



## DEVELOPMENT FAQ'S

### WHAT IS LINCOLN YARDS?

Lincoln Yards is a once-in-a-lifetime opportunity to transform a former industrial site into a vibrant riverfront community. Its impact will be positive for all Chicagoans due to its incredible 21 acres of open space, massive investment in much-needed infrastructure improvements, and widespread job opportunities, all while generating significant tax revenue for the city.

### WHAT ARE YOUR PLANS FOR THE SITE?

Sterling Bay has undertaken a community-driven development process and has met with dozens of local residents and community leaders to discuss how we can improve upon our vision for Lincoln Yards. We worked to improve our plans as a result of these discussions. We have increased the amount of publicly accessible open space from 13.44 acres to 21 acres, or roughly 40% of the site. We have also reduced the building heights throughout the development by over 100 stories, aligned infrastructure investments with the development, and provided detail on initial development and infrastructure approach.

### HOW MUCH PUBLICLY ACCESSIBLE OPEN SPACE WILL BE AVAILABLE ON THE SITE?

We are providing 21 acres – or 40% of the site – as publicly accessible open space.

### WHAT ARE THE SPECIFICS OF THE PLANNED DEVELOPMENT?

Currently, there are two approved planned developments; one for Lincoln Yards North and one for Lincoln Yards South, totaling approximately 53.13 acres of land.

### WE ENVISION THE FOLLOWING BREAKDOWN FOR THE SITE:

- › At least 50 percent commercial and up to 50 percent residential.
- › Up to 6,000 residential units.
- › Buildings ranging in height from 25 feet up to 595 feet.
- › Tallest building is 595 feet.

The total gross square footage for the site is approximately 14.5 million, exclusive of parking. The market will dictate tenants and usage for the office space. The planned development will act as the master plan for the future development and will outline general development parameters and include design guidelines against which all future phases will be evaluated. Future phases will come back for review by various City departments, then the buildings will be presented to the Plan Commission at a public

hearing. The developer and DPD will work with the Alderman at the time of all future phases to address any community concerns or issues as part of that process.

### **IS THERE A MASTER PLAN FOR THE ENTIRE SITE?**

Yes. The master plan was presented at a community meeting in November 2018 and updated with further changes and additions in January and February 2019. The master plan for Lincoln Yards was led by CBT and SOM. The team was selected to develop Lincoln Yards based upon their local, national, and international experience, which also includes some of Chicago's most high-profile developments and recent civic projects.

### **WHAT COMMITMENT WILL STERLING BAY MAKE TO HIRE AND CREATE JOBS FOR MINORITY-OWNED, WOMEN-OWNED, AND DISADVANTAGED BUSINESS ENTERPRISES?**

Sterling Bay is committed to diversity in contracting and professional services and meeting the city's M/WBE requirements of 26% and 6%, but to us, this is more than just a number. We want to help diversify the workforce and reduce barriers to entry to ensure M/WBE businesses have equal participation as both prime and sub-contractors on our projects.

Finally, Sterling Bay has formed an Advisory Council for Diversity and Inclusion that will advise, monitor progress, communicate opportunities with agency membership and share best practices specific to Lincoln Yards.

### **WHAT IS THE PROPOSED OVERALL ARCHITECTURAL STYLE OF THE DEVELOPMENT?**

Lincoln Yards is designed to be a modern Chicago neighborhood while celebrating the site's industrial past. It combines historic elements, such as trussed steel bridges, with contemporary buildings and amenities, including expansive public plazas and green space. Our plans also connect the Riverwalk to the north and south to create a fluid path.

The design is intended to inspire and uplift the human spirit. Lincoln Yards will prioritize energy efficiency, human health and adaptable systems. The buildings are inspired by the historic legacy of the site's industrial past and designed to put people first.

### **WHAT ACTIONS HAVE YOU TAKEN TO INCORPORATE AND PRESERVE THE HISTORY OF THE AREA INTO YOUR DEVELOPMENT?**

Sterling Bay is a firm believer in retaining the character and authenticity of neighborhoods whenever possible. Thus far, we have identified multiple ways to celebrate the site's industrial past and have incorporated historic elements like trussed steel bridges as part of our design. We have also been studying existing buildings in the area and are committed to restoring and/or incorporating these whenever possible.

## **WILL THE CHICAGO PARK DISTRICT OWN AND OPERATE THE OPEN SPACE AT LINCOLN YARDS?**

Sterling Bay offered the Chicago Park District the option to own and operate the open space and to date, they have declined the offer. Sterling Bay is committed to managing and maintaining the public open space for all to enjoy, just as the Park District would.

## **ARE YOU IN FAVOR OF THE NORTH BRANCH PARK PRESERVE?**

We support the concept of the North Branch Park Preserve.

## **WHAT HAS THE PUBLIC ENGAGEMENT PROCESS BEEN TO DATE?**

We have been working with Alderman Hopkins and the local community for over a year to discuss Lincoln Yards. Within the last year, we have held two community meetings with over 1000 people, met with the leadership of various community groups, approximately 100 local residents, and local units of government, transportation agencies, and others to discuss the future of this area.

From these discussions, we have revised our vision for Lincoln Yards and focused on the areas we heard about most from the community: transportation and infrastructure, economic impact, publicly-accessible open space, and building height.

We will continue to have conversations with all relevant stakeholders and keep the community updated on the Lincoln Yards development.

## **WHO WILL BE RESPONSIBLE FOR THE FINANCING AND CONSTRUCTION OF EACH PROJECT?**

Sterling Bay will be responsible for the financing and construction of all projects on Sterling Bay-owned properties.

## **HOW WILL PUBLIC IMPROVEMENTS AND COMMERCIAL DEVELOPMENT BE PHASED?**

We anticipate Lincoln Yards to be a 10-year project and are excited to begin work on this once-in-a-lifetime opportunity to transform a former industrial site into a vibrant community that will finally connect Bucktown and Wicker Park to Lincoln Park and activate our extraordinary riverfront. Broadly speaking, public infrastructure improvements will occur in tandem with development. We all know that the current transportation and infrastructure in the area is abysmal and we are eager for Lincoln Yards to be the catalyst to spur these vital infrastructure improvements.

## **WILL YOU MEET THE AFFORDABLE REQUIREMENTS ORDINANCE (ARO) REQUIREMENTS?**

Lincoln Yards will exceed ARO requirements. While no TIF dollars will be used to fulfill the ARO commitment made by Sterling Bay, the use of TIF dollars triggers a requirement under the Affordable Requirements Ordinance of a total of 20% affordable units, or 1,200 units. The PD ordinances that were approved by Plan Commission contemplated an on-site requirement of 5%. Between Plan Commission and Zoning Committee, we doubled the initial number of on-site units from 5% to 10%, resulting in 600 on-site units at Lincoln Yards – the greatest number of on-site ARO units in any development to date.

Chicago Metropolitan Housing Development Corporation, Communities United, and Brinshore Development LLC all support our affordable housing plan.

### **WHO IS YOUR TARGET DEMOGRAPHIC TO LIVE HERE?**

This site will be a mixed-use development, so our goal is to make the site a highly desirable place to live, work, and play that contributes to the collective vitality of the North Branch Corridor and surrounding neighborhoods.

### **WHAT IS THE OPEN SPACE PLAN AND WHAT ARE ITS PROPOSED USES? WILL IT BE PUBLICLY OR PRIVATELY-OWNED? HOW WILL PUBLIC USE AND ACCESS BE ENSURED?**

We are going beyond what is required in the North Branch Framework Plan and adding 21 acres of publicly-accessible open space. We anticipate having the following: the extension of the 606, a dog park, playgrounds, riverfront seating and plaza, ball fields, jogging and walking trails, kayak launches, water taxi stops, drinking fountains, Divvy stations, bicycle parking, ample directional signage, a sledding hill, and equipment rentals.

Ultimately, our goal is to make Lincoln Yards a highly desirable place to live, work, and play. This would not happen without a positive relationship with the local community, which is why we are committed to ensuring public access to our open space at Lincoln Yards. In fact, it's codified that the open spaces will be run just like Chicago Park District parks.

### **WILL AN EMPHASIS BE PLACED ON PEDESTRIAN WALKABILITY BOTH WITHIN LINCOLN YARDS AND CONNECTING TO THE SURROUNDING COMMUNITY?**

Yes. Lincoln Yards will be a multi-modal development – meaning walking, cycling, and open space will play a central role in our planning. Our goal is to connect this new neighborhood to the surrounding communities by fostering the extension of the 606, expanding the dedicated bike lane network, improving access to the CTA and Metra Stations, and adding new water taxi stops.

### **WILL YOU HAVE AN OVERALL LANDSCAPE PLAN TO TIE ALL DEVELOPMENT PARCELS INTO A COHERENT PLAN?**

Yes. We believe open space that can be enjoyed by residents and visitors alike is vital to any development, which is why we have planned for 21 acres of publicly accessible open space and hired James Corner Field Operations to incorporate it into our development plans.

### **WHO WILL MAINTAIN THE RECREATIONAL AND NATURAL AREAS?**

Sterling Bay will maintain these areas.

### **HOW MANY PARKING SPACES WILL BE PROVIDED?**

Lincoln Yards will contain approximately 6,000 on-site parking spaces. That said, we are developing the site with multi-modal transportation, access and mobility, and pedestrian-scaled streets as core

design principles, which would take people out of their cars and through the site via alternate means of transit.

## **HOW DO YOU PLAN TO SUPPORT WALKING AND CYCLING AT LINCOLN YARDS?**

Chicago is a great city for biking and walking, and we intend to integrate cycling and walking paths into our development. Lincoln Yards will be a multi-modal development – meaning walking, cycling, and open space will play a central role in our planning. Further, our goal is to connect this new neighborhood to the surrounding communities by fostering the extension of the 606, expanding the dedicated bike lane network, improving access to the CTA and Metra Stations, and adding new water taxi stops.

## **DO YOU PLAN ON EXTENDING THE 606?**

We fully support the extension of the 606 under the Kennedy and over the river and are excited to work with the appropriate entities to make that a reality. It's too early to speak to the exact timing, but we're eager to see this happen.

## **WHAT ARE YOUR SHORT- AND LONG-TERM PLANS TO ADDRESS TRAFFIC AT LINCOLN YARDS AND THE NORTH BRANCH AREA?**

Congestion is absolutely an issue and it needs to be addressed. We have funded a traffic study which the city is currently reviewing and will continue to work with the city as they assess the infrastructure and improvements that will be needed in the entire North Branch Corridor.

Further, we support the realignment of Elston Avenue to relieve congestion at the Elston, Ashland and Armitage intersection as well as a new, relocated Metra station, as indicated in the North Branch Framework, which would become an accessible multi-modal hub that helps foster improved connections and integrated access to multiple CTA bus and rail routes on this site.

Additionally, we are planning for the addition of four new bridges and working to facilitate the extension of the 606 under the Kennedy and across the river, the addition of multiple water taxi stops, and the expansion of the dedicated bike lane network. Finally, we are extending the Riverwalk, making it accessible to everyone and offering numerous activities including kayaking, boating, walking, and cycling.

## **DO YOU PLAN ON REFURBISHING THE CLYBOURN METRA STATION AND/OR BUILDING A NEW METRA STATION AT LINCOLN YARDS? WHAT ABOUT NEW CTA STATIONS?**

We agree that the current quality of the Clybourn Metra station is inadequate. We fully support improvements to the current Metra station and construction of a new station. We also agree with the need for future investment in public transportation to reduce congestion and improve the quality of life for all members of the community. Specific questions as to public transportation routes, services, and programming are better addressed to the Chicago Transit Authority (CTA) or the City of Chicago.

## **WILL YOU PROVIDE CAR SHARING AND TAXI WAITING AREAS?**

Yes.

## **WHERE WILL PARKING BE LOCATED?**

We are planning to have two shared parking structures; one in Lincoln Yards North and the other in Lincoln Yards South, in addition to parking in various building sites. Parking for the commercial office buildings will be concentrated in shared garages that encourage people to park once and walk, activating the streets and open spaces. Shared garages are centrally located and within a 2-3 minute walk from any building in Lincoln Yards. Residential parking will be provided within each residential building. The shared garage servicing the office buildings in the Dominick Commercial Corridor along the river will have direct access to a future Armitage Bridge and expressway access. The shared garage on Lincoln Yards South has nearby access to North Avenue and expressway access.

## **WHAT WILL YOU DO TO ENSURE PUBLIC SAFETY ALONG THE MAJOR ARTERIAL STREETS THROUGH AND AROUND LINCOLN YARDS?**

Safety is the paramount factor in our planning. There's been a lack of investment in our roadways and transportation infrastructure for decades, which has led to more dangerous intersections and congestion. Lincoln Yards can jumpstart needed road projects, river crossings and transit services that have been neglected, which will ease congestion, improve everyone's quality of life and enhance the safety of all modes of transportation through the area.

## **WILL THE PROJECT BE CERTIFIED AS A LEED DEVELOPMENT?**

Yes, our goal is for Lincoln Yards to be LEED-ND certified development.

## **WHAT INNOVATIVE, ENVIRONMENTAL IDEAS (SUCH AS, SOLAR ENERGY) ARE ENVISIONED?**

Lincoln Yards will have an array of innovative environmental ideas, including rooftop open space, terraces and roofscapes, Illinois-based renewable systems such as wind and solar and advanced sustainable infrastructure through LEED-ND certification.

## **WHAT ENVIRONMENTAL WORK HAS BEEN COMPLETED AND WHAT WORK STILL REMAINS ACROSS ALL SITES?**

The former Finkl site and neighboring properties hosted heavy industrial use for nearly a hundred years and need remediation, which we are committed to doing. In fact, we have already begun remediation efforts and have voluntarily enrolled in the State of Illinois' Environmental Protection Agency Site Remediation Program, which includes independent, state review and verification of our clean-up efforts.

### **SO FAR, WE HAVE:**

- › Removed 24,000 tons of environmentally impacted soil on Lincoln Yards North alone.
- › Remediated 7.2 tons of TSCA hazardous PCB contaminated soil

- › Remediated over 200 yards of hazardous lead
- › Removed 27 underground storage tanks
- › Recycled over 34,000 tons of concrete

### **WHO WILL FUND THE CLEAN-UP WORK THAT IS NOT YET COMPLETED?**

Sterling Bay.

### **WHAT KIND OF ACTIONS AND ASSURANCES WILL BE TAKEN TO CLEAN UP THE RIVER, AND WHO WILL PAY?**

Sterling Bay is already working to transform brownfields into green space and adding natural systems to the river which will provide better habitats for fish and wildlife. We have voluntarily enrolled in the State of Illinois' Environmental Protection Agency Site Remediation Program, which includes independent, state review and verification of our clean-up efforts.

### **WHAT TYPES OF STORES AND/OR RETAIL BUSINESSES DO YOU ANTICIPATE HAVING AT LINCOLN YARDS?**

The market will dictate this, but we are designing Lincoln Yards to be an inclusive destination featuring many small businesses, as well as restaurants and hotels.

### **WHAT IS THE FAR OF LINCOLN YARDS?**

- › Lincoln Yards North has a maximum FAR of 6.28
- › Lincoln Yards South has a maximum FAR of 6.28

### **WHERE WILL THE OFFICE BUILDINGS BE LOCATED?**

The commercial office buildings will primarily be located along Dominick Street in the Dominick Commercial Corridor.

### **WHAT WILL BE THE HEIGHT, DENSITY, SETBACKS, AND ARCHITECTURAL STYLE OF THE OFFICE BUILDINGS?**

Building massing will be varied in height to achieve a distinctive skyline. Ground levels will be reserved for the most active and public functions. Taller buildings will be shaped to allow for light and air, reducing overall bulk and focusing on slenderness of taller buildings setbacks will allow for transition between lower levels of the buildings that reinforce a cohesive urban fabric and the public realm.

### **WHAT WILL BE THE HEIGHT, DENSITY, SETBACKS, AND ARCHITECTURAL STYLE OF THE RESIDENTIAL BUILDINGS?**

The residential buildings on Kingsbury will step down in height towards the Lincoln Park community to the east. Residential buildings will emphasize a slenderness and orientation to maximize views and sunlight exposure. Two signature residential sites have been located at the top of the park and the bend

in the river. Taller buildings will be shaped to allow for light and air, reducing overall bulk and focusing on slenderness of taller buildings. Setbacks will allow for transition between lower levels of the buildings that reinforce a cohesive urban fabric and the public realm.