MAYOR EMANUEL’S INDUSTRIAL CORRIDOR MODERNIZATION

North Branch

SUMMARY OF KICK-OFF MEETINGS

UI Labs: June 6, 2016
St. John Cantius Church: June 7, 2016
Jesse White Community Center: June 8, 2016
SUMMARY OF KICK-OFF MEETINGS

Under Mayor Rahm Emanuel’s direction, the Department of Planning and Development (DPD) initiated a public review process in spring 2016 to evaluate and refine land use policies for continued growth and private investment in the City’s Industrial Corridor system.

This report memorializes the public outreach efforts that have taken place by documenting the information provided to interested parties, acknowledges the questions and general comments that staff heard during the meetings, and identifies ways in which participants can continue to be informed and participate in the planning process.

MEETINGS

City staff from DPD and the Chicago Department of Transportation (CDOT) held community meetings in three different locations in and around the North Branch Industrial Corridor in order to inform community stakeholders of the Mayor’s Industrial Corridor Modernization initiative. Over 160 residents, business, and community leaders attended and participated in the three meetings:

- June 6, 2016 - UI Labs
- June 7, 2016 - St. John Cantius Church
- June 8, 2016 – Jesse White Community Center

SOCIAL MAPPING (sMap)

DPD is utilizing an innovative, cloud-based mapping tool to obtain community feedback. Until July 5, DPD will be accepting input via sMap for the North Branch planning area. Users can get started by creating an account at www.smapapp.com/chicago.

Participants can create their own custom map, or view and comment on maps others have created and shared in the sMap Gallery.

SOCIAL MEDIA

The slideshow and boards presented at the three meetings have been posted online at:

- DPD’s website: https://www.cityofchicago.org/dpd
- Medium.com: https://medium.com/@ChicagoDPD
- Facebook: https://www.facebook.com/chicagodpd
- Twitter: @ChicagoDPD

NEXT STEPS

Using input from sMap and other sources, DPD will develop a series of land-use scenarios and present them to the community in August. Those scenarios will be further refined based on community input, and they’ll also be used to help guide transportation studies, which will begin in Fall 2016.

The multi-year process will incorporate market data, infrastructure assessments, financial planning, community input, and other criteria into framework plans that will serve to guide future public and private investments within the corridors. This process will ultimately result in a framework plan for the North Branch and other Industrial Corridors that will be used by the Chicago Plan Commission to evaluate development proposals and to inform decisions made for future development in and around the corridor.
AGENDA
June 6, 7, 8, 2016
6:00 PM to 7:30PM

5:45 PM Registration begins - doors open

6:00 PM Welcome
Eleanor Gorski, Deputy Commissioner, City of Chicago Department of Planning and Development (DPD)

6:15 PM City-Wide: Industrial Planning in Chicago
Kathy Dickhut, Deputy Commissioner, DPD

6:15 PM North Branch: Area Development History
Erika Sellke, Planner, DPD

Current Conditions: Census Data
Erika Sellke, Planner, DPD

Current Conditions: Land Use / Zoning
Luis Monterrubio, Planner, DPD

Current Conditions: Transportation
Luann Hamilton, Deputy Commissioner, City of Chicago Department of Transportation (CDOT)

Today’s Development Trends: Challenges and Opportunities
Gerardo Garcia, Planner, DPD

Community and Stakeholder Input
Eleanor Gorski, Deputy Commissioner, DPD

Next steps
Eleanor Gorski, Deputy Commissioner, DPD

7:00 PM Questions and comments/review informational boards
All

7:30 PM Meeting adjourned
MEETING SUMMARY

QUESTIONS ASKED:

How will the City handle the review of new development proposals submitted prior to the completion of this planning effort, i.e. a proposed redevelopment project for the Finkl site?

The City will review all proposed development projects in accordance with the process established in the zoning ordinance. The applicants will need to go through the existing, required public review processes before any approval or denial.

Should the businesses currently operating within the North Branch Industrial Corridor be concerned about the city’s efforts?

The City acknowledges the important role that the manufacturing and industrial businesses play within the North Branch Industrial Corridor. The city’s evaluation and eventual update of policies for the industrial corridor will certainly take these benefits into consideration. This process will potentially provide greater certainty regarding land uses within the industrial corridor.

What are the facts/data on jobs?

Staff has provided data and analysis of core jobs and employment trends within industrial corridors from 2002 to 2014 in this presentation. Data will continue to guide planning decisions in the future.

Will the plan have design standards?

Staff may recommend design standards, particularly along the river edges and also for transportation network design.

What planning principles are being adhered to in the creation of this plan?

An important purpose of this outreach process is to develop and refine land use principles which will guide future growth in the area.

How will this be different from the current Clybourn PMD?

One objective of this initiative is to evaluate and update the entire industrial corridor system, of which the Clybourn PMD is a part.

Why would businesses make improvements in the PMD's if they are going to change?

This plan will provide greater certainty for property and business owners as it identifies potential adjacent land uses.

How is this plan different from CSI?

The CSI plan looked at manufacturing as a whole and made recommendations for next steps, and this planning initiative is one of the next steps as recommended by the CSI plan, which will address land use.

What is the difference between land use planning and zoning?

A land use planning analysis evaluates the entire area including the industrial corridor system, and uses tools, such as zoning, to accomplish goals and objectives for a community.

What does the “vacant” designation on the existing land use map mean?

No active use on the property or in the building.

What is being done about transportation issues?

A transportation study will be conducted for the area as part of this planning effort.

What is the end result of this process?

DPD will create a land use framework plan to inform and guide future zoning and land use proposals.
MEETING SUMMARY

- Facilitate the continued success of the businesses that operate within the North Branch Industrial Corridor, and study the impact any future land uses will have on jobs within this area.
- Minimize conflicts between existing manufacturing/industrial businesses and nearby residents.
- Improving, expanding, or updating manufacturing uses generally require high costs (i.e. purchasing new machinery, adding new products).
- Consider conducting a “traffic study” of this planning area to better understand the current traffic problems within the area, and to determine the impact of future land use changes. The information contained in the Halsted Triangle Plan should be reviewed during this process.
- Consider establishing a Transportation Management Authority (TMA) to better facilitate trips within the corridor, and to ensure that future development pays its fair share of transportation upgrades.
- Seek ways to expand the bike trail network within this planning area.
- Engage Metra and CTA early in this planning process, since they have significant operations within this area.
- Modify, don’t remove, the existing PMD zoning.
- Consider that property prices are rapidly increasing in the area due in part to speculation, which discourages many start-up businesses who wish to locate in the area.
- Relocate residential properties on Elston Ave by Stanley’s to “clean-up” the industrial corridor using TIF funds.
- Recognize that several industrial businesses offer good paying career opportunities within the industrial corridor, including Ozinga (400 employees with a median wage of $70,000), and CH Robinson, who chose to locate in the area because of the PMD zoning regulations, have expanded to 1,000 jobs, and envision adding another 1,000 jobs.
- Consider that many businesses have located within the North Branch Industrial Corridor due to the ability to use barges for transportation on the North Branch Chicago River.
- Increase open spaces within the corridor, since existing open space in the area is minimal.

COMMENTS RECEIVED:

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APPENDIX

Mayor’s Press Release
sMap Social Mapping
Media Coverage
DPD Powerpoint Slides
Presentation Exhibits
Project Timeline
FOR IMMEDIATE RELEASE
April 4, 2016

CONTACT:
Mayor’s Press Office
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press@cityofchicago.org

MAYOR EMANUEL ANNOUNCES PLAN TO MODERNIZE INDUSTRIAL CORRIDORS
Initiative Will Create Jobs and Drive Neighborhood Investment by Updating Industrial Corridors

Mayor Rahm Emanuel today announced an initiative to generate more jobs and investment in Chicago’s neighborhoods by reviewing and improving land use policies in many of the city’s 26 designated industrial corridors. The Mayor is launching a public review process that will focus on modernizing restrictive zoning in these corridors and benefiting the entire city with new opportunities for investment, neighborhood jobs and economic development.

The initiative will reinforce the city’s existing manufacturing sector by supporting site development improvements that are critical for industrial job growth. It will also create modern zoning policies to support the redevelopment of underutilized industrial land that has a blighting effect, and generate investment to bring manufacturing jobs to neighborhoods that need economic growth.

“This initiative builds on the new norm we are establishing in Chicago where our thriving areas will help our neighborhoods in need of investment. By modernizing Chicago’s industrial corridors, we can generate economic and job opportunities for residents throughout the city,” Mayor Emanuel said. “This initiative will also serve as another chapter in a much larger story about the return and resurgence of manufacturing and technology jobs right here in the city of Chicago.”

A review and public input process will lead to formal recommendations to City Council to accomplish three primary goals:

- **Develop ideas to improve industrial corridors that have the potential for new or continued manufacturing growth.** In these corridors, the city will review market analyses and develop ideas for improvements and potential corridor boundary expansions to ensure they are more competitive.

- **Reform some industrial corridors to unlock new economic growth where industry is no longer the main driver.** In areas such as the North Branch, where traditional industry is no longer the main economic driver and properties like the former A. Finkl & Sons Co. site are stagnant, the city will review existing and potential land uses to accommodate market demand for potential technology, commercial, residential or retail development.
• Create a new funding tool to invest in industrial job centers, many of which are in proximity to neighborhoods in need of economic growth. To help address Chicago’s shifting industrial landscape and increase the economic competitiveness of local neighborhoods, the Mayor will propose a fee on non-industrial developments in industrial corridors. That fee structure will be based on the impact those developments have on the city’s overall industrial landscape. The funds generated will be dedicated to two purposes: supporting industrial expansion and manufacturing jobs in proximity to neighborhoods that need support, and supporting area infrastructure improvements to corridors transitioning away from traditional industrial use.

The city will work with local aldermen to conduct a series of public meetings with industrial business owners, property owners and other community stakeholders, and will engage consultants to assist with the land use studies. Initial meetings will start this spring and focus on certain key corridors, including North Branch, Pilsen, Little Village, and Roosevelt/Cicero. Subsequent to that community input, formalized plans will be created to guide the reforms and related improvements.

This initiative was introduced initially in the Mayor’s second-term transition report, which proposed re-imagining the city’s Planned Manufacturing Districts to support modern development. It also follows a planning process formalized by DPD in 2013 with the “Chicago Sustainable Industries” (CSI) plan, which was adopted to guide the city’s support of industry and manufacturing. CSI’s primary action items directly address the city’s need to assess and update decades-old policies and city code regarding industrial corridor boundaries, PMD boundaries, and zoning ordinances.

“This proposal will create jobs and economic growth throughout Chicago by giving the city tools to support our manufacturers and modernize areas of the city that have changed over time,” Alderman Daniel Solis (25th) said. “It will also compliment the Mayor’s initiative to reform the downtown zoning bonus system to generate new neighborhood commercial investment, which I look forward to introducing in the City Council this month.”

“For Chicago to maintain and build on its legacy as one of the world’s premier manufacturing and job centers, our policies must evolve as well, on behalf of existing firms, on behalf of new firms, and on behalf of the neighborhoods that need and support them,” Planning Commissioner David L. Reifman said. “We need to directly address how our land use policies impact the shifting character of 21st century manufacturing, tech-related employment, freight-related growth, and traditional manufacturing.”

This initiative will build on the work the Emanuel administration has done to grow and support existing manufacturers while bringing new ones to Chicago. Business assistance programs like Tax Increment Financing (TIF), TIFWorks, property tax incentives and others have been essential in keeping Vienna Beef in Chicago, attracting a new Whole Foods distribution center and the Method Manufacturing plant to Pullman, building the UI Labs Digital Manufacturing and Design Institute on Goose Island, and expanding the Cedar Concepts chemical manufacturing complex on the South Side. The city has also recently designated the Northwest Highway and Wright Business Park industrial corridors on the Northwest Side and established the Fulton Market Innovation District to encourage new investment on the Near West Side.

The initiative supports Mayor Emanuel’s initiative to strategically leverage localized economic development trends on behalf of the entire city. In February, the Mayor announced an initiative that will generate millions of dollars in new investment into communities that need economic opportunities by allowing developers to obtain zoning density bonuses for construction projects in the downtown area in exchange for investments to support neighborhoods in-need.

The Mayor also recently reformed the Affordable Requirements Ordinance (ARO) to expand affordable housing development in local neighborhoods for projects involving city assistance. The ARO reform ordinance is estimated to generate an estimated 1,200 units, create 2,500 new jobs, and generate nearly $200 million in local income.

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SOCIAL MAPPING (sMap)

DPD is utilizing an innovative, cloud-based mapping tool to obtain community feedback. Participants created their own custom maps, viewed and commented on maps others have created and shared in the sMap Gallery.

DPD will use this feedback and other information to develop several land-use scenarios, which will be presented to the public this fall.
Curbed Chicago:

City Hosts First North Branch Industrial Corridor Modernization Meeting

An upcoming land use plan will guide the future of North Chicago

Inside Booster:

DNA INFO:

What’s Next For Finkl Steel And Clybourn Corridor? City Moves To Chart Path

Chicago Tribune:

Timeline set for Finkl, North Branch redevelopment plans

The city of Chicago plans to have final land use guidelines approved early next year for a possible redevelopment of the North Branch industrial corridor, which includes two vacant industrial plant sites.

Chicago planning and development officials spoke at a meeting Wednesday night to lay out a timeline for a plan that would shift the area’s 24-acre zone from dense, industrial development to a mixed-use retail, residential, and commercial district.

Inside Booster:

North Branch Corridor future being debated

City’s future major threat

The city of Chicago is facing a major threat to its future as it works to revitalize the North Branch industrial corridor, which includes two vacant industrial plant sites.

Chicago planning and development officials spoke at a meeting Wednesday night to lay out a timeline for a plan that would shift the area’s 24-acre zone from dense, industrial development to a mixed-use retail, residential, and commercial district.
MEETING SUMMARY

Tonight's Meeting Agenda

6:00 pm  Welcome

6:15 pm  Presentation
  1. City-wide 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

7:00 pm  Questions and comments

7:30 pm  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

Citywide Industrial Corridor Planning Tools

1. A Plan for Industry in Chicago’s West Side – Adopted 1992
3. A Plan for Industry in Chicago’s South Side – Adopted 1995
4. 2001: Chicago Zoning Ordinance amended: requiring Plan Commission review for requests to rezone land for non-industrial use within an industrial corridor

Contact Us:
dpd@cityofchicago.org
chicago.gov/dpd
smapapp.com/chicago

Rahm Emanuel, Mayor
Mayor's Office, City of Chicago
Department of Transportation

David Ratner, Commissioner
Department of Planning and Development

1. Mayor Emanuel’s Industrial Corridor Modernization
   North Branch
2. Evolution of Chicago’s Industrial Corridor System
3. Citywide Industrial Corridor Planning
4. Citywide Industrial Corridor Planning Tools
MEETING SUMMARY

POWERPOINT SLIDES

North Branch Industrial Corridor

Tentative Timeline

- June 6, 7, and 9, 2016
- Tentative Timeline
- Early 2017
- Summer/Fall 2016
- Fall 2016
- Spring 2017
- Summer 2017

LAND USE

TRANSPORTATION

North Branch Development History

Census Data

- Rate of Population Change (Percent)
- 1970's Land Use
- Today's Land Use
- Existing Context
- 1. Census Data
- 2. Existing Land Uses
- 3. Existing Zoning
- 4. Existing Transportation Network

DMF DDP CDOT

Chicago History Museum
Exhibition © DMF CDOT
Photo: Robert Gurney, photographer
"Good Land," John Gough seen in the Chicago River in the background, 1909
MEETING SUMMARY

POWERPOINT SLIDES

Transportation – Bicycling

Bike Commute Mode Share
- 78% higher than the city average (1.2% 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 39% from 2009 to 2014
- Biking is the fastest growing commute choice in the Study Area and in Chicago
- Five of the eight Divvy Stations in the N8 Plan have higher than average ridership

Transportation – Motor Vehicle Traffic

Driver Work Commute Mode Share
- 27% lower than the city average (42.9% vs. 58.9%)
- 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 3% from 2009 to 2014

Development Trends

- 934 North Branch Street
  - 350,000 SF High-Tech Office
  - 6 stories
  - Approx. $300M
  - Proposed bike/pedestrian bridge

UI Labs
- UI Labs is a Chicago-based non-profit research and development collaborative that delivers large-scale industrial solutions by building communities of academic, corporate, and civic partners that innovate and commercialize new technology solutions.
MEETING SUMMARY

POWERPOINT SLIDES
Citywide Industrial Corridor Planning - PMDs
Core Job Employment Trends in Chicago’s Industrial Corridors 2002 - 2014

North Branch Jobs by Sector

North Branch Development History

1970’s Land Use

Today’s Land Use

View Presentation Exhibits Online Here:
North Branch Industrial Corridor

**Tentative Timeline**

**PROJECT TIMELINE**

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<td>North Branch Community Kick-off Meeting</td>
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<th>August 2016</th>
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<td>DPD to Present Draft Land Use Scenarios to Community</td>
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<td>Second Community Input Opportunity</td>
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<td>Final Land Use Guidelines</td>
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<table>
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<th>May 1, 2016</th>
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<td>Start of North Branch Land Use Study</td>
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<th>July 5, 2016</th>
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<tr>
<td>DPD to Begin Developing Land Use Scenarios Based on Community Input</td>
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<tr>
<td>DPD Presents Land Use Scenarios to the Community for use in Guiding Future Development and Performing the Transportation Study</td>
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**LAND USE**

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**North Branch Industrial Corridor**

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<tr>
<th>Existing Conditions Data Collection</th>
<th>Land Use Scenario Review</th>
<th>Public Input and Alternatives Development</th>
<th>Plan Development, Public Comment, Final Plan</th>
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**TRANSPORTATION**