MAYOR EMANUEL’S INDUSTRIAL CORRIDOR MODERNIZATION
NORTH BRANCH

COMMUNITY MEETING
DECEMBER 13, 2016

Rahm Emanuel, Mayor
David Reifman, Commissioner
Department of Planning and Development
Rebekah Scheinfeld, Commissioner
Department of Transportation

Contact Us:
- dpd@cityofchicago.org
- cityofchicago.org/dpd
- smapapp.com/chicago
1. Planning Process and Timeline
2. Stakeholder Outreach and Feedback
3. North Branch Project Purpose and Goals
   - Economic Factors
4. Framework Concepts
   - Transportation
   - Corridor Character
   - Open Space
5. Next Steps
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1. COMMUNITY MEETINGS
   - JUNE 6, 7 & 8
   - AUGUST 10
   - SEPTEMBER 29

2. sMAP: SOCIAL MAPPING PLATFORM

3. MEETINGS WITH STAKEHOLDERS
   - COMMUNITY GROUPS
   - ALDERMEN
   - LIRIs
   - PROPERTY OWNERS
   - BUSINESS OWNERS
   - DEVELOPERS
Over the past seven months DPD has facilitated:

- 5 Public Meetings (340 attendees)
- 8 Published Meeting Summaries
- 5 Neighborhood Meetings
- 20 Letters and Emails
- 46 Maps Created via sMAP
- 192 sMAP Original Comments
- 507 sMAP Comment Validations
- 459 Stakeholders in Database
NORTH BRANCH CORRIDOR
STUDY AREA & PURPOSE

STUDY AREA
The existing North Branch Industrial Corridor with a surrounding ½ mile boundary.

PROJECT PURPOSE
To develop a land use framework based on careful review of existing conditions, previous plans, community input and development trends, in order to:

- Guide Future Development
- Inform Transportation Improvements
Maintain the North Branch Industrial Corridor as an important economic engine and vital job center in the City of Chicago.

A. Ensure businesses that provide critical services to the north side of Chicago have a safe and efficient location with access to a variety of transportation modes.

B. Encourage businesses focused on technology, research and manufacturing to locate within the Corridor.

C. Allow mixed-use developments in appropriate locations and include provisions for affordable housing.

D. Assist companies that expand and/or relocate within Chicago’s Industrial Corridor System.
BETTER ACCESS TO ALL TRANSPORTATION MODES

Improve the multi-modal transportation network to better support and encourage trips by walking, biking, transit and shared-use mobility options.

A. Improve east/west multi-modal transportation access to and through the corridor, particularly across the Interstate, the North Branch (River and Canal), and the Metra tracks.

B. Provide appropriate multi-modal transportation accommodations, incentives and infrastructure for an increase in new workers and visitors to the area.

C. Manage motor vehicle traffic flow within and through the corridor by modernizing transportation infrastructure and utilizing emerging transportation technologies.
NORTH BRANCH CORRIDOR GOALS

BUILD UPON UNIQUE NATURAL AND BUILT ASSETS

Enhance the North Branch Corridor’s unique natural and built features.

A. Continue the improvement of the riverfront for pedestrians and bicyclists in appropriate locations.
B. Improve the North Branch Canal.
C. Identify opportunities for public open space and recreation throughout the corridor.
D. Consider urban design guidelines for new development.
Private sector jobs in the Central Area and adjacent three-mile radius grew by 92,000 or 19.8% between 2010 and 2016.

North Branch Corridor Info and Tech jobs grew from 1,198 in 2002 to 4,326 by 2014.
“Center Led Growth” is anticipated to drive development in the North Branch Corridor.

In 2007, the Central Area and adjacent three-mile radius began outpacing the regional growth rate, thereby reversing a 50-year trend.

Nationally, companies in knowledge-intensive sectors are locating in central locations in cities to be closer to other firms, research labs, universities and talent.

This is spurring productive, inclusive and sustainable economic development.

Corridor Modernization supporting economic growth:

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

1. WRIGLEY’S GLOBAL INNOVATION CENTER (GIC): Opened 2005
   - High-performing associates in a state-of-the-art facility sparks creativity and fosters collaboration.
   - Three levels of flexible lab and office space and Winter Garden.
   - Adjoining Pilot Plant tests new machinery and manufacturing processes, and samples produced are used for screening prototypes, consumer testing and analytical evaluations.

2. UI LABS and its 300+ partners: Opened 2015
   - A first-of-its-kind innovation accelerator addressing problems too big for any one organization to solve.
   - Issues in manufacturing and smart cities: computing, big data, & the Internet of Things.

3. mHUB: Opened 2016
   - Chicago’s first Innovation Center focused on physical product development and manufacturing working to ensure Chicago’s legacy as a region that builds products, and also the future.

4. GE FUSE at mHUB: Opening Soon
   - A first-of-its-kind partnership with a combined vision for innovation, and to connect people and technologies to solve some of the world’s biggest problems through rapid prototyping and small scale manufacturing.
Growth and increased density are necessary to achieve the corridor goals based upon case study research. Growth and increased density allow for:

- Business diversity
- Critical mass of worker population to support retail and restaurants
- Increased transportation options
- More high-quality open space
TRANSPORTATION
Ensure the multi-modal transportation network can adequately accommodate future uses.

New/widened streets and bridges, sidewalks and bike lanes (606 extension) – connection and integration into existing networks.

New multi-modal river crossings.

Coordinated approach to parking and last-mile transit. (Transportation Mgt. Authority, truck parking & staging, shuttles)

Address aging infrastructure that is inadequate to serve existing uses.
Physical limitation of roadway expansion due to existing properties and bridges.

CTA stations may not be expanded directly in the North Branch. (But, ongoing projects such as RPM modernization are expected to improve capacity and service to the area.)

Transit options should strive to accommodate growth.

Current walkshed areas limit potential growth patterns.

Need to plan for local and regional transportation for managed growth.

Tested basic engineering assumptions for different solutions. (bridges, 606)
Support job growth by preserving existing business routes and creating additional separate connections.

Plan for local traffic solutions and regional connections.

Expand walksheds by creating new connections to the existing transit network.

Develop multi-modal solutions.

Consider private-sector led transportation enhancements where appropriate.
1. Make existing network more efficient with CDOT projects in planning, design and construction.

BRIDGE RECONSTRUCTION
- Division St at North Branch
- Division St at North Branch Canal
- Chicago Ave
- Webster Ave

VIADUCT RECONSTRUCTION
- Chicago Ave

INTERSECTION RECONFIGURATION
- Damen/Elston/Fullerton

RECENTLY STUDIED AREAS
- Intersection of Ashland/Elston/Armitage
ADAPTIVE / INTERCONNECTED SIGNALS HAVE:

DATA: Real-time detection of traffic volumes and queues using cameras and/or in-road sensors.

LOGIC: Fiber-optic or wireless infrastructure to relay camera/sensor data to a computerized ‘nerve center.’

EXECUTION: Advanced signal controllers at intersections that constantly readjust signal timing based upon real-time needs.

IMPLEMENTATION:

Construction project to replace/upgrade existing infrastructure. Features include in-pavement sensors, traffic detection cameras, intersection signal control modules, fiber-optic connections and/or wireless transponders.

To start, prioritize North Avenue and six-way intersections.

BENCHMARKING POTENTIAL RESULTS:

Implementation in Toronto and Salt Lake City have achieved 10-20% improvements in delays and travel times.

1. Make existing network more efficient by modernizing traffic signals.
2. Expand existing transit service area with new pedestrian and bicycle bridges.
3. Create regional transit links through longer-term large projects such as a transitway.

**TRANSITWAY CONCEPTS**

- Explore concepts for new North Branch transportation corridor.
- Connect to Ogilvie and Union Stations to link to the regional workforce and attract employers.
IMPLEMENTATION IDEAS: LONG-TERM

3. Create regional transit links through longer-term large projects such as Metra improvements.
Potential Short/Mid-Term Projects

1. BRIDGE RECONSTRUCTION AT WEBSTER; BRIDGE & STREET RECONSTRUCTION AT DIVISION
2. BRIDGE & VIADUCT RECONSTRUCTION AT CHICAGO & HALSTED
3. INTERSECTION RECONFIGURATION AT FULLERTON, ELSTON & DAMEN (COMPLETE)
4. MODERNIZED SIGNALIZATION ON MAJOR EAST WEST STREETS
5. ERIE ST PEDESTRIAN BRIDGE
6. OGDEN / AUGUSTA PEDESTRIAN BRIDGE
7. BLACKHAWK ST PEDESTRIAN BRIDGE
8. WEED ST PEDESTRIAN BRIDGE
9. CLIFTON TO WABANSIA PEDESTRIAN BRIDGE

Potential Long-Term Projects

10. 606 BIKEWAY EAST EXTENSION
11. CLYBOURN METRA FACILITIES ENHANCEMENT
12. NORTH BRANCH TRANSITWAY
13. INTERSECTION & VIADUCT IMPROVEMENT AT ASHLAND, ELSTON, ARMITAGE & CORTLAND
14. CORRIDOR TRANSPORTATION MANAGEMENT ASSOCIATION
CORRIDOR CHARACTER
- Elements of industrial character and availability of large parcels of the North Branch make it unique and attractive for campus development, adaptive reuse for incubator space, as well as contemporary new construction.

- Urban authenticity can be an important factor for businesses looking for a city location.

- Identify compatible streetscape principles.

- Identify a possible network of urban plazas and streetscapes that celebrate existing character.
URBAN CHARACTER
POTENTIAL CLUSTERS OF CHARACTER BUILDINGS WITH STREETSCAPES AND PLAZAS

NORTH BRANCH FRAMEWORK
MAYOR EMANUEL’S INDUSTRIAL CORRIDOR MODERNIZATION
- Continue The 606 east
- Access to the river is important
- Increased open space is critical for neighborhood residents and workers
- Active recreation areas needed
- North Branch Canal could become wetland park and natural playground
- Ball fields in the Lincoln Park community area are overused
North Branch River Loop
A 7 mile North Branch River Loop can be created along the river and canal for slow moving pedestrians and faster moving joggers and bikers.

606 Connection
The 606 should be continued east and connected to the North Branch River Loop, Lincoln Park and the Lakefront.

Developer-Led Recreational Amenities
Developer-led publically accessible open space and/or recreational facilities should be provided within new developments.

Civic Spaces
Due to the meander of the North Branch there are several areas with unique aesthetic and cultural opportunities that should be considered when developed.

Ecoparks
Ecoparks within the North Branch Canal and turning Basin can provide passive recreation, inland habitat and filter stormwater.
OPEN SPACE
NORTH BRANCH RIVER LOOP

C.H. ROBINSON
4.3 acre development site
0.92 acre open space with riverwalk and entry

SEPARATED BIKE AND PEDESTRIAN TRAIL
MULTI-USE TRAIL
OPEN SPACE
606 CONNECTION – POTENTIAL CONCEPTS

THE 606 EXTENSION – POTENTIAL OPTION 1
INTEGRATED WITH PRIVATE DEVELOPMENT

THE 606 EXTENSION – POTENTIAL OPTION 2
PUBLIC SECTOR IMPROVEMENT

THE 606 EXTENSION – POTENTIAL OPTION 3
TUNNEL BELOW TRACKS

THE 606 EXTENSION – POTENTIAL OPTION 4
ACCESS THROUGH CORTLAND ST

NORTH BRANCH FRAMEWORK
MAYOR EMANUEL’S INDUSTRIAL CORRIDOR MODERNIZATION
OPEN SPACE
DEVELOPER-LED RECREATIONAL AMENITIES

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

RIVERLINE
14 acre development site
3.5 acres open space in riverwalk, park and plazas
OPEN SPACE
CIVIC SPACE CHARACTER

RIVER POINT
2.5 acre development site
1.5 acre open space in riverwalk and park

WOLF POINT
3.85 acre development site
2.3 acre open space in riverwalk and plaza
North Branch Canal Vision in 2020
Chicago Central Area Plan
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NORTH BRANCH CORRIDOR
QUESTIONS?

Economic Factors
Has the City met the three primary goals – job center, improved access and building on unique assets?

Transportation
What transportation improvements would have the most positive impact?

Corridor Character
What type of character features would you like to see identified?

Open Space
What type of open space should the City prioritize?

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