

MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION

NORTH BRANCH FRAMEWORK

City of Chicago ✶ Department of Planning and Development ✶ Department of Transportation



MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION

DPD
CHICAGO DEPARTMENT OF PLANNING & DEVELOPMENT

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Adopted by the Chicago Plan Commission on May 18, 2017

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

May 8, 2017

Dear Community Stakeholder,

The City's comprehensive review of Chicago's 26 industrial corridors, beginning with the North Branch, is intended to address the modern realities of the city's industrial marketplace and its evolving role within the global economy. Under the direction of Mayor Emanuel, the initiative's purpose is to update local land use regulations to promote job creation and expand the manufacturing base citywide.

The City's draft framework plan for the North Branch is the result of an inclusive, almost year-long public process involving local businesses owners, trade associations, community groups, nearby residents, elected officials and other stakeholders. The recommendations accommodate ongoing investment trends in the North Branch while creating new resources to support job growth, infrastructure investment and industrial expansion in the city's south, west and northwest industrial corridors. Existing North Branch businesses are protected, historical uses continue to be permitted, and 21st century mixed-use environments are planned and accommodated.

The process has focused on the public benefits from more flexible private redevelopment regulations, especially involving new jobs, riverfront enhancements, open space development, new transit options, and an enhanced tax base. The plan also identifies new and existing financial tools to implement its many strategies, ensuring a sustainable approach to ongoing improvements.

As the first comprehensive analysis and plan involving the North Branch in approximately three decades, the framework establishes local priorities and provides a roadmap for future growth. I encourage you to review its contents and help support its goals for a healthy North Branch business environment.

Sincerely,

David L. Reifman
Commissioner

121 NORTH LASALLE STREET, ROOM 1000, CHICAGO, ILLINOIS 60602

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North Branch

Industrial Corridor Modernization

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Select aerial photos courtesy of Pictometry



1 EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

The North Branch Industrial Corridor Framework is the result of one of the most comprehensive land use analyses ever conducted on Chicago's industrial policies and the 26 designated corridors that encompass the majority of the city's industrial landscape. This Framework is the first component of Mayor Rahm Emanuel's Industrial Modernization Initiative, which is intended to review each of the city's industrial corridors to promote employment and economic activity.

Chicago's industrial corridors are designated areas with special land use provisions that support manufacturing, transportation, warehousing, and other industrial uses. Each corridor has unique assets and characteristics that collectively function on behalf of the entire city, in which companies expand, relocate, and depend upon each other as their needs evolve within a changing economic landscape.

Consisting of 760 acres along the Chicago River, the North Branch is the first area in the corridor system to undergo a comprehensive planning process for modern land use needs and demands. The review is required due to ongoing corridor issues involving transitioning land, under-performing and vacant land, market demand for new uses that are currently prohibited, and a Chicago zoning code requirement to periodically assess the effectiveness of the city's Planned Manufacturing Districts (PMDs). The North Branch currently has four PMDs consisting of more than 620 acres, including the city's first PMD, designated in 1988. PMDs prohibit residential and certain commercial uses as a means of protecting large manufacturers and other industrial users from land use conflicts with non-industrial neighbors.

The current North Branch planning framework was developed by the Chicago Department of Planning and Development (DPD) and Department of Transportation (CDOT) through an unprecedented community engagement process. It is meant to be immediately actionable, yet flexible, as the corridor grows through public and private investments that leverage existing assets and maximize strategic development opportunities that will benefit the planning area and the entire city. The plan is subject to review and adoption by the Chicago Plan Commission as a formal roadmap for the implementation of its goals and strategies. Some of the key land use changes will require City Council approval. Individual projects and associated funding may require additional review and approval by the City Council and other agencies.

The framework identifies corridor employment and land use changes over the last three decades and makes recommendations to refine existing zoning to more accurately accommodate existing and projected market demands, including an ongoing shift from traditional manufacturing towards advanced manufacturing, innovation, high tech offices and other uses. The recommendations also address the implementation of mixed use projects, including commercial, retail and residential uses to support the primary goals.

In anticipation of investment and development in the corridor and within nearby portions of the West Town, Logan Square, Lincoln Park and the Near North Side communities, the plan also identifies critical infrastructure projects to enhance transportation and circulation; 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.

Improvements identified in the framework plan, including infrastructure, transit and open space, will be implemented through new and existing financial tools, including new fees for certain corridor projects, Tax Increment Financing (TIF), state and federal sources, developer contributions and other sources. The overarching goal is to enhance employment and the tax base in the North Branch while providing new resources for a healthy, citywide corridor system.

KEY RECOMMENDATIONS

Land Use

Reduce the amount of corridor land designated as a PMD, reserving the designation for the core industrial area on Goose Island. Initially replace the existing PMD areas on the north end of the corridor with Manufacturing (M) zoning and initially replace it on the south with Downtown Service (DS) zoning. Future rezonings would be the subject of individual applications to be sought by property owners and developers.

Open Space

Incorporate approximately 60 acres of publicly accessible open space through the development of new trails along the river, new wetland parks, active and passive recreational spaces incorporated into new projects, and other measures. 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. No less than 10 of these 60 acres of open space should be for recreation to achieve a principle goal of this framework plan.

Transportation

Implement more than a dozen infrastructure projects and other enhancements to improve circulation on an expanded roadway network; enhance and create alternatives to existing travel routes to improve walking, biking, and access to transit; and consider a multi-modal transit way that runs through the center of the corridor connecting to downtown.

Design Guidelines

Identify public way, river edge, open space and urban design principles to preserve the industrial character of the corridor while also attracting innovation and technology-oriented businesses. Incorporate the principles into new construction and rehabilitation projects that require City review and approval.

STAKEHOLDER PARTICIPATION

This Framework is a summary of the key findings and recommendations that developed from the detailed public process and is complementary to the materials that were presented at the public meetings. A summary of the public meetings and the concepts discussed is incorporated into this document's appendix. The presentations from the public meetings can be found on DPD's website here.

Participation by community stakeholders was critical to the framework planning process. Initiated in spring 2016, public engagement included input by more than 500 individuals over the course of more than a half dozen community meetings, a pair of open houses, numerous individual meetings, and several forms of online and electronic engagement. The Chicago Transit Authority (CTA) was also a key stakeholder and contributed to the development and refinement of the document's transportation principles. The input of Aldermen Brian Hopkins, Walter Burnett, Scott Waguespack, Brendan Reilly and Michelle Smith was also essential to the process and ensuring the sometimes competing demands of local stakeholders were considered and appropriately balanced.

DPD and CDOT would like to acknowledge the thoughtful participation of the following organizations:

- North Branch Works
- Halsted Triangle Owners Association
- Sheffield Neighbors
- DMDII/UI LABS
- Wrightwood Neighbors
- Near North Unity Organization
- RANCH Triangle

CONSULTANT TEAM

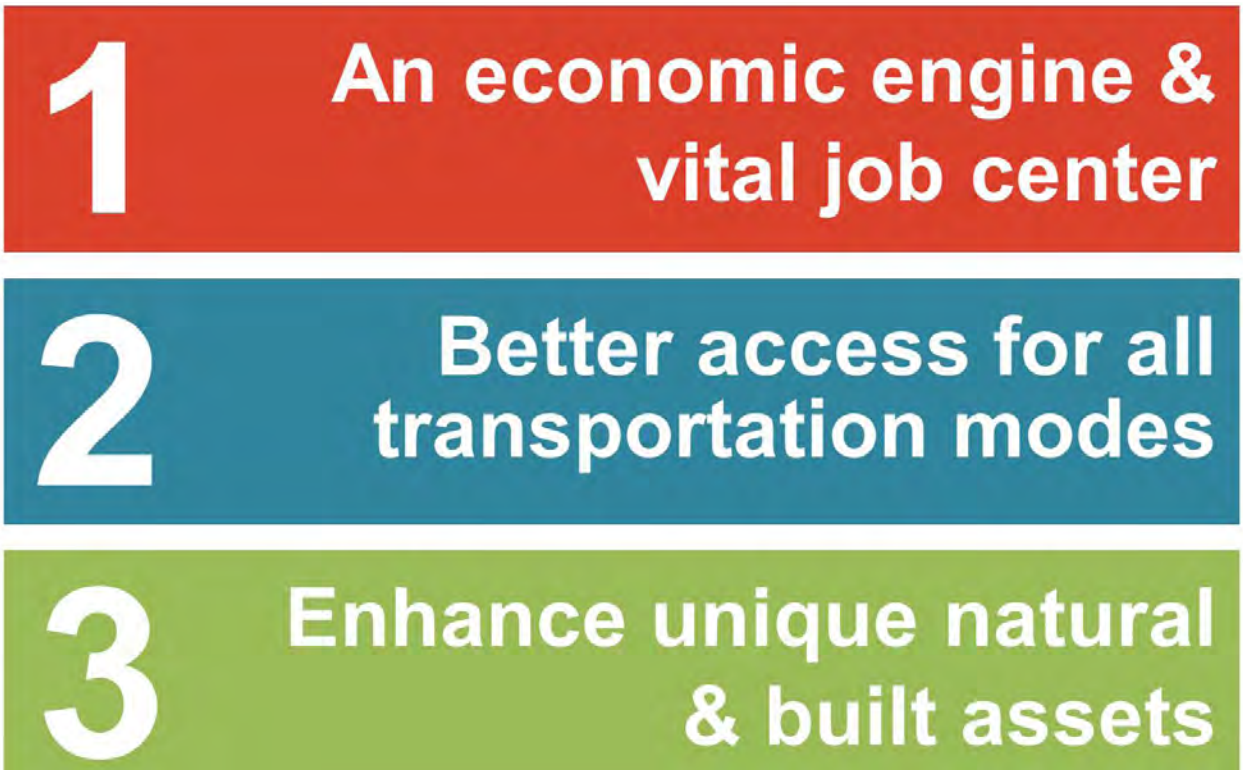
Invaluable consultant services were provided by Tetra Tech Inc. with assistance from the following: Adrian Smith & Gordon Gill Architecture, Site Design Group, Sam Schwartz Engineering, Duncan Associates and Goodman Williams Group.





2 INTRODUCTION





INTRODUCTION

The Industrial Corridor Modernization Initiative revisits the purpose and goals of Chicago's Industrial corridors almost 30 years after their initial designations, starting with the North Branch corridor.

The process included the review of previous plans and ordinances that impact the North Branch and compared their goals and projections with existing conditions, including an additional half-mile beyond corridor boundaries. Critical services, transportation challenges, open space and infrastructure within the corridor were defined as main building blocks for future growth and investment.

The resulting framework plan provides a succinct summary of the purpose and approach and provides concise implementation strategies for improvements that primarily relate to land use, open space, transportation, and urban character and design.

The framework's three main goals are to:

- **Maintain the North Branch Industrial Corridor as an important economic engine and vital job center within the City of Chicago**
- **Provide better access for all transportation modes**
- **Build upon the North Branch Industrial Corridor's unique natural and built environment**

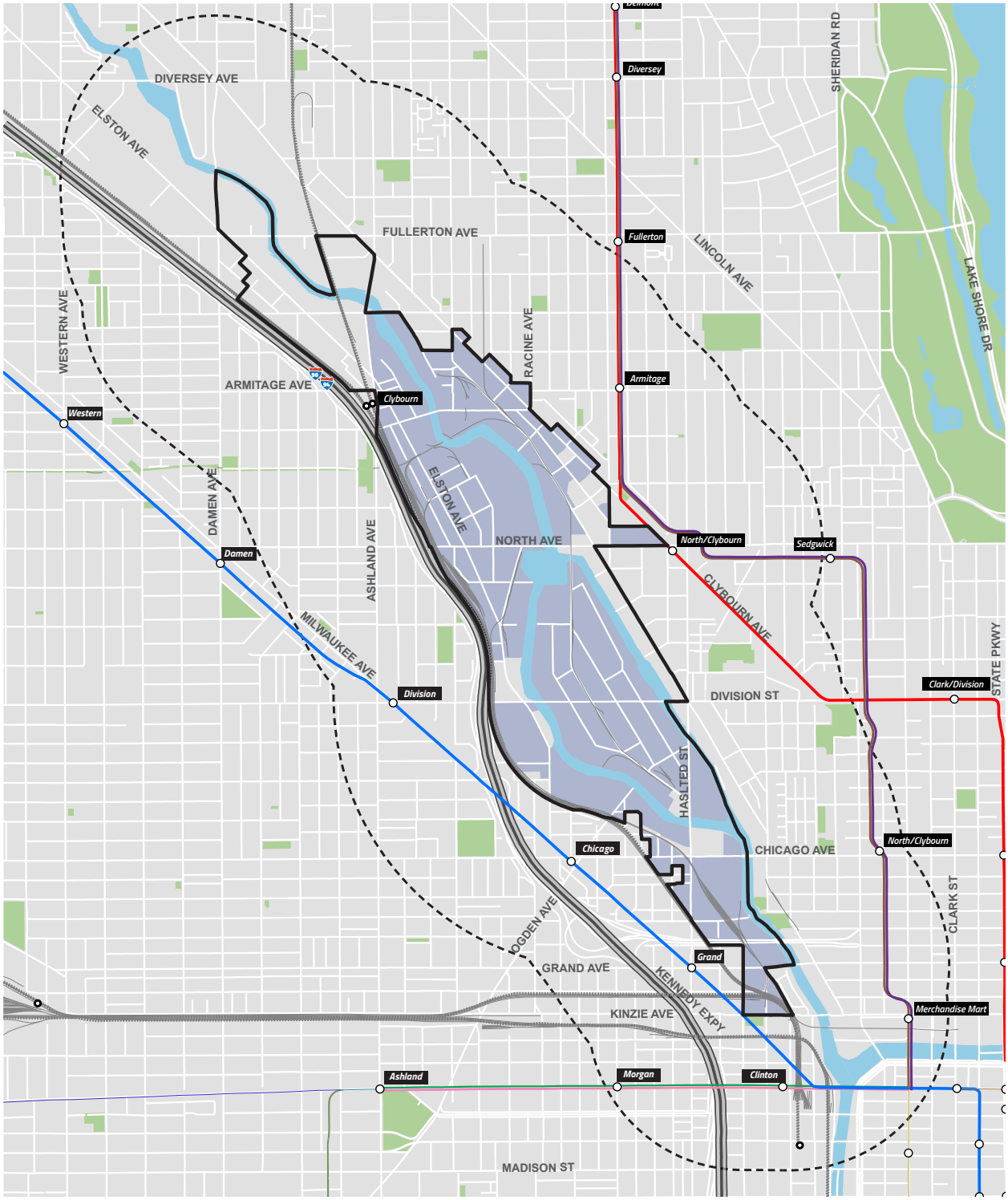
Two Project Components

1. Land Use and Development Framework

- Framework plan adopted by the Chicago Plan Commission to help guide review of private development proposals.
- Does not become a law or ordinance but is a planning tool.

2. Implementation Ordinances

- Must occur to implement the Framework land use and funding recommendations
- City Council must approve all ordinances



Study Area

Map Key

- Expressway
- Metra Line & Station
- CTA Brown Line & Station
- CTA Purple Line & Station
- CTA Red Line & Station
- CTA Blue Line & Station
- Existing PMDs
- North Branch Industrial Area Boundary
- Study Area Boundary

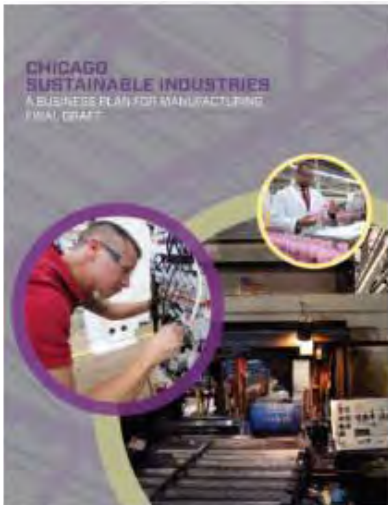


3 CONTEXT



NORTH BRANCH PREVIOUS PLANS

At least seven plans and studies have been completed since 2010 that provide recommendations which are relevant to the North Branch Industrial Corridor and its surrounding areas. Some common themes expressed in previous plans range from land use recommendations, to identifying infrastructure needs and the need to support and expand Chicago's industrial base and emerging business growth. This plan has been built around these recommendations and themes, while considering the citywide industrial corridor system. This framework supersedes all previous recommendations in these plans that pertain to the North Branch Industrial Corridor.



CHICAGO SUSTAINABLE INDUSTRIES

2013*

Participating Organizations

- Department of Planning and Development

Priority Recommendations

- Established a comprehensive plan to support and expand Chicago's industrial base. Includes 14 policies and 32 action items



PMD STUDY

2013

Participating Organizations

- Department of Planning and Development

Priority Recommendations

- Assessed effectiveness of current PMD land use legislation

**Adopted by the Chicago Plan Commission*



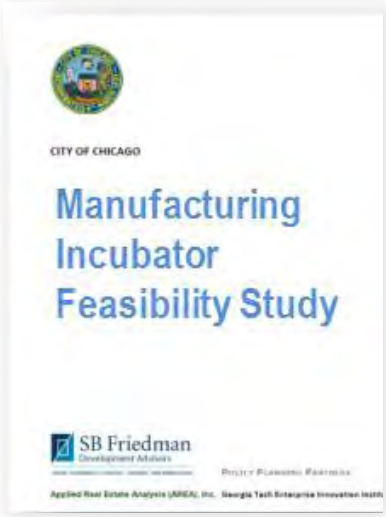
FULTON MARKET INNOVATION DISTRICT
2014*

Participating Organizations

- Department of Planning and Development
- Department of Transportation

Priority Recommendations

- Established a comprehensive plan to support business growth within an existing industrial corridor characterized by old and new uses



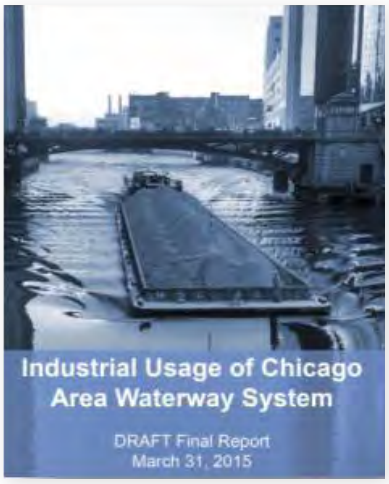
MANUFACTURING INCUBATOR FEASIBILITY STUDY
2014

Participating Organizations

- Department of Planning and Development

Priority Recommendations

- Identified demand for new incubators, especially involving food



INDUSTRIAL WATERWAY USAGE SYSTEM
2015

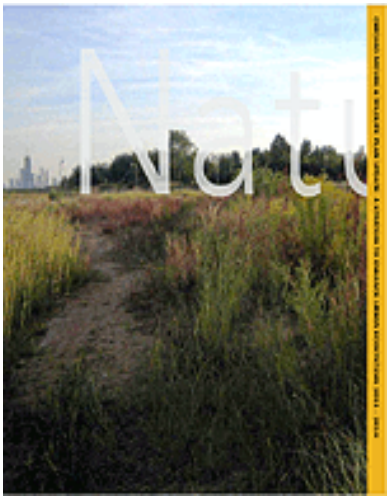
Participating Organizations

- Department of Planning and Development

Priority Recommendations

- Assessed existing dock infrastructure for industrial users along the river

**Adopted by the Chicago Plan Commission*



CHICAGO NATURE & WILDLIFE PLAN UPDATE

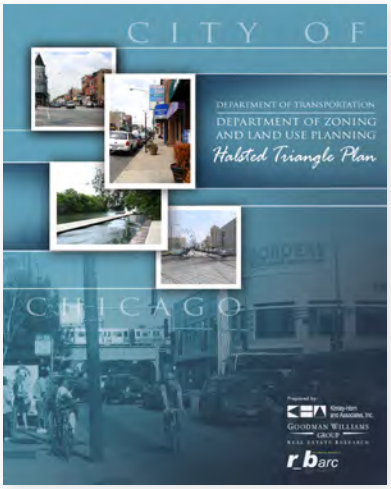
2011

Participating Organizations

- Mayoral Nature and Wildlife Committee
- Department of Planning and Development

Priority Recommendations

- Reaffirming the 2006 City adopted Chicago Nature and Wildlife Plan which had as its highest priority the protection of remaining natural habitats. The North Branch Turning Basin was identified because the expanses of open water provided areas for birds such as the common golden eye duck. The basin is also significant because it anchors the north end of the North Branch Canal where there are opportunities to create extensive wetlands.



HALSTED TRIANGLE PLAN

2010*

Participating Organizations

- Department of Planning and Development
- Department of Transportation

Priority Recommendations

- Emphasizes all the redevelopment which has occurred and is likely to occur without changes to the uses allowed under the existing zoning designations given trends underway and the buying power of adjacent neighborhoods
- Makes the case for maximizing existing parking and lowering future parking ratios
- Assumes that driving alone will be a less dominant mode for future development
- Widen sidewalks along North Avenue, Halsted Street and Clybourn Avenue
- Improve on-street parking provisions along Kingsbury and other streets
- Improve pedestrian access to the North/Clybourn subway stop
- Develop new public transit connections at Division and Orleans streets
- Add new traffic signals at the North/ Fremont and Halsted/ Eastman intersections

**Adopted by the Chicago Plan Commission*

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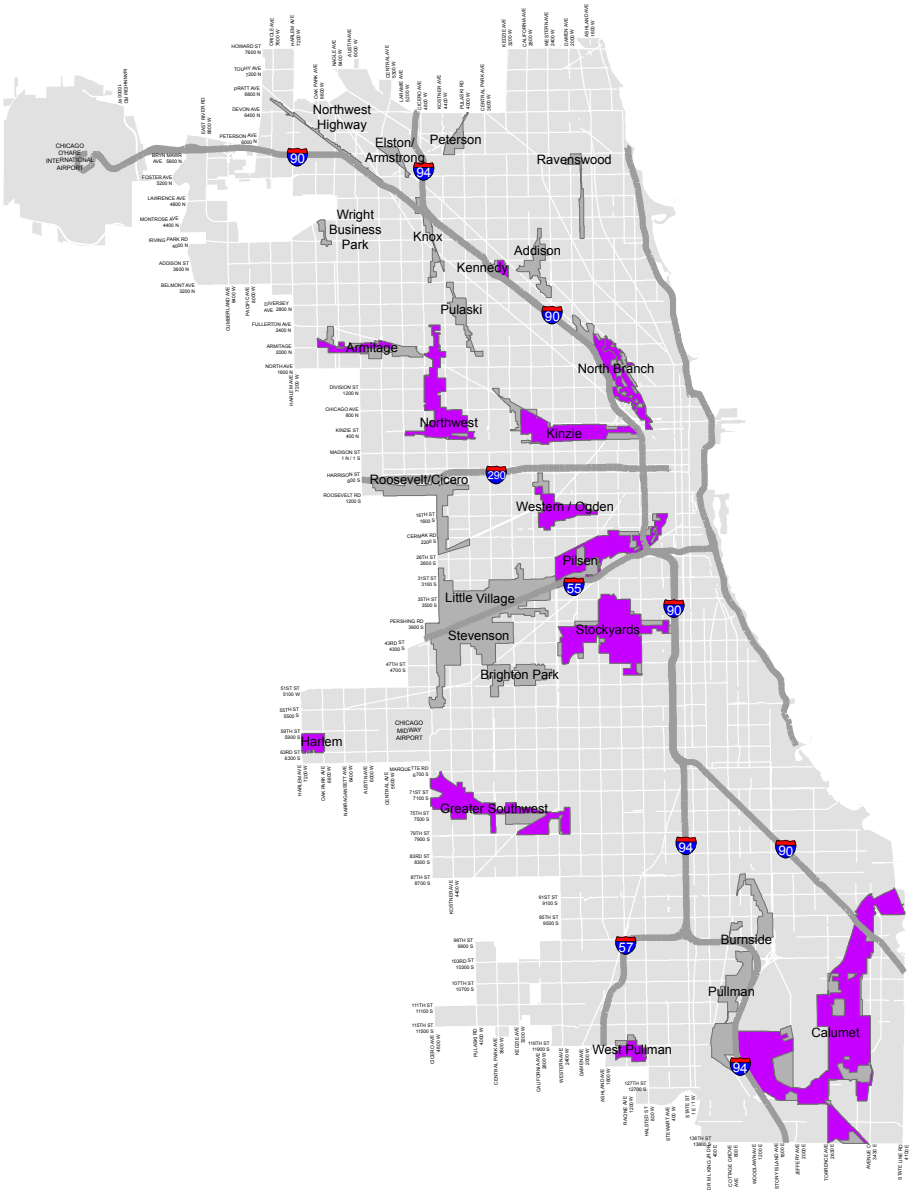
INDUSTRIAL CORRIDOR SYSTEM

Most of the City's industrial corridor policies date to the early 1990s, when the City started to identify formal boundaries around critical industrial areas as a planning and development tool that recognized the importance of manufacturing and related sub-sectors as part of a diversified economy. Today, the City's 26 formal industrial corridors range in size from 70 to 3,500 acres. Containing about 12 percent of all city land, they provide secure and predictable work environments for manufacturing and related uses. Among the key industrial corridor provisions is a requirement for the Chicago Plan Commission to review any zoning change that departs from a Manufacturing (M) use, along with standard City Council review.

The City refined the M zoning district designation starting in 1988 with the advent of the Planned Manufacturing District (PMD) designation, which was created by the City Council and applied to portions of select corridors possessing heavy industrial uses. PMDs can be a tool, where appropriate, to foster the city's industrial base.

Their purpose is to maintain the City's diversified economy and encourage industrial investment, modernization, and expansion by providing for stable and predictable industrial environments that preclude residential and certain commercial uses that may hinder the long-term viability of local companies. Overall, the PMD remains an important tool whose impact should continue to be considered, reviewed and evaluated in each industrial corridor.

The Chicago Plan Commission is responsible for on-going review of the continuing effectiveness of PMDs.



Chicago's Industrial Corridors & Planned Manufacturing Districts

Map Key

- Expressway
- Rail
- Major Streets
- Existing PMDs
- Industrial Corridor

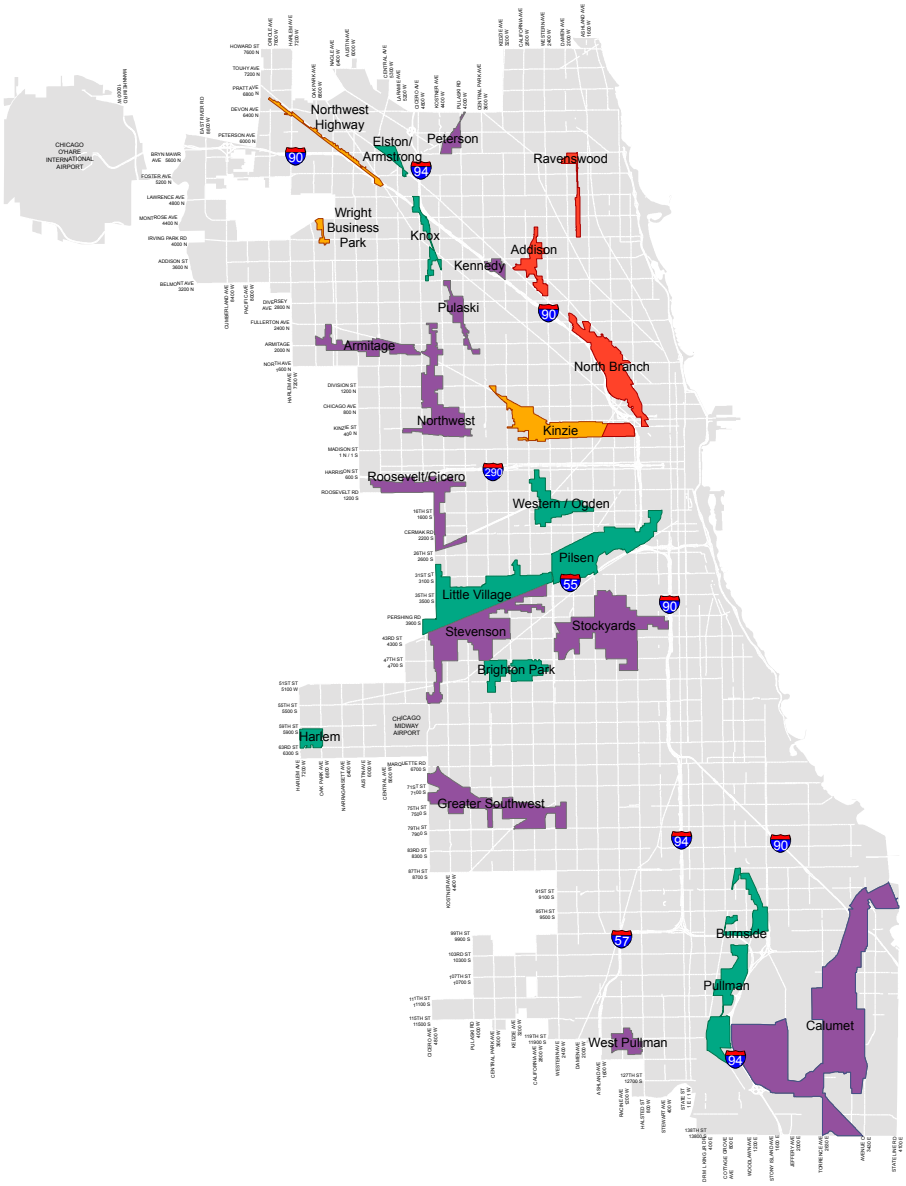
EMPLOYMENT TRENDS

DPD analyzed job trends in each of the 26 Industrial Corridors using the most recent data from the U.S. Census Bureau's Longitudinal-Employer Household Dynamics Program (LEHD). From 2002 to 2014, Manufacturing and Moving and Storing of Goods and Services were the core job types in many of the industrial corridors on the South, Southwest and West sides of the City. Meanwhile, six corridors on the Near West, Northwest and North sides experienced a significant transition toward other core job types, including Information & Technology and Business-to-Business.

DPD conducted a more in-depth analysis of North Branch data and included additional job categories, including FIRE (finance, insurance, real estate), Health and Education, Leisure and Hospitality Services, and other categories. The data indicates that manufacturing jobs have been drastically declining in the North Branch while many other new job categories are significantly growing.[1]

Along with the changes in employment types, predominant land uses simultaneously shifted within the corridor. Manufacturing and industrial uses decreased from 73 percent of corridor area in 1990 to 20 percent of land area in 2016, according to Chicago Metropolitan Agency for Planning (CMAP) land use data and related analysis by DPD. Over the same period, the percentage occupied for commercial, transportation and utility uses more than quadrupled.

(continued on following page)



Chicago's Industrial Corridors Employment Trends

Map Key

- Expressway
- Rail
- Major Streets

Manufacturing - (Largest number of jobs are in manufacturing and are stable or growing)

Manufacturing and Moving & Storing Goods - (Largest number of jobs in both manufacturing and the distribution and storage of goods and are stable or growing)

Business to Business - (Largest number of jobs are in business support services which is increasing with info & tech rising in east Kinzie)

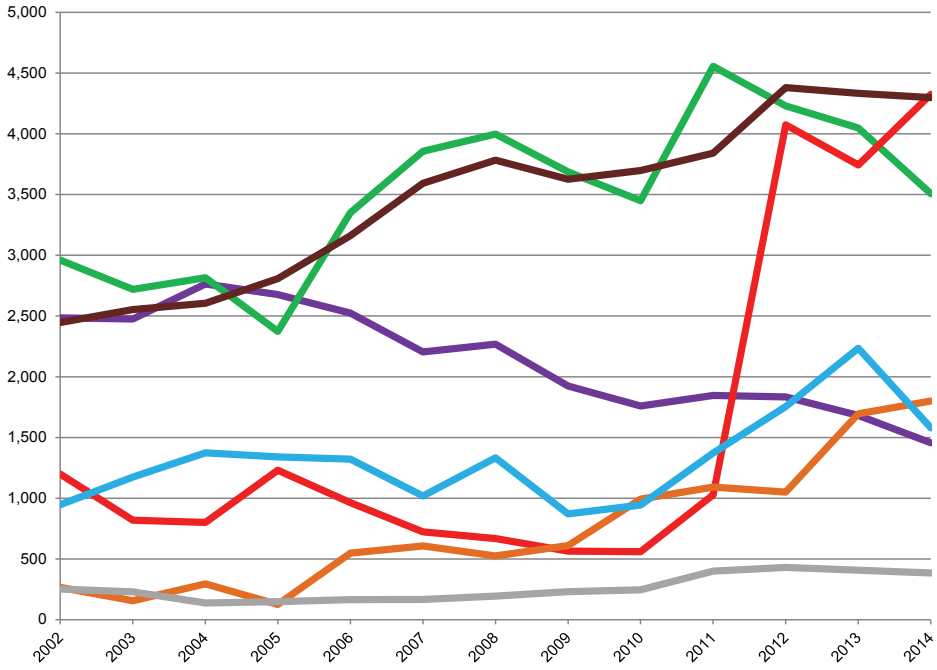
Info & Tech - (Largest number of jobs are either information technology and management or business support services and are growing in North Branch)

EMPLOYMENT TRENDS

(continued)

Large, vacant, and underutilized sites also became a significant part of the landscape by 2016 with the relocation and closing of many large manufacturers.

Despite the decrease in manufacturing and industrial jobs in the North Branch, the corridor retains a variety of critical services and business establishments that use the waterway to transport raw materials. The accommodation of those services identified as critical during the corridor review is a planning cornerstone in the framework recommendations, in part due to the recommendations in the 2013 “Chicago Sustainable Industries” plan, which reinforced logistics as a key manufacturing strategy, and a 2015 study on use of Chicago waterways for industrial purposes, especially the transportation of raw materials by barge.



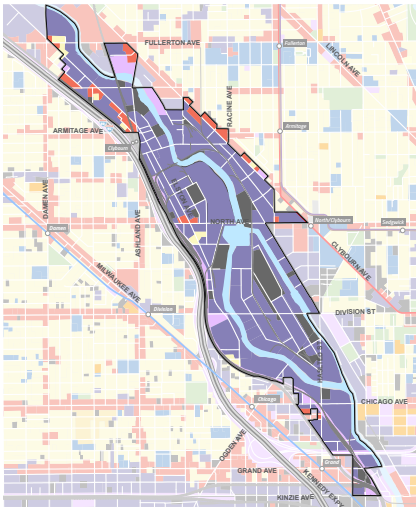
	SECTORS	CHANGE IN JOBS 2002-2014	PERCENT CHANGE
	Business Support Services	1,535	+577%
	IT & Managment	3,128	+261%
	Leisure and Hospitality	1,852	+76%
	FIRE, Health and Education	633	+67%
	Moving/Storing of Goods, Construction and Utilities	547	+18%
	Other	133	+53%
	Manufacturing	-1,029	-41%

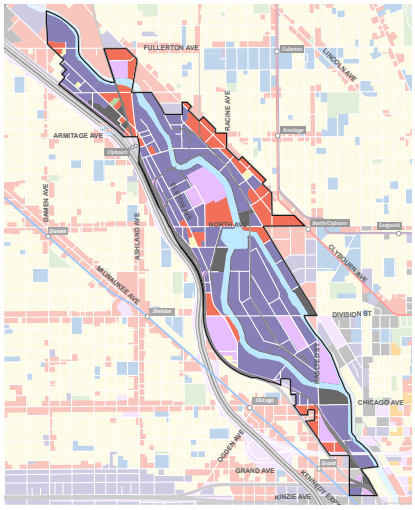
[1] A study conducted by the University of Wisconsin - Milwaukee observed similar declines in Manufacturing jobs using Dun and Bradstreet data. In the period between 1988 and 2002 manufacturing jobs declined by 56% in the 3 North Branch PMDs.

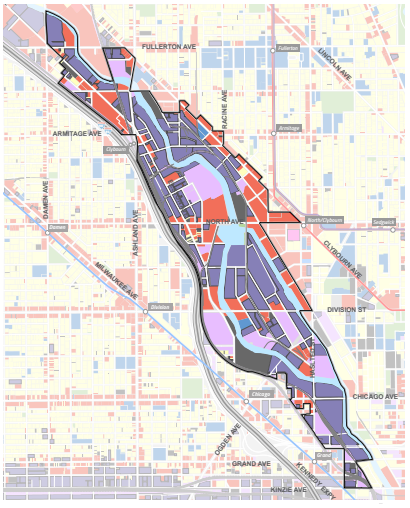
Source: US Census Bureau, On The Map

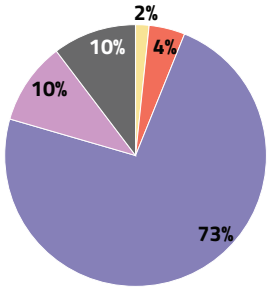
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LAND USE CHANGES OVER TIME

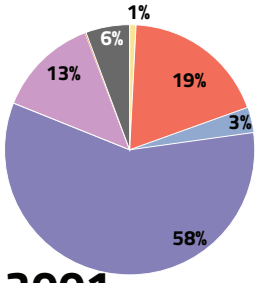




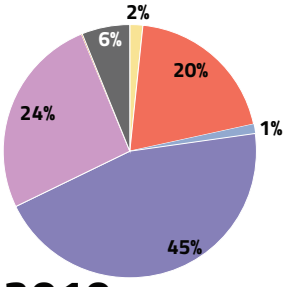




1990



2001



2010

1990 to 2010 Land Use Comparison

Map Key

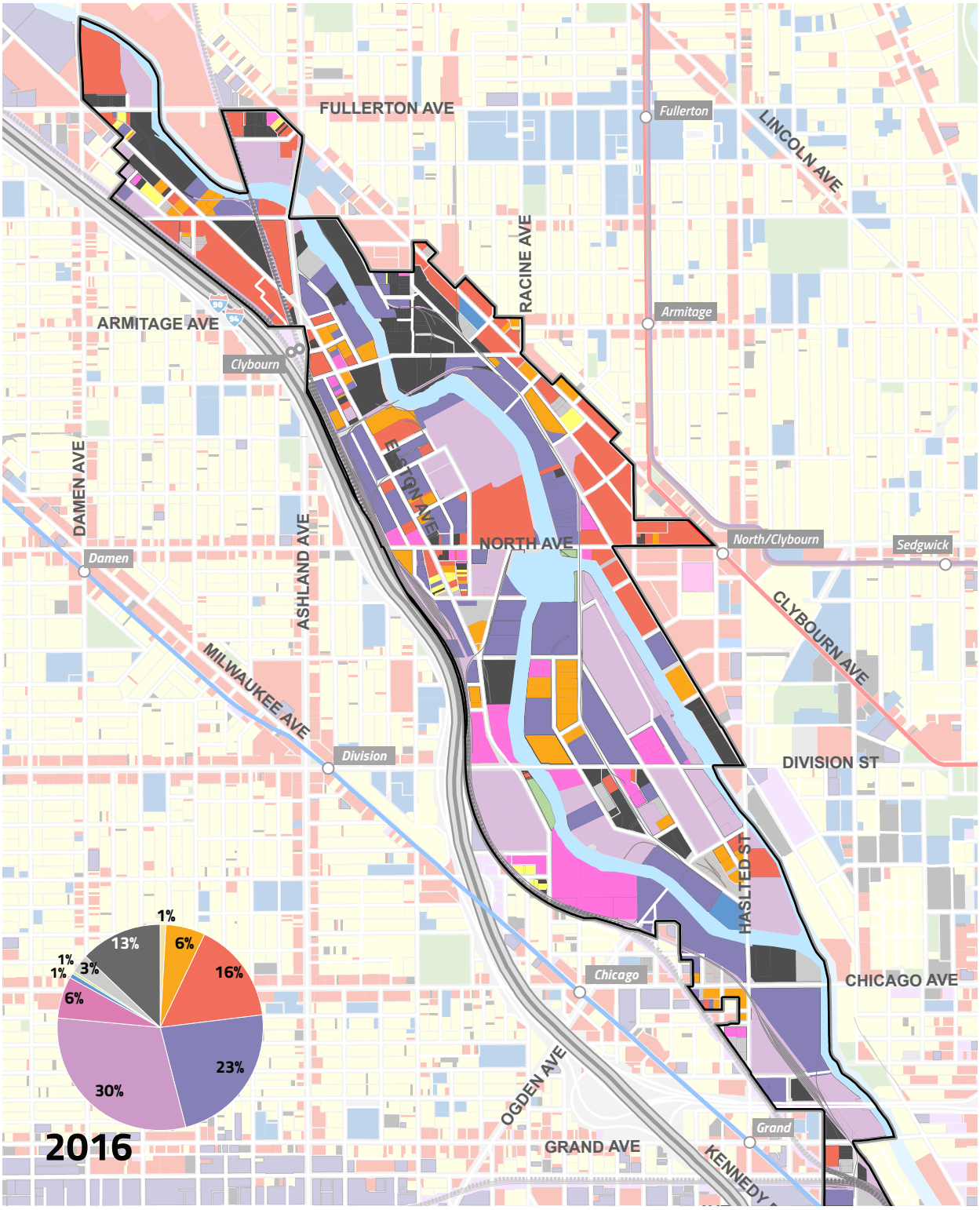
- Residential
- Commercial
- Public Facilities + Institutions
- Industrial + Manufacturing
- Transportation + Utility
- Parks and Open Space
- Parking Lots
- Vacant Land

PMD Review Required by Code

- **Zoning Code requires the Chicago Plan Commission to monitor the effectiveness of all PMDs and make recommendations as needed.**
- **No comprehensive review of North Branch PMDs has occurred since their initiation 29 years ago – despite the documented shift in jobs and land use changes that have occurred.**

RESULT

A comprehensive review of PMD viability is critical to ensuring that North Branch land uses and zoning regulations align with current Corridor activity and anticipated future development.



2016 Land Use

Map Key

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

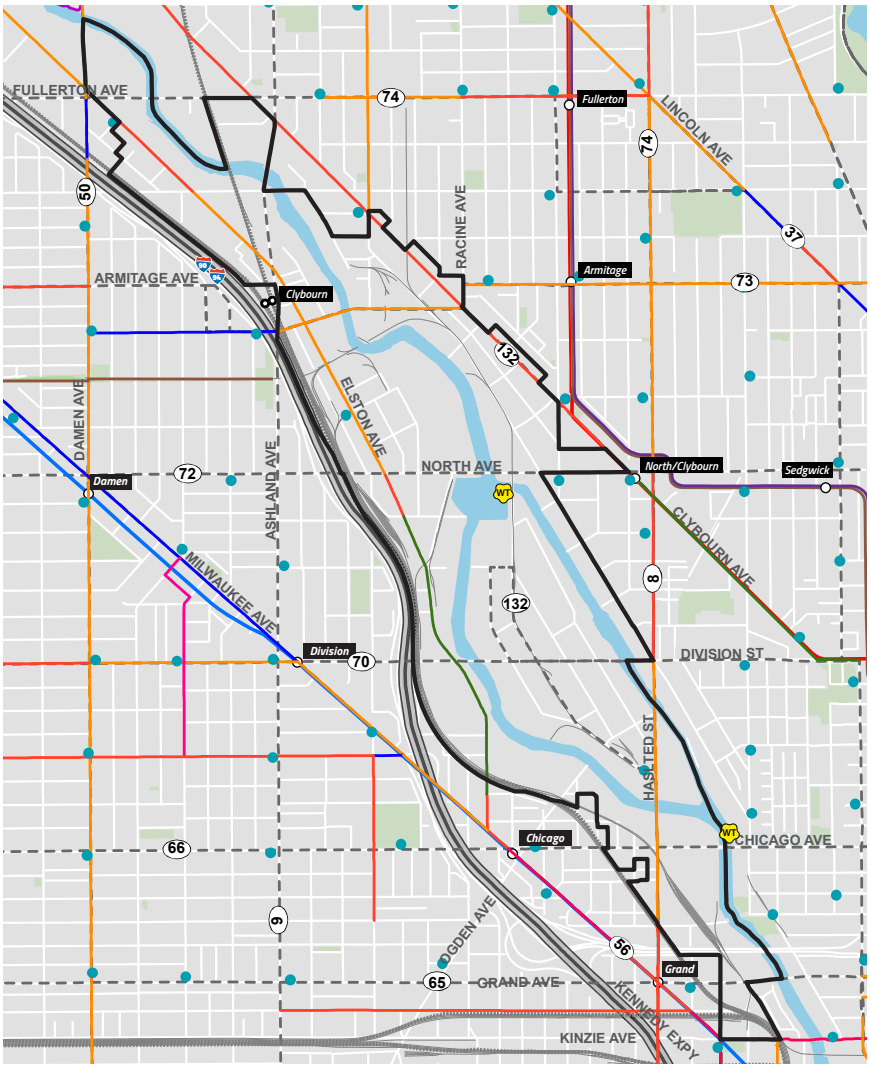
EXISTING CONDITIONS

TRANSPORTATION AND CONNECTIVITY

The North Branch is a linear corridor that reflects more than a century of industrial growth along the Chicago River, a natural right-of-way that also influenced the location of the adjacent Union Pacific rail corridor and Kennedy Expressway. Each presents physical barriers that have resulted in a grid of through-streets spaced every four blocks versus the typical Chicago street grid spacing of every one block, creating access and circulation challenges for commuters, workers and area residents, especially in terms of east-west travel. Capacity limitations at existing intersections also impair vehicular travel and circulation during periods of high traffic.

The North Branch benefits from its proximity to five CTA transit stations on the Red, Brown and Blue lines; a Metra commuter station that serves the Union Pacific North and Northwest lines; and numerous bus lines that collectively provide a "one-seat" or "two-seat" journey to many neighborhoods across Chicago and beyond. The rail lines alone provide direct access to a catchment area that represents more than a third of the regional population.

Chicago's bike route network has many routes near and through the study area, and the river itself is an important transit resource for industry, but underutilized for commuting purposes beyond water taxi stops near Chicago and North Avenues.



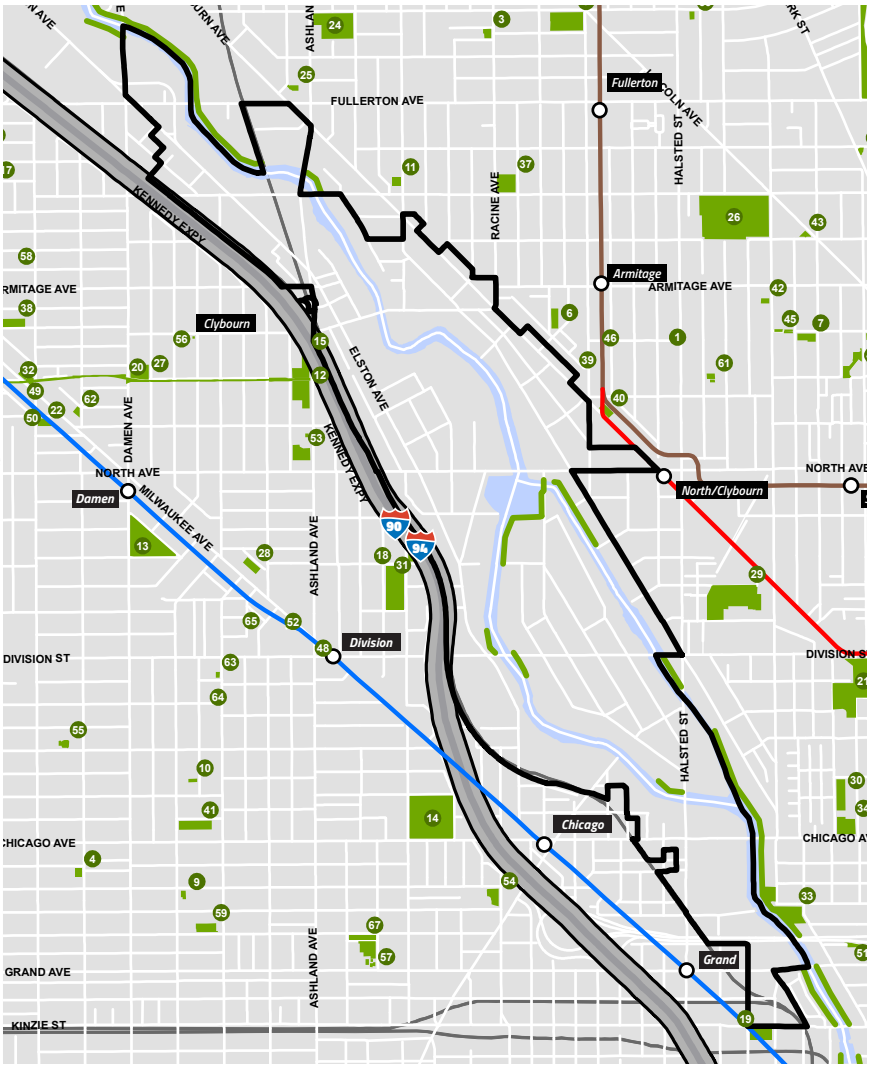
Transportation

Map Key

- Expressway
- Metra Line & Station
- CTA Brown Line & Station
- CTA Purple Line & Station
- CTA Red Line & Station
- CTA Blue Line & Station
- CTA Bus Routes
- Bike Lane
- Buffered Bike Lane
- Protected Bike Lane
- Neighborhood Greenway
- Off-Street Trail
- Shared-Lane
- Divvy Stations
- Chicago Water Taxi Stops

OPEN SPACE

With a few exceptions, 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. The corridor's most significant open space asset, the Chicago River, runs for 3.7 miles through the entire length of the corridor and includes the nearly mile-long North Branch Canal, which forms the eastern edge of Goose Island. Today, the river and canal within the North Branch are largely physically and visually inaccessible to the public. As the area transitions to a more mixed-use employment center, compatible uses and more publicly accessible open space will be a key to its success.



Open Space

Map Key

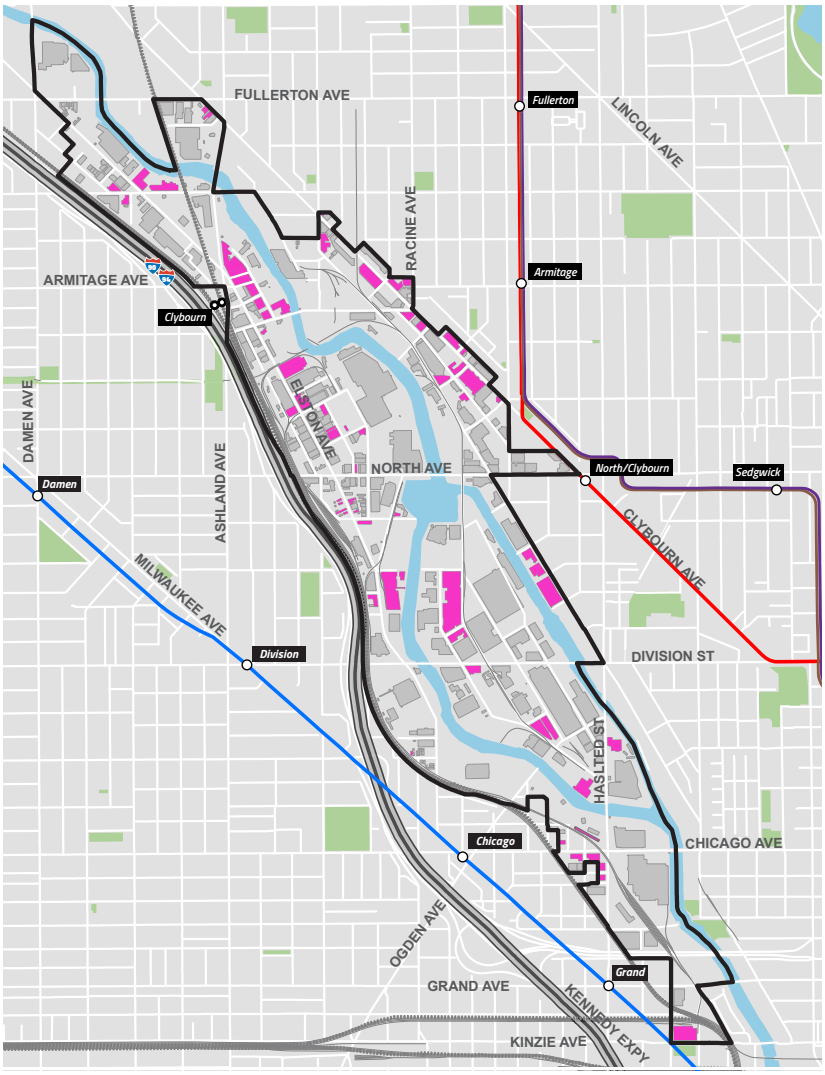
1. Park No. 535
2. Lincoln
3. Supera
4. Superior
5. Jonquil
6. Adams
7. Bauler
8. Western
9. Snowberry
10. Honore
11. Clover
12. Walsh
13. Wicker
14. Eckhart
15. Park No. 512
16. Senior Citizens Memorial
17. Holstein
18. Pulaski
19. Park No. 551
20. The 606
21. Seward
22. Park No. 529
23. Union
24. Wrightwood
25. Schaefer
26. Oz
27. Churchill
28. Dean
29. Stanton
30. Durso
31. Park No. 536
32. Park No. 567
33. Ward
34. White
35. Park West
36. Mid-North
37. Trebes
38. Erhler
39. Privet
40. Clybourn
41. Commericial Club of Chicago
42. Armitage-Larrabee Playlot
43. Dickens -Lincoln -Cleveland
44. 61st Pl.-Dorchester
45. Mohawk-Wisconsin
46. Wisconsin Mall
47. Ogden Mall (between Clark & Menomenee / Hudson)
48. Nelson Algren Memorial
49. Leavitt-Wabansia
50. Leavitt-Milwaukee
51. Ohio Place Park
52. Mautene Court Plaza
53. Jonathan Burr Elem. Sch.
54. Philo Carpenter School
55. Columbus
56. Drummond
57. James Otis School
58. Casimir Pulaski Community Acad.
59. Mancel Talcott School
60. Franklin Fine Arts Center Mag. Sch.
61. Walter Newberry Math & Science Mag. Sch.
62. Bucktown Community Garden
63. Frankie Machine Garden
64. GreenHouse Garden
65. Hermitage Triangle Garden
66. Old Town Triangle Park
67. Bickerdike Square

Existing Riverwalk

URBAN CHARACTER

The North Branch's distinctive urban character is distinguished by its namesake waterway, which fostered the area's industrial development and nearby rail and expressway construction. The landscape is punctuated by material silos, large industrial equipment, rail lines, vehicular and railroad bridges and viaducts, sea walls, highway embankments, and many masonry industrial buildings.

Approximately 60 buildings, structures and industrial features throughout the corridor have been identified as having unique historical, architectural or other impact on the corridor environment. 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 job center.



Character Buildings

Map Key

- Expressway
- Metra Line & Station
- CTA Brown Line & Station
- CTA Purple Line & Station
- CTA Red Line & Station
- CTA Blue Line & Station
- Character Buildings



South Lake Union - Seattle, WA

INNOVATION AND URBAN BUSINESS CORRIDORS

The significant employment growth in the North Branch for high-tech and related employment reflects broader trends associated with the innovation economy, which continues to emerge across the United States as cities reinvent their employment districts to adapt to modern business trends and projections. Contemporary workers and employers increasingly favor work environments with more collaborative settings and public landscapes that emphasize connectivity, walkability, and a dense mix of uses.

In its landmark 2013 study, "The Rise of Innovation Districts: A New Geography of Innovation in America," the Brookings Institution found that, uniformly, all successful innovation districts contain a mix of economic, physical, and networking assets. These assets are responsible for maintaining a vibrant environment of innovation and growth. The physical assets in an innovation district are also paramount to its success. Brookings found that properly planned physical assets, which include publicly and privately owned buildings, open spaces, and streets and infrastructure, can stimulate new and higher levels of connectivity, collaboration, and innovation.



Boston Seaport - Boston, MA

Mixed-use environments that include residential, neighborhood-serving retail and restaurants, research, and office buildings can create opportunities for residents and workers to remain in the area off-hours and feel more invested in their community.

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.



SouthWorks - Pittsburgh, PA

The Chicago Plan Commission previously acknowledged the value of innovation-oriented planning with the adoption of the "Fulton Market Innovation District" in 2014 to leverage the unique and burgeoning business environment within a 217-acre portion of the Kinzie Industrial Corridor and adjacent land. The plan for the district includes a variety of land use parameters, a historic district designation, and design guidelines to further reinforce its viability for existing and new companies. Today, the district is perhaps the city's most robust investment environment.

Beyond Chicago, successful innovation districts have established in urban areas across the United States through coordinated framework plans, including many that focus on waterways. For example, Seattle's "South Lake Union Urban Center Neighborhood Plan" revitalized 370 acres of waterfront milling and manufacturing property with a mix of uses and a new streetcar line; Boston's "Innovation District Plan" revitalized the city's Seaport District with industrial and high-tech office space, hotels, cultural uses, and exhibition space; and Pittsburgh's "SouthSide Works" initiative turned two former riverfront steel mill sites into medical and research facilities, along with office, commercial, residential and other uses.



4 LAND USE METHODOLOGY


Morton Salt

LAND USE APPROACH

Within the context of shifting land use trends, large tracts of vacant property, and the location of critical service facilities, DPD determined that the corridor consists of three distinct "zones," each with its own unique assets, demands, and development potential. The boundaries and short- and long-term development scenarios for these areas were introduced in public meetings early in the process and through stakeholder interviews. The analysis was then subsequently developed into the final proposed framework sub-areas, each with its own land use parameters for future projects.

CORRIDOR SUB-AREAS

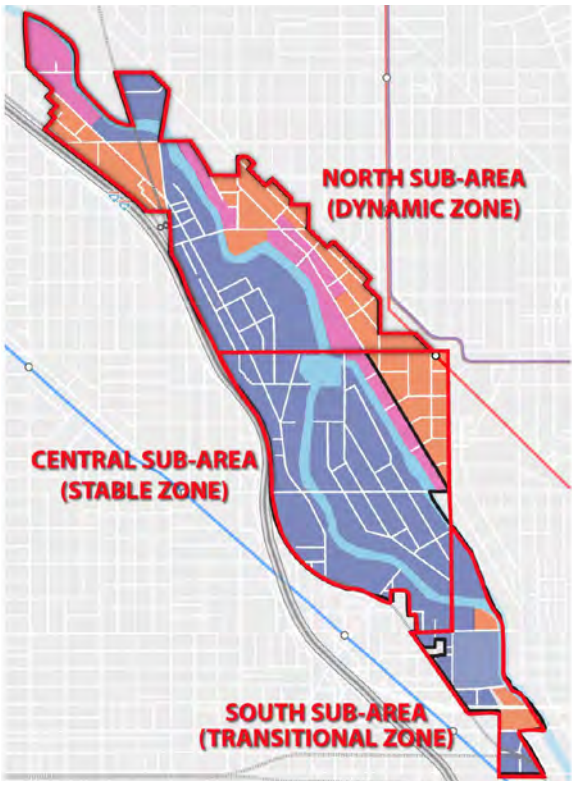
The North Branch Corridor is varied in function, infrastructure and opportunities. The area can be categorized into three distinct sub-districts:

North: Located generally between Fullerton and North avenues, the North Sub-Area contains the broadest mix of land uses, including industrial, office, commercial, retail and residential. The area also contains large, vacant and underused sites, including the City of Chicago Fleet and Facilities Management facility and former site of Finkl Steel.

Central: Located generally between North and Chicago avenues, the Central Sub-Area primarily consists of Goose Island. The area currently contains a high-tenancy of industrial and utility companies including several critical service providers. This area also contains emerging office and light industrial use groupings. This Sub-Area contains the most stable land uses in the corridor.

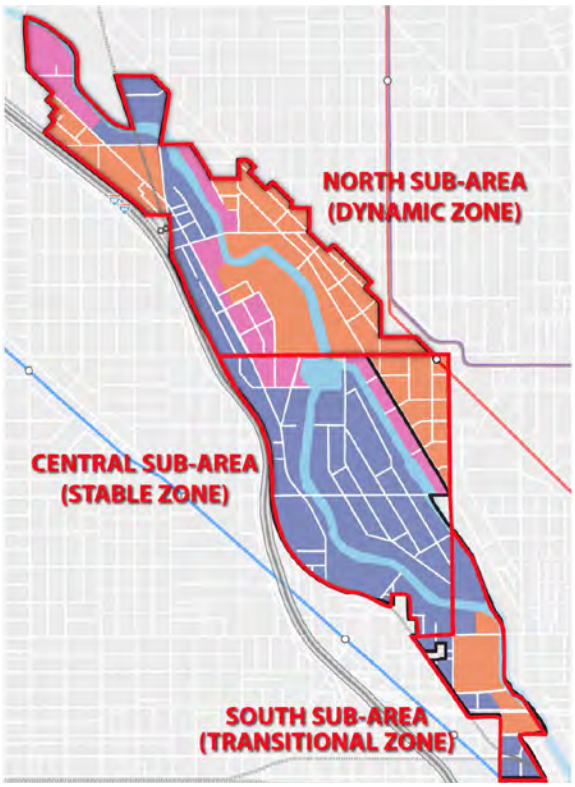
South: Located generally between Chicago and Kinzie Street, the South Sub-Area contains a mix of industrial and office uses and includes large parcels of land under single ownership. The area abuts the downtown (D) zoning district and high density, mixed-use properties.

PRELIMINARY LAND USE SCENARIOS



Short-Term Scenario

- POTENTIAL NEW MIXED USE DEVELOPMENT
- POTENTIAL NEW BUFFER
- INDUSTRIAL WITH OFFICE



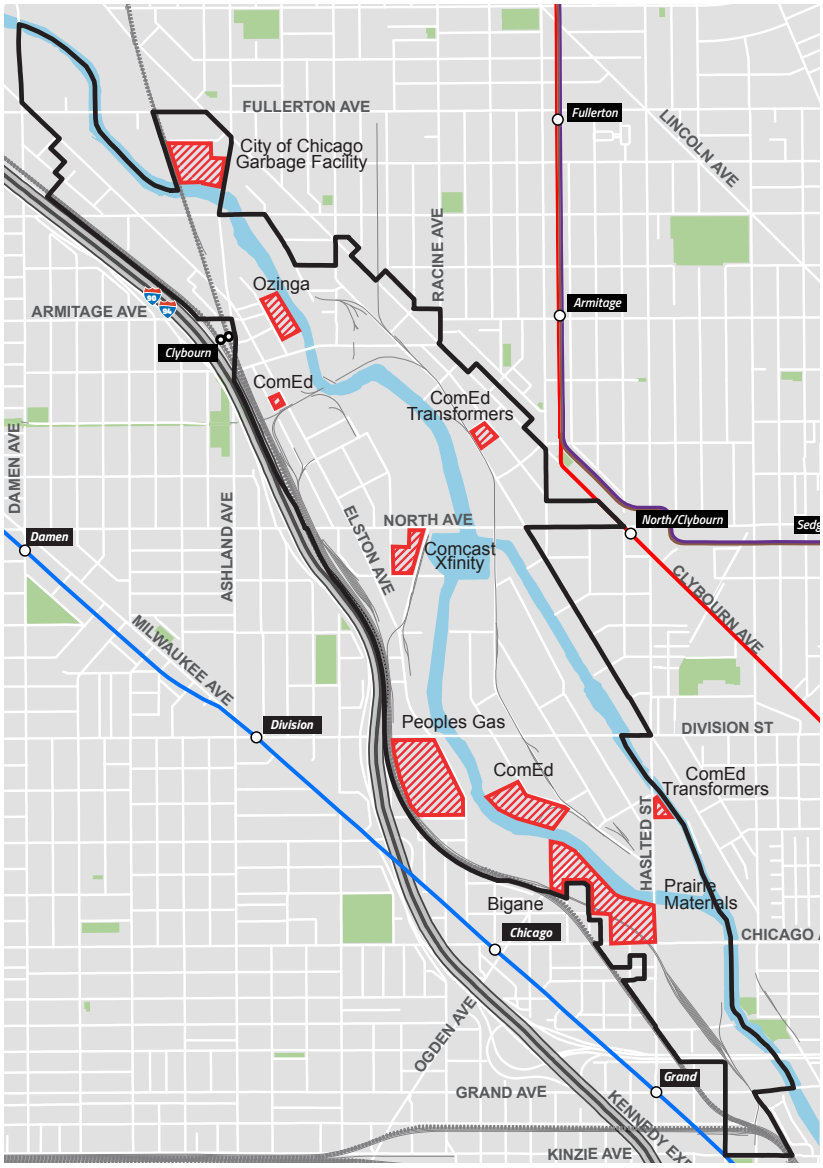
Long-Term Scenario

- POTENTIAL NEW MIXED USE DEVELOPMENT
- POTENTIAL NEW BUFFER
- INDUSTRIAL WITH OFFICE

CRITICAL SERVICES

In 2013, the Chicago Plan Commission adopted “Chicago Sustainable Industries,” a comprehensive strategy to reinforce and expand the City’s manufacturing base. This citywide strategy had four components, one of which was leveraging Chicago’s local logistics infrastructure. The City’s waterways had been used since before the incorporation of Chicago to transport raw materials for manufacturing, and barges are still used as the most efficient and cost effective method for transporting heavy bulk cargo. Planners recommended further analysis of the dock infrastructure to protect nodes for industrial users requiring barge access. A study was commissioned in 2015 to analyze industrial use of the City’s waterway.

Researchers found that commerce on the waterway system is small when compared to Chicago’s massive trucking and rail industries, and has been generally declining in recent years. Nonetheless, waterway access remains critical for certain industries that transport raw materials including sand and gravel, scrap metal, and certain minerals. The construction industry has an additional locational issue due to the fact that concrete and asphalt are time-sensitive materials that must be prepared and then delivered within a short timeframe. In addition, the North Branch includes utilities and a city waste transfer facility with defined service areas.

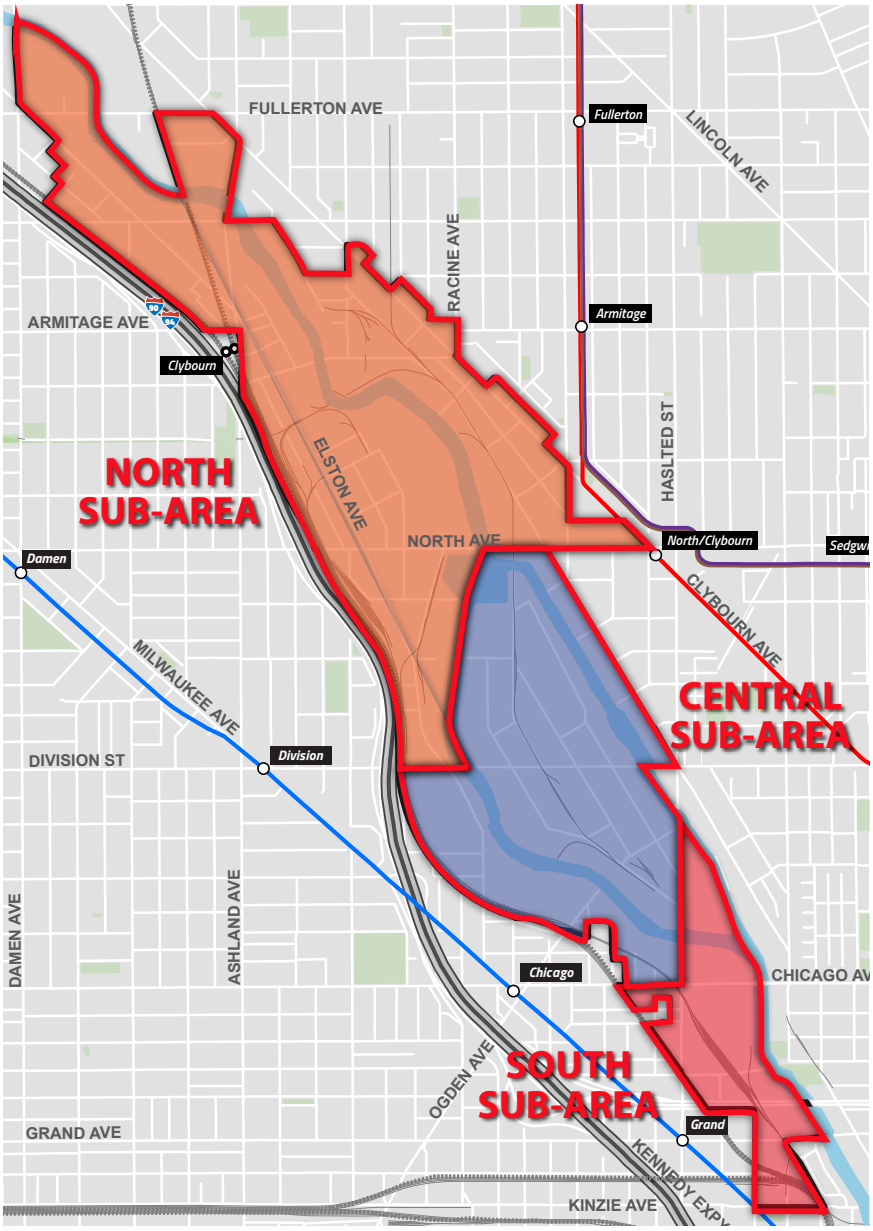


Critical Services and Select Industrial Uses

Map Key

- Expressway
- Metra Line & Station
- CTA Brown Line & Station
- CTA Purple Line & Station
- CTA Red Line & Station
- CTA Blue Line & Station
- North Side Critical Services and Select Industrial Uses
  - -Time sensitive consutruction materials
  - -Utilities
  - -City Garbage Collection

FINAL LAND USE FRAMEWORK



Proposed Land Use for Framework

Map Key

- Expressway
- Metra Line & Station
- CTA Brown Line & Station
- CTA Purple Line & Station
- CTA Red Line & Station
- CTA Blue Line & Station

North Sub-Area

Permits existing uses

Accomodates transition: allows mixed-use (office, commercial and residential)

Central Sub-Area

Permits existing uses

Critical Services, light industrial office and supporting services; no residential permitted

South Sub-Area

Permits existing uses

Accomodates transition: allows downtown-type mixed-use (office, commercial and residential)

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5 NORTH BRANCH FRAMEWORK



WaterSaver Faucet Company - Looking East

GOAL #1: MAINTAIN THE NORTH BRANCH INDUSTRIAL CORRIDOR AS AN IMPORTANT ECONOMIC ENGINE AND VITAL JOB CENTER WITHIN THE CITY OF CHICAGO

The framework's primary goal is to modernize existing land use regulations in the corridor to more effectively promote economic growth and job creation through the expansion of existing businesses and the attraction of new businesses, corporate headquarters and companies that drive Chicago's knowledge-based economy.

The presence of large-scale land parcels within the North Branch Corridor present unique opportunities for the development of advanced manufacturing and corporate campuses that benefit from close proximity to downtown, regional transit, expressways, and housing. Strategic land use updates can maximize new investment on these sites and throughout the corridor to benefit nearby neighborhoods and the entire city.

An important feature of modern, competitive business environments is the integration of multiple land uses in highly amenitized urban settings that attract and retain top talent. These attributes are a driving force behind ongoing corporate relocations into city centers from suburban locations that are often characterized by single-use environments. Other desirable uses often include neighborhood-oriented food, beverage and retail establishments, health, fitness and recreation venues, hospitality venues, and a variety of housing types that create a vibrant, 24-hour environment.

The implementation of multiple land uses must be phased and coordinated with other improvements to appropriately accommodate related needs involving transportation, open space and existing businesses. The following principles provide a framework for maximizing the North Branch as an economic engine and vital job center.



Principle 1.1 - Concept for Mixed-use Environment

Economic Development

Facilitate business expansion and/or relocation elsewhere within Chicago's Industrial Corridor System.

Finkl & Sons:
A 134 year old Chicago company stays in the City





Principle 1.2 - Finkl & Sons Relocates from North Branch to Burnside Industrial Corridor with City Assistance

PRINCIPLES

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

A mix of uses will be critical to the advancement of a modern, competitive business environment throughout the North Branch. Implementation of new land use parameters should reflect the unique characteristics of each corridor sub-area, providing for new office, retail and select residential uses in the North; light industrial and office uses in the Central, and higher-density office; retail and select residential uses in the South. At least 50 percent of the corridor's land should be allocated for employment-oriented development. All developments will be required to comply with applicable open space requirements and fees as per the Chicago Zoning Ordinance.

Principle 1.2: Facilitate business expansion and relocation to elsewhere within Chicago's Industrial Corridor system.

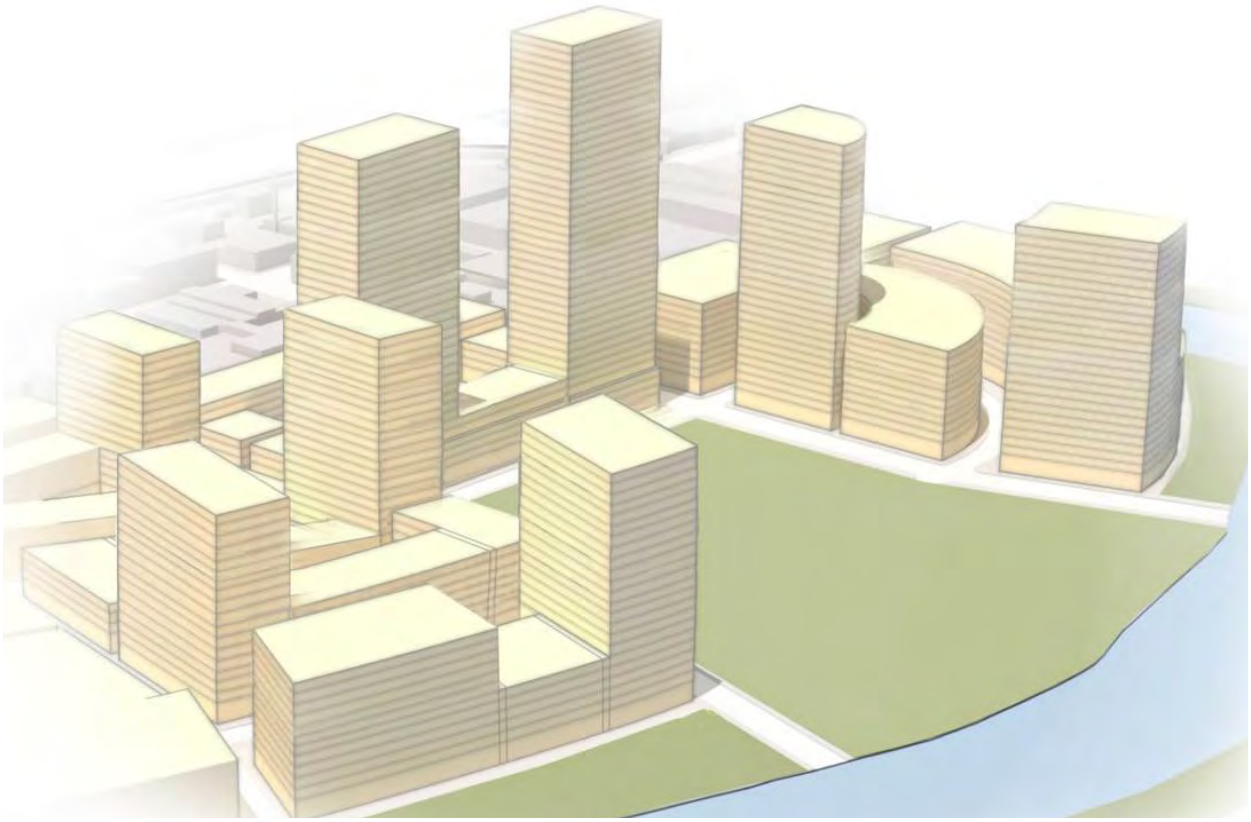
The Industrial Corridor Modernization initiative recognizes that the City's industrial corridors function as a cohesive system, which enables many companies to expand or relocate to areas that more directly address their needs or goals. The City will assist North Branch companies seeking more advantageous city locations and allocate funding to provide the appropriate infrastructure and related amenities to accommodate ongoing shifts as needed.

Principle 1.3: Support a well-designed urban environment through comprehensive design guidelines that attract technology, research, and advanced manufacturing companies to the corridor to co-exist with existing companies.

Urban design guidelines will provide consistent and predictable criteria for DPD to review development proposals, leading to a work environment where business facilities relate to each other in terms of scale and architectural language. Issues particular to each business such as loading, traffic patterns, pedestrian access, and other considerations will also be reviewed through urban design and buffering principles. The Implementation section of this document (Section 6) and Appendix provide more information on buffering and Urban Design Guidelines.



Principle 1.3 Urban Design Example from Pittsburgh, PA



Principle 1.4 - Density and High Quality Open Space Concept

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

Redevelopment of large parcels should strategically maximize their employment and investment potential while also providing publicly accessible open spaces and access to transit stations as part of a sustainable and people-oriented landscape.

The relationship between open space and development density should also be considered for projects that include amenities requested by the community including high-quality recreation space and paths for people walking and biking.

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 30-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 1.5 - Public Activities along the Chicago River

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. Partnerships to recruit and train skilled labor citywide will be required in order to provide the next generation of manufacturing workers.



Principle 1.6: Mayor Rahm Emanuel and mHub managing director Bill Fienup (left) tour the manufacturing incubator © Chicago Sun-times



Principle 1.5 - Public Activities along the Waterfront

GOAL #2: PROVIDE BETTER ACCESS FOR ALL TRANSPORTATION MODES

Chicago's prominence as one of the world's leading industrial centers is directly related to its location at the nexus of a national transportation network. Each of the City's industrial corridors has its own geographic assets and other attributes that should periodically be reevaluated as the market evolves with new or diminished demands on existing transportation resources.

To effectively support continued growth within the North Branch, more efficient travel options must be developed to support local companies, their workers, and nearby residents and visitors. Priority should be given to improvements involving existing walking, biking, and transit networks, which can move large volumes of people quickly and efficiently while consuming a comparably small amount of space. Investments should reflect each travel mode's ability to contribute to increasing people capacity, reducing congestion, and expanding transportation choices for workers and residents.

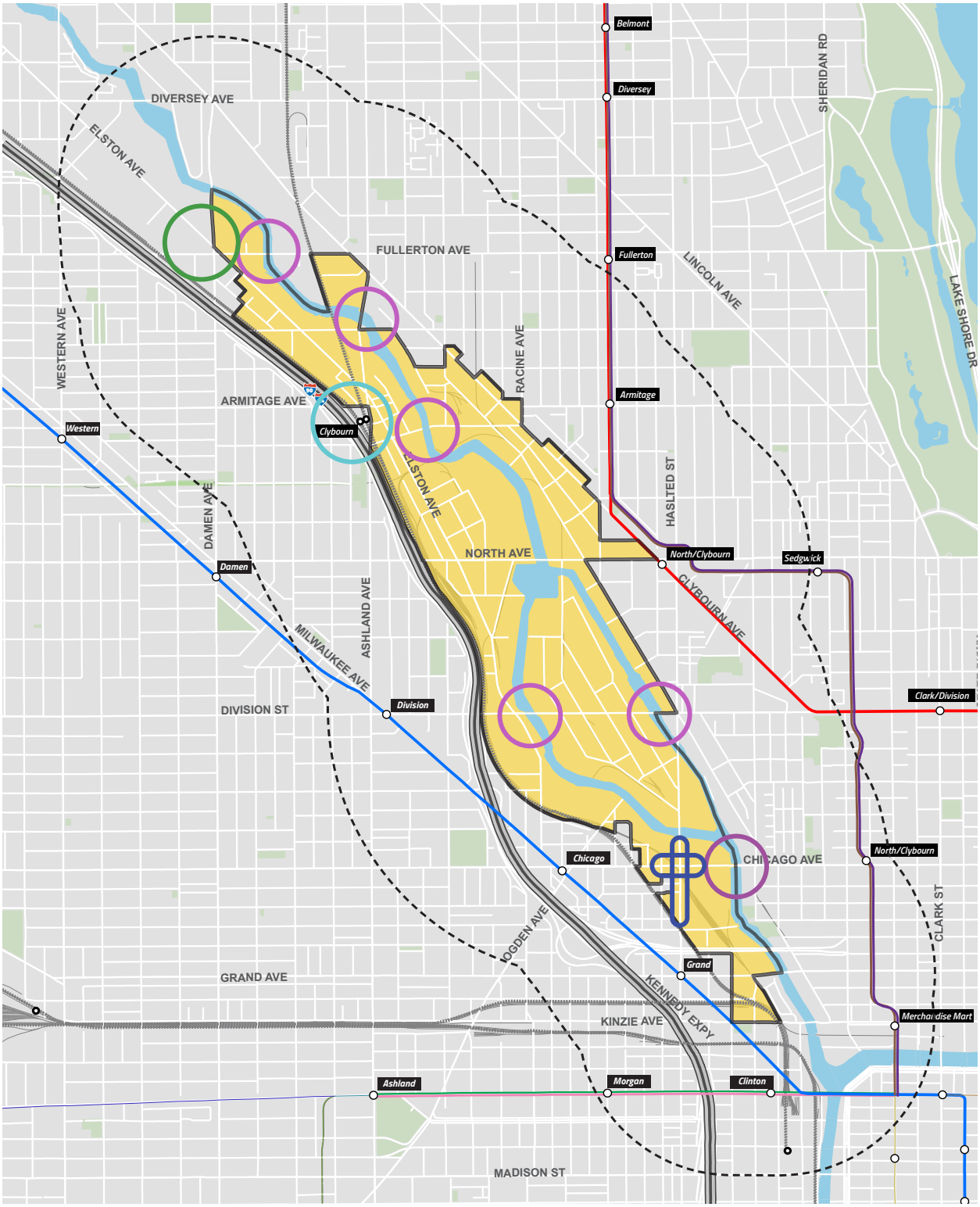
Given the proximity of expressway interchanges and major arterial streets, cars and other private vehicles will continue to be a component of the local transportation network. More effective traffic management will be crucial to manage travel times. New internal streets and multi-modal connections for walking, biking, access to transit, and driving can help reduce travel distances while providing alternative routes to relieve pressure on congested streets and intersections.

The value of regional street connectivity can best be leveraged by making transit, walking, and biking the best option for as many trips as possible.

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.



CDOT Capital Projects in Planning/Design/Construction

Map Key

- Expressway
- Metra Line & Station
- CTA Brown Line & Station
- CTA Purple Line & Station
- CTA Red Line & Station
- CTA Blue Line & Station
- Parks

Bridge Reconstruction

- -Division St at North Branch
- -Division St at North Branch Canal
- -Chicago Ave/Halsted St
- -Webster Ave
- - Fullerton Ave
- - Cortland St

Viaduct Reconstruction

- -Chicago Av/ Halsted St

Intersection Reconfiguration

- -Damen/Elston/Fullerton (Complete)

*Recently Studied Areas:

Intersection Reconfiguration, Viaduct, Overpasses

- -Ashland/Elston/Armitage

*All improvements are required to include a study

PRINCIPLES

Principle 2.1: Improve traffic circulation through strategic reconfiguration projects for existing roadways

The incongruent nature of the North Branch's existing street network -- a legacy of its industrial history and the presence of natural and man-made impediments -- makes connectivity for any mode of transportation difficult. CDOT is currently addressing this issue with several current and planned projects that will result in corridor-wide improvements and efficiencies. Additional improvements around large development parcels should address the impact of individual land uses and activity patterns. 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.

Principle 2.2: Manage traffic and improve circulation by supporting Chicago Transit Authority (CTA) plans for enhanced bus service in and around the corridor

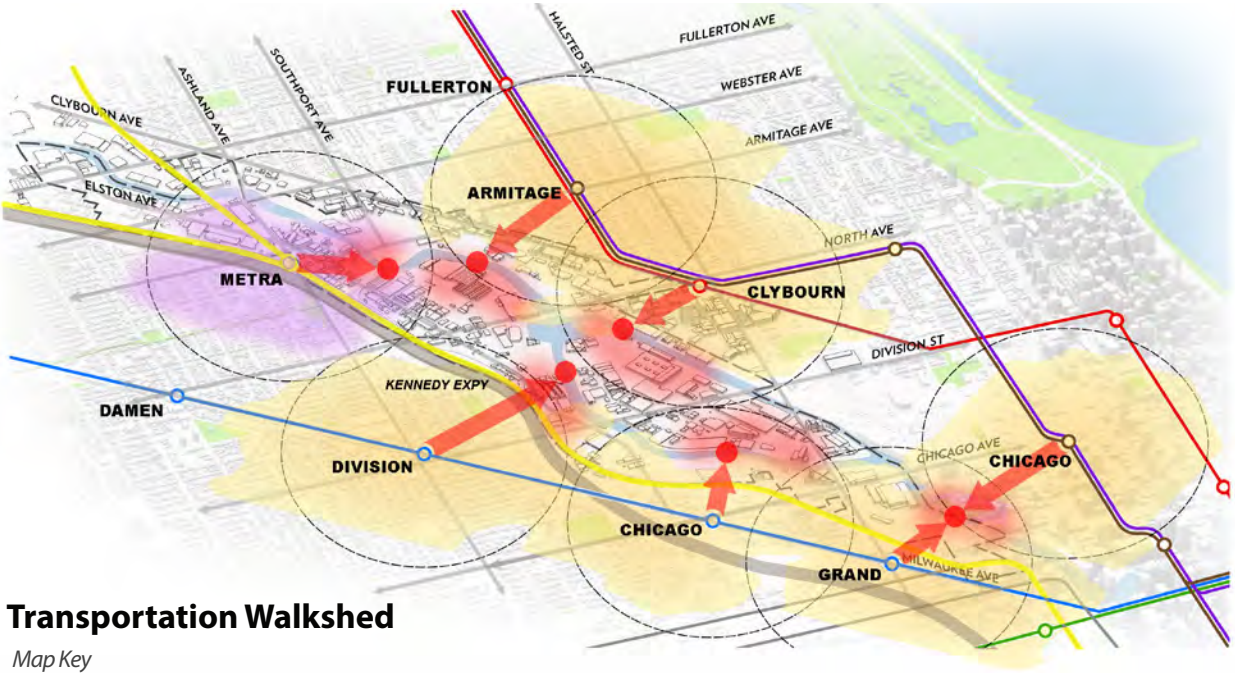
Improved bus service may make transit more attractive for those who now drive, potentially reducing vehicular trafffic and may yield faster travel times. Potential improvements that should be studied include dedicated bus lanes, bus bypass lanes at busy intersections, dedicated bus signals, enhanced bus stop amenities, improvements to expedite boarding, dedicated services to area train stations, and other options.

Principle 2.3: Implement technology to more effectively manage vehicular traffic and improve circulation

The performance of the existing road network should be improved through more modern transportation infrastructure and intelligent traffic control technologies, including "smart signals", transit signal prioritization (TSP) and other devices that assess, predict, and manage traffic volumes through more coordinated signalization in real-time.



Principle 2.2 - Enhanced Bus Service



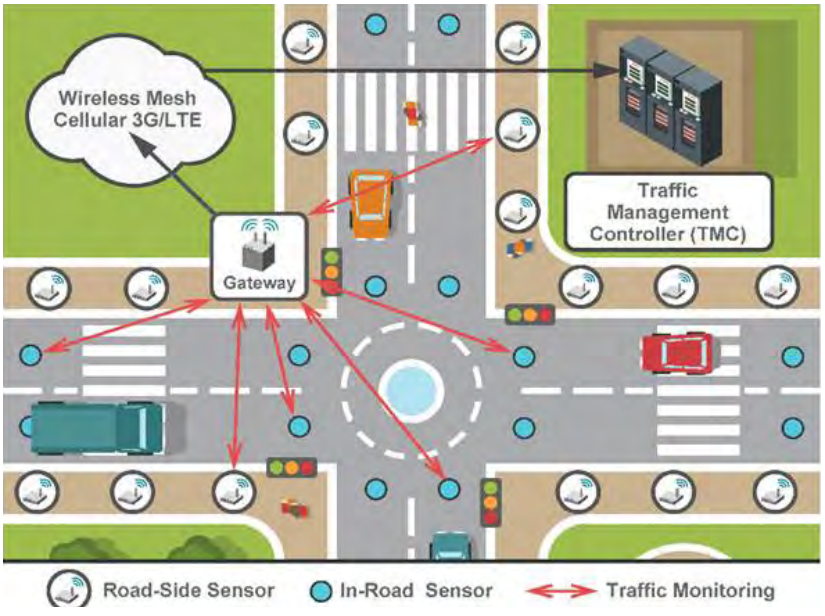
Transportation Walkshed

Map Key

- Expressway
- Metra Line & Station
- CTA Brown Line & Station
- CTA Purple Line & Station
- CTA Red Line & Station
- CTA Blue Line & Station
- 10-Minute Walkshed - CTA
- 10-Minute Walkshed Metra
- Expanded Walksheds
- Potential Bridges

Principle 2.4: Improve access to existing transit by improving connectivity and experience for walking and biking

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. The enhancements should incorporate design elements that reduce exposure to traffic and noise; provide shade, shelter and lighting; offer 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 2.3 - Intelligent Transportation Systems



Principle 2.6 - Concept for Transit-way

Principle 2.5: Manage vehicular traffic and improve circulation by considering increased multi-modal connections in new developments

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

Improved multi-modal connections can work collectively to relieve pressure from congested arterials.

Principle 2.6: Assess feasibility of a north-south transitway

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.

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, 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.



Potential Bridges

Map Key

Potential Vehicular Bridges

Potential Pedestrian Bridges

*All improvements are required to include a study



Proposed Improvements Short Term (1 to 5 years)

Map Key

- Intelligent Transportation System
- Vehicular Bridge & Street Projects
- Pedestrian Bridges

*All improvements are required to include a study



Proposed Improvements Mid Term (5 - 10 years)

Map Key

- Viaduct & Street Projects
- Transitway Route
- Pedestrian Bridges

*All improvements are required to include a study



Proposed Improvements Long Term (10 to 20 years)

Map Key

- Viaduct & Street Projects
- Transitway Route
- Metra Station Redevelopment

*All improvements are required to include a study

Proposed Improvements (short-term)

Webster Bridge Reconstruction

Division Street Bridge Reconstruction Over Canal and River

Division Street Road Reconstruction (Goose Island)

Chicago Bridge Reconstruction

Intelligent Transportation System

Chicago/Halsted Viaduct Reconstruction

Weed St Ped/Bike Bridge

Cortland St. Bridge Reconstruction

Proposed Improvements (mid-term)

Erie St Ped/Bike Bridge

Hobbie St Ped/Bike Bridge

Blackhawk St Ped/Bike Bridge

Clifton/Wabansia Ave Ped/Bike Bridge

606 Extension

Potential Right-of-Way for North/South Ped-, Bike- and Transit-way

Elston Ave. Ped/Bike Bridge

Study Southport Connection to Throop

Proposed Improvements (long-term)

Potential North/South Ped-, Bike- and Transit-way

Viaduct Improvement at Ashland/Elston/Armitage/Cortland

Clybourn Metra Facility Upgrade

GOAL #3: BUILD UPON THE NORTH BRANCH INDUSTRIAL CORRIDOR'S UNIQUE NATURAL AND BUILT ENVIRONMENT

The Chicago River and the North Branch Canal are the most prominent natural features within the corridor. Each should be enhanced to foster more opportunities for public access without impairing the needs of local businesses that continue to use the main channel for the shipment of raw materials and related uses.

Investments and improvements to both waterways should be prioritized to promote health and wellness, conservation and social justice, which offer the broadest beneficial impacts to nearby communities, according to the National Recreation and Park Association.

The health and wellness improvements should increase opportunities for people to be physically active in both individual activities and team sports; the conservation efforts should provide good stewardship involving how the improvements impact the land, water, plants and wildlife; and the social equity considerations should strive to ensure all people and groups have equivalent access.

The Urban Design Guidelines for the North Branch Industrial Corridor provide detail on how to integrate the area's transition into a mixed-use environment within the existing industrial landscape.



Principle 3.1 - Concept for North Branch Loop Trail at North Branch Canal



Principle 3.2 - Concept for North Branch Canal from Central Area Action Plan (2002)

PRINCIPLES

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

More than 60 acres of new, publicly accessible open space is envisioned for the North Branch through a variety of public and private improvements, primarily along the river and canal. The new spaces should be designed to foster activities like walking, biking, boating, contemplating, relaxing, observing nature, and other pursuits. No less than 10 acres of publicly accessible open space should be created for single-purpose activities like skate parks and athletic fields that cater to nearby residents and workers.

Principle 3.2: Continue the improvement of the riverfront for pedestrians, bicycles and connecting to existing trails

Much of the river edge is visually and physically inaccessible to the public. As corridor land continues to transition, new developments will be minimally required to provide a 30-foot setback from the waterfront to provide for multi-purpose trails, boardwalks and other public spaces. Approximately seven miles of new waterfront trails and walkways could be created over the next 20 years. The three residential areas within the planning area that are currently beyond a 10-minute walk from open space would be within that threshold through trail construction projects.

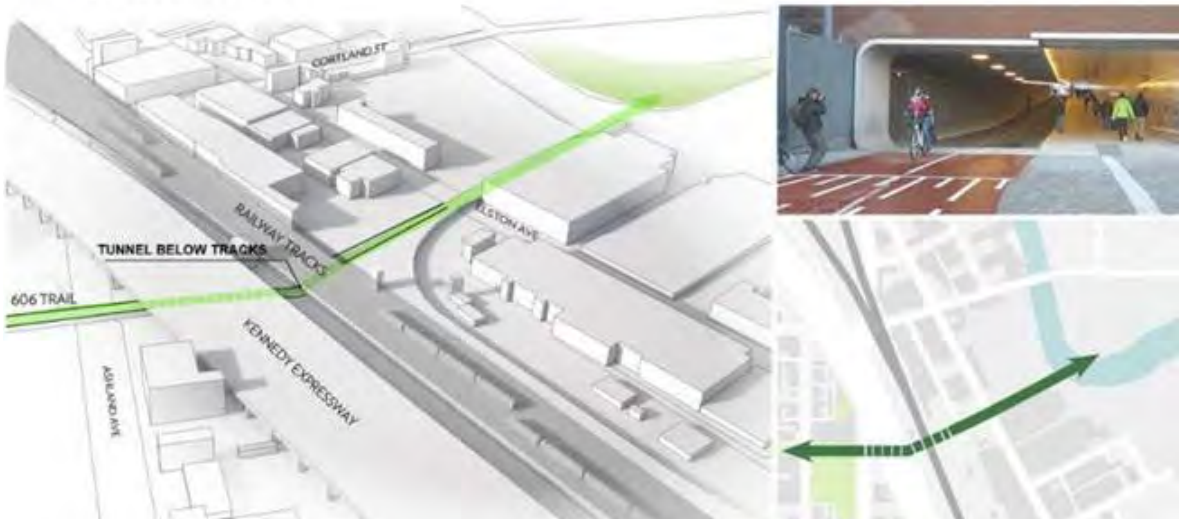
Principle 3.3: Connect the North Branch Loop Trail to The 606 with an active park near the intersection

A new North Branch trail system would enhance area connectivity between West Town, Logan Square, Lincoln Park and the Near North Side by connecting to the recently completed 606 multi-purpose path that terminates near the corridor's western boundary. The portion of the connection on underutilized land below the Kennedy Expressway could include an active recreational area.



Principle 3.3 - Concepts for 606 Trail Extensions







Principle 3.3 - Concepts for 606 Trail Extensions



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

Principle 3.4: Enhance local waterways for people, fish, birds, and other wildlife through strategic habitat restoration and creation efforts

Approximately 17 acres of wetland parks with boardwalks is possible at the North Avenue turning 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 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.

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. DPD would support community-led purchase and programming of open space in the corridor.



Principle 3.5 - Example of Publicly Accessible Recreational Space, Focal Point Development at W 31st St and S Kedzie Ave



Principle 3.5 - Example of Publicly Accessible Recreational Space and Riverwalk, Riverline Development at W Roosevelt Rd and the Chicago River



Principle 3.1 - Concept for Waterfront Open Space



Principle 3.2 - Concept for Wetland Park with Boardwalk at North Branch Canal



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
- 606 Connection to North Branch with Active Park



TERM 5-10 YEARS

Key

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
- 606 Connection to North Branch with Active Park



Long Term 10 to 20 years

Map Key

- North Branch River Trail
- Wetland and Instream Improvement
- Publicly Accessible Open Space within Planned Developments with Potential for Recreational Fields
- 606 Connection to North Branch with Active Park

Proposed Improvements (Short-term)

- 2.5 miles of accessible river trail
- 4 bridge underpasses connecting trail segments
- 3 publicly-accessible open spaces

Proposed Improvements (MID-term)

- 2 additional miles of accessible river trail
- 5 additional bridge underpasses connecting trail segments
- 1 additional publicly-accessible open space
- North Branch Canal and Turning Basin Wetland Parks and boardwalks
- 606 connection

Proposed Improvements (LONG-term)

- 2.5 additional miles of accessible river trail
- 3 additional publicly-accessible open spaces



6 IMPLEMENTATION


LABS
CITY DIGITAL

IMPLEMENTATION

Implementation of North Branch framework goals and principles requires coordinated action from multiple City departments, elected officials, land owners, developers, businesses, community groups and other stakeholders. These actions include two linked approaches:

- Updates to corridor zoning designations and;

- The development of new funding mechanisms.

ZONING

The North Branch, like the rest of the City, is divided into distinct zoning districts that regulate the use of land and the size and scope of what can be built on a given site. The zoning code includes text and maps that define the uses and identify where they're allowed, respectively.

The framework plan recommends:

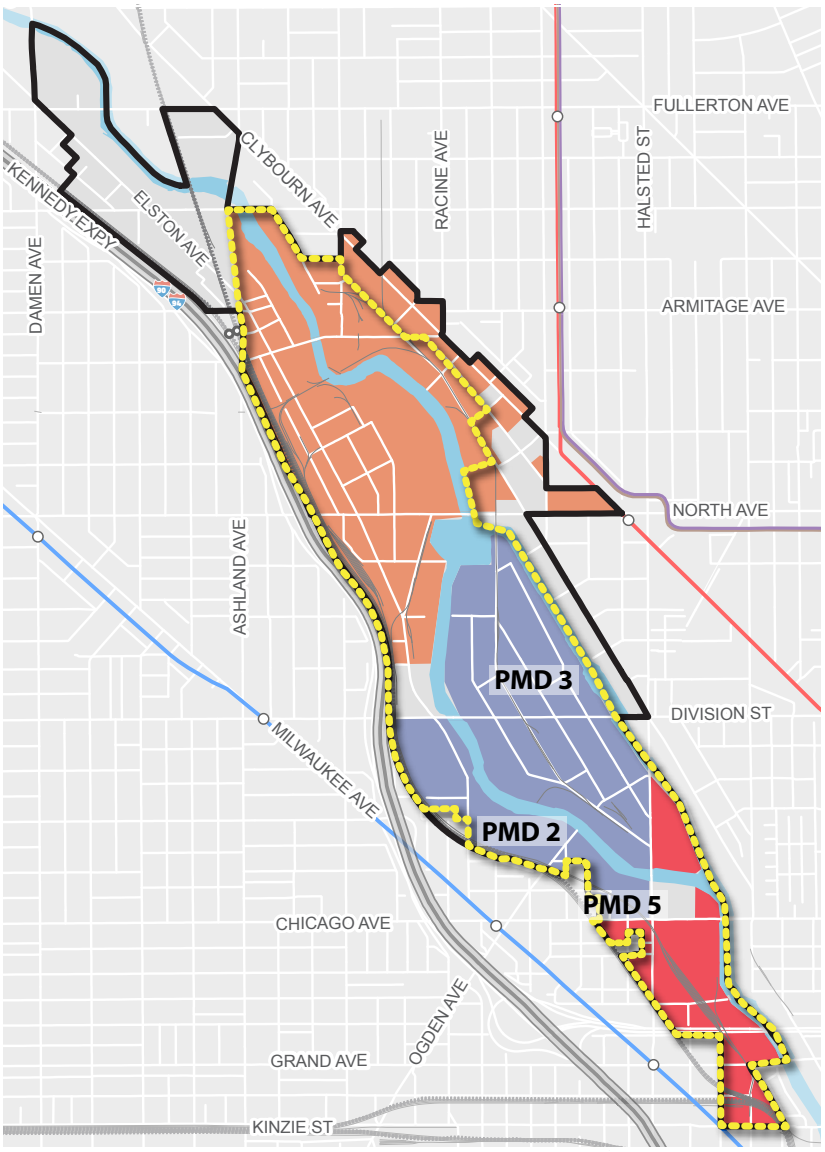
1. The City, as represented by the Department of Planning and Development (DPD), to seek initial zoning code text and map amendments that would establish a basis for future property owner actions pursuant to the Framework Plan.

2. Property owners and developers to either maintain their conforming use or request more refined map amendments for specific development projects.

Virtually all amendments to the zoning code require City Council approval, as well as the Chicago Plan Commission, depending on the project and location.

MAP AMENDMENTS

DPD's initial map changes are intended to reflect the land use concepts represented by the three sub-areas, specifically involving the corridor's four existing Planned Manufacturing Districts (PMDs). The boundaries of the corridor's PMD zoning would be reduced to the Central Sub-area. The PMD in the North Sub-Area would simultaneously change to a Manufacturing (M) district designation and the PMD in the South Sub-Area would be changed to a Downtown Service (DS) district designation, both of which reflect the designated uses prior to the initial establishment of the PMDs but which will allow desirable future uses, and establish new baselines for future projects.



Zoning Implementation Legend

- Zoning Overlay Area
- PMD change to M-district zoning
- PMD to remain
- PMD change to DS-district zoning
- Area unaffected by zoning

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

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. As noted, existing legal industrial uses would be permitted to continue without impact. However, PMD 2 and PMD 5 would prohibit entertainment and spectator sport 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 complementary uses
- Maximum Floor Area Ratio (FAR) of 3.0, no FAR bonus available



South Sub-Area within Overlay:

- Change PMD-zoned area 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 availabe for public uses; Planned Development thresholds apply



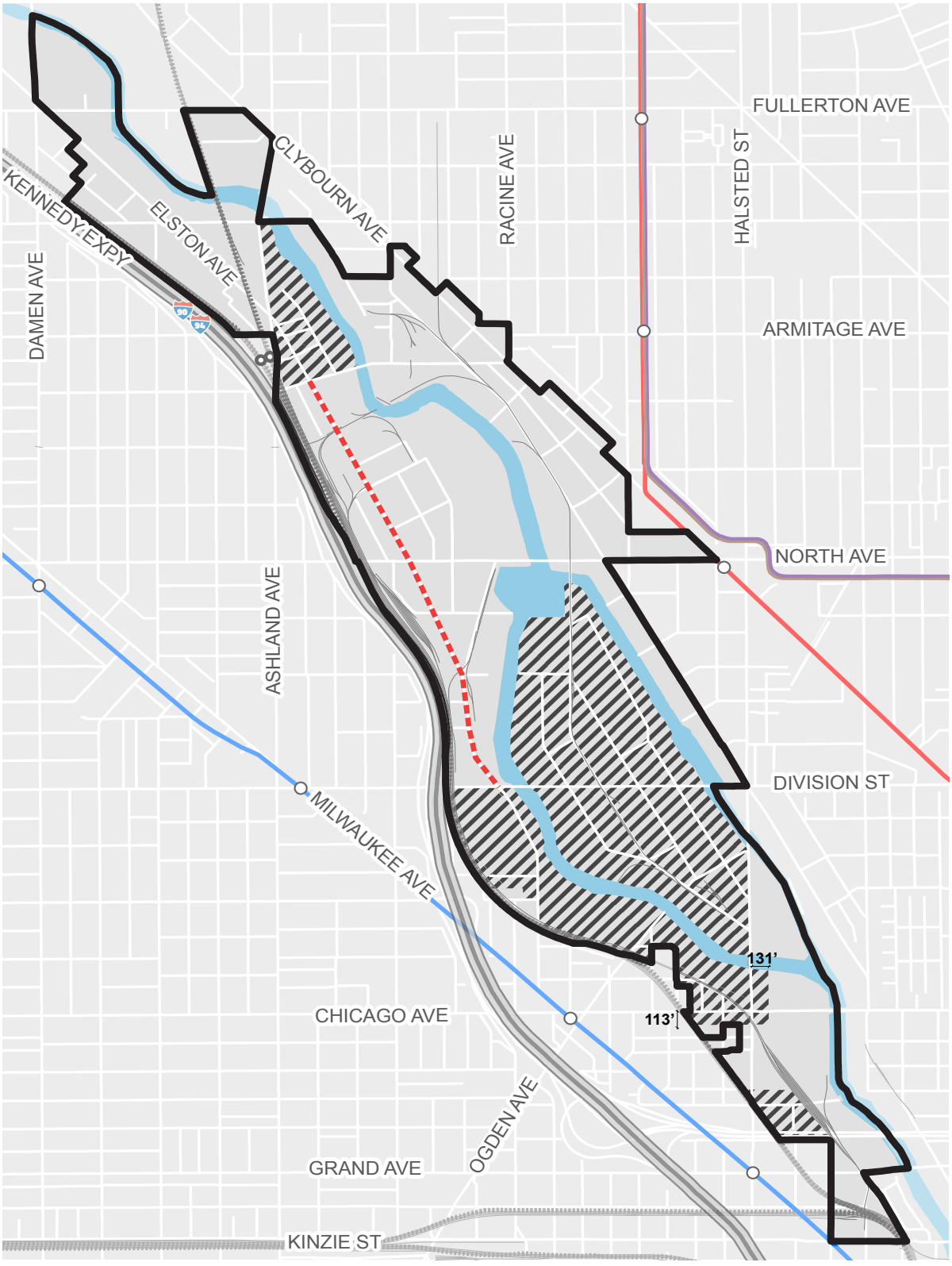
The Overlay District would also include additional restrictions on residential uses to serve as a buffer in certain areas of the Industrial Corridor. In addition to the Central Sub-area where the Planned Manufacturing District designations would remain, residential uses would not be permitted in areas that are adjacent to critical services and industrial uses with very limited street access and heavier commercial traffic. The designated areas described below represent the needs of current businesses and the expectation is that the areas could and will change should businesses leave, and these restrictions would be revisited periodically.

In the North Sub-area, an area bounded by Cortland Street, the Chicago River, and Ashland Avenue residential uses would not be allowed. The building material business at 2001 N. Mendell Street has limited access as it is located along the river and can only be accessed via Mendell Street, which is a dead-end street. The streets connecting Mendell Street with Elston Avenue and Ashland Avenue (McLean Avenue, Armitage Avenue and Homer Avenue) are narrow and have parking on both sides of the street, as well as loading docks, limiting circulation for larger trucks and commercial vehicles. Adding residential uses to this area would significantly exacerbate existing access limitations.

Similarly, in the South Sub-area, the businesses along Erie Street east of Halsted Street have limited access to their sites as both Erie Street and Union Street dead end. The only access to these sites is via Erie Street from Halsted Street, which is an intersection already compromised due to the rail road viaduct columns and overhead tracks. Residential uses would not be permitted on either side of Erie Street east of Halsted Street or on either side of Union Street south of Erie Street.

Also in the South Sub-area, residential uses would be prohibited at the intersection of Chicago Avenue and Halsted Street. Two building material businesses are located north of Chicago Avenue, west of Halsted Street and along the Chicago River, and they both generate truck traffic and noise which may be disturbing to any future adjacent residential uses. Access to this area is also limited due to narrow streets that dead end into freight rail road tracks, leading to potential conflicts between existing industrial uses and any future residential uses.

Finally, in the North Sub-area, Elston Avenue between the freight rail line south of Cortland Street and Division Street would be designated a Mobility Street as currently defined in the Zoning Ordinance. This designation would limit new curb cuts so that traffic along Elston Avenue would not be further compromised by additional vehicle entrances and exits to the street.



Additional Zoning Overlay Regulations

Map Key

- Expressway
- Metra Line & Station
- CTA Brown Line & Station
- CTA Purple Line & Station
- CTA Red Line & Station
- CTA Blue Line & Station
- No Residential Uses Permitted
- Mobility Street Designation

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 (which would occur only with owner initiated zoning map amendments) may be used to finance key projects and may be supplemented by Tax Increment Financing (TIF) and other commonly used programs. Two optional zoning, 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 will be 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

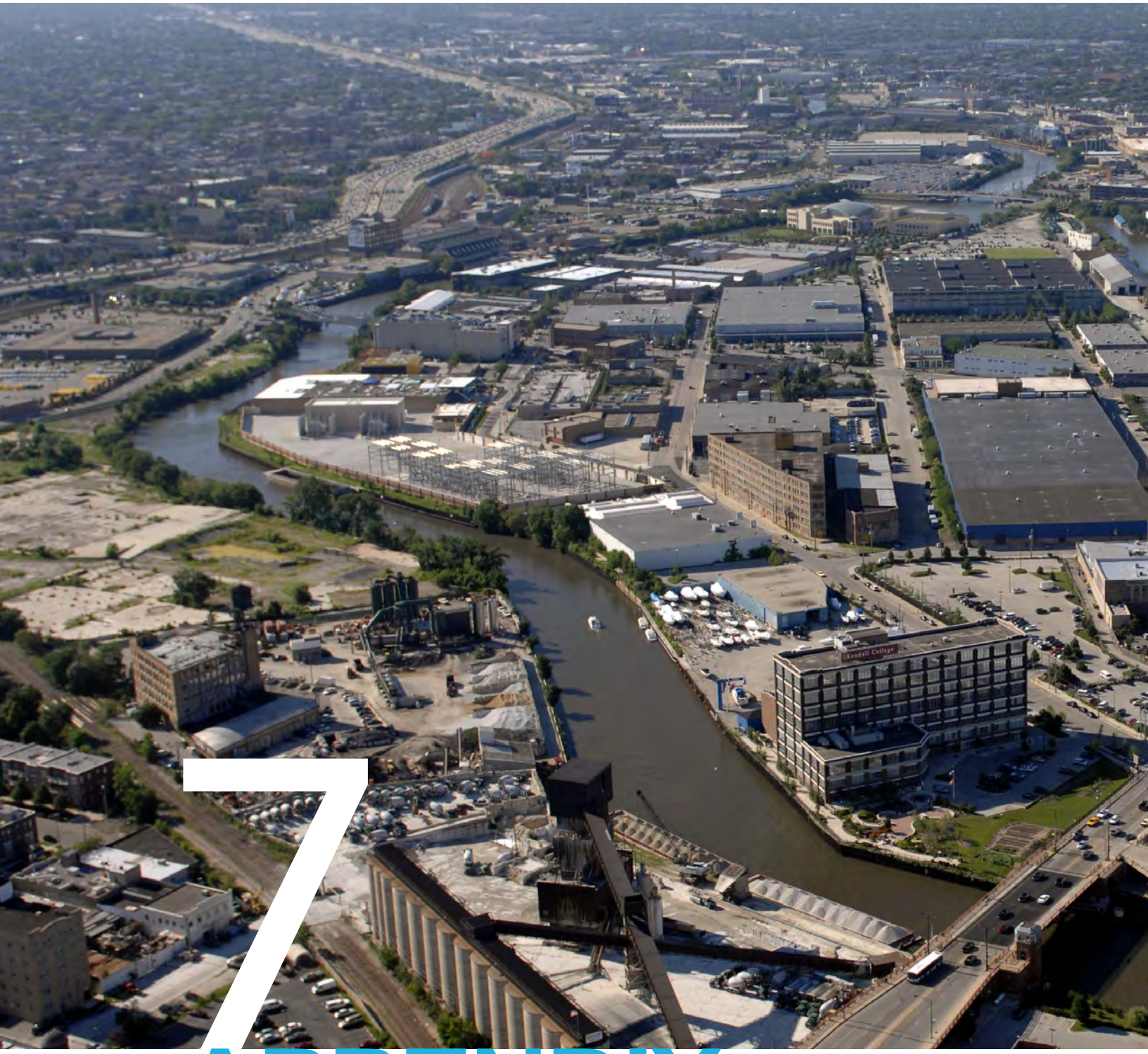
The Neighborhood Opportunity Bonus is only available within the South Sub-area boundaries of the Overlay Zoning District. South Sub-area sites that have DX-5 zoning can seek additional density ranging from 0.5 to 3.1 FAR. Use of this bonus mandates the establishment of a PD designation. The Local Impact 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.

PRINCIPLES OF FUNDING APPROACH

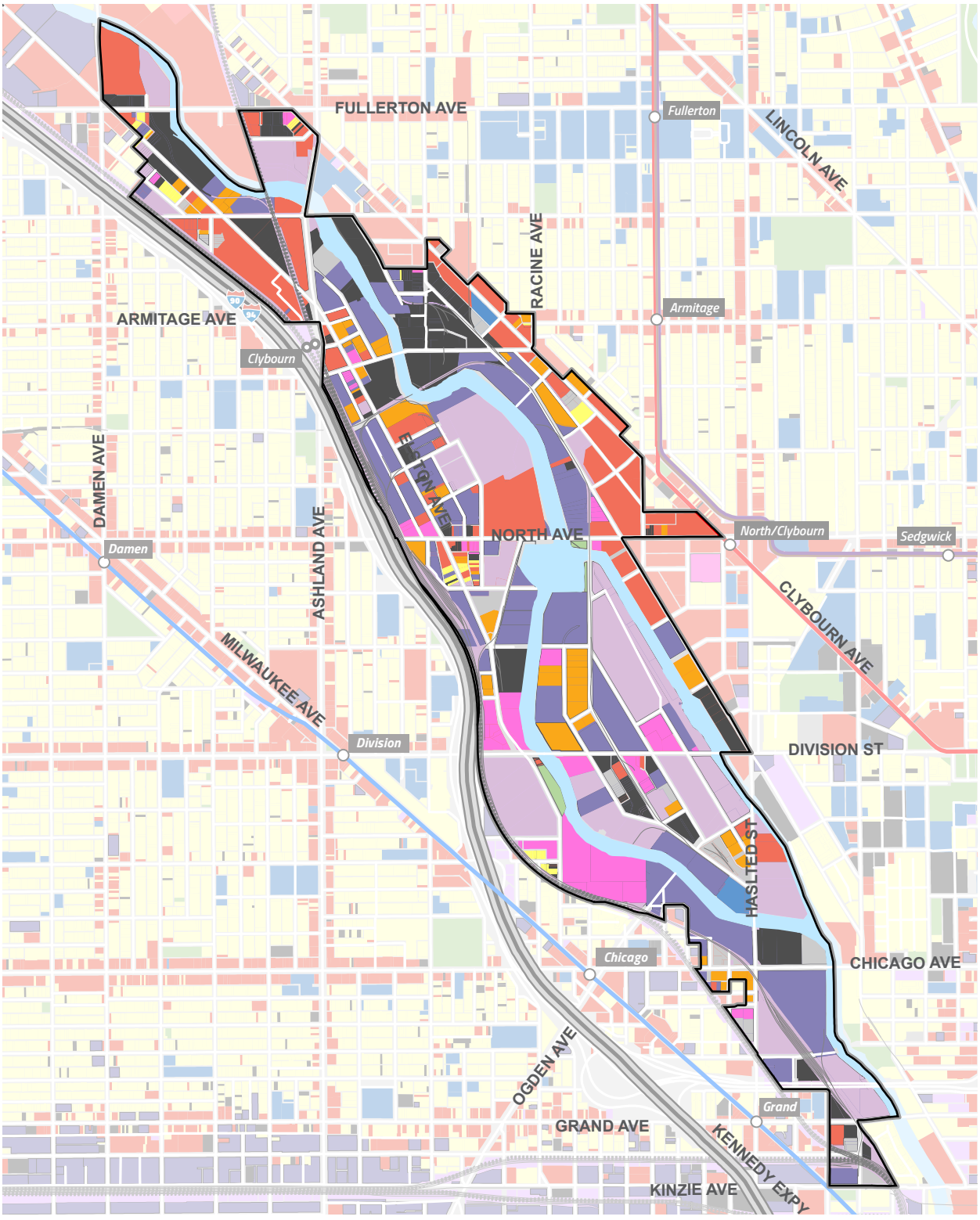
1. Financial resources for public infrastructure and job readiness are generated from **redevelopment activity itself.**

2. Supplements existing approaches by creating **new tools** to extend options and **reduce use of TIF.**

3. Utilizes and leverages the multiple resources created by North Branch redevelopment 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.**



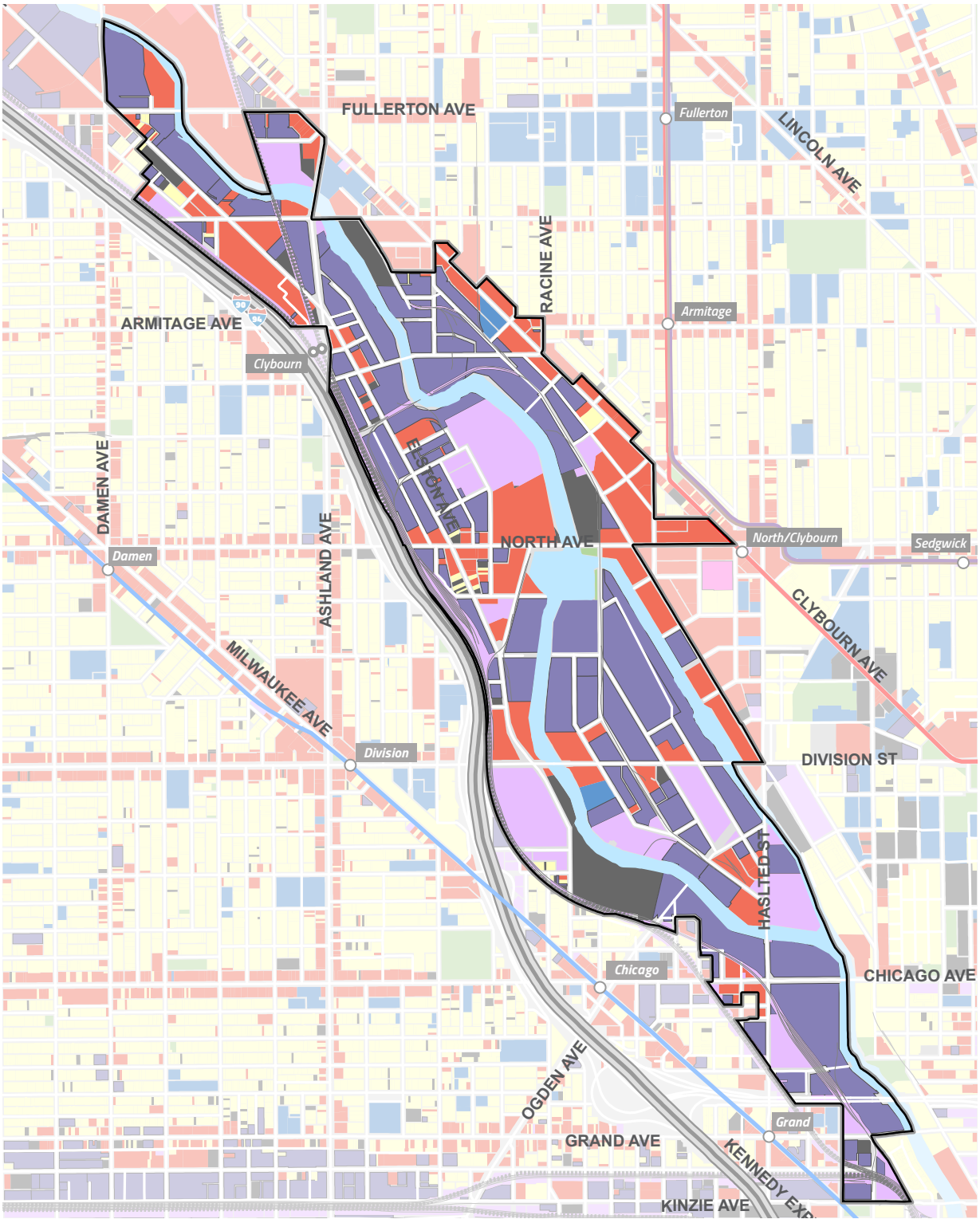
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2016 Land Use

Map Key

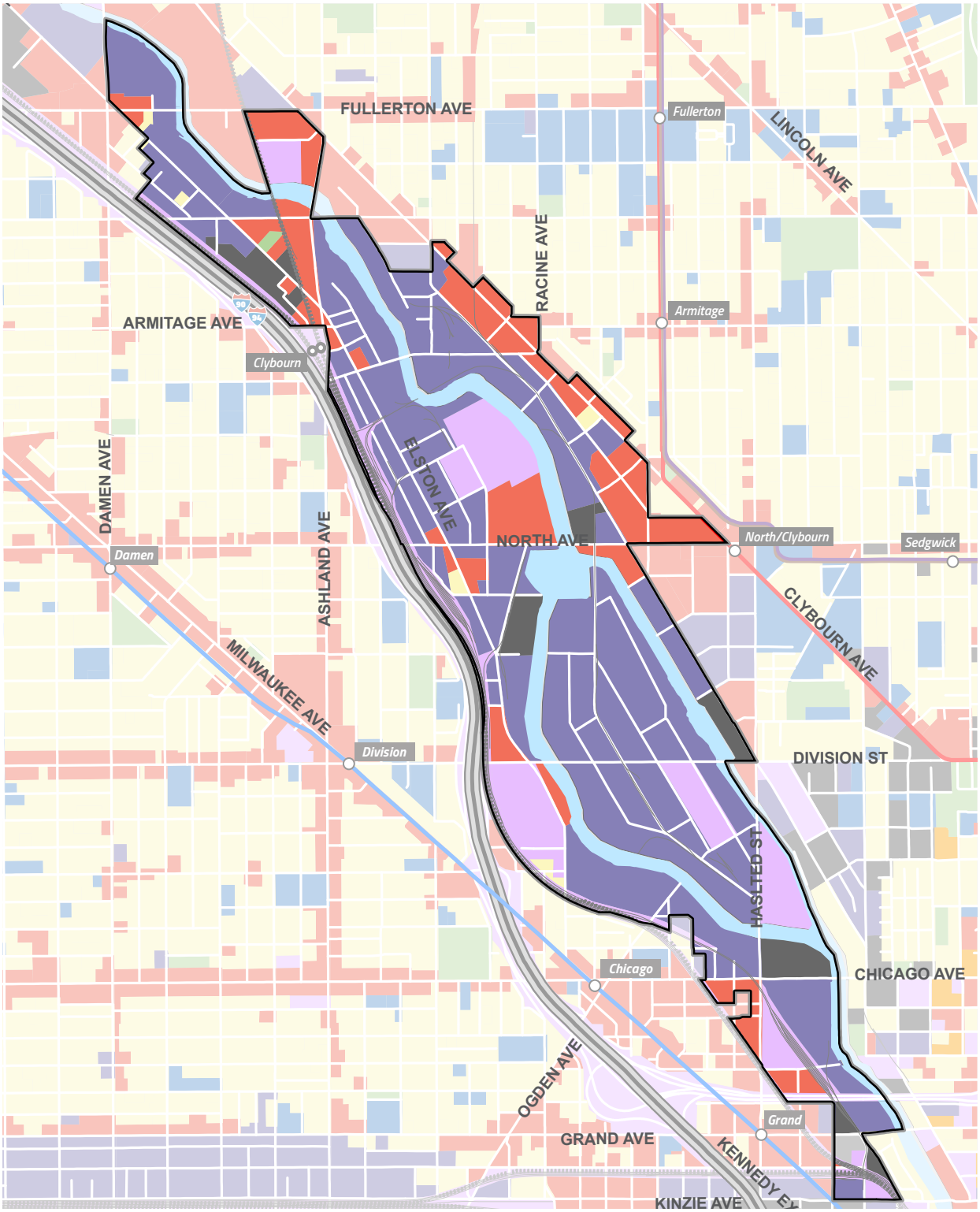
- Residential
- Commercial - Office
- Commercial - Retail
- Public Facilities + Institutions
- Industrial + Manufacturing
- Transportation + Utility
- Auto Sales + Repair
- Parks and Open Space
- Parking Lots
- Vacant Land



2010 Land Use

Map Key

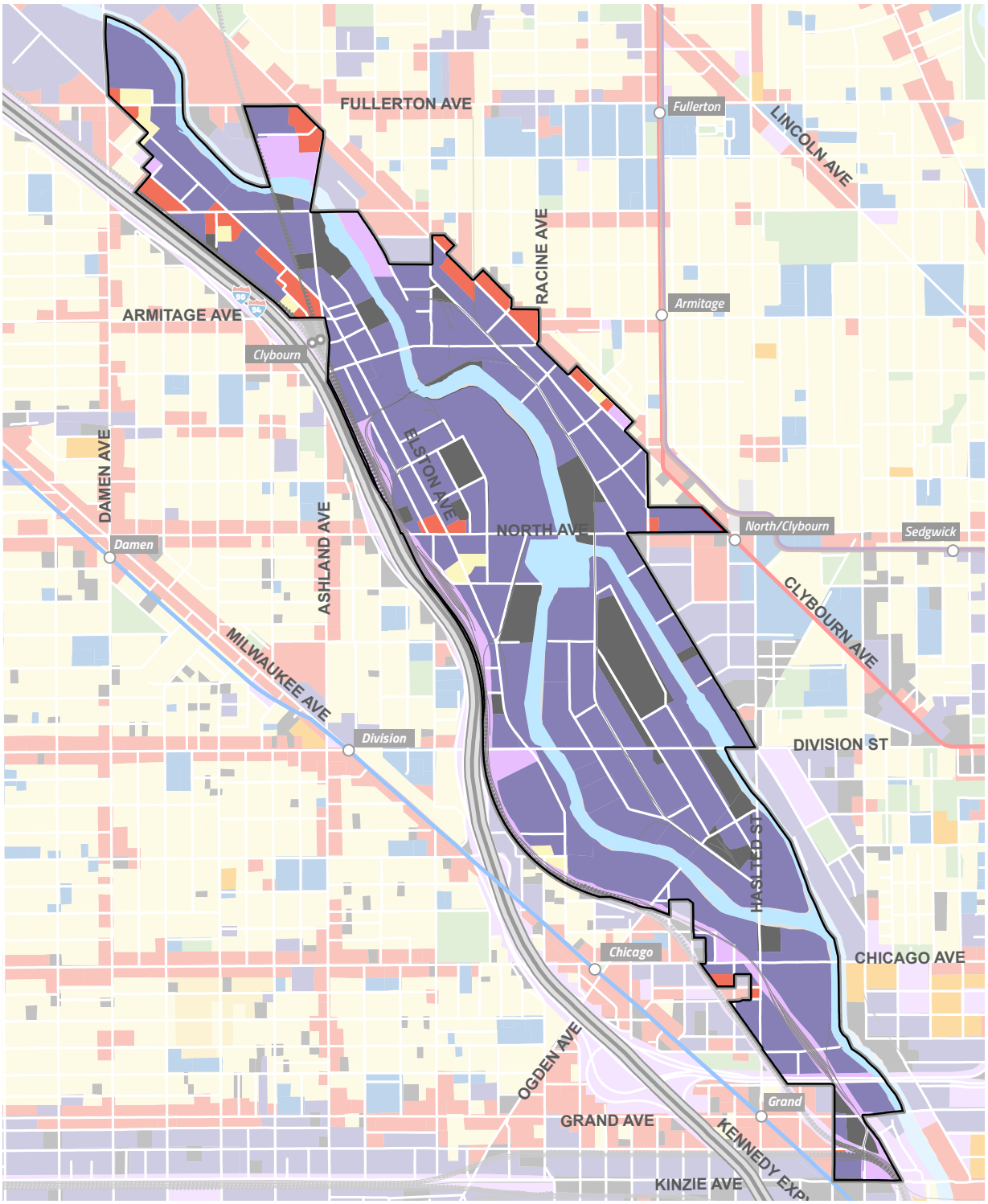
- Expressway
- Metra Line & Station
- CTA Brown Line & Station
- CTA Purple Line & Station
- CTA Red Line & Station
- CTA Blue Line & Station
- Residential
- Commercial
- Public Facilities + Institutions
- Industrial + Manufacturing
- Transportation + Utility
- Parks and Open Space
- Parking Lots
- Vacant Land



2001 Land Use

Map Key

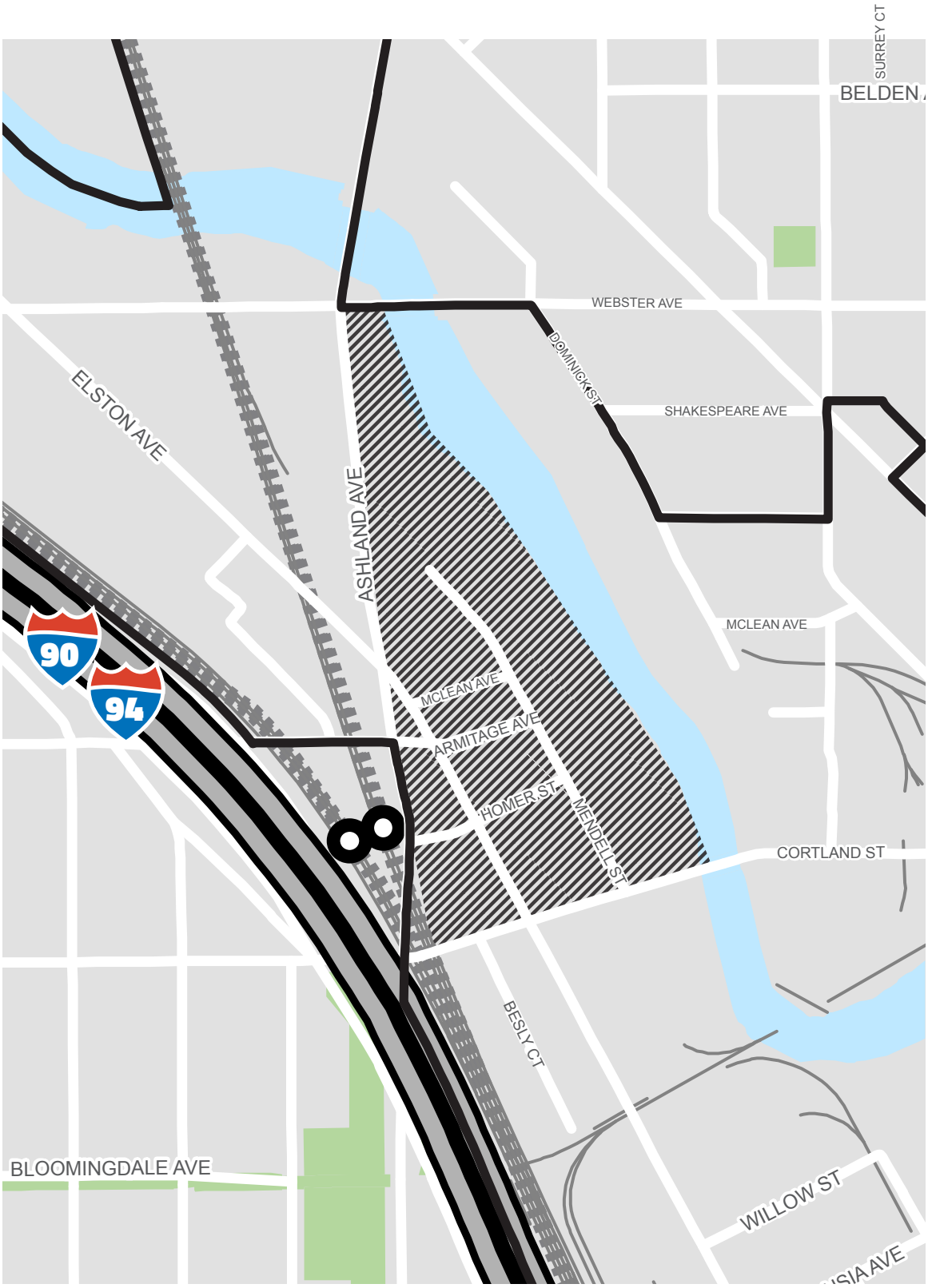
- Expressway
- Metra Line & Station
- CTA Brown Line & Station
- CTA Purple Line & Station
- CTA Red Line & Station
- CTA Blue Line & Station
- Residential
- Commercial
- Public Facilities + Institutions
- Industrial + Manufacturing
- Transportation + Utility
- Parks and Open Space
- Parking Lots
- Vacant Land



1990 Land Use

Map Key

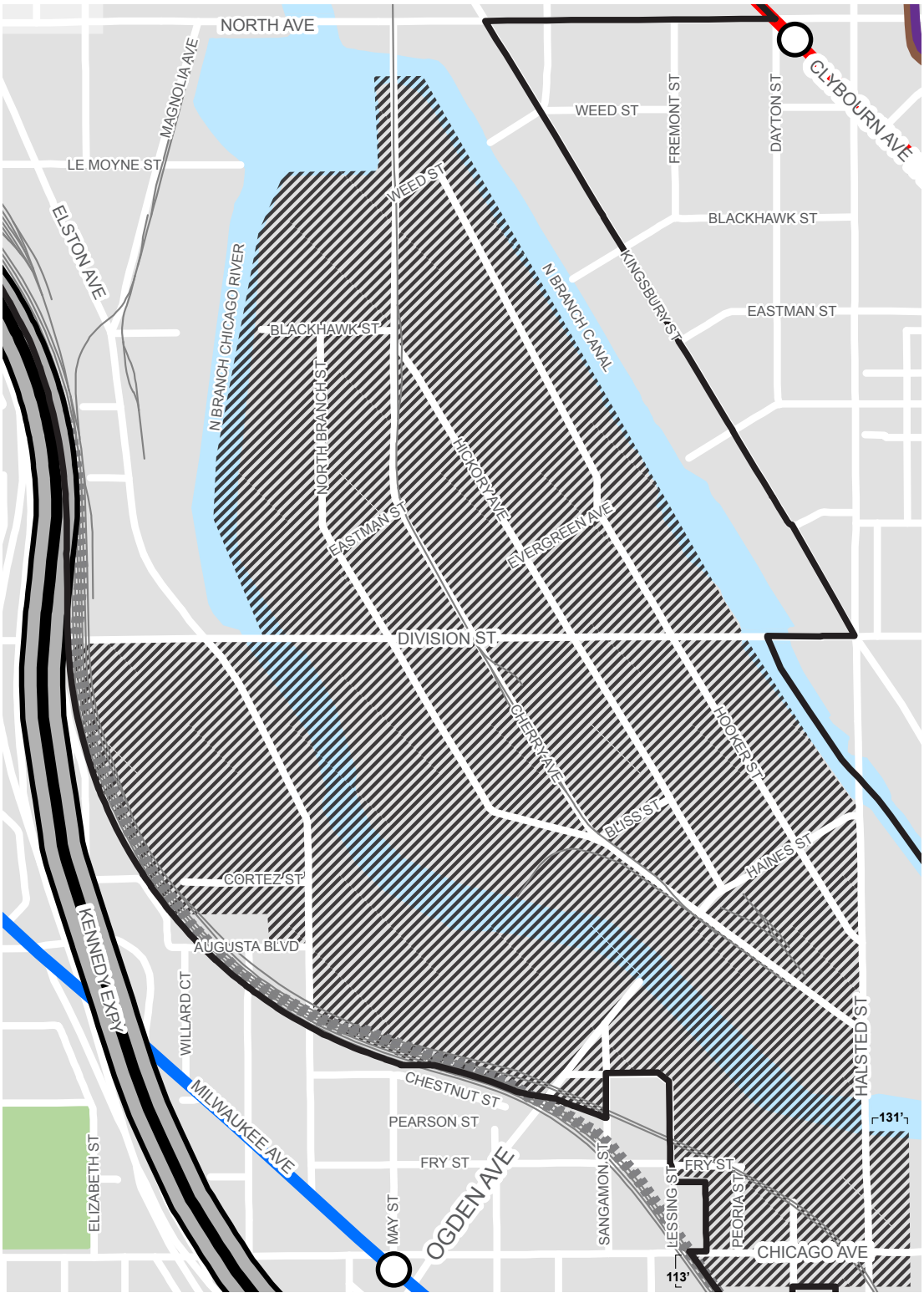
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- CTA Blue Line & Station
- Residential
- Commercial
- Public Facilities + Institutions
- Industrial + Manufacturing
- Transportation + Utility
- Parks and Open Space
- Parking Lots
- Vacant Land



Additional Zoning Overlay Regulations - North Sub-Area

Map Key

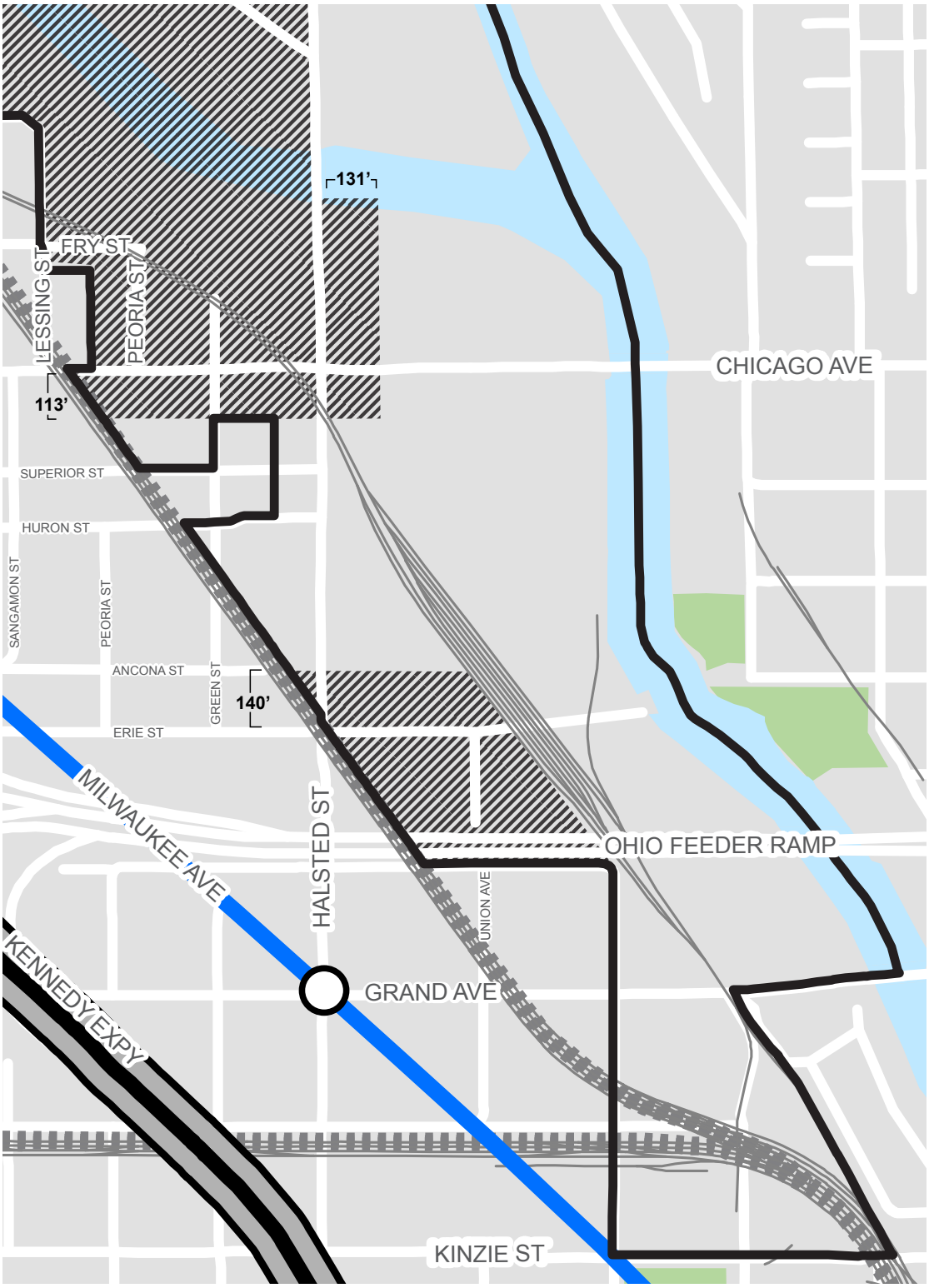
- Expressway
- Metra Line & Station
- CTA Brown Line & Station
- CTA Purple Line & Station
- CTA Red Line & Station
- CTA Blue Line & Station
- No Residential Uses Permitted



Additional Zoning Overlay Regulations - Central Sub-Area

Map Key

- Expressway
- Metra Line & Station
- CTA Brown Line & Station
- CTA Purple Line & Station
- CTA Red Line & Station
- CTA Blue Line & Station
- No Residential Uses Permitted



Additional Zoning Overlay Regulations - South Sub-Area

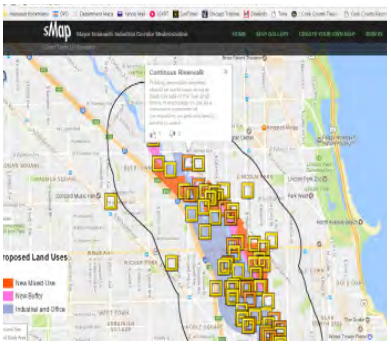
Map Key

- Expressway
- Metra Line & Station
- CTA Brown Line & Station
- CTA Purple Line & Station
- CTA Red Line & Station
- CTA Blue Line & Station
- No Residential Uses Permitted

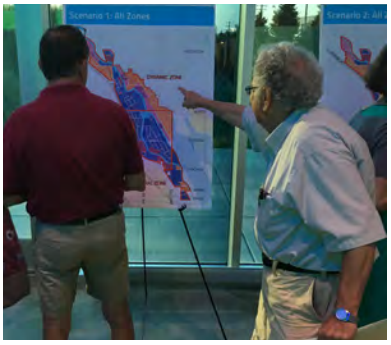
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COMMUNITY ENGAGEMENT

Under Mayor Rahm Emanuel's direction, the Department of Planning and Development (DPD) initiated a public review process in spring 2016 to evaluate and refine land use policies for continued growth and private investment in the City's Industrial Corridor system.

The purpose of this section is to memorialize the community engagement efforts that occurred since the beginning of this initiative, and to summarize the input that staff and their team of consultants received from stakeholders during the meetings. All interested parties are able to view meeting documents and summaries from each public meeting on DPD's website and through DPD's social media platforms.

Since the summer of 2016, DPD has engaged with the community, resulting in a robust, transparent planning process, including:

- 12 public meetings (over 800 attendees)
- 5 published meeting summaries
- 6 neighborhood group meetings
- 366 emails and 49 letters from stakeholders
- 53 Maps created via sMap, with192 original sMap comments

COMMUNITY MEETINGS

Direct notice of DPD community meetings was through an Eventbrite email invitation which was distributed to the DPD NBIC email contact list. The meetings were also posted on DPD's website and Facebook page as well as being noticed by Aldermanic offices and community groups.

All presentation materials used at the meetings were posted on the DPD website as well as meeting summaries.

Kick-off Meetings - June 4, 5 & 6, 2016.
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

August 10, 2016.
City staff from DPD and CDOT continued their community outreach efforts by holding a community meeting from 6:00 pm to 7:30 pm on August 10, 2016, at UI LABS. Aldermen Hopkins, Burnett,

and Smith also participated in the meeting, and Strategic Planning staff from the Chicago Transit Authority (CTA) was in attendance.

There were 128 stakeholders who attended the August 10th meeting, including representatives from neighborhood resident groups, residents, business owners and employers, business organizations, industrial organizations, real estate professionals, and members of the media.

The purpose of this meeting was for City staff to present the proposed goals of the NBIC Framework

September 29, 2016
DPD and CDOT continued their community outreach efforts by holding a community meeting from 3:00 pm to 8:00 pm on September 29, 2016, at St. John Cantius church, located at 825 N Carpenter St, Chicago Illinois. Alderman Smith also participated. There were 52 stakeholders who attended the September 29th meeting, including representatives from neighborhood resident groups, residents, business owners and employers, business organizations, industrial organizations, real estate professionals, and members of the media.

The purpose of this "open house" meeting was to give stakeholders an opportunity to review draft Framework goals and land use for the North Branch Industrial Corridor Modernization Initiative with city staff and their team of consultants, and other stakeholders.

December 13, 2016
DPD and CDOT continued their community outreach efforts by holding a community meeting from 6:00 pm to 8:00 pm on December 13, 2016, at UI LABS, located at 1415 N Cherry Ave, Chicago Illinois. Aldermen Smith, Hopkins, and Burnett as well as the CTA also participated in the meeting and DPD's team of consultants were in attendance.

There were 108 stakeholders who attended the December 13th meeting, including representatives from neighborhood resident groups, residents, business owners and employers, business organizations, industrial organizations, real estate professionals, and members of the media.

The purpose of this meeting was to present the draft Transportation, Open Space, and Community Character recommendations in the Framework Plan to stakeholders. Attendees were given an opportunity to review the information and also ask questions of city staff and their team of consultants. The informational presentation powerpoint and boards shown at the meeting were published on DPD's website.

February 21, 2017
City staff from DPD and the CDOT, along with their team of consultants continued their community outreach efforts by holding a community meeting from 6:00 pm to 8:00 pm on February 21, 2017, at UI LABS, located at 1415 N Cherry Ave, Chicago Illinois. Alderman Smith and Alderman Hopkins also participated in the meeting.

There were 185 stakeholders who attended the February 21st meeting, including representatives from neighborhood resident groups, residents, business owners and employers, business organizations, industrial organizations, real estate professionals, and members of the media.

The purpose of this meeting was to give stakeholders an opportunity to review the proposed land use and development recommendations in the Framework, as well as the proposed next implementation steps. Attendees were given an opportunity to review the information and also ask questions of city staff and their team of consultants.

The informational presentation powerpoint and boards shown at the meeting were published on DPD's website.

DPD announced two additional public open house events to allow stakeholders to review the proposed framework recommendations: March 7, 2017 and March 14, 2017.







March 7 & 14, 2017
City staff from the City of Chicago Department of Planning and Development (DPD) and the City of Chicago Department of Transportation (CDOT) continued their community outreach efforts by holding two community open house meetings:

- March 7, 2017 - 8am to 10 am, St. John Cantius Church
- March 14, 2017 - 4pm to 7 pm UI LABS

Alderman Smith also participated in the meeting, and DPD's team of consultants was in attendance.

There were approximately 100 stakeholders who attended the meetings, including representatives from neighborhood resident groups, residents, business owners and employers, business organizations, industrial organizations, real estate professionals, and members of the media.

The purpose of this "open house" meeting was to give stakeholders an opportunity to review and discuss the current draft Framework for the North Branch Industrial Corridor as presented on February 21, 2017, with city staff and their team of consultants, and other stakeholders. The informational presentation slides and boards shown at the 2-21-2017 meeting were available for attendees to review.

Public comments were incorporated into a final Framework document posted March 17, 2017.

April 7, 18 & 25, 2017
After publishing the draft Framework Plan for public review and comment on March 17, 2017, City staff from the City of Chicago Department of Planning and Development (DPD) and their team of consultants continued their community outreach efforts by holding three community open house meetings:

- April 7, 2017 - 8am to 1pm, City Hall, Room 1003A
- April 18, 2017 - 3pm to 6 pm, City Hall, Room 1003A
- April 25, 2017 - 4pm to 6 pm, St. John Cantius Church

Over 900 stakeholders were invited to each of the three open house meetings via email. The meetings were also posted on DPD's website and other social media accounts. There were a total of 37 stakeholders that attended the three meetings, including students, representatives from neighborhood resident groups, residents, business owners and employers, business organizations, industrial organizations, real estate professionals, and members of the media.

The purpose of these three "open house" meetings was to give stakeholders an opportunity to further review and discuss the March 17, 2017 draft Framework for the North Branch Industrial Corridor. No new information was presented a these three open house meetings.

HIGHLIGHTS OF COMMUNITY INPUT

This section highlights the themes that have emerged as a result of the extensive community engagement process. A list of all emails and letters received as part of this community engagement process will be made available on DPD's website.

Stakeholders provided thoughtful insight on important community issues and offered meaningful input and feedback throughout the extensive community engagement process.

Themes of input include:

Economic Development

- Allow the area to continue as an economic engine and job center.
- Establish an urban innovation district with good paying jobs
- Explore the appropriate mix of land uses needed to ensure the area is sustainable, while being mindful of the operational needs of businesses and their impact on adjacent areas
- Provide effective buffers between incompatible land uses
- Provide existing heavy-industrial businesses assistance to relocate within the city's other industrial corridors
- Areas adjacent to the NBIC could provide retail and entertainment areas to support the future mix of uses within the NBIC

Transportation

- Improve connections to existing transit stations
- Enhance the multi-modal transportation network to adequately accommodate all existing and future uses:
- Extend the 606 (Bloomingdale trail) to the east to the river and neighborhoods
- Add new/widened streets, bridges, sidewalks and bike lanes that connect and integrate into existing transportation framework to alleviate existing traffic congestion
- Use a coordinated approach to parking and last-mile transit
- Address aging infrastructure which is unsafe and inadequate to serve existing uses

Open Space

- Maximize the value of the river to continue to provide transportation and recreational opportunities
- Provide a continuous river trail
- Provide a large regional park for active recreation
- Provide guidelines to support ecological conditions and natural habitat/wildlife
- Provide river animal habitat instream and in the banks
- Maximize open space for people, wildlife, and stormwater management
- Include numerous dedicated river access points
- Manage river traffic between industrial and new uses
- Create new public open spaces in appropriate areas

Urban Design

- Create urban design guidelines that promote the authentic character of the area
- Utilize important character elements found within the area
- Provide new coordinated way-finding

ACKNOWLEDGEMENTS

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CDOT

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DESIGN GUIDELINES

PURPOSE

The North Branch Design Guidelines are an appendix to Mayor Emanuel's Industrial Corridor Modernization North Branch Framework and are to be used in conjunction with the framework document. Like the Framework, the guidelines apply to the North Branch Industrial Corridor. The purpose of the guidelines is to support and supplement the recommendations of the framework's three primary goals:

1. ***Maintain the North Branch Industrial Corridor as an important economic engine and vital job center within the City of Chicago.***
2. ***Provide better access for all transportation modes.***
3. ***Build upon the North Branch Industrial Corridor's unique natural and built environment.***

The guidelines are meant to provide guidance to accomplish the framework recommendations while allowing flexibility and collaboration between private development and the public review process. The guidelines support achievement of these goals through design best practices.

Creativity is strongly encouraged to respond to the goals and principles underlying the guidelines. Innovative proposals that reflect the spirit of these principles are preferred over the strict or rigid application of any given guideline.

Guidelines for streets are intended to assist property owners and public agencies, such as the Chicago Department of Transportation (CDOT) and the Chicago Transit Authority (CTA), when planning infrastructure and service improvements. Guidelines for the river are intended to provide opportunities for increased public access and activation. All guidelines defer to current Chicago Zoning and Landscape Ordinances and reference CDOT's Complete Streets guidelines.

Guideline content may be updated from time-to-time as needed to assist residents, business owners, property owners, property managers, builders, developers, architects, planners and other stakeholders in making decisions regarding changes to properties and the public realm.

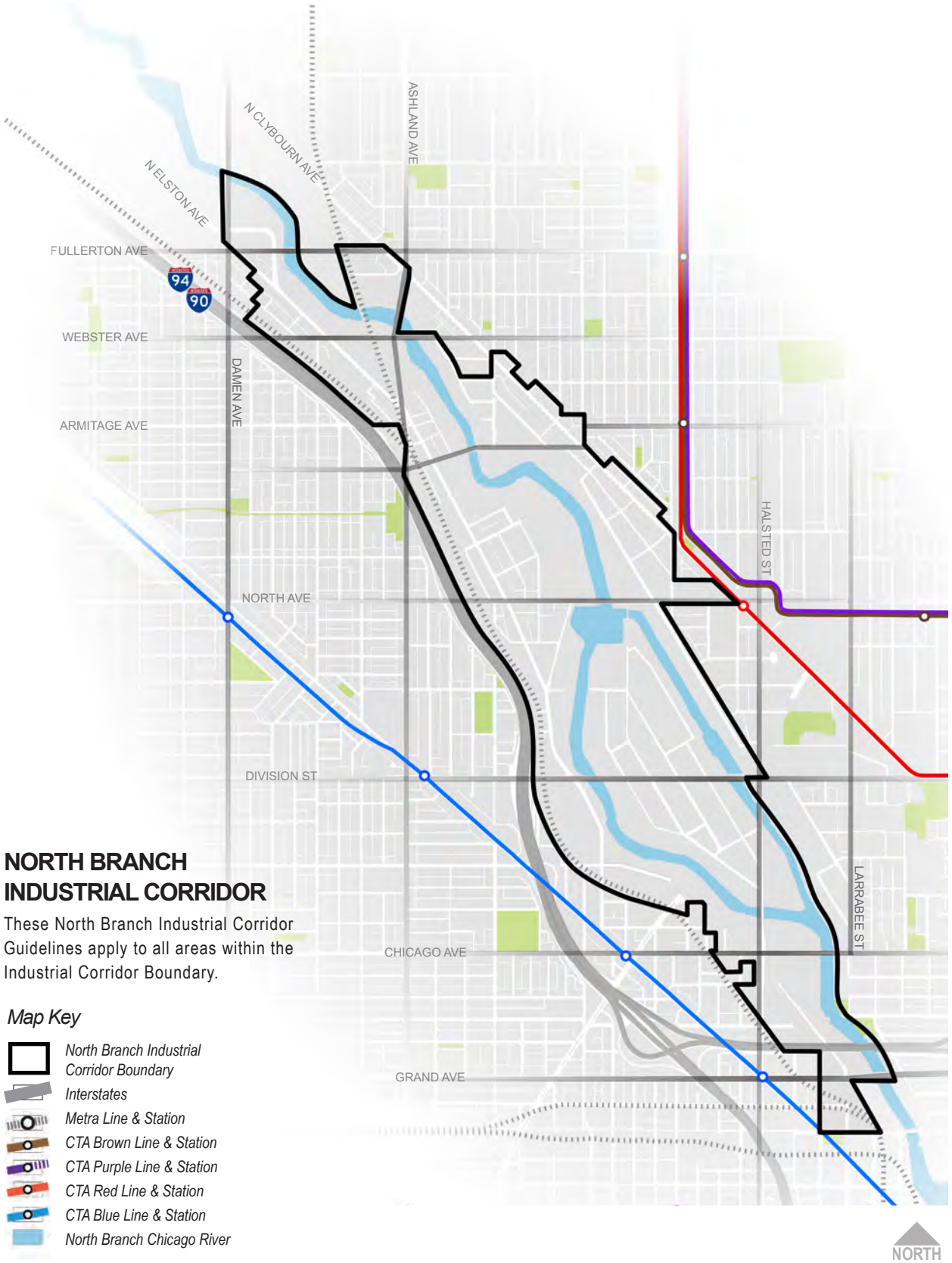
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NORTH BRANCH INDUSTRIAL CORRIDOR

These North Branch Industrial Corridor Guidelines apply to all areas within the Industrial Corridor Boundary.

Map Key

- *North Branch Industrial Corridor Boundary*
- *Interstates*
- *Metra Line & Station*
- *CTA Brown Line & Station*
- *CTA Purple Line & Station*
- *CTA Red Line & Station*
- *CTA Blue Line & Station*
- *North Branch Chicago River*

INTRODUCTION

The North Branch Industrial Corridor contains characteristics of design and form that have evolved over the past century. This character is defined by the Chicago River as well as the structures and buildings that reflect its urban and industrial heritage. Proposed development should respond to this context.

The Chicago River and North Branch Canal are not only distinctive on their own, but their bridges add to the industrial character of the corridor. Although it is still used for some industrial shipping, the river should now be seen as multi-purpose, to be fully utilized and provide the opportunity for additional open space and connections to nature.

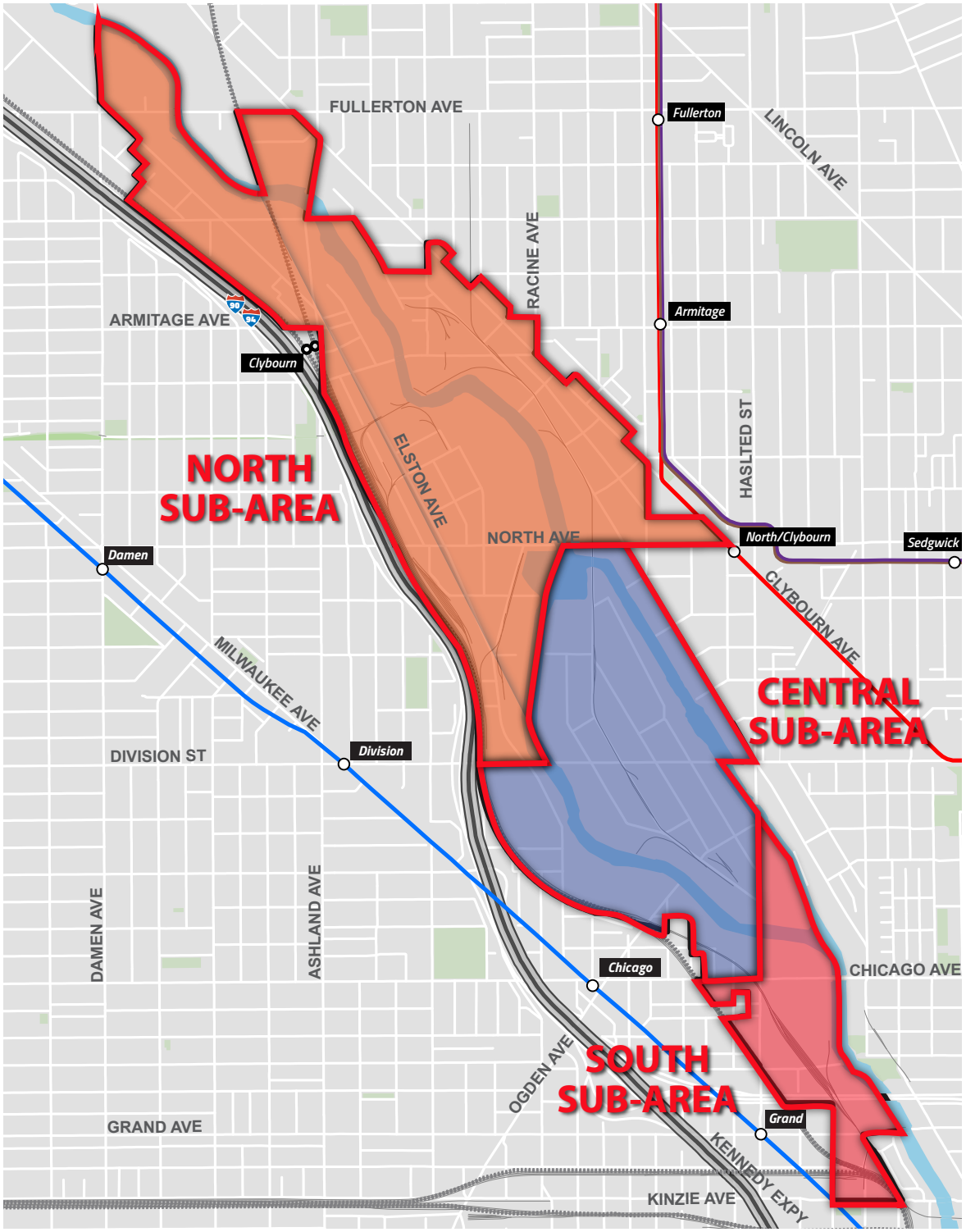
Throughout the corridor, industrial structures such as the Morton Salt sheds and the Prairie Materials silos are distinctive touchstones that give a sense of place to the North Branch. Many masonry structures designed for manufacturing uses still remain throughout the corridor. These structures are distinguished by exterior brick, often with heavy timber or steel-framed interior structures, and continue to be adaptively reused due to their architectural uniqueness and character.

Through the Framework planning process that takes into account the above, the Department of Planning and Development (DPD) has defined three different corridor sub-areas that have their own character and development potential. These three sub-areas have recommended floor area ratios for new development. Each is described below and their locations are illustrated on the facing page.

- **NORTH:** Located generally between Fullerton and North avenues, the North Sub-Area contains the broadest mix of land uses, including industrial, office, commercial, retail and residential. The area also contains large, vacant and underused sites, including the City of Chicago Fleet and Facilities Management facility and former site of Finkl Steel.

- **CENTRAL:** Located generally between North and Chicago avenues, the Central Sub-Area primarily consists of Goose Island. The area currently contains a high-tenancy of industrial and utility companies including several critical service providers. This area also contains emerging office and light industrial use groupings. This Sub-Area contains the most stable land uses in the corridor.

- **South:** Located generally between Chicago and Kinzie Street, the South Sub-Area contains a mix of industrial and office uses and includes large parcels of land under a single ownership. The area abuts the downtown (D) zoning district and high density, mixed-use properties.



Proposed Land Use for Framework

Map Key

- Expressway
- Metra Line & Station
- CTA Brown Line & Station
- CTA Purple Line & Station
- CTA Red Line & Station
- CTA Blue Line & Station

North Sub-Area

Permits existing uses

Accomodates transition: allows mixed-use (office, commercial and residential)

Central Sub-Area

Permits existing uses

Critical Services, light industrial office and supporting services; no residential permitted

South Sub-Area

Permits existing uses

Accomodates transition: allows downtown-type mixed-use (office, commercial and residential)

GOAL 1

Urban Design to support Goal 1:

Maintain the North Branch Industrial Corridor as an important economic engine and vital job center within the City of Chicago.

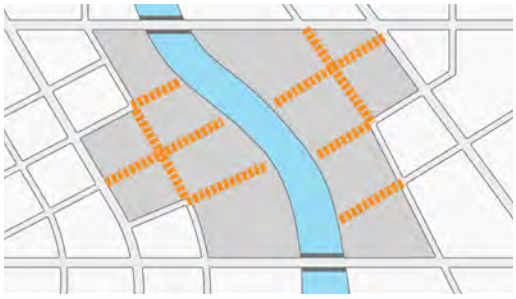
This goal is greatly supported through Urban Design that embraces the new economy's physical needs as described in the Framework. Guidelines for the principles for Goal 1 follow:

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

b. Principle 1.3: Support a well-designed urban environment through comprehensive design guide lines that attract technology, research and advanced manufacturing companies to the corridor to co-exist with existing companies.

Site Design

The North Branch is distinguished by large parcels of land that can be used in many different ways to meet modern industrial, technology and mixed-use needs. These parcels can be used as a campus with multiple buildings for a single user or divided for smaller uses. In either case, to meet these goals both plans should generally conform to the city grid. The extension of local streets and construction of new streets should be pursued in order to create a network of pedestrian-scale, interconnected blocks that enhance mobility and river access. This flexibility positions the North Branch to continue to be an economic engine for the City of Chicago.



STREET CONNECTIVITY

Extend and interconnect adjacent streets through large riverfront abutting parcels to improve pedestrian access to the river and enhance pedestrian, bike and vehicular flows.



WALKABLE SCALE BLOCKS

Subdivide large parcels into a network of blocks that are pedestrian-scaled and walkable.

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GOAL 1

Leverage the corridor's unique urban authenticity by highlighting industrial structures and integrating character buildings with new development where possible.

Approximately 60 buildings and structures have architectural or character features that contribute to to the corridor's industrial environment. Most of these structures are commonly seen in Chicago's industrial areas and have been modified for new uses – to the extent consistent with creative and innovative redevelopment opportunities, this adaption is encouraged to continue in order to service technology and office uses. Existing buildings and features can often be adaptively reused or integrated into new development through sensitive design and additions to maintain the urban authenticity that draws new businesses to the corridor.

Where possible, highlighting character buildings and structures with lighting, public art and adjacent outdoor plaza areas are also encouraged to extend the impact of these structures on the area. Property owners should consider CDOT's Make Way for People Program for plaza and public way activation.



Concept for Mixed-use Environment





CHARACTER BUILDINGS & STRUCTURES

Map Key

Character Buildings

Example Elements of the North Branch

1. *Deering Bridge*
2. *Ashland Bridge*
3. *Horween Leather*
4. *Cortland Bridge*
5. *Z-6 Swing Bridge*
6. *Morton Salt*
7. *Cherry Bridge*
8. *Goose Island*
9. *Prairie Material & Bigane Paving*

GOAL 1

Building Setbacks on Streets

Locate majority of buildings along front property lines with primary facades and entrances abutting sidewalks.

In order to create a cohesive and enjoyable walking environment for pedestrians, it is recommended that buildings in the corridor create streetwalls along front property lines adjacent to public sidewalks. In appropriate pedestrian-oriented locations with wider sidewalks, outdoor activation of sidewalks with cafes, outdoor eating areas and display of produce, flowers, plants and similar merchandise and activities is encouraged. CDOT's forthcoming Livable Streets Guidelines will provide further guidance on appropriate street design.

Exceptions to this principle apply to industrial and corporate campus-type developments where site operation requirements and unique landscape concepts may apply. In all cases, development should be urban in character and avoid large front setbacks that would isolate the new buildings from street activation and access to transit and other non-auto modes.

Locate parking areas, loading and vehicular circulation to minimize its visibility.

Except for the minimum ground-level frontage required to access parking and loading areas, no parking or loading should be visible on the ground floor of any building facade that faces a street. In general, alleys and side streets are encouraged for this access rather than the main façade.

Development-integrated, below-grade parking is encouraged. Any above-grade parking should be screened from public view, ideally with active uses but could also be with architectural features that relate to the overall scale and rhythm of bay spacing and windows of the building.

If sub-area scale parking is developed as a freestanding structure, it should be lined with active uses located, at a minimum, along ground floor frontages. Activation of all levels of primary facades located along pedestrian-oriented streets is preferred. Rooftop activation with uses such as recreation facilities, fitness centers, meeting facilities and other compatible uses is encouraged.

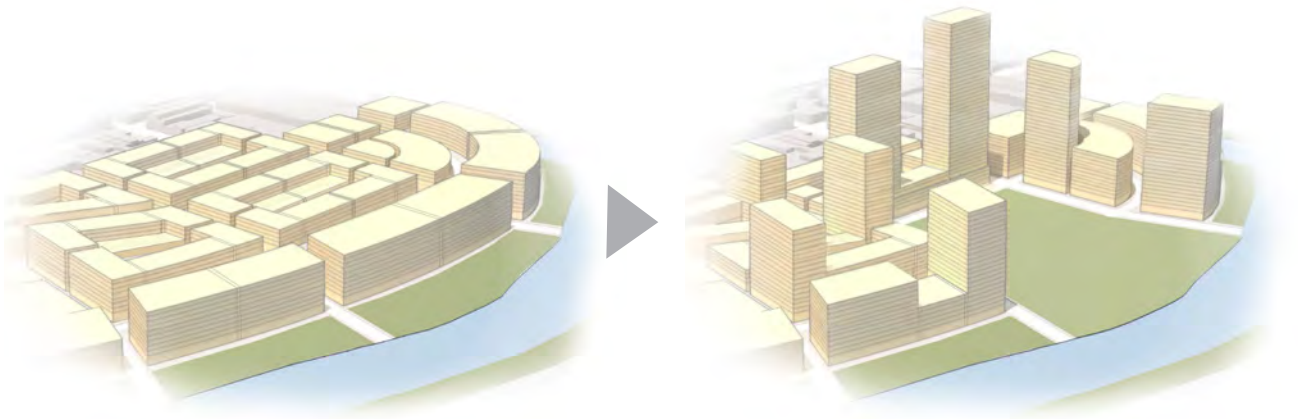
Surface parking, if any, should be limited in quantity and restricted to areas behind buildings in interior block locations.

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.

Floor Area Ratio Distributed to Allow Open Space

Support increases in density and height in relation to publicly-accessible open spaces through the Planned Development process.

It is anticipated that the redevelopment of large parcels will include developer-led, publicly-accessible open spaces located primarily adjacent to the riverfront. In cases where publicly-accessible open spaces are incorporated within a project, the allowable floor area associated with the land provided for such spaces may be shifted to adjacent parcels. Refer to the Landscape Design section on following pages.



FLOOR AREA RATIO BUILT OUT ON ALL BLOCKS

FLOOR AREA RATIO DISTRIBUTED FOR OPEN SPACE

GOAL 1

Design the Site to Form Open Space

Buildings should frame public open spaces and add vitality to the public realm.

Buildings in streetwall configurations fronting public streets frame existing public spaces and create enclosure and placemaking opportunities. The same can be done for larger development sites where building placement should be used to create a frame for new publicly-accessible open spaces. Such buildings should contain ground floor public uses and contribute to sidewalk and open space activation.

In general, the larger the open space the taller the building may be in order to create a beneficial relationship in scale between the two. Increases in density associated with larger buildings also results in higher levels of open space utilization and increased public safety.



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 that sunlight access to the river corridor is achieved approximately 6 hours per 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. Step-back 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.

SITE DESIGN & MASSING PRINCIPLES



1 CONTINUOUS RIVER TRAIL WITH PEDESTRIAN ACCESS FROM PUBLIC STREETS



2 STEPPED BUILDING MASSING WITH ACTIVATED TERRACES AND ROOFTOPS EXTEND RIVERFRONT CHARACTER INTO DEVELOPMENT SITES



3 LOCATE LOWER BUILDINGS WITH ACTIVE FRONTAGE ADJACENT TO RIVER TRAIL TO CREATE PEDESTRIAN FRIENDLY SCALE AND INCREASE SUNLIGHT ACCESS



4 LOCATE TALLER BUILDINGS BEHIND LOW BUILDINGS OR PODIUM STRUCTURES WITH ACTIVE FRONTAGES ALONG RIVER TRAIL



5 STEP DOWN HEIGHT OF BUILDINGS TO TRANSITION TO SCALE OF ADJACENT NEIGHBORHOODS



6 CREATE PUBLICLY ACCESSIBLE OPEN SPACES WITHIN PLANNED DEVELOPMENTS

Riverfront Concept
For Illustrative Purposes Only

GOAL 2

Urban Design and Best Practices to Support Goal 2:

Provide better access for all transportation modes

This goal is greatly supported through urban design of the public realm that recognizes the limitations of the existing transportation network and leverages those assets through smart, targeted design. Guidelines for the principles for Goal 2 follow:

Principle 2.1: Improve traffic circulation for existing and new uses through strategic roadway reconfiguration projects



STREET HIERARCHY

Establish a clear hierarchy of streets that include arterial, collector and neighborhood-oriented streets with new north/south and east/west multimodal corridors and river crossings.



TRANSIT ACCESS

Expand transit walksheds by providing pedestrian- and bike-friendly river crossings in proximity to transit stations and facilities.



RIVERFRONT SETBACK

Create interconnected river trail within 30 ft setback



PEDESTRIAN RIVER ACCESS

Provide public access to the riverfront via streets or public rights-of-way.



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.

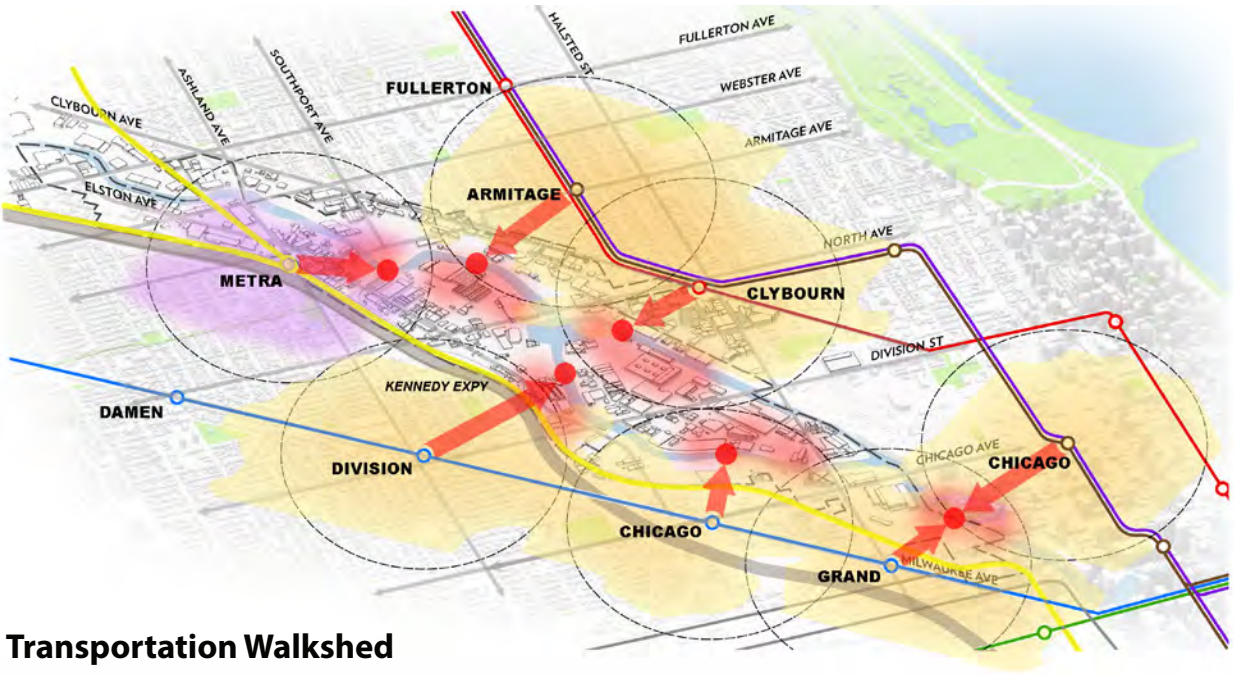
Map Key

● ● ● *Potential for New Connections*

GOAL 2

Principle 2.4: Improve connectivity and the experience for walking, biking and public transit to the existing transit network

The map below conceptually illustrates the walk-shed around the existing transit connections in the North Branch. By increasing connections at strategic points with pedestrian and bike bridges, existing transit can more effectively serve the entire corridor.



Transportation Walkshed

Map Key

- Expressway
- Metra Line & Station
- CTA Brown Line & Station
- CTA Purple Line & Station
- CTA Red Line & Station
- CTA Blue Line & Station
- 10-Minute Walkshed - CTA
- 10-Minute Walkshed Metra
- Expanded Walksheds
- Potential Bridges

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 CDOTs Complete Streets Chicago and Sustainable Urban Infrastructure Policies and Guidelines.

First and foremost, street 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:

Enhanced Walking Streets:
Streets intended to transform into neighborhood identity streets with pedestrian-scaled commercial and mixed-use buildings that abut and 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.

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



GOAL 2

Enhanced multi-modal streets are envisioned to provide wider sidewalks and mitigate blank wall development in order to create safe, pedestrian-friendly walk and bike environments that link to transit and/or cross the Chicago River.

In keeping with the corridor goals to promote pedestrian safety, high utilization and efficiency of transit, with particular focus on river access and crossings, the establishment of enhanced multi-modal streets with expanded sidewalks and mitigation of blank wall development is recommended.

Fundamentally, the intent is to safely and conveniently accommodate pedestrians accessing the corridor from transit, from adjacent neighborhoods, and residents moving within the corridor along high traffic volume streets.



Enhanced Walking Streets are envisioned as pedestrian-oriented commercial streets with buildings that abut and activate sidewalk frontages. Such environments contribute to safe and pleasant walking experiences and serve as neighborhood centers of identity or transition zones between land use and density.

With the expanded uses envisioned for the corridor, opportunities exist to implement guidelines to transition three key streets from auto-oriented configurations to pedestrian-oriented configurations that enhance walk- and bike-ability, serve as transition zones to adjacent neighborhoods, and contribute to district identity.

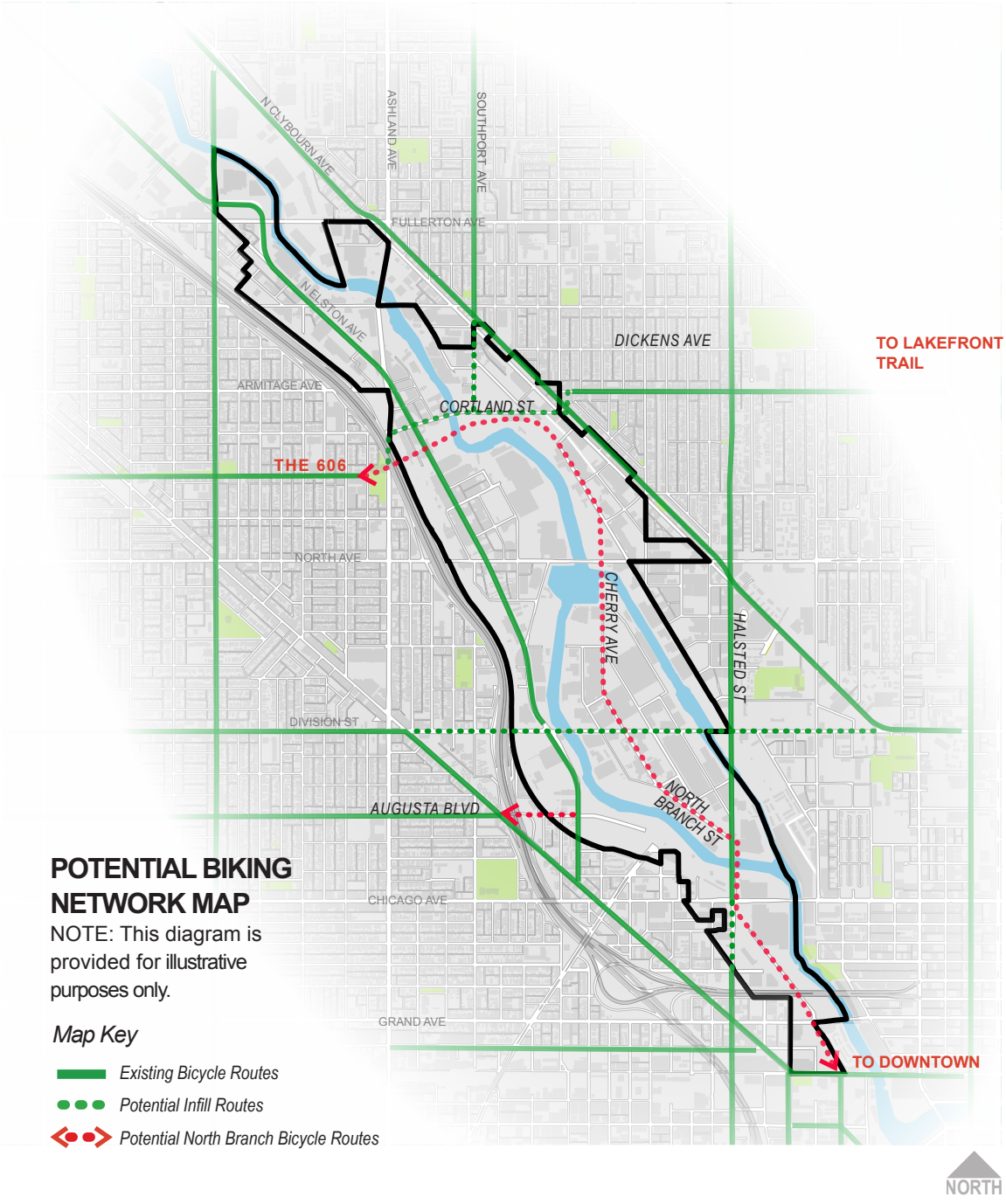
Fundamentally, the intent is to transition from streets fronted with surface parking lots and buildings set along rear property lines to streets with more continuous patterns of buildings that are built abutting or very close to sidewalks.



GOAL 2

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

Goal 2 supports all modes of transportation for the corridor. With this in mind, potential new vehicular and pedestrian/bike bridge locations as well as bike routes have been recommended for further study.





Principle 2.5

Map Key

Potential Vehicular Bridges

Potential Pedestrian Bridges

*All improvements are required to include a study

POTENTIAL NEW BRIDGE LOCATIONS

NOTE: This diagram is provided for illustrative purposes only.



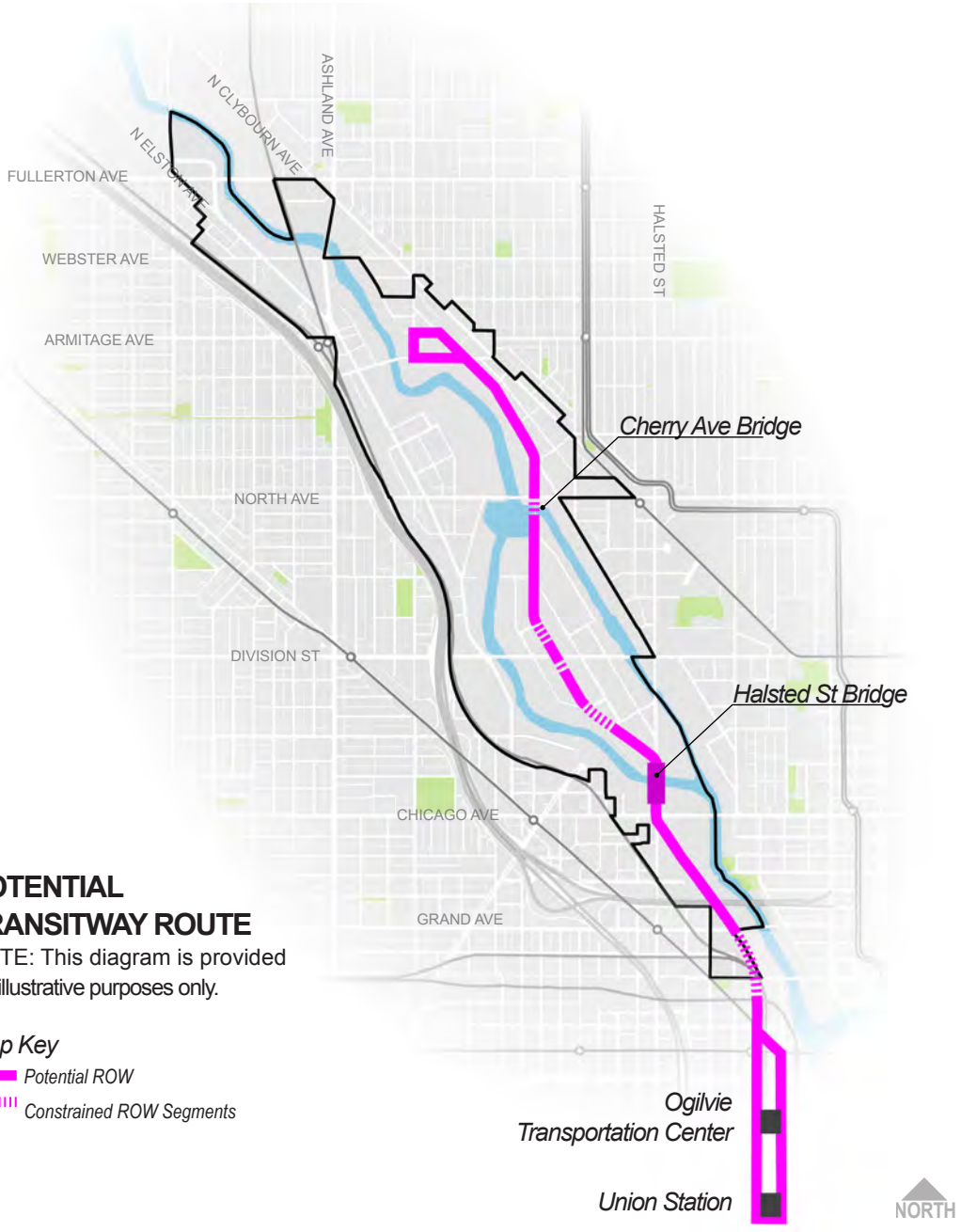
Pedestrian Bridge Concept
For Illustrative Purposes Only

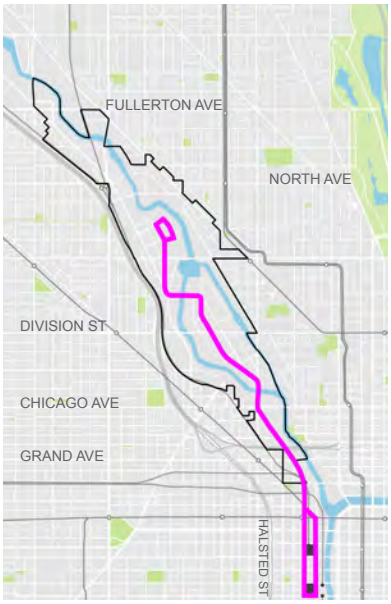
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GOAL 2

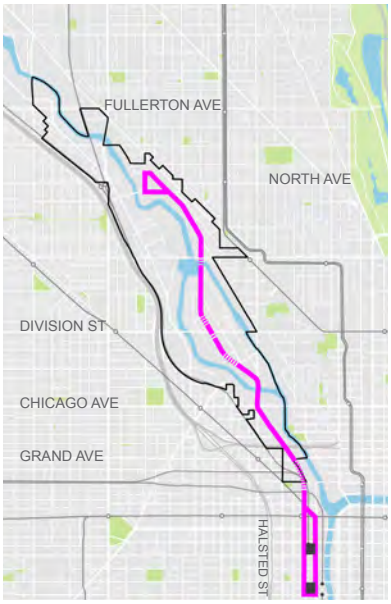
Principle 2.6: Assess feasibility of a north-south transitway

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 transitway would largely use existing public rights-of-way and could accommodate high capacity transit, such as bus/BRT or 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/CTA/DPD coordination as well as cooperation from private property owners and the railroads would be needed if this is pursued.

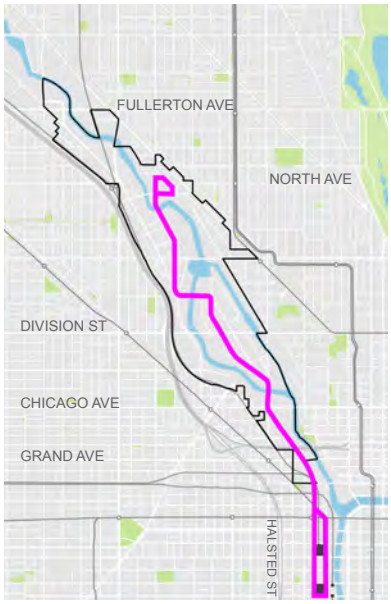




THROOP ST CONCEPT



KINGSBURY ST CONCEPT



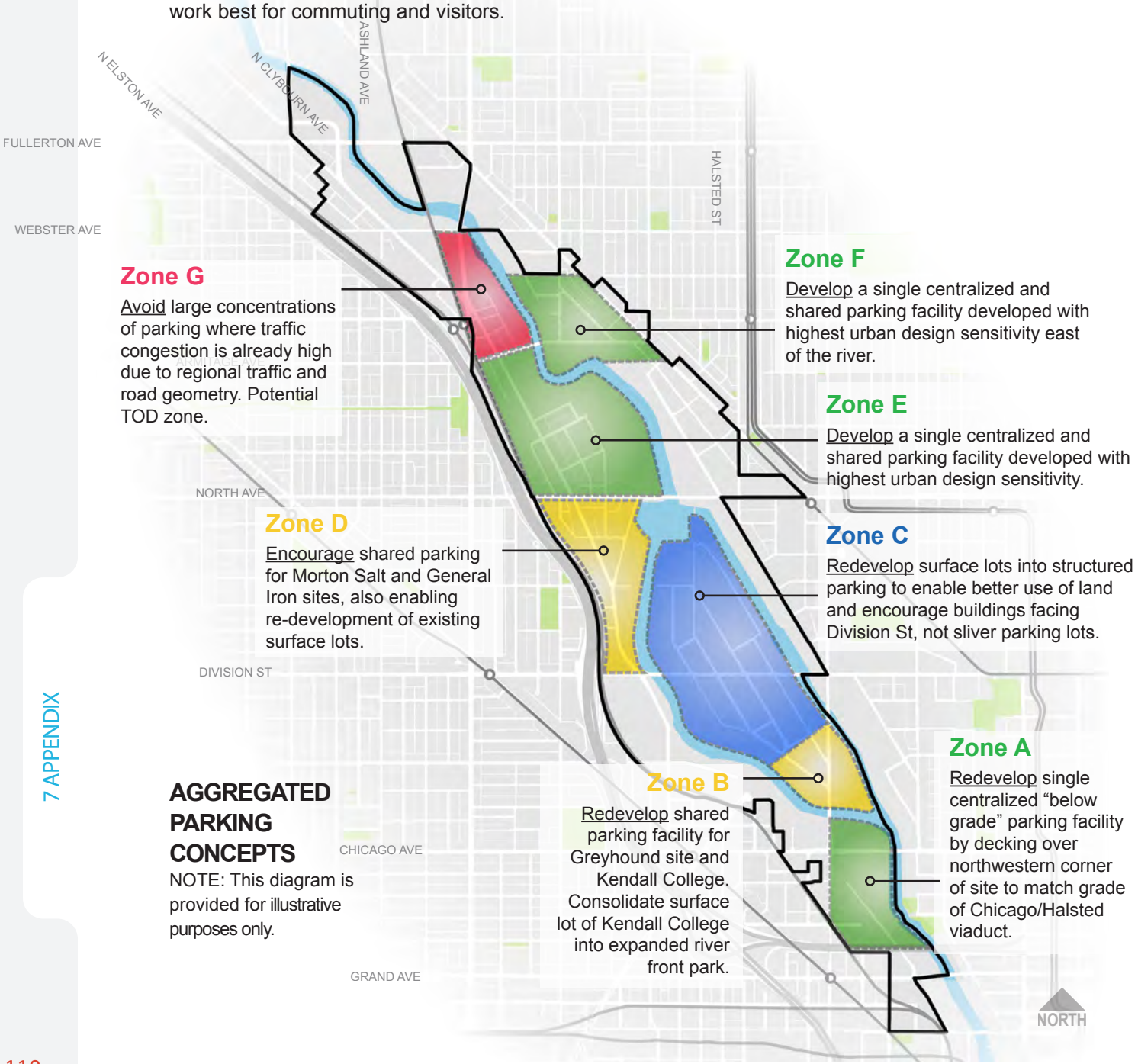
SOUTHPORT AVE CONCEPT



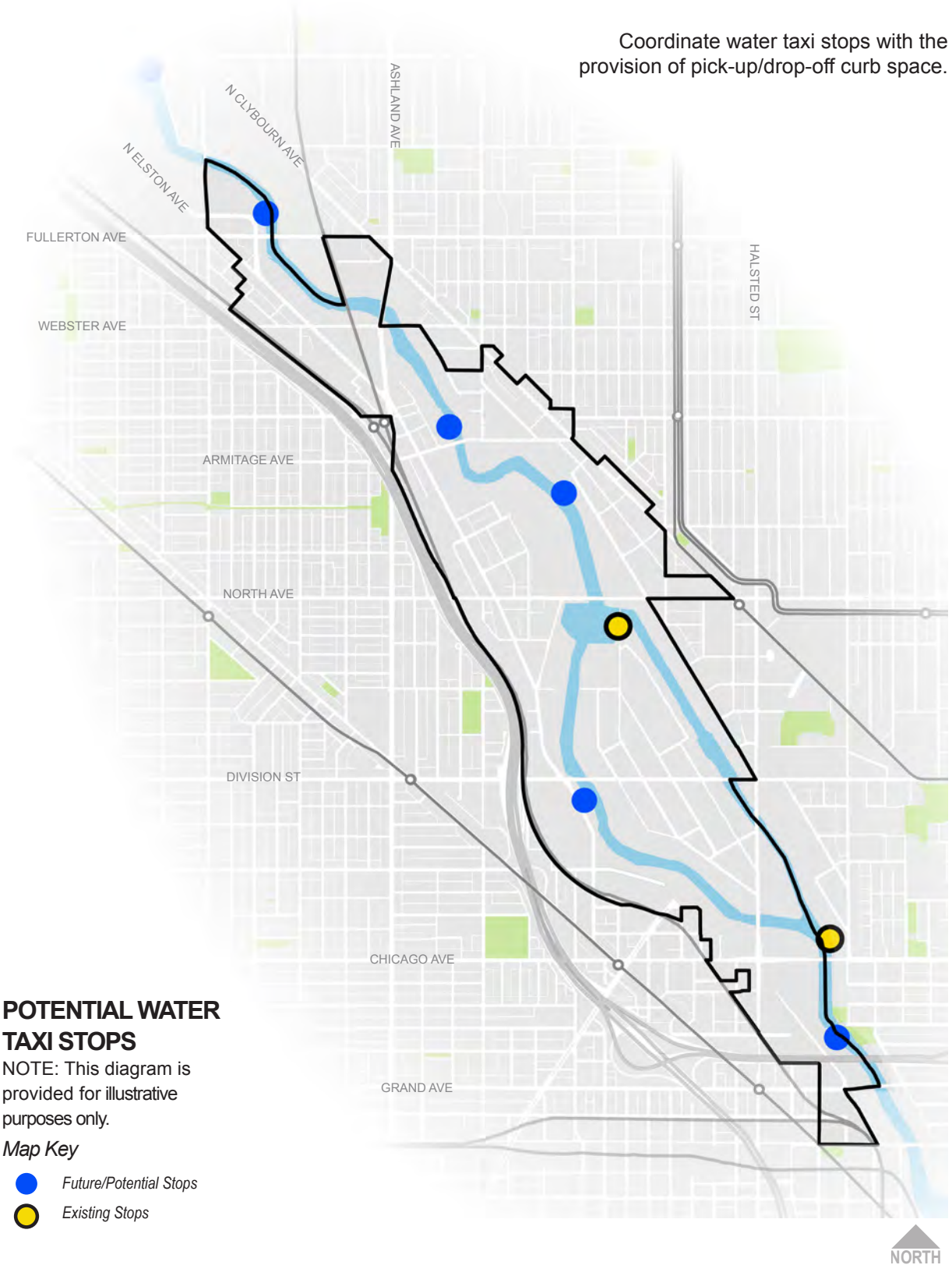
GOAL 2

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 recommends for further consideration an expanded water taxi service and cooperative parking aggregation. 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 and visitors.



Coordinate water taxi stops with the provision of pick-up/drop-off curb space.



POTENTIAL WATER TAXI STOPS

NOTE: This diagram is provided for illustrative purposes only.

Map Key

- *Future/Potential Stops*
- *Existing Stops*

GOAL 3

Urban Design and Best Practices to support Goal 3:

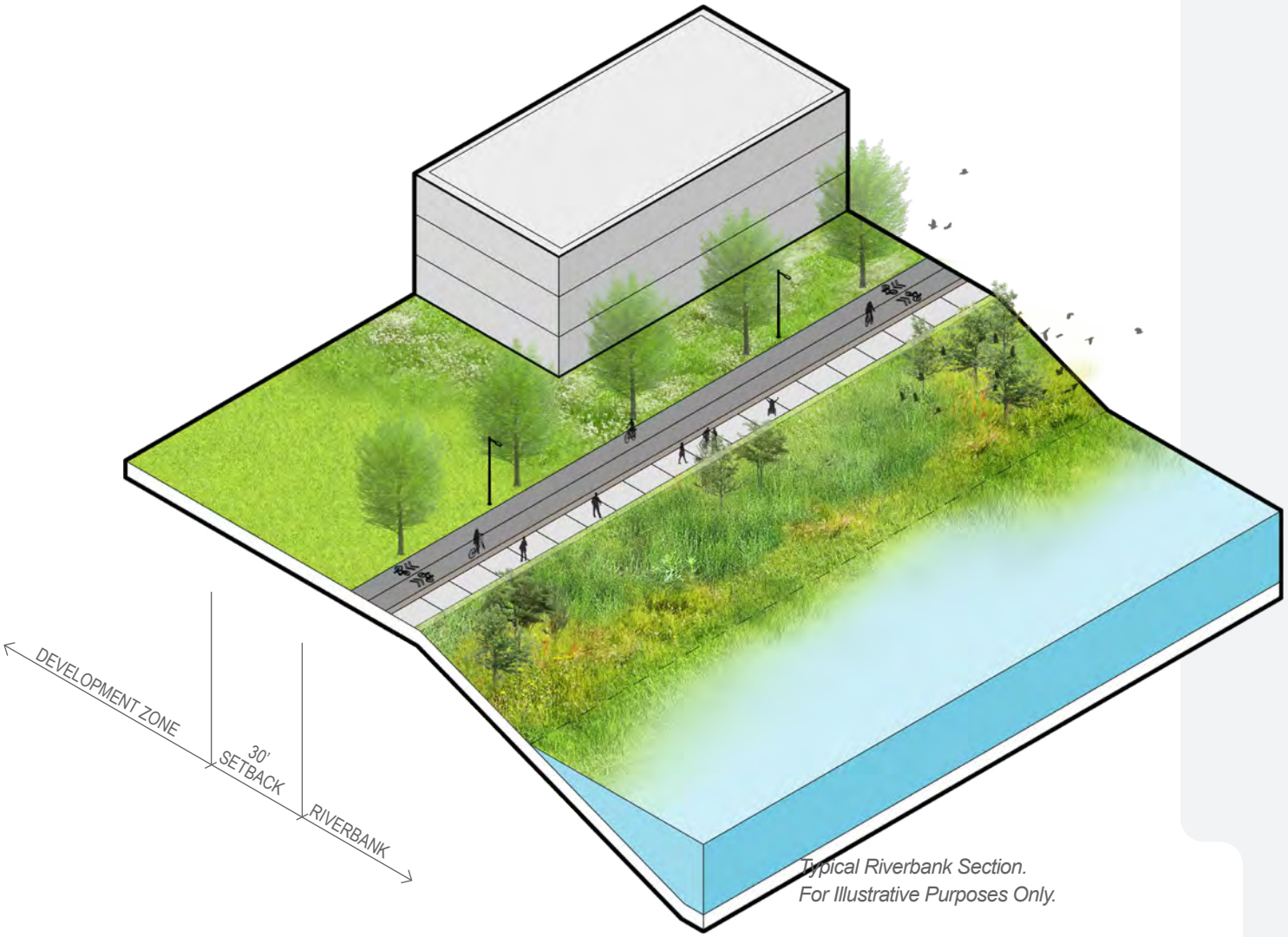
Build upon the North Branch Industrial Corridor's unique natural and built environment.

The Chicago River and the North Branch Canal are the most prominent natural features and open spaces within the North Branch landscape which may be described in three distinct categories: 1) the Development Zone 2) the River Setback and 3) the Riverbank Zone.

The Development Zone encompasses the area where building development occurs and can be privately or publicly owned.

The River Setback is land between the development limit, which could be characterized by the edge of a building or a private landscape, and the top of the river bank. Setbacks are required for all new development and to the extent possible for any existing buildings adjacent to the river. The minimum setback requirement from the top of the riverbank (top of bank) or the top of the vertical bulkhead or seawall to the Development Zone is 30 linear feet. Exceptions to setbacks occur for river-dependent uses.

The Riverbank Zone is land between the top of the river bank and the river edge.



Typical Riverbank Section.
For Illustrative Purposes Only.

GOAL 3

Principle 3.2: Continue the improvement of the riverfront for people biking and walking and connect the River Trail to existing trails

River Trail

A critical component of the River Setback is the continuous multi-use River Trail designed to accommodate diverse passive and active recreational uses that include walking, jogging, running, bicycling, roller-skating, in-line skating, and skateboarding. Wherever possible, the river setback should include separate paths for people walking and biking to maximize functionality, and provide safe and beautiful spaces for all users.

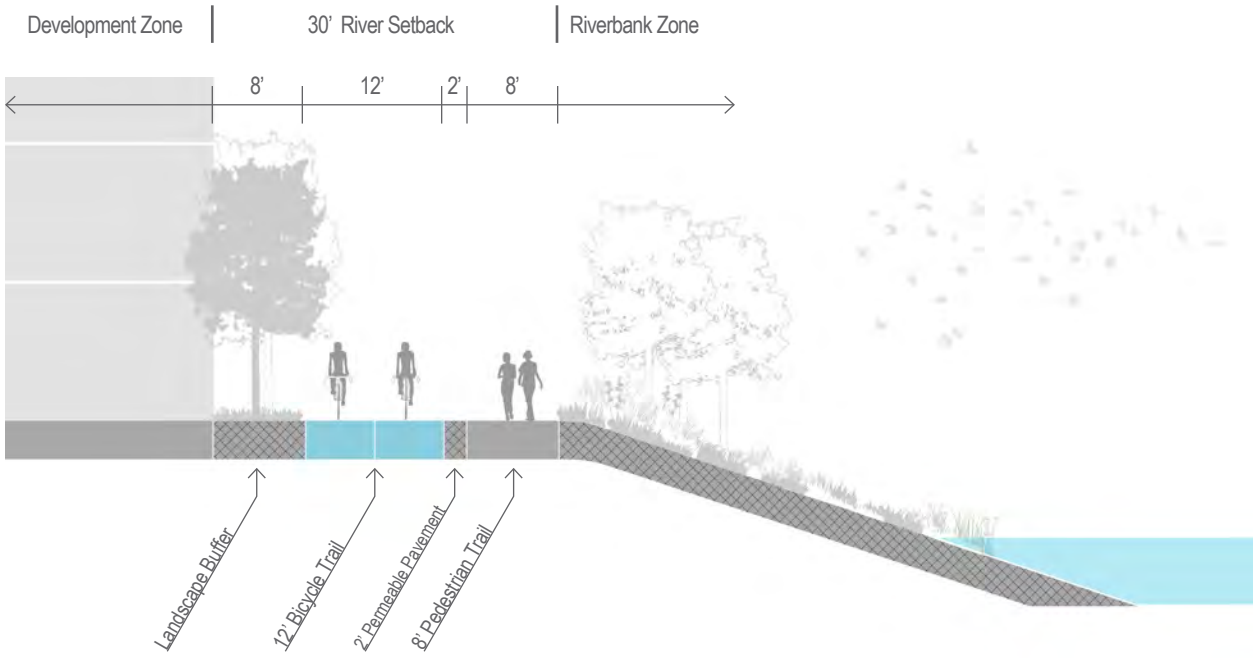
Trail Dimensions

Separated Bicycle and Pedestrian Trails: The River Trail should include separated trails for people walking and biking wherever possible. Bicycle-only paths should contain two 6-foot lanes, one for each direction, for a total of a 12-foot width, and a separate 8-foot-wide pedestrian path.

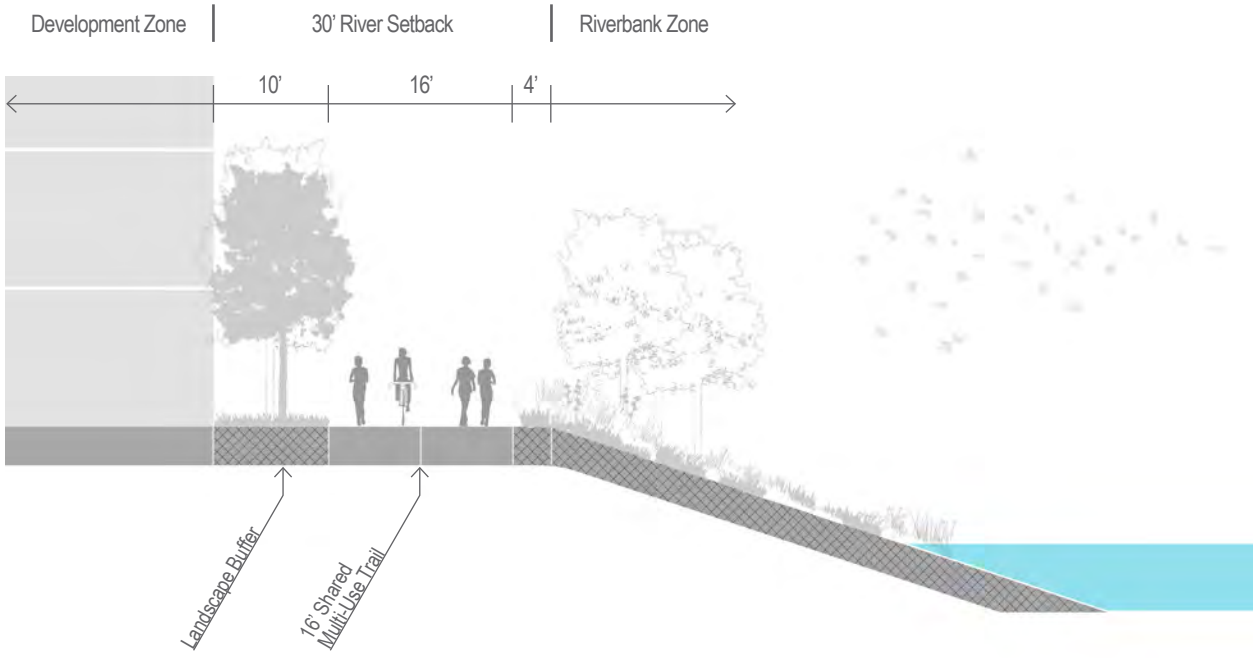
Shared Multi-Use Trails

In instances where separated bicycle and pedestrian trails are not possible, shared multi-use trails should have a 16-foot width to accommodate simultaneous multi-modal uses (e.g. walkers, bicyclists, rollerbladers, etc.), and be setback from the adjacent development with a minimum 10-foot-wide landscaped area.

This concept will be further studied for its feasibility by CDOT and DPD after the adoption of the design guidelines.



Separated Bicycle and Pedestrian Trail Concept
For Illustrative Purposes Only

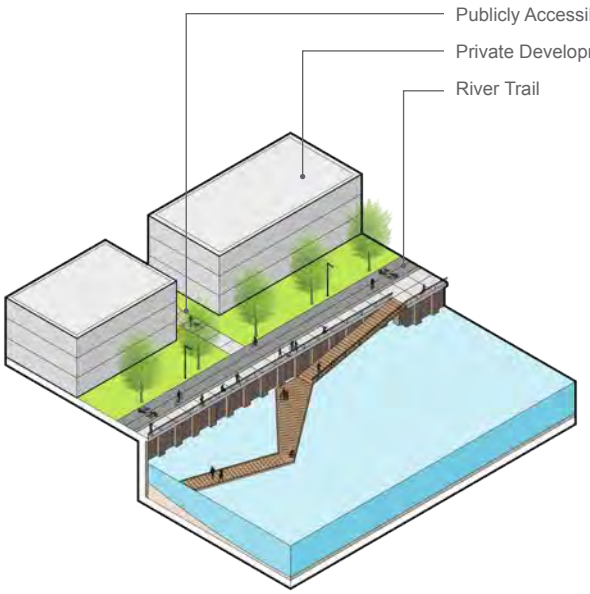


Shared Multi-Use Trail Concept
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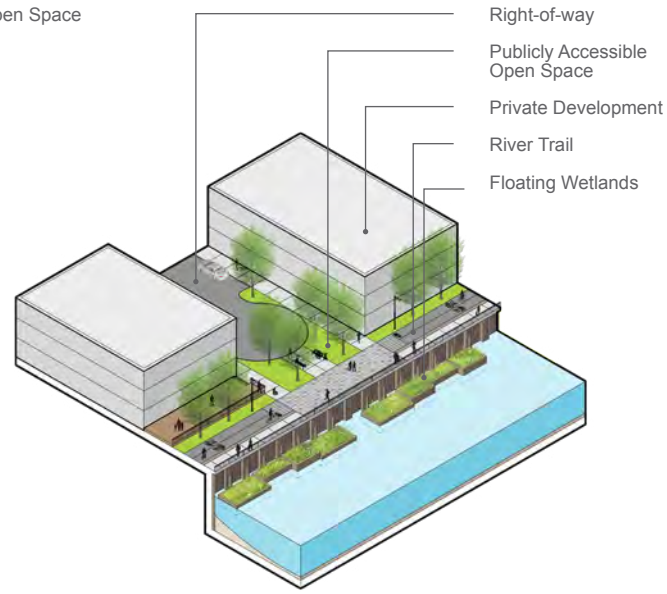
GOAL 3

Access Points

River Trail access points should be highly visible and strategically located adjacent to highly-trafficked, multi-modal areas, such as public transit stops, parking lots, building entrances, and adjacent sidewalks and trails. Wherever possible, existing streets, trails, and right-of-ways should extend to connect to the River Setback and should provide safe and comfortable accommodations for people walking and biking.



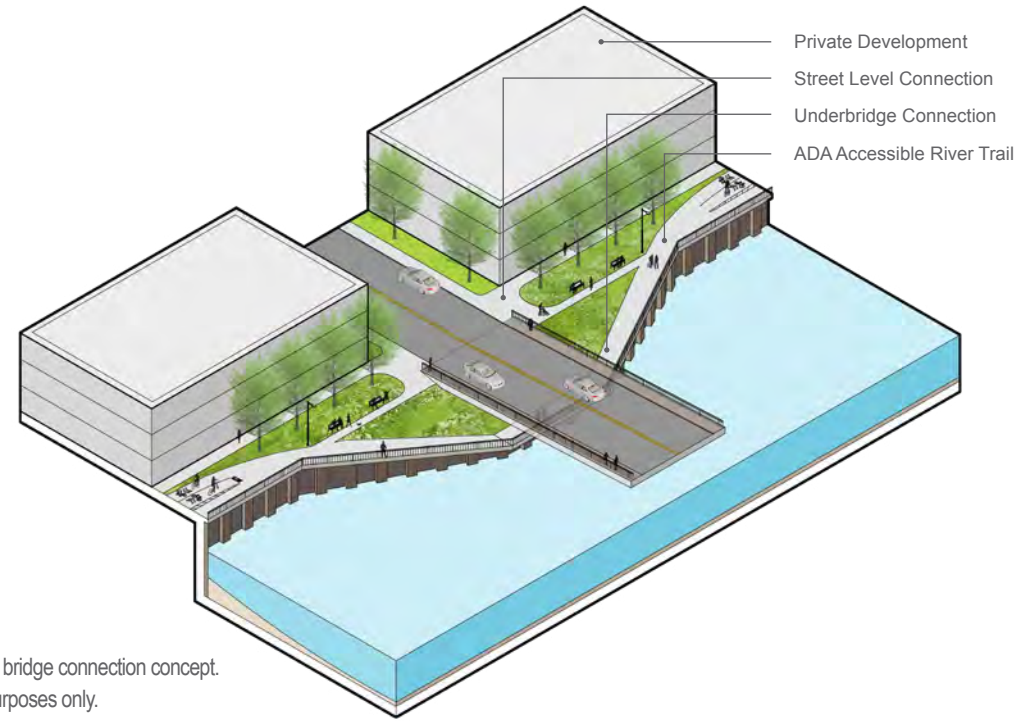
Publicly accessible open space concept located adjacent to the River Setback. For Illustrative Purposes Only..



Publicly accessible open space concept at right-of-way connection adjacent to River Setback. For Illustrative Purposes Only.

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.



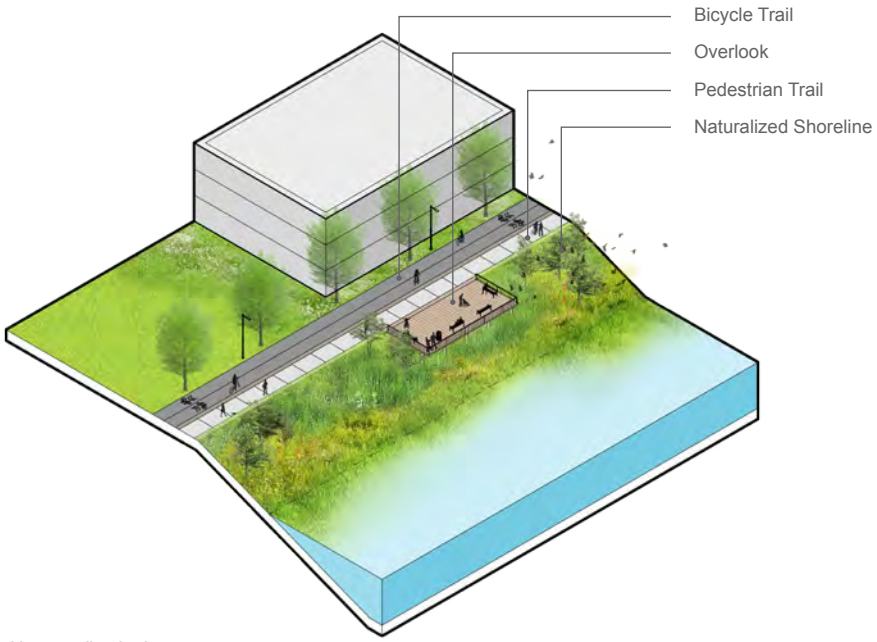
River Trail under bridge connection concept.
For illustrative purposes only.

GOAL 3

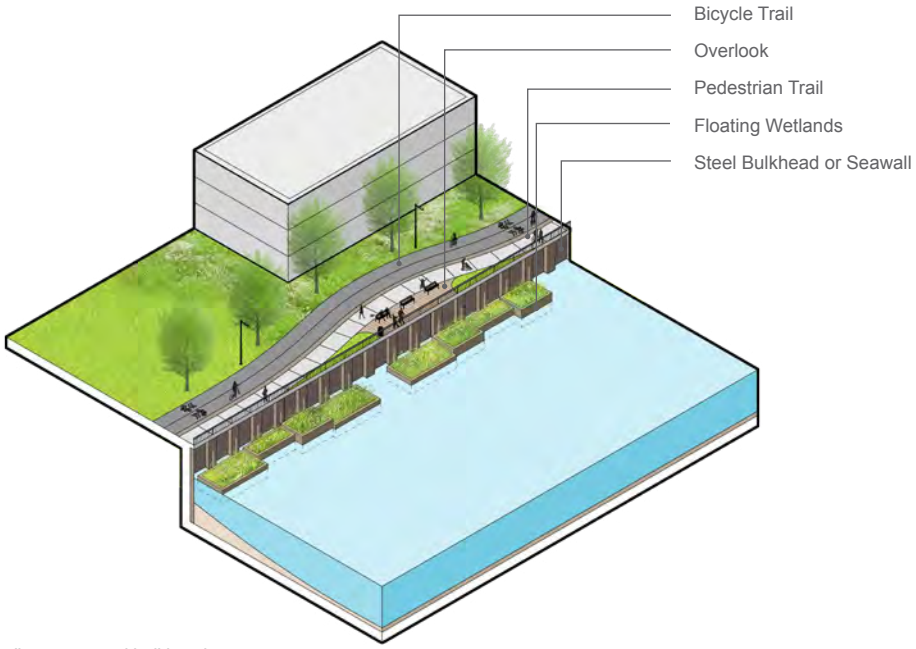
Lookouts and Gathering Spaces

Lookouts and gathering spaces should be explored in strategic locations and should seamlessly function with the multi-use trail. These areas should promote a diversity of use and encourage users to linger, reflect, and activate the North Branch. Gathering areas may consist of active recreation, such as fishing piers and boat launches, or passive recreation, such as wildlife viewing platforms and quiet overlooks.





Lookout and gathering space with naturalized edge.



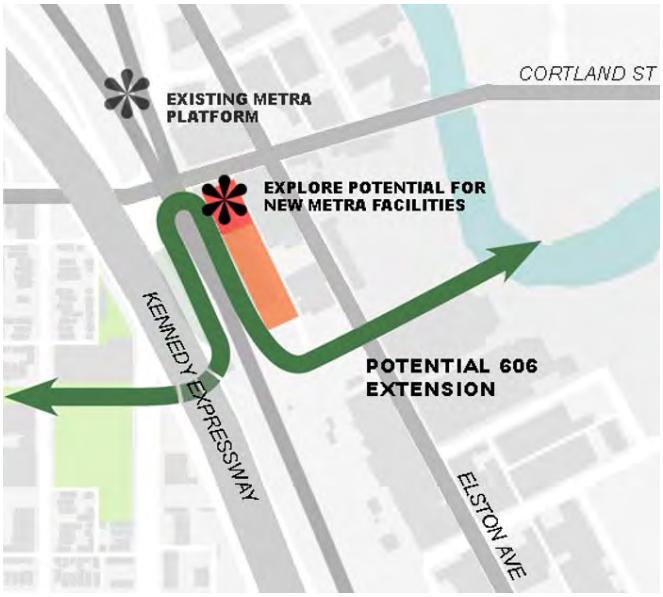
Lookout and gathering space adjacent to steel bulkhead.

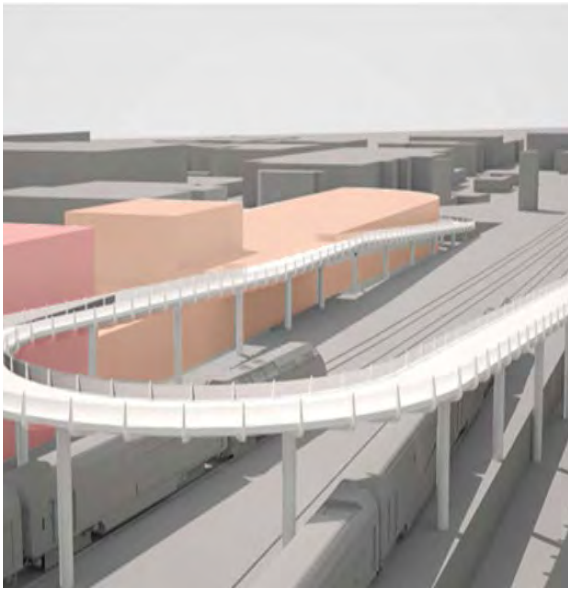
GOAL 3

Principle 3.3: Connect the North Branch Loop Trail to the 606 trail with an active park near the intersection

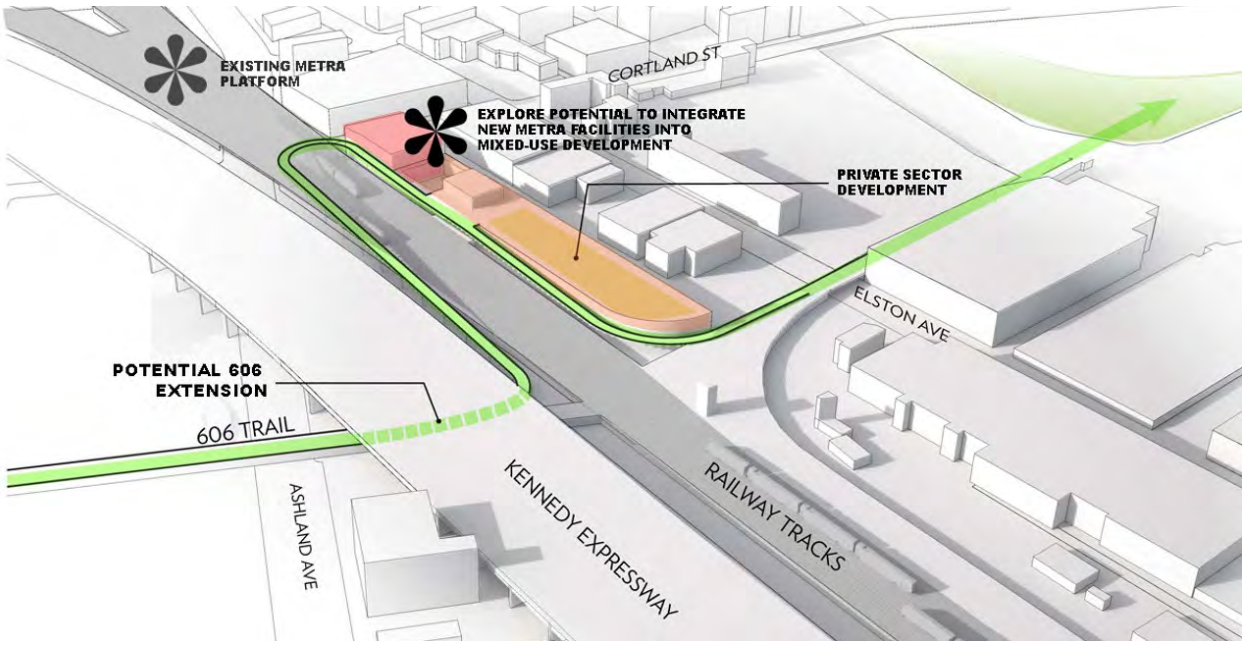
The following diagrams illustrate concepts for connecting the North Branch Loop Trail to the 606, which currently terminates at Ashland Avenue. This connection may require replacing the former bridge over Ashland Avenue, extending the trail under the Kennedy Expressway and continuing east over or around the existing commuter rail tracks. Further engineering analysis is required to address these issues. This concept will be further studied for its feasibility by CDOT and DPD after the adoption of the design guidelines.

606 EXTENSION STUDIES

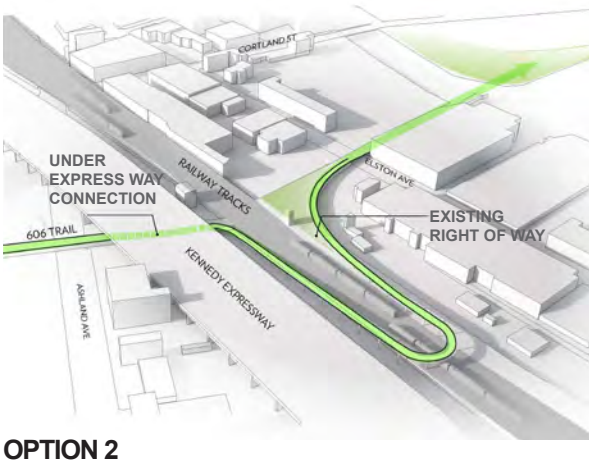


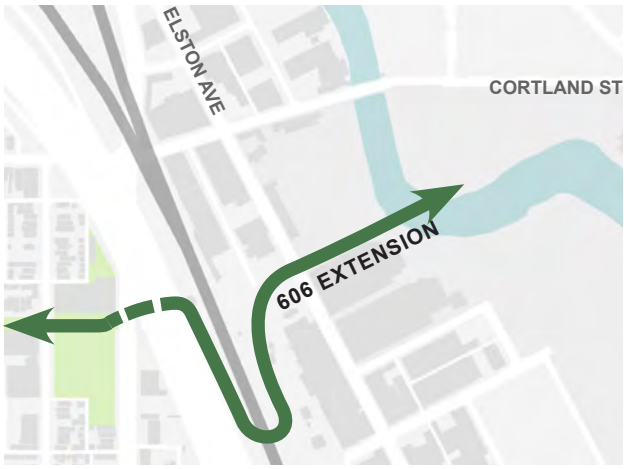


OPTION 1

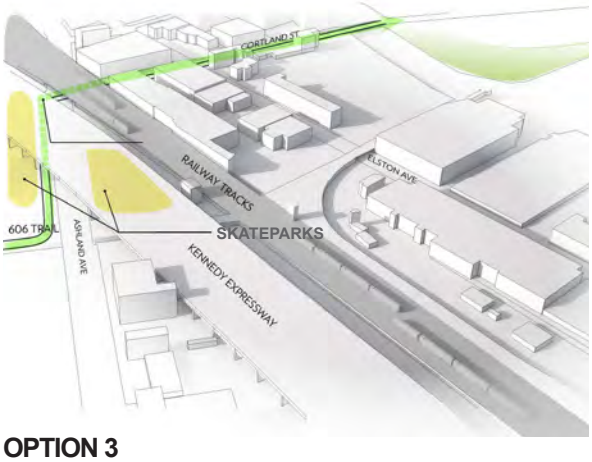


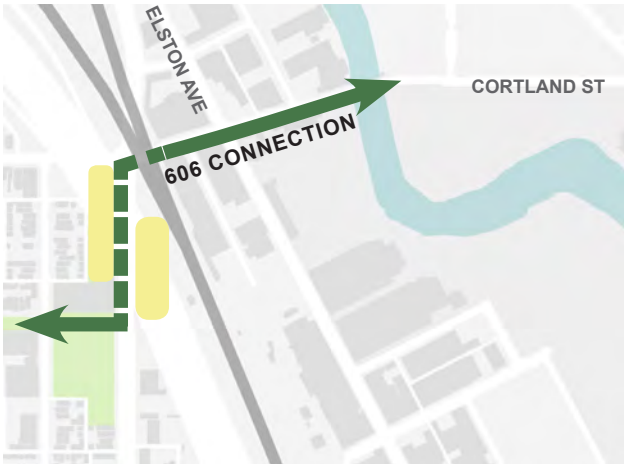
All Images for Illustrative Purposes Only.



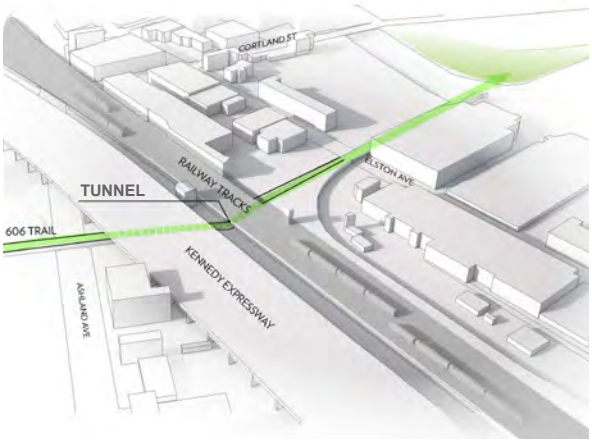


OPTION 2





OPTION 3





OPTION 4

All Images for Illustrative Purposes Only.

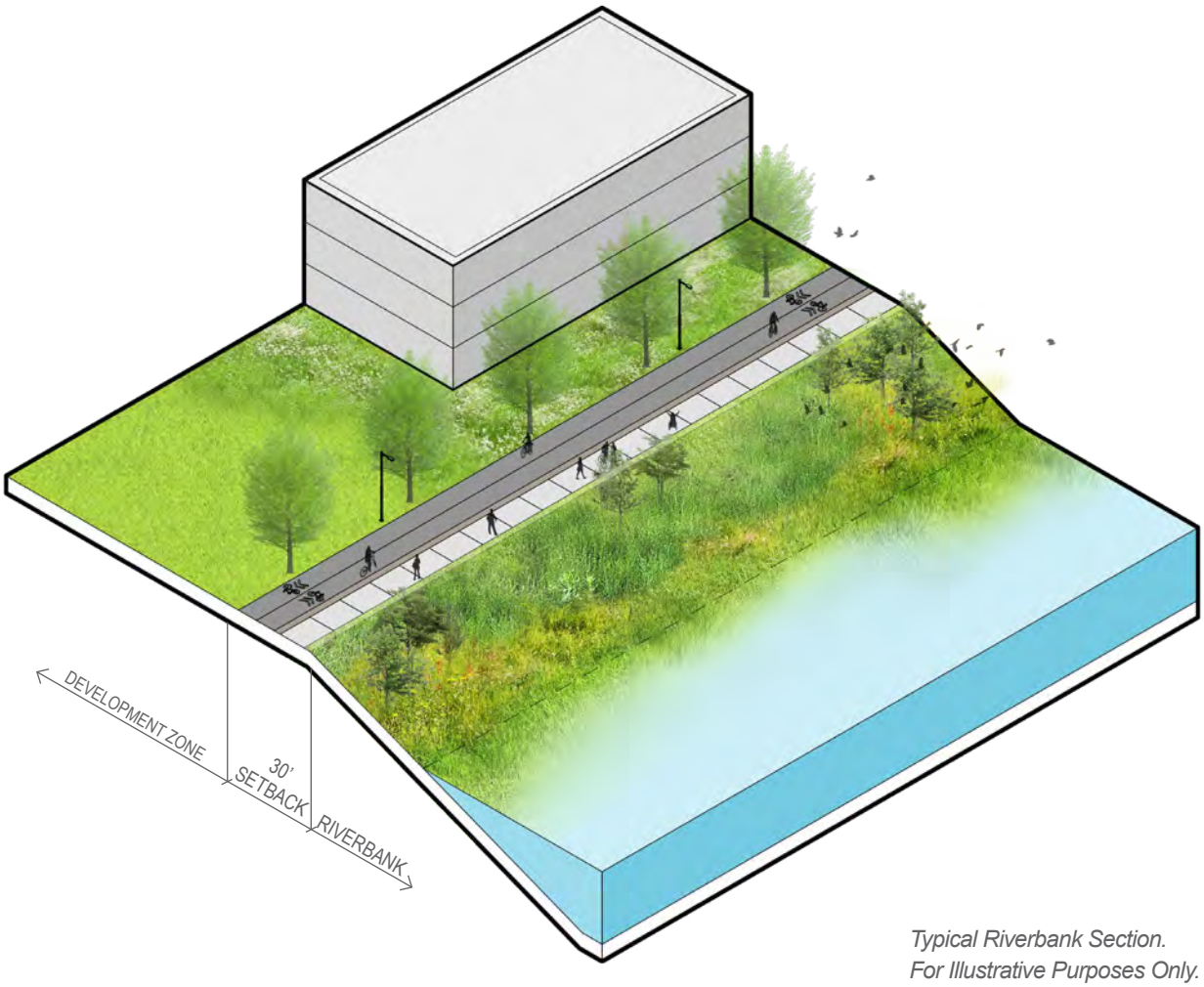
GOAL 3

Principle 3.4: Enhance local waterways for people, fish, birds and other wildlife through strategic habitat restoration and creation efforts

The Riverbank Zone stabilizes the river edge, provides quality habitat and biodiversity, and treats surface flow, serving as an important ecological component of the North Branch system. Connecting the Riverbank Zone to adjacent uses, residents, business owners, and nearby trail systems through the River Setback helps increase the use and sustainability of recreational amenities, and raises awareness of the Chicago River, its ecology, and its function.

Sloped Bank

Where there is a sloped or “natural” bank, the riverbank may be stabilized to serve as an environmental buffer and to preserve, restore, and contribute to the biodiversity of the river edge. A naturalized shoreline also filters, cleanses, and infiltrates stormwater, increasing the water quality of overland flow entering the river. The riverbank plays an important role in habitat connectivity, water quality, and healthy environments for all.

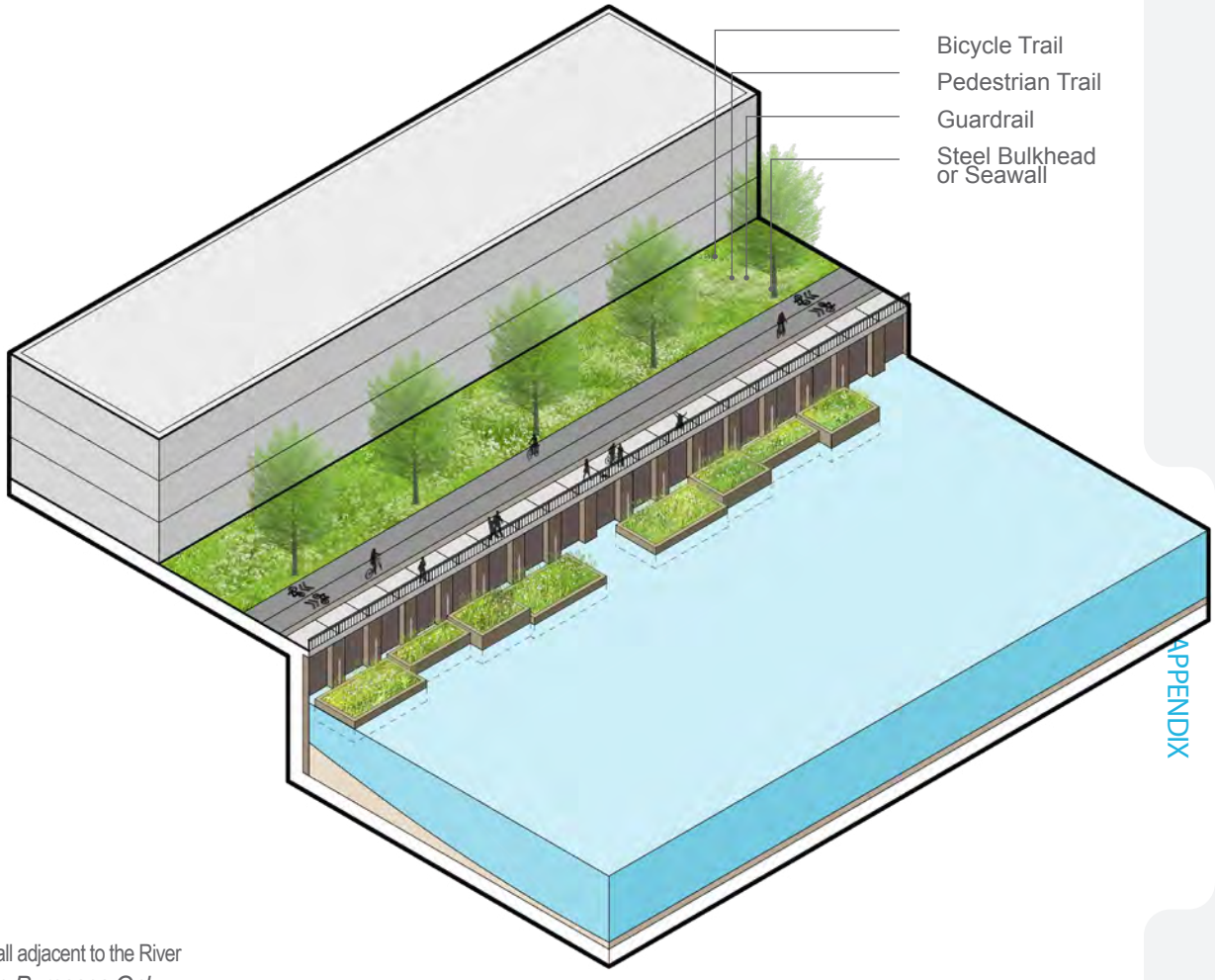


Typical Riverbank Section.
For Illustrative Purposes Only.

Bulkhead or Seawall

Where the riverbank is a vertical structure such as a bulkhead or seawall, railings, ladders and life rings may be necessary along the seawall for safety precautions. Planting native and adapted plant species at the top of the bulkhead or seawall is encouraged to soften the appearance of these structures where space and function permit.

Naturalizing the river edge at the location of an existing bulkhead or seawall is encouraged. Options include softening of the river edge through the use of a bio-edge or floating wetlands or in-stream improvements such as limnetic curtains, fish lunkers, or other habitat structures, where space and function permit.



Vertical bulkhead or seawall adjacent to the River Setback. *For Illustrative Purposes Only.*

GOAL 3

Vegetation and Biodiversity

Within the Riverbank Zone, native and adapted plants are encouraged to achieve plant species diversity that supports a long-term, stable ecosystem. A variety of trees, shrubs, grasses, perennials, and bulbs is encouraged to achieve a naturalistic planting aesthetic. Exotic and invasive plant species are not permitted.

Trees

Locate canopy and ornamental trees suited to the Riverbank Zone in informal groupings. Ensure plants do not block visibility of key recreational amenities and access points.

Shrubs

Plant a diversity of native shrubs throughout the Riverbank Zone to provide year-round interest, wildlife habitat, and reduced maintenance responsibilities.

Grasses, Sedges, Rushes, and Forbs

Plant perennials, grasses, sedges, and rushes throughout the Riverbank Zone. To the extent possible, native grasses and perennials are encouraged for year-round interest, wildlife habitat enhancement, and reduced maintenance responsibilities. Plants should be selected based on the appropriateness to each unique ecological planting zone, including upland, riverbank, emergent, and submergent.

Wildlife Habitat

Vegetative improvements in the Riverbank Zone should be aimed at creating and enhancing wildlife habitat for the Chicago River's diverse avian species, river mammals, reptiles and amphibians, and macroinvertebrates. Vegetation plays a key role in the health and well-being of many of these species through providing subsistence-based resources, such as food and shelter. Current and future habitat considerations include those for fish, turtles, migratory and resident birds, and crustaceans, worms, and aquatic insects.



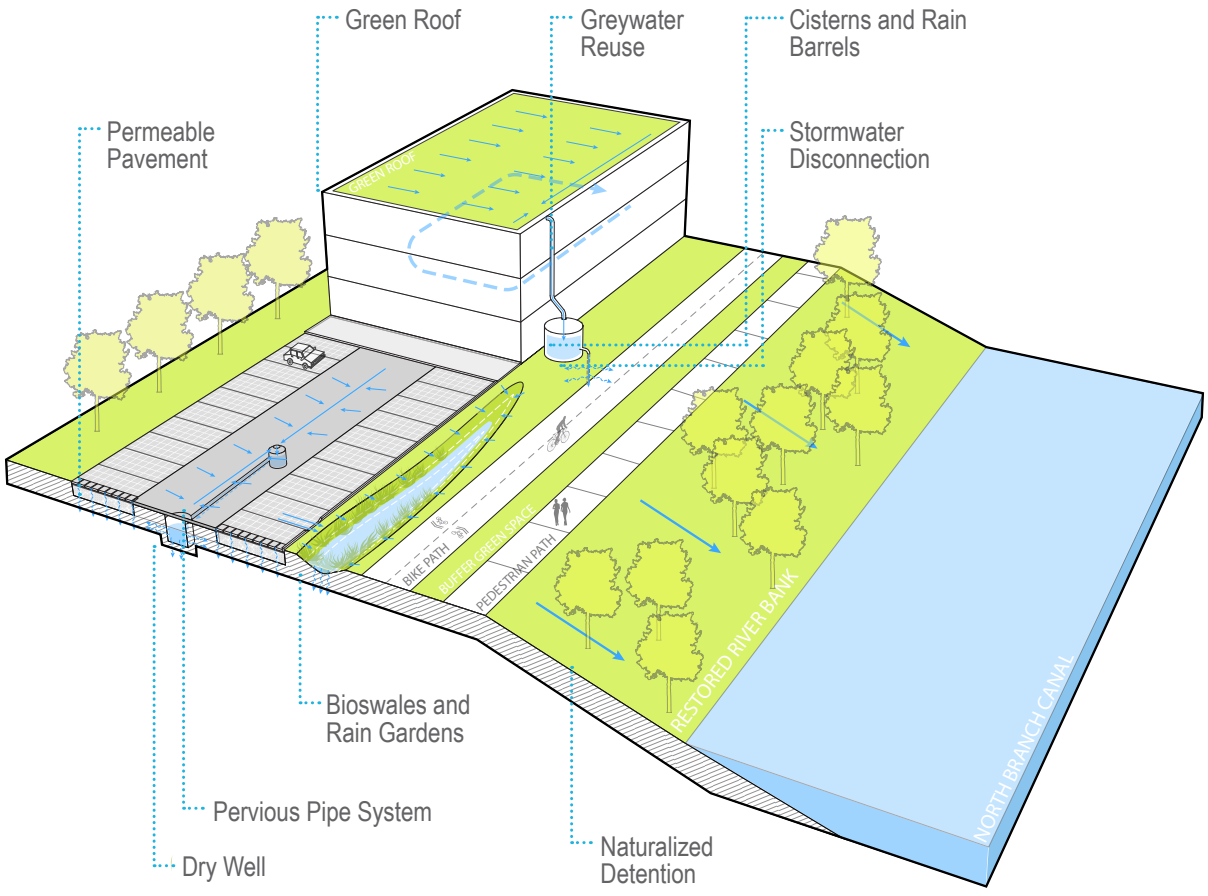
Concept *For Illustrative Purposes Only.*

Green Infrastructure and Stormwater Management

Incorporating innovative stormwater management and green infrastructure technologies are among the options in the revised Chicago Sustainable Development Policy and are particularly applicable to sites along the river.

Green infrastructure best management practices (BMP) encompass a wide range of technologies aimed at “green” stormwater strategies that contribute to watershed-wide sustainability.

Each BMP should be carefully selected based upon the unique conditions of a site and its surroundings. Sufficient BMPs will be required to 1) manage stormwater on-site to the extent possible and 2) reduce velocity and treat stormwater traveling off-site.



Concept *For Illustrative Purposes Only.*

GOAL 3

Bird-Friendly Design

Incorporate bird-friendly design features to mitigate fatalities



Millions of birds perish each year from encounters with buildings in the United States. Given the river orientation of the corridor and framework goals that seek to enhance natural habitats, new development and retrofits of existing buildings are encouraged to implement bird-friendly design standards.

The most hazardous areas of all buildings are the ground up to 50 feet, especially during the day. Here, they are most likely to fly into glazed facades that reflect surrounding vegetation, sky and other features that are naturally attractive to birds. Buildings taller than 50 feet also pose hazards to migrating birds as they descend from migration heights in the early morning to rest and forage for food.

Reflective windows and lighted atria are significant sources of bird mortality though design standards may be applied to buildings and landscapes to mitigate this condition. Bird-friendly design includes strategies such as the following:

- Avoid design of transparent passageways, corners, atria and courtyards that can trap birds.
- Make glazing apparent to birds by incorporating differentiations in material, texture, color and opacity.
- Utilize low-reflectivity glass and low-e patterning.
- Utilize shading devices, screens and other physical barriers to reduce glass access.
- Incorporate angled glass between 20 and 40 degrees from vertical to reflect ground instead of sky.
- Design landscaping to keep birds away from building facades.
- Minimize amount of night light visible through windows and turn lights off when possible.
- Shield and direct outside lighting to minimize attraction to night migrating birds.
- Minimize rooftop obstacles to flight paths.

More detailed information regarding bird-friendly design is available from sources such as the American Bird Conservancy and National Audubon Society.

Case Study Examples

Sustainable landscapes are key features of many new developments. Some case studies of BMPs integrated into landscaped areas are shown in the following examples.



The base of buildings adjacent to the river trail can be used to promote public activities that welcome users of the open space. Stormwater best management practices, like this bioswale, can be used to capture and filter rainwater entering the river and provide a habitat for birds, insects, and other animals.





The 14 acre Riverline Site located along the South Branch is designed with 3.5 acres of open space that includes a playground, walking trail with floodable landscape and wetland, outdoor amphitheater and dog park. These amenities provide public space for residents and area workers to enjoy due to their connection to local walkways.

GOAL 3

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

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. Where possible, connect public uses to transit and provide required parking.

- Provide publicly-accessible open spaces that facilitate access and use of the adjacent river trail via multi-modal connections from adjacent private developments.

Case Study Examples

Publicly-accessible open space designs are featured at other developments in Chicago. These open spaces include recreational fields, riverwalks, and parks with picnic areas. Case study examples of publicly-accessible open spaces are illustrated below.



The 2.5-acre development site at River Point provides public access to a 1.5-acre riverwalk and park with picnic areas. The development also provides public access at the base of the building to encourage use of the public space.



The 22-acre development site at 31st and Kedzie is planned to provide a 2-acre recreation field available to area workers and residents to build connections within the community.

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