



“To Silicon Valley, to Boston, ‘Wisconn Valley’ is coming.”

— Terry Gou, Foxconn founder and chairman, touting the electronics giant’s plans in Wisconsin



BRIAN CASSELLA/CHICAGO TRIBUNE

Wisconsin Gov. Scott Walker, from left, President Donald Trump and Foxconn Technology Chairman Terry Gou prepare to break ground Thursday on Foxconn’s planned manufacturing site in Mount Pleasant, Wis.

Harley plans cloud Foxconn ceremony

At Wis. groundbreaking for \$10 billion complex, Trump has harsh words about offshoring of jobs

BY LAUREN ZUMBACH | Chicago Tribune

MOUNT PLEASANT, Wis. — President Donald Trump on Thursday used a groundbreaking ceremony for Foxconn Technology Group’s Wisconsin plant to tout American manufacturing while warning Harley-Davidson to not “get cute with us.”

Foxconn’s planned \$10 billion manufacturing complex in the southeastern Wisconsin town of Mount Pleasant is an example of the “exciting story playing out

across the country,” Trump told a crowd of hundreds.

“That’s why this is so beautiful,” Trump said on a stage with signs reading “Made in Wisconsin USA” and “now hiring.”

But while Trump praised the Taiwanese electronics giant’s plans for a factory that will produce liquid crystal displays as “the eighth wonder of the world,” he had harsher words for another manufacturer, located just 25 miles

north: Harley-Davidson. Earlier this week, the Milwaukee-based motorcycle manufacturer said it plans to shift some production overseas, a decision it attributed to the consequences of the president’s trade policies.

“Please build those beautiful motorcycles here in the USA again. Don’t get cute with us,” Trump said, warning, “Your customers won’t be happy if you don’t.”

Harley-Davidson has said its move was an attempt to avoid European Union tariffs imposed in response to Trump’s trade measures. The company said in a

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Village’s iconic bridge wrecked

Truck driver cited; Long Grove now must save again

BY ROBERT MCCOPPIN AND TODD SHIELDS
Chicago Tribune

Tourists were browsing knickknacks and inspecting antiques in the shops of Long Grove on Wednesday when a crashing sound shattered the quiet of the historical downtown.

What those who rushed into the street saw — that a truck had crashed into the top of the village’s covered bridge and driven completely through it — was more than just severe damage to a physical structure.

It was also the realization that serious harm was



JOHN KONSTANTARAS/FOR THE CHICAGO TRIBUNE

The one-lane bridge in Long Grove was recently designated a federal historic landmark.

done to the quaint community’s most recognizable and iconic symbol — and one whose entry into the National Register of Historic Places only a few days ago was celebrated as a designation that would help ensure the bridge’s future.

“This is the face of Long

Grove,” Ryan Messner, vice president of the Historic Downtown Long Grove Business Association, said of the bridge, which can be seen from his office. His group had backed a “save the bridge” campaign long before Wednesday’s crash. “It’s on every logo. This is the brand of the village. We

started this process to get it named a landmark two years ago, so to me it’s very personal.”

The one-lane, 112-year-old bridge has long served as both a literal entrance to the village and a symbolic bridge to the earlier time

Turn to **Bridge**, Page 7

Shooter kills 5 in ‘targeted attack’ in Md.

Suspect in custody after rampage at Annapolis paper

BY KEVIN RECTOR AND NICHOLAS BOGEL-BURROUGHS
The Baltimore Sun

BALTIMORE — Five people were killed and at least two others were injured in a shooting Thursday at the Capital Gazette newspaper in Annapolis in what appeared to be one of the deadliest attacks on journalists in U.S. history, authorities said.

Police said the suspect, Jarrod W. Ramos, 38, used a shotgun in the afternoon attack and is in custody.

“This was a targeted attack on the Capital Gazette,” said Anne Arundel County Deputy police Chief William Krampf. “This person was prepared today to come in. He was prepared to shoot people.”

Ramos had a long-stand-

ing dispute with the newspaper, according to law enforcement sources familiar with the investigation. His dispute with the newspaper began in July 2011, when a columnist covered a criminal harassment case against him.

In 2012, Ramos brought a defamation lawsuit against the columnist and the paper’s former editor and publisher. In 2015, Maryland’s second-highest court upheld a ruling in favor of the Capital Gazette and a former reporter who were accused by Ramos of defamation.

Krampf said the shooter used canisters of smoke grenades when he entered the newspaper.

The gunman also mutilated his fingers in a possible effort to thwart identification, according to an official who was briefed on the investigation and spoke on condition of anonymity.

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CHRIS SWEDA/CHICAGO TRIBUNE

After decades, the shuttered Uptown Theatre, once an opulent movie palace, is set to return to its 1925 glory.

Uptown Theatre set for restoration

\$75M project could start as early as fall, take about 2 years

BY CHRIS JONES
Chicago Tribune

After 35 years of stuttering starts, empty promises, a court-ordered sale and off-reckless neglect, the 4,381-seat, 46,000-square-foot Uptown Theatre — once the gilded crown jewel of the Balaban & Katz theater chain, and among the most opulent and gorgeous movie palaces ever built in America — is finally to be restored to its 1925 glory.

In other words, what long has seemed impossible to dogged, devoted preservationists, nostalgists and the tireless volunteer group known as the Friends of the

Uptown is finally happening on Chicago’s North Side. And an eye-popping \$75 million has been pieced together and set aside for the restoration of a dangerously decayed and decrepit theater that was boarded up after a J. Geils Band concert on Dec. 19, 1981, leaving aging Chicagoans only with their memories of once seeing Bruce Springsteen, Bob Marley, Prince or the Grateful Dead inside its historic bones.

This is not just another plan for the 4816 N. Broadway flagship of the Uptown neighborhood, Mayor Rahm Emanuel insists. This time it’s for real. Assuming the plan passes the City Council and other regulatory hurdles, the restoration

Turn to **Uptown**, Page 8

Amazon sends Walgreens stock plummeting

Despite quarterly earnings that beat expectations, Walgreens’ shares sunk Thursday following news that Amazon is stepping into the pharmacy business. **Business**



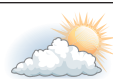
KEVIN WINTER/GETTY

States poised to act on Roe as high court shifts

Seeing opportunity in a reshaped Supreme Court, several states with anti-abortion leadership are preparing to impose or revive abortion bans. **Nation & World**, Page 10

Naperville fest seeing change of pace pay off

“It was time to step out of our comfort zone,” Mary Hovenstine, marketing director for Ribfest, says of booking rapper Pitbull. “We said ‘OK! We’ll see what happens.’” Pitbull is scheduled to perform at Ribfest on Thursday. **On the Town**



Tom Skilling’s forecast High 97 Low 81

Chicago Weather Center: Complete forecast on back page of A+E section

\$2.50 city and suburbs, \$3.00 elsewhere
171st year No. 180 © Chicago Tribune



Aldermen turn up heat on housing

Advocates part of push on measures for affordability

BY GREGORY PRATT
AND JEFF COEN

Chicago Tribune

Several aldermen and a coalition of community advocates unveiled two ordinances Thursday advocating for more affordable housing in the city, including reforms to a key Mayor Rahm Emanuel program whose shortcomings were highlighted by the Tribune.

One of the proposed ordinances takes aim at housing and the Chicago Housing Authority broadly, and the other focuses on the 2015 Affordable Requirements Ordinance, known as the ARO, a key effort by Emanuel to keep working families in gentrifying neighborhoods where development is booming.

Ald. Chris Taliaferro, 29th, told those gathered for a City Hall news conference that the city of Chicago has done “a lot of good things right,” but “when it comes to affordable housing, we have failed.”

The ARO toughened Daley-era rules requiring that developers include residences that rent for less than the market rate in the area when they put up new buildings, or pay fees instead of building those affordable units themselves.

One of the proposed ordinances would take away developers' ability to pay those in-lieu fees and force developers to create a higher percentage of two-, three- and four-bedroom affordable units.

Advocates said their proposal also would create procedural changes that would act as a system of checks and balances around aldermanic prerogative — the Chicago tradition that a ward's issues are best handled by the local alderman.

Housing advocates are critical of that practice, saying it's used to block affordable housing projects, including one in the O'Hare neighborhood that was shot down by the Zoning Committee this week because of opposition by Ald. Anthony Napolitano, 41st.

Aldermen including Taliaferro; Susan Sadlowski Garza, 10th; John Arena, 45th; Ameya Pawar, 47th; Harry Osterman, 48th; Scott Waguespack, 32nd; and Carlos Ramirez-Rosa, 35th, support the measure.

“Affordable housing has to be in every community in the city of Chicago,” said Osterman, whose ward includes Edgewater and parts of Uptown.

Arena took aim at the ARO, calling to “ban the buyout” in reference to the in-lieu fees.

“We have seen the failures of the ARO to this point,” Arena said.

Affordable housing could be a delicate issue for the re-election-seeking mayor, who has assured families there would still be a place for them in neighborhoods suddenly filling with young professionals.

The Tribune found that the number of affordable residences being built through the ARO is running below City Hall projections by some measures, and the fees paid by many developers to fund affordable housing have

been mostly steered away from gentrifying neighborhoods. Many of the affordable units are being built as studios or one-bedrooms, making them too small for families, the Tribune found.

It's not clear how the ordinances will fare before the council, but some opposition has already emerged.

Ald. Joe Moore, 49th, who chairs the city's Committee on Housing and Real Estate, said the broader ordinance “appears to be nothing more than a retread of the discredited ‘Keeping the Promise Ordinance,’ which should be called the ‘Breaking the Promise Ordinance,’” he said, referring to a failed housing bill he said placed “onerous restrictions” on the CHA.

Moore said he agrees “completely with the aims and objectives” of the second ordinance focused on the ARO, but said he'd like to “wait and see the results of the 606 corridor experiment, which increases the set-aside requirement in that rapidly gentrifying neighborhood.”

The mayor's office released a statement saying it “shares the same objectives as the Chicago Housing Initiative,” one of the groups organizing with aldermen, “which is why we have launched a comprehensive set of proposals in the last week that address the accessibility and affordability of housing across the city.”

Those proposals include “a pilot housing program that will preserve affordable units in gentrifying neighborhoods across Chicago,” plans “to expand the City's transit-oriented development policy to include high-ridership, high-frequency CTA bus routes,” and a “\$30 million fund to provide low-cost financing to developers purchasing existing multifamily buildings in high cost and gentrifying areas if they guarantee affordable rental units in their properties for the next 15 years,” the mayor's office said.

A CHA spokeswoman released a statement saying the agency “remains committed to working with aldermen, housing advocates, its development partners and community stakeholders to identify and expand opportunities to invest in affordable housing across the city.”

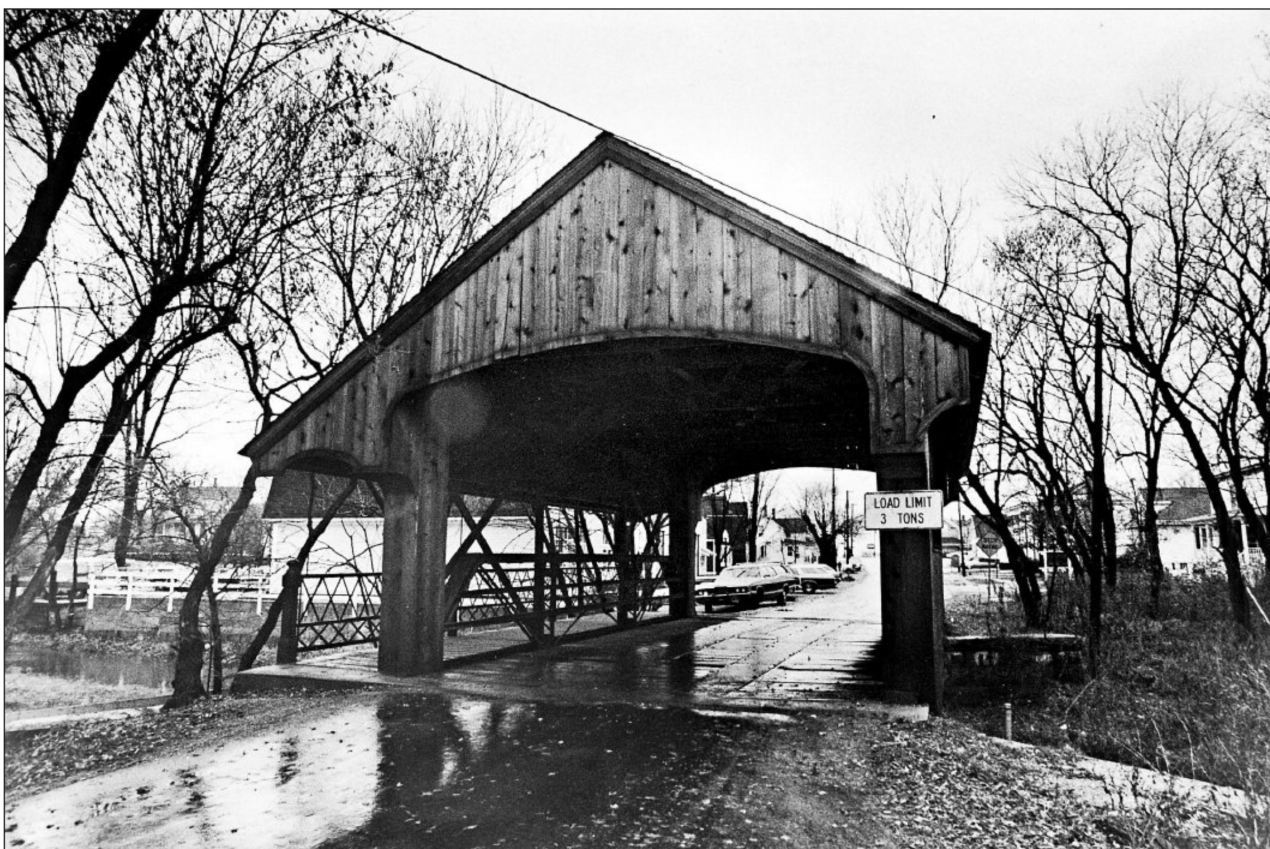
The advocates' plans come days after the Emanuel administration proposed creating a new city department to focus on affordable housing.

Among other programs, the proposed department will handle the Chicago Opportunity Investment Fund, a program Emanuel announced last week that is designed to offer developers low-cost financing through a combination of city and private funds to buy and preserve existing apartment buildings in areas where rents are increasing, as long as they agree to keep 20 percent of the units affordable for 15 years.

Later in the news conference, Taliaferro praised the mayor for his efforts on the affordable housing issue, including the commitment to create a Department of Housing.

At the same time, Taliaferro said, “we need to be at that table.”

gpratt@chicagotribune.com
jcoen@chicagotribune.com



CHICAGO TRIBUNE ARCHIVE PHOTO 1973

Long Grove's covered bridge, built by the Joliet Bridge and Iron Co. in 1906, carries one lane over Buffalo Creek.

Covered bridge in Long Grove badly damaged in truck crash

Bridge, from Page 1

that the community evokes with its throwback shops and old-timey feel.

After years of debate over whether to replace the bridge or preserve it, officials had recently decided to save it, and the structure was repaired just weeks ago to fix the supports and replace the roof, officials said.

Village President Bill Jacob said before the crash that the work “should buy us another 10 years of life for the bridge” while the community focused on a longer-lasting preservation plan.

Now supporters must regroup yet again. In the meantime, village officials were contemplating temporary reinforcements to the span and seeking to determine when it might be sound enough to reopen.

The man who authorities say was driving the box truck at the time of the crash at about 4 p.m. Wednesday, 30-year-old Eriberto Orozco, of Chicago, was cited for disobeying a stop sign and traffic control device, driving an overweight vehicle on the bridge and failure to reduce speed to avoid a crash, police said.

He was released from police custody at the scene.

Orozco was driving a company truck making food deliveries at the time of the crash, police said. The owner of the company could not be reached for comment.

The entry into the National Registry of Historic Places wasn't the only recent designation for the structure. Last year, the nonprofit advocacy group Landmarks Illinois highlighted the bridge on its list of most endangered historic places.

Though the bridge's most iconic feature — the cover — wasn't added until 1972, by now it has taken on historical significance, director of advocacy Lisa DiChiera said.

“It's one of those historic structures that has such a broad appeal because it's associated with the identity of the community,” DiChiera said. “It's one of those special structures where people meet for special events and rally around.”

Many people from throughout the Chicago area and beyond have memories of visiting Long Grove, and buses regularly brought in hundreds of tourists who packed its antique shops and restaurants.

About 45 miles northwest of downtown Chicago, Long Grove has in recent years fallen on tougher times, with many vendors retiring or closing shop and lots of empty storefronts.

A new generation of businesspeople have sought to revitalize the business district in recent years, opening a new dance studio, brewery, restaurants and shops, and even adding video gambling. This year, Long Grove Confectionery opened its new building, featuring a cafe and reprising an old favorite called the Apple House.

Construction crews have

Village officials were contemplating temporary reinforcements to the span and seeking to determine when it might be sound enough to reopen.

embarked on multimillion-dollar projects to modernize Old McHenry Road through downtown this year and Robert Parker Coffin Road next year, adding new sidewalks, water mains and lighting.

After the crash, the bridge was closed indefinitely to vehicles and pedestrian traffic because of safety concerns, Village Manager Dave Lothspeich said. An engineer and architect looked at the bridge Thursday, but with recent hard rains the foundation was partially submerged, making it difficult to fully inspect it. It remains unclear how much it will cost to

repair.

Aaron Underwood, a resident historian with the Long Grove Historical Society, suggested any repairs should preserve the rare iron truss and handrails of the bridge itself.

“The historic part of this bridge is its iron structure, and hopefully that's not been damaged,” Underwood said. “The real issue is if you maintain it in a way that has lost its integrity. If so, it could be removed from the historical list.”

Many small business owners near Robert Parker Coffin Road in downtown Long Grove came to work Thursday still in shock over

the crash. Mary Ann Ullrich, who owns the local institution the Village Tavern, said this was the worst damage by far she'd ever seen done to the bridge.

Business owners hope that the bridge closure won't keep customers away.

“It's devastating because the bridge is our brand,” said Laurie Wilhoit, marketing coordinator for the downtown business association. “We've seen a resurgence of people coming back to Long Grove and support small businesses, and we hope to see that trend continue, even with the bridge in disrepair.”

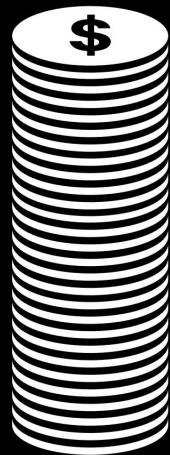
Todd Shields is a Pioneer Press reporter. Chicago Tribune's Matthew Walberg and Rosemary Sobol contributed.

rmccoppin@chicagotribune.com
tshields@pioneerlocal.com
Twitter @RobertMcCoppin
Twitter @tshields19

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Aldermen John Arena, 45th, and Ameya Pawar, 47th, are among those advocating for more affordable housing.