

Mayor Emanuel's Industrial Corridor Modernization North Branch



Rahm Emanuel, Mayor

David Reifman, Commissioner
Department of Planning and
Development

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Department of Transportation

Contact Us:

- dpd@cityofchicago.org
- cityofchicago.org/dpd
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Tonight's Meeting Agenda

6:00pm

Welcome

6:15pm

Presentation

- 1. Chicago's Industrial Corridor System**
- 2. Stakeholder Outreach and Research**
- 3. Principles for North Branch Land Use**
- 4. Critical Planning Factors**
- 5. Progressive Land Use Scenarios**
- 6. Next Steps**

7:00pm

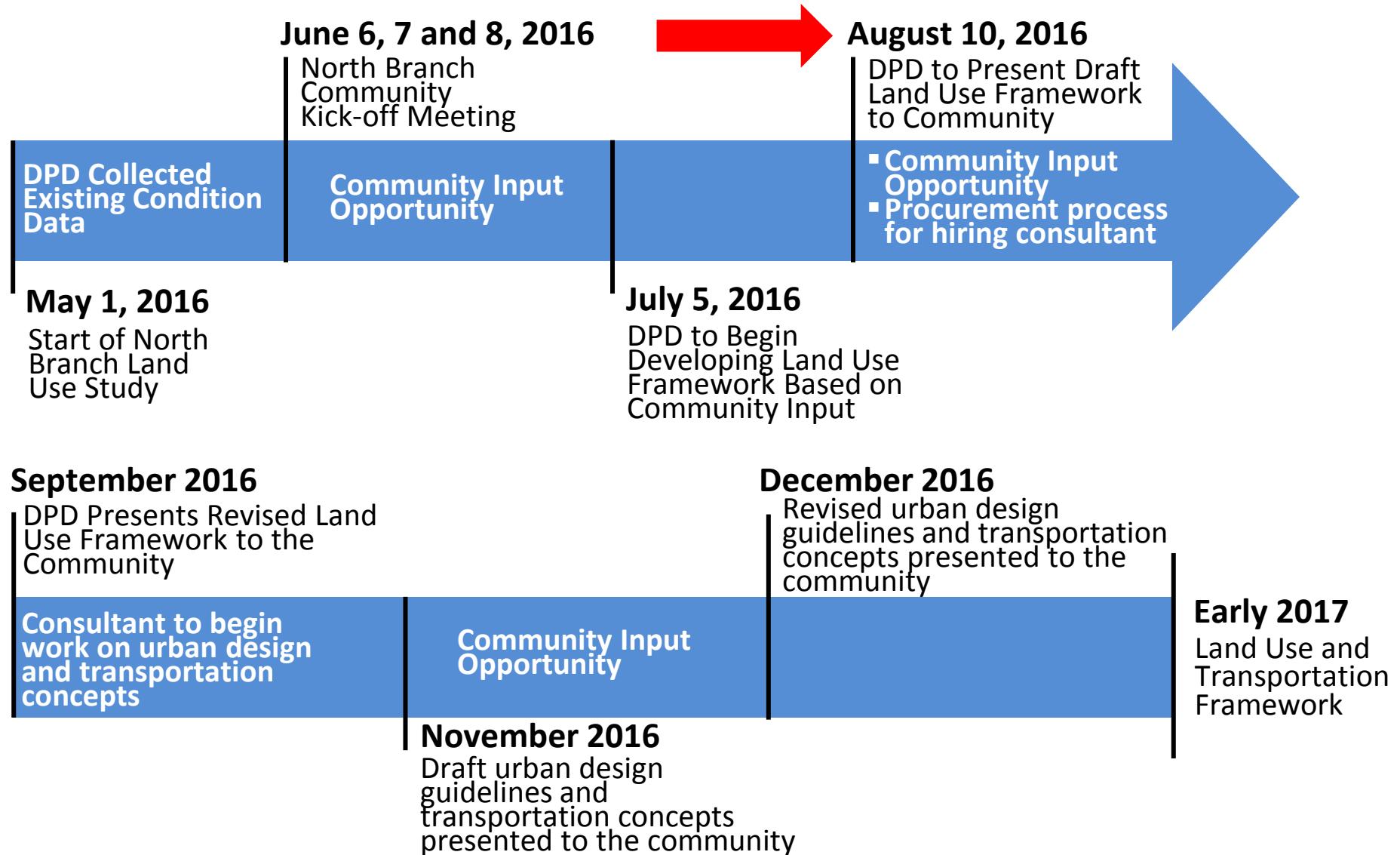
Questions and comments

Review informational boards

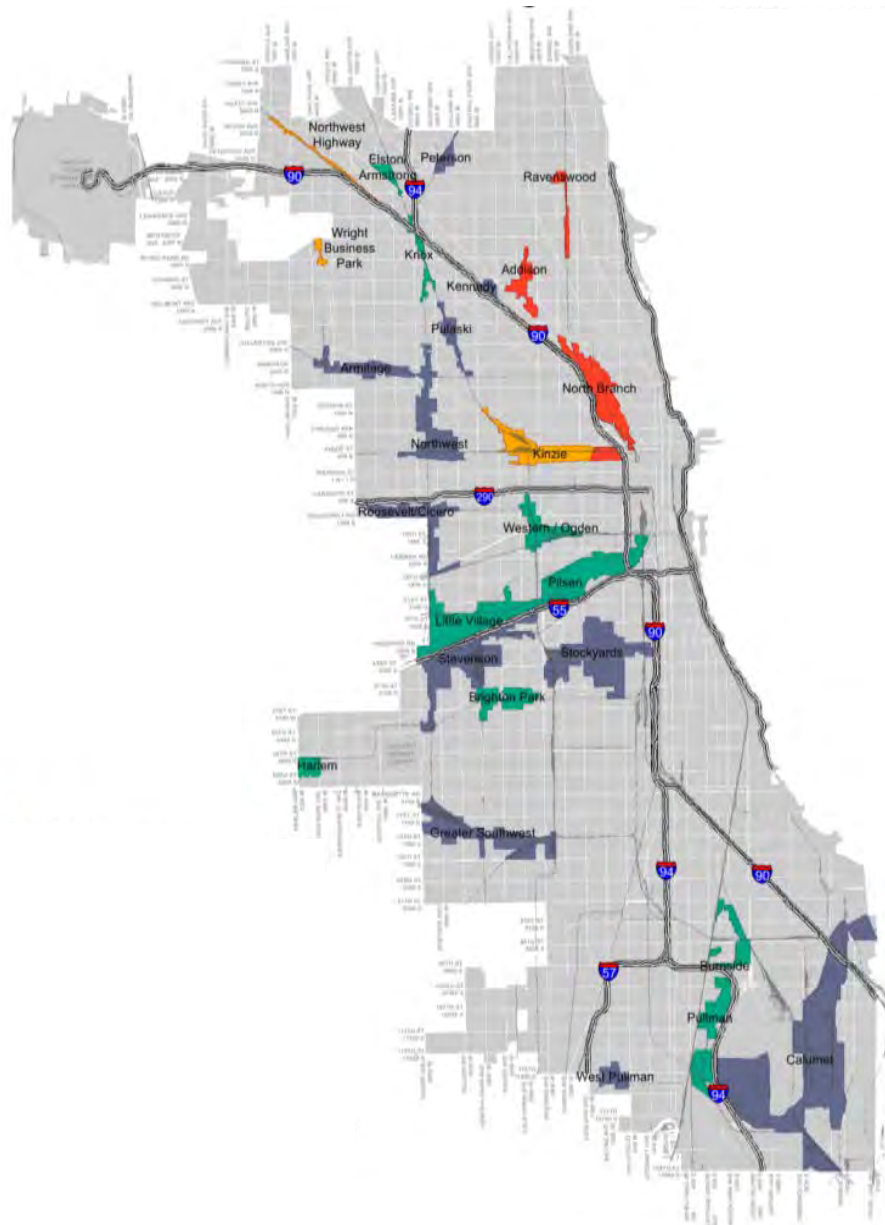
7:30pm

Meeting Adjourned

Tentative Timeline



Industrial Corridor System

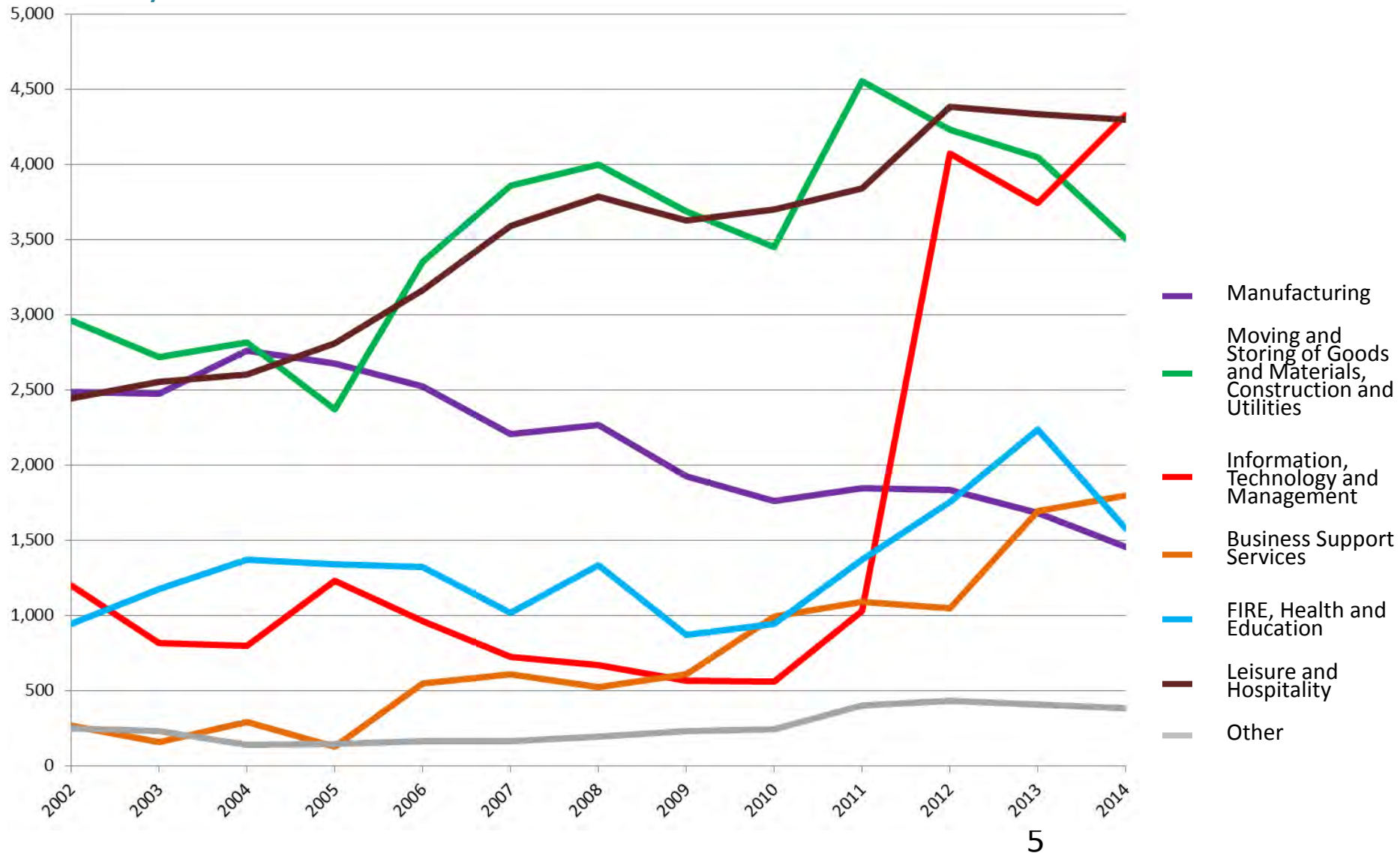


Core Job Employment Trends 2002 - 2014

-  **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



North Branch Manufacturing Companies

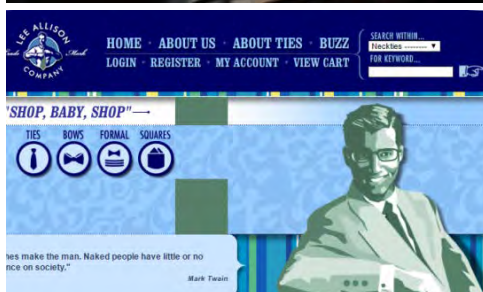


Concept Laboratories, Inc.

Ideas. Innovation. Impact.

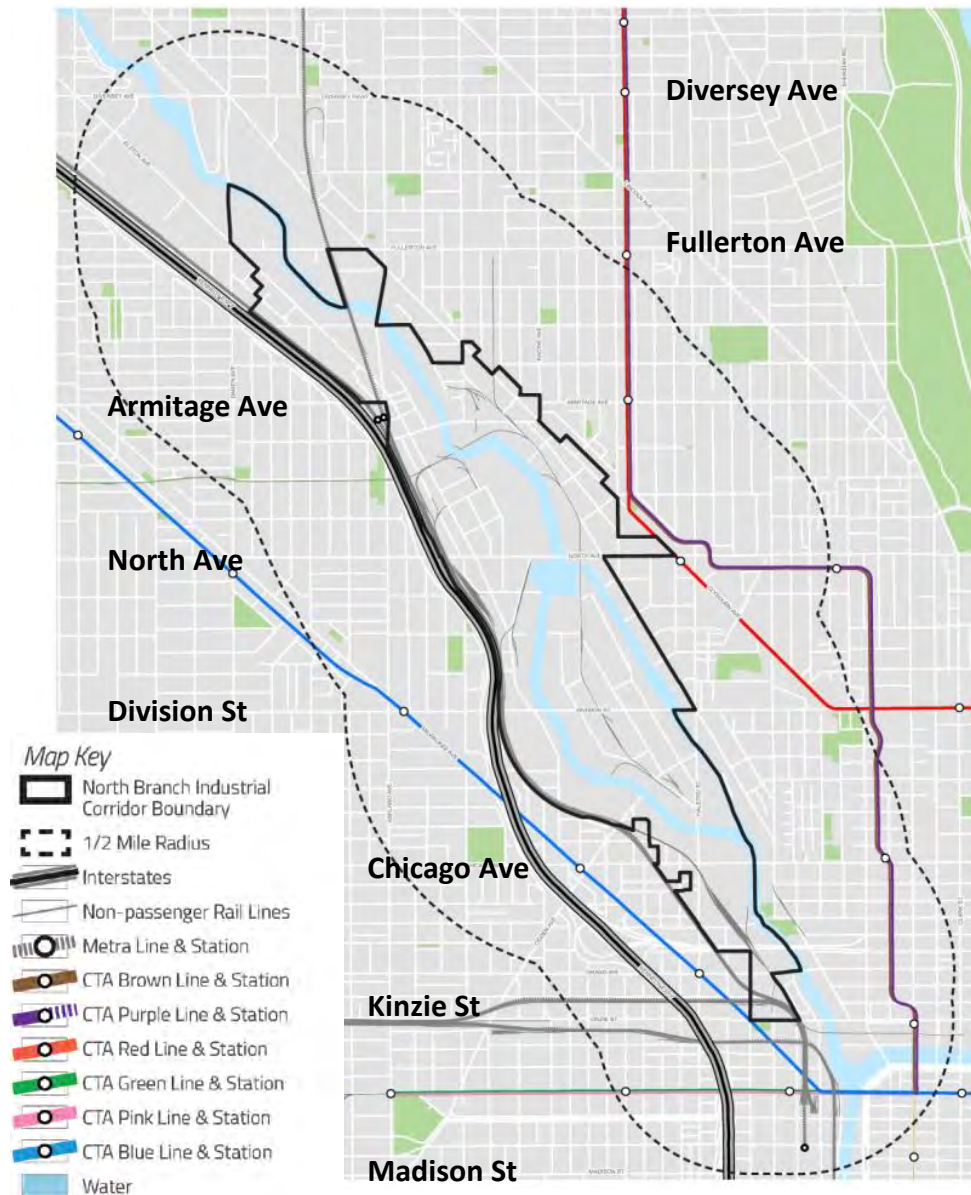
Companies range in size from **2 to 250** employees

- Food
- Chemicals
- Leather, Apparel, Wood
- Paper
- Primary Metal, Fabricated Metal
- Machinery, Electrical equipment & Appliances



Precious
Metals

North Branch Industrial Corridor



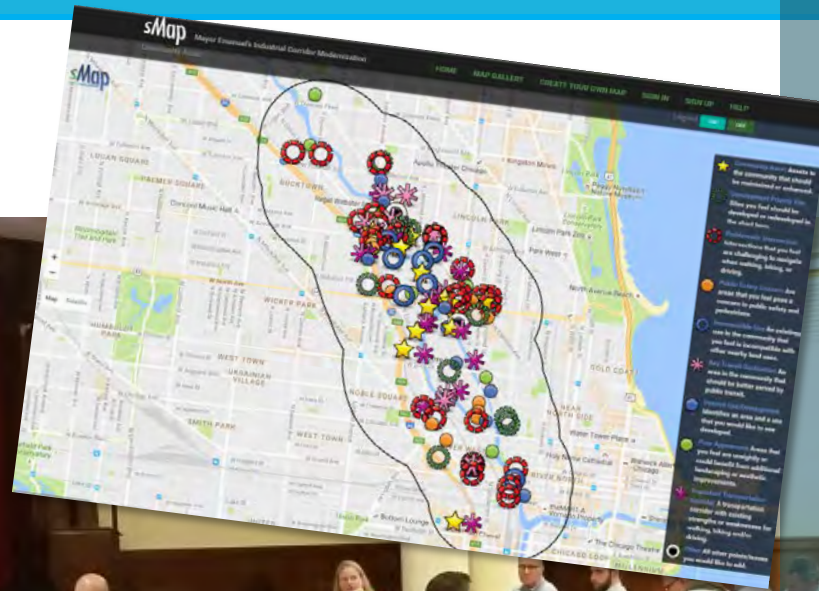
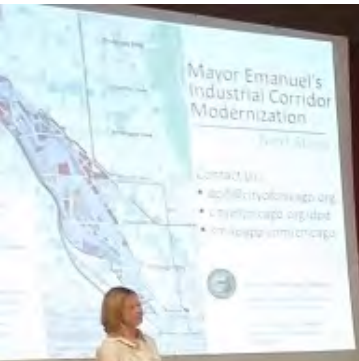
The **Study Area** is focused on the existing North Branch Industrial Corridor, with a broader look to a ½ mile boundary to capture the full picture of the area and the connections between the surrounding neighborhoods

Project Purpose

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

1. **Guide future development and**
2. **Inform transportation framework**

Community Outreach



1. Community Meetings on June 6, 7 and 8, 2016

2. sMap: Social Mapping Platform

3. Meetings with stakeholders:

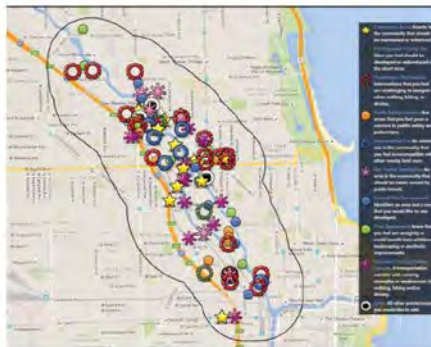
- Community Groups
- Aldermen
- LIRIs
- Property Owners
- Business Owners
- Developers

Community Outreach

Two **Community Outreach** documents available on DPD web site



**MAYOR EMANUEL'S
INDUSTRIAL CORRIDOR
MODERNIZATION
North Branch**



SUMMARY OF KICK-OFF MEETINGS

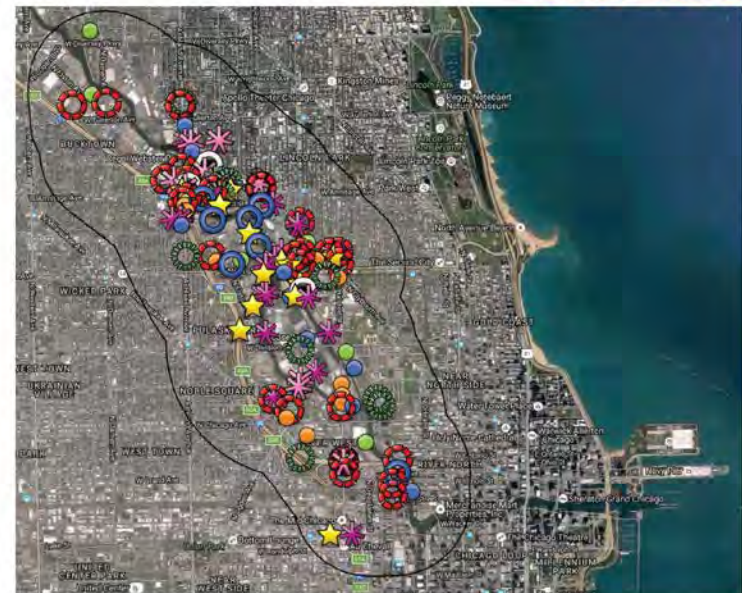
UI Labs: June 6, 2016
St John Cantius Church: June 7, 2016
Jesse White Community Center: June 8, 2016



DPD

CHICAGO DEPARTMENT OF
PLANNING & DEVELOPMENT

**MAYOR EMANUEL'S
INDUSTRIAL CORRIDOR MODERNIZATION
North Branch**



COMMUNITY OUTREACH UPDATE August 1, 2016



DPD

CHICAGO DEPARTMENT OF
PLANNING & DEVELOPMENT



What have other cities done?



Seattle: South Lake Union Neighborhood Plan

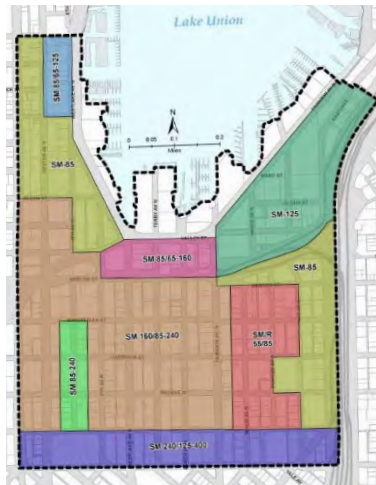
Plan Goals

- Promote a neighborhood that will provide a more **diverse mix of employment and housing**
- Support the continued growth of the city's economy
- Encourage a safe and active pedestrian environment

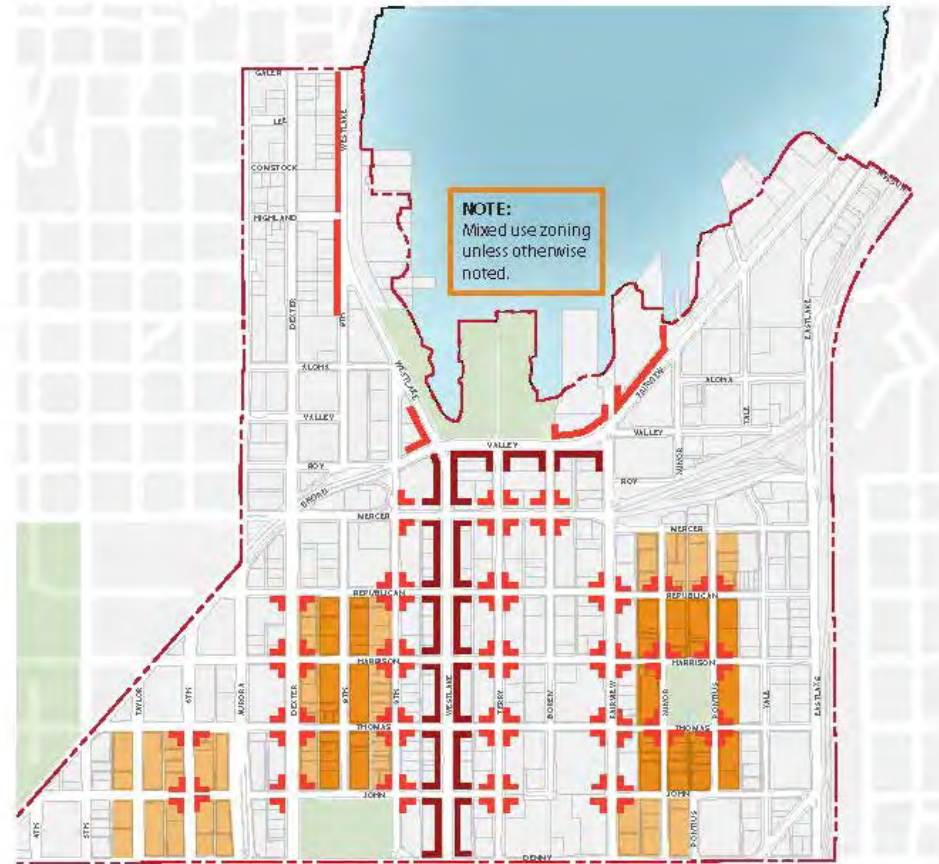


Seattle: South Lake Union Neighborhood Plan

South Lake Union is becoming a successful **Biotechnology Hub** for life science organizations with high quality jobs.



RESIDENTIAL AND RETAIL FOCUS AREAS

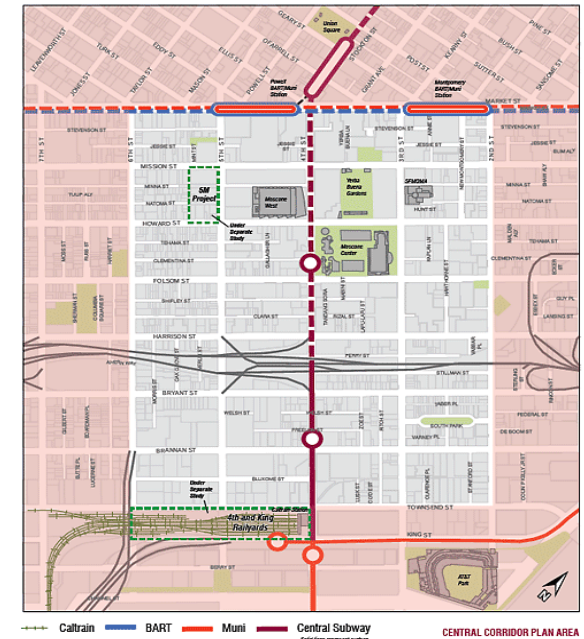


LEGEND

- Primary Residential
- Mixed Use - Residential Emphasis
- Pedestrian-Oriented Retail & Services Required
- Neighborhood Retail & Service Incentives



-

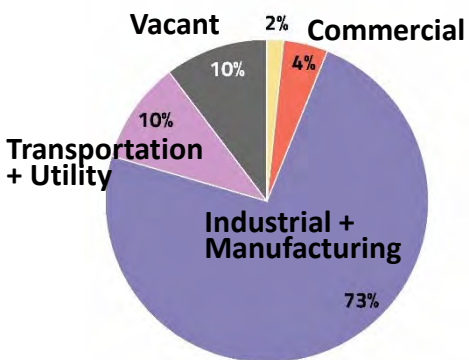


Over the next 10 years, this phased proposal would transition the site from its current mix of office buildings and surface parking lots to **a balance of office, retail, residential, cultural, and open space uses**

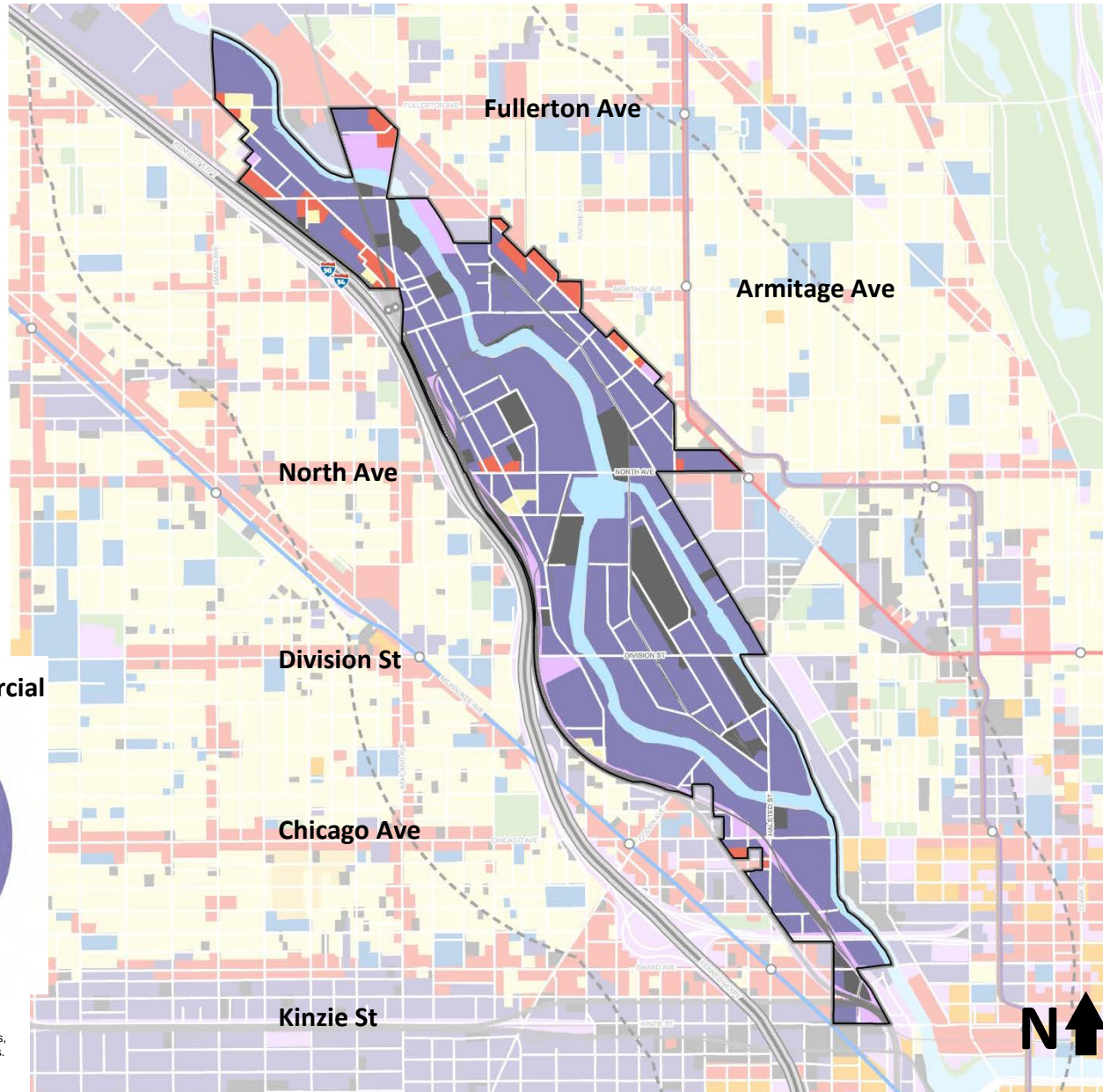
How has the area changed in recent years?



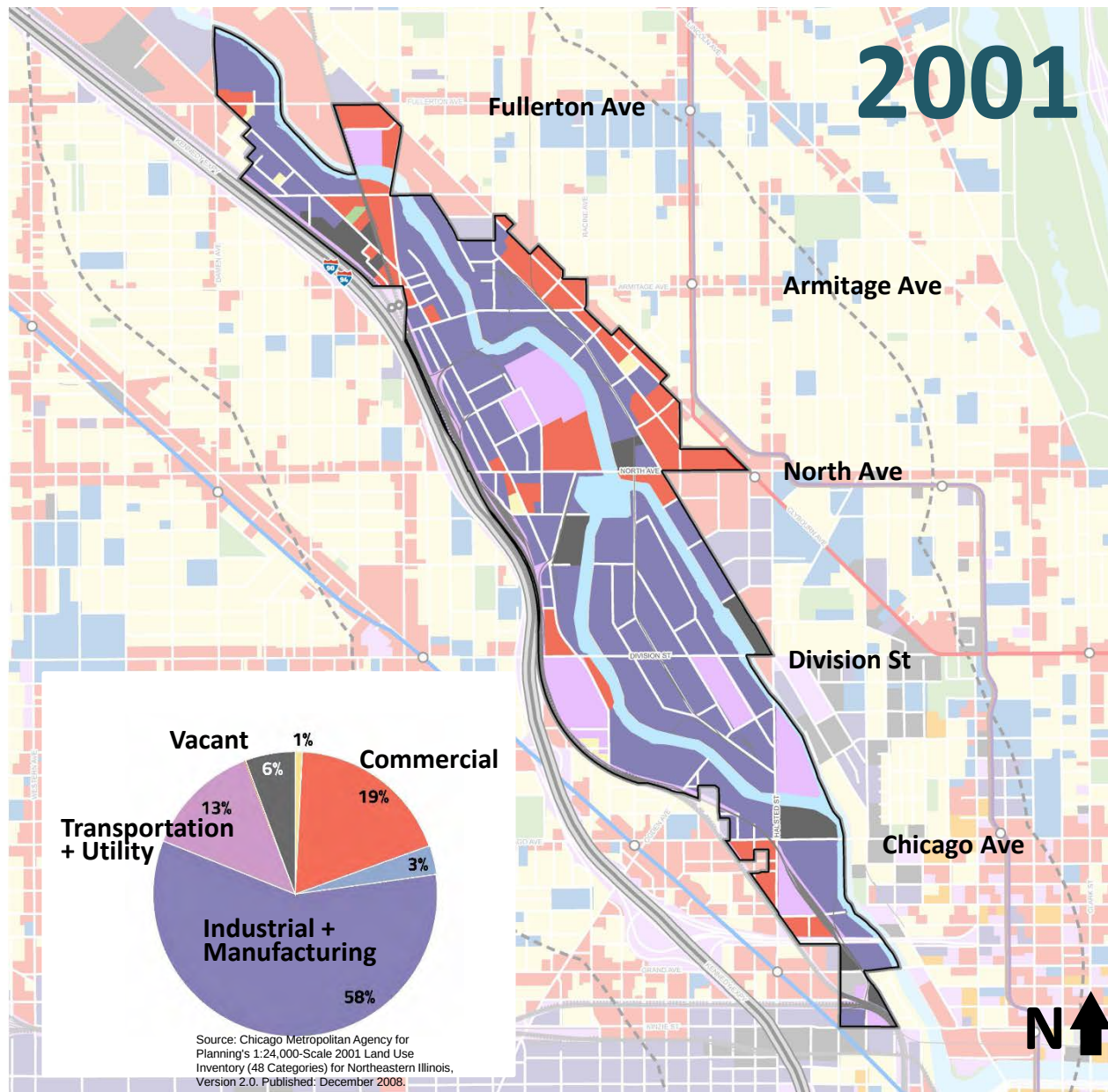
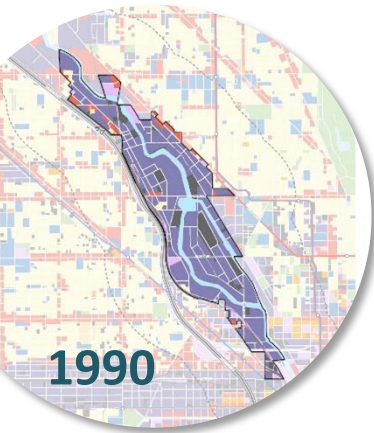
1990



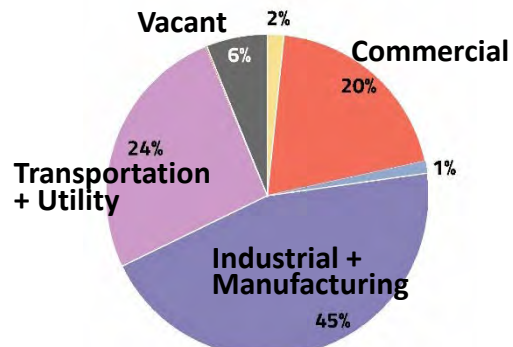
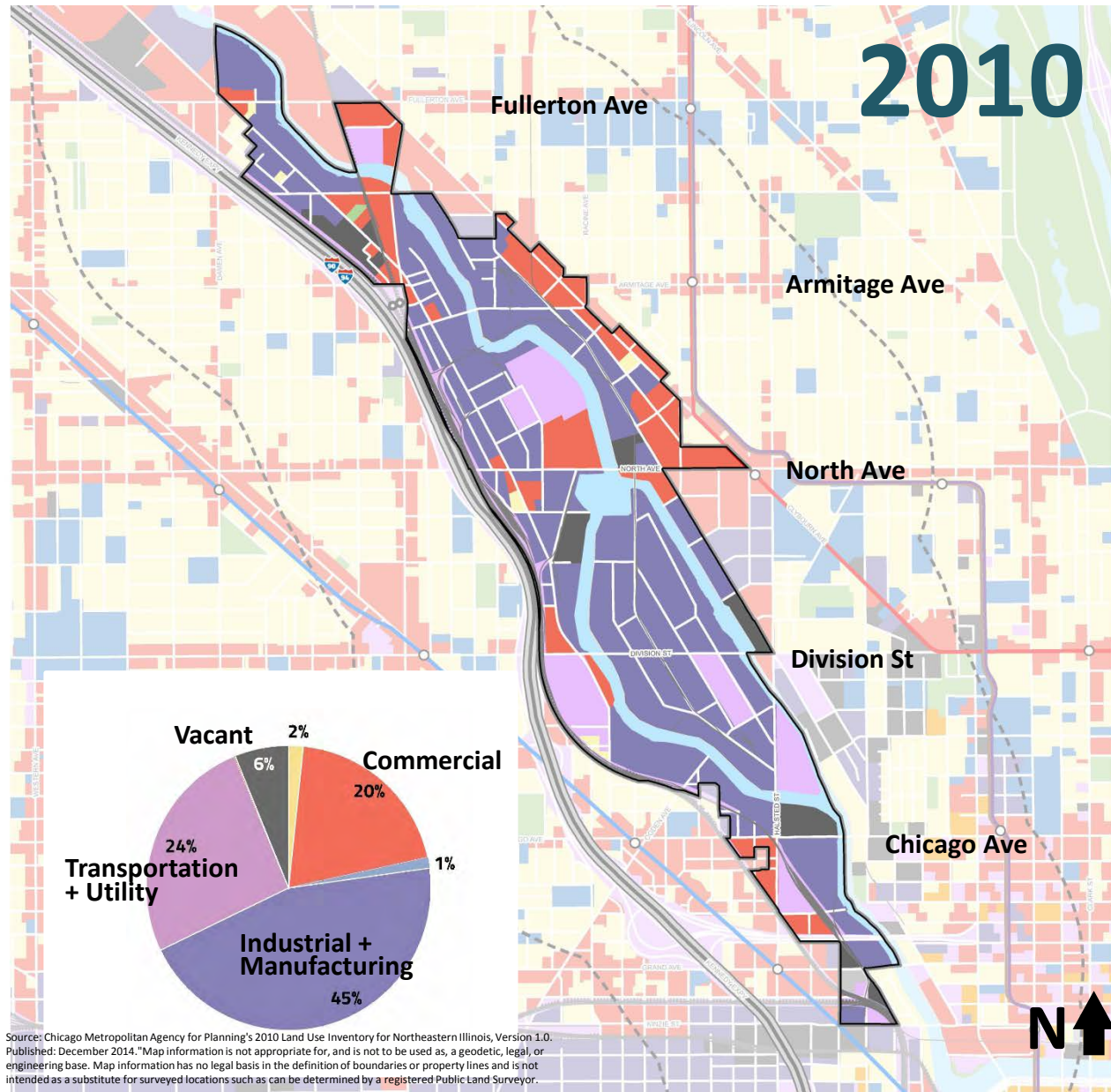
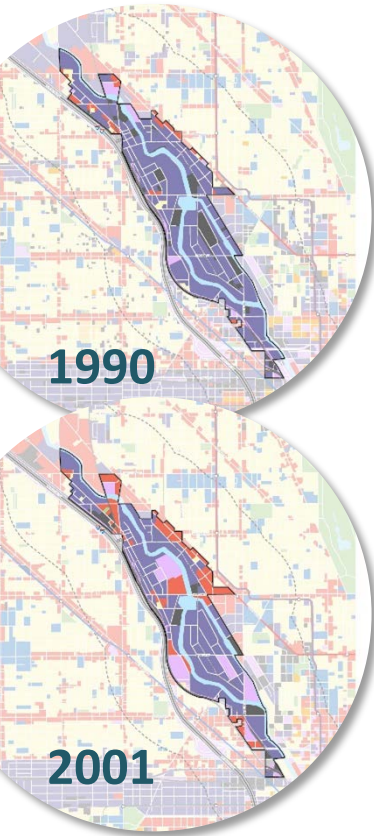
Source: Northeastern Illinois Planning Commission's 1:24,000-Scale 1990 Land Use Inventory (48 Categories) for Northeastern Illinois, Version 4.0, 2005, NIPC ReGIS, Chicago, Illinois. Compiled by NIPC staff from 1" = 2000' non-rectified 1990 aerial photos



Mayor Emanuel's Industrial Corridor Modernization North Branch

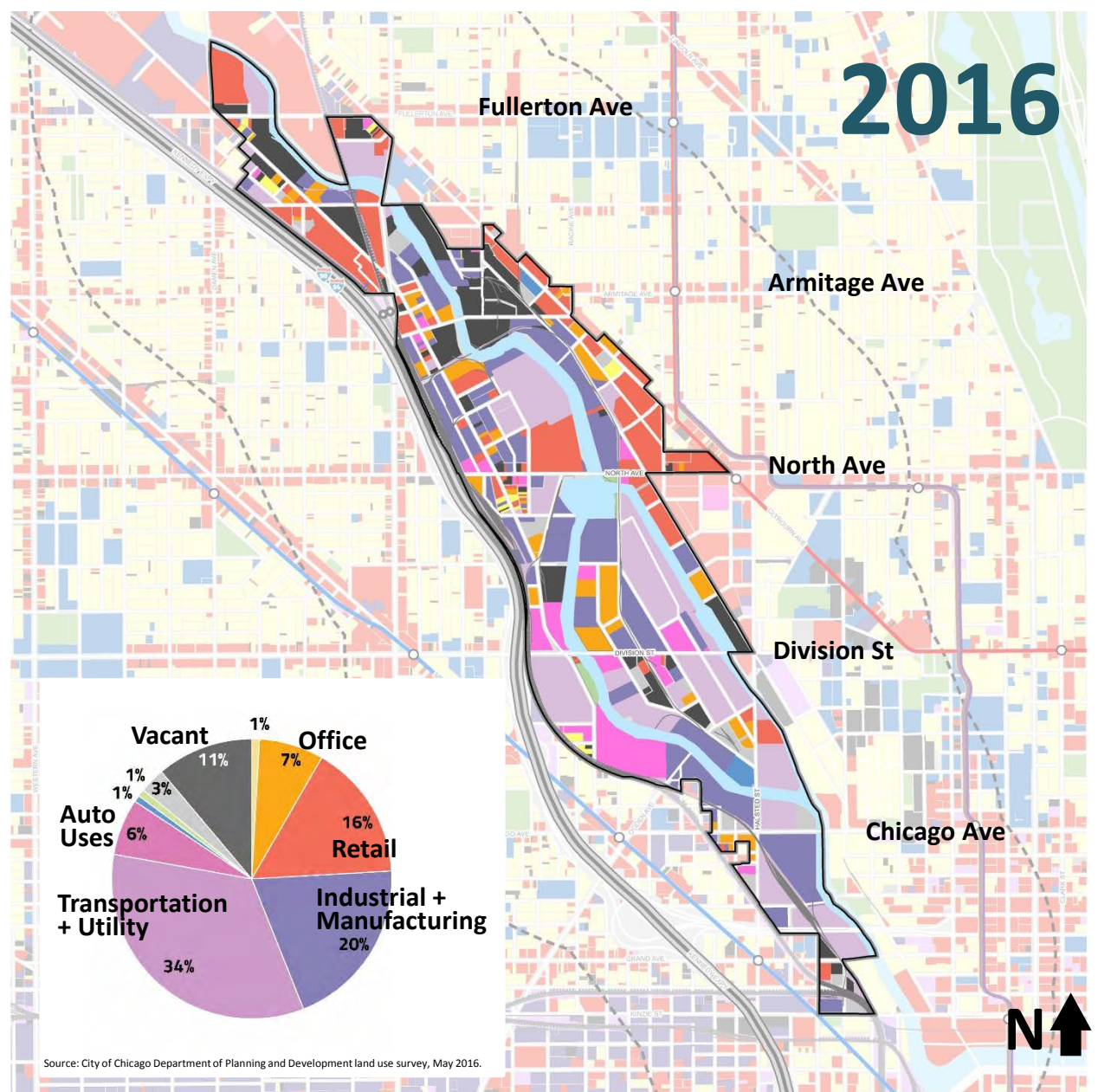


Mayor Emanuel's Industrial Corridor Modernization North Branch



Source: Chicago Metropolitan Agency for Planning's 2010 Land Use Inventory for Northeastern Illinois, Version 1.0. Published: December 2014. *Map information is not appropriate for, and is not to be used as, a geodetic, legal, or engineering base. Map information has no legal basis in the definition of boundaries or property lines and is not intended as a substitute for surveyed locations such as can be determined by a registered Public Land Surveyor.

Mayor Emanuel's Industrial Corridor Modernization North Branch



CORRIDOR GOALS

- 1. Maintain the North Branch Industrial Corridor as an important economic engine and vital job center in the City of Chicago.**
 - a) Ensure businesses that provide critical services to the north side of Chicago have a safe and efficient location with access to necessary transportation modes.
 - b) Encourage businesses focused on technology, research and manufacturing to locate within the Industrial Corridor.
 - c) Allow mixed-use developments in appropriate locations and include provisions for affordable housing.
 - d) Assist companies that expand and/or relocate within Chicago's Industrial Corridor System.

**1 An economic engine &
vital job center.**

CORRIDOR GOALS

2. **Improve the multi-modal transportation network so that it better supports and encourages trips made by walking, biking, taking transit, and utilizing shared-use mobility options.**
 - a) Improve east/west multi-modal transportation access to and through the corridor, particularly across the Interstate, the North Branch (River and Canal), and the Metra tracks.
 - b) Provide appropriate multi-modal transportation accommodations, incentives, and infrastructure for an increase in new workers and visitors to the area.
 - c) Manage motor vehicle traffic flow within and through the corridor by modernizing transportation infrastructure and utilizing emerging transportation technologies.

2

Better access for people walking, biking, and taking transit.

CORRIDOR GOALS

3. Build upon the North Branch Industrial Corridor's unique natural and built environment.

- Continue the improvement of the river front for pedestrians and bicyclists in appropriate locations.
- Improve the non-navigable North Branch Canal.
- Identify opportunities for public open space and recreation throughout the Industrial Corridor.
- Consider urban design guidelines for new development.

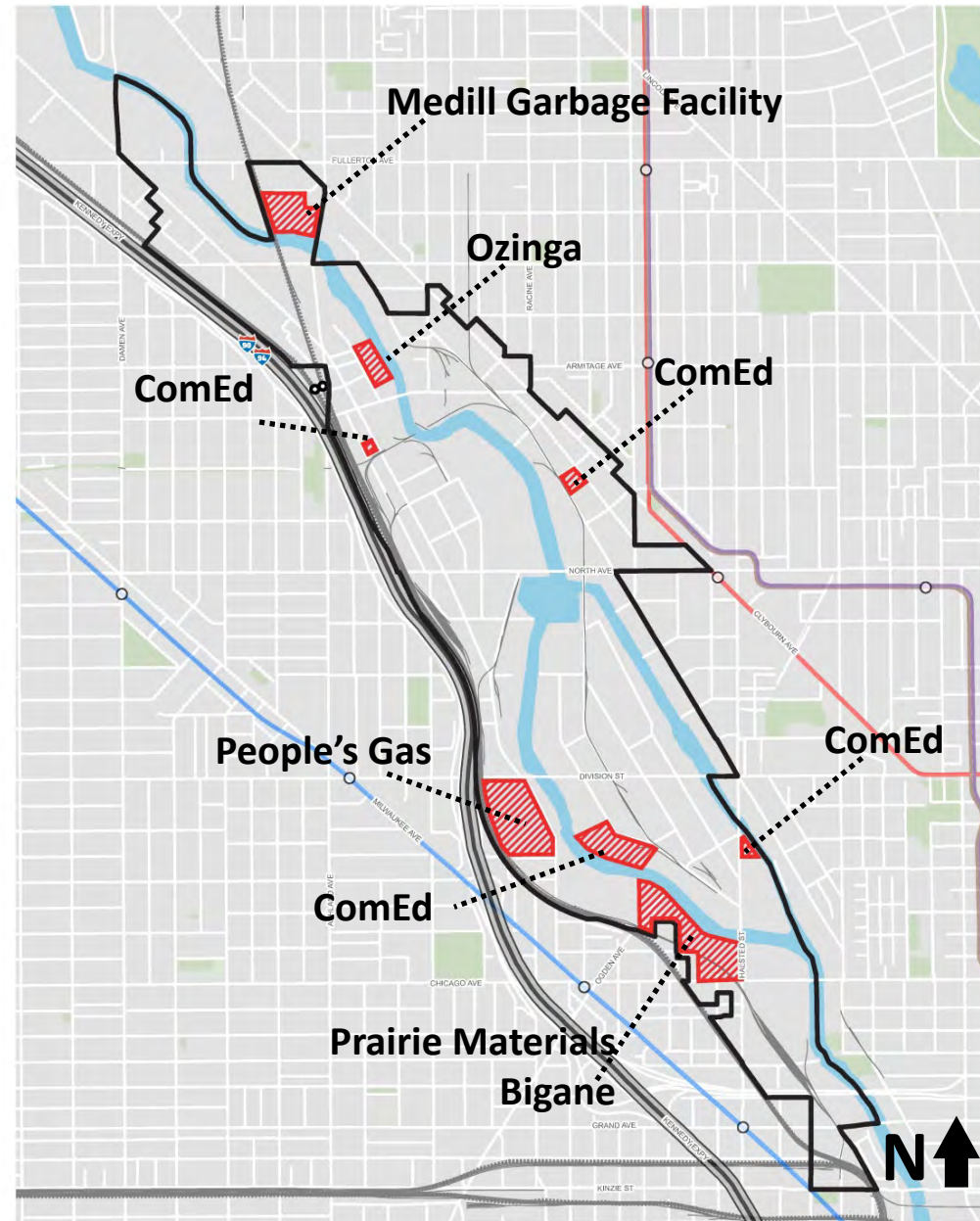
3 Build on unique natural & built assets.

What are the critical issues to consider?



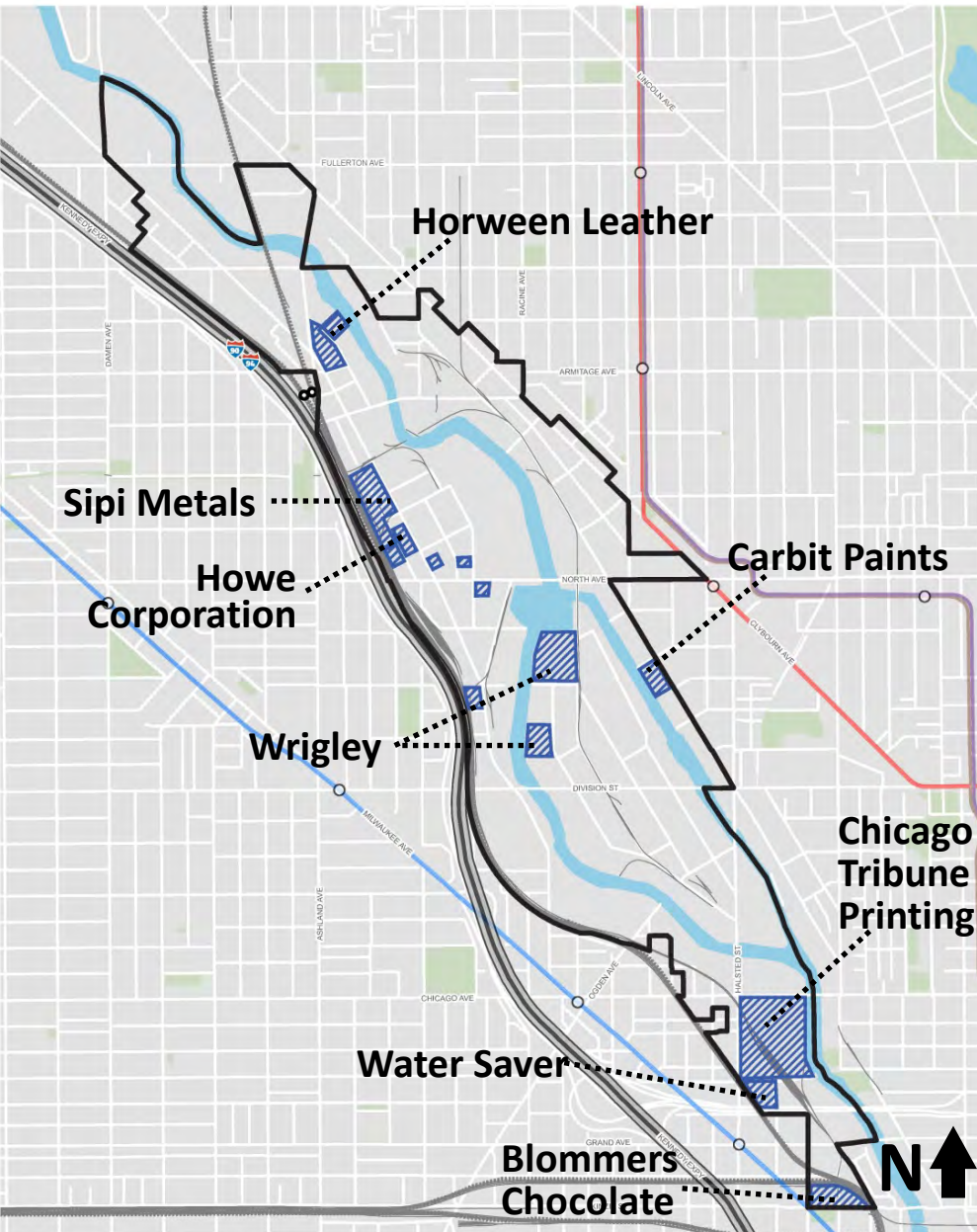
Planning Factors: Critical Services

The Industrial Corridor holds businesses that provide **critical services to the North Side of Chicago** including time-sensitive construction materials, utilities and municipal garbage collection.



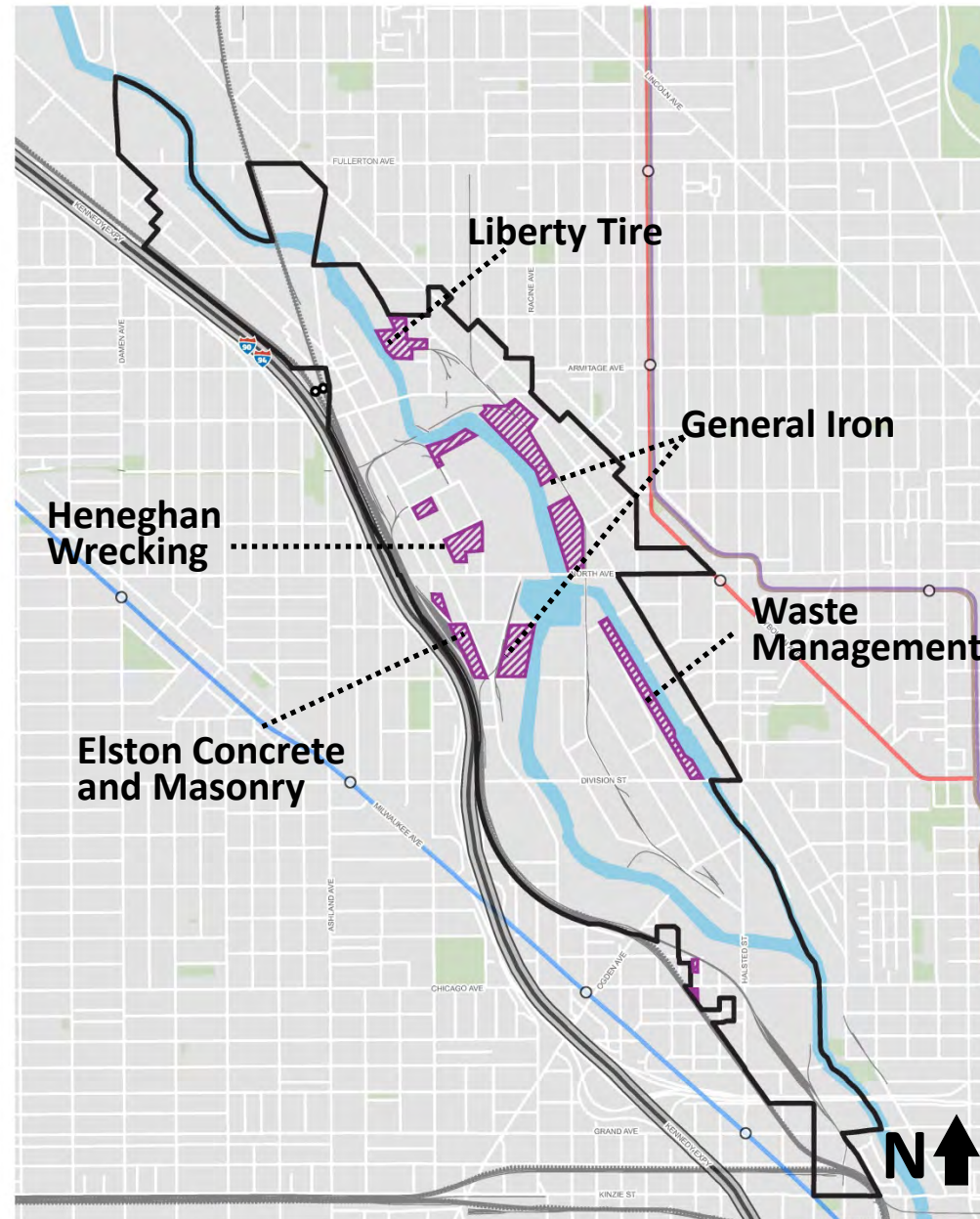
Planning Factors: Manufacturers

The Industrial Corridor holds **light-impact** and **moderate-impact** manufacturers.



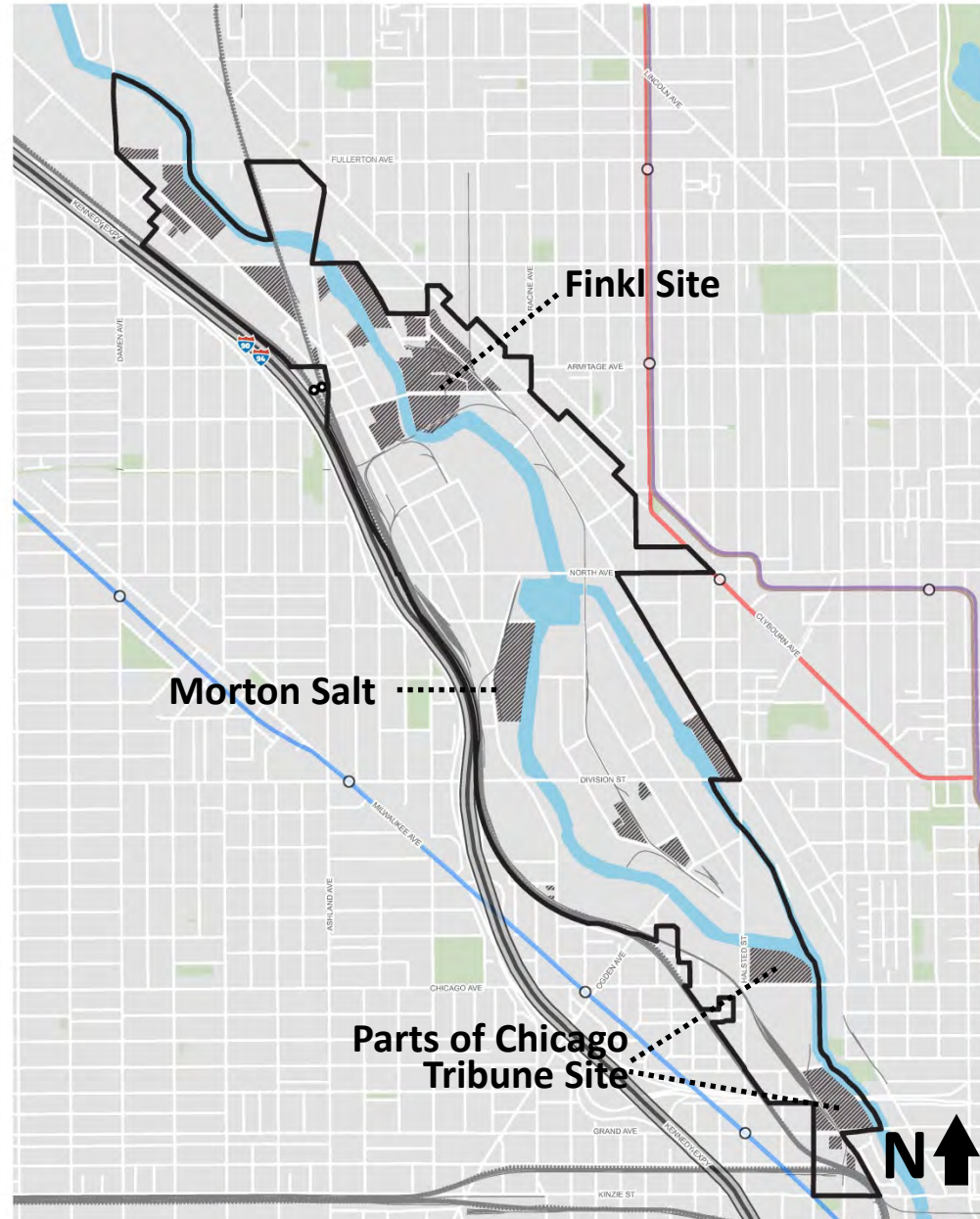
Planning Factors: Outdoor Industrial

The Industrial Corridor holds
outdoor industrial uses.



Planning Factors: Large Vacant and Underutilized Sites

The Industrial Corridor holds **large vacant and underutilized sites**.



Summary of Planning Factors

Larger Manufacturing and Industrial Use Categories



North Side Critical Services

- Time-sensitive construction materials
- Utilities
- City garbage collection



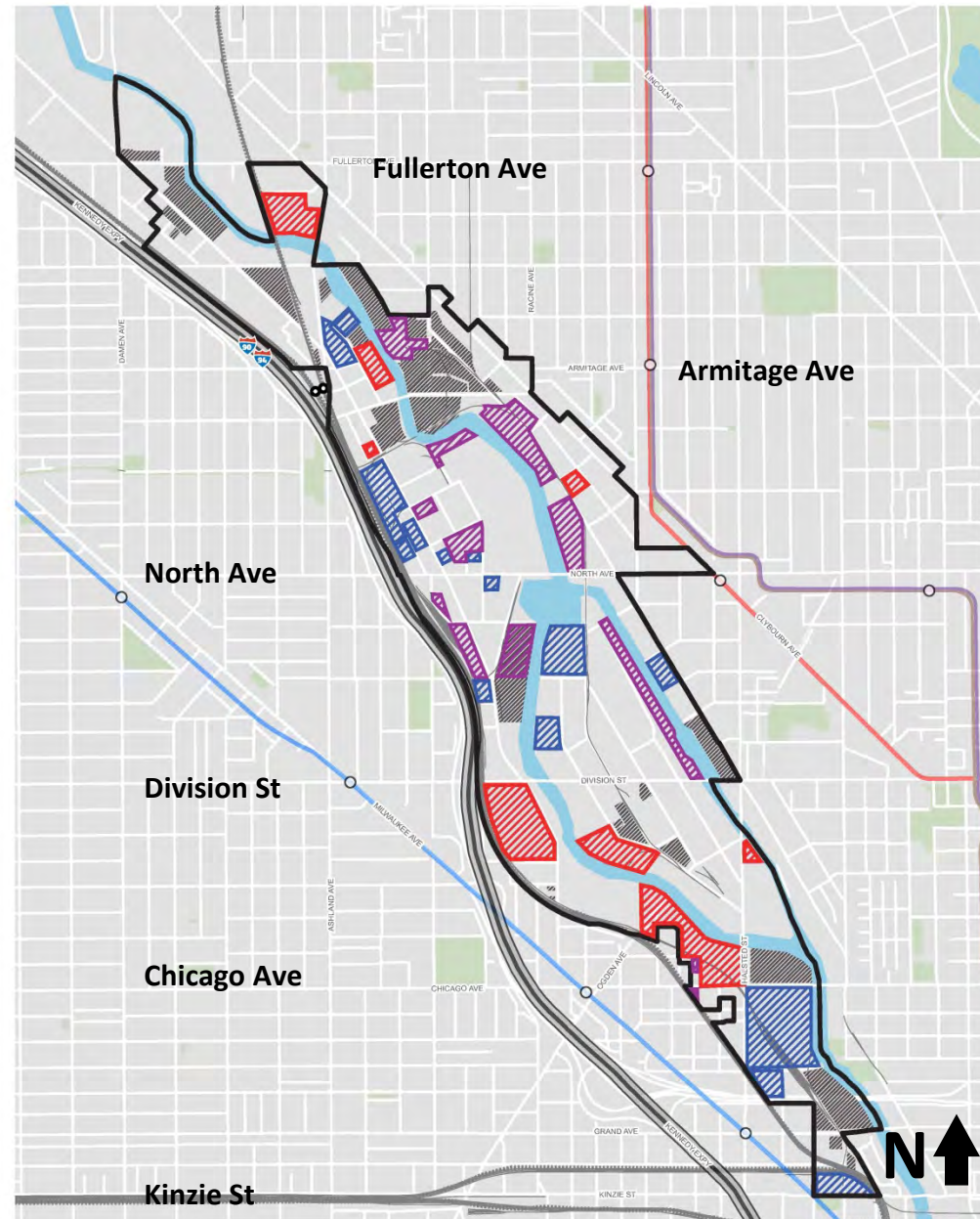
Larger Manufacturing Uses



Larger Outdoor Industrial Uses



Larger Vacant and Underutilized Sites



How can we create good buffers between different land uses?



Mix of Uses

Larger Manufacturing and Industrial Use Categories



North Side Critical Services

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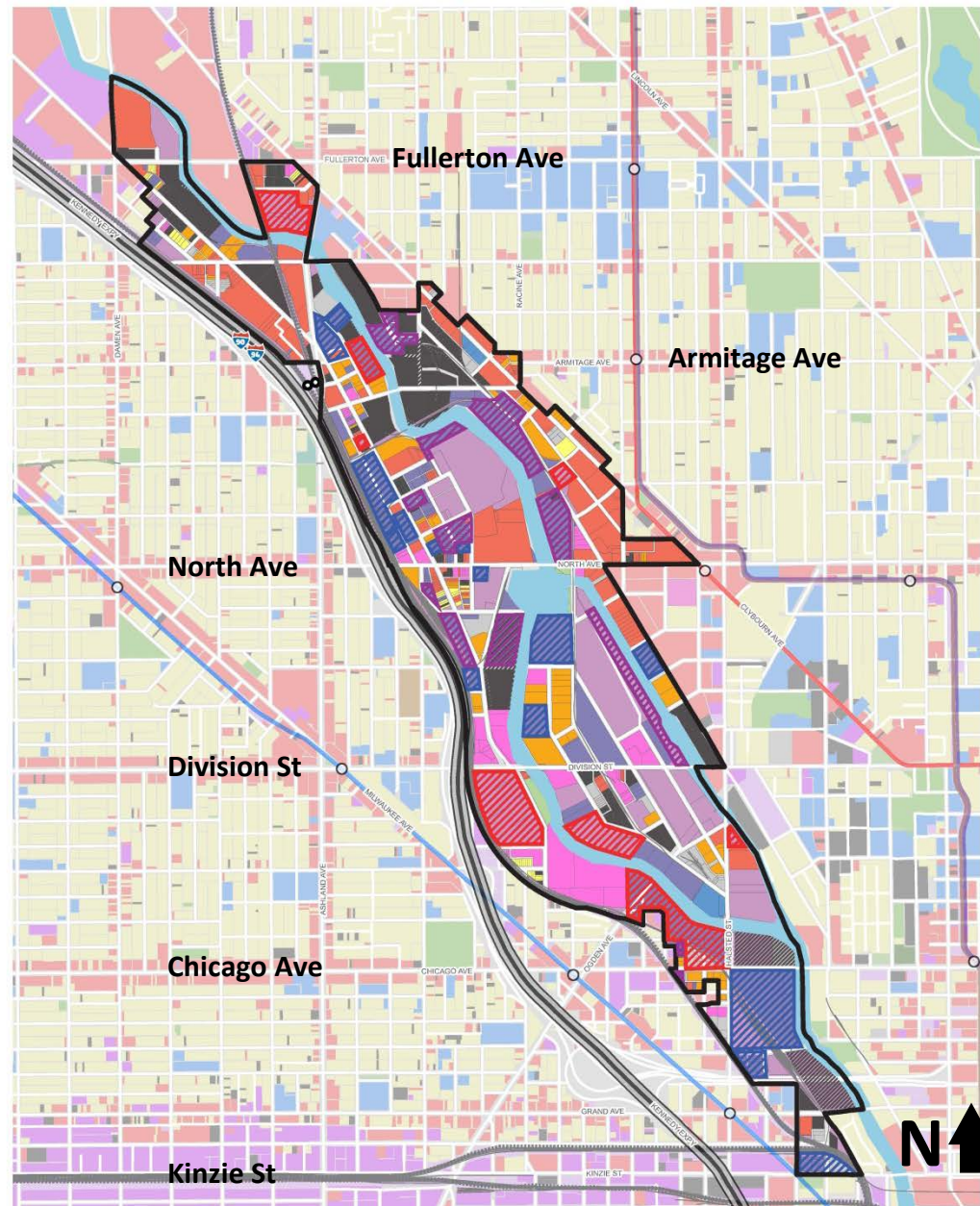
Larger Manufacturing Uses



Larger Outdoor Industrial Uses



Larger Vacant and Underutilized Sites



Types of Buffers

Different buffer types:

- Natural buffers, like the Chicago River
- Major roads or rail embankments
- Non-residential uses, like office or retail



A look at progressive scenarios

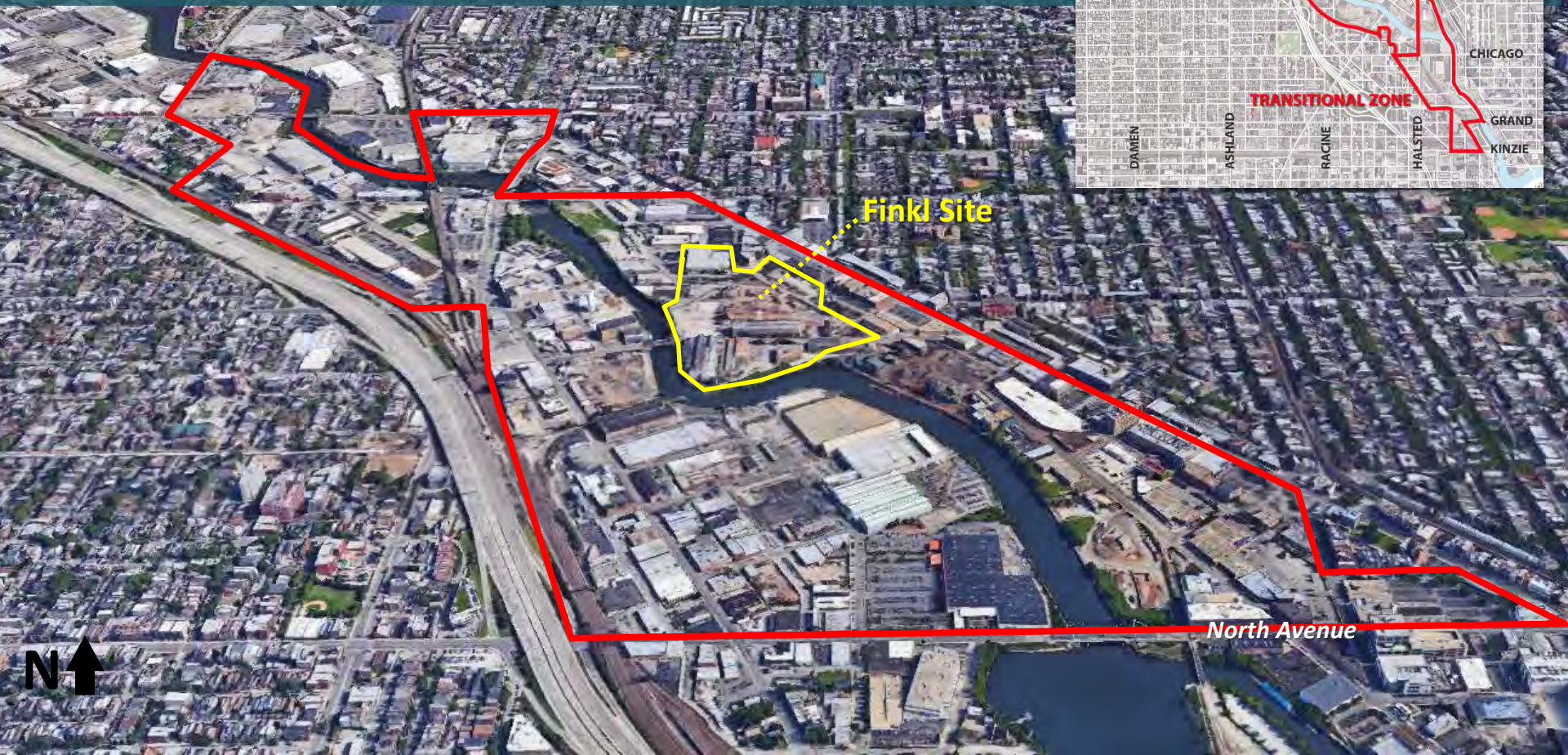
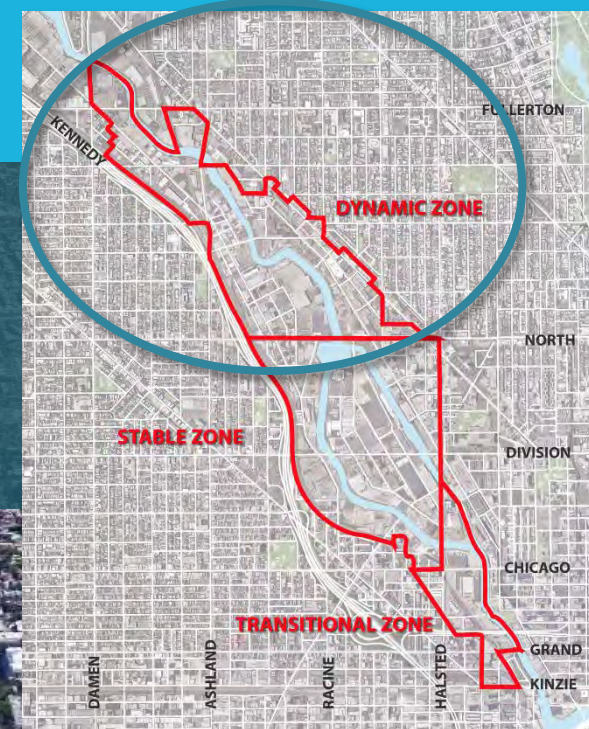
- Recognize existing uses
- Buffer new uses from critical services
- Consider open space/riverfront opportunities



The “Dynamic Zone”

- Large, single owner parcels
- Isolated critical services
- Diverse range of scale & uses

Dynamic Zone – area north of North Avenue



Dynamic Zone: Short-term Scenario

Dynamic Zone

- Large, single owner parcels
- Isolated essential services
- Diverse range of scale & uses

Planning Review

- Industry and required buffers will greatly influence land use
- Possible large-scale connections with river
- Variety of scenarios possible



POTENTIAL NEW MIXED USE DEVELOPMENT



POTENTIAL NEW BUFFER



INDUSTRIAL WITH OFFICE

Larger Manufacturing and Industrial Use Categories



North Side Critical Services

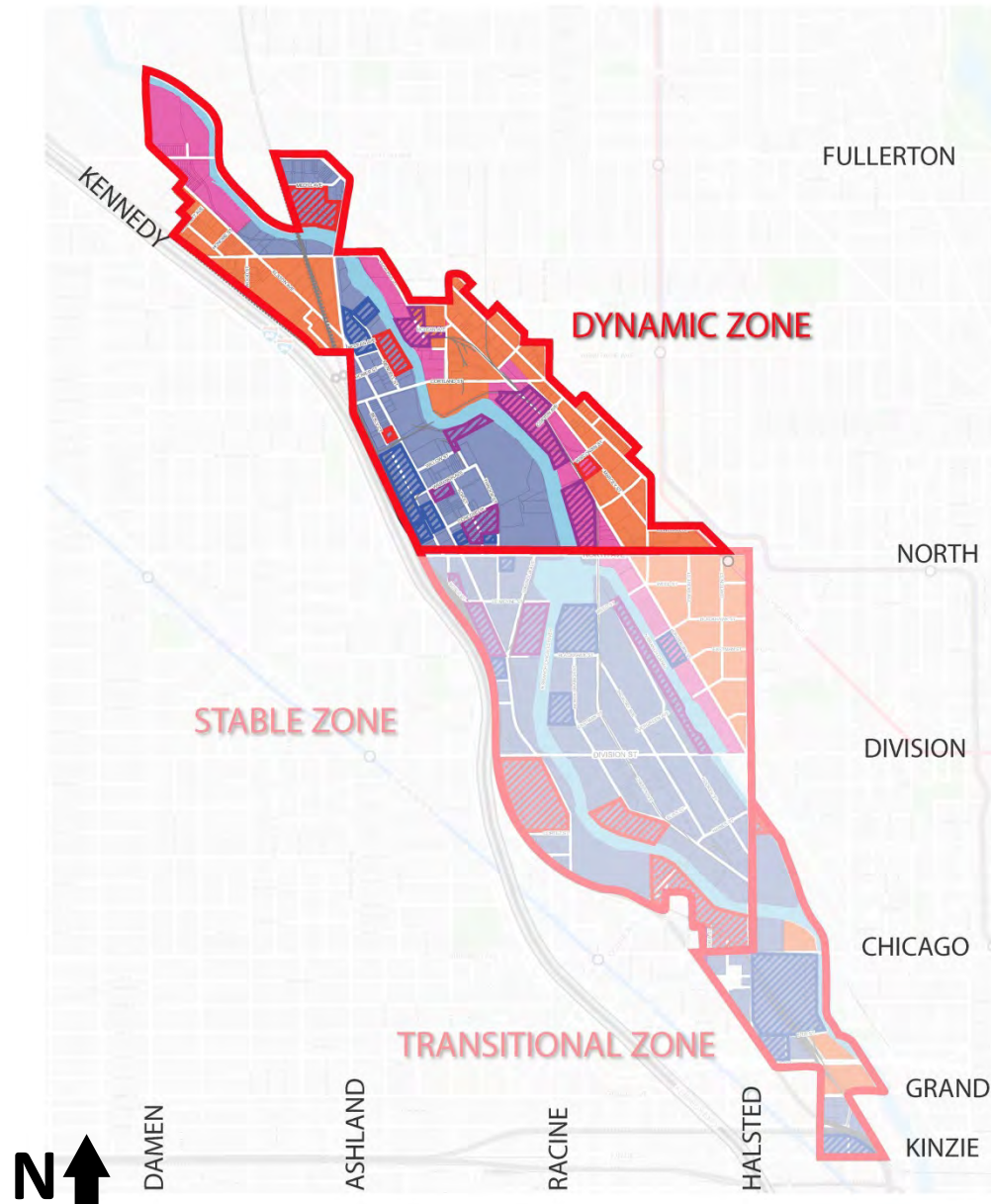
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Larger Manufacturing Uses



Larger Outdoor Industrial Uses



Dynamic Zone: Long-term Scenario

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POTENTIAL NEW BUFFER



INDUSTRIAL WITH OFFICE

Larger Manufacturing and Industrial Use Categories



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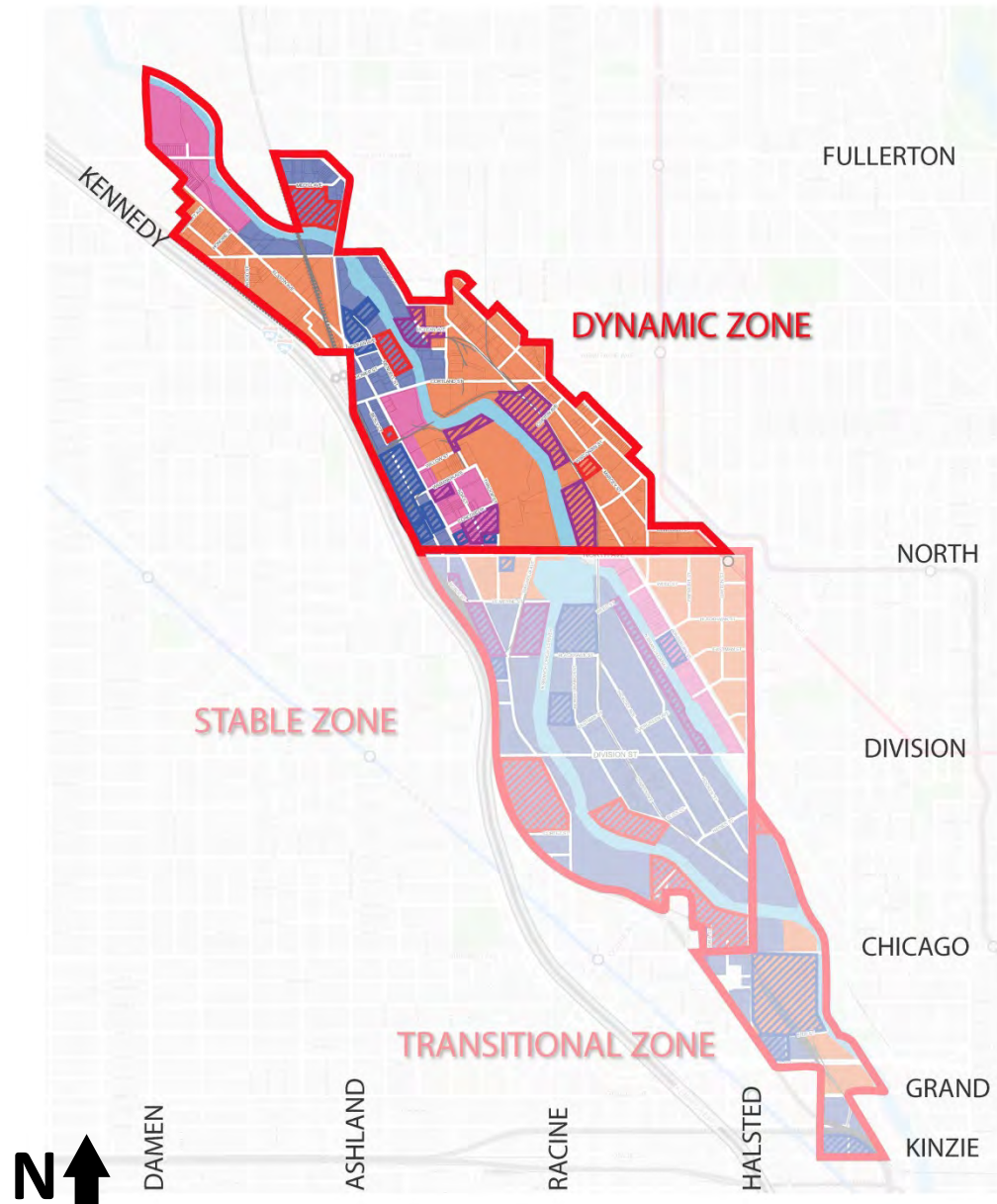
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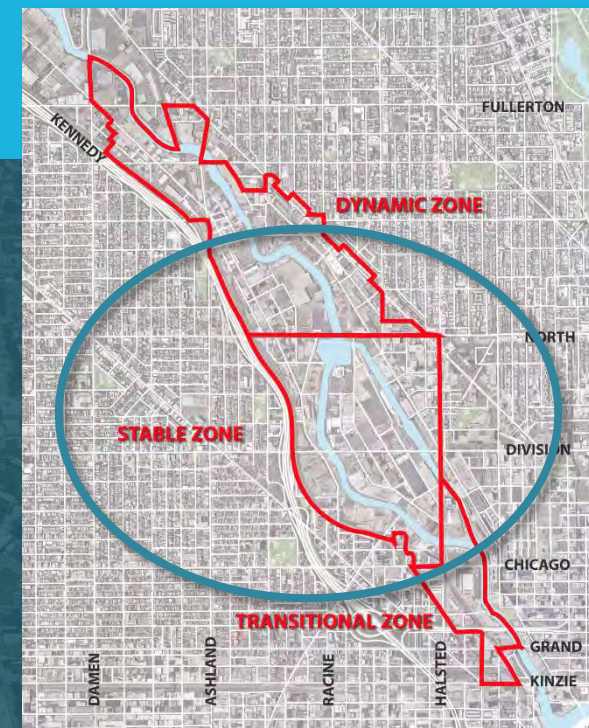
Larger Manufacturing Uses



Larger Outdoor Industrial Uses



The "Stable Zone"



- Existing re-uses are compatible
- Density of essential services
- Isolated (on an island)
- Less density of large, single owner parcels

Stable Zone: Short-term Scenario

Stable Zone

- Existing re-uses are compatible
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Planning Review

- Buffers necessary over large areas due to critical services
- Tech campus plan on island
- Proposed mixed use at Halsted Triangle compliments tech island
- Less public river access due to Critical services

 **POTENTIAL NEW MIXED USE DEVELOPMENT**

 **POTENTIAL NEW BUFFER**

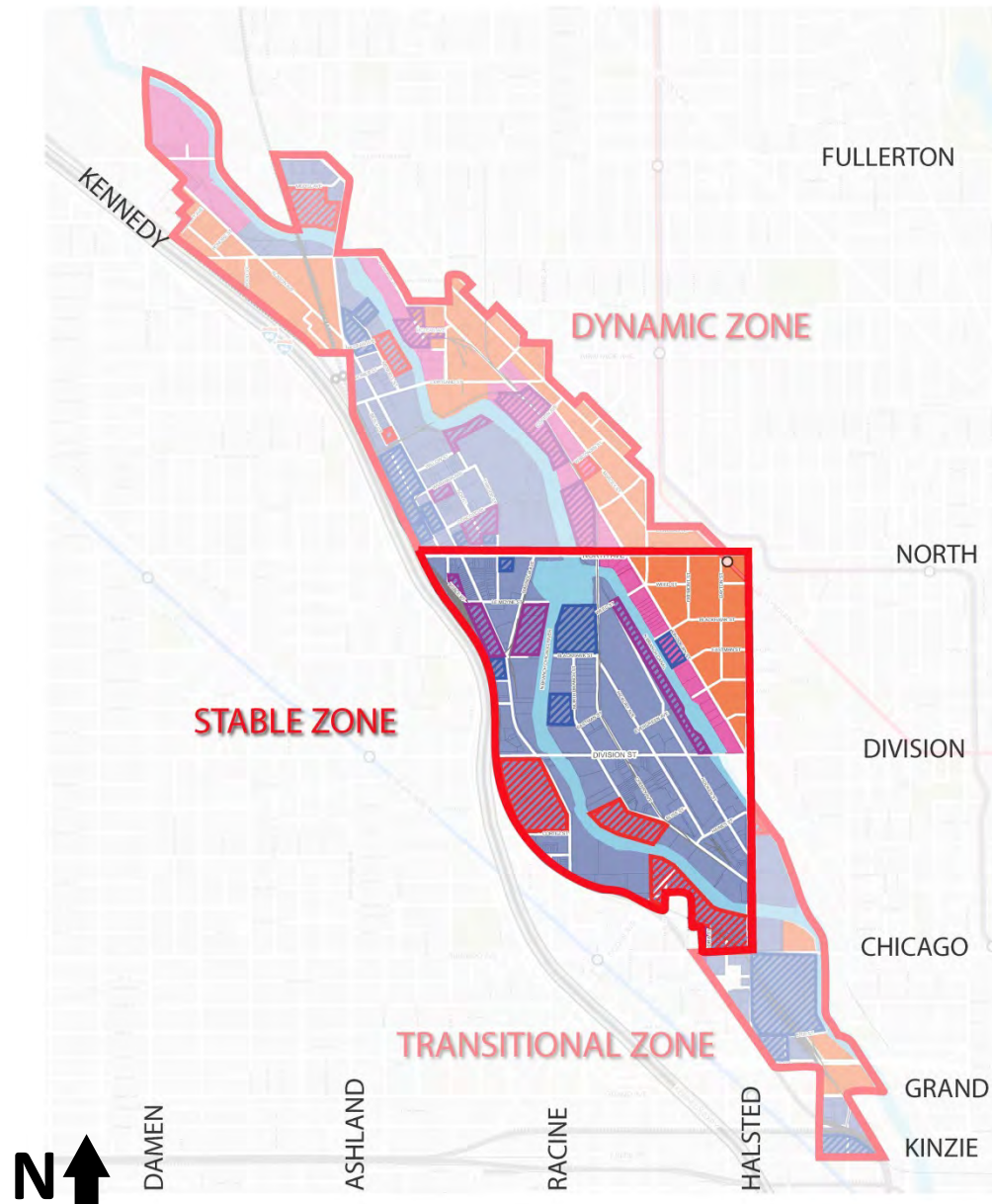
 **INDUSTRIAL WITH OFFICE**

Larger Manufacturing and Industrial Use Categories

 **North Side Critical Services**
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 **Larger Manufacturing Uses**

 **Larger Outdoor Industrial Uses**



Stable Zone: Long-term Scenario

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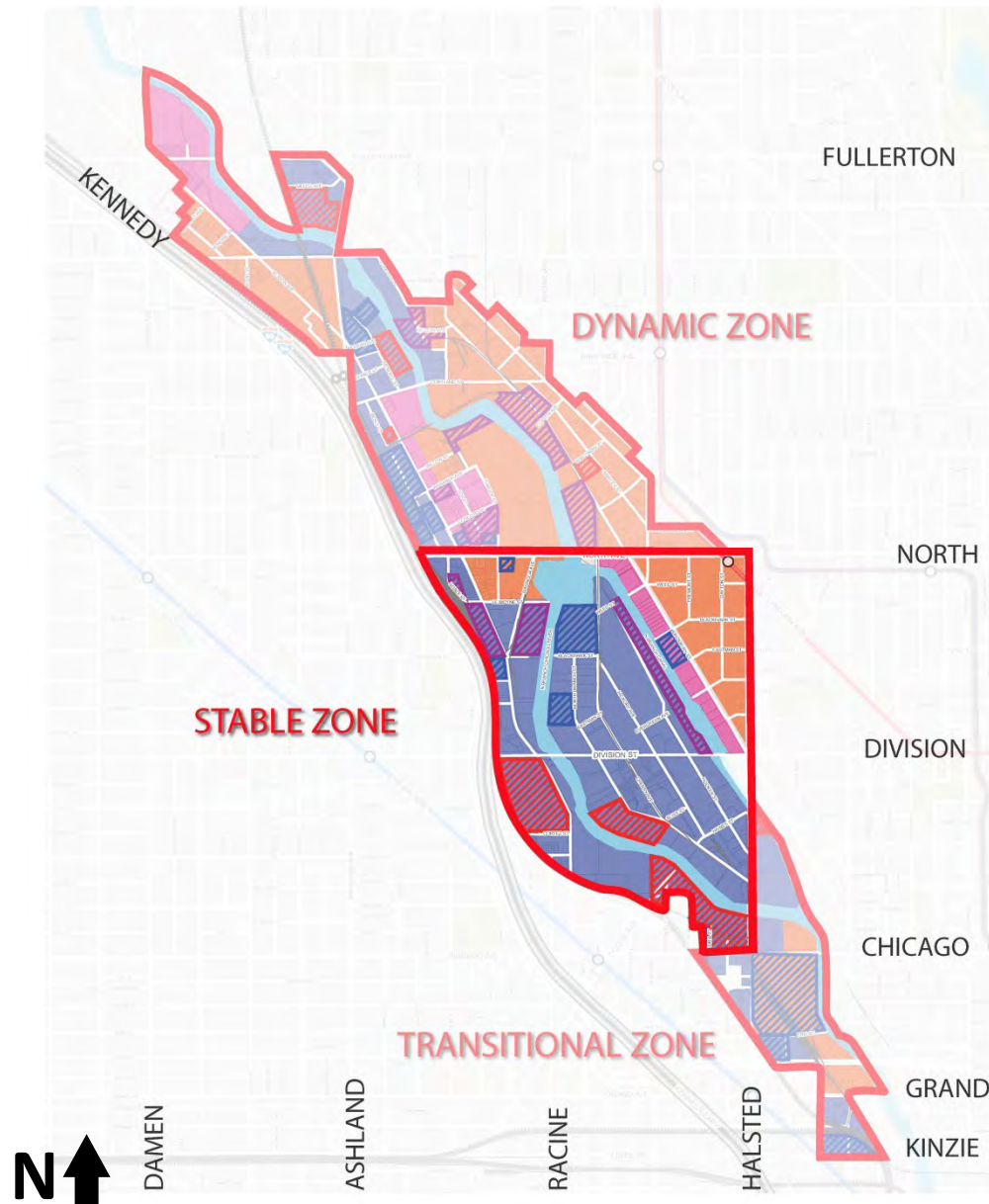
 **INDUSTRIAL WITH OFFICE**

Larger Manufacturing and Industrial Use Categories

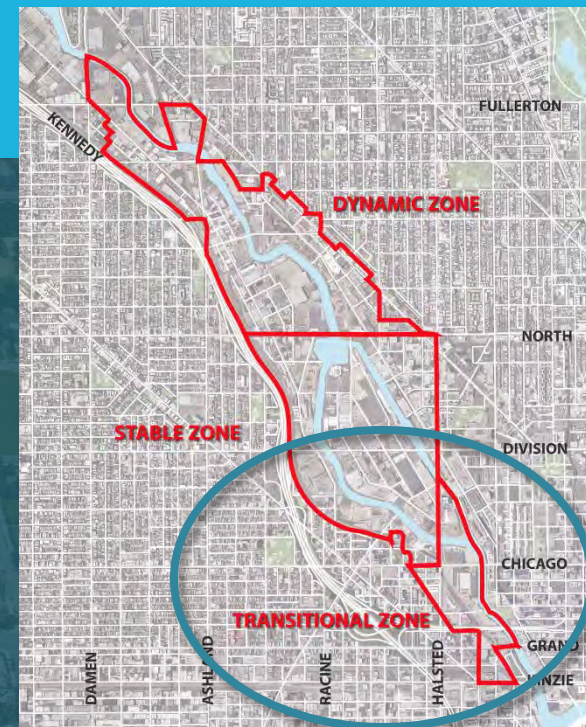
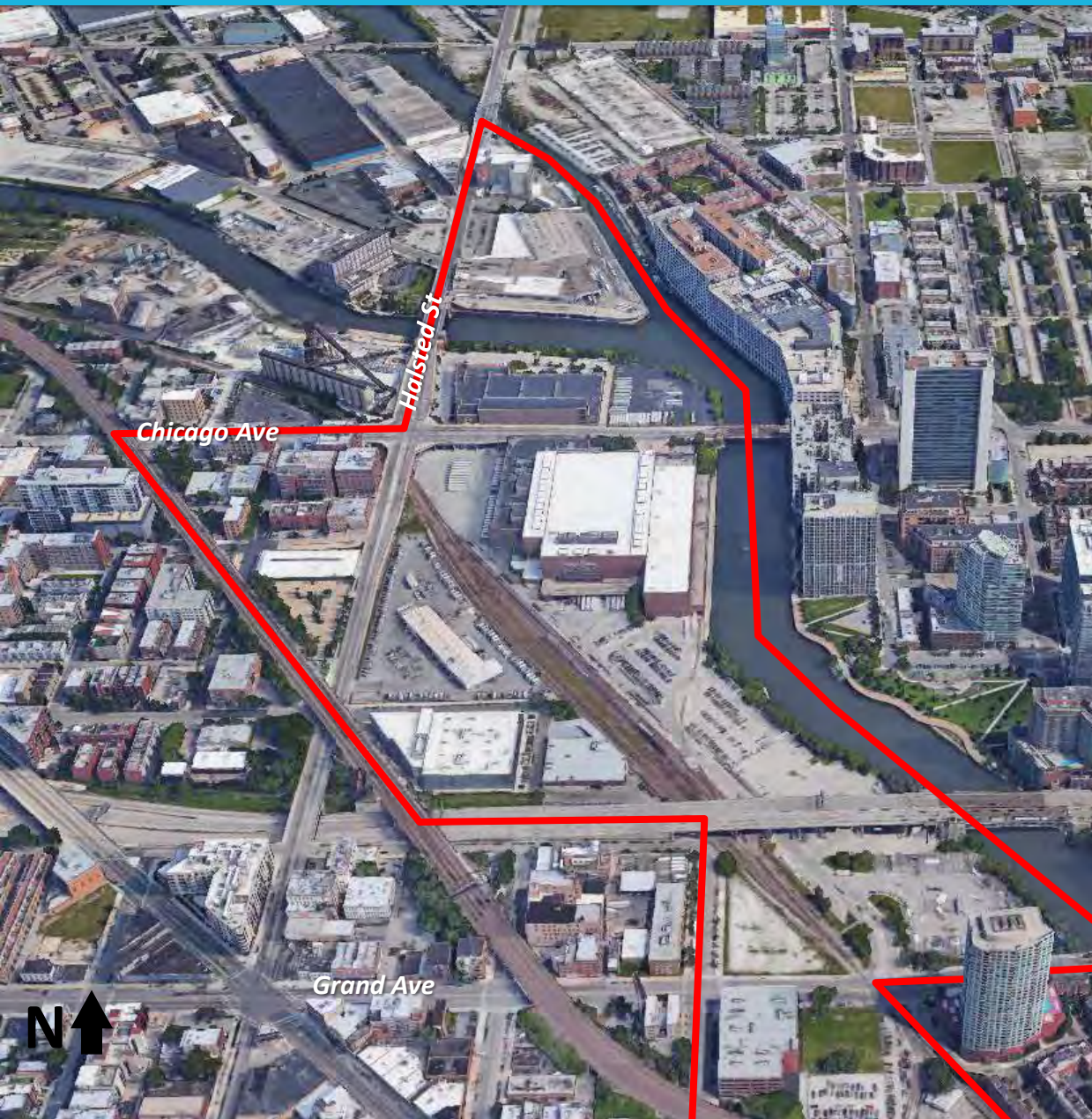
 **North Side Critical Services**
- Time-sensitive construction materials
- Utilities
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 **Larger Manufacturing Uses**

 **Larger Outdoor Industrial Uses**



The "Transitional Zone"



- Proximity to Downtown Districts
- Large, single owner parcels

Transitional Zone: Short-term Scenario

Transitional Zone

- Proximity to Downtown districts
- Large, single owner parcels

Planning Review

- Located near Downtown zoning
- Manufacturing and critical services need buffering
- Includes rail
- Possible large-scale connection to river

 **POTENTIAL NEW MIXED USE DEVELOPMENT**

 **POTENTIAL NEW BUFFER**

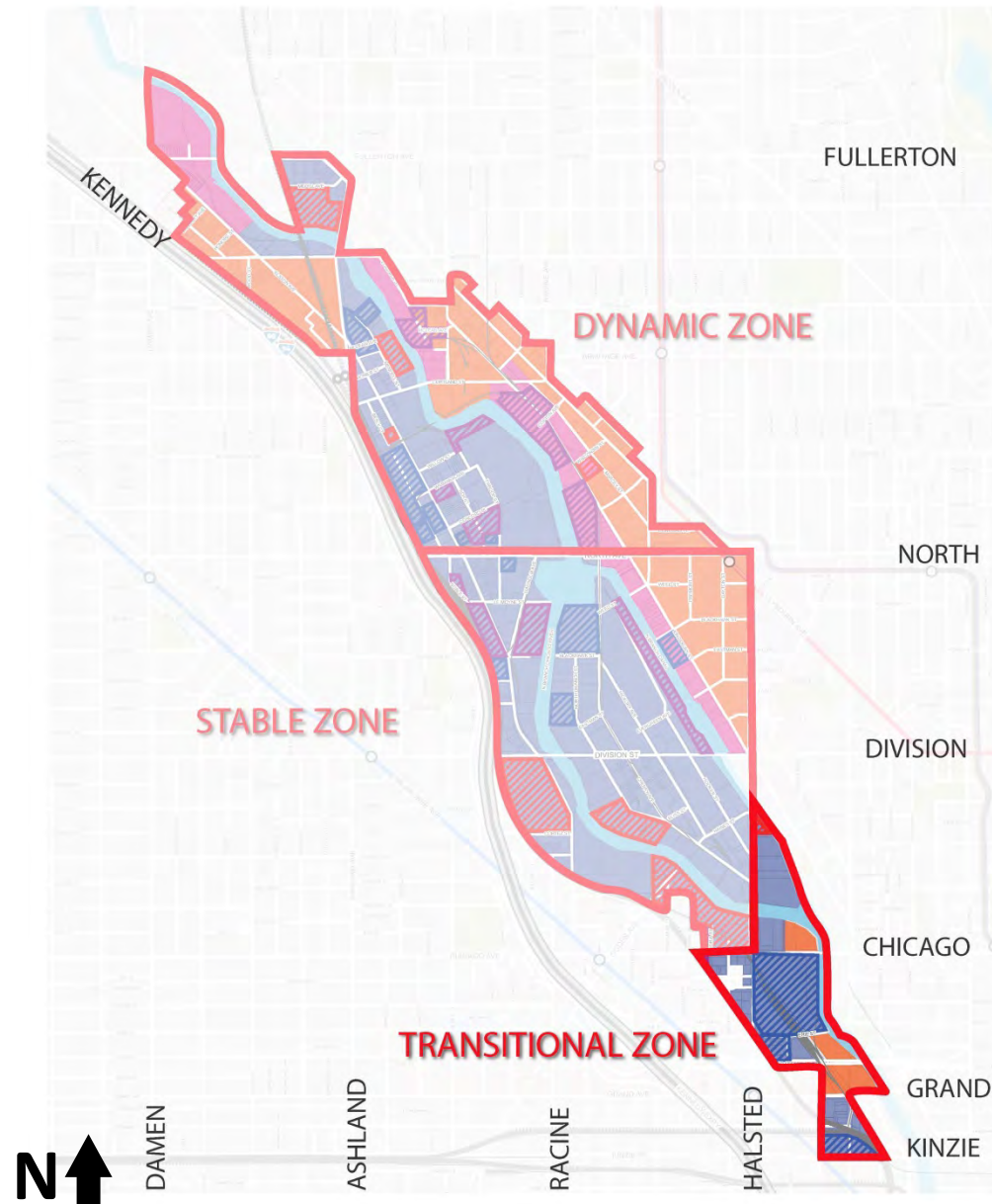
 **INDUSTRIAL WITH OFFICE**

Larger Manufacturing and Industrial Use Categories

 **North Side Critical Services**
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 **Larger Manufacturing Uses**

 **Larger Outdoor Industrial Uses**



Transitional Zone: Long-term Scenario

Transitional Zone

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**POTENTIAL NEW MIXED USE
DEVELOPMENT**



POTENTIAL NEW BUFFER



INDUSTRIAL WITH OFFICE

Larger Manufacturing and Industrial Use Categories



North Side Critical Services

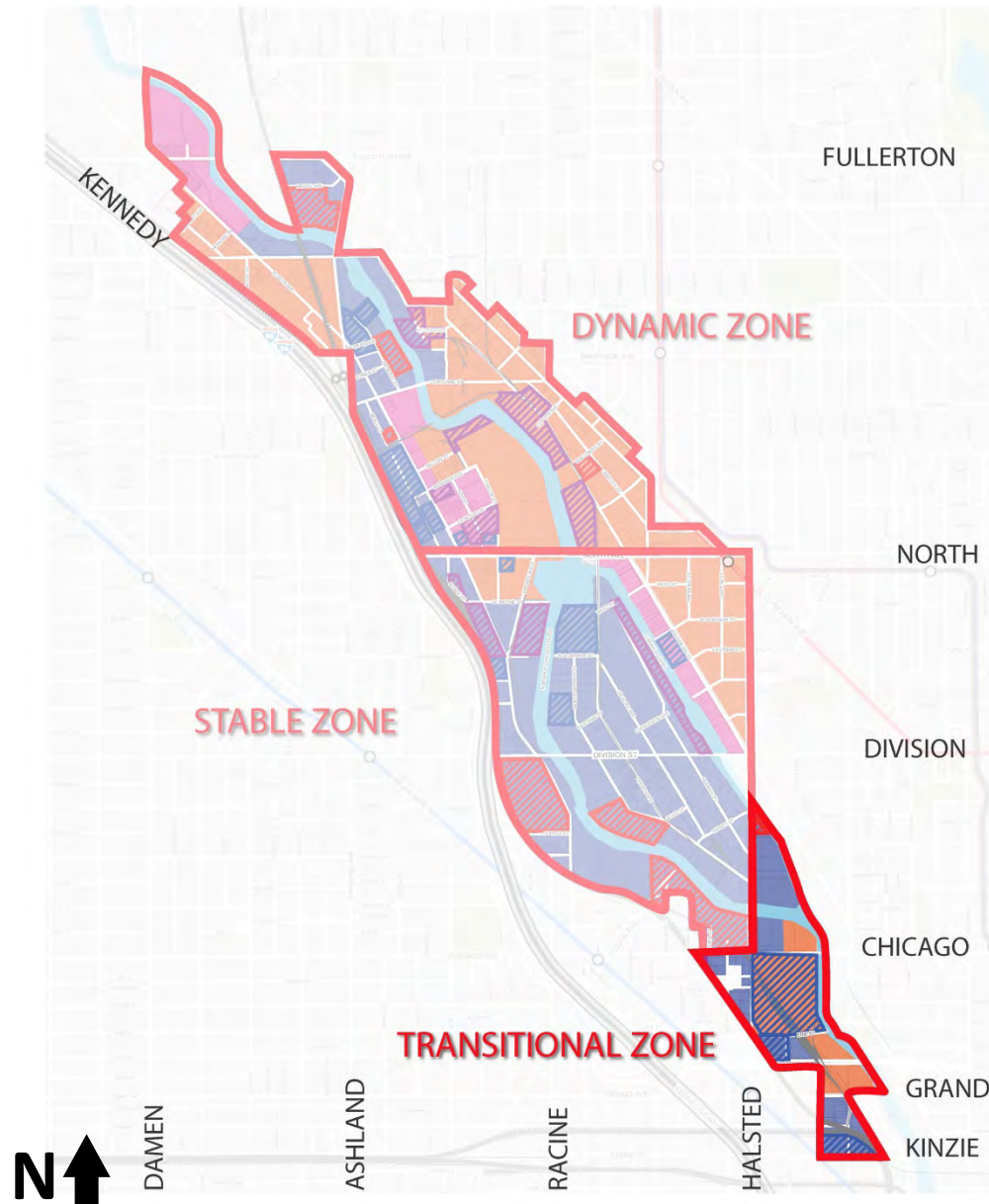
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Larger Manufacturing Uses



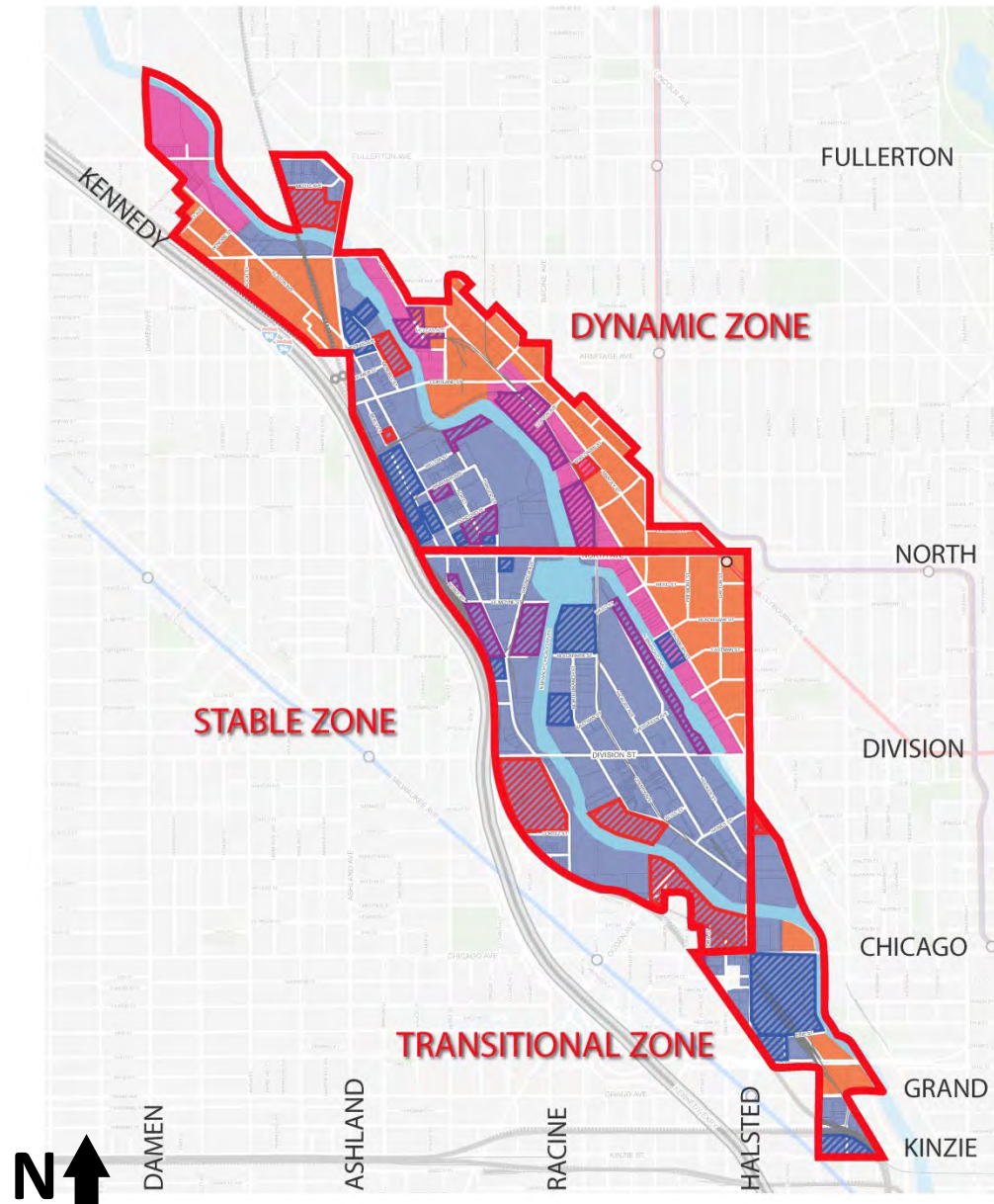
Larger Outdoor Industrial Uses



Short-term Scenario: All Zones



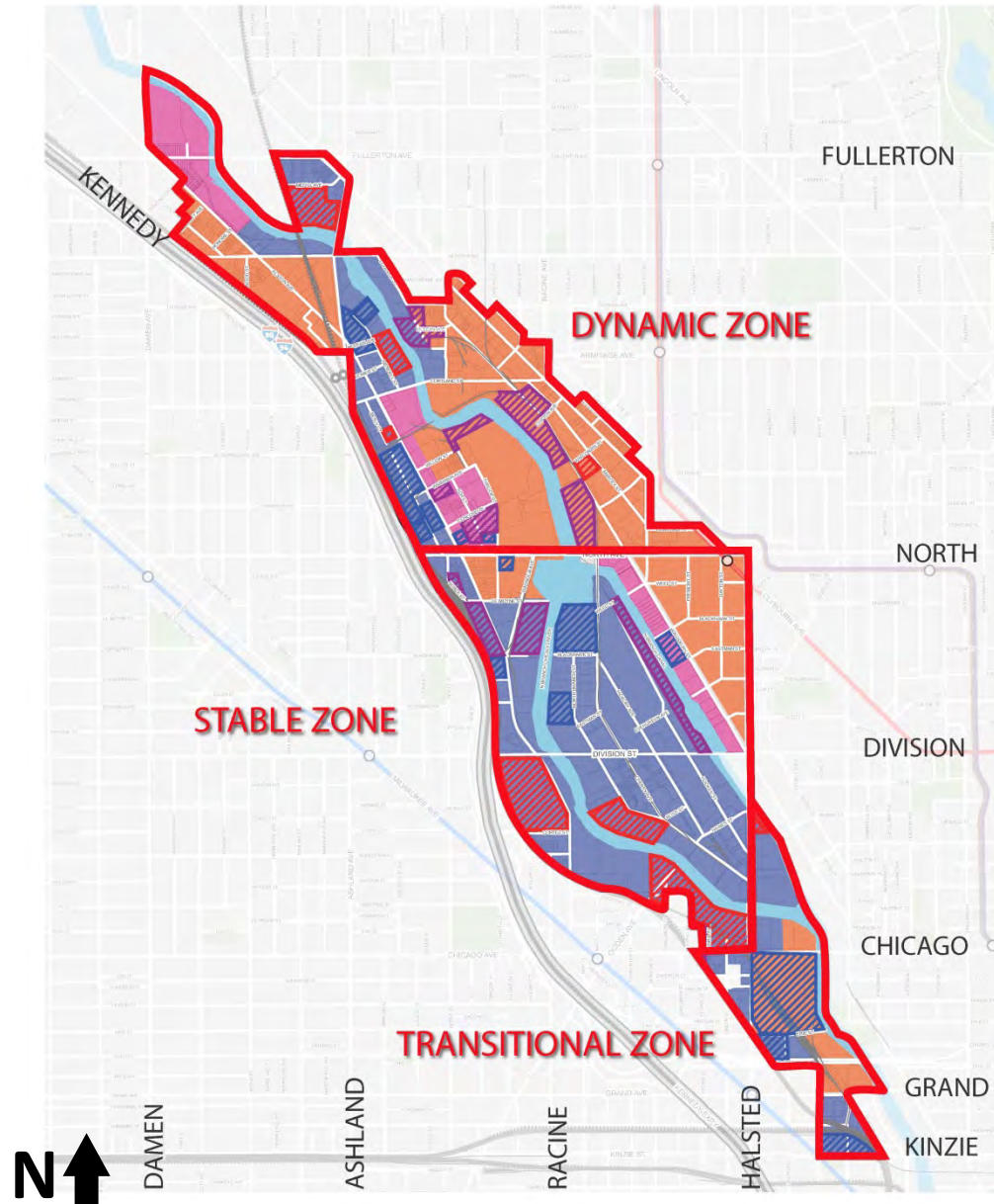
Larger Manufacturing and Industrial Use Categories



Long-term Scenario: All Zones



Larger Manufacturing and Industrial Use Categories



Open Space

The banks of the Chicago River and the North Branch Canal can provide a continuous public experience distinct in the City. Options include:

- Increase habitat wherever feasible
- A water taxi system using locations that are not suitable for riverbank habitat
- Expanding open space adjacent to areas for pedestrian bridges
- Increasing the current setback of 30-feet to provide public open space
- Riparian zone guidelines that provide direction for maintaining and improving existing vegetated embankments and for contouring vegetated and sheet pile embankments



Chicago Park District redesigned the shoreline of Ward Park to provide for river habitat

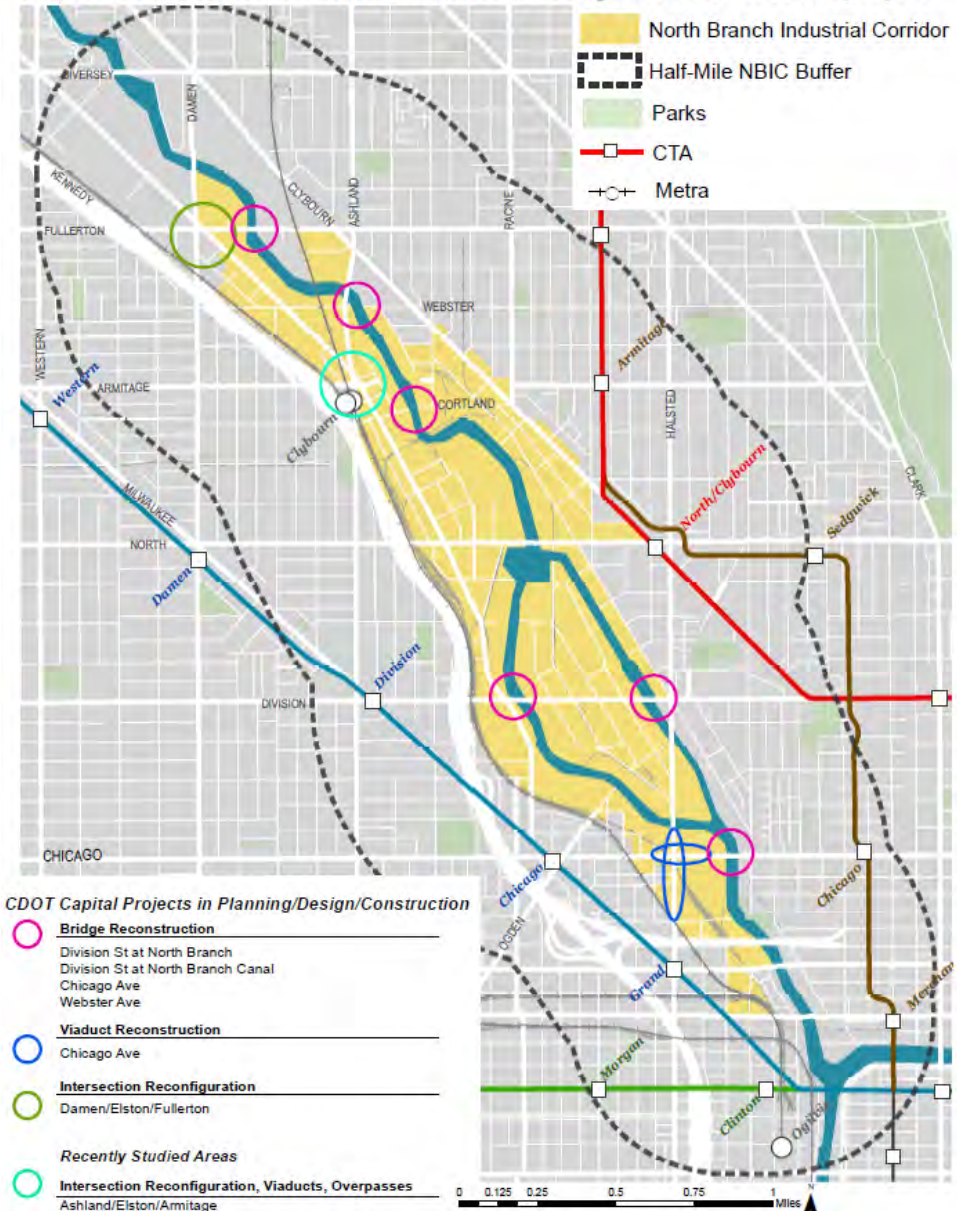


Transportation

Transportation Opportunities

- Improved on-street infrastructure for people walking and biking
- New ped/bike bridges
- Extending the 606 to the east
- Bus service improvements
- CTA Station upgrades
- Reinvest in underutilized rail infrastructure
- Increased shared-mobility options
- Traffic signal modernization
- Viaduct improvements
- Invest in transportation technologies

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



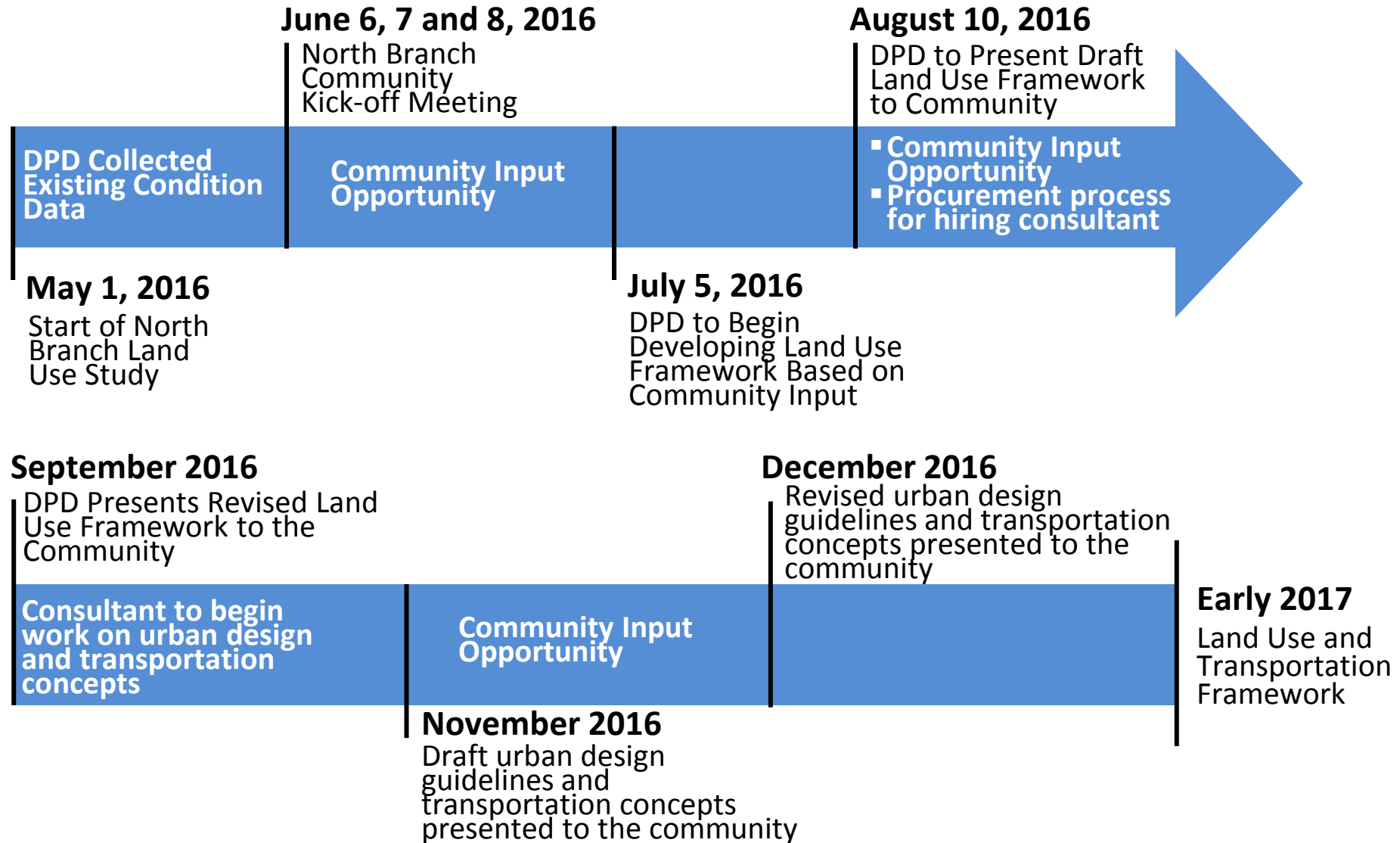
CORRIDOR GOALS

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- 2. Improve the multi-modal transportation network so that it better supports and encourages trips made by walking, biking, taking transit, and utilizing shared-use mobility options.**
- 3. Build upon the North Branch Industrial Corridor's unique natural and built environment.**

Next Steps

1. Review today's presentation and other related documents at www.cityofchicago.org/dpd
2. Email DPD at dpd@cityofchicago.org with comments or questions
3. Starting Friday, go to www.smapapp.com/chicago to comment on today's draft proposal

Tentative Timeline



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Questions?