



CHICAGO PLAN COMMISSION

Department of Planning and Development

Amendment to Planned Development 44

O'Hare Multi-Family

8535 West Higgins Road

Glenstar O'Hare LLC

August 19, 2021

O'Hare Community Area Snap Shot

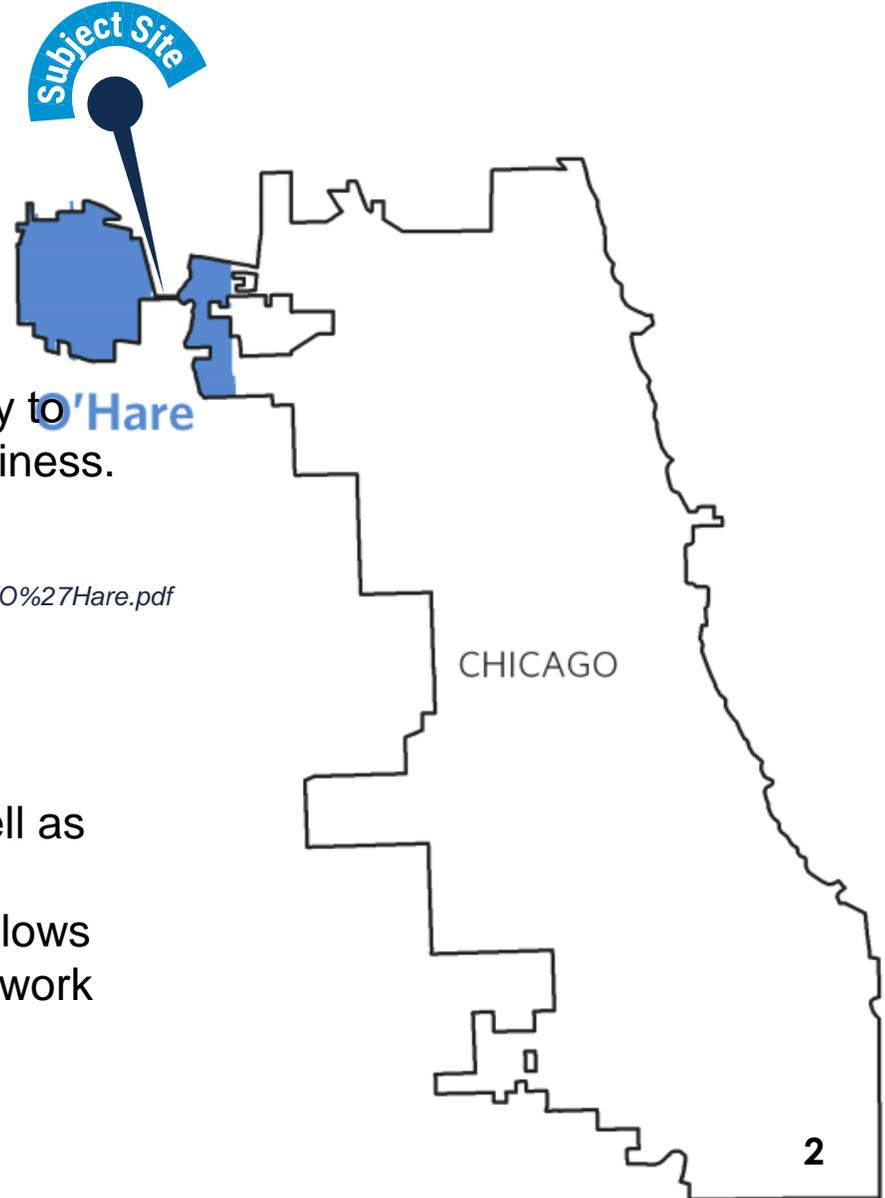
Project Location – O'Hare Community Area Information

- Total population is approximately 13,075
- The average household size is 2.1 people
- 65% of the population speaks a language other than English at home
- 92% of available housing units are occupied
- Transit availability is “high” based on frequency of transit service, proximity to transit stops, activities reachable without a transfer, and pedestrian friendliness. However, **71%** of residents drive to work.

Source: CMAP Community Data Snap Shot, June 2021 Release, available: <https://www.cmap.illinois.gov/documents/10180/126764/O%27Hare.pdf>

Neighborhood + Cultural/Historic Context

The area is a transportation hub containing O'Hare International Airport as well as major roads such as Interstate 90, its auxiliary Interstate 190, Interstate 294, Illinois Route 72, Illinois Route 171, U.S. Route 12 and U.S. Route 45. This allows the O'Hare neighborhood, combined with the nearby suburb of Rosemont, to work as an edge city

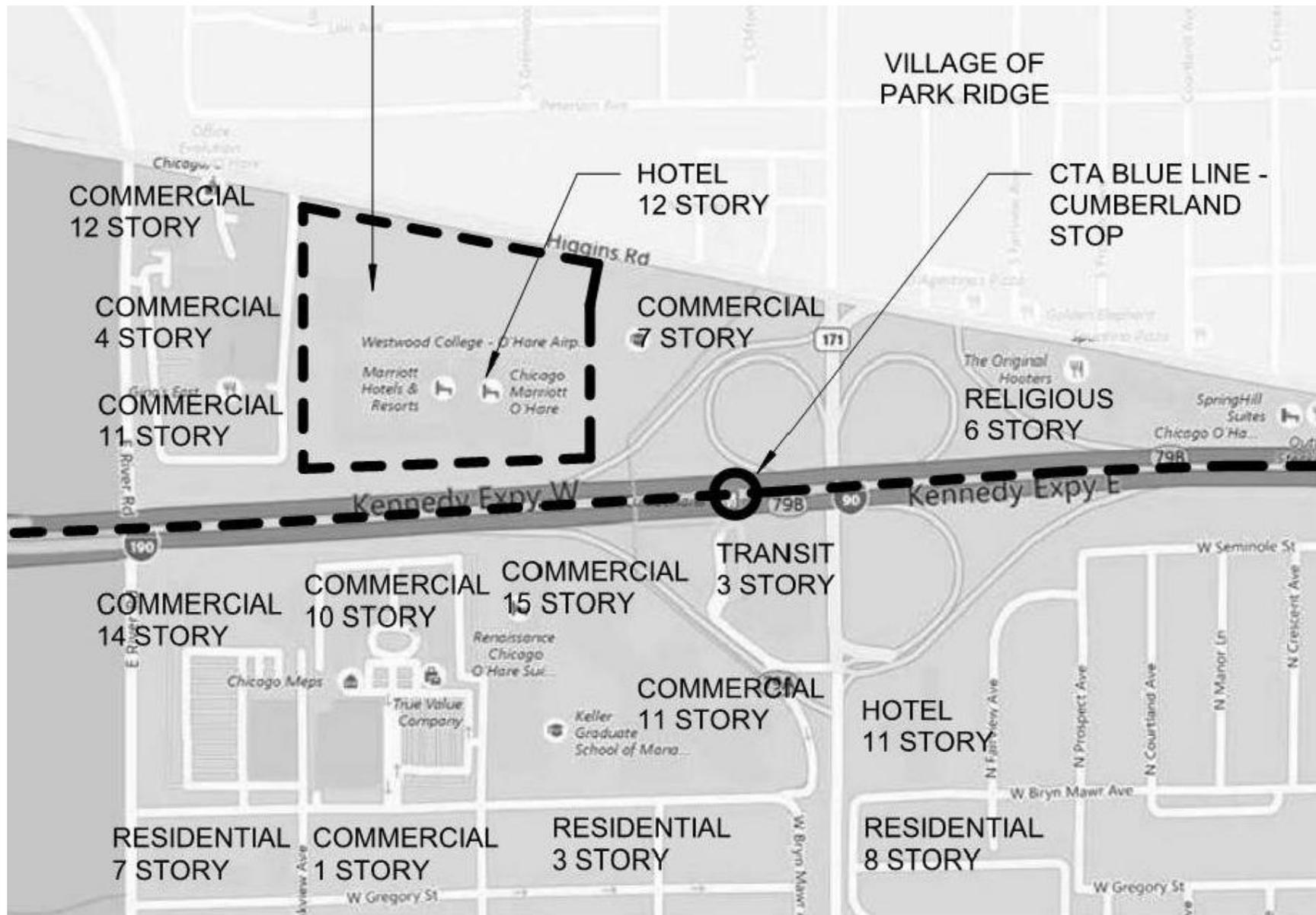




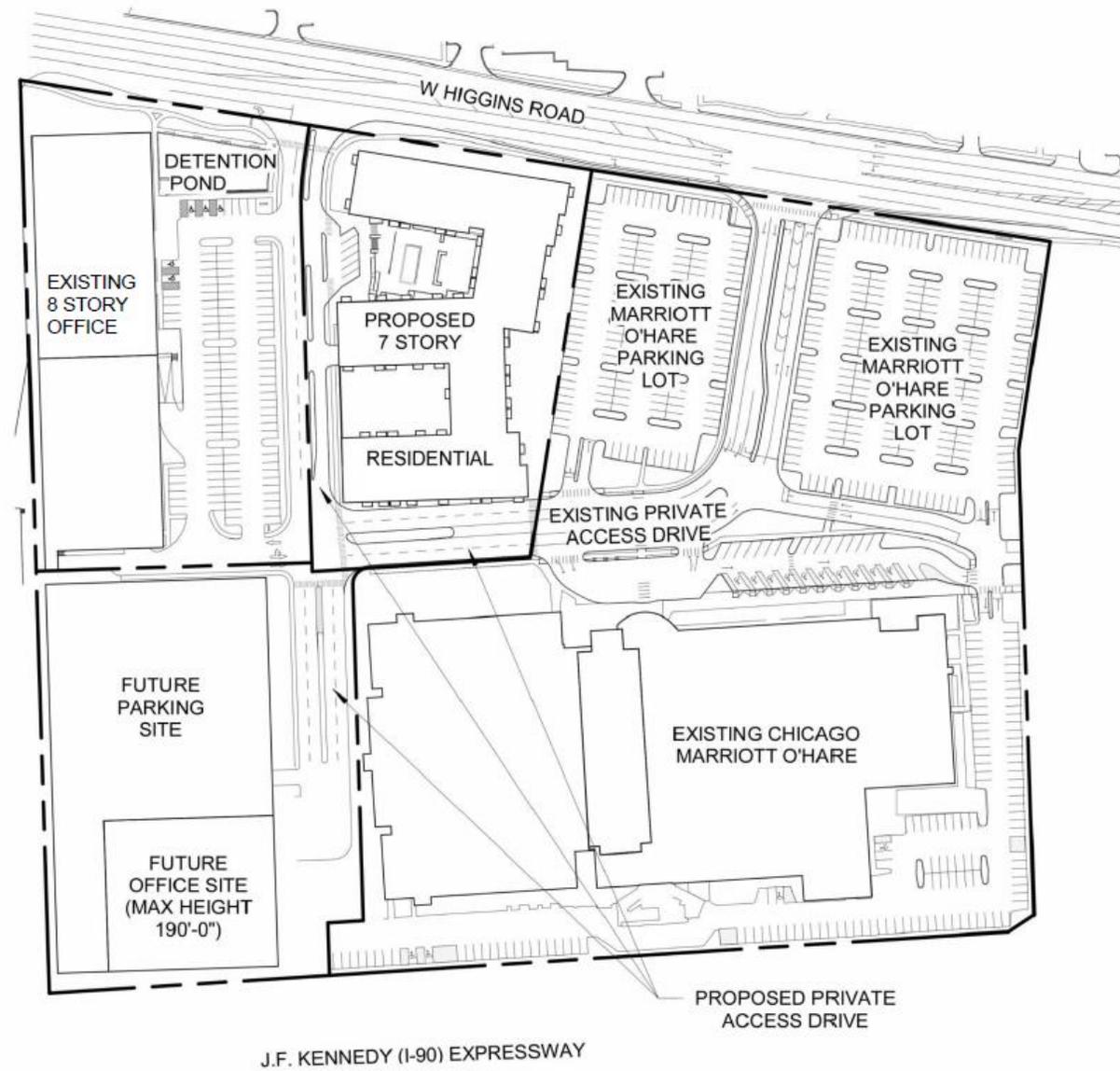
SITE CONTEXT MAP

PROPERTY LINE AND :

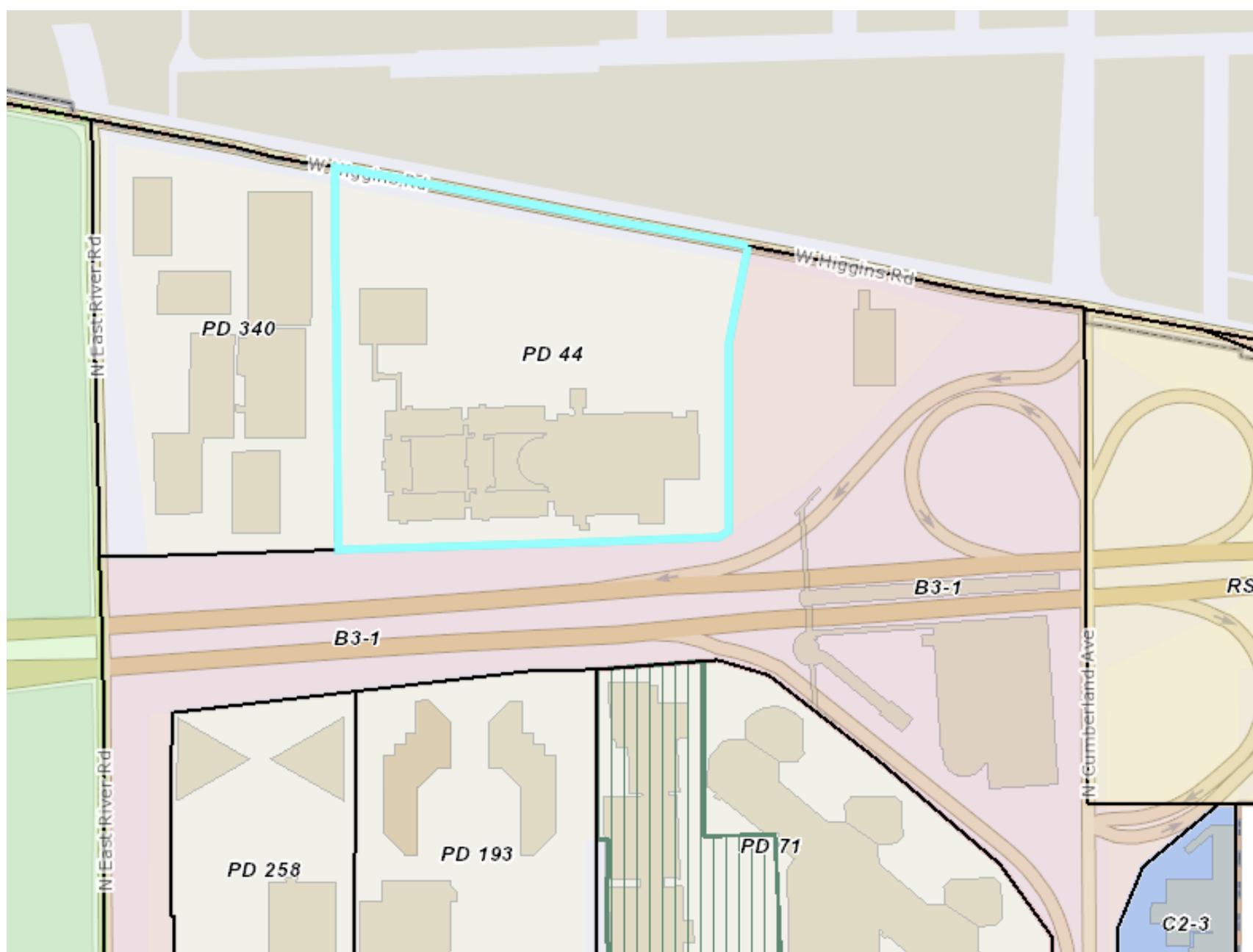




LAND USE CONTEXT & ZONING



OVERALL PLANNED DEVELOPMENT SITE PLAN



LAND USE CONTEXT & ZONING

Project Timeline + Community Outreach

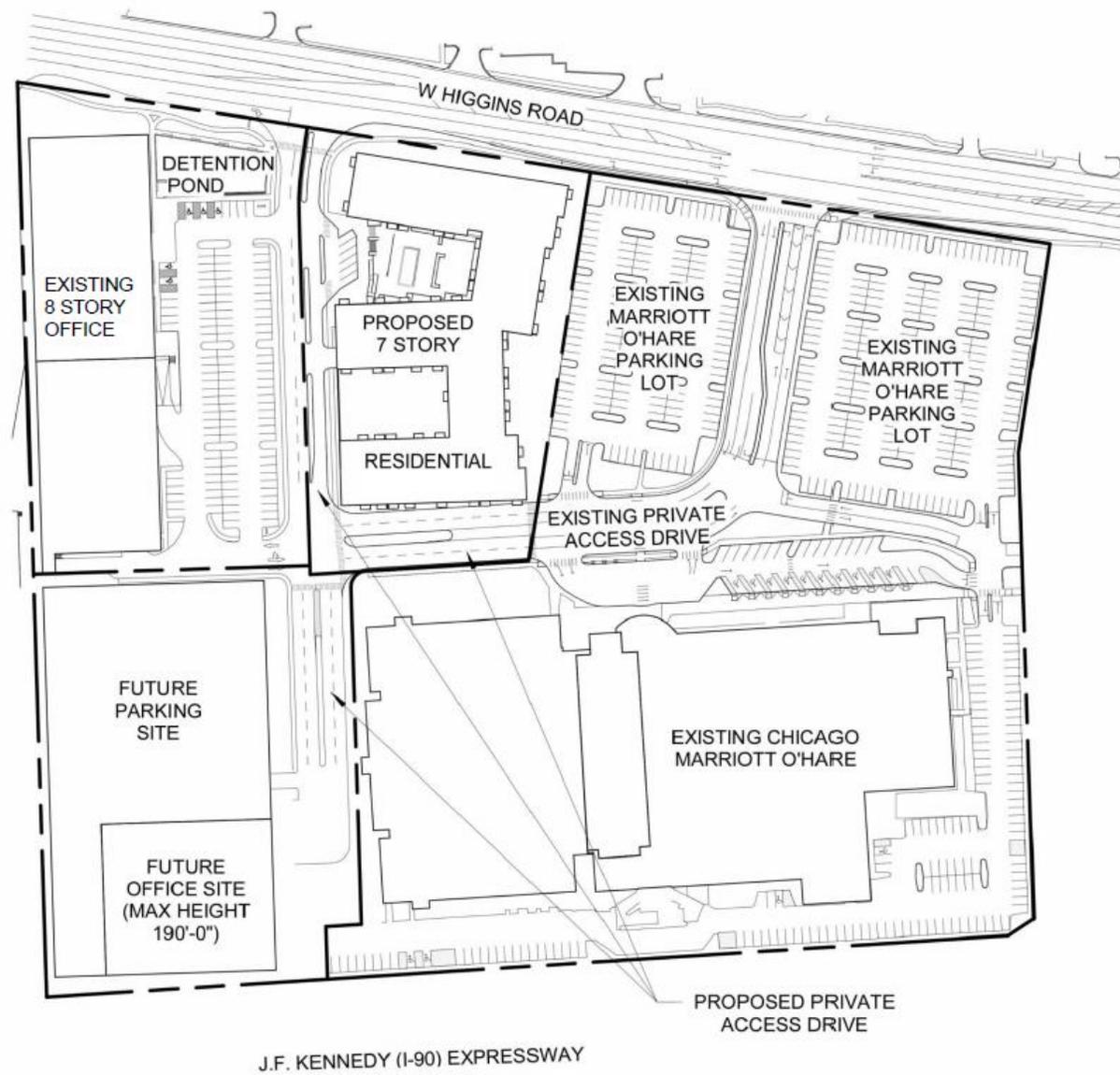


Summary of Project Timeline & Community Outreach

- December 2016 & January 2017: 41st Ward Zoning Advisory Committee, unanimous approval
- May 2021: PD Application Filed
- June & July 2021: Plans presented to surrounding property owners and community stakeholders

Summary of Changes to Project Design & Program

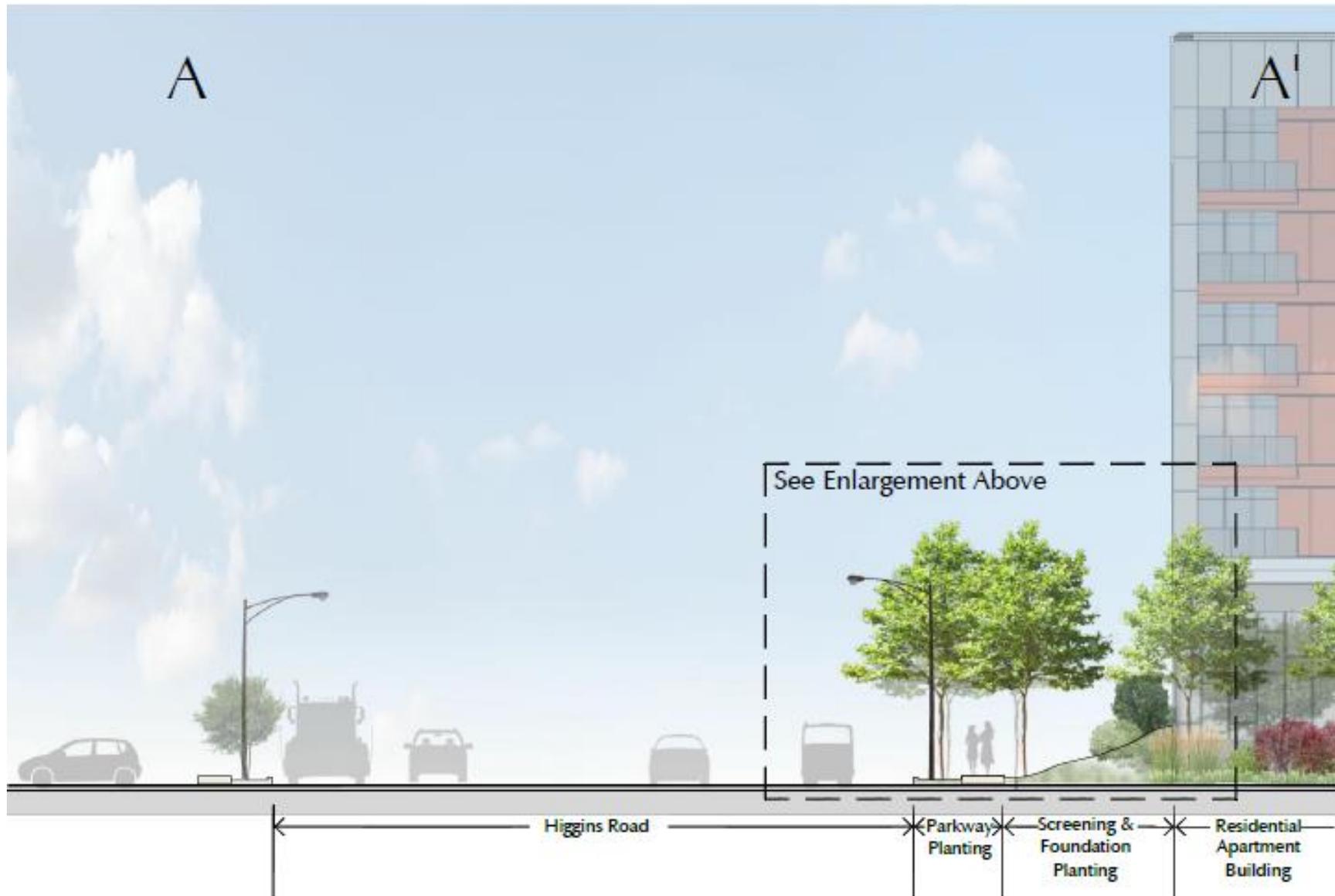
- Significant enhancements to design, aesthetics and building materials
- From **7** affordable dwelling units to **59** affordable dwelling units
- Site, landscape, and pedestrian elements were clarified and enhanced in response to comments from DPD and CDOT



OVERALL PLANNED DEVELOPMENT SITE PLAN



LANDSCAPE PLAN



STREETSCAPE SECTION



PREVIOUS VERSION - RENDERED STREETLEVEL VIEW FROM THE WEST



RENDERED STREETLEVEL VIEW FROM THE WEST



AERIAL VIEW FROM THE EAST



AERIAL VIEW FROM THE WEST

GLASS AND METAL BALCONY

FIBER CEMENT BOARD
COLOR B

FIBER CEMENT BOARD
COLOR A

FIBER CEMENT BOARD
COLOR C

GLASS AND FIBERGLASS WINDOW

GLASS AND METAL RAILING

RIBBED METAL PANEL

PARAPET
94' - 0"
ROOF
88' - 0"

1ST FLOOR
0' - 0"

BASEMENT
-10' - 0"

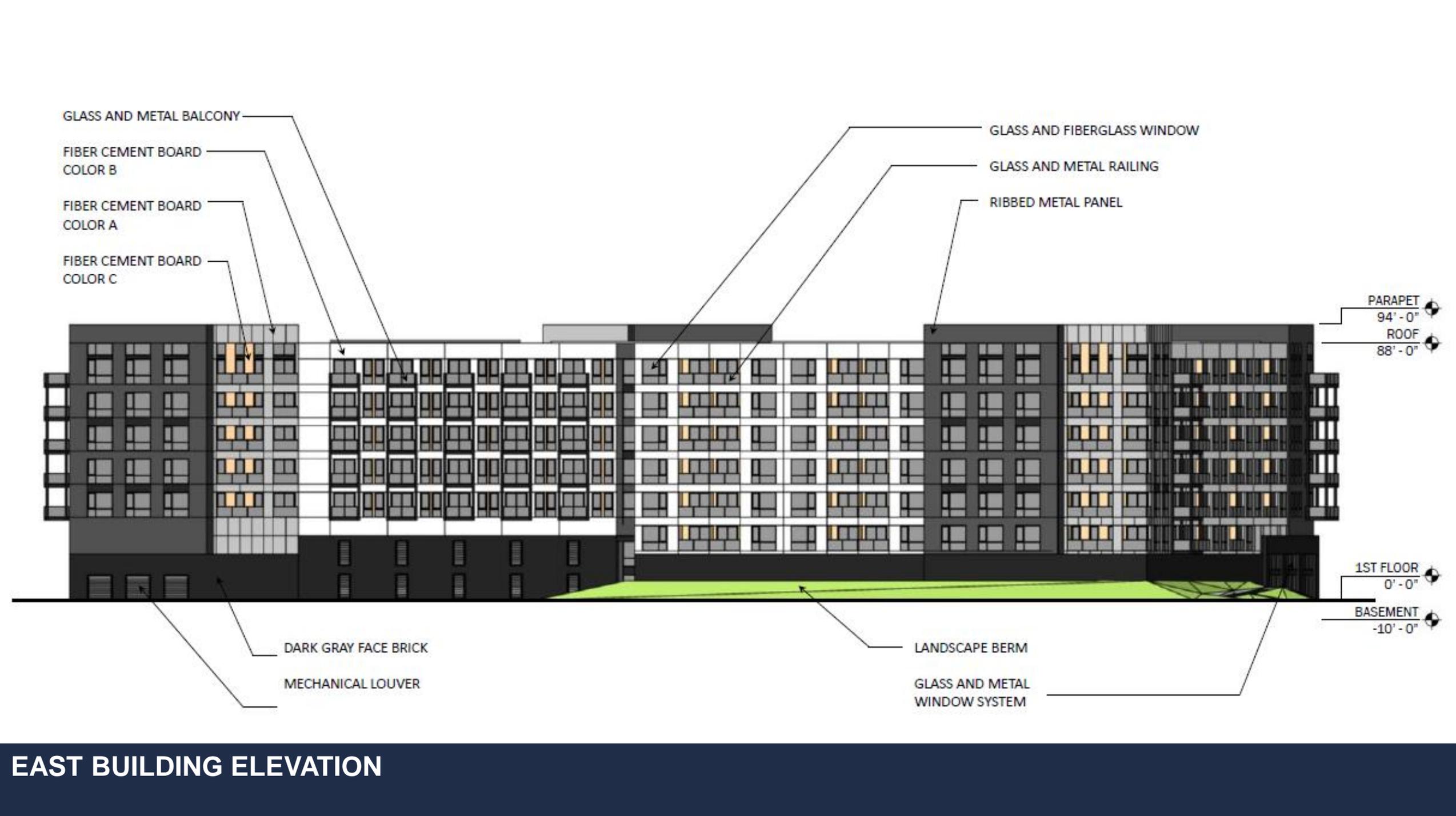
DARK GRAY FACE BRICK

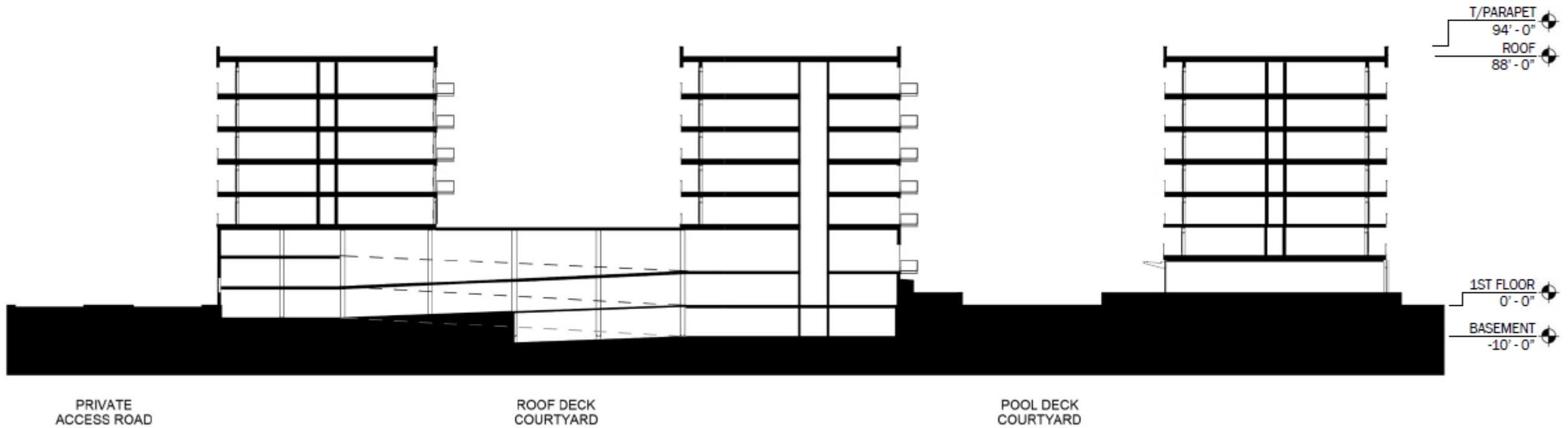
MECHANICAL LOUVER

LANDSCAPE BERM

GLASS AND METAL
WINDOW SYSTEM

EAST BUILDING ELEVATION

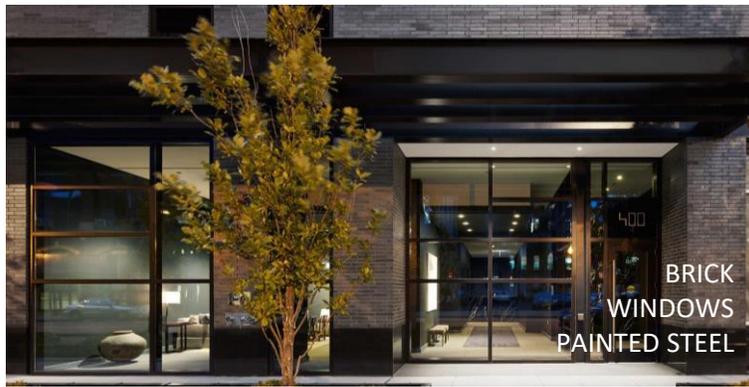




BUILDING SECTION



DARK GREY BRICK



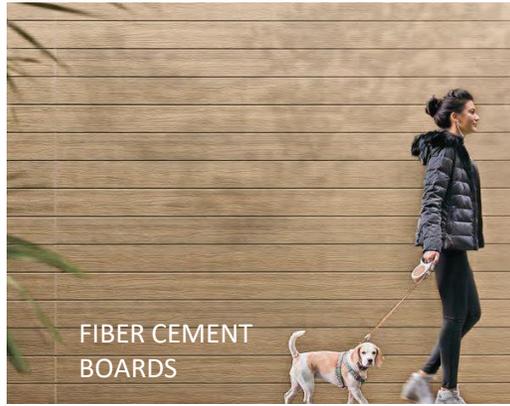
BRICK
WINDOWS
PAINTED STEEL



CORRUGATED
METAL SIDING



FIBER
CEMENT
PANELS



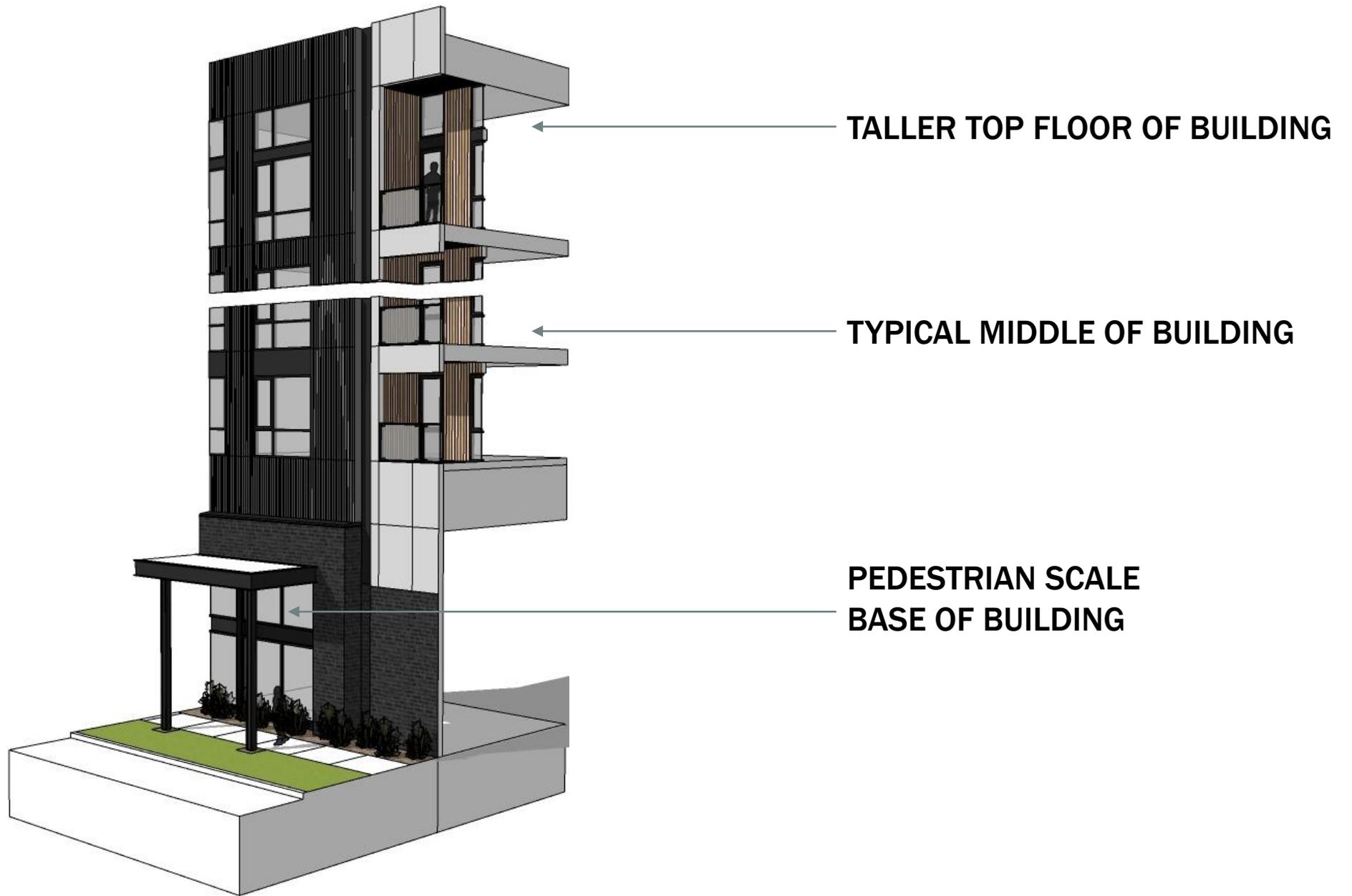
FIBER CEMENT
BOARDS

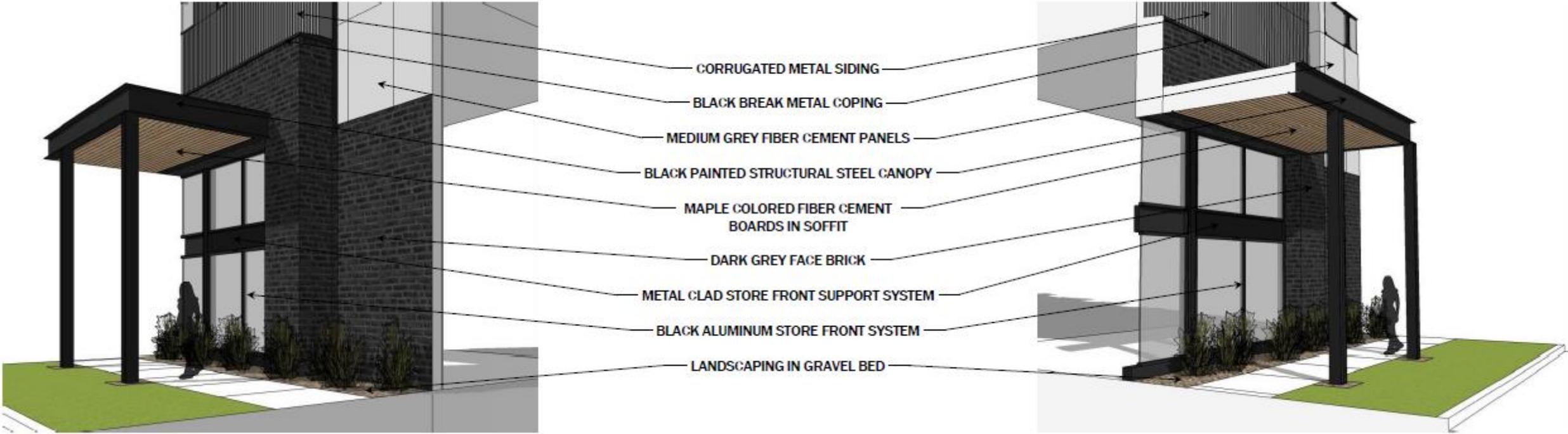


FIBER CEMENT PANELS



BUILDING MATERIAL PALETTE





CORRUGATED METAL SIDING

BLACK BREAK METAL COPING

MEDIUM GREY FIBER CEMENT PANELS

BLACK PAINTED STRUCTURAL STEEL CANOPY

MAPLE COLORED FIBER CEMENT
BOARDS IN SOFFIT

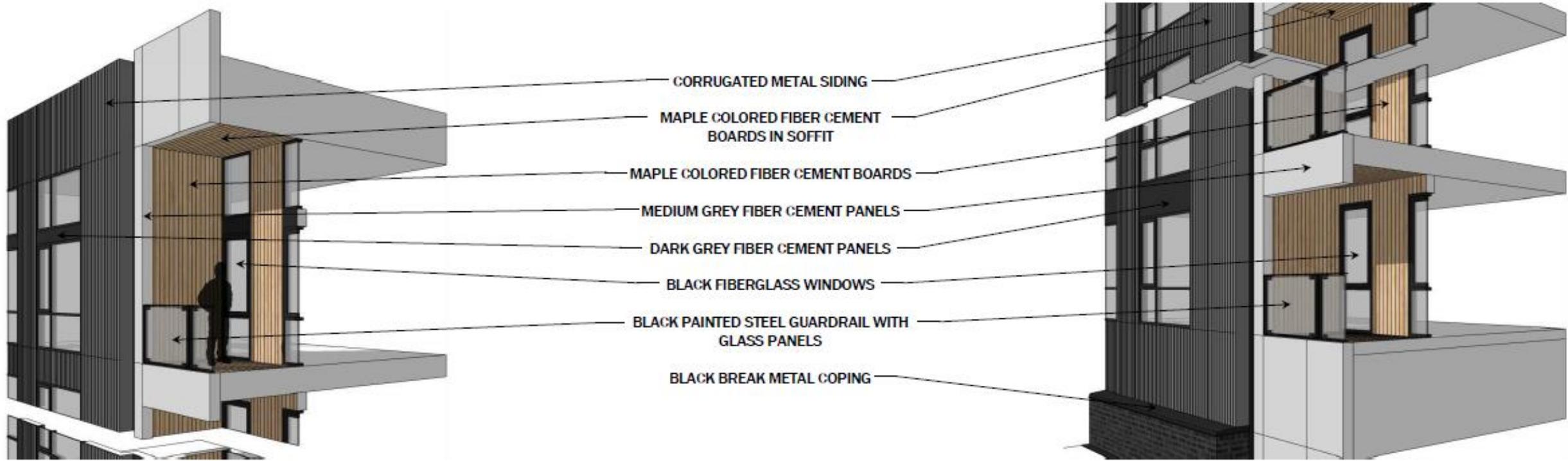
DARK GREY FACE BRICK

METAL CLAD STORE FRONT SUPPORT SYSTEM

BLACK ALUMINUM STORE FRONT SYSTEM

LANDSCAPING IN GRAVEL BED

BUILDING MATERIAL PALETTE



BUILDING MATERIAL PALETTE



O'Hare Area Housing Stock Characteristics

- 94.4% of existing O'Hare Area housing stock was constructed between 1940-1999
- Only 5% of housing stock built 2000 or later
- Of existing units of housing, 92% is occupied. Less than 8% (519 units) are vacant and available

Source: CMAP Community Snapshots & 2015-2019 American Community Survey five-year estimates, available: <https://www.cmap.illinois.gov/documents/10180/126764/O%27Hare.pdf>

- Only 20% of O'Hare housing is affordable to households earning 60% of AMI, compared to 36% City-wide average
- Only 10% of housing units in the O'Hare Area fall into the category of “naturally occurring affordable housing,” compared to the City-wide average of 26%

Source: DPD & DOH analysis of citywide affordable housing: https://www.chicago.gov/content/dam/city/depts/dcd/general/ALL_CA_%20PLUS_CITY-NOAH-LRAH_Counts_and_Chart.pdf



Affordable Requirements Ordinance

- ✓ 30 units (10%) required
- ✓ 7 units (2.5%) required on-site
- ✓ **59 units (20%) proposed – all on site**
- ✓ 20 units will be affordable to households earning at or below 50% of AMI
- ✓ 3 units affordable to households earning at or below 40% of AMI

Number of Bedrooms	ARO Unit Mix
Studio	17
1	24
2	18

Traffic Impact

KLOA prepared a Traffic Impact Study for the Proposed Development in November 2016. The findings were as follows:

- The Proposed Development will not have a meaningful impact on area roadways.
- Traffic generated by the Proposed Development will be reduced by its proximity to the CTA Blue Line Cumberland station.
- The proposed roadway system constructed as part of the Proposed Development will be adequate to accommodate the traffic generated from the Proposed Development.

CDOT reviewed and concurred with conclusions of the traffic study and has approved the proposed site plan.



School Impact Summary

- The Proposed Development would likely generate only 5-16 school aged residents that would attend CPS schools.
- CPS reports an excess capacity in this sub-region.
- Any impact on schools is ameliorated by the recent 65,000 square foot addition to Dirksen Elementary School, which doubled the school's capacity.



MEMORANDUM

TO: Michael Klein, Managing Principal, Glenstar Properties
FROM: Lee M. Brown, FAICP, President, Teska Associates, Inc.
SUBJECT: Higgins Road Residences: Student Population Estimate
DATE: August 5, 2021

Teska Associates, Inc. has reviewed the proposed plans for 8535 W. Higgins Road in Chicago, IL and prepared student population estimates for the proposed mix of 297 dwelling units.

Methodology

Teska compared the proposed unit mix to two nationally recognized surveys of population estimates for Illinois housing, "Ehlers" and "Rutgers". Both surveys are based on actual census figures of Illinois housing units and are used as standards in the industry. Teska also compared these results with data on existing transit oriented development residential projects prepared by Urbanomics and Edison Exchange, titled: "What About Our Schools?" which surveyed more than 500 transit oriented development (TOD) projects throughout the country to evaluate the impact of transit oriented development on student generation.

Summary

If developed as proposed, the 297 dwelling units are projected by commonly used models to generate between 5 and 19 total School age residents. We believe these data and the resulting projections are overly conservative and too high. If residents make choices similar to others in Chicago, as many as 17.7% of students will choose to attend private or parochial schools, suggesting a range of between 5 and 16 students who would enroll in the Chicago Public School System. If the on-site amenities are aimed at adults without children, and marketing of the property is similarly focused as were recent TOD and lifestyle projects within the Chicago metro area, then the actual results are likely to be lower than these overly conservative projections.

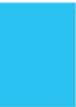
This range, from low (but probably more accurate), to high (but probably an overestimate), recognizes that location, building type, rent rates, unit sizes, accessibility and market economics are among a long list of factors that affect how many families (with school age children) are attracted to a residential property. As proposed, the Higgins Road Residences are comparatively small floor area dwelling units, to be rented at above average rates, within a quarter-mile of the Cumberland CTA Station, with amenities that are aimed at households without children. The impact of both design, transit-oriented location, and the immediate surrounding environment are likely to make this a very successful TOD with a very low number of resident students attending the Chicago Public School system. Importantly, the Chicago Public Schools report an excess capacity in the sub-region within which this project falls of more than 10% or 4,766 more seats than students enrolled in the region, CPS continues to add capacity including the construction of a \$24M, 65,000 square foot addition at Everett McKinley Dirksen Elementary School, including the addition of 30 new classrooms, doubling its previous student capacity.

teska associates inc

627 Grove Street, Evanston, Illinois, 60201 office 847 869-2015 www.TeskaAssociates.com

Public Benefits

- ✓ \$91 million investment
- ✓ 228 construction jobs created
- ✓ 15 permanent on-site jobs created
- ✓ 59 units of affordable housing on-site
- ✓ Enhanced pedestrian access to CTA Station
- ✓ Compliance with City's MBE/WBE Participation Goals

  **DPD Recommendations (staff to complete)**

City of Chicago

Stormwater Management Ordinance Manual

January 2016



Dept. of Water Management
Thomas H. Powers, PE
Commissioner



City of Chicago
Rahm Emanuel
Mayor

- The project is classified as a Regulated Development.
- Stormwater management improvements, including detention and volume control considerations, are currently in place for the adjacent office building and roadway improvements.
- Stormwater requirements are provided based on the 100-Year rainfall event.
- Stormwater is collected from the roof and site areas and tributary to Best Management Practice (BMP) areas and conveyed to an underground detention vault beneath the parking garage ramp.
- Flow from the site will be controlled via a restrictor structure before discharging to the existing storm sewer installed during construction of the adjacent office and roadway improvements.
- The volume control requirements will be met through the inclusion of BMP areas, potentially including permeable pavements, infiltration trenches, and bioinfiltration systems.