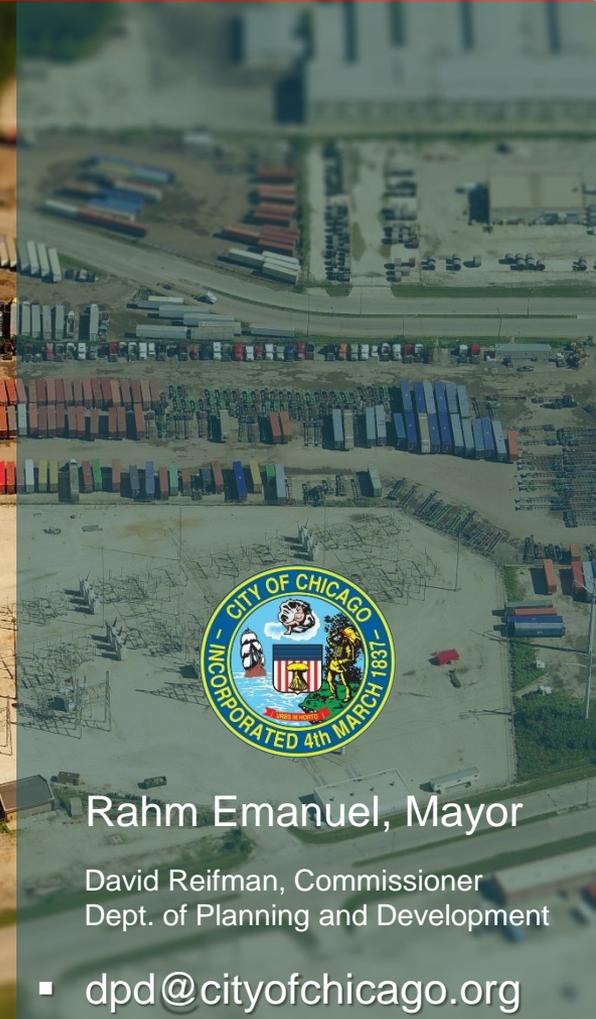


Industrial Corridor Modernization Little Village



Rahm Emanuel, Mayor

David Reifman, Commissioner
Dept. of Planning and Development

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Final Working Group
December 14, 2018

Agenda – Final Working Group Meeting

I. LVIC Boundary Revision Considerations

II. Development Review Processes

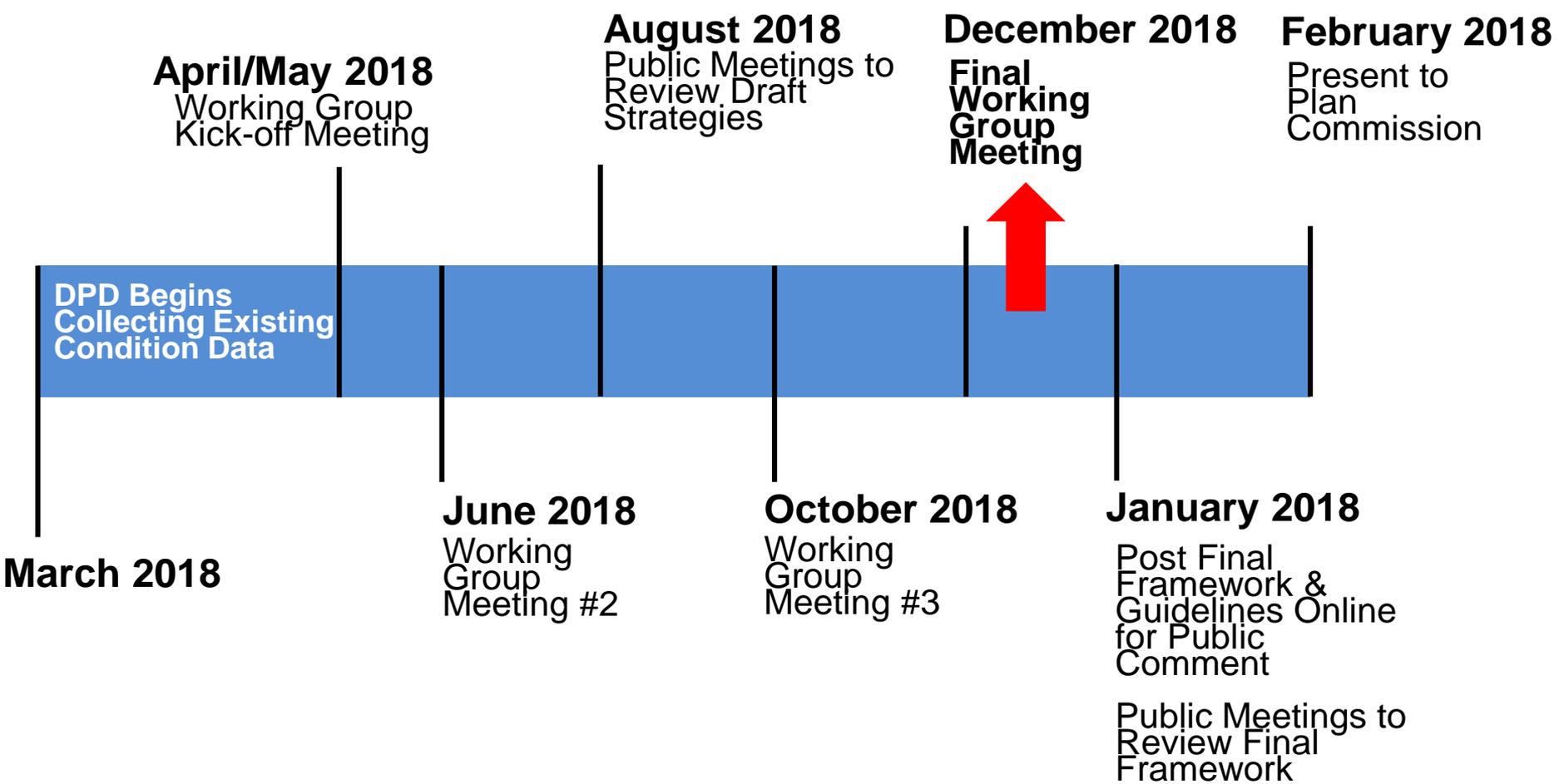
III. Final Comments on Strategies

IV. Sample Design Guidelines

V. Next Steps

- Public meetings later in January

Proposed Timeline



Little Village Goals

1 **Maintain the Little Village Industrial Corridor as an Employment Center**

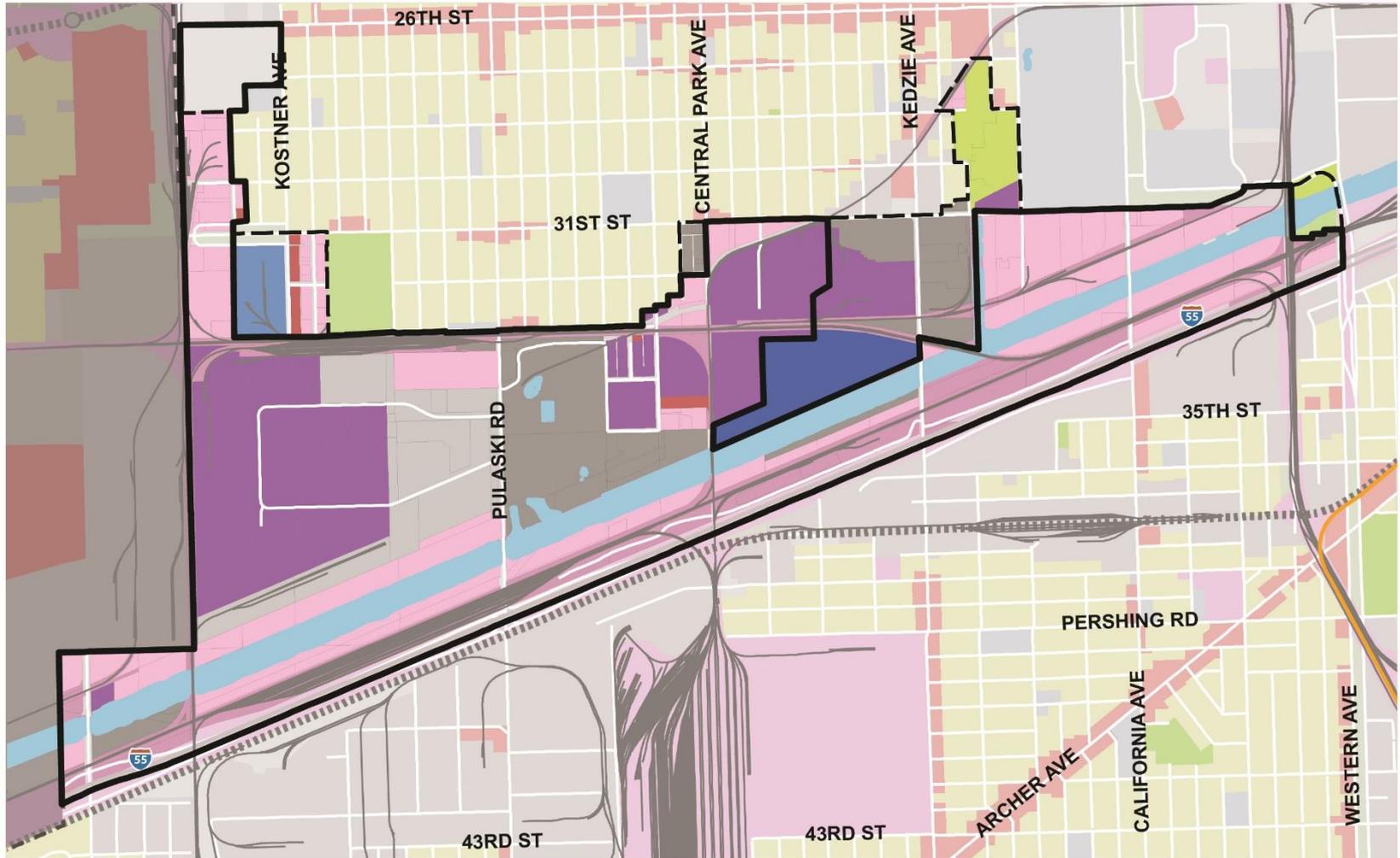
2 **Provide Better Access for all Modes within and around the Little Village Industrial Corridor**

3 **Incorporate sustainable best practices for new development within the Little Village Industrial Corridor**

Non-Compatible Uses



Industrial Corridor Boundary Considerations



Map Key

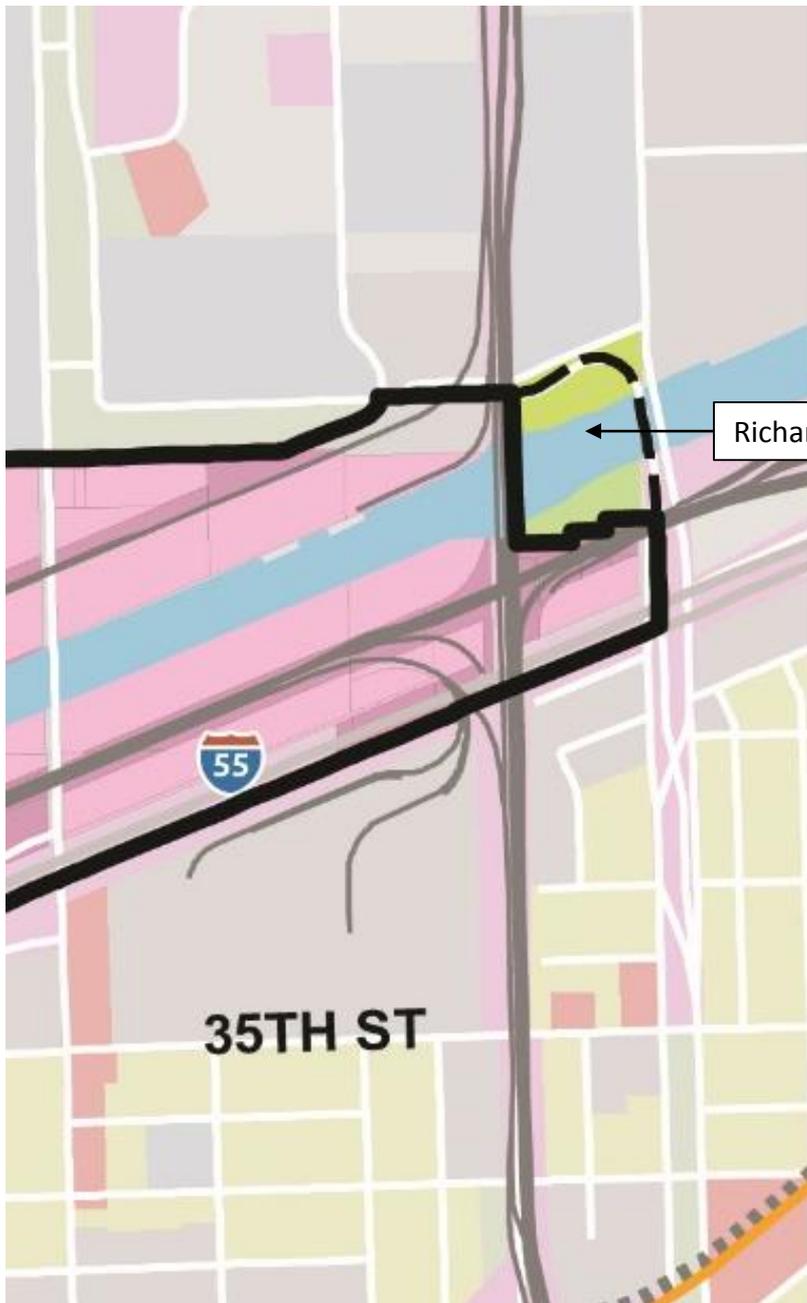
- Interstate
- Metro Line & Station
- Orange Line & Station
- Little Village Industrial Corridor Boundary

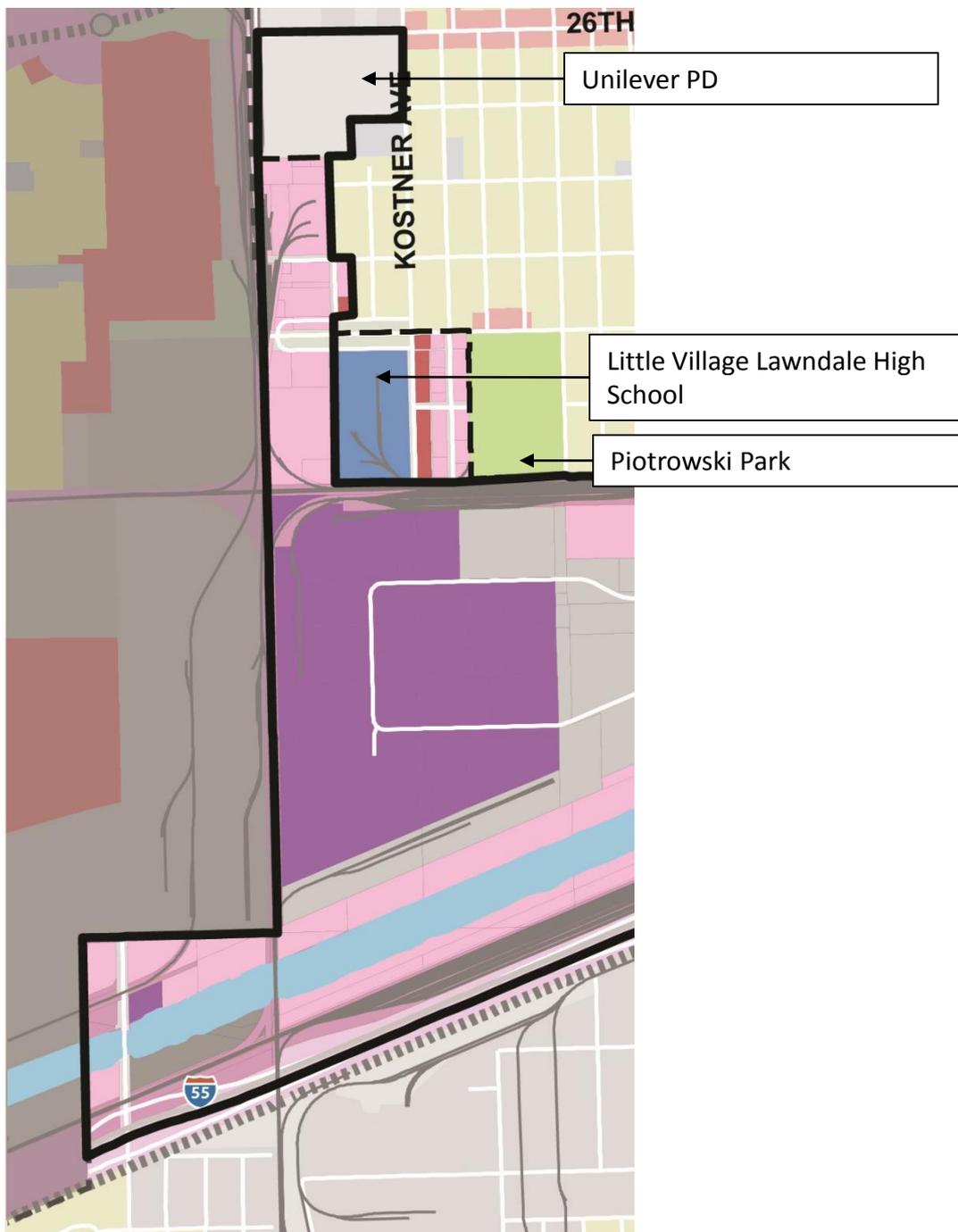
Land Use Key

- | | |
|------------------------|----------------------------|
| Industrial | Schools |
| Transportation - Rail | Institutional |
| Transportation - Truck | Auto Related |
| Utility | Open Space |
| Vacant | South Branch Chicago River |

Daley Park – Boat Launch

- Existing Open Space
- Non-supportive of Industrial Uses





Kostner & 31st

- Existing uses include:
 - Open Space
 - Institutional (schools)
 - Commercial (Retail)
- Non-supportive of Industrial Uses
- Extend industrial Corridor North to create contiguity with Roosevelt/Cicero Industrial Corridor

Which Projects Require Review?

Plan Commission review of proposed ***industrial*** development:

Industrial
Corridor Map
Amendment

Chicago Plan Commission reviews each request to rezone land within one of the city's designated Industrial Corridors from a Manufacturing (M), Planned Manufacturing Districts (PMD), Public Open Space (POS), Transportation zoning district classification to any other zoning district classification.

Planned
Development

If a proposed development falls under one of the following criteria it will also be reviewed as a *planned development*.

- New development within 100 feet of any waterway
- Large industrial developments - Required for projects on M-zoned land with a net site area of five acres or more if the lot on which the development is located is within 100 feet of any residential district.
- Otherwise, Planned Development review and approval is required only for industrial development on M-zoned land with a net site area of 10 acres or more.

Which Projects Require Review?

Plan Commission review of proposed development (**other uses**):

Zoning Map Amendments (Re-zonings)

Zoning amendments must be made in the best interests of the public health, safety and general welfare, while also recognizing the rights of individual property owners. The following factors are considered*:

- Consistency with plans for the area that have been adopted by the Plan Commission or approved by the City Council;
- Compatibility with significant changes in the character of the area due to public facility capacity, other re-zonings, or growth and development trends;
- Compatibility with the character of the surrounding area in terms of uses, *density* and building scale;
- Compatibility with surrounding zoning; and
- Adequacy of public infrastructure facilities and city services

Planned Development

Reviewed by DPD and other city agencies to promote healthy, functional neighborhoods that accommodate the needs of residents, businesses and visitors, while also enabling the development community to further the City of Chicago's economic development. PDs are required for projects that are triggered by specific criteria and thresholds established by the Chicago Zoning Ordinance (Sec. 17-8-0100).*

*Proposed zoning changes to residential uses (10 units or more) are subject to the Affordable Requirements Ordinance.

Community Review

How can the public provide valuable and appropriate input when property owners present their proposals to the community?

- Public comments are stronger when consistent with the City zoning code, any existing planning documents and applicable design guidelines
- Provide comments in writing and demonstrate connection to existing regulations
- Quantify how many of your neighbors share your idea and how you collected that information
- Attend and speak at all public meetings and hearings



Final Strategies: Land Use

Maintain the Little Village Industrial Corridor as an employment center

1. Facilitate business expansion and relocation to the Little Village Industrial Corridor (Local Stakeholders, LIRI & IMEC)
2. Incorporate sustainability best practices **and innovative solutions** in new development to encourage a modern employment center (DPD Sustainability)
3. Promote partnerships to provide job readiness, **pathways and training** (Local Stakeholders, LIRI & IMEC)

Final Strategies: Transportation

Provide better access for all modes within and around the Little Village Industrial Corridor

1. To enhance access, improve the Little Village Industrial Corridor to better serve all modes, **particularly along 31st Street** (CDOT)
2. Modernize traffic signals and timing to alleviate traffic congestion (CDOT, Private Development)
3. Assess viaduct clearance projects for North/South and East/West viaducts outside of the Industrial Corridor (DPD)
4. Assess the feasibility of establishing an East/West industrial road (CDOT, DPD)
5. Continue to assess existing traffic and roadway conditions within the City's industrial corridors in the Southwest Side (CDOT)
6. Add bus shelters and Divvy stations adjacent to the Little Village Industrial Corridor, where appropriate (CDOT, CTA)
7. Coordinate with CTA to mirror existing bus stops on both sides of the street (or merge stops) along 31st Street (CTA)

Final Strategies: Sustainability

Incorporate best practices for new development within the Little Village Industrial Corridor to improve economic, environmental and social conditions

1. Preserve the waterway infrastructure of the Chicago Sanitary and Ship Canal for industrial users (DPD)
2. Encourage the use of alternative fuel vehicles for freight operations (CDOT, LIRI)
3. Support improvement and **remediation** of the collateral channel and any future open space opportunities to enhance the local environment for people and nature (DPD, MWRD)
4. Support the development of El Paseo as an opportunity to provide access for people biking and walking to the employment center (CDOT, DPD)
5. Encourage owners of large, flat roofed industrial buildings to use their roofs for solar, greenhouses or other useful purposes (DPD, Private Development)
6. Support CDPH in the development and implementation of enhanced regulations for industrial users such as bulk storage, rock crushing and metal recyclers (CDPH, DPD)

Design Guidelines – Sample Strategies

Context and Compatibility

- Screening and Buffering
- Site Layout
- Building Orientation

1. Landscape Buffer from adjacent road
2. Minimized vehicular access points – less curb cuts
3. Building oriented to maximize daylight and solar exposure for green roof
4. Significant internal drive to avoid queuing in the public way
5. On-site renewable energy



Design Guidelines – Sample Strategies

Loading and Access

- Curb Cuts
- Queuing and Ant-idling
- TDL Facilities
 - Anti-Idling Policy:
 - Fugitive Dust Reduction
 - Fluid and Waste Management
 - Vehicle Maintenance & Inspection
 - Language Access



Proposed Timeline

