



CHICAGO PLAN COMMISSION

Department of Planning and Development

1840 N. Marcey, Chicago IL 60614

32nd Ward / Alderman Waguespack

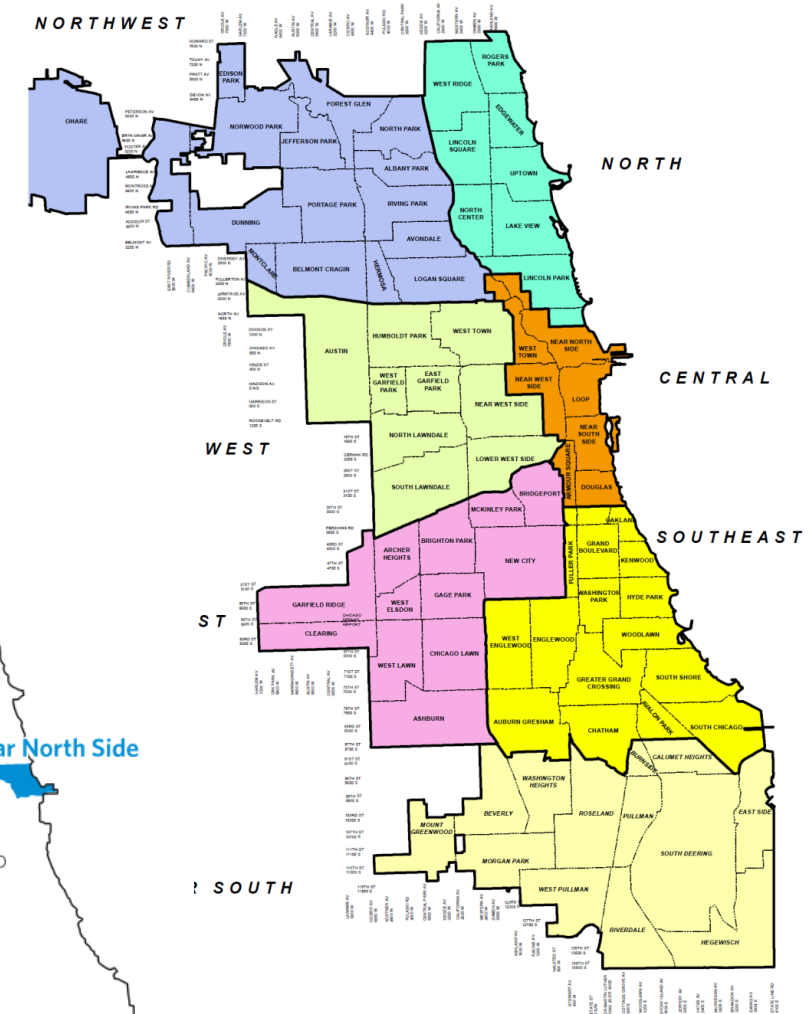
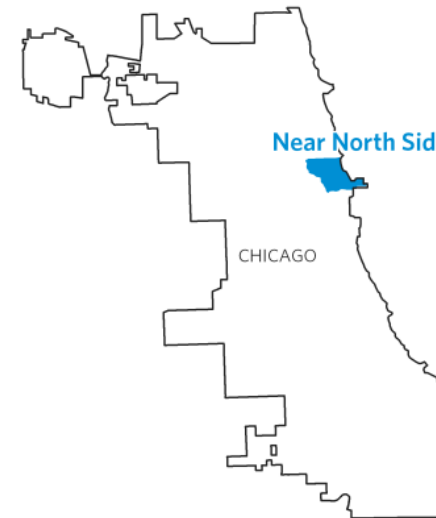
1840 N. Marcey, LLC

★ Community Area Snap Shot

COMMUNITY AREA INFO:

- Near North Side Neighborhood Population 105,481
- Number of Households 66,685
- Average Household Size 1.6
- 42.4% ages of 20-34
- Median Estimated Income \$114,790
- 13% Affordable Housing

www.cmap.illinois.gov/data/community-snapshots



★ Planning Context



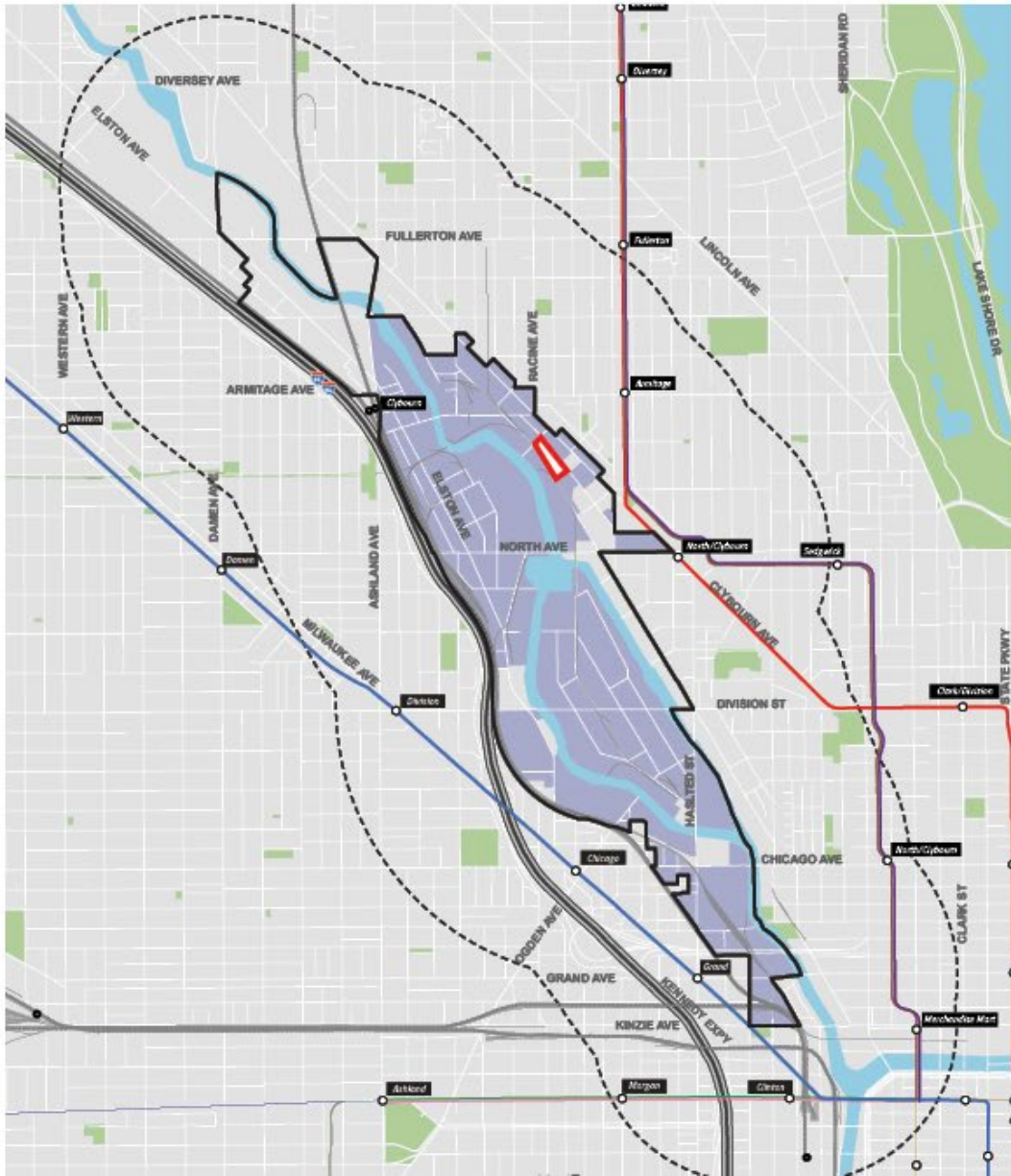
MAYOR EMANUEL'S INDUSTRIAL CORRIDOR MODERNIZATION
**NORTH BRANCH
FRAMEWORK**

NORTH BRANCH FRAMEWORK PLAN

- Published May 2017
- By the Department of Planning & Development

PLAN GOALS

- Maintain the North Branch Industrial Corridor as an important economic engine and vital job center within the City of Chicago.
- Provide better access for all transportation modes.
- Build upon the North Branch Industrial Corridor's unique natural and built environment.



North Branch Framework Plan Goals

1 Maintain NBIC as an Economic Engine & Vital Job Center

- **Principle 1.4:** Through the public planned development review process, support density and height to encourage mixed-use developments that provide high-quality, publicly accessible open spaces for both passive and recreational use, and non-vehicular transportation improvements.

2 Create Better Access for All Transportation Modes

- **Principle 2.4:** Improve Access to Existing Transit by Improving Connectivity and Experience for Walking and Biking
- **Principle 2.5:** Manage Vehicular Traffic and Improve Circulation by Considering Increased Multi-Modal Connections in New Developments by Extending Street Networks within Development Sites

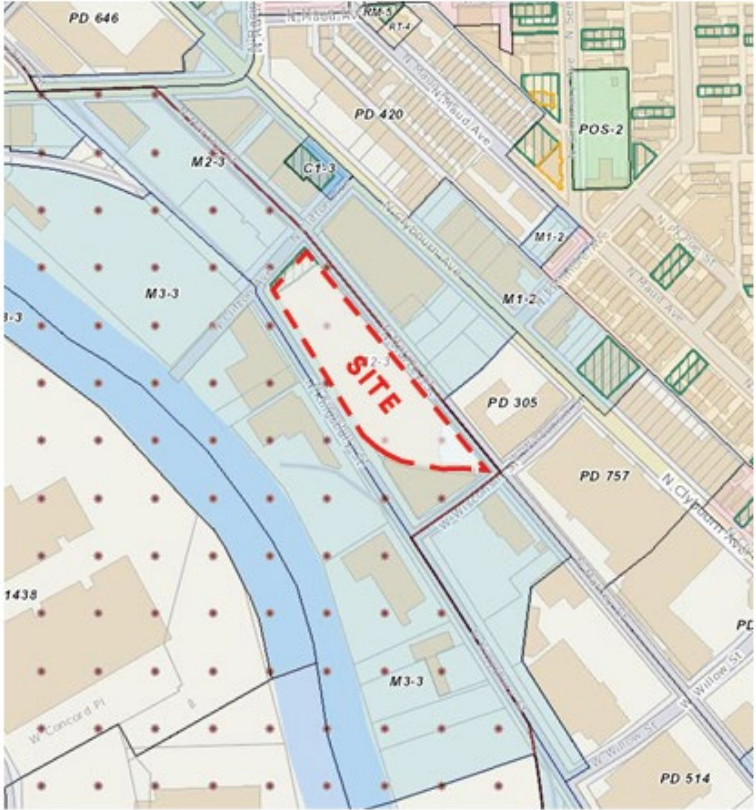
3 Enhance Unique Natural & Built Assets

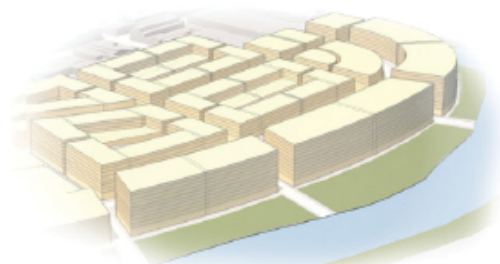
- **Principle 3.1:** Integrate a Variety of Public Open Spaces That are Available Year-round, Designed for a Range of Ages and Abilities, and Enhance the Health of the Community and Workforce

2017 North Branch Framework Plan

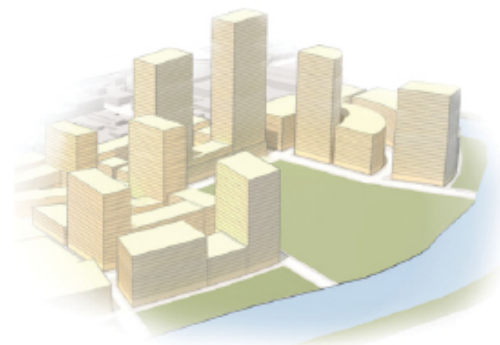
North Sub-Area within Overlay

- Change PMD-zoned areas to Manufacturing (M3-3)
- Permit existing uses – allowed under Manufacturing Zoning
- Maximum base Floor Area Ratio (FAR) of 3.0 with bonus available in B and C districts up to 6.5 total





FLOOR AREA RATIO BUILT OUT ON ALL BLOCKS



FLOOR AREA RATIO DISTRIBUTED FOR OPEN SPACE

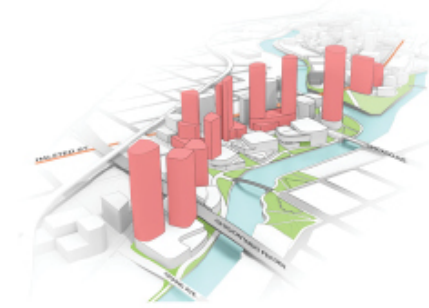
Floor Area Ratio Distributed to Allow Open Space

Support increases in density and height in relation to publicly-accessible open spaces through the Planned Development process.

Buildings should frame public open spaces and add vitality to the public realm.



1 CONTINUOUS RIVER TRAIL WITH PEDESTRIAN ACCESS FROM PUBLIC STREETS



4 LOCATE TALLER BUILDINGS BEHIND LOW BUILDINGS OR PODIUM STRUCTURES WITH ACTIVE FRONTAGES ALONG RIVER TRAIL



2 STEPPED BUILDING MASSING WITH ACTIVATED TERRACES AND ROOFTOPS EXTEND RIVERFRONT CHARACTER INTO DEVELOPMENT SITES



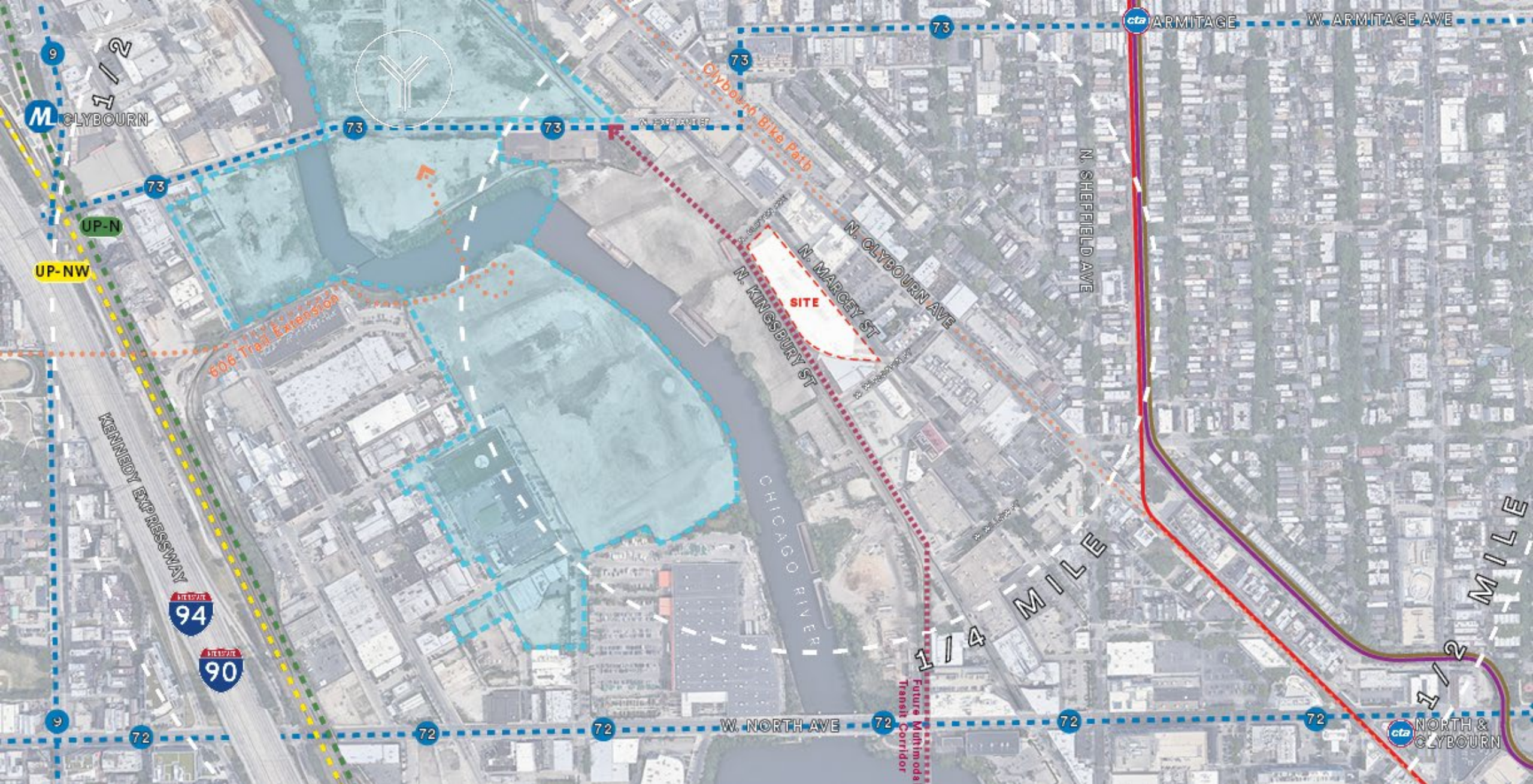
5 STEP DOWN HEIGHT OF BUILDINGS TO TRANSITION TO SCALE OF ADJACENT NEIGHBORHOODS



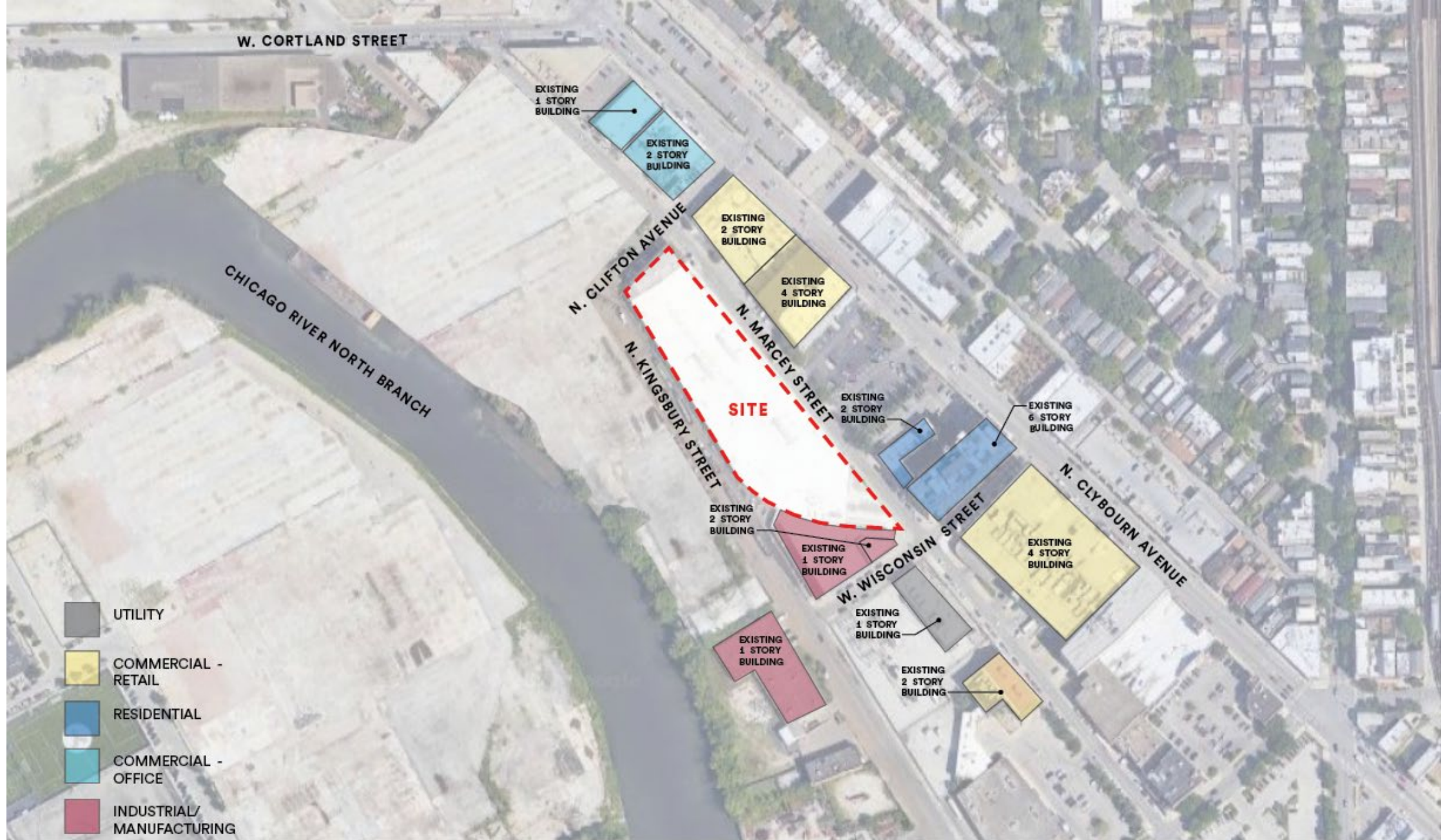
3 LOCATE LOWER BUILDINGS WITH ACTIVE FRONTAGE ADJACENT TO RIVER TRAIL TO CREATE PEDESTRIAN FRIENDLY SCALE AND INCREASE SUNLIGHT ACCESS



6 CREATE PUBLICLY ACCESSIBLE OPEN SPACES WITHIN PLANNED DEVELOPMENTS



SITE CONTEXT PLAN



LAND USE CONTEXT PLAN



Previously Occupied by CH Robinson

- Operated 8am to 5pm
- 1000 employees commuting into and out of the site



Project Timeline + Community Outreach

- 06/03/21 DPD Intake Meeting
- 09/22/23 Meeting With North Branch Works
- 10/16/23 Community Meeting Hosted by Ranch Triangle Association and Ald. Waguespack
- 02/07/24 Design Update Based on Community Feedback



10/16/23 Community Presentation

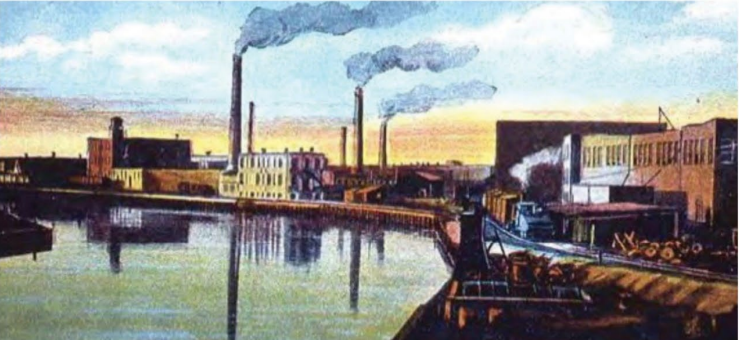


Current Design Update:

- South Building Height Reduced by 20' from 215' to 195'
- North Building Height Reduced by 50' from 325' to 275'
- Reduced the number of parking spaces by approximately 25% from 360 to 275
- Reduced the amount of retail area from 17,600 sf to 9,600 sf
- North Building Lengthened
- End Walls Flat – Wave Removed

Industrial History

- Area is Historically Home to the Steel Industry, Which Was Dependent on the Chicago River
- A. Finkl & Sons Steel Plant Operated Nearby for 112 Years, Using Water from the River in the Steel Quenching Process
- General Iron Industries Operated Next to the Site for Over 100 years, Recycling Steel Scrap Into Raw Material for Use in Steel Mills. This Material Was Transported by Barges on the River



SITE HISTORY

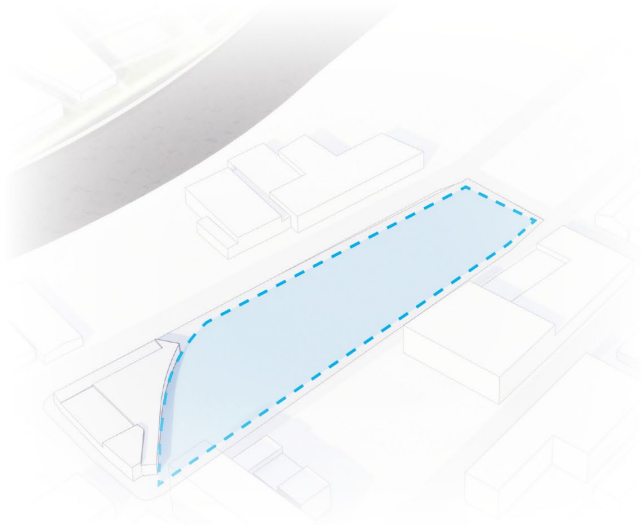


History InFORMs

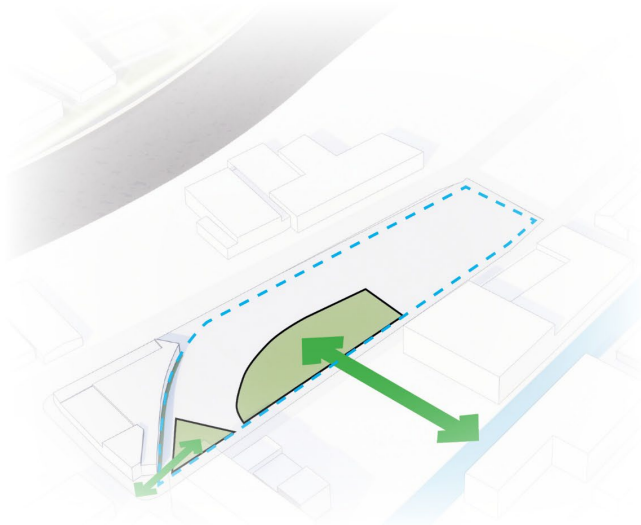
- Rich **Industrial** History Within Neighborhood
- The Chicago **River** Play a Vital Role in the Steel **Industry**
- Chicago **River** Divides the City **Grid**
- River Gives Tower Mass its **Form**
- The **Gridded** Planes Structure the **Form**
- The **Planes** Embody the **Industrial** Past



DESIGN CONCEPT

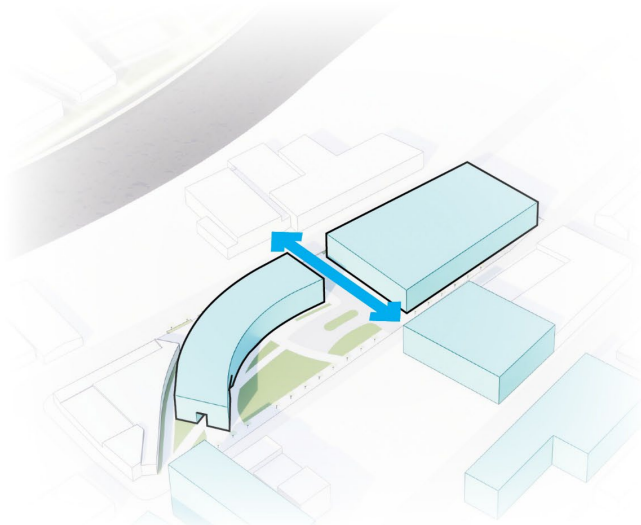


Site



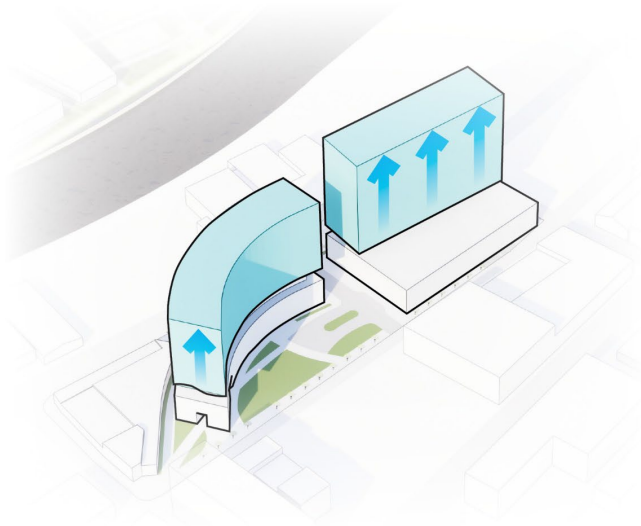
Open Space

Create Open Space That Connects to the North Clybourn Corridor



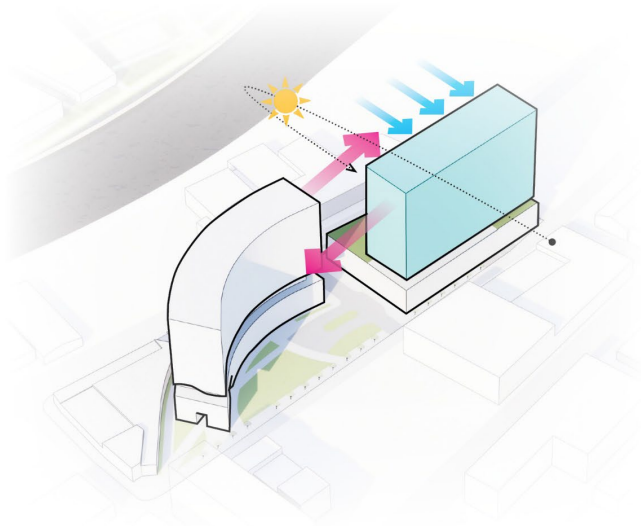
Contextual Base

Brick Base Relates to the Existing Neighborhood; Internal Drive Created



Extrude Buildings

Create Stepped Building Masses to Transition to Neighborhood Scale



Offset Buildings

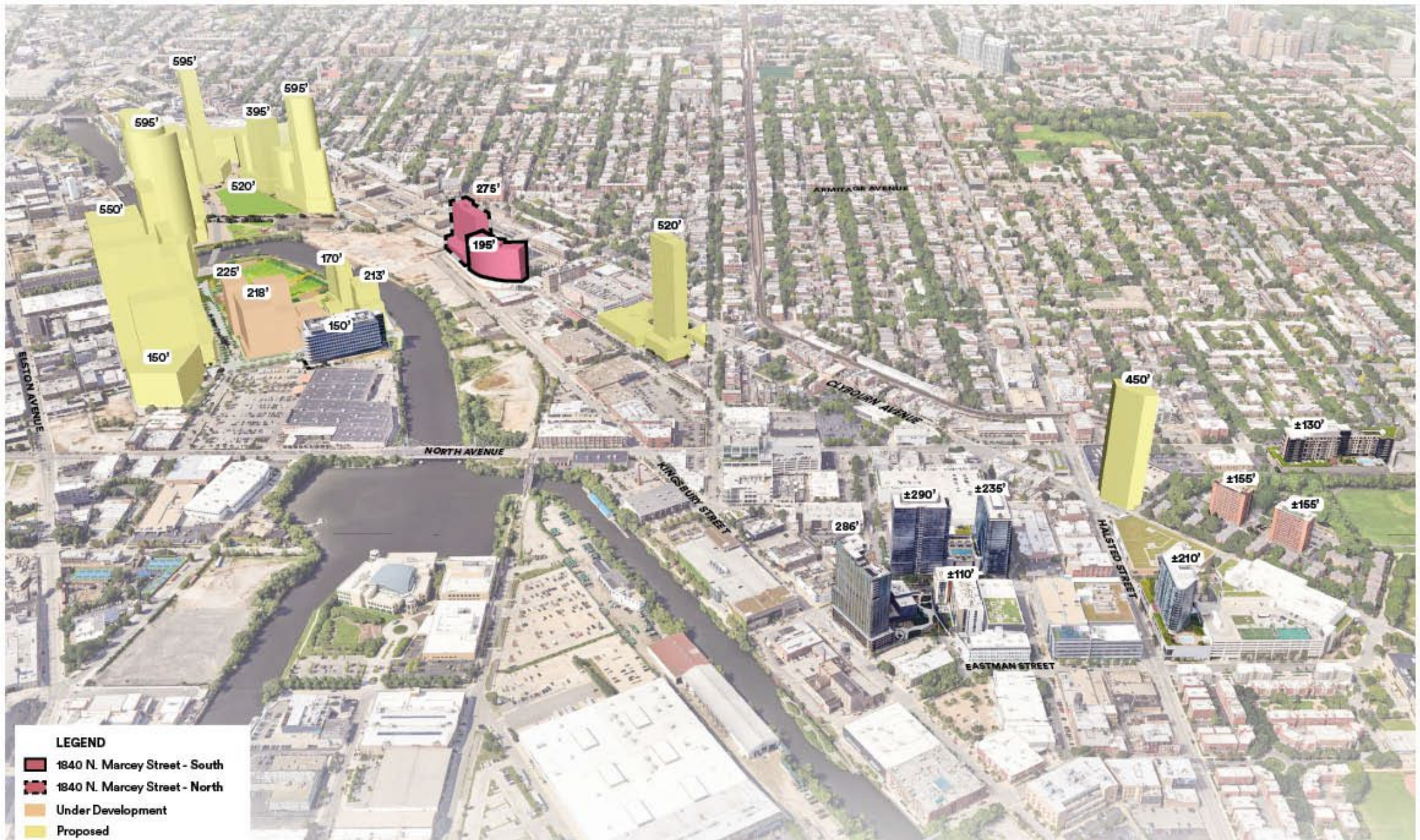
Offset North Building to Optimize Sun for Active Terraces and to Create Better Views for Each Building



Facade



AERIAL VIEW LOOKING WEST



AERIAL VIEW LOOKING NORTH



AERIAL VIEW LOOKING WEST



AERIAL VIEW LOOKING NORTH



STREET VIEW LOOKING SOUTH



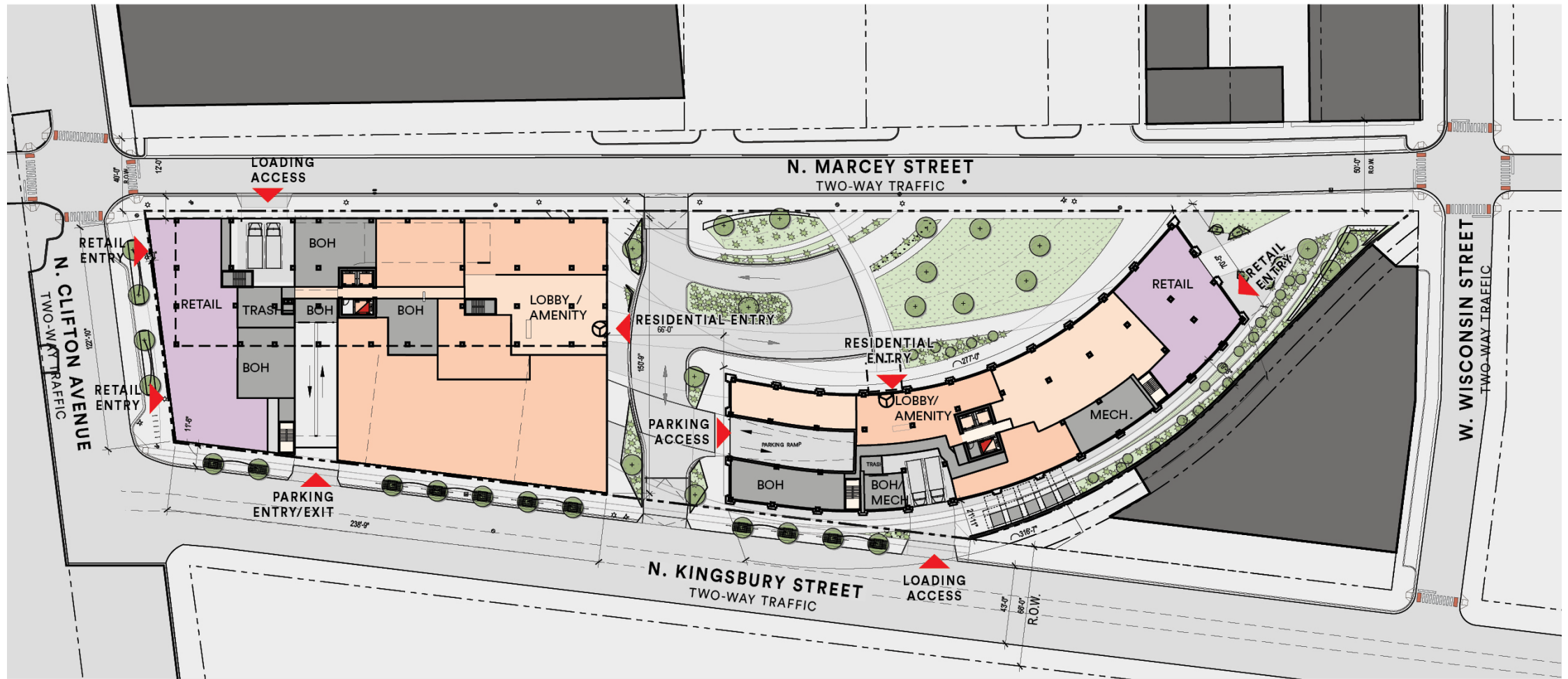
STREET VIEW LOOKING EAST



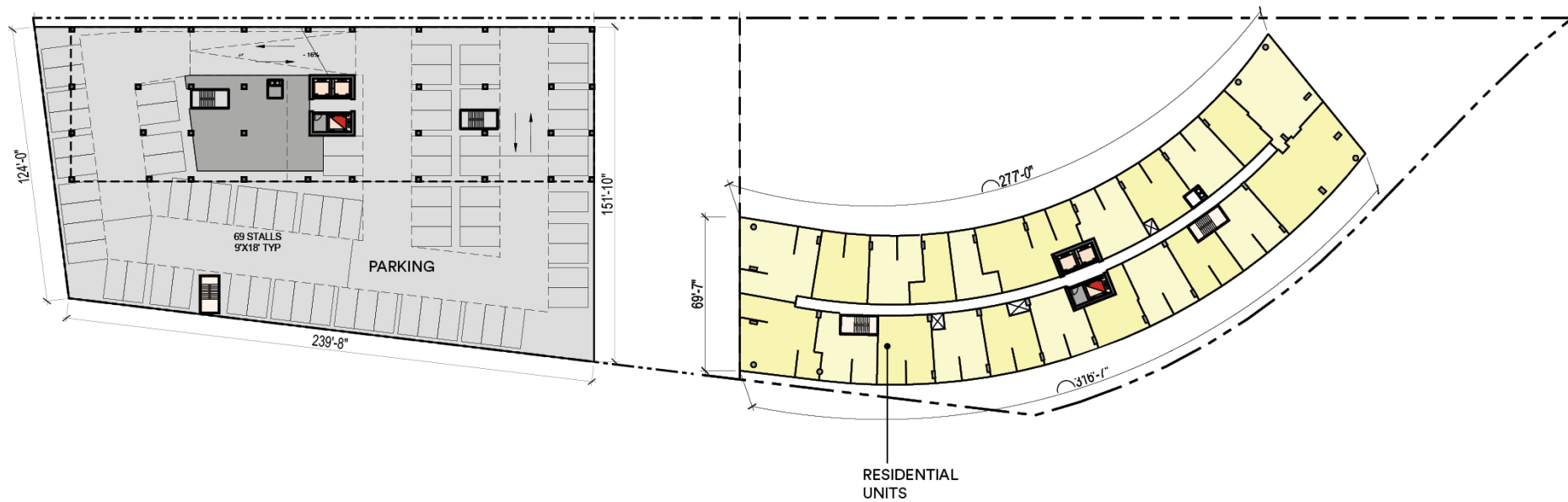
STREET VIEW LOOKING NORTH

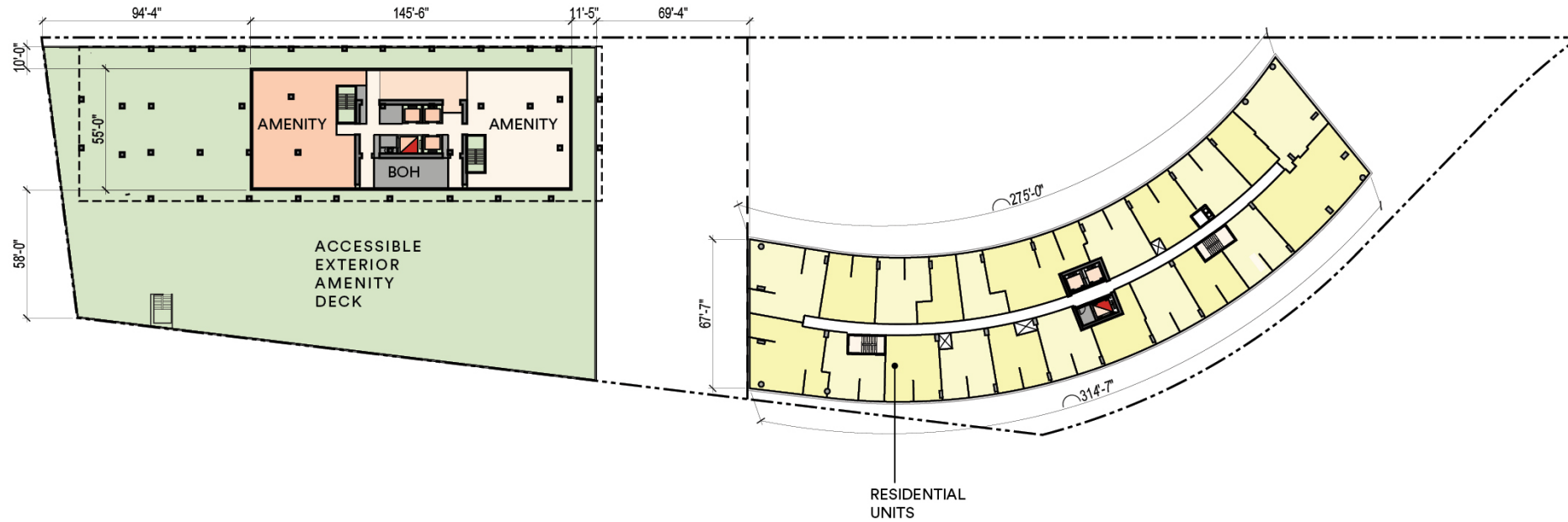


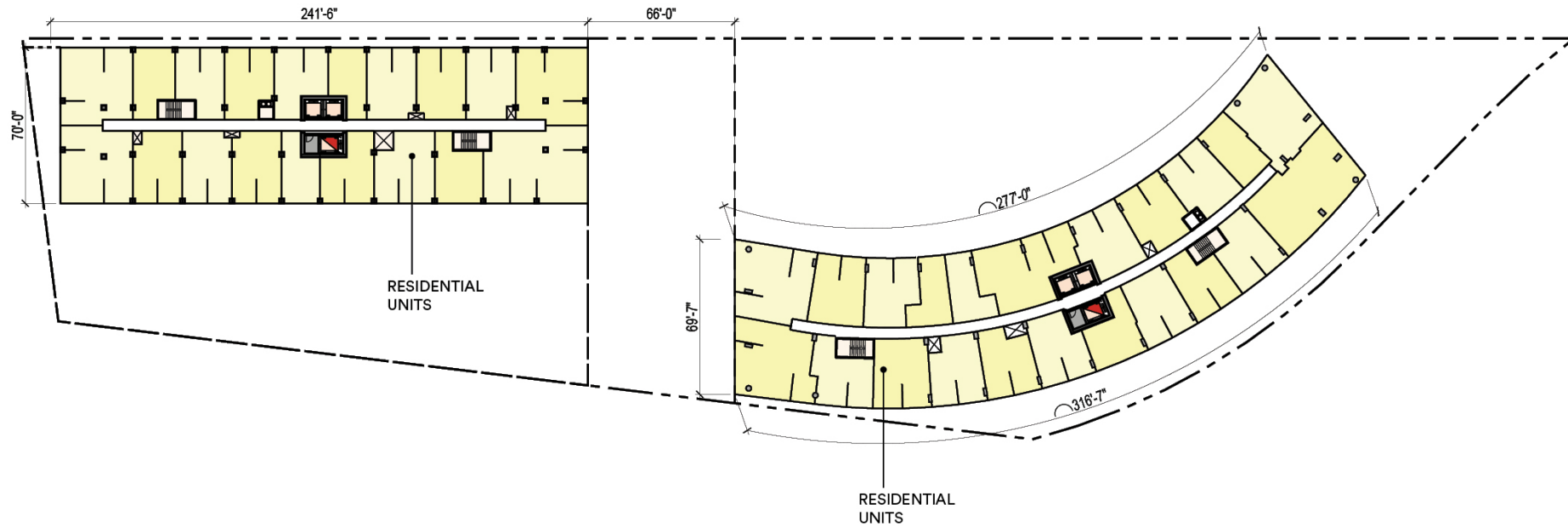
STREET VIEW LOOKING NORTH



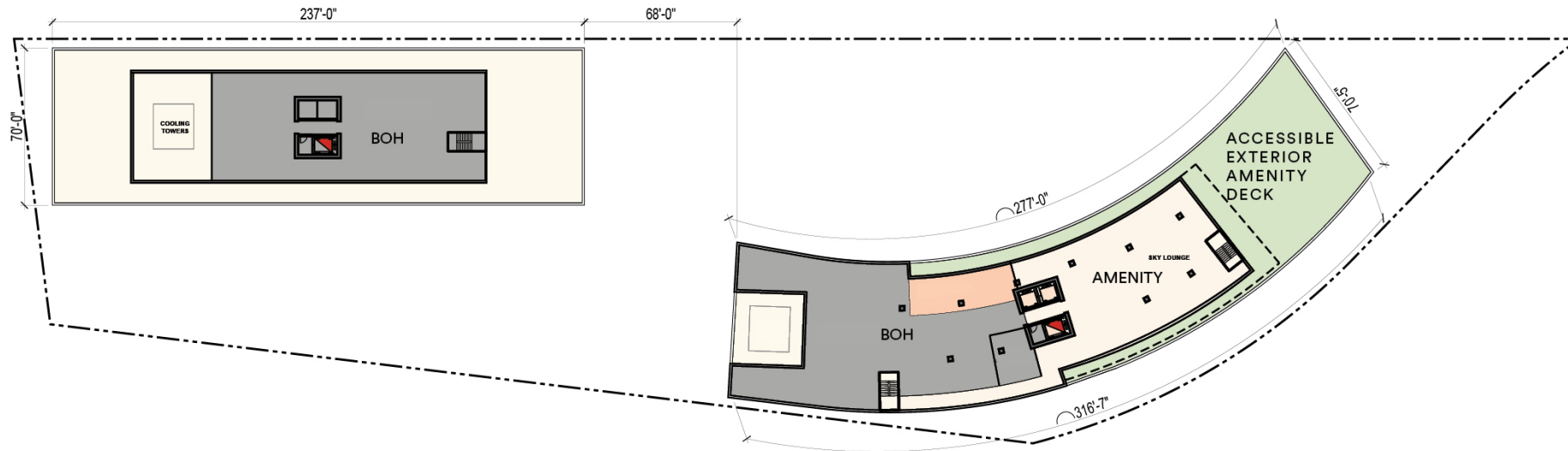
SITE + GROUND FLOOR PLAN







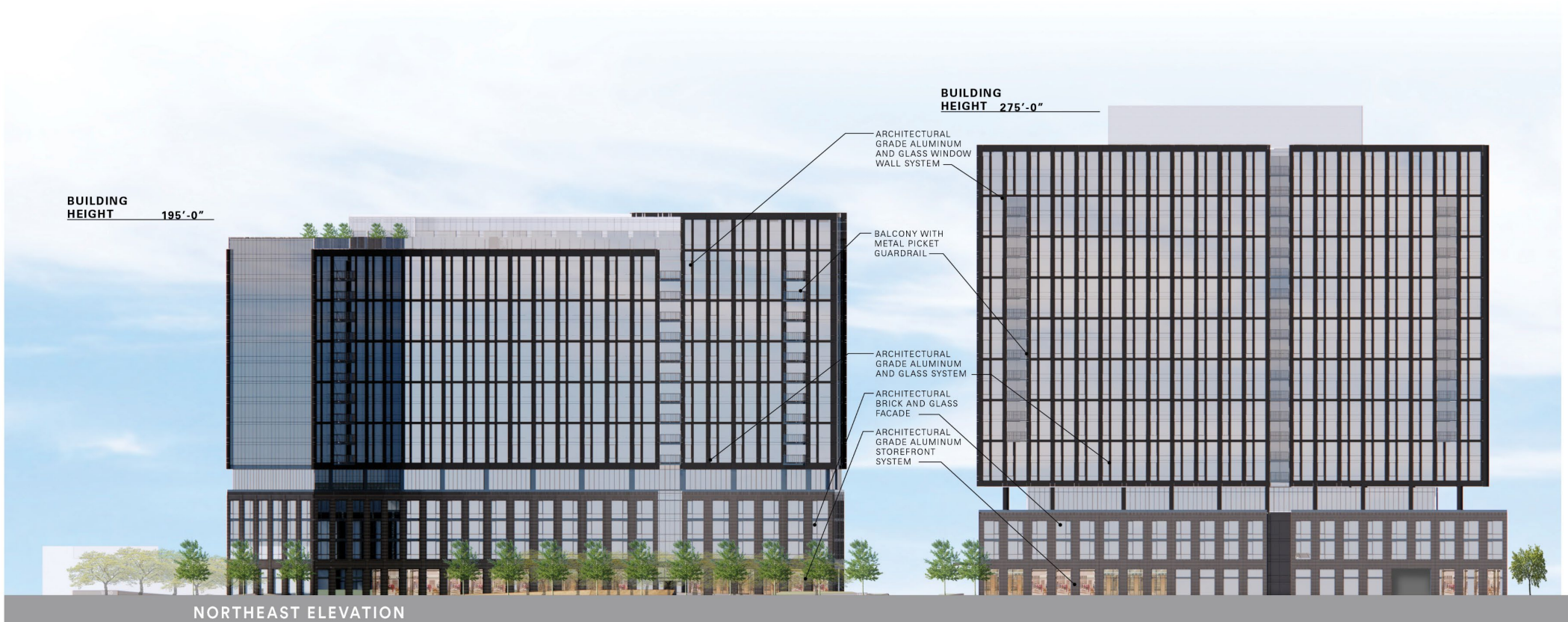
TYPICAL RESIDENTIAL FLOORS



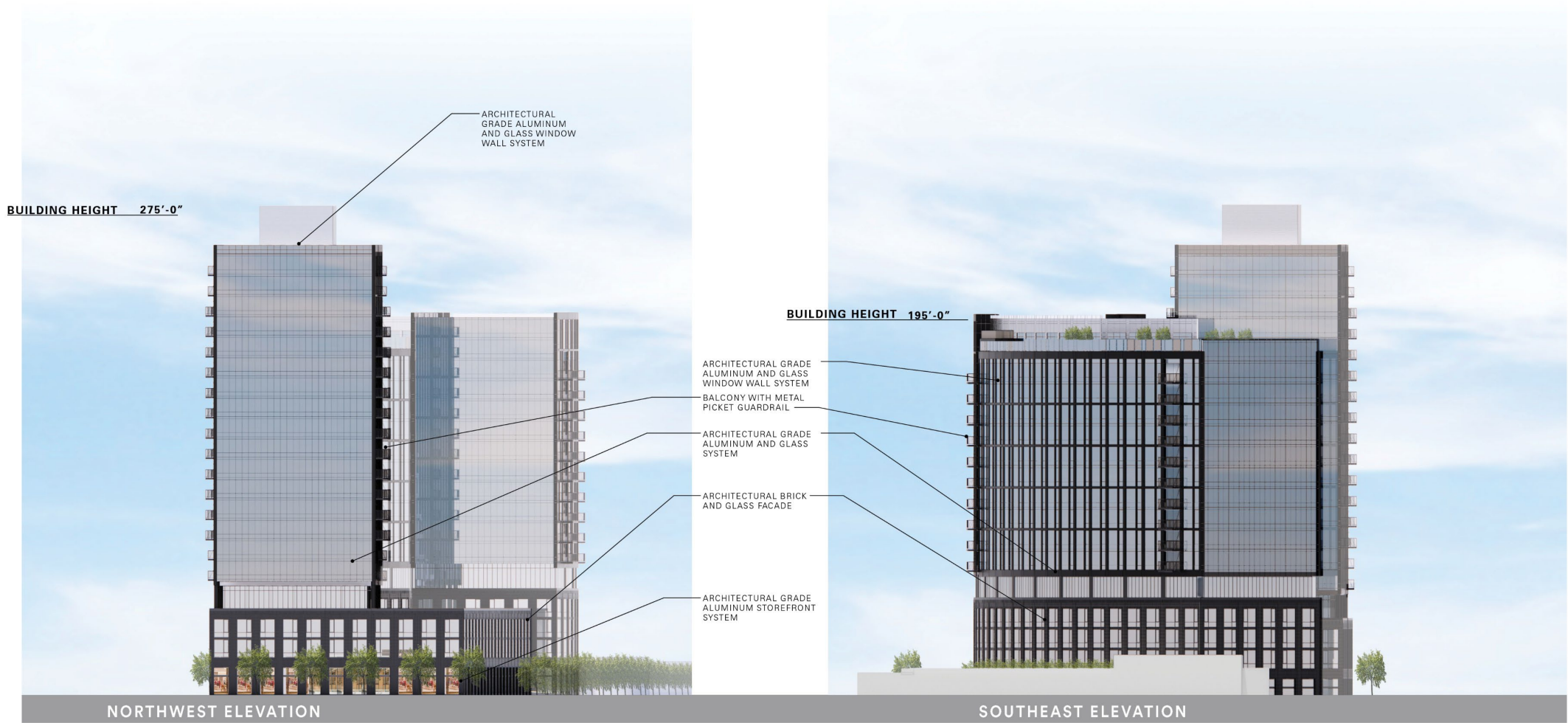
UPPER AMENITY LEVELS



KINGSBURY STREET ELEVATION



MARCEY STREET ELEVATION

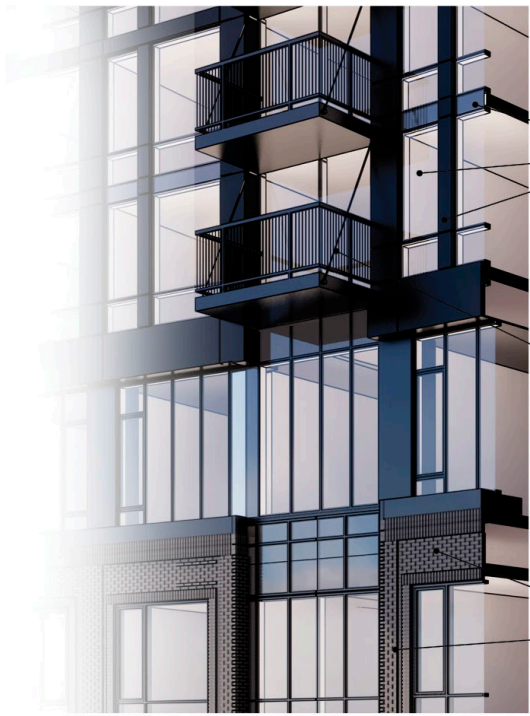


CLIFTON AVENUE & WISCONSON STREET ELEVATION



- ARCHITECTURAL GRADE ALUMINUM AND GLASS WINDOW WALL SYSTEM
- ARCHITECTURAL BRICK ENCLOSURE
- METAL CLAD CANOPY AT ENTRANCE
- ARCHITECTURAL GRADE ALUMINUM STOREFRONT SYSTEM

SECTION PERSPECTIVES AT LOWER TIER / EAST ENTRY



- ARCHITECTURAL GRADE ALUMINUM AND GLASS WINDOW WALL SYSTEM
- BALCONY WITH METAL PICKET RAILING
- ARCHITECTURAL BRICK ENCLOSURE

SECTION PERSPECTIVES AT MIDDLE TIER



- ARCHITECTURAL GRADE ALUMINUM AND GLASS WINDOW WALL SYSTEM
- BALCONY WITH METAL PICKET RAILING

SECTION PERSPECTIVES AT TOP OF BUILDING

FAÇADE SECTIONS

17-8-0904-A:

- THE PROJECT PROMOTES SAFE AND EFFICIENT PEDESTRIAN, BICYCLIST & PROVIDING PEDESTRIAN PATHS THROUGHOUT THE SITE
- ADEQUATE BICYCLE AND VEHICLE PARKING IS PROVIDED ON-SITE WHILE ALSO RESPECTING THE T.O.D. NATURE OF THE SITE
- EXISTING TRAFFIC PATTERNS ARE RESPECTED AND NEW TRAFFIC WILL BE MITIGATED BY CREATING AN INTERNAL DRIVE WITHIN THE SITE TO HANDLE DROP OFFS AND PICK UPS

17-8-0904-D:

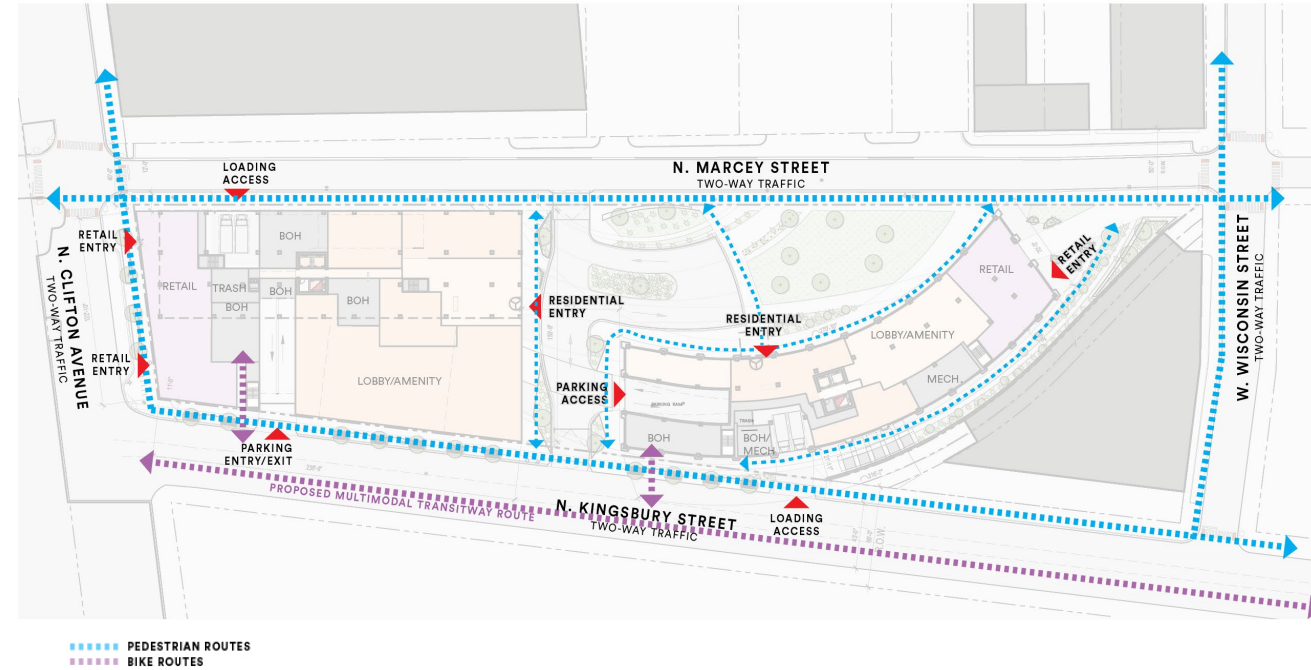
- 40% OF THE PROJECTS PARKING IS LOCATED BELOW GRADE TO PROVIDE ACTIVE FACADES ABOVE GRADE

17-8-0905-A:

- PROJECT CREATES SAFE AND ATTRACTIVE PEDESTRIAN ROUTES THROUGH AND AROUND SITE
- THE STREET LEVEL IS LINED WITH ACTIVE USES INCLUDING RETAIL, LOBBIES, AND AMENITY SPACES
- BUILDING ENTRANCES ARE HIGHLIGHTED THROUGH LARGE SCALE ARCHITECTURAL EXPRESSIONS ON THE FACADE

17-8-0905-B:

- THE BUILDING FEATURES ARE HIGHLY ARTICULATED AND DESIGNED AT A PEDESTRIAN SCALE
- ACTIVE USES LINE STREET FRONTAGES AND PROVIDE AN INVITING AND COMFORTABLE PEDESTRIAN REALM



17-8-0906-A:

- STREETScape FEATURES OF THE SURROUNDING AREA ARE INCORPORATED AT THE LOWER LEVELS OF THE BUILDING
- THE BUILDING IS MASSED AND LOCATED TO RESPECT EXISTING CONTEXT

17-8-0907-B-1:

- THE BUILDINGS BASE IS DESIGNED AT A SCALE THAT REPRESENTS THE SURROUNDING CONTEXT
- THE BUILDING IS SETBACK FROM THE STREET TO REDUCE THE APPARENT MASS
- ADDITIONALLY, THE MATERIALS ANTICIPATED FOR THE BASE OF THE BUILDING ARE SIMILAR IN MATERIAL AND TEXTURE TO THE SURROUNDING CONTEXT

17-8-0907-C:

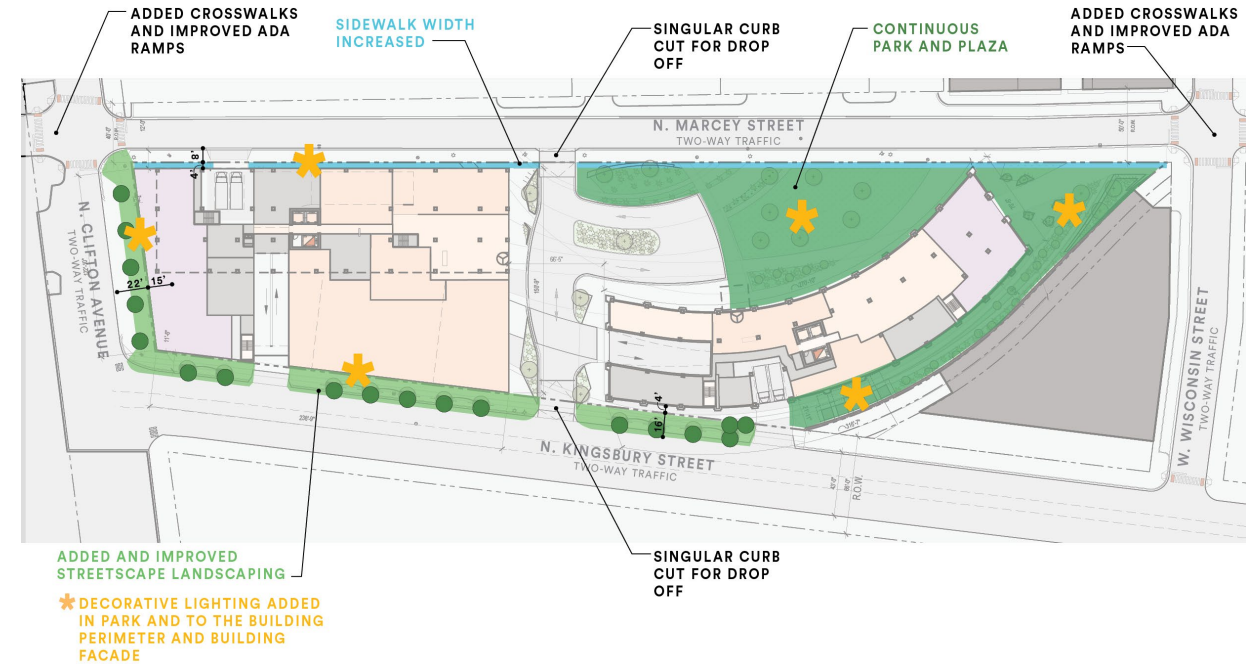
- THE BUILDING HAS A CLEARLY DEFINED VERTICAL EXPRESSION
- THE BUILDING HAS AN UPPER-STORY SETBACK TO REDUCE THE APPARENT MASS OF THE BUILDING

17-8-0907-B-3:

- ALL FACADES ARE ARTICULATED WITH HIGH QUALITY MATERIALS AND ARCHITECTURAL DETAILING

17-8-0909-A:

- THE PROJECT PROVIDES A LARGE INVITING, USABLE AND ACCESSIBLE OPEN SPACE FOR NEIGHBORING RESIDENTS AND VISITORS
- THE PROJECT WILL PROVIDE THE SITE WITH SUBSTANTIAL LANDSCAPING OF THE OPEN AREA AND CONTIGUOUS PUBLIC WAYS THROUGH AND AROUND THE SITE



Traffic Impact Study 1840 N. Marcey Street Development



KLOA
Kenig, Lindaren, O'Hara, Aboona, Inc.

TRAFFIC STUDY FINDINGS AND RECOMMENDATIONS:

- Given the location of the site within an urban area and its proximity to alternative modes of transportation, the number of trips estimated to be generated by the development will be reduced.
- Access to the development will be provided via two full movement access drives off Kingsbury Street and one full movement access drive off Marcey Street. Each of the access drives will adequately accommodate traffic generated by the proposed development and outbound movements should be under stop sign control.
- Overall, the area street network generally has sufficient reserve capacity to accommodate the traffic anticipated to be generated by the proposed development.
- To further minimize the impact of the development, foster alternative modes of transportation other than the automobile, and to enhance pedestrian/bicycle safety the following should be considered:
 - The crosswalks at the intersection of Clybourn Avenue and Clifton Avenue should be refreshed and the exiting curb ramps should be improved to meet current ADA standards, as needed.
 - High visibility crosswalks should be provided at the intersections of Marcey Street with Clifton Avenue and Wisconsin Street and at the intersection of Kingsbury Street with Wisconsin Street.
 - The curb ramps at the intersections of Marcey Street with Clifton Avenue and Wisconsin Street should be improved to meet current ADA standards.
 - The sidewalks along the site frontage should be widened and landscaping should also be provided.
 - Adequate bike racks should be provided within proximity of the proposed commercial spaces.
 - Consideration should be given to providing electric vehicle charging stations within the parking garage.
 - In coordination with other planned developments within the study area and with the Divvy Bike Share Program, consideration should be given to providing additional docks to the existing area bike-share stations or to provide new stations in the area.
 - Due to its proximity to the Armitage CTA Brown and Purple Line station and the North/Clybourn CTA Red Line station, consideration should be given to providing a CTA transit information kiosk within the residential lobby in order to further encourage public transit use.

- Proposed development will meet or exceed the Chicago Sustainable Development Policy
- A variety of strategies are targeted and at least **100 points will be obtained** from these strategies.
- The project will comply with the City Stormwater Management Ordinance.

Chicago Sustainable Development Policy 2017.01.12



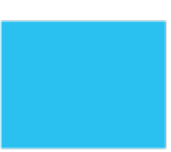
DPD
CHICAGO DEPARTMENT OF
PLANNING & DEVELOPMENT

Compliance Options	Points Required		Sustainable Strategies Menu																																				
			Health	Energy						Stormwater						Landscapes			Green Roofs		Water		Transportation							Solid Waste	Work Force	Wildlife							
			Starting Points	Number of Optional Points Required New Construction / Substantial Rehab / Moderate Rehab	1.1 Achieve WELL Building Standard	2.1 Designed to earn the Energy Star	Choose one			Choose one			Choose one			4.1 Working Landscapes	4.2 Natural Landscapes	4.3 Tree Planting	Choose one		Choose one		7.1 Proximity to Transit Service	7.2 Bikeshare Sponsorship	7.3 Bike Parking Residential	7.4 Bike Parking Commercial & Industrial	7.5 EV Charging Stations	7.6 EV Charger Roadlines	7.7 CTA Digital Displays	8.1 80% Waste Diversion	8.2 Workforce Development	9.1 Bird Protection (Basic)	9.2 Bird Protection (Enhanced)						
Options Without Certification																																							
All Options Available:	0	100 / 50 / 25	40	30	20	30	40	50	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	5	5	5	5	5	5	5	10	10	5	10	5	10		
Options With Certification																																							
LEED Platinum	95	5 / 0 / 0	40	NA	NA	NA	NA	NA	NA	10	20	40	5	5	5	5	5	5	5	20	10	20	10	20	NA	NA	NA	NA	5	NA	NA	NA	10	5	5	10	5	10	
LEED Gold	90	10 / 0 / 0	40	NA	NA	NA	NA	50	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	NA	NA	NA	NA	5	NA	NA	NA	10	5	5	10	5	10	
LEED Silver	80	20 / 0 / 0	40	NA	NA	NA	40	50	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	NA	NA	NA	5	NA	NA	NA	10	5	5	10	5	10		
Green Globes 4-Globes	90	10 / 0 / 0	40	NA	NA	NA	NA	50	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	NA	NA	NA	5	NA	NA	NA	10	5	5	10	5	10		
Green Globes 3-Globes	80	20 / 0 / 0	40	NA	NA	NA	40	50	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	NA	NA	NA	5	NA	NA	NA	10	5	5	10	5	10		
Green Globes 2-Globes	70	30 / 0 / 0	40	NA	NA	NA	40	50	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	NA	NA	NA	5	NA	NA	NA	10	5	5	10	5	10		
Living Building Challenge	100	0 / 0 / 0	40	NA	NA	NA	NA	NA	NA	10	20	40	5	5	5	5	5	5	5	20	10	20	10	20	NA	NA	NA	NA	NA	NA	NA	10	5	NA	NA	10	5	10	
Living Building Challenge Petal	90	10 / 0 / 0	40	NA	20	30	40	50	NA	10	20	40	5	5	5	5	5	5	5	20	10	20	10	20	NA	5	NA	NA	NA	10	5	5	10	10	5	10			
Enterprise Green Communities*	80	20 / 0 / 0	40	NA	NA	NA	NA	NA	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	NA	5	NA	NA	NA	10	5	5	10	10	5	10			
Passive house	70	30 / 0 / 0	40	NA	NA	NA	NA	NA	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	NA	5	NA	NA	NA	10	5	5	10	10	5	10			

*only available to affordable housing projects funded by DPD's Housing Bureau



<https://www.soilsolutions.com/wp-content/uploads/2019/11/sustainability-report-singapore-1280x720.jpg>



Affordable Requirements Ordinance

- The project has a total of 615 units
- The 2021 ARO applies and the requirement is 124 ARO Units.
- **124 ARO Units (20%)** will be provided on-site
 - Weighted average of 60% AMI (1/3 at or below 50% AMI and 1/6 of which at or below 40% AMI)
 - 19% (23) Efficiency Units
 - 60% (75) 1 Bed Units
 - 17% (21) 2 Bed Units
 - 4% (5) 3 Bed Units

- \$3,635,431.22 North Branch Corridor Bonus Fee payment to enable additional infrastructure improvements
- \$1,150,973.25 North Branch Industrial Conversion Fee payment
- 26% MBE, 6% WBE participation goal
- Provides an estimated 3,200 + construction jobs and 60+ permanent jobs.
- Replaces a vacant and obsolete structure with a new, active use including ground-level commercial space
- Devotes 40% of the site to publicly accessible open space that includes access through the site, green space, plaza area, integrated seating and new lighting
- Improves surrounding streetscapes, including street trees, planters, and new sidewalks with increased widths
- Provides added safety to area crosswalks
- Over 40% of parking is below grade
- Existing powerlines along site will be relocated or removed where applicable
- Increases safety and vibrancy of this portion of the North Branch Industrial Corridor



ECONOMIC AND COMMUNITY BENEFITS

  **DPD Recommendations (staff to complete)**