



# **CHICAGO PLAN COMMISSION**

## **Department of Planning and Development**

**2653 N CLARK STREET AND 537 W DRUMMOND PLACE**

**43<sup>RD</sup> WARD**

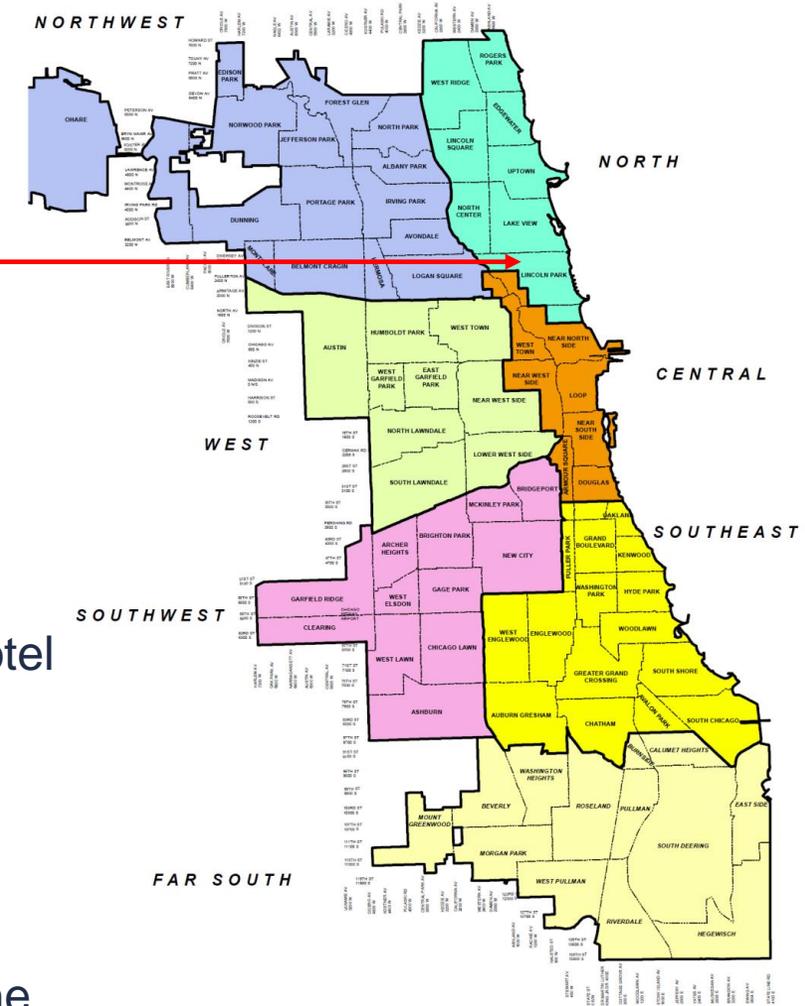
**THE NHP FOUNDATION**

07/16/2020

# ★ Community Area Snap Shot

## COMMUNITY AREA INFORMATION:

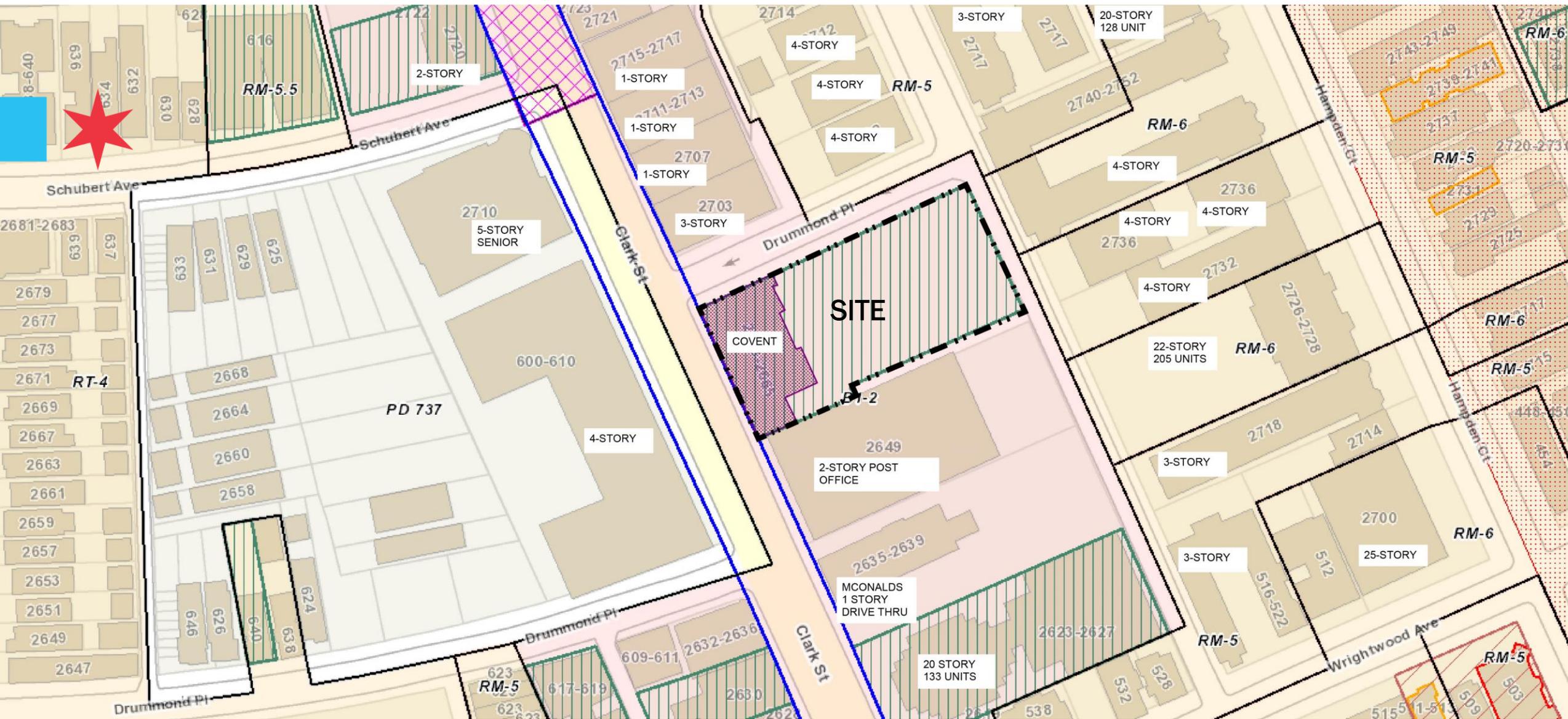
- Lincoln Park Community Area
- Lincoln Park Total Population: 67,710
- Hotel - Built in 1906 as a 2000+ Seat Theatre and 3-Story, 64-room Hotel
- Theatre razed in 1960s
- Hotel remained as Single Room Occupancy (SRO) Hotel
- Median Income \$99,685
- TOD Location with access to 56% more jobs than average TOD site
- Less than 10% of the population lives in poverty
- Several new mixed-use market rate developments within 2 blocks of the Covent.
- There is no new or renovated affordable housing proposed or developed within a ½ mile of the Covent.





# Planning Context

- **North Planning Region**
- **Lincoln Park Community Area – Demographic Information:**
  - **67,710 total population with 32,336 households and an average household size of 2.1**
  - **The majority (44.4%) of the population is between 20-34**
  - **48.6% of the population holds a Bachelor's Degree and 34.9% a Graduate or Professional Degree**
  - **46.4% of the population takes transit to work**



**LAND USE CONTEXT PLAN**





# Community Area Snap Shot



Mid-rise mixed-use market rate prevalence



**AERIAL VIEW FROM WEST DIRECTION**



**AERIAL VIEW FROM SOUTHWEST DIRECTION**

# Project Timeline + Community Outreach

- Application filed November 13, 2019
- Community meetings:
  - August 26, 2019 with Park West Community Association
  - October 2, 2019 Community-Wide Meeting

# Pedestrian Context



# Pedestrian Context

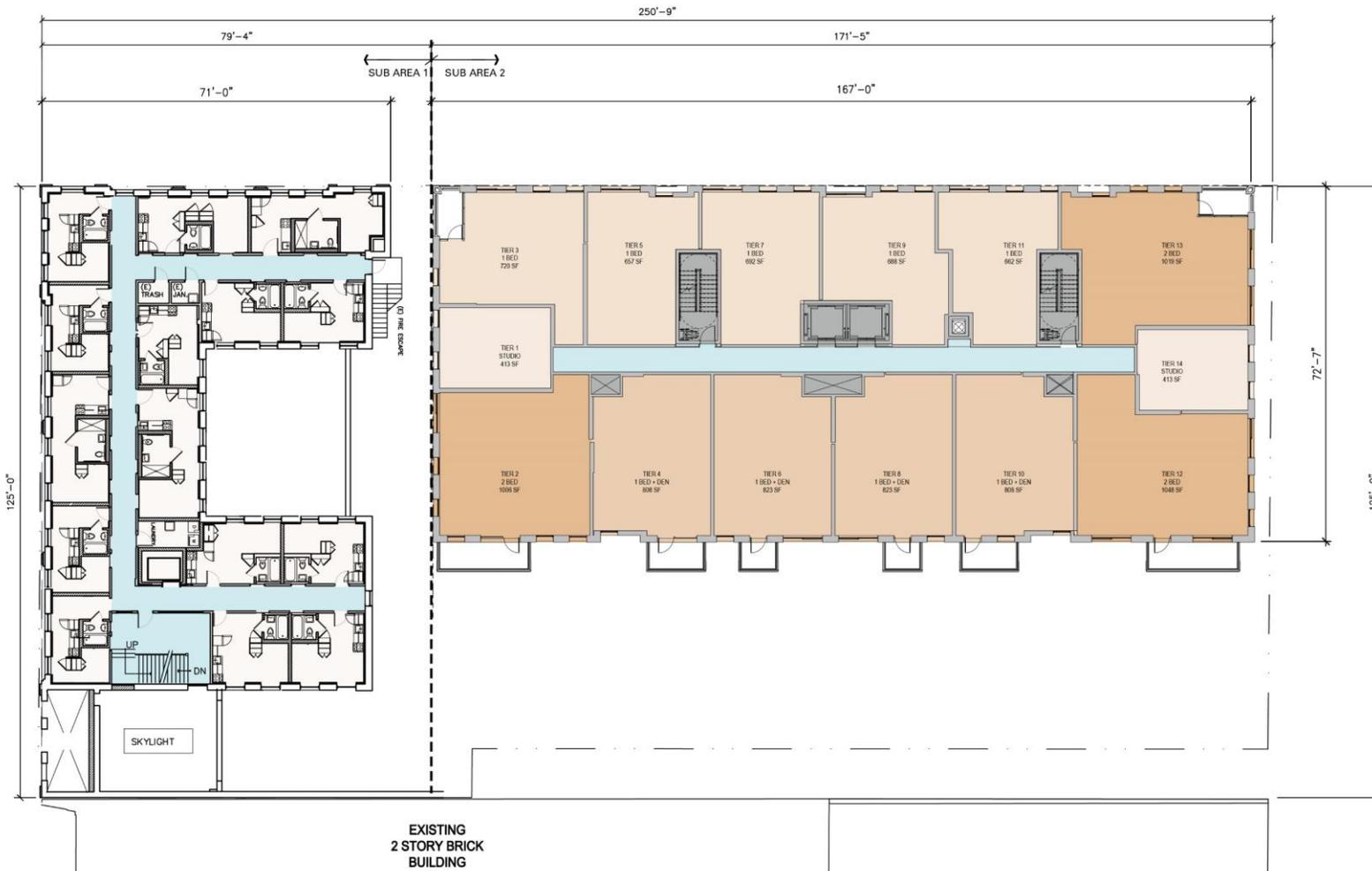


# Pedestrian Context

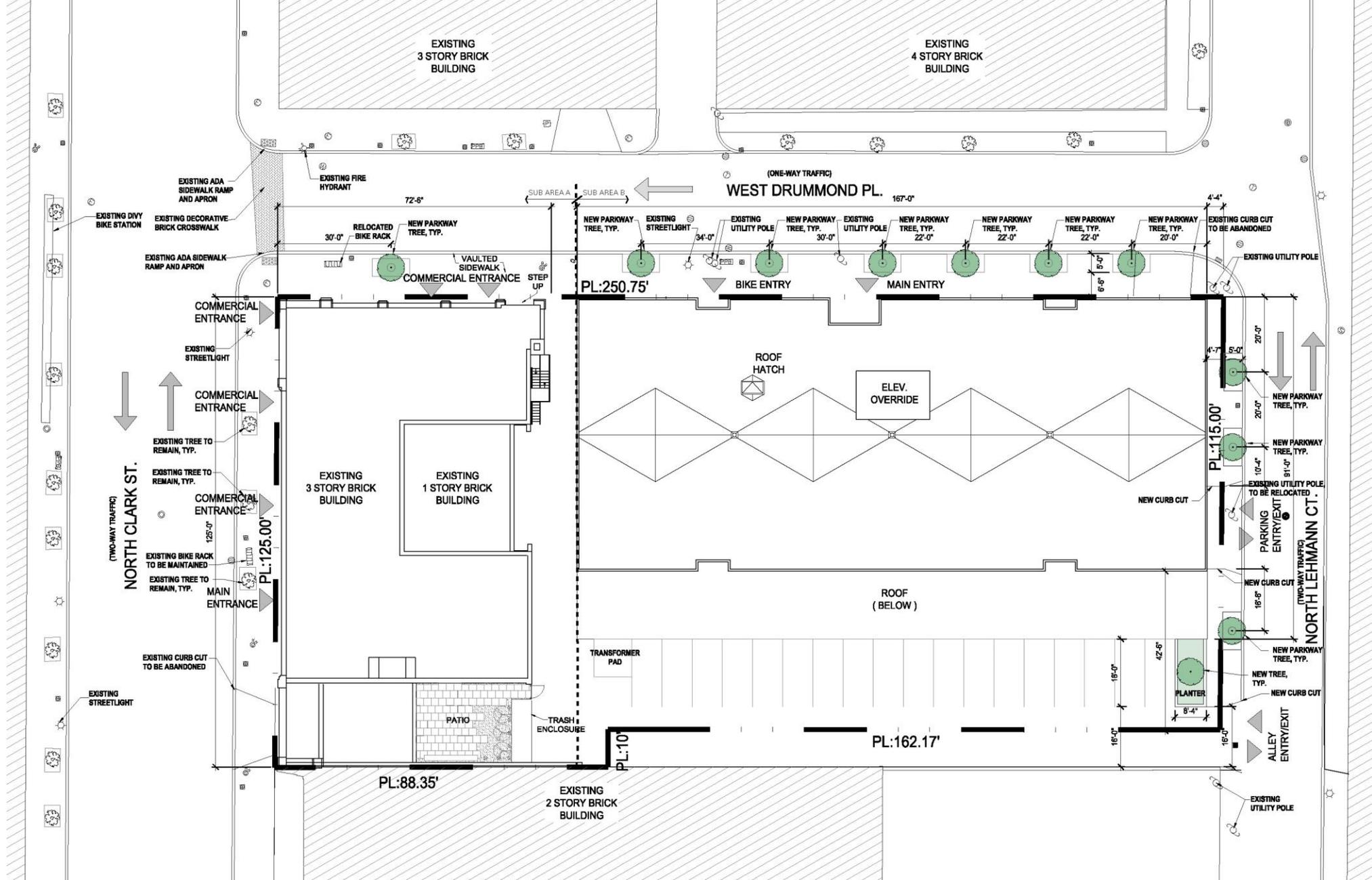




**SITE + GROUND FLOOR PLAN**



# TYPICAL FLOOR PLAN



# ROOF PLAN



# BUILDING ELEVATION NORTH



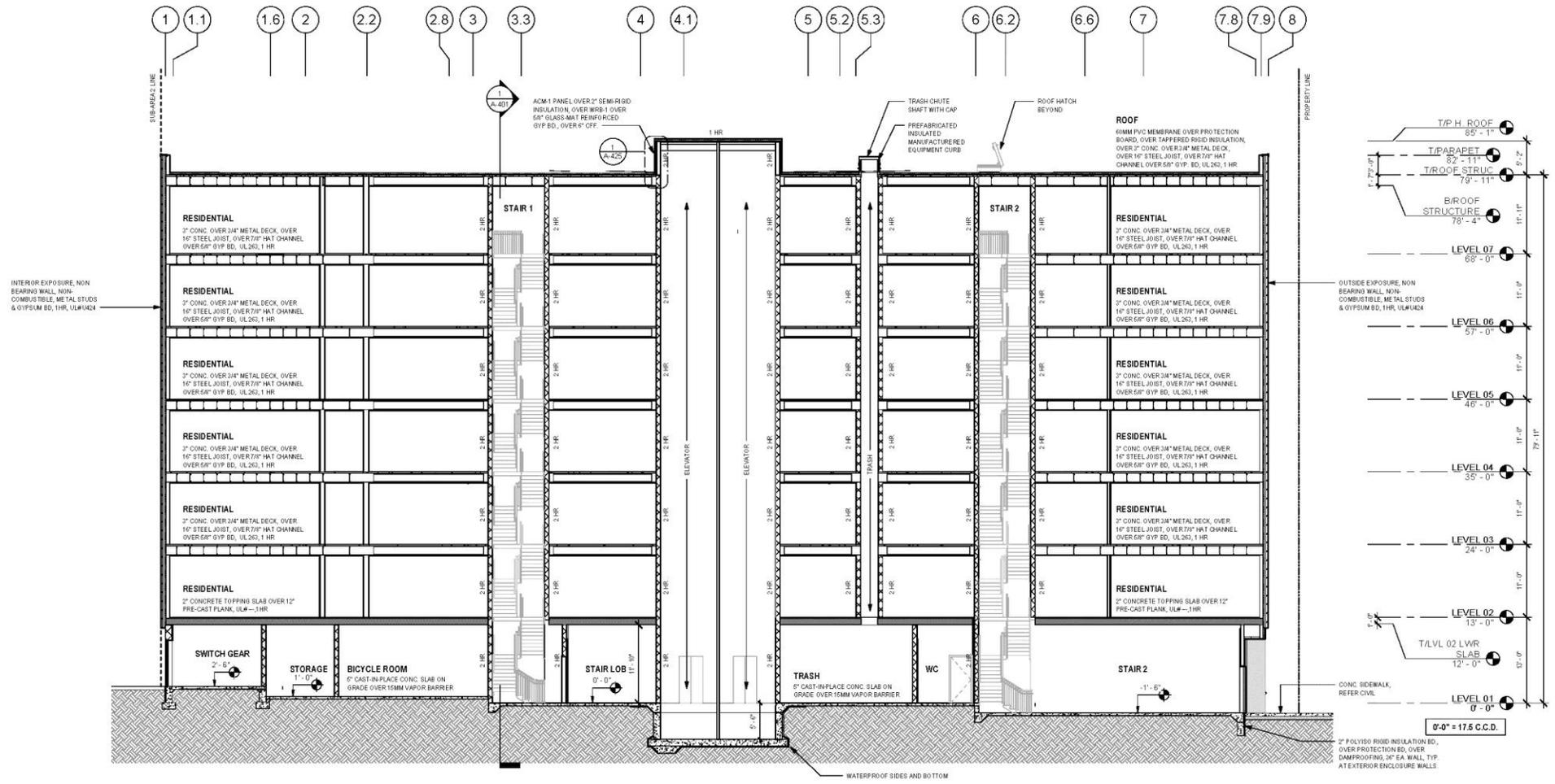
**BUILDING ELEVATION EAST**



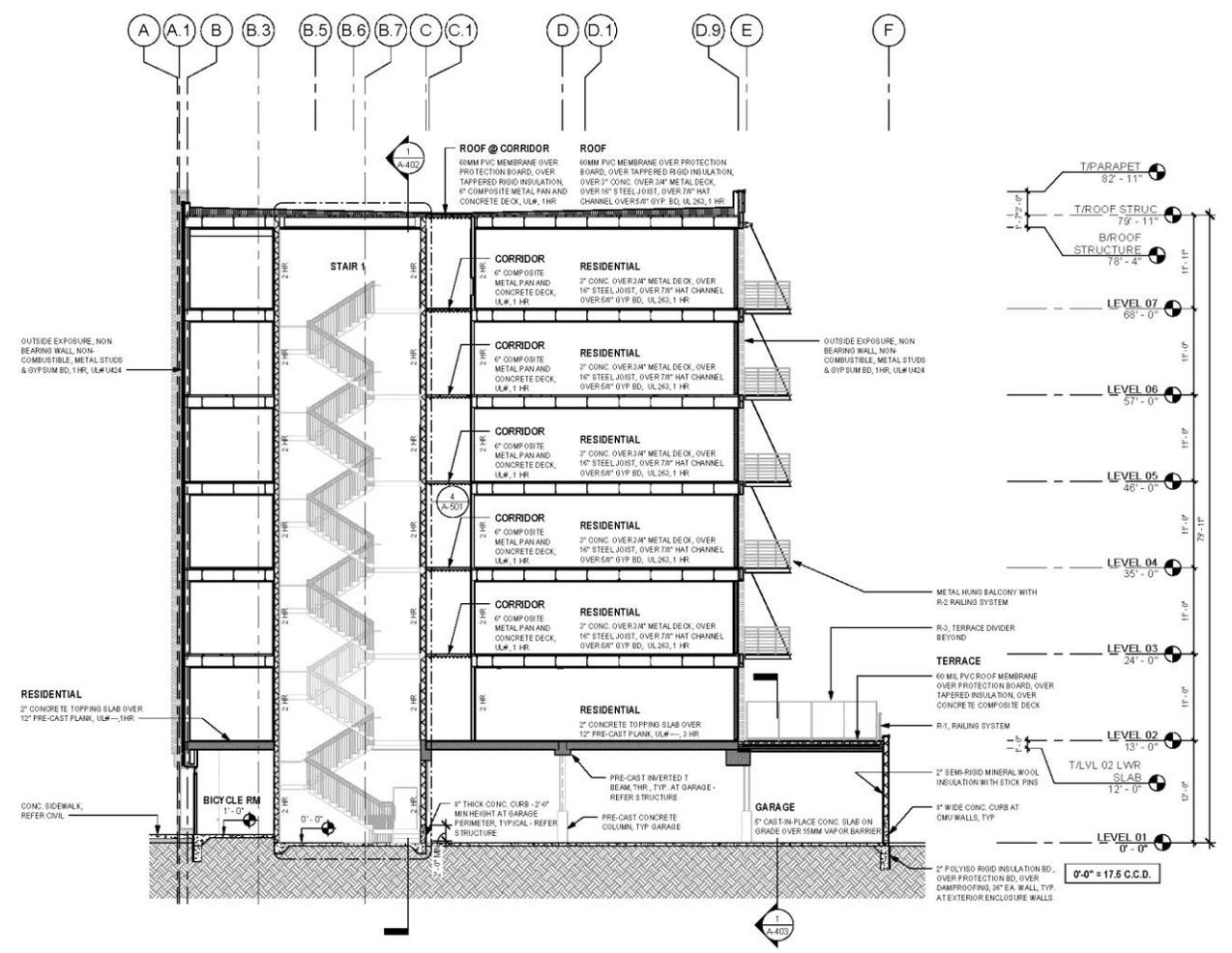
# BUILDING ELEVATION SOUTH



# BUILDING ELEVATION WEST



# BUILDING WEST/EAST SECTION



# BUILDING NORTH/SOUTH SECTION





## Memorandum

**TO:** Mr. Dennis W. Langley  
Weese Langley Weese Architects Ltd.

**FROM:** Stephen B. Corcoran, P.E., PTOE  
Director of Traffic Engineering

**DATE:** January 3, 2020

**RE:** Traffic and Parking Study  
Clark and Drummond Residential Development  
2653 North Clark Street  
Chicago, Illinois



This memorandum summarizes a traffic impact study for a redevelopment project at 2653 North Clark Street in Chicago, Illinois. The site is bounded by Clark Street to the west, Drummond Place to the north, Lehmann Court to the east, and a U.S. Post Office facility to the south. It is currently occupied by the Covent Hotel, a single-room-occupancy residential building with 60 units and 6,262 square feet of ground floor retail space on the Clark Street side of the property. A surface parking lot covers the eastern two-thirds of the property with 65 parking spaces leased for Post Office delivery vehicles.

Figure 1 illustrates the site location and the adjacent roadways (All figures located at the end of the report).

The purpose of this study was to identify the transportation system serving the proposed development, to determine its transportation characteristics, and to evaluate the need for improvements to support the proposed development.

### Redevelopment Plan

The site redevelopment plan will remodel the existing Covent Hotel and reduce the number of single-room-occupancy units from 60 to 30 units in order to provide additional amenities in each unit. The ground floor retail space will be reduced from 6,262 to 4,691 square feet. A new residential building is planned on the northeast part of the site with 84 apartments and 52 surface parking spaces.

### Roadway Characteristics

The roads within the study area are under the jurisdiction of the City of Chicago. A description of the area roadways providing access to the site is illustrated in Figure 2 and provided as follows:

**Diversey Parkway** is an east-west major collector with one travel lane in each direction with on-street parking. At its intersection with Lehmann Court, it has east and west crosswalks.

**Lehman Court** is a north-south local street with one travel lane in each direction. It extends south from Diversey Parkway to Wrightwood Avenue. Lehman Court is under stop sign control with crosswalks at Diversey Parkway and at Wrightwood Avenue.

**Clark Street** is a north-south major collector with one travel lane in each direction with on-street parking and bus lanes. At its signalized intersection with Wrightwood Avenue, has one northbound lane and two southbound lanes. A painted bike lane is provided in the northbound direction.

**Wrightwood Avenue** is an east-west residential street with one travel lane in each direction and on-street parking.

### Existing Vehicular, Pedestrian and Bicycle Volumes

Weekday morning (7:00 to 8:00 AM) and afternoon (4:00 to 6:00 PM) manual counts of pedestrians, bicyclists, and vehicles were conducted around the site. These counts showed the peak-hours of traffic occurring from 7:30 AM to 8:30 AM and 4:15 to 5:15 PM on a weekday. Figure 3 illustrates the existing vehicular and pedestrian/bike volumes respectively. Copies of the counts can be found in the Appendix.

- The site is located in an area that is well served by a variety of transportation options available from the Chicago Transit Authority (CTA) trains and buses.
- Divvy bike sharing docks are located immediately across the street on Clark Street (17 docks) and to the south at Wrightwood Avenue (West) with 15 docks.
- The traffic impact study for the proposed redevelopment of 2653 North Clark Street the Covent Hotel and Post Office parking lot shows a nominal increase in area traffic volumes that will not adversely impact area traffic conditions.
- For pedestrian safety, accessible ramps should be installed on the northwest and southwest corners of Drummond/Lehman along with a high visibility crosswalk across Drummond Place.
- The proposed parking supply of 52 spaces will adequately serve the site.



## The project complies with Pedestrian-Oriented and Urban Design Guidelines by:

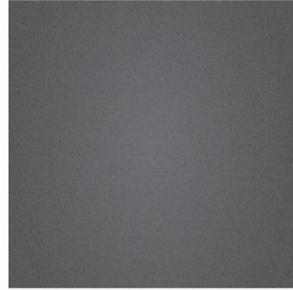
- Creating landscaped sidewalks and adding planted areas.
- Activating the street front with glazing and active uses on the ground floor.
- Breaking the mass of the building down to a smaller scale with metal panel reveals and brick piers.
- Creating façade depth with masonry piers and detailing similar to surrounding buildings.
- Using secondary design elements to define the podium and mark the main building entry.



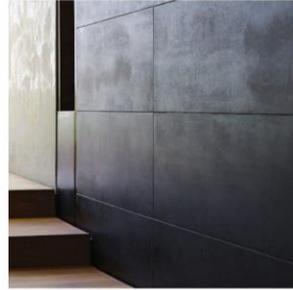
BRICK



ARCHITECTURAL  
FINISHED METAL



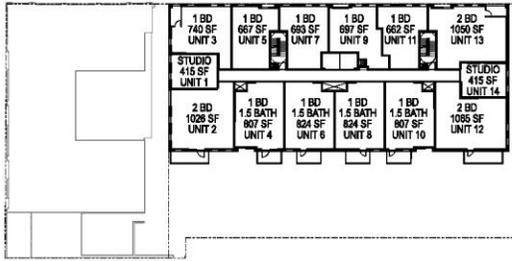
GLASS STOREFRONT



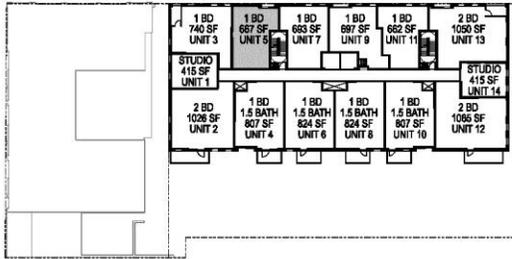




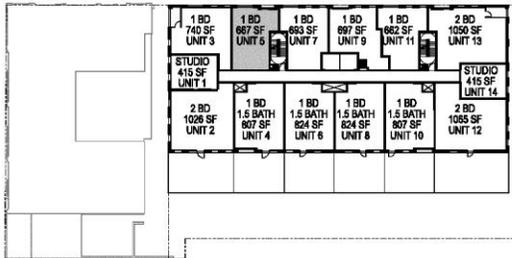
- **Stormwater Management was designed to comply with the City of Chicago 2016 Regulations for Sewer Construction and Stormwater Management.**
- **The City's Stormwater Management Spreadsheet Tool was used to perform the calculations.**
- **Stormwater management is being handled using two (2) 69" CMP that total 213.50 linear feet and backfilled with aggregate.**
- **Total volume provided is 7,028 cubic feet.**
- **The system will discharge through 3" vortex restrictor.**
- **Due to the limited development area and relatively high groundwater table, water quality requirements could not be met.**
  - **This resulted in oversizing the stormwater detention system per City guidelines**



LEVELS 4-7



LEVEL 3



LEVEL 2

- Covent Hotel to be 100% affordable
- 84 units in new construction building (8-unit requirement)
  - Two 1-BR units to be provided on-site
  - Fee in lieu of \$132,411 per unit (\$794,466 total) for remaining 6 units that will help facilitate the Covent rehabilitation

- 420 new construction jobs
- 7 permanent jobs
- \$49,000,000.00 development cost
- \$485,000.00 annual real estate taxes
- Hiring goals of:
  - 26% MBE
  - 6% WBE
  - 50% City residents



# DPD Recommendations

- ❖ **The proposed planned development promotes economically beneficial development patterns that are compatible with the character of existing neighborhood;**
- ❖ **Promotes transit, pedestrian and bicycle use, ensures accessibility for persons with disabilities and minimizes conflicts with existing traffic patterns in the vicinity, the subject site is considered a transit served location due to the proximity to the Sherian/Lake Shore Avenue Bus Corridor – specifically being within ¼ mile of a bus stop at Sheridan/Diversey;**
- ❖ **The proposal follows Building Orientation and Massing suggestions contain in the Zoning Ordinance including bringing the proposed buildings edges up to the street frontages providing large transparent store front windows to create an active building wall adjacent to the public rights of way;**
- ❖ **All sides and areas of the buildings that are visible to the public should be treated with materials, finishes, and architectural details that are of high-quality and appropriate for use on primary public-right-of-way-facing façade**