

Bigane Paving Co.

2-5448

May 2, 2017

BY MESSENGER AND EMAIL

Commissioner David Reifman
Department of Planning & Development
121 N. LaSalle, Room 1000
Chicago, IL 60602

RE: Comments on North Branch Industrial Corridor Plan

Dear Commissioner Reifman:

I look forward to our meeting on May 3, 2017, hosted by Alderman Walter Burnett, to discuss the remaining issues of concern to Bigane Paving Company and Ogden Avenue Materials ("Collectively BPC") related to the Department of Planning and Development's ("DPD") Industrial Corridor Modernization Initiative/North Branch Plan (the "Plan.") It is my hope that this summary will focus our upcoming conversation.

NEED FOR EFFECTIVE AND ADEQUATE BUFFERS TO PROTECT REMAINING PMD

BPC's primary concern to the Plan is allowing residential uses in close proximity to existing industrial uses located within the Corridor. This is due to our years of experience dealing with objections from residential owners that have bought properties near the PMD. BPC has been particularly challenged by residential uses that have been allowed to locate on Ogden Avenue, literally at the entrance to its plant. The homeowners have objected to trucks, many of which are City trucks, lining up to enter the plant early in the morning, odors, noise from plant operations and possible environmental concerns. The experience that BPC has had on a daily basis supports time-honored planning principals that residential uses should be appropriately separated from manufacturing operations.

BPC asks that an adequate buffer be maintained to the south of the PMD to preserve the integrity of the lone remaining PMD. The Plan contemplates creation of an overlay district that would include additional restrictions on residential uses within parts of the North Branch Industrial Corridor ("Corridor"). Please see the map attached as Exhibit A that depicts a proposed expansion of the area that would restrict residential uses to include properties south of the Central Sub-area. BPC asks that new residential uses be prohibited from being located in the buffer area. Appropriate language should be included to recommend that those properties that are currently residential in use and located in the proposed buffer area should be protected by the grandfathering provisions contained in the Chicago Zoning Ordinance. The Plan should provide, however, that no new residential uses or an expansion of existing residential uses will be allowed in the buffer area. Acceptable uses in the buffer would be office, compatible commercial uses or light industry – all of which would serve as an appropriate transitional use based on long recognized and approved land use practices.



A member of the American Subcontractors Association, Inc.

Bigane Paving Co.

There has been discussion that railroad embankments, public right-of-way and the Chicago River would be an adequate buffer to protect existing manufacturing uses. However, based on BPC's extensive experience, this has not proven to be the case. BPC gets calls almost daily from nearby residents complaining about truck traffic and noise. Provision of an adequate buffer would begin to minimize the impact of allowing residential uses in the Corridor.

REMOVE REFERENCE TO LOCATION OF PROPOSED OGDEN/AUGUSTA PEDESTRIAN BRIDGE ON OR ADJACENT TO ITS PROPERTY

The Plan contemplates possibly adding a Pedestrian/Bicycle Bridge across the Chicago River to Goose Island that would apparently run directly across or adjacent to property owned by BPC (an "Ogden Avenue Bridge") to provide a direct route between Goose Island and the CTA line at Chicago Avenue. An inherent risk would be created by locating an Ogden Avenue Bridge on or adjacent to a heavy industrial use and encouraging pedestrian access along Ogden Avenue, which is the only truck route and ingress/egress available to BPC. This would exacerbate existing traffic conflicts between bicyclists and pedestrians with industrial trucks and other service vehicles utilizing Ogden Avenue. BPC needs a dedicated truck route that allows it to operate its business and provide critical services to the City of Chicago in a safe environment for pedestrians and bicyclists.

BPC appreciates DPD's acknowledgment at the February 21, 2017 meeting that eminent domain will not be used for transportation enhancements and strongly recommends that this commitment be referenced in the plan. In addition, in light of these significant safety concerns, BPC strongly recommends that the reference to the proposed Ogden/Augusta Pedestrian Bridge on, over or adjacent to the BPC property be deleted.

I look forward to our upcoming meeting and am hoping to reach a mutually satisfactory agreement on these very important issues. Bigane shares the goals of the City which is to create jobs for Chicago residents, strengthen the City's economy and provide key services to its residents in the most effective and cost-efficient manner possible. It is something that Bigane has been doing for four generations in Chicago.

Warm Regards,



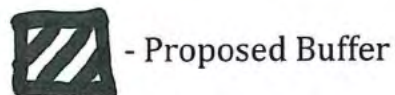
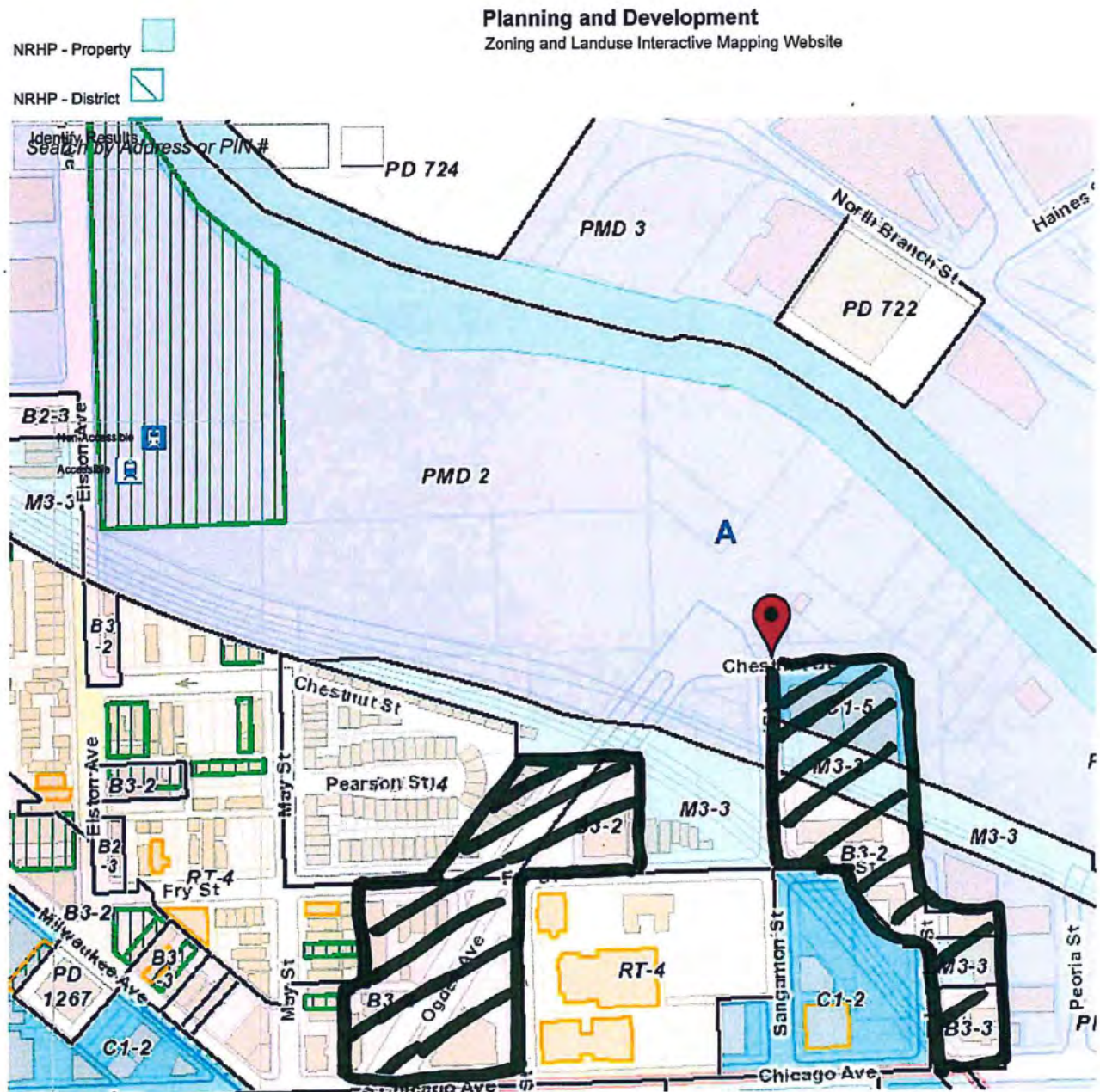
Anne Bigane Wilson, P.E., CPC

ABW/abw

cc: Alderman Walter Burnett, 27th Ward (with attachment)
Eleanor Gorski, Department of Planning and Development (with attachment)
Kathy Dickhut, Department of Planning and Development (with attachment)



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**North Branch Industrial Corridor
Wrightwood Neighbors Comments
Sterling Bay Meeting
April 5, 2017**

Wrightwood Neighbors is the community organization that has represented residents, businesses and Institutions since 1962 in the area bounded by Fullerton, Halsted, Diversey, and Lakewood. We have been participating in the development of the North Branch Industrial Corridor (NBIC) Framework Plan for over a year.

We are looking forward to your new developments that will be a positive addition to our neighborhood. In order to have a productive approval process, we are presenting some major concerns of our neighborhood residents with possible ideas to address those concerns.

First, we would like to hear about your plans in the NIBC.

1. What properties have you acquired or in the process of acquiring?
2. What is your vision for the area?
3. Do you have a master plan? If not, when will a draft be ready to be reviewed with the community?

The following are some of our community residents' concerns and some ideas on how you might address them (**SB**). We are also presenting concerns to the City of Chicago Department of Planning and Development and how they might address them. (**CC**).

1. Increased Traffic Congestion

- a. Widen Courtland Street and add second bridge over river (**CC**)
- b. Reconstruct and widen Armitage Viaduct. (**CC**)
- c. Open Southport to the North and extend to the south to Throop Street. (**SB**)
- d. Conduct a traffic study based upon the Master Plan to determine potential problem areas, and implement recommended improvements. (**SB + CC**)
- e. Increase pedestrian access by building sidewalks and bridges that connect to adjacent communities. (**SB + CC**)

- f. Extend the 606 / Bloomingdale Trail. (SB + CC)
- g. Provide new Divvy stations, figural bike racks and secure bicycle parking. (SB)
- h. Add additional automobile and pedestrian/bicycle bridges over the Chicago River. (CC)
- i. Limit retail to those serving local customers with a maximum size of 5000 square feet. (SB + CC)
- j. Promote car sharing and non-automobile transportation. (SB + CC + Community)

2. Inadequate Public Transportation

- a. Establish a free, public shuttle to link the CTA Red Line at Fullerton, Brown Line At Armitage and the Clybourn Metra Station (SB)
- b. Establish an internal NBIC shuttle. (SB + CC)
- c. Reinstate the CTA Clybourn Bus. (CC)
- d. Investigate a new CTA station at Halsted and Division. (CC)

3. Inadequate Accessible Public Active Open Space

- a. Similar to the Riverfront Plans designate specific areas for active recreational open space and field house. (SB + CC)
- b. Make sure that recreational public open space is easily accessible and can be used by the public, as well as, employees of NBIC businesses. (SB + CC)
- c. Add non-river walk open space to accommodate added density. (SB)
- d. Provide additional setbacks (greater than the required 30 feet) along the river for community activities such as farmers markets, concerts, employee gathering. (SB + CC)

4. Protection of Existing Manufacturing Businesses

- a. Support Infrastructure Improvements that are needed for current and future businesses. (SB + CC)
- b. Support the expansion of the PMD Area into the mixed-use area along the interstate highway to protect existing businesses. (See Attached Map) (SB +CC)
- c. Create a 500-foot buffer zone to separate the PMD area from residents and businesses. (CC)

- d. Develop a plan to eliminate conflict between the river walk and businesses that utilize barges on the river. (CC)

5. Negative Impact of Residential Development

- a. Limit allowed residential development to a maximum of 20 percent of the total Floor Area Ratio in the mixed-use area. (CC)
- b. Limit residential to workforce housing (for people who earn between 60% and 110% of area median income (AMI)) to employees working in the North Branch Industrial Corridor. (SB)
- c. Locate residential a significant distance from existing manufacturing operations (SB).
- d. All new residential occupants of developments must agree, in their leases, to not complain about existing businesses. (SB)
- e. Address traffic congestion concerns. (SB + CC)
- f. Review impact on local public schools and, if necessary, provide funding. (SB + CC)

6. Future Activities

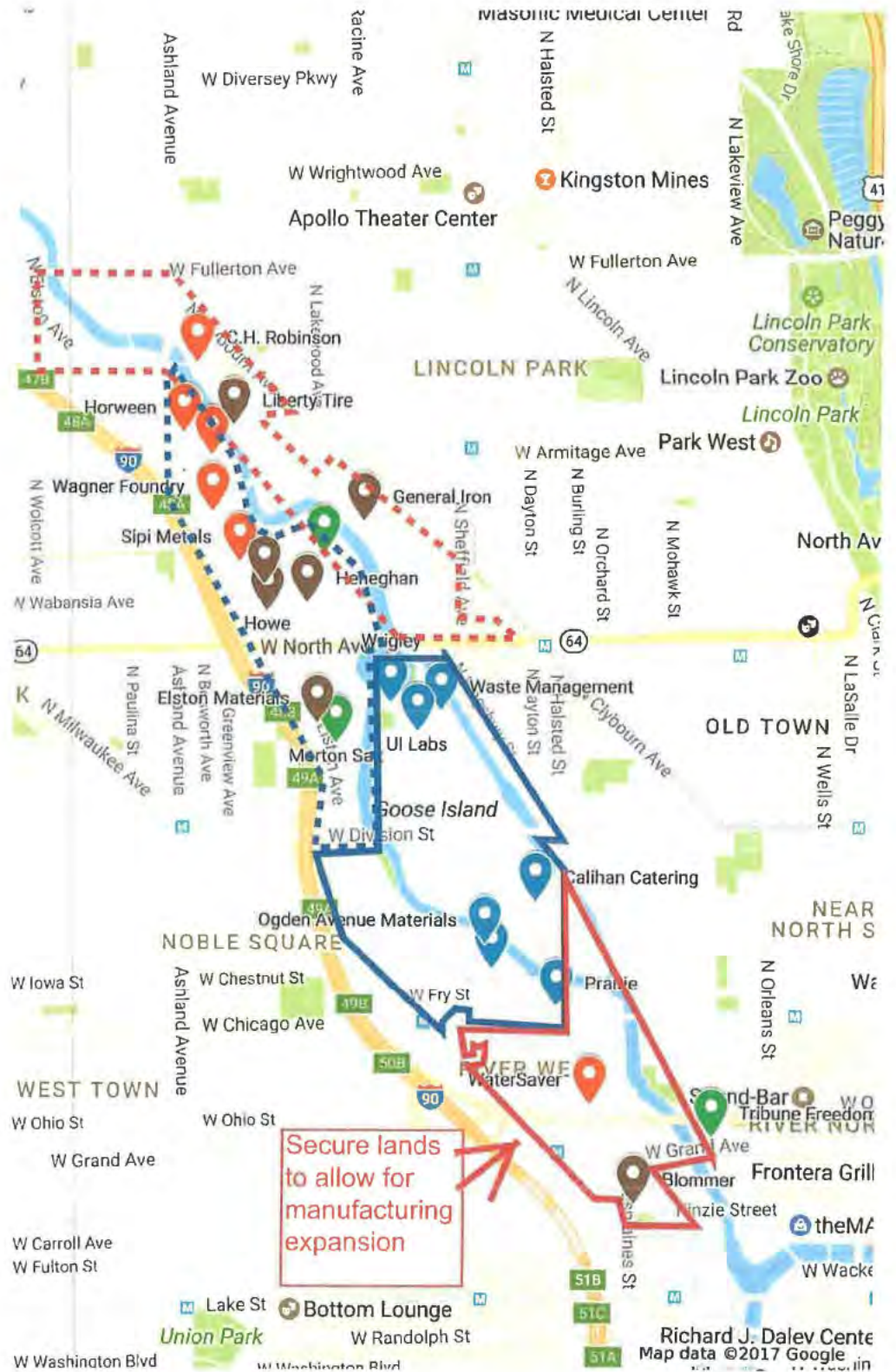
- a. A community agreement, with the local community organizations and Aldermen, should be developed that applies to Sterling Bay and any subsequent developers. (SB + Community)
- b. The Community Agreement should be made a part of the Planned Development and filed with the property deed. (SB)
- c. All Planned Developments, Zoning Changes, and Zoning Bonuses must have a thorough community review process. (SB + CC + Community)
- d. A Neighborhood Advisory Council should be established to facilitate communication among all parties. (SB + CC + Community)
- e. All industrial corridor fees and zoning bonus payments must be used to directly support the NBIC. All parties should be involved in determining spending priorities. (SB + CC + Community)
- f. Priority for construction and permanent jobs should be given to minorities and local residents. (SB)

NBW Alternative I

North Branch Corridor

Businesses

- Prairie
- WaterSaver
- Blommer
- Morton Salt
- Elston Materials
- Heneghan
- Howe
- Sipi Metals
- Ozinga
- Horween
- Liberty Tire
- General Iron
- Waste Management
- Wrigley
- Tribune Freedom Center
- Bigane
- Ogden Avenue Materials
- Calihan Catering
- Wagner Foundry
- Koval Distillery
- C.H. Robinson
- Safran Metals
- UI Labs
- Chicago's Fleet & Facility



Richard J. Daley Center
Map data ©2017 Google



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Defining problems. Designing partnerships. Delivering solutions.

Public Comments in Response to the North Branch Redevelopment Framework

UI LABS is grateful to have had the opportunity to participate in the public process to develop the proposed North Branch Framework. We applaud the Chicago Department of Planning and Development for publishing a comprehensive draft plan that integrates the North Branch Corridor's industrial roots while addressing the need for modernization to accommodate future growth and progress in the area. This plan for redevelopment is an important first step in the city's review of Chicago's 26 industrial corridors through the Mayor's Industrial Corridor Modernization Initiative.

UI LABS believes Chicago is well-positioned to become a global hub of innovation. The available land and redevelopment potential in the North Branch corridor provides a significant opportunity for the city to further establish itself as a destination for innovation, technology, advanced manufacturing, and smart urban infrastructure. The redevelopment plan leverages both existing resources and new mixed-use development, along with additional green space and infrastructure improvements to create an integrated "highly amenitized urban setting" that will undoubtedly attract corporate campuses, growing tech companies, and top talent to the City of Chicago.

Goose Island: UI LABS' Home & a Global Destination

UI LABS moved into our current location on Goose Island, at 1415 North Cherry Avenue, in April 2015. As a resident of this community, UI LABS is invested in the North Branch area becoming a thriving corridor and home to service providers, retailers, and residents, while maintaining its industrial roots and providing a prime location for manufacturers and industry on Goose Island, within the proposed Sub-Central district.

The three main goals of the North Branch Redevelopment plan align closely with those of UI LABS and our mission to redefine research and development and transform industries.

UI LABS is a destination for representatives from industry, academia, and government institutions from across the United States, as well as visitors from around the world. UI LABS recruits and employs top talent focused on technology, urban planning, and innovation. Because of our central location, and our presence as an anchor tenant in the North Branch corridor, we believe the area should represent the future of innovation, manufacturing, and infrastructure, in line with the North Branch Redevelopment plan's goal to "maintain the North Branch Industrial Corridor as an important economic engine and vital job center within the City of Chicago."

Due to the high volume of people commuting to UI LABS by foot or bicycle, we believe it is critical to implement the plan's measures to improve safety and access for commuters through additional pedestrian and bike bridges that provide safe and enjoyable means for people to move around Goose Island and the surrounding area. In addition, UI LABS is supportive of inviting vendors such as food service providers to establish their businesses in what is currently listed as PMD 3, which we believe would be classified as complementary uses and supporting services in the redevelopment plan. These

improvements would create a feeling of “neighborhood vibrancy” that is currently lacking. We believe it is critical to implement the safety enhancements referred to in the plan, such as reducing exposure to traffic and noise, and providing shade, shelter, and lighting for pedestrians.

In addition to improvements for pedestrians, we believe it is imperative to overcome the natural barriers that are “creating access and circulation challenges for commuters, workers, and area residents especially in terms of east-west travel.” Specifically, UI LABS would strongly encourage the study of a vehicular bridge that would serve as a “Blackhawk Connection from Elston to Halsted” to help manage traffic congestion.

Given the area’s immense traffic capacity issues at peak commuting/traffic times, we believe it is important to examine this soon; congestion will likely worsen with increased development. UI LABS’ support for improved access, enhanced circulation, and lower congestion aligns with the plan’s second goal to “provide better access for all transportation modes.”

UI LABS’ smart infrastructure program, City Digital, takes particular interest in supporting and solving for the plan’s second goal’s Principle 2.3: to “implement technology to more effectively manage vehicular traffic and improve circulation” and create “modern transportation infrastructure and intelligent traffic control technologies, including smart signals and other devices that assess, predict, and manage traffic volumes, through more coordinated signalization and other measures.”

UI LABS wants to ensure that the North Branch Corridor is a place where companies, workers, and residents want to relocate to and remain, and that the community can maintain its ability to host industrial companies and their employees and clients. UI LABS supports the third goal of the plan, to “build upon the North Branch Industrial Corridor’s unique natural and built environment.” By providing additional green space, walking and bicycle paths, amenities such as food and beverage vendors, and nearby residences and retailers, we believe the project will provide local, “contemporary workers” and employers with a thriving environment that is a mix of “collaborative settings and public landscapes that emphasize connectivity, walkability, and a dense mix of uses.”

Accelerating Innovation

Smart Manufacturing & Urban Infrastructure

As manufacturing and urban infrastructure become “smarter” and more advanced, the North Branch Corridor needs to become not only more accessible, but also equipped to accommodate a variety of companies that house the workforce of the future. The plan states that in the corridor, “the largest number of jobs are either information technology and management or business support services and are growing in North Branch.”

It is important that the corridor is positioned to welcome new innovative industries and organizations. As traditional manufacturing evolves, the physical needs of facilities are changing. The footprint of an advanced manufacturer is not as large as a traditional one, and the workforce is shifting to include more high-tech workers. Their operations do not necessitate a suburban, massive location, and therefore these companies are more likely to fit into an industrial area with a variety of mixed-use developments, such as the proposed North Branch corridor.

Although the footprint and needs of manufacturing organizations are changing, the need for manufacturing workers remains, and therefore having the proposed Sub-Central area designated

primarily for industrial and manufacturing use is important. As the plan states, it is “estimated that Chicago’s manufacturing base will require 5,200 new workers per year over the next 10 years due to the worker retirements. Filling the info tech jobs and providing the next generation of manufacturing works will require partnerships to recruit and train skilled labor citywide.”

UI LABS is invested in Chicago’s future as a hub for advanced manufacturing and smart infrastructure. To realize this potential, the city must be strategic in how the plan is implemented. Industrial, residential, and retail development should be integrated in a way that’s mutually beneficial and attractive to all current and future tenants.

Sincerely,



Caralynn Nowinski Collens
CEO, UI LABS

About UI LABS

UI LABS is a trusted guide to innovation for courageous leaders with a mandate to redefine the future of their industries. We harness the power of collaboration by leveraging collective resources, which enables our partners to design and demonstrate transformative solutions that have industry-wide impact — today and for generations to come. Our initial focus on digital manufacturing and urban innovation brings together technical experts, entrepreneurs, executives, investors, and leaders in government to reimagine the challenges they face. At its core, UI LABS is about using technology and data to bring manufacturing and infrastructure into the 21st century.

DMDII

In February 2014, UI LABS announced the formation of its first innovation platform, the Digital Manufacturing and Design Innovation Institute (DMDII), in partnership with the Department of Defense, to transform American manufacturing through the digitization of the supply chain. DMDII’s goal is to provide U.S. factories with the tools, software and expertise they need to build things more efficiently, less expensively, and more quickly, so they can win more business and bring jobs back to the United States.

City Digital

In 2015, UI LABS announced the formation of its second innovation platform, City Digital, which uses Chicago as a testbed for improvements in the areas of buildings and other physical infrastructure, water and sanitation, energy management, and mobility. Ongoing pilots include research to improve Chicago’s stormwater drainage system, which is frequently overloaded, and mapping Chicago’s underground to prevent construction work from disrupting utility service.

North Branch Industrial Corridor Additional Comments
August 28, 2016

I was impressed with the progress you are making on this difficult task for developing a land use plan for the North Branch Industrial Corridor at the last meeting. The following comments are in addition to the previous Wrightwood Neighbors Letter dated March 21, 2016.

1. Addressing **traffic congestion, providing adequate public open space, and improved public transportation** continue to be the highest priority.
2. As I suggested, when PMD#1 was first established, the **buffer** should continue to consist of local retail (that primarily services the occupants of the North Branch Corridor) and not big box stores. A limit to the retail square footage allowed could be one way to regulate this.
3. I have the most problem with is the “**mixed use**” designation. The primary uses in the North Branch Corridor should be those that provide high paying jobs. The buffer should contain any retail that is needed. Any residential should be for workers in the North Branch Corridor with a significant number being set aside for worker affordable housing. Some residential could also be for work/live.
4. The **Developer's Infrastructure Fees** should allow the developers to make infrastructure improvements, as defined in the Land Use Plan, themselves or pay the fee. The advantage to this approach is that the Land Use Plan can define the infrastructure improvements and the developers can probably implement them more efficiently.

For example, with regard to public open space along the river, at least the following amenities (the required 30 foot setback is a given) should be included in the Land Use Plan:

- Buildings should celebrate the river and not turn their backs to the river with respect to building materials, fenestrations, and design,
- 24 hour public disabled access to the river walk,
- A link to current and future river walks on contiguous properties,
- Short term designated parking for visitors to the river, and
- Public river front amenities such as a boat dock, fishing pier, water taxi or just green space and benches for the public to enjoy the river.



Sheffield Neighborhood Association

January 10, 2017

Mr. David Reifman, Commissioner
Department of Planning and Development
121 North La Salle Street, Room 905
Chicago, Illinois 60602

Re: Mayor Emanuel's Industrial Corridor Modernization Program – North Branch

Dear Commissioner Reifman:

The Sheffield Neighborhood Association (SNA) is a community group which has been active since 1959. Our boundaries, which extend from Halsted Street on the east to the Chicago River on the west, from Armitage Avenue/Cortland Avenue on the south to Fullerton Avenue on the north, include a significant area within the North Branch Industrial Corridor. In particular, our area includes the former Finkl Steel, Lakin and Gutmann Tannery sites. We would like to thank you, your staff, Commissioner Rebekah Scheinfeld and her staff, and Mayor Emanuel for the opportunity that the Sheffield Neighborhood Association and other community groups and members of the community have been given to be involved in the planning process for the North Branch Industrial Corridor.

The North Branch Industrial Corridor and its future is of great importance to the future of our community. As your study has indicated, this area contains a number of information technology, laboratory and related employers and their employees. As time has passed, the number of traditional manufacturing jobs in the area has declined, although some such jobs remain. A significant part of this area within the Sheffield boundaries is in the Clybourn Planned Manufacturing District. The SNA was actively engaged in the process when the Clybourn PMD was created and supported the manufacturing and other industrial uses along the Chicago River that were protected by the PMD. However, it is now evident that with the departure of Finkl, Lakin and Gutman and other such businesses, the future of this area as an important economic engine and job center in the City of Chicago should be reconsidered.

The SNA would like to see the North Branch Industrial Corridor plan encourage businesses focused on technology, research and suitable manufacturing. We would like to see the City assist companies that remain in the area to continue to operate and expand

in the area. We are pleased that CH Robinson, for example, has chosen to construct a new expanded facility on the Gutman site replacing its facility on Kingsbury. We would like to see the City attract more such companies to locate in this area.

There are two major areas of concern for SNA. First, there is a great need for improved transportation in and around this area. This area provides access across the Chicago River to and from the Lincoln Park neighborhood from the Kennedy Expressway and from the developing neighborhoods to the west of Lincoln Park including Bucktown and Logan Square. There are only a few bridges crossing the river, at Fullerton, Webster, Cortland and North Avenue that provide access. With the volume of traffic, access needs to be improved and new development needs to be done with a mind to its impact on traffic. Traffic does not only mean auto and truck traffic on our roads, although that remains a primary concern. It also includes public transportation including bus routes, improved use of the Cortland Metra Station, use of the river and improved access for increased bicycle and foot traffic. The SNA would like to see another bridge across the river, if possible, possibly at Armitage or going south on Southport, for example. The City should look into various sources of funding for such a project or possibly for widening or supplementing existing bridges. The SNA would very much like to see the 606 pathway extended from Ashland Avenue across the river. We would also like to see improvements for bicycle traffic which is increasing popular with the tech oriented employees who work in places like CH Robinson, Wrigley, etc. as well as students and residents of Lincoln Park and Bucktown.

Secondly, the SNA sees this as an opportunity to address the lack of adequate park space in our neighborhood and in the surrounding neighborhood. We are greatly underserved with respect to open space and space for both indoor and outdoor activities for children and adults alike. We have only one small park our area, Trebes Park at Webster and Racine. In addition, we have only one playlot, Clover Playlot, on Southport. Trebes Park in particular is overused. Meanwhile, the number of children in our area has been growing. Parents often must take their children elsewhere to participate in activities such as soccer, baseball, basketball and the like. The SNA would like to see in addition to pathways along the river banks an area or two designated for new parks of at least 15 acres in size where soccer fields, baseball diamonds and tennis courts could be erected. We would like to see a field house at one of these parks for indoor activities particularly in the winter months. Such parks would not only be an amenity for the existing neighbors but would be a major attraction for the type of employees tech oriented businesses would like to attract to the area.

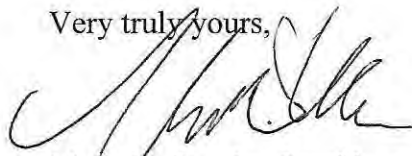
Aside from these two major areas of concern, the SNA is also concerned about the future of the Planned Manufacturing District. The PMD has served a purpose in protecting industry from the incursions of residential and commercial development. With the changing nature of industry, the conflict between industrial uses and

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Mr. David Reifman
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residential/commercial development may not be as significant as in earlier years. However, if the PMD is to be changed, the City must be very conscious of what the optimum balance of "mixed use" would be. A large increase in residential development would bring with it a need for additional infrastructure, schools and city services. The lack of existing park space for residents would only become exacerbated. Traffic congestion would become even worse. As to commercial development, the Clybourn Corridor and areas nearby have already seen a boom in such development. It is questionable whether the area needs or could even absorb even more development without impacting the commercial development that already exists. As a result, the SNA believes that any "mixed use" should be carefully balanced as to certain uses, especially residential and retail and that the emphasis should be in trying to create one of the premier information technology industrial centers in the country with amenities for the new workers it attracts as well as the flourishing neighborhoods surrounding it.

We look forward to working with you in the years to come on creating an even better city and Sheffield neighborhood.

Very truly yours,



Malcolm Lambe, President
Sheffield Neighborhood Association

cc: Alderman Brian Hopkins
Alderman Michele Smith
Alderman Scott Waguespack
Rebekah Scheinfeld, Department of Transportation
RANCH Triangle Association
Wrightwood Neighborhood Association
Old Town Triangle Association
Bucktown Neighborhood Association
Lincoln Park Chamber of Commerce
North River Works

sMap Notes August 10 through September 21, 2016

[See www.smapapp.com/chicago for the corresponding map]

- A bridge over the river connecting W. Armitage to Southport would greatly reduce traffic congestion on Webster, Cortland and North Ave.
- This facility is no longer used for industrial purposes. Current uses are office, product testing and educational facilities. Large parking lot and close access to expressway opens redevelopment options
- Upgraded four lane bridge on Division Street. Architecturally significant with views down the Chicago River. More walkable. Flat bridge with limited elevation change. Add bike lanes.
- Upgraded streetscaping on Goose Island, modernized to fit-in with all other neighborhoods. Not an industrial wasteland anymore that is unwalkable. Streetscape and lighting should be congruent with high tech feel of future tenancy (high tech office campuses). LED Lights, free Wi-Fi for the public. Better walkability along Division Street. Perhaps a boulevard and traffic study for more street lights and stop signs.
- Create a low-cost, but thoughtfully designed bridge to get people between Goose Island and the Industrial Corridor easily. Also, expose more people to the North Branch Canal riverfront.
- Either elevated or utilizing existing industrial rail line underneath the intersection of Halsted Street and Chicago Ave as a bike highway linking bikers safely and quickly from western neighborhoods (Wicker Park, Bucktown, Ukrainian Village, Logan Square) to the city. This rail line is only serviced mainly by Tribune, which already has plans to be redeveloped. Huge opportunity to connect the entire city with Bikes. This was done in Copenhagen with the snake, see images attached.
- Use the old Morton Salt sheds as a riverfront event space to host concerts, weddings, movies, major corporate events, etc. The center of gravity has shifted north and west over the past two decades. Take event users that may have been in navy pier or McCormick center and put them on the north side of the city. Potential for a great year round riverfront center with quick access from the highway and all major neighborhoods. A large scale event space for Chicagoans with historic significance.
- Vehicular bridge connecting Elston to Goose Island across historic easements at Blackhawk Street.
- High tech office or modern manufacturing facility that can utilize access to the highway and downtown with great visibility on Division Street.
- Like Wolf Point, this edge of Goose Island at the confluence of the River is one of the best development sites in the industrial corridor. There is already a proposed mixed use site directly across the river at Tribune 's site and this would be supported by incredible mixed use density at 600 W Chicago (Groupon, Uptake, Lightbank, Echo Logistics). This should be a residential site, although on Goose Island, its proximity on the east side of Halsted Street makes it unique from the rest of the island.
- Only other Food Truck Commissary is on the southwest side, far from clientele. This could be a great location supported by Kendall College.

- Signage or Totem to support neighborhood peacemaking on Goose Island. Beautiful, Modern, Elegant Signage.
- Put a sign on Wrigley saying what it is. This is a beautiful campus that was very expensive, yet no one knows what it is. Just put up a Wrigley Gum sign that can be seen from the North Ave bridge.
- Low impact, high visibility Light installation on the Prairie Concrete silos. Linking old and new. Manufacturing and high tech. Win-win. See image attached.
- The river is a buffer zone enough. Residential developments on the riverfront are the best way to activate underutilized areas that could become recreational public space, i.e. the North branch Canal. In general, let's introduce incredible riverfront architecture that doesn't exist anywhere else in the city.
- Incredible Tribune development site deserves better modern riverfront architecture.
- Opportunity for thoughtful designed architecture for high tech office campuses that don't exist anywhere else in the city. Goose Island could be a nationally recognized area for industrial re-use and design.
- Create poignant art that helps people re-envision Goose Island as an area for heads-down R and D and Tech Office.
- Long Mural at 1315 N Branch Street on East side.
- Residential is great in this neighborhood, it already exists at SONO tower, which allowed Whole Foods to underwrite their great store there. This will be the only true 247 LiveWorkPlay neighborhood to rival Fulton Market with residential, loft office and great restaurants.
- Better lighting under the highway to make it more walkable please. Maybe art and light installation.
- This could have been Goose Island brewery, now it's a service center for cars.
- In general, Goose Island can become a nationally recognized area for high tech office campuses and great architecture and urban planning if supported properly. It will rival DUMBO in NYC, Playa Vista in LA, and South Lake Union in Seattle.
- Worst Intersection in Chicago. Fix it aesthetically with boulevards, art, paint, etc.
- Safe and inviting pedestrian and cyclist pathway should pass under the highway, across railway lines and the river to the new developments at the Finkl site.
- Safe and inviting pedestrian and cyclist pathway should pass under the highway, across railway lines and the river to the new developments at the Finkl site.
- Development of this site should be oriented towards the river and allowing continuous and engaging public access along the riverfront, as well as to the 606-Finkl Connector
- Publicly accessible riverfront should be continuous along at least one side of the river at all times, to encourage its use as a convenient connector of communities, as well as a health benefit to users.
- Enhance existing public spaces to be safe, attractive and desirable places for people to gather.
- This widening in the river channel presents inherent opportunity for a node, or "outdoor room" with various amenities, along the river. Its strong street presence along North Avenue can also raise awareness and invite more people to use this space.

- The absence of heavy water traffic along the canal opens up an opportunity for a park that actively engages the water for recreational activities.
- Introducing a pedestrian and cyclist bridge as an extension of Ogden Ave provides easy access for Kendall College students and other neighboring business workers to the Chicago CTA train stop.
- High profile and visible intersection where mixed use developments on all sides of the river and canal can be connected into a uniquely Chicago space for social and cultural gathering.
- Publicly accessible riverfront should be continuous along at least one side of the river at all times, to encourage its use as a convenient connector of communities, as well as a health benefit to users.
- Pedestrian and cyclist access to the area from the Chicago CTA train stop should be safe and inviting to use.
- Ground floor retail with Class A Multifamily units above. Mid -rise development
- Clybourn El stop to increase traffic to Clybourn corridor and allow for easy access from the City's northeast side to the Metra.
- New Retail space. Potential for Ground floor with multifamily above.
- Added office space in order to accommodate more tech driven businesses.
- Add a rail from Western to Armitage to increase flow across the river to the northern neighborhoods. Add a stop along the way by the Clybourn Metra in order to increase connectivity of Chicago's transportation systems.
- Create an expansion of the Blue line from Western to Armitage to increase flow between the northern neighborhoods and the ever growing 'hipster highway '. Including a stop along the way at the Metra to better connect Chicago's transportation options.
- Create an expansion of the Blue line from Western to Armitage to increase flow between the northern neighborhoods and the ever growing 'hipster highway '. Including a stop along the way at the Metra to better connect Chicago's transportation options.
- Create a larger retail area. River front restaurants, bars, and a hotel.
- Luxury Multifamily with retail below (Restaurant or bar).
- Expand Clybourn Corridors retail draw. Stores, theaters, Restaurant, Bar. Additionally, add green space or a park.



WRIGHTWOOD NEIGHBORS ASSOCIATION
P.O. BOX 147179
CHICAGO, ILLINOIS 60614-7179

March 21, 2016

2nd Ward Alderman Brian Hopkins
1400 N Ashland Ave
Chicago, IL 60622

Dear Alderman Hopkins;

Since the Clybourn Corridor Planned Manufacturing District #1 (PMD #1) was established in 1988, multiple properties in the PMD #1 have changed or are about to change owners. Wrightwood Neighbors Association (WNA) concurs with your recommendation that now is the time for a review and update of PMD #1 to better reflect current conditions.

WNA also recommends that this review be coordinated with the Chicago Department of Planning and Development's review of the overall City of Chicago Planned Manufacturing District Ordinance.

WNA has been a participant in the North Branch Works EPA sponsored "North Branch River Works – A Plan for Community Jobs Innovation" effort and supports their 14 redevelopment principles to retain high paying jobs in the community.

Our focus, however, is to ensure that the implementation of a revised PMD #1 will have a positive impact on the Lincoln Park community and that developers of the parcels in PMD#1 should be required to enter into a community benefits agreement.

Attached are issues with recommended solutions that should be addressed by both revised PMD #1 and future developments.

Sincerely,

Justin Moore
President

Cc: David Reifman Commissioner Department of Planning and Development
32nd Ward Alderman Scott Waguespack
43rd Ward Alderman Michele Smith
Andy Gloor, Sterling Bay

REVISED PMD #1 ISSUES WITH POSSIBLE SOLUTIONS

1. ISSUE: TRAFFIC CONGESTION

A concern being expressed by the community is to ensure the additional traffic congestion generated by the new development is addressed.

POSSIBLE SOLUTIONS

- **Widening Cortland and adding a second bridge over the river.** Since the existing Cortland Bridge has been recently reinforced, its historic character should be retained. A second bridge alongside the original should be built to help eliminate this bottleneck. The widened Cortland Avenue should contain a bike lane and at least two lanes of traffic in each direction.
- **Connecting the east and west portions of Armitage Avenue.** Not only does the required right of way have to be reserved for the connection on the subject area, a plan should also be created for the property that is not in the subject area, including the possible relocation of businesses (e.g. Ozinga). If the overall Armitage Avenue connection is not feasible, then there is no need to reserve property in the subject area.
- **Southport Avenue should be reopened to vehicles and bicycles.**
- **Investigate extending Southport to the south to provide river access.**
- **Reduce the number of employees driving to the area by providing car-sharing vehicles to allow employees to use them during the day, and by providing CTA and Metra subsidies.**
- **Review existing local truck routes to determine what improvements need to be made including underpass clearances and reconstruction.**
- **Determine the need for barge access as an alternative to trucks.**

2. ISSUE: NEED FOR IMPROVED PUBLIC TRANSPORTATION

In order to reduce current and future traffic congestion, and be more environmentally friendly, there needs to be better public transportation access.

POSSIBLE SOLUTIONS

- **Reinstate the Clybourn Avenue bus.**
- **Establish, a developer provided, regularly scheduled shuttle from the Clybourn Metra station and the CTA rail lines.**
- **Investigate a new CTA transit station to serve Goose Island**

3. ISSUE: ADDITIONAL PUBLIC INFRASTRUCTURE WILL BE NEEDED TO SUPPORT NEW DEVELOPMENT

The significant increase in the number of new developments will need improved infrastructure.

POSSIBLE SOLUTIONS

- Design and implement needed infrastructure improvements including fiber optics, sewer, water, and electrical power.
- Financing of improvements should come from new property taxes that will be generated.
- Provide for bicycle lanes on new roads and bridges
- Design a connection to the 606 Bloomingdale Trail and identify funding sources.
- Identify right of way requirements to extend Armitage Avenue
- Reopen northbound Southport and plan for a southern extension.

4. ISSUE: USES COMPATIBLE WITH THE ADJACENT COMMUNITY

Any new uses should have a positive impact on the surrounding community. However, existing PMD #1 businesses should be allowed to remain. When they are replaced, the new PMD #1 regulations would apply.

POSSIBLE SOLUTIONS

- New businesses should meet strict EPA regulations to prevent any pollution or other environmental issues that would negatively impact local residents.
- Allow new uses such as: corporate campuses, high tech office space, shared office space, maker/incubator spaces, design studios, engineering, and small entrepreneurial spaces, USPS postal facility, and a local brewery.

5. ISSUE: NEED FOR ADDITIONAL PUBLIC ACCESSIBLE OPEN GREEN SPACE

There is inadequate public green space with amenities along the Chicago River.

POSSIBLE SOLUTIONS

- At least ten percent of the land area should be set aside for open space accessible to the public with at least five percent along the river in addition to the required 30-foot river setback.
- The riverfront should be a publicly accessible asset that would include: boat, canoe, kayak, launch, water taxi station, fishing pier, bicycle parking including a Divvy station, free public parking, disabled access to the riverfront trail, and a restaurant (with a public restroom) facing the river.

6. ISSUE: NEED FOR ENVIRONMENTALLY FRIENDLY DEVELOPMENTS

There is a need to reduce pollution and reduce demands on the power grid.

POSSIBLE SOLUTIONS

- Exceed the City of Chicago sustainability goals by providing green roofs, solar energy, geothermal energy and other environmentally friendly best practices.
- Not require additional power from the grid.
- Achieve LEED ND Certification.

7. ISSUE: NEED FOR HIGH PAYING JOBS

As high paying manufacturing jobs are leaving the area, they need to be replaced with new high paying jobs.

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- Any new businesses should provide high paying jobs and at the very least pay a living wage.
- Preference for new construction jobs should be given to local residents with consideration to providing a significant number of jobs for minorities.

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As the use of bicycle increases, there needs to be amenities that encourage bicycle use.

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- Provide a significant number of secure, protected, bicycle parking areas.
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- The design of all buildings should be architecturally pleasing and should complement each other.
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Prepared by: Allan Mellis



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Prepared by: Allan Mellis

February 7, 2017



Commissioner David Reifman
Chicago Department of Planning and Development
10th Floor Room 1000
Chicago, IL 60602

1866 North Marcey Street
Chicago, IL 60614
(773) 929-5552 phone
(773) 929-6162 fax

Dear Commissioner Reifman:

Thank you for the opportunity to hear from the Chicago Department of Planning & Development (DPD) and the Chicago Department of Transportation (CDOT) regarding the land use modernization, open space, community character, and proposed transportation projects in the North Branch Industrial Corridor at the open house on December 13th, 2016 at UI LABS. North Branch Works (NBW) has reviewed the presentation and plans for modernization of the North Branch Industrial Corridor. Enclosed you will find our specific comments, developed with input from many of our more than 100 member businesses located in the corridor.

Please note, NBW and our members have attempted to contribute constructive input into the North Branch Corridor Industrial Corridor Modernization planning process. Our members remain concerned about the City's lack of acknowledgement of the potential impact that the proposed plan will have on existing manufacturers and their business operations. This plan may force the closure of existing businesses and make land in the corridor too expensive for future expansions. Our members believe that in order to have a true conversation on the key issues that affect the viability of our members' businesses, further information is needed. Thus, NBW requests the following:

- A written response to the issues raised in this correspondence prior to the next community meeting so that a productive conversation can occur;
- Detailed information on the transportation plan and funding of specific projects on DPD's list, and
- An overview of the process and approval schedule for the land use plan which includes Plan Commission and City Council review and approval.

If you or your staff has any questions regarding our recommendations, please feel free to contact me at (773) 929-5552 EXT. 225. NBW looks forward to continuing to work with you in this planning process for the North Branch Industrial Corridor and to providing DPD with input from our members who will be directly affected by the end result of this process.

Sincerely,

Michael Holzer
Executive Director
North Branch Works

cc:

Commissioner Rebekah Scheinfeld, Commissioner, Chicago Department of Transportation

Alderman Burnett, 27th Ward

Alderman Hopkins, 2nd Ward

Alderman Waguespack, 32nd Ward

Alderman Smith, 43rd Ward

Alderman Solis, Chair of Zoning Committee

Alderman Cappleman, Vice-Chair of Zoning Committee

Zoning Committee Members: Alderman Moreno, Alderman Harris, Alderman Cardenas,

Alderman Burke, Alderman Lopez, Alderman Foulkes, Alderman David Moore, Alderman O'Shea,

Alderman Brookins, Jr., Alderman Mell, Alderman Austin, Alderman Laurino, Alderman Reilly,

Alderman Tunny, Alderman Pawar

Ms. Ms. Luann Hamilton, Deputy Commissioner, Chicago Department of Transportation

Ms. Eleanor Gorski, Deputy Commissioner, Department of Planning & Development

Ms. Kathleen E. Dickhut, Deputy Commissioner, Department of Planning & Development

Ms. Samantha Fields, Deputy Director, Mayor's Office, Legislative Counsel & Government Affairs

Bob Doepel, Chairman, North Branch Works Board of Directors

Mary Kay Minaghan, MKM Services

**DPD PRESENTATION ON NORTH BRANCH CORRIDOR
HELD DECEMBER 13, 2016
POSITION OF NORTH BRANCH WORKS ON NORTH BRANCH CORRIDOR
INDUSTRIAL INITIATIVE**

POSITION KEY POINTS

- I. North Branch Corridor's Future Is City Council Decision
- II. NBW CANNOT ACCEPT RESIDENTIAL USES IN THE PMD's
- III. Transportation Projects NOT Funded
- IV. Effective Buffers Must Be In Place
- V. Open Space Access Must Be Carefully Sited

POSITION DETAIL

I. DECISION ON NORTH BRANCH CORRIDOR'S FUTURE BELONGS WITH CITY COUNCIL

DPD's effort to adopt a land use plan for the North Branch Corridor (corridor) that would expand uses presently prohibited clearly violates authorities conferred exclusively upon the Chicago City Council. DPD has offered the Fulton Market Innovation District Plan as the model that a corridor plan will follow. However, unlike Fulton Market, the corridor has four highly functioning PMD's approved by the City Council within the corridor. Zoning codes governing PMD's (17-6-0401-E) clearly state:

“When any provision of this section conflicts with a comparable provision concerning the same subject matter in another section under this Zoning Ordinance, the provisions of this section will govern.”

At no time during this process has DPD provided any information on implementation. Will developers be seeking to remove the PMD designations on a parcel by parcel basis? Such an implementation plan creates great uncertainty for manufacturing businesses in the corridor that have invested more than \$700 million in their businesses in the last 13 years. These businesses located to the PMDs and or supported the corridor's PMD's designation because one of the underlying purposes of the PMD, as approved by the City Council (17-6-0401-A) is to:

“encourage industrial investment, modernization, and expansion by providing for stable and predictable industrial environments”

Further, adoption of a land use plan would be a proposal affecting planning in the City and the code unmistakably requires City Council approval of all proposals affecting the zoning or planning of the City, as outlined in DPD's enabling ordinance (2-45-047):

“Prior to approval or passage by the city council, all proposals affecting the zoning or planning of the city shall be referred in writing by the departments, city council committees or agencies originating or having charge or jurisdiction of such proposals, to the commissioner and the plan commission for study, recommendation and report.”

DPD’s thinly veiled attempt to usurp the authority of the Chicago City Council to add, remove or amend the PMD ordinance simply by recommending a land use plan that is only approved by the Plan Commission, an appointed body cannot be allowed to stand. **The City Council must approve any such land use plan for the City.**

II. NBW CANNOT ACCEPT RESIDENTIAL USES IN THE PMD’S

Actions taken that affect PMD’s in the corridor, establish a precedent across all 15 PMD’s. The Zoning code (17-6-0403-F) has always prohibited residential uses in all PMD’s, including the four located in the corridor. The City Council imposed this prohibition for obvious reasons. Since the first PMD was adopted in 1988 by the City Council, little has changed with the operational activities of manufacturing businesses in the corridor to suggest that manufacturing uses are now somehow compatible with residential uses. Obtaining Plan Commission approval of a land use plan that will then be used to allow developers to remove the PMD designation on a parcel by parcel basis is in direct conflict with the code governing PMD’s (16-8-060) that states:

“(f) *City Council*. No planned manufacturing district ordinance shall be changed without city council approval.”

DPD will contend that applications to re-zone a parcel require City Council approval and they do. But the process for City Council consideration of an ordinance to re-zone a parcel is treated quite differently than the process for effectively amending a significant component of the text of Chicago’s Zoning that impacts the entire city. **How Chicago moves forward with its codes affecting PMD’s is one that deserves a full hearing before the Zoning Committee and a debate before the full City Council.**

NBW has reviewed the City’s municipal code and uncovered a number of codes (see attached) that strongly suggest that the City Council views manufacturing and residential as incompatible uses. Any land use plan allowing residential uses in the PMD will be in direct conflict with the codes approved by the City Council. More importantly, it will force manufacturing businesses in the corridor into non-compliance with many of these codes. Throughout this process there has been no information from DPD on whether any exemptions from these code requirements will apply to existing manufacturing businesses in the corridor. Simply placing such exemption language in the land use plan that is presented to the Plan Commission will not suffice, the City Council must approve these changes to the code.

Similarly, the underlying floor area ratios (FAR) that presently exist throughout the corridor should be maintained. At current levels, existing manufacturing businesses have a competitive opportunity to purchase nearby land to expand their businesses. Allowing a higher FAR will dramatically increase the cost of land and ultimately prohibit existing manufacturing businesses from expanding in the corridor. This would serve as a deterrent to growth and would clearly not fulfill the City's number one goal of making the corridor an economic engine and vital job center.

III. VAST MAJORITY OF TRANSPORTATION PROJECTS NOT FUNDED

DPD's December presentation cited 14 potential transportation projects as part of the land use plan, one is complete, 2 others have some funding, but the vast majority are not funded. Any land use plan that lacks a serious transportation plan that is supported by a transportation study, cost estimates, funding resources and a schedule for execution is certain to fail. That is evident to anyone who has spent any time in the corridor, as funding for key transportation projects kept getting pushed off while retail development exploded – today it's impossible to get anywhere in the corridor efficiently. If we are to achieve the number one goal set forth by DPD to be an economic engine, businesses seeking to locate in the corridor must have confidence that the transportation plan is achievable in the same time frame as anticipated development. Presently, Chicago has a \$4 Billion unfunded need in transportation projects city-wide. Unfortunately, DPD has provided no cost estimates for any of the unfunded projects or any plan on how and when they will be funded. As such NBW has to rely on the expertise its members that are engaged is constructing transportation projects here. **They place the cost estimates for these unfunded projects at \$500,000,000, some of which will add to the city-wide \$4 Billion list of unfunded transportation projects.** These costs are only a ballpark amount, they do not include engineering and design costs and were developed without actual scopes since none were provided by DPD. Actual costs are expected to be much higher. At present, it is very unclear how much money might be allocated should the United States Congress vote to authorize a transportation bill. What is even more uncertain is what portion of those dollars will be dedicated to Chicago. DPD must develop a serious transportation plan with real projects that have a real prospect of being funded to ensure that well documented requests for infrastructure and transit investment by businesses and at development sites in the corridor are in fact met by this plan.

NBW wholeheartedly supports creation of a corridor transportation management association (TMA) that like the other transportation projects has the necessary funding and support to be successful. The corridor would certainly benefit from a comprehensive transportation strategy that includes the establishment of a Transportation Management Association (TMA) to help manage transportation improvements tied to private investment and recommended/proposed transportation projects. NBW's retained consultant Sam Schwartz Transportation Consultants as part of its River Works study. In January 2016, Sam Schwartz issued a transportation framework plan that included the benefits of creating a TMA. **We recommend that a working group be formed to examine creation of a TMA.**

IV. EFFECTIVE BUFFERS MUST BE IN PLACE

To date, little information regarding effective buffers between existing manufacturers and other types of uses has been provided by DPD. NBW pointed out last year that natural buffers cited like the Chicago River, major roads and rail embankments are totally ineffective. Effective buffers have not been discussed in any of the community meetings held by DPD. Giving far more attention to effective buffers will be critical to the success in any land use plan for the corridor. **DPD should immediately convene a meeting of stakeholder companies, city planners and other economic development professionals to explore and recommend appropriate buffers.**

Specifically NBW proposes the following effective buffers for new uses in the corridor be included in any final plan:

- 1) Require 450 feet distance between existing manufacturing businesses and any proposed mixed use within the PMD's; and
- 2) Require all distance measurements established between existing manufacturing businesses and new uses be exclusive of existing natural buffers, such as rivers, railroad tracks, viaducts and roadways.
- 3) Require light manufacturing or compatible commercial uses be placed between the existing manufacturing uses and any mixed use; and
- 4) Require all mixed use developments to include a limitation on the percentage of the entire square footage of the development that can be dedicated to residential use as follows:
 - a. In mixed use developments that contain any residential (for sale), limit the total residential use to 20% of the entire square footage of the mixed use development
 - b. In mixed use developments that contain residential (for rent) and no residential (for sale) limit the total residential use to 30% of the entire square footage of the mixed use development

V. OPEN SPACE ACCESS MUST BE CAREFULLY SITED

Open space in the PMD's should be driven by the needs of existing and future jobs producing development and not at the expense of limiting these uses. Exceptions to this would include providing river and open space access that could be shared by the general public, neighbors as well as workers at local firms—primarily along the River's edge resulting from the river setback requirements and at key sites that make sense and meets the above requirements. Public access needs to be coordinated to provide safe access that does not jeopardize or negatively impact existing or planned business development goals.

**CHICAGO MUNICIPAL CODE
EXISTING CODE EXCERPTS GOVERNING
MANUFACTURING AND RESIDENTIAL USES**

This list includes current codes that have been approved by the Chicago City Council. Some of these codes demonstrate the City Council's desire to create separations between manufacturing and residential uses. Other codes identify instances when manufacturing businesses must take specified affirmative actions when residential uses are placed too close to a manufacturing business.

OFFENSES AFFECTING PUBLIC PEACE, MORALS AND WELFARE

8-32-090 Mechanical stationary sources.

(a) No person shall operate or permit operation of any mechanical stationary source in such a manner as to generate sound having a sound pressure level greater than 55 dB(A) when measured from a distance of 100 feet or more from the source, or 70 dB(A) when measured from a distance of 10 feet or more from the source. The place of measurement shall be from the nearest adjacent public way, or nearest adjacent property, whichever is closer to the source.

8-32-130 Loading and unloading operations.

No person shall undertake or cause the loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans, dumpsters or similar objects between the hours of 10:00 P.M. and 7:00 A.M. in such a manner as to cause a noise disturbance within a residential district or within a noise sensitive zone.

8-32-140 Construction, repair or demolition equipment.

(a) No person shall use or cause the use of any mechanical equipment or tool operated by fuel or electric power in building, construction, repair or demolition operations between the hours of 8:00 P.M. and 8:00 A.M. within 600 feet of any residential building or hospital.

.....

(d) Any person who violates this section shall be liable for a penalty of not less than \$1,000.00 nor more than \$2,500.00 for the first violation; not less than \$2,500.00 nor more than \$5,000.00 for the second violation for the same offense within one year; and not less than \$5,000.00 nor more than \$10,000.00 for the third and each subsequent violation for the same offense within one year for each offense. Each day that a violation continues shall constitute a separate and distinct offense.

8-32-160 Limitations on earthshaking vibrations.

(a) In M2 general manufacturing districts and M3 heavy manufacturing districts, any property use creating intense earthshaking vibrations shall be set back at least 300 feet from the boundary of a residence, business or commercial district and at least 150 feet from the boundary of an M1 restricted manufacturing district; provided that, there shall be no violation if the property use does not transmit beyond the lot lines any earthshaking vibrations which are perceptible without the aid of instruments.

(b) In all other districts, any property use creating earthshaking vibrations must be controlled in such manner as to prevent transmission beyond the lot line of earthshaking vibrations perceptible without

the aid of instruments; provided that, this limitation does not apply where the affected adjoining property is zoned M3 (heavy manufacturing).

(c) In all zoning districts earthshaking vibrations that create a nuisance or hazard beyond the lot lines of the source are prohibited.

ENVIRONMENTAL PROTECTION AND CONTROL

11-4-1935 Construction site reprocessing authorization.

(4) *Setback requirements.* No reprocessing device or stockpile of reprocessable construction/ demolition material or of reprocessed construction/ demolition material shall be located in the following places:

- (i) Within 200 feet of any school, childcare facility, hospital, residential building or mixed occupancy building with a residential use;
- (ii) Within 100 feet of any building other than a school, childcare facility, hospital, residential building or mixed occupancy building with a residential use;
- (iii) Within 100 feet of any public way or park.

CHICAGO ZONING ORDINANCE

17-6-0406 Indoor/Outdoor Operations.

Within 300 feet of any R district, all business, servicing, *processing* and product assembly must take place within a *completely enclosed building*.

17-6-0407 Indoor/Outdoor Storage.

Within 300 feet of any R district, all storage of goods and materials, except *motor vehicles*, must take place within a *completely enclosed building* or be effectively screened from view by a solid fence or wall (including solid entrance and exit gates) at least 8 feet in height.

17-5-0405-A Front and Side Setbacks.

No *front setback* or *side setback* is required in M districts, except in the following cases:

1. All *industrial parks* and *business parks* within the M1 district must provide a *landscaped setback* along all *property lines* that abut public *streets*. This setback must be at least 10 feet in width.
2. M-zoned *lots* that are across the *street* from an R district must provide a setback along the *street property line* opposite the R district at least equal to the minimum *front setback* required on the R- zoned *lot* on the opposite side of the *street*.
3. M-zoned *lots* abutting R-zoned *lots* with *street frontage* along the same *street* must provide a *front setback* or *streetside setback* at least equal to the minimum *front setback* required on the abutting R- zoned *lot*.

17-5-0405-B Rear Setbacks.

No *rear setback* is required in M districts, except when the *rear property line* of an M-zoned site abuts the *side property line* or *rear property line* of a *lot* in an R district or is separated from an R district *rear property line* by an *alley*, the minimum *rear setback* on the M-zoned property is 30 feet. (See Sec. 17-17-0307 for rules governing the measurement of *rear setbacks*.)

17-5-0601 Outdoor Storage and Display Areas.

17-5-0601-A Screening from R Districts. Outdoor storage or display areas that abut R districts along a *side property line* or *rear property line* or are separated from an R district by only an *alley* along a *side property line* or *rear property line* must be effectively screened from view of the R district by a solid wall, solid fence, or dense vegetative screen not less than 6 feet in height and not more than 8 feet in height. Fences and walls must be masonry or wood, sight-obscuring and planted with vines. Chain-link fencing is prohibited.

17-5-0602-A Screening from Other Zoning Districts.

All outdoor work areas situated on a *lot* with *side property lines* or *rear property lines* contiguous to any property within any R, B, C or D district that allows residential uses must be effectively screened along such *side property lines* or *rear property lines* by a solid wall, solid fence, or dense vegetative screen not less than 6 feet in height and not more than 8 feet in height. Fences and walls must be masonry or wood, sight- obscuring and planted with vines. Chain-link fencing is prohibited.

BUSINESSES, OCCUPATIONS & CONSUMER PROTECTION CODES

4-6-270 Home occupations.

(e) *Activities not subject to licensure as a home occupation.* The following activities shall not be licensed as home occupations under this section: any repair of motorized vehicles, including the painting or repair of automobiles, trucks, trailers, boats, and lawn equipment; animal hospitals; astrology, card reading, palm reading or fortune-telling in any form; kennels; stables; bird keeping facilities; dancing schools; restaurants; massage establishments; catering/food preparation businesses; funeral chapels or homes; crematoria; mausoleums; any facility where products are manufactured, produced or assembled when the home occupation licensee is not the retail point of sale for such products; public places of amusement; the sale of firearms, antique firearms as that term is defined in section 8-20-010, or ammunition; a weapons dealer; firearm training or instruction; caterers; construction businesses or landscaping businesses that provide the storage of goods and materials to be utilized in the operation of the business or use; warehousing; and welding or machine shops. Provided, however, that nothing in this subsection shall prohibit the performance of emergency medical services in a residential dwelling.

MANUFACTURING ESTABLISHMENTS

4-224-011 Location restrictions.

No machine shops shall be conducted or operated on any lot or plot of ground of which any portion shall be within 200 feet of any lot occupied by a public or parochial school, hospital or church.

4-224-012 Noise restrictions.

It shall be unlawful to maintain, within 200 feet of any residence, a machine shop or a foundry wherein pneumatic hammers or other apparatus are used which cause loud or unusual noises.



RANCH Triangle Community Conservation Association

PO Box 14780 Chicago, Illinois 60614-0780

www.ranchtriangle.org

January 27, 2017

Mr. David L. Reifman, Commissioner
Department of Planning and Development
121 North La Salle Street, 10th Floor
Chicago, IL 60602

RE: Clybourn Corridor Planned Manufacturing District ("Clybourn PMD")

Dear Commissioner Reifman:

RANCH Triangle Community Conservation Association ("RANCH Triangle") is a non-profit community group representing the interests of the residents living in RANCH Triangle, the boundaries of which are Racine, Armitage, North Avenue, the Chicago River and Halsted Street. Much of the Clybourn PMD is within the boundaries of RANCH, and, as a such, the rezoning of this property will significantly impact our community. We appreciate the many public meetings that the Department of Planning and Development ("DPD") has held regarding the proposed rezoning of the Clybourn PMD. Members of RANCH Triangle have attended each of the public meetings held by DPD to date, due to the above-referenced import of its impact on our neighborhood. At these meetings, DPD has stated that it intends that the Clybourn PMD be mixed-use, allowing for the development of commercial, retail and residential development, and that any greenspace provided for public use is to be developer-driven.

Currently, there are four playground parks within RANCH's boundaries – Adams Park, Privet Park, the Wisconsin Tot Lot (Park 535), and Clybourn Park. Each of these parks is designed for children under the age of 12 and, with the exception of the basketball court at Clybourn Park, children visiting these RANCH parks age out when they turn 12, if not sooner. As you may know, Aldermen Michele Smith and Brian Hopkins recently penned an opinion piece in the *Chicago Tribune* voicing their support for increased open, public space in the Clybourn PMD, specifically a public recreational space to be included in the redevelopment plan. Moreover, at DPD meetings, it has been pointed out that RANCH Triangle, under the City's own CitySpace Plan, currently lacks adequate park space, notwithstanding any residential development occurring as a result of the rezoning of the Clybourn PMD.

Over the past several years, the population of children in Lincoln Park has increased. Other large formerly commercial properties have been rezoned to allow for high density residential development with plans for only small pockets of public space. Abraham

Lincoln Elementary School has been expanded into its former playground space to address a significant overcrowding issue. All of these, and others, contribute to the need for additional public open space. Residents have raised the concern that any open space provided for, absent a specific requirement set forth in the overall rezoning plan, will be small pockets of space - hardly comparable to the recreational park space advocated by Aldermen Hopkins and Smith and supported by the CitySpace Plan. The decision expressed by DPD, without explanation, that any public open space is to be "developer-driven" contributes to the concern that the open space needs of the community will never be addressed. Absent the inclusion of a recreational park within the Clybourn PMD rezoning plan, it is unlikely that another opportunity to provide a recreational park for the RANCH Triangle community will be available again in the foreseeable future.

Public access to the river is another public space issue that is important to the community. The river is a wonderful asset and something that should be viewed as a public resource. Access to the river for public use, in addition to access to river views through paths and walkways, is something that DPD should provide for in its rezoning plan.

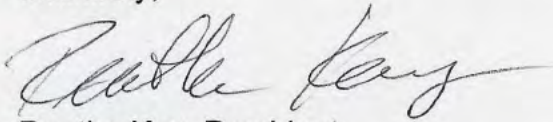
Additionally, traffic and infrastructure is another issue that is commonly brought up at the DPD public meetings. Currently, there is need to improve congestion along the Clybourn corridor, notwithstanding any development of the Clybourn PMD, the development of Lathrop Homes to the north of RANCH, and the development of the old Children's Hospital to the northeast of RANCH. The plans for each of these developments should be part of a cohesive traffic and infrastructure plan to address traffic and congestion issues throughout the area.

Finally, with DPD's planned rezoning of the Clybourn PMD to allow for residential development, DPD should evaluate the impact this will have on our local schools. Much of the Clybourn PMD lies within the Oscar Mayer Magnet School and Lincoln Park High School attendance boundaries. Our local schools are wonderful resources that, anecdotally, appear to be utilized by more and more residents. Therefore, any infrastructure discussion should include what impact any additional residential development within the Clybourn PMD will have on our local schools.

The Clybourn PMD is the largest contiguous property within RANCH to be rezoned in recent history – likely since the creation of the PMD itself. DPD's proposal to rezone the Clybourn PMD as mixed-use will open up this property to development that is currently not permissible, which will allow for significant opportunities for the developer, but also have a substantial impact on the surrounding communities. While we hope that the ultimate development will have a positive impact on the community as a whole, in order to help balance the community impact with the expanded use that would be permitted under the rezoning proposal, we believe that DPD's rezoning plan should address the matters mentioned above.

We appreciate your consideration and the opportunities to provide feedback on your proposals.

Sincerely,

A handwritten signature in cursive script, appearing to read "Reatha Kay".

Reatha Kay, President
RANCH Triangle Community Conservation Association

cc: Alderman Brian Hopkins
Alderman Michele Smith
Alderman Scott Waguespack
Malcolm Lambe, President
Sheffield Neighborhood Association
Gary Wigoda, President
Wrightwood Neighbors Association
Kenneth Dotson, President
Lincoln Central Association
Caroline Vickrey, President
Mid-North Association
Steve Weiss, President
Old Town Triangle Association
Steve Jensen, President
Bucktown Community Organization
Kim Schilf, President
Lincoln Park Chamber of Commerce
Katie Konieczny, Principal
Oscar Mayer Magnet School
Michael Boraz, Principal
Lincoln Park High School
Adams Playground Park Advisory Council
Oz Park Advisory Council
Trebes Park Advisory Council



March 15th, 2017

Ms. Eleanor Gorski
Department of Planning & Development
City of Chicago

Eleanor,

After attending DPD's North Branch Industrial Corridor ("NBIC") modernization meeting on February 21st we were surprised to see DPD alter its earlier position on an updated Land Use overlay for the current "Buffer Zone" known as the Halsted Triangle neighborhood.

We applaud the time and effort that DPD has taken to augment many timeworn PMD land-use policies, but urge DPD to reconsider its decision to amputate the Halsted Triangle from its NBIC modernization effort.

As a member of the Halsted Triangle Owners Association ("HTOA") we supported the Halsted Triangle 2.0 study that proposed a thoughtful intersection of residential, commercial, and retail density to support dynamic and diverse urban planning principles within the Halsted Triangle. This was also represented in our more macro Goose Island 2025 vision plan that focused on the relationship between high-tech office campuses (Goose Island) and robust retail and residential development (Halsted Triangle).

In August we were excited to see DPD acknowledge research outlined in these two studies and vocally support mixed-use zoning within the Halsted Triangle. As such, we would like to understand why DPD has elected to alter its earlier position by removing the Halsted Triangle from its most recent presentation.

As a significant landowner in the area we deeply understand the impact that a dense and mature Halsted Triangle will have for demand on Goose Island. Without a place for office users to "live and play" in the Halsted Triangle, demand for high-tech office campuses on Goose Island will suffer. The Halsted Triangle will best be able to support mature retail density, particularly bars and restaurants, with 24/7 clientele that stem from local residential density. Without this, the Halsted Triangle will continue to be inundated with sub-optimal uses, particularly undeveloped parking lots and national "Big-Box" retailers.

Again, we applaud DPD's efforts, but recommend that DPD examine the direct and historical interaction between the Halsted Triangle "Buffer Zone" and its evolving industrial neighbors.

Sincerely,

Zachary Cupkovic
Director of Capital Markets & Special Projects
R2 Companies

CC:
David Reifman
Walter Burnett Jr.
Brian Hopkins



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March 6, 2017

Commissioner David Reifman
Chicago Department of Planning and Development
121 N. LaSalle Street, Tenth Floor
Chicago, Illinois 60602

Dear Commissioner Reifman:

I am writing to enthusiastically support the open space vision that your team presented for the North Branch Industrial Corridor on February 21, 2017.

I serve as Chairman of the Mayor's Nature and Wildlife Committee (the "Committee"), which engages businesses, organizations, and agencies to encourage healthy urban ecosystems through public-private partnerships. I also serve as President and CEO of Openlands, one of the City's (and nation's) oldest metropolitan conservation organizations.

The Committee and Openlands jointly recognize that the riverfront, like the lakeshore, is a defining natural feature of Chicago. Consequently, Chicago's Nature and Wildlife Plan, developed by the Committee, identifies many priority Natural Areas along both waterways. Four priority Natural Areas fall within the North Branch Industrial Corridor alone.

The open space vision outlined as part of the North Branch Industrial Corridor Modernization Initiative successfully honors and incorporates priority Natural Areas into the Corridor's future development patterns. The vision identifies both the North Branch Canal and North Avenue Turning Basin as suitable sites for wetland re-creation and improved public access. It also notes the Goose Island Overlook and Webster Wildlife Site as 'civic spaces' where aesthetic features will be considered during future development. Such uses will promote healthy urban ecosystems at these priority Natural Areas, and I encourage the City to make them happen.

(OVER)

The open space vision also appropriately integrates recreational options into the Corridor. Increased open space and river setbacks in private developments will create space for ballfields and continuous trails for walking and biking. Improved viewpoints and pedestrian connections will entice residents to use these trails to interact with the river. In conjunction with the aforementioned Natural Area improvements, these recreational options outline a unique opportunity to re-connect residents with nature on the Chicago River.

In closing, I want to applaud the work that you and your team accomplished to develop the open space vision for the North Branch Industrial Corridor. It is an excellent model of how to integrate economically productive areas, socially pleasing spaces, and valuable natural habitat. I encourage the Chicago Plan Commission to adopt any rules, regulations, or ordinances necessary to realize this vision for the future of the Corridor.

Sincerely,



Gerald W. Adelman
President & CEO

August 24, 2016



Mr. David L. Reifman
Commissioner
Department of Planning & Development
121 N. LaSalle Street
Room 1000
Chicago, IL 60602

1866 North Marcey Street
Chicago, IL 60614
(773) 929-5552 phone
(773) 929-6162 fax

Dear Commissioner Reifman:

Thank you for the opportunity to hear from Eleanor Gorski and Kathy Dickhut on August 10 about the Department of Planning and Development's (DPD) proposed plan for land use in the North Branch Industrial Corridor. North Branch Works (NBW) has reviewed the presentation and plans for modernization of the North Branch Industrial Corridor. Enclosed you will find our specific comments, developed with input from many of our more than 100 member businesses located in the corridor.

Today, the North Branch Industrial Corridor employs nearly 10,000 workers in high wage jobs with average salaries of \$70,000 per year plus benefits. More than 70% of these employees live in every one of Chicago's fifty wards. Since 2003 businesses have made more than \$700 million in private investments and NBW continues to advocate for new development in the corridor to increase this investment total.

Existing businesses in the corridor contribute significantly to Chicago's property tax base, with the average property tax bill exceeding \$225,000 for each business. Going forward, development of such uses as high tech office, light industrial, last mile distributors, craft breweries, distilleries, tasting rooms, research and development facilities, corporate headquarters and other similar commercial businesses, all of which are taxed at 2.5 times all residential uses, regardless of size, will help Chicago alleviate the property tax burden on Chicago's homeowners at a far quicker pace than residential development.

NBW and its members remain very concerned about DPD's proposed plan to include residential housing and certain retail uses within the PMDs within the corridor. NBW hopes that you will remain open to further discussion about this aspect of your proposed plan and ultimately see the benefits of keeping residential outside the PMDs, but still within the surrounding neighborhoods that would welcome such residential development.

We are encouraged that DPD stated its first goal is to "Maintain the North Branch Industrial Corridor as an important economic engine and vital job center in the City of Chicago." And, we appreciate the time you have taken thus far to meet with us and some of our members individually. However, we continue to be concerned about the speed of this planning process, the timing of the process to coincide with summer vacation schedules and the lack of opportunity in this process for meaningful input from businesses in the corridor. Our members conduct business in this corridor morning, noon and night nearly every day of the year. As such, they have a perspective that is certainly relevant and should be given added weight in the planning process for this corridor.

If you or your staff has any questions regarding our recommendations, please feel free to contact me at (773) 929-5552 EXT. 225. NBW looks forward to continuing to work with you in this planning process for

the North Branch Industrial Corridor and to providing your department with input from our members who will be directly affected by the end result of this process.

Sincerely,



Michael Holzer
Executive Director
North Branch Works

cc: Alderman Walter Burnett, 27th Ward
Alderman Brian Hopkins, 2nd Ward
Alderman Scott Waguespack, 32nd Ward
Alderman Michelle Smith, 43rd Ward
Ms. Rebekah Scheinfeld, Commissioner, Chicago Department of Transportation
Ms. Eleanor Gorski, Deputy Commissioner, Department of Planning & Development
Ms. Kathleen E. Dickhut, Deputy Commissioner, Department of Planning & Development
Ms. Samantha Fields, Deputy Director, Mayor's Office, Legislative Counsel & Government Affairs
Luann Hamilton, Deputy Commissioner, Chicago Department of Transportation
Bob Doepel, Chairman, North Branch Works Board of Directors
Mary Kay Minaghan, MKM Services

May 1, 2017

Commissioner David Reifman
City of Chicago, Department of Planning & Development
121 N. LaSalle St., 10th Floor
Chicago, IL 60602

Dear Commissioner Reifman:

The Metropolitan Planning Council (MPC) commends you, Mayor Rahm Emanuel and the staff at the Department of Planning and Development (DPD) for their efforts to host an inclusive and transparent process to develop a land use framework plan for the North Branch Industrial Corridor. The plan is sensitive to the myriad interests, businesses and users existing along the North Branch of the Chicago River and within the North Branch Industrial Corridor. We also thank your staff for briefing a group of MPC Board and committee members, advisors and staff on this effort. These comments reflect a synthesis of feedback on a diverse array of interests, including industrial land use policy broadly, retention of manufacturing, job creation and protection, and the next series of industrial corridor reviews.

As you know, beginning in 2015 at Mayor Emanuel's request, MPC led an initiative in partnership with DPD and many others to create the city's first-ever unifying and forward-looking vision for all three of Chicago's rivers. In 2016, we released *Our Great Rivers*. The vision recognizes that each of Chicago's five riverfront industrial corridors has unique pressures and assets and recommended corridor-specific land use policies to attract an appropriate mix of productive enterprises and complementary uses. The vision also calls for creative ways to make our riverfronts into parks, much as DPD has envisioned here for the North Branch Canal, while also recognizing that some of the unique benefits of river frontage for open space lend themselves to a different character of park – full of wetlands, birding, and paddling, rather than ball fields.

The North Branch Framework plan builds off of the important role the Chicago River plays in our city as a natural, recreational and transportation asset. It also acknowledges the importance of manufacturing to our City's economy and its strategic location along the river.

MPC is pleased to lend our support to the North Branch Industrial Corridor Framework Plan. At the same time, recognizing that this particular plan and process set a precedent for plans in the two dozen other Industrial Corridors, we want to emphasize future policy needs as the city moves forward with Mayor Emanuel's Industrial Corridor Modernization Initiative. We believe there is opportunity to leverage investment at this location both to support needed infrastructure upgrades and to spur development in other places of need on the city's south and west sides. In the same way the City of Chicago deployed the Neighborhood Opportunity Bonus to leverage downtown growth into increase funding for commercial and cultural needs in low-income sections of the city, the City should signal a continued commitment to its equity goals by seizing on the opportunities presented in the

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President

MarySue Barrett •

North Branch Industrial Corridor to strengthen other industrial areas, ensuring business and jobs remain here.

At the end of this document we've also provided comments specific to sections of the framework plan and urban design guidelines documents.

Planned Manufacturing Districts

MPC believes Planned Manufacturing Districts (PMDs) can and should continue to protect one of our city's greatest economic strengths: manufacturing. PMDs have helped stem the outflow of good paying manufacturing jobs from Chicago during a time when cities throughout the Midwest have faced massive deindustrialization. Despite a decline in manufacturing jobs, the Chicago region still maintains the nation's third largest manufacturing economy and leads our peer cities (and the national average) in manufacturing exports, according to the Chicago Metropolitan Agency for Planning.

The North Branch Framework Plan signals a significant policy shift for the City of Chicago regarding Planned Manufacturing Districts. Similar forces that led to their creation – adjacent real estate development and land use pressures – are now motivating their significant modification and elimination in substantial portions of the North Branch Industrial Corridor. Such a policy shift raises important questions and concerns that the City should address before moving on to the remaining Industrial Corridors.

It is our assumption that the City continues to value the PMD as a planning, zoning and economic development tool, but that decades after the establishment of the PMD areas themselves, it is clear that this specific tool may no longer be the right one to guide development in every corner of the city. If that is the case, a clearer articulation is needed.

An additional assumption is that the data and research DPD conducted regarding the actual performance of PMDs (i.e. tax revenues, employment, wealth building, etc.) indicated that in the North Branch area, the PMD designation had served its purpose and was now impeding or stifling a broader range of economic development. Based on MPC's observation of the many robust public meetings, and our review of the document, DPD and the City should explicitly state that the PMD tool is simply no longer the best means of guiding development in parts of this corridor, but is still a valued tool overall and appropriate in other circumstances.

DPD should make public more of its analysis of the performance of the PMDs, not just in the North Branch but also city-wide, and state more definitively that while some PMDs across the city have boundaries and allowed uses that need to be changed, the PMD tool itself is not going anywhere, and that in other Industrial Corridors there may be fewer, or even no changes, as a result of the Industrial Corridor Modernization process. To the extent that your existing data and research can be made public now to inform other corridor reviews, we encourage you to do so.

This is particularly true for corridors where DPD believes there may be substantial modifications to PMD boundaries and uses. More clarity on which remaining Industrial Corridors and PMDs in the rest of the City are likely to continue to have industry-friendly land use policies would put industrial stakeholders at ease, and might aid some in their decisions about relocation. Absent that overall system information, the danger is that they will leave Chicago for a more predictable land use scenario in the suburbs, outlying counties, or neighboring states.

Before moving forward with any efforts to assist with the relocation of industrial businesses (Principle 1.2), you should do an assessment of where different kinds of businesses should move to. A thorough and complete

analysis of the corridor system as a whole is needed to answer that question and other important questions: What impact will the removal of some PMDs in the corridor have on the relocation of industrial businesses from the North Branch to other industrial corridors in the city? Where would relocation be encouraged and how will those neighborhoods be impacted? How does that movement of business align with the labor market? Are we pushing manufacturing sector jobs to the physical periphery of the city despite the fact that the manufacturing labor base may reside in other locations of the city?

Furthermore, just as there will likely be a Planned Development process for many non-industrial uses that may be moving into the North Branch corridor, any activities that facilitate the relocation of industrial business out of the North Branch and into another corridor should have a public process for evaluating impacts on those neighborhoods.

Finally, MPC recognizes that dynamic economic forces require us to regularly reexamine our economic and land use strategies, including a re-evaluation of PMDs. We are supportive of maintaining a restrictive designation on Goose Island and in the area on the west side of the Chicago River between Chicago Ave. and Division St., west of Halsted, that protects land for a range of productive jobs. However, the framework plan does not fully articulate the rationale for the modified PMD boundaries being proposed, and we believe it would be valuable to do so. Much of the existing manufacturing that produces physical goods in the corridor (as opposed to other uses like office or logistics, which are allowable under a PMD) is along Elston Ave, both north and south of North Avenue. For the area pinned between Elston and I90-I94 in particular, it is difficult for us to imagine a great deal of investment in mixed uses that would be allowable under M-district zoning. So why not leave it as PMD? A more detailed examination of the boundary rationale would help to explain the impetus for DPD's thinking here.

One challenge in rationalizing changes to PMDs in the corridor lies in the misnomer that the label "planned manufacturing district" connotes. There are a multitude of other industrial, transportation and utility uses on Goose Island that are important, but they are not manufacturing. MPC suggests that DPD should take this opportunity to conceive of a new zoning protection tool to replace PMDs where appropriate. This tool could be called a "Planned Employment District" or a "Planned Innovation District" for example. It would still restrict residential land uses – which MPC very clearly understands the rationale for – but would promote a more diversified economy with compatible mixes next to each other and eliminate the confusion and conflict often associated with PMDs in high market areas like the North Branch Corridor. This kind of designation would also allow the city to approach each industrial corridor with a unique perspective, and aid in marketing of land and buildings.

In many ways it seems that the North Branch Framework Plan is attempting to advance a policy that MPC agrees with, but which doesn't actually exist within Chicago's zoning toolbox. So why not develop such a designation officially? MPC would be happy to work with DPD to develop a Planning Employment District designation.

Fee Structure

MPC recognizes that the North Branch Industrial corridor is a dynamic real estate market and an area with immense opportunity to spur new development and growth. However, much of this may happen at the expense of dedicated land for traditional manufacturing. The North Branch Framework plan correctly states that land which transitions out of industrial use within this corridor is a loss to the whole system and should entail compensation. It is also a loss to the city's economic diversity, and equity of job opportunity, when these land use conversions, and the manufacturing jobs they supported, are viewed in the aggregate.

The city should provide assurances and clarification on how much of the Industrial Corridor fee will be used to support the industrial corridor system city-wide to ensure our city's economy maintains a strong manufacturing sector vs. how much may be used within the North Branch Industrial Corridor. It is unclear what portion of the Industrial Corridor fee may be used for improvements in the North Branch Industrial Corridor or will be directed to other corridors in the system.

As with the neighborhood opportunity bonus, there is opportunity to leverage development in this corridor and a handful of other corridors with similar development opportunities, to make investments elsewhere in the city industrial corridor system. However, the transportation improvements and transit connections and amenities, and rivers aspirations in this vision also require a significant infusion of revenue to ensure they happen and support the kind of new development that is envisioned. It is important that the city signal as soon as possible how revenue extracted from development deals in this area will be apportioned to this corridor or go elsewhere. MPC is poised to assist DPD in addressing this dilemma.

Additionally, the framework plan states that the North Branch Floor Area Ratio Bonus will only apply to the North Sub-Area. While the fee is extracted from the north sub-area, it is our assumption, and preference, that it can be spent anywhere in the corridor, including projects in the other sub-areas. However, the document should clarify when it says the fee is to be used "in the corridor" on pg. 60. Does that mean in the north sub-area of the corridor, or throughout the entire corridor?

Whether in this framework document or some other platform, the city should provide answers sooner rather than later on the fee structure so that investors in this industrial corridor or others have the information they need to make investments in Chicago. The last thing we want is for hesitancy or doubt to lead people to relocate out of the region, in Indiana or elsewhere.

These are not just rhetorical questions, these are questions being asked by people following this process: What is the process for allocating those funds? What will the role of the public be? What portion of generated fees will be put back into the North Branch Corridor and what portion will be used to strengthen other industrial areas in the city? What criteria will be used to decide on any given investment? Will revenues be used to assist with relocation costs for industrial businesses wishing to relocate within the same industrial corridor, or only to move to other corridors in the city?

We acknowledge that the details of this will be in forthcoming draft ordinance language, but the sooner that draft language can be made available the better, as it is difficult without it to form strong conclusions about the likelihood of significant land use and zoning changes, or the feasibility of the in-river wetlands park or many proposed infrastructure projects that would be paid, at least in part, through any new fees collected.

It is also difficult for developers and existing businesses to make decisions until there is clarity on the amount of fee being assessed. Understanding the fee amount is also essential to determining whether the proposed levels of density within the corridor are appropriate. Clarity on the fee amount will help in estimating the total revenue anticipated from the fee programs, and therefore the amount of funding that needs to be secured from other sources for infrastructure improvements to support the new land uses and density that the framework allows. Again, MPC stands ready to assist as needed in developing the fee structure and system.

Chicago River

MPC applauds DPD for the inclusion of the in-river wetlands park along the east side of Goose Island in the Framework Plan goals. It's an ambitious and innovative proposal, as are many of the "Goal 3" proposals put forth in the framework document. MPC encourages DPD to take a step farther and develop a comprehensive

implementation plan for the green space assets discussed in the document – this is a missing element from the Implementation section of the framework. An indication of next steps – soil sampling, land acquisition, invasive species removal, etc., – and a possible timeline would be helpful for pushing the in-river park forward.

DPD should leverage interest from non-profit organizations, developers and neighborhood associations in the proposed wetlands park to identify an organization to lead the development of an implementation plan for the wetlands park. MPC is interested in working with local stakeholders on this effort.

MPC recognizes that through the planning process there were desires for recreational facilities – ball fields and supportive infrastructure – in the corridor. We wholeheartedly appreciate the desire for those amenities, and we are confident that through negotiation and public input during the Planned Development process for some of the larger anticipated developments, there will be ample opportunity to deliver them. However, we do not believe that the riverfront itself is necessarily the best location for them, and that dictating locations for ball fields in the plan might limit the ability to be creative and flexible through the Planning Development process.

Additionally, because of the connectivity that the river and a future riverfront trail provide to parts of the city upstream and downstream, these rivers and riverbanks need to be thought of in a broader context – these are amenities for the whole city, and part of systems that stretch even into the suburbs. In that light, it's notable that throughout the extensive public process for Great Rivers Chicago, during which time MPC and its partners spoke with more than 6,000 people about our rivers, no desires for ball fields or similar park-style recreational uses came up. Instead, people focused on the unique kinds of open space and recreation that rivers can afford. MPC wholeheartedly supports the current framework plan's envisioned riverfront character, and believes it reflects the desires of a larger public. We commend DPD for advancing the Great Rivers Chicago vision here.

Finally, MPC supports the design guidelines that make a clear delineation between the development zone, setback area and riverbank zone. MPC also supports the design guidelines that highlight the importance of green space and natural plant life preservation, though we do believe that stormwater management on adjacent land, water quality, litter management, and shade impacts on the river could be more directly addressed. Please see the attached comments, which point to specific comments and questions related to the Urban Design Guidelines.

Infrastructure

MPC is concerned that the transportation infrastructure projects proposed through this framework plan will not quickly enough meet the needs that may be generated by the level of density being allowed. We recognize that it's often difficult to predict the development market cycle and that development itself could be a potential funding solution for infrastructure needs. However, MPC believes the city should assume development will come quickly and should not wait until it is proposed to move ahead with preparing and planning for the growth and land use changes that are being encouraged through this plan.

Proactive planning efforts should include a more comprehensive, committed implementation plan for the transportation and transit connection projects suggested in the document. A transportation plan should be created so that the city is primed to pursue grants, attract funding and move expediently as possible to make these transportation improvements happen. Many are needed today, regardless of any future development, so a comprehensive transportation plan and implementation plan for priority projects is needed now.

As large-scale real estate development projects occur, one of the first questions residents will ask is about congestion and transportation systems. Addressing transportation and transit connection concerns will be of critical importance.

Furthermore, more knowing the costs of needed infrastructure projects will help us understand whether revenues extracted from real estate deals in the corridor will be sufficient or if other revenue options will be needed.

MPC also believes strong partnerships with the business sector are essential to achieving infrastructure goals in this corridor. The City should explore ways beyond the proposed fee programs to require developers to be responsible for needed infrastructure improvements within the corridor to support their proposals. Furthermore, the city should continue to work with developers and existing businesses to address traffic management issues through the formation of a transportation demand management authority (see below). As new developments and density is added to the corridor, the role of an organization like that will become critical to addressing new congestion issues.

Furthermore, the design guidelines encourage parking development that MPC is generally supportive of, but we believe the City could go farther in addressing parking issues through the zoning overlay ordinances, which could be used to relieve parking requirements, particularly in the north sub zone area. Furthermore, the city should study where metered and zoned parking would be most appropriate.

Finally, many aspects of the plan call for consideration of infrastructure changes through a Planned Development (PD) process and on a case-by-case basis, including supporting freight needs. However, the City's transportation infrastructure is a comprehensive system and should be treated as such. The City should be proactive in funding and implementing infrastructure improvements in this corridor in anticipation of new development. MPC also encourages DPD to conduct an equally open and transparent public process when weighing PD proposals so that the public has an opportunity to weigh in on these issues.

Implementation

Many of the implications of what the framework plan proposes will be implemented and funded by the private sector, such as open space, river access, infrastructure improvements and traffic management. DPD should develop an implementation plan for these elements to guide private developers more clearly. Implementation plans also need to be created for those elements that need to be publicly implemented so that this document does not become another "plan on a shelf".

MPC recognizes that this plan is simply meant to be a guiding framework for future land use decisions and developments. However, the success of the plan lies in the details of the implementation ordinance and changes to existing ordinances that will go before the Plan Commission and City Council. Because the devil is in the details, MPC strongly recommends that DPD ensure there is an equally transparent process for public input in the adoption of ordinance changes.

MPC also encourages DPD to include a provision on the framework plan to revisit it periodically in the future. Our economy is changing fast and our land use plans must be equally as nimble.

The amount of proposed change in this framework plan is ambitious, to say the least. A strong local partner will be needed to coordinate local stakeholders, and conceivably to clean and buy land, oversee streetscaping and maintenance, push infrastructure projects and big ideas, apply for grants, manage an SSA or other funding program, and perhaps oversee a transportation demand management program. Such an entity – essentially a Goose Island Local Development Corporation – could dramatically increase the likelihood of plan implementation. Some of the local stakeholders – North Branch Works, the Halsted Triangle Owners Association, the Alderman's office – do elements of this, and potentially one of those actors could evolve their role to take on more. That process won't just happen, however. MPC stands ready to assist DPD and neighborhood stakeholders in determining the most appropriate governance and revenue system for the area,

taking into account the ramifications for other Industrial Corridors and the city's river system, which may well merit its own such development entity.

Future Corridor Framework Plans

We applaud DPD for creating a transparent and iterative process for the creation of this framework plan. It's an unprecedented planning effort that sought out the voices of all stakeholders within the North Branch Industrial Corridor. As the City replicates the development of framework plans for the other 25 industrial corridors, MPC would like to offer a few general suggestions about how to adapt the process.

In advance of the public process for each industrial corridor, DPD should release more in-depth data about the performance of the individual industrial corridor across specific industry sectors, not just as an aggregate of manufacturing jobs. The process should start with an evaluation of how the corridor is currently performing. MPC would gladly assist with, or even undertake on behalf of the city, these data reports for each corridor.

DPD should then approach each corridor through the specific neighborhood context, identifying primary concerns of the community and businesses within the community and industrial corridor. The primary concerns in the neighborhood adjacent to each corridor are most likely different – being close to a river is different than being close to an airport, and being close to contained facilities in a place like the Ravenswood Corridor is different than being close to open air industrial activities like those in the Calumet. Once these concerns have been identified in the community, DPD should approach the framework development process through that lens to better align with the unique neighborhood goals. This approach for each corridor will result in the strongest, most resilient industrial corridor system for our city's economy.

Thank you for the opportunity to offer comments on the North Branch Industrial Framework Plan and Design Guidelines. Please do not hesitate if you have any questions or concerns.

Sincerely,



Josh Ellis
Vice President

North Branch Framework Document Specific Comments

Goal 1: Maintain the North Branch Industrial Corridor as an Important Economic Engine and Vital Job Center within the City of Chicago

- Page 36, Principle 1.1: Strengthen the language around affordable housing requirements. Rather than saying “provisions” for affordable housing in areas allowing for mixed-use, the framework plan should set a standard that on-site affordability will be *required*.
- Page 36, Principle 1.2: The city should support companies who want to stay within the North Branch industrial corridor if possible. Furthermore, MPC has concerns about the city’s willingness to assist with relocation of industry to other industrial corridors in the system without having conducted the same planning process in the other corridors or the system overall.

Goal 2: Provide Better Access for All Transportation Modes

- From a transportation perspective, the largest development sites are in some of the worst locations in terms of condition of street infrastructure, lack of pedestrian infrastructure, etc. MPC encourages DPD to work with developers to require them to contribute to infrastructure improvements.
- MPC would like to see Ashland BRT included in the infrastructure discussion in this framework, given that existing plans have Ashland BRT ending at Cortland.

Goal 3: Build Upon the North Branch Industrial Corridor’s Unique Natural and Built Environment

- While the document states that the river should be treated as a mixed-use asset moving forward, the document lacks clarity on allowed river access for recreational users. Clarify allowed water access issues and if possible, include renderings to show water access in addition to riverfront access – is a launch for motorized boats envisioned? Or simply launches for canoes or kayaks?
- As the plan encourages additional water users and activity, it should also emphasize enhanced safety measures for all users and clarify who would be responsible for regulating water traffic in the turning basin, between barges, water taxi, recreational boaters, kayakers, etc.
- Pg. 48, Principle 3.4: While MPC supports this principle, we are curious about the inclusion of a proposal to fill in the turning basin, which is part of a federally regulated navigable waterway. Would Congressional action be required to legally narrow the navigable channel? (Additionally, the turning basin includes two large combined sewer outfalls below North Avenue on both sides of the river. Are those envisioning to remain? While the forthcoming completion of the Deep Tunnel will dramatically reduce the frequency of combined sewer overflows, they will stay occur in intense storms, which could undermine the health of the ecological improvements envisioned here.
- The plan seems to lack a way to enforce the implementation of publicly accessible open spaces on private development. Furthermore, the framework should establish a process for the prioritization of parks vs. large fields in future planned developments (Pg. 49, principle #3.5).
- Principle 3.6: The framework plan should state with more clarity the role of the City and DPD in encouraging community associations, recreational organizations and cultural institutions to engage their constituents with the river.
- The framework plan should more clearly state that open spaces and the entire riverfront trail should be ADA accessible. This is only mentioned on pg. 31 of the design guidelines section, in a call-out comment about the under-bridge.
- The plan should more specifically address stormwater management in new development that is both on the riverfront and in the adjacent area. There are other City policies, plans and design guidelines that can be cited here to note that new development will have to play a role in reducing total volumes of

water to the sewer system (and, by association the river, given the reality of combined sewer overflows) and improving water quality. Essentially, the riverfront and wetland park should not be envisioned as the only place in the corridor where onsite stormwater management and habitat enhancements should occur.

Implementation

Zoning:

- MPC applauds the plan's sensitivity to existing critical industrial users by restricting residential uses around those locations.
- The document should contain a zoning map showing current zoning. Additionally, in areas where the PMD is being reverted to zoning that existed before the PMD was created, a map should be included to show what that zoning was.
- Pg. 56 and 57: According to the proposed zoning map, the strip of land east of Goose Island and the River along Kingsbury Ave. will remain unaffected by the zoning implementation recommendations presented in the Framework Plan. Our assumption is that this strip is intended to be a buffer from the industrial uses on Goose Island, but we contend that the river is also an appropriate buffer and encourage DPD to consider whether this area might benefit from greater density or mixed uses allowed under the North Sub-Area overlay district. Given its proximity to the proposed North Branch Canal wetlands park, MPC believes this area represents a unique opportunity. Some of the parcels along that stretch, including one very large and unproductive parking lot, have failed to attract development under the current zoning.
- North Sub-Area: The framework plan does not explain why this area drops below North Ave. The parcels south of North Ave. and west of the River are currently light industrial and buffered by the highway. The framework plan should support manufacturing in these locations by including them in the Central Sub-Area instead.
- Furthermore, the city-owned Fleet and Facility Management parcel is a large riverfront site located in the North Sub-Area, but surrounded by manufacturing. It should be made clear somewhere whether or not city proceeds from a sale of this land will be reinvested in the immediate area, including to jumpstart some of the infrastructure projects the plan envisions.
- Pg. 58: The plan states that the Overlay Districts will include additional restrictions on residential uses to serve as a buffer in certain areas of the Industrial Corridor. However, it remains unclear in the Framework plan how the Zoning Overlay districts will help ensure smooth transitional and buffer areas for future development. We encourage greater clarity on "buffers" in the north sub-zone as uses change over next to existing manufacturing. A more comprehensive approach would be better than addressing "buffer" areas case-by-case. Beyond the residential restrictions mapped, are there other restrictions or procedural changes that will be utilized to ensure smooth transition?
- Additionally, the plan could go farther in explaining the criteria by which zoning change requests will be evaluated to determine impacts on neighbors and resolve issues between industrial uses and proposed projects, particularly when residential use is being proposed in mixed-use areas. A standard evaluation process and criteria to guide individual proposals will help meet the inherent challenges that occur when residential and industrial uses are within close proximity to one another.
- Consider using the overlay districts to relieve parking requirements and promoting shared parking through zoning requirements, not just the proposed parking zones depicted on pg. 24 of the Design Guidelines document.
- As the document states, the North sub-zone area will contain the broadest uses, however, the framework misses an opportunity to create a vision for an appropriate balance of uses. How much residential vs. office vs. retail will be targeted? What other uses will be encouraged? How will you balance that? Design Guideline principle 1.1 states that 50 percent of the corridor's land should be

allocated for employment-oriented development. This standard should be made clearer in the framework plan itself (perhaps in the Overlay Districts section). Moreover, given Goal 1 of the plan to maintain the corridor as an economic engine, allocating only 50 percent of land for employer-oriented development does not seem like an ambitious enough goal.

- Pg. 57 (and Design Guidelines Pg. 5): Clarify what is meant by “permits existing uses” while accommodating transition. Does that mean *new entities* doing one of the existing uses can come in? Or are the businesses currently there just grandfathered in? For example, would new industry be permitted to move into the north and south sub-areas? MPC believes new business that aligns with existing industrial and manufacturing uses should be allowed to locate to the corridor if desired.

North Branch Design Guidelines Specific Comments

Goal 1: Maintain the North Branch Industrial Corridor as an Important Economic Engine and Vital Job Center within the City of Chicago

- Pg. 6, Principle 1.1: Strengthen the language around affordable housing requirements. Rather than saying “provisions” for affordable housing in areas allowing for mixed-use, the framework plan should set a standard that on-site affordability will be *required*.
- Pg. 6, Principle 1.2 is missing. MPC believes more guidelines are necessary to assist the relocation of business to other industrial corridors and within the same corridor. What criteria will be used to determine the most advantageous city locations? How will DPD determine this without having produced land use frameworks for the other corridors or studied the system as a whole?
- Pg. 10: MPC supports restrictions on surface parking. Furthermore, the design guidelines should explicitly state that parking lots fronting the river are not permitted and that all development along the river should have a river orientation (i.e. no large windowless walls).
- Pg. 13, Principle 1.5: Consider greater setback from river for buildings with greater height, in addition to the step-back approach. We recommend density transition down to both the neighborhood and river.

Goal 2: Provide Better Access for All Transportation Modes

- Pg. 15, Principles 2.2 and 2.3 warrant some street design guidelines that could be provided by the CTA or CDOT. In addition to improvements to bus route infrastructure, MPC encourages the CTA to consider re-introducing fixed bus route service on Elston and Clybourn Avenues. The CTA once ran service on both of these streets but no longer does.
- Pg. 19, Principle 2.4: The Design Guidelines state that opportunities exist to transition four key streets from auto-oriented configurations to pedestrian-oriented configurations, but does not name those four streets.
- Pg. 24, Principle 2.7: MPC is generally supportive of parking development recommendations, but we encourage the City to consider addressing parking issues through the zoning overlay ordinances, which could include provisions to relieve parking requirements for new development, particularly in the north sub zone area. Furthermore, the city should study where metered and zoned parking would be most appropriate.

Goal 3: Build Upon the North Branch Industrial Corridor's Unique Natural and Built Environment

- Consider including the riverfront trail in the maps on pgs. 16, 17 and 20 as it could become a critical route for bikes and pedestrian.
- Pg. 26: Consider increasing the development setback for large sites to be greater than 30' or require additional open space that is publicly accessible in the "development zone". Perhaps some sort of bonus can be given to developers who include a setback larger than 30' could be created.
- Pgs. 28 and 29: MPC supports the idea of accommodating separate paths, but dimension requirements to accommodate these trails seem a bit narrow. The cross section on pg. 103 shows 2' separating the bike and pedestrian trails, which is very narrow. Furthermore, separation requires 20' of trail width within a 30' setback, allowing only 10' of landscape between the trails and development structure if the trail is immediately on the river edge, and less if the trail is set back from the riverfront. MPC suggests expanding the river setback to at least 40'.
- While the idea of a Riverbank Zone is welcome, outside the envisioned in-river park in the North Branch Canal, we have doubts that much in the way of sloped, naturalized riverbank will be built in this area. However, the type of modular wetland units depicted on page 27, Principle 3.4, are quite likely to be built – they need consistent design standards from the City, U.S. Corps of Engineers and other relevant parties. This framework plan may not be the place to put them, but they are needed.
- In the section on Vegetation and Biodiversity, it is worth noting that while shade is a good thing for rivers for many reasons, too much shade can be a bad thing. The allowable building heights and densities in the framework plan have the potential to cause shade issues for surrounding buildings, but also for the river. Any shade studies required of new development should include potential shade cast on the river and riverfront.
- We encourage additions to the Green Infrastructure and Stormwater Management section to show how water will be managed on non-riverfront sites in the corridor.

March 6th, 2017
Ms. Eleanor Gorski
Department of Planning & Development
City of Chicago
33 N. LaSalle Street
Chicago, IL 60602

Eleanor,

After being briefed on DPD's North Branch Industrial Corridor Modernization meeting on February 21st we were surprised to understand that DPD has altered its original position on an updated Land Use overlay for the current "Buffer Zone" known as the Halsted Triangle neighborhood.

We applaud the time and effort that DPD has taken to augment many timeworn PMD land-use policies, but urge DPD to reconsider its decision to amputate the Halsted Triangle from its North Branch Industrial Corridor modernization effort.

As a member of the Halsted Triangle Owners Association ("HTOA") we supported the Halsted Triangle 2.0 study that proposed a thoughtful intersection of residential, commercial, and retail density to support dynamic and diverse urban planning principles within the Halsted Triangle. This was also represented in our more macro Goose Island 2025 vision plan that focused on a crucial relationship between high-tech office campuses (Goose Island) with adjacent retail and residential development (Halsted Triangle).

In August we were excited to see DPD acknowledge the research outlined in these two studies and vocally support mixed-use zoning within the Halsted Triangle. As such, we would like to understand why DPD has elected to alter its earlier position by removing the Halsted Triangle in its corridor modernization effort.

As a significant landowner in the area we deeply understand the crucial impact a dense and mature Halsted Triangle will have for demand on Goose Island. Without a place for office users to "live and play" in the Halsted Triangle, demand for high-tech office campuses on Goose Island will suffer. The Halsted Triangle will best be able to support mature retail density, particularly bars and restaurants, with 24/7 clientele that stem from local residential density. Without this, the Halsted Triangle will continue to be inundated with sub-optimal uses, particularly undeveloped parking lots and national "Big-Box" retailers.

Again, we applaud DPD's efforts, but recommend that DPD examine the direct and historical interaction between the Halsted Triangle "Buffer Zone" and its evolving industrial neighbors.

Sincerely,



Sean Dwyer
Vice President
Newcastle Limited

CC:
Brennan Hitpas
File - [REDACTED]

Wyatt, Todd

From: The Mellis Family [REDACTED]
Sent: Saturday, September 03, 2016 10:23 PM
To: Wyatt, Todd; Gorski, Eleanor; Hamilton, Luann; Dickhut, Kathleen
Subject: Hands off the PMDs

In case you did not see this

allan mellis

September 03, 2016

Letter to City Hall: Hands off the PMDs!

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Protect and enhance planned manufacturing districts

North Branch Works and the Modern Manufacturing Alliance applaud Chicagoland Chamber of Commerce CEO Theresa Mintle's wake-up call ("**The private sector must unite to halt City Hall's anti-business agenda**," Aug. 25). North Branch Works is a nonprofit organization and a delegate agency of the city's Department of Planning and Development; our mission is to retain and expand industry and businesses located in several North Side industrial corridors. MMA is a coalition of businesses in the North Branch Industrial Corridor that support planned manufacturing districts and the jobs they retain and create.

PMD zoning has fostered a business ecosystem in the North Branch Industrial Corridor that supports employment and job growth. PMD companies contribute to Chicago's strong economy with head-of-household jobs and by providing goods and services that support an additional 2.5 jobs (the manufacturing jobs multiplier) for each job at a local firm. Companies in the corridor employ nearly 10,000 people, 75 percent of whom are Chicago residents living in all 50 wards of the city. Now the city is considering eroding PMDs by proposing to allow residential development in these areas, which is incompatible with the businesses that succeeded there for decades.

As Mintle noted, businesses pay property taxes at a rate 2.5 times the rate of residential property. PMD companies also pay many other taxes, such as sales, income and transportation taxes. Putting residential properties in PMDs would reduce city tax revenues and increase the property tax burden on homeowners required to pay for the necessary city services for new residents.

It is in the city's best interest for future economic development to protect and enhance the PMDs that are working well, not dismantle them.

ROBERT DOEPEL

Chairman

MIKE HOLZER

Executive director

North Branch Works

**North Branch Industrial Corridor (NBIC) Meeting Thoughts
December 13, 2016**

The primary goal of the NBIC Plan is to provide good paying jobs. However, there must be a balance between the needs of new businesses coming into the NBIC and the existing local residential and manufacturing communities.

With this in mind, the following are suggestions to make this a successful plan for all.

1. A key element of most Urban Innovation Districts is a **substantial public transportation infrastructure**. Their needs to be a permanent connection to CTA rail lines and an upgraded Clybourn Metra stop, as well as, the reinstatement of the Clybourn Bus.
2. The surrounding communities are lacking in **public open space**. New public open space should be accessible and convenient to the community and provide facilities, such as, a field house, soccer field, and riverfront amenities (e.g. water taxi, boat dock, parking, disabled access to the river trail, fishing pier, food kiosk, etc.)
3. **Traffic congestion** is a significant concern. Some suggestions to address this are: reconfiguring Courtland for additional capacity for automobiles, bicycles, and public transportation, studying the feasibility of extending Armitage Avenue, building a second bridge over the Chicago River, reopening Southport and extending it to the river, and connecting to the 606.
4. **Compatible new uses** should compliment existing uses by having quality architecture with appropriate scale, and an overall development plan including landscaping, transportation, and shared resources such as parking. They should **respect the existing manufacturing businesses**.
5. There is **no need for significant retail and residential** in the NBIC. Any new residential should be solely workforce (affordable housing) for NBIC workers. Any new retail should be the minimum necessary to service NBIC workers and not compete with existing neighborhood businesses.
6. A key element of the NBIC plan is the **definition of mixed-use and buffer zones**. Their needs to be a well-defined description of the mixed-use zone that minimizes uses that would not be compatible with existing businesses. The buffer zone that is currently defined for the PMD should be sufficient.
7. When the overall NBIC Development Plan is finalized, a **community benefits agreement** needs to be created to include: new community amenities, transportation improvements, public open space, protection of existing businesses, shared parking, congestion mitigation and other matters.

Chicago Riverfront Amenities for New Developments

By Allan Mellis

The Chicago River Task Force recommendation and subsequent Chicago City Council action requires all developments to provide a 30 foot setback from the river. While this is a good start, incentives are needed to require developments to provide riverfront amenities, respect for those along the river, and most importantly river access. Incentives such as TIF funds or zoning bonuses need to be identified early in the development process.

One of Mayor Emanuel's top priorities is the redevelopment of the Chicago River. Plans are in place for new boathouses and an exciting downtown river walk. What is needed is to extend the implementation of the Mayor's vision to the other parts of the Chicago River.

The following recommendations are universally applicable to developments along the Chicago River.

1. River Front Amenities

- a. Boat, kayak and canoe launch
- b. Water Taxi Station
- c. Fishing Pier
- d. Chicago River Trail finished path in the 30 foot setback

2. River Access

- a. Divvy Shared Bicycle Station
- b. Dedicated Parking spaces including boat trailer parking for Chicago River Visitors
- c. Disabled accessible path to Chicago River Trail and the Chicago River

3. Other Amenities

- a. Restaurant with outdoor seating facing the river
- b. Public Restroom

4. Aesthetics

- a. Restoration of Chicago River bank
- b. All structures should have the same high quality finishes on all sides and not turn their back to the river.
- c. Well-landscaped, maintained open areas, exceeding City of Chicago landscape requirements, which complement the Chicago River location.
- d. No free standing signage except signs that indicate Chicago River access

The redevelopment of Wolf Point has included some of these amenities. The redevelopment of the Vienna Beef site at 2501 North Damen, the establishment of a Ford car dealership at 2501 North Elston, and the redevelopment of Lathrop Homes at 2000 West Diversey are some immediate projects that should include some of the above recommendations.

Prepared by: Allan Mellis (Former member of the Chicago River Task Force as the Director of Planning and Development of the Forest Preserve District of Cook County)

North Branch Industrial Corridor (NBIC) CTA Connection Proposal By Allan Mellis

Across the country, one of the key components of Urban Innovation Districts is access to transit. One of the North Branch Industrial Corridor Goals is: Improve the multi-modal transportation network to better support and encourage trips by walking, biking, transit and shared-use mobility options.

The transportation component of the North Branch Framework Plan (presented on December 13, 2016) was comprehensive but **a key component was missing – better access to the CTA**. While the CTA's Red Purple Modernization project was included, there was no mention of how to take advantage of it.

There are two suggestions for improved CTA access:

1. Providing a permanent **short route bus loop** connecting the CTA Fullerton (Red, Brown, Purple Lines) and Armitage (Brown, Purple Lines) Elevated Stations and the Clybourn Metra Station.
2. **Reinstate the Clybourn Avenue Bus** connecting the Redeveloped Lathrop Homes, Costco Shopping center, the North/Clybourn CTA Station and the Clybourn retail district.

The reasons for improved CTA access to the North Branch Industrial Corridor are as follows:

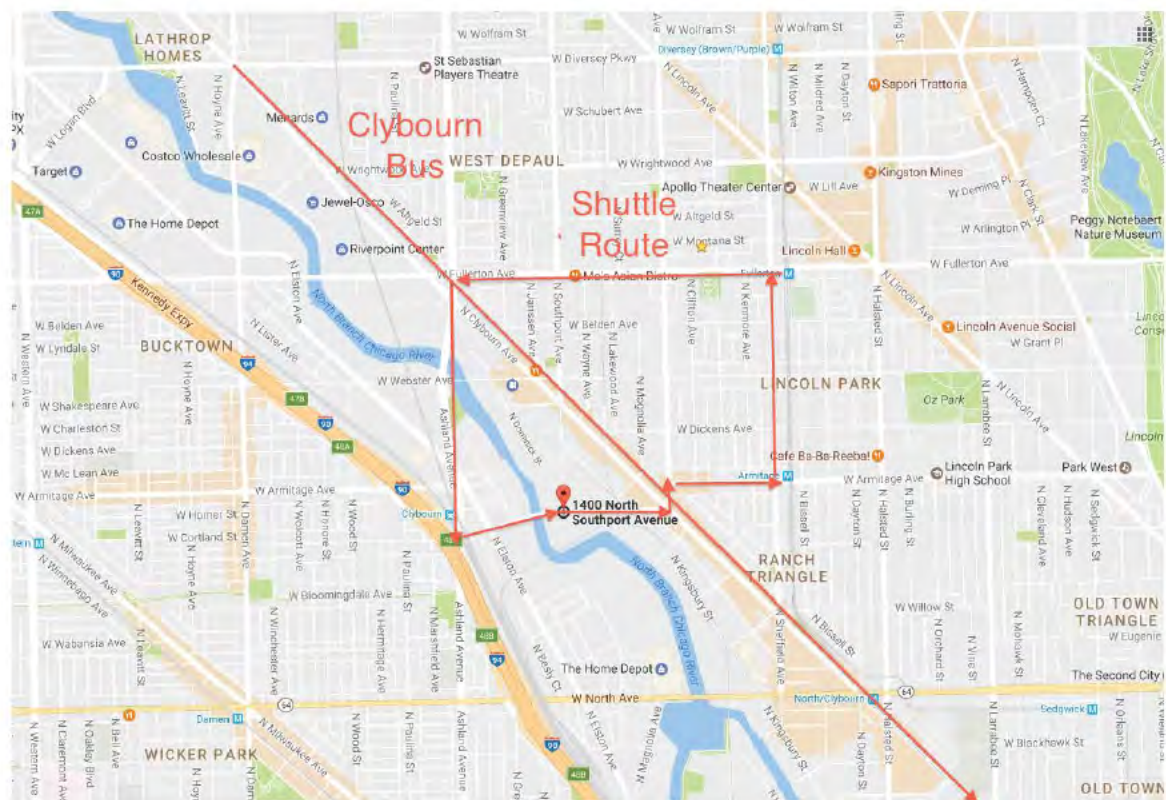
1. Provide access to jobs for City of Chicago residents, especially those living on the South and West Sides of Chicago, and Lathrop Homes.
2. Provide access to NBIC public open space, the Chicago River, and recreational opportunities.
3. Reduce motor vehicle traffic and the need for excessive parking.
4. Make it easier for NBIC workers to access retail stores and provide more options for access to affordable residential housing.
5. Increase the success of the **NEW** North Branch Industrial Corridor by providing better access to transit.

The Shuttle Bus route could be operated by the CTA and financed by the NBIC developers and possibly a Federal Government Reverse Commute Grant.

A proposed shuttle bus route would start from the Fullerton CTA Station, west on Fullerton, south on Ashland, east on Courtland, north on Racine, east on Armitage, north on Sheffield. (See attached map)

The hours of operation would be from 7 A.M. to 11 P.M.

Prepared by: Allan Mellis



North Branch Industrial Corridor Land Use Plan
Post February 21, 2017 Meeting Comments
By Allan Mellis
February 27, 2017

GENERAL

1. The process needs to be slowed down to ensure that all public comments are addressed for both the Draft Land Use Plan and Design Guidelines.
2. The Chicago Plan Commission should review PMD #1 prior to their review of the proposed Land Use Plan.
3. Design Guidelines should be presented at an evening community public meeting for discussion and comments.
4. The final draft Land Use Plan and Design Guidelines should be presented at a public meeting incorporating community comments
5. The process for reviewing all proposed zoning changes should follow the same public process as the development of the Land Use Plan.
6. After the Land Use Plan is adopted, it would be beneficial to have a discussion among the current businesses, residents, and developer(s) to minimize any potential conflicts. North Branch Works could help facilitate the discussion.
7. The Land Use Plan should set a target for what percent of land area should be for employment, open space, transportation, etc.
8. Community Benefits – All improvements promised by developers and the City of Chicago should be documented in an enforceable Community Benefits Agreement.

MIXED USE CATEGORY / NORTH SUB AREA

9. The mixed-use category is too general, especially for such a large number of acres. Since it would allow almost any use, it is in essence a blank check for any developer.
10. If residential is allowed, the area should be specifically defined within the mixed-use category.
11. There should be specific areas where retail uses are allowed.
12. No residential should be allowed on the first floor on any building.
13. Prohibited uses should be included in the Land Use Plan.
14. Building height limits should be included in the Land Use Plan.
15. The proposed maximum F.A.R. with bonuses is too high. It should be at most 5.0.
17. The money collected from bonus F.A.R. should be put into a restricted North Branch Industrial Fund that can be used for: Open Space Improvements, Transit improvements, bicycle improvements, River Walk improvements including public restrooms, etc.
18. It is not clear why a buffer zone is needed in addition to the existing PMD #1 buffer zone.
19. If there is a new buffer zone, it is not clear what are the allowable uses.

RETENTION / EXISTING BUSINESS PROTECTION

20. Current businesses should be interviewed about their concerns including potential conflicts with new developments, and increases in their property taxes.
21. Existing business that chose to remain should have their property taxes capped or an increase set at a reasonable rate.
22. Existing businesses should be asked what infrastructure improvements would benefit them.
23. New businesses should sign an agreement that they will not formally complain about existing businesses operations.
24. A committee should be established of existing businesses to work with developers to minimize conflicts such as use of the river.
25. Eminent domain should not be used unless absolutely essential for public benefit.

RELOCATION

26. An Industrial Business Relocation Fund needs to be established that will allow existing businesses to move to new locations in the City of Chicago.
27. Existing PMD businesses that move should be consulted about their requirements for new locations.
28. The City of Chicago should use those relocation requirements to identify new locations.
29. The new locations should not only serve the requirements of the businesses, but also provide additional high paying jobs to members of disadvantaged communities.
30. If required, the City of Chicago should acquire appropriate relocation property.
31. If General Iron is considering moving, the City of Chicago should assist in the relocation. The land sale could include a donation, for tax purposes, to a non-profit open space organization such as the Trust for Public Lands for community recreational public space. Adjacent contaminated property could be addressed in the same manner.

RIVERFRONT

32. There needs to be frequent accessible access points to the river walk.
33. The potential conflict between the river walk and the business users of the river need to be addressed.
34. There needs to be public parking at access points that includes spaces for trailers.
35. A fishing pier should be included.
36. Provisions for a future water taxi docking stations should be included.
37. Increase the required river setback from 30 feet to 60 feet that could include a wider trail allowing divided pedestrian and bicycle paths, as well as, programmable space.
38. Buildings along the riverfront should embrace the river with outdoor programmable space (e.g. a weekend Farmer's Market) adjacent to the river, and attractive building facades and materials.

- 39. The new building owners/developers should contribute to a fund to maintain the riverfront structures and plantings.
- 40. Lighting should be installed that is directed downward.
- 41. Security cameras should be installed.
- 42. A privately maintained permanent, public, accessible restroom should be constructed.
- 43. A food kiosk or small restaurant with seating should be built.
- 44. There needs to be signage directing community residents to the river walk.
- 45. There needs to be a direct pedestrian path from the community to the river walk.
- 46. The river walk should have signs that state that it is public property for all to enjoy.

RESIDENTIAL

- 47. Maximum residential F.A.R. in mixed-use zone should be 10 percent of the total allowable F.A.R.
- 48. The Land Use Plan should state that all residential housing will be solely for workers in the North Branch Industrial Corridor
- 49. At least fifty percent of the residential housing should be workforce housing.

RETAIL

- 50. Maximum retail F.A.R. in mixed-use zone should be 5 percent of the total allowable F.A.R.
- 51. Retail should be limited to local retail to serve the employees and residents of the NBIC
- 52. No big box stores should be allowed.
- 53. All retail stores should be limited to approximately 5,000 – 7,000 square feet for local retail.

TRANSPORTATION ACCESS

- 54. In all Urban Innovation District examples, the key component is adequate transit service (e.g., The Morgan CTA station in the Fulton Market District). The NBIC does not have that key component.
- 55. There needs to be a developer paid free 24/7 shuttle service connecting the NBIC to the CTA Fullerton and Armitage elevated stations and the Clybourn Metra Station. A possible route should be included on the transportation maps.
- 56. There needs to be an internal NBIC shuttle service to reduce the dependence on automobiles during the day. It should have stops at the river walk, recreation areas, residential buildings, and public transportation locations.
- 57. There is no need for a north south transit way. Resources should be better spent connecting to the CTA.
- 58. The Clybourn Bus should be reinstated to serve not only the NBIC, but also the redeveloped Lathrop Homes and the Clybourn Retail Corridor

TRAFFIC CONGESTION

- 59. When allocating infrastructure funds, priority should be given to those projects that encourage non-automobile uses.

60. Current businesses should be interviewed about their current traffic congestion concerns including locations, days and times.
61. The current and future traffic flows should be put into a computer model to identify congestions points.
62. Simulations should be done to determine the optimum location of intelligent transportation technologies and to see what their impact will be.
63. Truck delivery schedules should be recommended to reduce traffic congestion.
64. Limiting housing to workers in the NBIC and having an internal shuttle service should help reduce congestion.
65. Viaduct and traffic flow projects that we helped existing businesses should be given a high priority.
66. The intersection of Ashland/Elston/Armitage should be improved.
67. The Armitage viaduct should be modified to improve traffic flow.
68. The Clybourn Metra Station parking lot should be reconfigured by having the driveway on Armitage be only inbound.
69. The viaduct on Ashland north of Cortland needs to be entirely rebuilt with no columns in the roadway.
70. The driveway on Armitage to the Best Buy and Kohl's should prohibit access and allow exiting traffic to only turn right.
71. Large entertainment venues should not be allowed in the area.

INFRASTRUCTURE

72. Developers and potential businesses should be asked their infrastructure improvements needs and priorities (e.g., fiber optic cables, adequate electricity, adequate road widths and loads, etc.).
73. Southport should be reopened between Cortland and Clybourn
74. Southport should be extended south from Cortland to the Chicago River
75. Widening of Cortland should be to accommodate non-automobile uses like protected bike lanes and bus lanes.
76. There should be a study to determine if Armitage can be extended through the NBIC. If it can, the city should assist businesses like Ozinga to relocate.
77. The proposed pedestrian bridges are an excellent idea, but should be wide enough to have separate bicycle and pedestrian paths in each direction.
78. A second bridge should be built from either Cortland or Southport over the Chicago River.
79. Sidewalks should be at least ten feet wide and include trees.
80. All light poles should provide the ability to have security features, and energy efficient lighting that is directed downward. This would include the river trail.

BICYCLE

81. The 606 extension should be wide enough to have separate bicycle and pedestrian paths.
82. Determine a future on-street/off-street bicycle route east of the 606 extension.
83. All bicycle/pedestrian bridges should have separate bicycle and pedestrian paths.
84. Newly constructed bicycle lanes should be protected.

- 85. Dedicated parking should be provided at the end of the 606 extension.
- 86. New Divvy stand locations should be identified.
- 87. Businesses in the area should be encouraged to sponsor new Divvy stations.
- 88. The location of public bicycle racks and corrals should be identified.
- 89. All bicycle racks should be consistent with the NBIC Identity program.

IDENTITY / SIGNAGE / WAYFINDING

- 90. In order to be successful, the NBIC needs to have a strong identity including a new name.
- 91. Develop a new logo immediately to be used in all aspects of the area including wayfinding, railings, tree grates, entrance signs, new bridges, etc.
- 92. A wayfinding system should be developed to make it easy to find businesses, public transportation, bicycle routes, the riverfront, neighborhood attractions, etc.
- 93. Easy to read maps should be displayed throughout the area.
- 94. A logical address system should be designed to make it easy to locate businesses.

PARKING

- 95. Public parking should be provided for access to the river trail, recreational open space, and the 606 extension.
- 96. All business parking should be contained inside the buildings, either at grade or underground.
- 97. Any necessary surface parking should be landscaped so as to hide automobiles.
- 98. Any reduced building parking requirement should be based upon access to nearby transit (similar to the Transit Oriented Development Ordinance).

JOBS

- 99. A job-training center should be included in the NBIC.
- 100. New transportation alternatives should be identified to allow city residents in need of jobs to be able to get to the NBIC.
- 101. Job hiring should favor city residents.

OPEN SPACE

- 102. The open space designation should be broken down into, riverfront, active, passive, and private.
- 103. All public open space should read as public open space.
- 104. All public open space should clearly indicate that it is for public use.
- 105. There should be an overall plan and funding for maintenance.
- 106. Putting mid-rise buildings around open space will read as private open space.

BUILDINGS

- 107. Every effort should be made to retain and reuse existing buildings.
- 108. Buildings adjacent to the river should not turn their backs to the river.
- 109. All buildings should be of high quality, using high quality materials.
- 110. Buildings should have adequate setback from the public way.

RECREATION

- 111. The land use plan should indicate active recreation areas.
- 112. Consideration should be given to recreation space that can be used year round such as a field house, indoor soccer fields, and tennis and basketball courts.
- 113. Appropriate lighting should be included to extend hours of use.
- 114. The public should be able to use the space at reasonable times.
- 115. The recreation areas should be accessible by public transportation from the community and have parking.
- 116. No entity should be able to have the ability to reserve the space for all prime time.
- 117. Leagues should be encouraged that allow employees and local residents to play together.

LANDSCAPING

- 118. Landscaping guidelines should be developed that allow each business to be unique but complement each other's landscaping plans.
- 119. Adequate funding should be set aside for maintenance.

PEDESTRIAN

- 120. A pedestrian access plan (including bridges, underpasses and intersections) should be developed that ties the NBIC with the adjacent communities.

Prepared by: Allan Mellis

Lincoln Park Community Area 7 Open Space Needs

Sources:

Chicago Park District 2016 Lincoln Park Land Acquisition Plan Page 11,

Chicago Park District email from Doreen O'Donnell 3-23-17

City Space Plan January 1998 Page 35

Total Open Space (including Lincoln Park) = 447.72

Population (2010) = 64,116

Open Space Need (2 acres / 1000 people) = - (minus) 319.49 acres

Lincoln Park (park in Lincoln Park Community Area 7) = 413.96 acres

Total Lincoln Park Open Space (not including Lincoln Park (park)) = 33.76 acres

**Needed open space for community area 7
(Not including Lincoln Park (park)) = 94.47 acres**

Justification

According to the Chicago City Space Plan, Lincoln Park (park) is a Magnet Park - 50+ acres, attracting large numbers of visitors from the entire metropolitan area e.g. Northerly Island.

The fact the Lincoln Park (park) includes the Lincoln Park Zoo, Peggy Notebaert Nature Museum, the Chicago History Museum, Alfred Caldwell Lily Pond, and Lincoln Park Conservatory clearly indicates that this is a Magnet Park and should not be counted as part of our community open space.

Prepared by: Allan Mellis

April 2017

4-7-17
review w/ Allan Mellis

Allan Mellis



0

April 7, 2017

Eleanor Gorski, Deputy Commissioner
Department of Planning and Development
City Hall
121 North LaSalle Street
Chicago, Illinois 60602

Dear Eleanor,

I hope you are one hundred percent recovered from your back problems. I want to thank you and the department for understanding the importance of developing a framework for the North Branch Industrial Corridor. I, also, appreciated the community meetings you have held and our discussions. Since the Framework Plan is nearing completion, my comments will be specific and suggest actual language for the Framework Plan. The comments are based upon the March 2017 Draft for Public Comment.

Page 2-3

#1

Reduce the amount of corridor land designated as a PMD, reserving the designation for the core industrial area on Goose Island **[and north along the east side of the interstate highway]**.

same as North Branch works.

Page 3

create alternatives to existing travel routes for bicyclists and pedestrians; **[provide public / private transportation connections to the CTA and Metra Stations;]** *more emphasis*

Identify public way, river edge, open space and urban design principles to preserve the **[historic]** industrial character of the corridor *Add words.*

Page 13

Add [Chicago River Corridor Design Guidelines and Standards]

Page 14

too broad of statement

However, some PMDs **[have outlived their purpose in key areas and]** need to be reviewed for their current viability and utility in advancing those goals.

Page 20

The North Branch [~~benefits from its proximity~~] is [within a ten minute walk] to five CTA transit stations on the Red, Brown and Blue lines;

Page 22

As the area transitions to a more mixed-use employment center, the corridor's unique physical and natural assets can be integrated into a modern, functional industrial landscape. [Architecturally significant buildings should be considered for landmarking].

Page 24

Mixed-use environments that include [local] residential, neighborhood serving retail

← residential associated with development

Page 23

Beyond Chicago, successful innovation districts have established in urban areas across the United [Stations] [States] typo

Page 28

This Sub-Area contains the most stable land uses in the corridor. [This subarea may be extended into the North Area along the highway, which contains many long term manufacturing businesses]

Page 34

Other desirable uses often include [local] neighborhood oriented food, beverage and retail establishments

Page 36

At least [50] [70] percent of the corridor's land should be allocated for employment-oriented development.

[If they desire to move,] The City will assist North Branch companies seeking more advantageous city locations

North Subdistrict
70% employment retail
10% open space
20% resident

Page 37

while new residential projects that convey exclusive ownership and access to the waterfront should be limited. [Provisions should be made to accommodate businesses that use the river for delivery of raw materials.]

will require partnerships to recruit and train skilled labor citywide [especially the disadvantaged and local residents]

Page 38

Priority should be given to improvements involving existing bus, train, **[new connections to public transit,]** and multi-purpose paths, which while providing alternative paths to relieve the pressure on congested streets and intersections. **[Improved public transportation, additional bicycle and pedestrian amenities, and limited parking will act to discourage private automobile use.]**

parking limits

Page 40

dedicated shuttles to area **[train]** **[public transit]** stations, **[and within the corridor]** **[and]** **[as well as]** other options.

Page 41

A dedicated transit-way through the corridor for pedestrians, cyclists and buses **[would]** **[may]** potentially help to mitigate traffic

doesn't think it works.

make ~~one~~ e-w bus connection to transitway

Page 44

Ashland/Elston/ Armitage/Cortland Viaduct Reconstruction

Note: This should be moved to the short term priority list

is third phase meaning starts third phase. or does it mean it starts earlier because such a long time.

Page 48

recently completed 606 multi-purpose path that terminates near the corridor's western boundary. **[The path should be wide enough to accommodate both bicyclists and pedestrians. Continuation of the path further east to the Lakefront should be studied.]**

Page 56

that would establish a basis for – **Note: sentence is incomplete**

The boundaries of the corridor's PMD zoning would be reduced **[to the Central Sub-area.]** The PMD in the North Sub

Page 57

North Subarea within overlay Maximum base F.A.R. of **[3.0]** **[4.0]** with bonus available in B and C Districts up to 6.5 total

Note: There needs to be a balance between allowing a quality project to be built and being too dense. I am not sure what base F.A.R. would accomplish that.

Page 60

The fee would be used to support the **[North Branch]** corridor system **[citywide]**.

where B and C zoned properties with a base **[3.0]** **[4.0]** FAR

Funds may also be allocated for job support within the corridor ~~[, and to further supplement citywide industrial job-generating and retention efforts.]~~

Page 61

Utilizes and leverages the multiple resources created by the North Branch Development to enhance jobs and the tax base ~~[both]~~ in the north branch ~~[. area and to benefit other Industrial Corridors which would not otherwise have access to such resources.]~~

Page 74 Appendix

Address aging infrastructure which is unsafe and inadequate to serve existing uses

[Provide a public transportation connection to the Fullerton Red Line, the Armitage Brown Line and the Clybourn Metra Station]

North Branch Design Guidelines Appendix

Page 6

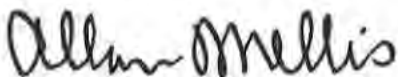
Principle 1.1: Allow mixed-use development in appropriate locations with provisions for ~~[affordable]~~ **[workforce]** housing **[for workers in the North Branch corridor]** and publicly accessible open space.

Note: I have not repeated comments that have been made for the Framework Plan.

Unanswered questions

1. What will be the fees for the industrial corridor and north branch floor area ratio bonuses?
2. How can the fees be used?
3. Can the NBIC Framework Plan be amended, in response to changing conditions, after the Chicago Plan Commission passes it?
4. Will the maximum allowable residential FAR be 20 percent of the total? *not clear*
5. What will be the maximum building height?
6. Who will be responsible for river walk maintenance?

Sincerely,



Allan Mellis

North Branch Industrial Corridor Comments

April 18, 2017 Meeting

1. What is the estimate cost of the North Branch Trail (32 acres), Wetland Parks with Boardwalks (17 acres), 606 Connection (1 acre) and the transit way?
2. Who will be paying for the river walk and shore line improvements?
3. Who will be responsible for the river walk maintenance?
4. Will this river front open space be considered a magnet park?
5. Is there any guarantee that private developers be required to provide public accessible, active open space?
6. Why is there a push back on active open space during the input phase?
7. If a certain amount of open space is desired, how was it determined that just about all of it was for the river walk and wetlands?
8. How were the base, and bonus F.A.R. maximums determined?
9. How will the projects, that will be funded by impact and bonus fees, be prioritized?
10. Will the Armitage / Ashland / Elston / Clybourn viaduct improvements moved up to Phase One?
11. When will impact and bonus fees be published?
12. Since the impact and bonus fees will be paid by NBIC developers, what is the justification for those fees to be spent outside the NBIC since the infrastructure monetary needs will far exceed the fees collected?
13. Who will be responsible for the analysis and funding of future traffic congestion improvements due to NBIC developments?
14. Who will be responsible for roadway improvements?
15. What is the baseline for acceptable traffic congestion?
16. Will connecting east-west public transportation routes to the transit way be incorporated into the Framework Plan?
17. Will the framework plan include a NBIC transit connection to the Fullerton Red Line, Clybourn Metra Station, and the Armitage Brown Line CTA stations?
18. What specifically is being proposed to protect non-polluting existing manufacturers who have remained in the Planned Manufacturing District that was created to protect them?
19. Does DPD support the need for a Community Agreement between the neighborhood associations and the developers?
20. How will all the public comments be incorporated into the final Framework Plan? Will each comment be listed with the DPD response?
21. When will the Final Framework Plan be available prior to its submittal to the Chicago Plan Commission?

North Branch Industrial Corridor (NBIC) Meeting Thoughts
December 13, 2016

The primary goal of the NBIC Plan is to provide good paying jobs. However, there must be a balance between the needs of new businesses coming into the NBIC and the existing local residential and manufacturing communities.

With this in mind, the following are suggestions to make this a successful plan for all.

1. A key element of most Urban Innovation Districts is a **substantial public transportation infrastructure**. Their needs to be a permanent connection to CTA rail lines and an upgraded Clybourn Metra stop, as well as, the reinstatement of the Clybourn Bus.
2. The surrounding communities are lacking in **public open space**. New public open space should be accessible and convenient to the community and provide facilities, such as, a field house, soccer field, and riverfront amenities (e.g. water taxi, boat dock, parking, disabled access to the river trail, fishing pier, food kiosk, etc.)
3. **Traffic congestion** is a significant concern. Some suggestions to address this are: reconfiguring Courtland for additional capacity for automobiles, bicycles, and public transportation, studying the feasibility of extending Armitage Avenue, building a second bridge over the Chicago River, reopening Southport and extending it to the river, and connecting to the 606.
4. **Compatible new uses** should compliment existing uses by having quality architecture with appropriate scale, and an overall development plan including landscaping, transportation, and shared resources such as parking. They should **respect the existing manufacturing businesses**.
5. There is **no need for significant retail and residential** in the NBIC. Any new residential should be solely workforce (affordable housing) for NBIC workers. Any new retail should be the minimum necessary to service NBIC workers and not compete with existing neighborhood businesses.
6. A key element of the NBIC plan is the **definition of mixed-use and buffer zones**. Their needs to be a well-defined description of the mixed-use zone that minimizes uses that would not be compatible with existing businesses. The buffer zone that is currently defined for the PMD should be sufficient.
7. When the overall NBIC Development Plan is finalized, a **community benefits agreement** needs to be created to include: new community amenities, transportation improvements, public open space, protection of existing businesses, shared parking, congestion mitigation and other matters.

Chicago Riverfront Amenities for New Developments

By Allan Mellis

The Chicago River Task Force recommendation and subsequent Chicago City Council action requires all developments to provide a 30 foot setback from the river. While this is a good start, incentives are needed to require developments to provide riverfront amenities, respect for those along the river, and most importantly river access. Incentives such as TIF funds or zoning bonuses need to be identified early in the development process.

One of Mayor Emanuel's top priorities is the redevelopment of the Chicago River. Plans are in place for new boathouses and an exciting downtown river walk. What is needed is to extend the implementation of the Mayor's vision to the other parts of the Chicago River.

The following recommendations are universally applicable to developments along the Chicago River.

1. River Front Amenities

- a. Boat, kayak and canoe launch
- b. Water Taxi Station
- c. Fishing Pier
- d. Chicago River Trail finished path in the 30 foot setback

2. River Access

- a. Divvy Shared Bicycle Station
- b. Dedicated Parking spaces including boat trailer parking for Chicago River Visitors
- c. Disabled accessible path to Chicago River Trail and the Chicago River

3. Other Amenities

- a. Restaurant with outdoor seating facing the river
- b. Public Restroom

4. Aesthetics

- a. Restoration of Chicago River bank
- b. All structures should have the same high quality finishes on all sides and not turn their back to the river.
- c. Well-landscaped, maintained open areas, exceeding City of Chicago landscape requirements, which complement the Chicago River location.
- d. No free standing signage except signs that indicate Chicago River access

The redevelopment of Wolf Point has included some of these amenities. The redevelopment of the Vienna Beef site at 2501 North Damen, the establishment of a Ford car dealership at 2501 North Elston, and the redevelopment of Lathrop Homes at 2000 West Diversey are some immediate projects that should include some of the above recommendations.

Prepared by: Allan Mellis (Former member of the Chicago River Task Force as the Director of Planning and Development of the Forest Preserve District of Cook County)

North Branch Industrial Corridor
Thoughts about Residential Uses in a Mixed Use Zone
By Allan Mellis

The development of a North Branch Industrial Corridor Land Use Plan is an excellent first step in laying out a vision. The North Branch Industrial Corridor is currently home to many successful, long-term manufacturing companies.

The major arguments against residential as part as the mixed use zone are:

1. There is no direct proximity to public transit, which makes this a much less desirable place for residential.
In the new Urban Innovation Districts are being developed across the country there is one basic component in every one of them which is **ample, direct proximity to public transit.**
2. It will create a conflict with businesses whose residents will start complaining to the City and Alderman about various issues including hours of operation.
The replacement of business-zoned property with residential zoned property will result in existing businesses leaving the Corridor along with their high paying jobs and their property assessments that are two and one half the amount of residential property assessments.
3. The goal of the current Planned Manufacturing District and a future Urban Innovation District is to retain and attract companies that offer high paying jobs.
4. There is plenty supply of residential properties in the adjoining communities of Lincoln Park, Wicker Park and Bucktown with an established buffer zone.
5. New residential will have a huge impact on schools.
6. There is not a need for \$3 million single-family homes or high rises for people who will be working elsewhere.

While these are arguments against residential development in the mixed-use zone, there is a need for workforce (affordable) housing. If the mixed-use zone must contain any residential housing it should be workforce (affordable) housing for employees in the North Branch Industrial Corridor or work/live space that is built at the same scale as the non-residential developments.

Prepared by: Allan Mellis [REDACTED]
[REDACTED]

North Branch Industrial Corridor (NBIC) Meeting December 13, 2016 Community Questions

In talking to many members of the community, the following basic questions have come up.

1. Will community organization's and residential neighbor's input be given serious consideration? Or is this a done deal?
2. Will existing residential, business and manufacturing company concerns be addressed?
3. What will be given more weight – What is best for the existing manufacturing and residential community or what is best for a new corporation coming into the North Branch Industrial Corridor?
4. How will new residential benefit the community?
5. Will a community benefits agreement be drawn up that includes promised public amenities provided by the Developer(s), City of Chicago, CTA, and other entities? Will the signing of this agreement be required prior to any permits being issued?

Lincoln Park Community Area 7 Open Space Needs

Sources:

Chicago Park District 2016 Lincoln Park Land Acquisition Plan Page 11,

Chicago Park District email from Doreen O'Donnell 3-23-17

City Space Plan January 1998 Page 35

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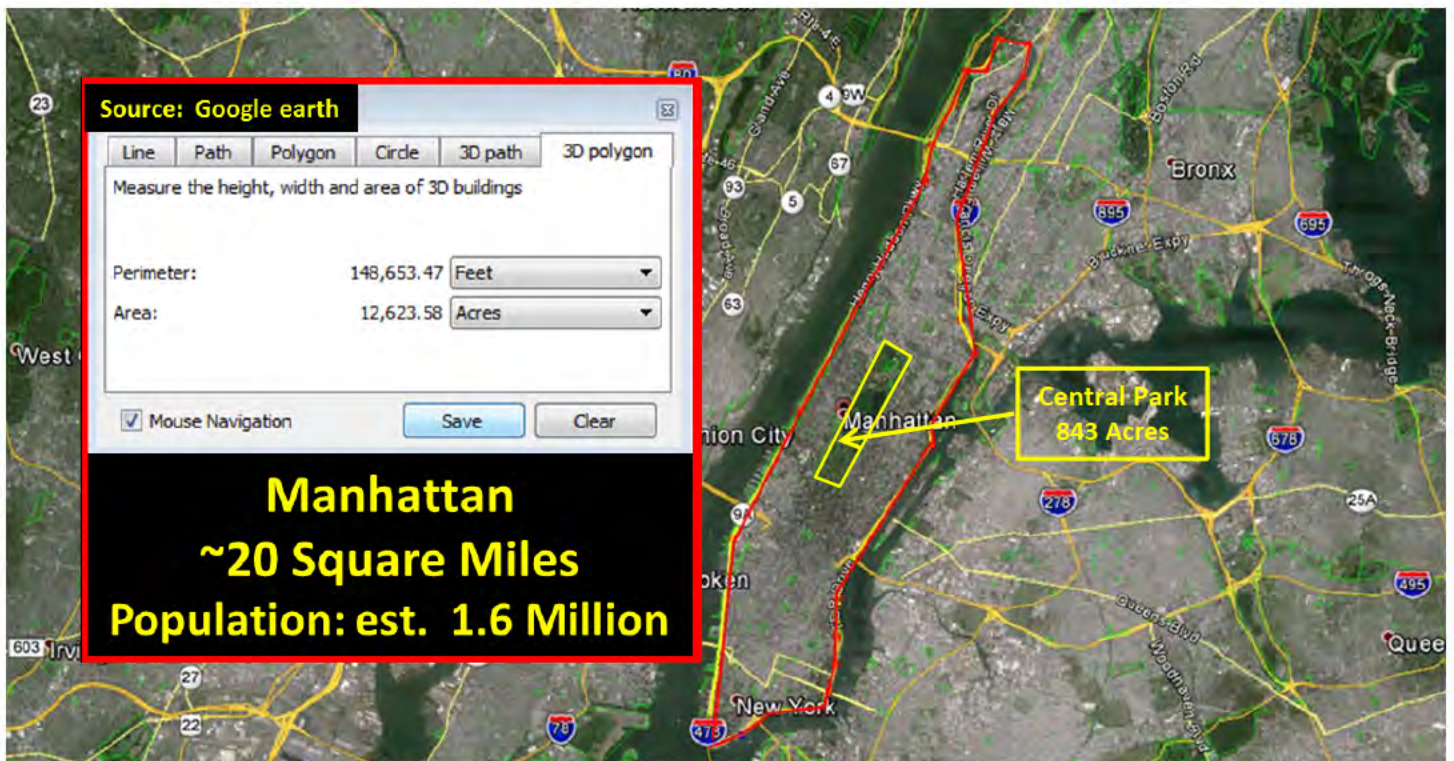
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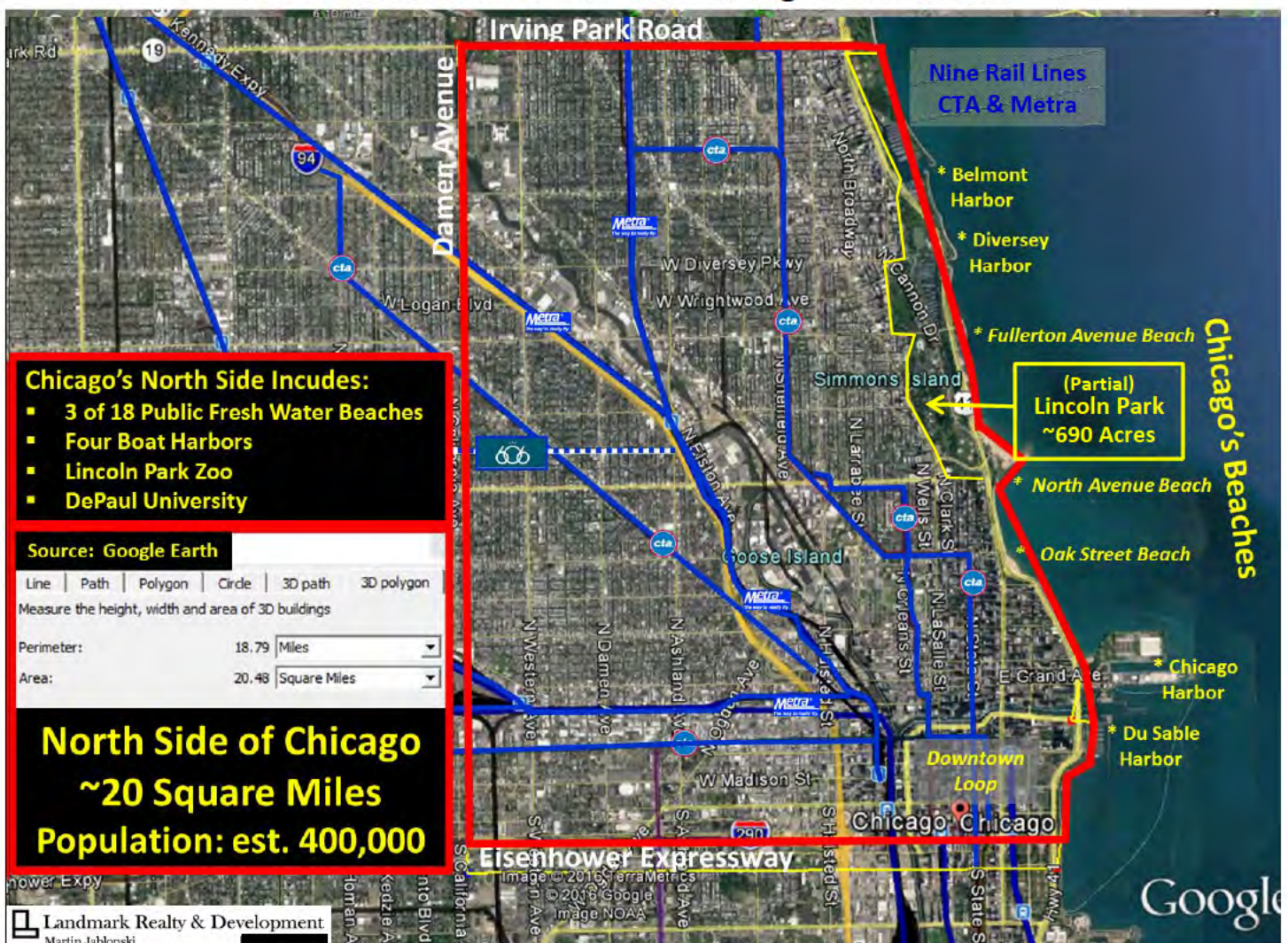
Prepared by: Allan Mellis

April 2017



COMPARISON

New York's Manhattan vs. Chicago's North Side



October 5, 2016

Mayor Rahm Emanuel
City Hall
121 N. LaSalle Street
Chicago, Illinois 60602



Re: New business
to the city

Dear Mayor Emanuel:

The Lincoln Park Chamber of Commerce (LPCC) is a business and community organization that supports and celebrates Lincoln Park as a thriving place to live, work and play. We are writing to confirm our support for many of the ideas presented in the North Branch Industrial Corridor Modernization plan as well as express some concerns as the plan moves forward.

We are in full support of assisting companies planning to expand and/or relocate within Chicago's Industrial Corridor System. Businesses focused on technology, research and manufacturing should be encouraged to locate within the Industrial Corridor. These types of businesses provide head-of-household jobs which allow Chicago residents to stay in the City and attract national talent to work in Chicago.

Additionally, we support improvement of the river front for pedestrians and bicyclists in appropriate locations. In particular, we are in favor of improving east/west multi-modal transportation, particularly across the Interstate, the North Branch (River and Canal), and the Metra tracks. Appropriate multi-modal transportation accommodations, incentives, and infrastructure supporting an increase in new workers and visitors to the area should be provided.

After reviewing the Department of Planning and Development (DPD) recommendations to allow mixed use developments in the North Branch area, we want to express several concerns on behalf of our membership and neighborhood partners. The LPCC does not believe that any zoning in the North Branch redevelopment area should allow residential development. As we've seen in our business districts, residential and business goals are often in conflict regardless of the sector. Residential concerns are often given priority with elected officials and can ultimately lead to businesses having to change their business operations or eventually vacate the area. We recognize many well established businesses are located within the North Branch area and are concerned that the introduction of residential into this area will eventually force these long standing businesses out or cause new challenges for them as they continue to operate. New planned buffers may not perform as intended and as a result the consequences on current and future businesses could be devastating.

We also recognize that business properties in Cook County are assessed at 2½ times the rate of residential properties (which include mixed use properties); therefore replacing businesses with residential properties would simultaneously increase the tax burden on homeowners and decrease tax revenue for the City.

The LPCC also believes that retail should not be a significant portion of any redevelopment in this area. Any new retail in this area would likely be auto-oriented and lead to an increase in traffic density in an already congested area.

Finally, the LPCC looks forward to working with the Department of Planning & Development, as well as local stakeholders in crafting a plan that will further strengthen the North Branch Industrial Corridor.

Sincerely,

Kim Schilf, IOM, ACE
President and CEO

Cc: Alderman Brian Hopkins
Alderman Michele Smith
Commissioner David Reifman, Department of Planning & Development
Mike Holzer, North Branch Works



May 1, 2017

David Reifman
Commissioner
Department of Planning and Development
121 N. LaSalle
Chicago, IL 60602

Dear Commissioner Reifman:

The Lincoln Park Chamber of Commerce (LPCC) is writing to share our thoughts and recommendations for the draft Framework Plan for the North Branch Industrial Corridor in hopes that changes can be made to the framework plan before it is submitted to the Plan Commission.

We fully support the North Branch Framework Plan's main goal to maintain the corridor as an economic engine and vital job center within Chicago. With this goal in mind, we feel the plan must further address transportation and open space enhancements and reduce the residential component allowed within the plan.

As proposed, we are greatly concerned about the increased traffic congestion that will be caused by all of the new development as the recommendations do not include a well thought-out transportation plan. Proposed transportation recommendations do not include feasible funding mechanisms and as a result they may never transpire which would lead to never-ending traffic gridlock in the Lincoln Park neighborhood.

Transportation solutions instead need to be addressed and funding for them committed to before new developments are approved under this new plan.

We believe public transportation accessibility should be included as part of the plan:

- Create a developer paid shuttle to link CTA: a) Red Line at Fullerton, b) Brown Line at Armitage and 3) Clybourn Metra stations; reinstate CTA Clybourn bus; investigate a new CTA station at Halsted and Division

We recommend these other transportation improvements be investigated and funded:

- Open Southport to the north and extend to Throop Street on the south
- Widen Cortland Street and add a second bridge over the Chicago River
- Reconfigure Armitage/Clybourn/Racine/Marcey intersections
- Immediately address existing traffic bottlenecks, such as the Armitage and Cortland viaducts, and the Ashland, Elston, Armitage Intersection
- Further define FAR bonus system to pay for needed infrastructure improvements
- Implement pedestrian and bicycle improvements, such as widening bridges over the river, to ease congestion and accommodate non-vehicular traffic

We feel there is a need for clearer parameters for Mixed Use Development:

- Reduce North Sub Area FAR bonus of 6.5
- Reduce South Sub Area FAR bonus of 8.1
- Require new residential units to be workforce housing for people who work in the North Branch Corridor
- Residential to commercial ratio must be based on building square footage, not land area
- Require housing prices for people who earn between 60% and 110% of area median income (AMI)

We believe additional open space is needed to accommodate added density, including a 10-15 acre park, along with other active and passive park space throughout the corridor that can be shared by the local community and employees of local businesses.

- Designate specific areas for recreational open space as done in the riverfront plan
- Require open space to be easily accessible for use by the public
- Work with affected parties to ensure proximity of open space to existing manufacturing uses are located safely

We feel strongly about the inclusion of enforceable community agreements:

- Require new developments to enter into a community benefits agreement
- All zoning bonus and impact fees collected should be used exclusively in the North Branch Industrial Corridor since new infrastructure costs will exceed the funds collected
- Provide the community a voice in reviewing the use of zoning bonus and impact fees including project identification and implementation priority

We look forward to working with you and the Department of Planning and Development to incorporate these proposed recommendations and others into the North Branch Industrial Corridor Framework Plan.

Regards,

A handwritten signature in black ink, reading "Kim Schilf". The signature is written in a cursive, flowing style.

Kim Schilf, IOM, ACE
President and CEO

October 5, 2016

Mayor Rahm Emanuel
City Hall
121 N. LaSalle Street
Chicago, Illinois 60602



Dear Mayor Emanuel:

The Lincoln Park Chamber of Commerce (LPCC) is a business and community organization that supports and celebrates Lincoln Park as a thriving place to live, work and play. We are writing to confirm our support for many of the ideas presented in the North Branch Industrial Corridor Modernization plan as well as express some concerns as the plan moves forward.

We are in full support of assisting companies planning to expand and/or relocate within Chicago's Industrial Corridor System. Businesses focused on technology, research and manufacturing should be encouraged to locate within the Industrial Corridor. These types of businesses provide head-of-household jobs which allow Chicago residents to stay in the City and attract national talent to work in Chicago.

Additionally, we support improvement of the river front for pedestrians and bicyclists in appropriate locations. In particular, we are in favor of improving east/west multi-modal transportation, particularly across the Interstate, the North Branch (River and Canal), and the Metra tracks. Appropriate multi-modal transportation accommodations, incentives, and infrastructure supporting an increase in new workers and visitors to the area should be provided.

After reviewing the Department of Planning and Development (DPD) recommendations to allow mixed use developments in the North Branch area, we want to express several concerns on behalf of our membership and neighborhood partners. The LPCC does not believe that any zoning in the North Branch redevelopment area should allow residential development. As we've seen in our business districts, residential and business goals are often in conflict regardless of the sector. Residential concerns are often given priority with elected officials and can ultimately lead to businesses having to change their business operations or eventually vacate the area. We recognize many well established businesses are located within the North Branch area and are concerned that the introduction of residential into this area will eventually force these long standing businesses out or cause new challenges for them as they continue to operate. New planned buffers may not perform as intended and as a result the consequences on current and future businesses could be devastating.

We also recognize that business properties in Cook County are assessed at 2½ times the rate of residential properties (which include mixed use properties); therefore replacing businesses with residential properties would simultaneously increase the tax burden on homeowners and decrease tax revenue for the City.

The LPCC also believes that retail should not be a significant portion of any redevelopment in this area. Any new retail in this area would likely be auto-oriented and lead to an increase in traffic density in an already congested area.

Finally, the LPCC looks forward to working with the Department of Planning & Development, as well as local stakeholders in crafting a plan that will further strengthen the North Branch Industrial Corridor.

Sincerely,

Kim Schilf, IOM, ACE
President and CEO

Cc: Alderman Brian Hopkins
Alderman Michele Smith
Commissioner David Reifman, Department of Planning & Development
Mike Holzer, North Branch Works



3/3/2017

David L. Reifman
Commissioner, Planning and Development
City of Chicago

Mr. Reifman:

Halsted Triangle Owner's Association (HTOA) applauds the City's initiative to review and implement a Modernization of the Industrial Corridors, beginning with the North Branch Corridor. As an adjacent neighborhood currently designated as a "buffer zone" to the Goose Island PMD, we welcome the inclusion in the Study Area of the Corridor "plus ½ mile beyond to capture the full picture of the area and connections to surrounding neighborhoods."

HTOA overwhelmingly supported the Plan's August summary which proposed "mixed use at Halsted Triangle (which) complements tech island." The demarcation of the corridor into a Dynamic Zone, a Stable Zone, and a Transitional Zone was well thought out and consistent with sound urban planning policy and practices. The Transportation Plan with its focus on better access for all modes of transportation includes roadway and bridge improvements, yet goes much farther in advocating expansion of "walksheds", bicycle lanes, and pedestrian bridges, in short, a comprehensive plan to connect all surrounding neighborhoods including the Halsted Triangle.

Therefore, you must understand our disappointment at the revised draft plan that modified the proposed demarcation zones into North, Central, and South Sub Areas, removing the Halsted Triangle from the Plan completely. Excluding the Triangle from the study ignores its proximity, connectivity, and history to the Goose Island PMD and the constraints to its economic growth due to the zoning overlay and designation as a "buffer zone" to same.

Failure by DPD to address the existing underlying zoning within the Triangle while modifying the Corridor and PMD elsewhere, is contrary to stated City policy and in conflict with the admirable goals of the Modernization Plan. Specifically, existing zoning within the Triangle precludes mixed use developments, affordable housing, good urban design, expanded use of transit options, higher tax base, and sustainability, all achievable goals of the Plan.

We strongly urge you to reconsider the removal of the Halsted Triangle from the Industrial Corridor Modernization Plan as its past and its future is tied to a 29 year old policy that will continue to stunt its smart growth plan that provides the very amenities necessary to support the "tech island", housing the new manufacturers like Wrigley and UI Labs. This would be consistent with the balance of the Plan and in keeping with City policy on high density Transit Development. Failure to act in addressing the current Triangle land use within this Plan, would amount to tacit acceptance of a policy that was long overdue for review and updating. Please don't let this opportunity pass.

Sincerely,

HTOA

J. Michael Drew, President

CC: W. Burnett Jr.
E. Gorski
B. Hopkins

Halsted Triangle Owners Association
211 N. Clinton, 3S, Chicago, IL 60661
Phone: (312) 261-5775
HalstedTriangle.org



September 19th, 2016

Deputy Commissioner Eleanor Gorski
City of Chicago - Department of Planning and Development
121 N. LaSalle Street, 10th Floor
Chicago, IL 60602

Re: Formal Response to DPD's Industrial Corridor Modernization Study Recommendations

Ms. Gorski:

The Halsted Triangle Owners Association ("HTOA") is the recognized representative Not-for-Profit organization for owners of property located within the Halsted Triangle, that neighborhood bounded by Halsted Street, North Avenue, the Chicago River channel, and Division Street. Its membership includes over 90% of the buildings and land within that neighborhood and therefore has a strong interest in the findings and recommendations of the Department relative to its future land plan for the Triangle.

We applaud the City's courageous review and action on a study of a twenty five year old zoning policy that has kept several hundred acres fallow and underutilized as designated buffers to Manufacturing zones that are increasingly occupied by R & D, logistics, and tech and service companies. We believe that these new users are not in need of the outdated "buffers" which were designated with the old "smokestack" industries in mind.

The Department's recognition and recommendation of mixed-use land zones for certain parcels within the North Branch Corridor, including Tribune, Finkl, and the Halsted Triangle, is a welcome acknowledgement of the principles of "Smart Growth" zones and the desirable qualities of live, work, and play in close proximity to one another.

Notwithstanding above, HTOA objects to the continued designation of an expanded buffer zone, located on the west side of Kingsbury Street.

Given Goose Island's continuing trend towards Tech Office, Logistics, R & D, and other "clean" job centers, the Triangle's adjacency is a positive that should support those uses and not be "buffered". The City's welcome announcement of the relocation of the Vehicle Maintenance Facility so as to make that acreage available for development is further acknowledgement of the Island's trends. HTOA encourages the implementation of increased access between the Triangle and the Island, both vehicular and pedestrian, to accelerate and expand those desired Smart Zone concepts.

Finally, the HTOA sees a contradiction in DPD designating the North Branch Canal that separates the Halsted Triangle and Goose Island as an industrial buffer zone. Unlike other stretches of the Chicago River, the North Branch Canal is non-navigable for commercial traffic. Because of this, the Canal has organically evolved into a safe recreational area that has been used daily by kayakers and the Chicago high school rowing teams, unaffected by neighboring industrial uses. Additionally, the Urban Rivers Project

Halsted Triangle Owners Association
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Phone: (312) 261-5775
HalstedTriangle.org



**HALSTED
TRIANGLE**
OWNERS ASSOCIATION

urbanriv.org) has received a grant and corporate sponsorship to build 200 feet of floating gardens within the Canal, which will encourage kayak and canoe usage, help clean the river, and increase healthy marine and wildlife. Urban Rivers plans to begin constructing in January 2017. The North Branch Canal was also a focal point of the Metropolitan Planning Commission's Great Rivers Chicago project (greatriverschicago.com), which proposed transforming the North Branch Canal into an in-river wetland park with pedestrian bridges designed to further the recreational use of the Canal.

The suggested buffer zone along Kingsbury Street is inconsistent with the above initiatives and in conflict with the desired linkage between the Halsted Triangle and Goose Island, as it inhibits direct investment and density along the North Branch Canal.

The HTOA supports DPD's recommended land use plan with the exception of the designated Kingsbury buffer, and urge you to eliminate the buffer zone and designate the entire Triangle district as mixed use.

Thank you,

The Halsted Triangle Owners Association

Board of Directors

Halsted Triangle Owners Association
211 N. Clinton, 3S, Chicago, IL 60661
Phone: (312) 261-5775
HalstedTriangle.org



**HALSTED
TRIANGLE**

1100 N. LaSalle Street, Chicago, IL 60602

September 16th, 2016

Deputy Commissioner Eleanor Gorski
City of Chicago - Department of Planning and Development
121 N. LaSalle Street, 10th Floor
Chicago, IL 60602

Re: Formal Response to DPD's Industrial Corridor Modernization Study Recommendations

Ms. Gorski:

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The HTOA supports DPD's recommended land use plan with the exception of the designated Kingsbury buffer, and urge you to eliminate the buffer zone and designate the entire Triangle district as mixed use.

Thank you,

The Halsted Triangle Owners Association

Board of Directors

Halsted Triangle Owners Association
211 N. Clinton, 35, Chicago, IL 60661
Phone: (312) 261-5775
HalstedTriangle.org

Via email 8.25.2016 (Hal Slager to Todd Wyatt):

Todd, I appreciate the detail in the reports and meetings but I am trying to understand the end goal.

I own the property to the south of Sipi Metals and West of Howe Corp. This area is indicated as Larger Manufacturing uses on the report but the other surrounding property like mine is no longer used for manufacturing. My property is largely office and warehouse. South of me is retail and a former tire store, dog kennel and gas station.

My question is to determine what these categories will mean in zoning and what if any flexibility that will give me for land use and ultimately property value.

Is this to suggest that we can expect spot zoning? I am looking for some flexibility in the PMD.

If these comments need to be on the social mapping site I am happy to add them, although I might need just a little help understanding how to do that.

Thanks, Hal

(the address below is my office address, not my property address referred to above)

Hal Slager

Besly Court Associates

[REDACTED]

Via email 9.1.2016 (Todd Wyatt to Hal Slager)

Good morning Hal,

Thank you for your input. The areas between Elston and the Kennedy Expy (including Besly Ct) are currently shown as areas that are considered suitable for industrial and office uses in the draft land-use scenarios. At this point in the planning process, we are generally classifying land within the North Branch Industrial Corridor (NBIC) based on many factors, including geography, adjacent land uses, characteristics and impacts of land uses, transportation network, etc., and determining how these factors relate to the goals of modernizing the industrial corridor. I understand that there may be businesses that currently do not currently align with the land uses proposed in our draft scenarios. Staff and our consultants will be working through those instances as we move forward through this planning process.

I have attached the sMap Social mapping instructions. Please feel free to comment further on this issue, and let us know if you have any questions.

Thank you,

Todd

Friends of the Chicago River

411 South Wells Street, Suite 800 • Chicago, Illinois 60607
tel 312.939.0490 • fax 312.939.0931 • www.chicagoriver.org

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February 15, 2017

Kathy Dickhut
City of Chicago, Department Planning & Development
121 N. LaSalle St, 11th Floor
Chicago, IL 60602

Dear Ms. Dickhut:

Thank you again for the opportunity to work with you on the North Branch Industrial Corridor Modernization planning. It is an incredible opportunity and one that requires careful consideration for the river as a natural resource as well as a community, cultural, and economic one.

We were pleased to meet with you, and Friends of the Chicago River's Planning Committee would like to thank you expressly for presenting your preliminary ideas for our consideration. We are excited by the City's willingness to incorporate ecological and river-sensitive considerations into the forthcoming open space plan for the Corridor. We are committed to ensuring that biodiversity, clean water, natural open space, and public access are considered throughout every stage of planning and development.

Please find below the list of considerations we feel are essential to include in any guidelines developed within the Corridor:

1. Habitat

- First and foremost consider the river as a natural resource as the foundation of development. Healthy landscapes and quality habitat provide an excellent backdrop for economic growth and improved quality of life
- All guidelines should include considerations for existing and future habitat uses including those for fish, turtles, migratory and resident birds populations, and macroinvertebrates
- A certain percentage of space spread throughout the Corridor should be set aside for dedicated habitat areas designed in-stream and on the banks
- Connectivity for people and wildlife should be part of any design and development plan
- Naturalistic design should be applied to increase wildlife use and create an understanding of what the urban footprint can provide rather than using a purely ornamental approach.

2. Water Quality and Stormwater Considerations

- All guidelines should consider the impact on the river/water quality from development/activity across the entire corridor, not just at river-edge
- This includes the use of green infrastructure throughout the area, as well as native plantings, outside of the mandated setback
- The guidelines should include recommendations for continual river friendly site maintenance; for example, natural alternatives to salt for winter ice control

- The guidelines should consider strategies to utilize adjacent open spaces for broader stormwater solutions
- Guidelines for stormwater infiltration should also include options on sites where sheet pile remains; this will help avoid damage to structures
- Nature-based solutions that can alleviate flooding and stormwater runoff include bioswales, rain gardens, permeable paving, and other green infrastructure design techniques
- Recommendations should include native plantings appropriate per zones- upland, slope and riparian

2. River-Edge and Setback

- The guidelines must protect and improve existing aquatic habitats
- The river-edge should be naturalized to the maximum possible extent; Washington DC's Georgetown waterfront provides an excellent example of how even hard edges can be naturalized; according to the Friends of Georgetown Waterfront Park, the waterfront's *"bio-edge uses a sheet pile wall at the bottom to hold the edge in place, and steps back horizontally as it rises above the water level. Each step-back incorporates a "geo-grid," a net-like reinforcing form filled with soil, which keeps the soil in place but allows water to pass through it. The soil is planted with native species."* (from <http://georgetownwaterfrontpark.org/park-features/bio-edge/>)
- The guidelines should show multiple strategies or options for softening an engineered river-edge to move closer to a natural condition
- Guidelines should advise how to restore riverbank condition by removing invasive species and replacing with native species to create wildlife habitat in naturalistic configurations and stabilize highly eroding slopes
- Guidelines should also advise strategies to reinforce riverbank edge with resilient native plantings; in areas with significant wave action from barges, plant within riprap for protection.
- Specifications allowing for expanding riverfront trails should be included
- The guidelines should encourage larger setback (greater than 30 ft.) where possible, and connect setback areas with upland open space; in points-based system, 30 ft. should be minimum with extra points added for developments that go above 30 ft.

3. Sheet Pile Edge Improvements

- Design specifications should encourage and reward developers who include limnetic curtains, fish lunkers, and other in-stream habitat structures along the sheet pile walls, utilizing concepts developed for The Jetty, Friends' fish hotel, and other successful solutions.
- Where sheeting will be replaced, consider guidelines to lower the elevation of new sheet wall to within 2' of normal water line; this will improve ease of access and be more inviting
- For education and outreach, guidelines should stipulate uniform considerations for informational notifications; additionally, guidelines should allow for the attachment artwork or other cultural amenities along hard-edge and sheet pile walls, such as murals depicting Chicago River history
- Where sheeting will remain, consider guidelines on public boat docks or other suitable use for such areas in harmony with new and increased habitat
- To create uniformity and facilitate plantings, the guidelines should specify a standard-size flower box that can be used on any sheet pile wall

4. River Access

- Include suggestions on dedicated water access, such as publicly accessible locations for kayaks and canoes to access the water
- There should be guidelines for open spaces adjacent to the river trail/riverwalk setback; the guidelines should identify strategies for larger scale open spaces and recreational areas, like “green finger” corridors that allow easy access to the river from other areas
- In addition to direct river contact, guidelines should incorporate strategies to promote river visibility and viewsheds through clearing and planting along river edge so that the river can be seen from land
- Identify nodes of optimal access points in the open space master plan

5. Stewardship/Maintenance

- Guidelines could use ‘adopt-a-highway’-like approach to foster stewardship among local businesses and individuals.
- The City could also establish an SSA or other system where developers pay into fund that would finance stewardship, maintenance, and/or cleanup programs specifically focused on the prevention of garbage in the waterway
- On-going outreach should involve working with and allowing site tours/guidance from Friends of the Chicago River staff, and/or other partners interested in learning from the ecological designs from the development

6. Lighting considerations

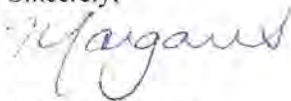
- Expand on the city’s recent initiative to use energy-efficient LED street lights by including more ambitious lighting technology that can reduce light pollution to the benefit of birds and other wildlife

Thank you again for your time and work in enacting these guidelines. We look forward to the North Branch Industrial Corridor Modernization public meeting on February 21, 2017. We understand more fully-defined guidelines will be presented at that time and look forward to responding with more-detailed suggests afterwards.

The North Branch Industrial Corridor will serve as a model for similar modernization in other industrial and manufacturing districts throughout the City. The successful integration of ecological, economic, and social concerns will be a model not just for other parts of the City, but can serve to inform and inspire similar work across the country and the world. By setting this area up for forward-thinking investments in open space and natural land use, and protecting the needs of nature and wildlife, the City will continue to lead in urban sustainability issues.

If you have any questions in the interim, please contact Andy Donakowski at (312) 939-0490, ext 15 or adonakowski@chicagoriver.org

Sincerely,



Margaret Frisbie
Executive Director

**Friends of the Chicago River
North Branch Redevelopment
Opportunities and Priorities for the Chicago River
January 31, 2017**

Friends' top priorities

- Continuous riverside trail
- Habitat instream and in the banks
- Maximize open space (for people and wildlife and stormwater management)
- 60' setback (for people and stormwater management)
- Stormwater management (habitat, aesthetics)
- Dedicated water access (publicly accessible for kayaks/canoes)

Ideas

- The river should be protected as a habitat/recreational asset using environmentally sensitive zoning

Wildlife to consider

- Fish
- Fish eating birds
- Turtles
- Migratory songbirds (huge loss to them if we bulldoze all even junky trees there now/see LaBagh example)
- Macros

How can we help?

- Trail plan work already underway
- Habitat ideas
- Access ideas
- Models for zoning

Questions

What are the city's plans and goals for the east channel?

Friends of the Chicago River

April 28, 2017

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Commissioner David Reifman

City of Chicago, Department Planning & Development
121 N. LaSalle St, 10th Floor
Chicago, IL 60602

Dear Commissioner Reifman:

Since Daniel Burnham's time, Chicago has been known to "make no little plans." Friends of the Chicago River agrees with that practice, especially when an opportunity is presented on the scale we have with the North Branch Industrial Corridor Framework Plan and Design Guidelines. While this plan is focused solely on the North Branch Industrial Corridor, it is setting the precedent for how this process will be applied and it is defining the goals that will be considered as this effort expands to other river-edge corridors throughout Chicago. Because of this influence, it is vital that the plans be aspirational and that they require developers and businesses to implement positive, smart growth strategies that improve the City of Chicago and its landscape for people and for wildlife.

We strongly support the Framework Plan and Design Guidelines for embracing and recognizing the Chicago River as a truly remarkable asset; however there are many ways in which the plan could do more to advocate for the sensible inclusion of green open space, both along the riverfront and throughout the corridor, that would provide natural, recreational, and economic benefits to the local neighborhood and the city at large. We laud the amount of work that has been put into such an important plan, but still see opportunities that will make our neighborhoods more resilient and sustainable while increasing the quality of life, like increasing green open space beyond the riverbank, which are overlooked and should be addressed before it is finalized and begins to be implemented. Below are three key elements that Friends advocates for incorporation into the plan.

RIVERBANK SETBACK

Friends considers it imperative that the Framework Plan and Design Guidelines encourage developers to surpass the current minimum 30 foot setback requirement. Requiring a 60 foot minimum setback to enhance the linear trail system along the river wherever possible would have extraordinary impact and would go well beyond aesthetics, resulting in multiple outcomes that would serve the city, the community, and the developers who have the responsibility to revitalize this seven mile corridor well and with an eye towards the future.

Benefits from a larger setback with naturalized open space include improvements to critically important habitat; greater opportunity for stormwater management using green infrastructure; reduced flooding and water pollution from runoff,

including chlorides and nutrients; fewer combined sewer overflows; a reduction in air pollution and the urban heat island effect; an enhanced view-shed; more adaptable public space; and improved quality of life for the people who live and work in and near the community.

Furthermore, increased open space provides recreational opportunities that add to a corridor-wide asset, which perfectly complements the stated goal of the plan to “attract and retain top talent.” Given the large size of the parcels along the river corridor, and considering the benefits of riverfront open space, the 30 foot setback represents the bare minimum and is already required of new developments. This seems inadequate when so much stands to be gained from the protection of more space. The framework should require a greater amount green open space from developers along the river’s edge. An expanded setback would provide unique identity for this corridor and address voiced public concerns about the overlap of active and passive functions envisioned for the proposed river trail. Precedent for an expanded setback has already been established in Bubbly Creek.

OPEN SPACE BEYOND THE RIVERBANK

The benefits of healthy open spaces do not stop at the river edge, or at the setback edge. The same benefits mentioned above (recreational opportunities, wildlife habitat, stormwater management, public health, etc.) can be realized by incorporating open space throughout the corridor, creating places where people and wildlife can thrive. In addition to these critical benefits, the Brookings Institute study mentioned early on in the draft Framework Plan (“The Rise of Innovation Districts”) makes the point that physical assets in an area, such as open space, provide opportunities for residents, workers, and visitors to connect, socialize, and engage in their community.

Parks and open space provide exactly the amenities required to encourage people to “remain in the area off-hours and feel more invested in their community.” Without such spaces, we fear this corridor, and others that are modernized in the future, may be abandoned after work hours, with few public spaces available where people can gather. This would miss an opportunity to create and encourage growth, going against the goals stated in “Our Great Rivers,” the Mayor’s river initiative for Chicago.

Furthermore, creating and investing in open space, both on the riverfront and beyond, spurs greater economic returns. Friends’ and Openlands’ 2013 report, *Our Liquid Asset: The Economic Benefits of a Clean Chicago River*, explored the financial benefits of investing in improvements to the Chicago River system. The report found that each dollar spent on water quality improvements and public open space resulted in \$1.70 return through business revenue, tax revenue, and income. The study also showed that these investments create construction and permanent jobs, save money on stormwater management, and increase property values. A truly forward-looking plan would consider these benefits for the future community.

In the PMD today, parks and recreation uses are not permitted except as a special use, and community centers and recreational centers are prohibited. This reflects the reality that heavy industry and open recreation are usually incompatible. The framework plan itself illustrates that from 1990 until 2010 there were no parks or recreation space in the entire 750 acres of the industrial corridor. Today, only a small sliver next to the Waste Management facility on Goose Island is characterized as “park.” At the same time, the population and residential uses on both

sides of the Chicago River have increased. We feel the plan could be more ambitious when envisioning open space for the area. Even a modest increase from the currently recommended 50 acres to 75 acres (which is 10% of the corridor's area) could demonstrate how such spaces can be used for the benefit of people, plants, and wildlife. Calling for at least 10% of the corridor to be used for open space would allow opportunities for public amenities to create a truly remarkable urban corridor.

During the many public meetings about the plan, residents from the surrounding neighborhoods made it clear that there is a demand for more open space. Responses to these concerns from the neighbors argue that other areas of the city have less open space. Such deflections miss a greater point: these plans will inform other Industrial Corridor modernization plans around the City. Not only will more open space benefit the area in and around the North Branch Industrial Corridor, it will set an important precedent for other places in the city where public open space is also a crucial concern such as Pilsen, Little Village, and the other industrial corridors that will be reviewed in the coming years. One only needs to look at the immediate success of The 606 and other green space investments to understand the magnitude of strong land preservation and increased natural areas and public space.

21ST CENTURY STORMWATER MANAGEMENT

Across the country, high-value stormwater management Best Management Practices (BMPs) are being employed that are particularly applicable to the North Branch Industrial Corridor, a highly developed area with a large percentage of impermeable cover. Permeable pavements are being used by developers, businesses, and municipalities all over the world to ease flooding in streets, alleys, and parking lots and prevent water pollution; bioswales and rain gardens have been planted alongside roads and in parking lots to reduce stormwater runoff. Stormwater play lots, such as those implemented through the Spaces to Grow initiative, and innovative stormwater parks, such as Wescott Park in Northbrook, IL, illustrate creative and visionary thinking for stormwater management. We see no reason why businesses and future developments in the North Branch Industrial Corridor should not be required to implement these land-use strategies into their designs where applicable.

In addition to absorbing and cleaning significant amounts of stormwater, native trees, flowers, forbs, and shrubs provide habitat to local and migratory birds, butterflies, and other animals. We strongly support the recommendations for native vegetation and biodiversity along the riverbank, however, all of the benefits from green infrastructure extends beyond the slopes of the river. The Vegetation and Biodiversity goals should apply well beyond the riverbank and be highly recommended or even required throughout the corridor.

In conclusion, the draft North Branch Industrial Corridor Framework Plan and Design Guidelines is a fine start and we thank the Department of Planning and Development for taking the lead on this ambitious plan to integrate the Chicago River into the community and improve its health and accessibility. By highlighting the riverfront through design guidelines and conceptual renderings, the Framework Plan demonstrates the City's commitment to the river, the wildlife that depends upon it, and the people who live and work here.

This once-in-a-lifetime opportunity gives us the chance to inform smart development in and around the North Branch Industrial Corridor and elsewhere. By incorporating a greater amount of green open space into recommendations and requirements, the Framework Plan can encourage development that will "attract and retain top talent" a stated goal in the Framework Plan. Native plantings and green infrastructure are investments that support wildlife habitat, provide stormwater relief, and increase property values. These investments promote resilient, sustainable, and lively neighborhoods.

These crucial considerations will only become more important as Chicago begins to develop modernization plans for other Industrial Corridors. We hope that the Department of Planning and Development will review the current Framework Plan and Design Guidelines to create a vision that will truly serve to benefit people and wildlife in every neighborhood in Chicago.

Thank you for the opportunity to offer our comments on the North Branch Industrial Corridor Framework Plan and Design Guidelines. Please do not hesitate to reach out if you have any questions or concerns. I can be reached at (312) 939-0490, ext. 22.

Sincerely,

Margaret Frisbie
Executive Director
Friends of the Chicago River

Ald. Michele Smith
43rd Ward

Ald. Brian Hopkins
2nd Ward

Juanita Irizarry
Executive Director
Friends of the Parks

Howard A. Learner
Executive Director
Environmental Law & Policy Center

Katrina Phillips
Clean Water and Conservation Advocate
Sierra Club, Illinois Chapter

Hal Sprague
Director, Government Affairs
Center for Neighborhood Technology

Ron Burke
Executive Director
Active Transportation Alliance

Steve Buchtel
Executive Director
Trails for Illinois

Finkl Residents Advisory Committee (FRAC)
2nd Ward Residents

As the 2nd ward residents residing east of the Finkl redevelopment, we are the stakeholders with the most at stake. We formed the Finkl Residence Advisory Committee (FRAC) to make recommendations to the Alderman and the city. The FRAC recommendations are as follows:

- I. Master Plan – We urge the Developer to present a Master Plan for the 40+ acres. With respect to the uses and corresponding density, we are less concerned about the direction the Developer wants to go so long as the Developer advances a responsible Master Plan where the benefits to the community far outweigh the costs.
- II. Timing – Conclude the approval process as quickly as possible and begin the redevelopment of the area as soon as possible.
- III. General Iron – General Iron operation is simply incompatible with a redevelopment of the area. So long as General Iron is allowed to continue operating its business in the same manner it's been operating, General Iron will undermine the future redevelopment of the area by deterring companies and/or residents from locating to the area. Therefore, we recommend that General Iron either i) relocate from the area or ii) make the investment necessary to convert their outdoor facility to a completely indoor operation should General Iron choose to stay.
- IV. Define the Scope of the Infrastructure Improvements – make sure the infrastructure improvements are compatible with the Master Plan. For example, 3,000,000 s.f. of office space will generate 15,000 employees per day converging on the area. In addition, we urge the city to define the scope and geographic boundaries of the infrastructure work. We recommend a comprehensive infrastructure scope-of-work that includes infrastructure improvements from Clybourn on the east to the Kennedy Expressway on/off ramps on the west.
- V. Timing/Funding of Infrastructure Improvements – to avoid unimaginable gridlock, we ask that funding be in place and infrastructure improvements commence before and/or concurrently but not after the redevelopment of the area takes place.

North Branch Industrial Corridor
Thoughts about Residential Uses in a Mixed Use Zone
By Allan Mellis

The development of a North Branch Industrial Corridor Land Use Plan is an excellent first step in laying out a vision. The North Branch Industrial Corridor is currently home to many successful, long-term manufacturing companies.

The major arguments against residential as part as the mixed use zone are:

1. There is no direct proximity to public transit, which makes this a much less desirable place for residential.
In the new Urban Innovation Districts are being developed across the country there is one basic component in every one of them which is **ample, direct proximity to public transit**.
2. It will create a conflict with businesses whose residents will start complaining to the City and Alderman about various issues including hours of operation.
The replacement of business-zoned property with residential zoned property will result in existing businesses leaving the Corridor along with their high paying jobs and their property assessments that are two and one half the amount of residential property assessments.
3. The goal of the current Planned Manufacturing District and a future Urban Innovation District is to retain and attract companies that offer high paying jobs.
4. There is plenty supply of residential properties in the adjoining communities of Lincoln Park, Wicker Park and Bucktown with an established buffer zone.
5. New residential will have a huge impact on schools.
6. There is not a need for \$3 million single-family homes or high rises for people who will be working elsewhere.

While these are arguments against residential development in the mixed-use zone, there is a need for workforce (affordable) housing. If the mixed-use zone must contain any residential housing it should be workforce (affordable) housing for employees in the North Branch Industrial Corridor or work/live space that is built at the same scale as the non-residential developments.

Prepared by: Allan Mellis

To: City of Chicago, Department of Planning and Development
Alderman Michele Smith
Alderman Brian Hopkins
Alderman Waguespack

From: Erma Tranter, Former Executive Director, Friends of the Parks,
Consultant of Parks and Open Space, resident of 43rd Ward

Re: Need for Neighborhood Recreational Park as part of Finkl
Development site

The redevelopment of the 47-acre Finkl Steel site should include a neighborhood park of approximately 10 acres in the final development plan. The redevelopment of the Finkl property offers a once-in-a-lifetime opportunity to create a recreational park to serve the future residents of the new development along the river as well as the residents in the western portion of the 43rd Ward and the underserved communities in Logan Square and the 32nd Ward which are just west of the property.

While the Lincoln Park community area is bordered on the east by the lakefront, the lake is nearly two miles to the east of the Finkl parcel. In addition, the community has only one neighborhood-sized park (defined as 10 acres or larger by the Chicago Park District). Oz Park, 13 acres, is the only neighborhood-sized park with ballfields, open areas and tennis courts in the 43rd Ward. The nearest parks to the west are Haas Park, less than 4 acres and Wrightwood Park, a 4-acre public park.

The Chicago Park District and the City of Chicago Department of Planning and Economic Development have adopted guidelines for parks within a half mile from each resident. However, large sections of the 43rd, 2nd and 32nd Wards, all wards that surround the Finkl parcel do not have a park within a **half-mile walking area required by the city's development guidelines**. The argument for a 10-acre park as part of the Finkl development is backed by the following:

1998 CitySpace Plan of Chicago Park Development Recommendations

- Recommends 4 acres of parks per 1,000 population
- Recommends that each Chicagoan live within ½ mile from a park of at least 3 acres
- Recommends in 2020 the city will have 5 acres per 1,000 capita
- Recommends in 2020 the city will achieve a balance of regional and local open spaces opportunities for all residents.
- Create trails, greenways and wildlife habitat along the Chicago River

- Redevelop abandoned factories into mixed use developments that include parkland

National Recommendations for Park Space

Nationally, the National Recreation and Parks Association (NRPA) recommends 6 to 10 acres of parks per 1,000 capita, 30% to 90% higher **than Chicago's 1998 goal.**

Today, Chicago is ranked 14th out of the largest cities in the nation in open space acres per capita. Chicago has 11,500 acres of parks and open spaces in the city. This figure includes the acres owned and operated by the Chicago Park District, the Forest Preserve District of Cook County and the City of Chicago.

1993 Chicago Park District Parkland Needs Analysis Recommendations

- **'The Chicago Park District will continue to seek opportunities to expand its lakefront and riverfront park systems. These systems are regional attractions that are used by all residents of Chicago. The Park District believes that access to Lake Michigan and the Chicago River is a right that all residents should enjoy'.**
- **"The Park District feels that continued development of an interior system of parks along the river will complement the lakefront system and provide new recreational opportunities for residents of Chicago who do not live near Lake Michigan".**



MEMORANDUM

TO: City of Chicago Department of Planning & Development

FROM: Theodore J. Novak

DATE: April 11, 2017

RE: North Branch Framework – Public Comment re: PMD Use Amendments

Thank you for your work on the North Branch Framework and the opportunity to submit public comments.

We are encouraged by the Framework's acknowledgement that a diversity of uses is critical to the creation of a vibrant and competitive business environment and, as a result, that legislative actions are necessary to allow additional uses in the affected area. As part of such efforts, we would encourage DPD to review and consider allowing other complementary uses within PMD 2 including, without limitation, automobile sales. The current draft Framework lists, "Allow office, modern industrial and *complementary uses*" (emphasis added) as a City action for the central sub-area. Allowing automobile sales within PMD 2 should be included in the proposed revisions for a number of reasons.

Automobile sales is complementary to the mix of uses envisioned by the Framework. First, the Framework plans to continue to permit existing legal industrial uses. Other automobile-related uses are already allowed and existing in the affected PMDs, including car wash/cleaning service, motor vehicle repair shops and vehicle storage and towing. As a result, a number of automobile-related users have already made significant investments in the area. Automobile sales will create synergies with these existing users and allow for additional sales taxes to be generated without generating any appreciable additional traffic, requiring any infrastructure modifications, or having any other impact on the area.

In addition to existing automobile-related users, automobile sales is complementary to other non-automobile-related existing users in the North Branch and PMDs. This is illustrated by the fact that automobile sales is permitted in other PMDs, including PMDs 1B, 7B, 8B, 11A and B and 14. It is also permitted in M3 zoning districts, which is the proposed zoning district for the north subarea under the Framework.

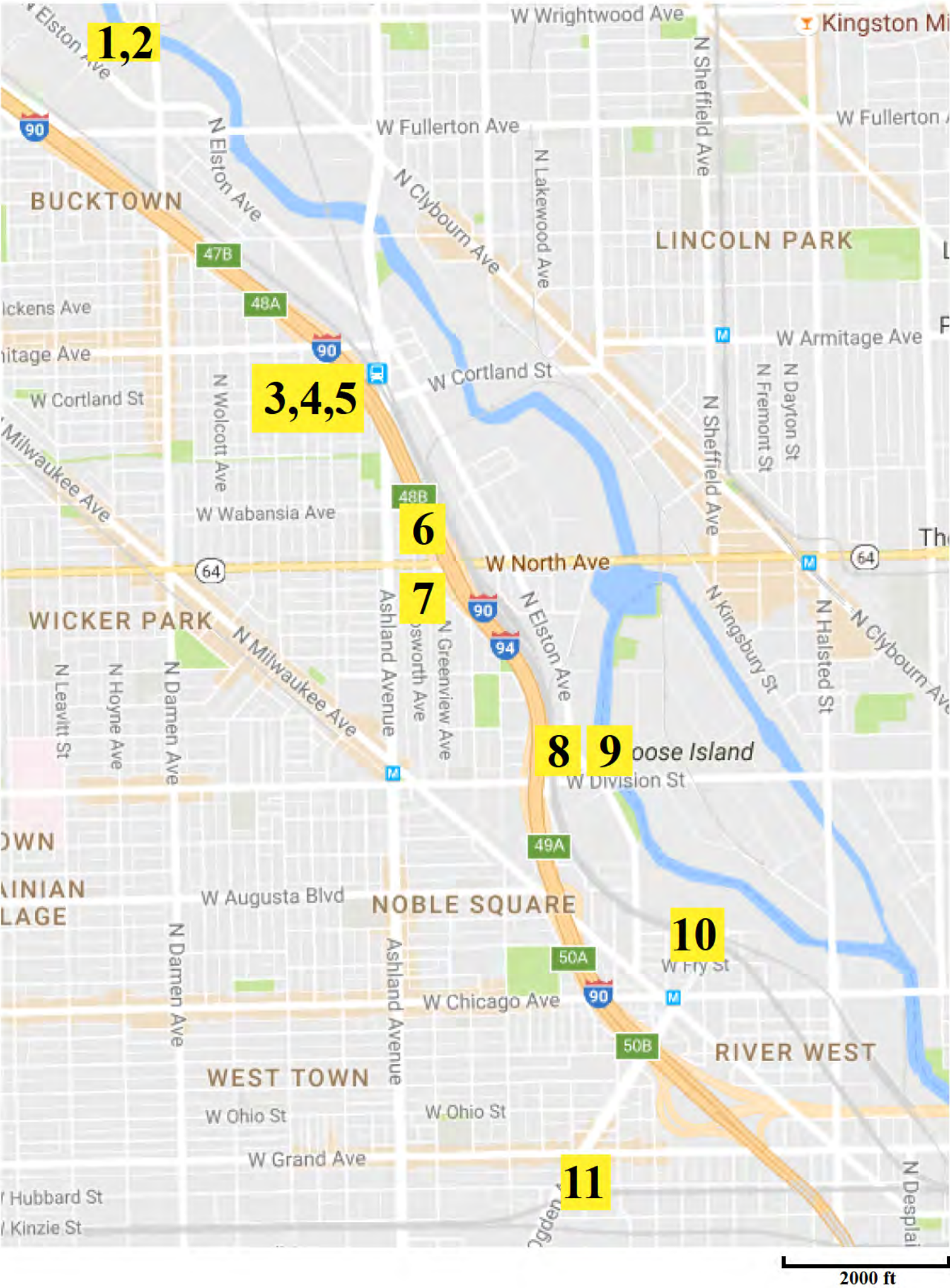
Finally, automobile sales is complementary to other newly-permitted uses contemplated for the central sub-area. For example, the Framework plans to amend PMD 2 to allow office uses without a maximum square footage restriction. Office users benefit from the convenience of having nearby automobile sales centers. This is seen in other areas of the City, including River North and Downtown, where automobile sales centers are being established in the ground floor of larger commercial developments.

From an overall land use and planning perspective, automobile sales is consistent with the overall area that includes and surrounds the North Branch. As shown on the attached exhibit titled "*Automobile Dealerships Located in the Elston Corridor*", there are approximately eleven automobile sales facilities in



and around the Elston corridor between Fox Ford and Lincoln on Elston north of Fullerton and Tesla on Grand. Therefore, such uses are appropriate and consistent with existing uses in and around the North Branch area.

Thank you again for your time and consideration. We are available at your convenience to discuss.



LEGEND		
1	<u>FOX FORD</u>	7 <u>FLETCHER JONES AUDI</u>
	2401 N ELSTON AVE, CHICAGO, IL	1521 W NORTH AVE, CHICAGO, IL
2	<u>FOX LINCOLN</u>	8 <u>LEXUS OF CHICAGO</u>
	2401 N ELSTON AVE, CHICAGO, IL	1250 W DIVISION ST, CHICAGO, IL
3	<u>ORLOFF JAGUAR</u>	9 <u>ACURA OF CHICAGO</u>
	21942 N PAULINA ST, CHICAGO, IL	1301 N ELSTON AVE, CHICAGO, IL
4	<u>ORLOFF VOLVO</u>	10 <u>FLETCHER JONE ELSTON SERVICE</u>
	21942 N PAULINA ST, CHICAGO, IL	<u>CENTER</u>
5	<u>ORLOFF LAND ROVER</u>	951 N ELSTON AVE, CHICAGO, IL
	21942 N PAULINA ST, CHICAGO, IL	11 <u>TESLA</u>
6	<u>MERCEDES BENZ OF CHICAGO</u>	1053 W GRAND AVE, CHICAGO, IL
	1520 W NORTH AVE, CHICAGO, IL	

AUTOMOBILE DEALERSHIPS LOCATED IN THE ELSTON COORIDOR



Diamond Realty Holdings – [REDACTED]

May 2, 2017

Deputy Commissioner Eleanor Gorski
City of Chicago – Department of Planning and Development
121 N. LaSalle Street, 10th Floor
Chicago, IL 60602

Dear Ms. Gorski,

Diamond Realty Holdings, LLC ("DRH") is a privately-owned real estate investment company focused on infill industrial assets in the city of Chicago. Through its long-term value add approach, DRH has identified submarkets of the city that possess a unique opportunity for redevelopment based on various changing conditions.

As the owners of 1040 N. Halsted, we were recently sent a plan from a large developer on Goose Island. We are very interested in seeing the advancement of this infill location and fully support the idea of the Goose Island Innovation District.

We look forward to learning more about this advancement and any economic development occurring on the island.

Best Regards,

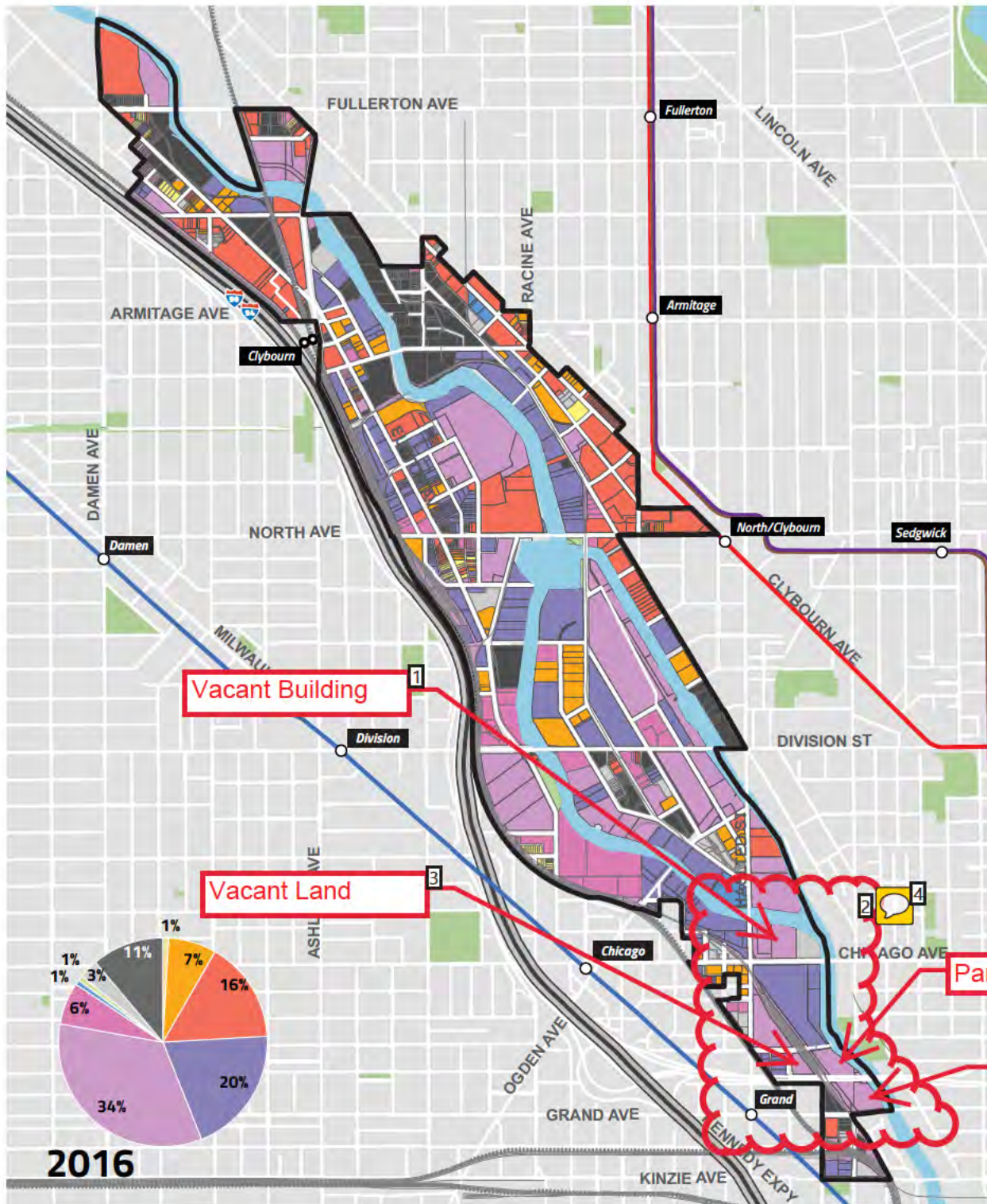


Joshua Diamond

Principal

DRAFT

3 CONTEXT: LAND USE
CHANGES OVER TIME




2016 Land Use

Map Key


 Residential	 Transportation + Utility
 Commercial - Office	 Auto Sales + Repair
 Commercial - Retail	 Parks and Open Space
 Public Facilities + Institutions	 Parking Lots
 Industrial + Manufacturing	 Vacant Land


Summary of Comments on Draft_North_Branch_IC_Modernization_MU_20170425.pdf

Page: 19


 Number: 1	Subject: Callout	Date: 4/25/2017 10:48:15 AM
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Vacant Building


 Number: 2	Subject: Polygon	Date: 4/25/2017 10:47:22 AM
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 Number: 3	Subject: Callout	Date: 4/25/2017 10:48:30 AM
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Vacant Land

 Number: 4	Subject: Sticky Note	Date: 3/30/2017 5:14:34 PM
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We assume the Transportation designation is related to the trucking operations for printed material distribution, however as a support function to the printing plant we wonder if a more accurate designation would be Industrial Manufacturing, or Parking Lots.

 Number: 5	Subject: Callout	Date: 4/25/2017 10:48:38 AM
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Parking

 Number: 6	Subject: Callout	Date: 4/25/2017 10:49:00 AM
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Parking

Principle 1.4: Support increases in density and height to encourage mixed-use developments that provide high-quality, publicly-accessible open spaces and non-vehicular transportation improvements.

Redevelopment of large parcels should strategically maximize their employment and investment potential while also providing publicly accessible open spaces as part of a sustainable and people-oriented landscape. Density increases for certain projects may be warranted in specific locations to provide more open space at ground level in exchange for height or floor area increases. The relationship between open space and development density should also be considered for projects that include high-quality bike and pedestrian paths, as well as connections to transit stations.

Principle 1.5: Encourage uses and design decisions along the Chicago River that encourage waterfront access and public activities by workers, neighbors and visitors.

As the primary character feature and recreational amenity in the North Branch, the Chicago River should be publicly accessible beyond the required 100-foot setback for new construction projects. New office, commercial and recreational uses should be designed to foster access, while new residential projects that convey exclusive ownership and access to the waterfront should be limited.

Principle 1.6: Promote partnerships to provide job readiness in the information and technology, manufacturing and wholesale trade sectors.

While manufacturing employment has declined more than 40 percent since 2002, jobs in information, technology & management have almost tripled. This is a trend across the country accompanied by the trend to locate such jobs in mixed-used districts. The decline in manufacturing jobs in the North Branch has been accompanied by an increase in manufacturing in other industrial corridors.

It has been estimated that Chicago's manufacturing base will require 5,200 new workers per year over the next 10 years due to worker retirements. Filling the info tech jobs and providing the next generation of manufacturing workers will require partnerships to recruit and train skilled labor citywide.



Principle 1.4 Density and High Quality Open Space Concept



Number: 1

Subject: Sticky Note

Date: 4/25/2017 10:50:32 AM

We understand this statement is intended to imply that developments should consider the public nature of the riverwalk and provide adequate access points and connections, not that the developer would be required to provide a setback wider than 30'



Number: 2

Subject: Highlight

Date: 3/30/2017 5:19:46 PM



Number: 3

Subject: Sticky Note

Date: 3/30/2017 5:23:18 PM

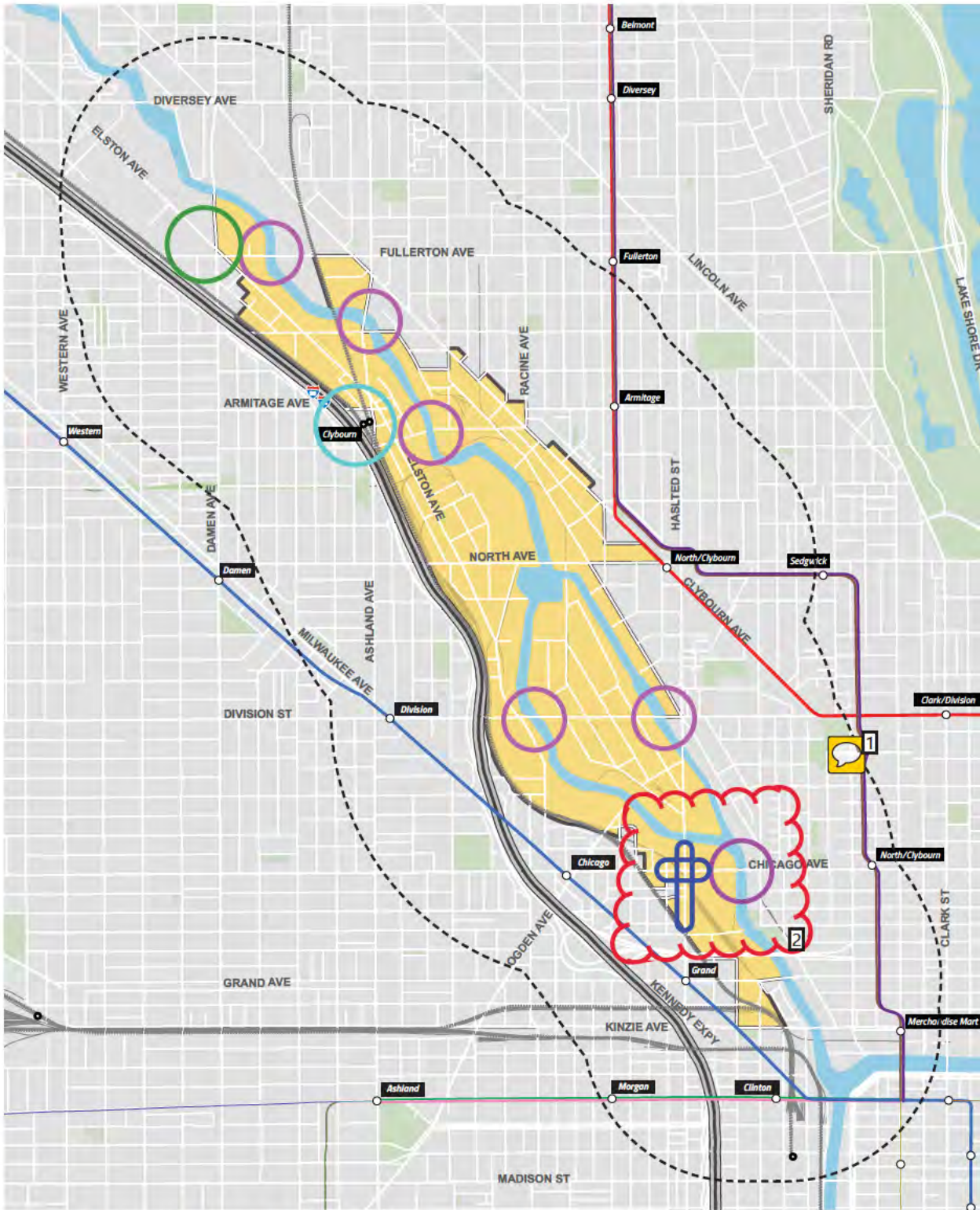
Has DPD identified which projects ("certain projects") may qualify for the Open Space bonus? Is this bonus independent of the "neighborhood bonus" and subsequently not generate a developer fee.



Number: 4

Subject: Highlight


Date: 3/30/2017 5:20:09 PM




CDOT Capital Projects in Planning/Design/Construction

Map Key

- | | | |
|---------------------------|------------------------------------|---|
| Expressway | Bridge Reconstruction | Intersection Reconfiguration |
| Metra Line & Station | -Division St at North Branch | -Damen/Elston/Fullerton |
| CTA Brown Line & Station | -Division St at North Branch Canal | |
| CTA Purple Line & Station | -Chicago Ave | |
| CTA Red Line & Station | -Webster Ave | |
| CTA Blue Line & Station | Viaduct Reconstruction | Recently Studied Areas: |
| Parks | -Chicago Ave | Intersection Reconfiguration, Viaduct, Overpasses |
| | | -Ashland/Elston/Armitage |

 Number: 1 AuthSubject: Sticky Note Date: 3/30/2017 5:28:09 PM
Timing related to both deign and implementation of public improvements should be closely coordinated with adjacent landowners and take into consideration of impact on future land development plans.

 Number: 2 Subject: Polygon Date: 3/30/2017 5:28:40 PM

places to stop and sit; and involve exposure to high-quality building materials and active building facades, especially near public transit resources and existing and new trails.

Principle 2.5: Manage vehicular traffic and improve circulation by considering increased connections.

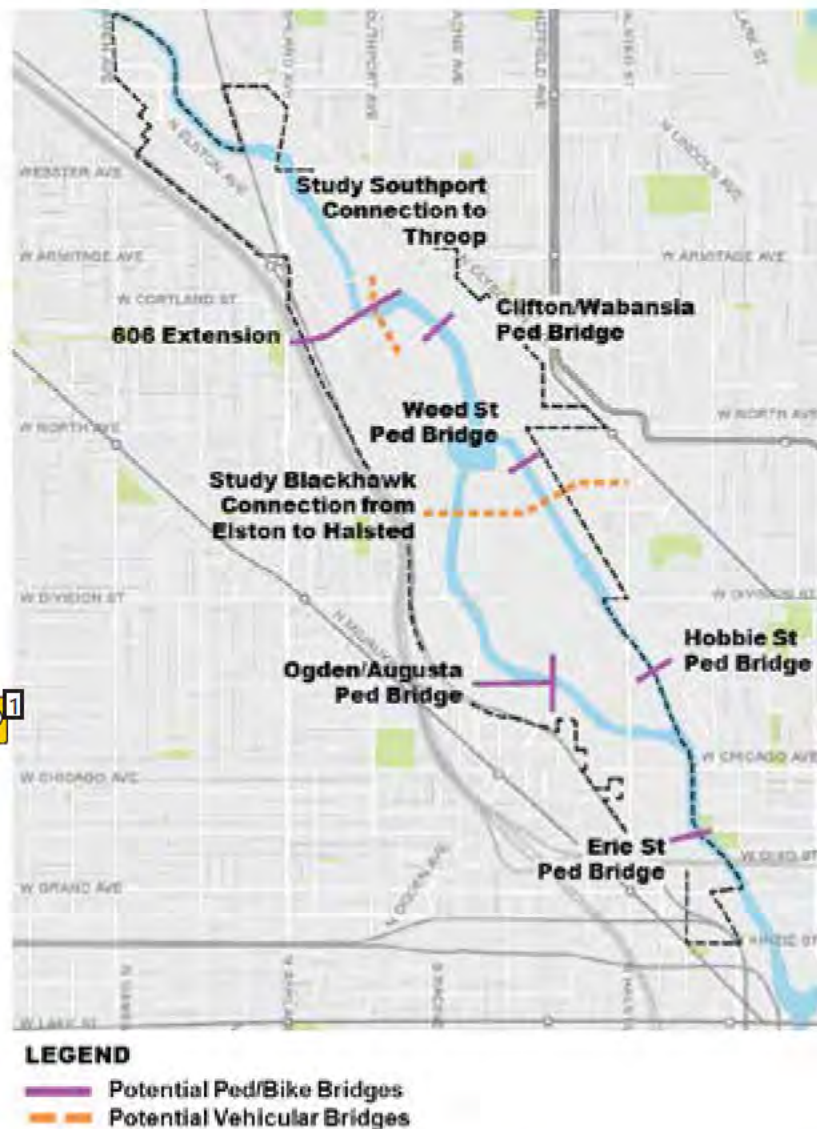
Potential additional connections can be achieved by extending street networks and providing pedestrian bridges within development sites, depending on location.

Principle 2.6: Assess feasibility of a north-south transit-way

A dedicated transit-way through the corridor for pedestrians, cyclists and buses would potentially help to mitigate traffic congestion while providing additional benefits involving economic and population growth and connectivity to other neighborhoods.

Principle 2.7: Promote private partnerships to coordinate traffic management options

Developer- and stakeholder-led initiatives at specific development sites can take many forms, such as guaranteed ride home carpool programs, dissemination of information via real-time displays, and flexible employee work schedules that consider peak transportation demands, among other options. The City's Traffic Management Authority can also help to manage traffic and provide traffic control functions.



Principle 2.6 - Concept for Transit-way



Number: 1

Subject: Sticky Note

Date: 3/30/2017 6:24:43 PM

Future studies related to the transit way will need to take into consideration impacts to adjacent private land; coordination with existing roadway network including potential impacts to existing intersections and traffic flow and pedestrian circulation to and across the alignment, in particular at the Halsted Street / Chicago Avenue Intersection. Studies should consider utilization of the existing rail right of way on both sides of Halsted then connecting to Goose Island via the former Ogden Avenue alignment. Additional consideration should understand the impact of private ownership of air rights above certain segments of the proposed alignment.



Number: 2


Subject: Highlight

Date: 3/20/2017 10:24:59 AM



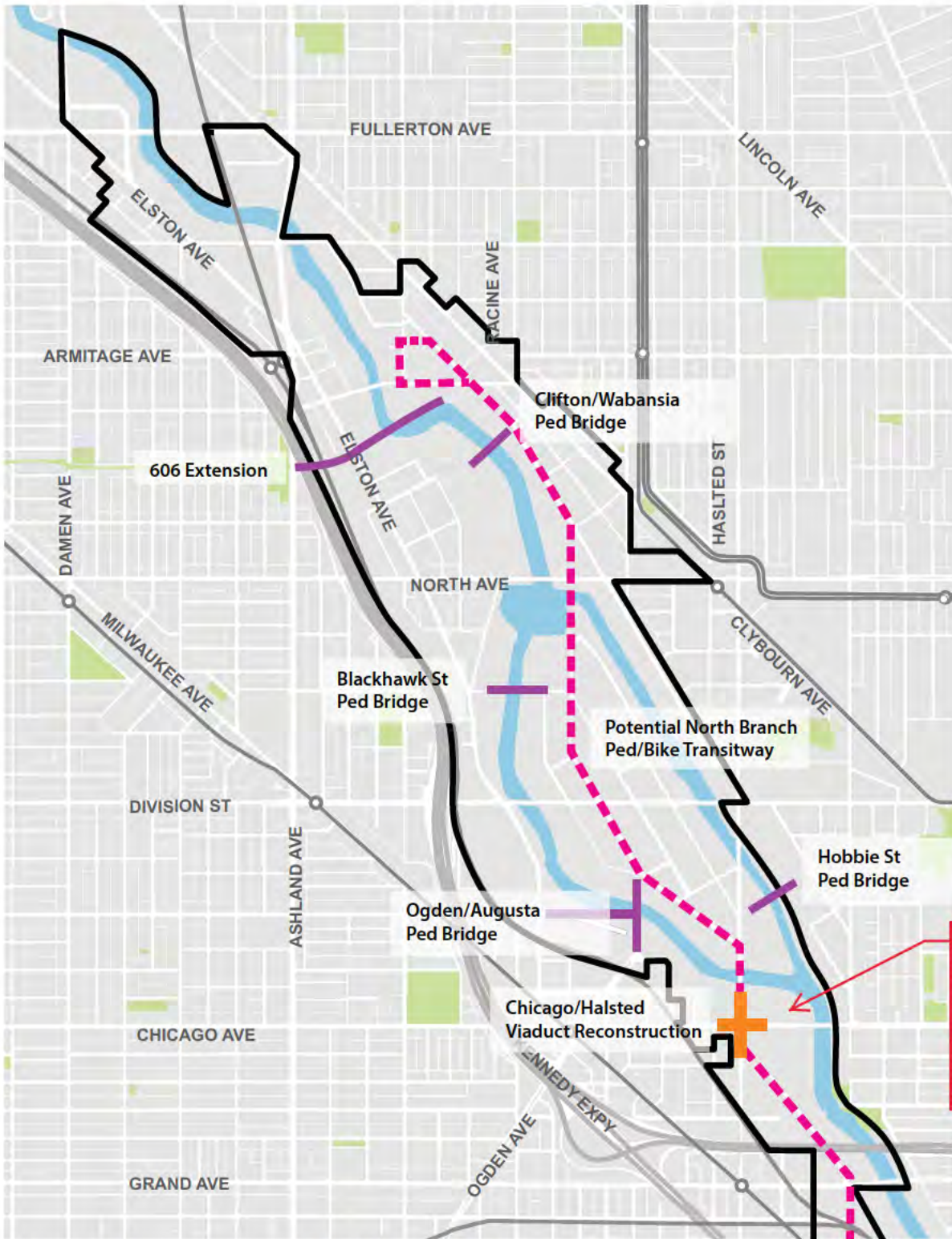
Proposed Improvements² Short Term (1 to 5 years)

- Map Key*
- Intelligent Transportation System
 - Vehicular Bridge & Street Projects
 - 3** Pedestrian Bridges

 Number: 1 Subject: Sticky Note Date: 3/30/2017 6:13:03 PM
Timing of Erie Street Bridge may be better aligned with future development in the area during the Mid-Term


 Number: 2 Subject: Highlight Date: 3/30/2017 5:35:30 PM

 Number: 3 Subject: Highlight Date: 3/30/2017 5:35:32 PM



Proposed Improvements Mid Term (5 - 10 years)

Map Key

 Viaduct & Street Projects

 Transitway Route

 Pedestrian Bridges

Future transit way and viaduct construction should be coordinated with adjacent land owners

Future transit way and viaduct construction should be coordinated with adjacent land owners



Principle 3.5 - Concept for Publicly Accessible Open Space

basin, within the canal, and at other select sites, providing additional habitat for birds, fish, amphibians and other animals. The improvements should be designed to capture and filter rainwater entering the waterways, providing additional benefits to the natural environment within the corridor and downriver.

Principle 3.5: Create publicly accessible open spaces within Planned Developments for recreational activities.

The Planned Development zoning designation required by City Council for large development projects should incorporate significant open spaces and related amenities. To be implemented as part of DPD's review and approval process, the spaces would help accommodate design by many area residents to incorporate recreational fields into the corridor framework.

Principle 3.6: Encourage community associations, recreational organizations and cultural institutions to engage their constituents with the river.

Chicago's neighborhood groups, special interest organizations, cultural associations, and recreational clubs should

expose their members to the North Branch to enhance the public's awareness of the corridor's value as a vibrant, mixed-use employment center with unique natural and man-made landscapes.



Principle 3.4 - Concept for Wetland Park with Boardwalk at North Branch Turning Basin



Number: 1

Subject: Sticky Note

Date: 3/30/2017 5:40:08 PM

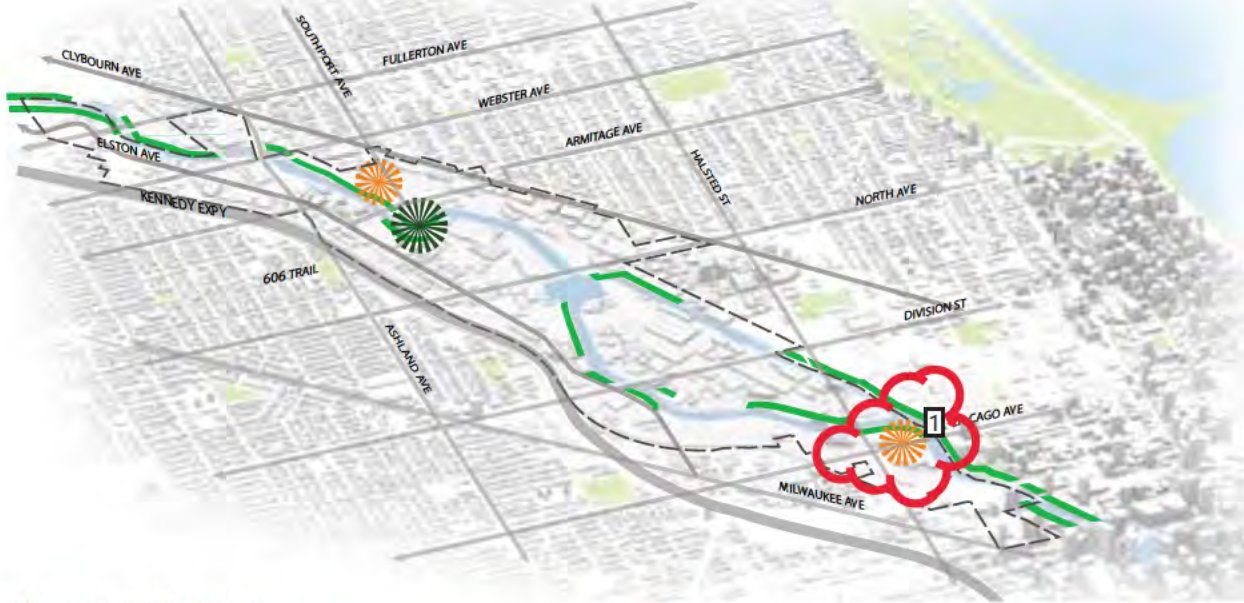
Not all development sites (PDs) will be appropriate for large scale recreational fields such as soccer fields. However, it is easy to conceive how publicly accessible recreational amenities might be incorporated into both indoor and outdoor spaces



Number: 2

Subject: Highlight

Date: 3/30/2017 5:38:31 PM



Short Term 1 to 5 years

Map Key

- North Branch River Trail
- Wetland and Instream Improvement

- Publicly Accessible Open Space within Planned Developments with Potential for Recreational Fields
- Publicly Accessible Open Space within Planned Developments

606 Connection to North Branch with Active Park




Mid Term 5 to 10 years

Map Key


- North Branch River Trail
- Wetland and Instream Improvement


- Publicly Accessible Open Space within Planned Developments with Potential for Recreational Fields
- Publicly Accessible Open Space within Planned Developments

606 Connection to North Branch with Active Park


 Number: 1 Subject: Callout Date: 4/25/2017 10:53:58 AM

See prior comment about feasibility of accommodating large recreation "fields" vs. incorporating the opportunity for active, recreational uses that are accessible to the public both indoor and outdoor. The Tribune site configuration cannot accommodate outdoor fields.

 Number: 2 Subject: Polygon Date: 3/30/2017 5:40:45 PM

 Number: 3 Subject: Highlight Date: 3/30/2017 5:41:19 PM

 Subject: Sticky Note Date: 4/25/2017 10:53:25 AM

 Number: 4 Subject: Highlight Date: 3/30/2017 5:41:16 PM



Number: 1	Author: TFOURC	Subject: Polygon	Date: 3/30/2017 5:41:03 PM
Number: 2	Author: TFOURC	Subject: Sticky Note	Date: 3/30/2017 5:43:22 PM
See prior comment about feasibility of accommodating large recreational "fields" vs. incorporating the opportunity for active, recreational uses that are accessible to the public both indoor and outdoor.			
Number: 3	Author: TFOURC	Subject: Highlight	Date: 3/30/2017 5:41:09 PM

Existing industrial uses in all areas of the current PMD boundaries would remain permitted under the proposed changes. A Zoning Overlay District would also be placed over portions of the corridor to supplement base regulations and ensure smooth transitions for future development.

TEXT AMENDMENTS

1. OPD's initial text changes would repeal PMD 1 and revise the permitted uses in PMDs 2, 3 and 5. 2. As noted, existing legal industrial uses would be permitted to continue without impact. However PMD 2 and PMD 5 would prohibit entertainment and spectator sports uses and allow office uses without a maximum square footage restriction. PMD 3 would permit more light-intensity uses like offices, artist work spaces, small event venues, food and beverage sales, and personal uses. (see Zoning Implementation map)

A new section in the Zoning Code would be created for the Overlay District to ensure a smooth transition of certain industrial properties to offices and mixed-uses in the North and South sub-areas based on developer actions; the Overlay District would not impact existing zoning change procedures or parameters in the Central Sub-Area. (see "City Actions" graphic on the right for details on each sub-area)

Zoning change and FAR bonus applications by private property owners and developers will be subject to existing review and approval procedures. Available FAR bonuses will be discussed more under "Funding" in this section.

CITY ACTIONS

North Sub-Area within Overlay:

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

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



Central Sub-Area within Overlay:

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



South Sub-Area within Overlay:

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

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



-
-  Number: 1 Subject: Sticky Note Date: 3/30/2017 5:45:24 PM
It was our understanding that PMD 5 would be repealed and replaced with DS.
-
-  Number: 2 Subject: Highlight Date: 3/30/2017 5:44:50 PM
-
-  Number: 3 Subject: Cross-Out Date: 3/30/2017 5:58:34 PM
-
-  Number: 4 Subject: Sticky Note Date: 3/30/2017 5:57:19 PM
Entertainment and limited sport uses could be a legitimate land use for the South Sub-Area (PMD 5). Perhaps it is appropriate to distinguish between and allow "Small Venue" - such as small theaters, banquet halls up to capacity of up to 149 people, "Medium Venue" - capacity 150-1000 people, and/or "Large Venue" over 1,000, while excluding stadiums and large outdoor venues for the Sub-Area.
-
-  Number: 5 Subject: Highlight Date: 3/20/2017 10:33:40 AM
-
-  Number: 6 Subject: Sticky Note Date: 3/30/2017 5:58:17 PM
PMD 5 Sub Area B (south of Erie St) currently allows an FAR of 7.0 by right
-
-  Number: 7 Subject: Highlight Date: 3/20/2017 11:55:32 AM
-

FUNDING

Implementation of the framework will require funding for infrastructure and open space improvements that accommodate new users while helping to spur economic growth in other corridors that have lacked investment or access to infrastructure funding for needed improvements. Financial revenues to be generated from new redevelopment projects (and would occur only with owner initiated zoning map amendment¹) may be used to finance² projects and may be supplemented by Tax Increment Financing (TIF) and other commonly used programs. Two optional bonus programs, the North Branch Floor Area Bonus and the Neighborhood Opportunity Bonus, will also be made available for corridor improvement projects.

INDUSTRIAL CORRIDOR FEES

Chicago's industrial corridor system brings value to the city's industrial landscape by providing appropriate work environments for new and expanding manufacturers, wholesalers and distribution companies to operate. Land within the corridors that transitions to non-manufacturing uses is a loss to the overall system and should entail compensation on behalf of the city's industrial base. To that end, a special fee is recommended for development projects that diminish the amount of corridor land that is used or designated for industry and related employment. The fee would be used to support the corridor system citywide.

NORTH BRANCH FLOOR AREA RATIO BONUS


The North Branch FAR Bonus is the first and only bonus program currently available outside of the Downtown (D) zoning districts. The bonus will only be available within the North Sub-Area boundaries of the Overlay Zoning District, where B and C zoned properties with a base 3.0 FAR can seek additional density ranging from 0.5 to 3.5 FAR. Use of this bonus mandates the establishment of a Planned Development (PD) designation.


North Branch bonus fee collections are intended to be primarily allocated to support public improvements, transit and open space and similar projects within the corridor. Funds may also be allocated for job support within the corridor and to further supplement citywide industrial job-generating and retention efforts.


NEIGHBORHOOD OPPORTUNITY BONUS


The Neighborhood Opportunity Bonus is only available within the South Sub-Area boundaries of the Overlay Zoning District. South Sub-Area sites that have DX-5 zoning can seek additional density ranging from 0.5 to 3.1 FAR. Use of this bonus mandates the establishment of a PD designation. While the method of calculating the bonus is consistent with the existing Neighborhood Opportunity Bonus available for downtown properties, the allocation of funds may differ slightly. The Local Impact Fund of the Neighborhood Opportunity Bonus fees will be distributed either within one mile of the project site, or within the North Branch Industrial Corridor area.

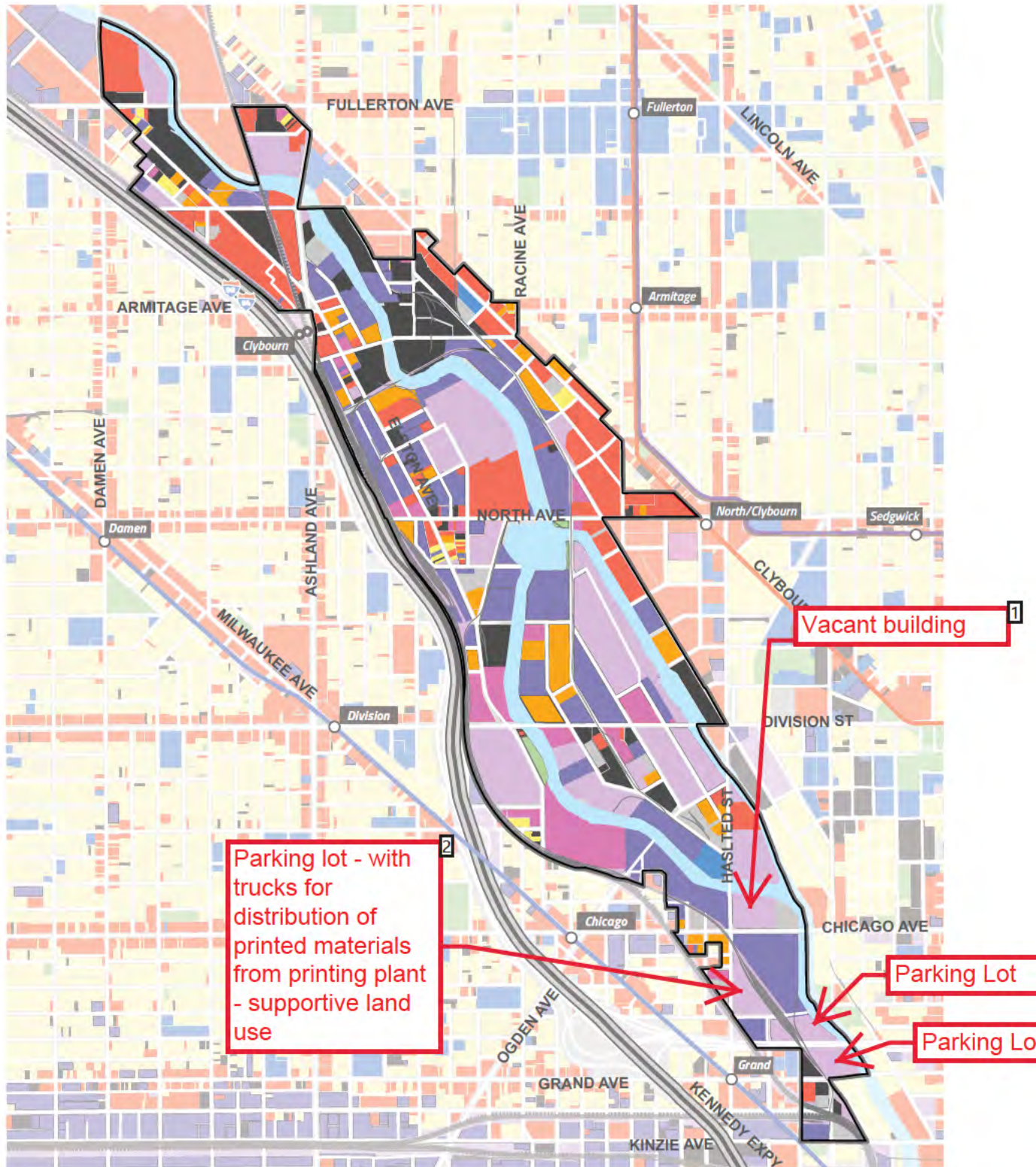


 Number: 1 Subject: Sticky Note Date: 3/30/2017 6:10:24 PM
While not included in this document, the TIF map shown at public meetings did not include the River West TIF which is within the boundary of this study.

 Number: 2 Subject: Highlight Date: 3/30/2017 6:09:04 PM

 Number: 3 Subject: Sticky Note Date: 3/30/2017 6:00:22 PM
Clarification - inclusive of the site generating the bonus.





 Number: 4 Subject: Highlight Date: 3/30/2017 5:59:34 PM



2016 Land Use

Map Key

 Residential	 Transportation + Utility
 Commercial - Office	 Auto Sales + Repair
 Commercial - Retail	 Parks and Open Space
 Public Facilities + Institutions	 Parking Lots
 Industrial + Manufacturing	 Vacant Land

 Number: 1	Subject: Callout	Date: 4/25/2017 11:38:25 AM
Vacant building		
 Number: 2	Subject: Callout	Date: 4/25/2017 11:39:15 AM
Parking lot - with trucks for distribution of printed materials from printing plant - supportive land use		
 Number: 3	Subject: Callout	Date: 4/25/2017 11:38:39 AM
Parking Lot		
 Number: 4	Subject: Callout	Date: 4/25/2017 11:38:53 AM
Parking Lot		

Principle 1.5: Encourage uses and design decisions along the Chicago River that encourage waterfront access and public activities by workers, neighbors and visitors.

Design buildings to assure river trail/public space activation and sunlight access a majority of the day.


Active public uses are encouraged at the first floor of buildings with direct access to the river and recommended river trail. Buildings are required to be located outside the river setback. **Setback massing of building frontages along the river should be considered to achieve the goal of creating multiple levels with activated ground, terrace and rooftop uses that extend the character of the riverfront into the development site and contribute to public activation.**

Best practice of **solar modeling** of proposed development should be conducted to demonstrate performance as part of the design review and approval process.




*Riverfront Concept
For Illustrative Purposes Only*

 Number: 1 Subject: Highlight Date: 3/31/2017 10:14:13 AM

: Subject: Sticky Note Date: 3/31/2017 10:20:40 AM
Strategically located towers along the riverwalk with separation zones and strategic lower level massing can create a dynamic riverwalk that optimizes views without over-shadowing the riverwalk.

: Subject: Sticky Note Date: 3/31/2017 10:20:40 AM

 Number: 2 : Subject: Sticky Note Date: 3/27/2017 9:45:35 AM
what is the criteria for evaluating the outcomes of the solar modeling

 Number: 3 : Subject: Highlight Date: 3/27/2017 9:45:40 AM



CONCEPTUAL RIGHT-OF-WAY DIAGRAM

This diagram illustrates one concept for how a finer grain of city-scale blocks and public access corridors could be achieved through application of the right-of-way principles. This strategy provides more choice in routes for walking, biking, and motorized vehicles in order to relieve congestion on major collector streets, while also expanding access to the river and transit walksheds.

NOTE: This diagram is provided for illustrative purposes only. Determination of actual rights-of way and block configurations are subject to refinement and approval through the Planned Development process.

Map Key

• • • Potential for New Connections



 Number: 1 : Subject: Sticky Note Date: 3/30/2017 6:18:36 PM

We understand this is a diagrammatic framework, however it is worth noting that site constraints including elevation changes, retaining walls and air rights impact feasibility.

 : Subject: Sticky Note Date: 3/31/2017 10:24:27 AM

 : Subject: Sticky Note Date: 3/31/2017 10:24:27 AM

Due to existing conditions and roadway elevations east- west access on Erie Street would be extremely difficult, costly and negatively impact existing businesses such as Watersaver.

 Number: 2 : Subject: Polygon Date: 3/30/2017 6:17:38 PM

The Framework plan documents the infrastructure improvements that are recommended for the North Branch. These improvements will include building new streets and rebuilding existing streets. The character of these streets should reflect their use:

ENHANCED WALKING STREETS:

Pedestrian-oriented commercial streets with buildings that abut and activate sidewalk frontages.

ENHANCED MULTI-MODAL STREETS:

Pedestrian-friendly walk and bike streets that link to transit and/or cross the river.

NORTH BRANCH TRANSITWAY STREETS:

Streets with integrated pedestrian, bike and transit access in dedicated rights-of-way.



 Number: 1 : Subject: Sticky Note Date: 3/31/2017 10:28:39 AM
Consider alternative alignments for the North Branch Transitway and greater utilization of the UP rail spur.

GOAL 2


Principle 2.6: Assess feasibility of a north-south transit way

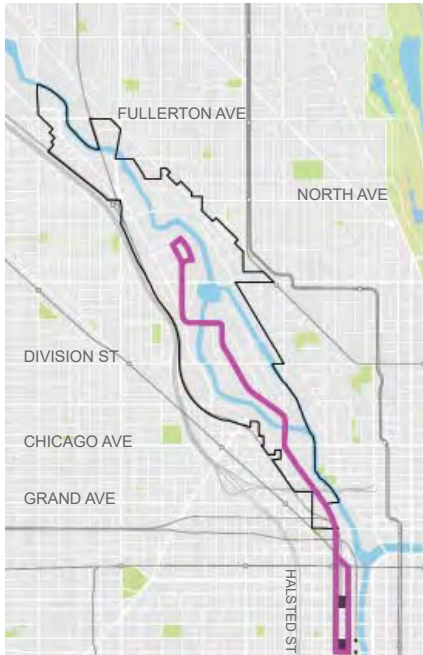
To increase connectivity with the central business district as well as to other transit modes, a north-south transitway is recommended to be further studied. This transit way would largely use existing public right-of-way and could accommodate busses, light rail and bikes. Three different possible configurations were studied for the transitway and it is recommended that a deeper study be conducted for feasibility, engineering and cost. CDOT/DPD coordination as well as cooperation from private property owners and the railroads would be needed if this is pursued.



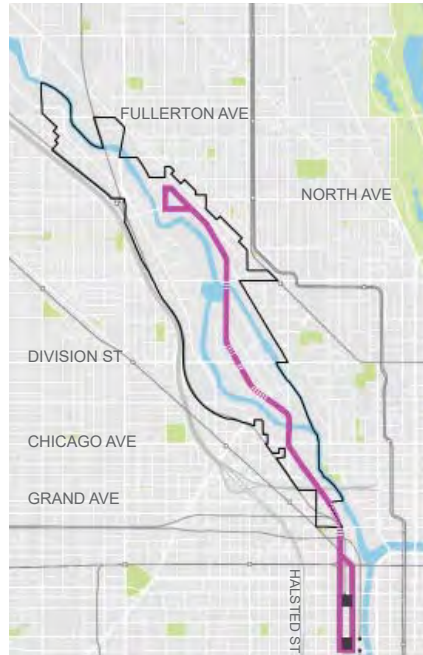
 Number: 1 : Subject: Sticky Note Date: 3/31/2017 10:28:26 AM

 : Subject: Sticky Note Date: 3/31/2017 10:28:56 AM

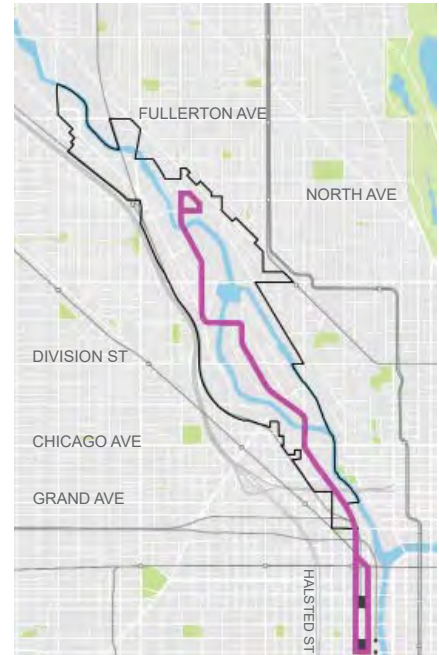
 : Subject: Sticky Note Date: 3/31/2017 10:28:56 AM
Consider alternative alignments for the North Branch Transitway and greater utilization of the UP rail spur.



THROOP ST CONCEPT



KINGSBURY ST CONCEPT



SOUTHPORT AVE CONCEPT



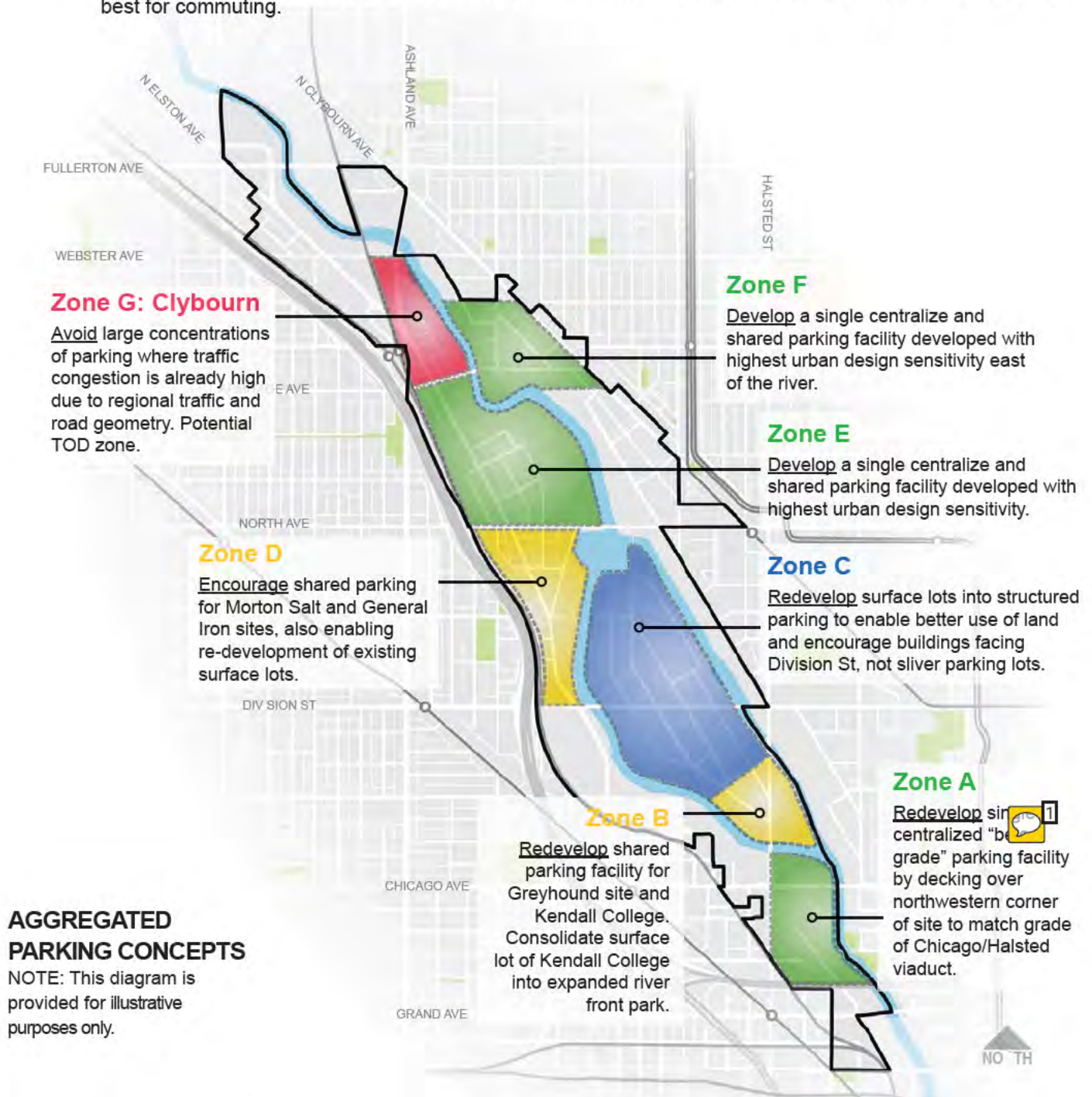
 Number: 1 : Subject: Sticky Note Date: 3/30/2017 6:24:36 PM

Future studies related to the transit way will need to take into consideration impacts to adjacent private land; coordination with existing roadway network including potential impacts to existing intersections and traffic flow and pedestrian circulation to and across the alignment, in particular at the Halsted Street / Chicago Avenue Intersection. Studies should consider utilization of the existing rail right of way on both sides of Halsted then connecting to Goose Island via the former Ogden Avenue alignment. Additional consideration should understand the impact of private ownership of air rights above certain segments of the proposed alignment.

GOAL 2

Principle 2.7: Promote private partnerships to coordinate traffic management options.

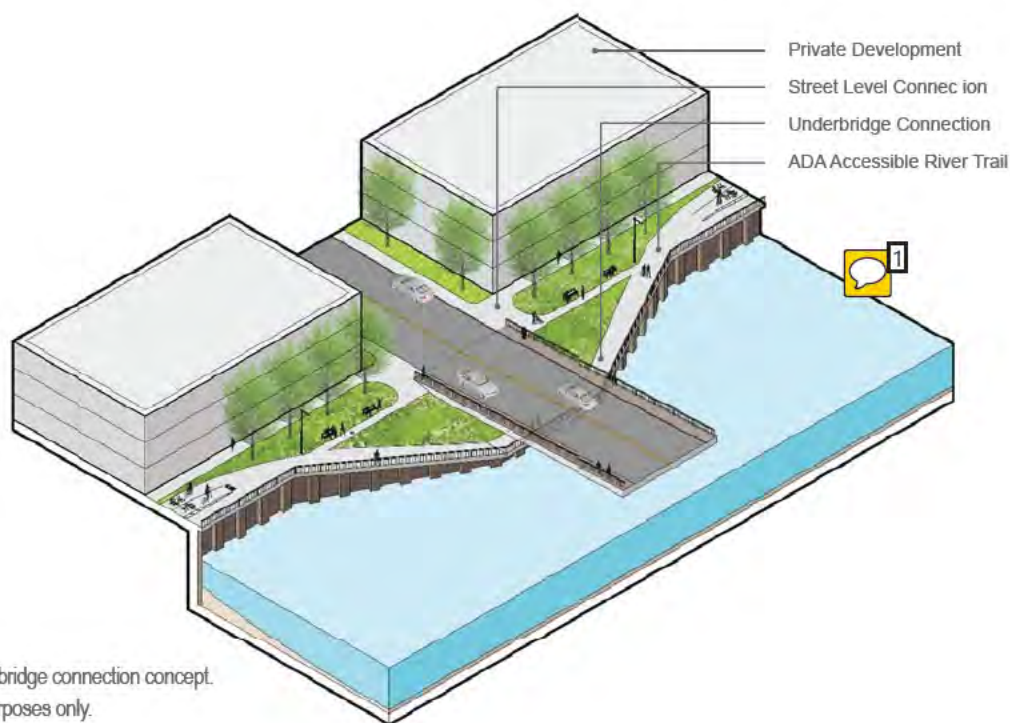
Best practices for traffic management also include leadership from property owners and private entities. The Framework supports the option to consider a private traffic management authority and for further consideration expanded water taxi service as well as cooperative parking aggregation is recommended. The map below breaks the north branch into potential parking zones that may lend themselves for cooperative parking solutions. The second map indicates possible water taxi stops in the Chicago River that would work best for commuting.



 Number: 1 Subject: Sticky Note Date: 3/31/2017 11:53:28 AM
Consider multiple below viaduct level parking structures to be coordinated with phased development needs.

Underbridge Connections

Bridges and abutments can be barriers to continuous multi-use trail access along the river. Underbridge connections should be built with ample space beneath the bridge deck to allow the extension of a continuous trail and ensure the safety and security of users. The responsibility for construction of underbridge connections will be determined as sites along the river are redeveloped, and may include the City of Chicago, the adjacent property owner or developer, or shared between them.



Number: 1 : Subject: Sticky Note Date: 3/31/2017 10:37:18 AM

Pathway bump outs will impact the navigable waterway and will require protection from barge traffic and turning. Also vertical height clearance is low under a few river bridges.



March 13, 2017

Ms. Eleanor Gorski
Department of Planning & Development
City of Chicago

Ms. Gorski,

As a property owner of [REDACTED] Halsted Triangle Owners Association ("HTOA") Member and a resident in the area I support the City's goals of creating an economic evolution, better access for all transportation modes and enhancing Chicago's riverfront through the North Branch Industrial Corridor Modernization Plan. I admire the time and effort the DPD has taken to expand the PMD land-use policies in the North Branch Industrial Corridor, although I am surprised to see that DPD has altered its original position on an updated Land Use overlay for the current "buffer zone" known as the Halsted Triangle neighborhood.

In August we were pleased to see DPD acknowledge the research outlined in the Halsted Triangle 2.0 study and vocally support mixed-use zoning within the Halsted Triangle. As such, we would like to understand why DPD has elected to alter its earlier position by removing the Halsted Triangle in its corridor modernization effort.

The Halsted Triangle/Goose Island neighborhood has been a growing tech office market though still considered to be isolated as there are minimal dining and entertainment options to support a dense daytime population. Without the growth of residential in the area to support the retail, restaurants and entertainment on a regular basis, the businesses will not survive and Halsted Triangle/Goose Island area will continue to struggle to attract the office tenants.

Again, we applaud DPD's efforts, but recommend that DPD examine the direct and historical interaction between the Halsted Triangle "Buffer Zone" and its evolving industrial neighbors.

Sincerely,

Rebecca Dickson
Partner
Condor Partners, LLC

CC:
David Reifman
Walter Burnett Jr.

**NORTH BRANCH INDUSTRIAL CORRIDOR
REVIEW OF AND RECOMMENDATIONS TO PROPOSED PLAN
PRESENTED BY DPD AUGUST 10, 2016**

1866 North Marcey Street
Chicago, IL 60614
(773) 929-5552 phone
(773) 929-6162 fax

CORRIDOR GOALS

- 1) Maintain the North Branch Industrial Corridor as an important economic engine and vital job center in the City of Chicago.**

NBW wholeheartedly agrees with this goal. Since 2002, the number of jobs in the corridor has grown 216 percent. NBW believes that additional development of industrial and commercial uses in the corridor will build on this job creation and allow Chicago to obtain this goal.

- a) Ensure businesses that provide critical services to the north side of Chicago have a safe and efficient location with access to necessary transportation modes.**

NBW appreciates the recognition of "critical services" like Bigane, Ozinga, Prairie, Medill Household Waste Collection Facility, ComEd and People's Gas. These businesses provide key services to the north side of the City and some due to the time sensitive nature of their products cannot be relocated without great cost to the customers they serve and to the City of Chicago itself.

- b) Encourage businesses focused on technology, research and manufacturing to locate within the Industrial Corridor.**

Encouraging businesses focused on technology, research and manufacturing is something NBW was created to do and has been doing throughout its existence. Our marketing study for the Finkl Site indicated that these sectors are strong "GROWTH" areas for the North Branch Industrial Corridor so the timing of this effort is good. We are encouraged that DPD has included this objective in its first goal. NBW recommends DPD take this objective further to encourage the following businesses within the corridor (all of which were identified in our Finkl Market Study): 1) last mile distributors, 2) entrepreneurial activities/"makers", 3) craft breweries/distilleries/tasting rooms, 4) specialty food/beverage companies, 5) corporate headquarters, 6) R & D facilities and 7) tech-offices. A recent newspaper story (Tribune, June 3, 2016) highlighted the need that craft breweries and distilleries have for affordable manufacturing space. NBW would welcome these types of businesses in the PMDs and recommends DPD pursue such business for the North Branch Industrial Corridor.

- c) Allow mixed-use developments in appropriate locations and include provisions for affordable housing.**

NBW **STRENUOUSLY OBJECTS** to the inclusion of **ANY** residential housing and certain retail uses (such as big box retail) in the North Branch Industrial Corridor, particularly within the PMDs. The presentation pointed out that residential is already in close proximity to the PMDs and seemed to suggest this encroachment did not appear to create a problem. Our members, some of whom have occupied their space within the PMD for 20 or more years, have and continue to

report problems with nearby residential uses—all of it currently located outside the PMDs. These businesses have been forced to adjust their operations, thus reducing their efficiency. This is contrary to the objective a) above. Residential and certain retail uses simply are not compatible with many of the manufacturing business operations located throughout the PMDs.

DPD's first goal is to maintain the North Branch Industrial Corridor as an important economic engine and vital job center in Chicago—a goal wholly embraced by NBW. NBW recommends that DPD look at the area surrounding the North Branch Industrial Corridor as an area that drives further residential development in adjacent neighborhoods, not within the PMDs or the industrial corridor. This will bring development to neighborhoods around the North Branch Industrial Corridor and increase positive development activity both inside the PMDs as well as the surrounding neighborhoods.

There is great and excess demand for artisanal manufacturing, light industry, tech office and advanced manufacturing in the North Branch Industrial Corridor. Studies have shown that suggestions like DPD's recommendation for residential development within the PMDs fuels speculation and drives up land prices within the PMDs. Thus, manufacturing and light industry are unable to afford the land in the PMD and locate their businesses in the corridor. The Tribune story referenced in 1) b) above identified how this speculation has made it difficult to find affordable manufacturing space for companies like Koval Distilleries. NBW strongly recommends that DPD make a strong statement that residential development will be encouraged in the neighborhoods surrounding the North Branch Industrial Corridor and not within the PMDs. To not take this route jeopardizes DPD's number one stated Goal— **Maintain the North Branch Industrial Corridor as an important economic engine and vital job center in the City of Chicago.**

d) Assist companies that expand and/or relocate within Chicago's Industrial Corridor System.

NBW welcomes the assistance of DPD in the expansion of companies within the North Branch Corridor and the relocation of firms to the NBIC. However, we are concerned with the suggestion that DPD may assist companies in moving out of the North Branch Industrial Corridor to another one of Chicago's industrial corridors—on its face this effort seems like a direct move to de-industrialize the North Branch Industrial Corridor. Moving companies around the City doesn't increase jobs; it relocates jobs and often causes a decrease in the number of jobs. Instead, NBW recommends that DPD assist North Branch Works to retain businesses located in the North Branch Industrial Corridor and that DPD move to attract new businesses to the North Branch Industrial Corridor and the other industrial corridors in the City.

e) North Branch Works recommends a final point be added to the first goal that will help in achieving/realizing full community benefit from this goal. This point was in reference to development of the Finkl/Lakin/Gutmann sites but is appropriate for any proposed development within the North Branch Industrial Corridor contemplated and brought to the community in the future.

The Community Stakeholder Advisory Group established by NBW to guide the Finkl planning process (as stated in our US EPA-funded plan called River Works) should continue working together until the site is fully redeveloped. It should provide on-going input to the City and to the owners and purchasers of the River Works site(s) informally as well as formally in public hearings and

negotiations. This group should participate in assessing or developing a master plan for the site (with or without the involvement of the landowners and/or the City). Most importantly, it should negotiate a collective **Community Benefits Agreement** with the site(s) purchaser(s) that mirrors or when necessary, surpasses the City's negotiated agreements to ensure that their various concerns and goals are incorporated into the final development and they are not divided by offers to address the concerns of some, but not other stakeholder communities. As a corollary to the Community Benefits Agreement, Local Hiring Agreements should be negotiated with the end users. The River Works developers should agree to inform their purchasers or tenants of this expectation upfront when they are considering their location decision.

2) Improve the multi-modal transportation network so that it better supports and encourages trips made by walking, biking, taking transit, and utilizing shared-use mobility options.

NBW has long advocated for an improved transportation network within the North Branch Industrial Corridor. Improvements in transportation networks that support walking, biking and shared-use mobility options are certainly welcome. In fact, the need for improved transportation options and investment in infrastructure caused us to obtain a recoverable grant/loan from Chicago LISC to hire Sam Schwartz Engineering as part of our US EPA-funded redevelopment plan for Finkl. NBW's River Works - A Plan for Jobs, Community, Innovation plan called for improving the first and last mile connections to transit through increased Divvy bike share stations, increased fixed bus route service for Elston Avenue and Clybourn (CTA, private circulator, hybrid of the two), extended water taxi service, planning for an easterly extension of the Bloomingdale Bike Trail east of Ashland and across the north branch of the Chicago River and other means to improve this first/last mile connection to transit.

However, it is equally important to improve intersection and traffic safety and to ensure pedestrian and bike safety steps are taken in conjunction with understanding the traffic and transportation needs of local industry. NBW urges DPD to proceed with great caution in the location of these improvements. The operations of many businesses in the North Branch Industrial Corridor rely heavily on trucks. Over the many years that our members have occupied the North Branch Industrial Corridor, bike and pedestrian traffic has increased in the corridor. Every day this is creating a bigger challenge to business operations. It has become a challenge for our members to operate their businesses safely, which again is contrary to DPD's goal outlined in 1) a) above, a goal which NBW wholeheartedly supports.

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.

NBW fully supports efforts to improve the east/west multi-modal transportation access to and through the corridor. Our River Works plan calls for evaluating the feasibility of an additional river crossing to improve east/west transportation. Such an investment should benefit local businesses and not harm them. This would help ease bottlenecks that result today from too few crossings. NBW also urges DPD to encourage future developments in the corridor to build out the grid network to enhance one of Chicago's greatest assets.

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

NBW concurs with DPD that appropriate multi-modal transportation accommodations, incentives and infrastructure should be provided to support the increase in new workers that will be coming to the corridor. NBW welcomes these businesses and looks forward to working with them to improve access to the corridor and surrounding area and wants to ensure such transportation accommodations are planned with safety as a top priority. NBW recommends DPD and CDOT explore creation of a Transportation Management Association (TMA) so that it can better fill the need for transportation options when traditional solutions come up short but could be greatly enhanced by a TMA. Sam Schwartz Engineering, the traffic consultant who did our overall traffic and transportation framework plan for the Finkl project highly recommended the TMA as a solution for the unique traffic and congestion issues of the North Branch Industrial Corridor. Now is the time to take steps to begin work on the TMA...before redevelopment occurs so that we can capture/leverage revenue before these projects begin and the opportunity is lost or getting started is more difficult. With the Mayor's new Infrastructure Trust, creative solutions such as a TMA could truly become a reality and North Branch Works is well positioned to work on this project.

c) Manage motor vehicle traffic flow within and through the corridor by modernizing transportation infrastructure and utilizing emerging transportation technologies.

NBW agrees that DPD needs to manage motor vehicle traffic flow within and through the North Branch Industrial Corridor. These efforts must first consider the operations of the existing businesses to ensure they continue to operate safely and efficiently. NBW recommends that DPD require developers to complete a transportation demand management plan (TDMP). These plans go beyond just a traffic study and focus on ways the developments will reduce their traffic and parking demand and contribute to the multi-modal improvements that are so important for successful growth in the corridor. A TMA would enhance the efficacy of each TDMP by providing resources to facilitate these plans and oversee that each plan is carried out to the fullest in order to address congestion and improve transit, traffic and parking outcomes for all.

3) Build upon the North Branch Industrial Corridor's unique natural and built environment.

NBW concurs with this goal to build upon the North Branch Industrial Corridor's unique natural and built environment. However, once again we caution DPD to consider the existing businesses (several who use river barges to move material) within the North Branch Industrial Corridor first, when moving forward with plans to build improvements on the river, the non-navigable North Branch Canal or other areas within the corridor.

a) Continue the improvement of the river front for pedestrians and bicyclists in appropriate locations.

NBW supports continued improvement of the river front for pedestrians and bicyclists and firmly agrees that these improvements should be in appropriate locations. The safe and efficient operation of critical services that rely on river barges must continue to be an important objective. NBW also strongly recommends that existing businesses, such as water taxi services which help improve transportation in the corridor not be impeded by these improvements, but instead enhanced by them.

b) Improve the non-navigable North Branch Canal.

The eastern side of Goose Island is bounded by a non-navigable canal where more recreational and nature-based, water focused activities/investments are appropriate. In general, North Branch Works acknowledges the value of these waterway areas and supports efforts to improve these areas for the benefit of existing and new businesses, workers and visitors to the area.

c) Identify opportunities for public open space and recreation throughout the Industrial Corridor.

NBW supports creation of open space within the corridor at locations where these types of activities do not conflict with the needs and operations of existing businesses—especially where the general public’s safety is concerned. Existing businesses support these types of improvements if located appropriately. However, the introduction of recreational uses must be carefully planned to ensure adherence to the objective that critical services and other existing industry are able to operate safely and efficiently. NBW River Works plan noted that TIF funds can provide an important source of funds for these open space and other landscaping enhancements within the corridor.

d) Consider urban design guidelines for new development.

The Following four principles are part of 13 overall principles developed for our US EPA Brownfield Redevelopment Plan for the Finkl site that relate to urban design and should be considered for the Finkl site and other sites within the North Branch Industrial Corridor:

- The site should be developed as a business innovation district and should maximize the benefit and synergies of the three adjacent catalyst sites (Finkl, Lakin & Gutmann).
- Efficient movement of traffic and parking solutions on site should be considered and the project should address these issues through street layouts and in new and creative ways such as public transit, alternative transport such as cycling, car-sharing, etc., and promoting rail and river use to reduce traffic. Traffic plans should align this redevelopment with solutions to these problems in the surrounding area and with other plans.
- Opportunities for public access to the river and river’s edge should be encouraged where appropriate but not at the expense of commercial river users (for example: barges and water taxi services).
- The project should employ sustainable development practices as it relates to the larger community through infrastructure, transportation, green space and river access and in site planning and building design, materials, function and operations.

CREATING GOOD BUFFERS BETWEEN DIFFERENT LAND USES

The proposed plan includes natural buffers like the Chicago River, major roads or rail embankments and non-residential uses like office or retail. NBW agrees that creating good buffers between existing businesses and new development within the corridor will be the determining factor as to whether or not the corridor experiences job growth in future years or becomes a drag on the neighborhood and, ultimately, on Chicago’s economy.

NBW recommends that DPD define buffers within the plan by delineating what constitutes an appropriate buffer to ensure that critical services, light and moderate-impact manufacturers and outdoor industrial uses that presently exist in the corridor and the ancillary access roadways and other infrastructure needed to ensure these businesses are maintained/strengthened. **We encourage DPD to**

engage in a detailed, exploratory discussion with our members to obtain their feedback on what are appropriate buffers, including size, distance, physical aspects of buffer make-up, etc. and to use this information in putting together this part of the plan.

History has shown that rail embankments and the river/canal do not provide a sufficient buffer to protect the uses existing in the corridor, particularly the critical services and heavier industrial uses present in most of the industrial corridor. Noise, odor, dust and truck traffic typical of industry in the North Branch Industrial Corridor requires distance, physical barriers and other built or designed features to minimize conflict with other uses. Despite inclusion of a deed restriction on residential townhomes that warned purchasers of the critical service operations on the other side of the rail embankment, residents continue to complain repeatedly about the operations of these critical services—deed restrictions are not read by a mother with a crying baby woken up at 4 am when a batch processor kicks on at XYZ Industries—the mother calls the fire department, the EPA and other agencies regardless of any agreement and starts the ball rolling on inspections which can lead to costly proceedings that could have been avoided by prohibiting all residential and certain retail uses from the corridor. This residential encroachment, even when buffered by a rail embankment, has forced these critical services to incur costs and have made them less efficient in an effort to be “good” neighbors. Despite the companies’ best efforts, complaints and threats of litigation continue. Additionally, DPDs recommendation to add mixed use in the PMDs fosters the kind of real estate speculation that drives up prices within the corridor and makes development of projects that bring significant jobs to the corridor far more difficult.

Similarly, the Chicago River may seem like a good buffer to protect critical services. Unfortunately, the Chicago River provides the exact opposite effect particularly as a buffer to residential uses. Locating residential uses along the Chicago River and directly across from critical services and industrial uses will only increase the calls from residents to remove such critical services and businesses from these locations. As residents look out toward the vistas that the Chicago River naturally creates, the critical services across the river will attract their attention and will undoubtedly drive residents to press for relocation of these critical services.

PROGRESSIVE SCENARIOS

DYNAMIC ZONE

The short-term scenario designates a significant area within this zone for potential new mixed use development. NBW supports office and certain retail uses as part of a mixed use development. **However, again we must strongly object to the inclusion of ANY residential uses within the PMDs in the corridor.** The short-term scenario proposes residential uses in close proximity to critical services (note buffer point above) and larger outdoor industrial uses, neither of which is compatible with residential uses. Additionally, the potential new buffers that are shown in the short-term scenario hardly offer any protection to either the critical services or the larger outdoor industrial services. NBW strongly recommends that these buffers be more significant and more strategically placed to serve the intended purpose.

The long-term scenario designates even more area for potential new mixed use development. As noted above, NBW supports office and certain retail uses as part of mixed development. **However, we must strongly object to the inclusion of ANY residential uses within the PMDs in the Corridor.** The additional area for potential mixed use development in this scenario is in the heart of the corridor. However the buffers proposed do not resolve the traffic congestion such residential development will

generate in this confined area. This will create operational problems for some large manufacturing uses that presently exist in the corridor.

STABLE ZONE

Both the short-term and long-term scenarios designate a smaller, but still significant area for potential mixed use development. Once again NBW supports office and certain retail uses as part of mixed development. However, we continue to object to the inclusion of residential uses in the PMDs and within the North Branch Industrial Corridor in areas like Halsted-River Triangle which has a recently updated plan that DPD oversaw, that the community supported and that Plan Commission adopted. The Halsted Triangle Plan completed about 9 years ago updated the zoning from mostly M-zoning to the newly developed C3 designation, a commercial/industrial/entertainment district zoning designed to prohibit residential but put the focus on employment and to enable the entire district to act as a buffer to the Goose Island PMD. Instead of calling for mixed use that includes residential here, especially given the existence of critical services and other heavy industry contained within this zone, this zone should be complemented with uses that do not pose a risk to the safe and efficient operation of these businesses and continue the employment focused mix of uses including industrial, office, entertainment, some retail and nightclub uses.

NBW appreciates that this scenario calls for buffers over large areas and less public river access to protect these critical services. NBW supports tech office within the PMDs in the corridor; however, the scenario does not define the “tech campus” on Goose Island that is part of this scenario. Again, NBW cannot support inclusion of residential uses as part of a “tech campus” within the PMDs. Requests for proposals have been issued for the area immediately east of the Halsted-River Triangle that seek developers to build significant housing as part of the Chicago Housing Authority’s Plan for Transformation. As the number one goal states, the corridor should be maintained as an important economic engine and vital job center. Among other residential areas now being built out, the former Cabrini Green site, as it gets redeveloped for a mix of market-rate, affordable and public housing will provide ample housing options in close proximity to the existing jobs and the new jobs being created within the North Branch Industrial Corridor. Further, this allows the corridor to drive development, particularly residential development, in nearby neighborhoods thus allowing the City plan to impact even more neighborhoods around the corridor with positive economic activity.

TRANSITIONAL ZONE

The short-term scenario designates a number of parcels in this zone for potential mixed use development. NBW again supports office and certain retail uses as part of mixed development.

However, NBW strongly objects to the inclusion of ANY residential in the PMDs within the Corridor. Presently, there are a number of larger manufacturing uses in this zone, and introduction of residential poses safety concerns due to the high volume of truck traffic in this area.

The short-term scenario also proposes possible large-scale river connections in the transitional zone. As noted above, NBW supports continued improvement of the river front for pedestrians and bicyclists and firmly agrees that these improvements should be in appropriate locations. NBW recommends that any large-scale river connection in this zone be developed that ensures safety and efficient operation of the existing critical services and larger manufacturing uses in or near the zone.

The long-term scenario designates an even larger percentage of the land area in this zone for potential mixed use development. As stated throughout these recommendations, NBW supports office and certain retail uses as part of this mixed development. **However, NBW continues to maintain that residential uses should not be allowed in the PMDs or anywhere within the Industrial Corridor.** This zone is in close proximity to a number of critical services and as noted earlier, allowing residential uses will interfere with the safe and efficient operation of these businesses. As discussed above, residential development is fully underway or expected soon in areas adjacent to the North Branch Industrial Corridor. These housing options will provide workers in the corridor with great proximity to their workplace.

North Branch Works looks forward to working with DPD, CDOT, local Aldermen and others on development of this plan. Our members, local businesses and key stakeholders have invested in the North Branch Industrial Corridor for the long term. We and they expect that this planning process will lead to recommendations that honor their commitment to the City and investment in our community and that the plan will permit existing industry and businesses to remain and thrive and that this plan builds on these investments to make way for the new industries to come.

NORTH BRANCH INDUSTRIAL CORRIDOR FRAMEWORK PLAN RECOMMENDATIONS

We appreciate the time and effort the Chicago Department of Planning has put into developing the North Branch Industrial Corridor Framework Plan. We fully support the North Branch Framework Plan's number one goal to maintain the corridor as an economic engine and vital job center within our City.

We believe that to achieve the goal of maintaining the corridor as an economic engine it is critical that the plan include transportation and open space enhancements that are fundamental to the success of the corridor. While we believe that the proposed residential component should be significantly reduced and that it is vitally important to include additional funding for impacted public schools.

The Planned Manufacturing District (PMD) that the City of Chicago enacted in 1988 has protected local manufacturing companies allowing them to grow and provide high paying jobs. We agree that it is time to review the PMD so that it can be updated to reflect the current market conditions while continuing to protect the existing manufacturing companies along the west side of the River.

We look forward to seeing the additional implementation elements including: industrial corridor fees, FAR bonus fees, and public private investments as they are developed to complete the final Framework Plan. Additionally, we await proposed zoning text amendments that must accompany the plan in order for it to be implemented.

The following are our recommendations for the draft Framework Plan (March 2017). We collectively agree that inclusion of these recommendations in the plan will enhance the quality of life for residents, while maintaining existing businesses that provide head of household jobs. These recommendations help build our property tax base faster by attracting more commercial development and provides for increased open space, including a 10-15-acre park for residents to enjoy.

1) INCREASED TRAFFIC CONGESTION

- A. Add public transportation accessibility in the corridor
 - i. Create a developer paid shuttle to link CTA: a) Red Line at Fullerton, b) Brown Line at Armitage and 3) Clybourn Metra stations
 - ii. Reinstate CTA Clybourn bus
 - iii. Investigate a new CTA station at Halsted and Division
- B. Add transportation projects
 - i. Extend the 606 Bloomingdale Trail
 - ii. Open Southport to the north and extend to Throop Street on the south
 - iii. Widen Cortland Street and add a second bridge over the Chicago River
 - iv. Reconfigure Armitage/Clybourn/Racine/Marcey intersections
 - v. Immediately address existing traffic bottlenecks, such as the Armitage and Cortland viaducts, and the Ashland, Elston, Armitage Intersection.
 - vi. Further define FAR bonus system to pay for needed infrastructure improvements

- C. Develop a Transportation Management Authority (TMA) to address congestion and traffic concerns.
 - i. Perform a feasibility study to determine the issues and understand potential solutions.
 - ii. Create community board to manage membership, locate funding and oversee growth. The board will manage the ongoing transportation issues by coordinating with local officials and stakeholders to execute and expedite improvements for the area.
- D. Implement pedestrian and bicycle improvements, such as widening bridges over the river, to ease congestion and accommodate non-vehicular traffic.

2) LACK OF ADEQUATE OPEN SPACE

- A. Add open space to accommodate added density, including a 10-15-acre park, along with other active and passive park space throughout the corridor that can be shared by the local community and employees of the local businesses.
- B. Designate specific areas for recreational open space as done in the riverfront plan.
- C. Require open space to be easily accessible for use by the public.
- D. Work with affected parties to ensure proximity of open space to existing manufacturing uses are located safely.

3) LAND USE ELEMENTS NEED TO BE BETTER DEFINED

- A. Maintain PMD along west side of the Chicago River into the mixed-use area, in addition to the non-residential overlay (see attached map)
- B. Reduce North Sub Area maximum FAR bonus, DPD needs to rationalize its proposal of 6.5
- C. Reduce South Sub Area maximum FAR bonus, DPD needs to rationalize its proposal of 8.1
- D. Require light manufacturing or compatible commercial uses be placed between the existing manufacturing uses and any residential component of a mixed use development
- E. Extend DPD's proposed "additional zoning overlay regulations" prohibiting residential uses to the area bounded by Ogden Avenue, Chicago Avenue, Sangamon, Chestnut
- F. Better define the uses and boundaries in the Mixed-Use Development areas
- G. Require new residential units to be workforce housing for people who work in the North Branch Corridor.
- H. Residential to commercial ratio should be determined by projects and based on building square footage, with a maximum of 20 percent residential.

4) LACK OF CAPACITY IN LOCAL PUBLIC SCHOOLS

- A. Require new developments containing residential uses to include schools within the development or contribute to a special fund to be used exclusively for schools in the area to accommodate added density of the development.
- B. Establish a committee, consisting of local school officials, neighborhood associations, and elected officials to oversee this special fund to determine its optimum use.

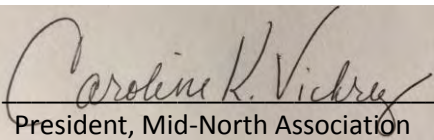
5) LACK OF DOCUMENTED, ENFORCEABLE COMMUNITY AGREEMENTS

- A. Require new developments to enter into a community benefits agreement.
- B. All zoning bonus and impact fees collected should be used exclusively in the North Branch Industrial Corridor since new infrastructure costs will exceed the funds collected.
- C. Provide the community a voice in reviewing the use of zoning bonus and impact fees including project identification and implementation priority.

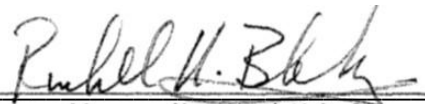
We, the undersigned, look forward to working with the City of Chicago Department of Planning and Development on the incorporation of the above recommended changes into the proposed North Branch Industrial Corridor Framework Plan, continuing the dialogue as the zoning text amendments are drafted, and reviewing specific future developments.



President, Lincoln Park Chamber



President, Mid-North Association



Executive Director, Near North Unity Program



Director, Sustainable Econ. Dev., North Branch Works

August 17, 2016

Dear Todd:

Thank you for taking the time to speak with me regarding Chicago's Industrial Corridor Modernization planning. I am very interested in the changes that are being proposed since I live in the area. I have owned my home in the [REDACTED] for 10 years and plan to maintain my property for many years to come. [REDACTED]. This successful shopping center is the home of Barnes and Noble, WPAC Athletic Club, and Regal Cinemas. It is just across the street from the very busy famous Pequod's restaurant. However, there are some businesses that have not been as successful. There are some challenges that present obstacles to the economic growth in this section of the neighborhood. Please look at Clybourn and Fullerton between Southport and Ashland. These areas need to be seriously considered when planning for the Modernization of the North Branch section of the city. There are still some industrial businesses located within retail and residential blocks. They have a negative impact on the success of the other businesses and some negatively affect the property values on neighboring streets. When I was reviewing the SMap I noticed that some of these very important areas were not included in the Industrial Corridor planning. Please review the following addresses when considering rezoning and planning:

1415 West Shakespeare Ave - White Glove Car Wash
2220 N. Clybourn - Lincoln Park Import Service
2240 N. Clybourn - Clybourn Metal Refinishing
2258 N. Clybourn - Salvation Army Adult Rehab Center
2261 N. Clybourn - We'll Clean Car Wash (The side of this property is on the 2200 block of Greenview)
2270 N. Clybourn - Salvation Army Resale Store (On the North Branch of the River)
2271 N. Clybourn - Auto Spa – Possibly a New Fitness Center
2300 N. Clybourn - Former Fedex Kinkos (Vacant Building) Proposing an 8 story residential Building
2303 N. Clybourn - Fullerton Court Apartments (Section 8) Crime area includes 2300 Block of Bosworth
1511 Webster - Future Site of CH Robinson Logistics leased from Sterling Bay (Former Guttman Tanning)

As I mentioned to you on the phone I will attempt to put my input on the SMap so other community activists can add their feedback and concerns. In the meantime, I would appreciate it if you can share my suggestions to your leadership and team members. Thank you for your consideration!

Best regards,

Cathy Breen

[REDACTED]



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and Specialty Coatings Since 1925*

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March 14, 2017

David Reifman
Commissioner of Planning and Development

Re: Mayor Emanuel's Industrial Corridor Modernization Plan, Feb 21, 2017

Dear Commissioner Reifman,

My name is David Westerman, and along with my partner and cousin, Jim Westerman own Carbit Corporation. One of our tenants, Carbit Paint Co. LLC, is one of two manufacturing businesses operating in The Halsted Triangle; our land encompasses two acres and is bounded by Kingsbury St on the east, the river on the west, Blackhawk St. on the north and Eastman St. on the south.

We are a third generation family business and have been manufacturing paint and coatings in Chicago since 1925. We have occupied our present location since 1956, We are one of the oldest established businesses in the area.

In the past sixty-one years, we have witnessed a lot of changes in our neighborhood, One of the most impactful changes was during the mid 1990's when the City designated our property and surrounding neighborhood C3-5 zoning to form a buffer zone for our area and the Goose Island PMD. This plan was well intentioned, but by the City's own admission became a failed policy. By not allowing mixed use development in our area, it prevented the highest and best use for the land in the neighborhood.

While our relationship with our neighbors has been functional and cooperative, the restrictive zoning and creation of a buffer zone for the Triangle and Goose Island PMD has done nothing to enhance our operations, but on the other hand, has negatively impacted our property value in any future exit scenario.

To respond to this property restriction, we have been forced to repurpose our manufacturing facility in response to changing business demands and surrounding land use. We have done this by maintaining our light impact manufacturing business while maximizing our excess building footage through repurposing.

In this regard, we have recently signed a lease with a Chicago brewer who will be opening a tasting room and brewing facility. Much of the success of the brewery will depend on the support of local residents who will add to their business without adding to the auto traffic. Without permitting mixed use development in the area, the City is restricting the development of neighborhood residences and limiting the potential local customer base every neighborhood business depends on.

As a local manufacturer, we do not see what should set us apart from Finkl, Clybourn, Tribune, and Greyhound areas for 'Mixed-use' zoning. We do not want the planning commission to make the same mistake they did 29 years ago and extend a plan to maintain a buffer zone when all developments since its inception have shown it is not applicable now-if it ever was.

It seems to me that a much better idea is to extend the same mixed use designation to our neighborhood as the Plan is recommending for all other segments of the Industrial Corridor and let the market determine what and where future development will take place.

One of the key sections in the Modernization Plan is entitled, "Enhancement of unique natural built assets." In this section is an artist's depiction of a beautiful summer day with a kayaker paddling south on the east channel of the river. The scene is close by-I recognized it as right in front of our plant-you can see the Carbit water tower in the background. The river in the picture has been transformed into a recreational mecca for kayakers and boaters alike as part of the North Branch recreational wetlands project.

Perhaps in the future, the nice young lady in the kayak would tie up to our wharf, go taste a beer at our tenant's brewery and walk across the street and shop at Whole Foods.

But why should we or other property owners bordering the channel invest private capital to add amenities for the boaters or paddlers on the North Branch Channel when the land bordering the channel has restrictive access as a "buffer zone."

Yours Truly,



David Westerman
Carbit Corporation

cc: Eleanor Gorski
Walter Burnett, Jr.

Allan Mellis



May 1, 2017

Deputy Commissioner Eleanor Gorski
Chicago Department of Planning and Development
121 North LaSalle Street
Chicago, Illinois 60602

Dear Eleanor;

First and foremost, I hope you are fully recovered from your back problems.

I would like to thank you and your staff for your patience in listening to all my recommendations concerning the North Branch Industrial Corridor Framework Plan ("Plan").

Since this plan will guide development for the next twenty years, I am attaching a "final" summary of my most important recommendations.

I hope that inclusion of these recommendations will make the implementation of the Plan a success, and enhance the quality of life for all.

I plan to continue my involvement as the impact fees, and zoning bonus fees are published, as well as, participating in the review of future proposed zoning text amendments, and Planned Development proposals.

I look forward to seeing the FINAL Draft Plan on May 8, 2017 and to hear its presentation before the Chicago Plan Commission on May 18, 2017.

Sincerely,

A handwritten signature in black ink that reads "Allan Mellis".

Allan Mellis

North Branch Industrial Corridor Framework Plan

Summary Recommendations By Allan Mellis

Open Space

As more and more children are living in Lincoln Park, active recreational space has not met the demands. The community has one soccer field along the lakefront and the numbers of baseball fields are inadequate for the thousands of children in leagues.

By the Chicago Park District (CPD) definition, the Lakefront Lincoln Park is a magnet park used by the entire Metropolitan area and should not be counted as part of the open space in Community Area 7. Accordingly, Community Area 7 has a deficit of 94 acres. The proposed North Branch River Walk would also be considered a magnet park according to the CPD definition.

The North Branch Industrial Corridor Framework Plan must include specific goals for active, recreational space for at least two baseball fields (6 acres), two Soccer Fields (5.4 Acres), fifteen tennis courts (one Acre) and one Field house (one Acre). These facilities would be shared between the employees and the community. Possible locations for these facilities should be indicated in the Framework Plan and be made a requirement in Planned Developments when they are submitted. Use and maintenance of the shared active, recreational use should be documented in a Community Agreement.

Now is the time to address the lack of active recreational space in Lincoln Park while, at the same time, providing employees recreational space.

Traffic Congestion

A major community concern is the traffic impact of the new NBIC developments. The following recommendations can address those concerns.

1. Call for an overall corridor wide traffic study to anticipate potential problem areas including recommended improvements, and to be able to analyze individual Planned Development traffic studies.
2. Re-open Southport to the North and extend it to the south to connect to Throop Street.
3. Widen Courtland Street and add second automobile / pedestrian / bicycle bridge over the Chicago River
4. Reconstruct Armitage and Courtland viaducts in phase one.
5. Reconfigure the Ashland / Elston / Armitage Intersection.
6. Identify a route extending the 606 / Bloomingdale Trail to the east of the NBIC.
7. Limit retail to those serving local customers with a maximum size of 5000 square feet.
8. Promote car sharing and non-automobile transportation.
9. Reduce the required number of parking spaces and encourage shared parking facilities.
10. Limit residential housing to workforce housing for those working in the NBIC.
11. Allow a maximum residential square footage of 20 percent of the total NBIC.

Public Transportation

The most important attribute of Urban Innovation Districts across the country is convenient, direct access to public transportation. Since this attribute does not exist for the NBIC, the following suggestions can help improve public transportation access.

1. Have the developer establish a free, public shuttle to link the CTA Red Line at Fullerton, Brown Line At Armitage and the Clybourn Metra Station. This will allow city residents to access jobs in the NBIC.
2. Establish an internal NBIC shuttle. This will reduce the need for people to have cars at work.
3. Reinstate the CTA Clybourn Bus. This will provide access to the NBIC and allow employees to get to local retail stores.
4. Investigate a new CTA station at Halsted and Division.
5. Allow the proposed transit way to serve east-west bus routes.

Other Recommendations

1. Establish an ongoing Neighborhood Advisory Committee to facilitate communication among all parties.
2. Community agreements should be developed that apply to current and future developers to document items that are not in the Planned Development.
3. All Planned Developments, Zoning Changes, and Zoning Bonuses should have a thorough community review process.
4. All industrial corridor impact fees and zoning bonus payments should be used to directly support the NBIC infrastructure improvements. All parties should be involved in determining the priority of the improvements.
5. Require new developments containing residential uses to include schools within the development or contribute to a special fund to be used exclusively for schools in the area to accommodate added density of the development.

Prepared by: Allan Mellis

May 1, 2017

May 1, 2017

Dear Commissioner Reifman,

These written comments to the North Branch Industrial Corridor Framework Plan and Design Guidelines correct certain errors in the Framework's analysis and expand upon certain recommendations, particularly focusing on open space for recreational needs.

In summary:

1) The Department of Planning and Development masked the critical open space deficit in communities surrounding the corridor with poor policy and bad math, labeling the third most visited park in the United States, Lincoln Park, a neighborhood park for all these communities. This cherished destination with a zoo, museums, conservatory and Victorian style gardens, draws 20 million annual visitors, but is no substitute for present-day recreation needs of the neighborhoods of the Corridor.

2) Open space goals for redevelopment of the North Branch Industrial Corridor must be increased, based on need for open space inside the Corridor itself and within the communities in which it is located. Specific targets for riverfront access space and recreational space for sports must be set.

2) The Framework Plan and Design Guidelines should incorporate flexible means to achieve the open space goals, including public/private partnerships and development incentives plus traditional public sources of park financing.

The North Branch Industrial Corridor is located in Community Areas with an Open Space Deficit of over 150 acres

DPD acknowledges in the Framework "the North Branch Industrial Corridor has historically not been subject to open space and river planning initiatives or projects due to its origins as an industrial area." (p. 21).

Today, parks, recreational uses and community and recreational centers are prohibited in the Corridor, reflecting the reality that heavy industry and open recreation are usually incompatible. The framework plan itself graphically illustrates that from 1990 until 2010 there were ***no parks or recreational uses in the entire 750 acres of the industrial corridor***. At the same time, residential uses on both sides of the Chicago River have increased substantially.

The community areas in which the Corridor are located - Lincoln Park, Logan Square, and the Near North Side - are substantially under-parked.

However, the Department of Planning has asserted that no new recreational space is needed in this part of the city, stating that the four community areas in which the Industrial Corridor are located have no net open space deficit and “[a]reas that were within a half mile of an open space were considered served with respect to access to open space.”

This flawed reasoning contradicts the City’s and Park District’s own policies and the facts on the ground.

1. DPD has “masked” the area’s open space deficit.

In response to the overwhelming number of comments about open space about the Framework Plan, DPD replied

“Given the wide range of comments, aspirations, and misconceptions involving the planning area’s open space resources, staff is directing stakeholders to additional information below that illustrates the open space realities of adjacent neighborhoods.”

DPD created an attachment calculating that there was no open space deficit in the combined communities of Lincoln Park, Near North Side, Logan Square and West Town. This calculation is a combination of poor policy and bad math.

DPD acknowledges that the Logan Square and Near North community areas have a total park “deficit” of 125 acres. **Both community areas are among the top “ten most underserved communities”** for parks areas in the City, and the Park District has stated that “all opportunities for open space in [these] communit[ies] should be considered.”¹

However, DPD concludes that the 40 acres of proposed bike and pedestrian paths in the Corridor are adequate open space because the Lincoln Park Community Area and the West Town Community areas have an excess amount of parkland. DPD calculates that the four areas have a total of 881 acres against a “required” 600 acres for the existing total population of 300,000 residents at 2 acres/1,000 residents.

DPD’s concludes that the Lincoln Park Community Area has no open space deficit because of the 402-acre Lincoln Park. According to DPD’s calculations, the “excess” amount of park space due to Lincoln Park eliminates the 125 acre open space “deficit” in Logan Square and the Near North Side. The fallacy is obvious – DPD’s reasoning means that the implied population of the four community areas would have to be 440,000 people before there was an open space deficit!

¹ Chicago Park District 2016 Land Aquisition Plan, https://www.cityofchicago.org/content/dam/city/depts/dcd/temp/CPD_Land_Aquisition_Plan.pdf, pages 28 and 58.

Does the population of these areas have to increase by more than 140,000 before the city believes the residents are entitled to one more ball field? Is it the City's policy that Logan Square residents, considered some of the city's most park deprived, cannot get a park because of the existence of Lincoln Park, miles away?

The City answered this fallacy twenty years ago. The 1998 City Space Plan concluded that "Lincoln Park . . . appear(s) to be well served when considering total open space acreage. However, much of this open space is contained within [a] lakefront park that attract visitors from the entire Chicago metropolitan region."

https://www.cityofchicago.org/city/en/depts/dcd/supp_info/cityspace_plan.html, p.26.

Indeed, according to the Trust for Public Land, **Lincoln Park is the third most-visited park in the United States, after Central Park and the National Mall, with 20,000,000 visitors a year.**

https://www.tpl.org/sites/default/files/files_upload/2014_CityParkFacts.pdf (p. 30).

Thus, according to the City's own planning documents, the amount of recreational space in the Lincoln Park Community Area should be calculated without the total acreage of Lincoln Park. If all of Lincoln Park is excluded, the remaining park space in the community area is 25 acres, a severely under-parked status. If a more conservative measure is used (by treating Lincoln Park as a neighborhood park for all residents within a mile) the total park space in the Community Area is 89 acres. In all events, the Lincoln Park community area is significantly under-parked with regard to sports facilities.²

Using these figures, the open space deficit of the communities in which the Industrial Corridor sits becomes clear. That calculation (Attachment 1) results in an open space deficit of between 174 and 238 acres.³

This analysis is consistent with a study submitted to DPD last fall by my office. That study (Attachment 2) calculated the amount of open space in the North Branch Industrial Corridor area itself. The study found that the area under investigation by the DPD planning team (which included an area ½ mile outside the Industrial Corridor) has a current population of 88,510. The study area contains 57.93 acres of total parkland, or .65 acres/resident. By a calculation of 2 acres/1,000 residents, the study area should have 177 acres of parkland. This follows the City Space Plan's admonition that "a complete assessment of community open space requires an analysis of park size,

² As noted by the CitySpace Plan, "many of the large regional parks do not containing adequate park facilities, such as ball fields or playgrounds, to serve the needs of nearby neighborhoods." The entire Lincoln Park community area has one soccer field – located at the lakefront. Its baseball fields are inadequate for the thousands of children who play in its leagues. Furthermore, the documents to which DPD refers in its recent email to Industrial Corridor Plan participants do not reflect the actual status of recreational facilities in local parks. There is no soccer field at Oz Park. Instead there are three junior ball fields. There is no soccer field at Wrightwood Park.

³ A recalculation of the available open space in West Town would like increase the deficit using a similar analysis of park space available to residents who live far from Humbolt Park.

location and use, along with residential development patterns at the neighborhood level.”⁴

2. Neither the 2 acres/1,000 guideline nor the half-mile measurement are full City policy.

The park space per thousand guideline is also a broad measure, and reflects a goal that was to be reached by 2010. The City however, also adopted the CitySpace Plan’s goal of 5 acres/1,000 by 2020.

As already shown, the amount of open space planned for the Industrial Corridor fails to meet the deficit under the first standard, much less the more ambitious long-term goal.

Moreover, the City’s statement that “[a]reas that were within a half mile of an open space were considered served with respect to access to open space” contradicts long-held City policy. The Park District’s *Land Policies Plan* of 1993 defined “service areas” for various kinds of parkland – for example, stating that the minimum acceptable distance a resident should be from a tot lot, should be only .1 mile, while the minimum acceptable distance from a park of over 50 acres should be one mile. These standards reflect a common sense use of playlots for toddlers versus larger regional parks. The CitySpace Plan continued this requirement, concluding that citizens must be within a quarter mile of a park of ½ to 5 acres, ½ mile of a community park of 5 to 15 acres and within ¾ of a mile of a park of 15 to 50 acres. By these standards, the Framework Plan miserably fails to account for park needs in the Study Area.

(https://www.cityofchicago.org/content/dam/city/depts/zlup/Sustainable_Development/Publications/CitySpace/CitySpace1b.pdf, p. 22)

3. DPD’s calculation of open space fails to include expected new residents of the Industrial Corridor.

None of these calculations take into account the expected residential population of the new corridor. Given that the Plan calls for up to 50% of the total corridor by acreage to be available for residential development – that is, up to 380 acres - far more than 40 acres of bike and pedestrian trails are likely required.

Realistically, the North Branch Industrial Corridor should not be expected to fill the entire open space gap. However, DPD’s consistent failure to recognize the gap must be corrected.

Because of the overall deficit of parkland in the community areas in which the Corridor sits, the Framework Plan should be amended to include a firm requirement that **10% of the total acreage of the North Branch Industrial Corridor be open space or**

⁴ CitySpace Plan, https://www.cityofchicago.org/content/dam/city/depts/zlup/Sustainable_Development/Publications/CitySpace/CitySpace1b.pdf, p. 26.

recreational facilities available to the public. Of that 76 acres, 40 is devoted to the river access plan outlined in the Framework. At least 15 of the remaining acres should be devoted to recreational fields, inside or out, for team sports.

In addition, the plan's open space obligations for developers should be expanded, along with practical means to make those obligations possible. While the Plan focuses on river edges to emphasize the connection to the river, the Corridor presents an unusual opportunity to use parks and recreational facilities to connect to adjoining communities in ways not possible elsewhere. DPD should develop guidelines to require a portion of all land be "set aside" to accumulate land for public or public/private recreational park space. This amount of space is difficult for any one developer to devote to recreational use, but by "banking" and "trading" land, significant parkland could be created. Other ideas include development of public/private entities, similar to the proposed parking district, to create year round facilities for team sports and community use.

We suggest the following detailed changes to the Framework:

Note: Additions are italicized

Executive Summary

Open Space

Page 2. Change to read: "*Recreation spaces constitute an important part of the connectivity of the new North Branch Industrial Corridor to the fabric of surrounding communities and can address existing deficits. Incorporate approximately **76** acres of publicly accessible open space through the development of new trails along the river, new wetland parks, active and passive recreational spaces *both public and private incorporated into new private projects*, and other measures. Achieve a goal of an 15 acres of recreational space for sports through a combination of private development, public/private partnerships, including incentives for contiguous land set asides.*"

Page 2. After "open space projects to facilitate public riverfront access" add "*and to serve the recreational needs of the Corridor and communities already developing adjacent to the corridor.*"

Page 21. Add "*In addition, prior land use restrictions on parks and recreational space, as well as the lack of desirability of living near industrial uses, limited park and recreational uses in the corridor and surrounding area. Today, population increases in the surrounding area and changes in land use from commercial to residential in the larger Near North Side, Logan Square, West Town and Lincoln Park community areas, plus expected residential increases in the Corridor, make recreational uses possible and necessary.*"

Page 36. Principle 1.1. ***Allow mixed-use development in appropriate locations with provisions for affordable housing and publicly accessible open space.***

After “At least 50 percent of the corridor’s land should be allocated for employment-oriented development,” add “*Development should contribute to the overall open space goal of at least 10% of the corridor, including the specific recreational space goals of the corridor.*”

Page 37. Principle 1.4. ***Support increases in density and height to encourage mixed-use developments that provide high-quality, publicly-accessible open spaces and non- vehicular transportation improvements.***

Change to read: “Support increases in density and height *or create other incentives* to encourage mixed-use developments that provide high-quality publicly-accessible open spaces *or recreational facilities* and non-vehicular transportation improvements.”

Page 40. Principle 2.1. ***Improve traffic circulation for existing and new uses through strategic roadway reconfiguration projects.***

After “Additional improvements around large development parcels should address the impact of individual land uses and user groups.” Add “*CDOT should study additional car connectivity through new vehicular bridges at Southport Avenue and at Blackhawk Street as well as resolving intersection conditions at locations inside the Study Area, such as Willow/Clybourn/Sheffield and Armitage/Racine/Clybourn.*”

Page 41. Add “***Principle 2.8. Explore financing options for major infrastructure improvements***

CDOT should explore all potential financing options to leverage development to correct long-standing infrastructure issues as well as plan for future transit, including correcting the location of the Armitage Metra station, the Elston/Cortland viaducts, and potential vehicle bridges, taking into account future expected changes in automobile use.”

Page 46. GOAL #3

Change to read (new language in italics): “Build Upon the North Branch Industrial Corridor’s Unique Natural and Built Environment *and Address Community Open Space Deficits*”

Add: “*DPD will consider mechanisms for achieving the goal of 10% of total acreage for open space and recreation, and will create criteria that credit developers for private recreational facilities that give significant access in after school hours to children’s team sports and also provide community access.*”

Page 46. Add after “The health and wellness improvements should increase opportunities for people to be physically active” “*in both individual activities and team sports.*”

Page 48. Principle 3.1. ***Integrate a variety of public open spaces that are available year-round, designed for a range of ages and abilities, and enhance the health of the community and workforce.***

Redraft the last sentence to read as follows: “An estimated 10 ~~to~~ **35** additional acres could be created for single-purpose activities like skate parks and athletic fields or recreational facilities that cater to nearby residents and workers.”

Page 49. Principle 3.5. ***Create publicly accessible open spaces within Planned Developments for recreational activities.***

Add: “DPD will consider mechanisms for achieving the goal of 10% of total acreage for open space and recreation, including credits and incentives, land banking and trading, and will create criteria that credit developers for private recreational facilities that give significant access in after school hours to children’s team sports and provide community access.”

Page 60. Funding. Add: “DPD will consider mechanisms for achieving the goal of 10% of total acreage for open space and recreation, including credits, incentives, land banking and trading, and will create criteria that credit developers for private recreational facilities that give significant access in after school hours to children’s team sports and provide community access.”

Comments to North Branch Design Guidelines:

Page 11-12. Principle 1.4. Change to read: “Support increases in density and height and other potential incentives to encourage mixed-use developments that provide high-quality, publicly accessible open spaces and non-vehicular transportation improvements.”

Page 14. Street Hierarchy – Planning should attempt to reorient the street grid to match adjoining communities, rather than persist in the off-center current street grid west of Clybourn.

Page 42. Principle 3.5. ***Create publicly accessible open spaces within Planned Developments for recreational activities.***

Change to read: “A variety of ~~developer-led~~ options are available to create publicly accessible open space on sites in the North Branch. Such publicly-accessible open spaces can provide new open space amenities in the North Branch for existing and new residents as well as employees while simultaneously addressing stormwater requirements resulting in a greener, more complex environment. For example, stormwater requirements could be addressed within recreational fields, play or cultural areas being considered for large new developments. The following design criteria should be considered for publicly accessible open space.

- Physically and visually connect publicly-accessible open space to existing pedestrian bicycle, riverwalk and public transportation networks.
- Support active and passive activities and diverse programming opportunities that will attract a wide variety of users and recreation providers to serve surrounding residents, institutions, and business. *Connect public uses to transportation and parking.*
- Provide publicly-accessible open spaces that facilitate access and use of the adjacent river trail via multi-modal connections from adjacent private developments.
- *All development in the Corridor should contribute to the overall open space goals as well as the recreational goals. Plans to accumulate land for large recreational fields for sports can be accomplished through land set-asides in planned developments, establishing a system of banking and trading land, or the use of development fees to purchase land."*

I am happy to discuss these comments.

Very truly yours,

A handwritten signature in black ink, appearing to read "Michele Smith", written in a cursive style.

Michele Smith

43rd Ward Alderman

Attachment 1

Industrial Corridor Community Area Park Space

Community Area	2000 Population	DPD Current Open Space Calculation	DPD Open Space Required at 2 acres/1,000 residents	Actual Current Open Space Acres Scenario 1*	Actual Current Open Space Acres Scenario 2**	Actual Open Space Deficit - Scenario 1*	Actual Open Space Deficit - Scenario 2**
Lincoln Park	64,116	447.72	128.23	89.06	25.06	39.17	103.17
Near North Side	80,484	94.29	160.97	94.29	94.29	66.68	66.68
Logan Square	73,595	78.75	147.19	78.75	78.75	68.44	68.44
West Town	81,432	260.1	162.86	260.1	260.1	0	0
Total	299,627	880.86	599.25	522.2	433.14	174.29	238.29

We Want Your Feedback!

The City of Chicago Department of Planning and Development wants to hear your comments on Mayor Emanuel's Industrial Corridor Modernization North Branch. Please take a moment to provide your feedback below. Thank you!

There is a concern that the buffers need to be studied with high scrutiny because using the river as a buffer may not work well because the noise and pollution still would travel between businesses & residential. Also property tax revenue could be lost because commercial properties are taxed at a higher rate than mixed use and residential only properties.

Name: Frank Kryzale

Affiliation: Lincoln Park Chamber of Commerce

Email: [REDACTED]

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- Traffic is our largest concern. The east/west + north/south access to the Finkl property is inadequate. No matter how you slice it.
- There is no guarantee that employees would be the residents of any new development (residential) built on this space. There is no way to make that a reality.
- ~~Commercial tax revenue~~ Commercial tax revenue far exceeds any residential tax revenue from development.

Name: Brian Comer

Affiliation: SNA / Homeowner

Email: [REDACTED]

- No Towers + high density ~~structures~~ structures on the Finkl space.
- Low rise Tech, restaurants, park space, ~~office~~ office space is the way to go.

We Want Your Feedback!

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The whole area is easily
bottlenecked! If more development
brings more business and residents,
the whole road, bike, sidewalk, and street
lighting needs to be re-thought, to
make it more accessible, safe, and
functional.

Name:

Affiliation:

Email:

We Want Your Feedback!

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CELEBRATE THE RIVER BY PROVIDING EASY ACCESS TO
THE PUBLIC & ENCOURAGE AWARENESS & USE.

Name: HIDE KASHIMA
Affiliation: STRUCTURED DEV.
Email: [REDACTED]

- Mixed uses are appropriate
- ^{Make area} convenient for transit; NOT convenient to drive

Mayor Emanuel's Industrial Corridor Modernization North Branch

We Want Your Feedback!

The City of Chicago Department of Planning and Development wants to hear your comments on Mayor Emanuel's Industrial Corridor Modernization North Branch Draft Framework and Guidelines. Please take a moment to provide your feedback below as well as revisions to the Draft Framework and Guidelines. Thank you!

Bike-Walk Lincoln Park

Michelle Stenzel

- river walk on both sides of river is good - will
- connection to GOLO is important
- walkable - comfortable, safe & convenient
- pedestrian bridges are needed

Name:

Affiliation:

Email:

- tramway good idea

- bike line should be included in tramway

Connections

to + from transit locations

⇒ ^{Better} East - West bike lane ⇒ Armitage, Chicago, Division & facilities → Make better for bikes

- make area feel less isolated
→ better bike + ped connections

be very well used

Mayor Emanuel's Industrial Corridor Modernization North Branch

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"LINKAGE" ACROSS RIVER ESPECIALLY
@ GOOSE ISLAND.

Name:

Affiliation:

Email:

JEFF BERTA
STRUCTURED DEVELOPMENT
[REDACTED]

Mayor Emanuel's Industrial Corridor Modernization North Branch

We Want Your Feedback!

The City of Chicago Department of Planning and Development wants to hear your comments on Mayor Emanuel's Industrial Corridor Modernization North Branch. Please take a moment to provide your feedback below. Thank you!

Major concern is keeping River Edge closed to Public from
Division to Halsted

Name: Jim Dillon
Affiliation: Bisane Paving
Email:



We Want Your Feedback!

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would like to see N/S connection to
COC & DT zones
- more parks & pedestrian aspects

Name: Phil Simon
Affiliation: Tribune Media
Email: [REDACTED]

We Want Your Feedback!

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I'd like to see the river opened to the public. A bike and walking trail along the river. Non-motorized transit in the river rowing, kayaking, with some motorized tour boats. A model would be the riverwalk downtown - with restaurants and shops along the river path.

Name:

Michael Levin

Affiliation:

Vanple Neighborhood Assoc.

Email:

[REDACTED]

We Want Your Feedback!

The City of Chicago Department of Planning and Development wants to hear your comments on Mayor Emanuel's Industrial Corridor Modernization North Branch Draft Framework and Guidelines. Please take a moment to provide your feedback below as well as revisions to the Draft Framework and Guidelines. Thank you!

I WOULD BE HAPPY TO APPROACH THE CITY OF EVANSTON AND SKOKIE TO SUGGEST THESE COMMUNITIES CONSIDER EXPANDING THE NORTH BRANCH CONCEPT FURTHER NORTH.

ITS A GREAT PLAN AND I SUPPORT THE NORTH BRANCH FRAMEWORK.

Name: MIKE VASILKO
Affiliation: VASILKO ARCHITECTS
Email: [REDACTED]