

# FOUNDRY PARK

CHI  2025

jdl. 

HARTSHORNE PLUNKARD ARCHITECTURE, NUDGE DESIGN, & V3

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OCTOBER 14, 2025

# FOUNDRY PARK

*A formerly industrial land that sat dormant for years, has finally been reimaged with the partnership of Chicago's JDL Development and Kayne Anderston Real Estate.*

*With green ways, gathering spaces, riverfront access, and housing for every stage of life, Foundry Park is a walkable, vibrant, multi-generational neighborhood rooted in history, shaped by community, and designed for the future.*

*Here, families grow, neighbors connect, and a new chapter of Chicago takes shape north of North Avenue.*

**FORGING CHICAGO'S NEXT GREAT NEIGHBORHOOD**





CONCEPT MASTER PLAN

SCALE 1"=200'



PD #1439  
EXCLUDED

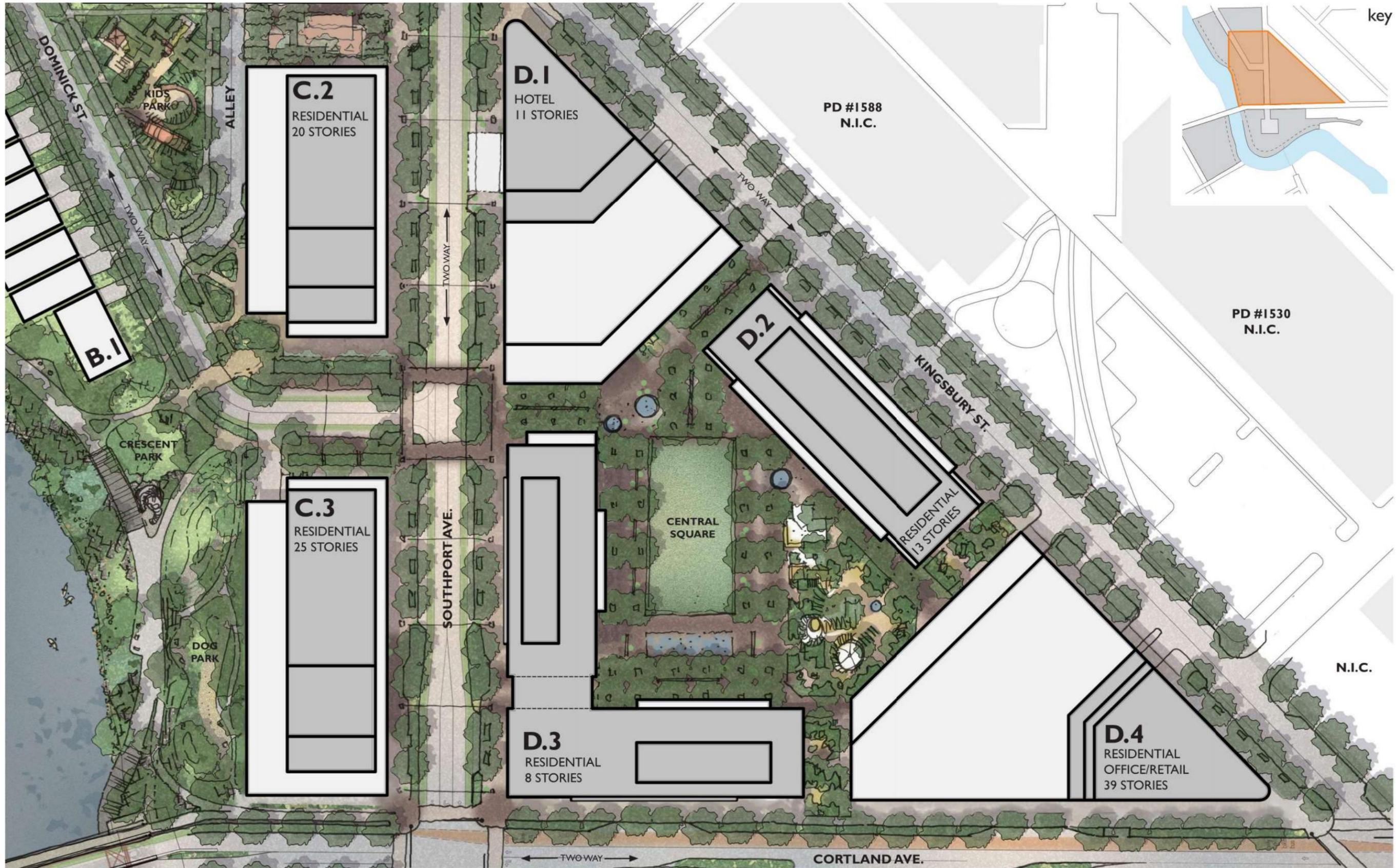
key

PD #1588  
N.I.C.

NORTH SITES - NORTH ENLARGED

SCALE 1"=80'





KINGSBURY TRIANGLE - ENLARGED

SCALE 1"=80'

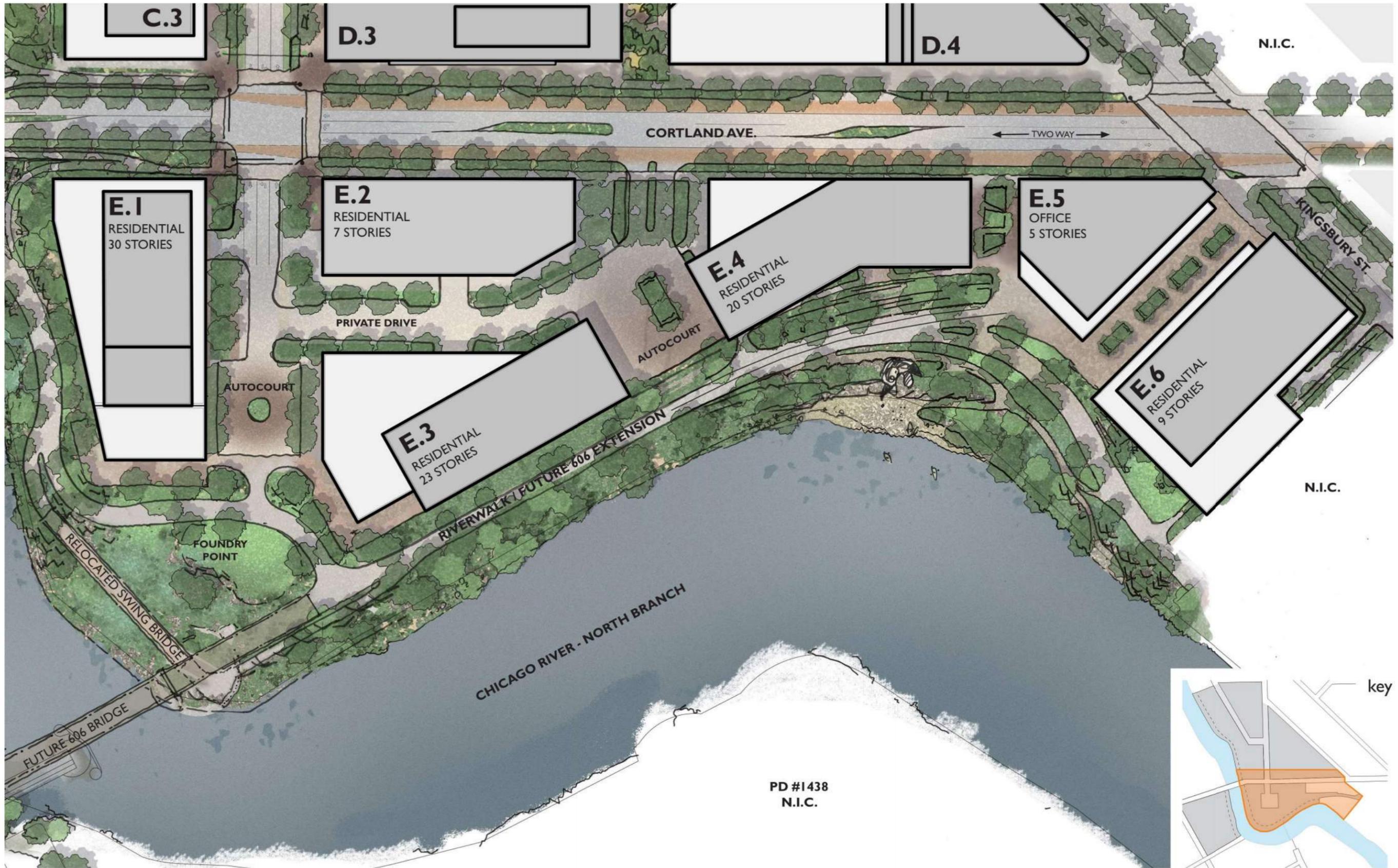




WEST SITE - ENLARGED



SCALE 1"=80'



FOUNDRY SITE - ENLARGED

**SOUTHPORT AVENUE:** LAND DEDICATION AND FULL-WIDTH RECONSTRUCTION WILL RUN FROM THE EXISTING INTERSECTION AT KINGSBURY TO CORTLAND. IMPROVEMENTS INCLUDE NEW BIKE LANES AND UTILITIES, WITH A NEW SANITARY SEWER EXTENDING THE ENTIRE LENGTH OF THE STREET. EXISTING WATER, GAS, ELECTRIC, AND TELECOM INFRASTRUCTURE ARE EXPECTED TO SUPPORT ADJACENT DEVELOPMENT.

**DOMINICK STREET:** THE VENTURE WILL DEDICATE THE LAND NECESSARY FOR THIS STREET WHICH WILL BE EXTENDED SOUTHEAST TO CONNECT INTO THE NEW SEGMENT OF SOUTHPORT. ALL UTILITIES—WATER, SEWER, ELECTRIC, GAS, AND TELECOM—WILL BE NEWLY INSTALLED AS NO EXISTING INFRASTRUCTURE CURRENTLY SERVES THIS SECTION.

**KINGSBURY STREET:** IMPROVEMENTS WILL EXTEND SOUTHEAST FROM THE INTERSECTION AT SOUTHPORT TO CORTLAND, INCLUDING BIKE LANES AND A FULL UTILITY TRENCH. EXISTING INFRASTRUCTURE IS GENERALLY SUFFICIENT, WITH TELECOM TO BE ADDED VIA TRENCHING.

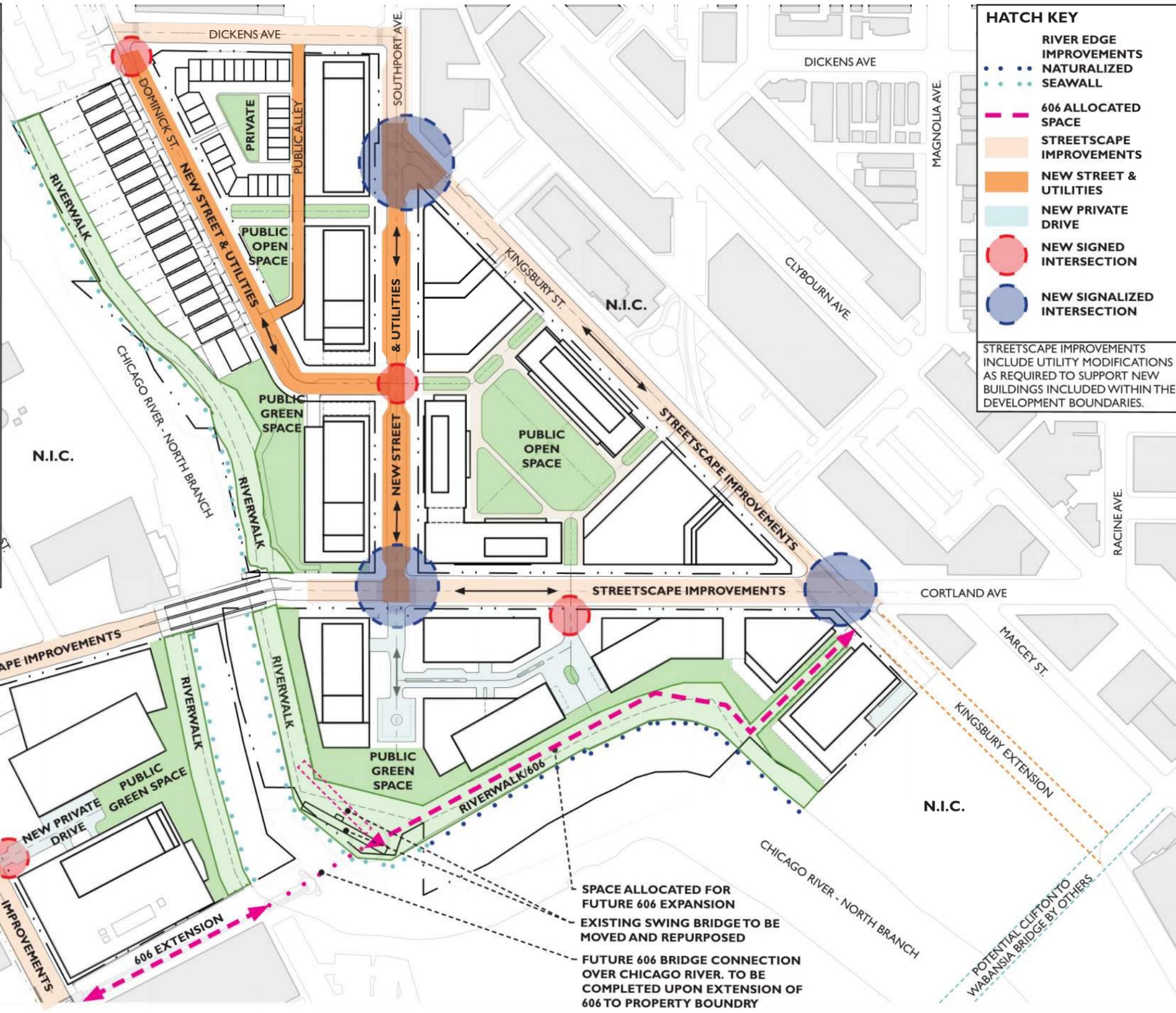
**CORTLAND AVENUE:** THE PROJECT SCOPE INCLUDES IMPROVEMENTS FROM KINGSBURY WEST TO THE CORTLAND BRIDGE AND CONTINUING TO ELSTON AVENUE. A NEW WATER MAIN WILL BE ADDED TO SUPPLEMENT THE EXISTING 24" MAIN (NOT SUITABLE FOR BUILDING SERVICE), ALONG WITH A NEW SANITARY SEWER CONNECTING TO BOTH EASTERN INFRASTRUCTURE AND THE NEW SOUTHPORT SEWER.

**DICKENS AVENUE:** FROM DOMINICK TO SOUTHPORT, DICKENS WILL BE REBUILT WITH FULL STREETScape IMPROVEMENTS. EXISTING WATER, SEWER, AND ELECTRIC INFRASTRUCTURE WILL SUPPORT ADJACENT BUILDINGS, THOUGH NO GAS OR TELECOM LINES WILL BE ADDED TO THIS CORRIDOR.

**ELSTON AVENUE:** RESTORATION OF STREETScape IMPACTED BY THE ADJACENT DEVELOPMENT PROJECT AND REPROGRAMMING OF THE EASTERN SIDEWALK TO NEIGHBORHOOD STANDARD. NO NEW UTILITIES ARE ANTICIPATED.

**PUBLIC ALLEY:** NEW ALLEY CONSTRUCTED TO SUPPORT DEVELOPMENT ALONG THE WEST SIDE OF SOUTHPORT.

**SIGNALIZED INTERSECTIONS:** THREE NEW SIGNALIZED INTERSECTIONS ARE ANTICIPATED, SUBJECT TO CDOT APPROVAL, AT CORTLAND/KINGSBURY, SOUTHPORT/KINGSBURY, AND SOUTHPORT/CORTLAND.



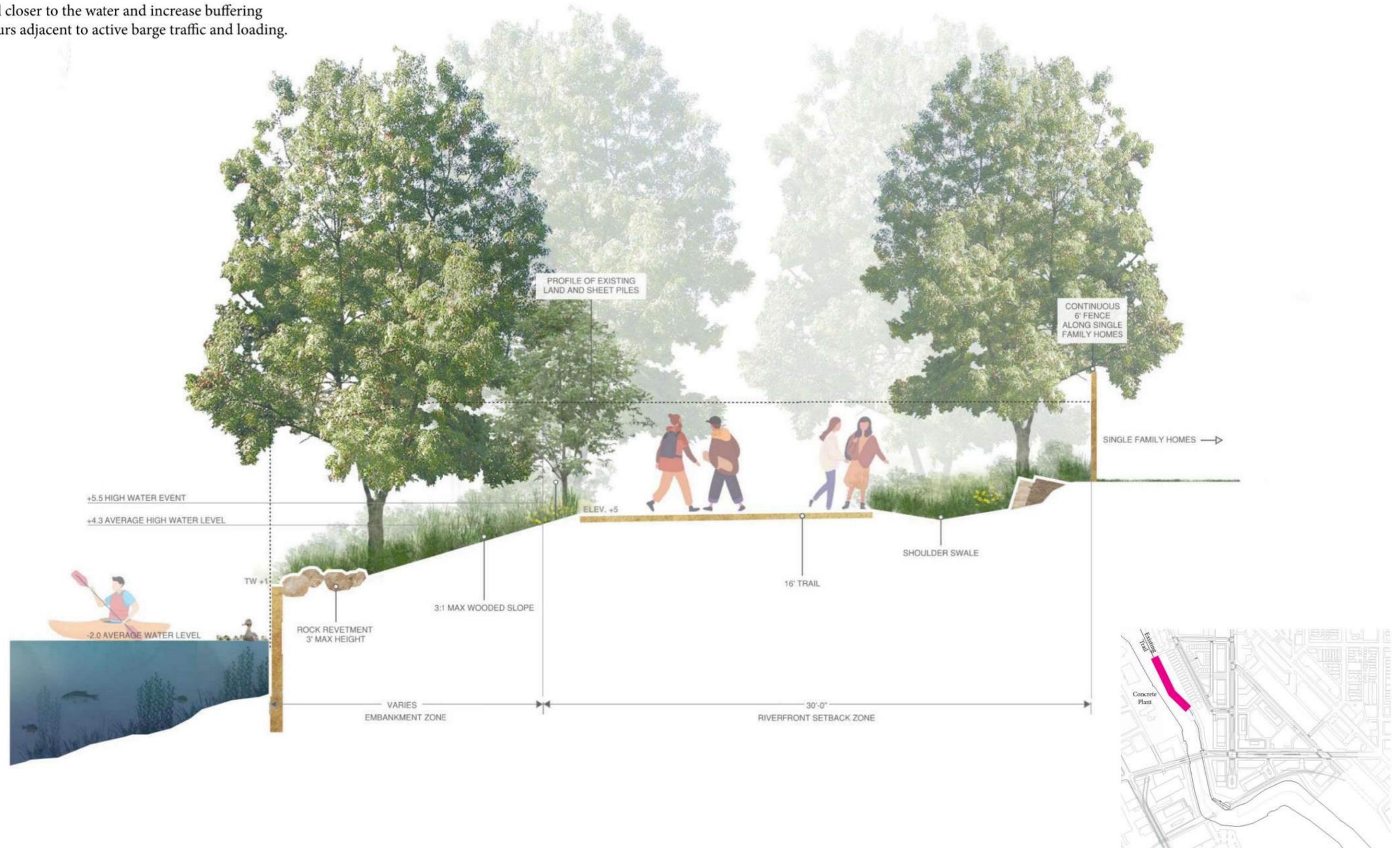
PRELIMINARY INFRASTRUCTURE PLAN

SCALE 1"=200'

# REDUCED SHEET PILE

(Approximately 20% of the frontage)

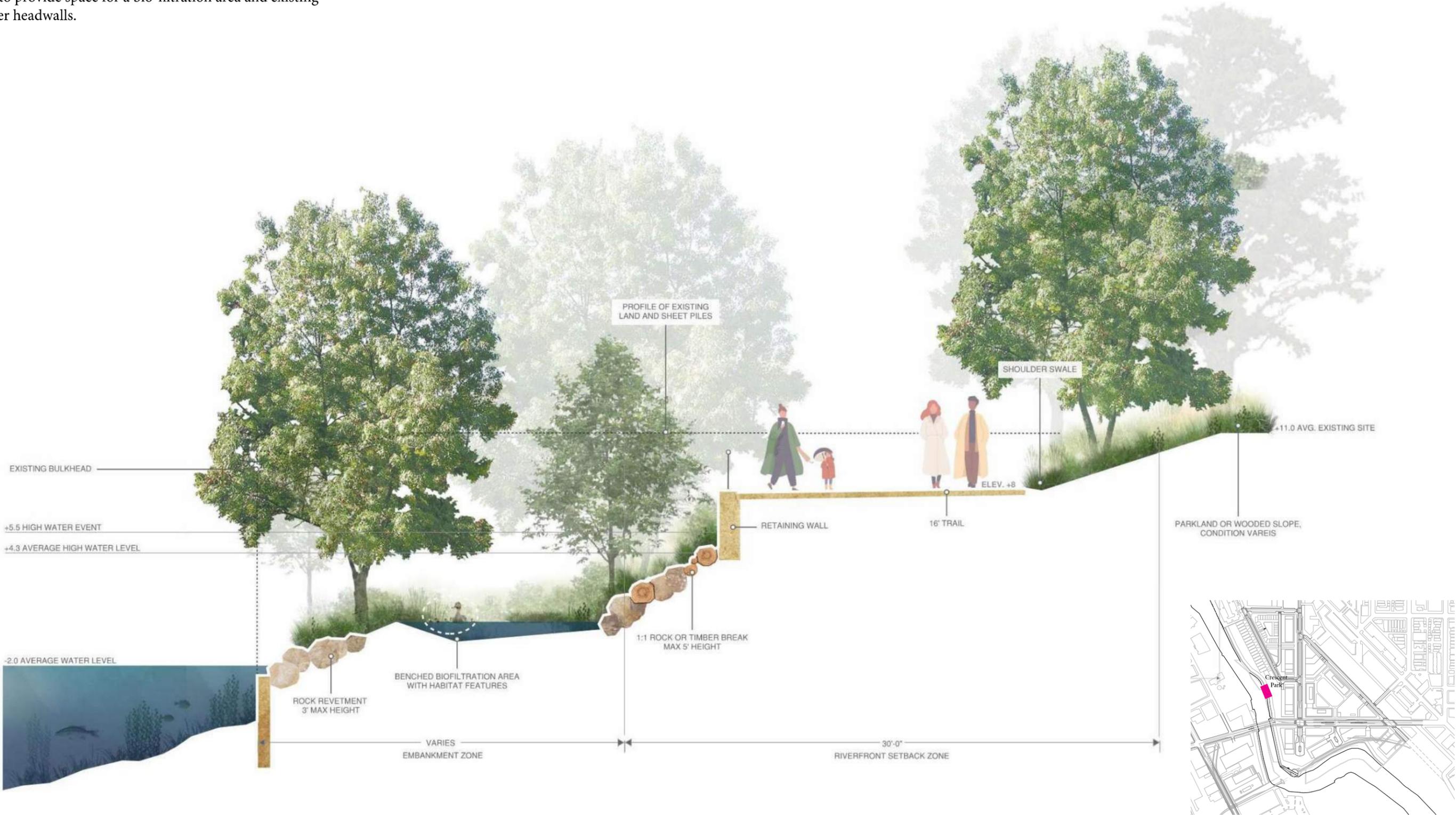
Intended to allow the trail closer to the water and increase buffering space. This condition occurs adjacent to active barge traffic and loading.



# BIOFILTER TERRACE

(Approximately 3% of the frontage, part of boulder embankment)

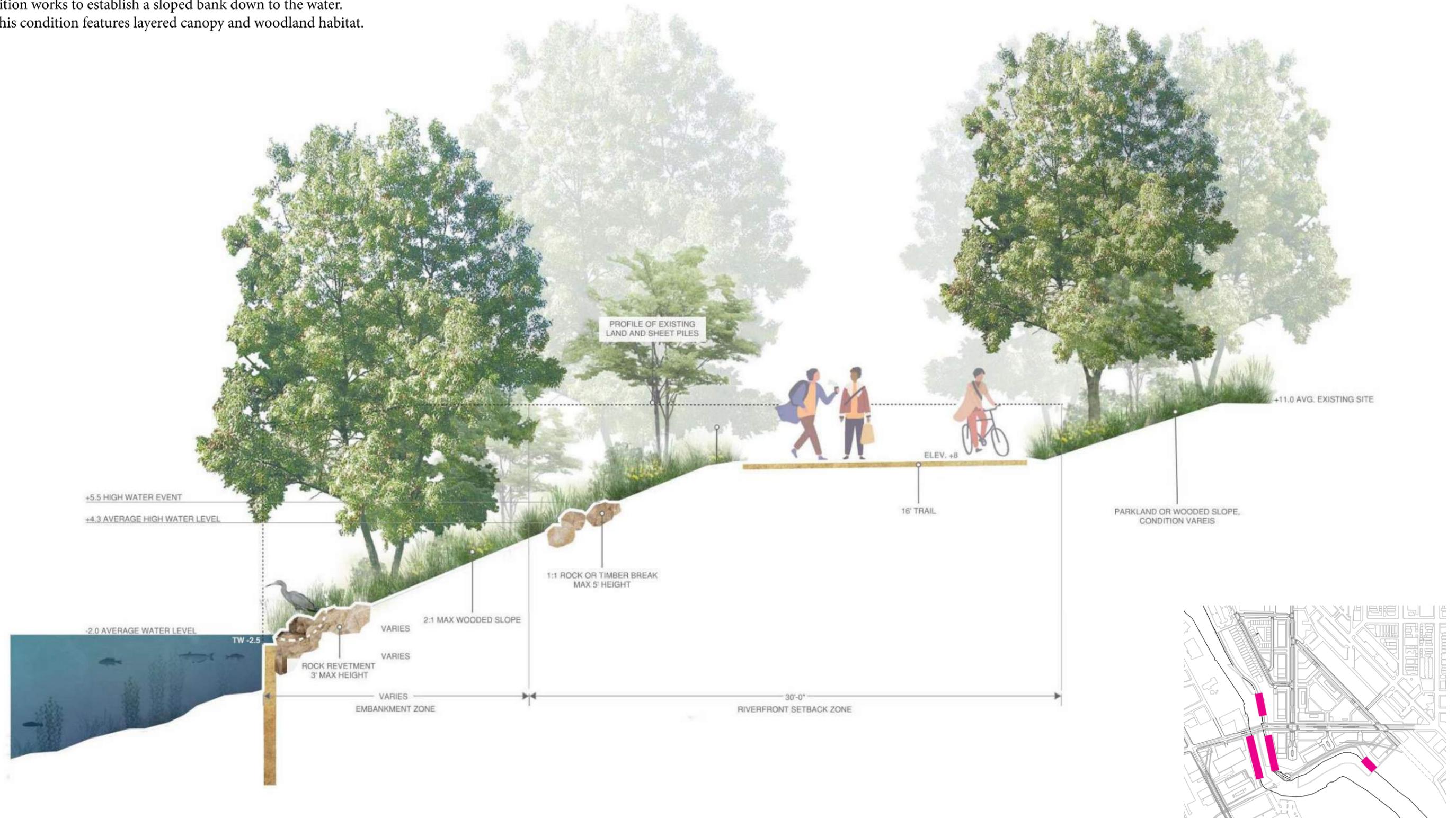
Intended to provide space for a bio-filtration area and existing stormwater headwalls.



# RIPRAP AND SOIL

(Approximately 36% of the frontage)

This condition works to establish a sloped bank down to the water.  
 Much of this condition features layered canopy and woodland habitat.



# BOULDER EMBANKMENT

(Approximately 10% of the frontage)

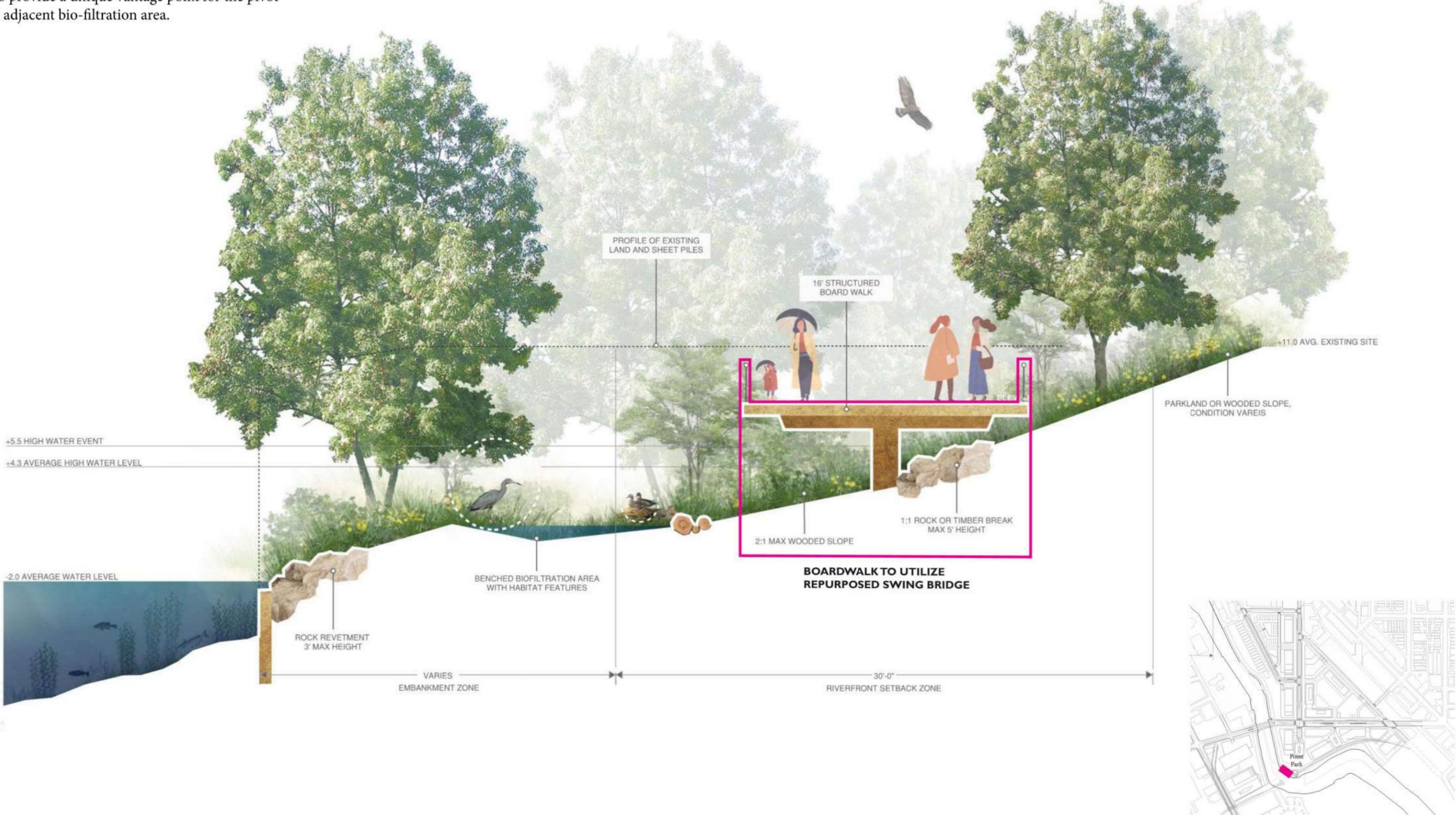
Steep, but useful, bank condition with large stone blocks that stack down to the water. This condition is useful where the bank transitions between features or in areas with high wave action.



# BOARDWALK

(Approximately 3% of the frontage)

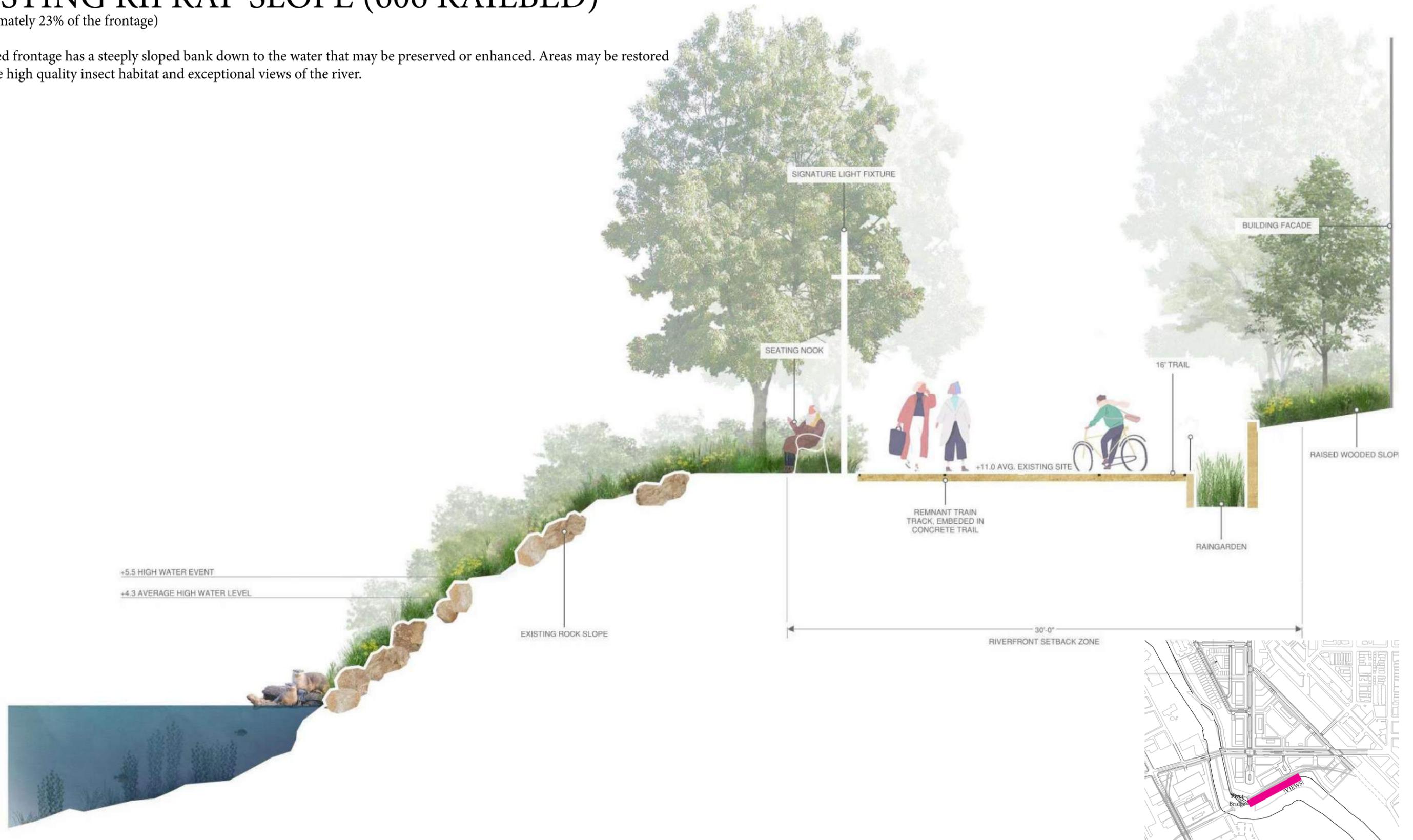
Intended to provide a unique vantage point for the pivot bridge and adjacent bio-filtration area.



# EXISTING RIPRAP SLOPE (606 RAILBED)

(Approximately 23% of the frontage)

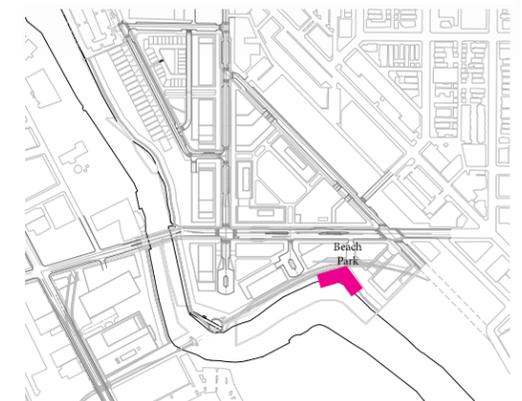
The railbed frontage has a steeply sloped bank down to the water that may be preserved or enhanced. Areas may be restored to provide high quality insect habitat and exceptional views of the river.



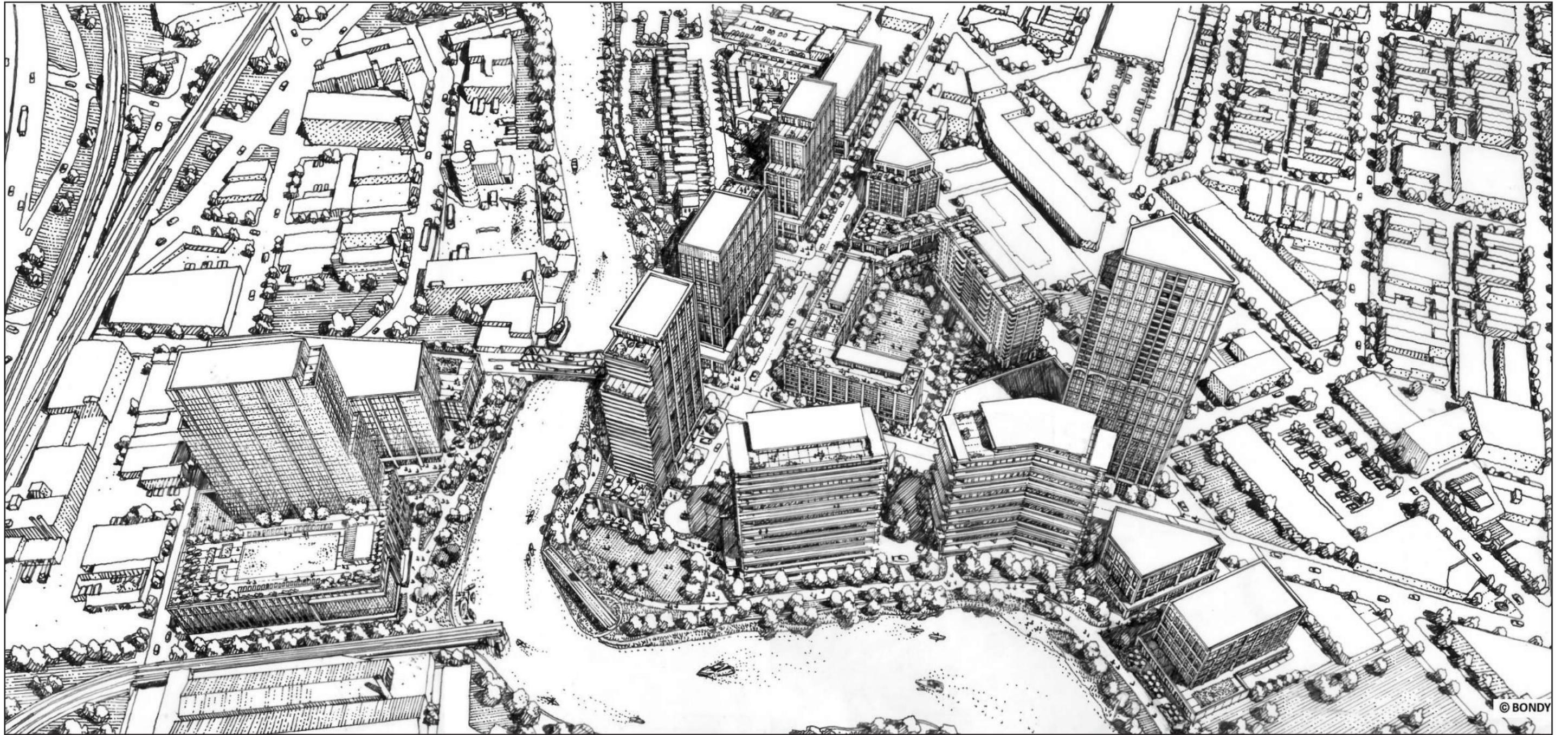
# BEACH

(Approximately 5% of the frontage)

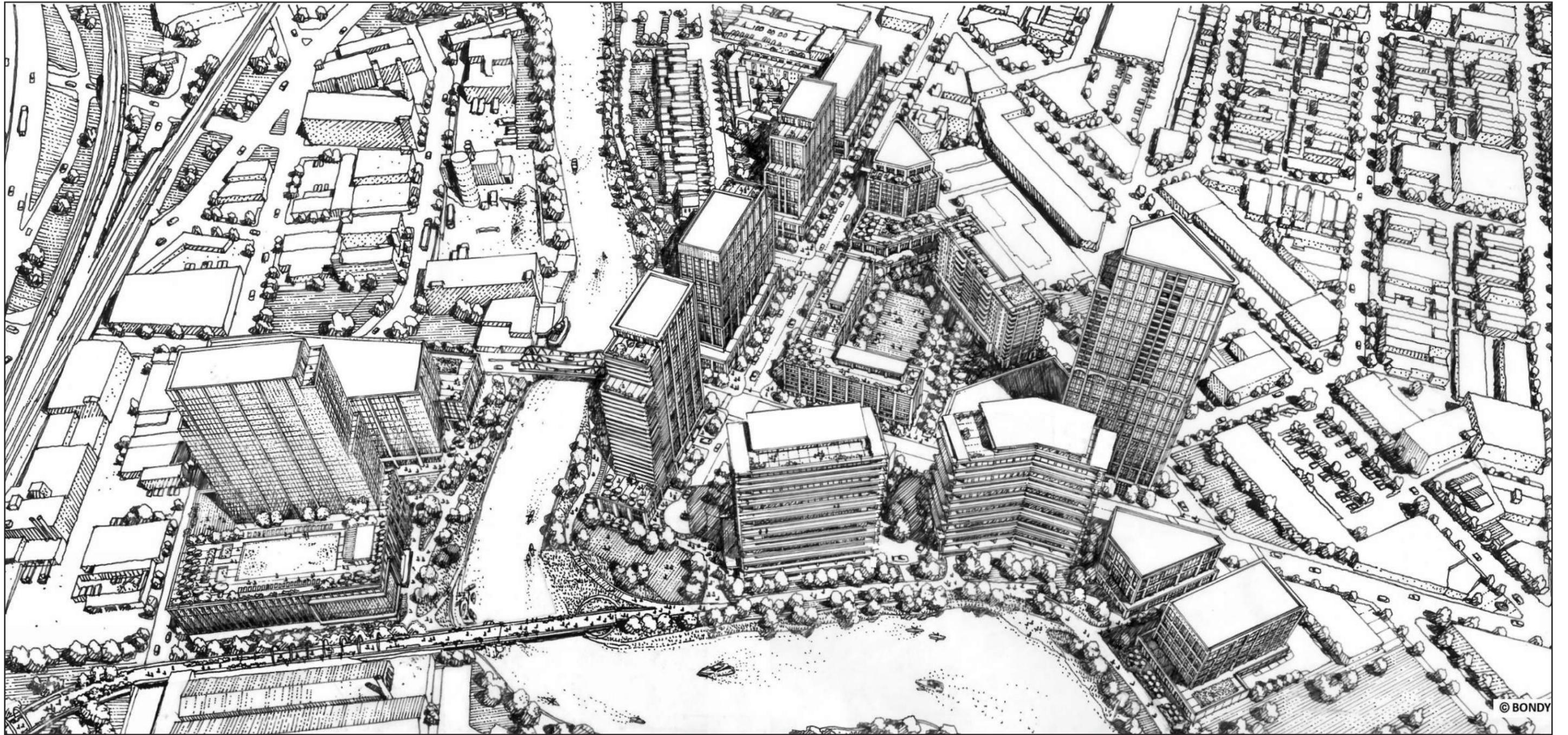
This condition works to establish a fully accessible slope down to the shoreline and passive space for small craft use, sunbathing and general water access.



# OVERALL SOUTH AERIAL | birds eye view looking north



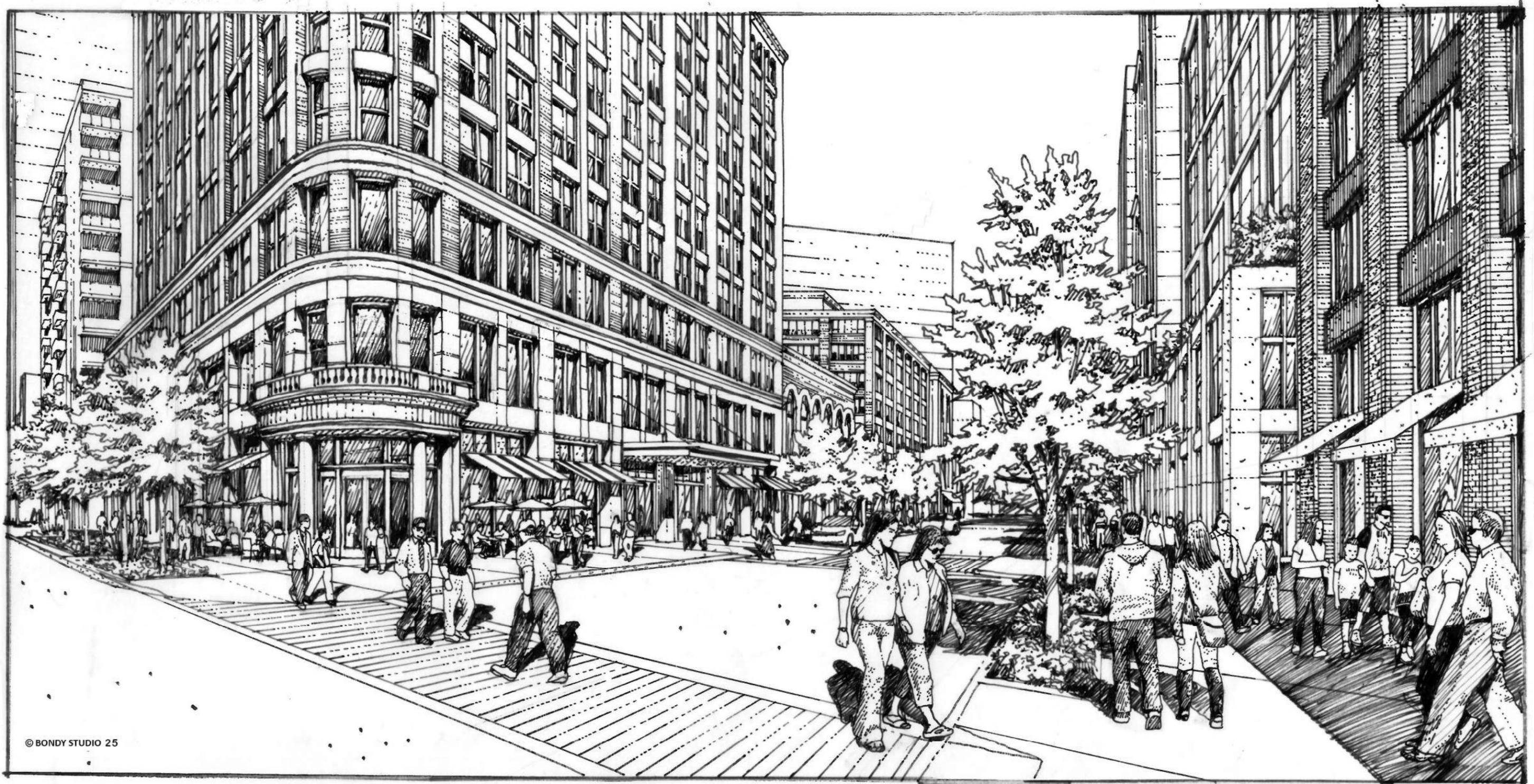
# OVERALL SOUTH AERIAL | birds eye view looking north - 606 extension



NORTH AERIAL | birds eye view looking south

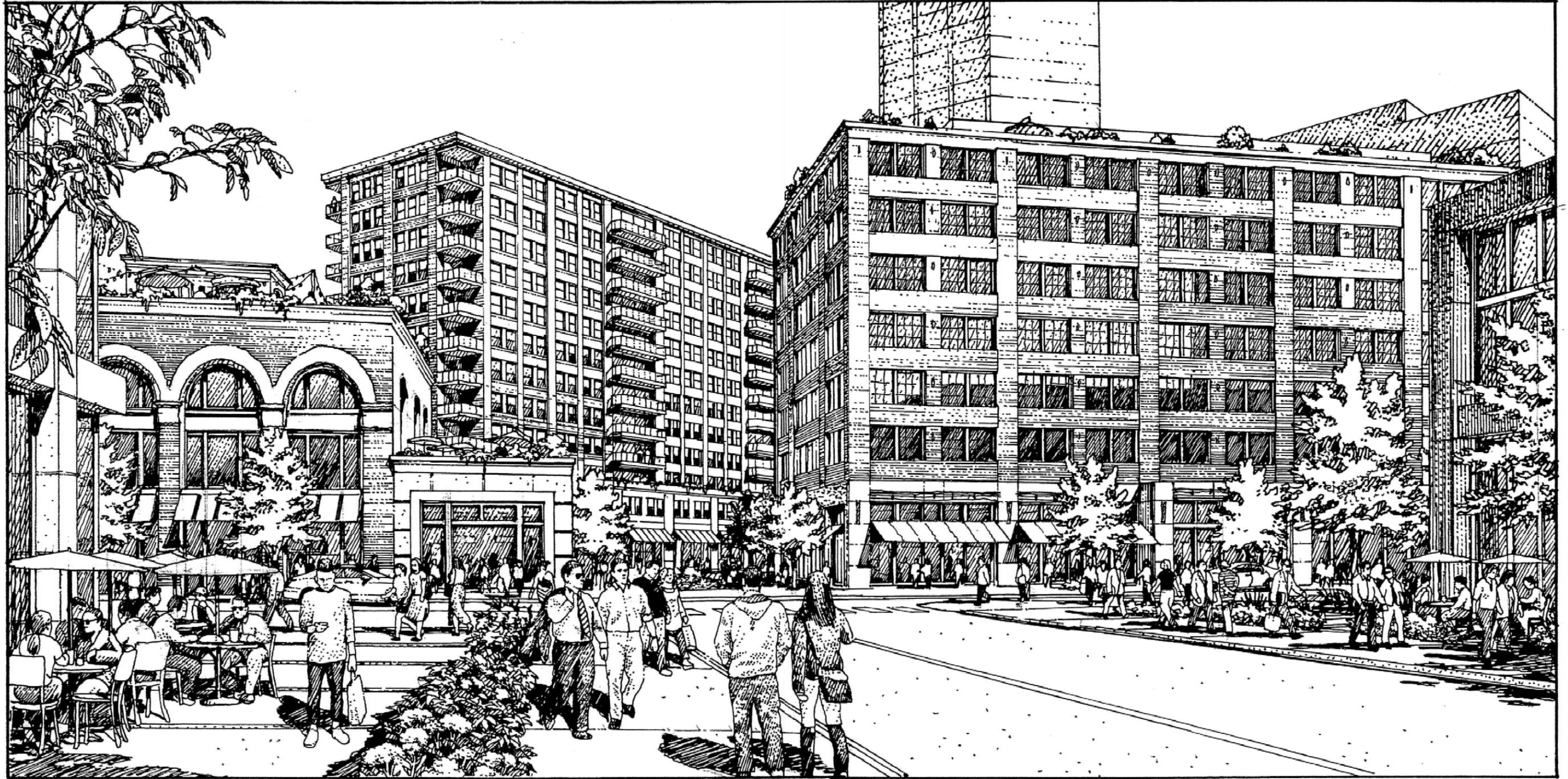


SOUTHPORT AVE. | pedestrian view looking south



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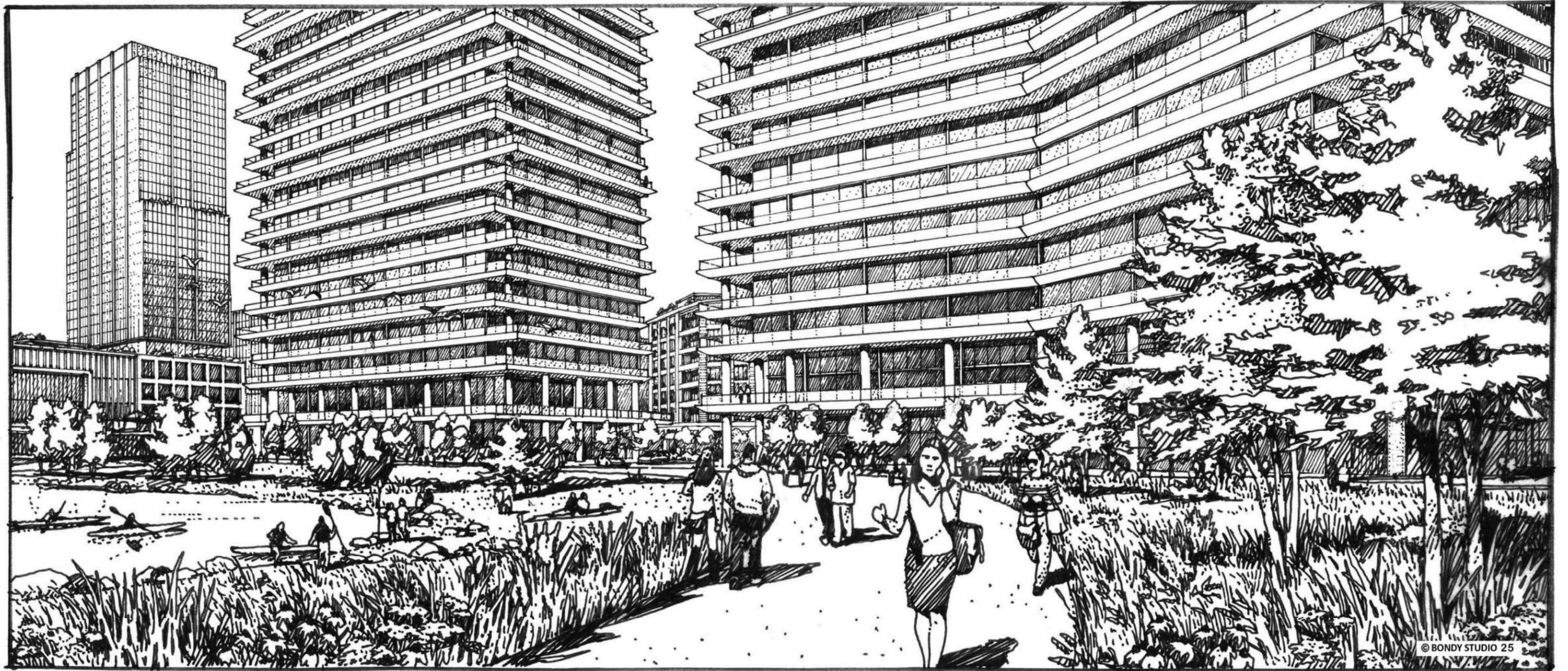
SOUTHPORT AVE. | dominick st. crossing looking east



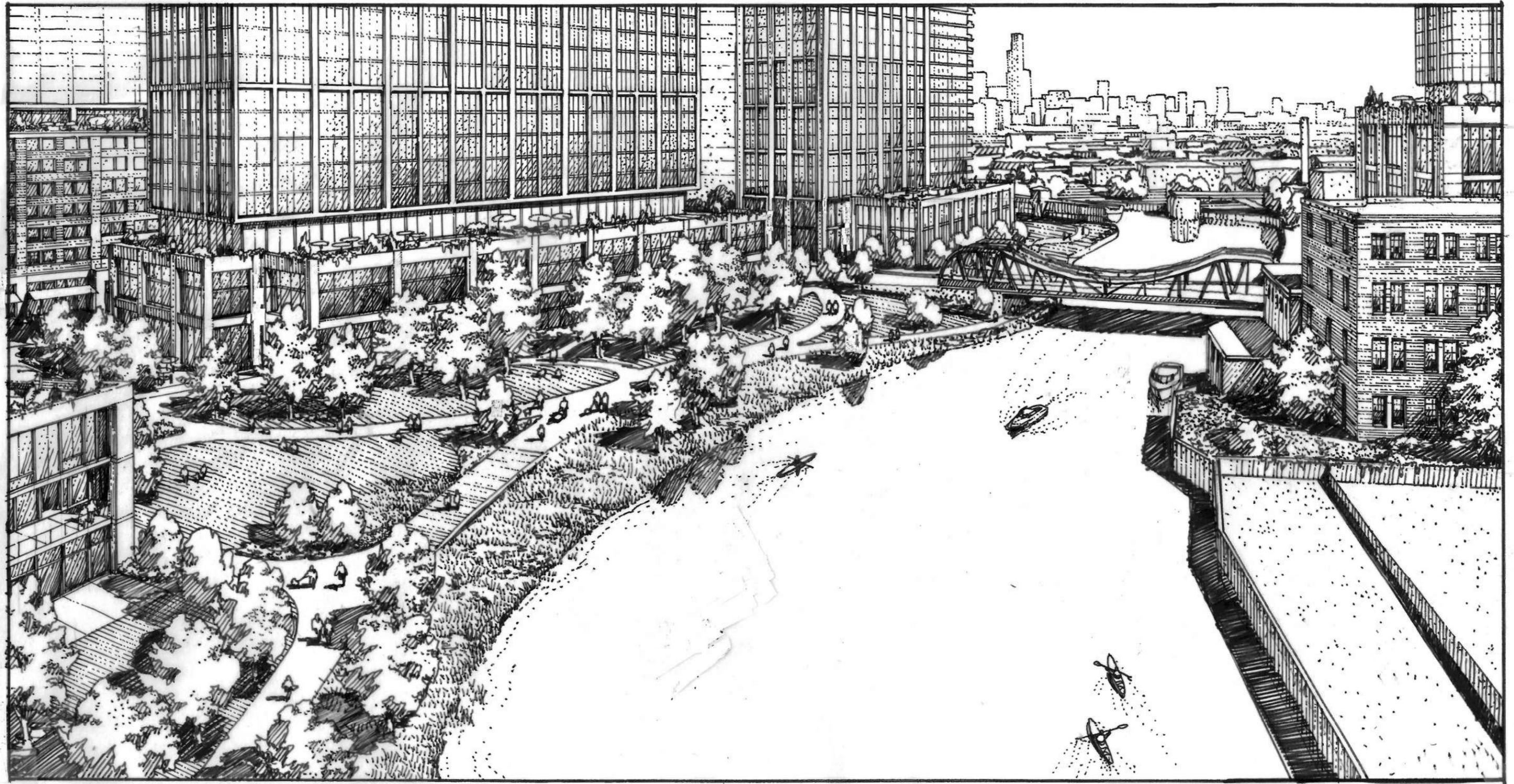
# TRIANGLE CENTRAL SQUARE | public space view looking south



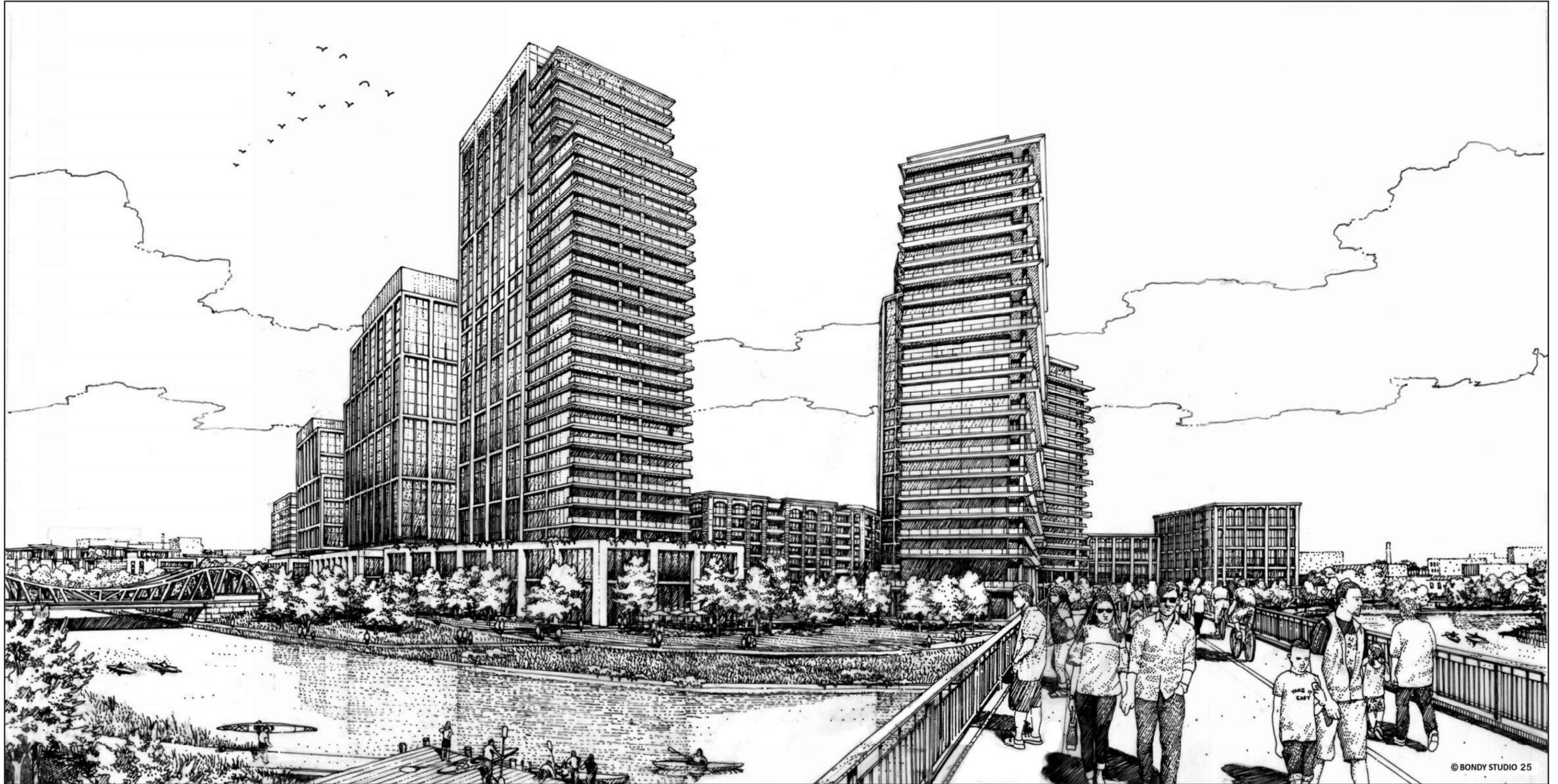
SOUTH RIVER FRONTAGE | riverwalk looking north



NORTH RIVER FRONTAGE | riverwalk aerial looking south



WEST RIVER FRONTAGE | 606 extension looking north



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