



CHICAGO PLAN COMMISSION

Department of Planning and Development

**3145 W Fifth Avenue/3150 W Fifth Avenue
(28th Ward/Ald. Ervin)**

Preservation of Affordable Housing

11/18/21

★ Community Area Profile

COMMUNITY AREA INFORMATION:

- Located in the East Garfield Park Community Area

Demographics*

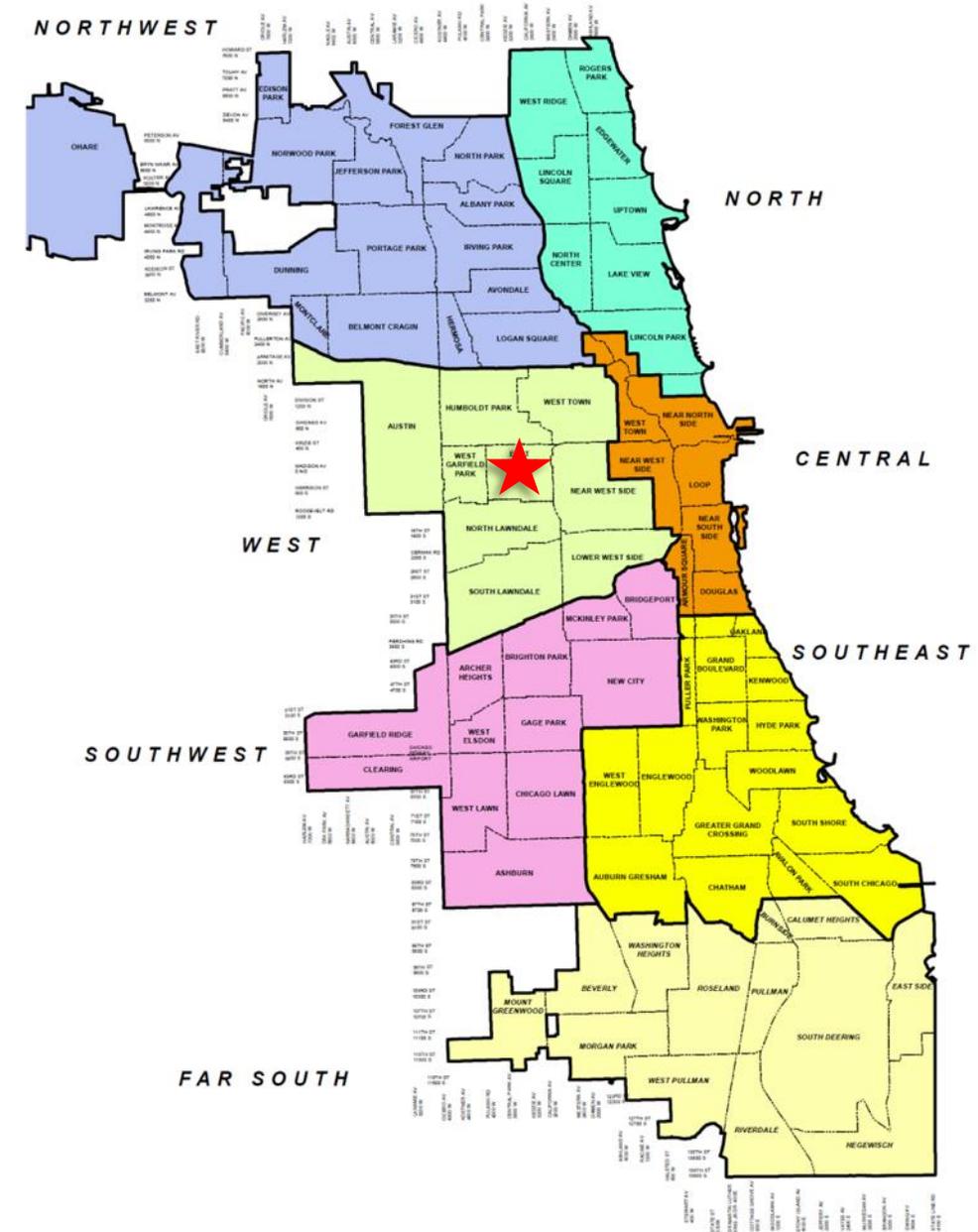
- 19,992 total population
- 41.5% residents age 20-49
- 36.1% age 50+
- 32.3 % age 19 and under
- 2.5 average household size
- \$24,617 median income

Land Use*

- Residential uses: 21.5%
- Commercial/Industrial: 9.9%
- Institutional: 6.7%

Transportation*

- 100%: High Walkability rating
- 100% High Transit Availability
- 55% of households have vehicles





Homan Ave

Kedzie Ave

Marshall High School

Fifth Ave

Sacramento Blvd

Jackson Blvd

CTA Bus Garage

Our Lady of Sorrows

SITE CONTEXT PLAN – AERIAL MAP

Planning Context

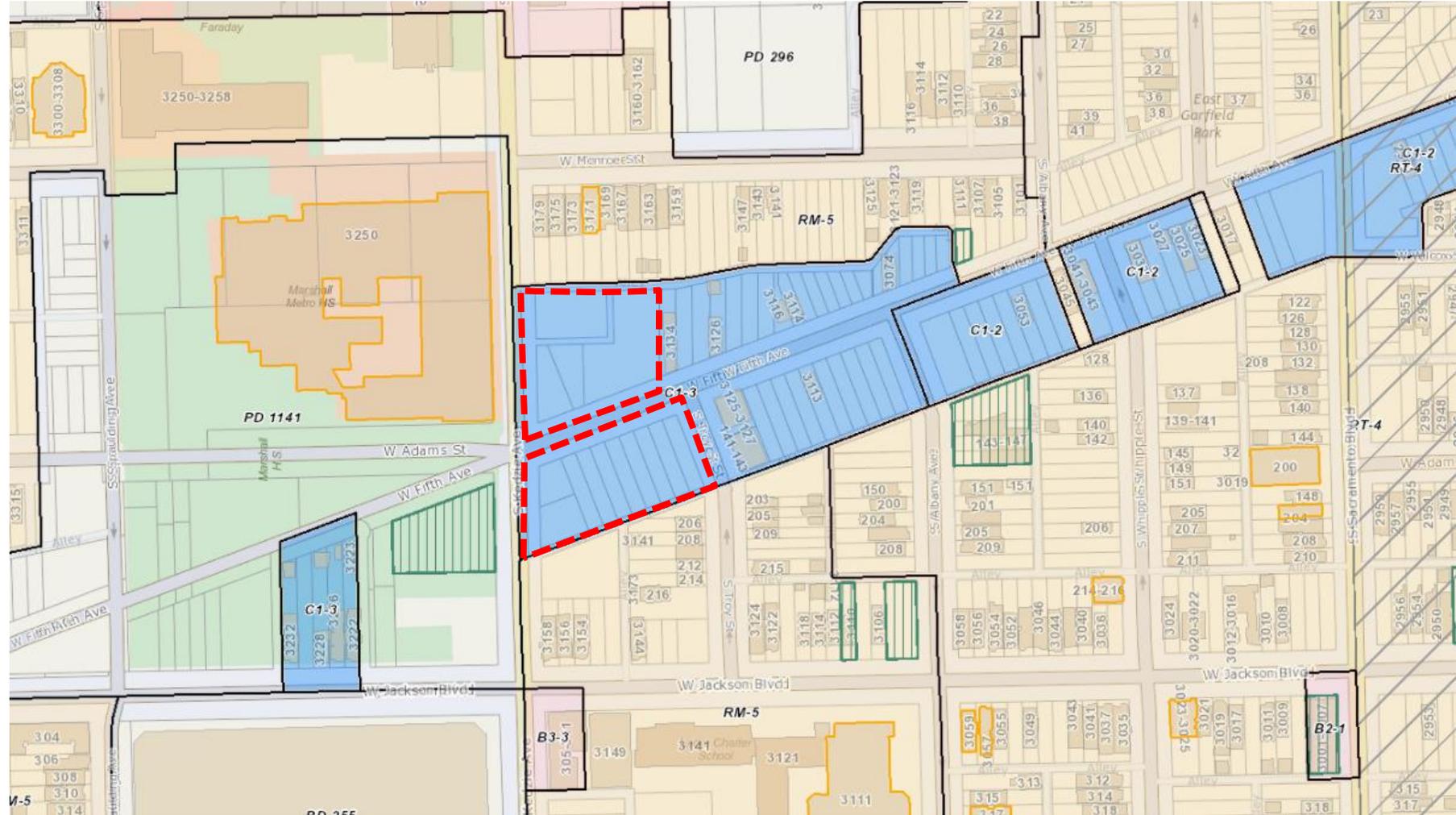


Preserving Affordability Together – A Blueprint for Community Action

- 2020
- Metropolitan Planning Council

Zoning

- **Current Zoning:** C1-3
- **Max Height:** 65'
- **FAR:** 3.0
- **Gross Site Area:** 107,601 sq ft
- **Surrounding Land Uses:**
 - Residential
 - Commercial
 - Institutional





S Jackson Blvd

S Kedzie Ave

S Fifth Ave

SITE CONTEXT



S Fifth Ave

S Kedzie Ave

S Jackson Blvd

SITE CONTEXT



PEDESTRIAN CONTEXT: LOOKING NORTHEAST UP FIFTH – STREET VIEW



PEDESTRIAN CONTEXT : LOOKING SOUTHWEST THROUGH SOUTH SITE AT TROY (PHASE 1)



PEDESTRIAN CONTEXT : LOOKING AT NORTH SITE TOWARD MARSHALL HIGH SCHOOL (PHASE 2)



Project Timeline + Community Outreach

INTRODUCTION DATE: April 21, 2021

DATES OF PROJECT MEETINGS:

- August 13, 2020: Project Submittal and Discussion
- May – November 2021: Review process and project modifications:
- February – September 2021: Community Outreach and series of meetings

DPD PD REVIEW PROCESS

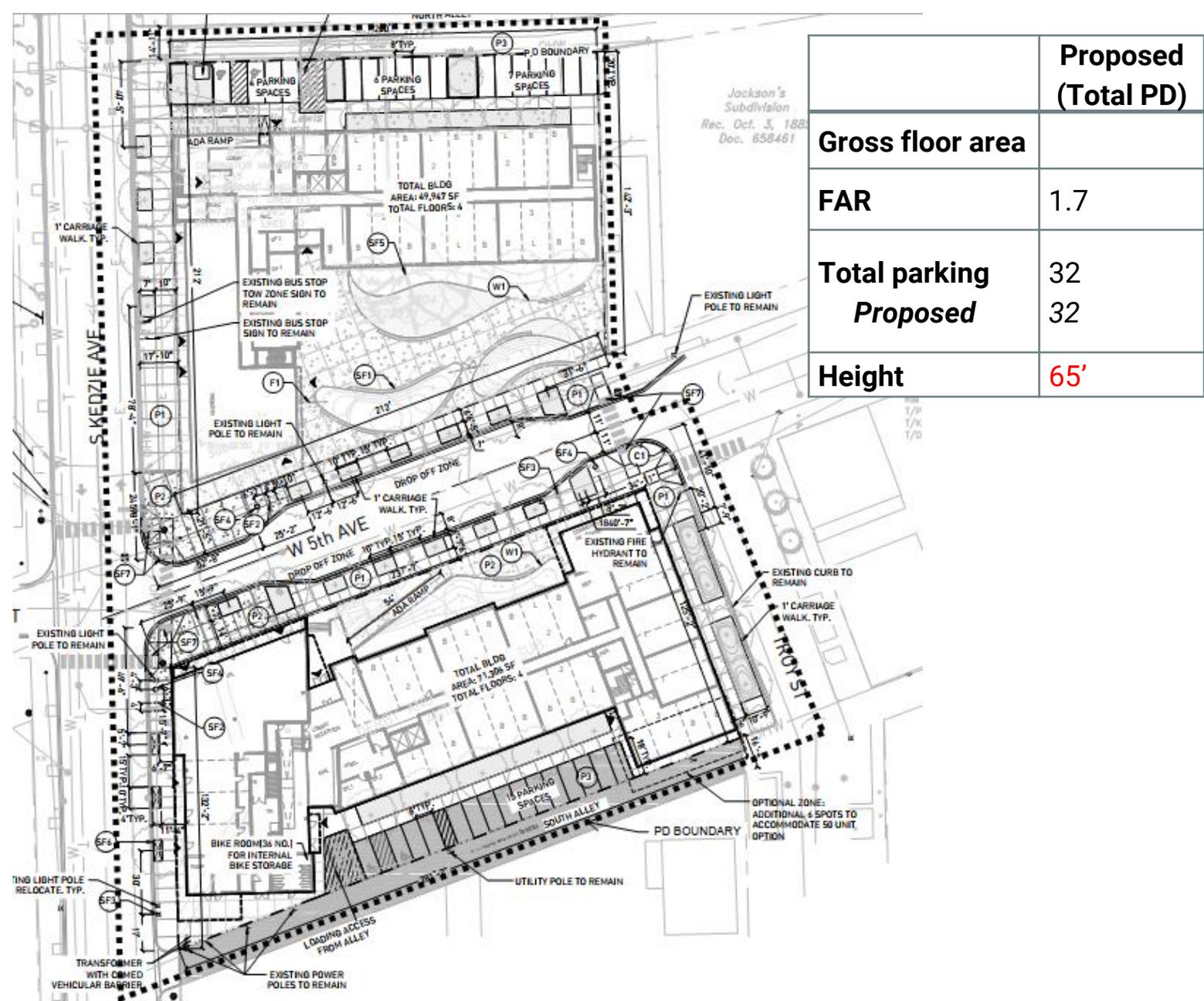
- April 22, 2021: Intake Meeting
- April - October 2021: DPD Review

PROJECT CHANGES BASED ON FEEDBACK:

- Improvements to the building and façade design
- Improvements to ground level & landscaping

Site Plan:

- 32 surface parking spaces – alley access - ~40% - transit-served location
- Street tree and sidewalk restoration at Kedzie, Fifth, Troy
- Phase 1
 - Two+ retail entrances – primary on Fifth, secondary on Kedzie
 - Primary residential entrance on Fifth Avenue – first floor above grade, building with ramp and landscaped set back





RENDERING – SOUTH BUILDING FROM NORTHWEST (CORNER OF FIFTH & KEDZIE)



RENDERING – SOUTH BUILDING FROM SOUTH - LOOKING NORTH ON KEDZIE



RENDERING – SOUTH BUILDING, LOOKING SOUTH AT FIFTH & TROY



RENDERING – SOUTH BUILDING, LOOKING SOUTH FROM NORTH BUILDING’S PLAZA



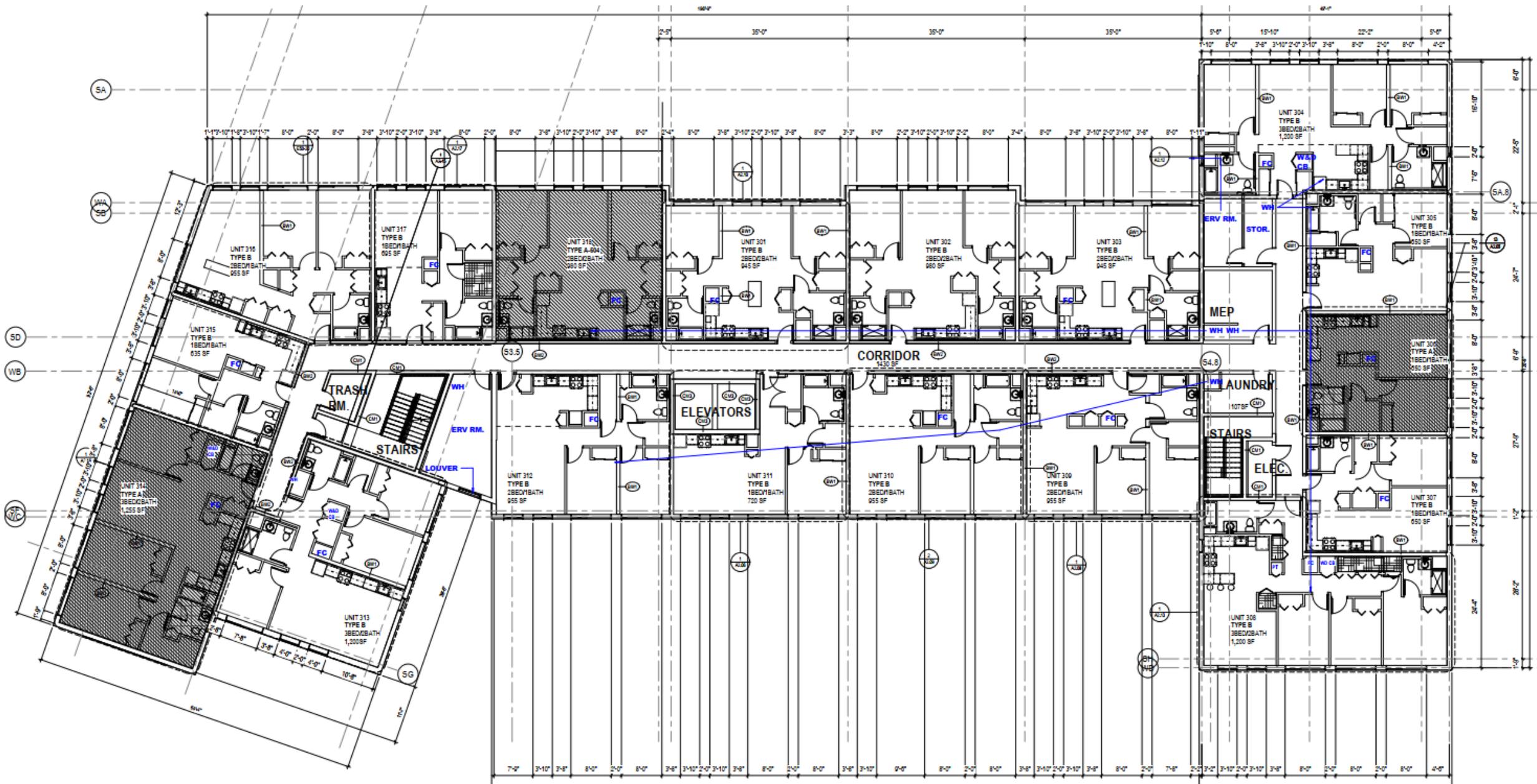
RENDERING – SOUTH BUILDING, LOOKING WEST TOWARD RESIDENTIAL ENTRANCE



**RENDERING – SOUTH BUILDING SECOND FLOOR TERRACE, LOOKING NORTHWEST
TOWARD NORTH BUILDING**

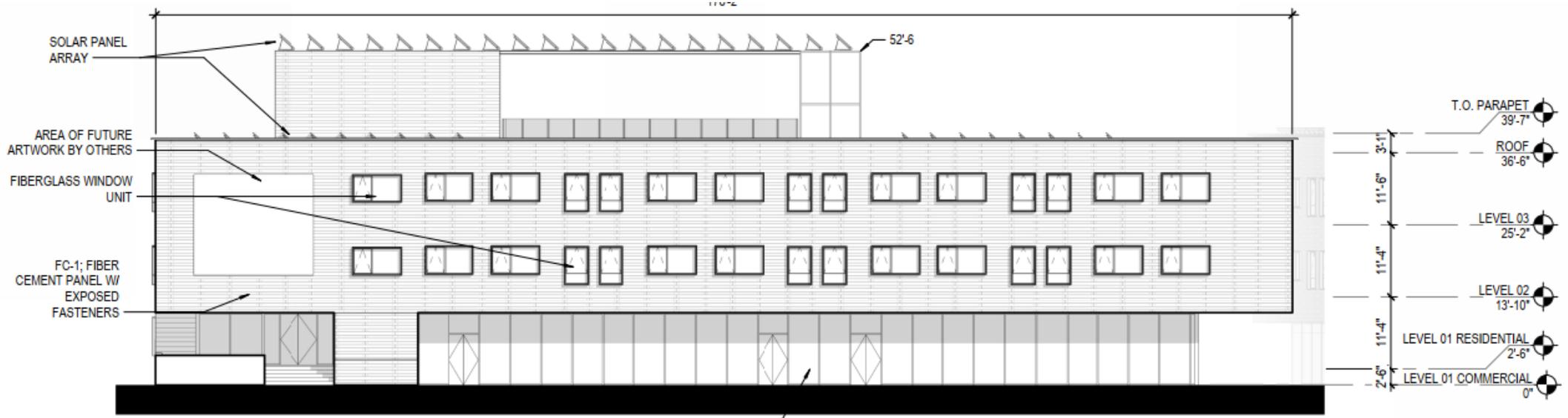


RENDERING – BIRDS EYE VIEW – LOOKING NORTHEAST



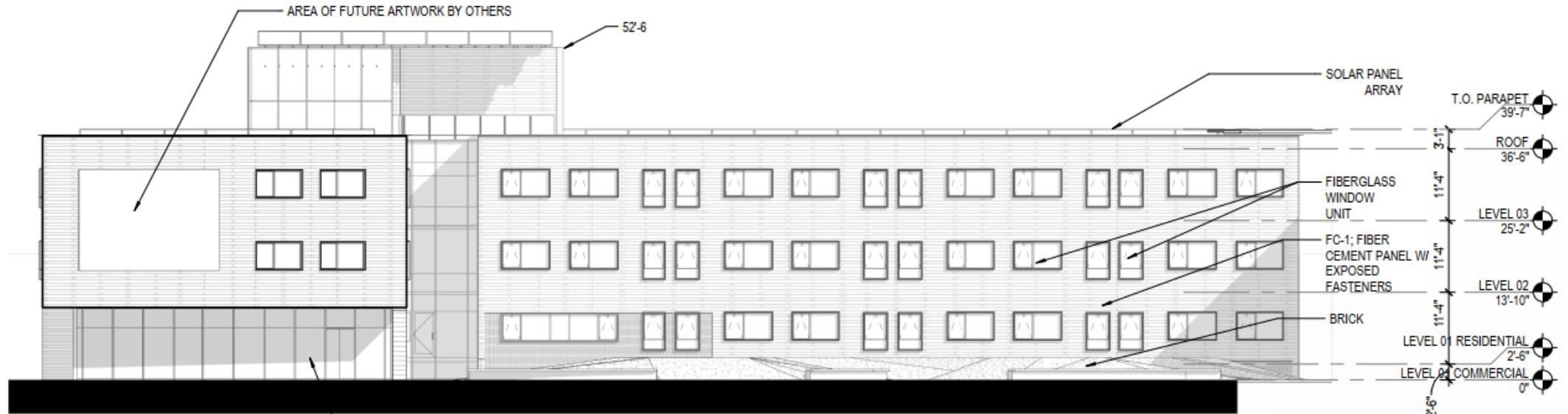
THIRD FLOOR PLAN – SOUTH BUILDING





② North Building Co-Op -- West Elevation (from Kedzie Ave)
1/8" = 1'-0"

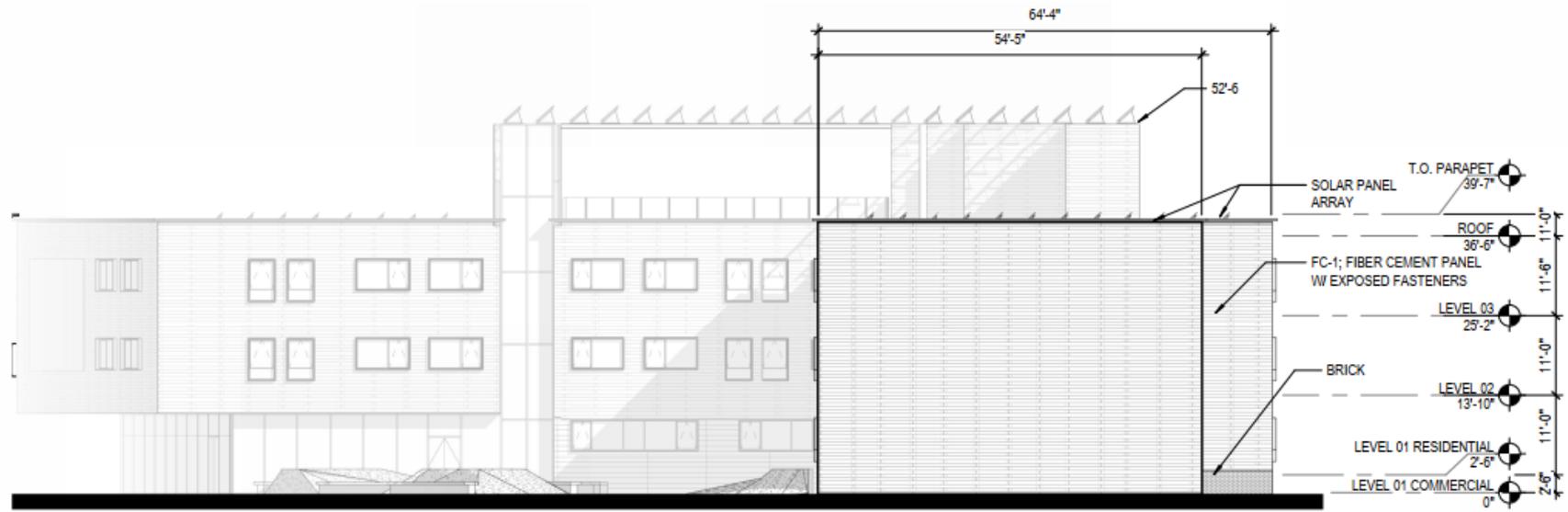
ALUMINUM & GLASS STOREFRONT



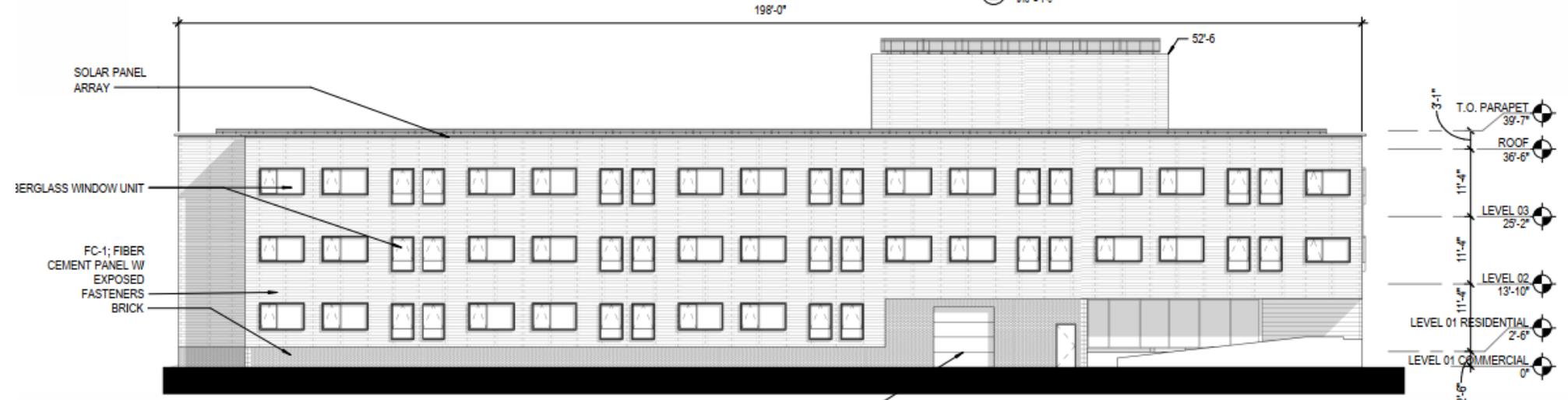
① North Building Co-Op -- South Elevation (from 5th Ave)
1/8" = 1'-0"

ALUMINUM & GLASS STOREFRONT

BUILDING ELEVATIONS – NORTH BUILDING - WEST AND SOUTH ELEVATIONS

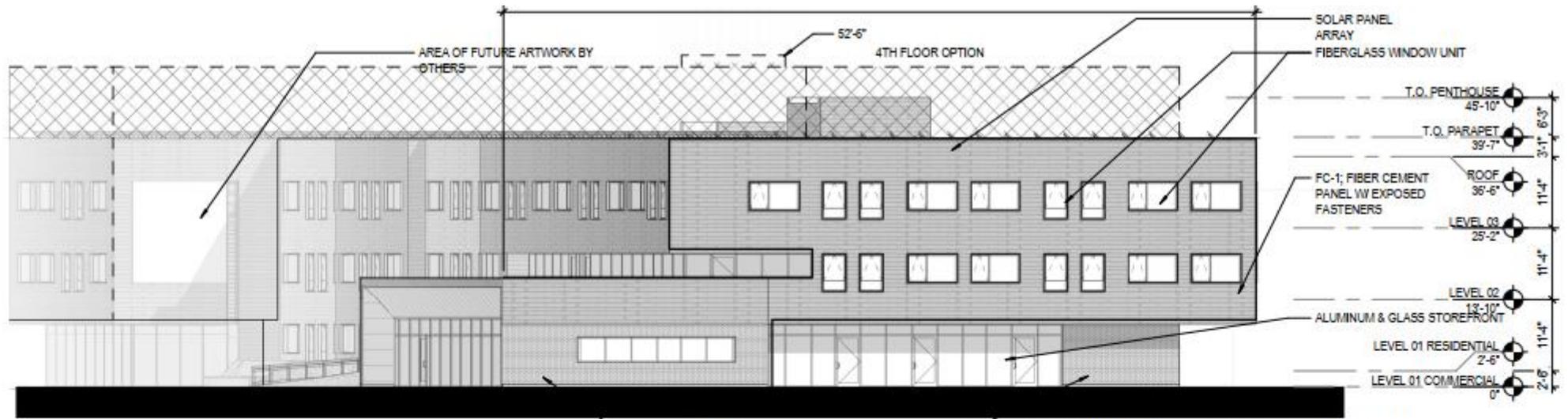


② North Building Co-Op -- East Elevation
1/16" = 1'-0"

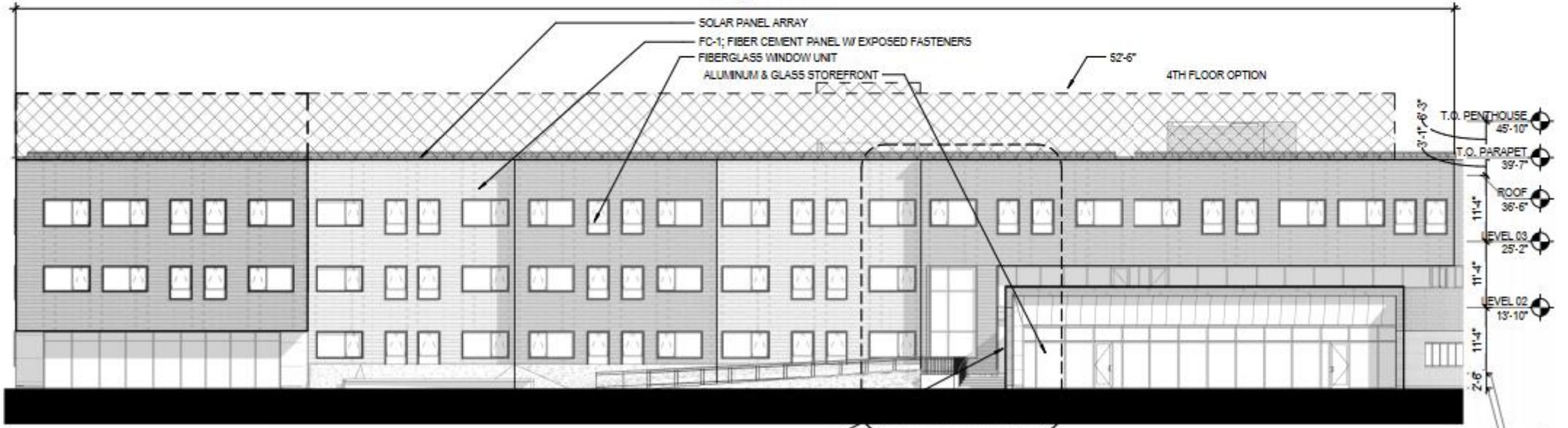


① North Building Co-Op -- North Elevation
1/16" = 1'-0"

BUILDING ELEVATIONS – NORTH BUILDING - EAST AND NORTH ELEVATIONS

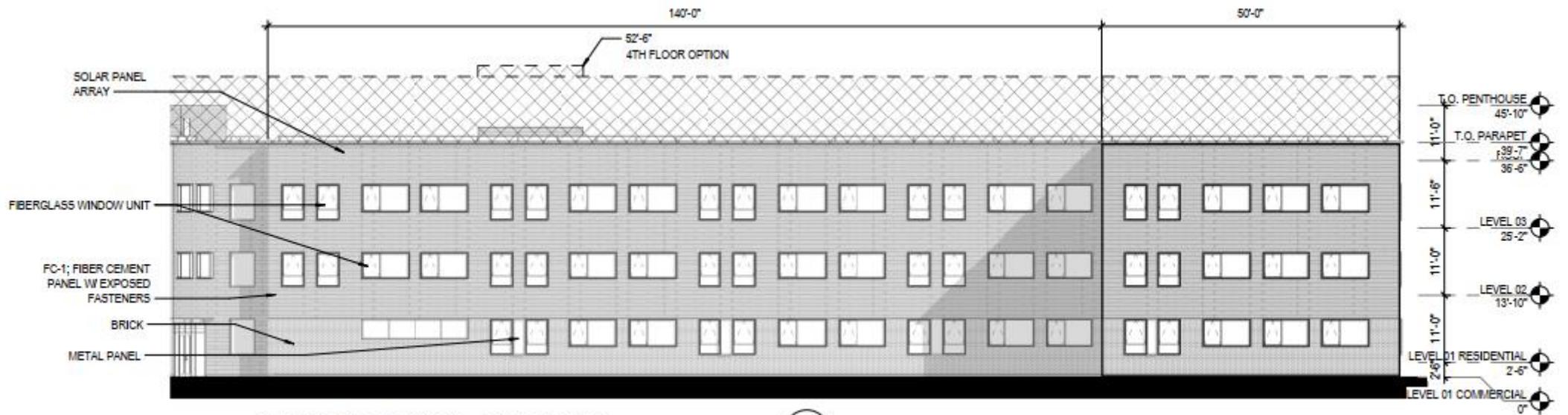


BRICK
246'-3"
② SOUTH BUILDING ELEVATIONS – WEST ELEVATION
1/16" = 1'-0"

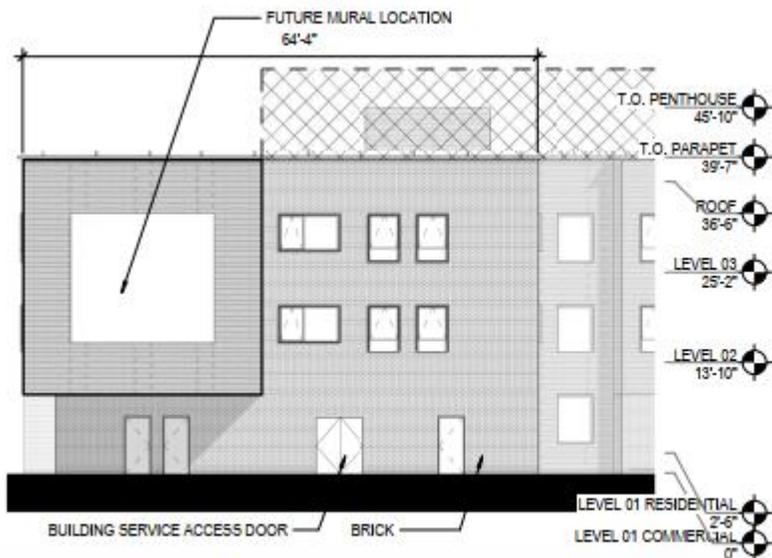


AREA OF FUTURE ARTWORK BY OTHERS
① SOUTH BUILDING ELEVATIONS – NORTH ELEVATION
1/16" = 1'-0"

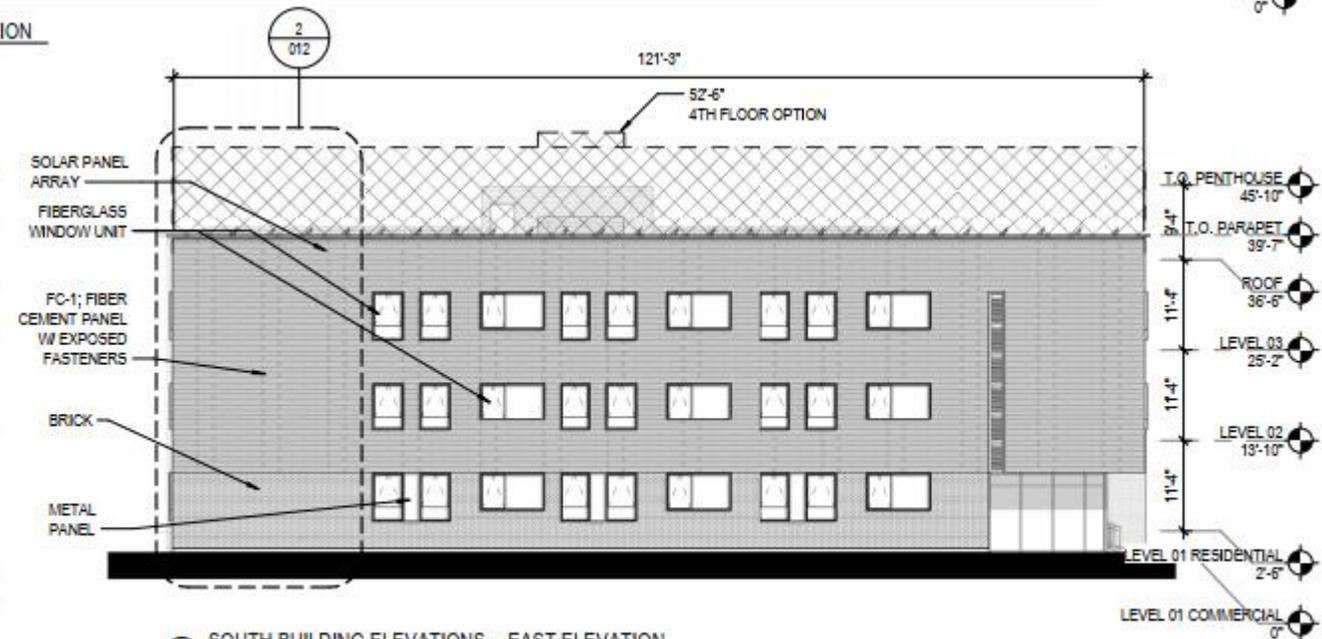
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③ SOUTH BUILDING ELEVATIONS -- SOUTH ELEVATION
1/16" = 1'-0"



② SOUTH BUILDING ELEVATIONS -- SOUTH PARTIAL ELEVATION
1/16" = 1'-0"



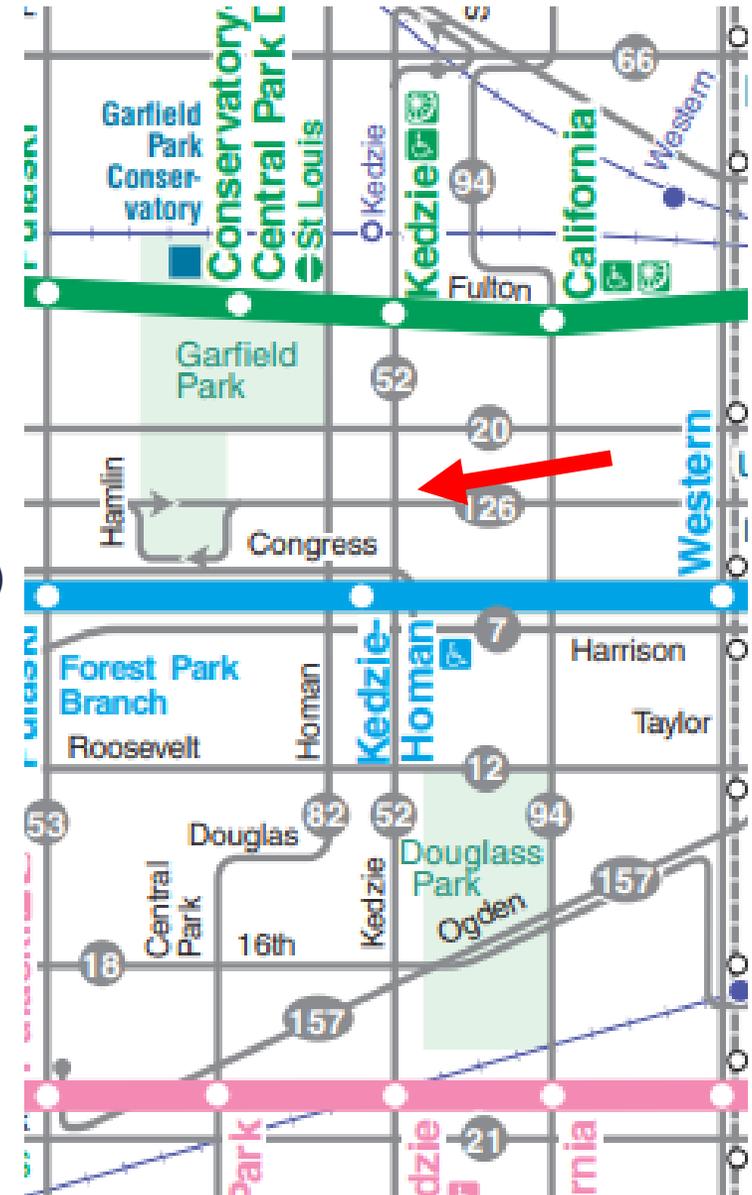
① SOUTH BUILDING ELEVATIONS -- EAST ELEVATION
1/16" = 1'-0"

Architectural Context



Transportation, Traffic, and Parking Notes:

- The property is a transit-served location, with the south building located .25 miles from the Kedzie Station on the CTA Blue Line to the south and .4 miles from the Kedzie Green Line Station to the north
- Site is served by the 52 (Kedzie), 126 (Jackson) and 20 (Madison) buses
- User Type and Mode Share Distributions (CMAP 2021)
 - Percentage of HH with no vehicle over time – 37 % (< City 45%)
 - Mode of Travel to work
 - 54% Drive Alone To Work (> 48% City)
 - 32% Take Transit (< 36.5% City)
 - 5.2% Walk or Bike (= 5.2% City)
- Planned Development will include 32 parking space for both phases, at least **36** bike parking spaces for South Building

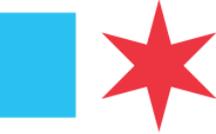


Public Benefits Include:

- **150 Estimated temporary construction jobs.**
- **20 Estimated permanent jobs**
- **10 new construction hires**
- **Construction Passive House training**
- **Retail tenants approved by community, priority for Black-owned business**
- **Three local leasing fairs with partners, will market heavily to the neighborhood**
- **Low-cost utilities and sustainability community resources**
- **Developer fee contribution to arts, housing, youth programs, to be approved by committees**

The development team plans to exceed the City's goals for Minority and Women's Enterprises:

- **26% Participation from Qualified Minority Business Enterprises - Goal of 25% Black-owned subs**
- **6% Participation from Qualified Women Business Enterprises**
- **50% Participation from Chicago Residents**



DPD Recommendations

the proposed Planned Development is appropriate for the following reasons:

- The Proposed Planned Development encourages unified planning and development.
(17-8-0102)
- Promotes transit, pedestrian, and bicycle use; ensures accessibility for persons with disabilities and minimizes conflicts with existing traffic patterns, as well as Encourages shared parking
(17-8-0904-A-1– A-7, 17-8-0904-C)
- Strengthens the street by filling in gaps between buildings that interrupt the consistency of the buildings fronting the street (17-8-0906-B-3)
- All sides and areas of the buildings that are visible to the public are to be treated with materials, finishes, and architectural details that are of high-quality and appropriate for use on primary public-right-of-way-facing façade (17-8-0907-B-3)