

An aerial photograph of Chicago, showing the city skyline in the background and a large industrial area in the foreground. A river flows through the industrial area, and a large building with a curved roof is prominent in the lower center. The text "MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION" is overlaid in red, and "NORTH BRANCH" is overlaid in white.

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

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NORTH BRANCH CORRIDOR

MEETING AGENDA

- 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**

NORTH BRANCH CORRIDOR

MEETING AGENDA



NORTH BRANCH CORRIDOR

STAKEHOLDER OUTREACH



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

NORTH BRANCH CORRIDOR

BY THE NUMBERS.....

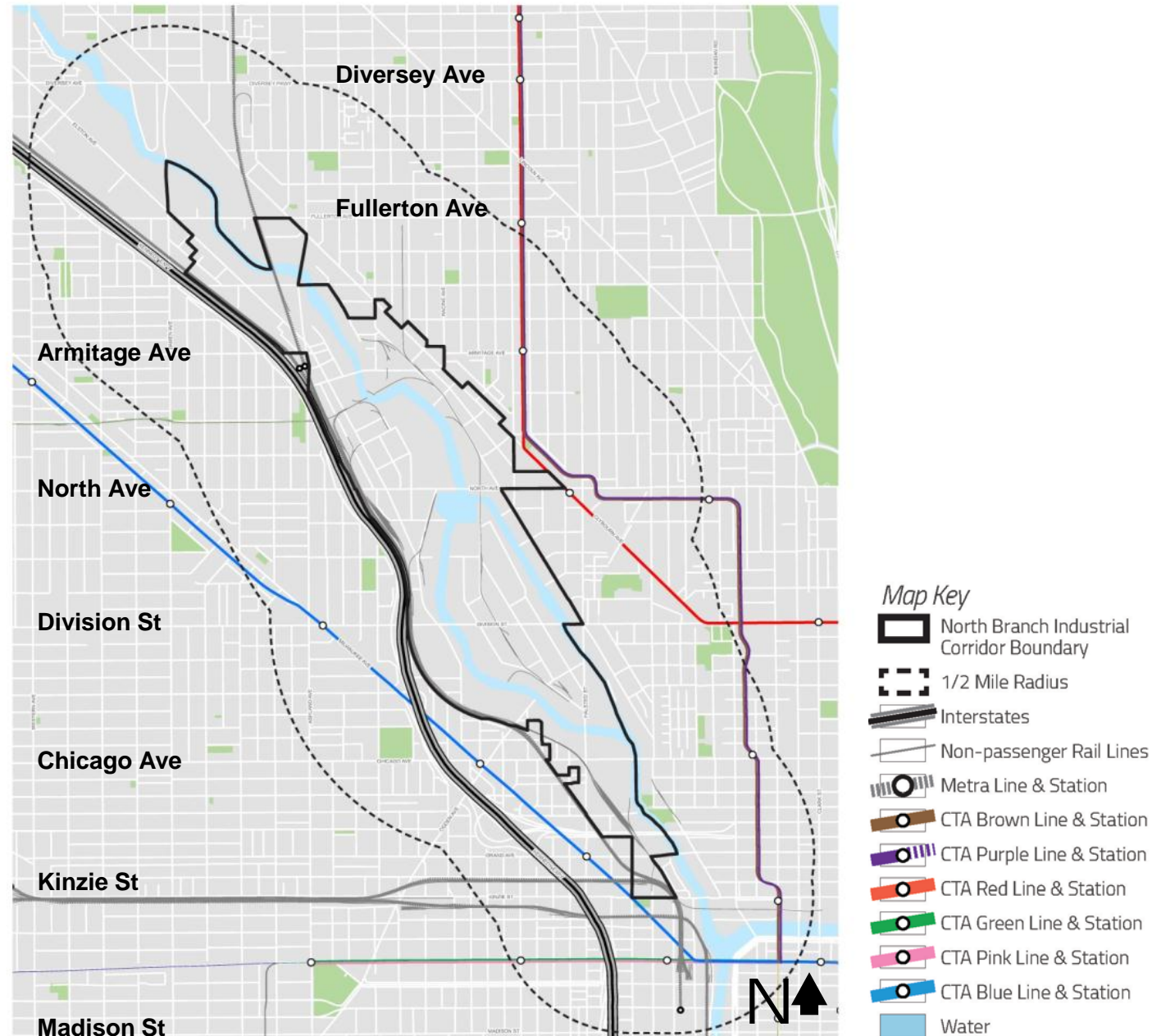
Over the past seven months DPD has facilitated:

- **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 1/2 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

NORTH BRANCH CORRIDOR GOALS



AN ECONOMIC ENGINE AND VITAL JOB CENTER

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.

NORTH BRANCH CORRIDOR GOALS



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.



ECONOMIC FACTORS



ECONOMIC FACTORS

EMPLOYMENT TRENDS

North Branch Corridor Info and Tech jobs grew from 1,198 in 2002 to 4,326 by 2014.

Private sector jobs in the Central Area and adjacent three-mile radius grew by 92,000 or 19.8% between 2010 and 2016.

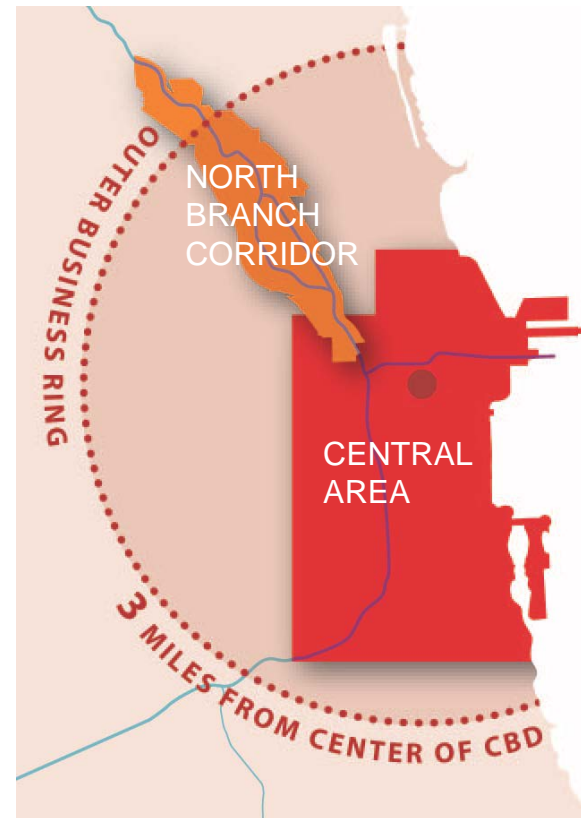
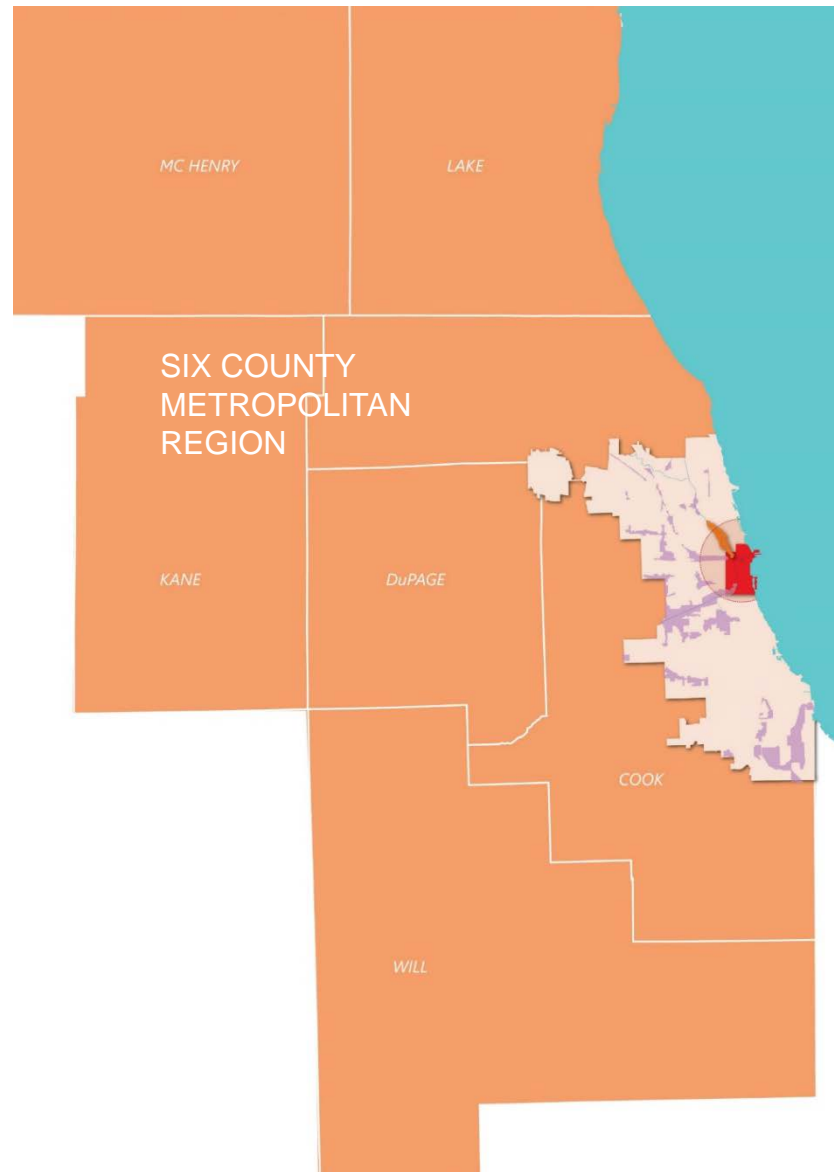
- Manufacturing
(Largest number of jobs are in manufacturing and are stable or growing)
- Manufacturing and Moving & Storing Goods
(Largest number of jobs in both manufacturing and the distribution and storage of goods and are stable or growing)
- Business to Business
(Largest number of jobs are in business support services which is increasing with info & tech rising in east Kinzie)
- Info & Tech
(Largest number of jobs are either information technology and management or business support services and are growing in North Branch)

- CENTRAL BUSINESS DISTRICT AND OUTER RING
- NORTH BRANCH INDUSTRIAL CORRIDOR
- OTHER INDUSTRIAL CORRIDORS



ECONOMIC FACTORS

CENTER LED GROWTH



“**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.

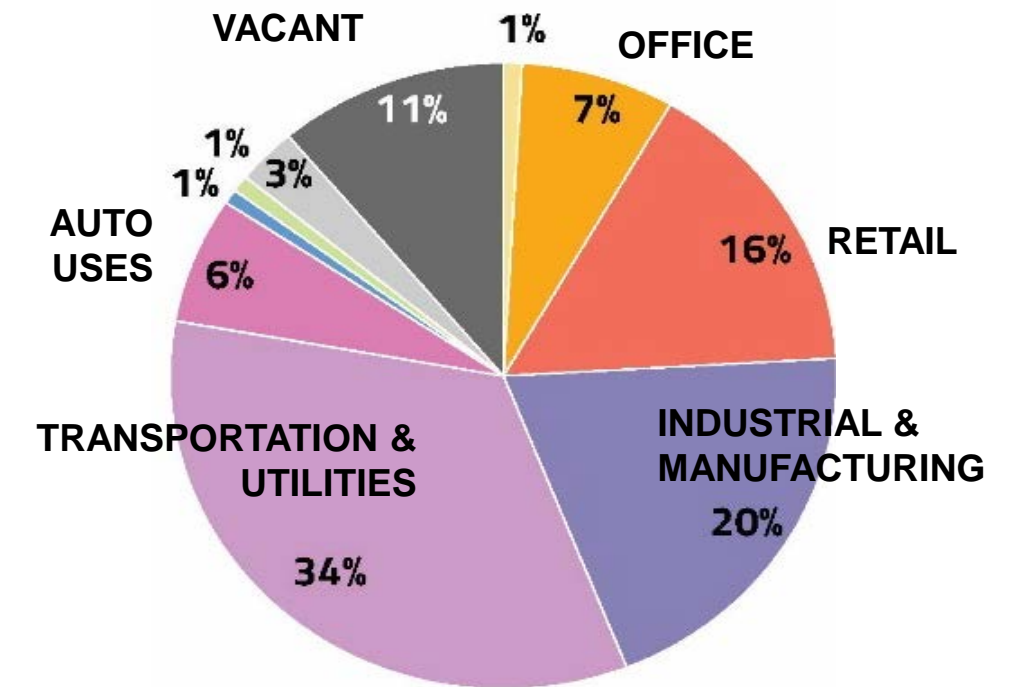
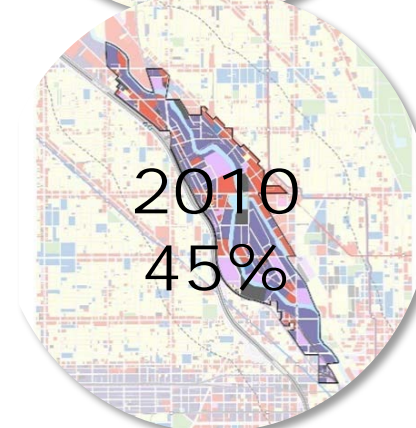
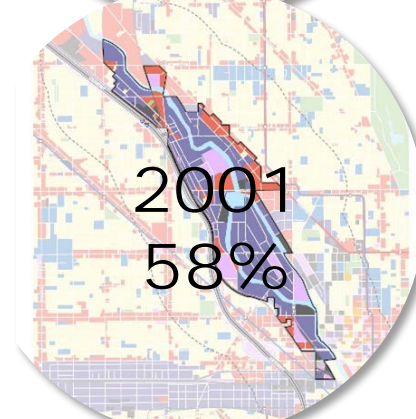
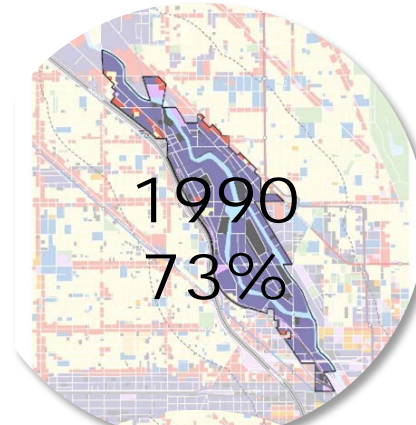
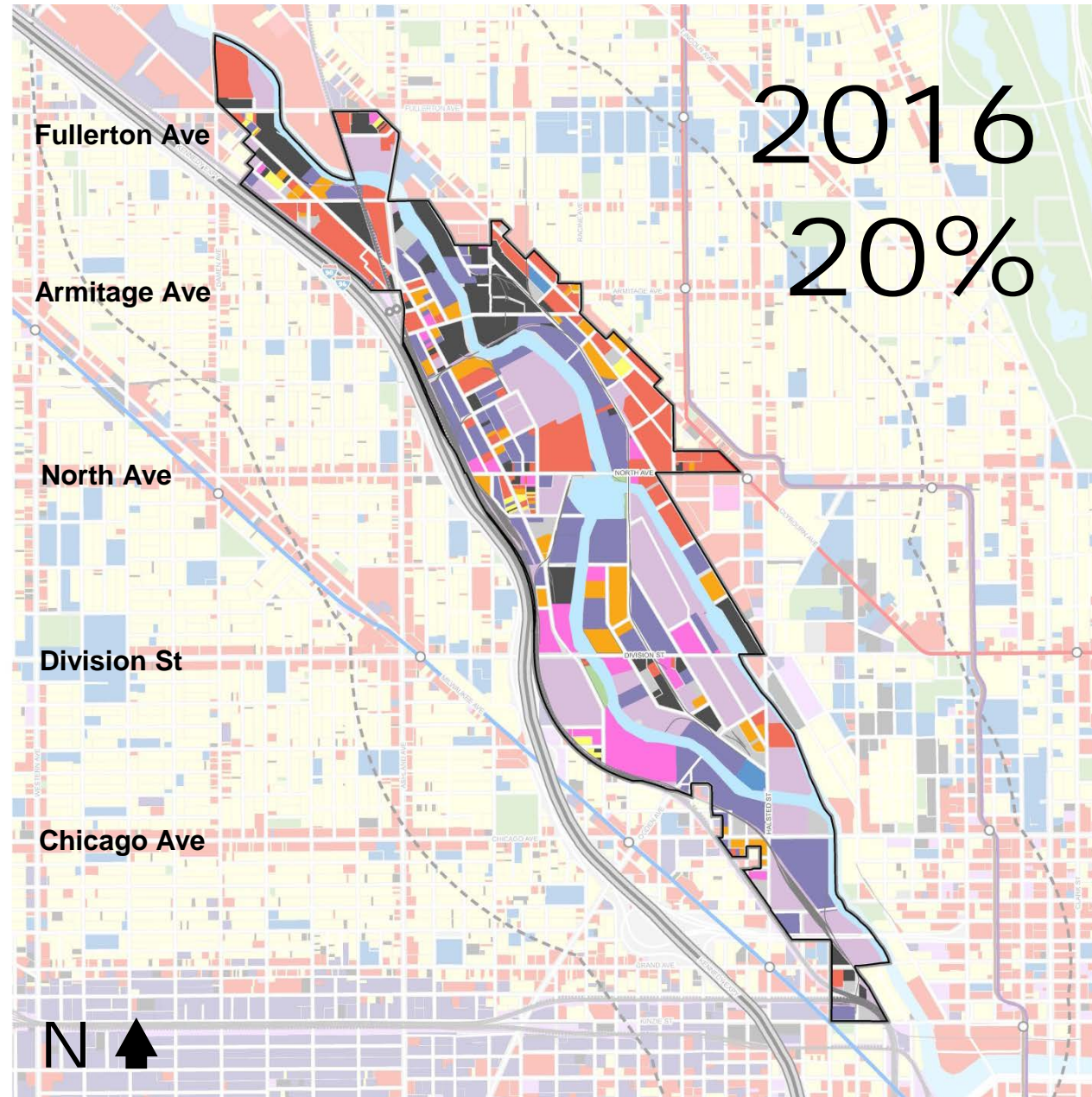
Corridor Modernization supporting economic growth:

- 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.



ECONOMIC FACTORS

MANUFACTURING IN NORTH BRANCH



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



ECONOMIC FACTORS

INDUSTRIAL TECH

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.





ECONOMIC FACTORS

BUSINESS CENTER / INNOVATION DISTRICT CASE STUDIES



Pittsburgh, PA



Boston, MA



Seattle, WA

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



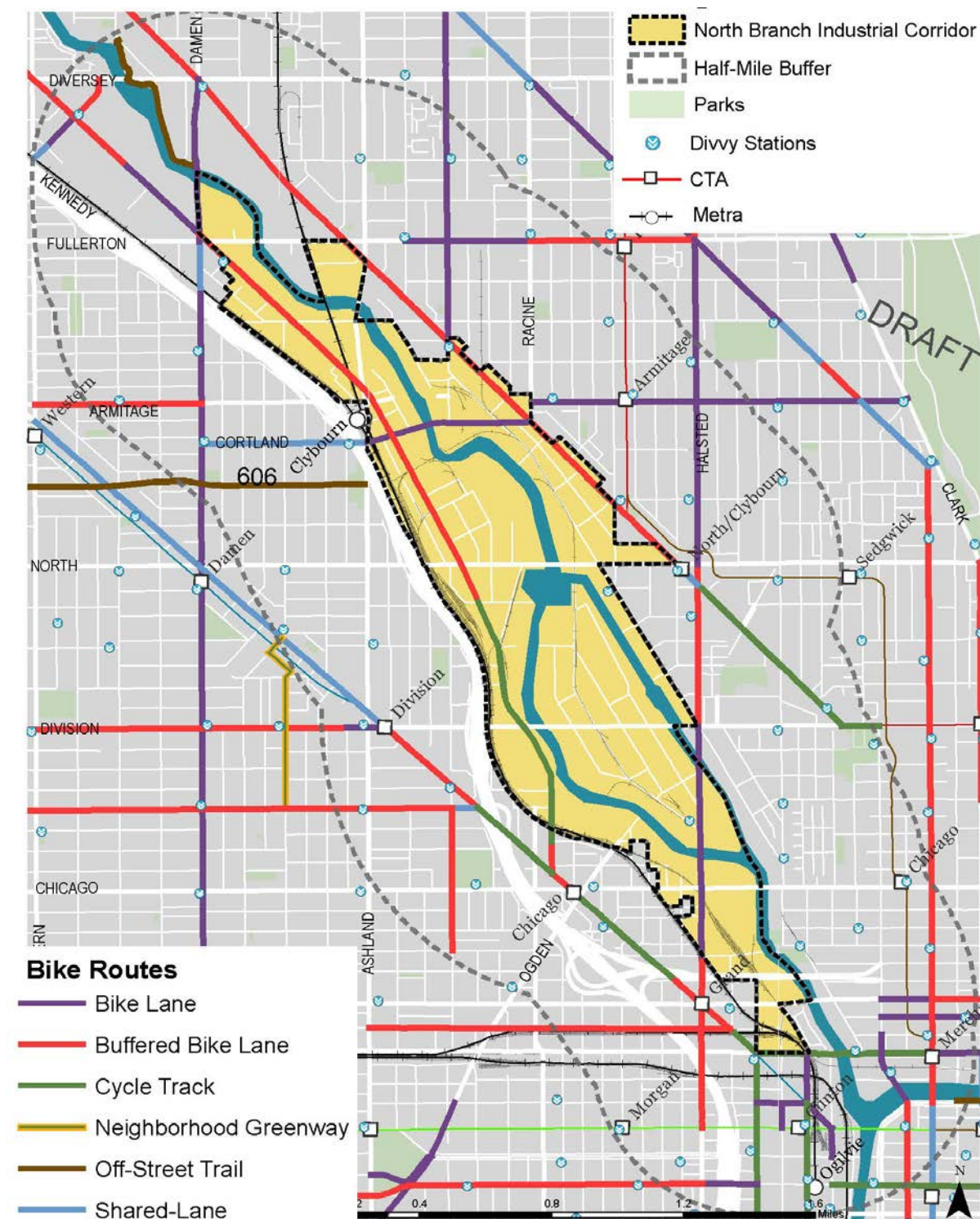
TRANSPORTATION



TRANSPORTATION

COMMUNITY INPUT

- 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.

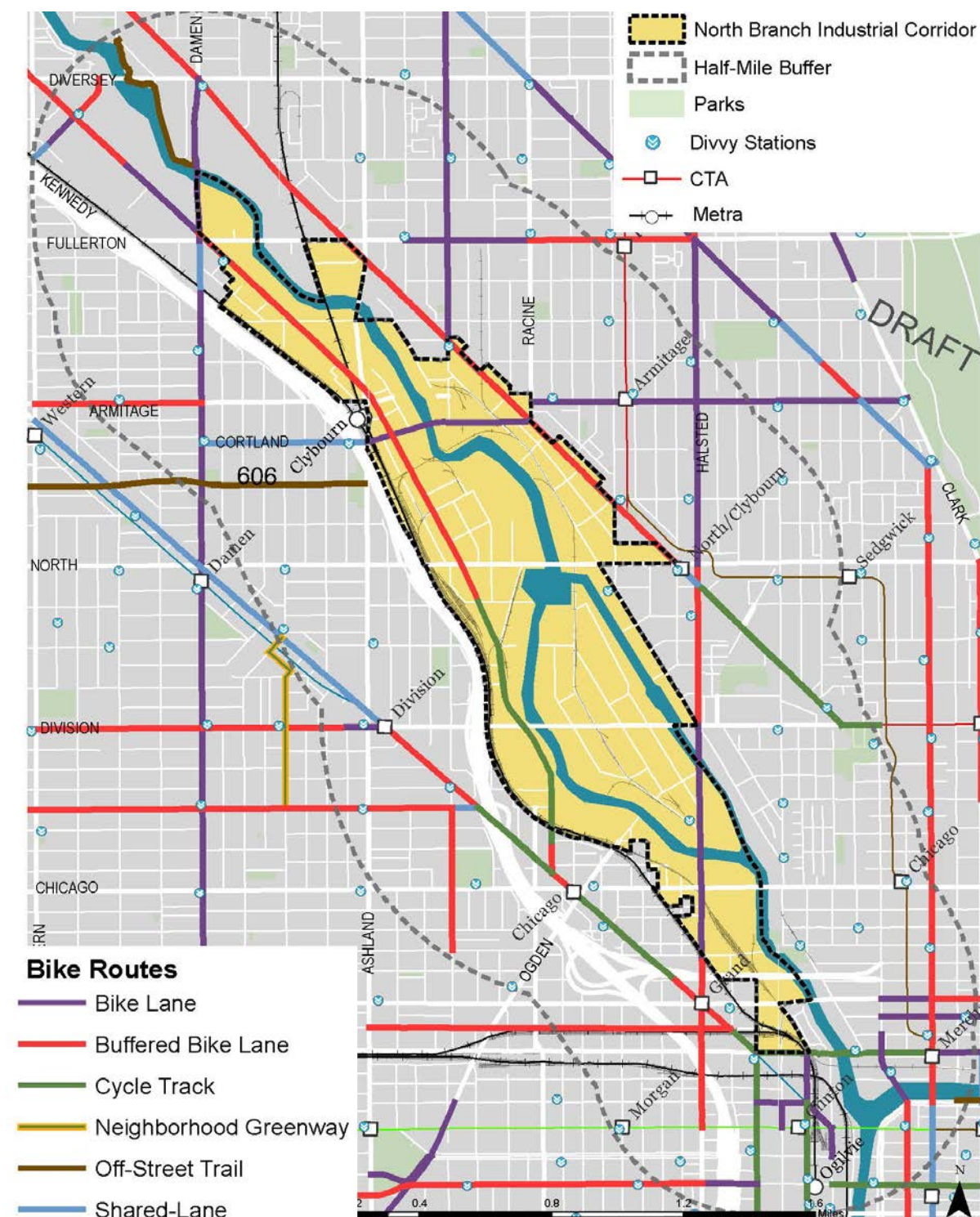




TRANSPORTATION

RESEARCH

- 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)

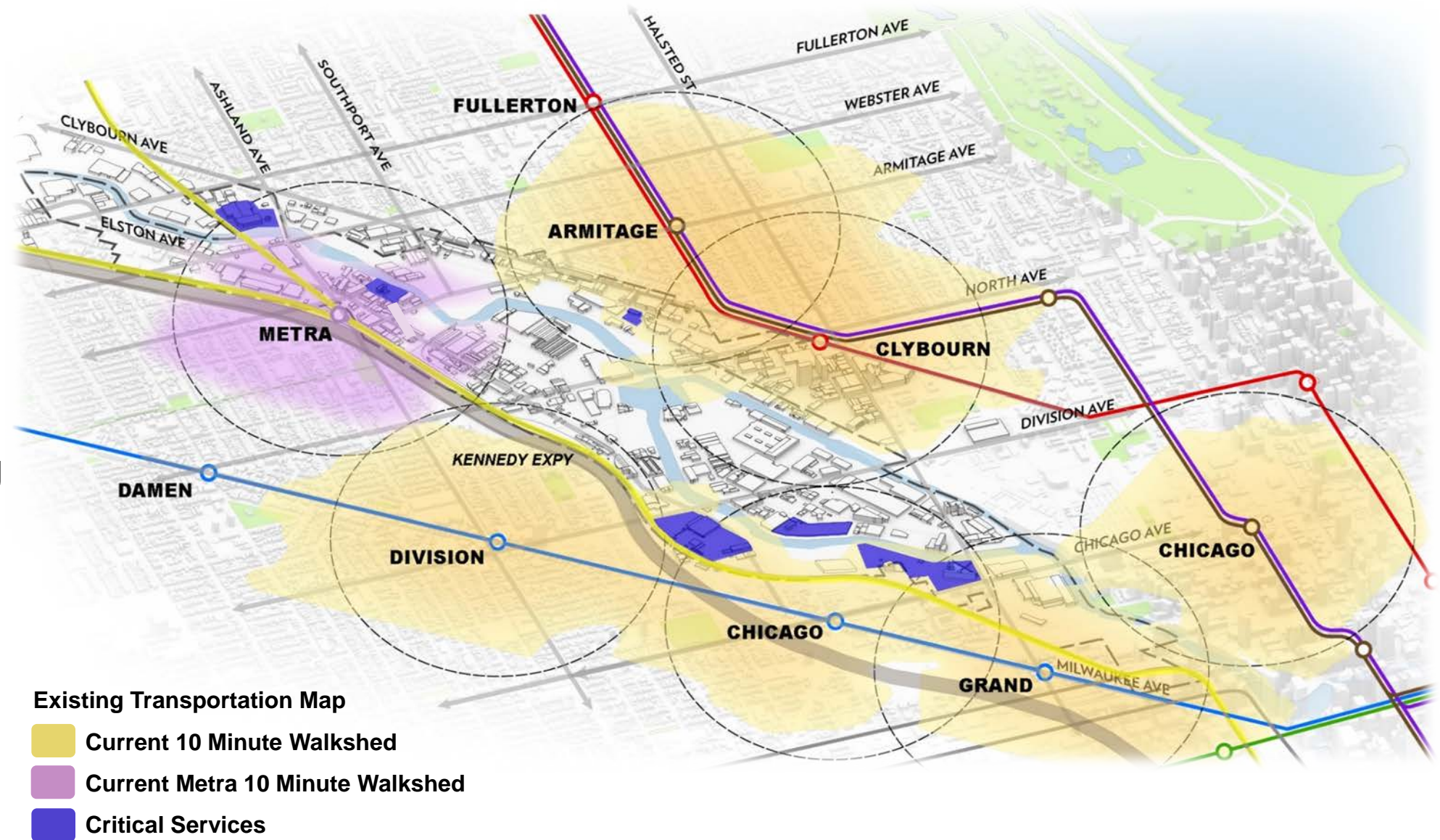




TRANSPORTATION

RECOMMENDATIONS

- 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.



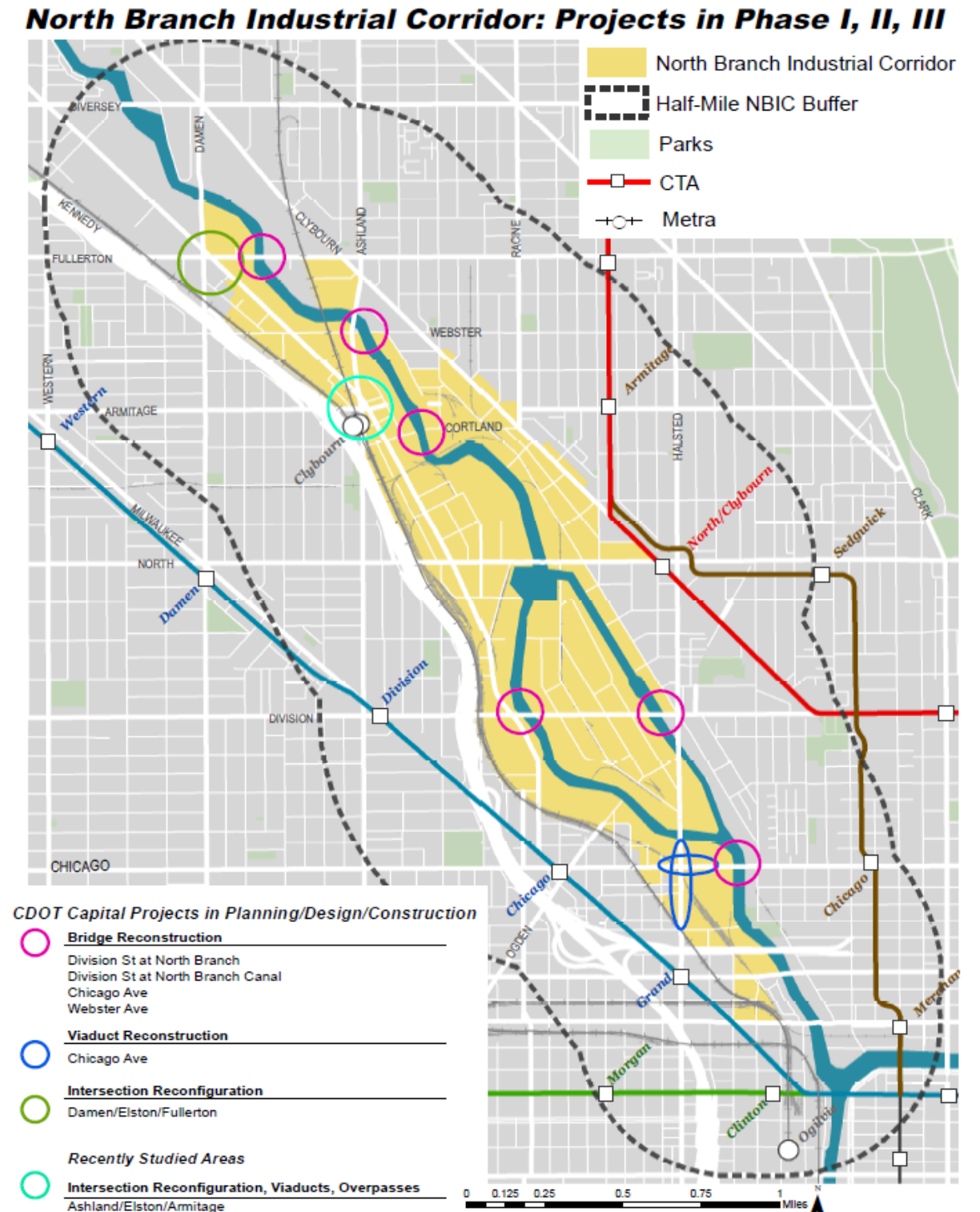


TRANSPORTATION

IMPLEMENTATION IDEAS: SHORT-TERM

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





TRANSPORTATION

IMPLEMENTATION IDEAS: SHORT/MID-TERM

1. Make existing network more efficient by modernizing traffic signals.

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.

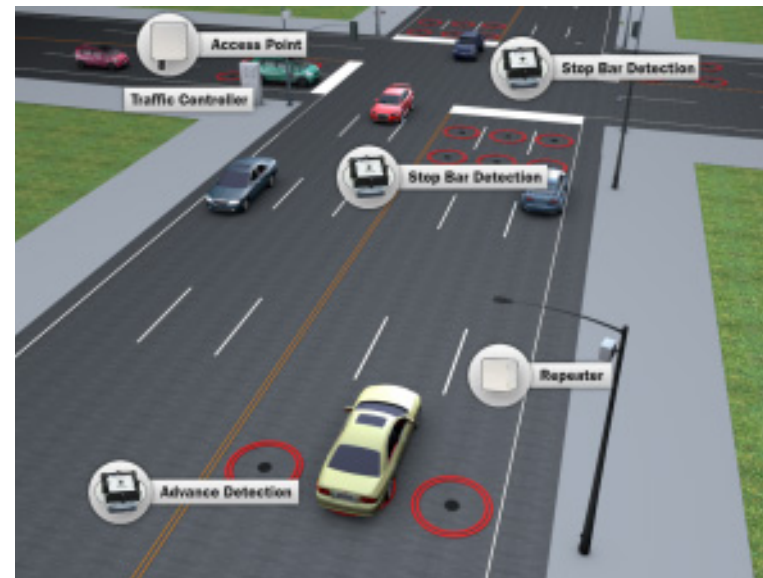
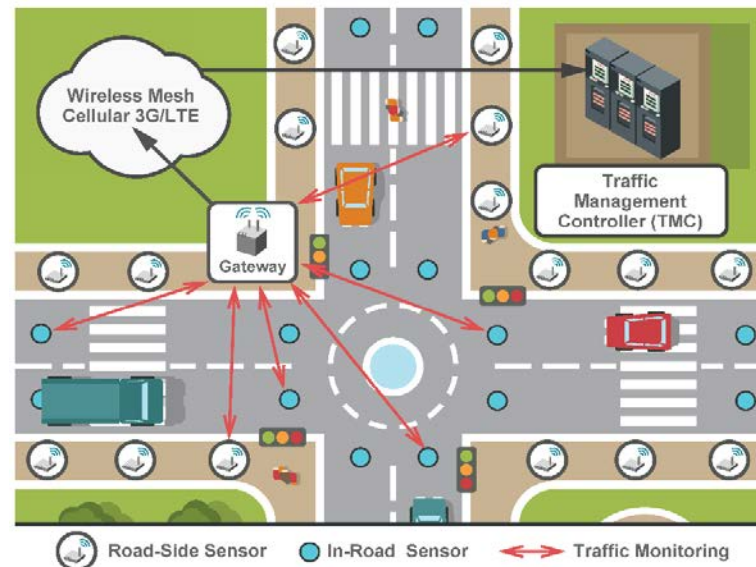
IMPLEMENTATION:

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.

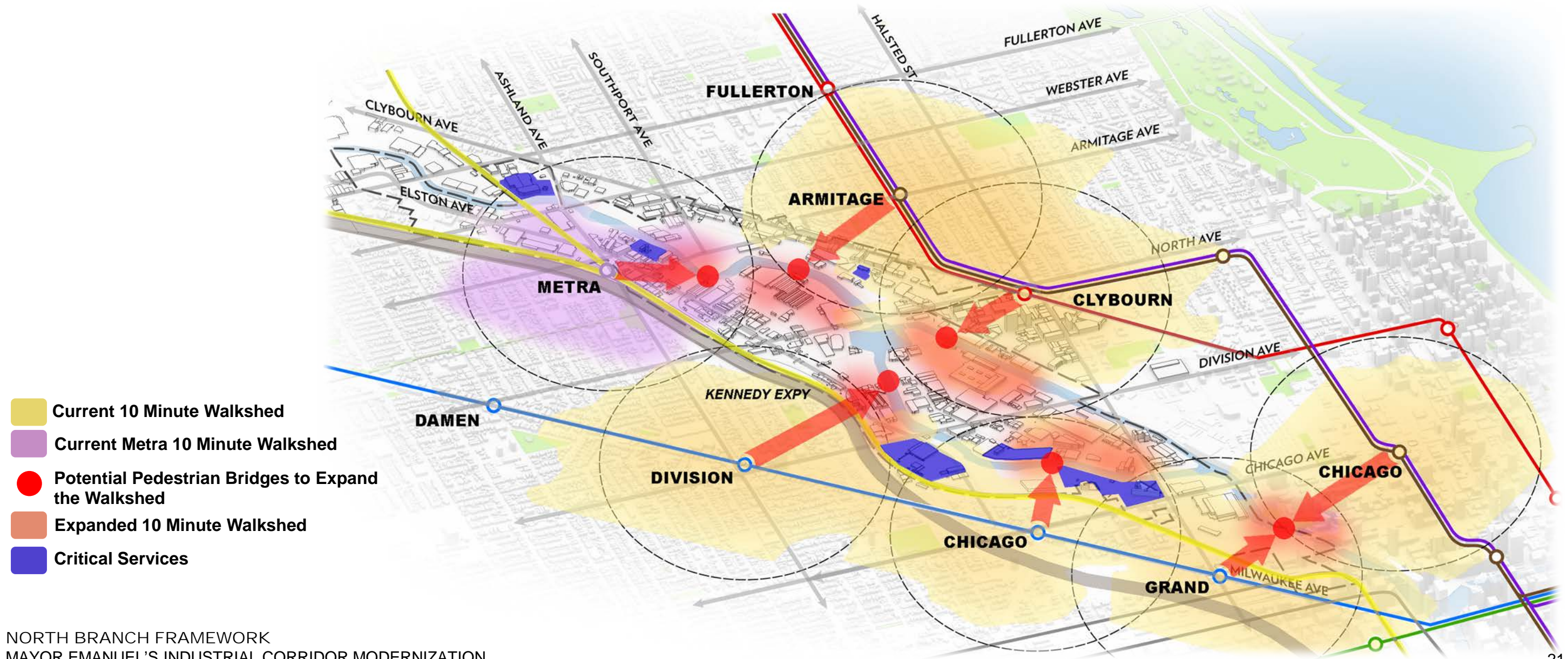




TRANSPORTATION

IMPLEMENTATION IDEAS: SHORT/MID-TERM

2. Expand existing transit service area with new pedestrian and bicycle bridges.





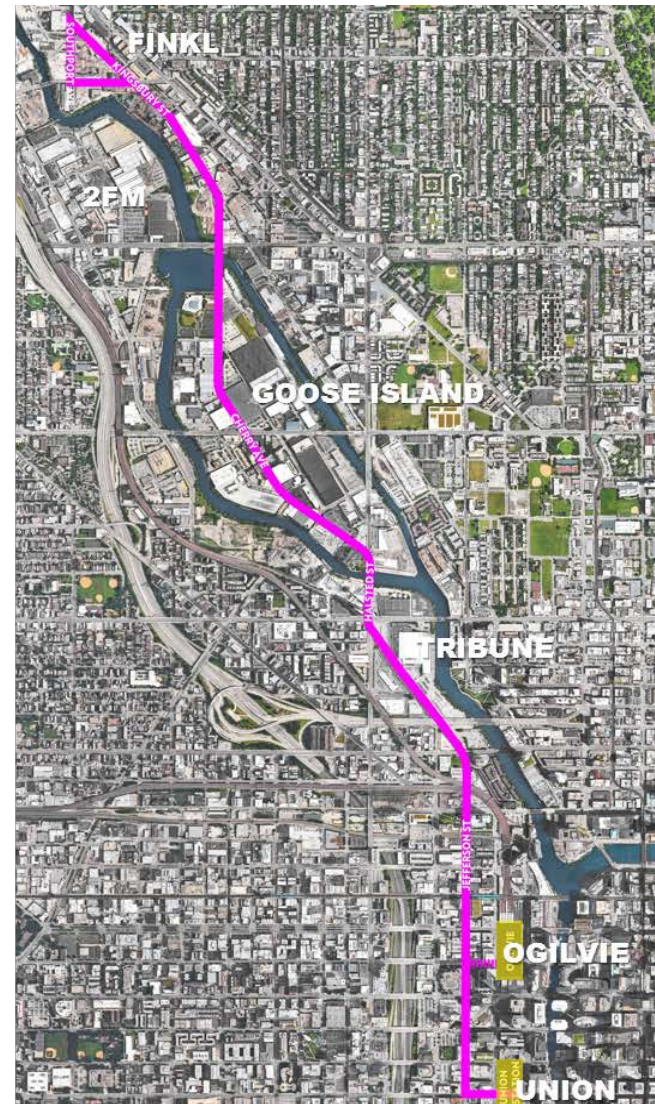
TRANSPORTATION

IMPLEMENTATION IDEAS: LONG-TERM

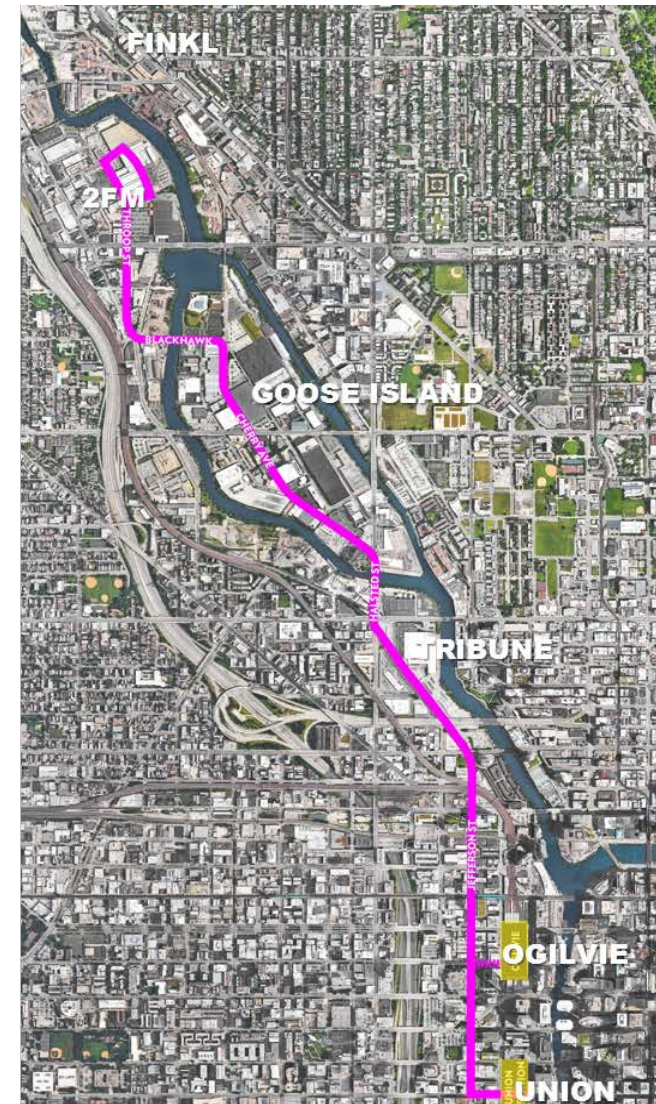
3. Create regional transit links through longer-term large projects such as a transitway.

TRANSITWAY CONCEPTS

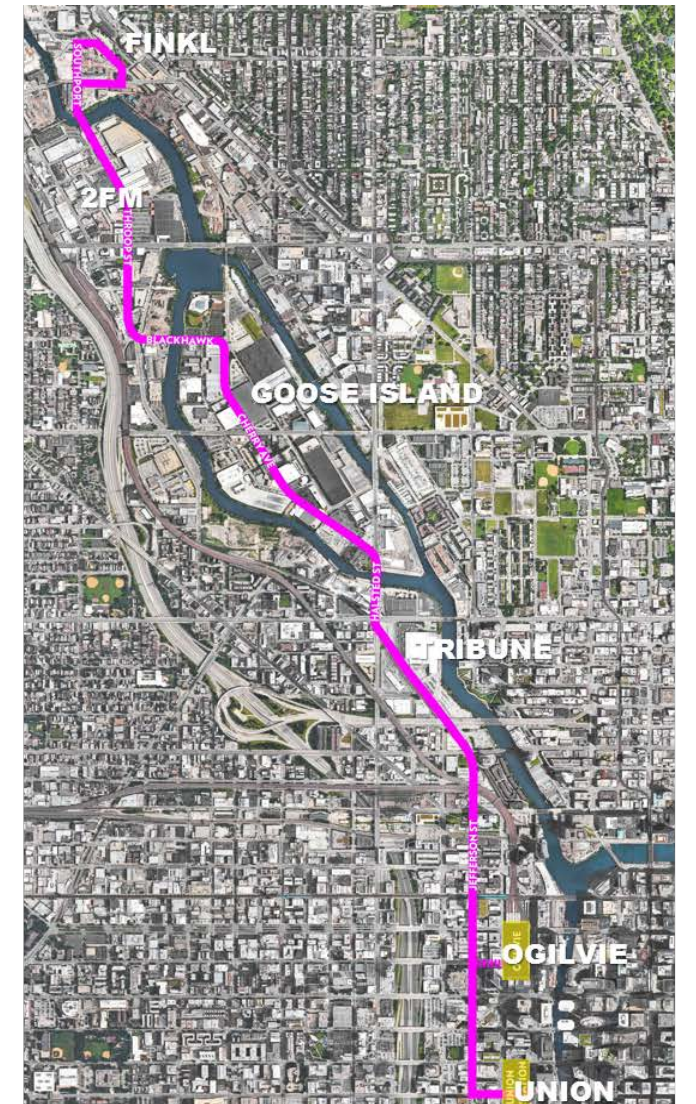
- Explore concepts for new North Branch transportation corridor.
- Connect to Ogilvie and Union Stations to link to the regional workforce and attract employers.



CONCEPT A



CONCEPT B



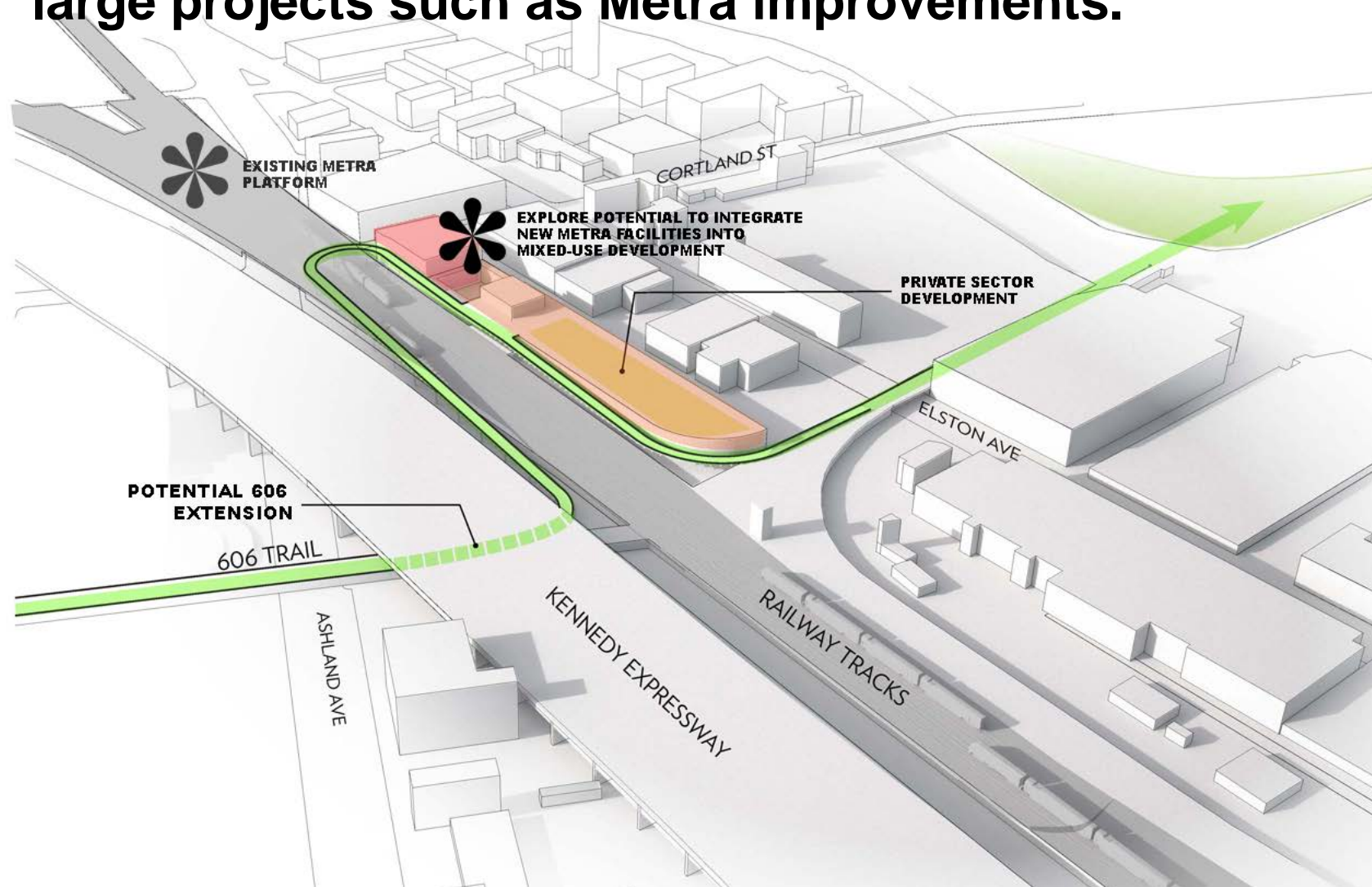
CONCEPT C



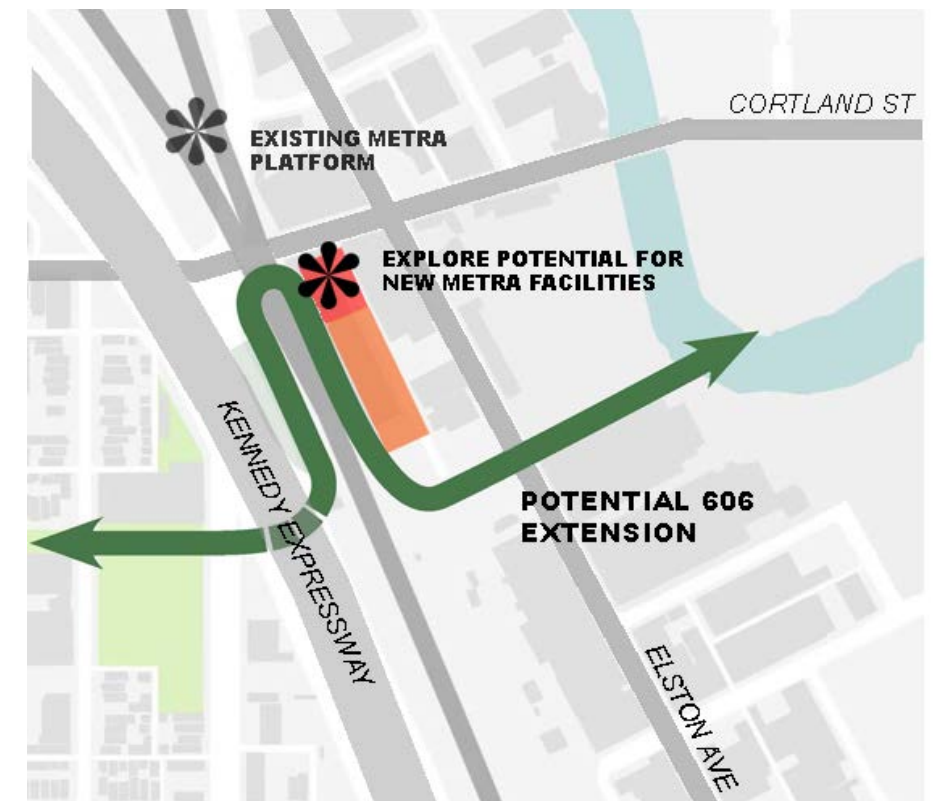
TRANSPORTATION

IMPLEMENTATION IDEAS: LONG-TERM

3. Create regional transit links through longer-term large projects such as Metra improvements.



VIEW LOOKING SOUTH RAMP TO NORTH AT 5% SLOPE 23FT CLEARANCE





TRANSPORTATION

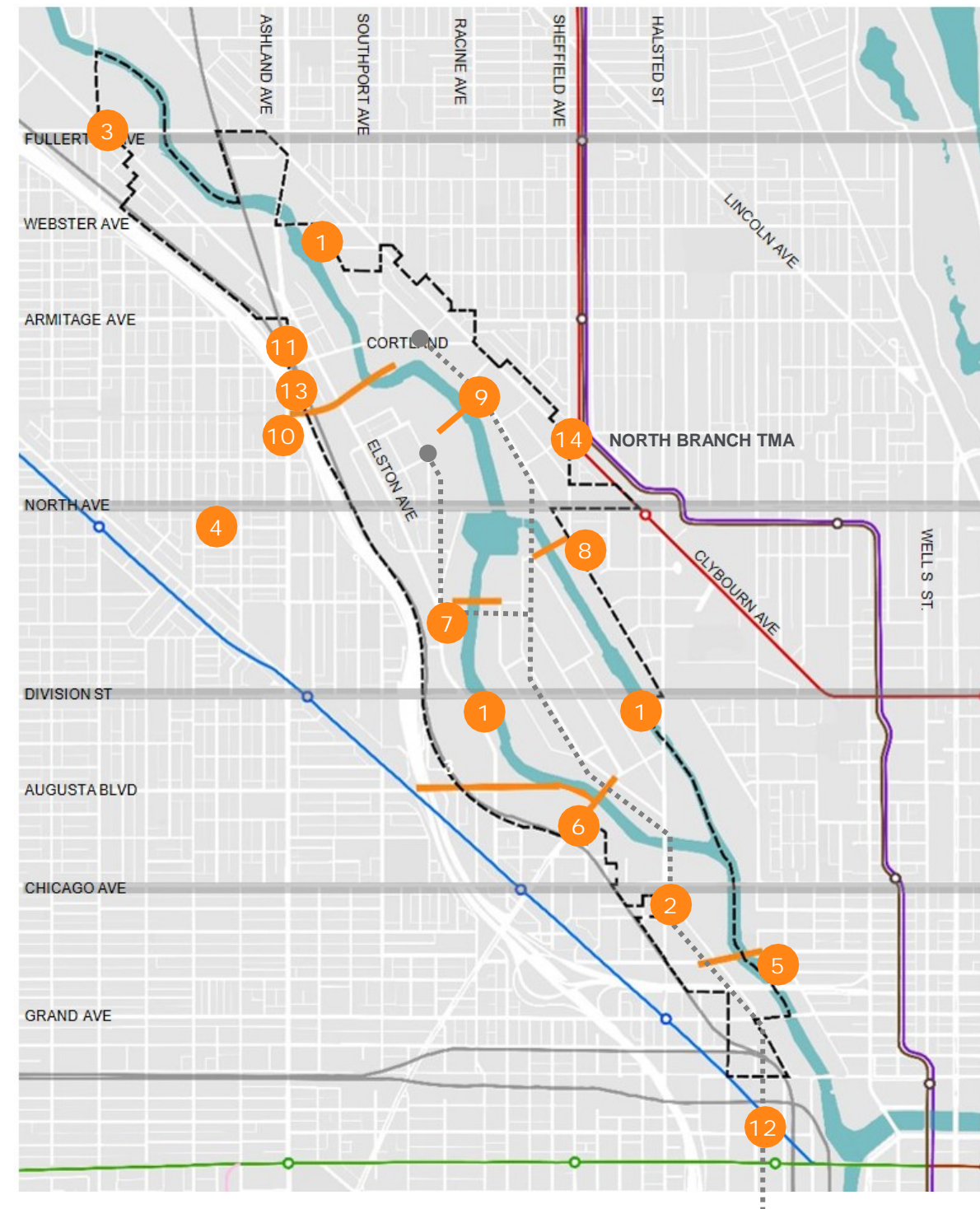
POTENTIAL TRANSPORTATION PROJECTS

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



URBAN CHARACTER

COMMUNITY INPUT

- 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

CHARACTER BUILDING SURVEY

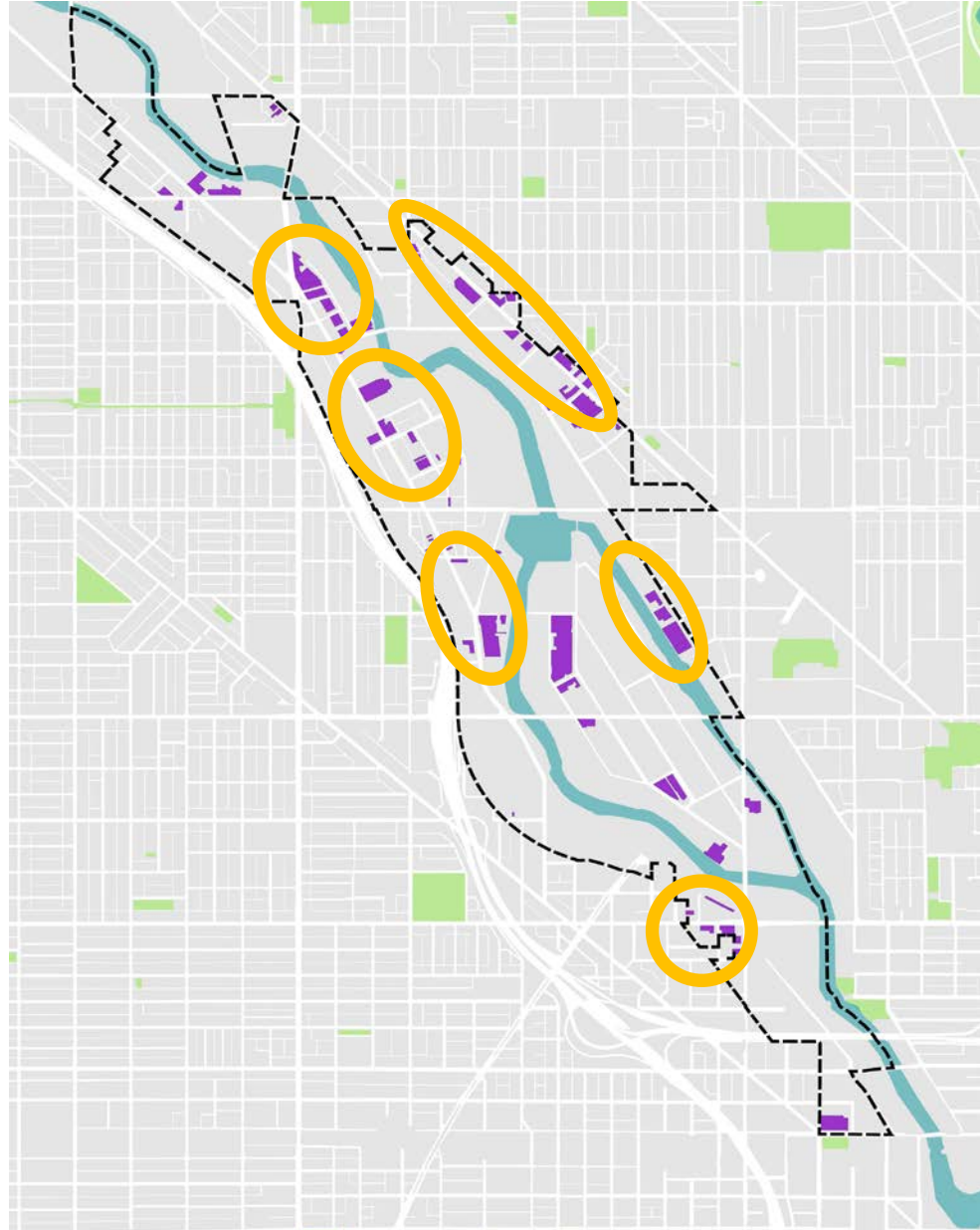


NORTH BRANCH FRAMEWORK
MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION



URBAN CHARACTER

POTENTIAL CLUSTERS OF CHARACTER BUILDINGS WITH STREETSCAPES AND PLAZAS





OPEN SPACE



OPEN SPACE PLANNING CONTEXT

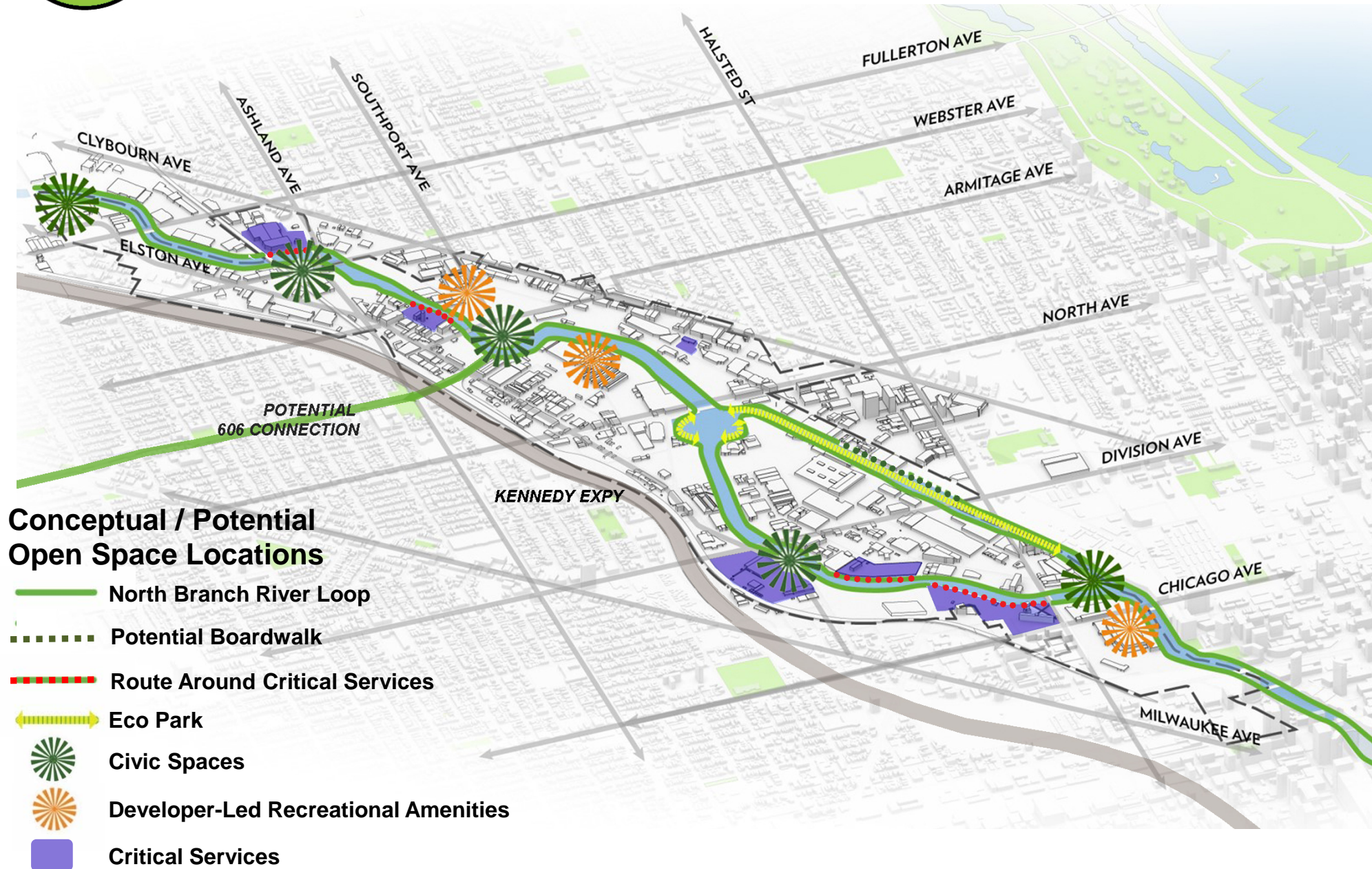
COMMUNITY INPUT

- 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





OPEN SPACE RECOMMENDATIONS



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

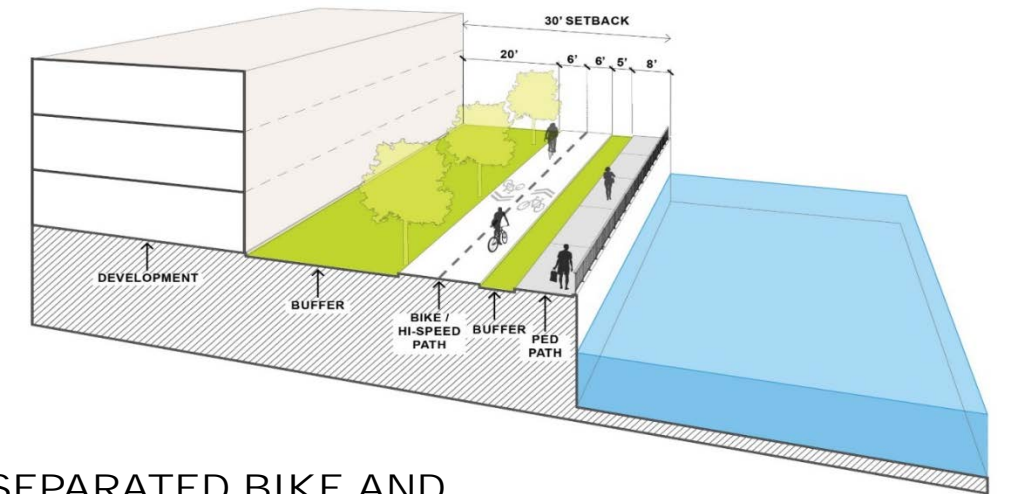
C.H. ROBINSON

4.3 acre development site

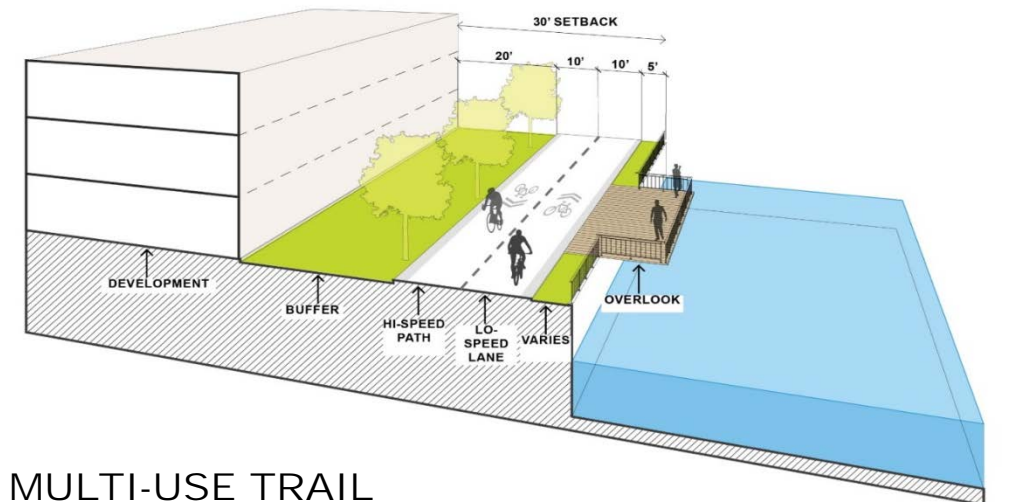
0.92 acre open space with riverwalk and entry



NORTH BRANCH FRAMEWORK
MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION



SEPARATED BIKE AND
PEDESTRIAN TRAIL



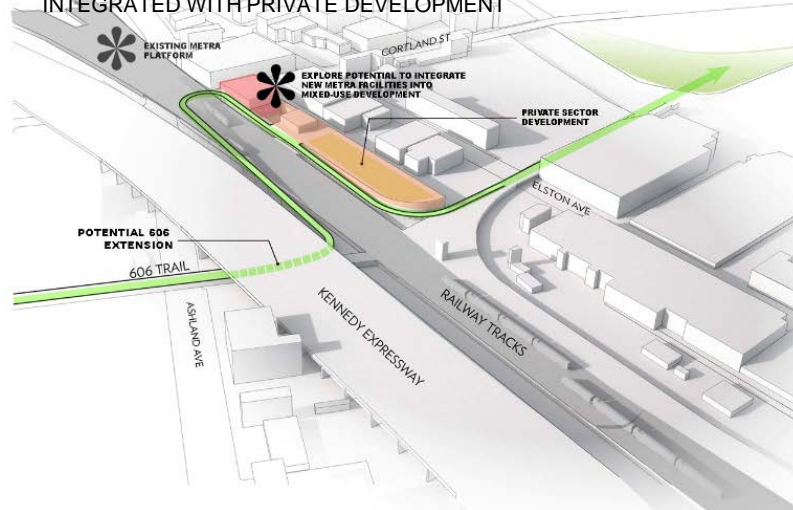
MULTI-USE TRAIL



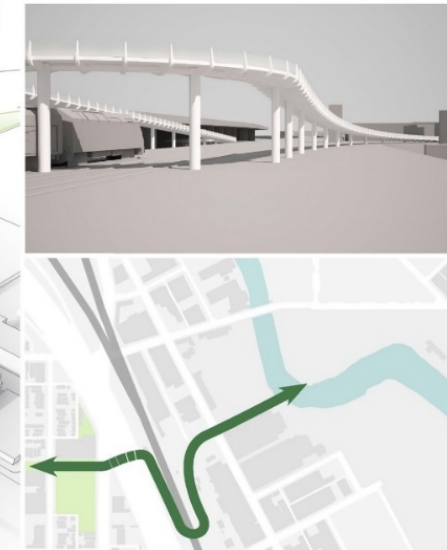
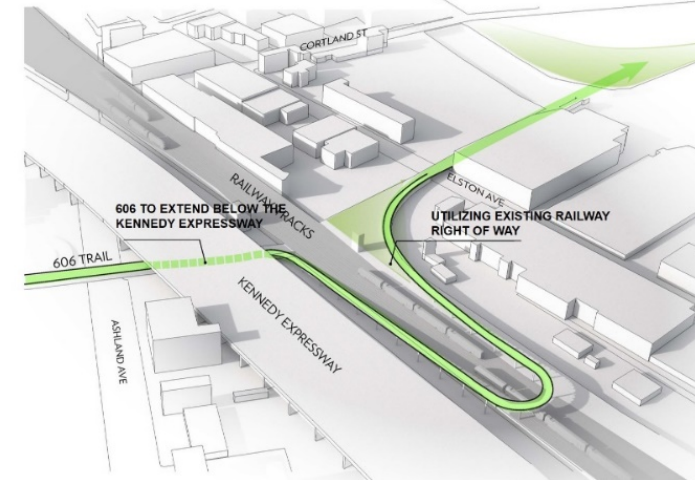
OPEN SPACE

606 CONNECTION – POTENTIAL CONCEPTS

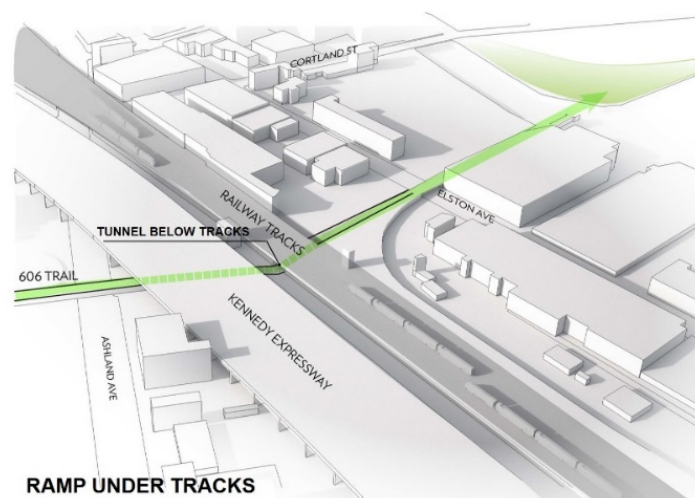
THE 606 EXTENSION – POTENTIAL OPTION 1 INTEGRATED WITH PRIVATE DEVELOPMENT



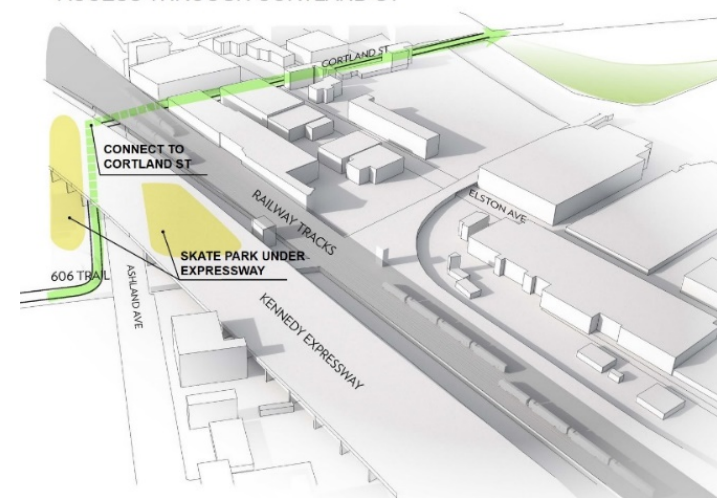
THE 606 EXTENSION – POTENTIAL OPTION 2 PUBLIC SECTOR IMPROVEMENT



THE 606 EXTENSION – POTENTIAL OPTION 3 TUNNEL BELOW TRACKS



THE 606 EXTENSION – POTENTIAL OPTION 4 ACCESS THROUGH CORTLAND ST





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





OPEN SPACE

ECOPARK



North Branch Canal Vision in 2020
Chicago Central Area Plan

NORTH BRANCH CORRIDOR

MEETING AGENDA



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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