Chicago Plan Commission

Obama Presidential Center
May 17, 2018
Responsibilities of the Chicago Plan Commission

- Obama Presidential Center Planned Development application
  - Establishment of a Planned Development for the proposed project pursuant to Chicago Zoning Ordinance
  - Makes recommendation to Chicago Committee on Zoning, Landmarks and Building Standards

- Obama Presidential Center Lakefront Protection application
  - Proposed project’s compliance with the Lake Michigan and Chicago Lakefront Protection Ordinance
  - Plan Commission is deciding vote, no subsequent City Council action

- Chicago Department of Transportation Lakefront Protection application
  - Proposed right-of-way adjustments’ compliance with the Lake Michigan and Chicago Lakefront Protection Ordinance
  - Plan Commission is deciding vote, no subsequent City Council action

- Chicago Park District Lakefront Protection application
  - Proposed athletic field’s compliance with the Lake Michigan and Chicago Lakefront Protection Ordinance
  - Plan Commission is deciding vote, no subsequent City Council action

- Inter-Agency Referral Act
  - Land transferred from the Park District to City control
  - Lease with the Obama Foundation for the Obama Presidential Center
Project Highlights

- Obama Presidential Center
- Athletic Center
- Relocation of Park District Multi-Purpose Athletic Field
- Roadway Closures and Improvements
- Reconnection of Publicly Accessible Open Space
- Increase of Publicly Available Open Space
56 total community events
6,145 total attendees

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July 29
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June 27 & July 13
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2018

February 27
OPC with CDOT, Park District Plan Commission update

December 1
Section 106 kick-off

December 7 & 11
SLFP Draft Scenarios

December 20
OPC parking meeting

March 13 & 14
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May 7
5th ward OPC meeting

May 17
Chicago Plan Commission

May
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1871 CHICAGO SOUTH PARK PLAN

WESTERN DIVISION
WASHINGTON PARK
(593 ACRES)

MIDWAY
PLAISANCE
(90 ACRES)

EASTERN DIVISION
JACKSON PARK
(593 ACRES)
JACKSON PARK POST 1895 PLAN

CIRCULATION: GENEROUS PROMENADES AND CARRIAGE PATHS

RECREATION: BALL FIELDS AND 1ST GOLF COURSE WEST OF ALLEGHENIES
OPC: PLAZA LEVEL PLAN

- FORUM
- ENTRY
- ENTRY
- ENTRY
- MUSEUM
- ENTRY
- LIBRARY
BUILDING HEIGHT CONTEXT

Jackson Park Terrace
173.9'
1974

Park Shore East
208.6'
1980

Island Terrace
243.4'
1969

Vista
193.6'
1926

Windermere House
150.7'
1923

1700 E. 56th St.
376'
1968

Museum of Science and Industry
158'
1893

Solstice on the Park (Under Construction)
298'
2018

OPC
235'
Proposed
OPC: LIBRARY BUILDING ELEVATIONS

OPC LIBRARY NORTHERN ELEVATION

OPC LIBRARY WESTERN ELEVATION

OPC LIBRARY EASTERN ELEVATION
OPC: ATHLETIC CENTER ELEVATIONS

OPC ATHLETIC CENTER NORTHERN ELEVATION

OPC ATHLETIC EASTERN ELEVATION

OPC ATHLETIC CENTER SOUTHERN ELEVATION

OPC ATHLETIC CENTER WESTERN ELEVATION
OPC: PARKING PLAN

- PEDESTRIAN EXIT
- MAXIMUM of 450 SPACES
- 18’ X 8’-6”, TYP. SPACE
- VEHICLE CONTROL GATE
- PEDESTRIAN EXIT
- PEDESTRIAN EXIT
- SERVICE DRIVE
- STONY ISLAND AVENUE
- VEHICLE ENTRY / EXIT
OPC: PEDESTRIAN ACCESS PLAN

- Shared Pedestrian, Bicycle Path
- Pedestrian Exit from Garage
- Urban / Park Pedestrian Access
- Integrated bike & walking paths
- Biodiversity through native plants
- All storm water managed on-site

- Efficient HVAC & lighting systems
- Heat recovery to preheat incoming outside air
- Integrated lighting & occupancy sensors

- Low-flow indoor water fixtures
- Storm water reuse for irrigation
- Storm water management incorporated into landscape

- Light wells enhance daylighting of interiors
- Healthy & sustainable materials
- Improved indoor air quality

- LEED v4 PLATINUM
- Sustainable SITES
Typology borrows from Lagoon’s edge
- Plants have a tolerance to intermittent flooding
- Understory plantings will have garden-like, seasonal quality all year

Typology takes cues from the Wooded Isle
- Introduces fruit-producing and pollinator-attracting plants
- Trees and understory plants create a sense of intimacy in the park

Urban typology is defined by selection of trees subject to tough conditions such as pollutants, salt.
- Tree canopies are high and broad
- Trees will have fantastic fall color
- Trees are low maintenance

Variety in this typology comes from the canopy layer
- Trees are not planted too densely to grow large and wide but remain visually open
- Understory is predominantly lawn as seen elsewhere in the park
OPC: LOOKING SOUTH FROM MUSEUM AT THE PLAZA
OPC: WOMEN'S GARDEN
The Obama Foundation is committed through its construction manager, Lakeside Alliance, to award 50% or more of its subcontracts, by total value of all subcontracts, to diverse suppliers.

50%

35%
MBE
Minority-Owned Business Enterprise

10%
WBE
Women-Owned Business Enterprise

5%
VBE
Veteran-Owned Business Enterprise

LGBTBE
Lesbian, Gay, Bisexual & Transgender Business Enterprise

BEPD
Business Enterprises Owned by People with Disabilities

SDVBE
Service-Disabled Veteran Business Enterprise

Hours worked: 50%
City Residents includes 7.5%
Project Area Residents
ECONOMIC IMPACT FOR CHICAGO

$3.1B
DURING CONSTRUCTION AND FIRST TEN YEARS

$2.1B directly into the South Side.

700K+
VISITORS ANNUALLY

Increased demand for new restaurants, stores, and services.

5,000+

Direct, indirect and induced jobs during construction phase.

2,500

Direct, indirect and induced jobs during full operations phase.
Proposed Roadway Closures

- Cornell Drive from 59th Street to Hayes Drive
- Marquette Drive from Stony Island Avenue to Richards Drive
- South Midway Plaisance from Stony Island Avenue to Cornell Drive
- Northbound Cornell Drive from 67th Street to 65th Street
Improvement Overview

- Reconfigure Cornell and Stony 65th to 67th to accommodate closure of separate northbound Cornell Construct underpass to improve neighborhood access to Lakefront
- Widen 59th Street Inlet Bridge
- Improve intersection
- Improve LSD, Hayes & intersections to accommodate diverted traffic and provide underpasses and signals to cross Hayes
- Improve Stony Island balancing needs for people walking, driving, taking transit, biking, and parking
- Reconfigure traffic flow and improve safety in the area where Midway meets Stony
- Improve intersection
- Construct underpass to improve operations on Jeffery
- Reconfigure Cornell and Stony 65th to 67th to accommodate closure of separate northbound Cornell
Reduce traffic signals at Midway from four to two and widen Stony Island from 59th to 60th to provide additional turn lanes.

Provide new traffic signal at 62nd St and improve intersection to accommodate additional lanes.

Add and lengthen turn lanes and re-time signal.

Widen North Midway and convert to two-way.

Evaluating opportunities to improve pedestrian safety.

Widen Stony Island to the east to provide two lanes in each direction.

Close Cornell Drive.

North Midway Plaisance to be reconfigured.

Close South Midway Plaisance.

Existing Conditions.
Provide for landscaped median and pedestrian refuge islands while providing left turn lanes at intersections.
S. Stony Island Avenue
E. 60th Street to E. 63rd Street

EXISTING

51’ ±

PROPOSED

71’ ±
Add 3rd southbound lane from 57th Drive to Hayes Drive

Modify existing bridge and repair deteriorating façade and balustrade.

Improve intersection to accommodate additional lanes

Improve intersections to accommodate additional southbound lane
S. Lake Shore Drive
E. 57th Drive to E. Hayes Drive

**EXISTING**

Varies 60’ – 71’ ±

**PROPOSED**

Varies 71’ – 82’ ±
S. Hayes Drive
S. Stony Island Avenue to S. Lake Shore Drive

Proposed Conditions

Existing Conditions
New Pedestrian Underpasses Proposed at Hayes / Cornell / 63rd Intersection - Hayes / Lake Shore Intersection

Example underpass from 57th Street and Lake Shore Drive

Extend Barrier Wall Median From South Lake Shore Drive

Example from Lake Shore Drive considered for Hayes Drive

S. Hayes Drive
S. Stony Island Avenue to S. Lake Shore Drive

Statue of the Republic ("The Golden Lady")

Jackson Park Golf Course

South Side YMCA
- Reconfigure to one intersection
- Shorter Crosswalks
- New left turn lanes on 67th
- New westbound right turn lane
- Added Green Time for 67th
- Improve 65th Pl and Marquette Rd intersections to accommodate additional lanes
- Provide new traffic signal at 64th St and improve intersection to accommodate additional lanes
- Widen Stony Island to the east to provide four lanes, a landscaped median, and parking lanes
- Widen Stony Island to add a third northbound lane
- Convert southbound Cornell Drive to two-way
- Re-integrate park space

Proposed Conditions

Cornell Drive section to be reconfigured

Close NB Cornell Avenue

63rd Street section to be reconfigured

Close Marquette Drive

Existing Conditions
S. Stony Island Avenue
E. 63rd Street to E. 67th Street

EXISTING

Varies 200’ – 400’ ±

Varies 50’ – 90’ ±

38’ ±

PROPOSED

Varies 70’ – 120’ ±
Legend

- Existing Signalized Crossing
- New/Improved Signalized Crossing
- New Pedestrian Refuge Island
- New Curb Extensions
- Existing Trail
- Existing Underpass
- New or Improved Trail
- Proposed Underpass

Pedestrian and Bike Improvements

- New pedestrian refuge island at existing mid-block crossing on Cornell Drive
- Trail and underpass improvements create multiple routes to the lakefront with no traffic interference
- Seven new pedestrian refuge islands and nine intersections with new curb extensions along Stony Island Avenue
- Reconnect the Clarence Darrow Bridge gap (under separate contract)
- New traffic signal with marked crosswalks at Hayes and Richards
- New traffic signal with marked crosswalks at Stony and 62nd
- New traffic signal with marked crosswalks at Stony and 64th
Landscaping
Standard Roadway and Roadside Landscape Design Elements
Opportunities for trees, perennials and turf grasses include:
• Vacated roadways
• Medians
• Roadside parkways
• Curb extensions
• Streetscapes

Sustainability
CDOT’s Sustainable Urban Infrastructure Policies and Guidelines:
• Stormwater rate and volume control
• Landscaping
• Energy-efficient LEDs
• Warm-mix asphalt
• Recycled materials
Equitable Hiring Participation

State & Federal funds - Disadvantaged Business Enterprises (DBE)
USDOT (Federal) minimum = 10% DBE Participation
IDOT (State) 2017 goal = 22.7% DBE Participation

Local funds - Minority Owned Business Enterprises (MBE)
CDOT annual MBE goal = 26% MBE Participation

Local funds - Women Owned Business Enterprises (WBE)
CDOT annual WBE goal = 6% WBE Participation

OPC Mobility Improvements design work is locally funded:
MBE Participation = 50.3% WBE Participation = 10.3%

Construction Workforce - City of Chicago Local Hiring Goals
50% hours worked on site by City residents (state and local funds)
15% hours worked on site by project-area residents (state and local funds)
20% of individuals hired from socioeconomically disadvantaged areas (federal funds)
Chicago Park District Multi-Purpose Track and Field

Project Location
Chicago Park District Multi-Purpose Track and Field – existing conditions
Chicago Park District Multi-Purpose Track and Field – proposed amenities

- 5-Tier Bleacher
- Shot Put
- 8-Lane 400 Meter Track
- Multi-Purpose Synthetic Turf Field
- Warm-up Area
- High Jump
- Long/Triple Jump
- Storage Container With Screen Fence
- Scoreboard 23’ High
- Sports Lighting 60’ High
2.1 Acres
Open Plaza or Building with Accessible Roof

+4.7 Acres
Total Parkland Increase

-1.0 Acres
Structure, non-open space

+8.0 Acres
From road to park

+3.7 Acres
From road to OPC Site

-6.0 Acres
From park to road

+8.0 Acres
From road to park

+3.7 Acres
From road to OPC Site

Net Open Space Changes
Enhanced landscaping and improve pedestrian connectivity through the park

Example Pedestrian Underpass

Trail and underpass improvements create multiple routes to the lakefront with no traffic interference

Reconnect the Clarence Darrow Bridge gap (under separate contract)

Legend

- Existing Signalized Crossing
- New/Improved Signalized Crossing
- New Pedestrian Refuge Island
- New Curb Extensions
- Existing Trail
- Existing Underpass
- New or Improved Trail
- Proposed Underpass
Open Public Space Gain in Jackson Park

- **Structure, non-open space:** -1.0 Acres
- **From park to road:** -6.0 Acres
- **From road to OPC Site:** +3.7 Acres
- **From road to park:** +8.0 Acres

**Total Parkland Increase:** +4.7 Acres

Open Plaza or Building with Accessible Roof: 2.1 Acres
Maintains publicly-accessible open space and recreational areas
Re-connecting Park Land

- Cornell Drive from 59th Street to Hayes Drive
- Marquette Drive from Stony Island Avenue to Richards Drive
- Northbound Cornell Drive from 67th Street to 65th Street
- South Midway Plaisance from Stony Island Avenue to Cornell Drive
To improve pedestrian access, the trail and underpass improvements create multiple routes to the lakefront with no traffic interference. Reconnect the Clarence Darrow Bridge gap (under separate contract).
Operations of Lake Shore Drive

EXISTING

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PUBLICLY AVAILABLE OPEN SPACE

- Promenade
- Woodland Walk
- Forum
- Plaza
- Nature Trail
- Overlook
- Athletic Center

Other features include a Museum, Lawn, Women's Garden, and various park areas.
Reduction in Vehicular Traffic in Jackson Park

- Cornell Drive from 59th Street to Hayes Drive
- Marquette Drive from Stony Island Avenue to Richards Drive
- Northbound Cornell Drive from 67th Street to 65th Street
- South Midway Plaisance from Stony Island Avenue to Cornell Drive
OPC VISITOR LOADING / UNLOADING AREA
CTA BUS STOP WITH SHELTER
OPC GARAGE ENTRY / EXIT
OPC SERVICE ENTRY / EXIT