



CHICAGO PLAN COMMISSION

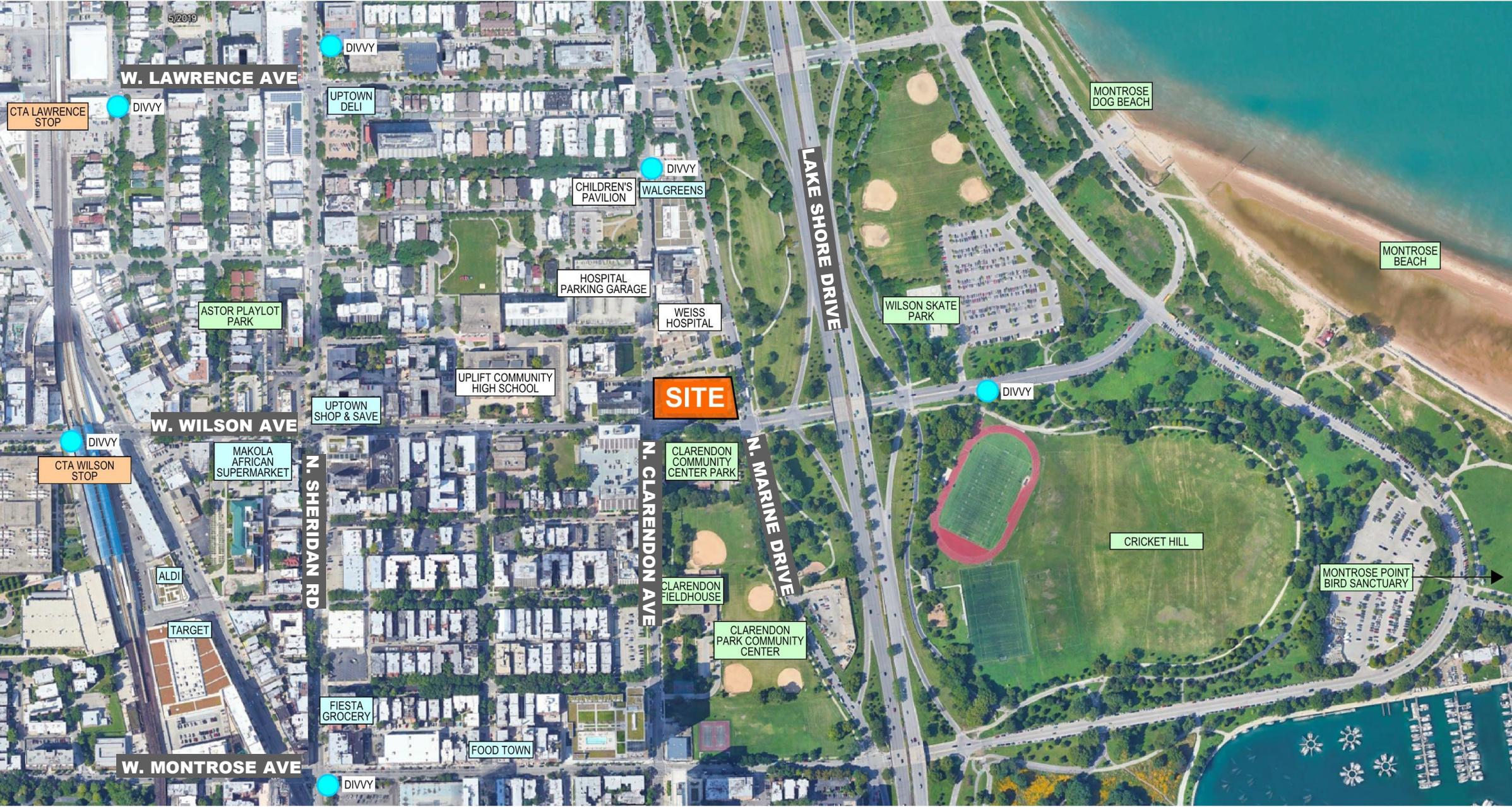
Department of Planning and Development

4600 Marine Drive

4600 Marine Drive (46th Ward)

Lincoln Property Company National, LLC

07/15/2021



W. LAWRENCE AVE

CTA LAWRENCE STOP

DIVVY

UPTOWN DELI

DIVVY

DIVVY

CHILDREN'S PAVILION

WALGREENS

HOSPITAL PARKING GARAGE

WEISS HOSPITAL

ASTOR PLAYLOT PARK

WILSON SKATE PARK

UPLIFT COMMUNITY HIGH SCHOOL

SITE

DIVVY

UPTOWN SHOP & SAVE

W. WILSON AVE

MAKOLA AFRICAN SUPERMARKET

CLARENDON COMMUNITY PARK

N. MARINE DRIVE

CTA WILSON STOP

DIVVY

ALDI

N. SHERIDAN RD

CLARENDON FIELDHOUSE

CLARENDON PARK COMMUNITY CENTER

CRICKET HILL

MONTROSE POINT BIRD SANCTUARY

TARGET

W. MONTROSE AVE

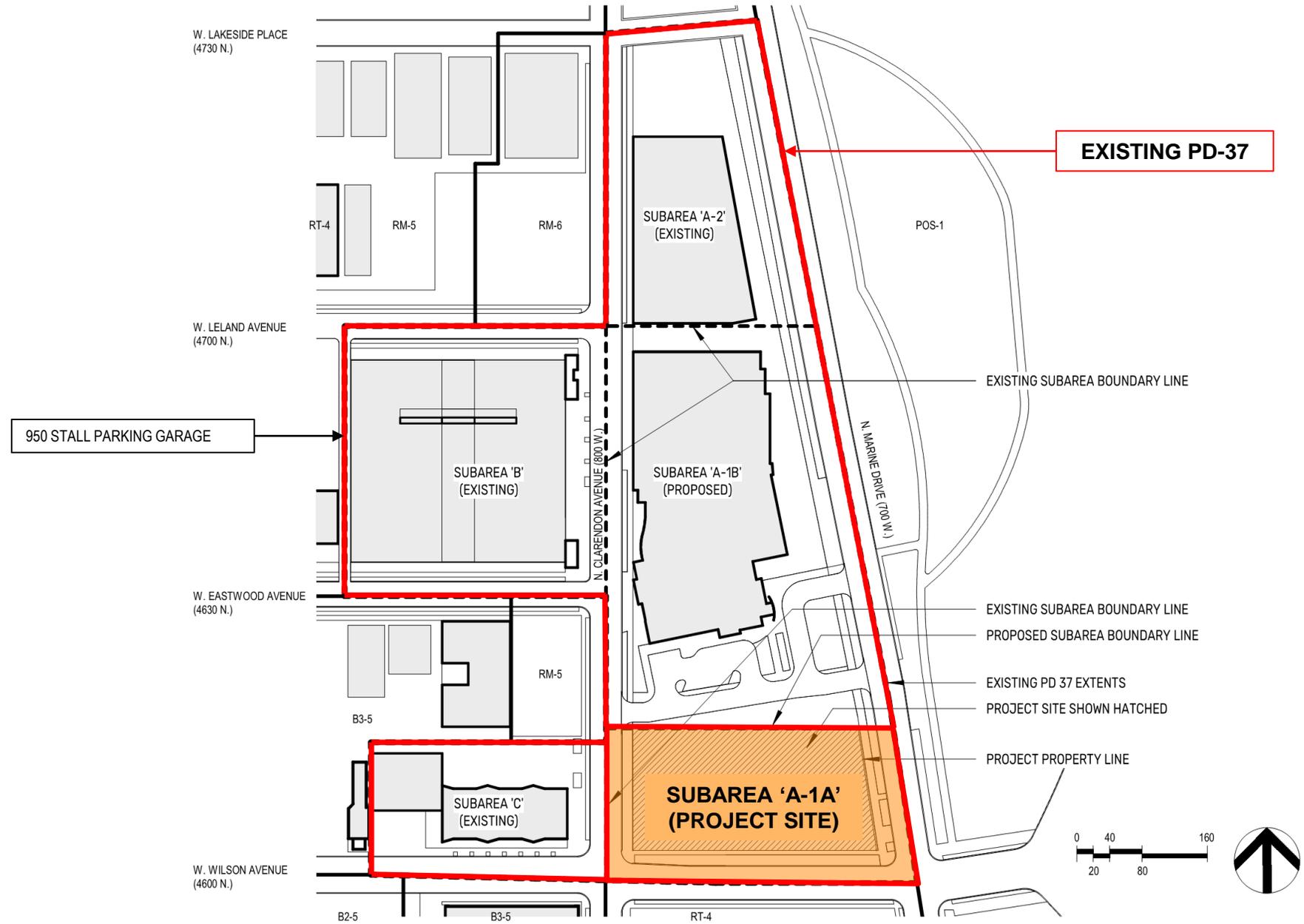
FIESTA GROCERY

FOOD TOWN

DIVVY



SITE CONTEXT MAP



LAND USE CONTEXT PLAN



AERIAL VIEW FROM SOUTHEAST



4550 N Clarendon Ave -
Lake View Towers

**4600 N Marine Dr -
Proposed Building**

811 W Eastwood Ave (Beyond) -
Eastwood by the Lake

4646 N Clarendon Ave -
Weiss Hospital

4700 N Marine Dr -
Medical Office Building

VIEW FROM MARINE DRIVE LOOKING WEST



900 W Wilson Ave -
Uplift Community High School

850 W Eastwood Ave (Beyond) -
Mercy Housing

Parking Garage
(Beyond)

4600 N Clarendon Ave -
The Covington Luxury Apartments

**4600 N Marine Dr -
Proposed Building**

Lincoln Park
CCC

VIEW FROM WILSON AVE LOOKING NORTH



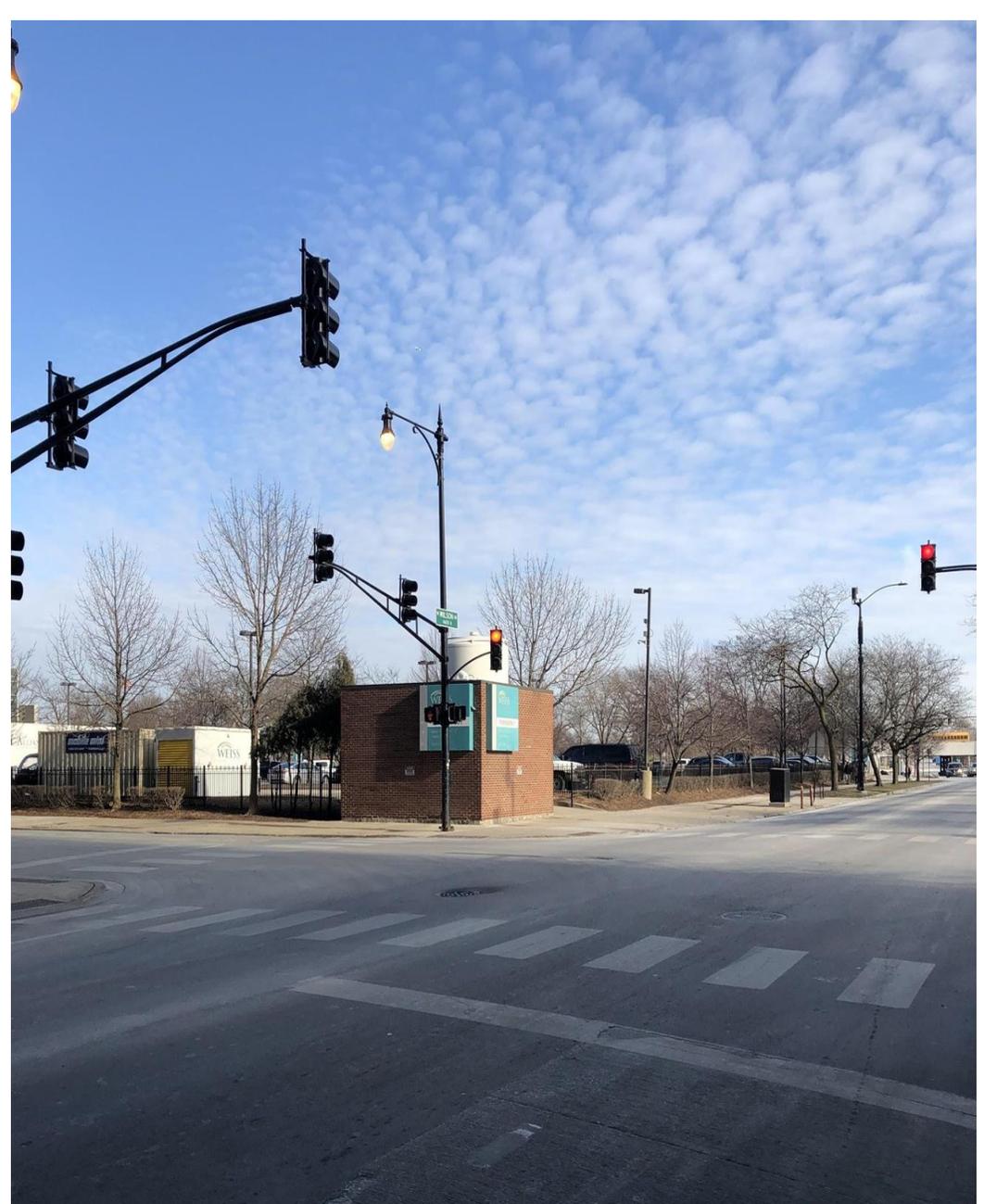
Existing Conditions
Marine & Wilson looking northwest



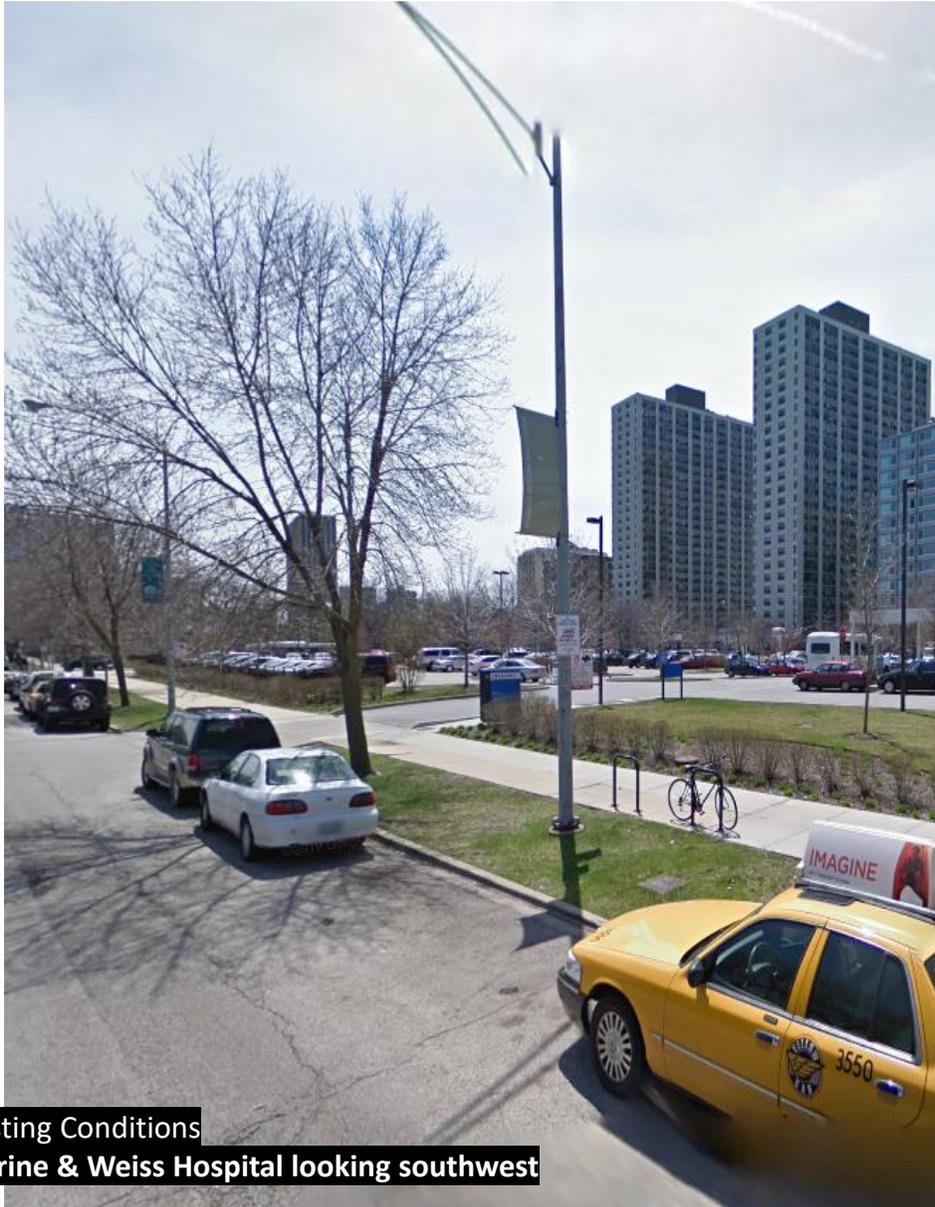
PEDESTRIAN CONTEXT – WILSON AVE & MARINE DRIVE



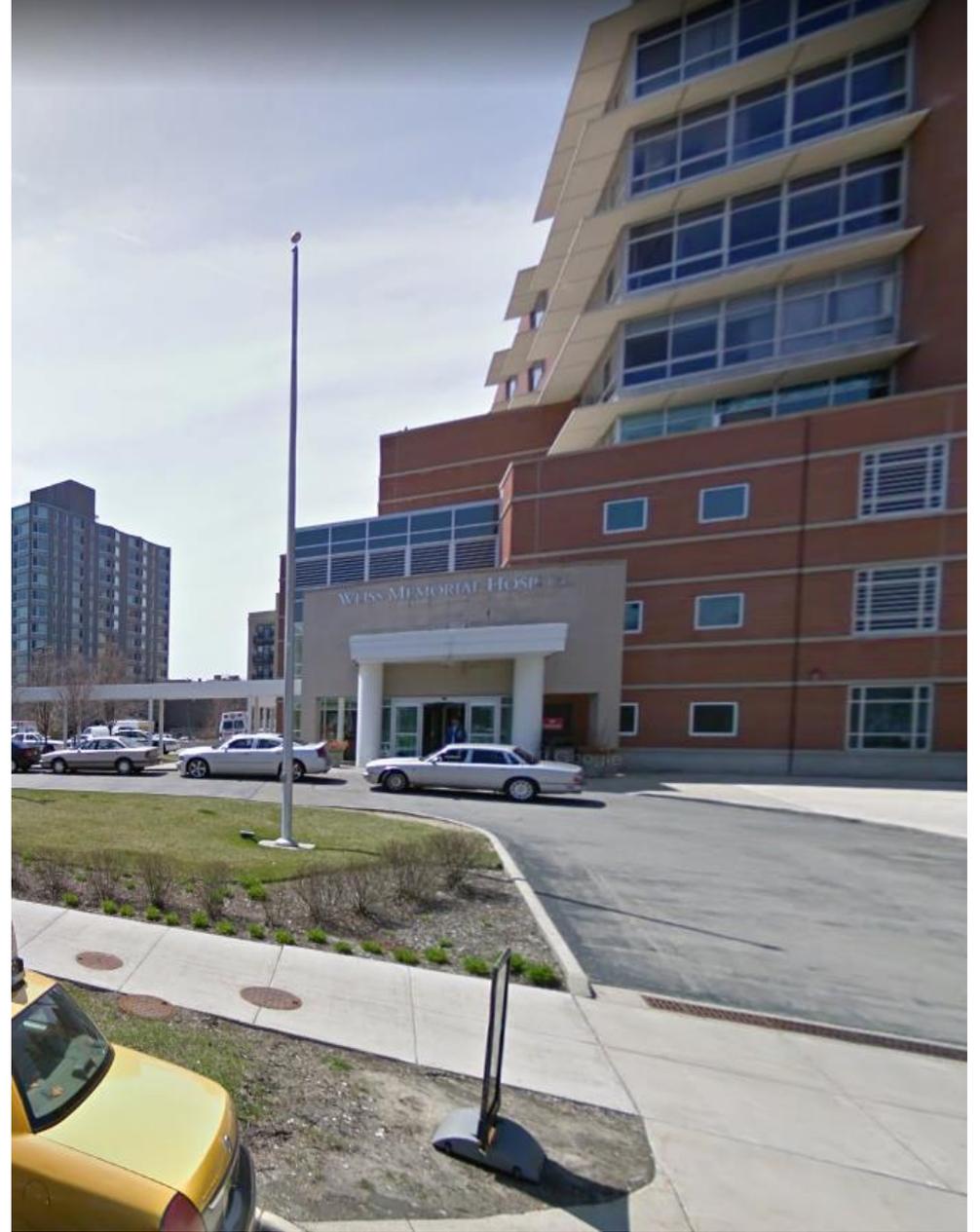
Existing Conditions
Clendon & Wilson looking northwest



PEDESTRIAN CONTEXT – WILSON AVE & MARINE DRIVE



Existing Conditions
Marine & Weiss Hospital looking southwest



PEDESTRIAN CONTEXT – WILSON AVE & MARINE DRIVE



PEDESTRIAN CONTEXT – WILSON AVE & MARINE DRIVE



PEDESTRIAN CONTEXT – WILSON AVE & MARINE DRIVE



PEDESTRIAN CONTEXT – WILSON AVE



PEDESTRIAN CONTEXT – WILSON AVE & CLARENDON AVE



PEDESTRIAN CONTEXT – MARINE DRIVE



Project Timeline + Community Outreach

- 1/6/2020 Initial Meeting with the Alderman
- 1/9/2020 DPD Intake Submission
- 1/16/2020 DPD Intake Meeting
- 11/9/2020 46th Ward Developer Application – Renderings posted to Alderman Website
- 11/25/2020 Uptown United Development Partners First Meeting
- 1/28/2021 First LANA Meeting
- 3/18/2021 Second LANA Meeting
- 4/28/2021 Uptown United Development Partners Second Meeting
- 4/29/2021 Ward 46 Zoning & Development Committee
- 5/13/2021 Third LANA Meeting
- 5/18/2021 Formal Submittal
- 5/26/2021 Introduced at City Council
- 6/3/2021 Independent LANA Meeting
- 6/7/2021 Response to LANA Open Items
- 6/10/2021 Ward 46 Zoning & Development Committee
- 7/15/2021 Plan Commission Meeting

Project Timeline + Community Outreach

CHANGES BASED ON DPD AND COMMUNITY FEEDBACK

Before Jan 2021 // *Changes requested by DPD, Uptown United, & Alderman*

- Reduced overall building height from 14 stories to 12
- Reduced height of base podium from 37' to 30'
- Reduced the number of apartment units from 350 to 314
- Wilson Avenue street level façade articulation and enhancement of materials
- Wilson Avenue street space activation with bike room and glass enclosure/reveal of stair
- Changes to main entry and Marine Drive elevation

Jan-20201 to Present // *Changes requested by Community*

- Added bird safety glass
- Added low reflective glass
- Increased thickness of glass (north side) for noise reduction
- Added Marine Drive drop-off / pick-up and rideshare management
- Adopted existing tree preservation program
- Enhanced landscape plan on Wilson Avenue and Marine Drive
- Committed to EV charging stations in garage

Project Timeline + Community Outreach

CHANGES BASED ON DPD AND COMMUNITY FEEDBACK

OLD DESIGN (MARCH 2020)

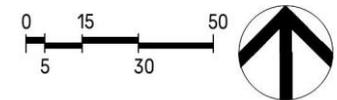
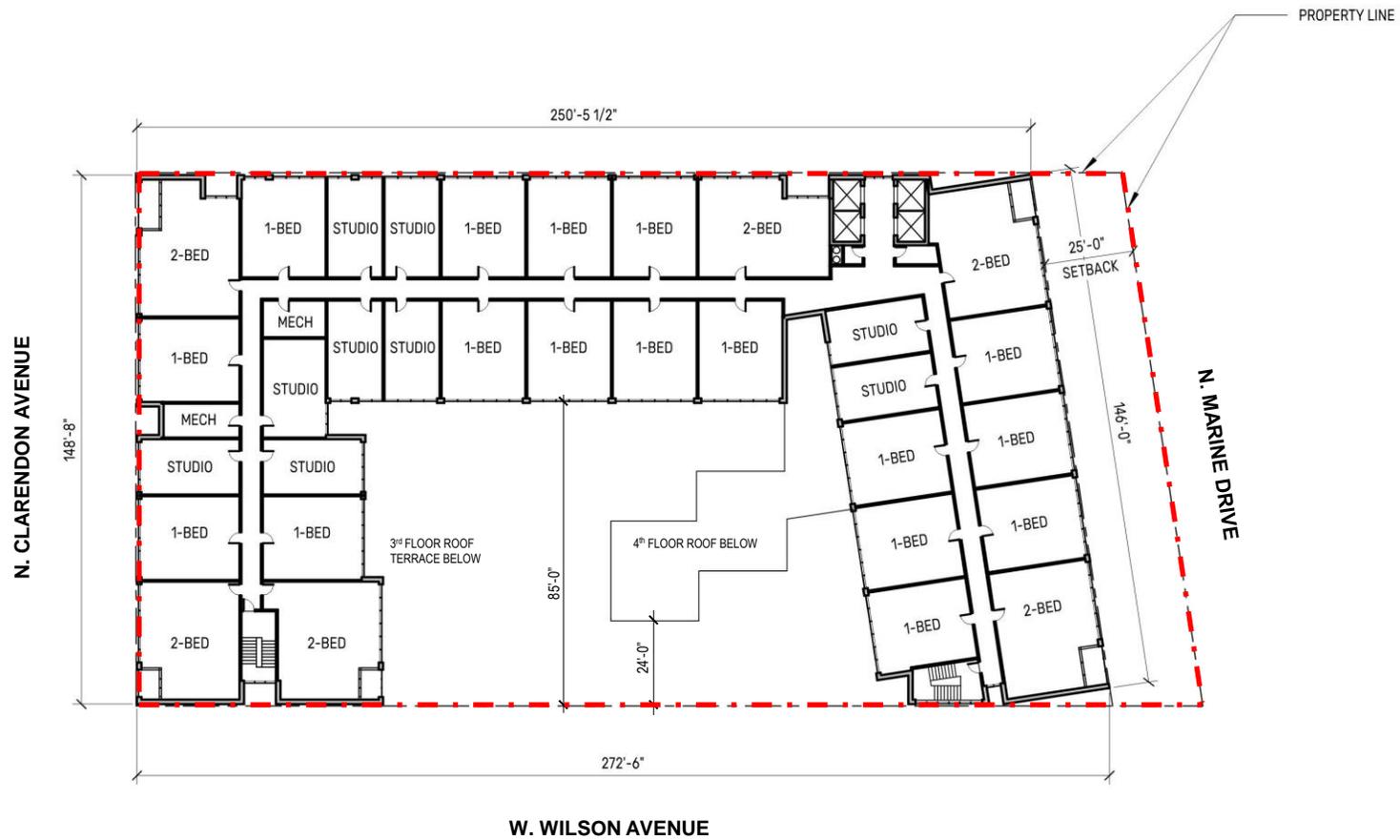


NEW DESIGN (CURRENT)



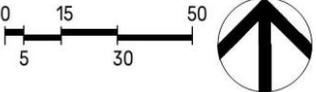
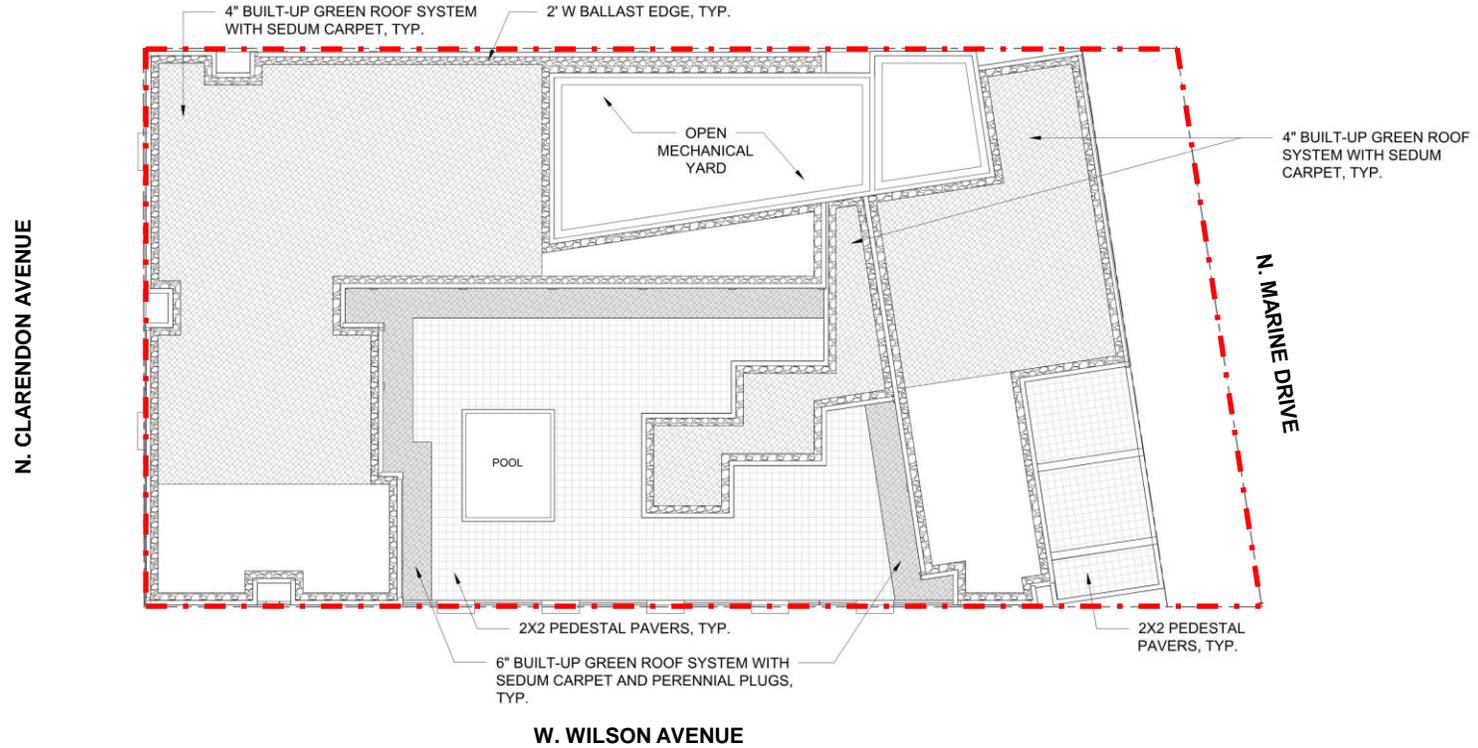


SITE + GROUND FLOOR PLAN

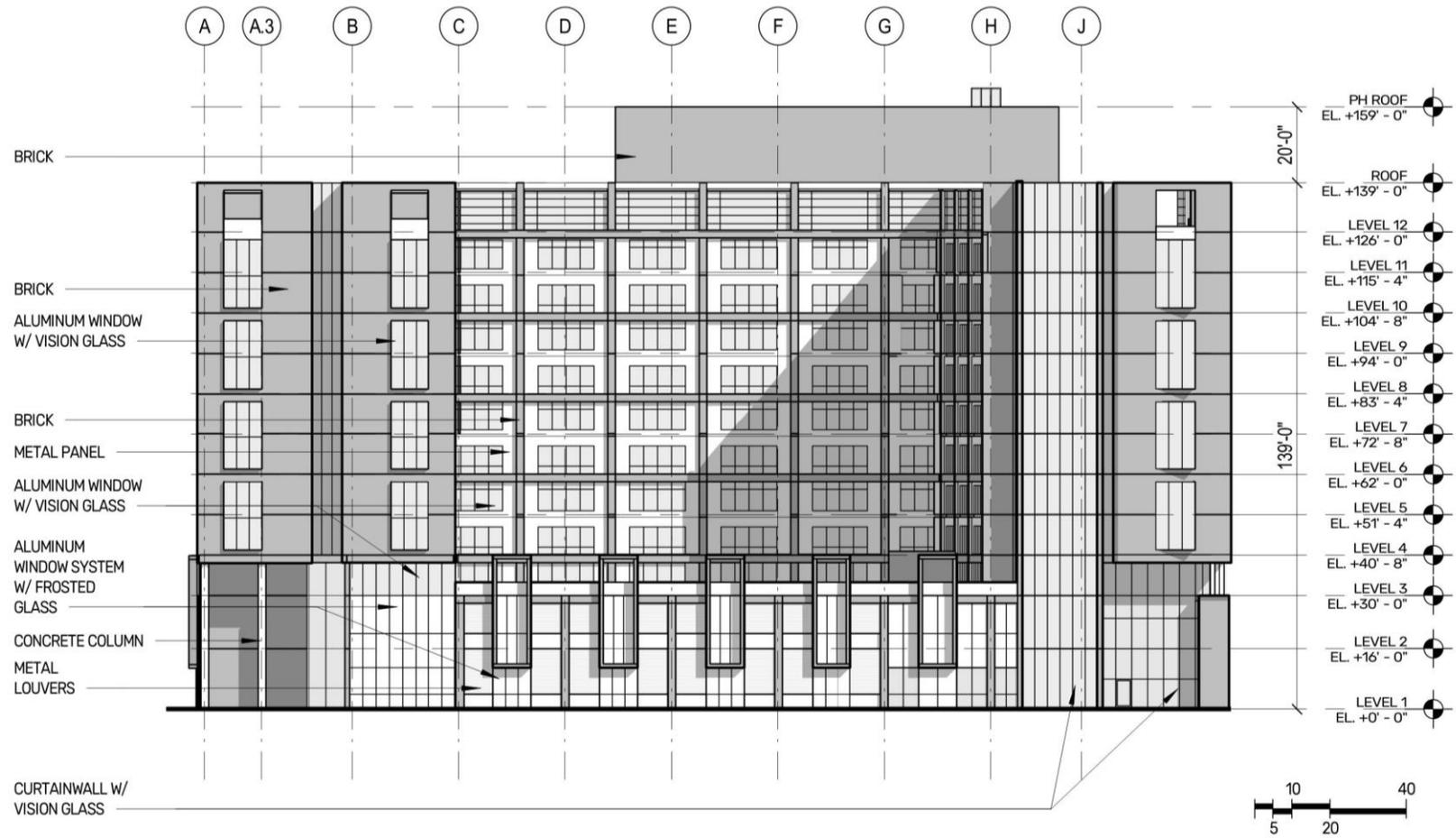


TYPICAL FLOOR PLAN

GROSS ROOF AREA = 38,800 SF
MECHANICAL YARD = 3,380 SF
NET ROOF AREA = 35,420 SF
50% GREEN ROOF AREA REQUIRED = 17,710 SF
(-10% OCCUPIED HARDSCAPE) = 15,940 SF GREEN ROOF



ROOF PLAN



BUILDING ELEVATION (SOUTH)



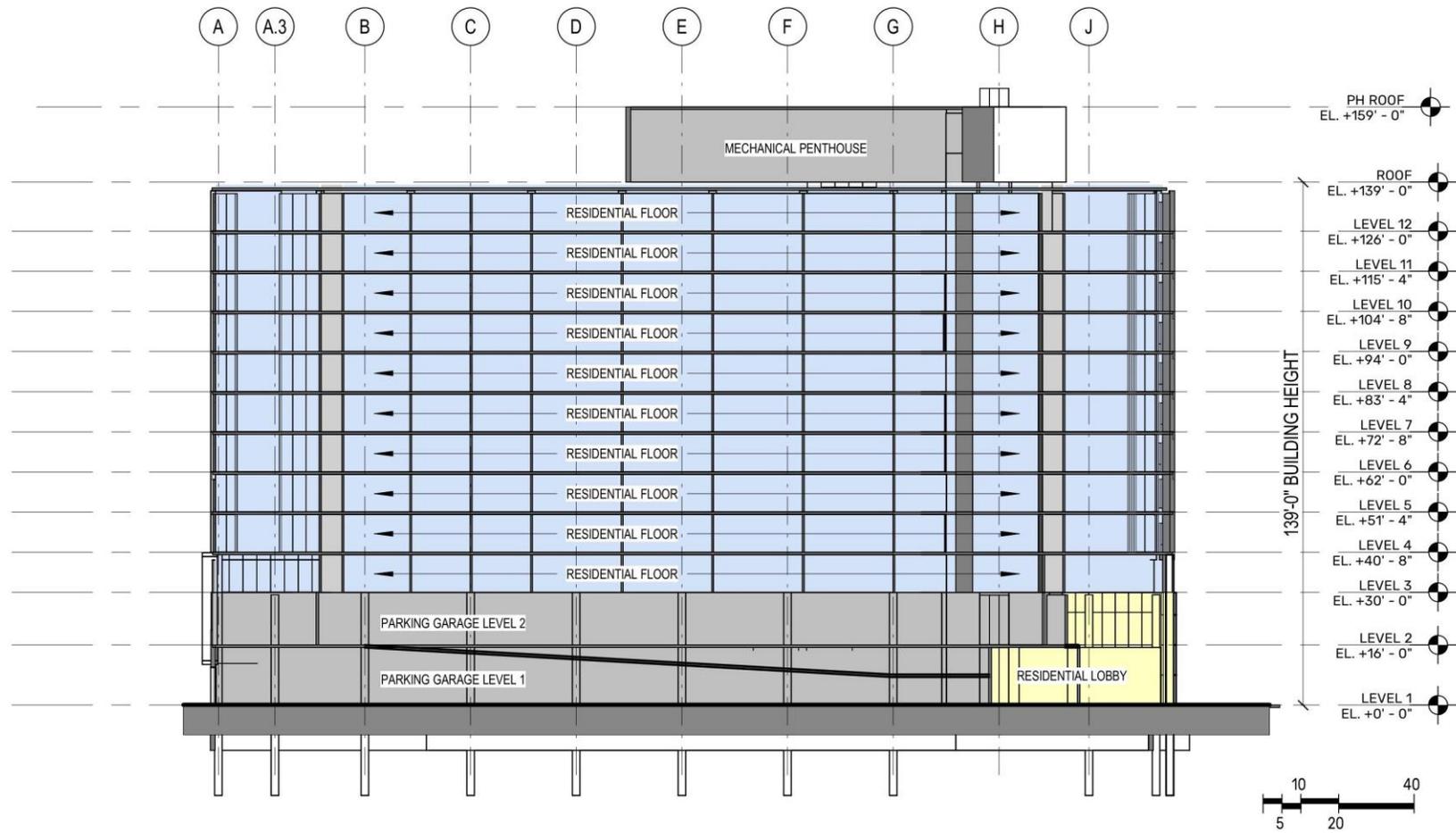
BUILDING ELEVATION (EAST)



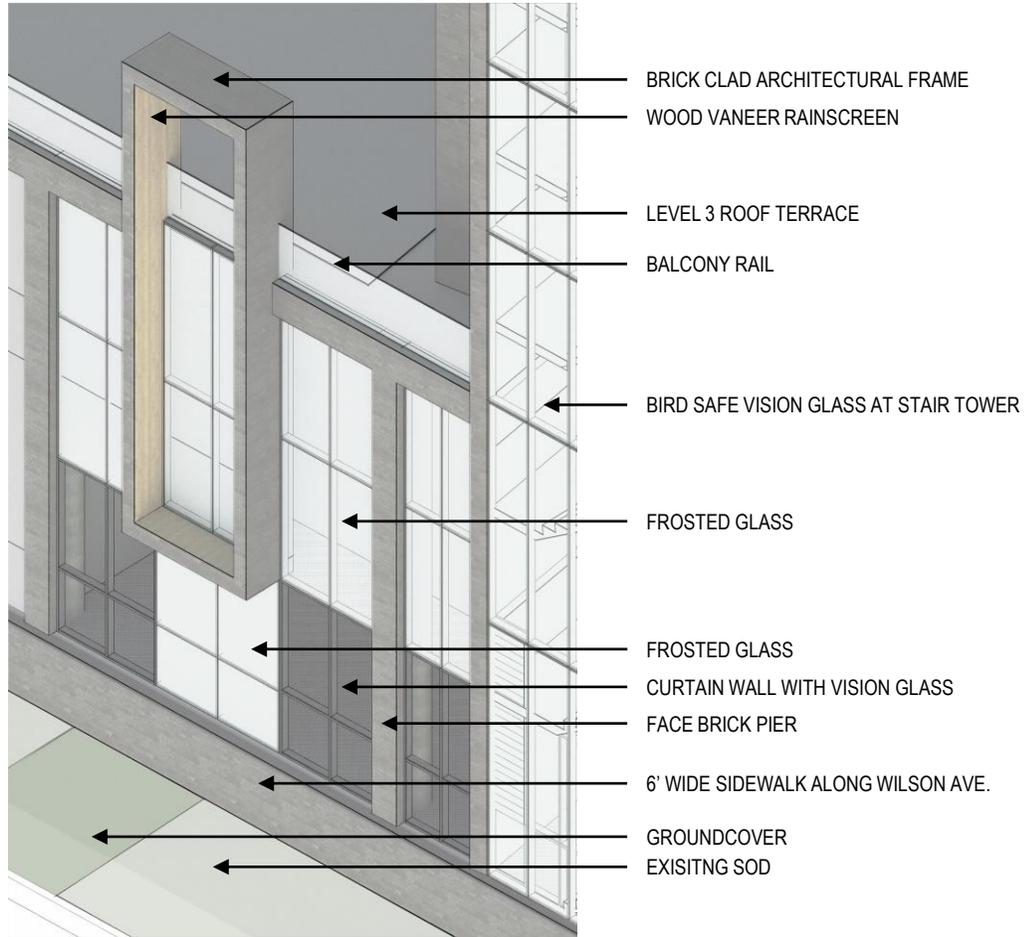
BUILDING ELEVATION (NORTH)



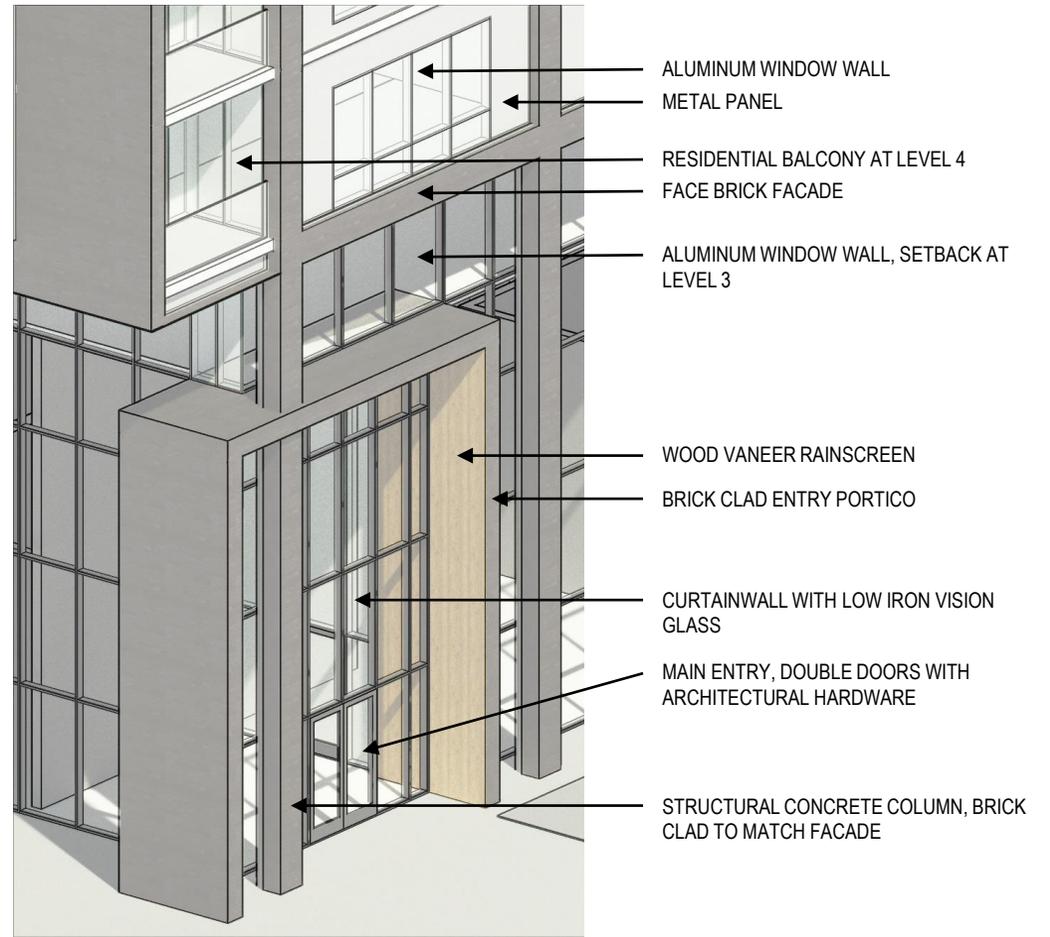
BUILDING ELEVATION (WEST)



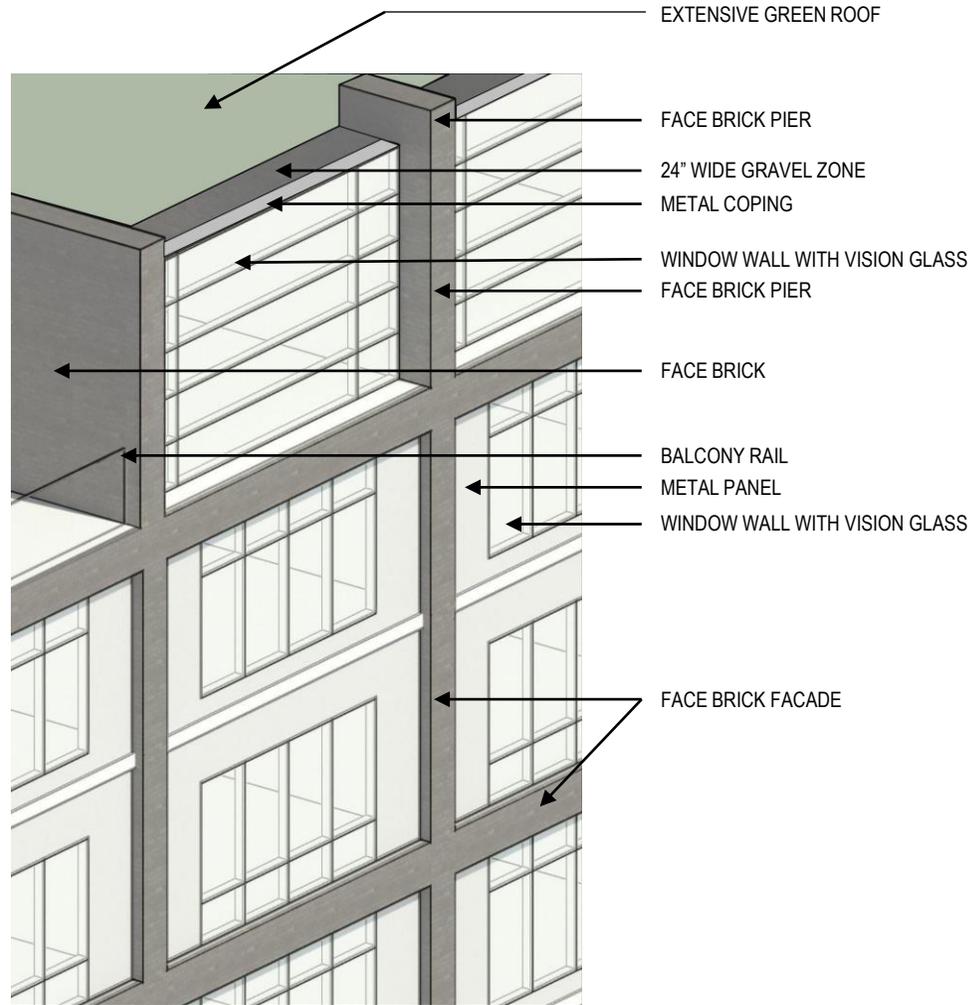
BUILDING SECTIONS



FAÇADE ARTICULATION ON WILSON AVE



MAIN ENTRY ON MARINE DRIVE



EXTENSIVE GREEN ROOF

FACE BRICK PIER

24" WIDE GRAVEL ZONE

METAL COPING

WINDOW WALL WITH VISION GLASS

FACE BRICK PIER

FACE BRICK

BALCONY RAIL

METAL PANEL

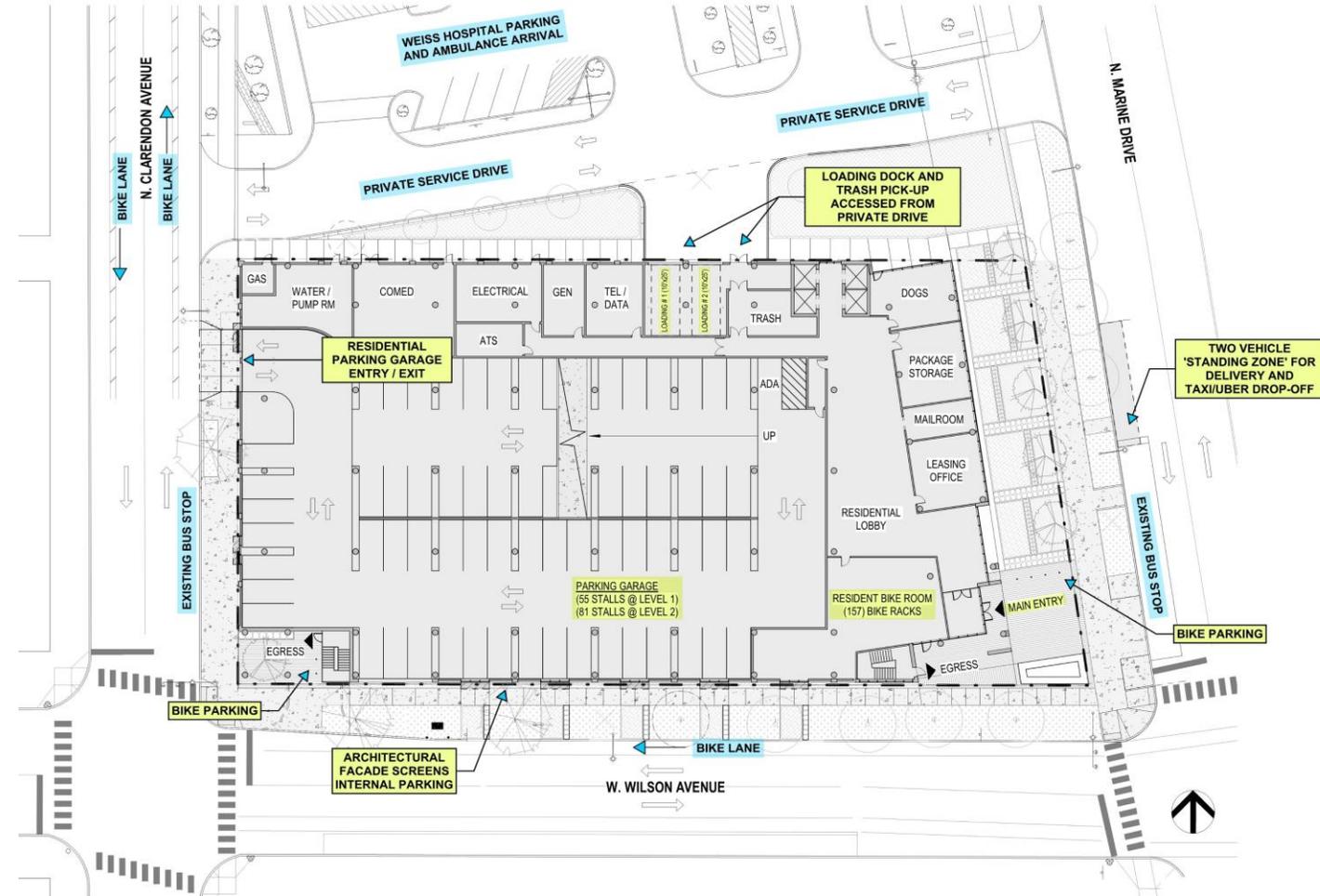
WINDOW WALL WITH VISION GLASS

FACE BRICK FACADE

TOP OF BUILDING ALONG MARINE DRIVE

TRANSPORTATION, TRAFFIC CIRCULATION AND PARKING (17-8-0904)

- **A** // The project promotes transit and bicycle use through reduced parking ratio and generous on-site bike parking and storage; Vehicular entry location avoids Wilson Ave and Marine Drive, minimizing conflict with existing transit and traffic patterns; Loading is provided in the rear on a private service drive; A two vehicle standing zone is proposed for quick deliveries and taxi/uber drop-offs; Off-street parking is completely screened from public view.
- **B** // All public ways facing streets are designed to city standards.
- **C** // Parking is located internal to the building; Generous internal bike parking is provided for residents; Outdoor bike parking is provided at 2 separate locations for public use; New driveway on Clarendon is located away from existing bus stop.



Traffic Study

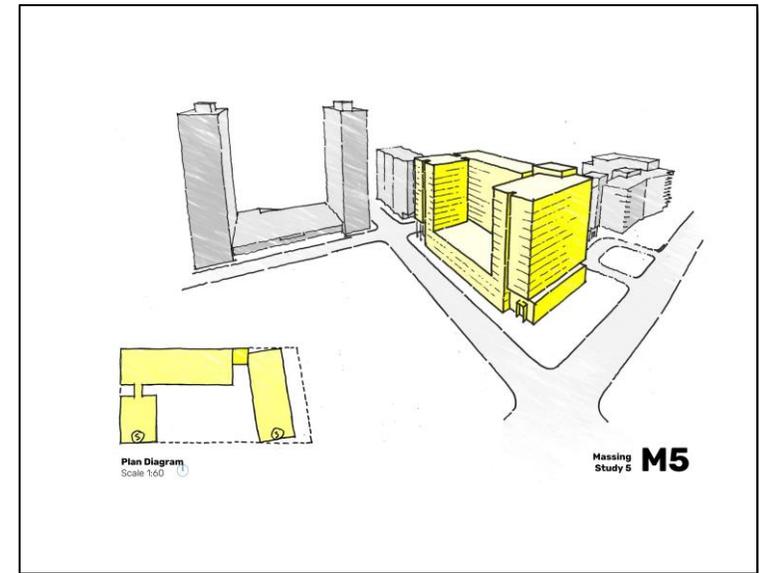
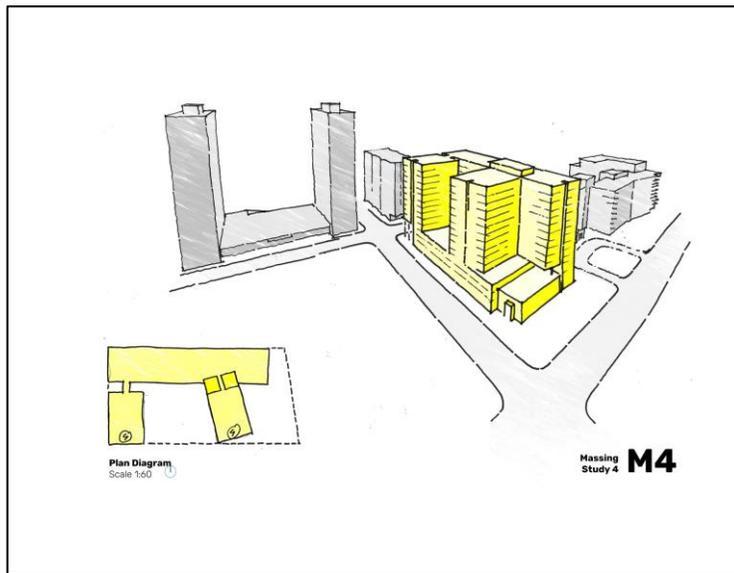
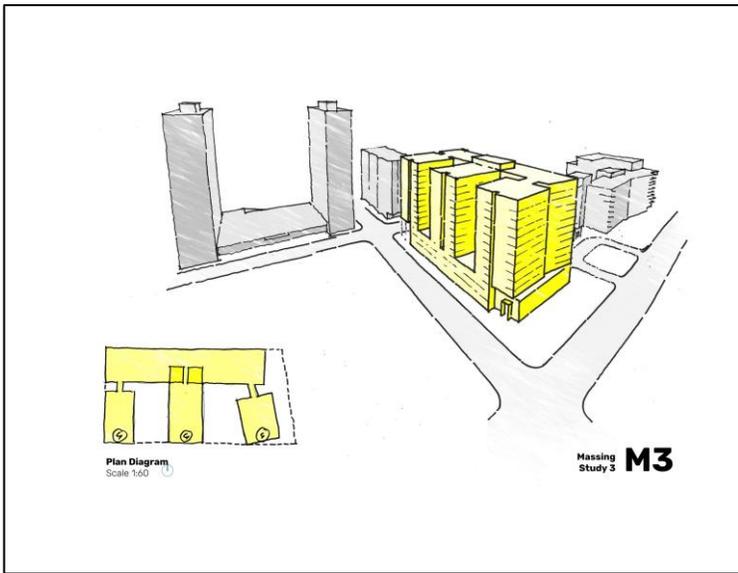
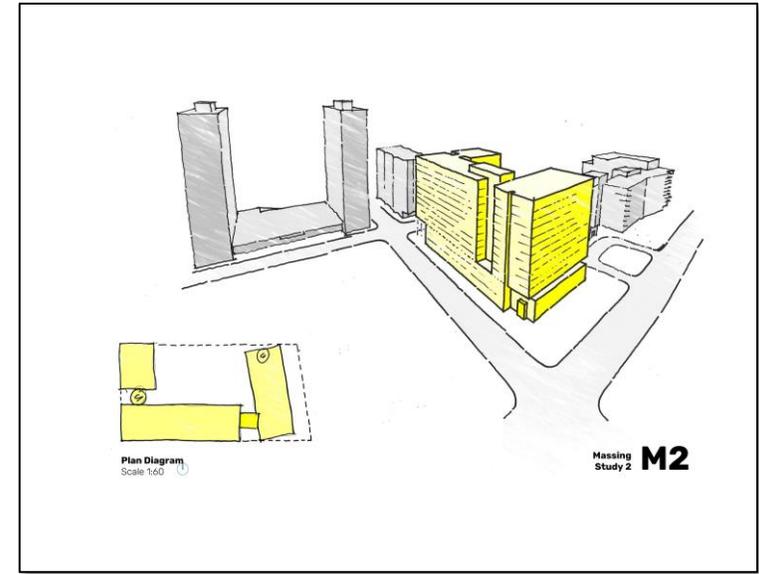
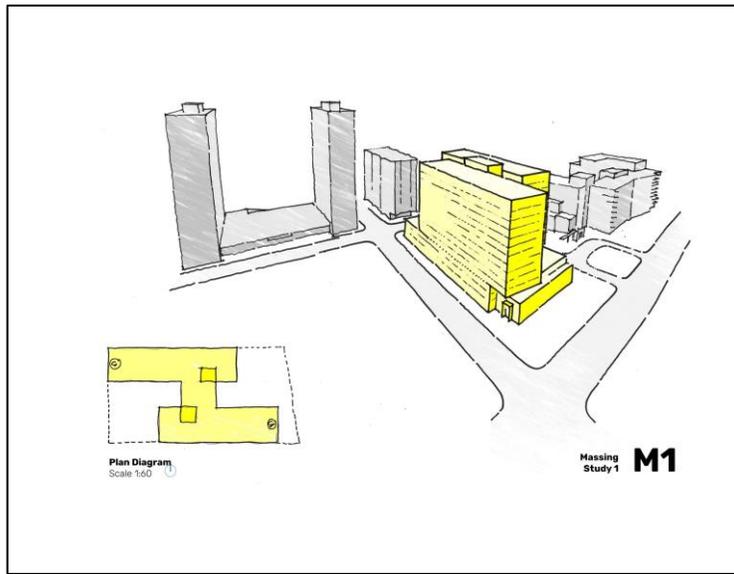


TRAFFIC STUDY RECOMMENDATIONS AND MITIGATION

- Given the location of the site within an urban area and its proximity to alternative modes of transportation, the number of generated trips will be reduced.
- Volume of traffic estimated to be generated by the proposed development will consist of approximately two percent of the total traffic traversing intersection of Wilson Ave. and Clarendon Ave.
- The proposed full access drive serving the parking garage on Clarendon Avenue will be adequate in accommodating the development-generated traffic.
- Truck loading for the development will occur on-site via two loading bays located on the north side of the building with trucks not interfering or blocking the service drive while in the loading dock.
- Visual warning devices will be provided at the garage exit along Clarendon Ave.

MASSING STUDIES

- The design team studied multiple planning and massing options to begin the project.
- Option 5 ultimately selected based on:
 - Massing variability along Wilson
 - 3rd floor terrace faces sunlight
 - Best arrangement of views and daylight throughout tower.
 - Best core arrangement relative to lobby and parking garage.



PEDESTRIAN ORIENTATION (17-8-0905)

- **A** // Main building entry is articulated; active uses along the sidewalks; safe and attractive pedestrian routes; no blank walls.
- **B** // Building abuts the sidewalk, except for the required 25' setback along Marine Drive; Façade is articulated with architectural and material relief and includes landscaping that compliments the architecture; Long façade is broken up with vertical bays; Sidewalk width are appropriate to the pedestrian activity in the neighborhood.



URBAN DESIGN (17-8-0906)

- **A** // Massing arrangement compliments the surrounding and creates a pedestrian streetscape.
- **B** // Massing creates “building walls” to enhance the urban experience; The main entry gives prominence and holds the corners at Marine Dr and Wilson Ave.
- **C** // The residential lobby employs double height, clear glazing providing openness and transparency.
- **D** // Service area for loading and trash is located away from public streets.



PARKS, OPEN SPACE, AND LANDSCAPING

(17-8-0909)

- **A** // The current site is an existing surface parking lot. The new development provides new green spaces throughout, including new street trees on Clarendon and Wilson and a 25' wide continuous landscape zone along Marine Dr; Additional green space is provided on the 3rd floor terrace and 50% extensive upper green roof; Private balconies are provided at 2-bedroom corner units.
- **B** // The building massing is positioned maximize exposure to light and views from residential units; the 3rd floor terrace is south facing to maximize sunlight exposure.
- **C** // The building design includes landscaped terraces on floors 3 and 12; Landscaped plazas at grade are provided at the SE and SW corners; Building amenities include a dog room with direct access to outside, and health facilities including fitness and yoga.



SKETCH OF LANDSCAPE SETBACK ON MARINE DRIVE



HARDWOOD SEATING AT ENTRY



BUILDING DESIGN (17-8-0907)

- **A** // Building design uniquely responds to program and location, a modern design that responds to the historic character of Uptown; the design includes the latest sustainability features and enhanced landscaping.
- **B** // Building is in line with general size, shape, scale, and materiality of surrounding properties; The residential tower is setback along Wilson Ave; Building design and materials respond to visibility to public frontage; The main entry creates a new public plaza at the corner of Wilson Ave and Marine Dr.
- **C** // Building massing and materials clearly define base, midsection, and top; The base and upper stories maintain the same vertical plane on all sides to establish continuous street frontages.



Tower Glass
Guardian Sunguard SuperNeutral 68



Field Brick
Manganese Ironspot



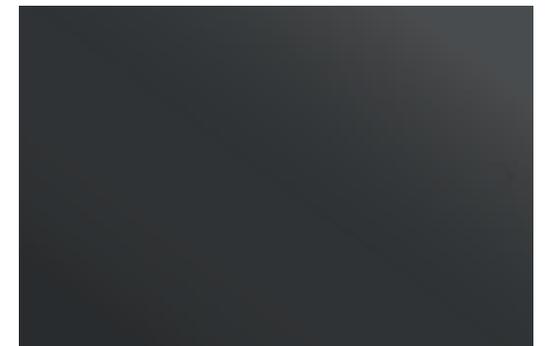
Architectural Metal Louvers
RAL 7004



Metal Panels
RAL 7004

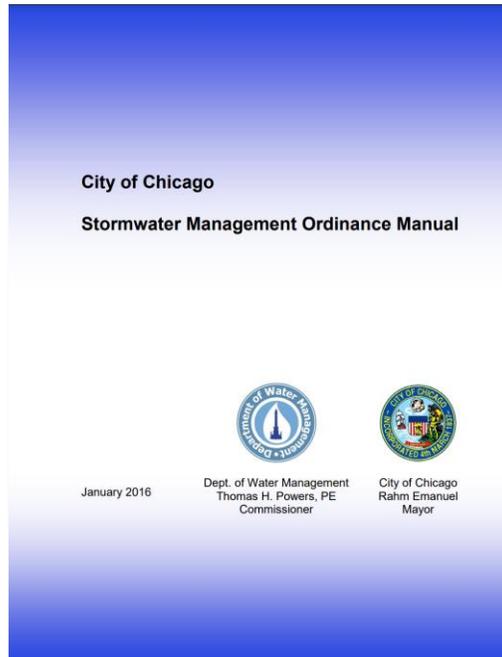


Ground Floor Glazing
Guardian Low Iron



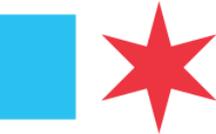
Curtain Wall & Window Wall Aluminum Frame
RAL 7021

Stormwater Management Ordinance



PROJECT COMPLIANCE WITH THE STORMWATER MANAGEMENT ORDINANCE

- Volume control will be achieved by incorporating a green roof and at-grade landscaped areas, resulting in a minimum 15% impervious reduction.
- Detention will be provided in a chamber system underneath the parking ramp and connect to a catch basin with restrictor.



Affordable Requirements Ordinance

PROJECT COMPLIANCE WITH THE AFFORDABLE REQUIREMENTS ORDINANCE

The Affordable Requirements Ordinance (ARO) requires residential developments in the City of Chicago that receive City financial assistance, certain zoning approvals, or City-owned land to provide a percentage of units at affordable prices. The ordinance applies to residential developments of 10 or more units and requires that developers provide 10 percent of their units at affordable prices, either by offering them on site or paying an "in-lieu" fee, the amount of which varies by neighborhood.

- 314 total residential units in the proposed building.
- 10% of total units required = 31 units.
- 8 units are provided on-site at 60% AMI.
- \$3,087,566 in lieu for the remaining 23 units.



Economic and Community Benefits

PARTICIPATION GOALS

- 29% participation from Qualified Minority Business Enterprises
- 6% participation from Qualified Women Owned Business Enterprises
- 50% participation City residency hiring

JOBS

- Estimated Construction jobs created – 1,000 with 200 on the job site at any one time
- Estimated Permanent jobs created – 6 on-site not including contracted services
- Estimated Construction Cost - \$80-\$90MM

ADDITIONAL BENEFITS

- Payment of \$3,087,566 to the affordable housing fund + 8 units on site
- Increase of \$1.05MM over existing taxes on-site
- All parking and loading contained on site, not burdening public roadways
- Transformation of surface parking lot into a first-class development
- No TIF funds



Applicable Lake Michigan and Chicago Lakefront Protection Ordinance – Purposes and Policies

- The project improves the water quality and ecological balance of Lake Michigan through the projects storm water management features such as a green roof and enhanced landscaping. The green roof helps to remove suspended solids from stormwater, reduces the flow from the site and improves the quality of water entering the combined sewer system.
- The proposed development promotes and protects the health, safety, comfort, convenience, and the general welfare of the people, and conserves our natural resources by adding a high-quality development on what is currently a surface parking lot.





DPD Recommendations

- The project ensures adequate public review of major development proposals (17-8-0101). This project has been reviewed by the Mayor’s Office for People with Disabilities, the Chicago Department of Transportation, the Chicago Fire Department, and the Department of Planning and Development. Eight community meetings were held between January 2020 and June 2021.
- The project encourages unified planning and development (17-8-0102). The proposal will not adversely affect developments and is compatible with the uses, density, and height of the surrounding area.
- The proposed development is designed to reinforce desirable urban features found within the surrounding area, such as siting patterns, massing arrangements and streetscape characteristics and create seamless or gradual transitions in bulk and scale when high-intensity development occurs in areas with a lower-intensity character (17-8-906-A-1&2).
- All sides and areas of the proposed building 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 (17-8-0907-B-3).