The Applicant requests a change of the subject property from the M2-3 Light Industrial District to a Planned Development;

To permit the construction of a 1-story speculative industrial building structure containing 168 total vehicular parking spaces, 20 bike parking spaces, and approximately 169,838 square feet of light industrial.
**Community Area Snap Shot**

### Demographic Data: Southwest Side

**General Population Characteristics, 2015-2019**

<table>
<thead>
<tr>
<th></th>
<th>New City</th>
<th>City of Chicago</th>
<th>CMAP Region</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Population</strong></td>
<td>39,443</td>
<td>2,709,534</td>
<td>8,483,267</td>
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<tr>
<td><strong>Total Households</strong></td>
<td>12,772</td>
<td>1,066,829</td>
<td>3,128,330</td>
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<tr>
<td><strong>Average Household Size</strong></td>
<td>3.1</td>
<td>2.5</td>
<td>2.7</td>
</tr>
<tr>
<td><strong>Percent Population Change, 2010-19</strong></td>
<td>-11.1</td>
<td>9.5</td>
<td>0.5</td>
</tr>
<tr>
<td><strong>Percent Population Change, 2000-19</strong></td>
<td>-23.7</td>
<td>-6.4</td>
<td>4.1</td>
</tr>
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</table>


### Race and Ethnicity, 2015-2019

<table>
<thead>
<tr>
<th></th>
<th>New City</th>
<th>City of Chicago</th>
<th>CMAP Region</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>White (Non-Hispanic)</strong></td>
<td>4,991</td>
<td>901,769</td>
<td>4,331,282</td>
</tr>
<tr>
<td><strong>Hispanic or Latino (of Any Race)</strong></td>
<td>24,266</td>
<td>780,167</td>
<td>1,952,500</td>
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<tr>
<td><strong>Black (Non-Hispanic)</strong></td>
<td>9,096</td>
<td>796,893</td>
<td>1,406,500</td>
</tr>
<tr>
<td><strong>Asian (Non-Hispanic)</strong></td>
<td>793</td>
<td>171,195</td>
<td>610,308</td>
</tr>
<tr>
<td><strong>Other/Multiple Races (Non-Hispanic)</strong></td>
<td>327</td>
<td>59,510</td>
<td>182,620</td>
</tr>
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</table>


### Age Cohorts, 2015-2019

<table>
<thead>
<tr>
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<th>New City</th>
<th>City of Chicago</th>
<th>CMAP Region</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Under 5</strong></td>
<td>3,204</td>
<td>171,323</td>
<td>518,065</td>
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<tr>
<td>5 to 19</td>
<td>8,741</td>
<td>462,093</td>
<td>1,048,152</td>
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<tr>
<td>20 to 34</td>
<td>9,318</td>
<td>739,281</td>
<td>1,794,152</td>
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<tr>
<td>35 to 49</td>
<td>7,534</td>
<td>546,045</td>
<td>1,701,494</td>
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<tr>
<td>50 to 64</td>
<td>5,872</td>
<td>453,823</td>
<td>1,635,766</td>
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<tr>
<td>65 to 74</td>
<td>3,019</td>
<td>195,049</td>
<td>601,947</td>
</tr>
<tr>
<td>75 to 84</td>
<td>1,460</td>
<td>100,949</td>
<td>346,833</td>
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<tr>
<td>85 and Over</td>
<td>294</td>
<td>40,971</td>
<td>150,858</td>
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<tr>
<td><strong>Median Age</strong></td>
<td>32.1</td>
<td>34.6</td>
<td>37.5</td>
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</table>

### Household Income, 2015-2019

<table>
<thead>
<tr>
<th></th>
<th>New City</th>
<th>City of Chicago</th>
<th>CMAP Region</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Less than $25,000</strong></td>
<td>4,603</td>
<td>259,714</td>
<td>525,858</td>
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<tr>
<td><strong>$25,000 to $49,999</strong></td>
<td>3,848</td>
<td>212,433</td>
<td>567,834</td>
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<tr>
<td><strong>$50,000 to $74,999</strong></td>
<td>2,005</td>
<td>160,910</td>
<td>490,586</td>
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<tr>
<td><strong>$75,000 to $99,999</strong></td>
<td>1,085</td>
<td>119,139</td>
<td>390,676</td>
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<tr>
<td><strong>$100,000 to $149,999</strong></td>
<td>715</td>
<td>146,765</td>
<td>532,771</td>
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<tr>
<td><strong>$150,000 and Over</strong></td>
<td>515</td>
<td>167,818</td>
<td>605,605</td>
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<tr>
<td><strong>Median Income</strong></td>
<td>34,915</td>
<td>55,627</td>
<td>73,572</td>
</tr>
<tr>
<td><strong>Per Capita Income</strong></td>
<td>16,993</td>
<td>37,103</td>
<td>39,058</td>
</tr>
</tbody>
</table>


https://www.cmap.illinois.gov/data/community-snapshots
Site Acreage: 9.58 Acres
Site Square Footage: 417,560 SF
Site Acreage: 9.58 Acres
Site Square Footage: 417,560 SF
EXISTING LAND USE MAP

APPLICANT: 3900 S. NORMAL TMG LLC
ADDRESS: 3900 SOUTH NORMAL STREET
INTRODUCTION DATE: JUNE 23, 2021
STIPEND PLAN COMMISSION DATE: JANUARY 20, 2022

LAND USE PLAN
Distance to Site
- 1: Sox – 35th Stop on the Red Line. 0.9 Mile walk or Pershing Bus Route to the building.
- 2: 35th – Bronzeville Stop on the Green Line. 1.2 Mile walk or Pershing Bus Route to the building.
- 3: Indiana Stop on the Green Line. 1 Mile walk or Pershing Bus Route to the building.
- 0.4 Miles to I-90
- 8.2 Miles to Midway Airport
- 5.5 Miles to The Loop
• The Pershing bus route stops right in front of the site at the following two stops: Pershing & Normal, Pershing & Wallace.

• The Wallace Bus Route stops right in front of the site at the Wallace & Pershing stop.

Distance to Site
• Halsted Bus Route: The Stop is Pershing & Halsted – 10 minute walk to site
• 43rd Bus Route: The Stop is Root & Normal – 7 minute walk to site
• Wentworth Bus Route: Transfer at Pershing & Wentworth to Pershing Bus Route and drops in front of site.
• 0.4 Miles to I-90
• 8.2 Miles to Midway Airport
• 5.5 Miles to The Loop
ADJACENT SITE CONTEXT
Public Process Timeline

Ward 11- Alderman Patrick Thompson

April 9, 2021  Intake Meeting
June 14, 2021  Public Community Meeting
June 15, 2021  PD Application Filing Date
October 25, 2021  Public Community Meeting
January 20, 2022  Plan Commission

- Flipped the building east-west to put the docks facing Normal Avenue so that there isn’t truck traffic interfering with the Car Wash adjacent to the site on Wallace.
- Based on the initial intake meeting, the project was shifted toward the northern part of the site to create more parking and larger drive aisle on the southern part of the building.
- Moved outdoor stairs on northern face of building inside & moved the ramp on the northwest corner to allow for a larger sidewalk and more landscaping.
- Agreed to put a mural on the north face of the building, and plan to coordinate with Alderman Thompson on contracting a local artist to paint the mural.
- Part of the approval process was conducting a Traffic & Air Quality Study. Both were completed, then presented to the City & the community at the October 25, 2021 Public Community Meeting.
- Upon presentation at the Public Community Meeting both studies were sent to CDPH & CDOT for their recommendation of the studies, which the project received.
Original Site Plan Submittal

View is looking at the Northwest side of building.

- Green/Open Space: 45,455 SF
- Parking Count: 131 Car Parking
  41 Trailer Positions
We added a total of 172 tree plantings to the landscaping. Also, the required green space is 11,159 SF and we are proposing to provide 74,945 SF.

In the Northwest & Northeast corners added in setbacks to create more landscaping & green space.

Increased the setback on the north side of the building to add 35 more trees, and more green space.

Internalized the exit doors and stairs along with the North and East sides of the building. This was to comply with staff recommendation due to safety/maintenance concern with potential in climate weather.
BUILDING ELEVATION
RENDERING WITH AERIAL CONTEXT – Northeast Elevation
• Mural demonstrated in the rendering is representative until a design and artist is finalized.
• The side wall, stair wall & low wall all facing Pershing will also have a complementary mural facing public.
• Mural demonstrated in the rendering is representative until a design and artist is finalized.
• The side wall, stair wall & low wall all facing Pershing will also have a complementary mural facing public.
Air Quality Guidelines

• The Air Quality Ordinance, regulates the construction and expansion of certain facilities that create air pollution. The regulations require a formal City review process and expand public engagement opportunities for the zoning, public health and transportation implications of many types of intensive manufacturing and industrial operations.

• The ordinance requires site plan review and approval by the Department of Planning and Development (DPD), the Chicago Department of Public Health (CDPH), and the Chicago Department of Transportation (CDOT), for the following types of operations.

• Prepared by Cardno
• Results are as follows: The revised EADMS reviewed the modeled concentration impacts of NO2, PM2.5, and PM10 due to emissions from Project-generated passenger vehicle and truck emissions both on- and off-site, as well as on-site stationary sources. Modeled concentrations from Project-related sources were added to background concentrations in the Project site vicinity. When compared to the applicable NAAQS standards, total concentrations are below the NAAQS thresholds. Therefore, the 3900 South Normal Avenue Project is not expected to cause or contribute to an exceedance of the NAAQS.
• Here is a link to the Air Quality Study on the City of Chicago’s website: https://www.chicago.gov/city/en/sites/air-quality-zoning/home/current-projects.html
• At this point we have received recommendations from both CDOT & CDPH.
Summary of Traffic Study

• Prepared by KLOA
• The truck traffic generated by the development is anticipated to have a limited impact on the street system as the majority of truck traffic is expected to arrive and depart the site outside of peak hours.
• Area intersections have sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.
• The proposed access system will be adequate in accommodating the traffic estimated to be generated by the development.
• Here is a link to the Traffic Study located on the City of Chicago website. https://www.chicago.gov/city/en/sites/air-quality-zoning/home/current-projects.html
LEED v4: BD+C Core and Shell Certification

80+ pts
60 – 79 pts
50 – 59 pts
40 – 49 pts

110 Points Available

Platinum
80 min
Desired level of certification, if possible to achieve.

Gold
60 min
Targeted level of certification currently being pursued by the Missner Group.

Silver
50 min
Certified
40 min.

Certified
52 pts
Project Status
52 pts
Likely as of 11/3/21, based on preliminary checklist. These points align with Missner Group's efforts.

SUSTAINABLE DEVELOPMENT POLICY
LEED v4: BD+C Core and Shell Certification

**ANTICIPATED POINTS**

- 1 YES
- 51 LIKELY
- 26 MAYBE
- 32 NO

**TARGETED CERTIFICATION**

- LEED SILVER
- LEED GOLD
<table>
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<th>Total</th>
<th>Yes</th>
<th>Likely</th>
<th>Maybe</th>
<th>No</th>
<th>CSD Credit Category:</th>
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<th>Maybe</th>
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<td>LEED Gold/Silver (90/80)</td>
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<td>Exceed Energy Code by 25%</td>
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<td>Working Landscapes</td>
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<td>Energy &amp; Atmosphere (EA)</td>
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<td>Tree Planting</td>
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<td>Materials &amp; Resources (MR)</td>
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<td>3</td>
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<td>EV Charger Readiness</td>
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<td>Indoor Environmental Quality (EQ)</td>
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<td>CTA Digital Displays</td>
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<td>Regional Priority (RP)</td>
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<tr>
<td><strong>Sum:</strong></td>
<td>110</td>
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<td>51</td>
<td>26</td>
<td>32</td>
<td><strong>Sum:</strong></td>
<td>170</td>
<td>100</td>
<td>70</td>
</tr>
</tbody>
</table>
LEED and CSDP Benefits for 3900 S Normal Ave

- Project is located on a previously developed site and close to existing transportation resources
- 20% of parking stalls are EV ready with a dedicated power supply
- Targeting 35% or greater energy use reduction based on ASHRAE 90.1
- High efficiency (LED) interior and exterior lighting throughout
- Utilizing the roof space for a 3000+ solar panel array
- Native landscaping with low water use
- Low-Flow water efficient plumbing fixtures
- Whole Building Life Cycle Assessment used to make early design decisions to reduce environmental impacts
- Commissioning of building systems and envelope to ensure performance
- Rent for LEED-Certified buildings have averaged 11% higher rents than non-LEED properties.¹
- LEED-certified assets have a 21.4% higher market sales price per square foot over comparable non-LEED assets.¹

[¹] Cushman & Wakefield Research Spotlight, August 2021, Green is good: Sustainable Office Outperforms in Class A Urban Markets
City’s Participation Goals:

- 26% Participation from Qualified Minority Business Enterprises
- 6% Participation from Qualified Women Business Enterprises
- 50% Participation from Chicago Residents
- Hired Communities Empowered Through Construction to assist in the meeting of the above goals.

Project Benefits:

- $27 million project investment
- Construction Jobs: 30-50
- Permanent Jobs: 75-100
DPD Recommendations

- The proposed planned development promotes economically beneficial development patterns that are compatible with the character of the area;
- Encourages unified planning and development (17-8-0102);
- The project promotes safe and efficient circulation of pedestrians, cyclists and motor vehicles (17-8-0904-A-1)
- The project provides adequate bicycle and vehicle parking, while minimizing the adverse visual impact of any off-street parking areas (17-8-0904-A-7)
- The proposed development is designed to break up parking with additional landscaping, places parking behind buildings or to the side of buildings. Large parking areas between buildings and the adjacent street/sidewalk should be avoided (17-8-0904-C-1&2);
- The project is designed to promote safe and attractive pedestrian routes. It avoids blank walls near sidewalks and emphasizes buildings entries through architecture and design (17-8-0905-A-1,3&4);
- The proposed development is compatible with the character of the surrounding area in terms of uses, density, and building scale (17-8-0907-B);
- Provides substantial landscaping of the open areas on the building and the site (17-8-0909-A-2)