



CHICAGO PLAN COMMISSION

Department of Planning and Development

North PD: 500-520 N. Des Plaines Street / 509 N. Union Ave, Chicago, Illinois

South PD: 708-732 W. Hubbard / 456-476 N. Milwaukee / 461-483 N. Milwaukee / 448-470 N. Union / 449-467 N. Union, Chicago, Illinois

27th Ward

SA East Owner LLC, MH Building LLC

10/20/2022



Community Area Snapshot

AREA INFORMATION* West Town

Demographic Data

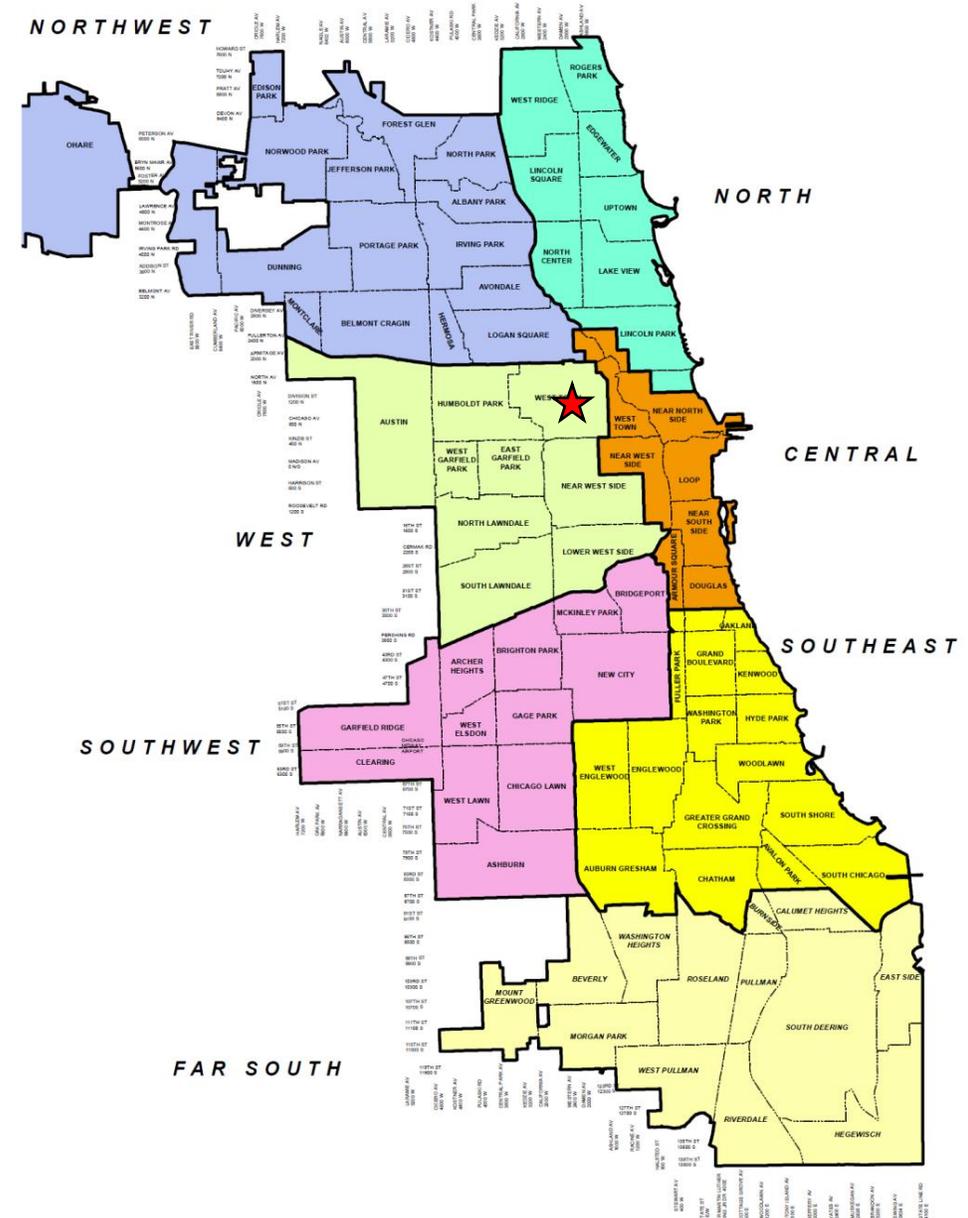
- 87,781 Total Population
- 45.2% residents between age 20-34
- 45.3% Bachelor's Degree or higher
- \$112,555 median household income
- 83.4% in labor force

Race & Ethnicity Data

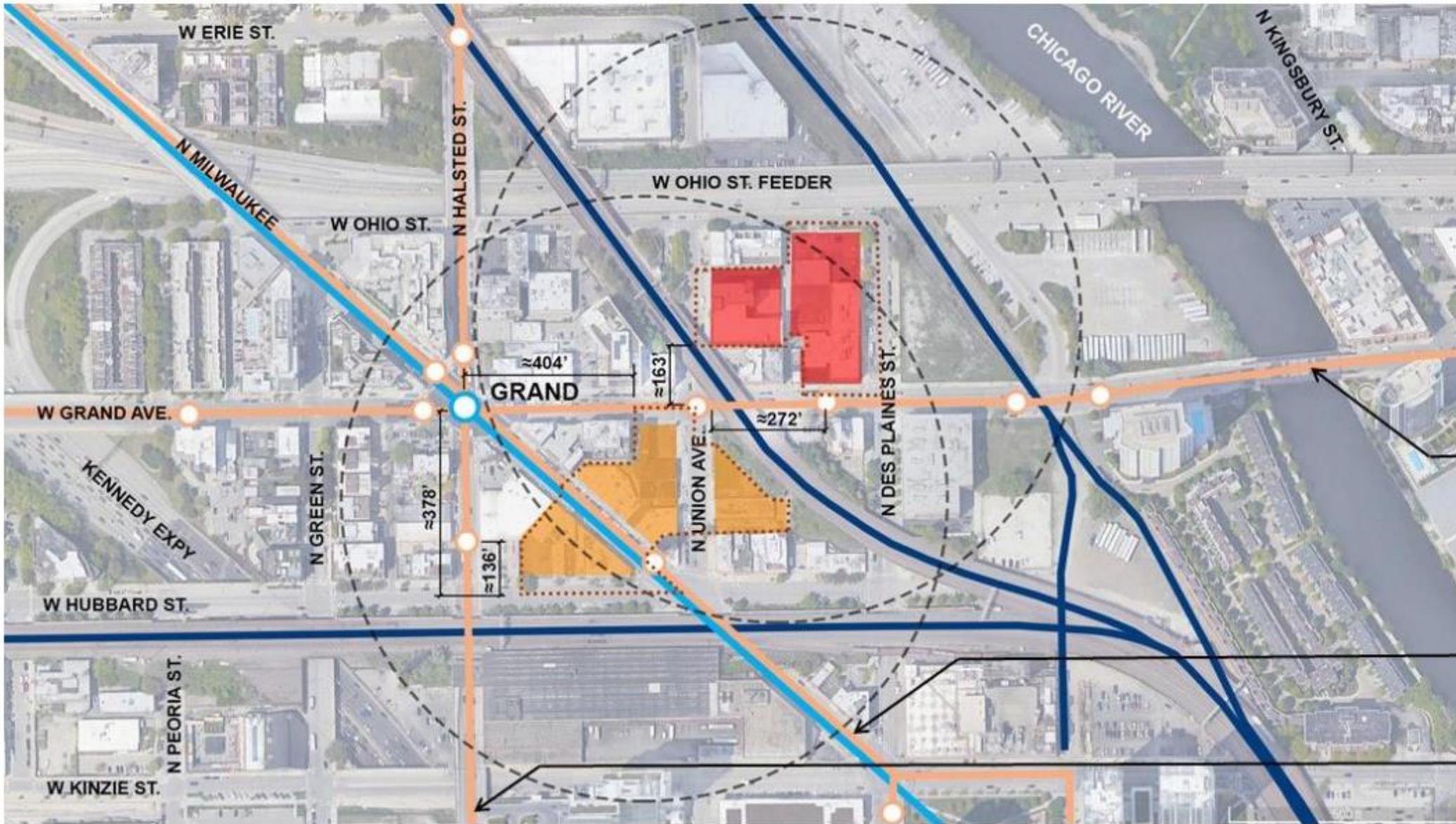
- 63.2% White (Non-Hispanic)
- 21% Hispanic or Latino (of Any Race)
- 6.2% Black (Non-Hispanic)
- 5.4% Asian (Non-Hispanic)
- 4.2% Other/Multiple Races (Non-Hispanic)

Land Use Data

- 23.3% Multi-Family Residential
- 5.6% Commercial
- 37.1% Transportation & Other



*CMAP Community Data Snapshot: West Town, Chicago Community Area, July 2022 Release



- █ PD NORTH SUB AREAS
- █ PD SOUTH SUB AREAS
- PD BOUNDARIES
- CTA BUS STOP
- CTA TRAIN STATION
- BUS ROUTE
- BLUE LINE ROUTE
- METRA ROUTE
- - - FIVE MINUTES WALKING RADIUS

The dimensions have been measured in straight lines from the public transit point to the closest line of the PD boundary.

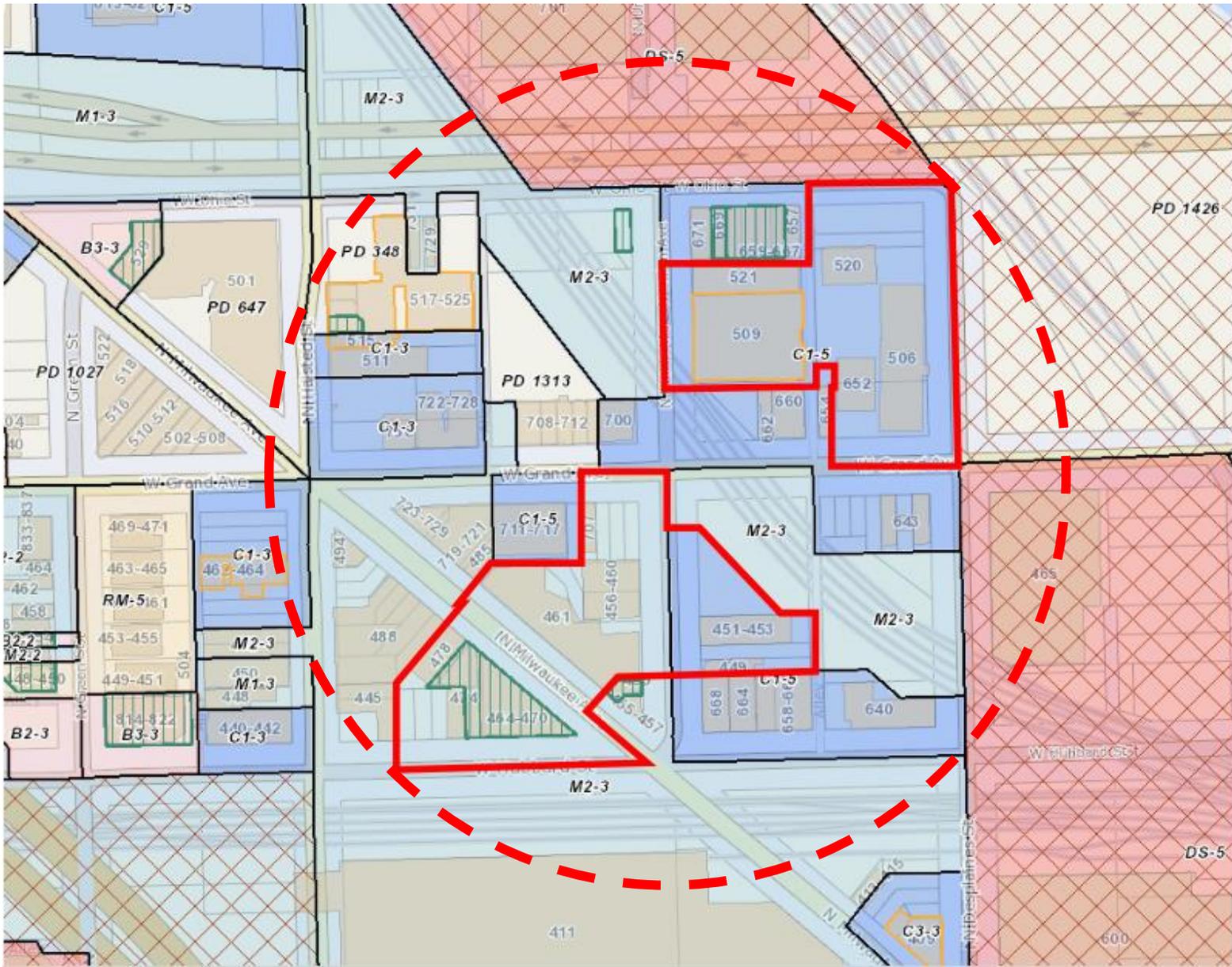
BUS ROUTE 65

BUS ROUTE 56

BUS ROUTE 8



SITE CONTEXT PLAN

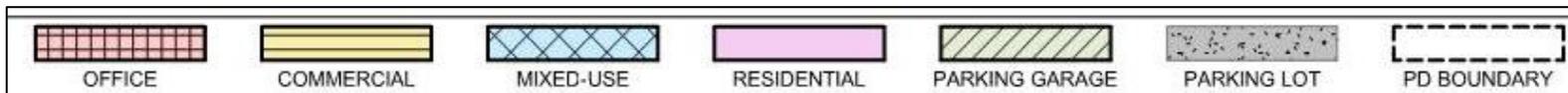


Additional Zoning Overlay Regulations - South Sub-Area

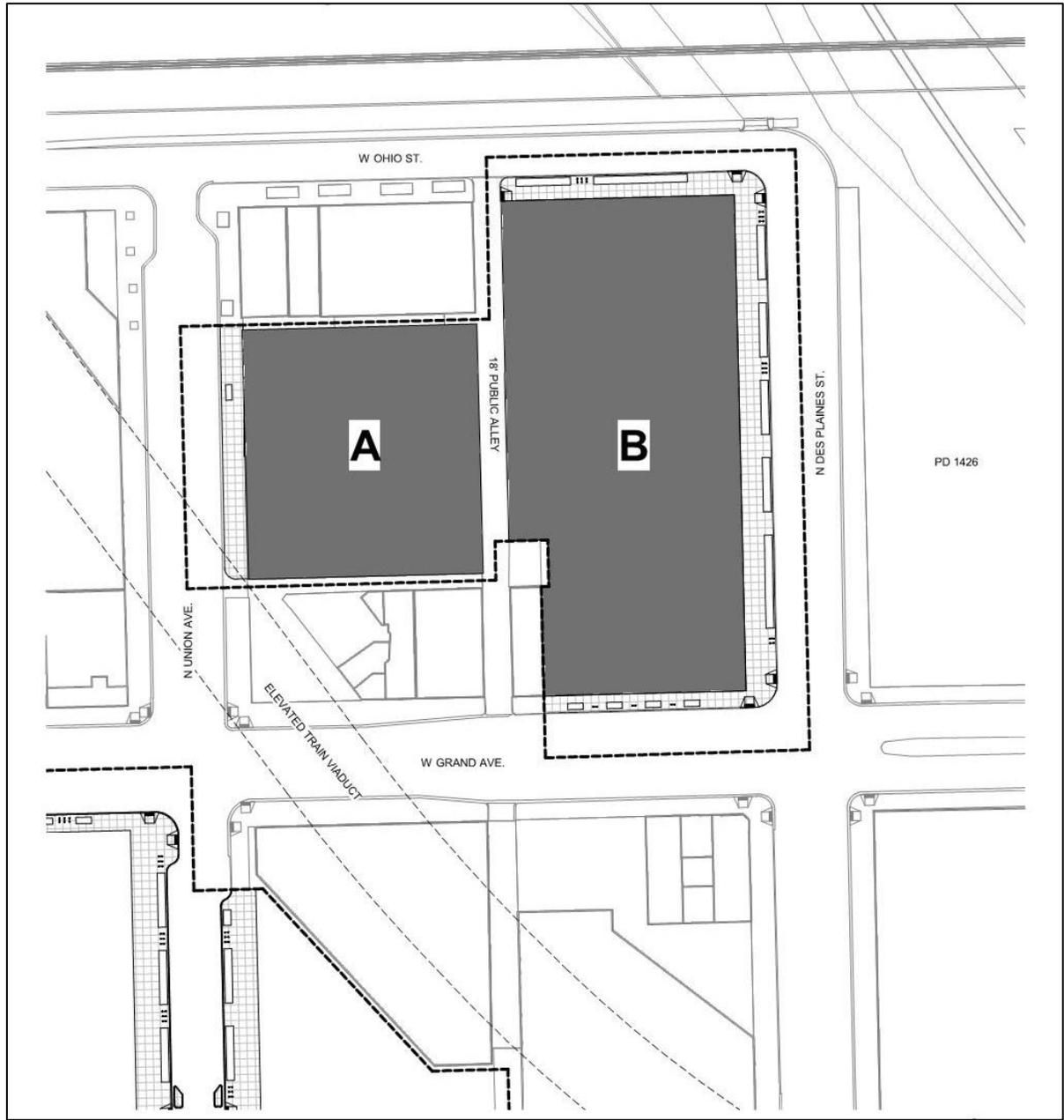
Map Key

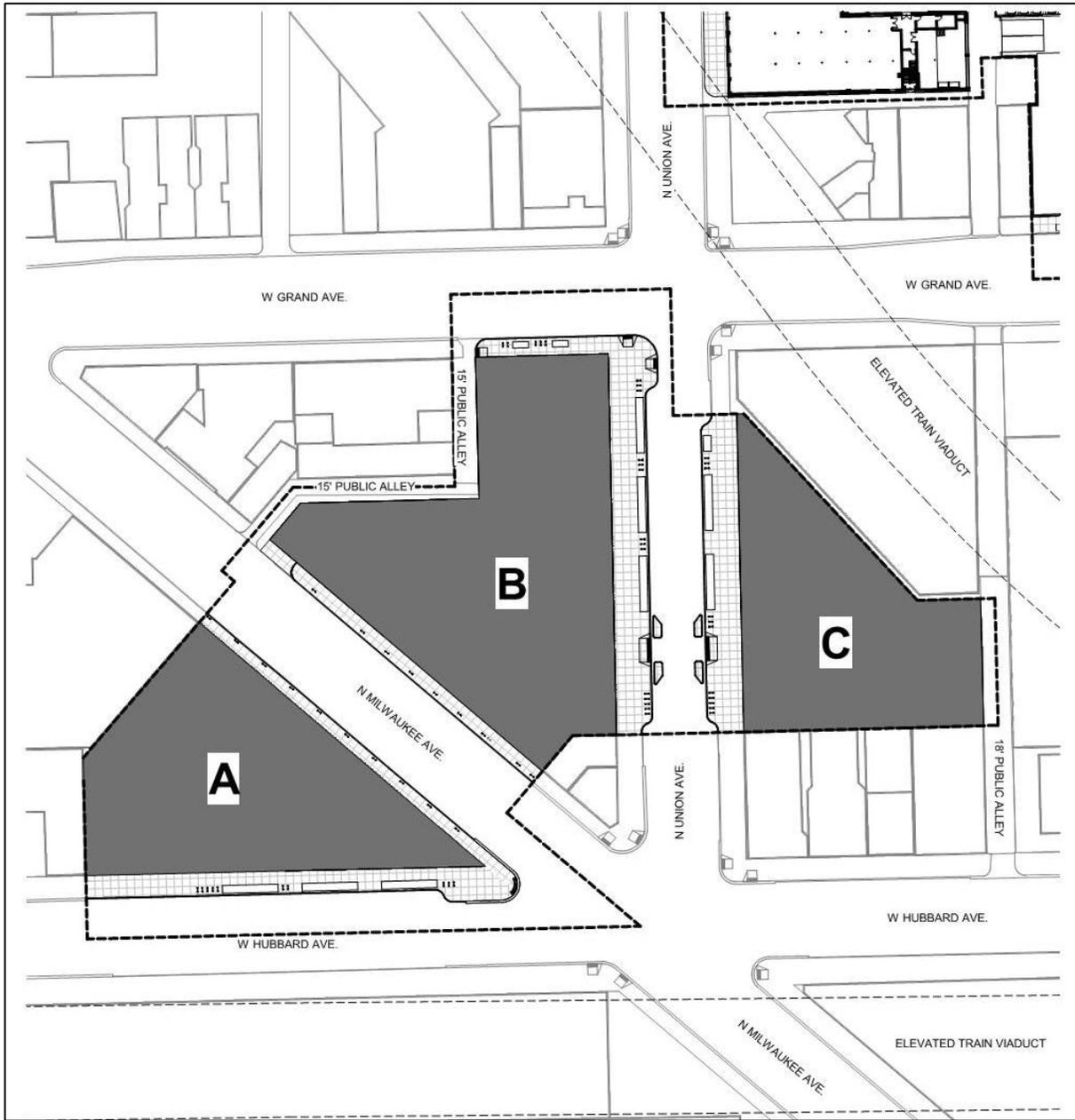
- Expressway
- No Residential Uses Permitted
- NORTH BRANCH FRAMEWORK PLAN BOUNDARY

EXISTING ZONING

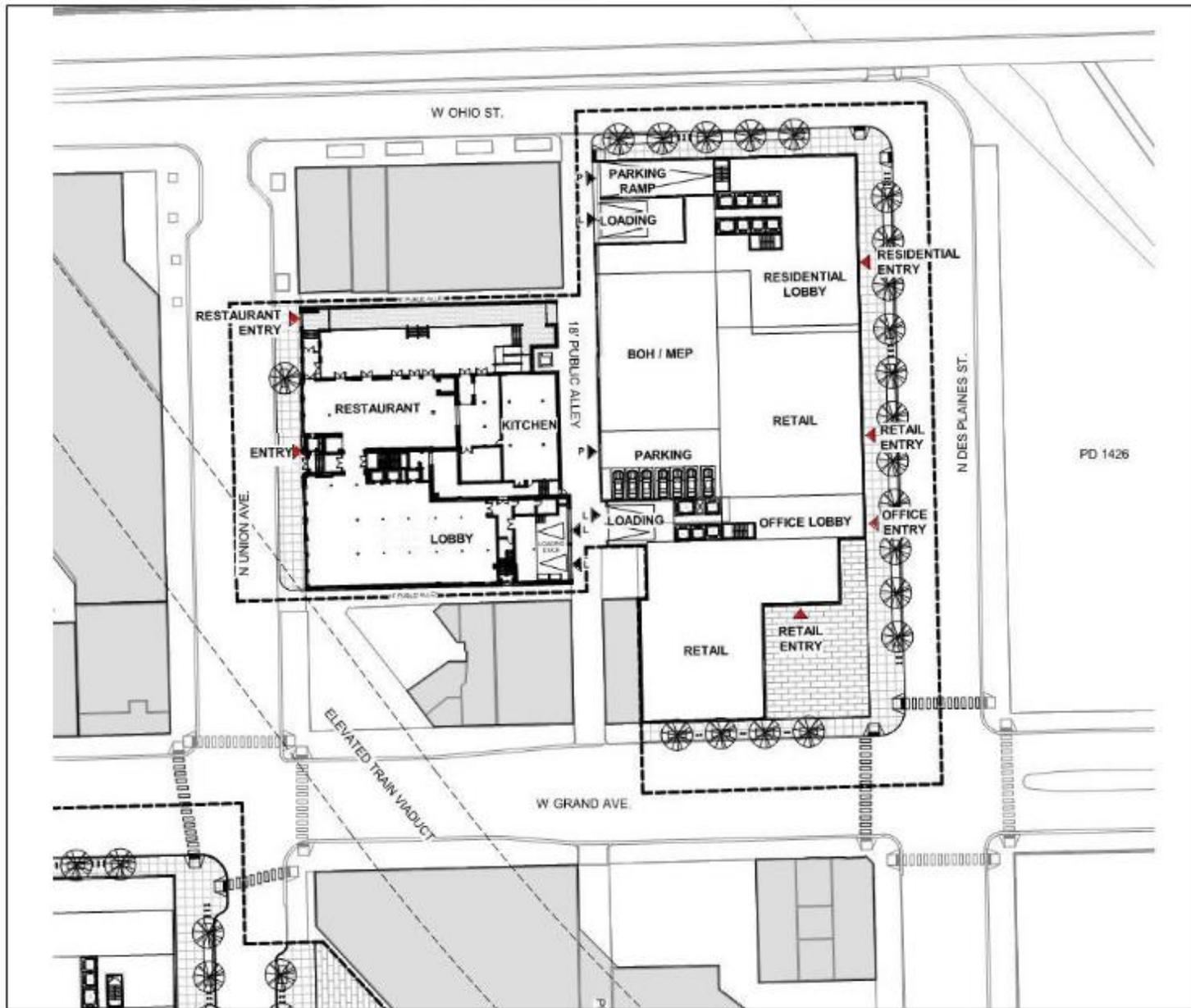


LAND USE CONTEXT – NORTH PD

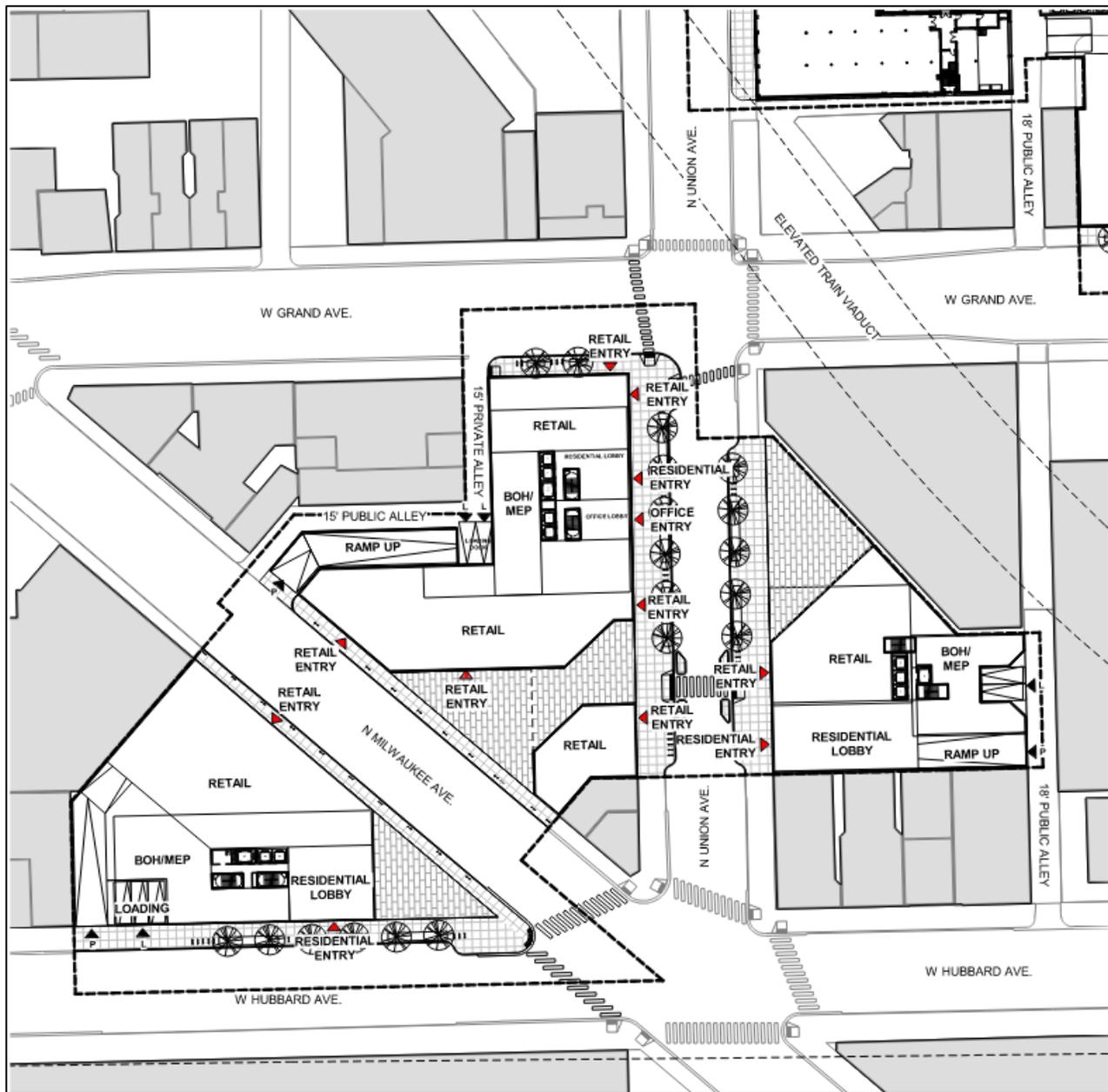




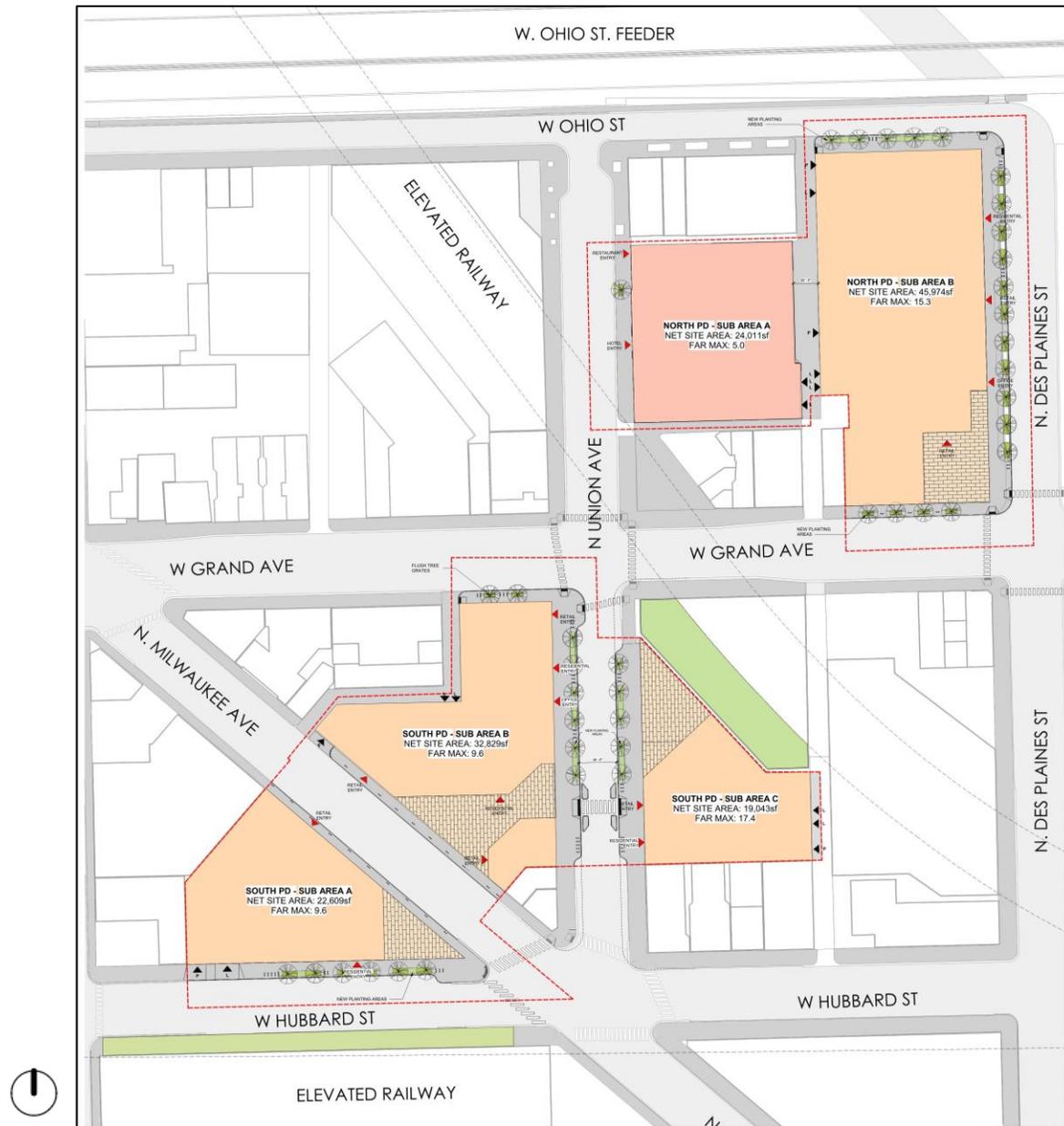
SUBAREA MAP – SOUTH PD



SITE PLAN - NORTH PD



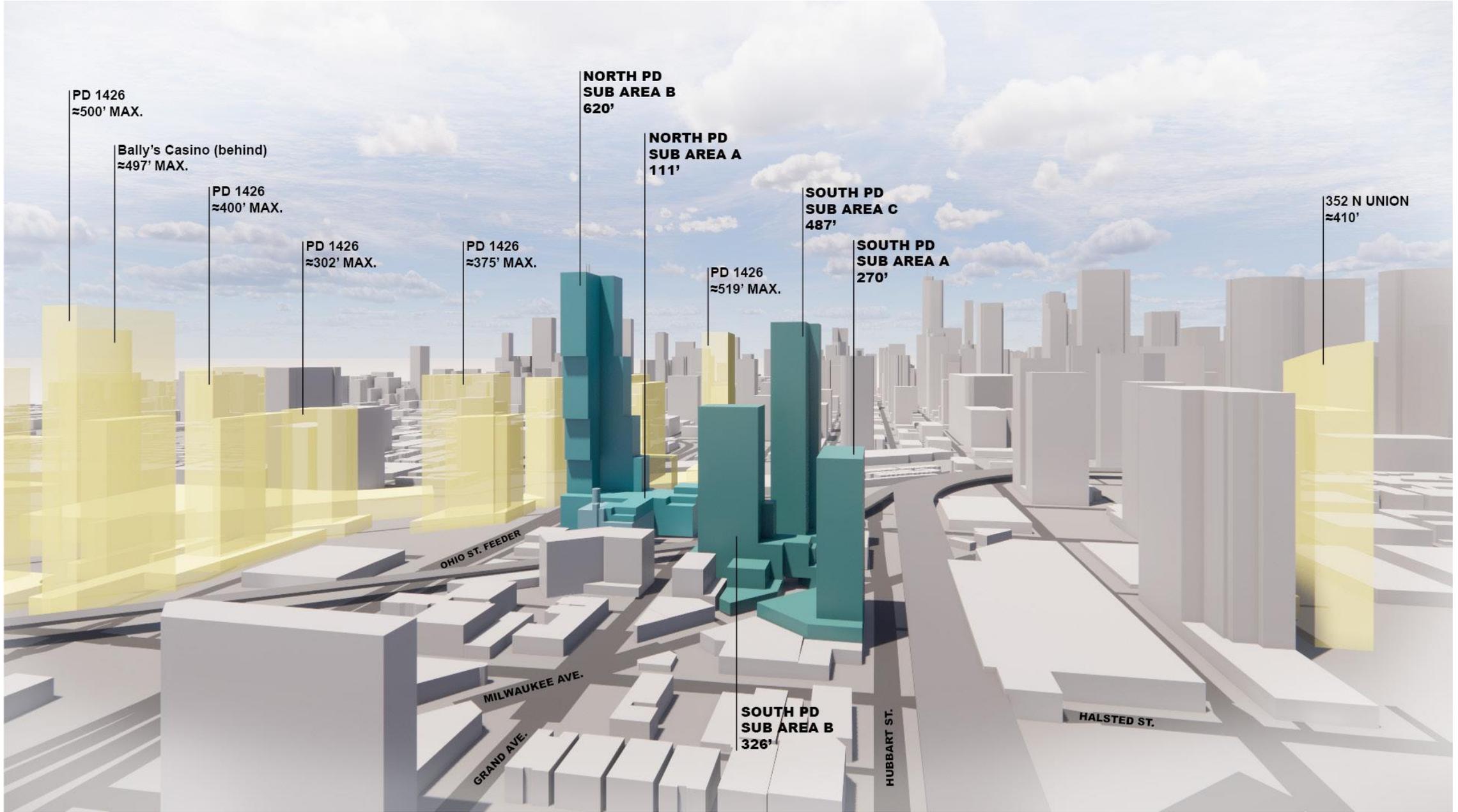
SITE PLAN – SOUTH PD



- NEW BUILDING
- EXISTING BUILDING
- RAILWAY EMBANKMENT
- HUBBARD GREENWAY
- PD BOUNDARY



SITE PLAN – NORTH & SOUTH PDs



PD 1426
≈500' MAX.

Bally's Casino (behind)
≈497' MAX.

PD 1426
≈400' MAX.

PD 1426
≈302' MAX.

PD 1426
≈375' MAX.

NORTH PD
SUB AREA B
620'

NORTH PD
SUB AREA A
111'

PD 1426
≈519' MAX.

SOUTH PD
SUB AREA C
487'

SOUTH PD
SUB AREA A
270'

352 N UNION
≈410'

SOUTH PD
SUB AREA B
326'

OHIO ST. FEEDER

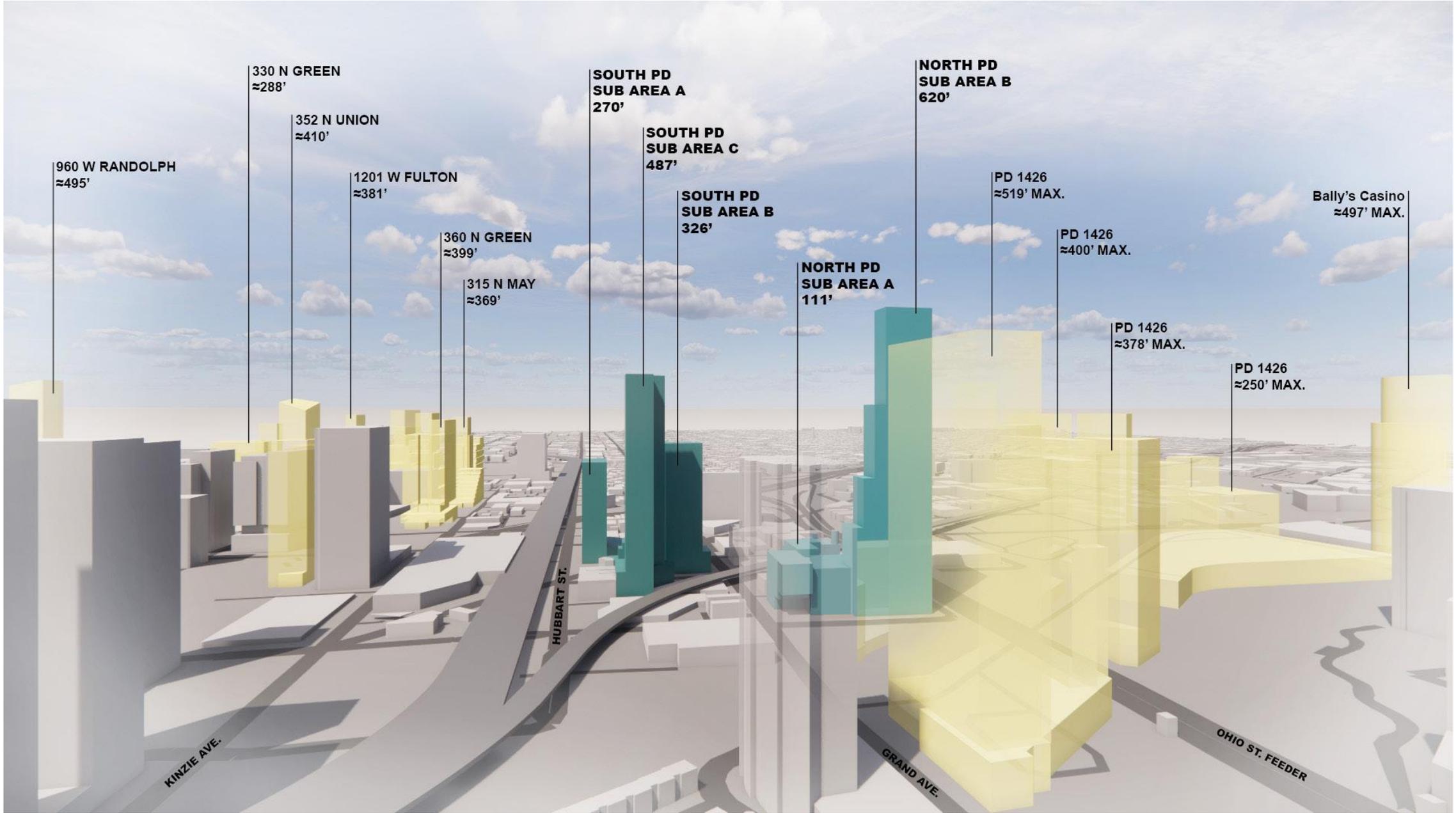
MILWAUKEE AVE.

GRAND AVE.

HUBBART ST.

HALSTED ST.

AERIAL VIEW LOOKING EAST – FOR REFERENCE ONLY MASSING



960 W RANDOLPH
≈495'

330 N GREEN
≈288'

352 N UNION
≈410'

1201 W FULTON
≈381'

360 N GREEN
≈399'

315 N MAY
≈369'

**SOUTH PD
SUB AREA A
270'**

**SOUTH PD
SUB AREA C
487'**

**SOUTH PD
SUB AREA B
326'**

**NORTH PD
SUB AREA A
111'**

**NORTH PD
SUB AREA B
620'**

PD 1426
≈519' MAX.

PD 1426
≈400' MAX.

PD 1426
≈378' MAX.

PD 1426
≈250' MAX.

Bally's Casino
≈497' MAX.

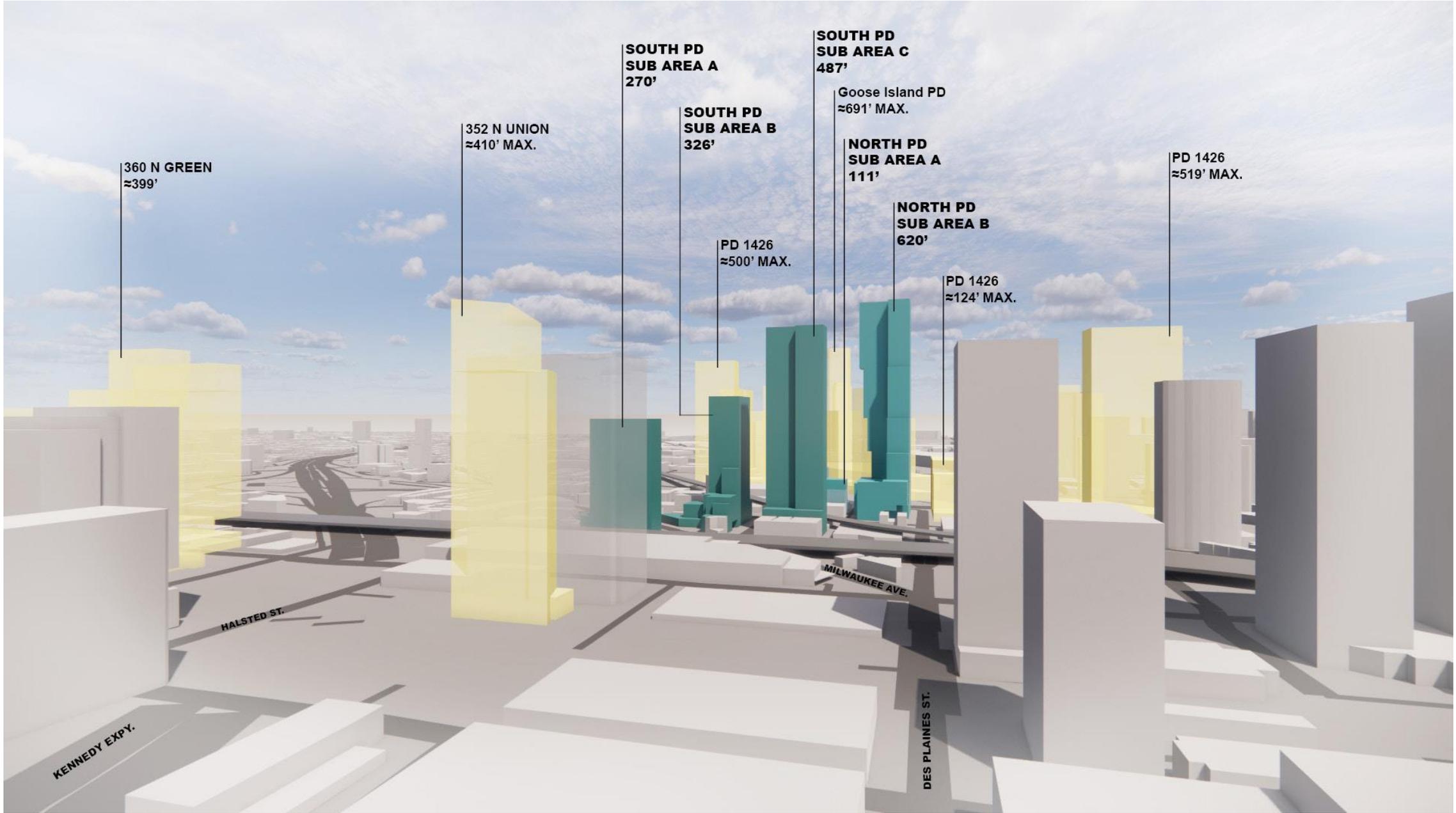
KINZIE AVE.

HUBBART ST.

GRAND AVE.

OHIO ST. FEEDER

AERIAL VIEW LOOKING WEST – FOR REFERENCE ONLY MASSING



360 N GREEN
≈399'

352 N UNION
≈410' MAX.

SOUTH PD
SUB AREA A
270'

SOUTH PD
SUB AREA B
326'

SOUTH PD
SUB AREA C
487'

Goose Island PD
≈691' MAX.

NORTH PD
SUB AREA A
111'

NORTH PD
SUB AREA B
620'

PD 1426
≈519' MAX.

PD 1426
≈500' MAX.

PD 1426
≈124' MAX.

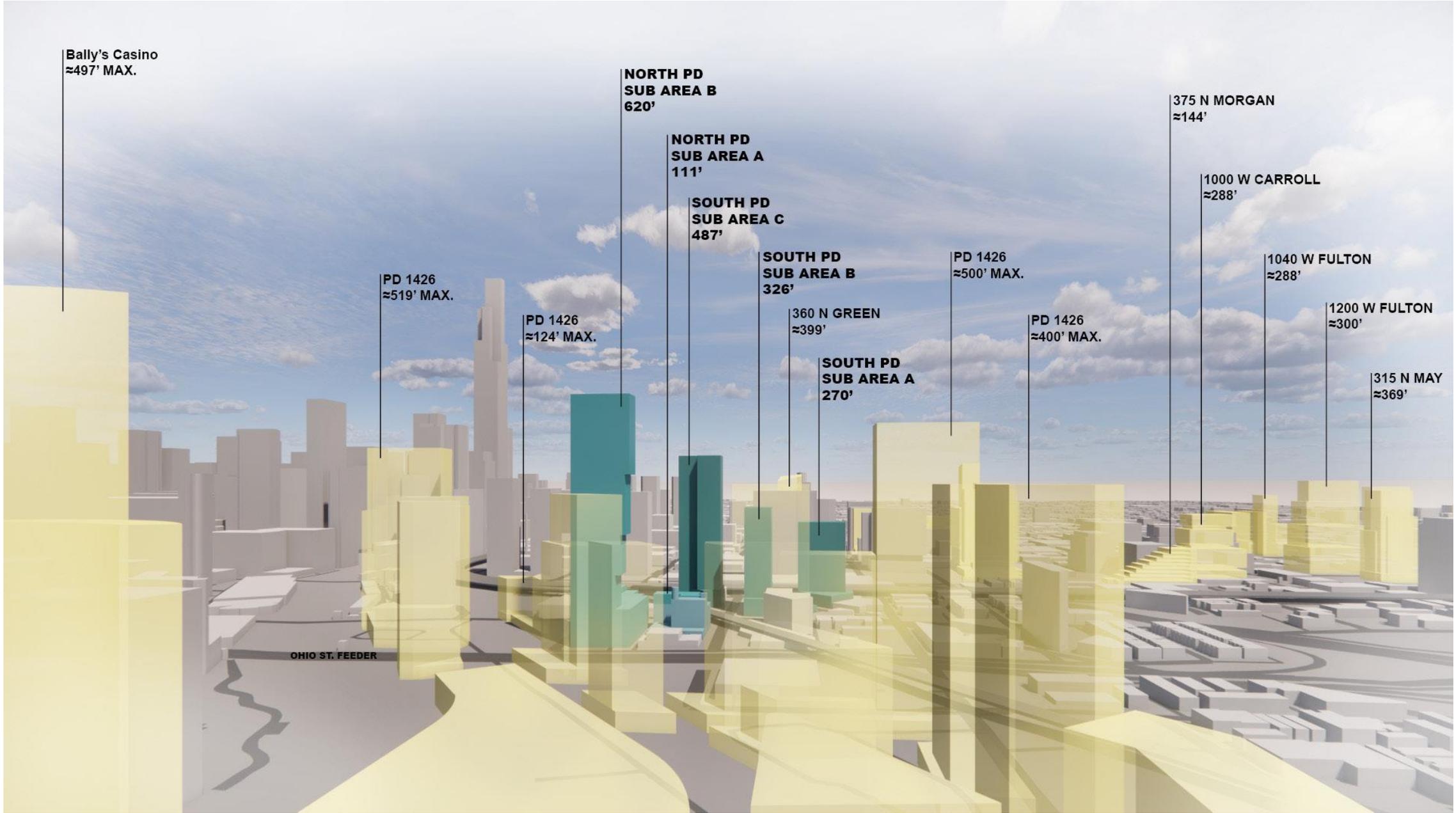
KENNEDY EXPY.

HALSTED ST.

MILWAUKEE AVE.

DES PLAINES ST.

AERIAL VIEW LOOKING NORTH – FOR REFERENCE ONLY MASSING



Bally's Casino
≈497' MAX.

NORTH PD
SUB AREA B
620'

NORTH PD
SUB AREA A
111'

SOUTH PD
SUB AREA C
487'

SOUTH PD
SUB AREA B
326'

360 N GREEN
≈399'

SOUTH PD
SUB AREA A
270'

PD 1426
≈500' MAX.

PD 1426
≈400' MAX.

375 N MORGAN
≈144'

1000 W CARROLL
≈288'

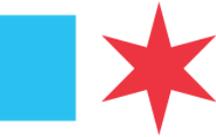
1040 W FULTON
≈288'

1200 W FULTON
≈300'

315 N MAY
≈369'

OHIO ST. FEEDER

AERIAL VIEW LOOKING SOUTH – FOR REFERENCE ONLY MASSING



Project Timeline & Community Outreach

PD Filing: May 23, 2022

Neighbors of River West Meeting: June 15, 2022

Committee on Design: July 13, 2022

Community Meeting: August 15, 2022

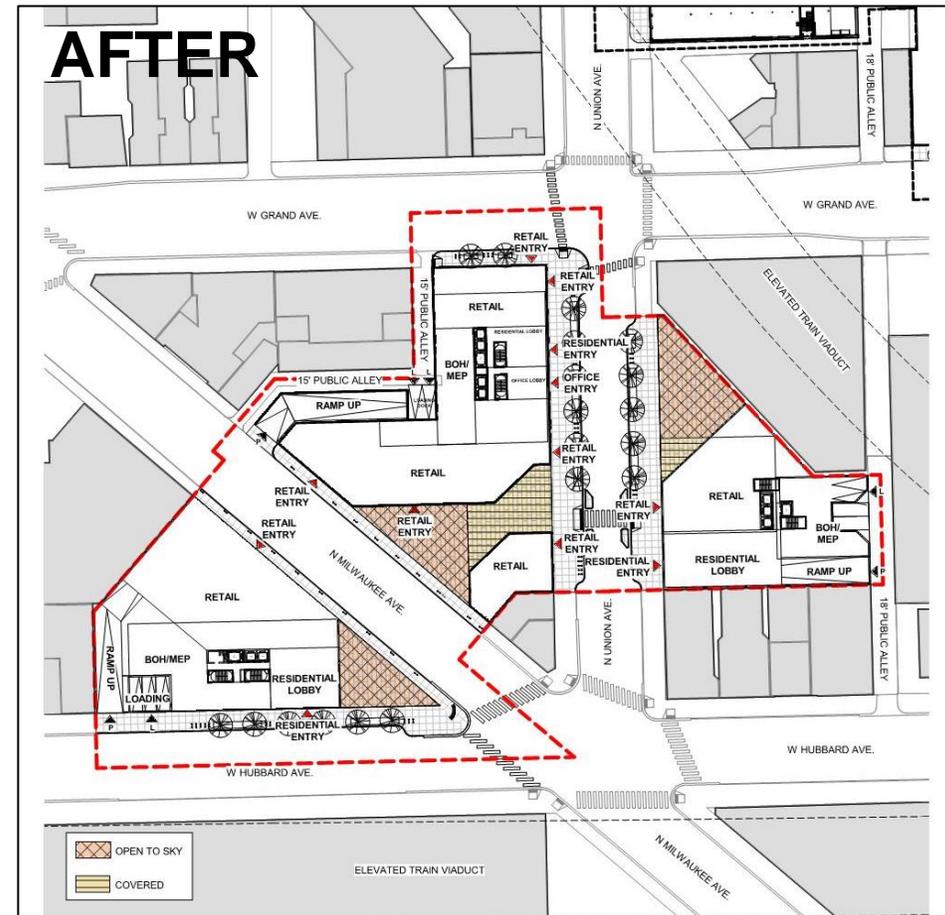
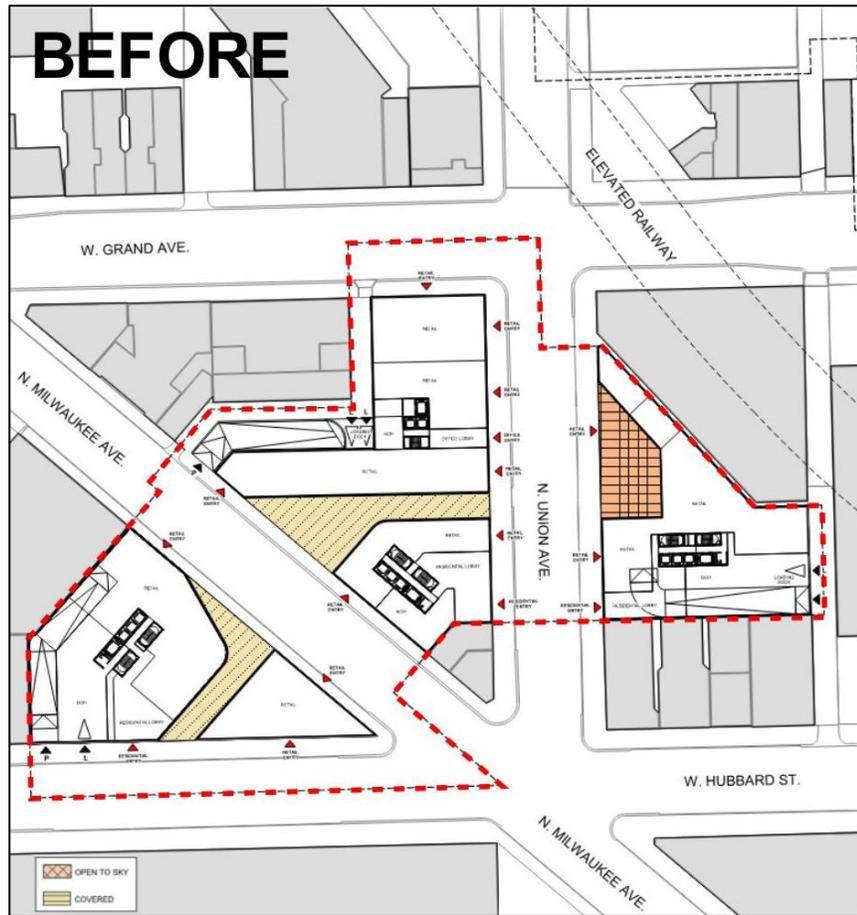
DPD Working Sessions: August – September 2022

DPD Feedback

- Building massing orientation to prioritize view corridors and access to light & air.
- Public realm orientation and locations of plazas and pedestrian connections.
- Prioritizing connectivity and spatial relationships between plazas.
- Remove mid-block "Mews" connection at Subarea A, South PD.

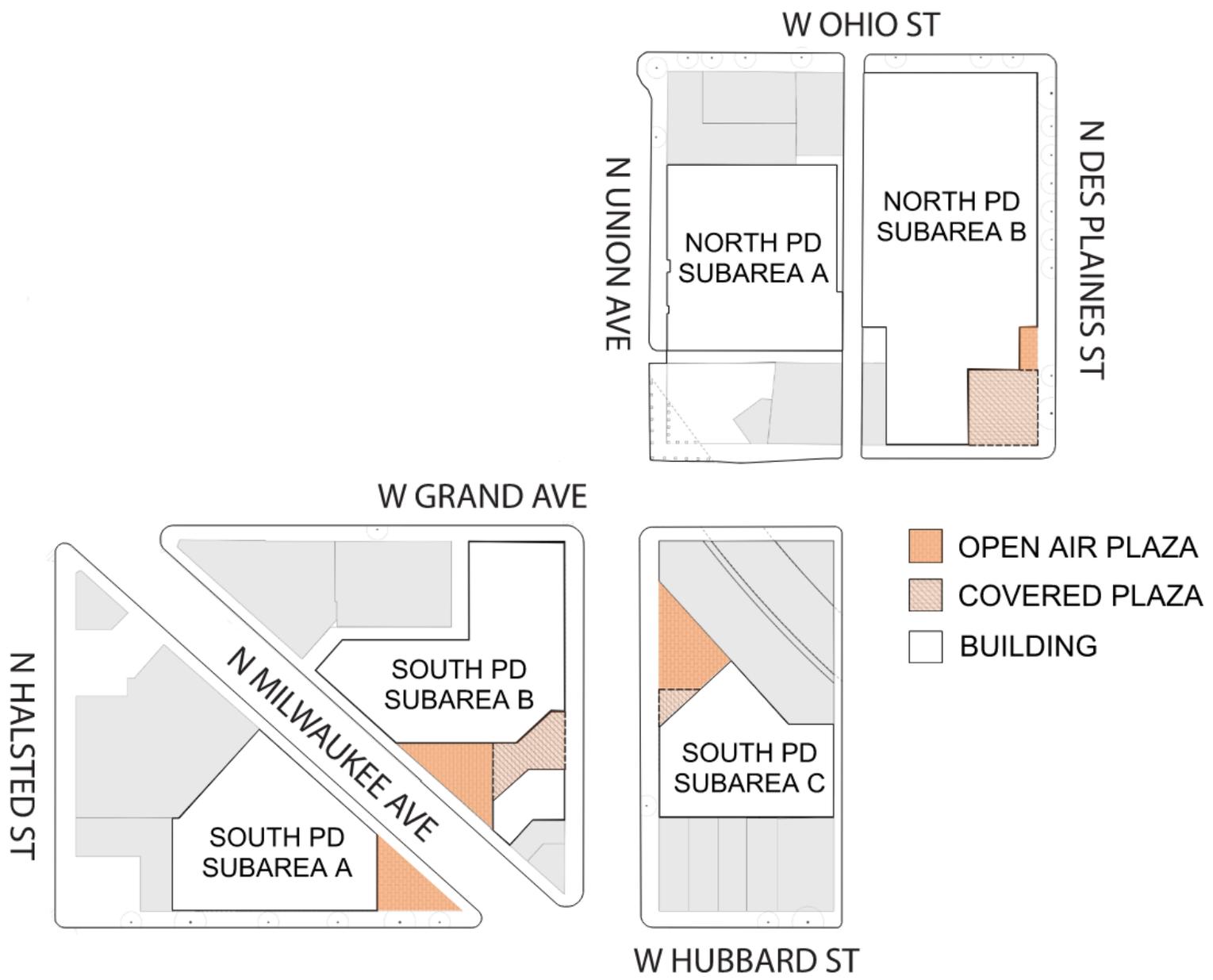
Committee on Design Feedback

- Prefer single building massing for Subarea B, North PD.
- Study public realm opportunities for connectivity and open spaces at ground levels.
- Prioritize public realm that engages the sidewalks by shifting pedestrian energy to the perimeter.
- Embrace unique parcel geometry to enhance and expand the public realm.



UPDATES INCLUDE:

- Increased public realm with open-air plazas and reduced covered areas.
- Eliminated Subarea A's "Mews" connecting Milwaukee & Hubbard and created a plaza at the corner of Milwaukee & Hubbard.
- Created spatial relationships between plazas and prioritized public realm along adjacent sidewalks for a better pedestrian experience.
- Designed for better pedestrian circulation & connectivity along Hubbard St, Milwaukee Ave, and Union Ave.

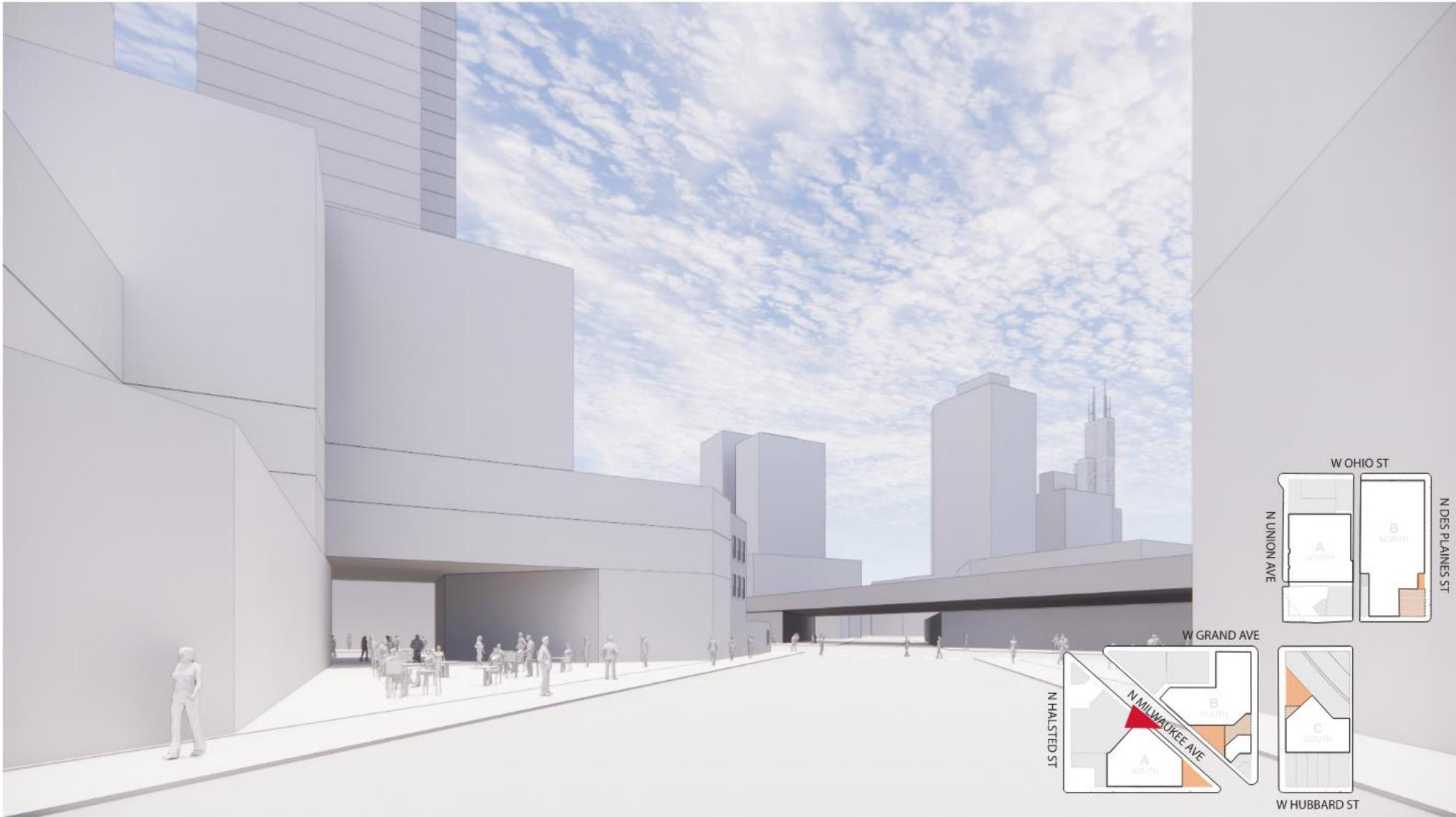




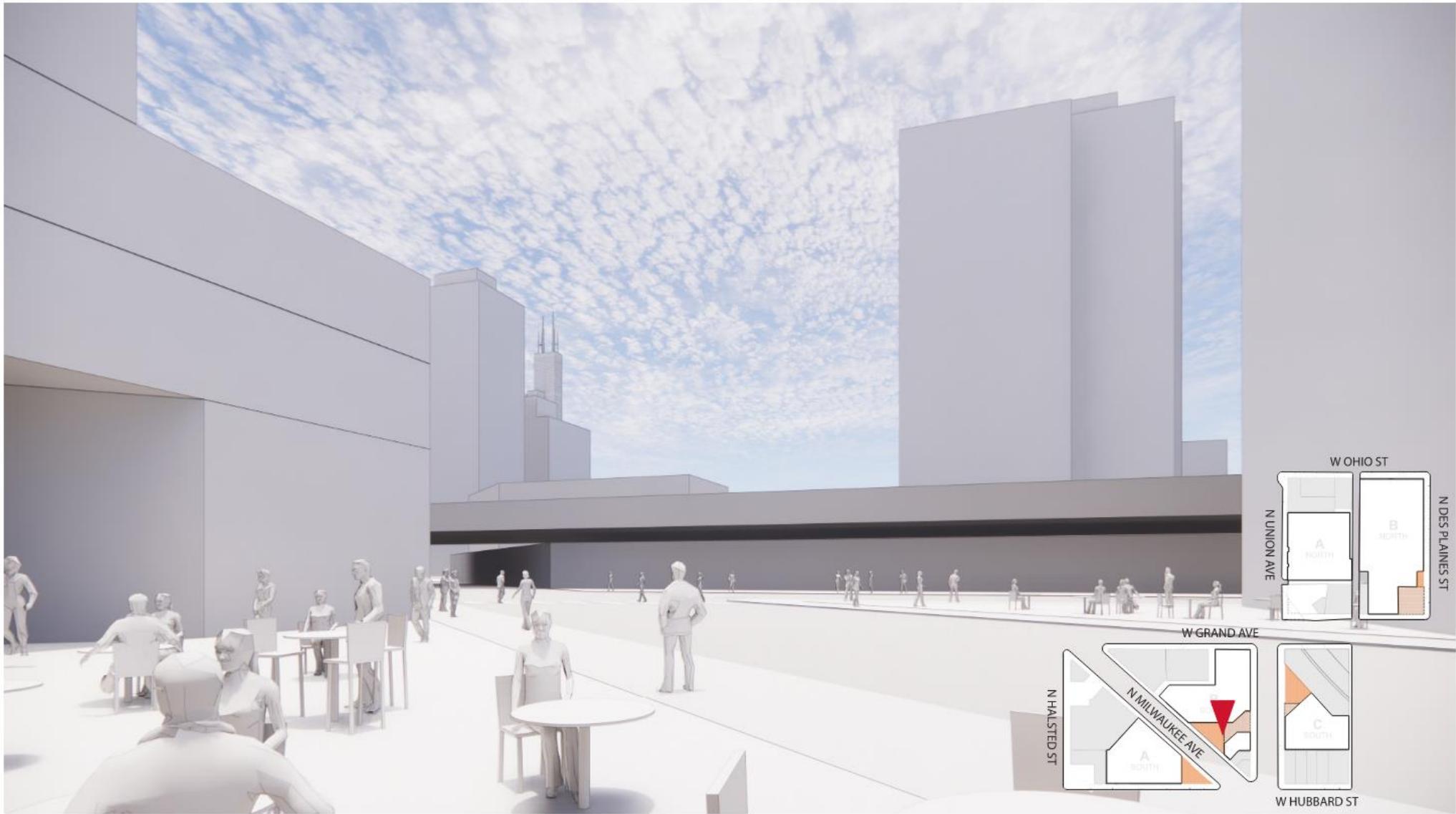
PUBLIC REALM – FOR REFERENCE ONLY PERSPECTIVE



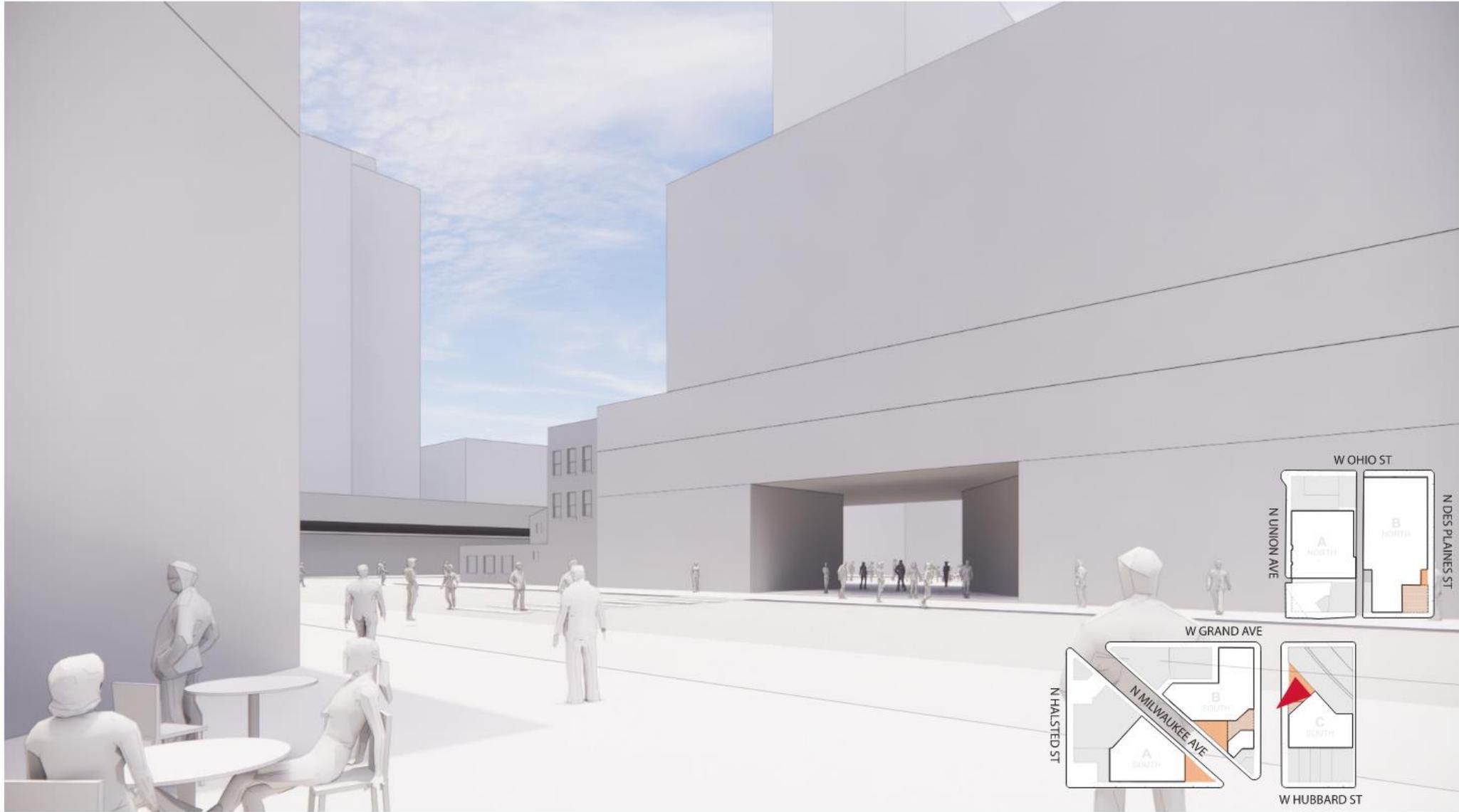
PUBLIC REALM – FOR REFERENCE ONLY PERSPECTIVE



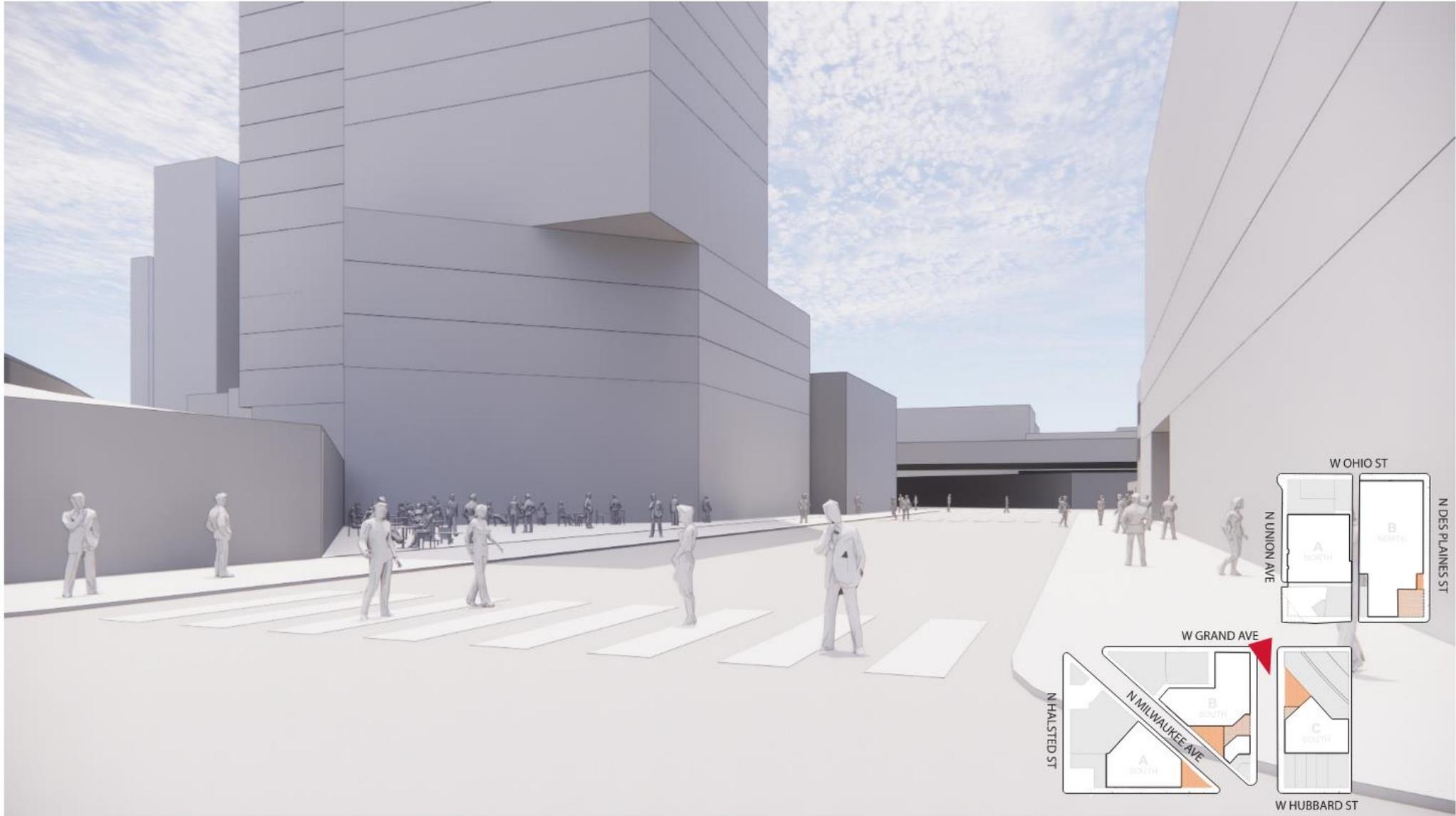
PUBLIC REALM – FOR REFERENCE ONLY PERSPECTIVE



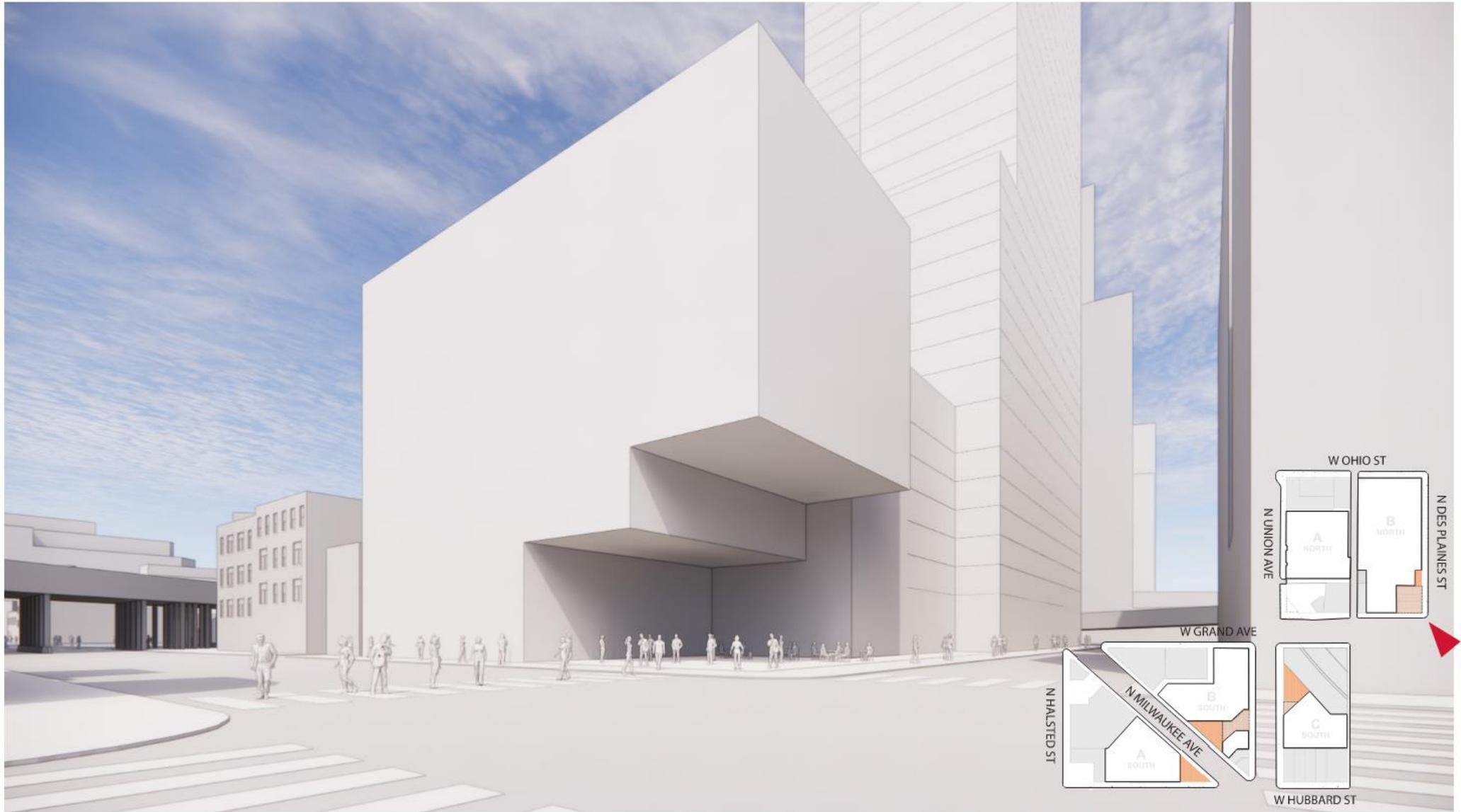
PUBLIC REALM – FOR REFERENCE ONLY PERSPECTIVE



PUBLIC REALM – FOR REFERENCE ONLY PERSPECTIVE



PUBLIC REALM – FOR REFERENCE ONLY PERSPECTIVE



PUBLIC REALM – FOR REFERENCE ONLY PERSPECTIVE



PHASE ONE: SALVATION ARMY BUILDING

PEDESTRIAN CONTEXT – PHASE ONE



Existing Streetscape

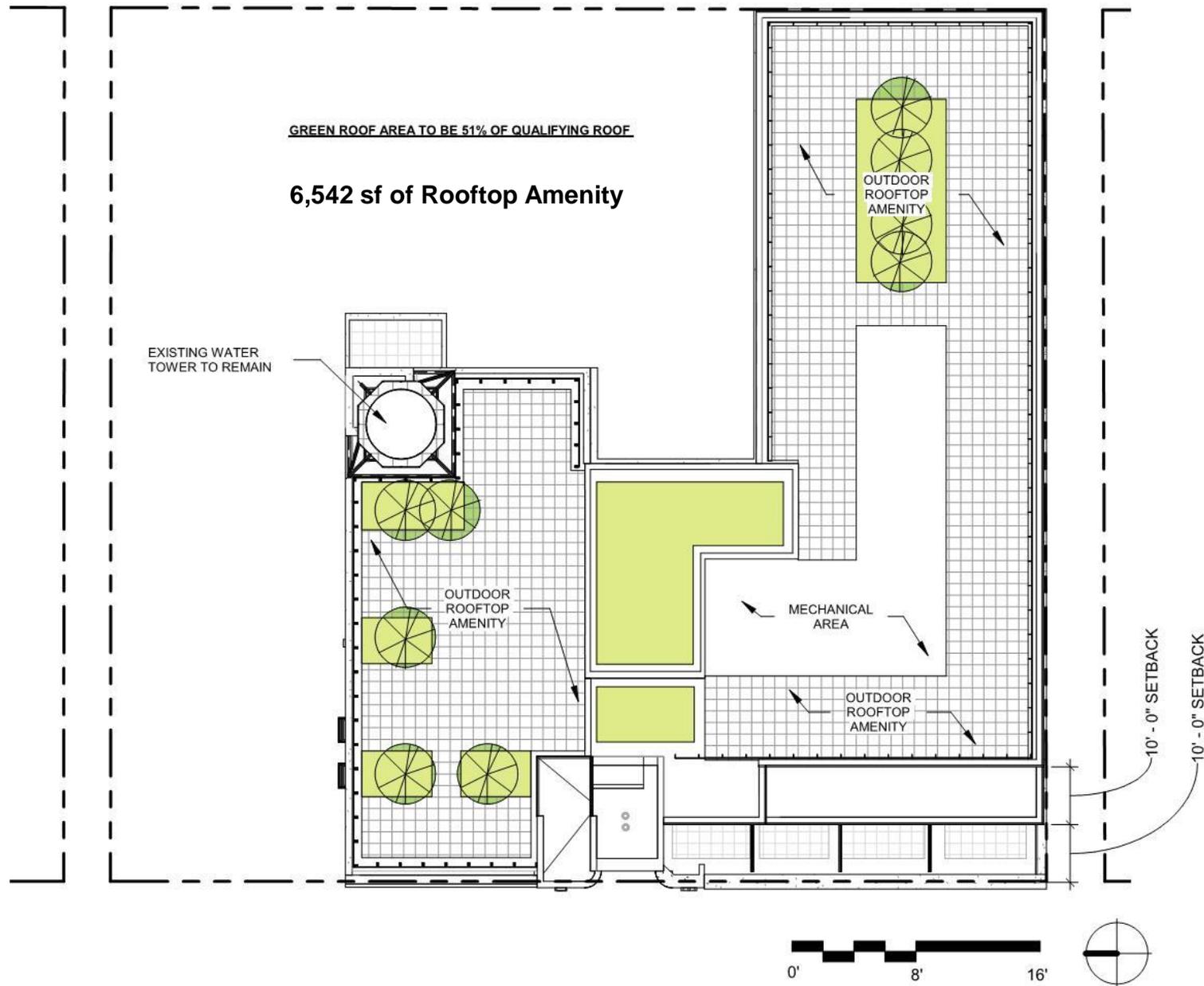
PEDESTRIAN CONTEXT – PHASE ONE



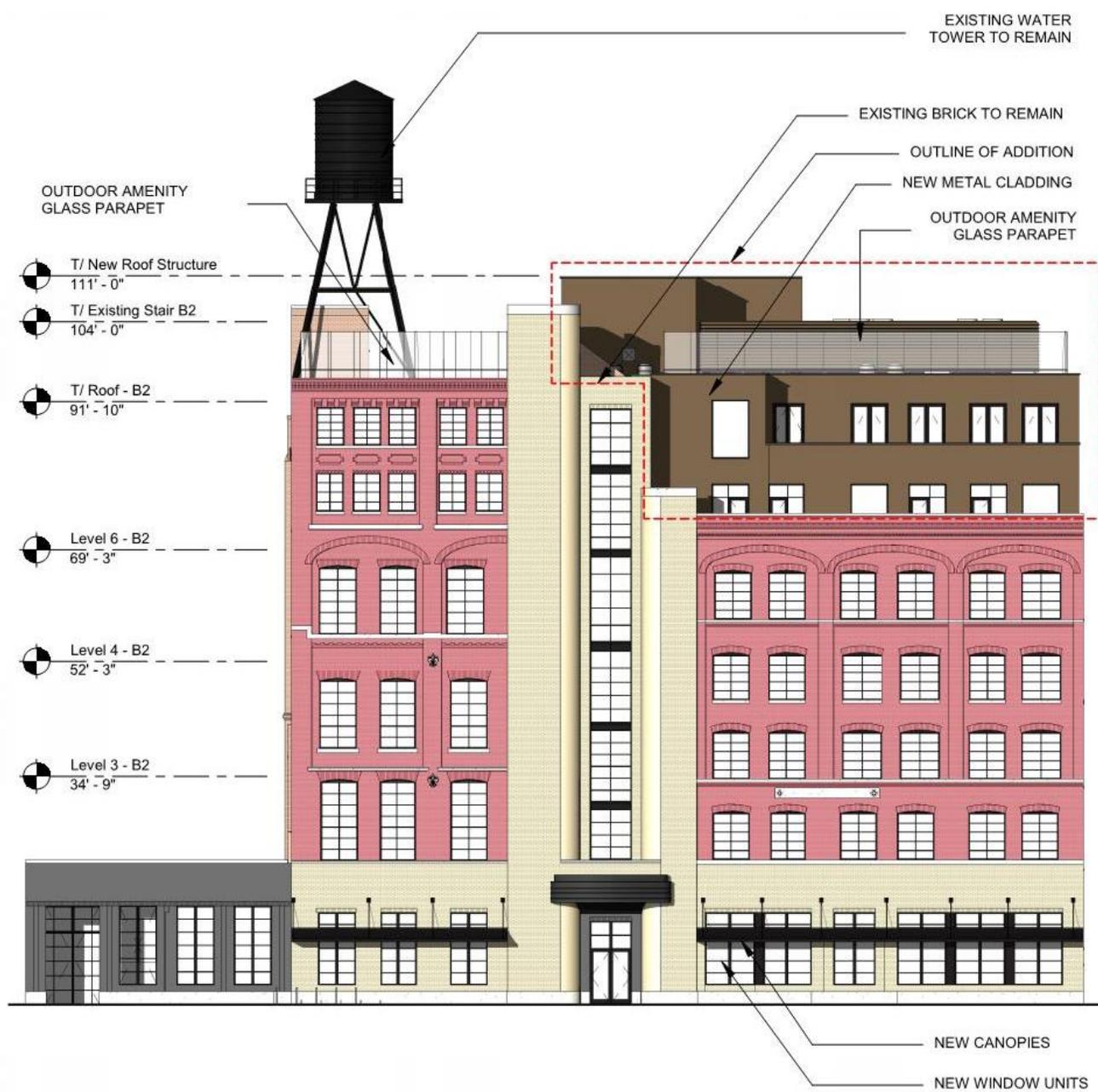
Existing Streetscape



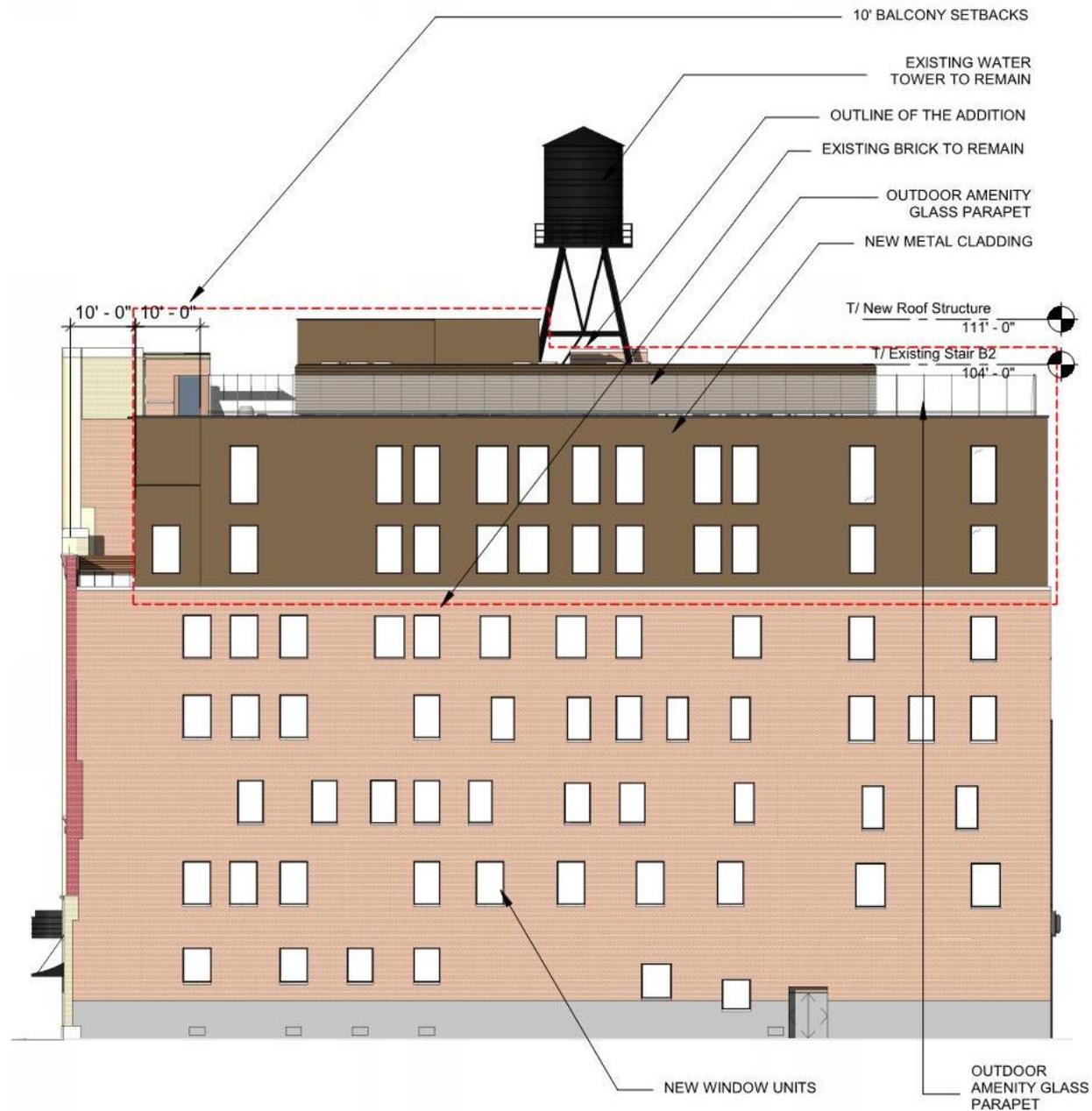
PHASE ONE: TYPICAL FLOOR PLANS



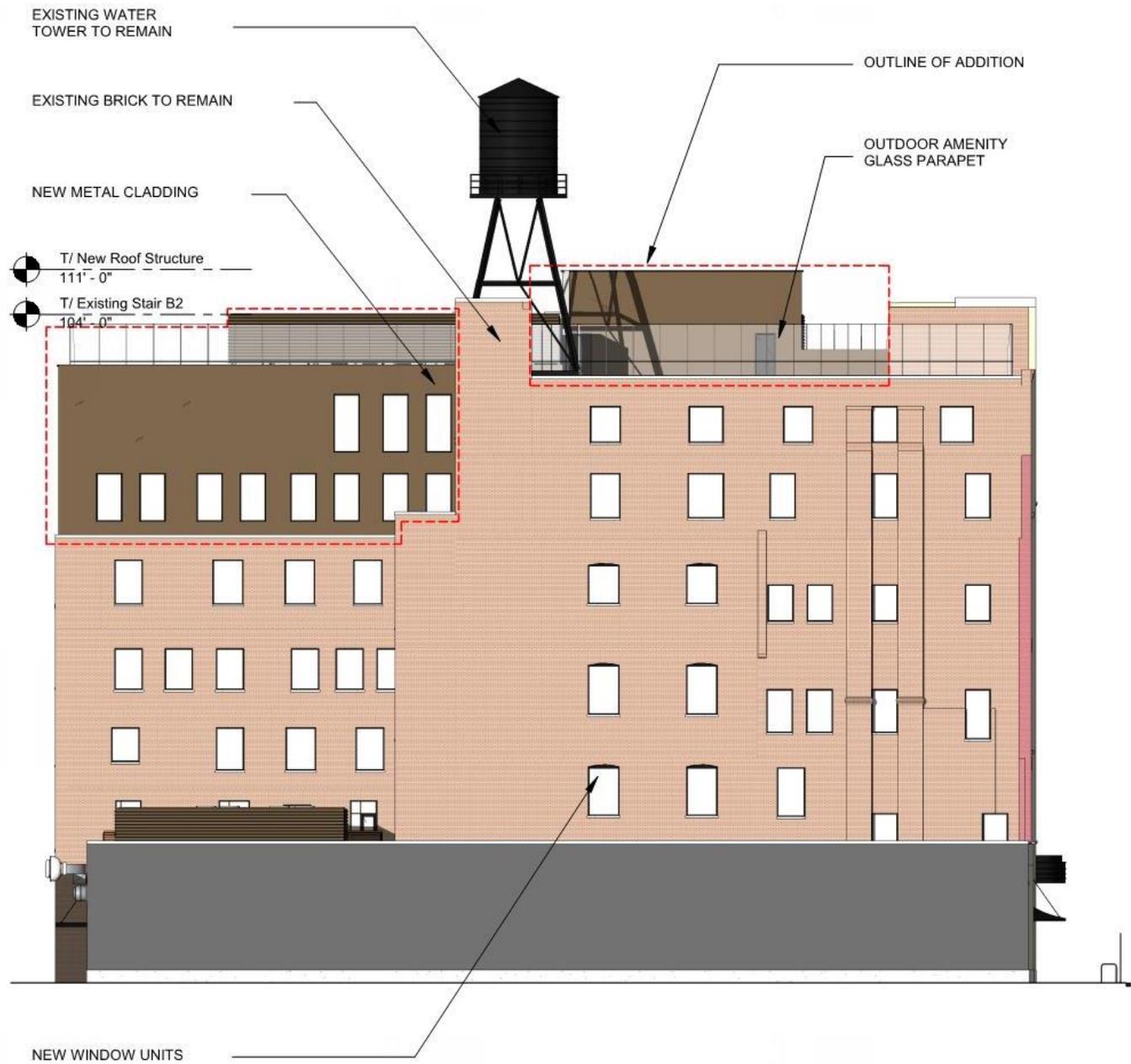
PHASE ONE: ROOF PLAN



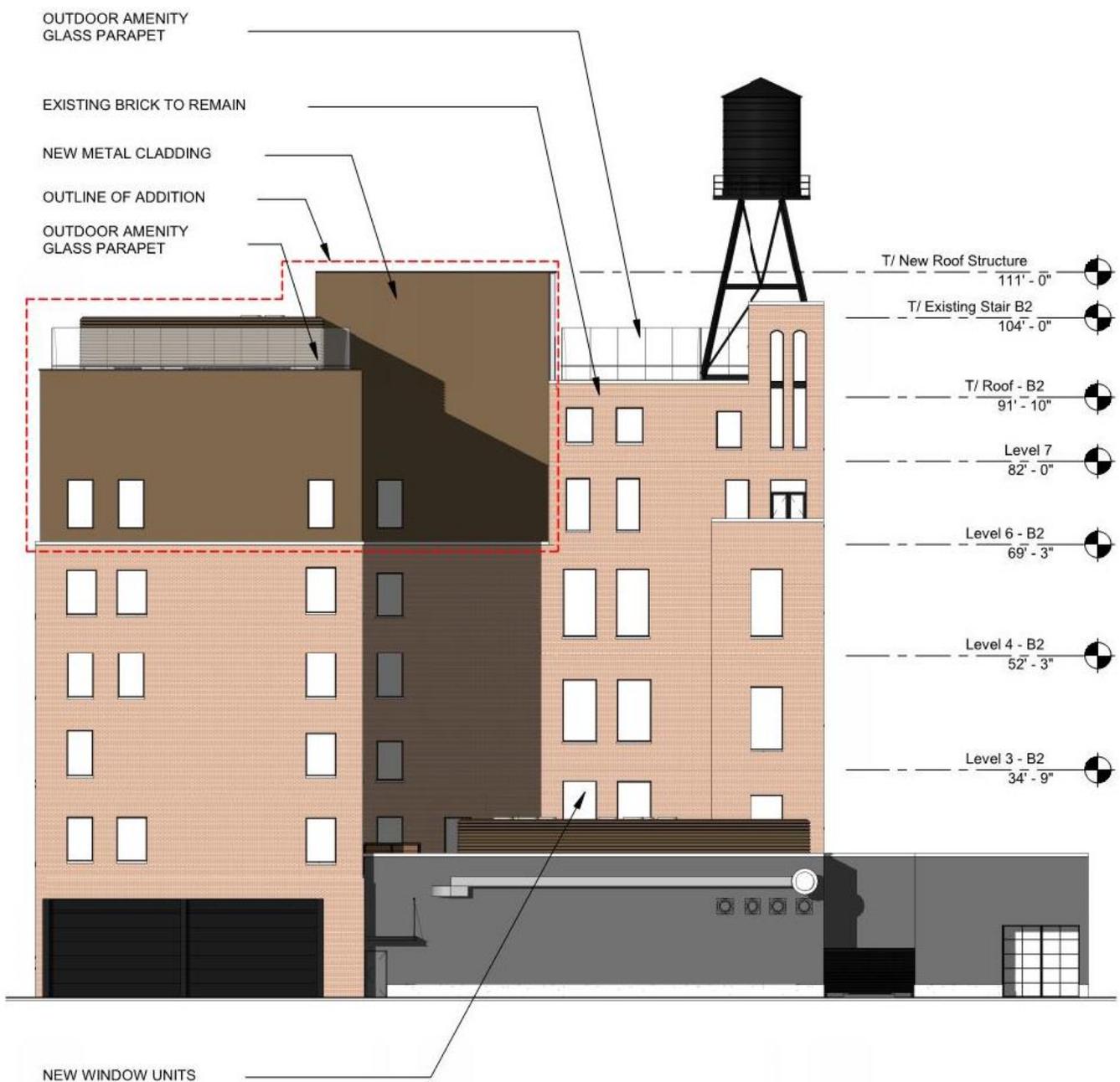
PHASE ONE: BUILDING ELEVATION (WEST)



PHASE ONE: BUILDING ELEVATION (SOUTH)



PHASE ONE: BUILDING ELEVATION (NORTH)



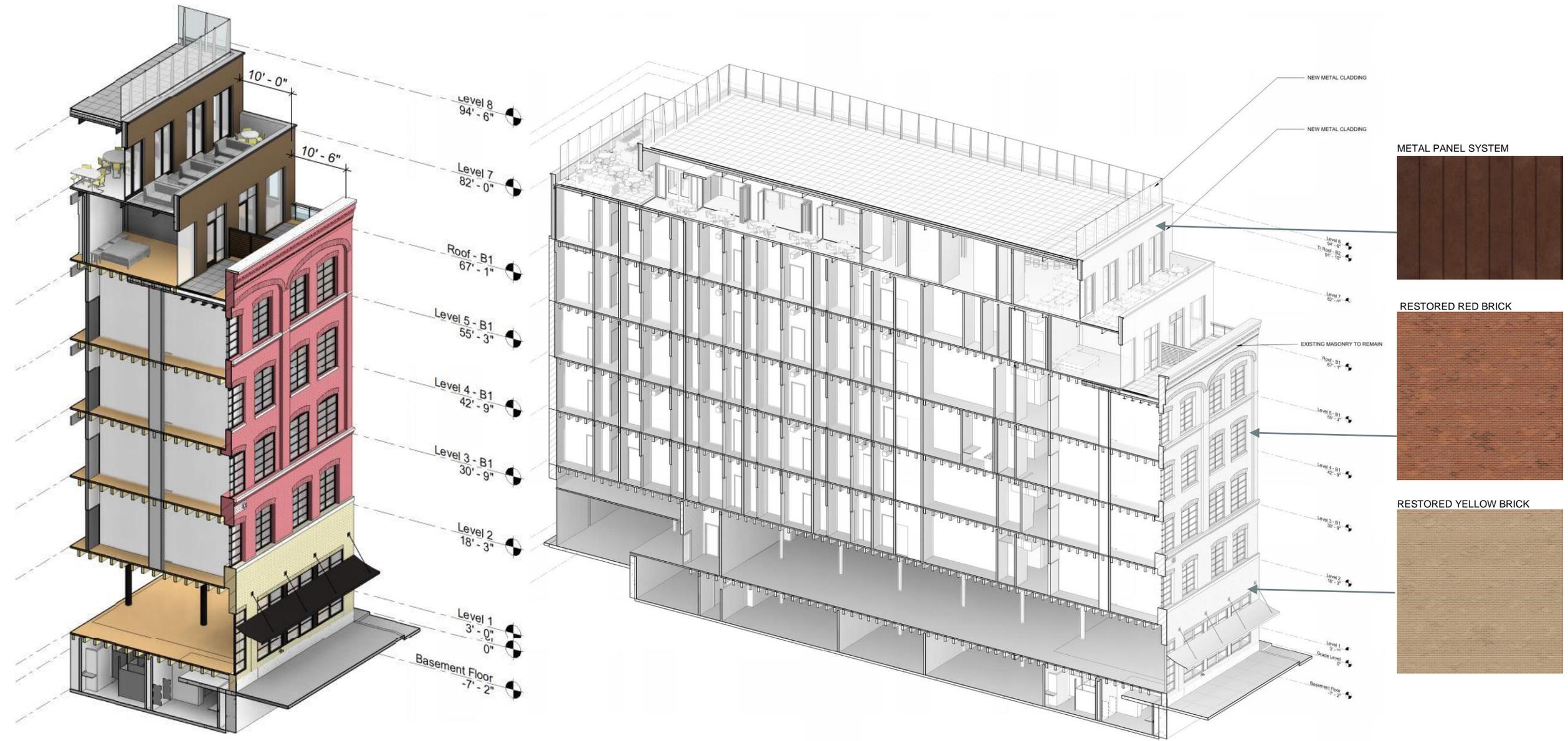
PHASE ONE: BUILDING ELEVATION (EAST)



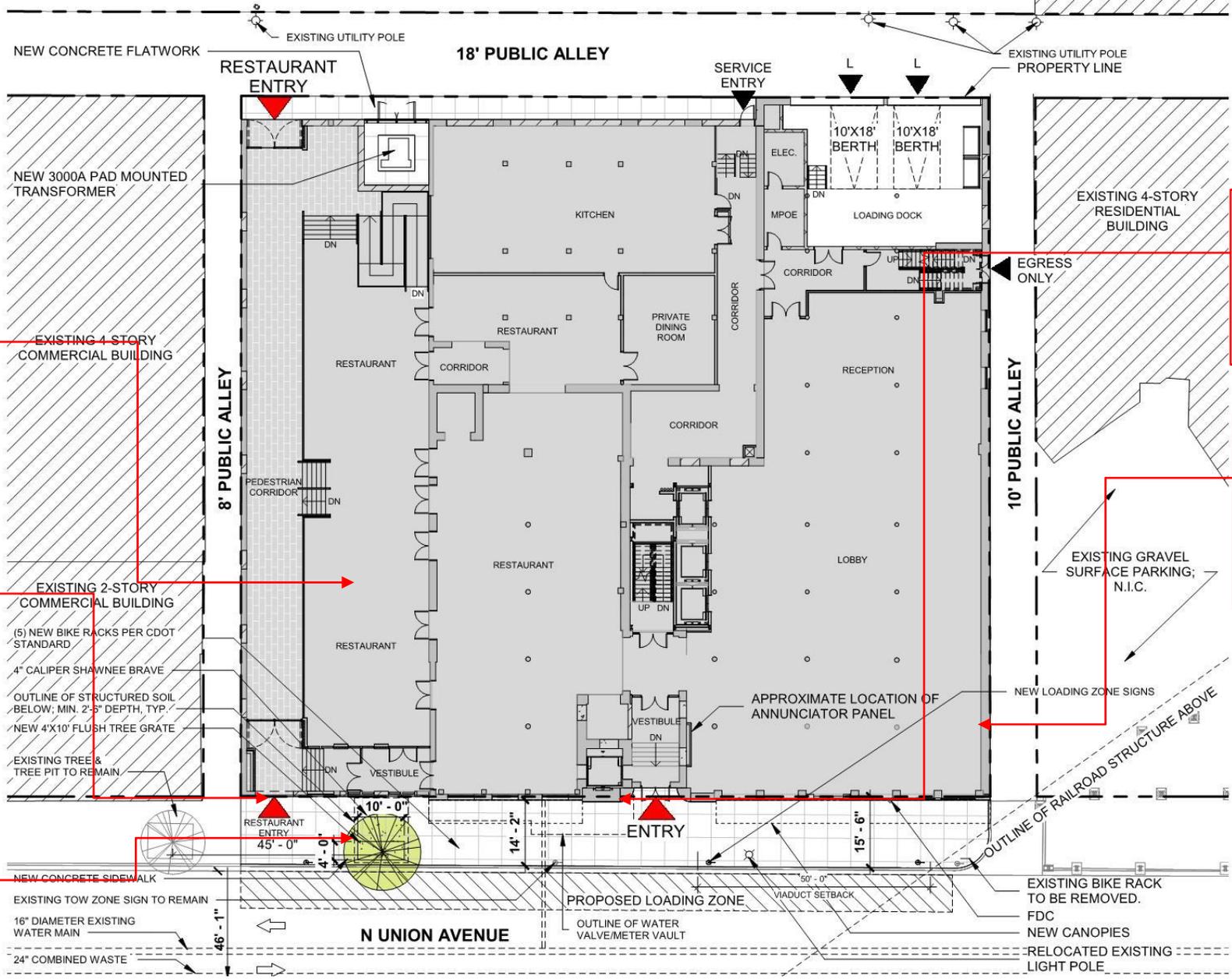
PHASE ONE: VIEW FROM UNION AVENUE – LOOKING SOUTHEAST



PHASE ONE: VIEW FROM UNION AVENUE – LOOKING NORTHEAST



PHASE ONE: FAÇADE SECTIONS



17-8-0911 HISTORIC AND CULTURAL RESOURCES; Planned developments should give priority to the adaptive reuse of historic buildings.

17-8-0906 Planned Developments should be designed to: 1.reinforce desirable urban features found within the surrounding area, such as siting patterns, massing arrangements and streetscape characteristics.

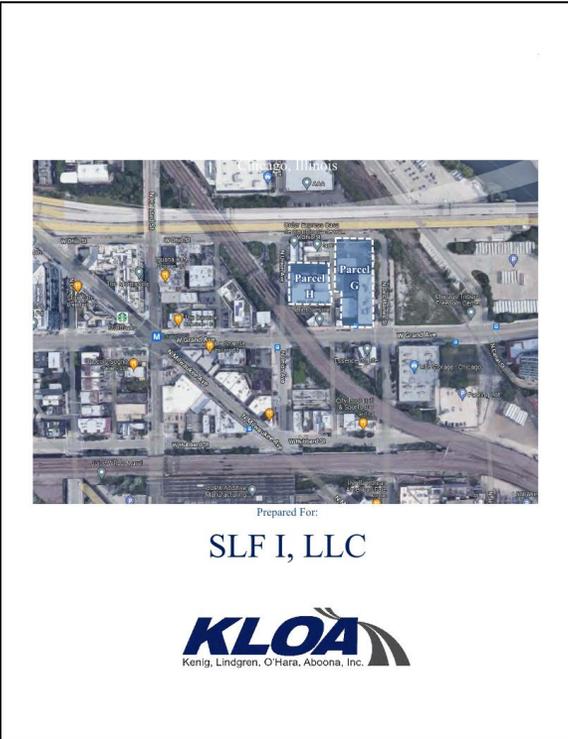
17-8-0909 2. Where appropriate, provide substantial landscaping of the open areas on the building and the site.

17-8-0906 Planned Developments should be designed to: 3. Ensure that signs associated with the development are appropriate to the scale and character of the development and the surrounding area.

17-8-0906 Planned Developments should be designed to: 2.Create seamless or gradual transitions in bulk and scale when high-intensity development occurs in or near areas with lower intensity character.

PHASE ONE: TRANSPORTATION, TRAFFIC, AND PARKING

Traffic



TRAFFIC MODIFICATIONS & MITIGATION STRATEGIES:

- HALSTED STREET & HUBBARD STREET SIGNALIZATION *
- HIGH-VISIBILITY CROSSWALK AT INTERSECTION OF UNION AVENUE & OHIO STREET
- ADEQUATE BIKE RACKS PROVIDED AT OR NEAR LOBBY ENTRANCES AND RETAIL SPACES
- GIVEN PROXIMITY TO GRAND CTA STATION – PROVIDE CTA TRANSIT INFORMATION WITHIN LOBBIES TO ENCOURAGE PUBLIC TRANSIT

* CDOT DESIGN UNDERWAY & FUNDING APPROVED

PEDESTRIAN-ORIENTATION* (17-8-0905)

A – Active uses to be along ground floors, with entrances articulated, and plaza spaces that enhance the public realm.

B – Building setbacks and design to provide ample pedestrian sidewalks and gathering spaces with landscape elements.

URBAN DESIGN* (17-8-0906)

A – Urban street environment to create inviting public realm.

B – Upper-most levels of podiums to be activated with amenity program and recreational spaces.

C - Façade to incorporate high-quality building materials and pedestrian scale elements.

D – Priority given to locating service areas for loading and trash to be located away from public streets.



Renderings for reference only

**Design Guidelines apply to all future phases and will be reviewed by DPD's Design Review, Committee on Design, and a courtesy presentation to Chicago Plan Commission.*

PARKS, OPEN SPACE, AND LANDSCAPING* (17-8-0909)

A – To provide adequate, inviting, and accessible community public realm. Thoughtfully designed space for workers, visitors, and residents.

B – Multi-building massing to be positioned to maximize exposure to natural light, views of the surroundings, and public realm priority.

C – Building designs to include landscaped amenity decks, terraces, and at grade plazas to create a welcoming pedestrian experience. Building amenities to include both interior and exterior spaces, and health & wellness.

**Design Guidelines apply to all future phases and will be reviewed by DPD's Design Review, Committee on Design, and a courtesy presentation to Chicago Plan Commission.*



Renderings for reference only

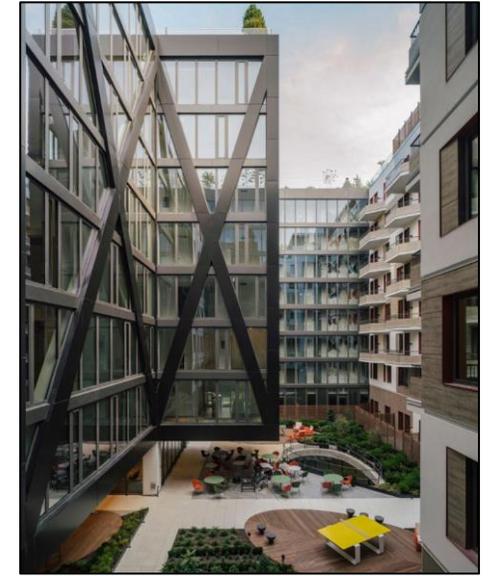
BUILDING DESIGN* (17-8-0907)

A – To uniquely respond to program and location. A design that captures the surrounding character and incorporates sustainable features and building materials.

B – Multi-building project to promote consistent scale within surrounding context. Plazas and "Mews" significantly enhance the public realm, with priority given to connectivity and accessibility.

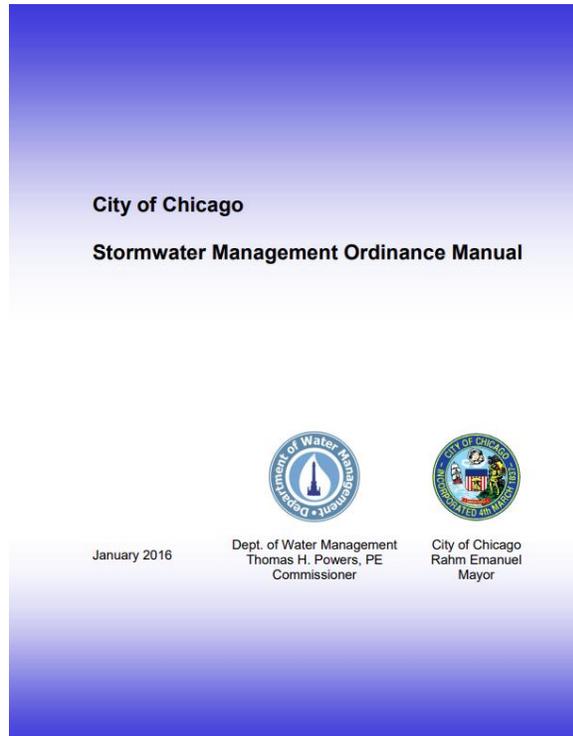
C – Building massing and materials to clearly define base, mid, and top. Building massing to work in tandem with welcoming street frontages and pedestrian experience.

**Design Guidelines apply to all future phases and will be reviewed by DPD's Design Review, Committee on Design, and a courtesy presentation to Chicago Plan Commission.*



Renderings for reference only

Stormwater Management



Project Compliance:

- Green infrastructure and on-site stormwater management will be incorporated throughout the development.
 - Opportunities include the use of permeable paving, vegetated roofs, among other stormwater management applications.
- As a multi-phase development, each phase will be subject to separate site plan approval and will provide detention and volume control individually per phase.

Future phases will meet the stormwater requirements as outlined in the Chicago Stormwater Ordinance during future site plan review and approval.



Affordable Requirements Ordinance

NORTH PD

- SUBAREA A:
- *Phase One*
 - Total Units: N/A
 - ARO Obligation (20%): N/A
 - Location: N/A
- SUBAREA B:
- *Future Phase*
 - Total Units: 1,110
 - ARO Obligation (20%): 222
 - Location: On Site
- PD TOTAL:
 - Total Units (up to): 1,110
 - ARO Obligation (20%): 222

SOUTH PD

- SUBAREA A:
- *Future Phase*
 - Total Units: 337
 - ARO Obligation (20%): 67
 - Location: On Site
- SUBAREA B:
- *Future Phase*
 - Total Units: 317
 - ARO Obligation (20%): 63
 - Location: On Site
- SUBAREA C:
- *Future Phase*
 - Total Units: 505
 - ARO Obligation (20%): 102
 - Location: On Site
- PD TOTAL:
 - Total Units (up to): 1,159
 - ARO Obligation (20%): 232

COMBINED TOTALS

TOTAL UNITS (as allowed): **2,269**
ARO OBLIGATION (20%): **454**
LOCATION: **On Site**

Future phases will meet the affordable requirements, with unit totals finalized during future site plan review and approval.



Community Benefits

M/WBE & Local City Equitable Participation Goals

26% Participation of Certified MBE's

6% Participation of Certified WBE's

50% Participation of Chicago Residents *with commitment to residents from Ward 27*

Public Realm Benefits

16,000+ square feet of publicly accessible open spaces – incorporating various open-air and partially covered plazas and a pedestrian "Mews" connection.

Enhanced pedestrian experience with active ground floors, retail, and food & beverage.



Economic Benefits

Financial Contributions

North PD

Neighborhood Opportunity Fund: \$5,829,028

Local Impact Fund: \$728,628

Citywide Adopt-A-Landmark: \$728,628

Total Contribution: \$7,286,285

South PD

Neighborhood Opportunity Fund: \$6,077,082

Local Impact Fund: \$759,635

Citywide Adopt-A-Landmark: \$759,635

Total Contribution: \$7,596,353

Combined

Neighborhood Opportunity Fund: \$11,906,110

Local Impact Fund: \$1,488,264

Citywide Adopt-A-Landmark: \$1,488,264

Total Contribution: \$14,882,638

Job Creation

North PD

Total Estimated Construction & Related Jobs: 575

Total Estimated Full-Time Equivalent Jobs: 35

South PD

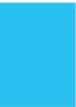
Total Estimated Construction & Related Jobs: 825

Total Estimated Full-Time Equivalent Jobs: 45

Combined

Total Estimated Construction & Related Jobs: 1,400

Total Estimated Full-Time Equivalent Jobs: 80

  **DPD Recommendations (staff to complete)**