

Draft North Branch Framework Plan

Revisions

The below table itemizes changes made to the North Branch Industrial Corridor Framework and Design Guidelines. The original draft was posted March 17, 2017. This table reflects changes made to the final draft posted on May 8, 2017.

Framework

Pg. 2		
Revision	Location	Description
Text Revision	Paragraph 6	... open space projects to facilitate public riverfront access and to serve the recreational needs of the Corridor and communities adjacent to the corridor; and design guidelines to support the built and natural environment.;
Text Revision	Paragraph 7	...including infrastructure, transit and open space,
Pg. 3		
Text Revision	Open Space	...changed "approximately 50" to "approximately 60"
Text Revision	Open Space	This framework recognizes that open space for sports activities was identified by some of the surrounding community as a consideration for future private zoning change approvals.
Text Revision	Transportation	...enhance and create alternatives to existing travel routes to improve walking, biking, and access to transit;
Text Revision	Stakeholder Engagement	The Chicago Transit Authority (CTA) was also a key stakeholder and contributed to the development and refinement of the document's transportation principles.
Graphic	Graphic	Updated Stakeholder engagement graphic
Pg. 7		
	Map	Added NBIC Boundary & Study Area Boundary to legend
Pg. 10-12		
Text Revision	Paragraph 1	This framework supersedes all previous recommendations in these plans that pertain to the North Branch Industrial Corridor.
Removed plans		Removed Green Healthy Neighborhoods and Near North Quality of Life Plan. Plans not relevant to NBIC.
Pg. 14		
Text Revision	Paragraph 3	Overall, the PMD remains an important tool whose impact should continue to be considered, reviewed and evaluated in each industrial corridor.
Pg. 20		
Text Revision	Paragraph 3	Replaced "bike trail network" with "bike route network"
	Map	Added water taxi stops. Replaced "cycle track" with "protected bike lane"
Pg. 22		
Text Revision	Paragraph 2	Changed "industrial landscape" to "job center"
Pg. 24		
Text Revision	Paragraph 3	Goose Island, other parts of the North Branch and adjacent areas, have seen

		a variety of new, innovative and advanced manufacturing businesses in recent years, including new construction projects like Wrigley’s Global Innovation Center and WaterSaver Faucet’s state-of-the-art production facility. The North Branch has also experienced rehabilitation of existing industrial buildings, such as UI LABS’ Digital Manufacturing and Design Innovation Institute, the mHub innovation center and GE Fuse. Three of these anchors are more similar to research and university institutions than they are to a manufacturing company. Their operations and deliverables are compatible with many companies in the information and technology sector. More importantly, the research and design work of these anchors can be used by manufacturers throughout the Chicago Industrial Corridor System, the region and the nation.
Pg. 36		
Text Revision	Principle 1.1	... All developments will be required to comply with applicable open space requirements and fees as per the Chicago Zoning Ordinance.
Pg. 37		
Text Revision	Principle 1.4	Through the public planned development review process, support density and height to encourage mixed-use developments that provide high-quality publicly accessible open spaces for both passive and recreational use, and non-vehicular transportation improvements
Text Revision	Principle 1.4	...for projects that include amenities requested by the community including high-quality recreation space and paths for people walking and biking.
Pg. 40		
Text Revision	Paragraph 2	Replaced ‘travel alternatives’ with ‘travel options’
Text Revision	Paragraph 2	Replaced ‘existing bus, train, and multipurpose paths’ with ‘existing walking, biking, and transit networks’
Text Revision	Paragraph 2	Revised, ‘each travel mode’s ability to contribute to increasing people capacity, reducing congestion...
Text Revision	Paragraph 3	...private vehicles will continue to be a component of the local transportation network.
Text Revision	Paragraph 3	...and multi-modal connections for walking, biking, access to transit, and driving can help reduce travel distances while providing alternative routes to relieve pressure on congested streets and intersections.
Text Revision	Paragraph 4	The value of regional street connectivity can best be leveraged by making transit, walking, and biking the best options for as many trips as possible.
Text Revision	Paragraph 5-8	Ongoing changes in transportation bring both challenges and opportunities for improving the built environment and it is important that such impacts are addressed as projects are developed within the North Branch. Rideshare options, including standard and pooled services, as well as taxis are impacting Chicago’s transportation network today. As a result of growing utilization, these services are beginning to compete with other modes, including transit. They are also resulting in pedestrian safety concerns and traffic congestion as a result of limited and uncoordinated areas for curbside pick-ups and drop-offs. It is important that future development address these impacts by providing dedicated curbside space for on-demand vehicle queuing, and dedicated pick-up and drop-off zones. The development of autonomous vehicles (AVs) is transforming traditional concepts of urban development and street design. The expectation is that private car ownership will decline, and that individuals and households will

		subscribe to AV services that deliver vehicles on demand. Research suggests that 2040 may be a tipping point where more than half of the cars on the road will be able to operate autonomously.
Pg. 41		
	Map	Cortland St and Fullerton Ave bridge projects added to legend 'Chicago Ave' viaduct reconstruction project re-labeled as 'Chicago Ave/Halsted St'. Damen/Elston/Fullerton noted as being complete.
Pg. 42		
Text Revision	Principle 2.1	Principle 2.1: Improve traffic circulation through strategic reconfiguration projects for existing roadways
Text Revision	Principle 2.1	Additional improvements around large development parcels should address the impact of individual land uses and activity patterns.
Text Revision	Principle 2.1	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.
Text Revision	Principle 2.2	Improved bus service may make transit more attractive for those who now drive, potentially reducing vehicular traffic and may yield faster travel times.
Text Revision	Principle 2.2	...dedicated service to area train stations
Text Revision	Principle 2.3	including "smart signals", transit signal prioritization (TSP) and other devices that assess, predict, and manage traffic volumes through more coordinated signalization in real-time.
Pg. 43		
		Providing new pedestrian and bike connections to existing transit stations will expand the 10 minute walkshed radius, making these stations more accessible to all. Comfort and safety enhancements, incorporated into these new connections will help more people decide to walk, bike, and use public transit while also providing neighborhood vibrancy and producing public health benefits.
Pg. 44		
Text Revision	Principle 2.6	A new right-of-way dedicated to transit, pedestrians, and cyclists would provide reliable high-capacity transit service and would create safe and convenient connections to surrounding neighborhood and transit hubs. This transitway would potentially help mitigate traffic congestion and support economic and population growth in the corridor. This transitway is a complex proposal that would require feasibility and engineering studies to assess the multiple potential alignments that are currently presented as concepts. The development of this concept would have to be refined over the mid and long term.
Text Revision	Principle 2.7	Developer- and stakeholder-led initiatives at specific development sites can take many forms, such as guaranteed ride home carpool programs, parking pay-outs for non-drivers, dissemination of information via real-time displays, and flexible employee work schedules that consider peak transportation demands, among other options. The City's Office of Emergency Management and Communication (OEMC) can also help to manage traffic and provide Traffic Control Aides (TCAs) at critical intersections. The deployment of TCAs would require funding, which

		would have to be provided by property owners as part of Planned Development requirements.
Pg. 45		
	Map	Relocated Ogden/Augusta Ped Bridge to Elston Ped Bridge
Text Revision	Map Legend	*All improvements are required to include a study
Pg. 46		
	Map	Added Chicago/Halsted Viaduct Reconstruction
Pg. 47		
	Map	Relocated Ogden/Augusta Ped Bridge to Elston Ped Bridge. Removed Chicago/Halsted Viaduct Reconstruction
Pg. 49		
	Graphic	Re-ordered projects to coincide with changes made to short, mid & long term maps.
Pg. 50		
Text Revision	Paragraph 3	...for people to be physically active in both individual activities and team sports;
Pg. 52		
Text Revision	Principle 3.1	Changed "50 acres" to "60 acres"
Pg. 54		
Text Revision	Principle 3.5	Principle 3.5: Create not less than 10 total acres of publicly accessible open spaces within Planned Developments for sports and recreational activities: The planned-development zoning designation required by City Council for large development projects requires the creation of open space. This Framework recognizes that fields for team sports and other recreational needs of not less than 10 acres in total are a desired new amenity with redevelopment of the corridor and will be included within portions of sites that can accommodate larger open spaces. Such open space will be incorporated into a planned development ordinance implemented as part of the typical review and approval process. Such open spaces would accommodate both area residents as well as new residents in the corridor. These 10 acres are separate from the rivertrails/boardwalks and canal wetland park also recommended in this Framework.
Text Revision	Principle 3.6	DPD would support community-led purchase and programming of open space in the corridor.
Pg. 62		
Text Revision	Zoning (1.)	The City, as represented by the Department of Planning and Development (DPD), to seek initial zoning code text and map amendments that would establish a basis for future property owner actions pursuant to the Framework Plan.
Pg. 63		
Text Revision	Paragraph 2	DPD's initial text changes would repeal PMD 1, reduce the boundaries of PMDs 2, 3 and 5 and revise the permitted uses in the remaining PMDs 2, 3 and 5.
Pg. 66		
Text Revision	NOB	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. 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 and can be used for infrastructure improvements including the creation or improvement of publicly accessible open space.
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Appendix/Design Guidelines (Pagination Changed to be consistent w/ Framework)

Revision	Location	Description
Pg. 78-81		
Text Revision	Community Engagement	Updated to reflect Open House Meetings after March 17 th , 2017
Pg. 8 (Pg. 90)		
Text Revision	Paragraph 1	Property owners should consider CDOT's Make Way for People Program for plaza and public way activation.
Pg. 10 (pg. 92)		
Text Revision	Paragraph 2	... avoid large front setbacks that would isolate the new buildings from street activation and access to transit and other non-auto modes.
Text Revision	Paragraph 1	In order to create a cohesive and enjoyable walking environment for pedestrians, it is recommended that buildings in the corridor should create streetwalls along front property lines adjacent to public sidewalks.
Text Revision	Paragraph 1	CDOT's forthcoming Livable Streets Guidelines will provide further guidance on appropriate street design.
Pg. 11 (Pg. 93)		
Text Revision	Principle 1.4	Through the public planned-development review process, support density and height to encourage mixed-use developments that provide high-quality, publicly accessible open spaces and non-vehicular transportation improvements.
Pg. 95		
Graphic	Principle 6	Added principle 6
Pg. 17 (pg. 99)		
Text Revision		<p>As the corridor evolves to accommodate expanded land uses and development densities it is important to consider opportunities to evolve the function and character of major streets in accordance with CDOT's Complete Streets Chicago and Sustainable Urban Infrastructure Policies and Guidelines.</p> <p>First and foremost, streets design should be optimized for pedestrian mobility for all types of users, especially the most vulnerable. When this is done successfully, people can safely and enjoyably stroll, bike, take transit, or drive. Streets must also be designed as places—places where people want to live, work, and play—that celebrate our city's diversity, culture, and unique neighborhoods. Three types of street classifications are proposed, described as follows:</p> <p>Enhanced Walking Streets: Streets intended to transform into neighborhood identity streets with pedestrian-scaled commercial and mixed-use buildings that abut and</p>

		activate sidewalk frontages. On Clybourn this involves transition from existing auto-oriented retail centers to pedestrian-oriented, mixed-use development. On Southport Avenue and Throop Street this involves the establishment of neighborhood identity streets for large parcels subject to redevelopment. Enhanced Multi-Modal Streets: Pedestrian and bike-friendly streets that include transit priority and link to rail transit and/or cross the river.
Pg. 18 (pg. 100)		
Text Revision	Paragraph 2	...safely and conveniently accommodate pedestrians accessing the corridor from transit, from adjacent neighborhoods, and residents moving within the corridor along high traffic volume streets.
Pg. 19 (Pg. 101)		
		Changed "four key" street to "three key" streets
Pg. 102		
	Map	Bike route connection to Augusta Blvd.
Pg. 21 (Pg. 103)		
	Map	Relocated Ogden/Augusta Ped Bridge to Elston Ped Bridge
Pg. 22 (Pg. 104)		
Text Revision	Paragraph 1	This transitway would largely use existing public rights-of-way and could accommodate high capacity transit, such as bus/BRT or light rail, and bikes.
Text Revision	Paragraph 1	CDOT/CTA/DPD coordination as well as cooperation from private property owners and the railroads would be needed if this is pursued.
Text Revision	Paragraph 2	...it is recommended that a deeper study be conducted for feasibility, engineering and cost.
Pg. 24 (Pg. 106)		
Text Revision	Paragraph 1	The Framework supports the option to consider a private traffic management authority and recommends for further consideration and expanded water taxi service and cooperative parking aggregation.
	Map	Clybourn removed from Zone G
Pg. 107		
	Map	Water taxi stop moved
Pg. 28 (Pg. 110)		
Text Revision	Principle 3.2	Continue the improvement of the riverfront for people biking and walking and connect the River Trail to existing trails
Text Revision	Paragraph 4	This concept will be further studied for its feasibility by CDOT and DPD after the adoption of the design guidelines.
Pg. 114		
	Graphic	Replaced image
Pg. 42 (Pg. 124)		
Text Revision	Bullet #2	Where possible, connect public uses to transit and provide required parking.