

Chicago Plan Commission Department of Planning and Development

January 24, 2019

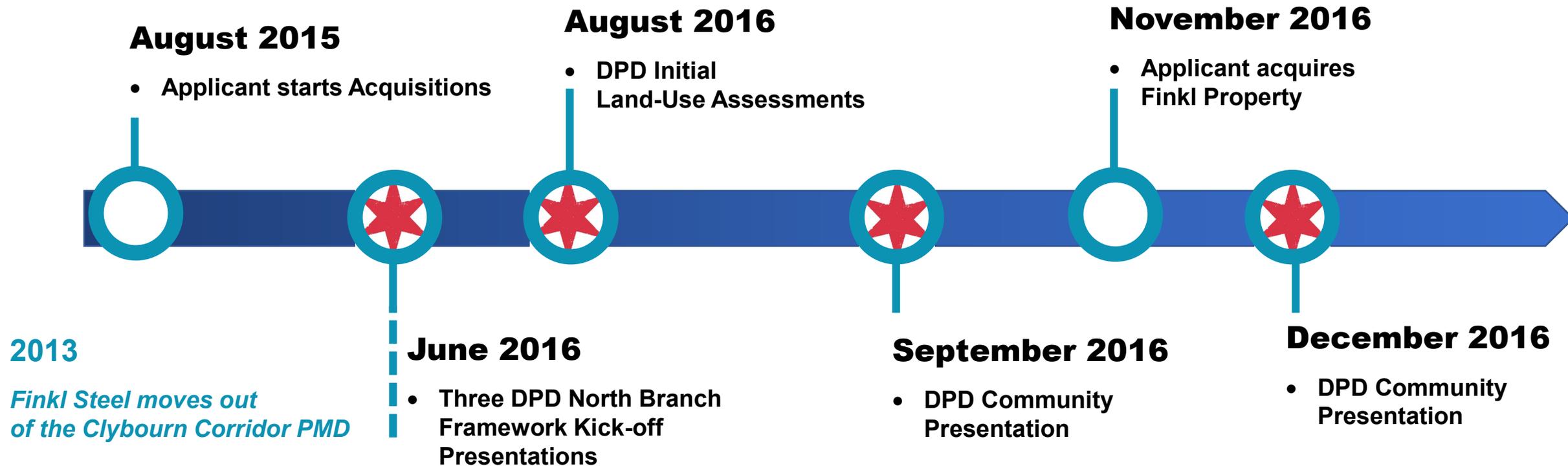


Lincoln Yards
Proposed Planned Development

Agenda:

- **Timeline**
- **Lincoln Yards Vision**
- **Transportation and Infrastructure**
- **Open Space**
- **Character Zones**
- **Phasing and Implementation**
- **Phase 1 Development**

Timeline: North Branch Framework and Community Engagement

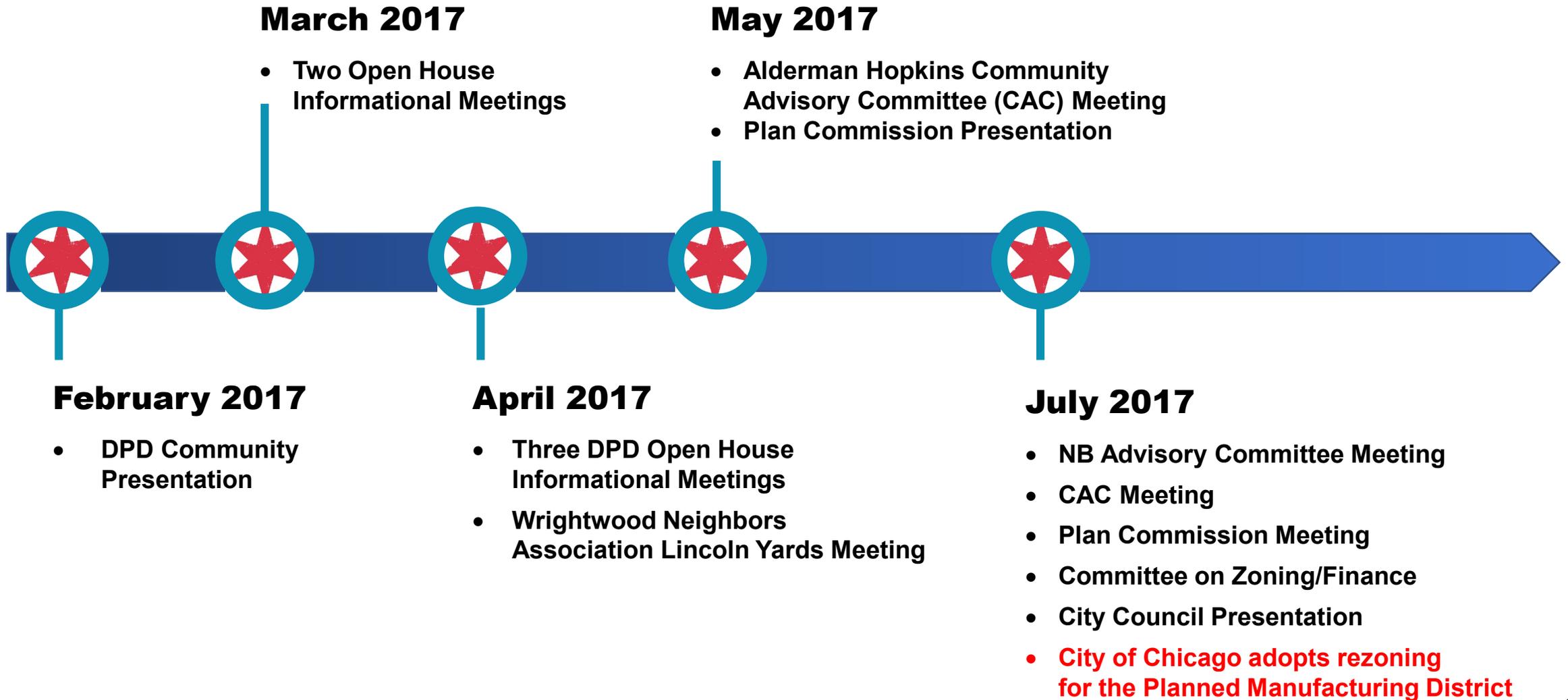


The 760-acre North Branch Industrial Corridor is the first corridor to be addressed by the Modernization Initiative. The North Branch Framework Plan establishes a vision to modernize the corridor's land use, transportation and open space assets on behalf of the entire city.

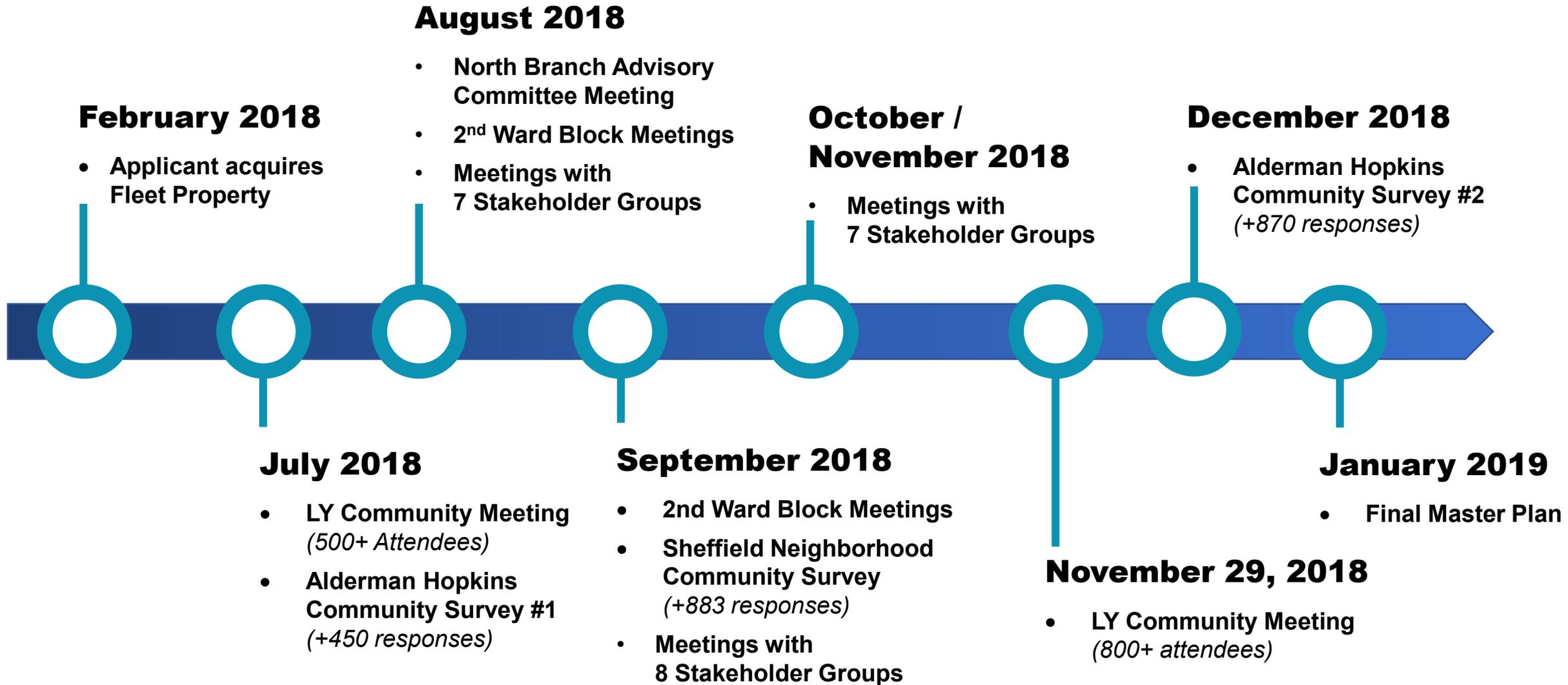
More than **800 participants** contributed in a 10-month process that included:

- 6 Public meetings
- 6 Neighborhood meetings
- 6 Open houses

Timeline: 2017



Timeline: 2018



City of Chicago North Branch Framework Plan

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

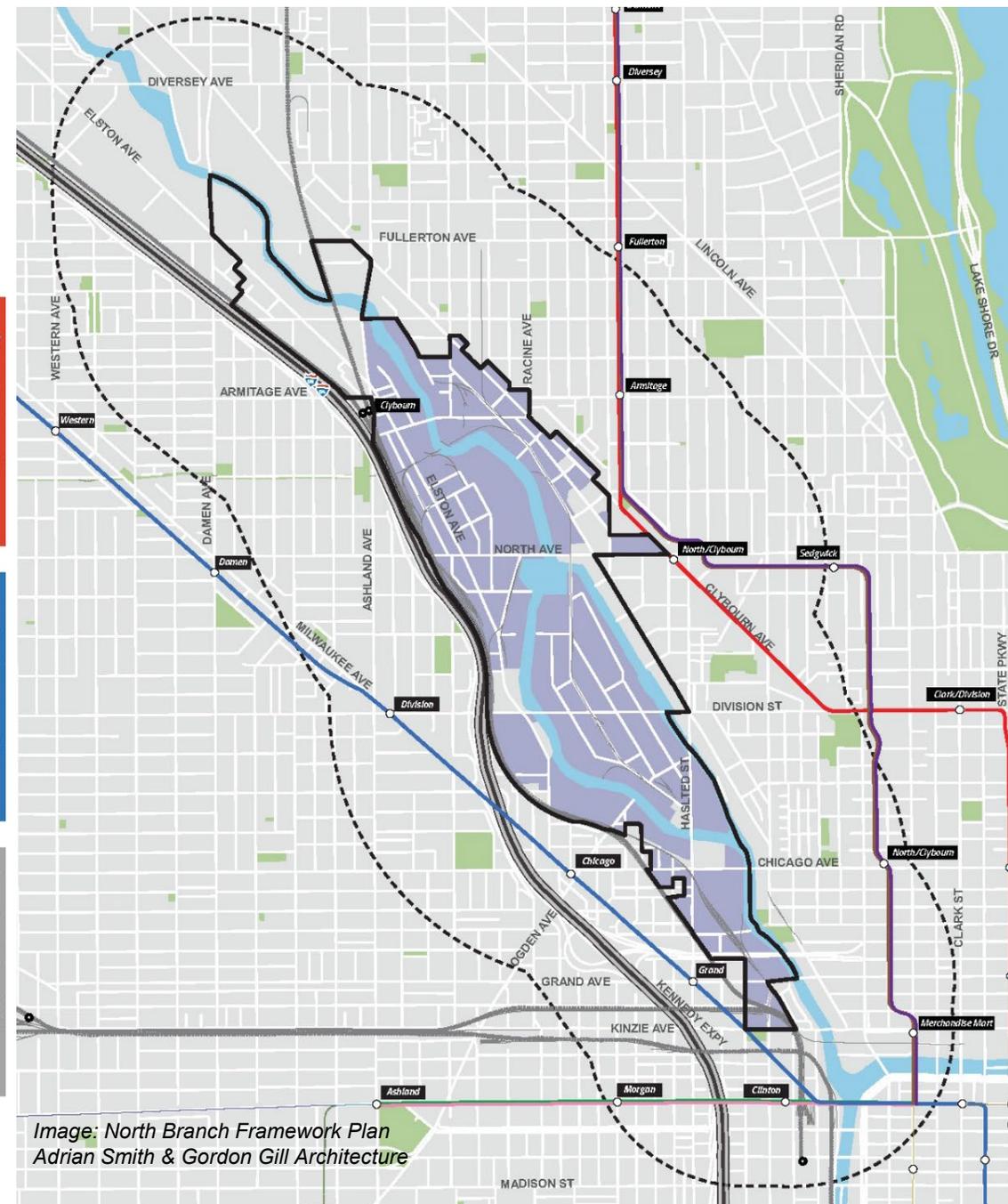


Image: North Branch Framework Plan
Adrian Smith & Gordon Gill Architecture

Study Area

North Branch Framework: Enhanced Connectivity

Recommendations from the
North Branch Framework Plan include:

- Establish a finer grain of city-scale blocks
- Provide more choices for walking, biking, and driving to relieve congestion on major collector streets
- Expand access to the river and transit walksheds
- Support increases in density and height to **encourage high-quality publicly-accessible open space and non-vehicular transportation improvements**



Image: North Branch Framework Plan
Adrian Smith & Gordon Gill Architecture

North Branch Framework: Open Space Improvements

Concept for Wetland Park at North Branch Turning Basin

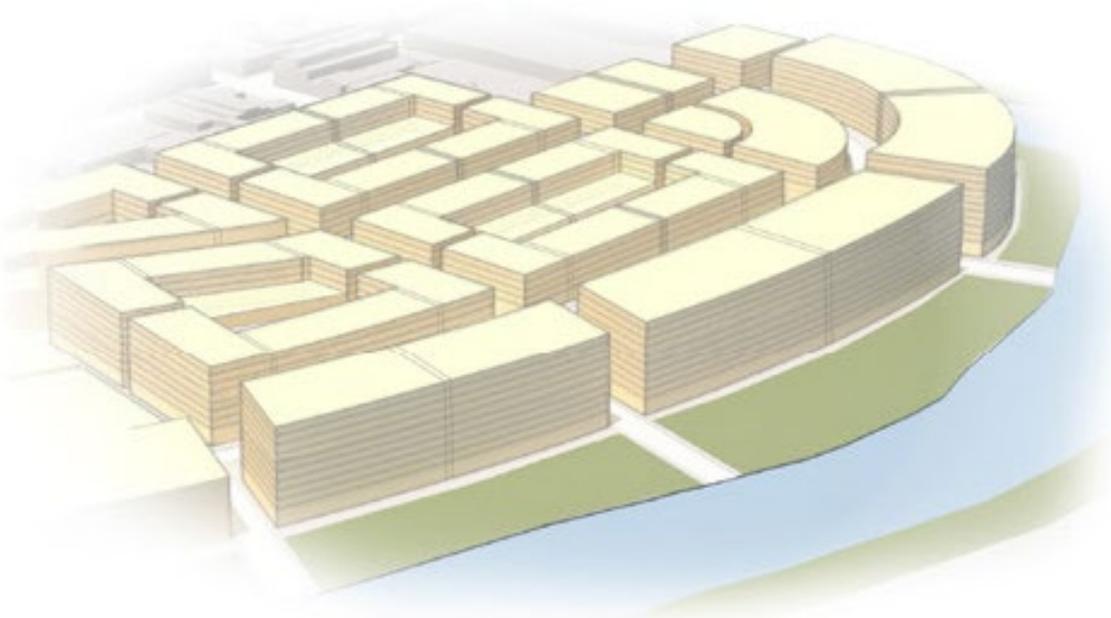
** from the North Branch Framework Plan*



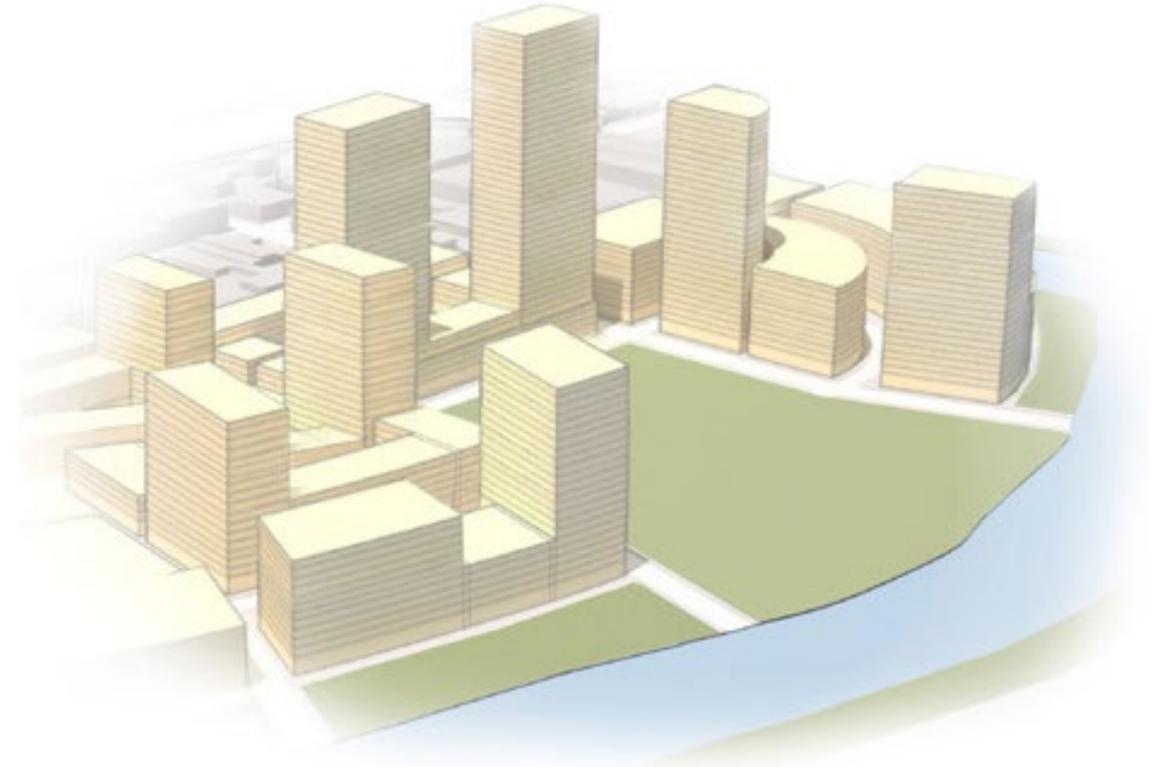
Image: North Branch Framework Plan
Adrian Smith & Gordon Gill Architecture

North Branch Framework: Open Space, Density, and Floor Area Distribution

Floor area ratio built out on all blocks



Density and floor area ratio distributed
to create open space
(as recommended by the NB Framework)



North Branch Framework: Site Design / Massing Strategies

Step down height of buildings to transition to scale of adjacent neighborhoods



Locate lower buildings with active frontages adjacent to the river trail to create pedestrian friendly scale and increase sunlight access



North Branch Framework: Land Use / Zoning

North Sub-area (Dynamic):

Sub-Area PMD rezoned as Manufacturing (M3-3)

- Permits existing uses
- Accommodates transition: allow mixed-use (office, commercial and residential)
- Limits future zoning amendments to Business (B) and Commercial (C)
- Allows up to 6.5 FAR

Central Sub-area (Stable):

- Permits existing uses
- Accommodates light industrial, office and supporting uses
- No residential permitted

South Sub-area (Transitional):

- Permits existing uses
- Accommodates transition: allow downtown-type mixed-use (office, commercial and residential)

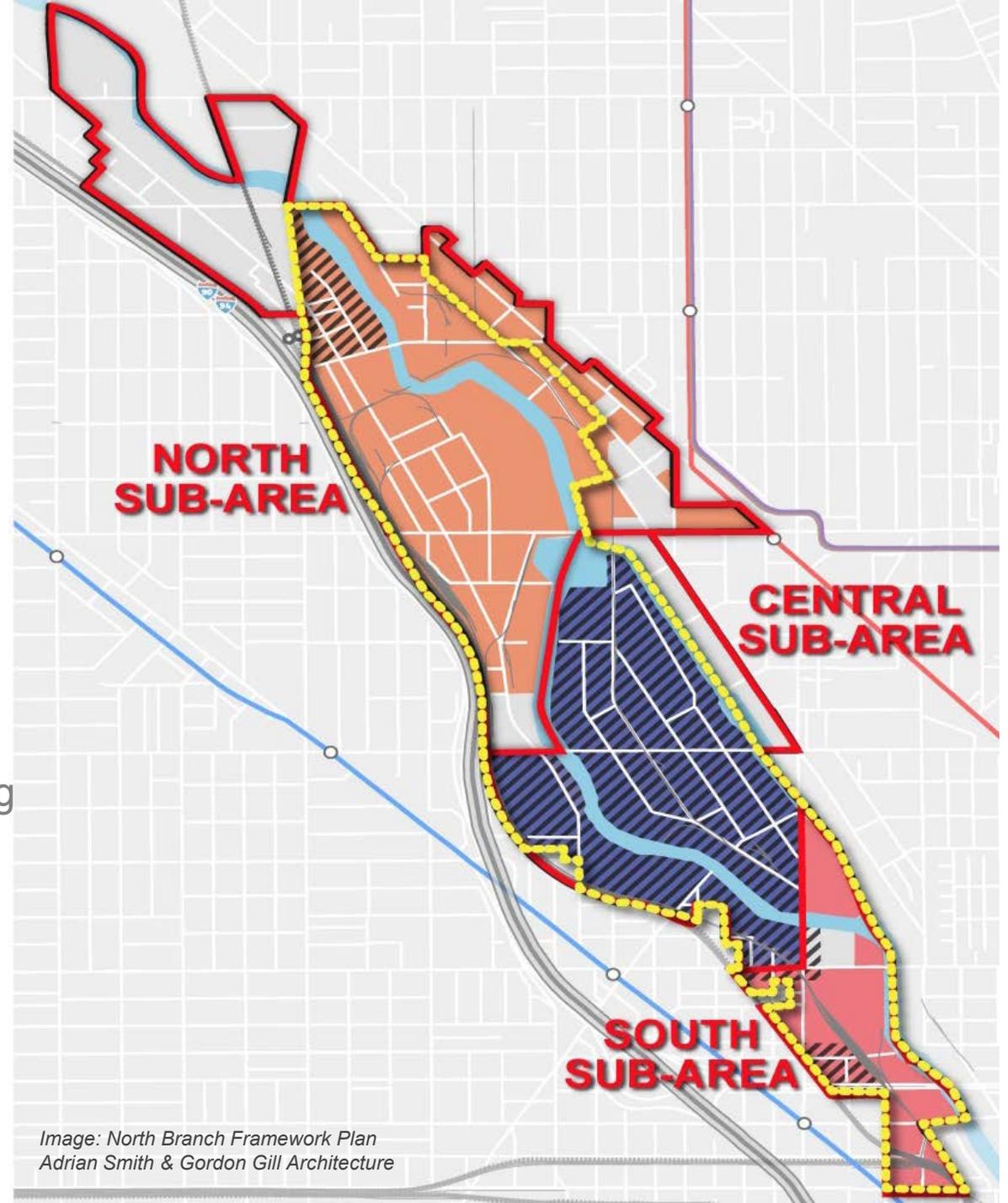
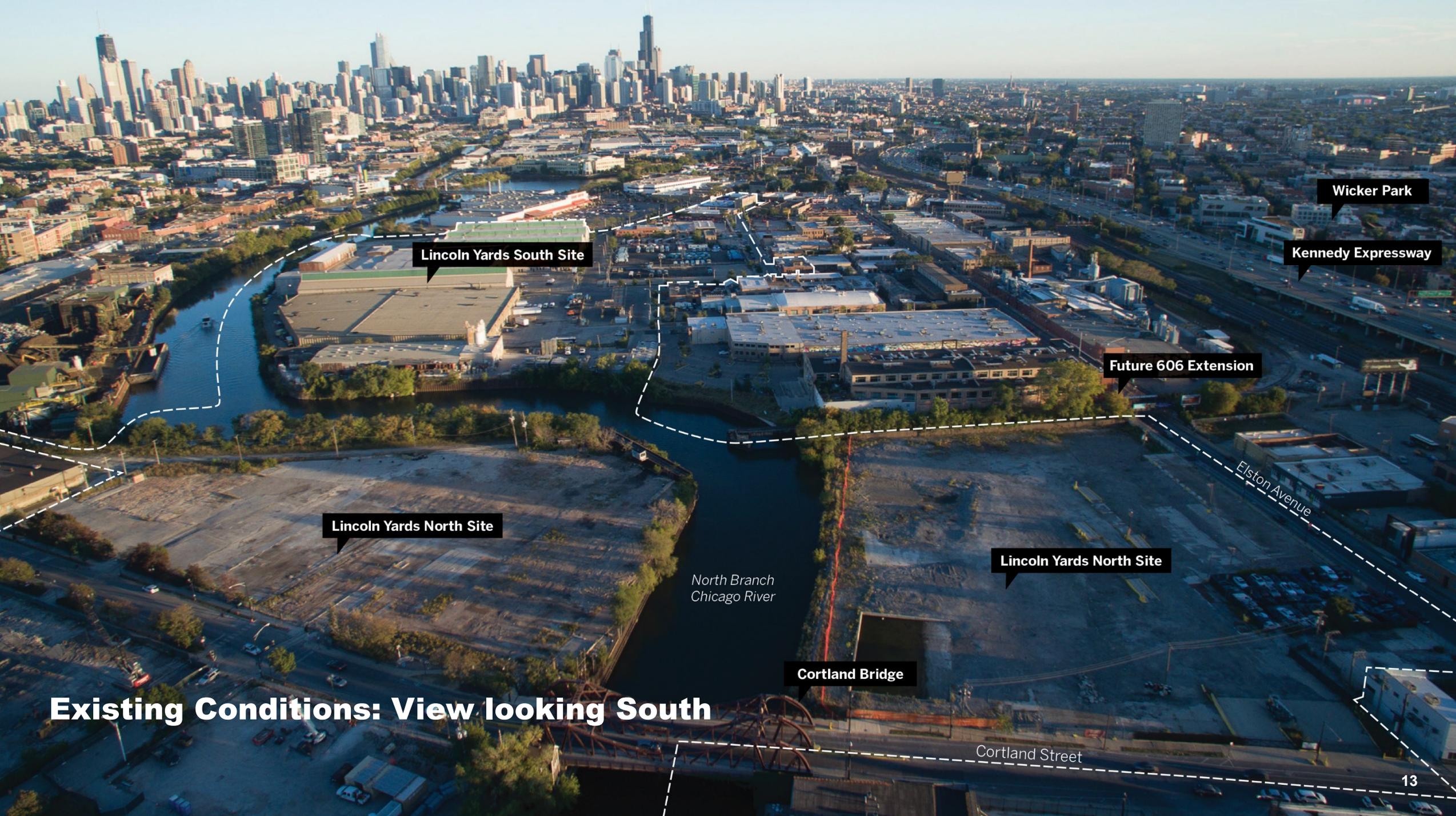


Image: North Branch Framework Plan
Adrian Smith & Gordon Gill Architecture

Lincoln Yards Planned Developments

- **Lincoln Yards represents 53.13 acres of the 760 acres in the North Branch Corridor**
- **Located in the North-Sub Area and Zoning Overlay District as identified in the adopted North Branch Framework Plan by City Council in July 2017**





Lincoln Yards South Site

Wicker Park

Kennedy Expressway

Future 606 Extension

Lincoln Yards North Site

North Branch
Chicago River

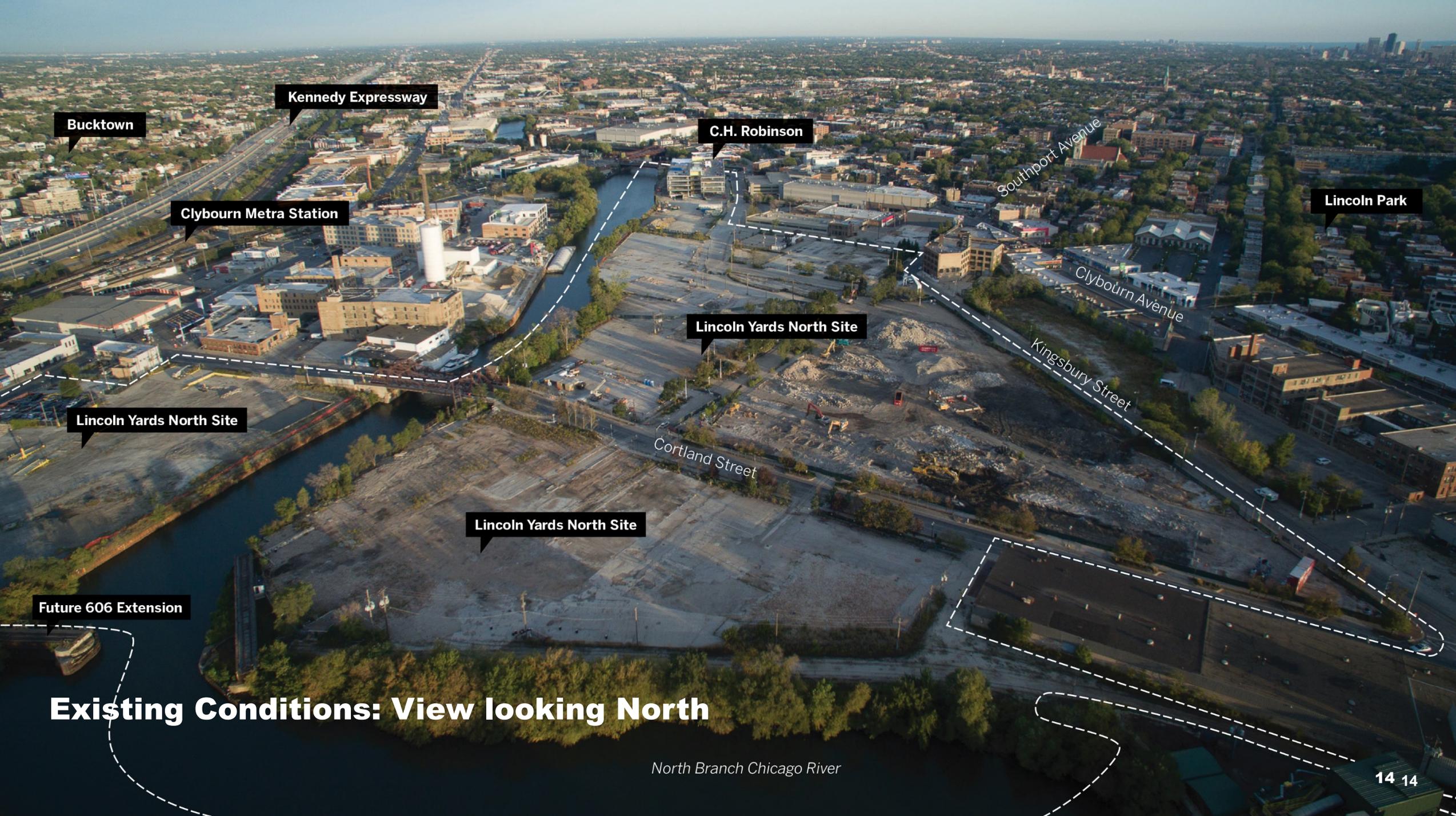
Lincoln Yards North Site

Elston Avenue

Cortland Bridge

Existing Conditions: View looking South

Cortland Street



Bucktown

Kennedy Expressway

C.H. Robinson

Clybourn Metra Station

Lincoln Park

Lincoln Yards North Site

Lincoln Yards North Site

Lincoln Yards North Site

Future 606 Extension

Existing Conditions: View looking North

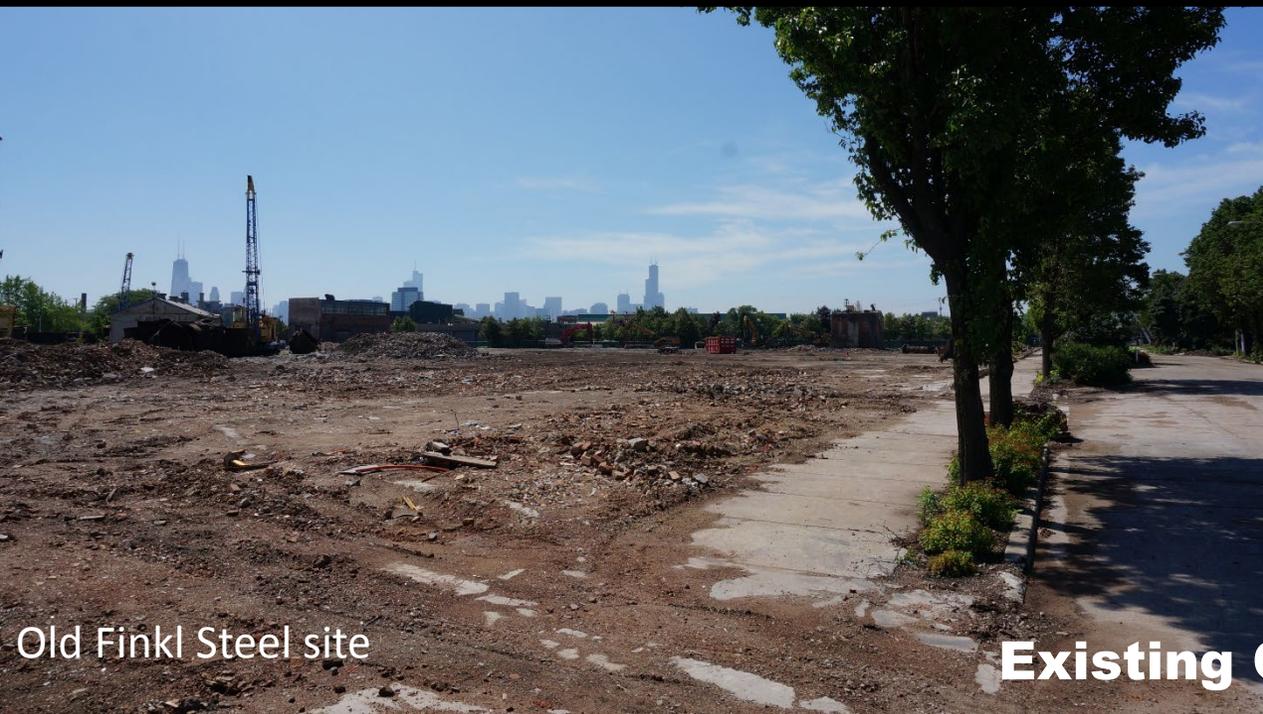
North Branch Chicago River



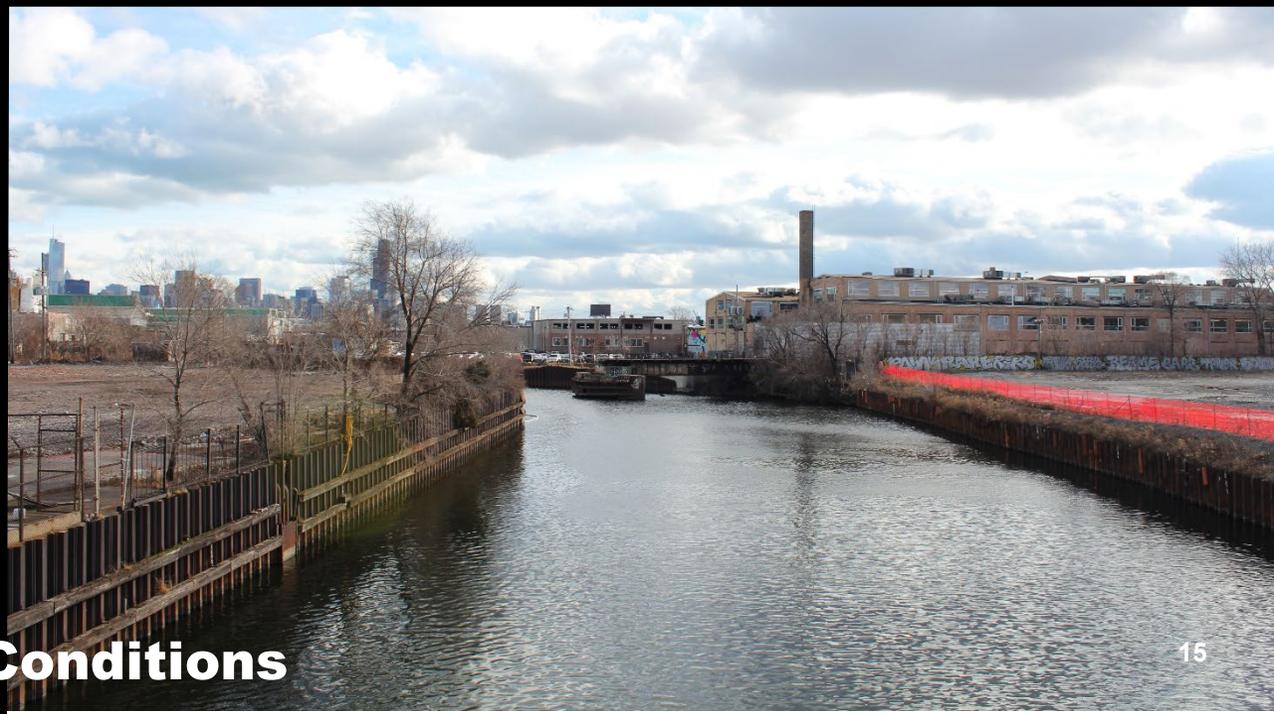
Cortland St. Bridge



Old City Fleet Site



Old Finkl Steel site

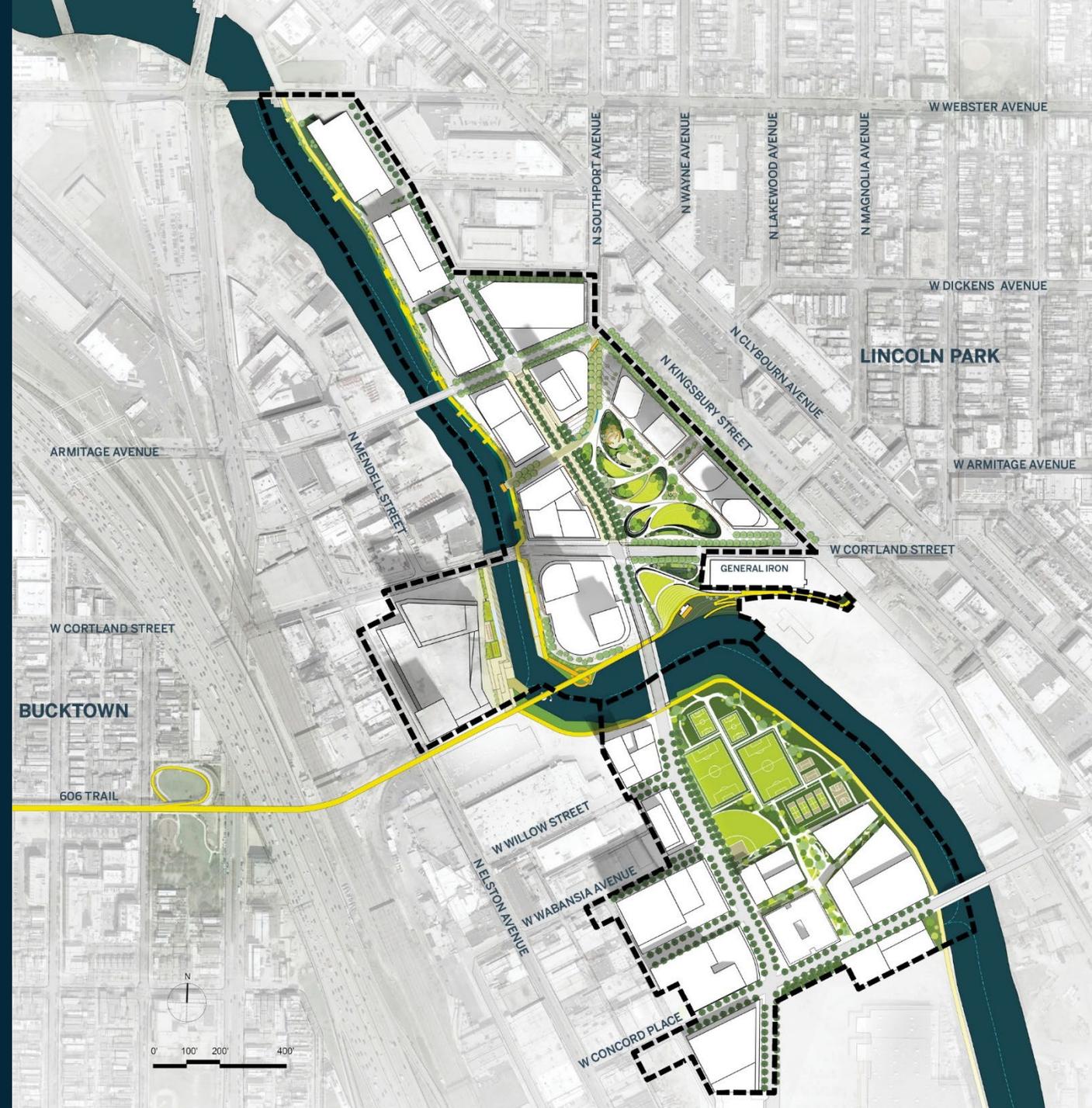


Existing Conditions

Vision

Lincoln Yards will catalyze a mixed-use economic engine for the City through the following:

- **Connected Neighborhood**
- **Public / Central Open Space**
- **Accessible Riverfront**
- **Sculpted Skyline**
- **Collection of Experiences**



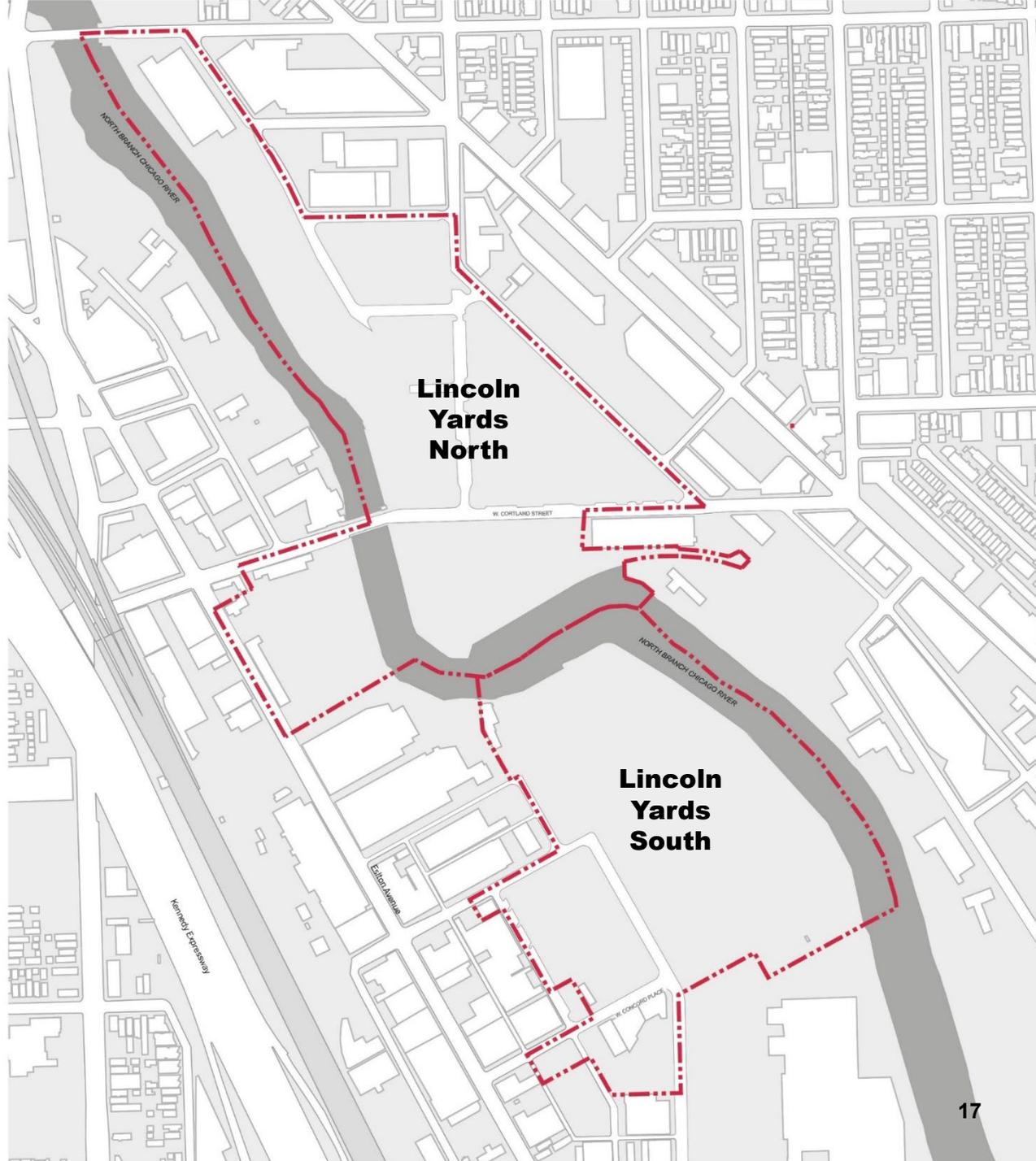
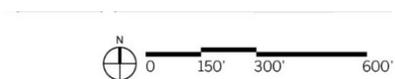
Planned Development Boundaries

Lincoln Yards North

31.51 acres

Lincoln Yards South

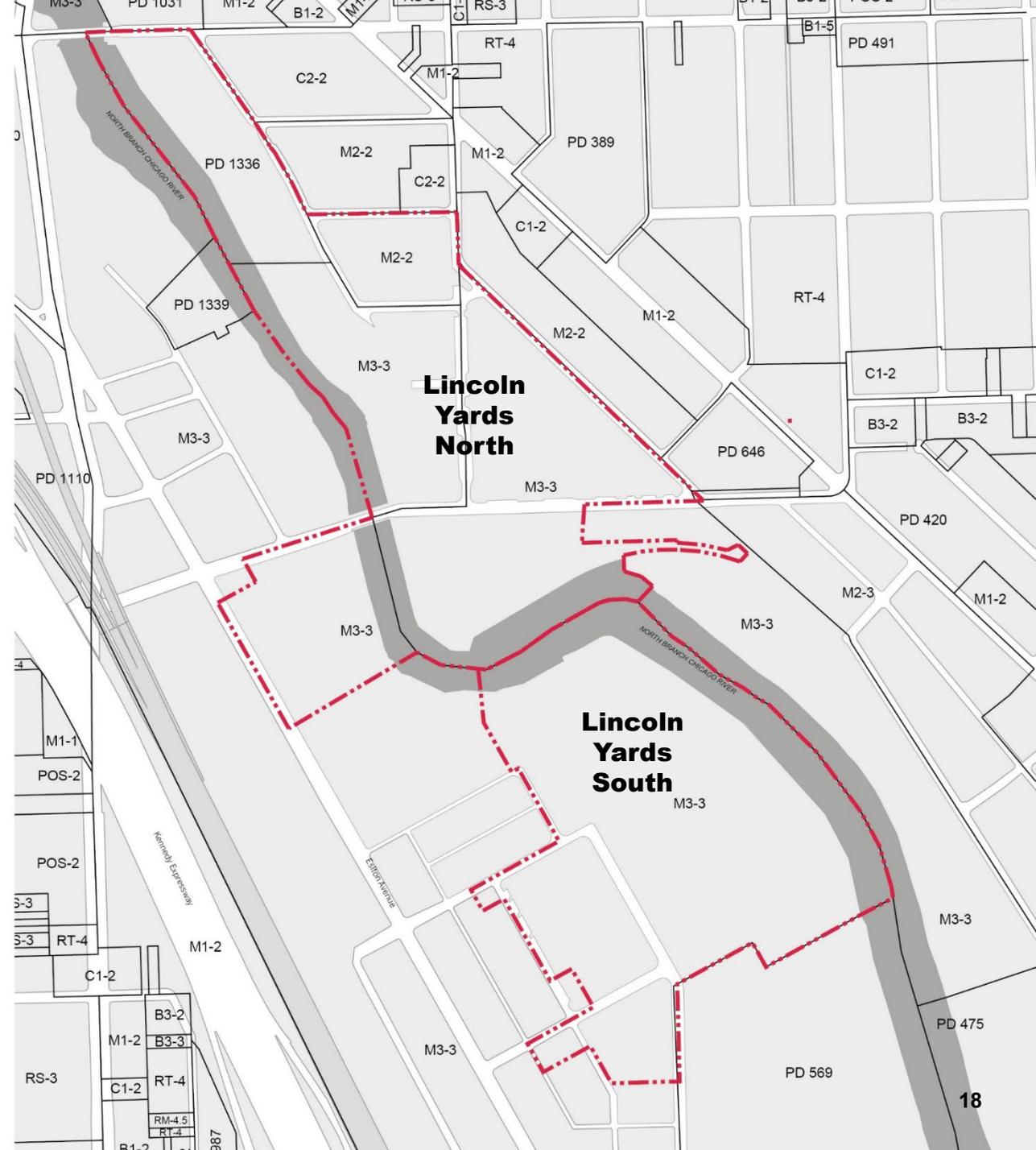
21.62 acres



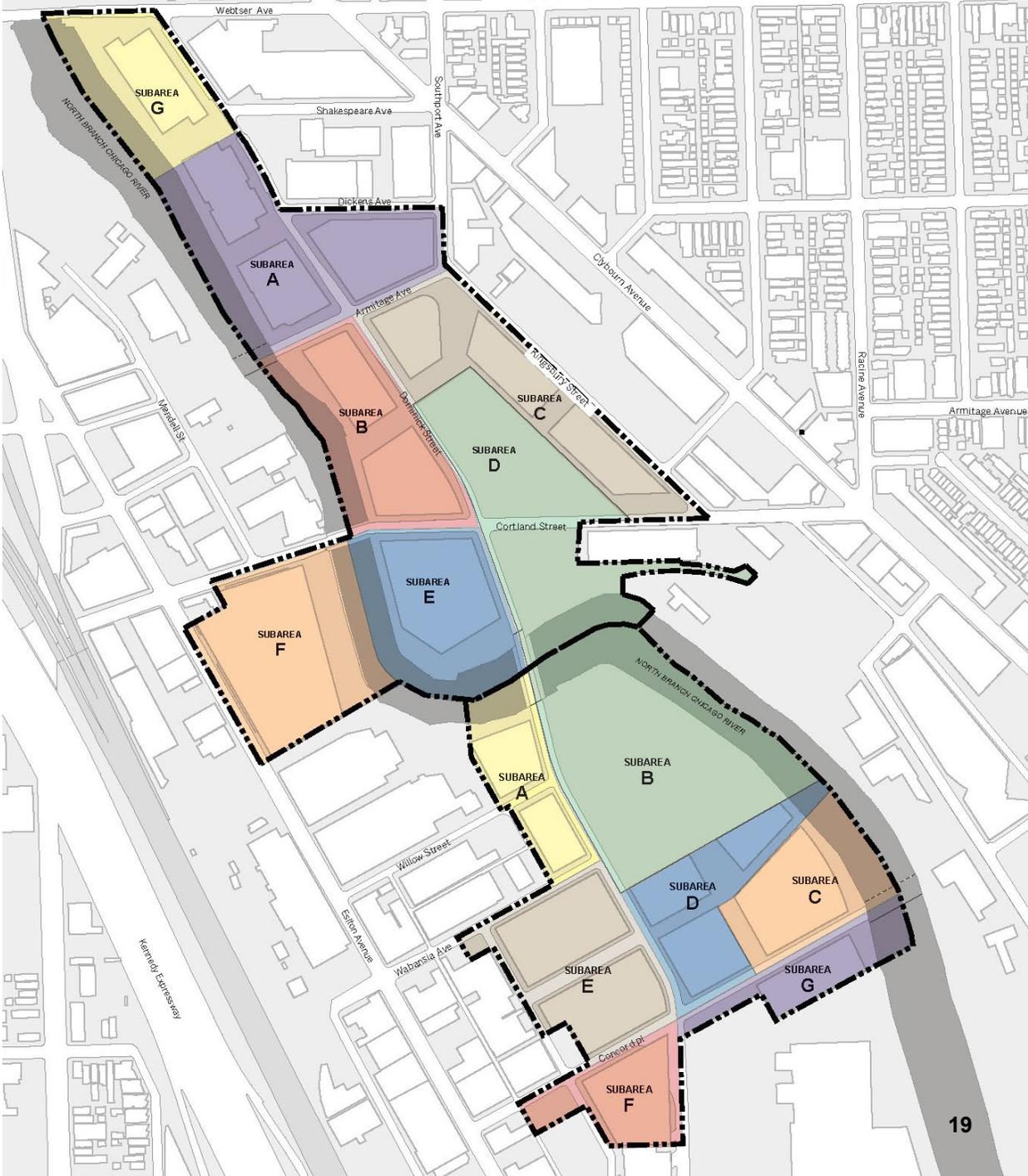
Existing Zoning

Lincoln Yards North: M3-3, M2-2, PD 1336

Lincoln Yards South: M3-3



Planned Development Subarea Map



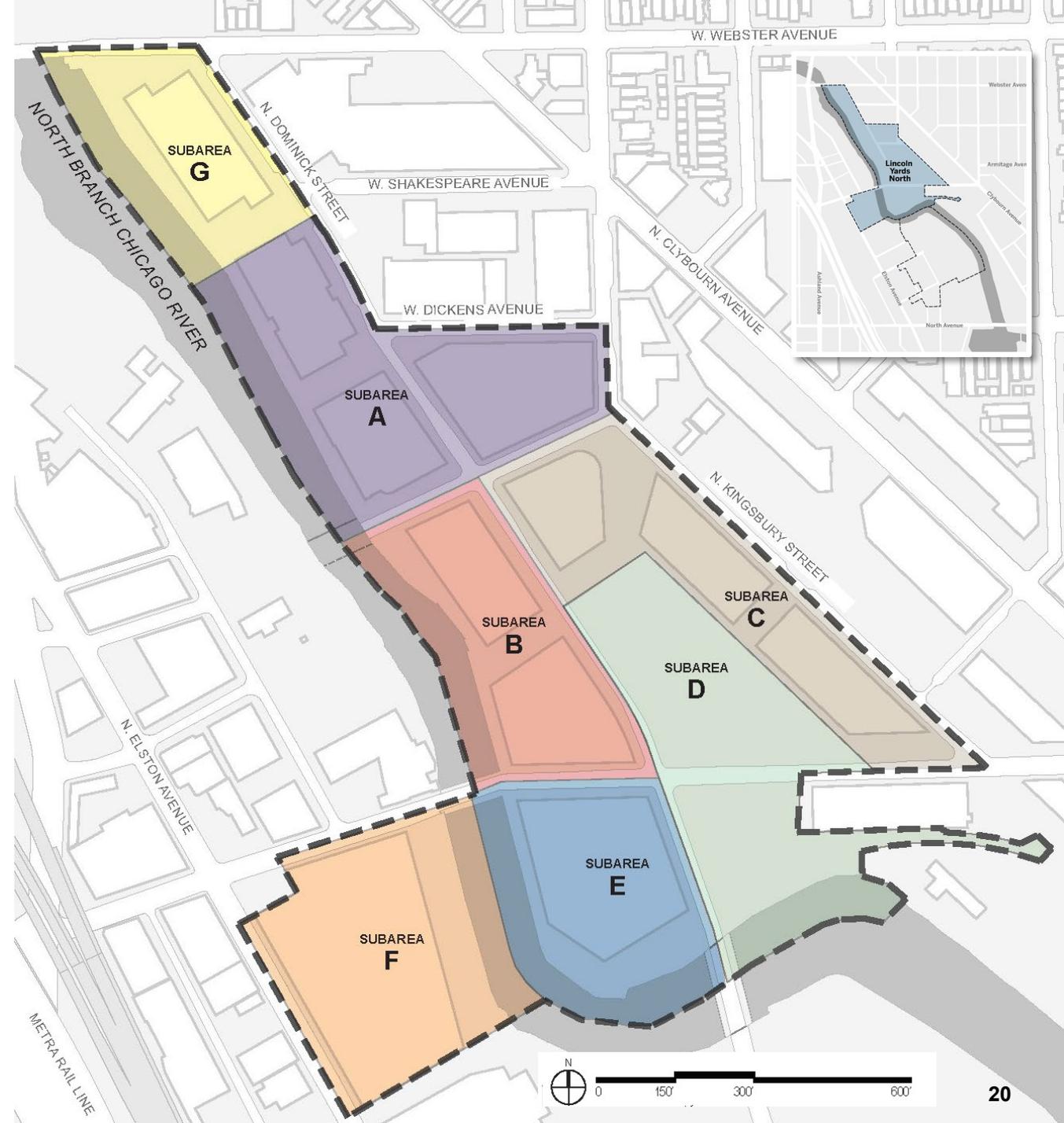
Lincoln Yards North Planned Development Subarea Map

Bulk Regulations and Data Table

Total Planned Development		
Gross Site Area	1,855,105.66 sf	42.59 acres
Area of Public Rights-of-Way	482,445.57 sf*	11.08 acres*
Net Site Area	1,372,660.09 sf	31.51 acres
Maximum Dwelling Units	3,500 units	
Maximum FAR	6.5	

Subareas	Dwelling Units	FAR	Maximum Building Height	Net Site Area
Subarea A	-	6.23	325'	215,244.63 sf
Subarea B	-	10.04	450'	160,990.15 sf
Subarea C	1,800 units	10.65	650'	194,138.00 sf
Subarea D	-	0.05	20'	265,385.40 sf
Subarea E	1,100 units	8.17	595'	179,163.18 sf
Subarea F	600 units	8.78	595'	250,723.49 sf
Subarea G	-	1.92	80'	107,015.24 sf

* Area of Public R.O.W includes 5,418 sf / 0.12 acres of Riverwalk outside of property boundary



Lincoln Yards South Planned Development Subarea Map

Bulk Regulations and Data Table

Total Planned Development		
Gross Site Area	1,371,766.82 sf	31.49 acres
Area of Public Rights-of-Way	429,902.21 sf*	9.87 acres*
Net Site Area	941,864.61 sf	21.62 acres
Maximum Dwelling Units	2,500 units	
Maximum FAR	6.5	

Subareas	Dwelling Units	FAR	Maximum Building Height	Net Site Area
Subarea A	1,100 units	14.53	500'	72,624.74 sf
Subarea B	-	0.05	20'	299,301.91 sf
Subarea C	200 units	2.91	150'	108,162.06 sf
Subarea D	400 units	3.82	150'	143,158.42 sf
Subarea E	400 units	19.75	575'	181,736.42 sf
Subarea F	200 units	5.55	160'	77,673.16 sf
Subarea G	200 units	3.04	150'	59,207.90 sf

* Area of Public R.O.W includes 5,418 sf / 0.12 acres of Riverwalk outside of property boundary



TRANSPORTATION AND INFRASTRUCTURE

Existing Street Grid



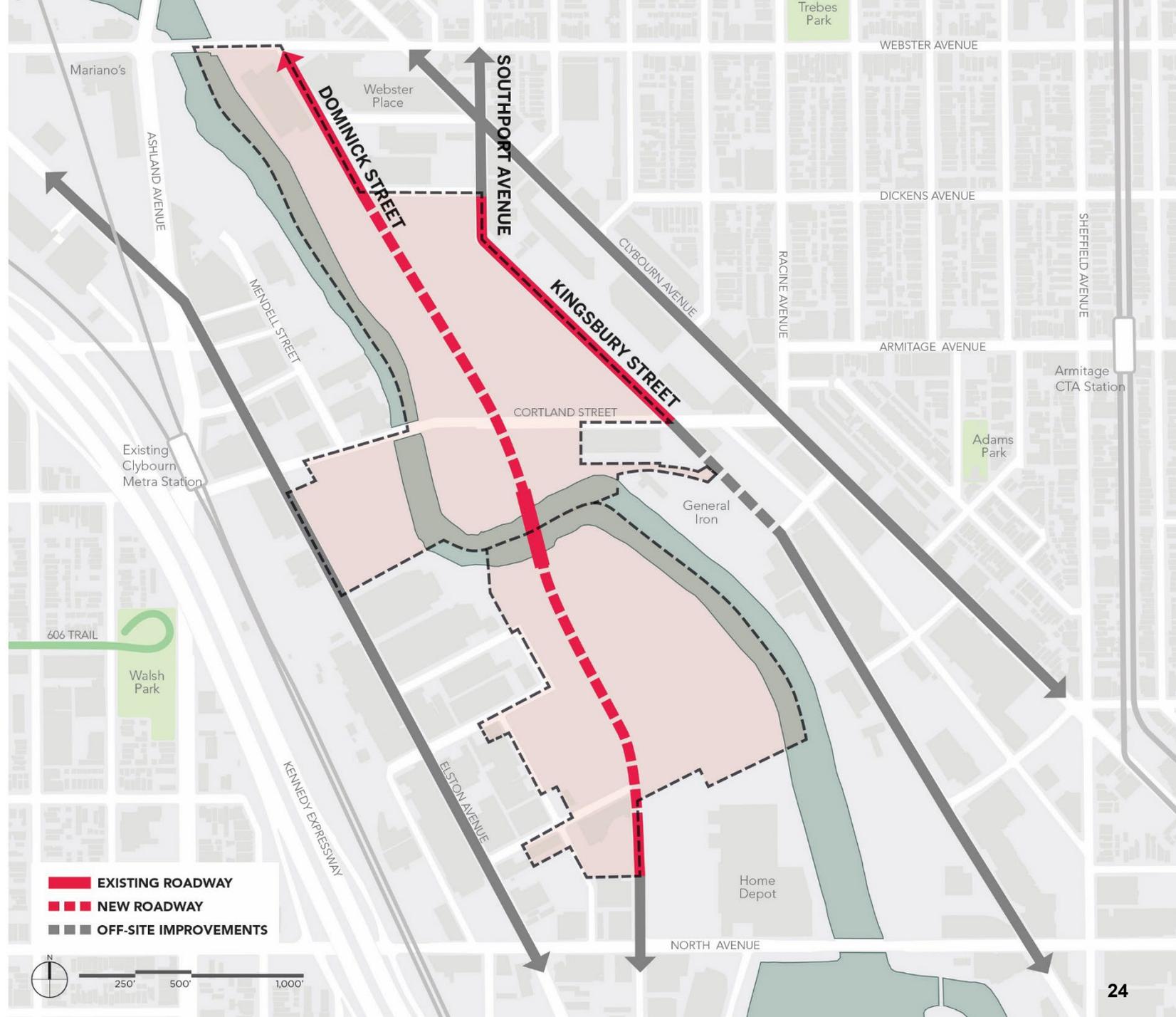
North-South Connections

Within the PD:

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

Serves the larger area
access to multiple east-west corridors
greater north-south access
and overall circulation

Future connection of Kingsbury as contemplated by the NB Framework

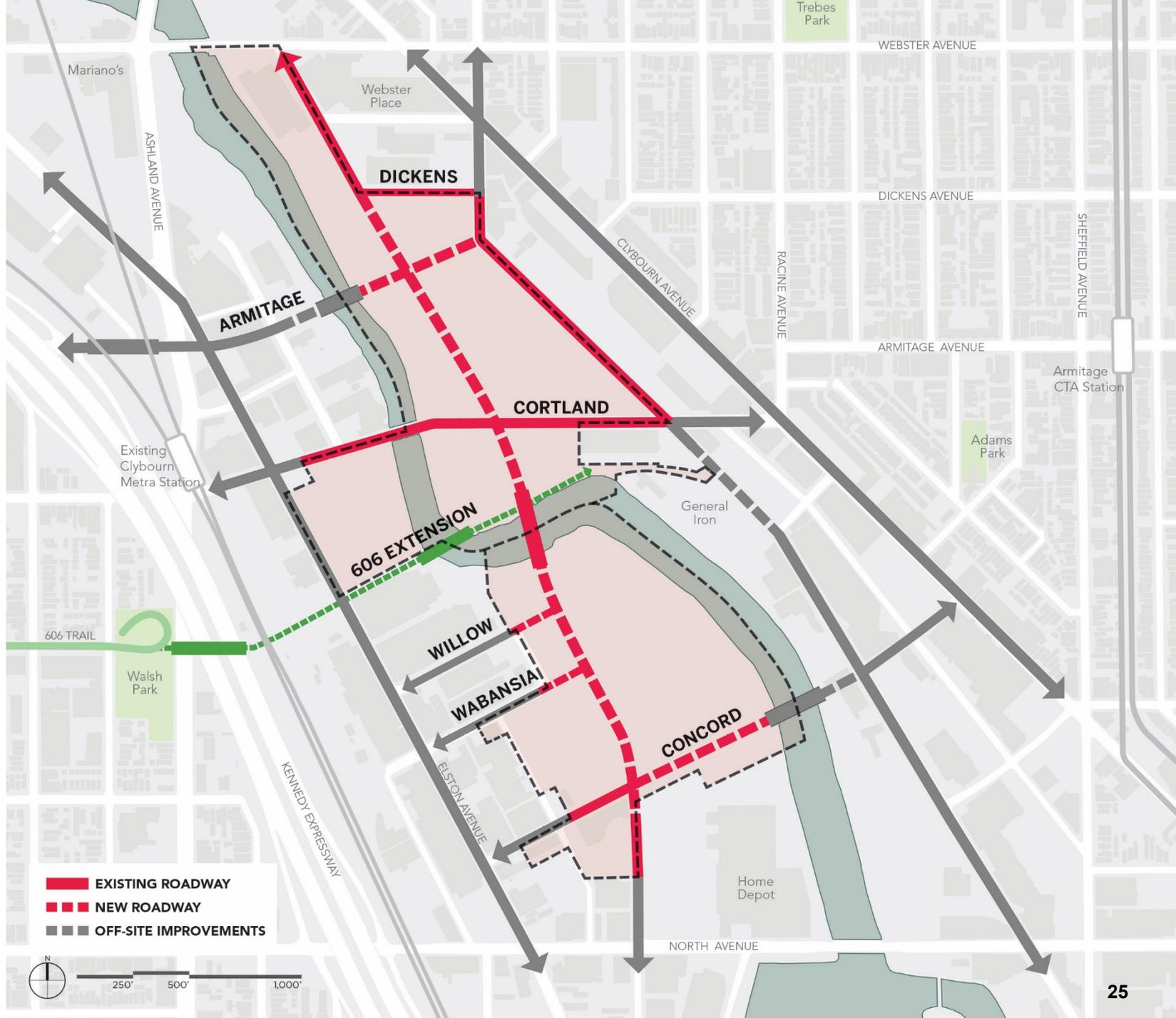


East-West Connections

Within the PD:

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

Allows for future connections for Armitage and Concord across the River



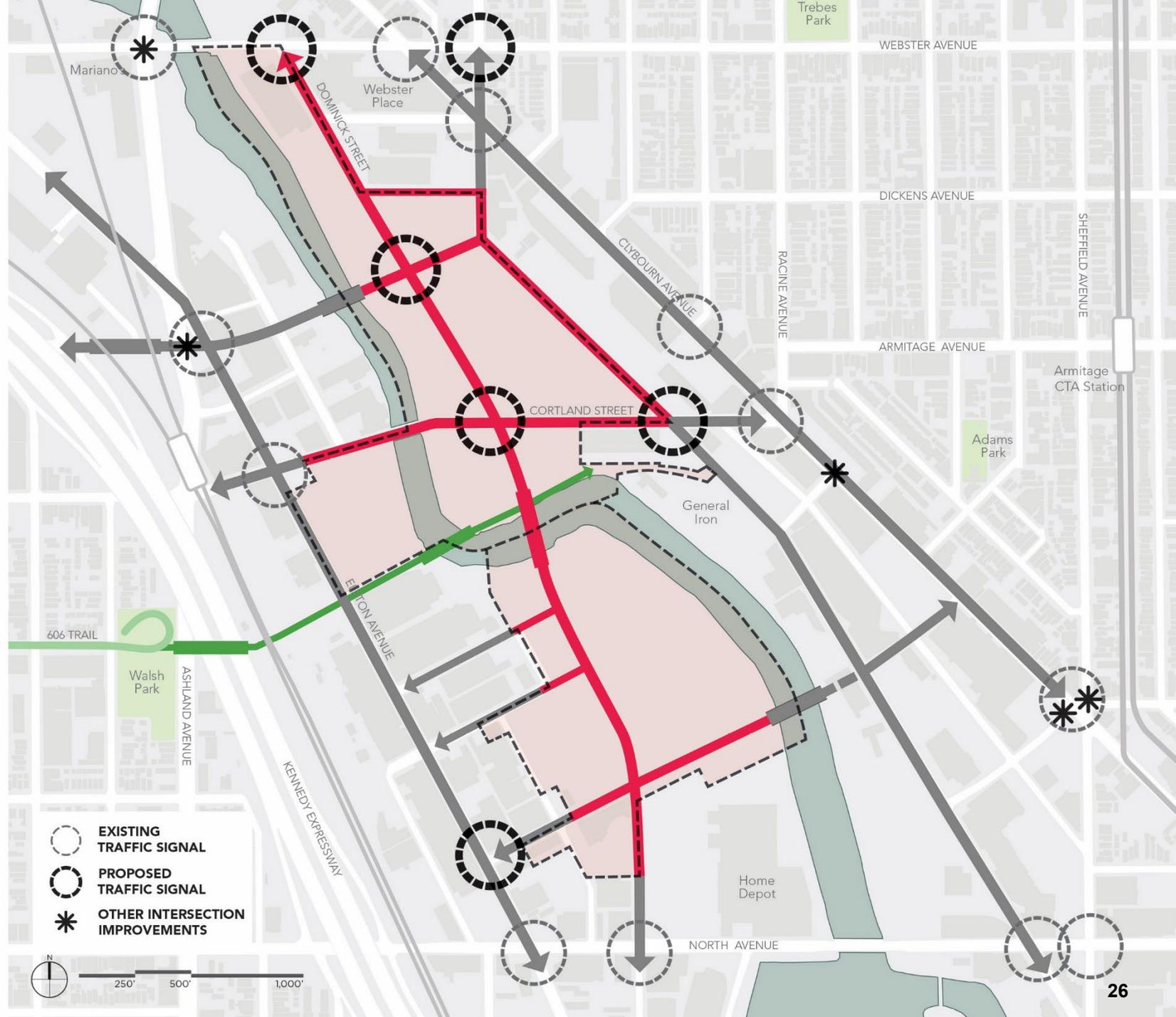
Traffic Signalization Improvements By Applicant

New Traffic Signals*

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

Includes smart signalization to improve signal timing and other improvements.

*This list may be added to as each phase of development is evaluated



Street Design Guidelines

Complete Streets

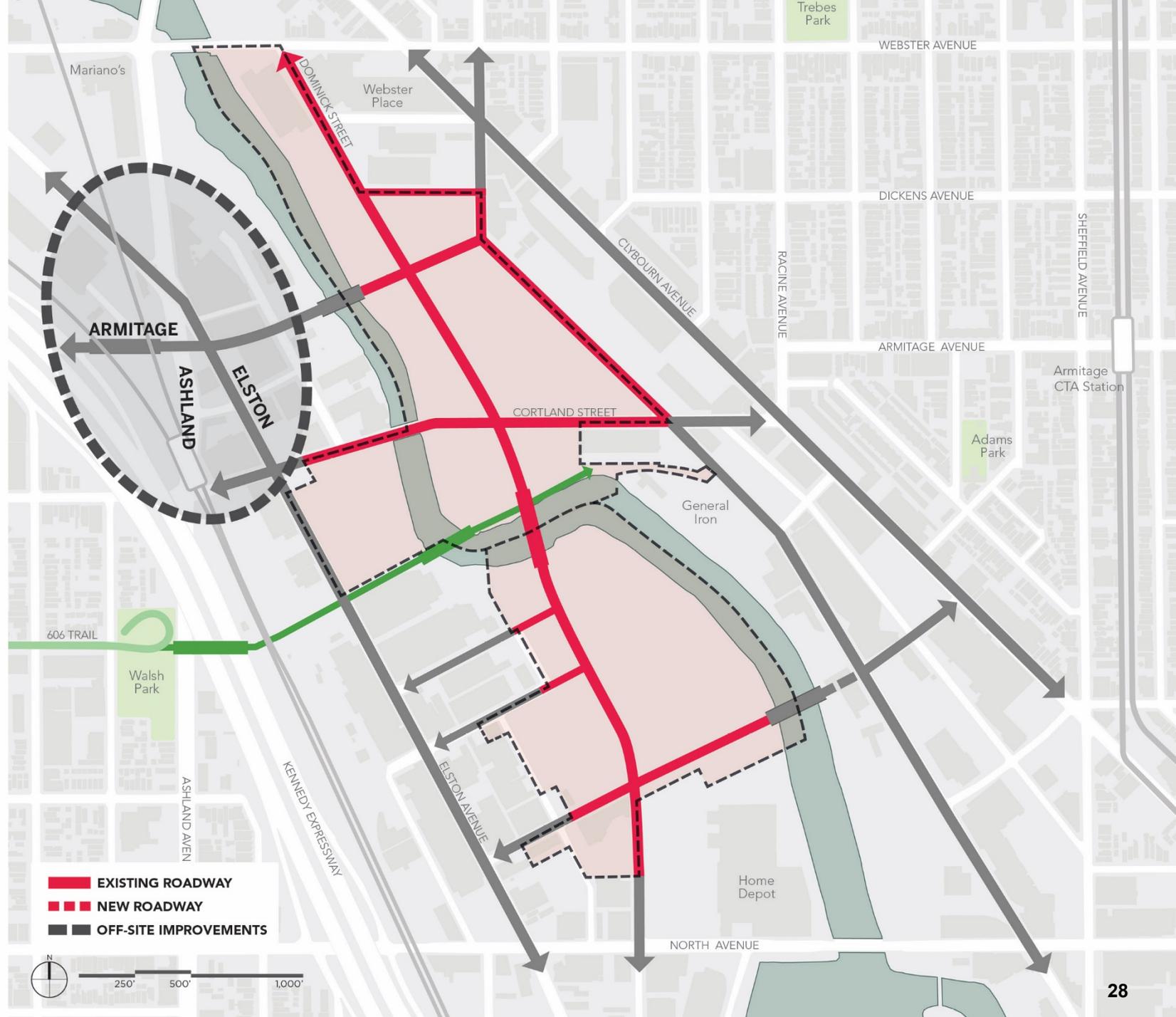
- Welcoming streetscapes for all users
- High quality materials, lighting, landscaping, and sidewalk furnishings
- Prioritize the pedestrian
- Incorporate sustainable design features
- Integrate dedicated bike lanes connecting to the surrounding bike network



Armitage/Ashland/Elston Intersections Improvements

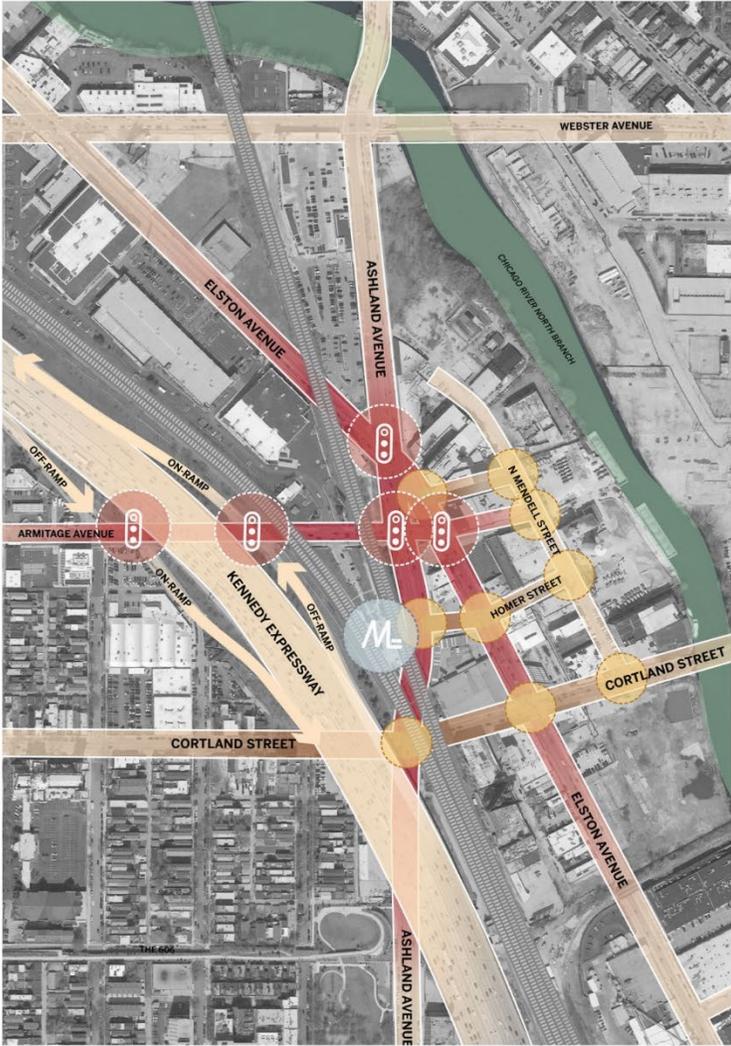
Ongoing coordination with CDOT to achieve the following:

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



Mitigating Existing Traffic Congestion

CDOT is developing engineering studies to replicate the success of the newly realigned Elston, Damen and Fullerton intersection.



Elston/ Ashland/ Armitage intersection existing conditions



Elston/ Damen/ Fullerton intersection, prior to 2016



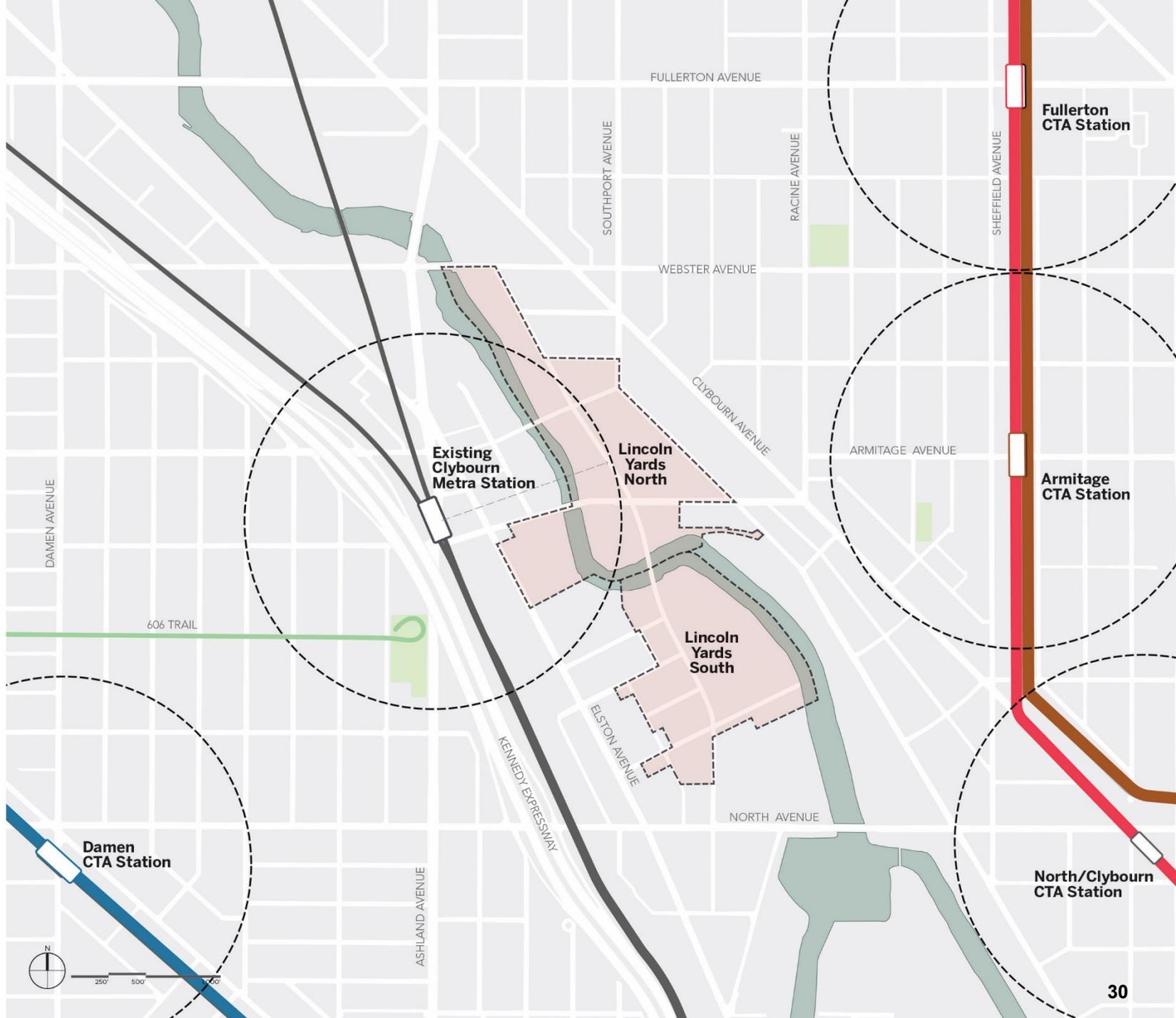
Elston/ Damen/ Fullerton intersection, improved conditions

Existing Transit Network

CTA and Metra Trains

- Clybourn Metra Station
- Armitage Brown/ Purple Line CTA Station
- North/Clybourn Red Line CTA Station
- Fullerton Red Line CTA Station
- Damen Blue Line CTA Station

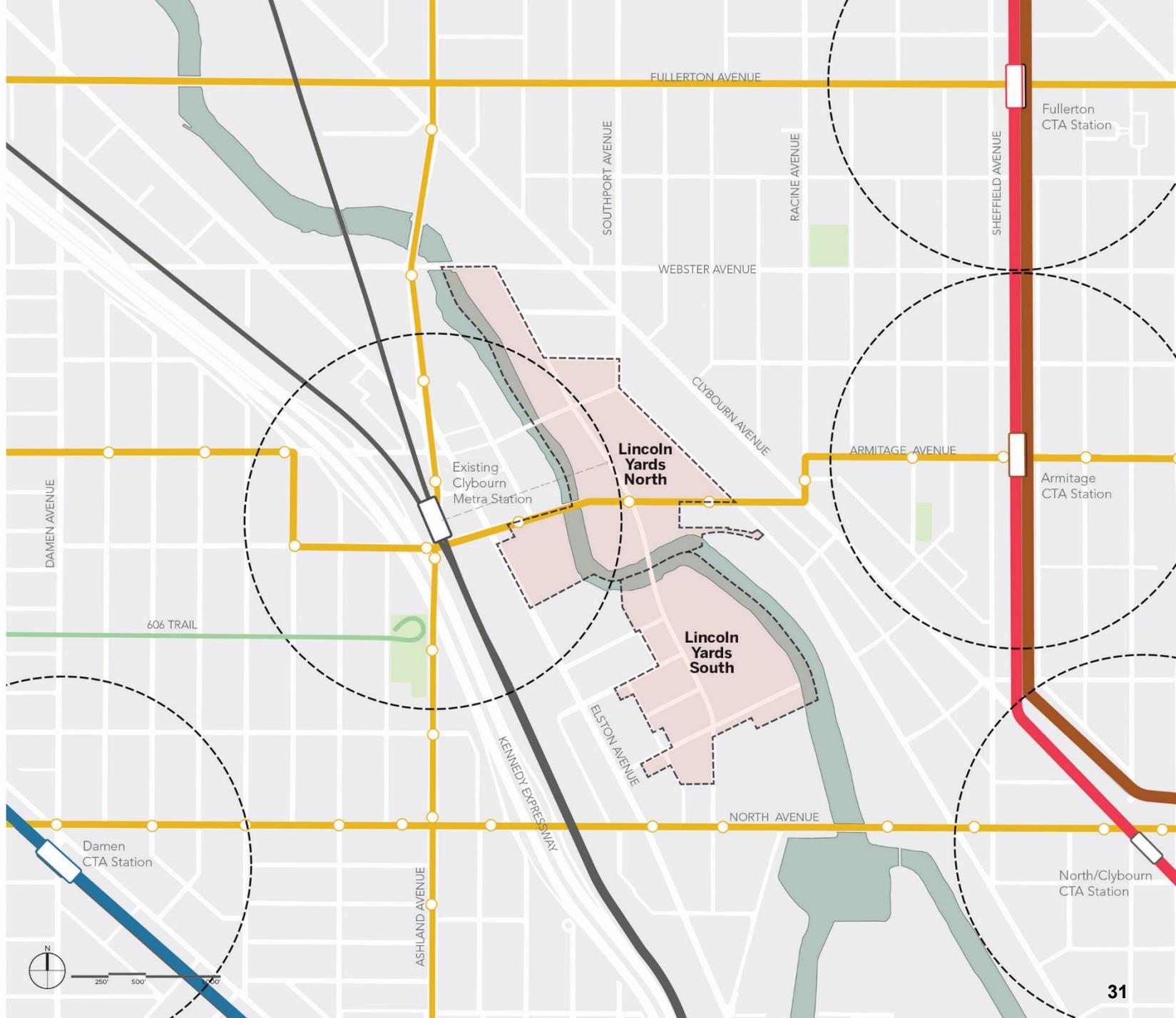
- METRA RAIL LINE
- CTA BROWN/PURPLE LINE
- CTA RED LINE
- CTA BLUE LINE
- CTA BUS LINE
- TRANSIT WAY AND TRAIL
- BIKE LANE
- 606 EXTENSION
- RIVERWALK
- WATER TAXI STOP
- PROPOSED METRA STATION



Existing Transit Network

CTA Bus Routes

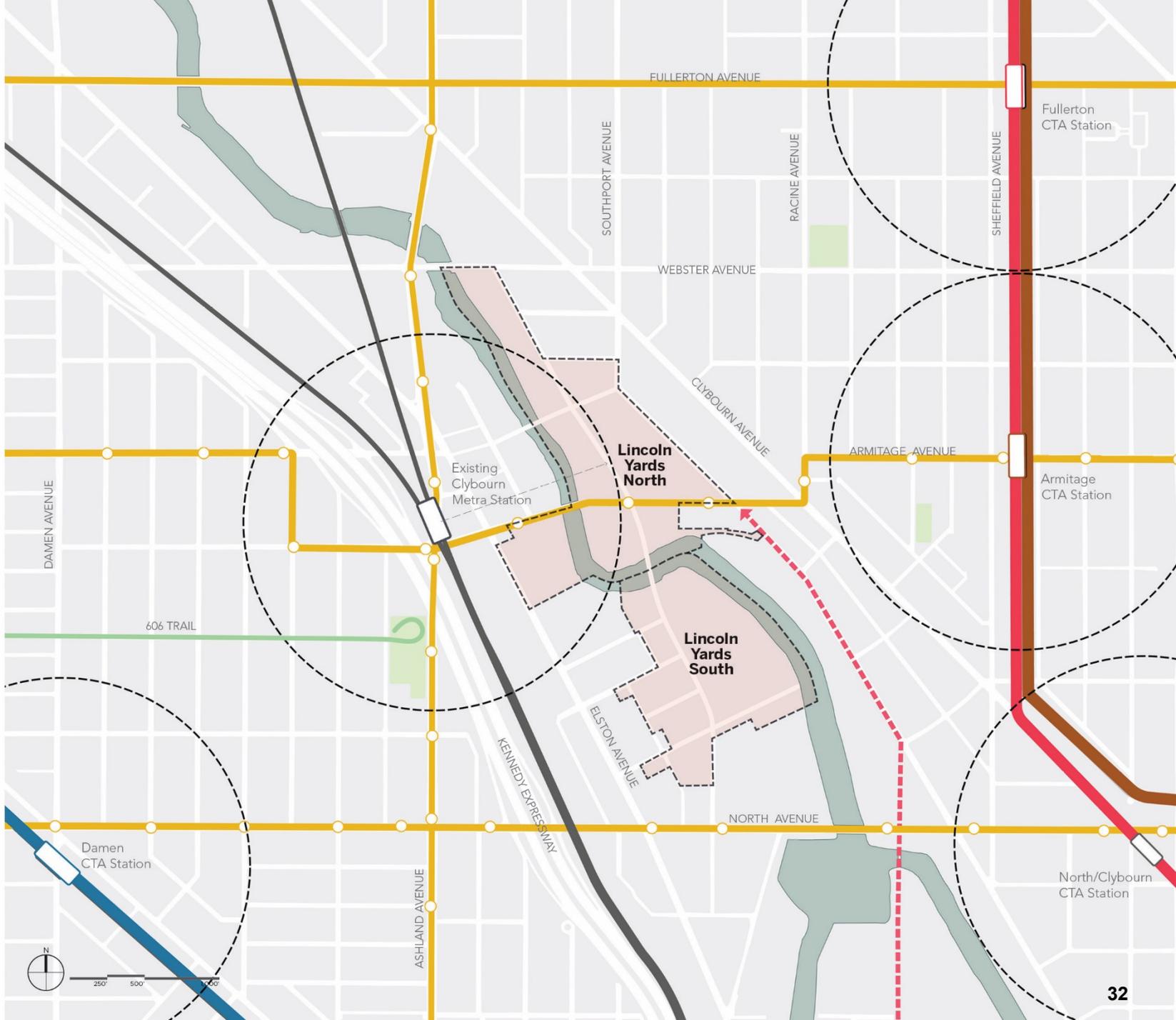
- CTA Bus Route – 73 Armitage
- CTA Bus Route – 72 North Avenue
- CTA Bus Route – 9 Ashland



Transit Way and Trail

- Final Route to be finalized by CTA and CDOT

-  METRA RAIL LINE
-  CTA BROWN/PURPLE LINE
-  CTA RED LINE
-  CTA BLUE LINE
-  CTA BUS LINE
-  TRANSIT WAY AND TRAIL
-  BIKE LANE
-  606 EXTENSION
-  RIVERWALK
-  WATER TAXI STOP
-  PROPOSED METRA STATION



City's Proposed Multi-modal Corridor

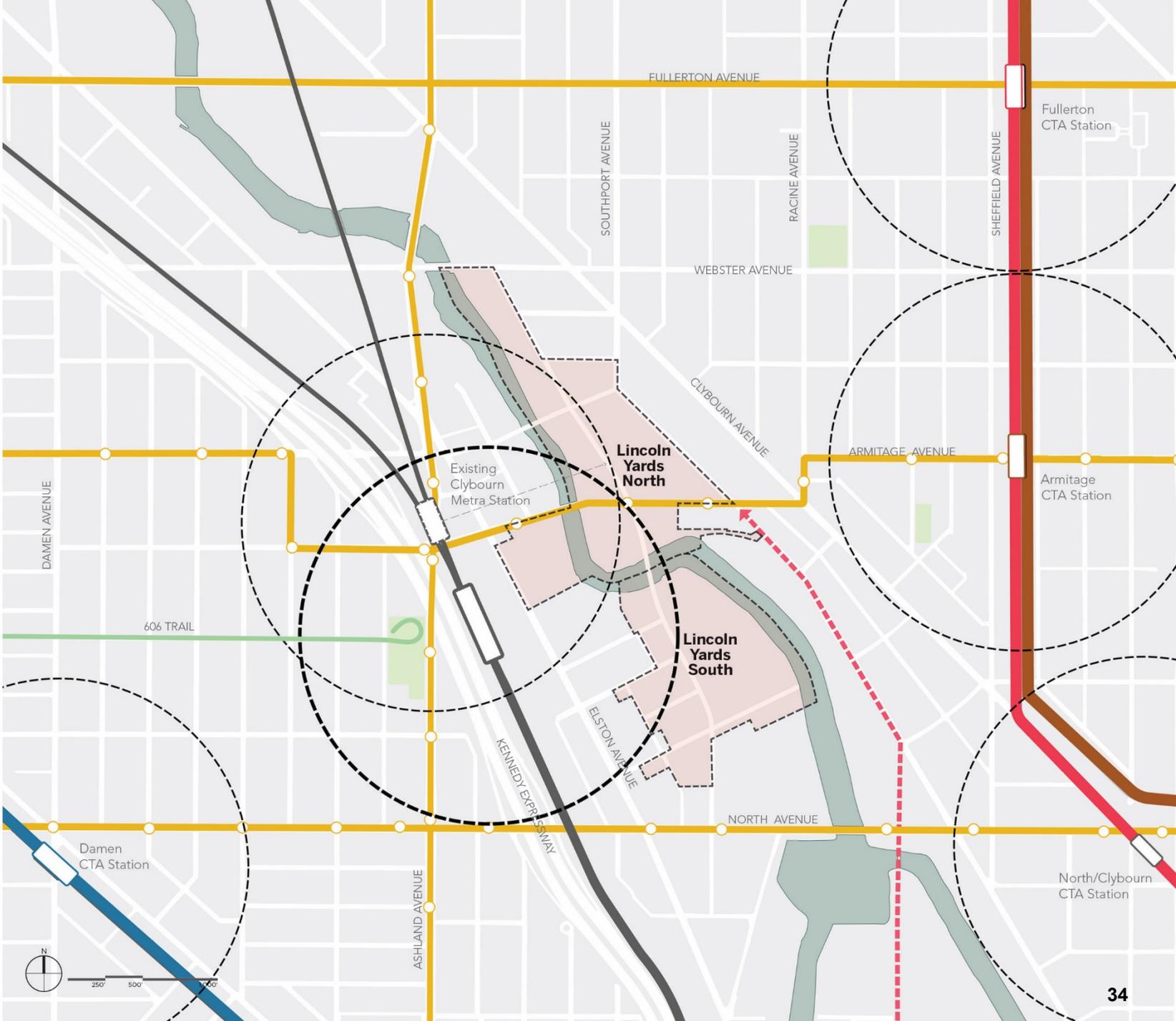


Image: North Branch Framework Plan
Adrian Smith & Gordon Gill Architecture

Transit and Mobility Improvements

- Metra Stop Improvements
- New Metra Station

-  METRA RAIL LINE
-  CTA BROWN/PURPLE LINE
-  CTA RED LINE
-  CTA BLUE LINE
-  CTA BUS LINE
-  TRANSIT WAY AND TRAIL
-  BIKE LANE
-  606 EXTENSION
-  RIVERWALK
-  WATER TAXI STOP
-  PROPOSED METRA STATION



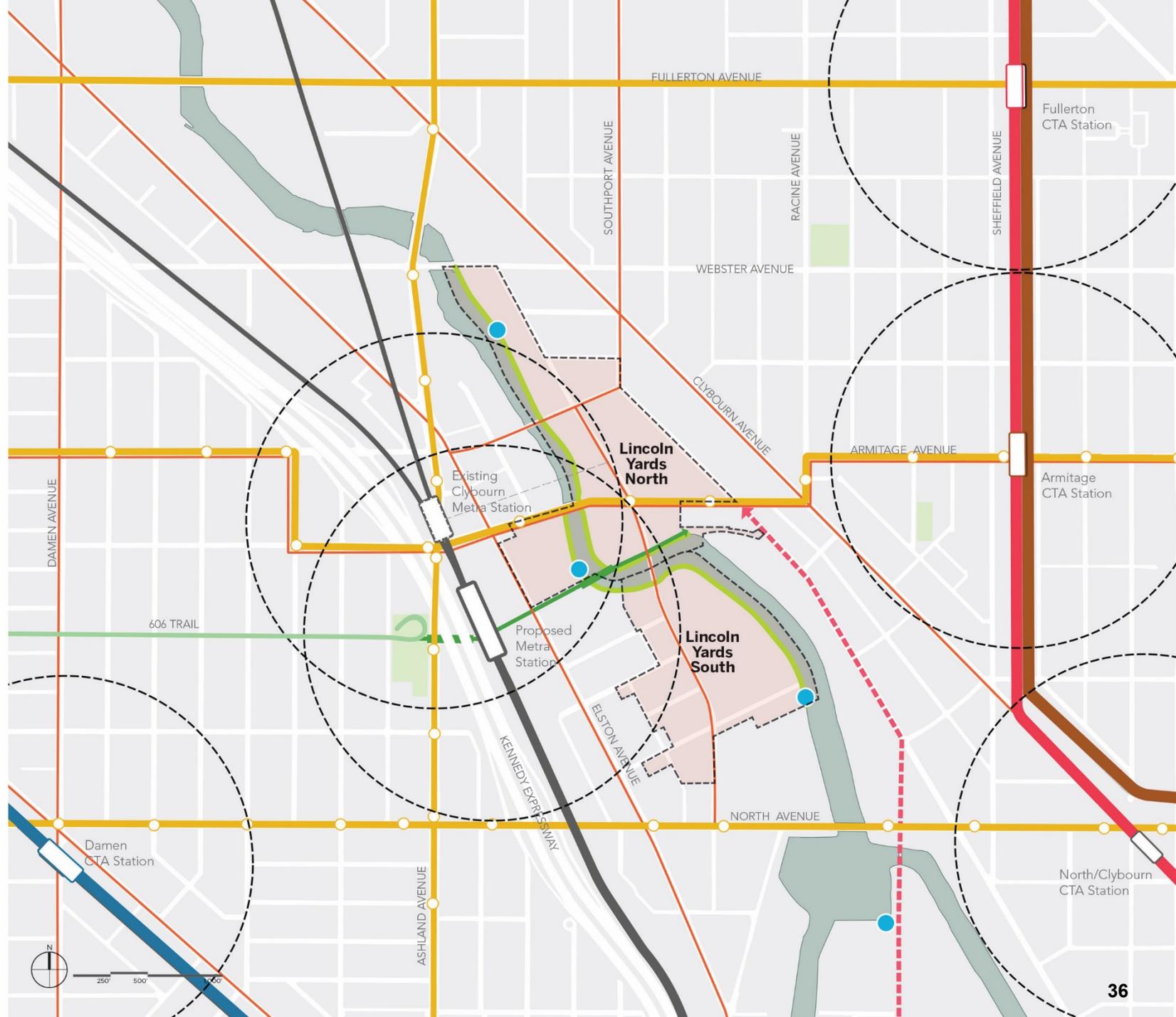


LINCOLN YARDS
STATION

TO BUCKTOWN WICKER PARK

Transit and Mobility Improvements By Applicant

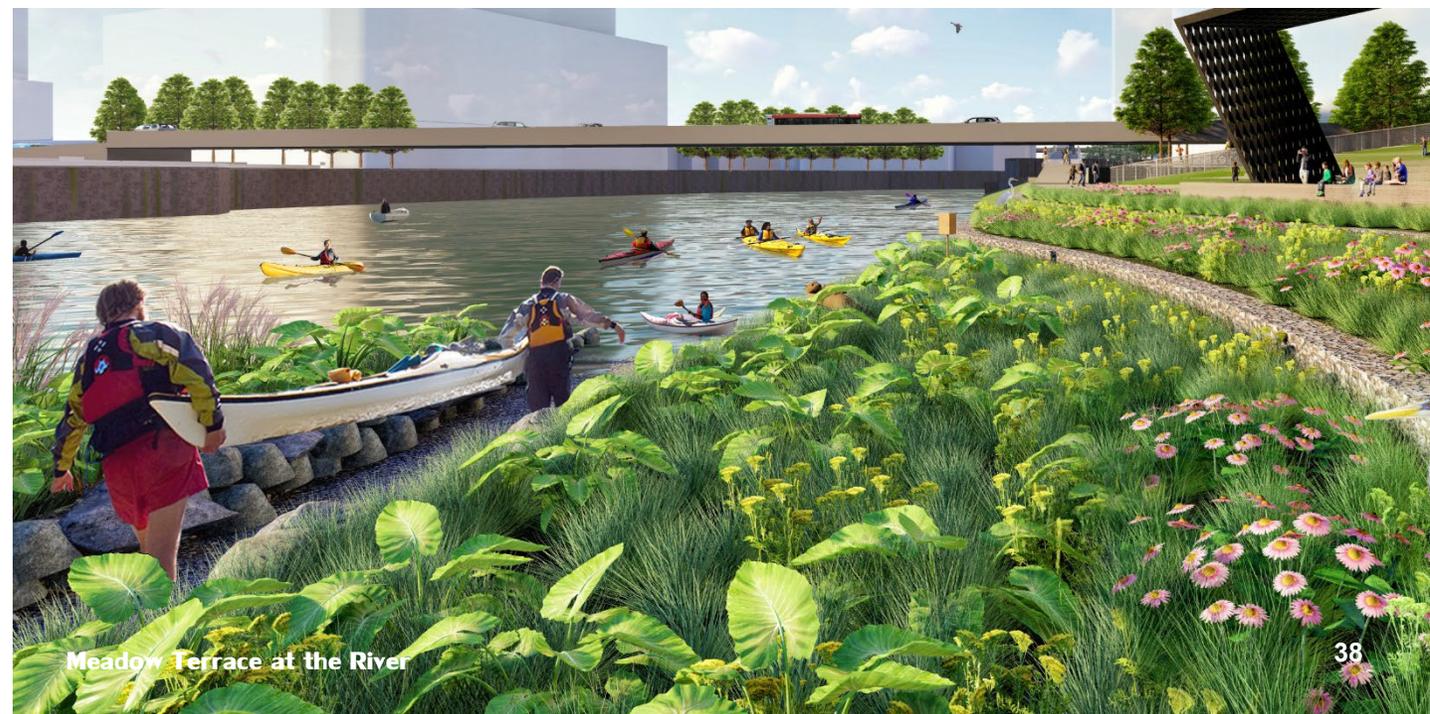
- Supplemental Shuttles to CTA Stations
- 606 Extension
- Dedicated bike lanes
- Continuous Riverwalk Path
- 3 Water Taxi Stations



OPEN SPACE

Open Space Strategy

- A contiguous public amenity centered around the Chicago River
- Publicly accessible open spaces and riverfront
- Connecting neighborhoods
- Celebrate the Chicago River
- Provide recreational amenities
- Encourage eventfulness
- Improve habitat and ecology



A diversity of connected park experiences



riverwalk



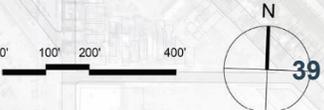
606



play



recreation fields

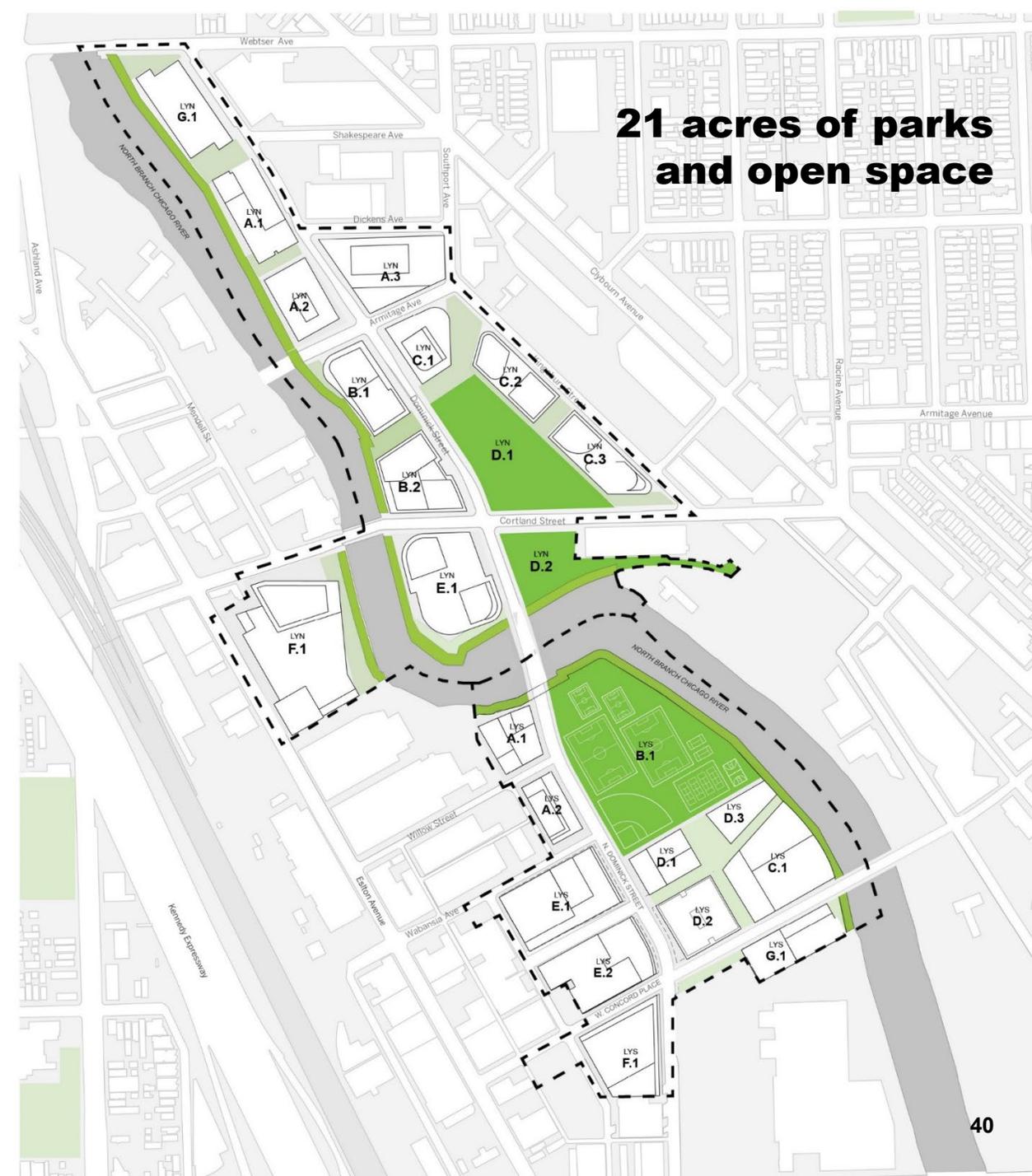


Open Space Plan

Total Park Space	11.18 acres
Lincoln Yards North Park	4.96 acres
Park North of Cortland Street	3.15 acres
Park South of Cortland Street	1.81 acres
Lincoln Yards South Park	6.22 acres

Hardscaped Open Space	6.27 acres
Riverwalk	3.55 acres
Total Parks and Open Space	21.00 acres (40%)

21 acres of parks and open space



Lincoln Yards North Park

Design Guidelines

- Large central open space for surrounding community and development
- High-quality components and materials
- Gathering areas
- Children's play area
- Integration with 606 Trail extension
- Riverwalk connections



Lincoln Yards North Children's Play Area

Lincoln Yards South Park

Design Guidelines

- Large recreational field programming for the larger community
- High-quality components and materials
- Recreational sport fields
- Children's play area
- Riverwalk connections



Riverwalk and River Access

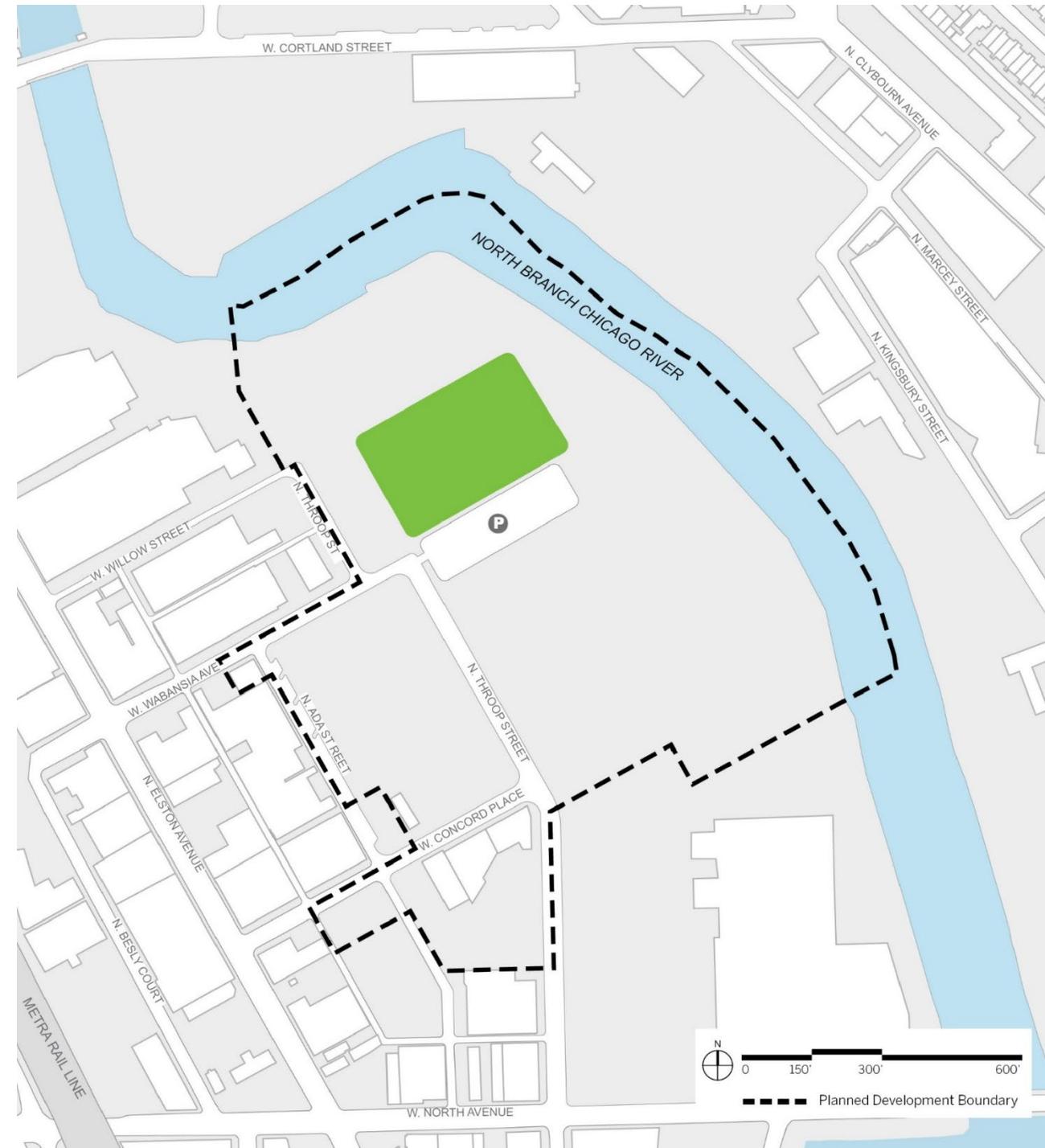
Design Guidelines

- Public access along an active promenade
- Engage the river
- Clear pedestrian and bicycle paths
- Enhance ecological conditions and aid in the restoration of the river
- Encourage habitat for aquatic and terrestrial species
- Locate active uses and building entrances along the Riverwalk
- Where the site allows, provide in-stream habitat and natural riverbank conditions



Open Space Management

- Public access consistent with Park District Policy
- Applicant responsible for all maintenance
- Applicant to record perpetual Development & Maintenance Agreement (DEMA) & public access easement benefitting the City
- Park advisory council to be formed no later than 6 months following Interim park
- Final Lincoln Yards South (LYS) park to be finished with 50% completion of planned buildings in LYS



CHARACTER ZONES

Character zones and design guidelines

West Riverfront

North Dominick Corridor

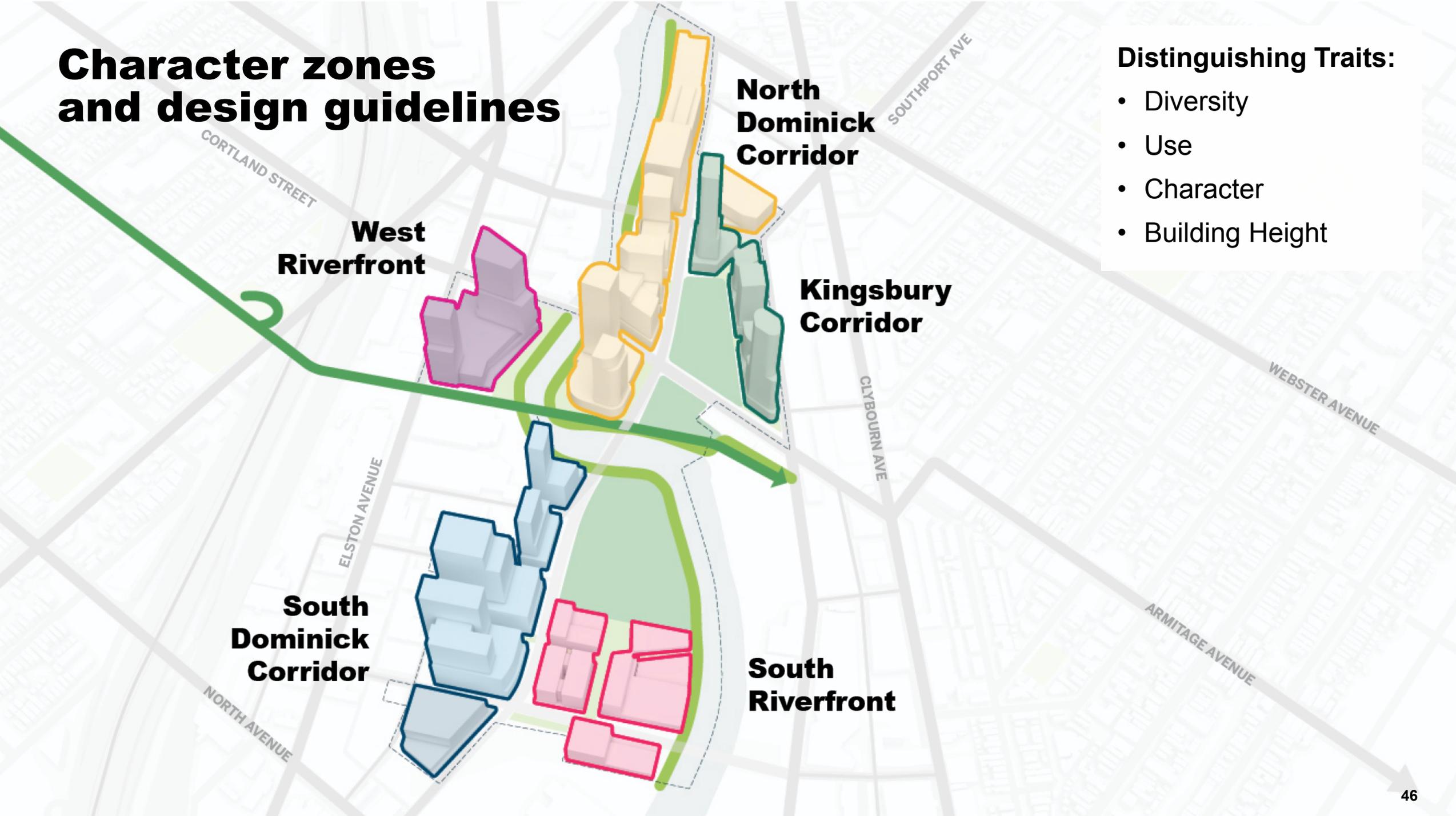
Kingsbury Corridor

South Dominick Corridor

South Riverfront

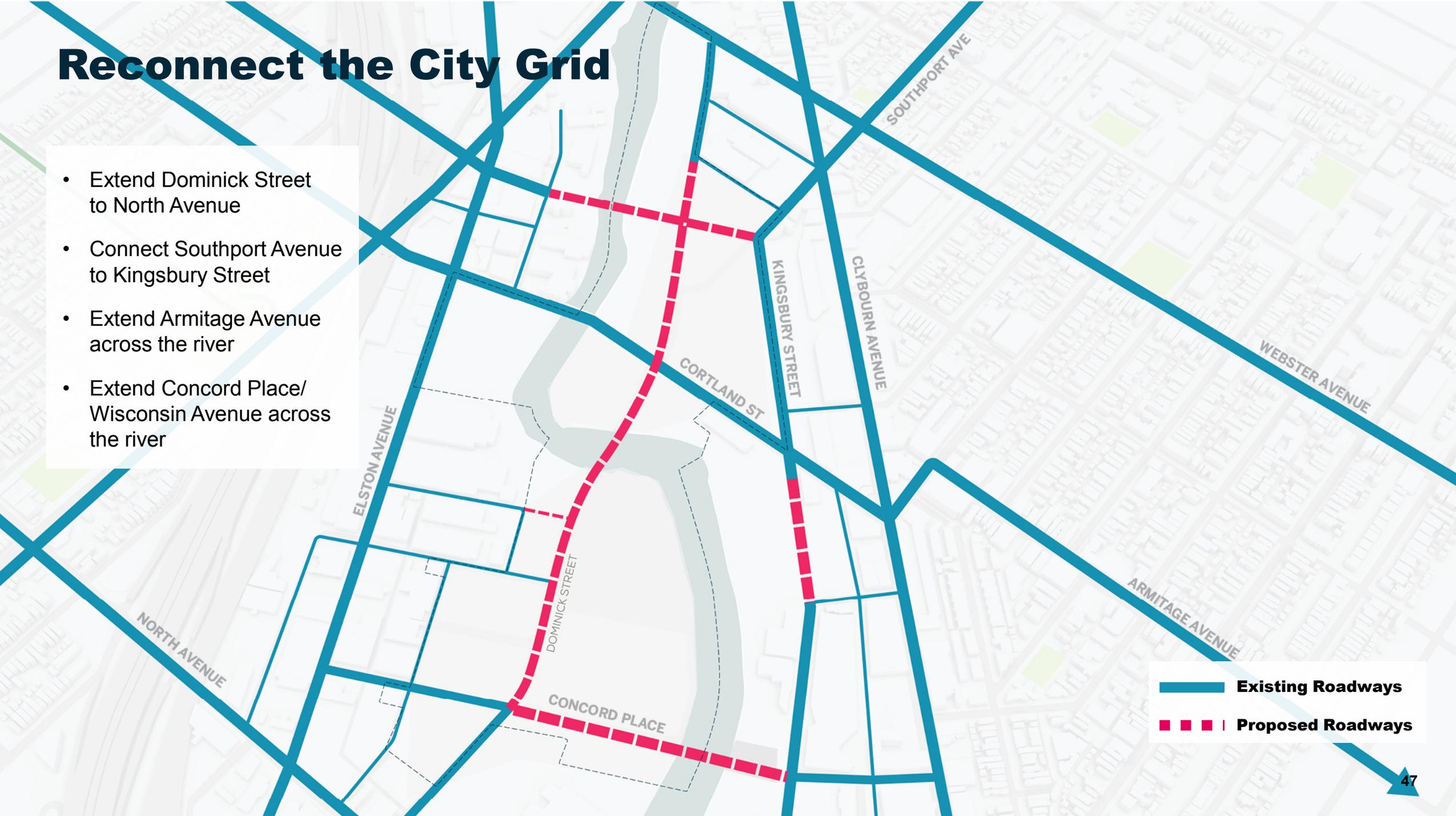
Distinguishing Traits:

- Diversity
- Use
- Character
- Building Height



Reconnect the City Grid

- Extend Dominick Street to North Avenue
- Connect Southport Avenue to Kingsbury Street
- Extend Armitage Avenue across the river
- Extend Concord Place/ Wisconsin Avenue across the river



Existing Roadways
Proposed Roadways

Position central open space along the riverfront

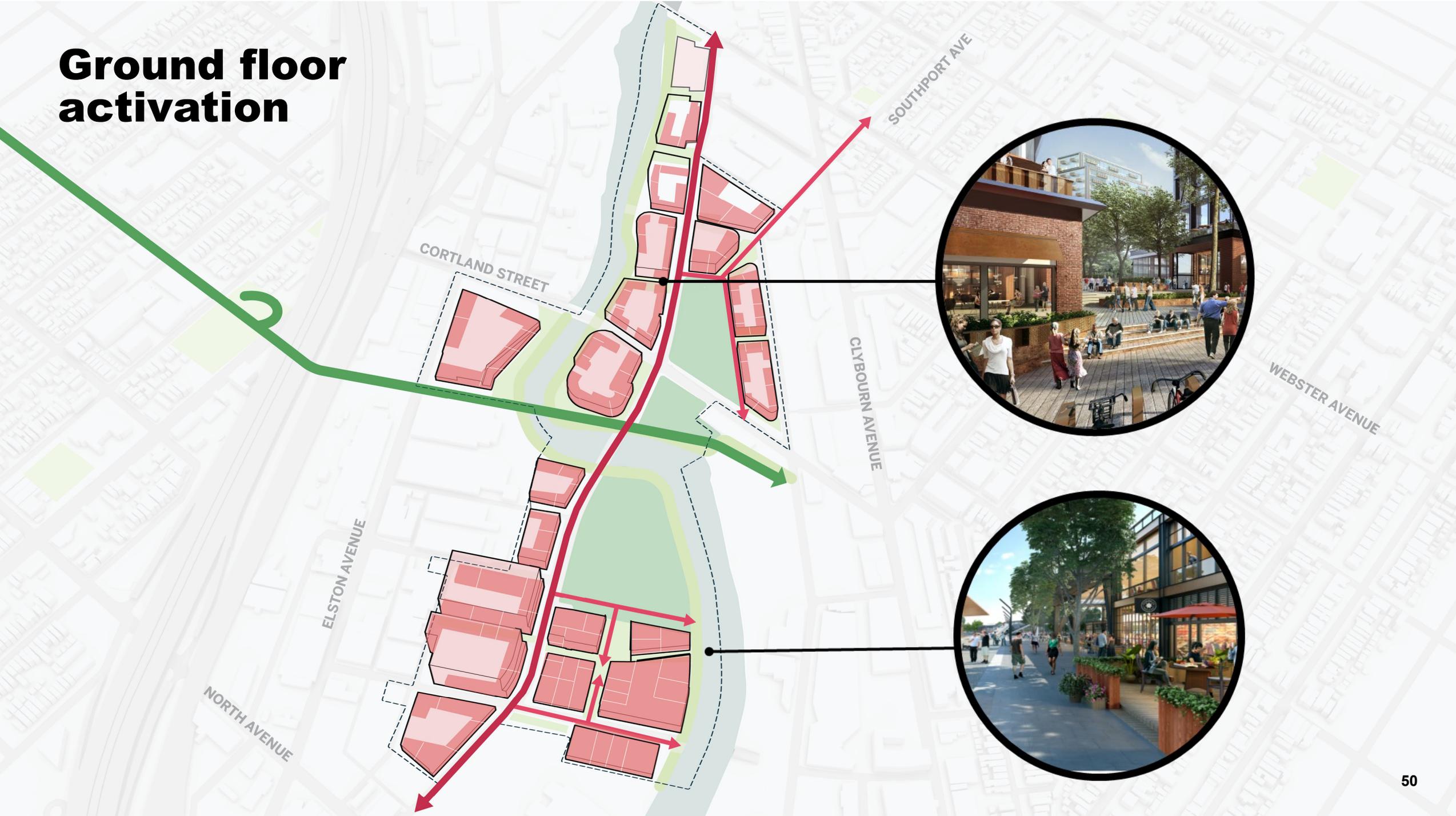


21.0 acres

Smaller blocks and walkable urban fabric



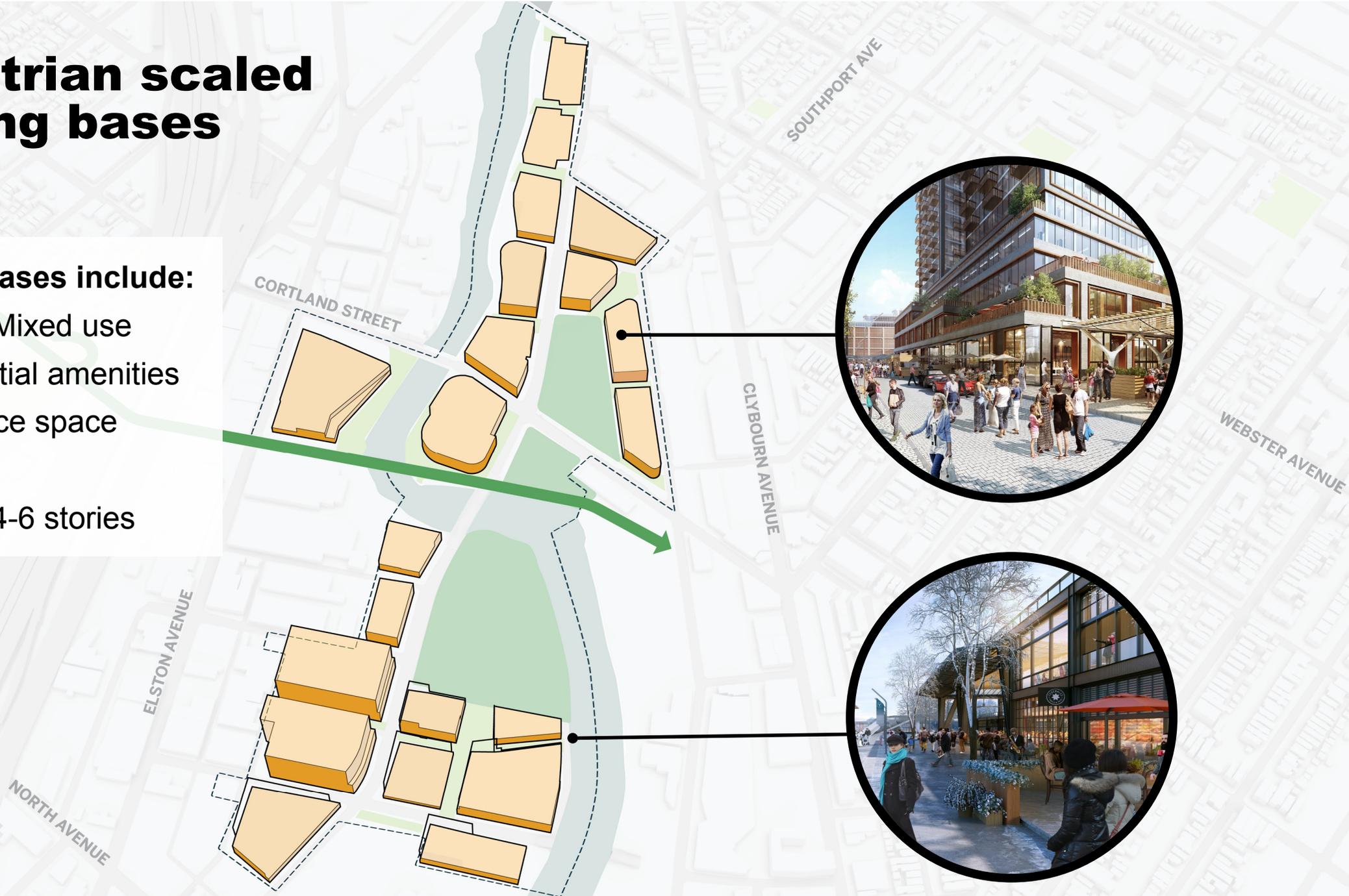
Ground floor activation



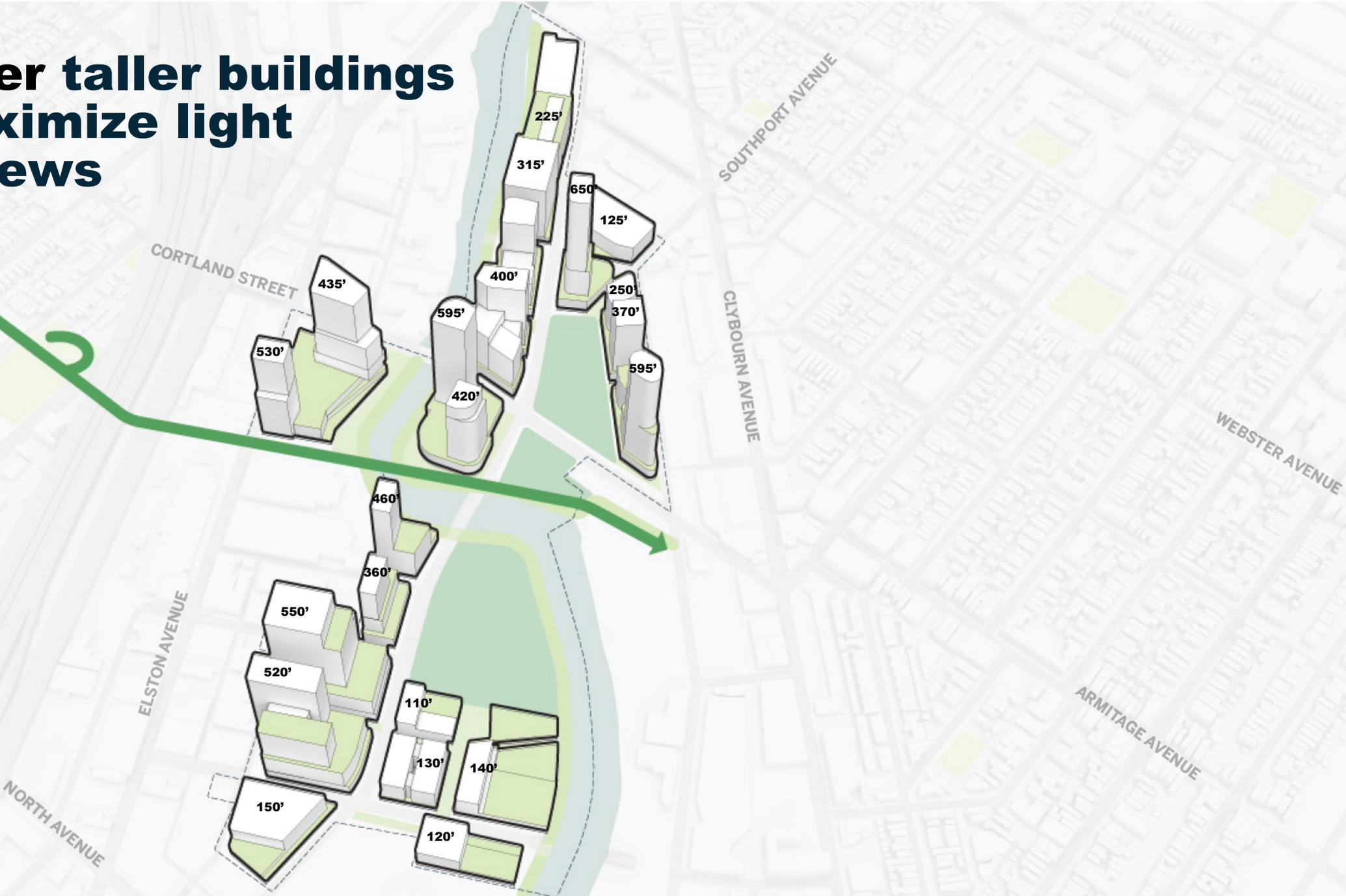
Pedestrian scaled building bases

Building bases include:

- Retail / Mixed use
- Residential amenities
- Flex office space
- Parking
- Typical 4-6 stories



Stagger taller buildings to maximize light and views



Character Zone Guidelines

North Dominick Corridor

- Primarily office and mixed-use
- Activation along Riverwalk with building amenities
- Active frontage and lobbies along Dominick Street
- Emphasize pedestrian access to the Riverwalk
- Opportunity for iconic mixed use at the bend in the river



Character Zone Guidelines

Kingsbury Corridor

- Primarily residential and mixed-use
- Widely spaced, smaller footprint buildings
- Define both a park edge and a Kingsbury edge with active uses
- Residential lobbies with drop-offs along Kingsbury.
- Emphasize connections from the community into the park



Character Zone Guidelines

West Riverfront Corridor

- Primarily mixed-use
- Extend amenities and experiences across the River
- Iconic urban gateway
- Enhanced pedestrian connectivity between the community and Metra Station



Character Zone Guidelines

South Dominick Corridor

- Primarily office and mixed-use
- Locate active uses and lobbies on Dominick Street facing the park
- Buildings should frame the park and riverfront
- Extend existing streets enhancing overall connectivity.



Character Zone Guidelines

South Riverfront Corridor

- Primarily mixed-use waterfront district
- Lower-scaled buildings surrounded by pedestrian streets
- Waterfront district defined by lower-scaled buildings



PHASING AND IMPLEMENTATION

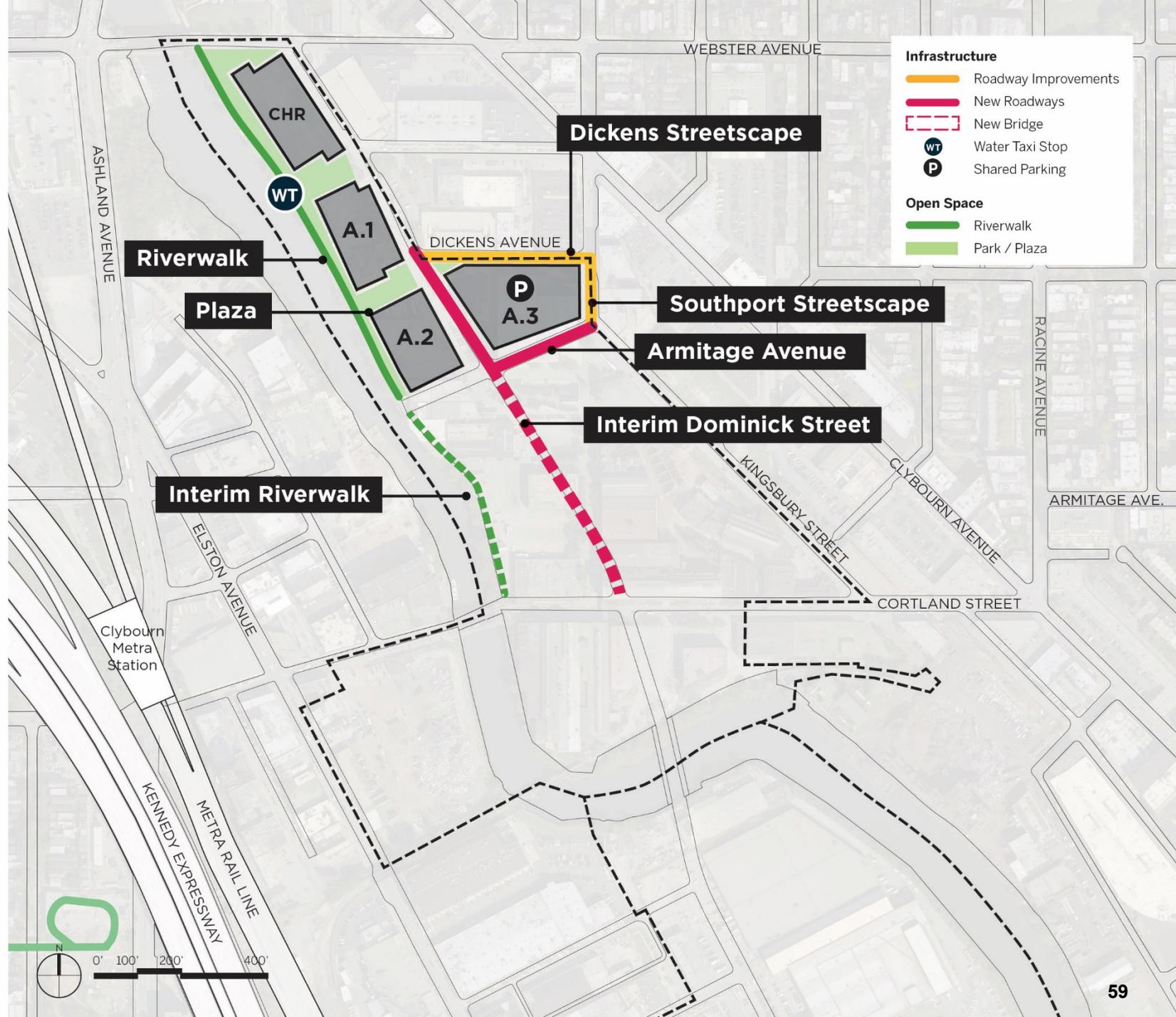
Phase 1 Development and Infrastructure

Development Triggers

- LYN Parcels A.1, A.2, A.3

Infrastructure Improvements

- Dominick Street Extension
- Armitage Avenue
- Dickens Avenue Improvements
- Southport Avenue Improvements
- Riverwalk/River Improvements



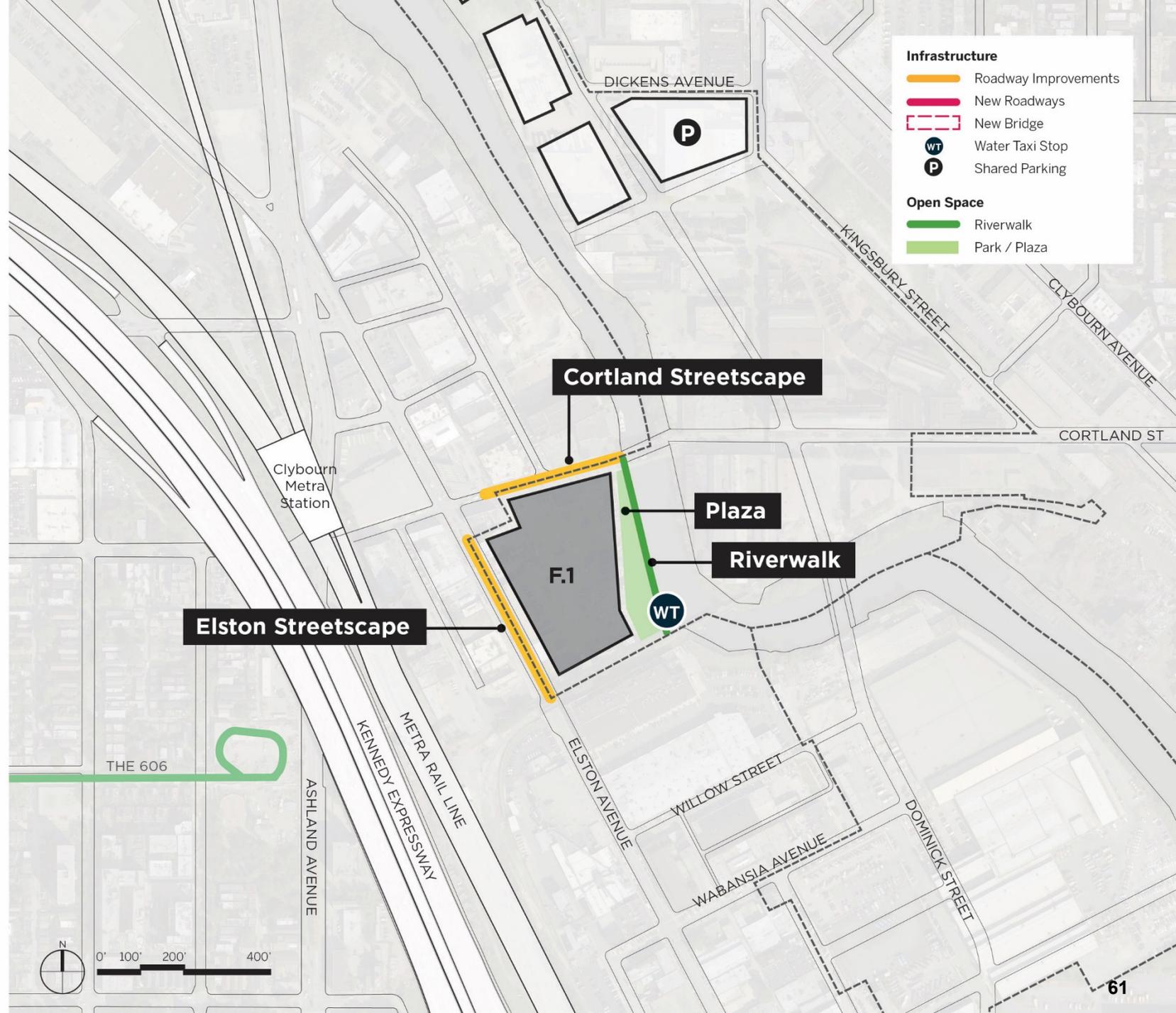
Infrastructure Phase West Zone

Development Triggers

- LYN Parcel F.1

Infrastructure Improvements

- Cortland Street Improvements
- Elston Avenue Improvements
- Riverwalk/River Improvements



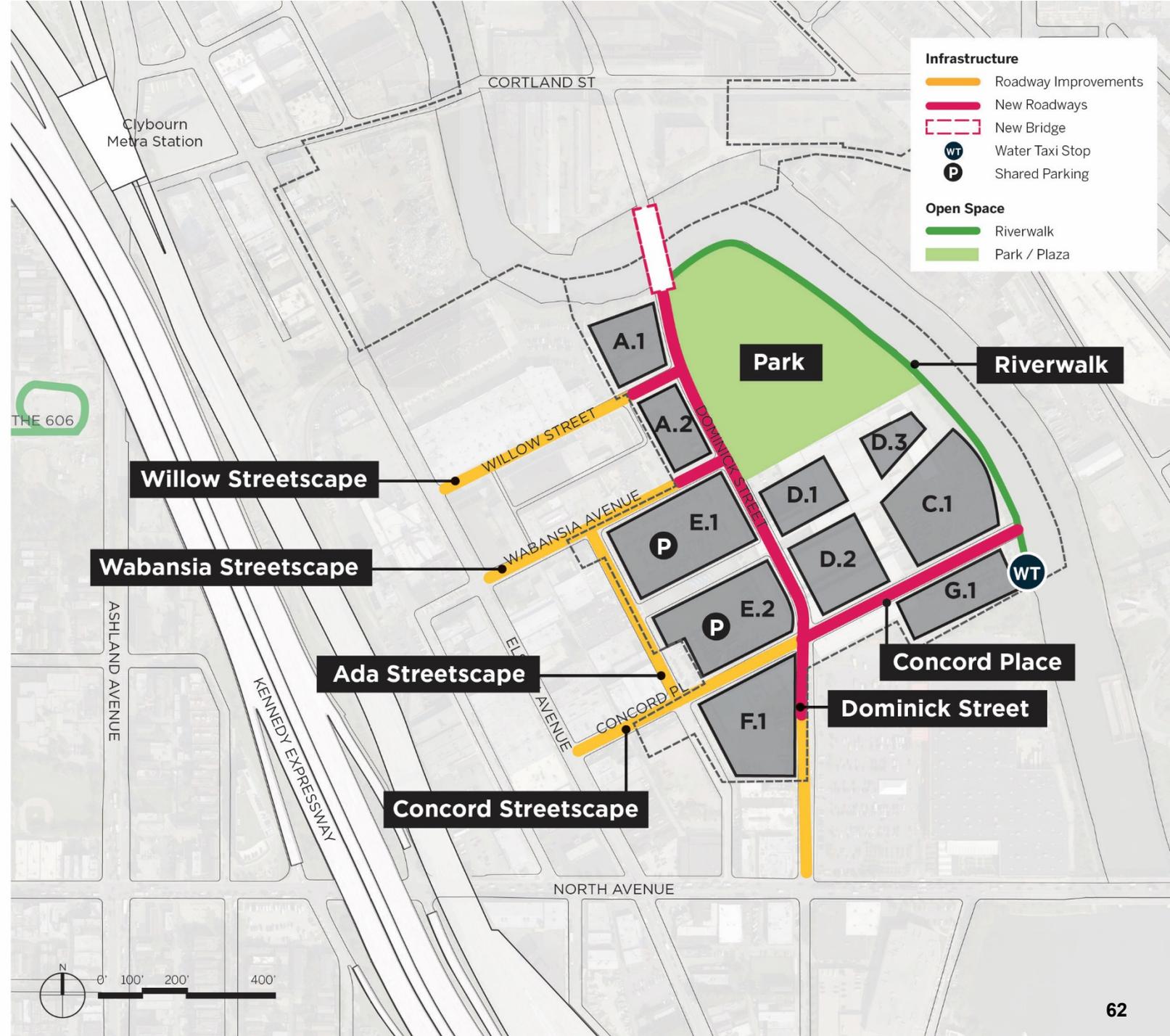
Infrastructure Phase South Zone

Development Triggers

- LYS Parcels A.1, A.2,
- LYS Parcel C.1
- LYS Parcels D.1, D.2, D.3
- LYS Parcel E.1, E.2
- LYS Parcel F.1,
- LYS Parcel G.1

Infrastructure Improvements

- Willow Street Extension and Improvements
- Wabansia Ave. Extension and Improvements
- Ada Street Improvements
- Concord Place Extension and Improvements
- Dominick Street Extension
- Riverwalk/River Improvements
- Lincoln Yards South Park



Development and Infrastructure Alignment

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



Affordable Requirements

ARO obligation is 20% of the total number of residential units

6,000 units are proposed, resulting in a 1,200 unit ARO obligation

ARO obligation will be fulfilled through a combination of on-site and off-site units and in-lieu fee payments as follows:

- 25% of the ARO obligation will be met with on-site affordable units distributed throughout the PD, within each phase.
- 25% of the ARO obligation will be met with in-lieu payments that will generate over \$39 million for affordable housing throughout the City
- The remaining 50% obligation will be met through a combination of:
 - Additional on-site units or in-lieu payments, and
 - Off-site units located within 3 miles of the development site



Bonus Requirements

North Branch Corridor Bonus Payment

\$91.9 Million

Industrial Corridor System Fund Payment

\$29.1 Million



Advisory Council for Diversity and Inclusion

Sterling Bay has received strategic direction from numerous advocacy organizations to formulate a robust inclusionary approach to Lincoln Yards.

Sterling Bay has formed an Advisory Council for Diversity & Inclusion to provide a regular forum for stakeholders to advise, monitor progress, and communicate opportunities with agency membership.



BUSINESS LEADERSHIP COUNCIL



Commitment to Diversity & Inclusion in Construction Contracting and Professional Services

Project Cost: **\$6 Billion**

Permanent Jobs: **24,000**

Construction trade and construction related professional service jobs: **10,000 +**

Lincoln Yards will meet or exceed the City's minimum participation goals:

- 26% participation by qualified MBEs
- 6% participation by qualified WBEs
- 50% hiring of residents of the City of Chicago



Commitment to:

Workforce Development

Diversity & Inclusion in Construction Contracting and Professional Services

Supply Chain Diversity and Inclusion in Building Operations and Maintenance

Small, Diverse and Community-Based Business Support



J.P.Morgan

WINTRUST[®]



PHASE 1 DEVELOPMENT





WEST ELEVATION



315'-0"

GLAZED CURTAIN WALL

BRONZE TINTED CURTAIN WALL SYSTEM w/ VERTICAL FIN

A.2

GLAZED STOREFRONT

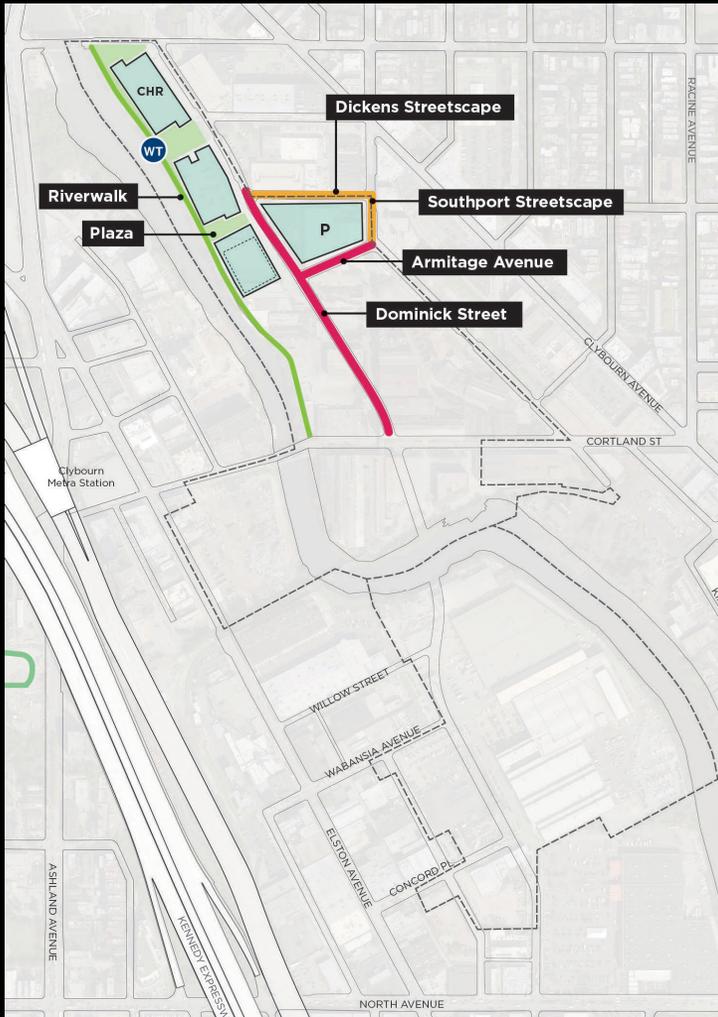
Garage design continuing to evolve and to be refined

125'-0"

PERFORATED WEATHER METAL PANELS WITH 50% OPENING FOR VENTILATION

A.3

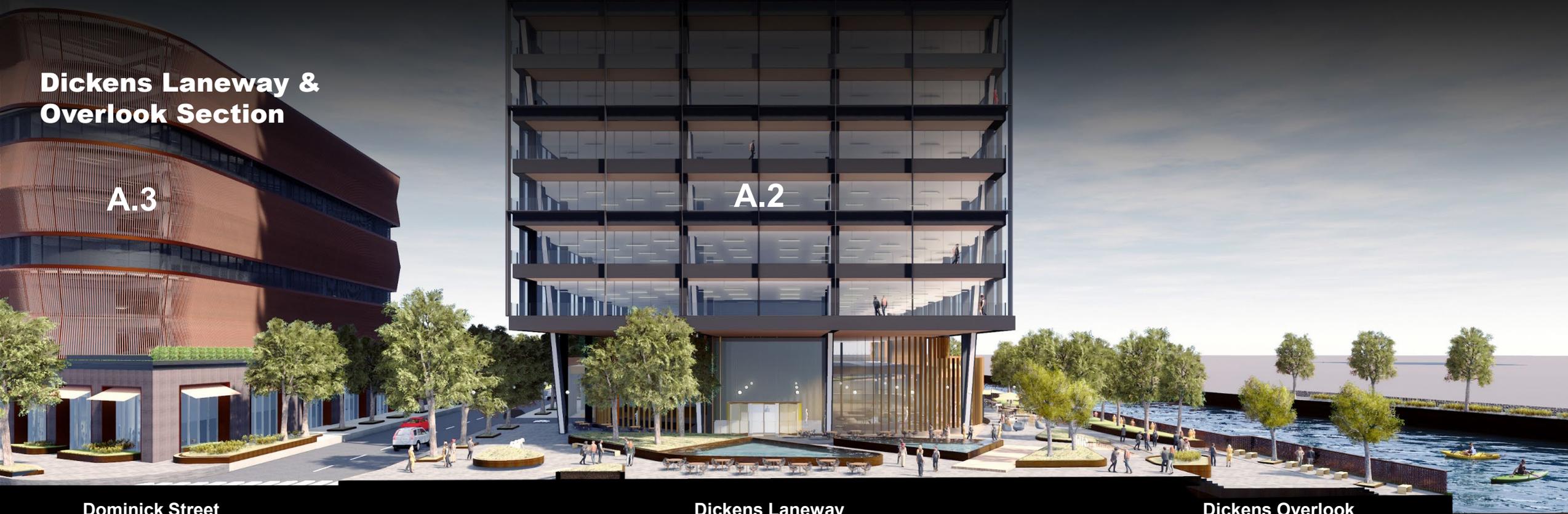
GREEN ROOF STOREFRONT SYSTEM



Dickens Laneway & Overlook Section

A.3

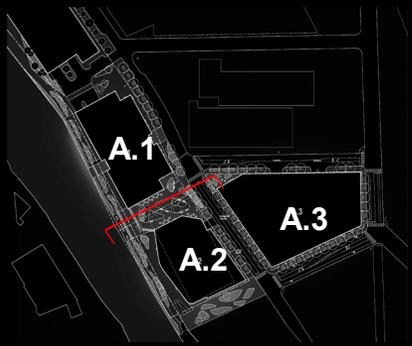
A.2



Dominick Street

Dickens Laneway

Dickens Overlook





Dickens Overlook

**multi-modal
transportation options**
that extend the existing
riverwalk

A.1

A.2

Dickens Laneway

enhanced paving and curbsless transitions for seamless connection between plazas and indoor retail, cafes, and restaurants

A.3

A.2

A.1



Armitage Plaza

universally accessible for
an active street network and
connected riverwalk





A.2

A.1

A.3

Dominick Retail Corridor

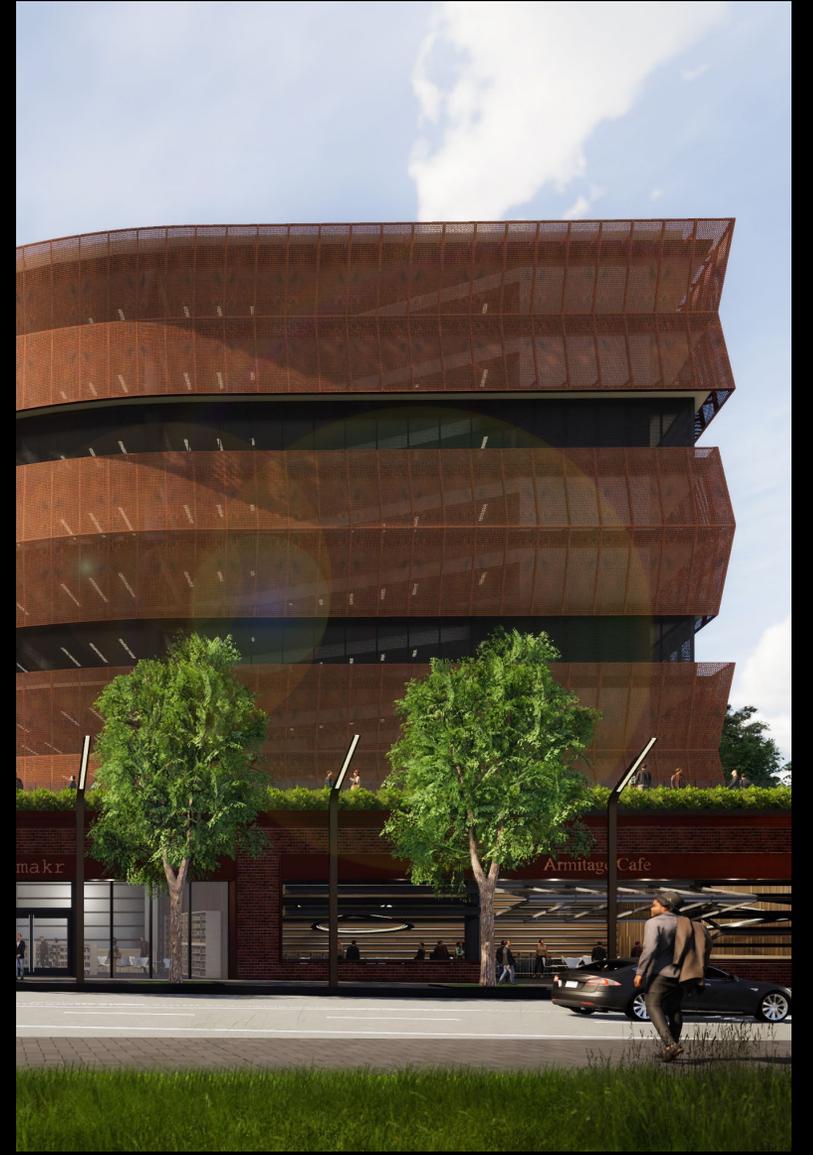
wide and activated sidewalks define an active experience along Dominick Street



PARCEL A.1



PARCEL A.2



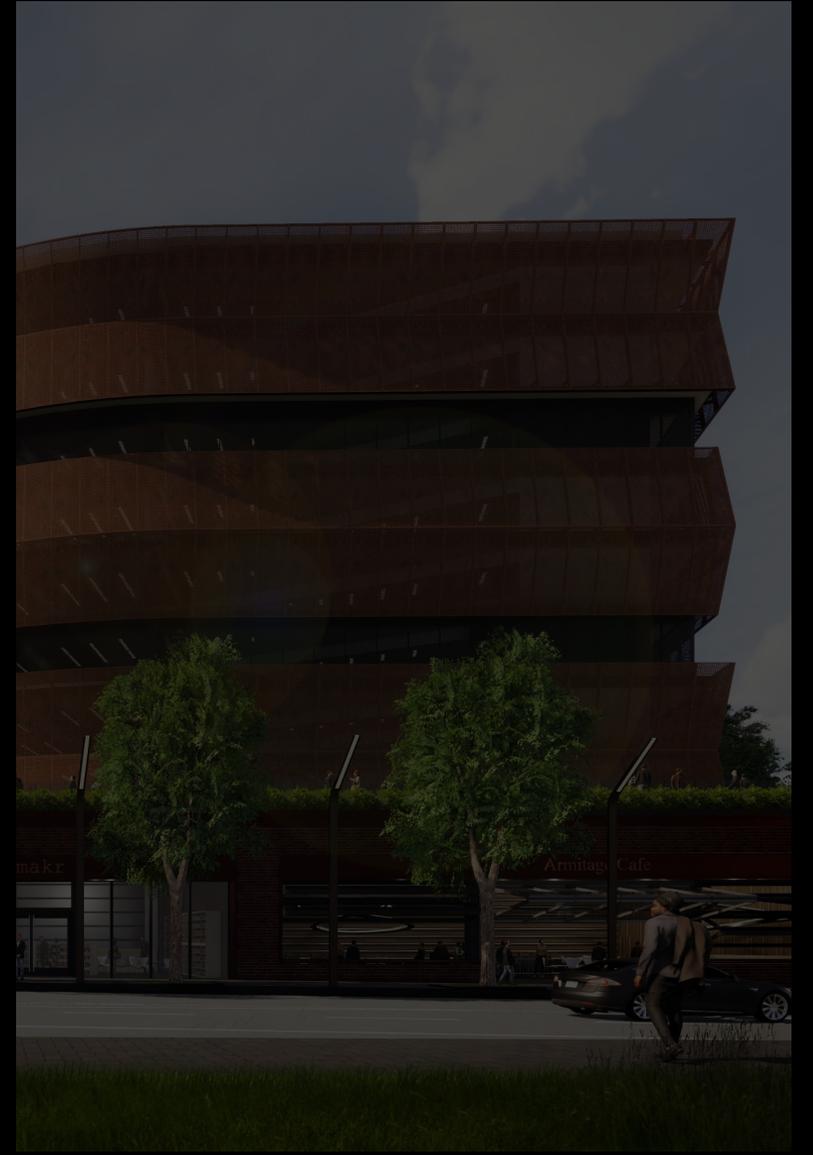
PARCEL A.3



PARCEL A.1



PARCEL A.2



PARCEL A.3

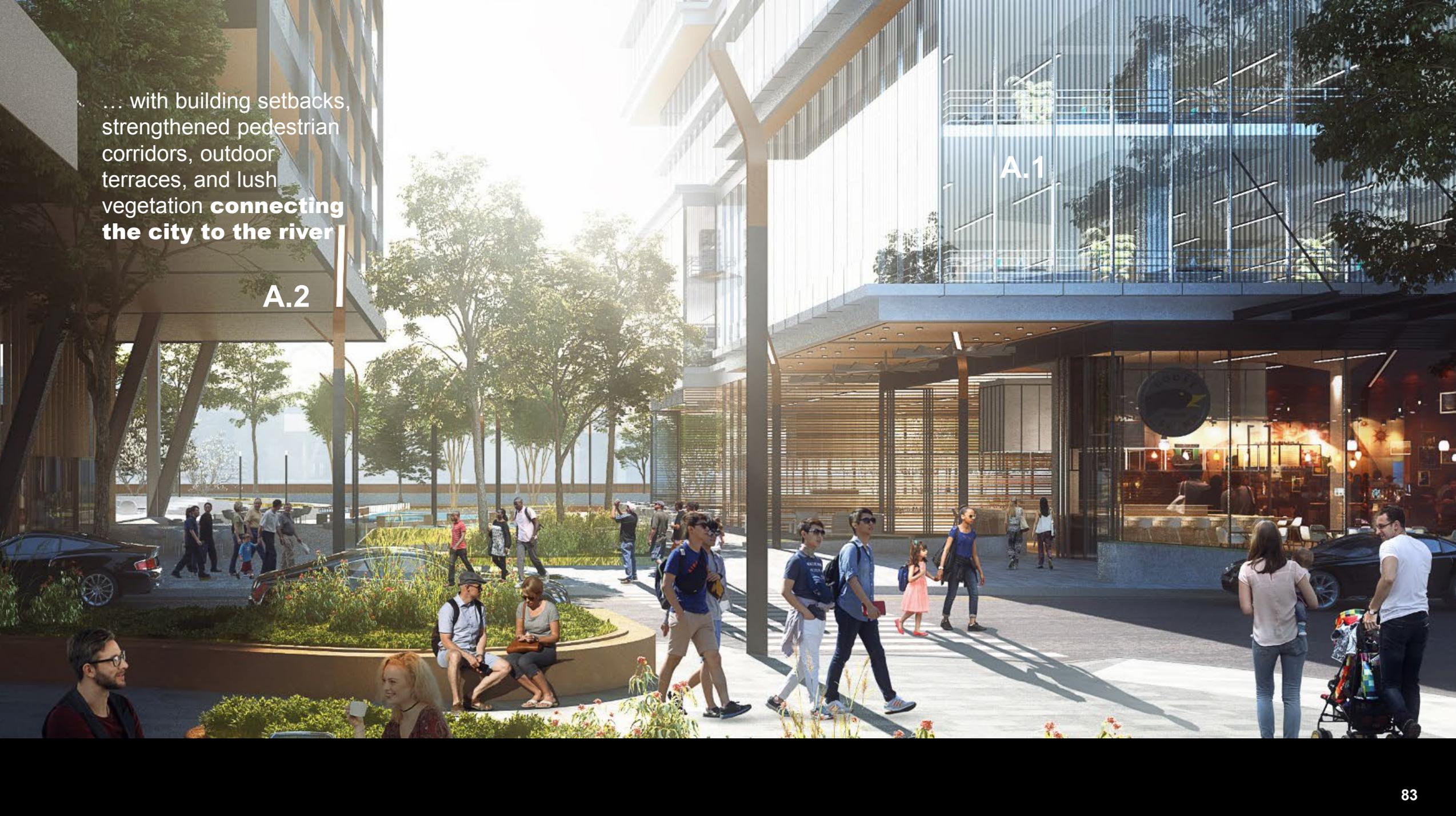
an innovative expressed concrete structure, **a next generation warehouse...**



... with building setbacks,
strengthened pedestrian
corridors, outdoor
terraces, and lush
vegetation **connecting
the city to the river**

A.2

A.1

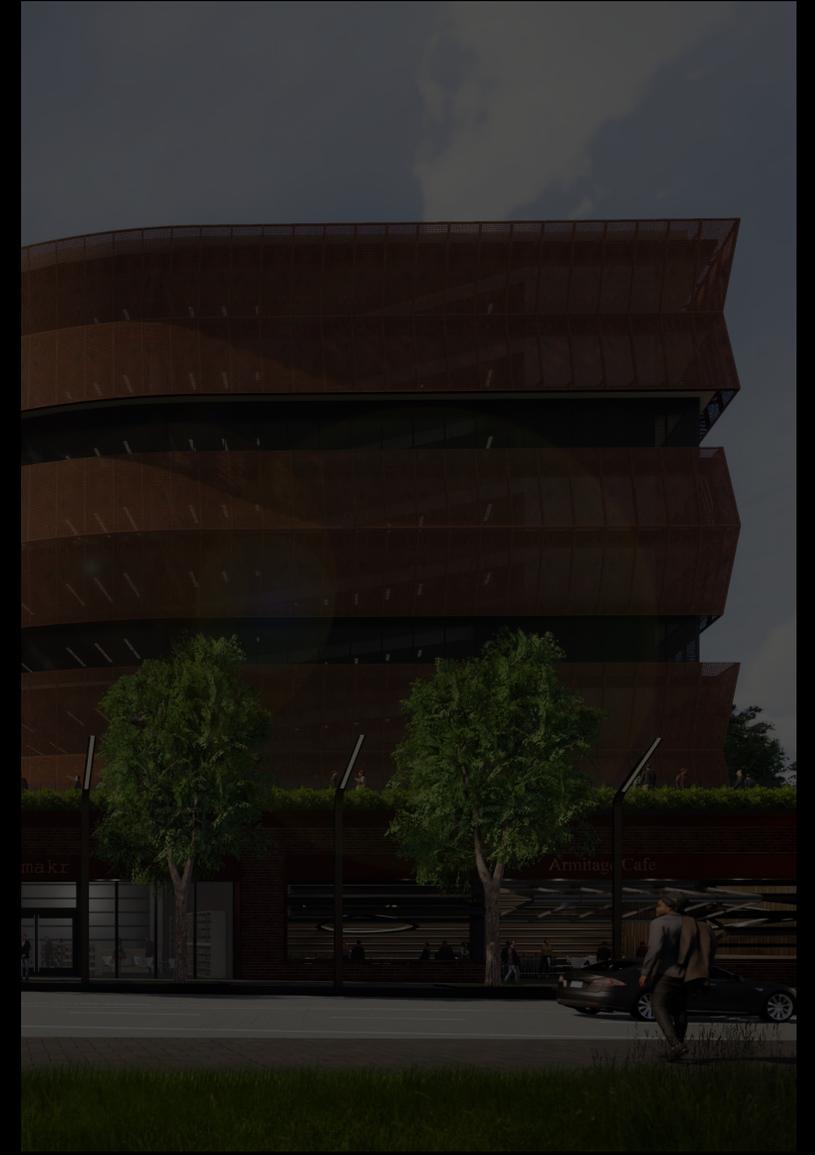




PARCEL A.1



PARCEL A.2



PARCEL A.3

A hard-working, framed mass
**inspired by the industrial
materials of the site...**



A.2

...lift up to
create a
**pedestrian
thoroughfare
at the plaza**





A.2

A.1

A.3

...above a vibrant retail streetscape



