
Lincoln Yards Planned Development Proposal

Brian Hopkins
2nd Ward Alderman 

AGENDA

- **Welcome**
- **North Branch Framework Plan**
- **Planned Development Process**
- **Developer Presentation**

NORTH BRANCH FRAMEWORK PLAN



MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION NORTH BRANCH FRAMEWORK

City of Chicago ★ Department of Planning and Development ★ Department of Transportation ★ May 2017



Proposed Land Use for Framework

Map Key

I-55 Expressway

Metra Line & Station

CTA Brown Line & Station

CTA Purple Line & Station

CTA Red Line & Station

CTA Blue Line & Station

North Sub-Area

Focuses on high-density, mixed-use development along major transit corridors and the Chicago River.

Central Sub-Area

Focuses on high-density, mixed-use development along major transit corridors and the Chicago River.

South Sub-Area

Focuses on high-density, mixed-use development along major transit corridors and the Chicago River.

APPENDIX

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- 1** An economic engine & vital job center
- 2** Better access for all transportation modes
- 3** Enhance unique natural & built assets

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 context 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

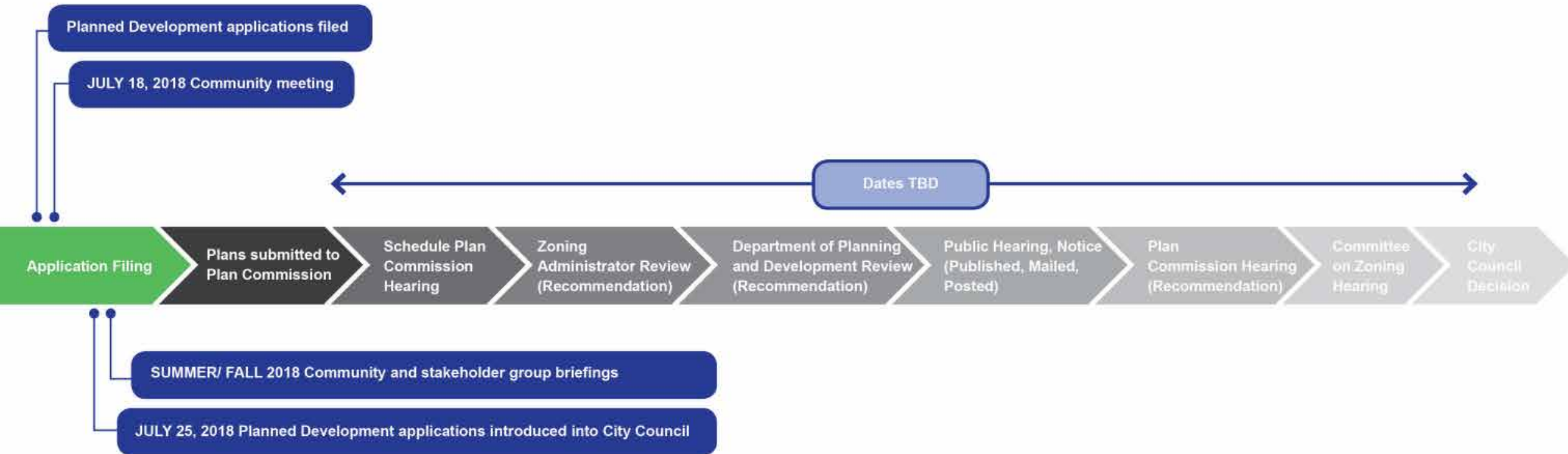
- Framework is an integral part of the Chicago Plan Commission's review of a route development proposal.
- Does not become a law or ordinance until it is a planning rule.

2. Implementation Ordinances

- Must be implemented by the Framework Ordinance and local recommendations.
- City Council must approve all ordinances.

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LINCOLN YARDS PLANNED DEVELOPMENT PROCESS



Developer Presentation

Andy Gloor

Managing Principal, Sterling Bay



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Agenda

Development Proposal:

Team

Site Overview

Site Development Goals

Design Principles

Breakout Stations:

Economic Impact and Benefit

Transportation and Infrastructure

Environmental Remediation and Sustainability

Open Space and Public Benefit

Programming and Placemaking



Team

Team

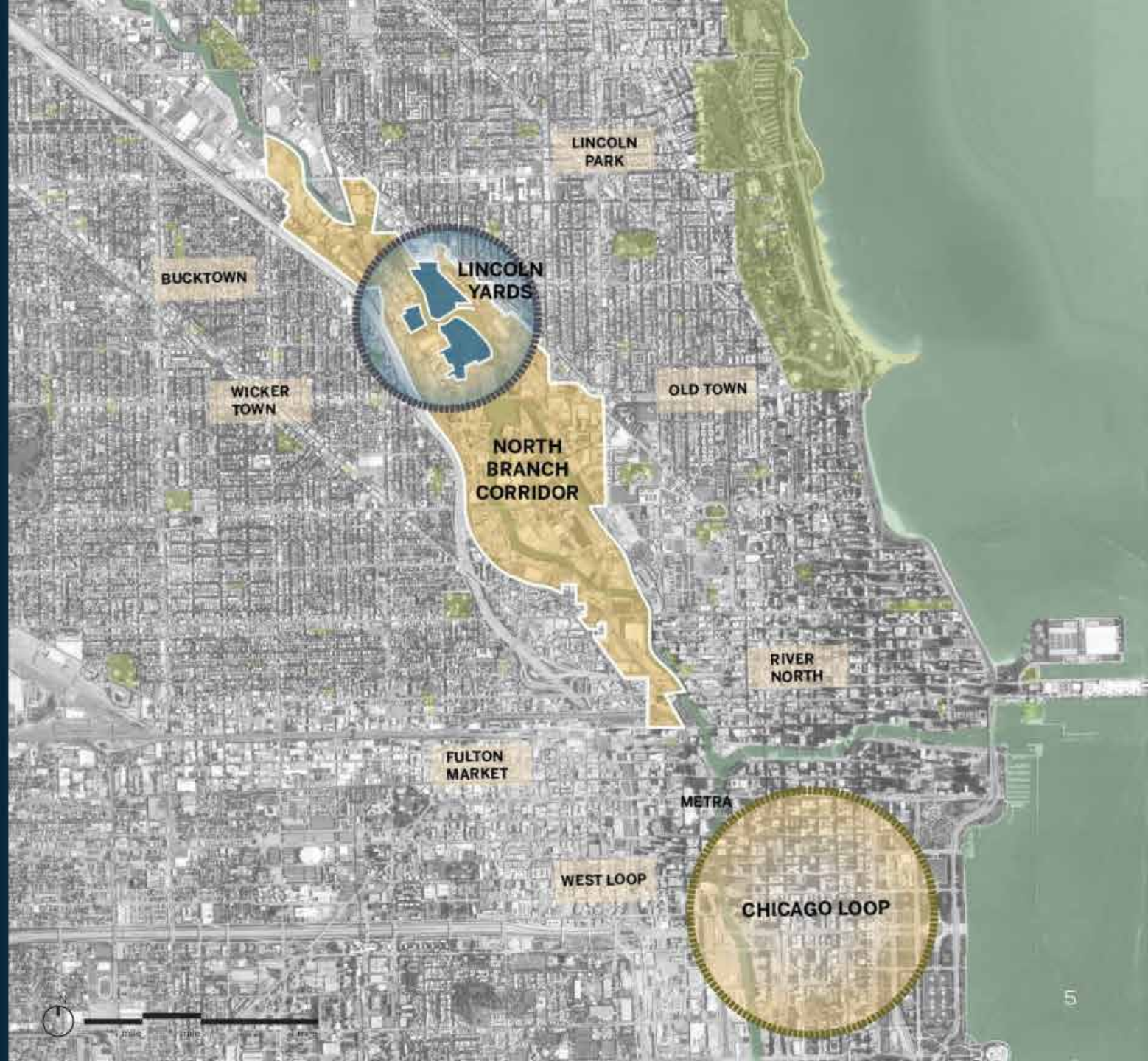
Master Planner	CBT / SOM
Landscape Architect	James Corner Field Operations
Environmental Engineer	V3 Companies
Traffic	KLOA & Kimley Horn
Mobility	Nelson Nygaard
Riverwall Engineer	Collins Engineers
Utility Consultant	HBK Engineering
Zoning Counsel	DLA Piper
Economic Impact	HR&A

Site Overview

Lincoln Yards Where Chicago Connects

Lincoln Yards
Planned Development
represents

52.78 acres
of the 760 acres of the
North Branch Corridor





Lincoln Yards South Site

Lincoln Yards North Site

North Branch
Chicago River

Cortland Bridge

Lincoln Yards North Site

Future 606 Extension

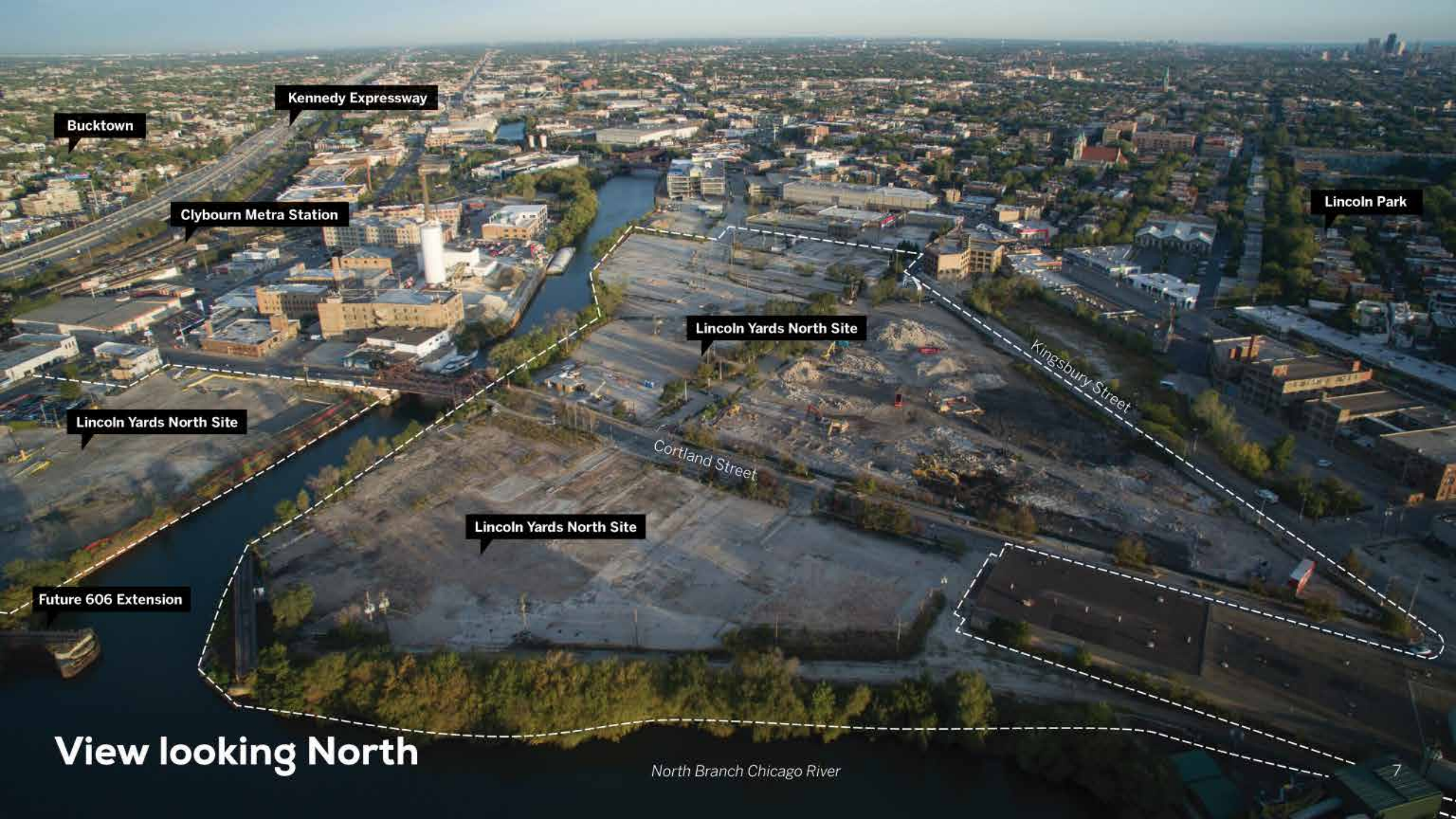
Kennedy Expressway

Wicker Park

Elston Avenue

Cortland Street

View looking South



Bucktown

Kennedy Expressway

Clybourn Metra Station

Lincoln Park

Lincoln Yards North Site

Lincoln Yards North Site

Kingsbury Street

Cortland Street

Lincoln Yards North Site

Future 606 Extension

View looking North

North Branch Chicago River



Kennedy Expressway

Wicker Park

606 Trail

Bucktown

Lincoln Yards South Site

Lincoln Yards North Site

Throop Street

Lincoln Yards South Site

North Branch
Chicago River

View looking West

Existing Conditions

29.05 acres

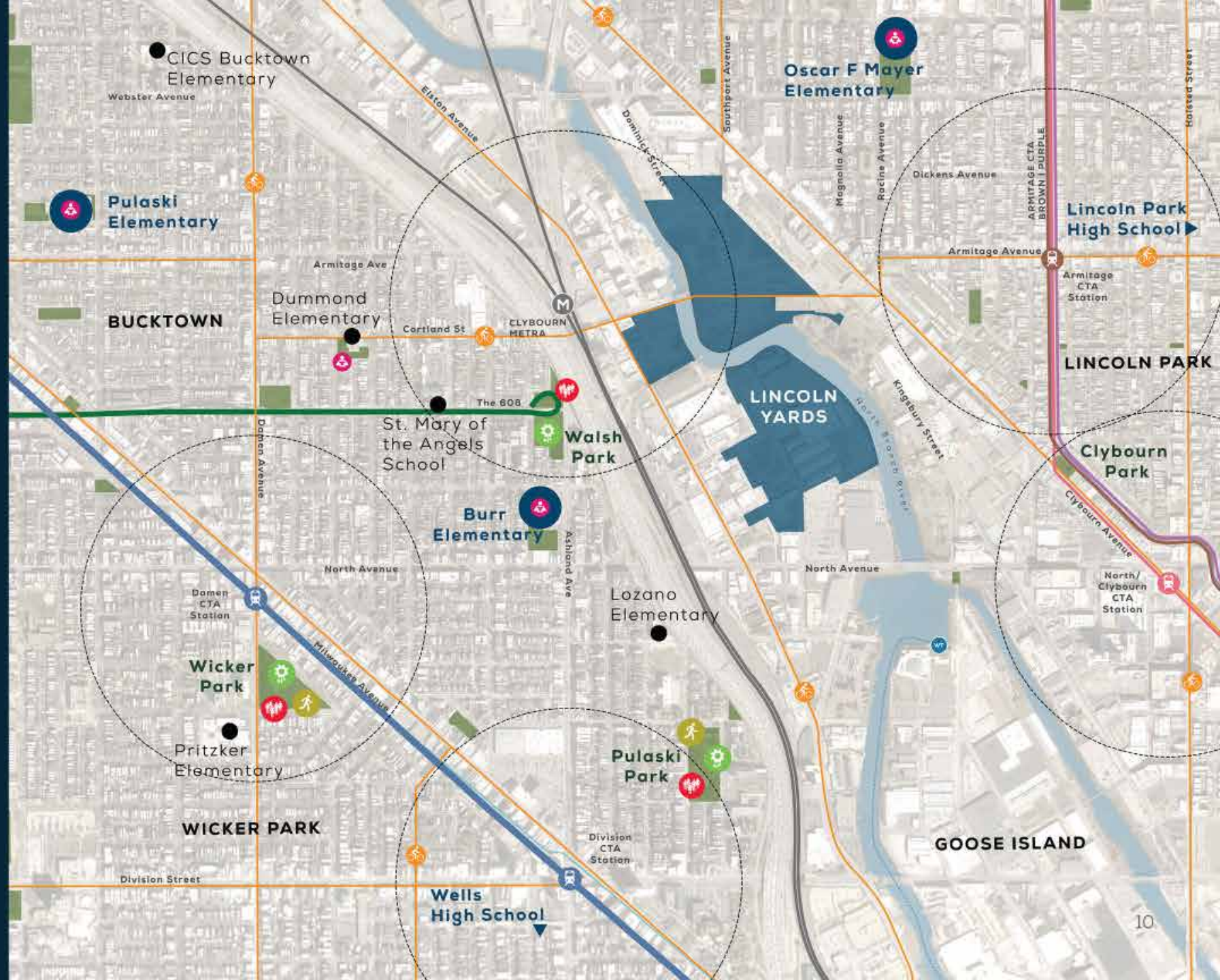
Lincoln Yards
North

23.73 acres

Lincoln Yards
South



Existing Community Assets



Access and Mobility Challenges



Site Development Goals

North Branch Framework Plan

Goal 1

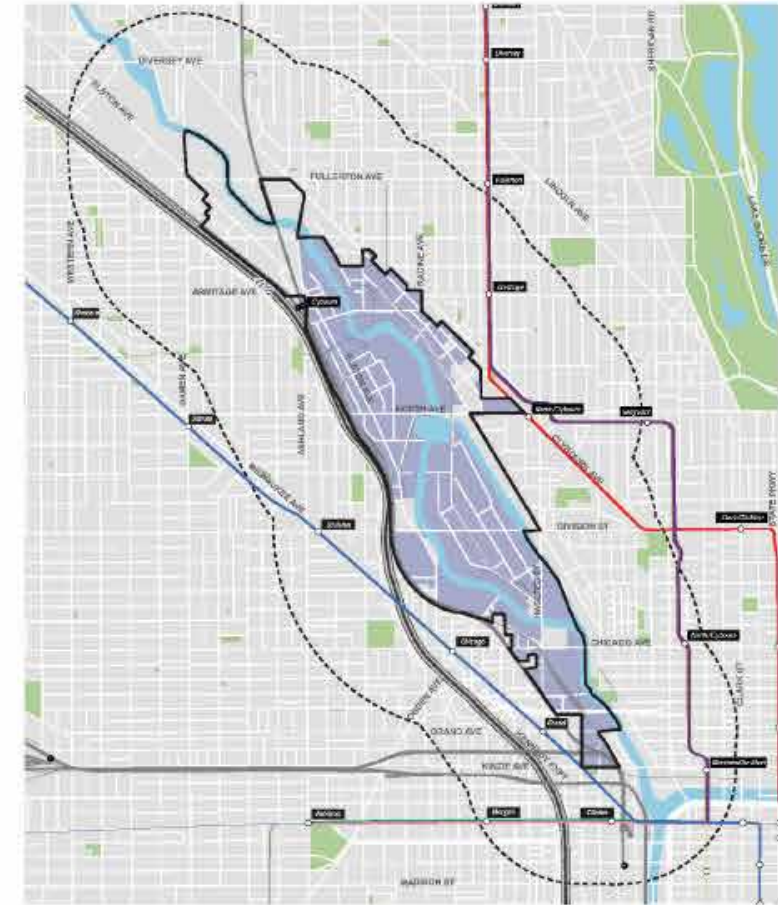
Maintain the North Branch Industrial Corridor as an important economic engine and vital job center within the City of Chicago

Goal 2

Provide better access for all transportation modes

Goal 3

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



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

Project Goals



**Healthy
Environment**



**Economic
Catalyst**



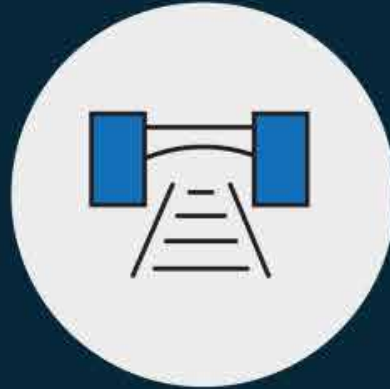
**Public
Open Space**



**Community
Connections**



**Riverfront Activation
and Access**



Heritage



**Responsive
Development**



**Thriving
Community**

Design Principles

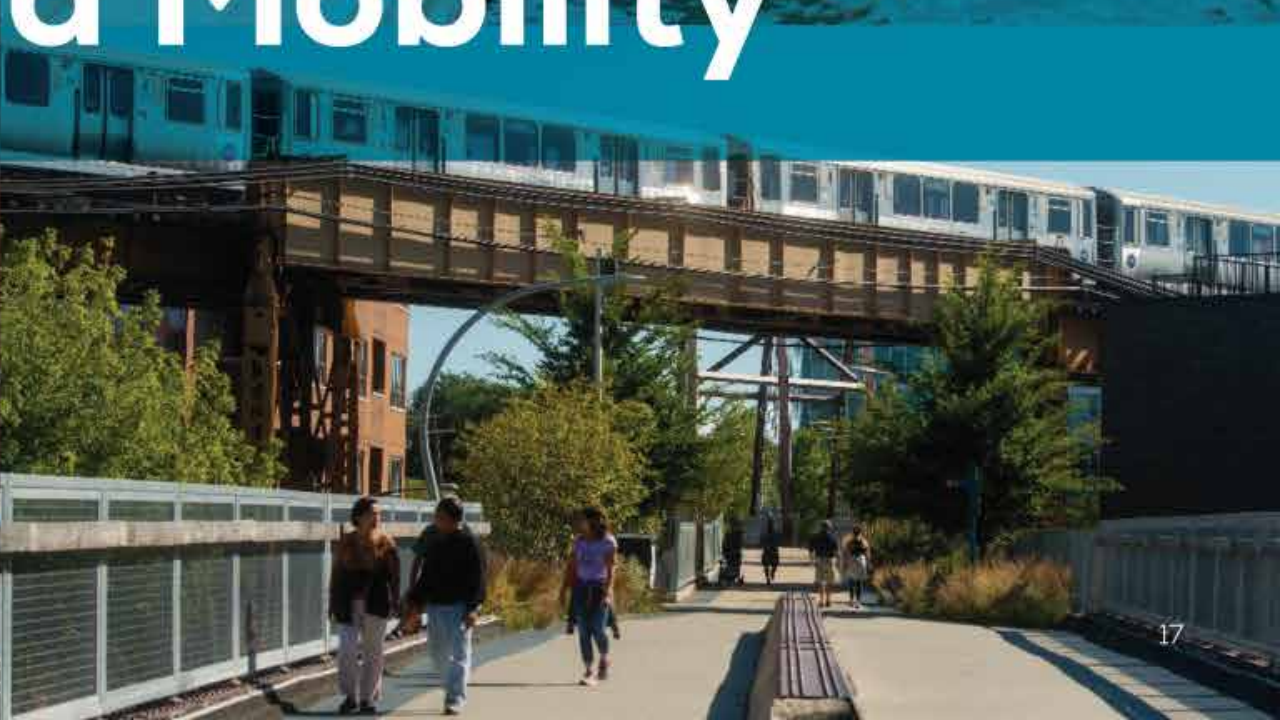


Connected Neighborhoods





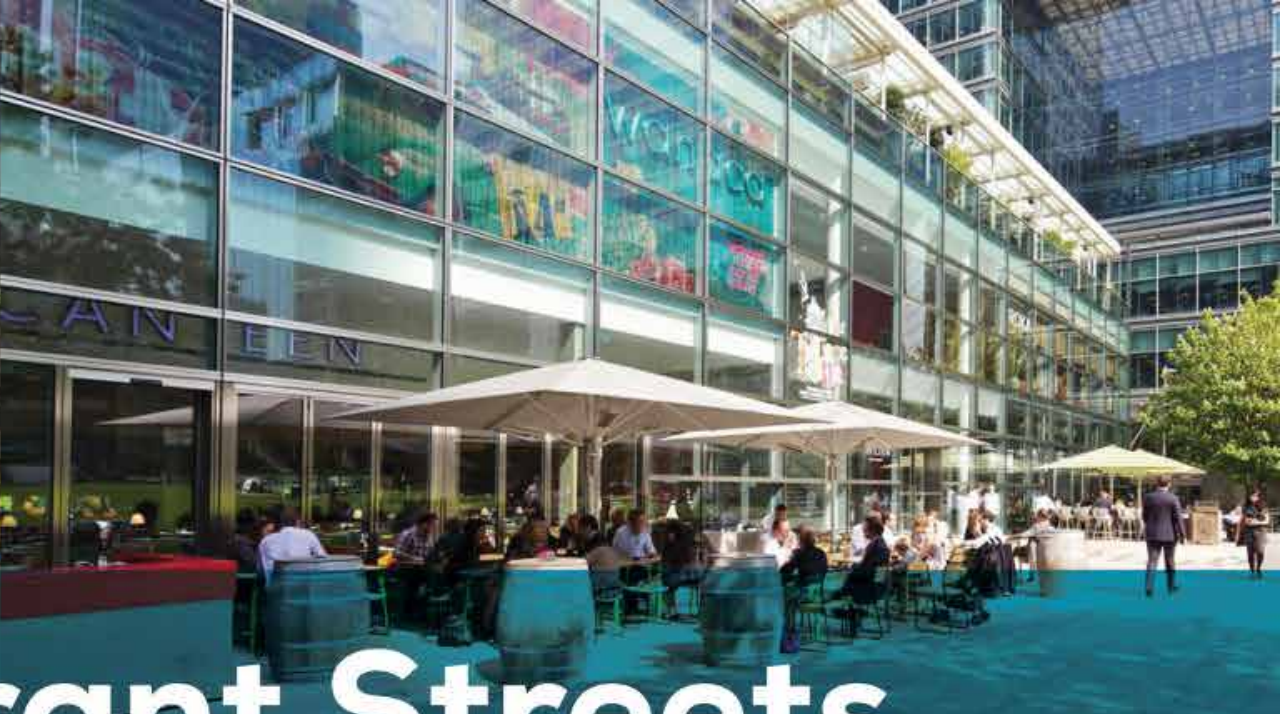
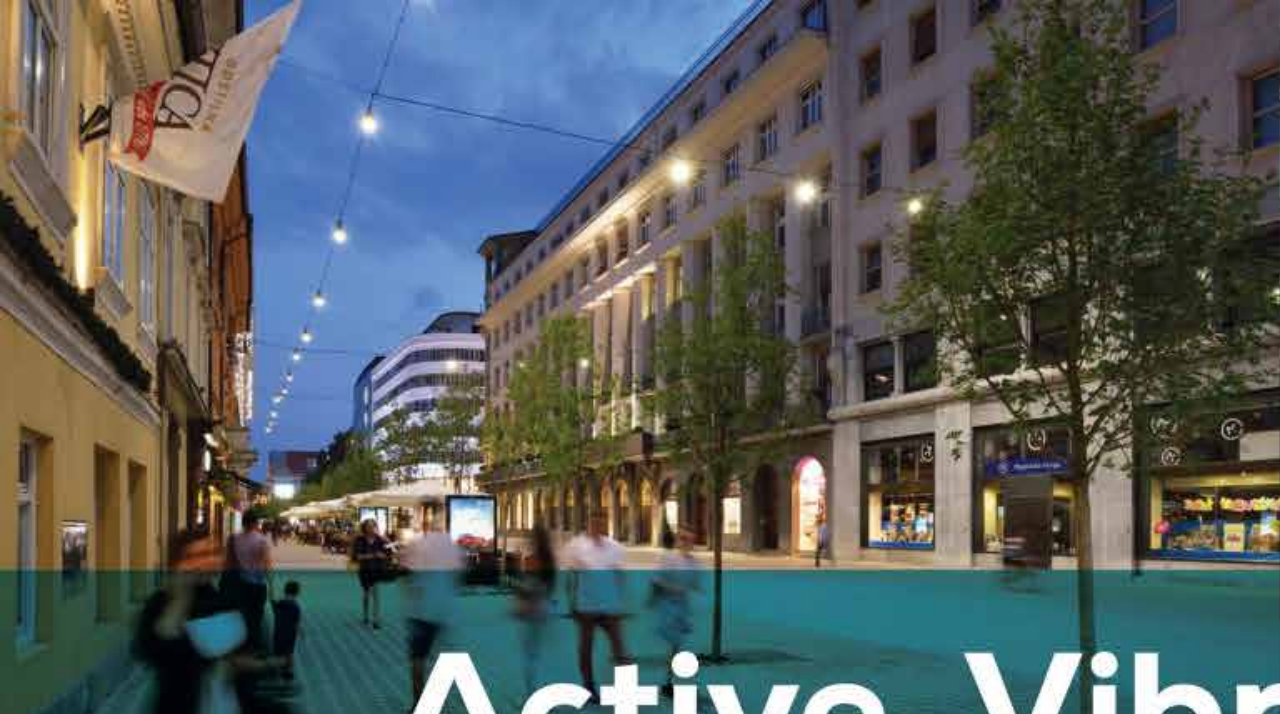
Access and Mobility



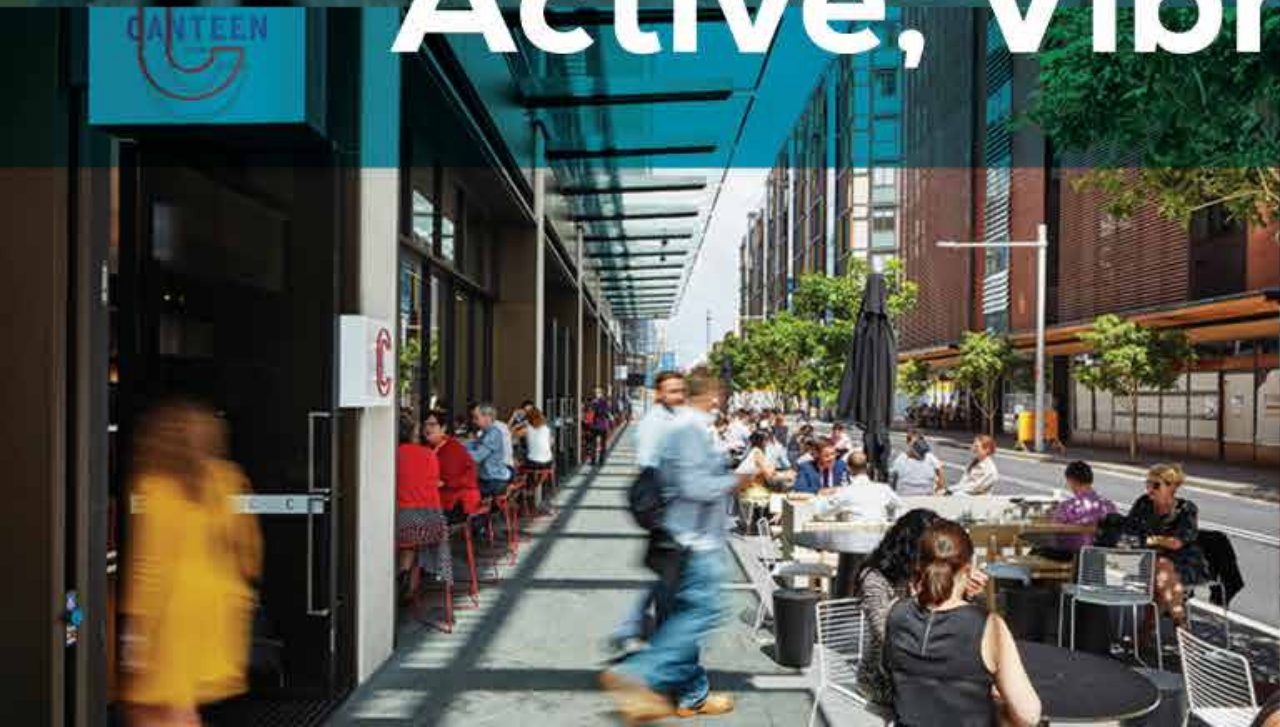


Inclusive and Welcoming





Active, Vibrant Streets

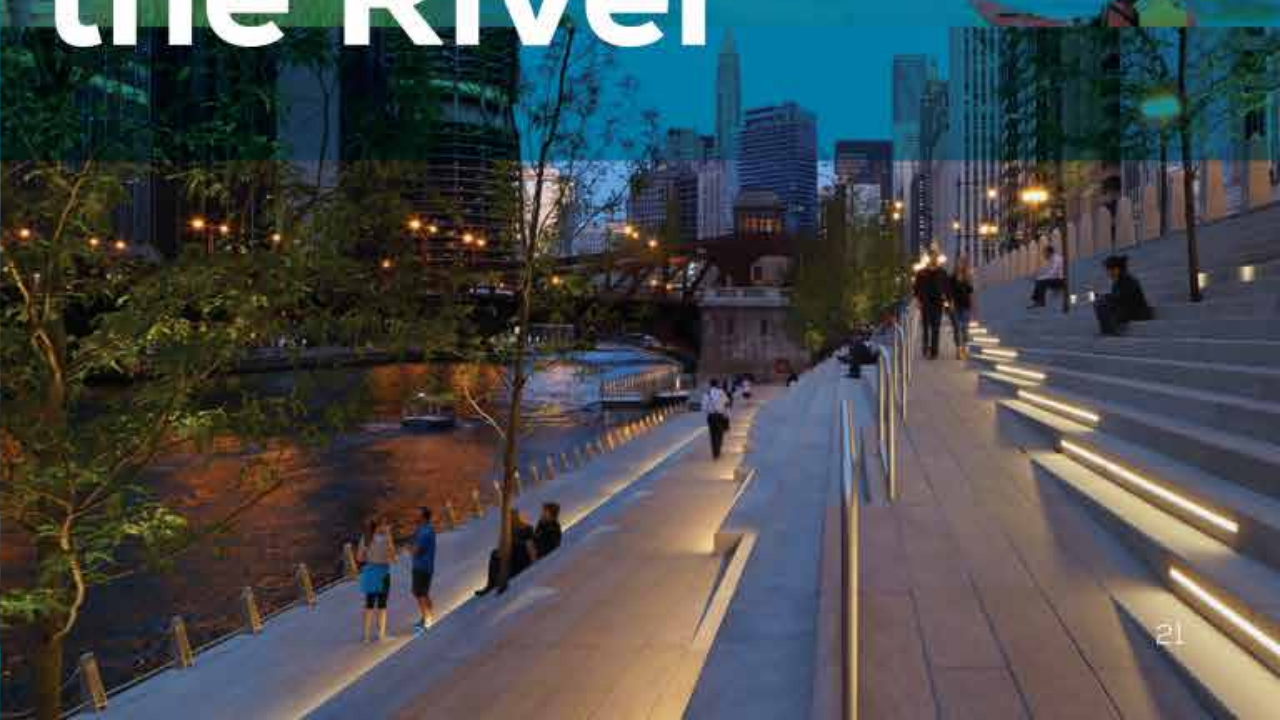




Integrated, Open Spaces

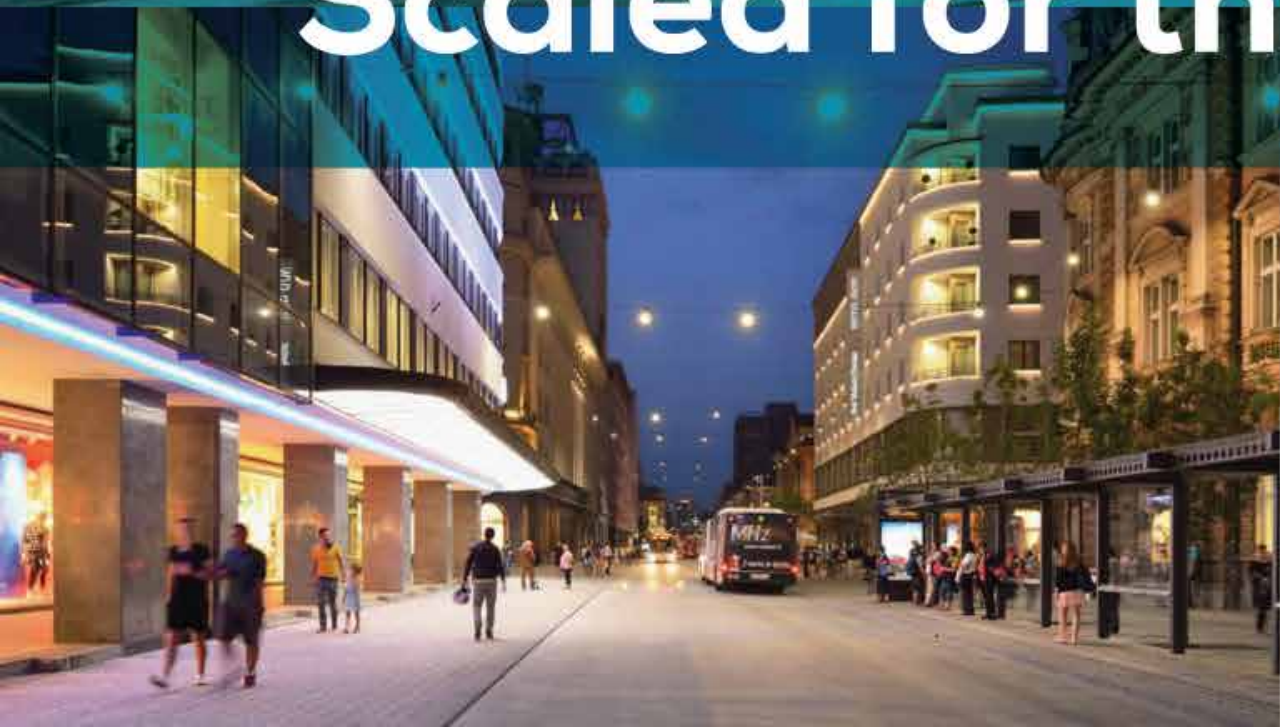


Engaging the River





Scaled for the Pedestrian





Reflecting Heritage

Economic Impact and Benefit

NBF
Goal 1

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

Economic Impact and Benefit

Development Uses

Minimum 50% Commercial
Maximum 50% Residential

Job Creation

PERMANENT JOBS

23,000 on-site jobs
10,000 indirect jobs

CONSTRUCTION JOBS

2,500 annual jobs over a
10-year construction period

Residential Units

4,000 - 5,000 residential units
proposed

Over the anticipated 10-year
development cycle, Lincoln
Yards will bring between
300 and 375 new school aged
students to the neighborhood

Economic Impact and Benefit

Economic Impact

\$4.2 B in economic output each year

Economic output is the total value of all goods and services produced in the economy as a result of Lincoln Yards

Revenue Generation

New fiscal revenue of approximately \$73.4 M annually will be balanced by City services costing \$35 M, resulting in net new revenue to the City valued at \$38.4 M annually

Financial Contributions

\$60.4 M North Branch Corridor Bonus Payment

\$28.2 M Industrial Corridor System Fund Payment

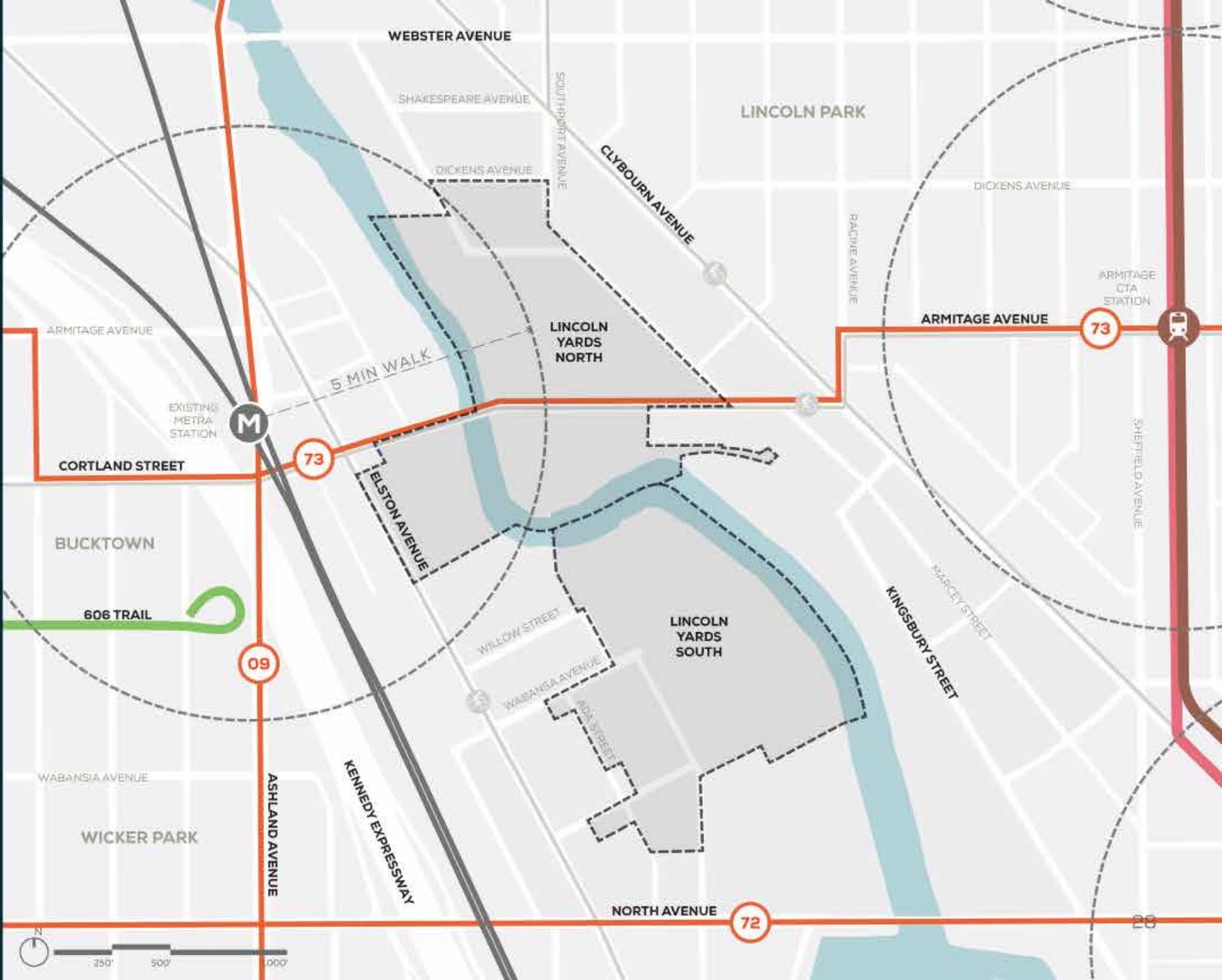
Transportation and Infrastructure

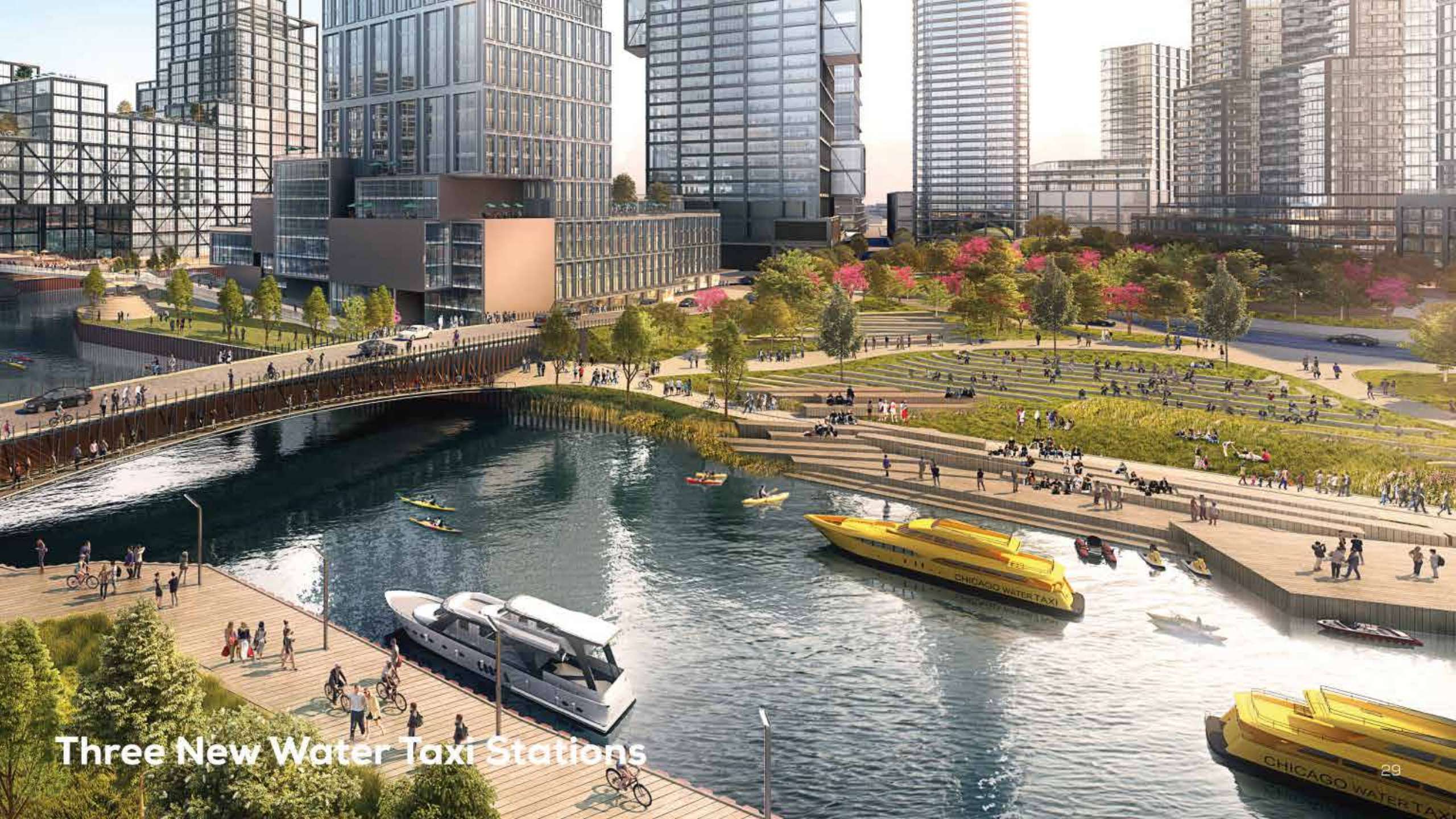
NBF
Goal 2

**Provide better access
for all transportation modes**

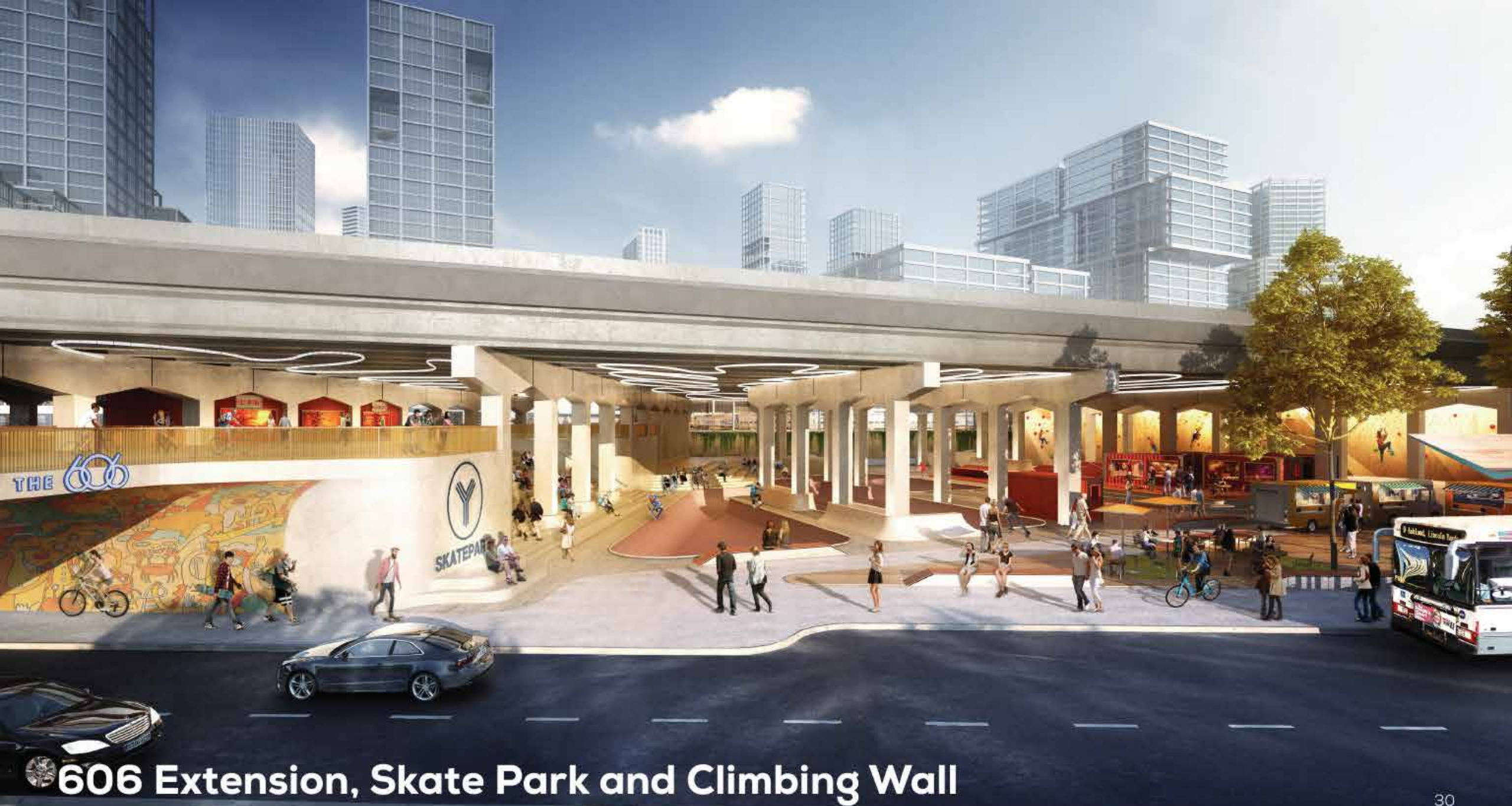
Existing Access and Mobility

- METRA LINE
- CTA BROWN / PURPLE LINE
- CTA RED LINE
- CTA BUS LINE
- THE 606 TRAIL
- BIKE PATH





Three New Water Taxi Stations



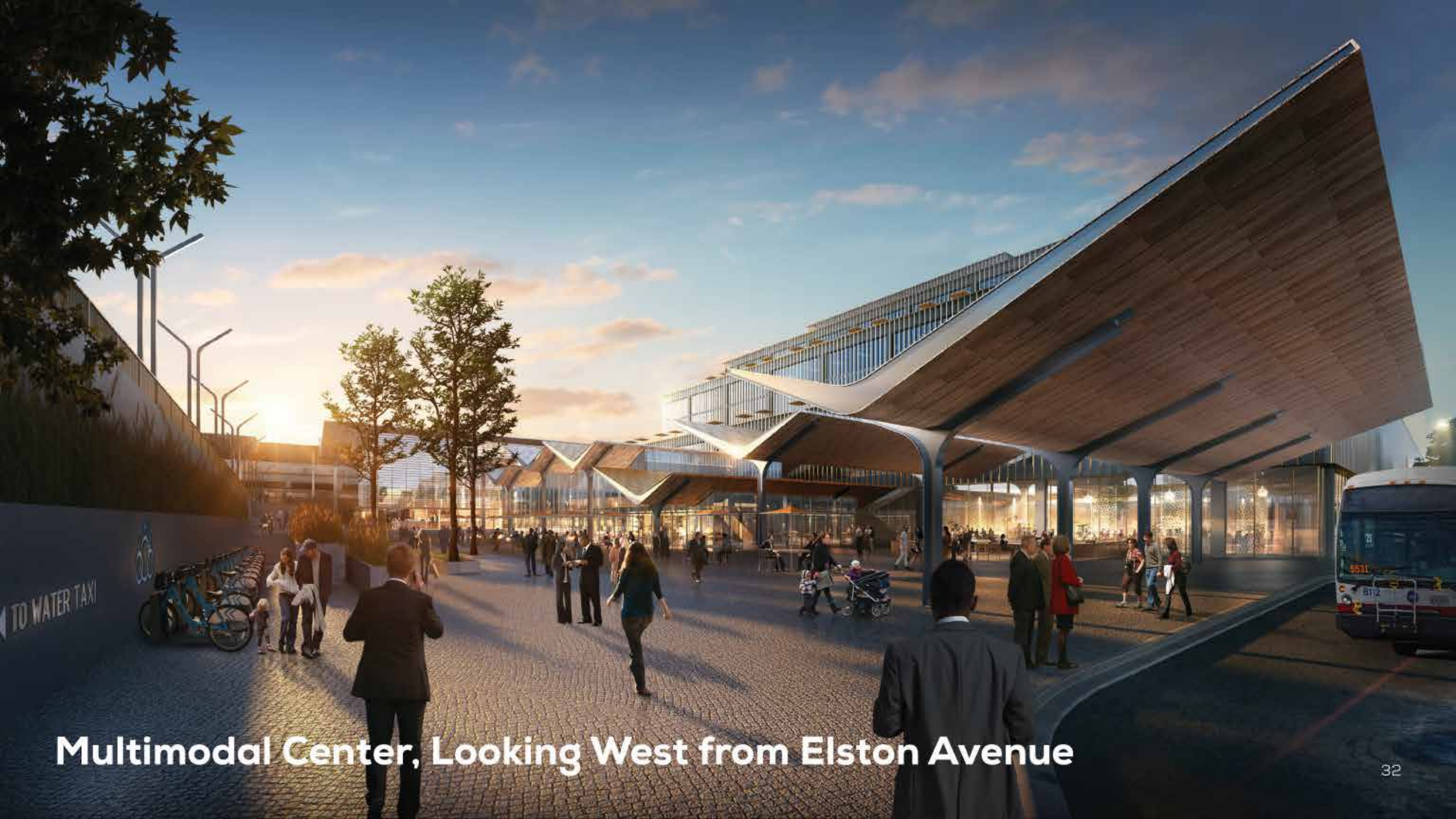
606 Extension, Skate Park and Climbing Wall



LINCOLN YARDS
STATION

TO BUCKTOWN WICKETMAN

Multimodal Center



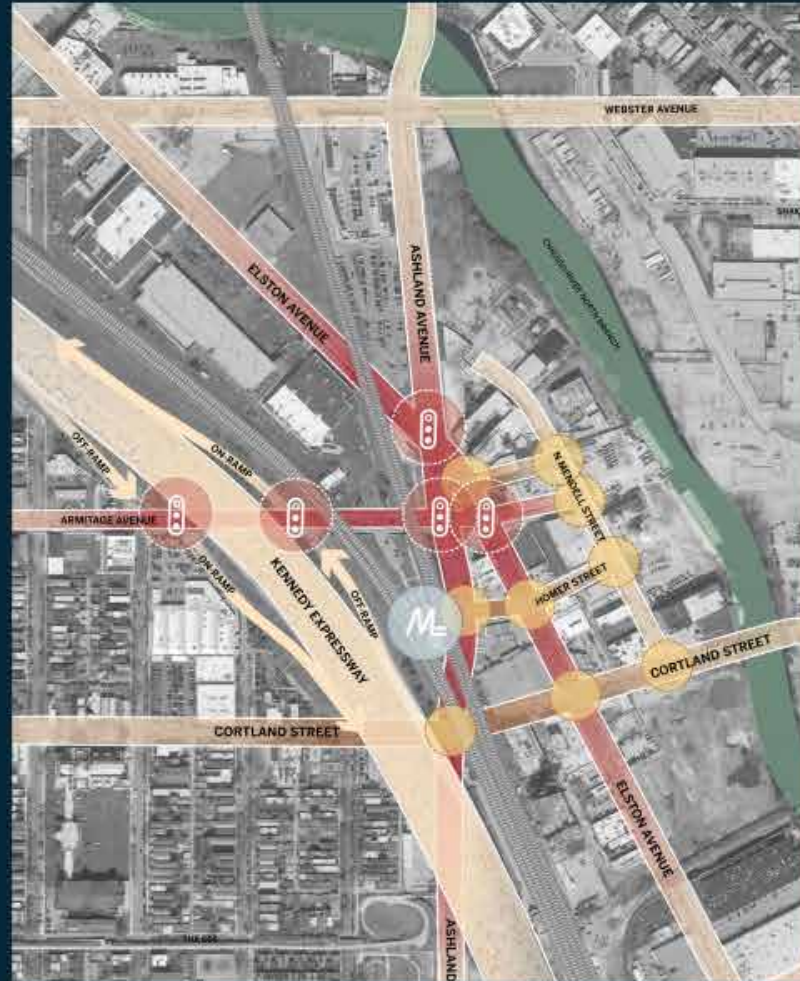
Multimodal Center, Looking West from Elston Avenue

Mitigating Existing Traffic Congestion

Sterling Bay is funding traffic studies, as well as engineering design solutions to replicate the success of the newly realigned Elston, Damen and Fullerton intersection.

Elston, Damen, Fullerton Intersection Improvements following December 2016 realignment:

- 70%-80% travel time improvement at intersections
- 70%-80% travel time improvement within network

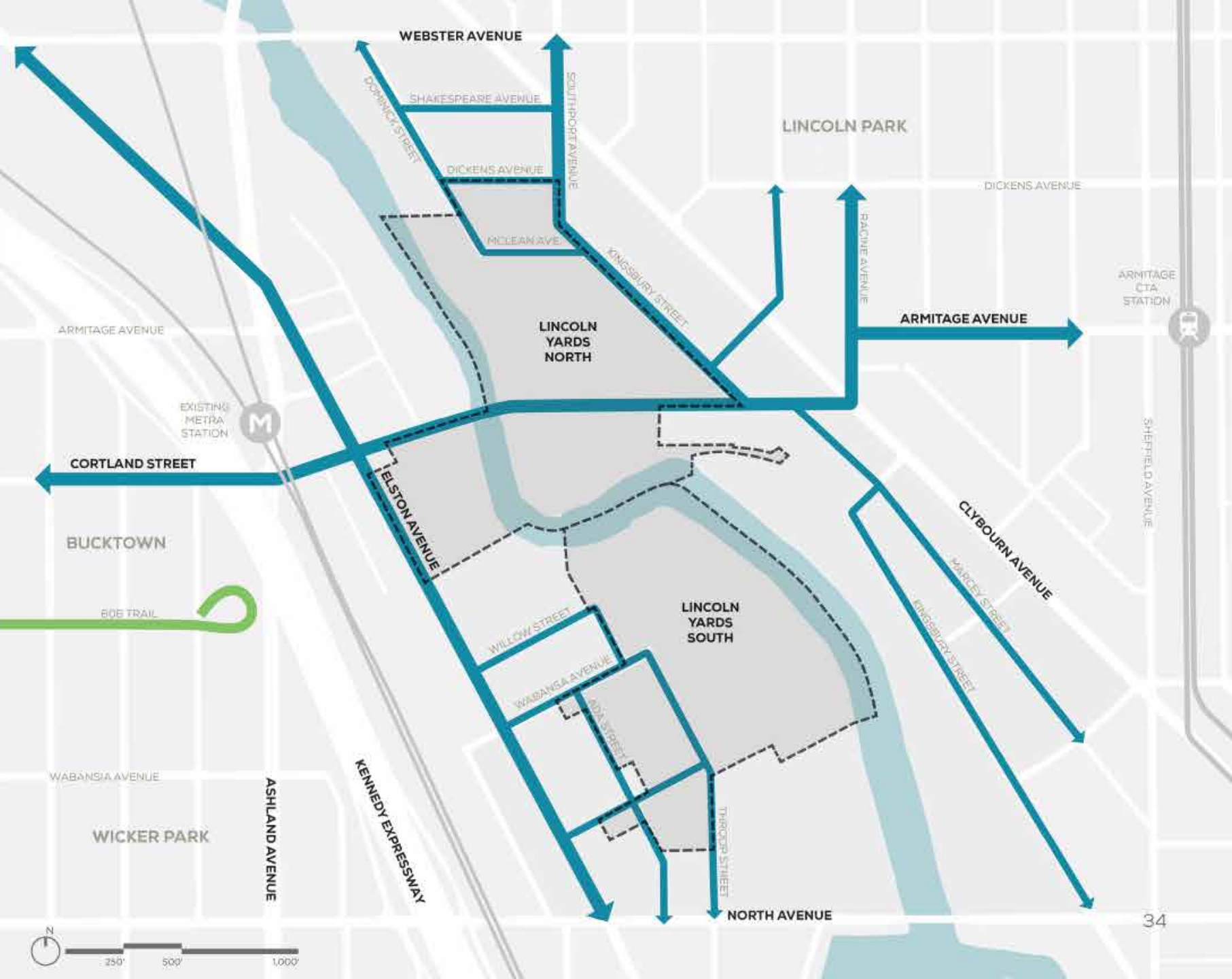


Elston, Ashland, Armitage, intersection existing conditions



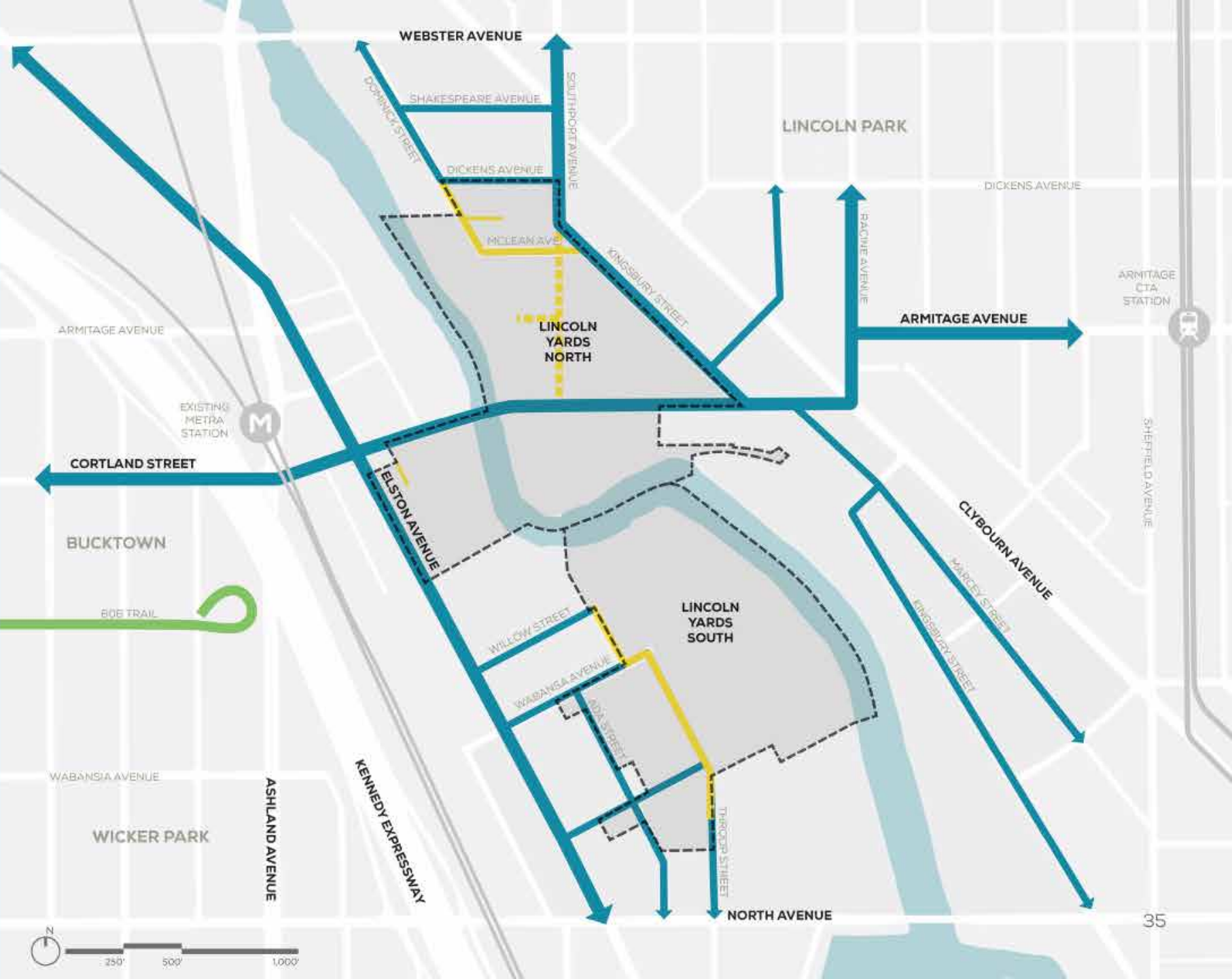
Elston, Damen, Fullerton, intersection prior to 2016

Existing Road Network

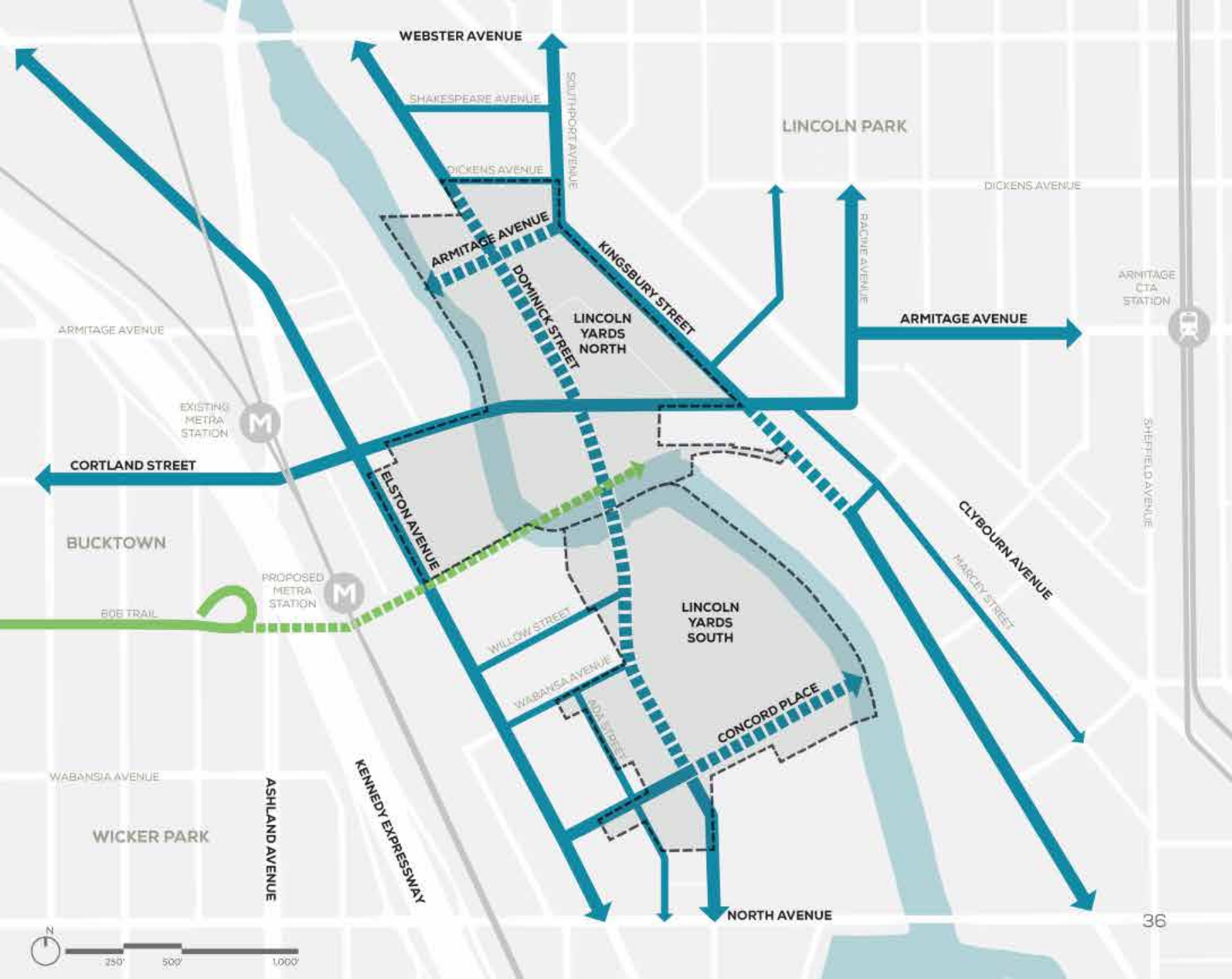


Proposed Street Vacations

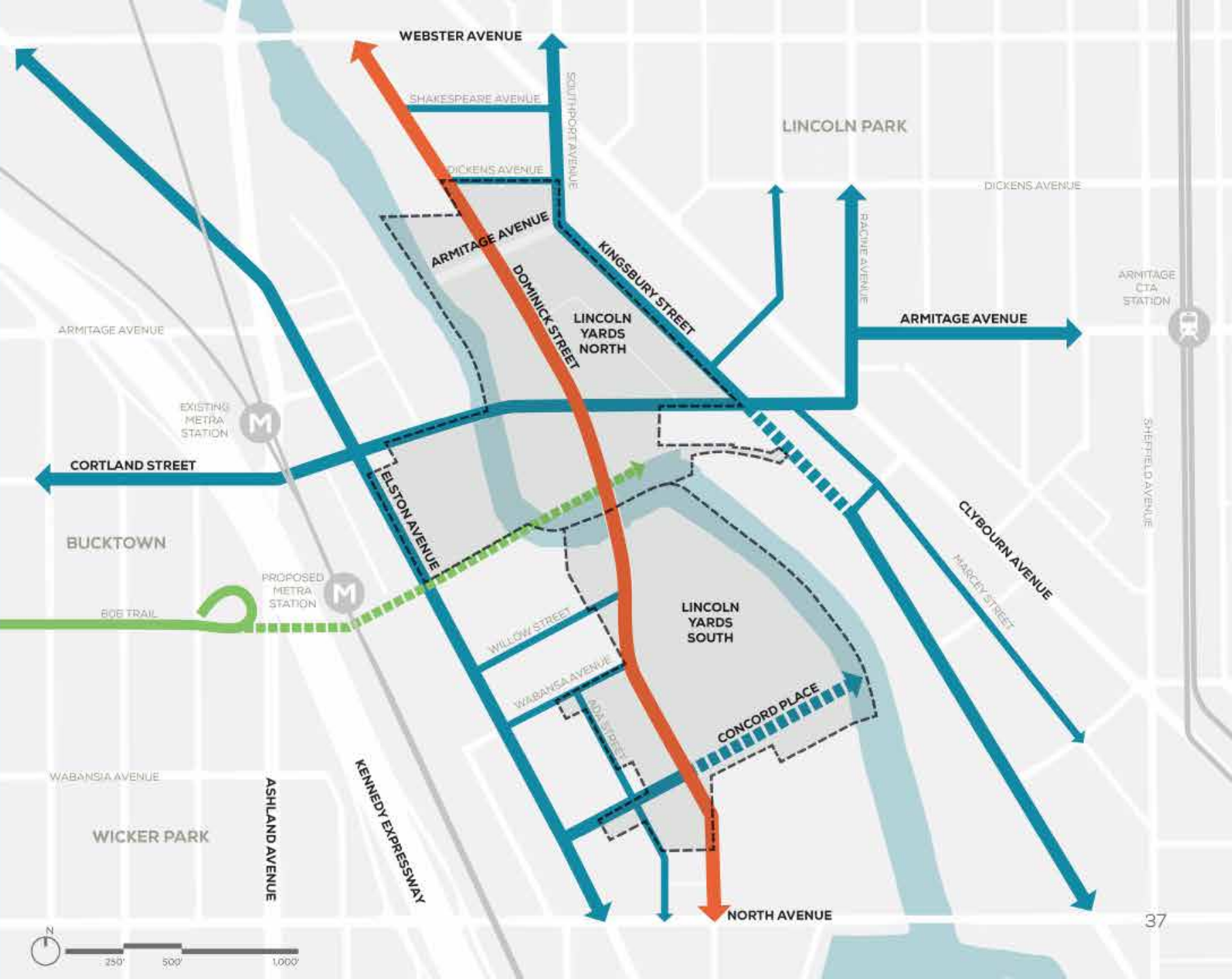
- PROPOSED STREET VACATION
- PROPOSED EASEMENT VACATION



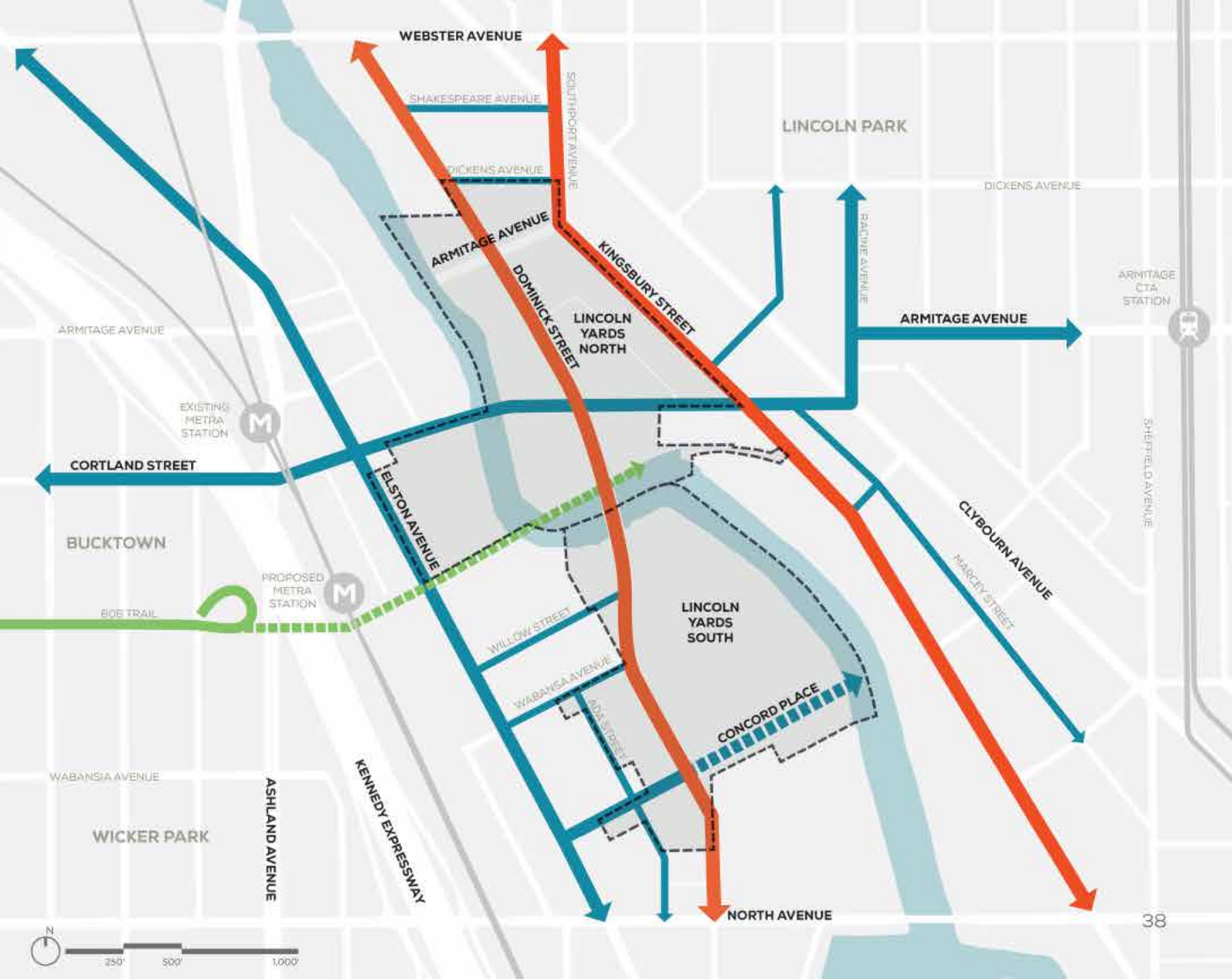
Proposed Street Dedications



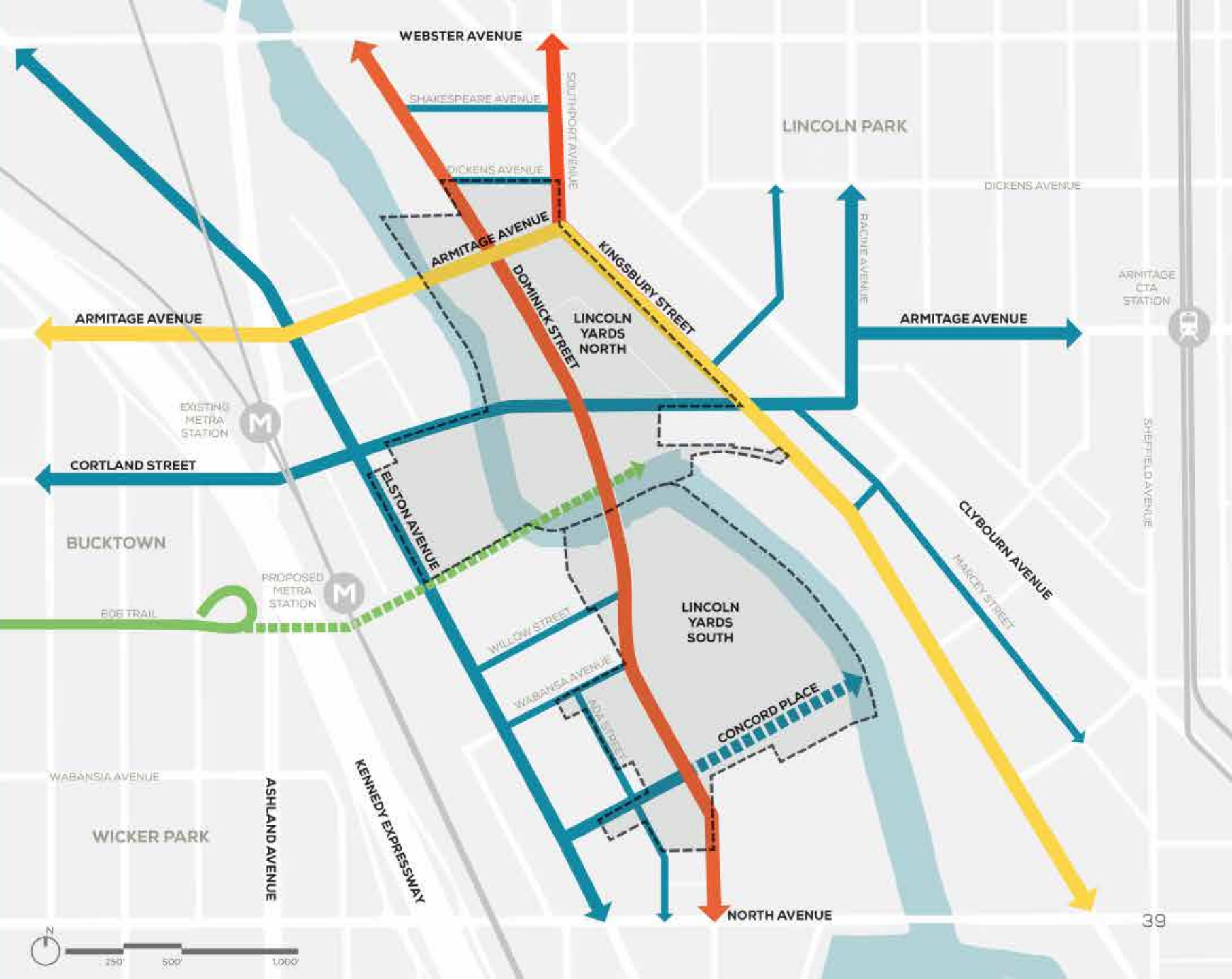
Improved Access and Mobility



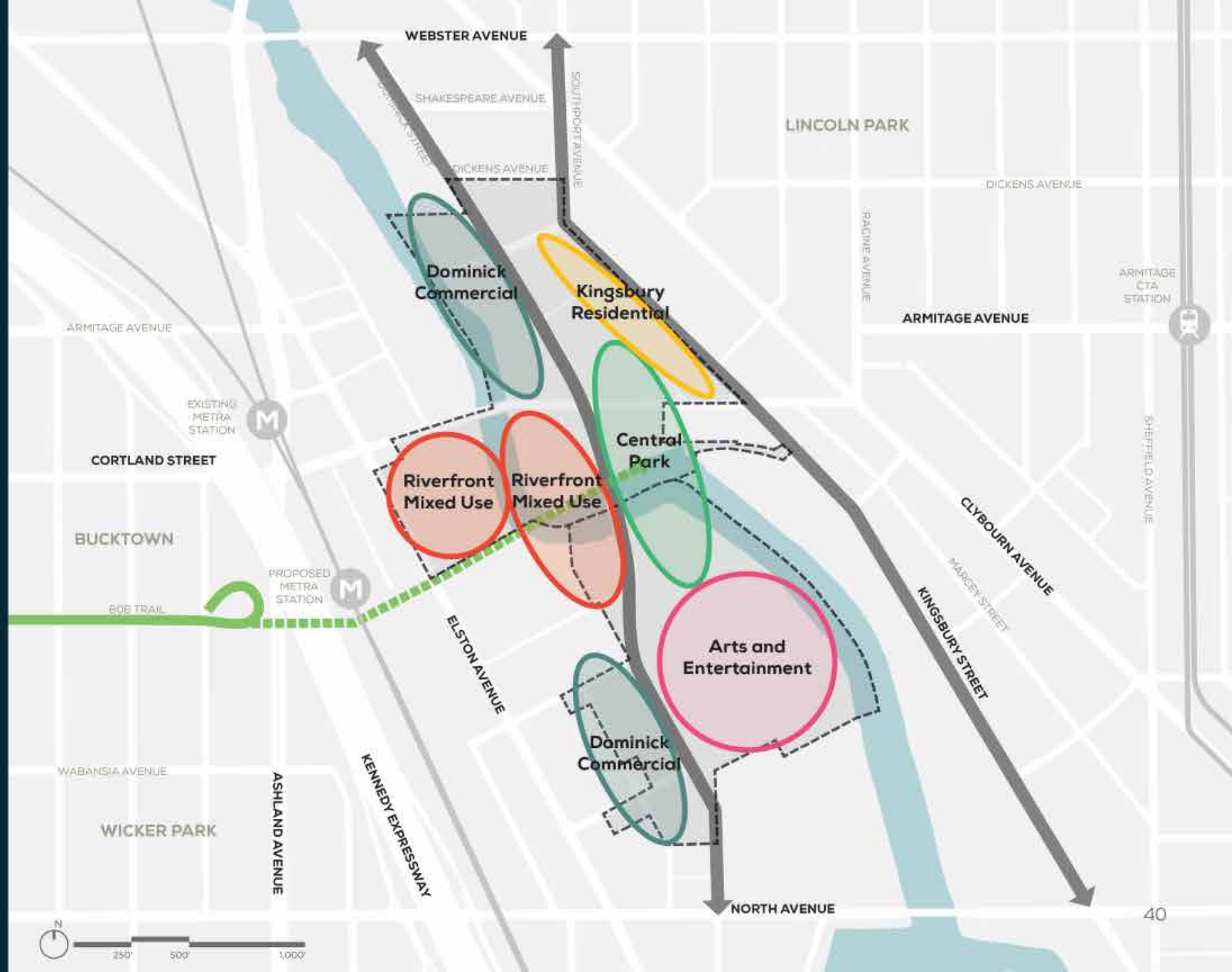
Improved Access and Mobility



Improved Access and Mobility



A Collection of Experiences



Integrated Open Space



Proposed Infrastructure Improvements

Improved roadways and neighborhood connectivity

3 new water taxi stations

606 Extension, skate park and climbing wall

Short-term improvements to the Clybourn Metra Station

Long-term Metra Station relocation and multimodal center

Congestion mitigation at Ashland, Elston and Armitage intersection

4,000 feet of newly dedicated roadway

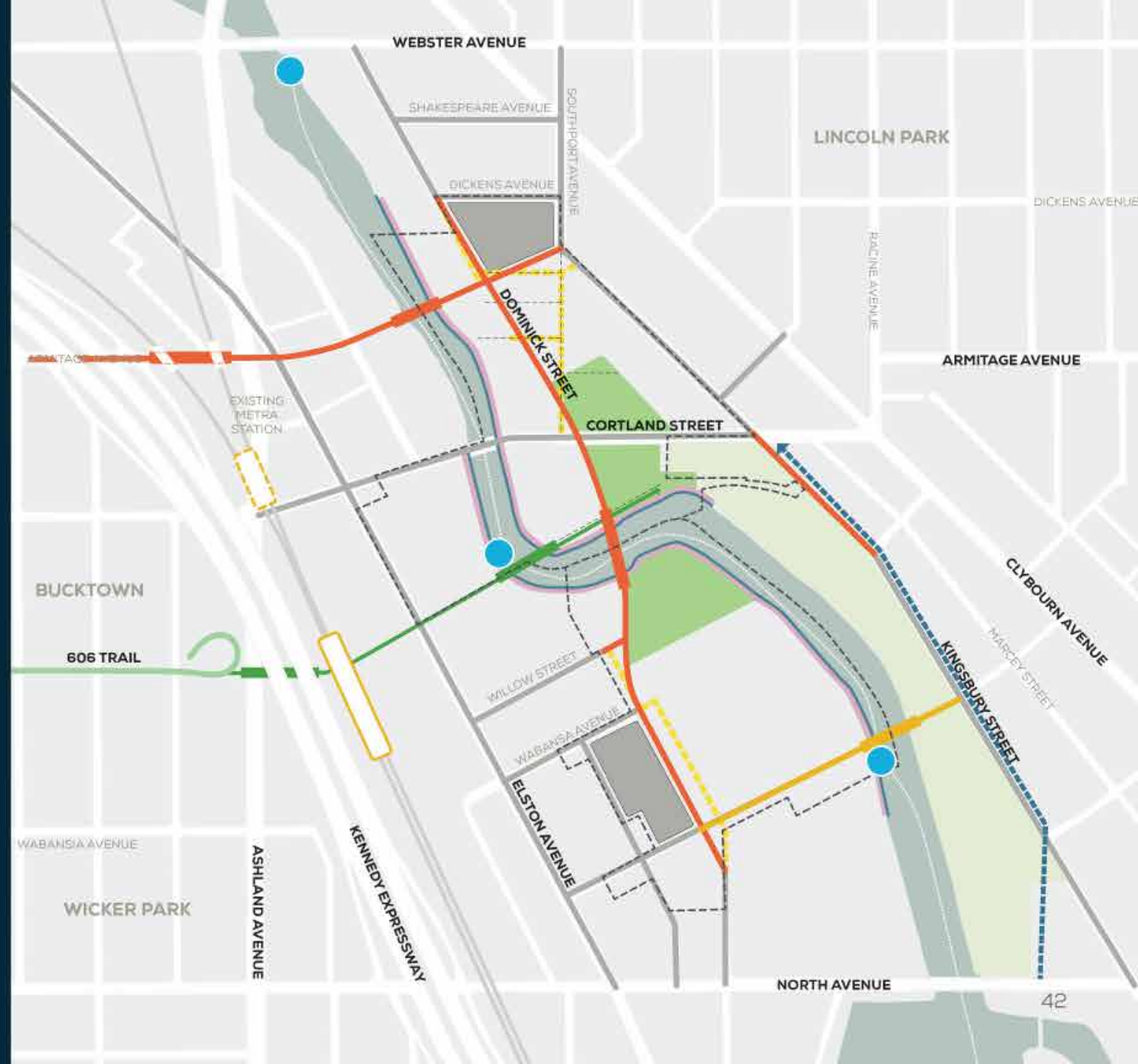
6,200+ parking spaces

Shuttles to CTA train stations

Enhanced CTA infrastructure

Integrated North Branch Transit Way

New bridges to connect pedestrians, bikes, transit and cars across the river



Proposed Infrastructure Improvements

 Centralized Parking - LY North Parking - LY South Parking	 Existing Street Improvements - Cortland Street - Kingsbury Street - Southport Avenue - Shakespeare Avenue - Magnolia Avenue - Willow Avenue - Wabansia Avenue - Concord Place - Ada Street	 River Wall - LY North, East Bank - LY North, West Bank - LY South-Park, West Bank - LY South, West Bank - West Bank, south of 606 Extension	 Metra Station - Existing Metra station improvements - Relocated Metra station / mobility hub
 Street and Easement Vacation - Dominick Street - Southport Avenue - McLean Avenue - Throop Street - Wabansia Avenue	 River Crossings - Streets - Dominick Bridge - Armitage Bridge	 River Walk - LY North, East Bank - LY North, West Bank - LY South-Park, West Bank - LY South, West Bank - West Bank, south of 606 Extension	 Water Taxi Stations 606 Station (heavy footprint) - Webster Station (light footprint) - Stadium Station (light footprint)
 New Streets and Utilities - Dominick Street, Lincoln Yards North - Dominick Street, Lincoln Yards South - Armitage Avenue - Willow Street - Kingsbury Street - Elston Avenue - Elston Avenue viaduct - Armitage Avenue viaduct reconstruction	 River Crossings - Pedestrian Concord / Wisconsin Bridge	 Open Space - Northern Park - north of Cortland - Riverfront Park - south of Cortland - Recreation Park - south of River	North Branch Transit Way Transit route to be finalized
 Concord Place (Pedestrian)		 606 Extension - Ashland Avenue Bridge 90/94 Crossing - Skate park - Metra Crossing - Pedestrian/ Bike Landscape Trail - River Bridge	

Environmental Remediation and Sustainability

NBF
Goal 3

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

Site Remediation is Underway

Voluntary enrollment to the IEPA site remediation program in March 2017

Remediation of soils to residential levels

13,000 tons of environmentally impacted soils has already been excavated and removed, with an additional 12,000 being removed on Lincoln Yards North alone

7 tons of TSCA hazardous PCB's and over 200 cubic yards of hazardous lead have been remediated

27 underground storage tanks have been removed



Environmental Remediation and Sustainability

Site remediation has already begun

Achieve LEED-ND certification

Transform brownfields to green space

Implement Illinois-based renewable systems

Energy efficient buildings

Potential geothermal and river water cooling



Open Space and Public Benefit

Planned Development Boundaries

29.05 acres

Lincoln Yards
North

23.73 acres

Lincoln Yards
South



North Branch Framework Design Guidelines

Open space, density and floor area distribution



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 1.4: 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

Lincoln Yards Site Plan



Lincoln Yards North Site Plan





Kingsbury Residential, looking North from Cortland Street



New Dominick Street, looking South from Armitage Avenue



Park looking South from Southport Gateway



Park looking South from Southport Gateway



Dog park adjacent to new Dominick Street



Park looking North towards Armitage Avenue



Riverwalk, looking south towards Cortland Bridge

Lincoln Yards South Site Plan





Soccer with Skyline Views



Arts and Entertainment District, looking East along Concord Place



Arts and Entertainment District, looking East along Concord Place



Recreational Fields, looking North

Lincoln Yards North and South Public Benefit Area

Total Land Area	52.78 acres
Additional Net Right-Of-Way	3.61 acres
Parks	6.14 acres
Plazas	4.33 acres
Riverwalk	2.97 acres
Open Space Subtotal	13.44 acres (25%)
Dedicated Public Benefit	17.05 acres (32%)
Shared Venue Rooftop	1.17 acres
Shared Stadium Field	2.53 acres
Shared Benefit Area	3.7 acres
Total Public Benefit Area	20.75 acres (39%)



Lincoln Yards

WHERE CHICAGO CONNECTS

\$4.2 Billion

In economic output
each year

23,000

On-site jobs

1+ Mile

Of improved existing
roadway

1300+ Feet

606 Extension across
the River

\$60.4 Million

North Branch Corridor
Bonus Payment

4-5,000

Residential units

4,000 Feet

Of new roadway

3 New

Water taxi stations

\$28.2 Million

Industrial Corridor
System Fund
Contribution

Over **13** Acres

Of new public open
space

1 Mile

Of new Riverwalk

7+ Mobility
systems

Multimodal hub with
new Metra station