CHICAGO

DPD | CHICAGO DEPARTMENT OF PLANNING & DEVELOPMENT

CHICAGO PLAN COMMISSION
Department of Planning and Development

ENCUENTRO SQUARE- PHASE I

3735 -45 W CORTLAND ST & 1805 N HAMLIN AVE(26TH Ward)

ENCUENTRO SQUARE I LIMITED PARTNERSHIP

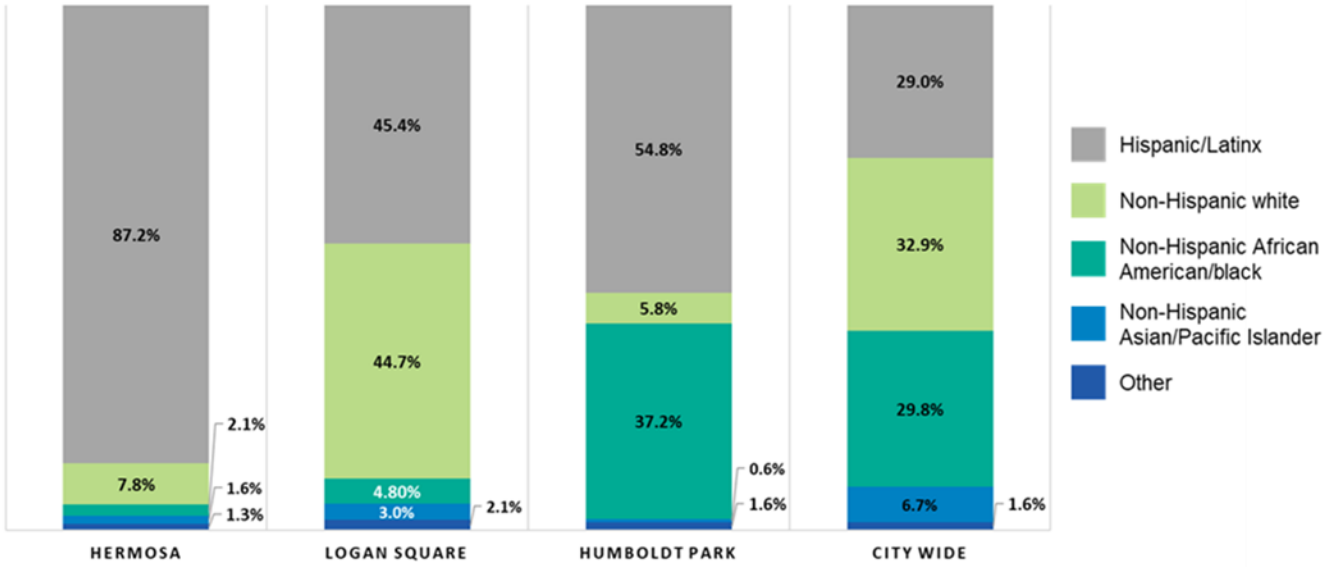
04/21/2020

Community Area Snap Shot

IHS, Measuring the Impact of the 606, 2016

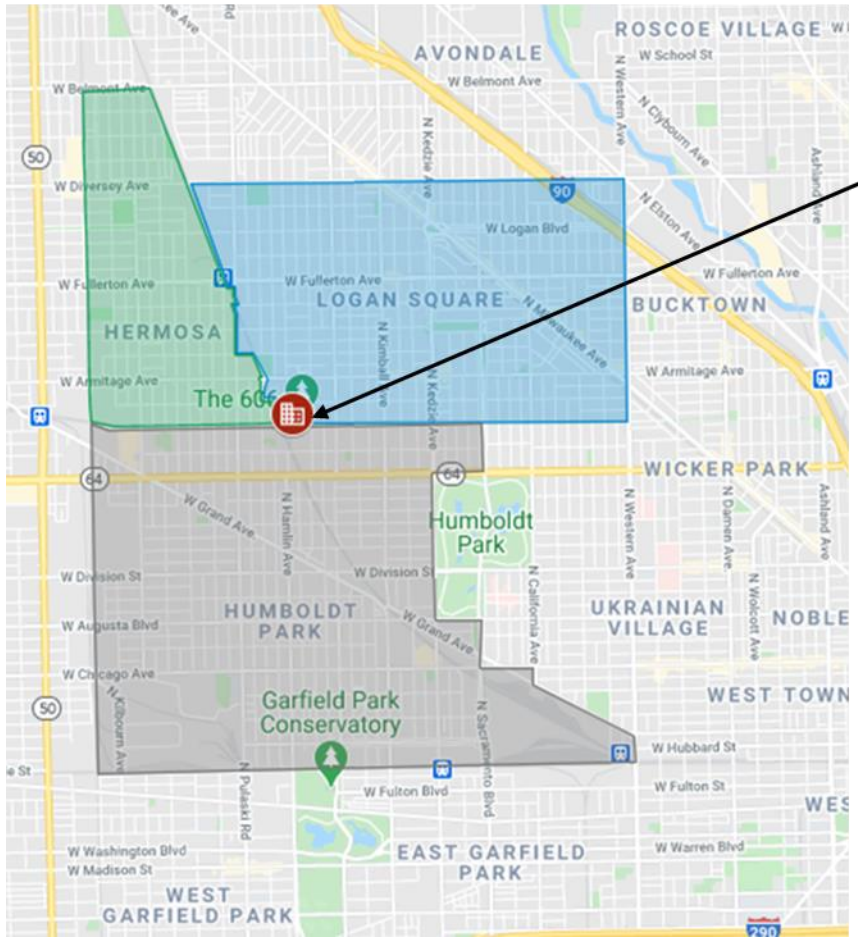
- Originally settled by German, Scandinavian and Russian immigrants; since 1970's majority Latinx population
- Gentrification has resulted in pressure on affordable housing stock, leading to changes in demographics
- Census data shows that Logan Square has seen a 20% decline in Latinx population since 2010.
- Institute for Housing Studies at DePaul University investigated the impact of the 606 Trail on home sales within a 'distance premium' in 2016
  - Distance premium accounts for home sale increase within one fifth of a mile from the 606
  - Single family homes selling along the western trail had a $100,000 premium doe to proximity to the 606.

Total Population Estimates (2012-2016)	
Hermosa	23,489
Logan Square	72,724
Humboldt Park	56,162
Chicago	2,716,462



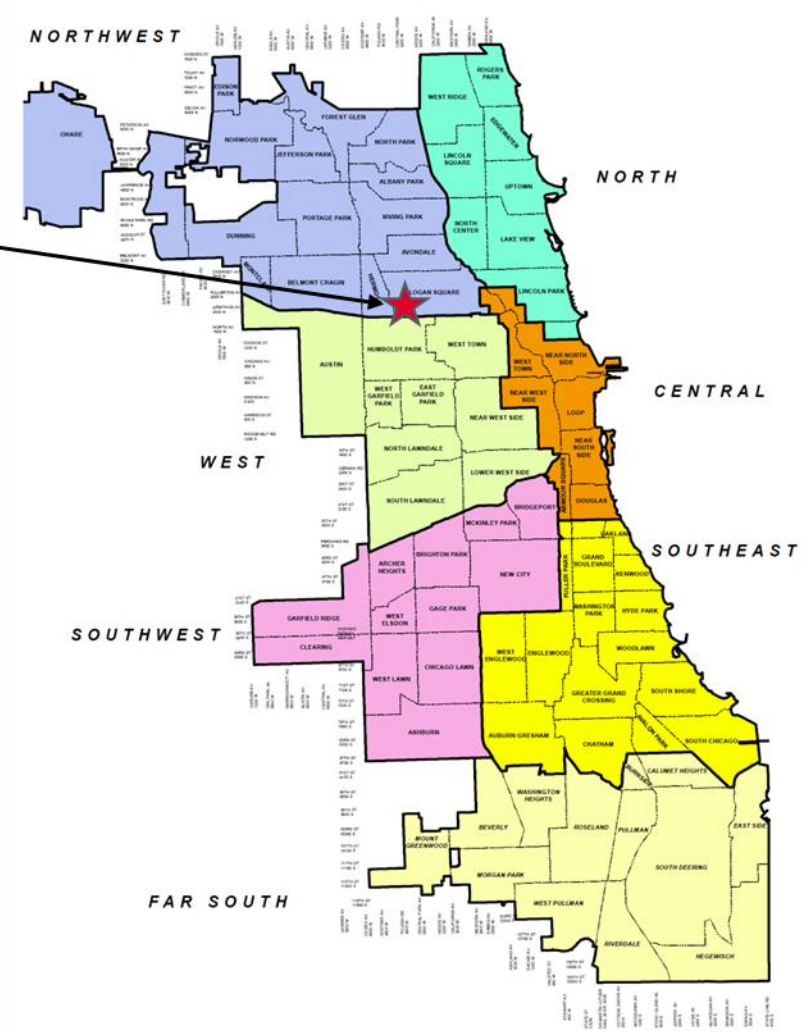
U.S. Census Bureau, American Community Survey 2014-2018

Community Area Snap Shot

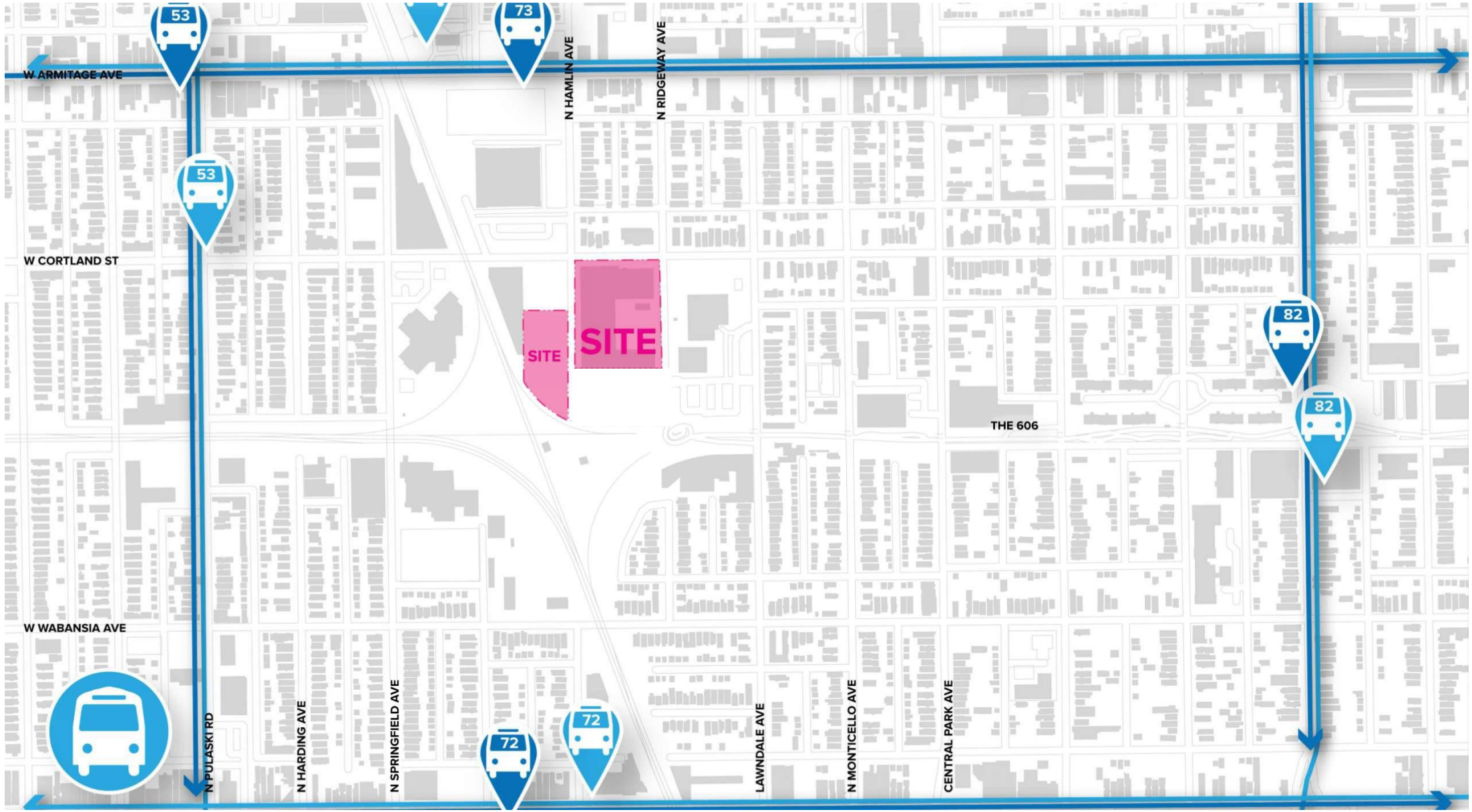


ENCUENTRO SQUARE SITE

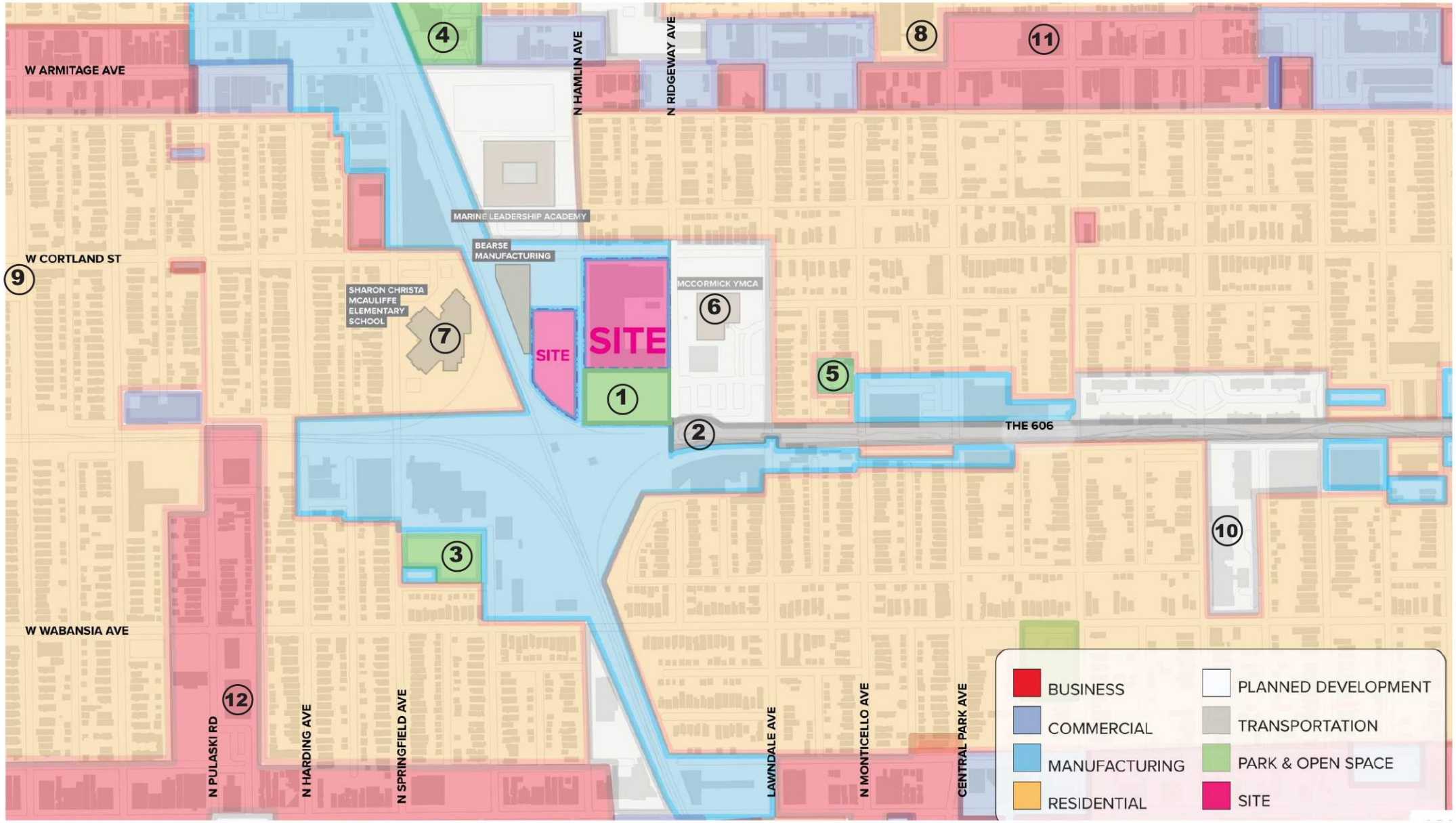
At nexus of **Logan Square, Hermosa, and Humboldt Park** Community Areas



SITE CONTEXT PLAN



SITE CONTEXT PLAN



PUBLIC PARKS

1. Future Phase Public Park
2. The 606
3. Beilfuss Park
4. Mozart (Amadeus) Park
5. Monticello Playlot Park
6. McCormick YMCA

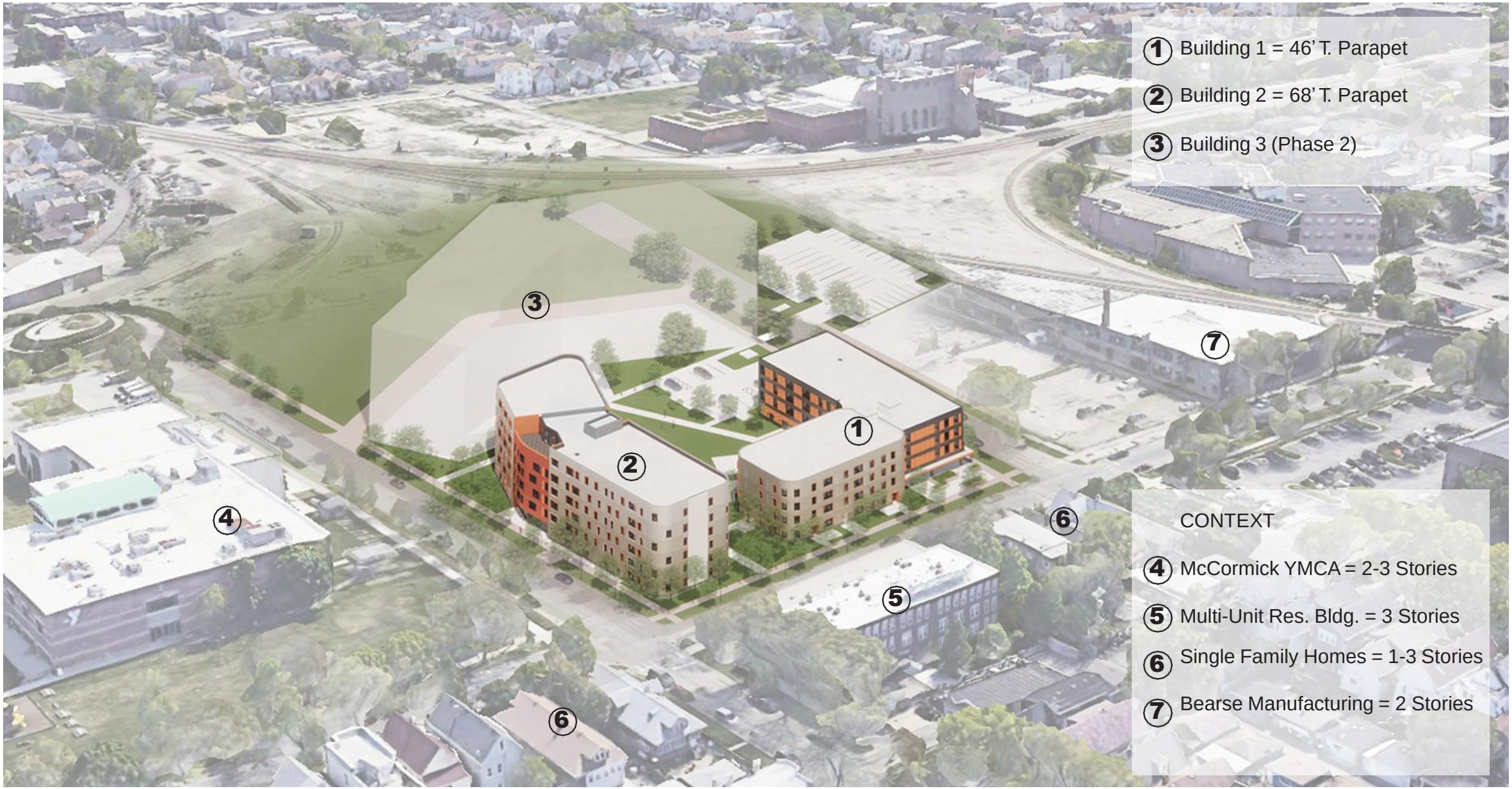
EDUCATIONAL INSTITUTIONS

7. Sharon Christa Mc Auliffe Elementary School
8. Funston Elementary School
9. Pritzker College Prep
10. Harriet Beecher Stowe Elementary School

NEIGHBORHOOD ANCHORS

11. Rico Fresh Market
12. Walgreens

LAND USE CONTEXT PLAN



AERIAL VIEW FROM NE DIRECTION

MID-RISE RESIDENTIAL BUILDING | CORTLAND STREET

SINGLE FAMILY RESIDENTIAL BLD | CORTLAND STREET

MCCORMICK YMCA | RIDGEWAY AVENUE

BEARSE MANUFACTURING | HAMLIN AVENUE

PARKING LOT | HAMLIN AVENUE

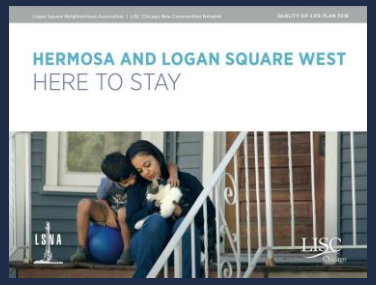
THE 606 TRAIL

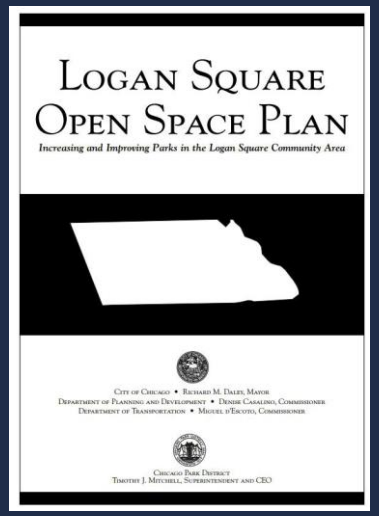
PEDESTRIAN CONTEXT

PEDESTRIAN CONTEXT RENDERING

PEDESTRIAN CONTEXT RENDERING

Planning Context





HERMOSA & LOGAN SQUARE WEST: HERE TO STAY: QUALITY OF LIFE PLAN (LISC CHICAGO, 2018)

HEALTH ACTION PLAN: ENCUENTRO SQUARE (LUCHA-EREG-IPHI-Enterprise 2021)

INVEST SOUTH/WEST (CITY OF CHICAGO DEPARTMENT OF PLANNING & DEVELOPMENT, MARCH 2020)

LOGAN SQUARE OPEN SPACE PLAN (CHICAGO PLAN COMMISSION, JULY 2004)

DESIGN EXCELLENCE: GUIDING PRINCIPLES (CITY OF CHICAGO DEPARTMENT OF PLANNING AND DEVELOPMENT, SEPTEMBER 2020)

DESIGN EXCELLENCE: NEIGHBORHOOD DESIGN GUIDELINES (CITY OF CHICAGO DEPARTMENT OF PLANNING AND DEVELOPMENT, SEPTEMBER 2020)

2021 DOH ARCHITECTURAL TECHNICAL STANDARDS MANUAL

Project Timeline + Community Outreach

Interviews w/ potential health partners, community partners

LSNA
LSNA Parent Mentors
McAuliffe Elementary School
McCormick YMCA
Esperanza Health Centers
Lurie Children's Hospital
La Rabida Children's Hospital
PrimeCare Community Health
Farm on Ogden
University of Illinois Hospital

Team participates as part of Enterprise Chicago HAP cohort

Team hosts 2 meetings to discuss health & housing

Meetings w/ the Trust for Public Land -Discuss how to bring affordable housing to Magid Glove site

Tax Credit Award

PD Intake Submission

Committee on Design

Plan Commission

5/2018 — 10/2019 — 3/2020 — 6-7/2020 — 9/17/2021 — 10/2021 — 4/2022 — 8/2022

LUCHA, EREG, JGMA, Children's Place Association & YMCA 1st Meeting regarding Magid Glove site project

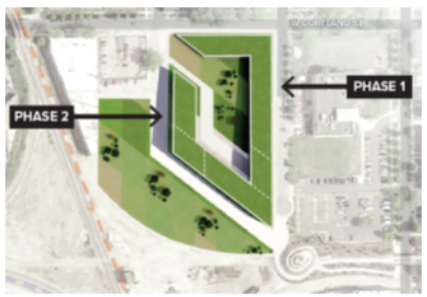
Canopy A+D joins team

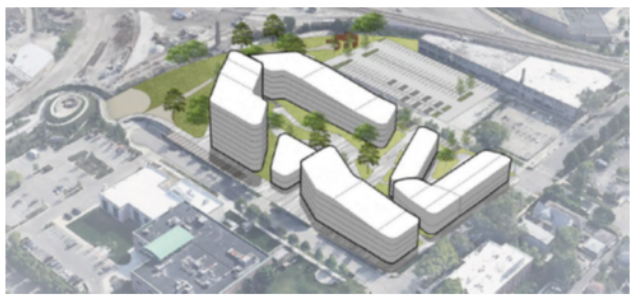
Tax Credit application

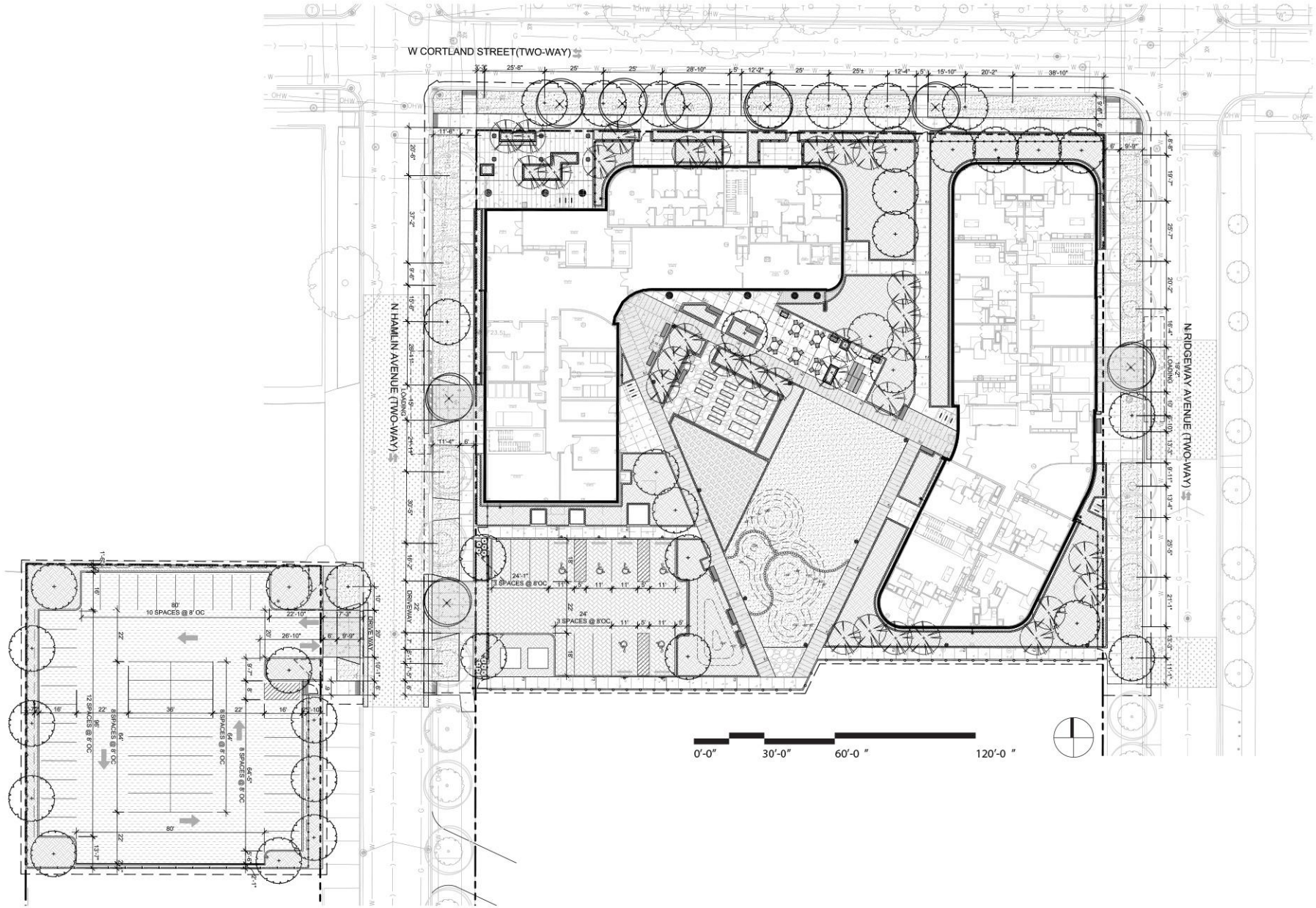
Team hosts 3 community meetings to review initial designs

Team hosts public meeting to review project design

Closing/ Start Construction







WEST PARKING LOT VEHICULAR USE AREA CALCULATIONS

46 SPACE PARKING LOT

TOTAL VEHICULAR USE AREA:	13,128 SF
REQUIRED INTERNAL LANDSCAPED AREA:	7.5% x 12,984 = 985 SF
ACTUAL LANDSCAPED AREA:	2,357 SF
REQUIRED INTERNAL TREE PLANTING:	985/125 = 8
ACTUAL TREE PLANTING:	8

EAST PARKING LOT VEHICULAR USE AREA CALCULATIONS

11 SPACE PARKING LOT INCLUDING 6 ACCESSIBLE SPACES

TOTAL VEHICULAR USE AREA:	4,307 SF
REQUIRED INTERNAL LANDSCAPED AREA:	5% x 4,307= 215 SF
ACTUAL LANDSCAPED AREA:	2,130 SF
REQUIRED INTERNAL TREE PLANTING:	215/125 = 2
ACTUAL TREE PLANTING:	3

CHICAGO SUSTAINABLE DEVELOPMENT POLICY

4.1 WORKING LANDSCAPES

TO ACHIEVE 5 POINTS THE AT-GRADE LANDSCAPED AREAS MUST MEET TWO OF THE FOLLOWING THREE CRITERIA FOR A MINIMUM OF 5 YEARS.

1. 60% OF THE SPECIES MUST BE NATIVE (STRAIGHT SPECIES OR CULTIVARS)
2. THE LANDSCAPE PLAN MUST PROVIDE AT LEAST 3 OF THE FOLLOWING PLANT STRUCTURE TYPES: TREES, SHRUBS, FORBS, OR GRAMINOIDES (EXCLUDING TURF GRASS).
3. 40% OF THE LANDSCAPED AREA MUST BE DEDICATED TO THE PRODUCTION OF FOOD FOR LANDSCAPED AREAS LARGER THAN 500 SQUARE FEET.

NOTE TO REVIEWER:

CSDP CREDIT 4.1 WORKING LANDSCAPES IS EARNED BECAUSE THE PROJECT PROVIDES

1. 60% OF THE SPECIES MUST BE NATIVE (STRAIGHT SPECIES OR CULTIVARS) AND
2. THE LANDSCAPE PLAN PROVIDES AT LEAST (3) OF THE FOLLOWING PLANT STRUCTURE TYPES: TREES, SHRUBS, FORBS, OR GRAMINOIDS (EXCLUDING TURF GRASS)

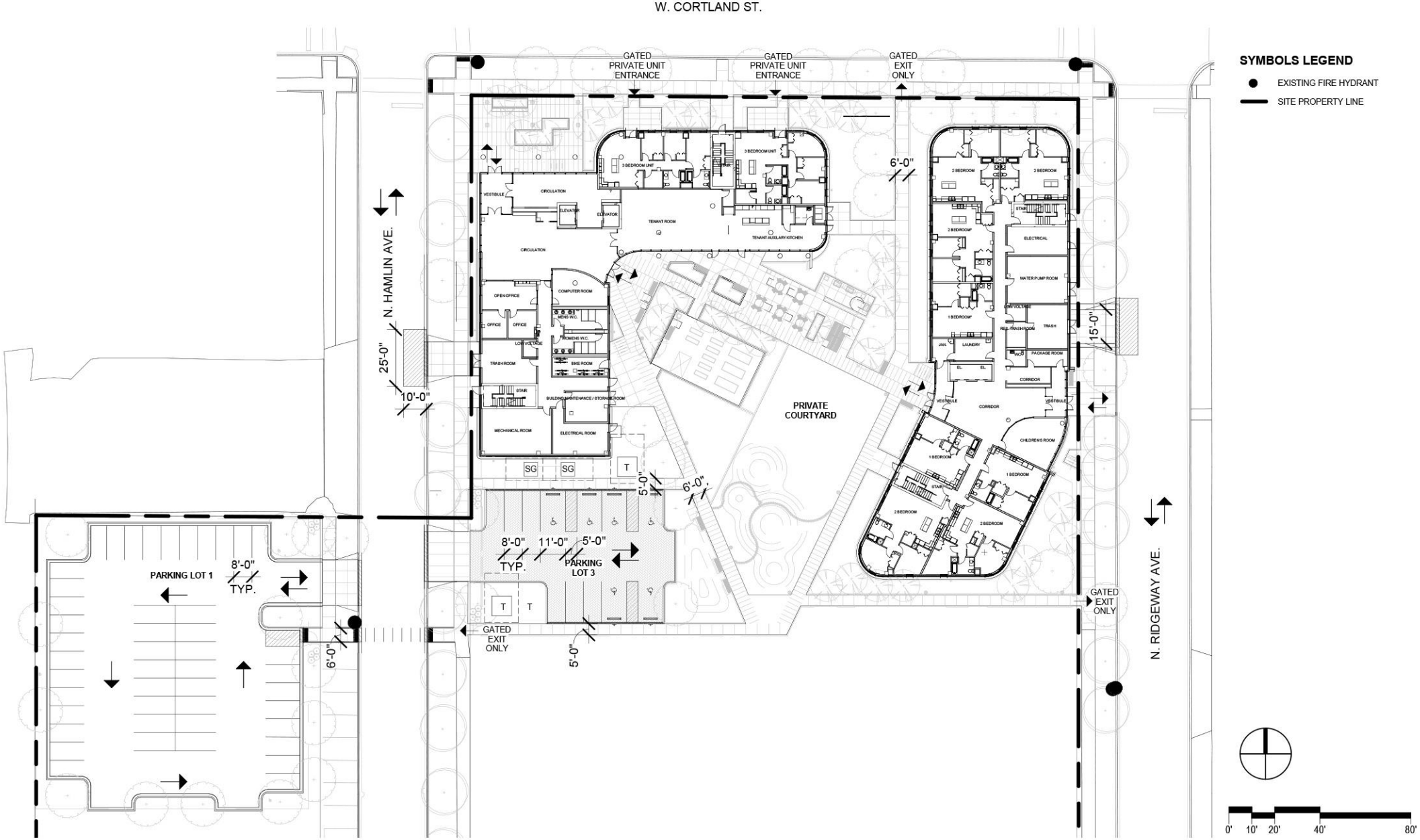
4.3 TREE PLANTING

THE AVERAGE LIFESPAN OF A PARKWAY TREE IN CHICAGO IS 10 TO 15 YEARS. PROVIDING MORE SOIL VOLUME WILL EXTEND THE LIFE AND THE CANOPY OF A TREE. TO EARN 5 POINTS PROJECTS MUST PROVIDE A MINIMUM OF 500 CUBIC FEET OF SOIL VOLUME PER TREE, WITH A MINIMUM DEPTH OF 2.5 FEET. WHEN PLANTED TOGETHER, TREES CAN SHARE SOIL VOLUMES AND OVERLAP UP TO 33% WITH EACH TREE HAVING A MINIMUM SOIL VOLUME OF 300 CUBIC FEET.

NOTE TO REVIEWER:

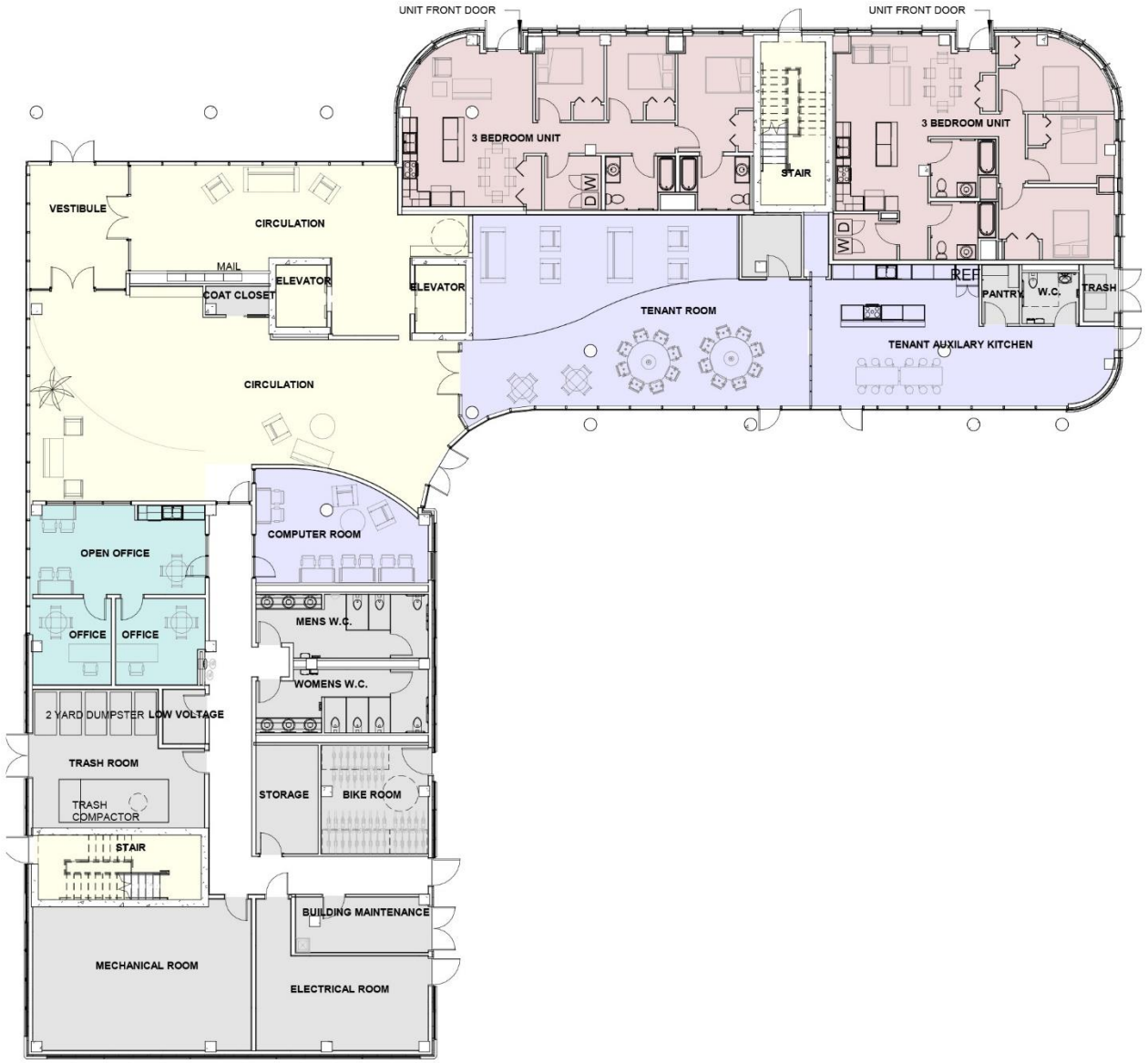
CSDP CREDIT 4.3 TREE PLANTING IS EARNED BECAUSE THE PROJECT PROVIDES A MINIMUM OF 500 CUBIC FEET OF SOIL VOLUME PER TREE, WITH A MINIMUM DEPTH OF 2.5 FEET OR, WHEN PLANTED TOGETHER, TREES CAN SHARE SOIL VOLUMES AND OVERLAP UP TO 33% WITH EACH TREE HAVING A MINIMUM SOIL VOLUME OF 300 CUBIC FEET.

SITE + GROUND FLOOR LANDSCAPE PLAN



SITE + GROUND FLOOR PLAN

ENCUENTRO SQUARE - PHASE 1
BUILDING 1



BUILDING 1 UNIT COUNTS

TOTAL
(6) ONE BEDROOM UNITS
(12) TWO BEDROOM UNITS
(14) THREE BEDROOM UNITS

LEVEL 01
(2) THREE BEDROOM UNITS

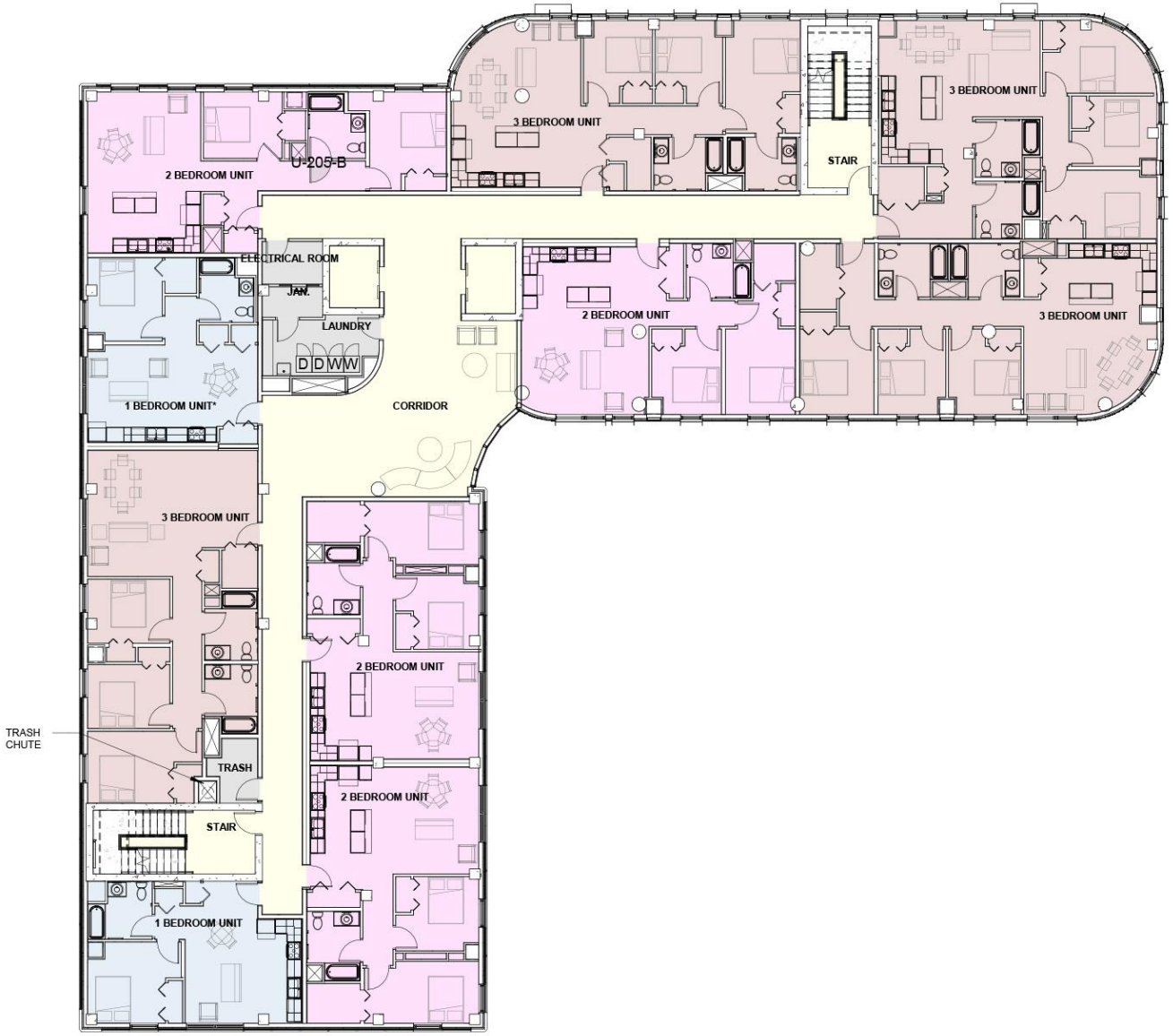
TYPICAL LEVEL (LEVEL 02, 03, 04)
(2) ONE BEDROOM UNITS
(4) TWO BEDROOM UNITS
(4) THREE BEDROOM UNITS

Legend

- 3 BEDROOM
- ADMINISTRATIVE
- AMENITY
- CIRCULATION
- SERVICES

0" 4'-0" 8'-0" 16'-0" 32'-0"

TYPICAL FLOOR PLANS - LEVEL 1



BUILDING 1 UNIT COUNTS

TOTAL
(6) ONE BEDROOM UNITS
(12) TWO BEDROOM UNITS
(14) THREE BEDROOM UNITS

LEVEL 01
(2) THREE BEDROOM UNITS

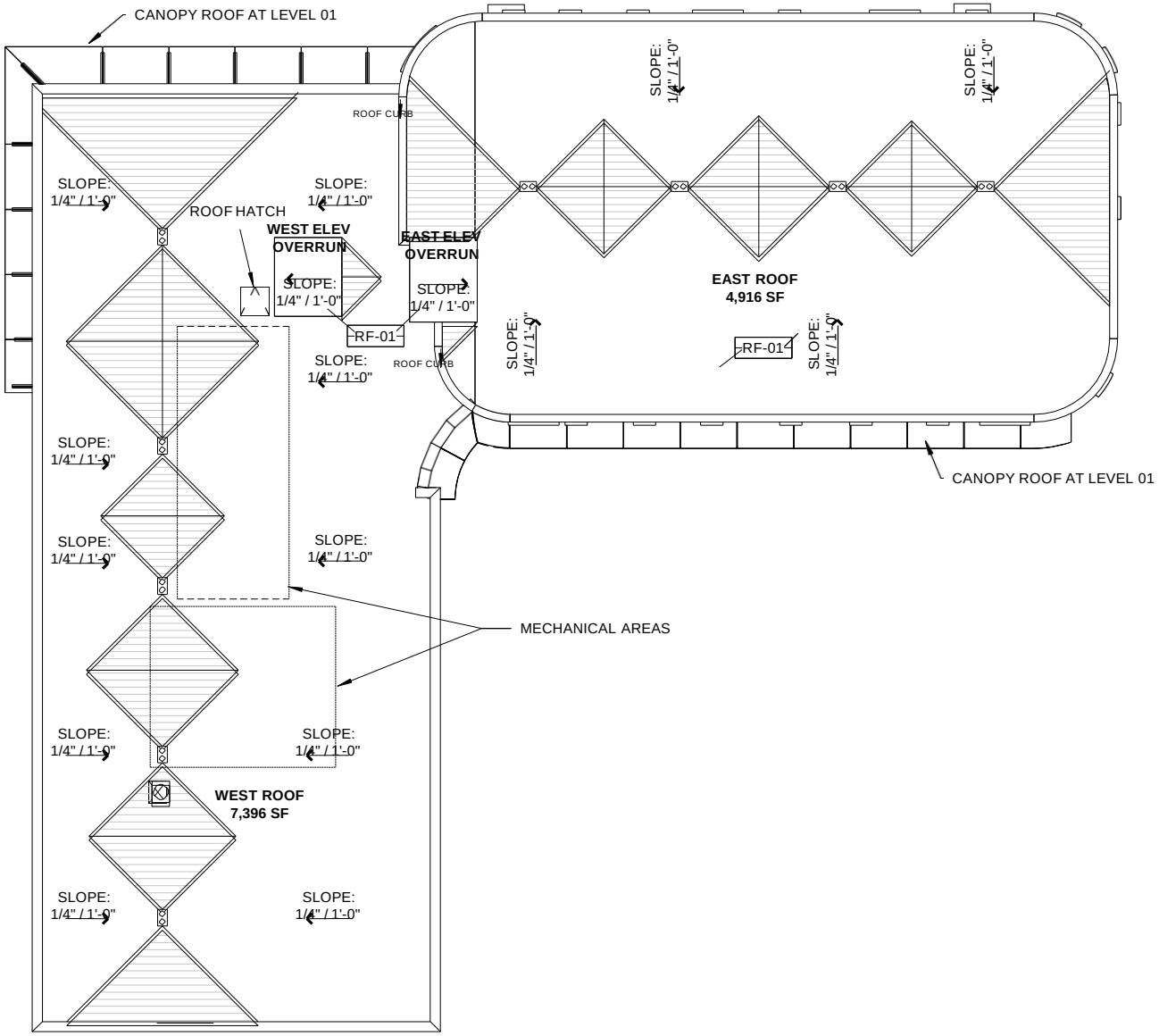
TYPICAL LEVEL (LEVEL 02, 03, 04)
(2) ONE BEDROOM UNITS
(4) TWO BEDROOM UNITS
(4) THREE BEDROOM UNITS

Legend

- 1 BEDROOM
- 2 BEDROOM
- 3 BEDROOM
- CIRCULATION
- SERVICES

0" 4'-0" 8'-0" 16'-0" 32'-0"

TYPICAL FLOOR PLANS - LEVEL 2-4

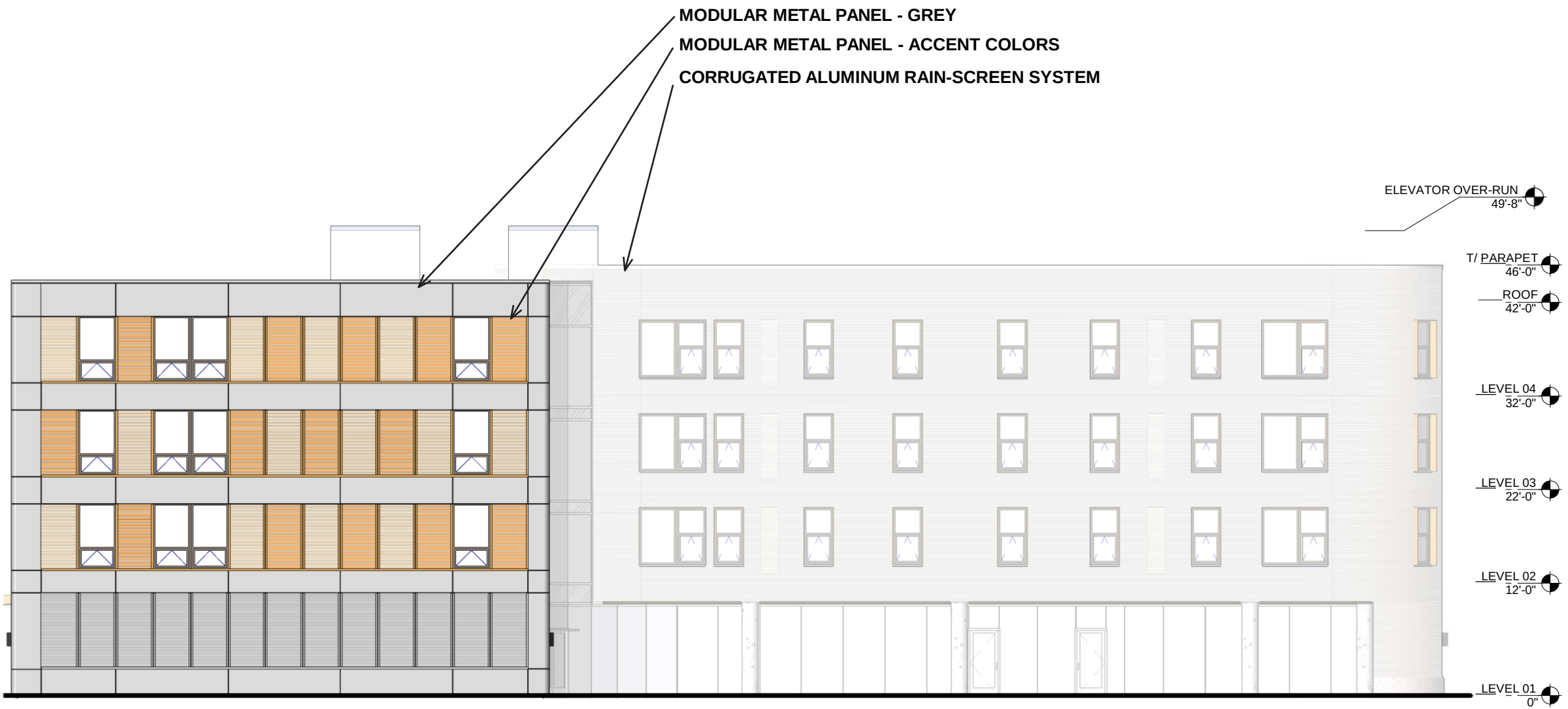


0" 4'-0" 8'-0" 16'-0" 32'-0"

ROOF PLAN

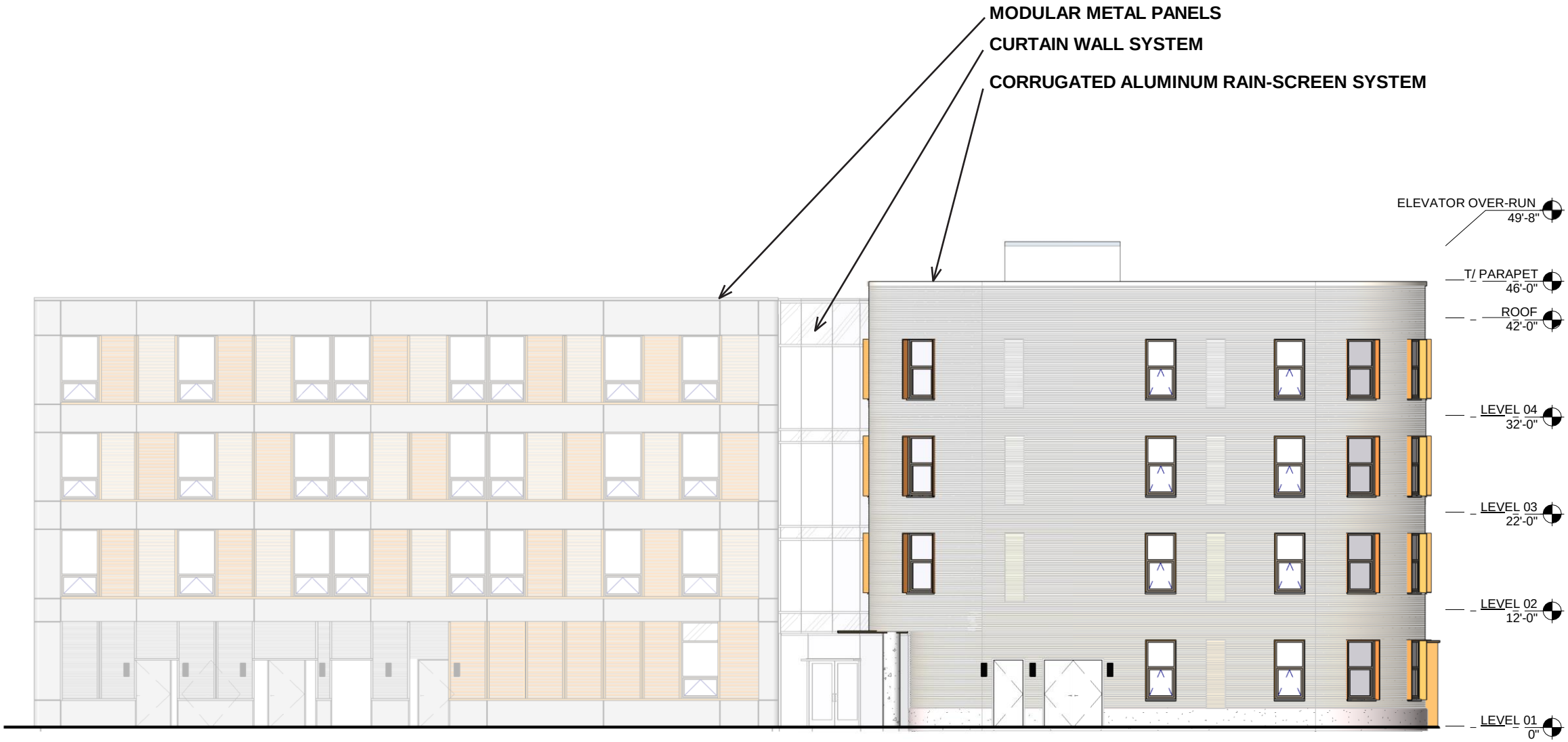
NORTH ELEVATION

BUILDING ELEVATION (NORTH)



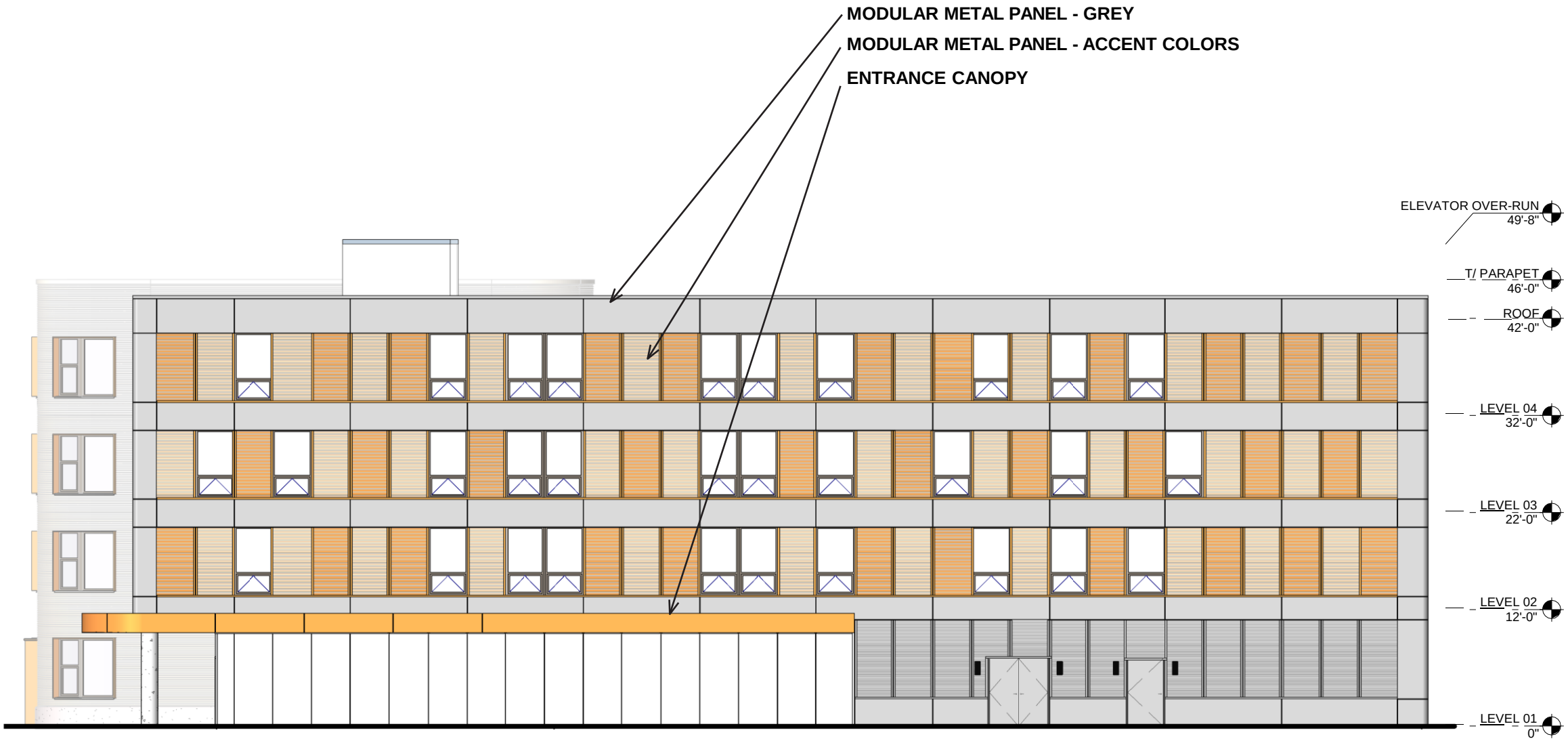
SOUTH ELEVATION

BUILDING ELEVATION (SOUTH)



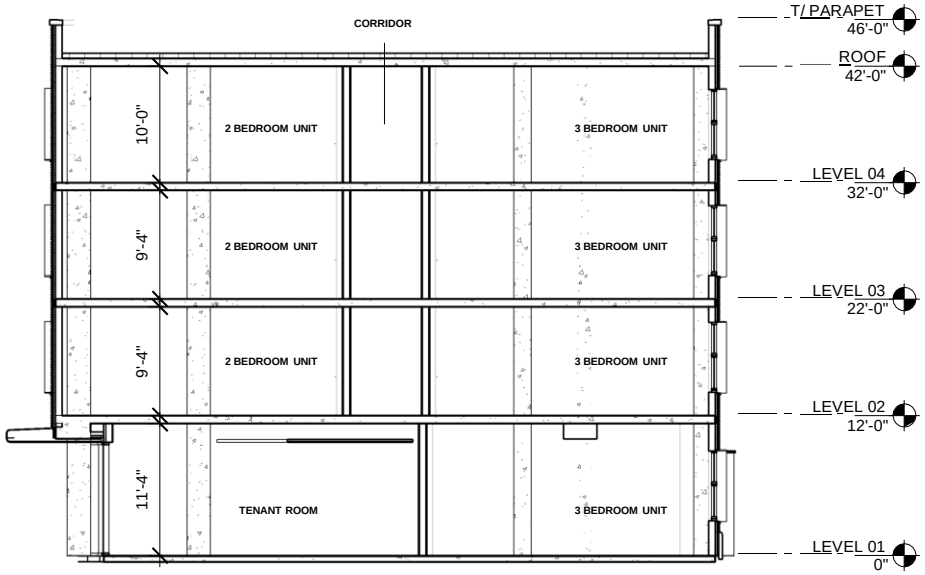
EAST ELEVATION

BUILDING ELEVATION (EAST)

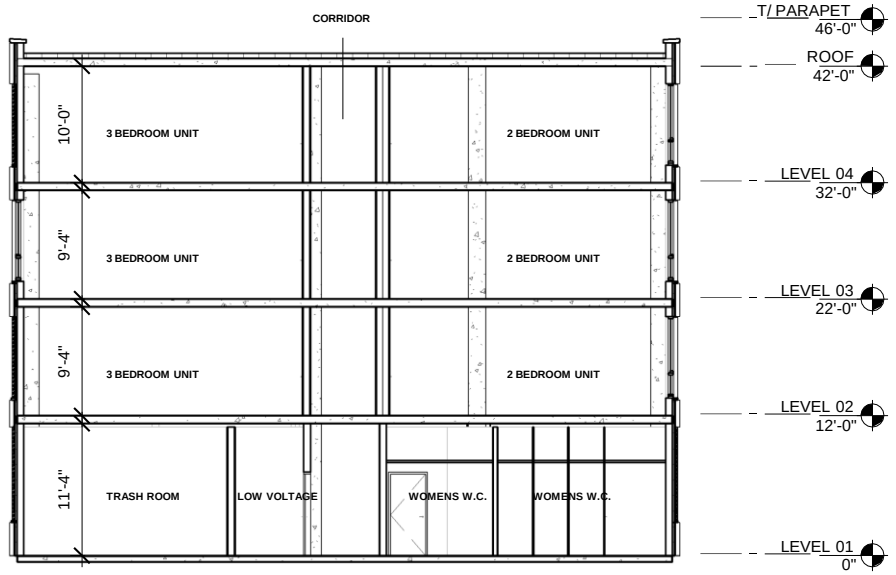


WEST ELEVATION

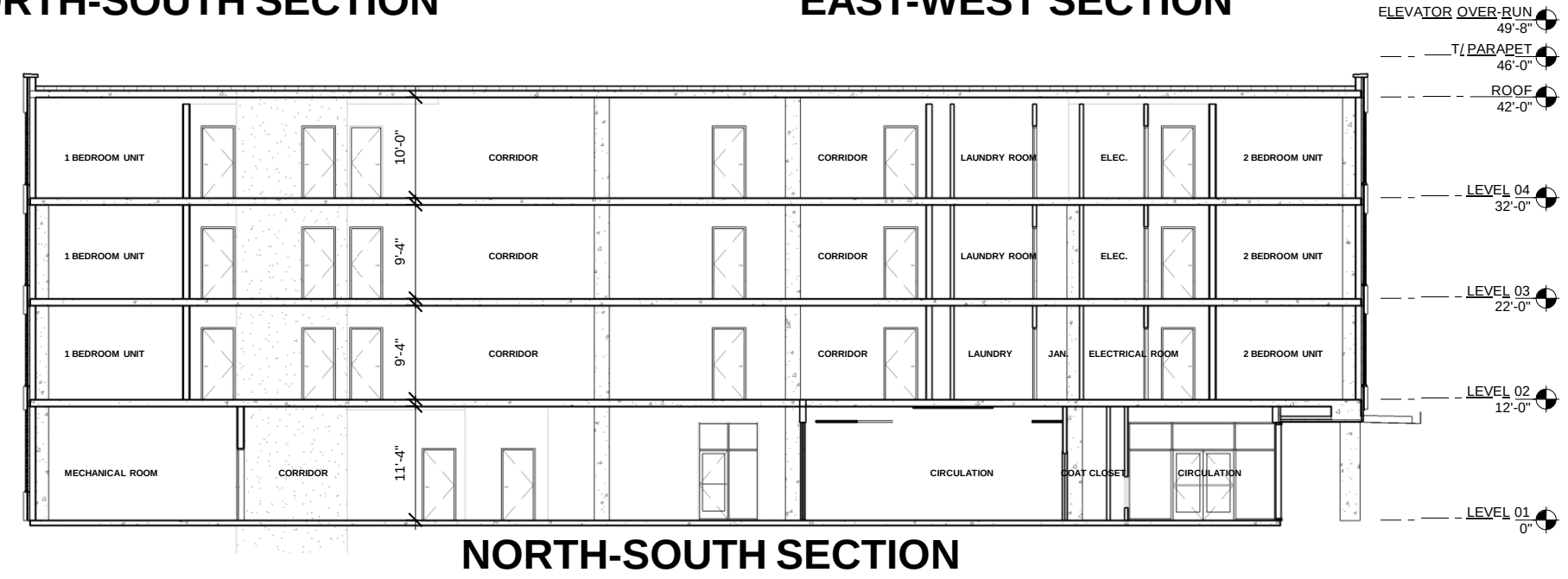
BUILDING ELEVATION (WEST)



NORTH-SOUTH SECTION

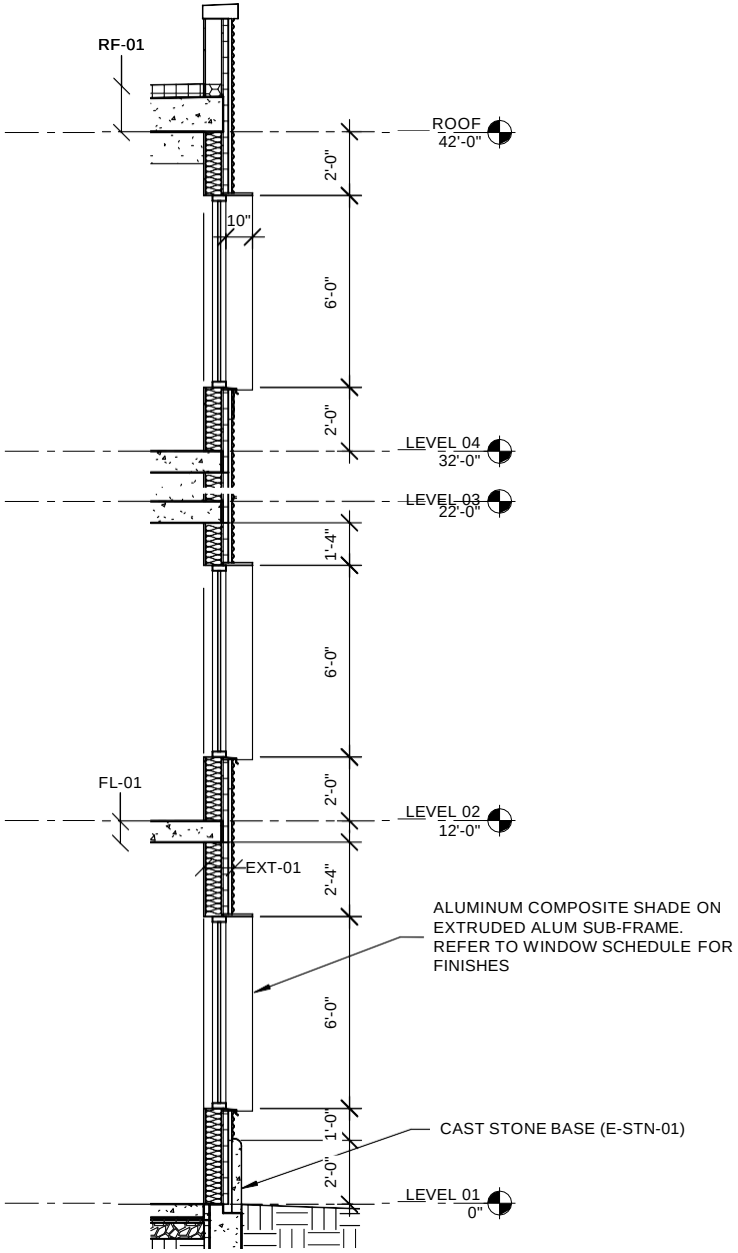


EAST-WEST SECTION

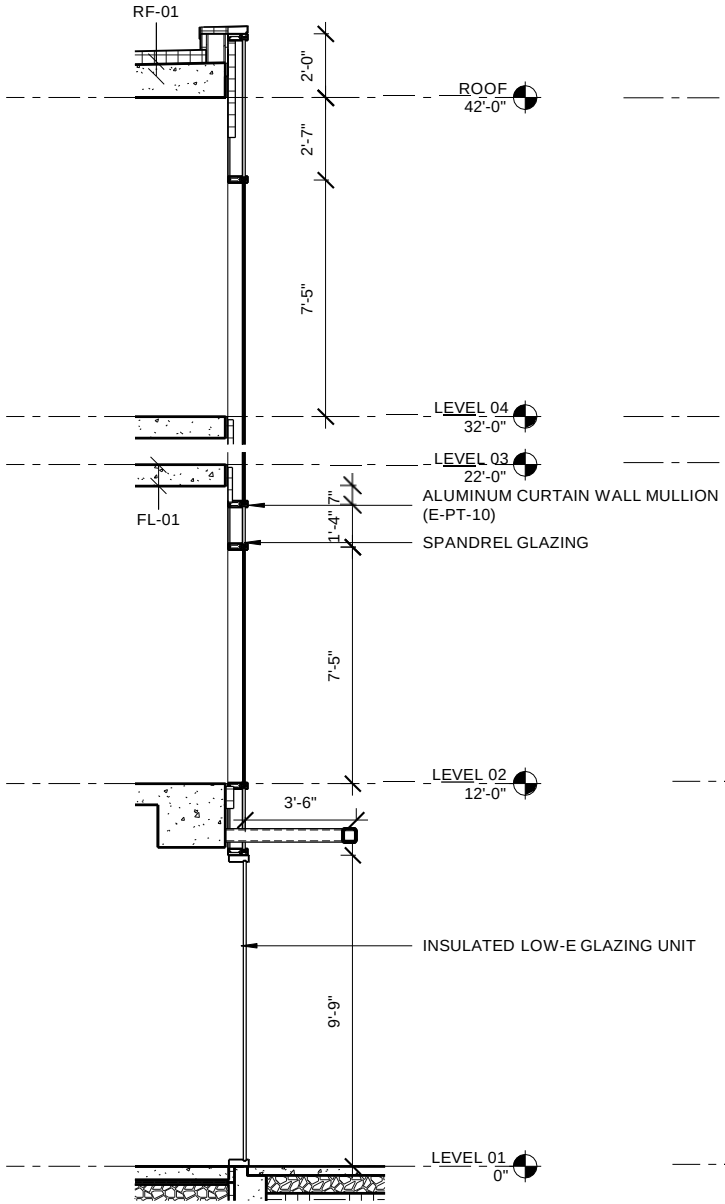


NORTH-SOUTH SECTION

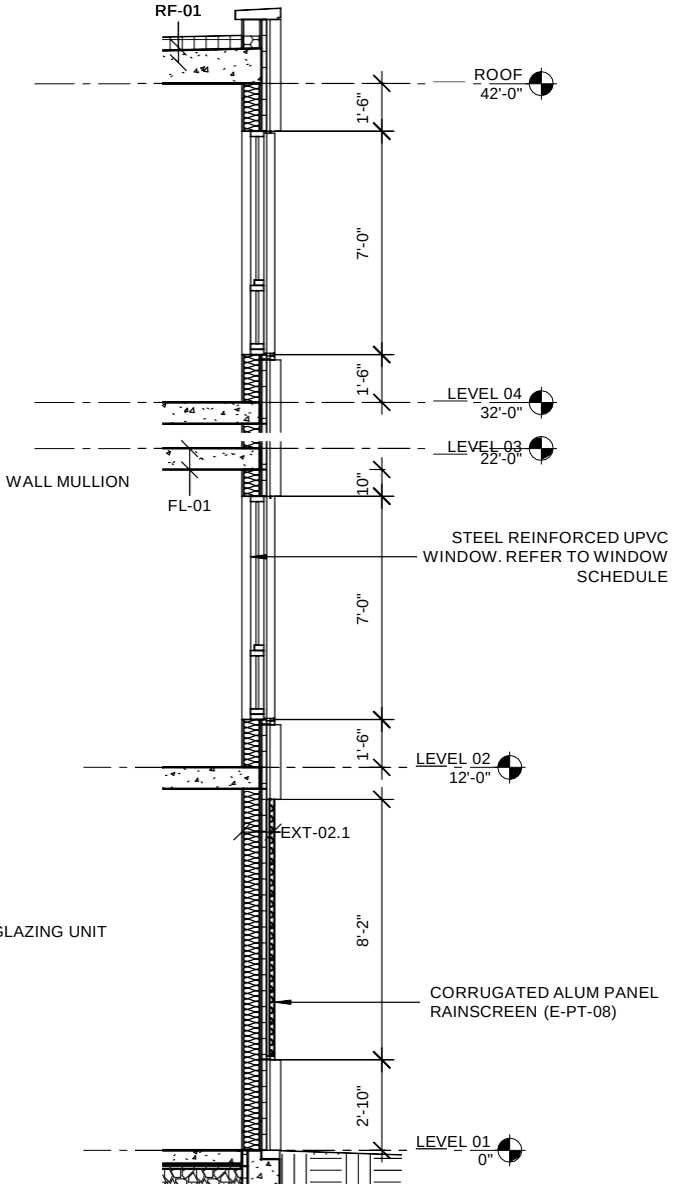
BUILDING SECTIONS



WALL SECTIONS - EXT-01



WALL SECTIONS - EXT-CW-01



WALL SECTIONS - EXT-02

FAÇADE SECTIONS

ENCUENTRO SQUARE - PHASE 1
BUILDING 2

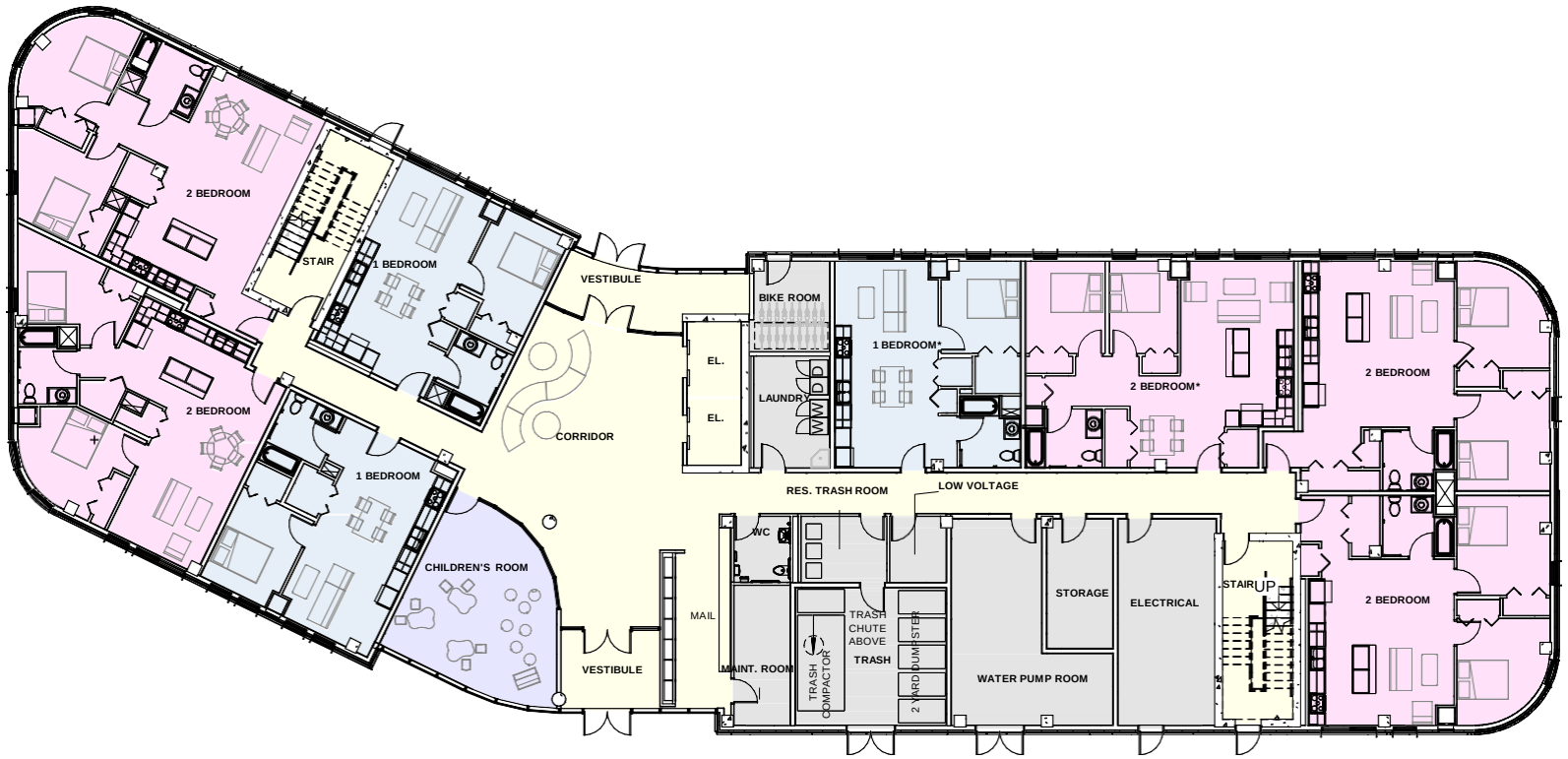
BUILDING 2 UNIT COUNTS

TOTAL
(13) ONE BEDROOM UNITS
(35) TWO BEDROOM UNITS
(9) THREE BEDROOM UNITS

LEVEL 01
(3) ONE BEDROOM UNITS
(5) TWO BEDROOM UNITS

TYPICAL LEVEL (LEVEL 02, 03, 04, 05)
(2) ONE BEDROOM UNITS
(6) TWO BEDROOM UNITS
(2) THREE BEDROOM UNITS

LEVEL 06
(2) ONE BEDROOM UNITS
(6) TWO BEDROOM UNITS
(1) THREE BEDROOM UNITS



Legend

- 1 BEDROOM
- 2 BEDROOM
- AMENITY
- CIRCULATION
- SERVICES

0" 4'-0" 8'-0" 16'-0" 32'-0"

TYPICAL FLOOR PLANS - LEVEL 1

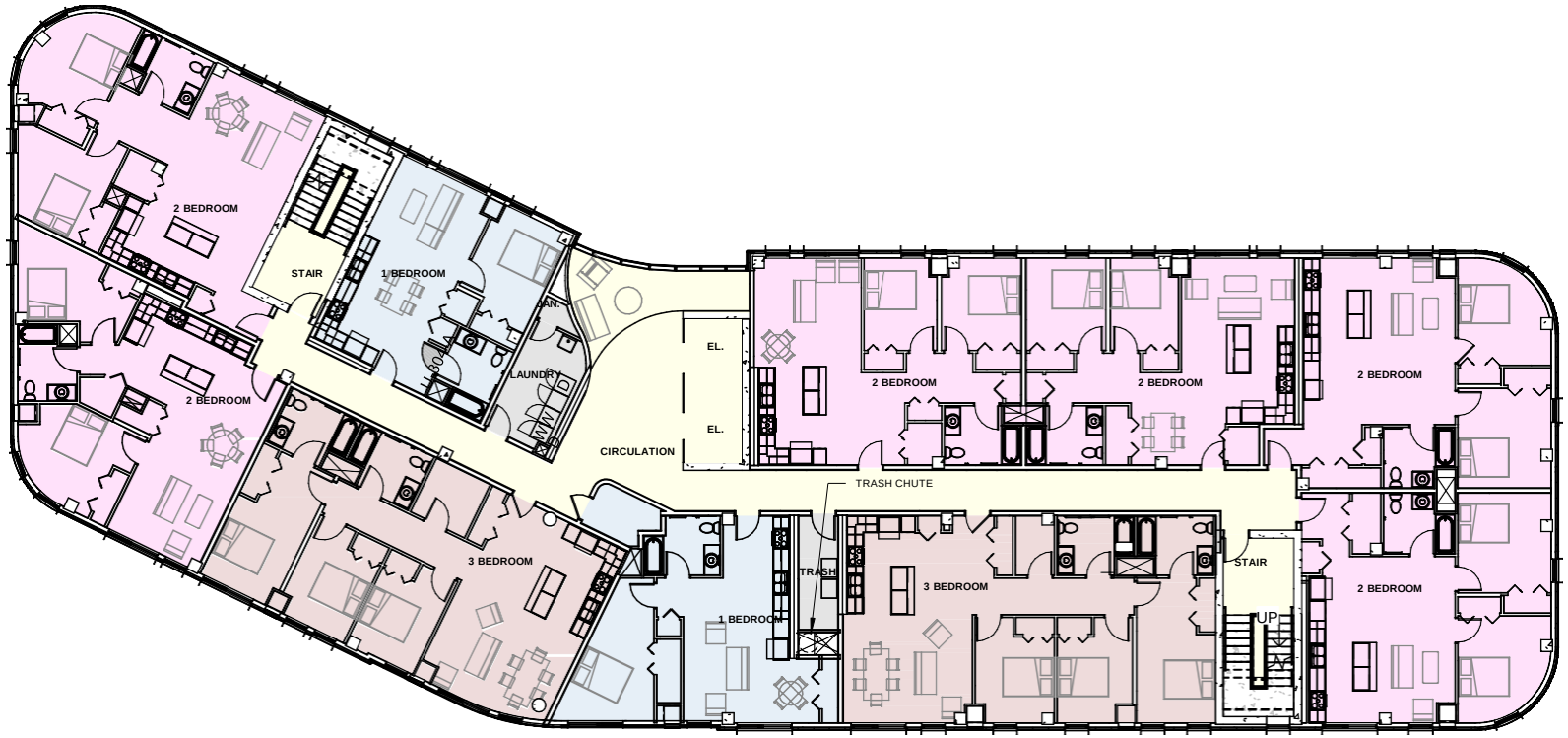
BUILDING 2 UNIT COUNTS

TOTAL
(13) ONE BEDROOM UNITS
(35) TWO BEDROOM UNITS
(9) THREE BEDROOM UNITS

LEVEL 01
(3) ONE BEDROOM UNITS
(5) TWO BEDROOM UNITS

TYPICAL LEVEL (LEVEL 02, 03, 04, 05)
(2) ONE BEDROOM UNITS
(6) TWO BEDROOM UNITS
(2) THREE BEDROOM UNITS

LEVEL 06
(2) ONE BEDROOM UNITS
(6) TWO BEDROOM UNITS
(1) THREE BEDROOM UNITS



Legend

- 1 BEDROOM
- 2 BEDROOM
- 3 BEDROOM
- CIRCULATION
- SERVICES

0" 4'-0" 8'-0" 16'-0" 32'-0"

TYPICAL FLOOR PLANS - LEVEL 2-5

BUILDING 2 UNIT COUNTS

TOTAL
(13) ONE BEDROOM UNITS
(35) TWO BEDROOM UNITS
(9) THREE BEDROOM UNITS

LEVEL 01
(3) ONE BEDROOM UNITS
(5) TWO BEDROOM UNITS

TYPICAL LEVEL (LEVEL 02, 03, 04, 05)
(2) ONE BEDROOM UNITS
(6) TWO BEDROOM UNITS
(2) THREE BEDROOM UNITS

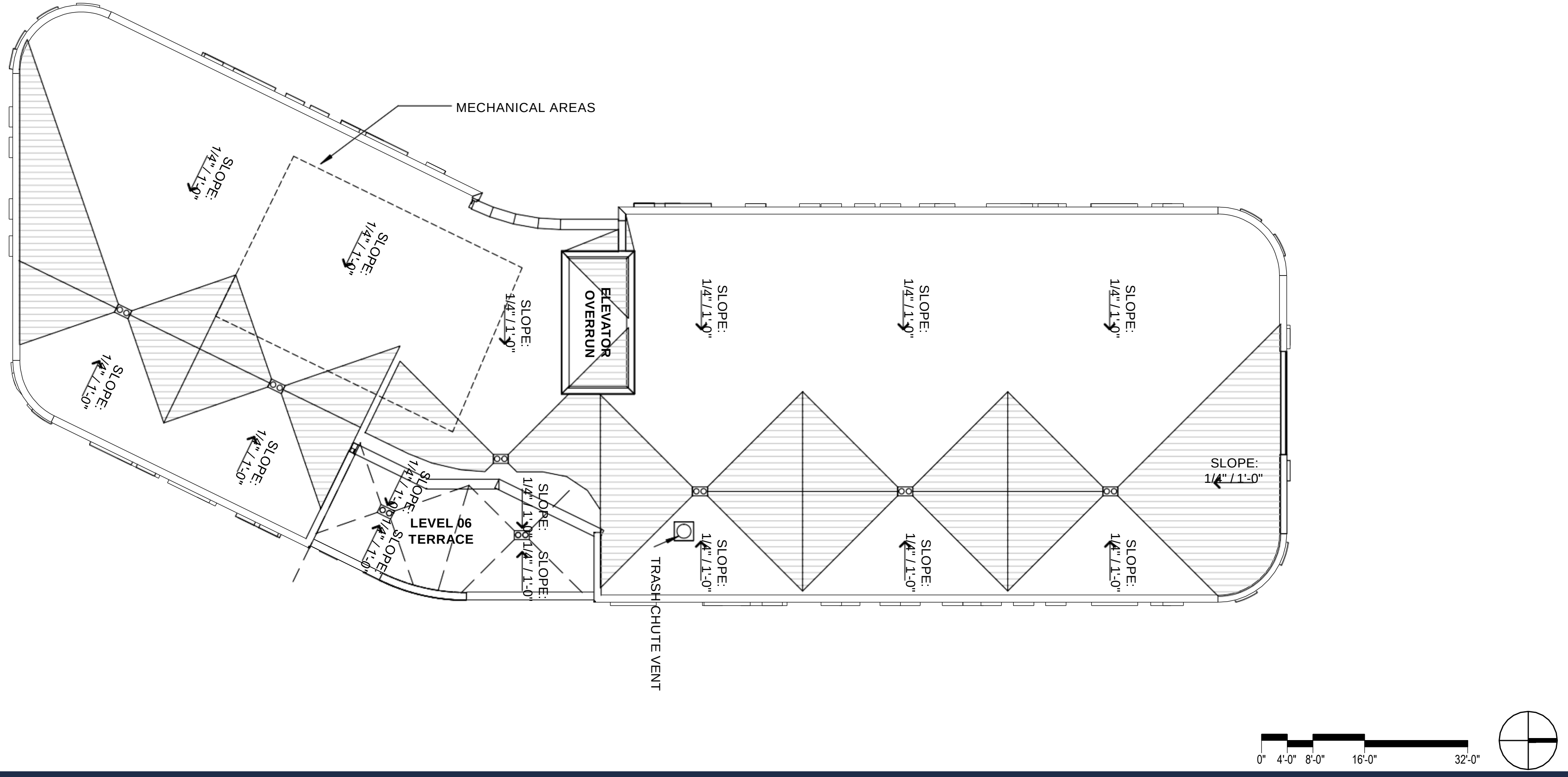
LEVEL 06
(2) ONE BEDROOM UNITS
(6) TWO BEDROOM UNITS
(1) THREE BEDROOM UNITS

Legend

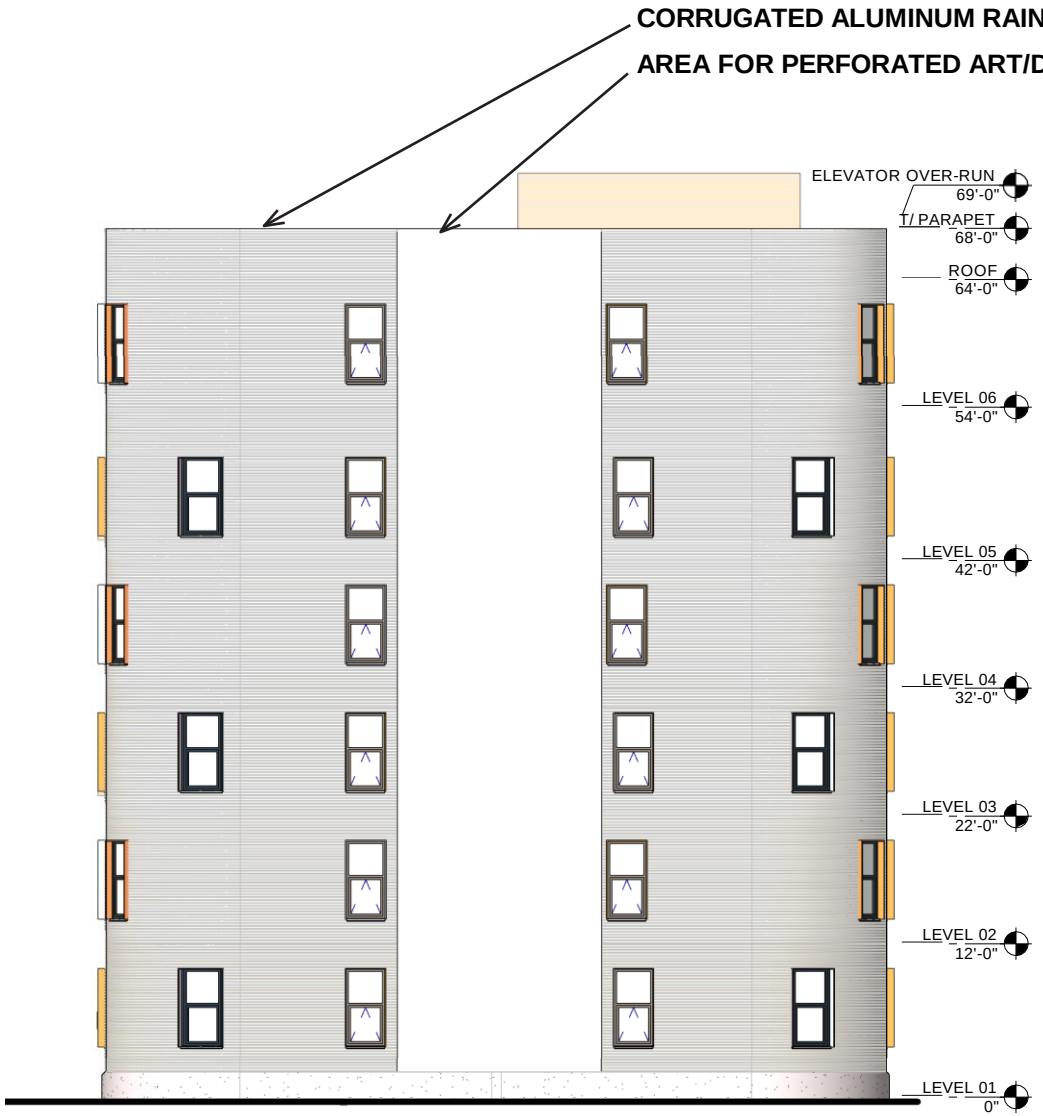
- 1 BEDROOM
- 2 BEDROOM
- 3 BEDROOM
- AMENITY
- CIRCULATION
- SERVICES

0" 4'-0" 8'-0" 16'-0" 32'-0"

TYPICAL FLOOR PLANS - LEVEL 6


MECHANICAL AREAS
SLOPE: 1/4" / 1'-0"
ELEVATOR OVERRUN
LEVEL 06 TERRACE
TRASH CHUTE VENT
0"
4'-0"
8'-0"
16'-0"
32'-0"

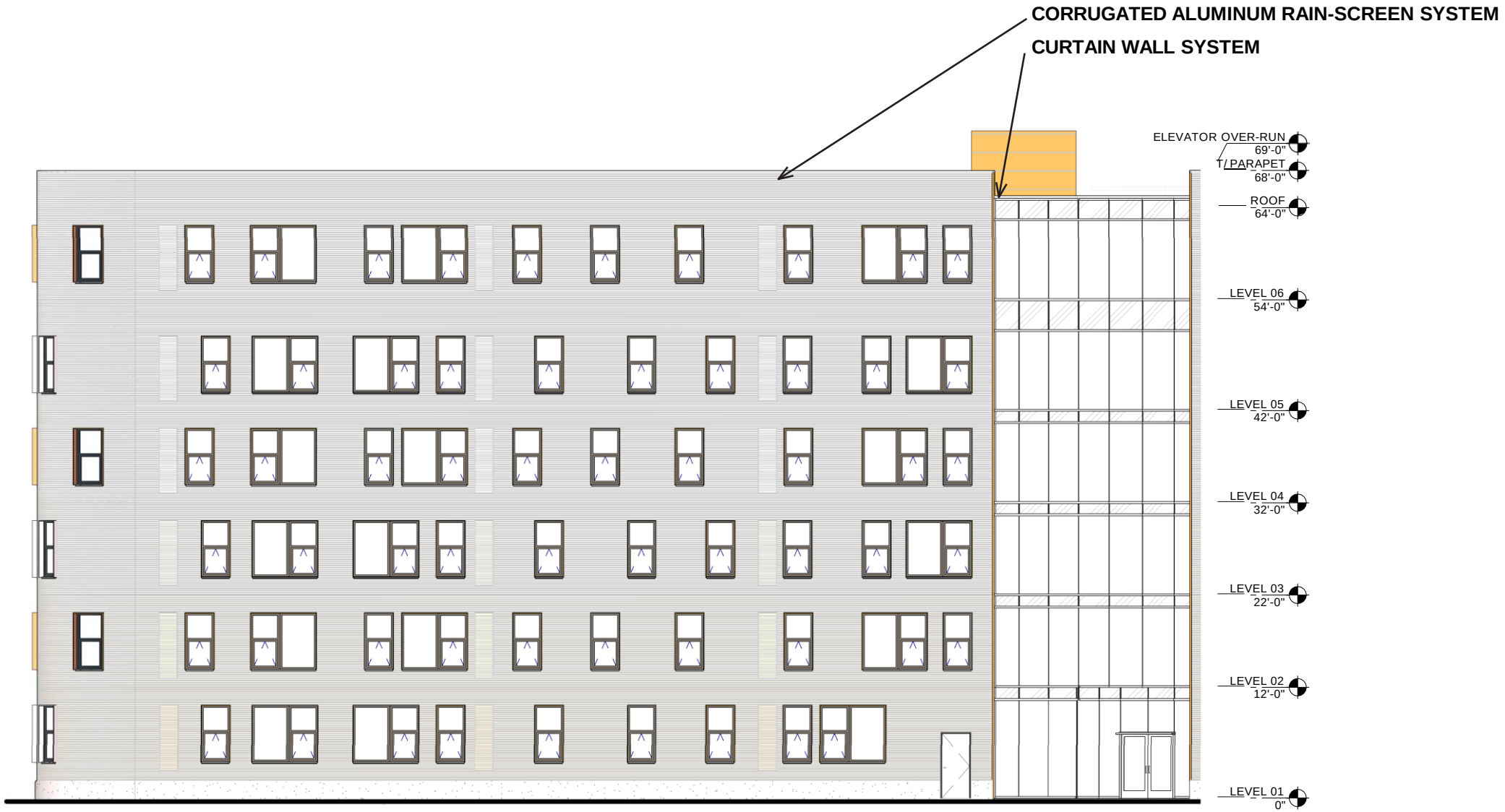
ROOF PLAN



NORTH ELEVATION

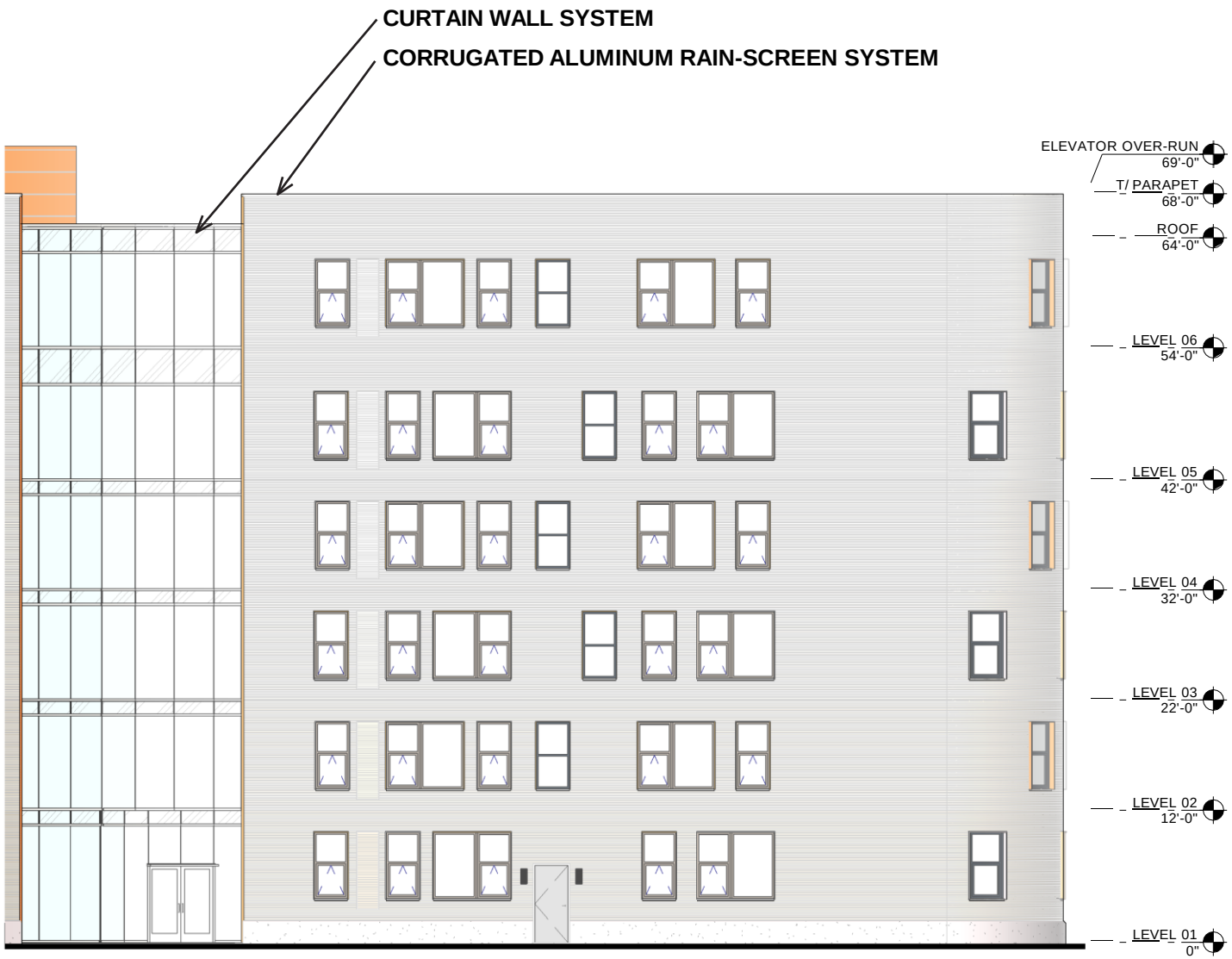
SOUTH ELEVATION

BUILDING ELEVATION (NORTH + SOUTH)



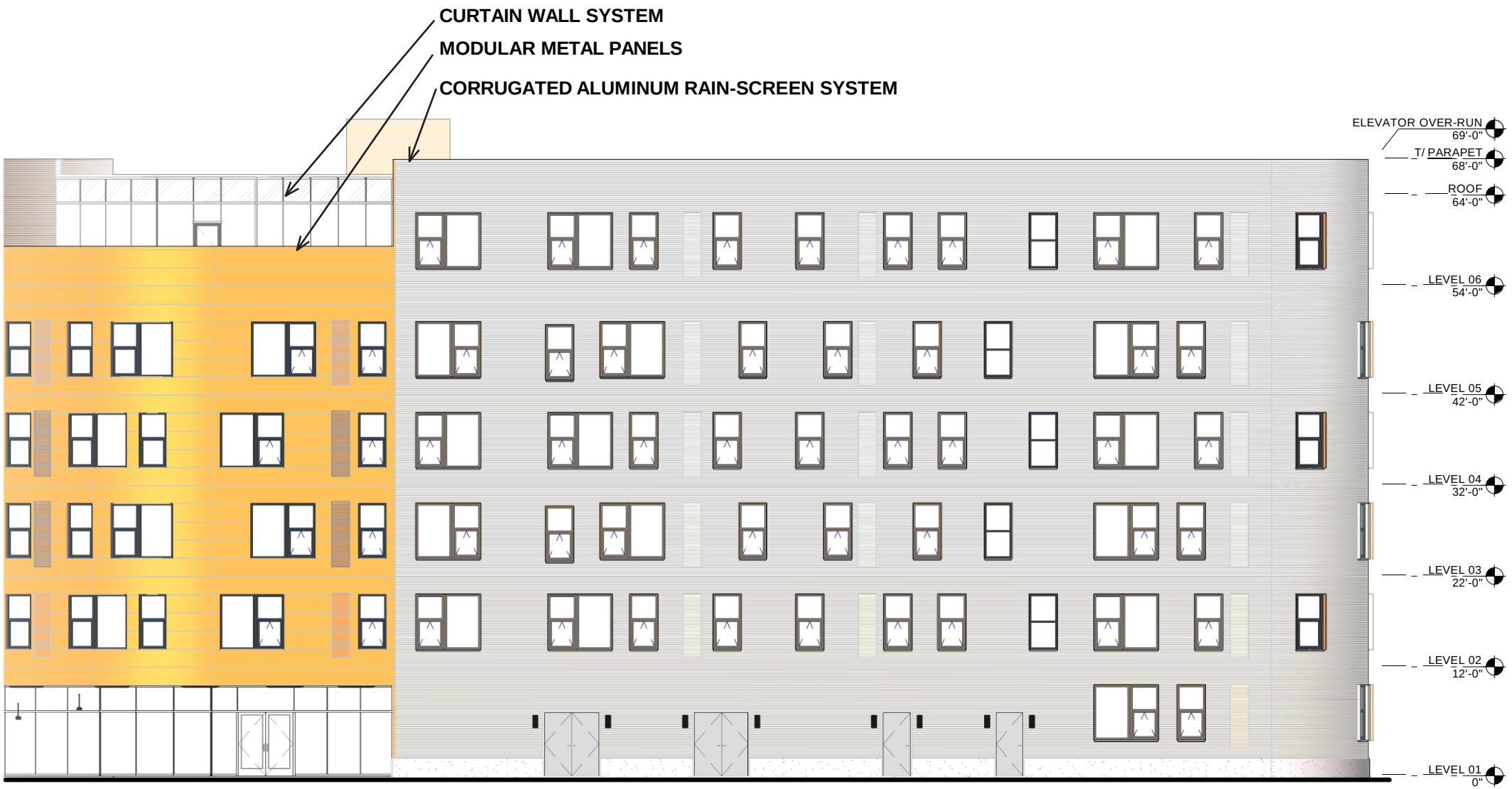
WEST ELEVATION

BUILDING ELEVATION (WEST)



SOUTH-WEST ELEVATION

BUILDING ELEVATION (SOUTH-WEST)

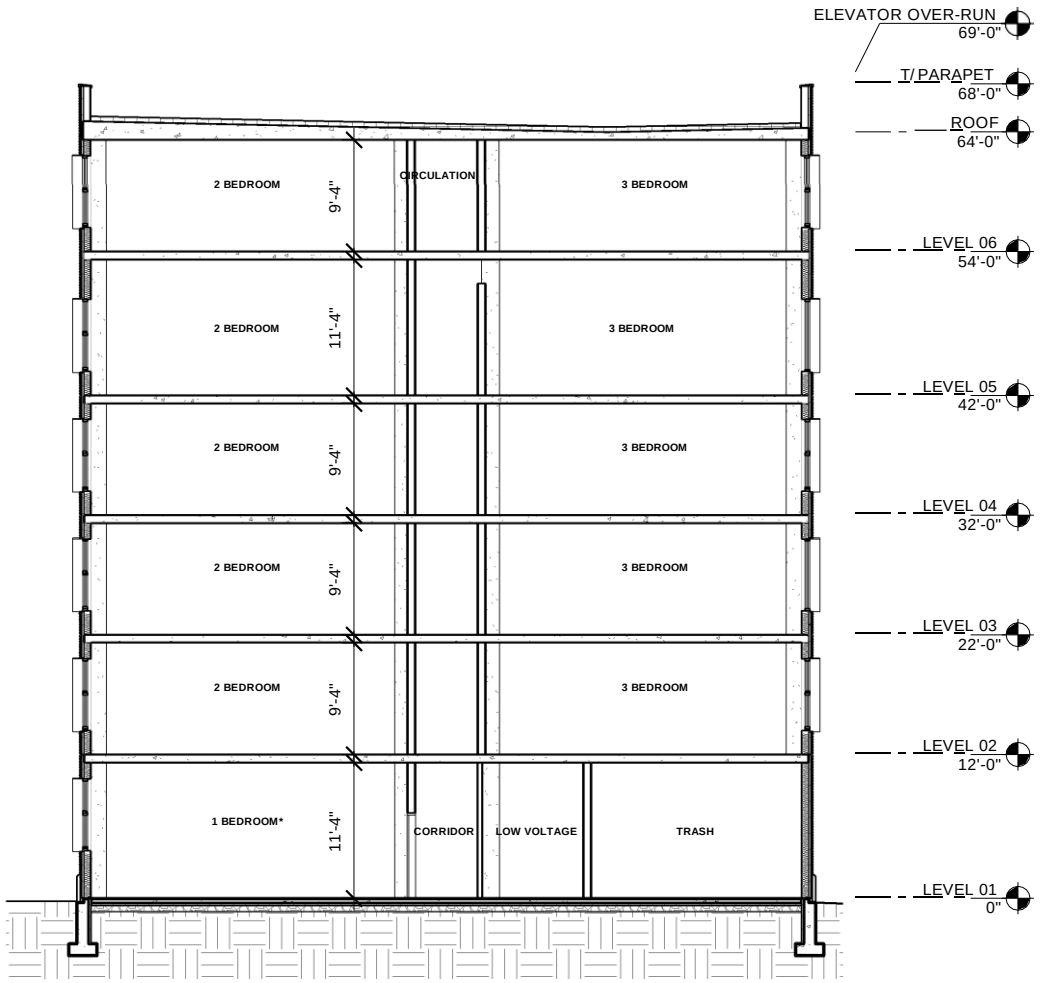


EAST ELEVATION

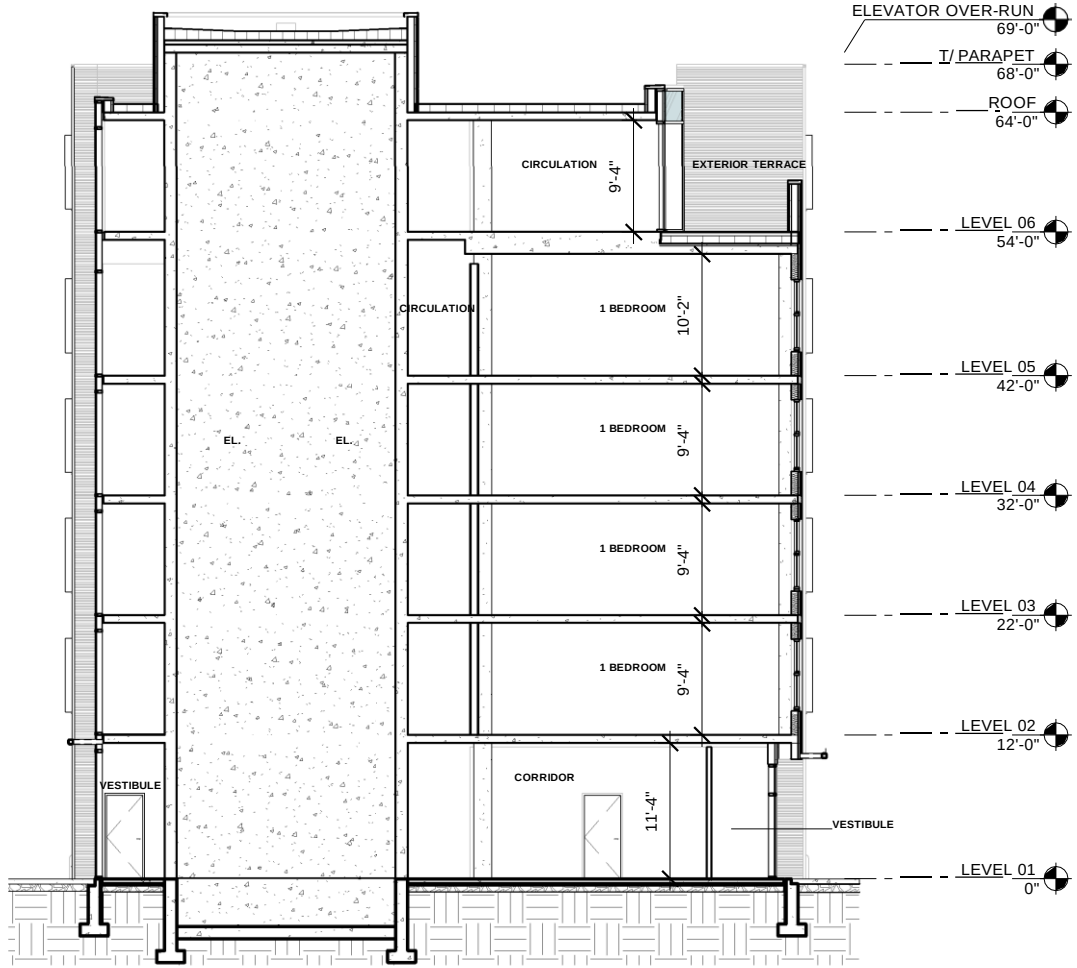
BUILDING ELEVATION (EAST)

SOUTH-EAST ELEVATION

BUILDING ELEVATION (SOUTH-EAST)

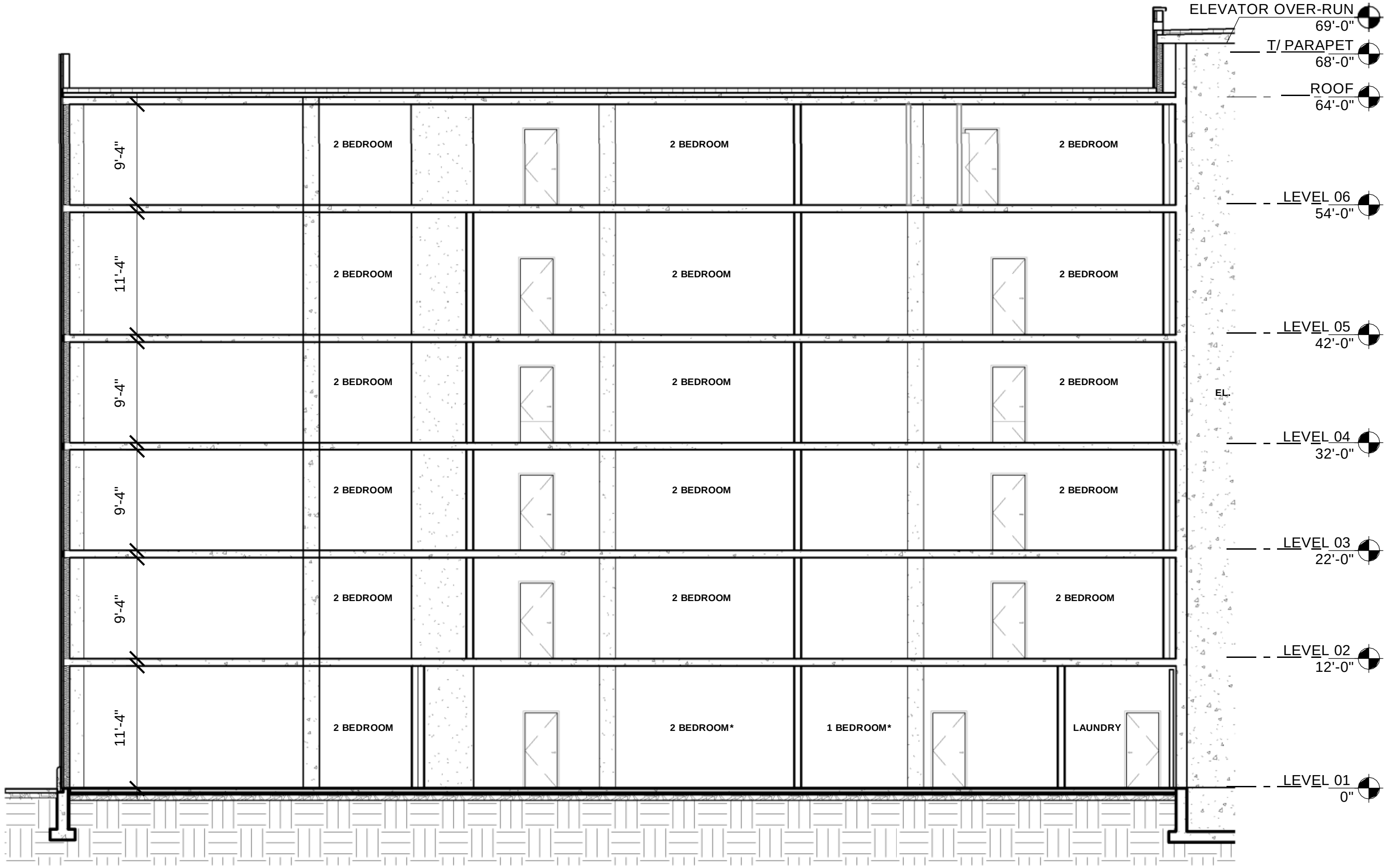


EAST-WEST SECTION



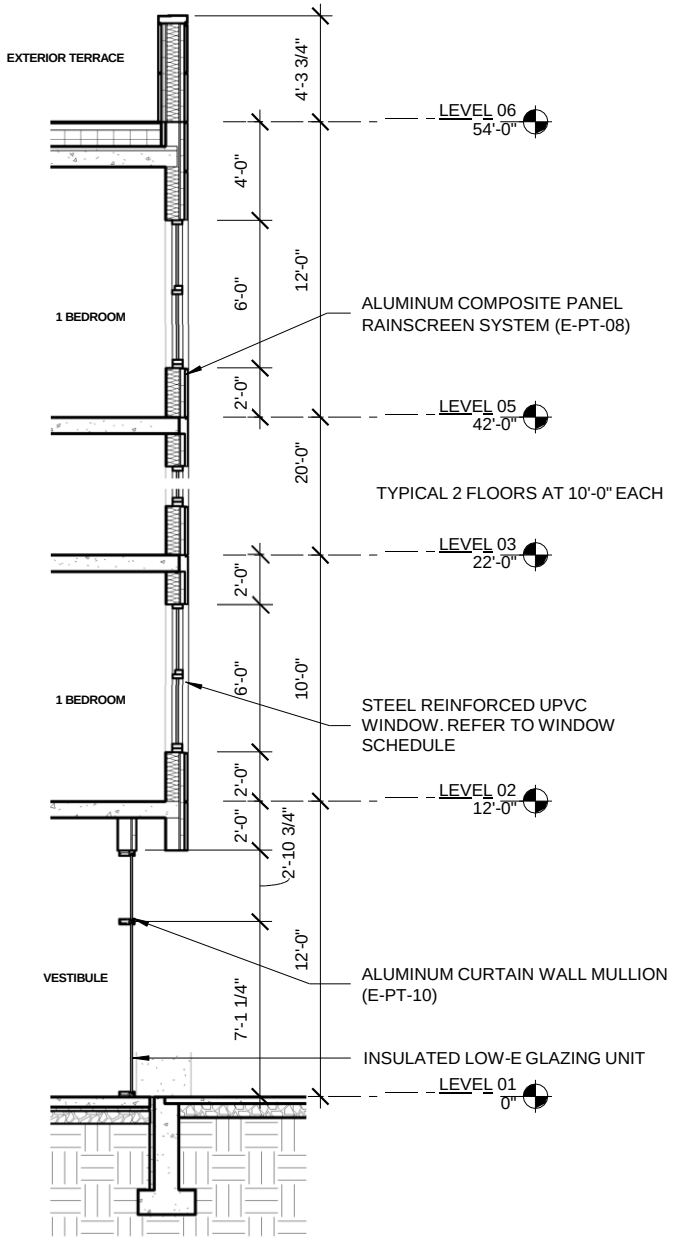
EAST-WEST SECTION

BUILDING SECTIONS

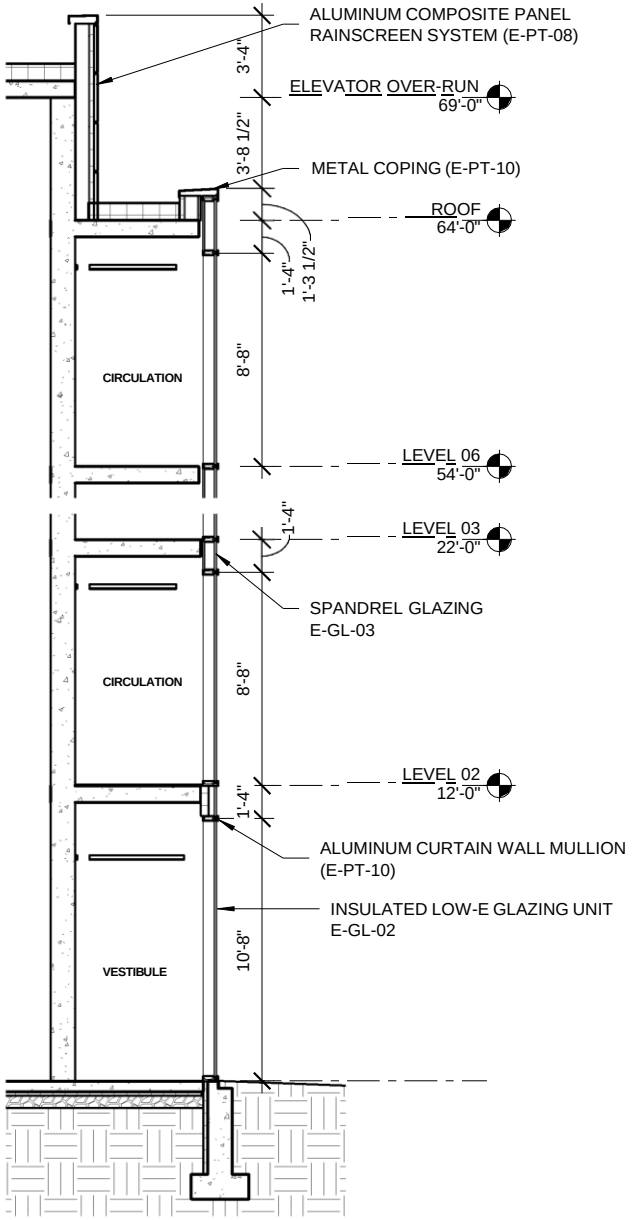


NORTH-SOUTH SECTION

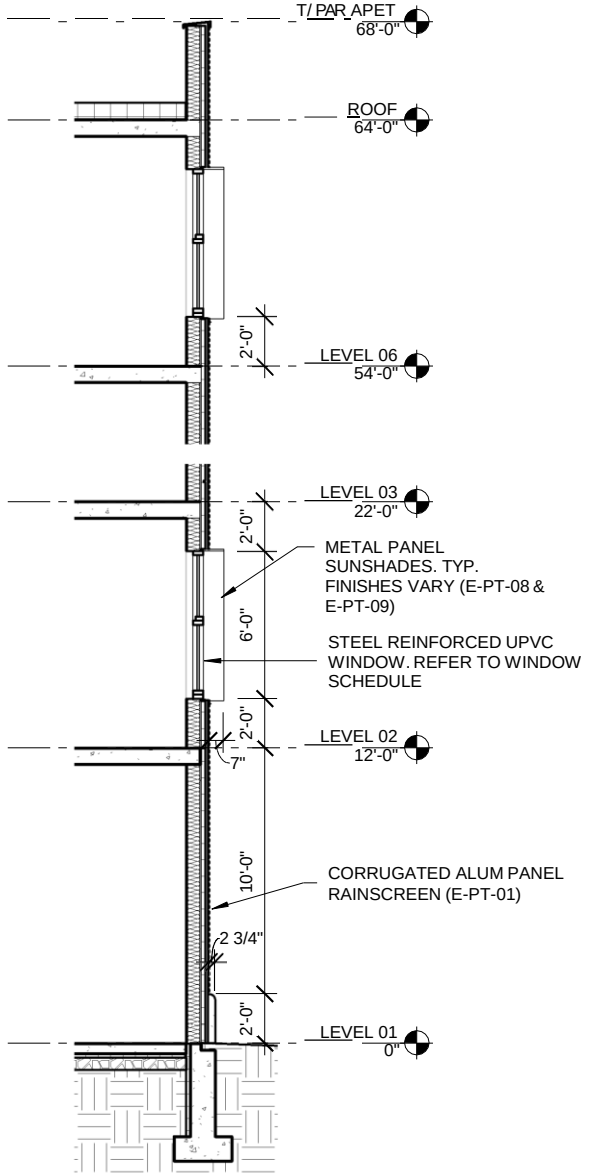
BUILDING SECTIONS



ALUM PANEL RAINSCREEN

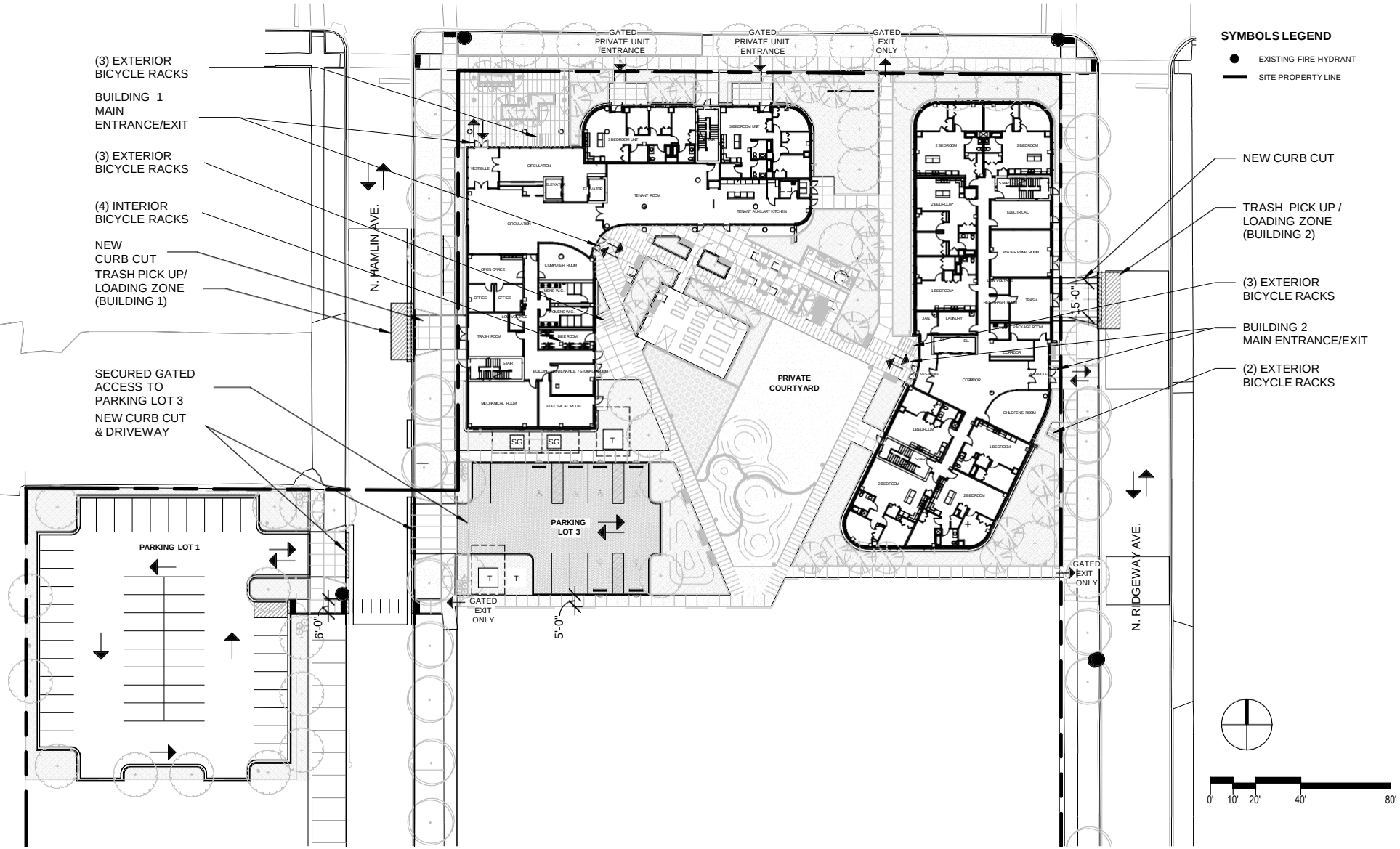


CURTAIN WALL



CORRUGATED ALUM PANEL
RAINSCREEN

FAÇADE SECTIONS



17-8-0904 Transportation, Traffic Circulation and Parking.

17-8-0904-A General Intent. Planned developments should:

Promote the safe and efficient circulation of pedestrians, cyclists and motor vehicles;

Promote transit, pedestrian and bicycle use;

Ensure accessibility for persons with disabilities;

Minimize conflict with existing traffic patterns in the vicinity;

Minimize and mitigate traffic congestion associated with the proposed development;

Provide safe and ample access for emergency and delivery vehicles, while minimizing the adverse visual impact of vehicular service areas; and

Provide adequate bicycle and vehicle parking, while minimizing the adverse visual impact of any off-street parking areas.

17-8-0904-C Parking.

Large fields of surface parking should be avoided. Large parking lots should be broken up into smaller “cells” or “pods” that are defined by buildings, landscaping and pedestrian paths.

Parking should be located behind buildings or to the side of buildings. Large parking areas between buildings and the adjacent street/sidewalk should be avoided.

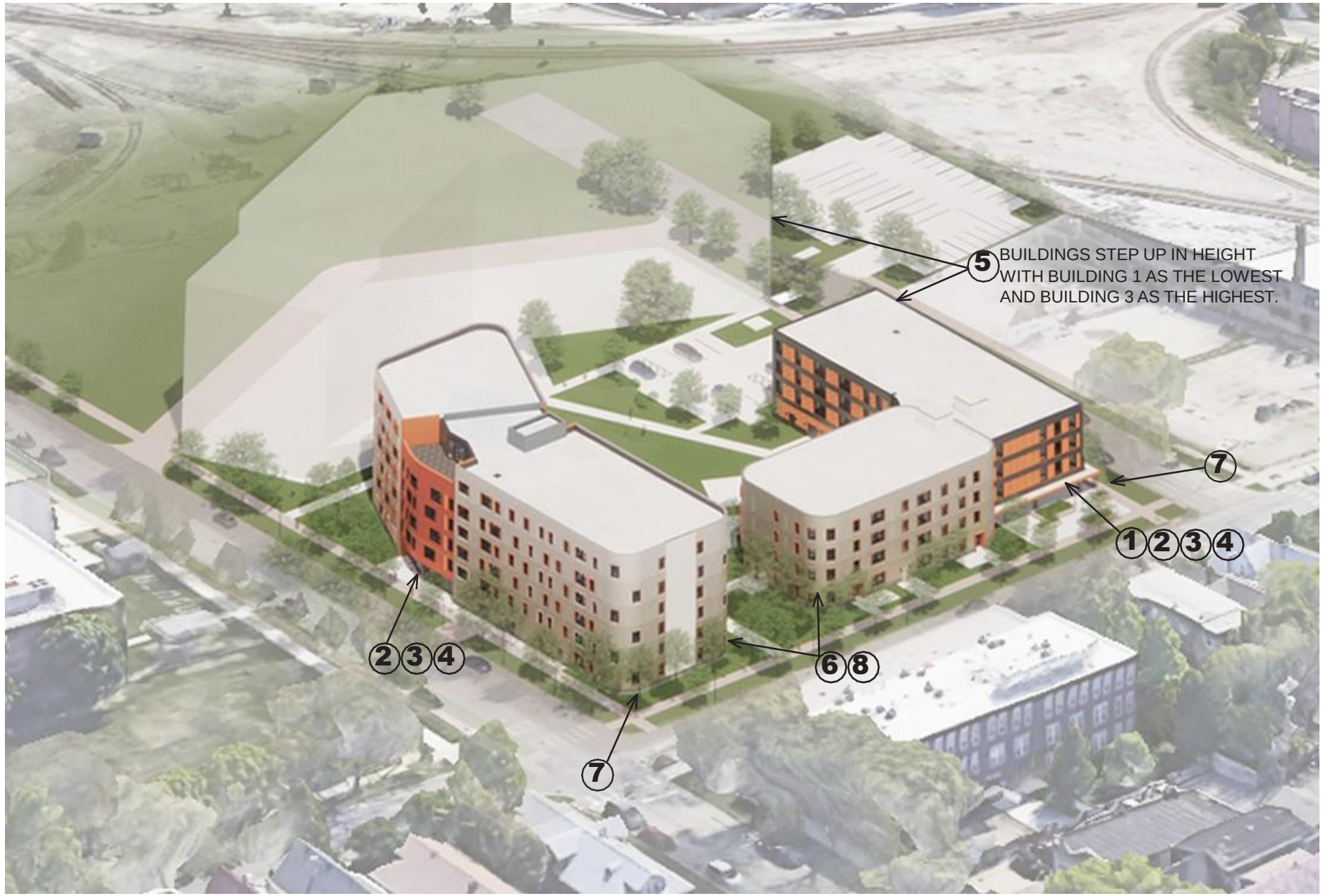
Shared parking should be provided whenever possible. Parking lots should be constructed to allow easy access to one or more buildings and multiple storefronts/uses.

Parking areas should be designed and laid out to maximize pedestrian safety and ease of connections to adjoining property.

Bicycle parking facilities should be easily accessible and secure.

Driveways to parking areas should be minimal where possible and located and designed to maximize pedestrian safety and comfort.

TRANSPORTATION, TRAFFIC, AND PARKING



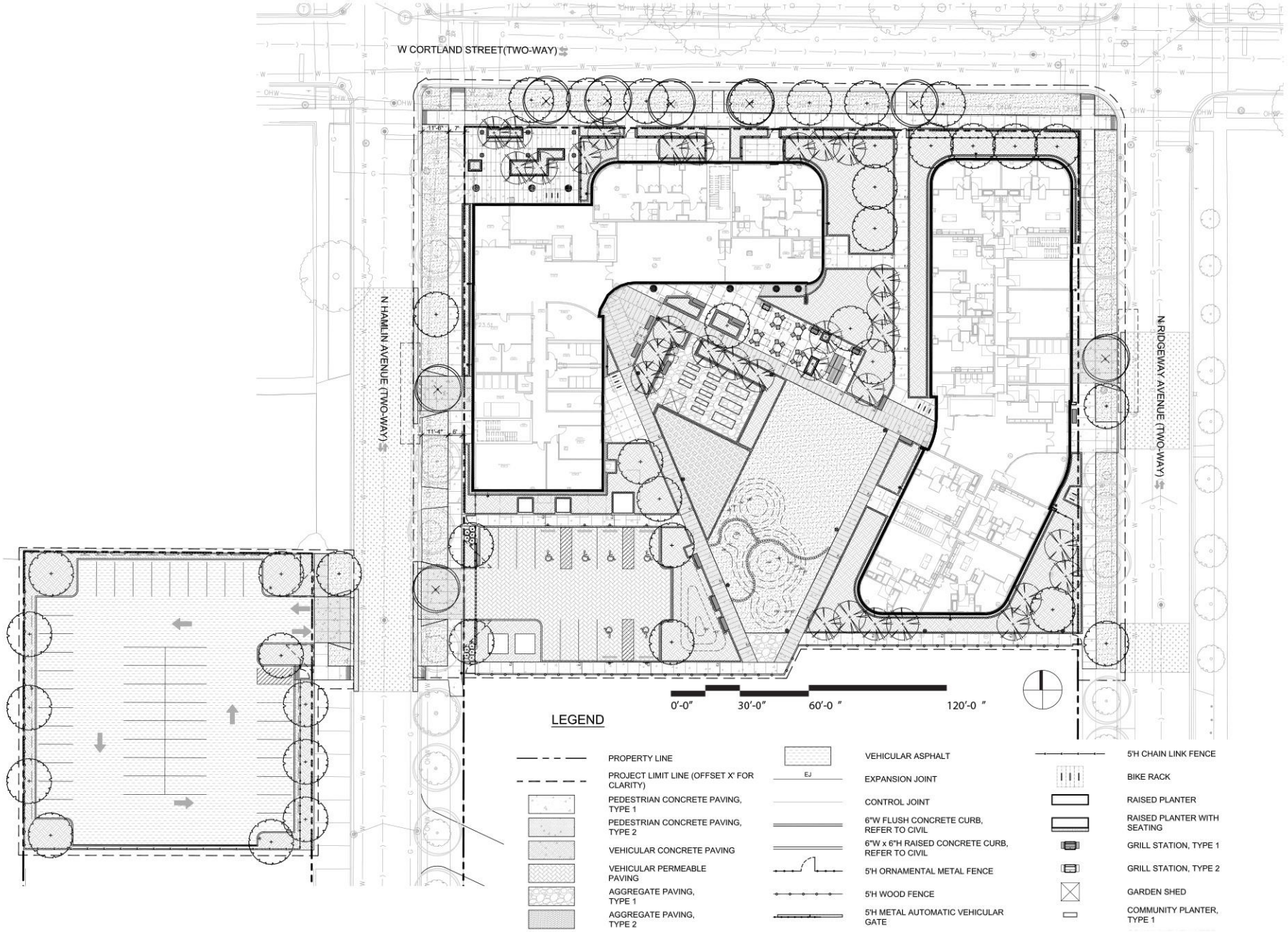
17-8-0905 Pedestrian-Orientation.

1. Creating safe and attractive walkways and pedestrian routes;
2. Providing street-level spaces within buildings that are designed to accommodate active uses or to otherwise engage pedestrian interest;
3. Emphasizing building entries through architecture and design.
4. Primary pedestrian entrances should be located at sidewalk level. These entrances should be obvious to pedestrians by forming a significant focal element of the building, and such features should help provide building identity and presence on the street.

17-8-0906 Urban Design.

5. Create seamless or gradual transitions in bulk and scale when high-intensity development occurs in or near areas with a lower- intensity character; and
6. Buildings should be aligned with neighboring buildings, located close to the sidewalk and close to one another.
7. As the development pattern of the area permits, buildings on corner sites should be located close to both street frontages to help “hold” and give prominence to the corner. Parking areas and driveways should not be located at corners.
8. Multiple-building developments should provide separation distances between buildings that are adequate to protect public safety and to ensure privacy and open space for residents of the development. Setbacks and separation distances within planned developments should be at least as large as would otherwise be required for similar buildings located outside of a planned development.

URBAN DESIGN



17-8-0909-A General Intent.
Planned developments should:

1. where appropriate for the site, provide adequate, inviting, usable and accessible parks, open spaces and recreation areas for workers, visitors and residents; and
2. where appropriate, provide substantial landscaping of the open areas on the building and the site (including contiguous public ways).

17-8-0909-B Design.

1. Open spaces should be located to ensure maximum exposure to sunlight.
2. In addition to providing a visual amenity to the street, open space should be designed to allow public gathering space and activity.

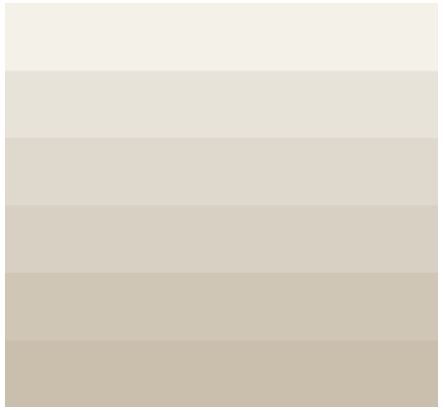
17-8-0909-C Residential Development. Large residential developments should include on-site amenities, such as common open space, recreational facilities, dog runs/exercise areas and health/fitness facilities.

OPENSPACE CALCULATION:
TOTAL OPENSPACE: 31,753 SQFT

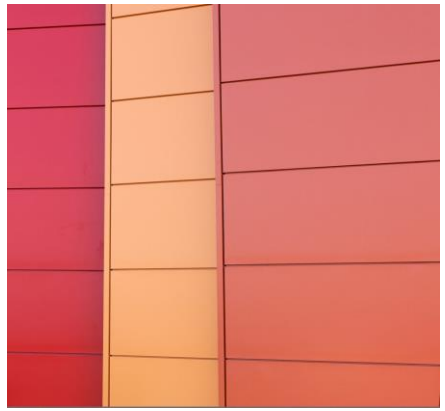
OPEN SPACE + LANDSCAPING

1 CORRUGATED METAL PANEL

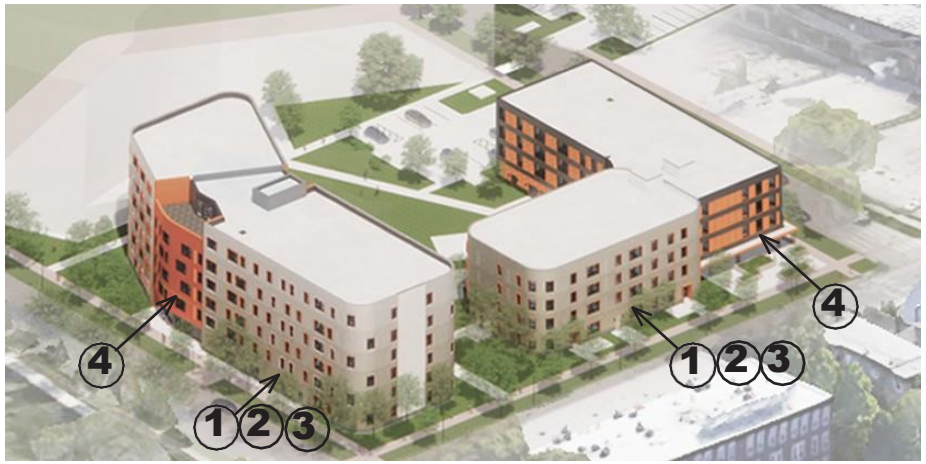
2 ACCENTED WINDOW FRAMES



3 GRADIENT OF FACADE COLOR (BASE TO TOP)



4 ACCENTED MODULAR METAL PANEL



THE SITE WAS DESIGNED WITH A TRAUMA-INFORMED LENS CREATING A SENSE OF SECURITY IN AN INTERIOR COURTYARD AND ATTENTION TO CONNECTIVITY OF THE BUILDINGS TO EACH OTHER AND TO THE REST OF THE SURROUNDING CONTEXT.

STREET-SCAPE OF W. CORTLAND STREET DEMONSTRATES THE HORIZONTAL PATTERNS VISIBLE IN THE VERNACULAR ARCHITECTURE.

17-8-0907 Building Design.

17-8-0907-A General Intent.

Design excellence is expected in buildings located in planned developments.

The creativity and flexibility inherent in planned developments require building designs that uniquely respond to the program and location.

Building designs should respond to the most up-to-date sustainability and good urban design practices, including but not limited to, energy efficiency and effective landscape where appropriate.

17-8-0907-B General Guidelines.

The existing context of a site should be respected in the design of adjacent new construction. This includes the existing general size, shape and scale, site plan and materials of surrounding properties. High- rise buildings or towers should respect the context and scale of surrounding buildings with setbacks at appropriate heights which will also reduce the apparent mass from street level.

Buildings located at intersections should have prominent design and lighting programs, due to their visibility.

All sides and areas of buildings that are visible to the public should be treated with materials, finishes and architectural details that are of high-quality and appropriate for use on the primary street-facing façade.

BUILDING MATERIALS

DPD
CHICAGO DEPARTMENT OF PLANNING & DEVELOPMENT

Compliance Options	Points Required		Sustainable Strategies Menu																																	
			Health	Energy								Stormwater						Landscapes				Green Roofs		Water		Transportation							Solid Waste	Work Force	Wildlife	
						Choose one			Choose one		Choose one											Choose one		Choose one												Choose one	
Compliance Paths	Starting Points	Number of Optional Points Required New Construction / Substantial Rehab / Moderate Rehab	1.1 Achieve WELL Building Standard	2.1 Designed to earn the Energy Star	2.2 Exceed Energy Code (5%)	2.3 Exeed Energy Code (10%)	2.4 Exeed Energy Code (25%)	2.5 Exeed Energy Code (40%)	2.6 Onsite Renewable Energy (3%)	2.7 Onsite Renewable Energy (5%)	3.1 Exceed Stormwater Ordinance by 25%	3.2 Exceed Stormwater Ordinance by 50%	3.3 100% Stormwater Infiltration	3.4 Sump Pump Capture & Reuse	3.5 100-year detention for lot-to-lot buildings	3.6 100-year Detention for Bypass	4.1 Working Landscapes	4.2 Natural Landscapes	4.3 Tree Planting	4.4 Achieve Sustainable Sites Certification	5.1 Green Roof 50-100%	5.2 Green Roof 100%	6.1 Indoor Water Use Reduction (25%)	6.2 Indoor Water Use Reduction (40%)	7.1 Proximity to Transit Service	7.2 Bikeshare Sponsorship	7.3 Bike Parking Residential	7.4 Bike Parking Commercial & Industrial	7.5 EV Charging Stations	7.6 EV Charger Readiness	7.7 CTA Digital Displays	8.1 80% Waste Diversion	8.2 Workforce Development	9.1 Bird Protection (Basic)	9.2 Bird Protection (Enhanced)
Options Without Certification																																				
All Options Available	0	100 / 50 / 25	40	30	20	30	40	50	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	5	5	5	5	10	5	5	10	10	5	10
Options With Certification																																				
LEED Platinum	95	5 / 0 / 0	40	NA	NA	NA	NA	NA	NA	NA	10	20	40	5	5	5	NA	NA	NA	20	10	20	NA	NA	NA	5	NA	NA	NA	5	5	NA	10	5	10
LEED Gold	90	10 / 0 / 0	40	NA	NA	NA	NA	50	10	20	10	20	40	5	5	5	5	NA	5	20	10	20	NA	NA	NA	5	NA	NA	10	5	5	10	10	5	10
LEED Silver	80	20 / 0 / 0	40	NA	NA	NA	40	50	10	20	10	20	40	5	5	5	5	5	5	20	10	20	NA	20	NA	5	NA	NA	10	5	5	10	10	5	10
Green Globes 4-Globes	90	10 / 0 / 0	40	NA	NA	NA	NA	50	10	20	10	20	40	5	5	5	5	NA	5	20	10	20	NA	NA	NA	5	NA	NA	10	5	5	10	10	5	10
Green Globes 3-Globes	80	20 / 0 / 0	40	NA	NA	NA	40	50	10	20	10	20	40	5	5	5	5	NA	5	20	10	20	NA	NA	NA	5	NA	NA	10	5	5	10	10	5	10
Green Globes 2-Globes	70	30 / 0 / 0	40	NA	NA	NA	40	50	10	20	10	20	40	5	5	5	5	5	5	20	10	20	NA	20	NA	5	NA	NA	10	5	5	10	10	5	10
Living Building Challenge	100	0 / 0 / 0	40	NA	NA	NA	NA	NA	NA	NA	10	20	40	5	5	5	NA	NA	NA	20	NA	NA	NA	NA	NA	NA	NA	NA	10	5	NA	NA	10	5	10
Living Building Challenge Petal	90	10 / 0 / 0	40	NA	20	30	40	50	NA	NA	10	20	40	5	5	5	5	NA	5	20	10	20	10	20	NA	5	NA	NA	10	5	5	10	10	5	10
Enterprise Green Communities*	80	20 / 0 / 0	40	NA	NA	NA	NA	NA	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	5	5	NA	NA	10	5	5	10	10	5	10
PassiveHouse	70	30 / 0 / 0	40	NA	NA	NA	NA	NA	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	5	5	5	5	10	5	5	10	10	5	10

*only available to affordable housing projects funded by DPD's Housing Bureau

Planned Development Projects (PD) - New Construction	100 points required
TIF Funded Development Projects (TIF) - New Construction*	100 points required
DPD Housing, Multi-family (>5 units) Projects (DPD-H MF) - New Construction	100 points required
PD, TIF, DPD-H MF and Class L - Renovation Projects*	
Moderate Renovation Projects	25 points required
Substantial Renovation Projects	50 points required

*does not apply to TIF assistance of less than $1M (including but not limited to TIF-NIP, TIF Purchase Rehab, Streamlined TIF and SBIF programs)

Moderate Renovation Projects = projects including partial or minor upgrades to building sytems and minor repairs to the exterior envelope
Substantial Renovation Projects = projects including new and/or upgraded building systems and extensive repairs to the exterior envelope

SUSTAINABLE DESIGN STRATEGIES, PATH TO 100 POINTS

POTENTIAL SUSTAINABLE DESIGN STRATEGIES

Stormwater Management

1. Requirements

a.The proposed project is a regulated development per the City of Chicago Department of Water Management 2016 Stormwater Ordinance. As such, stormwater detention will be required for the project.
b. The stormwater ordinance regulates three stormwater-related components: Release Rate Control (detention storage), Volume Control (retention storage), and Run Off Control (sewer and overland conveyance).

2. Stormwater Assumptions

a. Phase 1 consists of two sub-areas:
   i. Sub-area 1A: Buildings 1 & 2 and their respective site work (East side of N Hamlin)
   ii. Sub-area 1B: North half of the surface resident parking lot (West side of N Hamlin)
b. The two sub-areas will each have their own restricted outfall to the 15” City sewer located in N Hamlin Ave.
c. For design calculations, the 2016 City of Chicago Department of Water Management Stormwater Tool is utilized, and the required release rate based on the outlet capacity of the Raps General Tributary Area drainage basin.
d.Based on the project’s site plan, both sub-areas are meeting a minimum 15% reduction of impervious surface and therefore will not be required to provide infrastructure to achieve Volume Control.
e. The project will explore a base scope of stormwater detention for solely Phase 1 site disturbance and an alternate scope to install detention infrastructure in Phase 1 for the Phase 2 proposed site disturbance.

3. Stormwater Calculations

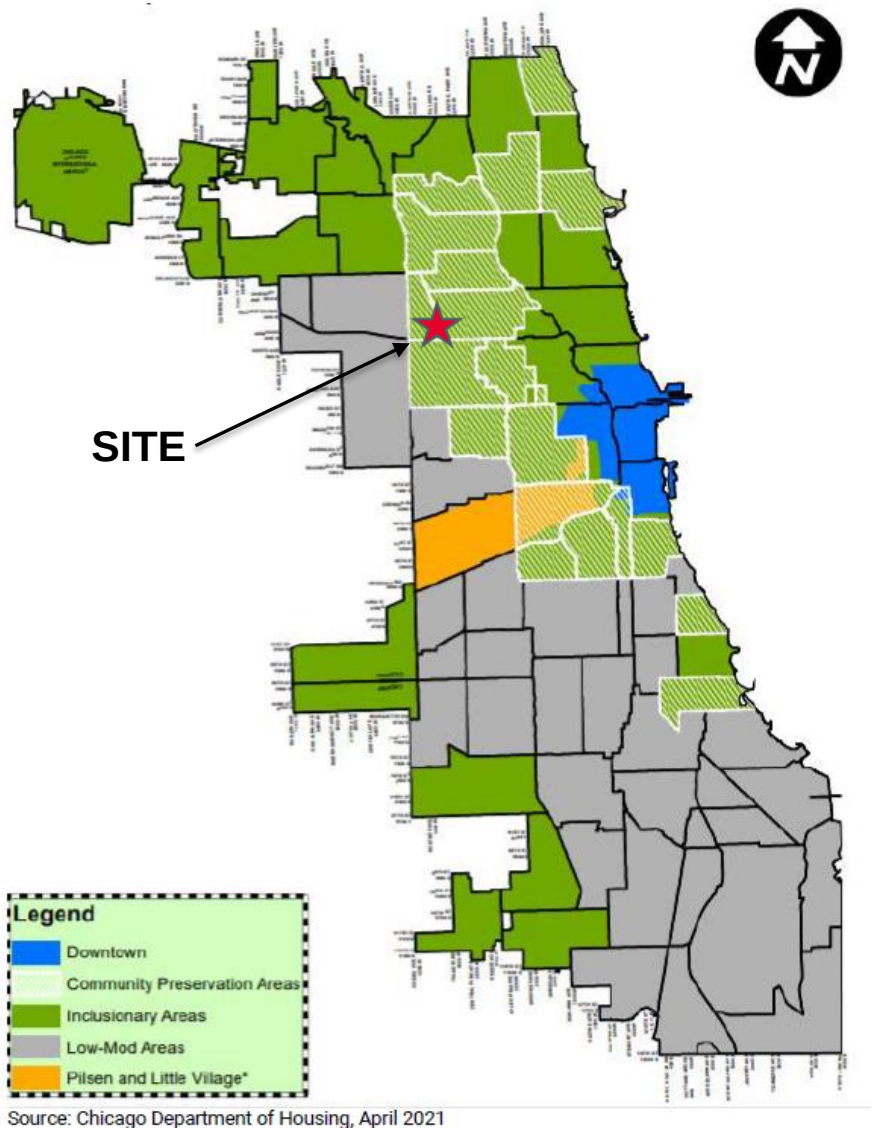
a. Release Rate Control: Based on the above assumptions, the preliminary stormwater detention required is anticipated to be:
   i. Base Scope
      1. Sub-area 1A: ±14,460 CF
      2. Sub-area 1B: ±4,190 CF
   ii. Alternate Scope
      1. Sub-area 1A: ±21,216 CF
      2. Sub-area 1B: ±4,190 CF
b. Volume Control: Based on the above assumptions, stormwater Volume Control is not required.
c. Run Off Control: This is achieved by sizing sewer pipe in accordance with the Ordinance and providing overland flow paths for stormwater which do not adversely affect buildings.

STORMWATER MANAGEMENT ORDINANCE COMPLIANCE

Encuentro Square I will be 100% affordable at not more than 60% AMI

Total units: 89 units
21% units are 1BR; 53% are 2BR; and 26% are 3BR

10% Accessible Units (vs 5% required)= 9 units



Source: Chicago Department of Housing, April 2021

ECONOMIC/COMMUNITY BENEFITS:

- 89 units of affordable housing in a rapidly gentrifying area
- Community garden
- Revitalization of vacant and blighted lot
- Creation of a landmark development at western trailhead of Bloomingdale/606 Trail

JOBS CREATED:

- 250 temporary construction jobs
- 5 permanent jobs

PUBLIC FUNDS LEVERAGING PRIVATE EQUITY INVESTMENT:

- HOME funds (HUD)
- TIF (City)

DPD Recommendations (staff to complete)