Lincoln Yards
Planned Development Proposal

Brian Hopkins
2nd Ward Alderman
AGENDA

• Welcome
• North Branch Framework Plan
• Planned Development Process
• Developer Presentation
Developer Presentation
Andy Gloor
Managing Principal, Sterling Bay
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
Existing Conditions

29.05 acres
Lincoln Yards North

23.73 acres
Lincoln Yards South
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
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 \text{ 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 \text{ 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 \text{ North Branch Corridor Bonus Payment}

$28.2\ M \text{ Industrial Corridor System Fund Payment}
Transportation and Infrastructure

NBF Goal 2
Provide better access for all transportation modes
Existing Access and Mobility
Three New Water Taxi Stations
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
Existing Road Network
Proposed Street Dedications
Improved Access and Mobility
Improved Access and Mobility
Improved Access and Mobility
A Collection of Experiences
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

- **Street and Easement Vacation**
  - Dominick Street
  - Southport Avenue
  - McLean Avenue
  - Throop Street
  - Wabansia Avenue

- **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
  - Concord Place (Pedestrian)

- **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

- **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

- **River Crossings - Streets**
  - Dominick Bridge
  - Armitage Bridge

- **River Crossings - Pedestrian**
  - Concord / Wisconsin 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

- **Open Space**
  - Northern Park - north of Cortland
  - Riverfront Park - south of Cortland
  - Recreation Park - south of River

- **806 Extension**
  - Ashland Avenue Bridge
  - 90/94 Crossing
  - Skate park
  - Metro Crossing
  - Pedestrian/Bike Landscape Trail
  - River Bridge

- **Metra Station**
  - Existing Metra station improvements
  - Relocated Metra station / mobility hub

- **Water Taxi Stations**
  - 606 Station (heavy footprint)
  - Webster Station (light footprint)
  - Stadium Station (light footprint)

- **North Branch Transit Way**
  - Transit route to be finalized
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 Guidelines

Open space, density and floor area distribution

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.

Redevelopment of large parcels should develop maximise their employment and investment potential. The public domain should include publicly accessible open spaces and adjacent non-vehicular activity areas, where feasible.

The relationship between open space and development density should also be considered for projects that include amenities required by the community, including high-quality recreation spaces and paths for people walking and bicycling.

Principle 1.5: Encourage mixed-use design decisions along the Chicago River that encourage waterfront and public activities by workers, neighbours and visitors.

As the primary character feature and recreational amenity in the North Branch, the Chicago River should be publicly accessible beyond the increased 20 foot setback for new construction. Effective, convenient and establishes of non-vehicular activities should be encouraged to follow the rules for new residential projects that encourage mixed-use occupancy and access to the waterfront should be allowed.

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 result in developed, publicly-accessible open spaces being properly integrated to the environment, in areas where publicly accessible open spaces have not been 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 for following pages.
Lincoln Yards
Site Plan
Kingsbury Residential, looking North from Cortland Street
New Dominick Street, looking South from Armitage Avenue
Dog park adjacent to new Dominick Street
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
## Lincoln Yards North and South Public Benefit Area

<table>
<thead>
<tr>
<th>Category</th>
<th>Acres</th>
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<tbody>
<tr>
<td>Total Land Area</td>
<td>52.78</td>
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<tr>
<td>Additional Net Right-Of-Way</td>
<td>3.61</td>
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<tr>
<td>Parks</td>
<td>6.14</td>
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<tr>
<td>Plazas</td>
<td>4.33</td>
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<tr>
<td>Riverwalk</td>
<td>2.97</td>
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<tr>
<td>Open Space Subtotal</td>
<td>13.44 (25%)</td>
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<tr>
<td>Dedicated Public Benefit</td>
<td>17.05 (32%)</td>
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<tr>
<td>Shared Venue Rooftop</td>
<td>1.17</td>
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<tr>
<td>Shared Stadium Field</td>
<td>2.53</td>
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<tr>
<td>Shared Benefit Area</td>
<td>3.7</td>
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<tr>
<td>Total Public Benefit Area</td>
<td>20.75 (39%)</td>
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# Lincoln Yards

**WHERE CHICAGO CONNECTS**

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<tr>
<th>$4.2 Billion</th>
<th>23,000</th>
<th>1+ Mile</th>
<th>1300+ Feet</th>
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<tr>
<td>In economic output each year</td>
<td>On-site jobs</td>
<td>Of improved existing roadway</td>
<td>606 Extension across the River</td>
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<table>
<thead>
<tr>
<th>$60.4 Million</th>
<th>4-5,000</th>
<th>4,000 Feet</th>
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<tbody>
<tr>
<td>North Branch Corridor Bonus Payment</td>
<td>Residential units</td>
<td>Of new roadway</td>
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<tr>
<th>$28.2 Million</th>
<th>Over 13 Acres</th>
<th>1 Mile</th>
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<tr>
<td>Industrial Corridor System Fund Contribution</td>
<td>Of new public open space</td>
<td>Of new Riverwalk</td>
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<tr>
<th>7+ Mobility systems</th>
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<tr>
<td>Multimodal hub with new Metra station</td>
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