



LINCOLN  YARDS

# Master Plan

# Executive Summary

Lincoln Yards offers a once in a lifetime opportunity to transform an under-utilized area of the City into a neighborhood built for the needs of Chicagoans.

Lincoln Yards is an exceptional development that looks to the future, while preserving and revitalizing the area in a way that blends its unique industrial heritage with generous parks, riverfront open spaces and new amenities for local residents.

It is rare to find 55+ acres under visionary ownership in a city with such strong assets as the Lincoln Park and Bucktown neighborhoods, the Chicago River and The 606 Trail.

Although the site is currently disconnected from these assets by infrastructure barriers and the remnants of previous industrial uses, a combination of both careful and bold urban design moves will open the site and its riverfront to all as public spaces.

Lincoln Yards embraces the goals set forth in the North Branch Framework Plan, to advance the City's and the local communities' shared vision. It will promote job-creating economic growth, transit-oriented development and formation of a natural riverfront environment. As a result, it will generate a truly unique, mixed-use North Branch neighborhood and a regional destination.

Lincoln Yards is not just an opportunity to benefit the surrounding communities but the entire city.

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Master Plan reflects the Planned Development approved by Chicago City Council in March 2019

# Introduction

The City of Chicago adopted the North Branch Framework Plan in 2017 and subsequently rezoned the Lincoln Yards site to facilitate an opportunity for the creation of a mixed-use neighborhood that promotes economic growth, transit-oriented development and the creation of a natural riverfront environment. Sterling Bay, the City of Chicago and the surrounding neighborhoods are collaborating to ensure that Lincoln Yards is successfully implemented and meets these objectives while creating an inviting place for all.



## Purpose of the Plan

The Lincoln Yards Master Plan provides a vision for the development of the former industrial land, including the objectives for the comprehensive development of the site, and guidance around the relationship of built form and the public realm, and how it will relate to adjacent neighborhoods and communities.

Lincoln Yards is a new mixed-use community that will be developed on 55+ acres of former industrial land along the North Branch of the Chicago River. This site is uniquely located at the bend in the Chicago River and between some of the City's most iconic neighborhoods: Bucktown, Wicker Park and Lincoln Park.

Lincoln Yards is located within the larger North Branch Industrial Corridor and applies the recommendations of the City of Chicago's Industrial Modernization Initiative, which is intended to promote employment and economic activity while creating diverse public open space and a collection of unique places for everyone. Lincoln Yards will catalyze a dynamic, mixed-use economic engine for Chicago.

The Master Plan vision for Lincoln Yards draws on this unique location by using a full range of planning strategies to create a dynamic place, while delivering a diversity of experiences that complement adjacent neighborhoods.

To create an active community centered around walkability, mixed use, diversity and expanded open space, several key factors were considered:

- Urban form matters as a way to deliver high-quality, publicly accessible open spaces and balance increased density and building height.
- Vibrant and livable neighborhoods are sustained by a mix of uses that feed streets with activity throughout the day.
- The layout of smaller scaled blocks around larger open spaces provides the foundation for the layering of buildings and mix of uses that give Lincoln Yards a vibrant identity.
- A major expansion of the public realm will open the riverfront to the community.

This document is intended to ensure that the future development of Lincoln Yards is consistent with goals and principles laid out in the North Branch Framework Plan.

The Master Plan document has been organized into five sections.

- Urban design vision and principles
- Urban design framework
- Open space and public realm
- Transportation
- Character zones



## Relationship to Other Planning Documents

Since 2010, multiple studies and plans have been completed for the North Branch Industrial Corridor. Several of these themes and key principles are applied to the Master Plan, including improved connectivity, new experiences for walking and biking, and adding public transit to the existing transit network. Other principles regarding site design, open space and massing have been further studied to create a balanced and optimal outcome. These include stepping down the height of buildings to adjacent neighborhoods.

The North Branch Framework (approved in 2017) sets a vision for transforming this stretch of industrial waterfront: turning Chicago's neglected back yard into a vibrant neighborhood front yard along our River. It is critical for the city to regenerate brownfield sites, connect them back into the fabric of the City, and create attractive new developments to compete with suburban sprawl.

Several of the North Branch Framework Plan's key principles are applied to the Master Plan, including improved connectivity, new experiences for walking and biking, and adding public transit to the existing transit network.

The North Branch Framework Plan recommends and supports increases in density and height in relation to publicly-accessible open spaces through the Planned Development process.

The development of Lincoln Yards will be guided by two new Planned Development documents: one for Lincoln Yards North and another for Lincoln Yards South. Lincoln Yards North is primarily the former site of Finkl Steel, as well as several smaller adjacent parcels. Lincoln Yards South comprises the former City-owned Fleet Management site, as well as former industrial and manufacturing sites along the west side of the Chicago River.

Under the new Planned Development, the Lincoln Yards development will construct approximately 15 million square feet of buildable area, which is within the allowable densities identified in the North Branch Framework Plan. The FAR of 6.28 for Lincoln Yards is in alignment and proportion with the current zoning strategy for the adjacent Clybourn Corridor, which allows for re-zoning requests up to a FAR of 5.0.

The Lincoln Yards Master Plan synthesizes many of the access and transportation improvements identified in the North Branch Framework Plan.

Infrastructure improvements recommended in this document contemplate what can be delivered as part of the Planned Development and allow for future off-site improvements in the adjacent community.

# Overview

Chicago is home to culture, diversity and talent. It is a vibrant city of world-class museums of art and science, famed architecture and some of the country's best neighborhoods. It is one of America's most livable big cities, and boasts a robust economy and an expanding urban core.

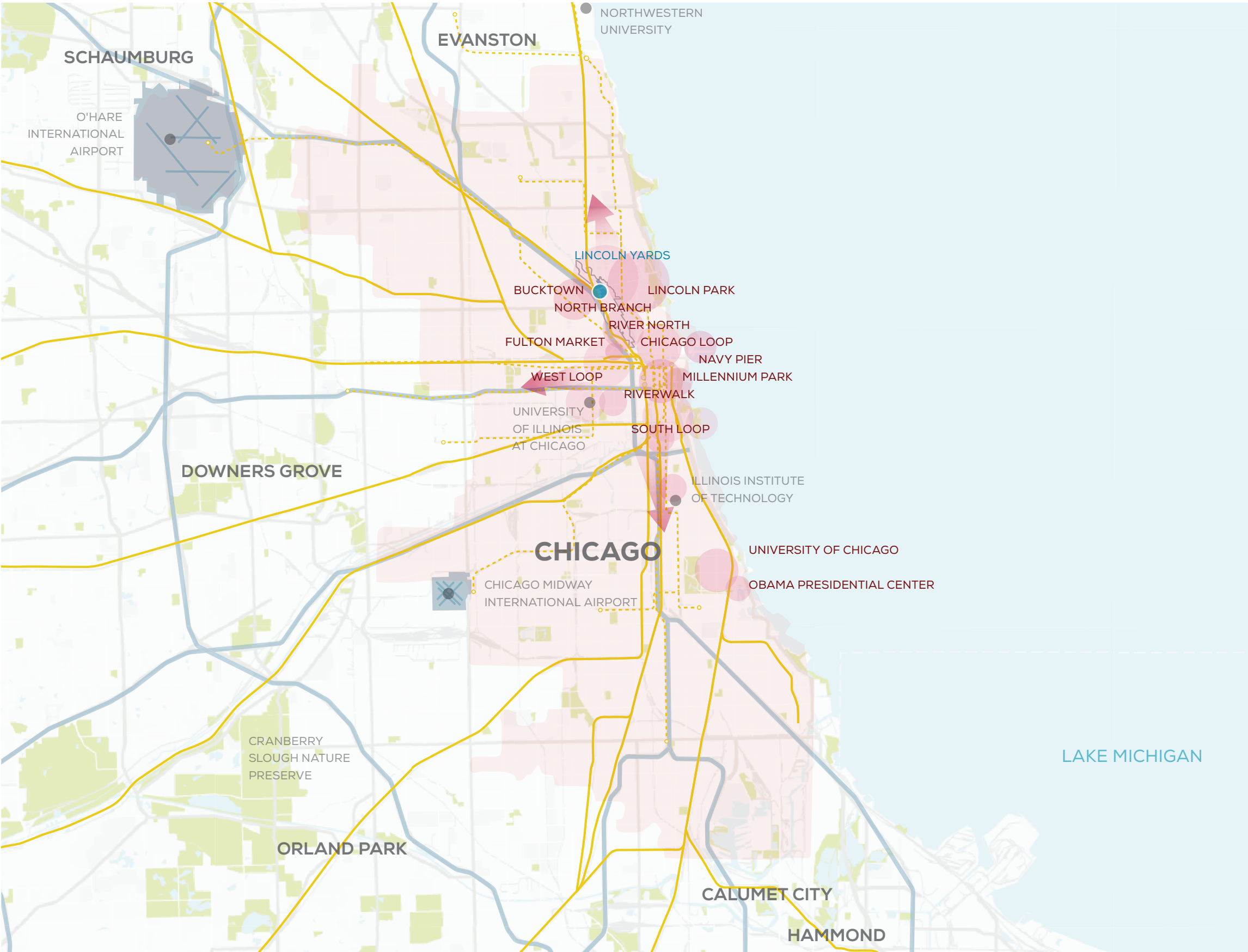
Chicago is a true "city of neighborhoods." The site sits in the heart of some of Chicago's most exciting neighborhoods – Lincoln Park, Bucktown and Wicker Park. Currently an under-utilized industrial corridor, Lincoln Yards holds great promise and potential as Chicago's next mixed-use, walkable urban community.

Lincoln Yards is situated strategically along the transportation corridor connecting downtown to the north and northwest suburbs of Chicago where many knowledge employers and employees are concentrated and to the global gateway of O'Hare International Airport.

Lincoln Yards will advance the City's and the local community's vision for this unique riverfront neighborhood by embracing the goals set forth in the community-supported North Branch Framework Plan. In addition to creating a fine-grain urban fabric and enhancing access to public transit, Lincoln Yards will bring new jobs, shops, restaurants, homes, workplaces and parks to the area. By doing so, it will knit together several of the area's surrounding and vibrant, but currently disconnected, neighborhoods.

Lincoln Yards will bring new energy, opportunity and amenities to Chicago's North Branch Corridor.

# Unlocking opportunity for mixed-use development



Chicago City Boundary

## The Next Big Transformation

Every great city has a handful of projects that over time have truly transformed its urban form, function and future. In the context of Chicago's major events and developments, it becomes evident that Lincoln Yards holds this same transformative potential with its natural assets, size of land, and proximity to multiple transit systems. By implementing thoughtful planning principles and a flexible framework, Lincoln Yards will set the stage for the next great transformation in the history of Chicago.

### Park Boulevard System

Established in the mid-1800s to create healthy, accessible, and livable neighborhoods, the Park Boulevard System was the first such major comprehensive system in the country. The network includes 1,700 acres of open space and extends 26 miles. The system was originally planned to connect South Park, West Chicago Park, and Lincoln Park to provide natural respite and recreation.

### Chicago Fire and Rebuilding

In October 1871, a fire destroyed one-third of the City including the business district. The Great Rebuilding efforts following the fire led to innovative building designs and technologies. In 1885, Chicago produced the world's first skyscraper.

### City Beautiful and 1893 Worlds Fair

In response to the industrialized and overcrowded city, the City Beautiful Movement emerged. Led by Daniel Burnham, the World's Columbian Exposition of 1893 displayed the model city of the future and attracted millions of visitors to Chicago.

### 1909 Plan of Chicago

Architect planners Daniel Burnham and Edward Bennett scripted a bold plan for the City and surrounding region, recommending the creation of new and widened streets, a continuous public lakefront and park system, new railroad, harbor, and civic buildings. The plan also included forest preserves, park expansions, and a network of highways around the City.

### Transportation Investments

Public transportation has served the City since the late 1800s. The network has included local and regional train systems, street cars, bus systems and water taxis. The elevated train passenger system called the "L" opened in 1897, and continues to expand today. Lake Shore Drive, originally an unpaved path for carriages, has seen many expansions, re-routes, and landfills overtime. The Outer Drive's transformations connected the City north to south.

### Infrastructure Investments

Chicago's location on the Illinois Michigan Canal connecting the Great Lakes to the Mississippi River positioned the City for incredible growth and transformation into a major transportation hub for the country. In order to address the need for a comprehensive sewage system, the flow of the Chicago River was reversed to preserve the water quality of Lake Michigan.

### Parks and Public Open Space

The integration of public parks, open spaces and lakefront access into the City is central to the City's design. Long before the City was incorporated, land along the lakefront where Grant Park is today was labeled "Public Ground—Common to Remain Forever Open, Clear and Free of Any Buildings, or Other Obstruction Whatever." The City includes many notable parks that have guided adjacent development and transformation. Millennium Park, completed in 2004, revitalized a neglected downtown site into an international destination. The City has recently seen major investments in connective public open spaces. The Chicago Riverfront has reconnected the City to the Chicago River with active uses, redevelopment and recreational paths. The 606 Trail, once an abandoned rail line, was converted into an elevated greenway connecting many Chicago neighborhoods.

### Planned Developments

Many developments are notable in the evolution of the urban fabric of the City. In recent times, major redevelopment plans and projects have brought revitalizing transformations to entire city districts. These include the Central Area Plan, the Central Station Development, Lakeshore East, Dearborn Station, the Riverwalk and Fulton Market. And now, Lincoln Yards.

# Lincoln Yards will be Chicago's next exemplary planned development



Historic Parks and Boulevards



Museum Campus, Grant Park & Central Station



The 606 Trail



Lincoln Park & Lake Shore Drive



Chicago Riverwalk

## North Branch Industrial Corridor

The North Branch Industrial Corridor is one of 26 industrial corridors in Chicago and is also the first component of Mayor Rahm Emanuel's Industrial Modernization Initiative. It is a 760-acre area along the Chicago River between Kinzie Street and Fullerton Avenue and is surrounded by many different residential and mixed-use neighborhoods. The North Branch Industrial Corridor has supported important manufacturing, warehousing and transportation uses for generations.

However, much of the land today is vacant and under-performing. This is in part due to the area's longtime industrial zoning, which prohibited it from responding to market demands for non-industrial uses such as housing, retail and commerce for many years. The City and the Corridor's surrounding communities have collectively identified a formal plan to revitalize this area as a mixed-use economic engine for today's age of innovation.

By looking at the North Branch Industrial Corridor within the context of the surrounding neighborhoods and the City as a whole, it is possible to reinvent this site in a way that respects and celebrates its long history and many contributions to Chicago.

### North Branch Framework Plan

In May 2017, the Chicago Plan Commission adopted the North Branch Framework Plan and Design Guidelines following an in-depth community engagement process. This thoughtful document considers the City's and the community's needs to create a flexible and actionable, mixed-use development plan for this industrial corridor. Today, the Plan is embedded in the City's long-term plan and is ready to be implemented.

The Plan's three main goals are to maintain the corridor as an economic engine and vital job center, provide better access to all transportation modes, and enhance the area's unique natural and built environment. Sterling Bay has embraced all three of these goals and looks forward to putting them to work to build a better and more beautiful North Branch community.

## 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

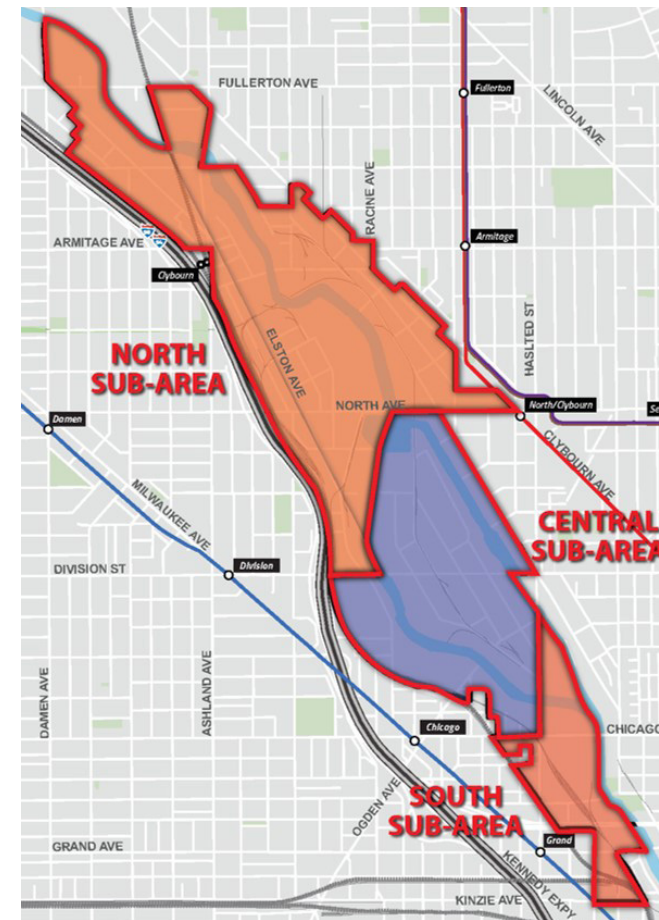
**Build upon the North Branch Industrial Corridor's unique natural and built environment.**



MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION

## NORTH BRANCH FRAMEWORK

City of Chicago \* Department of Planning and Development \* Department of Transportation \* May 2017

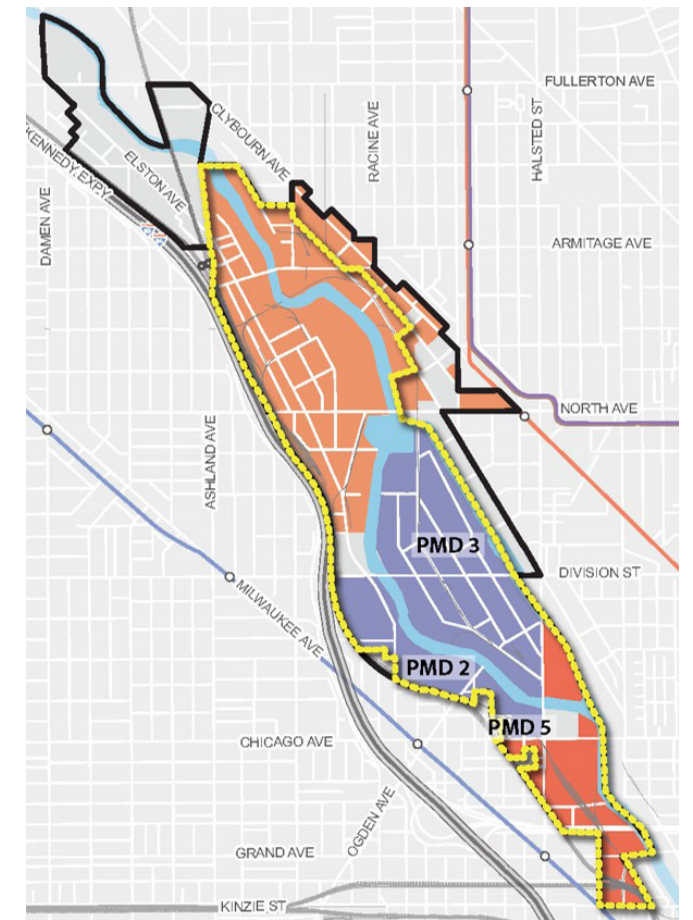


### Land Use

#### 3 Distinct Zones

Each has unique assets, demands and development potential.

- North Sub Area (dynamic zone)
- Central Sub Area (stable zone)
- South Sub Area (transitional zone)



### Zoning Implementation



**Context: Lincoln Yards Looking South**



**Context: Lincoln Yards Looking North**



Context: Lincoln Yards Looking West



# Opportunities

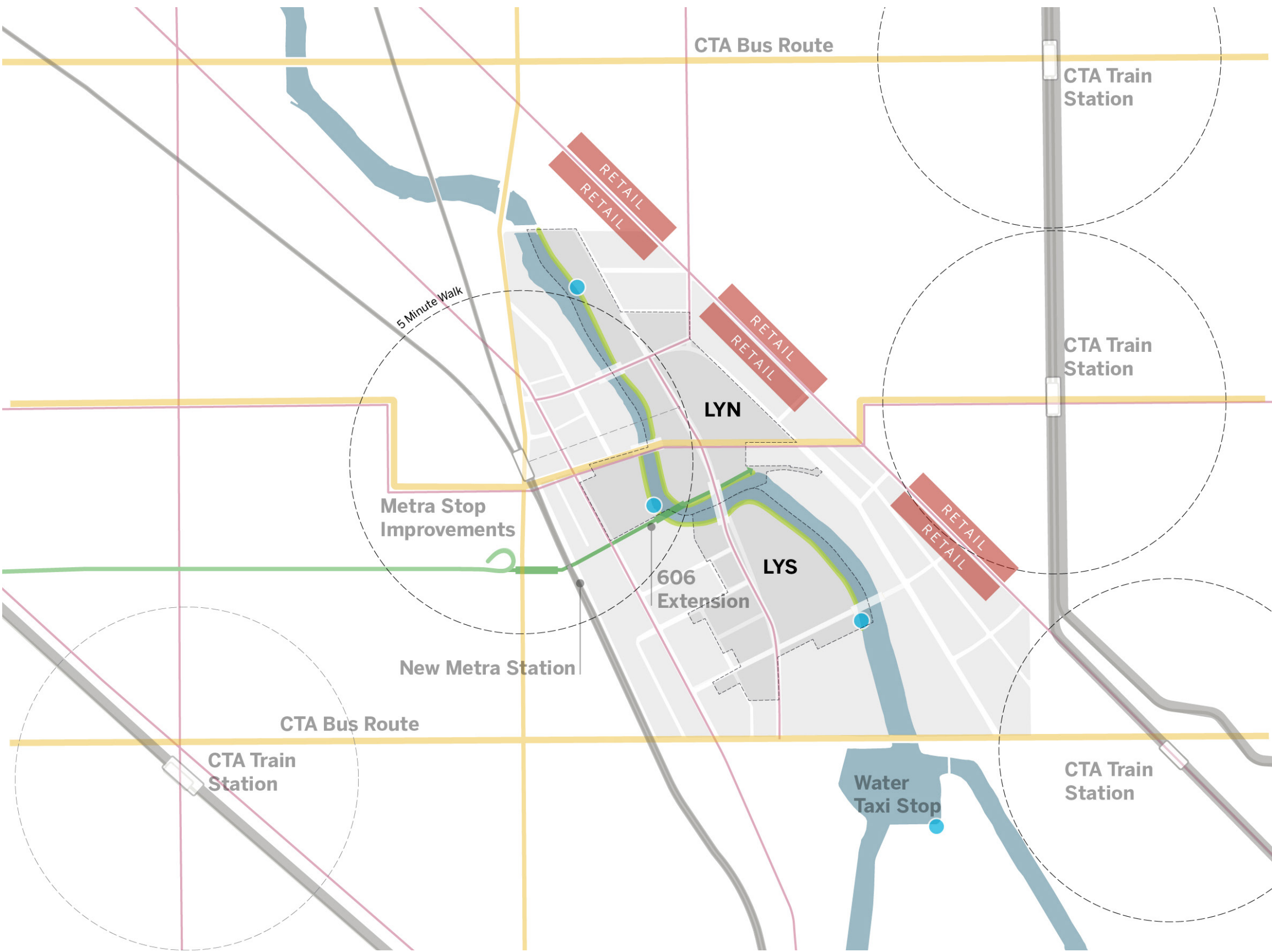
As is the case with many post-industrial sites, the Lincoln Yards' site developed an internal logic independent of its adjacent contexts and disconnected from the urban fabric. Despite its relative isolation, the site possesses some extraordinary assets that have the potential to create a memorable district when integrated carefully into the Master Plan.

First and foremost is the Chicago River that offers an extraordinary opportunity to create a natural environment supported by great redevelopment. The development should strive to strengthen both visual and physical connections to the river and to create a cohesive riverwalk experience. The site also enjoys unparalleled views of the downtown skyline. This offers a great opportunity to create unique public and private spaces. Additionally, much of the site has been cleared of existing buildings, making it readily available for development.

The popular and successful 606 bike trail comes near the site, ending at Walsh Park just west of I-90/I-94. The site also enjoys close proximity to public transit – the key to success for any new urban development today. This site is just a five-minute walk from the Clybourn Metra Station and less than a ten-minute walk from the Armitage CTA Station.

While these assets surround the site, the connectivity through and to the site is challenged by existing infrastructure barriers, including I-90/94, the Metra tracks, and a dysfunctional traffic interchange at Ashland Avenue, Armitage Avenue, and Elston Avenue. Additionally, within the site, the Cortland Bridge is currently the only point of access across the Chicago River.

In order to make the site a truly transportation-oriented development, significant improvements to both the Metra station and the surrounding infrastructure are required.



# Community Process

To date, Sterling Bay has worked earnestly to engage many stakeholders and community members in the planning process for Lincoln Yards. Some of the most important design ideas have come from local community members.

Sterling Bay believes deeply that the success of developments like Lincoln Yards relies on finding common ground with the community and stakeholders. Based on the "Listening Tour" with the local community, the team has identified the following eight shared community values and has tailored the Lincoln Yards Master Plan to respect and respond to them.

The team will continue its community and stakeholder outreach throughout the master planning process using various means, including open houses, formal community presentations and charrettes. It is Sterling Bay's goal to continually engage the adjacent communities, in order to keep them informed and to get feedback, working hard to maintain positive communication throughout the process.



**Healthy Environment**

Transformation of a polluting industrial environment into a welcoming riverfront experience with public spaces



**Economic Catalyst**

Provision of significant workspace and growth opportunities for future companies, local start-ups and entrepreneurs, creating more jobs for the communities



**Thriving Community**

Provision of cultural and social amenities for the residents of Lincoln Yards and the surrounding neighborhoods



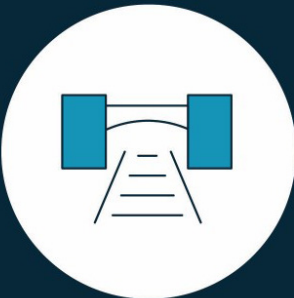
**Public Open Space**

Provision of ample, diverse and programmable open spaces for all demographics



**Community Connections**

Transformation of existing area's mobility challenges with new and improved multi-modal infrastructure and technology



**Heritage**

Preservation and celebration of existing bridges and buildings where possible



**Responsive Development**

Appropriate use of density to create a sustainable and well-scaled development



**Riverfront Activation and Access**

Creation of an extraordinary experience on and along the river

# A Master Plan built on shared community values

## Stakeholder Engagement

Sterling Bay has engaged numerous different stakeholders at the local, city, state, and national levels. Each organization's input has been invaluable to the planning process. Many of these entities also have regulatory, financial and policy authority over the Master Plan, making their support for the project's vision and framework critical to its overall success.

The icons to the right represent the various entities involved to date. These include: City of Chicago, Department of Planning and Development (DPD), Chicago Department of Transportation (CDOT), Chicago Department of Water Management (CDWM), CTA, Chicago Department of Buildings, Chicago Metropolitan Water Reclamation District, Illinois Environmental Protection Agency (IEPA), Chicago Metropolitan Agency for Planning (CMAP), Illinois Department of Natural Resources, U.S. Army Corps of Engineers, U.S. Coast Guard, Union Pacific and Metra Rail.

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**Each organization brings valuable input to the planning process**



City of Chicago



Department of Water Management



Illinois Environmental Protection Agency



US Army Corps of Engineers



Chicago Department of Transportation



Metropolitan Water Reclamation District



Illinois Department of Natural Resources



United States Coast Guard



Chicago Department of Planning and Development



Chicago Metropolitan Agency for Planning



Union Pacific Railroad



Metra Rail

# Vision

Lincoln Yards will be Chicago's next transformational project, connecting Chicagoans to the River's North Branch as well as The 606. It will provide new parks and public open spaces along the waterfront and throughout the neighborhood.

It will also tie together surrounding neighborhoods, including Lincoln Park, Wicker Park and Bucktown. This riverfront neighborhood's fun shops, food & beverage spots, great innovation spaces and skyline views will attract entrepreneurs, young professionals, local families, long-time Chicagoans, East-Coast transplants, West-Coast adventurers, academics and artists alike.

## Economic Development

The development of Lincoln Yards will catalyze a dynamic, mixed-use economic engine for the City of Chicago. The vision includes a diversity of use and program that will support dynamic and inclusive growth for the city.

## Sustainability

In addition to the significant environmental remediation that has already been achieved on site, much of the existing infrastructure in the area was built at a time when standards for conserving energy and managing water quality did not exist as they do today.

The Master Plan supports the City of Chicago's goals for sustainable development by setting a target to achieve LEED-ND certification for the entire development. Lincoln Yards will incorporate high performance sustainable design that will positively contribute to the sustainability of the overall development and will be a leading model for the regeneration of other industrial sites along the Chicago River.

## Transit Oriented

The City is shifting to a more sustainable model of development, away from low-density sprawl and excessive reliance on the car. Chicago can dramatically boost the number of people living in urban areas, where transit and nearby amenities help foster more sustainable lifestyles, connect residents to nature, and complement the unique elements and fabric of surrounding neighborhoods. Higher density is good, more sustainable, and comes with many benefits for the City and region, as long as it is well-connected to public transport and its environment is well-designed.

## Activated Ground Floor

The master plan places great emphasis on the importance of human-scale, and adheres to the principle that creating a great ground floor is essential to good urbanism. Smaller-scaled blocks allowing for turning corners frequently, and create a pleasant walking experience with a mix of active uses that feeds sidewalks with activity throughout the day. Together the design of streetscapes and buildings that abut and activate sidewalk frontages reinforce the sense of place while serving as transition zones between land use and density.

## Heritage and Character

Although most of the industrial buildings on the site have already been removed, the Master Plan enhances the connectivity between the site's heritage, the scale and texture of the site, and retains and creatively restores the important and authentic sense of place. Elements of the site's industrial past are preserved when possible and integrated into the fabric of the site's overall design.

## Density

The North Branch Framework Plan recommends and supports increases in density and height in relation to publicly-accessible open spaces through the Planned Development process. Utilization of the available floor area bonuses behind the North Branch Framework Plan will provide for much-needed investments in open space, public transportation and community services. Increased building heights and densities are emerging along neighborhood commercial corridors and major transit routes throughout the City. As part of the vision outlined in the North Branch Framework Plan, the increase in density and population will ensure continued vibrancy of Lincoln Park and Bucktown.

## Affordability

The Lincoln Yards Master Plan calls for 6,000 housing units. This increased supply of residential units will allow for more affordable housing in the area. Further, Lincoln Yards will meet all ARO requirements and have affordable units on site.

**Lincoln Yards is a defining moment for our city. This project will knit together this site with countless connections – to new economic opportunities, new transportation options, new environmental benefits for everyone to enjoy.**







WEBSTER AVENUE

DICKENS AVENUE

ARMITAGE AVENUE

CLYBOURN AVENUE

KINGSBURY STREET

ELSTON AVENUE

KENNEDY EXPRESSWAY

ASHLAND AVENUE

606 TRAIL

The North Branch Industrial Corridor is in transition. The vision for Lincoln Yards builds on the goals of the North Branch Framework Plan that were developed with substantial community involvement and input.

The following principles for Lincoln Yards respond to the unique conditions of the site, while addressing the key considerations to building a high-quality, mixed-use development.

## Connected neighborhoods

A master plan that breaks down barriers and connects surrounding communities

## Public/central open space

A development focused around an inviting and signature open space network

## Accessible waterfront

Contiguous and creative riverfront spaces

## Crafted skyline

Tall and slender towers with podiums to enhance views, create pedestrian scale and minimize shadows on public spaces

## Collection of experiences

Character zones with a variety of uses



# Connected Neighborhood

The Master Plan breaks down existing barriers on the site to create a porous urban framework that links people, bicycles, neighborhoods and transportation infrastructure. These physical connections are coupled with visual connections to make the Lincoln Yards' public realm and riverfront inviting parts of the larger community. A fine-grain, but unique urban fabric will also stitch the neighborhood into the surrounding City grid, while still making a bold statement for the future.

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

## North-South Connections

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

## East-West Connections

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



# Connecting to the surrounding urban fabric

## The 606 Extension

The multi-use 606 extension trail will link Bucktown and Wicker Park to Lincoln Park and the lakefront. It will connect to the historic swing bridge, which will be maintained in an open position as a viewing platform over the river. The 606 will connect both sides of the Riverwalk and the central open space in the neighborhood, and it will connect to bike trails in the Lincoln Park neighborhood and points east.



# Connecting parks, people, and communities

## The Exchange

One of the long-term goals of the Lincoln Yards Master Plan is to relocate the current Clybourn Metra Station further south and link it to The 606, the center of development, and other modes of transit. Rebranded as The Exchange, the new transit hub will combine the various transit modalities with activated programs, naturally making Lincoln Yards the next must-see destination in Chicago.

Together with DPD, CDOT, Metra, and the community, the new Exchange will be designed to make the transition through the infrastructural barrier -- such as the highway overpass and the railroad -- a unique experience. The extension of The 606 will be accompanied by a community amenity such as a skate park and a beautifully landscaped plaza will be integrated as the new station's arrival point.

### Transform the disconnected transit systems into a unified Exchange

- Transit-centered new development
- Magnet north side multi-modal hub
- Catalyst for sustained neighborhood investment and job creation
- Provide alternate solutions to current capacity issues on CTA lines

### The Exchange - a multi-modal connection point for:

- Two Metra Lines
- 606 Trail
- CTA Bus Lines
- Water Taxi
- City's Proposed Transit Way
- Parking
- Possible Express Metra Service to O'Hare Airport



## Where all systems come together

## Collection of Experiences

Lincoln Yards includes a series of smaller character zones that respond to specific land use, open space and transitions to adjacent community areas while siting buildings to frame and animate public spaces at the street level.

### The North Dominick Corridor

A prominent office address lined with active publicly-oriented ground floor uses that frame multiple well-scaled, pedestrian pathways leading to river.

### The Kingsbury Corridor

Primarily residential zone that serves as a transition in use and building height to the Clybourn Avenue Corridor and Lincoln Park neighborhood.

### The West Riverfront Gateway

A mixed-use development that will extend amenities and experiences in Lincoln Yards across the River, while creating an iconic urban gateway to the North Branch.

### The South Dominick Corridor

Located directly adjacent to the large recreational amenities, the corridor will be a unique mixed-use area with its own character and identity, defined by a continuous pedestrian experience from the north.

### The South Riverfront District

Bridges the gap between the natural experiences along the riverfront, existing businesses and the urban fabric surrounding Lincoln Yards.



## Public/Central Open Space

Lincoln Yards will provide publicly accessible open spaces of all shapes and sizes throughout the development. A major central open space will act as the heart of the development, with breathtaking views down the river to downtown Chicago. This large riverfront park will ensure the site's views – one of its most defining features – are enjoyed by all, rather than being a privatized space for just a few.

Lincoln Yards North Park provides a large central open space for the development and surrounding community, and the Lincoln Yards South Park will provide recreational programming for the larger community.

Smaller parks will be sprinkled throughout the development to act as pedestrian connectors between neighborhoods. These smaller public open spaces and pocket parks will help to create a range of public realm experiences.

The diversity and number of parks included in the Lincoln Yards Master Plan creates a new destination open space for the entire community.

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Total Park Space	11.18 acres
Hardscaped Open Space	6.27 acres
Riverwalk	3.55 acres
<b>Total Parks and Open Space</b>	<b>21.00 acres</b>

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## Open space aligned with views to downtown

## Accessible Waterfront

The Chicago River waterfront should be accessible for the community and surrounding neighborhoods. Today, however, this channelized river's vertical bulkheads prevent public enjoyment. Lincoln Yards hopes to do its part to help create a contiguous riverwalk from downtown Chicago all the way to Avondale. This will also help to connect Lincoln Yards to other communities up and down the river.

Design improvements to the waterfront on the site will allow Lincoln Yards residents, employees and visitors to benefit from the river as both a source of transportation and recreation. Whether strolling along the Riverwalk, enjoying dinner overlooking the river, grabbing a water taxi, biking, jogging or taking out a kayak, the river will become an integral part of this unique community's daily life.

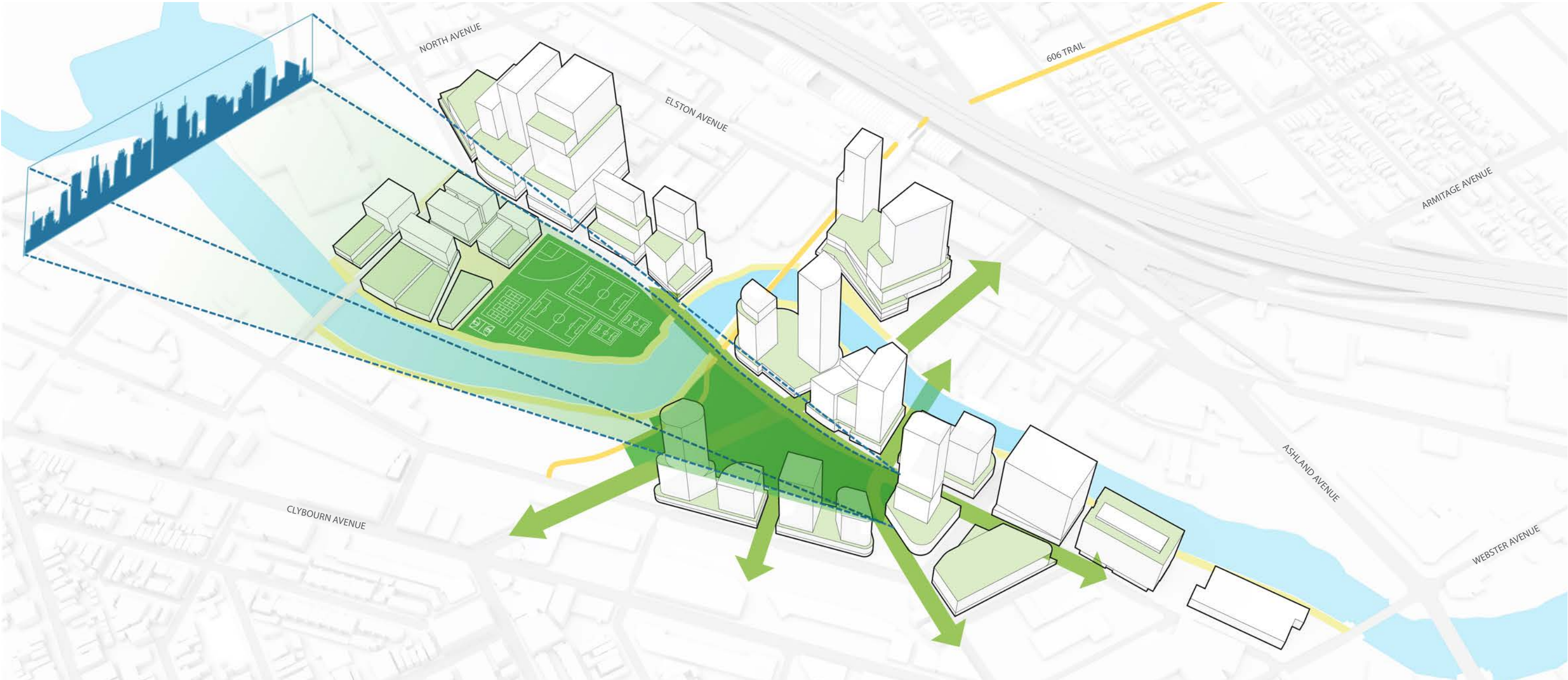
## Contiguous and accessible waterfront



# Crafted Skyline

The massing of the buildings in Lincoln Yards is designed to create an attractive skyline from both near and far. Carefully articulated towers create a hierarchy of heights throughout the development. These towers are married to well-scaled podiums with active ground floor uses, simultaneously creating urban and human-scaled spaces.

Building heights and densities are also carefully crafted to maximize views to the Chicago skyline as well as the river and nearby neighborhoods and parks. Furthermore, the massing of buildings minimizes shadows on the public realm, ensuring that the development's public open spaces – and their great views – are enjoyed by all.



## View Corridors

The Master Plan takes into account neighborhood surroundings by utilizing a series of existing conditions that provide broad natural transitions within the development and to adjacent residential areas. The current zoning strategy along the Clybourn Corridor could allow for re-zoning requests that would provide an FAR of up to 5.0, which would contribute to the 300+ foot wide transition zone and buffer to Lincoln Park.

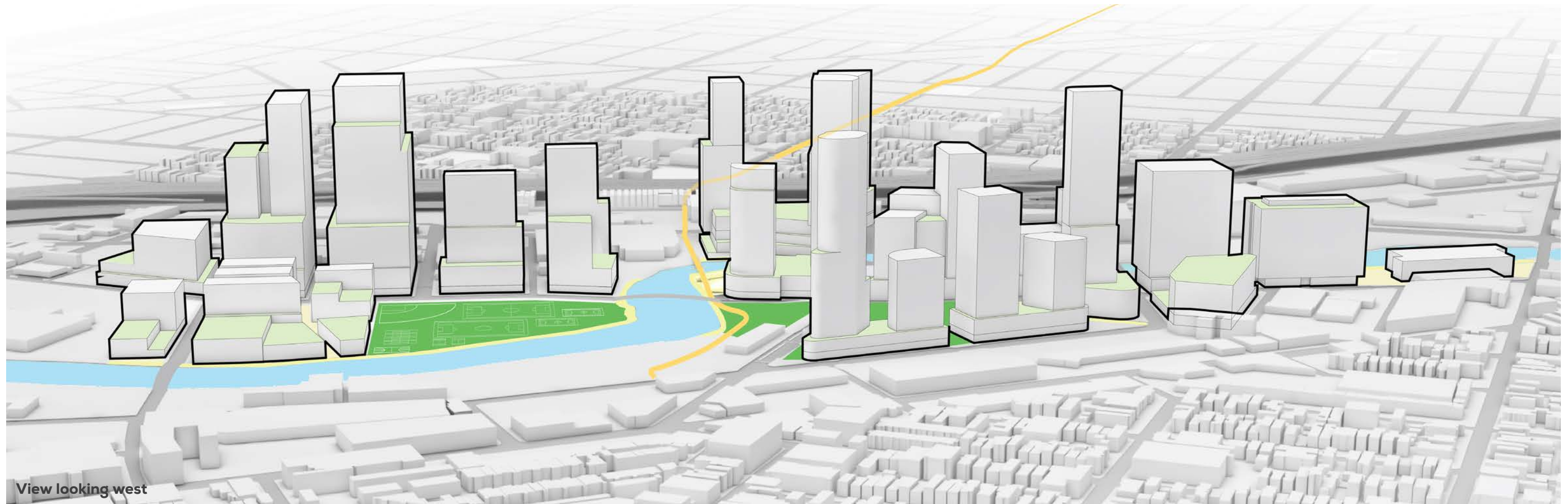
Within the development site, the central park in Lincoln Yards North creates a 280+ foot transition to the larger office buildings along the Dominick Street corridor. Commercial buildings along the North Dominick Corridor are planned to open onto the Riverwalk, and have been sited to allow multiple spaces for the public to access the river. The height of the buildings proposed along this corridor averages 20 stories.

At an average width of 175 feet, the Chicago River provides another transition to step up to taller buildings proposed along the Expressway. Taller commercial and mixed-use buildings west of the River take advantage of closer proximity to two existing Metra lines and plans for a new multi-modal station, further leveraging transit-oriented development and reducing the impact of increased personal vehicle trips to the area.

The combined width of the Expressway and Ashland Avenue creates a 400+ foot buffer and transition zone to step height down toward the Bucktown and Wicker Park neighborhoods.



View looking east from the 606



View looking west

# Master Plan Framework: Urban Structure

The Lincoln Yards Master Plan draws great inspiration and insight from the City and the local community. By listening to the community and following the goals set forth in the North Branch Framework Plan, Sterling Bay has synthesized their input into a comprehensive framework that sets forth the urban structure for a connected and well-scaled development.

## Walkable, Urban Blocks

The Master Plan places great emphasis on the importance of human-scale, and adheres to the principle that creating a great ground floor is essential to good urbanism. The plan does this through small blocks allowing for turning corners frequently, and a pleasant walking experience with a mix of active uses that feeds sidewalks with activity throughout the day. Together the design of streetscapes and buildings that abut and activate sidewalk frontages reinforce the sense of place while serving as transition zones between land use and density.



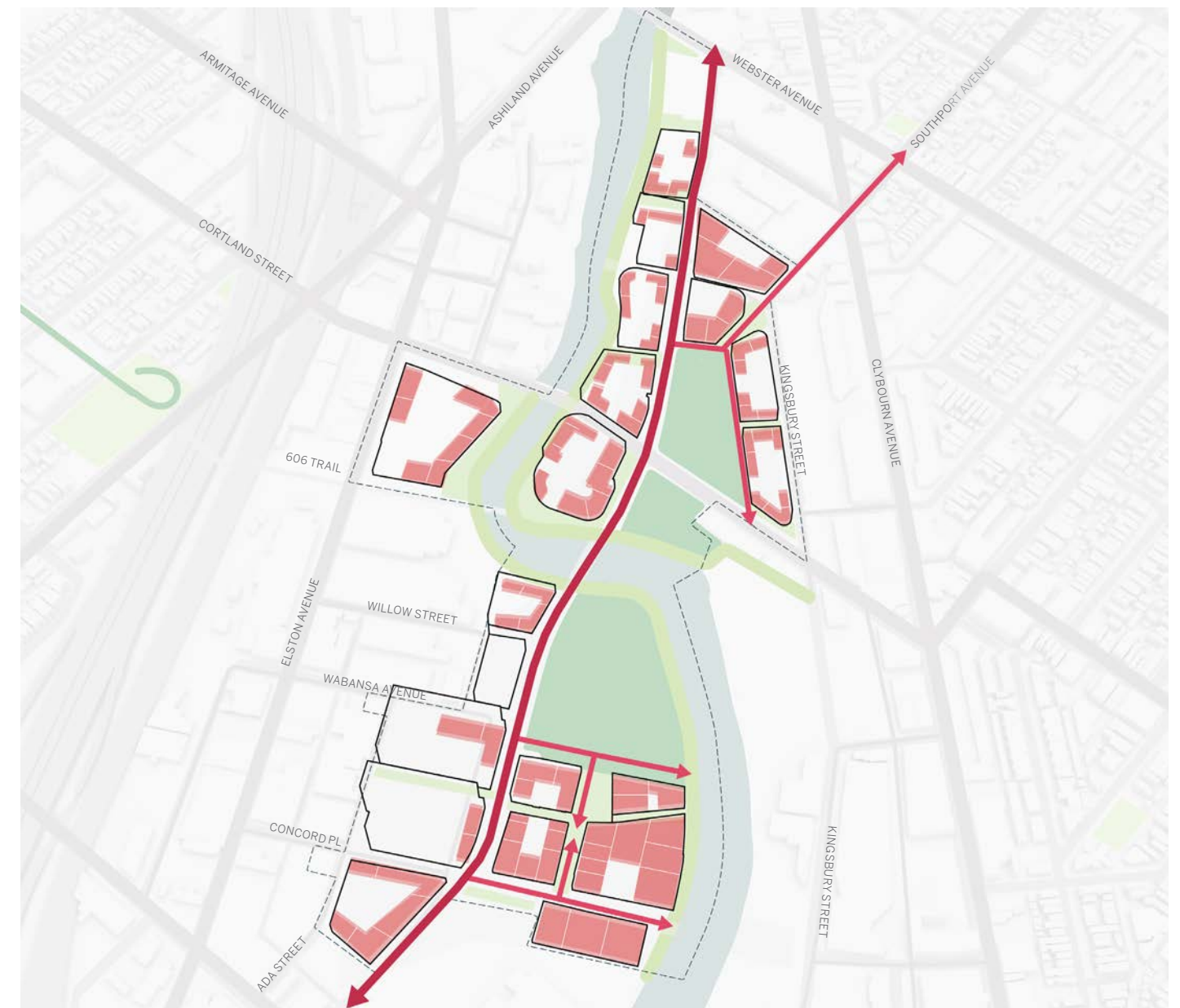
## Active Ground Floors

It is at the street level that the public will experience Lincoln Yards. Great importance has been placed on the ground floor design to enhance the quality and vitality of the public realm.

The urban design vision prioritizes a vibrant mix of uses (live, work, shopping and recreation) that provide countless opportunities for social interaction on broad tree-lined sidewalks and in generous open space on both sides of the river, bringing access and amenities to adjacent neighborhoods.

The design of the ground floor will contain active uses with a variety of character and experiences, all containing elements scaled for pedestrians.

To ensure this neighborhood feeling, the majority of parking, loading and services are away from major streets and primary pedestrian pathways.





## Podiums

The urban design strategy draws on the combination building typologies to achieve a range of living and working environments while maintaining a consistent and high level of pedestrian comfort. Building heights have been carefully developed to appropriately scale the pedestrian experience in relation to tall buildings and develop a welcoming and inviting sidewalk environment.

From a distance, tall buildings can be fantastic, but they can dominate the individual if their ground plane is not thoughtfully planned. Therefore, we created a podium of about 4-5 floors which relates to the pedestrian areas in a human context.

The towers sit back from the sidewalk and area open the sky above it. You have two scales: one is urban and adds to Chicago's great skyline, the other is at the scale of the individual and adds to Chicago's neighborhood experience with quality spaces at the street level.

This approach creates an environment that holds your focus on the vibrant, pedestrian-oriented street activity rather than the large-scale building. The Master Plan applies the same concept on the river's edge, where low-scale buildings define the public spaces and the Riverwalk, and the towers are set back and away.



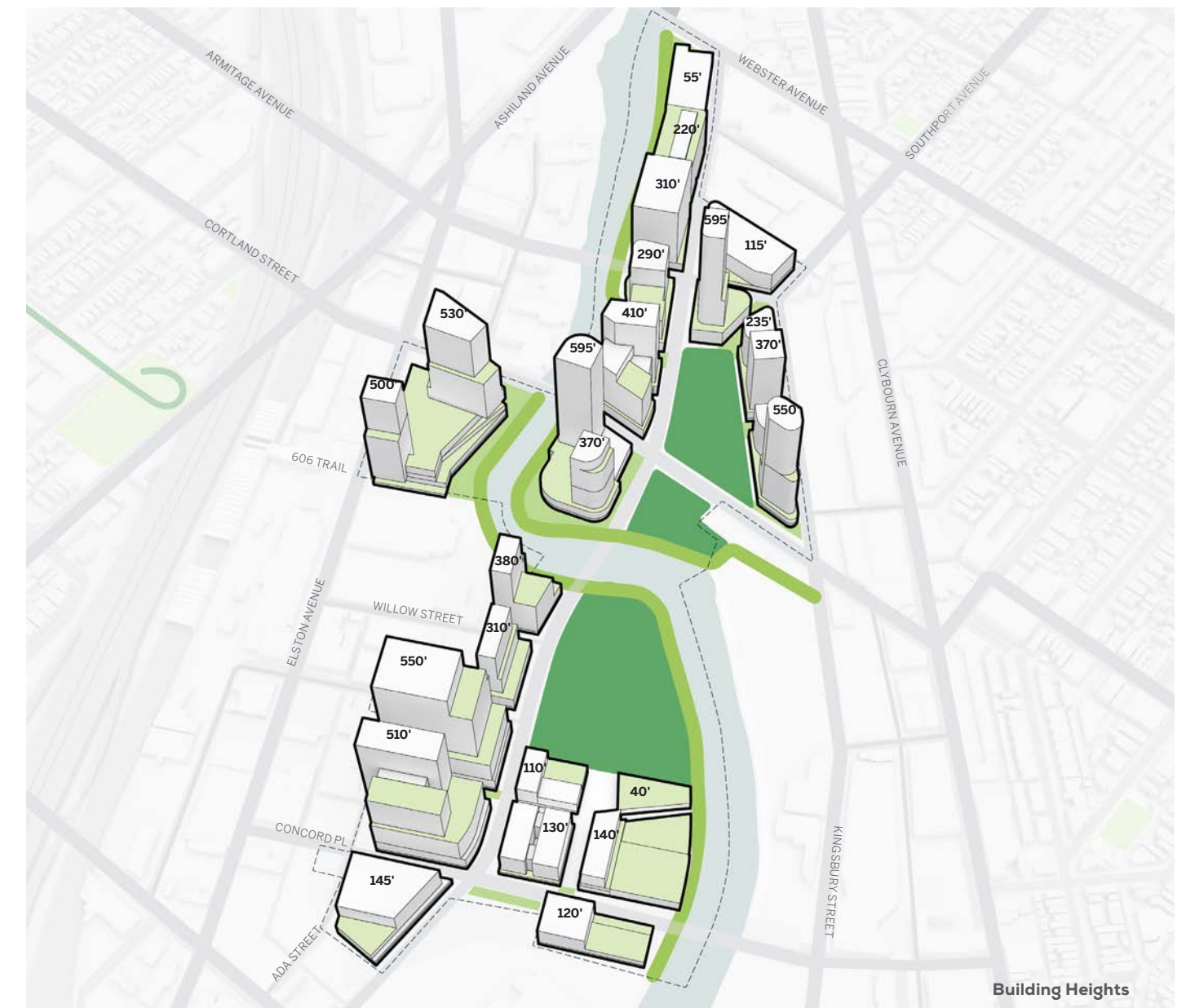
## Taller Buildings

Taller buildings are sited to complement key views by providing a visual frame. The design team has carefully studied this relationship, where taller buildings have been shaped to be thinner and spacing between buildings is maximized to ensure plenty of views to the sky and access to sunlight.

Buildings step down in height moving from the Expressway toward Lincoln Park. Additionally, views to and of the river are key considerations of what makes the site special. The network of streets, plazas and open spaces intentionally provides open view corridors from both within Lincoln Yards and the surrounding neighborhoods.

Viewsheds, vistas, and sight lines were studied from various locations in Lincoln Park, other surrounding areas, and from more distant locations.

Through this blending of taller and shorter buildings and careful spacing of higher-rise elements, the master plan can achieve the allowable density without blocking the view of the city skyline or creating a "wall of towers" blocking views to the riverfront.



# Proposed Subareas & Bulk Tables

The master plan establishes a framework of development parcels and defined subareas. Within each sub area, specific regulations for land use, net developable area, density, and allowable building heights.

## Lincoln Yards North Bulk Regulations and Data Table

**Total Planned Development**

Net Site Area	1,372,660.09 sf	31.51 acres
Maximum Dwelling Units	3,500 units	
Maximum FAR	6.28	

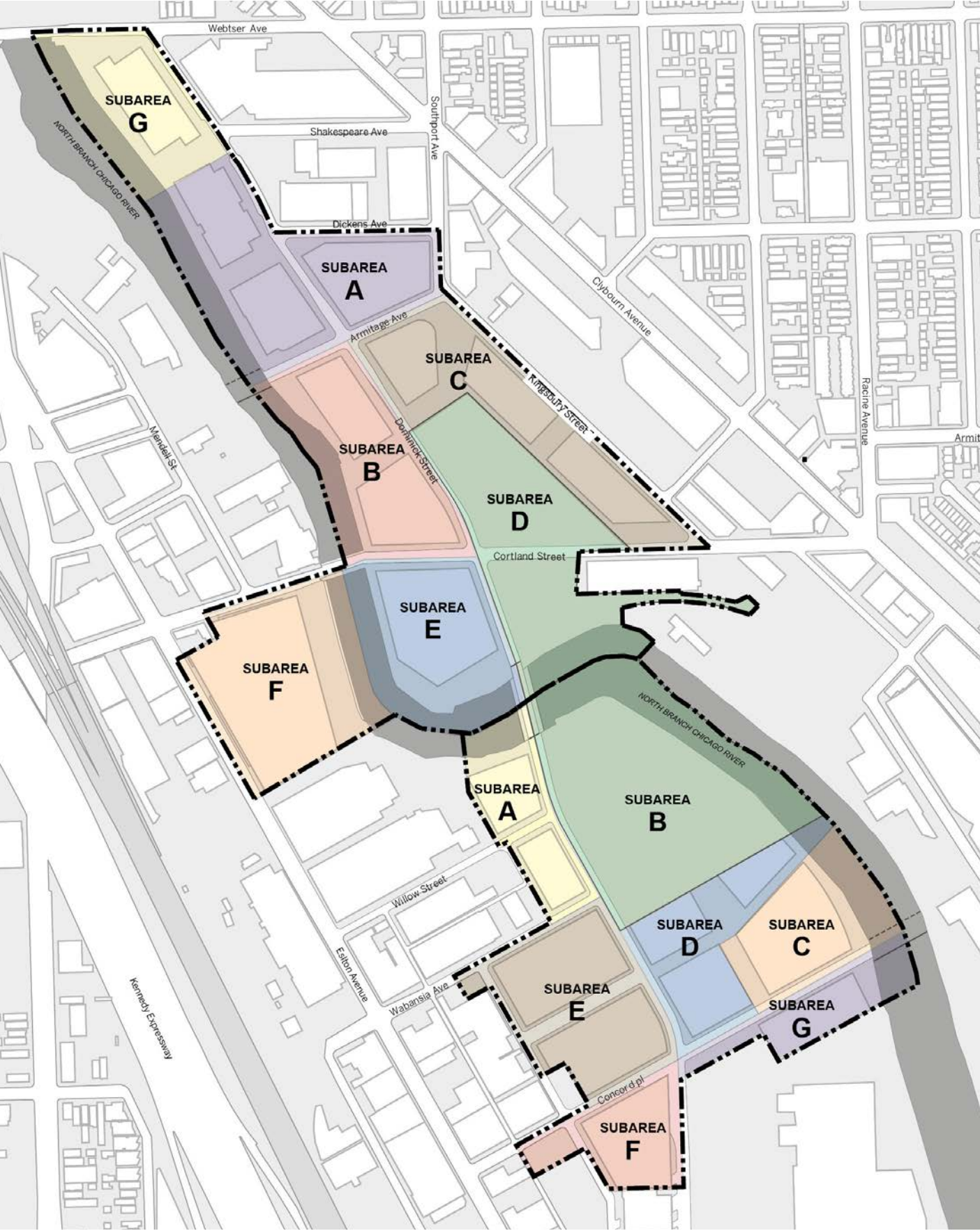
Subareas	Dwelling Units	FAR	Maximum Building Height	Net Site Area
Subarea A	-	6.13	325'	215,244.63 sf
Subarea B	-	9.89	450'	160,990.15 sf
Subarea C	1,800 units	10.43	595'	194,138.00 sf
Subarea D	-	0.05	20'	265,385.40 sf
Subarea E	1,100 units	7.05	595'	179,163.18 sf
Subarea F	600 units	8.85	575'	250,723.49 sf
Subarea G	-	1.92	80'	107,015.24 sf

## Lincoln Yards South Bulk Regulations and Data Table

**Total Planned Development**

Net Site Area	941,864.61 sf	21.62 acres
Maximum Dwelling Units	2,500 units	
Maximum FAR	6.28	

Subareas	Dwelling Units	FAR	Maximum Building Height	Net Site Area
Subarea A	1,100 units	12.53	500'	72,624.74 sf
Subarea B	-	0.05	20'	299,301.91 sf
Subarea C	200 units	3.41	150'	108,162.06 sf
Subarea D	400 units	3.82	150'	143,158.42 sf
Subarea E	400 units	19.13	575'	181,736.42 sf
Subarea F	200 units	5.56	160'	77,673.16 sf
Subarea G	200 units	3.04	150'	59,207.90 sf



# Master Plan Framework: Public Realm

The Lincoln Yards Master Plan is arranged around a comprehensive network of open spaces that are well connected to the surrounding community. The plan offers a diversity of scales and types of open spaces, and it celebrates the River's North Branch, while simultaneously creating tremendous value for real estate development. This approximately 21-acre open space network demonstrates Sterling Bay's commitment to achieving the goals of the City's North Branch Framework Plan.

# Public Open Space

## Create Publicly Accessible Open Spaces and Waterfront

Public open space, accessible and welcoming to all, will be at the heart of the Lincoln Yards neighborhood. The comprehensive approach to open space is integral to the entire development. Substantial open space on both sides of the river will be programmed to attract a broad diversity of users from Lincoln Yards, the surrounding neighborhoods and across the city. Offering expansive views of Chicago's skyline, the park is positioned with multiple connections to the surrounding community.

Connections between the open spaces, the Riverwalk, The 606, the Metra station, and surrounding neighborhoods will encourage walking and cycling throughout the neighborhood and beyond. The intersection of the Riverwalk and The 606 and their connections to the open space at Lincoln Yards will make this an important hub in the recreational trail system in this part of the City.

The open spaces will create a lively public realm throughout all four seasons. The park in Lincoln Yards North will include, a children's playground, gathering areas, and shaded lawns to attract daily use. Space for a farmers' market will also be used for small events, and a sledding hill will create a center of activity in the winter, becoming a south-facing sloped lawn with stunning views of the downtown skyline in other seasons.

On the south side of the river, a variety of recreational fields will provide another type of landscape program. In addition to these major landscape spaces, smaller pocket parks and plazas are designed to connect all parts of the public realm and provide more intimate spaces where cafés or restaurants will spill out onto the sidewalk. These plazas will connect the central open space to the surrounding communities and the Riverwalk.

Enhancing the river is a priority of the City as well as Sterling Bay, and it will become an integral part of Lincoln Yards' transportation strategy and recreational program. Water taxi stops will be a key component of the neighborhood's multi-modal transportation strategy, as will the shared bicycle and pedestrian trails of the Riverwalk. A part from the strong connections between the Riverwalk and park space, many other connections will be made to the river. The trails will be designed to rise and fall to create a variety of contiguous experiences along the river, and to pass underneath existing and proposed bridges.



**Create public accessibility**

**Develop variety of programs**

**Enhance local waterways**

**Access waterfront and public activities**

**Encounter river experiences**

**Experience generous open spaces**

**Integrate open spaces with pedestrian network**

**Explore contiguous river paths**

# Open Space Network

## Lincoln Yards North Parks

The park spaces are animated on three sides by residential and commercial buildings. The fourth side of the park, however, gently slopes down to the river offering stunning views of the water and the downtown skyline beyond. The program for these parks includes self directed play and gathering areas such as flat and sloped lawns, a sledding hill, market plaza and a landing for launching kayaks, canoes and small boats.

## Lincoln Yards South Park

The park in Lincoln Yards South offers the wider community many recreation opportunities with sports fields, Riverwalk and public plazas. The large lawn includes various sports fields that have the flexibility to host larger gatherings and events as well.

## Riverwalk

The core program of the Riverwalk, a pair of multi-use pedestrian and bicycle trails, will be enhanced by a variety of connections to the river itself, and to the adjacent buildings. The trails will pass under bridges and will drop closer to river level in places to allow for access to canoe launches, the river taxi and riverside seating places. It will rise in places to connect to a series of small plazas and pocket parks between buildings, and to the program on the ground floor of the adjacent buildings, including cafes, restaurants, and retail. The Riverwalk will be shaded by trees along the river and animated by programs spilling out of the adjacent buildings, including café and restaurant terraces. This will create a lively urban riverside.

## The 606 Extension

The multi-use 606 extension trail will link Bucktown and Wicker Park to Lincoln Park and the lakefront. It will connect to the historic swing bridge, which will be maintained in an open position as a viewing platform over the river. The 606 will connect both sides of the Riverwalk and central open space, and it will connect to bike trails in the Lincoln Park neighborhood and points east.

**11.18 acres**

Parks

**6.27 acres**

Hardscaped open space

**3.55 acres**

Riverwalk

**21.0 acres total**

Total open space at grade



## Lincoln Yards North Park

The creation of publicly accessible open space at Lincoln Yards is vital and offers new opportunities for recreation, play, community gathering, experiencing nature, and celebrating urban life.

The Lincoln Yards North and South sites are an important nexus and connector focused along the Chicago River. Lincoln Yards South is a hub for recreation, while Lincoln Yards North features an extended 606 and Central Park. A one-mile Riverwalk lines the entire waterfront of the length of the two sites.

Together these features and places compose a site that will be transformative— a new green oasis, a place to bring people together, and to celebrate the variety and vibrancy of urban life in Chicago.

The open space design pulls inspiration from the site's industrial history, while reimagining it for today's uses and needs. Lincoln Yards North will re-use and provide new expression for historic site artifacts throughout the project, but acknowledge the primary opportunity to rediscover the river amidst this post-industrial site.

The design of the open space takes advantage of this unique location along the bend of the river, and offers the potential to look down its length to the Chicago skyline to celebrate it as a new natural resource within this urban context.

The Master Plan offers a wide range of spaces that will enliven the area and speak to the uniqueness of this place. These spaces include extending existing streets into the site via a pedestrian oriented Slipway and river overlook, a pedestrian retail promenade along Dominick Street, undulating hills that create an interior urban oasis, seasonally dynamic gardens, an adventure play area, a furnace garden showcasing industrial relics, a continuous mixed-use trail along the river, and several active recreational fields

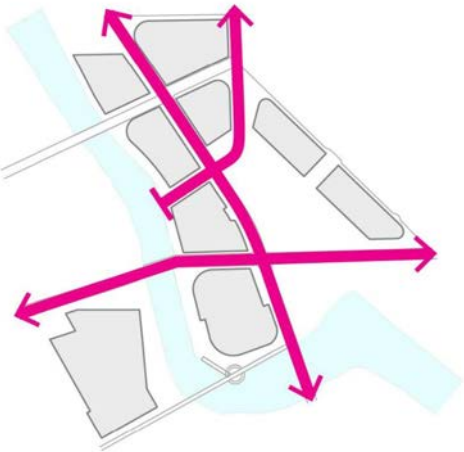


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## Lincoln Yards' open spaces are the heart of the neighborhood



# Lincoln Yards North Park



**Promenades & Streetscapes**  
Key framework for enhanced pedestrian and bike connections from neighborhoods and throughout the site.

+



**Yards & Plazas**  
Activate porous park edges with open space amenities.



**Hills**  
Create an iconic landscape, enhance vistas, mediate the scale of towers, buffer roads, and sustainably retain soil.

+



**Riverwalk**  
Recast the River as social and green. Tie into the City-wide recreational trails.

# Illustrative Plan



- 1. The Slipway
- 2. The Rail Yard Plaza
- 3. The Dominick Promenade
- 4. The Hills
- 5. The Cortland Crossover
- 6. The Basin Amphitheatre
- 7. The River Walk
- 8. The 606 Connection Bridge

# Lincoln Yards South Park

To the south of the River, a new recreational park will act as a hub for the community. This expansive park space will allow for expanded programming, increased flexibility for youth and adult recreational activities, and a wider variety of potential fields for sports such as soccer, baseball, basketball, and tennis, among others

Together with Lincoln Yards North Park, these features and places compose a site that will be transformative— a new green oasis, a place to bring people together, and to celebrate the variety and vibrancy of urban life in Chicago.



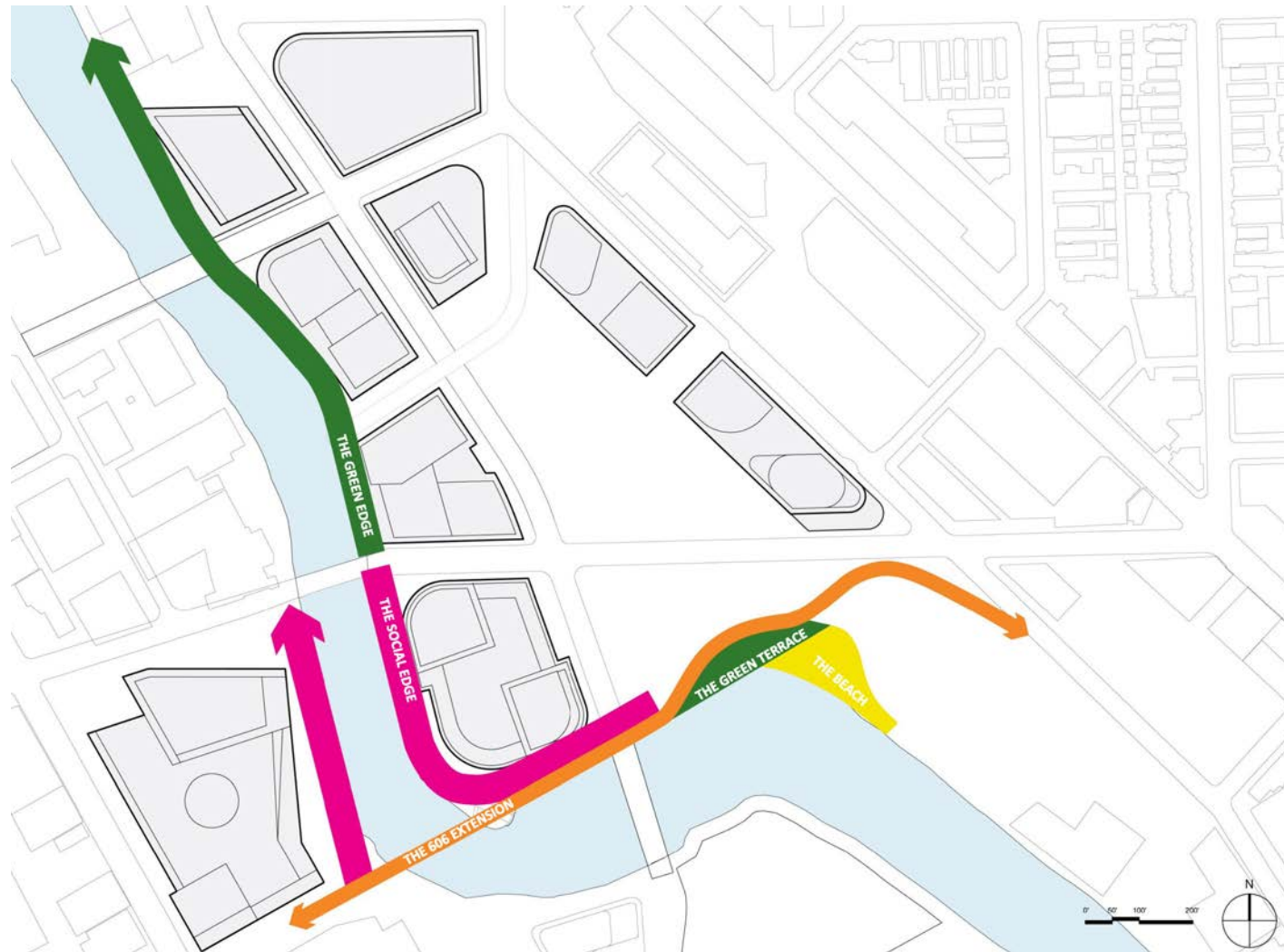


## The Riverwalk

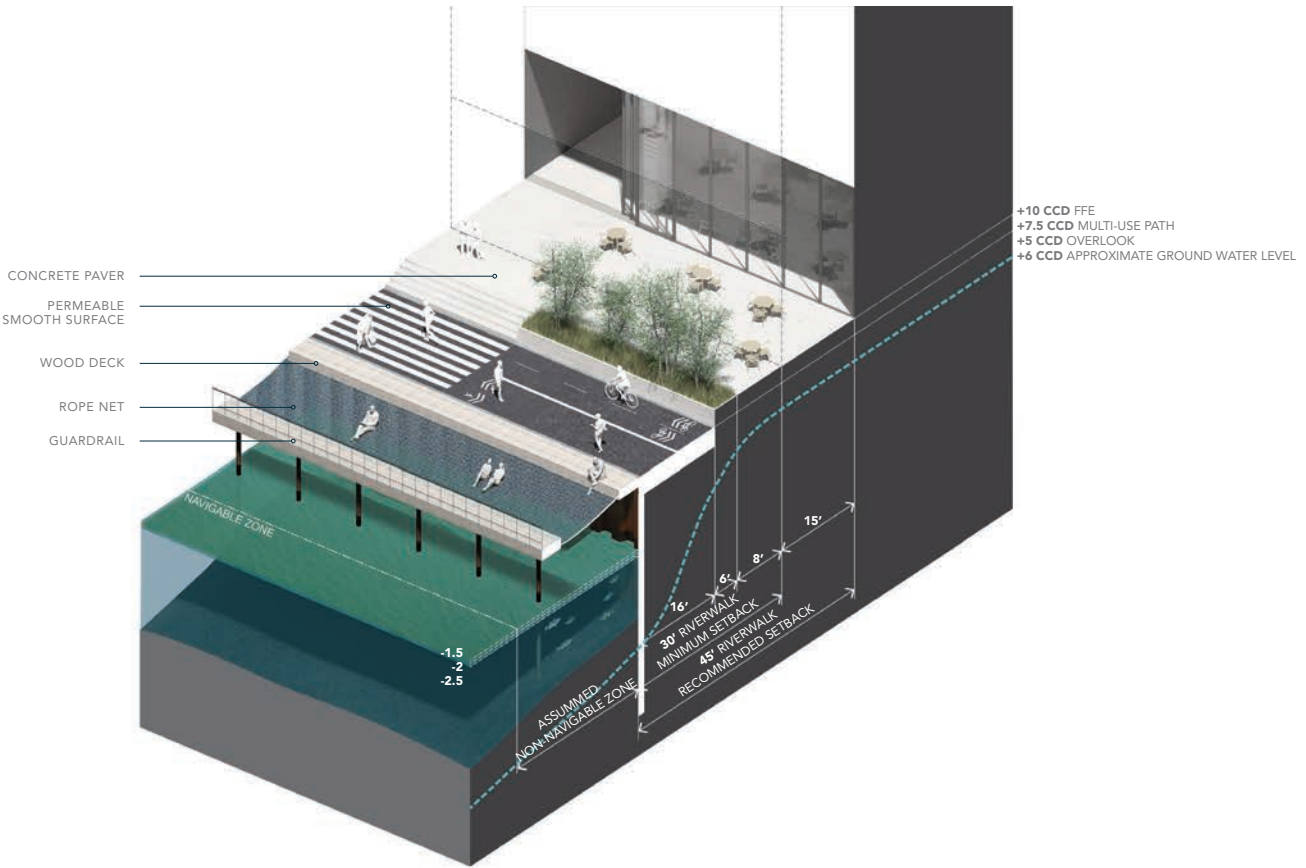
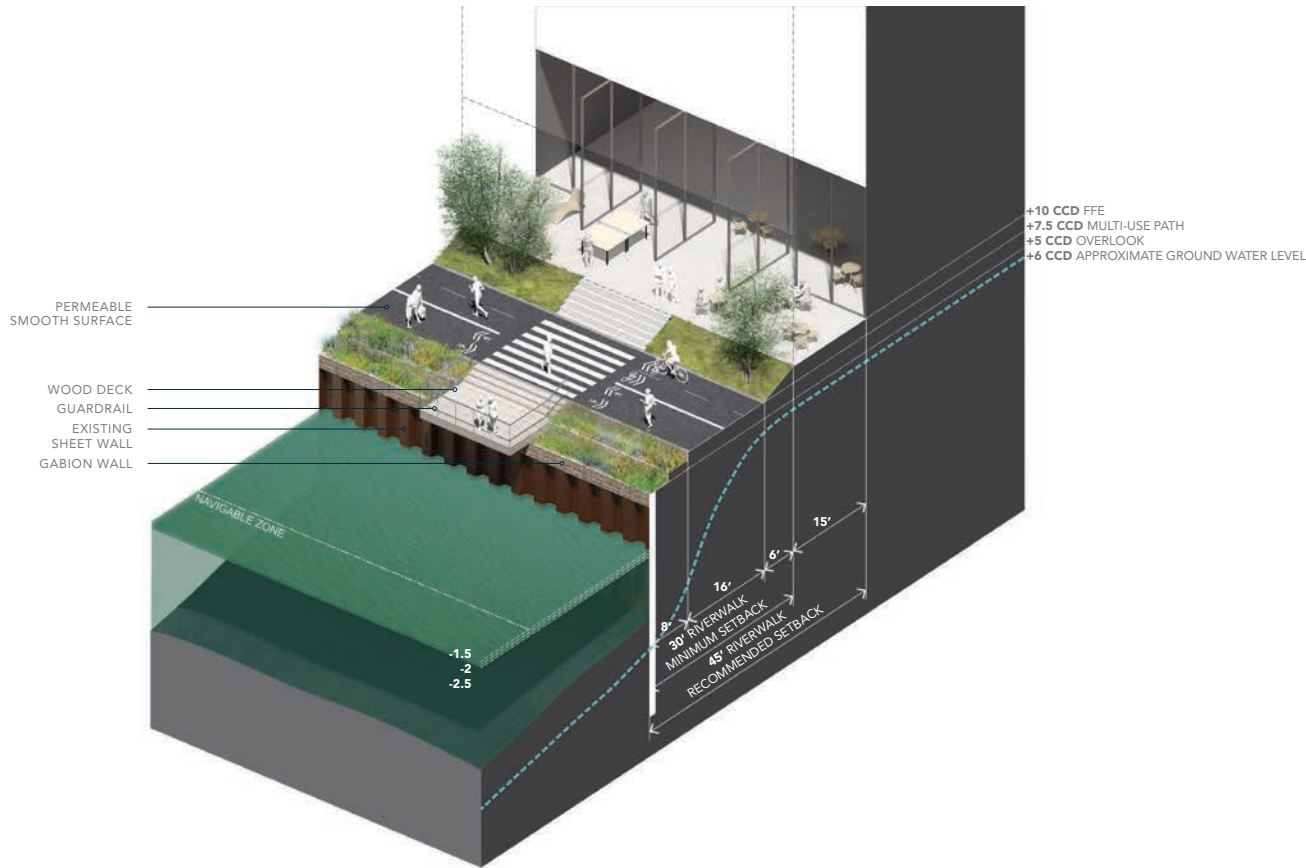
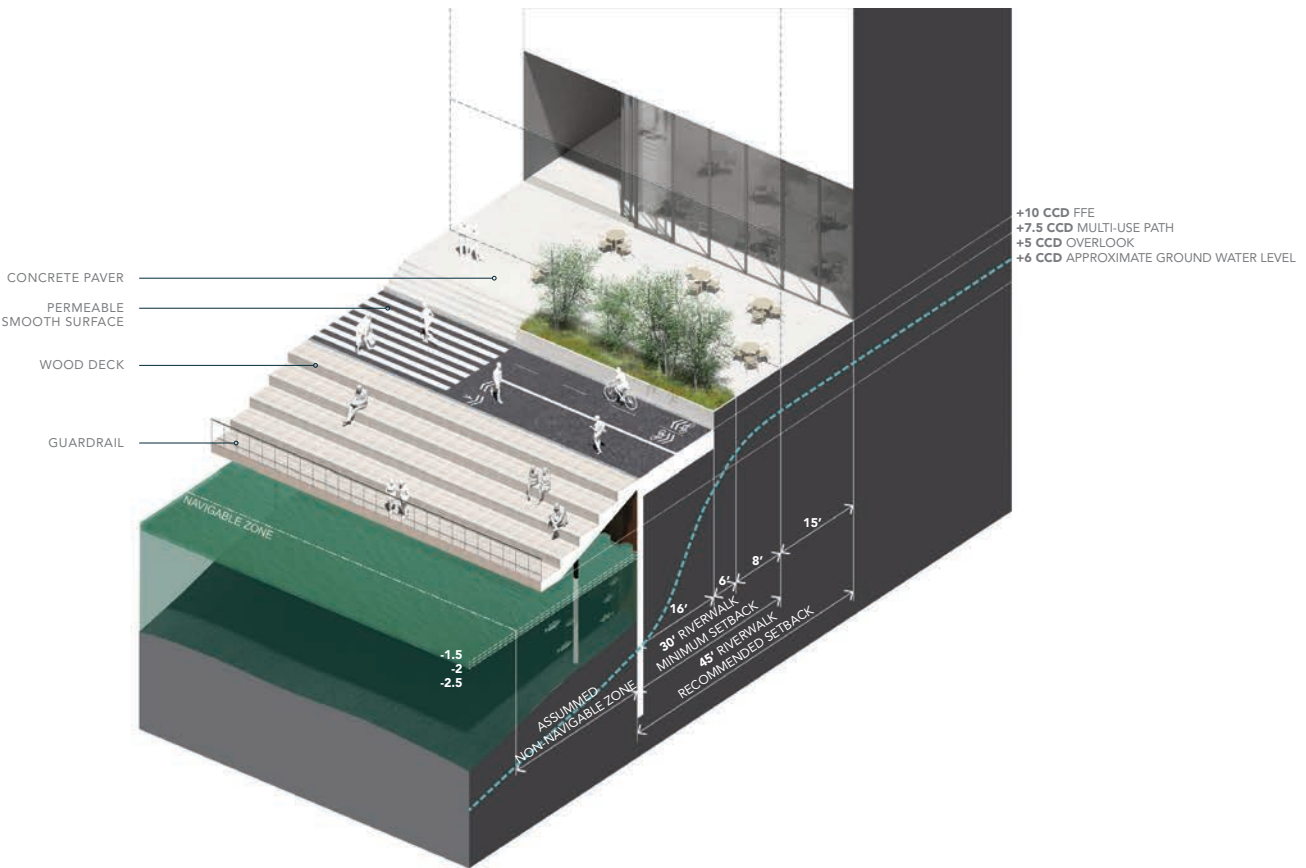
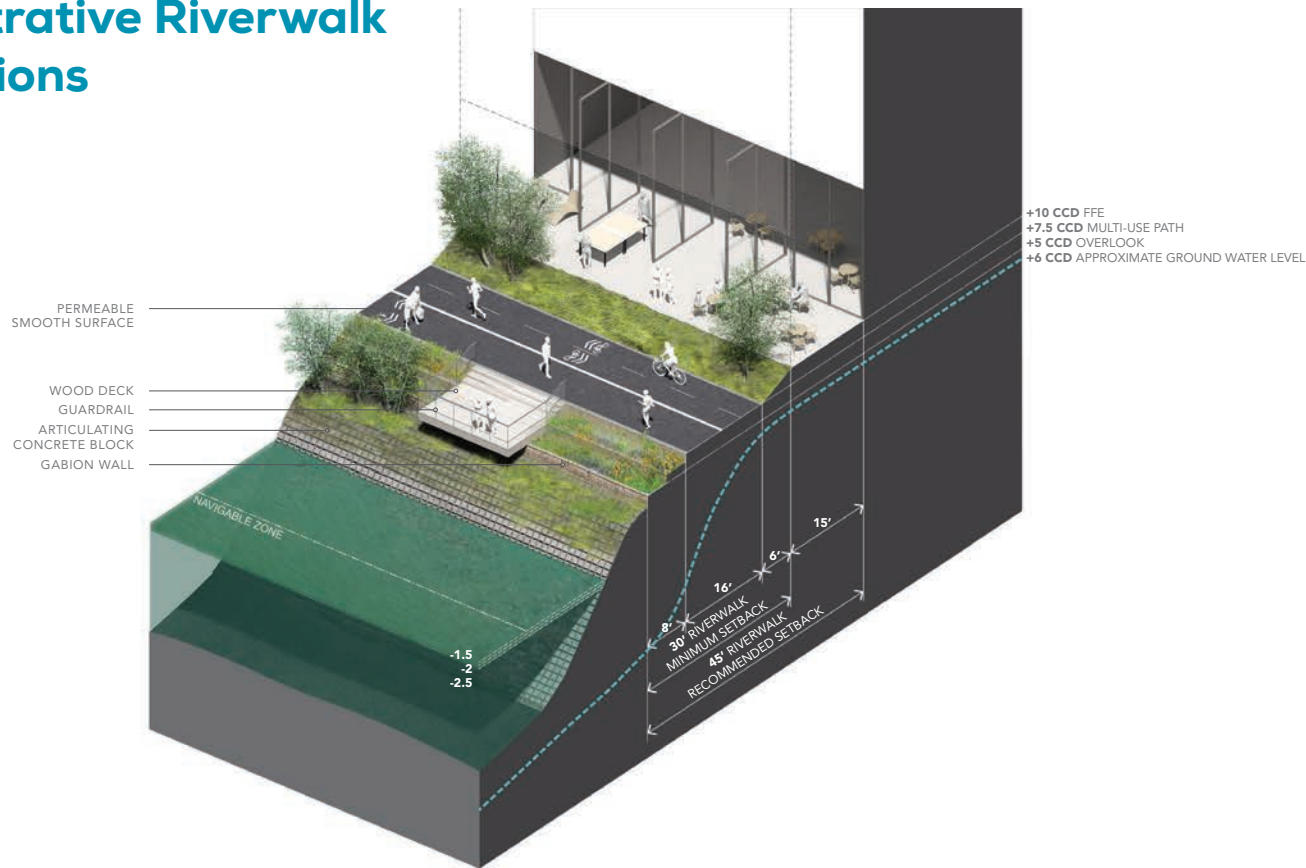
Building on the core goals to provide better access and to build upon the industrial corridor's unique and natural built environment of the North Branch Framework Plan, the Lincoln Yards North Riverwalk has been envisioned to have three distinct zones - the Green Edge, the Social Edge, and the 606 Extension. Each zone will have a unique character and focus on addressing several key issues. They will be woven seamlessly together with a shared multi-use shared path that will connect to the 606 Trail and stretch north and south along the Chicago River.

Key design features will accentuate each zone - overlooks along the Green Edge allowing closer observation of new ecological systems in place, active seating in the form of grand stairs and nets to engage the water at the Social Edge, and a new pedestrian bridge and water taxi stop at the 606 Extension.

The consistent shared multi-use path will accommodate pedestrians and cyclists in both directions at a minimum width of 16 feet, and will be held at an elevation of +7.5 CCD to avoid being inundated with water during flood events. The finished floor for the adjacent development will be located at an assumed +10 CCD.



# Illustrative Riverwalk Sections



# Master Plan Framework: Transportation

Lincoln Yards will feature a carefully crafted transportation system that promotes the use of bikeways, pedestrian paths and public transit as much as possible. At the same time, it will introduce smart urban technologies to manage traffic and parking demands.

## Connectivity

### Enhance Connectivity Between and Within the Neighborhood

In today's fast-paced society, where connectivity is so important, proper infrastructure planning is vital. As multi-modal transportation methods such as bikeways, pedestrian paths, transit ways, and even water taxis are increasingly embraced, there is a critical need to lay the groundwork to implement and expand these modes over time.

The North Branch Framework Plan includes several connectivity principles which should be implemented to connect Lincoln Yards to other local and regional destinations. They are organized into short-, medium- and long-term plans. The goals of these principles are to improve vehicular circulation, implement new transportation technologies, increase multi-modal connections and coordinate traffic management options.

Lincoln Yards embraces these connectivity principles, goals and strategies wholeheartedly. Through its urban plan, Lincoln Yards will promote transit-oriented lifestyles and create a continuous pedestrian experience. The design of the buildings and neighborhood will help to encourage those that live there to seek out alternative modes of transportation. For example, locally serving retail will promote pedestrian activities and alleviate the need to drive for many conveniences. Also, the plan will conform to complete streets design guidelines to maximize efficiency and enhance pedestrian and vehicular experiences. Finally, improving the access to the Clybourn Metra Station by moving it south to connect to The 606 will provide greater access to and from the site.



## Regional Transit System

### CTA

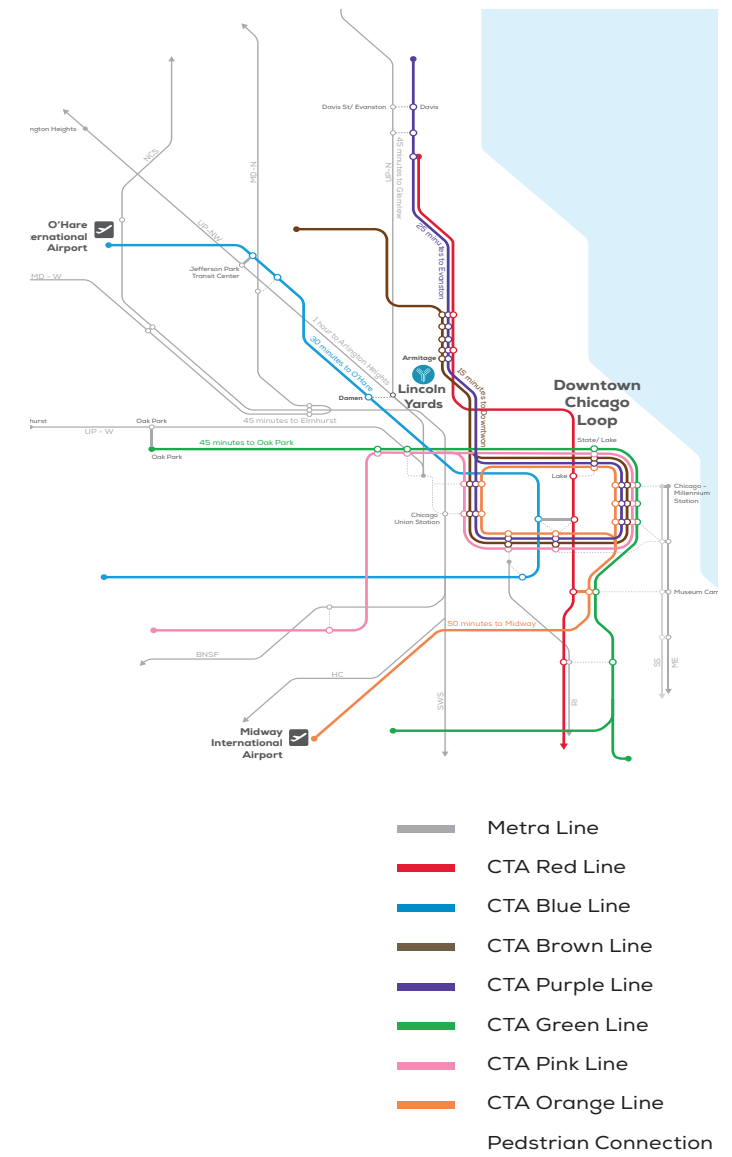
The Chicago CTA train and bus network covers a large portion of the City. Lincoln Yards is directly adjacent to three CTA train lines, each less than one mile away from the site.

### METRA

The regional train network extends to the seven county Chicago region, which includes Wisconsin and Indiana. The Lincoln Yards development is directly served by two Metra train lines at the Clybourn Station. This is a five minute walk from the site, and the proposed Exchange would be directly connected to the site.

### Airports

Lincoln Yards is only a twenty minute drive to O'Hare International Airport. The airports, both Midway and O'Hare, are served by CTA rail service as well.



## Locally and regionally connected to transit

**20 minutes to O'Hare International Airport**

**15 minutes to downtown Chicago**

## Multi-Modal Transportation

### CTA Train

Multiple CTA train stations are in the adjacent neighborhoods of Lincoln Park, Wicker Park and Bucktown, connecting the area to downtown and Chicago's larger urban context. Train lines include the blue, brown, purple and red. Adjacent stations include Fullerton, Armitage, North/Clybourn, Fullerton, and Damen.

### METRA Station

Both the Union Pacific North and Union Pacific Northwest Metra lines run directly next to the site, connecting downtown Chicago to Harvard/McHenry and Kenosha. The existing Metra station will be improved while a future relocation is implemented. The relocated station will be a full multi-modal transit hub which incorporates connections to The 606, buses, shuttles and water taxis.

### Bus

Lincoln Yards is well served by multiple CTA bus routes. East/West bound buses include the 72, 73, and 74; north-south bound buses include the 8, 9, and 50; and bus 56 runs diagonally along Milwaukee Avenue. The future transit hub at the relocated Exchange will include dedicated areas for adjacent bus lines to connect to the station.

### Water Taxi

The existing water taxi network will be extended north to the Lincoln Yards development. Three water taxi stops are planned.

### Transit Way

The North Branch Framework Plan proposed that a transit way be extended into Lincoln Yards connecting south to Goose Island and Ogilvie Center. The transit way is planned to loop through the development with multiple stops serving the entire site.

### Bike

In addition to the extension of The 606 Trail into the development, dedicated bike lanes are also incorporated into many city streets. This comprehensive bike network will connect to the existing bike lanes on Clybourn, Elston, and Armitage Avenue.

## Enhance Connectivity Between and Within the Neighborhoods

**5 minutes**

Walking Distance to Public Transit

**60%**

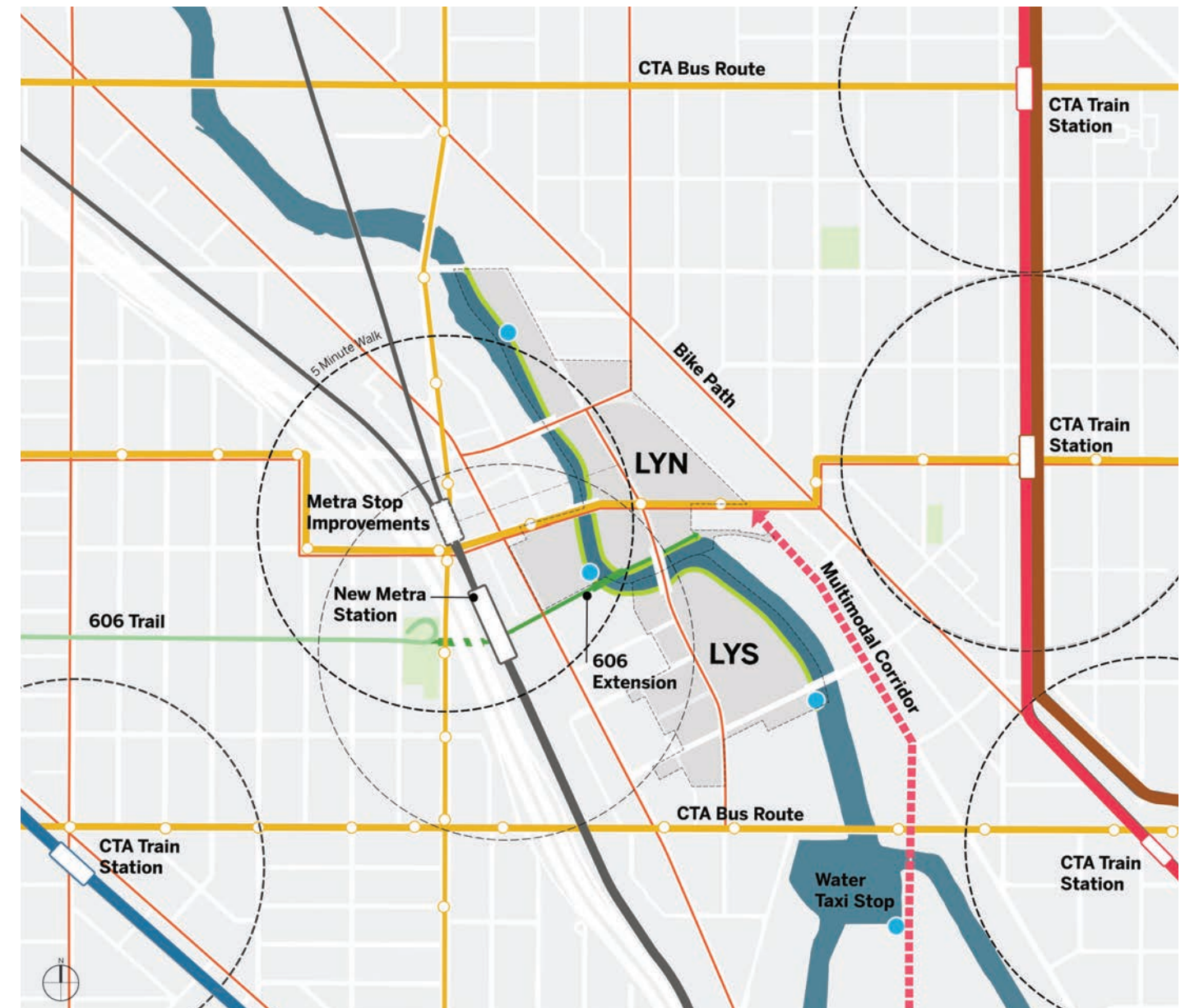
Trip Reduction through Various Transportation Demand Management (TDM) Programs

**3 additional**

Connections Across the River

**5 modes**

of Different Transportation



Transit and Mobility Improvements

- Metra Line
- CTA Red Line
- CTA Brown Line
- CTA Blue Line
- Bus Transit
- Bike Paths
- Multi-Modal Transit Corridor
- Water Taxi Stop
- 606 Trail

# Street Framework

## Road Alignment

The existing road network through and adjacent to Lincoln Yards will be improved through carefully planned road alignments, road extensions, and new river crossings. As planned in the North Branch Framework Plan, a new north-south connection is planned for Dominick Street connecting Lincoln Yards North and South. A future Armitage Avenue extension is planned which will directly connect Lincoln Yards to the Kennedy Expressway. Sterling Bay will also work with the City to resolve issues at the Ashland/Elston / Armitage intersection.

## River Crossings

Multiple river crossings are planned to increase connectivity and circulation between the surrounding communities and Lincoln Yards. Three new vehicular bridges, Armitage Avenue, Dominick Street, and Concord Place are proposed. The 606 extension will include a new bridge connecting the well-used bike path to the east side of the river.

## North-South Connections

Provide two additional north-south corridors serving the area

- Extend Dominick Street (Webster to North)
- New Dominick Bridge
- Connect Southport to Kingsbury
- Extend Kingsbury to Cortland

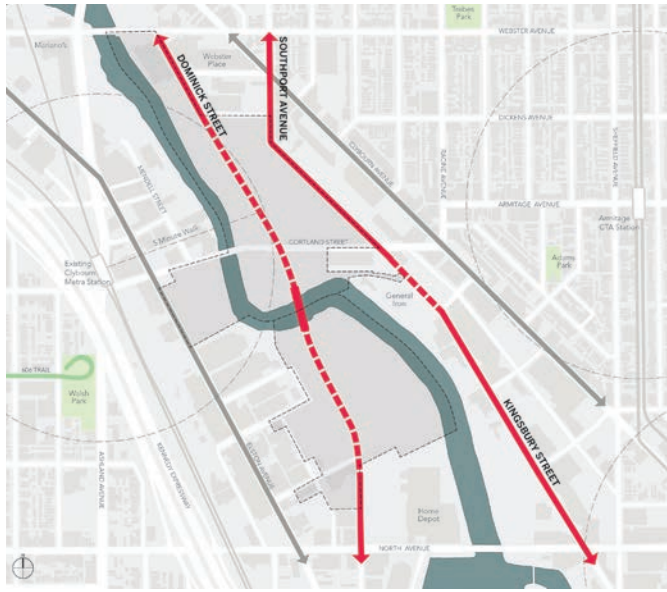
Serves the larger area  
Provides access to multiple east-west corridors.  
Provides greater north-south access and overall circulation

## East-West Connections

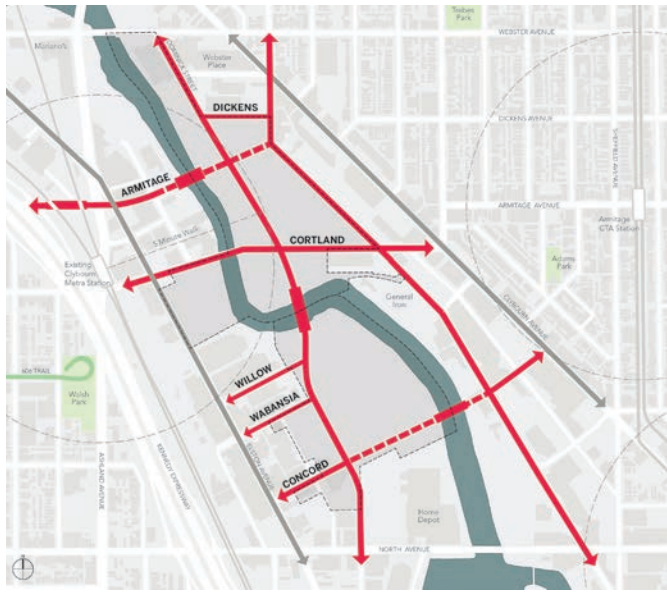
Enhance east-west connections across the river

- Improve Cortland Street (Elston to Kingsbury)
- Extend Armitage (Elston to Southport)
- Extend Concord Place
- New Concord / Wisconsin Bridge
- Extend the 606 across the River

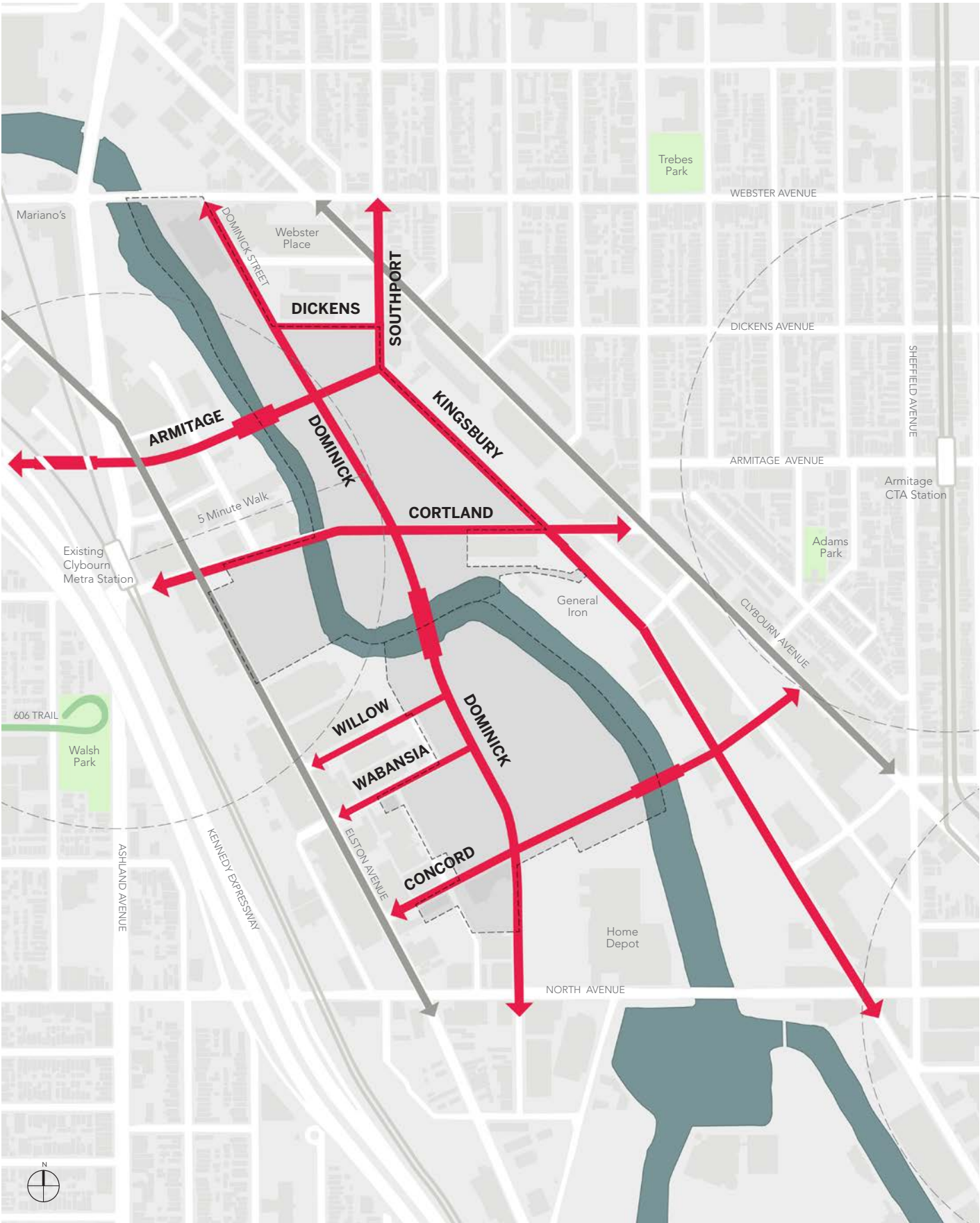
Serves the larger area  
Provides connections to several north-south corridors  
Provides greater east-west access and overall circulation



North-South Connections



East-West Connections



Proposed Street Framework

## Improving Traffic Circulation

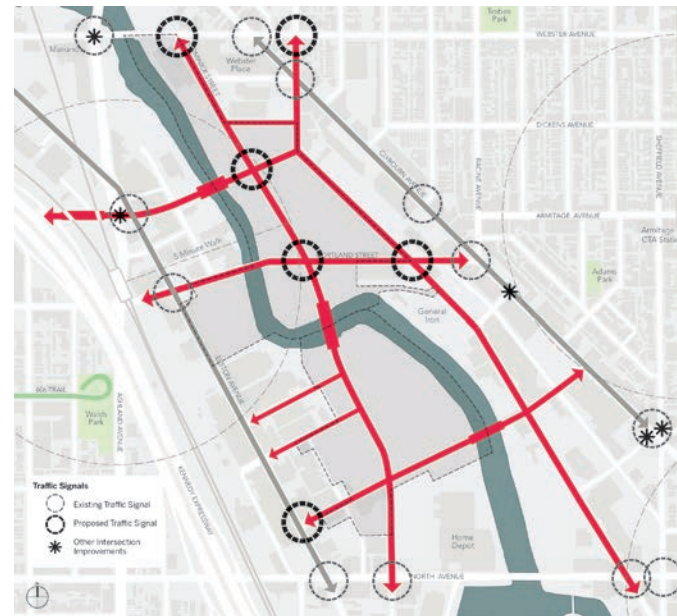
Key intersection and traffic signal improvements have been identified to help mitigate projected traffic volumes and improve the efficiency of both the existing and expanded street network.

Key intersection and traffic signal improvements include signal timing, signal modifications, signal offset and other geometric intersections improvements.

### New Traffic Signals

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

Additional signals after Phase 1 per traffic studies, as required by CDOT.



Traffic Signalization Improvements

## Transportation Demand Management

The Transportation Demand Management Plan incorporates the proposed opportunities for people to both live and work at Lincoln Yards, to go from work to retail, and make walkable trips instead of driving off site. The following provides a summary of those factors:

- Greater Jobs-Housing Balance
- Increased Transit Access
- Bicycle Connectivity
- Pedestrian Convenience and Safety

Lincoln Yards is committed to providing a variety of TDM measures to promote an array of mobility choices, including programs and physical infrastructure for future users.

## Parking

### Shared Parking

The office and retail uses will be served by shared parking structures. These structures are positioned on the site to ensure easy access from the expressway, as well as to promote walkability throughout the development.

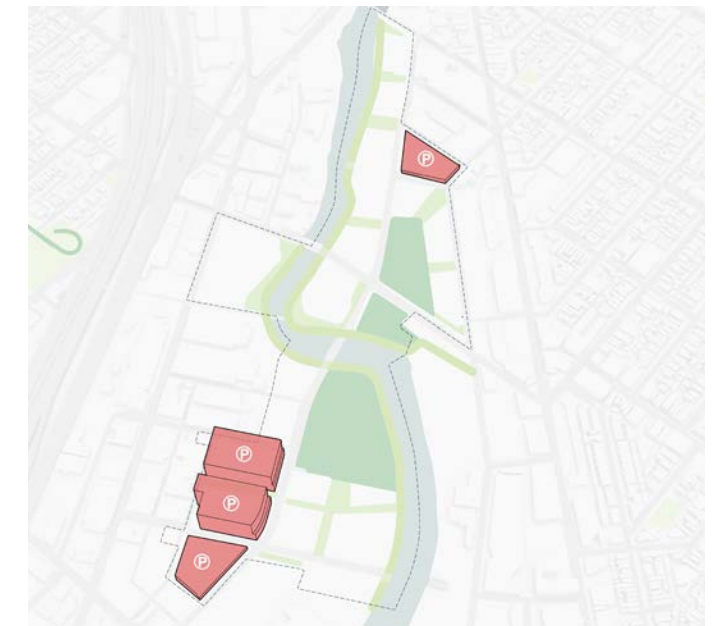
The parking plan includes large structures adjacent to the expressway that will serve the adjacent office programs, but will also be sized to provide parking for users of the Exchange and 606 Trail.

### Development Specific Parking

Parking for residential uses will be accommodated within building podiums. These structures will include activated ground floor uses and architecturally screened upper levels. The facades facing the public park and adjacent public streets will relate to the pedestrian scale and activation.

### Stacked Parking System and Future Uses

As time goes by, the parking need will potentially decrease. One potential parking strategy being explored is to have a stacked parking system. This would provide an increased parking capacity initially. However, levels originally designated for stacked parking systems could be reconfigured to a standard size office height or generous residential height. Another potential strategy is to maintain standard parking floor-to-floor heights at the podium levels, and to remove every other floor, creating a generous height for commercial and/or residential uses.



Proposed Shared Parking Locations

# Elston/Ashland/Armitage Intersection Improvement



Elston / Ashland / Armitage intersection existing conditions

## Mitigating Existing Traffic Congestion

Several intersection improvements are critical for both improved traffic management and pedestrian safety.

A redesigned intersection to fix the “spaghetti bowl” at Armitage, Ashland and Elston is a priority. CDOT is currently following up with engineering studies to expedite this important project.

As demonstrated with similar improvements north at Fullerton, the redesign of the Armitage, Ashland, Elston intersection will unlock significant benefits that reduce congestion and improve connectivity.



Elston / Damen / Fullerton intersection, prior to 2016



Elston / Damen / Fullerton intersection improved conditions

Elston, Damen, Fullerton intersection improvements following December 2016 realignment:

- 70%-80% travel time improvement at intersections
- 70%-80% travel time improvement within network

Ongoing coordination with CDOT to achieve the following:

- Provide significant operational and safety benefits compared to existing conditions
- The three closely spaced traffic lights 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

# Complete Streets



Proposed Dominick Street as a "shared street"

The urban framework is based on a pattern of well-scaled streets establishing a connected community with a variety of ways to move through the site and across the river.

Public streets create the framework for a city. they establish the necessary connections for vehicles, pedestrians and bicyclists. The design of streets is a key component to establishing a vibrant, walkable urban district. Working closely with the City of Chicago’s Department of Transportation, the Master Plan emphasizes the design of Complete Streets – with a balanced street design that prioritizes pedestrian safety, the integration of bike lanes, and drop-offs for rideshare, while maintaining an appropriate number of lanes to accommodate projected traffic demands.

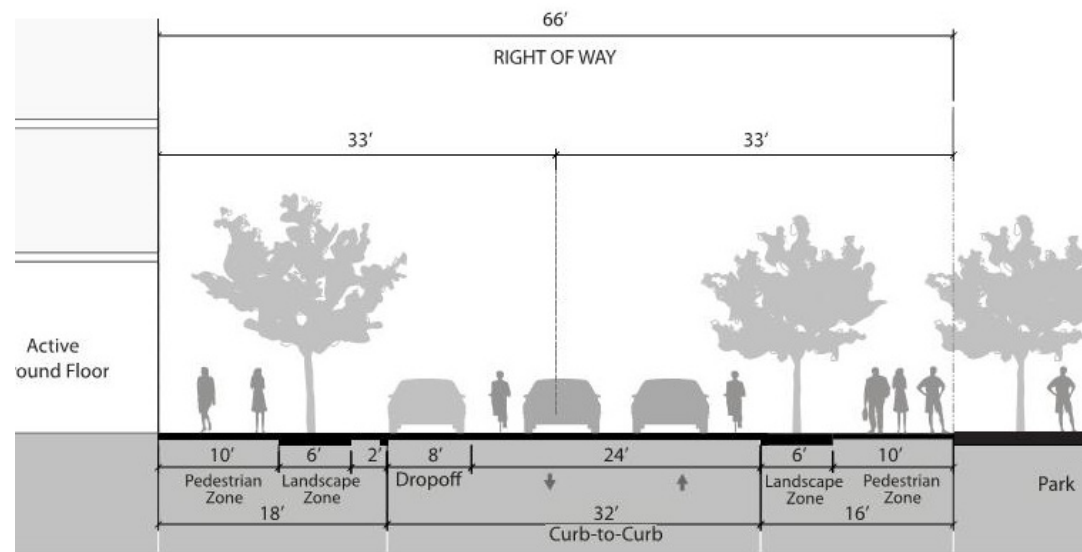
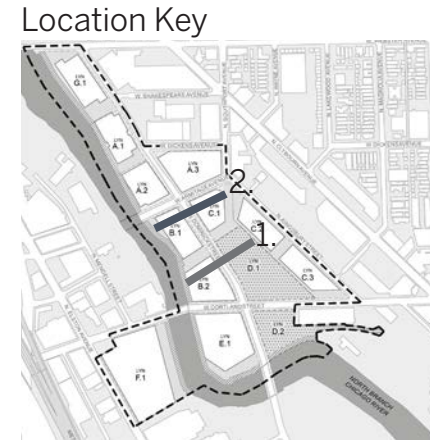
Each of the streets has been designed to ensure pedestrian accessibility and safety throughout the site, and to incorporate these pathways within the urban fabric of the surrounding neighborhoods. Generous sidewalk widths coordinated with publicly-oriented ground floor activities and distinctive landscape treatments will create a strong pedestrian environment.

The following street types and sections respond to the anticipated levels of vehicular traffic, while establishing a connected network of well-scaled, pedestrian-oriented streets.

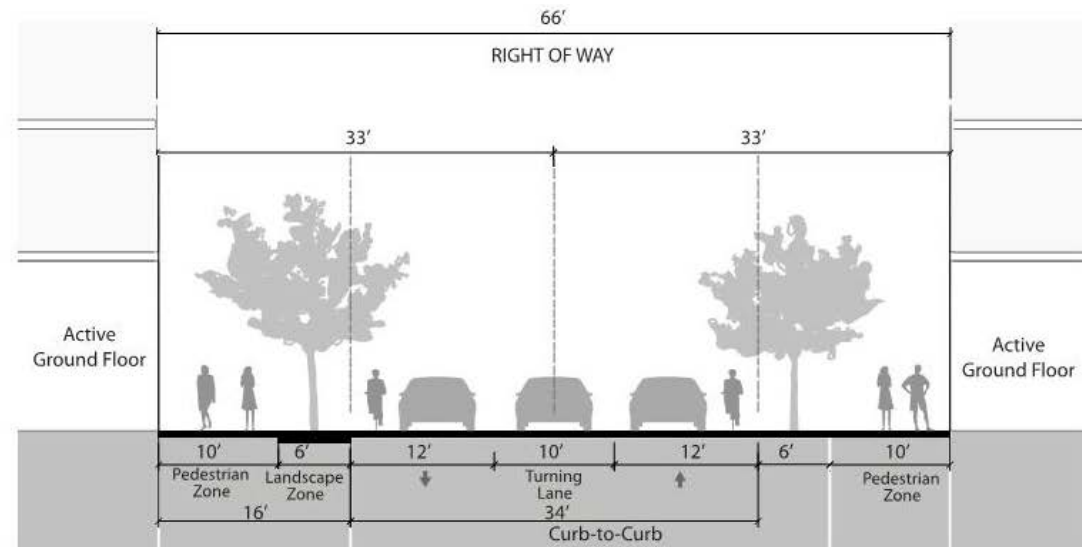


# Proposed Street Sections

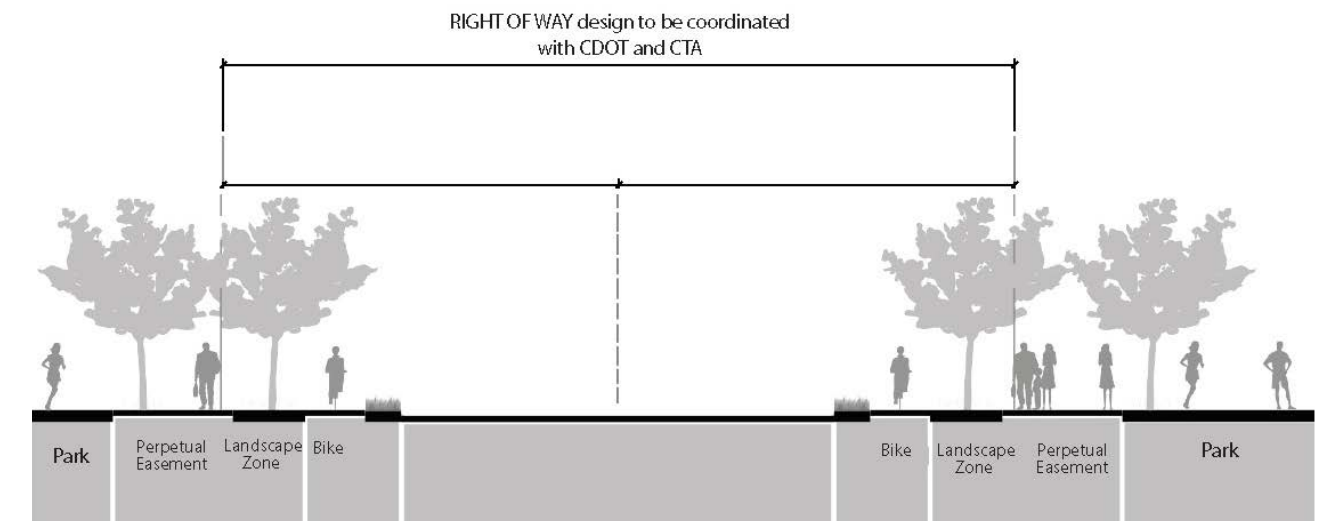
1. Dominick Street (park condition)



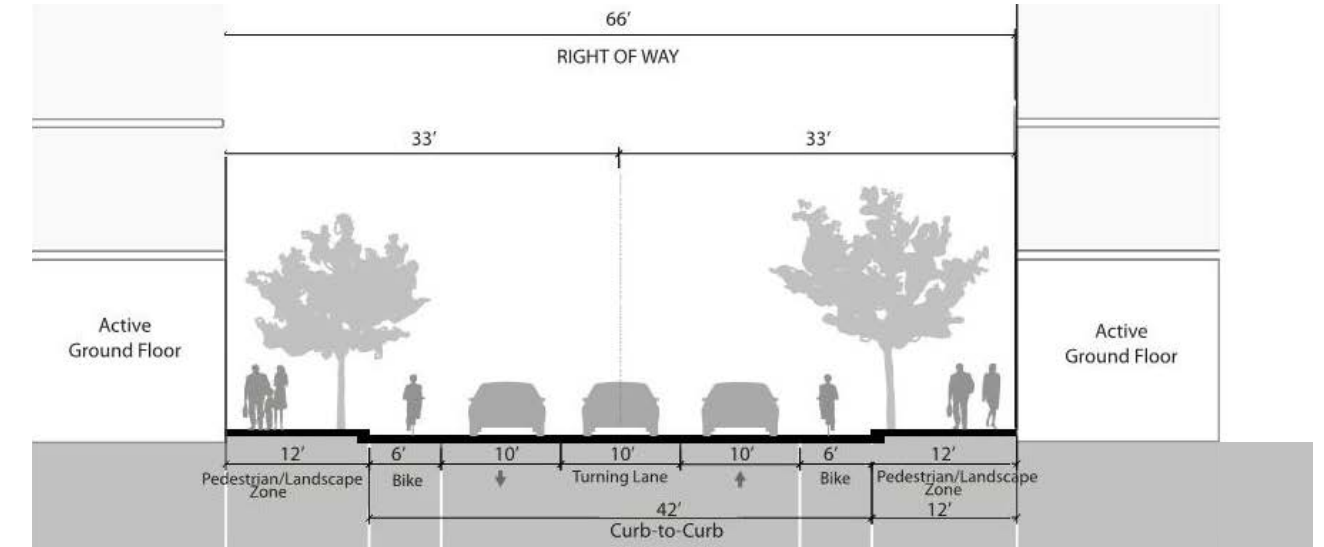
2. Dominick Street (urban condition)



1. Cortland Street (park condition)

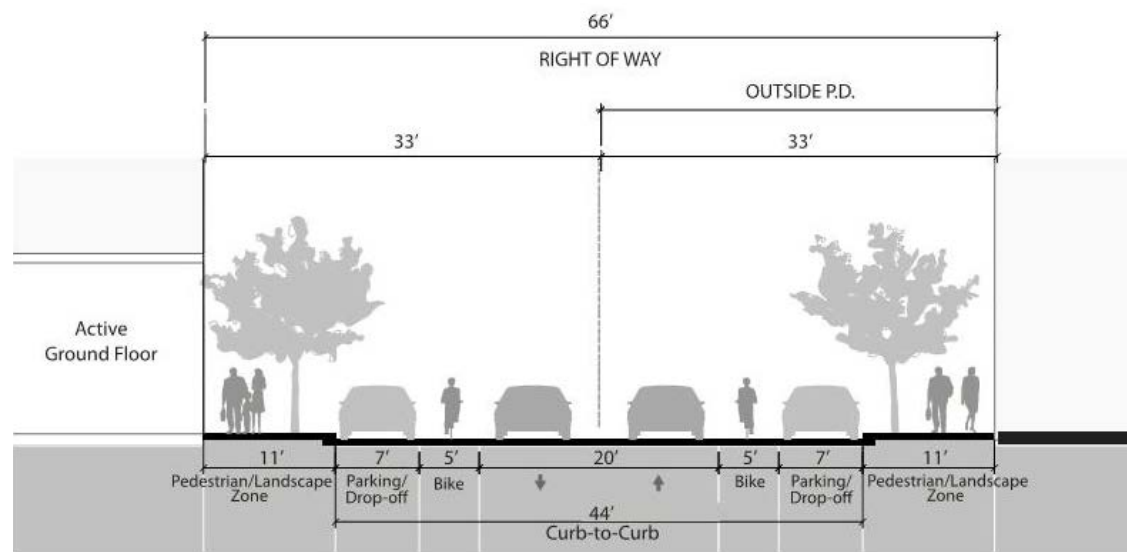
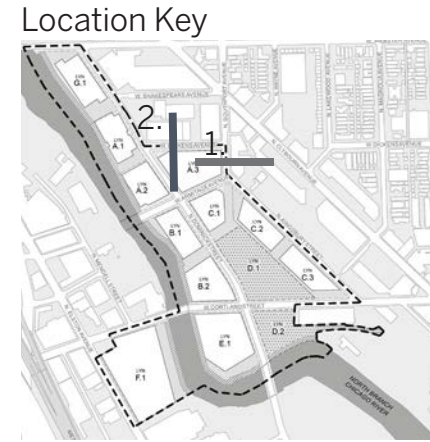


2. Armitage Avenue

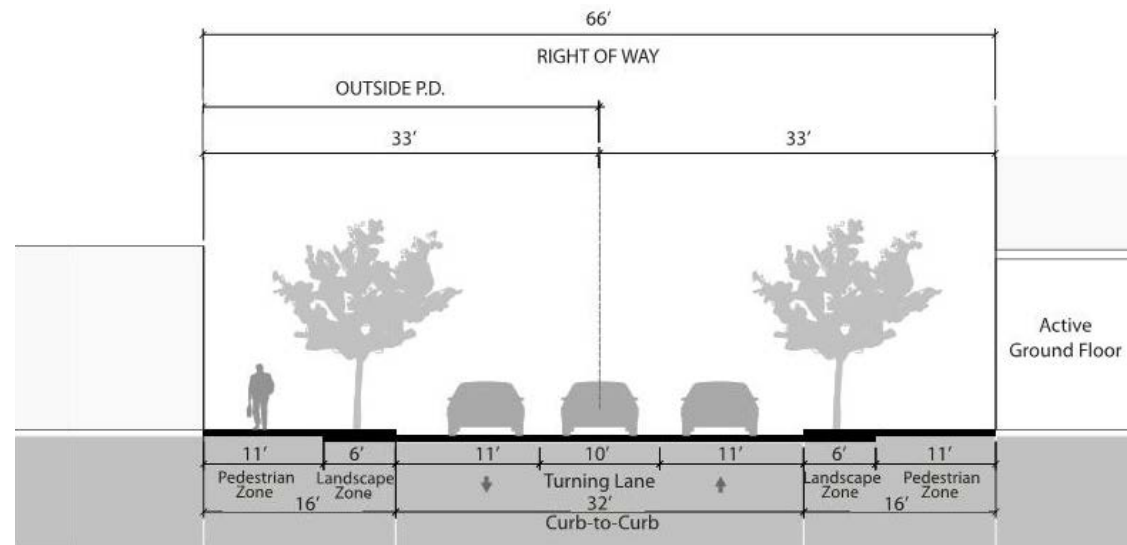


# Proposed Street Sections

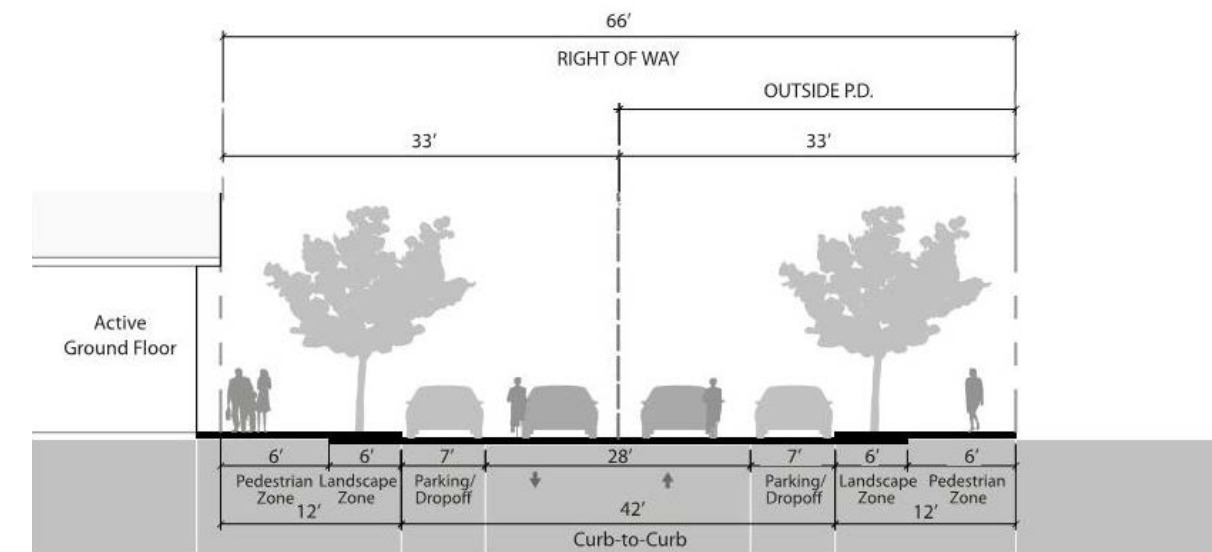
1. Southport Avenue



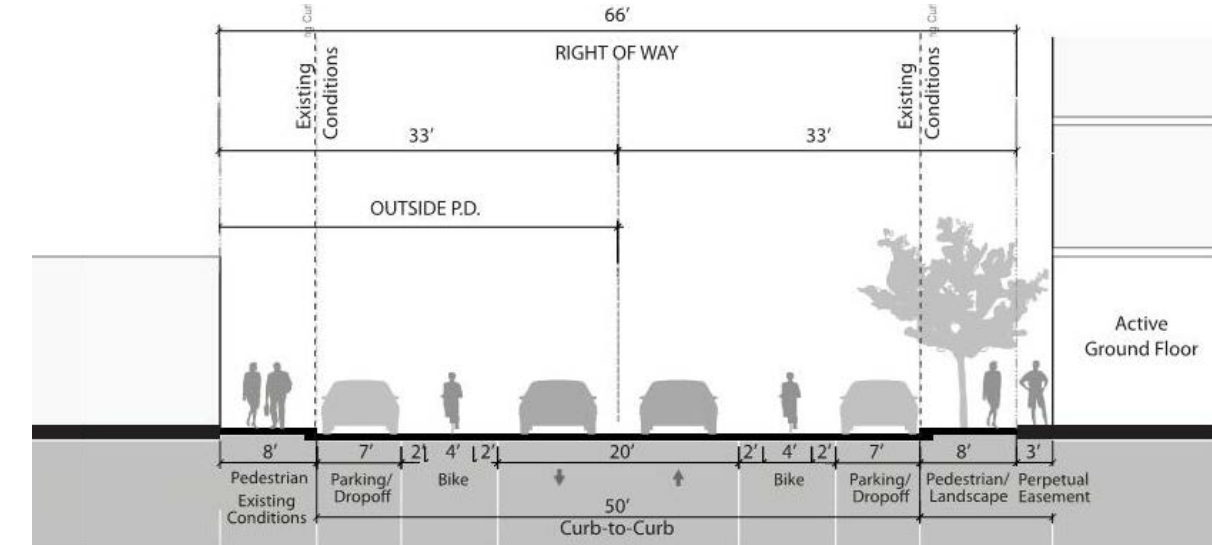
2. Dickens Avenue



1. Kingsbury Street

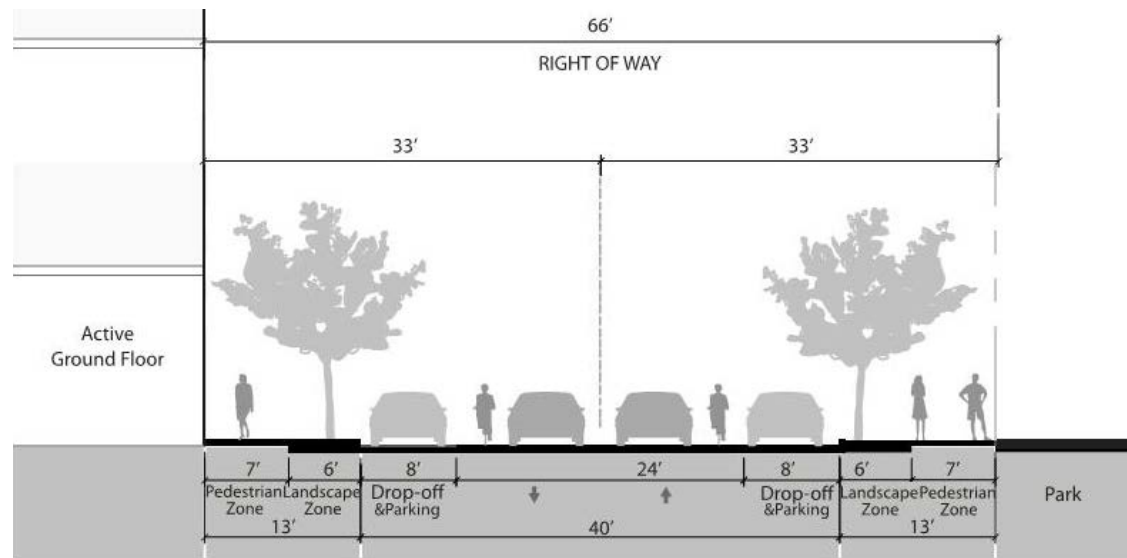
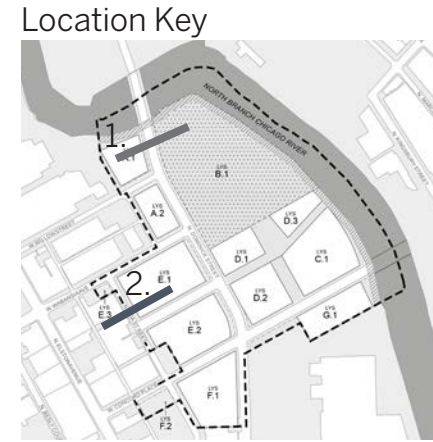


2. Elston Avenue

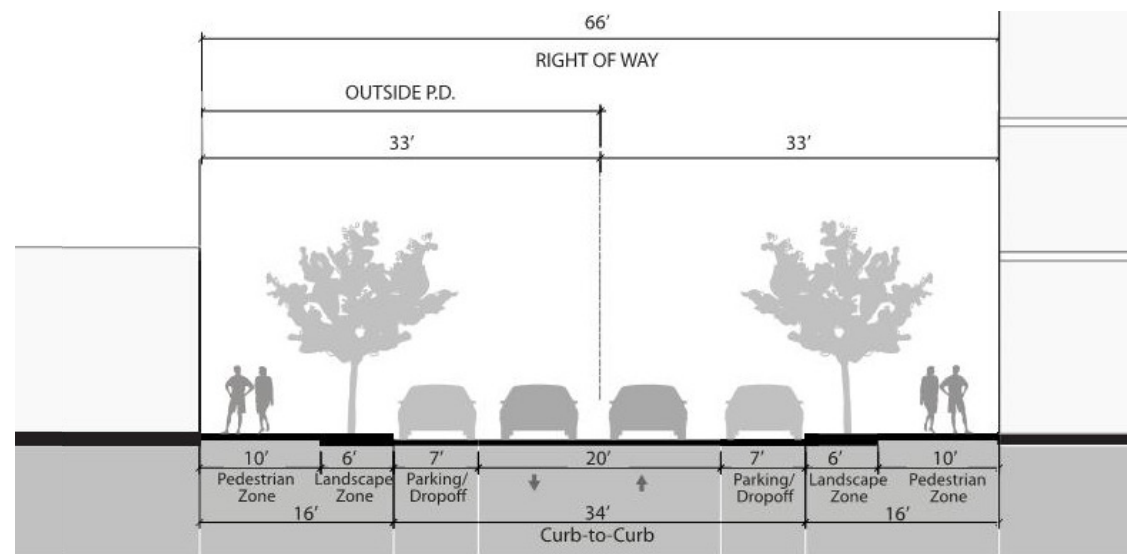


# Proposed Street Sections

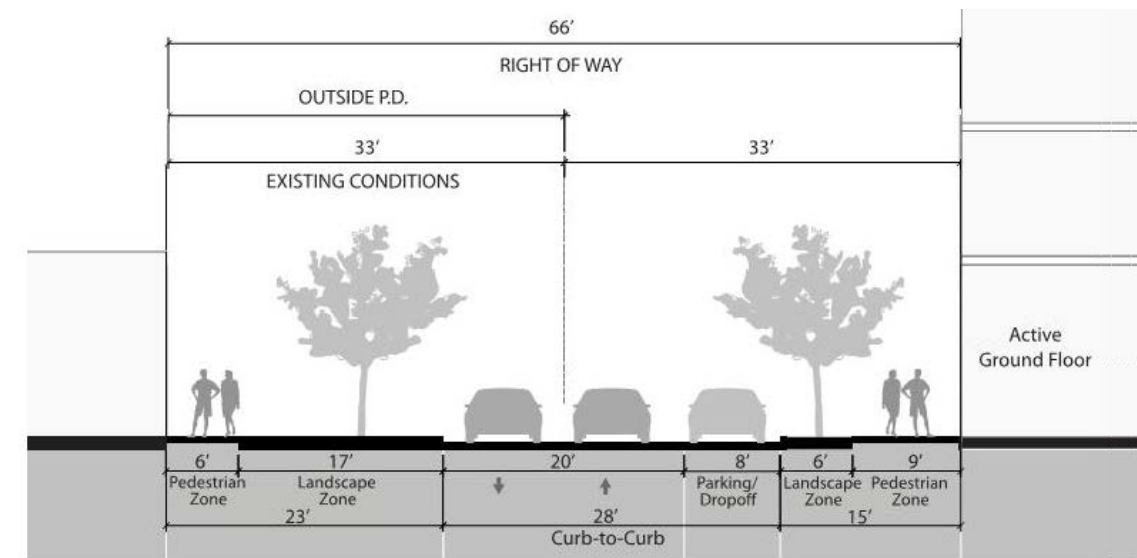
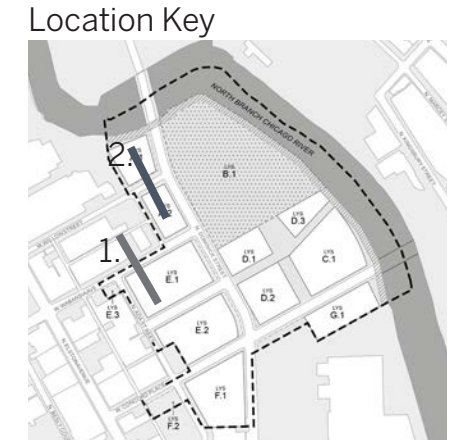
1. Dominick Street



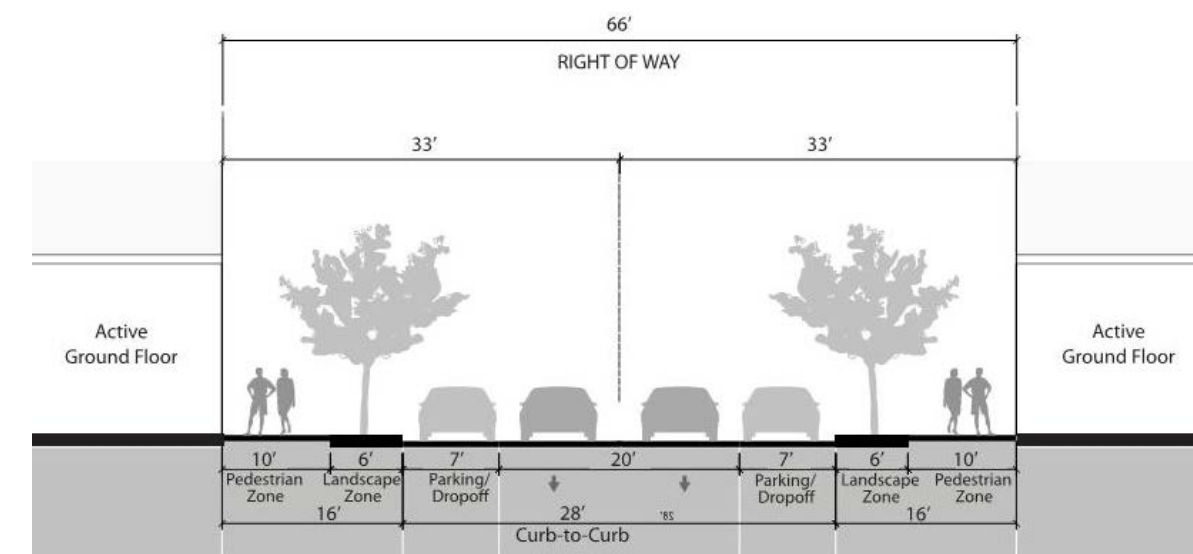
2. Ada Street



1. Wabansia Street

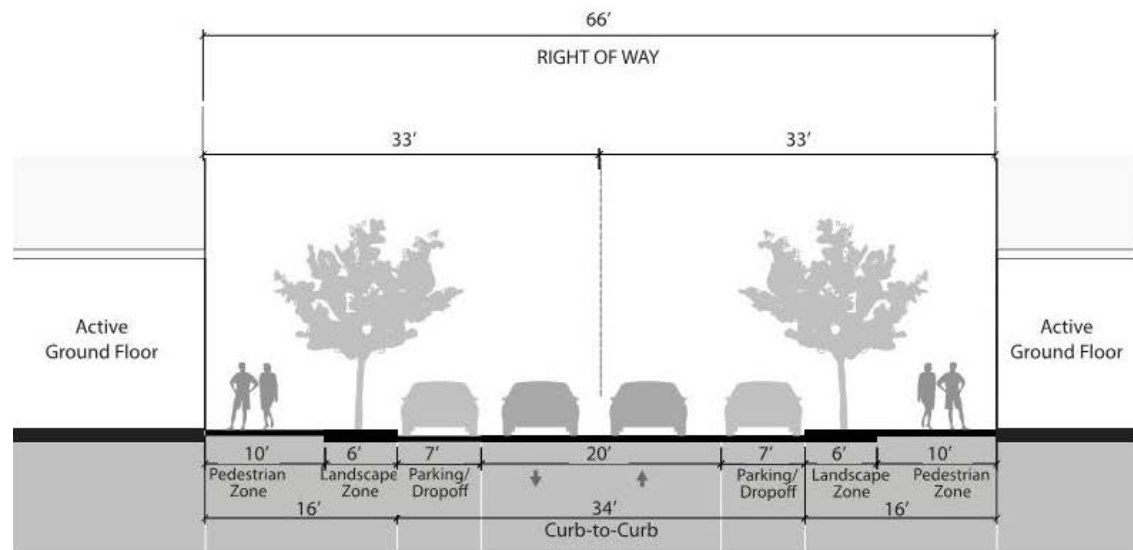
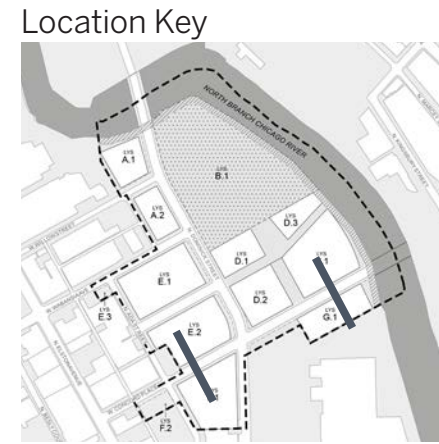


2. Willow Street



# Proposed Street Sections

## 1. Concord Place



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# Character Zone Guidelines

Lincoln Yards includes a series of character zones based on primary building use, surrounding site features, and the relationship to adjacent open spaces. Buildings within a character zone should complement each other through a series of unified design principles.

These guidelines reinforce the urban design vision by prioritizing a vibrant mix of uses (live, work, shopping and recreation) that provides countless opportunities for social interaction along broad tree-lined sidewalks and in generous open spaces proposed on both sides of the river, bringing access and amenities to adjacent neighborhoods.

## Character Zones

The Master Plan for Lincoln Yards sets up several unique environments for the distribution of density and built form, including: a special riverfront edge, a vibrant commercial corridor, a large central park at the bend in the river, and a transitional neighborhood edge along Kingsbury. In addition to responding to these unique conditions, the arrangement of buildings and height contributes to the sense of place for each, while creating a comfortable and desirable environment for residents and visitors alike.

The Master Plan is driven by several key principles that build on recommendations in the North Branch Framework Plan, including the following:

- Buildings frame open spaces
- Taller buildings have been strategically located to activate placemaking
- Transition to Lincoln Park by lowering height along the Kingsbury Residential corridor
- Diversity in design and buildings. The plan emphasizes the importance of the lower levels of all buildings in defining and activating the streets, sidewalks and open spaces.
- Neighborhood character and nodes vary between Subareas and relate to height.
  - North Dominick Corridor (office and mixed-use with heights averaging 20-25 stories)
  - Kingsbury Corridor (residential and neighborhood amenities with heights averaging 25-30 stories)
  - South Dominick Corridor (primarily office and mixed-use with heights averaging 25-30 stories)
  - South Riverfront district (lower-scaled pedestrian oriented mixed-use district averaging 6-10 stories)
- Carefully placed towers enhance views and openness by balancing the relationship of built form and adding to the vitality of the public realm.

Lincoln Yards includes a series of smaller character zones that respond to specific land use, open space and transitions to adjacent community areas while siting buildings to frame and animate public spaces at the street level. The include the following:

### The North Dominick Corridor

A prominent office address lined with active publicly-oriented ground floor uses that frame multiple well-scaled, pedestrian pathways leading to river. This includes Lincoln Yards North Subareas A, B, E, and G.

- 2,955,000 SF commercial
- 984,000 SF residential
- 220,000 SF hospitality
- 223,000 SF retail
- 1,100 residential units

### The Kingsbury Corridor

Primarily residential zone that serves as a transition in use and building height to the Clybourn Avenue Corridor and Lincoln Park neighborhood.

This includes Lincoln Yards North Subarea C.

- 1,944,000 SF residential
- 80,000 SF retail
- 1,800 residential units

### The West Riverfront Gateway

A mixed-use development that will extend amenities and experiences in Lincoln Yards across the River, while creating an iconic urban gateway to the North Branch.

This includes Lincoln Yards North Subarea F.

- 2,159,000 SF mixed use
- 59,000 SF retail
- 600 residential units

### The South Dominick Corridor

Located directly adjacent to the large recreational amenities, the corridor will be a unique mixed-use area with its own character and identity, defined by a continuous pedestrian experience from the north.

This includes Lincoln Yards South Subareas A, E, F.

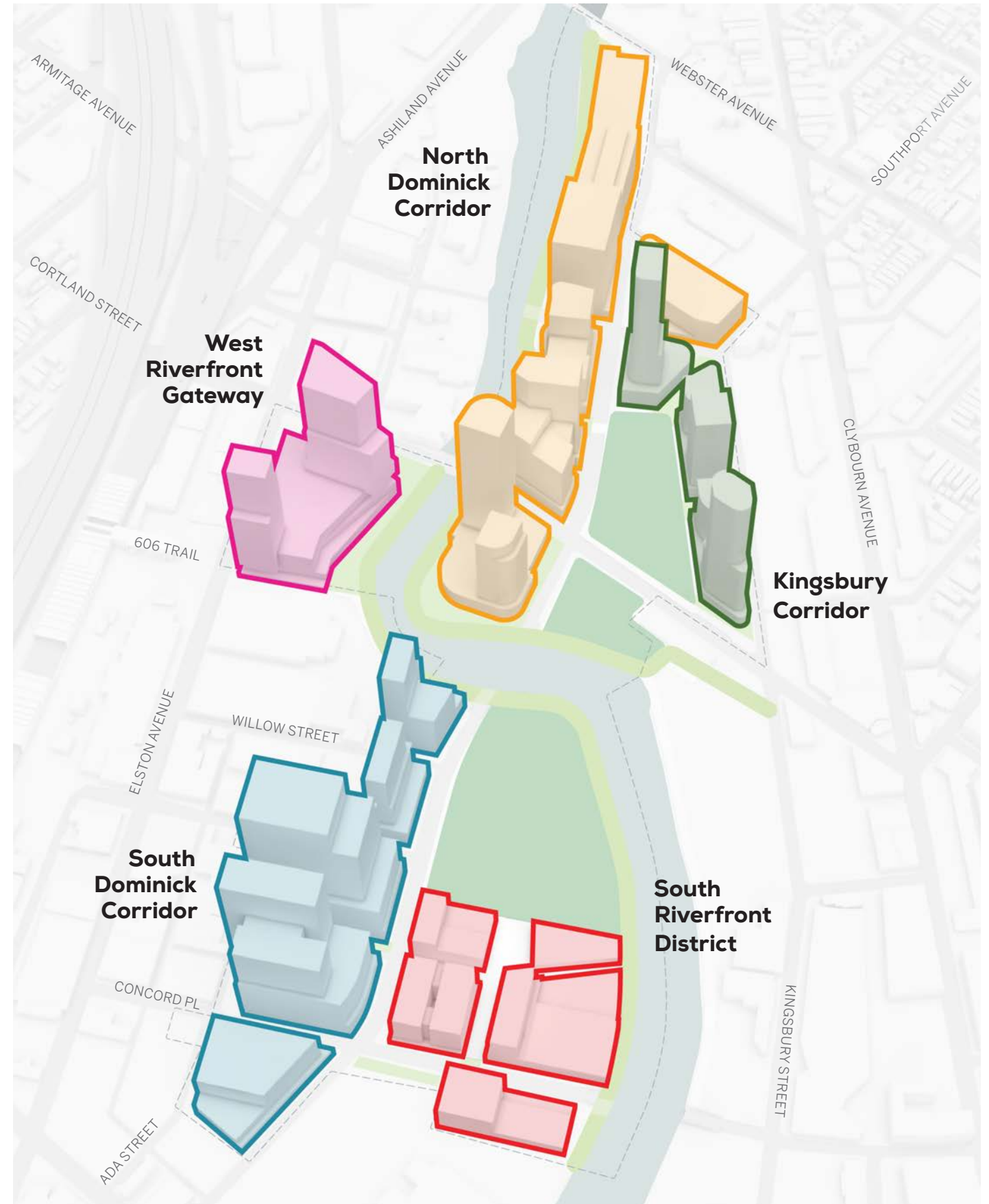
- 4,698,000 SF mixed use
- 120,000 SF retail
- 1,700 residential units

### The South Riverfront District

Bridges the gap between the natural experiences along the riverfront, existing businesses and the urban fabric surrounding Lincoln Yards.

This includes Lincoln Yards South Subareas C, D, G.

- 775,000 SF mixed use
- 321,000 SF retail
- 800 residential units



# North Dominick Corridor Character Zone

Located along the eastern edge of the river, the North Dominick Corridor has a continuous river relationship, as well as a prominent address for future offices along an extended Dominick Street. Along the length of this street wall, there will be active publicly-oriented ground floor uses with generous floor-to-ceiling heights and a high degree of transparency.

As many of the buildings have a direct relationship with the Lincoln Yards North Park and the riverfront, these buildings will focus activity along the generous tree-lined promenade lining the western edge of the park and frame multiple well-scaled, pedestrian pathways leading to river. Each building overlooks the continuous, publicly accessible Riverwalk and creates an active frontage including building amenities, cafes, and other uses that support an active linear space defined by pedestrian and bicycle circulation and a range of experiences along the river.



### Building Typology and Massing

- Primarily office and mixed-use.
- Building podium heights range from 2-5 floors.
- Building siting and massing should ensure visual permeability beyond.
- Consider building steps, recesses and setbacks to delineate the massing into smaller elements.

### Activation

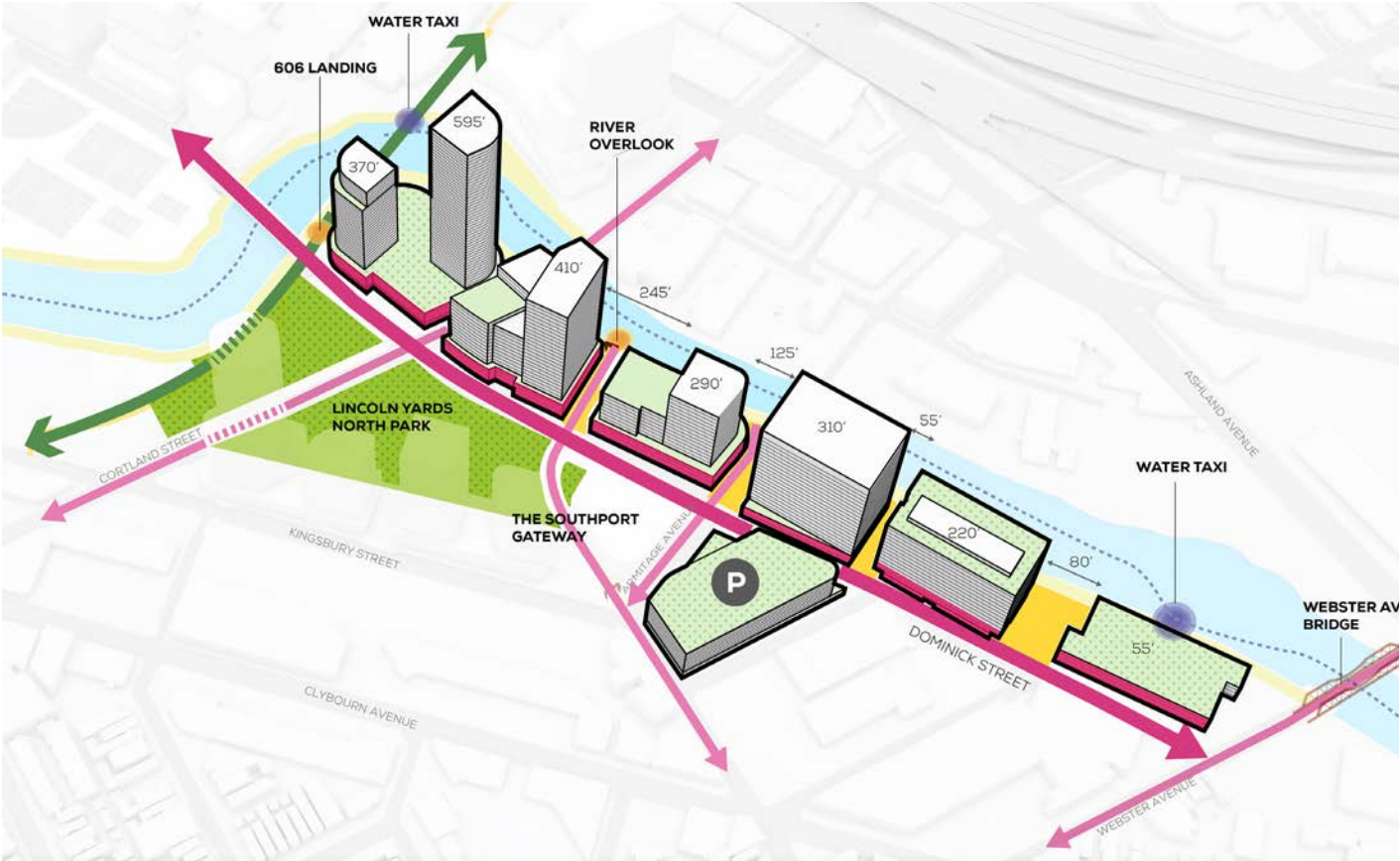
- The most public, active uses are to be located along Dominick Street.
- Primary building entrances are to be located along Dominick Street.
- Building siting should reinforce the urban street framework along Dominick Street.
- Locate building amenity areas and commercial uses along the Riverwalk.
- Secondary building entrances are to be located along the Riverwalk.

### Access

- Integrate accessible pedestrian connections between the buildings from Dominick Street to the Riverwalk.
- Where possible, locate vehicular access points for parking and loading from areas north and south of the buildings.
- Site constraints such as the River and bridge conditions may require alternative access points from Dominick Street.
- Locate dedicated drop-off zones adjacent to primary building entrances on Dominick Street
- The parking for the commercial buildings is primarily located in a shared parking garage on Parcel A.3.

### Iconic Sites

- Parcel E.1 located south of Cortland Street, at the bend in the river, is an important, iconic site. As a highly visible location, the building design requires a higher design expectation.



# Kingsbury Corridor Character Zone

Located between Kingsbury Street and the central open space in Lincoln Yards North, the Kingsbury Corridor is a primarily residential zone that serves as a transition in use and building height to the Clybourn Avenue Corridor and Lincoln Park neighborhood. Defined by a continuous pattern of buildings that reinforce active pedestrian life along the street and mid-block pathways that connect to LY North Park. Widely spaced, smaller-footprint residential towers sit on a midrise base that defines both a park edge and an urban street edge lined with residential lobbies, neighborhood amenities, and restaurants. As a transition zone, this area emphasizes the pedestrian connections from Kingsbury and the neighborhood areas east through the mid-block laneways to the central park space. The base of buildings will be coordinated with the improvements to Kingsbury Street as designed to provide parking, drop-off for car sharing and public transit stops where appropriate.



### Building Typology and Massing

- Primarily residential and mixed-use
- Building podium heights range from 5-6 floors
- Stagger taller buildings to maximize views and sunlight exposure.
- Buildings are to be slender in shape maximizing views of the sky between buildings.
- Building towers step back from the podium

### Activation

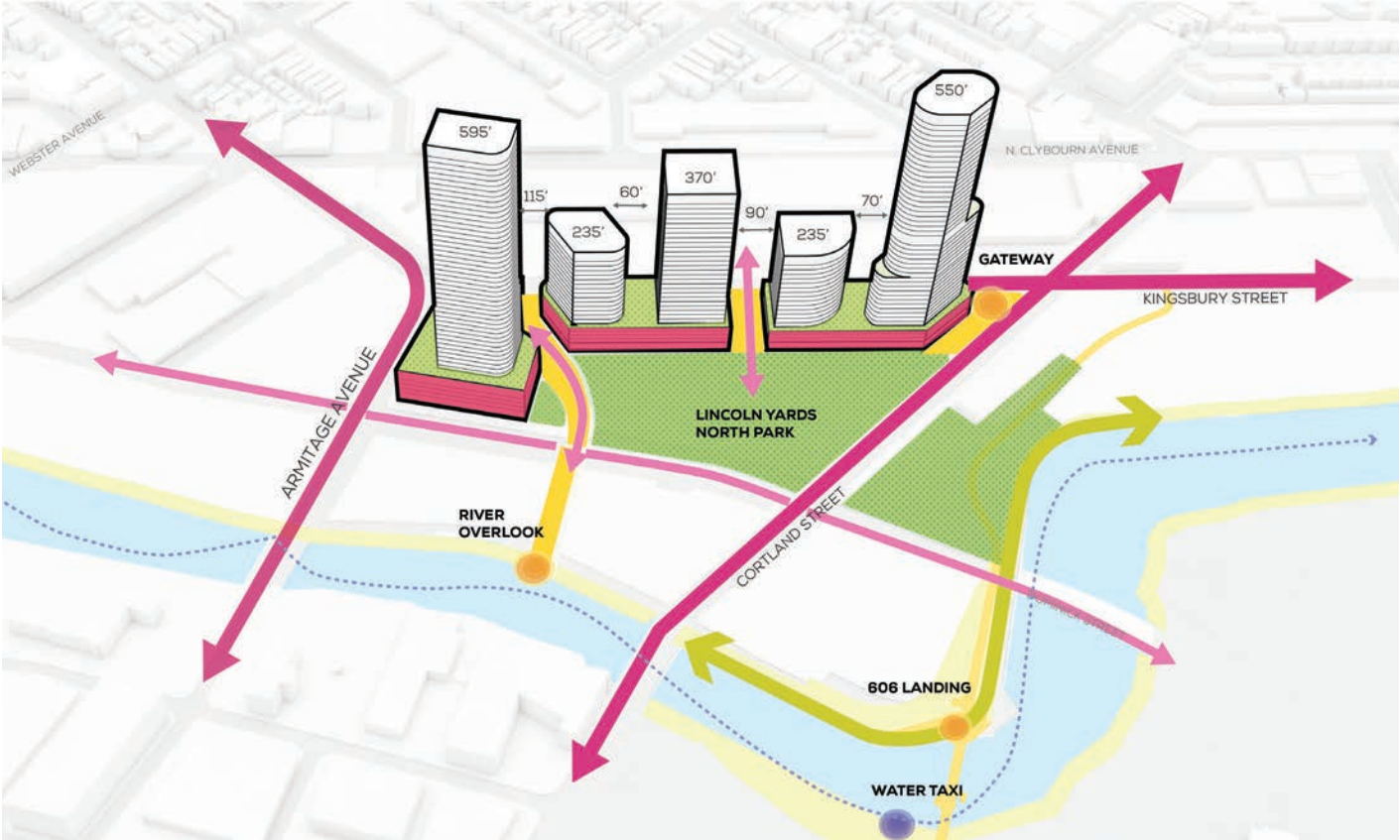
- The most public, active uses are to be located along the park edge and Kingsbury Street.
- Primary residential entrances are to be located on Kingsbury Street.
- Locate active and commercial uses on the ground floors facing the park.
- Residential building parking can be located within the building podiums, but must be screened from view and integrated into the architectural expression of the façade.
- Participatory spaces on podium rooftops accommodating building amenity spaces.

### Access

- Spaces between buildings are to serve as pedestrian connections from Kingsbury Street into the park.
- Loading and access can be located on Kingsbury Street but must be screened and integrated into the overall building façade. Access drives are to be minimized.

### Iconic Sites

- Parcel C.1 at the north end of the park is one of the most iconic building sites in Lincoln Yards. As such, the building design requires higher design expectation.
- Parcel C.3 at the corner of Kingsbury and Cortland is also a key gateway site into the development and should be treated with higher design expectation.





## West Riverfront Character Zone

Bounded by the River, Cortland Street, a reconfigured Elston Avenue and the extension of the 606 Trail, the West Riverfront Zone represents an extraordinary opportunity to enhance pedestrian connectivity between Bucktown, Wicker Park and the Metra Exchange. Future development will extend amenities and experiences in Lincoln Yards across the River, while creating an iconic urban gateway to the North Branch. Located at a pivotal site between the river and multiple transit choices, the development of the site should consider ways to seamlessly and safely connect these by utilizing landscaped terraces that are setback from the river while optimizing solar access and provide outdoor rooftop spaces.



### Building Typology and Massing

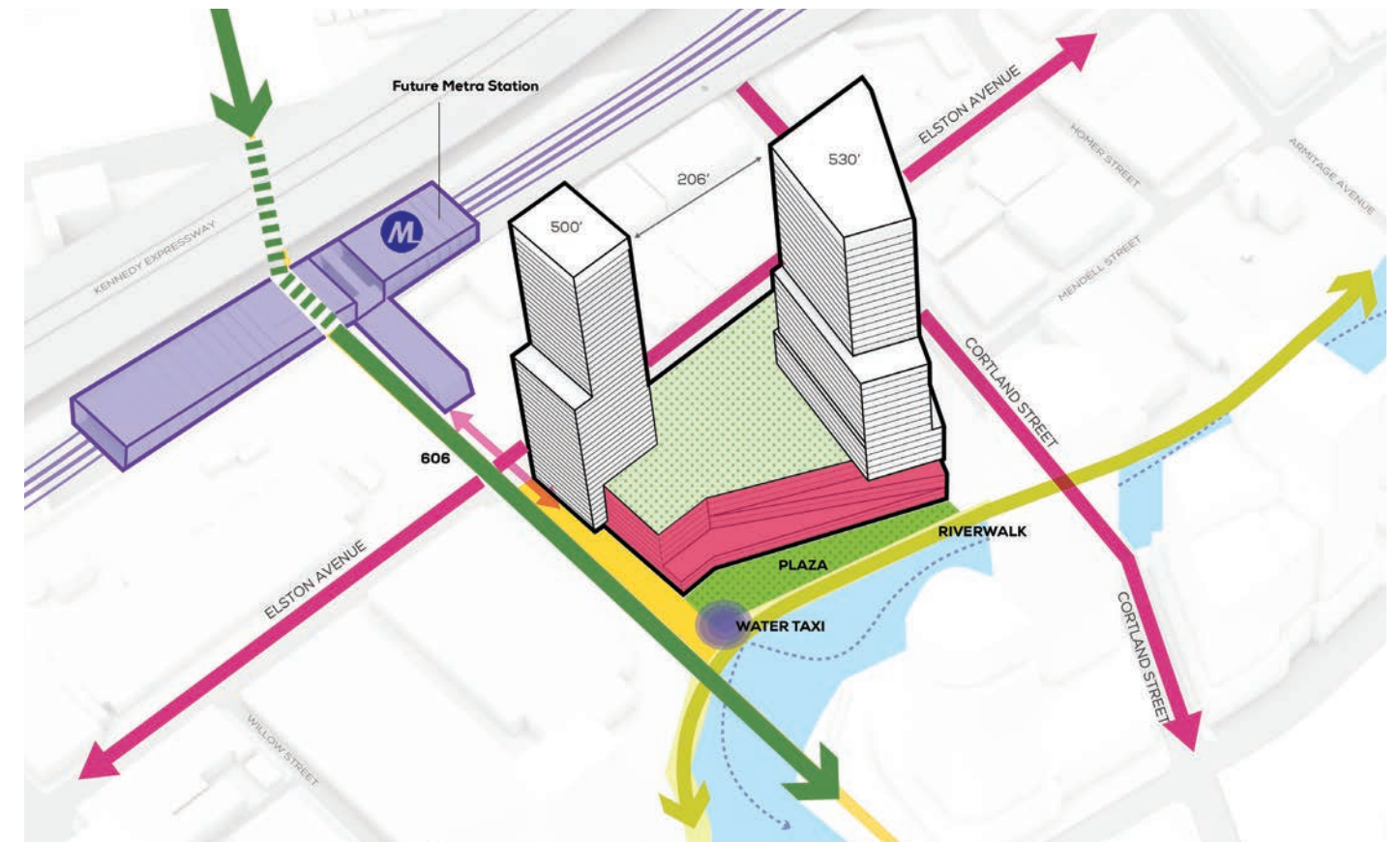
- Primarily mixed-use
- Step the building heights down toward the river.
- Building podium heights to range from 3-4 floors
- As building development gets closer to the interstate and Metra train to the west, the building heights can increase.
- Consider building steps, recesses and setbacks to delineate the massing into smaller elements.

### Activation

- In addition to the Riverwalk, locate expanded publicly accessible open space along the river corridor.
- Locate active uses along the river corridor.
- Primary building entrances are to be located along Elston Avenue or Cortland Street with secondary entrances facing the river.
- Incorporate the future extension of the 606 Trail into the building design and activation.

### Access

- Provide access to the Riverwalk and adjacent open space from Cortland Street and the future 606 extension.
- Loading and service entrances to be located from Elston Avenue. Minimize access drives.
- Coordinate future building siting with the on-going CDOT study for the Ashland/Armitage/Elston intersection adjustments.
- Incorporate a minimum 10' setback from Cortland Street.



## South Dominick Corridor Character Zone

Located along the future extension of Dominick Street, the corridor has a prominent building address and direct adjacency to the large recreational park in Lincoln Yards South. Here, a continuous pedestrian experience from Lincoln Yards North will be reinforced by its outlook to the riverfront and large publicly accessible park.

The South Dominick Corridor will be a unique experience within Lincoln Yards with its own character and identity. Its western edge will be defined by retail and active uses along the base of buildings. This formal street address will frame the large park to the east by creating a podium of about 4-6 floors which relates to the pedestrian areas in a human context. Residential and office towers are setback from the streetwall and open the sky above it. Its eastern edge will flow seamlessly from the new bridge crossing the river, to the park and the South Riverfront District.



### Building Typology and Massing

- Primarily office, residential and mixed-use
- Building podium heights average 4-6 floors.
- Create a consistent podium elevation on the Dominick Street elevation.
- Residential buildings are to be slender in shape maximizing views of the sky between buildings.
- Consider building steps, recesses and setbacks to delineate the massing into smaller elements.

### Activation

- The most public, active uses are to be located along Dominick Street.
- Primary building entrances are to be located along Dominick Street.
- Building siting should reinforce the urban street framework along Dominick Street.
- Consider participatory spaces on podium rooftops accommodating building amenity spaces.

### Access

- Extend the existing street network connecting to the new Dominick Street extension.
- Locate vehicular access points for parking and loading on east-west streets or Ada Street.
- Locate dedicated drop-off zones adjacent to primary building entrances on Dominick Street, and east-west streets as needed.
- The parking for the commercial buildings is primarily located in shared parking garages on Parcel E.1 and E.2. The shared garages will also provide parking for the recreational park users.

### Iconic Sites

- Parcel A.1 located on the north end of the corridor along the river is an important, iconic site. As a highly visible location, the building design requires a higher design expectation.
- The larger floorplate office buildings should be designed with clear architecture expression and stepping that reduces the overall bulk and massing of the buildings.



# South Riverfront District Character Zone

The South Riverfront District has a unique relationship with the river that defines its eastern boundary and the large recreational park to the north. It also bridges the gap between the natural experience along the riverfront, existing businesses and the urban fabric of Lincoln Yards. This district will be a vibrant, pedestrian-oriented place lined with a mix of uses, restaurants, and shopping, along an internal network of smaller-scaled laneways. A series of small blocks allow for turning corners frequently, creating a pleasant walking experience with a mix of active uses that feeds sidewalks with activity throughout the day. The South Riverfront will establish its own distinct identity as a memorable mixed-use waterfront district defined by lower-scaled buildings and sustained by a mix of uses that feeds streets with activity throughout the day. Varying scales of outdoor spaces and pedestrian-oriented laneways are woven throughout the district and connect the riverfront and park spaces, which can host gatherings, festivals, performances and public art as well as the day-to-day needs of residents, workers and visitors.



### Building Typology and Massing

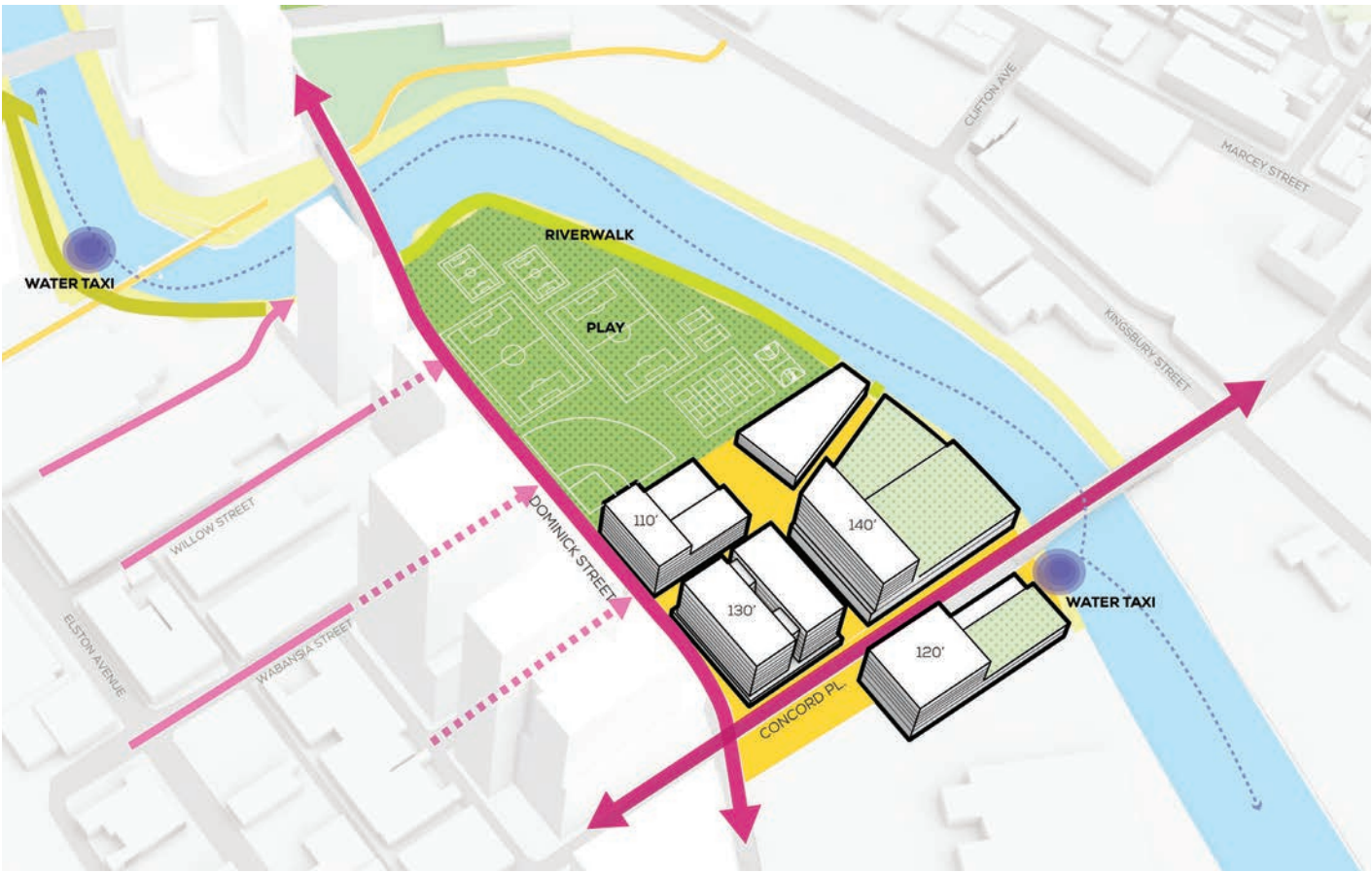
- Primarily mixed-use district
- Lower scaled buildings stepping down to the river.

### Activation

- Unique to the South Riverfront District is a series of pedestrian oriented laneways intended to be activated with ground floor uses and amenity spaces.
- Locate residential and commercial office entrances on Dominick Street and Concord Place.
- Consider participatory spaces on podium rooftops accommodating building amenity spaces

### Access

- Establish multiple pedestrian connections to the Riverwalk.
- Create a clear connection and relationship to the adjacent Lincoln Yards South Park.
- Integrate pedestrian oriented laneways through the district.
- Size the laneways accordingly to accommodate emergency access.
- Residential parking can be located within the building podiums, but must be screened from view and integrated into the architectural expression of the façade.
- Loading and access can be located on Concord Place, or Dominick Street if required, but must be screened and integrated into the overall building façade.



# Master Plan Framework: Phasing

The phasing plan for Lincoln Yards is intended to align infrastructure, transportation, and development. Implementation of key infrastructure projects and expanded transportation systems will be coordinated with the City. The phasing strategy is divided into four geographic zones to directly tie infrastructure projects with adjacent development.

# Initial Development and Infrastructure

- Development**
  - LYN A.1 Parcel, LYN A.2 Parcel, LYN A.3 Parcel
- Infrastructure**
  - Dominick Street Extension
  - Armitage Avenue
  - Dickens Avenue Streetscape Improvements
  - Southport Avenue Streetscape Improvements
- Open Space**
  - Riverwalk
  - Hardscaped Open Spaces



# West Zone Development and Infrastructure

- Development**
  - LYN F.1 Parcel
- Infrastructure**
  - Elston Avenue Streetscape Improvements
  - Cortland Street Streetscape Improvements
- Open Space**
  - Riverwalk
  - Hardscaped Open Space



# North Zone Development and Infrastructure

- Development**
  - LYN B.1 Parcel, LYN B.2 Parcel
  - LYN C.1 Parcel, LYN C.2 Parcel, LYN C.3 Parcel
- Infrastructure**
  - Dominick Street Extension and Bridge
  - Dominick Street Streetscape Improvements
  - Cortland Street Streetscape Improvements
  - Kingsbury Street Streetscape Improvements
- Open Space**
  - Riverwalk
  - Hardscaped Open Space
  - Park - North of Cortland
  - Park - South of Cortland



# South Zone Development and Infrastructure

- Development**
  - LYS E.1 Parcel, LYS E.2 Parcel
  - LYS F.1 Parcel
  - LYS A.1 Parcel, LYS A.2 Parcel
  - LYS C.1 Parcel
  - LYS D.1 Parcel, LYS D.2 Parcel, LYS D.3 Parcel
  - LYS G.1 Parcel,
- Infrastructure**
  - Dominick Street Extension and Bridge
  - Willow Street Streetscape Improvements
  - Wabansia Avenue Streetscape Improvements
  - Ada Street Streetscape Improvements
  - Concord Street
- Open Space**
  - Riverwalk
  - Hardscaped Open Space
  - Park



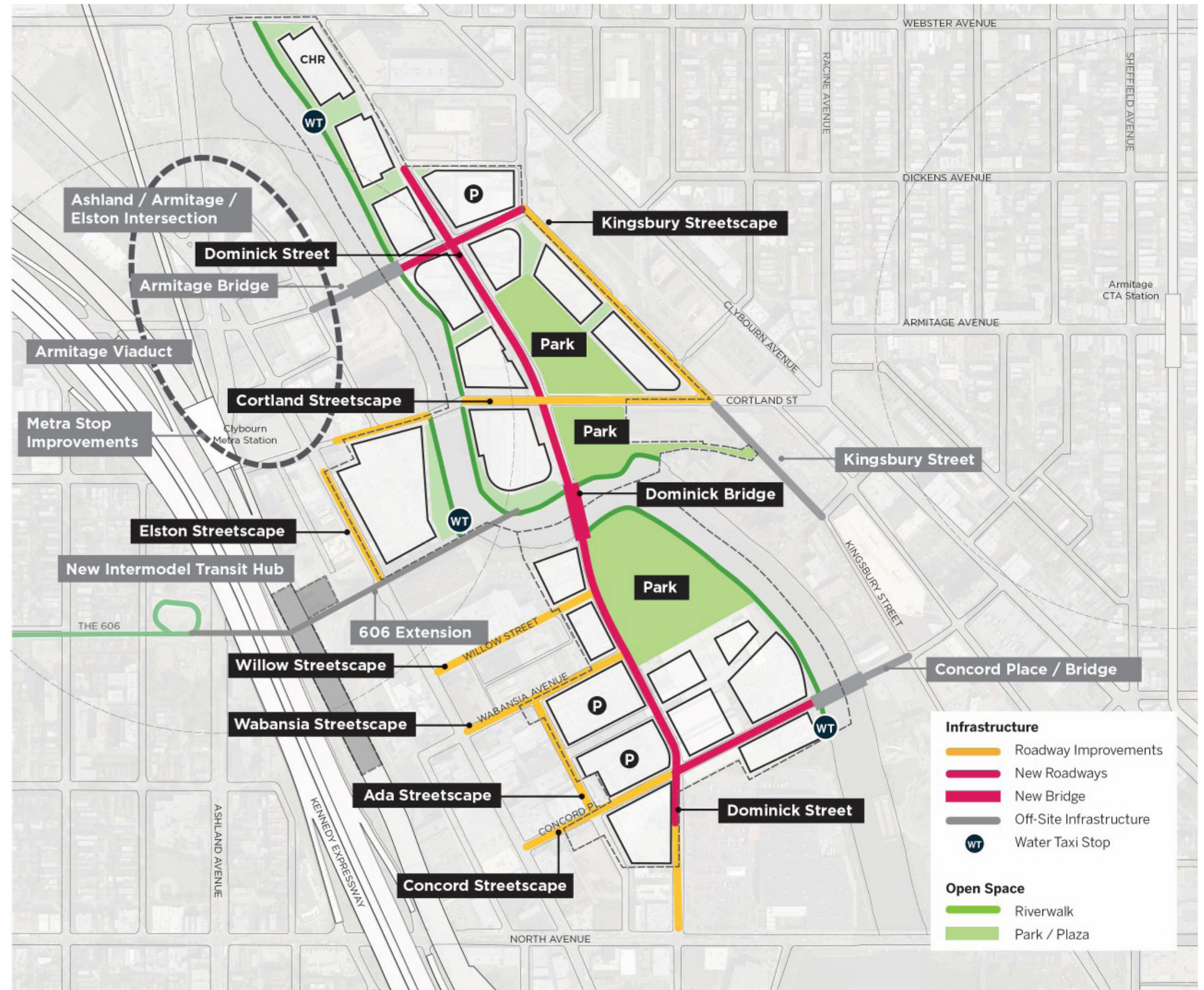
## Development and Infrastructure Alignment

Multiple infrastructure projects have been identified outside of the Planned Development boundaries. Many of these improvements will be addressing existing constraints and needs within the North Branch Framework Plan. The off-site infrastructure projects include roadway improvements, bridge repairs, and transportation expansions.

The full development of Lincoln Yards will likely occur over the next 10+ years.

The Lincoln Yards master plan illustrates the aspirations and design strategies for a vibrant urban place and synthesizes many of the access and transportation improvements identified in the North Branch Framework Plan, including certain off site improvements.

As future plans are carried forward, continued coordination with city agencies will be necessary to achieve the maximum public benefit for the community.



# Initial Phase Development

Extending south from CH Robinson on the north end of the site, two new office buildings and a shared parking garage are proposed as the initial phase of development.

Several infrastructure investments are planned to support this phase. These include the extension of Dominick to Cortland, the construction of Armitage Avenue from Dominick to Southport, and street improvements to both Southport and Dickens.

The existing riverwalk will be extended to meet Cortland Street, and additional landscaped, outdoor plaza areas will connect pedestrians from Dominick Street to the river.



# Initial Phase Development

Development		
LYN Parcel A.1	Development Parcel	
LYN Parcel A.2	Development Parcel	
LYN Parcel A.3	Development Parcel	
Infrastructure		
Dominick Street	New Streets and Utilities	Dickens Avenue to Armitage Avenue
Dominick Street	New Streets and Utilities	Interim - Armitage Avenue to Cortland Street
Armitage Avenue	New Streets and Utilities	Kingsbury Street to Dominick Street
Armitage Avenue	New Streets and Utilities	Interim Plaza - Dominick to River
Southport Avenue	Existing Streets	
Dickens Avenue	Existing Streets	
Open Space		
Riverwall		CHR to Cortland Bridge
Riverwalk	Permanent Riverwalk	CHR to Armitage Avenue
Interim Riverwalk	Interim Riverwalk	Armitage Ave. to Cortland Street
Hardscape Open Space	Public Benefit Open Space	
Transportation		
Water Taxi Station	Light Footprint	Webster Street Station



Ground Floor Plan







