Industrial Corridor Modernization

Little Village

Rahm Emanuel, Mayor

David Reifman, Commissioner
Dept. of Planning and Development

- dpd@cityofchicago.org
- cityofchicago.org/dpd

Working Group
April 26, 2018
I. **Background** Chicago’s Industrial Corridor System
   - Industrial Corridor Modernization Initiative
   - Little Village Industrial Corridor:
     - Project Scope / Participant Roles / Timeline

II. **Existing Conditions/Goals**
   - Land Use
   - Transportation
   - Sustainability

III. **Next Steps**
   - Public meeting in May

IV. **Questions**
Chicago’s Industrial Corridor System

Union Stockyards (1865)
- 1st planned Industrial District
- 475 acres
Beginning in the early 1990’s, Industrial Corridors were established as a planning tool.

- Chicago’s 26 Industrial Corridors contain about 12% of the city’s land
- Range in size from 70 to 3,500 acres
- Offer industrial land for new and expanded manufacturing and related uses
Relevant Previous Plans and Studies

2005: Quality of Life Plan
Established recommendations for new open spaces and TOD. Also calls for preservation & enhancement of Industrial Corridor.

2013: Quality of Life Plan
Calls for the enhancement and creation of new open spaces and the creation of safer, cleaner physical environment.

2016: LV Brownfield Redevelopment Strategy
Presents re-development scenarios for various vacant sites.

2016: Southwest Industrial Corridors Study
Research on the industrial sub-market in the Pilsen, Little Village and Stevenson Industrial Corridors.

2017: Pilsen & Little Village Action Plan
Summary of issues and opportunities facing the communities of Pilsen and Little Village, focusing specifically on land use, economic development, cultural assets, industrial land uses.

2018: MSRN Community Plan
Provides strategies and goals to address community health issues.
In 2016, DPD began evaluating Chicago’s 26 Industrial Corridors in order to:

• Better understand the industrial marketplace

• Evaluate the need for updates to land regulations necessary to promote job creation

• Respond to changing employment trends by recommending physical improvements to public spaces

Eventually, each corridor study will result in:

1. A new land use framework reflecting trends specific to that area

2. Design and/or sustainability guidelines if applicable

Many planning recommendations will require further study, engineering and funding.
Info & Tech

(Largest number of jobs are either information technology and management or business support services and are stable or growing)

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 and are stable or growing)

Info & Tech

(Largest number of jobs are either information technology and management or business support services and are stable or growing)
North Branch was the first to be updated, 3 goals were identified for the corridor based on area trends:

1. Maximize the NBIC as an economic and vital job center
2. Provide better access for all transportation modes
3. Enhance natural resources and built assets throughout the corridor
**Existing Conditions: Relevant Previous Plans and Studies**

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**2012: Fisk & Crawford Task Force Report**
Provides Guiding Principles and recommendations for re-use of the site.
Study Area Goals:

• **Land Use**
  - Evaluate employment and land use trends and relevance of current industrial corridor boundary

• **Transportation**
  - Identify opportunities to improve access and safety

• **Sustainability**
  - Identify opportunities to incorporate environmental best practices for new development within the industrial corridor
  - Evaluate opportunities for incorporating stormwater management and energy efficiency
Participant Roles:

- **Project Team** engages assistance from Working Group members and the public to develop ideas for land use strategies and design guidelines:
  
  DPD (Lead)
  CDOT
  CDPH
  2FM

- **Working Group** (representatives of business sector organizations, and neighborhood groups) will collaborate with Project Team to develop concepts, and provide input and feedback prior to public meetings. The Working Group will also serve as project ambassadors, generating interest and participation in this project.

- **Public** will collaborate on the creation of draft ideas at public meetings, and will have opportunities for engagement.
Existing Conditions Review

→ Land Use

Transportation

Sustainability
Land Use - Employment Trends

Little Village Industrial Corridor – Total Employment 2002-2015

- Total employment increased 44%
Land Use - Employment Trends

- Moving and Storing of Goods and Materials, Construction and Utilities *increased* 89%
- Manufacturing jobs *increased* 7%
- Business Support Services *increased* 130%

Little Village Industrial Corridor 2002-2015
Employment Trends: Where workers live

Where workers live that work in the Little Village Industrial Corridor: 2015

Study Area

Zip Codes and Number of Employees

- City of Chicago
- Little Village Industrial Corridor Boundary

- 0
- 1-10
- 11-50
- 51-100
- 101-232

City of Chicago
Little Village Industrial Corridor Boundary
Zip Codes and Number of Employees

- 0
- 1-10
- 11-50
- 51-100
- 101-232
Existing Conditions: Land Use

Legend
- Industrial Corridor Boundary
- Industrial
- Transportation & Utilities
- Institutional
- Vacant
- Auto Related
- Open Space
- River
Existing Conditions: Land Use

Industrial Corridor Land Use Percentage

- Industrial: 51%
- Transportation & Utilities: 27%
- Institutional: 13%
- Vacant: 5%
- Open Space: 3%
- Auto Related: 1%
- River: 0%
Existing Conditions Review

- Land Use and Zoning
- Transportation
- Sustainability
Existing Conditions: Transportation

City-wide Traffic Counts:

IDOT Annual Average Daily Traffic (AADT) Counts

- 1-5,000
- 5,001-10,000
- 10,001-20,000
- 20,001-30,000
- 30,000 +

Source: IDOT
Notes: Road segments with an AADT value of 0 not displayed
Date of traffic count varies

Study Area
Existing Conditions: Transportation

Study Area Traffic:

IDOT Annual Average Daily Traffic (AADT) Counts

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Date of traffic count varies
Existing Conditions: Transportation

Study Area Traffic With Crashes:

- Crash with fatality
- Crash with serious injury

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- 5,001-10,000
- 10,001-20,000
- 20,001-30,000
- 30,000+

Source: IDOT

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Date of traffic count varies
Question:

What are the barriers to getting around and within the Industrial Corridor?

- Walking
- Biking
- Transit
- Driving
Existing Conditions Review

Land Use

Transportation

Sustainability
Currently researching:

- existing conditions
- on-going efforts
- national trends

for potential future implementation.
Existing Conditions: Sustainability

Stormwater: Urban flooding

311 Calls (2013)
- Water on Street
- Water in Basement

Homes

Businesses

Streets
Existing Conditions: Sustainability

Stormwater: Urban flooding predictions

Frequency of heavy rainfall events
Chicago Sustainable Industries: Green Infrastructure for Stormwater Study

- Identified corridor typologies
- Identified potential tools to managed stormwater better
**On-going Efforts: Sustainability**

**Clean energy sources: Solar potential**

*Industrial Corridor Solar Study*: Assessed typical construction typologies for industrial buildings in Chicago and highlighted typical conditions for each structure type and implications for roof-mounted solar power installations.
On-going Efforts: Sustainability

Clean Energy Sources: Solar preparation

Chicago SunShot Initiative

City received a $750,000 grant from Dept. of Energy to lower the non-hardware costs of solar installations

- **Permitting:** Created a same-day solar permitting program for small, residential solar installations and a transparent set of guidelines and up-to-date standards for larger scale projects

- **Zoning:** Published a progressive solar zoning policy and an updated solar-favorable, sustainable policies

- **Interconnection:** Coordinated with ComEd to create a customer-friendly, electronic interconnection process
On-going efforts: Sustainability

Clean Energy Sources: Solar incentives

The Future Energy Jobs Act will pivot Illinois to the new clean energy economy, saving and creating thousands of clean energy jobs, and providing job training for the future workforce. The law does this by creating significant consumer and environmental benefits, accelerating the growth of solar and wind energy in Illinois, significantly expanding energy efficiency, and providing hundreds of millions of dollars in low-income programs.

Strengthen and expand the Renewable Portfolio Standard to ensure stable, predictable funding for renewable development, providing $180M per year – growing to $220M per year – in funding for renewable resources, including new wind power, large-scale solar power, and rooftop and community solar.
Transportation Technology Changes

Electric Vehicle (EV) deployment has been growing and will likely increase as battery prices drop.

![Graph showing the expected growth in EV sales and falling battery prices from 2010 to 2040. The graph includes a bar chart and a line chart, with the x-axis representing years and the y-axis representing cost of lithium ion batteries. The graph is sourced from Bloomberg New Energy Finance and McKinsey.]
Transportation Technology Changes

Electric Vehicles (EV) in Freight

FedEx has a fleet of 20 EVs active in Downtown Chicago.

UPS Press Release – September 2017:

UPS First Commercial Customer In U.S. To Use New Daimler Electric Delivery Truck

“In comparison with a conventional diesel truck, Daimler says it offers savings of more than $1,000 in operating costs for approximately every 6,200 miles.”
National Trends: Sustainability

Transportation Technology Changes

Other Types of Low Emission Vehicles in Freight
Question:

What sustainability best practices would you like to see within the Industrial Corridor?
Next Steps

Project team reviews your feedback on existing conditions data and prepares for first public meeting.

- **April/May 2018**: Study Area Kick-off Meetings: Working Group & Public
- **August 2018**: Publish Study Area Guidelines for Public Comment
- **July 2018**: Working Group & Public Meetings
- **Sept 2018**: Final Guidelines for Study Area
- **Oct 2018**: Complete Little Village Industrial Corridor Framework