



CHICAGO PLAN COMMISSION

Department of Planning and Development

400 N LAKE SHORE DRIVE

400 N LAKE SHORE DR., CHICAGO IL 60611 (42 Ward)

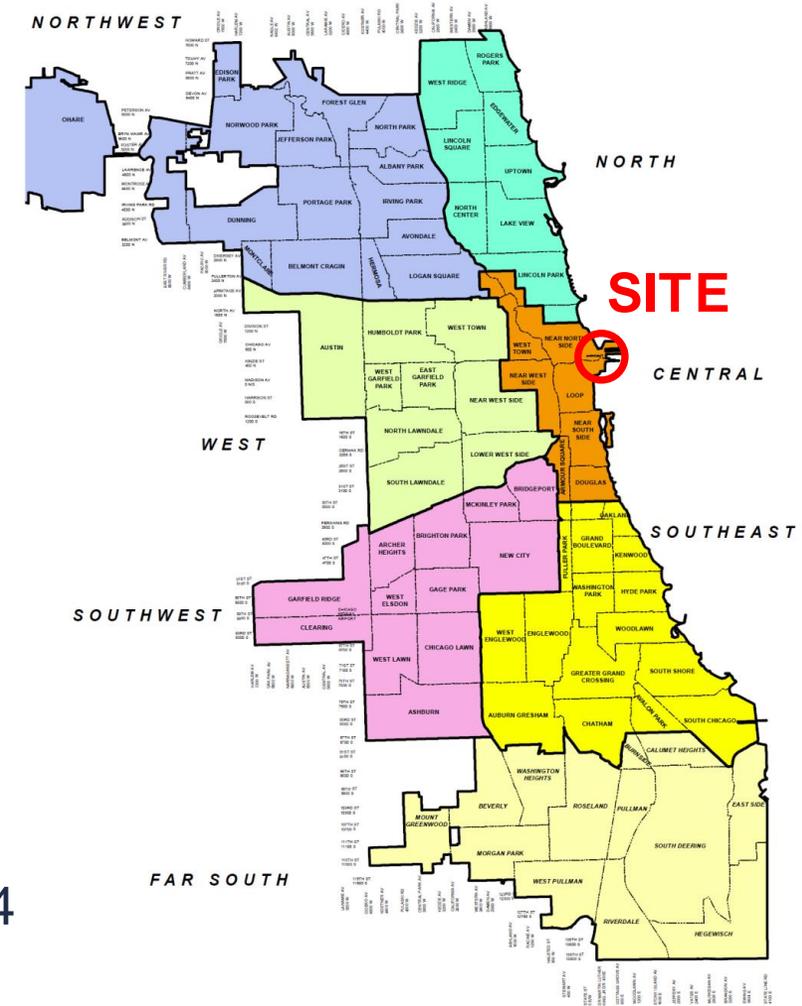
RMW STREETVILLE, LLC

05/21/2020

★ Community Area Snap Shot

COMMUNITY AREA INFORMATION:

- 400 N Lake Shore Drive is located within the Near North Side Community Area
- Demographic Data (2013-2017)
 - Total population of 88,893, with 55,152 households and an average household size of 1.6
 - The majority, 41.3%, of the population is between 20 and 34
 - 79.2% of the population hold a bachelors degree or higher
 - 62.7% of the population walks, bikes or takes transit to work.
 - 41.8% of residents have no vehicle and 47.9% of residents have one vehicle



★ Community Area Snap Shot

NEIGHBORHOOD + CULTURAL/ HISTORIC CONTEXT:

- The Near North Side is the northernmost of the three areas that constitute central Chicago and the community with the highest number of skyscrapers.
- The community is the oldest part of Chicago and the location of the first known permanent settlement of Chicago by Jean Baptiste Point du Sable.
- The community is home to public attractions and landmarks such as the Magnificent Mile, Navy Pier, the Chicago Water Tower, 875 N. Michigan Avenue, and Tribune Tower.

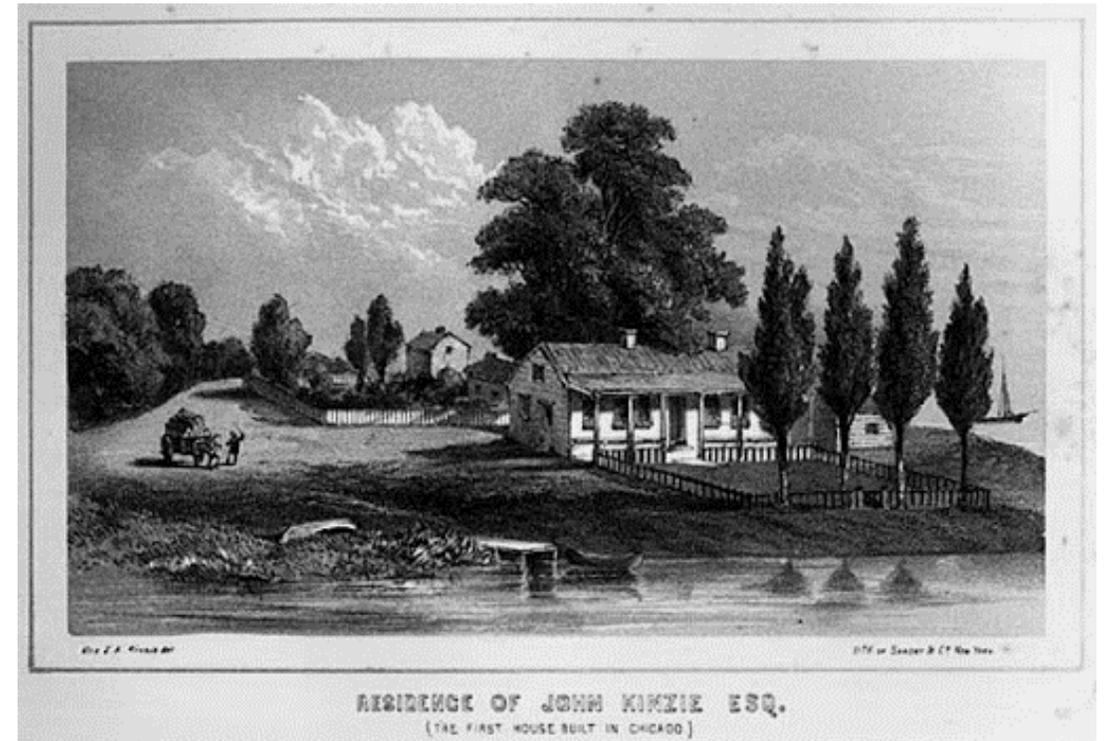
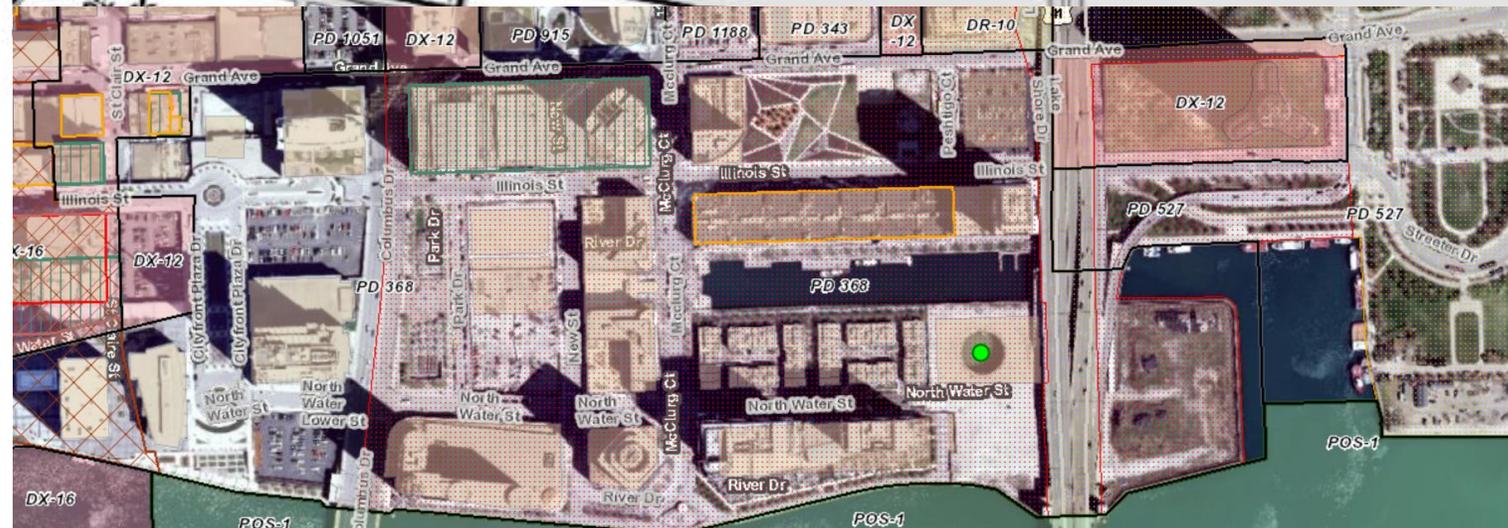
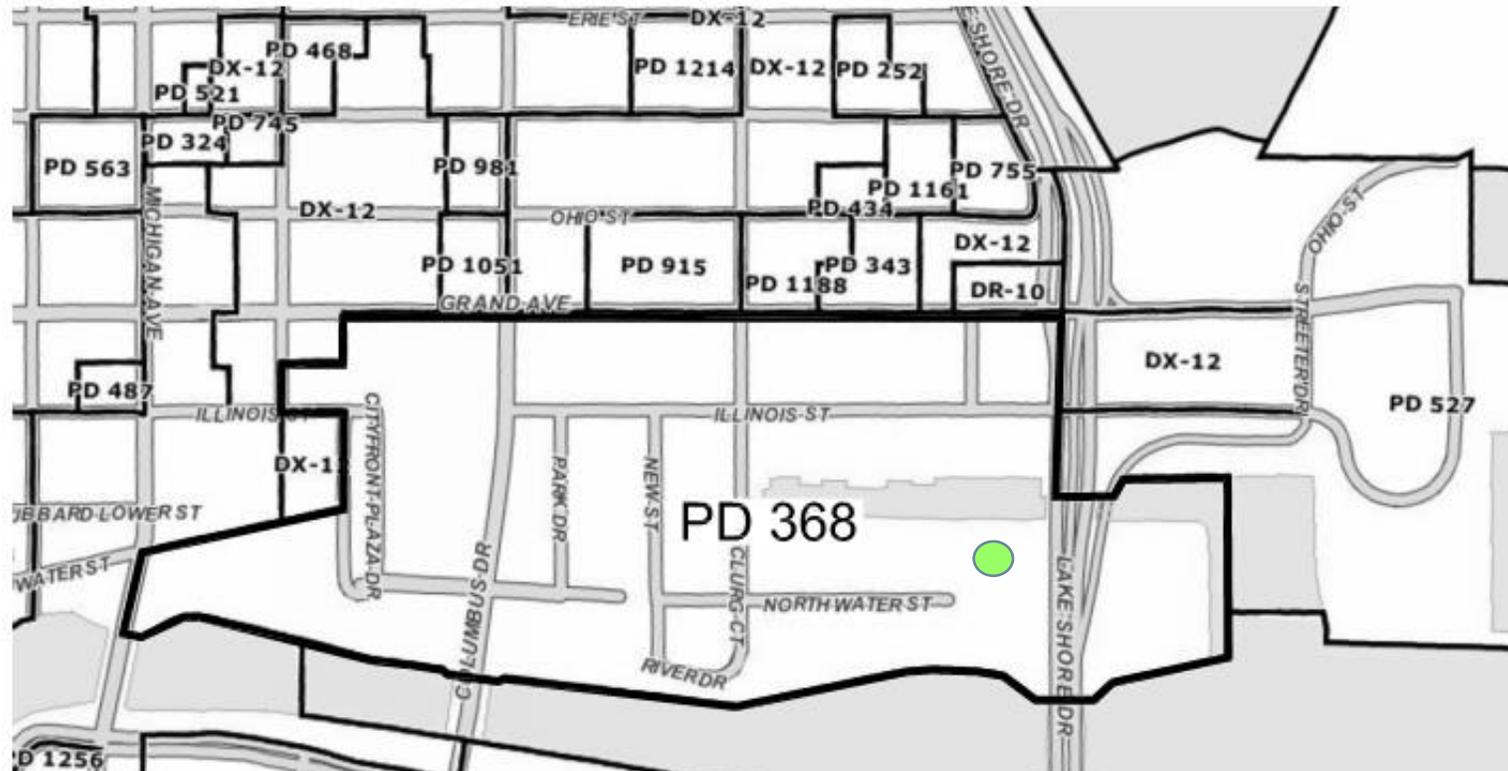
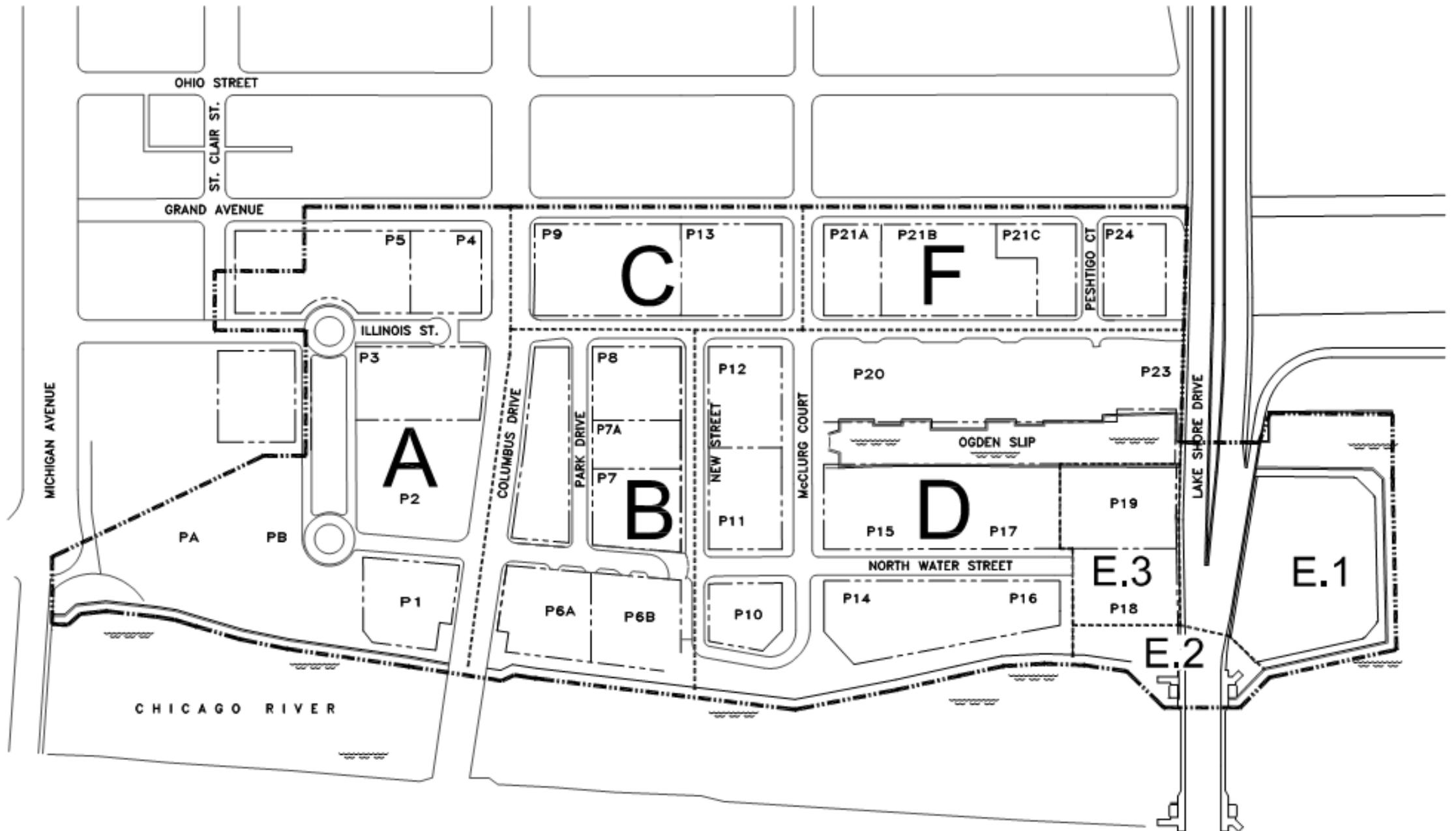
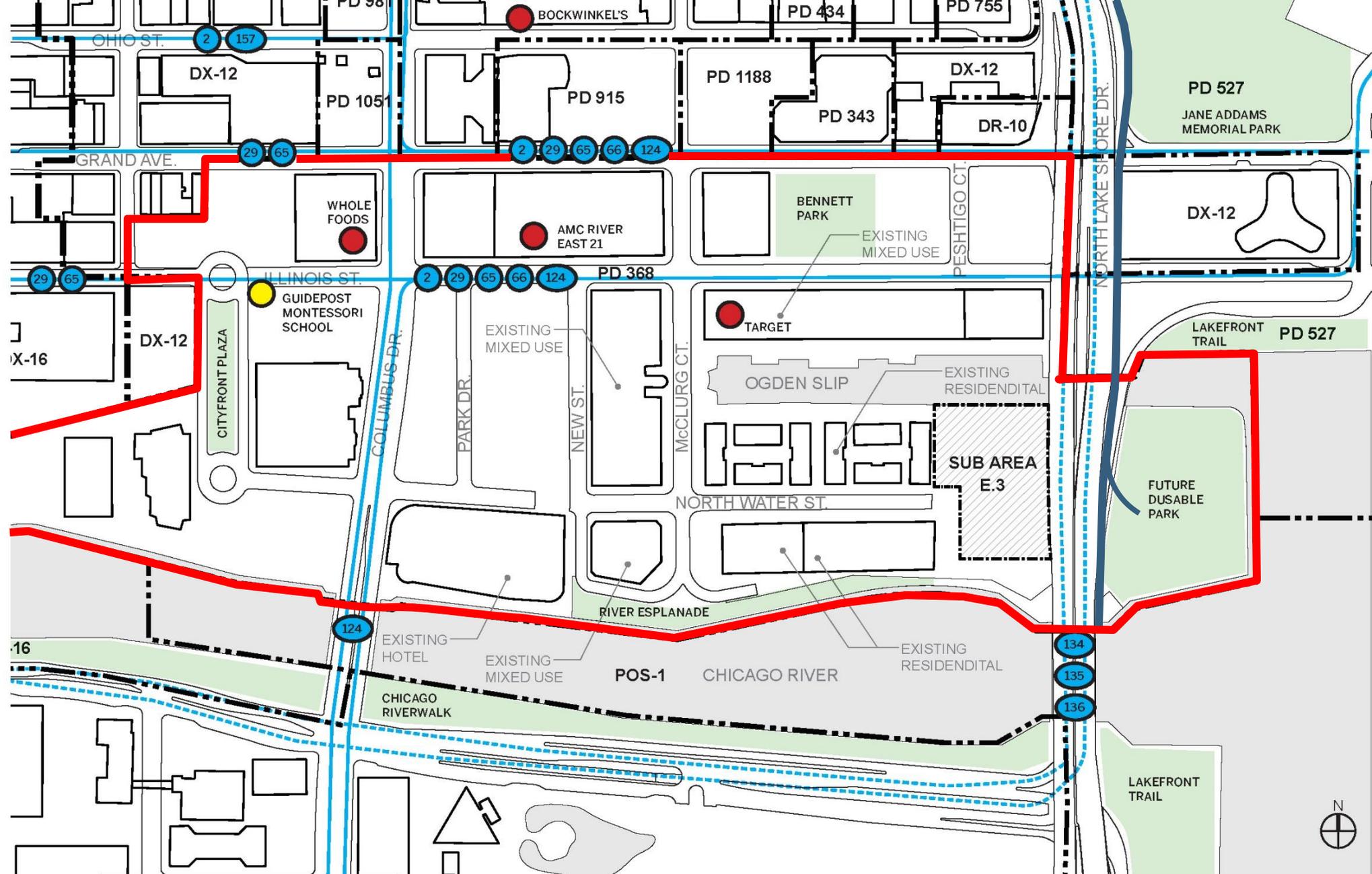


Illustration of Jean Baptiste Point du Sable's settlement



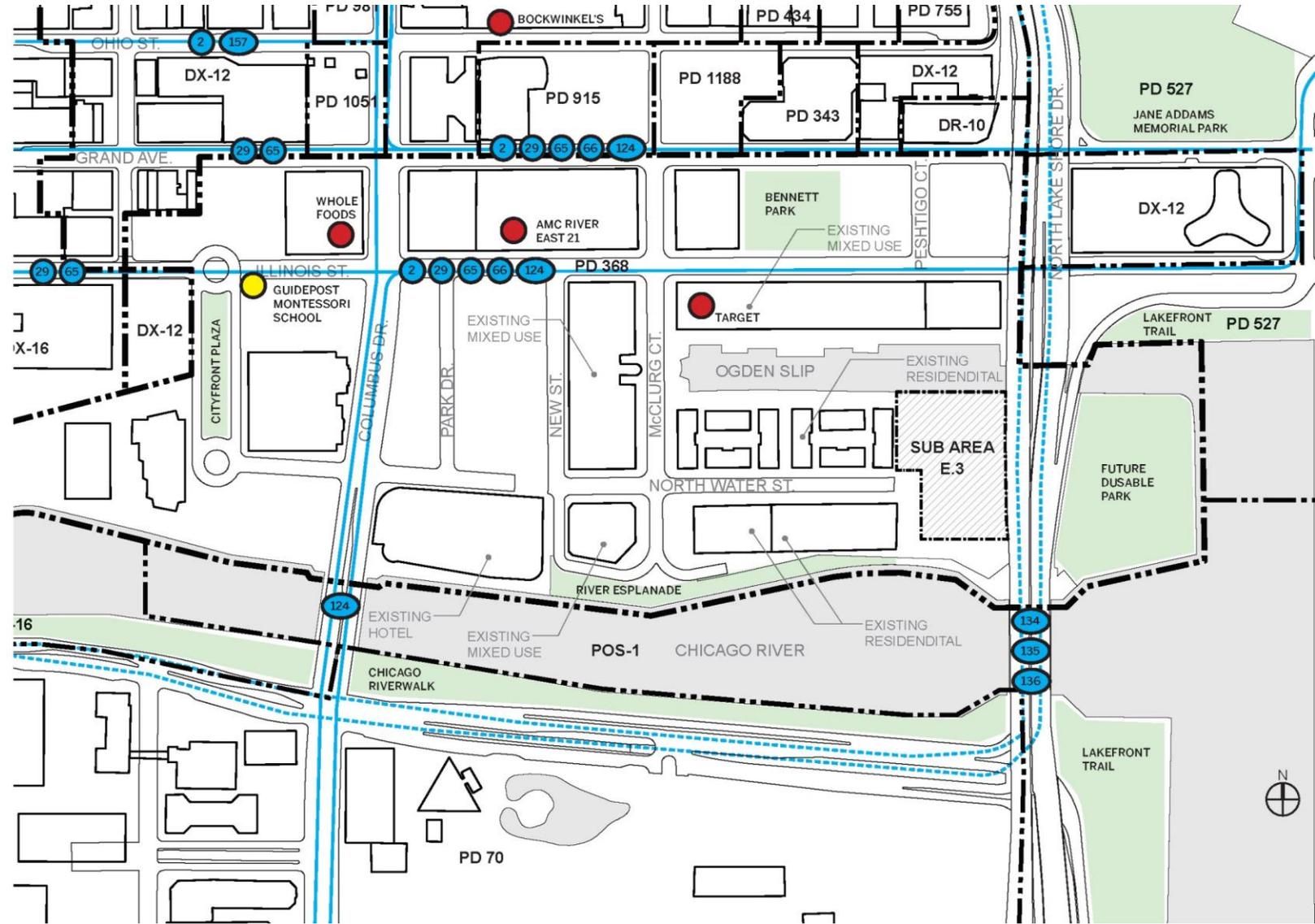


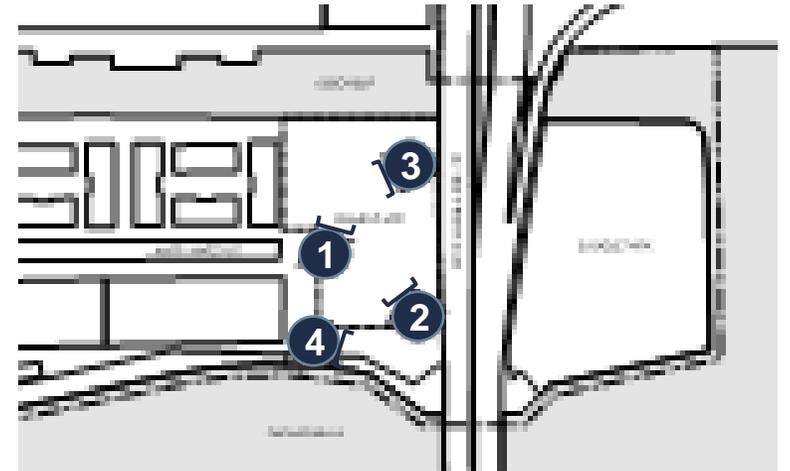
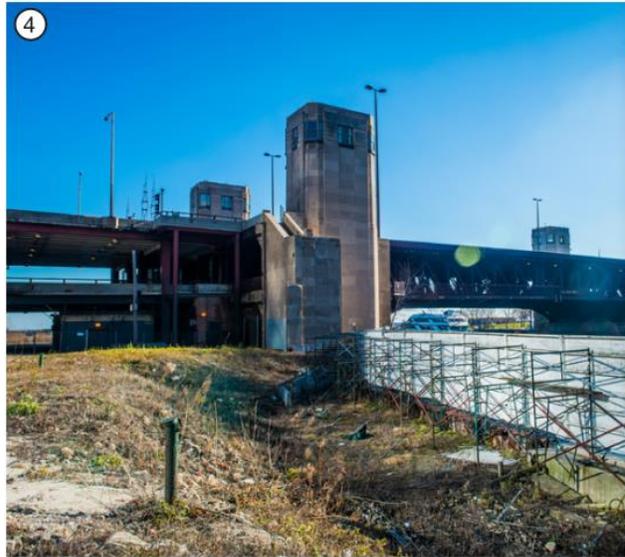
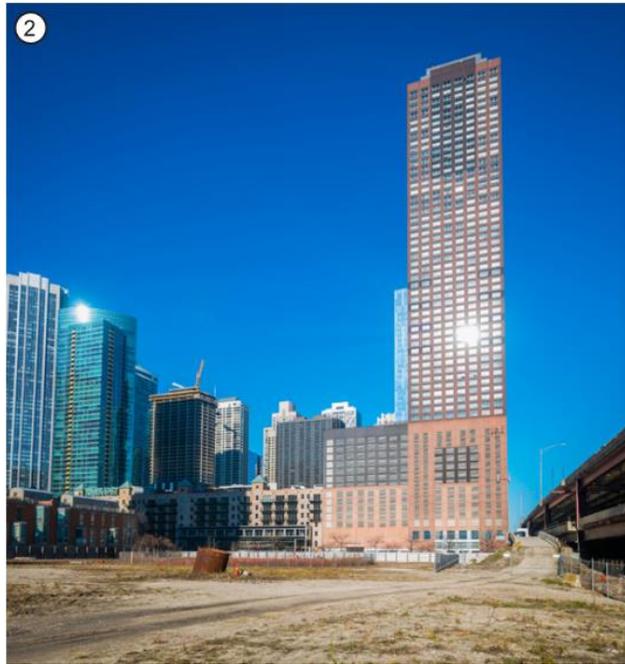
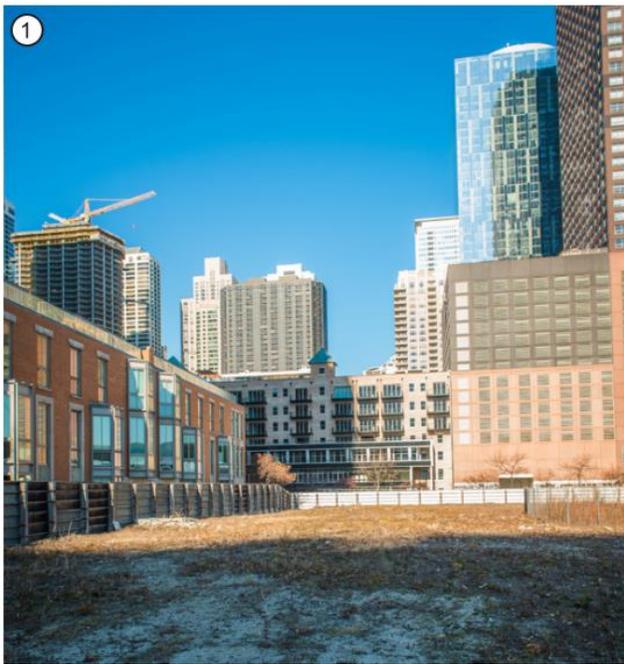
- PD 368 Boundary
- Sub Area E.3 (Project Site)
- Public Parks
- Zoning Boundary
- Property Line
- X CTA Bus Routes
- Educational Institutions
- Community Anchors
- Lakefront Trail



Planned Development 368:

- Established 1985
- Sub-Area E.3 amended in 2007 to 25 FAR and 1,200 units
- Current amendment decreases bulk and density to 15.92 FAR and 1,100 units
- Current amendment governed by previous zoning bonus code









SITE CONTEXT PHOTOS



SITE CONTEXT PHOTOS



+875'

+765'

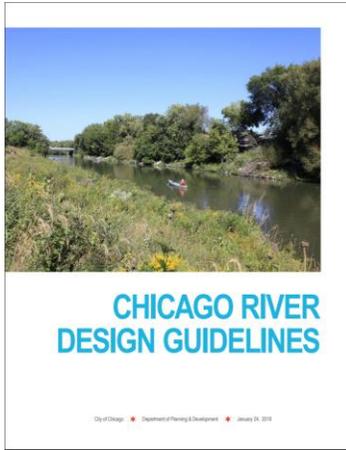
+1,198'

+837'

+581'

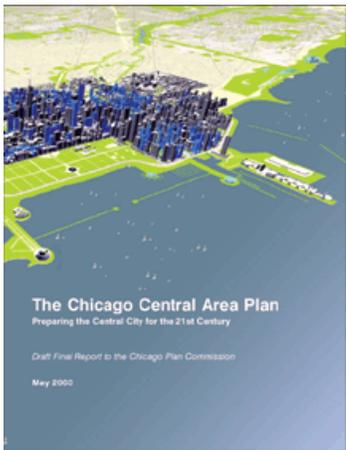
AERIAL VIEW FROM EAST DIRECTION

★ Planning Context



Chicago River Design Guidelines
March 2019
Department of Planning and Development

Built upon the previous Chicago River Corridor Development Plan for development along the Chicago River and its branches within the city limits



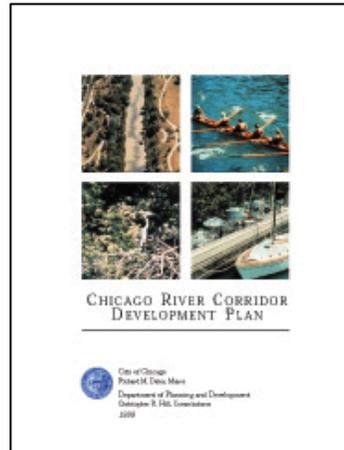
The Chicago Central Area Plan
May 2003
The City of Chicago

The Central Area Plan is a guide for continued economic success, physical growth, and environmental sustainability in downtown Chicago.



Central Area Action Plan
August 2009
Chicago Plan Commission

The Central Area Action Plan (CAAP) contains information intended to encourage the implementation of policies and projects essential for the Central Area's effective functioning, growth and quality of life.



Chicago River Corridor Development Plan
1999
Department of Planning and Development

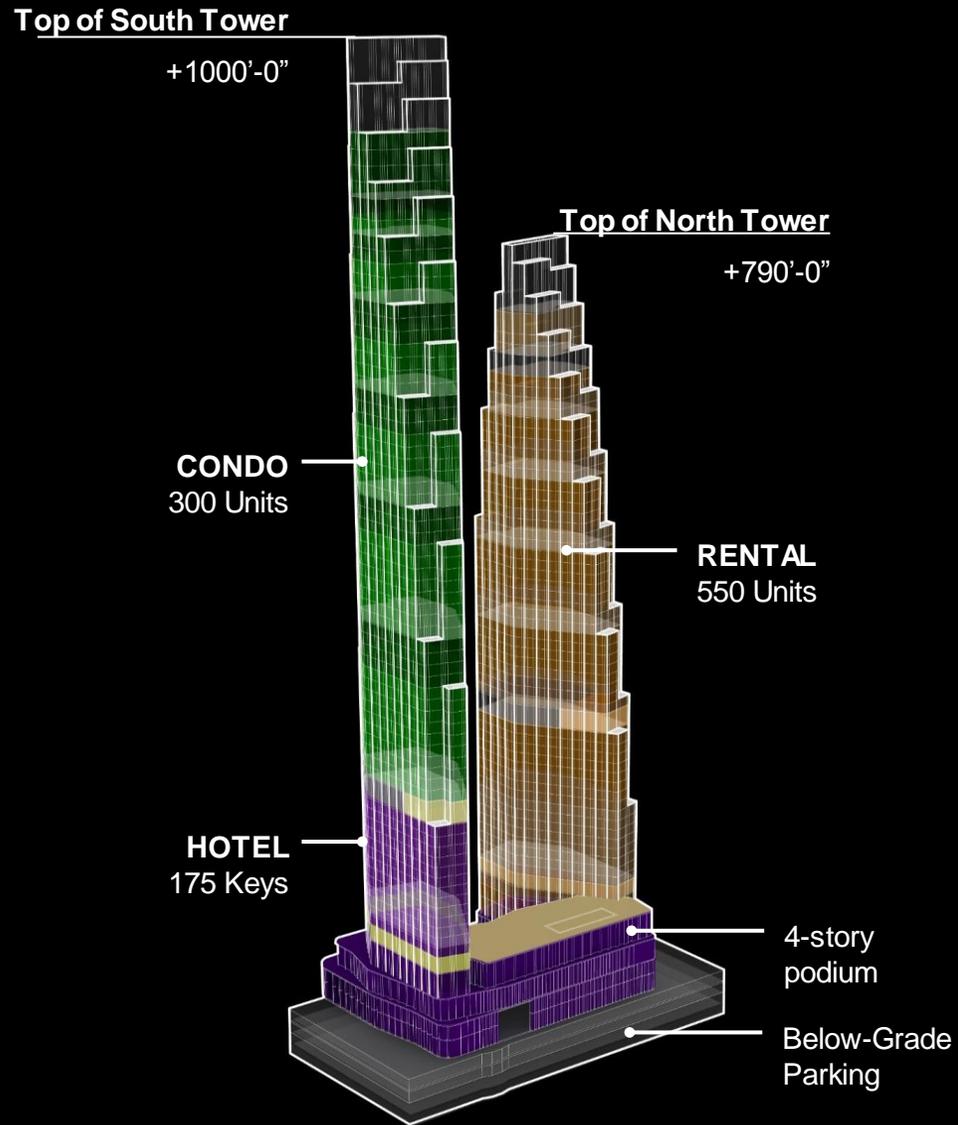
The plan defines a shared vision for the river, outlines specific recommendations for public and private land and presents strategies for preserving and enhancing the river's natural areas.

Project Timeline + Community Outreach

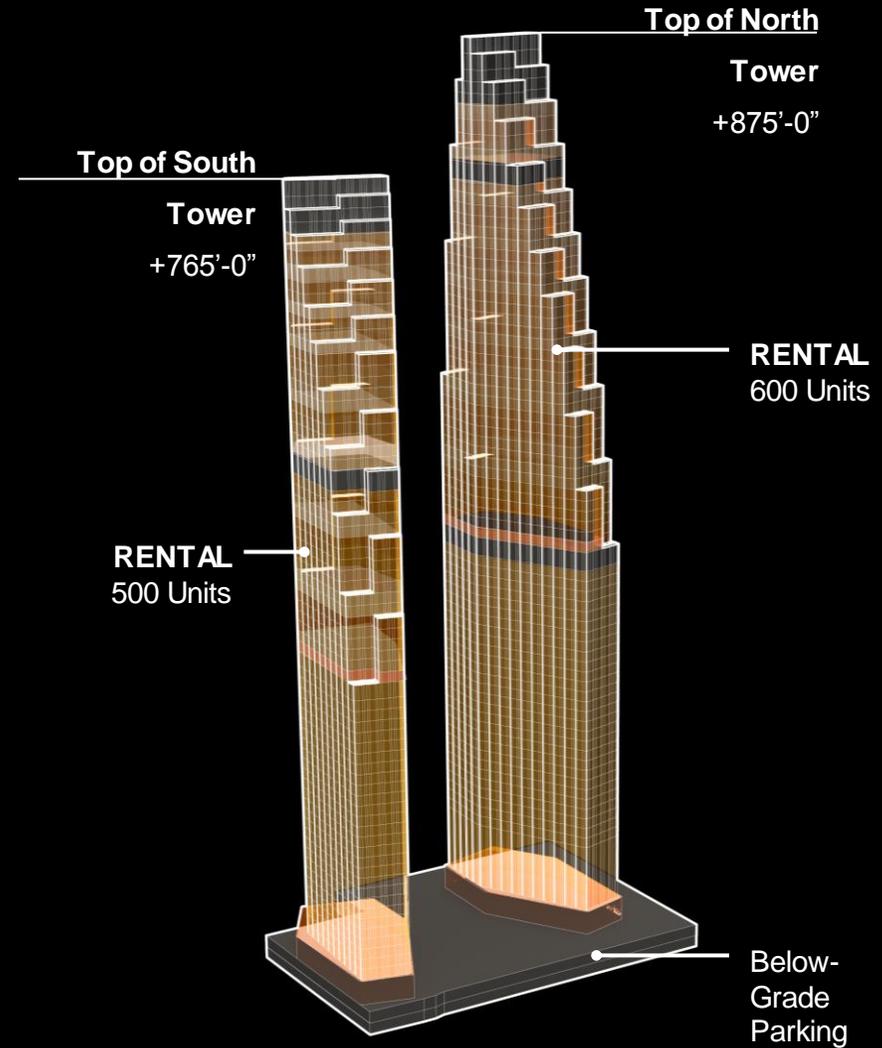
- **PD Filed: March 18, 2020**
 - **First Community Meeting: May 15, 2018**
 - **Second Community Meeting: March 10, 2020**
 - **Continuous Meetings with Alderman Reilly**
 - **Neighborhood and Community Group Meetings**
-

Project Changes Based on Feedback:

- **The hotel and all associated programs have been removed.**
- **The podium has been completely removed.**
- **Pedestrian access to DuSable Park from the Chicago Riverwalk is improved.**
- **The pedestrian paths have been fully redesigned to include wider paths, greater security coverage and improved lighting.**
- **Hotel use has been eliminated, reducing traffic along North Water Street. Service and rideshare traffic will use Lake Shore Drive.**



As Shown May 2018



Revised Design

HOTEL IS REMOVED

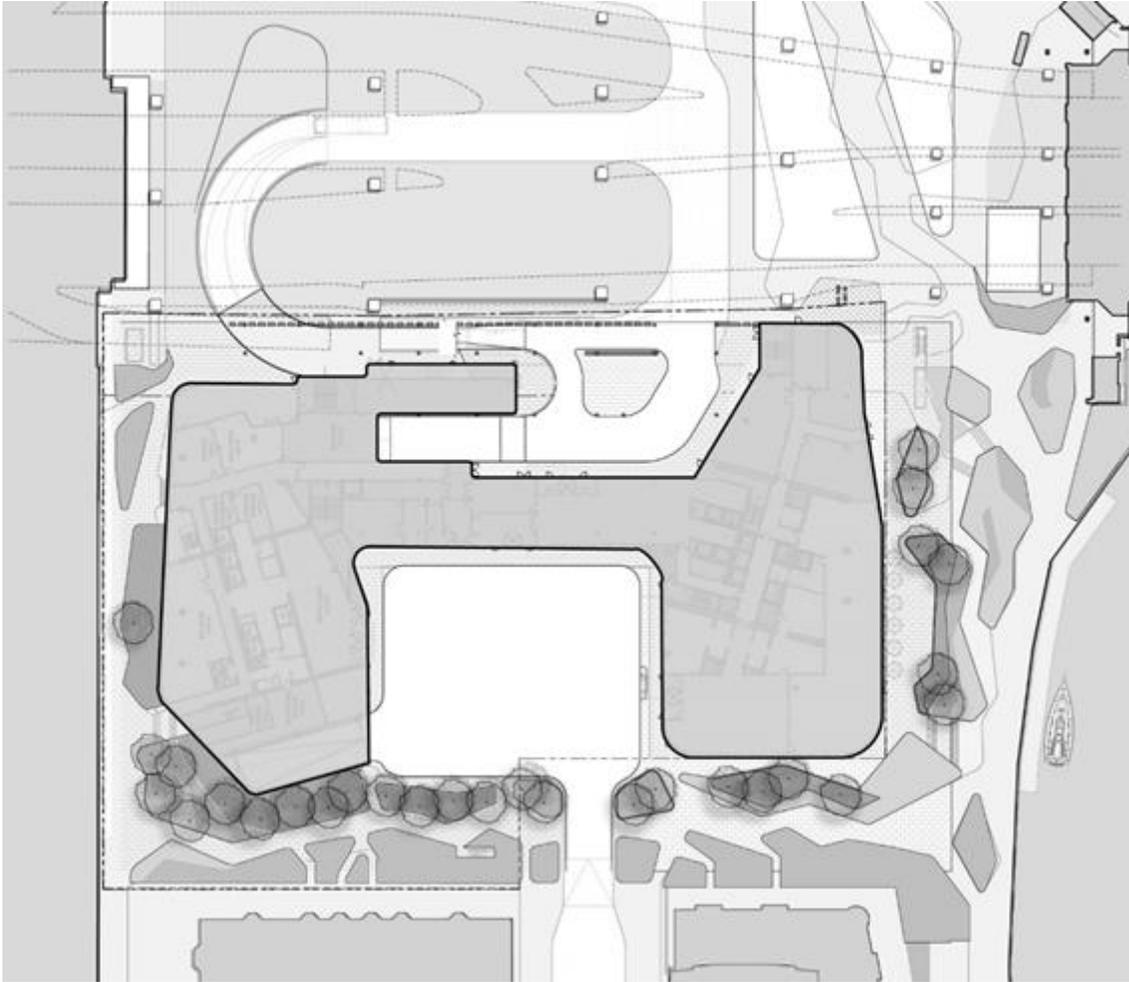


As Shown May 2018

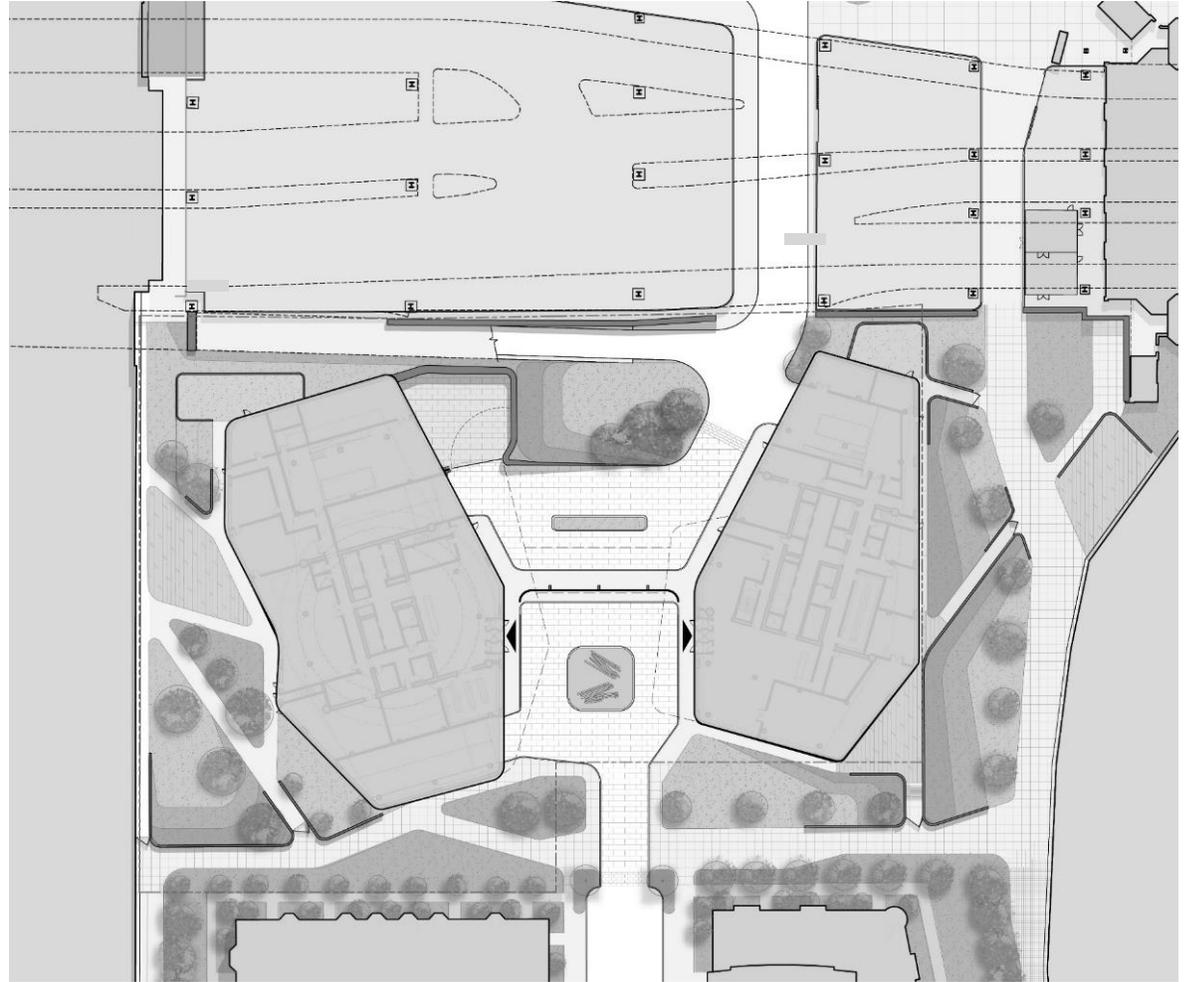


Revised Design

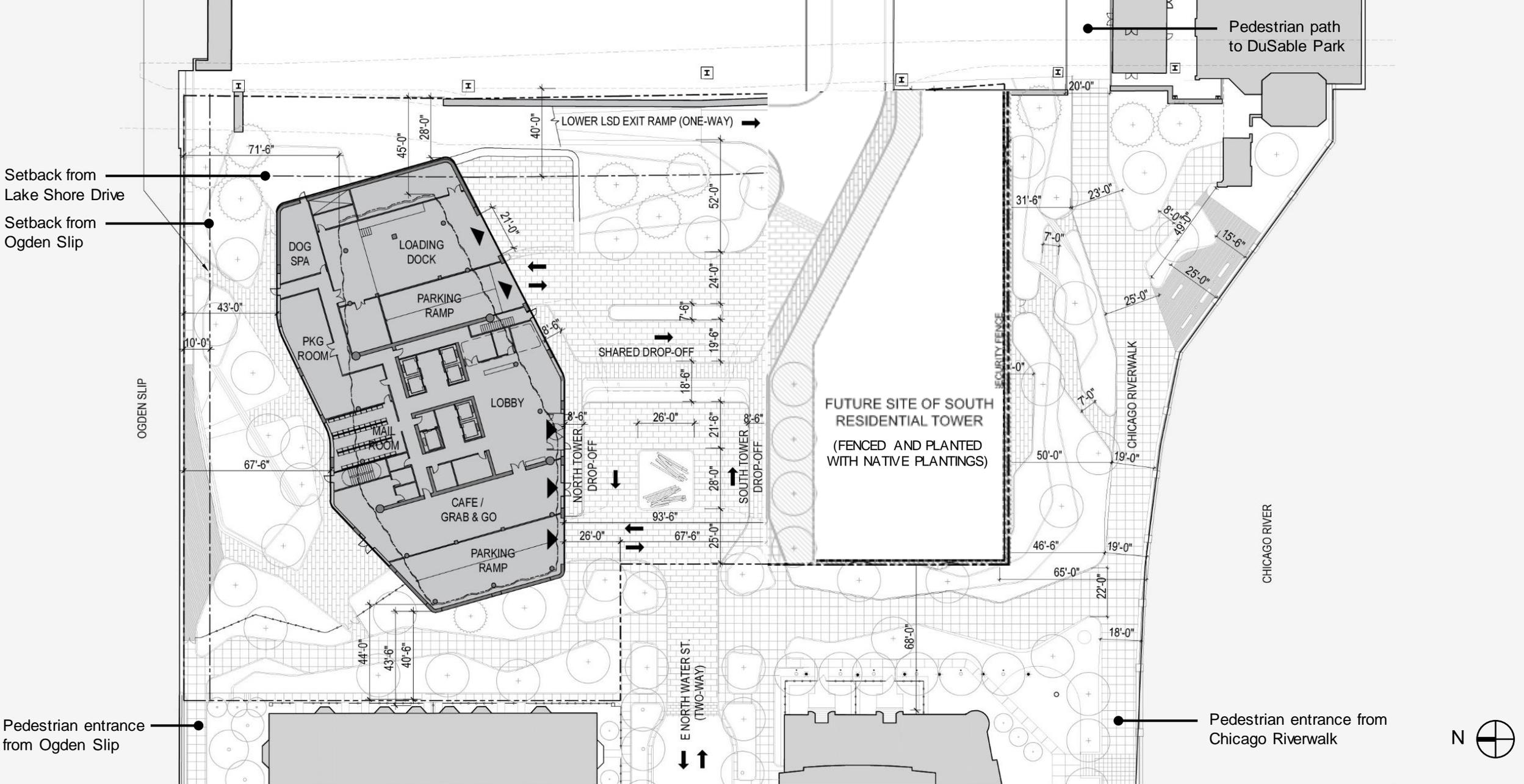
PODIUM IS REMOVED



As Shown May 2018



Revised Design



Setback from Lake Shore Drive
 Setback from Ogden Slip

Pedestrian entrance from Ogden Slip

Pedestrian entrance from Chicago Riverwalk



SITE + GROUND FLOOR PLAN – PHASE 1

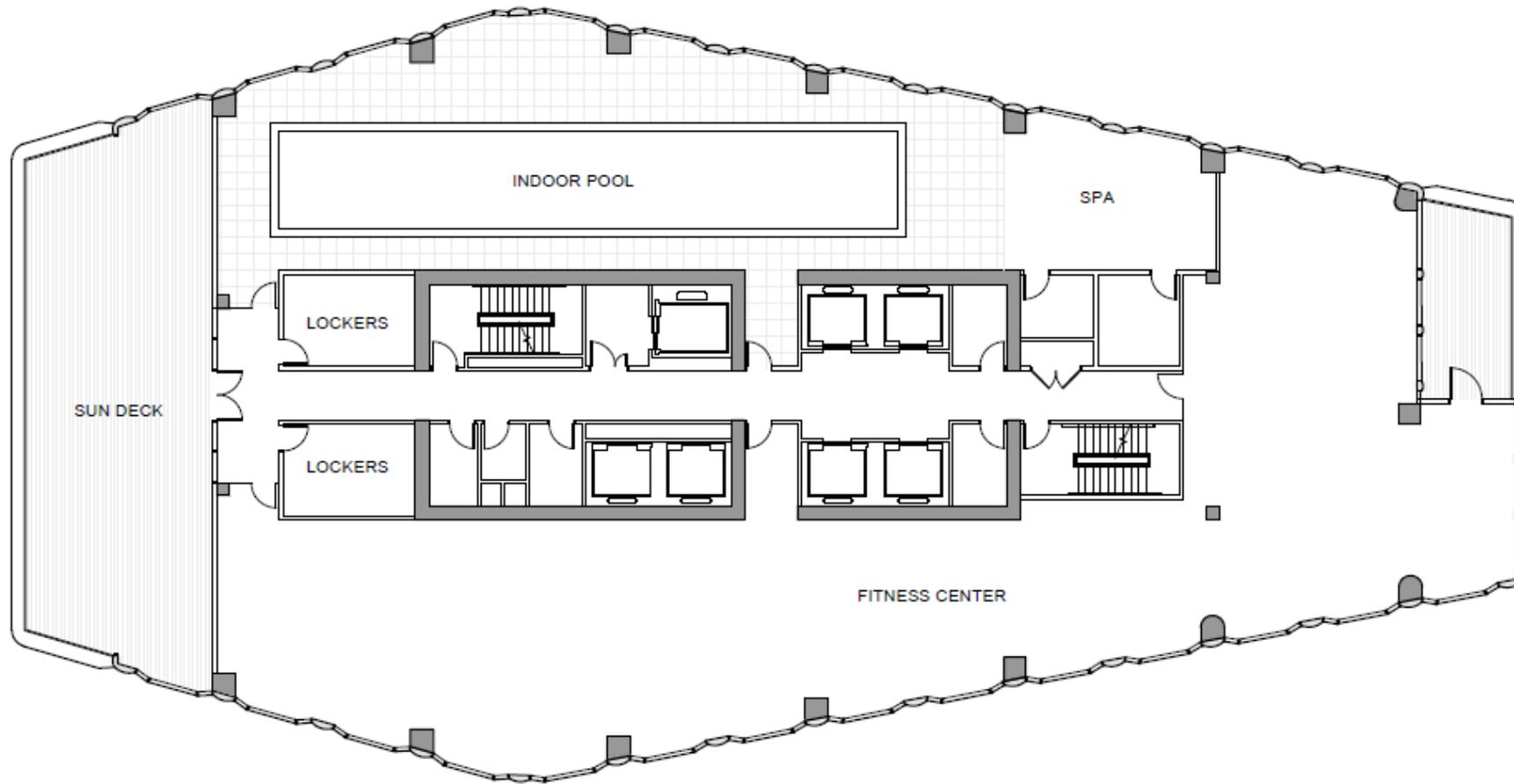


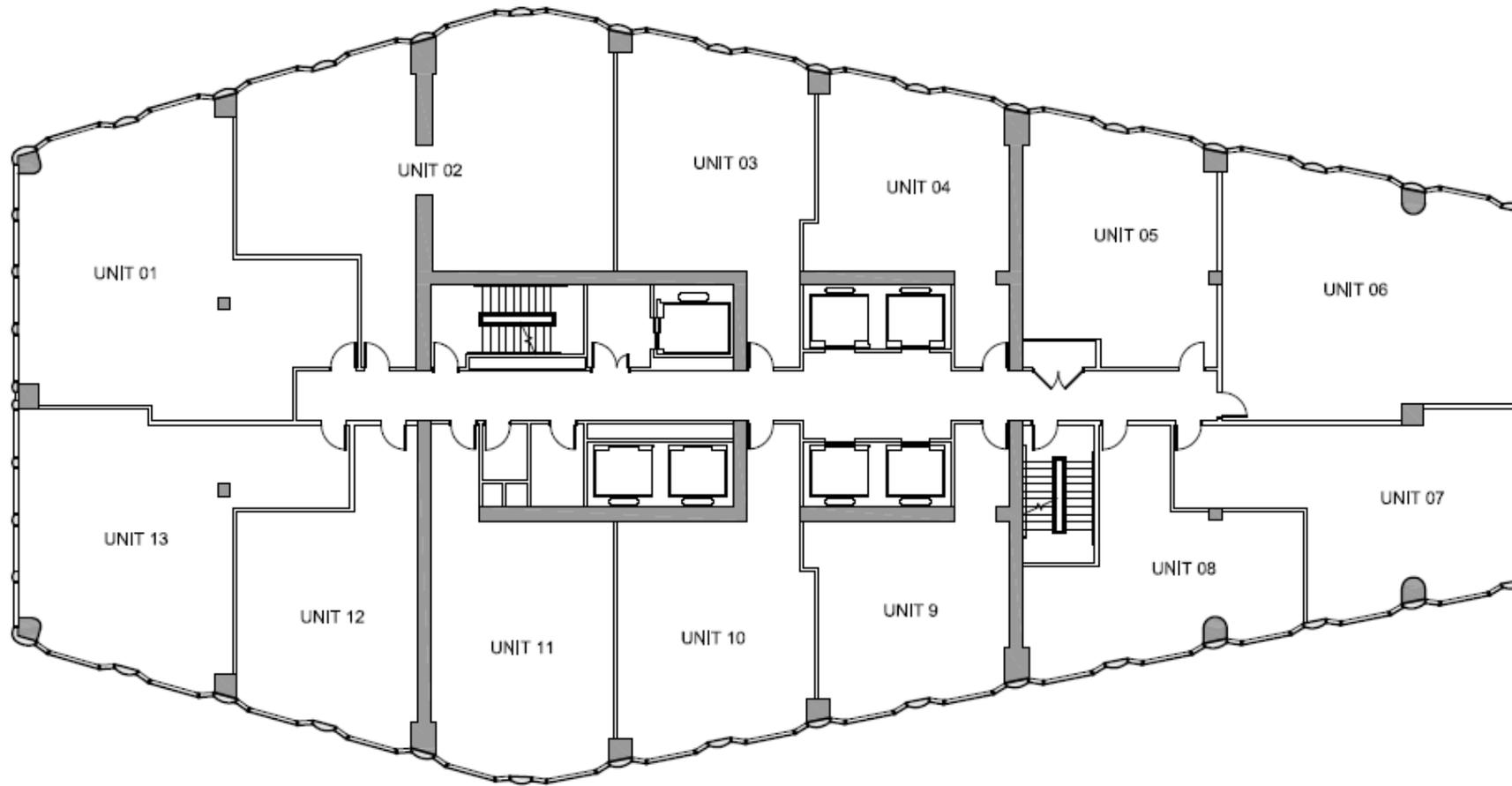
LEVEL B1 PLAN

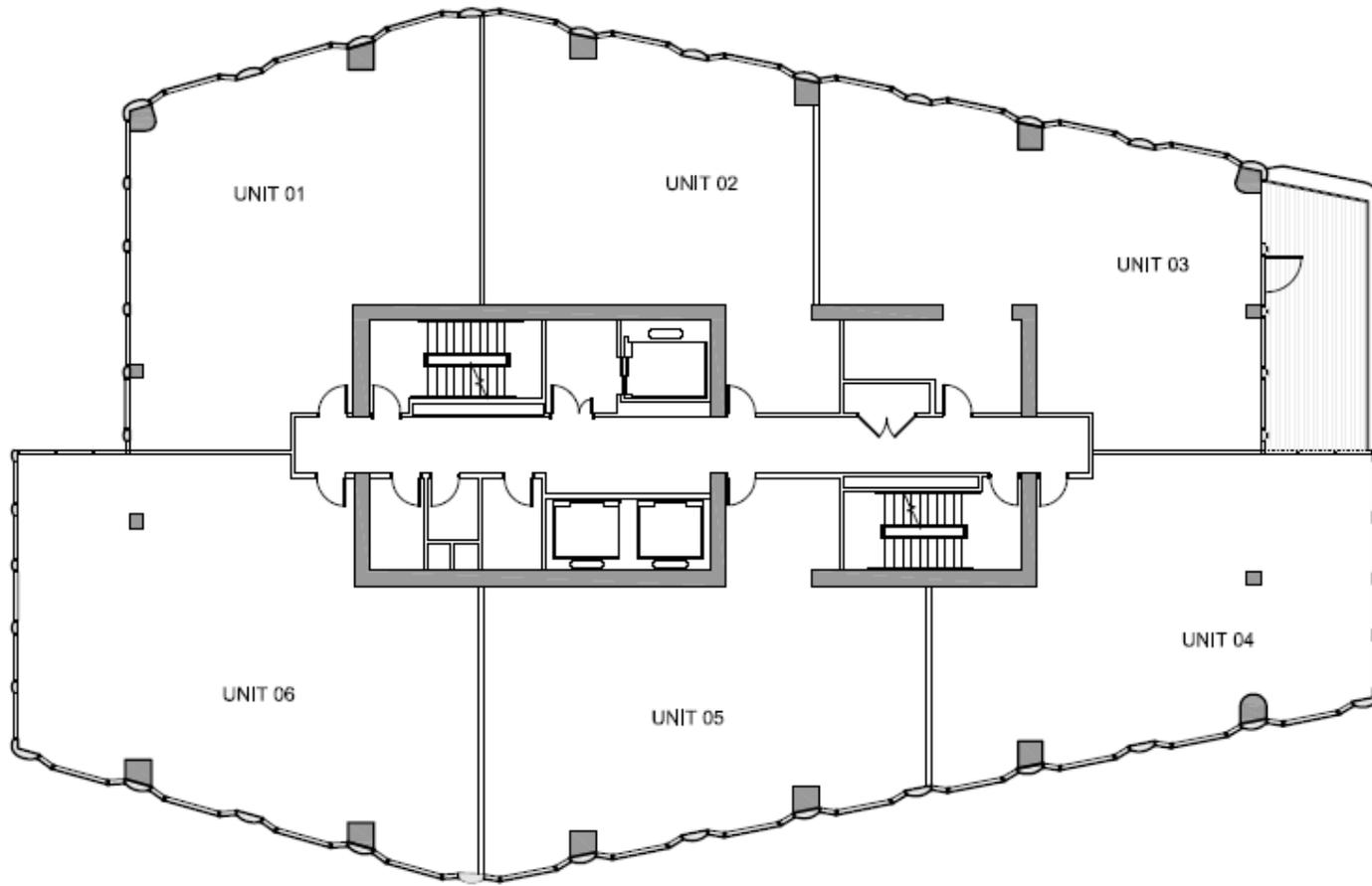


LEVEL B2 PLAN









- Vegetated Roof
- Amenity Roof Terrace
- Private Residence Roof Terrace
- Mechanical Roof



Lake Shore Drive

E North Water Street

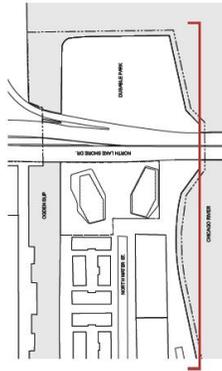


Top of Phase 1 Tower
EL. +875'

Top of Phase 2 Tower
EL. +765'

GLASS AND ALUMINUM
CURTAIN WALL WITH
DECORATIVE ACCENT
PANELS

GLASS AND ALUMINUM
STOREFRONT
BETWEEN MASONRY
FRAME

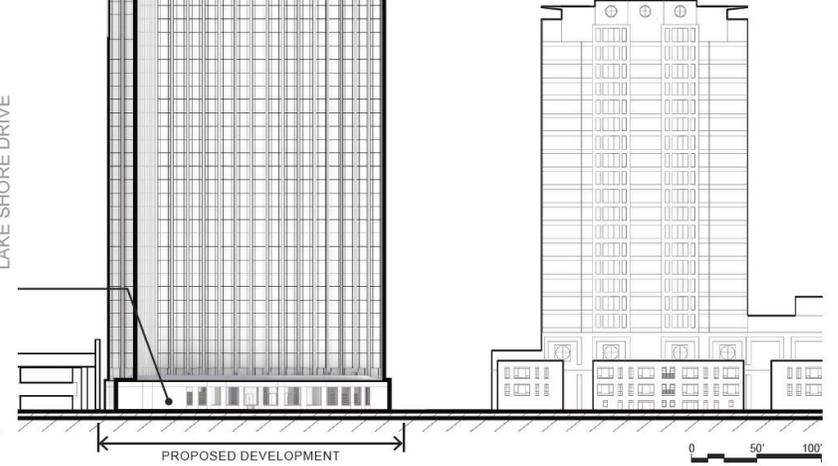
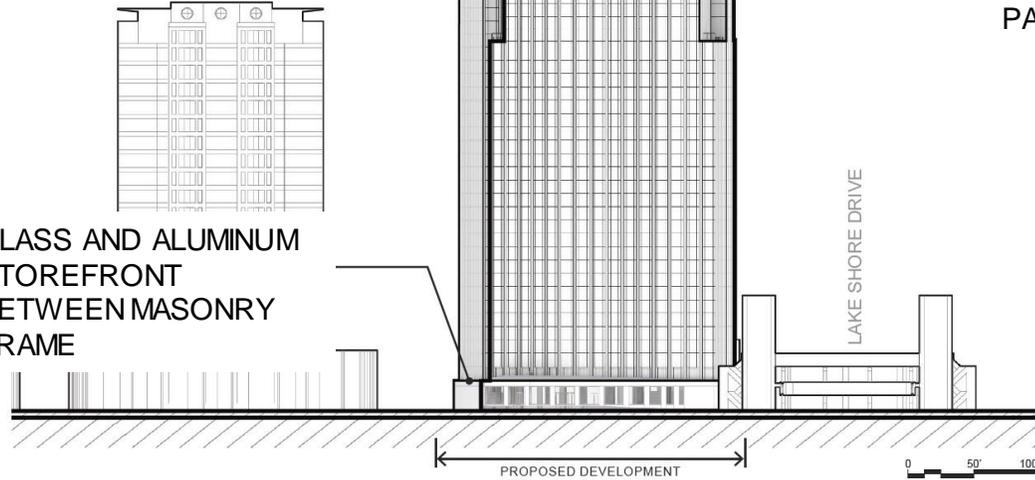
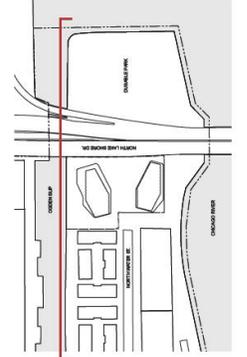


Top of Phase 1 Tower
EL. +875'

Top of Phase 2 Tower
EL. +765'

GLASS AND ALUMINUM
CURTAIN WALL WITH
DECORATIVE ACCENT
PANELS

GLASS AND ALUMINUM
STOREFRONT
BETWEEN MASONRY
FRAME

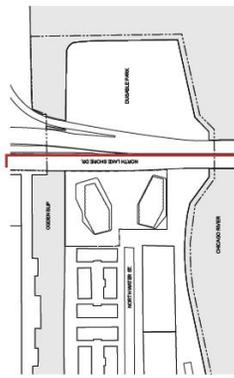


BUILDING ELEVATION (SOUTH)

BUILDING ELEVATION (NORTH)

Top of Phase 1 Tower
EL. +875'

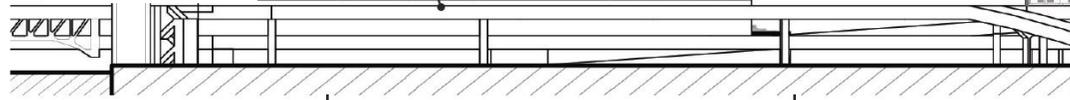
Top of Phase 2 Tower
EL. +765'



GLASS
BALUSTRADE AT
TERRACES

GLASS AND
ALUMINUM CURTAIN
WALL WITH
DECORATIVE
ACCENT PANELS

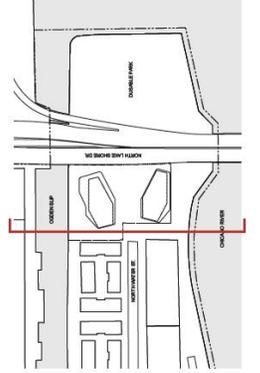
SHORE
DRIVE
ACOUSTIC
SCREEN



OGDEN SLIP

Top of Phase 1 Tower
EL. +875'

Top of Phase 2 Tower
EL. +765'

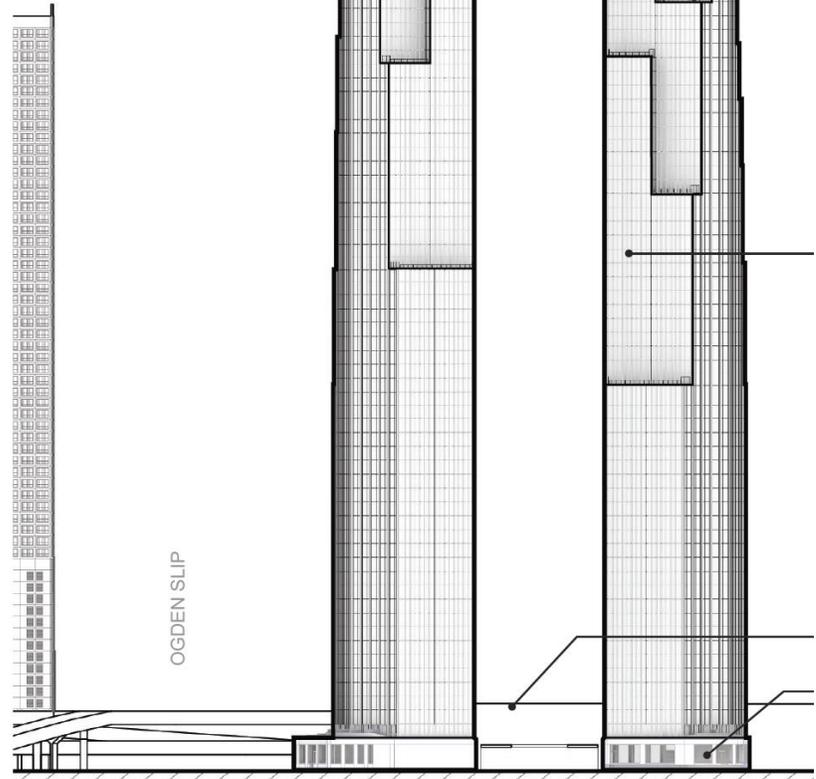


GLASS BALUSTRADE
AT TERRACES

GLASS AND
ALUMINUM CURTAIN
WALL WITH
DECORATIVE
ACCENT PANELS

LAKE SHORE
DRIVE
ACOUSTIC
SCREEN

GLASS AND ALUMINUM
STOREFRONT
BETWEEN MASONRY
FRAME



OGDEN SLIP

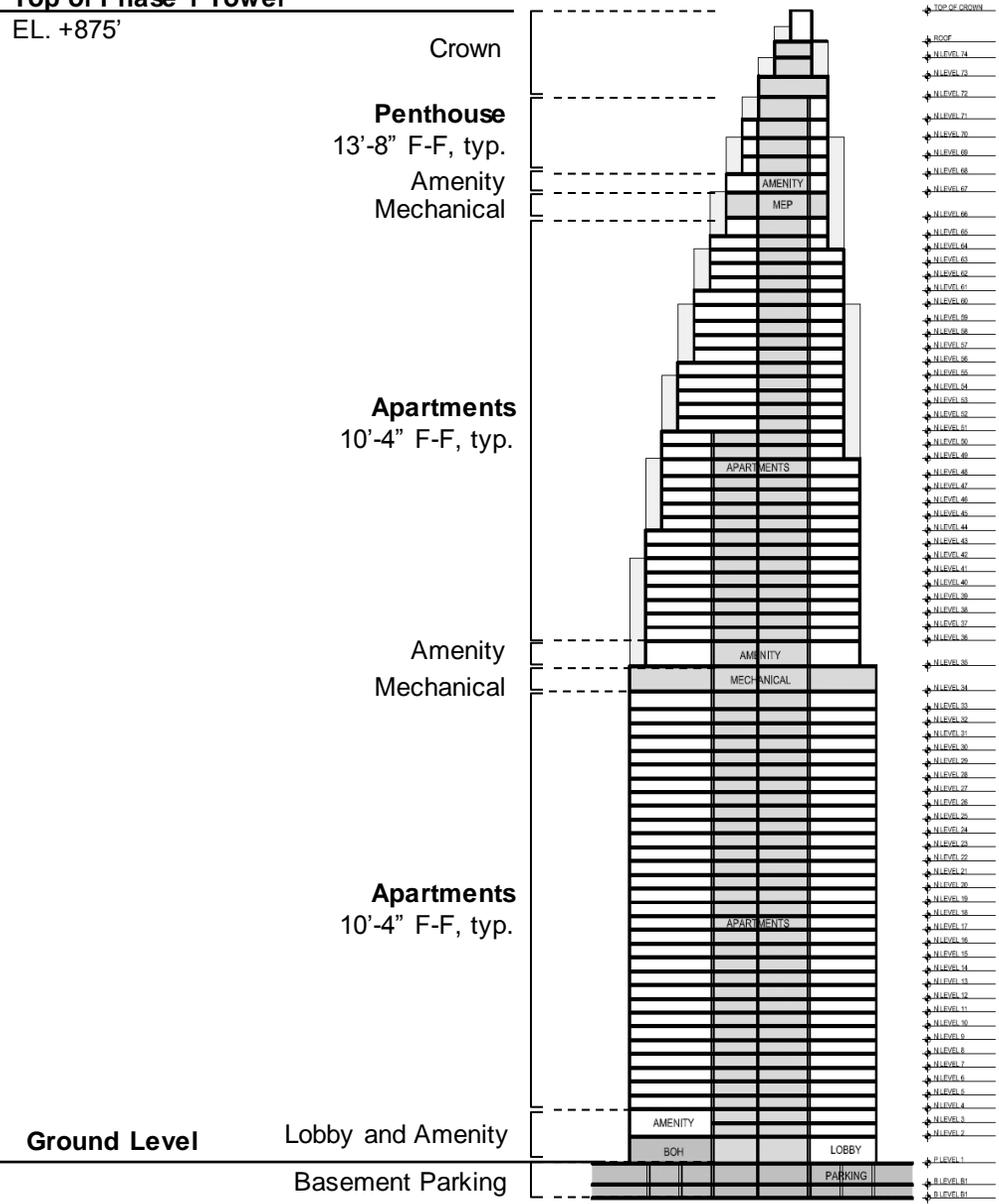
CHICAGO RIVER

BUILDING ELEVATION (EAST)

BUILDING ELEVATION (WEST)

Top of Phase 1 Tower

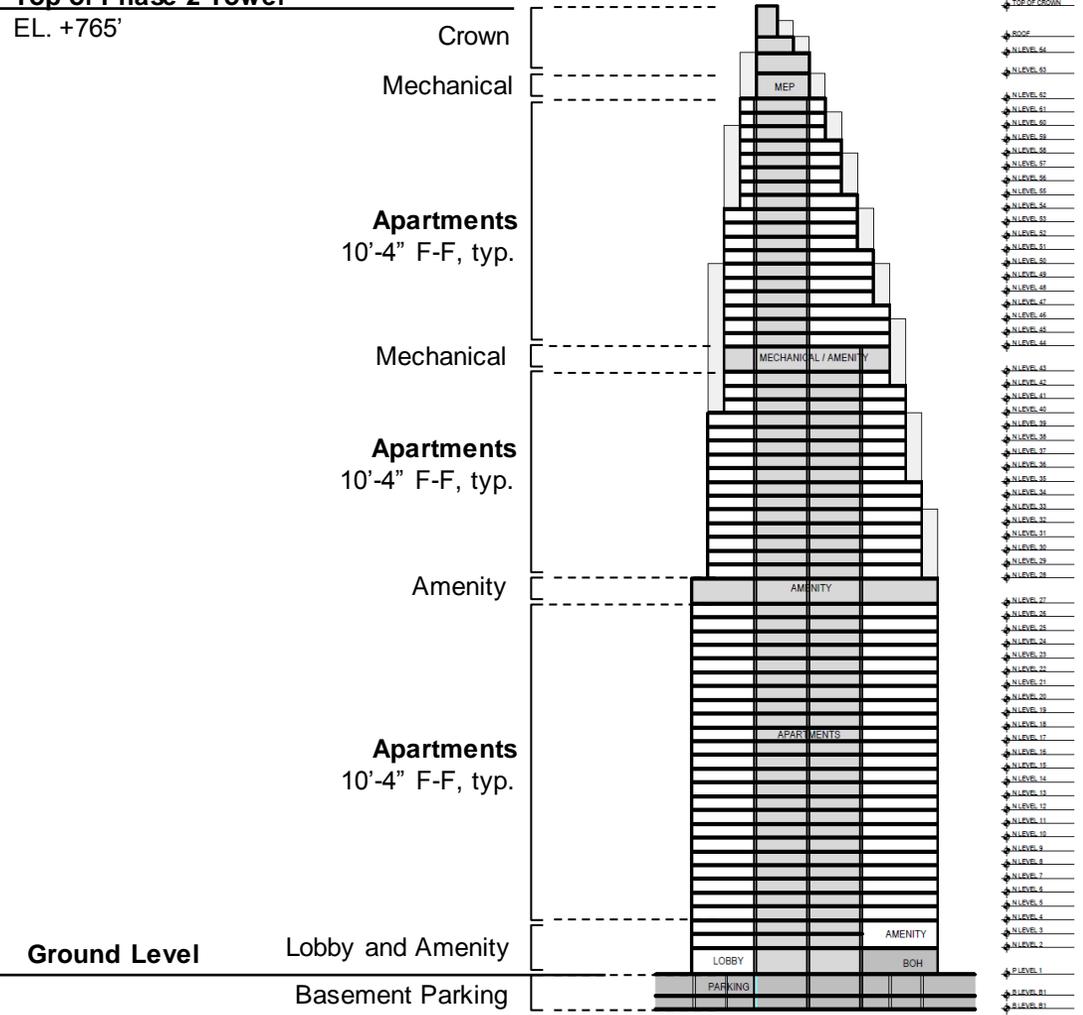
EL. +875'



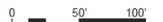
PHASE 1 TOWER SECTION

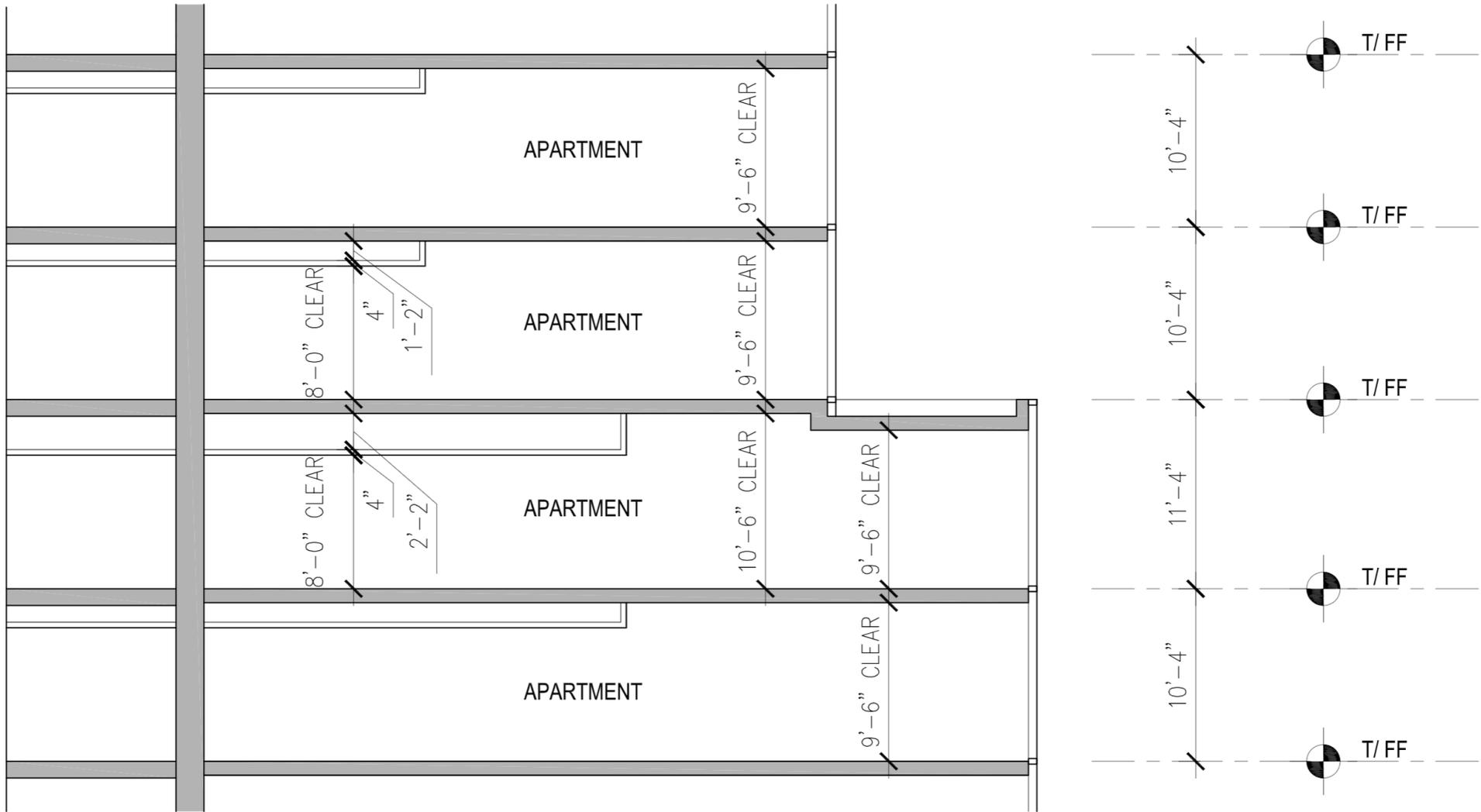
Top of Phase 2 Tower

EL. +765'

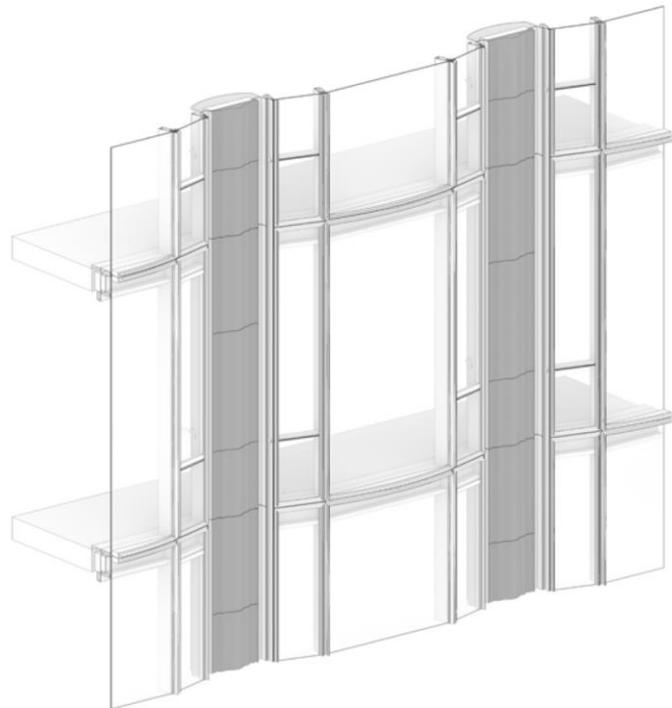


PHASE 2 TOWER SECTION

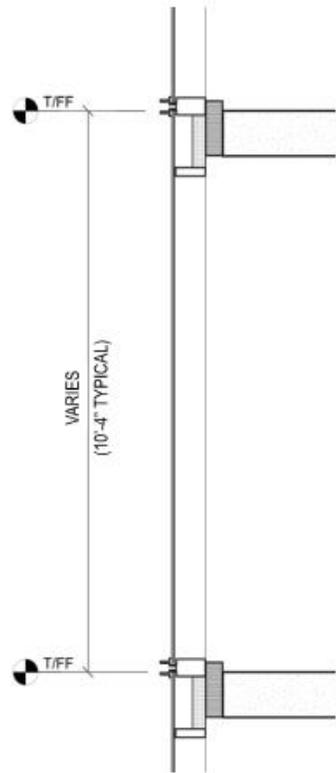




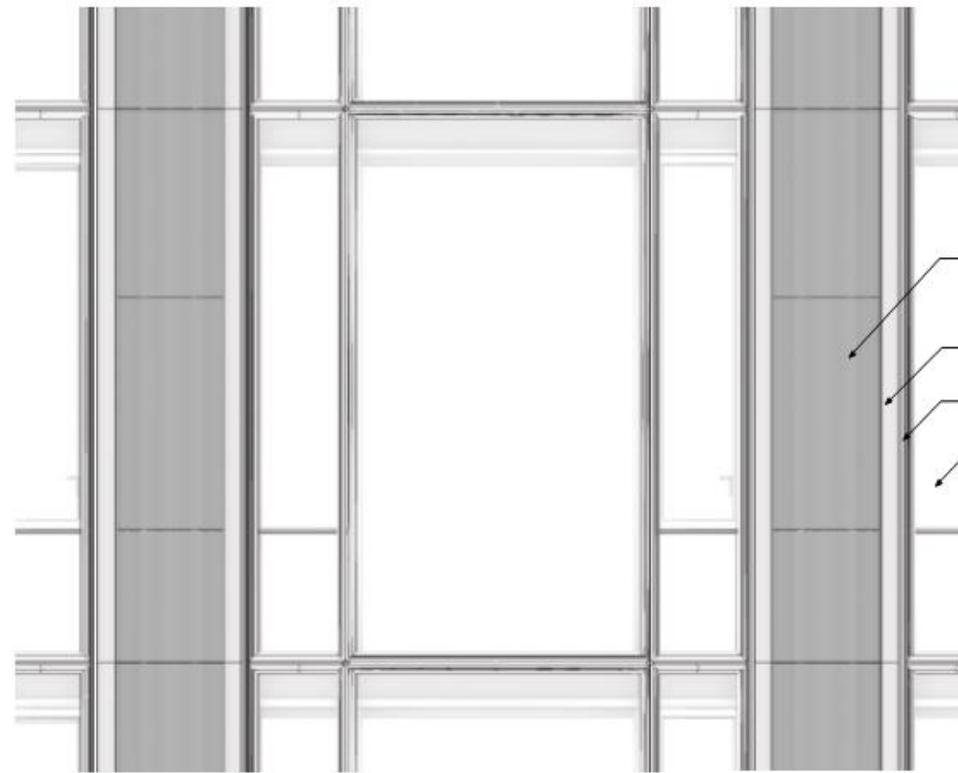
TYPICAL FLOOR SECTION AT TERRACE



AXON

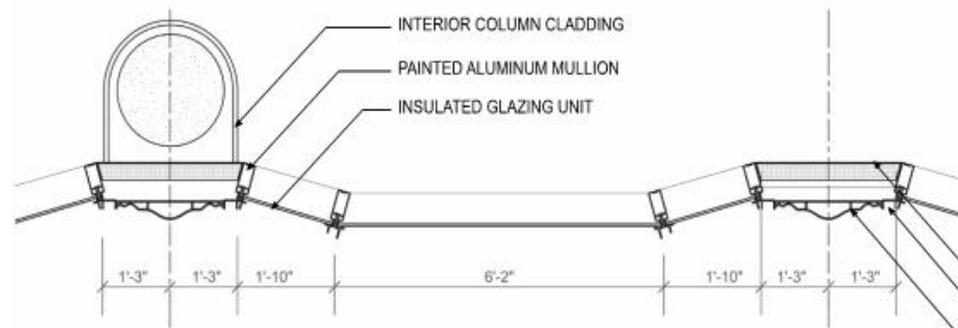


SECTION



ELEVATION

- DECORATIVE METAL ACCENT PANEL
- PAINTED METAL REVEAL
- PAINTED ALUMINUM MULLION
- INSULATED GLAZING UNIT

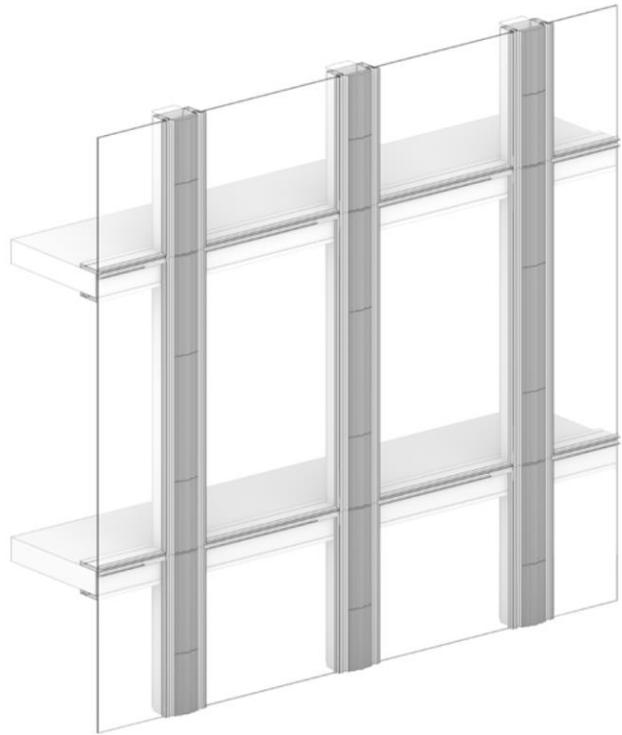


PLAN

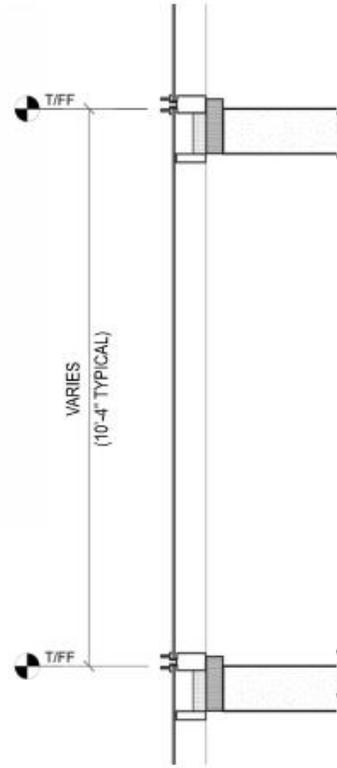
- INTERIOR COLUMN CLADDING
- PAINTED ALUMINUM MULLION
- INSULATED GLAZING UNIT

- PAINTED METAL PANEL
- PAINTED METAL REVEAL
- DECORATIVE METAL ACCENT PANEL

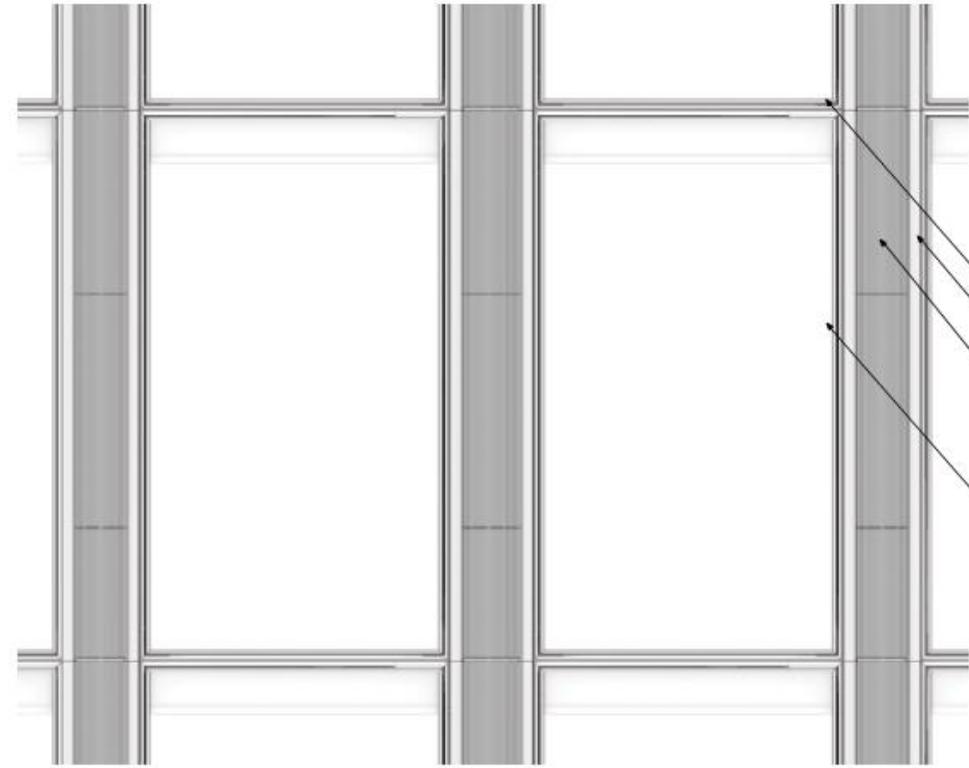
1'-3" 1'-3" 1'-10" 6'-2" 1'-10" 1'-3" 1'-3"



AXON

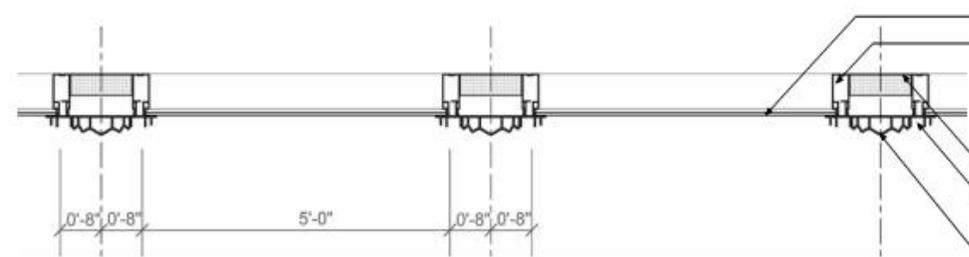


SECTION



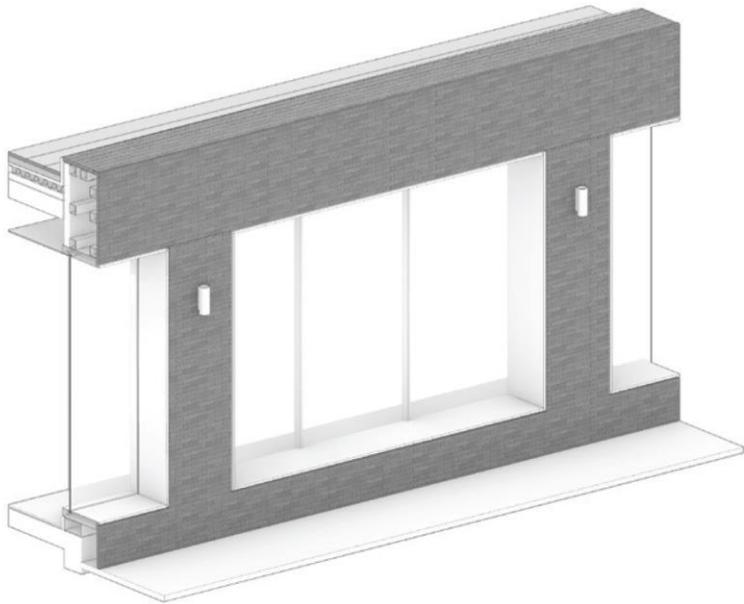
ELEVATION

- PAINTED ALUMINUM MULLION
- PAINTED METAL REVEAL
- DECORATIVE METAL ACCENT PANEL
- INSULATED GLAZING UNIT

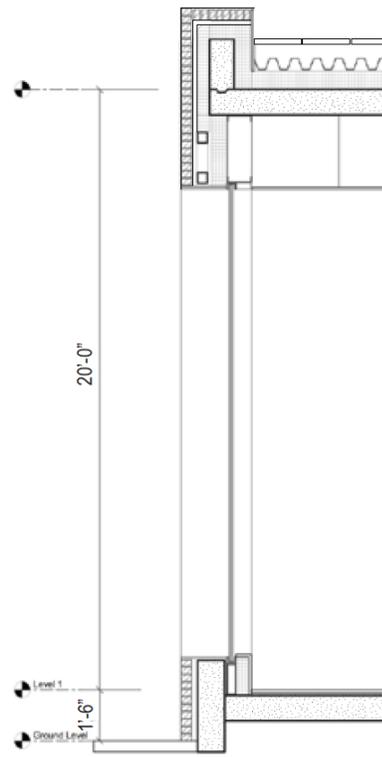


PLAN

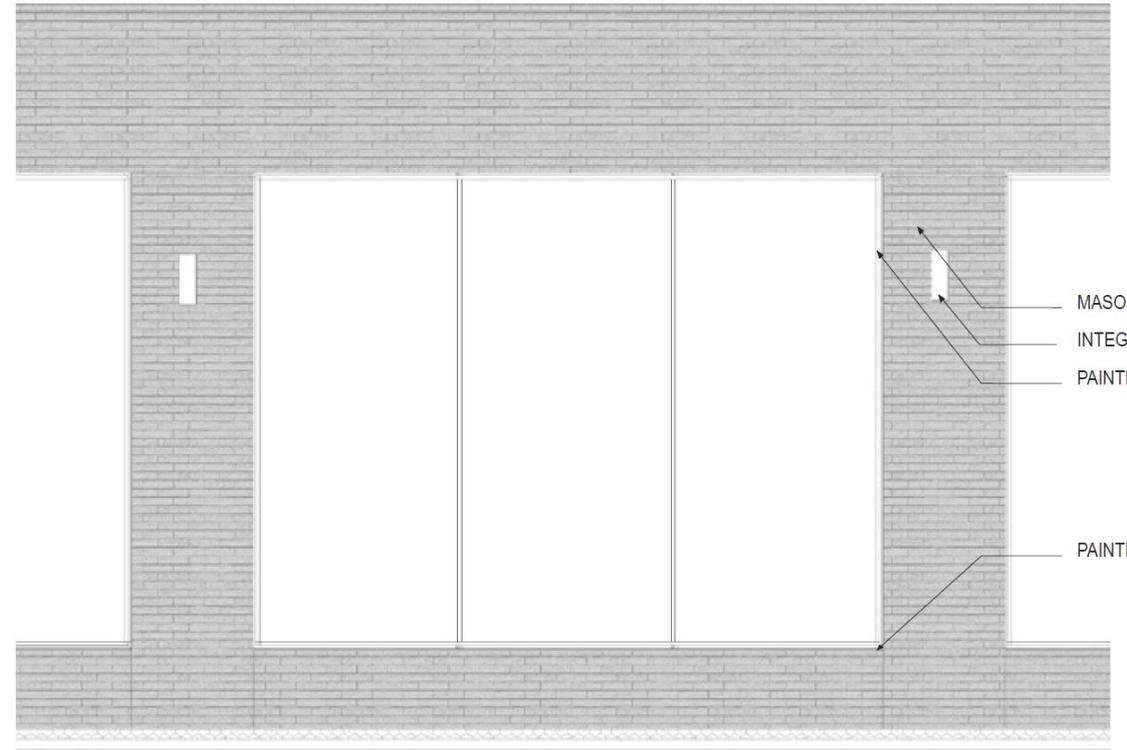
- INSULATED GLAZING UNIT
- PAINTED ALUMINUM MULLION
- PAINTED METAL PANEL
- PAINTED METAL REVEAL
- DECORATIVE METAL ACCENT PANEL



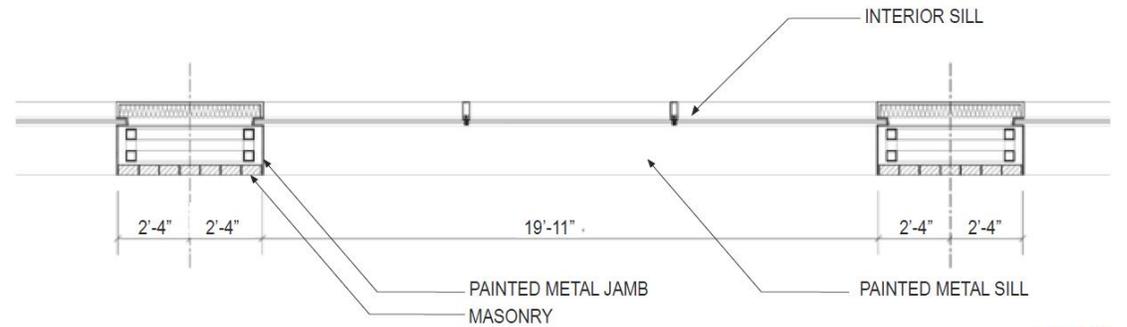
AXON



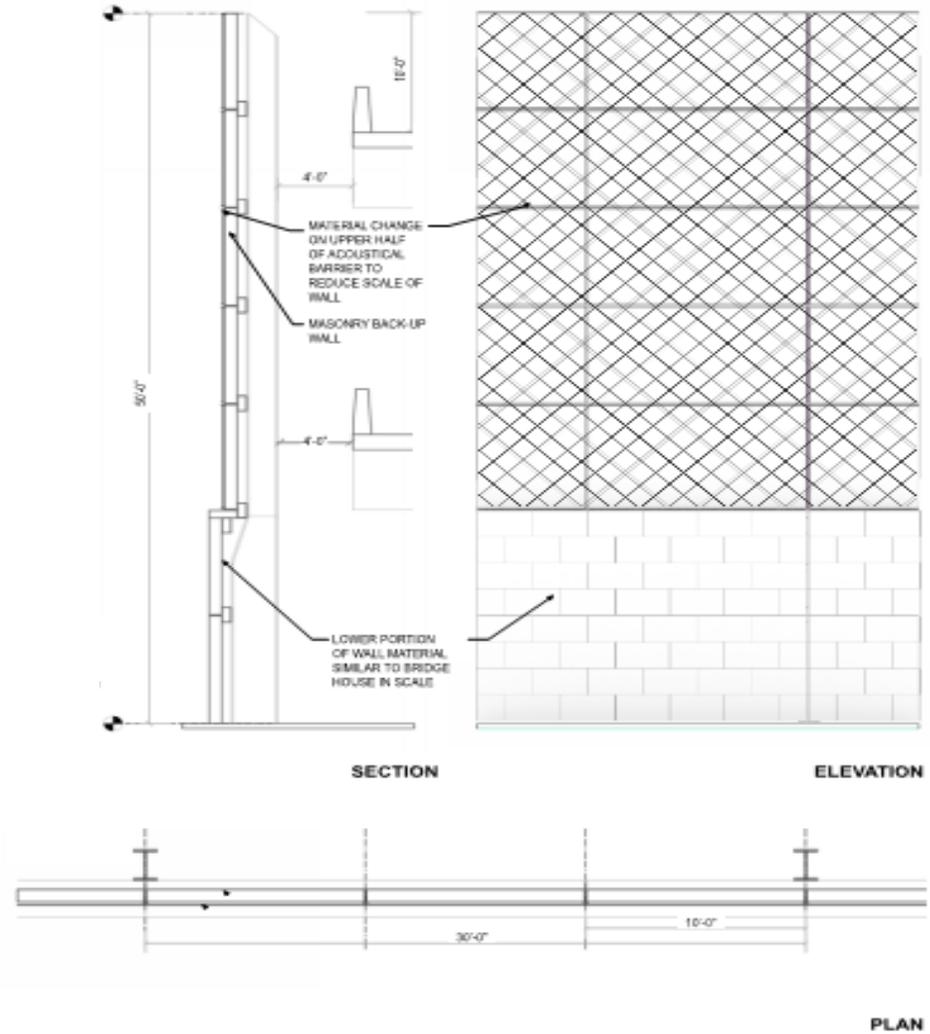
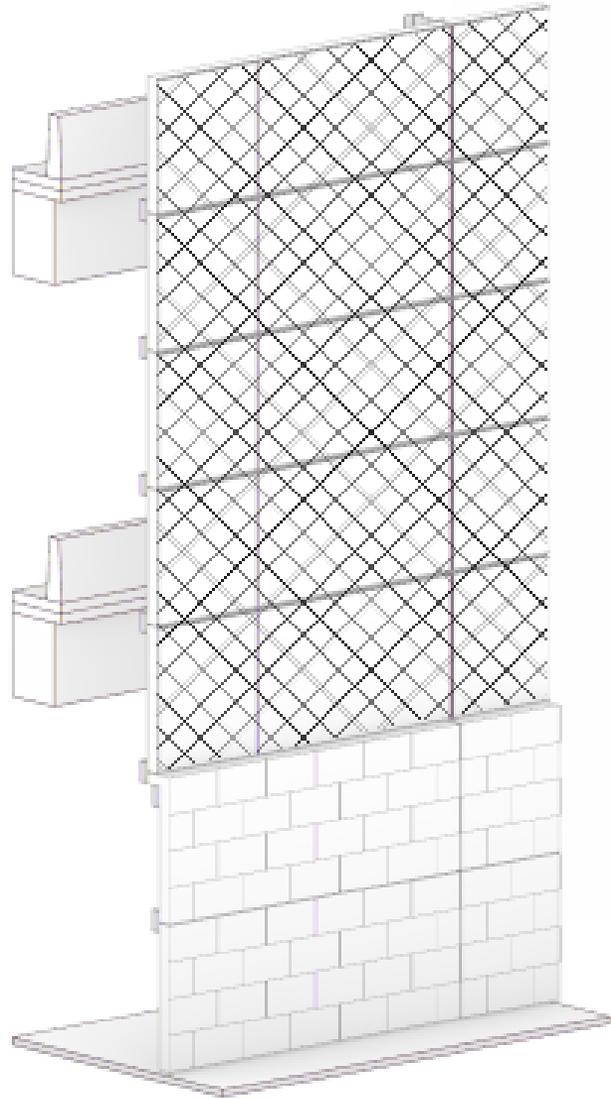
SECTION



ELEVATION



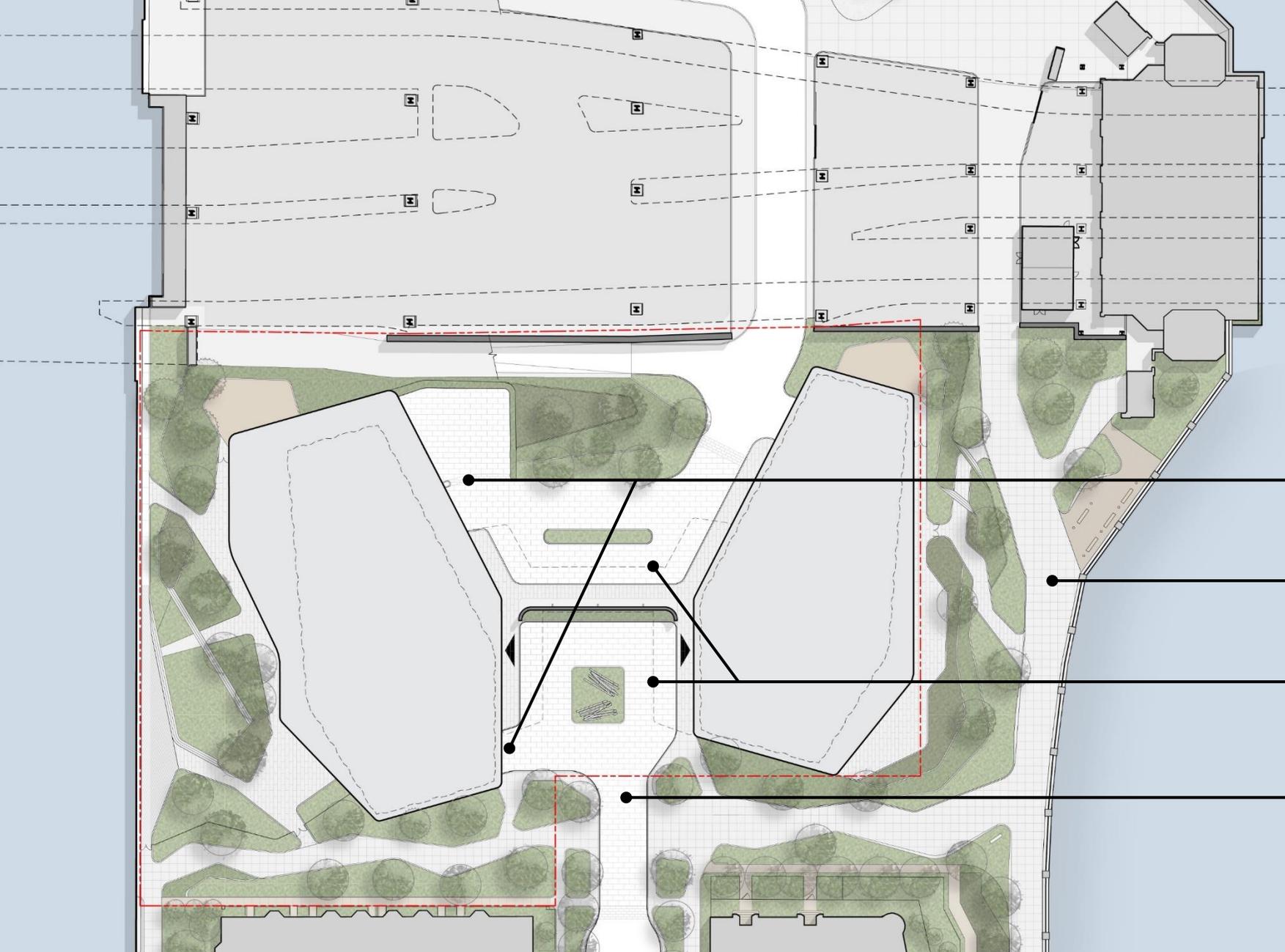
PLAN



NOTE: THE DESIGN OF THE WALL IS TO BE FURTHER DEVELOPED AND REVIEWED BY DPD



LAKE SHORE DRIVE UNDERPASS



17-8-0904-A7, C2, D3
Two entrances provided to access below grade vehicle parking for residents.

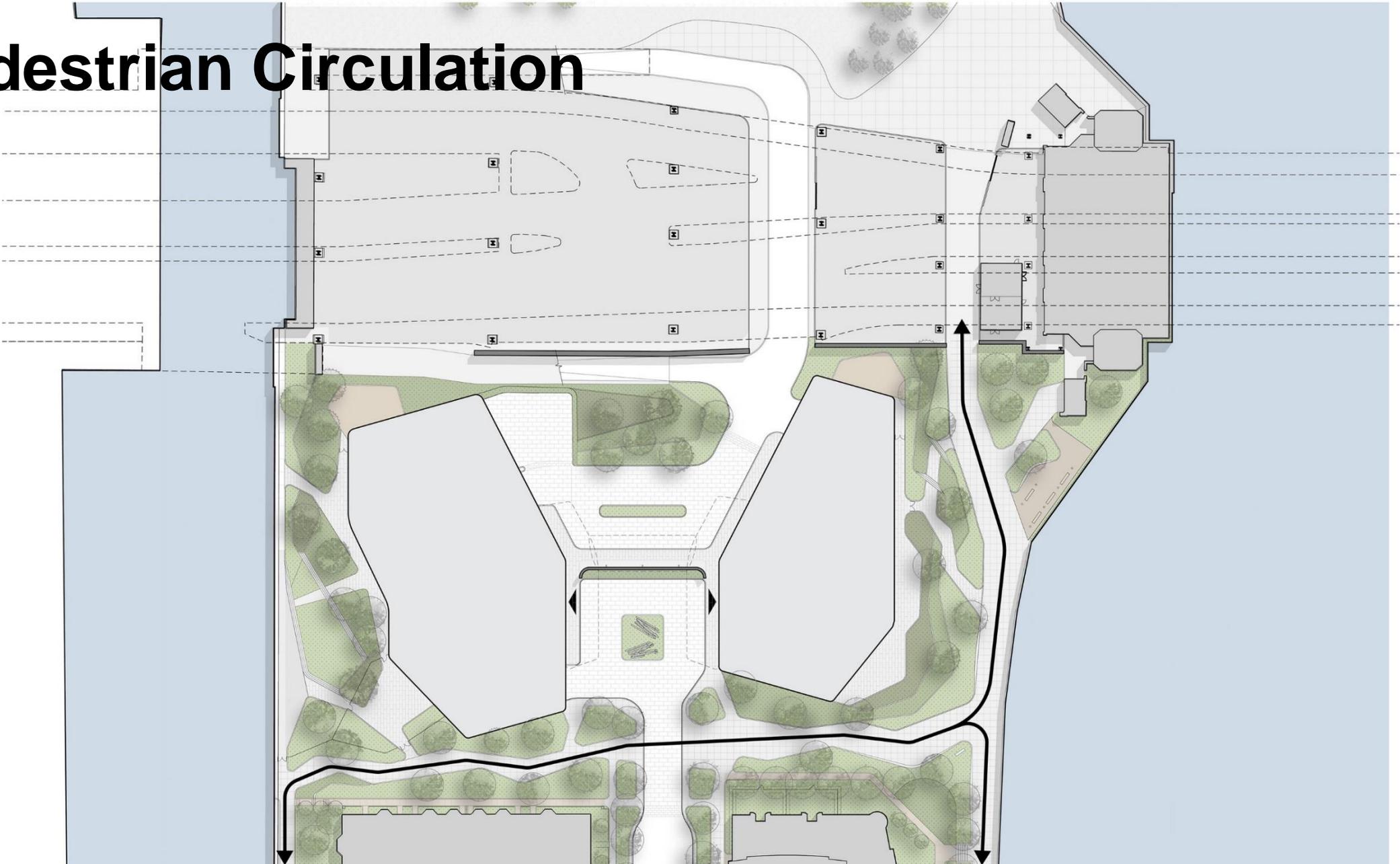
17-8-0904-A1
The wide pedestrian paths and Chicago Riverwalk encourage pedestrian and bike use.

17-8-0904-D2
All drop-off zones and building entrances are covered by canopies.

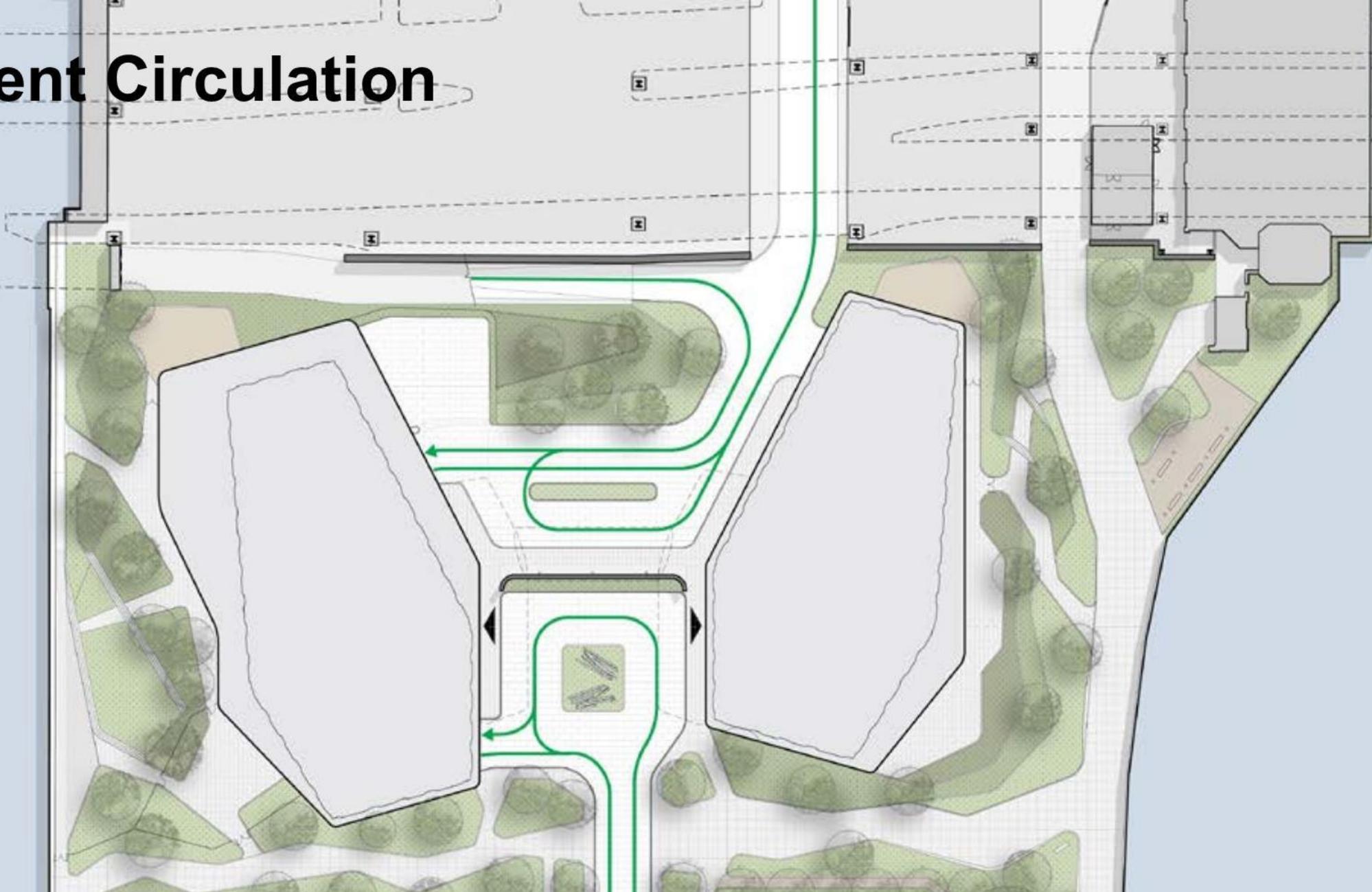
17-8-0904-B2
The extension of Water Street to access the site aligns with the existing grid of East North Water St.

17-8-0904-A7, C7
Access to bike parking is provided on the basement levels in each building for residents and provided near building entrances for public use.

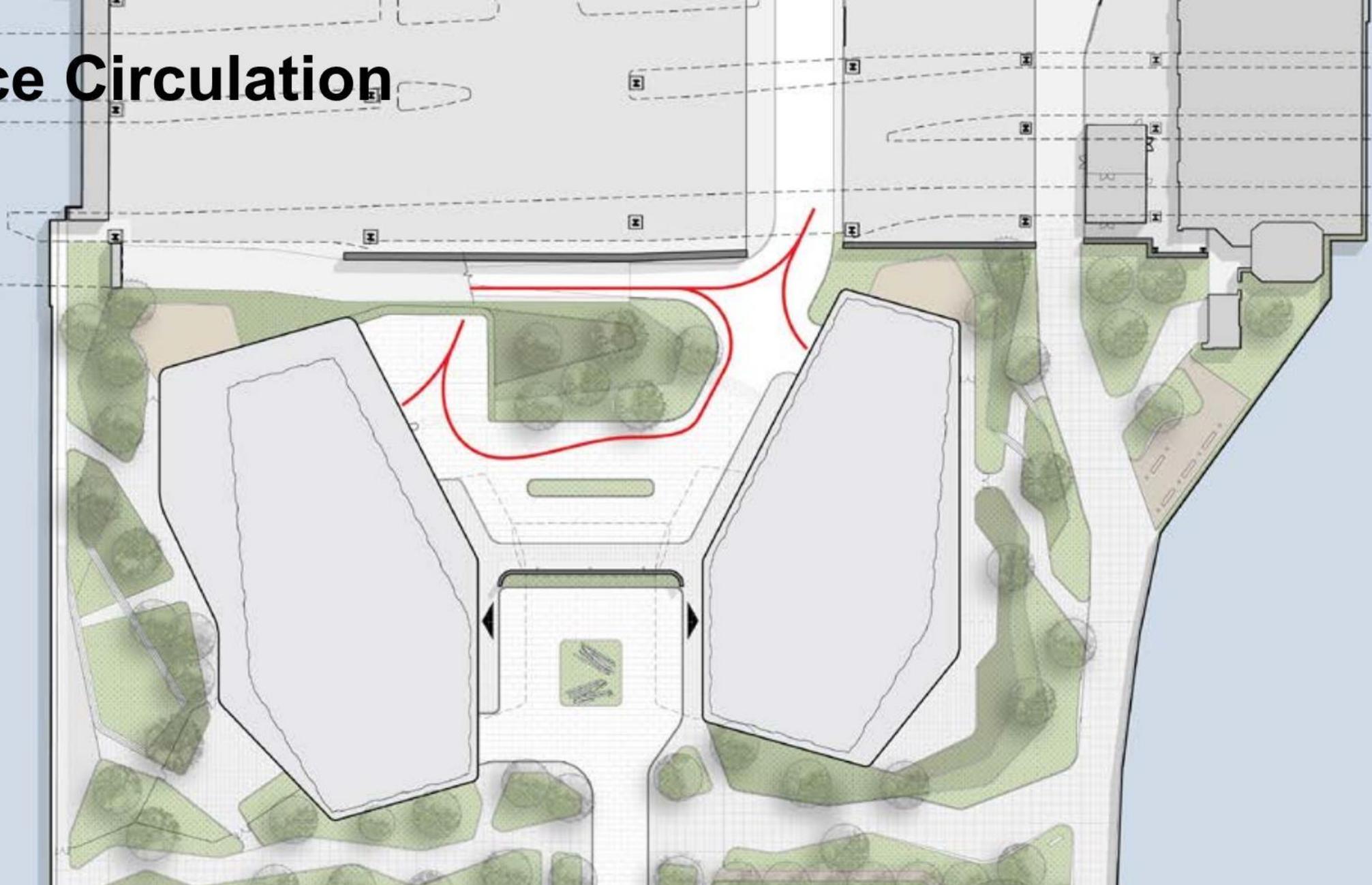
Pedestrian Circulation



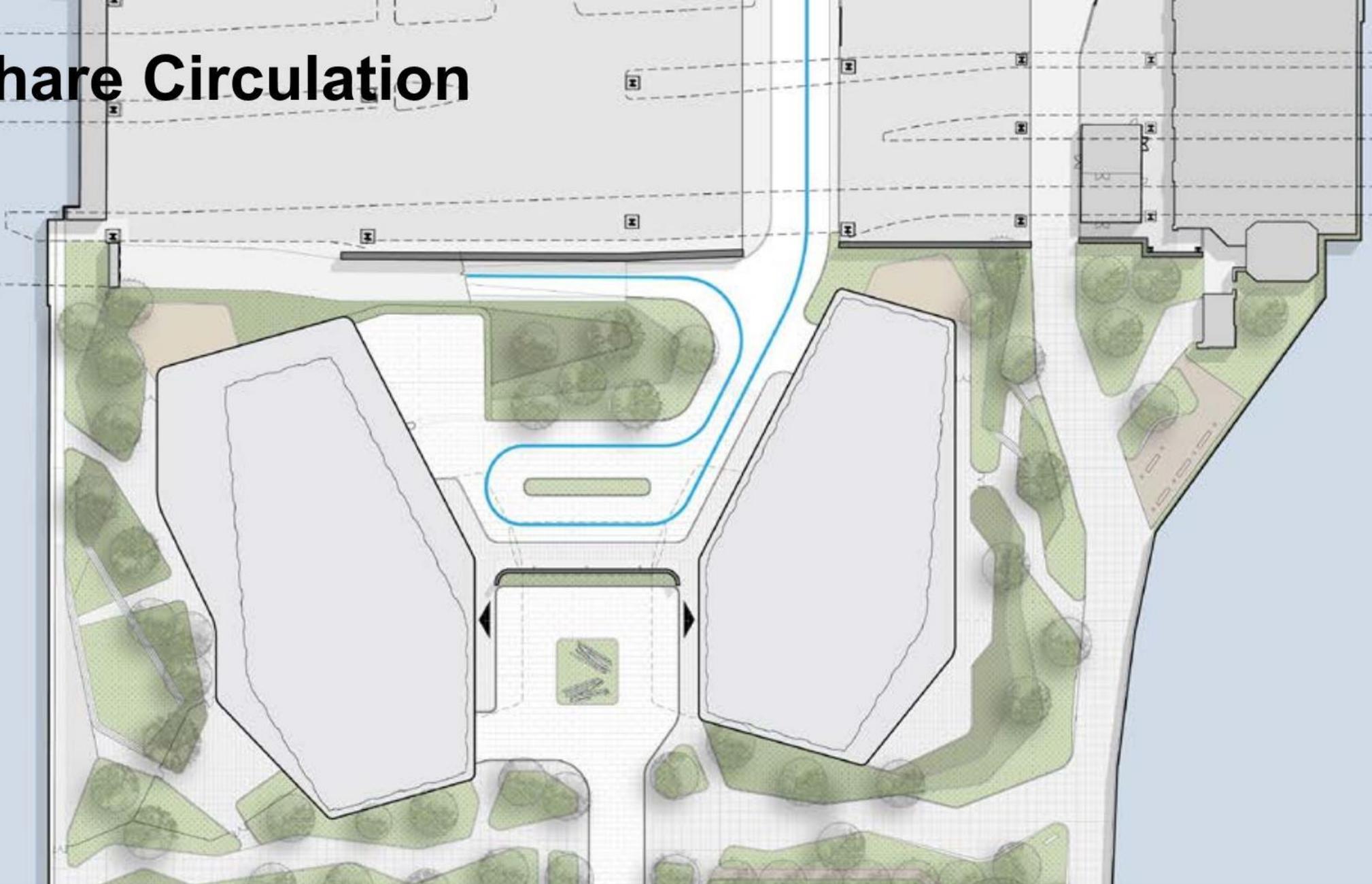
Resident Circulation



Service Circulation



Rideshare Circulation



400 N. LAKE SHORE DRIVE

Traffic Impact Study

Chicago, Illinois

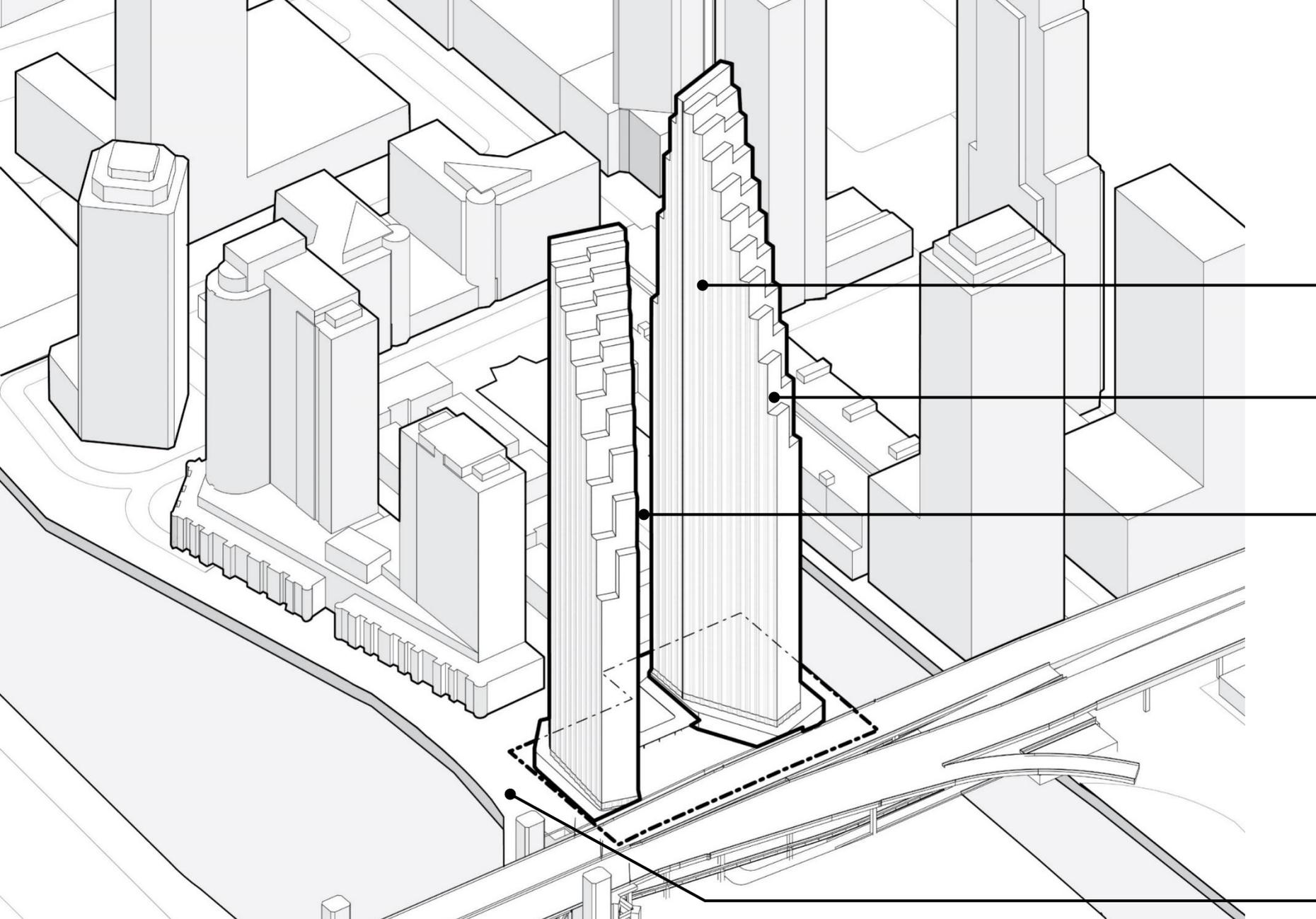
November 2019

Prepared for:
The Related Companies, L.P.

Kimley»»Horn

Traffic Recommendations

- **Remove intermediate Lake Shore Drive Pedestrian Crossing**
- **Incorporate leading pedestrian intervals at nearby traffic signals**
- **Provide ADA-accessible sidewalk ramps at intermediate Lake Shore Drive and Southbound exit ramp**
- **An updated traffic study is required after the occupancy of the Phase 1 building and prior to construction for the Phase 2 building**



17-8-0906-A1

Desirable urban features of the site are being reinforced by creating a gateway between the two towers, emphasizing where the lake meets the river.

17-8-0906-A2

The tapering, stepping forms of the towers create a transition in scale between the tall towers and their shorter neighbors.

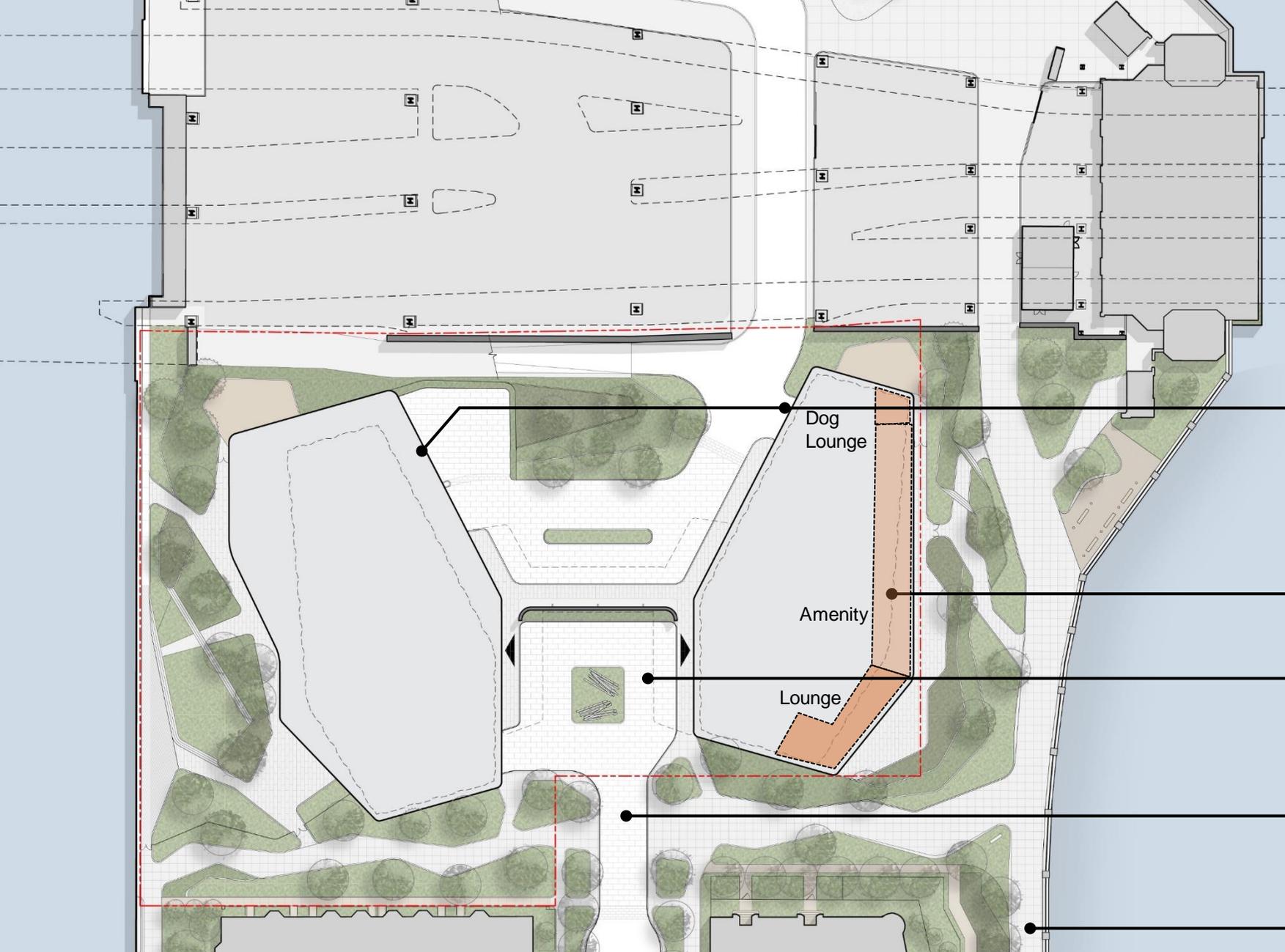
17-8-0906-B6

The two towers are 95' apart, providing adequate privacy and open space for the residents of the development.



17-8-0905-A1

The extension of the Chicago Riverwalk creates a safe and attractive pedestrian route.



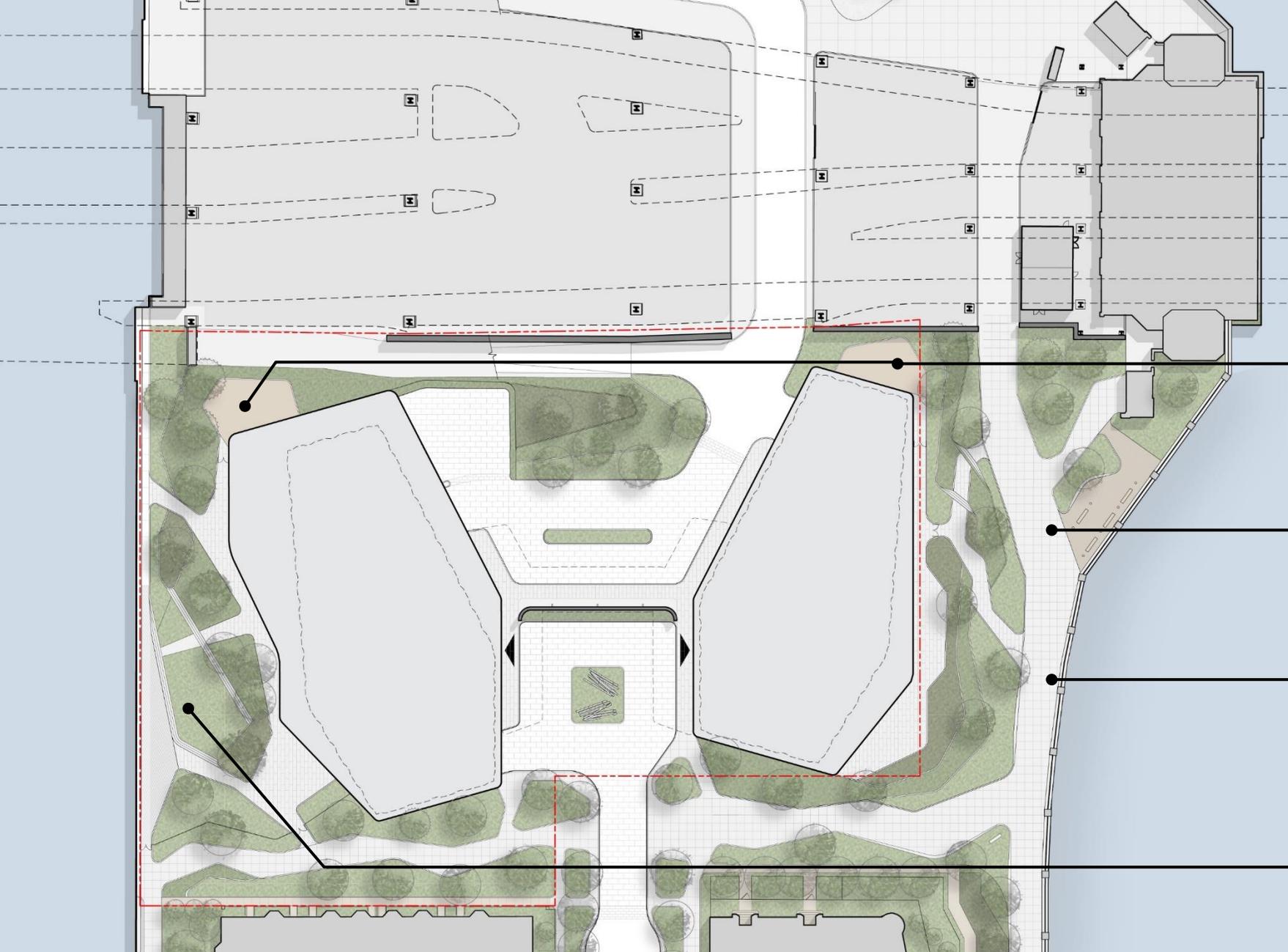
17-8-0906-D1
Service entrances are located away from building entrances and shielded by building geometry, visual screens, and landscaping.

17-8-0905-A2
The design includes street-level spaces within buildings that are designed to accommodate active uses or to otherwise engage pedestrian interest

17-8-0905-B1
Plaza at building entrance.

17-8-0906-C3
The extension of Water Street to access the site aligns with the existing grid of East North Water St.

17-8-0905-A1
The extension of the Chicago Riverwalk creates a safe and attractive pedestrian route.



17-8-0909-C
Dogs runs and other common open spaces for the residents, including lawns, decks, and grills, are provided.

17-8-0909-A1
The design provides an extension of the Chicago Riverwalk, landscaping, and seating for use by residents and visitors.

17-8-0909-B1, B2
The open space along the Riverwalk is positioned to allow for ample sunlight and allows for public gathering space in the seating areas.

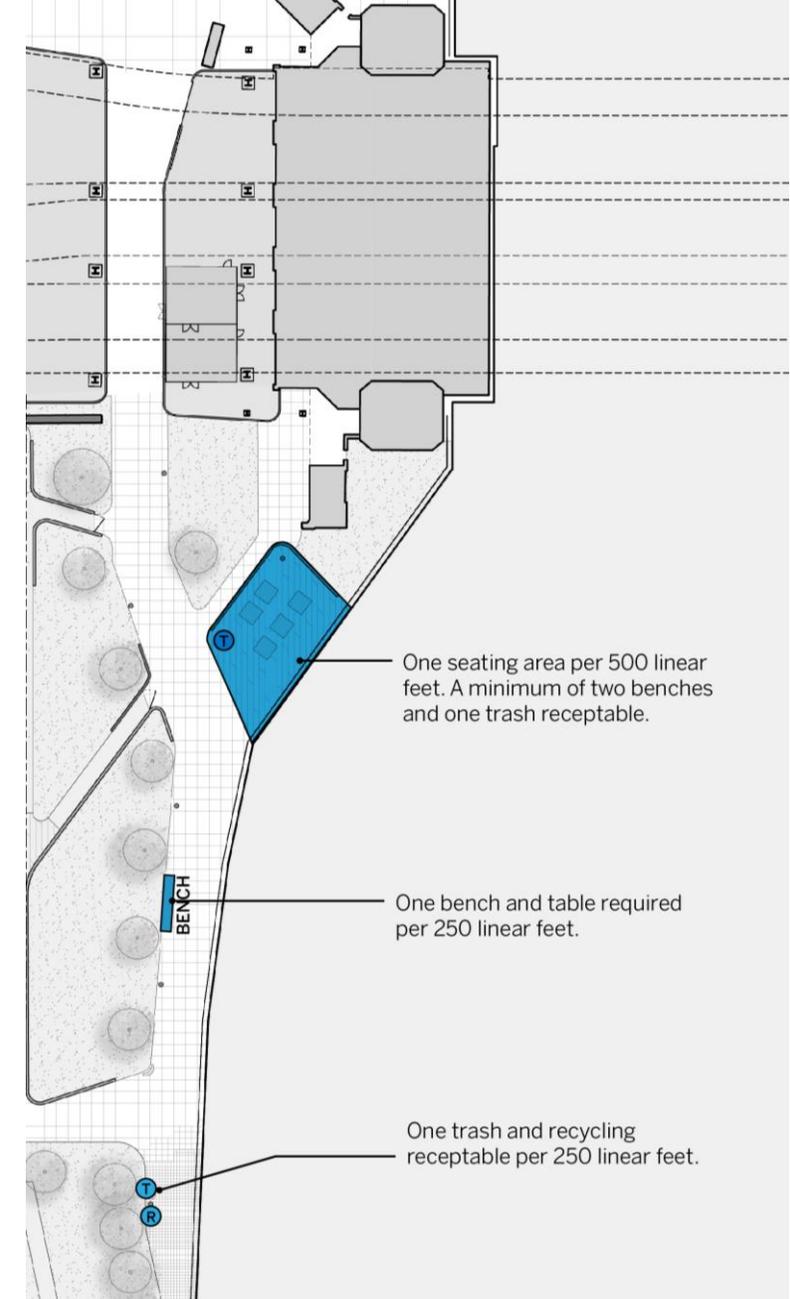
17-8-0909-A2
Substantial landscaping is provided on the site.



17-8-0907-B3

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

The tower façade consists of insulated glazing units, painted aluminum mullions, and decorative accent panels with metal or masonry components.



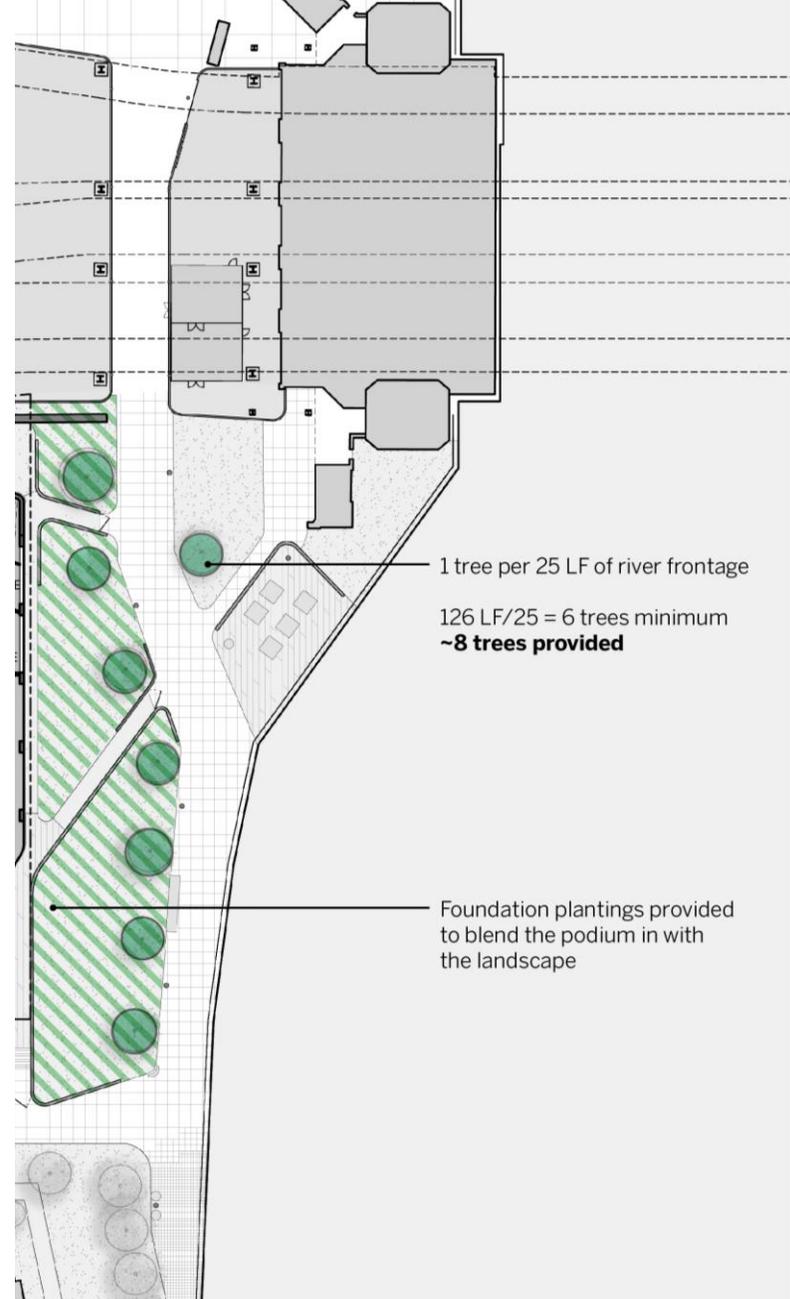


Ceiling-hung light fixtures at 12 to 15 feet at a color temperature of 3000K or below for the underpass.

Floor-mounted light fixture height between 14 and 18 ft at a color temperature of 3000K or below for fixtures on Riverwalk.

Indicated signage as needed:

- Brand signage
- Directional signage
- Mile markers
- Regulatory signage



1 tree per 25 LF of river frontage
 126 LF / 25 = 6 trees minimum
~8 trees provided

Foundation plantings provided to blend the podium in with the landscape

Project targeting LEED Silver Certification . .

80 points



EV charging stations

10 points



80% waste diversion

10 points



**100 points
total**

- **Access to the Chicago River requires stormwater discharge from roofs to river**
- **Non-vehicular landscape areas may discharge to Ogden Slip and the river**
- **Volume and rate control will be applied as required by ordinance**



- **All units pre-date 2015 ARO**
- **Compliance through FAR bonus payment equal to 20% of total FAR bonus.**
- **\$3,856,442 bonus payment**
- **Payment funds the creation of new affordable housing and rental assistance programs**



Community Benefits

- **\$10 million donation to the Park District and a commitment to build DuSable Park**
- **Completion of Founder's Way creating a landscaped riverfront walkway that extends to DuSable Park and the Navy Pier Flyover**
- **Over 4.5 acres (or 200,000 square feet) of public, green space created to enjoy in all seasons**
- **Elimination of the podium for improved light and air to the neighborhood**
- **Safety and security addressed through activation, cameras and lighting**
- **2,650 jobs created with a focus on community hiring to benefit local residents**

Project Investment / Hiring Goals

- **Cost:** Approx. \$1 Billion
- **Temporary Jobs:** 2,600
- **Permanent Jobs:** 50

This project has adopted the City's participation goals of:

- **26%** participation from qualified **Minority Business Enterprises**
- **6%** participation from qualified **Women Business Enterprises**
- **50%** hiring of Chicago residents



We prioritize collaboration with individuals and businesses that MEET INCLUSION STANDARDS AND INVEST IN THE COMMUNITY SUPPLY CHAIN.



We create a DIVERSE AND INCLUSIVE WORKFORCE that prioritizes lead roles for local minority, women, veteran and disabled-owned businesses.



RELATED
INVEST. HIRE. EMPOWER.



We work with the most impactful organizations to create SUSTAINABLE CAREERS AND OPPORTUNITIES — in sectors ranging from advertising to construction management.



We CREATE AND SUSTAIN NEW STANDARDS FOR INCLUSION AND LONG-TERM VISION — sharing best practices with projects across the city and beyond.

Related Midwest

LONGSTANDING COMMITMENT TO EQUALITY, DIVERSITY AND INCLUSION

A QUARTER OF A BILLION DOLLARS awarded to MBE/WBE by Related Midwest and Affiliated Entities

450+ COMMUNITY HIRES across 25 projects

15+ start-up companies provided a first opportunity

Sustained support, mentorship and continued training for over 25 SMALL BUSINESSES

MODEL IN ACTION

LATHROP

- 44% MBE/WBE Participation
- 48% Section 3 Hires
- 14% Section 3 Business Concerns

TAYLOR STREET APARTMENTS AND LIBRARY

- 45% MBE/WBE PARTICIPATION
- 36% SECTION 3 HIRES
- 11% SECTION 3 BUSINESS CONCERNS



COMMUNITY PLAY LOT BUILDERS
TAYLOR STREET LIBRARY AND APARTMENTS



SMALL BUSINESS MENTORSHIP PROGRAM



LATHROP
SMALL BUSINESS LOAN FUNDRAISER



ART ON SEDGWICK



Related Midwest: Our Community Commitment Programs



WORKFORCE DEVELOPMENT
For both construction and permanent operations, hiring will prioritize underrepresented populations and local residents.



LOCAL AND SMALL BUSINESS DEVELOPMENT
Provide committed mentorship to emerging Chicago businesses and offer opportunities to grow sustainably.

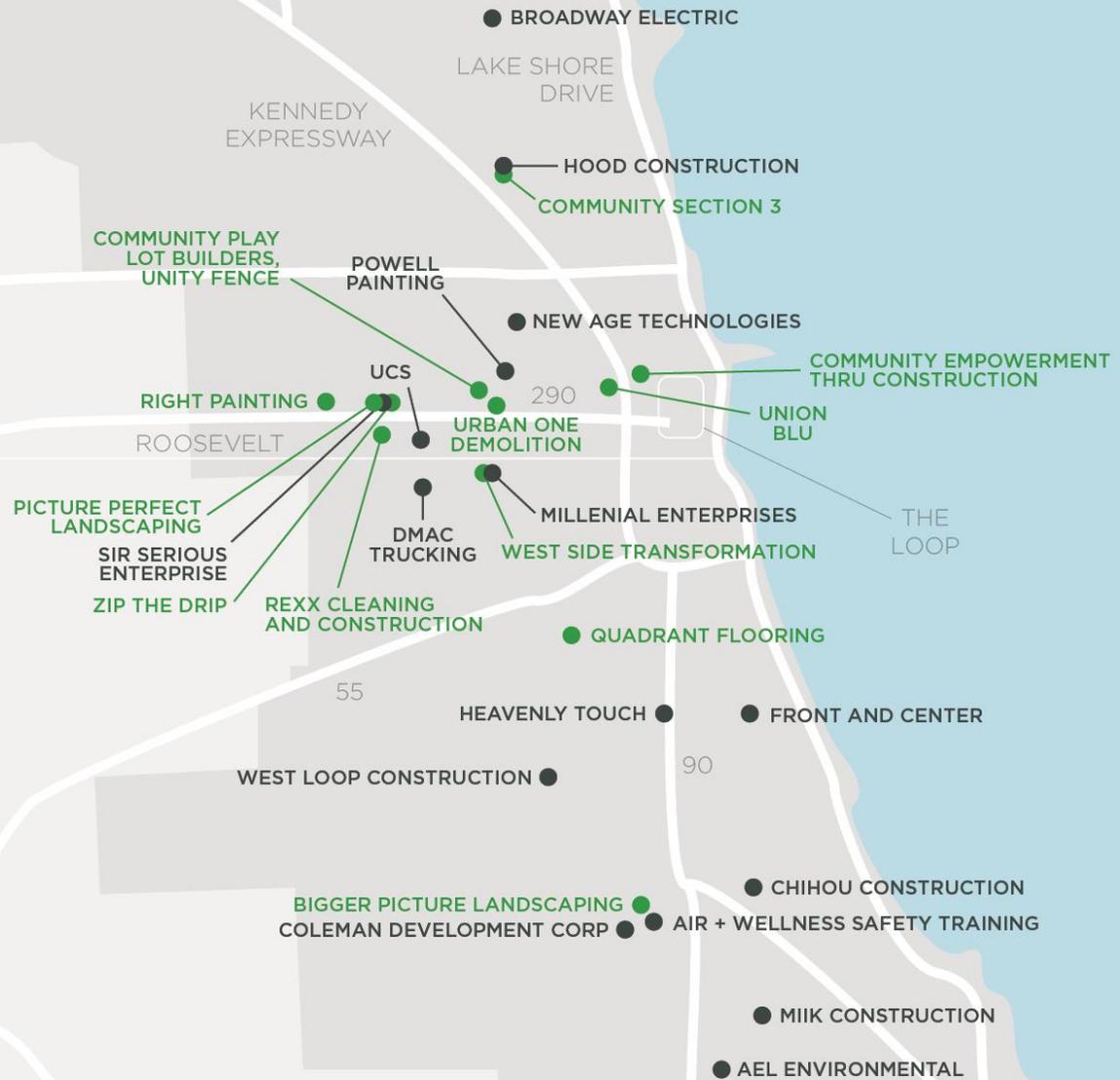


SUPPLY CHAIN INVESTMENT
Related Midwest And our partners will be contractually committed to meet inclusion standards and invest in the community supply chain.

Related Midwest: Small Business Startups and Mentorship Participants

- RECEIVED FIRST CONTRACT FROM RELATED MIDWEST
- MENTORSHIP PARTICIPANTS

▲ BROOKS PAINTING
IN PEORIA, IL





Lakefront Protection – 14 Policies

1. **Complete the publicly owned and locally controlled park system along the entire Chicago lakefront.**

The proposed development will facilitate the long-awaited construction of DuSable Park and therefore furthers this policy.

2. **Maintain and enhance the predominately landscaped, spacious and continuous character of the lake shore parks.**

The proposed development is in the Private Use Zone and will have no adverse impact on pursuit of this policy.

3. **Continue to improve the water quality and ecological balance of Lake Michigan.**

The proposed development includes storm water management features such as green roof areas, construction of a new park, and storm water detention facilities that reduce the quantity and rate of storm water entering the combined city sewer system. The green roof areas help remove suspended solids from storm water and improve the quality of the water that may enter the combined city sewer system.

4. **Preserve the cultural, historical, and recreational heritage of the lakeshore parks.**

The proposed development is in the Private Use Zone and will have no adverse impact on pursuit of this policy.

5. **Maintain and improve the formal character and open water vista of Grant Park with no new above-ground structures permitted.**

The proposed development is in the Private Use Zone and not in Grant Park and will have no adverse impact on pursuit of this policy.

6. **Increase the diversity of recreational opportunities while emphasizing lake-oriented leisure time activities.**

The proposed development is in the Private Use Zone and will have no adverse impact on pursuit of this policy.

7. **Protect and develop natural lakeshore park and water areas for wildlife habitation.**

The proposed development is on private property in the Private Use Zone and will have no adverse impact on pursuit of this policy. The proposed development includes intensive and extensive landscaped areas at grade level which provides a variety of habitat environments for birds and insects.



Lakefront Protection – 14 Policies

8. Increase personal safety.

The development of the new building will provide 1,100 new residences in the neighborhood and put a well-lit and highly visible lobby on Water Street and the riverwalk. The development of these active uses and additional residents in the neighborhood 24/7 will assist in increasing the personal safety of the neighborhood.

9. Design all lake edge and lake construction to prevent detrimental shoreline erosion.

The proposed development is not located on the lake edge or within the lake.

10. Ensure a harmonious relationship between the lakeshore parks and the community edge, but in no instance will further private development be permitted east of Lake Shore Drive.

The proposed new building is west of Lake Shore Drive, within the Private Use Zone. The proposed new building is designed to create a harmonious relationship between the lakeshore parks and the community edge. The proposed development provide a physical linkage between the Chicago Riverwalk and a new DuSable Park on the Lake. Further, development of the vacant parcel enhances the vibrancy along the Riverwalk.

11. Improve access to the lakeshore parks and reduce through vehicular traffic on secondary park roads.

The Applicant has been working with CDOT to ensure that its vehicular traffic will not impede pedestrian and vehicular access to the lakefront.

12. Strengthen the parkway characteristics of Lake Shore Drive and prohibit any roadway of expressway standards.

The proposed development will have no adverse impact on pursuit of this policy.

13. Ensure that all port, water supply, and public facilities are designed to enhance lakefront character.

The proposed development is in the Private Use Zone and includes no port, water supply or other public facilities.

14. Coordinate all public and private development within the water, park and community zones.

The proposed development is part of Planned Development 368 and generally conforms to the design guidelines set forth in that zoning classification.

★ 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 proposed building is constructed with materials, finishes and architectural details that are of high-quality (17-8-0907-B-3).
- 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.
- The proposal is consistent with the Purposes of the Lake Michigan and Chicago Lakefront Protection Ordinance and the Policies of the Lakefront Plan of Chicago.

