



CHICAGO PLAN COMMISSION

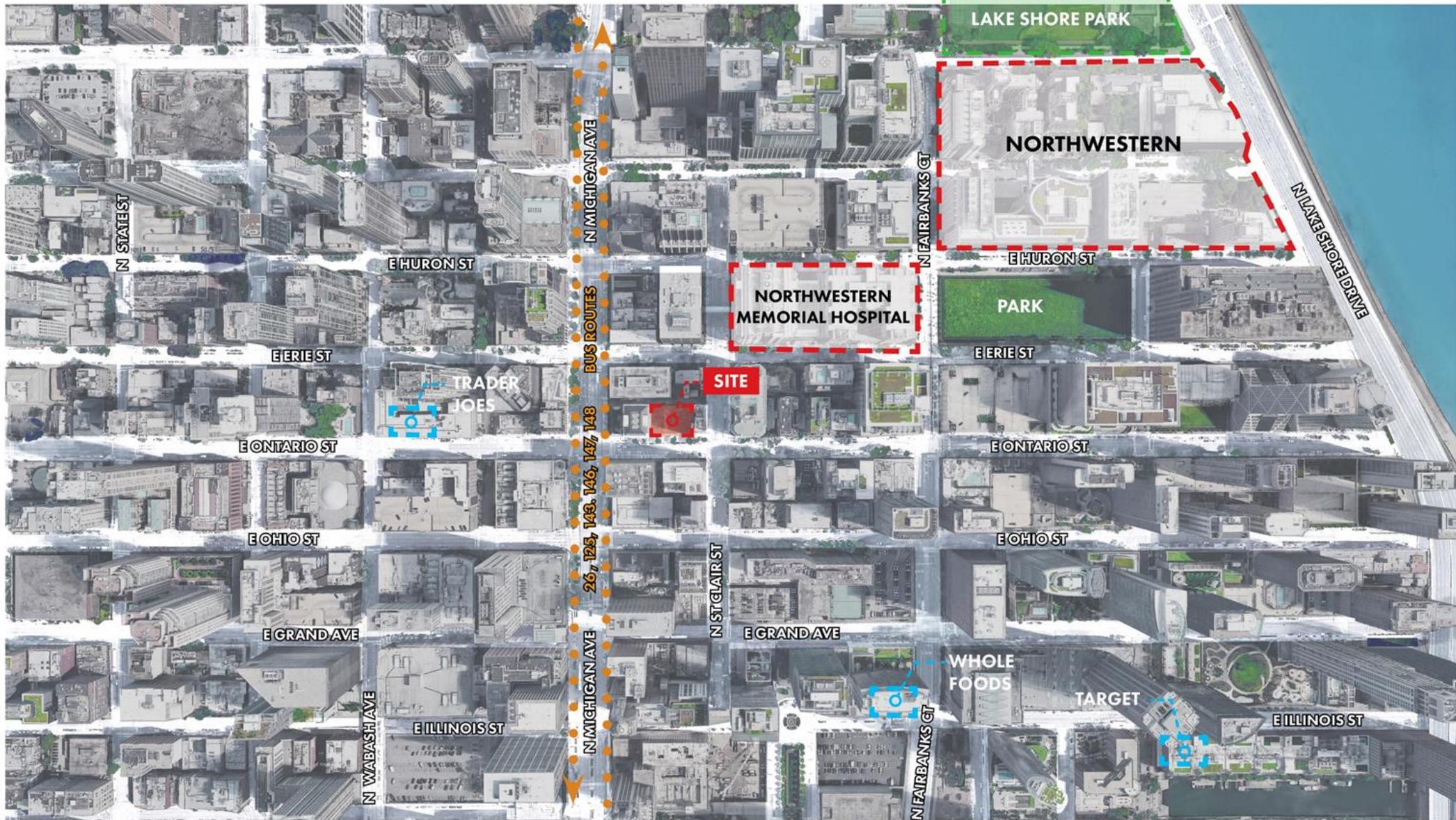
Department of Planning and Development

RIU Plaza Hotel

148-158 E. Ontario St (42nd Ward)

RIU Chicago, LLC

07/15/2021



KEY

Transit lines ●●●●●

Public parks - - - - -

Educational Institutions □

Neighborhood Anchors □



SITE CONTEXT PLAN



Community Area Snap Shot

NEAR NORTH SIDE COMMUNITY AREA INFORMATION:

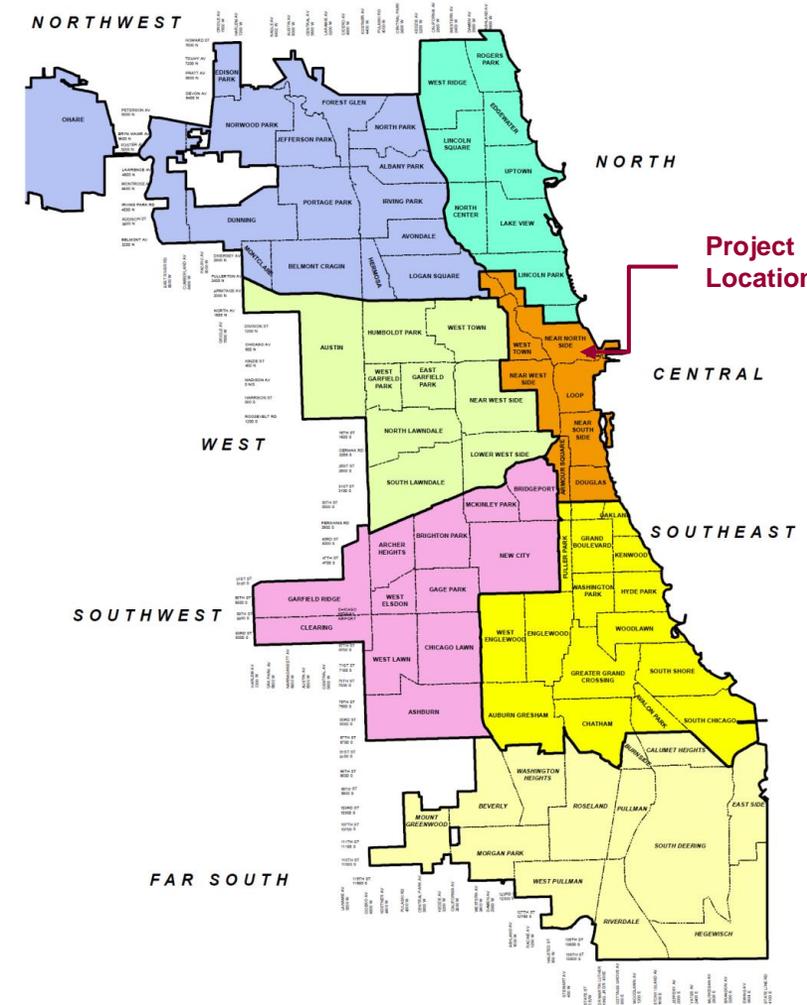
Demographic Data*

- 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

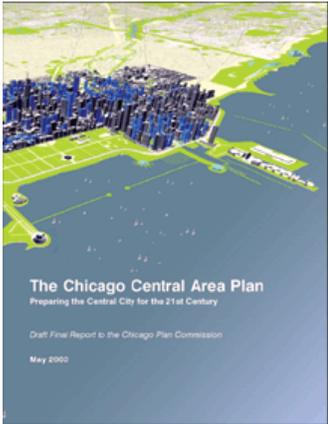
HOUSEHOLD INCOME, 2014-2018

	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.

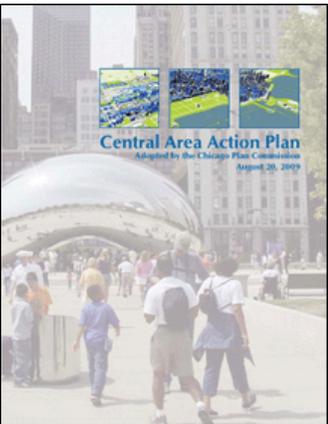


★ Planning Context



Chicago Central Area Plan (2003)

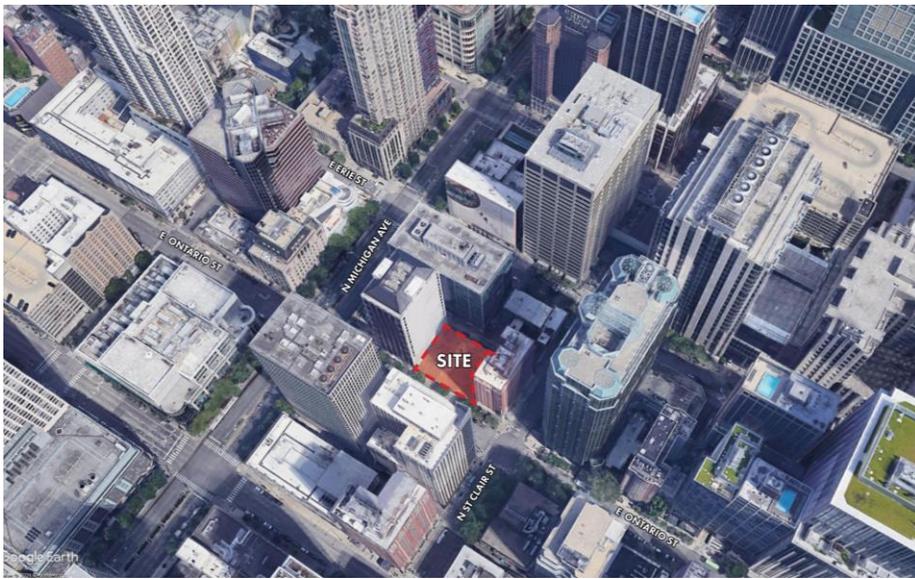
- Direct growth to create a dynamic Central Area with vibrant and diverse mixed-use districts
 - Support a diverse collection of livable neighborhoods and special places
- Strengthen connections to keep the Central Area easy to reach and get around
 - Improve the quality of the pedestrian environment



Central Area Action Plan (2009)

Near North Subarea: 2020 Vision/ Goals

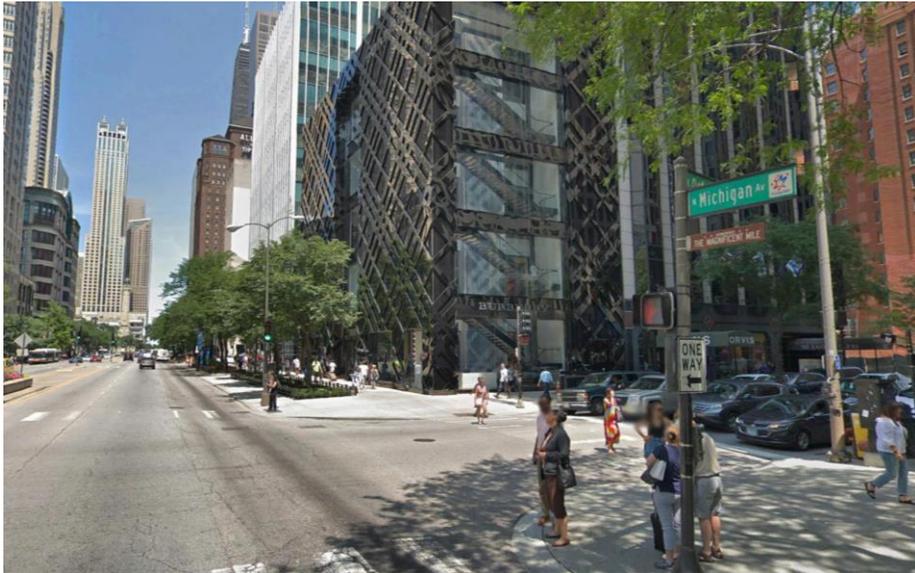
- Higher densities should be supported around existing and planned transit stations and along major street corridors
- The Near North will maintain a high quality of life for residents supported by enforcement of parking, zoning and noise regulations to mitigate the impacts of the vibrant entertainment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

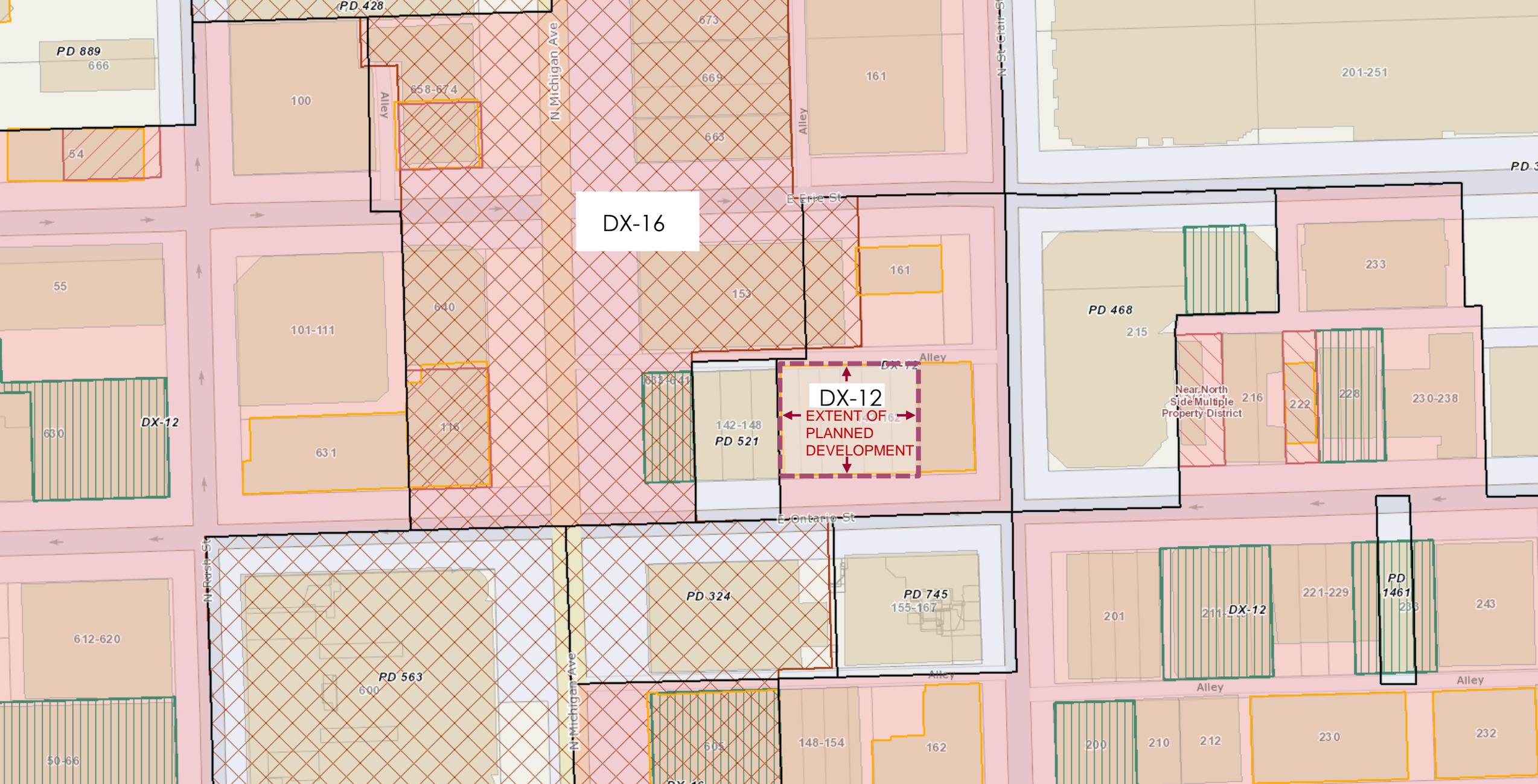
COMMUNITY AREA SNAPSHOT: EXISTING PHOTOGRAPHS



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



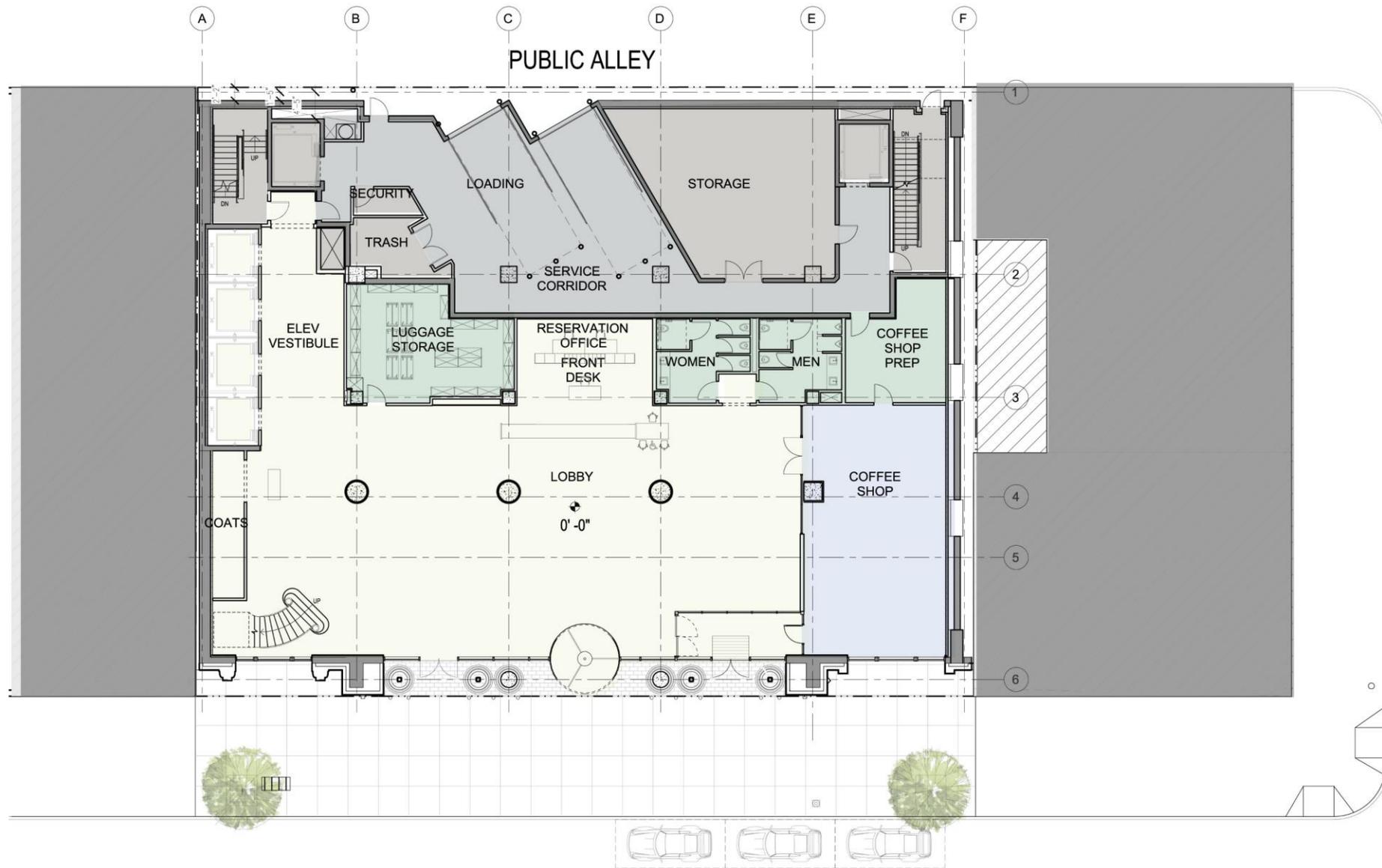
OCTOBER 2019 PROPOSAL

- 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

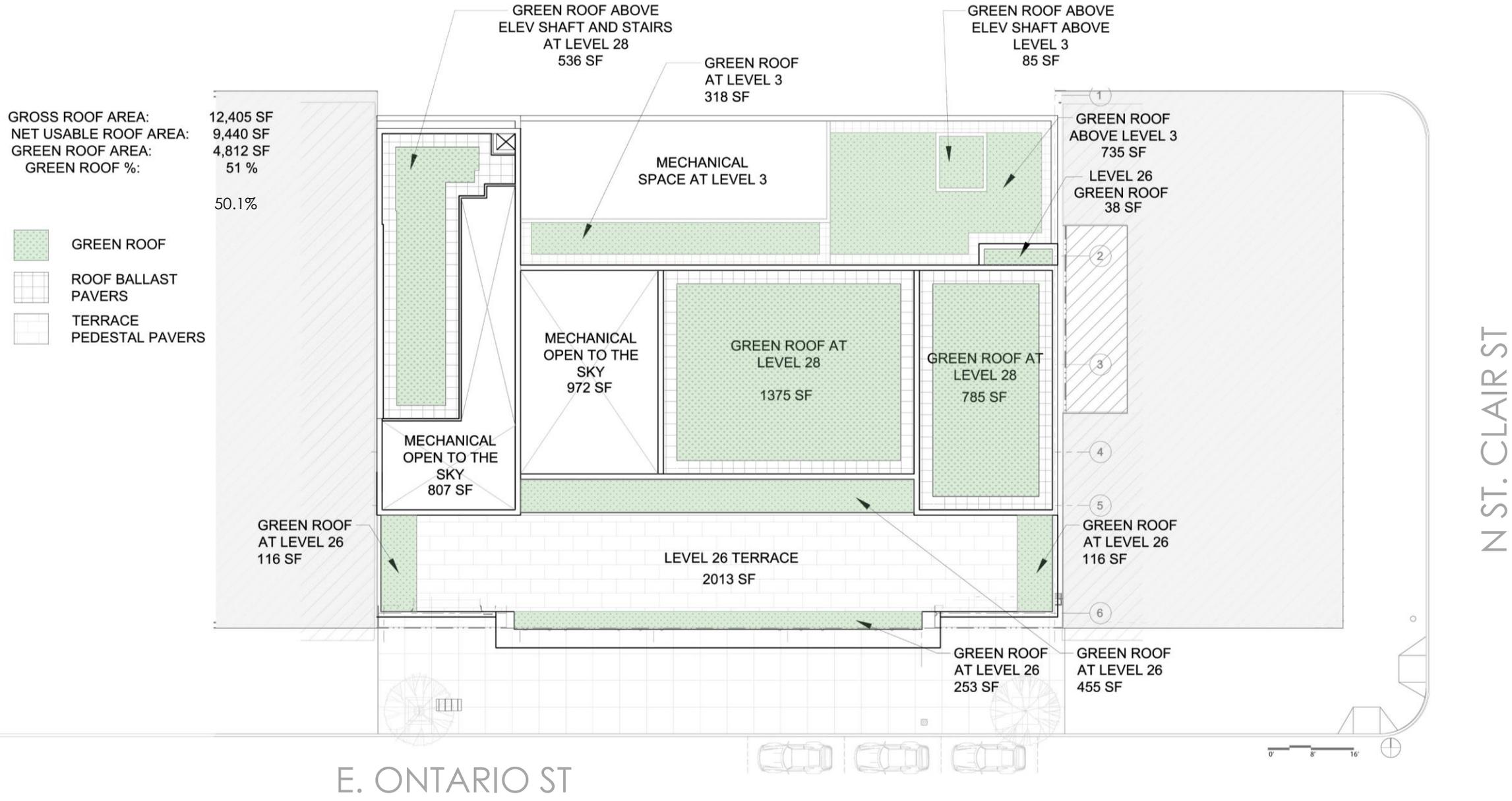


E. ONTARIO ST

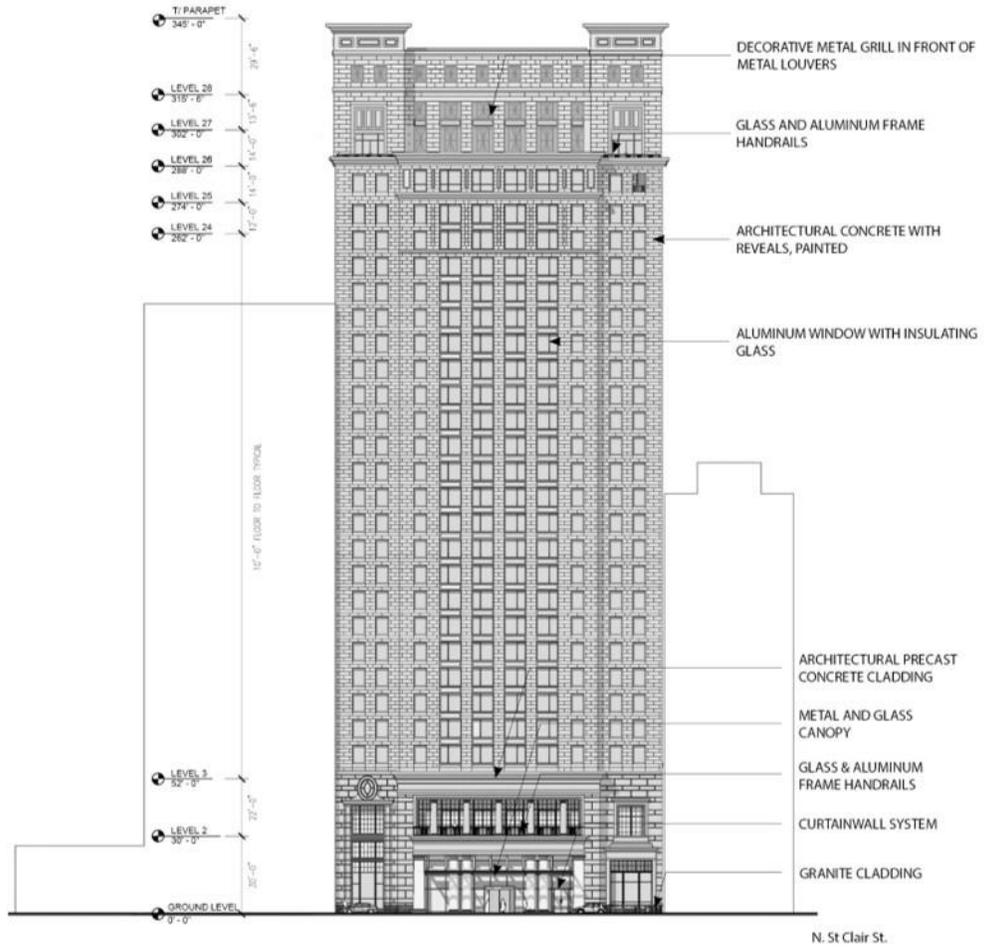
N ST. CLAIR ST



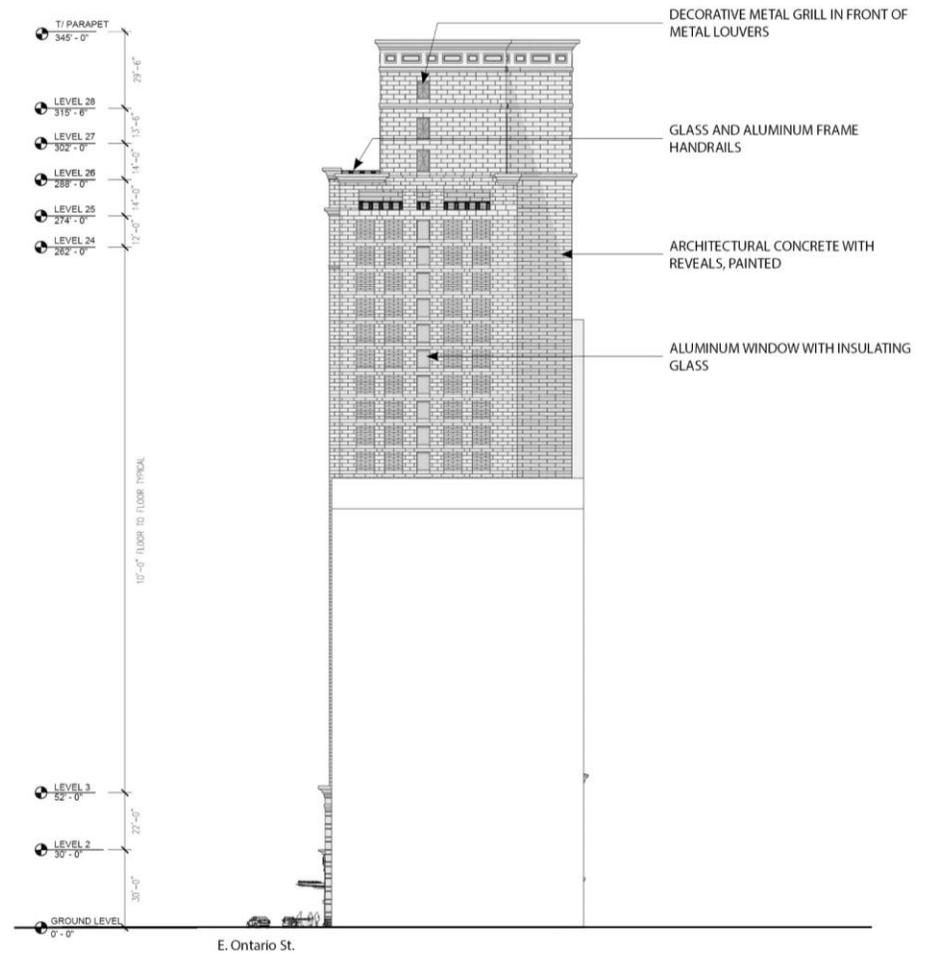
TYPICAL GUEST ROOM PLAN



ROOF PLAN

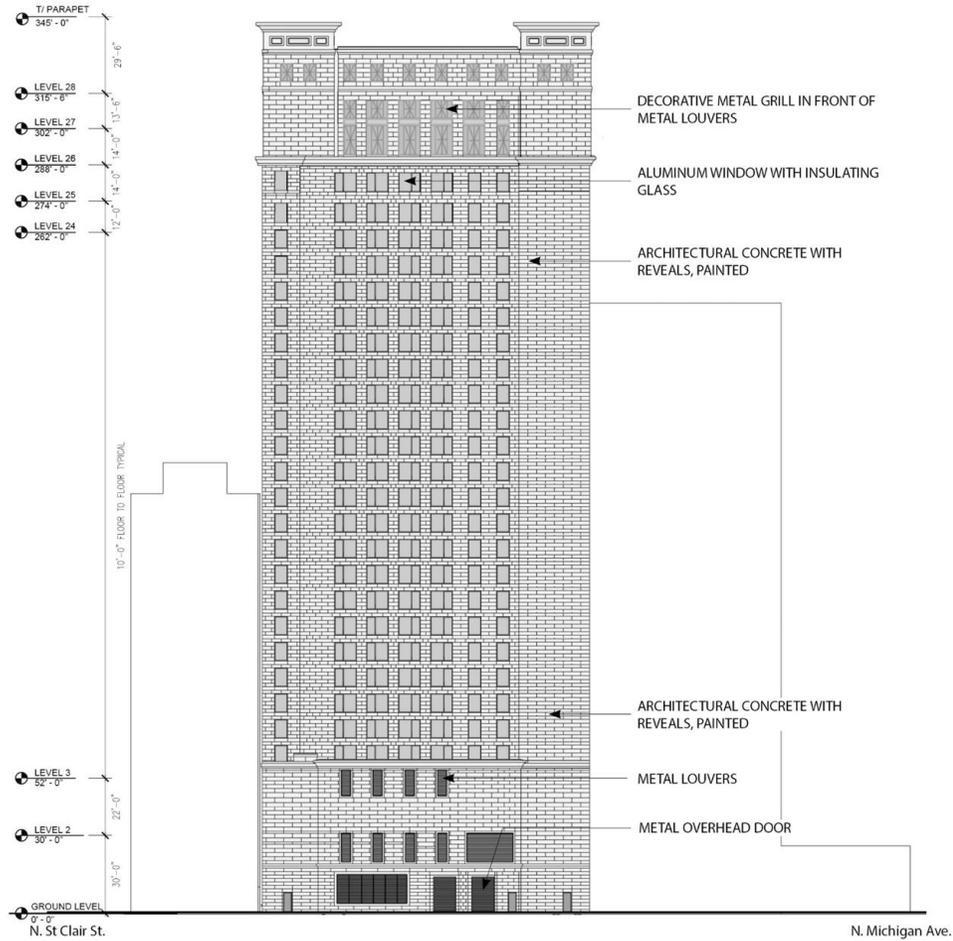


SOUTH ELEVATION

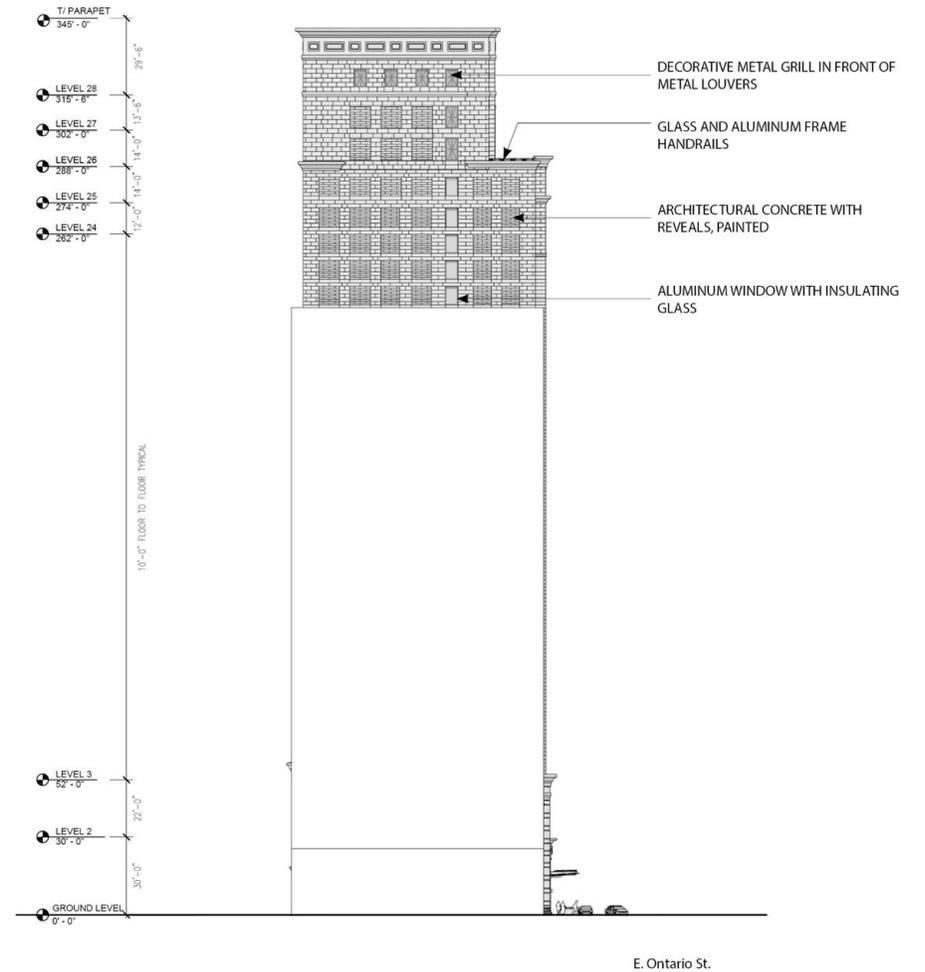


EAST ELEVATION



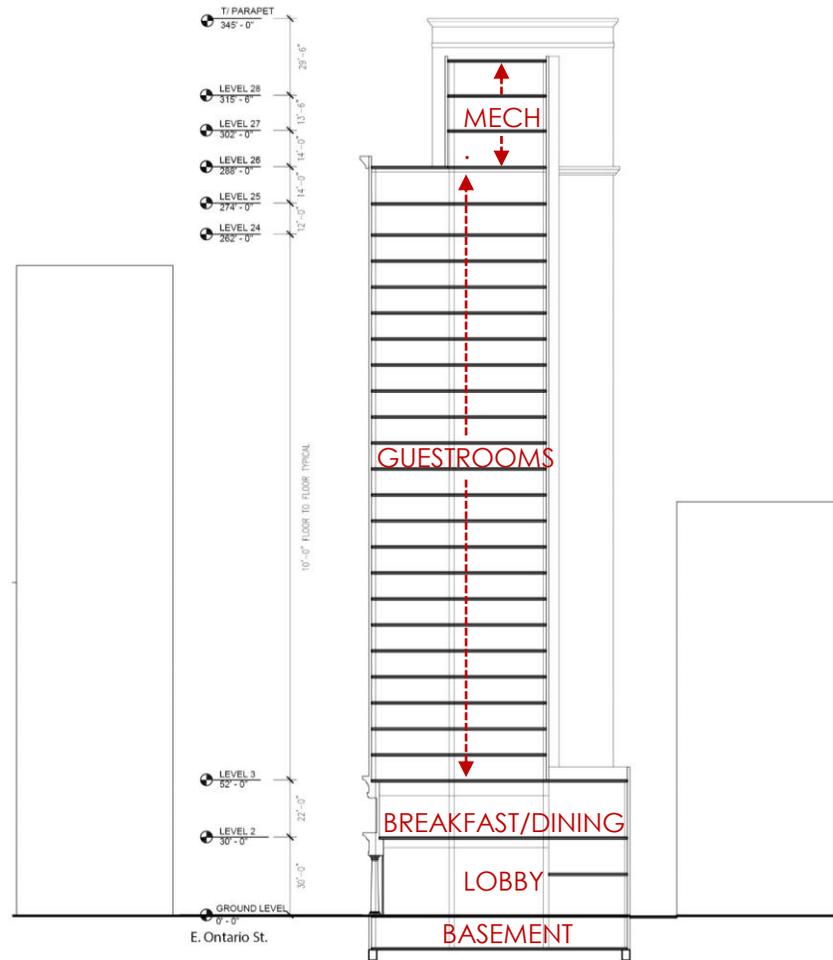


NORTH ELEVATION

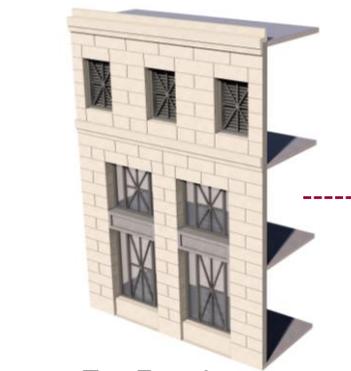


WEST ELEVATION

BUILDING ELEVATIONS



BUILDING SECTION



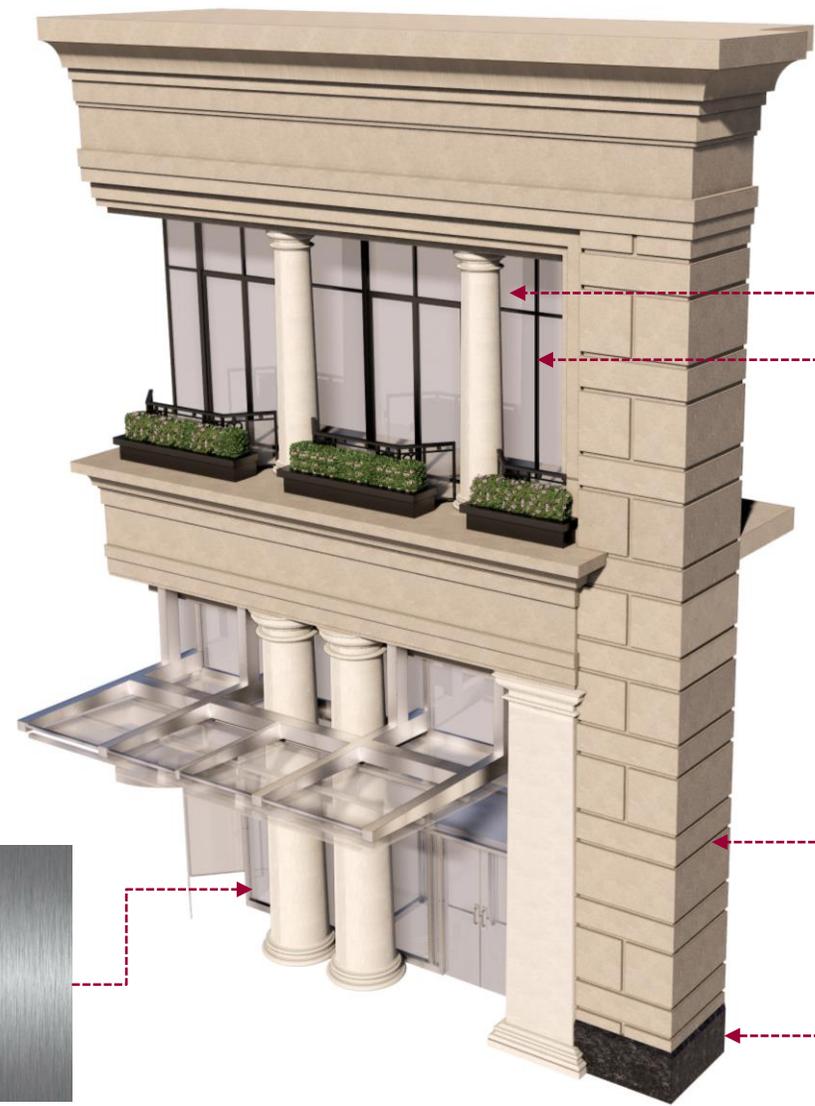
Top Facade



Typical Middle Facade



Base Facade



Base Facade



Clear glass



Aluminum storefront mullion



Precast concrete panel

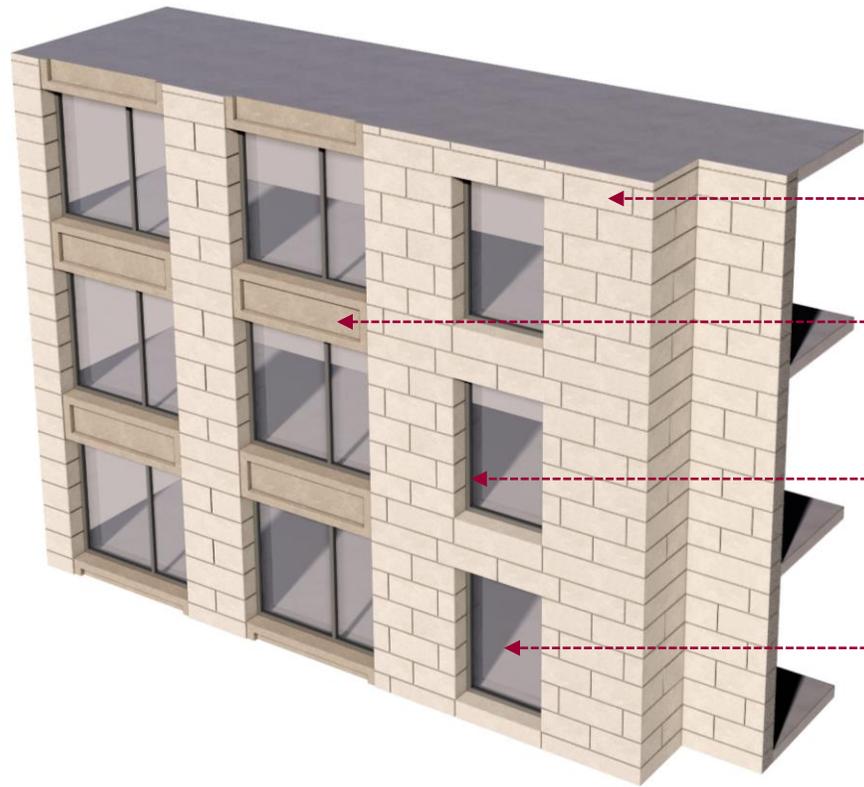


Granite base panel



Stainless steel storefront mullion & canopy finish

BUILDING MATERIALS



Typical Middle Facade

Architectural concrete with reveals, painted

Architectural concrete with reveals, painted

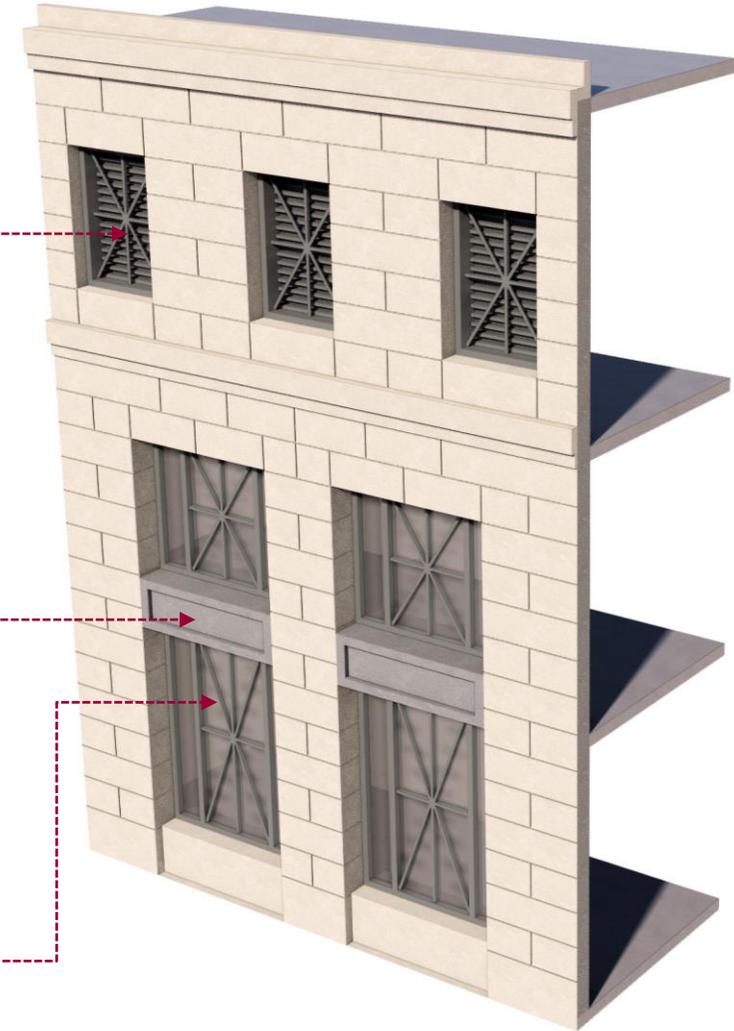
Aluminum window mullion

Clear glass

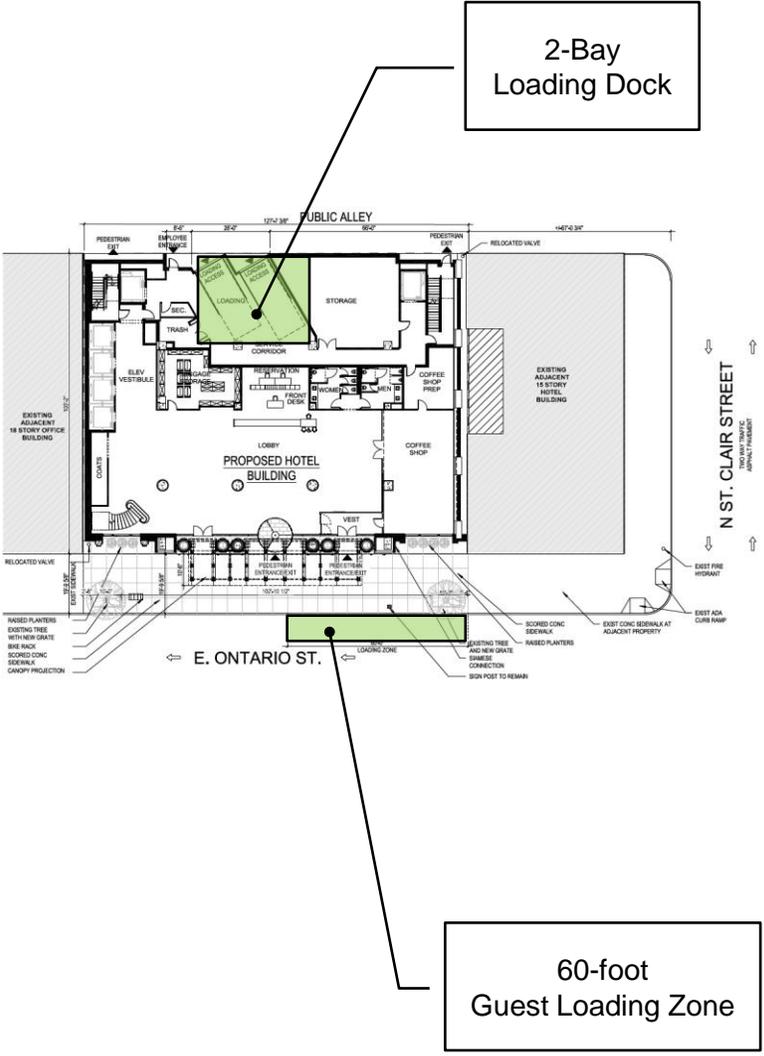
Ornamental metal grillage mounted in front of metal louvers

Architectural concrete with reveals, painted

Spandrel glass



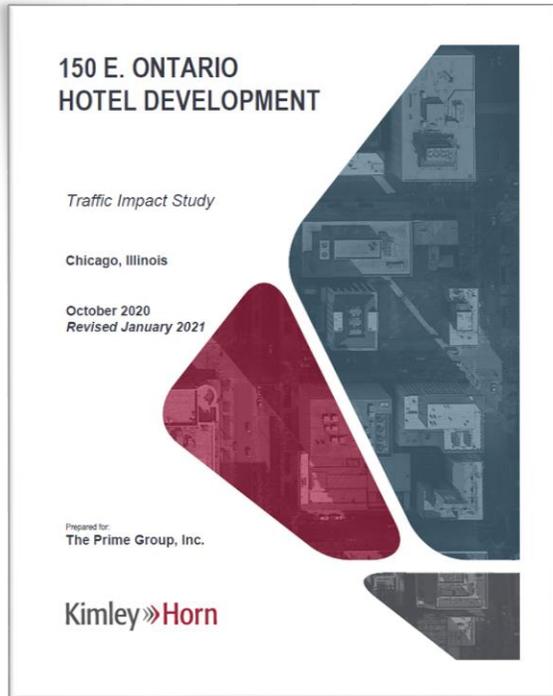
Top Facade



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 85th 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.



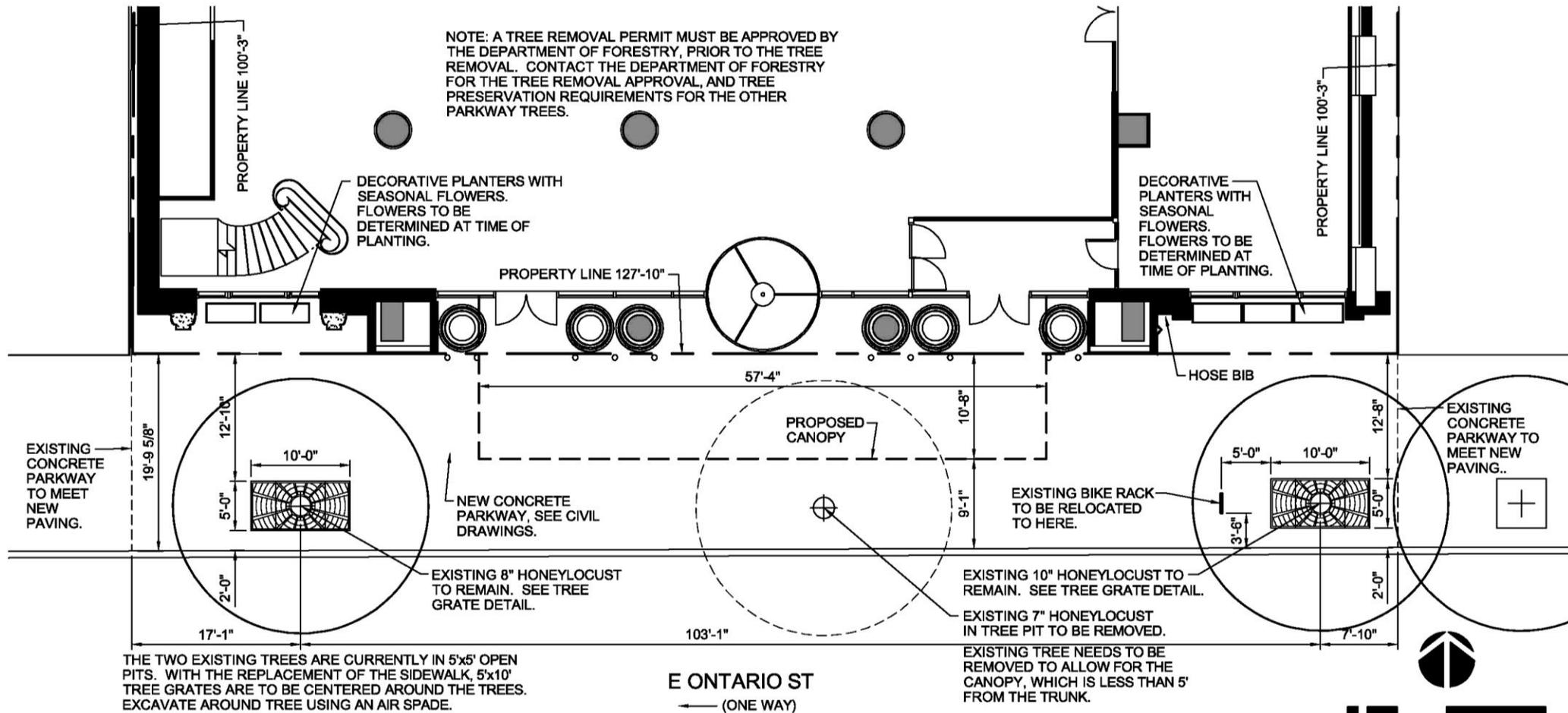
17-8-0907- B General Guidelines

- 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.

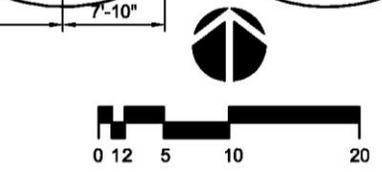
17-8-0907-C High-rise Buildings

- 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

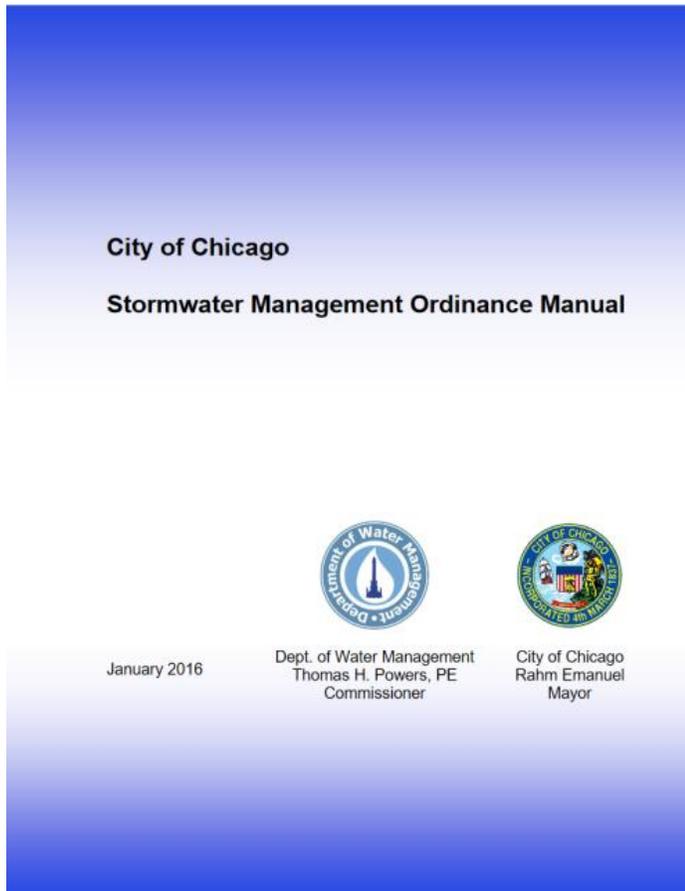
Required Volume Control Volume = 550 cf

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).

