



# **CHICAGO PLAN COMMISSION**

## **Department of Planning and Development**

**Cassidy Place**

**344 North Canal Street (42<sup>th</sup> ward)**

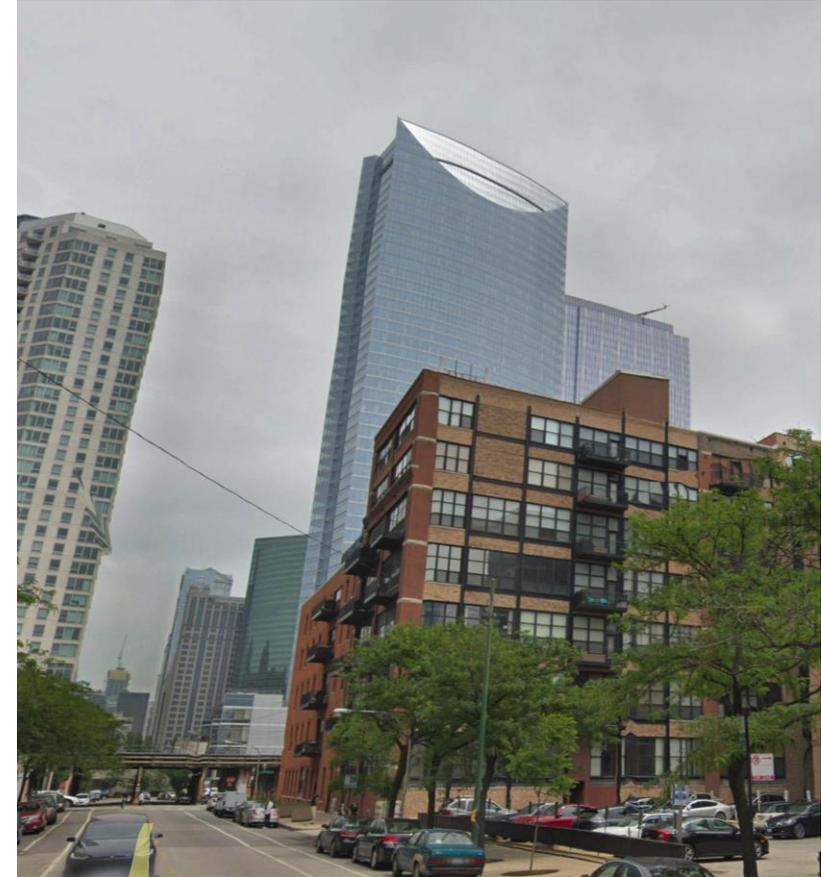
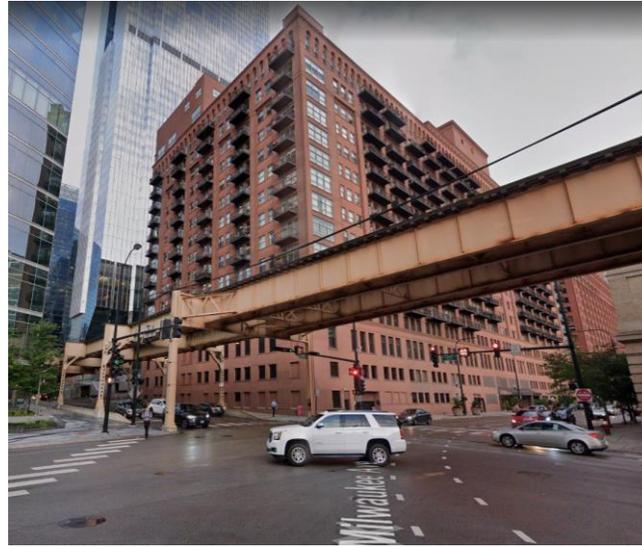
**The Habitat Company**

5-21-2020





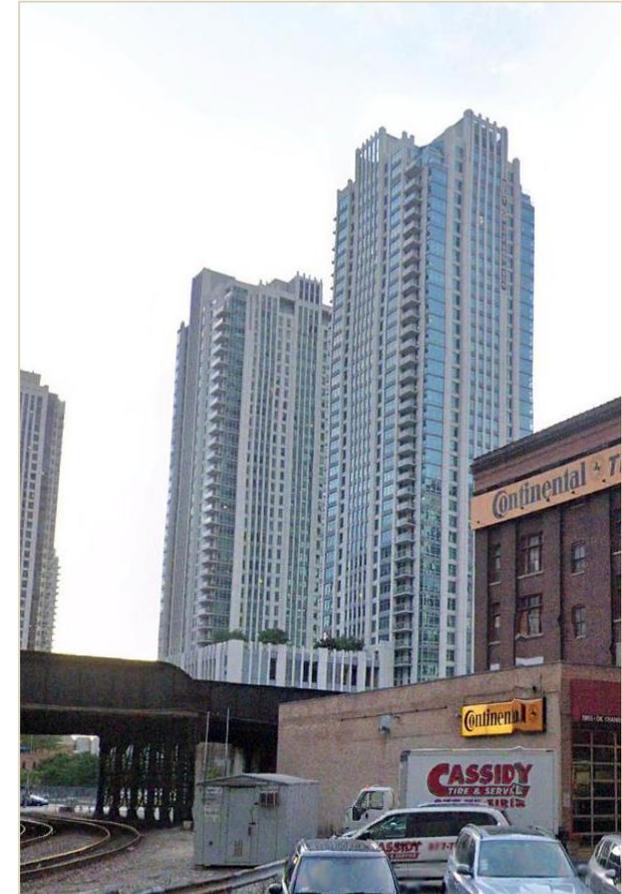
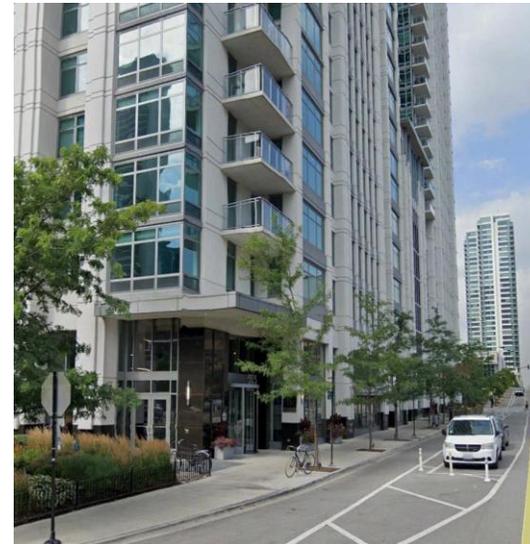
# Community Area Snap Shot



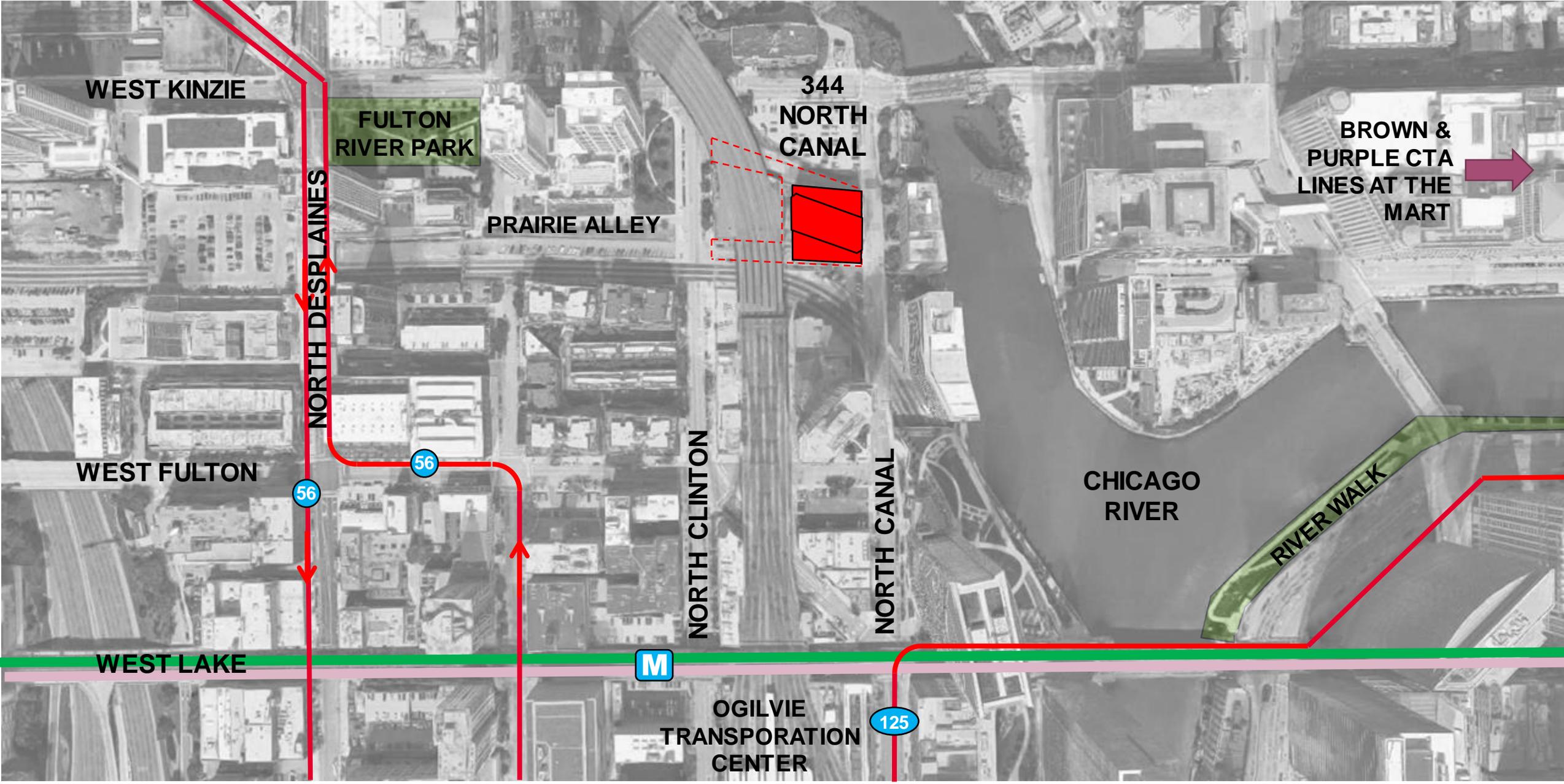
A TRANSITIONAL NEIGHBORHOOD – AN ECLECTIC MIX OF MID-RISE LOFT BUILDINGS AND GLASS & CONCRETE HIGH-RISES



# Community Area Snap Shot



A TRANSITIONAL NEIGHBORHOOD – AN ECLECTIC MIX OF MID-RISE LOFT BUILDINGS AND GLASS & CONCRETE HIGH-RISES



WEST KINZIE

FULTON RIVER PARK

344 NORTH CANAL

BROWN & PURPLE CTA LINES AT THE MART

NORTH DESPLAINES

PRAIRIE ALLEY

WEST FULTON

56

56

NORTH CLINTON

NORTH CANAL

CHICAGO RIVER

RIVER WALK

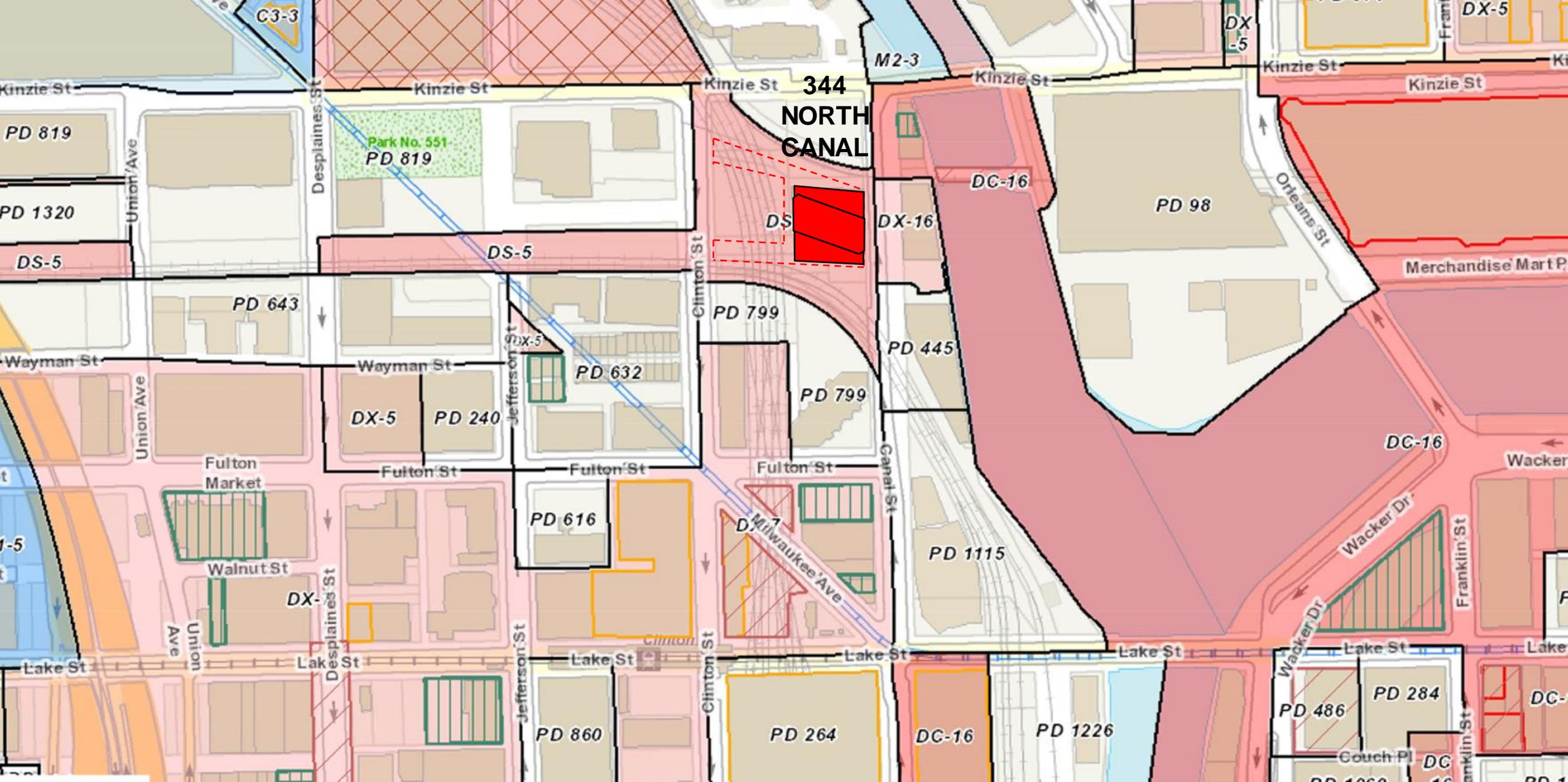
WEST LAKE

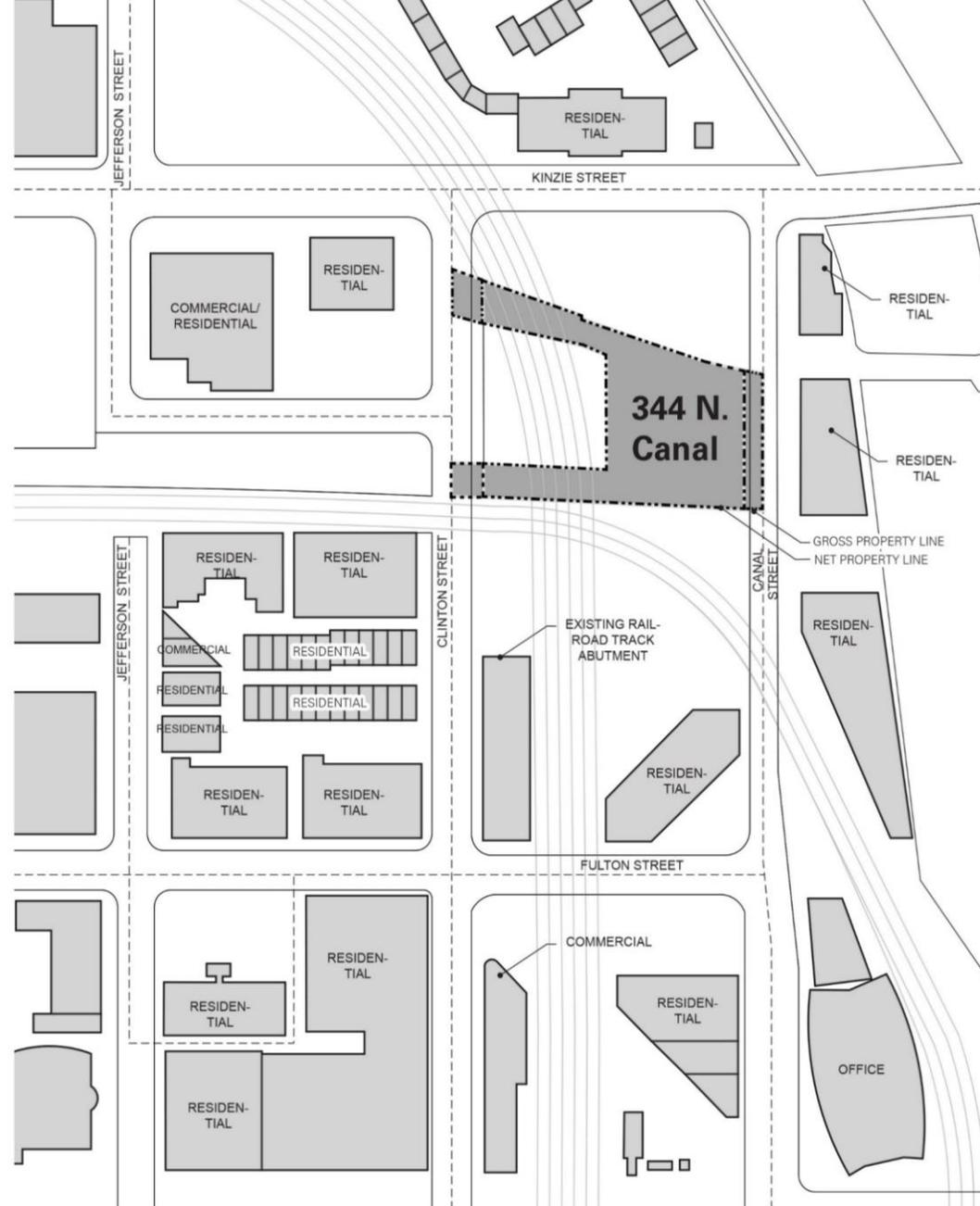
M

OGILVIE TRANSPORTATION CENTER

125

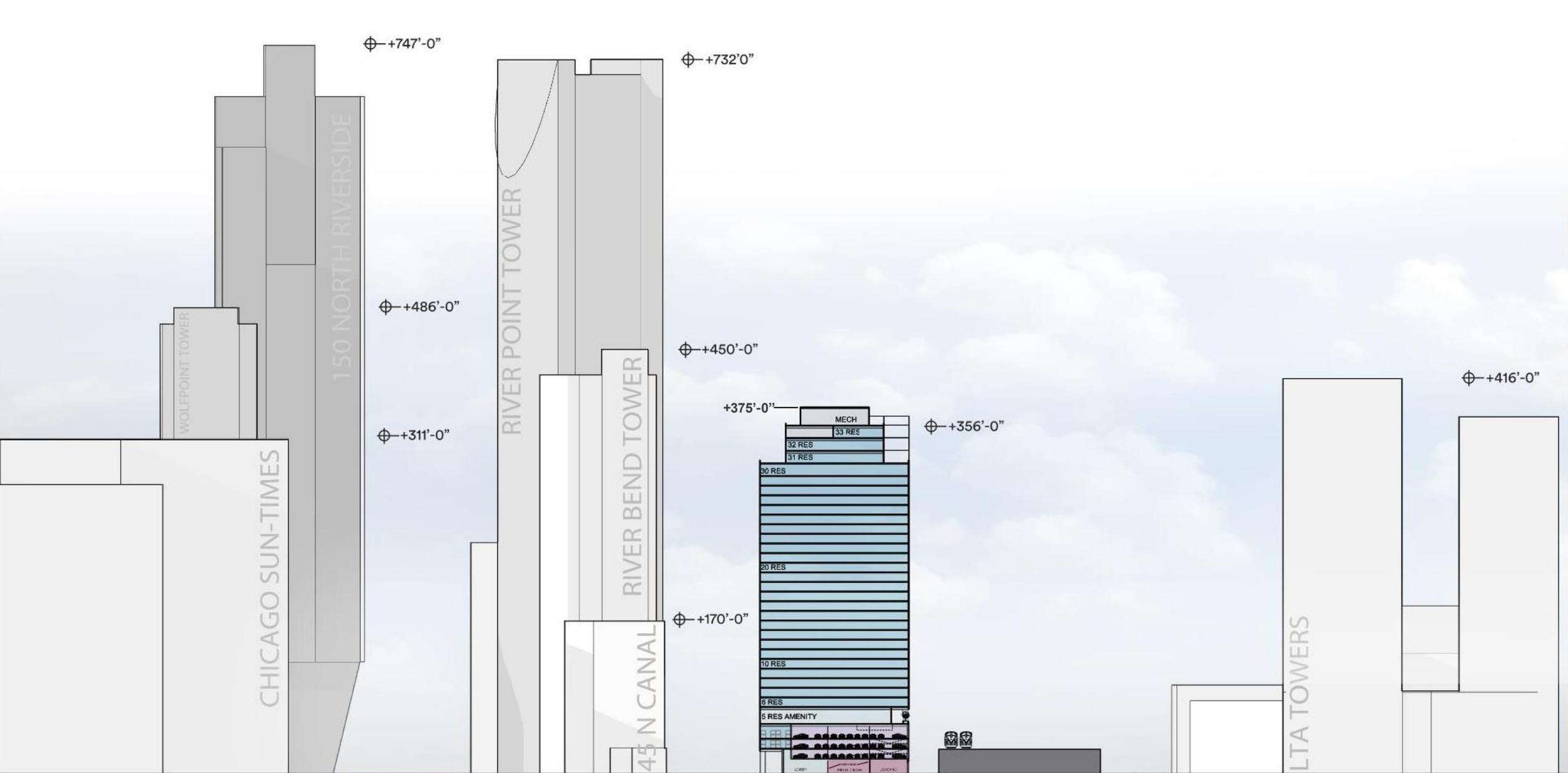








**SITE CONTEXT - AERIAL VIEW LOOKING SOUTH-EAST**



**SITE CONTEXT – SITE SECTION**



**PEDESTRIAN CONTEXT – ON CANAL STREET LOOKING NORTH**



**PEDESTRIAN CONTEXT – ON CANAL STREET LOOKING NORTH**

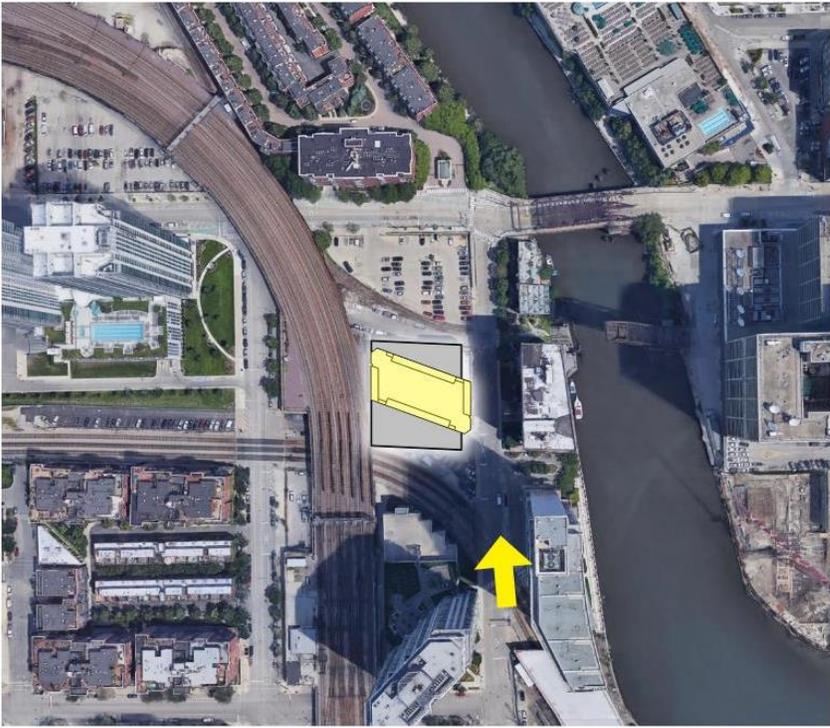


**PEDESTRIAN CONTEXT – ON CANAL STREET LOOKING WEST**





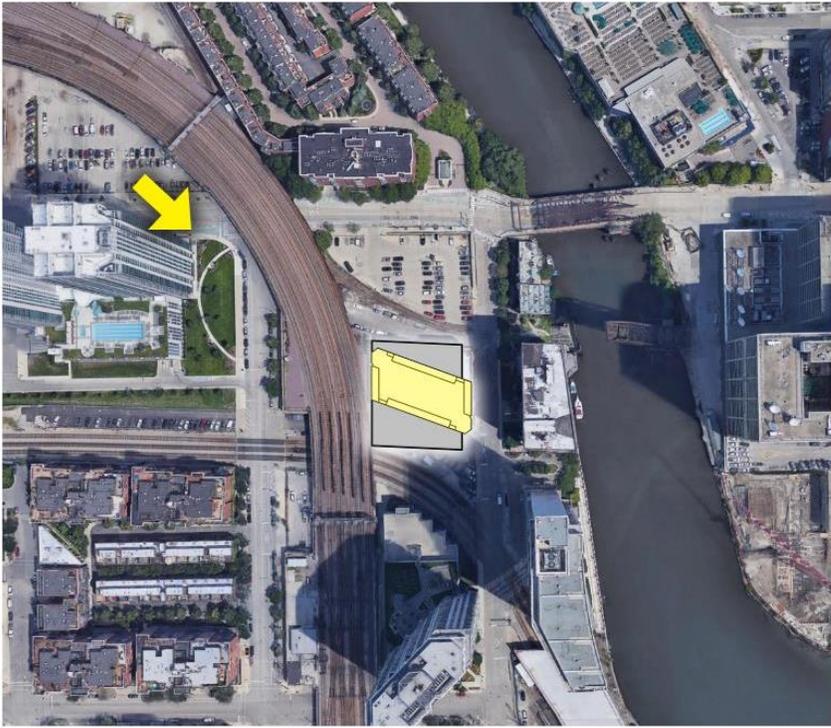




**RENDERING ON CANAL LOOKING NORTH**

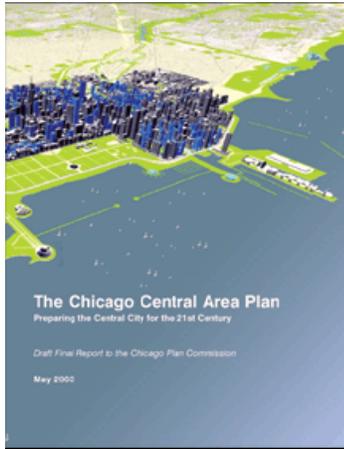


RENDERING ON KINZIE LOOKING SOUTHWEST



RENDERING ON KINZIE LOOKING SOUTHEAST

# ★ Planning Context



## The Chicago Central Area Plan

- Published May 2003.
- Direct growth to create a dynamic central area made up of vibrant and diverse mixed-used urban districts.
- Strengthen transportation connections to the central area.
- Expand and connect waterfronts and open spaces, to create great public spaces.



## Central Area Action Plan

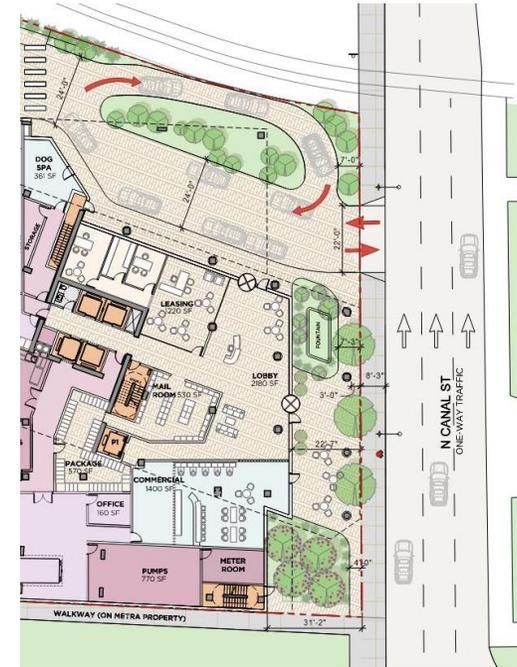
- Adopted August 20, 2009
- Recommends nine economic policy goals and new annual growth benchmarks.
- Recommends six transportation policy goals based on trends in the Central Area Plan since 2003.
- Describes five comprehensive policy goals for the urban design, waterfront and open space projects outlined in the Plan

# ★ Project Timeline + Community Outreach

- Planned Development was filed December 17, 2019.
- Community meeting at the East Bank Club December 9, 2019
- Feedback and resulting changes:
  - Changed the automobile entry to an internal motor court with a single curb cut from Canal Street in lieu of an entry parallel to Canal with two curb cuts.



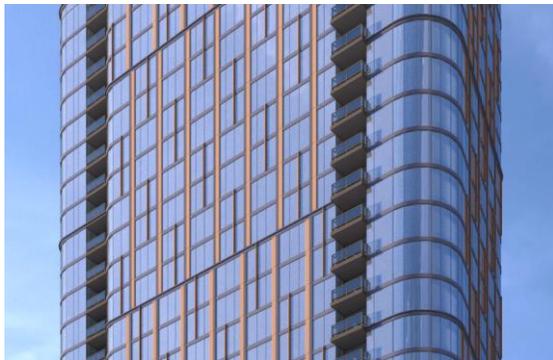
ORIGINAL ENTRY



CURRENT ENTRY

# ★ Project Timeline + Community Outreach

- Feedback and resulting changes:
  - Modified the exterior design and building profile.
  - Provided an enhanced dog walk for public use.
  - Provided public art on the railroad abutment.
  - Added a pedestrian walk along the south property line from Clinton to Canal Streets.
  - Implementation of one-way street conversion pilot.



ORIGINAL DESIGN



REVISED DESIGN



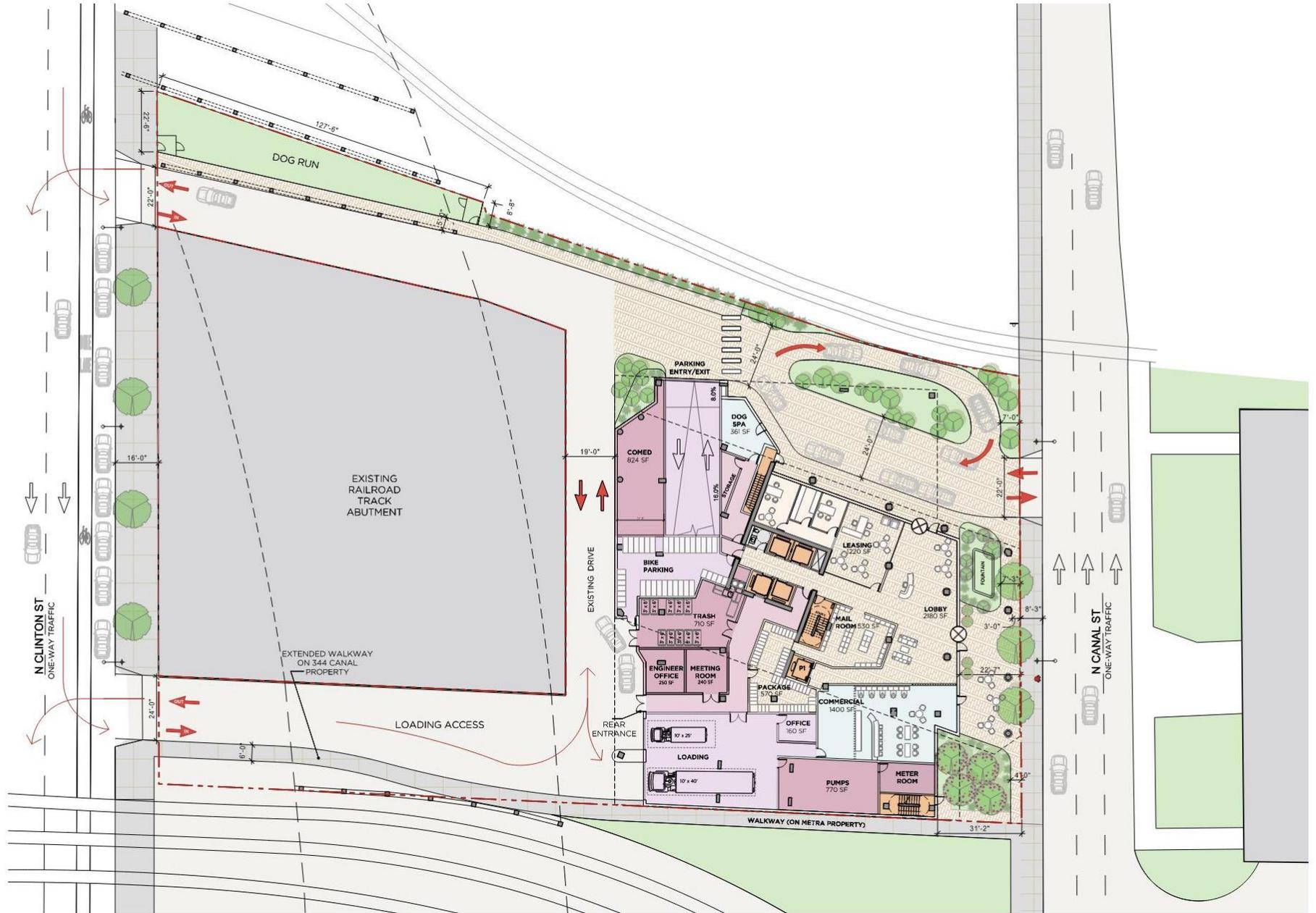
EXISTING @ S. VIADUCT

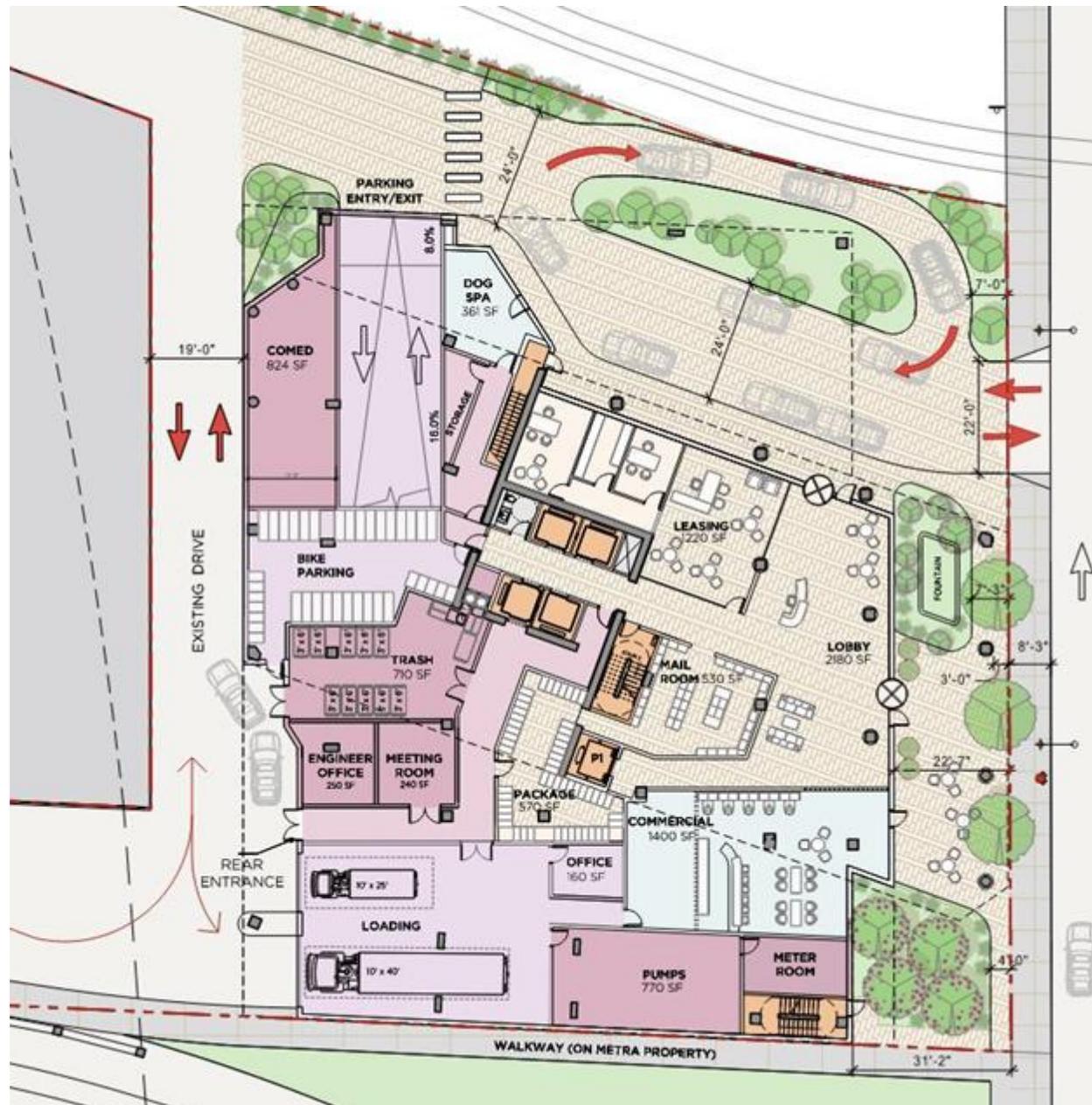
EXISTING ABUTMENT

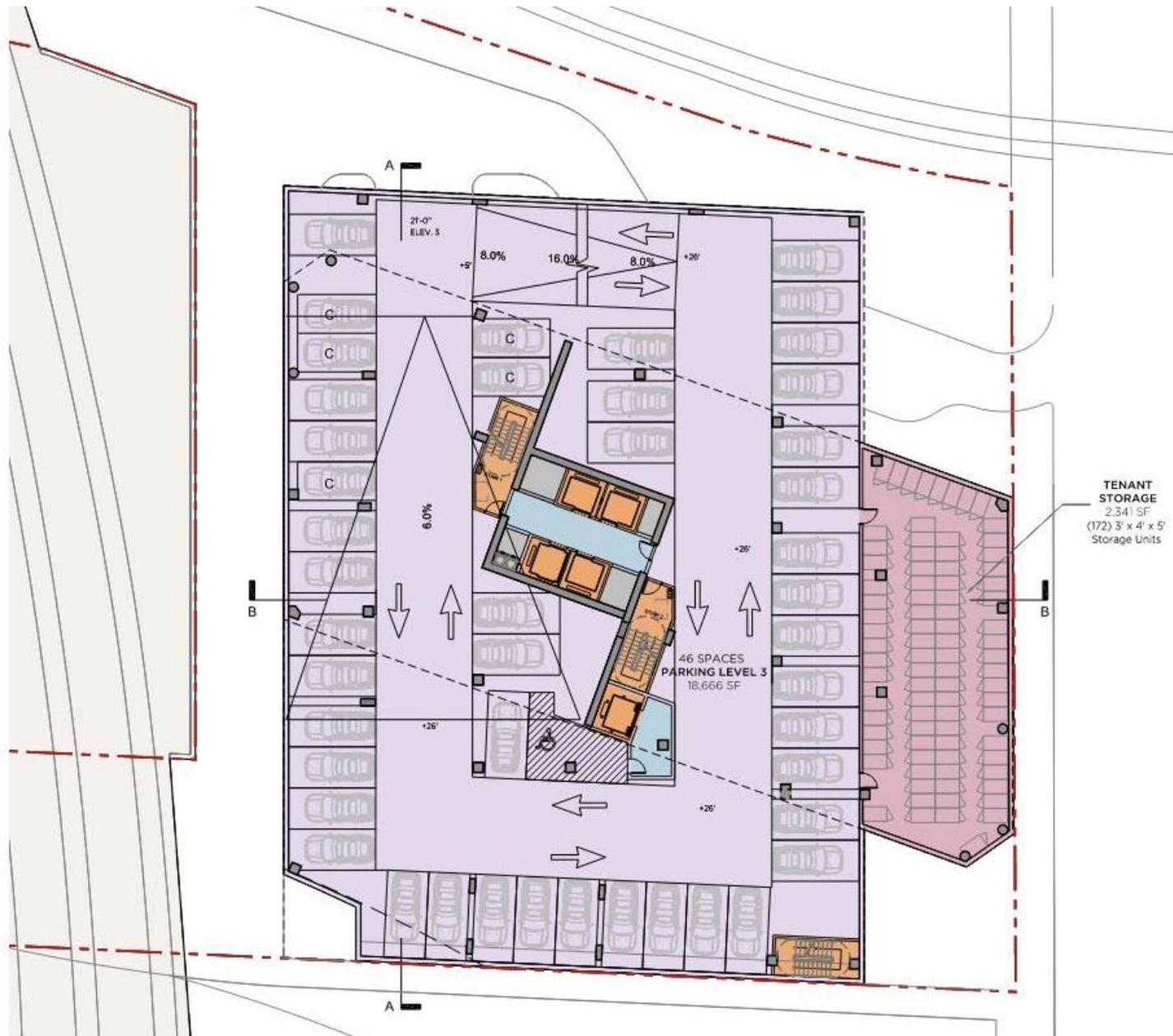


PROPOSED @ S. VIADUCT

PROPOSED ABUTMENT







**TYPICAL PARKING PLAN**   
Floors 2-4







# TYPICAL UPPER RESIDENTIAL PLAN

Floors 31-33



(50% green roof)



MECH  
EL: 355'-0"

LEVEL 34  
EL: 334'-8"

LEVEL 31  
EL: 300'-8"

20'-4"  
34'-8"  
12'-8"

355'-0"  
220'-0"

RESIDENTIAL  
EL: 68'-0"

AMENITY  
EL: 53'-0"

LOBBY  
EL: 18'-0"

15'-0"

HIGH-PERFORMANCE VISION GLASS

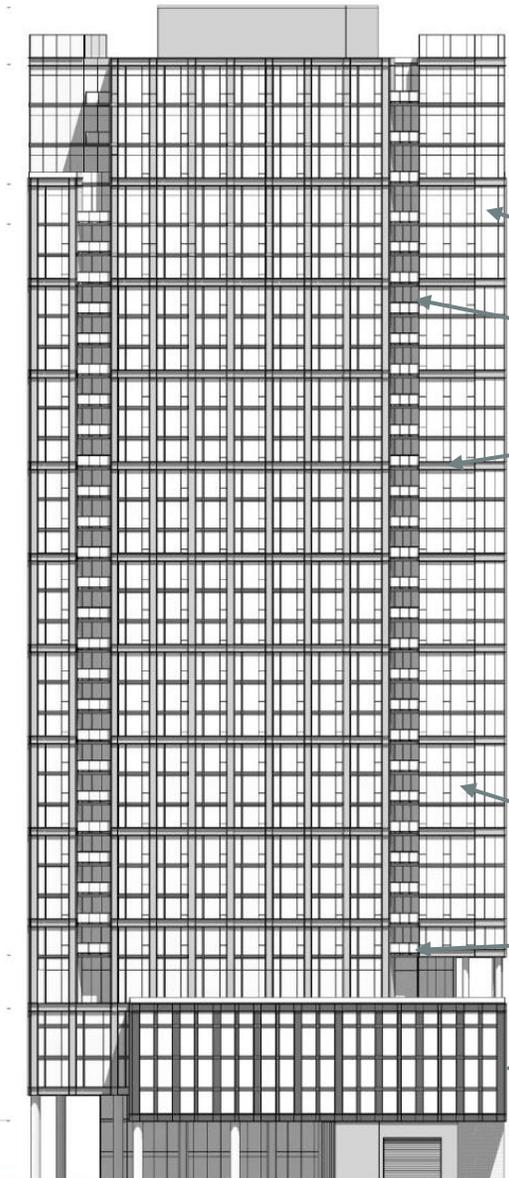
GLASS RAILING SYSTEM

METAL PANEL SYSTEM

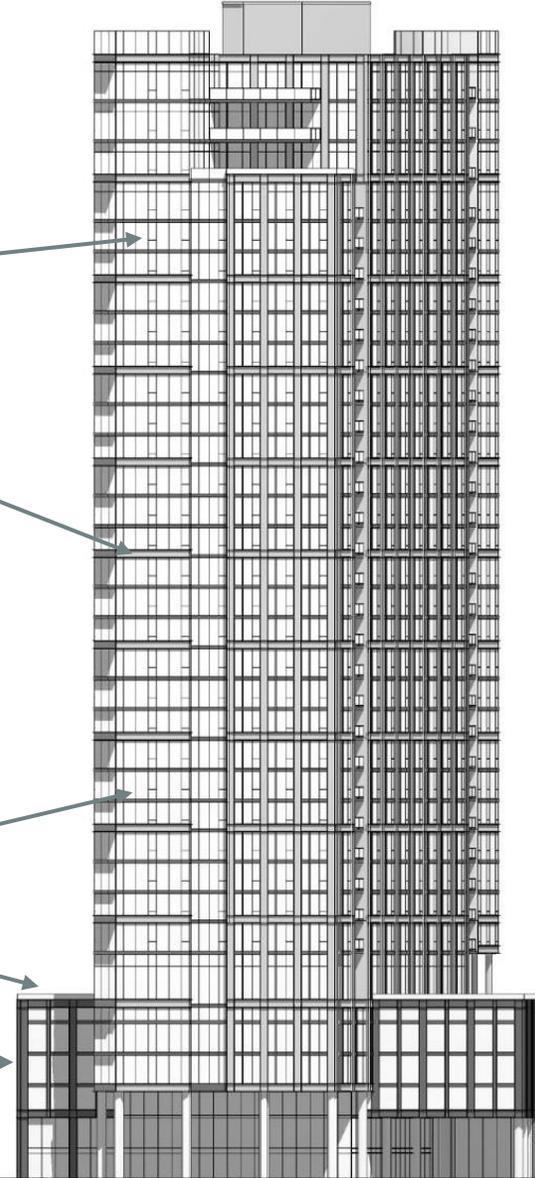
HIGH-PERFORMANCE VISION GLASS

GLASS RAILING SYSTEM

METAL PANEL SYSTEM AT GARAGE ENCLOSURE

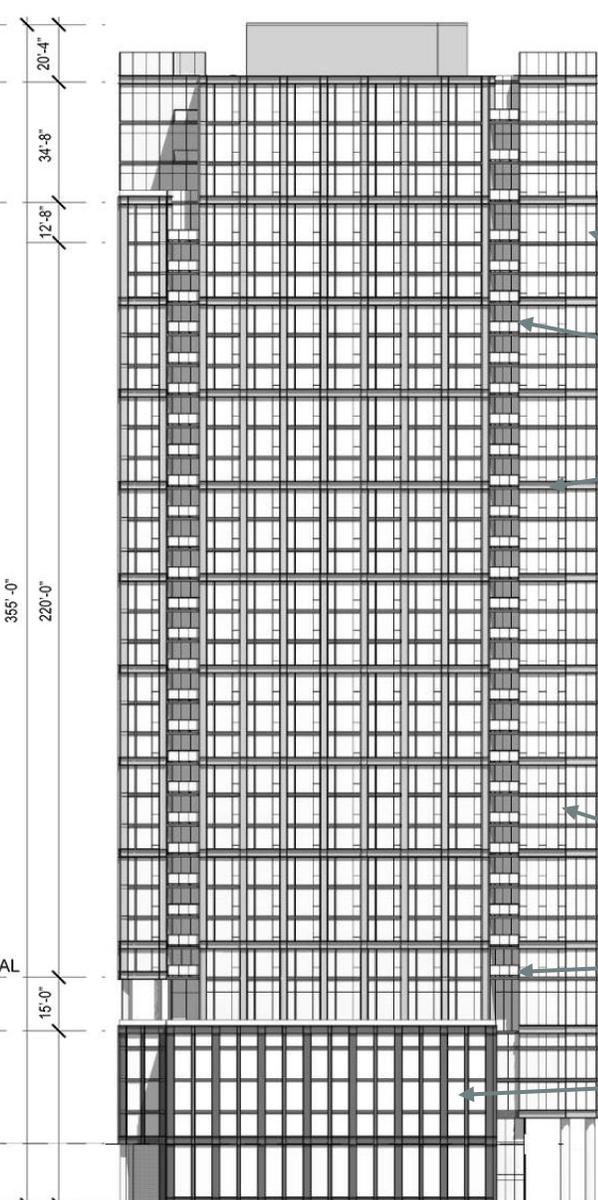


**NORTH ELEVATION**



**EAST ELEVATION**

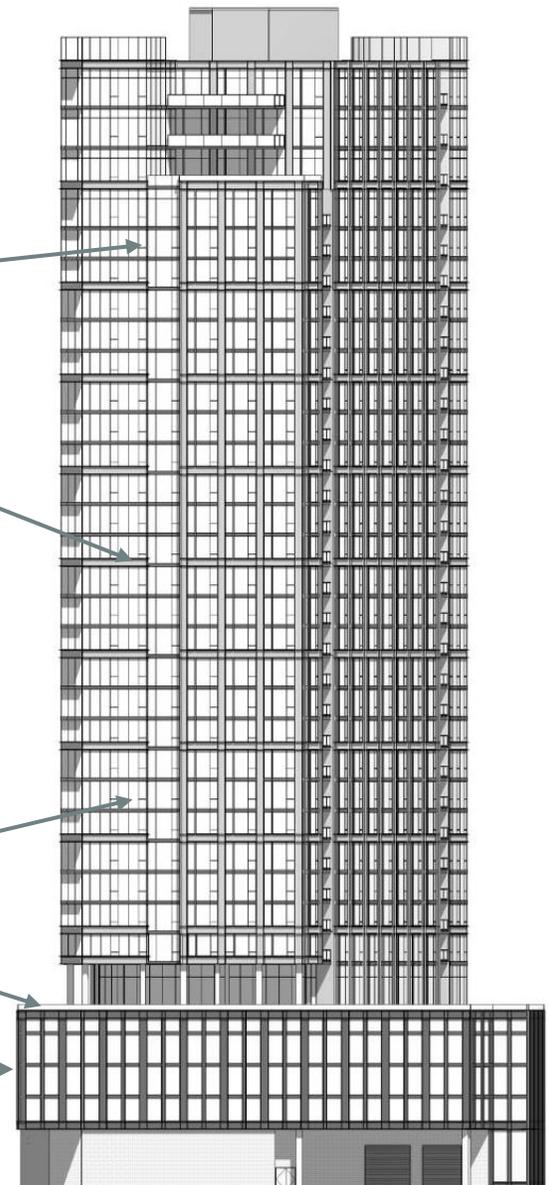
- MECH  
EL: 355'-0"
- LEVEL 34  
EL: 334'-8"
- LEVEL 31  
EL: 300'-8"



**SOUTH ELEVATION**

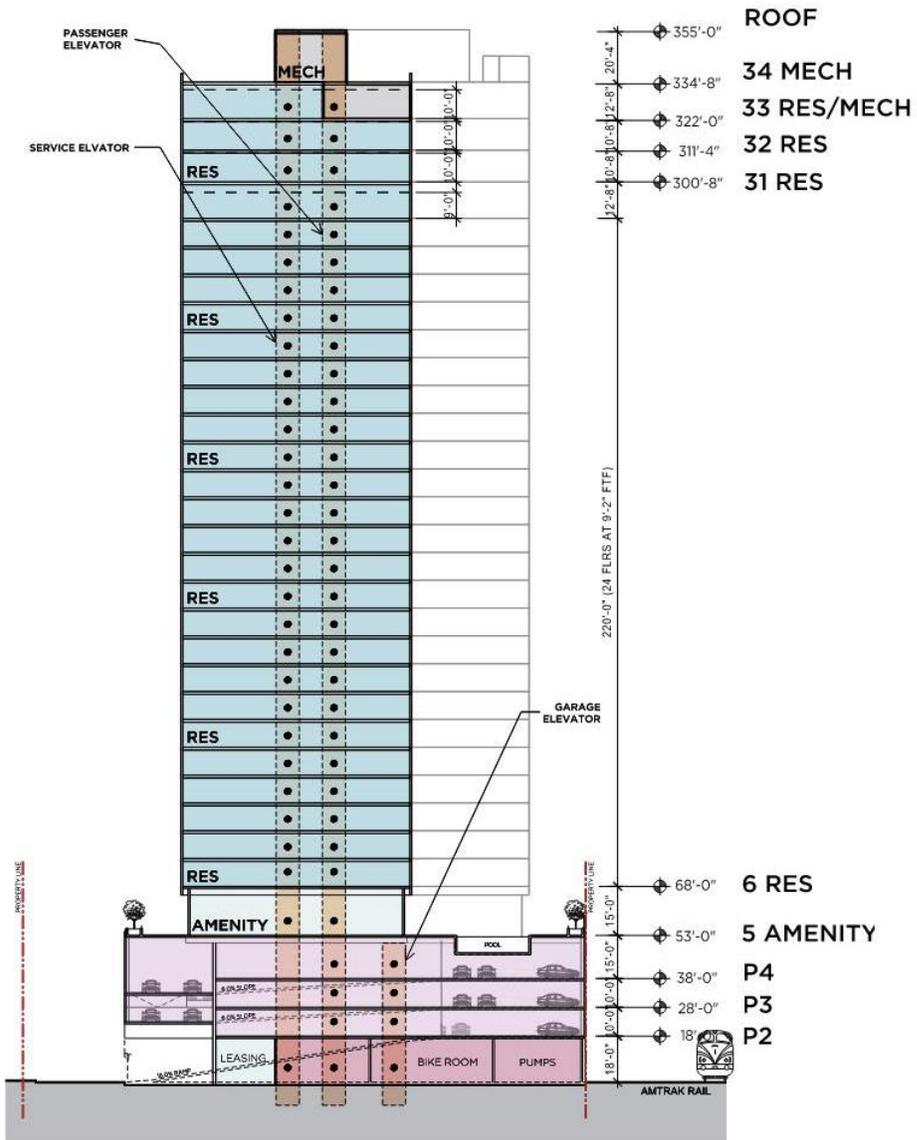
- HIGH-PERFORMANCE VISION GLASS
- GLASS RAILING SYSTEM
- METAL PANEL SYSTEM

- HIGH-PERFORMANCE VISION GLASS
- GLASS RAILING SYSTEM
- METAL PANEL SYSTEM AT GARAGE ENCLOSURE

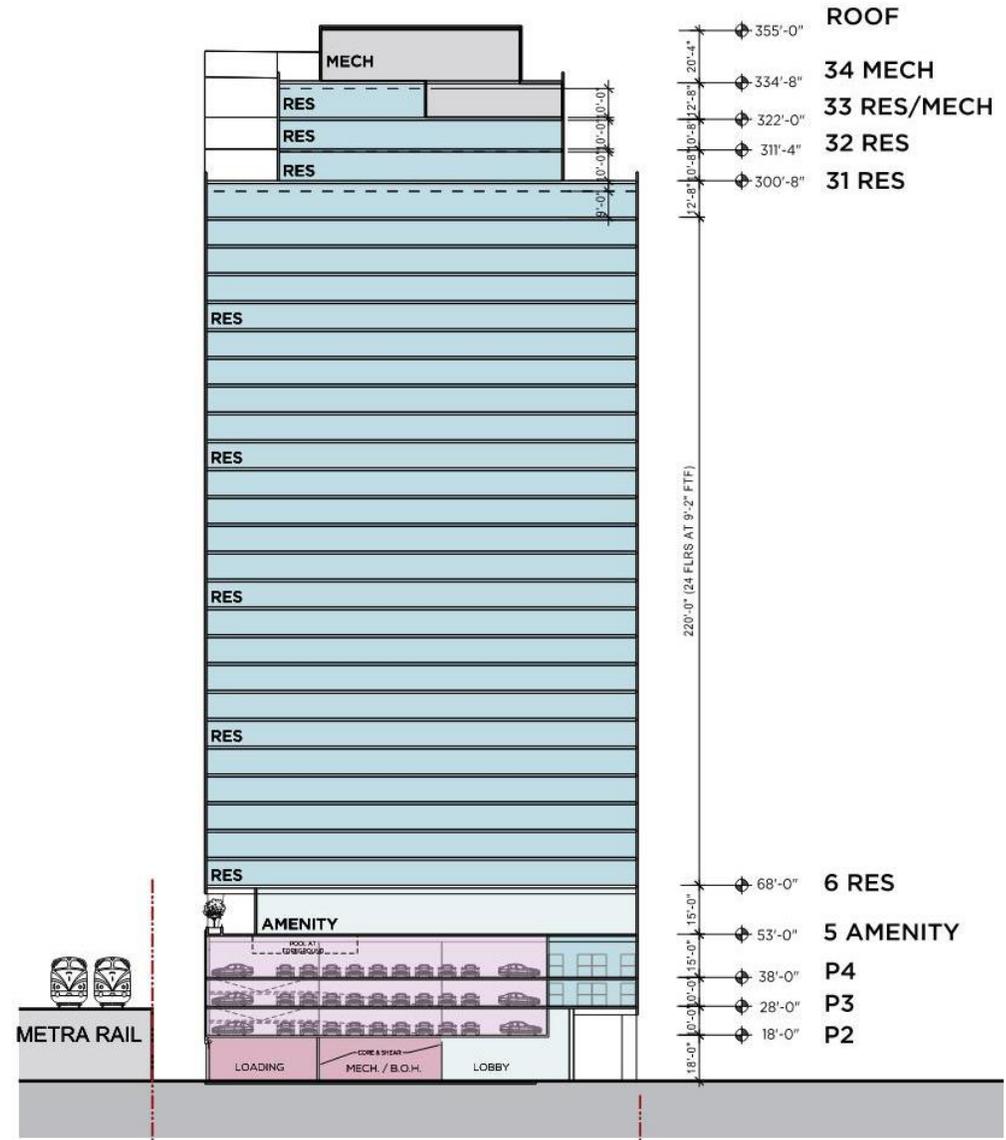


**WEST ELEVATION**

- RESIDENTIAL  
EL: 68'-0"
- AMENITY  
EL: 53'-0"
- LOBBY  
EL: 18'-0"

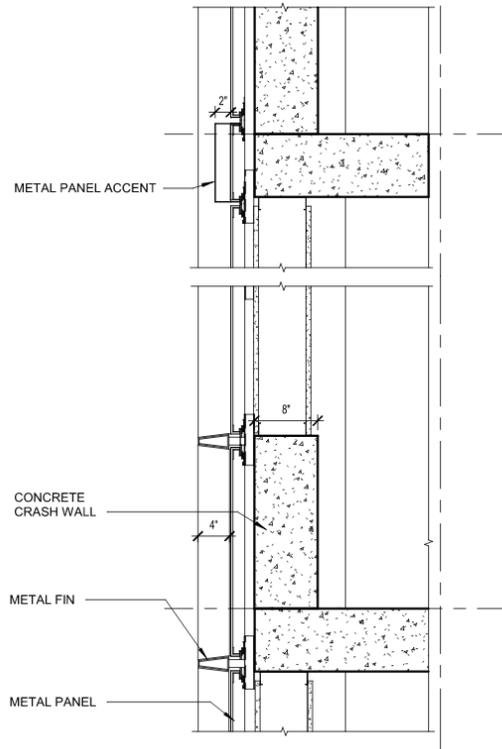


**SECTION A-A**  
NORTH - SOUTH SECTION, LOOKING EAST



**SECTION B-B**  
EAST - WEST SECTION, LOOKING NORTH

D



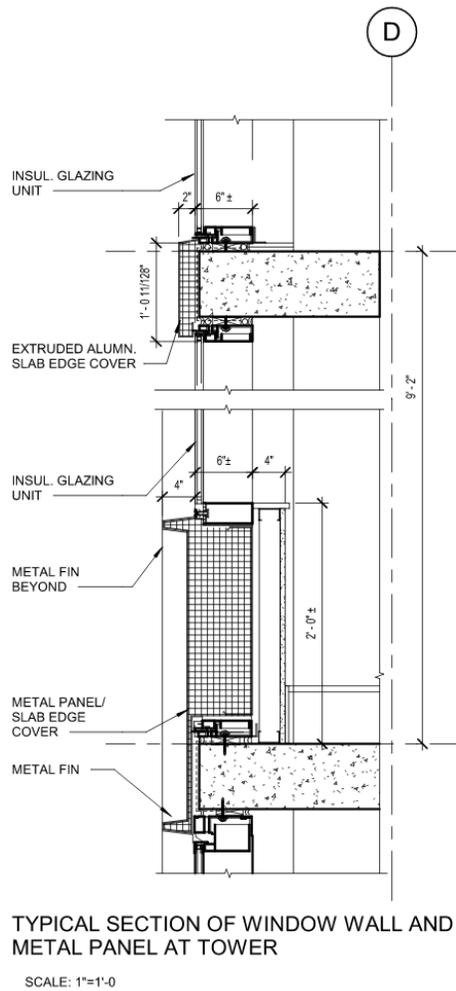
SECTION DETAIL @ PROJECTING METAL PANEL AT PODIUM  
SCALE: 1"=1'-0

Painted metal slab edge covers

Metal panel enclosure system. Color is a warm dark bronze that coordinates with the brighter tower color.

Painted metal panels at garage podium facades.





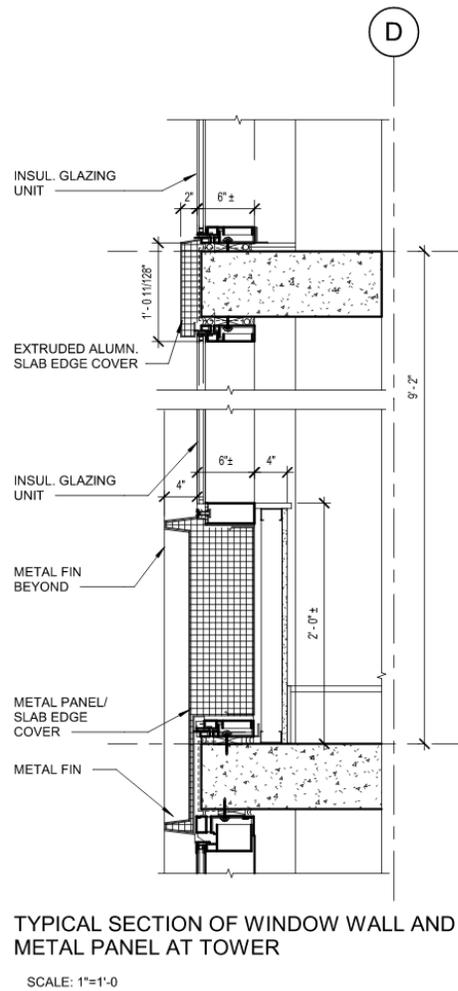
Painted metal slab edge covers

Glass and painted metal guardrail system

High-performance window-wall system with lightly reflective vision glass and painted metal panels.

Extended mullion detail at the perimeter of the windows to create shadow and depth within the window-wall





Painted metal slab edge covers

Glass and painted metal guardrail system

High-performance window-wall system with lightly reflective vision glass and painted metal panels.



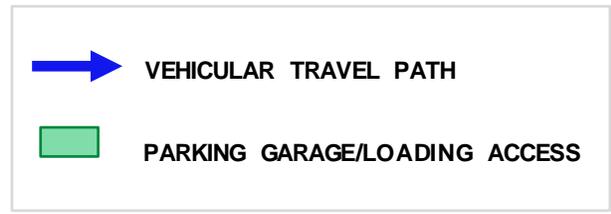
ONE-WAY STREET  
CONVERSION PILOT ON  
CLINTON STREET



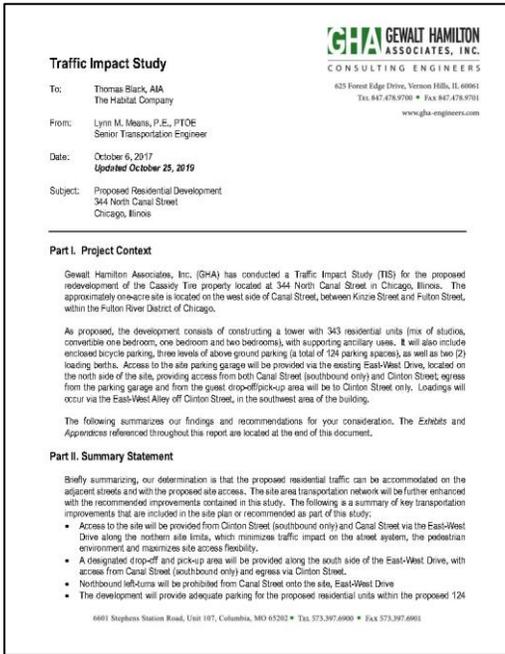
-  MAJOR PEDESTRIAN ROUTE
-  PEDESTRIAN ROUTE
-  BUILDING ACCESS POINT
-  BICYCLE PARKING

ONE-WAY STREET  
CONVERSION PILOT ON  
CANAL STREET

### PEDESTRIAN AND BICYCLE CIRCULATION



## VEHICULAR CIRCULATION



- BICYCLE PARKING IS PROVIDED THAT IS SECURE AND EASILY ACCESSIBLE.
- THE PARKING GARAGE AND LOADING ACCESS IS LOCATED TO MAXIMIZE PEDESTRIAN ACCESS.
- WALKWAYS AND PEDESTRIAN ROUTES WILL BE CREATED THAT ARE SAFE AND ACCESSIBLE.
- CONVERSION OF CANAL ST BETWEEN LAKE ST AND KINZIE ST FROM 2-WAY TO 1-WAY SOUTHBOUND AND CLINTON ST BETWEEN FULTON ST AND KINZIE ST FROM 2-WAY TO 1-WAY NORTHBOUND, IMPROVES OPERATIONS AND MINIMIZES CONFLICTS WITH TURNING VEHICLES.

**17-8-0905-A:**  
Enhanced pedestrian experience is provided.

**17-8-0905-B:**  
Pedestrian plaza, active uses and pedestrian entrances provided along main frontages

**17-8-0906 A, B:**  
The massing and orientation of the project restores the site into the residential & urban fabric of the neighborhood.



**17-8-0905-A:**  
Enhanced pedestrian experience is provided.



EXISTING @ S. VIADUCT



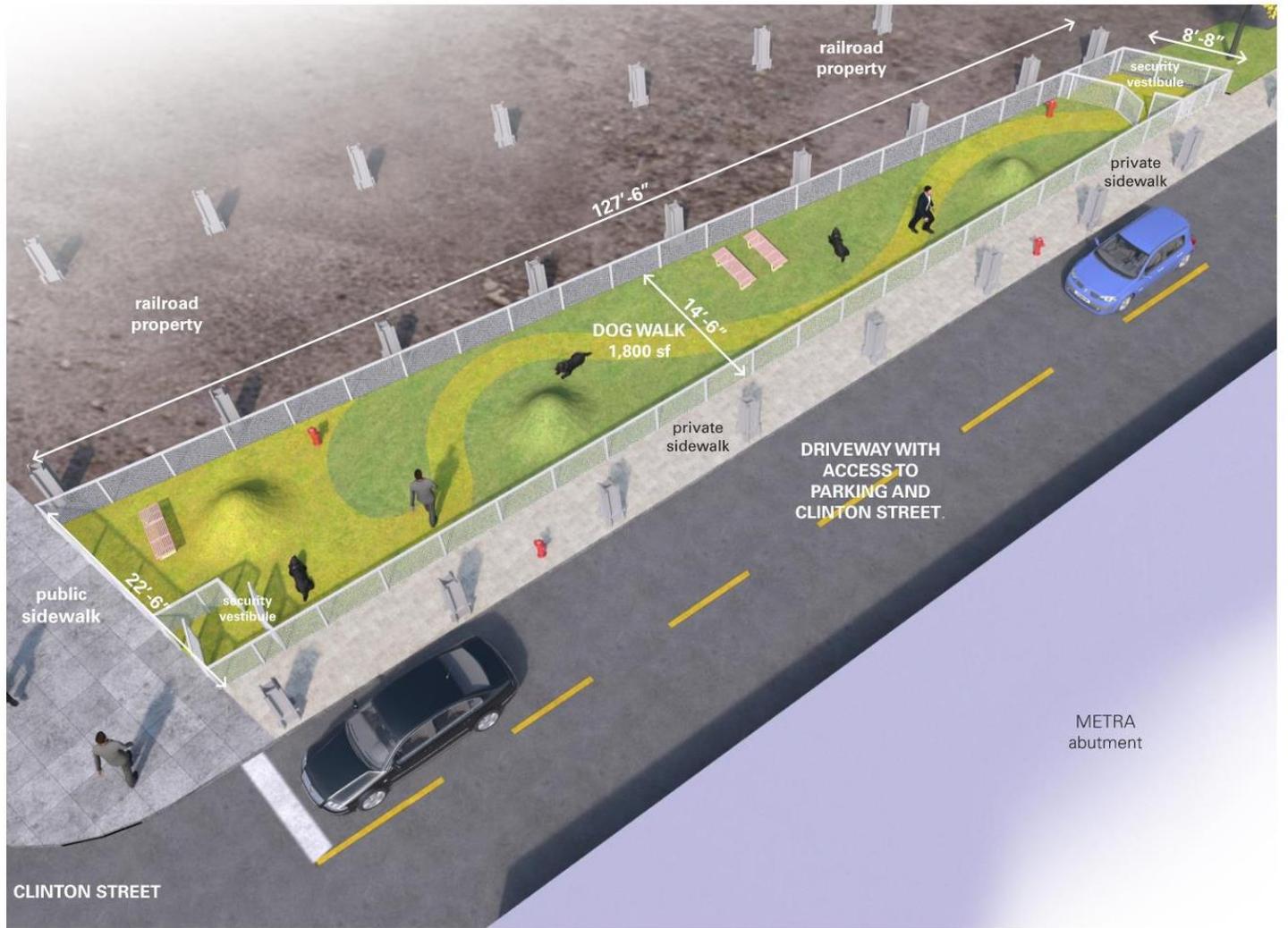
PROPOSED @ S. VIADUCT



EXISTING @ NORTH VIADUCT



PROPOSED @ NORTH VIADUCT





ORIGINAL DESIGN



INTERMEDIATE DESIGN



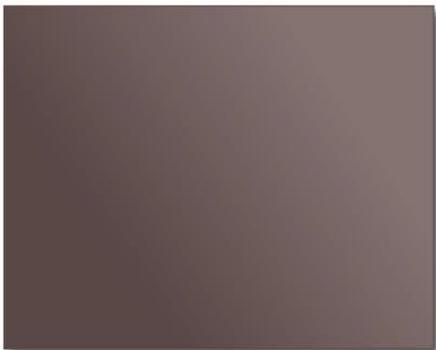
FINAL DESIGN



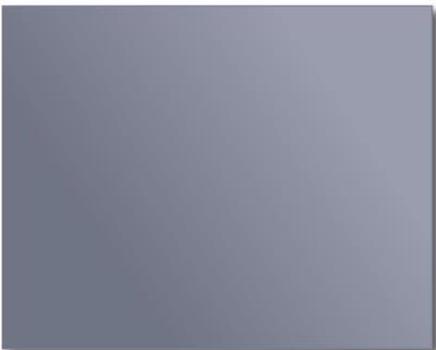
HIGH-PERFORMANCE VISION GLASS



PAINTED METAL PANELS AT TOWER



PAINTED METAL PANELS AT PODIUM



MULLIONS & SLAB EDGE COVERS



**17-8-0907-A:**

The project responds to its urban environment and sustainability guidelines.

**17-8-0907-B:**

All sides of the project are finished with high-quality materials that respect the local context.

**17-8-0907-C:**

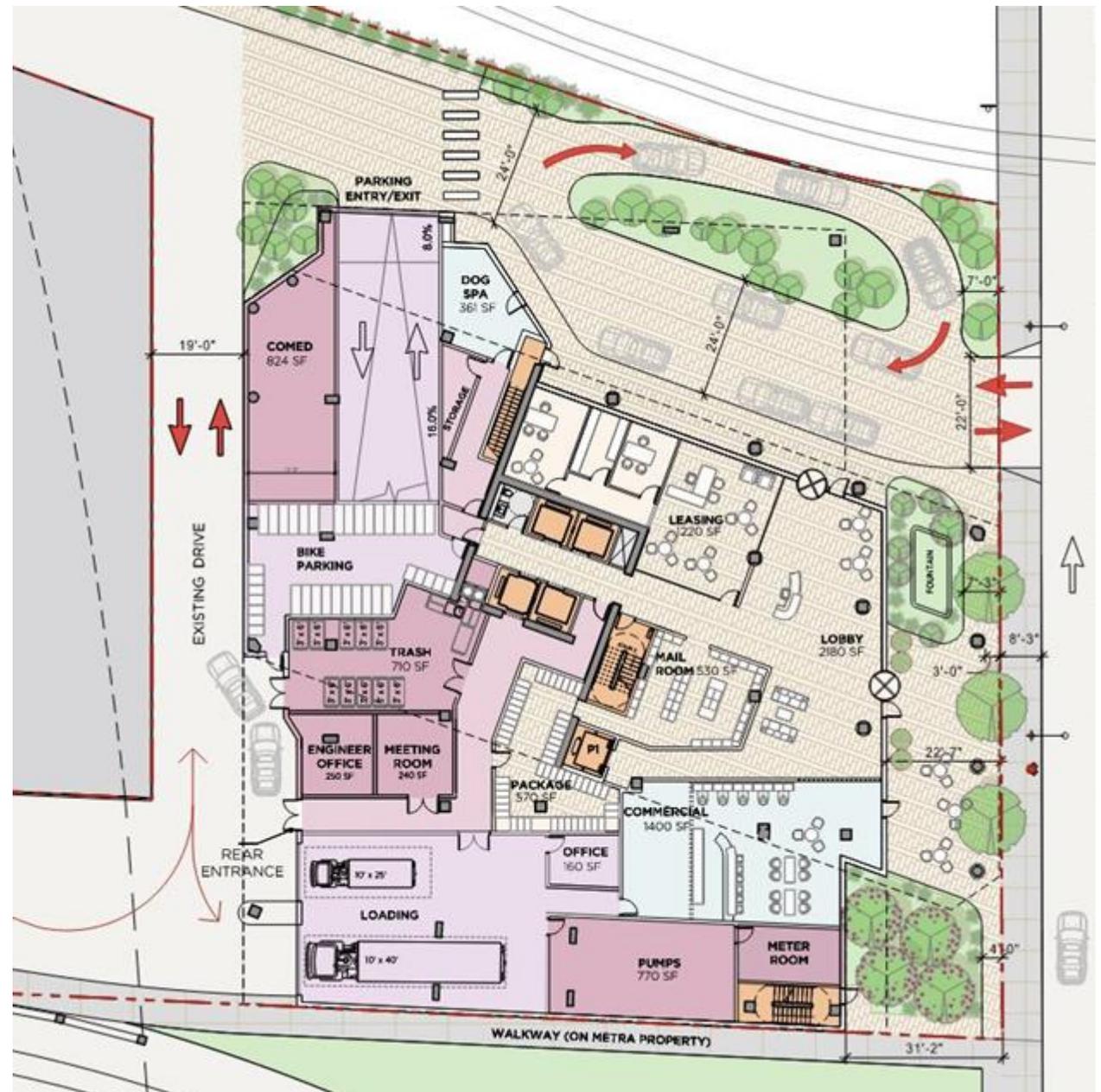
The project has a clearly identifiable podium, a midsection that is vertically expressed, and a top that is articulated with setbacks.



## Landscape compliance.



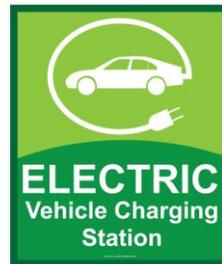
- Vehicle Use Area: 9,136 sf
- Green Space Required: 685 sf.
- Green Space Provided: 776 sf.
- Interior Trees Required: 6
- Interior Trees Provided: 6
- Meets the open space goals of section 17-8-0909 with inviting and usable open space for the residents, and open areas contiguous with the public ways.
- Requirements of Section 17-4-0410-A, Open Space.
  - Provided: private open space (balconies) for 118 units.
  - Required: balance of common open space for 225 units @ 36 sf = 8,100 sf
  - Provided: 9,500 sf of ground floor and amenity deck open space.





## CHICAGO SUSTAINABLE DEVELOPMENT POLICY 2017

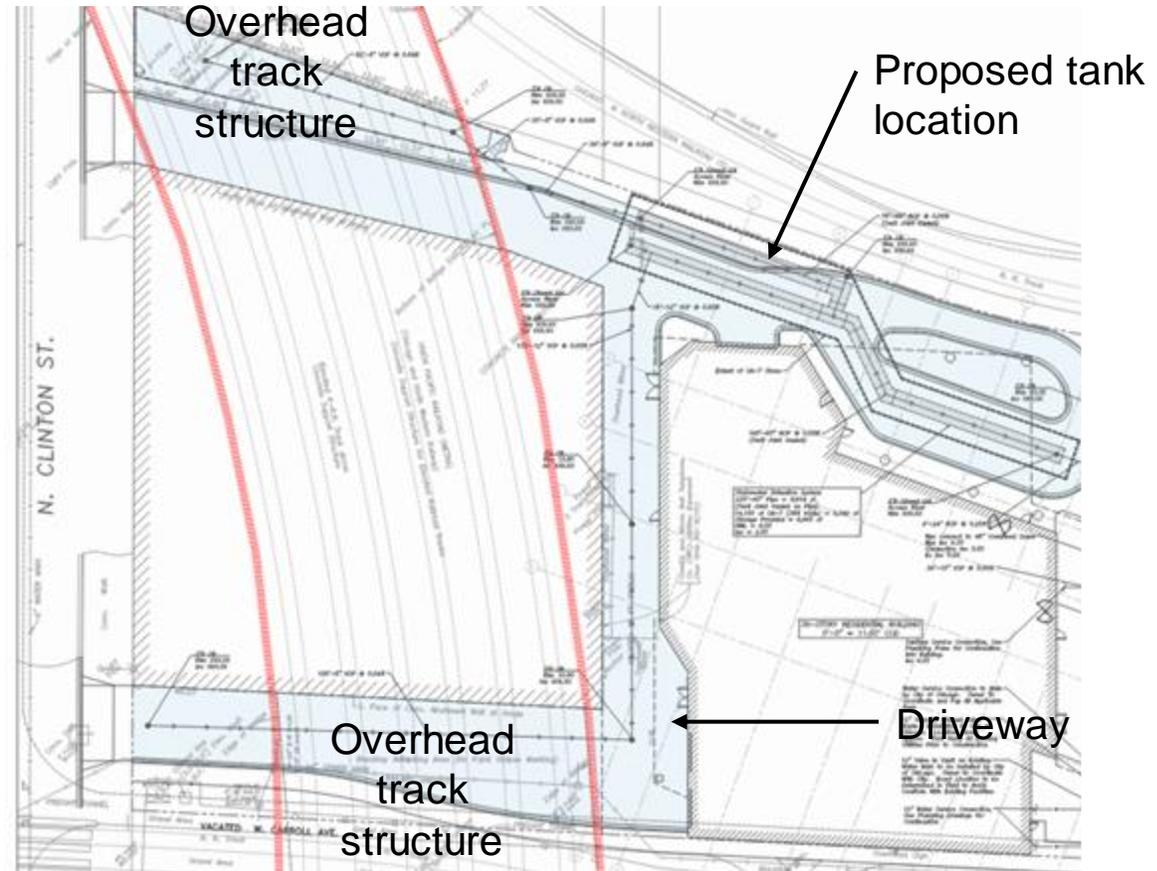
- Green Globes Certification – 2 Globes 70 points
  - Green Roof 50-100% 10 Points
  - EV Charging Stations 10 Points
  - 80% Waste Construction Waste Division 10 Points
- Total 100 points**



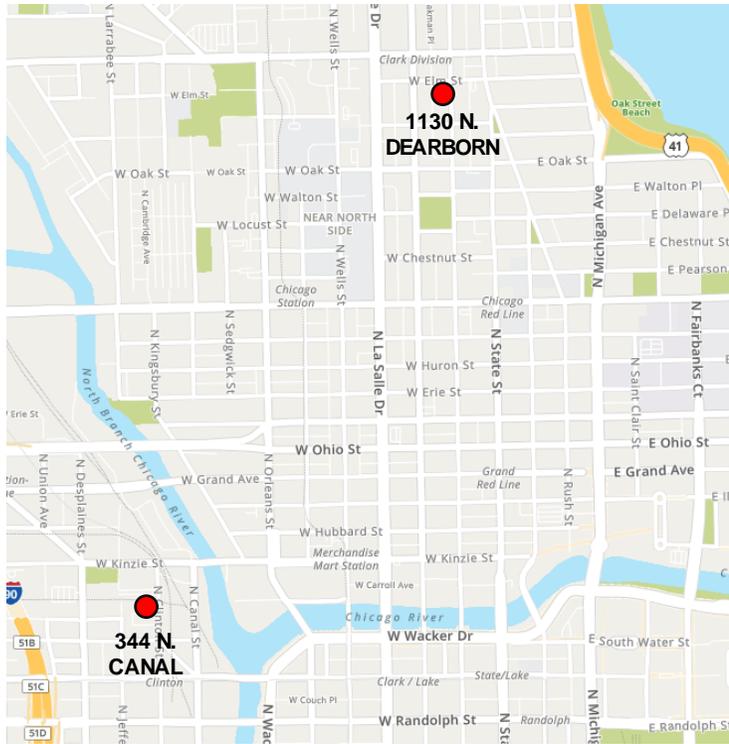


## STORMWATER COMPLIANCE

- Met with the department of water management/storm water management January 27, 2019
- The team confirmed that detention area do not need to be provided under the overhead railroad structure.



- 10% (34 unit) requirement.
- Units will be located off-site within two miles at Elm Street Plaza, 1130 North Dearborn.
- The off-site affordable units are similar to (and in some cases, larger than) the on-site units.



1130 North Dearborn

- 600 new construction jobs created.
- \$139,000,000 total development cost.
- 17 permanent jobs created.
- \$2,058,000 in annual real estate taxes - currently \$94,205.
- \$250,000 towards improvements to the adjacent at-grade Metra crossing.
- \$3,119,601.92 bonus payment.
  - \$2,495,681.54 for Neighborhoods Opportunity Fund.
  - \$311,960.19 for each of the Local Impact and Adopt-a-Landmark funds.
- Participation goals of:
  - 26% qualified MBE.
  - 6% qualified WBE.
  - 50% Chicago residents.
- Implementation of one-way street conversion pilot.
- Completion of the character of the residential neighborhood.
- Creation and maintenance of neighborhood dog run.
- Public Art to enhance the existing railroad concrete abutment.

# ★ DPD Recommendations

- The project promotes the safe and efficient circulation of pedestrians, cyclists and motor vehicles (17-8-0904-A-1).
- The project is designed to promote pedestrian interest, safety, and comfort by providing safe walkways and providing active uses within buildings facing the street (17-8-0905-A-1&2).
- The building's orientation and massing creates active "street or building walls" lining the sidewalk (17-8-0906-B).
- The proposal provides adequate, inviting, usable and accessible parks, open spaces and recreation areas and provides substantial landscaping of the open areas (17-8-0909-A-1&2).
- The proposed development is compatible with the character of the surrounding area in terms of uses, density, and building scale.

