

Chicago Plan Commission

Department of Planning and Development

November 15, 2018



Proposed Planned Development
101-213 West Roosevelt Road/ 1200-1558 South Clark Street, Chicago, IL

CURRENT CONDITIONS



Elevated Roosevelt Road

Metra Tracks

Rail Easements

Clark Street

St. Charles Airline Bridge

Ping Tom Park

Ping Tom Park Fieldhouse

FD BOUNDARY

CURRENT VIEW LOOKING EAST ON ROOSEVELT ROAD



CURRENT VIEW LOOKING SOUTH ON CLARK STREET



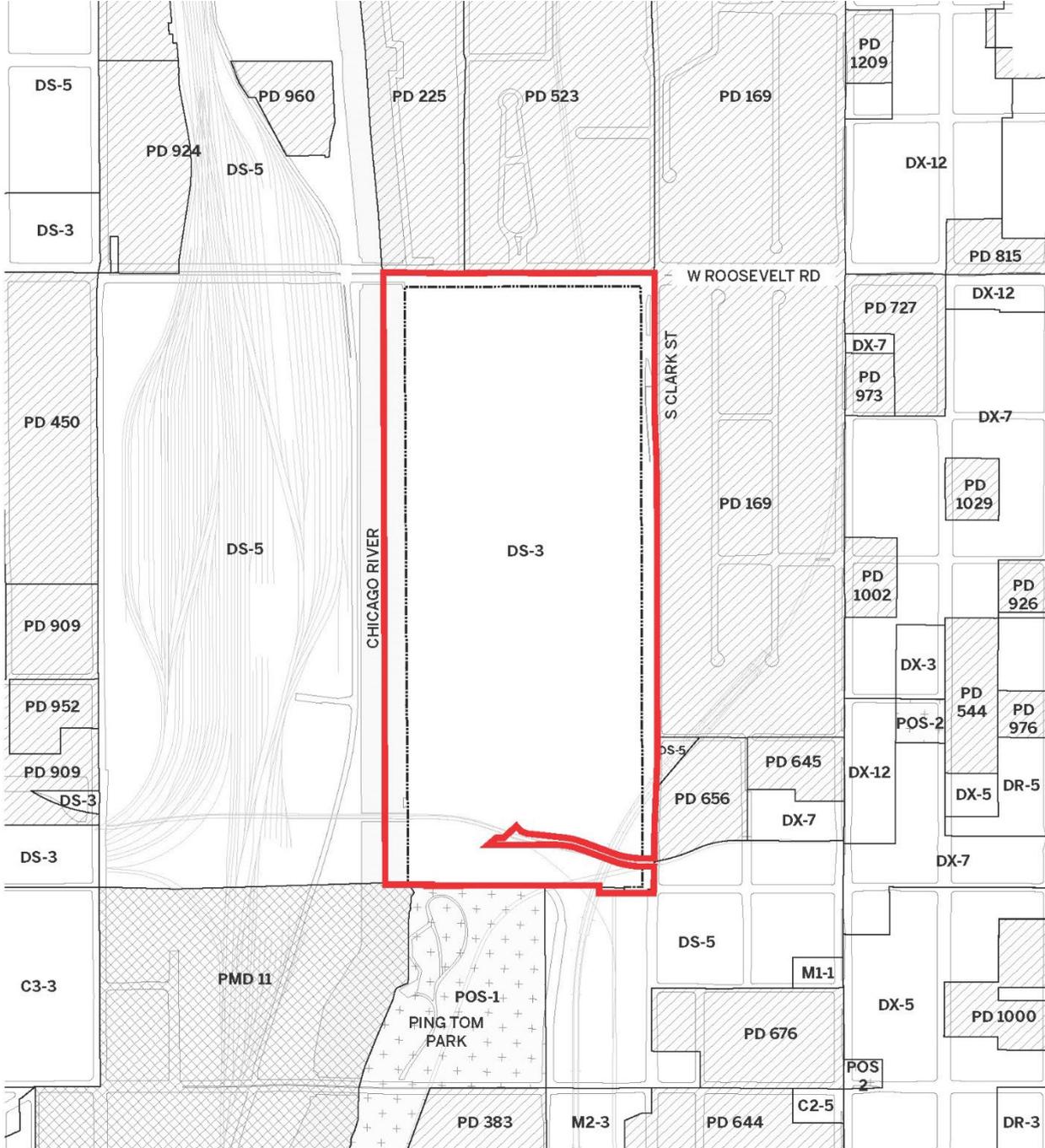
CURRENT VIEW OF THE ST. CHARLES AIRLINE



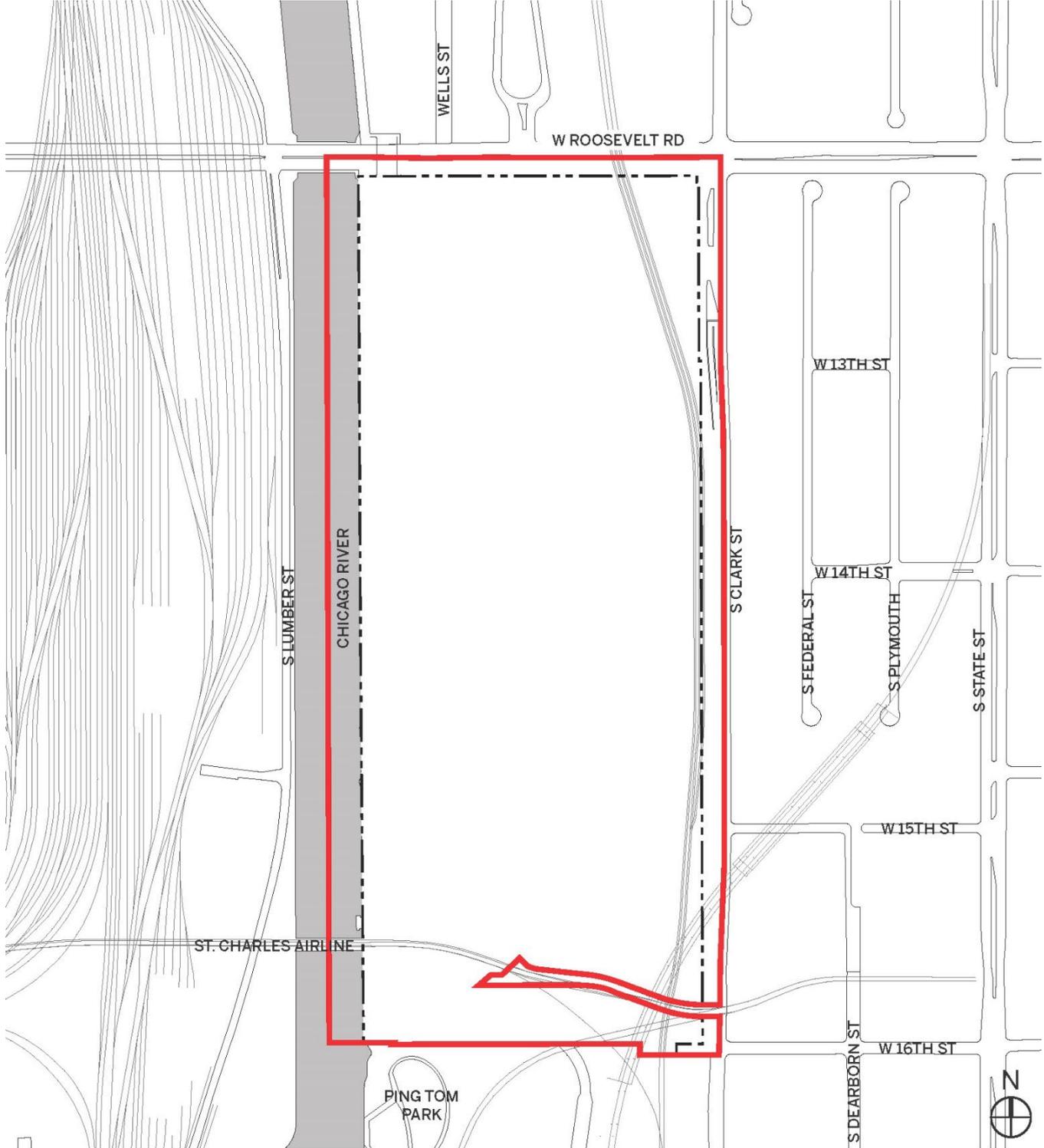
CURRENT VIEW OF THE CHICAGO RIVER LOOKING SOUTH



EXISTING ZONING AND PD BOUNDARY



- - - - - Property Boundary
 ———— Planned Development Boundary



- - - - - Property Boundary
 ———— Planned Development Boundary

PD SUB-AREA MAP

	Net Site Area (sf):	Max. Floor Area Ratio:	Max. No. of Dwelling Units:	Building Heights
Subarea 1	1,127,333	6.74	5,750	950 FT
Subarea 2	450,538	5.99	2,000	800 FT
Subarea 3	313,765	4.78	1,500	500 FT
Subarea 4	410,122	2.95	750	90 FT
Total	2,301,758	5.65	10,000	



— PD and Sub-Area Boundary

SUBJECT PROPERTY AERIAL

St. Charles Airline Bridge

PD Boundary

Chicago River

Ping Tom Park

Ping Tom Fieldhouse

Rail Easements

Roosevelt Road

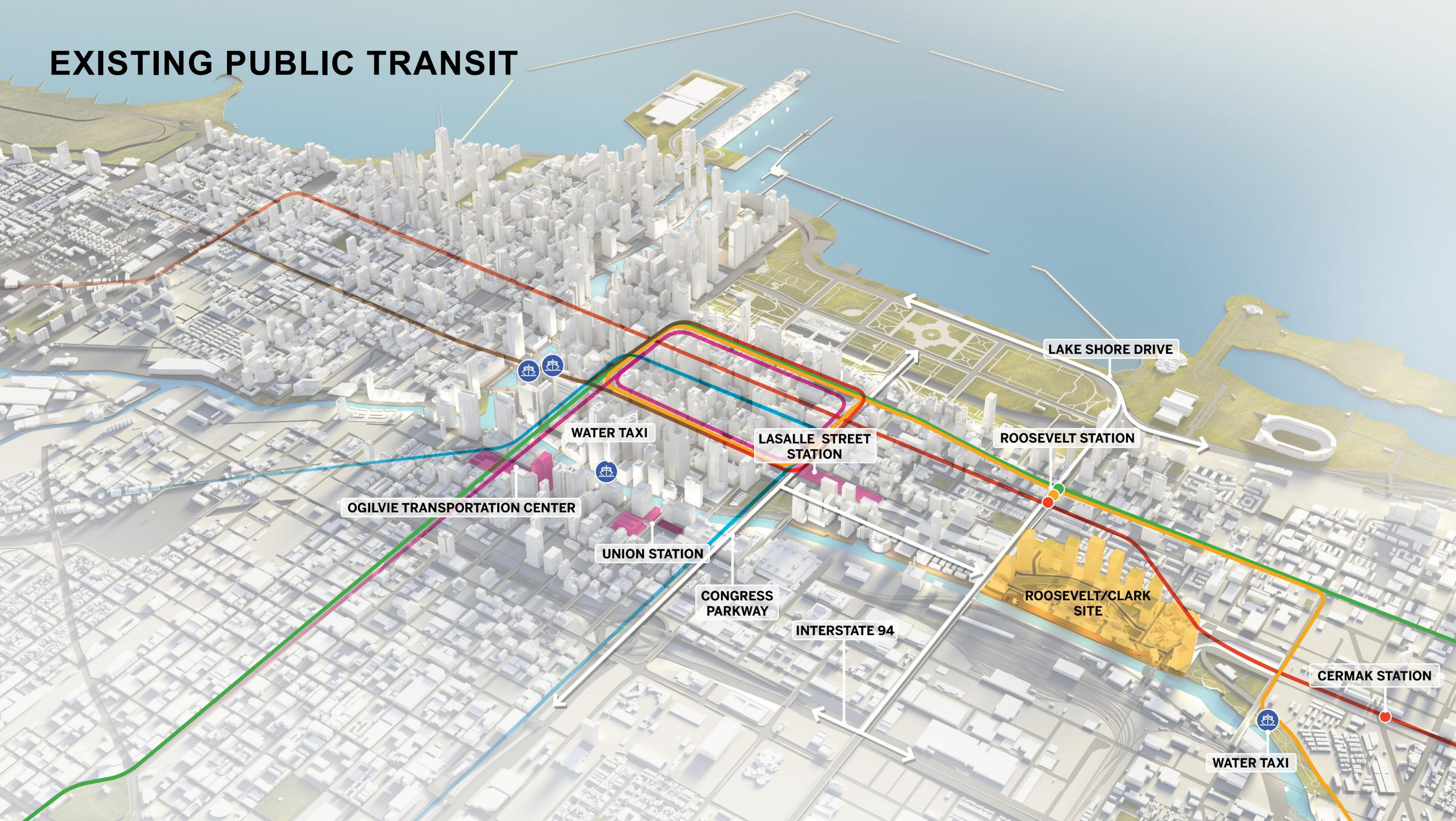
Roosevelt Collection

Clark Street

Dearborn Park



EXISTING PUBLIC TRANSIT



OGILVIE TRANSPORTATION CENTER

WATER TAXI

UNION STATION

LASALLE STREET STATION

CONGRESS PARKWAY

INTERSTATE 94

LAKE SHORE DRIVE

ROOSEVELT STATION

ROOSEVELT/CLARK SITE

CERMAK STATION

WATER TAXI

EXISTING PUBLIC TRANSIT

- CTA RED LINE
- CTA GREEN LINE
- CTA ORANGE LINE
- CTA BUS LINE
- CHICAGO WATER TAXI

CHINATOWN WATER TAXI STOP

PING TOM PARK

WELLS STREET

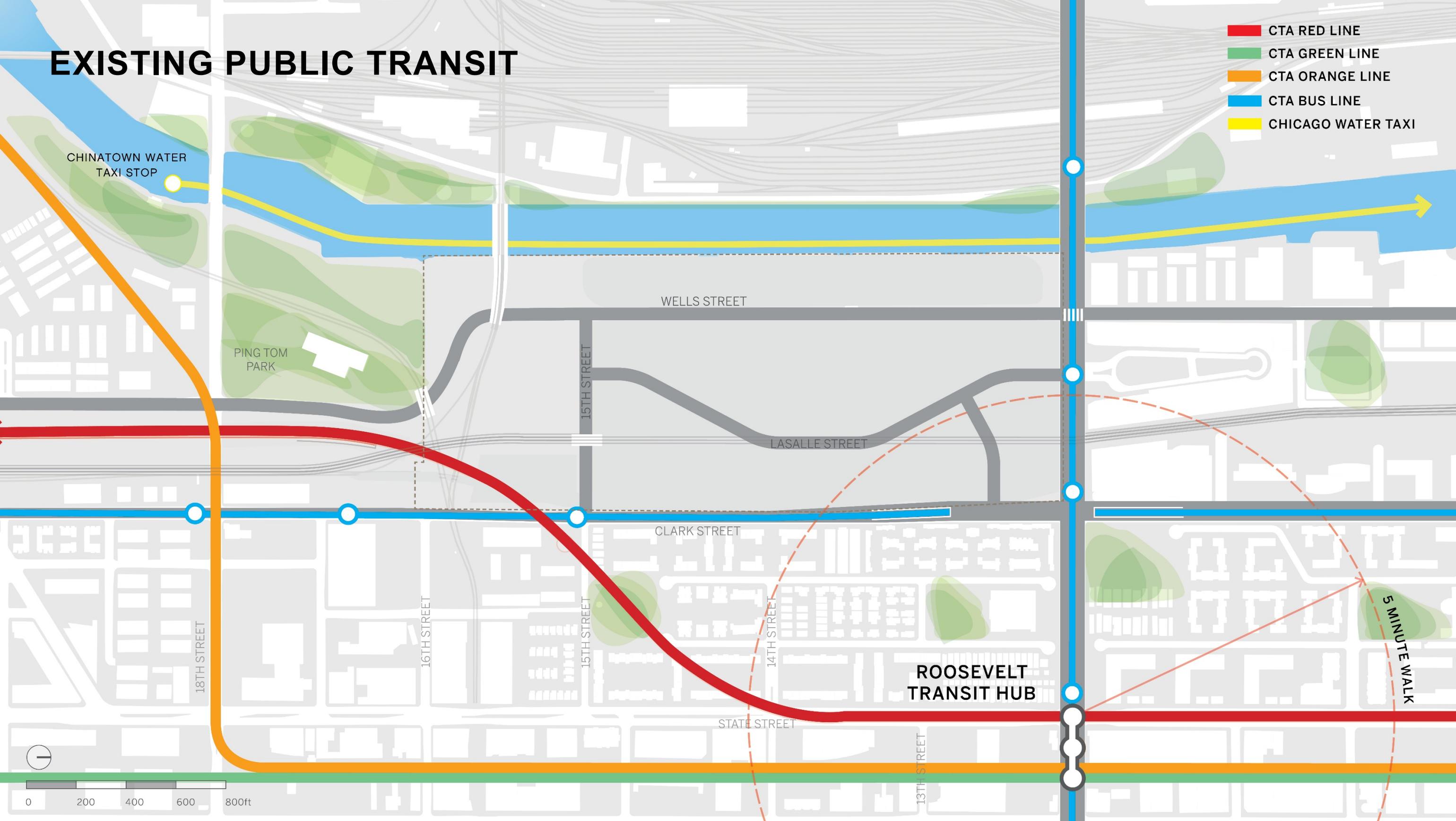
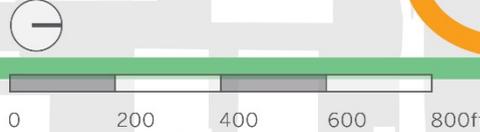
LASALLE STREET

CLARK STREET

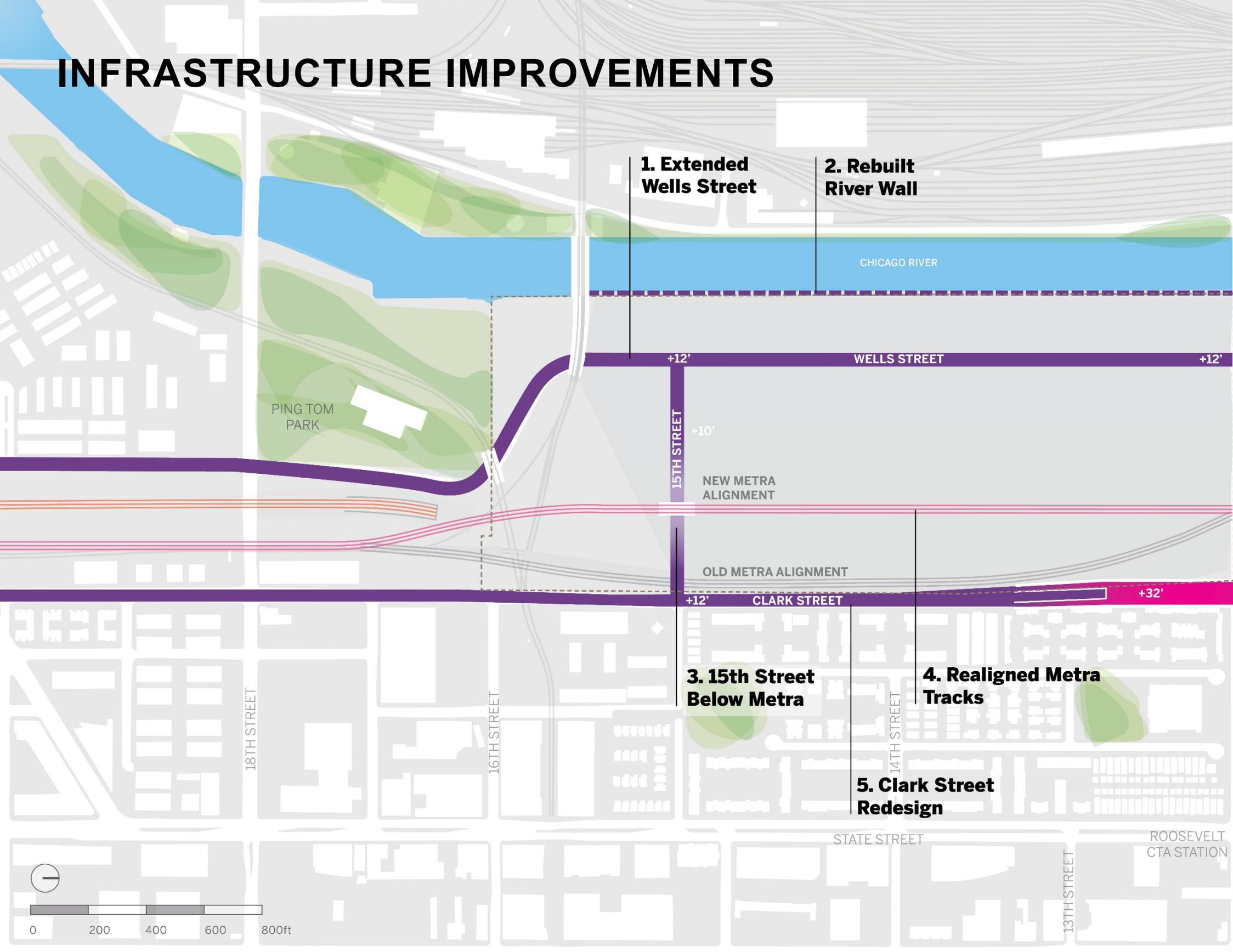
ROOSEVELT TRANSIT HUB

STATE STREET

5 MINUTE WALK



INFRASTRUCTURE IMPROVEMENTS



1. Extended Wells Street

2. Rebuilt River Wall

CHICAGO RIVER

PING TOM PARK

15TH STREET

WELLS STREET

+12'

NEW METRA ALIGNMENT

OLD METRA ALIGNMENT

+12'

CLARK STREET

3. 15th Street Below Metra

4. Realigned Metra Tracks

5. Clark Street Redesign

ROOSEVELT RD

STATE STREET

ROOSEVELT CTA STATION

18TH STREET

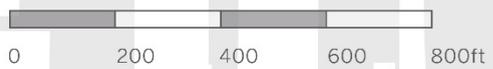
16TH STREET

14TH STREET

13TH STREET

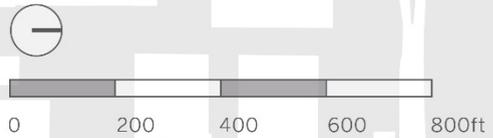
ROOSEVELT ROAD LEVEL

GROUND LEVEL



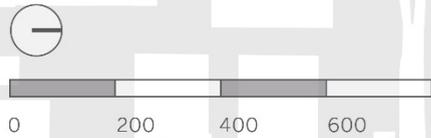
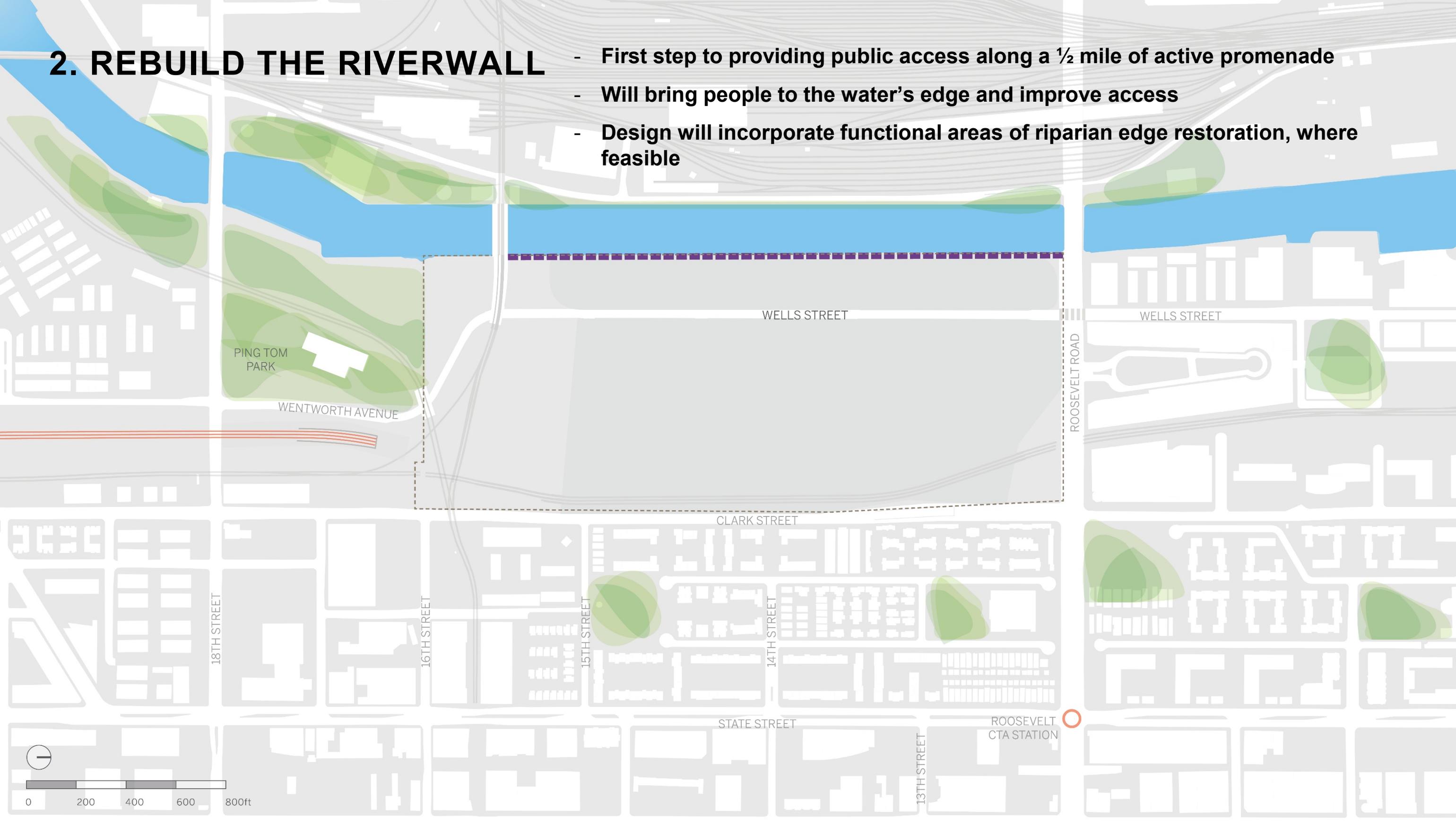
1. EXTEND WELLS STREET

- City project to connect Wells Street and Wentworth Avenue
- New connection from Chinatown to Downtown
- Walkable, tree-lined street with bike lanes will be the start of a mixed-use, active corridor



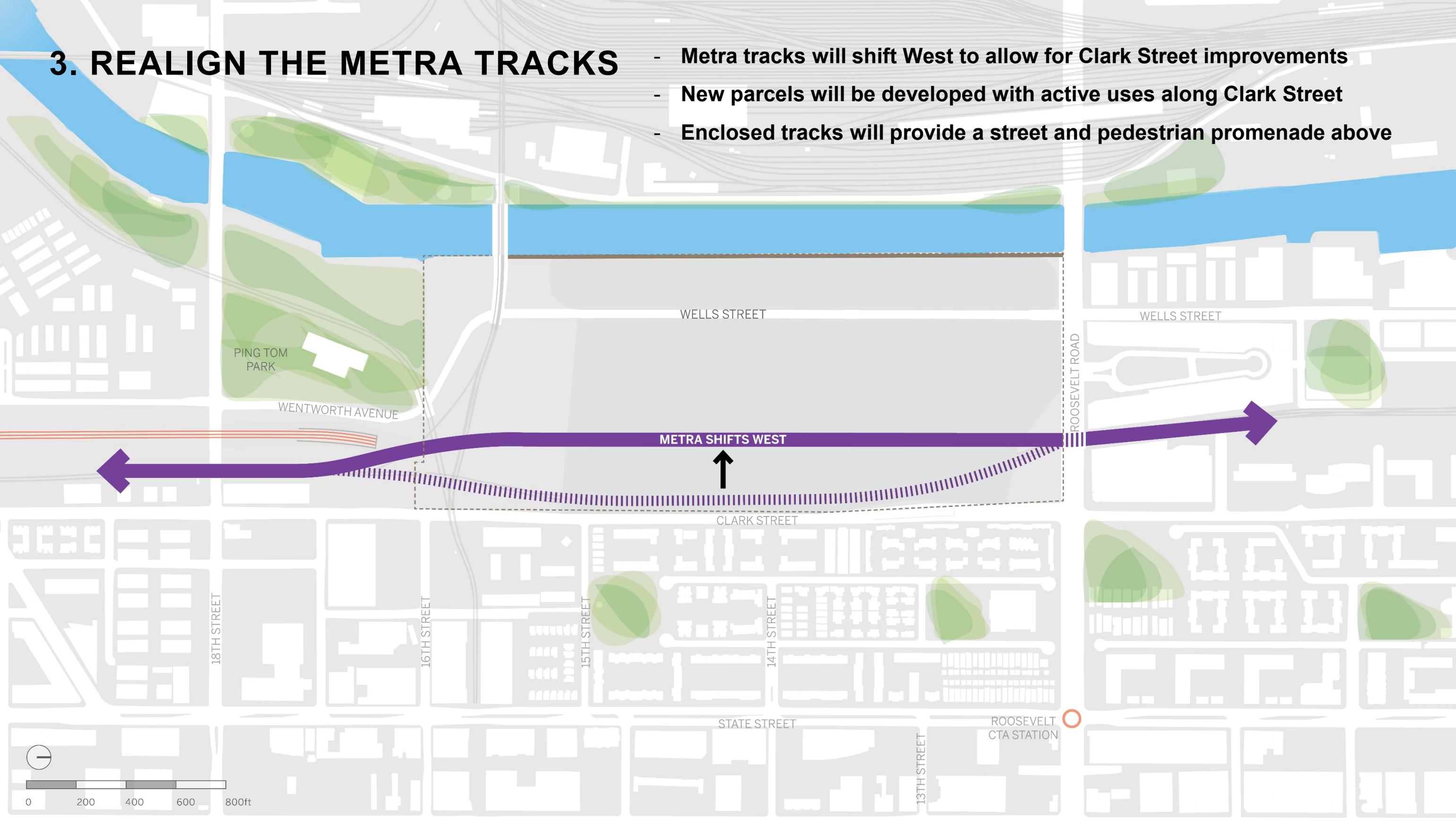
2. REBUILD THE RIVERWALL

- First step to providing public access along a ½ mile of active promenade
- Will bring people to the water's edge and improve access
- Design will incorporate functional areas of riparian edge restoration, where feasible



3. REALIGN THE METRA TRACKS

- Metra tracks will shift West to allow for Clark Street improvements
- New parcels will be developed with active uses along Clark Street
- Enclosed tracks will provide a street and pedestrian promenade above



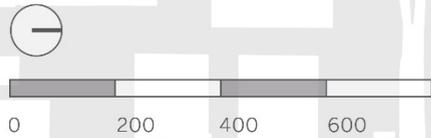
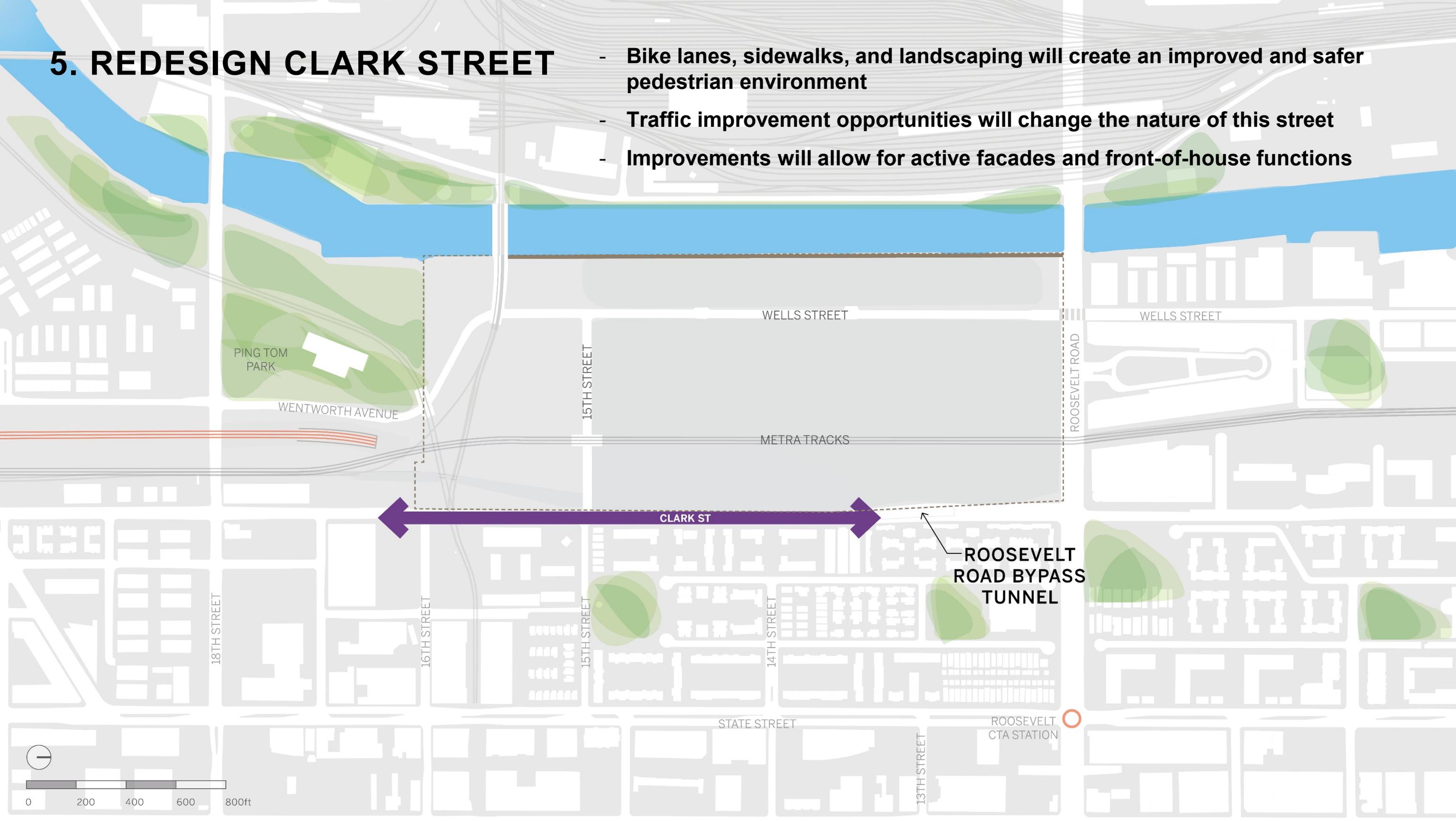
4. EXTEND 15TH STREET BELOW METRA

- A new 15th Street will connect Clark Street to Wells Street
- A gateway bridge will be located at the Metra crossing
- Connects the site to the city grid
- Allows direct, public access to the river and riverfront trails

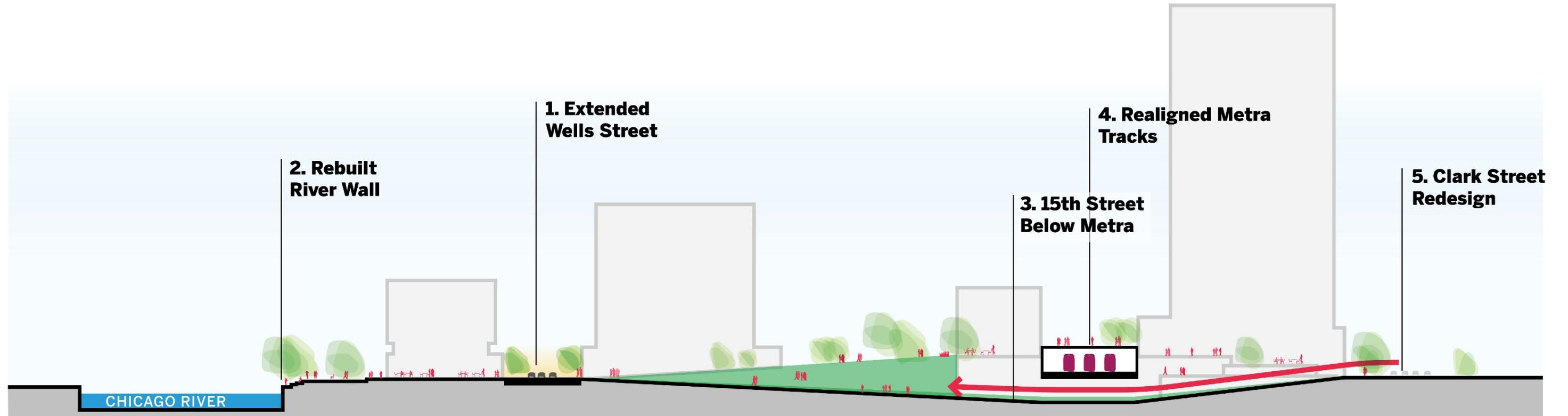


5. REDESIGN CLARK STREET

- Bike lanes, sidewalks, and landscaping will create an improved and safer pedestrian environment
- Traffic improvement opportunities will change the nature of this street
- Improvements will allow for active facades and front-of-house functions

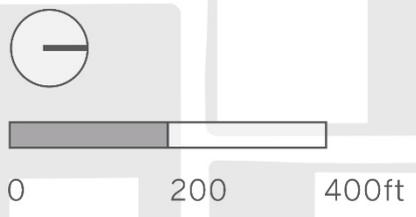
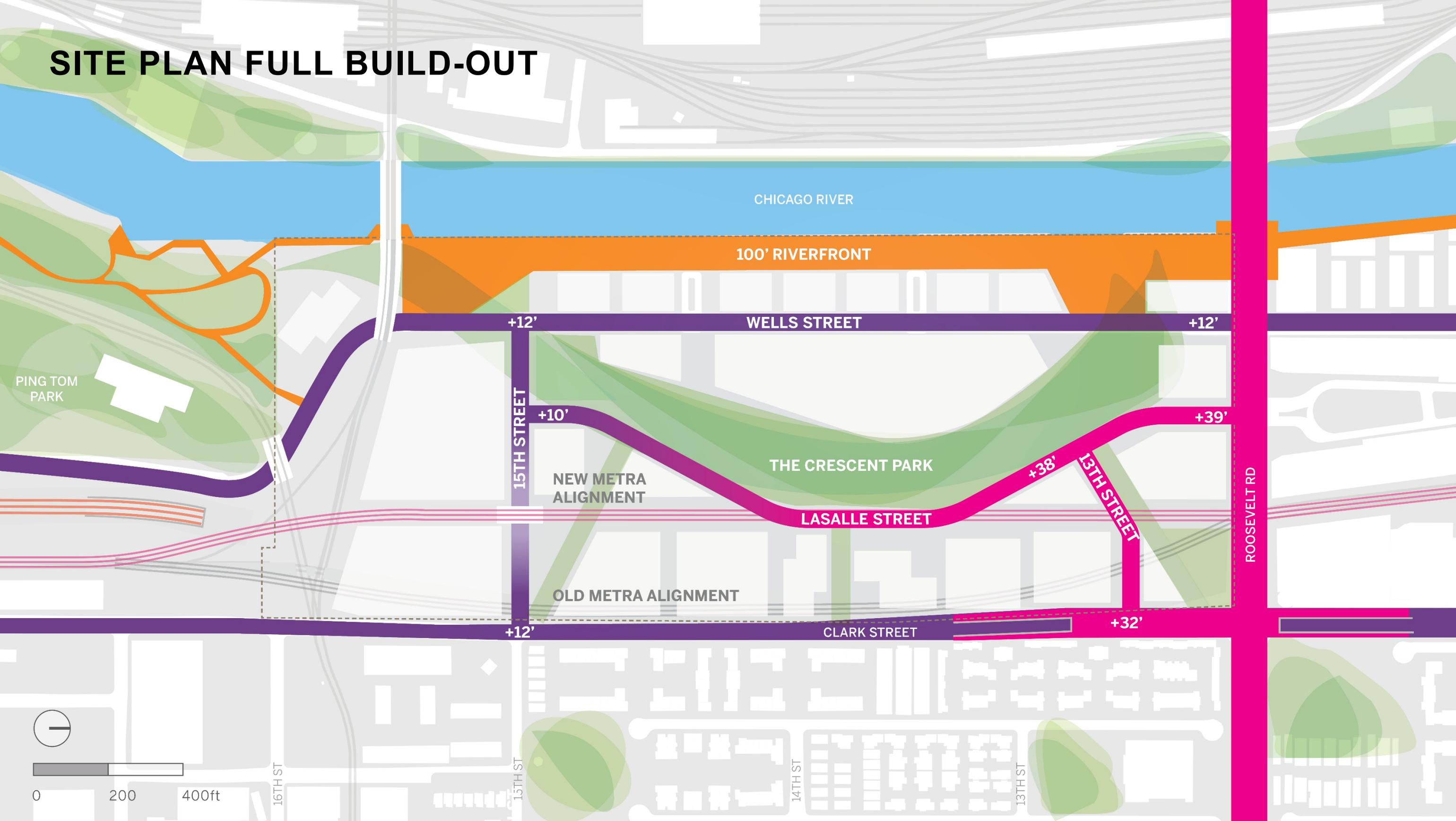


PROPOSED INFRASTRUCTURE IMPROVEMENTS



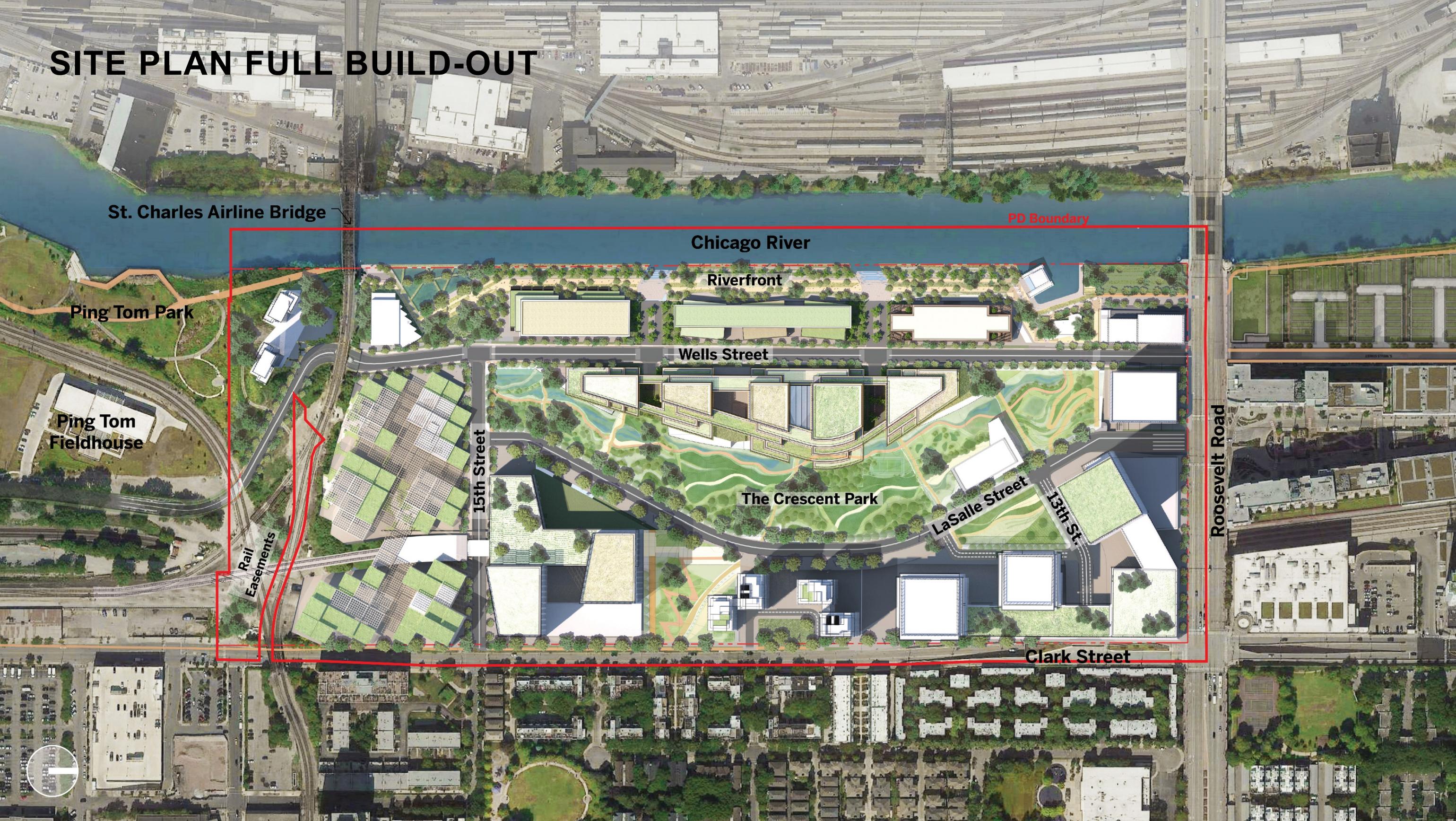
SECTION THROUGH 15TH STREET

SITE PLAN FULL BUILD-OUT



16TH ST
15TH ST
14TH ST
13TH ST

SITE PLAN FULL BUILD-OUT



St. Charles Airline Bridge

PD Boundary

Chicago River

Riverfront

Ping Tom Park

Ping Tom Fieldhouse

Wells Street

15th Street

The Crescent Park

LaSalle Street

13th St.

Roosevelt Road

Rail Easements

Clark Street



PHASING PLAN

St. Charles Airline Bridge

Chicago River

Ping Tom Park

Ping Tom Fieldhouse

Phase 8

Phase 1C

Phase 2A

Phase 1B

Phase 1A

Phase 2B

Rail Easements

Phase 4

Phase 5

Phase 6

Phase 3B

Phase 3A

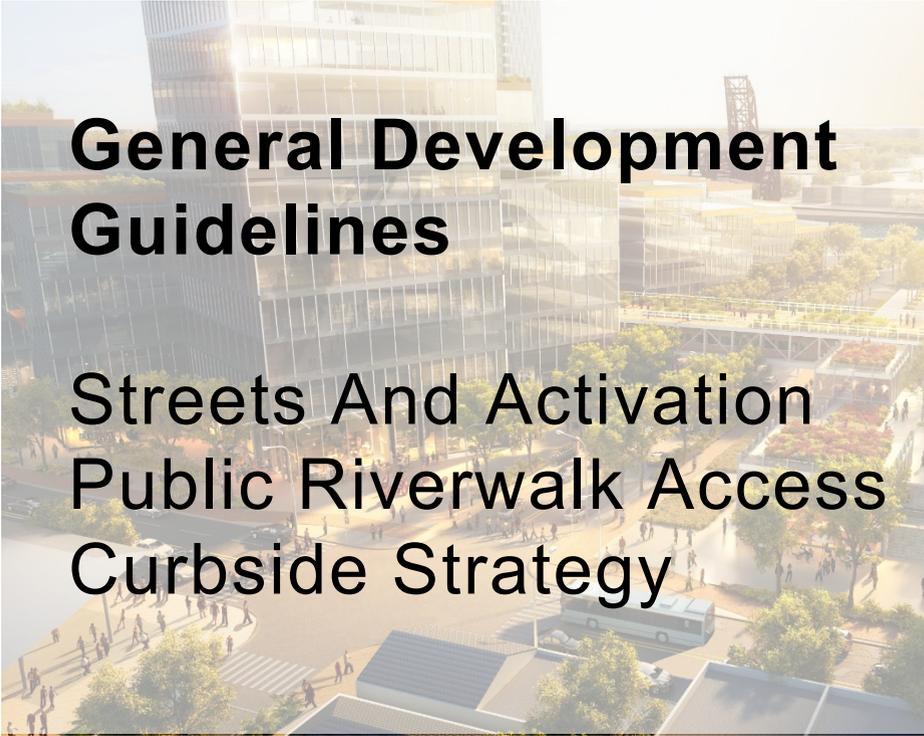
Phase 7

Roosevelt Road

Clark Street



ROOSEVELT AND CLARK DESIGN GUIDELINES



General Development Guidelines

Streets And Activation
Public Riverwalk Access
Curbside Strategy



Open Space Guidelines

Open Space Concept
Open Space Connectivity
Placemaking



Building Design Guidelines

Massing
Street Wall/ Building Base
Building Materials

GENERAL DEVELOPMENT GUIDELINES

STREETS AND ACTIVATION

- District gateways as a primary focus
- Primary facades that minimize back-of-house functions
- Active ground floors
- Activated setbacks
- Multi-modal complete streets
- Metra bridge as a gateway element
- Connecting to the city grid
- Clark Street redesign



A NEW GATEWAY AT 15TH STREET AND CLARK STREET

GENERAL DEVELOPMENT GUIDELINES

PUBLIC RIVERFRONT ACCESS

- Public pedestrian and bike access at each block
- Riverfront shared streets

CURBSIDE STRATEGY

- Curbside flex zone
- Public transit access
- LaSalle Street as primary pick-up and drop-off street
- Riverfront shared streets with limited pick-up and drop-off
- Curb cuts consolidated and 20' wide maximum



WELLS STREET AND RIVERFRONT SHARED STREETS

GENERAL DEVELOPMENT GUIDELINES

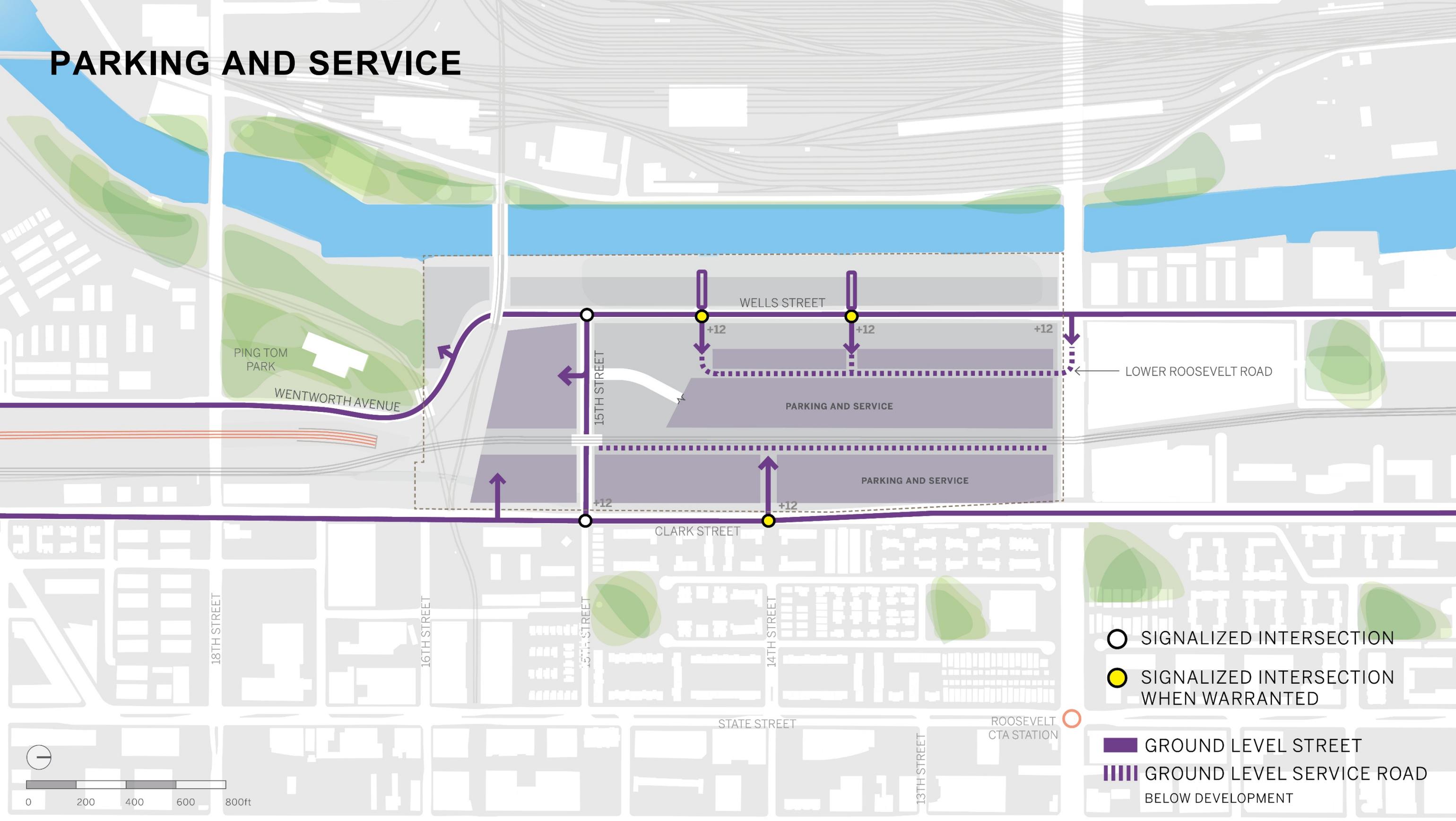
PARKING AND SERVICE

- **Parking and service below the Crescent Park and behind active uses**
- **High-quality architectural screening for parking**
- **Parking and service screened from Ping Tom Park**
- **Entries integrated with the overall façade**
- **Primary service and parking access at Wells St, Lower Roosevelt Rd. and Clark Street**



ACCESS TO PARKING FROM CLARK STREET

PARKING AND SERVICE



PING TOM PARK

WENTWORTH AVENUE

WELLS STREET

LOWER ROOSEVELT ROAD

PARKING AND SERVICE

PARKING AND SERVICE

15TH STREET

CLARK STREET

18TH STREET

16TH STREET

15TH STREET

14TH STREET

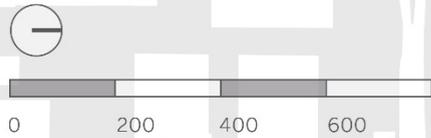
STATE STREET

ROOSEVELT CTA STATION

13TH STREET

- SIGNALIZED INTERSECTION
- SIGNALIZED INTERSECTION WHEN WARRANTED

- GROUND LEVEL STREET
- ▨ GROUND LEVEL SERVICE ROAD BELOW DEVELOPMENT



OPEN SPACE GUIDELINES

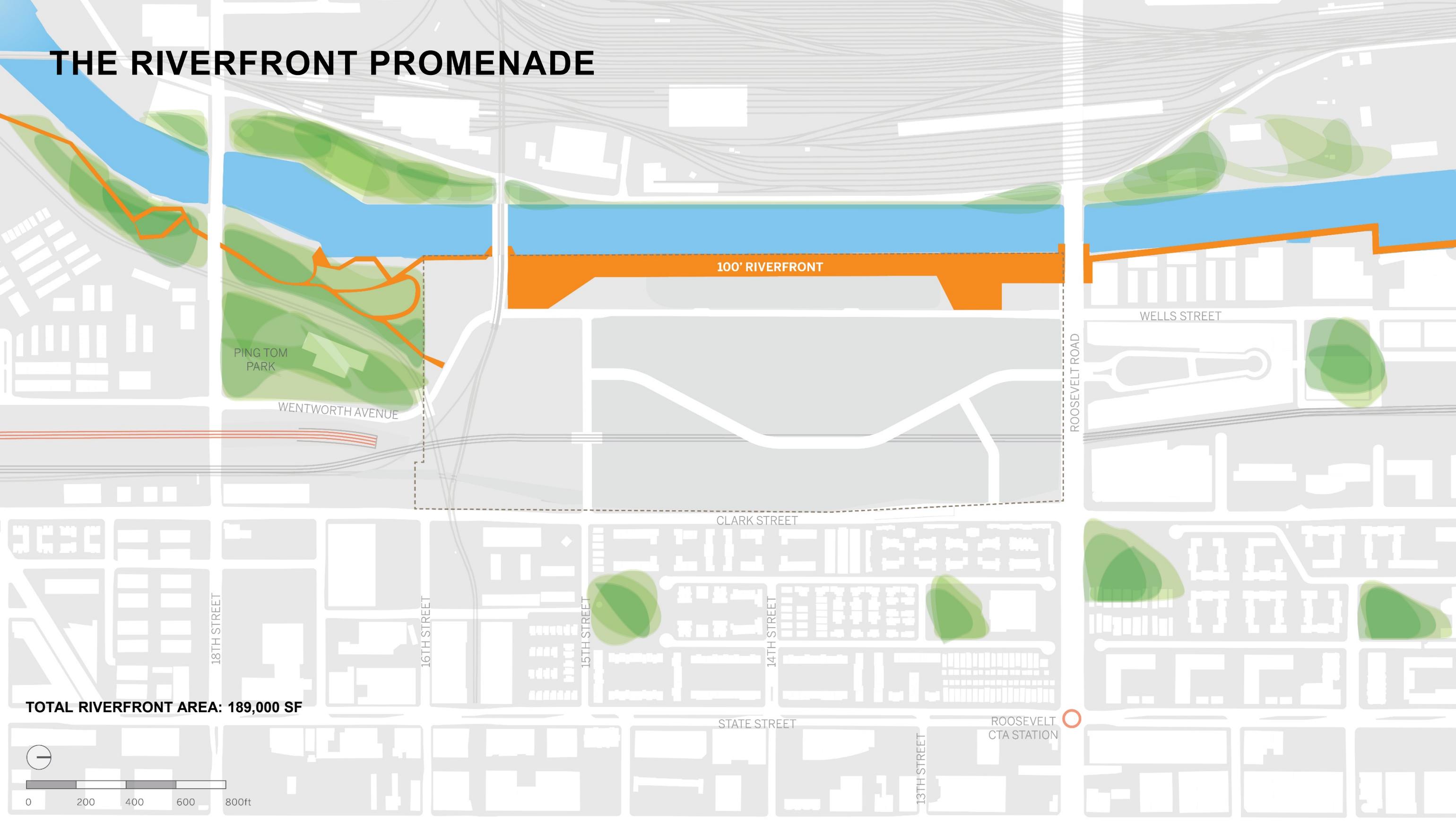
OPEN SPACE CONCEPT: THE RIVERFRONT

- Public access along a broad, active promenade
- 75' riverwalk with 16' multi-use trail
- 25' riverfront amenity zone
- Shall feature play spaces, a fountain, stepped river seating, outdoor restaurants, and wetland planting
- Biodiversity best practices and functional areas of riparian edge restoration
- Riverwalk connections to the North and South



THE RIVERFRONT PROMENADE

THE RIVERFRONT PROMENADE



100' RIVERFRONT

PING TOM PARK

WENTWORTH AVENUE

WELLS STREET

ROOSEVELT ROAD

CLARK STREET

18TH STREET

16TH STREET

15TH STREET

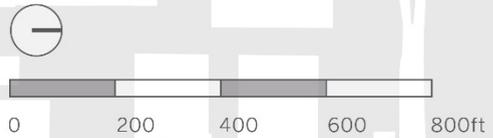
14TH STREET

STATE STREET

13TH STREET

ROOSEVELT CTA STATION

TOTAL RIVERFRONT AREA: 189,000 SF



THE RIVERFRONT PROMENADE



THE RIVERFRONT PROMENADE



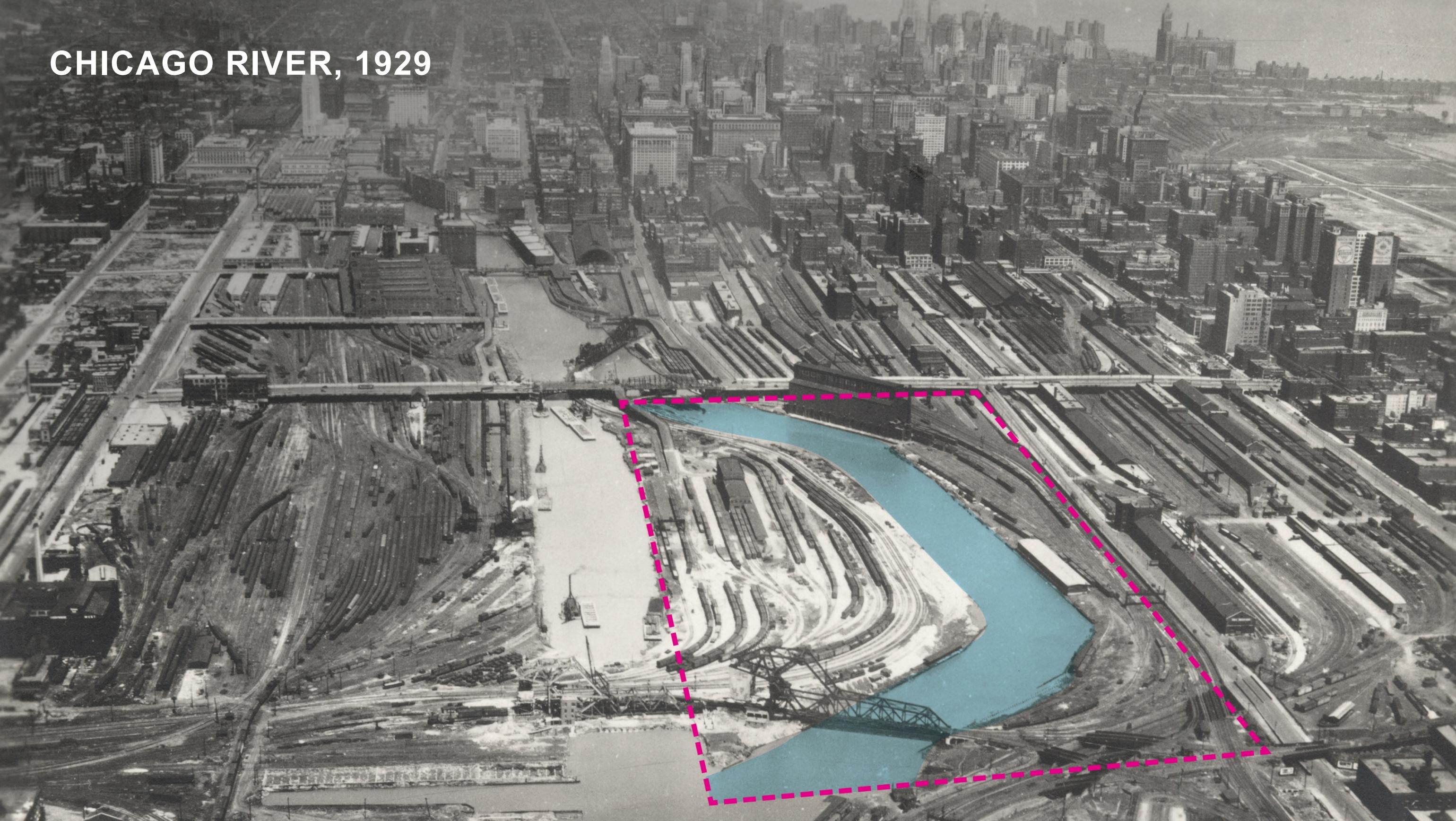
OPEN SPACE GUIDELINES

OPEN SPACE CONCEPT: CRESCENT PARK

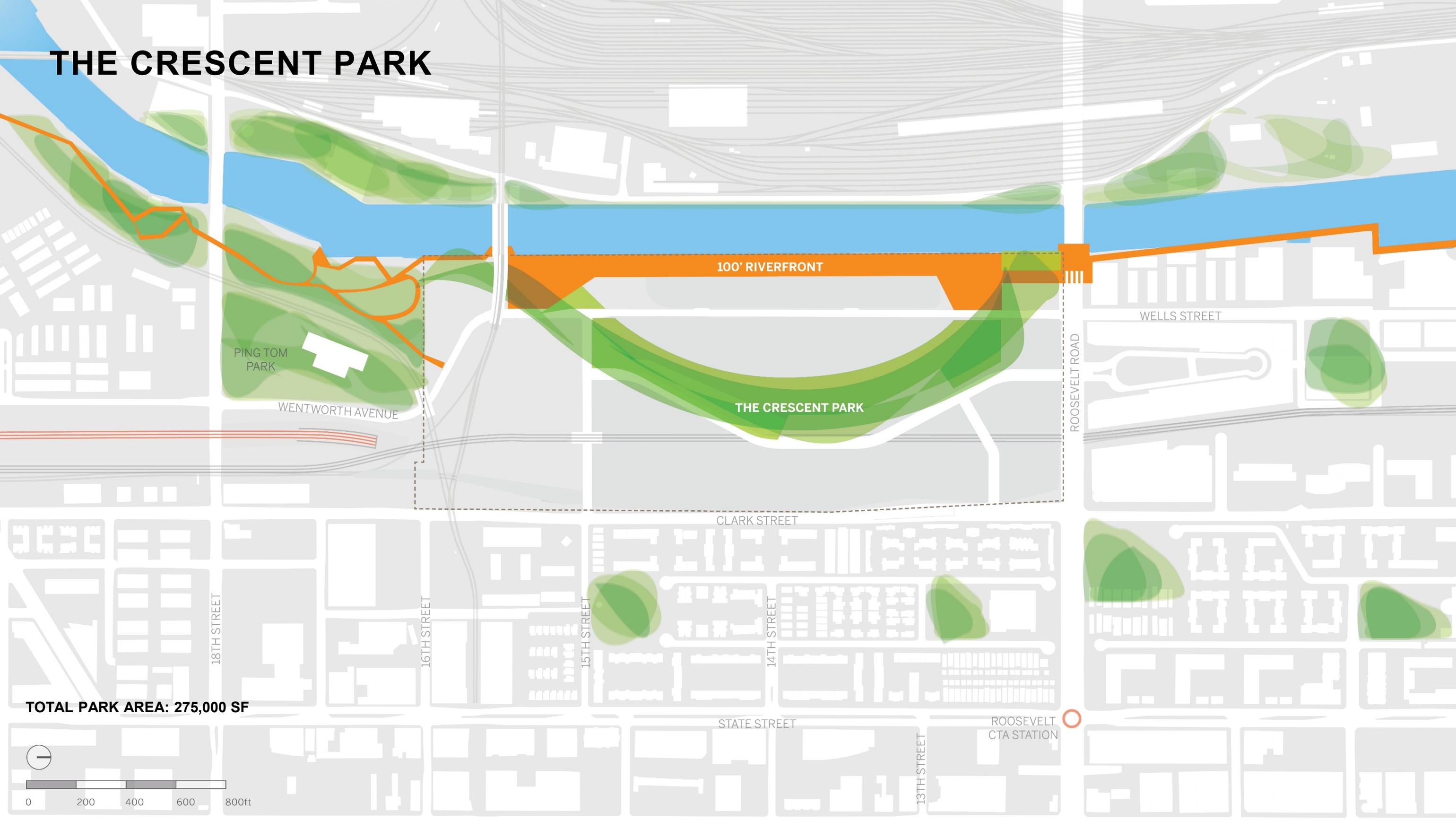
- The neighborhood's center and connector
- Connects pedestrians from upper LaSalle Street to Wells Street
- Shall feature a dog park, recreational lawn, passive play spaces, native landscaping, playgrounds, and terraced gathering spaces
- Variety of different trees and plants that provide seasonal interest



CHICAGO RIVER, 1929



THE CRESCENT PARK



PING TOM PARK

WENTWORTH AVENUE

100' RIVERFRONT

THE CRESCENT PARK

ROOSEVELT ROAD

WELLS STREET

CLARK STREET

18TH STREET

16TH STREET

15TH STREET

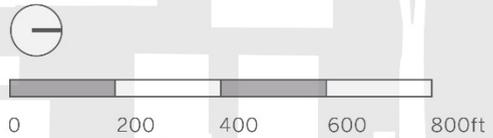
14TH STREET

STATE STREET

13TH STREET

ROOSEVELT CTA STATION

TOTAL PARK AREA: 275,000 SF



OPEN SPACE GUIDELINES

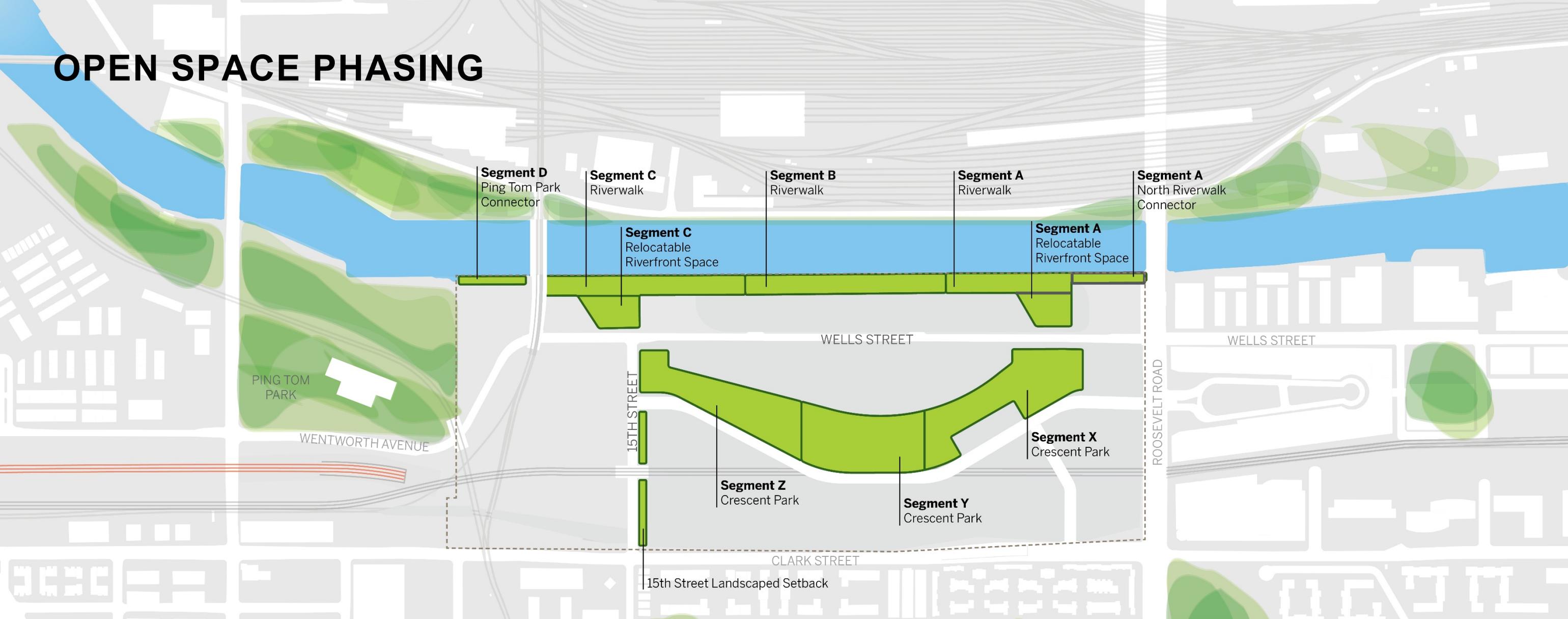
OPEN SPACE CONCEPT: SITEWIDE

- 15th St. landscaped setback
- Sitewide interpretive signage to bring awareness to culture, nature, and history
- Storm water management best practices
- Landscape best practices including habitat creation, biodiversity, and riparian edge restoration



THE CRESCENT PARK PATHWAYS AND LANDSCAPE

OPEN SPACE PHASING



Approximate Open Space Areas

Ping Tom Park Connector

7,000 SF

Riverwalk

133,00 SF

Relocatable Riverfront Space

41,000 SF

North Riverwalk Connector

8,000 SF

Crescent Park

275,000 SF

15th Street Landscaped Setback

10,000 SF

TOTAL: 474,000 SF

Open Space Buildout Parameters

Buildable Area		Open Space Area		Minimum Delivery	
Built FAR Area	Built FAR Area Percentage	Built Open Space Area	Built Open Space Area Percentage	Riverfront Segments	Crescent Park Segments
2M SF	15%	157,000 SF	34%	A	X
4M SF	30%	299,000 SF	64%	A, B	X, Y
6M SF	46%	464,000 SF	100%	A, B, C, D	X, Y, Z

OPEN SPACE GUIDELINES

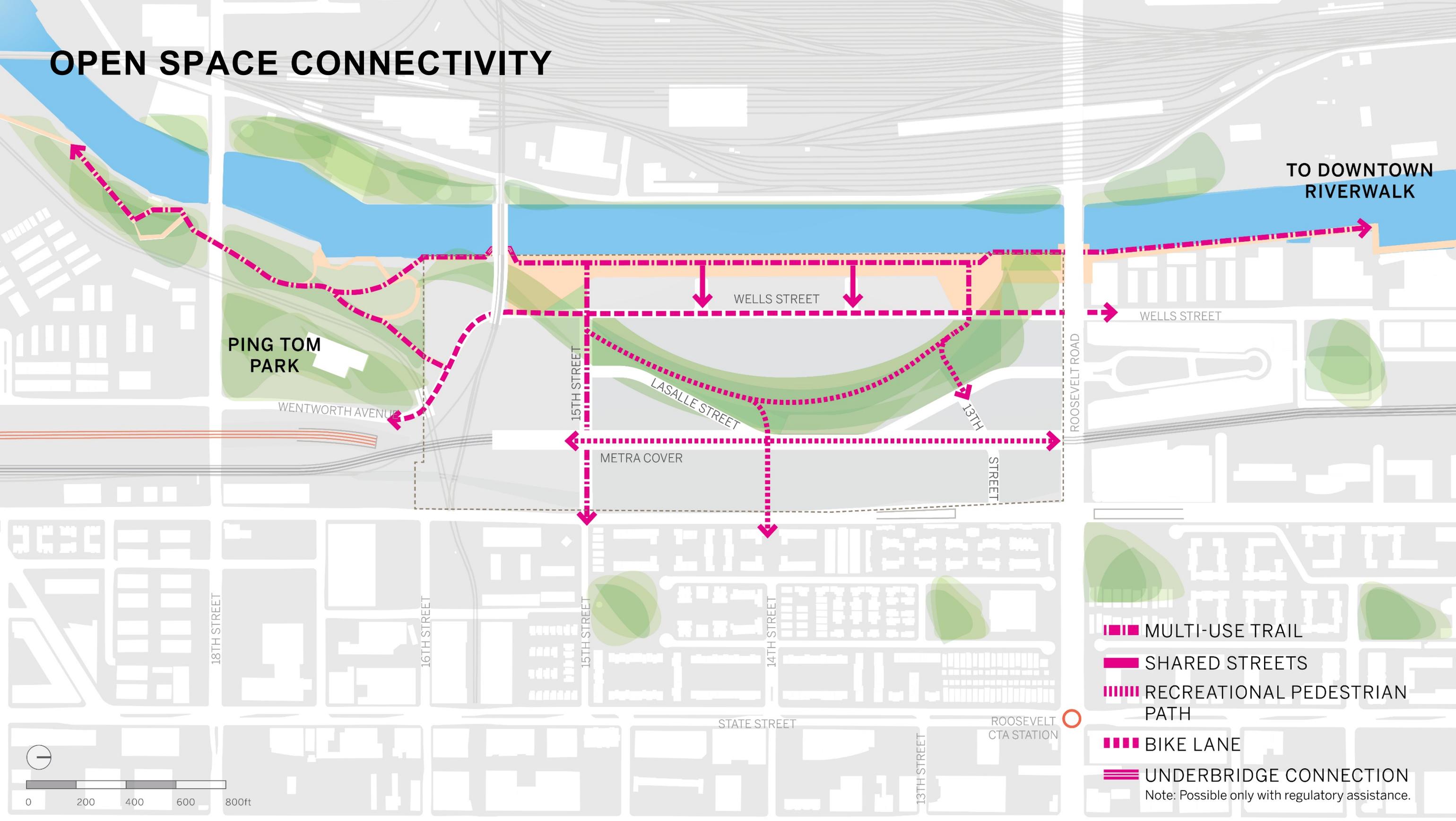
OPEN SPACE CONNECTIVITY

- Riverwalk connections to the North and South
- Stairs, ramps, and paths from the site's upper levels to its lower levels
- Publicly accessible elevators as part of building developments
- Bike lanes and multi-use trails on public streets and open spaces



THE CRESCENT PARK PATHWAYS AND LANDSCAPE

OPEN SPACE CONNECTIVITY



TO DOWNTOWN RIVERWALK

PING TOM PARK

WENTWORTH AVENUE

WELLS STREET

LASALLE STREET

METRA COVER

WELLS STREET

18TH STREET

16TH STREET

15TH STREET

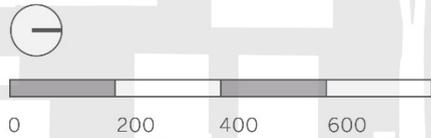
14TH STREET

STATE STREET

13TH STREET

ROOSEVELT CTA STATION

- MULTI-USE TRAIL
- SHARED STREETS
- RECREATIONAL PEDESTRIAN PATH
- BIKE LANE
- UNDERBRIDGE CONNECTION
Note: Possible only with regulatory assistance.



OPEN SPACE GUIDELINES

PLACEMAKING

- Encourage public interaction and gathering
- Open spaces to contain public art, interpretive gardens, seating, picnic areas, playscapes, signage
- Site-wide wayfinding system
- Interim uses on undeveloped parcels



BUILDING DESIGN GUIDELINES

MASSING

- **Taller buildings along Roosevelt Rd and Clark Street**
- **2-5 story Clark Street podium with tower setbacks**
- **Massing steps down in height towards the river**
- **Pedestrian-scaled riverfront development**
- **Buildings set back from the Ping Tom Park edge**
- **Activated terraces and integrated balconies**
- **Varied and distinctive skyline with podiums that provide a human scale**



BUILDING DESIGN GUIDELINES

STREET WALL/ BUILDING BASE

- Identity to entrance locations and district gateways
- Direct pedestrian and bike access to buildings from open spaces and riverfront
- Integrated tenant signage



FUTURE VIEW LOOKING SOUTH ON CLARK STREET

BUILDING DESIGN GUIDELINES

BUILDING MATERIALS

- High quality building materials
- No CMU, EFIS, thin brick, and/or residential siding
- Podium and ground floor levels that face open spaces and Ping Tom Park shall be detailed to enhance the pedestrian environment
- Integrated ventilation
- Activated podium roofs and landscaping



FUTURE VIEW LOOKING FROM ROOSEVELT ROAD

SUSTAINABILITY



Compliance with City of Chicago Sustainable Development Policy



11 acres of open space



Sunlight access to the river corridor and Ping Tom Park approximately 6 hours per day during non-winter months



Transit-oriented development



Towers oriented to maximize energy efficiency and natural lighting



Buildings oriented to maximize thermal comfort of public spaces



Environmentally responsible buildings: reduced heat loads, improved energy efficiency, and sustainable materials



Bird-friendly design

AFFORDABLE HOUSING ORDINANCE

- **ARO Obligation:**
20% of the total number of residential units built (assuming TIF funding).
If 10,000 units are built, this would require 2,000 ARO units
- **ARO obligation shall be fulfilled through a combination of on-site and off-site units and in-lieu fee payments as follows:**
At least $\frac{1}{4}$ of the affordable units must be constructed on-site within the PD;
At least $\frac{1}{4}$ of the ARO obligation shall be met via fee in-lieu
(Within the downtown district, the 2019 per-unit in-lieu fee is \$182,748/unit)
 - **Applicant has agreed to make a \$10 million prepayment to the Affordable Housing Opportunity Fund (AHOF) within six months of approval of this PD to satisfy a portion of in-lieu fee obligation**
 - **Applicant will receive a credit for this prepayment, which will be used by the City to support local and city-wide affordable housing projects and initiatives.**
- **Up to $\frac{1}{2}$ of the affordable units may be built off-site**
 - **Half of these off-site units must be built within the Pilsen Little Village ARO Pilot area, which was introduced to City Council November 14, 2018.**
 - **Applicant will also be incentivized to work with local non-profit housing developers to encourage affordable housing development in the Pilot area.**

MINORITY AND WOMEN BUSINESS ENTERPRISE COMMITMENT

PROJECT INVESTMENT / HIRING GOALS

Cost: \$7 billion

Permanent Jobs: 24,000

Trade and construction related professional service jobs over the life of the project:

15,000

This development has agreed to meet or exceed the City's minimum participation goals of:

26% participation from qualified Minority Business Enterprises

6% participation from qualified Women Business Enterprises

50% hiring of Chicago residents



COMMUNITY HIRING AND ENGAGEMENT PLAN

COMMUNITY COMMITMENT PROGRAM

New construction will be used as a catalyst for transforming this site by supporting local, small businesses and creating sustainable employment opportunities for Chicago residents in both construction and professional services.

STRATEGIC COMMUNITY COMMITMENT COMPONENTS

- **Hiring**
The hiring program will prioritize underrepresented populations and local residents for both construction and permanent, sustainable jobs.
- **Small Business Development**
Small businesses will receive support services to increase knowledge, improve skillsets, and elevate their competitive position in the marketplace.
- **Resource Center**
A resource center and incubator will provide at or near the construction site will allow small businesses and local residents seeking employment a place that will provide support services to help them gain equal footing.

COMMUNITY HIRING AND ENGAGEMENT PLAN

STRATEGIC COMMUNITY COMMITMENT COMPONENTS

- **Community Inclusion Council**
Chicago's top community and business experts will provide strategic direction for The 78 and help implement programs, monitor progress and establish best practices.



OUR LONGSTANDING COMMITMENT TO DIVERSITY AND INCLUSION

IN THE LAST 10 YEARS:

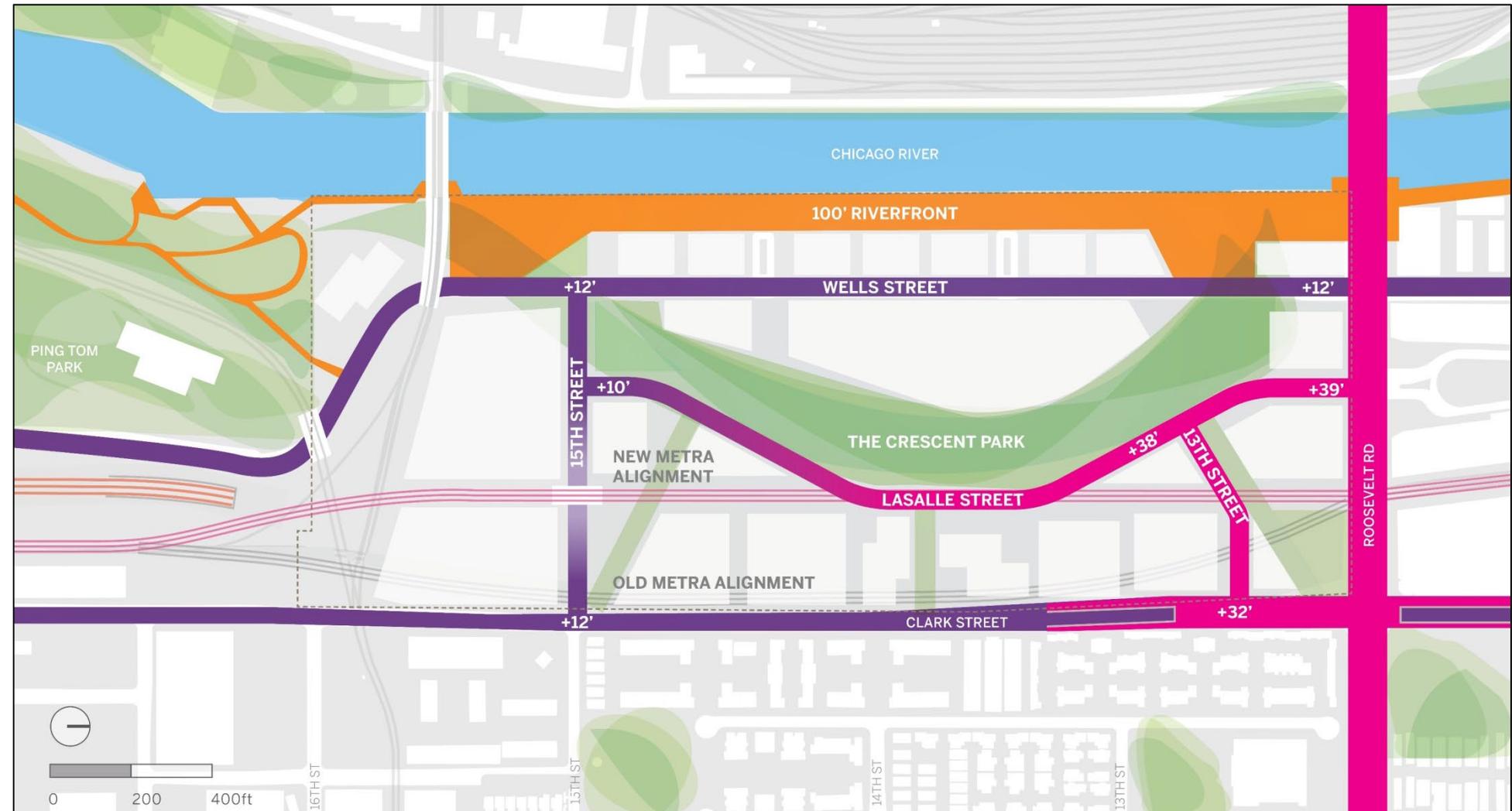
- Over \$234,000,000 awarded to MBE/WBE construction and professional service firms
- More than 15 contracting companies provided a first opportunity and continue to receive support and continued training
- Nearly 500 community hires across 20 projects



RECOMMENDATIONS – TRAFFIC INFRASTRUCTURE IMPROVEMENTS

17-8-0904-B:Transportation, Traffic Circulation and Parking:

- New traffic signals at Wells Street at the Northern Access (13th Place) and Middle Access Drives (14th Place)
- New traffic signals at Clark Street at the development's parking entrance (14th Place)
- Additional traffic signal infrastructure at Clark Street at 15th Street to accommodate an eastbound approach. Install pedestrian countdown signals on all legs of this intersection.
- Additional traffic signal infrastructure at LaSalle Street (private) and Roosevelt Road to accommodate a northbound approach.
- Additional traffic signal infrastructure at 13th Street (private) and Clark Street to accommodate an eastbound approach. Install pedestrian countdown signals on all legs of this intersection. Install pedestrian countdown signals on all legs of Clark and Roosevelt.



RECOMMENDATIONS – DESIGN GUIDELINES

MASSING

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- 2-5 story Clark Street podium with tower setbacks.
- Massing steps down in height towards the river.
- Pedestrian-scaled riverfront development.
- Buildings set back from the Ping Tom Park edge.
- Varied and distinctive skyline with podiums that provide a human scale.

STREET WALL/ BUILDING BASE

- Identity to entrance locations and district gateways
- Direct pedestrian and bike access to buildings from open spaces and riverfront

BUILDING MATERIALS

- High quality building materials.
- No CMU, EFIS, thin brick, and/or residential siding.
- Podium and ground floor levels that face open spaces and Ping Tom Park shall be detailed to enhance the pedestrian environment.
- Activated podium roofs and landscaping.



RECOMMENDATIONS – OPEN SPACE GUIDELINES

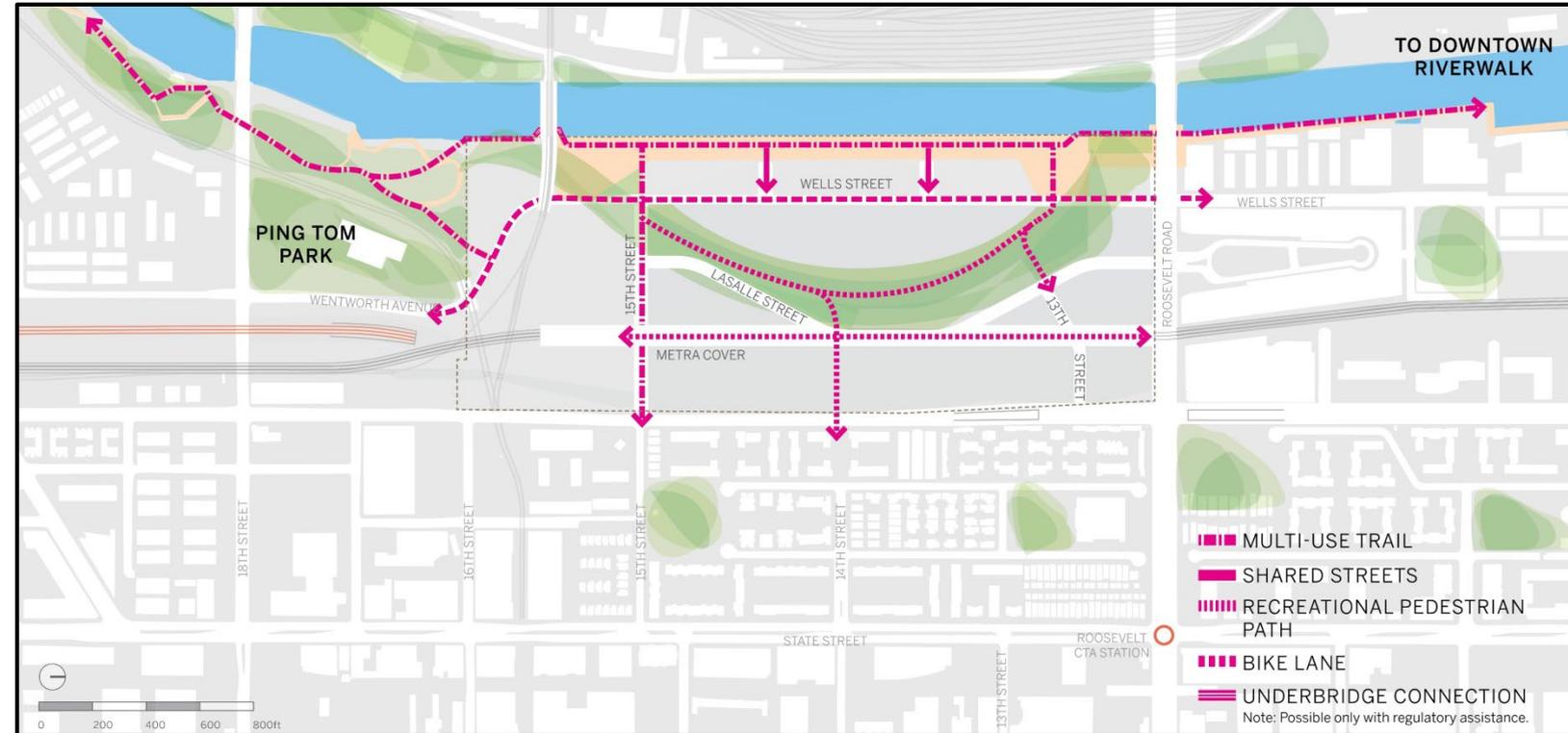
OPEN SPACE CONNECTIVITY

- Riverwalk connections to the North and South.
- Stairs, ramps, and paths from the site's upper levels to its lower levels.
- Publicly accessible elevators as part of building developments.
- Bike lanes and multi-use trails on public streets and open spaces.

PLACEMAKING

- Encourage public interaction and gathering
- Open spaces to contain public art, interpretive gardens, seating, picnic areas, playscapes, signage
- Site-wide wayfinding system
- Encourages protection and conservation of natural resources.

The proposed project will comply with City storm water standards and landscaping requirements while also achieving building certification as defined by the Sustainable Development Policy. The project provides 11 acres of public accessible open space and riverwalk path;



RECOMMENDATIONS



- The Phased infrastructure project is anticipated to be completed in the summer of 2021; project cost is \$210 million.
- The total estimated construction Costs at full build-out would be \$7 Billion (in 2018 dollars).
- The applicant is allowed a base 5.0 FAR or 11,508,790 sf and 0.65 Bonus FAR via the Neighborhood Opportunity Bonus Fund.
- The additional 0.65 FAR consist of 1,496,142 sf of buildable FAR via a payment of \$26.3 million.

