



MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION

KINZIE FRAMEWORK

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Kinzie

Industrial Corridor Modernization

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EXECUTIVE SUMMARY



Kinzie Industrial Corridor

EXECUTIVE SUMMARY

The Kinzie Industrial Corridor Framework is the result of a comprehensive land use analysis conducted on Chicago's industrial policies and the 26 designated corridors that encompass the majority of the city's industrial landscape. This Framework is a component of Mayor Rahm Emanuel's Industrial Modernization Initiative, which is intended to review the city's industrial corridors to promote employment and economic activity.

Chicago's industrial corridors are designated areas with special land use provisions that support manufacturing, transportation, warehousing, and other industrial uses. Each corridor has unique assets and characteristics that collectively function on behalf of the entire city, in which companies expand, relocate, and depend upon each other as their needs evolve within a changing economic landscape.

Approximately 854 acres in size, the Kinzie Industrial Corridor is located immediately to the west of downtown Chicago, stretching from Halsted Street on the east to just west of Kedzie Avenue to the west. Planning for the eastern-most portion of the corridor, located between Halsted Street and Ogden Avenue, was addressed in the Fulton Market Innovation District plan adopted by the Chicago Plan Commission in 2014. To implement the

recommendations in that plan, in 2017, the Chicago Plan Commission and City Council removed the Planned Manufacturing District (PMD) 4 designation from the area and established a special district in the Chicago Zoning Code to guide new commercial development. That portion of the Kinzie Industrial Corridor is not addressed in this plan.

The Kinzie planning framework for the portion of the industrial corridor west of Ogden Avenue was developed by the Department of Planning and Development (DPD) in conjunction with the business community and key stakeholders. It is meant to guide the corridor's growth through public and private investments that leverage existing assets that will benefit the planning area and the entire city. The plan is subject to review and adoption by the Chicago Plan Commission as a formal road map for the implementation of its goals and strategies. Individual projects and associated funding may require additional review and approval by the City Council and other agencies.

The framework identifies corridor employment trends and land use changes over time, as well as the historic character and development of the area, and makes recommendations to encourage industrial and some commercial development for continued employment growth within the corridor.

KEY RECOMMENDATIONS

Land Use

Recognize the continued strength and stability of the Kinzie Industrial Corridor as home to industrial and manufacturing businesses that serve downtown Chicago, the city and the region, while also acknowledging the need for expanded uses to support modern business districts.

Transportation

Continue to support Chicago Department of Transportation (CDOT) and Chicago Transit Authority (CTA) projects, such as constructing a Damen Avenue stop on the Green Line train and resurfacing Lake Street.

Sustainability

Provide strategies to guide the efficient use of these unique areas within the right-of-way and encourage sustainable development practices including solar power and stormwater management.

Design Guidelines

Acknowledge the importance of industrial buildings that display distinctive architectural characteristics which are recognized as an asset and contribute to the authentic industrial heritage of the area. Design Guidelines are provided to encourage the reuse of these buildings to provide attractive and functional spaces for businesses as well as provide guidance on appropriate rehabilitation and compatible contemporary new construction to maintain the character of the corridor.

STAKEHOLDER PARTICIPATION

This Framework is a summary of the key findings and recommendations that developed from stakeholder and community-wide feedback, and interviews with manufacturer and service companies in the corridor. A summary of the public meetings and the concepts discussed, along with the presentations from the

public meetings can be found on DPDs' website (https://www.chicago.gov/city/en/depts/dcd/supp_info/kinzie-framework-plan.html).

Participation by community stakeholders was critical to the framework planning process. Initiated in spring 2018, public engagement included input by more than 200 individuals over the course of two community meetings and several emails and phone calls.

DPD would like to acknowledge the assistance of the Industrial Council of Nearwest Chicago (ICNC) and Alderman Walter Burnett (27th) in facilitating the public meetings and providing background information and data.

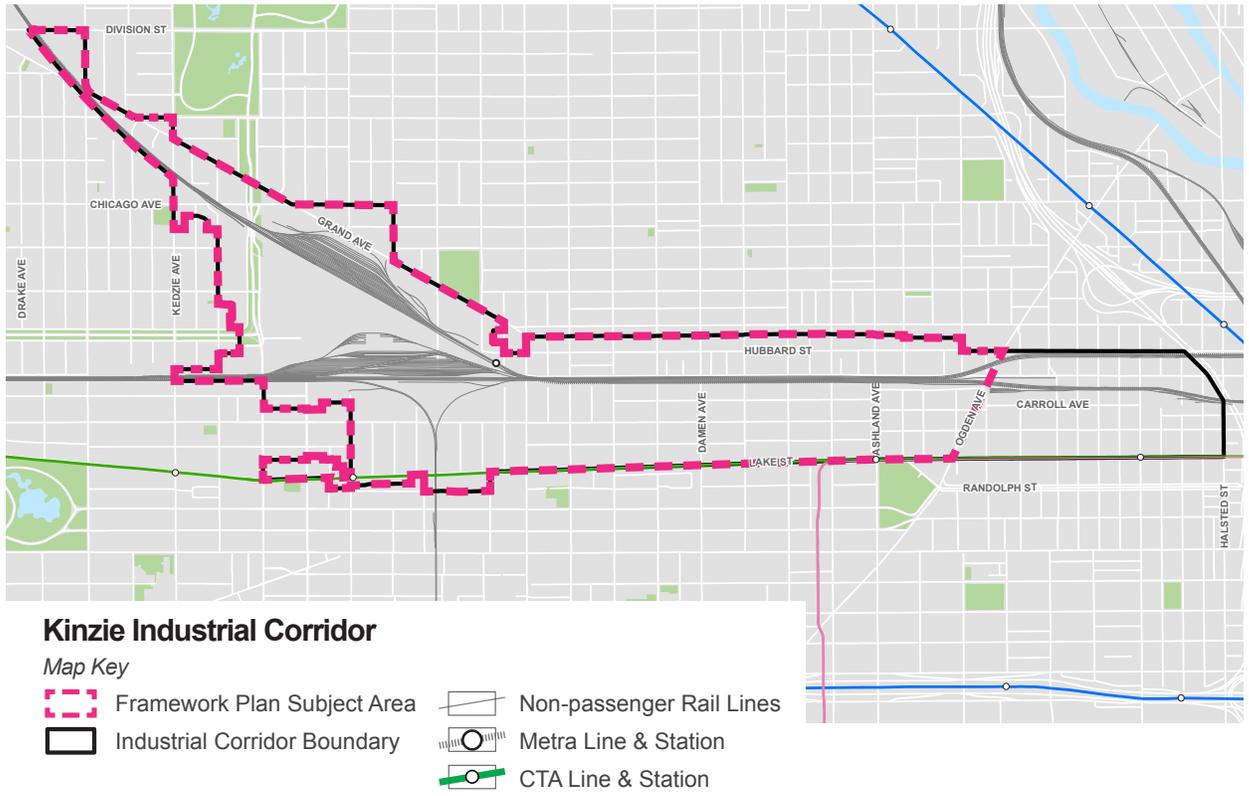




INTRODUCTION



Kinzie Industrial Corridor



INTRODUCTION

The Industrial Corridor Modernization Initiative revisits the purpose and goals of Chicago’s Industrial corridors almost 30 years after their initial designations.

The process for the Kinzie Industrial Corridor included the review of previous plans that impact the industrial corridor and compared their goals and projections with existing conditions, including an analysis of employment and business data. Transportation challenges, sustainability and infrastructure within the corridor were defined as main building blocks for future growth and investment.

The resulting framework plan provides a summary of this industrial corridor’s goals and provides implementation strategies

for improvements that primarily relate to land use, transportation and the character of the built environment.

The framework’s three main goals are to:

- **Maintain and grow the Kinzie Industrial Corridor as an important economic engine and job center that provides vital support to local, regional, national and global businesses.**
- **Support improvements to the multi-modal transportation network so that it more efficiently serves industrial users, area employees and residents.**
- **Encourage the reuse of existing buildings in efficient and sustainable**

ways and ensure new development complements the character of the corridor.

PREVIOUS ACTIONS

The Fulton Market Innovation District (FMID) Plan was the first step in the DPD's review of the Kinzie Industrial Corridor. The FMID Plan was adopted by the Chicago Plan Commission in July of 2014 and identifies a vision to preserve existing jobs while accommodating private sector investments that reinforce the area's expanding role as an innovation-driven employment center.

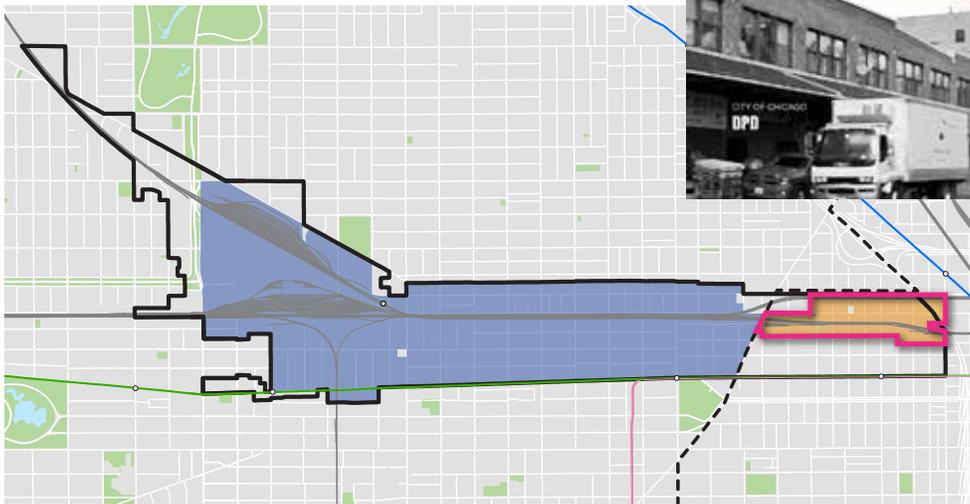
One of the key actions outlined in the FMID plan called for the establishment of a subdistrict within the

existing Kinzie Planned Manufacturing District 4 (PMD) east of Ogden Avenue to allow a broader range of commercial uses. However, after the plan was approved in 2014, the City developed new tools to meet the same goal, and created new sources of developer-driven funding that will support improvements in industrial and commercial areas throughout the city.

In 2017, the Chicago City Council approved an ordinance that rezoned a portion of the Planned Manufacturing District 4 east of Ogden Avenue to its pre-PMD designations. This

zoning change allowed expanded business, modern manufacturing and commercial uses; designated the Kinzie Corridor Overlay District to supplement base zoning regulations; and expanded the Downtown Area to include the Overlay District. New residential uses remained prohibited in the Overlay District.

Following the approval of the FMID Implementation Ordinance, DPD began to study the Kinzie Industrial Corridor west of Ogden Avenue.



- PMD 4 Remains
- PMD 4 Repeal to C or M (2017)
- Corridor Zoning Overlay (2017)
- Downtown Area (2017)
- Kinzie Industrial Corridor Boundary



3 CONTEXT



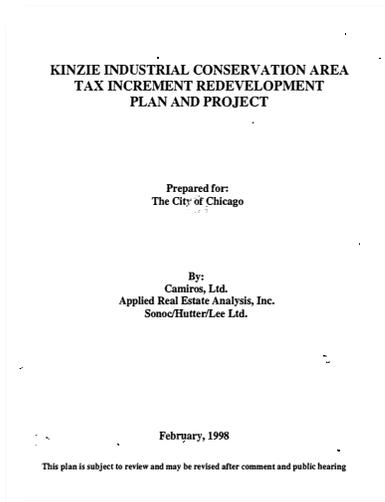
Kinzie Industrial Corridor

KINZIE INDUSTRIAL CORRIDOR PREVIOUS PLANS

At least seven plans and studies have been completed since 1998 that provide recommendations

which are relevant to the Kinzie Industrial Corridor and its surrounding areas. Some common themes expressed in previous plans range from land use recommendations to identifying infrastructure needs, as well as the need to support and expand Chicago's industrial base and emerging

business growth. This plan has been built around these recommendations and themes, while considering the citywide industrial corridor system. This framework supersedes all previous recommendations in these plans that pertain to the Kinzie Industrial Corridor.



KINZIE INDUSTRIAL CONSERVATION AREA TAX INCREMENT REDEVELOPMENT PLAN AND PROJECT 1998

Participating Organizations

- Department of Planning and Development

Priority Recommendations

- Serve the long term needs of existing industries and attract new industrial employers
- Protect and enhance the strong concentration of industrial uses historically found in the Kinzie industrial corridor
- Complete infrastructure improvements needed to sustain the area
- Develop economic policies designed to stimulate industrial growth and expansion within the corridor and provide better separation between residential and industrial uses along the western edges of the area



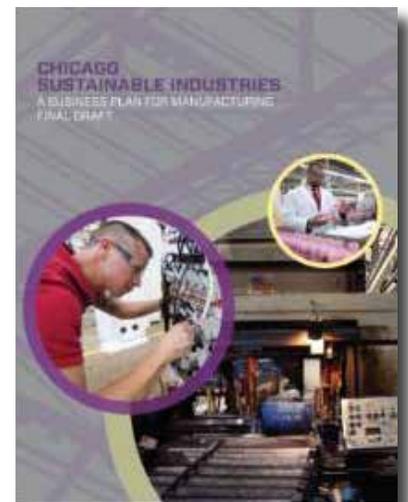
A PLAN FOR CHICAGO'S NEAR NORTHWEST SIDE 2002

Participating Organizations

- Department of Planning and Development

Priority Recommendations

- Improve the quality and capacity of transit and transportation infrastructure
- Guide new development to fit within existing neighborhoods and provide clarity to the development community
- Construct new buildings which properly address the street



CHICAGO SUSTAINABLE INDUSTRIES 2013*

Participating Organizations

- Department of Planning and Development

Priority Recommendations

- Established a comprehensive plan to support and expand Chicago's industrial base. Includes 14 policies and 32 action items

*Adopted by the Chicago Plan Commission



**PMD STUDY
2013**

Participating Organizations

- Department of Planning and Development

Priority Recommendations

- Assessed effectiveness of current PMD land use legislation



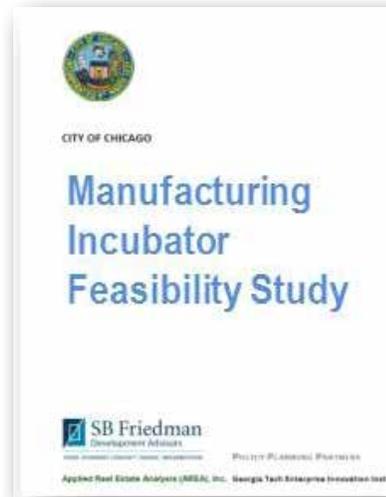
**FULTON MARKET
INNOVATION DISTRICT
2014***

Participating Organizations

- Department of Planning and Development
- Department of Transportation

Priority Recommendations

- Established a comprehensive plan to support business growth within an existing industrial corridor characterized by old and new uses



**MANUFACTURING
INCUBATOR FEASIBILITY
STUDY
2014**

Participating Organizations

- Department of Planning and Development

Priority Recommendations

- Identified demand for new incubators, especially involving food

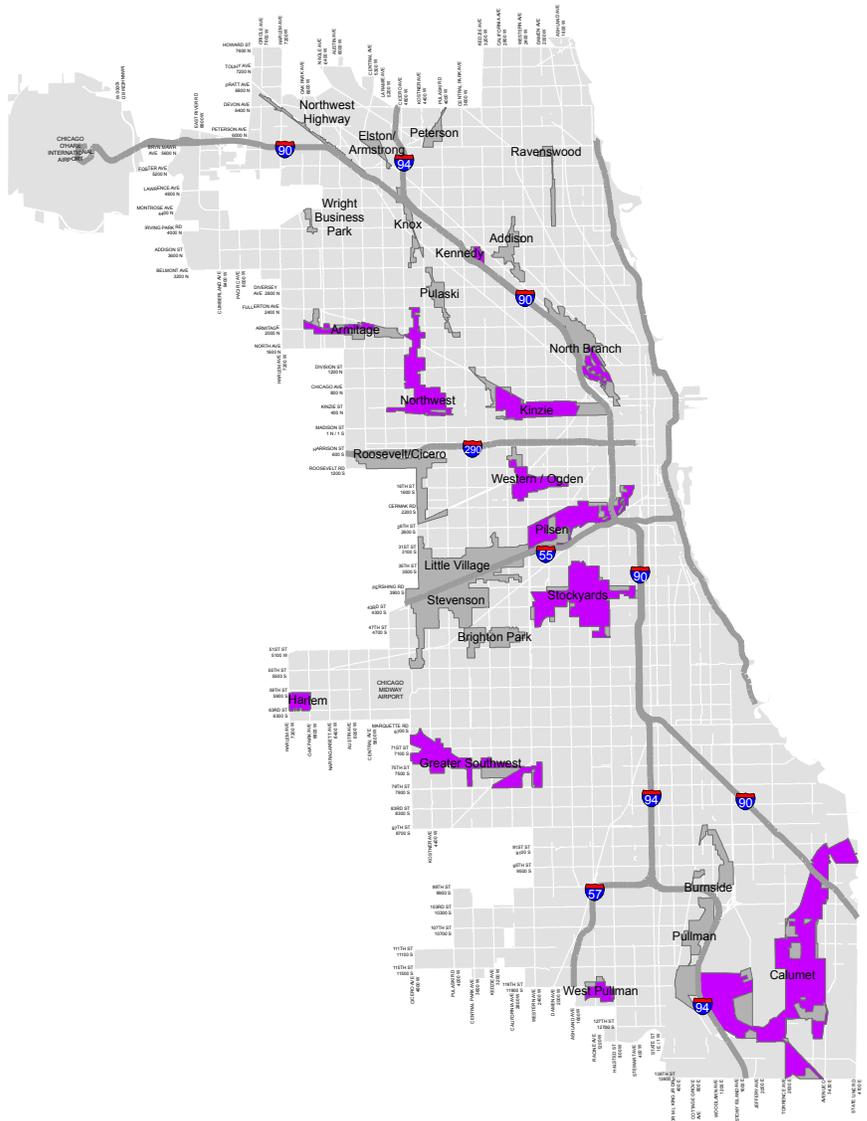
*Adopted by the Chicago Plan Commission

INDUSTRIAL CORRIDOR SYSTEM

Most of the City's industrial corridor policies date to the early 1990s, when the City started to identify formal boundaries around critical industrial areas as a planning and development tool that recognized the importance of manufacturing and related sub-sectors as part of a diversified economy. Today, the City's 26 formal industrial corridors range in size from 70 to 3,500 acres. Containing about 12 percent of all city land, they provide secure and predictable work environments for manufacturing and related uses. Among the key industrial corridor provisions is a requirement for the Chicago Plan Commission to review any zoning change that departs from a Manufacturing (M) use, along with standard City Council review.

The City refined the M zoning district designation starting in 1988 with the advent of the Planned Manufacturing District (PMD) designation, which was created by the City Council and applied to portions of select corridors possessing heavy industrial uses. PMDs can be a tool, where appropriate, to foster the city's industrial base.

Their purpose is to maintain the City's diversified economy and encourage industrial investment, modernization, and expansion by providing for stable and predictable industrial environments that preclude residential and certain commercial uses that may hinder the long-term viability of local companies. Overall, the PMD remains an important tool whose impact should continue to be considered, reviewed and evaluated in each industrial corridor.



Chicago's Industrial Corridors & Planned Manufacturing Districts

Map Key

-  Expressway
-  Major Streets

-  Existing PMDs
-  Industrial Corridor

CITYWIDE INDUSTRIAL EMPLOYMENT TRENDS

In 2016, DPD analyzed job trends in each of the 26 Industrial Corridors using data from the U.S. Census Bureau Longitudinal-Employer Household Dynamics Program (LEHD) from 2002 – 2014. The initial analysis focused on Core Jobs and was based on the methodology developed for the Chicago Sustainable Industries plan and the Fulton Market Innovation District Plan. Core jobs were defined as those employment sectors that are most associated with the Industrial Corridor System. DPD analyzed the Census data by grouping individual two-digit NAICS sectors with similar sectors. Each industrial corridor was classified based on the predominant core jobs category listed below.

Core Jobs Classifications

- Manufacturing
- Moving, Storing Goods and Materials, Utilities, and Construction
- Information, Technology, and Management
- Business Support Services

From 2002 to 2014, Manufacturing and Moving and Storing of Goods and Services were the predominant core job types in many of the industrial corridors on the South, Southwest and West sides of the City. Meanwhile, six corridors on the Near West, Northwest and North sides experienced a significant transition toward other core job types, including Information & Technology and Business-to-Business.

A more in-depth analysis was completed to determine the composition of other job sectors as part of the framework plan that was developed for the North Branch Industrial Corridor. The analysis added three jobs classifications based on the two-digit NAICS codes.

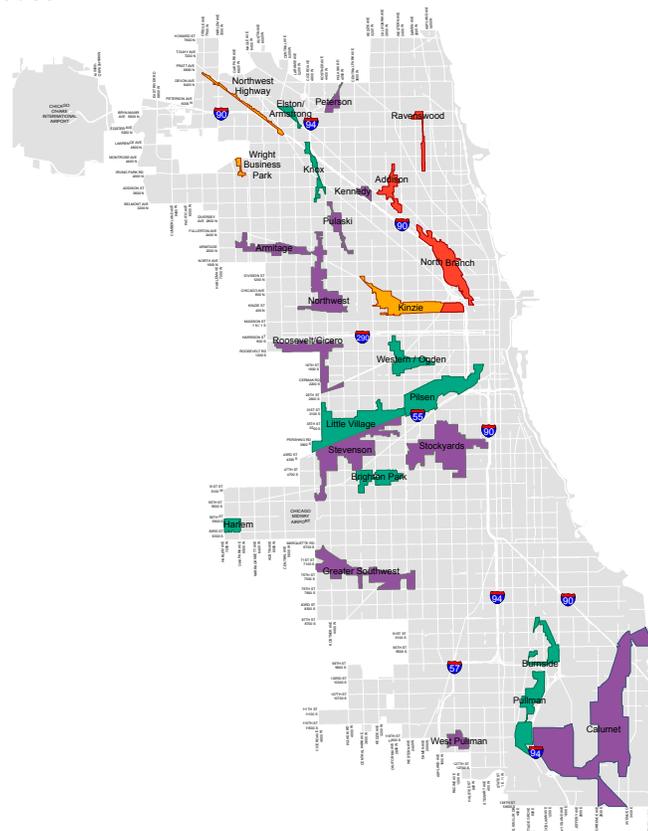
Additional Jobs Classifications

- F.I.R.E. (Finance, Insurance, & Real Estate), Education, and Health Care
- Leisure and Hospitality
- Other

The Census data is useful to compare jobs between industrial corridors and between Chicago and other cities or to measure where people live that work in a particular geography. However, the Census data is limited in industry detail and timeframe. In 2018, DPD gained access to the Quarterly Census of Employment and Wages (QCEW) provided by the Illinois Department of Employment Security through a shared data agreement. This new data includes recent employment counts, from 2005-2017. The QCEW data also includes more detailed NAICS classifications associated with the employment counts (see page 18).

Chicago's Industrial Corridors Employment Trends

- 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)
- Info & Tech - (Largest number of jobs are either information technology and management or business support services and are growing)



EMPLOYMENT TRENDS

DPD analyzed QCEW data for the Kinzie Industrial Corridor and the project study area from 2005-2017. The analysis organized the jobs into 5 categories or sectors that can be associated with different types of land uses. The categories are listed below.

Goods Producing – businesses that produce goods from raw materials or other materials. This category includes sectors such as manufacturing, agriculture, mining and similar businesses. Goods Producing businesses are typically associated with industrial land use categories.

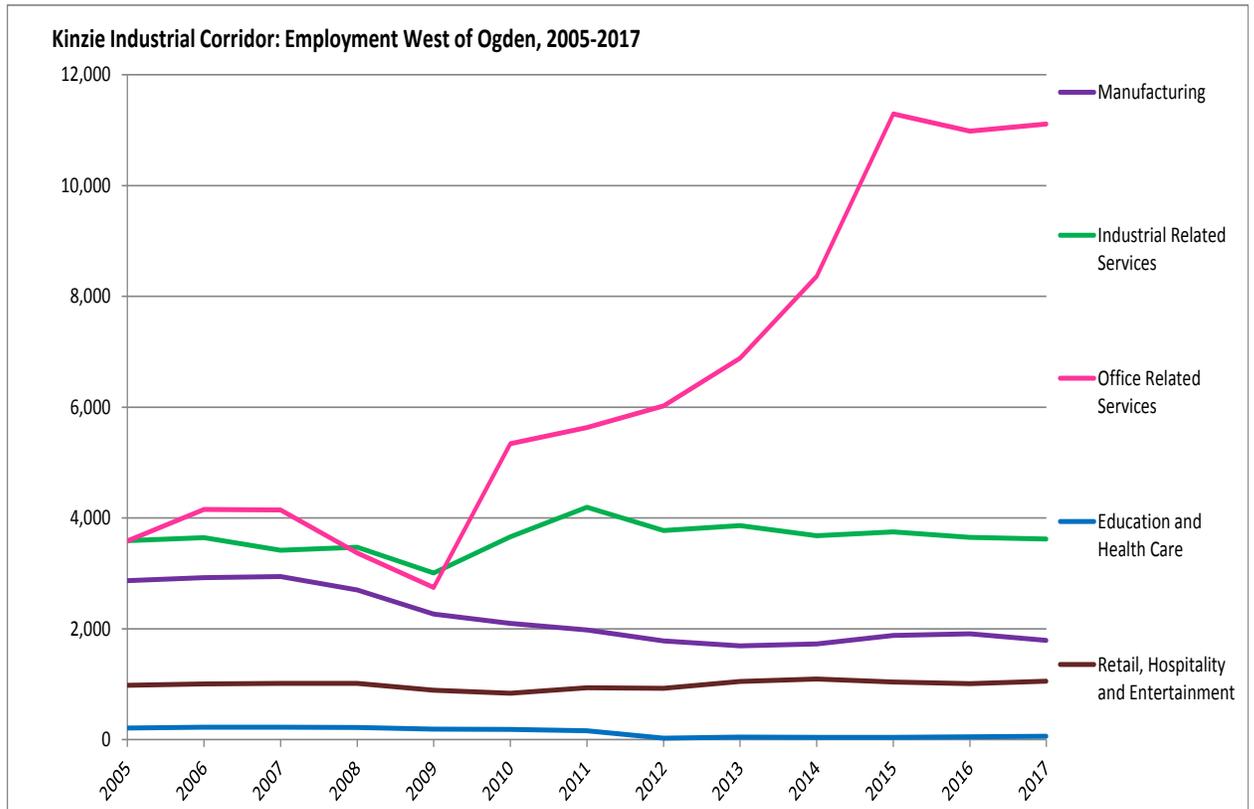
Industrial Related Services – businesses that primarily provide services to other businesses and have operations that typically involve industrial space like a warehouse, outdoor storage or activities. This category includes companies

related to transportation, warehousing, wholesale, construction, utilities, waste related services, commercial equipment rentals, security services, pest control, maintenance services, caterers, and similar businesses. Industrial Related Services are typically associated with industrial, transportation, utility and auto related land use categories.

Office Related Services – businesses that provide services to other businesses and individuals in an office setting. This category includes companies related to information, technology, research and development, finance, insurance, real estate, leasing services, doctor and dental offices, travel agents, employment services, nonprofit organization offices, and similar businesses. Office Related Services are typically associated with commercial land use categories.

Education and Health Care Services – businesses and organizations providing education and health care services in large buildings and/or campus like settings. This category includes Primary and Secondary Schools, Colleges and Universities, business and trade schools, hospitals and other health care centers, residential care facilities, and similar businesses. Education and Health Care are typically associated with schools and institutional land use categories.

Retail, Hospitality and Entertainment Services – businesses that provide retail, personal, hospitality and entertainment services in commercial areas. This sector includes retail stores, hotels, restaurants, salons, theaters, bars, and similar businesses. Retail, Hospitality and Entertainment are typically associated with retail and commercial land use categories.



ANALYSIS

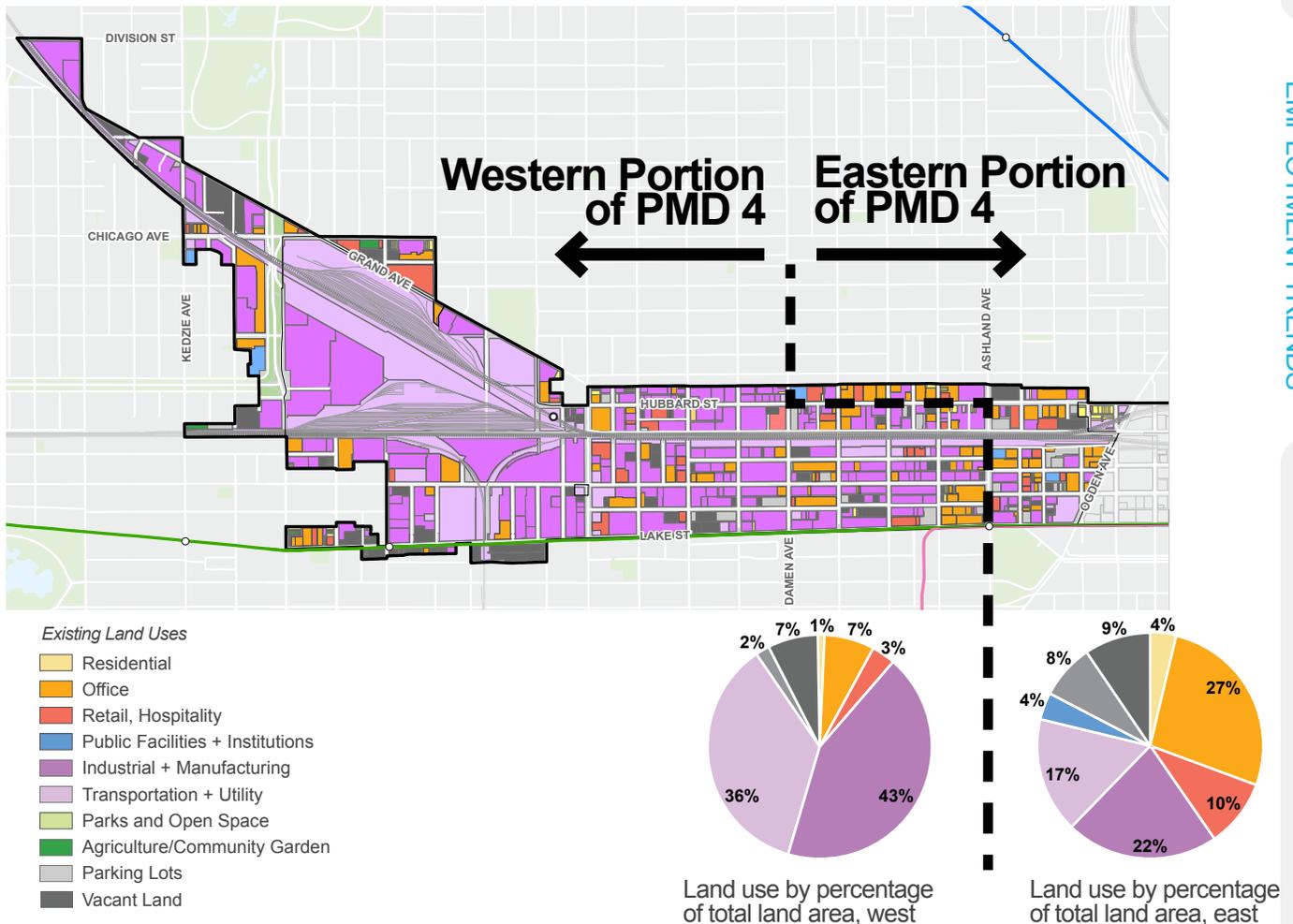
The data shown in the graph on the previous page (page 18) demonstrates that the Kinzie Industrial Corridor is a key employment center for the City of Chicago. As of 2017, the corridor had the largest number of employees of any industrial corridor, with over 27,000 workers representing a broad range of businesses. Over 60% of these jobs are located within the project study area which is the part of the industrial corridor west of Ogden Avenue. Total employment in the study area increased by over 6,000 jobs, from approximately 11,000 in 2005 to more than 17,500 in 2017, an increase of nearly 57%. The Manufacturing sector lost over 1,000 jobs while Industrial Related Services remained stable during the same period. These two sectors accounted for

approximately 5,400 jobs or over 30% of the total jobs in the study area. Office Related Services jobs increased by approximately 7,500, from 3,500 in 2005 to over 11,000 in 2017.

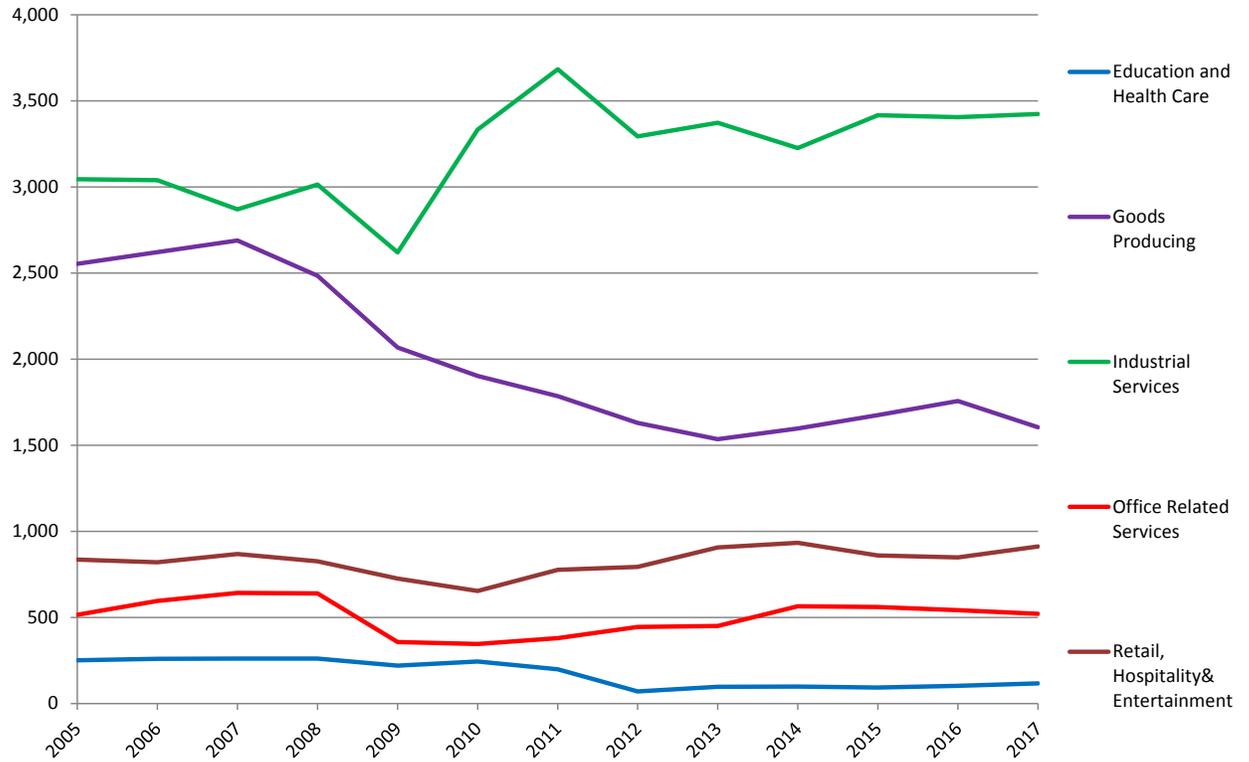
Office Related Services jobs are the most numerous jobs in the corridor. However, most of these jobs are located in the eastern section of the study area while most of the manufacturing and industrial jobs are located in the western section (see land use map below). This reflects the changes in land use that occurred in the east section of the corridor. Office uses in the east section comprise approximately 27% of total land area (see map and pie charts below) and jobs in the Office Related Services sector grew from approximately 3,000 jobs in 2005 to over 10,600 in 2017 and make up about 90% of jobs in this area (see graph on following page).

This is likely attributed to the conversion of several industrial buildings into office spaces. Despite the increase in Office Related Services jobs, this area is still home to more than 1,000 Manufacturing and Industrial Related Services jobs and a diverse collection of businesses.

Employment to the west remains predominantly in the Manufacturing and Industrial Related Services sectors. While this area lost over 570 manufacturing jobs between 2005 and 2017, today these two sectors include about 5,000 jobs, or 76% of all jobs in this geography (see graph on following page). This is consistent with the observed manufacturing and industrial land uses that dominate this part of the study area. These uses account for 43% of all land uses in this area (see map and pie charts below).

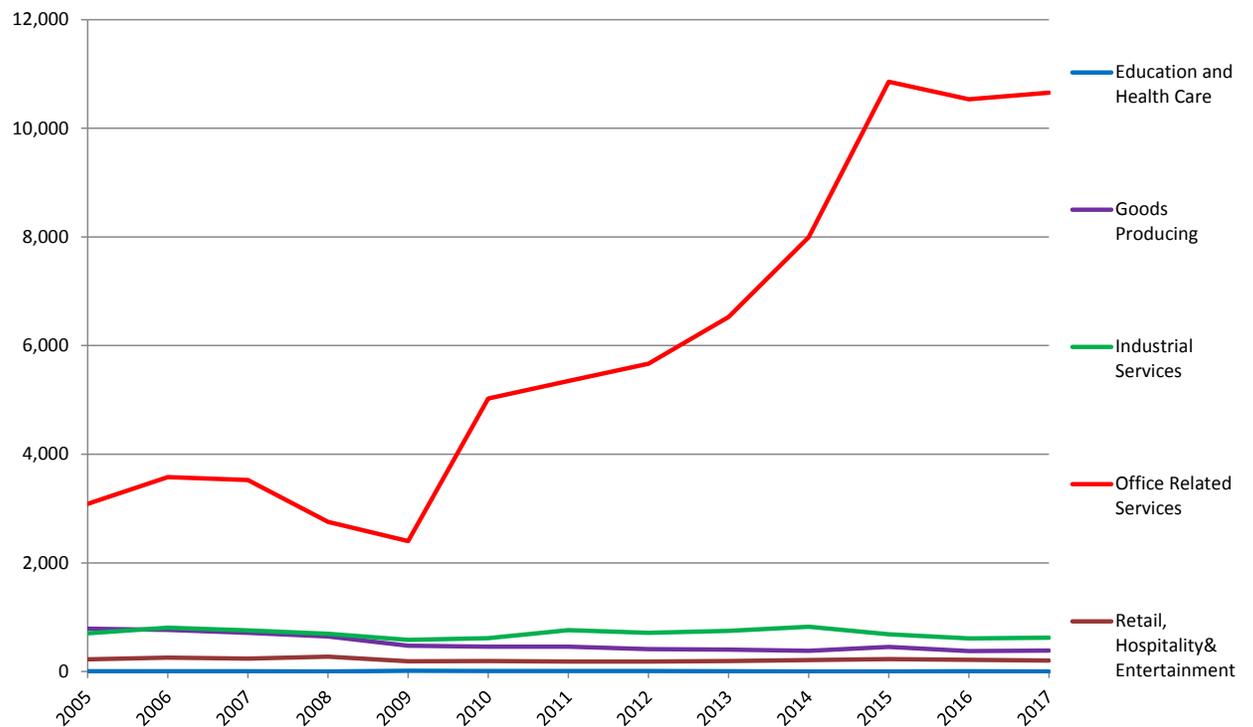


Western Portion of PMD 4 (see map on previous page): Employment by Sector, 2005 - 2017



Source: IDES QCEW

Eastern Portion of PMD 4 (see map on previous page): Employment by Sector, 2005 - 2017



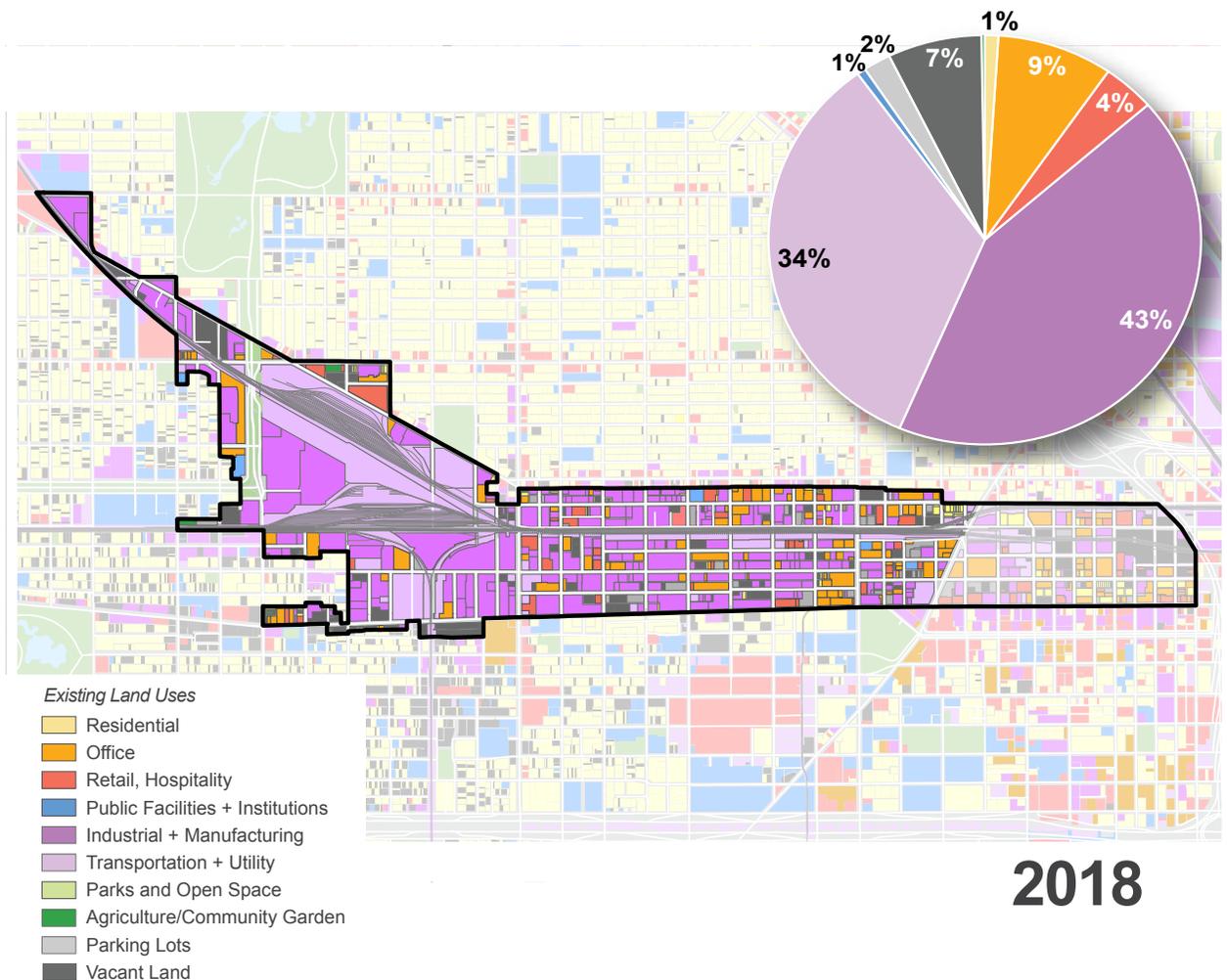
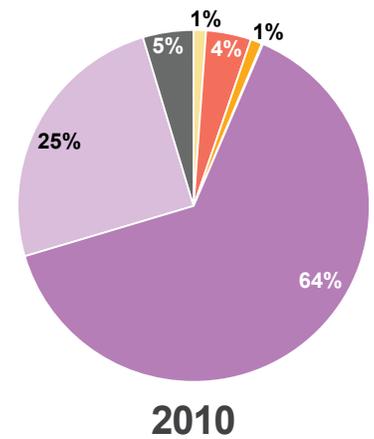
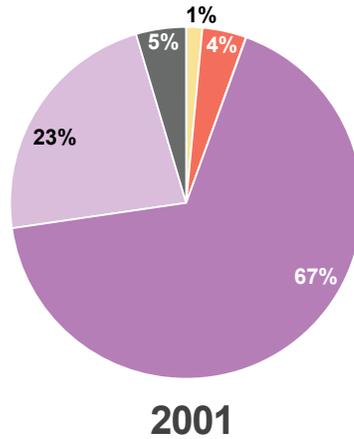
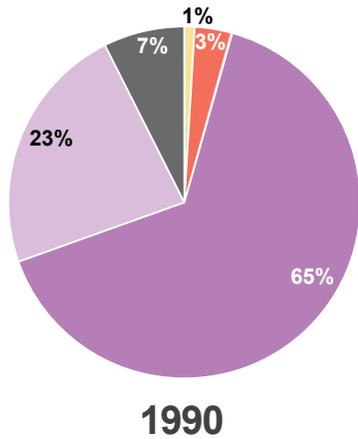
Source: IDES QCEW

LAND USE

DPD analyzed land uses across the Kinzie Industrial Corridor west of Ogden Avenue between 1990 and 2018 and found that land uses have remained stable with approximately three-quarters of land used for manufacturing, industrial, transportation and utilities.

However, commercial uses have increased from 3% to 13% of land area. This demonstrates that the Industrial Corridor continues to serve as a home for manufacturing and industrial businesses, with little vacancy, and that old loft buildings have been repurposed for office uses. As seen on the map below, the greatest number of

office conversions and other commercial uses are found toward the eastern end of the industrial corridor, as described on page 19.

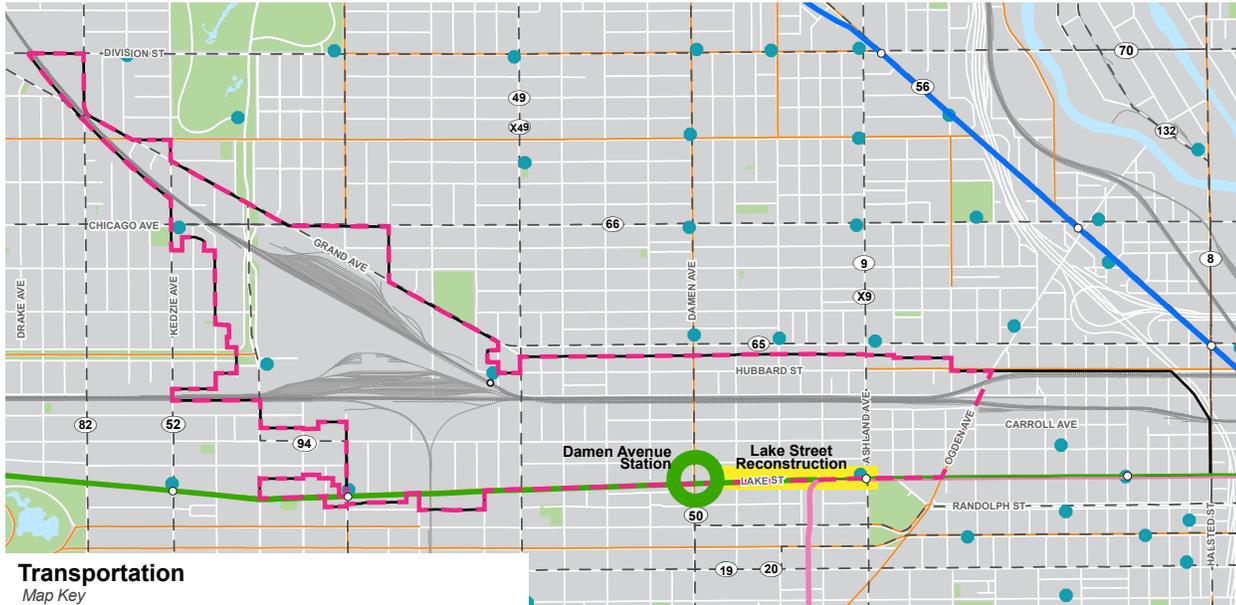


TRANSPORTATION AND CONNECTIVITY

In regards to mobility within the corridor, the Chicago Department of Transportation (CDOT) is currently undertaking transportation and transit improvements in the Kinzie

Industrial Corridor. A \$60 million Damen Green Line “L” station is scheduled to be completed in 2020. The new station will improve public transit options for businesses and industries along the Kinzie Industrial Corridor, visitors to the United Center, and nearby residents, including tenants of the Chicago Housing Authority’s Villages of Westhaven complex.

Also, a half-mile stretch of Lake Street from Ashland to Damen will be reconstructed with scheduled completion in Summer 2019. It will improve access for trucks by increasing the vertical clearance under the tracks and prepare for construction of the Damen Avenue station.



Transportation

Map Key

- Kinzie Industrial Corridor Boundary
- Framework Plan Boundary
- Expressway
- Metra Line & Station
- CTA Line & Station
- CTA Bus Routes
- Bike Lane
- Divvy Stations



Lake Street



Damen Station Rendering



Damen Station Rendering

AREA HISTORY AND URBAN CHARACTER

The first development in the Kinzie Industrial Corridor dates to 1848, with the opening of the Galena and Chicago Union Railroad and Bull's Head stockyards, Chicago's first railroad and stockyards. Pioneered by William B. Ogden, the Galena and Chicago Union opened to connect the lead of mines of Galena with Chicago. Simultaneously, Matthew Laflin and William Loomis opened Bull's Head stockyards, Market, and Inn at the intersection of Madison Street and Ogden Avenue. At this time, the area was located outside of the Chicago city limits. It wasn't until 1851 that the area east of Western, known as West Chicago Township, was annexed to Chicago. Prior to annexation, the landscape was dominated by a vast prairie dotted with homesteads.

That same year, Matthew Laflin established the city's first horse-drawn omnibus line from Bull's Head to the old City Hall Market on State Street between Lake and Randolph Streets and the Southwest Plank Road, now Ogden Avenue, was established between Naperville and Chicago, terminating at Union Park.

Through annexation, the creation of jobs by the railroad and stockyards, and the initial development of multiple transportation lines for goods and people, development was stimulated on Chicago's fledgling west side. Bull's Head closed in 1858, removing the unpleasant sights and sounds of the stockyards. Commercial areas emerged along Lake Street and at major intersections along Ashland, Damen, and Western Avenues to provide goods and services. Original residences ranged from humble workers cottages to limestone mansions.

Growth was additionally encouraged by further transportation improvements and

annexation over the next thirty years. In 1865, the Galena & Chicago Union and the Chicago & North Western (C&NW) Railway became interchange partners and not soon after the two companies merged. The new C&NW became an instant 850-plus mile system, and one of the Midwest's most important, with passenger stations at California and Kedzie Avenues and at Sacramento Boulevard.

Four years later, in 1869, the area west of Western Avenue, formerly part of Cicero Township, was incorporated into the City of Chicago. Following annexation, the Chicago, Milwaukee, & St. Paul Railroad opened in 1872 and established passenger service at Oakley Avenue and then at Western Avenue. The Western Avenue Depot remains in use by Metra.

Lastly, the opening of the Lake Street Elevated (currently the Chicago Transit Authority's Green Line to Harlem/Lake) and the Metropolitan West Side Elevated (demolished) in the 1890s drew additional people to the area with the increased availability of rapid transit. There were nine stations located every one to two blocks between Ashland and Kedzie Avenues. Today, stations are located at Ashland, California, and Kedzie Avenues.

Prior to the turn of the 20th century, industry in the area was located immediately north and south of the railroad tracks along Kinzie Street and Carroll Avenue and serviced by team tracks of the Chicago & North Western Railway Galena Division and the Chicago, Milwaukee, & St. Paul Railroad.

The area began to develop as an industrial district around World War I with the advent of trucking. At this time, railroads were stretched beyond their capacity serving the war effort, and for the first time, interstate transportation of freight by truck became essential. Industrial companies which established

plants in the corridor included national firms like the H.J. Heinz Company, Dixie-Vortex Company, Kraft Foods Company, United States Music Co. Wagner Baking Corporation (formerly Mrs. Wagner's Pies), once the largest pie bakery in the country, Standard Oil of Indiana, U.S. Rubber Co., Sun Chemical Corporation, world's largest producer of printing inks and pigments, Amberg File & Index Co., and Goodyear Tire & Rubber Company. Prominent local firms including Vulcan Iron Works, the Chicago Consolidated Bottling Co., West Side Ice Co., L. Wolff Mfg. Co., Armstrong Brothers Tool Co., and Case Pie Co. (previously Bryce Baking Co.) also constructed plants in the corridor.

Besides being known for their name and products, companies in the corridor were also known for significant innovations, some of which are still used today. Armstrong Brothers Tool Co. introduced a tool holder for lathe cutting bits which rather than individual forged cutting tools, this product used a single forged shank with interchangeable cutting bits; Vulcan Iron works invented one of the earliest fully successful single acting air/steam-driven pile hammer, which revolutionized pile driving in construction; and the Amberg File & Index Co. was the first to patent the file drawer system.

National and local companies manufacturing their products in the Kinzie Industrial Corridor, took advantage of the proximity of the corridor to the railroad(s) and constructed local warehouses and distribution centers with offices, expanding their products and services to the Midwest and western markets.

Industrial expansion steadily continued in the corridor over the next three decades. By the end of World War II, the corridor was predominately redeveloped with industry. The post-World War II influx of trucking catalyzed the redevelopment of the corridor is evident by the existence of

multiple motor freight stations, private garages, and service stations constructed during the mid-20th century. Trucking in the corridor was spurred by its proximity to Interstate 290. Interstate 290 was established in 1955 under the Interstate Highway System which increased the ease and ability to transport raw materials and manufactured goods between rural and suburban areas. The mass connections of highways also increased ease of travel and attracted industries to new areas and encouraged their expansion.

By 1950, industry was the prime tenant in the corridor and only a small percentage of the original residential uses remained.

The Industrial buildings in the corridor date from the end of the 1880s to present-day and include factories, warehouses, offices, foundries, and garages. Buildings can be further identified based on construction method including brick bearing wall with mill or semi-mill construction; brick pier and spandrel construction; reinforced concrete construction; or wood/steel truss roof with or without wood or steel column supports.

Commercial buildings are predominately multi-story, mixed-use buildings with retail at the first floor and residences or offices at the upper floors. The majority of commercial buildings are from the late 19th century or early 20th century and

have been continuously used as commercial buildings since their construction. Located within the corridor are also a variety of specialty buildings such as substations, a train depot, station houses, and a fire house.

Today, the Kinzie Industrial Corridor remains a center for manufacturing and industry and represents the original residential development and the transition of the area to an industrial and manufacturing corridor between the late 1880s to present day.



CHARACTER BUILDINGS

The Kinzie Industrial Corridor holds a number of industrial buildings that display distinctive architectural characteristics which are recognized as assets and contribute to the authentic industrial heritage of the area.

The area is a center for manufacturing and industry with some early remaining buildings reminiscent of its origins as the oldest neighborhood on Chicago's west side. Residential and commercial buildings date to as early as 1872 and embody the corridor's history as the City's first west side development. The built environment of the Kinzie Industrial Corridor represents this initial development and the transition of the area to an

industrial and manufacturing center between the late 1880s to present day.

In fact, the Kinzie Industrial Corridor holds 18 predominate building typologies composing the industrial, residential, and commercial built environment of the corridor. Descriptions and a photographic example for the most prevalent building typology is found on page 52 of this plan.

Some of the architecture within the industrial corridor has been previously recognized for its architectural and historical significance. One of the primary ways is through the Chicago Historic Resources Survey (CHRS), a city-wide evaluation of properties constructed prior to 1940. The CHRS uses a color coded system to identify these buildings on a relative scale. Red and orange buildings are

considered the most notable. Within the industrial corridor, 14 structures are rated orange.

The Framework Plan identifies approximately 94 buildings, including the orange-rated buildings, as Character Buildings which contribute to distinctive aspects of the corridor (see map on following page and list on page 58). These buildings were selected based on their physical appearance, historic use and integrity of design. Identification as a Character Building does not imply that a building is appropriate for designating as an official historic property.

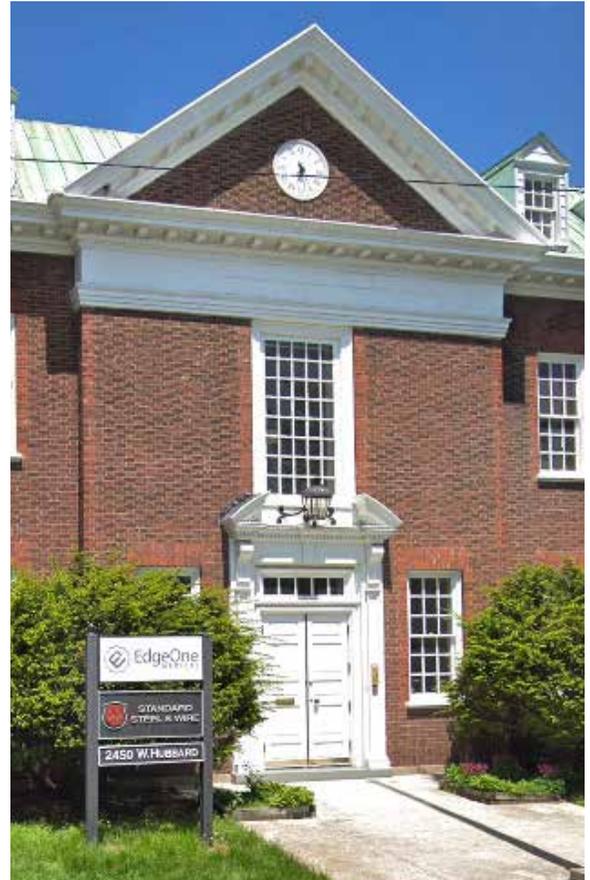
A Multi-Property Evaluation Report with more information on historic buildings in the Kinzie Industrial Corridor will be published in the second quarter of 2019 on the DPD web site.



Orange-rated building (3401 W. Division St.)



Orange-rated building (505 N. Sacramento Blvd.)

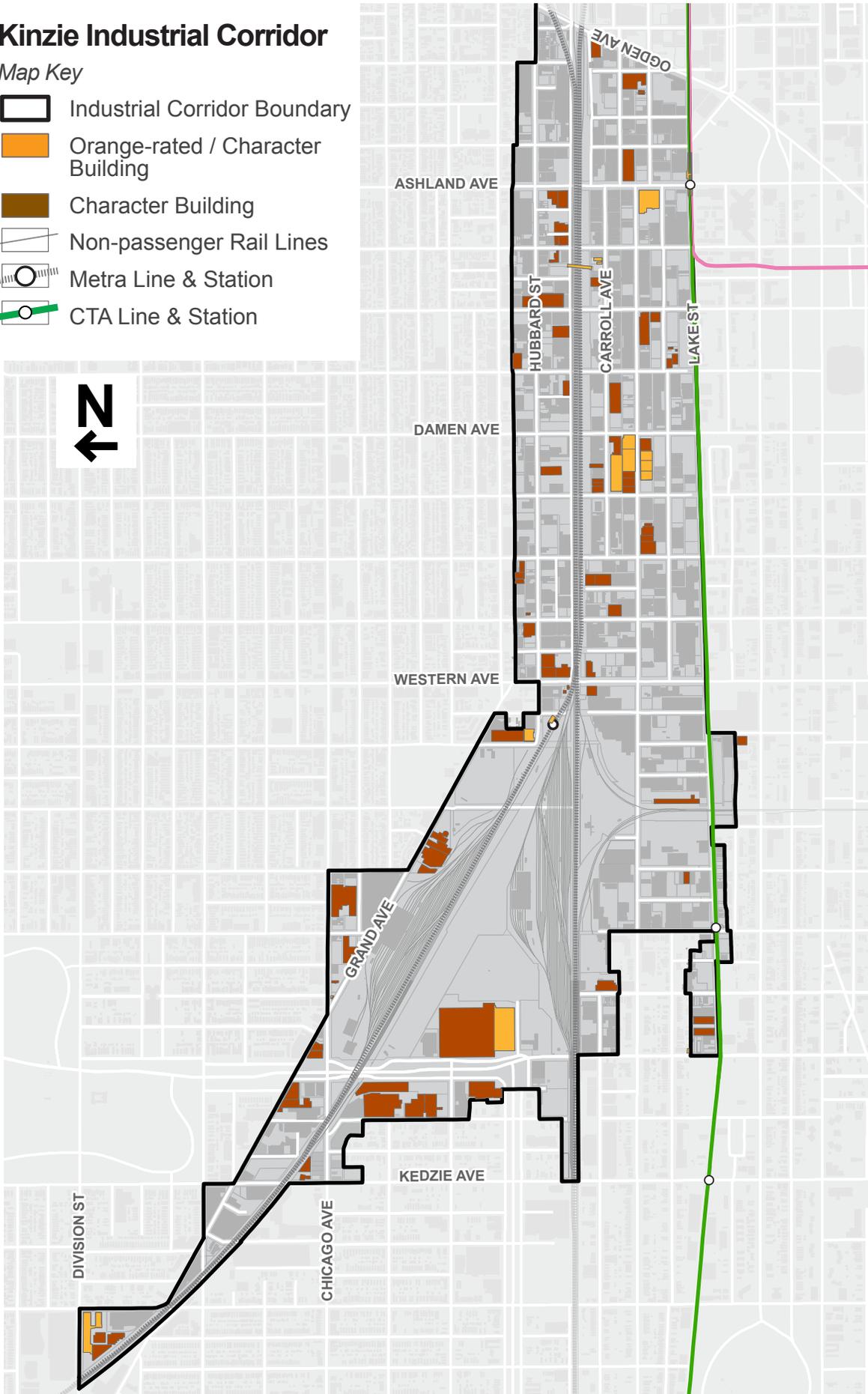


Orange-rated building (2450 W. Hubbard St.)

Kinzie Industrial Corridor

Map Key

-  Industrial Corridor Boundary
-  Orange-rated / Character Building
-  Character Building
-  Non-passenger Rail Lines
-  Metra Line & Station
-  CTA Line & Station





4

**KINZIE
FRAMEWORK**



Kinzie Industrial Corridor

GOAL #1: Maintain and grow the Kinzie Industrial Corridor as an important economic engine and job center that provides vital support to local, regional, national and global businesses.

The Framework Plan recognizes the continued strength and stability of the Kinzie Industrial Corridor as home to industrial and manufacturing businesses that serve downtown Chicago, the city and the region, while also acknowledging the need for expanded uses to support modern business districts. Industrial, manufacturing, transportation

and utility uses continue to be the predominant land uses within the industrial corridor, at approximately 77% of total land area. Similarly, traditional manufacturing and industrial service jobs have remained steady at over 5,000 jobs. However, there has been an increase in office uses and office-related jobs, particularly in the eastern portion of the corridor.

The first goal focuses on the maintenance of the Planned Manufacturing District 4, while also expanding certain uses to better serve this modern business district.

STRATEGIES

Strategy 1.1: Maintain the existing PMD 4 zoning designation to support the continuation of the Kinzie Industrial Corridor as a job center, but with expanded uses in certain locations to better serve modern businesses and area workers.

PMD 4 allows a range of industrial and manufacturing uses, as well as some limited office and commercial uses. Residential uses are not

permitted. The stability and predictability in area land uses and real estate market provided by the PMD designation encourages business owners to invest in and grow their businesses in the Kinzie Industrial Corridor. This helps foster the city's industrial base and diversifies the city's economy.

Overall the Kinzie Industrial Corridor has been stable, however there has been an increase in office uses, particularly in the eastern portion of the corridor. In PMD

4, office uses are limited to 9,000 square feet of floor area, except that existing buildings can convert entirely to office space without limits on floor area. The corridor holds a number of multi-story, large loft buildings that are no longer conducive to modern manufacturing, but lend themselves well to conversion to office uses. As much of the new office space is in the eastern portion of the corridor, the plan proposes that the boundary between Subarea A and Subarea B of PMD 4 would be located along Ashland Avenue south of Hubbard Street, and along

Damen Avenue north of Hubbard Street (see detailed information in the Implementation Chapter of this document). Subarea B would be located to the east of this boundary and Subarea A would be located to the west.

Expanded uses within the proposed Subarea B would include eating and drinking establishments, food and beverage sales, personal services and retail, and no limit on office floor area. All of these uses would provide amenities to workers in the area, while still prioritizing businesses in the industrial corridor.

To strengthen the industrial and manufacturing context in Subarea A, certain non-industrial uses would no longer be allowed, including restaurants, taverns and event venues among others.

Finally, recognizing the unique context of Ashland Avenue, zoning lots that front on the west side of Ashland Avenue would be able to seek a special use from the Zoning Board of Appeals to permit office uses with no limits on floor area.

Strategy 1.2: Continue to support the Kinzie Industrial Corridor Local Industrial Retention Initiative (LIRI) agency.

The Industrial Council of Nearwest Chicago (ICNC) is the area's LIRI agency. ICNC provides business advising and workforce development support, and operates one of the largest and oldest business incubators in the country. A number of successful industrial and manufacturing businesses have grown with ICNC's assistance, strengthening the overall business community in the industrial corridor.

Strategy 1.3: Encourage residential and large retail uses to locate in areas outside of the industrial corridor boundary.

Residential and large retail uses should locate in the area south of the industrial corridor, particularly in the area adjacent to the future Damen Green "L" Line stop and United Center. This area provides significant opportunities for residential development given the quantity of vacant lots and city-owned land, as well as new economic development projects such as The Hatchery, The Eco-Orchard, Chicago Farmworks, and Herban Produce.

Strategy 1.4: Incorporate sustainability best practices in new development to encourage a modern employment center.

The Chicago Sustainable Development Policy, first initiated in 2004 and subsequently updated in 2017, is a mechanism to ensure that developments over a certain size and in specific locations address a range of sustainability issues. The strategies are categorized by the types of benefits provided, such as higher energy efficiency and better stormwater management.

Future updates to the City's Sustainable Development Policy update should incorporate strategies that address sustainability issues associated with the Kinzie Industrial Corridor. As in past updates of the Sustainable Development Policy, a working group of sustainability experts will be assembled to discuss and provide recommendations for prioritization of existing strategies or the addition of new strategies. Prioritized and new strategies could include:

- On-site renewable energy
- Sustainable landscapes
- Rating system adoption, such as Sustainable SITES;
- Implementation of electric vehicle charger readiness for freight operations
- Clean construction principles
- Guaranteed living wage
- Local hiring

Prioritization or addition of new strategies requires research documenting how the strategies have or will address the issues in the corridor.

Strategy 1.5: Support the Chicago Department of Public Health (CDPH) in the development and implementation of enhanced regulations for industrial users such as bulk storage and metal recyclers.

The Kinzie Industrial Corridor holds a number of permitted, legal bulk storage and metal recyclers which provide valuable services to the businesses and residents of the City of Chicago. CDPH is charged with the enforcement of environmental regulations within the City of Chicago, and the protection of public health and safety for certain industrial facilities. CDPH is currently reviewing additional regulations that take into account national best practices for industrial users that handle and process metal and other bulk materials.

GOAL #2: Support improvements to the multi-modal transportation network so that it more efficiently serves industrial users, area employees and residents.

The streets, sidewalks and public transportation options within and around the Kinzie Industrial Corridor serves a wide-range of users including heavy industrial trucks and distribution trucks, business employees and nearby

residents. This goal aims to improve conditions for all of these users to ensure safety is a priority and that businesses within the corridor continue to thrive and grow.

STRATEGIES

Strategy 2.1: Continue to support the construction of the new CTA Damen Green Line station, the reconstruction of Lake Street and other transit improvements.

The \$60 million Damen station, scheduled to be completed in 2020, will improve public transit options for businesses and industries along the Kinzie Industrial Corridor, visitors to the United Center, and nearby residents. In addition, roadway improvements that support bus service should be incorporated, especially for bus routes that provide connections to the new Green Line station.

The Lake Street project will fully reconstruct a half-mile stretch of Lake Street from Ashland to

Damen and is expected to be completed in Summer 2019. It will improve access for trucks in the Kinzie Industrial Corridor by increasing the vertical clearance under the tracks, and will also begin the foundation for the new CTA Damen station.

Strategy 2.2: Monitor interactions between truck traffic and other transportation modes with particular attention to bicycles and pedestrians and determine if safety enhancements can be made.

The new CTA Damen Green Line station will bring more CTA riders through the corridor to access the “L”. Comfort and safety enhancements should be incorporated for those who will walk, bike or take a bus to the

new station. Similarly, community feedback indicated safety concerns along Ogden Avenue and Ashland Avenue that should be studied. Any enhancements should incorporate design elements that reduce exposure to traffic and noise and improved lighting for pedestrian and bicyclists, and improve clearances for truck access.

Strategy 2.3: Assess truck and rail infrastructure for potential future projects that could better serve industrial users.

By aldermanic or public request, the Department of Transportation (CDOT) can investigate traffic patterns and roadway geometrics of particular roadway segments or intersections in the industrial corridor to identify potential projects, such as

viaduct clearance projects, and determine the best course of action to address them. These types of improvements could improve the efficiency and reliability of goods movement, possibly reducing the costs of shipping goods and services.

Strategy 2.4: Encourage area employees to take advantage of the expanded transit connectivity for their commutes.

Employers and local business organizations, including the area Local Industrial Retention Initiative (LIRI) organization, could incentivize the use of transit by providing or better advertising transit benefit programs, offering real-time transit information via workplace displays and providing shared vehicles for work-related trips during the work day. This could reduce the number of overall car trips in the area reduce the need for parking.

GOAL #3: Encourage the reuse of existing buildings in efficient and sustainable ways and ensure new development complements the character of the corridor.

Historic architecture within the Kinzie Industrial Corridor contributes to the area's unique character. The industrial buildings include an interesting mix styles constructed from the late 1800s to the mid-1900s. This proud architectural heritage serves as an asset to attract new businesses

to the corridor and retain longtime tenants and their loyal customers.

Design Guidelines in the Appendix provide direction to property owners on keeping renovations, additions and new construction to complement the character of the corridor.

In addition, the industrial corridor should be viewed through the lens of sustainability. One strategy focuses on providing on-site renewable energy. Guidelines to enhance the sustainability of new construction and renovation projects are also included in the Appendix.

STRATEGIES

Strategy 3.1: Support the authentic industrial heritage of the area through the use of design guidelines for buildings.

As described earlier and in the Appendix, there are many buildings within the industrial corridor that are identified as displaying distinctive industrial characteristics. These unique characteristics include a building's age, building materials such as brick and stone facades, architectural and design integrity, and its historic industrial or manufacturing use. A Multiple Property Evaluation Report for the Kinzie Industrial Corridor outlining these industrial characteristics will be published on the DPD web site in the second quarter of 2019.

Design Guidelines for Buildings, found in the Appendix of this plan, encourages re-use and appropriate rehabilitation of buildings that are characteristic of the industrial corridor's unique, authentic industrial heritage, and provides guidance on compatible contemporary construction and additions to complement the context of the industrial heritage.

Strategy 3.2: Encourage preservation and reuse of industrial buildings into office and light manufacturing using financial incentives and programs.

There are several property tax incentives available for rehabilitation of existing buildings. Property owners and the LIRI can explore the feasibility of the following

programs and incentives, including:

- Tax Increment Finance (TIF) District business incentives (the Kinzie Industrial Corridor is within the Kinzie Industrial Corridor TIF District.)
- Class 6(b) Property Tax Incentive
- Class 7(c) Tax Incentive
- Potential Landmark designation for select buildings and the Class L Property Tax Incentive
- Small Business Loan Program
- 25% Illinois Preservation Tax Credit

The process to nominate a building and/or district on the National Register of Historic Places requires substantial research and documentation to be provided for review and approval of the National Park

Service. Individually listed and contributing buildings in a National Register District are eligible for a 20% Federal Rehabilitation Tax Credit and Preservation Easements for qualified rehabilitation projects.

Strategy 3.3: Encourage owners of flat roofed industrial benefits to use their roofs for solar, greenhouses or other useful purposes.

The State of Illinois recently passed the Future Energy Jobs Act (FEJA, <https://www.futureenergyjobsact.com/>). This ground-breaking legislation will save and create clean energy jobs and provide job training. It creates significant consumer and environmental benefits, accelerates the growth of solar and wind energy in Illinois, expands energy efficiency and provides specific programs in low-income neighborhoods.

The flat rooftops of industrial buildings provide opportunities for new solar power generation. New and existing manufacturers should be encouraged to program their rooftops for solar to provide energy for their own use or for community solar programs. The FEJA legislation is providing hundreds of millions of dollars to support community solar programs in low income neighborhoods.



IMPLEMENTATION



Kinzie Industrial Corridor

IMPLEMENTATION

Implementation of the Kinzie Industrial Corridor framework strategies requires coordinated action from multiple City departments, elected officials, property owners, developers, businesses, the area LIRI agency and other stakeholders. The goal of this framework is to provide a reference that facilitates property owners, the community and City agencies to work together from a common understanding when reviewing and refining future development projects within the industrial corridor.

ZONING MAP AMENDMENTS

To maintain and grow the Kinzie Industrial Corridor as an important economic engine and job center, DPD proposes to retain the existing PMD 4, but shift the internal boundary between the subareas of the PMD and amend the uses permitted in the two different subareas. Based on analysis of current land uses and jobs data, the boundary between Subarea A and Subarea B of PMD 4 would be located along Ashland Avenue south of Hubbard Street, and along Damen Avenue north of Hubbard Street (see the existing and proposed zoning maps on page 40). Subarea B would be located to the east of this boundary and Subarea A would be located to the west.

The analysis of current land uses (see pie charts to the right) demonstrates a distinct concentration of office and commercial uses in the proposed Subarea B located to the east, and a concentration of industrial and manufacturing uses in the proposed Subarea A located to the west. Similarly, jobs data (shown in the charts on the following page) demonstrate a concentration of office-related jobs in the proposed

Subarea B, and a concentration in manufacturing jobs in the proposed Subarea A. Shifting the PMD subarea boundary, as well as proposing different uses in the subareas as described below, would ensure that the future zoning would reflect the predominant land use and jobs trends and strengthen the business environment in each subarea.

Maximum building size and density would remain the same with a 3.0 Floor Area Ratio (FAR).

ZONING CODE TEXT AMENDMENTS

DPD's text changes would revise the permitted uses in PMD 4A and PMD 4B. Existing, legal industrial uses would be permitted to continue without impact. The proposed PMD 4A would continue to permit moderate to intensive industrial uses, and would no longer permit some commercial uses including general restaurants and taverns, entertainment venues and personal services. This would focus land uses in this Subarea on industrial and manufacturing uses. However, the new PMD 4B would allow, in addition to light to moderate industrial uses, expanded commercial uses including eating and drinking establishments, food and beverage sales, personal services and retail, and no limit on office floor area. All of these uses would provide amenities to workers in the area, while still prioritizing businesses in the industrial corridor.

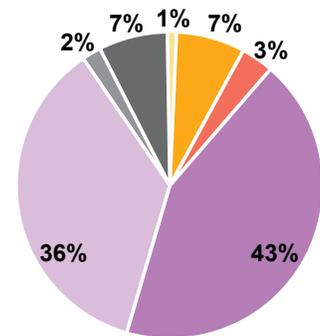
Residential and hotel uses would continue to not be permitted in the entirety of PMD 4.

PRESERVE HISTORIC CHARACTER

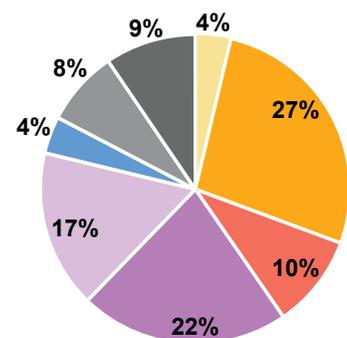
Property and business owners are encouraged to follow

design guidelines that serve to maintain the historic character of the Corridor. The Design Guidelines for Buildings included in the Appendix provides the direction on building design that compliments and supports the character of the corridor.

DPD will also continue to evaluate the historic industrial buildings in the Kinzie Industrial Corridor to help determine which buildings could be eligible for nomination on the National Register of Historic Places. National Register designation is a voluntary program which allows property owners of individually listed and contributing properties in National Register Districts to apply for federal tax incentives for eligible rehabilitation projects.

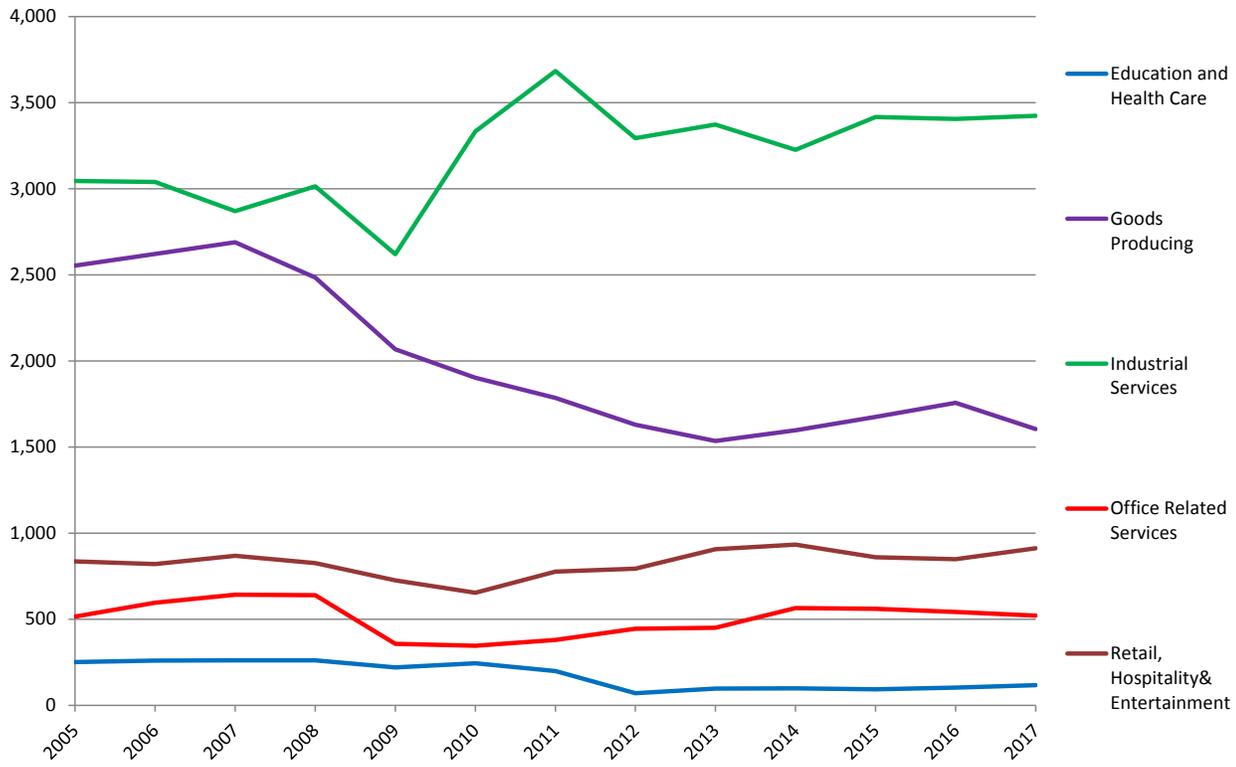


Proposed PMD 4A 2018 Land Use



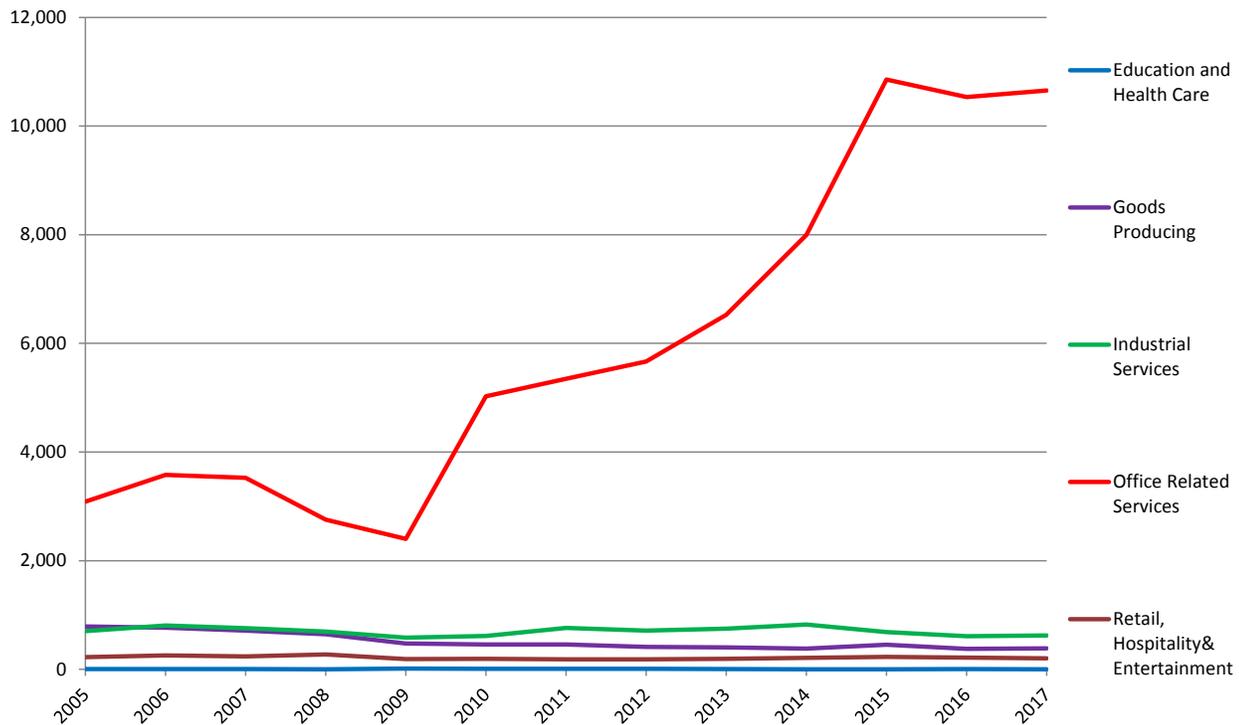
Proposed PMD 4B 2018 Land Use

Western Portion of PMD 4 (see map on page 19): Employment by Sector, 2005 - 2017



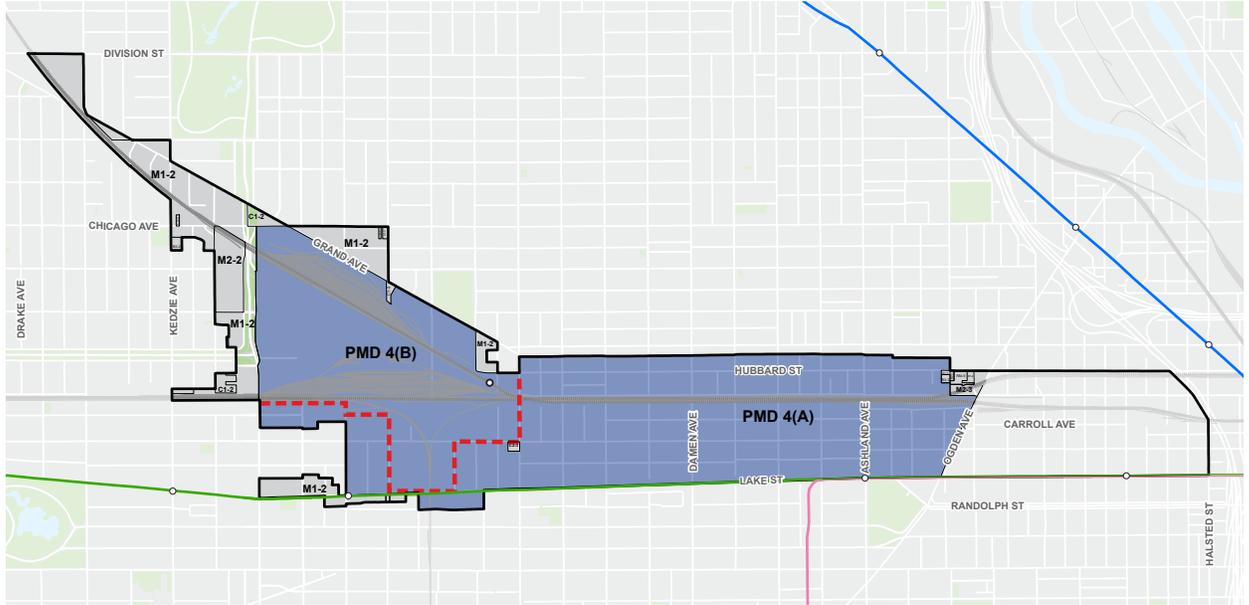
Source: IDES QCEW

Eastern Portion of PMD 4 (see map on page 19): Employment by Sector, 2005 - 2017



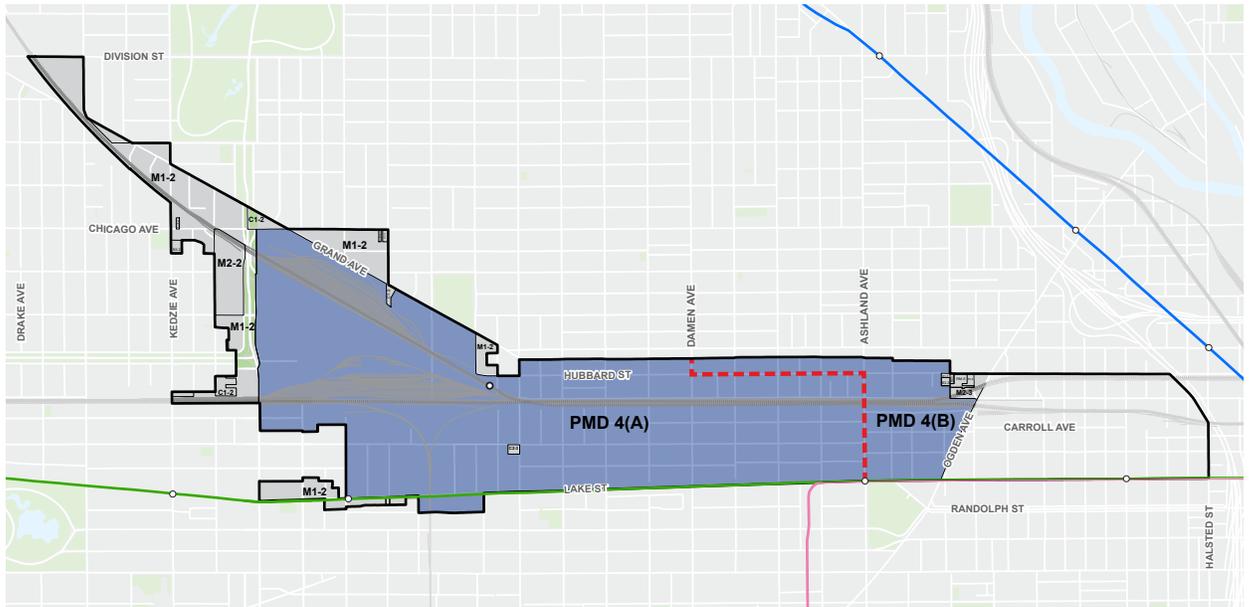
Source: IDES QCEW

EXISTING ZONING



- Existing PMD to Remain
- Existing Zoning Districts
- Existing PMD Subdistrict Boundary
- Kinzie Industrial Corridor Boundary

PROPOSED ZONING



- Existing PMD to Remain
- Existing Zoning Districts
- Shifted PMD Subdistrict Boundary
- Kinzie Industrial Corridor Boundary

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APPENDIX



Kinzie Industrial Corridor

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May 16, 2018 Community Meeting at ICNC

COMMUNITY ENGAGEMENT

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.

The purpose of this section is to memorialize the community engagement efforts that occurred as part of the Kinzie Industrial Corridor planning process and to summarize the input that staff and their team of consultants received from stakeholders during the meetings. All interested parties are able to view meeting documents and summaries from each public meeting on DPD's website and through DPD's social media platforms.

Since the spring of 2018, DPD has engaged with the community in a transparent planning process, including:

- Two public meetings (approximately 200 total

attendees)

- Two published meeting summaries
- Multiple meetings and phone calls with area stakeholders
- Over 40 emails and letters from stakeholders

COMMUNITY MEETINGS

Direct notice of DPD community meetings was through an Eventbrite email invitation which was distributed to the DPD Kinzie email contact list. The meetings were also posted on DPD's website and Facebook page as well as being noticed by the Industrial Council of Northwest Chicago (ICNC).

All presentation materials used at the meetings were posted on the DPD website as well as meeting summaries.

Kick-off Meeting - May 16, 2018. Approximately 70 property owners, business owners, residents, area workers, developers and other interested parties attended

a presentation introduced by Ald. Burnett that outlined existing conditions within the Kinzie Industrial Corridor west of Ogden Avenue. Following the presentation, attendees participated in a group question and answer session with city staff, then were able to speak one-on-one with city staff, and were given the opportunity to fill out comment cards.

October 9, 2018.

Approximately 125 property owners, business owners, residents, area workers, developers and other interested parties attended a presentation introduced by Ald. Burnett that outlined proposed zoning changes to the Planned Manufacturing District 4 (PMD 4) within the Kinzie Industrial Corridor west of Ogden Avenue. Following the presentation, attendees participated in a group question and answer session with city staff, then were able to speak one-on-one with city staff, and were given the opportunity to fill out comment cards.

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HIGHLIGHTS OF COMMUNITY INPUT

This section highlights the themes that have emerged as a result of the community engagement process. Stakeholders provided thoughtful insight on important community issues and offered meaningful input and feedback throughout the community engagement process.

Themes of input include:

1. Land Use/Zoning and Economic Development

- Maintain the PMD
 - The PMD zoning is needed to keep businesses protected.
 - It is important that business owners not be driven out of the area due to increased rents and property taxes, and that residents, similarly, not be driven out due to higher property taxes and/or their quality of life sacrificed due to zoning changes.
 - Long-term residents are concerned about being pushed out as a result of rampant gentrification. Businesses in the corridor employ many people and are happy in this location.
 - Don't want more restaurants with increased foot traffic and inebriated people; want quiet.
- Support Businesses
 - To support the PMD, businesses need the associated services of trash removal, lighting and ease of access.
 - Support for the artist community that works in the area.
 - Equity in jobs and economic development is important and training for those who are entering or reentering the workforce, particularly for manufacturing jobs, is needed.
 - Tax incentives should be available in this area
- Change uses in the PMD
 - A business has many products that cater to both wholesale and retail customers, but it is having a hard time growing with the retail restriction.
 - Keep the PMD, but breweries could experience additional growth from sidewalk permits, event space and a slight increase in retail space.
 - Permit office space larger than 9,000 square feet to accommodate new automated systems and machines that blur the use distinctions between industrial and office.
 - Desire for more restaurants and convenience retail for employees in the area.
 - Frontage of west side of Ashland should have same zoning regulations as east side of street.
- Waste sorting facilities are not an appropriate use in this area due to the odor, and they are not compatible with restaurant/retail activities and should be moved.
- Other cities are not as restrictive and companies are moving out of Chicago because of limits.
- Live/work use is desirable.
- Repeal the PMD
 - Companies need to be able to induce young programmers and technicians to want to work. This should be a live/work/entertainment environment. It needs much more flexibility and potential for mixed use.
 - With a neighborhood feel west of Ogden we should strive for neighborhood growth and development. More residential, less dense, family-oriented community.
 - Personal safety is issue as robberies have occurred on blocks with vacant industrial properties.

2. Transportation Network

- A long-term west side business owner finds it very difficult to run their trucks in and out. Egress and truck routes in and out of the PMD are needed

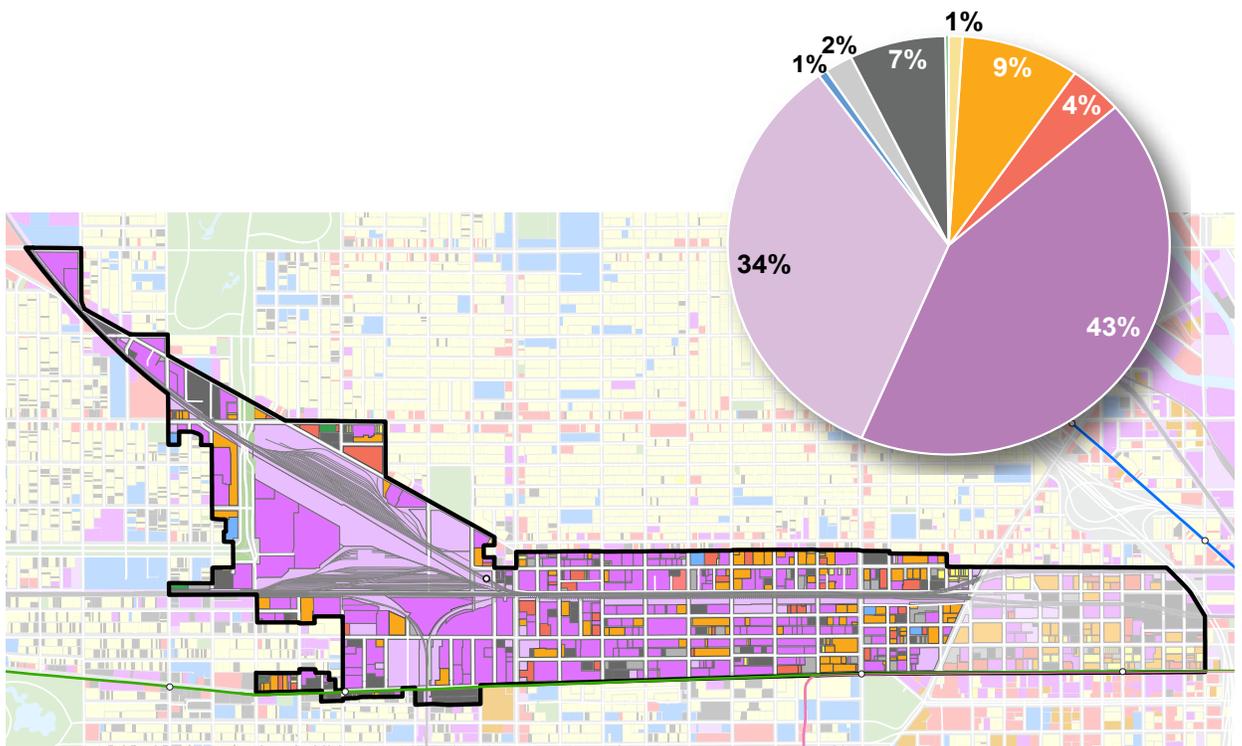
without stop signs on every corner and separate from bike lanes and routes.

- Traffic on Ogden Avenue and the area in general is bad; the plan should propose improvements. More development will bring more traffic that will exacerbate the problem.
 - There should be a plan for parking in the proposal.
 - The corner of Carroll Avenue and Ashland Avenue is a dangerous intersection and police should be stationed at this corner to ticket drivers.
 - Look to Federal funds and corporate sponsorships to pay for infrastructure improvements.
 - Construct a Western Train Station along the Green Line.
 - The viaducts under the train tracks are in poor repair.
- The “L” train pillars on Lake Street provide places for people to hide.
 - Waste trucks drive too fast down the streets.

3. History and Character

- Walking along Fulton Street, Carroll Avenue and Hubbard Street Residential uses in the PMD should be shown on maps in the presentation. A historic district or signage in the residential pockets of the PMD is desirable.

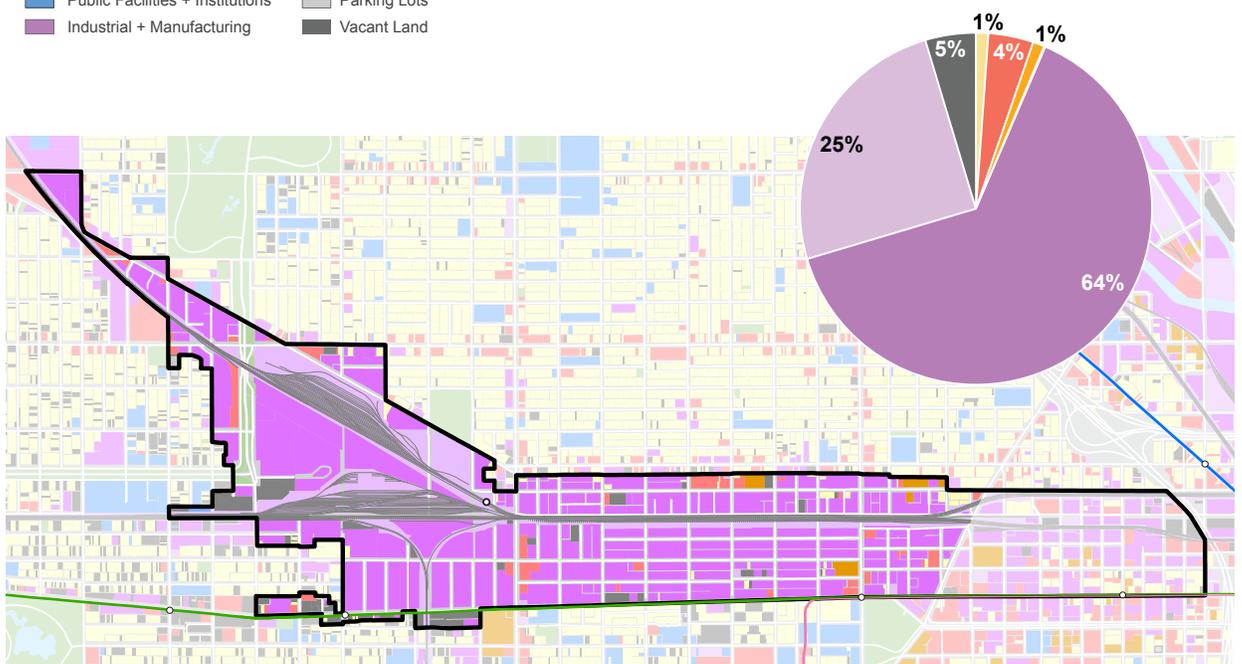
LAND USE MAPS OVER TIME



2018 Land Use

Map Key

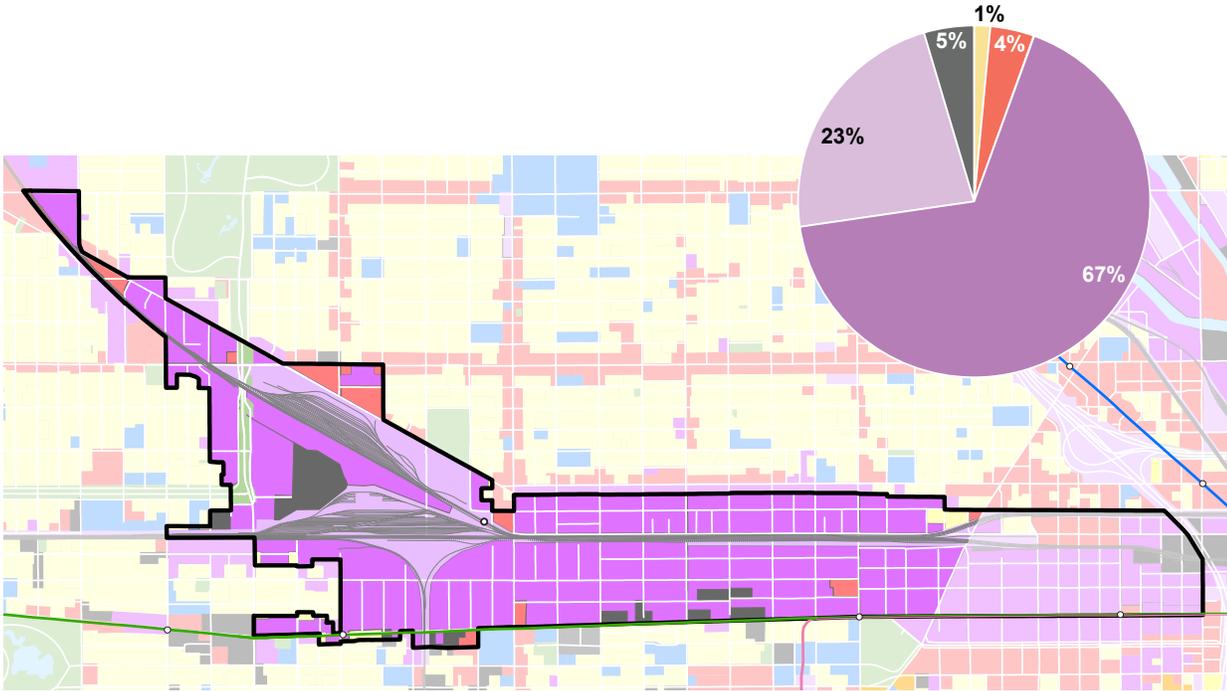
- | | |
|----------------------------------|------------------------------|
| Residential | Transportation + Utility |
| Office | Parks and Open Space |
| Retail, Hospitality | Agriculture/Community Garden |
| Public Facilities + Institutions | Parking Lots |
| Industrial + Manufacturing | Vacant Land |



2010 Land Use

Map Key

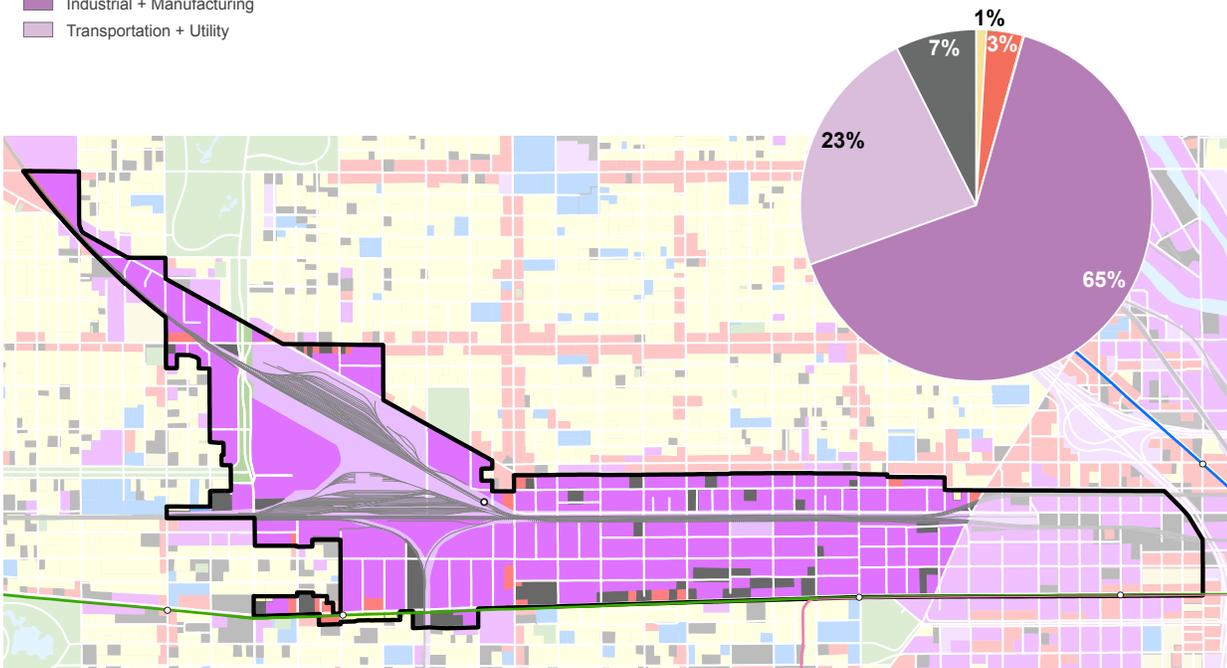
- | | |
|----------------------------------|--------------------------|
| Residential | Transportation + Utility |
| Office | Parks and Open Space |
| Retail, Hospitality | Parking Lots |
| Public Facilities + Institutions | Vacant Land |
| Industrial + Manufacturing | |



2001 Land Use

Map Key

- Residential
- Commercial
- Public Facilities + Institutions
- Industrial + Manufacturing
- Transportation + Utility
- Parks and Open Space
- Parking Lots
- Vacant Land



1990 Land Use

Map Key

- Residential
- Commercial
- Public Facilities + Institutions
- Industrial + Manufacturing
- Transportation + Utility
- Parks and Open Space
- Parking Lots
- Vacant Land

KINZIE BUILDING TYPOLOGIES

Buildings in the Kinzie Industrial Corridor represent 12 predominate building typologies composing the industrial and commercial built environment of the corridor. The following illustrated sections provide descriptions and a photographic example for the most prevalent building typology located in the Kinzie Industrial Corridor. A Multi-Property Evaluation Report with more information on historic buildings in the Kinzie Industrial Corridor will be published in the second quarter of 2019 on the DPD web site.

INDUSTRIAL TYPOLOGIES

GENERAL FACTORY: A factory is a vernacular building type “of some size of which products are made in some quantity.” The factory is then identified by a subtype, defined by its structural system/construction method and materials and not by the products manufactured. A factory is predominately multi-story, but can be one-story, with a flat roof and is characterized by expansive, un-partitioned open floor areas. Five subtypes have been identified in the Kinzie Industrial Corridor:

- a. Brick Bearing Wall with Mill or Semi-Mill Construction
- b. Brick Pier and Spandrel Construction
- c. Reinforced Concrete Construction
- d. Exposed Steel (Columns and Beams) Construction
- e. Combination (e.g., Reinforced Concrete (Columns) and Steel Construction)



Factory: Brick Bearing Wall with Mill or Semi-Mill Construction.



Factory: Brick Pier and Spandrel Construction.



Factory: Reinforced Concrete Construction.



Factory: Combination Construction.

ENGAGED FACTORY: The “Engaged Factory” is identified by central tower which serves as the main entrance, office, stairwell, and/or water tank storage that is engaged with the factory building

either at the center of the front façade or at a prominent corner of the building. The central feature is taller than the factory building and provides the central architectural feature of the building. The factory

portion of the building can then be subtyped by the general factory typologies above.



Engaged Factory.

FACTORY WITH FRONT OFFICE: Differing from that the prominent office found in the “Engaged Factory” is the “Factory with Front Office”. This typology is composed of two distinct, connected buildings: a two-story, front office building and a one-story, rear factory building. The two buildings are connected

at the rear façade of the office building. The factory buildings in this typology are typically used for small operations/light manufacturing and do not follow the “General Factory” typology. Instead they are predominately a one-story, one-bay or one-story, multi-bay building, both typologies which are defined below. Though

less common, the office may also be located inside the same building as the factory, located, on the interior, along the front façade of the building, with an interior separation between clients and manufacturing.



Factory With Front Office.

STRAIGHT-LINE PRODUCTION FACTORY: Post-1913 and the invention of the assembly line, this type is a modest, single-story plant, with space for subsequent growth/additions. Most of the sites were planned with frontages on

two streets and with liberal space at the sides of the buildings for switch tracks and access drives. Buildings featured an increase in column spacing with a decrease in the overhead load and the elimination of elevators. This

building type continued post-World War II as labor and transportation costs increased and companies relied on mechanical means of production.



Straight-Line Production Factory.

WAREHOUSE: The “Warehouse” typology is similar to the “General Factory” in terms of a variety and possibilities of construction methods and architectural features. The “Warehouse” can be one or multi-stories and depending on its size the structural systems vary from steel columns or wood posts, or steel columns and beams for flat roofs; steel or wood truss roof with or without steel columns, wood posts, or

pilastered walls for additional support; or reinforced concrete construction or brick pier and spandrel construction (typical found in larger warehouses). One-story warehouses typically have skylight or roof monitors to provide light, whereas large windows are provided on the multi-story warehouse. There are two general subtypes of the “Warehouse” typology in the corridor (photographs follow the

order below starting clockwise from the top left):

- a. Storage with company offices
- b. Storage only
- c. Small warehouse (one-story, one-bay) with a loading dock (one to two truck capacity)



Warehouse: Storage with company offices.



Warehouse: Storage only.



Small warehouse with a loading dock.

INDUSTRIAL TERMINAL: The “Industrial Terminal” building is comprised of multiple tenants. The building was subdivided by movable partitions for easy adaptability and was ideal for small manufacturers who were usually excluded from the best sites near shipment stations. The “Industrial Terminal” was a new planning

tool during the beginning of the twentieth century to locate small businesses in a dense, industrial area and that could hamper the goals of efficiency and rational site development. With this new building type, ground space was maximized, solving land use issues for both small and large companies. Industrial Terminals

were identified by Sanborn Fire Insurance Maps, which depicted multiple industrial/manufacturing firms. The exterior and structure of a “Industrial Terminal” will be one of the five construction methods identified under the “General Factory” typology.

MOTOR FREIGHT STATION: A unique building typology in the Kinzie Industrial Corridor is the “Motor Freight Station”. The “Motor Freight Station” is identified by its expansive, rectilinear shape, lined with multiple trucks docks at one or two façades. The “Motor Freight Station” is one-story in height,

with masonry exterior walls and a wood or steel truss roof. Two subtypes have been identified in the Kinzie Industrial Corridor:

b. A one or two-story office section, located in front of the “Motor Freight Station”, creating a “t-shaped” building.

a. The “Motor Freight Station” with no front office section and rectangular in plan. An office may be located within the interior layout.

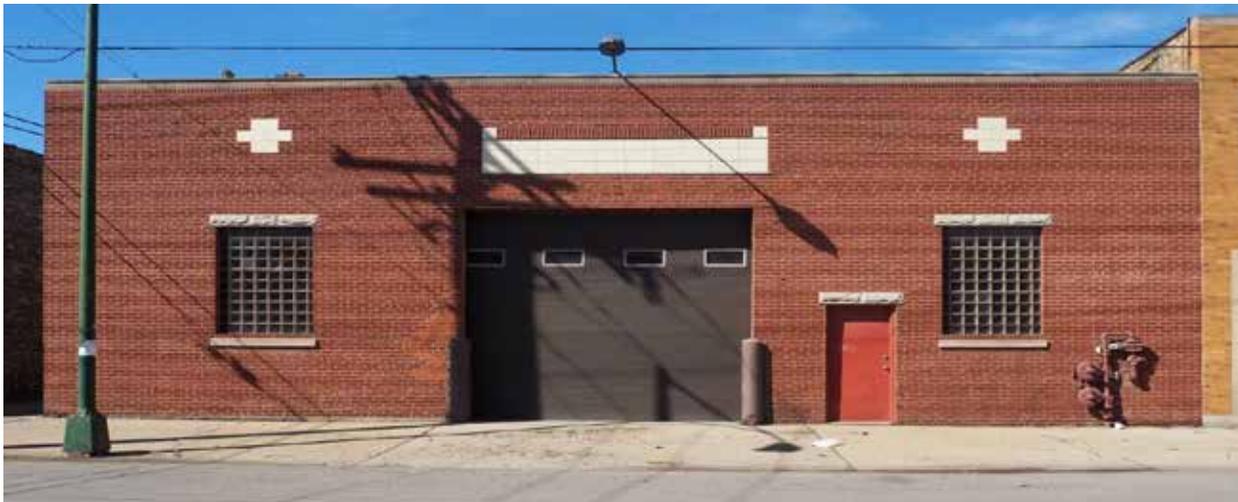


Motor Freight Station with front office.

GARAGE: The “Garage” typology is a simple, one-story building with masonry exterior walls, an open floor plan, and a roof supported by

a wood or steel truss. For larger buildings there may be wood posts or iron columns to support the larger roof structure. Garages

were used to house trucks for the industrial firms.



Garage.

SERVICE STATION (REPAIR/GARAGE/FILLING): An predominate auxiliary building type to the Motor Freight Station and the Garage is the “Service Station.” The “Service Station” provided repair, garage, and filling services to the industrial firms which used trucks to transport

their supplies and good in and out of the corridor, as well as services to those workers in the corridor. “Service Stations” are located at the corners of prominent intersections as separate facilities (photograph left) or connected to a “Motor Freight Station” and/or “Garage” (photograph right). The

“Service Station” in the corridor is one-story, with brick exterior walls or clad in terra cotta, a flat roof, and constructed in variety of configurations to accommodate lot constraints or based on prominent architectural styles of the period.

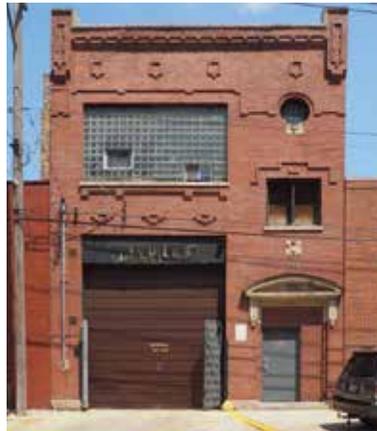


Service Station as a separate facility.



Service Station as part of a Motor Freight Station.

MULTI-STORY, ONE-BAY: Similar to the “One-story, One-bay”, the “Multi-story, One-bay” is typically two-stories in height and one-bay wide for light manufacturing or manufacturing support (e.g., shipping, storage, office).



Multi-Story, One-Bay.

THREE-BAY/SIX-BAY, CENTRAL MONITOR: Typically used for foundries, this typology is three or six-bays wide with exterior masonry walls and a system of columns and trusses which support a roof monitor centered on each bay.



Three-Bay/Six-Bay, Central Monitor.

ONE-STORY, MULTI-BAY:
The “One-story, Multi-bay” configuration is typically used to conform to irregular-shaped lots carved by railroad tracks or diagonal streets or is the result of

expansion. Similar to the “One-story, One-bay”, a variety of structural systems were employed including: wood, steel, or concrete columns or piers, with or without trusses or beams to support a bow

or flat roof structure. Buildings of this typology also have skylights or saw tooth roof monitors to provide adequate light and ventilation.



One-Story, Multi-Bay.

KINZIE CHARACTER BUILDINGS

The numbered list below corresponds to the numbered map on the following page.

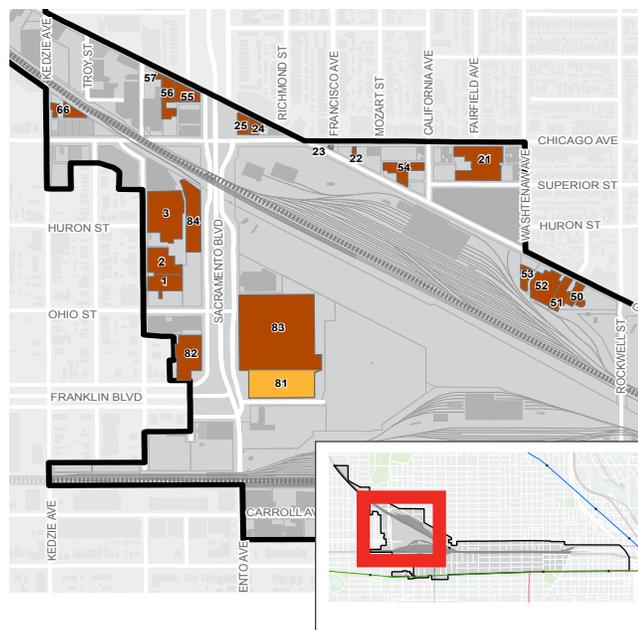
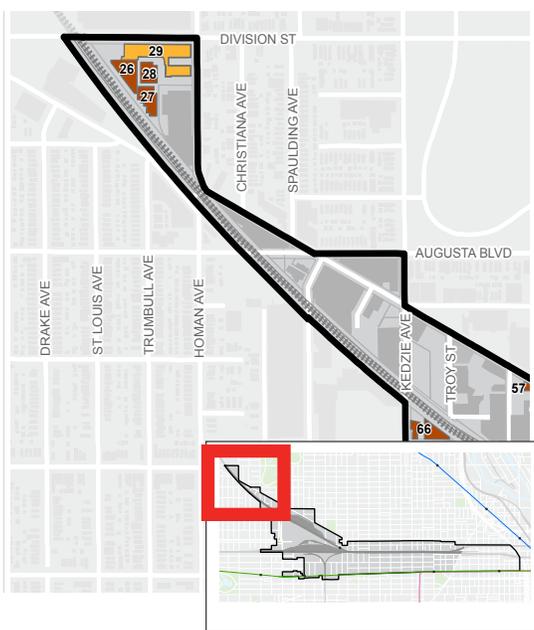
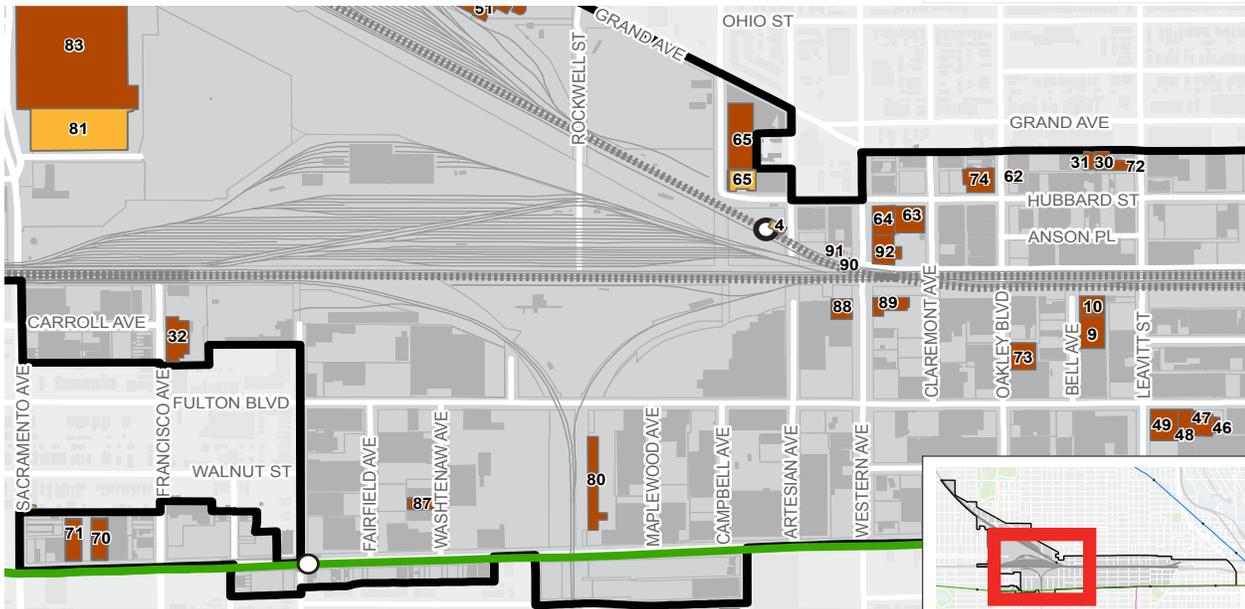
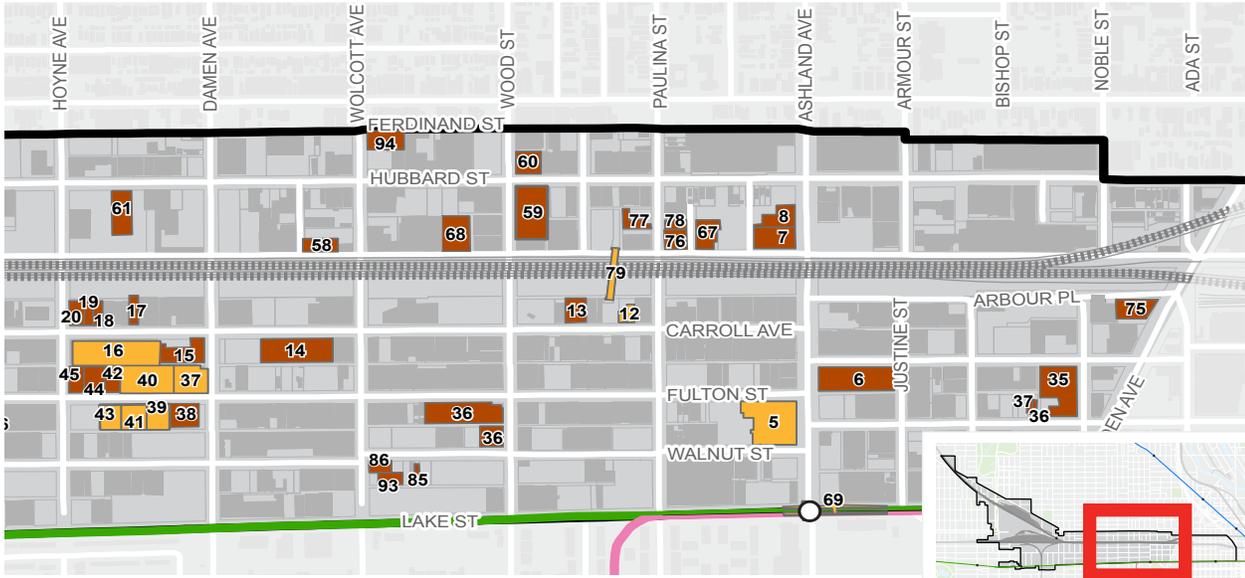
Map #	Building Address	Map #	Building Address	Map #	Building Address
1	615 N Albany Ave	39	2011 W Fulton St*	77	410 N Paulina St
2	653 N Albany Ave	40	2012 W Fulton St*	78	411 N Paulina St
3	715 N Albany Ave	41	2021 W Fulton St*	79	1729 N Paulina St*
4	420 N Artesian Ave*	42	2042 W Fulton St	80	209 N Rockwell St
5	240 N Ashland Ave*	43	2045 W Fulton St*	81	461 N Sacramento Blvd*
6	315 N Ashland Ave	44	2054 W Fulton St	82	500 N Sacramento Blvd
7	400 N Ashland Ave	45	2058 W Fulton St	83	505 N Sacramento Blvd
8	414 N Ashland Ave	46	2133 W Fulton St	84	700 N Sacramento Blvd
9	329 N Bell Ave	47	2135 W Fulton St	85	1841 W Walnut St
10	337 N Bell Ave	48	2143 W Fulton St	86	1847 W Walnut St
11	128 N Campbell Ave	49	2159 W Fulton St	87	220 N Washtenaw Ave
12	1710 W Carroll Ave*	50	2625 W Grand Ave	88	342 N Western Ave
13	1730 W Carroll Ave	51	2635 W Grand Ave	89	345 N Western Ave
14	1923 W Carroll Ave	52	2641 W Grand Ave	90	400 N Western Ave
15	2001 W Carroll Ave	53	2675 W Grand Ave	91	404 N Western Ave
16	2015 W Carroll Ave*	54	2810 W Grand Ave	92	401 N Western Ave
17	2026 W Carroll Ave	55	3037 W Grand Ave	93	223 N Wolcott Ave
18	2040 W Carroll Ave	56	3053 W Grand Ave	94	437 N Wolcott Ave
19	2046 W Carroll Ave	57	3065 W Grand Ave		
20	2058 W Carroll Ave	58	401 N Hart St		
21	2727 W Chicago Ave	59	1747 W Hubbard St		
22	2845 W Chicago Ave	60	1756 W Hubbard St		
23	2859 W Chicago Ave*	61	2029 W Hubbard St		
24	2932 W Chicago Ave	62	2256 W Hubbard St		
25	2950 W Chicago Ave	63	2337 W Hubbard St		
26	3443 W Division St	64	2345 W Hubbard St		
27	3423 W Division St	65	2446 W Hubbard St*		
28	3423 W Division St	66	815 N Kedzie Ave		
29	3401 W Division St*	67	1636 W Kinzie St		
30	2217 W Ferdinand St	68	1814 W Kinzie St		
31	2221 W Ferdinand St	69	1601 W Lake St		
32	335 N Francisco Ave	70	2924 W Lake St		
33	1400 W Fulton St	71	2934 W Lake St		
34	1418 W Fulton St	72	450 N Leavitt St		
35	1420 W Fulton St	73	315 N Oakley Blvd		
36	1801 W Fulton St	74	440 N Oakley Blvd		
37	2000 W Fulton St*	75	350 N Ogden Ave		
38	2003 W Fulton St	76	401 N Paulina St		

*Orange-rated / Character Building

Kinzie Industrial Corridor

Map Key

-  Industrial Corridor Boundary
-  Orange-rated / Character Building
-  Character Building
-  Non-passenger Rail Lines
-  Metra Line & Station
-  CTA Line & Station



KINZIE DESIGN GUIDELINES

The Kinzie Design Guidelines are an appendix to Mayor Emanuel's Industrial Corridor Modernization Kinzie Industrial Corridor Framework Plan, and are to be used in conjunction with the plan document. The purpose of the guidelines is to support and supplement the recommendations of the framework's three primary goals:

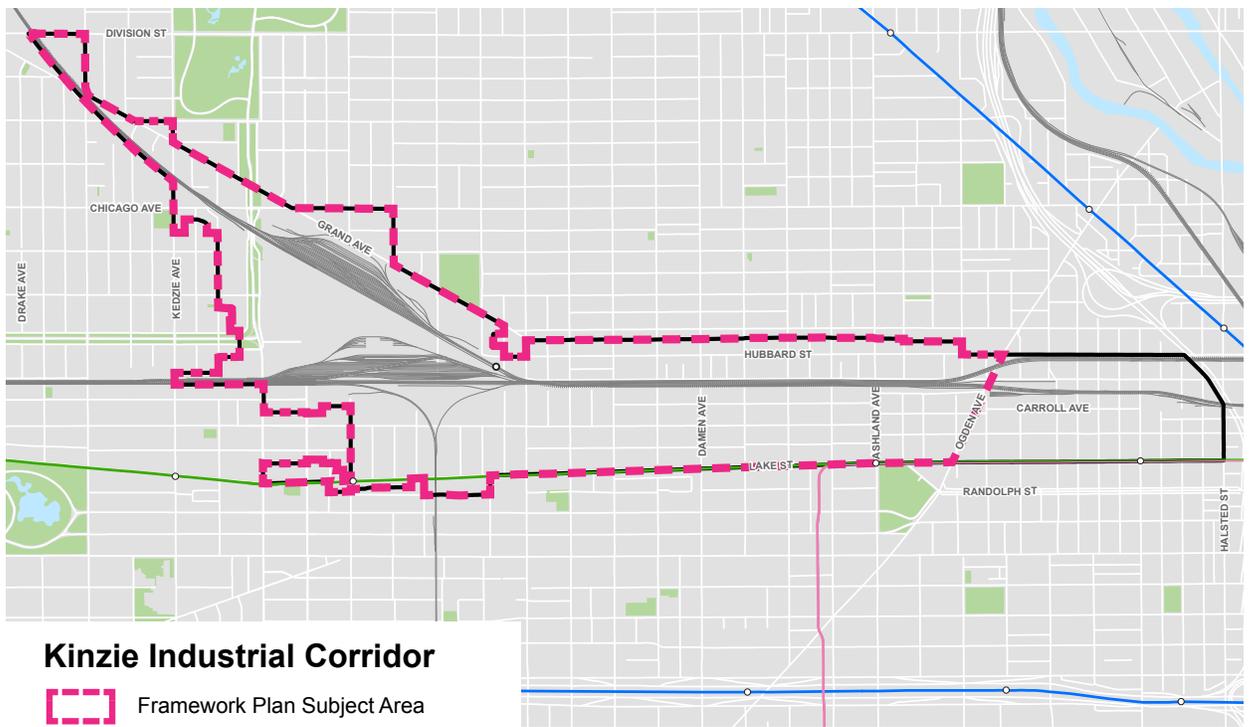
1. **Maintain and grow the Kinzie Industrial Corridor as an important economic engine and job center that provides vital support to local, regional, national and global businesses.**

2. **Support improvements to the multi-modal transportation network so that it more efficiently serves industrial users, area employees and residents.**
3. **Encourage the reuse of existing buildings in efficient and sustainable ways and ensure new development complements the character of the corridor.**

The guidelines are meant to provide guidance to accomplish the framework recommendations while allowing flexibility and collaboration between private development and the public review process. The guidelines support achievement of these

goals through design best practices. Creativity is strongly encouraged to respond to the goals and principles underlying the guidelines. Innovative proposals that reflect the spirit of these principles are preferred over the strict or rigid application of any given guideline.

Guideline content may be updated from time-to-time as needed to assist residents, business owners, property owners, property managers, builders, developers, architects, planners and other stakeholders in making decisions regarding changes to properties.



KINZIE INDUSTRIAL CORRIDOR HISTORIC CHARACTER

The Design Guidelines acknowledge the importance of industrial buildings that display distinctive architectural characteristics which are recognized as assets and contribute to the authentic industrial heritage of the area.

The area began to develop as an industrial district near the end of the 19th century. Development quickened during World War I with the advent of trucking. At this time, railroads were stretched beyond their

capacity serving the war effort, and for the first time, transportation of freight by truck became essential. Industrial expansion steadily continued in the corridor over the next three decades.

Today, the Kinzie Industrial Corridor remains a center for manufacturing and industry with some early remaining buildings reminiscent of its origins as the oldest neighborhood on Chicago's west side. Residential and commercial buildings date to as early as 1872 and embody the corridor's history as the City's first west side development. The built

environment of the Kinzie Industrial Corridor represents this initial development and the transition of the area to an industrial and manufacturing center between the late 1880s to present day.

GENERAL DESIGN PRINCIPLES

- **Repair rather than replace.** Deteriorated architectural features should be repaired rather than replaced whenever possible. Repair and maintenance can stabilize existing features and prevent deterioration.
- **Replace with compatible features or materials.** Removal or alteration of significant architectural features should be avoided whenever possible.
- **Draw from existing examples within the corridor.** For alterations, new elements, and new buildings, lessons can be learned from other buildings about the design of building elements and use of materials in ways that respects its neighbors. New designs may be interpretive and contemporary, but should be compatible with the character and scale of the industrial corridor.
- **Flexibility in Implementation.** These guidelines are intended to allow compatible new construction and additions and improvements. For that reason the guidelines are intended to remain flexible in order to address current and future needs of the area.

REHABILITATION OF EXISTING BUILDINGS

MASONRY

Brick masonry exterior construction is prevalent throughout the corridor. Front façades are clad in face brick and accentuated with limestone, terra cotta, and decorative brick work, while side and rear façades are constructed of Chicago common brick. The following guidelines advise on treating deterioration, repair, and cleaning of masonry in the corridor.

Deterioration

- Signs of brick deterioration may include crumbling or spalling of the brick surface, cracked or missing bricks, missing mortar, and efflorescence. Efflorescence is the migration of mineral-rich water to the surface of a porous material, such as brick, where it forms a white powdery coating. Causes of deterioration may include water-related deterioration, freeze/thaw degradation, water-soluble salts, acid precipitation, air pollution, and poor repairs.
- Signs of mortar deterioration include disintegrating mortar,

cracks in mortar joints, loose masonry, damp walls, or damaged plaster. Causes of mortar deterioration include poor original mortar, differential settlement, extreme weather exposure, or water exposure.

Repair/Rehabilitation

- Original masonry materials should be restored and retained as much as possible. Tuckpointing of mortar joints should match the original in joint width, color, and joint profile.
- Masonry should be replaced in-kind when repair is not feasible. New brick, limestone, and terra cotta should match the original in color, texture, profile and size.
- Terra cotta and stone that has deteriorated can be patched and cracks repaired. If necessary, terra cotta can be replaced with durable substitute materials such as Glass Fiber Reinforced Concrete (GFRC).
- Non-original masonry infill, or alterations of other materials should be removed.
- It is encouraged that mismatched brick from earlier alterations be replaced or stained to match the original brick.

- Masonry should not be clad or covered over with a veneer, siding or exterior insulation finishing system (EIFS). “False fronts”, façade covers and mansard roofs that cover the original façade should not be used.
- Painting of brick is discouraged, unless part of a historic wall sign. Painting masonry can lead to accelerated deterioration by trapping moisture in the wall, leading to additional maintenance issues. Staining should be considered as an alternative to painting.
- Replacement is appropriate only for masonry that is beyond repair

Cleaning

- Cleaning masonry should be done using the gentlest means possible. Cleaning products should be selected specifically for the type of masonry and type of soiling. Avoid the use of harsh acids and select environmentally friendly products when available. Masonry should never be sandblasted or abrasively cleaned which could cause physical damage to material affecting its performance and appearance.



Typical use of traditional brick masonry with limestone ornamentation and detailing found in the Kinzie Industrial Corridor.



Example of brick masonry construction in the Kinzie Industrial Corridor with decorative inset terra cotta and limestone ornamentation at openings.



In the Kinzie Industrial Corridor, buildings constructed at the end of the 19th century and early 20th century were frequently constructed of Chicago common brick and accentuated with red face brick details.



During the mid-20th century, buildings in the Kinzie Industrial Corridor continued to use traditional materials, such as brick and limestone, but introduced new stone veneers, claddings, and ornamentation. The building pictured above features polychromatic stone inset in the facade and at the edges of the two-story section.



Toward the mid-to-late 20th century, new building materials were introduced such as, colorful glazed brick and metal or enamel panels. In the Kinzie Industrial Corridor, the building above is constructed of typical cream face brick accented by light bluish-grey metal panels.



In the Kinzie Industrial Corridor, the use of limestone as building cladding and not only for ornamentation is rare. The tower portion of the building pictured above is only one of two examples of limestone cladding in the corridor.



Typical example of traditional brick construction and limestone ornamentation found in the Kinzie Industrial Corridor.

WINDOWS, DOORS AND STOREFRONTS

Within industrial buildings, windows are often incorporated to maximize natural light and ventilation. Unlike commercial retail buildings, windows were not necessary to display wares or incorporate advertising. As a result, ground level windows often replicate the window pattern of the upper floors and are not as large as found in a commercial corridor.

Windows were placed individually in masonry openings and in groups. Windows in the Kinzie Industrial Corridor include wood or aluminum windows with a single or multi-light glass in each sash, steel in a multi-light configuration typically with an operable hopper or awning window insert, and glass block.

As the area developed, and with developments in electric lighting and mechanical ventilation, some window openings were filled-in with glass block or brick.

Doors provide access to the building but also display the style and character of the building through their size, placement and detail. The use of large delivery doors along the primary facade is common throughout

the corridor. Due to their frequent use, and role in the every-day activity of the buildings, these access doors have often been replaced over time. Few buildings in the corridor retain the original wood loading doors.

Deterioration

- Signs of window deterioration include paint failure, rough surfaces, UV damage, rot, and separation of sash and frame joints. With steel windows, metal may corrode and components may become misaligned or bowed.
- Causes of deterioration may include structural settling, water, vandalism, deferred maintenance, or improper maintenance practices including lack of paint or paint build-up.

Repair/Rehabilitation

- Repair and retain existing windows and doors, if possible.
- If existing windows or doors are beyond repair, they should be replaced with a matching window type, configuration, number of panes, and proportions.
- Make necessary repairs

in place, if possible, using stabilization and splicing techniques.

- If maintaining existing windows, consider making the windows thermally efficient by adding a high-quality storm window.
- Enlarging existing masonry openings should be done selectively, such as by lowering sills and widening to match size and character of other windows.
- Existing exterior doors, including entrance doors or wood loading doors, are encouraged to be retained. Existing character-defining or architectural features should be repaired rather than replaced. Materials that are damaged beyond repair should be replaced in kind. Missing features may be replaced with appropriate new materials.
- New doors within existing access door openings should maintain the size of the opening and be appropriate to the character of the building.
- Where loading doors existed, those openings should be maintained.



Example of typical early 20th century fixed, steel windows with a centered hopper or awning window in the Kinzie Industrial Corridor.



As steel became scarce during World War II many of the buildings constructed during this time in the Kinzie Industrial Corridor used glass block in lieu of the typical steel window.

- Glazing should be clear. Mirrored, reflective or dark-tinted glass is not appropriate.
- Shutters, projecting balconies, and false balconies are not appropriate for primary facades as they are not characteristic of the industrial buildings in the corridor.
- The design and configuration of security grilles should be sympathetic to the historic aesthetic and inconspicuous where necessary.
- Canopies and awnings should be limited to within the masonry openings at the ground floor. Canopies should display industrial character and awnings should have

open ends, projecting at least four feet with signage limited to the valance area

Replacement

- The creation of new masonry window openings on existing primary façades is discouraged.
- If existing windows are beyond repair, the window should be replaced with a similar window type, configuration, number of panes, dimensions, and profiles. Details such as arched tops, hoods, or other decorative elements should be included.
- Wood windows can be replaced with wood or

aluminum clad wood windows. Steel windows Steel windows should be replaced with steel or aluminum windows.

- Window openings that have been in-filled with siding, glass block, or masonry can be reintroduced or left as is. If restoration of the infilled openings is selected, an appropriate window type should be re-installed.
- Dropped ceilings should be set back from the plane of the window glazing to minimize appearance of the dropped ceiling when viewed from the exterior.



Fixed, steel windows with operable hopper or awning windows continued to be used in the Kinzie Industrial Corridor through the mid-20th century.



Historic wood windows can be found on the corridor's historic factory office buildings.



Example of a typical historic metal entrance within a stone surround located in the Kinzie Industrial Corridor.



Historic loading/garage doors in the Kinzie Industrial Corridor were typically wood folding doors, like the one pictured above. Very few examples remain today in the corridor.

SIGNAGE

Existing historic signs in the corridor include those made of pressed brick and glazed tile masonry and incorporated into buildings at parapets or above windows; those inscribed in stone or terra cotta above entrances; or individual metal lettering. Painted wall signs were often located on exposed party walls. New signage and refacing of existing signage will need to comply with applicable sign and building codes. If a building or business has changed, character-defining signs associated with the building should be reused, if possible.

Reusing Existing Character-Defining Signs

- Keep the existing sign unaltered. The sign could be left as is and a new sign added elsewhere to the building.
- Leave the existing sign in its original location or move it to an appropriate location if necessary, to accommodate a new sign. While less preferable, relocating the sign to a prominent interior space could also be an option.
- Design a new sign to be compatible, but differentiated from the existing sign.
- Modify the sign for use with the new business, if possible without destroying essential features. For example, a historic sign may be painted with new text and contribute to the overall district character.
- If a historic sign cannot be reused or retained, consider donating the sign to a local museum, preservation organization, or other group.
- Character-defining painted wall signs should be retained when possible. Painted wall signs should be restored, but otherwise paint should not be used on masonry.

New Signs

- Rooftop, wall billboards, flashing and moving signs are discouraged.
- Lettering on glazing and individual lettering is encouraged.
- Fittings for new signs should penetrate mortar joints rather than brick and sign loads should be properly calculated and distributed.
- New signs should respect the size, scale, and design of the existing building, as well as neighboring buildings and should not shadow or overpower the adjacent structures.
- Illuminated signs or any sign which is lighted by artificially generated light, either directly or indirectly with an opaque or non-transparent background and routed lettering (letter or logo cut out of a specified sign material) may be appropriate.
- Materials for new signs should be inspired by the building's character-defining features.



Example of a typical incised plaque sign found in the Kinzie Industrial Corridor.



While not prevalent in the Kinzie Industrial Corridor, some painted wall signs still exist today.



Example of individual metal lettering, popular during the mid-20th century, in the Kinzie Industrial Corridor.



Example of typical raised signage in limestone above an entrance located in the Kinzie Industrial Corridor.

LIGHTING

These guidelines are intended to promote a high quality of lighting in the Kinzie Industrial Corridor to assure that lighting installations are subtle, appropriate, and avoid over-lighting, glare, and light pollution from up-lighting. Light fixtures should be selected meet the objectives of the [International Dark Sky Association](#) to preserve the view of the night sky. The lighting should maximize energy efficiency in new and replacement installations. New technology is encouraged to be aesthetically integrated into existing architecture. All lighting standards will need to comply with City of Chicago building codes and regulations.

Accent Lighting

- Lighting may be used to illuminate architectural

features and signage. Lighting should be concealed and selectively accentuate character-defining features.

- Animated and flashing lights should be avoided.
- Consider integration of fixtures into architectural elements such as projecting cornices. Avoid exterior surface mounted transformer boxes, raceways and conduit.
- New exterior fixtures should be inconspicuous and appropriate to the industrial character of the Kinzie Industrial Corridor.
- Avoid wall pack lights and glare.
- Avoid box lights.
- Ground-level and/or first floor exterior lighting should

enhance safety and security while adding a pedestrian-scale element to public-way character.

Landscape Lighting

- As part of a development or rehabilitation project, new landscaping on private property will need to comply with the City's Landscape Ordinance.
- Highlighting select landscape elements with lighting is acceptable. Integrate fixtures and wiring into the landscape elements. Avoid exterior surface mounted transformer boxes, raceways and conduit.
- Use lighting shields and glare guards to avoid light pollution.



Example of appropriate, exterior-mounted lighting outside of the Kinzie Industrial Corridor.



While building lighting is not common in the Kinzie Industrial Corridor today, new lighting may be used to illuminate architectural features and signage.

ACCESSIBILITY

Historically, most buildings were not designed to be universally accessible. To comply with the City's code requirements and the Americans with Disability Act (ADA) regulations, existing conditions that may require alterations to meet accessibility standards include: steps at storefront entrances, ramps at exterior or interior level changes, widening of doors, and power door operators.

General

- Accessibility alterations should be installed to provide access, while retaining the building's existing, character-defining features as much as possible.
- Modifications should be based on the following priorities to improve accessibility:
 - Make the main entrance and primary public spaces accessible, including a route to the entrance.
 - Provide accessible access to goods, services, and programs.

- Provide accessible restroom facilities.
- Provide accessible access to amenities and secondary spaces.

Entrances

- Automatic door openers connected to push plates can be used to make existing entrance doors accessible.
- Off-set hinges may be installed at existing doors to increase the clear opening width of an entry.
- Character-defining door hardware can be retained and retrofitted to meet accessibility standards.
- Existing thresholds that do not meet accessibility standards may be altered or replaced. A threshold can be adapted by adding a beveled element. Or a new, visually compatible threshold may be installed.
- ADA access should be provided through a primary public entrance. If an alternative entrance will be made accessible instead of

the primary entrance, owners should consult with the Mayor's Office for People with Disabilities.

Exterior Grading

- If it is necessary, construct a landing and an ADA-compliant ramp, with placement to not obscure, as much as possible, any of the building's character-defining features.

Raised Interior Floor Levels

- If needed, interior entry halls or spaces can be ramped to provide access to a raised interior.
- If room permits, an interior platform lift may be installed to provide access to a raised interior.

Railings

- A path of travel that incorporates gently sloping (versus steep) walkways is encouraged as it may avoid the need for railings.



Example of an appropriate contemporary exterior ramp at front entrance outside of the Kinzie Industrial Corridor.



Example of an appropriate contemporary exterior ramp at a side entrance outside of the Kinzie Industrial Corridor.



Example of an ADA-compliant threshold outside of the Kinzie Industrial Corridor.

ADDITIONS TO EXISTING BUILDINGS

To celebrate and maintain the distinct character of the Kinzie Industrial Corridor, new additions should be visually compatible with the existing structure and may feature different materials and more contemporary style. New construction must comply with all applicable building and zoning codes.

The following guidelines refer to vertical additions and rear additions to existing buildings. Additions can include both habitable and non-habitable structures such as rooftop additions, mechanical penthouses, and green roofs.

Massing/Siting

- Vertical additions (including rooftop additions and mechanical penthouses) should be set back from the street to minimize its visibility from the public right-of-way.
- To respect the character of the corridor, new side additions should continue the street wall along the property line.

- The addition siting should respect the general site characteristics and scale associated with the property or corridor.

Design

- Additions should be visually compatible but differentiated from the existing building.
- The addition should be connected to the existing building in a way that does not alter, change, obscure, damage, or destroy any significant character-defining features.
- The size, pattern, and alignment of the new addition's windows and doors should be in keeping with the existing and adjacent buildings.

Materials

- New materials should be compatible in character, color, and texture with the existing building and the corridor. Additions may use contemporary materials, such as glass, metal, wood, while maintaining a form and scale that is appropriate to the historic building.

- Materials that are not compatible with the corridor, including rough wood, stucco, exterior insulation finishing system (EIFS), and vinyl siding are discouraged.
- The use of color and texture as a finish should be appropriate to the building and not detract from the character of the corridor.

Floor Heights

- The height of new floors for rooftop additions should be compatible with the floor heights of the existing and adjacent buildings.



Historically, many of the buildings in the Kinzie Industrial Corridor were added to with one or two-story roof top additions. Pictured here is a typical example of a roof top addition (4th floor) in the Kinzie Industrial Corridor.



Example of a new and compatible roof top addition outside of the Kinzie Industrial Corridor.

NEW CONSTRUCTION

To celebrate and maintain the distinct character of the Kinzie Industrial Corridor, new construction should be visually compatible with the context of the corridor and may use different materials and more contemporary style. All new construction will need to comply with all applicable zoning and building codes.

Orientation, Massing, Scale

- Building height and shape should be compatible with the context of the corridor.
- Floor heights should be expressed both to break down massing and achieve synchronicity with adjacent buildings.
- Fenestration should maintain similarities with the punched masonry openings that are found in the corridor.
- Except at corner sites, curved or angled building lines are discouraged.

Design

- Designs should be contemporary while still respecting the context and may incorporate elements found in the Corridor including parapets, cornices, vertically proportioned masonry window openings on upper floors, and pier configurations at street level and areas for signage.
- The size and rhythm of piers, proportion of window openings, cornice and other elements are encouraged to reflect the proportions found in the corridor.
- Design should avoid exaggerated motifs and the introduction of new historic styles not found in the corridor.
- Street-facing facades should not feature blank walls lacking windows or architectural details.

- New construction should be compatible with the industrial architectural character already found in the industrial corridor.

Materials

- On street-facing facades, use of compatible materials found in the Corridor - including brick masonry, limestone, terra cotta (or contemporary interpretations of these materials) - is encouraged. Colors should reflect those present in the corridor.
- Materials not compatible with the historic character of the corridor, should not be used on primary facades or visible elevations. These include: rough wood, sidings, and monolithic materials such as stucco or EIFS.

Setback/Heights

- To respect the character of the corridor, new infill construction should continue the street wall along the property line.
- The primary façade and main entrance should be oriented to the street.
- New construction located on a corner site may take advantage of a corner entrance.



Example of appropriate new construction outside of the Kinzie Industrial Corridor.



Example of new construction in the Kinzie Industrial Corridor.



Appropriate new in-fill construction between existing historic buildings outside of the Kinzie Industrial Corridor.

SUSTAINABLE SOLUTIONS

All renovations, additions and new construction should incorporate to the greatest extent possible the sustainable strategies included in the City of Chicago [Sustainable Development Policy](#).

ROOFTOP SYSTEMS

Solar

[The City of Chicago Solar Zoning Policy](#) indicates there are few, if any, zoning code restrictions on installing solar panel arrays on the non-residential buildings in the Kinzie Industrial Corridor. Most of the buildings in the Corridor are higher than the neighboring residential buildings, and they generally have flat roofs, slightly screened by decorative parapets. According to the policy,

- The array can extend in height a total of nine feet above the roof or five feet above the parapet, whichever is less.
- The array cannot extend over the side of the roof.
- Roof-mounted solar arrays in these locations would be virtually undetectable at the pedestrian level and by most neighboring properties.
- The design must not create glare directed onto nearby properties or roadways.
- The array may not be used to display any advertising or signage.
- When designing a rooftop solar array, the owner must ensure that

the design accounts for the additional weight to comply with the building code for its facility type.

Green Roofs

Green roofs are layers of living vegetation installed on top of buildings, from small garages to large industrial structures. They help manage stormwater and contribute to improved water quality by retaining and filtering rainwater through the plant's soil and root uptake zone. The water that does leave the roof is slowed, kept cooler and is filtered to be cleaner. Green roofs can also further insulate the building, reducing cooling and heating costs.

Key considerations for implementing green roofs include:

- The structural and load-bearing capacity of the building
- The plant selection
- The soil weight
- The waterproofing of roof
- The drainage or water storage systems

The quantity of rainfall retained or detained by a green roof can vary. For small rainfall events little or no runoff will occur and the majority of the precipitation will return to the atmosphere through evaporation and transpiration. It has been estimated that green roofs, in comparison to conventional roofs, can reduce cadmium, copper and lead in runoff by over 95 percent and zinc by 16 percent; nitrogen levels also can be diminished.

In addition to the stormwater benefits, green roofs extend the life of roofs two to three times. They can help preserve habitat and biodiversity in an otherwise sterile urban environment. Green roofs can also improve air quality by helping to reduce the "urban heat island" effect.



An example of a ballasted (non-penetrating) solar PV system. Here, the PV panels are not physically connected to the roof. Cinder blocks are used as ballasting means to secure the system to the roof.

Source: [Solar Service, Inc.](#)



At the Chicago Center for Green Technology, solar panels serve a dual purpose, as they are used to generate electricity and are used as awnings above windows.

Source: <http://news.medill.northwestern.edu>



Pilot green roof project at Chicago City Hall in 2008. By Conservation Design Forum [CC BY-SA 4.0]

Source: (<https://creativecommons.org/licenses/by-sa/4.0>) via Wikimedia Commons

STORMWATER MANAGEMENT

Best Management Practices (BMP) are encouraged to help facilitate infiltration where contamination is not a problem, maximize stormwater retention, promote conveyance

between properties, and enhance water quality in the Kinzie Industrial Corridor. Stormwater BMP's that may be relevant to this corridor include solutions that can be implemented in small spaces on densely developed properties and have been proven

to reduce flooding and the need for landscape irrigation systems.

The following is a demonstration of some relevant BMPs that may be implemented within the Kinzie Industrial Corridor.



Infiltration Planter

Open system that is used to slow runoff and filter sediments and pollutants. This system may be applicable for landscape buffer for parking lots.



Bioswales

Open systems in parking lots that replace curbed, landscaped medians to assist with stormwater. This system should be used for parking islands within private parking lots.



Permeable Pavement

Pavers, asphalt, or concrete that allow for the absorption of rainwater while handling weight loads equal to conventional paving methods used for parking lots and storage.



Rain Garden

Planted depressions that allow rainwater runoff from impervious surfaces such as roofs, driveways, sidewalks, parking lots, and compacted lawn areas. This application is most appropriate for front and side yards and parkways.

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