

Lincoln Yards Master Plan Proposal

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November 29, 2018
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Lincoln Yards Where Chicago Connects

Lincoln Yards
Planned Development
represents

54.51 acres
of the 760 acres of the
North Branch Corridor



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



Lincoln Yards South Site

Wicker Park

Kennedy Expressway

Future 606 Extension

Lincoln Yards North Site

North Branch
Chicago River

Lincoln Yards North Site

Elston Avenue

Cortland Bridge

Cortland Street

View looking South



Bucktown

Kennedy Expressway

Clybourn Metra Station

Lincoln Park

Lincoln Yards North Site

Kingsbury Street

Cortland Street

Lincoln Yards North Site

Lincoln Yards North Site

Future 606 Extension

View looking North

North Branch Chicago River

Community Benefits

over **20** acres

Of new public open space

over **1** mile

Of new riverwalk

1300+ feet

606 Extension across the river

1+ mile

Of improved existing roadway

4,000 feet

Of new roadway

2 new

Vehicular bridges across the river

24,000 tons

environmentally impacted soil removed

LEED ND

Sustainably designed

7+ mobility systems

Multimodal hub with new Metra station

Economic and Social Impact

- **Enhances Chicago's competitiveness for talent and economic growth**
- **Reconnects the community with the Chicago River**
- **10,000 + construction jobs
24,000 + permanent jobs**
- **Contracting opportunities for small and W/MBE businesses**
- **Job training and hiring programs**
- **Commitment to affordable housing**
- **\$29 Million to Industrial Corridor Fund**
- **\$64 Million North Branch Corridor Bonus Payment**
- **\$4.5 Billion in annual economic output**

Since the July 18 Community Meeting

① Continued Engagement

- Met directly with community groups, local businesses, and area residents since the plan's introduction

② Coordination

- Engaged with local units of government, city departments, transportation agencies, and stakeholders to leverage future investments lead to increased public benefit

③ Plan Revisions

- Developed more detailed plans based on community and stakeholder input

We heard the following priorities:

Additional Project Details

- Transportation and Infrastructure Improvements
- Publicly Accessible Open Space
- Building Height, Massing, and Detail
- Economic Impact and Benefits

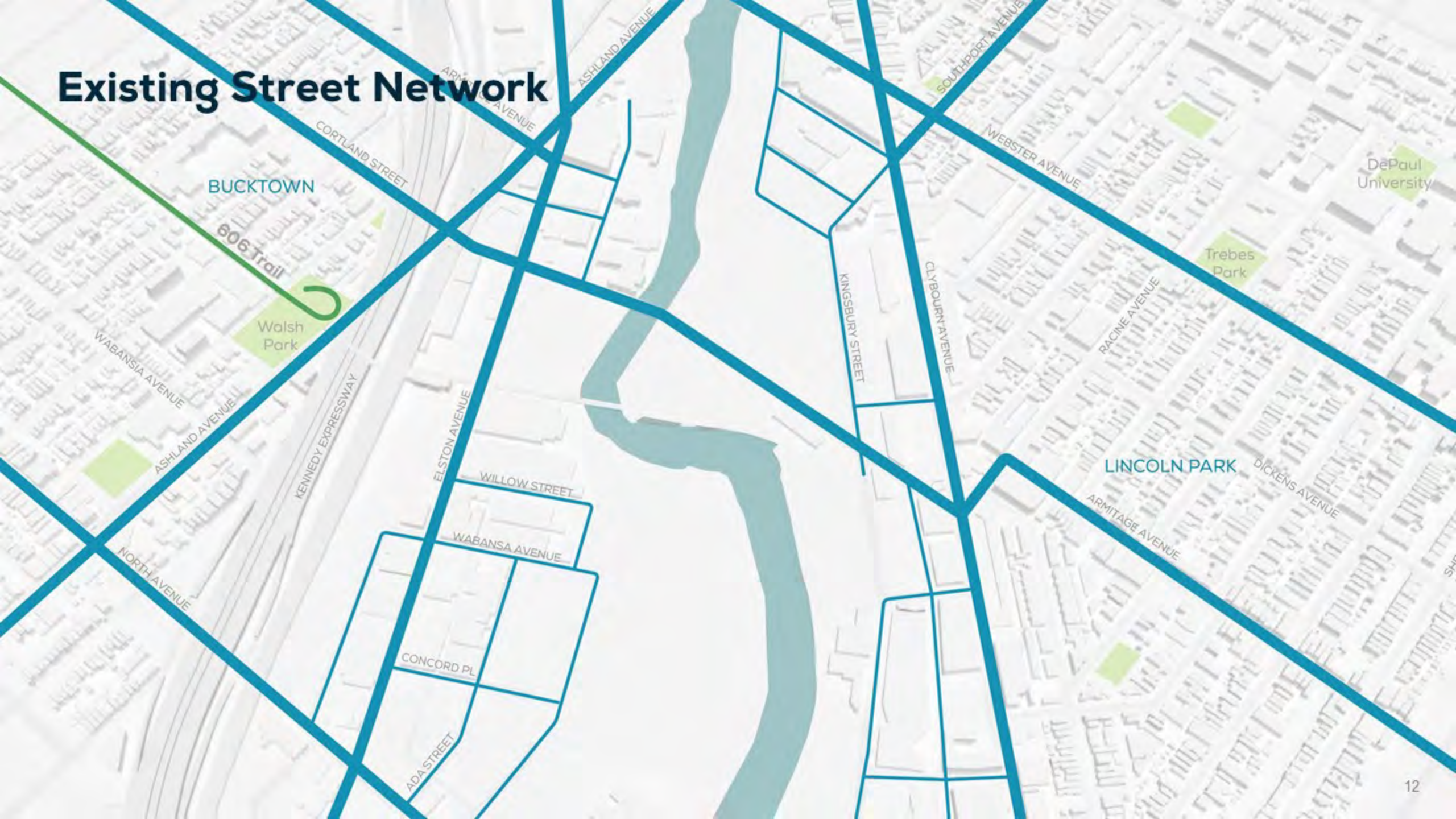


Lincoln Yards Advancing the Master Plan

- Delivering over 20 total acres of publicly accessible open space - 38% of the site
- Removal of over 100 floors of building height
- Aligning infrastructure investments with development
- Detailing the initial development and infrastructure approach



Existing Street Network



Proposed Street Network

- Extend Dominick Street to North Avenue
- Connect Southport Avenue to Kingsbury Street
- Extend Armitage Avenue across the river

Proposed Pedestrian and Bicycle Connections

BUCKTOWN

606 Trail

Walsh Park

DePaul University

Trebes Park

LINCOLN PARK

- 606 Extension
- Concord Pedestrian Bridge
- Pedestrian and bicycle crossings on bridges

Parks

BUCKTOWN

606 Trail

Walsh Park

Trebes Park

DePaul University

LINCOLN PARK

8.42 acres

Riverwalk

BUCKTOWN

606 Trail

Walsh Park

Trebes Park

DePaul University

LINCOLN PARK

3.61 acres



Plazas

BUCKTOWN

606 Trail

Walsh Park

Trebes Park

DePaul University

LINCOLN PARK

8.85 acres

Publicly Accessible Open Space



BUCKTOWN

606 Trail

Walsh Park

WABANSIA AVENUE
ASHLAND AVENUE

NORTH AVENUE

CORTLAND STREET

KENNEDY EXPRESSWAY

ELSTON AVENUE

WILLOW STREET

WABANSIA AVENUE

CONCORD PL

ADA STREET

WILSON AVENUE

ARMITAGE AVENUE

SOUTHPORT AVENUE

WEBSTER AVENUE

CLYBOURN AVENUE

KINGSBURY STREET

RACINE AVENUE

LINCOLN PARK

ARMITAGE AVENUE

DICKENS AVENUE

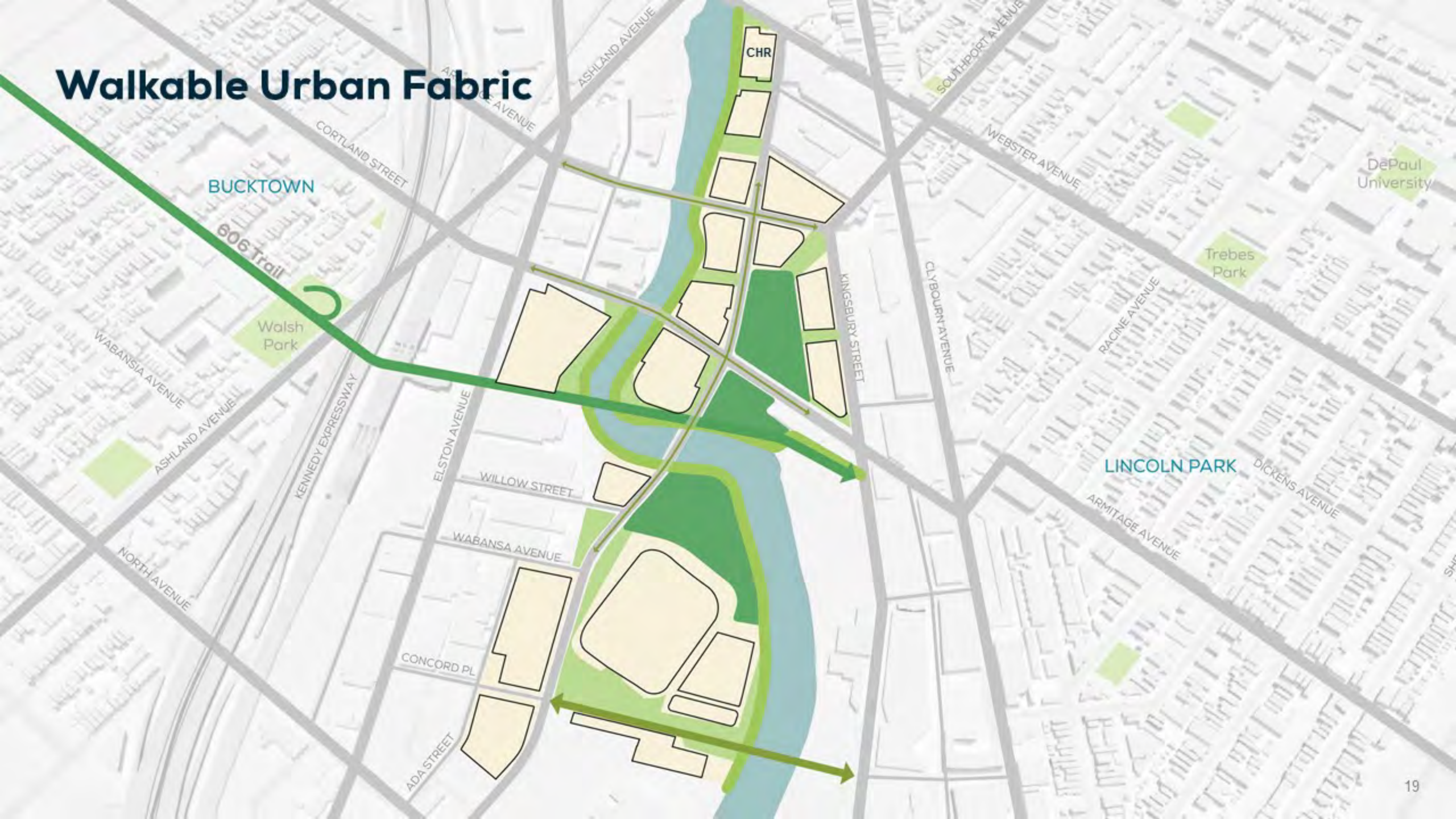
DePaul University

Trebes Park

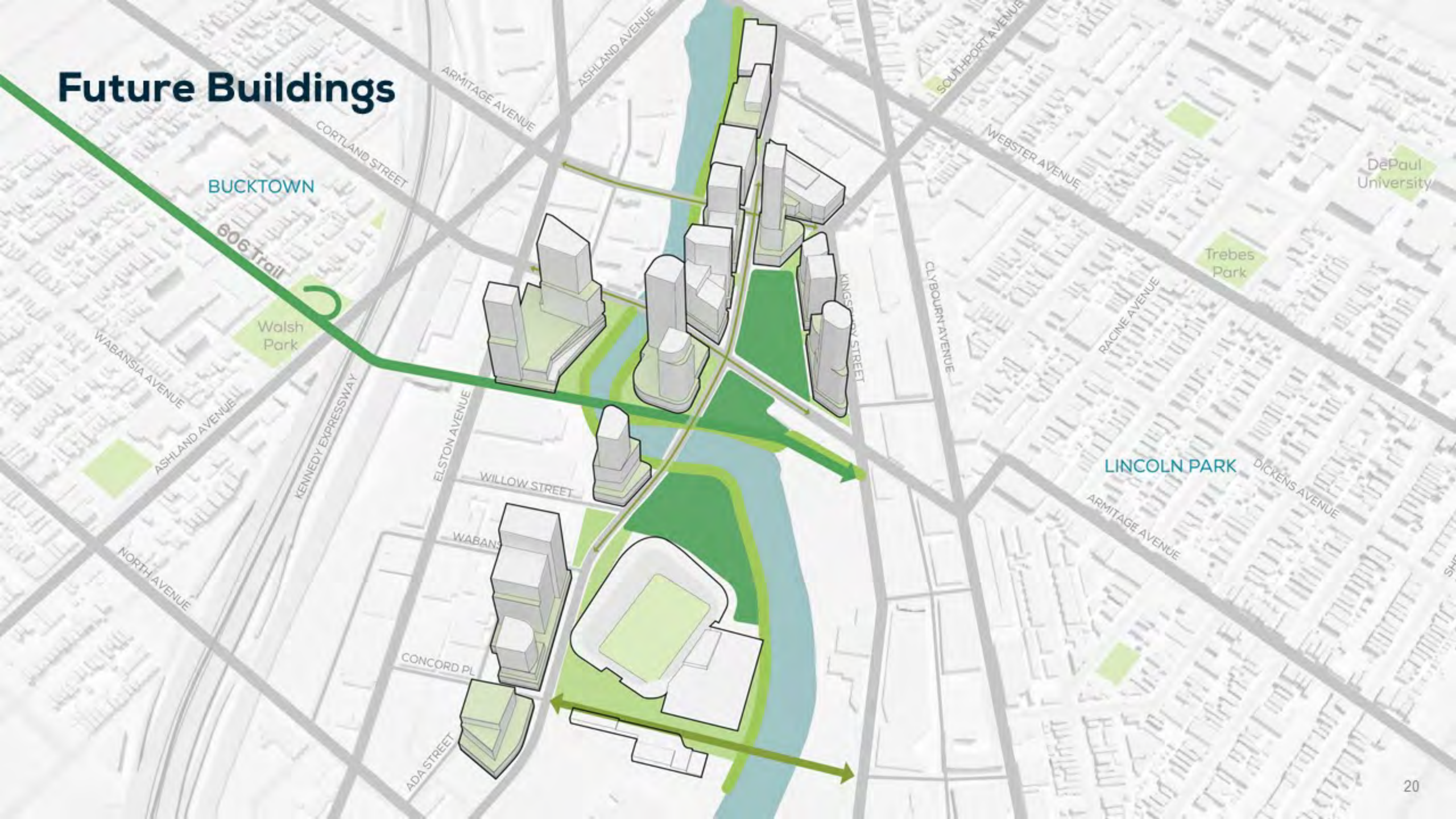
20.88 acres

Stadium Field is not included
in area calculations

Walkable Urban Fabric



Future Buildings



Land Use



Transit and Mobility



- Enhance bus service
- New Metra transit station
- Shuttle connections to brown, blue, and red lines
- Proposed multimodal corridor route under study
- Shared parking garages

TRANSPORTATION AND INFRASTRUCTURE IMPROVEMENTS

Transportation and Infrastructure Improvements Update

**Working with CDOT and IDOT
for comprehensive transportation
and improved mobility strategies**

- On-site and off-site street improvements
- Public transit and alternative modes of transportation
- New bridges and roadways
- Ashland / Armitage / Elston intersection improvements



Access and Mobility Challenges

A comprehensive traffic study was completed and is being reviewed by the City

Key Findings and Recommendations:

Number of vehicle trips generated will be reduced due to the following:

- Mixed use development and parking strategies
- Improvements further promote alternative modes of transportation
- Location and walkability from existing residential areas

Enhancements will greatly expand and improve the efficiency of the existing street network, public transit, and alternative modes of transportation serving the area

Infrastructure improvements and geometric / traffic signal improvements identified at 20 intersections will help mitigate existing and projected operations



Existing Conditions



Proposed Infrastructure North-South Connections

- Provide two additional north-south corridors serving the area
- Extend Dominick Street (Webster to North)
- New Dominick Bridge
- Connect Southport to Kingsbury
- Extend Kingsbury to Cortland

Serves the larger area

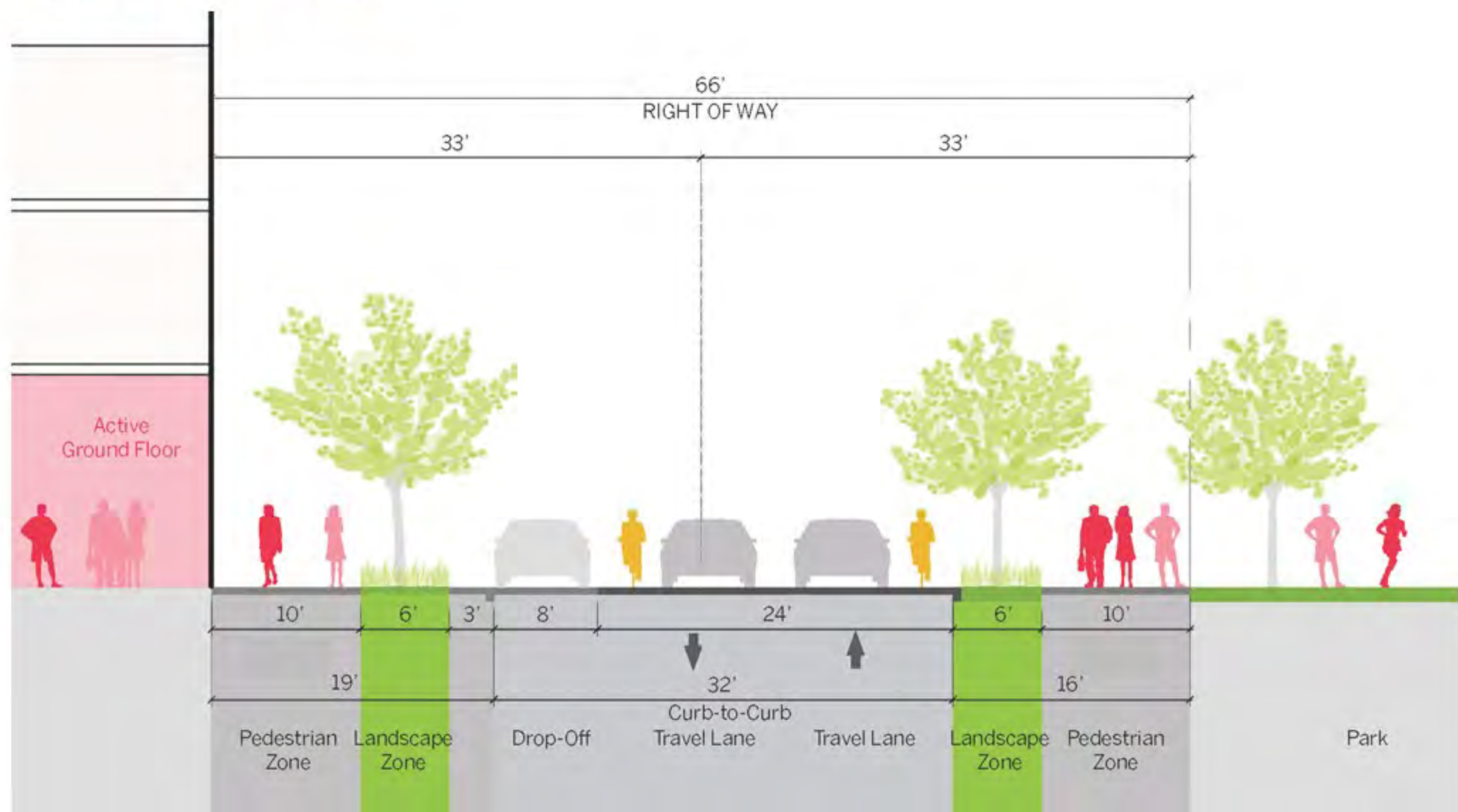
Provides access to multiple east-west corridors

Provides greater north-south access
and overall circulation



Dominick Street Extension

Armitage to Cortland



Proposed Infrastructure East-West Connections

- Enhance east-west connections across the river
- Improve Cortland Street (Elston to Kingsbury)
- Extend Armitage (Elston to Southport)
- Build Concord Place Pedestrian Bridge
- Extend the 606 across the River

Serves the larger area

Provides connections to several north-south corridors

Provides greater east-west access and overall circulation



Proposed Infrastructure Traffic Signalization Improvements

New Traffic Signals

- Webster and Dominick
- Armitage and Dominick
- Cortland and Dominick
- Cortland and Kingsbury
- Concord and Elston

Includes signal timing, signal modification, signal offset and other geometric intersections improvements



Proposed Infrastructure Armitage / Ashland / Elston Intersection Improvements

- Will provide significant operational and safety benefits compared to existing conditions
- The three closely spaced intersections will be separated and will operate independently from one another
- Increased spacing between intersections allows for longer turn lanes and increased stacking between intersections
- Angled intersections will be replaced with more perpendicular intersections
- Enhanced pedestrian safety



Mitigating Existing Traffic Congestion

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

CDOT is following up with engineering studies.

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

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



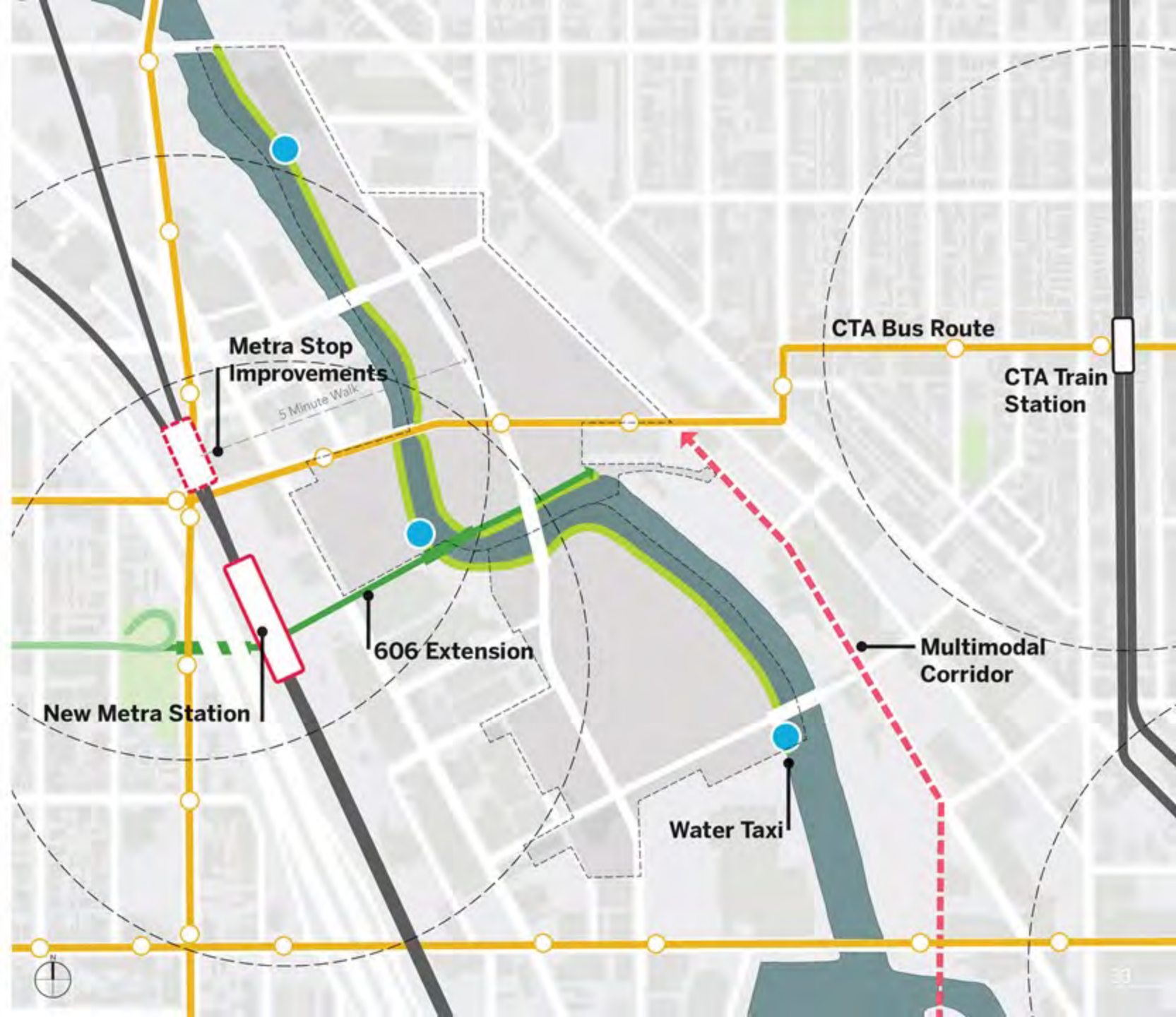
Elston, Ashland, Armitage, intersection existing condition



Elston, Damen and Fullerton intersection prior to 2016

Proposed Infrastructure Transit and Mobility Improvements

- Riverwalk Path
- 3 Water Taxi Stops
- 606 Extension
- Metra Stop Improvements
- New Metra Station
- City's Multimodal Corridor
- Shuttles to CTA Train Stations



Proposed Infrastructure

Stadium Mobility Plan

Majority of patrons expected to arrive by non-automobile modes or rideshare

- Connectivity to Metra
- CTA bus
- Shuttle Circulator
- Priority bike and walk corridors
- On-site bike parking and bike valet
- Dedicated rideshare drop-off locations
- Average vehicle occupancy 2-3 persons
- Traffic control aides at key intersections



Priority Infrastructure Projects

New Streets and Utilities

- Dominick Street
- Armitage Avenue
- Concord Place
- Kingsbury Street
- Armitage / Ashland / Elston Intersection Improvements

New River Crossing

- Dominick Bridge
- Armitage Bridge
- Concord / Wisconsin Pedestrian Bridge
- 606 Extension Bridge / Bike Facilities

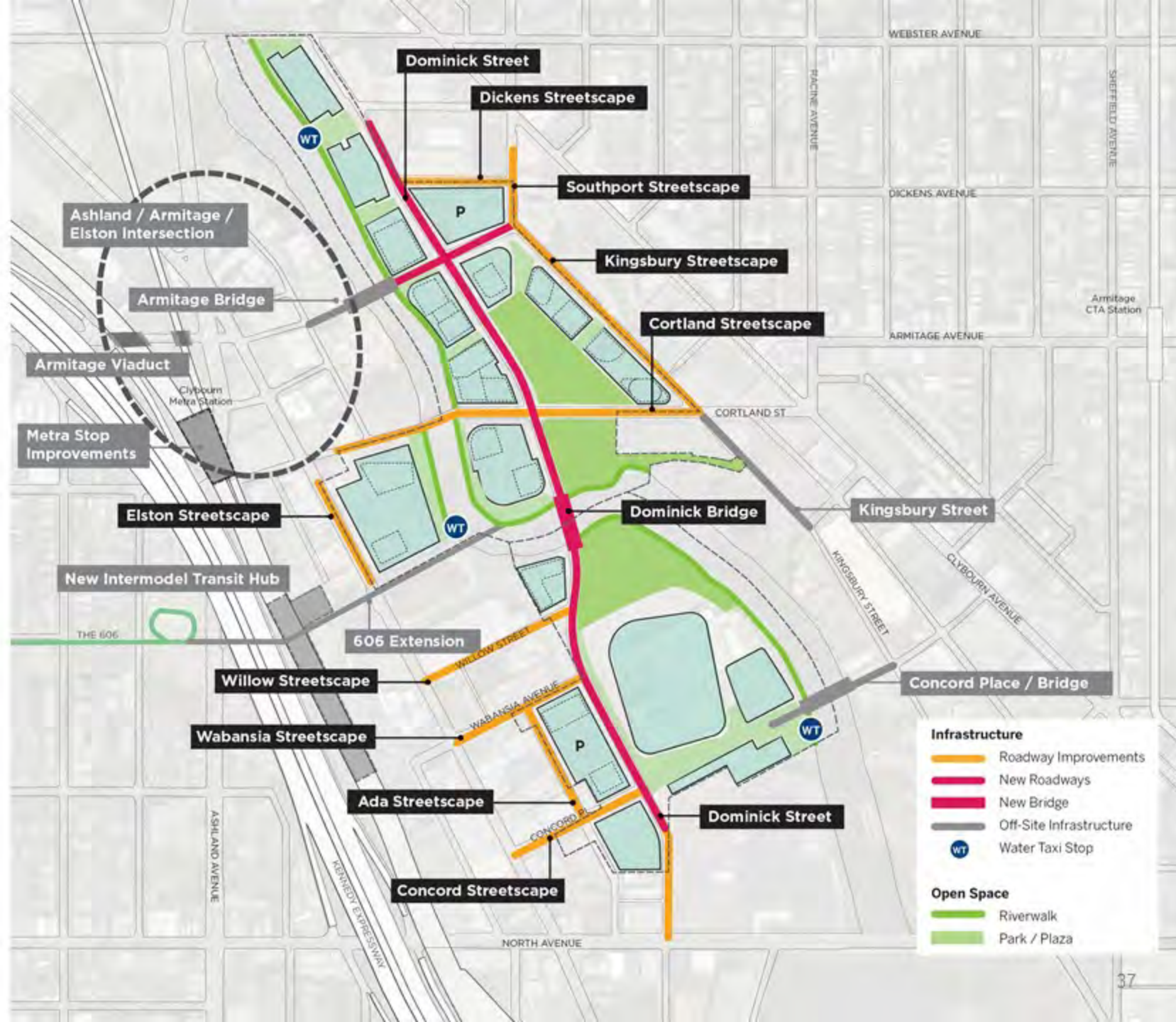
Transit and Mobility

- Metra Station Improvements
- City's Multimodal Corridor

INFRASTRUCTURE AND DEVELOPMENT PHASING

Development and Infrastructure Alignment

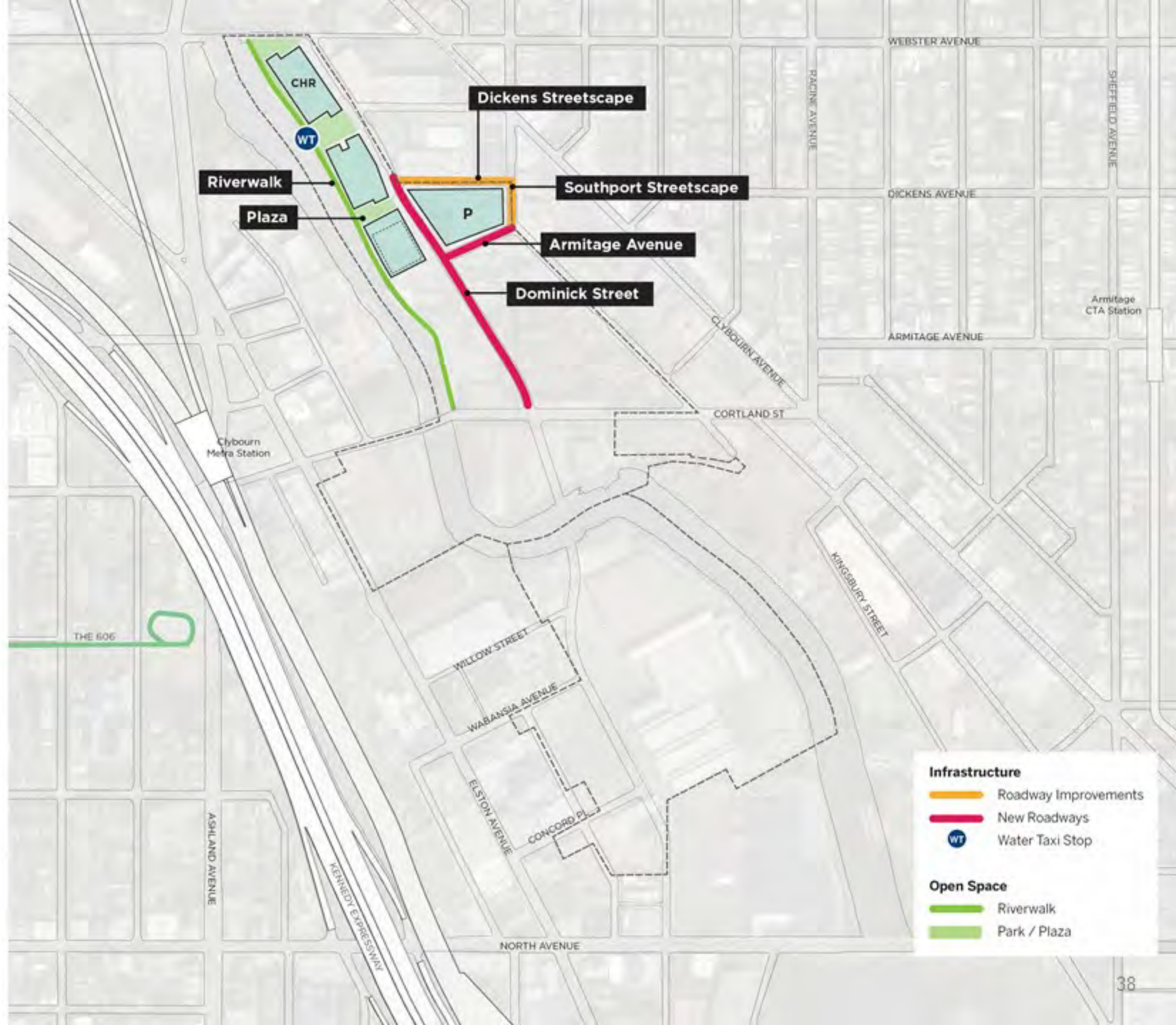
- New north-south and east-west connections
- Traffic signalization
- Mitigating existing traffic congestion
- Transportation and mobility



Initial Development

Infrastructure Improvements

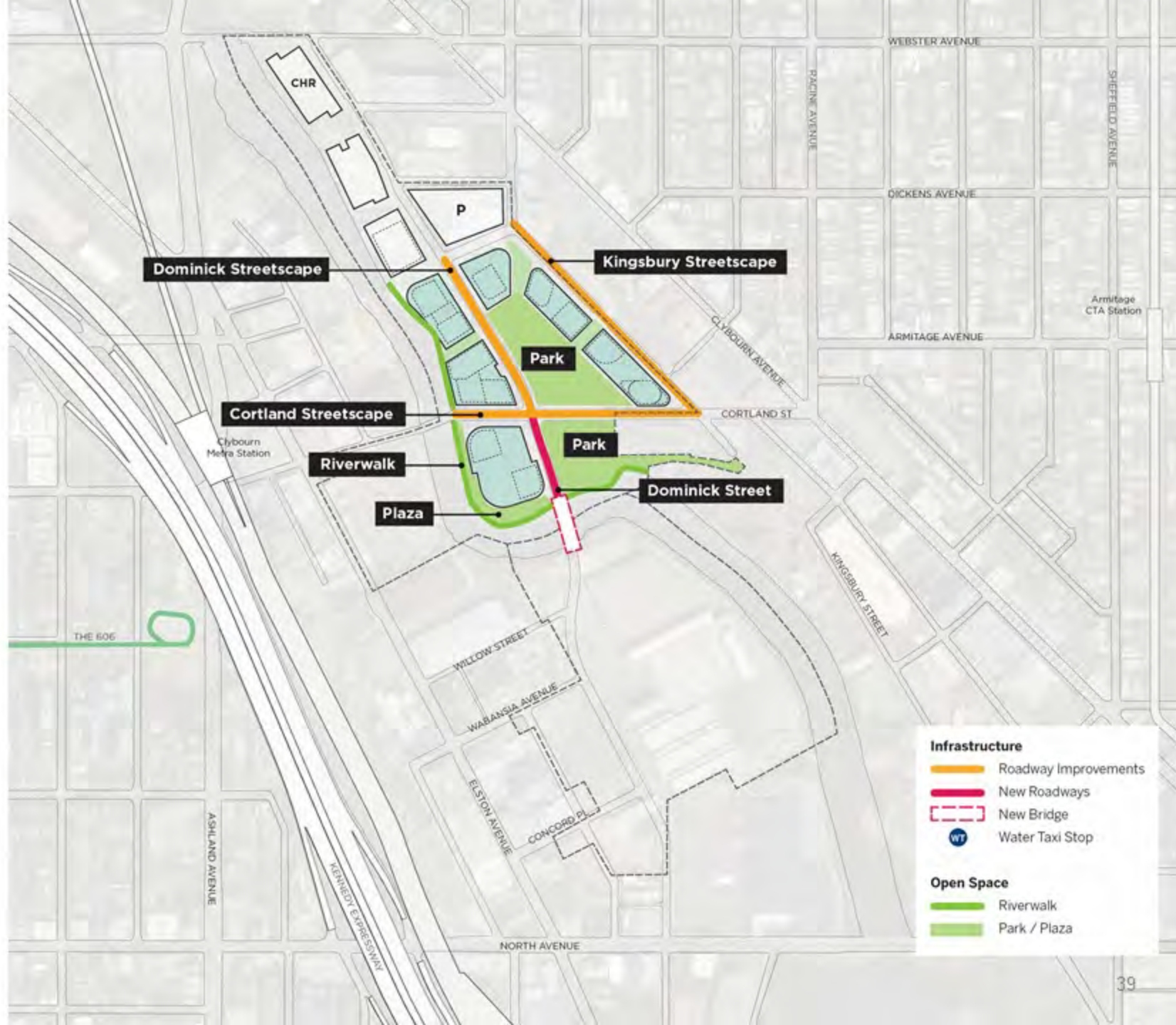
- Dominick Street Extension
- Armitage Avenue
- Dickens Avenue Improvements
- Southport Avenue Improvements



Infrastructure Phase North Zone

Infrastructure Improvements

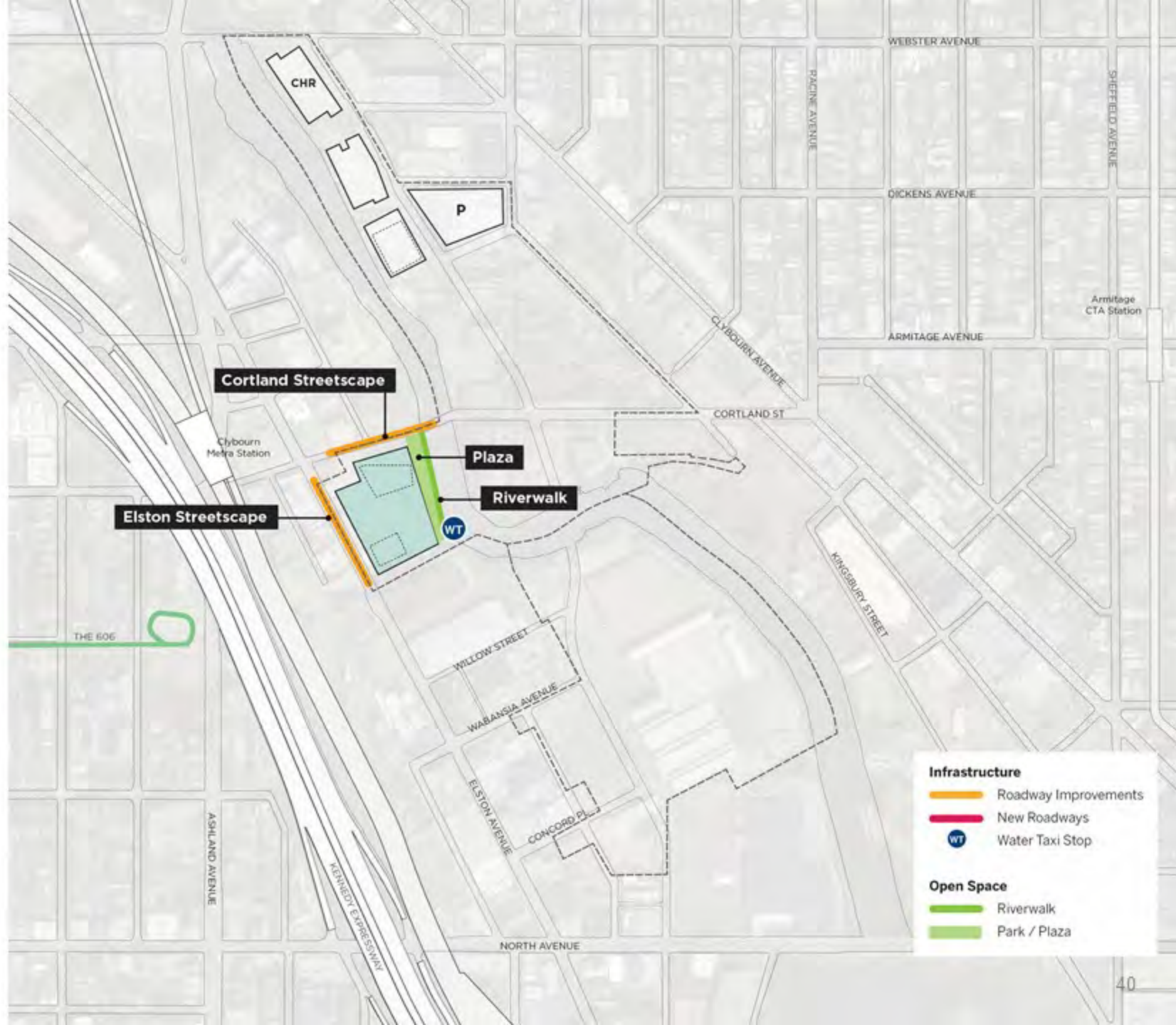
- Cortland Street Improvements
- Kingsbury Street Improvements
- Dominick Street Improvements
- Dominick Street Extension



Infrastructure Phase West Zone

Infrastructure Improvements

- Cortland Street Improvements
- Elston Avenue Improvements



Infrastructure Phase South Zone

Infrastructure Improvements

- Willow Street Improvements
- Wabansia Avenue Improvements
- Ada Street Improvements
- Concord Place Improvements
- Dominick Street Extension



PUBLICLY ACCESSIBLE OPEN SPACE

Publicly Accessible Open Space Update

**Working with multiple stakeholders
on comprehensive open space and
riverwalk strategy**

- Expanded public open space
- Connections from the community
- Recreation and amenities
- Flexibility to allow greater programming



Recreational Fields, looking North



Riverwalk, looking south towards Cortland Bridge

Expanded Public Open Space



July 18, 2018 Proposal



Updated Proposal

Open Space

July 18, 2018 Proposal

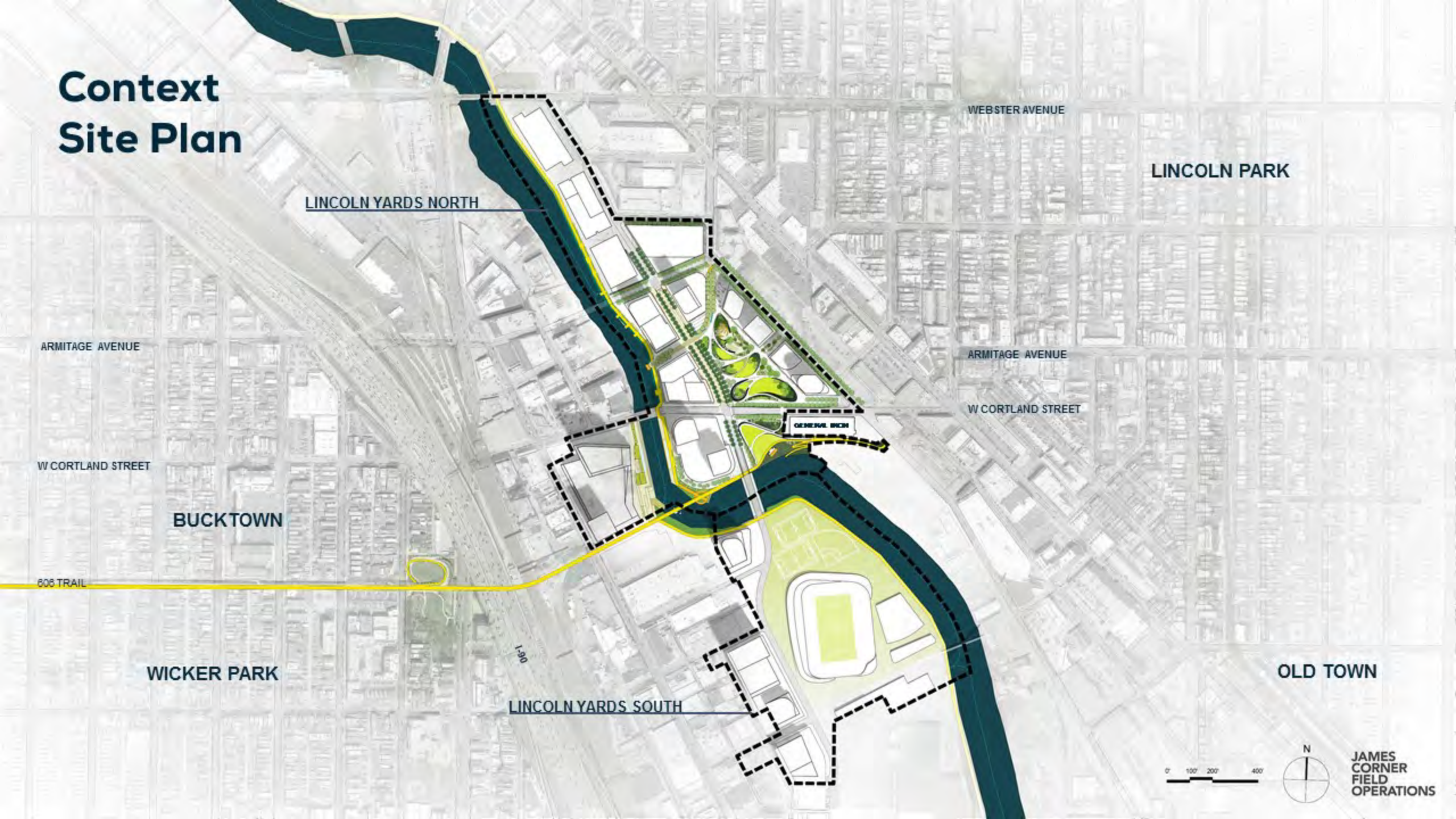
Parks	6.14 acres
Plazas	4.33 acres
Riverwalk	2.97 acres
Parks and Open Space	13.44 acres (25%)

Updated Proposal

Parks	8.42 acres
Plazas	8.85 acres
Riverwalk	3.61 acres
Parks and Open Space	20.88 acres (38%)

Stadium Field is not included in area calculations

Context Site Plan



Industrial Artifacts

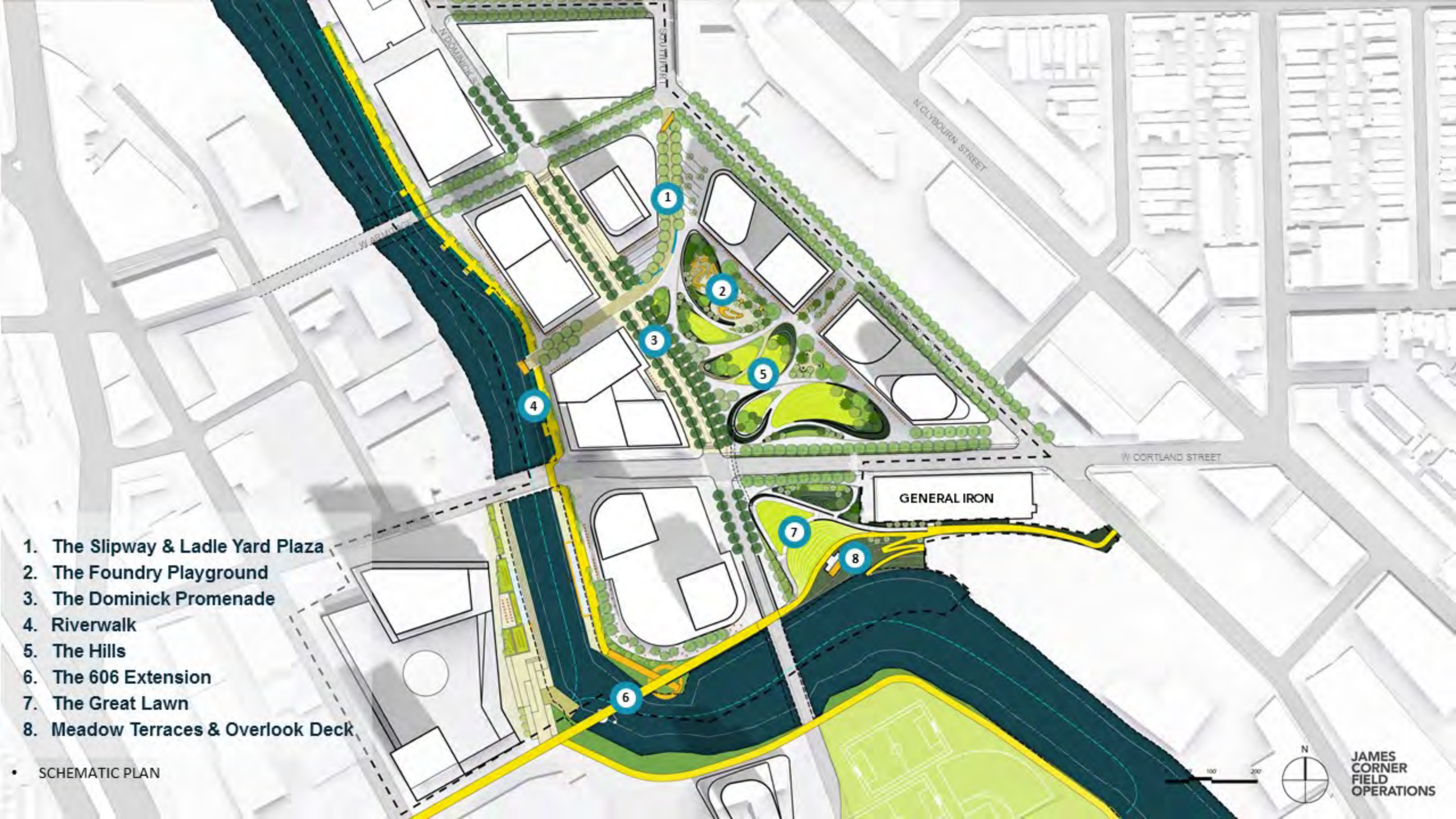


Now Rediscovering the River



Downtown Skyline





- 1. The Slipway & Ladle Yard Plaza
- 2. The Foundry Playground
- 3. The Dominick Promenade
- 4. Riverwalk
- 5. The Hills
- 6. The 606 Extension
- 7. The Great Lawn
- 8. Meadow Terraces & Overlook Deck

• SCHEMATIC PLAN

The Southport Gateway



The Slipway



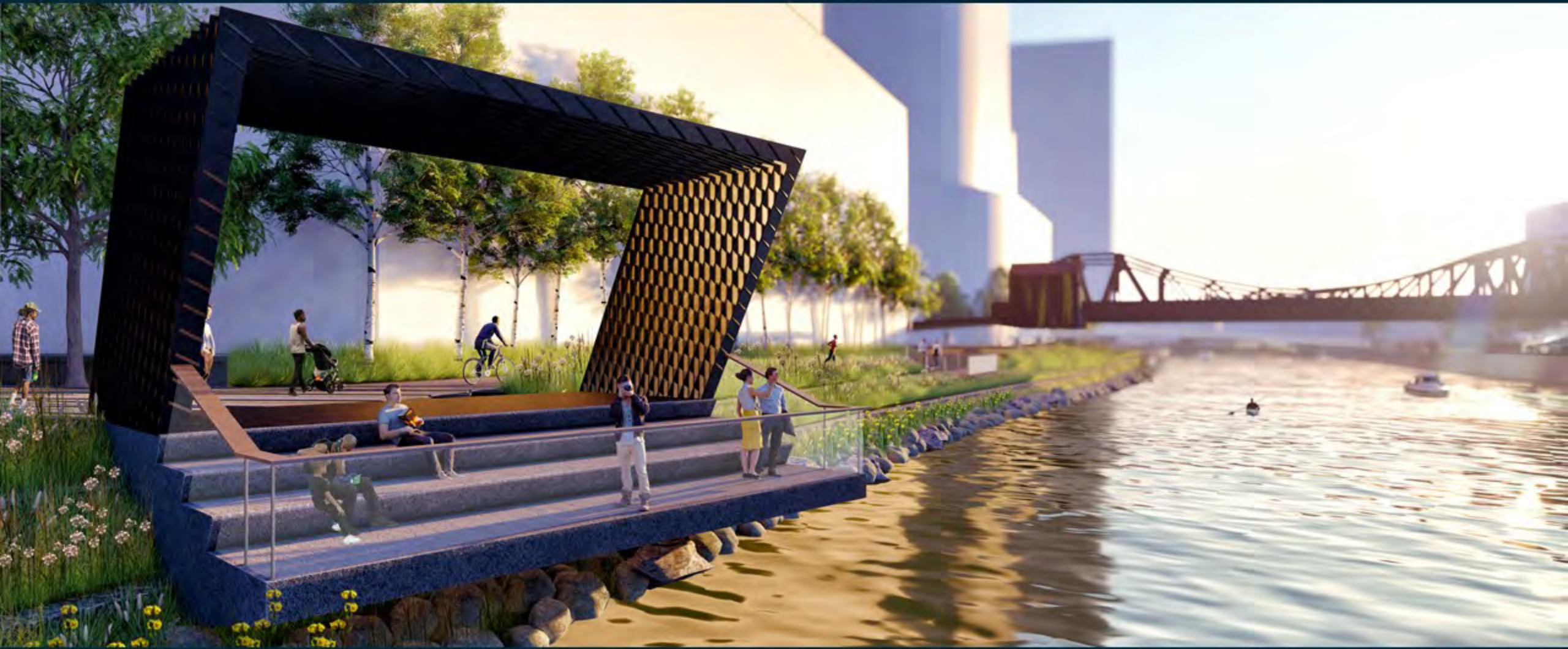
Ladle Yard



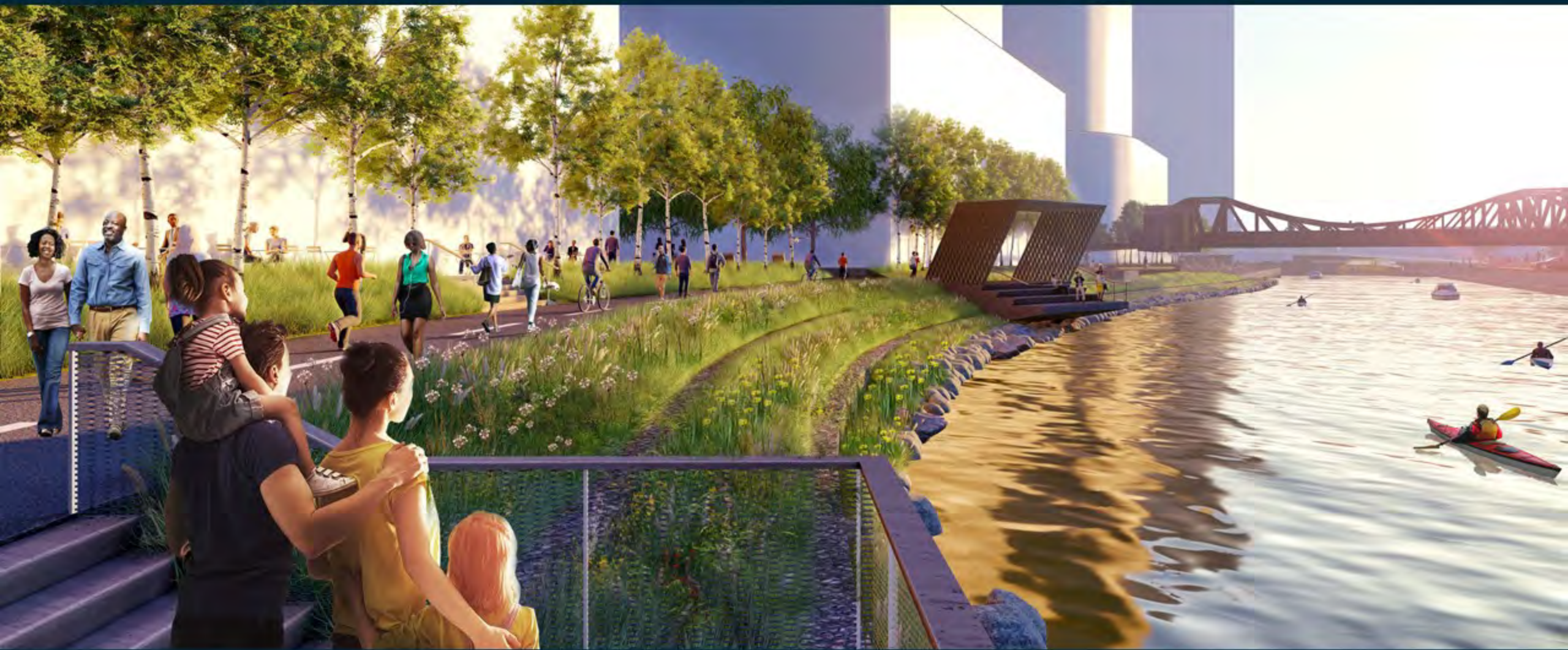
The Slipway and River Approach



The Slipway Overlook



The River Walk



An Active Retail Edge along Dominick Street



An Invitational Edge along the Hills



The Hills



A Central Park that Frames Views of the City



Seasonal Gardens



Foundry Playground



The Slide Hill and Tunnel



The Foundry



Furnace Garden



Ladles in Production



The Great Lawn and Overlook Deck



A Holistic Park Experience Centered Around the River



Lincoln Yards South Recreation Fields





Meadow Terrace











Existing
General Iron
Building

BUILDING HEIGHT AND MASSING

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.

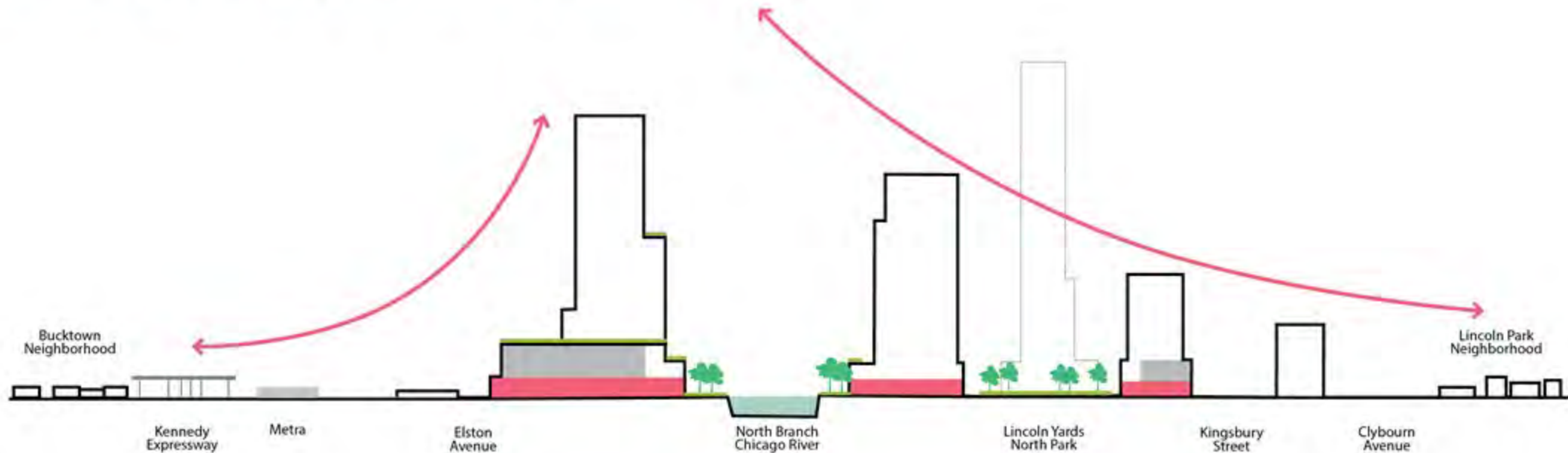


FLOOR AREA RATIO BUILT OUT ON ALL BLOCKS

FLOOR AREA RATIO DISTRIBUTED FOR OPEN SPACE

Building Height and Massing Update

- Transition height and density away from the existing neighborhoods
- Maximum building height of 650'



Lowered building heights

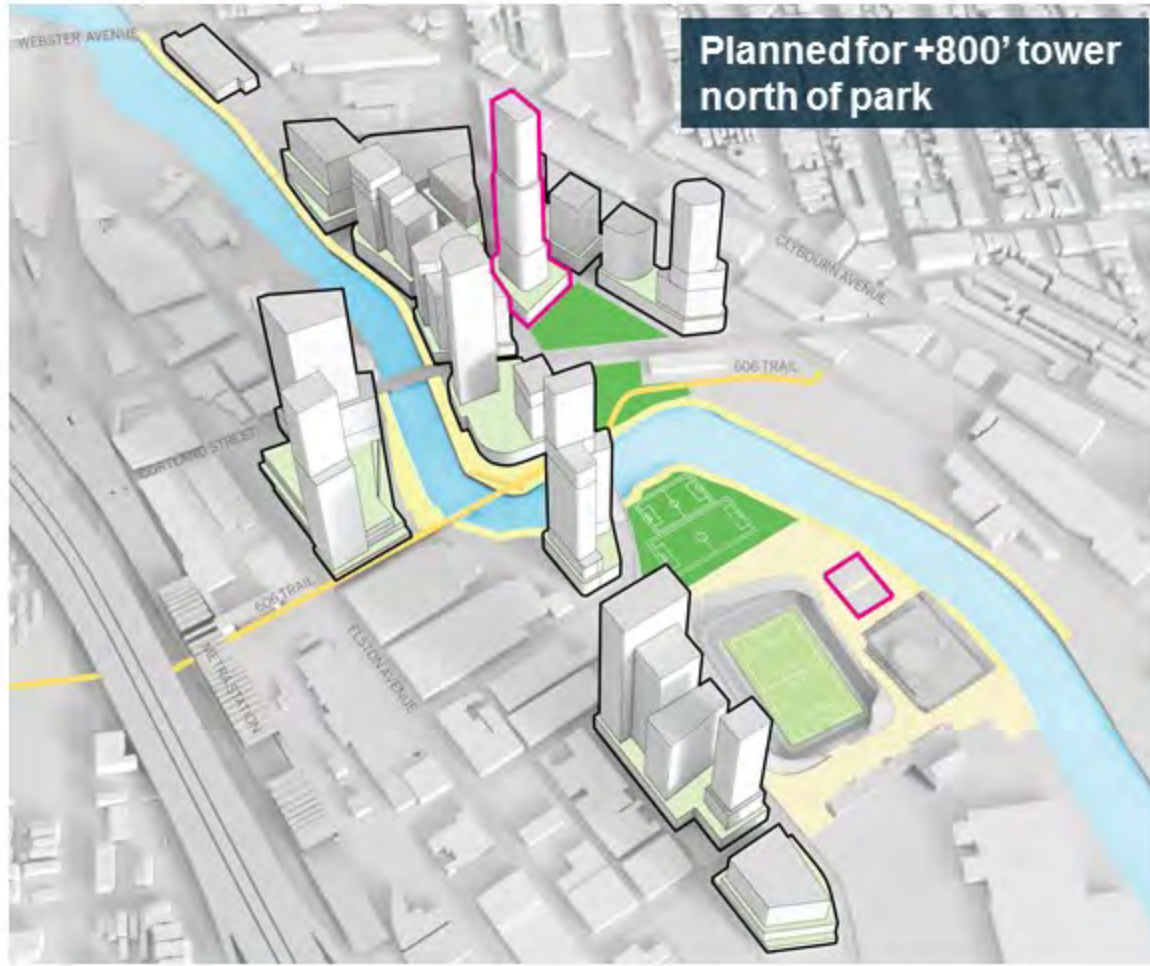


July 18, 2018 Proposal

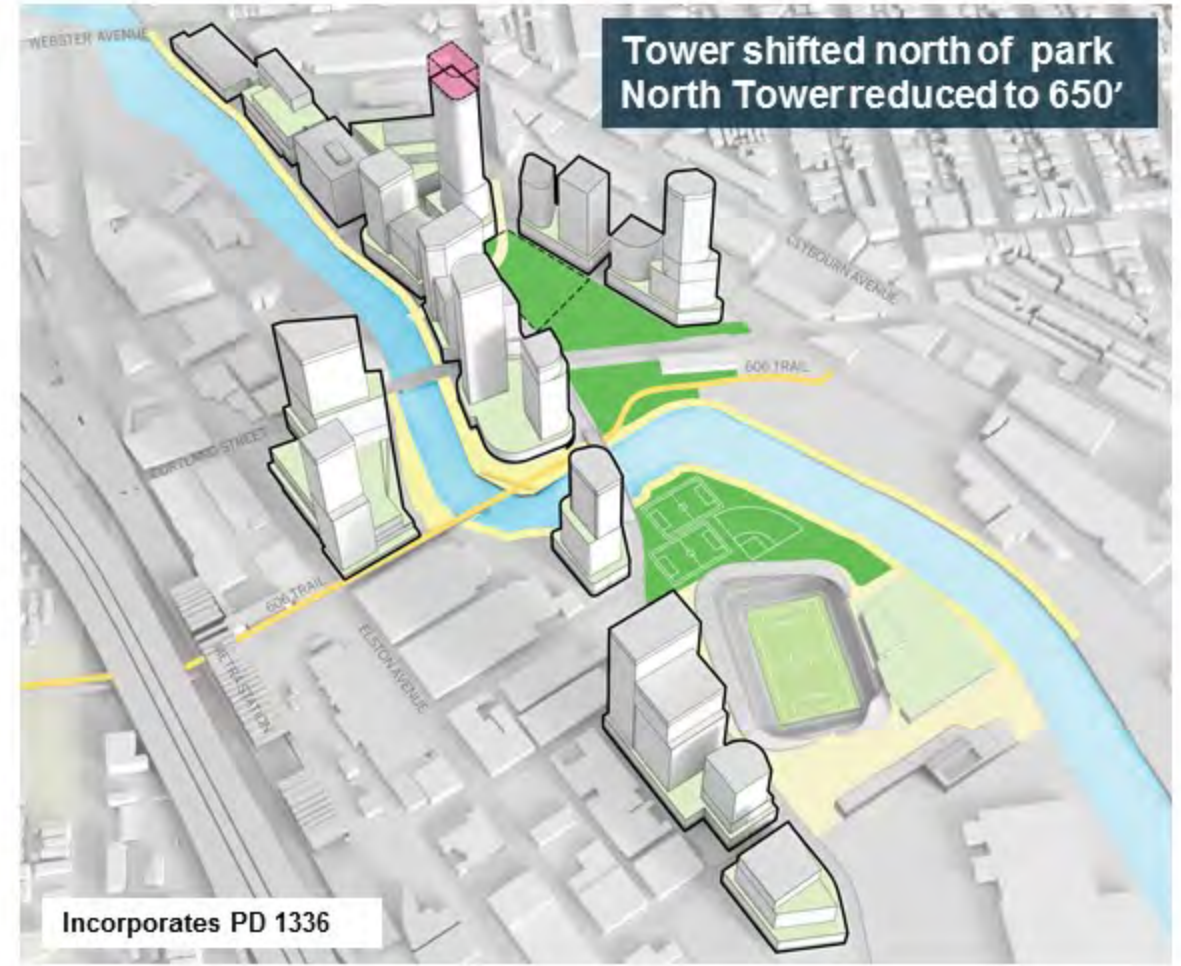


Updated Proposal

Relocated tower from the park and reduced height from +800' to 650'



July 18, 2018 Proposal

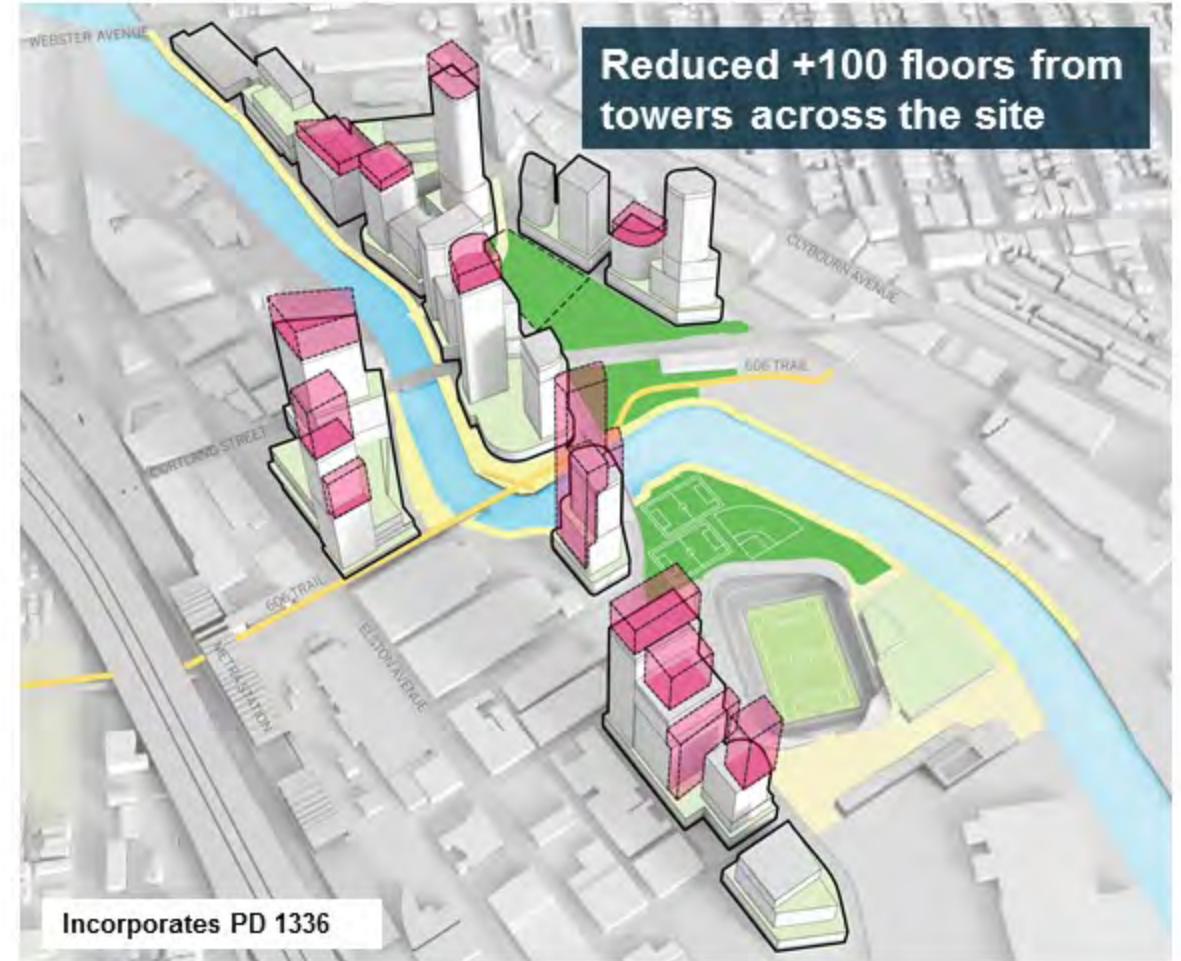


Updated Proposal

Reduced building heights across the site



July 18, 2018 Proposal



Updated Proposal



Bucktown

KENNEDY EXPRESSWAY

ELSTON AVENUE

SOUTHPORT AVENUE

KINGSBURY STREET

CORTLAND STREET

CLYBOURN AVENUE

Lincoln Park



Bucktown

Kennedy Expressway

SOUTHPORT AVENUE

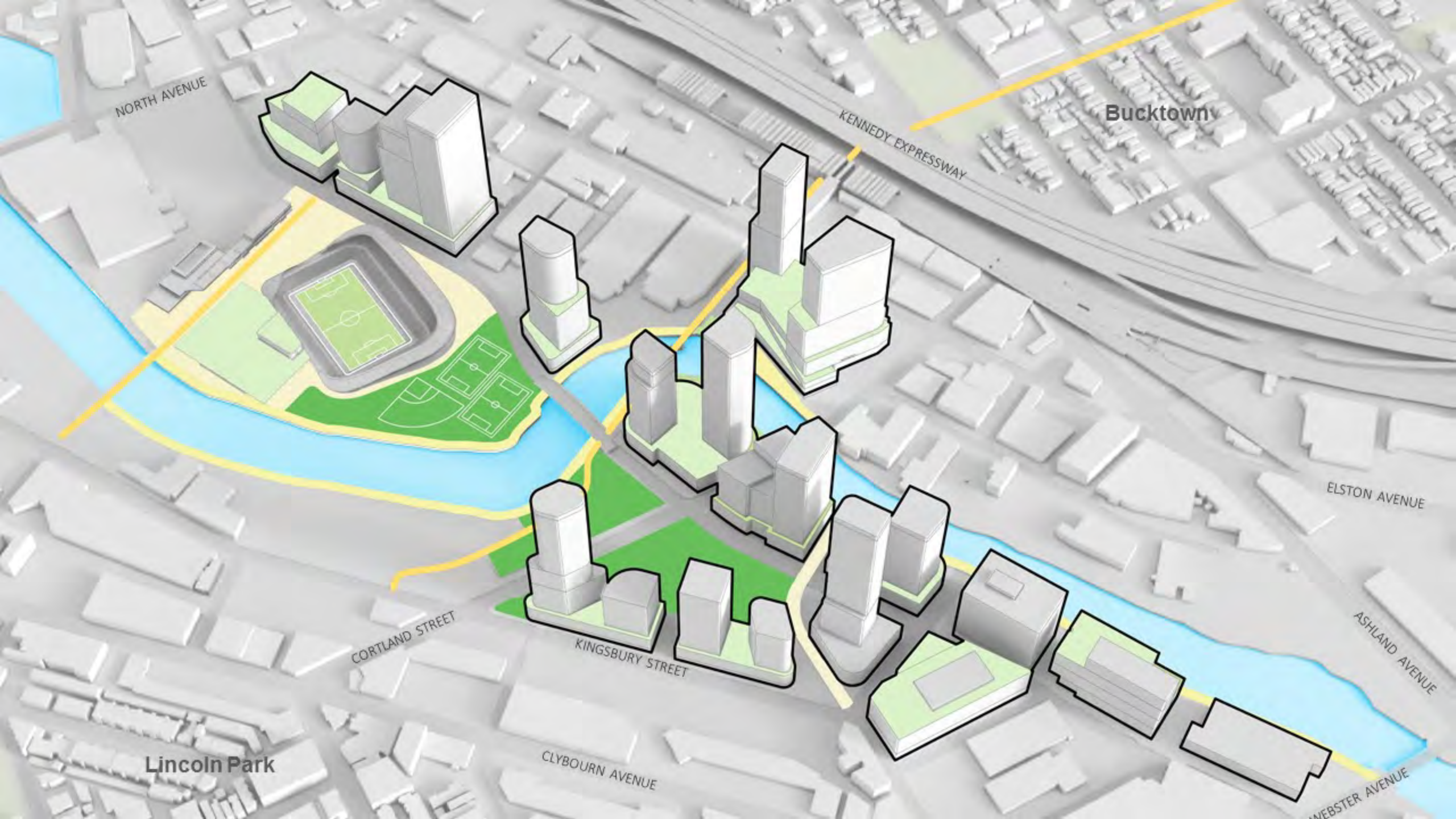
CLYBOURN AVENUE

KINGSBURY STREET

CORTLAND STREET

Lincoln Park

ARMITAGE AVENUE



NORTH AVENUE

Bucktown

KENNEDY EXPRESSWAY

ELSTON AVENUE

ASHLAND AVENUE

WEBSTER AVENUE

CLYBOURN AVENUE

KINGSBURY STREET

CORTLAND STREET

Lincoln Park

Design Guidelines

Public Realm Guidelines

- Publicly accessible, welcoming open spaces
- Active, vibrant streets with wide pedestrian scaled sidewalks
- Well lit and safe
- Open and connected park spaces publicly accessible to the larger community. Spaces designed for gathering, playing, and recreation
- Publicly accessible plazas connect to the community and Riverwalk
- Plazas are to be welcoming and porous spaces
- Riverwalk is to be publicly accessible and ADA compliant that include pedestrian and bike connections



Design Guidelines

Street Design and Streetscape Guidelines

- Streets are to be safe and welcoming
- High quality materials, lighting, landscape, and sidewalk furnishings
- Incorporate bike movement
- Prioritize the pedestrian
- Incorporate sustainable design features into the streetscape design



Design Guidelines

Ground Floor Guidelines

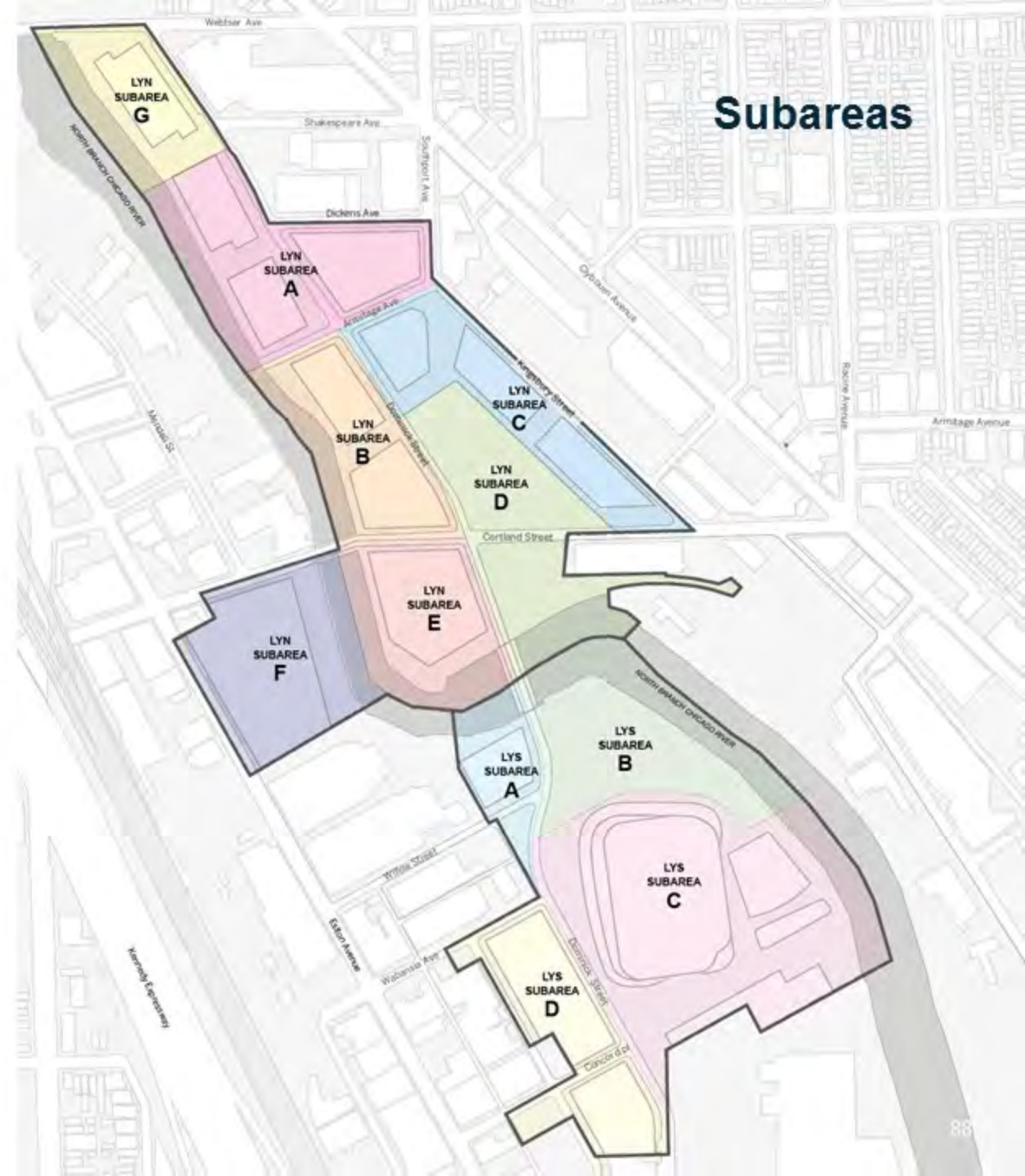
- Reserve the ground levels for the most active and public functions
- Emphasize transparency
- Primary building entrances are to be visible from the street and easily accessible
- Service areas should be located to not negatively impact important streets and building entrances
- Maintain a consistent street wall at the building base



Design Guidelines

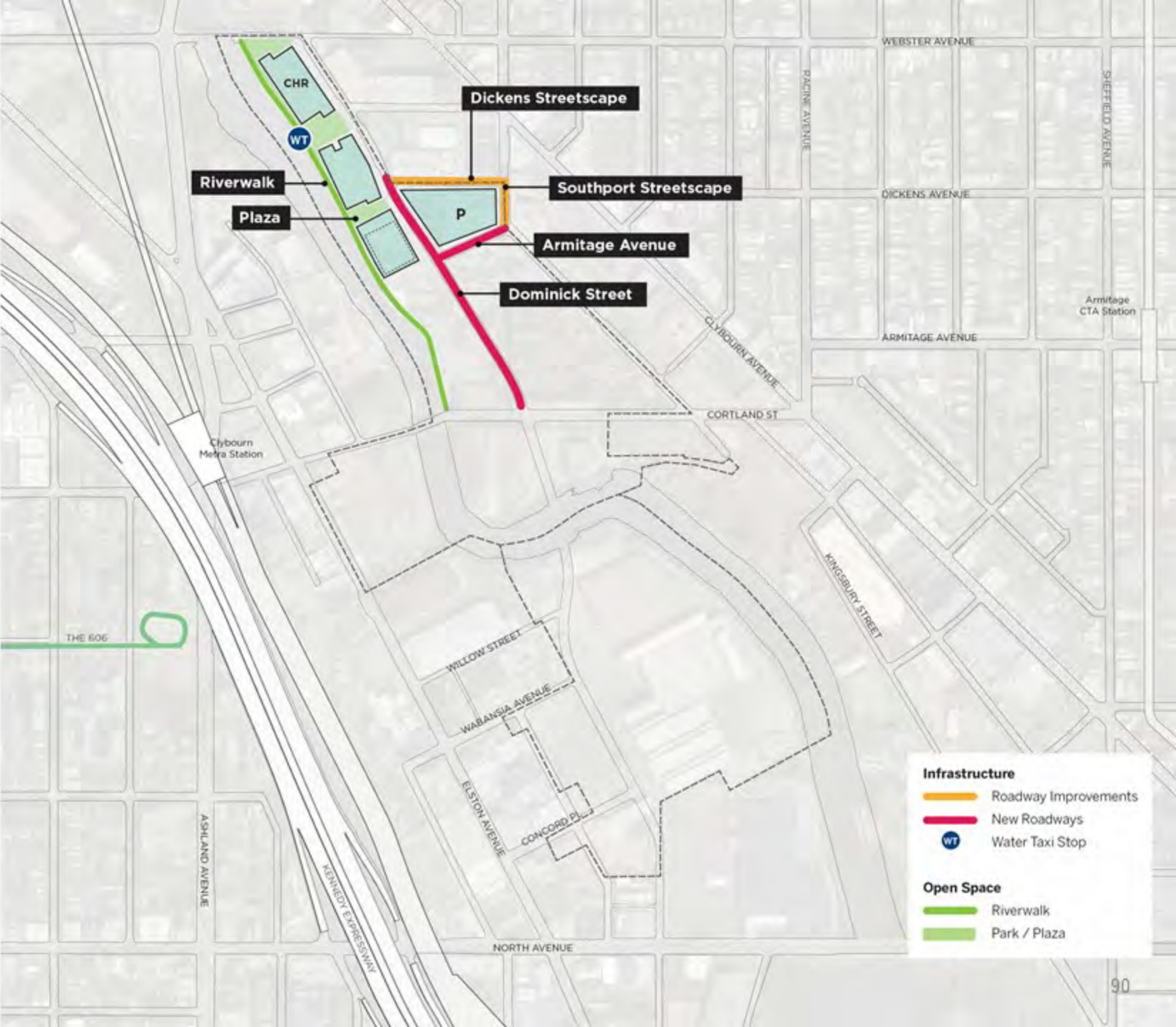
Built Form Guidelines

- Buildings are to enhance the urban fabric and character of the North Branch Corridor
- Stagger taller buildings to maximize views and sunlight exposure
- Taller buildings will consider orientation and slenderness
- Building massing will achieve a varied and distinctive skyline
- Buildings will transition in height towards the surrounding neighborhoods



INITIAL BUILDING AND INFRASTRUCTURE

Initial Building and Infrastructure





**Hamburg,
Germany**



**Copenhagen,
Denmark**



**Rotterdam,
Netherlands**





"21st Century Loft"



"21st Century Loft"





GREEN ROOF



RAINWATER HARVEST AND REUSE



ACTIVE PEDESTRIAN ENVIRONMENT



PUBLIC REALM SHADING



DESIGN FOR FUNCTIONAL ECO-SYSTEM AND RESILIENCE



SUPERB THERMAL COMFORT



INDOOR AIR QUALITY FOR IMPROVED COGNITIVE PERFORMANCE



BIRD FRIENDLY DESIGN



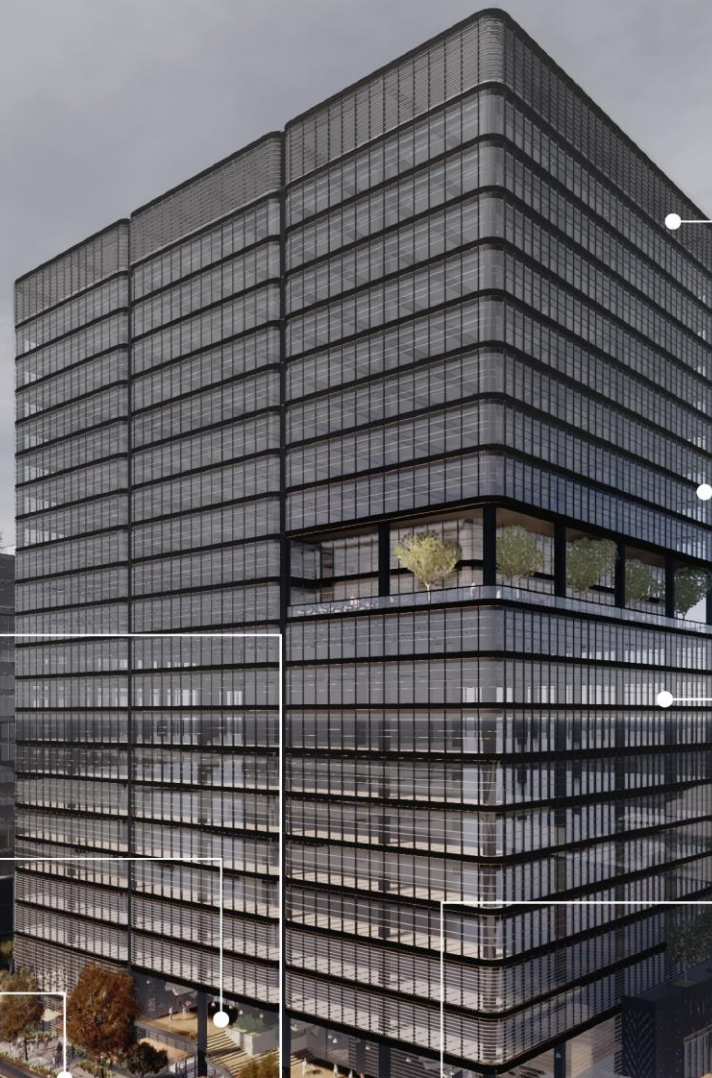
WATER EFFICIENT FIXTURES



ROBUST HVAC FOR ENERGY PERFORMANCE



SMART BUILDING CONTROL



DAYLIGHT AND EFFICIENT ARTIFICIAL LIGHT



HIGH PERFORMANCE ENVELOPE



SHADING FOR SOLAR CONTROL



RAPIDLY RENEWABLE MATERIALS













Lincoln Yards Advancing the Master Plan

- Delivering over 20 total acres of publicly accessible open space – 38% of the site
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- Detailing the initial development and infrastructure approach



Lincoln Yards

WHERE CHICAGO CONNECTS

over **20** acres

Of new public open space

1+ mile

Of improved existing roadway

24,000 tons

environmentally impacted soil removed

over **1** mile

Of new riverwalk

4,000 feet

Of new roadway

3 new

Water taxi stations

1300+ feet

606 Extension across the river

2 new

Vehicular bridges across the river

7+ mobility systems

Multimodal hub with new Metra station

