

Mayor Emanuel's Industrial Corridor Modernization

North Branch

Contact Us:

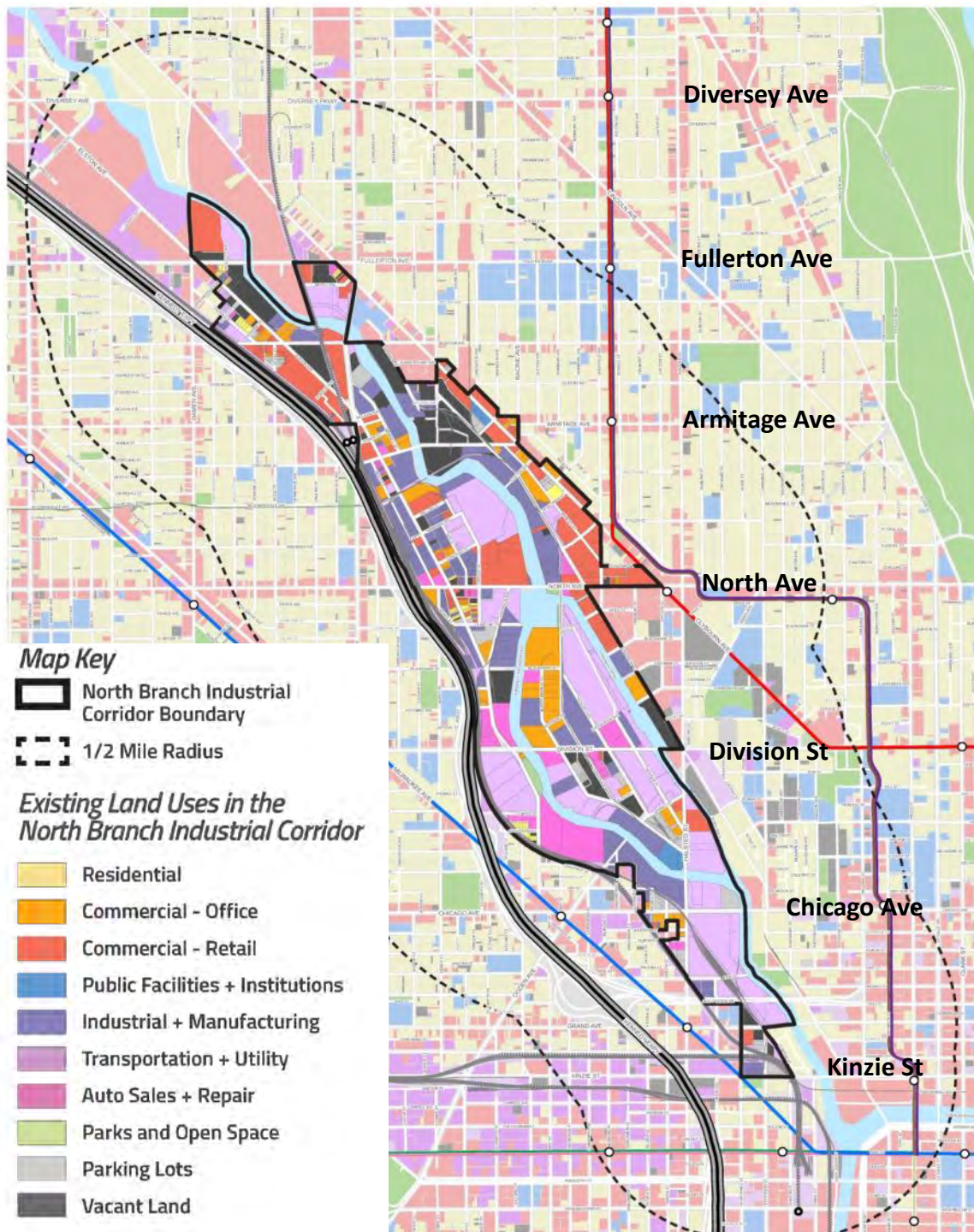
- dpd@cityofchicago.org
- cityofchicago.org/dpd
- smappapp.com/chicago



Rahm Emanuel, Mayor

Rebekah Scheinfeld, Commissioner
Department of Transportation

David Reifman, Commissioner
Department of Planning and
Development



Tonight's Meeting Agenda

6:00pm

Welcome

6:15pm

Presentation

City-wide

1. Industrial Planning in Chicago North Branch
2. Area Development History
3. Current Conditions – Census Data, Land Use, Zoning, Transportation
4. Today's Development Trends – Challenges and Opportunities
5. Community and Stakeholder Input
6. Next Steps

7:00pm

Questions and comments

Review informational boards

7:30pm

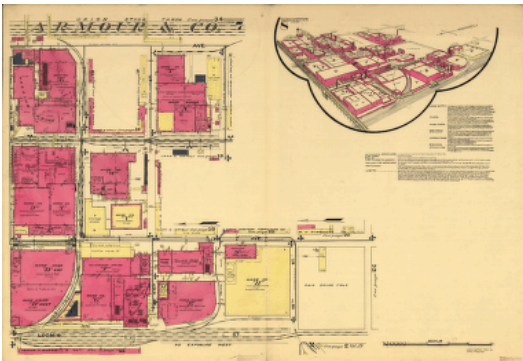
Meeting Adjourned

Citywide Industrial Corridor Planning



- Chicago's 26 Industrial Corridors contain about 12% of the city's land
- Have boundaries that generally align with railroad embankments, waterways, highways and arterial streets that separate interior industrial uses from nearby residential and commercial activity
- Range in size from 70 to 3,500 acres
- Offer industrial land for new and expanded manufacturing and related uses

Evolution of Chicago's Industrial Corridor System



The first planned industrial district, the 475-acre Union Stockyards, opened in 1865

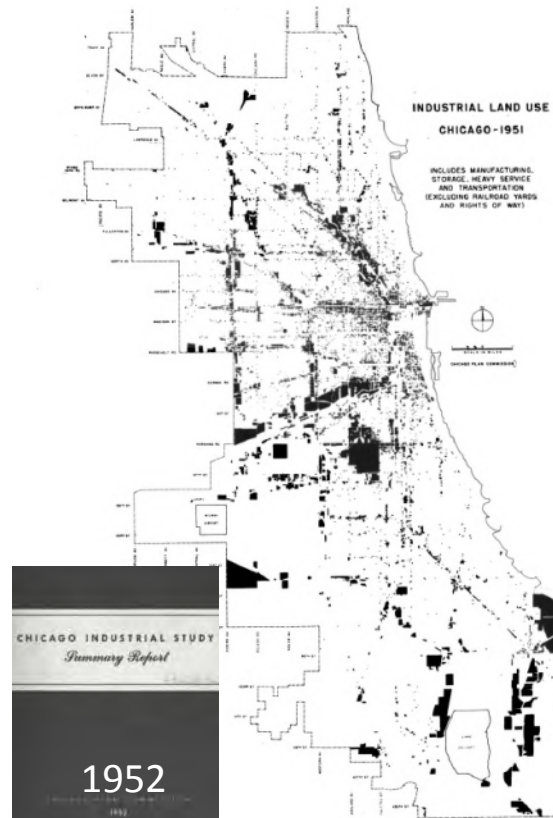
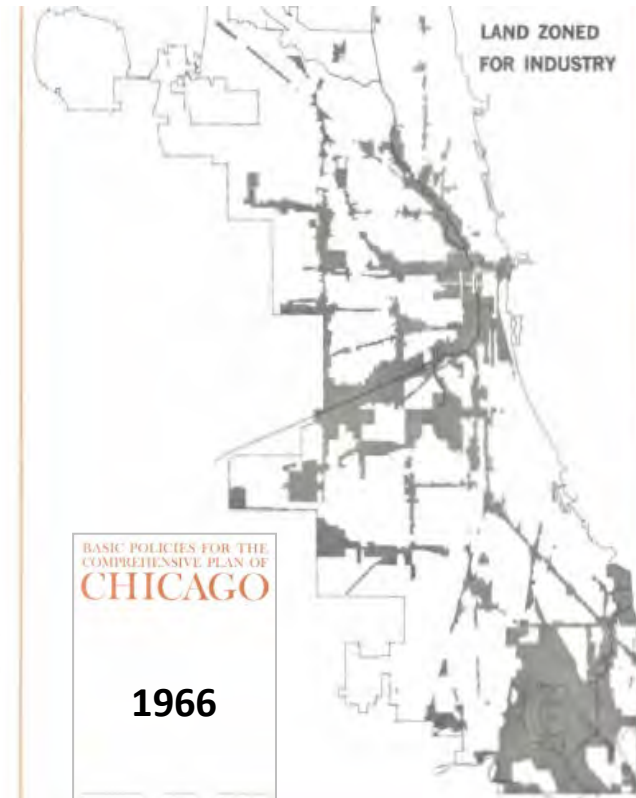
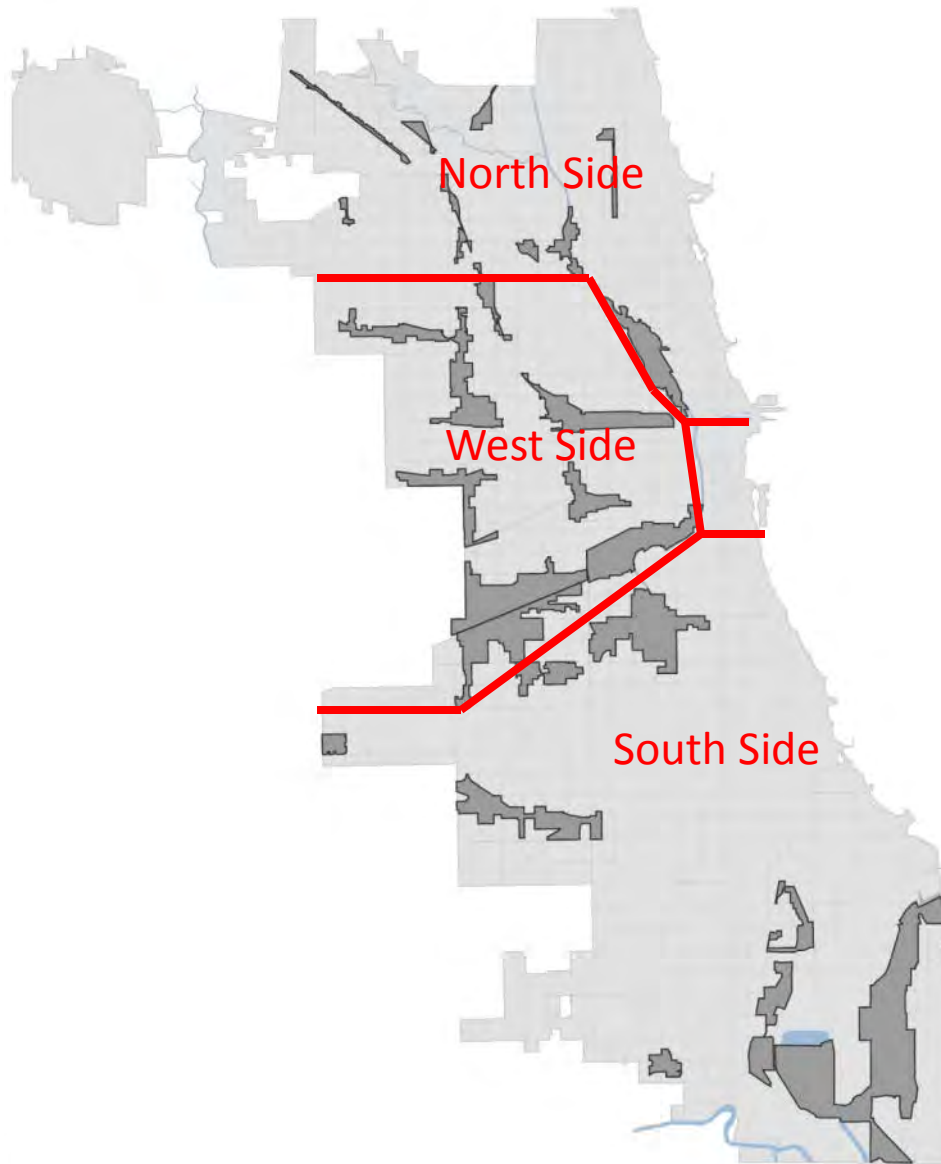


Fig. 2



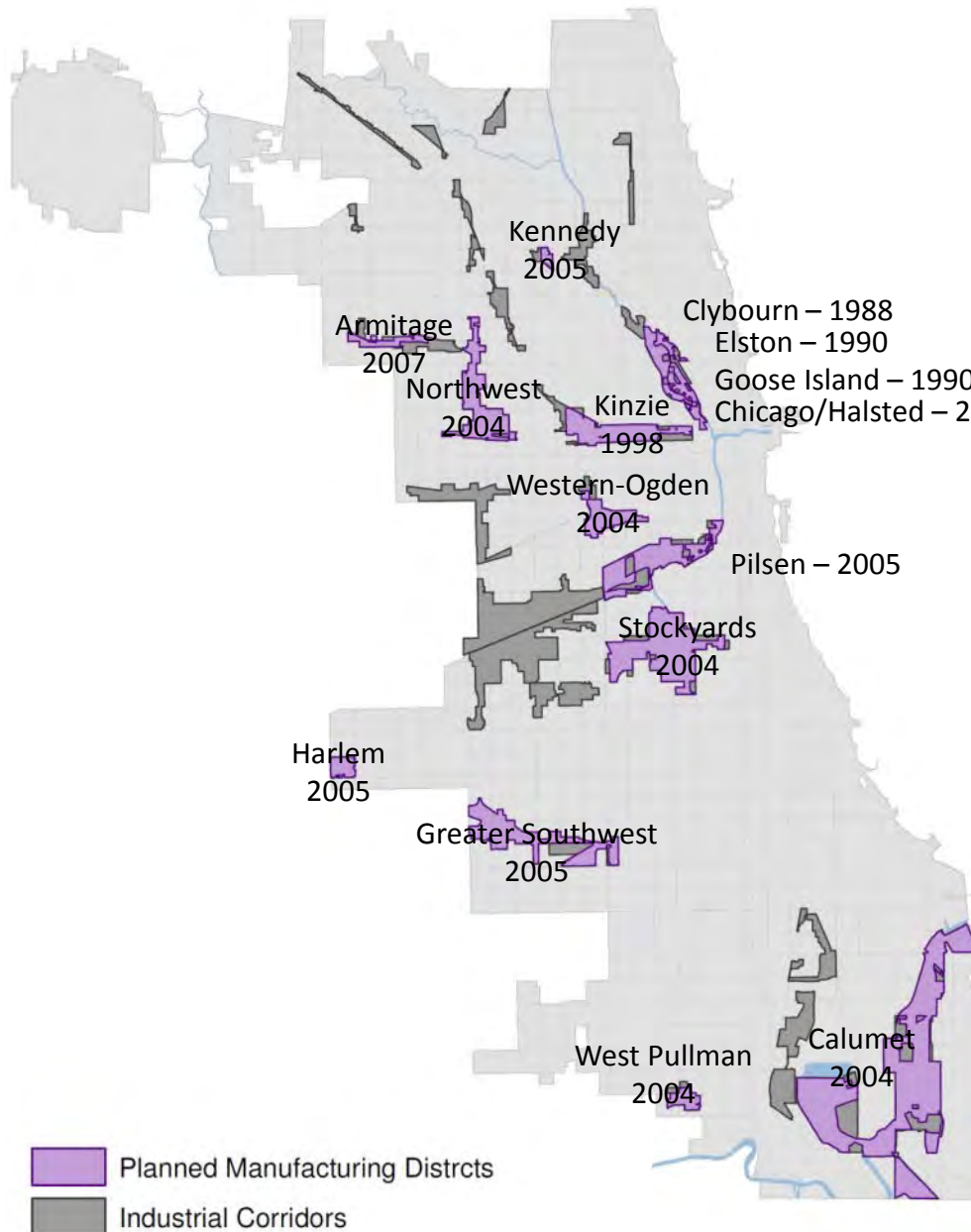
Citywide Industrial Corridor Planning



Chicago's industrial corridor planning tools

1. A Plan for Industry in Chicago's West Side – Adopted 1992
2. A Plan for Industry in Chicago's North Side – Adopted 1993
3. A Plan for Industry in Chicago's South Side – Adopted 1995
4. 2004: Chicago Zoning Ordinance amended requiring Plan Commission review for requests to rezone land to a non-industrial use within an industrial corridor

Citywide Industrial Corridor Planning



Chicago's industrial corridor zoning tools

1. Late 1980's manufacturers, NorthBranch Works, and the City explored land use policies to protect residential uses from encroaching into industrial corridors
2. 1988 a new zoning tool, the Planned Manufacturing Districts (PMD) was created which prohibits residential and most retail uses
3. 14 PMDs were approved by the Chicago City Council between 1990 and 2007

Previous Plans for Chicago's Industrial Corridor System



2013

Chicago Sustainable Industries (CSI)

Established a comprehensive plan to support and expand Chicago's industrial base. Includes 14 policies and 32 action items



2014

Fulton Market Innovation Dist.

Established a comprehensive plan to support business growth within an existing industrial corridor characterized by old and new uses

Recent and ongoing research/data on potential policy improvements



2013

Assessed effectiveness of current PMD land use legislation



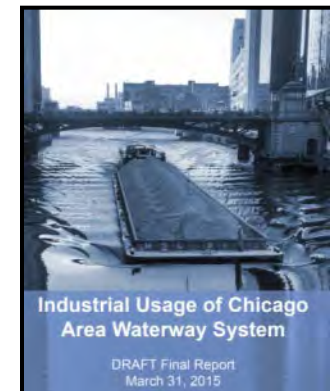
2014

Identified demand for new incubators, especially involving food



2014

Proposed new industrial corridor between the Dan Ryan and Norfolk Southern rail yard



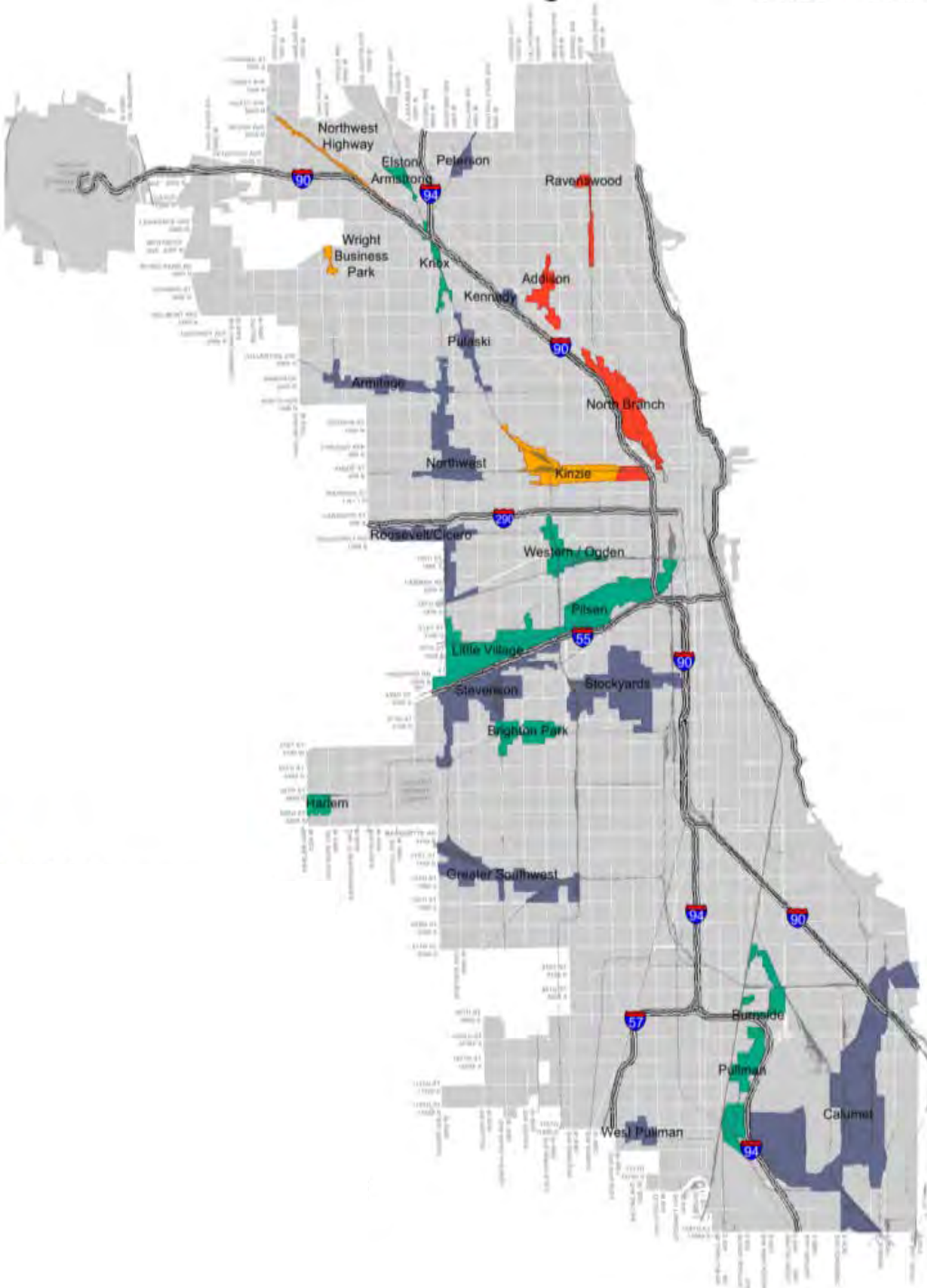
2015

Assessed existing dock infrastructure for industrial users along the river

Employment Trends

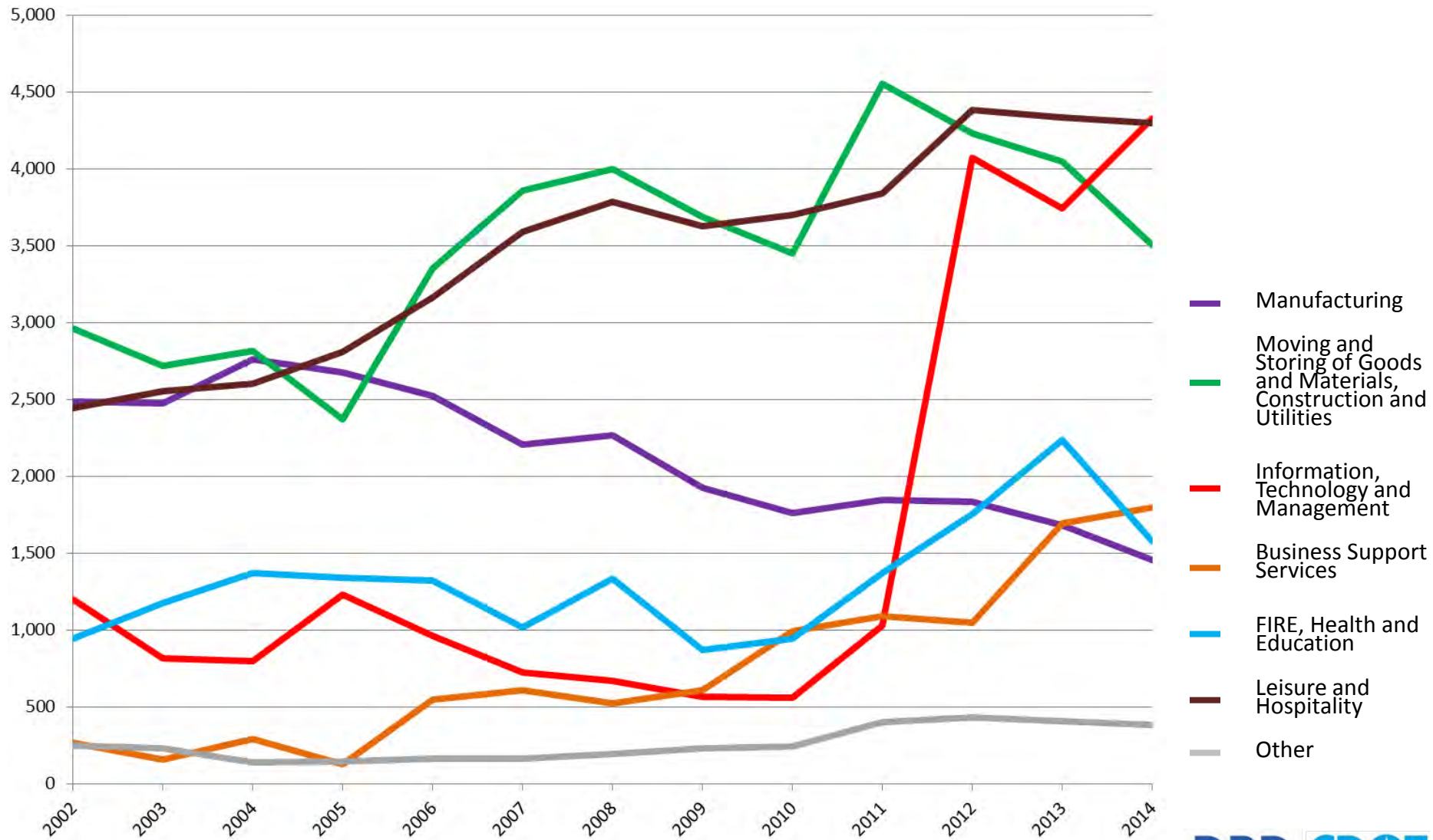
Core Job Employment Trends 2002 - 2014

-  **Manufacturing**
(Largest number of jobs are in manufacturing and are stable or growing)
-  **Manufacturing and Moving & Storing Goods**
(Largest number of jobs in both manufacturing and the distribution and storage of goods and are stable or growing)
-  **Business to Business**
(Largest number of jobs are in business support services which is increasing with info & tech rising in east Kinzie)
-  **Info & Tech**
(Largest number of jobs are either information technology and management or business support services and are growing in North Branch)
-  Rail
-  Highways
-  Major Streets

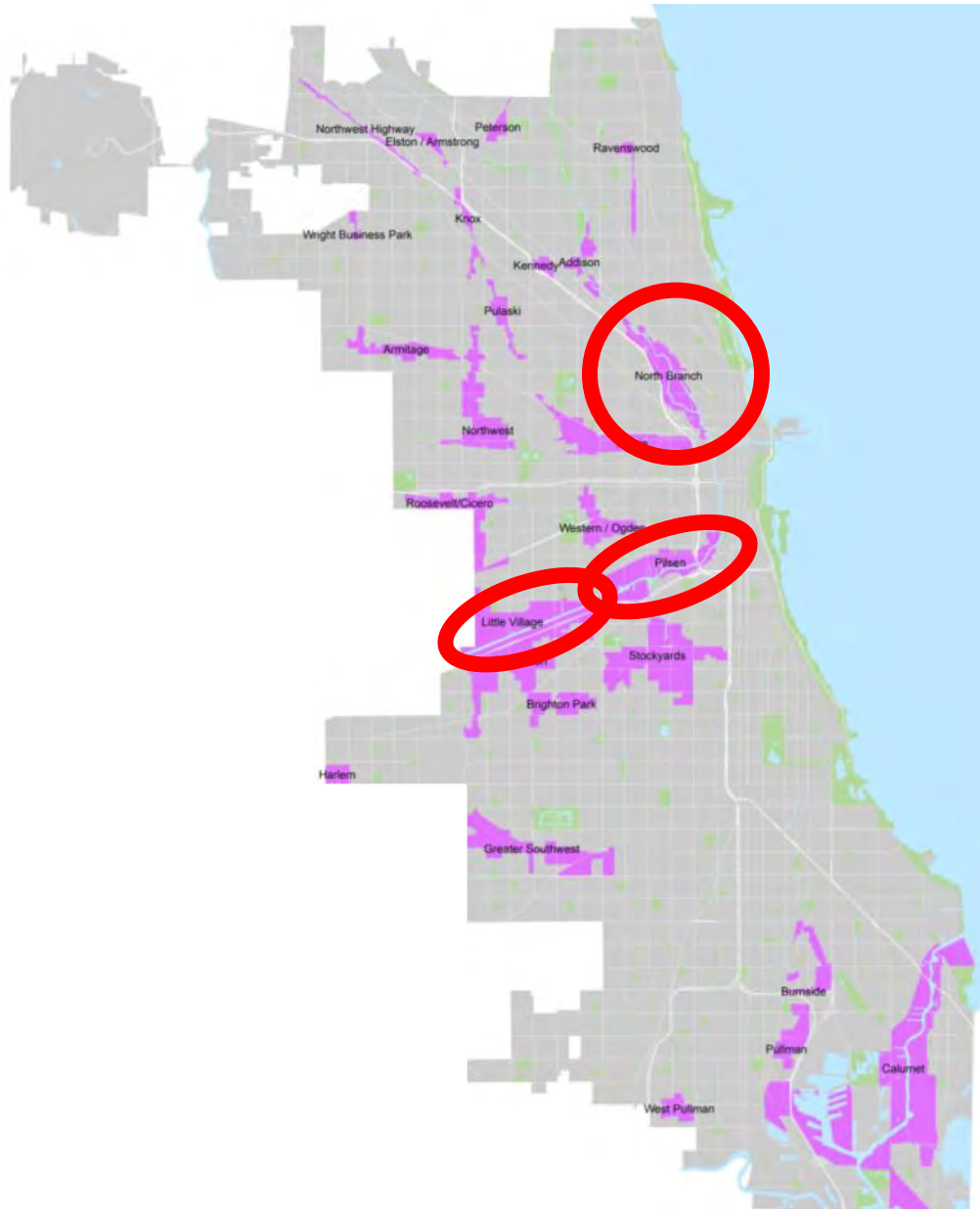


Employment Trends

Analysis of Jobs in the North Branch Industrial Corridor

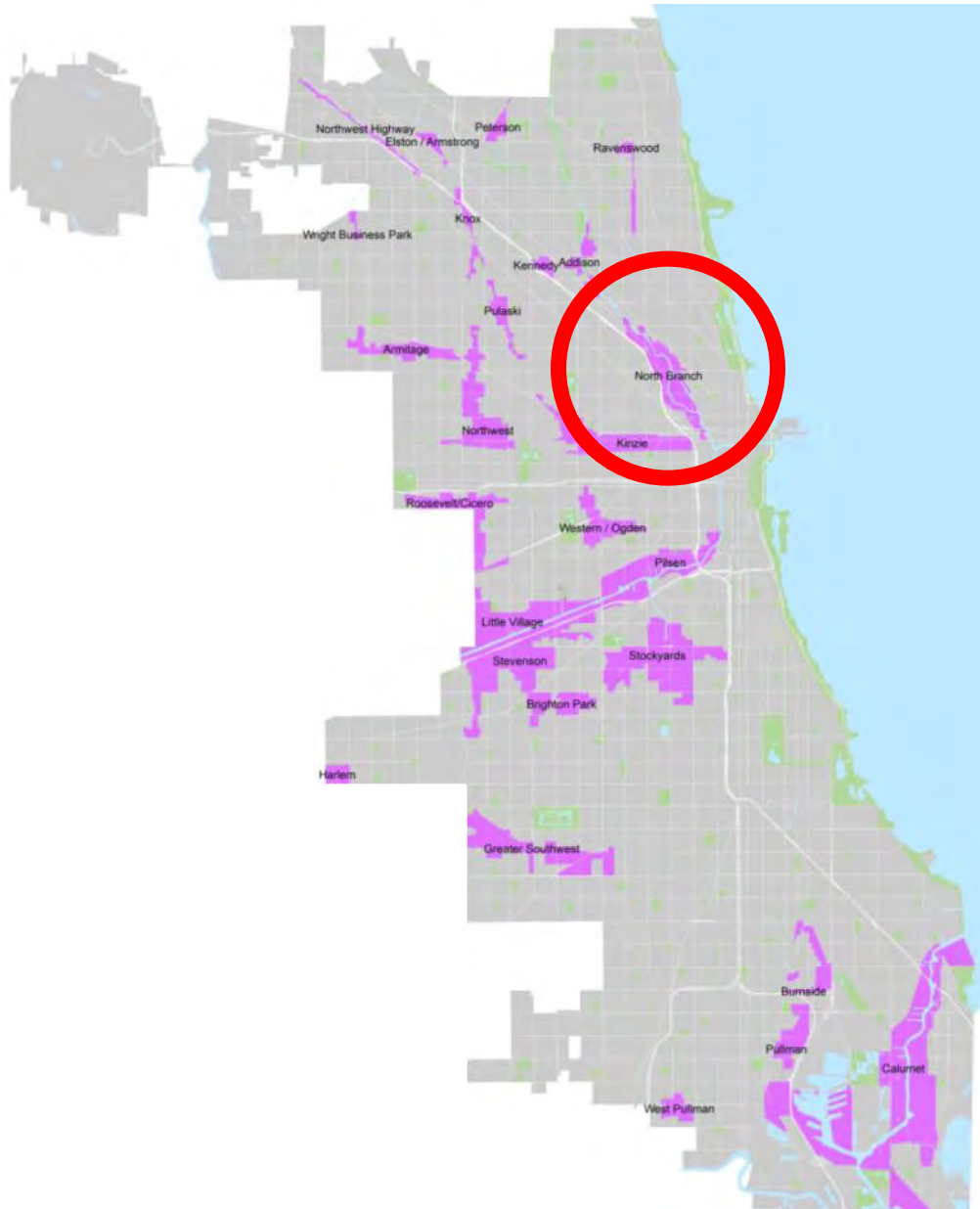


Citywide Industrial Corridor Planning

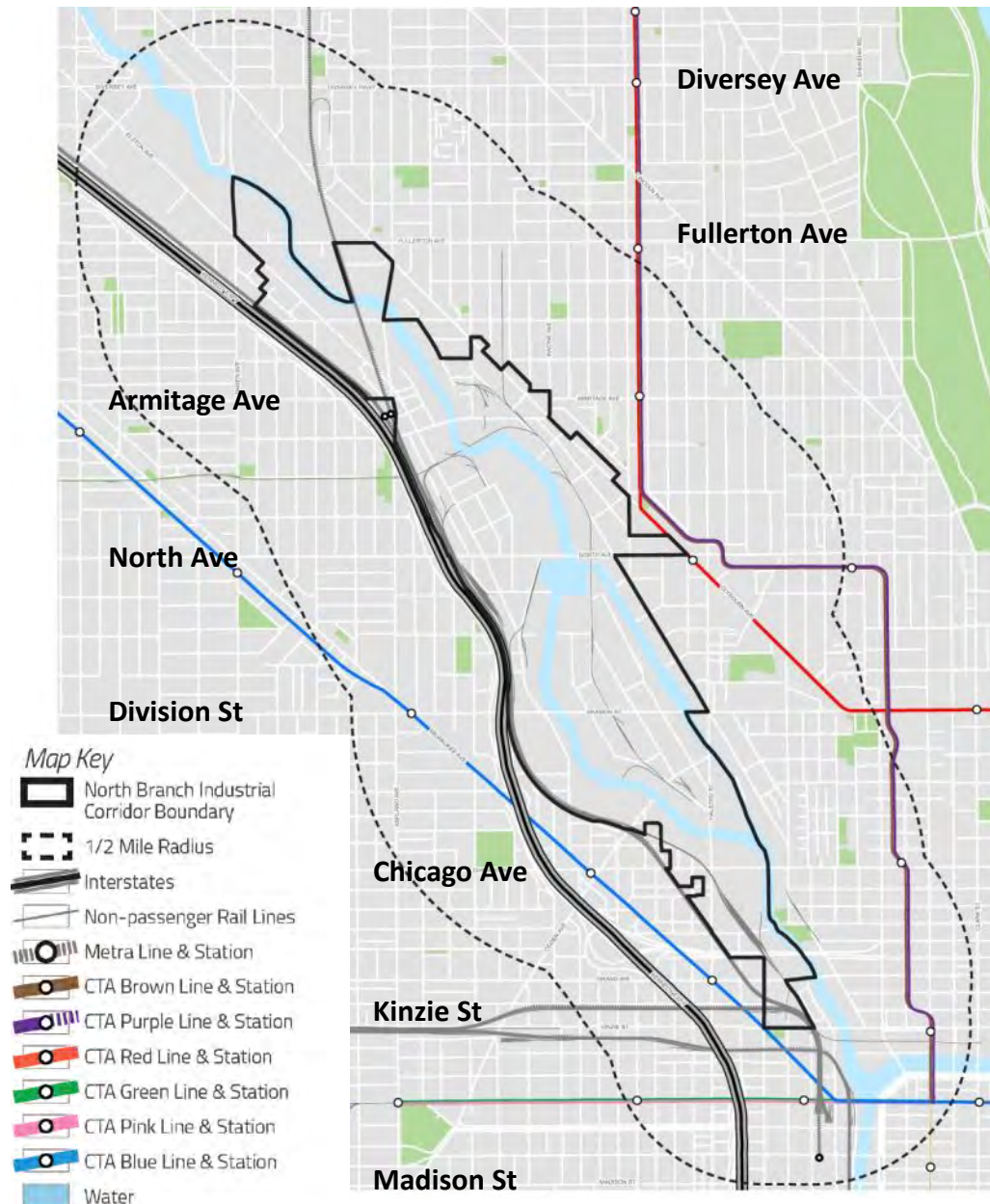


North Branch, Pilsen and Little Village will be the first corridors to be updated

North Branch Industrial Corridor



North Branch Industrial Corridor



The **study area** will be focused on the existing North Branch Industrial Corridor, with a broader look to a ½ mile boundary to capture the full picture of the area and the connections between the surrounding neighborhoods

The **project purpose:**

Develop land use scenarios through the careful review and analyses of existing conditions, previous plans, community input and development trends to:

1. guide future development and
2. inform a coordinating transportation plan

North Branch Industrial Corridor

Tentative Timeline

June 6, 7 and 8, 2016

North Branch
Community
Kick-off Meeting

August 2016

DPD to Present Draft
Land Use Scenarios
to Community

Early

2017

Final
Land Use
Guidelines

DPD Collected
Existing Condition
Data

First Community
Input Opportunity

Second Community
Input Opportunity

May 1, 2016

Start of North
Branch Land
Use Study

July 5, 2016

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LAND USE

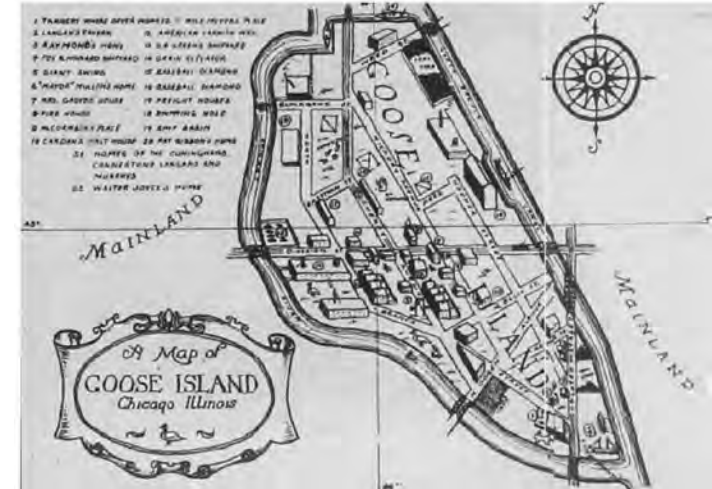
North Branch Industrial Corridor

Tentative Timeline

Existing Conditions Data Collection	Land Use Scenario Review	Public Input and Alternatives Development	Plan Development, Public Comment, Final Plan
Summer/Fall 2016	Fall 2016	Spring 2017	Summer 2017

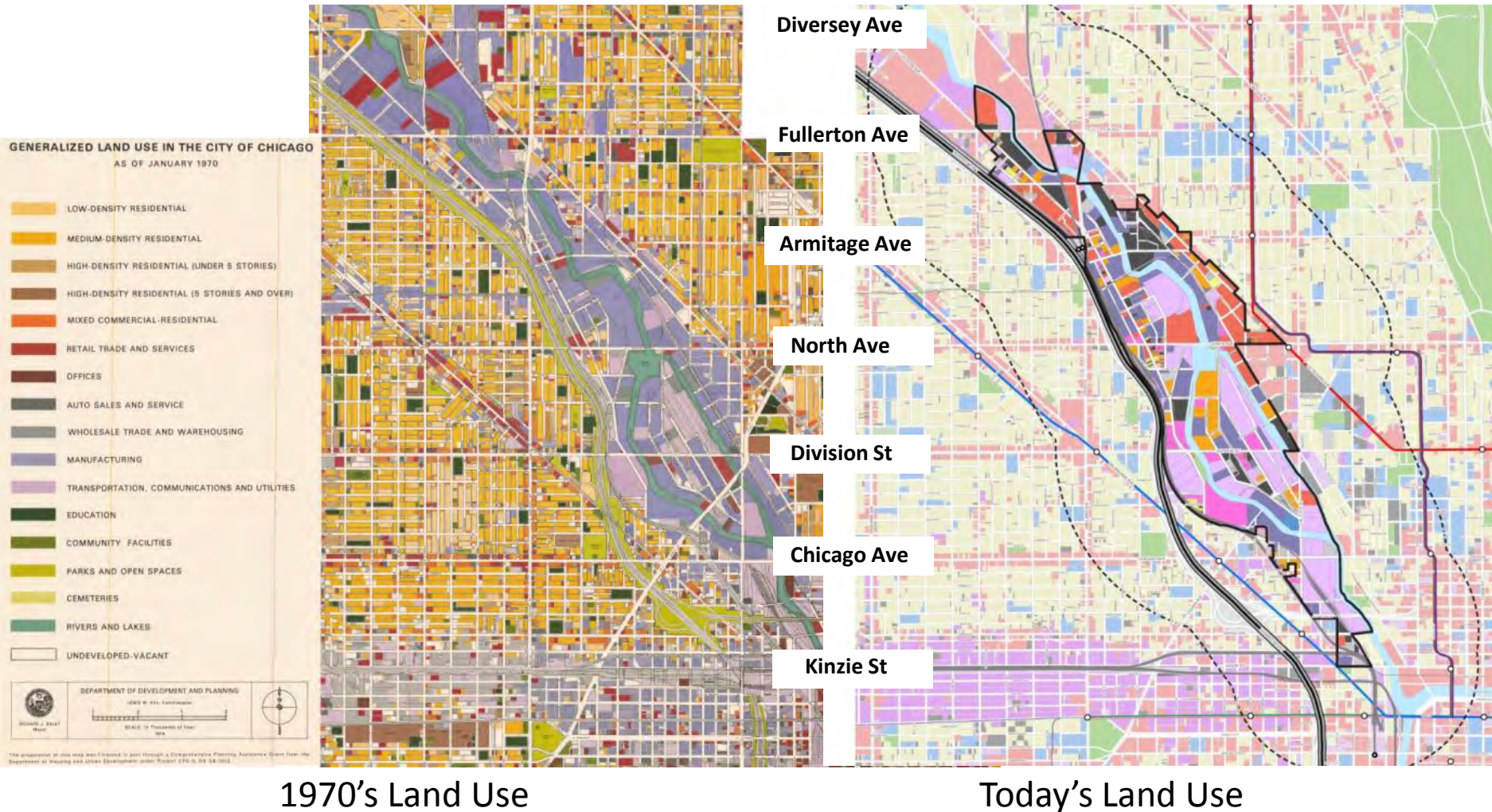
TRANSPORTATION

North Branch Development History



Chicago History Museum
Collection ID: DN-0054598
Chicago Daily News, Inc., photographer.
Goose Island, with a tugboat in the Chicago River in the foreground, 1909

North Branch Development History



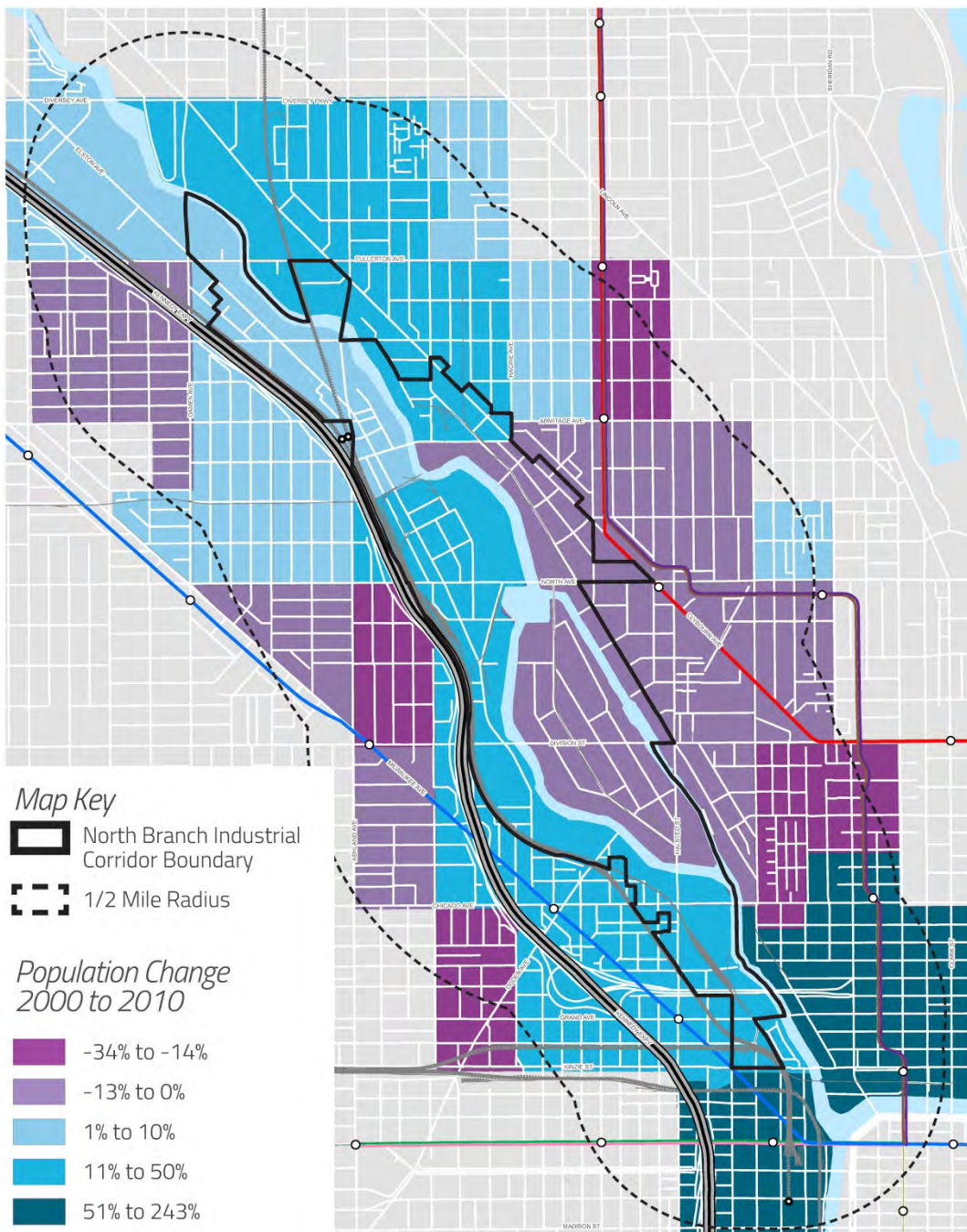


North Branch Industrial Corridor

Existing Context

1. Census Data
2. Existing Land Uses
3. Existing Zoning
4. Existing Transportation Network

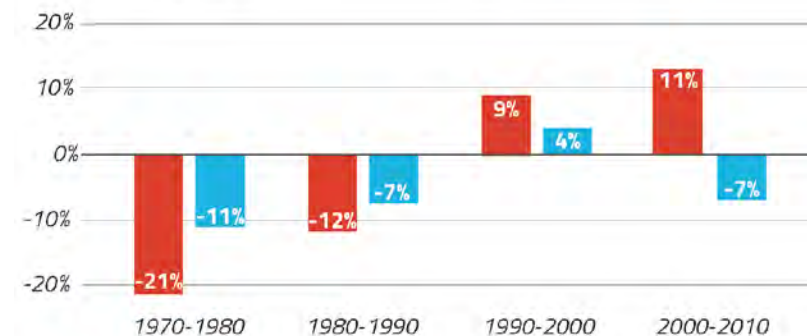




Census Data

Rate of Population Change (Percent)

1970 to 2010



NORTH BRANCH STUDY AREA

CHICAGO

Total Population


1970 to 2010


	NORTH BRANCH STUDY AREA	CHICAGO
1970	105,839	3,376,152
1980	83,643	3,004,435
1990	73,211	2,783,572
2000	79,814	2,895,521
2010	88,510	2,695,249

Source: US2010 Project at Brown University, Longitudinal Tract Data Base (LTDB), Full data for 1970-2010.

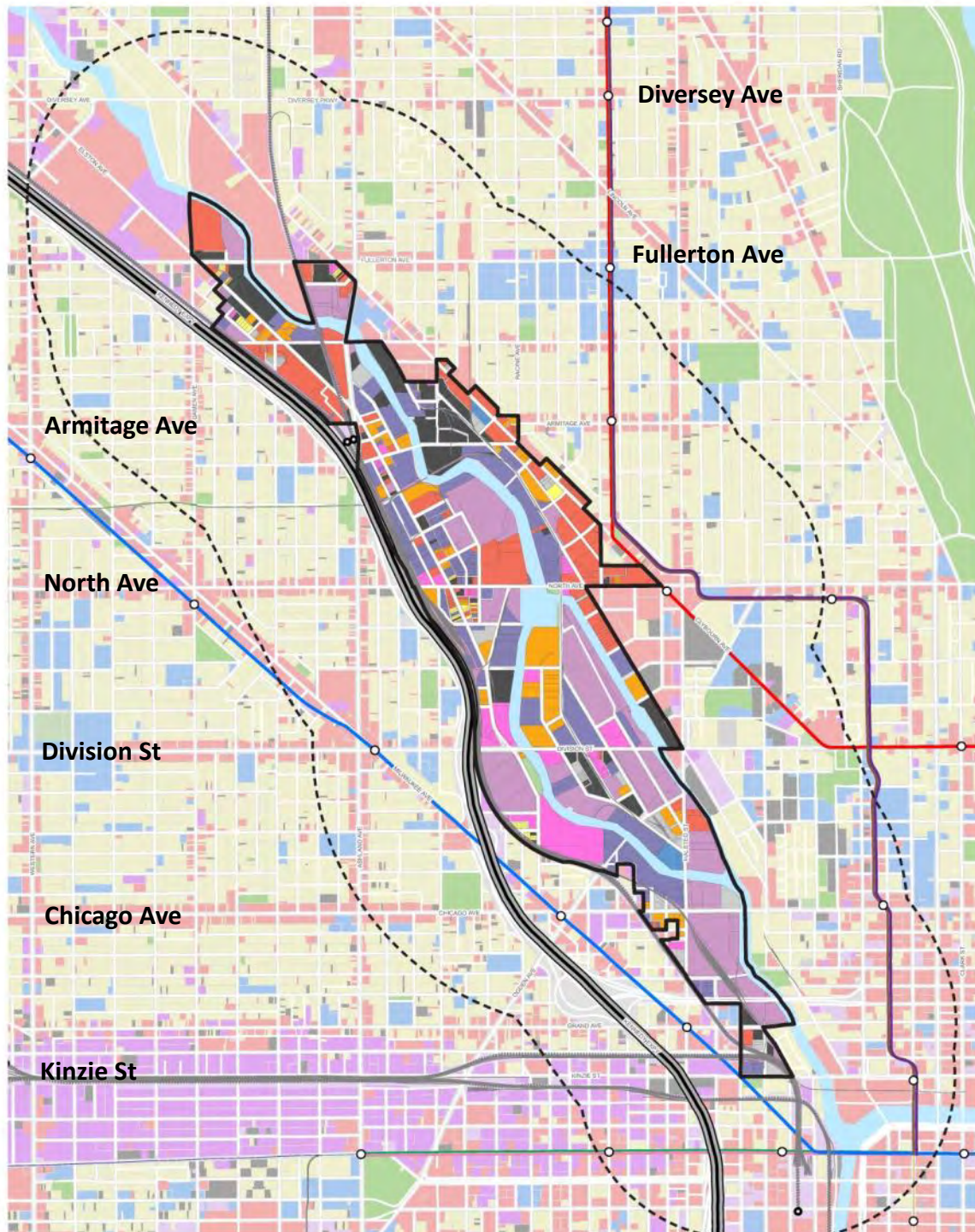
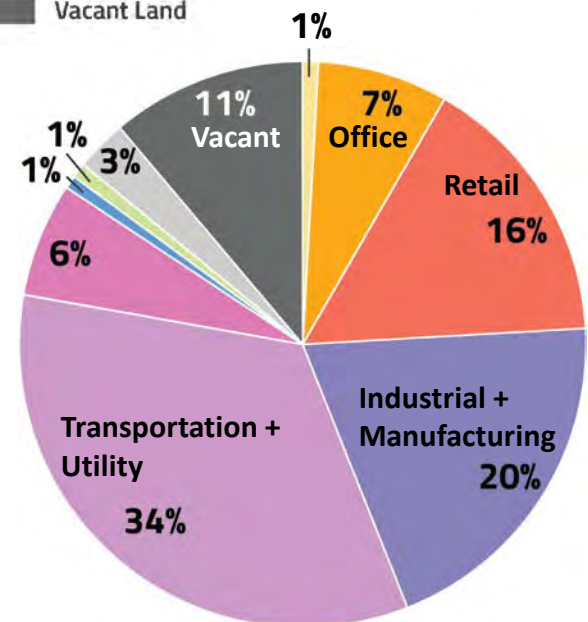
Existing Land Uses

Map Key

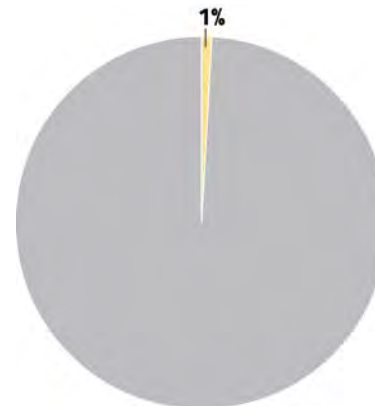
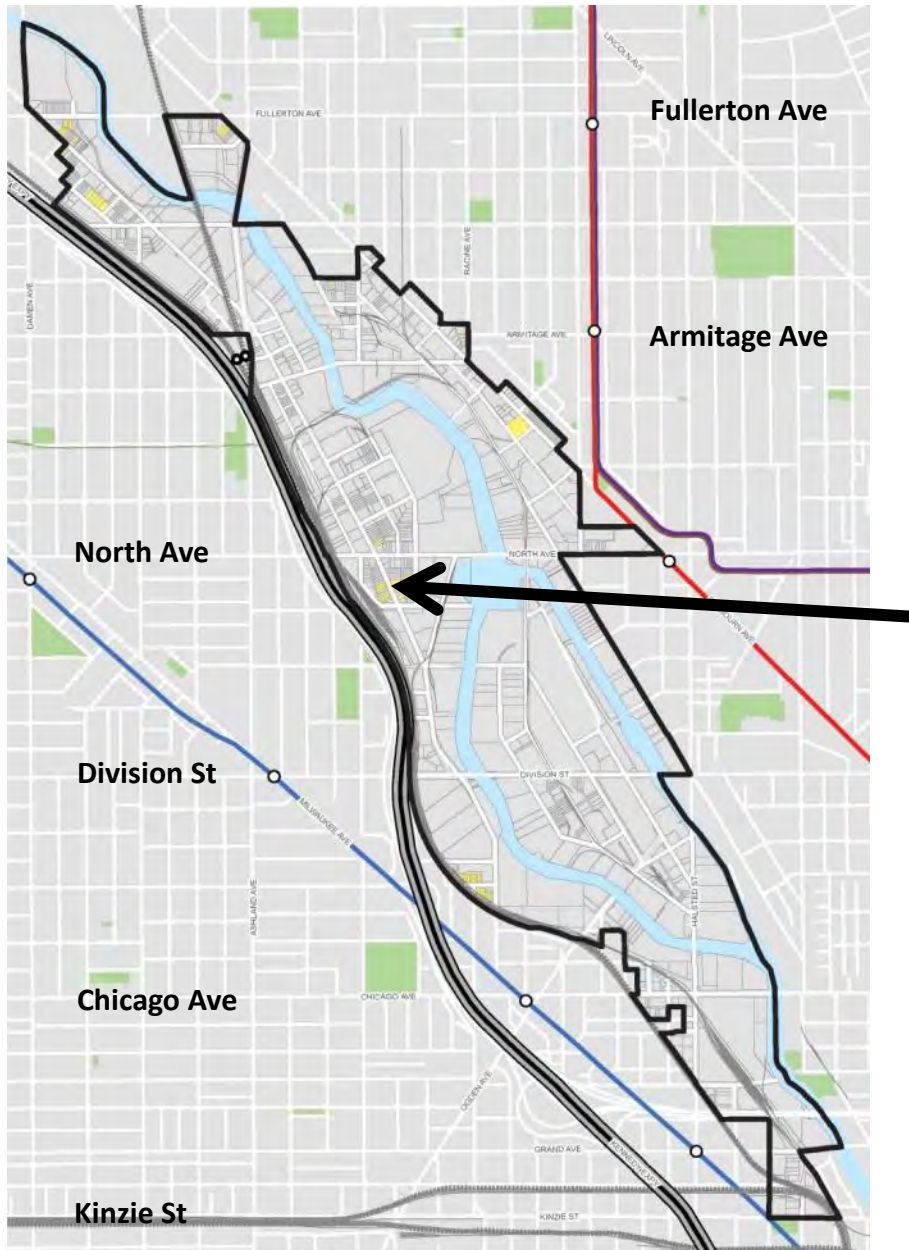
 North Branch Industrial Corridor Boundary

 1/2 Mile Radius

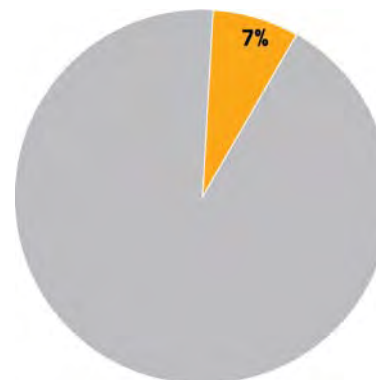
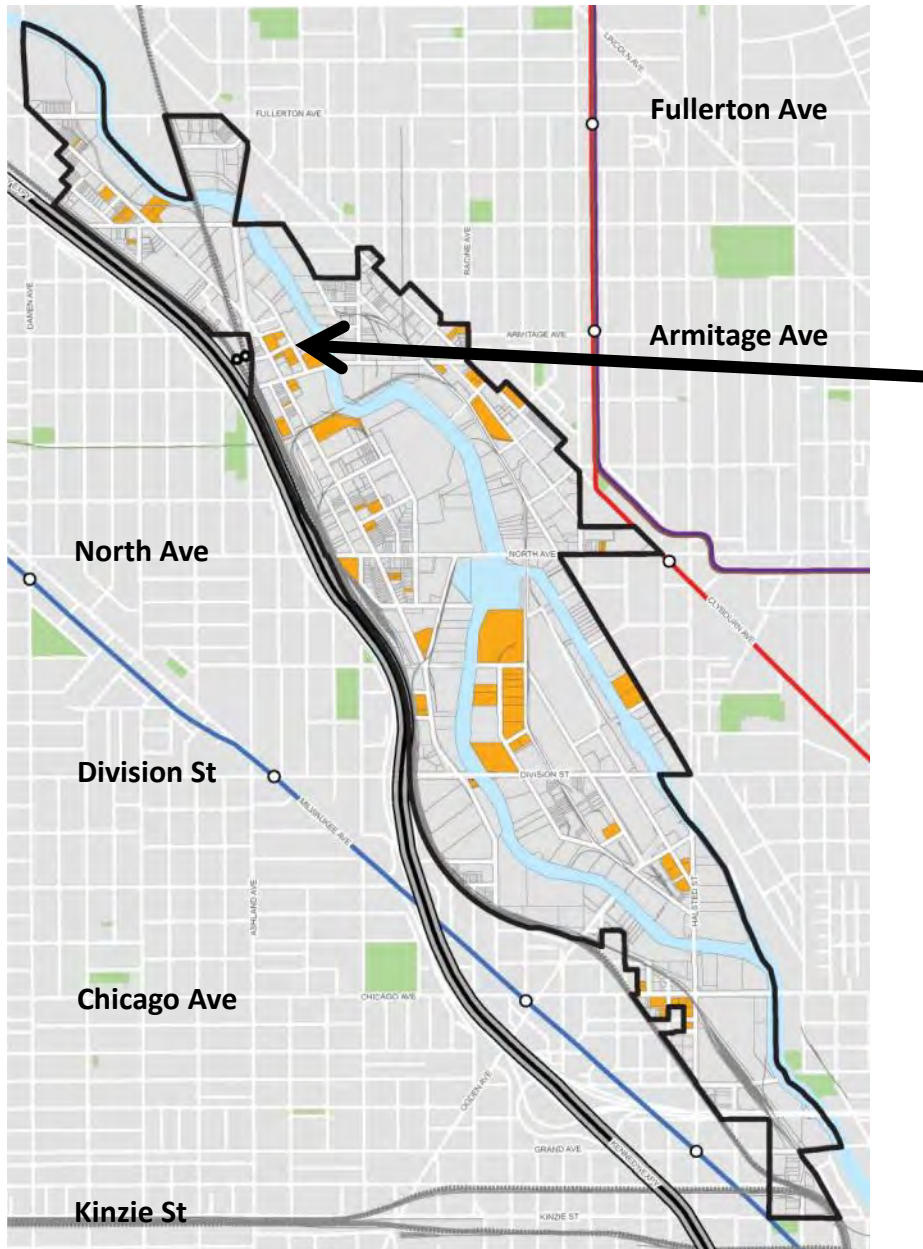
Existing Land Uses in the North Branch Industrial Corridor



Existing Land Uses - Residential

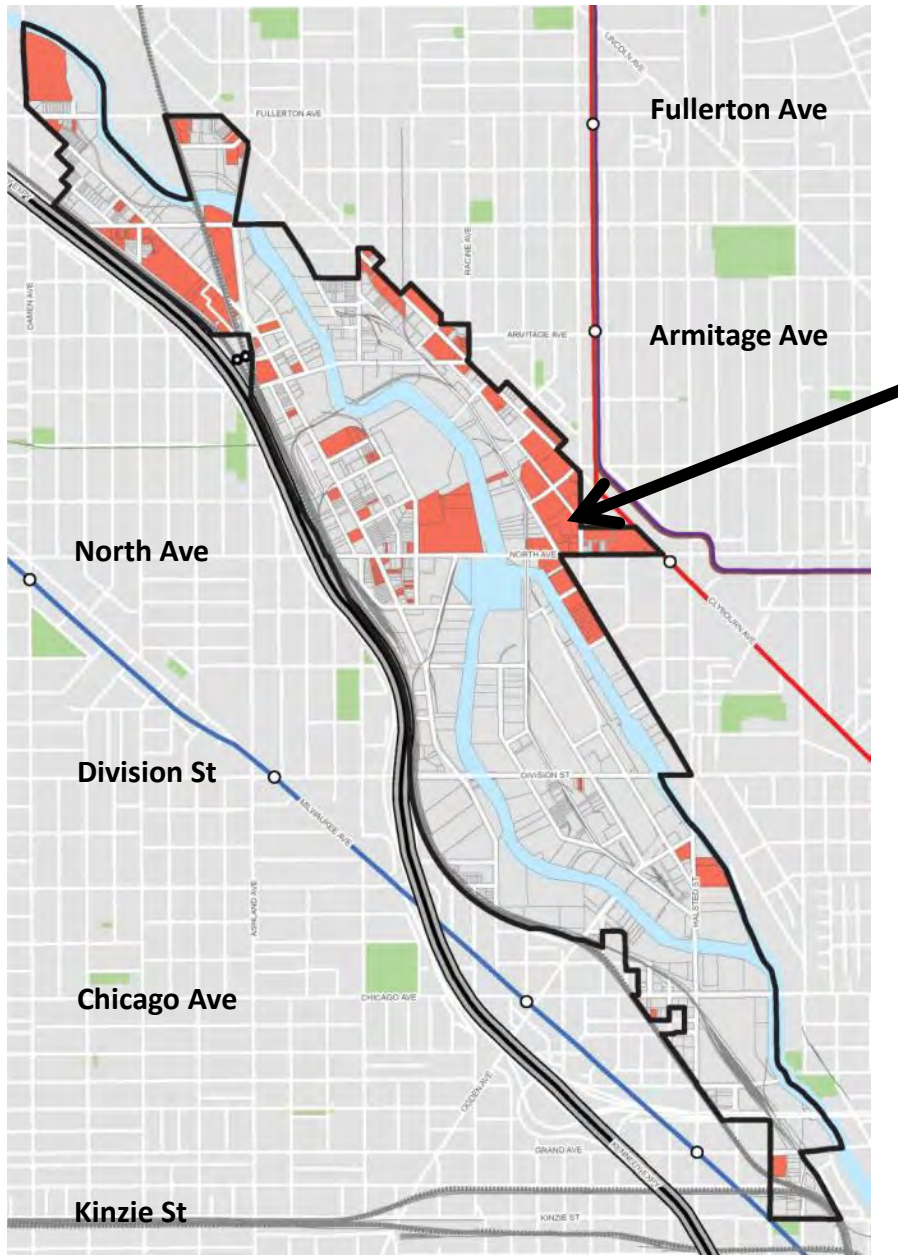


Existing Land Uses - Office

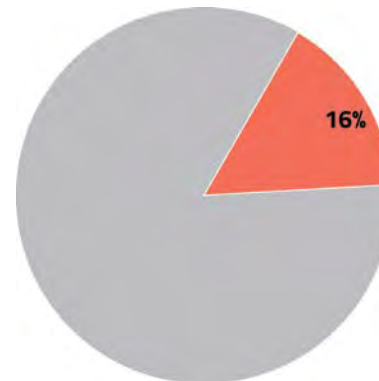


Technology
Creative
Logistics
Event Production

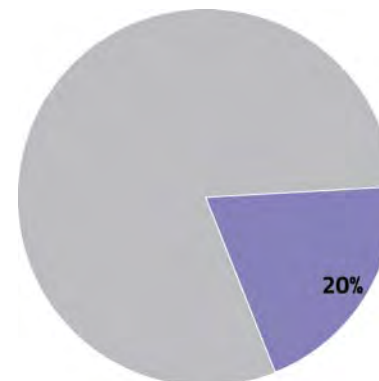
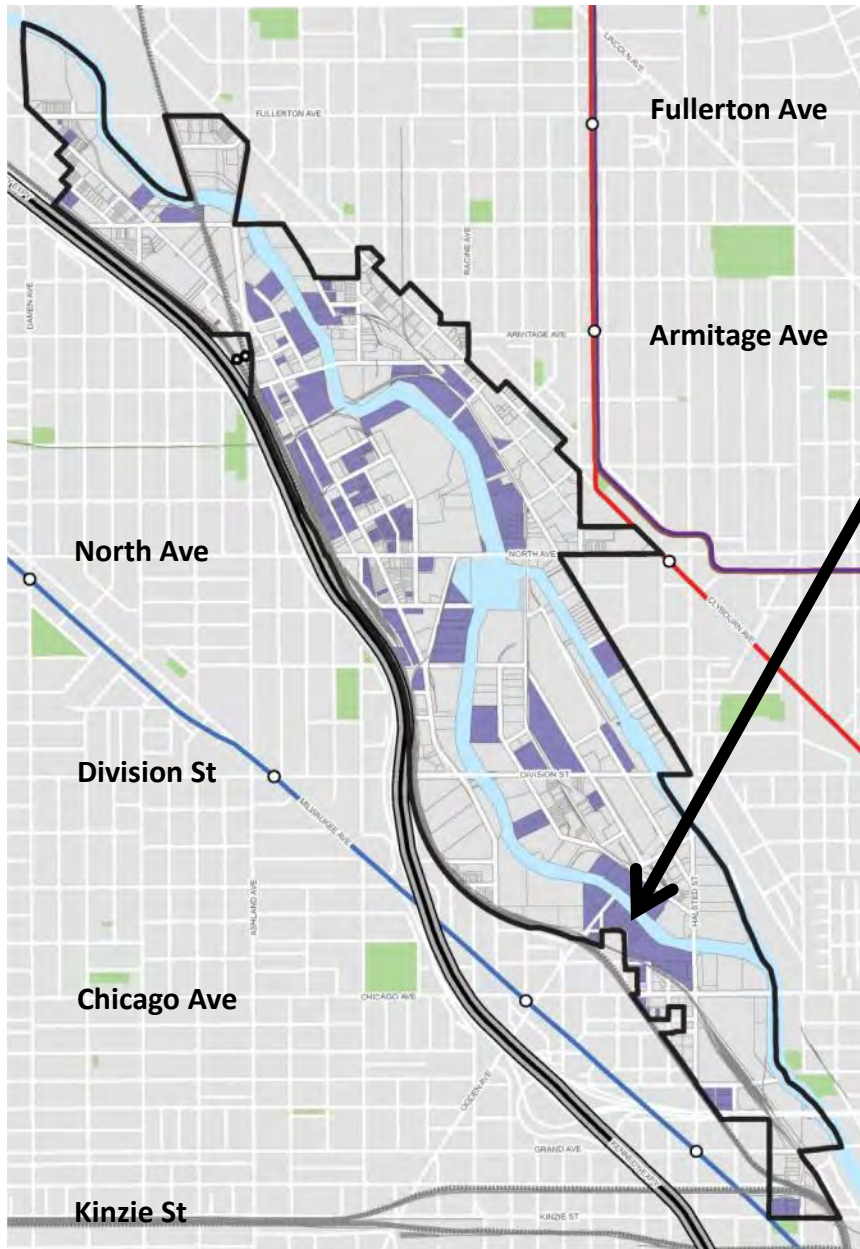
Existing Land Uses - Retail



Restaurants
Big Box
Grocery

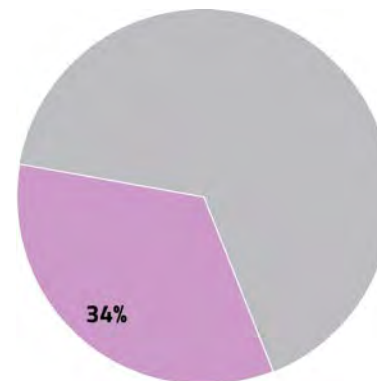


Existing Land Uses – Industrial + Manufacturing



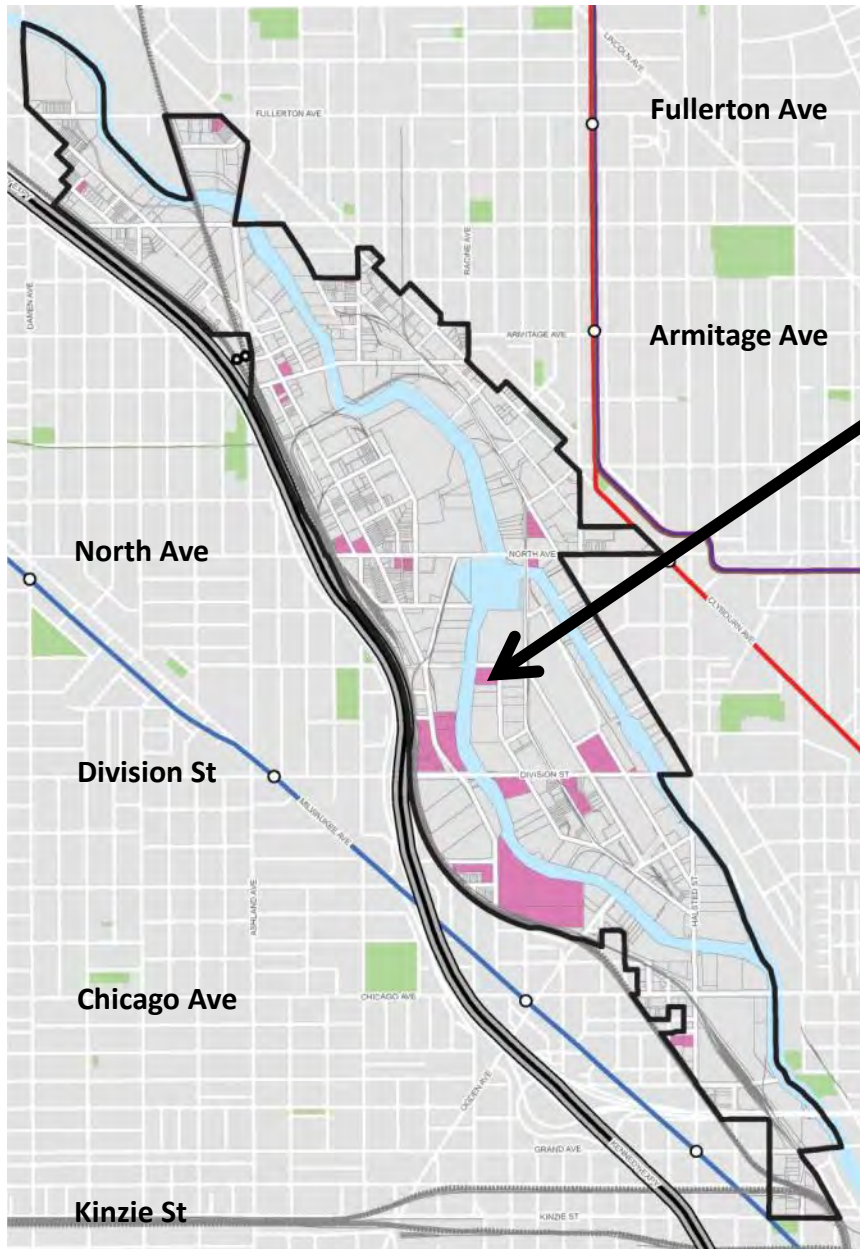
Metals
Building Materials
Manufacturing
Laboratories

Existing Land Uses – Transportation + Utilities

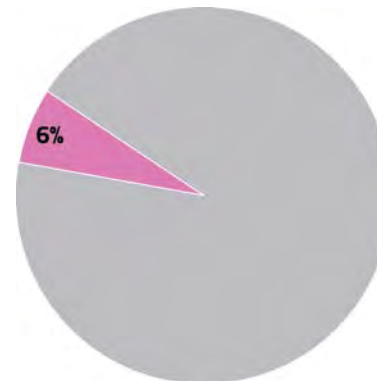


ComEd Transformers
Truck Distribution Centers
Trash Processing

Existing Land Uses – Auto-related



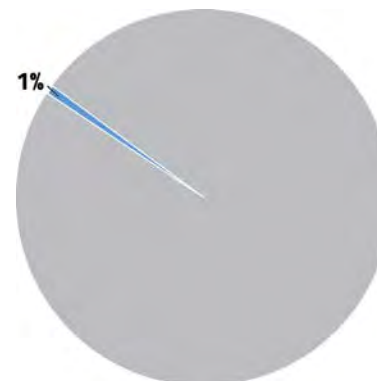
Auto Sales
Auto Repair



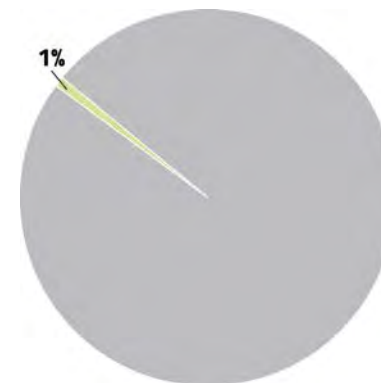
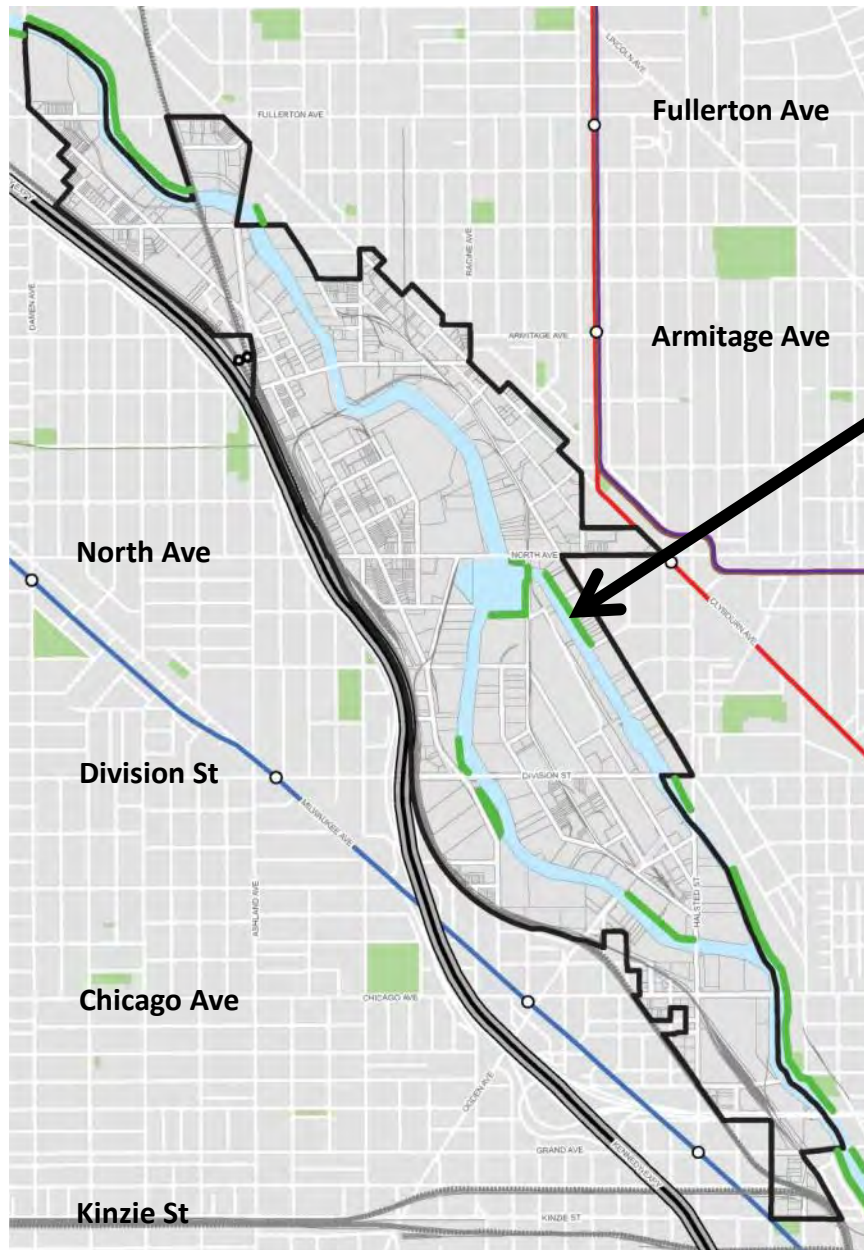
Existing Land Uses - Institutions



Schools

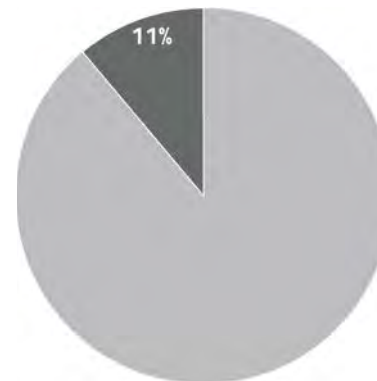


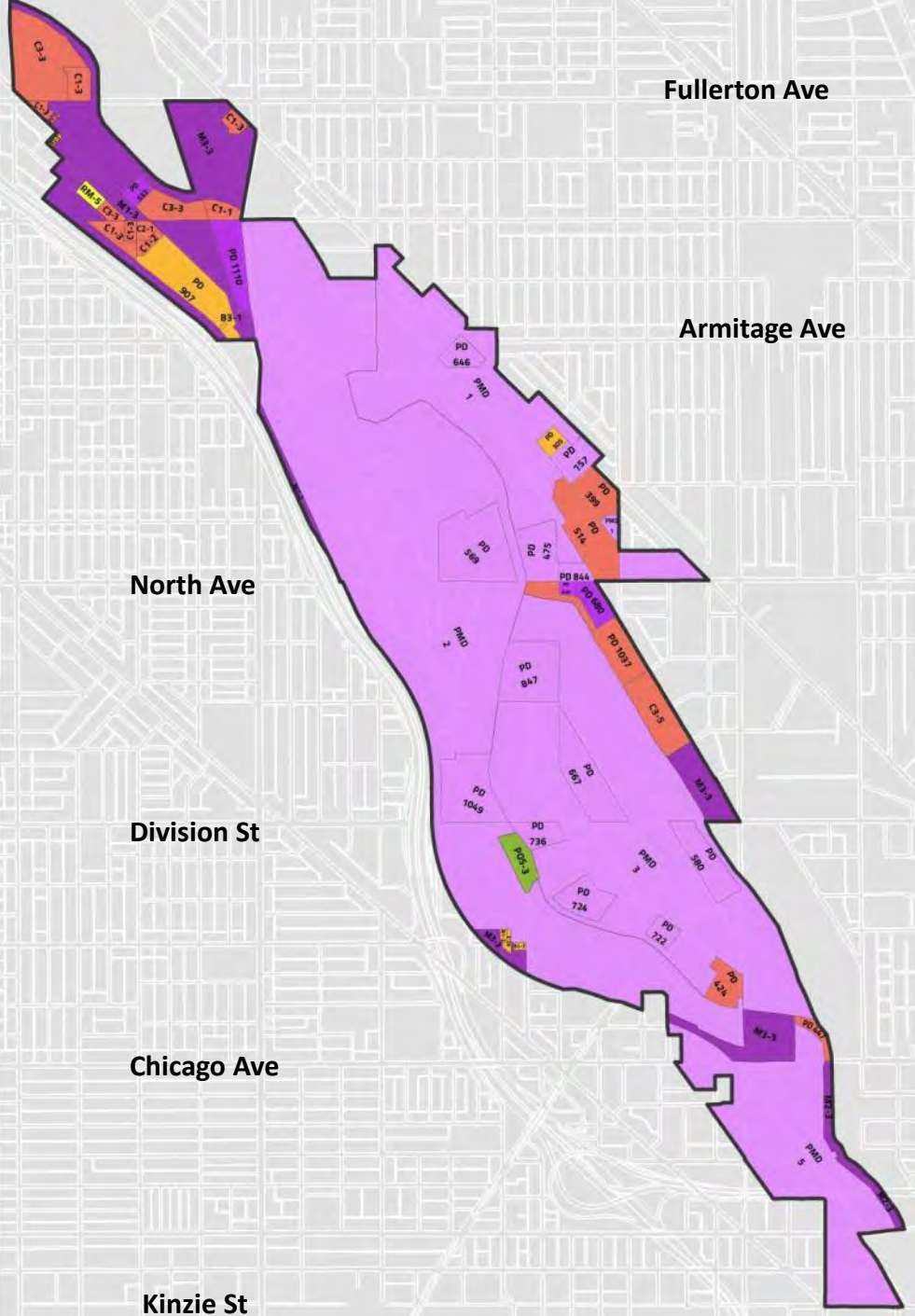
Existing Land Uses – Open Space



Proposed Parks
Waterfront Paths

Existing Land Uses – Vacant Properties





Existing Zoning

Zoning regulates land uses, density and building form

North Branch Industrial Corridor Zoning District % of coverage



Existing Zoning

Industrial Zoning

Manufacturing (M) Districts

- **M1:** Limited Manufacturing/Business Park
 - Intended for low-impact manufacturing, wholesale, warehousing and distribution in enclosed buildings
- **M2:** Light Industry District
 - Intended for moderate impact manufacturing with some outdoor activity
- **M3:** Heavy Industry District
 - Intended for high-impact manufacturing and industrial uses including extractive and waste-related uses

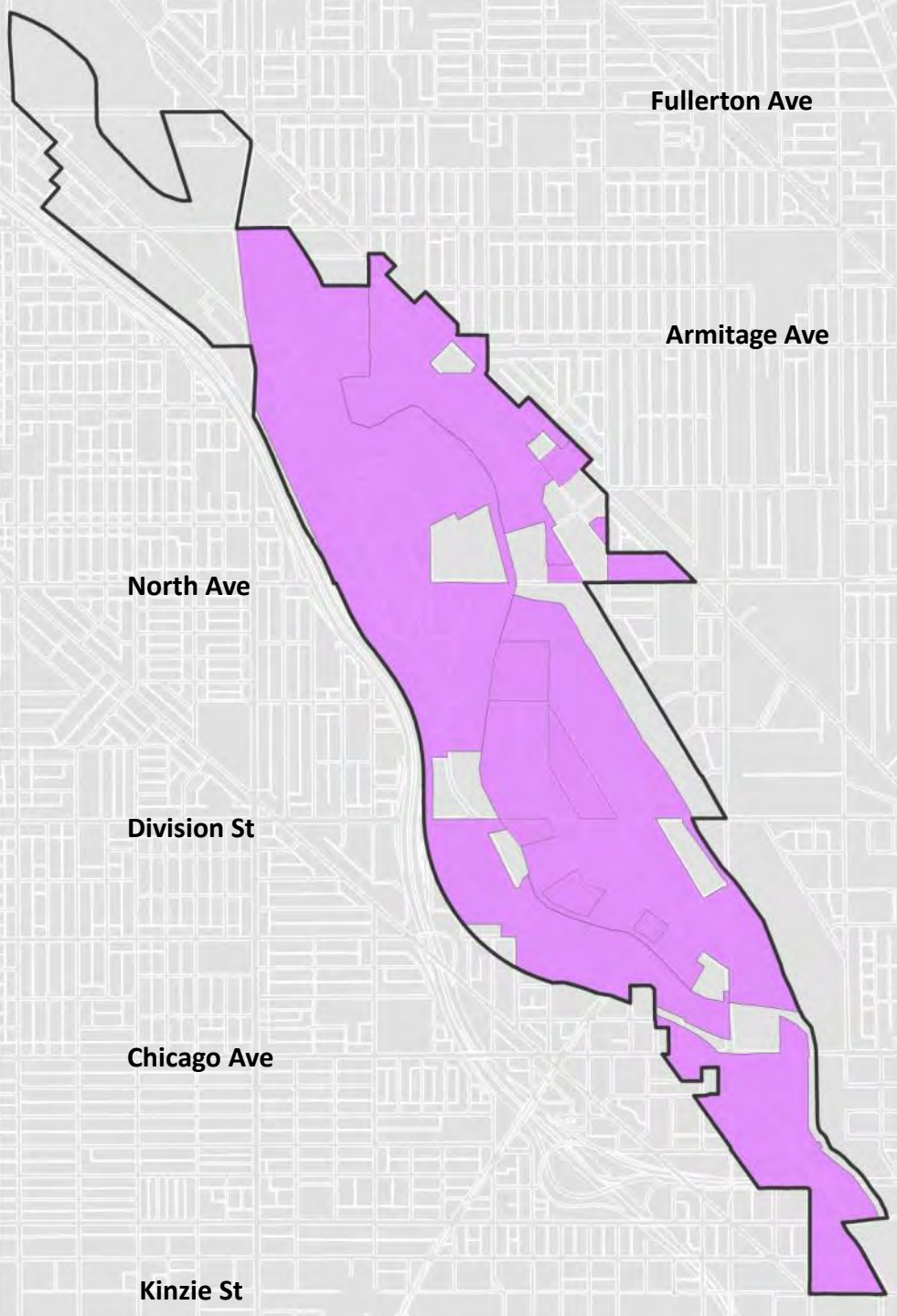


Existing Zoning

Industrial Zoning

Planned Manufacturing Districts (PMDs)

- Each PMD must encompass a minimum of 5 acres of land
- Allowable uses tend to correspond to the M3 district
- Several have sub districts which exclude heavier industrial uses and allow office and retail uses to a greater extent than in all other industrial zoning districts



Existing Zoning



Allowed Uses in Industrial Zoning Districts

- Office: up to 9,000 square feet in all PMDs
- High Tech Office and Data Centers allowed in all M districts and PMDs
- Restaurants and Taverns allowed in all M districts and in all but a few parts of PMDs



Existing Zoning



(R) Residential Zoning Districts

- Permit residential and residential-compatible uses
 - RS: Single-family
 - RT: Two-flats and townhouses
 - RM: Multi-family

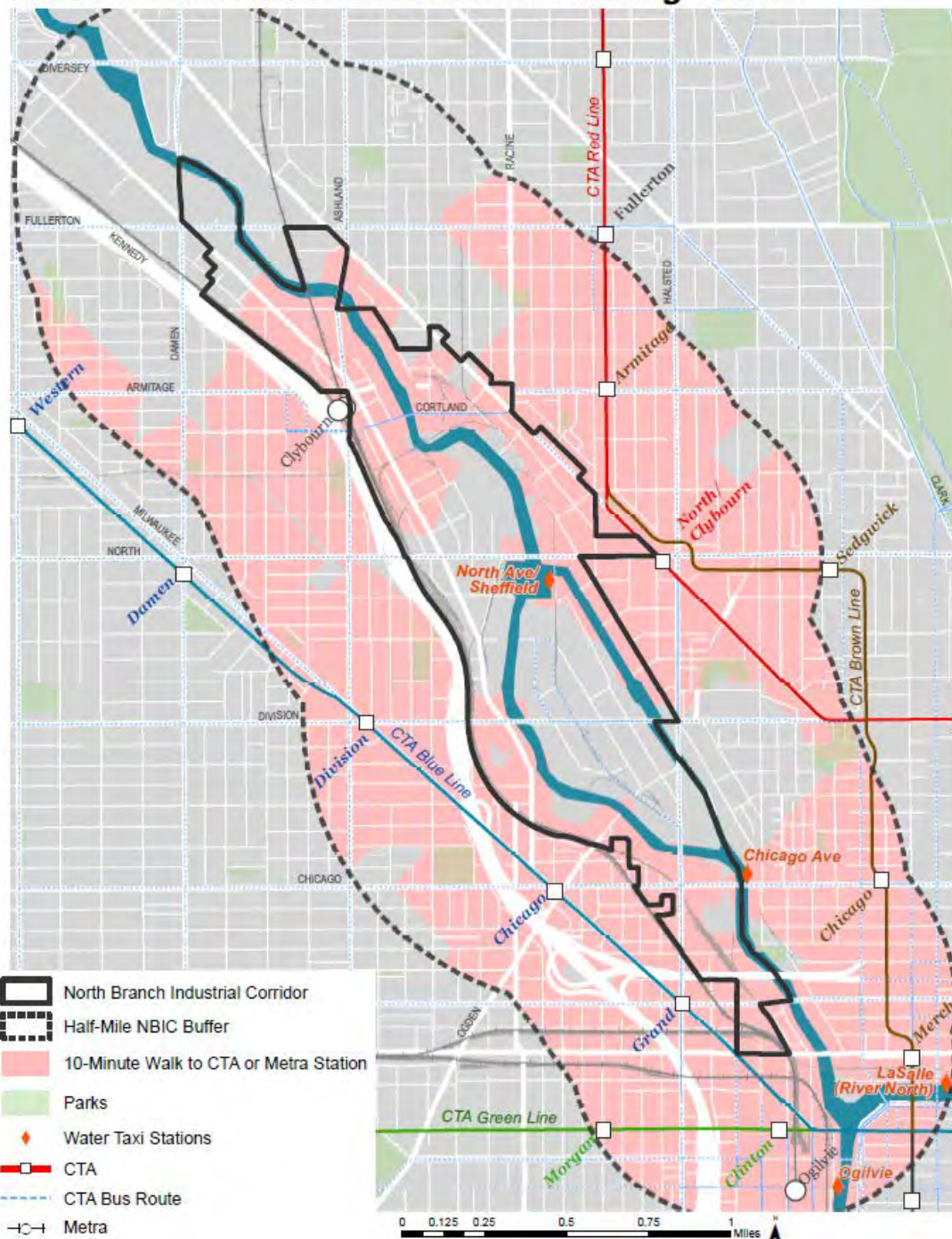
(B) Business Zoning Districts

- Accommodate retail, service and commercial uses
 - B1: Neighborhood Shopping District
 - B2: Neighborhood Mixed-Use District
 - B3: Community Shopping District

(C) Commercial Zoning Districts

- Accommodate more intense retail, service and commercial uses
 - C1: Neighborhood Commercial District
 - C2: Motor Vehicle-Related Commercial District
 - C3: Commercial, Manufacturing and Employment District

North Branch Industrial Corridor: Existing Transit



Transportation – Transit/Walking

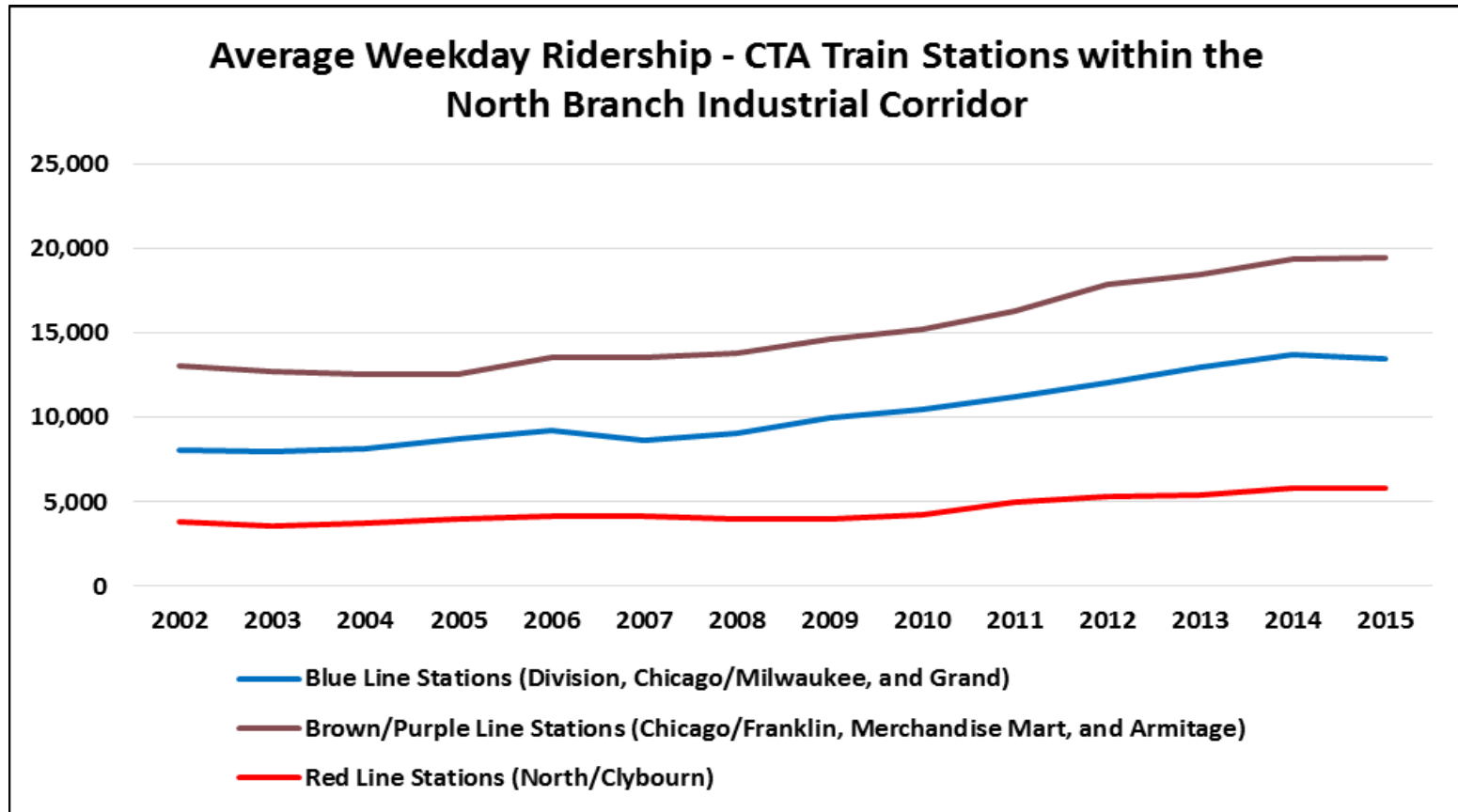
Transit Commute Data

- 6.2% higher than the city average (28.6% vs. 26.9%)
- People taking transit to work in the Study Area increased 5% from 2009 to 2014

Walking Commute Data

- 133% higher than the city average (15.5% vs. 6.7%)
- People walking to work in the Study Area increased 30% from 2009 to 2014
- Mode share of people walking to work in the Study Area increased 16% from 2009 to 2014
- 53% of the NBIC and 65% of the Study Area is within a 10-minute walk of a CTA or Metra Station

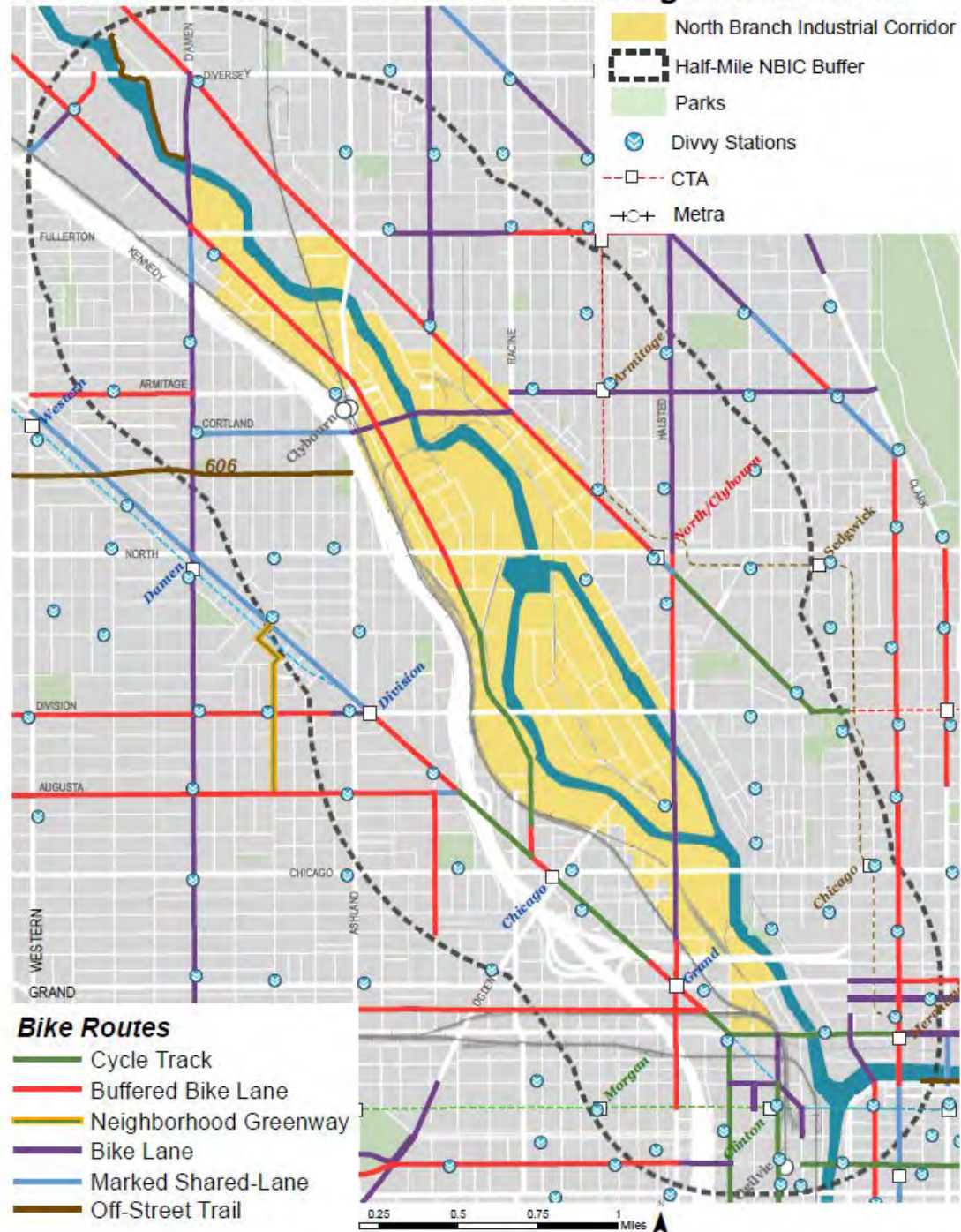
Transportation – Transit/Walking



Transit Use Trends

- Blue Line Stations = 4.2% average annual increase, 68.1% total Increase
- Red Line Station = 3.5% average annual increase, 52.5% total increase
- Brown Line Stations = 3.2% average annual increase, 49.4% total increase

North Branch Industrial Corridor: Existing Bike Network



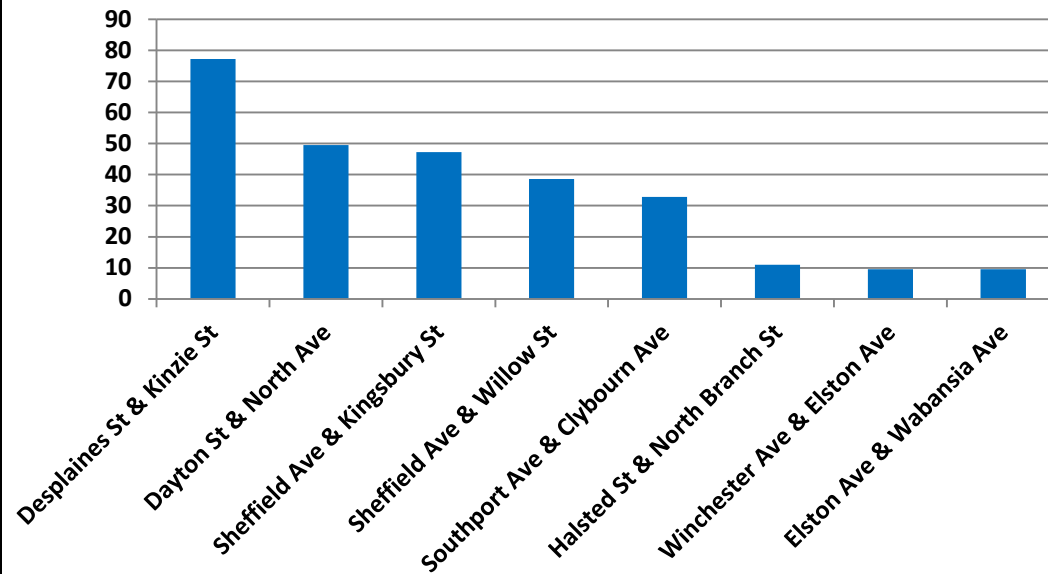
Transportation – Bicycling

Bike Network Observations

- Variety of infrastructure near the NBIC
- Good north / south access through the Study Area
- Limited east / west access through the Study Area and to Goose Island
- The 606's eastern terminus is just west of the NBIC
- Several diagonal streets within the NBIC and the Study Area are some of Chicago's most heavily used streets for bicycling

Transportation – Bicycling

Divvy Usage (Average Trips/Day)



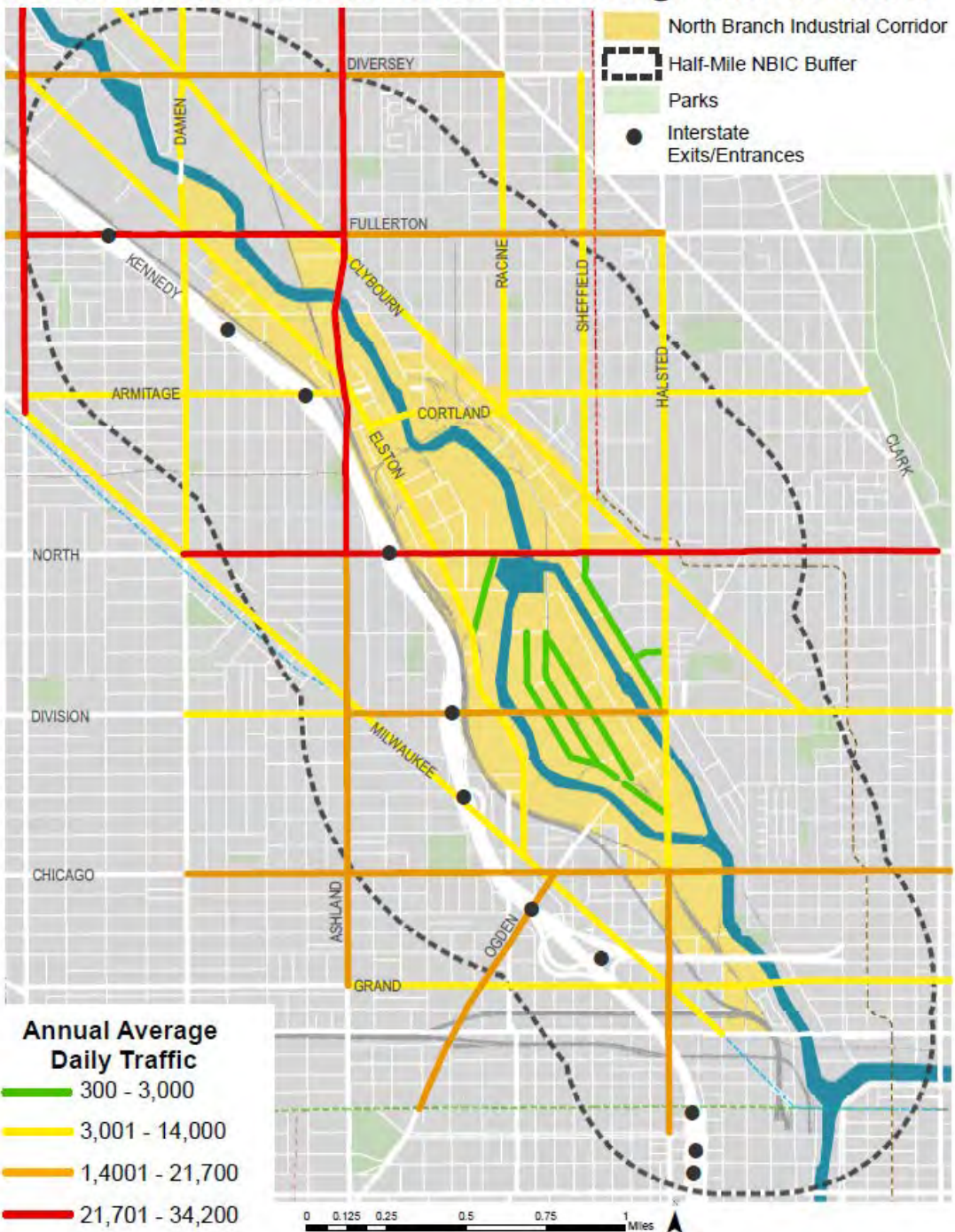
*System-wide average = 33.3 trips/day



Bike Commute Mode Share

- 73% higher than the city average (2.5% vs. 1.4%)
- People riding a bike to work in the Study Area increased 55% from 2009 to 2014
- Mode share of people riding a bike to work in the Study Area increased 38% from 2009 to 2014
- Bicycling is the fastest growing commute choice in the Study Area and in Chicago
- Five of the eight Divvy Stations in the NBIC have higher than average trips/day

North Branch Industrial Corridor: Existing Street Network



Transportation – Motor Vehicle Traffic

- Drive to Work Commute Mode Share**
- 27% lower than the city average (42.93% vs. 58.91%)
 - Number of people driving to work in the Study Area increased 7% from 2009 to 2014
 - Mode share of people driving to work in the Study Area decreased 4% from 2009 to 2014

Transportation – Motor Vehicle Traffic

**Average AADT in Study Area Roadways
from 2000-2014**



Source: AADT Traffic Count Data provided by Illinois Department of Transportation (IDOT), www.GettingAroundIllinois.com

Average Annual Daily Traffic Trends

- Class II Roadways (Major Arterials) = 1% average annual decrease, 12% total decrease
- Class III Roadways (Minor Arterials, Collectors) = 2% average annual decrease, 20% total decrease
- Class IV Roadways (Local Streets) = 15% average annual decrease, 47% total decrease

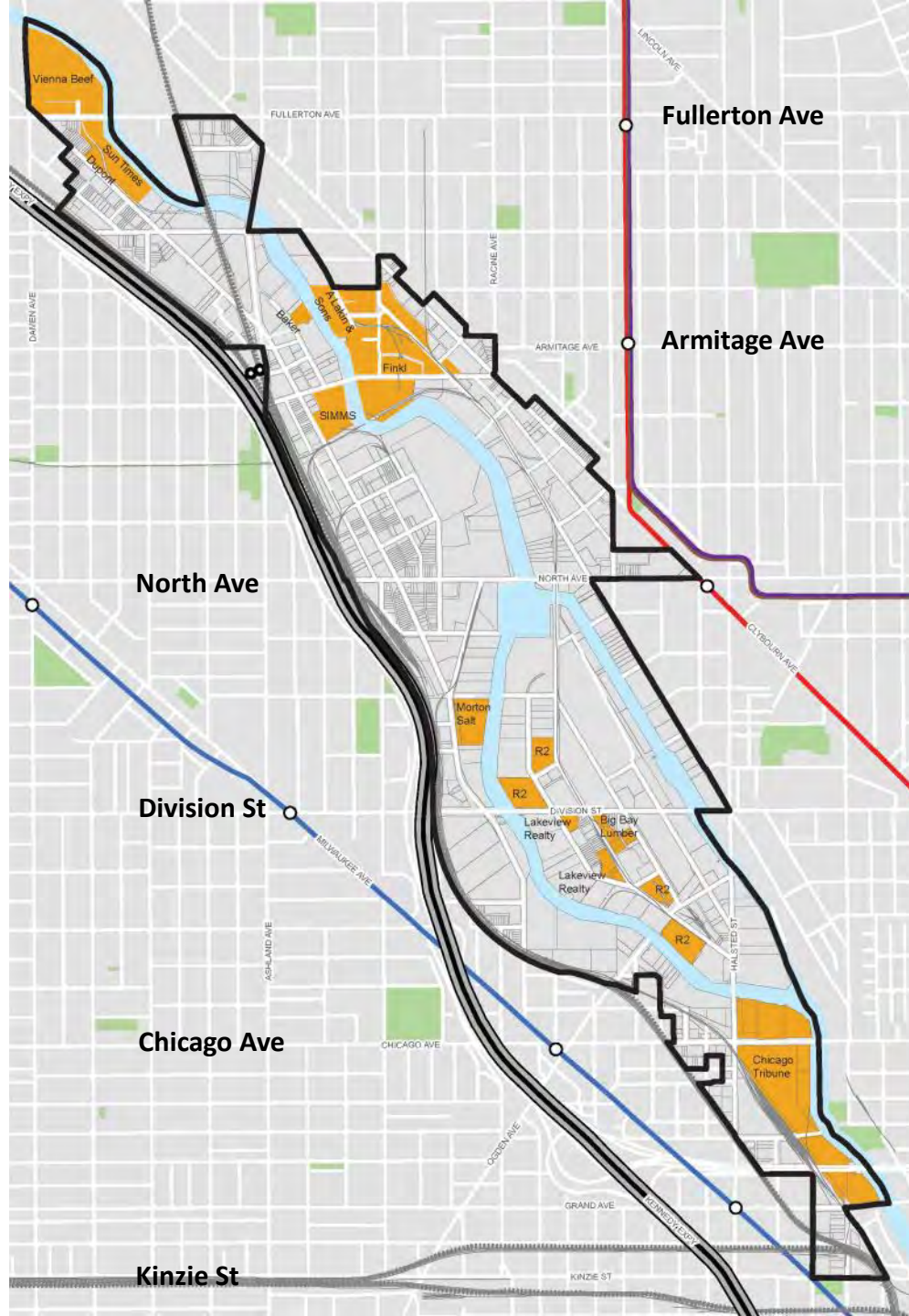
North Branch Industrial Corridor: Projects in Phase I, II, III



Transportation – Current Projects



Damen/Elston/Fullerton



Development Trends

Map Key

-  North Branch Industrial Corridor Boundary
-  Developer acquired, vacant, or in transition



Development Trends



934 North Branch St.

934 North Branch Street

- 350,000 SF High Tech Office
- 6 stories
- Approx. \$90M
- Proposed bike/pedestrian bridge



UI Labs/DMDII

UI LABS

- UI LABS is a Chicago-based non-profit research and commercialization collaborative that **solves large-scale industrial challenges by forming consortia** of academic, corporate and civic partners that innovate and commercialize new technology solutions.

Development Trends



1315 North Branch St.

1315 North Branch Street

- 132,000 SF High Tech Office & Manufacturing



909 W. Bliss St

909 W. Bliss Street

- 285,000 SF High Tech Office
- 500 Tech Employees

North Branch Industrial Corridor

Community Input


1. Review and Analyze Previous Plans
2. Community Ideas and Comments

Previous Plans – Adopted by Chicago Plan Commission


1. Near Northwest Side Plan (2002)
2. Logan Square Open Space Plan (2004)
3. Reconnecting Neighborhoods (2009)
4. Chicago Central Area Action Plan (2009)
5. Transit Friendly Development Guide (2009)
6. Halsted Triangle Plan (2010)
7. Chicago Sustainable Industries (2013)
8. Metra Typology Study (2014)

Map Key

 North Branch Industrial Corridor Boundary

 1/2 Mile Radius


Adopted Plans


 Near Northwest Side Plan

 Logan Square Open Space Plan


 Reconnecting Neighborhoods

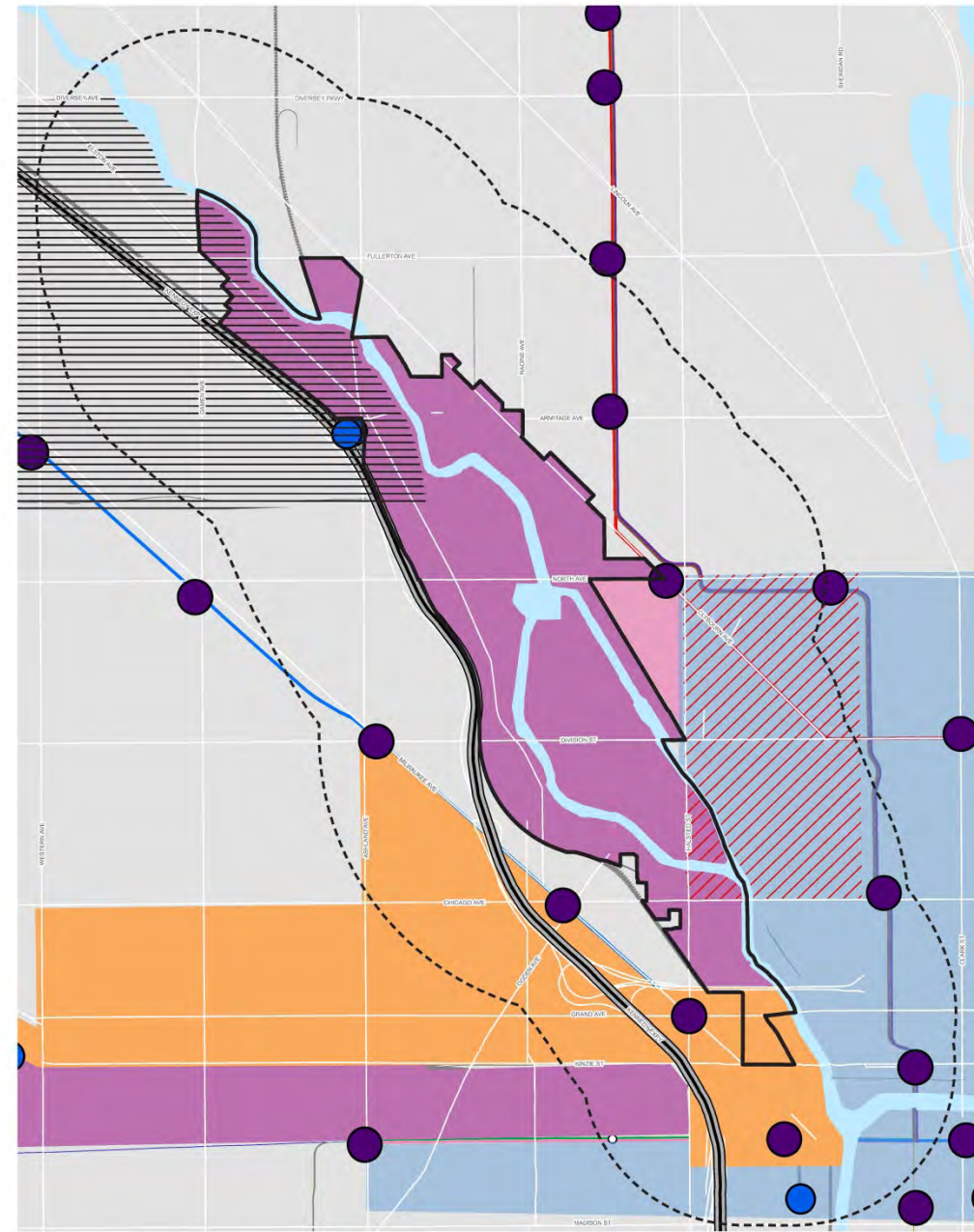
 Chicago Central Area Action Plan

 Transit Friendly Development Guide

 Halsted Triangle Plan

 Chicago Sustainable Industries

 Metra Typology Study




Neighborhood Previous Plans

1. Wicker Park Bucktown Master Plan (2009)
2. Lincoln Park Sustainability Roadmap Plan (2013)
3. North Branch Riverworks Plan (2015)
4. Near North Quality of Life Plan (2015)

Map Key

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
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Adopted Plans

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Mayor Emanuel's Industrial Corridor Modernization

Next Steps

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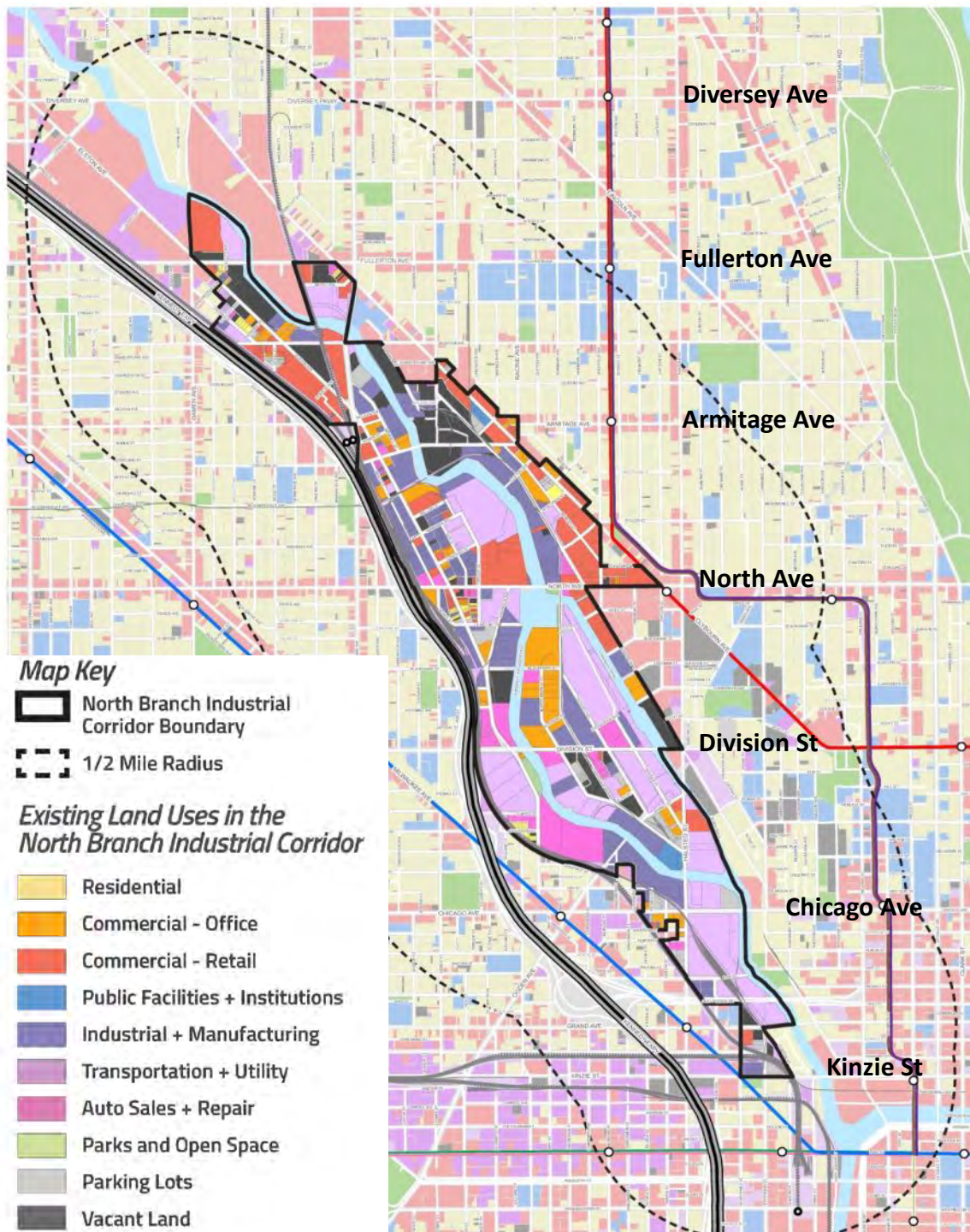
- dpd@cityofchicago.org
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Rahm Emanuel, Mayor

Rebekah Scheinfeld, Commissioner
Department of Transportation

David Reifman, Commissioner
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Development



Next Steps

www.smapapp.com/chicago



Mayor Emanuel's Industrial Corridor Modernization

[HOME](#)

MAP GALLERY

CREATE YOUR OWN MAP

SIGN IN

SIGN UP

HELP



Vision of City of Chicago

The Department of Planning and Development (DPD) initiated a public process in spring 2016 to refine land use policies for continued growth and private investment in the City's Industrial Corridor system. The multi-year process will incorporate community-based goals, market data, infrastructure assessments, financial planning, and other criteria into framework plans that will serve to guide future public and private investments within the corridors. We invite and encourage you to share your thoughts and ideas with us as we begin our work.



What is sMap

Created by some of the country's top urban planners, sMap is a cloud-based community engagement platform that allows cities to effectively engage and empower its residents. Once a city or government agency subscribes to sMap, its citizens can map and prioritize the issues within their community, allowing cities to be smarter, by directing resources to address the issues that matter most.



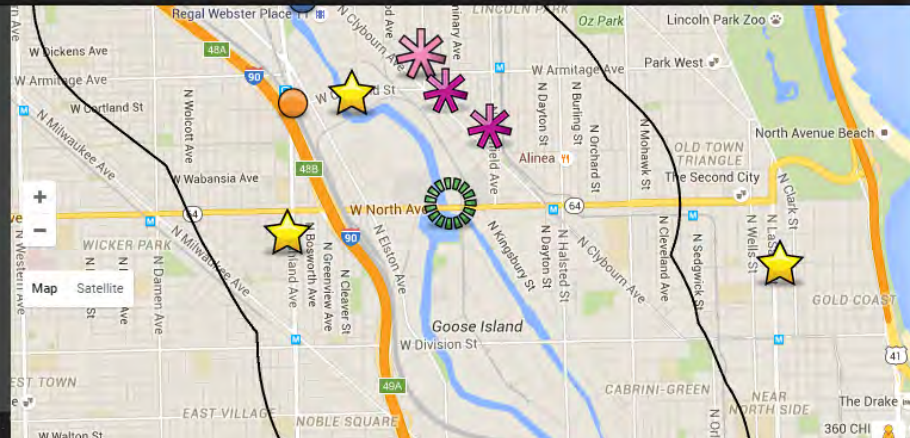
Your Map!

sMap gives you the ability to add your points to a map. Each time you click on a map you can specify the type of point you are adding, give your point a title, and then add a description. It is that easy. So come on, give it a try!

CREATE YOUR OWN MAP

Map Gallery

MAP GALLERY



Maps and Data provided by Google and the Google Maps API

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LAND USE

North Branch Industrial Corridor

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TRANSPORTATION