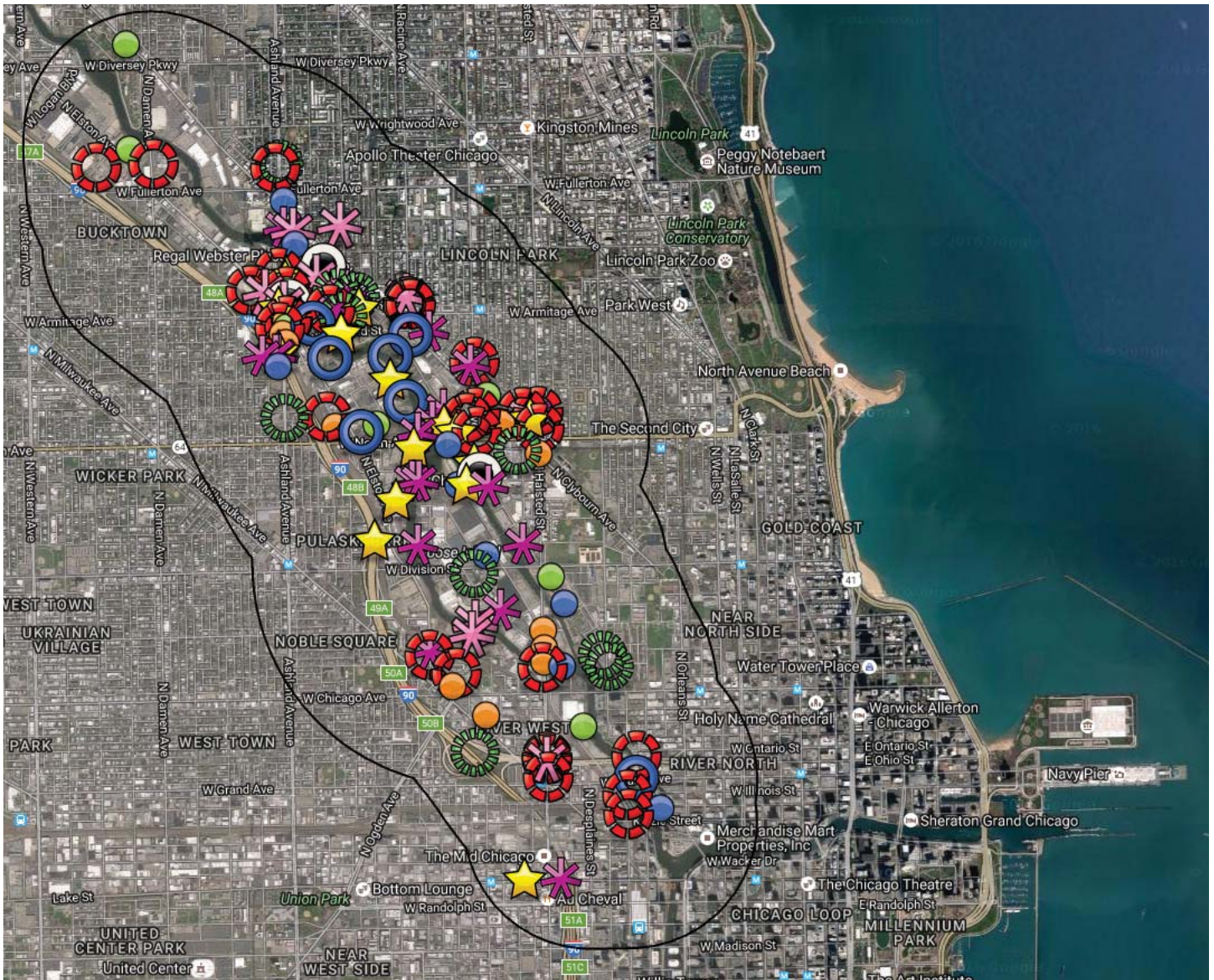


MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION North Branch



COMMUNITY OUTREACH UPDATE August 1, 2016



CHICAGO DEPARTMENT OF
PLANNING & DEVELOPMENT



COMMUNITY OUTREACH UPDATE AUGUST 1, 2016

Over 160 stakeholders attended three kick-off public meetings held between June 6 and June 8, 2016. A Summary Report was released in June 2016 which outlined the presentation materials and included questions and comments received during the meetings. sMap Social Mapping software was introduced at the three kick-off meetings as DPD's method to obtain continuing input from stakeholders.

The following is a summary of community outreach efforts including public review meetings and input received during those meetings, social mapping (sMap), discussions with Alderman, LIRI's, neighborhood groups, and other stakeholders.

MEETINGS

City staff from DPD and the Chicago Department of Transportation (CDOT) held community meetings in three different locations in and around the North Branch Industrial Corridor in order to inform community stakeholders of the Mayor's Industrial Corridor Modernization initiative. Over 160 residents, business, and community leaders attended and participated in the three meetings:

- June 6, 2016 - UI Labs
- June 7, 2016 - St. John Cantius Church
- June 8, 2016 – Jesse White Community Center

SOCIAL MAPPING (sMAP)

DPD utilized an innovative, cloud-based mapping tool to obtain community feedback:

- Total # of maps created: 25
- Total # of points marked: 122
- Total # of validations: 410

The information obtained through the sMap social mapping exercise is being used to inform city staff's work in creating the guiding principles and land use scenarios for the NBIC.

The following information is a summary of input received via sMap condensed into main themes. Please see the attached summary maps and along with the sMap site for a detailed record.

Transportation

The sMap input revealed several areas that will need to be evaluated further as part of the ongoing transportation planning for the study area. There were 27 problematic intersections identified and commented on within the study area. The comments and concerns were primarily related to identifying areas that experience traffic congestion, are unsafe for pedestrians and bicyclists, and areas that have potential to become an important transportation hub within the study area.

Highlights:

Cortland/Ashland. Many complex transportation conditions are present in this area, with the confluence of several modes of transportation: I90/94, Metra rail and passenger stations, freight rail that serves the industrial uses, arterial roads (used by cars, buses, trucks, pedestrians, bicyclists), bike trails and lanes, and sidewalks. Consequently, there are numerous bridges and viaducts that cause visibility issues. A detailed examination of this area's transportation network is needed to develop solutions that will accommodate the transportation needs of both existing and future land uses.

North Ave. Several intersections were identified as needing improvement, particularly along North Ave at Sheffield, Halsted, and Clybourn, and other intersections where angle streets intersect with 1 or more arterial streets. Additionally, a low overpass on North Ave at the UP line frequently causes truck accidents which results in traffic congestion.

CTA Rail North Ave/Clybourn. The CTA's Brown/Purple lines and Red line currently diverge near North Ave and Halsted. A suggestion was made to build a new Brown/Purple line station at North and

Halsted and connect it to the existing Red line station and bus routes on North Ave to improve future connectivity to the NBIC.

The sMap input also identified 30 places that are considered key components to the study area's transportation network. The comments primarily focused on improving transit connections between Goose Island, the industrial corridor, and the adjacent areas to facilitate more convenient access to retail as the area develops.

Highlights:

Inter and intra-connectivity. Bike lanes and pedestrian access were noted as an important part of the transportation network. Opportunities to improve the system include evaluating enhancements on Cortland between Elston and Clybourn to accommodate additional bicyclists and pedestrians, improving the linkages to the 606 trail, improving connections to the independent retailers on Clybourn by adding bus service and improving way finding, evaluating the level of service on the Webster and Division bridges, and identifying new east-west connections including potentially the Blackhawk bridge.

Community Assets

The sMap input identified 18 places that are considered assets to the community that should be maintained or enhanced.

Highlights:

Economic assets. Several companies were noted as being important to this community's authentic character including Horween Leather, Morton Salt, UI Labs, and the unique independently owned restaurants within the study area (i.e. Armitage/Halsted, Randolph and others) could provide a unique experience to future employees and visitors of the NBIC.

Structures. Several physical structures were noted, including the historic swing bridge, the 606 multi-use trail, and boat houses and slips that promote recreation along the river.

Redevelopment

There are many underutilized areas within the NBIC study area which can be viewed as opportunities to unlock the economic potential in the area. It was noted that careful planning is needed to ensure that the area grows in a manner consistent with the areas goals, and that previous planning efforts could provide valuable insight. There were 10 sites identified that were considered to have a potentially significant impact on the area if they were to be developed or redeveloped in the short term. sMap users also offered several suggestions concerning the compatibility of current land uses, and best use of property given the goal of modernizing the industrial corridor.

Highlights:

Large Redevelopment Opportunities. The Finkl area was noted as being suitable for an “urban innovation district” which could accommodate tech office, light industrial/manufacturing, last-mile distribution, R and D, and corporate campus development. The Tribune site was noted as an opportunity to continue the revitalization of the industrial corridor through a mix of uses.

Land Use Compatibility. Input suggested there may be existing land uses that may be incompatible with the goals of modernizing the industrial corridor:

- The city’s Streets and Sanitation facility could be better utilized for a purpose more consistent with achieving the current goals of the NBIC modernization effort.
- The site design of certain retail buildings may discourage pedestrian accessibility.
- Existing industrial outdoor operations may be incompatible with other adjacent uses.
- Changes in land uses should consider compatibility with adjacent land uses.

STAKEHOLDER MEETINGS

City staff have conducted ongoing briefings with Aldermen and LIRI’s to keep them up to date on the progress of this initiative.

Additionally, conversations with numerous neighborhood groups and organizations near the study area will be scheduled during this community outreach effort.

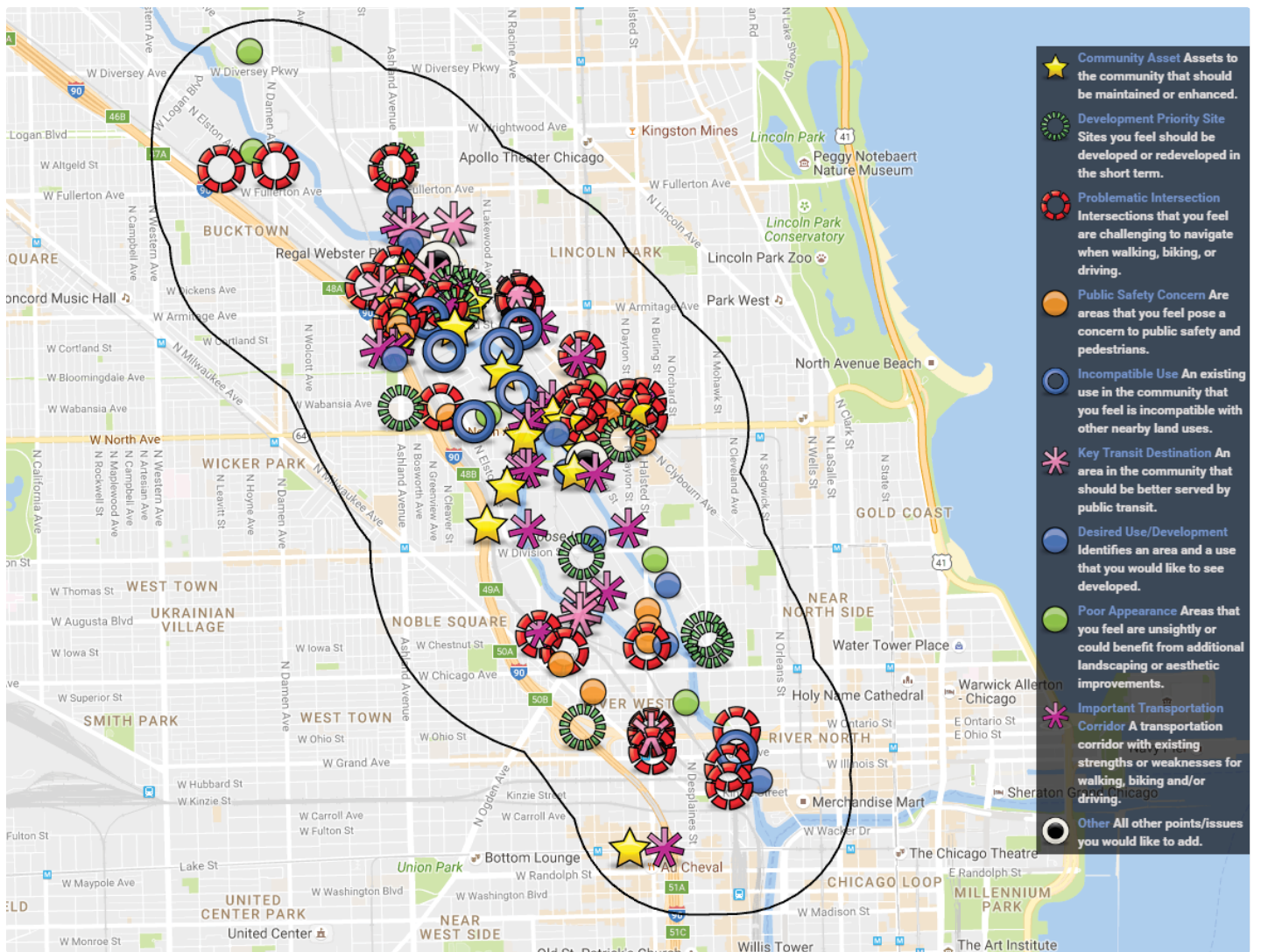
Next Steps

City staff will hold an informational meeting at UI Labs on Wednesday, August 10 from 6 to 7:30pm to present stakeholders with an update on the progress made towards creating goals, land use scenarios, and recommendations which will guide future growth within the NBIC.

City staff will continue to meet with Alderman, LIRI’s, neighborhood groups and stakeholders to receive and consider their feedback.

sMAP SUMMARY MAP

Summary Maps, User Maps and associated comments are available on the sMap website: www.smapapp.com/chicago



SMAP OVERALL