

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

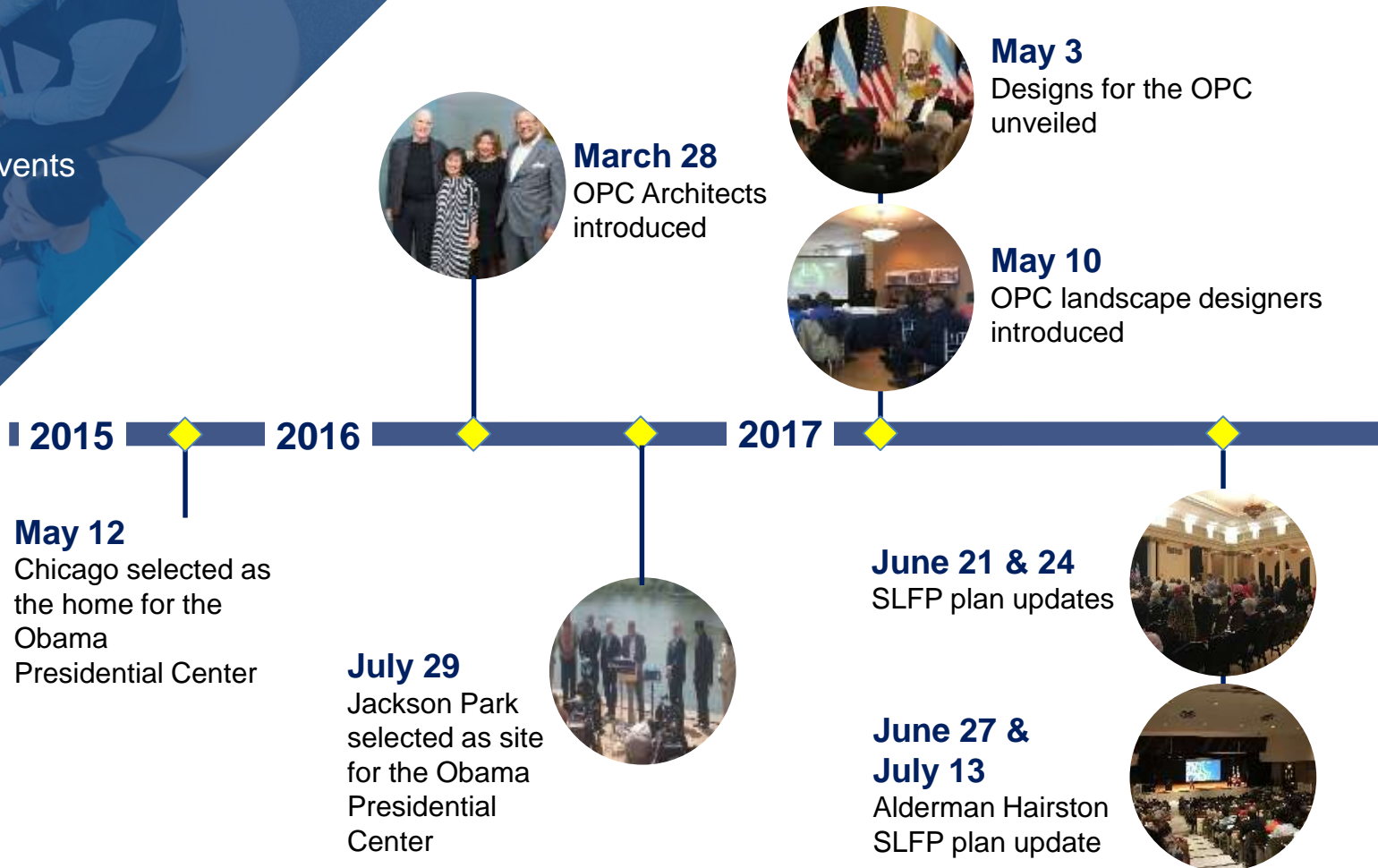


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total community events

6,145

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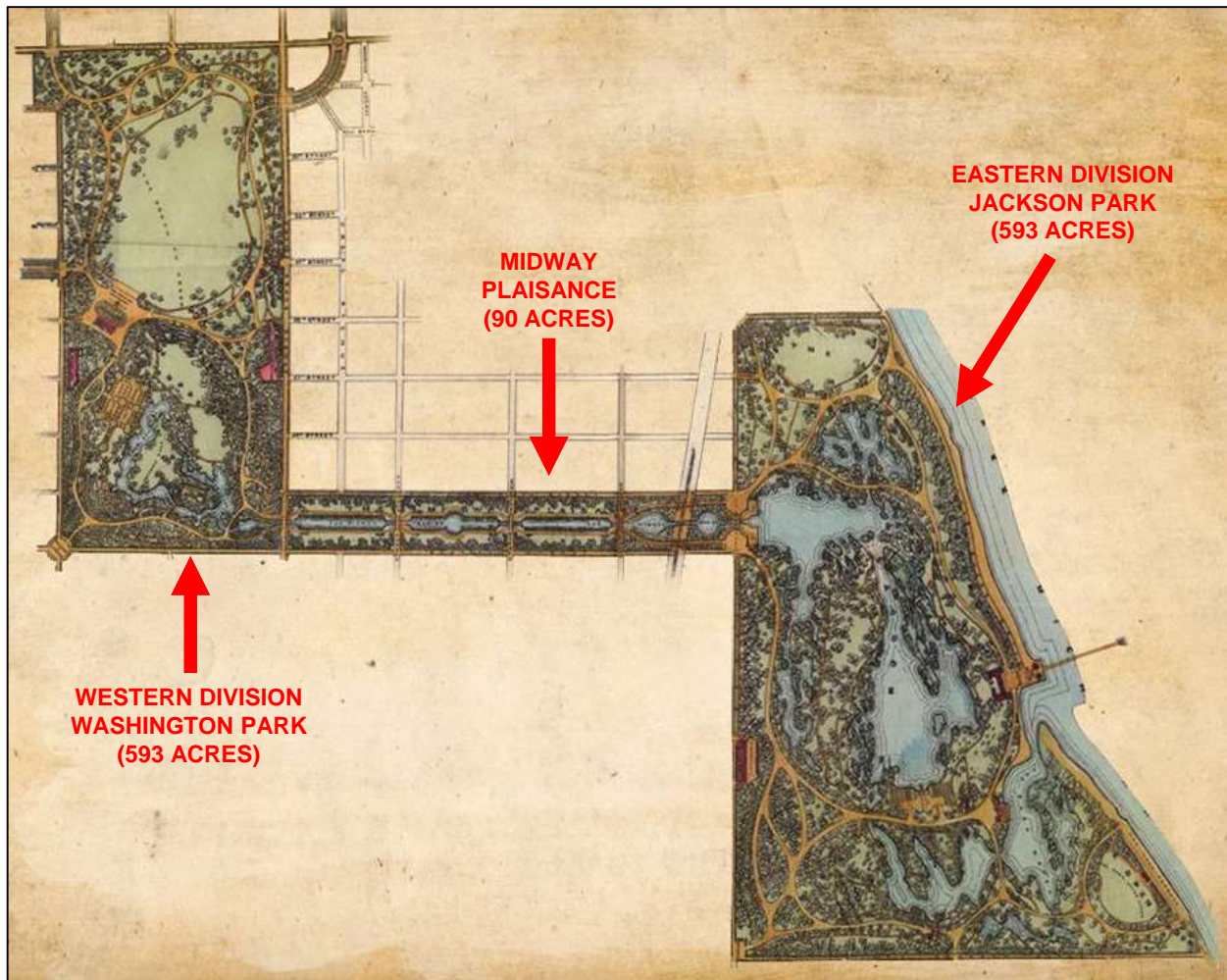
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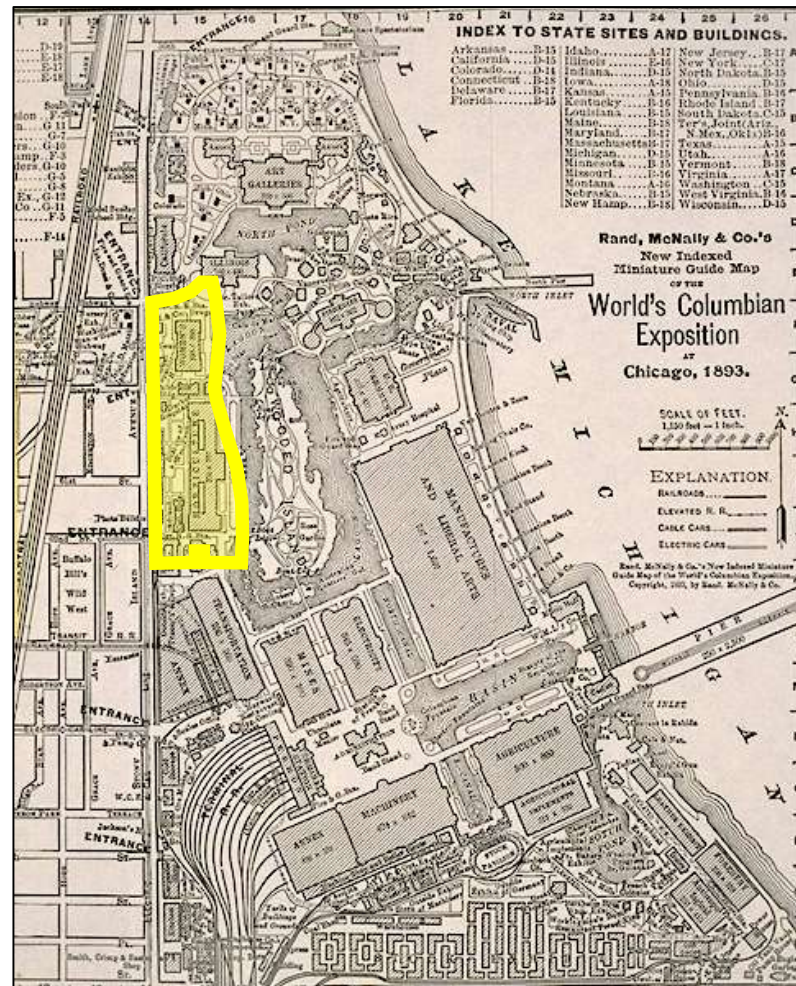
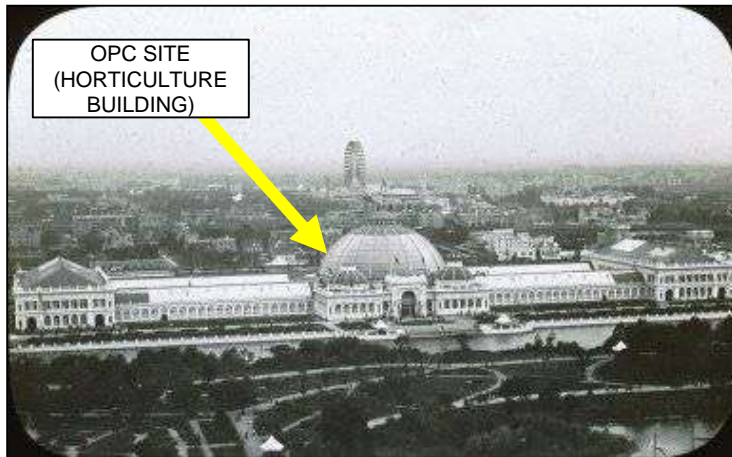
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The National American (from "Sketches" in Jackson Park, Chicago)

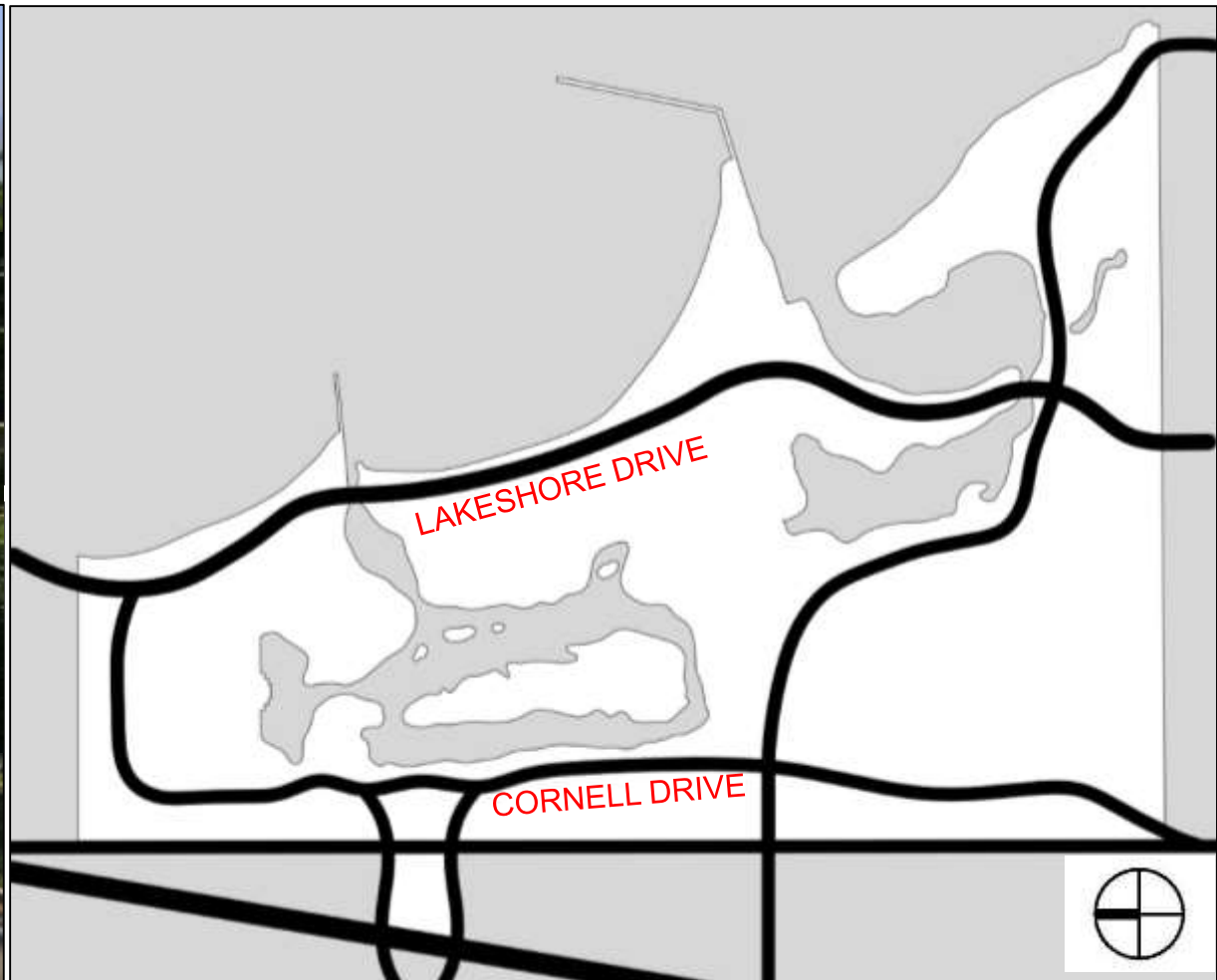


Jackson Park, Golf Link, Chicago.



RECREATION: BALL FIELDS AND 1ST GOLF COURSE WEST OF ALLEGHENIES

CIRCULATION: GENEROUS PROMENADES AND CARRIAGE PATHS





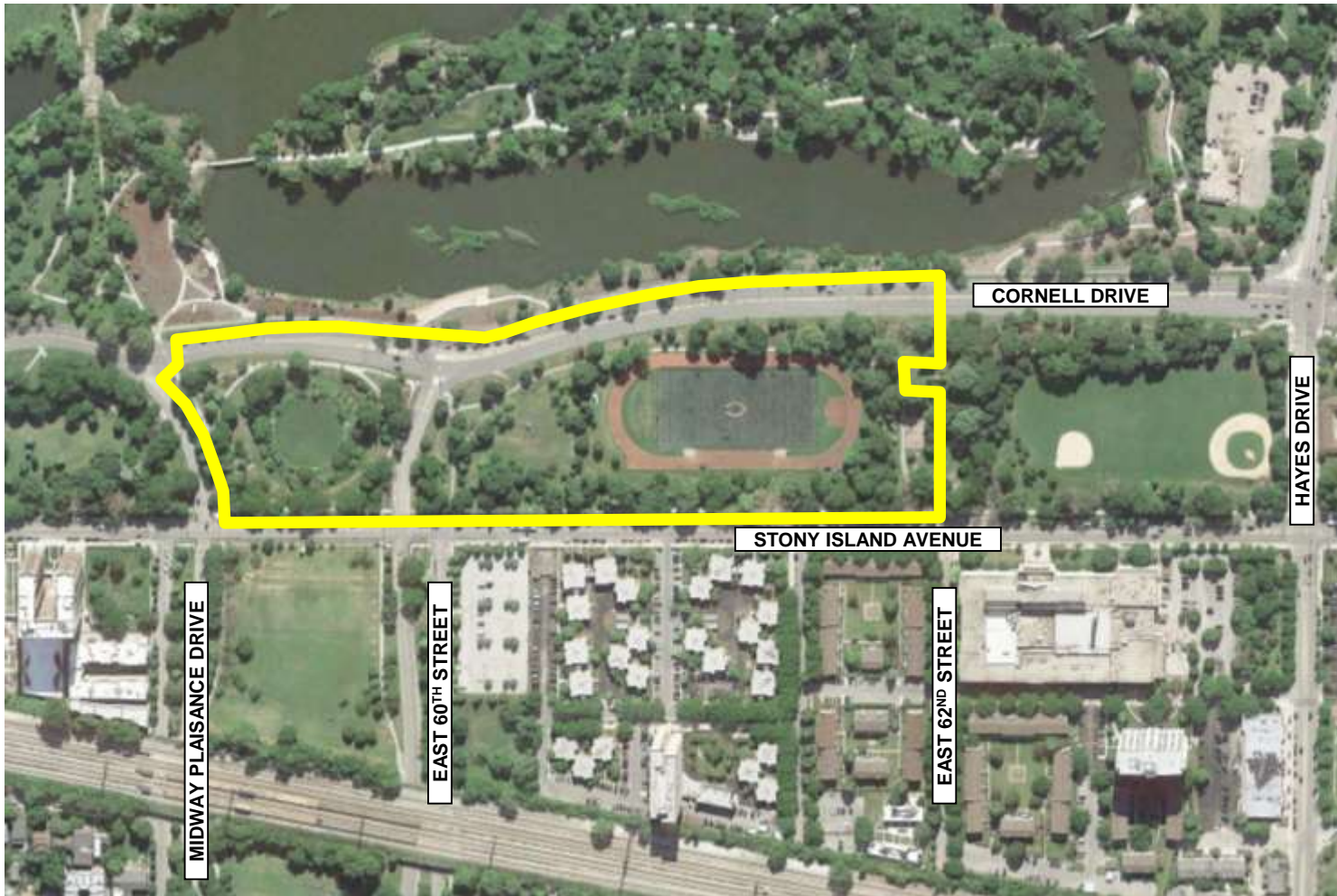
**MUSEUM OF
SCIENCE & INDUSTRY**

**JACKSON
PARK**

UNIVERSITY OF CHICAGO

**HYDE PARK ACADEMY
HIGH SCHOOL**





MIDWAY PLAISANCE DRIVE

EAST 60TH STREET

STONY ISLAND AVENUE

EAST 62ND STREET

CORNELL DRIVE

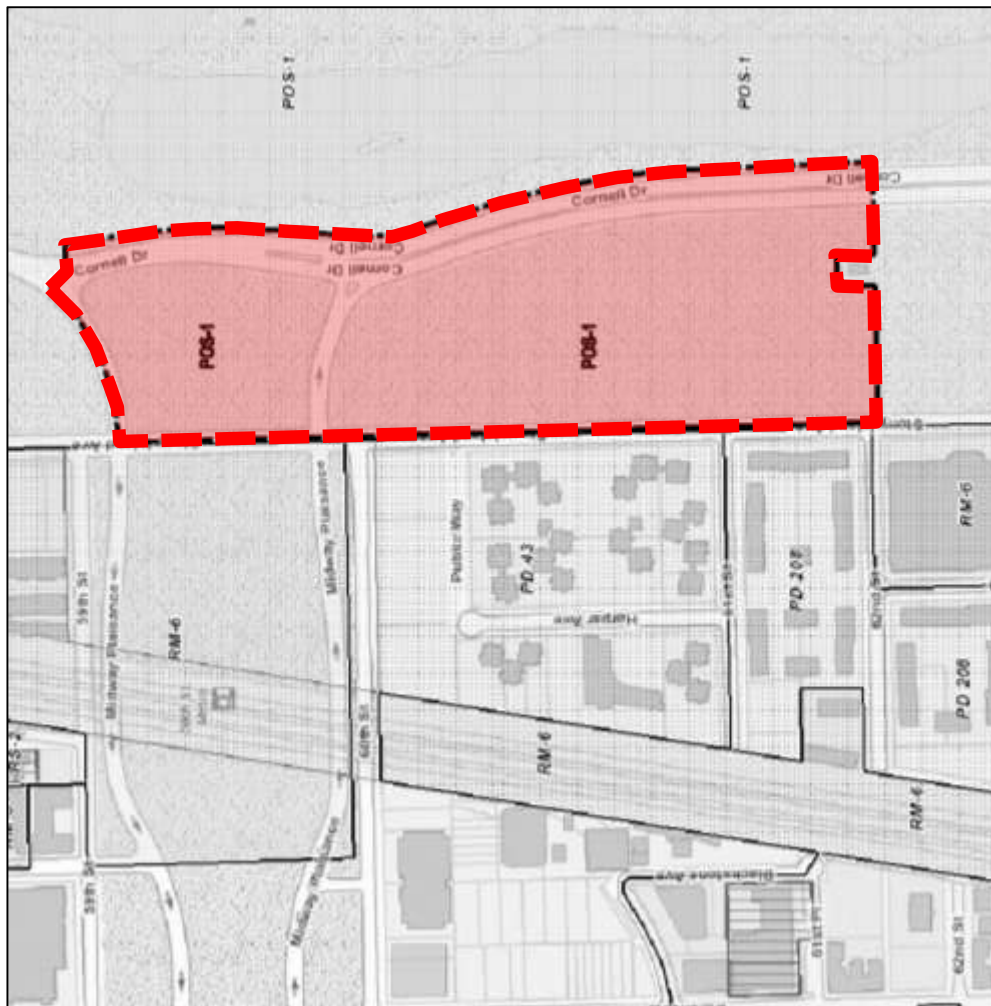
HAYES DRIVE





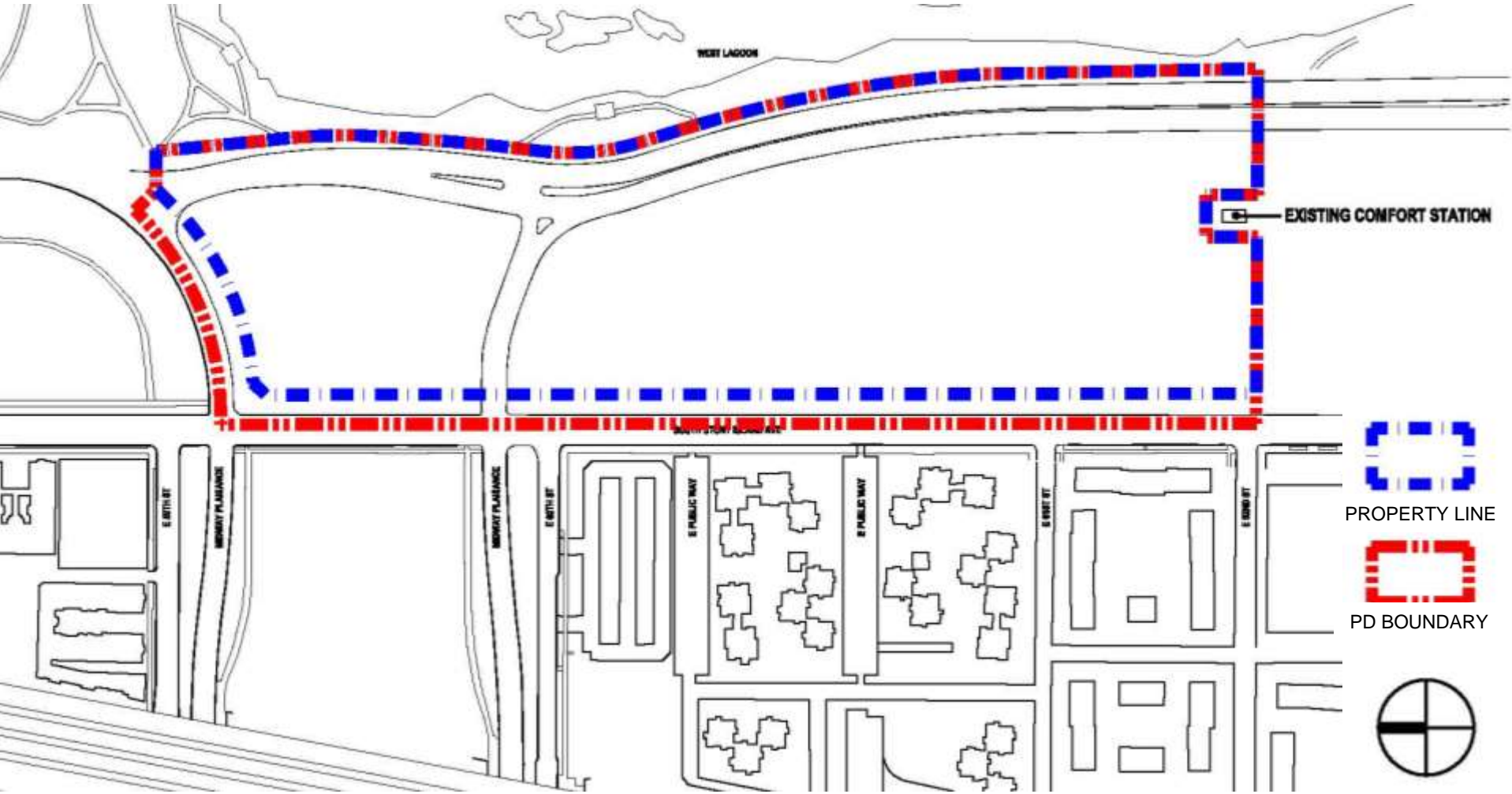


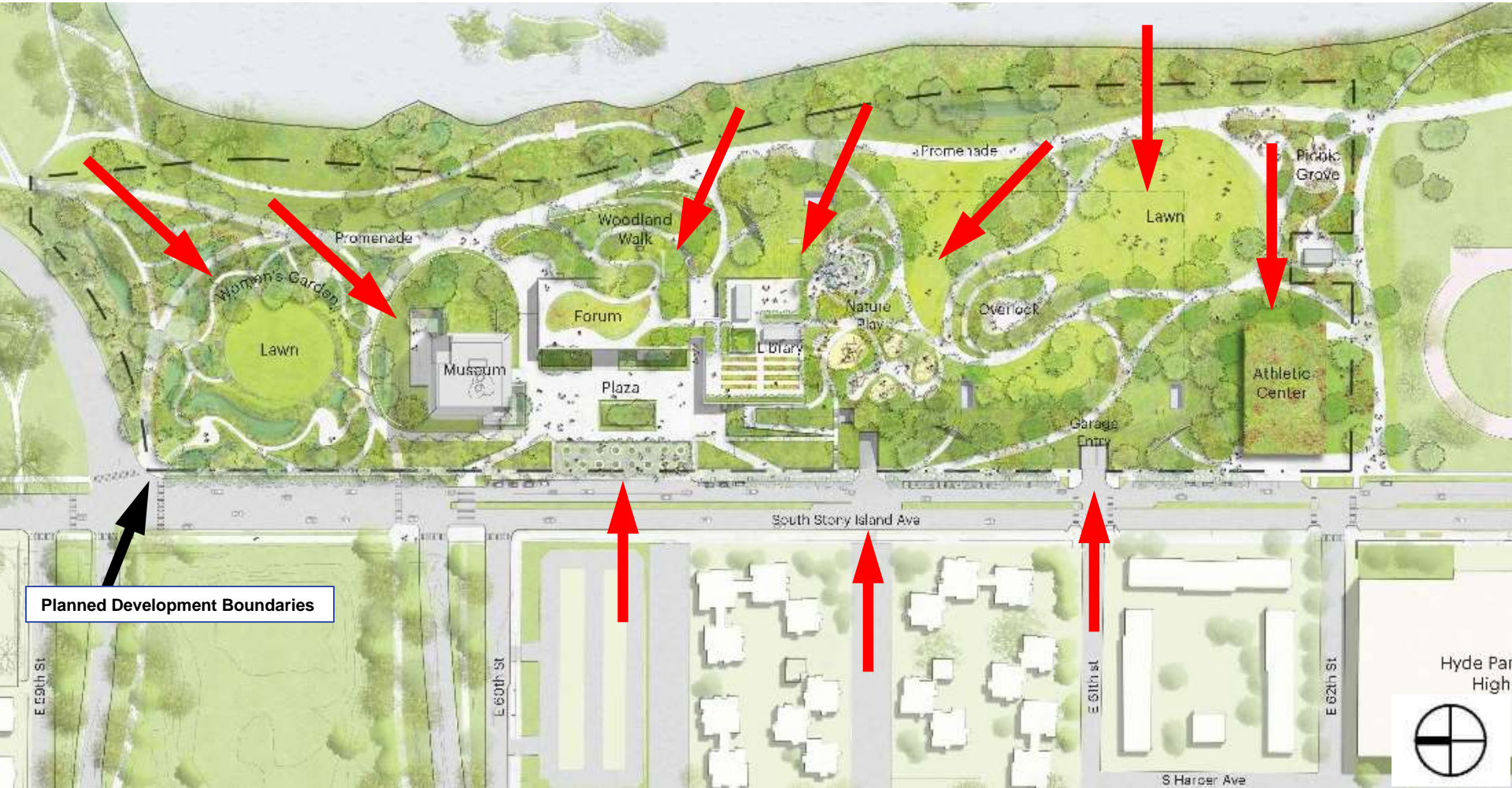




PD BOUNDARY

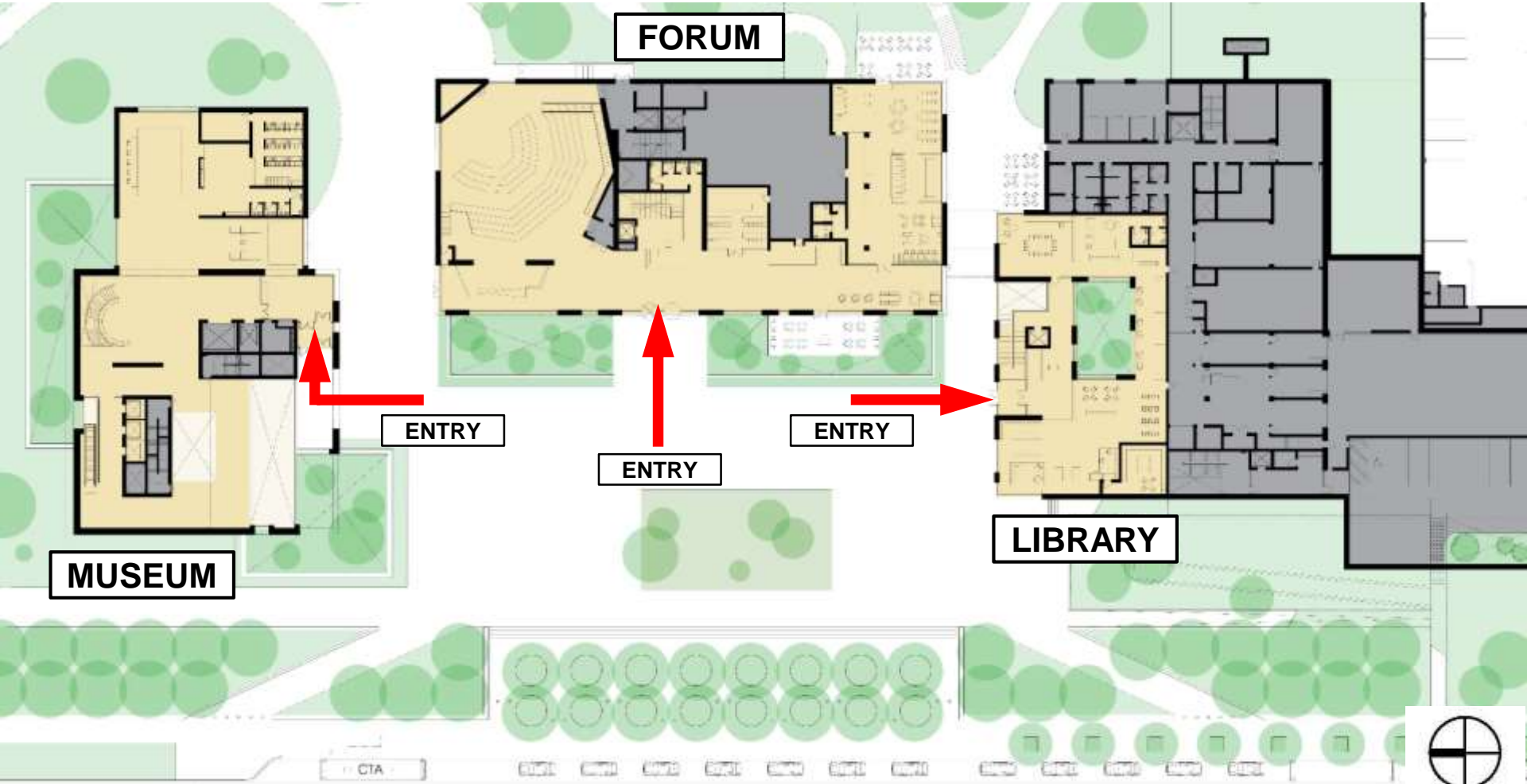






Planned Development Boundaries





MUSEUM

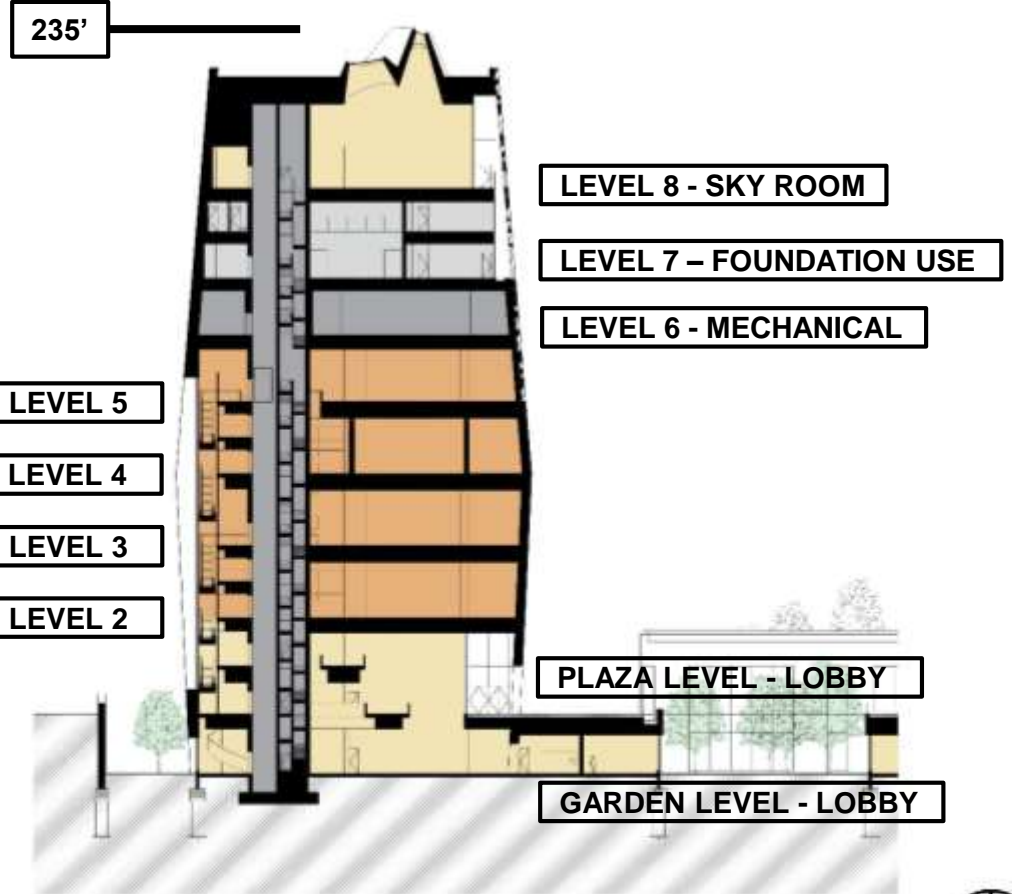
FORUM

LIBRARY

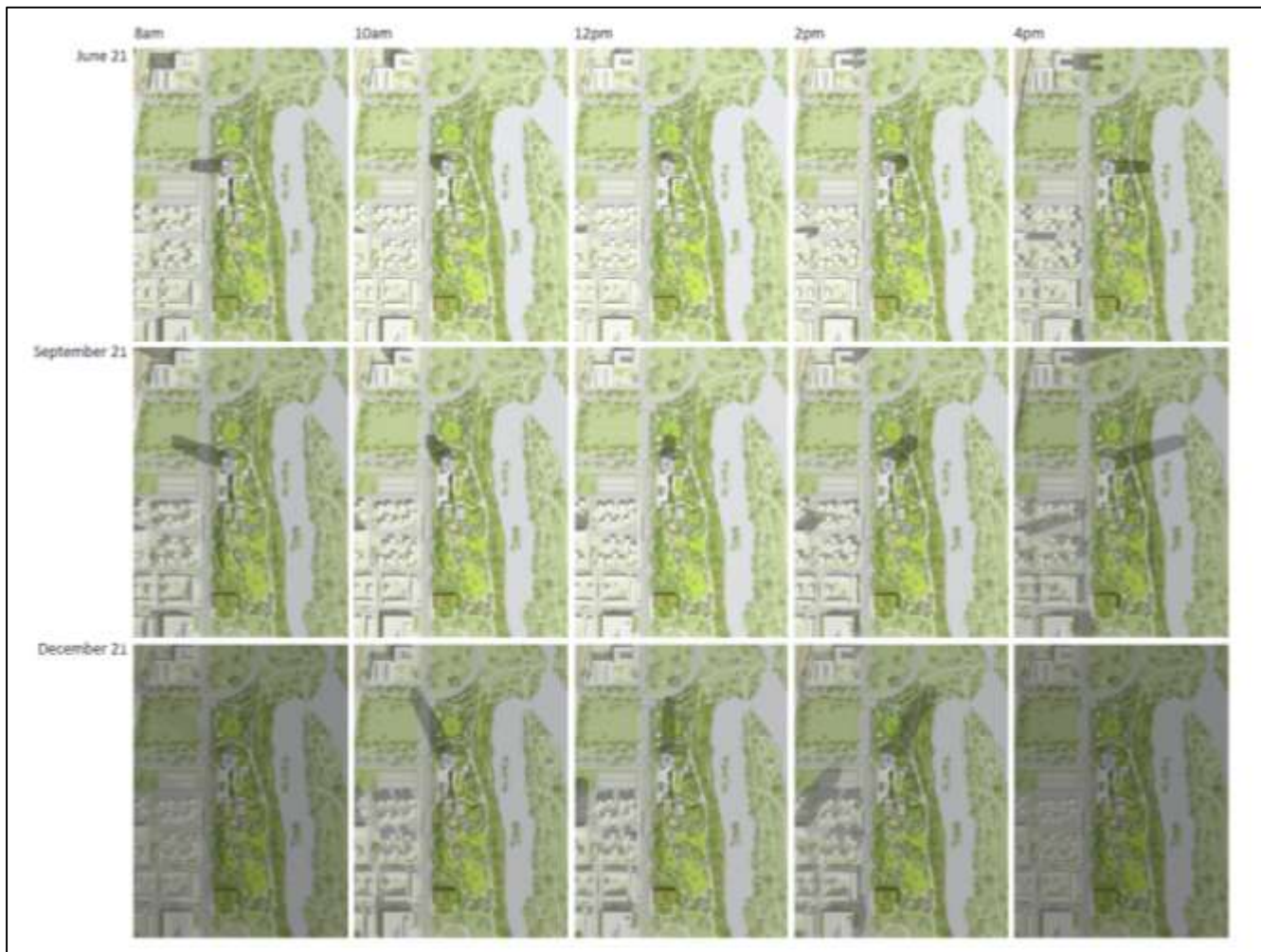


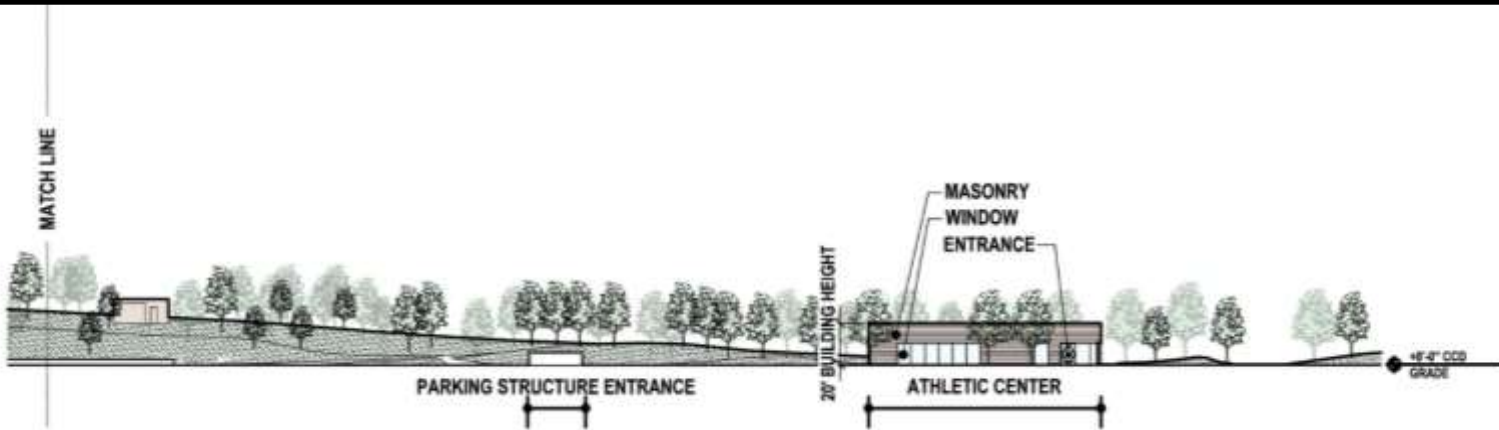
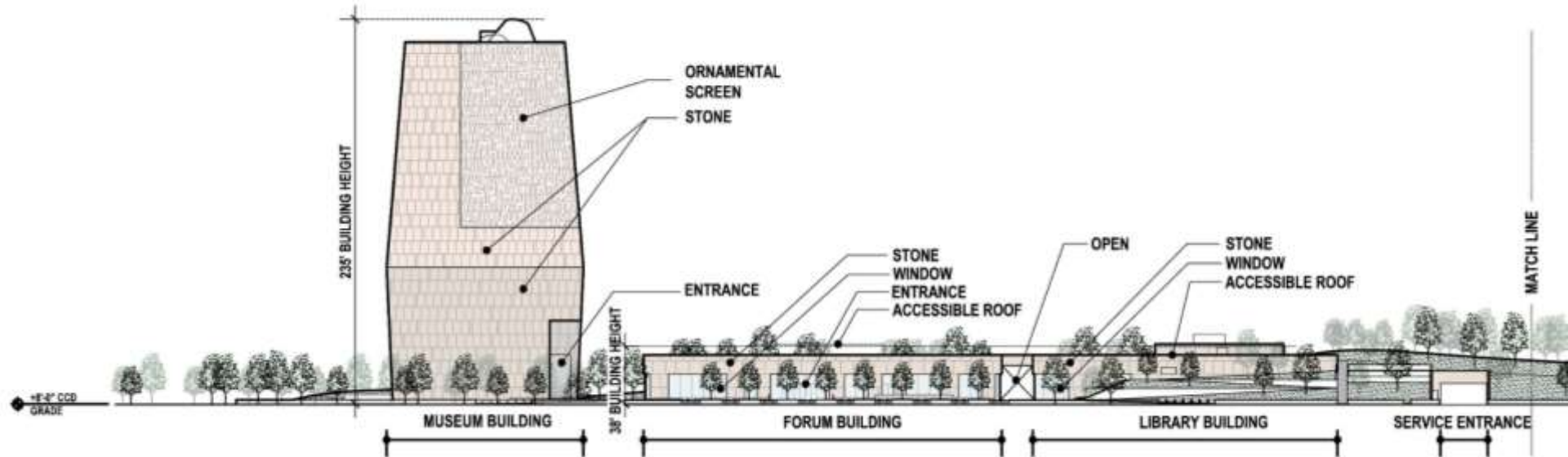


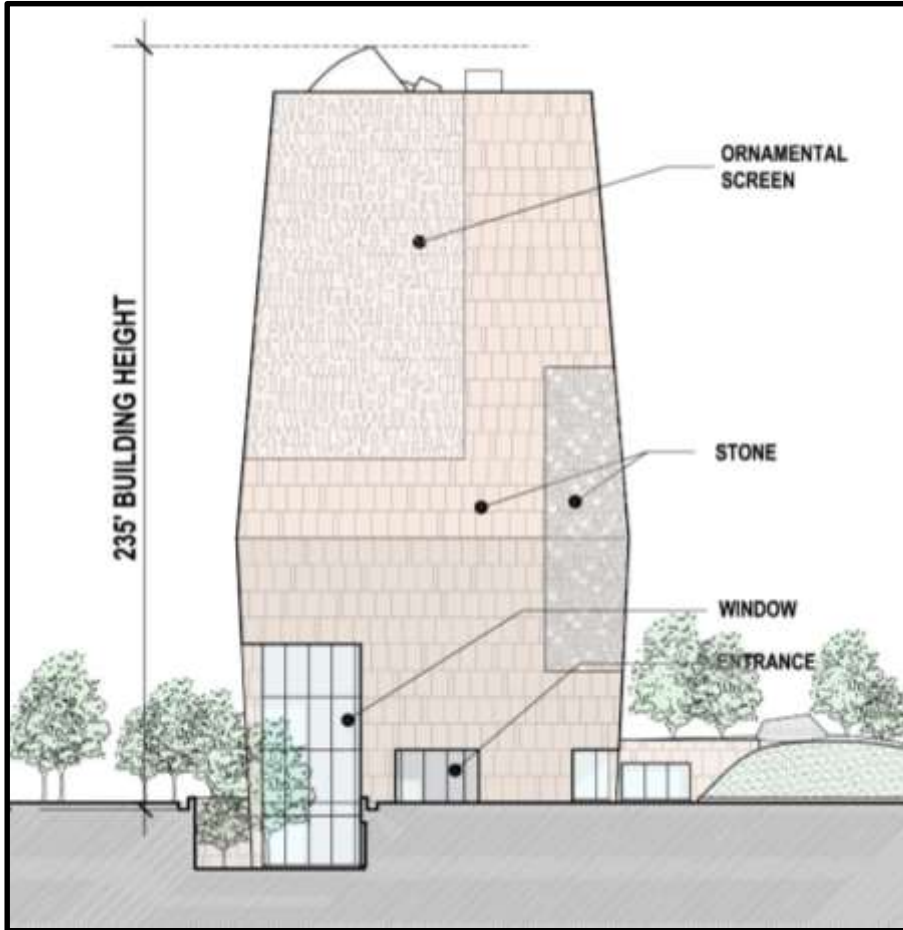
TYPICAL TOWER PLAN



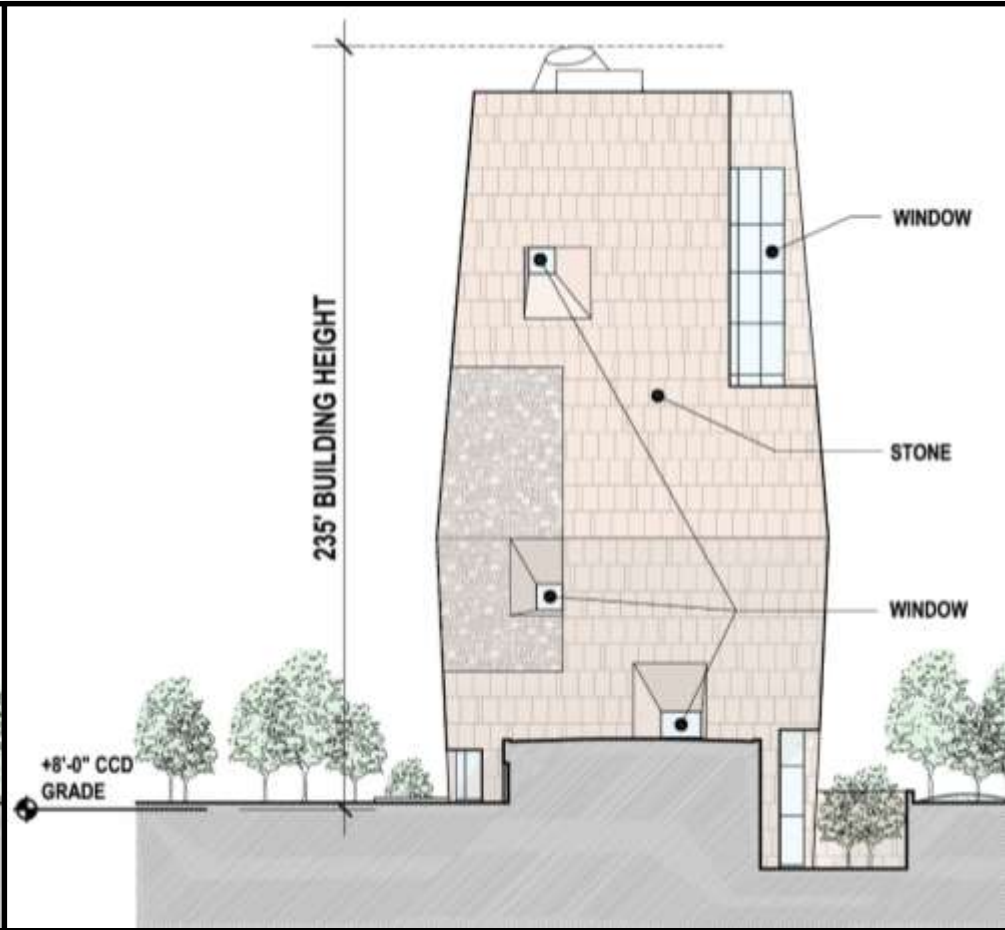




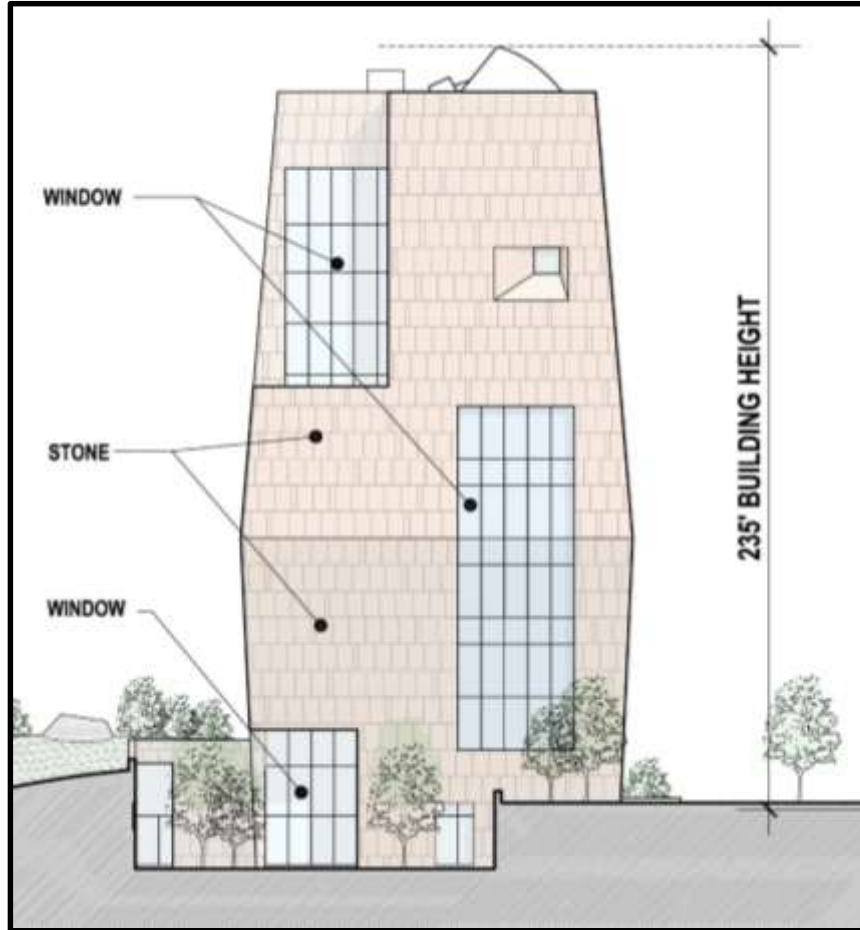




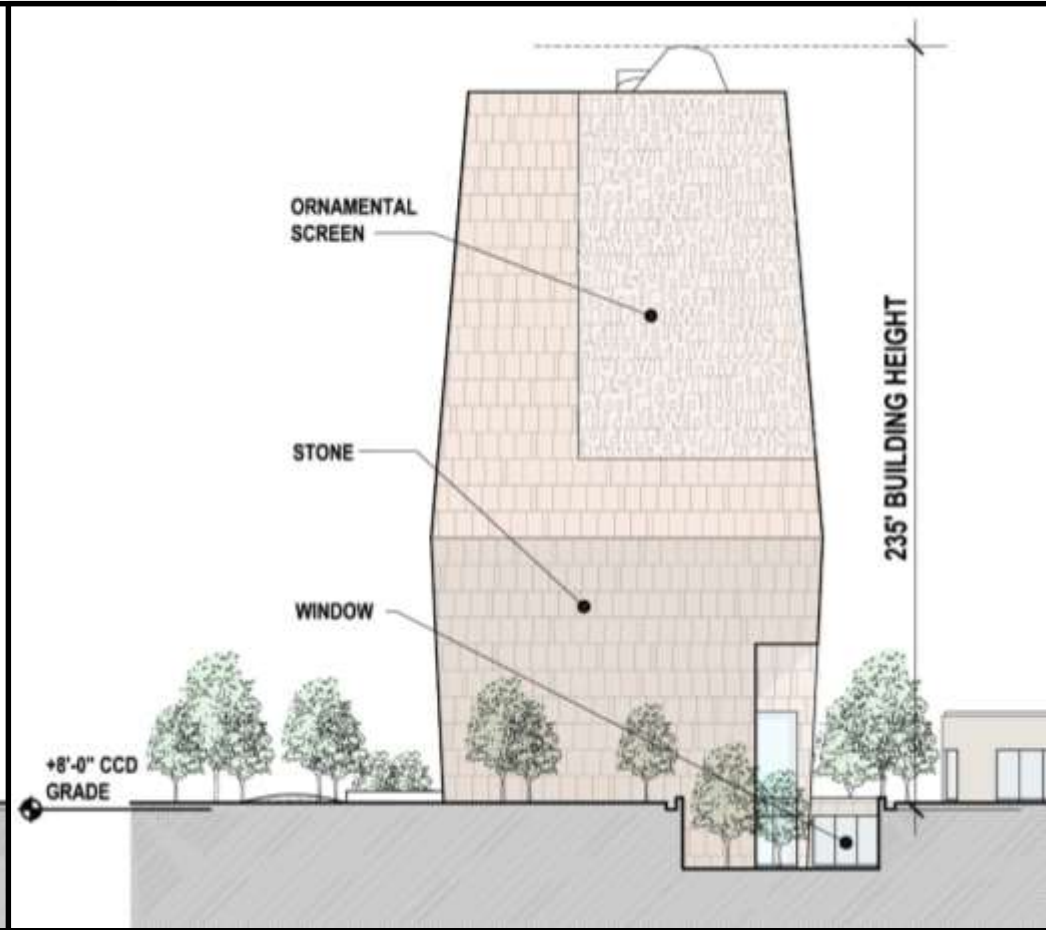
OPC MUSEUM SOUTHERN ELEVATION



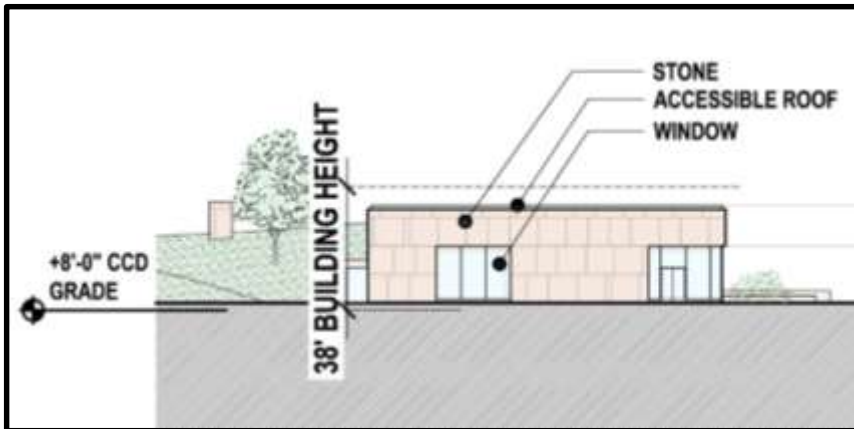
OPC MUSEUM EASTERN ELEVATION



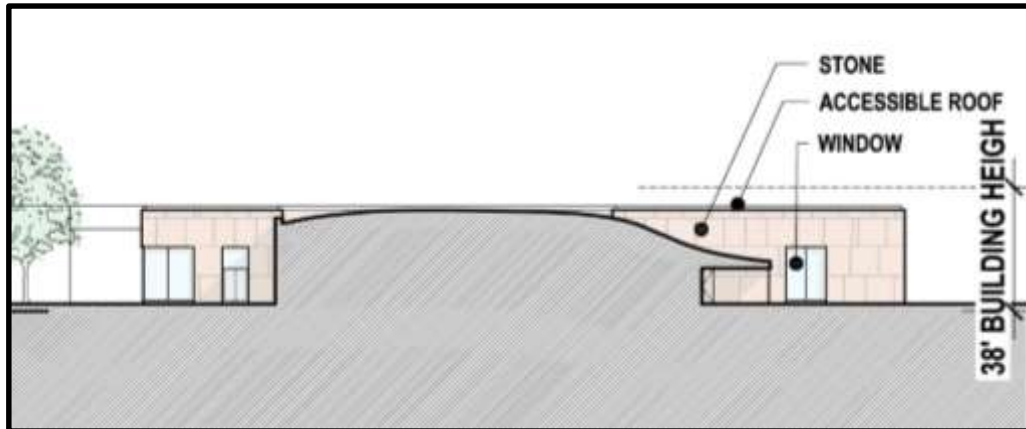
OPC MUSEUM NORTHERN ELEVATION



OPC MUSEUM WESTERN ELEVATION



OPC FORUM NORTHERN ELEVATION



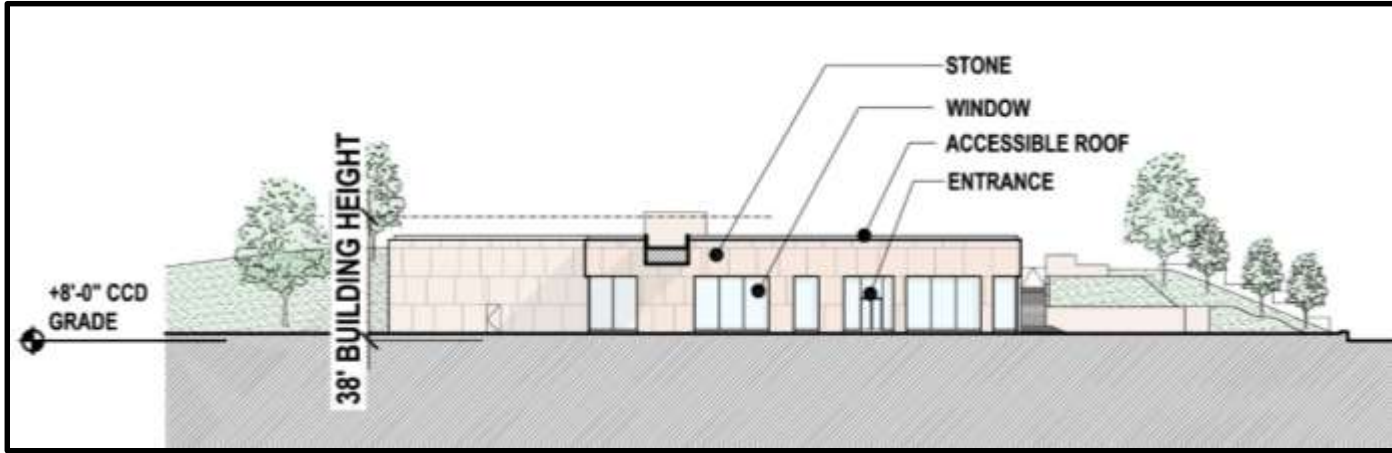
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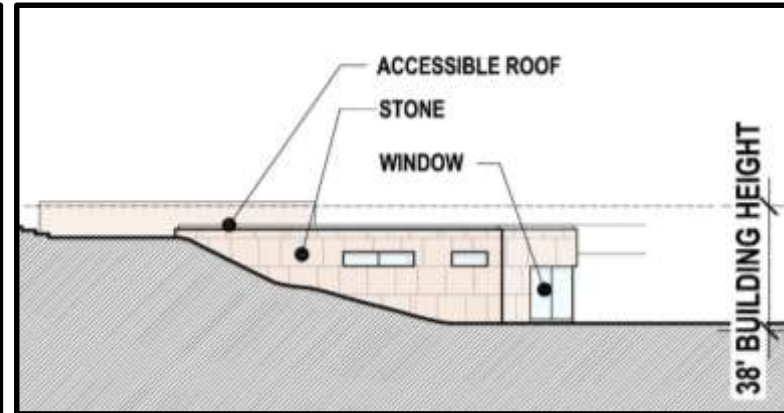
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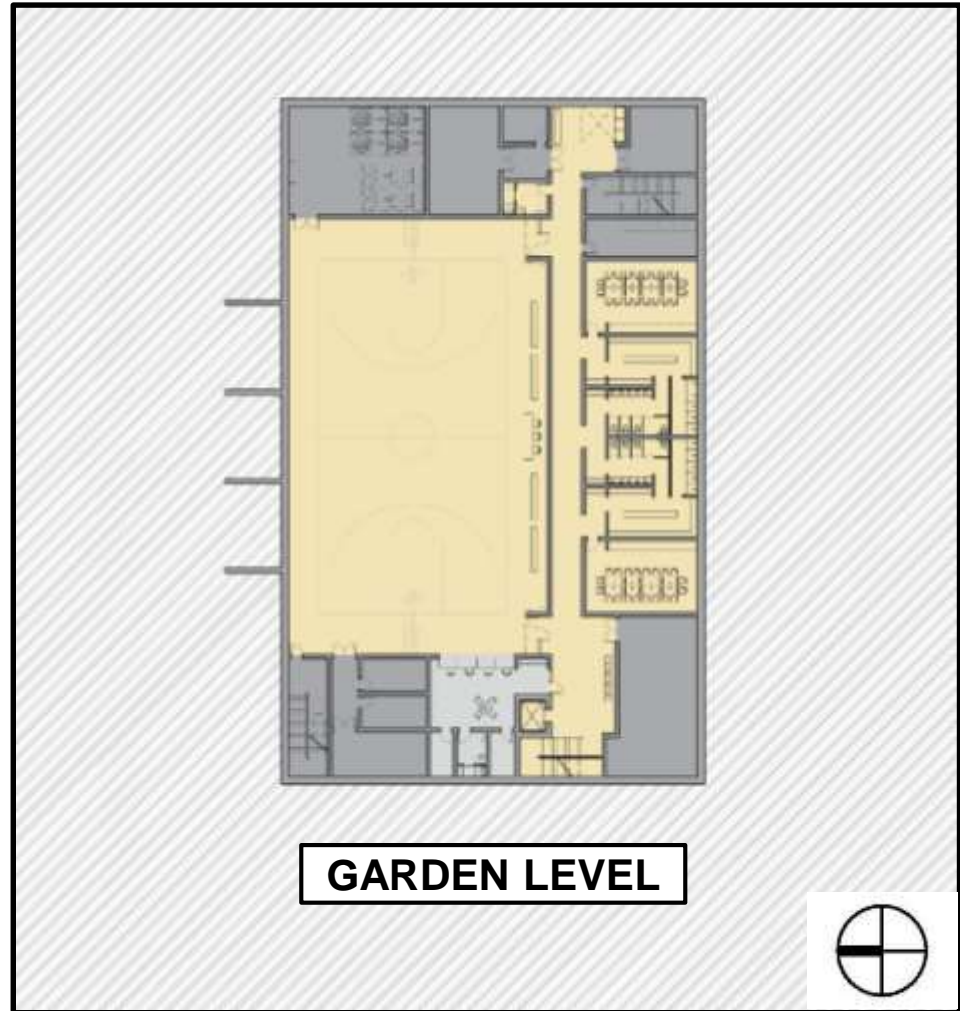
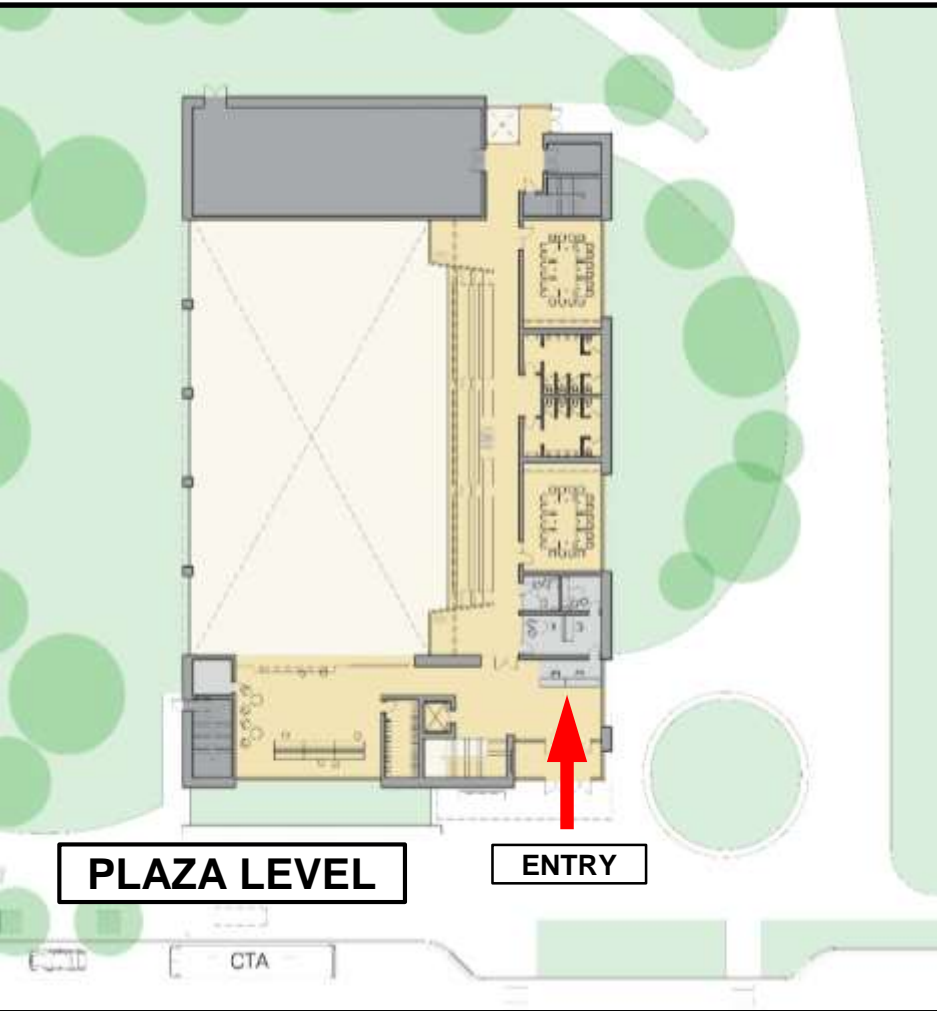
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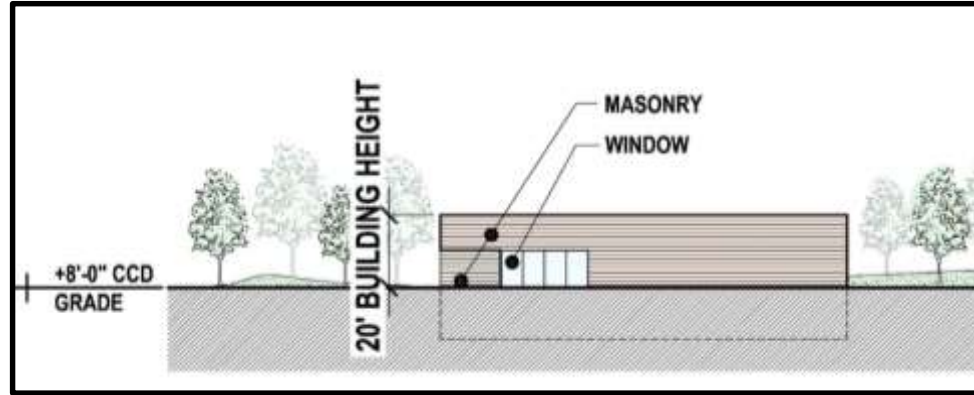


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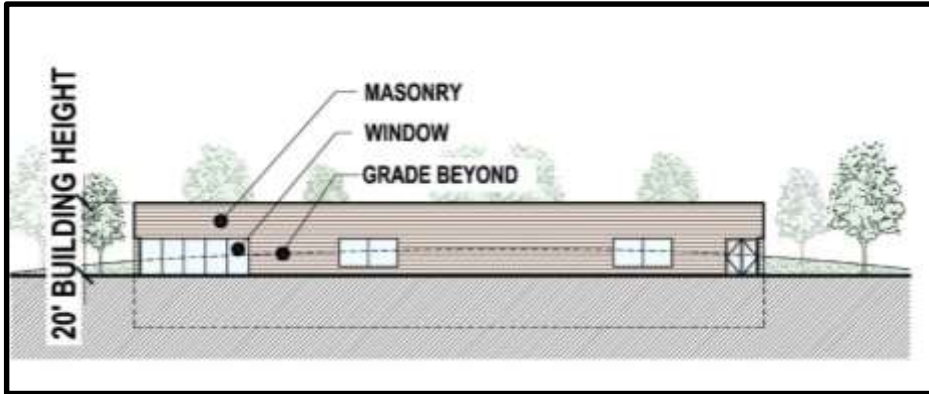




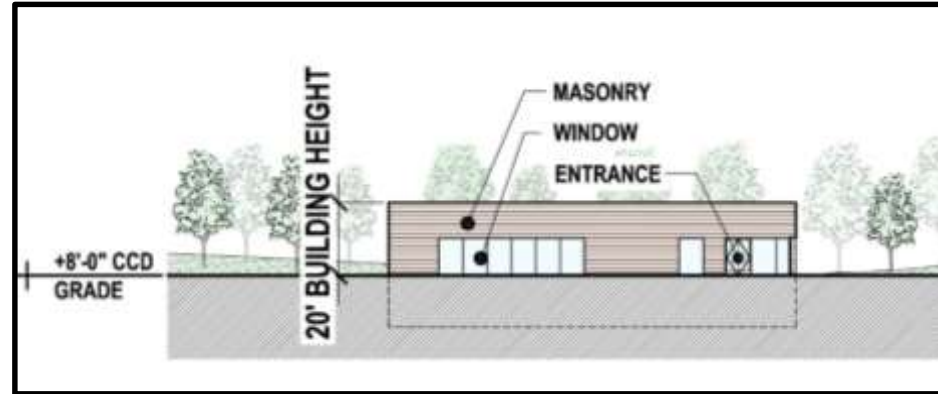
OPC ATHLETIC CENTER NORTHERN ELEVATION



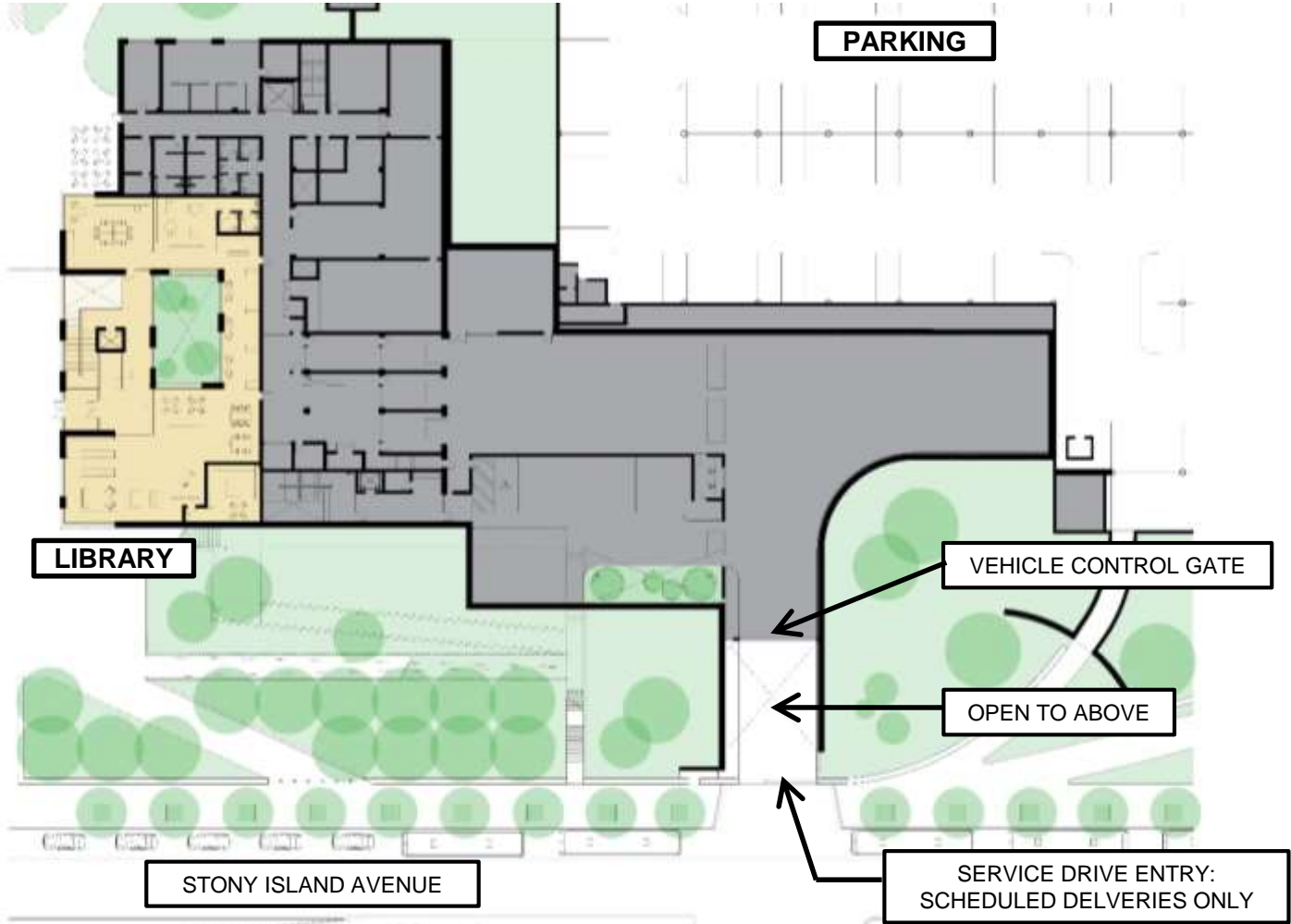
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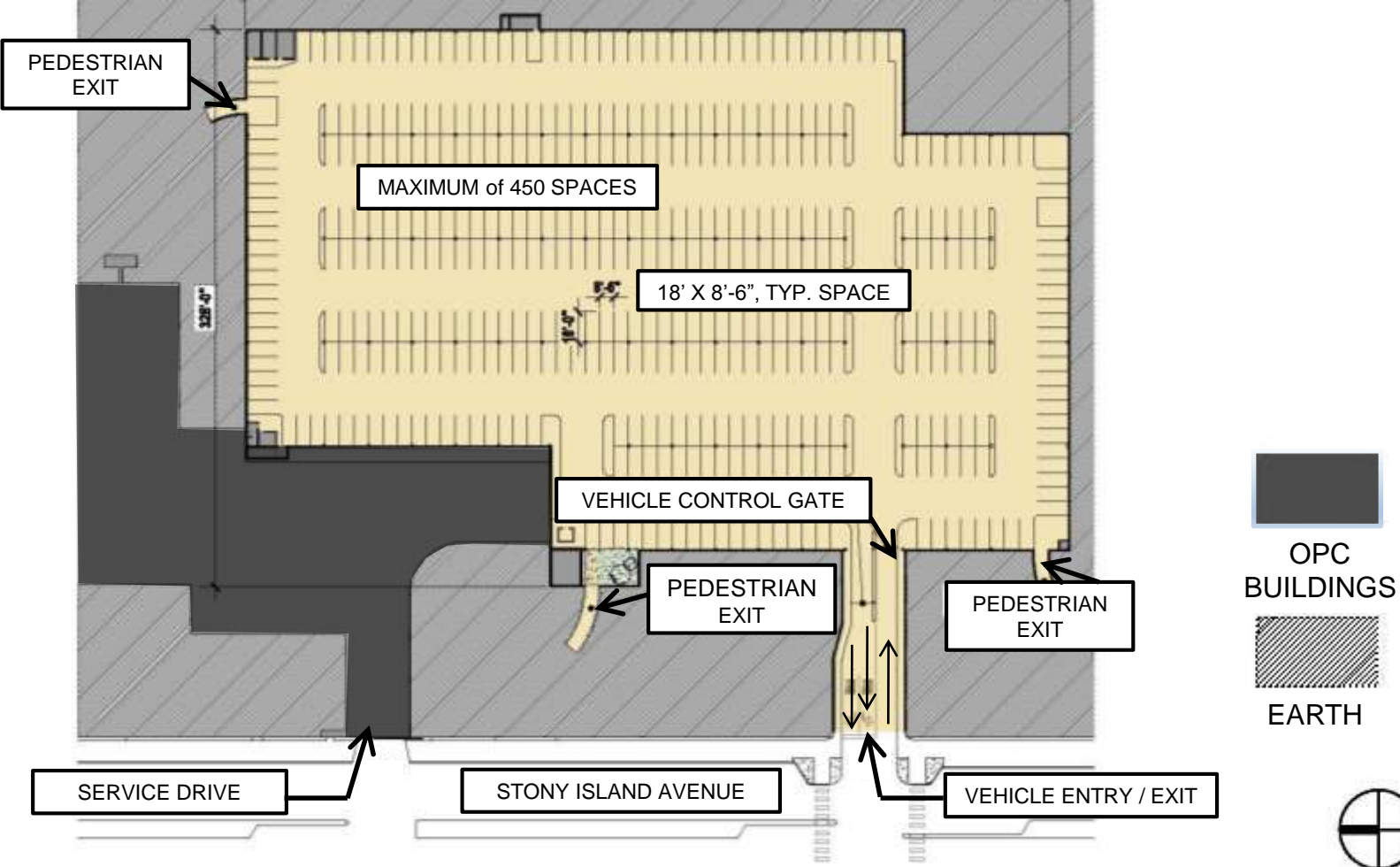


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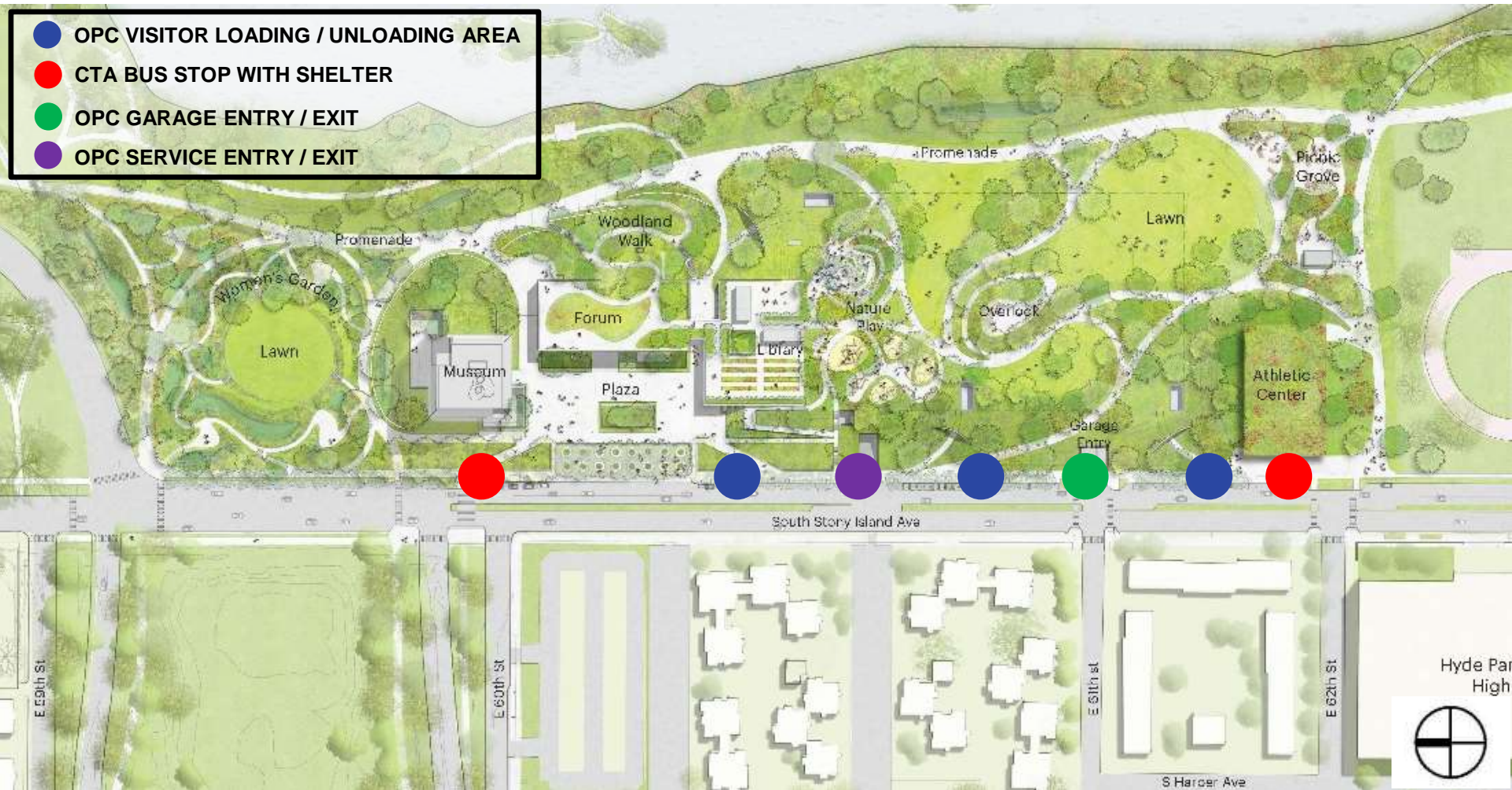


OPC ATHLETIC CENTER WESTERN ELEVATION





- OPC VISITOR LOADING / UNLOADING AREA
- CTA BUS STOP WITH SHELTER
- OPC GARAGE ENTRY / EXIT
- OPC SERVICE ENTRY / EXIT



Hyde Park
High





 SITE	 ENERGY	 WATER	 HEALTHY BUILDING	 BENCHMARKING
--	--	---	--	--

- 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





Watery

- Typology borrows from Lagoon's edge
- Plants have a tolerance to intermittent flooding
- Understory plantings will have garden-like, seasonal quality all year

Woodland

- 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

Plaza

- 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

Field

- 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















COMMITMENT TO COMMUNITY

50%

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.

35%

MBE
Minority-Owned
Business Enterprise

10%

WBE
Women-Owned
Business Enterprise

BEPD

Business Enterprises
Owned by People
with Disabilities

5%

VBE
Veteran-Owned
Business Enterprise

SDVBE
Service-Disabled
Veteran Business
Enterprise

LGBTBE

Lesbian, Gay, Bisexual
& Transgender
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

Widen 59th Street Inlet Bridge

Improve intersection

Improve LSD, Hayes & intersections to accommodate diverted traffic and provide underpasses and signals to cross Hayes

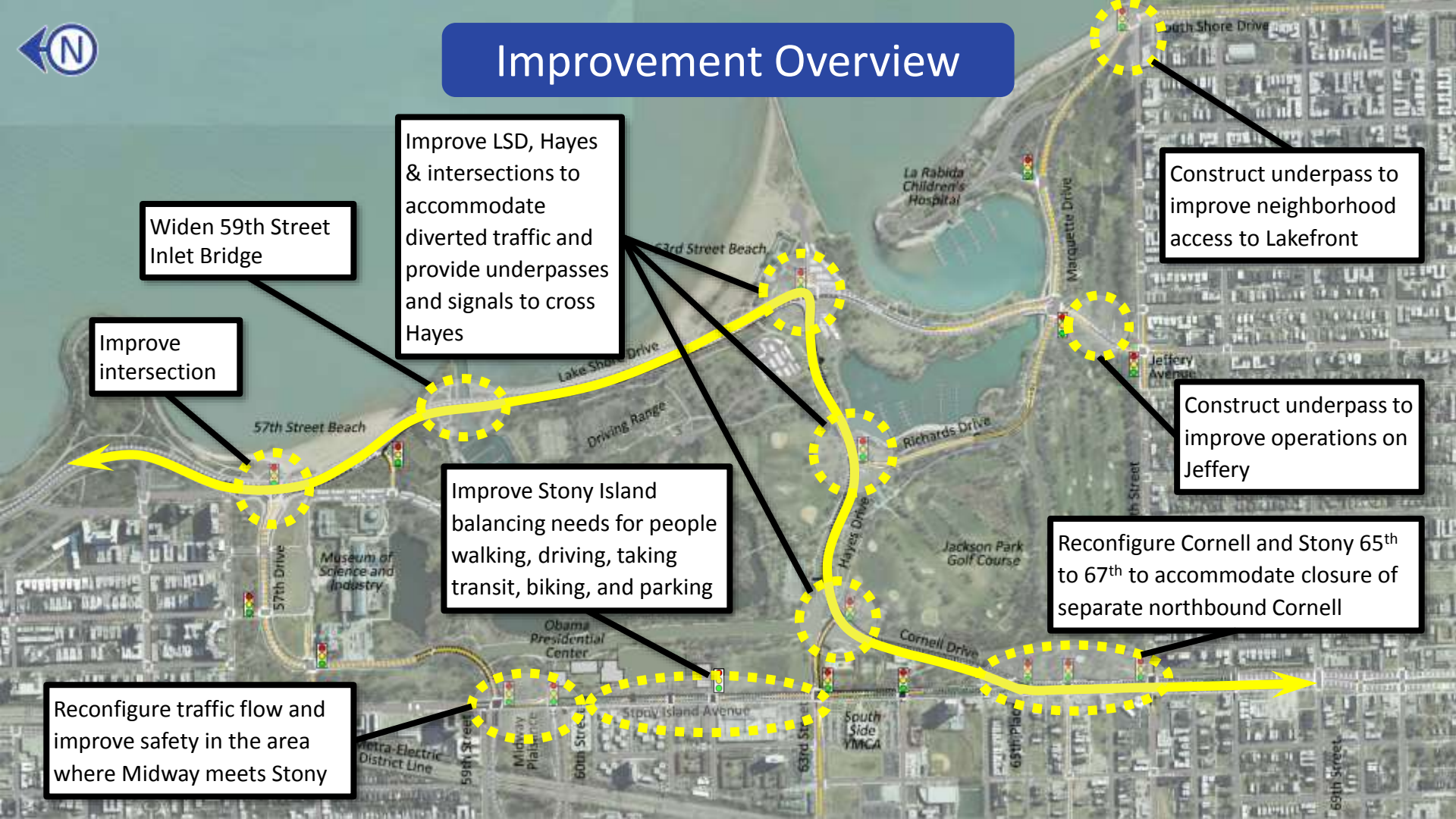
Improve Stony Island balancing needs for people walking, driving, taking transit, biking, and parking

Reconfigure traffic flow and improve safety in the area where Midway meets Stony

Construct underpass to improve neighborhood access to Lakefront

Construct underpass to improve operations on Jeffery

Reconfigure Cornell and Stony 65th to 67th to accommodate closure of separate northbound Cornell





S. Cornell Drive
E. 57th Street to E. 63rd Street

S. Stony Island Avenue
E. 59th Street to E. 63rd Street



Close Cornell Drive

North Midway Plaisance to be reconfigured

Close South Midway Plaisance

WESTBOUND

EASTBOUND

Existing Conditions



S. Stony Island Avenue

E. 59th Street to E. 63rd Street



Example median from Western Avenue



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' ±



Southbound

Northbound



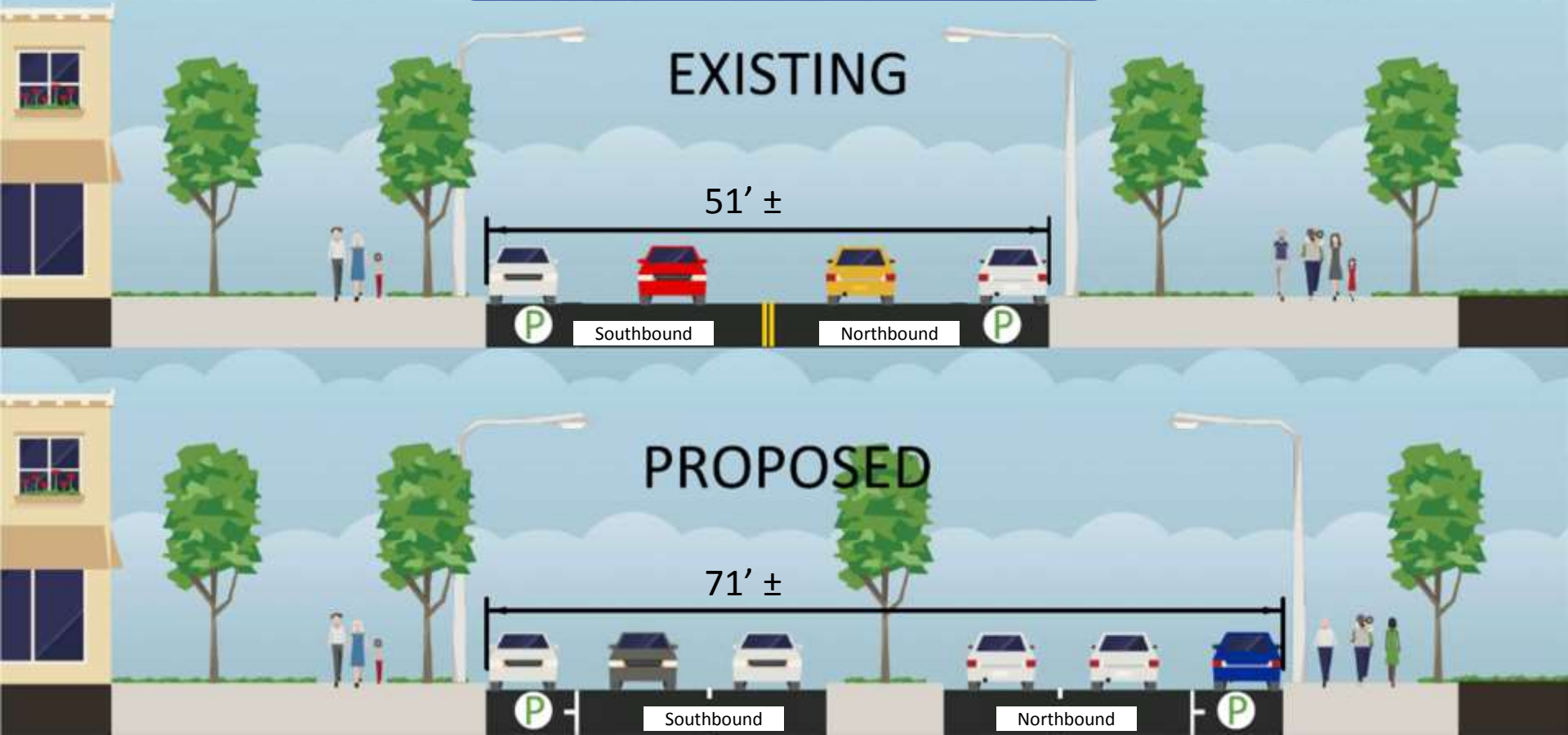
PROPOSED

71' ±



Southbound

Northbound





S. Lake Shore Drive

E. 57th Drive to E. Hayes Drive

Improve intersections to accommodate additional southbound lane



Improve intersection to accommodate additional lanes



Add 3rd southbound lane from 57th Drive to Hayes Drive

Modify existing bridge and repair deteriorating façade and balustrade.

59th Street Lagoon Bridge

Lake Shore Drive

Driving Range

East Lagoon

Wooded Island

Museum of Science and Industry

57th Drive

Hayes Drive

S. Lake Shore Drive

E. 57th Drive to E. Hayes Drive

EXISTING

Varies 60' – 71' ±



Southbound

Northbound

PROPOSED

Varies 71' – 82' ±



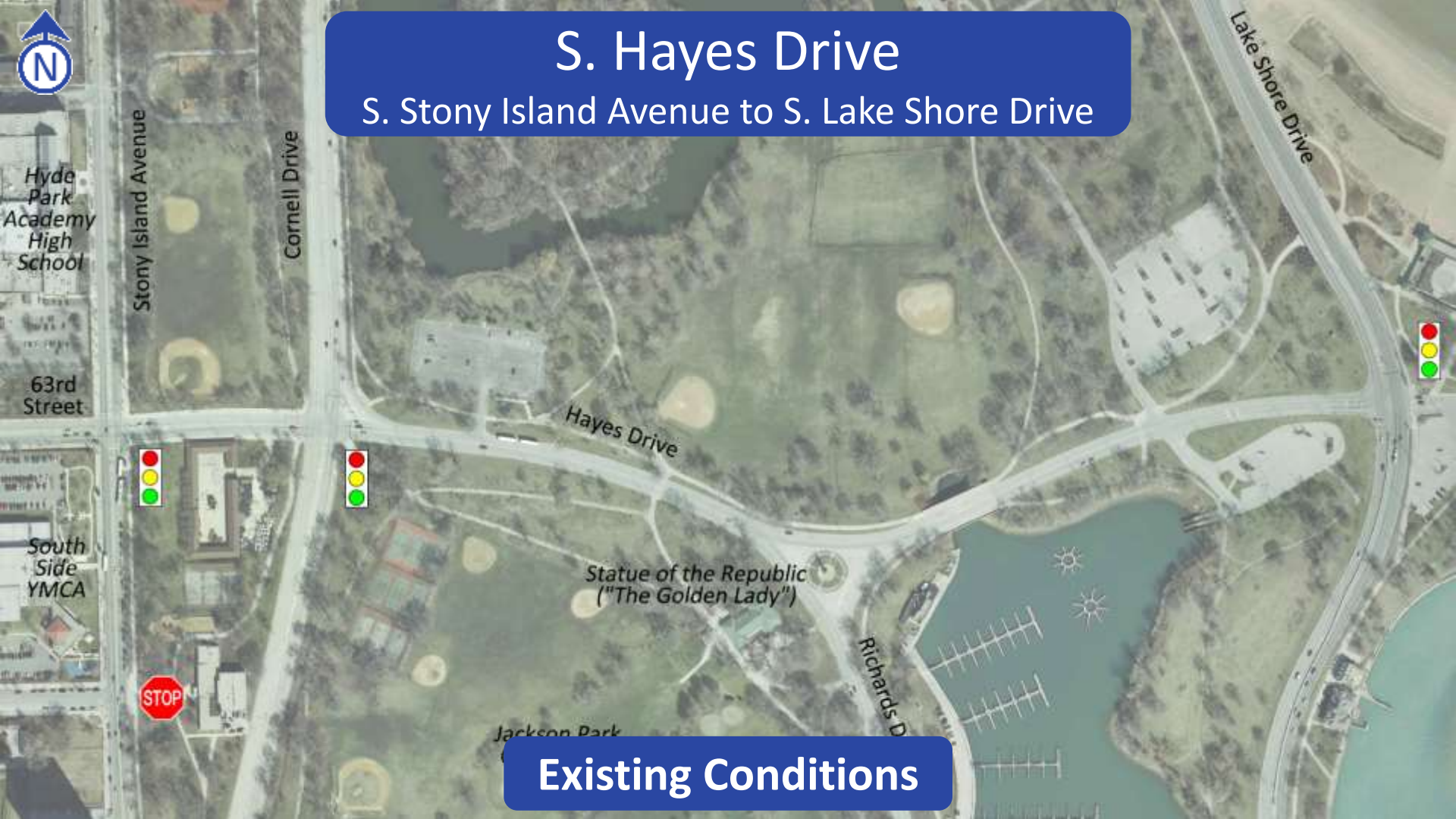
Southbound

Northbound



S. Hayes Drive

S. Stony Island Avenue to S. Lake Shore Drive



Existing Conditions



S. Hayes Drive

S. Stony Island Avenue to S. Lake Shore Drive

Example from Lake Shore Drive
considered for Hayes Drive



South Side YMCA



Cornell Drive



Jackson Park Golf Course

Hayes Drive

Statue of the Republic
("The Golden Lady")



Richards Drive

Extend Barrier Wall
Median From South
Lake Shore Drive



Lake Shore Drive





S. Stony Island Avenue

E. 63rd Street to E. 67th Street

Cornell Drive
section to be
reconfigured

Close NB Cornell Avenue



63rd Street section
to be reconfigured

Close Marquette Drive

Existing Conditions

63rd St / Hayes Dr

Cornell Drive

Stony Island Avenue

SOUTHBOUND

NORTHBOUND

63rd Street

64th Street

65th Street

65th Place

Marquette Road

66th Place

67th Street

68th Street

South Side YMCA

HEWITT CAMP



S. Stony Island Avenue

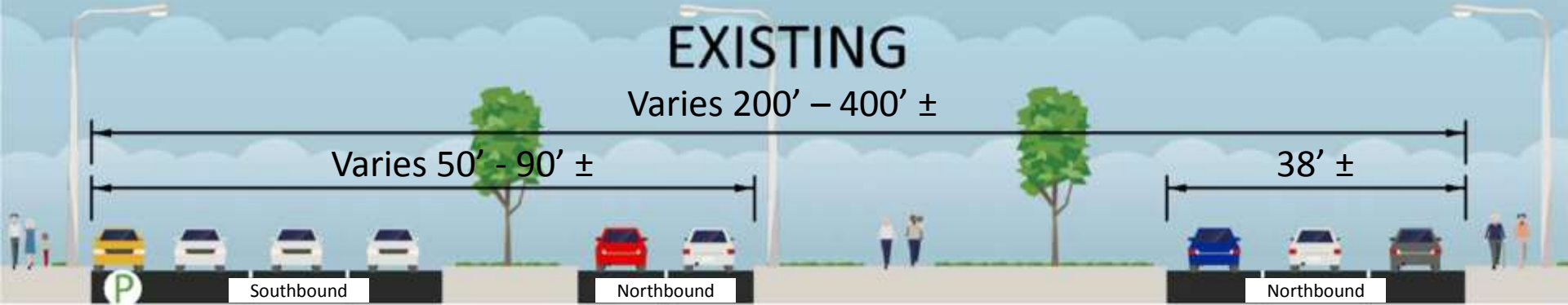
E. 63rd Street to E. 67th Street

EXISTING

Varies 200' - 400' ±

Varies 50' - 90' ±

38' ±



Stony Island Avenue

Northbound Cornell Drive

PROPOSED

Varies 70' - 120' ±



Stony Island Avenue



Pedestrian and Bike Improvements

Example Pedestrian Underpass



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

New traffic signal with marked crosswalks at Hayes and Richards
Pedestrian refuge island at existing mid-block crossing with new curb extensions

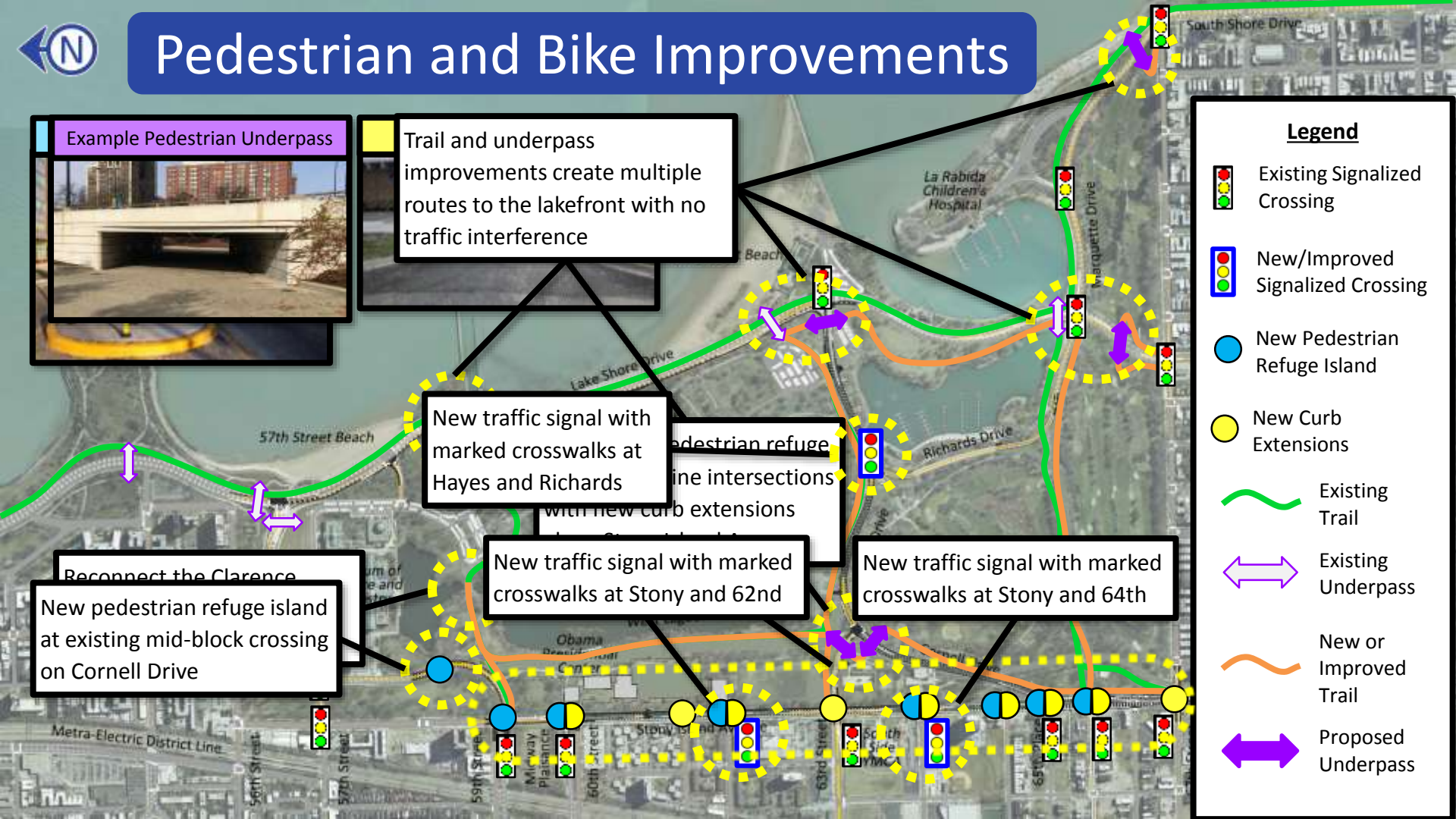
New traffic signal with marked crosswalks at Stony and 62nd

New traffic signal with marked crosswalks at Stony and 64th

Reconnect the Clarence
New pedestrian refuge island at existing mid-block crossing on Cornell Drive

Legend

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



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



Example Infiltration Bump-Out



Example LED Street Lights

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)
- Women Owned Business Enterprises (WBE)
CDOT annual MBE goal = 26% MBE Participation
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 disadvantages areas (federal funds)





Chicago Park District Multi-Purpose Track and Field – existing conditions





Chicago Park District Multi-Purpose Track and Field – proposed amenities

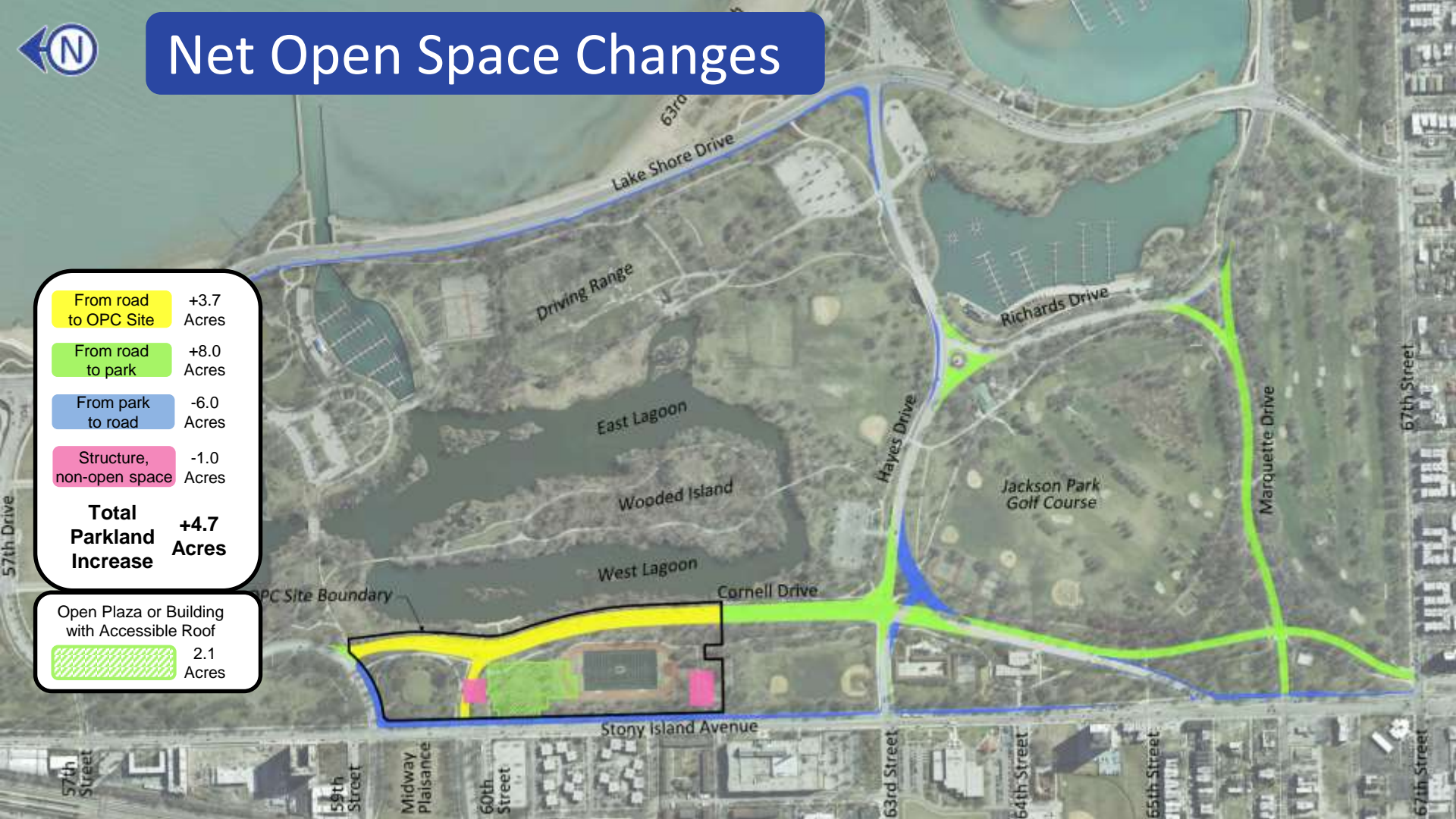




Net Open Space Changes

From road to OPC Site	+3.7 Acres
From road to park	+8.0 Acres
From park to road	-6.0 Acres
Structure, non-open space	-1.0 Acres
Total Parkland Increase	+4.7 Acres

Open Plaza or Building with Accessible Roof	2.1 Acres
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Enhanced landscaping and improve pedestrian connectivity through the park

Example Pedestrian Underpass

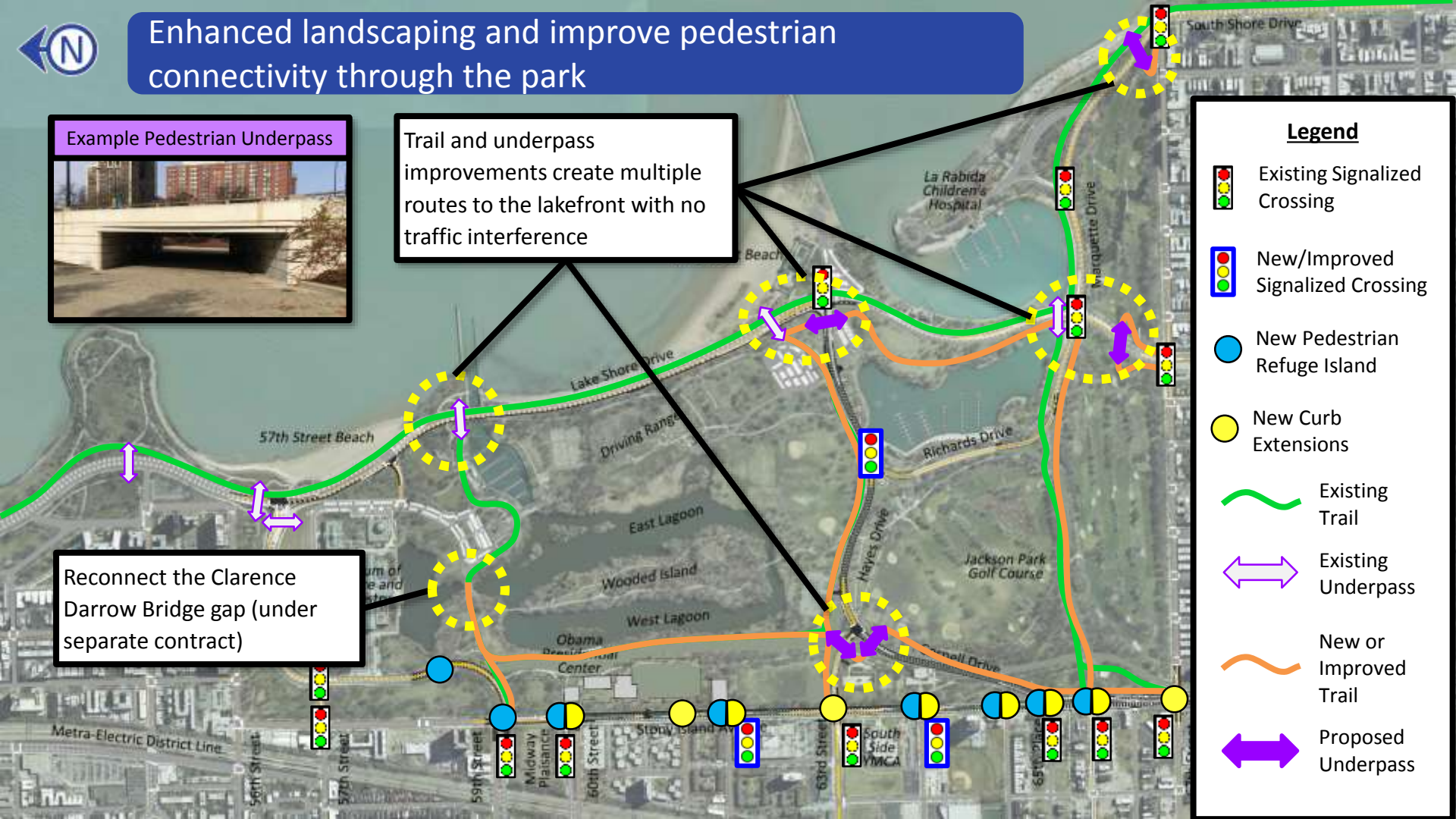


Trail and underpass improvements create multiple routes to the lakefront with no traffic interference

Reconnect the Clarence Darrow Bridge gap (under separate contract)

Legend

- Existing Signalized Crossing
- New/Improved Signalized Crossing
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Open Public Space Gain in Jackson Park

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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

South Midway Plaisance from Stony Island Avenue to Cornell Drive

Northbound Cornell Drive from 67th Street to 65th Street



Improve Pedestrian Access

Example Pedestrian Underpass

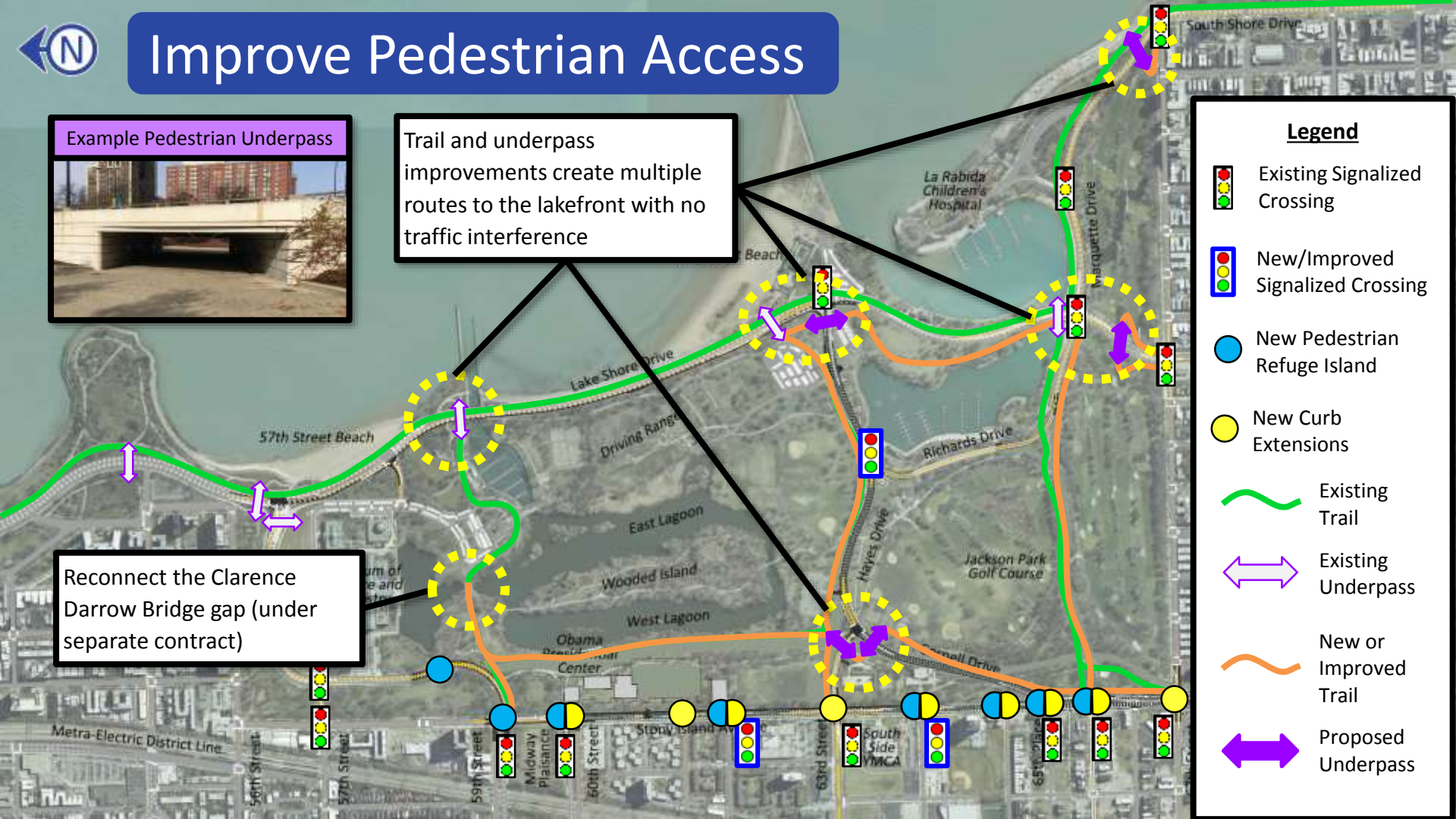


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Operations of Lake Shore Drive

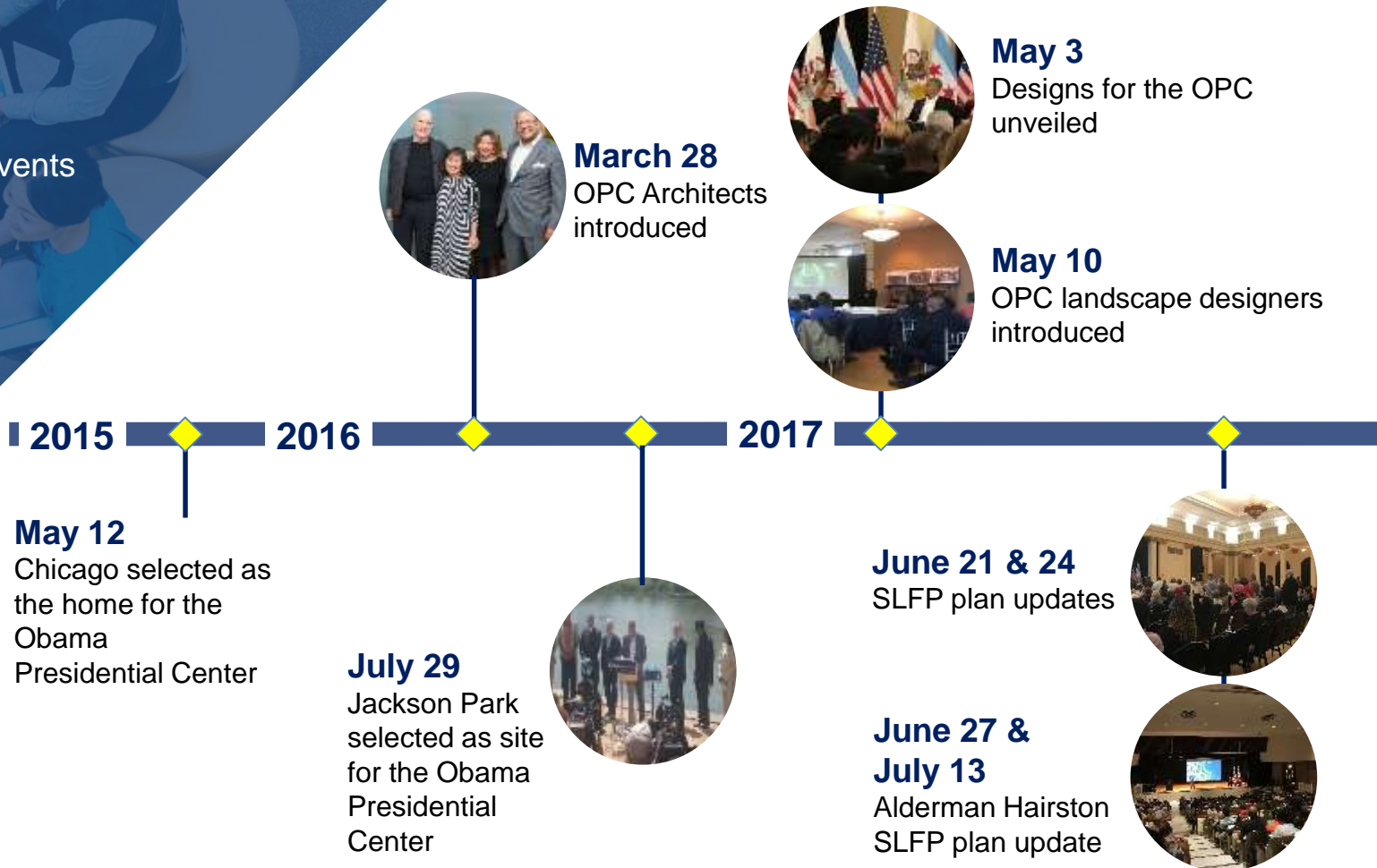


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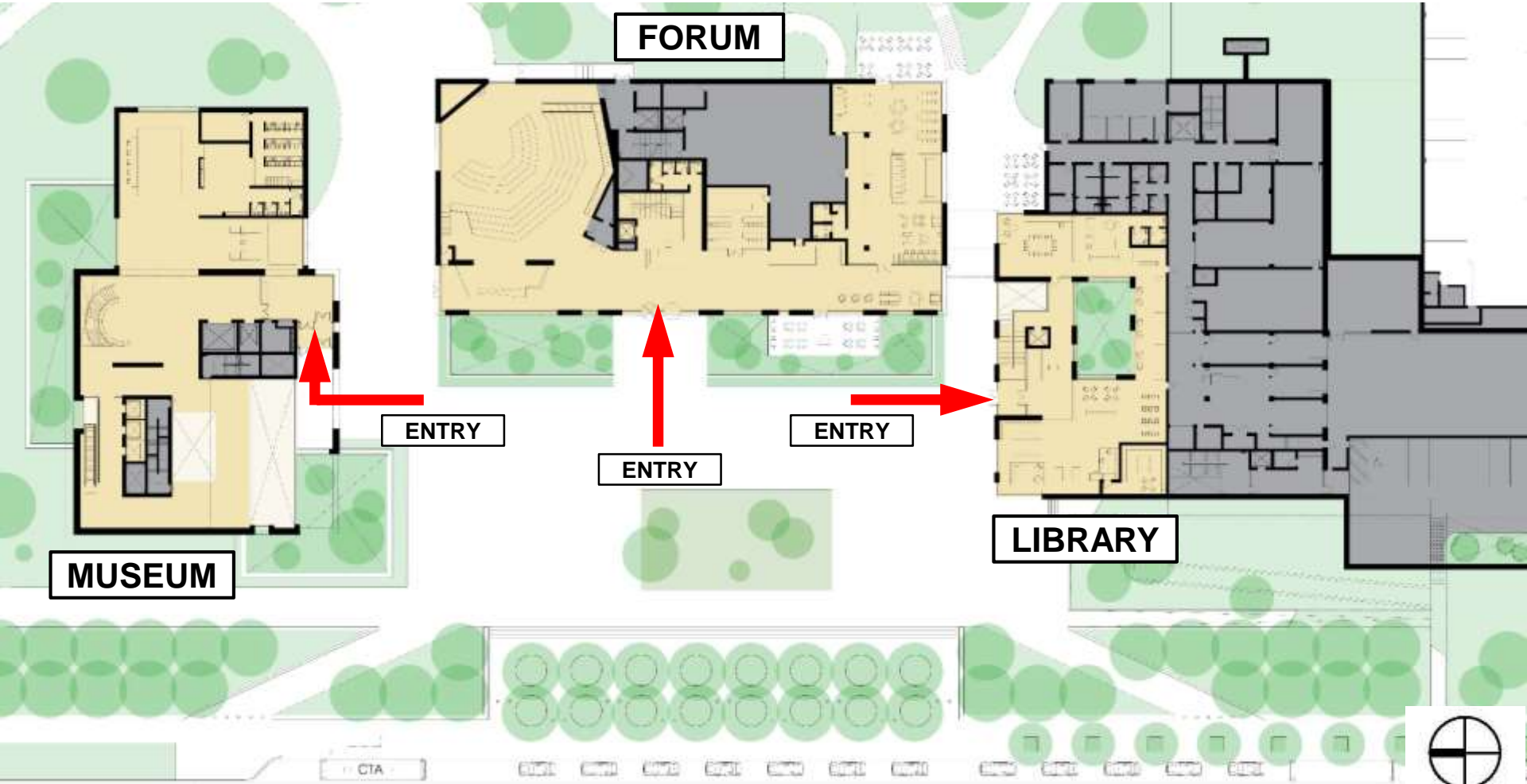
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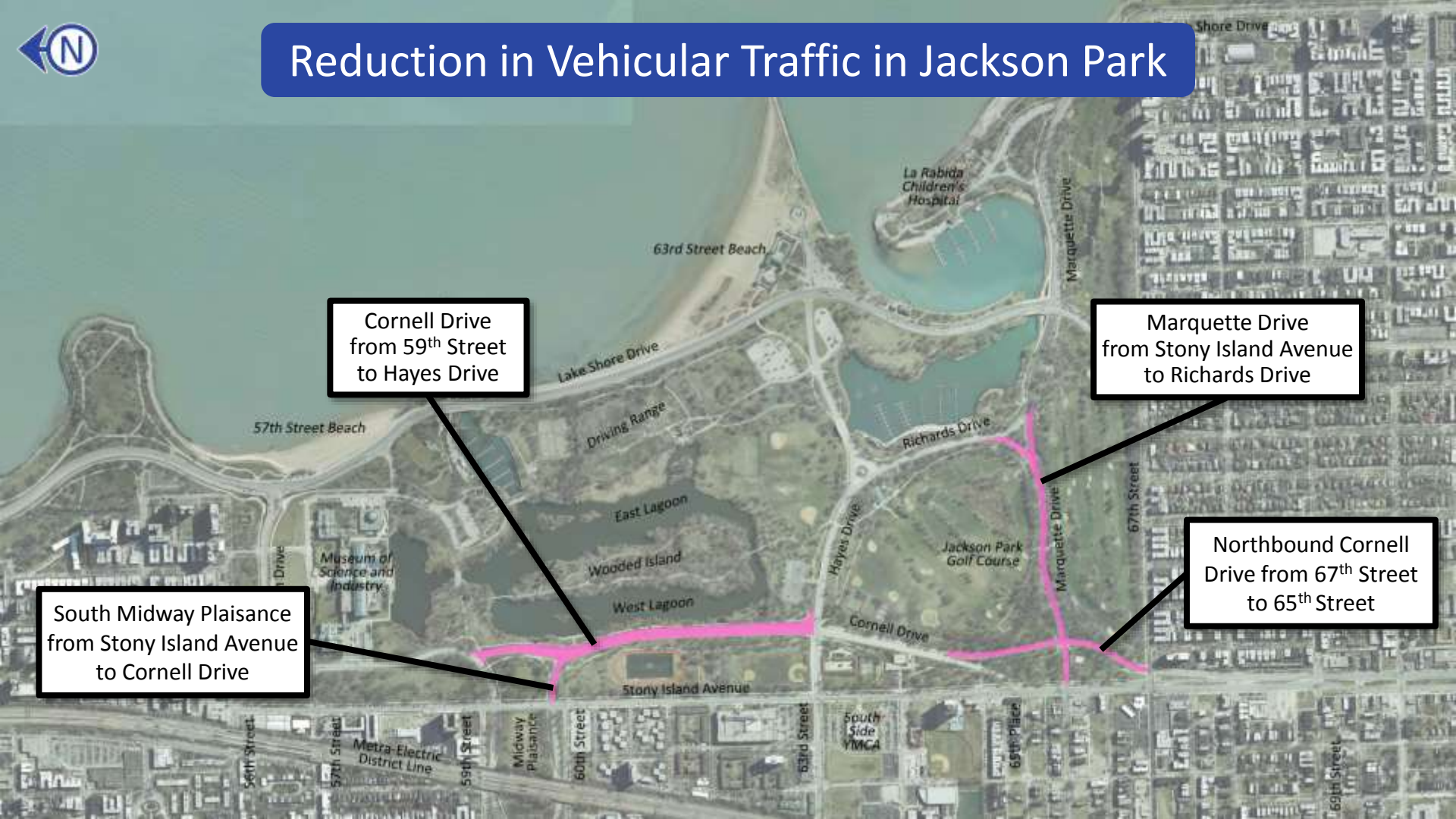
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Reduction in Vehicular Traffic in Jackson Park

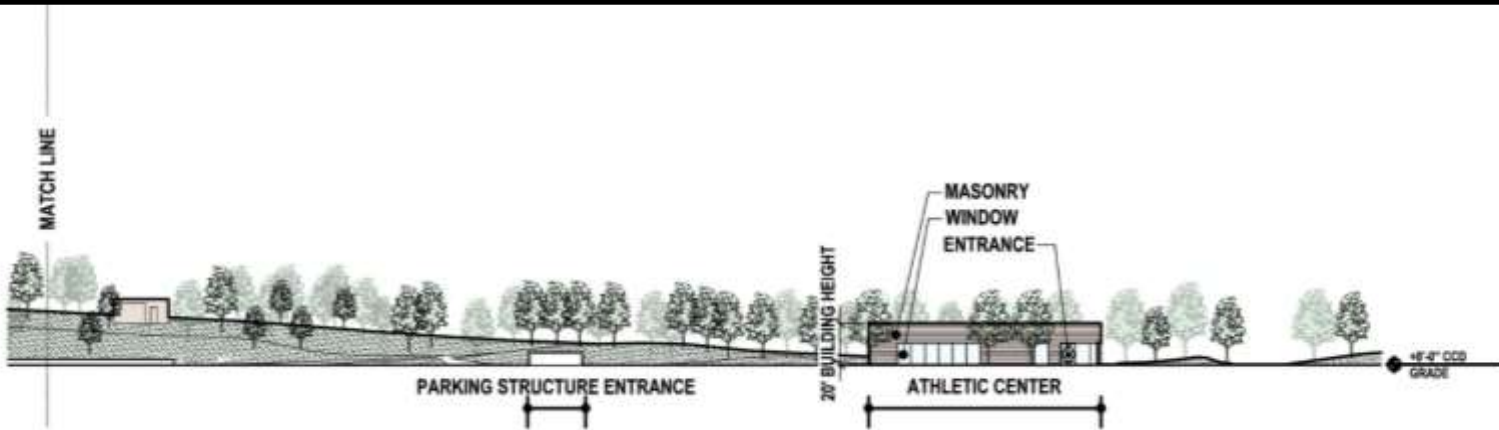
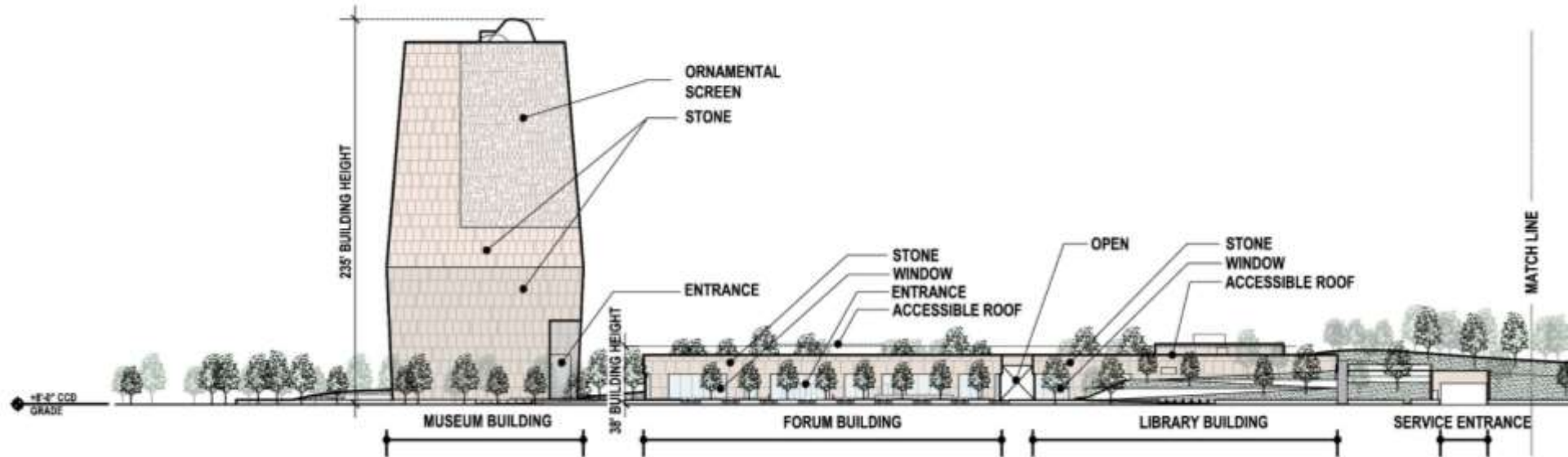


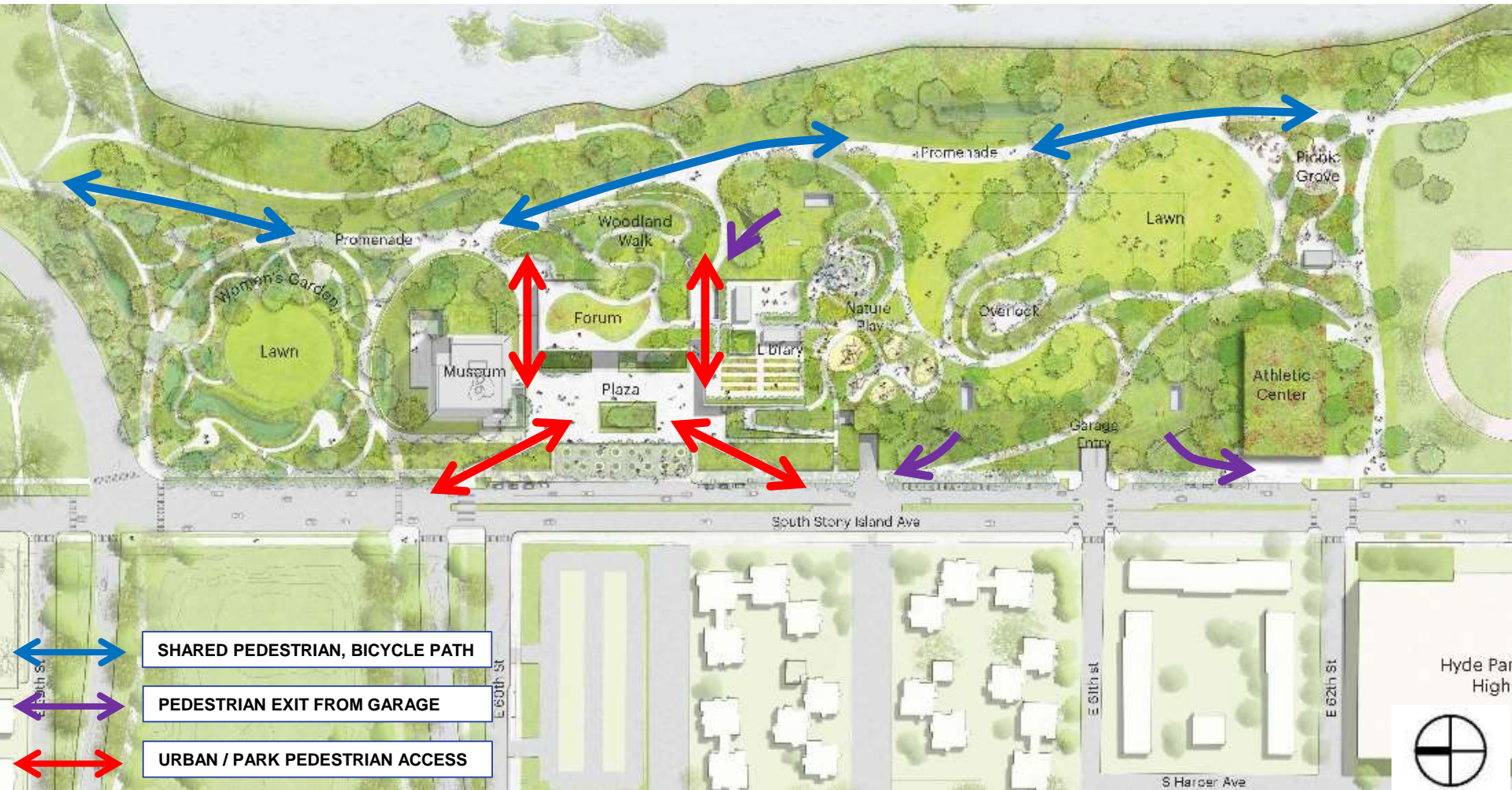
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