



CHICAGO PLAN COMMISSION

Department of Planning and Development

210 N Aberdeen

210 N Aberdeen Street (27TH Ward)

LG Development Group, LLC

June 17th, 2021

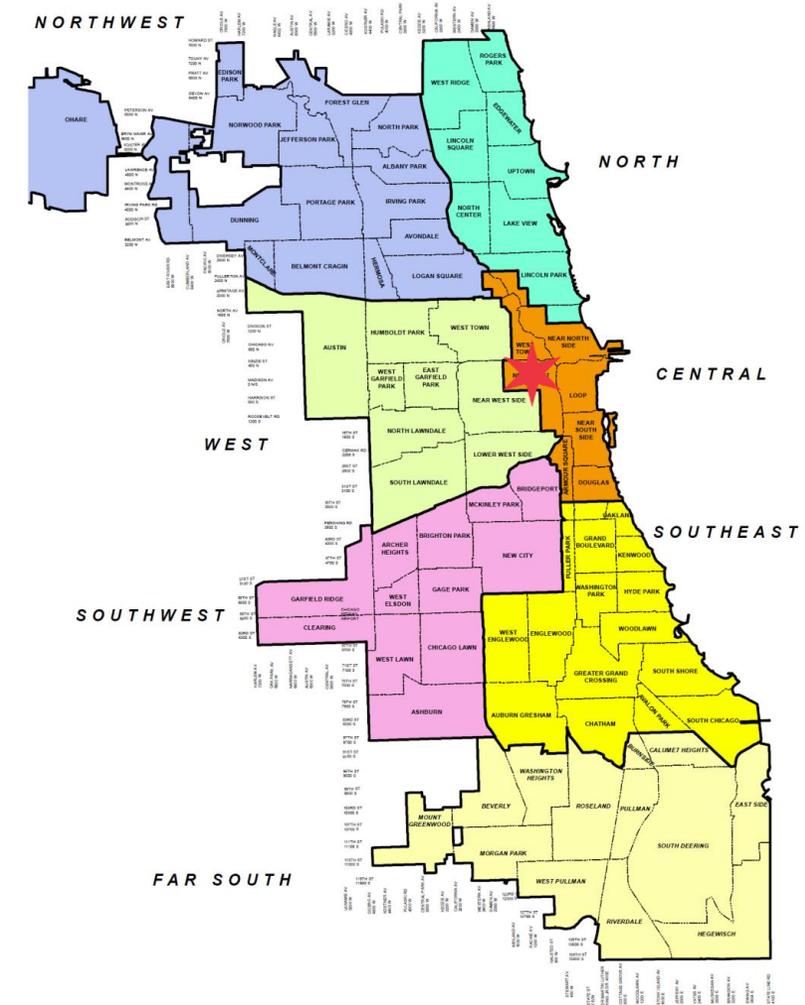
★ Community Area Snap Shot

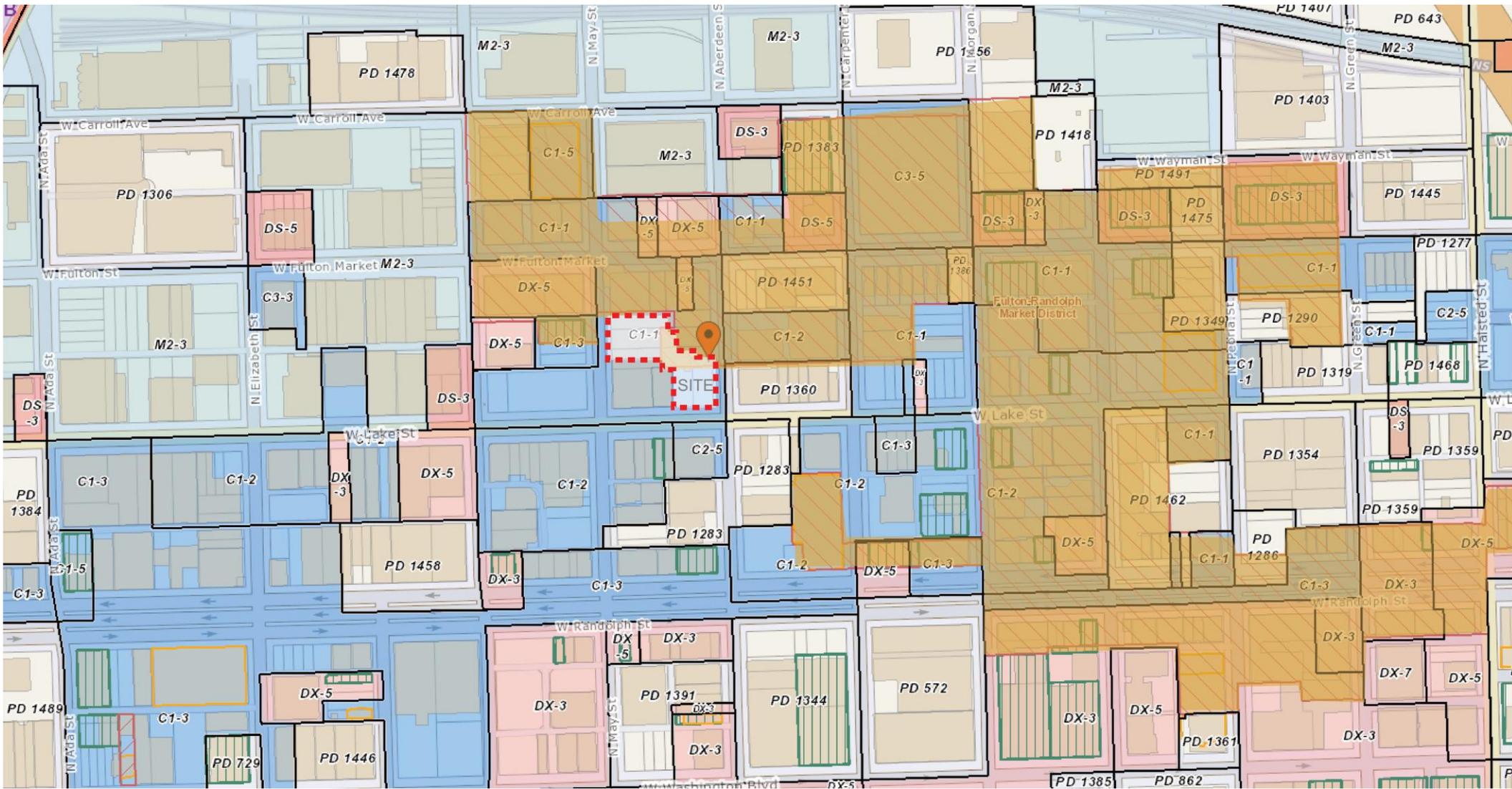
COMMUNITY AREA INFORMATION:

- Near West Side Neighborhood Population 62,733
- Number of Households: 28,208
- Average Household Size 2.2
- 42.5% ages of 20-34
- Median Income \$83,575

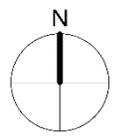
NEIGHBORHOOD HISTORIC CONTEXT:

- Historically the Near West Side has been a sparsely populated industrial quarter
- Recently, more warehouses and industrial spaces in this neighborhood have been left vacant, providing opportunity for post industrial developments

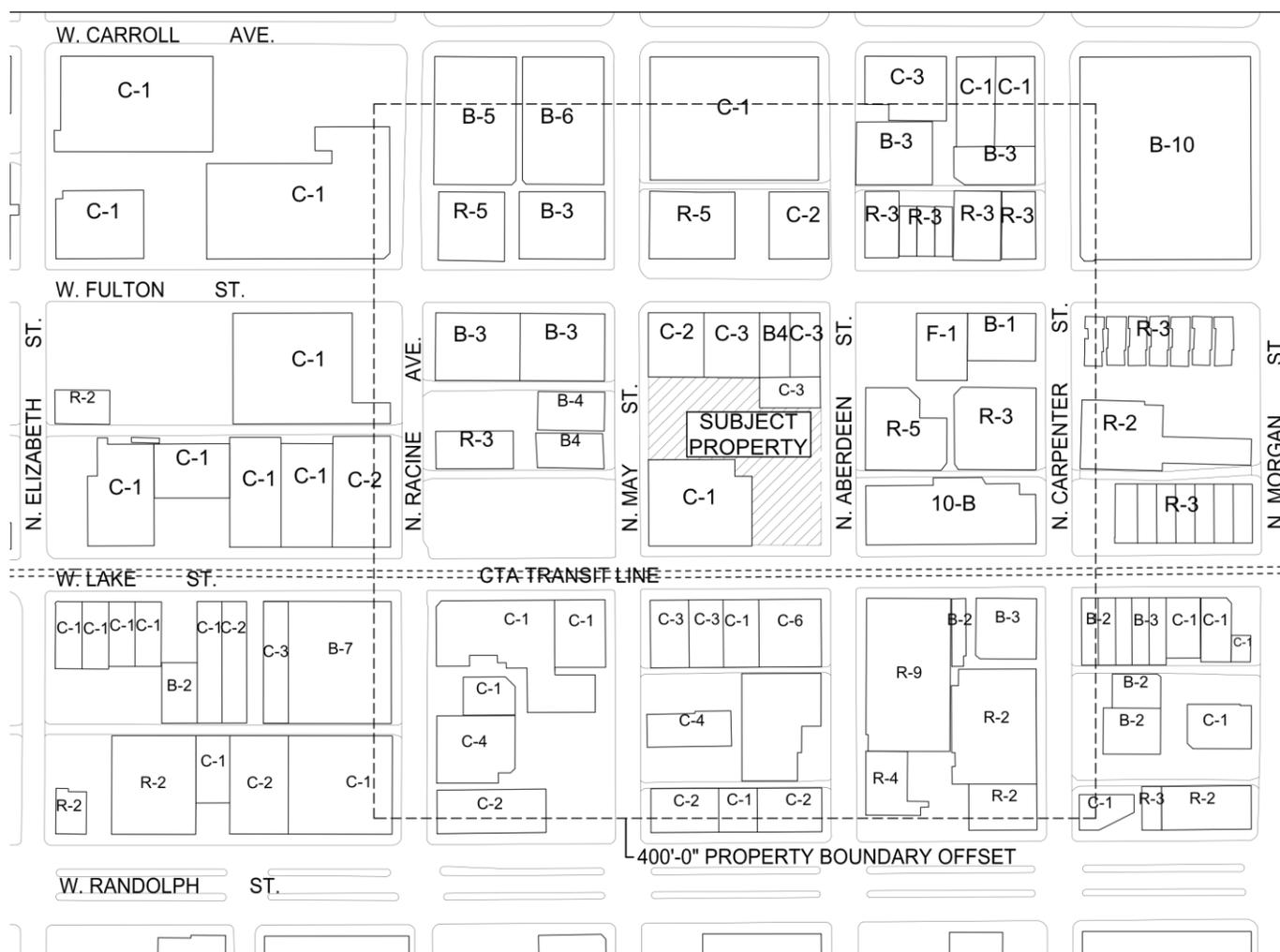




FULTON MARKET HISTORIC DISTRICT

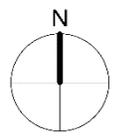


LAND USE CONTEXT PLAN

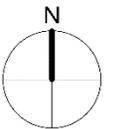


LEGEND	
RESIDENTIAL	A
BUSINESS	B
COMMERCIAL	C
MANUFACTURING	E
RETAIL	F
INDUSTRIAL	G
MIXED USE	I

= NUMBER OF STORIES



EXISTING LAND USE MAP



TRANSIT PROXIMITY



ABERDEEN ST / LAKE ST ^ looking north/west



ABERDEEN ST / LAKE ST ^ looking south

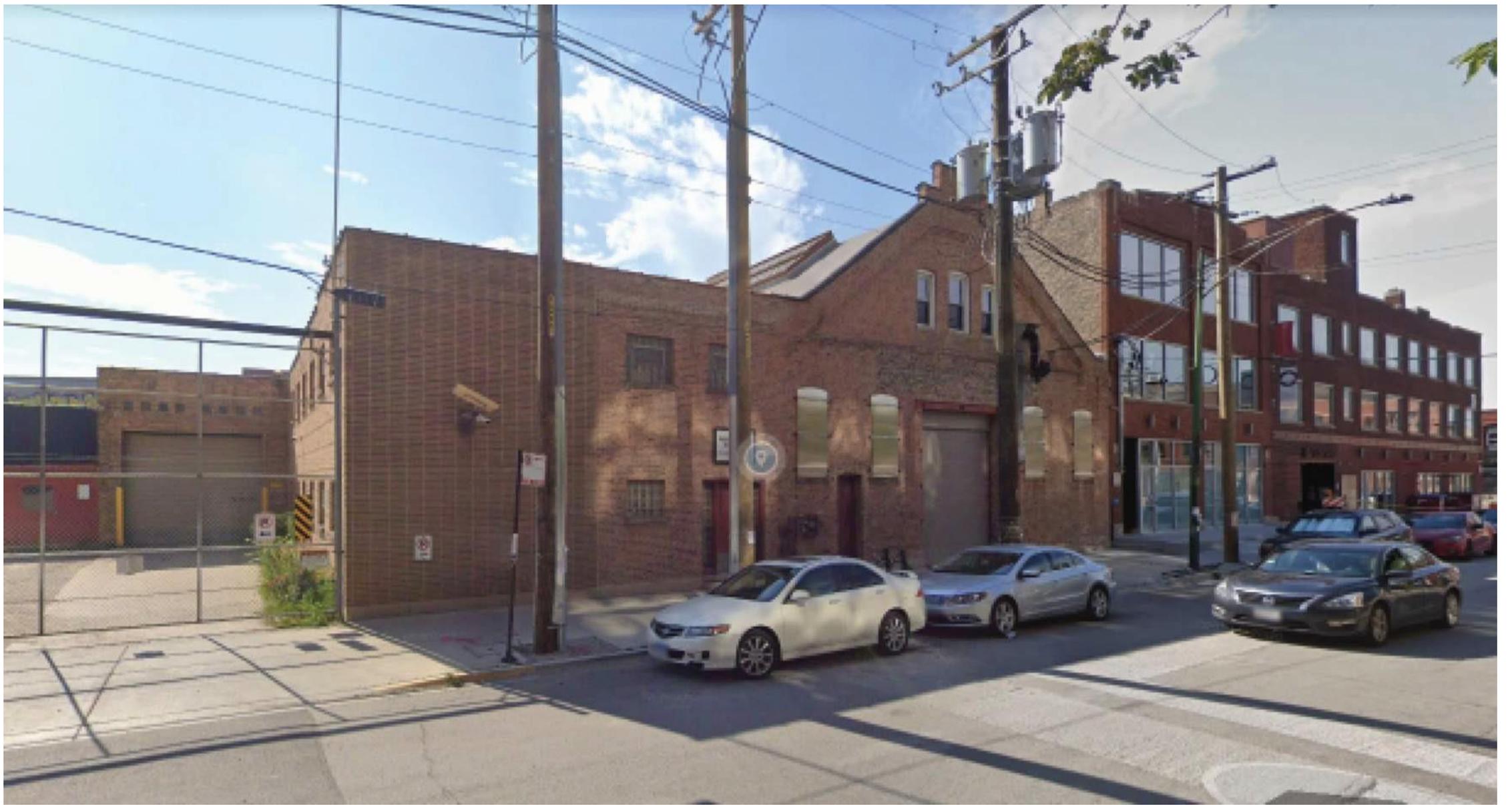


MAY ST ^ looking north

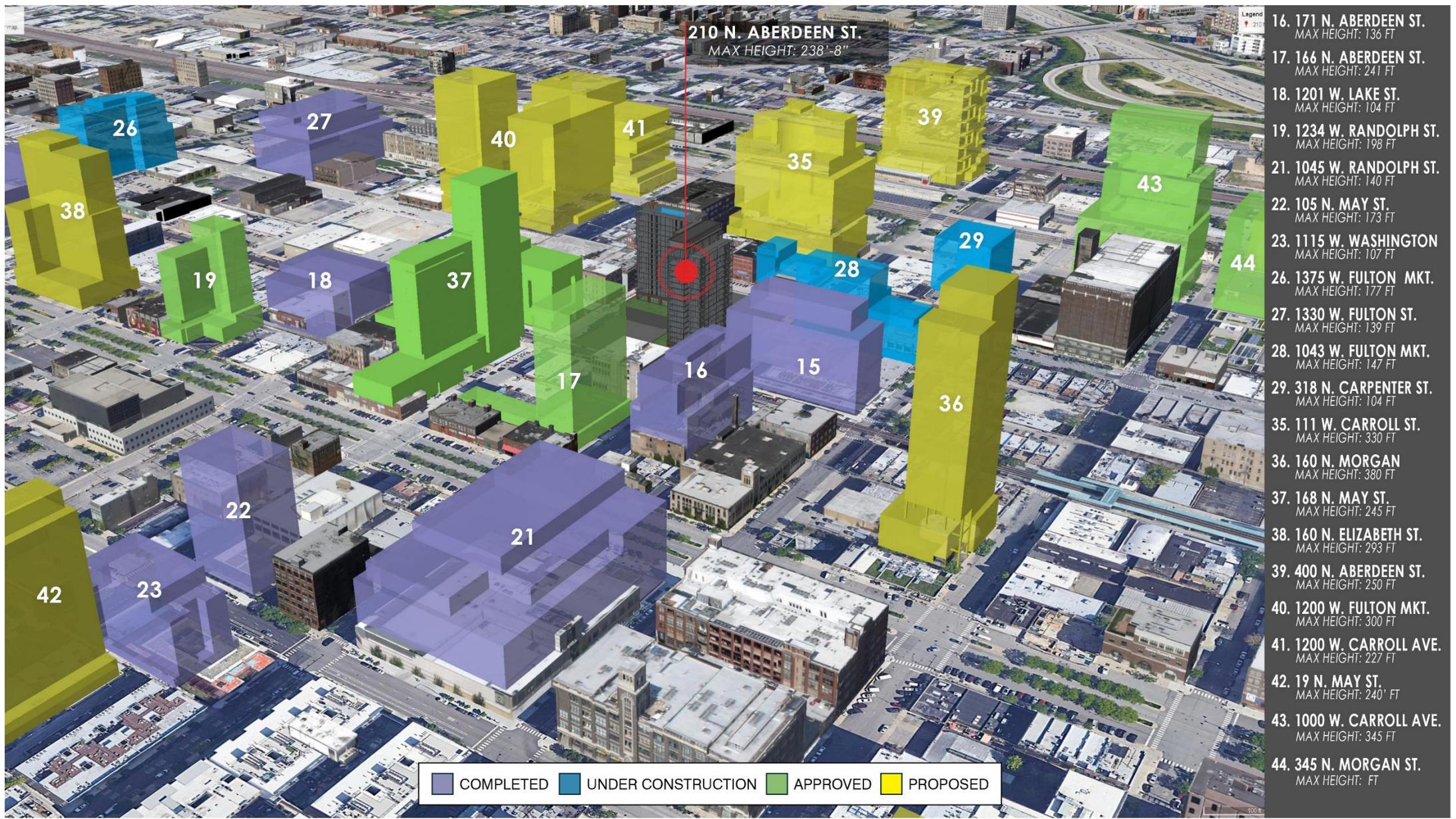


MAY ST ^ looking south

SITE PHOTOS



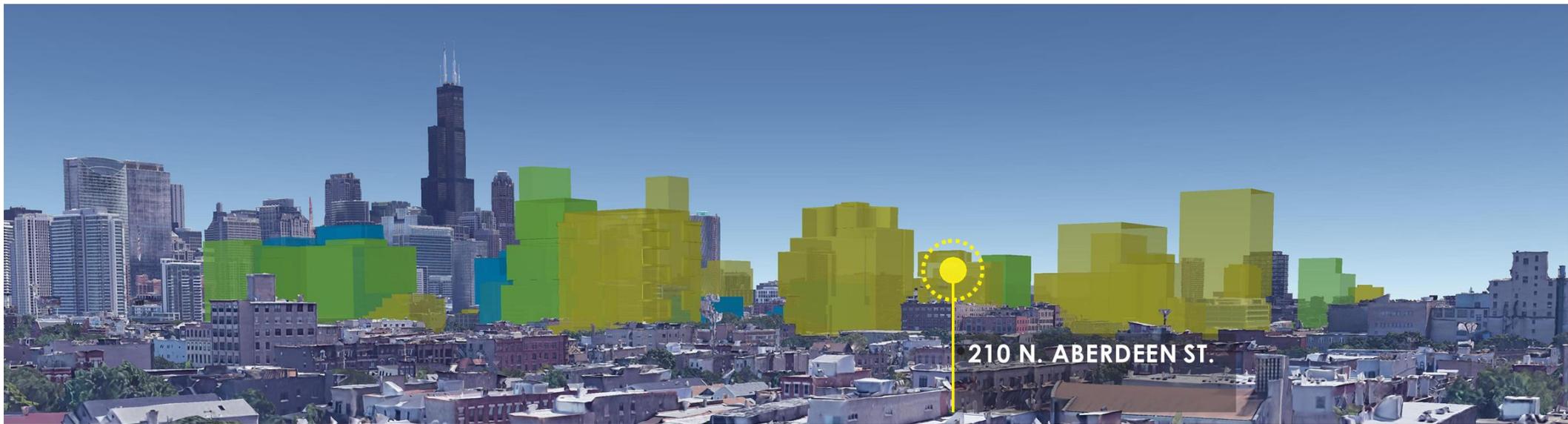
ARTHUR HARRIS HISTORIC RESTORATION



AERIAL VIEW LOOKING NORTHWEST



VIEW LOOKING NORTH



VIEW LOOKING SOUTH

 COMPLETED	 UNDER CONSTRUCTION	 APPROVED	 PROPOSED
---	--	--	--

AERIAL VIEW



■ COMPLETED ■ UNDER CONSTRUCTION ■ APPROVED ■ PROPOSED

AERIAL RENDERING LOOKING SOUTHWEST



COMPLETED UNDER CONSTRUCTION APPROVED PROPOSED

AERIAL RENDERING LOOKING NORTHEAST



COMPLETED UNDER CONSTRUCTION APPROVED PROPOSED

AERIAL RENDERING LOOKING NORTHWEST

Pedestrian Context



PROPOSED STREET LEVEL CONDITION: CORNER OF ABERDEEN AND LAKE LOOKING NORTHWEST



EXISTING STREET LEVEL CONDITION

Pedestrian Context



PROPOSED STREET LEVEL CONDITION: ABERDEEN STREET LOOKING SOUTHWEST



EXISTING STREET LEVEL CONDITION

Pedestrian Context

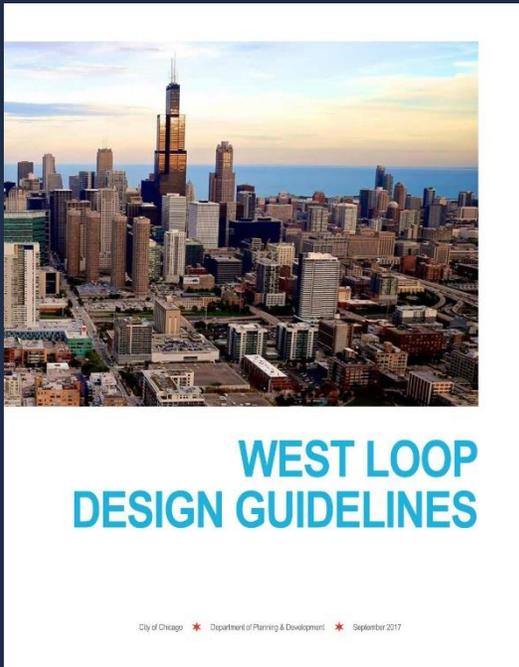


PROPOSED STREET LEVEL CONDITION: MAY STREET LOOKING SOUTHEAST



EXISTING STREET LEVEL CONDITION

★ Planning Context



WEST LOOP DESIGN GUIDELINES

- Published in September 2017
- By the Department of Planning and Development
- Goal: Maintain and strengthen the character of West Loop
- Provides guidelines for tall building design such as implementing setbacks and provided height transitions to maintain an approachable human scale
- Establishes a trajectory for Randolph Street as a commercially developed, green, and pedestrian friendly corridor through the West Loop and Near West Side neighbors

Planning Context

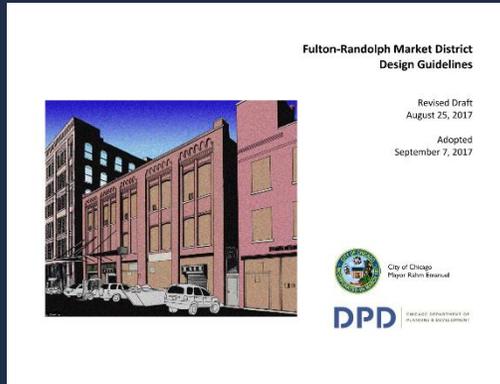


FULTON MARKET INNOVATION DISTRICT PLAN

- Adopted in 2014; Updated In 2021
- By the Department of Planning & Development
- Aims to:
 - Promote Mixed-use and mixed income developments
 - Improve access for all transportation modes
 - Protect and enhance historical and cultural assets



Planning Context



FULTON MARKET DISTRICT DESIGN GUIDELINES

- Adopted in September 2017; Updated In August 2017
- By the Department of Planning & Development
- Aims to:
 - Help strengthen the identity of this area and support existing uses, while encouraging new, compatible development.
 - Renovation of existing buildings for contemporary use is encouraged and new construction and additions are allowed throughout.
 - Streetscape guidelines aim to maintain existing uses, such as loading, to best serve existing businesses, while improving pedestrian safety and comfort and promoting other streetscape improvements



Project Timeline + Community Outreach

TIMELINE

- Initial WLCO Meeting: 01/08/2019
- Initial WCA Meeting: 01/17/2019
- Initial NOWL Meeting: 07/08/2019
- Initial Community Meeting: 06/17/2019
- PD Filing: 10/16/2019
- 2nd WLCO Meeting: 02/04/2020
- 2nd WCA Meeting: 02/19/2020
- 3rd WCA Meeting: 03/17/2021
- 3rd WLCO Meeting: 04/06/2021
- 2nd NOWL Meeting: 04/08/2021
- Final Community Meeting: 05/24/2021
- Approved at Historic PRC: 06/03/2021

ADDRESSED DPD AND COMMUNITY FEEDBACK

- The West Tower was realigned into an orthogonal position while still providing property line and view corridor separation.
- The tower massing was articulated to provide three distinct components in both height and materiality as part of the strategy to transition the building from surrounding structures to Fulton Market.
- Solid portions of the tower were changed from metal panel to masonry as a gesture to the surrounding historical fabric.
- The podium base is primarily masonry having tower setbacks aligning with existing surrounding buildings.
- The entry plaza along North Aberdeen was been setback with a new glass cube entry to provide visual relief and view corridors to the Arthur Harris Building.
- Active retail is provided along street frontages on Aberdeen and Lake Street with a Tenant Bike Lounge along May Street.
- The north building line has been set back from the property line to allow owners of the buildings along Fulton to access the rear of their buildings for improved efficiency on the block.

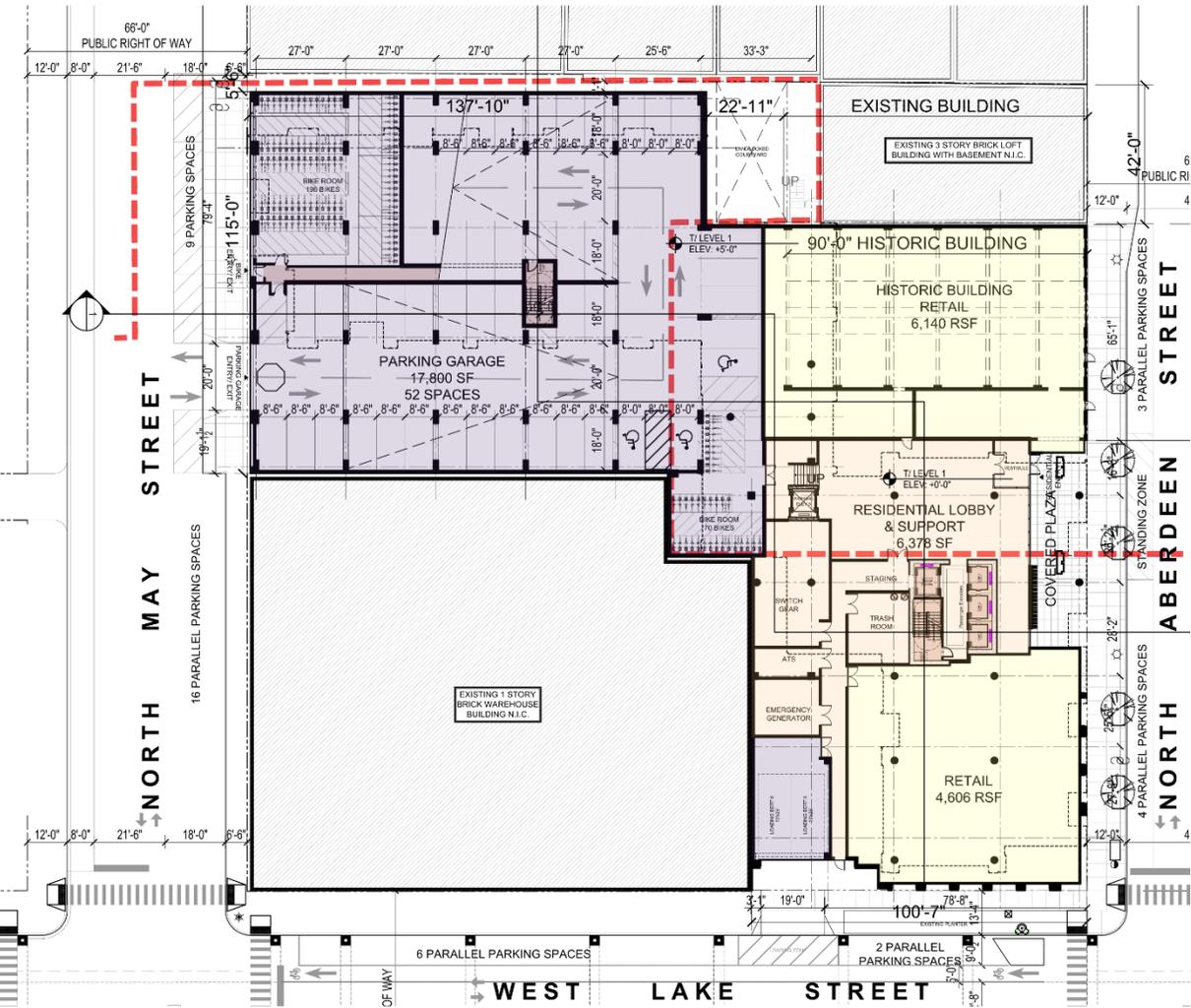


ORIGINAL DESIGN IDEAS

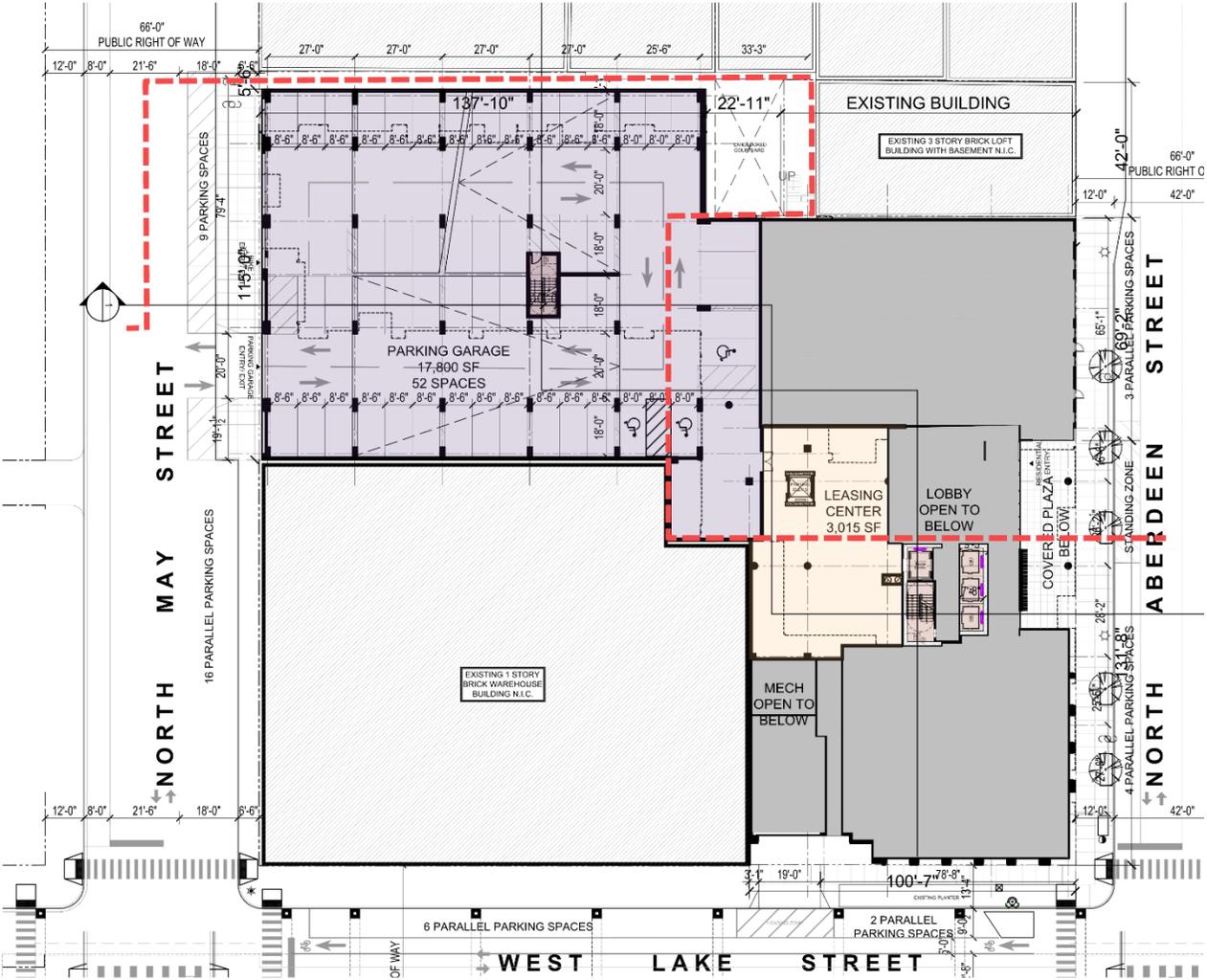


AFTER FEEDBACK ADDRESSED



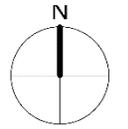


1ST FLOOR PLAN



MEZZANINE PLAN

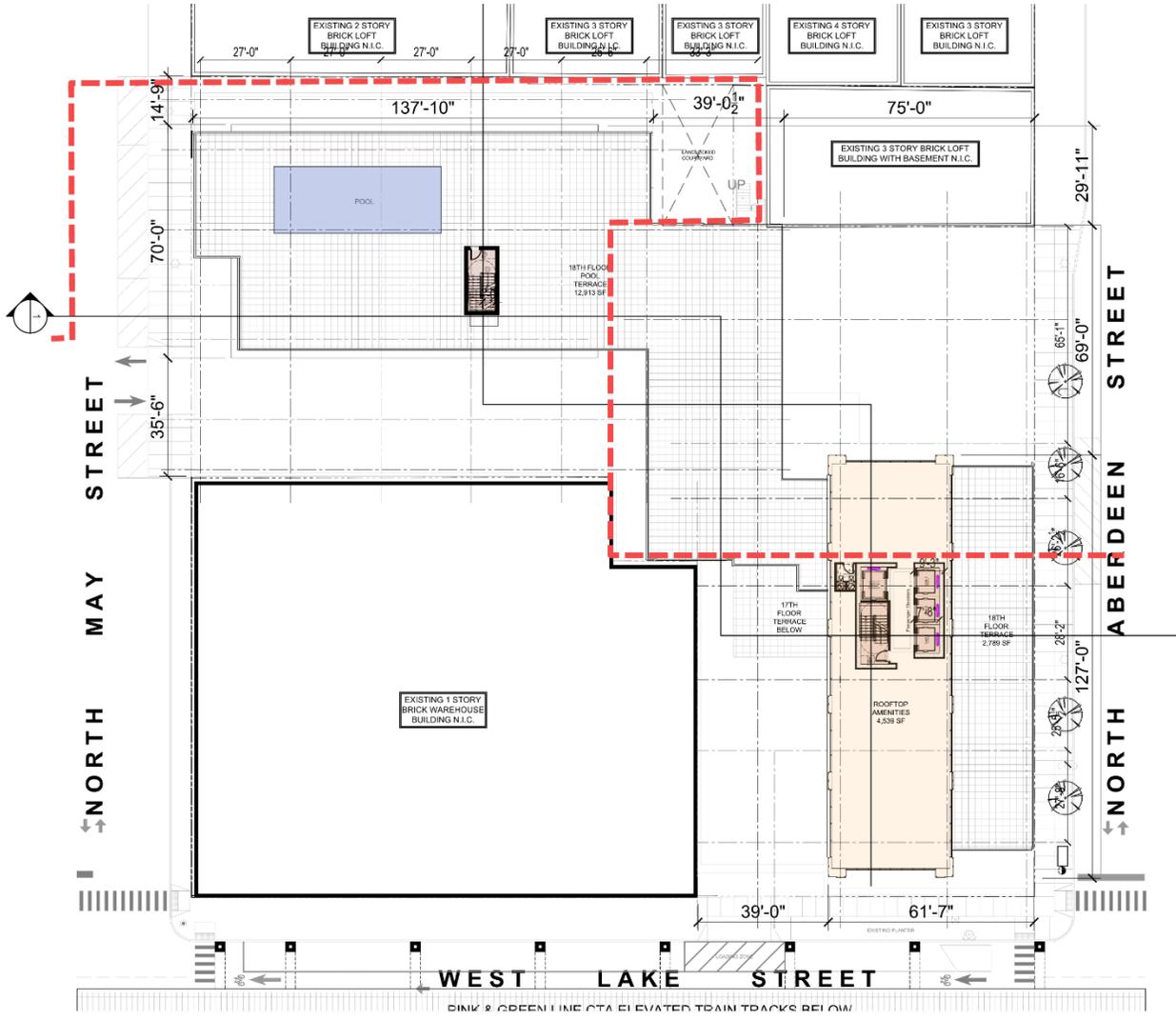
--- Historic District Line



TYPICAL FLOOR PLANS



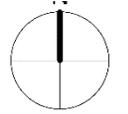
17TH FLOOR PLAN

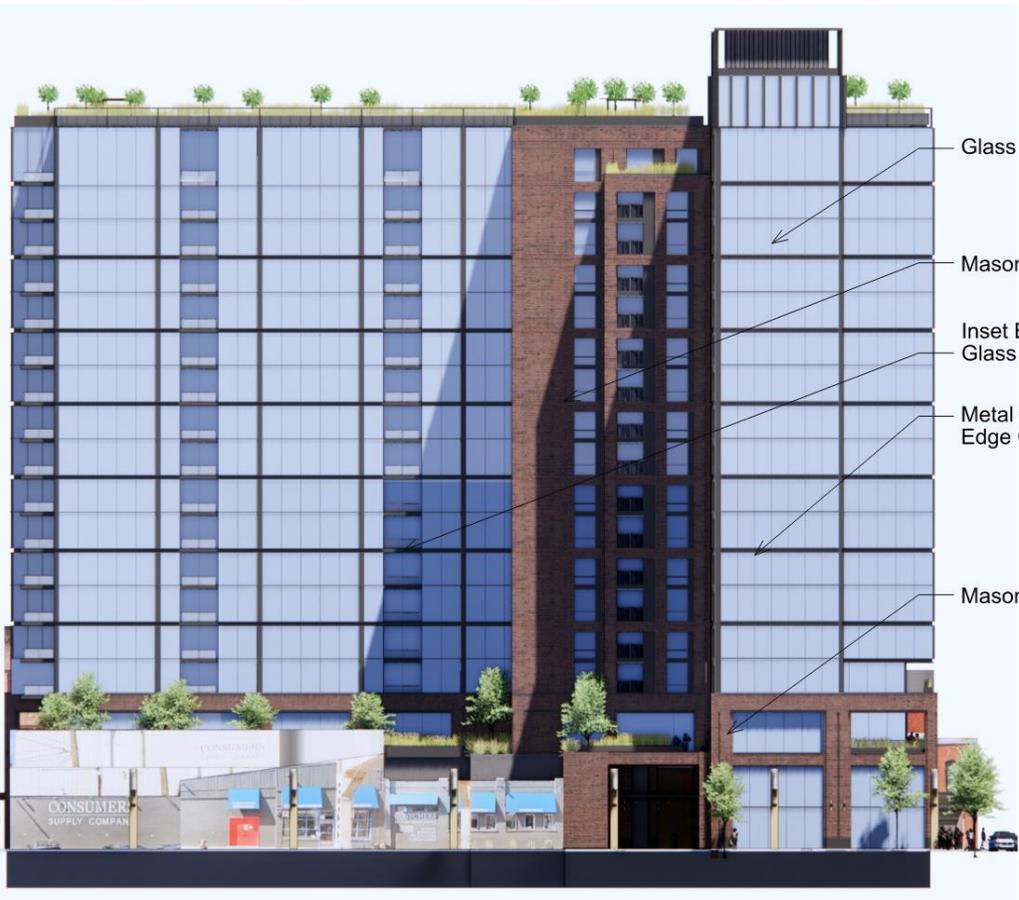


18TH FLOOR PLAN

--- Historic District Line

ROOF PLAN





SOUTH ELEVATION

T/ PENTHOUSE ROOF
+238'-8"
T/ PENTHOUSE
+220'-3"
T/ LEVEL 18
+203'-6"
T/ LEVEL 17
+188'-6"

T/ LEVEL 3
+53'-2"
T/ LEVEL 2
+37'-0"
T/ LEVEL MEZZANINE
+15'-6"
T/ LEVEL 1
+0'-0"

Glass
Masonry
Inset Balcony with Glass Guardrail
Metal Slab Edge Covers
Masonry



EAST ELEVATION

Glass
Masonry
Inset Balcony with Glass Guardrail
Metal Slab Edge Covers
Masonry



WEST ELEVATION

T/ PENTHOUSE ROOF
+238'-8"
T/ PENTHOUSE
+220'-3"
T/ LEVEL 18
+203'-6"
T/ LEVEL 17
+188'-6"

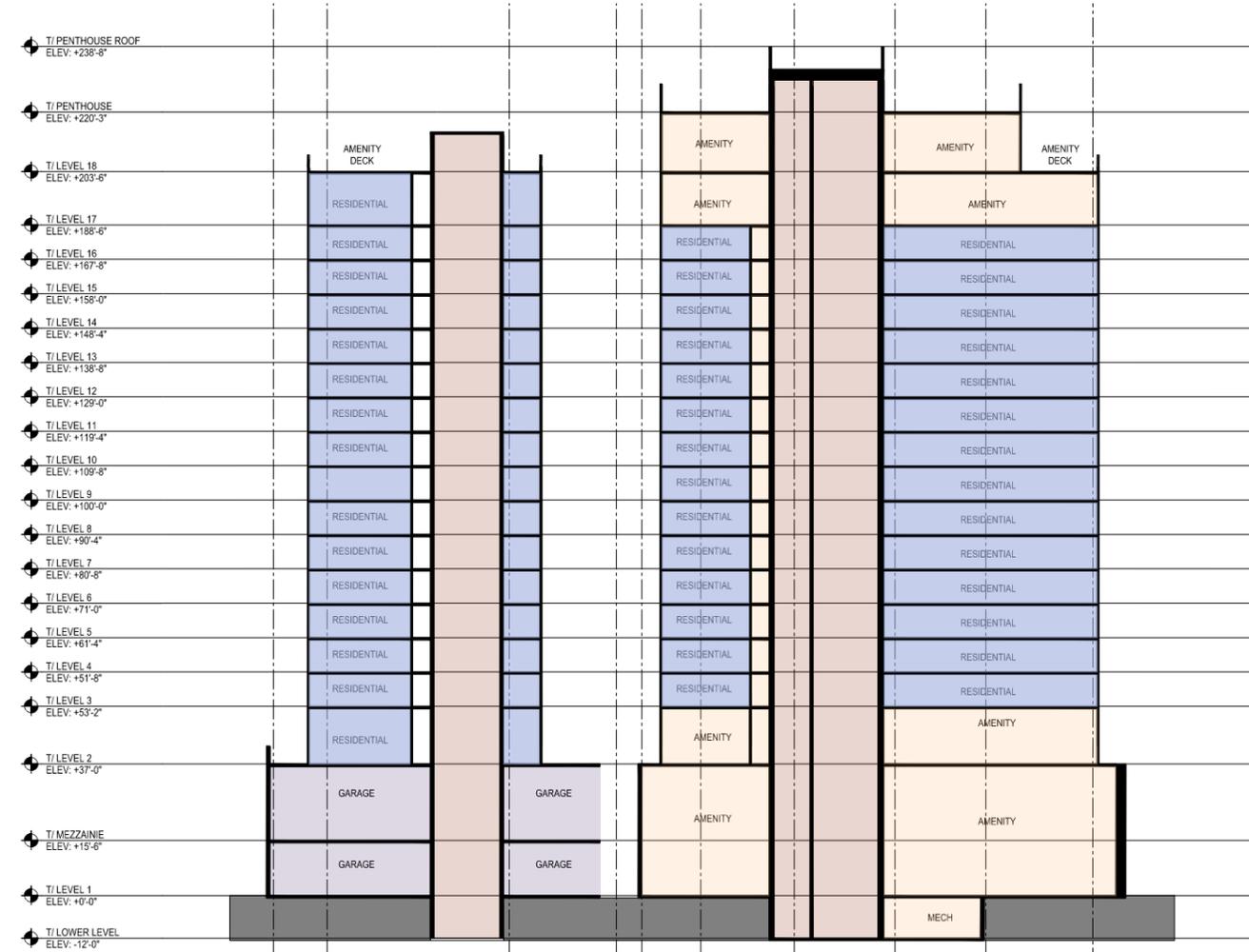
Glass
Masonry
Inset Balcony with Glass Guardrail
Metal Slab Edge Covers
Masonry



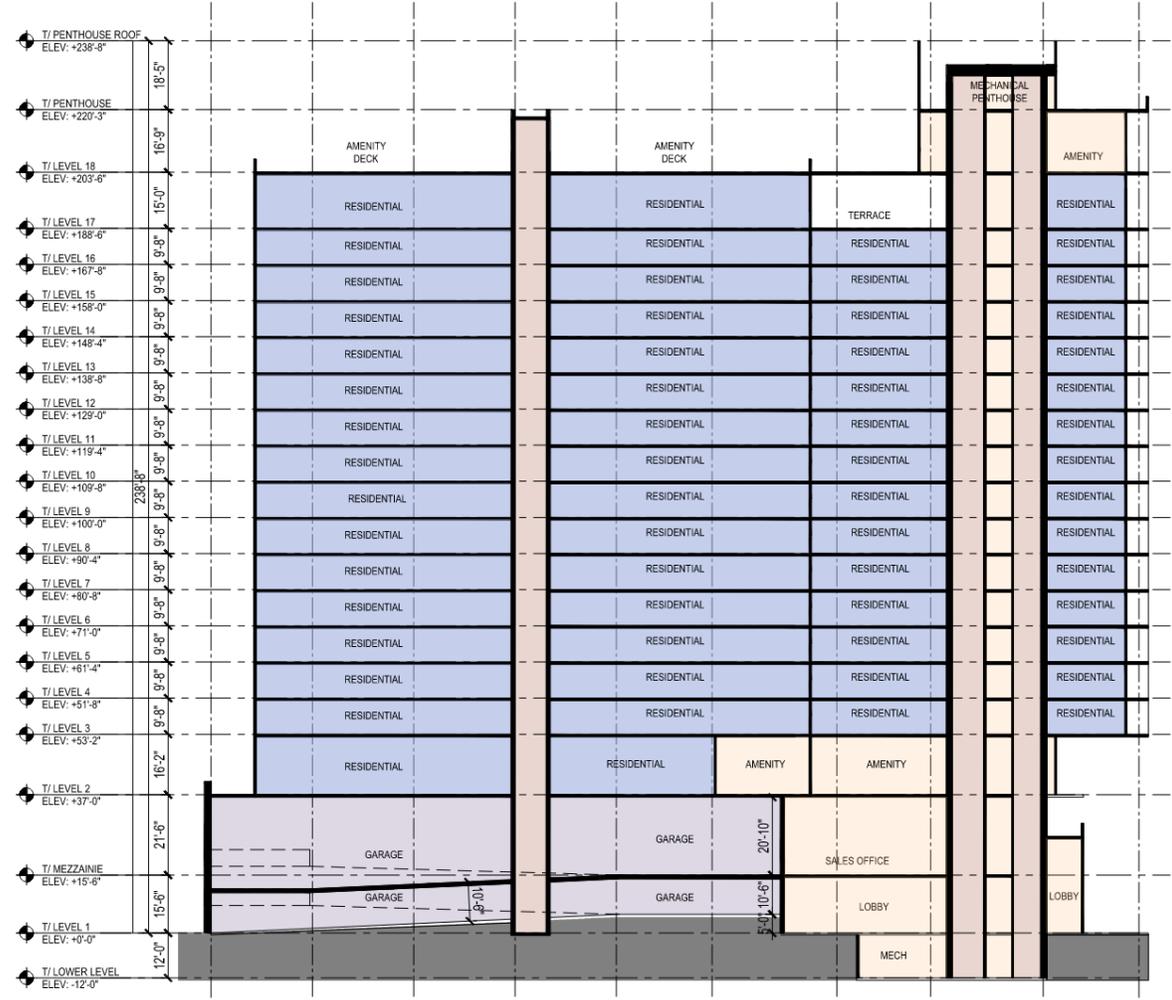
NORTH ELEVATION

T/ LEVEL 3
+53'-2"
T/ LEVEL 2
+37'-0"
T/ LEVEL MEZZANINE
+15'-6"
T/ LEVEL 1
+0'-0"

Glass
Masonry
Inset Balcony with Glass Guardrail
Metal Slab Edge Covers
Masonry

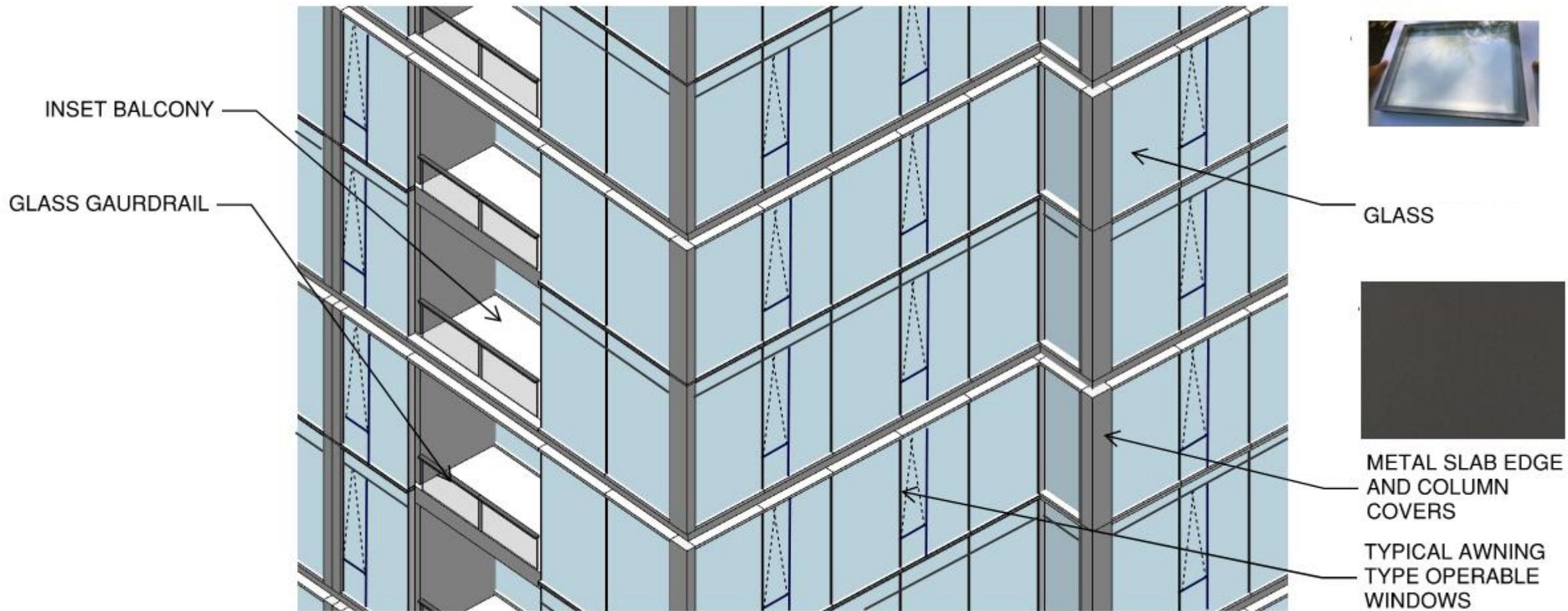


NORTH - SOUTH SECTION



EAST - WEST SECTION

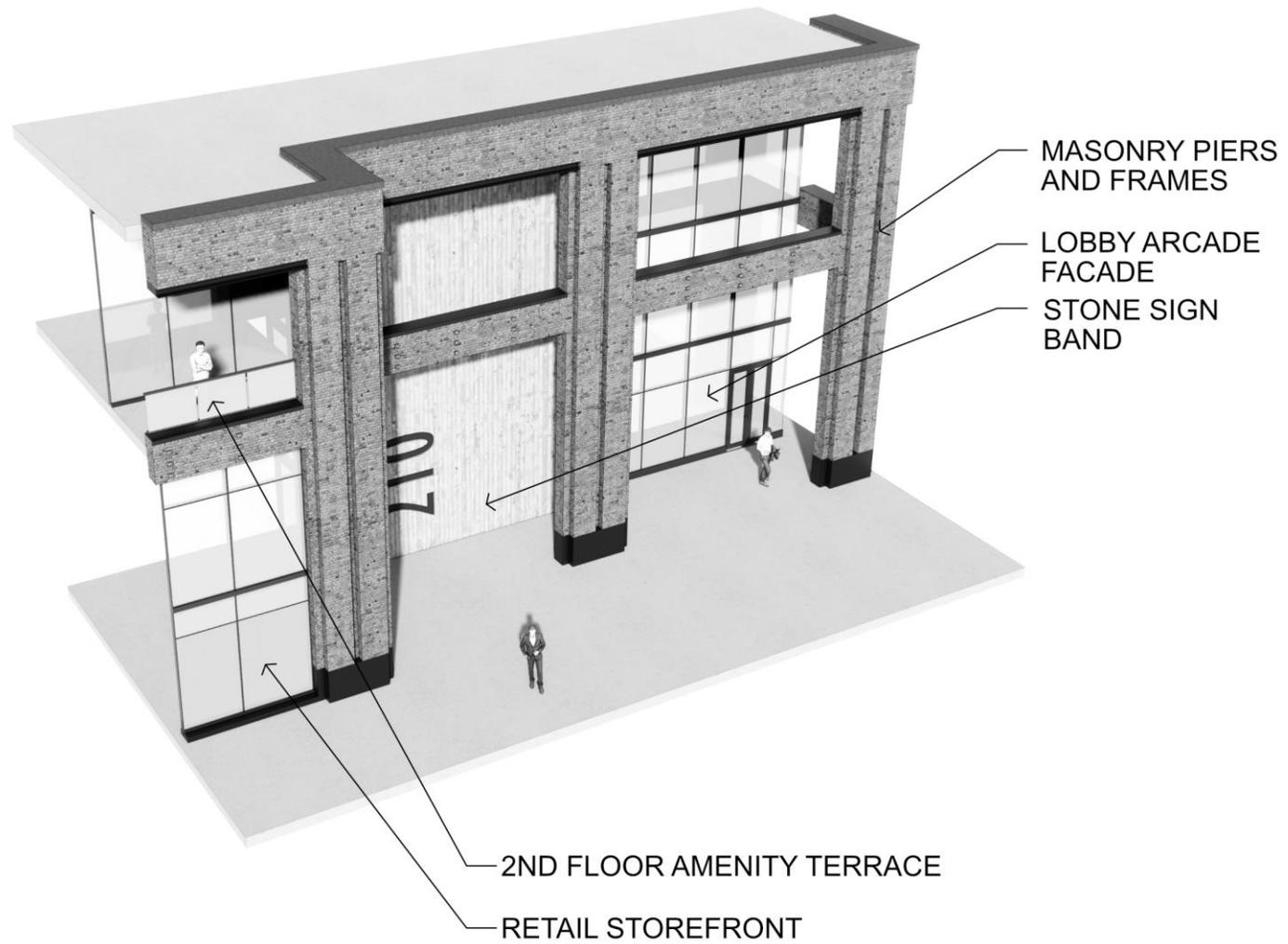
BUILDING SECTIONS



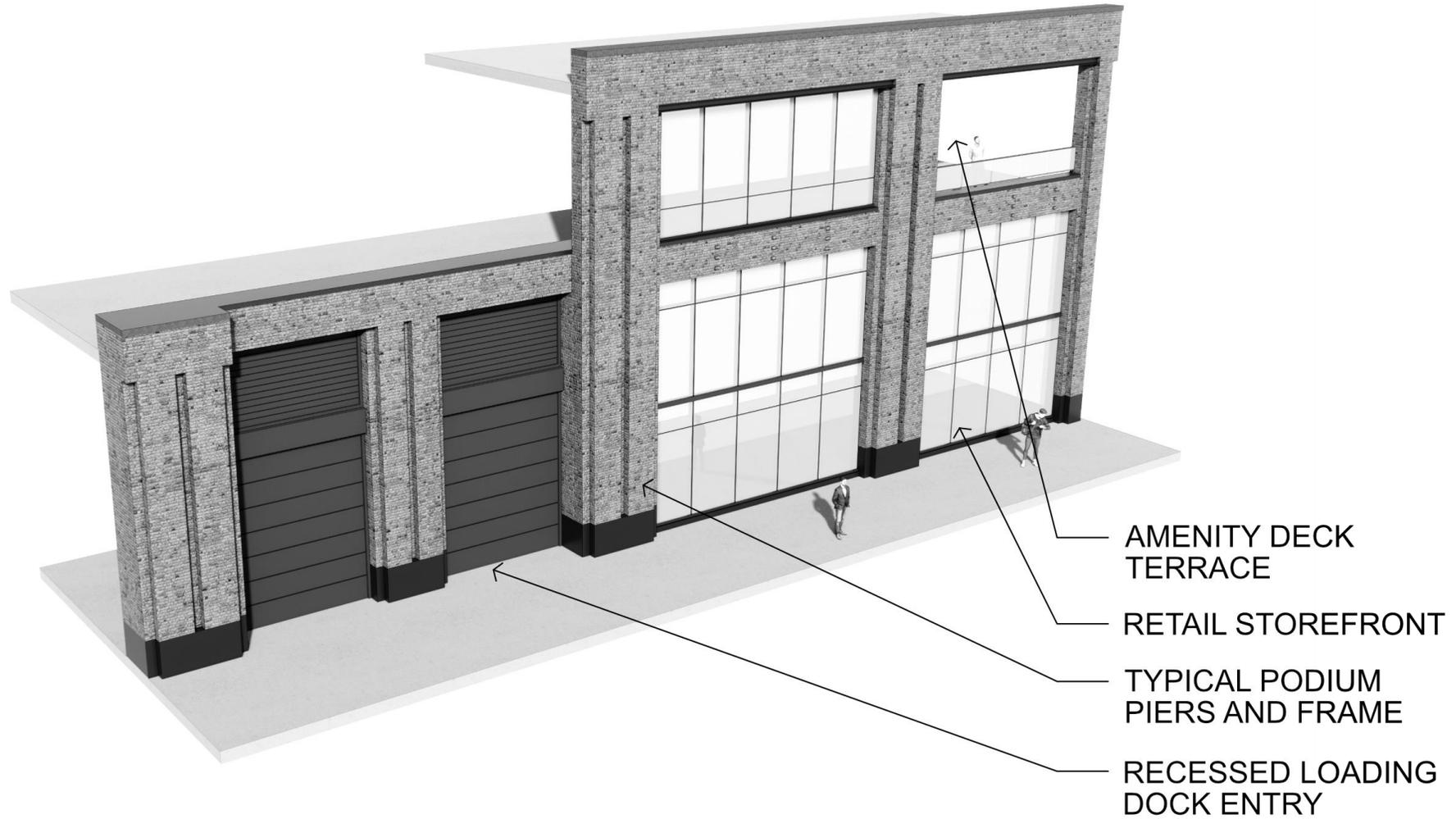
FAÇADE SECTIONS – TYPICAL GLASS TOWER



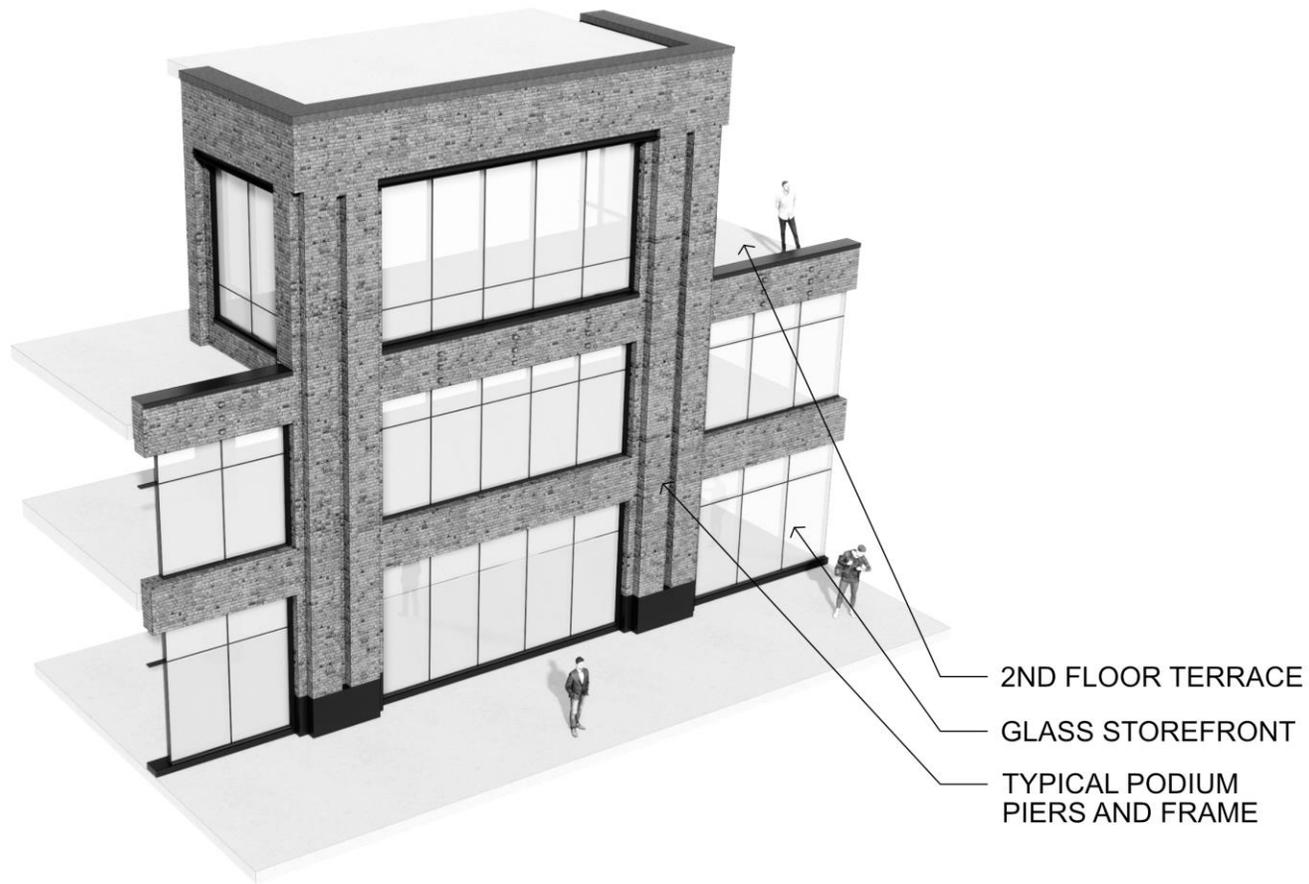
FAÇADE SECTIONS – MASONRY TOWER

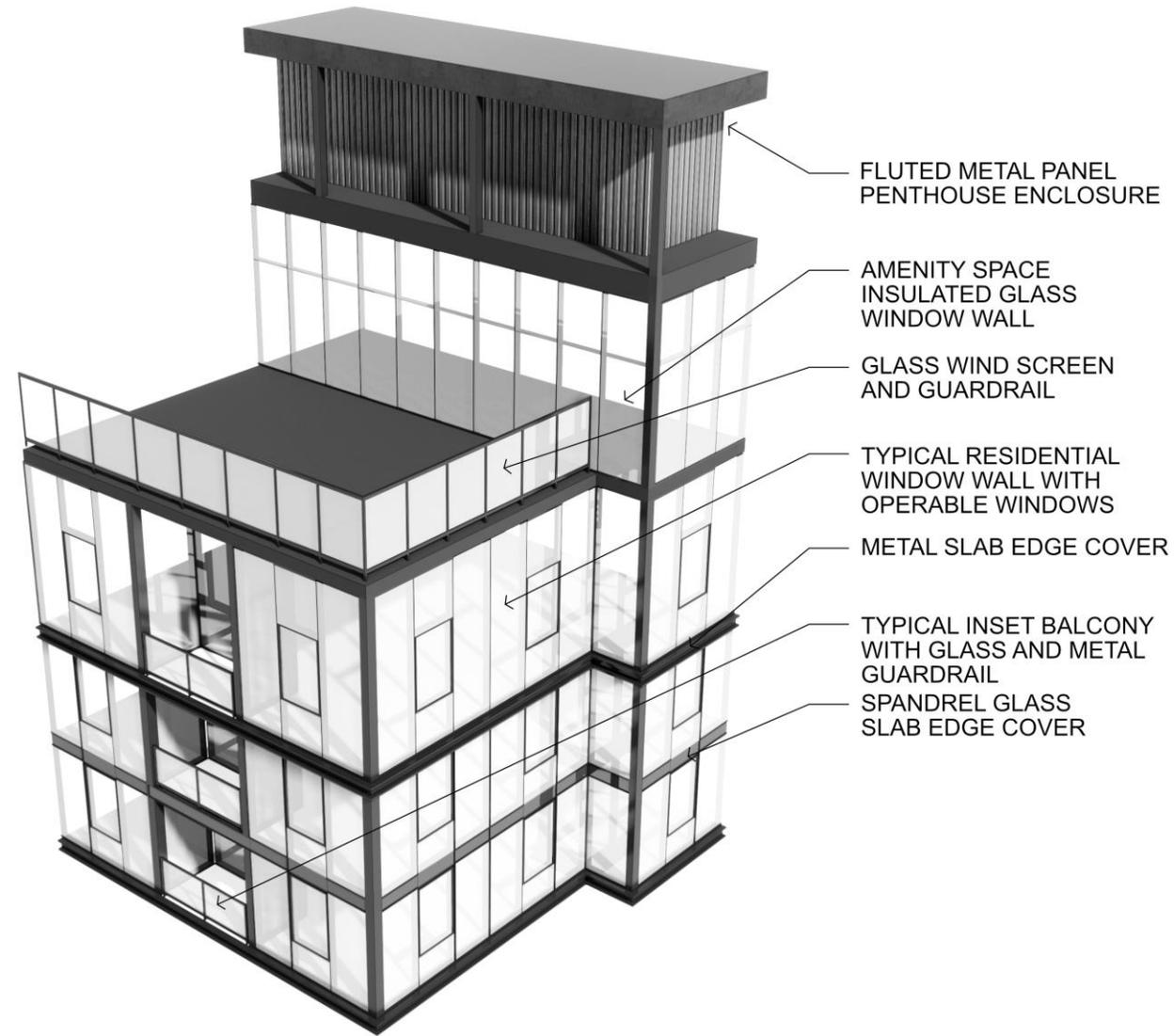


FAÇADE AXONS – MASONRY BASE AT ABERDEEN ST.



FAÇADE AXONS – MASONRY BASE AT LAKE ST







EXISTING DOORS TO BE RESTORED

NEW DOOR TO MATCH THE APPEARANCE OF DOOR IN ORIGINAL 1904 DRAWINGS WITH SIDELIGHTS TO FILL CURRENT MASONRY OPENING

REPAIR STONE COPING

WINDOWS TO BE REPLACED TO MATCH THE MULTI-LITE APPEARANCE FROM THE ORIGINAL 1904 DRAWINGS

OVERHEAD DOOR TO BE REPLACED WITH STOREFRONT DOOR, SIDELIGHT AND TRANSOM

ELEVATIONS – ARTHUR HARRIS



PERSPECTIVE RENDERING



PERSPECTIVE RENDERING – 212 N ABERDEEN



PERSPECTIVE RENDERING



PERSPECTIVE RENDERING – ABERDEEN STREET VIEW

Traffic Impact Study 210 North Aberdeen Street

Chicago, Illinois



Prepared For:



KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

May 14, 2021

TRAFFIC STUDY FINDINGS AND RECOMMENDATIONS:

- The existing street system can sufficiently accommodate the traffic to be generated by the proposed development as well as the addition of background growth and other developments in the area.
- The proposed access drive to the parking garage will be provided on the east side of May Street and will allow full movements with outbound movements under stop sign control. Audio and/or visual warning devices should be considered at the access drive. The drive will adequately accommodate all traffic entering and exiting the garage.
- A drop-off/pick-up zone is proposed to be provided on the west side of Aberdeen Street for the proposed office building. This zone will adequately accommodate all drop-off/pick-up traffic.
- The proposed drop-off/pick-up zone will result in the elimination of approximately three on-street parking spaces.

17-8-0904-A:

THE PROJECT PROMOTES SAFE AND EFFICIENT PEDESTRIAN, BICYCLIST & VEHICULAR CIRCULATION. ADEQUATE BICYCLE AND VEHICLE PARKING IS PROVIDED ON-SITE WHILE ALSO RESPECTING THE T.O.D. NATURE OF THE SITE. EXISTING TRAFFIC PATTERNS ARE RESPECTED AND NEW TRAFFIC WILL BE MITIGATED BY LOCATION OF PRIVATE AND CURBSIDE DROPOFF/PICK-UP ZONES.

17-8-0904-B:

ALL STREETS AND SIDEWALKS SHALL BE RECONSTRUCTED ACCORDING TO CDOT STANDARDS

17-8-0904-C:

ALL PARKING IS DESIGNED IN SUCH A WAY TO BE AWAY FROM PUBLIC VIEW AND AWAY FROM PEDESTRIAN INTERACTION

17-8-0904-D:

ABOVE GRADE GARAGE AREAS ARE LINED WITH ACTIVE USES AND ARCHITECTURAL FAÇADE ARTICULATION TO SCREEN THE GARAGE USES FROM PUBLIC VIEW



PARKING ANALYSIS AND DESIGN:

- As proposed, the development will contain a total of 414 apartment units and approximately 10,700 square feet of general retail space.
- Parking will be provided for the residential portion for the development with one garage containing 102 spaces.
- The access to the garage will be located on May Street approximately 170 feet north of Lake Street.
- Parking for the retail component is anticipated to be accommodated by the available on-street parking.



PER CHECKLIST:

1:1.2 - THE PROPOSED RESIDENTIAL TOWERS UTILIZE MASONRY FAÇADE ELEMENTS ALONG THE STREET WALL AND PODIUM, WITH GLASS AND MASONRY TOWER ELEMENTS ABOVE COMPATIBLE WITH THE EXISTING AND PLANNED CONTEXT OF THE WEST LOOP.

1:1.5 - THE EXISTING 90' OF THE 1904 PORTION OF THE ARTHUR HARRIS BUILDING ON ABERDEEN IS PRESERVED AND IS PROGRAMMED AS GREAT STREET FRONT RETAIL. THE RESIDENTIAL TOWER ENTRANCE IS SET BACK FROM ARTHUR HARRIS TO MAINTAIN VIEW CORRIDORS TO THIS HISTORICAL BUILDING COMPLEMENTED BY THE ENTRY PLAZA.

1:1.9 - THE DEVELOPMENT WILL AIM TO ACHIEVE OVER 100 POINTS ON THE SUSTAINABLE DEVELOPMENT POLICY.

1:2.1 - THE PROPOSED BUILDING IS BROKEN INTO SEVERAL MASSINGS, WHICH REINFORCES THE NEIGHBORHOOD'S SCALE AND STREETWALL WITH TOWER FACADES STEPPED BACK FROM THE PROPERTY LINE.

1:4.1 - LOWER SCALE COMMERCIAL/AMENITY USES LINE THE STREETWALL WITH AN UPPER-LEVEL SETBACK AT BOTH TOWER STREET FRONTAGES.





PER CHECKLIST:

1:5.1 - THE PRIMARY RESIDENTIAL TOWER ENTRANCE IS LOCATED AT THE PLAZA ADJACENT TO THE HISTORICAL BUILDING UNDER AN ARCADE PROVIDE HIGHLIGHTING THE ENTRANCE.

1:5.4 - THE BALCONIES ARE INSET AND INTEGRATED INTO THE DESIGN OF THE TOWERS.

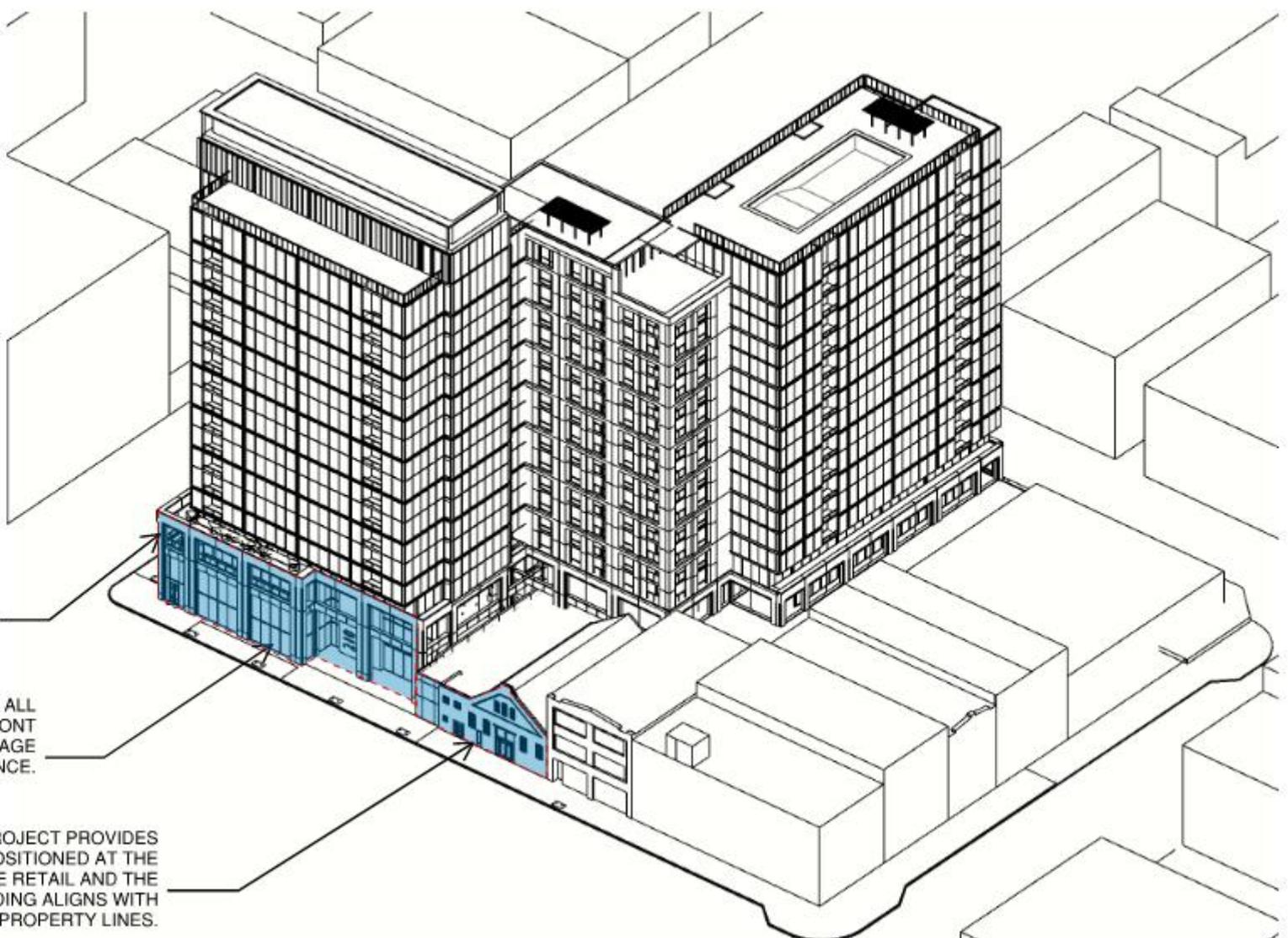
1:6.2 - INTRECAE MASONRY DETAILS, ALUMINUM CLADDING. AND HIGH-PERFORMANCE GLAZING HAVE BEEN SELECTED FOR THE BUILDING WITH ALL FACADES TREATED IN A SIMILAR LEVEL OF FINISH.

2:1.2 - UPPER-LEVEL SETBACKS ARE PLANNED FOR BOTH TOWERS ABOVE THE EXISTING STREET PODIUM.

2:4.1 - THE DEVELOPMENT INCLUDES A PODIUM ALONG THE PROPERTY LINES AND A STEPPED APPROACH TO THE TOWER MASSING.

3:7.1 - ALL EXISTING BUILDINGS WITHIN THE HISTORIC DISTRICT ARE PRESERVED IN THE PROPOSED DEVELOPMENT AND NEW PODIUMS ARE DESIGNED TO MATCH THE EXSITING STREETWALL SCALE.

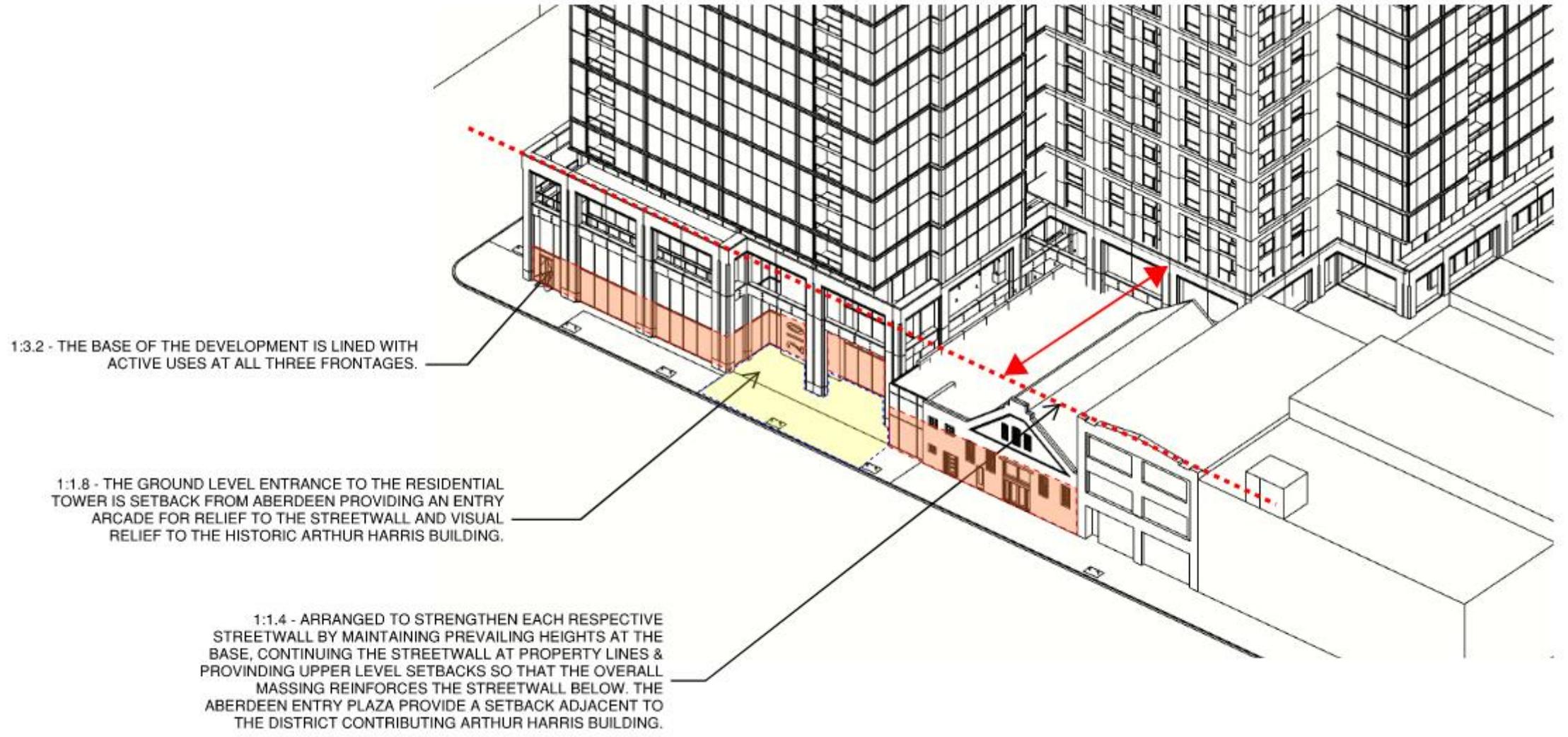
5:2.2 - THE ABOVE GRADE PARKING GARAGE IS SCREENED FROM PUBLIC VIEW WITH ACTIVE USES.



1:2.4 - THE BASE OF THE RESIDENTIAL TOWER ALIGNS WITH BOTH LAKE AND ABERDEEN STREET FRONTAGES IN ORDER TO HOLD AND GIVE PROMINENCE TO THE CORNER WITH ACTIVE RETAIL.

1:2.5 - NO BLANK WALLS ARE DESIGNED AND THE BASE OF ALL THREE STREET FRONTAGES ARE LINED WITH STOREFRONT GLAZING EXCEPT AT THE LOADING DOCK AND GARAGE ENTRANCE.

1:2.2, 1:2.3 - THE MASSING AT THE BASE OF THE PROJECT PROVIDES ACTIVE USES AT EACH STREET FRONTAGE AND ARE POSITIONED AT THE PROPERTY LINES. ABERDEEN AND LAKE HAVE RETAIL AND THE RESIDENTIAL TOWER LOBBY. THE PROPOSED BUILDING ALIGNS WITH ALL NEIGHBORING BUILDINGS AND PROPERTY LINES.



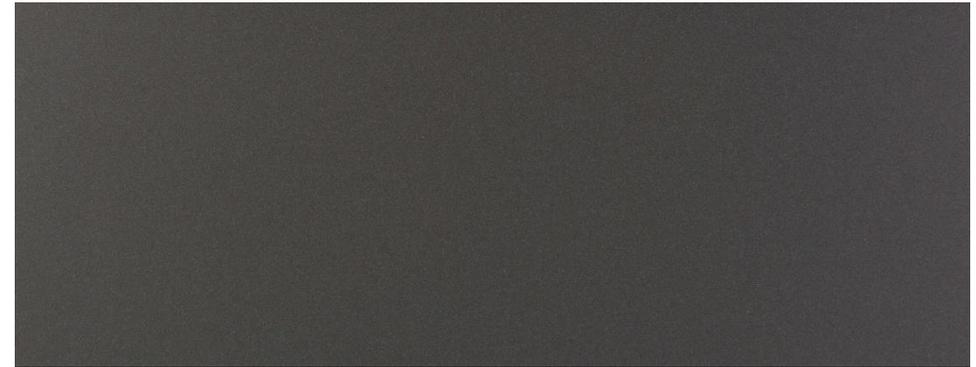
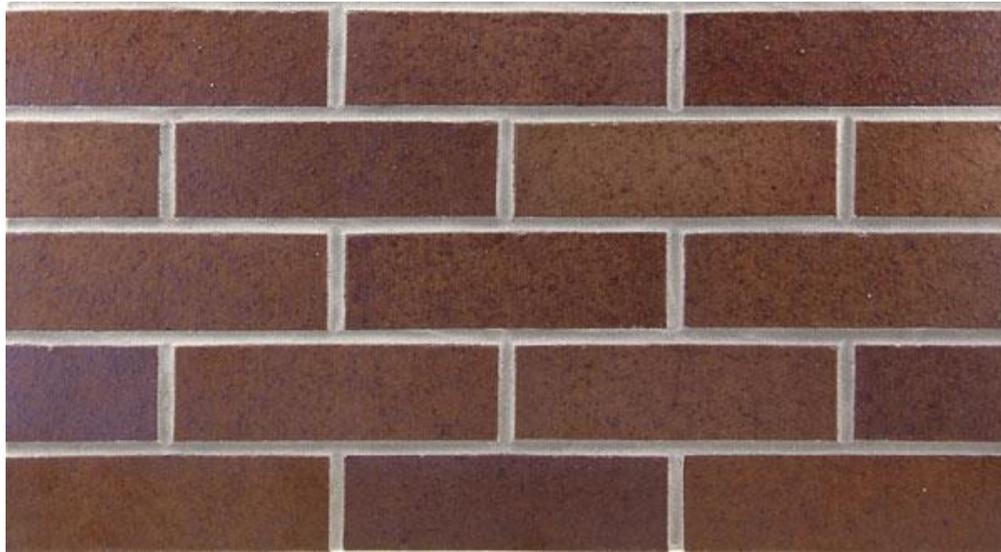


17-8-0909-A:
 ABUNDANT OPEN
 SPACE SHALL BE
 PROVIDED AT GROUND
 LEVEL, 2ND LEVEL, 17TH
 LEVEL AND 18TH LEVEL
 AMMENITY TERRACE



Open Space Impact Fee				Fee Credit for On-Site Open Space		
Dwelling Unit Size	# of Units	Fee Per Unit	# of Units x Unit Fee			
Up to 799 sf	218	\$ 323	\$ 70,414	Level 2	12611	sf
800 to 1599 sf	113	\$ 626	\$ 70,738	Level 17	723	sf
1600 to 2999 df	0	\$ 940	\$ -	Level 18	14625	sf
3000 sf and up	0	\$ 1,253	\$ -			
	83	\$ 100	\$ 8,300	Credit of \$313 per 87	27959	sf
					\$ 100,588	Fee Credit
	414 Units		\$ 149,452	Total Impact Fee	\$ 48,864	

OPEN SPACE + LANDSCAPING





Compliance Options	Points Required	Sustainable Strategies Menu																																			
		Health	Energy		Stormwater				Landscapes		Green Roofs		Water		Transportation				Solid Waste	Work Force	Wildlife																
Compliance Paths	Starting Points	Number of Optional Points Required New Construction / Substantial Rehab / Moderate Rehab		Choose one		Choose one		Choose one				Choose one		Choose one						Choose one																	
Options Without Certification	0	100 / 50 / 25	40	30	20	30	40	50	10	20	20	40	5	5	5	5	5	5	20	10	20	10	20	5	5	5	5	5	5	5	10	5	5	10	10	5	10
Options With Certification	95	5 / 0 / 0	40	NA	NA	NA	NA	NA	NA	10	20	40	5	5	5	5	NA	NA	NA	20	10	20	NA	NA	NA	5	NA	NA	NA	5	5	5	10	10	5	10	
LEED Platinum	95	5 / 0 / 0	40	NA	NA	NA	NA	NA	NA	10	20	40	5	5	5	5	NA	NA	NA	20	10	20	NA	NA	NA	5	NA	NA	NA	5	5	5	10	10	5	10	
LEED Gold	90	10 / 0 / 0	40	NA	NA	NA	NA	50	10	20	10	20	40	5	5	5	5	NA	5	20	10	20	NA	NA	NA	5	NA	NA	NA	10	5	5	10	10	5	10	
LEED Silver	80	20 / 0 / 0	40	NA	NA	NA	40	50	10	20	10	20	40	5	5	5	5	5	20	10	20	NA	NA	NA	NA	5	NA	NA	NA	10	5	5	10	10	5	10	
Green Globes 4-Globes	80	10 / 0 / 0	40	NA	NA	NA	NA	50	10	20	10	20	40	5	5	5	5	NA	5	20	10	20	NA	NA	NA	5	NA	NA	NA	10	5	5	10	10	5	10	
Green Globes 3-Globes	80	20 / 0 / 0	40	NA	NA	NA	40	50	10	20	10	20	40	5	5	5	5	NA	5	20	10	20	NA	NA	NA	5	NA	NA	NA	10	5	5	10	10	5	10	
Green Globes 2-Globes	70	30 / 0 / 0	40	NA	NA	NA	40	50	10	20	10	20	40	5	5	5	5	NA	5	20	10	20	NA	NA	NA	5	NA	NA	NA	10	5	5	10	10	5	10	
Living Building Challenge	100	0 / 0 / 0	40	NA	NA	NA	NA	NA	NA	10	20	40	5	5	5	5	NA	NA	NA	20	NA	NA	NA	NA	NA	5	NA	NA	NA	10	5	5	10	10	5	10	
Living Building Challenge Petal	90	10 / 0 / 0	40	NA	20	30	40	50	NA	NA	10	20	40	5	5	5	5	NA	5	20	10	20	NA	NA	NA	5	NA	NA	NA	10	5	5	10	10	5	10	
Enterprise Green Communities*	80	20 / 0 / 0	40	NA	NA	NA	NA	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	10	20	5	NA	NA	NA	10	5	5	10	10	5	10	

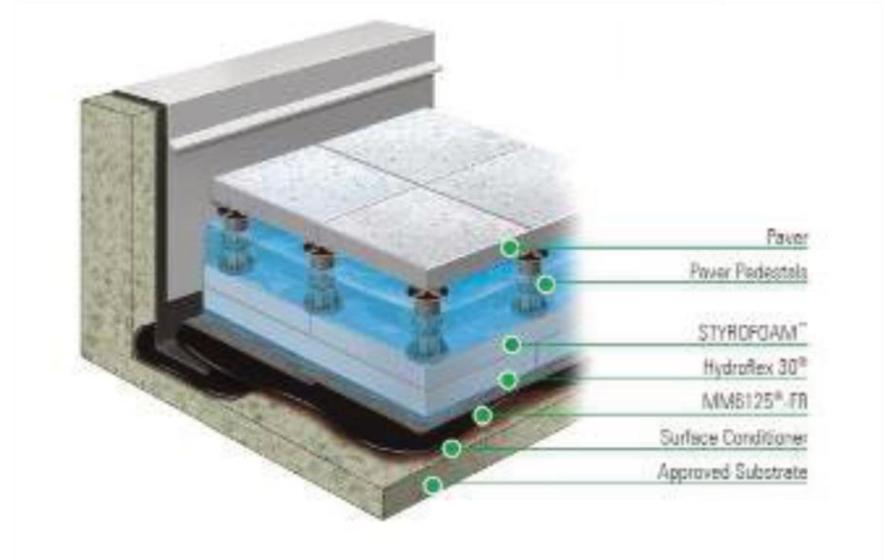
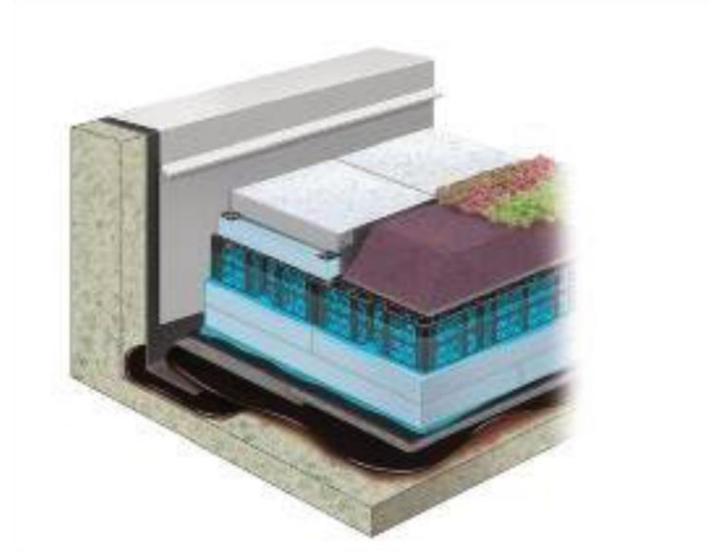
Sustainable Strategy

- | | | |
|--------------------|--|-----------|
| 1. Energy | 2.3 Exceed Energy Code by 10% | 30 Points |
| 2. Stormwater | 3.1 Exceed Stormwater Ordinance by 25% | 10 Points |
| 3. Stormwater | 3.4 Sump Pump Capture and Reuse | 5 Points |
| 4. Landscape | 4.1 Working Landscapes | 5 Points |
| 5. Water | 6.1 Water Use reduction 25% | 10 Points |
| 6. Transportation | 7.1 Proximity to Transit | 5 Points |
| 7. Transportation | 7.3 Bike Parking Residential | 5 Points |
| 8. Transportation | 7.5 EV Charging | 10 Points |
| 9. Transportation | 7.6 EV Charger Readiness | 5 Points |
| 10. Transportation | 7.7 CTA Display | 5 Points |
| 11. Solid Waste | 8.1 80% Waste Diversion | 10 Points |
| 12. Wildlife | Wildlife – Basic Bird Protection | 5 Points |

Total: 105 Points

STORMWATER MANAGEMENT ORDINANCE:

- This project will reduce impervious surfaces by 15%
- Exceed stormwater ordinance by 25%
- The building will include underground detention designed to fill stormwater during large storm events, slowly releasing it over a number of hours.



20 Year Projections

Projected Property Tax to School District of Proposed Development \$41.36M
Projected Cost of Proposed Development on District \$9.07M
Total Benefit/(Cost) of Proposed Development to School District \$31.65M
Projected Property Tax to School District of Current Land Use \$0.630M

Net Benefit / (Cost) of Proposed Development to School District \$31.65M

School Aged Children Projection: 25.69 School Aged Children

Neighborhood School Utilization Rates:

Skinner West Elementary School

1,440 Building Capacity
786 Students within attendance boundary and enrolled in Skinner
 1,194 Students Attending
 83% Total Student Utilization (total students attending / capacity)
 55% Local Student Utilization (students within attendance areas / capacity)

Wells High School

1,404 Building Capacity
81 Students within attendance boundary and enrolled in Wells
 316 Students Attending
 23% Total Student Utilization (total students attending / capacity)
 6% Local Student Utilization (students within attendance areas / capacity)

Notes: Excludes Whitney Young (selective enrollment), Jones HS (selective enrollment), Walter Payton HS (selective enrollment) Ogden High School (no attendance boundary) and Brown ES (transitioning to magnet by 2022)



- Working with the Department of Housing to provide **83 affordable units** to the residents of Chicago
- **LG Development Group** has a demonstrated a **proved track record of providing on-site affordable housing** on a variety of projects ranging from apartments to luxury condominiums. Recent developments including 1241 N. Milwaukee, 1647 N Milwaukee, 1879 N Milwaukee, 111 S Peoria, and 1220 W Jackson all provided on-site affordable units
- **41 units** will be reserved for households earning up to 60% the Area Median Income.
- **42 units** will be reserved for households earning up to 100% the Area Median Income.
- The added affordable units will contribute to a long-term solution for residents burdened by housing affordability



GENERAL CONTRACTOR & DEVELOPMENT MBE/WBE STRATEGY :

- Work with CEC, Communities Empowered Through Construction, to generate Awareness and hiring among interested and qualified local contractors, minority and women-owned firms.
- Seek partnership opportunities with minority and women-owned businesses for inclusion in the general contracting team.
- Encourage all awarded contractors to identify and utilize second and third tier MBE/WBE subcontractors, vendors & suppliers.

PROJECT FACTS:

- Project Cost: ~\$140 Million
- Construction Jobs: ~450
- Permanent Jobs: ~30
- Neighborhood Opportunity Fund Contribution: \$1,800,000
- Local Impact Fund Contribution: \$200,000
- Annual Tax Contribution: \$1,980,000



★ DPD Recommendations

- The proposed development is in compliance with the Planned Development Standards and Guidelines (17-8-0900 & 17-13-0609-A);
- The proposal is in compliance with the West Loop Design Guidelines and is in general conformance with the Fulton Market Innovation District Plan (17-8-0903);
- The proposal promotes economically beneficial development patterns that are compatible with the character of existing neighborhoods (17-8-0103);
- The proposal ensures a level of amenities appropriate to the nature and scale of the project (17-8-0104);
- The project promotes safe and efficient circulation of pedestrians, cyclists, and motor vehicles (17-8-0904-A-1); and
- The project is designed to promote pedestrian interest, safety, and comfort (17-8-0905-A).

