

Mayor Emanuel's

Industrial Corridor Modernization

North Branch

COMMUNITY MEETING FEB 21, 2017



Rahm Emanuel, Mayor

David Reifman, Commissioner
Dept. of Planning and Development

Rebekah Scheinfeld, Commissioner
Dept. of Transportation

Contact Us

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

Tonight's Meeting Agenda

6:00pm

Welcome

6:15pm

Presentation

- 1. Chicago's Industrial Corridor System**
- 2. North Branch and PMD review**
- 3. North Branch Framework Goals and Recommendations**
- 4. Implementation and Ordinance Changes**
- 5. Next Steps**

7:15pm

Questions and Comments

Review Informational Boards

7:45pm

Meeting Adjourned

Next Meetings: March 7 and March 14

Two Project Components

1. Land Use and Development Framework

- Framework plan adopted by the Chicago Plan Commission to help guide review of private development proposals.
- Does not become a law or ordinance but is a planning tool.

2. Implementation Ordinances

- Must occur to implement the Framework land use and funding recommendations
- City Council must approve all ordinances

Mayor Emanuel's Second Term Priorities

Reimagine the City's Planned Manufacturing Districts to Support Modern Development

- Conduct a thorough review of the City's current PMDs and Industrial Corridors to determine if any changes are needed to ensure that land is being put to its highest and best use
- Consult with stakeholders and experts to identify potential reforms

Next Steps

- **First Industrial Corridor for Review: North Branch**



North Branch Industrial Corridor

All corridors for review must be considered within the context of the City's 26 industrial corridors.

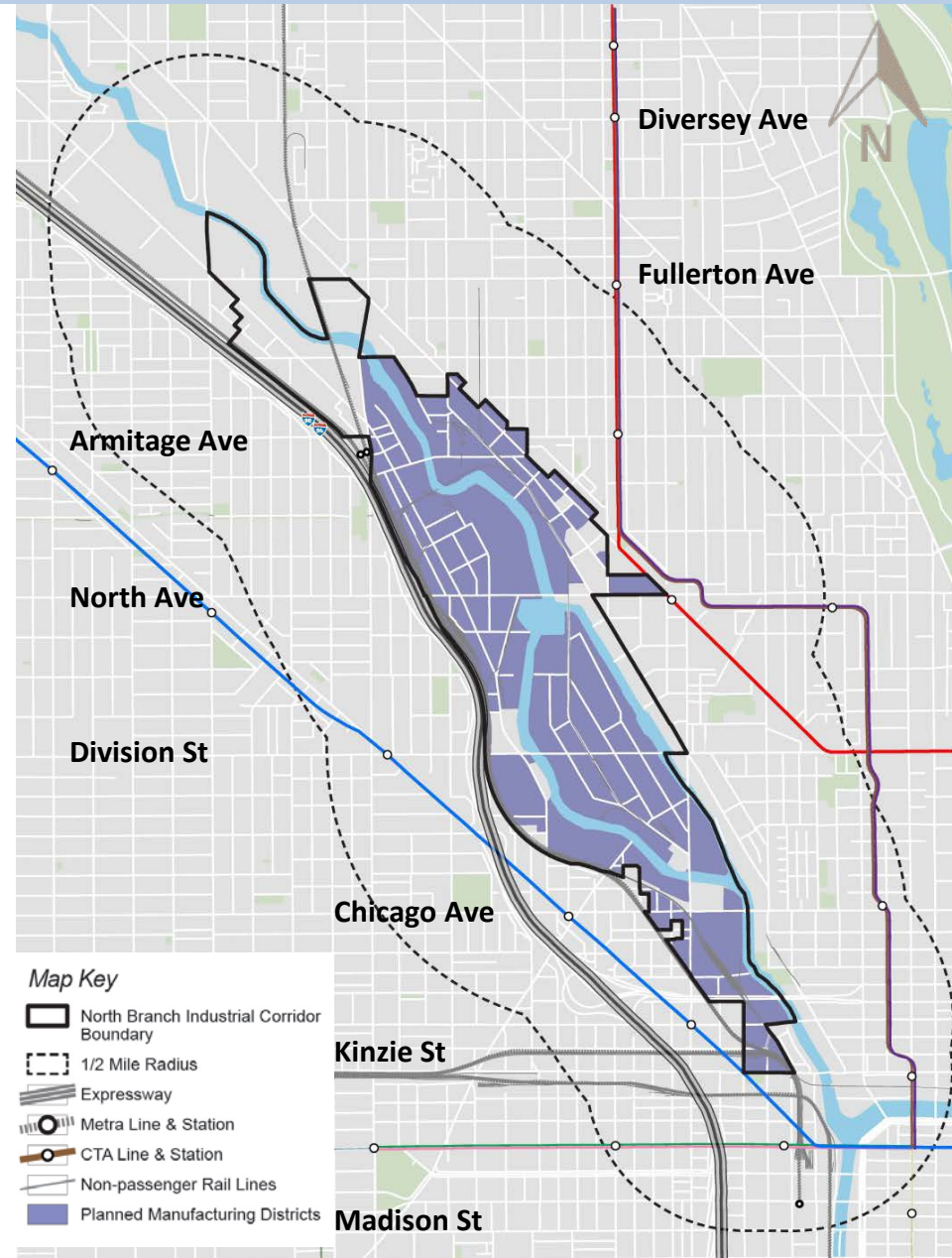
Individual corridor review is intended to:

1. Guide future development

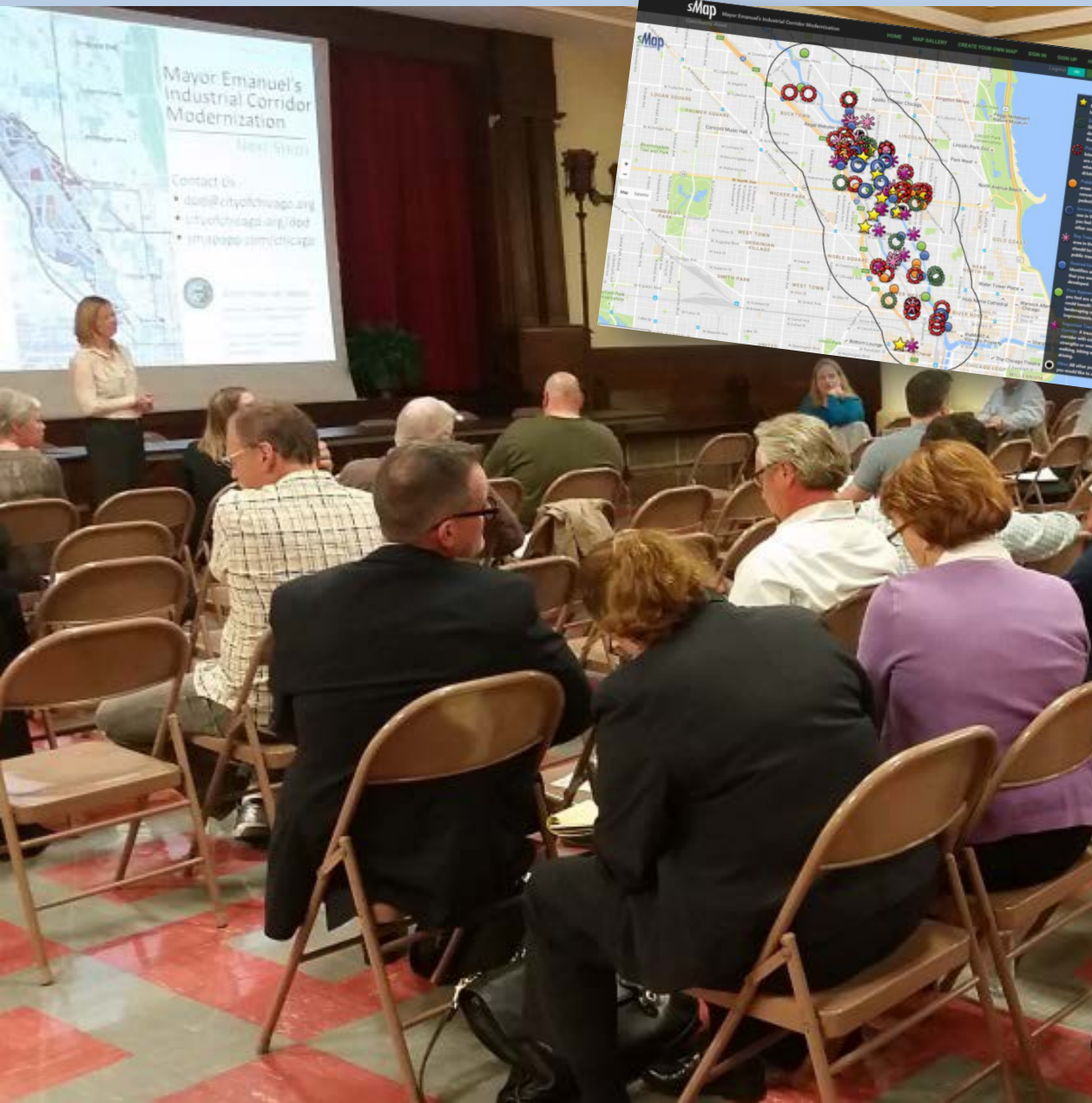
- Land use
- Density
- Open space
- Unique urban character
- Transportation opportunities

2. Create new resources and approaches to assist and support industrial corridors throughout the City

The North Branch **Study Area** focused on the existing North Branch Industrial Corridor, plus a ½ mile beyond to capture the full picture of the area and connections to surrounding neighborhoods.



Community Outreach Approach



1. Six Community Meetings

2. sMap: Social Mapping Platform

3. Meetings with Stakeholders:

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

Community Outreach Results

Since the summer of 2016, DPD has engaged with the community, resulting in a robust, transparent planning process, including:

6 Public meetings (50-100 attendees each)

9 Published meeting summaries

6 Neighborhood meetings

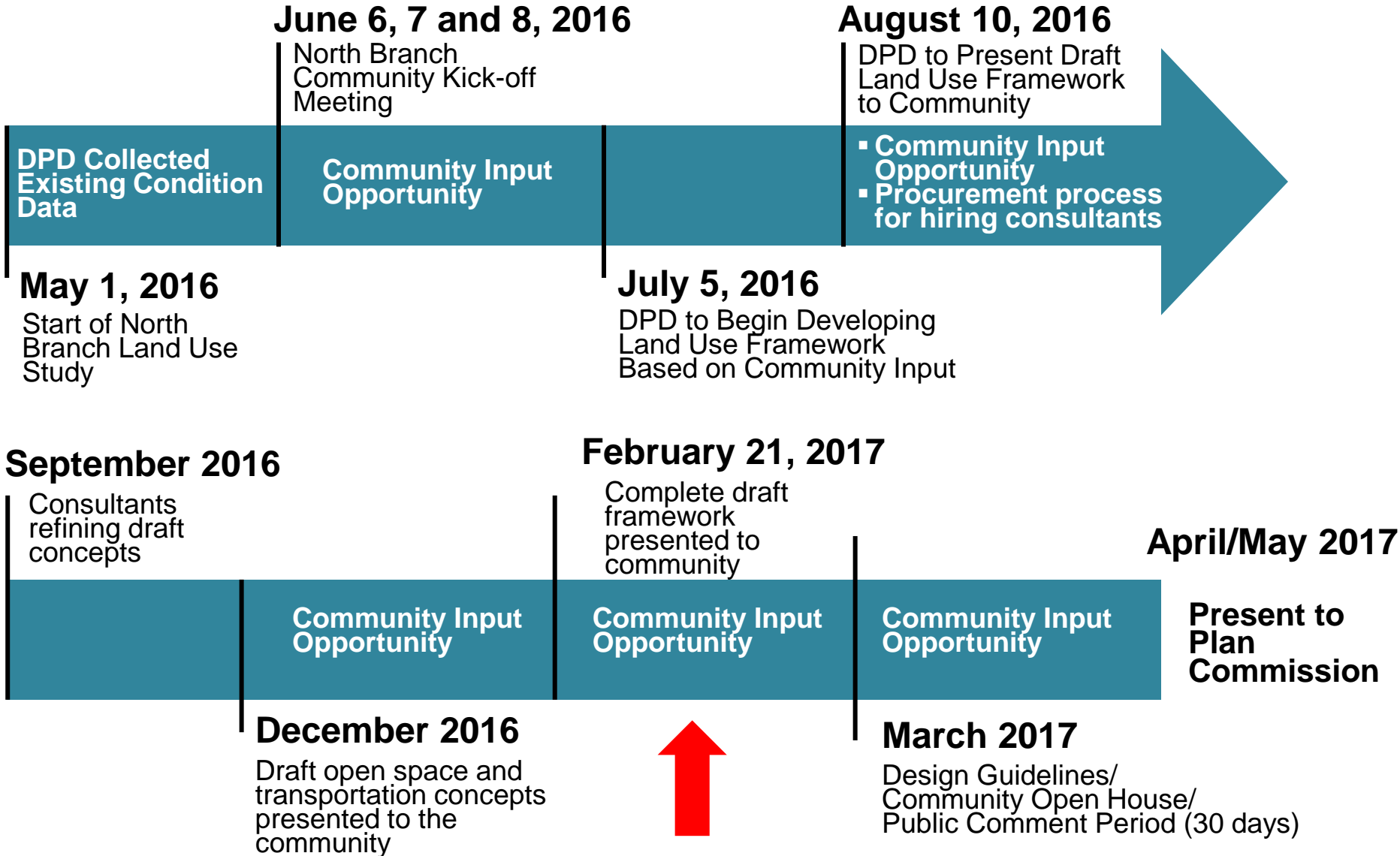
62 Emails and letters from stakeholders

53 Maps created via sMap

192 Original sMap comments

In total, **over 500 participants** contributed to this Framework Plan.

Timeline to Date



Evolution of the Industrial Corridor System and Current Conditions



Complementary Planning Efforts & Recent Studies



2013 Chicago Sustainable Industries (CSI)

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



2014 Fulton Market Innovation District

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



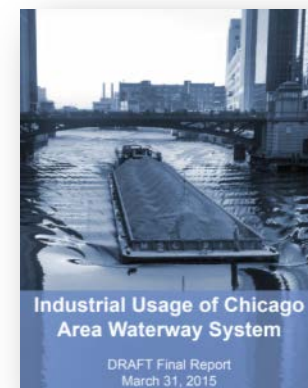
2013
Assessed effectiveness of current PMD land use legislation



2014
Identified demand for new incubators, especially involving food



2014
Proposed new industrial corridor between the Dan Ryan and Norfolk Southern rail yard

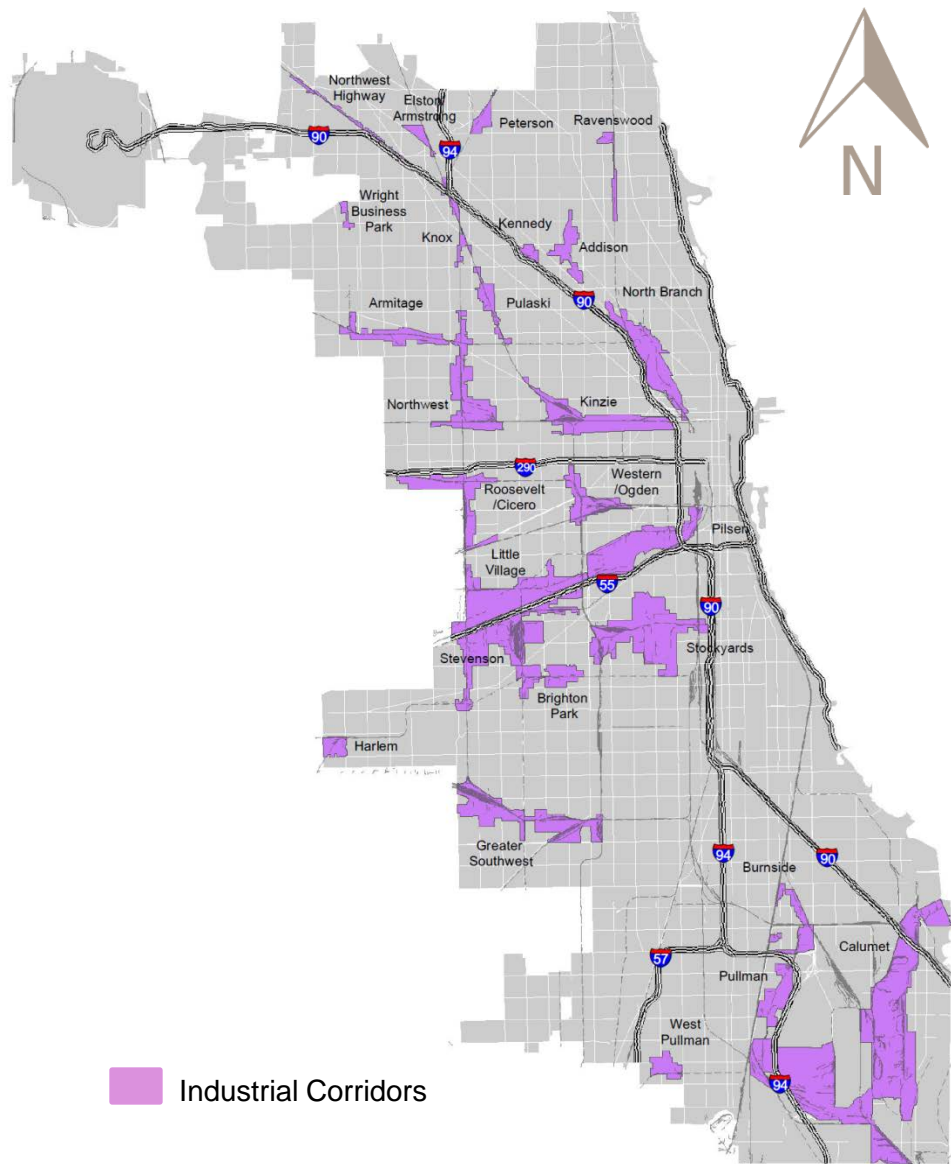


2015
Assessed existing dock infrastructure for industrial users along the river

Establishing the Industrial Corridor System

Beginning in the early 1990's Industrial Corridors were established as a planning and development tool.

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



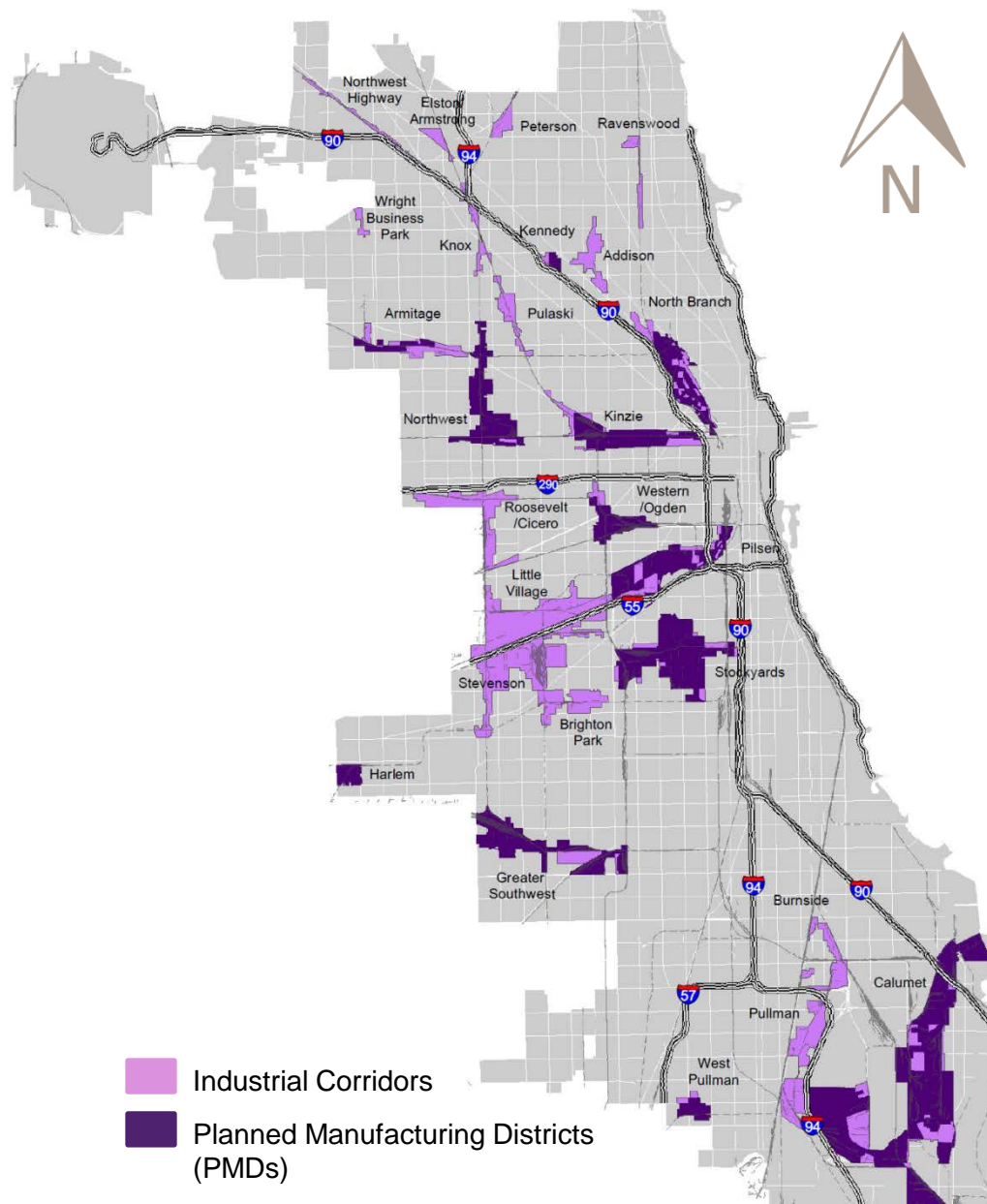
PMDs in the Industrial Corridor System

From 1988 through the 1990's, a new zoning tool called a **Planned Manufacturing District (PMD)** was created.

Purpose of the PMD:

- foster the city's industrial base
- maintain the city's diversified economy for the general welfare of its citizens;
- strengthen existing manufacturing areas that are suitable in size, location and character and which the City Council deems may benefit from designation as a PMD;
- encourage industrial investment, modernization, and expansion by providing for stable and predictable industrial environments; and
- help plan and direct programs and initiatives to promote growth and development of the city's industrial employment base.

The Chicago Plan Commission is responsible for on-going review of the continuing effectiveness of PMDs.



Employment Trends in the Industrial Corridor System

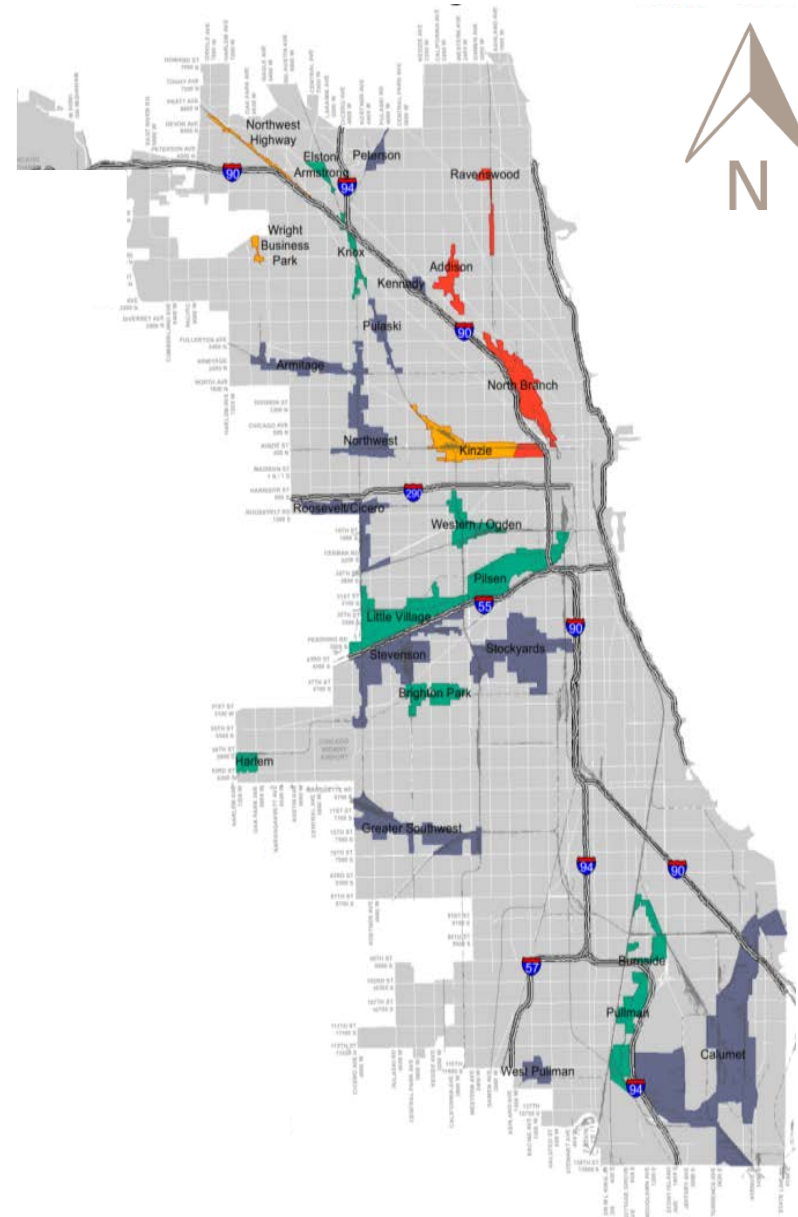
Core Job Employment Trends 2002 - 2014

- Manufacturing**
 (Largest number of jobs are in manufacturing and are stable or growing)

- Manufacturing and Moving & Storing Goods**
 (Largest number of jobs in both manufacturing and the distribution and storage of goods and are stable or growing)

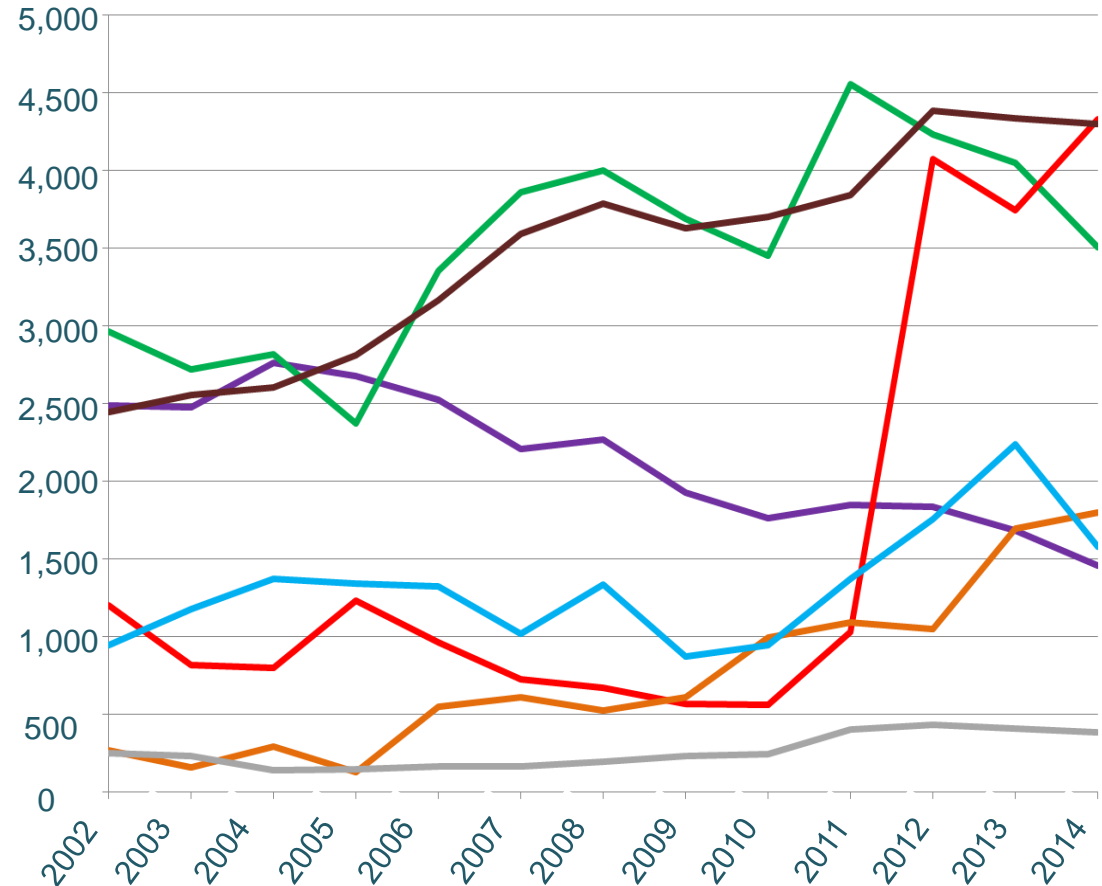
- Business to Business**
 (Largest number of jobs are in business support services which is increasing with info & tech rising in east Kinzie)

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



Employment Trends in the North Branch

Sectors	Change in Jobs 2002 - 2014	Percent Change
Business Support Services	1,535	+577%
IT & Mgmt.	3,128	+261%
Leisure & Hospitality	1,852	+76%
FIRE, Health & Ed.	633	+67%
Moving/Storing of Goods, Constr., Utilities	547	+18%
Other	133	+53%
Manufacturing	-1,029	-41%



Between 1988 and 2002, manufacturing jobs in the North Branch declined by 56% according to Dun and Bradstreet.

Source: US Census Bureau OnTheMap

PMD Review Required by Code

- **Zoning Code requires the Chicago Plan Commission to monitor the effectiveness of all PMDs and make recommendations as needed.**
- **No comprehensive review of North Branch PMDs has occurred since their initiation 29 years ago – despite the documented shift in jobs and land use changes that have occurred.**

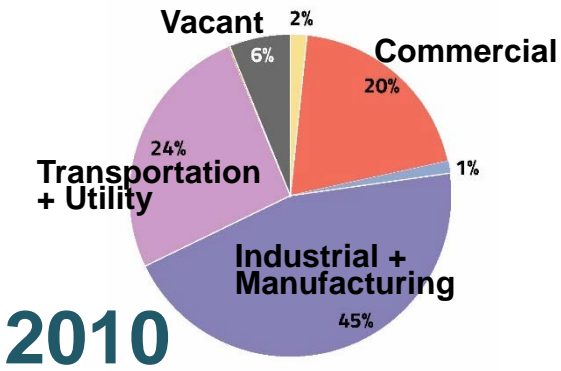
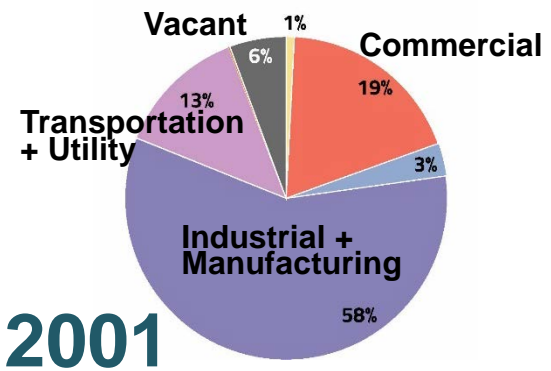
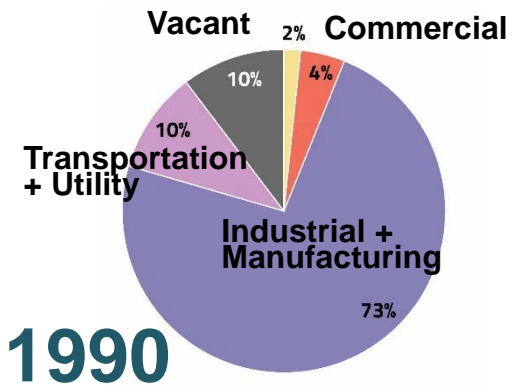
RESULT

A comprehensive review of PMD viability is critical to ensuring that North Branch land uses and zoning regulations align with current Corridor activity and anticipated future development.

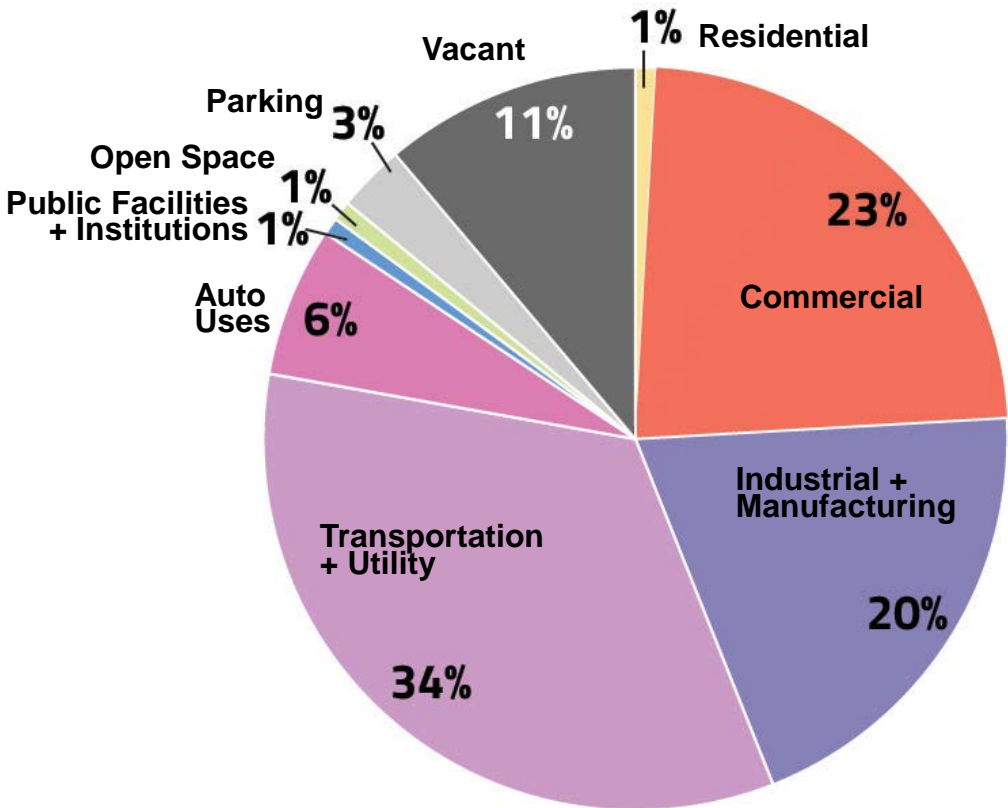
North Branch Evolution



Land Use Changes Over Time

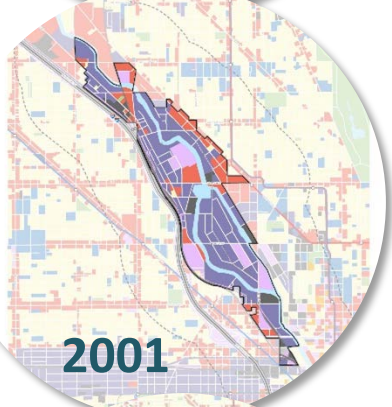
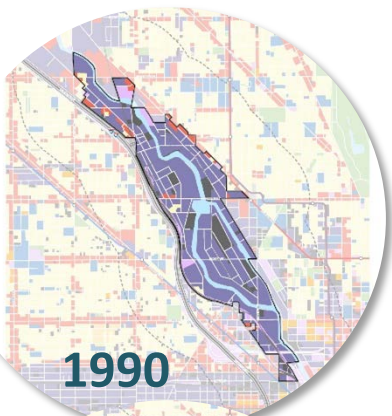


2016



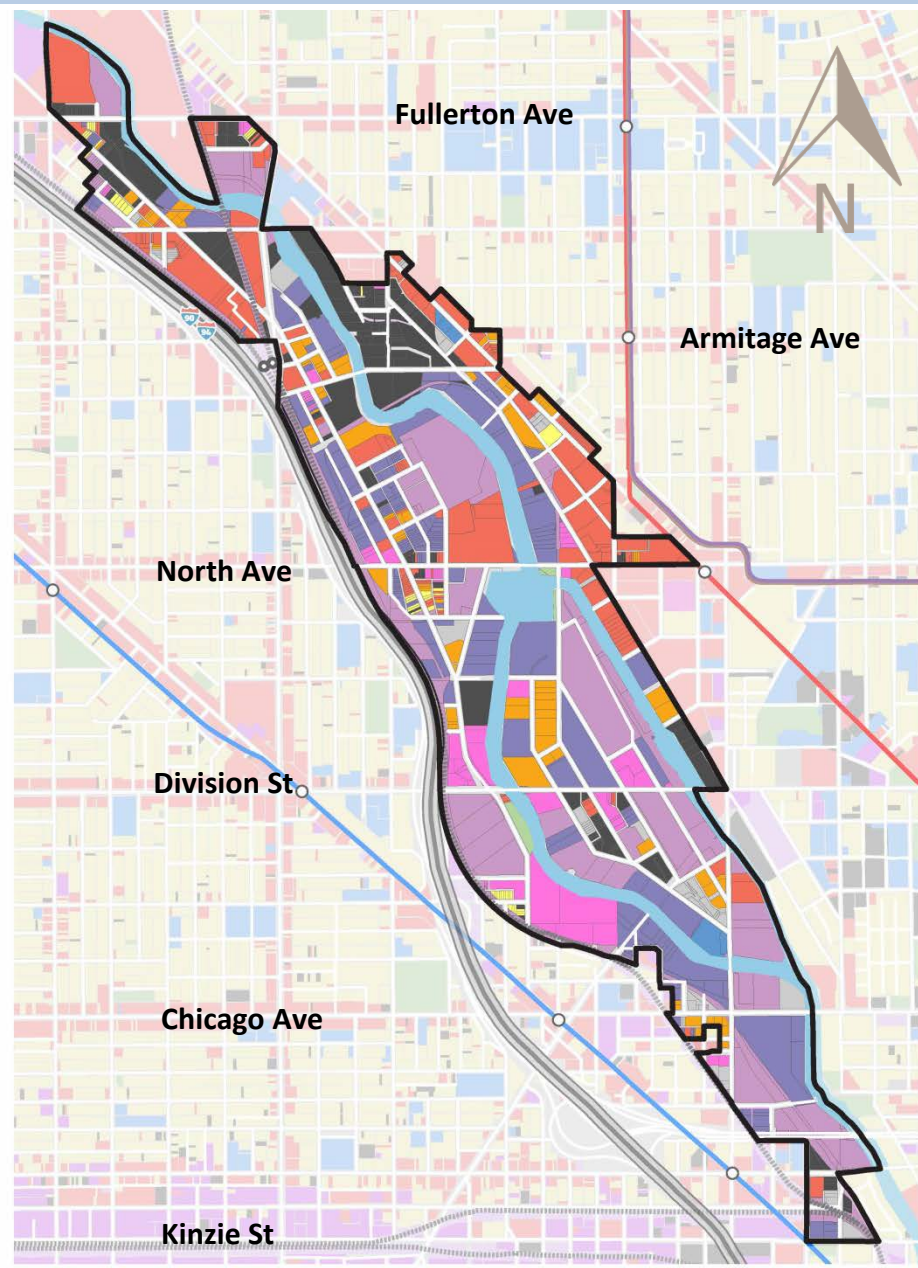
Source: City of Chicago Department of Planning and Development Land Use Survey, May 2016.

Existing Mix of Uses



2016

Existing Land Uses in the North Branch Industrial Corridor



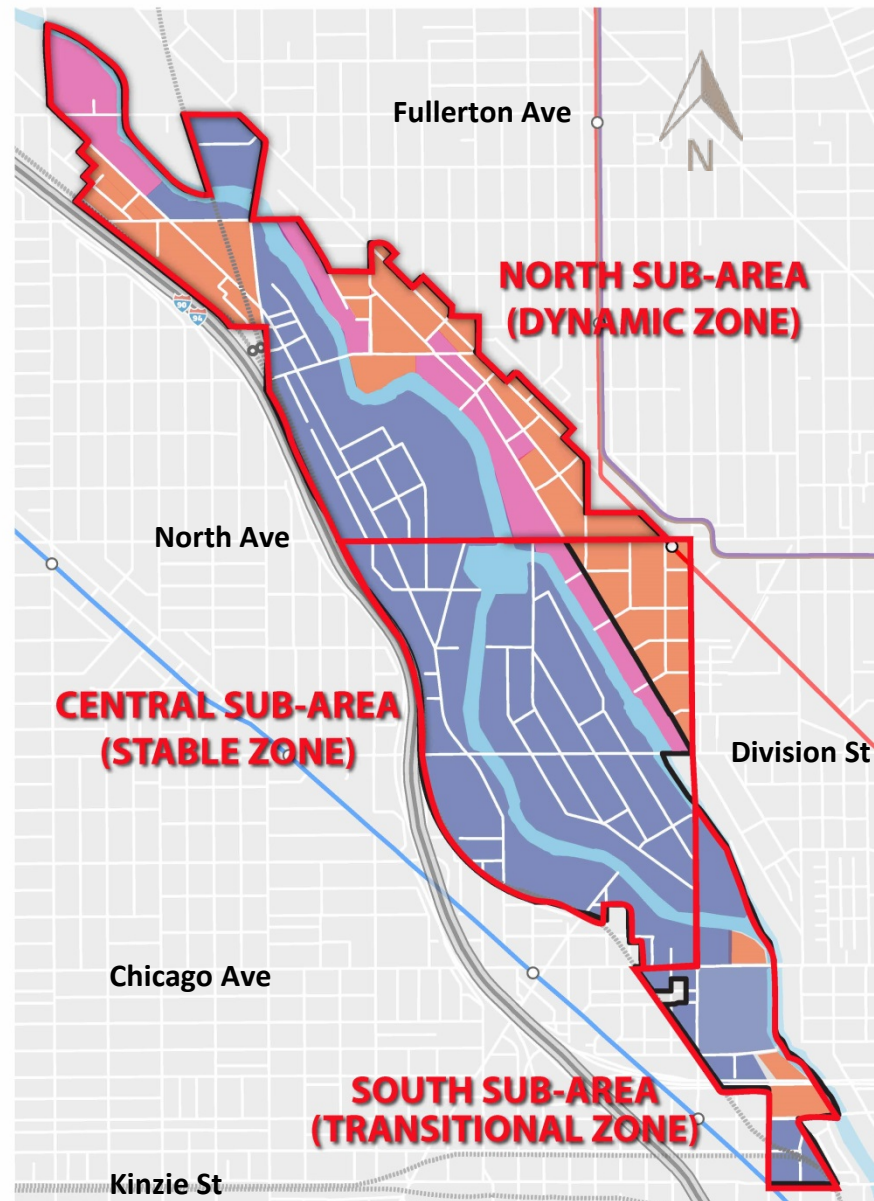
Source: City of Chicago Department of Planning and Development land use survey, May 2016.

A Framework for Land Use and Development



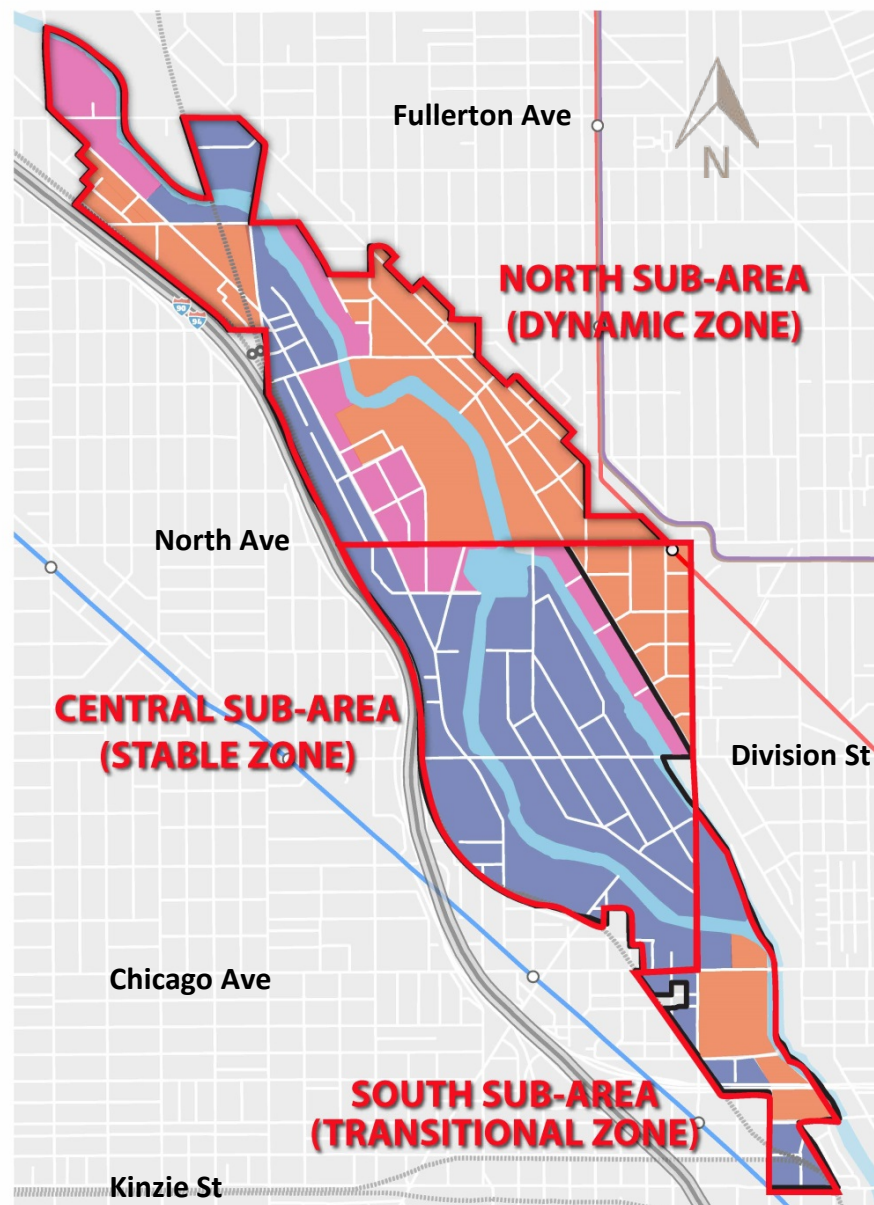
Study Assumption: Short-Term Scenario

After review of the progression of land use change and current market conditions in the North Branch, short-term and long-term scenarios for land use were identified and presented for discussion at the August 10, 2016 community meeting.



Study Assumption: Long-Term Scenario

After review of the progression of land use change and current market conditions in the North Branch, short-term and long-term scenarios for land use were identified and presented for discussion at the August 10, 2016 community meeting.



Proposed Land Use for Framework Plan

North Sub-area:

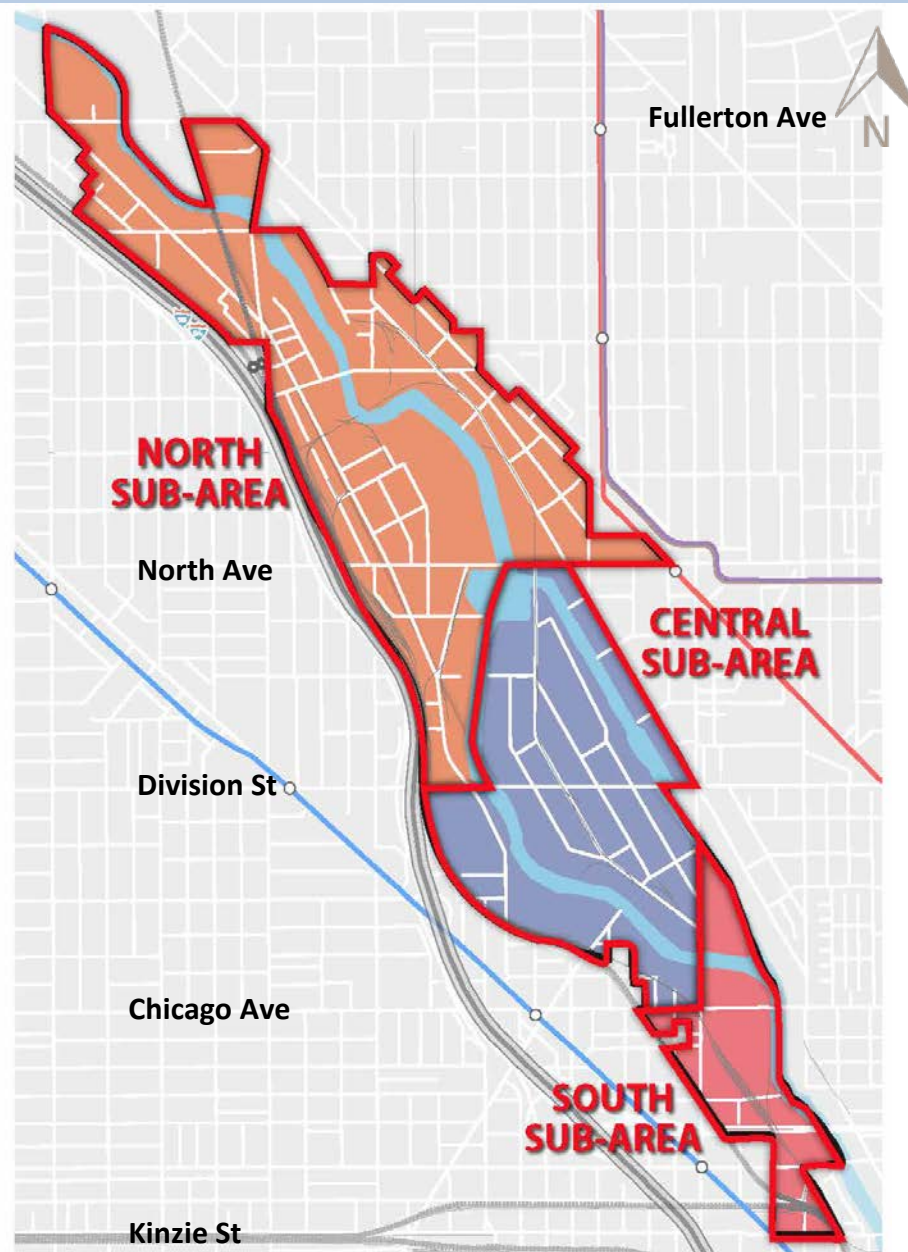
- Permits existing uses
- Accommodates transition: allow mixed-use (office, commercial and residential)

Central Sub-area:

- Permits existing uses
- Accommodates light industrial, office and supporting uses
- No residential permitted

South Sub-area:

- Permits existing uses
- Accommodates transition: allow downtown-type mixed-use (office, commercial and residential)



Proposed Land Use for Framework Plan

Protect existing businesses while allowing for transition

- Conduct detailed individual review of potential land use conflicts between new projects with residential uses and Critical Services/large outdoor industrial uses/established production businesses
- Forms of buffering transitions include uses such as light industrial or commercial uses, right-of-ways and the river.
- Review localized traffic conditions and potential mitigation measures
- Zoning review process will consider appropriate buffer transitions in response to specific zoning and planned development proposals



North Branch Goals

1 An economic engine & vital job center

2 Better access for all transportation modes

3 Enhance unique natural & built assets

North Branch Goals

1 An economic engine & vital job center



An economic engine & vital job center

Achievement will rely on **land use**, **economic development** and **urban design strategies**.



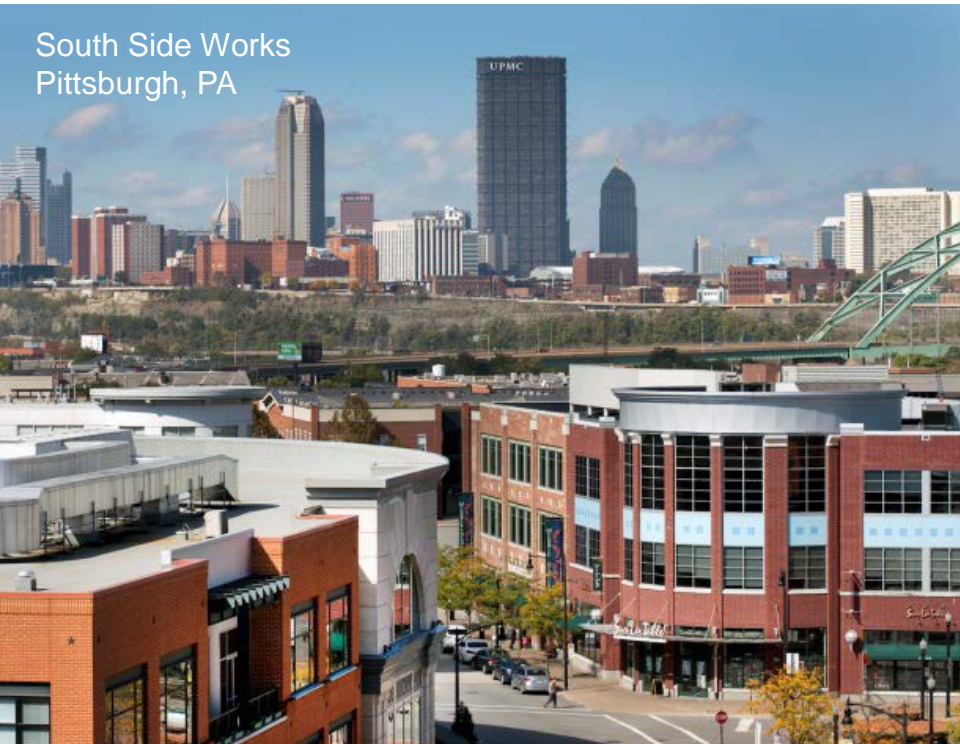
An economic engine & vital job center

Land Use

Allow mixed-use development in appropriate locations with provisions for affordable housing and publicly-accessible open space.

- Target more than 50% of land use for employment.
- Allow for mixed-use to add amenities to the corridor.
- Consider the appropriate level and type of residential use to support the needs of a diverse workforce.

South Side Works
Pittsburgh, PA



South Lake Union
Seattle WA



An economic engine & vital job center

Urban Design

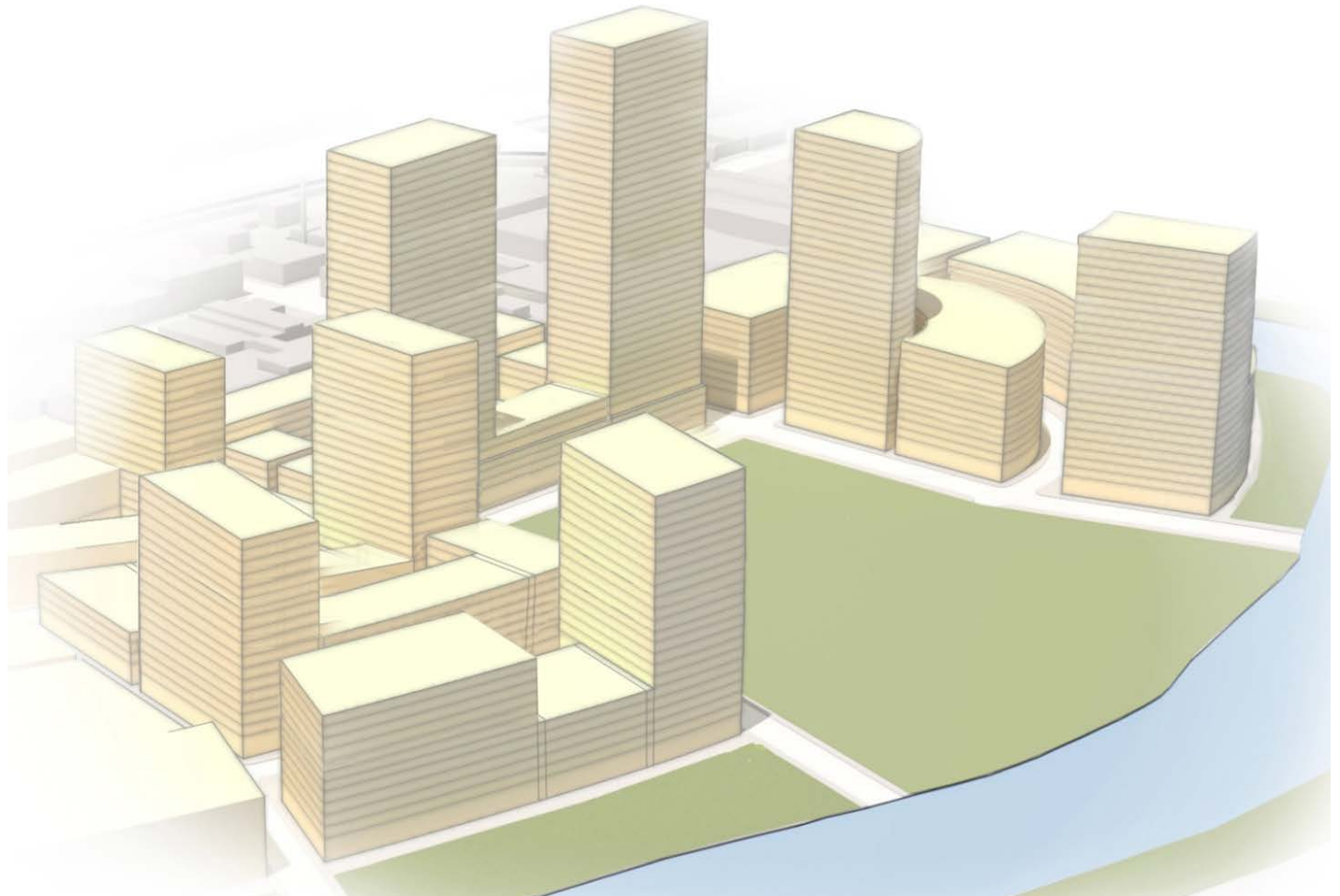
Support a well-designed urban environment that welcomes businesses focused on technology, research and manufacturing to locate and coexist with existing businesses within the Industrial Corridor through urban design guidelines.



An economic engine & vital job center

Land Use and Urban Design

Support increases in density and height to encourage mixed-use development to result in high-quality publicly-accessible open space and non-vehicular transportation improvements.



An economic engine & vital job center

Land Use and Urban Design

Encourage uses at the base of buildings adjacent to the riverwalk that promote public activities.



An economic engine & vital job center

Economic Development

Facilitate business expansion and/or relocation elsewhere within Chicago's Industrial Corridor System.

*Finkl & Sons:
A 134 year old Chicago
company stays in the City*



An economic engine & vital job center

Economic Development

Promote partnerships to provide job readiness in the information and technology, manufacturing and wholesale trade sectors.



North Branch Goals

2


Better access for all transportation modes





Better access for all transportation modes


Manage vehicular traffic and improve circulation for existing and new uses through roadway re-configuration

CDOT Projects currently in Planning, Design and Construction:

-  BRIDGE RECONSTRUCTIONS
 - Division St at North Branch
 - Division St at North Branch Canal
 - Chicago Ave
 - Webster Ave
 - Cortland St

-  VIADUCT RECONSTRUCTION
 - Chicago Ave

-  INTERSECTION RECONFIGURATION
 - Damen/Elston/Fullerton

-  RECENTLY STUDIED AREAS FOR RECONFIGURATION
 - Intersection of Ashland/Elston/Armitage

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



Manage vehicular traffic and improve circulation for new and existing uses **by supporting CTA plans for enhanced bus service**

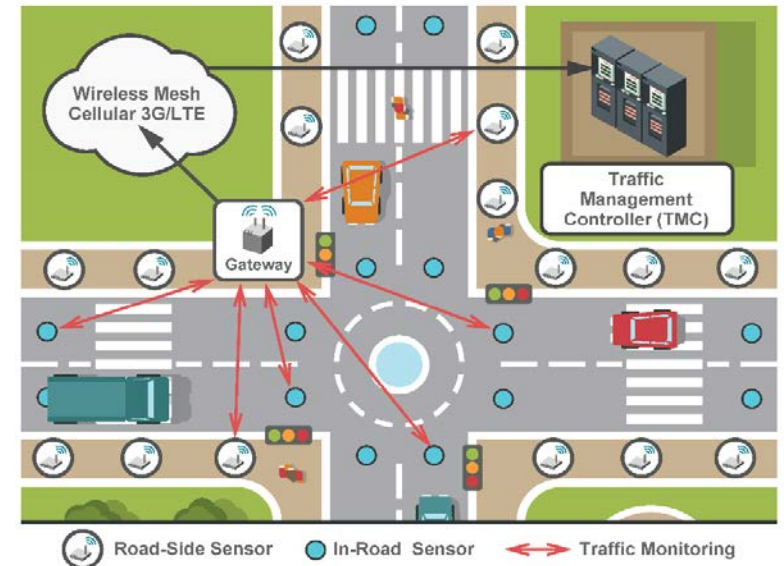
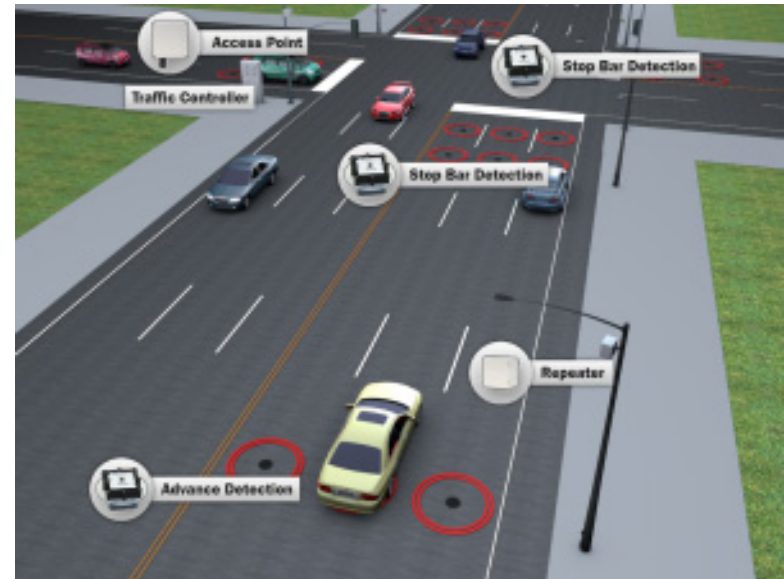
Improvements that could be considered:

- Dedicated bus lanes
- Bypass bus lanes at busy intersections
- Queue jump or other dedicated bus signals
- Enhanced amenities at bus stops
- Features to expedite boarding
- Dedicated shuttle route linking transit stations



Manage vehicular traffic and improve circulation for new and existing uses **with new technology**

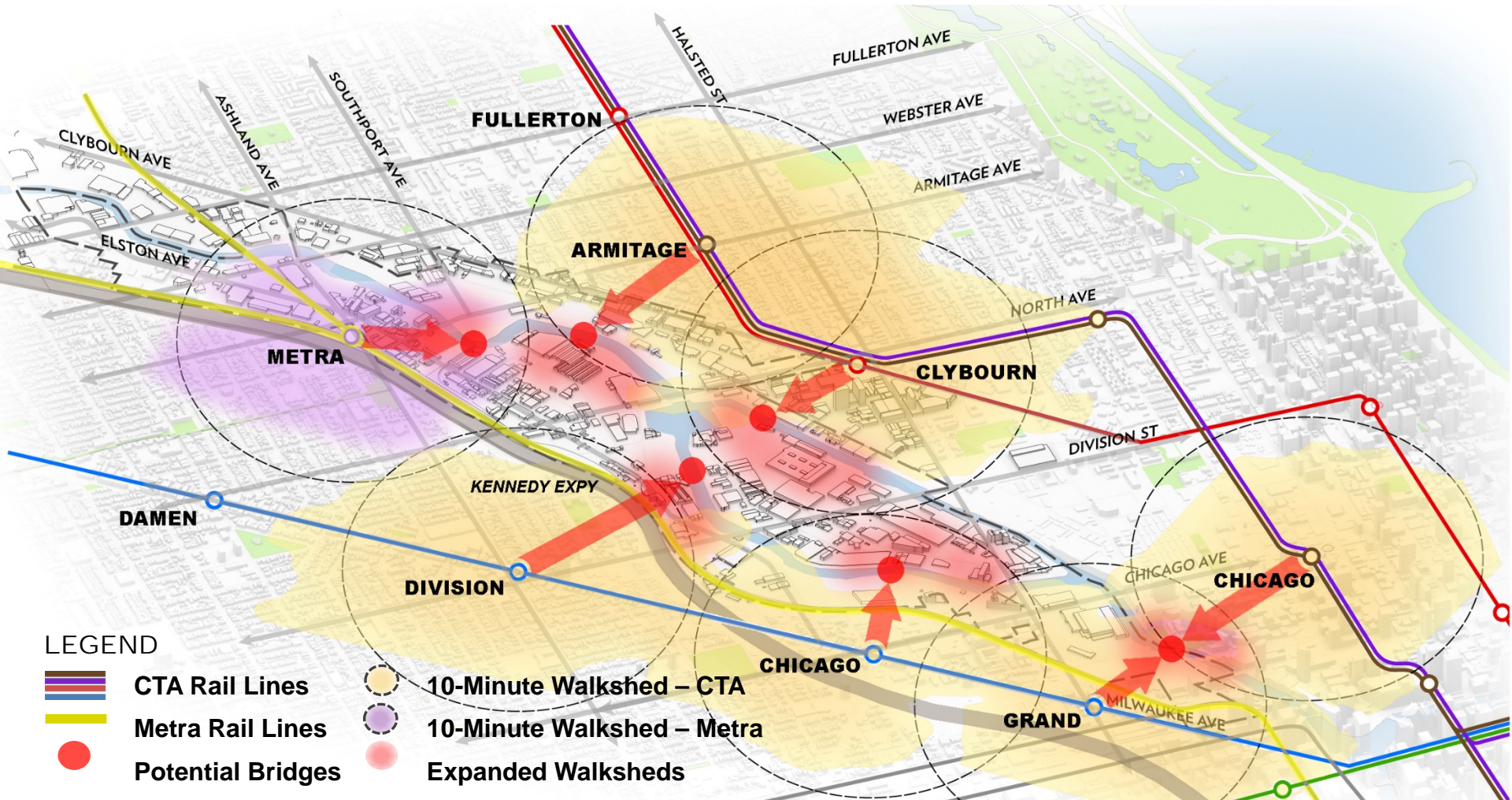
- Get the best traffic performance out of our available lanes
- Manage motor vehicle traffic flow within and through the corridor by modernizing transportation infrastructure and utilizing intelligent transportation technologies (such as smart signals and other cutting edge technologies as they become available)



Better access for all transportation modes

Improve connectivity and experience for walking, biking and transit

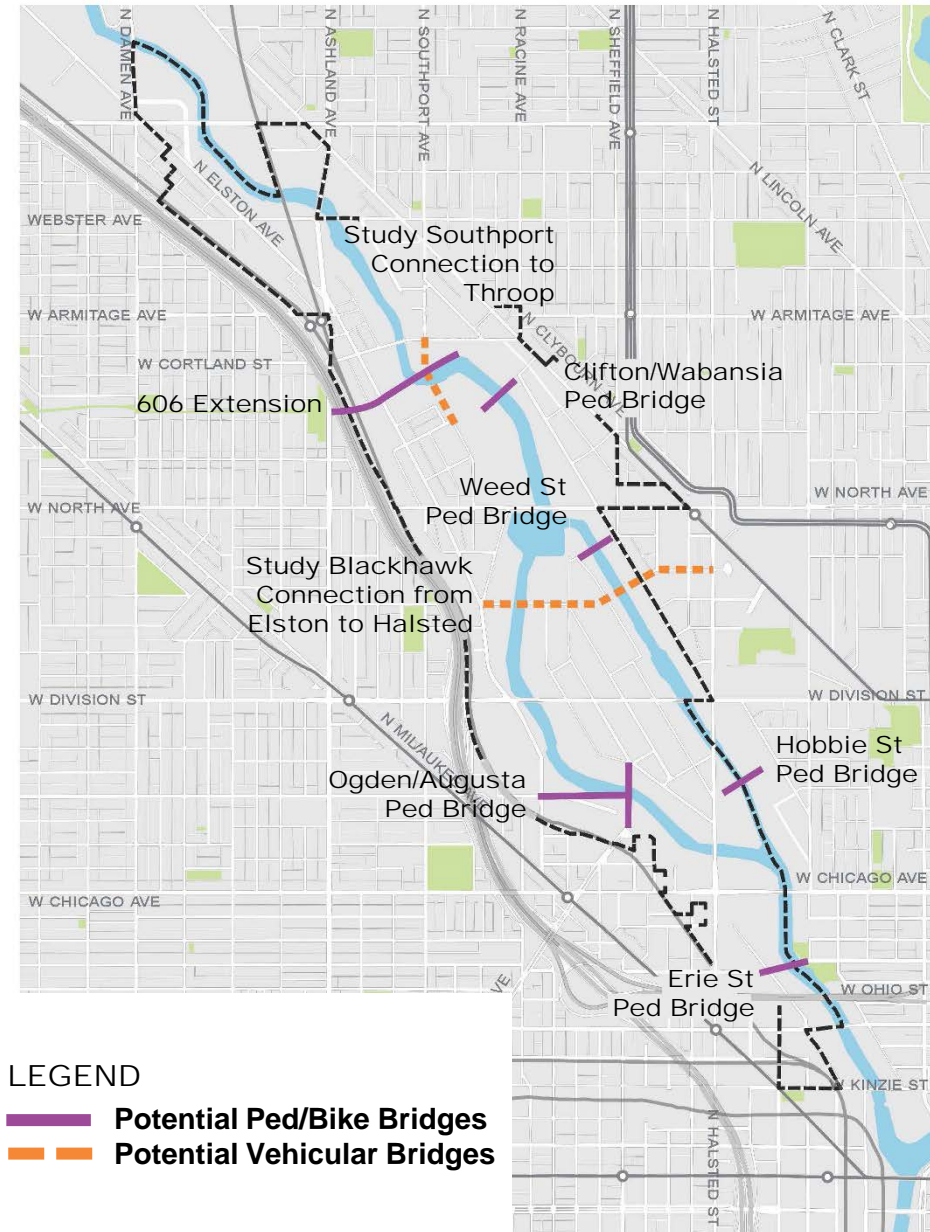
- Leverage existing CTA and Metra rail stations by developing more direct routes for pedestrians and cyclists



Better access for all transportation modes

Manage vehicular traffic and improve circulation for new and existing uses **through increased connections**

- Extend adjacent street networks if feasible
- Consider new roads and bridges at development sites

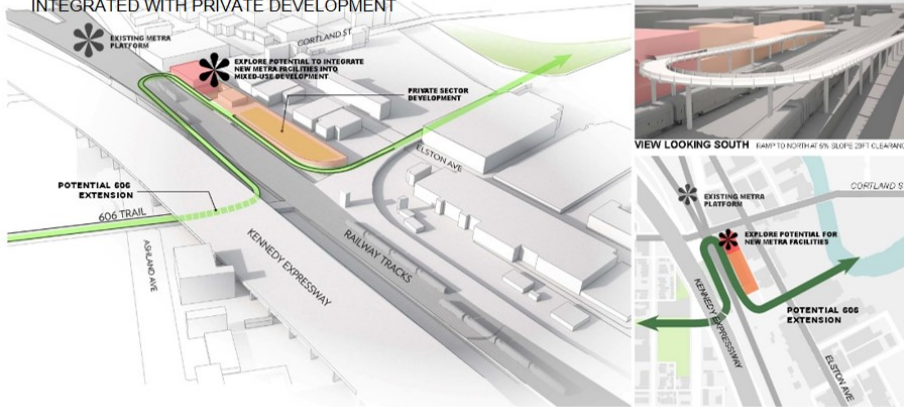


Better access for all transportation modes

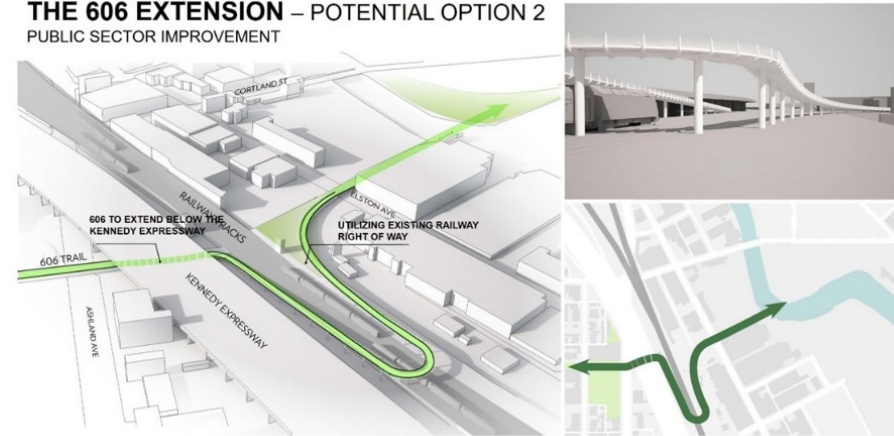
Improve connectivity and experience for walking, biking and transit

- Extend existing 606 trail to increase pedestrian and bicycle access to the river

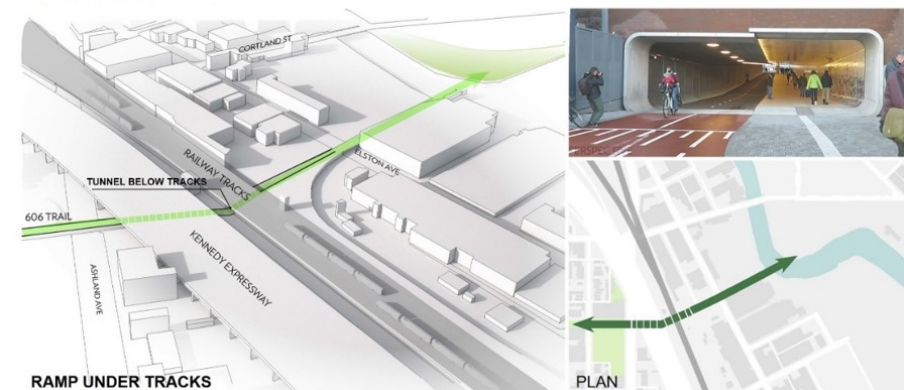
THE 606 EXTENSION – POTENTIAL OPTION 1
INTEGRATED WITH PRIVATE DEVELOPMENT



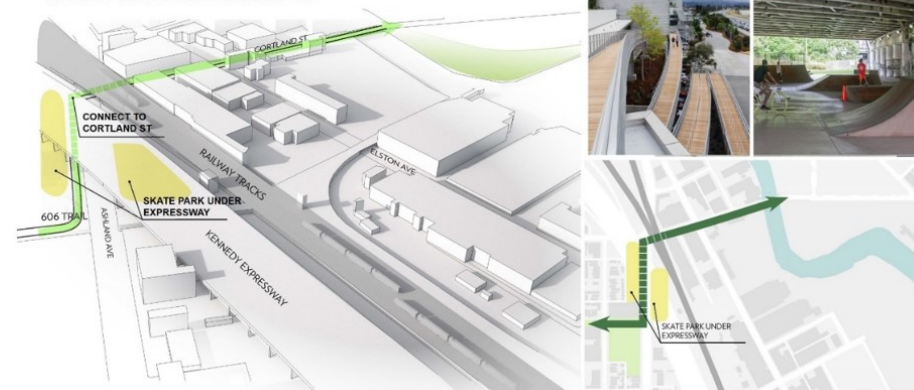
THE 606 EXTENSION – POTENTIAL OPTION 2
PUBLIC SECTOR IMPROVEMENT



THE 606 EXTENSION – POTENTIAL OPTION 3
TUNNEL BELOW TRACKS



THE 606 EXTENSION – POTENTIAL OPTION 4
ACCESS THROUGH CORTLAND ST



Pursue feasibility of North/South ped-, bike- and transit-way

- Enable economic and population growth by accommodating new travel demand
- Maximize people movement in fixed right-of-way



Promote private partnerships to coordinate traffic management options

Traffic Management Best Practices

Make Transit, Walk, Bike Convenient
“Guaranteed Ride Home”; carpool matching; showers/lockers; high-quality waiting areas

Provide Information

Real-time displays, promotion programs, transportation coordinators

Manage Peak Demand

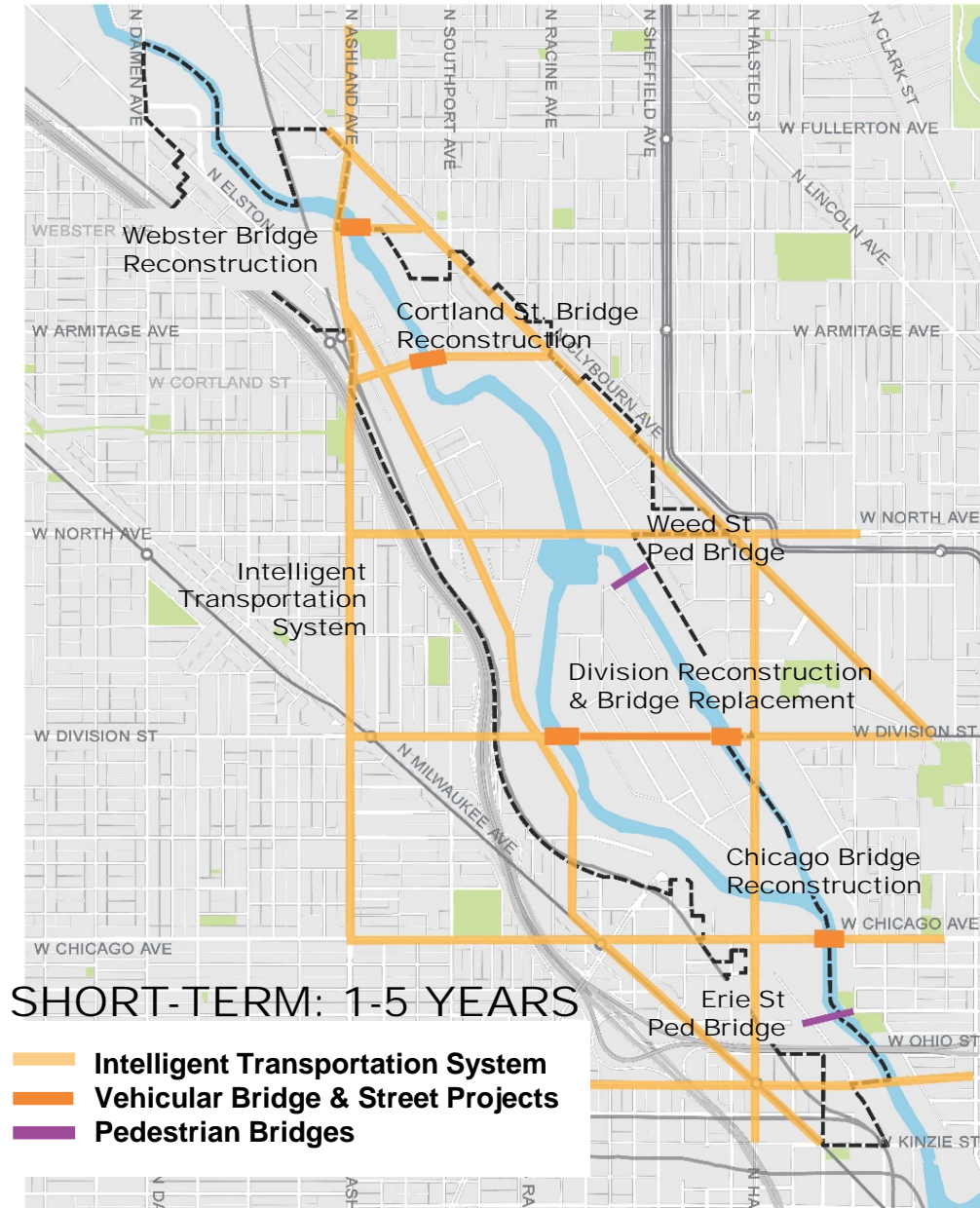
Flextime, compressed work week, work from home, staggered shifts

Consider a **Traffic Management Association** among corridor businesses

Better access for all transportation modes

PROPOSED IMPROVEMENTS (SHORT-TERM)

- Webster Bridge Reconstruction
- Division Street Bridge Reconstruction Over Canal and River
- Division Street Road Reconstruction (Goose Island)
- Chicago Bridge Reconstruction
- Intelligent Transportation System
- Erie St Ped/Bike Bridge
- Weed St Ped/Bike Bridge
- Cortland St. Bridge Reconstruction



Better access for all transportation modes

2

PROPOSED IMPROVEMENTS (MID-TERM)

Chicago/Halsted Viaduct
Reconstruction

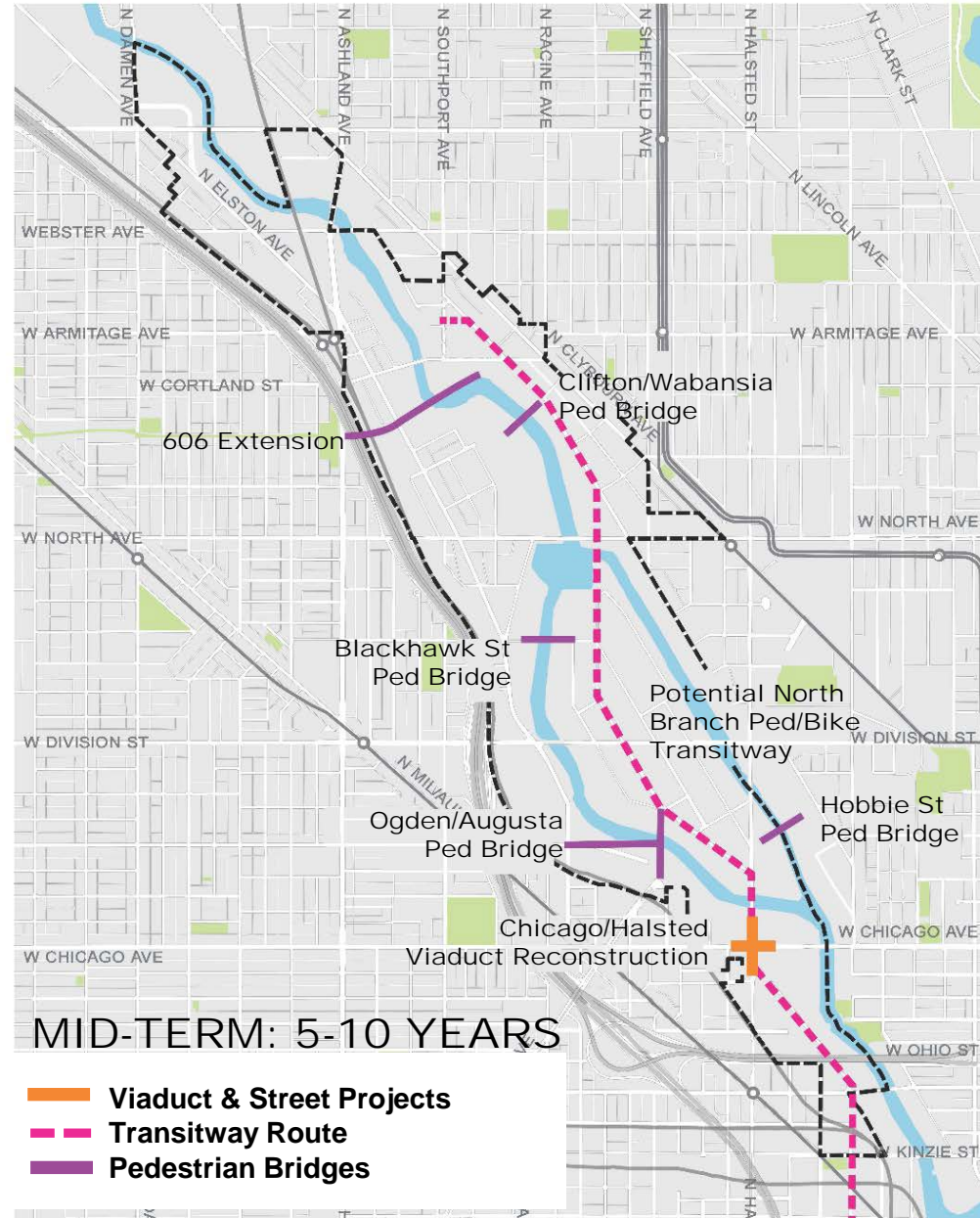
Hobbie St Ped/Bike Bridge

Blackhawk St Ped/Bike Bridge

Clifton/Wabansia Ave Ped/Bike Bridge

606 Extension

Potential Right-of-Way for North/South
Ped-, Bike- and Transit-way



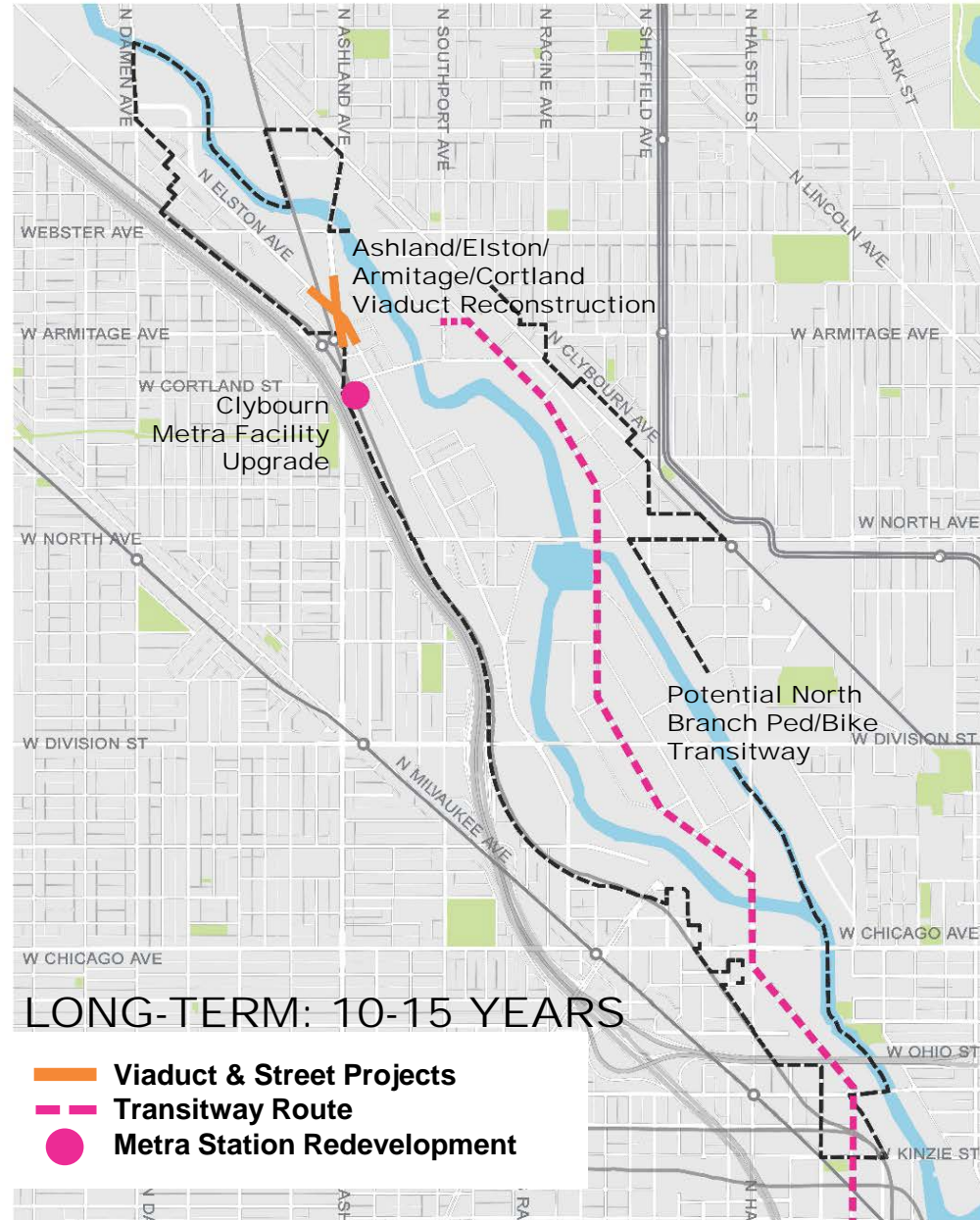
Better access for all transportation modes

PROPOSED IMPROVEMENTS (LONG-TERM)

Potential North/South Ped-, Bike- and Transit-way

Viaduct Improvement at Ashland/Elston/Armitage/Cortland

Clybourn Metra Facility Upgrade



North Branch Goals

3

Enhance unique natural & built assets



Enhance unique natural & built assets

3

*Achievement will take place through **physical** and **programmatic** improvements.*

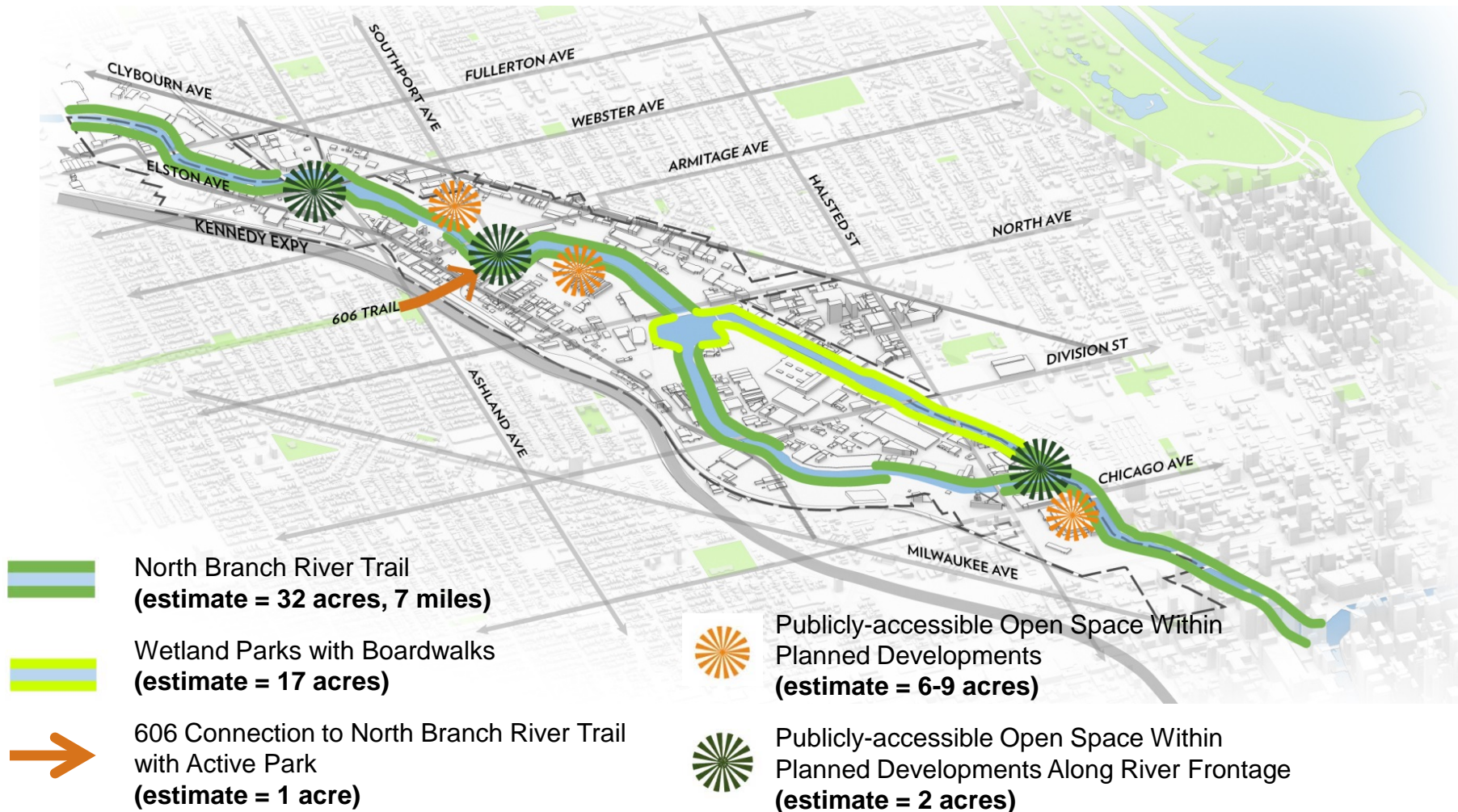


Enhance unique natural & built assets

Physical Improvements

Integrate a variety of open spaces which are:

- Available to the public year-round
- Designed for a range of ages and abilities and
- Enhance the health of the community and workforce



Enhance unique natural & built assets

Physical Improvements

Continue the improvement of the riverfront for:

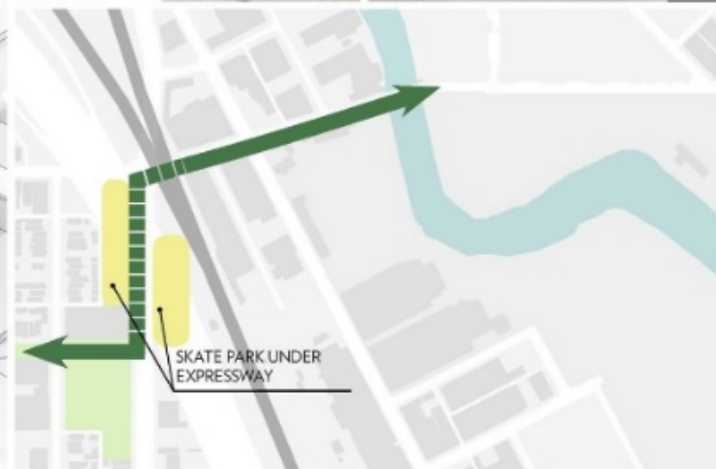
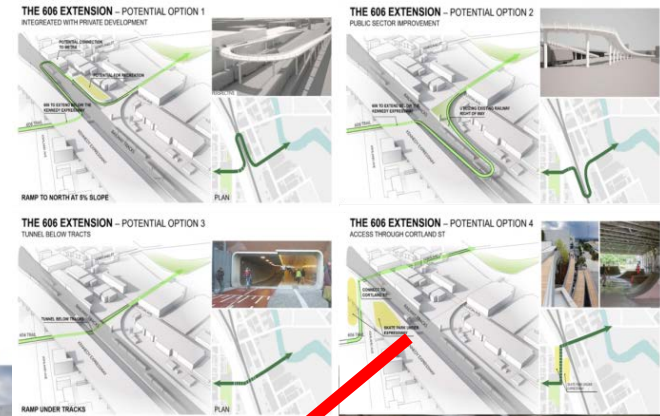
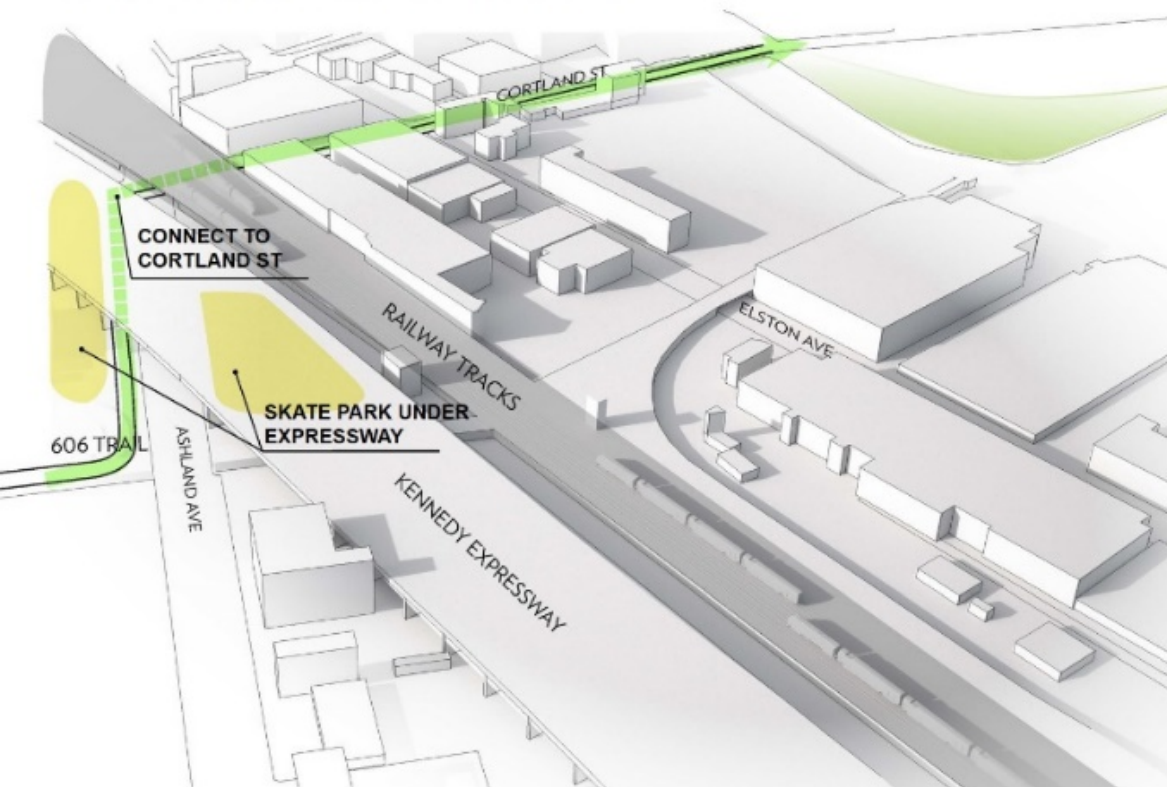
- Pedestrians
- Bicycles
- Connections to existing trails



Concept for
North
Branch
Loop Trail
through
Canal

606 Connection to North Branch Loop Trail with Active Park

THE 606 EXTENSION – POTENTIAL OPTION 4 ACCESS THROUGH CORTLAND ST



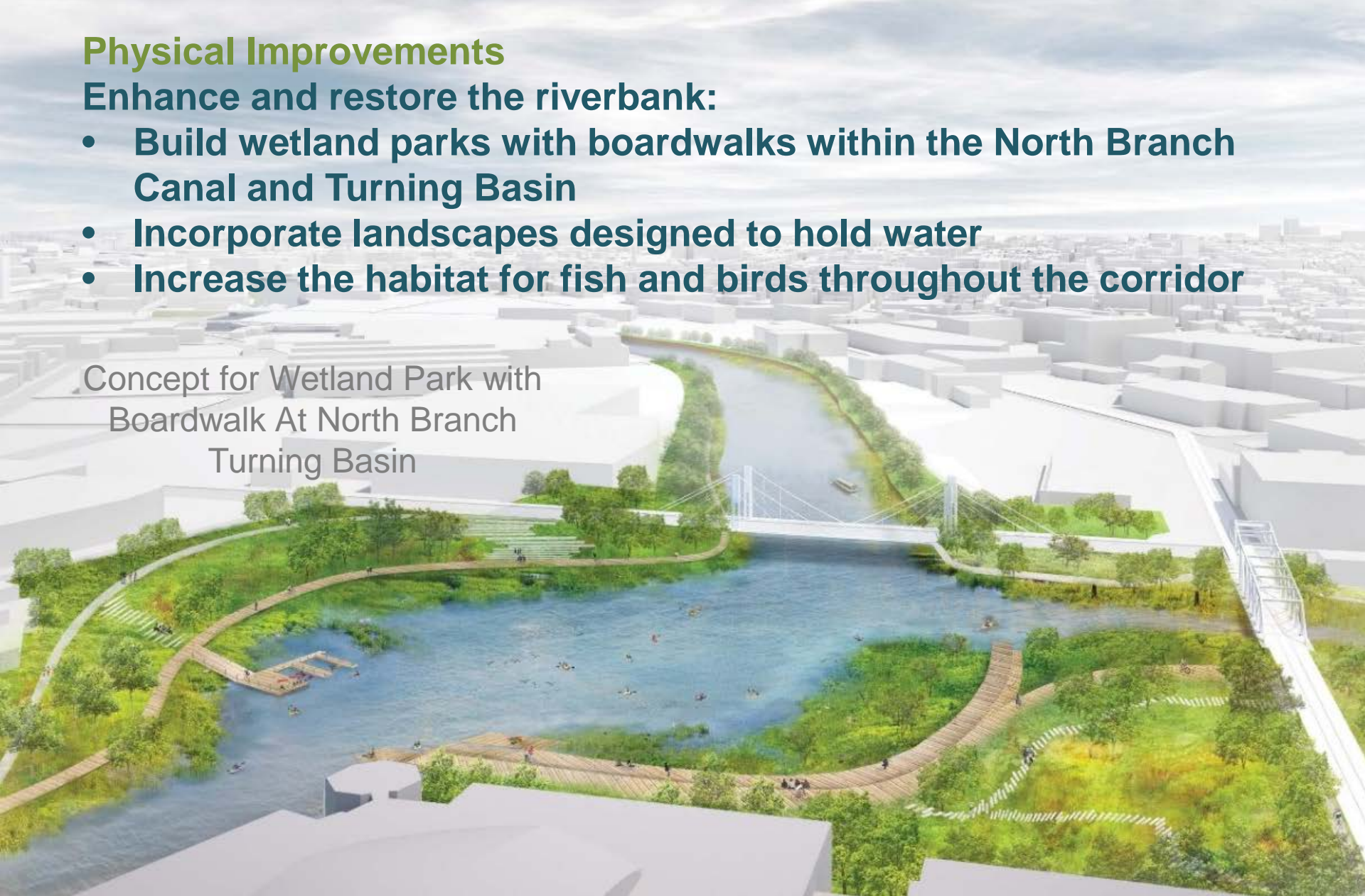
Enhance unique natural & built assets

Physical Improvements

Enhance and restore the riverbank:

- Build wetland parks with boardwalks within the North Branch Canal and Turning Basin
- Incorporate landscapes designed to hold water
- Increase the habitat for fish and birds throughout the corridor

Concept for Wetland Park with Boardwalk At North Branch Turning Basin



Enhance unique natural & built assets

3

Concept for Wetland Park with Boardwalk at North Branch Canal



Enhance unique natural & built assets

3



Concept for
Civic Space

Enhance unique natural & built assets

Concepts for publicly-accessible open space within Planned Developments



Riverline
14 acre development site
3.5 acres open space in riverwalk, park and plazas



Focal Point

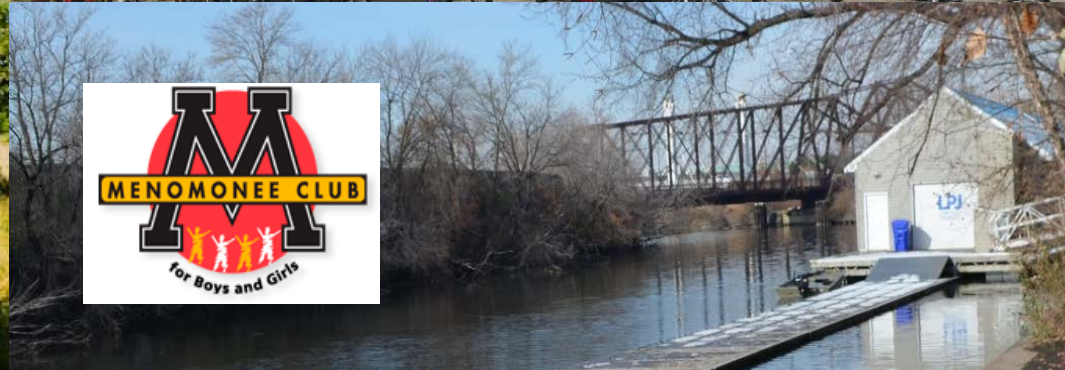
31st Street and Kedzie Avenue
Approved 22 acre development site
Includes 2 acres open space in recreation field

Enhance unique natural & built assets

Programmatic Improvements

Encourage local community organizations and institutions to expand their involvement in the North Branch for residents and visitors for:

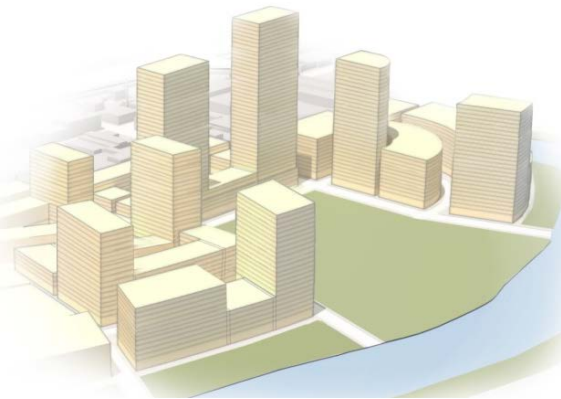
- The river
- Habitat and nature
- Biking, rowing and other outdoor activities
- North Branch history and architecture



Enhance unique natural & built assets

Short-term

- 2.5 miles of accessible river trail
- 4 bridge underpasses connecting trail segments
- 3 publicly-accessible open spaces




Riverline


14 acre development site with 3.5 acres open space in riverwalk, park and plazas



SHORT TERM 0-5 YEARS

 RIVER TRAIL

 PUBLICLY ACCESSIBLE OPEN SPACE WITHIN PLANNED DEVELOPMENTS

 CIVIC SPACES WITHIN PLANNED DEVELOPMENTS

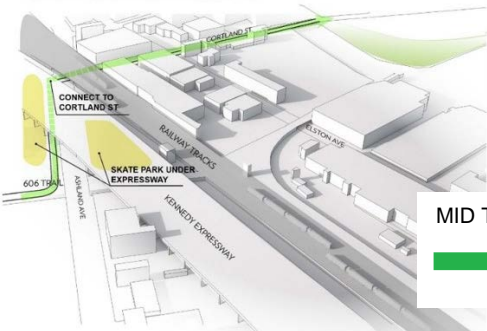
Enhance unique natural & built assets

Mid-term

- 2 additional miles of accessible river trail
- 5 additional bridge underpasses connecting trail segments
- 1 additional publicly-accessible open space
- North Branch Canal and Turning Basin Wetland Parks and boardwalks
- 606 connection



THE 606 EXTENSION – POTENTIAL OPTION 4
ACCESS THROUGH CORTLAND ST



MID TERM 5-10 YEARS

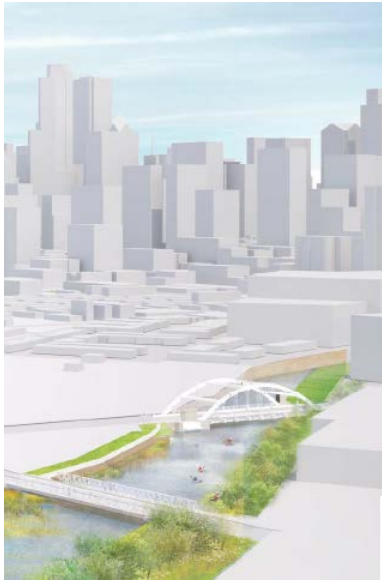
- RIVER TRAIL
- WETLAND AND INSTREAM IMPROVEMENT
- PUBLICLY ACCESSIBLE OPEN SPACE WITHIN PLANNED DEVELOPMENTS
- CIVIC SPACES WITHIN PLANNED DEVELOPMENTS
- 606 CONNECTION TO NORTH BRANCH LOOP TRAIL WITH ACTIVE PARK




Enhance unique natural & built assets


Long-term


- 2.5 additional miles of accessible river trail
- 3 additional publicly-accessible open spaces





LONG TERM 10-20 YEARS

 RIVER TRAIL

 WETLAND AND INSTREAM IMPROVEMENT

 PUBLICLY ACCESSIBLE OPEN SPACE WITHIN PLANNED DEVELOPMENTS

 CIVIC SPACES WITHIN PLANNED DEVELOPMENTS

 606 CONNECTION TO NORTH BRANCH LOOP TRAIL WITH ACTIVE PARK

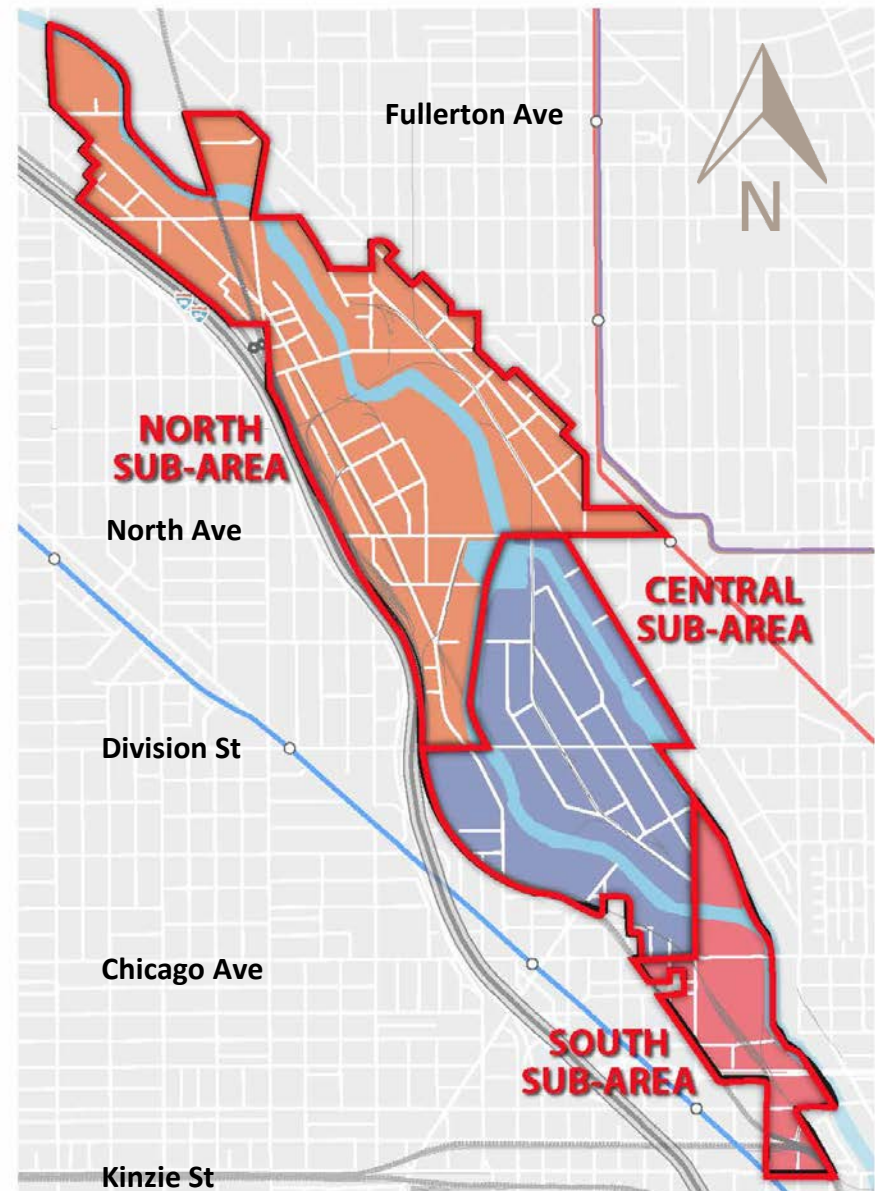
Framework Recap

- North Branch Evolution
- Code-required PMD review
- Goals for Framework

Recommendations

- Guide future development for:
 - Job creation
 - Land use
 - Density
 - Open space
 - Unique urban character
 - Transportation opportunities

NEXT: Implementation



Implementation of Framework Recommendations



Implementation Strategies

Implementation of the North Branch Framework involves two **linked approaches**:

- **Land Use/Zoning**
 - City Actions
 - Property Owner/Developer Actions
- **Funding**
 - Industrial Corridor System
 - North Branch Framework Area
 - Site-Specific: Planned Developments

Land Use/Zoning Approach

Zoning regulates land uses and density

Two ways zoning will be used to implement the Framework Plan:



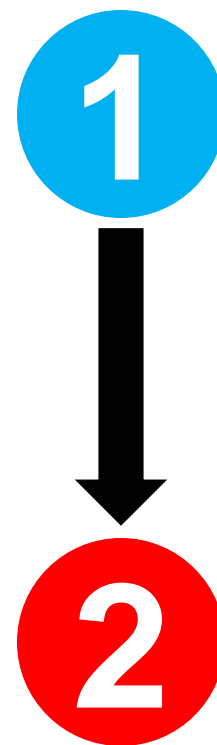
City Actions



**Property Owner/
Developer Actions**









Land Use/Zoning Approach

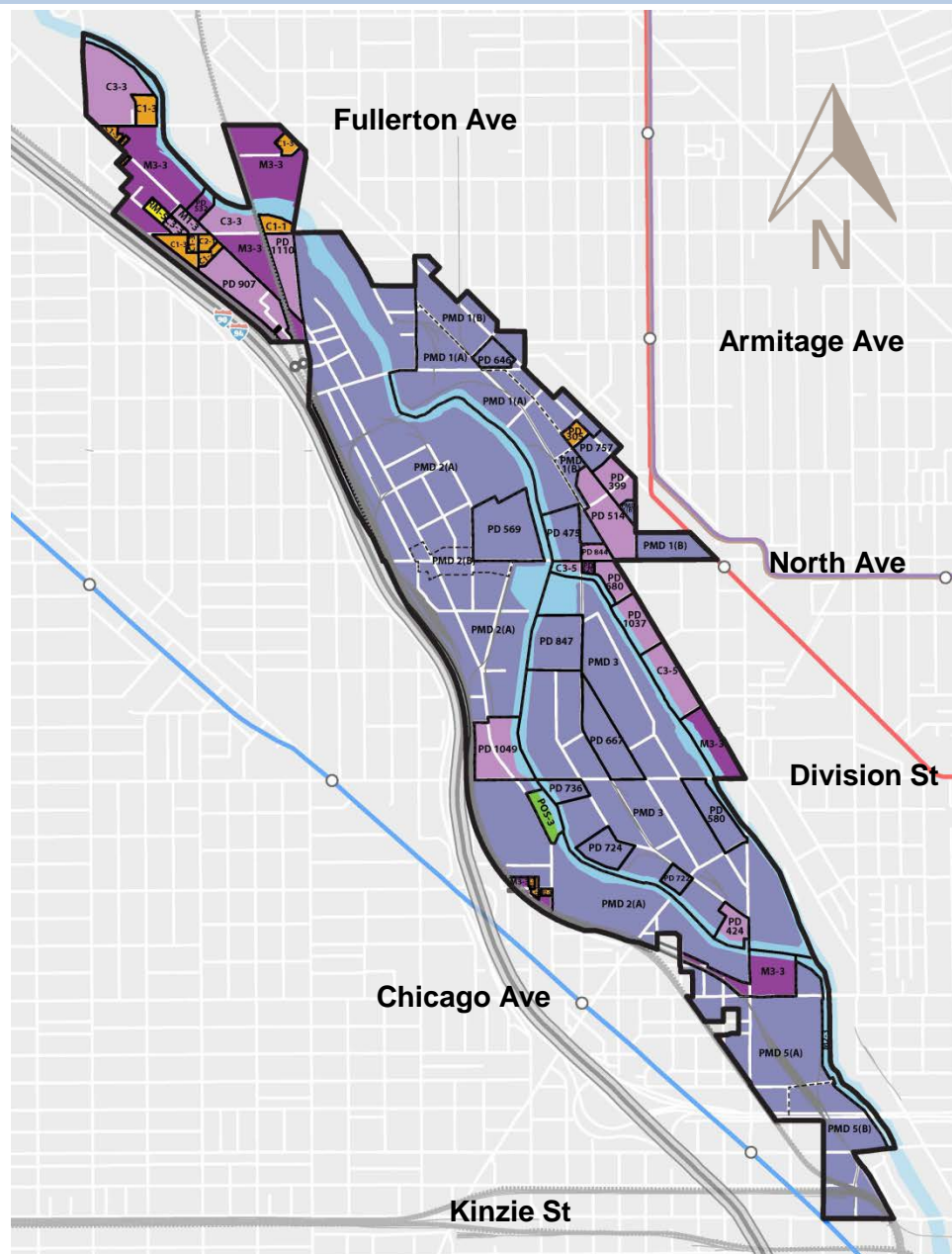
Initial City actions will guide and establish the basis of future property owner actions pursuant to the Framework Plan



Existing North Branch Zoning

Existing Zoning in the North Branch Industrial Corridor

-  Zoning Districts within the Corridor
-  Planned Manufacturing Districts
-  Intense Industrial Use Zoning District
-  Industrial Use Zoning District
-  Business/Commercial Zoning District (residential uses are permitted)
-  Residential Zoning District
-  Open Space Zoning District
-  PMD Subareas



Proposed Land Use for Framework Plan

North Sub-area:

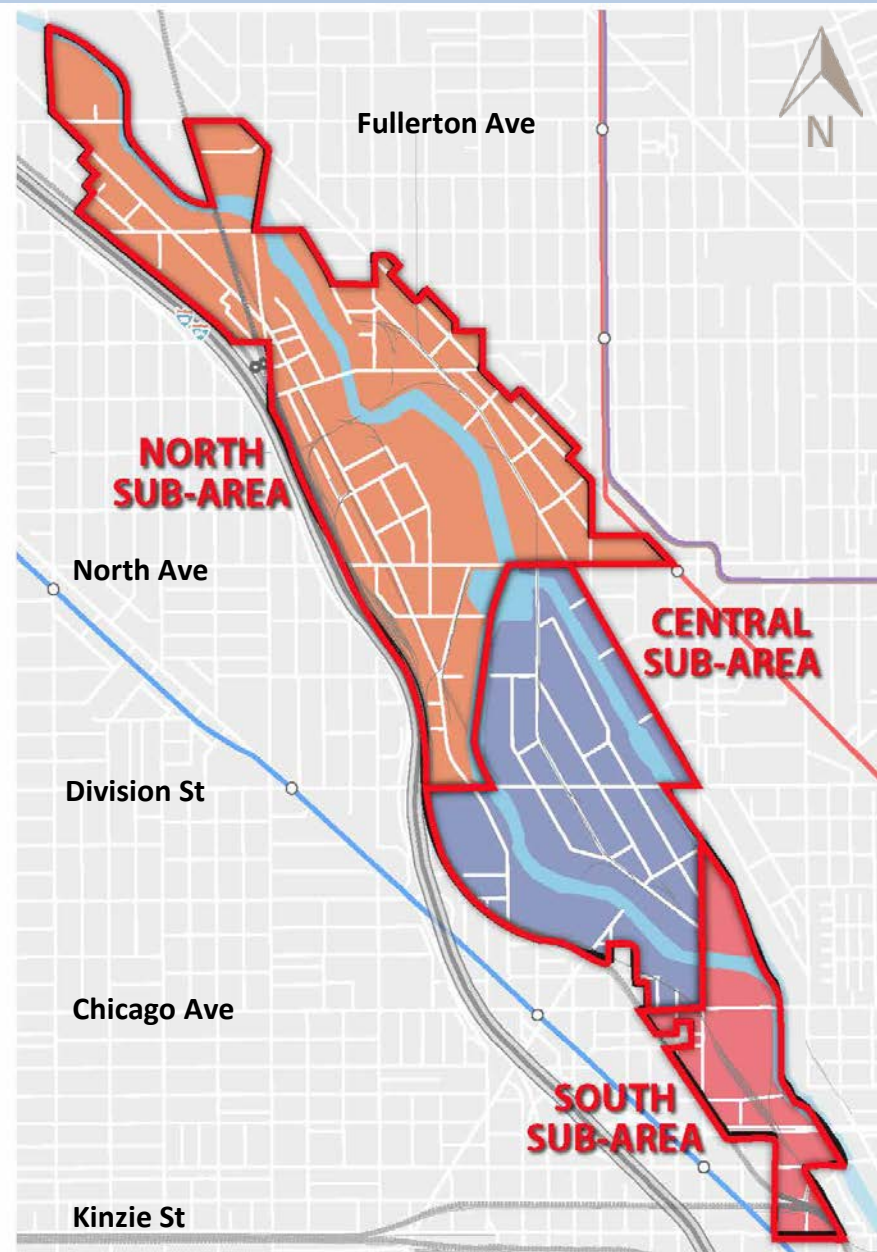
- Permits existing uses
- Accommodates transition: allow mixed-use (office, commercial and residential)

Central Sub-area:

- Permits existing uses
- Accommodates light industrial, office and supporting uses
- No residential permitted

South Sub-area:

- Permits existing uses
- Accommodates transition: allow downtown-type mixed-use (office, commercial and residential)



Zoning Map Amendments

1 City Actions

Central Sub-Area

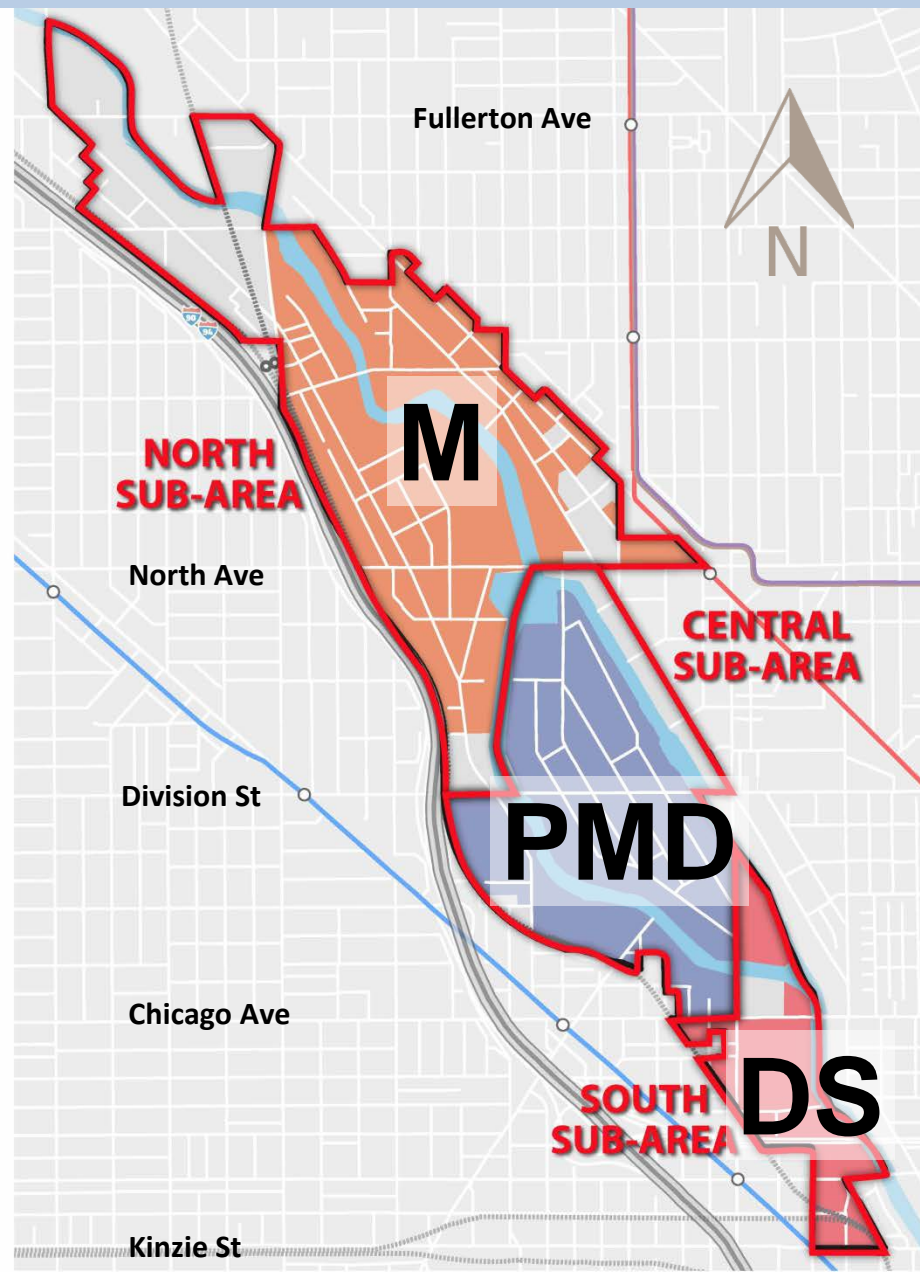
Reduce PMD boundaries in Central Sub-area to better align with existing land use patterns

North and South Sub-Areas

Change from PMD zoning to what was effectively in place prior to the PMDs- which resets the baseline regulations

All Sub-Areas

Establish Zoning Overlay District to supplement base regulations and ensure smooth transitions for future development



Establish Overlay District

1 City Actions

The purpose of the **Overlay District** is to supplement standard regulations with:

- Unique features for effective transition
- Co-existence of existing businesses and future mixed-use projects
- Implementation of corridor improvements



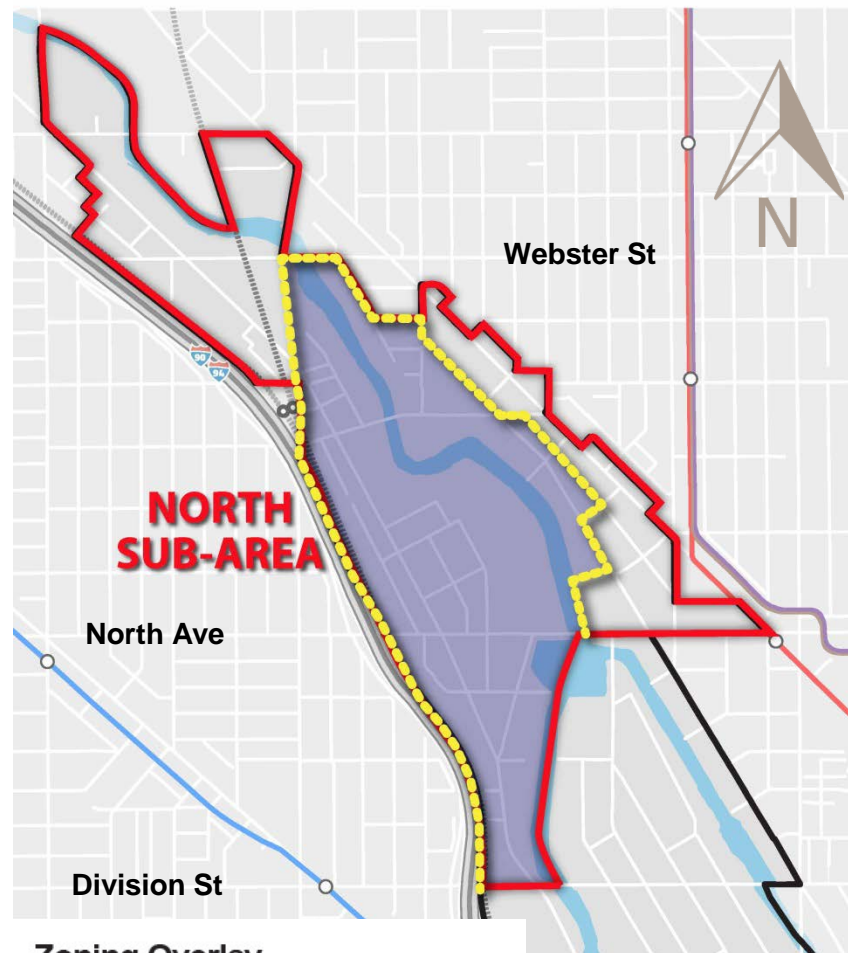
North Sub-Area Zoning Overview

1 City Actions




North Sub-Area within Overlay:

- Change PMD-zoned areas to Manufacturing (M3-3)
- Permit existing uses – allowed under Manufacturing zoning
- Limit future zoning amendments to Business (B) and Commercial (C)*
- Maximum base Floor Area Ratio (FAR) of 3.0 with bonus available in B and C districts up to 6.5 total

*POS and T available for public uses;
Planned Development thresholds apply



Zoning Overlay

-  Zoning Overlay Area
-  Sub-area
-  Zoning Overlay within North Sub-area
-  Area unaffected by Overlay

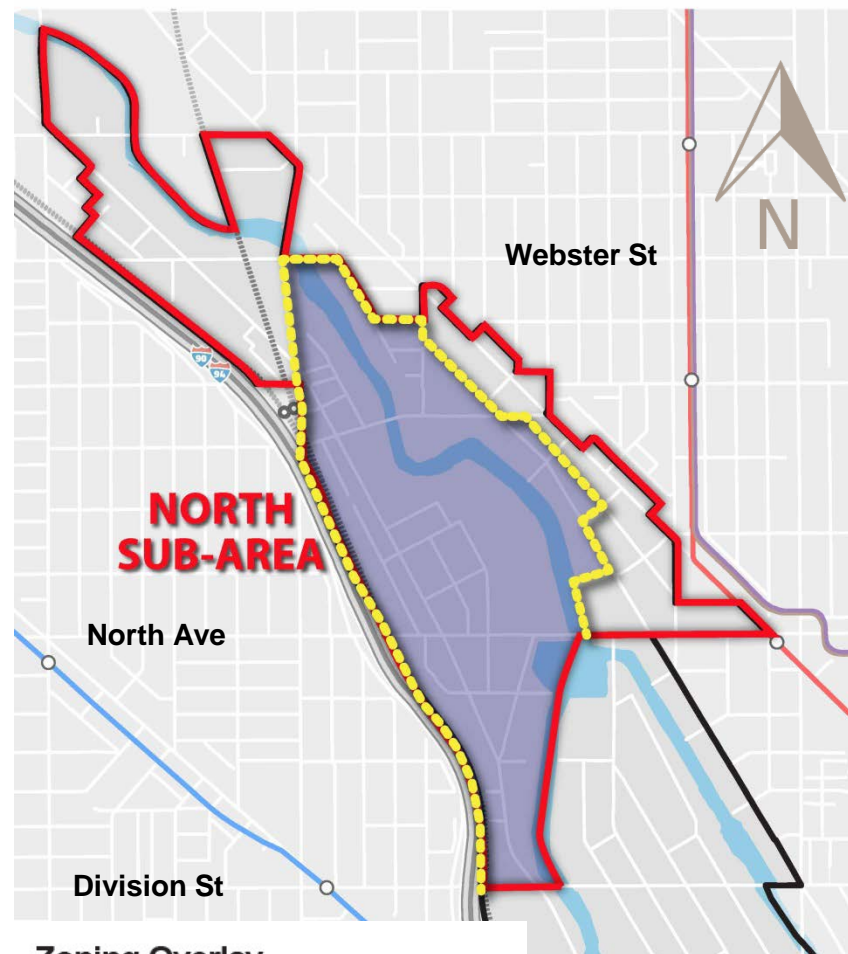
North Sub-Area Zoning Overview

North Sub-Area within Overlay:




- Establish FAR bonus available with B + C rezoning up to 6.5 total



Potential building type/density:
6.25 FAR



Zoning Overlay

-  Zoning Overlay Area
-  Sub-area
-  Zoning Overlay within North Sub-area
-  Area unaffected by Overlay

Central Sub-Area Zoning Overview





1 City Actions

Central Sub-Area within Overlay:

- PMD zoning remains; no rezoning available (other than as required by planned development thresholds)
- Permit existing uses
- Allow office, modern industrial and complimentary uses
- Maximum Floor Area Ratio (FAR) of 3.0, no FAR bonus available



Zoning Overlay

-  Zoning Overlay Area
-  Sub-areas
-  Zoning Overlay within Central Sub-area
-  Area unaffected by Overlay

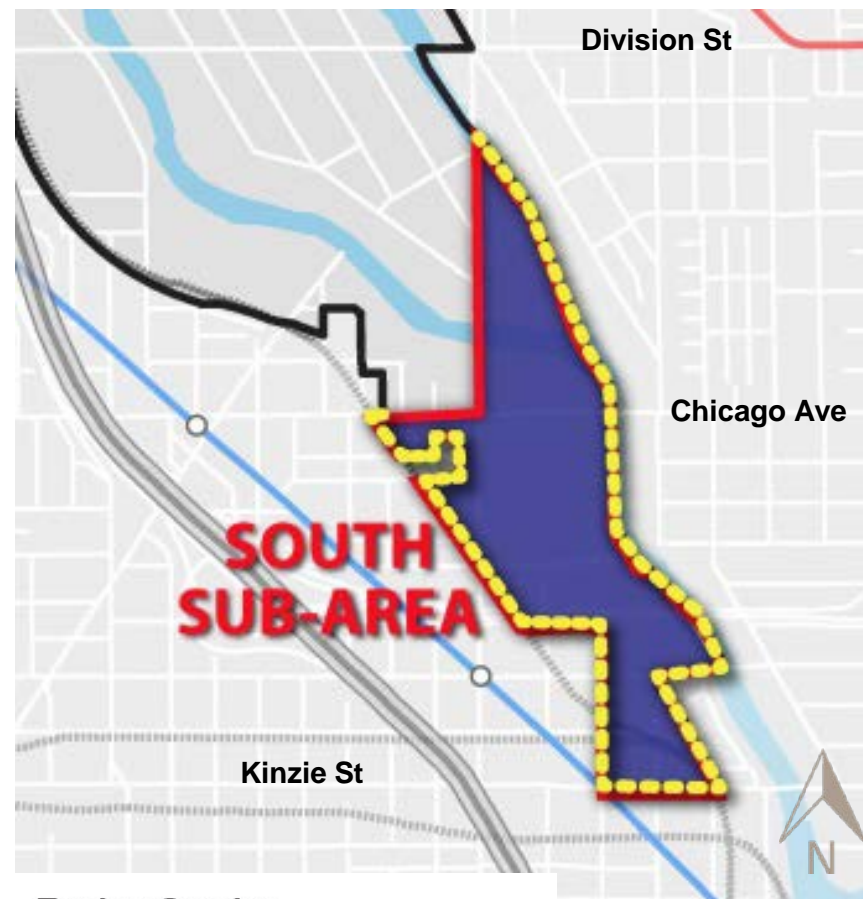
South Sub-Area Zoning Overview

1 City Actions





South Sub-Area within Overlay:

- Change PMD-zoned areas to Downtown Service (DS-3/DS-5; prior M4 and M5 districts no longer exist)
- Permit existing uses – allowed under Downtown Service zoning
- Limit future zoning amendments to Downtown Mixed-Use (DX)*
- Maximum base Floor Area Ratio (FAR) of 5.0 with bonus available in DX up to 8.1 total

*POS and T available for public uses;
Planned Development thresholds apply



Zoning Overlay

-  Zoning Overlay Area
-  Sub-areas
-  Zoning Overlay within South Sub-area
-  Area unaffected by Overlay

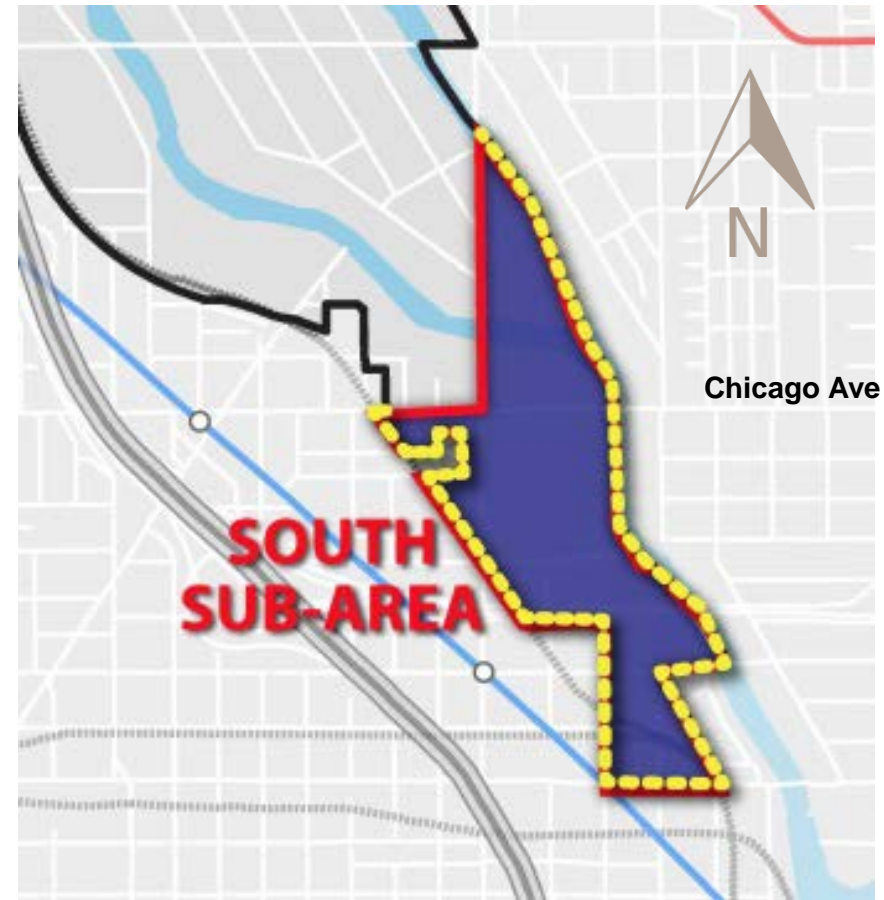
South Sub-Area Zoning Overview

South Sub-Area within Overlay:





- Establish FAR bonus available with Downtown Mixed-use (DX) rezoning up to 8.1 total



Potential building type/density:
7.0 FAR



Zoning Overlay

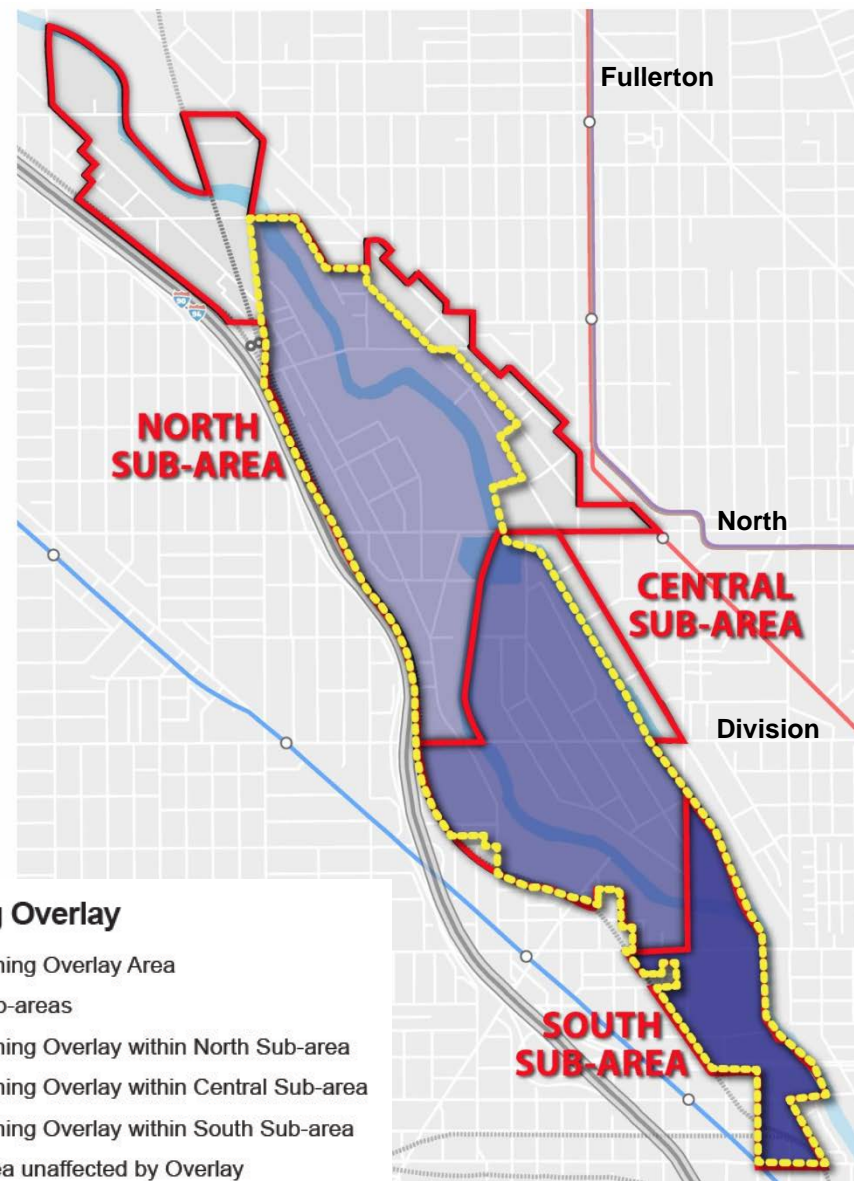
-  Zoning Overlay Area
-  Sub-area
-  Zoning Overlay within North Sub-area
-  Area unaffected by Overlay

Establish Overlay District

1 City Actions

Additional Overlay District regulations

- Create use standards governing enclosures for new uses.
- Establish Pedestrian Street and Mobility Street designations
- Reduce required vehicle parking in some instances
- Increase bicycle parking

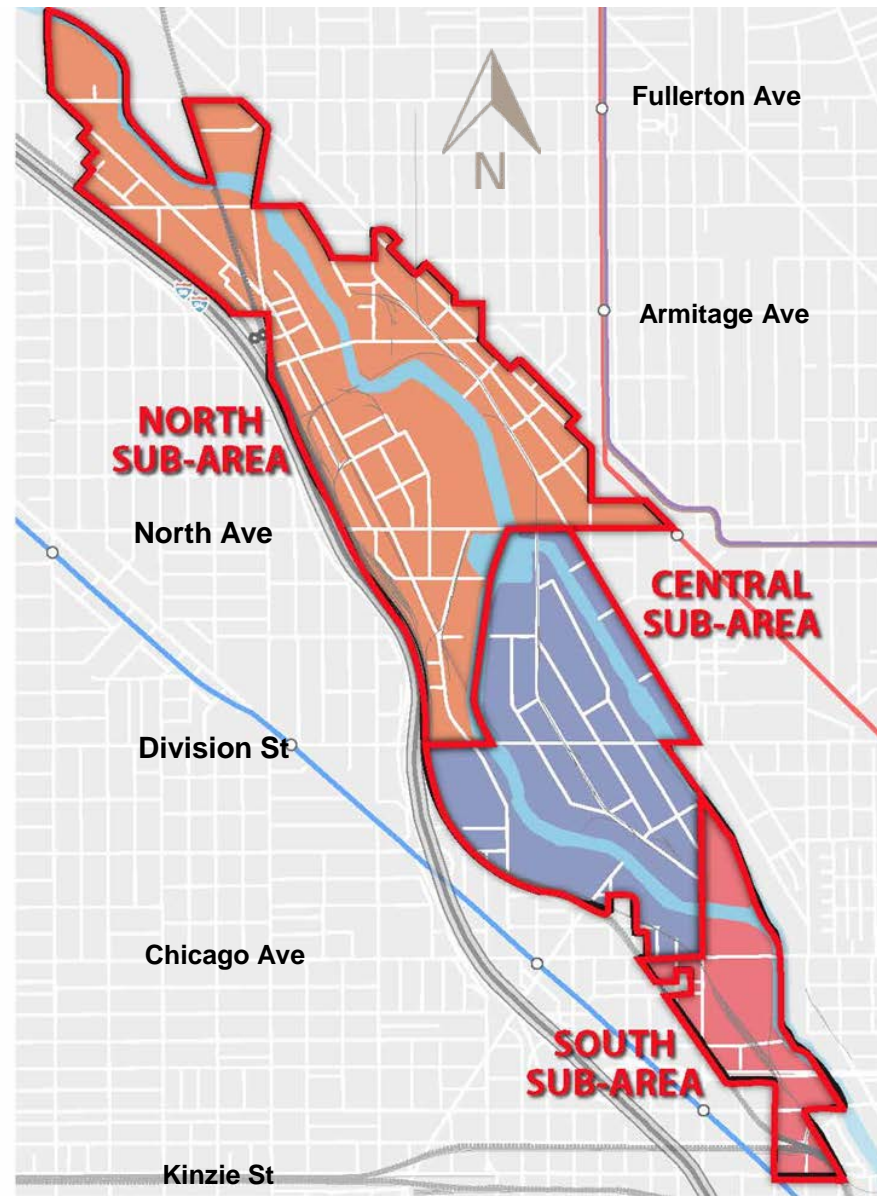


Land Use/Zoning Approach

2 Property Owner/ Developer Actions

Within the North Branch Industrial Corridor:

- Private property owners/developers are not required to seek a rezoning, existing uses are permitted.
- Owners in the North and South Sub-Areas may seek rezonings consistent with the Framework plan.
- The zoning review process will address the use of FAR bonus and ensure quality open space and transition buffers as applicable.
- Owners in the Central Sub-Area are not able to seek rezoning other than required Planned Developments.



Funding Approach



Principles of Funding Approach

1. Financial resources for public infrastructure and job readiness are generated from **redevelopment activity itself.**
2. Supplements existing approaches by creating **new tools** to extend options and **reduce use of TIF.**
3. Utilizes and leverages the multiple resources created by North Branch redevelopment to **enhance jobs and the tax base both in the North Branch area and to benefit other Industrial Corridors which would not otherwise have access to such resources.**

Funding to Support Growth

The City will pursue funding tools to spur and accommodate growth in three areas:

1. Industrial Corridor System throughout the City

- Facilitate existing, expanding and new business with site-related costs

2. North Branch Framework Area

- Public improvements including transportation, infrastructure, open space and environmental remediation

3. Site-Specific Planned Developments

- Site improvements and publicly accessible open space

Funding Tools

Multiple sources are proposed to be utilized to address funding needs:

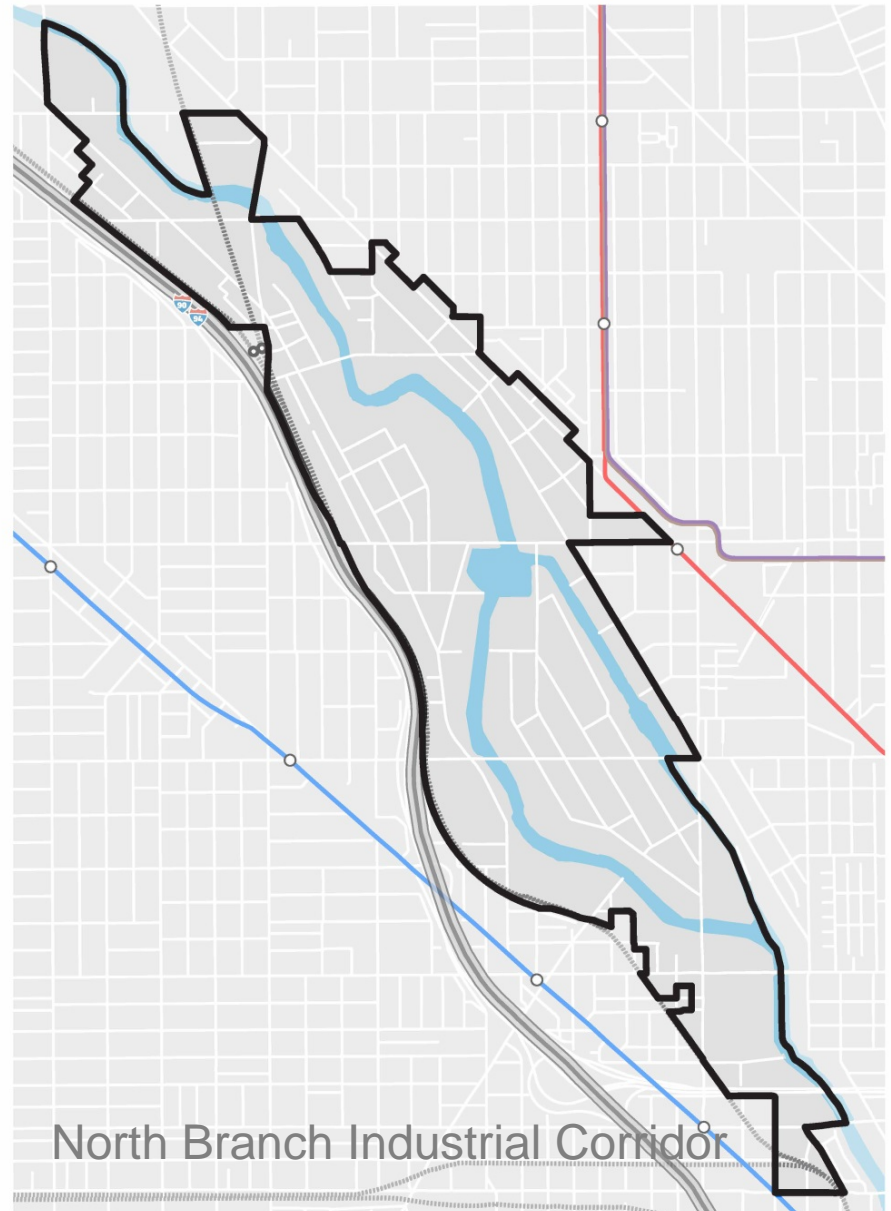
- 1. Industrial Corridor System Fee**
- 2. Bonus Payments**
- 3. Tax Increment Financing (TIF)**
- 4. Federal and State Funds**
- 5. Planned Development Contributions**

1. Industrial Corridor System Fee

Fee Trigger: An Industrial Corridor System Fee would be collected in corridors such as North Branch that are transitioning from manufacturing to other uses, triggered by a property owner obtaining a zoning change or increased density.

No Fee: Uses permitted in the Manufacturing and Downtown Service zoning districts and do not seek zoning changes or increased density will not be assessed a fee.

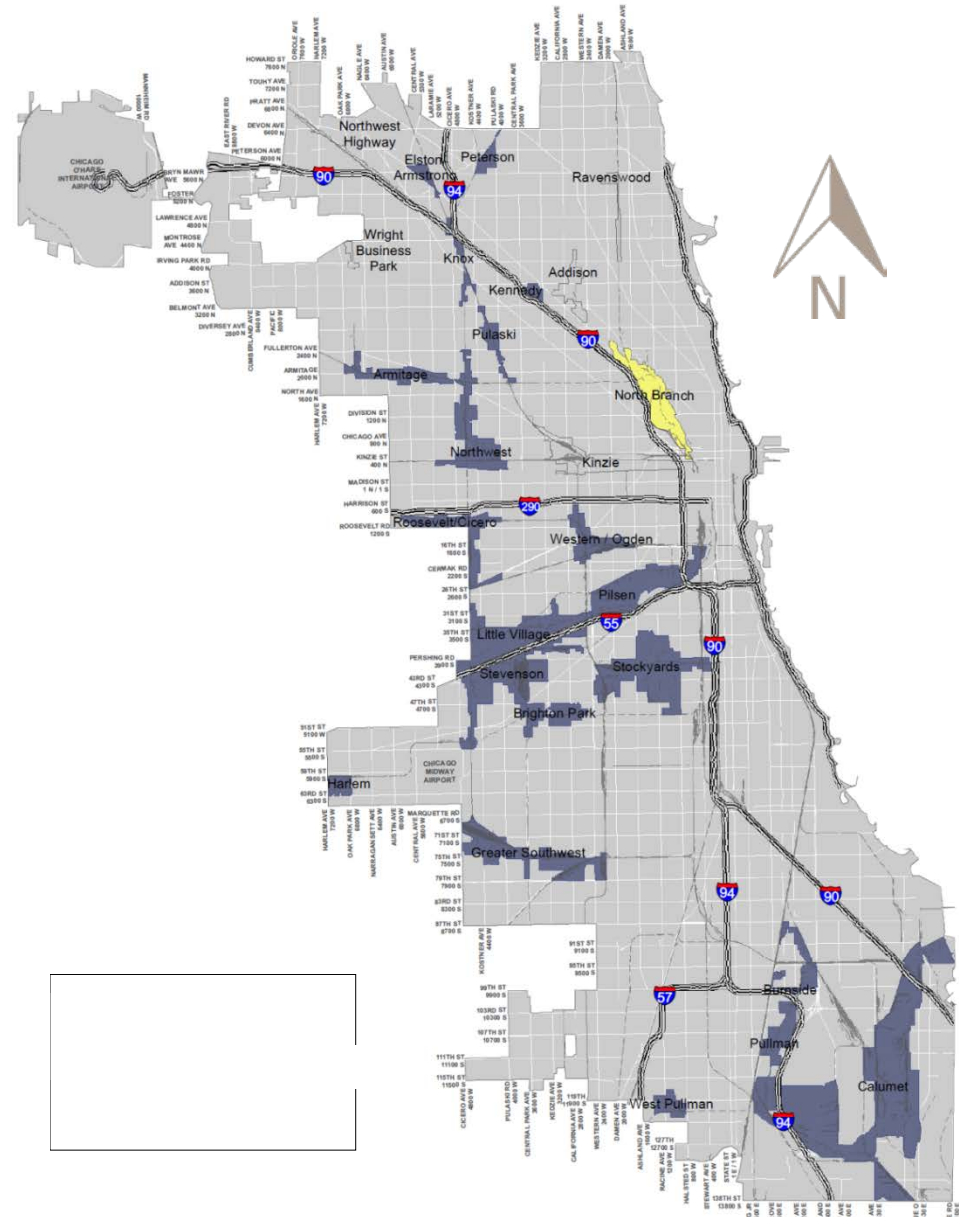
Cost of Fee TBD



1. Industrial Corridor System Fee

Use of Fee: To increase jobs and enhance the tax base across the City, funds will be used in other Industrial Corridors for:

- Infrastructure and utilities
- Environmental remediation
- Acquisition of industrial property
- Rehabilitating buildings



2. Zoning Bonus

The City will establish a zoning bonus program available to a property owner/developer requesting to rezone and increase density.

There will be two separate bonus areas:

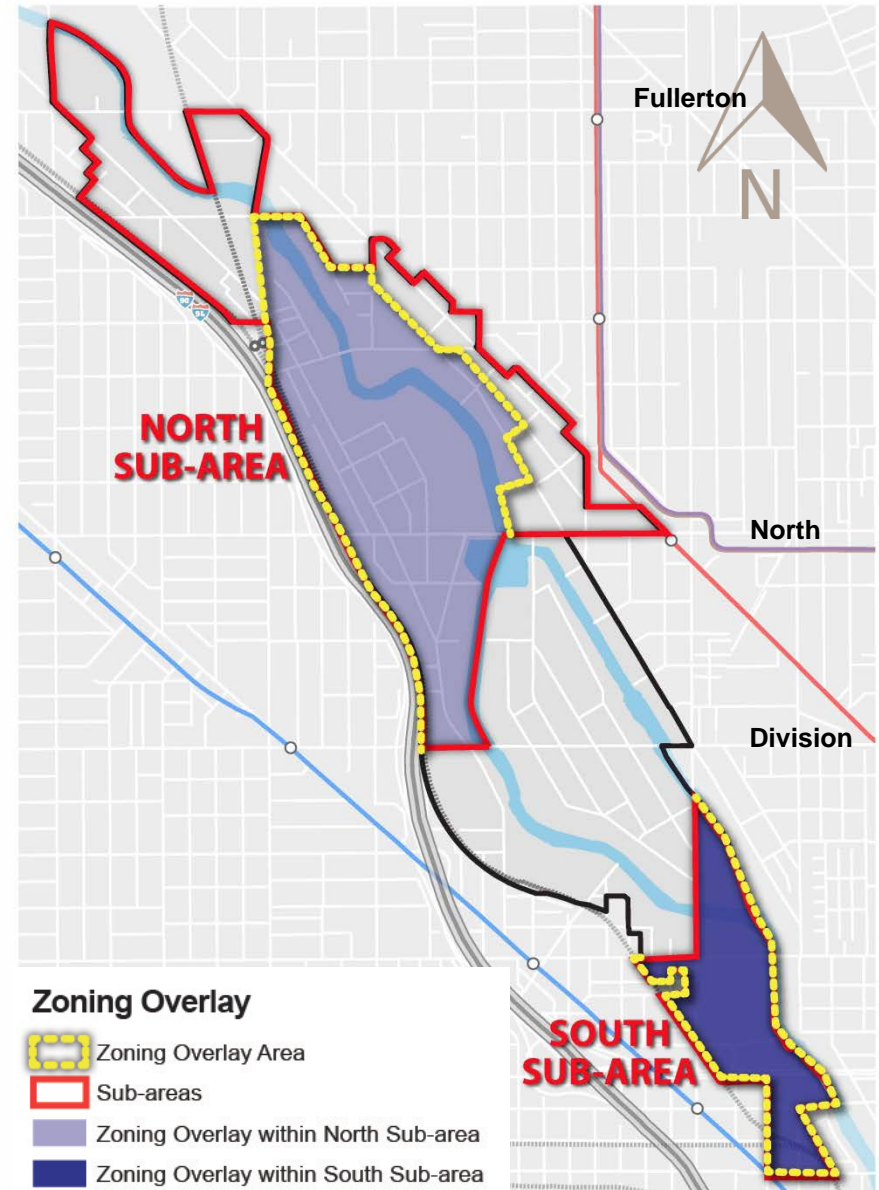
North Sub-area

- Funds to be used for public infrastructure, job readiness and similar purposes

South sub-area

- Properties become subject to the Neighborhood Opportunity Bonus initiative
- Local Improvement funds would go toward public infrastructure, job readiness and similar purposes in the North Branch area

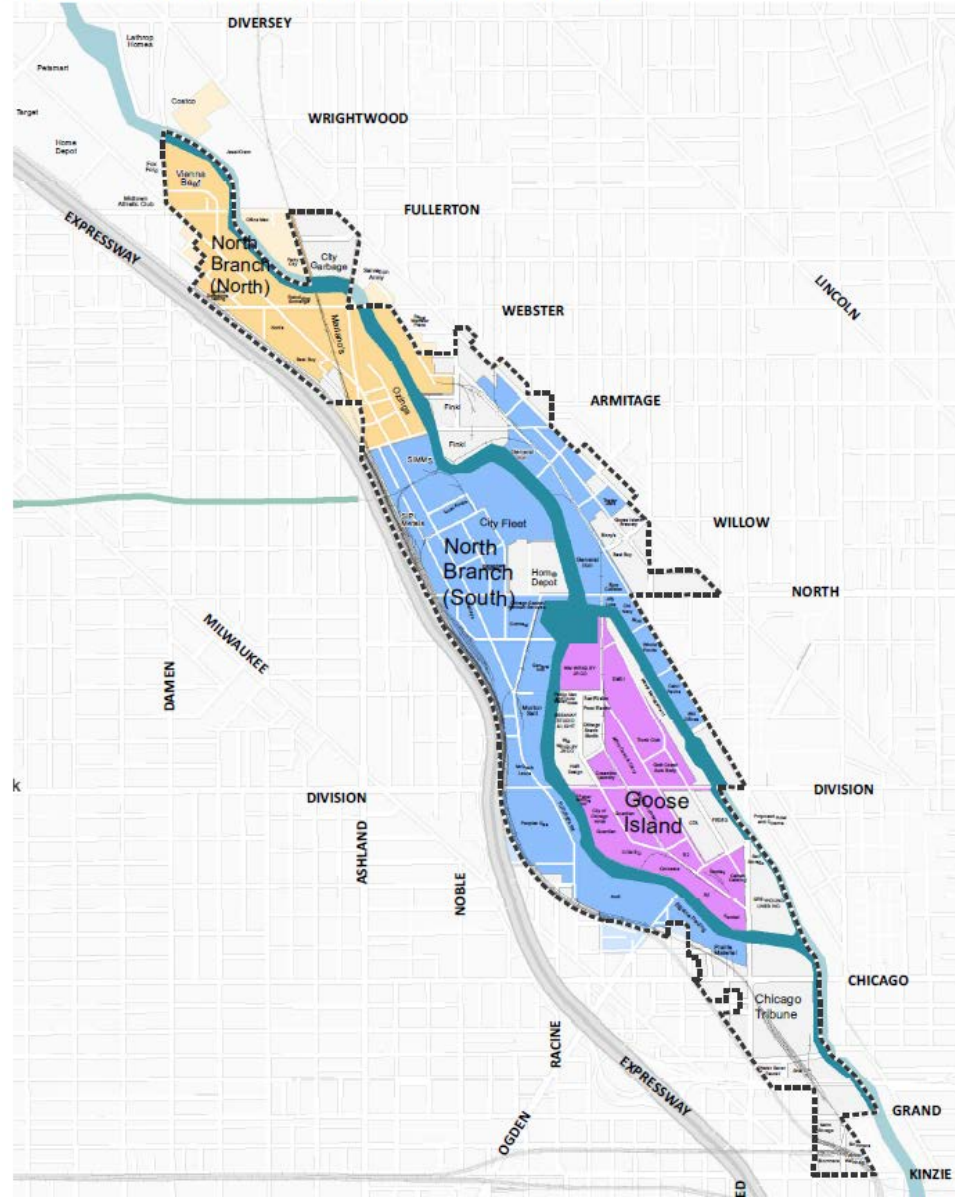
Cost of Bonus TBD



3. TIF- North Branch Framework Area

The City will review options for use of tax increment financing as needed to partially fund public improvements, transportation and environmental remediation.

North Branch Industrial Corridor TIF Districts



4. State and Federal – North Branch Framework Area

Transportation and public open space improvement funds provided by the state or federal government will continue to be applied for, such as:

- Arterial street and bridge improvements
- Pedestrian and bike trails such as the 606
- Wetland mitigation and habitat enhancement and park developments



5. Planned Development Contributions

Private developers will provide or pay for local improvements typically associated with planned developments, such as:

- Publicly accessible open space such as parks and river walks
- Traffic signals, new sidewalks, new roads etc. near and within development sites



14 acre development site with 3.5 acres open space in riverwalk, park and plazas

Implementation Summary

Zoning and Land Use

1. City Actions
2. Property Owner/Developer Actions

Funding Approach

1. Industrial Corridor System Fee
2. Bonus Payment
3. Tax Increment Financing-TIF
4. Federal and State Funds
5. Planned Development contributions

Next Steps

1 Land Use and Development Framework

**Framework
Community
Meeting**
FEB 21

**Framework
and
Technical
Summary
Posted
Online**
MAR 3

**Community
Open
House**
MAR 7
8:00 -10:00 AM

**Design
Guidelines
Posted
Online**
MAR 10

**Community
Open
House**
MAR 14
4:00 – 6:00 PM

**Public
Comment
Period
Ends**
APRIL 10

**Review and Possible Adoption
By Plan Commission**
April 20

Next Steps

2 Implementation Ordinances

- **Must occur to implement the Framework land use and funding recommendations**
- **City Council must approve all ordinances**

Steps Required:

Public meeting on proposed changes

Review by Plan Commission

Ordinance Introduction – covers code changes and fees

Committee hearing on ordinance with recommendation

Vote by full Council

Mayor Emanuel's

Industrial Corridor Modernization

North Branch

COMMUNITY MEETING FEB 21, 2017



Rahm Emanuel, Mayor

David Reifman, Commissioner
Dept. of Planning and Development

Rebekah Scheinfeld, Commissioner
Dept. of Transportation

QUESTIONS?

Contact Us

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