

# MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION North Branch

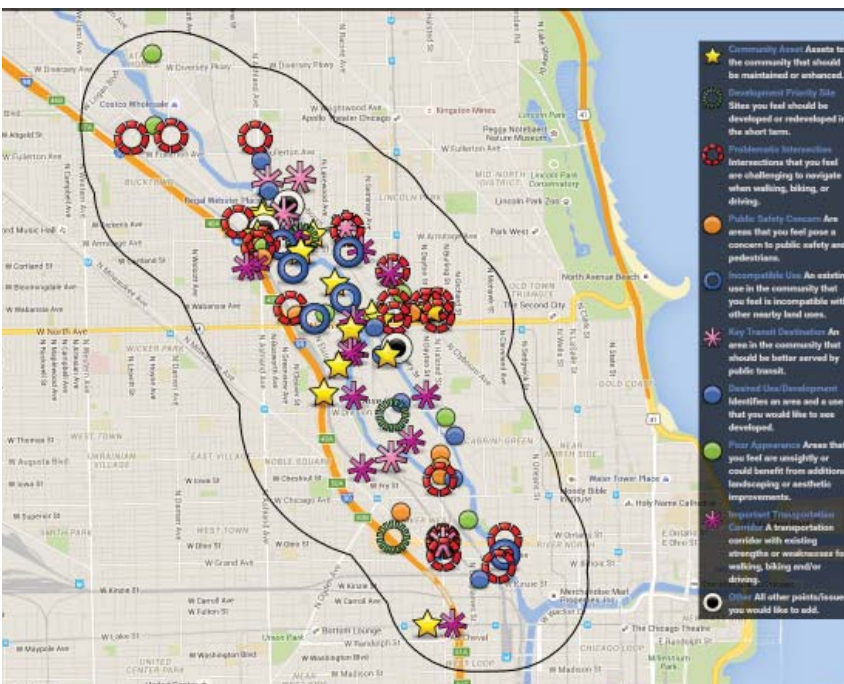


## SUMMARY OF KICK-OFF MEETINGS

*UI Labs: June 6, 2016*

*St. John Cantius Church: June 7, 2016*

*Jesse White Community Center : June 8, 2016*



**DPD**

CHICAGO DEPARTMENT OF  
PLANNING & DEVELOPMENT

## 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](http://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
	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	



## 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.

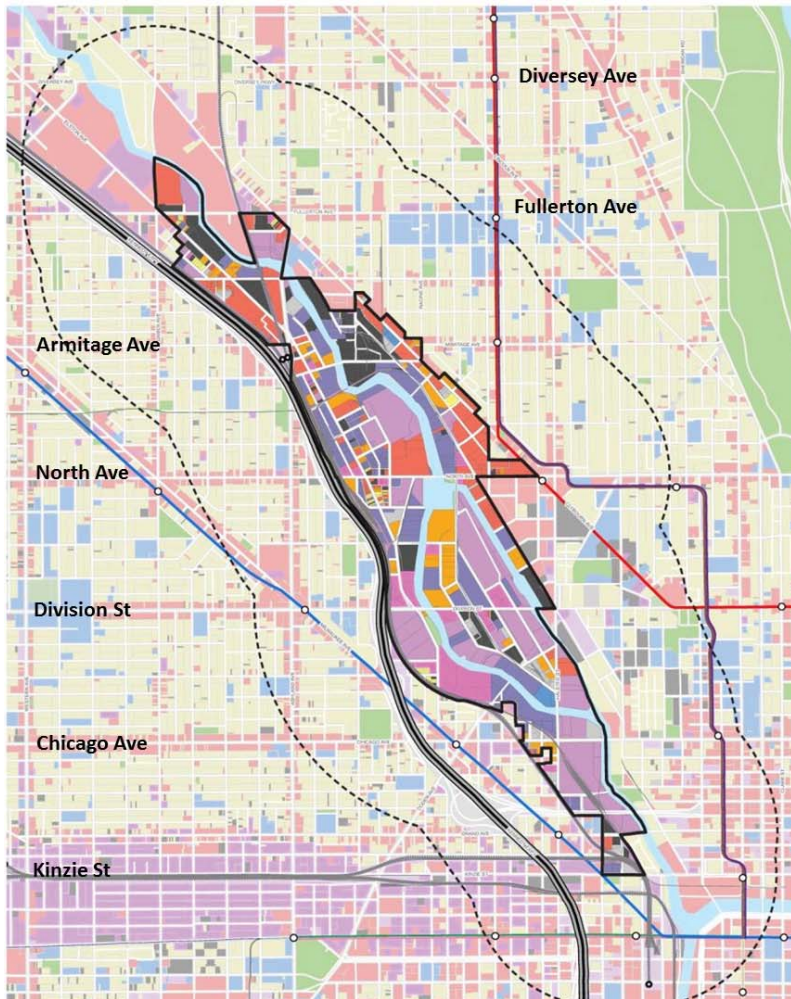


## COMMENTS RECEIVED:

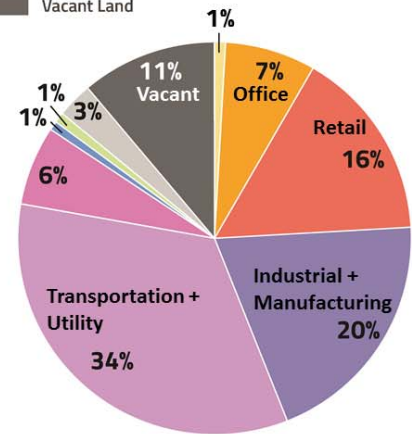
- Facilitate the continued success of the businesses that operate within the North Branch Industrial Corridor, and study the impact any future land uses will have on jobs within this area.
- Minimize conflicts between existing manufacturing/industrial businesses and nearby residents.
- Improving, expanding, 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.







## Existing Land Uses



## **APPENDIX**

**Mayor's Press Release  
sMap Social Mapping  
Media Coverage  
DPD Powerpoint Slides  
Presentation Exhibits  
Project Timeline**



OFFICE OF THE MAYOR  
CITY OF CHICAGO

**FOR IMMEDIATE RELEASE**

April 4, 2016

**CONTACT:**

Mayor's Press Office

312.744.3334

[press@cityofchicago.org](mailto: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.

121 NORTH LASALLE STREET, ROOM 507, CHICAGO, ILLINOIS 60602



- **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.

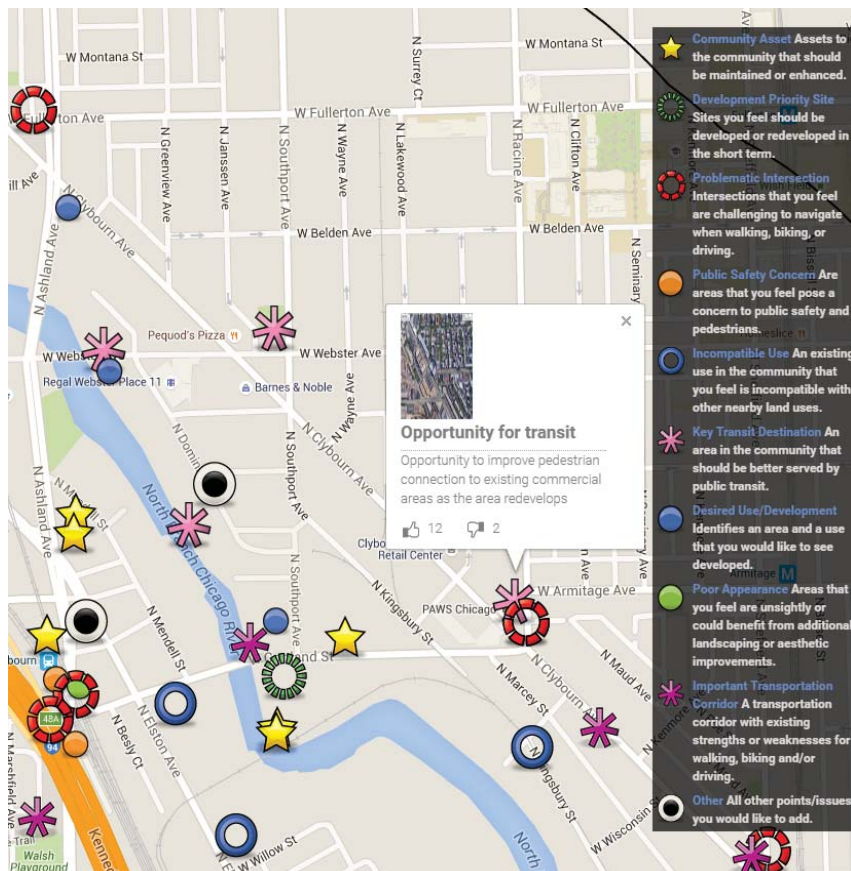
The initiative supports Mayor Emanuel's initiative to strategically leverage localized economic development trends on behalf of the entire city. In February, the Mayor announced an initiative that will generate millions of dollars in new investment into communities that need economic opportunities by 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.

## 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.



### 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 identify issues they see within their community. This allows cities to be smarter, receiving comments in real time throughout a process.



### 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

Visit the Map Gallery to see a summary of maps of all the points added by everyone. You can see a map of all the points summarized by each category, or see what others have added to their map.

MAP GALLERY



Curbed Chicago:

City Hosts First North Branch Industrial Corridor Modernization Meeting

An upcoming land use plan will guide the future of riverfront corridor

BY RAY KESSELMAN JUN 3, 2016, 10:54A

TWEET SHARE PIN REC



Image via CurbedChicago/Photo Press/News/Herb

Yesterday evening, the Chicago Department of Planning and Development (DPD) hosted a meeting at the new Goose Island UI Labs facility to discuss one of the North Side's most significant opportunities for urban planning in recent years: the modernization of the North Branch Industrial Corridor. While the vacant 28-acre site that once housed the former A. Finkl & Sons steel company has been the source of much development speculation, the scope of the DPD's plans extend to the entire North Branch Industrial Corridor which stretches from Kinzie Street to the north of Fullerton Avenue. Also recognizing that the

Chicago Tribune:

f t e

Business

Timeline set for Finkl, North Branch redevelopment plans



Demolition continues at the former A. Finkl & Sons steel company on Corland near the North Branch of the Chicago River on May 27, 2016. (Michael Sestira / Chicago Tribune)

By Becky Verak - Contact Reporter  
Chicago Tribune

JUNE 3, 2016, 7:09 AM

The city of Chicago plans to have final land-use guidelines in place early next year for a possible redevelopment of the North Branch industrial corridor, which includes the vacated Finkl steel plant site.

Chicago planning and development officials, speaking to a crowd of more than 100 at a meeting Monday night, laid out a timeline for a plan that could inject life into sleepy parts of the North Branch industrial corridor in Chicago. The city has said it's contemplating opening up that industrial area, and eventually others, to retail, residential, technology or commercial development. Undeveloped industrial land has a "blueprint affair" that city has

DNA INFO:

LINCOLN PARK & OLD TOWN Politics Real Estate

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

By Mina Bloom | June 7, 2016 8:30am  
@mina\_bloom

LINCOLN PARK — City officials on Monday laid out a timetable for an unprecedented plan that would open up the Clybourn Corridor, including the Finkl Steel site, to more types of development beyond the industrial.

The city kicked off the six-month process with a community meeting Monday at UI Labs, 1415 N. Cherry Ave., to get neighbor feedback on a study analyzing the patterns and trends of the greater neighborhood area, or the North Branch Industrial Corridor.

Using community input, the city will develop a plan for the area beginning July 5, which will include new "land use scenarios."



Al. Brian Shapiro (left) discussing the city's presentation with...

Inside Booster:

INSIDE BOOSTER

North Branch Corridor future being debated

'City's moves a major threat'

STORY AND PHOTOS BY PATRICK BUTLER

City Planning and Development officials looked off plans earlier this month to possibly open the North Branch Industrial Corridor to uses other than manufacturing. But a lot will depend on the community's input, deputy Planning and Development Commissioner Eleanor Gorski told a June 7 meeting at St. John Center Church, 825 N. Carpenter St.

It was one of several opening discussions on the future of the 28-acre site that once included the former Finkl Steel plant. The city hopes to revitalize the now-barren industrial climate on and around the site of the former Finkl plant. This could be the first time a Planned Manufacturing District designation will be rescinded, this one covering the 115-acre Clybourn corridor, roughly bounded by Clybourn, the Chicago River, North and Southport avenues. Some of the large parcels in the vicinity of Clybourn and Corland have already been bought up by developers and speculators.

But according to Gorski, "the city is not instituting any zoning changes with this process."

Not everyone, however, was comforted by these assurances.

"We're concerned. We're very concerned," said Mike Holzer, executive director of the North Branch Works, which represents manufacturing concerns along the Corridor.

Eleanor (Gorski) says they're doing this to address the speculation (that could come). I would argue that this is causing the spec-



"The city is not instituting any zoning changes with this process," said Eleanor Gorski, deputy commissioner of the city Dept. of Planning and Development.



"We're concerned. We're very concerned," said North Branch Works executive director Mike Holzer. "I hear it's more about accommodating development interests" than saving local businesses.

ons. But there are some areas that allow different uses to coexist. This is a possibility. And that's what we're here to lose."

The city plans to get community input, digest it, start developing "land use scenarios," and return in August for follow-up discussions, then come back in the Fall with a tentative plan.

"We would then compare an 'adopted land use plan' with any proposed new uses," Gorski said.

A transportation study will also be done in the Fall, she said.

"But we're not instituting any zoning changes with this process," Gorski said.

Not everyone, however, was comforted by these assurances.

"We're concerned. We're very concerned," said Mike Holzer, executive director of the North Branch Works, which represents manufacturing concerns along the Corridor.

Eleanor (Gorski) says they're doing this to address the speculation (that could come). I would argue that this is causing the spec-

ulation. We had been doing fine. Goose Island had gone from 1,000 to 5,000 workers. We could use some updates like breweries with tasting rooms, but we're doing fine."

Holzer characterized the city's moves as "a major threat."

"I fear it's about accommodating development interests," Holzer said. And with the city suffering from the worst financial crisis in generations, those fears would appear to be legitimate, considering citizens are seeing city taxes and fees rising across the board.

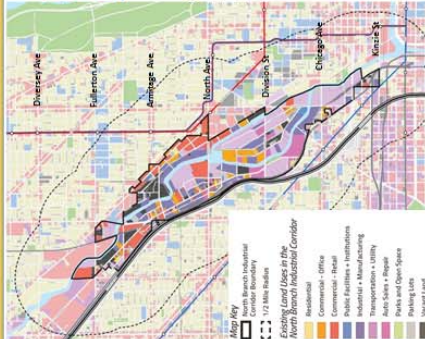
Another man asked what incentives there would be for a factory to remain in the Corridor or to make capital improvements. Others voiced concern about being priced out of the area while a business owner said he's being pushed out by condos being built next to his plant.

"That's exactly why we're doing this. To provide some certainty," said Gorski, who plans to return with final "land scenarios" in August.



### Mayor Emanuel's Industrial Corridor Modernization

#### North Branch



**Contact Us:**

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

**Rahm Emanuel, Mayor**  
 Deborah Schenkel, Commissioner  
 Department of Transportation  
 David Bellman, Commissioner  
 Department of Planning and Development


**Legend:**

- City of Chicago
- North Branch Industrial Corridor Boundary
- 1/2 Mile Radius
- North Branch Industrial Corridor
- Residential
- Commercial - Office
- Commercial - Retail
- Industrial - Manufacturing
- Transportation + Utility
- Auto Sales + Repair
- Parks and Open Space
- Neighborhood

### Tonight's Meeting Agenda

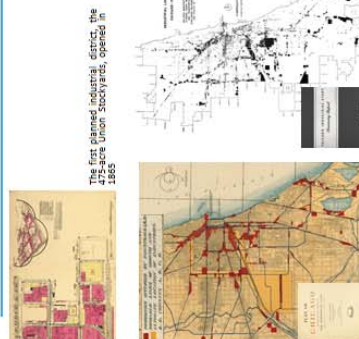
6:00pm	Welcome
6:15pm	Presentation
	City-wide
	North Branch
	Area Development History
	Current Conditions - Census Data, Land Use, Zoning, Transportation
	Today's Development Trends - Challenges and Opportunities
	Community and Stakeholder Input
	Next Steps
7:00pm	Questions and comments
7:30pm	Review informational boards
	Meeting Adjourned

### Citywide Industrial Corridor Planning



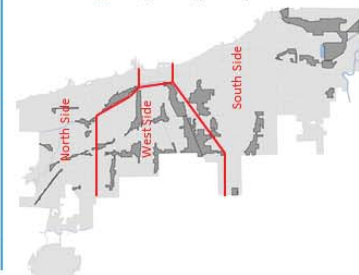
- Chicago's 26 Industrial Corridors contain about 12% of the city's land
- Have boundaries that generally align with railroad embankments, waterways, highways and arterial streets that separate interior industrial uses from nearby residential and commercial activity
- Range in size from 70 to 3,500 acres
- 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 1885

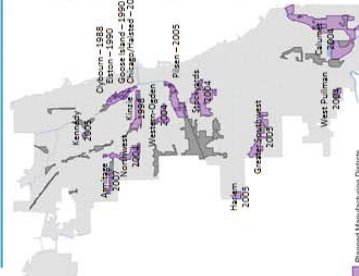
### Citywide Industrial Corridor Planning



Chicago's industrial corridor planning tools

- A Plan for Industry in Chicago's West Side - Adopted 1992
- A Plan for Industry in Chicago's North Side - Adopted 1993
- A Plan for Industry in Chicago's South Side - Adopted 1995
- 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

- Late 1880's manufacturers, North Branch Works, and the City explored land use policies to protect residential uses from encroaching into industrial corridors
- 1988 a new zoning tool, the Planned Manufacturing Districts (PMD) was created which prohibits residential and most retail uses
- 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

**2013**  
PBD Study

**2014**  
Manufacturing Incubator Feasibility Study

**2014**  
Identified demand for new industrial, warehouse, and inventory food

**2014**  
Proposed new industrial corridor between the Dan Ryan and Loop

**2014**  
Assessed existing industrial infrastructure for along the route

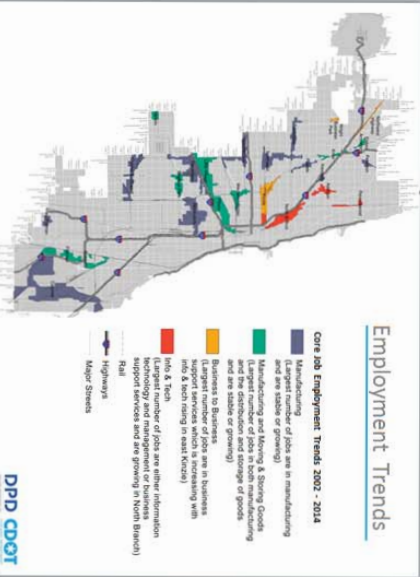
**2014**  
Fulton Market Innovation Dist. Established a comprehensive plan to support business growth and innovation in the corridor characterized by old and new uses

Recent and ongoing research/data on potential policy improvements

DPD CDOT

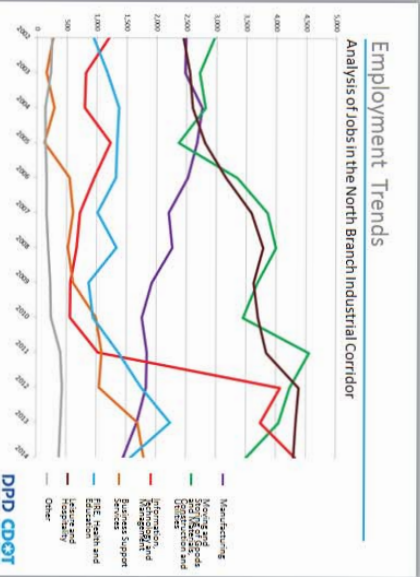
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Employment Trends



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Employment Trends



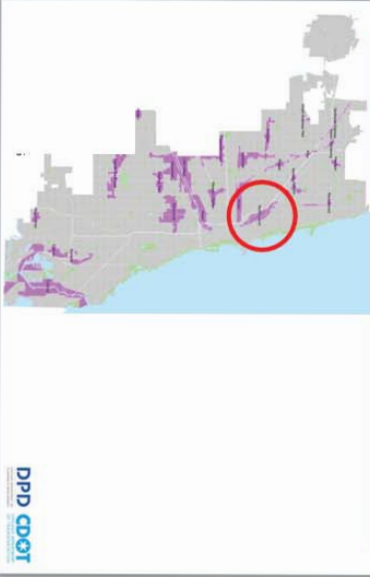
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Citywide Industrial Corridor Planning



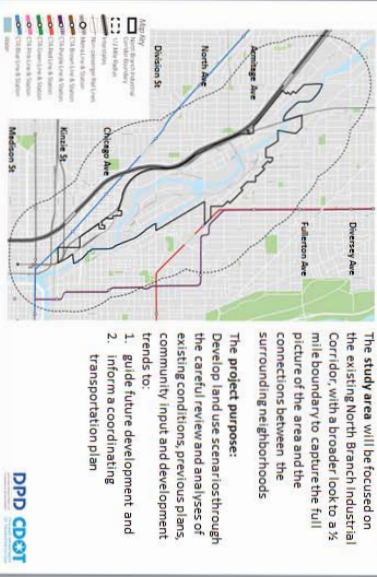
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North Branch Industrial Corridor



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North Branch Industrial Corridor



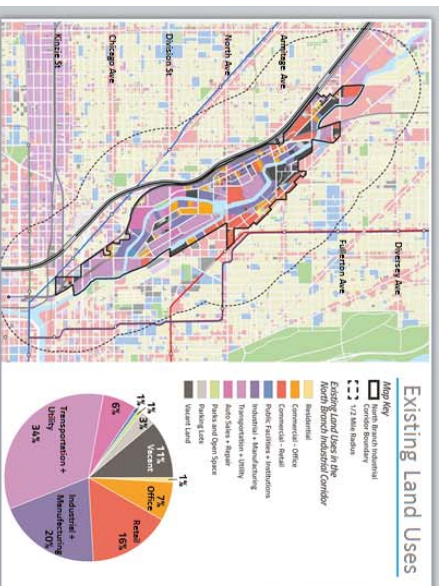
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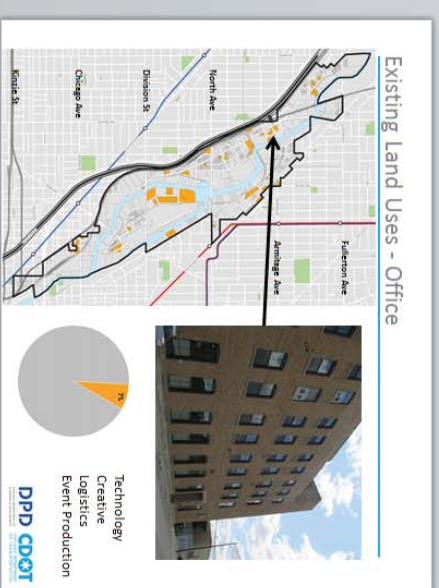
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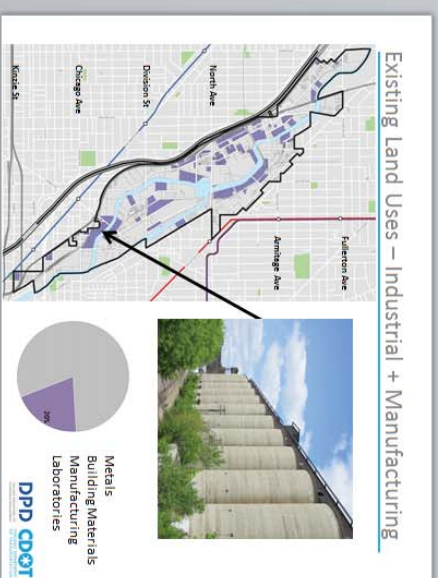
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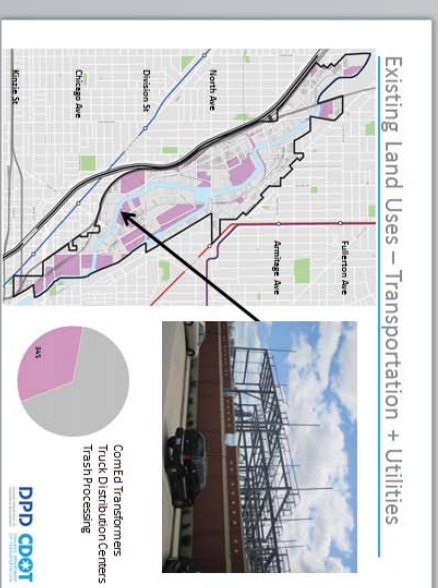
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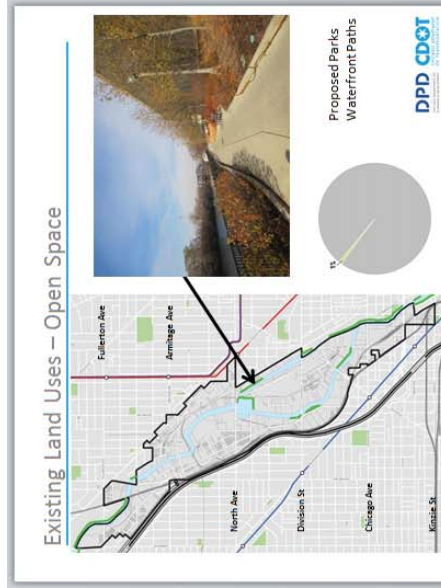
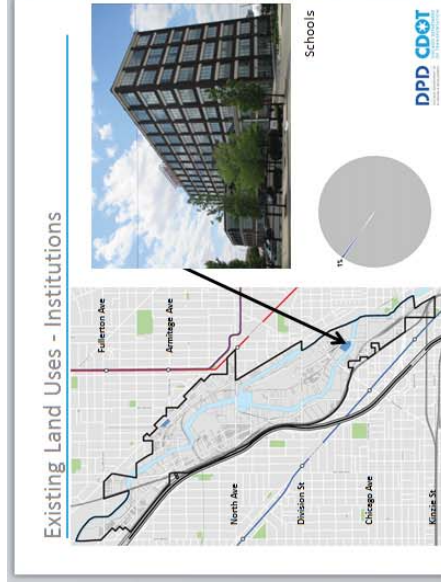
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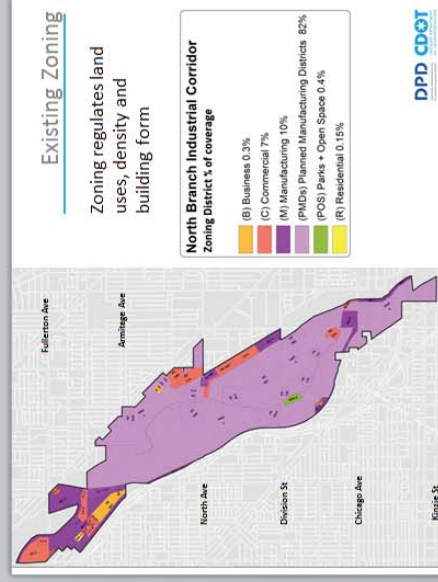


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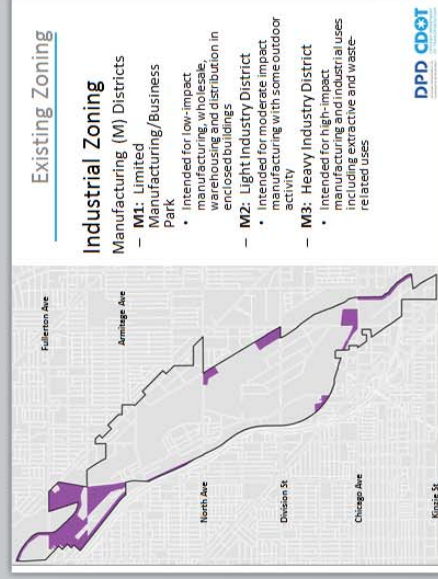
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### Existing Zoning

#### 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

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### 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

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### Existing Zoning

(a) 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
- Neighborhood Shopping District
- B3: 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

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### 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
- 33% of the NBIC and 65% of the Study Area is within a 10-minute walk of a CTA or Metra Station

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### Transportation – Transit/Walking

#### Average Weekly Ridership - CTA Train Stations within the North Branch Industrial Corridor

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### 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

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### Transportation – Bicycling

**Divvy Usage (Average Trips/Day)**

Station	Average Trips/Day
North Branch Industrial Corridor Station	~85
North Branch Industrial Corridor Station	~75
North Branch Industrial Corridor Station	~65
North Branch Industrial Corridor Station	~55
North Branch Industrial Corridor Station	~45
North Branch Industrial Corridor Station	~35
North Branch Industrial Corridor Station	~25
North Branch Industrial Corridor Station	~15
North Branch Industrial Corridor Station	~10

**Citywide average = 112.2 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

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### Transportation – Motor Vehicle Traffic

**North Branch Industrial Corridor: Existing Street Network**

North Branch Industrial Corridor  
North Branch Industrial Corridor  
North Branch Industrial Corridor

**Annual Average Daily Traffic (ADT)**

ADT Range	Color
20,000 - 30,000	Yellow
30,000 - 40,000	Orange
40,000 - 50,000	Red
50,000 - 60,000	Dark Red
60,000 - 70,000	Black

**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

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### Transportation – Motor Vehicle Traffic

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

Class I Average  
Class II Average  
Class III Average

**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

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### Transportation – Current Projects

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

North Branch Industrial Corridor  
North Branch Industrial Corridor  
North Branch Industrial Corridor

**Legend**

- Phase I Projects
- Phase II Projects
- Phase III Projects
- Other Projects

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### Development Trends

**Map Key**

- North Branch Industrial Corridor Boundary
- Development
- Other Development

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### Development Trends

**934 North Branch Street**

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

**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.

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## POWERPOINT SLIDES

### Development Trends



- 1315 North Branch Street
- 132,000 SF High Tech Office & Manufacturing

1315 North Branch St.



909 W. Bliss St.

- 909 W. Bliss Street
- 285,000 SF High Tech Office
- 500 Tech Employees

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### North Branch Industrial Corridor

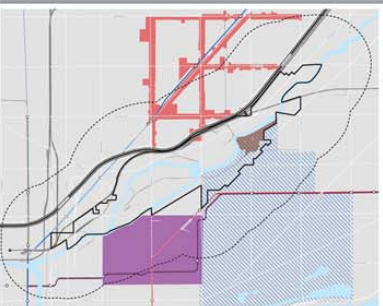
#### Community Input

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

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### 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**
- North Branch Industrial Corridor Boundary
  - 1/2 Mile Radius
  - Adopted Plans**
  - Wicker Park/Bucktown Master Plan
  - Lincoln Park Sustainability Roadmap Plan
  - North Branch Riverworks Plan
  - Near North Quality of Life Plan

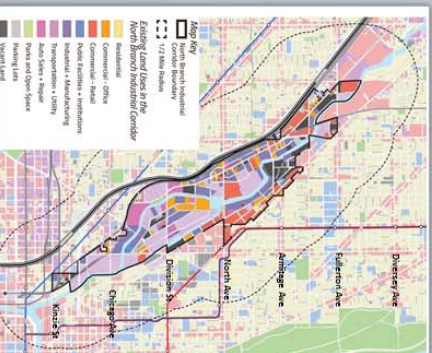
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### Mayor Emanuel's Industrial Corridor Modernization

#### Next Steps

- Contact Us:**
- dpd@cityofchicago.org
  - cityofchicago.org/dpd
  - snappapp.com/chicago

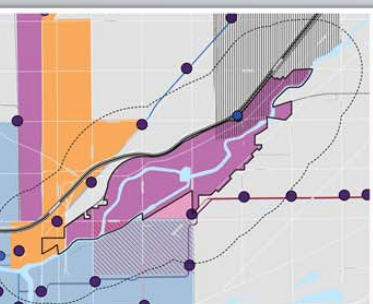


**Rahm Emanuel, Mayor**  
**Rebecca Schriber, Commissioner**  
**David Reilly, Commissioner**  
**Department of Planning and Development**

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### Previous Plans – Adopted by Chicago Plan Commission

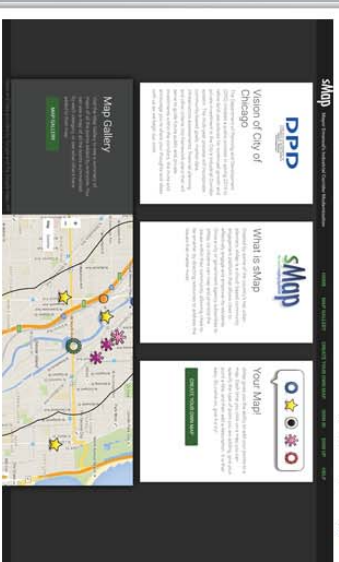
1. Near Northwest Side Plan (2002)
2. Logan Square Open Space Plan (2004)
3. Reconnecting Neighborhoods (2009)
4. Chicago Central Area Action Plan (2009)
5. Transit Friendly Development Guide (2009)
6. Halted Triangle Plan (2010)
7. Chicago Sustainable Industries (2013)
8. Metra Typology Study (2014)



- Map Key**
- North Branch Industrial Corridor Boundary
  - 1/2 Mile Radius
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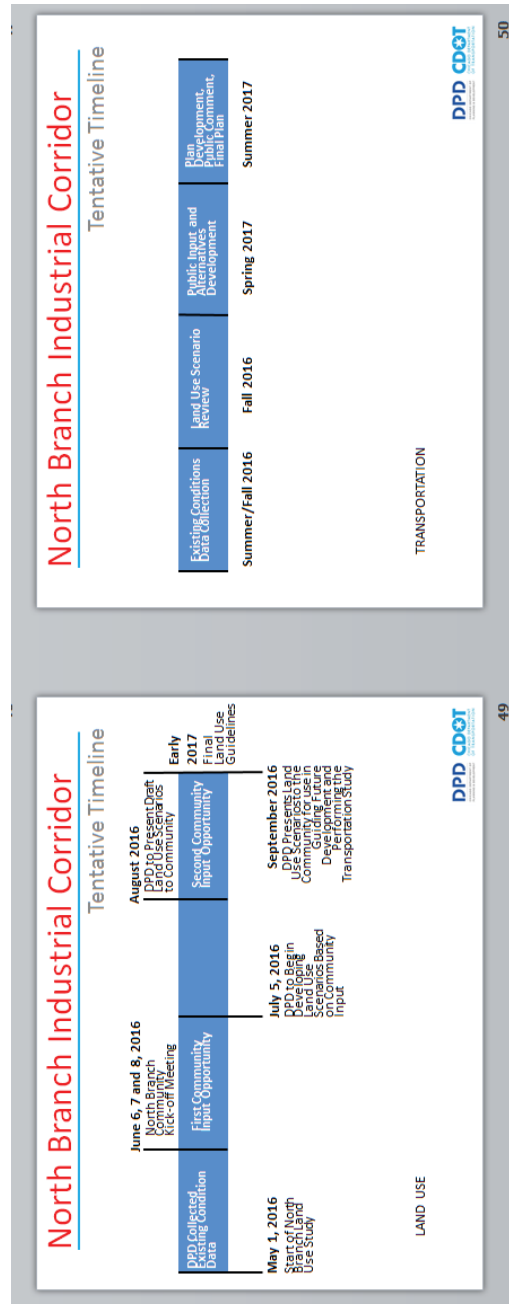
### Next Steps



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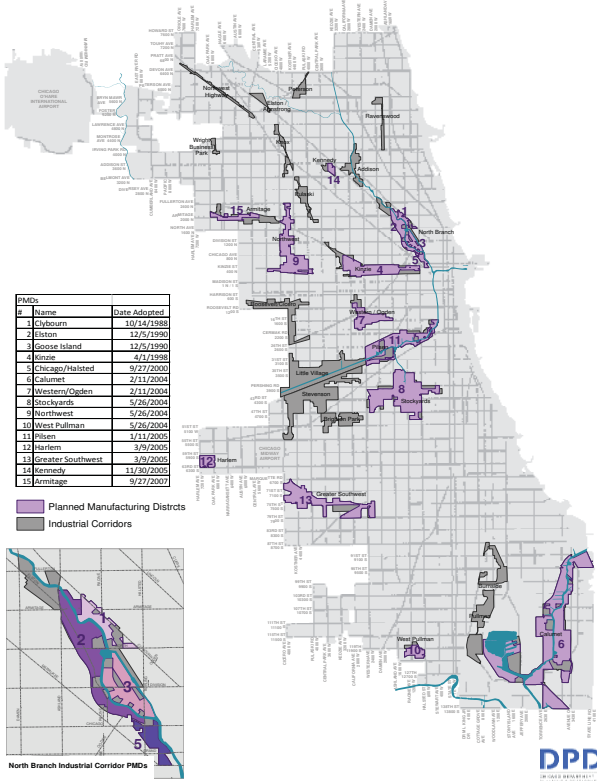
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Citywide Industrial Corridor Planning - PMDs



EXISTING PLANS IN & AROUND

**NEAR NORTHWEST SIDE PLAN 2002\***

**Description**  
The plan identifies several opportunities to increase open space, transit, and other amenities in the area. The plan is intended to be used for 20 years.

**Relevant Recommendations for the North Branch Corridor**  
1. Enhance CTA bus and transit services.  
2. Strengthen pedestrian connections between the CTA and the area.  
3. Support the development of a light rail extension to the area.  
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**LOGAN SQUARE OPEN SPACE PLAN 2011\***

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**RECONNECTING NEIGHBORS 2009\***

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**CHICAGO CENTRAL AREA ACTION PLAN 2009\***

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NORTH BRANCH INDUSTRIAL CORRIDOR

EXISTING PLANS IN & AROUND

**HALSTED TRIANGLE PLAN 2011\***

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**CHICAGO SUSTAINABLE INDUSTRIES PLAN 2011\***

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**METRA THIRD STREET STATION 2011\***

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**WICKER PARK BUCKTOWN MASTER PLAN 2009\***

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**LINCOLN PARK COMMERCIAL DEVELOPMENT STUDY 2010\***

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NORTH BRANCH INDUSTRIAL CORRIDOR

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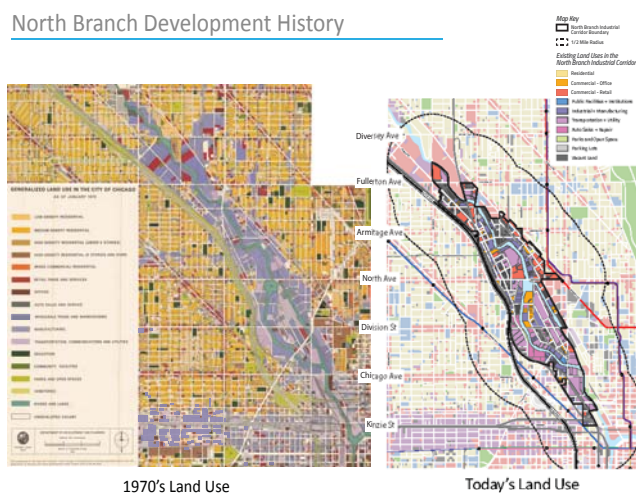
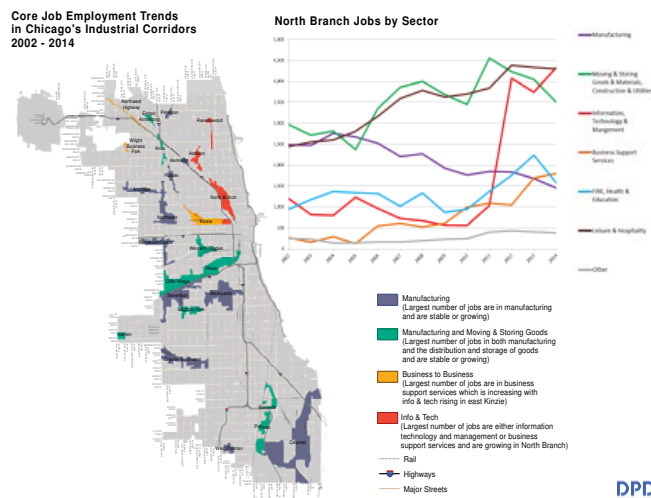
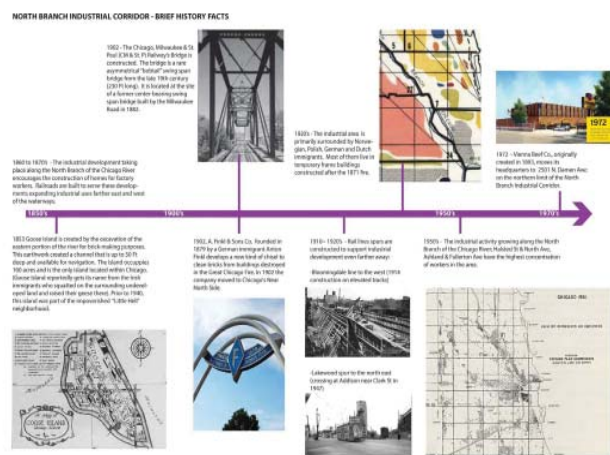
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NORTH BRANCH INDUSTRIAL CORRIDOR

## MEETING SUMMARY

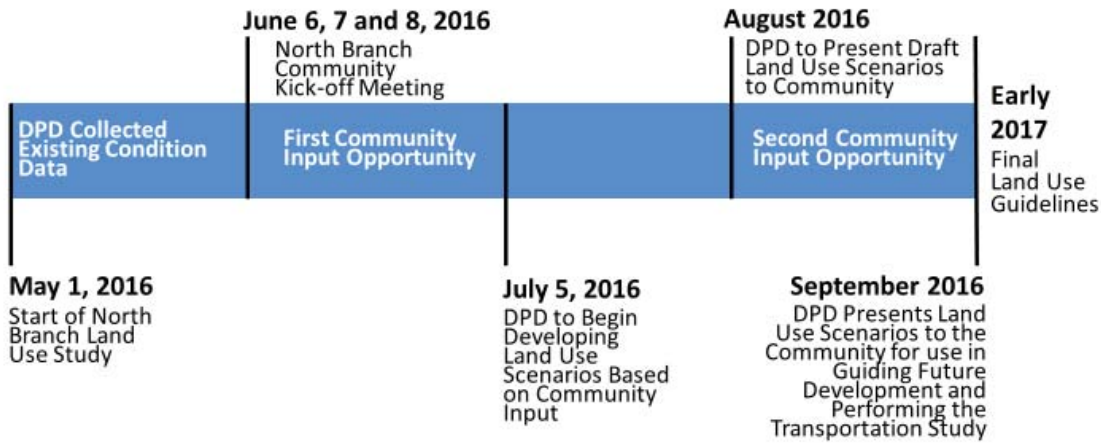
## PRESENTATION EXHIBITS



**VIEW PRESENTATION EXHIBITS ONLINE [HERE](#):**

# North Branch Industrial Corridor

## Tentative Timeline



LAND USE



# North Branch Industrial Corridor

## Tentative Timeline



TRANSPORTATION

