



COMMITTEE ON DESIGN

Department of Planning and Development

3201-3345 W. 31st St. and 3100-3150 S. Kedzie Ave.

South Lawndale/ 22nd Ward / Ald. Michael D. Rodriguez

Chicago Southwest Development Corporation

HDR Architecture, Inc.

Faegre Drinker Biddle & Reath LLP

SEPTEMBER 08, 2021

DRAFT
8/31/2021

CAMPUS OVERVIEW



- Focal Point Community Campus was first envisioned more than 10 years ago when the Mayor of Chicago offered land to Saint Anthony Hospital to construct a replacement hospital at W. 31st Street and S. Kedzie Avenue.
- The plan evolved into a 30-acre mixed-use campus focused on health and wellness and addressing the social determinants of health.
- Chicago Southwest Development Corporation (CSDC), a 501 (c)(3) organization, was established to see through and manage the initiative.

★ COMMUNITY INPUT



The Focal Point planning process has been carried out over several years and has included:

- Community meetings to solicit ideas and interest from residents and community organizations;
- A visioning study involving key community stakeholders and public health experts;
- Two retail studies to identify the needs and preferences of the communities Focal Point will serve;
- Surveys conducted by Saint Anthony Hospital's Community Wellness Program, working with community organizations, to document the greatest health care needs in the area; and
- A viability study and engagement exercise, currently underway, to validate and confirm the need for a business entrepreneurship program.

★ DESIGN NARRATIVE

Gateway – Points of entry that identify with the people and cultures of southwest Chicago

Green – Green spaces for the community that enables greater sustainable systems for the health of our planet

Bridge – Using the grand Chicago tradition of the bridge to frame views and enable connections on both elevated and ground planes

Module – Establish a base metric that allows for future resiliency of the built environment



LITTLE VILLAGE ARCH

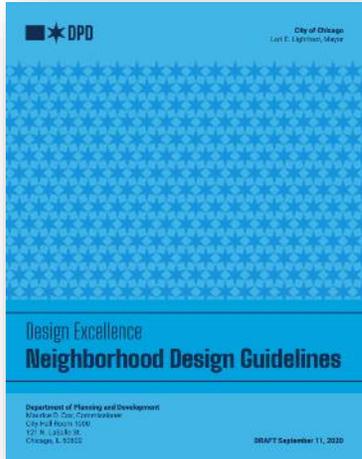


DOUGLASS PARK NEXT TO EXISTING SAINT ANTHONY HOSPITAL



CHICAGO BRIDGES

★ PLANNING + DESIGN GUIDELINES



Nighborhood Design Guidelines

City of Chicago Department of Planning and Development, September 2020

- Along significant neighborhood corridors, developments should contribute to a mix of uses on the block (e.g. housing, food service, retail, community services, open space, etc.).
- Identify opportunities to provide spaces to support the larger community's needs and a diverse range of users.
- Parking and service (e.g. mechanical systems, trash, and loading areas) should be located at the rear of the site whenever possible and should be accessed via alleys or side streets when possible.



Little Village Quality of Life Plan – 2013

A. Arts & Culture

- A.1 The development proposes to use local artists for artwork
- A.2 Focal Point will strengthen community events and programs focused on arts and culture

B. Economic Development

- B.1 The vision for the development proposes space for entrepreneurs
- B.3 The proposed development would create job opportunities

C. Education

- C.1 The on-site daycare would provide early childhood opportunities
- C.2 The development could contain a school.
- C.3 Focal point would support youth in high school, in college
- C.4 It would also enhance adult education

D. Green Space & Recreation

- D.1 It would enhance existing green and recreational spaces &
- D.2 Develop new recreational spaces

E. Health

- E.1 Focal Point will provide healthcare for the community
- E.2 Strengthen preventive health measures for residents
- E.3 Seeks to reduce chronic illnesses

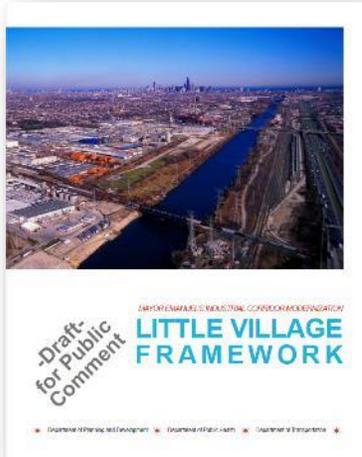
F. Housing

- F.1 Increase sustainable home ownership
- F.2 Increase the affordability and quality of rental housing
- F.3 Develop new housing options for a diverse range of incomes

G. Immigration

H. Safety

- H.2 Enhance and broaden educational opportunities for youth
- H.5 Create a safer and cleaner physical environment



Little Village - Industrial Corridor Modernization

The document calls to remove Focal Point from the Industrial Corridor along with other planned developments. The framework's three main goals are to:

Maintain the Little Village Industrial Corridor as an employment center Focal Point aims to provide many local jobs.

Strategy 1.1: Focal Point seeks creates opportunities for businesses.

Strategy 1.2: Education centers at Focal Point can help educate and prepare the community for work.

Strategy 1.3: Focal Point will incorporate sustainable development practices.

Provide better access for all modes within and around the Little Village Industrial Corridor

Strategy 2.5: Will work to provide effective means of traffic signalization and site access.

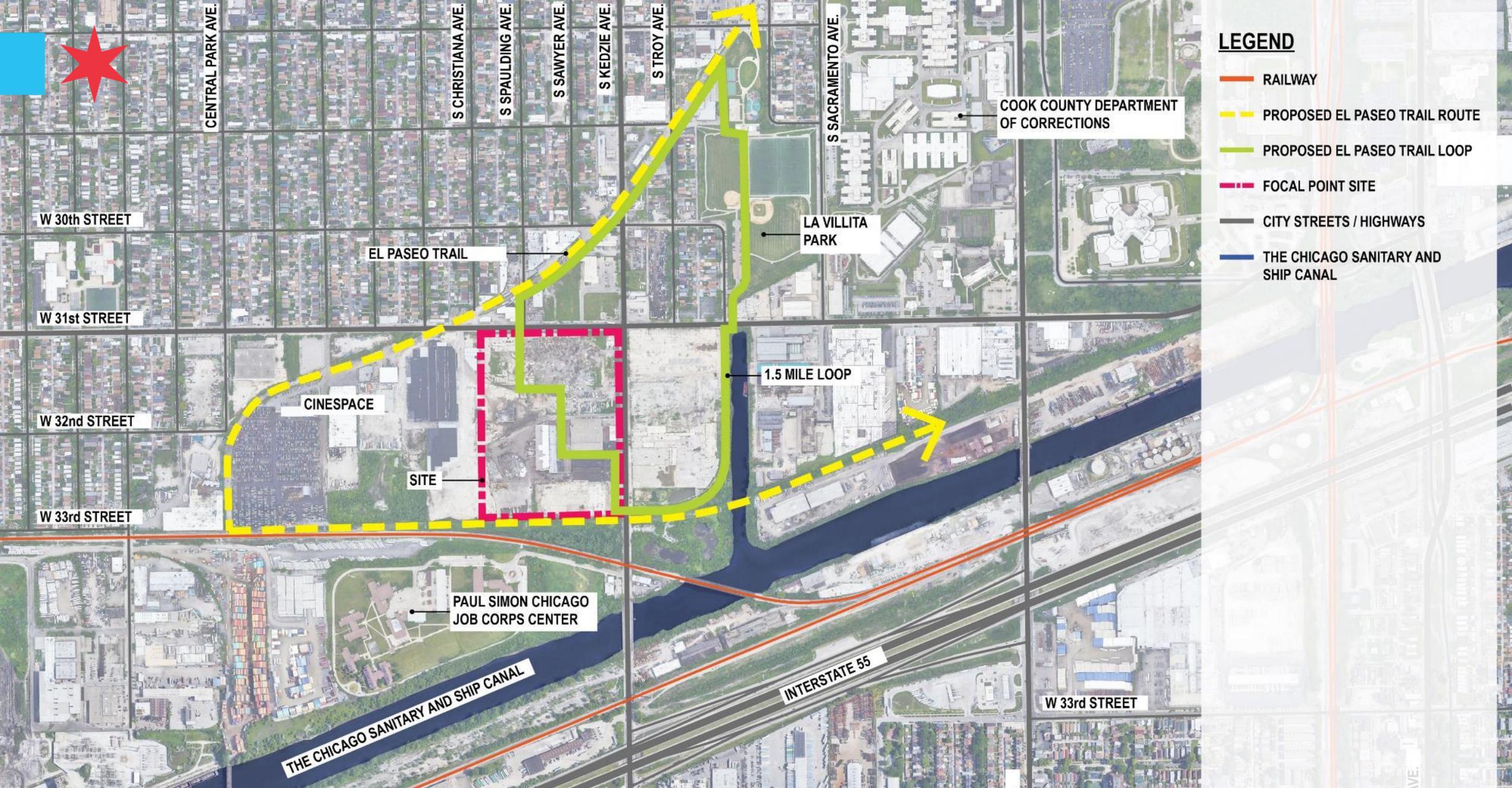
Strategy 2.7: Provides Opportunity to connect with Focal Point with bus stops along 31st and Kedzie Avenue. Incorporate best practices for new development within the Little Village Industrial Corridor to improve economic, environmental and social conditions

Strategy 3.5: The development seeks to create an El Paseo plaza.

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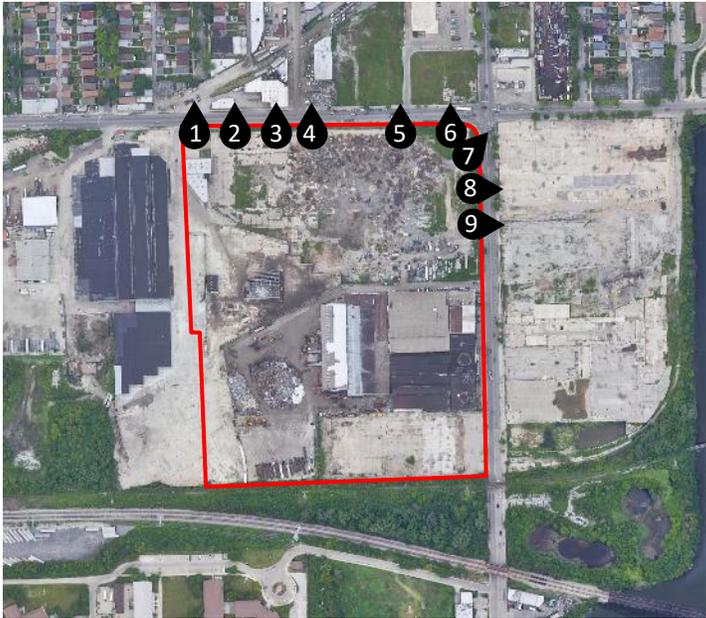
Strategy 3.5: The development seeks to create an El Paseo plaza.

Strategy 3.6: Focal Point is slated to use roofs for solar, greenhouses or other sustainable purposes

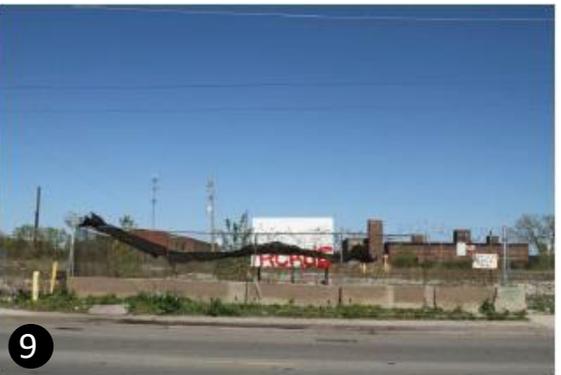


LEGEND

- RAILWAY
- PROPOSED EL PASEO TRAIL ROUTE
- PROPOSED EL PASEO TRAIL LOOP
- FOCAL POINT SITE
- CITY STREETS / HIGHWAYS
- THE CHICAGO SANITARY AND SHIP CANAL



31st STREET



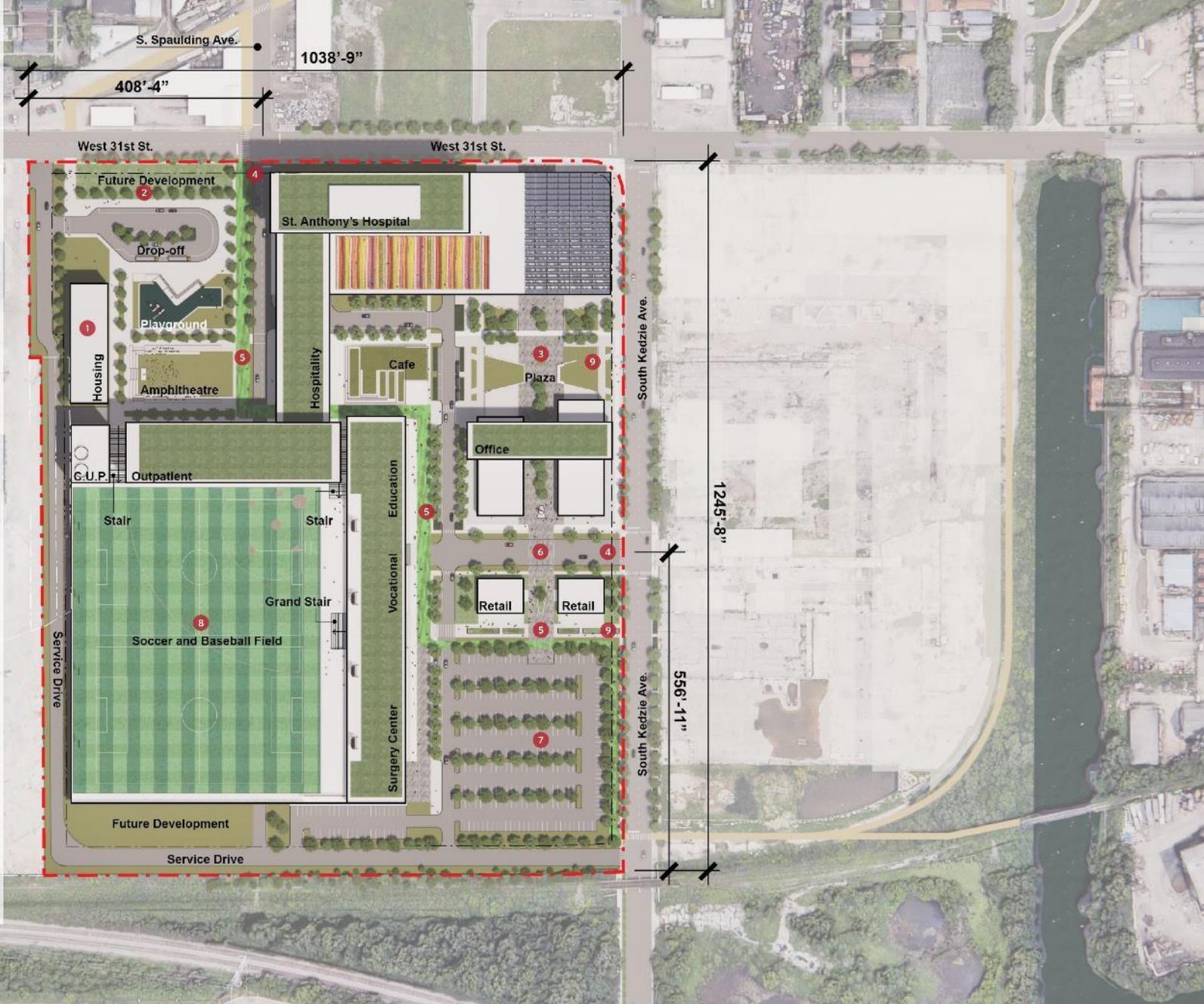
S. KEDZIE AVE.

ADJACENT SITE CONTEXT

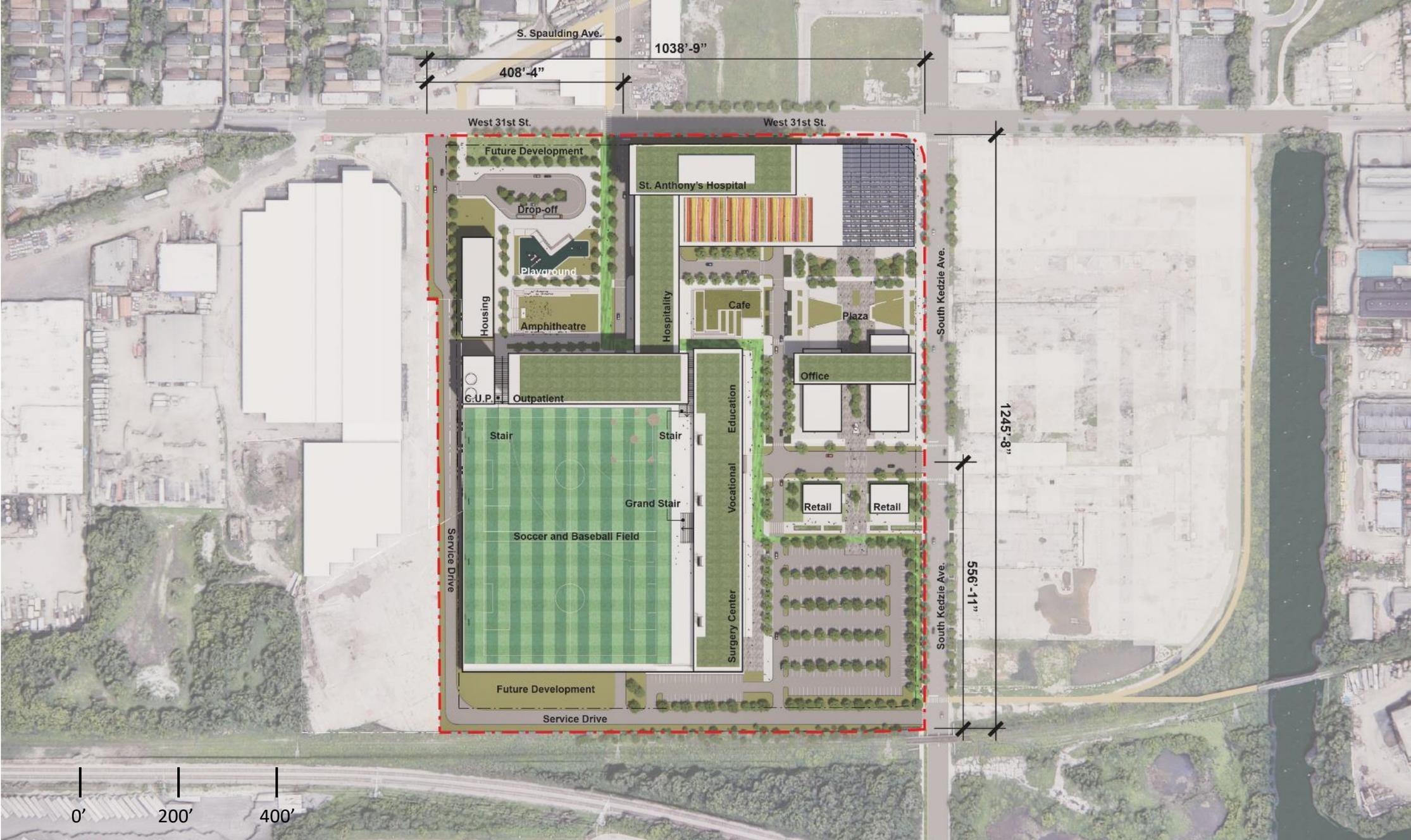


Design Updates

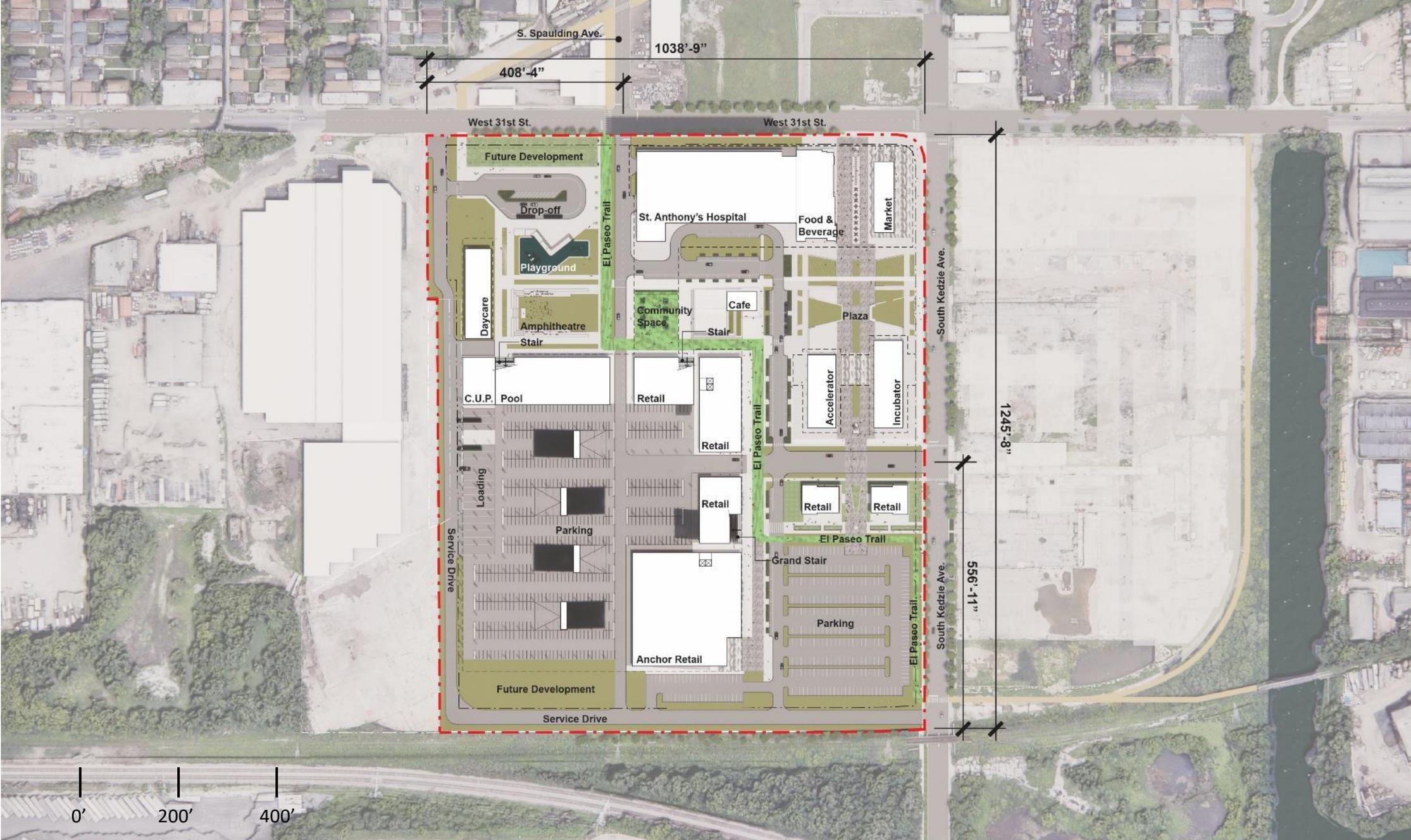
1. Relocation of housing and day care to the west opened up NW corner of the site to better connect with the surrounding neighborhood.
2. Relocation of the daycare provided a more resilient solution for the potential future hospital expansion.
3. Relocation of housing provided an open central plaza that connects social spaces, public amenities and NE entry.
4. The main vehicular entrances are aligned with Spaulding and the existing 32nd Street to the west.
5. The El Paseo Trail has been incorporated into the campus planning, adjacent to public amenities, retail, and food services.
6. 32nd street has been re-organized with public right-of-way, native landscaping, and retail on both sides of the street. This better frames future development on the neighboring site.
7. Surface parking area has been significantly reduced by **35%** to accommodate the new El Paseo Trail, retail and shops facing Kedzie and 32nd Street.
8. Parking deck area has been reduced by **19%** to accommodate the new El Paseo Trail.
9. Breaks in the landscaping and buildings allow views across the project from the main streets.
10. The ground level is thoughtfully organized to provide continuous pedestrian experiences. Along with the public paths that are intentionally curated to maximize public amenities and safety, the new El Paseo Trail adds another layer of ground level experience.
11. A continuous, double-loaded, pedestrian only axis has been formed, running north to south. This is lined with Food & Beverage, Market hall, Accelerator, Incubator, retail, and a central plaza.
12. The parking layout has been reorganized to allow for Spaulding and 32nd Street to flow directly into the parking structure.



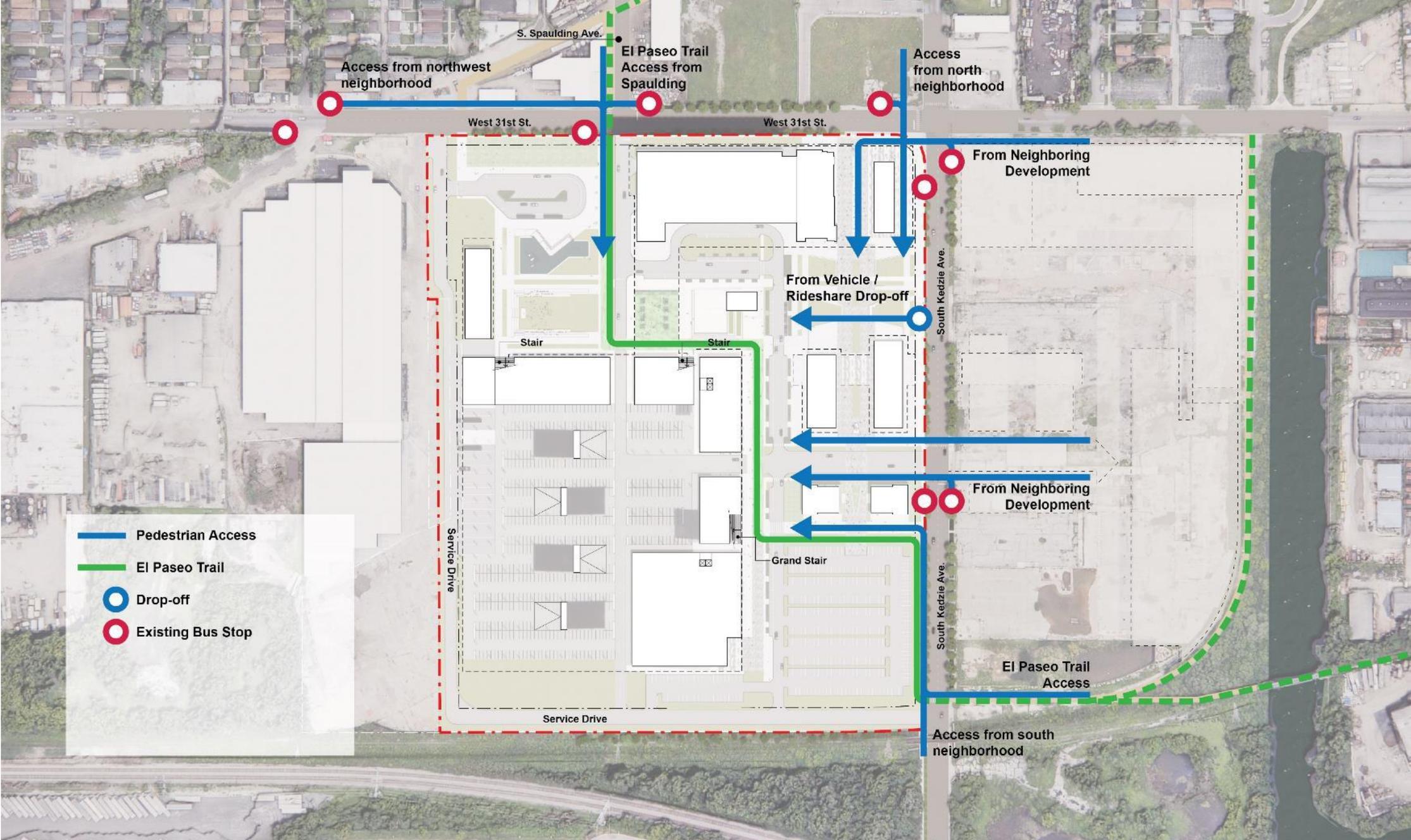
0' 200' 400'



ROOF PLAN



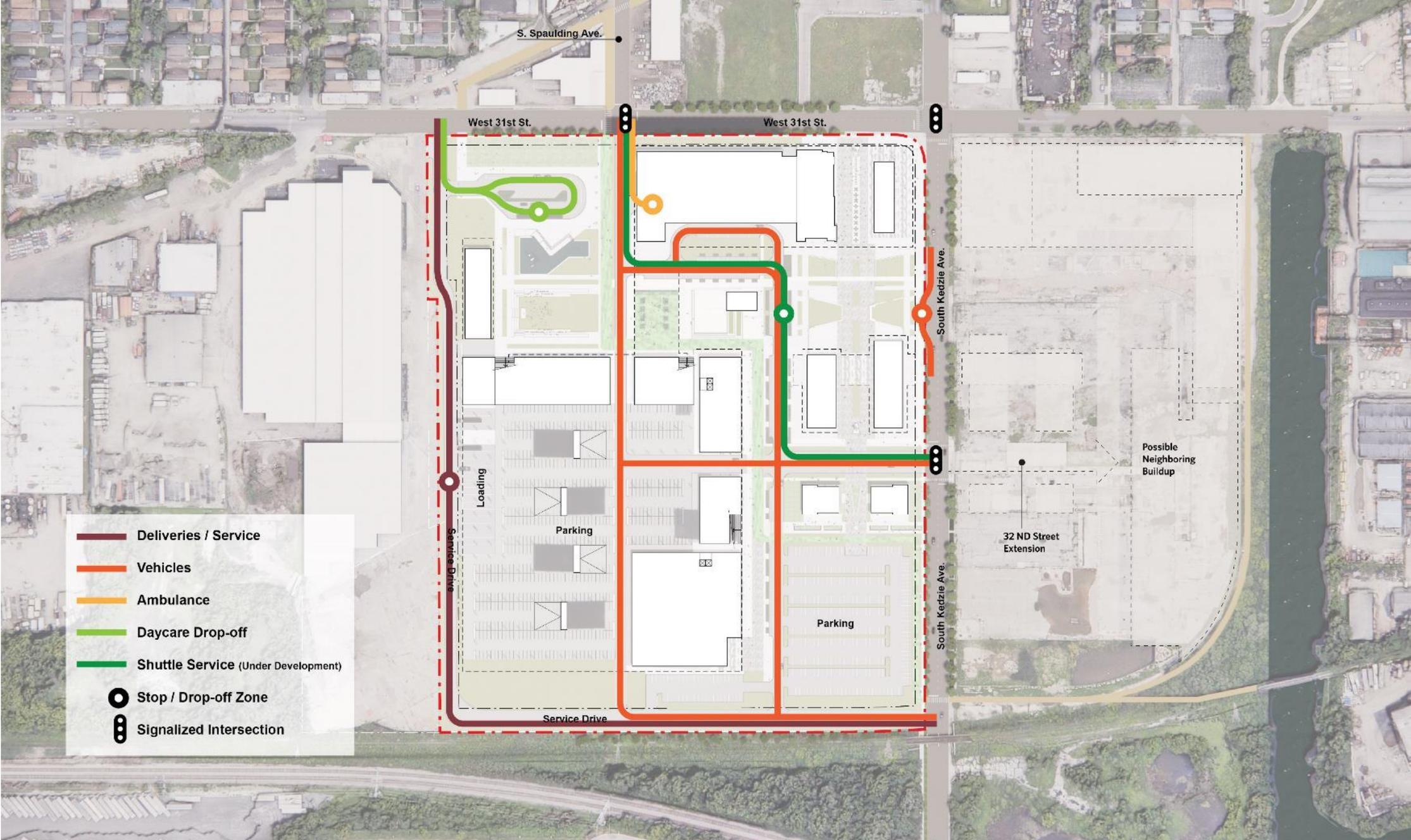
SITE PLAN Street Level



-  Pedestrian Access
-  El Paseo Trail
-  Drop-off
-  Existing Bus Stop



SITE PLAN Pedestrian Access



- Deliveries / Service
- Vehicles
- Ambulance
- Daycare Drop-off
- Shuttle Service (Under Development)
- Stop / Drop-off Zone
- Signalized Intersection



SITE PLAN Vehicular Access



August 14, 2012
Original PD



October 17, 2014
22 Acre Plan
Expanded Site

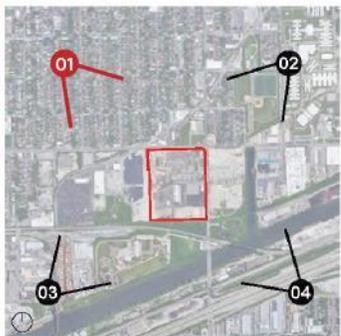


May 12, 2021
30 Acre Site
DPD Intake Submission

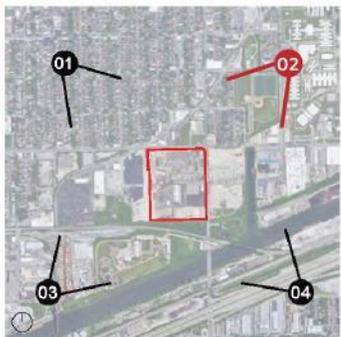


September 08, 2021
30 Acre Site
Current Site Plan

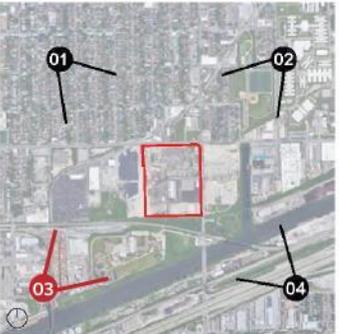




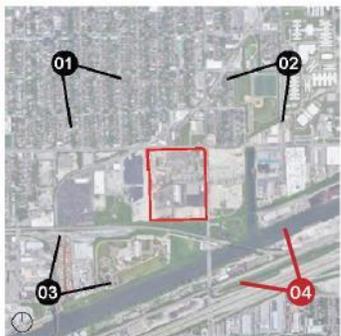
01 AERIAL FROM THE NORTHWEST, ABOVE LITTLE VILLAGE NEIGHBORHOOD



02 AERIAL FROM THE NORTHEAST, ABOVE LA VILLITA PARK



03 AERIAL FROM THE SOUTHWEST, ABOVE INDUSTRIAL CORRIDOR



04 AERIAL FROM THE SOUTHEAST, ABOVE I-55



01 32ND AND KEDZIE ENTRANCE



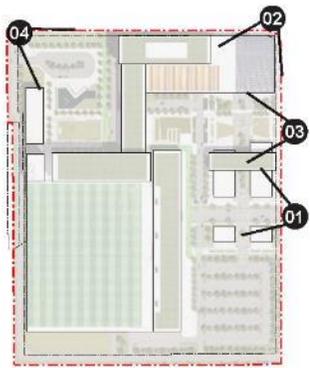
02 NORTHEAST MARKET ENTRANCE



03 EAST PLAZA AND DROP-OFF



04 NORTHWEST ENTRY PLAZA AND DAYCARE DROP-OFF





01 VIEW FROM HOUSING



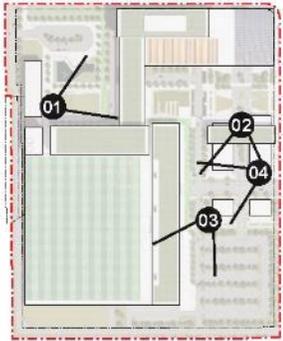
02 PLAZA BETWEEN INCUBATOR AND ACCELERATOR



03 RETAIL ALONG EL PASEO TRAIL



04 32ND STREET RETAIL

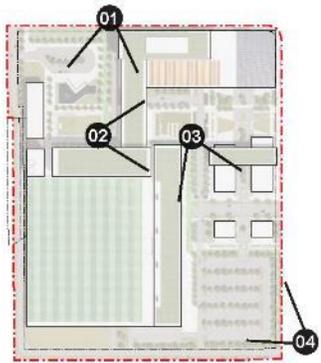




01 31ST AND SPAULDING, EL PASEO TRAIL ENTRANCE



02 COMMUNITY SPACE



0



03 ALONG CENTRAL RETAIL SPINE



04 SOUTHEAST EL PASEO ENTRANCE AT KEDZIE

RENDERING – EL PASEO TRAIL ROUTE



Anchor Retail

Sports Fields

Parking

Outpatient

Hospitality

Gym

Retail

Hospital

Innovation

Hospital

Hospital

Hospital

L12

L11

L10

L9

L8

L7

L6

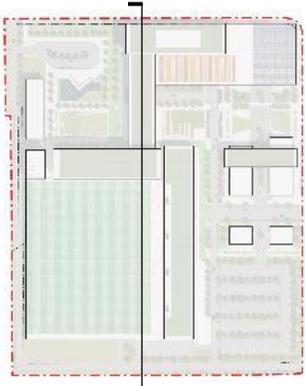
L5

L4

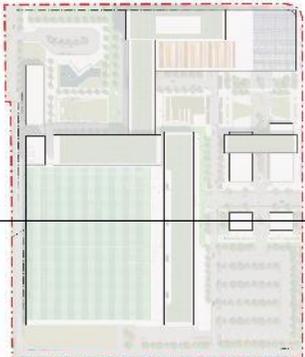
L3

L2

L1



SITE SECTION LOOKING WEST



SITE SECTION LOOKING NORTH



SITE SECTION CLOSEUP



17-8-0905-B1

Buildings should be located abutting the sidewalk with doors, windows and active uses adjacent to it. Exceptions are appropriate when building setbacks would allow the widening of a narrow sidewalk or where a large site allows a plaza or open space.

17-8-0905-B3

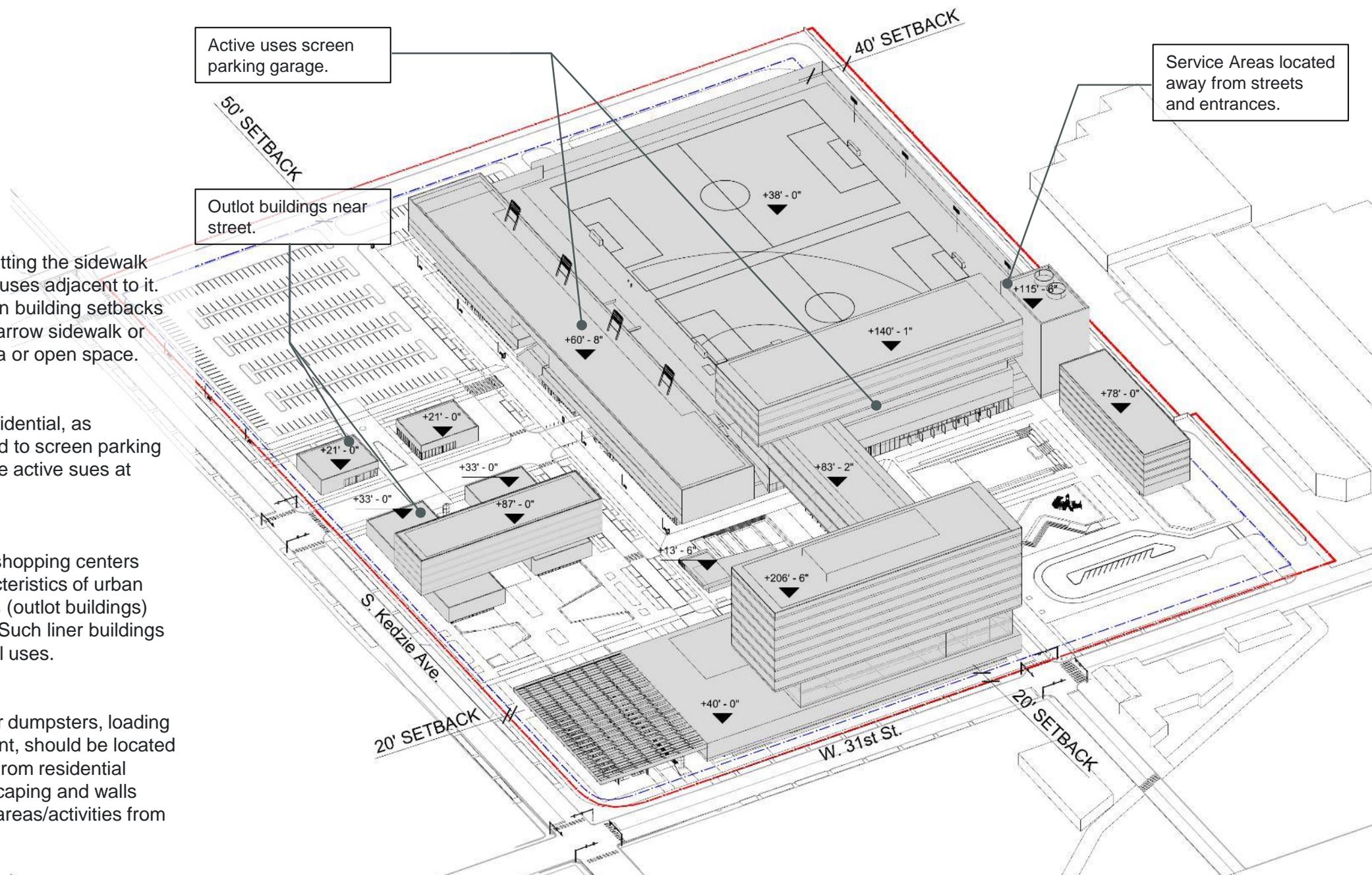
Active uses such as retail or residential, as appropriate, should be employed to screen parking garages from view and to ensure active uses at sidewalk level.

17-8-0906-B5

Large retail developments and shopping centers should help reinforce the characteristics of urban streets by placing liner buildings (outlot buildings) near the street public sidewalk. Such liner buildings should contain retail/commercial uses.

17-8-0906-D1

Service areas, such as those for dumpsters, loading docks and mechanical equipment, should be located away from the street and away from residential buildings and entrances. Landscaping and walls should be used to screen such areas/activities from view.





17-8-0909-A1

Where appropriate for the site, provide adequate, inviting, usable and accessible parks, open spaces and recreation areas for workers, visitors and residents; and

17-8-0909-A2

Where appropriate, provide substantial landscaping of the open areas on the building and the site (including contiguous public ways).

17-8-0909-B1

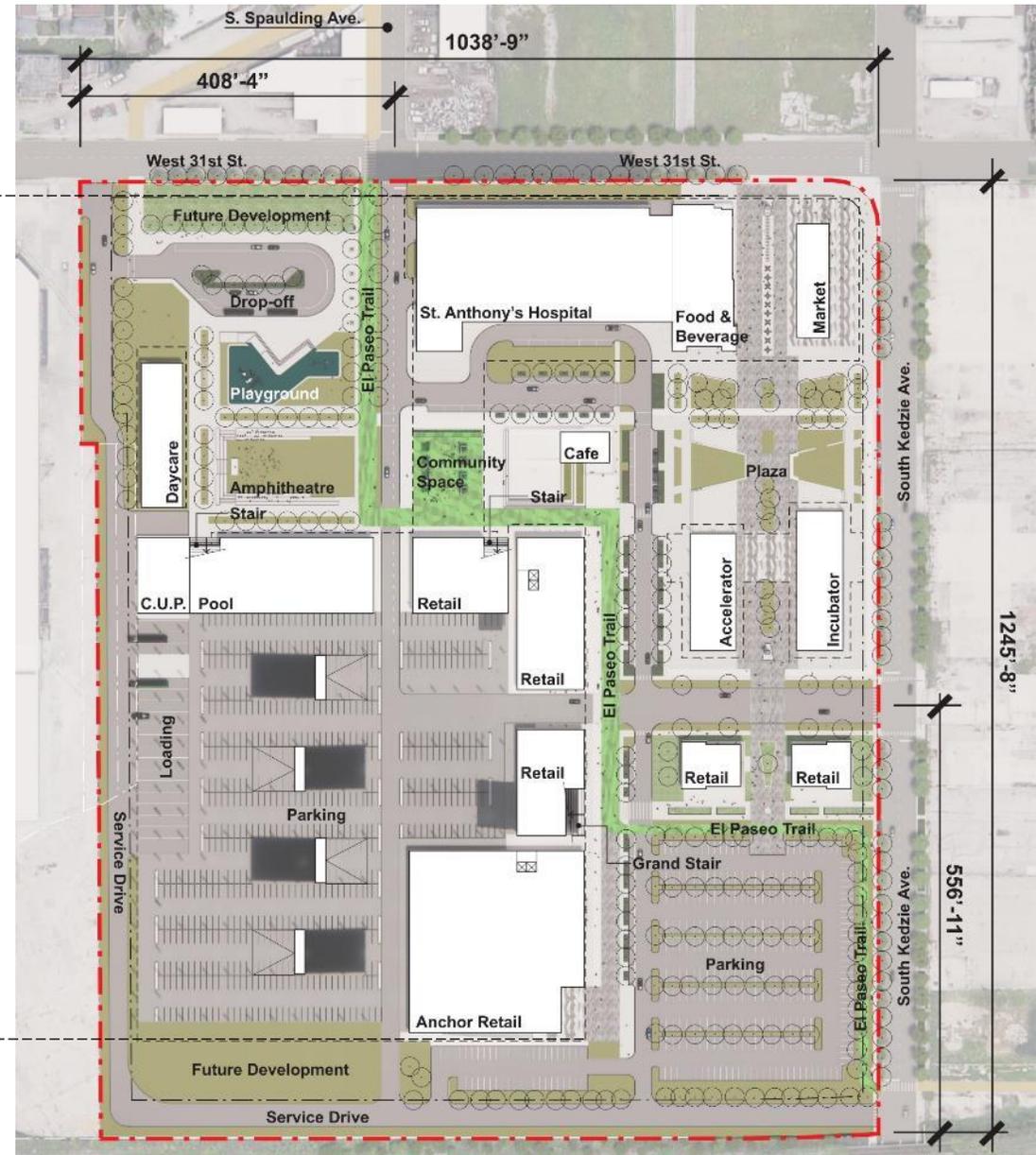
Open spaces should be located to ensure maximum exposure to sunlight.

17-8-0909-B2

In addition to providing a visual amenity to the street, open space should be designed to allow public gathering space and activity.



Roof Plan



Ground Floor Plan



FocalPointCommunityCampus

Building	Subtotal	LL1 (Service)	Ground	Second	Third	Fourth	Fifth	Sixth	Seventh	Eighth	Ninth	Tenth	Penthouse
1 Hospital	513,281												
Hospital	471,002	63,046	54,505	97,253		30,400	35,952	35,952	35,952	35,952	35,952	35,952	10,086
Center for Innovation	30,400				30,400								
Retail	11,879		11,879										
2 Hospitality/Bridge	73,713												
Hospitality & Community Wellness	69,066				34,533	34,533							
Utility Tunnel	4,647	4,647											
3 Fitness Center / MOB	269,222												
Fitness Center	81,858		25,562	46,592	9,704								
MOB / Ambulatory	151,213					26,335	41,626	41,626	41,626				
Retail	15,736		15,736										
Hospitality & Community Wellness	10,710				5,720	4,990							
Utility Tunnel	9,705	9,705											
4 CUP -Central Utility Plant	49,000												
Central Plant	49,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000					
5 Daycare	25,910												
Daycare	25,910		10,736	15,174									
6 Retail-Corner Building	17,192												
Retail	17,192		11,838	5,354									
7 Residential	191,579												
Residential	159,590		1,990	31,520	31,520	31,520	31,520	31,520					
Retail	31,989		31,989										
8 Retail-Accelerator / Market Place	25,627												
Retail-Market Hall	11,227		11,227										
Accelerator	14,400		14,400										
9 Retail-Cafe Building	2,313												
Retail-Cafe	2,313		2,313										
10 Retail/ School/ Vocational/ Surgical	345,656												
Retail	149,016		102,271	46,745									
School	123,908			48,841	40,267	34,800							
Vocational	51,557				29,332	22,225							
Surgical Center	21,175					21,175							
11 Parking / Loading Dock / Staging	827,987												
Parking	775,750		219,932	269,397	286,421								
Loading Dock	32,237		32,237										
Staging Area	20,000	20,000											
Total (BGSE)	2,341,480	104,398	553,615	567,876	474,897	212,978	116,098	116,098	77,578	35,952	35,952	35,952	10,086



Focal Point Community Campus: Parking and Loading Requirements

Project Parking Code Requirements | 06 June 2021

Chapter 17-10 Parking and Loading, Current through Council Journal of March 13, 2019

This is a preliminary parking code analysis based on the building square footage, capacity beds, employee, and doctor numbers estimated by the project team.

Proposed Zoning / Zone Name	Focal Point Facility	Land Use (Chicago Code) ⁴	Sq. Ft. ⁷	Shared Parking ¹⁰	Cooperative Parking	Capacity/Bed/ Emp/Doctor ⁷	Req. Vehicular Pkg. Ratio ^{4,6}	Req. Vehicle Pkg. Qty.	ADA Pkg. ¹	Req. Loading Spaces ³	Req. Bike Pkg. Ratio ⁴	Req. Bike Pkg. ²	City of Chicago Code Notes ⁴
C2-5	Medical Office Building	Office	151,213		-20%	-	None for first 35,000 SF or 2x site area, then 1.33 spaces for every 1,000 SF	124	12	1	1 per 10 auto spaces	12	Parking Group T
	Surgical Center	Ambulatory Center	21,175			-	None for first 35,000 SF or 2x site area, then 1.33 spaces for every 1,000 SF	5	1	0	1 per 10 auto spaces	2	Parking Group T
	Inpatient Employees (Hospital)	Hospital	438,356		-20%	800 Employees	None for first 35,000 SF or 2x site area, then 1.33 spaces for every 1,000 SF	384	7	4	1 per 10 auto spaces	38	Parking Group G
	Central Utility Plant	Utilities	56,000			10 Person Capacity	None for first 35,000 SF or 2x site area, then 1.33 spaces for every 1,000 SF	5	1	0	1 per 10 auto spaces	2	Parking Group E
	Education	School	193,313		-20%	150 Employees	None for first 35,000 SF or 2x site area, then 1.33 spaces for every 1,000 SF	168	2	1	1 per 10 auto spaces	17	Parking Group E
	Day Care	Day Care	25,910			30 Employees	None for first 35,000 SF or 2x site area, then 1.33 spaces for every 1,000 SF	5	1	0	1 per 10 auto spaces	2	Parking Group E
	Retail	Retail	239,352	X	-20%	-	None for first 35,000 SF or 2x site area, then 1.33 spaces for every 1,000 SF	168	8	4	1 per 5 auto spaces	34	Parking Group M
	Hospitality and Community Wellness	Banquet Hall	79,776			962 Person Capacity	1 Space per 10 Persons Capacity ⁵	96	4	1	1 per 5 auto spaces	19	Parking Group M
	Fitness Center	Health Club	81,858		-20%	500 Person Capacity	1 Space per 10 Persons Capacity ⁹	40	2	1	1 per 5 auto spaces	8	Parking Group M
	Center for Innovation	High Technology Office	-			-	Included in Hospital Above	0	0	0	1 per 10 auto spaces	0	Parking Group L
	Residential	Residential	159,590			133 Units	>600SF = 0.33 Space per Unit, 600-1,200 SF = .77 Space per Unit	70	7	1	1 per 2 auto spaces	35	Parking Group C
Accelerator	Retail	14,400			-	None for first 35,000 SF or 2x site area, then 1.33 spaces for every 1,000 SF	5	1	1	1 per 5 auto spaces	2	Parking Group M	
Totals			1,460,943					1071	54	14		172	(no more than 50) ²

¹ 10% of Ambulatory patients and visitors is reserved for ADA, remaining required quantity is based on total and standard IL ADA chart 4

² No use is required to provide more than 50 bike parking spaces. * The Zoning Administrator is authorized to approve an administrative adjustment reducing the number of bicycle spaces required for a particular use in accordance with Sec. 17-13-1003-GG. Such an administrative adjustment may be approved only when the Zoning Administrator determines that use will not generate any bicycle traffic or that it would be impossible to provide bicycle parking at the subject location. Unless otherwise expressly stated, whenever bicycle parking is required, at least 2 bicycle spaces must be provided.

³ Parking and Loading City of Chicago Ordinance; 17-10-1101 Schedule of Minimum Requirements. 14' clearance required.

⁴ Parking and Loading *City of Chicago Ordinance*

⁵ For the purpose of calculating parking requirements based on employees, students, or occupants, calculations are to be based on the greatest number of staff working on any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable and whichever results in the greater number of spaces

⁹ According to Chicago Municipal Code Article II. Health Club (4-6-020 et seq.)

¹⁰ 55,000 SF and 73 parking Spaces assigned to Big Box Retail and remainder of retail is divided 60% Daytime and 40% Nighttime with Shared Parking (17-10-0700) + 20% Reduction based on Cooperative Parking (17-10-0800)

⁶ All area-based (square feet) parking standards must be computed on the basis of gross floor area, which is to be measured as the sum of the gross horizontal area devoted to such use, including accessory storage areas located within sales or working spaces, such as counters, racks, closets and any basement floor area developed devoted to retailing activities, to the production or processing of goods, or to business or professional offices. Except as noted in the preceding sentence, "floor area" for purposes of calculating off-street parking requirements does not include: floor area devoted primarily to storage purposes; floor area devoted to off-street parking or loading facilities, including aisles, ramps, and maneuvering; or basement floor area.

⁷ Numbers provided by programming team

⁸ Based on numbers provided by St. Anthony for their census, 53% are known car users, 47% are potential transit users, 14% use CTA Bus, 2% CTA Rail, 7% Walk; Train + Walk mode split applied to Retail (14% = 7%)



COMMITTEE ON DESIGN

Department of Planning and Development

3201-3345 W. 31st St. and 3100-3150 S. Kedzie Ave.

South Lawndale/ 22nd Ward / Ald. Michael D. Rodriguez

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