



# **CHICAGO PLAN COMMISSION**

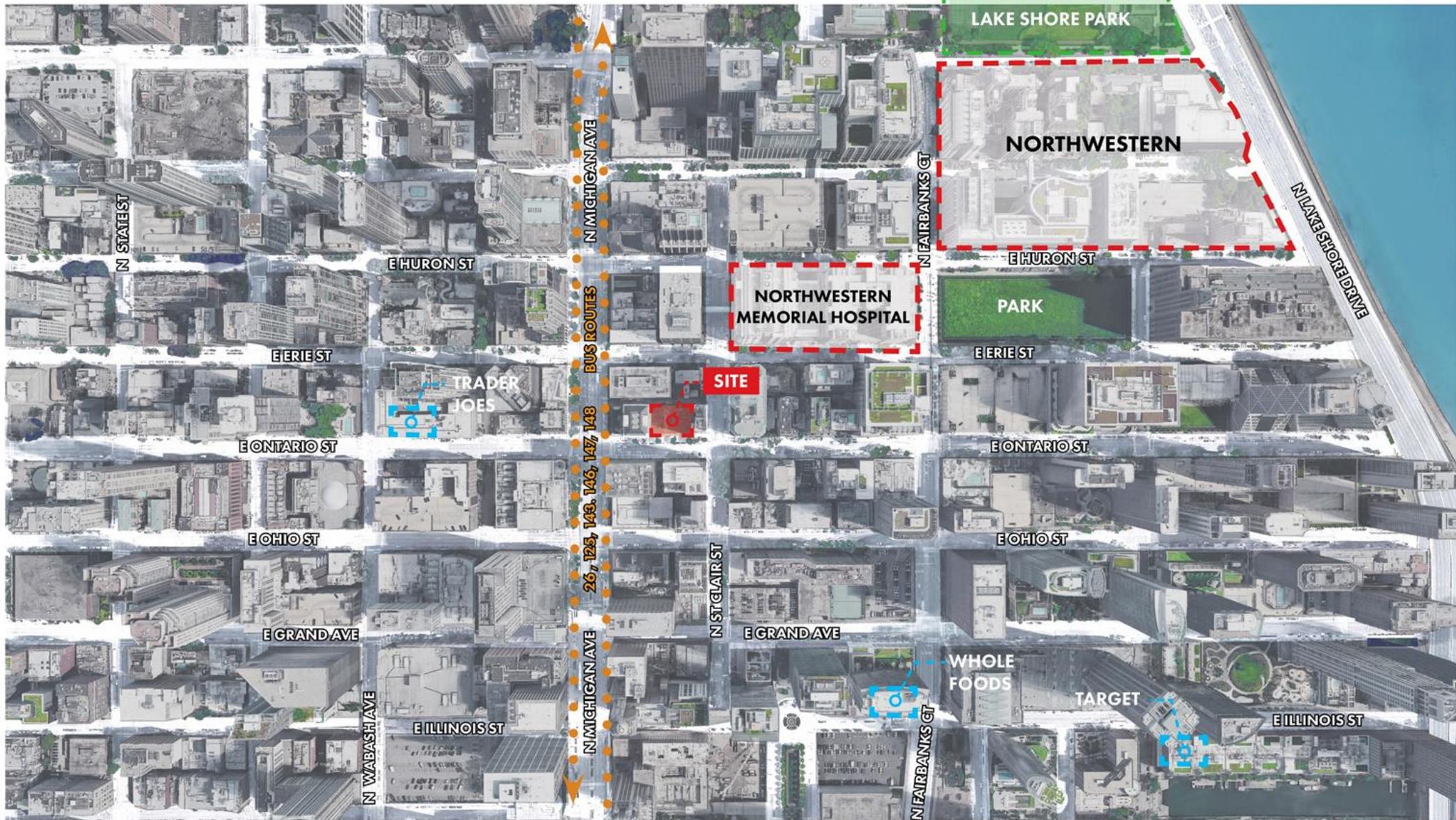
## **Department of Planning and Development**

**RIU Plaza Hotel**

**148-158 E. Ontario St (42<sup>nd</sup> Ward)**

**RIU Chicago, LLC**

07/15/2021



KEY

Transit lines ●●●●●

Public parks - - - - -

Educational Institutions [Red dashed box]

Neighborhood Anchors [Blue dashed box]



**SITE CONTEXT PLAN**



# Community Area Snap Shot

## NEAR NORTH SIDE COMMUNITY AREA INFORMATION:

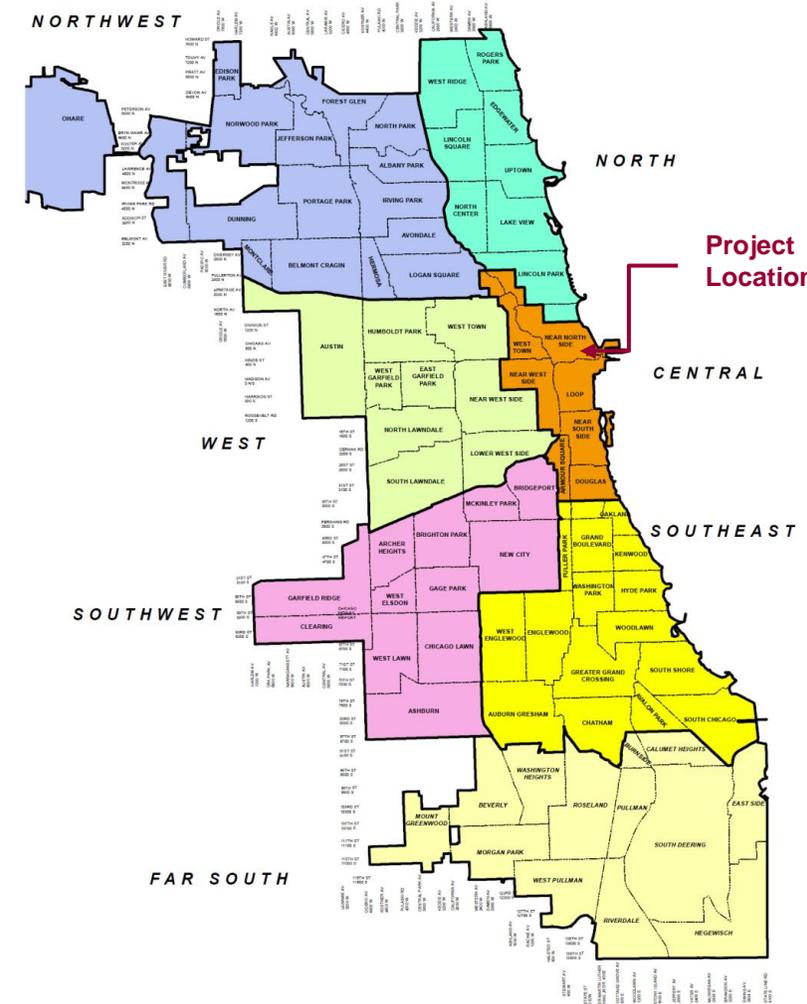
### Demographic Data\*

- 89,995 total population
- 41.4% of residents are between age of 20-34
- 41.8% have a bachelor's degree or higher
- 92% of residents live in a one or two-person household
- 59.3% of residents are employed within the City limits

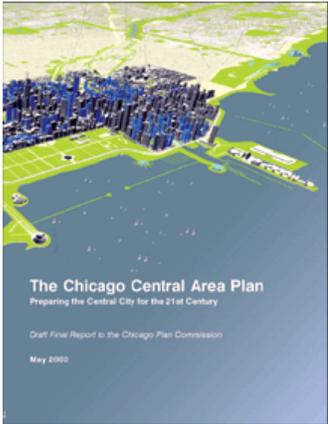
### HOUSEHOLD INCOME, 2014-2018

	Near North Side		City of Chicago	
	Count	Percent	Count	Percent
Less than \$25,000	8,355	15.0	268,473	25.4
\$25,000 to \$49,999	5,385	9.6	216,679	20.5
\$50,000 to \$74,999	7,274	13.0	164,412	15.6
\$75,000 to \$99,999	6,985	12.5	115,913	11.0
\$100,000 to \$149,999	9,535	17.1	139,715	13.2
\$150,000 and Over	18,314	32.8	150,926	14.3
Median Income	\$99,732		\$55,198	

Source: 2014-2018 American Community Survey five-year estimates.

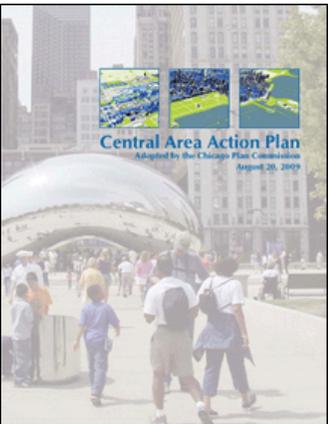


# ★ Planning Context



## Chicago Central Area Plan (2003)

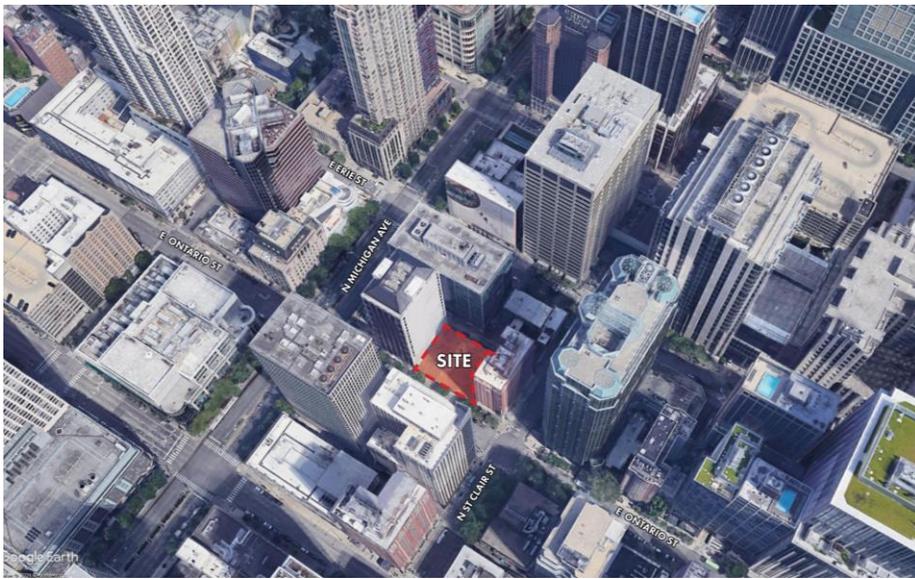
- Direct growth to create a dynamic Central Area with vibrant and diverse mixed-use districts
  - Support a diverse collection of livable neighborhoods and special places
- Strengthen connections to keep the Central Area easy to reach and get around
  - Improve the quality of the pedestrian environment



## Central Area Action Plan (2009)

### Near North Subarea: 2020 Vision/ Goals

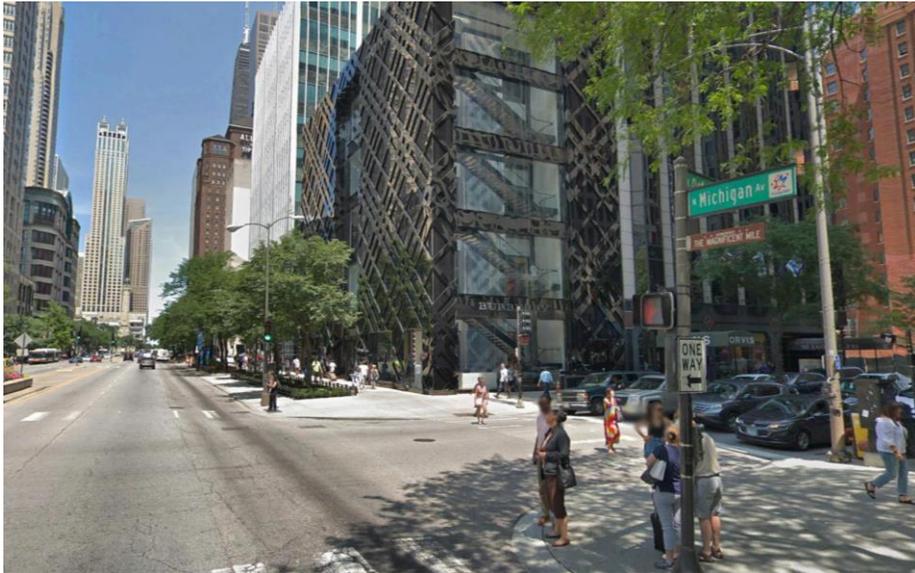
- Higher densities should be supported around existing and planned transit stations and along major street corridors
- The Near North will maintain a high quality of life for residents supported by enforcement of parking, zoning and noise regulations to mitigate the impacts of the vibrant entertainment and tourism district in the southeast portion of Near North



AERIAL IMAGE OF PLANNED DEVELOPMENT SITE



VIEW FROM E ONTARIO ST LOOKING EAST



VIEW FROM N MICHIGAN AVE LOOKING NORTH



VIEW FROM E ONTARIO ST LOOKING WEST

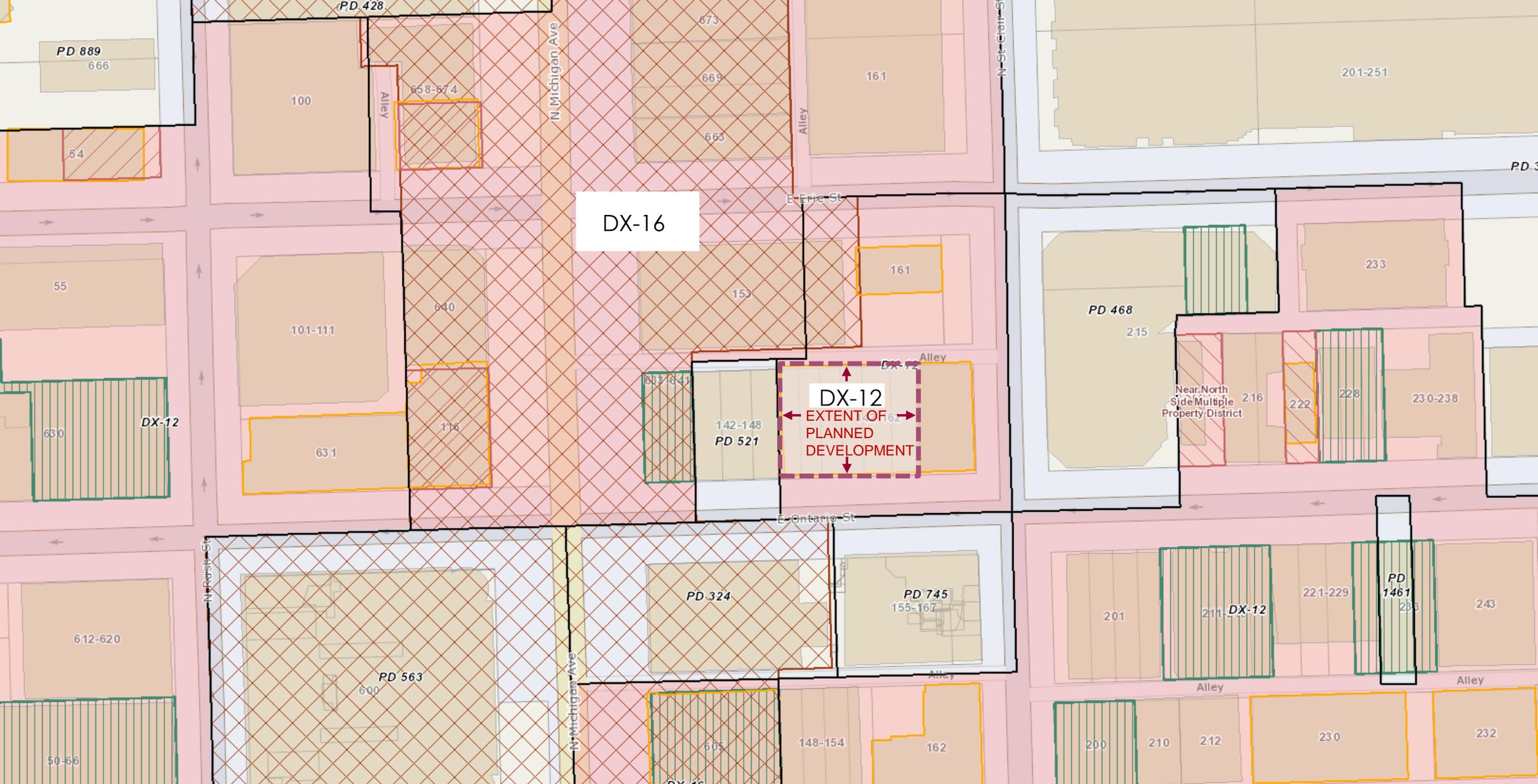
## COMMUNITY AREA SNAPSHOT: EXISTING PHOTOGRAPHS



**KEY**

Transit lines ●●●●●





# ZONING MAP

# Context building heights



- Hotel Program
- Non-Hotel Program



**AERIAL VIEW FROM SOUTHWEST DIRECTION**

# ★ Project Timeline + Community Outreach

- Meeting with SOAR: March 15, 2021
- Community Meeting: April 8, 2021
- PD Filing: May 26, 2021

## Project changes based on feedback:

- Reduced # of guest rooms to 388 (from 410 guest rooms)
- Reduced building height to 345' (from 390')
- Removed ballroom & meeting rooms
- Guest loading zone coordinated with CDOT



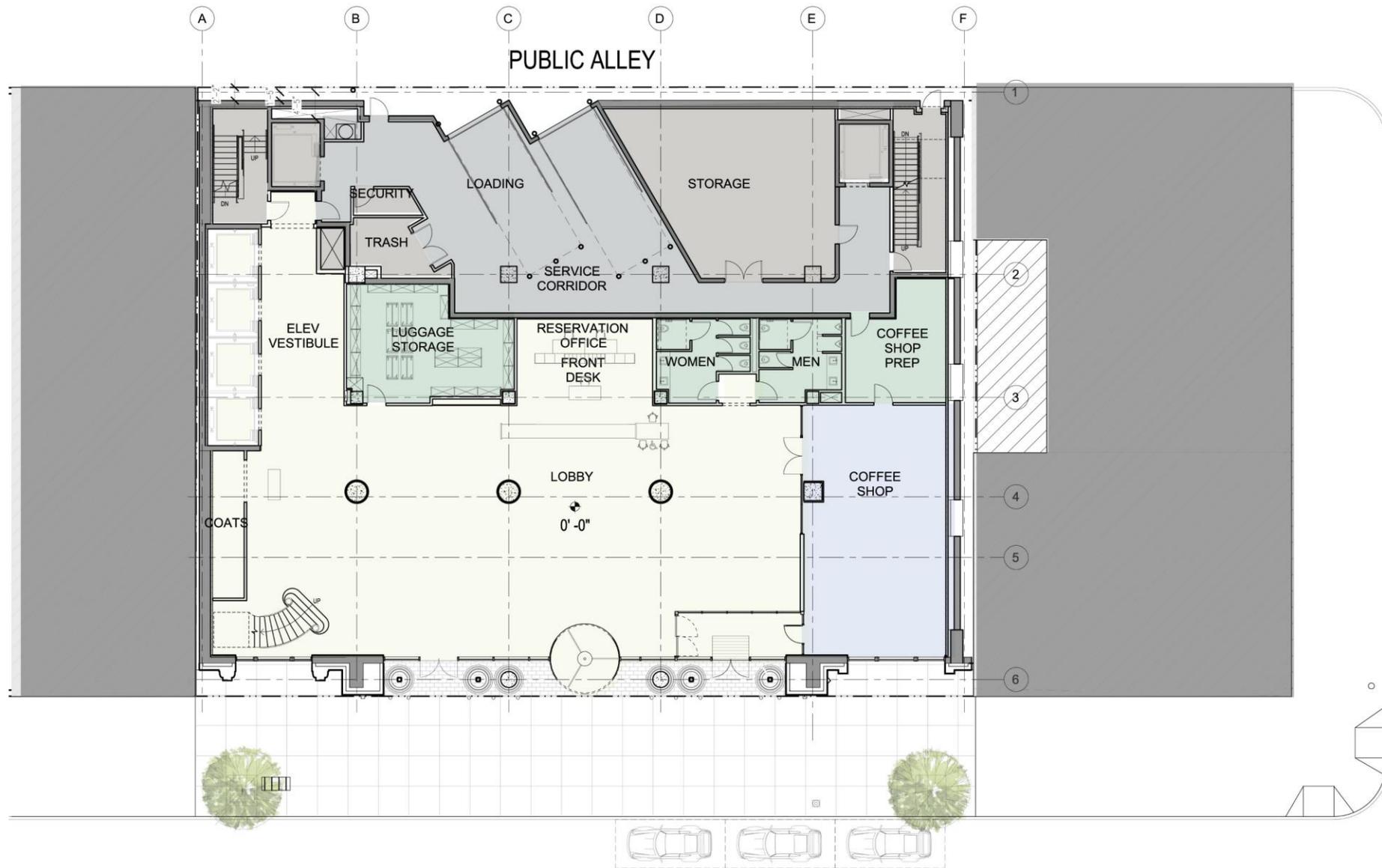
### OCTOBER 2019 PROPOSAL

- 390'-0" building height
- 410 Guest rooms
- Includes ballroom (5000sf)



### SEPTEMBER 2020 PROPOSAL

- 345'-0" building height
- 388 Guest rooms
- Ballroom eliminated
- Lay-by lane eliminated, curbside guest loading zone established



E. ONTARIO ST

N ST. CLAIR STREET

TWO WAY TRAFFIC  
ASPHALT PAVEMENT



**SITE + GROUND FLOOR PLAN**



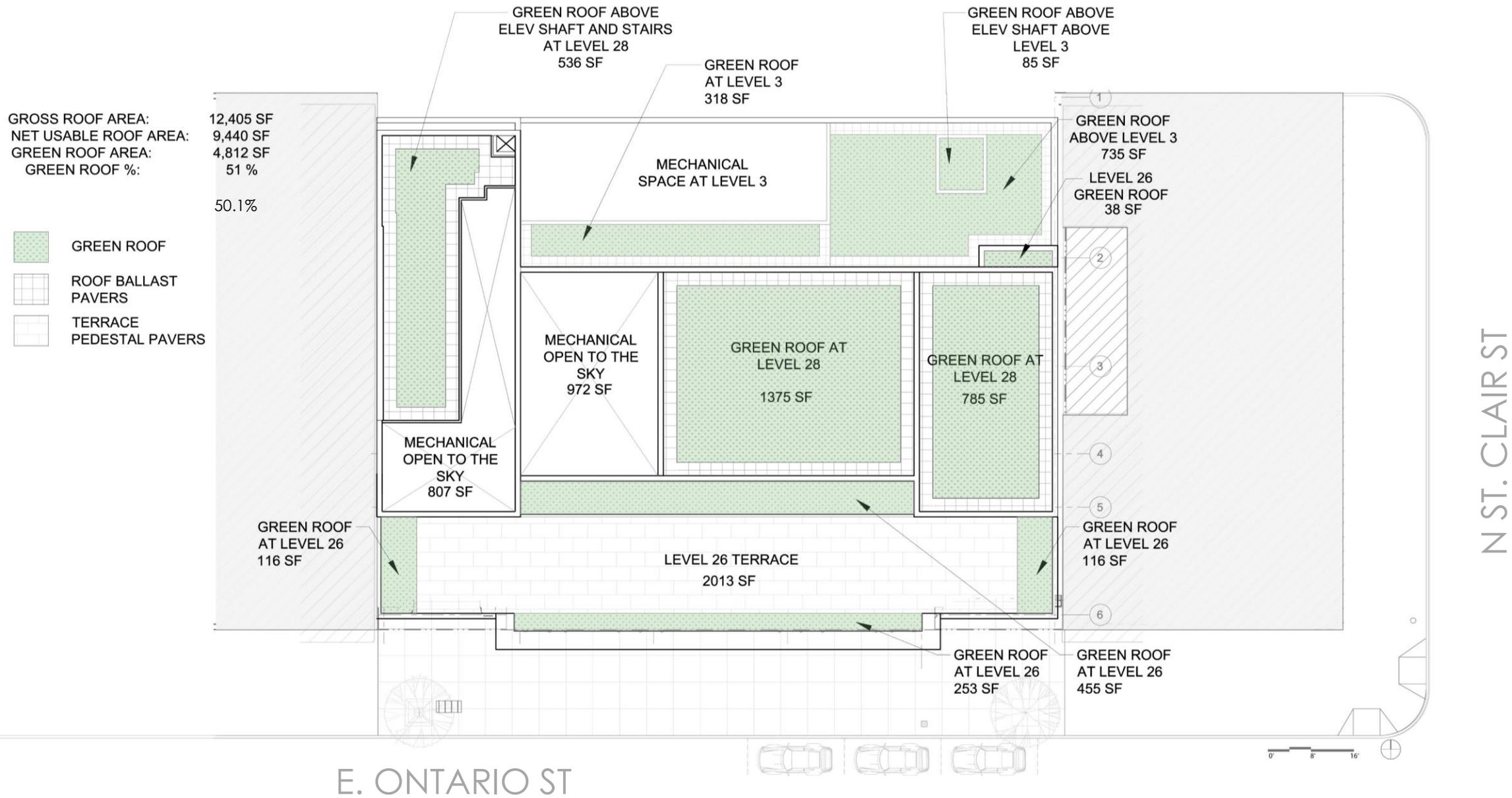
**LEVEL 2 PLAN**



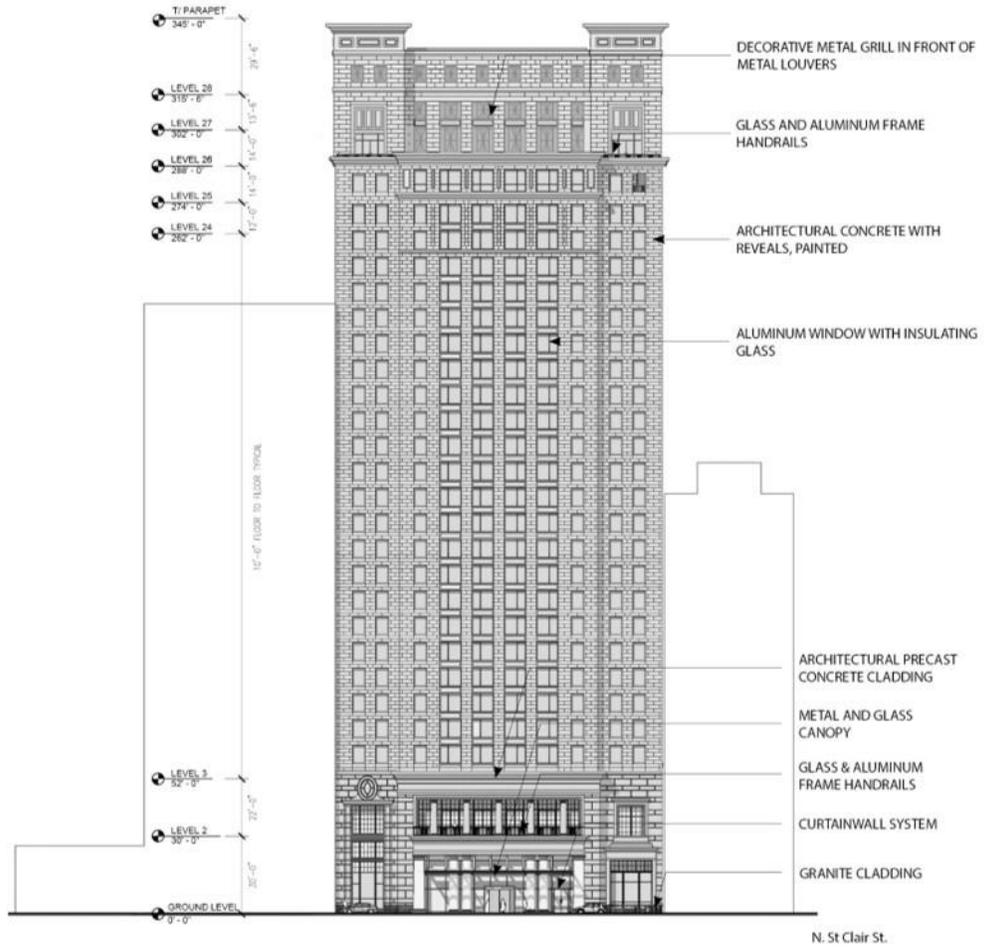
E. ONTARIO ST

N ST. CLAIR ST

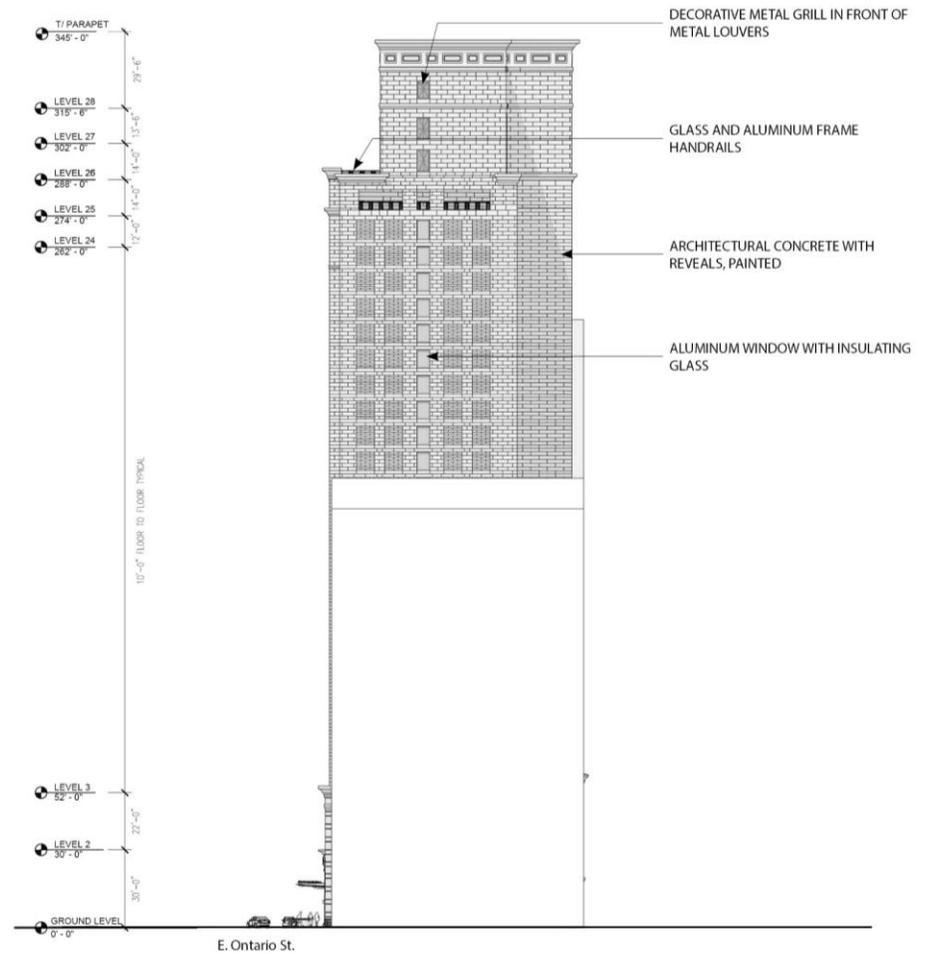
# TYPICAL GUEST ROOM PLAN



# ROOF PLAN

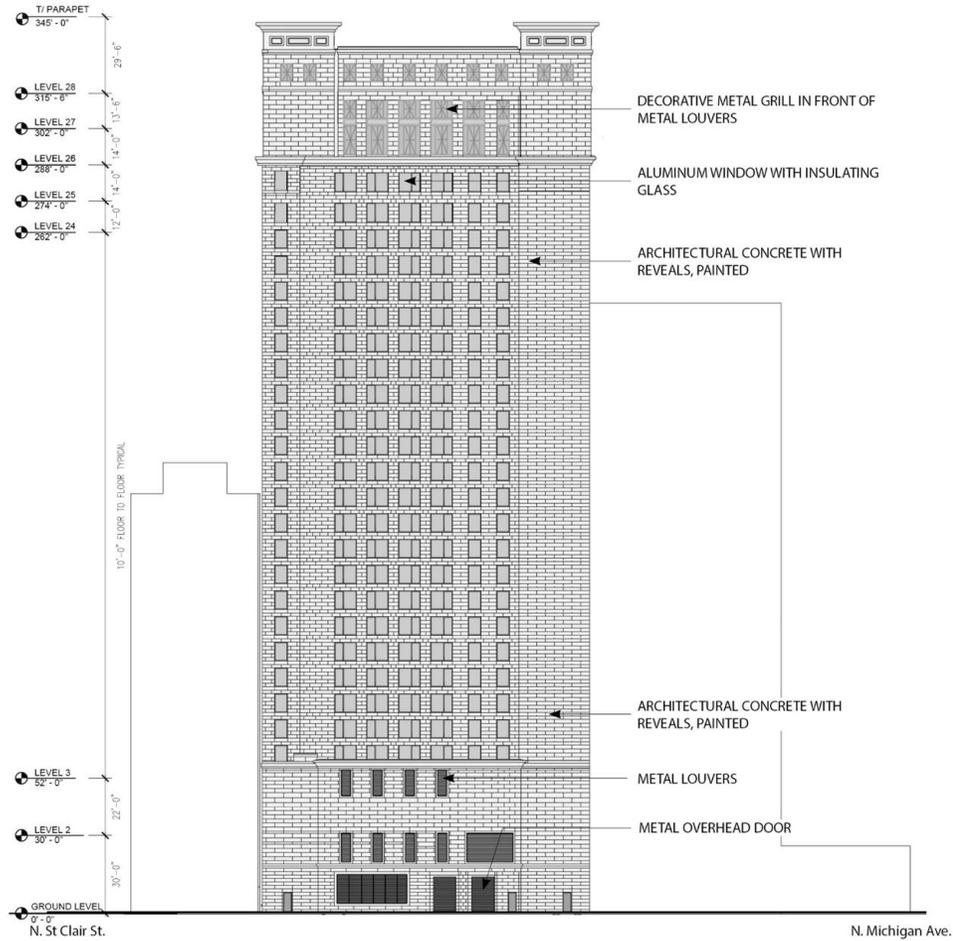


**SOUTH ELEVATION**

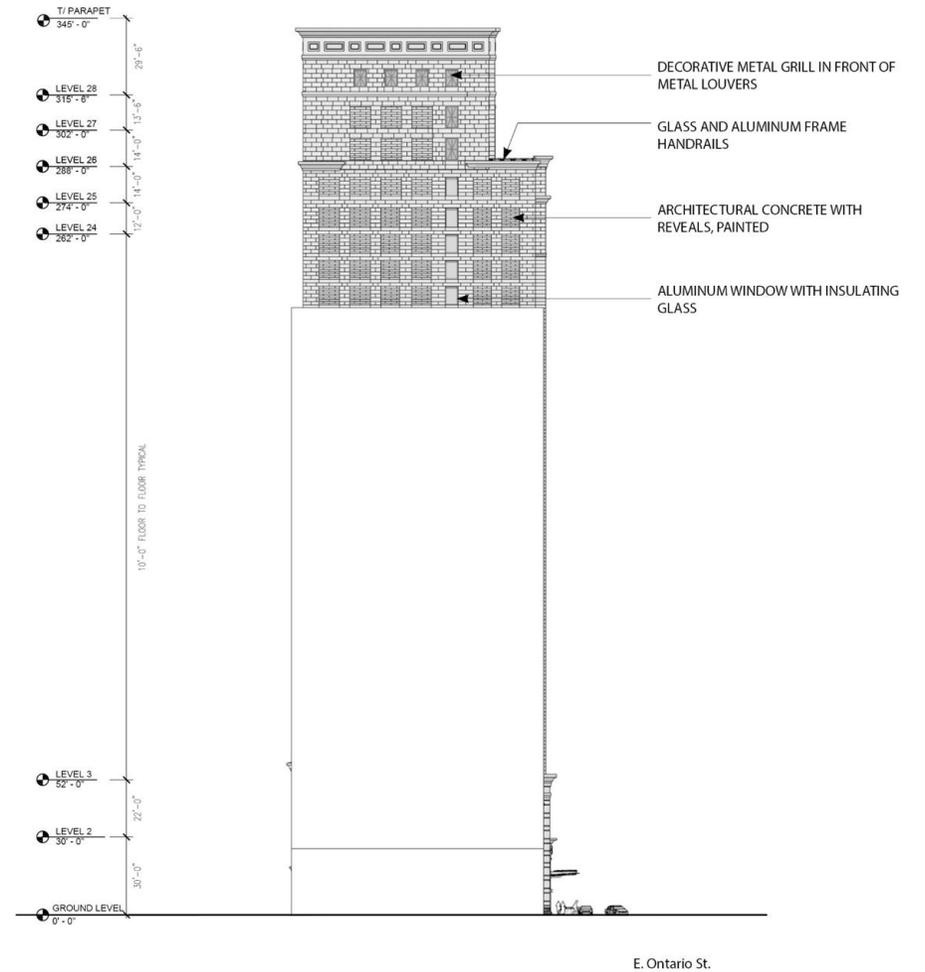


**EAST ELEVATION**



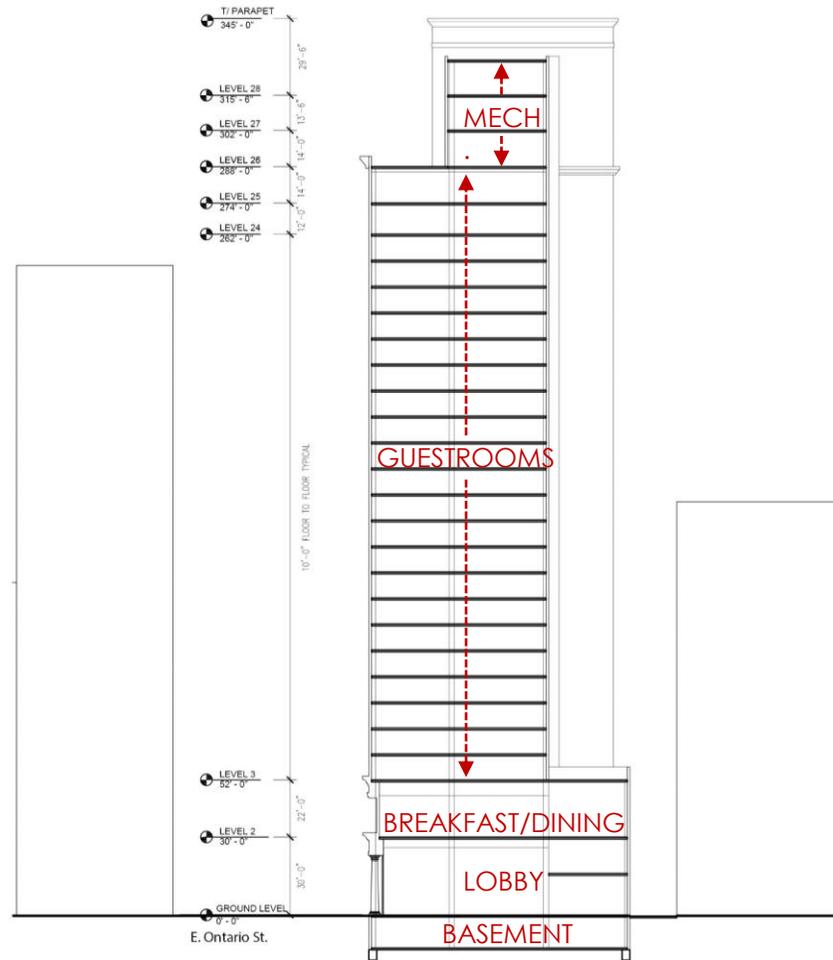


**NORTH ELEVATION**

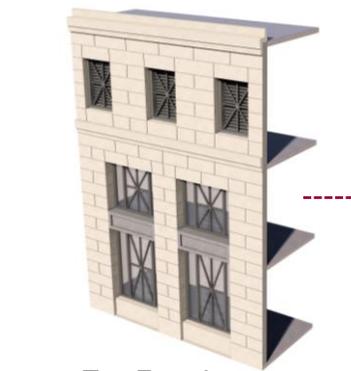


**WEST ELEVATION**

**BUILDING ELEVATIONS**



# BUILDING SECTION



Top Facade



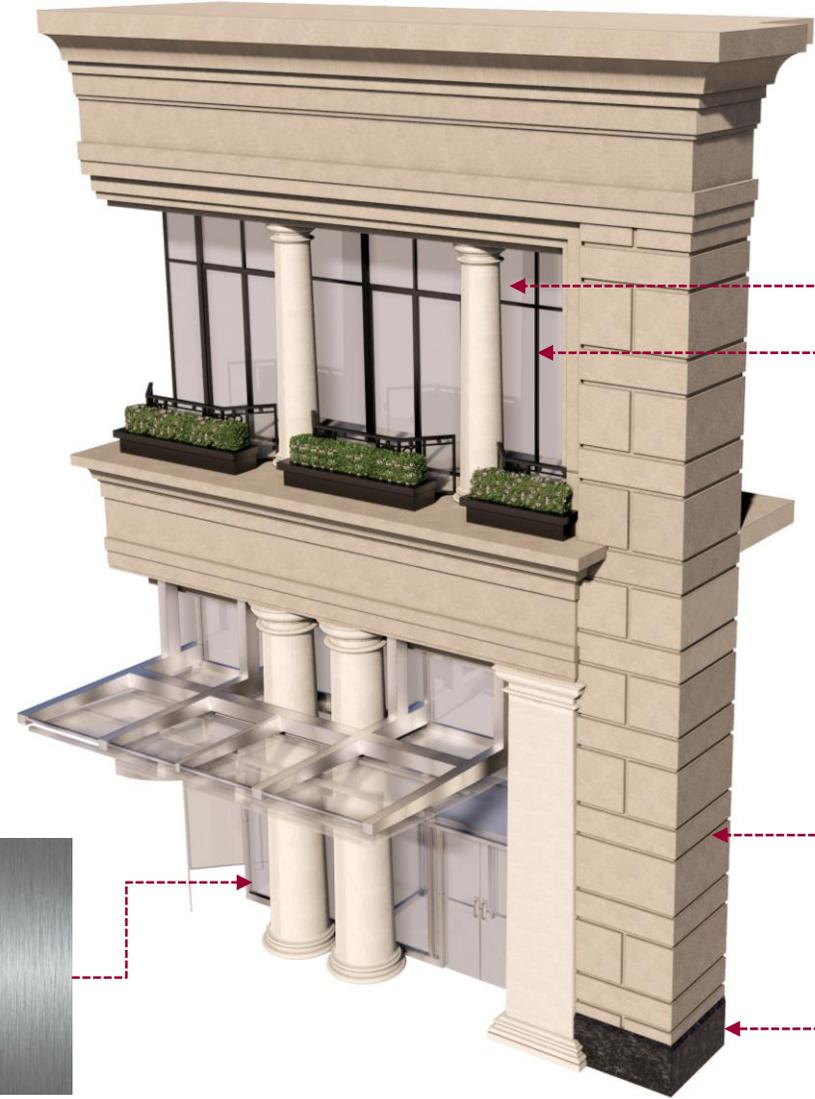
Typical Middle Facade



Base Facade



Stainless steel storefront mullion & canopy finish



Base Facade



Clear glass



Aluminum storefront mullion

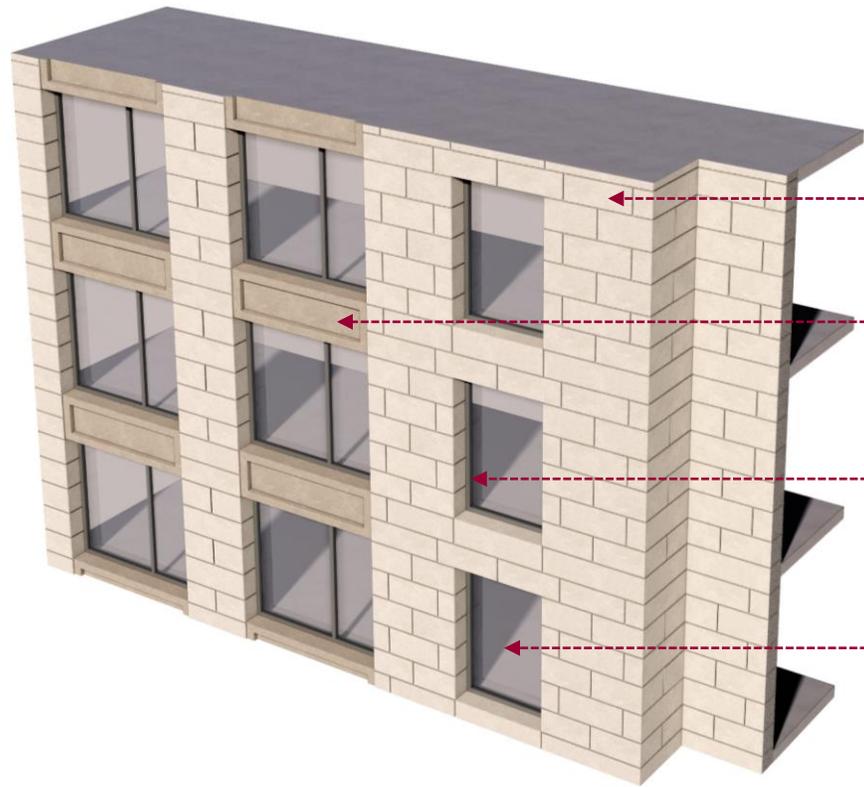


Precast concrete panel



Granite base panel

# BUILDING MATERIALS



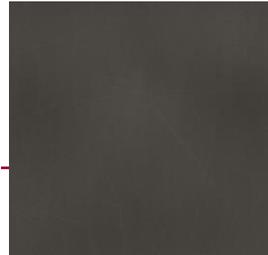
Typical Middle Facade



Architectural concrete with reveals, painted



Architectural concrete with reveals, painted



Aluminum window mullion



Clear glass



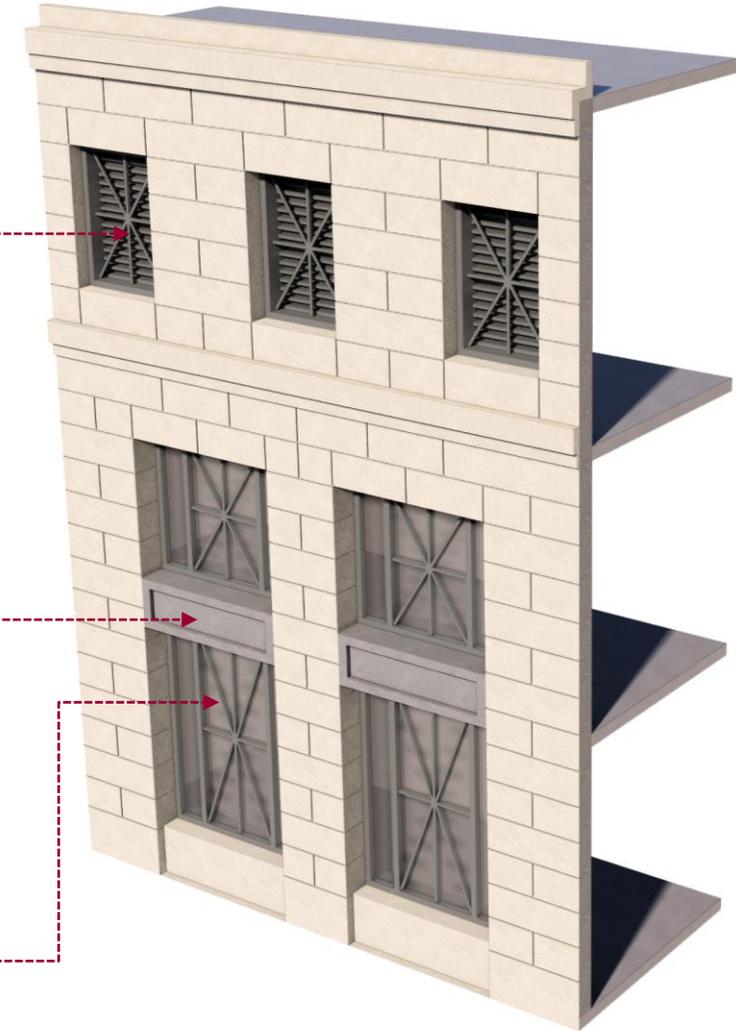
Ornamental metal grillage mounted in front of metal louvers



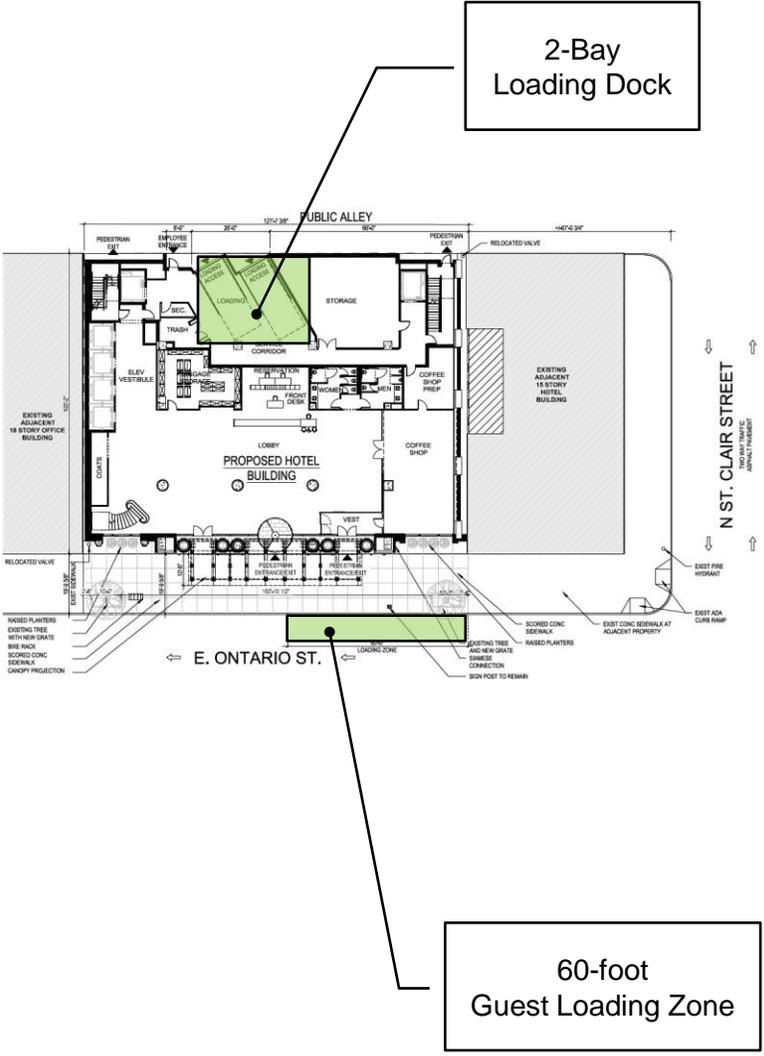
Architectural concrete with reveals, painted



Spandrel glass



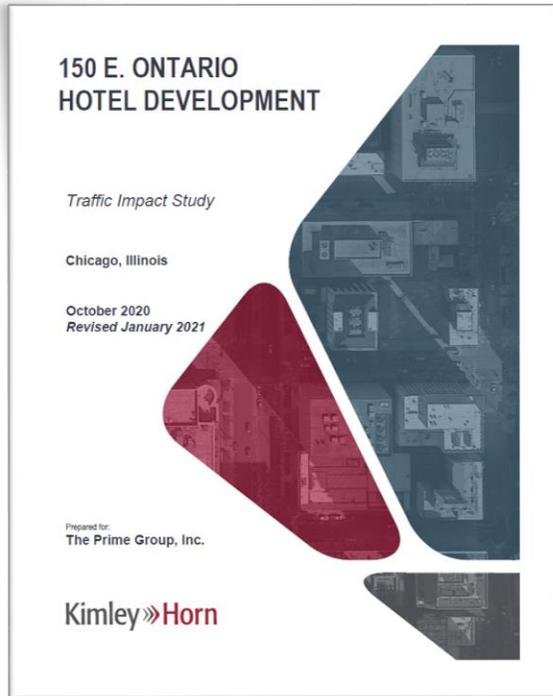
Top Facade



## 17-8-0904 TRANSPORTATION, TRAFFIC CIRCULATION AND PARKING

1. **Promote the safe and efficient circulation of pedestrians, cyclists and motor vehicles;**  
*The site fits within a walkable neighborhood with no vehicle access points and proximate to numerous transit lines.*
2. **Promote transit, pedestrian and bicycle use;**  
*No parking will be provided on site and hotel guests are expected to largely use non-auto transportation options.*
3. **Ensure accessibility for persons with disabilities;**  
*The site is ADA-accessible and the ADA ramp at the SW corner of Ontario/St. Clair will be improved.*
4. **Minimize conflict with existing traffic patterns in the vicinity;**  
*No site access driveways are proposed and the guest loading zone is located as far east as possible to maximize the use of the remaining site frontage as an extension of the right-turn lane approaching Michigan Avenue during the PM peak period.*
5. **Minimize and mitigate traffic congestion associated with the proposed development;**  
*No parking will be provided on site and the guest loading zone is limited to 60 feet.*
6. **Provide safe and ample access for emergency and delivery vehicles, while minimizing the adverse visual impact of vehicular service areas; and**  
*Emergency access is unchanged and loading docks are configured to accommodate truck maneuvers within the adjacent alley.*
7. **Provide adequate bicycle and vehicle parking, while minimizing the adverse visual impact of any off-street parking areas.**  
*No vehicle parking is provided.*

# Traffic Study Recommendations



## KEY SITE DESIGN ELEMENTS

- No on-site parking is provided
- No access driveways are proposed, thus, no vehicle-pedestrian conflicts are introduced
- A 60-foot curbside guest loading zone will be established along the north side of Ontario Street located at the eastern extents of the site frontage
- The two rear loading docks are angled to accommodate truck maneuvers within the alley and all trash receptacles are located within the building envelope to avoid alley obstructions

## KEY FINDINGS

- The site is located within a highly walkable neighborhood with a high level of transit access and is designed to further contribute to an active pedestrian district.
- The proposed development will not create significant impacts on the capacity of adjacent intersections along Ontario Street
- A guest loading zone providing 3 spaces (60 feet) is expected to serve the 85<sup>th</sup> percentile projection of curbside demand for hotel guest activity

## **17-8-0905 Pedestrian Orientation**

- Building facades at pedestrian level are appropriately scaled within the context of the existing streetscape
- The building entry consists of large storefront and architectural articulation that is accompanied by planters and landscaping to provide a visual interest.
- Building abuts the sidewalk with sidewalk-level entrances
- Building entrance forms a significant focal element of the building and provides building identity and presence on the street

## **17-8-0906 Urban Design**

- Building base aligns with existing neighboring buildings, is located close to the sidewalk, and close to one another.
- Building base infills the full width of the parcel and provides continuity to the street wall.



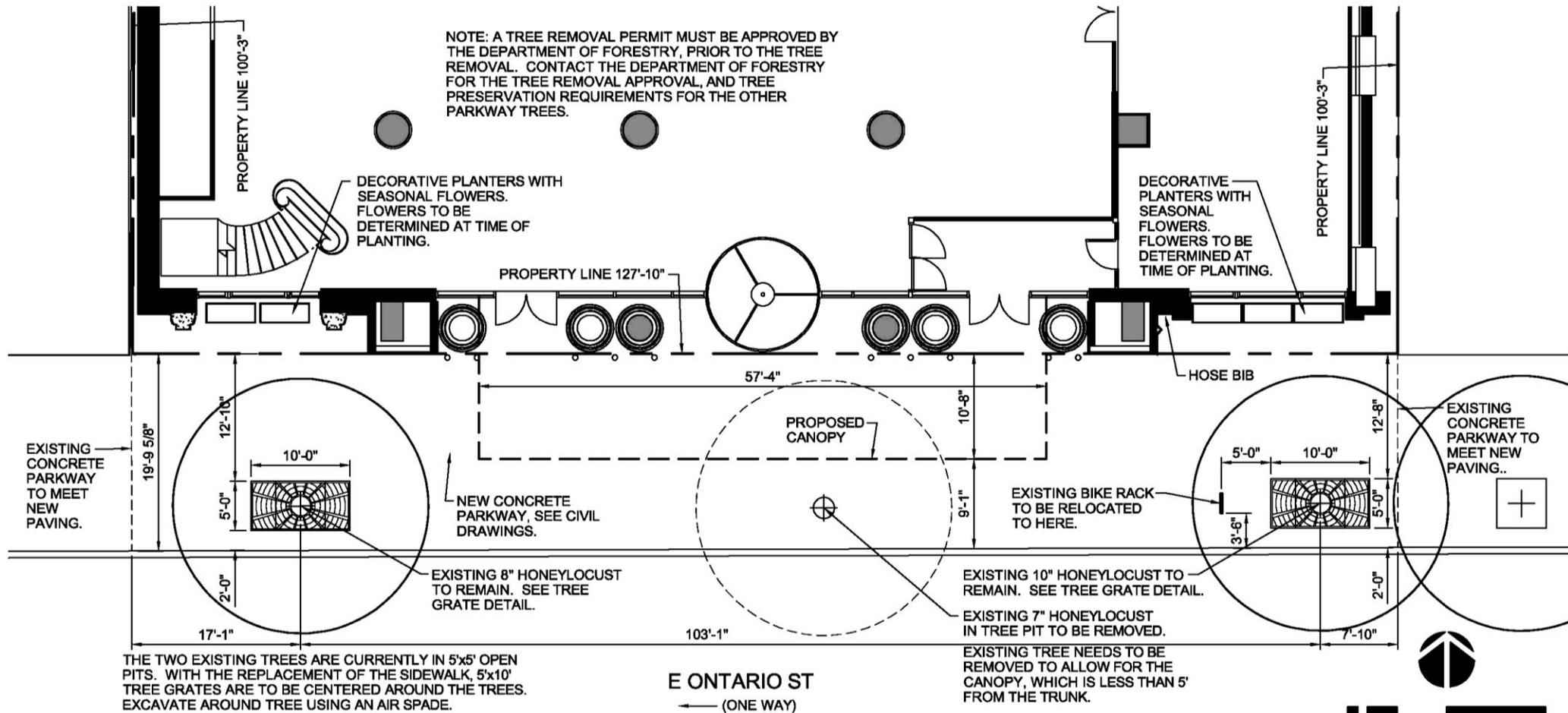
## 17-8-0907- B General Guidelines

- The building respects the context and scale of surrounding buildings with setbacks at appropriate heights which also reduces the apparent mass from street level.
- All sides and areas of the 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.

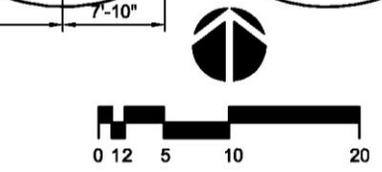
## 17-8-0907-C High-rise Buildings

- Building has a clearly defined vertical appearance, comprised of a base, midsection, and top.
- The base and upper stories of the high-rise building is in the same plane along the south façade fronting Ontario Street.
- Upper-story setbacks are used to reduce the apparent mass and bulk of the building. Such setbacks convey a sense of sculpting to the top floors of the building.





1 LANDSCAPE PLAN  
SCALE: 1" = 10'-0"



DANIEL WEINBACH & PARTNERS, LTD



# STORMWATER MANAGEMENT CALCULATIONS

## Standard:

Required Rate Control Volume = 2,500 cf

Required Volume Control Volume = 0 cf

**Total Required = 2,500 cf**

## Exceed Ordinance by 50%:

Required Rate Control Volume = 3,750 cf

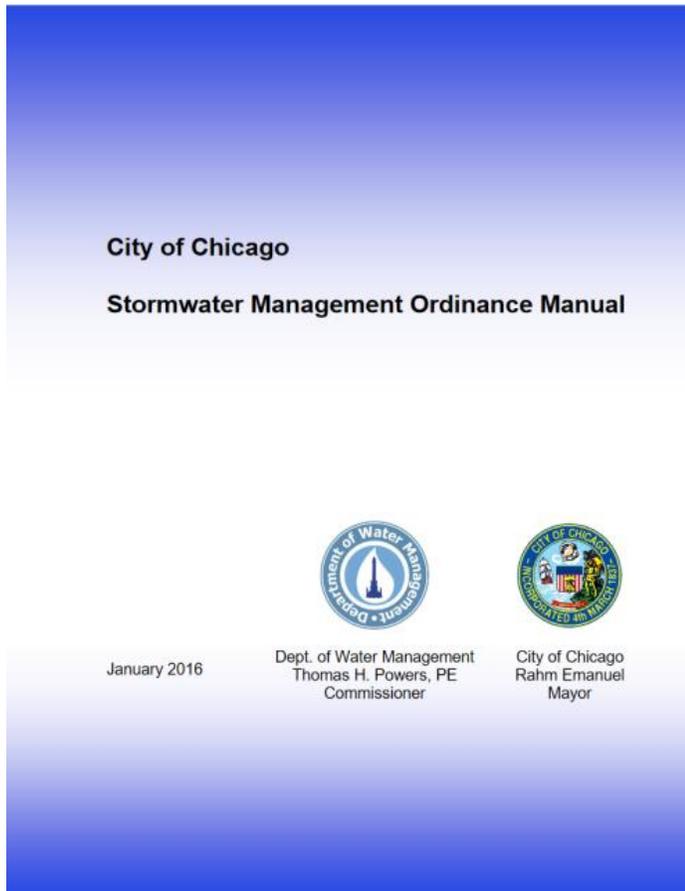
Required Volume Control Volume = 550 cf

**Total Required = 4,300 cf**

## Required Rate Control includes the following:

- Site Area = 12,800 sf
- 10-Year Rate Control storage based on Bulletin 70 rainfall data since proposed building is lot line to lot line.
- 25% Sidewall Area = 5,900 sf
- Dry Weather Flow = 0.049 cfs
- Reduced Allowable Release to Account for High Dry Weather Flow =  $(1.1 \times 0.15) - 0.049 = 0.116$  cfs

**Proposed Volume Provided = 4,500 cf**





# Economic and Community Benefits

## GENERAL CONTRACTOR & DEVELOPER MBE/WBE STRATEGY

- **Committed to Pursuing:**
  - 26% MBE
  - 6% WBE

## ECONOMIC & COMMUNITY BENEFITS:

- **Estimated Project Cost:** \$145 Million
- **Construction Jobs:** ~ 200
- **Permanent Hotel Jobs:** ~ 150
- **Neighborhood Opportunity Fund Contribution:** ~ \$2.9 Million
- **Annual Property Tax Contribution:** ~ \$2.9 Million
- **Annual Hotel Tax Contribution:** ~ \$4.4 Million
- **Annual Sales Tax on Expected International Tourist Spending:** ~ \$11.1 Million

# ★ DPD Recommendations

- The project promotes the safe and efficient circulation of pedestrians, cyclists and motor vehicles and ensures accessibility (17-8-0904-A-1&3).
- The project is designed to promote pedestrian interest, safety, and comfort by providing safe walkways and an active street presence (17-8-0905-A-1&2).
- The proposed development is compatible with the character of the surrounding area in terms of uses, density, and building scale (17-8-0907-B-1).
- The proposed building is constructed with materials, finishes and architectural details that are of high-quality (17-8-0907-B-3).

