

Fulton Market Innovation District Plan Update

FEBRUARY 2021 - DRAFT FOR PUBLIC REVIEW



This document has been prepared by the Central Region Planning Division of the Chicago Department of Planning and Development. The plan update is intended to guide future growth and is not a replacement of the City of Chicago's ordinances. The plan content has been coordinated with representatives from Chicago Department of Housing and the Department of Transportation. Special thanks to the following: Alderman Walter Burnett Jr (27th Ward), Samir Mayekar, Maurice Cox, Marisa Novara, Gia Biagi, Eleanor Gorski, Kathy Dickhut, Patrick Murphey, Chip Hastings, Peter Strazzabosco, Tim Jeffries, Nora Curry, Dawn Fuentes, Steve Valenziano, Daniel Hertz, Bryan Esenberg, Noah Szafraniec, Kevin Bargnes, Jeffrey Sriver, Bill Higgins, Karen Rogulja, David Smith, and ImageFiction. Lead staff for the document's content, design, and layout included Cynthia Roubik, Fernando Espinoza, and Joshua Son.

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DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

RESOLUTION

**APPROVAL AND ADOPTION OF
THE FULTON MARKET INNOVATION DISTRICT PLAN UPDATE**

WHEREAS, the Chicago Plan Commission (“CPC”) adopted the original Fulton Market Innovation District Plan July 2014. After adoption by CPC, the goals and strategies in the *Fulton Market Innovation District Plan Update* will supersede the objectives and recommendations in the previous planning document; and

WHEREAS, the *Fulton Market Innovation District Plan Update* was developed over the last six months by the Chicago Department of Planning and Development, in coordination with the Chicago Department of Transportation and Chicago Department of Housing, to provide revised plan objectives, land use recommendations, and to create a more vibrant and pedestrian-friendly, inclusive neighborhood; and

WHEREAS, the *Fulton Market Innovation District Plan Update* reviews and summarizes the City-led initiatives impacting this area since 2014, existing land use context, transit conditions and connectivity, demographic trends for the Near West Side community area, and retail markets within the plan area; and

WHEREAS, the *Fulton Market Innovation District Plan Update* includes planning goals and strategies that will be used by City staff in the review of planned development applications and zoning change requests within the plan area; and

WHEREAS, the *Fulton Market Innovation District Plan Update* involved a community engagement process that included stakeholder outreach, a webpage with the draft document posted for public review over several weeks, and a virtual public meeting hosted by the Department of Planning and Development that had close to 300 registered participants;

NOW, THEREFORE, BE IT RESOLVED BY THE CHICAGO PLAN COMMISSION:

1. THAT the above recitals are expressly incorporated in and made a part of this resolution as though fully set forth herein; and
2. THAT the Chicago Plan Commission hereby approves and adopts the *Fulton Market Innovation District Plan Update* in substantially the form attached hereto as Exhibit A.

Teresa Córdova, Chairman
Chicago Plan Commission

Approved: _____
Fulton Market Innovation District Plan Update



The gateway marking the entrance of the Fulton Market District, installed 2015.



SHAPACK PARTNERS

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Circa 1923 view of the market after the widened section of Randolph Street had been extended west to Union Park.

SECTION 1: INTRODUCTION

The Fulton Market area developed in the late 19th and early 20th centuries as an important industrial and manufacturing area, home to meat packers, commission houses, and produce markets into which flowed the agricultural bounty of the Midwest and West. In 2014, Chicago's Department of Planning and Development undertook a land use plan analysis due to the area's historic and cultural importance to the City and to preserve existing jobs while accommodating private sector investments that reinforced the area's role as an innovation-driven employment center.

In July 2014, the Chicago Plan Commission adopted the Fulton Market Innovation District (FMID) plan. Based on the recommendations in that plan, the City designated a landmark district to preserve the historic assets at the core of the FMID, updated the zoning code to remove the Planned Manufacturing District (PMD) within the FMID to allow for a variety of commercial uses, permitted downtown-type development via the Downtown Density Bonus, and adopted new design standards with the West Loop Design Guidelines.

The Fulton Market Innovation District, 2014.



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The approximately 217-acre FMID and adjacent blocks have seen tremendous change and growth within the last six years. Since 2014, several simultaneous planning and transportation initiatives and land-use changes have impacted the area. This FMID Plan update is intended to summarize those initiatives and to provide updated recommendations to guide future growth towards a mixed-use and mixed-income community. This update includes a renewed vision, an analysis of current market data and trends, open space recommendations, and infrastructure improvement priorities. The objectives and recommendations contained in this 2021 update are intended to supersede the 2014 FMID land use plan objectives and recommendations.

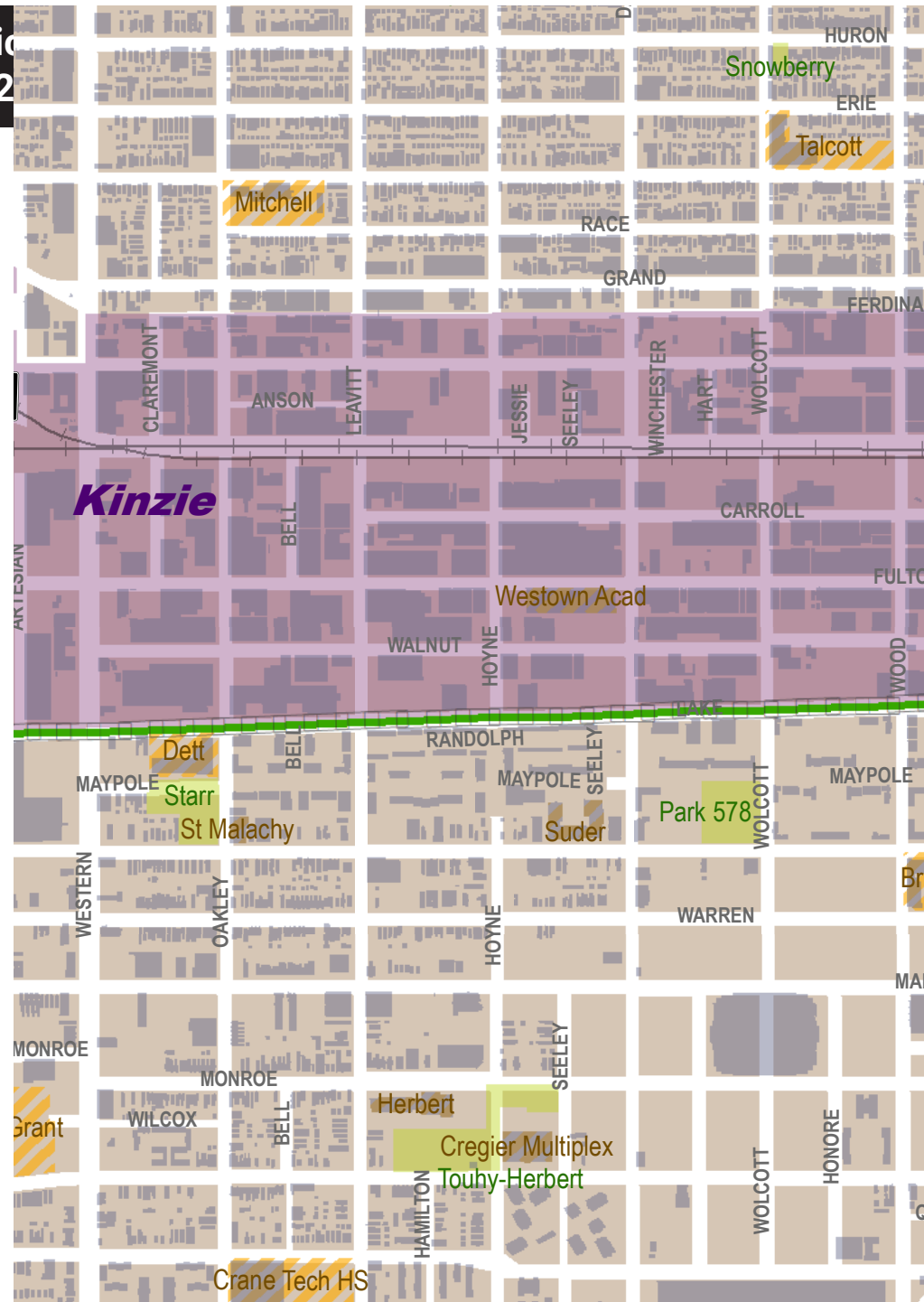
FMID Vision

The Fulton Market community is where traditional and innovative businesses, buildings and people coexist in a dynamic downtown environment. The community is already a vital economic engine for the city, with a variety of companies, service providers, and quality-of-life amenities. Looking to the future, the area should continue to evolve as a desirable, functional, mixed-use, and mixed-income neighborhood for workers, residents, and visitors.

Fulton Market Innovation District Study Area, 2022

Legend

-  Downtown Zoning
-  FMID Boundary
-  Historic Districts
-  Parks
-  Industrial Corridors
-  School Grounds
-  Metra Station
-  CTA Station

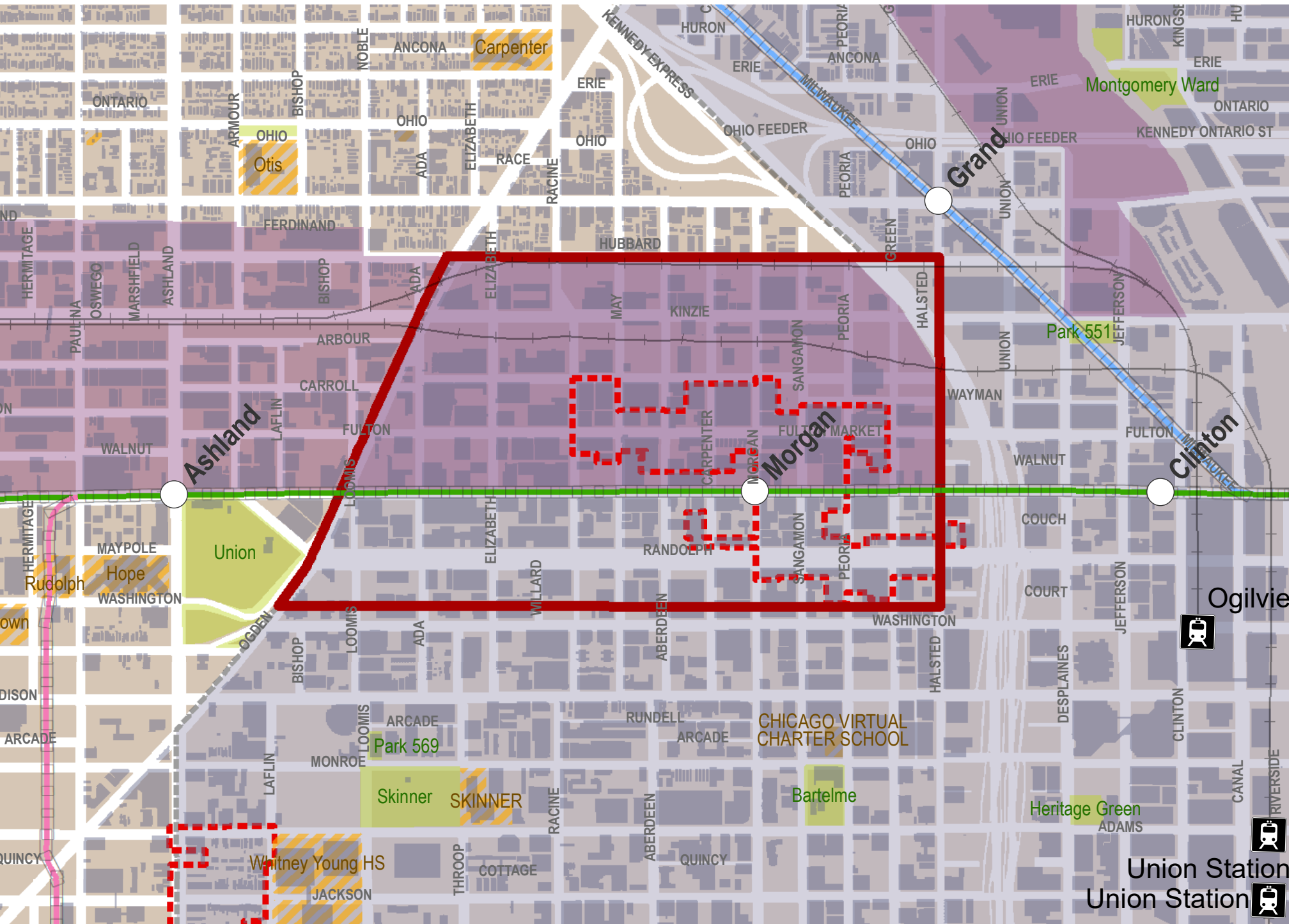


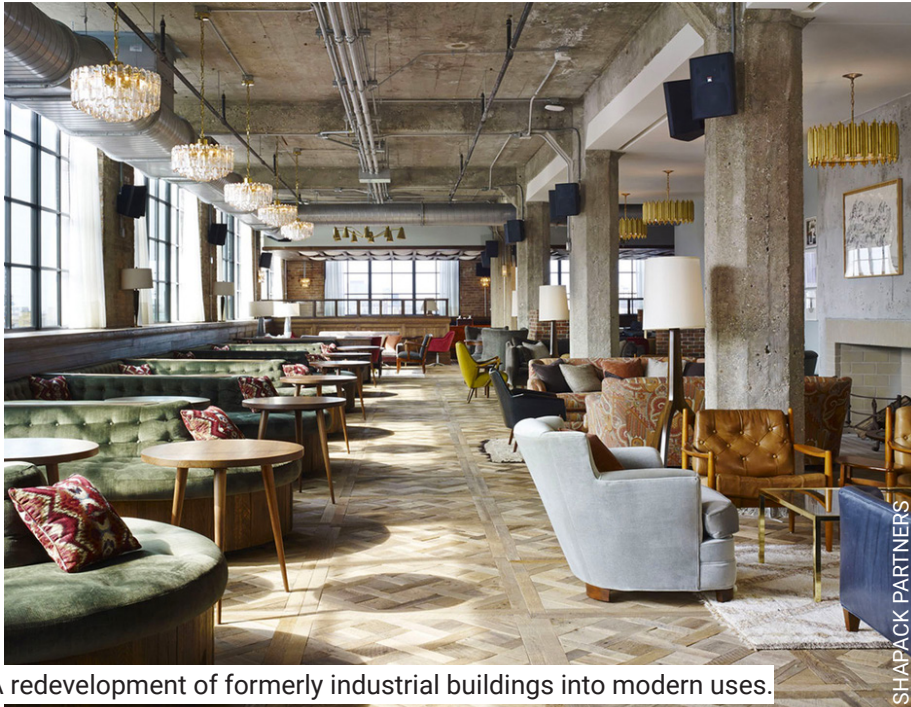
FMID Study Area

The FMID is roughly bounded by Hubbard Street from the north, Halsted Street from the east, a half block south of Randolph, and Ogden Avenue to the west. The plan update retains the same geography but more explicitly considers the area's proximity to nearby industrial uses, Union Park, the United Center and the East Garfield Park community.

FMID Stakeholder Outreach

The 2014 FMID plan was developed over a seven-month period with more than 450 participants at three public meetings and seven neighborhood meetings. The update to the plan's goals and strategies were developed based on feedback from stakeholders, property owners, residents, and representatives from City departments and sister agencies. A draft of the updated plan was posted online for approximately two months and was reviewed at several community meetings prior to its presentation to the Chicago Plan Commission. A summary of the public engagement, community meetings, and the public feedback is provided in the Appendix.





A redevelopment of formerly industrial buildings into modern uses.

SECTION 2: CONTEXT

As the Fulton Market area evolved over time, several City-led initiatives were completed that impacted its evolution. These previous initiatives range from economic development to housing, and from preservation to transportation. A summary of these initiatives follows.

The Fulton Randolph Market Landmark District

As recommended in the 2014 FMID plan, the City started the landmark designation process for the Fulton-Randolph Market landmark district in April 2014. After a robust public engagement process that included public meetings, tours, hearings, and letters, a recommendation from the Commission on Chicago Landmarks was unanimously approved in May 2015. The Chicago City Council officially designated the District in July 2015. The District encompasses properties along West Randolph Street, West Fulton Market, and North Sangamon Street, beginning just west of the Kennedy Expressway and extending approximately nine blocks west to Racine Avenue.

The purpose of the district and its associated design guidelines are:

- To strengthen the identity of the area and support existing uses; encourage new and compatible applications.
- Encourage renovation of existing buildings and new construction; additions are allowed throughout the District.
- Establish streetscape guidelines to serve businesses, maintain existing uses, improve pedestrian safety and comfort.
- To preserve the character of this historic area and conserve the historic building stock as well as encourage maintenance, repair, and restoration.

West Loop Design Guidelines

In September 2017, the Chicago Plan Commission adopted the West Loop Design Guidelines (WLDG). The public engagement process for the WLDG included two open houses, three working group meetings, and an online survey. The boundaries of WLDG are Ogden and Ashland avenues to the west, Carroll Avenue to the north, Interstate 90/94 to the east and Interstate 290 to the south. The purpose of the guidelines are to assist the development of projects and allow flexibility in the application of selected use, bulk, and development standards to promote high-quality urban design. The WLDG builds upon previous planning efforts to retain urban character and ensure that the West Loop continues to develop as an employment, transportation, cultural and residential center for the city.

Downtown Expansion and Density Bonus

In 2016 and 2017, the City expanded the downtown zoning district (D) and established the Neighborhood Opportunity Bonus (NOB) to the Fulton Market area. The D district expansion supported the demand for high-density office, commercial, and hotel development west of the Loop. Similarly, the establishment of the NOB simplified and updated the downtown floor area bonus system and provided new funding sources to encourage commercial development in neighborhoods lacking private investment, as well as new resources for local infrastructure and citywide landmarks.

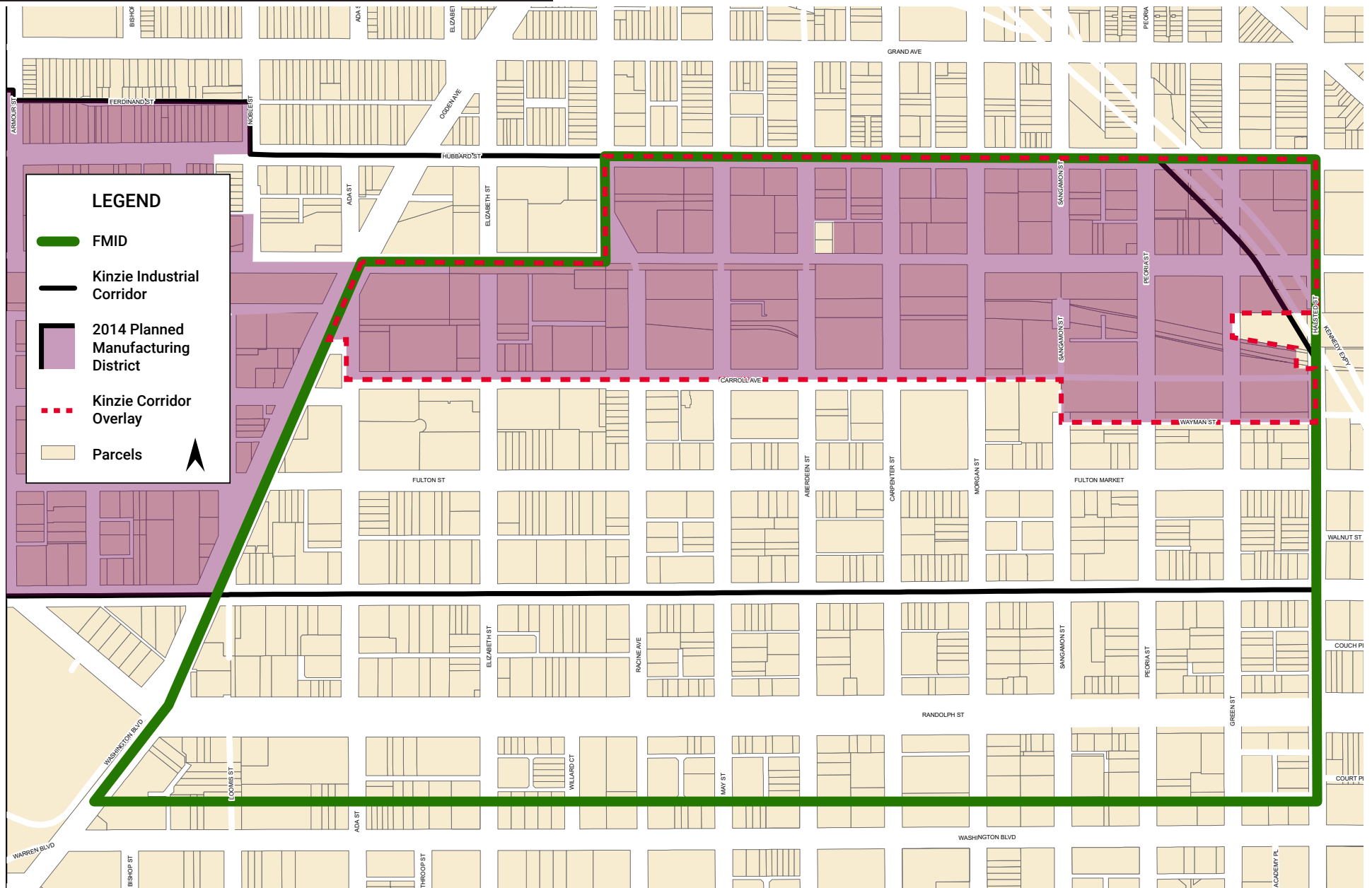
The West Loop Design Guidelines assist the development of projects, allow flexibility, and promote creative and high-quality design.



WEST LOOP DESIGN GUIDELINES

City of Chicago * Department of Planning & Development * September 2017

FMID and Kinzie Corridor Overlay, 2014



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Kinzie Corridor Overlay

The Kinzie Corridor Overlay district regulations, approved by City Council in October 2017, supplement zoning regulations that apply under a property's base zoning district. Generally spanning the area between Carroll, Hubbard, Halsted, and Ogden, the overlay district's implementation also:

- Repealed the corridor's Planned Manufacturing District (PMD) zoning east of Ogden, replacing a portion of the existing PMD zoning designation with its pre-PMD zoning to allow new uses, including modern manufacturing and commercial businesses.
- Applied the Industrial Corridor System Fund to the area, which requires certain projects to pay a fee to remove manufacturing zoning. The fee is intended to support industrial development elsewhere in the city.
- Expanded the City's Neighborhood Opportunity Bonus system to the area.
- Prohibited residential uses within the Kinzie overlay boundary.

Transit Served Location (TSL) Ordinance

The City's TSL provisions are intended to leverage Chicago's extensive public transit resources. The TSL Ordinance was implemented in 2013 and updated in 2015 to promote density around CTA and Metra train stations. The ordinance was expanded to high-capacity bus routes in 2019. TSL provisions in the FMID are available for new construction projects within a quarter-mile of the CTA Morgan Green Line station. The provisions include reduced parking requirements, height area increases, floor area ratio (FAR) increases, and minimum lot area reductions. Parking requirements may be eliminated completely if the spaces are replaced with bicycle spaces, and applicable zoning review processes are followed and formally approved.

Affordable Housing Ordinance and Near North Pilot

Last updated in 2015, the Affordable Housing Requirements Ordinance (ARO) requires residential developments to provide a percentage of units at affordable prices if a zoning change is granted that increases project density, allows a residential use not previously allowed, or if the project involves City financial assistance or City-owned land. The



800 W. Fulton Market, slated for completion by 2021, utilized Density Bonus.

906 W. Randolph St. is approved for up to 300 residential units, including 60 affordable units.



RELATED MIDWEST + MORRIS ADJMI ARCHITECTS

ordinance applies to residential developments of 10 or more units and requires that developers provide 10 percent of their units at affordable prices.

The FMID is within the Near North ARO Pilot area, which requires 20% of the units in new residential developments to be made available at affordable prices. Initially set to expire at the end of 2020, the City recently extended the duration of the Near North ARO Pilot until June 30, 2021. Since the inception of the ARO in 2007, nearly 500 ARO units have been approved or constructed within the Near West Side, including within the FMID.

Kinzie Industrial Corridor TIF District

The FMID is located within the boundaries of the Kinzie Industrial Corridor Tax Increment Finance (TIF) District. Established in 1988, the district includes portions of the Humboldt Park, West Town, East Garfield Park and Near West Side communities. The TIF district is intended to enhance the corridor by providing financial resources for public realm improvements, infrastructure, and private investment projects. The Kinzie TIF district is set to expire at the end of 2022. For the district's financial projection report, see 'Kinzie Industrial Corridor TIF District Programming 2020-2024' in the Appendix.

Previous Transportation and Infrastructure Initiatives

Divvy Bikes, the City's shared bicycle system, was launched in July 2013 with 75 stations and 750 bikes. As of early 2020, Divvy has grown to include 600 stations and more than 6,000 bikes. There are four Divvy stations in the FMID area: at the Morgan Green/Pink line station, Elizabeth and Fulton Market, Randolph and Racine, and at Randolph and Aberdeen.

The City's "Vision Zero Action Plan" was published in 2017 with goals and metrics to reduce deaths and serious injuries from traffic crashes by 2026. The crash data gathered from 2010-2014 showed that pedestrians were 12 times more likely to be killed or seriously injured, and bicyclists were five times more likely, compared to people in vehicles. The plan identifies the top eight high-crash areas within the city and identified the Near West Side as the second most effected community area that experience significantly higher rates of crashes that cause death and serious injury.

The plan identifies goals and metrics to reduce Near West Side crashes and includes a community-led crash reduction process with public and private stakeholders. CDOT has formed the Vision Zero Operations Group, which meets regularly to focus on three main areas: street design treatments that accommodate all members of the community, localized education and awareness efforts to eliminate dangerous driving behaviors, and police involvement driven by community input and support (see 'Transportation' in Appendix).

Ride-Share companies such as Uber, Lyft, and Via have had a major impact on how people get around the city. Their use has almost tripled in recent years, with approximately half of the trips starting or ending in the downtown area. Starting in January 2020, the City implemented a new variable to Chicago's Ground Transportation Tax structure that places a premium on single rides and rush hour trips, while reducing rates for shared rides and neighborhood trips. A portion of the City's revenue will be allocated to support CTA bus operations, Bus Priority Zones that improve access to the South and West sides, and other transportation accessibility initiatives.



The Fulton Market gateway sign.

The Fulton Market Flex Street, a CDOT initiative, was designed to modernize existing infrastructure while enhancing safety and preserving the historic character as the area develops into a more mixed-use community. Portions of Fulton includes new sidewalks, cobbled intersections, flex street design, full roadway reconstruction, street furniture, lighting, landscaping, and a gateway identifier near Halsted. Phase I is complete and extends from Halsted to Carpenter, Phase II extends from Carpenter to Ogden and is expected to be completed in 2021.

Lake Street reconstruction from Ashland to Halsted will include roadway resurfacing, roadway reconstruction, curb and gutter improvements, ADA improvements, raised crosswalks, drainage improvements, bike lane markings, median updates, new light fixtures, and traffic signal optimizations. Design work is nearing completion and construction is anticipated to begin in spring of 2021.

Kinzie Industrial Corridor Infrastructure Study

DPD initiated the Kinzie Industrial Corridor Infrastructure Study in August 2019 to assess the infrastructure needs of future development. Bounded by Halsted, Ogden, Hubbard and Lake, the study area was reviewed for existing infrastructure conditions, development opportunity sites, and priority needs. Existing public way and real estate conditions

Outdoor dining within the public way on Fulton Market Street, Fall 2020.



were inventoried in the fall and mapped within the City’s Geographic Information System (GIS). Thirty opportunity sites were identified through an analysis that considered recent and pending construction, market trends, and the overall character context within and adjacent to the study area. The 30 sites are estimated to accommodate up to 10 million square feet of new mixed-use projects. Priority infrastructure improvements are estimated to cost \$50 million.

Short-term priorities include:

- 6 at-grade Metra crossing improvements
- 23 blocks of sidewalk construction
- 43 crosswalk upgrades
- 32 ADA corner upgrades
- 182 light pole replacement or upgrades
- New shared bike stations

Longer-term priorities, which require additional study by CDOT, include:

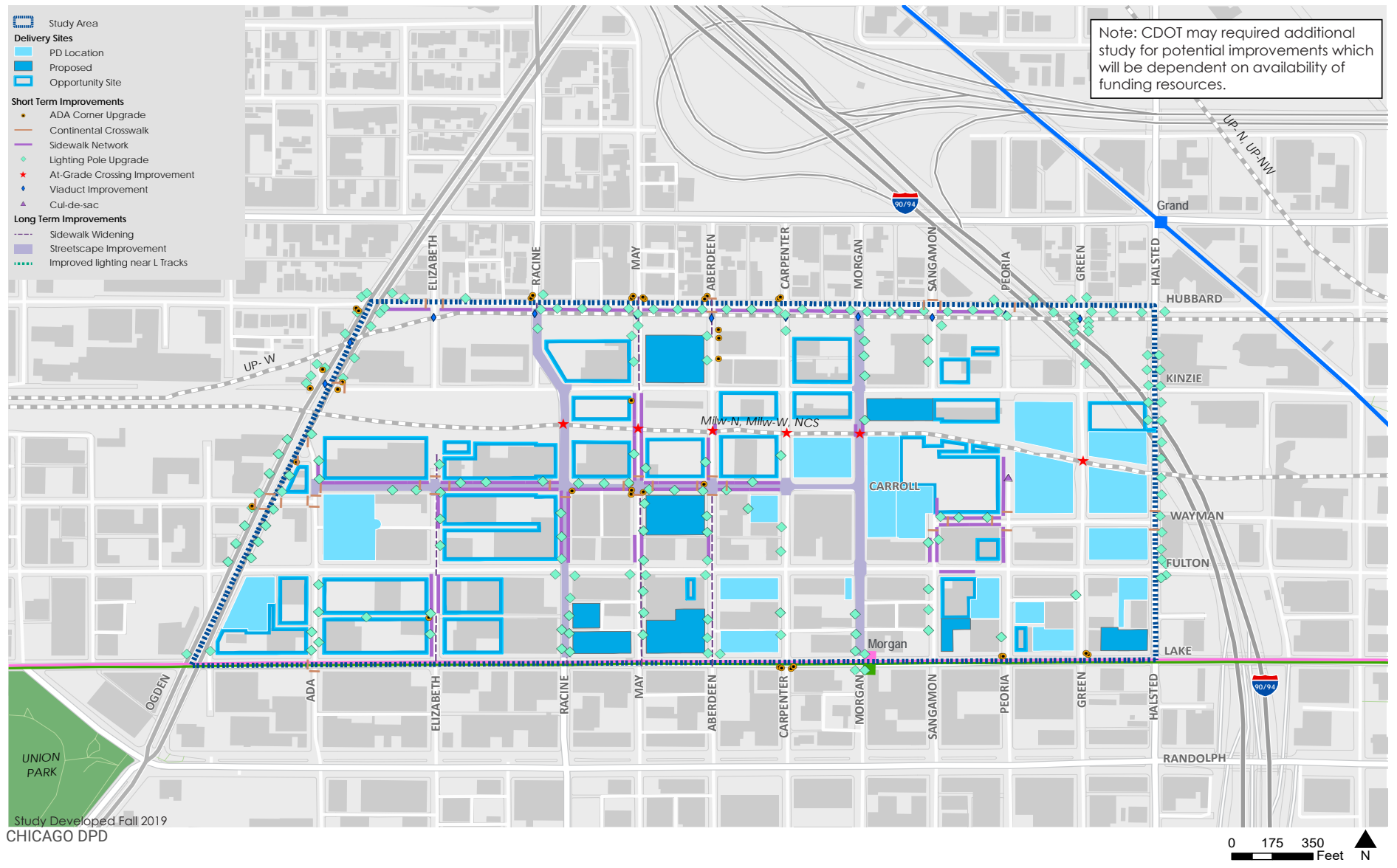
- relocation of utilities underground
- viaduct improvements
- new bike lanes
- street network and section improvements

Near West Side Community Area Data and Trends

Demographics

Total population of the Near West Side was 62,733, based on the June 2019 Chicago Metropolitan Agency for Planning (CMAP) report. The community area grew in population by more than 14% between 2010 and 2017 while the whole city only gained 1%. The demographics of the population are 41.3% White Non-Hispanic, 28% Black Non-Hispanic, 9.4% Hispanic, and 18.6% Asian Non-Hispanic.

INFRASTRUCTURE PRIORITIES INFRASTRUCTURE POTENTIAL SHORT- / LONG-TERM PROJECTS



Study Developed Fall 2019
CHICAGO DPD

The Infrastructure Priorities map from the Kinzie Corridor Infrastructure Study, Fall 2019

Median household income was \$83,575 based on the June 2019 CMAP report. Most residents are young professionals between the ages of 20-34, with a bachelor's degree or higher. Although the Near West Side population has grown, the relative household types have remained stable. Almost 46% of total households are single and 36.6% are families. Nearly 74% of the housing types are structures that have five or more units (see 'Demographics' in Appendix).

Employment

DPD's FMID employment data analysis from 2005 to 2017 included the following five job categories: Education and Health Care, Manufacturing, Industrial Services, Office Related Services, and Retail, Hospitality & Entertainment. The data indicates that the share of both manufacturing and health/education jobs have remained stable in the FMID while the other job categories are significantly growing, including office and retail/hospitality, which accounted for nearly 60% of all jobs in 2017. Additional data collection for 2018-2020 and further analyses will be compiled, when available, to better assess local employment trends and the effects of the COVID-19 pandemic impact.

Total employment in the FMID grew during this time with Office Related Services the biggest increase in the area. Both sectors for office and retail/hospitality jobs account for nearly 60% of all jobs in 2017. Additional data collection for 2018-2020 and further analyses will be compiled, once available, to better understand the employment trends and effects of the COVID-19 pandemic impact.

Transit

From 2013 to 2017, about 58% of Near West Side residents took transit, bicycled or walked to work. Based on the CTA's annual ridership reports, the Morgan Station saw a 5.6% ridership increase from 2018 to 2019. Total station ridership in 2019 was 1,105,090. Neighboring Green Line stations showed modest ridership increases; the Ashland station increased by 1.2%.

Despite the area's high multi-modal mobility, bus routes within the FMID saw a mix of ridership trends within the same time frame. The

#8 Halsted bus increased by 2.0% and the #9 Ashland bus declined by -3.6%.

Public Schools

The FMID area is primarily served by the Skinner West Elementary School, which has 1,246 students, serves a Pre-K to 8th-grade. As one of the most diverse schools in CPS, nearly a fifth of the student body comes from low-income families. Students are admitted in three ways: a CPS enrollment test, local residency, or through a CPS lottery (K to 5th grade only). Capacity was recently assessed at 86%, which CPS categorized as efficient.

James Otis Elementary School is a magnet cluster school that serves the north part of the FMID area between Kinzie and Hubbard. The school offers a comprehensive language program in Spanish, Italian, and Latin. With 342 students, 85% of the student population are from low-income families. Capacity was recently assessed at 49%, which CPS categorized as underutilized.

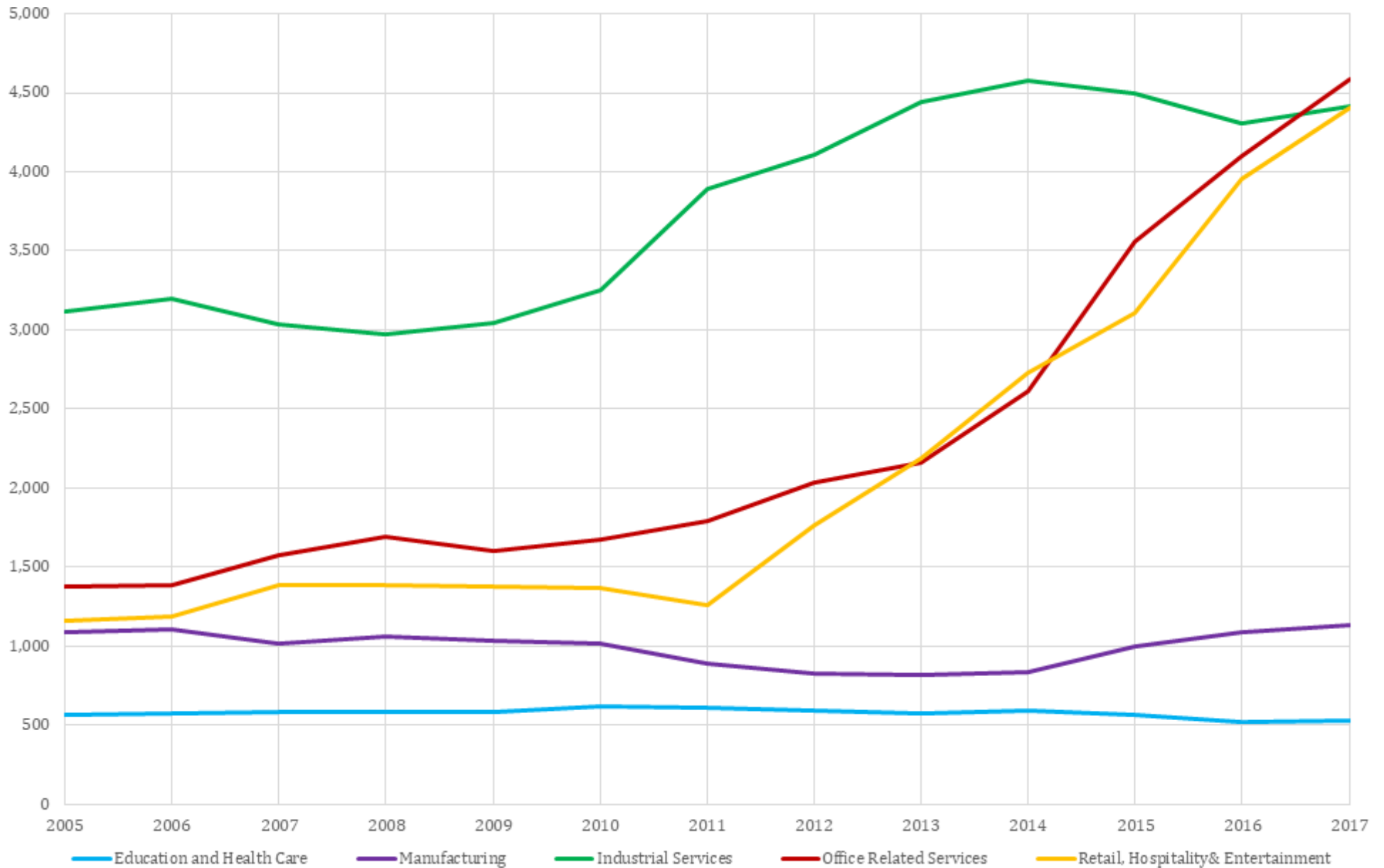
Wells Community Academy High School is the neighborhood CPS school that serves the FMID area. Approximately 91% of its 322 students are from low-income families. Capacity was recently assessed at 26%, which CPS categorized as underutilized.

Whitney Young High School is a CPS selective enrollment school for grades 7-12 located south of the FMID. Approximately 35% of its 2,190 students are from low-income families. Capacity was recently assessed at 106%, which CPS categorized as efficient. Other nearby CPS high schools include Ogden International, Noble-Rauner, and Noble-Golder, all of which select students by CPS lottery (see 'Schools' in Appendix).

Market Area

Since the 2010s, the Fulton Market Area and West Loop sub-markets have accounted for 70% of all Central Area office development, according to DPD's Kinzie Industrial Corridor Infrastructure Study. Market demands for larger office floor plates, modern commercial amenities, innovative and mixed-use work environments, and lack of develop-

Employment in the FMID by Sector, 2005-2017



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The 2014 FMID plan illustrated how zoning changes for residential uses were incompatible with the industrial corridor.

ment sites in the central business district have fueled developer and tenant interest in the FMID.

Since the adoption of the 2014 FMID plan, 43 projects valued at \$14 billion have been approved in the area, consisting of 1,702 hotel keys, 3,801 residential units and more than 8 million square feet of commercial space. At full buildout, the projects are expected to generate more than 28,450 construction jobs and 61,480 permanent jobs.

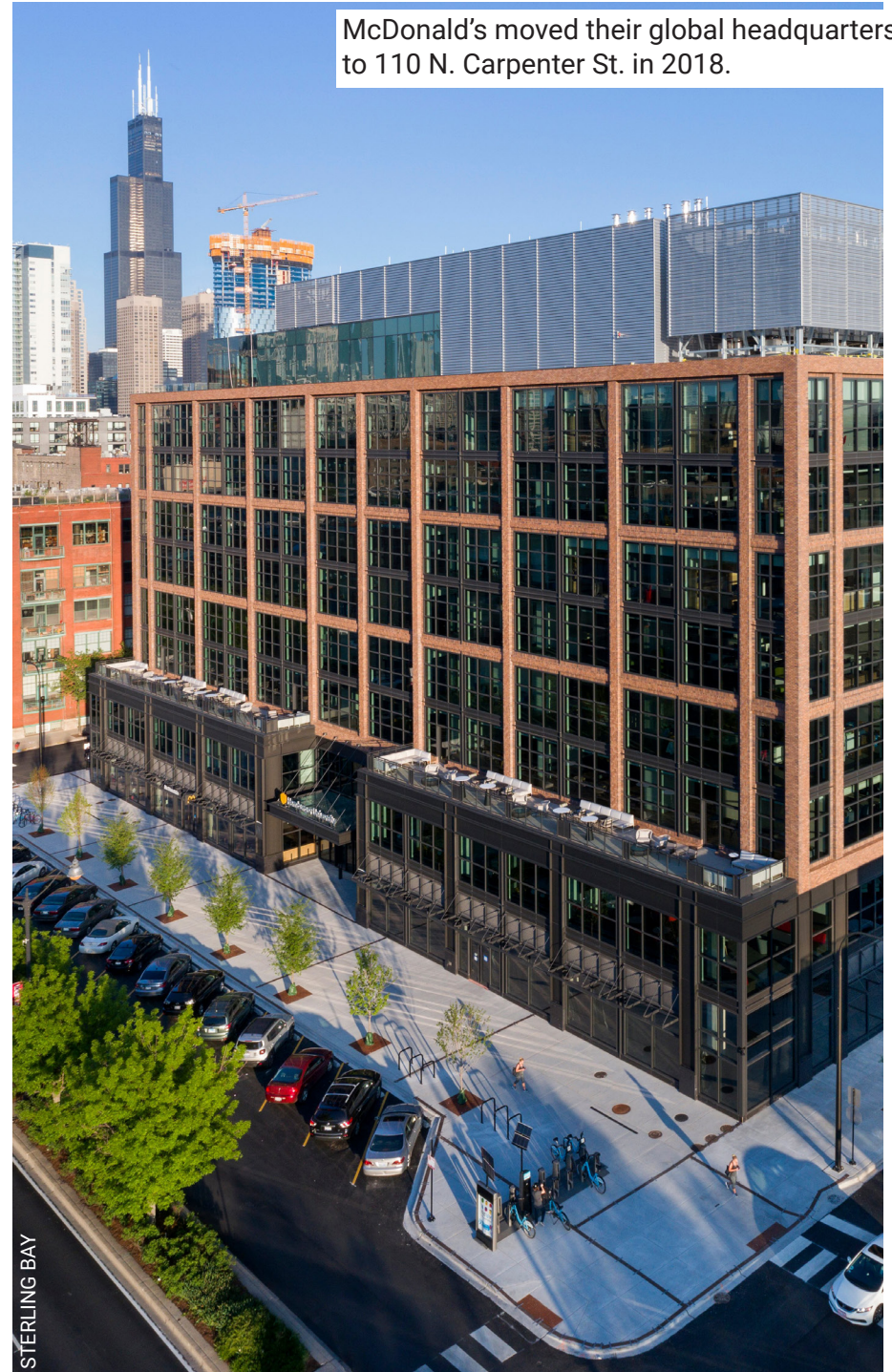
The projects approved to date are also obligated to contribute \$96 million in Neighborhood Opportunity Bonus (NOB) funds to the City. The NOB distributes 80% of the funds to the Neighborhood Opportunity Fund (NOF) to eligible commercial areas in the South and West sides of the City, 10% to the City-Wide Landmark Fund, and 10% to the Local Impact Fund (LIF). NOB funds are provided by the applicant at the time of building permit for the Planned Development project. As of December 2020, almost \$30 million in NOB revenues have been formally collected from projects within the FMID.

A portion of NOB collections within the 27th Ward have been allocated for local infrastructure projects, including the West Loop Library, Skinner Park Field House, proposed Park District Open Space at Milwaukee Avenue and Erie Street, proposed Lighting Improvements along West Lake Street, and general pedestrian safety work.

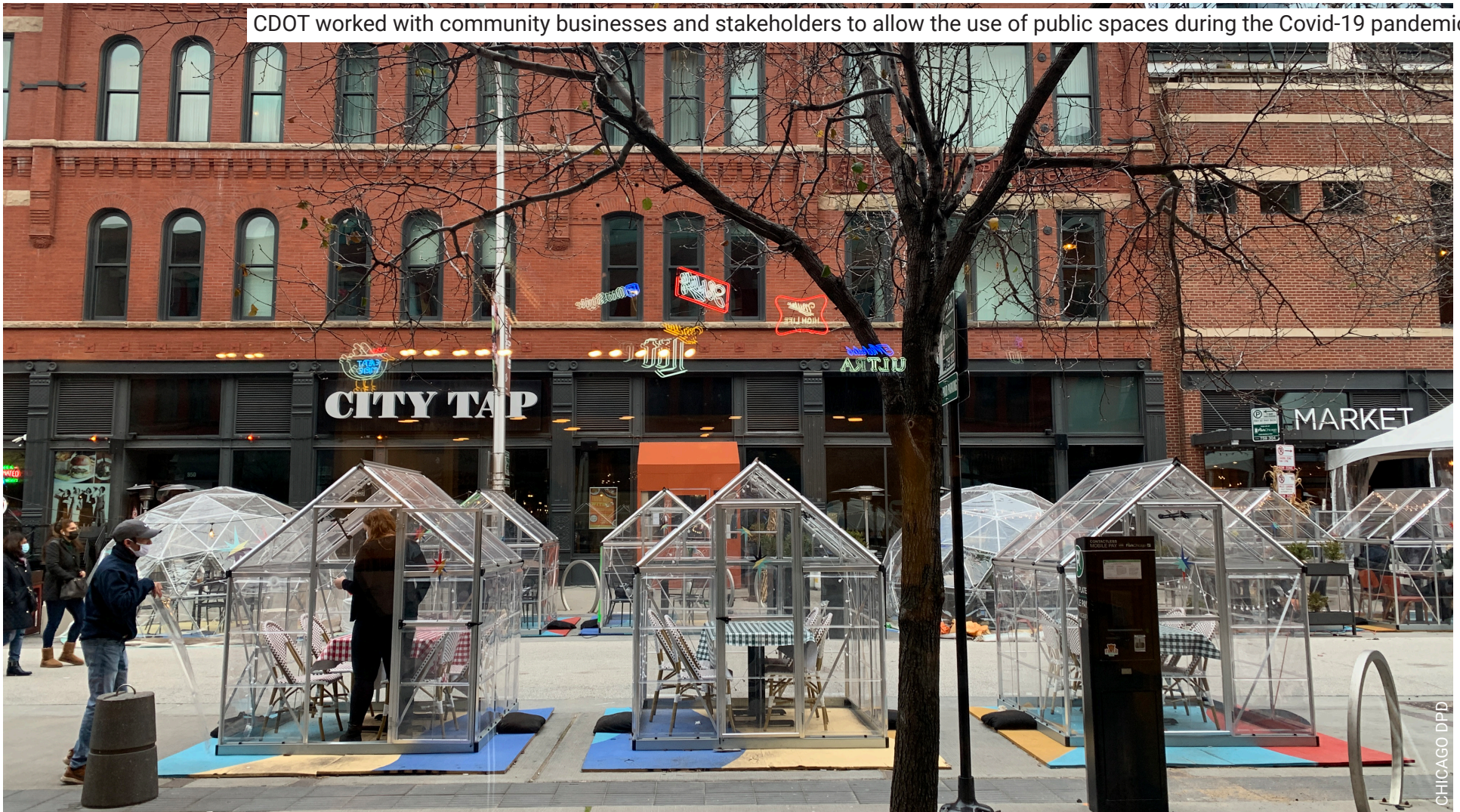
Due to COVID-19, the vacancy rates for office, retail and hotel uses has decreased worldwide. Within the FMID, office vacancies were at 21% for the third quarter of 2020, the highest of all downtown submarkets, according to a Cushman & Wakefield occupancy report.

To assist businesses and residences from the impact of the pandemic, the City of Chicago issued a Recovery Task Force Report and DPD set up a small business resource guide that provides financial and other tools for businesses. CDOT has been working closely with restaurants to provide outdoor dining within the public way, such as along Randolph and Fulton Market within the FMID.

McDonald's moved their global headquarters to 110 N. Carpenter St. in 2018.



CDOT worked with community businesses and stakeholders to allow the use of public spaces during the Covid-19 pandemic.



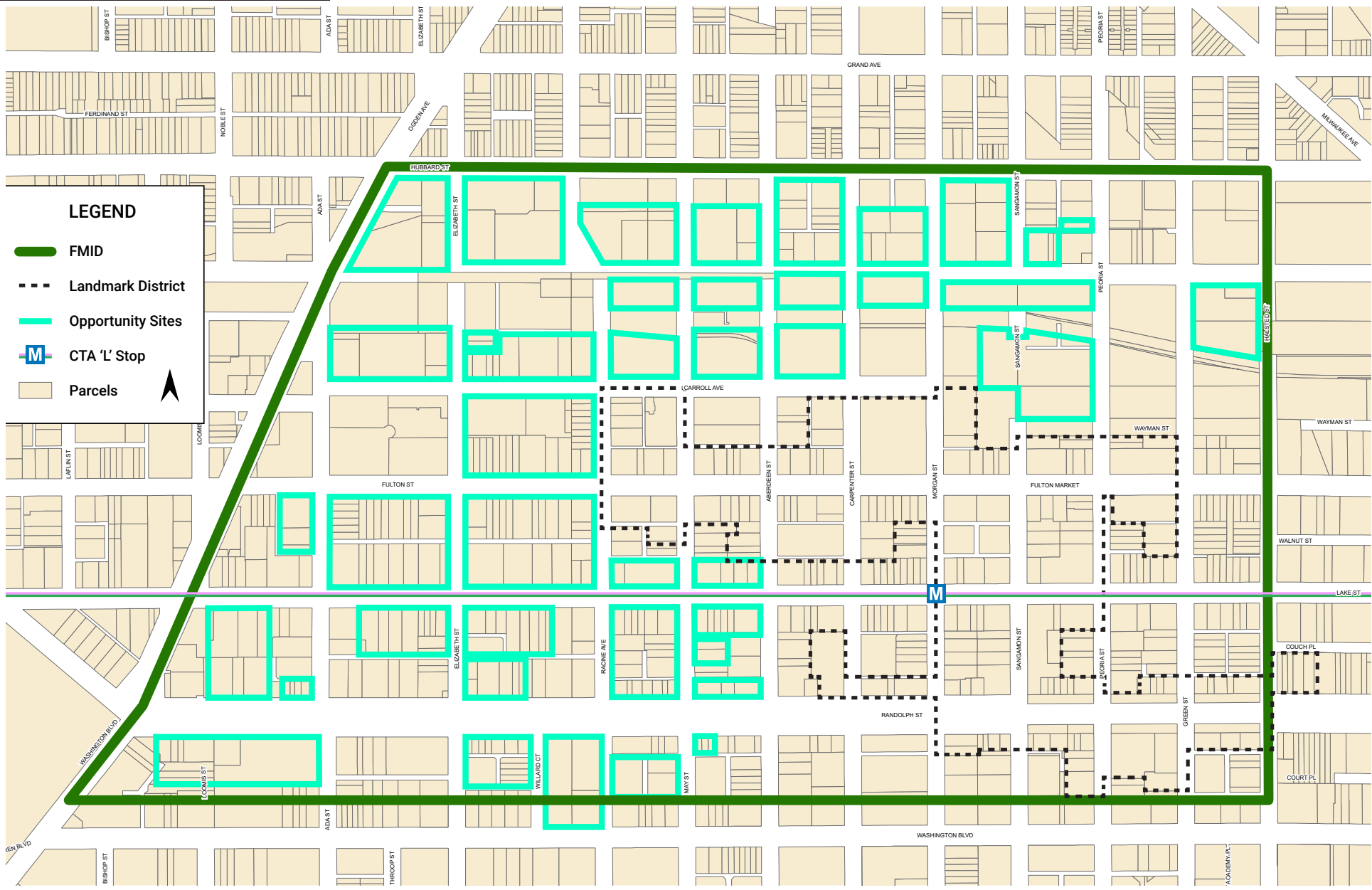
The City continues to look for ways to address the impact of the pandemic on the overall economy. Ongoing DPD efforts include improvements to the Neighborhood Opportunity Fund and Small Business Improvement Fund, new land use plans, land sale efficiencies, improved coordination with sister agencies, the INVEST South/West initiative, and other efforts.

Land Values and Changes in Use

Land values within the FMID have increased rapidly in recent years and continue to grow. Recent examples include 914-26 W. Fulton Market, which reportedly sold for \$1.55 million in 2000 and \$14.5 million in 2016; and 1201 W. Fulton Market, which reportedly sold for \$2.7 million in 2014 and \$20 million in 2020.

Since the FMID plan was adopted in 2014, many original wholesalers and industrial users have relocated their businesses elsewhere in Chi-

Opportunity Sites, 2020



CHICAGO DPD

This map illustrates which parcels of land are anticipated for future development.

The rehabilitation of 926 W. Fulton Market is currently home to Timeout Market Chicago.



Chicago for a variety of financial, operational and human resource-related reasons. A handful of recent relocations are briefly described below.

- El Cubano Wholesale Meats company, established in 1895, relocated its wholesale business operations and fleet of trucks from 926 W. Fulton Market to 5275 S. Archer Ave. within the Stevenson Industrial Corridor.
- Cogle Food company, established in 1925, relocated its poultry processing operations from 345 N. Aberdeen St. to 2641 S. Ashland Ave. in the Pilsen Industrial Corridor.
- Amity Packing Co, established in 1974, relocated its beef and pork processing operations from 210 N. Aberdeen St. to 4220 S. Kildare to the Archer Heights neighborhood (see 'Economic Development' in Appendix).

The FMID Plan update is intended to prepare for continued land use changes and market demands in order to provide a functional and accommodating mixed-use environment.



The Spertus Institute located at 610 S. Michigan Avenue exemplifies how innovative design can complement a historic context.

SECTION 3: GOALS & STRATEGIES

The 2014 FMID plan included seven key actions related to land uses, neighborhood scale, partial PMD removal, design, infrastructure, food-related themes, and historic preservation. Given many of the industrial uses have since relocated and the many opportunity sites in the area, several of the 2014 land use recommendations are no longer applicable. For the 2021 update, three main goals and a dozen strategies were identified to ensure the City's policies and initiatives directly address the needs of current and future stakeholders.

1 Promote Mixed-Use and Mixed-Income Developments

Provide more affordable housing options and create pedestrian-friendly streets and sustainable open spaces consistent with design excellence and urban design best practices.

Strategy 1.1: Allow New Residential Uses North of Lake Street
Strategy 1.2: Affordable Housing Ordinance Update
Strategy 1.3: Provide City-Supported Affordability
Strategy 1.4: Promote Equity, Diversity, and Resiliency
Strategy 1.5: Open Space Opportunities
Strategy 1.6: Expand Boundary of the West Loop Design Guidelines
Strategy 1.7: Design Excellence Principles

2 Improve Access for all Transportation Modes

Promote alternative modes of transportation and improve traffic circulation with infrastructure and transit improvements using both private and public resources.

Strategy 2.1: Infrastructure Coordination
Strategy 2.2: Prioritize Pedestrian Safety and Experience
Strategy 2.3: Improve Multi-Modal Transit Options

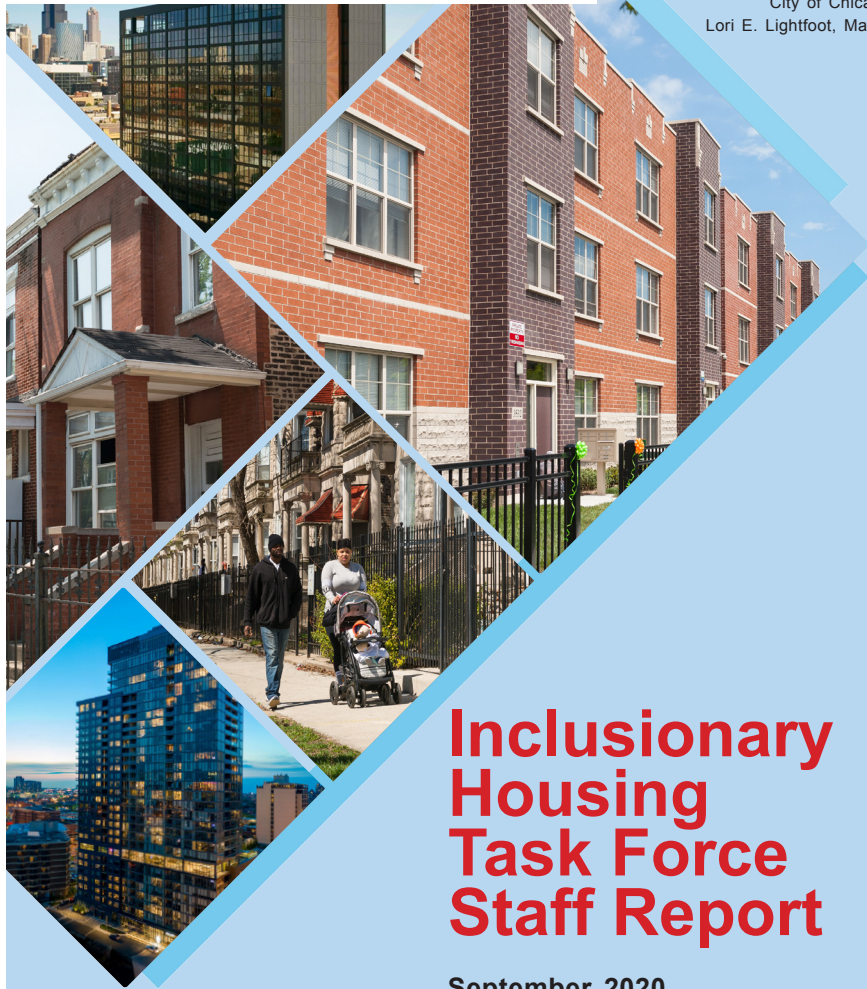
3 Protect and Enhance Historical and Cultural Assets

Continue to support the Fulton Randolph Market Landmark District and other historic assets and encourage events and public art as part of private and public development.

Strategy 3.1: Encourage Adaptive Reuse
Strategy 3.2: Promote Food, Arts, and Culture

The report is one of many contributions toward a new and enhanced ARO ordinance.

City of Chicago
Lori E. Lightfoot, Mayor



CHICAGO DOH

Goal #1: Promote Mixed-Use and Mixed-Income Developments

Provide more affordable housing options and create pedestrian-friendly streets and sustainable open spaces consistent with design excellence and urban design best practices.

Strategy 1.1: Allow New Residential Uses North of Lake Street

To address ongoing demand from industrial uses to high-density, mixed-use development within the FMID area, the City should promote mixed-use projects that include residential uses north of Lake Street. Mixed-use developments will foster a pedestrian-friendly environment as more residents will be able to walk to restaurants and commercial/retail spaces creating a more vibrant, dynamic environment 24 hours a day.

Strategy 1.2: Affordable Housing Ordinance Update

Policy enhancements within the Department of Housing (DOH) “Inclusionary Housing Task Force Report,” issued with housing advocates and industry professionals in September 2020, should be implemented where appropriate within the FMID, including pending changes to the Affordable Requirement Ordinance (ARO). The report indicates:

- An equitable inclusionary housing policy needs to meet the needs of low-income, Black and Latinx Chicagoans.
- The ARO should deliver units where they are most needed while offering developers more flexibility, prioritizing inclusion at the community and citywide level.
- For Chicagoans with disabilities, “inclusionary” housing must be both accessible and affordable.
- The ARO should continue to recognize different market conditions across the city.
- The ARO should offer meaningful incentives to allow developers to meet affordability requirements.
- Chicago has a fundamental need for more affordable housing funding, especially if changes to the ARO lead to less revenue from in-lieu fees.
- The process by which ARO units are leased should be transparent, efficient, and equitable.
- The process by which ARO units are leased should be transparent, efficient, and equitable.

Based on the report’s recommendations, DOH is continuing to engage with various stakeholders and expects to submit a new citywide ARO ordinance in early 2021.

One third of the 200-unit The Iceberg project in Aarhus, Denmark, are priced at affordable levels.



Strategy 1.3: Provide City-Supported Affordability

The City is committed to providing a menu of affordable options to support the creation of a mixed-income community that exceeds the goals of the ARO alone. The current Near North ARO Pilot has a 20% affordable requirement. For the FMID area north of Lake Street, the City hopes to achieve a goal of 30% affordability. Given current market conditions, the City expects the higher percentage will require a menu of public assistance (See Section 4: Implementation of this document.)

Strategy 1.4: Promote Equity, Diversity, and Resiliency

Public and private developments should seek to address long-term Chicago issues involving equity, diversity, and resiliency. For large private projects, the City has already established minimum affordable housing requirements for all Planned Development projects with the ARO requirements. The City also implemented an executive order to target construction hiring of 26% minority-owned businesses and 6% women-owned businesses, and established a sustainability matrix. These policies and ordinances are frequently re-evaluated and updated to address citywide needs and market changes. The ARO is expected to be revised in early 2021 and the DPD Sustainability Matrix is also expected to be updated in 2021. The equity, diversity and resiliency-oriented

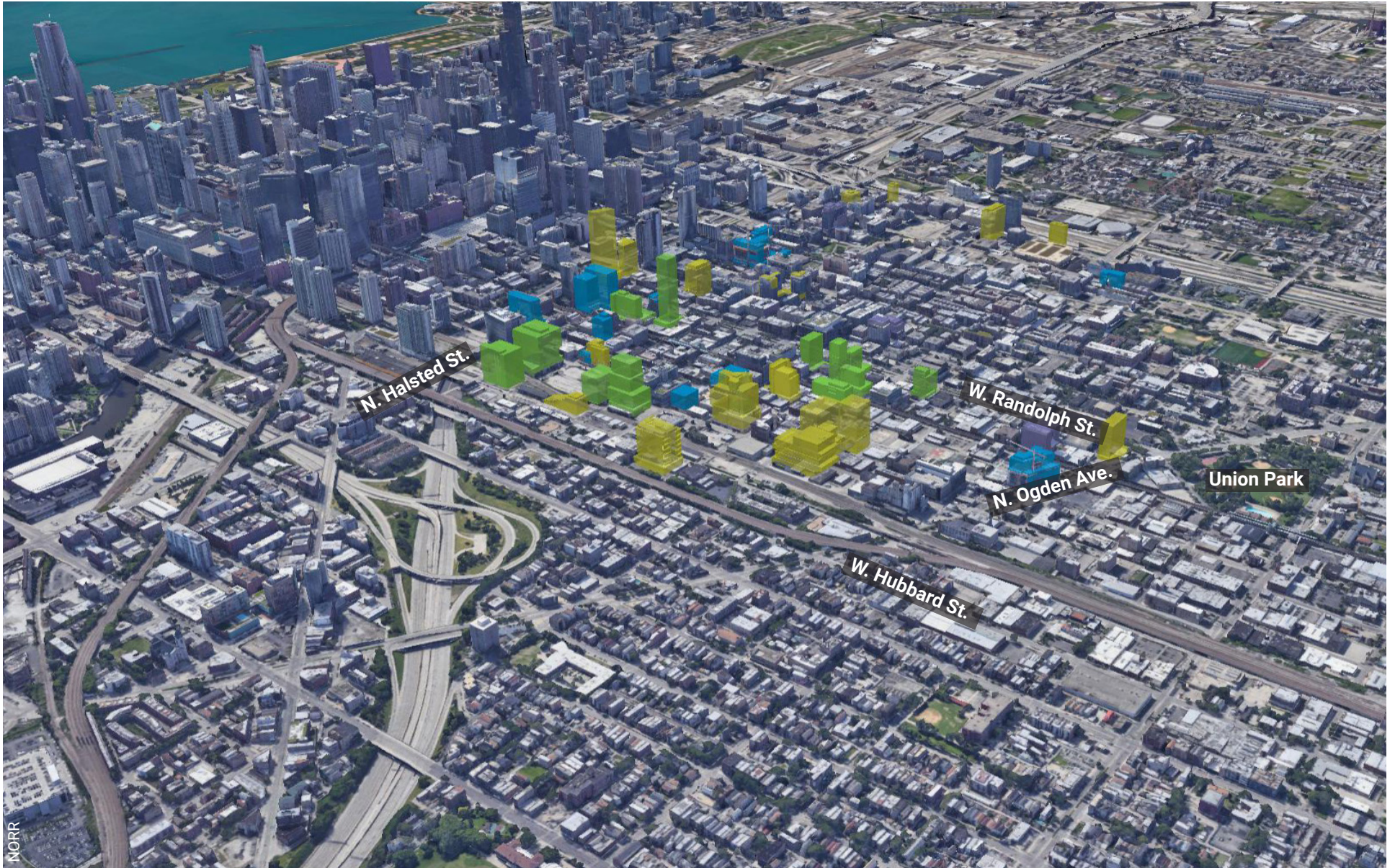
goals of the citywide “We Will Chicago” plan, which is anticipated for completion in 2023, should also be incorporated, where applicable, in the FMID.

Strategy 1.5: Open Space Opportunities

To create a community where people want to live, it is critical to provide high-quality open spaces as part of the pedestrian and resident experience. The FMID area is envisioned to have a coordinated system of linear parks, landscaped rights-of-way, and pocket parks to serve the needs of future residents and employees, and to help unite the various parts of the community (see ‘Open Space Opportunities’ map on page 32).

- Nearby Union Park, which has nearly 14 acres of ball fields and field house space, should be improved to provide a variety of gathering areas and seating options, a dog park, improved lighting, and integrate sculptural forms and artwork similar to Bartelme Park in the West Loop. A potential, long-term improvement could involve the re-routing of Washington and Warren boulevards so they do not bisect the park.
- Hubbard Street, which artists and residents have worked for years to improve with murals along the Union Pacific embankment wall,

Projects approved or under construction, 2020



- Proposed
- Approved but not built
- Under Construction or built

A 3D model of the FMID area is managed by the West Chamber Association and NORR Architects to illustrate projects that are either approved but not built; proposed; or under construction or built.

A pocket park at 1330 W. Fulton St.



should be improved as a signature destination experience. The improvements should include landscaped green spaces, light fixtures and safety enhancements, and pedestrian and improved bicycle pathways.

- Carroll Avenue development projects should be coordinated to provide a linear landscaped experience, to enhance the pedestrian experience, and to assist with stormwater management where the right-of-way is prone to flooding from storms. The developers of opportunity sites here and in other locations should also be encouraged to provide pocket parks, dog parks, and other ground-floor open space amenities to the public.

- Randolph Street should continue to be studied for multiple modes of transportation, adjacent land uses, opportunities for new public spaces, reconfiguration of the street, and connections to the surrounding street network. Key study areas should address safety, congestion, curbside management, bicycle infrastructure, pedestrian

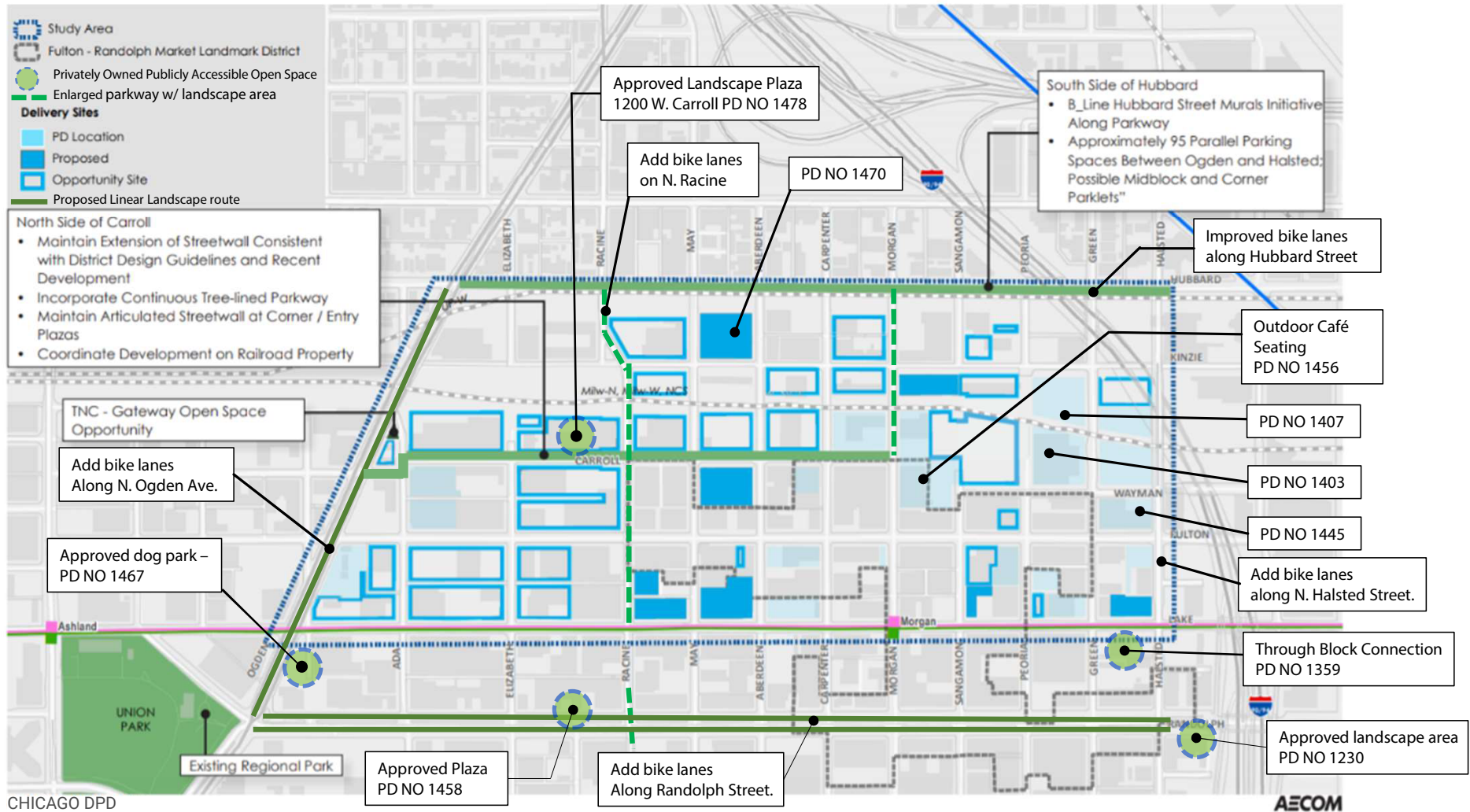
experience, and sense of safety. CDOT initiated a community engagement process for potential improvements in June 2020. Additional community meetings are anticipated in 2021.

- Ogden Avenue, Racine Avenue, and Morgan Street projects should provide a wide pedestrian parkway or promenades that connect to future promenades to be developed along Hubbard, Carroll, and Randolph. The parkways and promenades should facilitate pedestrian connections with Union Park, the nearby Illinois Medical District, and a potential Metra infill station within the Kinzie Industrial Corridor.

Strategy 1.6: Expand Boundary of the West Loop Design Guidelines

The West Loop Design Guidelines, adopted in 2017, should be applied to all projects within the FMID, including the portion from Carroll Avenue to Hubbard Street. The guidelines promote creative building de-

PROJECT RECOMMENDATIONS OPEN SPACE OPPORTUNITIES



This map illustrates proposed open space projects including opportunity sites for such projects. Locations of new or improved bike lanes require additional study by CDOT.

Renovated for retail and office use, 900 W. Randolph St. preserves historic masonry facades.



sign and high-quality urban design for projects that undergo a formal review and approval process. The guidelines currently are limited to the area between Carroll and Ashland avenues and the I-90/94 and I-290 expressways (see 'West Loop Design Guidelines' map in Appendix).

Strategy 1.7: Design Excellence Principles

The five key themes of DPD's Design Excellence Working Group should be considered for all FMID projects, both public and private. The purpose of the themes is to engender a culture that values design excellence in everyday life. The themes include:

1. Equity: fair treatment, targeted support, and prosperity for all citizens
2. Innovation: creative approaches to design and problem-solving
3. Sense of Place: celebrating and strengthening the culture of our communities
4. Sustainability: committing to environmental, cultural, and financial longevity and
5. Communication: fostering design appreciation and responding to community needs.

Goal #2: Improve Access for all Transportation Modes

Promote alternative modes of transportation and improve traffic circulation with infrastructure and transit improvements using both private and public resources.

Strategy 2.1: Infrastructure Coordination

The public infrastructure issues outlined in the Kinzie Infrastructure Study should continue to be addressed using both public and private resources. To ensure coordination, private projects will be required to submit plans early in the design process for review with CDOT's Office of Underground Coordination. Private applicants will continue to provide any needed improved sidewalks, crosswalks, ADA corners, light fixtures, traffic signaling, and underground utilities around their properties. Public agencies will continue close coordination for future projects, such as at-grade Metra crossing improvements (see 'Utilities' in Appendix).

Strategy 2.2: Prioritize Pedestrian Safety and Experience

DPD, CDOT, and Metra should continue to prioritize large and small public infrastructure improvements, ranging from the FMID's six at-grade railroad crossings, multiple viaduct underpasses, and deteriorated and missing sidewalks. CDOT, DPD, and Metra are coordinating the at-grade crossing improvements through \$850,000 in Kinzie TIF funds for design and engineering. Developer contributions for parcels abutting and near the train tracks are being collected to fund construction costs. Area viaduct under-passes should simultaneously be improved as part of the experience of the signature linear open space parkway, incorporating artistic lighting, art, and safety features.

Strategy 2.3: Improve Multi-Modal Transit Options

CDOT plans to study the FMID traffic issues when regular daily patterns return, post-COVID. Traffic congestion in the FMID is an ongoing concern, especially along Lake Street during peak commuting hours. Given the proximity of the CTA transit station, bus and bike routes, it is expected that a majority of new residents will take these modes of transportation to work rather than a vehicle, in line with the data for the broader community area. Based on CMAP data from 2019, approximately 57% of residents in the larger community area travel to work via transit, bike, or walking. Traffic considerations should include:

- Bike Lanes: New bike lanes should be added along Randolph and Racine, and existing lanes should be improved and expanded along portions of Hubbard, Halsted and Ogden. The locations of new lanes will require additional study.
- New Metra Station: A new infill Metra station within the FMID would spur economic development and provide new public transit options for area workers, residents and visitors. CDOT has already procured consultant services to study the proposed location, feasibility, and potential funding sources. The station would also create new Transit Served Location (TSL) opportunities for nearby projects. The construction and timing of a new Metra infill station is dependent on Metra's A-2 interlocking bottleneck improvement project in the rail corridor. Engineering for Metra's A-2 interlocking project is underway and will incorporate findings from CDOT's feasibility study.
- E-Scooter Pilot: CDOT has granted permission to three shared

e-scooter companies to operate in the 2020 e-scooter pilot: Bird, Lime, and Spin. Each company has been allowed to deploy up to 3,333 scooters throughout the City of Chicago for a total of 10,000 scooters citywide, except for select restricted areas. The FMID area is just west of the restricted area which starts east of Halsted and extends to the lakefront. The City will use the 2020 pilot to better understand how shared e-scooter operations function in Chicago, to receive feedback from residents, and to help determine if the service should be permitted to operate in Chicago in the future.

Goal #3: Protect and Enhance Historical and Cultural Assets

Continue to support the Fulton Randolph Market Landmark District and other historic assets and encourage events and public art as part of private and public development.

Strategy 3.1: Encourage Adaptive Reuse

To maintain the area's urban authenticity, the FMID's nine "character buildings" identified by DPD, along with the contributing buildings within the Fulton Randolph Market landmark district, should be maintained or adaptively reused to support an interesting dynamic between old and new structures (see 'Character Buildings' and 'Historic Fulton-Randolph Market District' in Appendix).

Strategy 3.2: Promote Food, Arts, and Culture

The area's strong food, arts, and culture scene should continue to be supported by existing and new coordination with public agencies, entrepreneurs and other organizations, especially as the City recovers from the impact of the Covid-19. In the summer of 2020, CDOT provided expediting permits to allow outdoor dining along Randolph and Fulton Market, and DPD set up a small business resource guide to assist businesses with available funding and support. Chicago's Department of Cultural Affairs and Special Events (DCASE) and The City Arts Program are continuing to provide annual grants and initiatives for artists and non-profit organizations. When health restrictions can be safely lifted, the public-private coordination for food- and art-related commerce can help the area enhance its mixed-use vibrancy.



The adaptive reuse, rehabilitation and new construction project at 905 W. Fulton serves as the global headquarters for Mondelez International.

Hotel EMC2 located at 228 E. Ontario St. incorporates an active and transparent podium.



SECTION 4: IMPLEMENTATION

Like any urban planning initiative, the coordination of logistics, financing, and human resources can produce varied timelines for strategy implementation. As a result, the strategies within the FMID plan are divided into short-, medium- and long-term scenarios.

Short Term Implementation (1-3 months)

Zoning Ordinance Modification (DPD)

Pending the FMID Plan update's adoption by Chicago Plan Commission, the Kinzie Industrial Corridor Overlay Ordinance will be revised to allow for residential uses within the overlay boundary. Other options to modify the zoning ordinance on a citywide level will continue to be evaluated for potential alignment with other citywide initiatives such as e-TOD and ARO.

Planned Development (PD) Projects (DPD)

After the overlay ordinance is updated to allow for residential uses within its boundaries, projects proposing new residential units in the FMID area will still be required to change their underlying zoning to a downtown, or D, zoning district then to a Planned Development (PD), which requires approval by the City Council.

The Taylor Street Apartments and Little Italy Branch Library locates affordable housing atop a Chicago Public Library.



After an approved zoning change, the applicant will provide Open Space Impact Fees and meet the Affordable Requirements Ordinance before the project can be constructed. Given existing public school data and traffic congestion issues, PD applications that include a large amount of new residential units will be required to provide a Traffic and Parking Study and a School Impact Study. The applicants will also be required to incorporate public way improvements to provide a high-quality pedestrian experience and to improve connectivity within the area. Alternative modes of transportation will be prioritized in consideration of expected parking demands. PD applications will also be expected to incorporate design excellence in building siting, form, material quality, and landscaping.

DPD will continue to seek balanced growth for projects within the FMID area. For FMID projects requesting high densities, the following factors will be considered in DPD's evaluation prior to their review by the Chicago Plan Commission, City Council, or other agencies:

- Compliance with the West Loop Design Guidelines, particularly

involving adequate setbacks and transitions in scale to the landmark district and to smaller-scale buildings north of Hubbard and south of Randolph.

- Impact on traffic congestion, especially near at-grade train tracks and viaducts.
- Impact to community services such as neighborhood schools, affordability and open spaces.
- High-quality architectural design.

In keeping with the goals of this plan, projects will continue to be able to utilize air rights from adjacent properties including privately-owned and publicly accessible open spaces, from adjacent character buildings that are being protected and rehabilitated, and from adjacent railroad air rights. Other instances may be considered, and all projects seeking to utilize air rights must do so through the PD review process.

Update to the Affordable Housing Ordinance (DOH)

In early 2021, DOH will submit an update to the 2015 ARO based on



the recommendations from the Inclusionary Housing Task Force. The updated ARO is expected to deliver units where they are most needed, while offering developers more flexibility.

Pedestrian (P) Street Study for West Fulton Market and West Randolph Street

In early 2021, DPD will evaluate portions of Fulton Market and Randolph as potential Pedestrian (P) Street designations. The intent of the P-Street designation is to preserve and enhance the character of pedestrian-orientated commercial districts by limiting opportunities for auto-oriented uses and site planning. Once a P-Street designation is established, new proposals must meet design requirements for active uses and transparency at the ground-floor and they are eligible, if applicable, for 100 percent parking reductions, if applicable through TSL, among

other benefits. The TSL maximum distance on P Streets is increased from 1,320 feet to 2,640 feet.

Medium to Long Term Implementation (3 months – 2 years)

Financial Resources (DPD)

The Kinzie Tax Increment Financing (TIF) district is expiring at the end of 2022. To provide funding assistance for key infrastructure improvements, open spaces, and affordable housing units, a potential extension of the district's expiration will be considered. If approved by the state regulatory authorities, the TIF extension would require a major amendment approval by City Council, a process that takes about a year.



An opportunity site for infill north of the Metra tracks between N. Racine Ave and N. May St.

The Small Business Improvement Fund (SBIF) program uses TIF revenues via grants to help owners and tenants of commercial and industrial properties within specific TIF districts to repair or remodel their facilities (for their own business or on behalf of tenants). From 2011 to 2020, a total of 59 project improvements located within the Kinzie Industrial Corridor TIF District were awarded a total of \$4,833,096.00 in SBIF grants. In January 2021, DPD increased maximum grant amount to \$150,000 for commercial properties and \$250,000 for industrial properties. Additionally, commercial applicants may be eligible to receive reimbursement up to 90% of eligible project costs, an increase from 75 % project costs. For further details and eligibility requirements, visit: www.chicago.gov/sbif.

TIFWorks funds workforce-training costs for companies located in eligible TIF districts. TIFWorks helps companies improve performance and productivity, expand product lines, and gain new customers. Companies located within an eligible TIF district, can receive funding for workforce-training program. Since 2011, 11 Kinzie Corridor companies have used approximately \$2.7 million in TIFWorks funding.

Metra Crossing Improvements (CDOT + DPD)

Funding for initial engineering and design for the six at-grade Metra train crossing improvements has been secured through \$850,000 of TIF funds. Once engineering is complete, construction would be funded through a combination of developer contributions, NOB revenues, TIF (pending an extension), and City and Metra capital funds.

Illustrative Visions for Hubbard Street Improvement



These visions are for illustrative purposes only, and would require additional study, community engagement, funding allocation, design and engineering before future improvements could be implemented.

Existing conditions along Hubbard Street.



City-Supported Affordability for FMID (DOH)

DOH will encourage residential developers to apply for public financial assistance to include more affordable housing units within FMID, above and beyond the new ARO requirements. Funding assistance in the form of 4% and 9% Low Income Housing Tax Credits, CHA housing vouchers, IHDA funds, and funds from the ARO in-lieu fees can be used to assist in the cost of delivering affordable units to the FMID area.

Hubbard Street Improvements (DPD + CDOT)

Pending the updated FMID plan's adoption and after securing the necessary funding, a consultant could be procured to begin design and engineering for the Hubbard Street improvements to provide a wider landscaped open space, safely lit pedestrian pathway, improved bicycle lanes, and improved viaducts (see existing conditions and conceptual renderings). After engaging the community in the design process and initial engineering is complete, a combination of developer contribu-

At grade Metra Rail crossing at Carpenter Street.



CHICAGO DPD

tions, TIF (if an extension is approved), Open Space Impact Fees, and Local Impact Fees can be considered to cover the construction costs. A maintenance revenue stream and a stewardship program would also need to be developed among local property owners, artists, residents, community organizations, and with assistance from non-profit groups such as NeighborSpace.

Promote Joint Developments (DPD + DOH)

To leverage cost sharing, open space stewardship and equitable development, the City will promote market-rate developers to partner with affordable housing developers, CHA, and open space non-profit groups like NeighborSpace. This type of joint development is being promoted

by other cities like Los Angeles, as identified in their report Pathway to Parks & Affordable Housing Joint Development.

Union Park Improvements (Chicago Park District + DPD + CDOT)

DPD will work with the Chicago Park District and the Union Park Advisory Council in finding resources to fund the design and implementation of future park improvements. For the potential re-routing of Washington and Warren boulevards from their current routes through the park, consultant services would have to be procured and financed for long-term consideration.



SoHo House, located in a former belt factory, was renovated in 2014.



SHAPACK PARTNERS

Vendors in Fulton Market, 1955.



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APPENDIX

COMMUNITY ENGAGEMENT SUMMARY

(continued)

★ Agenda

1. Introductions
2. Fulton Market Context
3. Previous Planning Initiatives
4. Kinzie Infrastructure Study
5. FMID Plan Update Summary
6. Q + A

Email comments and questions to DPD@CityofChicago.org

Photo Source: West Central Association

The Department of Planning and Development and Ald. Burnett (27th) hosted a community webinar on January 21, 2021.

The purpose of this section is to memorialize the community engagement efforts that occurred since the 2014 FMID Plan was undertaken and to summarize public input for the 2021 update.

For the update, the Department of Planning and Development (DPD) initiated a formal process in winter 2020-21 to revise previous FMID land use policies with new goals and strategies to guide growth and public and private investment. In December 2020, DPD posted a draft FMID Plan update on the department's FMID webpage and notified community stakeholders about a Jan. 21, 2021, community webinar to discuss its purpose and contents. DPD provided overviews of the draft update to members of West Chamber Association (WCA) on Dec. 16, 2020, West Loop Community Organization (WLCO) on Jan. 5, 2021, and Neighbors of West Loop (NOWL) on Jan. 11, 2021.

The community webinar for the FMID Plan update was hosted from 6 to 7:30 p.m. on Jan. 21. The nearly 300 registrants included approximately 100 residents, approximately 140 workers, and 120 property owners from the Fulton Market area. The webinar presentation was also live streamed on DPD's YouTube page and a

recording was posted online. City staff responded to approximately 30 questions that were submitted either in advance, during, or after the meeting.

A summary of public input topics is below. The FMID Plan update was modified to address many of the questions and concerns:

Land Use

- Hotel uses
- Insufficient parking
- Downtown density as-of-right
- Questions related to retail, residential and office market
- Impact of new residential development to local schools, open spaces and other public amenities
- Suggestion that the 30% affordable housing goal should be a requirement and in-lieu fees should not be allowed
- Concern with building heights and design quality
- Importance of rehabilitation of historic structures
- Enhanced cultural offerings, especially public murals on Hubbard Street
- Land uses within the PMD buffer zone west of Ogden Avenue

Economic Development

- Transparency of Kinzie TIF expenditures and projections
- Retention of incubator space for small business job creation
- Participation of minority firms in the planning/design of projects
- Incentives to assist with affordability of small commercial tenants and entrepreneurs
- Potential Special Service Area designation

Transportation

- Completion of an area wide traffic impact study to address traffic congestion
- Information on proposed bike lanes
- Improved lighting under the viaducts along Hubbard
- Improvements to Hubbard and Halsted viaducts
- Parking for residents along Hubbard
- Potential protected bike lanes along Randolph and Hubbard
- Lighting improvements for safety and accessibility
- Infrastructure improvements that keep pace with new development
- Metra track crossing improvements and future infill station
- Cobblestone design for new streets
- Open Space

- Need for more publicly accessible green space
- Union Park improvements for local residents
- Access improvements to Union Park from Ogden
- Public green spaces along Hubbard

Previous Engagement Efforts

Since the FMID Plan's adoption in 2014, 43 development projects approved by the Chicago Plan Commission and City Council were subject to community meetings and public hearings. DPD staff typically attended at least one community meeting to listen to public feedback prior to each project's review and approval at hearings hosted by the Chicago Plan Commission and City Council.

Two additional planning initiatives for the FMID area were recently led by DPD. The Fulton Randolph Market Landmark District approved by City Council in 2015 included a robust community engagement process with more than 20 meetings, tours, public hearings, and small focus groups. The West Loop Design Guidelines adopted by Plan Commission in 2017 included an extensive public engagement process involving more than 300 individuals that participated in two open houses, three working group meetings, and an online survey. The Kinzie Industrial Corridor Framework Plan, adopted by Plan Commission in 2019 and subsequent implementation ordinance, included engagement with over 200 individuals and three community meetings.

The public feedback from these initiatives and other community meetings for specific projects were taken into consideration by DPD in the development of the FMID Plan update.

REFERENCED WEBSITES

(continued)

ARTS AND CULTURE

Artist Grants

<https://www.chicago.gov/city/en/depts/dca/culgrants.html>

City Arts Program

<https://www.chicago.gov/content/dam/city/depts/dca/Grants/cityartsguidelinespacket20.pdf>

COVID-19 RESOURCES

Chicago Recovery Task Force Report

<https://www.chicago.gov/city/en/sites/covid-19/home/covid-19-recovery-taskforce.html>

DPD Small Business Resource Guide

https://www.chicago.gov/city/en/depts/dcd/provdrs/ec_dev/svcs/covid-19-pandemic--small-business-resource-guide.html

DEMOGRAPHICS

CMAP - Community Data Snapshots

<https://www.cmap.illinois.gov/data/community-snapshots>

DEPARTMENT OF PLANNING AND DEVELOPMENT (DPD)

We Will Chicago

<https://wewillchicago.com/>

Design Excellence

https://www.chicago.gov/city/en/depts/dcd/supp_info/design-excellence.html

ECONOMIC DEVELOPMENT

1201 W. Fulton Market

<https://www.chicagobusiness.com/commercial-real-estate/chicago-developer-eyes-apartments-fulton-market>

Wholesale company relocations

<https://www.chicagotribune.com/business/ct-biz-fulton-market-meat-packers-20180703-story.html>

REFERENCED WEBSITES

(continued)

HOUSING

Near North ARO Pilot:

[https://www.chicago.gov/content/dam/city/depts/dcd/general/housing/Near North Near West Pilot 4.18.pdf](https://www.chicago.gov/content/dam/city/depts/dcd/general/housing/Near_North_Near_West_Pilot_4.18.pdf)

ARO Numbers Dashboard

<https://public.tableau.com/profile/chicagodoh#!/vizhome/ChicagoAffordableRequirementsOrdinanceDashboard/ARODashboard>

Additional details on ARO

<https://www.chicago.gov/city/en/depts/doh/provdrs/developers/svcs/aro.html>

Inclusionary Housing Task Force Staff Report

https://www.chicago.gov/content/dam/city/depts/doh/ihtf/doh_ihtf_report.pdf

SCHOOLS

CPS School Data

<https://www.cps.edu/services-and-supports/school-facilities/facility-standards/>

TRANSPORTATION

Divvy Map

<https://member.divvybikes.com/map/>

Net Zero Action Plan p.30

https://secureservercdn.net/198.71.233.109/8gq.ef1.myftpupload.com/wp-content/uploads/2016/05/17_0612-VZ-Action-Plan_FOR-WEB.pdf

Net Zero Action Plan p.32

https://secureservercdn.net/198.71.233.109/8gq.ef1.myftpupload.com/wp-content/uploads/2016/05/17_0612-VZ-Action-Plan_FOR-WEB.pdf

Chicago's Ground Transportation Tax

https://www.chicago.gov/city/en/depts/mayor/press_room/press_releases/2019/october/NewRegulationsEaseTraffic.html

CTA's Annual Ridership Report

<https://www.transitchicago.com/ridership/>

UTILITIES

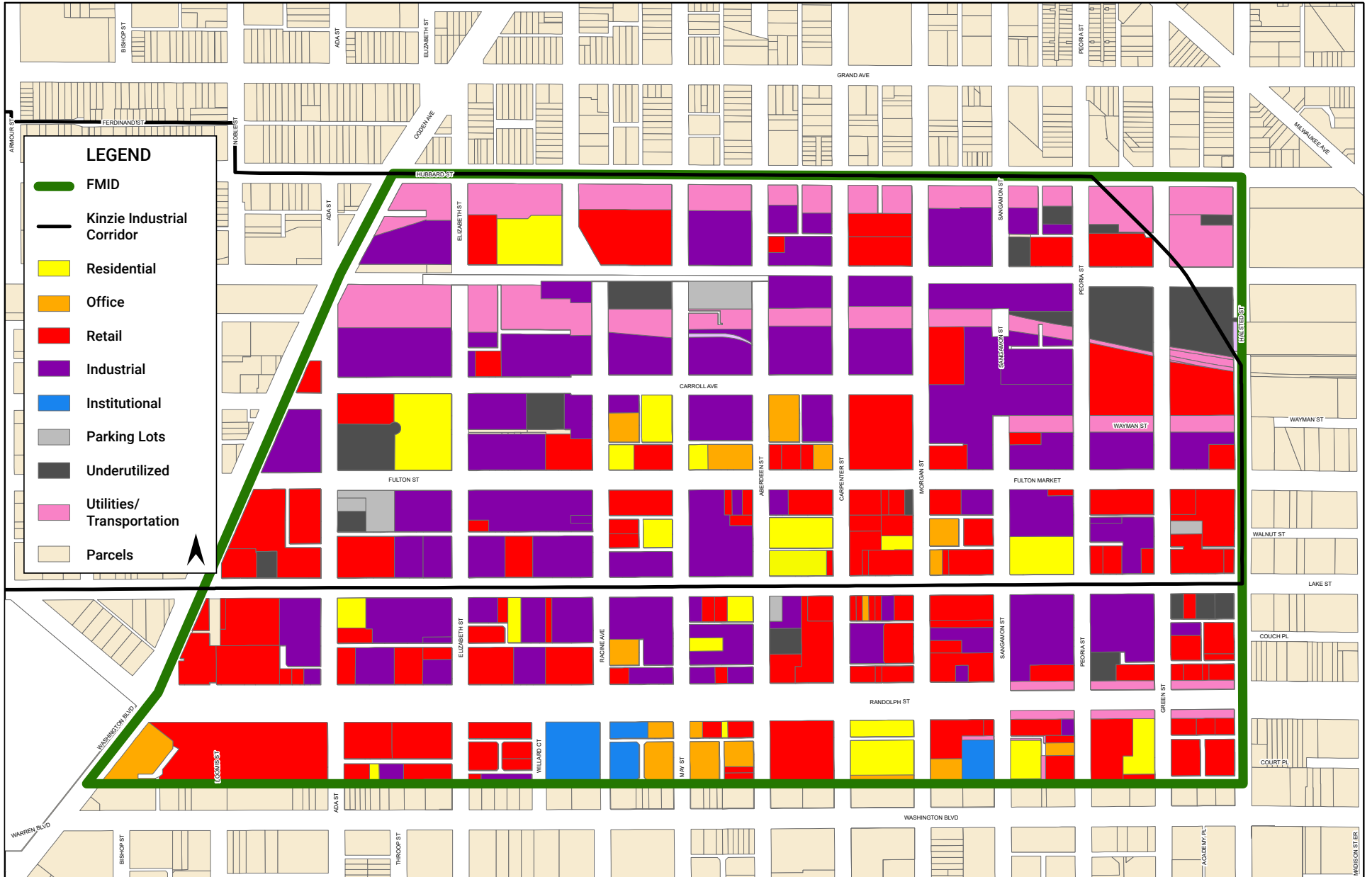
Office of Underground Coordination (OUC)

https://www.chicago.gov/city/en/depts/cdot/provdrs/construction_information/svcs/office_of_undergroundcoordination.html

2015 LAND USE

(continued)

This data shows land uses based off data gathered by the Chicago Metropolitan Agency for Planning (CMAP).

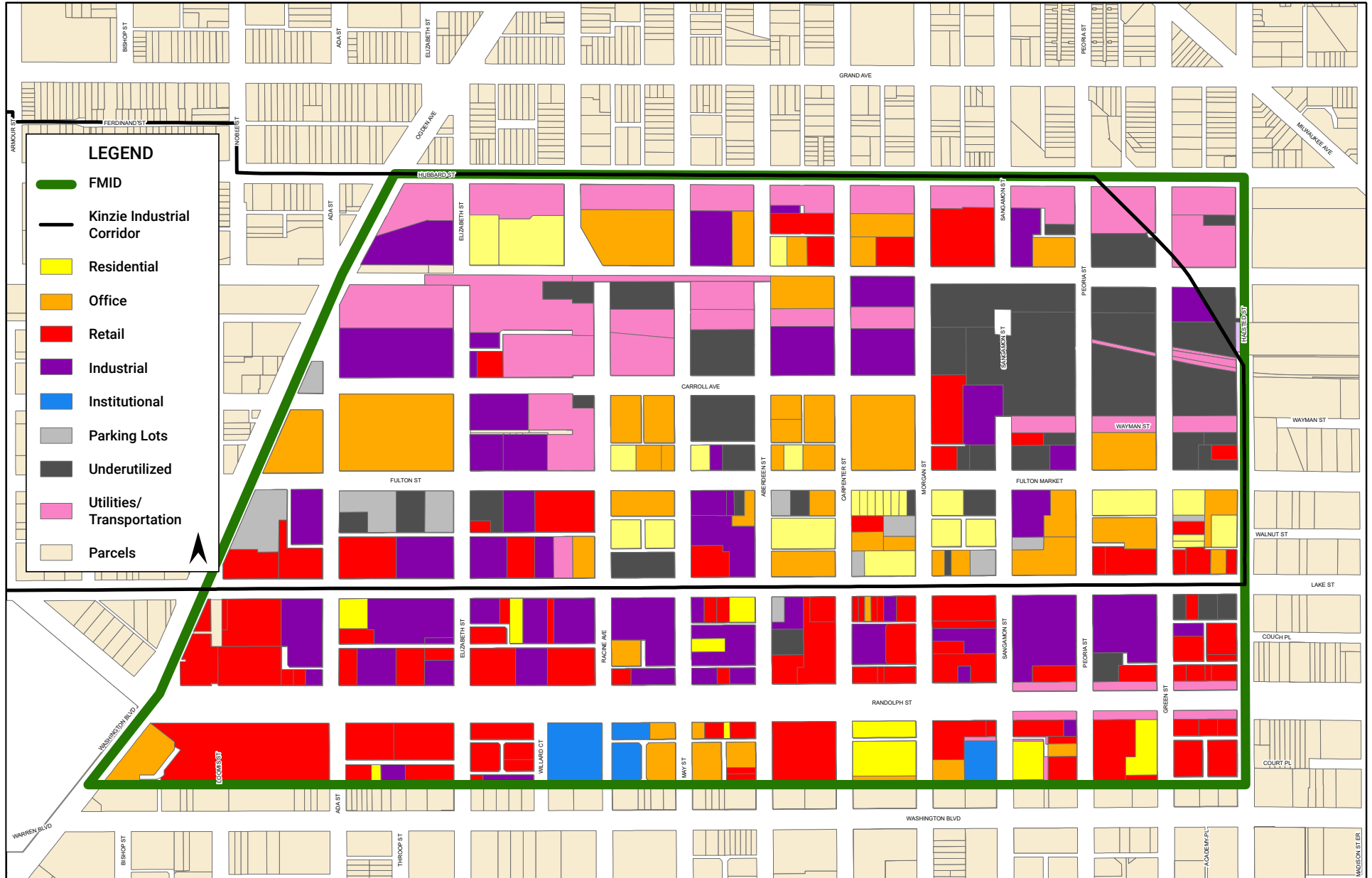


2015 AND 2018 LAND USE

(continued)

The illustrated Land Uses are from both the 2018 data set (generally the area within the Kinzie Industrial Corridor Boundary that is within the FMID study area update) and the 2015 data set (generally the area

between Lake St. and Washington St. within the FMID boundary, and the northwest corner of the FMID study area update).



CHARACTER BUILDINGS

(continued)



Character Buildings
 Kinzie Corridor Overlay

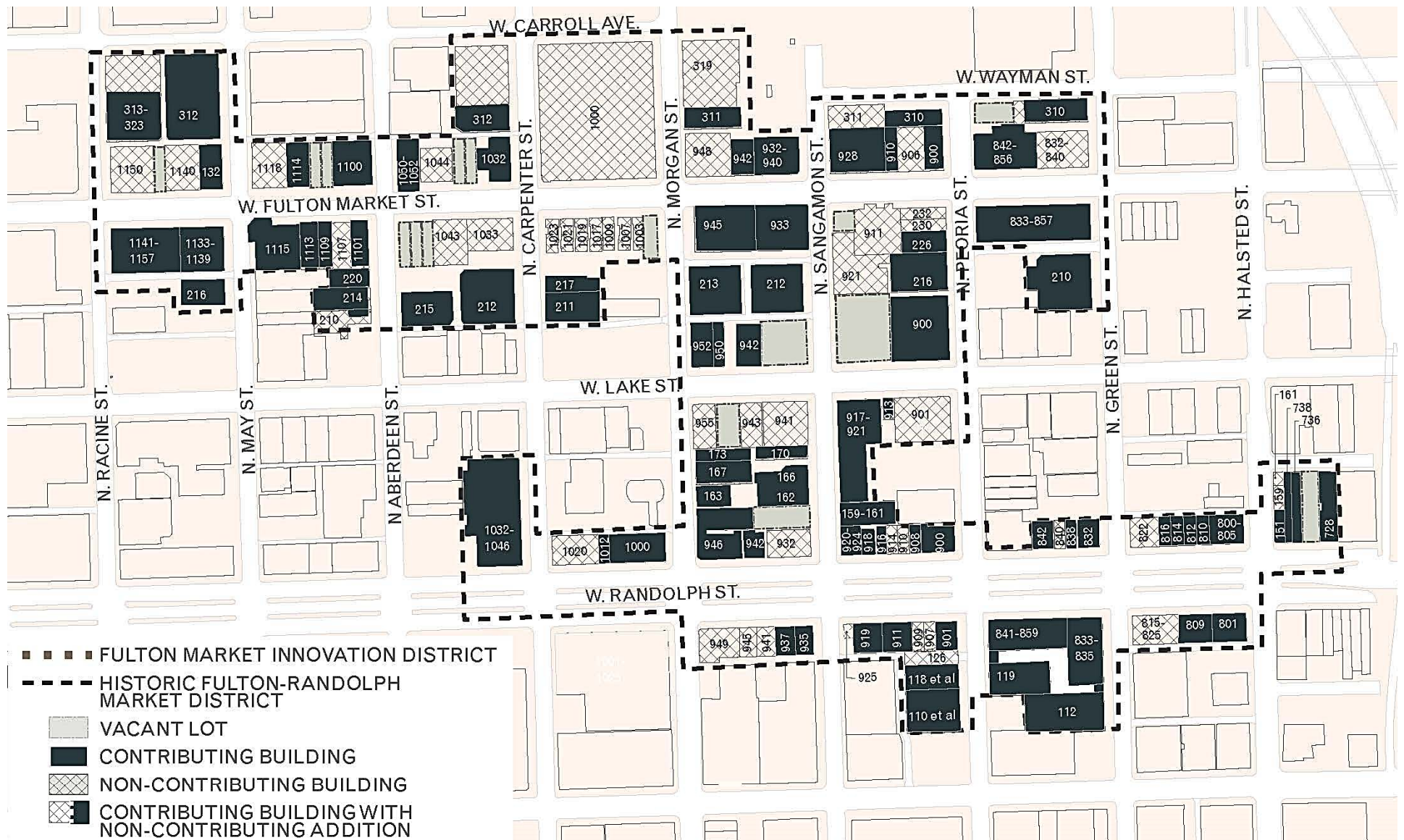
	Building Address	Building Address Range
1.	1300 W. Carroll Ave.	1300-1344 W. Carroll Ave. 336-354 N. Elizabeth St.
2.	400 N. May St.	400-420 N. May St. 1132-1154 W. Kinzie St.
3.	406 N. Aberdeen St.	406-410 N. Aberdeen St.
4.	415 N. Aberdeen St.	413-423 N. Aberdeen St.
5.	1046 W. Kinzie St.	1046-1052 W. Kinzie St.
6.	413 N. Carpenter St.	413-423 N. Carpenter St.
7.	415 N. Sangamon St.	413-423 N. Sangamon St.
8.	901 W. Kinzie St.	901-925 W. Kinzie St.
9.	838-840 W. Kinzie St.	832-842 W. Kinzie St. 400-408 N. Green St.

HISTORIC FULTON-RANDOLPH MARKET DISTRICT

(continued)

These design guidelines have been prepared to guide the treatment of properties and streetscapes throughout the Fulton-Randolph Market District Area in order to preserve and enhance its unique character. Overall these guidelines aim to help strengthen the identity of this Landmark district and support existing uses, while encouraging new,

compatible development. Renovation of existing buildings for contemporary use is encouraged and new construction and additions are allowed throughout. Streetscape guidelines aim to maintain existing uses, such as loading, to best serve existing businesses, while improving pedestrian safety, comfort, and other associated improvements.



WEST LOOP DESIGN GUIDELINES MAP

(continued)



Map Key	
	Study Area Boundary
	CTA Blue Line
	CTA Green Line
	CTA Pink Line
	Transit Station
	Kinzie Planned Manufacturing District
	Jackson Boulevard District
	Fulton-Randolph Market District

KINZIE INDUSTRIAL CORRIDOR TIF DISTRICT PROGRAMMING 2020-2024

(continued)

Tax Increment Financing (TIF) District Programming 2020-2024

Working Copy

KINZIE INDUSTRIAL CORRIDOR

T-052

Ends on 12/31/2022	Fund / Project Balances	2020	2021	2022	2023	2024	Total
Fund Balance							
1. FY 2019 Year End Available Fund Balance	\$120,906,900	\$0	\$0	\$0	\$0	\$0	\$120,906,900
2. Surplus TIF Funds - 2021	\$0	\$0	(\$2,911,900)	\$0	\$0	\$0	(\$2,911,900)
Subtotal	\$120,906,900	\$0	(\$2,911,900)	\$0	\$0	\$0	\$117,995,000
Revenue							
1. Property tax	\$0	\$61,495,800	\$61,495,800	\$63,632,500	\$0	\$0	\$186,624,100
2. Property Tax - Potential Covid-19 Impact - Collection/Assessment/Appeal Adjustments - 2020/2021	\$0	(\$3,689,700)	(\$7,342,400)	\$0	\$0	\$0	(\$11,032,100)
3. Property tax - Reserve For Tax Appeal Refunds	\$0	\$0	(\$9,000,000)	\$0	\$0	\$0	(\$9,000,000)
Subtotal	\$0	\$57,806,100	\$45,153,400	\$63,632,500	\$0	\$0	\$166,592,000
Transfers Between TIF Districts							
1. To Chicago/Central Park (MSAC DS - 2010 - Westinghouse HS)	\$0	(\$12,677,300)	(\$5,347,500)	(\$1,370,500)	\$0	\$0	(\$19,395,300)
2. Port to Midwest TIF - AIS - Garfield Community Center - 10 S Kedzie Ave - MEP/Fire/Life Safety/Interior/Exterior	\$0	\$0	(\$2,200,000)	\$0	\$0	\$0	(\$2,200,000)
3. To Midwest (CTA - Green Line - Track/Structural Improvements)	\$0	\$0	(\$2,833,500)	\$0	\$0	\$0	(\$2,833,500)
Subtotal	\$0	(\$12,677,300)	(\$10,381,000)	(\$1,370,500)	\$0	\$0	(\$24,428,800)
Current Obligations							
1. Program administration	\$0	(\$585,000)	(\$611,200)	(\$653,500)	\$0	\$0	(\$1,849,700)
2. Chicago Farmworks Ph II	(\$76,800)	\$0	\$0	\$0	\$0	\$0	(\$76,800)
3. RDA - Chicago Greenworks LLC	(\$13,400)	\$0	\$13,400	\$0	\$0	\$0	\$0
4. RDA - Harold Washington Unity Coop	\$0	(\$37,300)	(\$29,400)	\$0	\$0	\$0	(\$66,700)
5. RDA - Peppercorn 240 LLC Note A	(\$125,400)	\$0	(\$198,200)	\$0	\$0	\$0	(\$323,600)
6. RDA - Peppercorn 240 LLC Note B	(\$72,900)	\$0	(\$115,300)	\$0	\$0	\$0	(\$188,200)
7. RDA - The Hatchery - site development	(\$10,300)	\$0	\$0	\$0	\$0	\$0	(\$10,300)
8. IGA - CPS - Beidler - turf retrofit/replacement	\$0	\$0	(\$400,000)	\$0	\$0	\$0	(\$400,000)
9. IGA - CPS - Morton - masonry/roof/envelope	\$0	\$0	(\$3,100,000)	\$0	\$0	\$0	(\$3,100,000)
10. IGA - CPD - Joseph Higgins Smith Park - pool deck and liner	\$0	\$0	(\$150,000)	\$0	\$0	\$0	(\$150,000)
11. "606" Bloomingdale Trail - rail spur and relocation costs	(\$18,800)	\$0	\$18,800	\$0	\$0	\$0	\$0
12. AIS - Chicago Center For Green Technology - 445 N Sacramento Ave - windows/ADA/elevators/flooring	\$0	\$0	(\$825,000)	\$0	\$0	\$0	(\$825,000)
13. DSS - Salt Dome - 2555 W Grand Ave - Salt Dome	(\$12,000,000)	\$0	\$0	\$0	\$0	\$0	(\$12,000,000)
14. AIS - CPL - Library - Richard M. Daley Library - 733 N Kedzie Ave - fire/life safety/MEP	\$0	\$0	(\$500,000)	\$0	\$0	\$0	(\$500,000)
15. Damen/Lake Green Line Station - power upgrade	(\$5,000,000)	\$0	\$0	\$0	\$0	\$0	(\$5,000,000)

KINZIE INDUSTRIAL CORRIDOR TIF DISTRICT PROGRAMMING 2020-2024

(continued)

Tax Increment Financing (TIF) District Programming 2020-2024

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Ends on 12/31/2022	Fund / Project Balances	2020	2021	2022	2023	2024	Total
Current Obligations							
16. Green Line - Damen station - construction	(\$62,371,400)	\$0	\$0	\$0	\$0	\$0	(\$62,371,400)
17. Green Line - Damen station - construction - cashflow	\$62,371,400	(\$14,165,200)	(\$24,103,200)	(\$24,103,200)	\$0	\$0	(\$200)
18. Green Line - Damen station - design	(\$1,277,400)	\$0	\$0	\$0	\$0	\$0	(\$1,277,400)
19. IGA - CTA - Green Line - Morgan Station - construction	(\$200)	\$0	\$200	\$0	\$0	\$0	\$0
20. IGA - CTA - Green Line - track/structural upgrades - Phase 1	\$0	\$0	(\$8,633,000)	(\$8,633,000)	\$0	\$0	(\$17,266,000)
21. Diagonal parking	(\$34,000)	\$0	\$34,000	\$0	\$0	\$0	\$0
22. Parking Improvement Plan	(\$11,900)	\$0	\$11,900	\$0	\$0	\$0	\$0
23. Street improvements - Grand, Chicago Ave to Damen	(\$14,750,000)	\$0	\$0	\$0	\$0	\$0	(\$14,750,000)
24. Street improvements - Grand, Chicago Ave to Damen - cashflow adjustment	\$14,750,000	(\$5,000,000)	(\$9,750,000)	\$0	\$0	\$0	\$0
25. Street improvements - Grand, Damen to Racine - cashflow adjustment	\$0	\$0	\$4,880,000	(\$4,880,000)	\$0	\$0	\$0
26. Street improvements - Grand, Damen to Racine (Section 7)	(\$1,200,000)	\$0	(\$9,760,000)	\$0	\$0	\$0	(\$10,960,000)
27. CDOT - West Side Infrastructure Improvements - viaduct/street resurfacing/curb/gutter/lighting/sidewalk	\$0	\$0	(\$3,500,000)	(\$3,500,000)	\$0	\$0	(\$7,000,000)
28. Resurfacing - 14 locations	\$0	\$0	\$0	\$0	\$0	\$0	\$0
29. Resurfacing/curb/gutter/ADA ramps - multiple locations	\$0	\$0	\$0	\$0	\$0	\$0	\$0
30. Street improvements - Hatchery vicinity	(\$235,400)	\$0	\$0	\$0	\$0	\$0	(\$235,400)
31. Street improvements - Kinzie, Carpenter, Peoria, Green	(\$366,100)	\$0	\$366,100	\$0	\$0	\$0	\$0
32. Street improvements - Kinzie, Ogden to Carpenter; Racine, Carroll to Hubbard	(\$409,300)	\$0	\$409,300	\$0	\$0	\$0	\$0
33. Street reconstruction - Lake, Ashland to Halsted	(\$12,000,000)	\$0	\$0	\$0	\$0	\$0	(\$12,000,000)
34. Street reconstruction - Lake, Ashland to Halsted (cashflow adjustment)	\$12,000,000	(\$4,000,000)	(\$8,000,000)	\$0	\$0	\$0	\$0
35. Street reconstruction - Lake, Damen to Ashland	(\$2,707,200)	\$0	\$576,600	\$0	\$0	\$0	(\$2,130,600)
36. Street reconstruction - Lake, Damen to Ashland (additional funding)	\$0	\$0	(\$1,200,000)	\$0	\$0	\$0	(\$1,200,000)
37. Street resurfacing/sidewalk/viaduct - Oakley Blvd, 300-400 N Oakley Ave	(\$159,100)	\$0	\$101,300	\$0	\$0	\$0	(\$57,800)
38. Westside resurfacing program	(\$2,000)	\$0	\$2,000	\$0	\$0	\$0	\$0
39. Streets for Cycling - Illinois Medical District	(\$50,000)	\$0	\$0	\$0	\$0	\$0	(\$50,000)
40. CDOT - Lighting - decorative pole replacement	\$0	(\$880,000)	\$0	\$0	\$0	\$0	(\$880,000)
41. CTA lighting improvements - Lake St	(\$1,892,200)	\$0	\$0	\$0	\$0	\$0	(\$1,892,200)
42. Lighting - 3100 W Lake	(\$44,200)	\$0	\$44,200	\$0	\$0	\$0	\$0
43. Lighting - Grand, Central Pk to Western	(\$202,500)	\$0	\$202,500	\$0	\$0	\$0	\$0
44. Lighting - Neighborhood Lighting Improvements	(\$5,075,000)	\$0	\$0	\$0	\$0	\$0	(\$5,075,000)
45. Vaulted sidewalks - 1052 Fulton Market	(\$20,600)	\$0	\$20,600	\$0	\$0	\$0	\$0
46. Vaulted sidewalks - 901 W Randolph, 800 W Fulton	\$0	\$0	\$0	\$0	\$0	\$0	\$0

KINZIE INDUSTRIAL CORRIDOR TIF DISTRICT PROGRAMMING 2020-2024

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Ends on 12/31/2022

	Fund / Project Balances	2020	2021	2022	2023	2024	Total
Current Obligations							
47. Alley reconstruction - Phase 1 - Ward 27 (My BAPS bankruptcy)	(\$12,600)	\$0	\$12,600	\$0	\$0	\$0	\$0
48. Green Alley Program - 27th Ward (My BAPS bankruptcy)	(\$38,800)	\$0	\$38,800	\$0	\$0	\$0	\$0
49. Streetscape - Fulton Market, Halsted to Morgan	(\$1,936,900)	\$0	\$0	\$0	\$0	\$0	(\$1,936,900)
50. Streetscape - Fulton Market, Morgan to Ogden	(\$2,292,800)	\$0	\$0	\$0	\$0	\$0	(\$2,292,800)
51. Streetscape - Western, Lake to Monroe	(\$30,600)	\$0	\$30,600	\$0	\$0	\$0	\$0
52. CDOT - Metra - Crossing Improvements - Study	\$0	(\$850,000)	\$0	\$0	\$0	\$0	(\$850,000)
53. Traffic signal - 1000/1100 W Lake	(\$67,000)	\$0	\$67,000	\$0	\$0	\$0	\$0
54. Traffic signal - Halsted / Fulton Market	(\$111,600)	\$0	\$111,600	\$0	\$0	\$0	\$0
55. Traffic study - Fulton/Randolph area	\$0	\$0	\$0	\$0	\$0	\$0	\$0
56. SBIF	(\$2,678,800)	\$0	(\$2,000,000)	\$0	\$0	\$0	(\$4,678,800)
57. TIF Works	(\$1,390,600)	\$0	\$0	\$0	\$0	\$0	(\$1,390,600)
58. Environmental assessment/remediation	(\$3,100)	\$0	\$3,100	\$0	\$0	\$0	\$0
59. Environmental assessment/remediation - Lake/Maypole - additional	\$0	\$0	(\$1,221,000)	\$0	\$0	\$0	(\$1,221,000)
60. Site remediation/fencing - 2527 W Lake	(\$691,900)	\$0	\$0	\$0	\$0	\$0	(\$691,900)
61. Kinzie Industrial Modernization Study	(\$690,400)	\$0	\$0	\$0	\$0	\$0	(\$690,400)
62. Professional services	(\$125,500)	\$0	\$125,600	\$0	\$0	\$0	\$100
63. Randolph St Corridor Improvement Study	(\$176,500)	\$0	\$0	\$0	\$0	\$0	(\$176,500)
64. Fulton Market Metra In-Fill Station feasibility study	(\$500,000)	\$0	\$0	\$0	\$0	\$0	(\$500,000)
65. Planned Manufacturing District study	(\$11,900)	\$0	\$0	\$0	\$0	\$0	(\$11,900)
Subtotal	(\$41,763,700)	(\$25,517,500)	(\$67,026,100)	(\$41,769,700)	\$0	\$0	(\$176,077,000)
Proposed Projects							
1. Proposed ADA Polling Place Project(s)	\$0	\$0	(\$250,000)	\$0	\$0	\$0	(\$250,000)
2. Proposed school project #1	\$0	\$0	(\$2,100,000)	(\$2,100,000)	\$0	\$0	(\$4,200,000)
3. Proposed school project #2	\$0	\$0	(\$2,350,000)	(\$2,350,000)	\$0	\$0	(\$4,700,000)
4. Proposed school project #3	\$0	\$0	(\$750,000)	\$0	\$0	\$0	(\$750,000)
5. Proposed school project #4	\$0	\$0	(\$1,750,000)	(\$1,750,000)	\$0	\$0	(\$3,500,000)
6. Proposed school project #5	\$0	\$0	(\$3,400,000)	(\$3,400,000)	\$0	\$0	(\$6,800,000)
7. AIS - Center for Green Technology - 445 N Sacramento Ave - MEP/Interior Renovations/Windows	\$0	\$0	\$0	(\$1,050,000)	\$0	\$0	(\$1,050,000)
8. AIS - DSS - Ward Yard - 01st/27th Ward - 2502 W Grand Ave - MEP/Tuckpointing/Interior Repairs	\$0	\$0	(\$525,000)	\$0	\$0	\$0	(\$525,000)
9. CDOT - Polling Place - ADA improvements - CDOT - 3 school(s)	\$0	\$0	(\$400,000)	\$0	\$0	\$0	(\$400,000)
Subtotal	\$0	\$0	(\$11,525,000)	(\$10,650,000)	\$0	\$0	(\$22,175,000)

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Ends on 12/31/2022

	Fund / Project Balances	2020	2021	2022	2023	2024	Total
Proposed Transfers							
1. To Chicago/Central Park (Invest South West Program)	\$0	\$0	(\$9,486,900)	(\$9,413,000)	\$0	\$0	(\$18,899,900)
2. To Midwest (Street improvements)	\$0	\$0	(\$5,100,000)	\$0	\$0	\$0	(\$5,100,000)
Subtotal	\$0	\$0	(\$14,586,900)	(\$9,413,000)	\$0	\$0	(\$23,999,900)
Balance After Allocations	\$79,143,200	\$98,754,500	\$37,477,000	\$37,906,300	\$37,906,300	\$37,906,300	

