



CHICAGO PLAN COMMISSION

Department of Planning and Development

CTA TRAINING AND CONTROL CENTER

335-375 N Pulaski Rd

Ward 37, Alderman Emma Mitts

Chicago Transit Authority / Bridget O’Keefe, Daspin & Aument

June 20, 2024



Project Description

The Applicant is proposing the following:

- Rezone the Property from PMD-9 (Northwest Planned Manufacturing District) to an Institutional Planned Development.
- Zoning map amendment to allow development of a 56 ft. high, 3-story 140,000 sf, building to hold the Chicago Transit Authority's proposed training and control operations center on land which is currently vacant. The building will contain general office space, classrooms and training spaces, and a control center.

★ West Garfield Park Community Area Profile

Population:

- 17,433 residents; 24.3% decrease since 2000

Demographics:

- 92.3% Black, 4.1% Latino, 2.5% White & 1.1% Other

Educational Attainment:

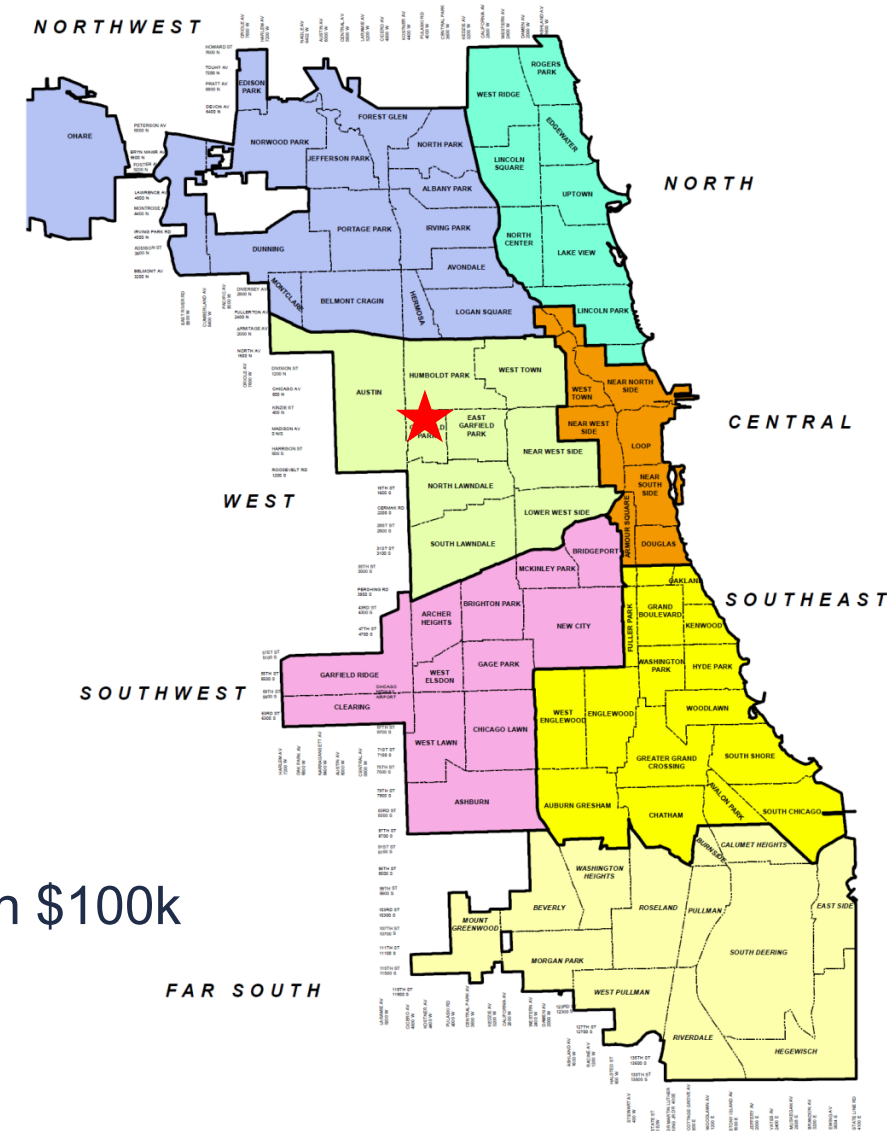
- 4.7% Bachelor's Degree, 2.1% Graduate Degree

Income Disparities:

- 67.2% households earn \$50k or less, 10.1% earn more than \$100k

Housing:

- 72.6% renter-occupied, 27.4% owner-occupied





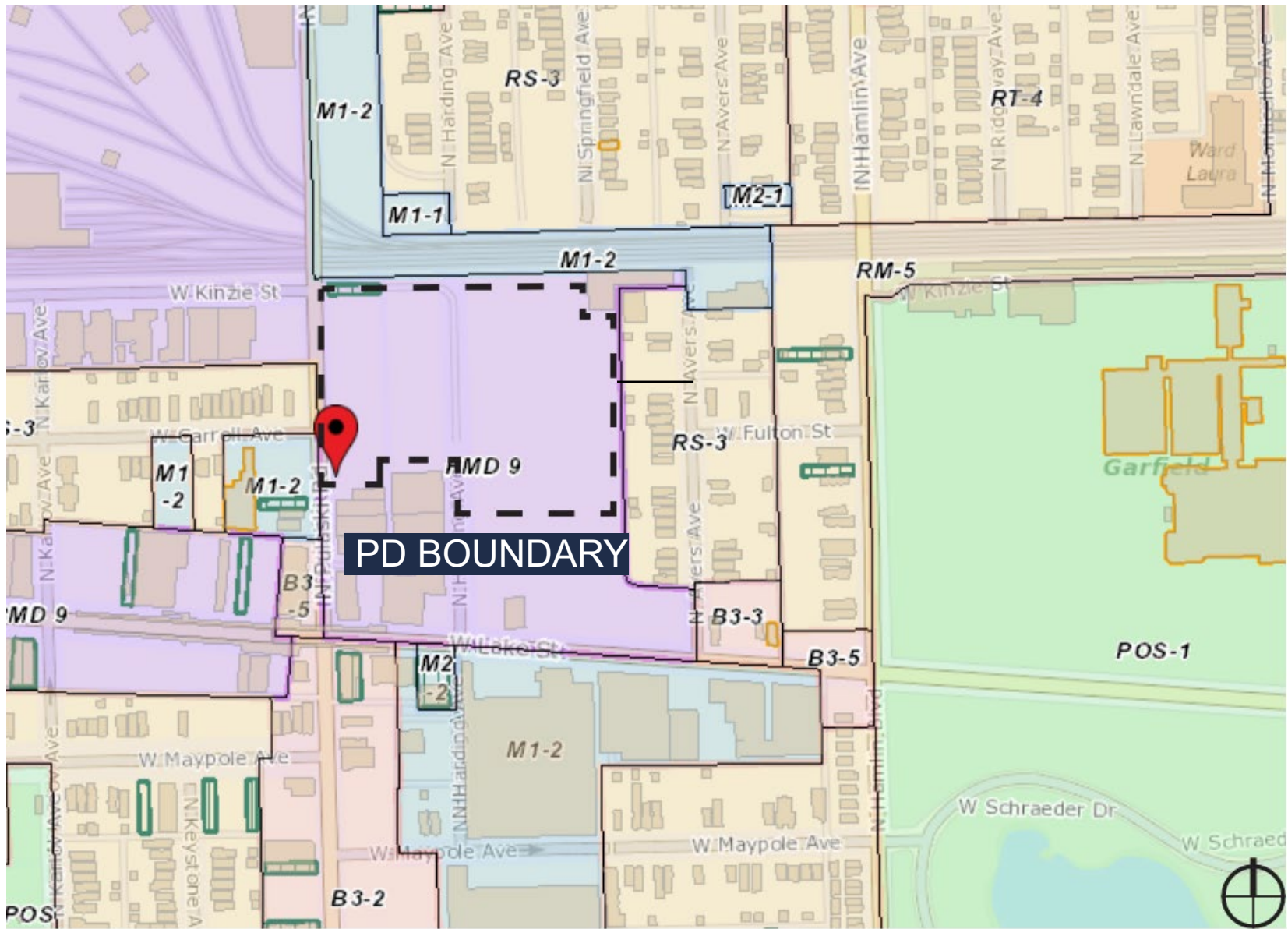
CONTEXT MAP



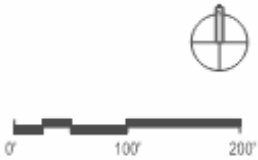
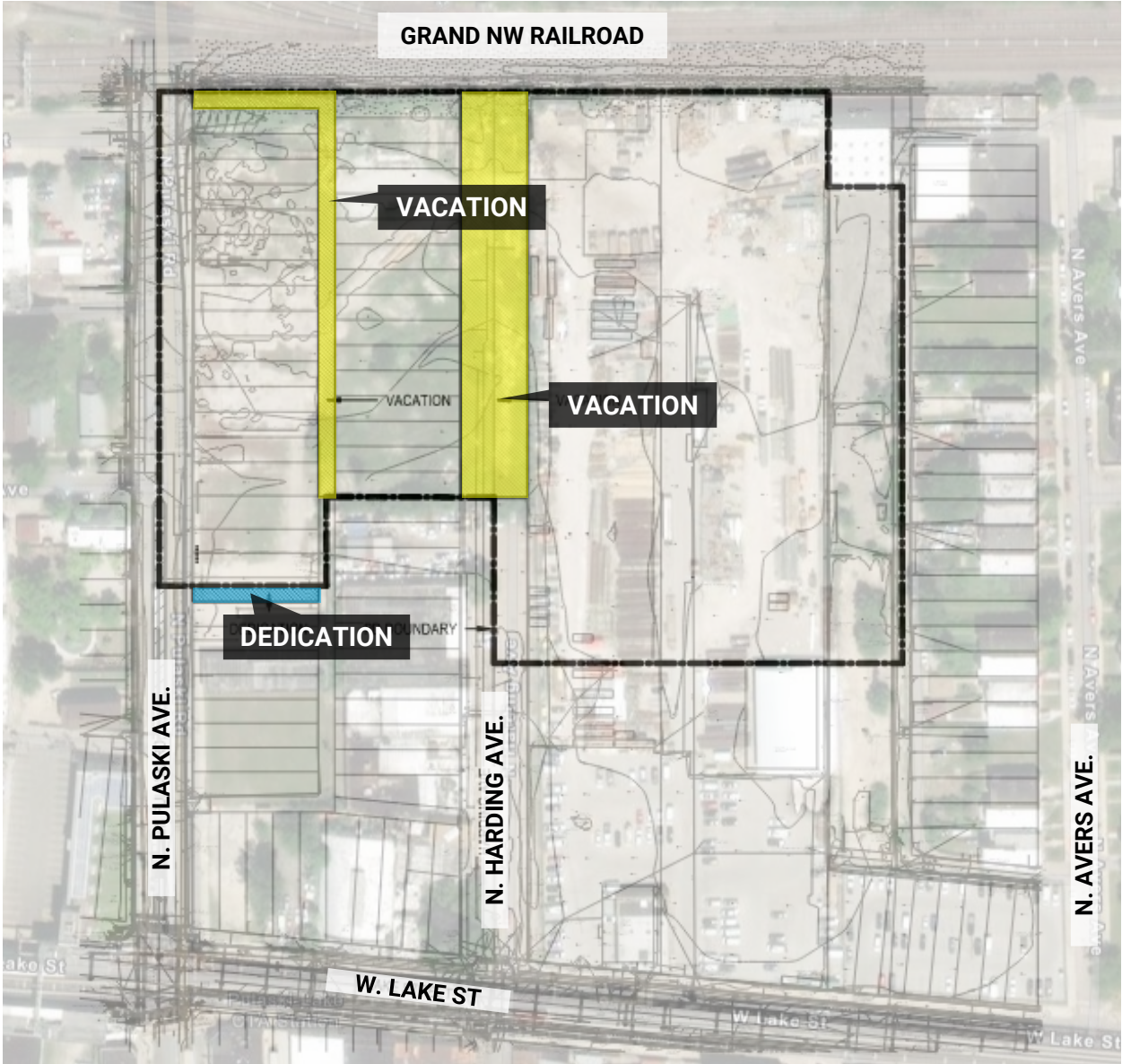
SITE CONTEXT PLAN

Project Timeline + Community Outreach

- **Filing date:** October 18, 2023
- **Departmental Approvals:** Mayor's Office for People with Disabilities, Fire, Sewers and CDOT
- **Alderman Review and Public Meetings:** March 23, 2023 and March 28, 2024
- **Project Changes Based on Feedback**
 - Fence height modified from 15' to 8' along Pulaski Road
 - Site boundary modified to accommodate plantings
 - Western perimeter trees added to offset street trees
 - Curb flares added at Carroll per CDOT request
 - Tree types modified per CDOT request

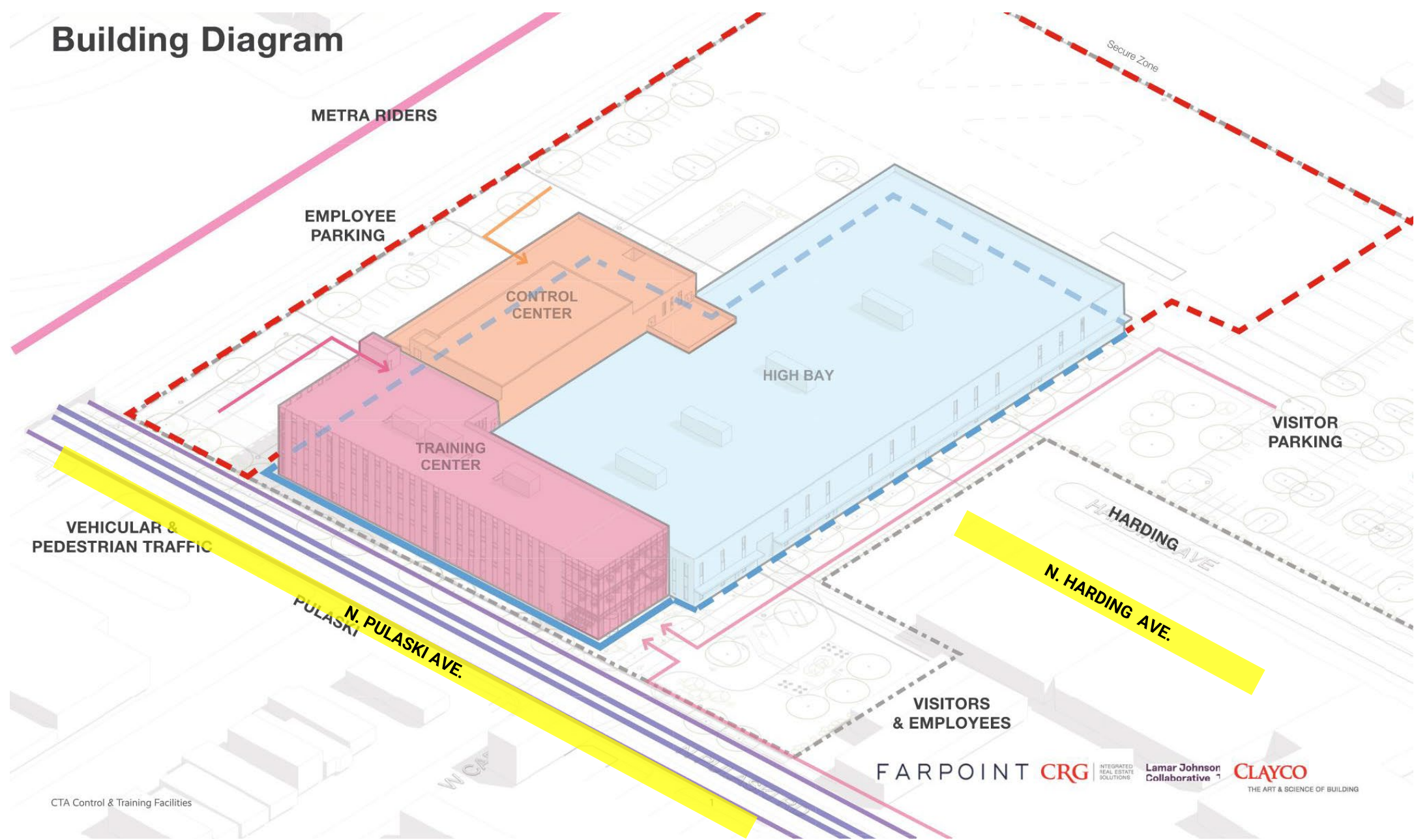


LAND USE CONTEXT PLAN



DEDICATION AND VACATION OF STREET & ALLEY (PUBLIC RIGHT OF WAY)

Building Diagram



CTA Control & Training Facilities

FARPOINT CRG INTEGRATED REAL ESTATE SOLUTIONS Lamar Johnson Collaborative 1 CLAYCO THE ART & SCIENCE OF BUILDING

TRAINING AND COMMAND CENTER

3-STORIES
@ 56'

2-STORIES
@ 47-6"



UNION PACIFIC NORTH AND METRA TRACKS

W. KINZIE ST.

W. CARROLL AVE

W. LAKE ST.

N. PULASKI RD.

N. HARDING AVE.

CTA GREEN LINE

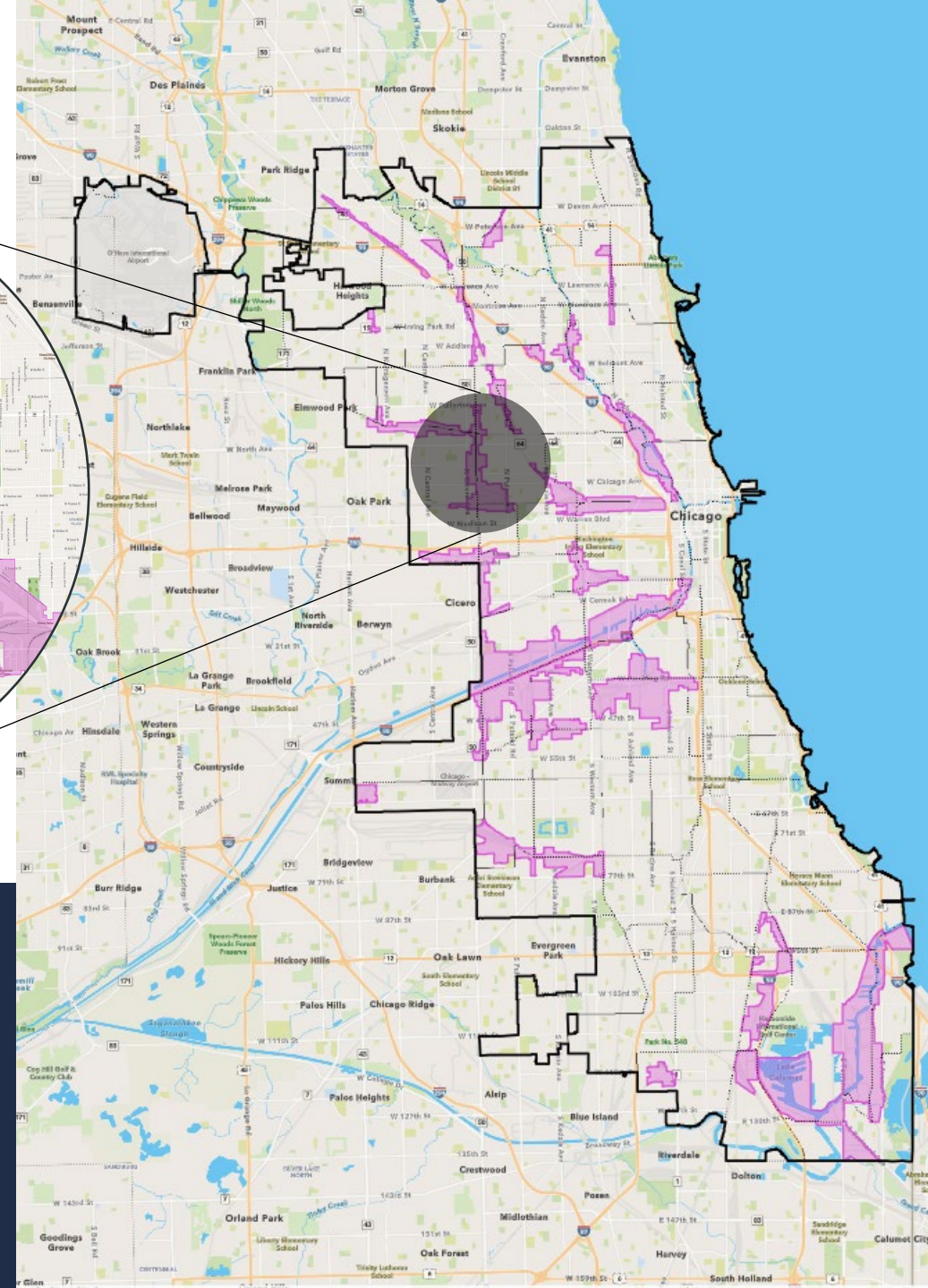
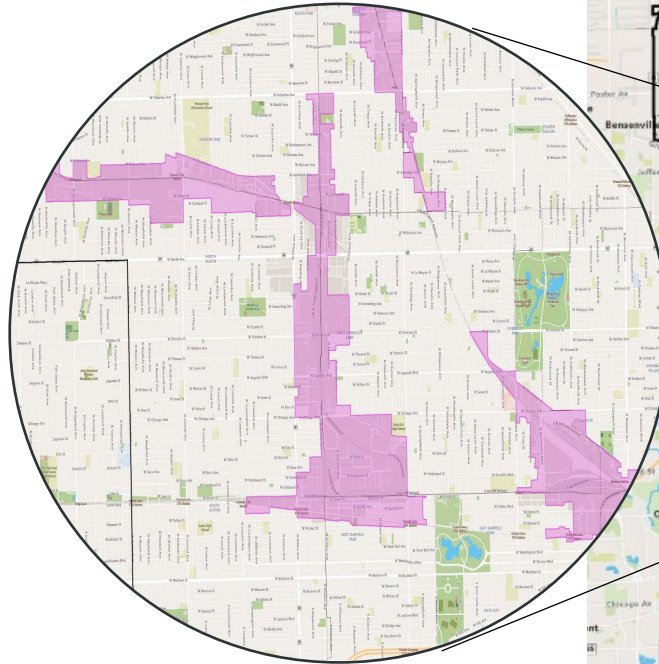
N. HAMLIN AVE.

N. AVERS AVE.

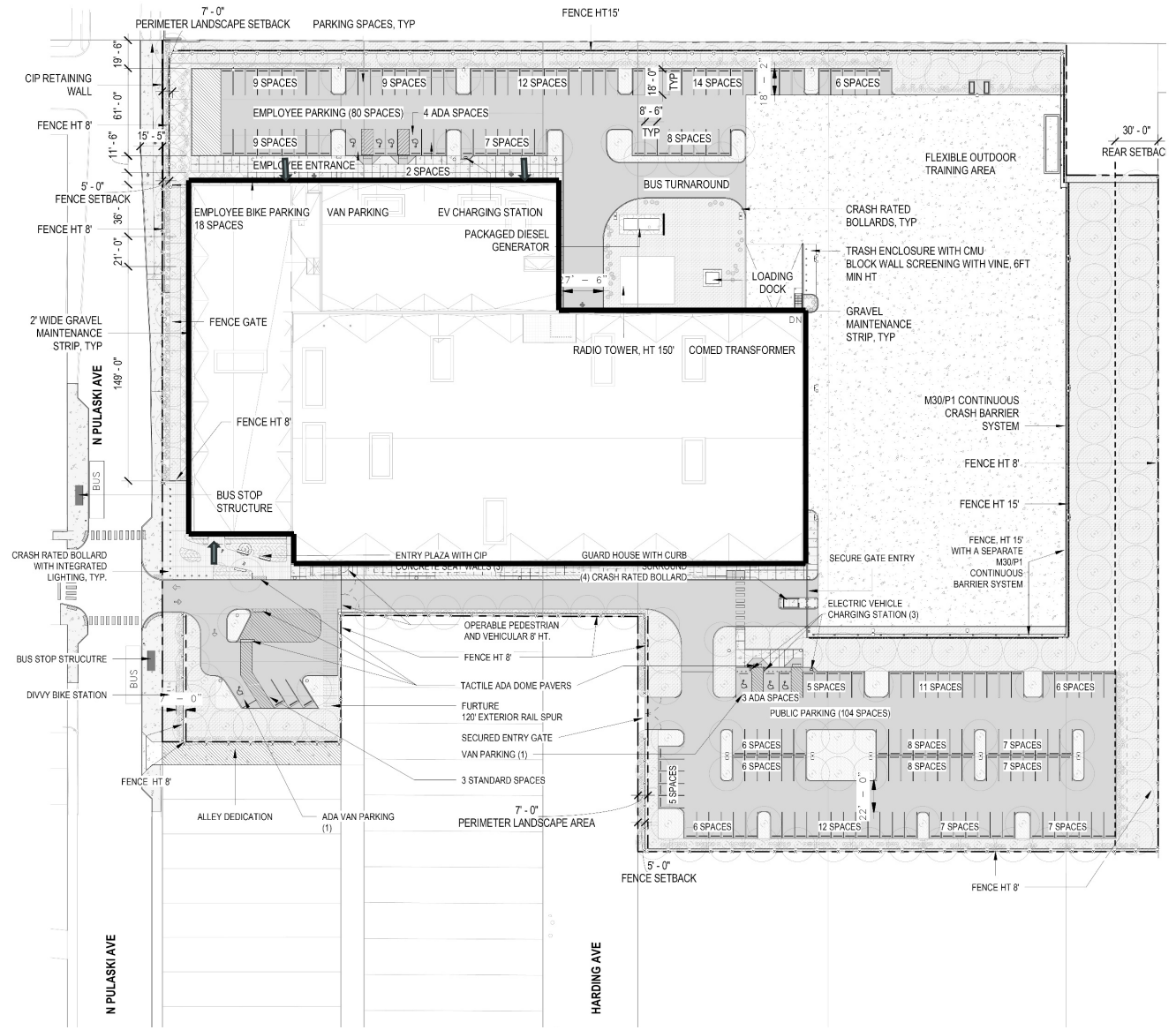
AERIAL VIEW FROM SW



Planning Context



- **Planned Manufacturing District #9 (PMD-9), Northwest**
- **Estimated Project Timeline: 4 Years (1 Phase)**



SITE PLAN



AERIAL VIEW FROM SW DIRECTION

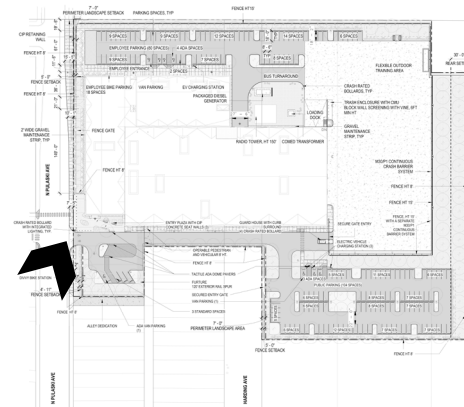


EXISTING CONDITIONS – SOUTHWEST CORNER OF SITE ON PULASKI

PRECAST CONCRETE
PANELS WITH
REVEALS &
ALTERNATING COLORS

BUTT GLAZED CURTAIN
WALL WITH PATTERNED
SPANDREL AND PATTERNED
VISION GLAZING

ALUMINUM CANOPIES



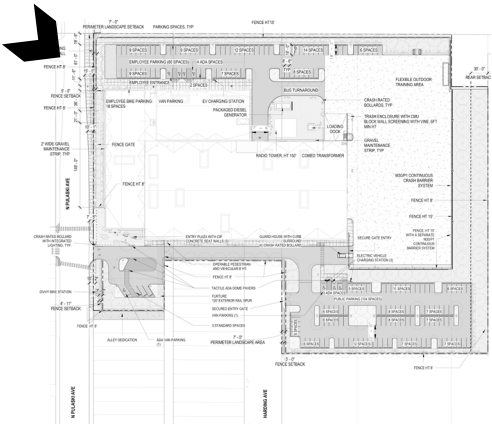
RENDERING FROM SOUTHWEST CORNER



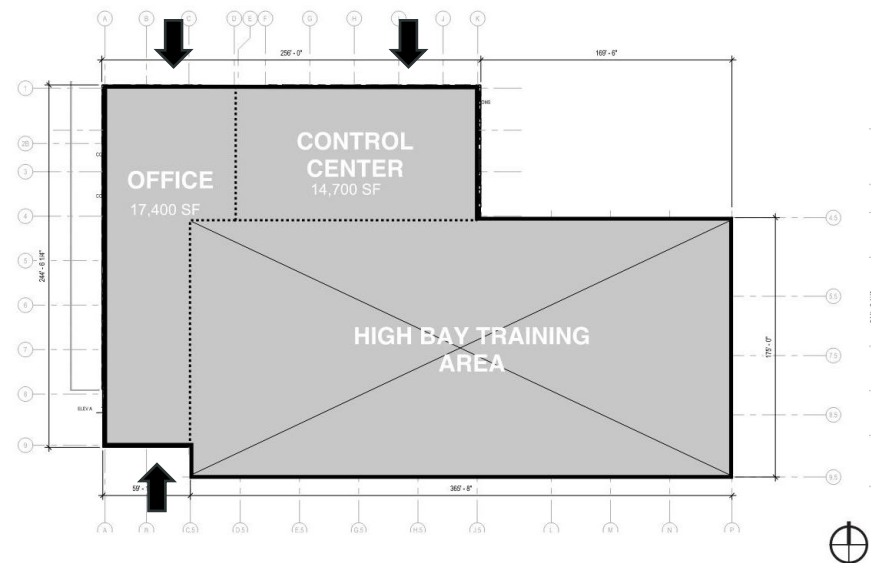
PEDESTRIAN CONTEXT – PULASKI ROAD, WEST ELEVATION

PATTERNED AND
PAINTED PRECAST
PANELS

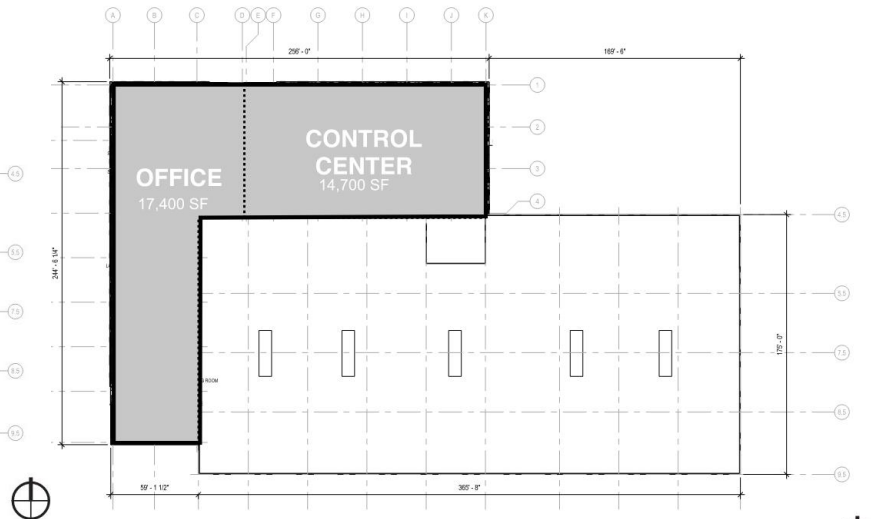
BUTT GLAZED CURTAIN WALL
WITH PATTERNED SPANDREL AND
PATTERNED VISION GLAZING



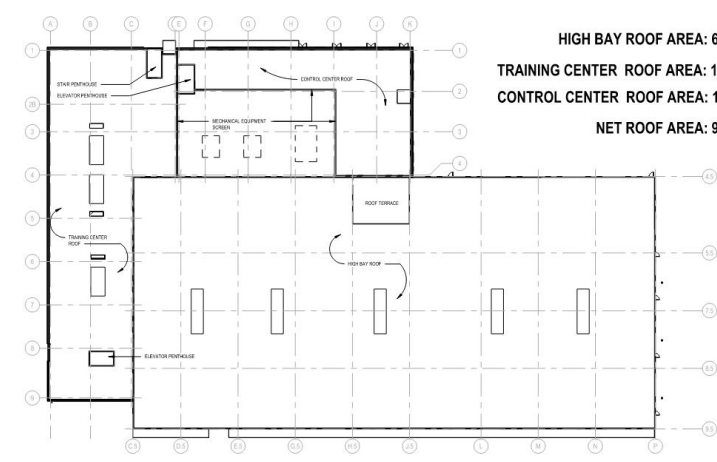
RENDERING FROM NORTHWEST CORNER



1ST FLOOR



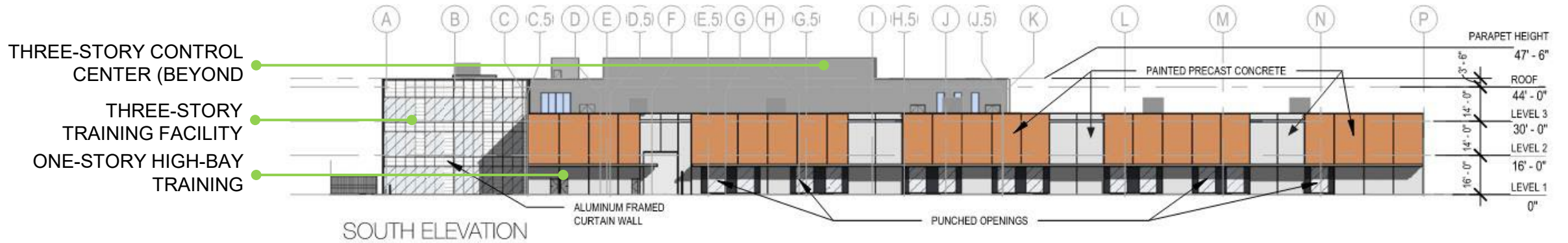
2ND & 3RD FLOORS



ROOF

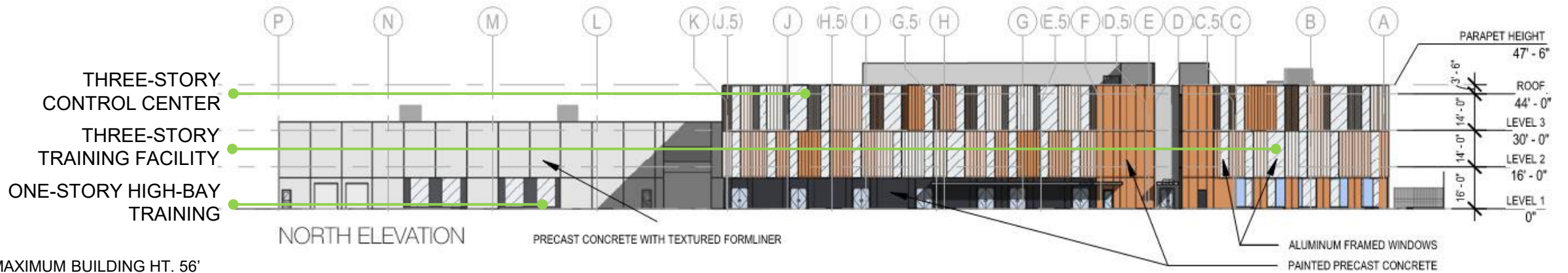
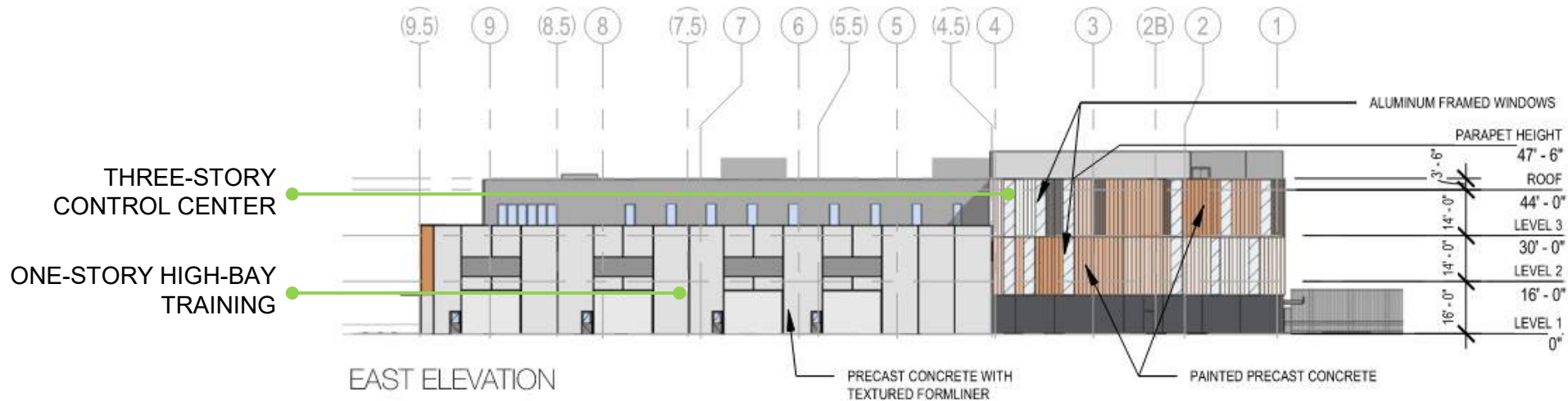
HIGH BAY ROOF AREA: 63,273 SF
 TRAINING CENTER ROOF AREA: 16,634 SF
 CONTROL CENTER ROOF AREA: 14,321 SF
 NET ROOF AREA: 94,228 SF

PROGRAMATIC FLOOR PLANS



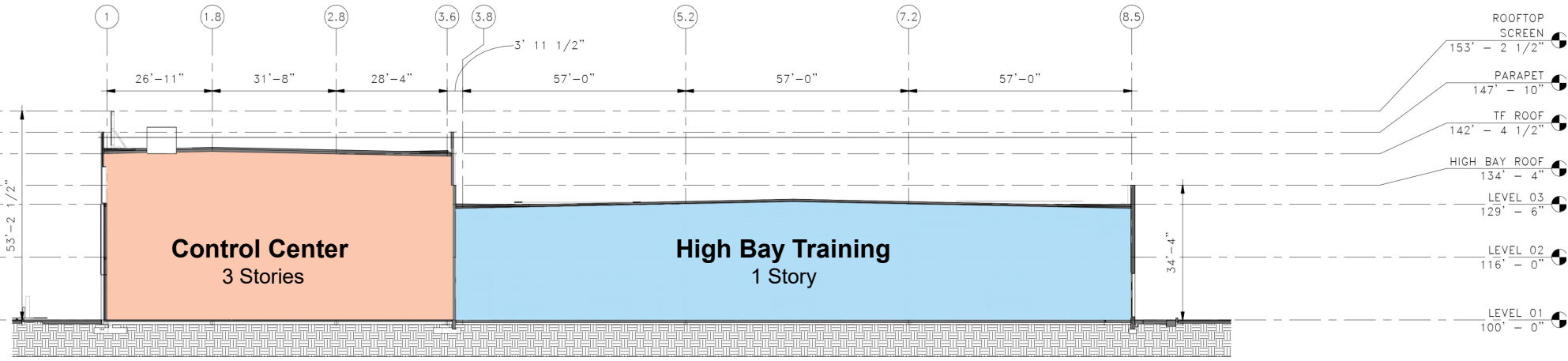
MAXIMUM BUILDING HT. 56'
WITH EQUIPMENT SCREEN

WEST AND SOUTH BUILDING ELEVATIONS

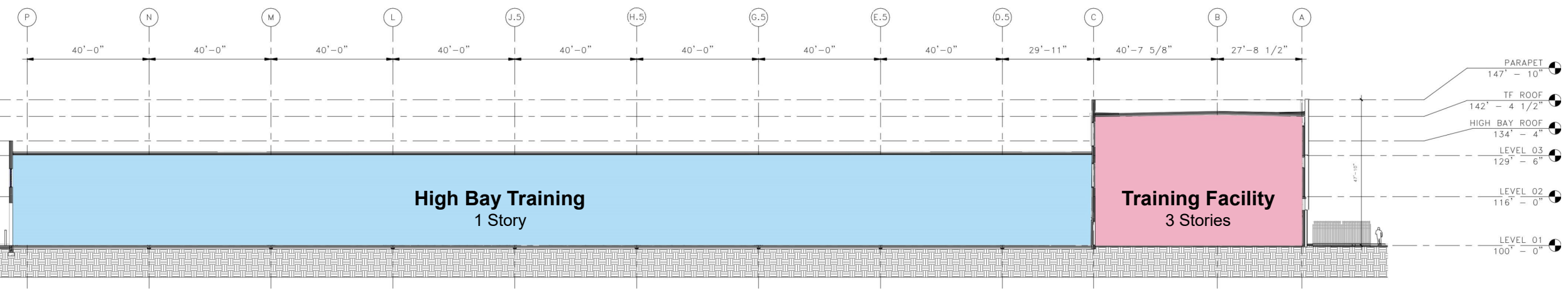


MAXIMUM BUILDING HT. 56'
WITH EQUIPMENT SCREEN

EAST AND NORTH BUILDING ELEVATIONS

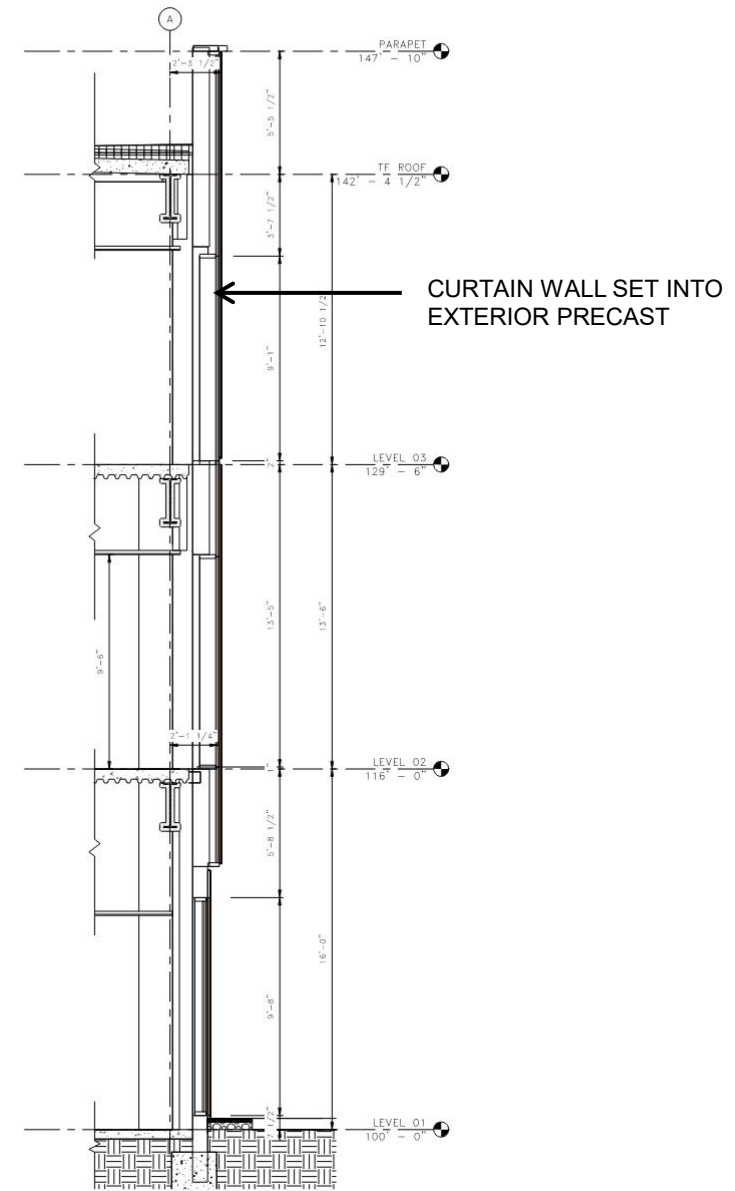
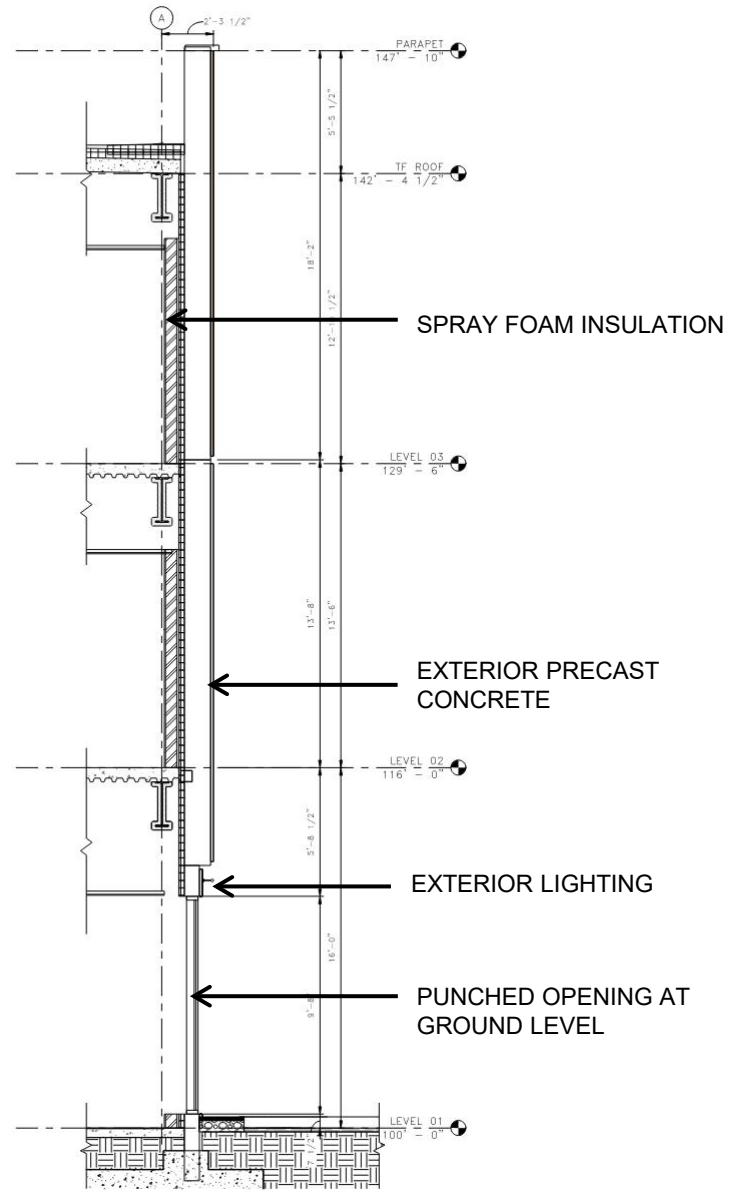
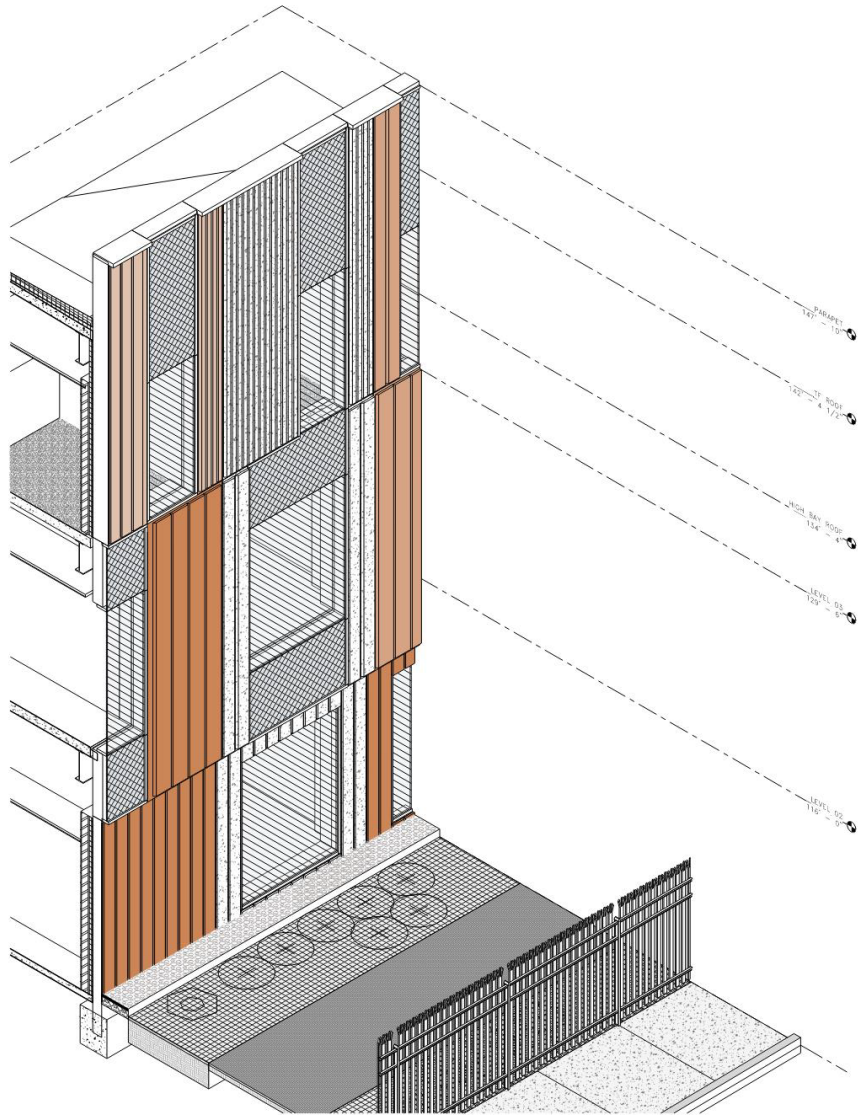


N-S BUILDING SECTION

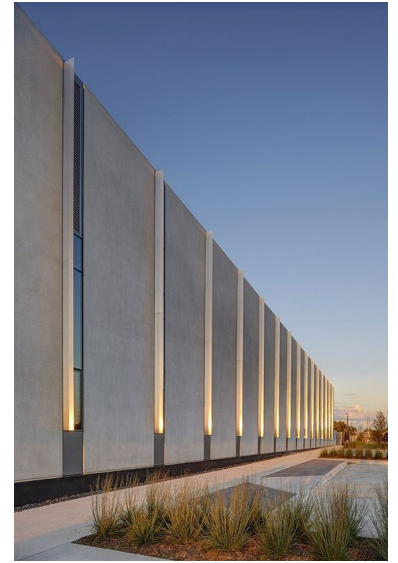


E-W BUILDING SECTION

BUILDING SECTIONS



FAÇADE SECTIONS



BUILDING MATERIALS- MISSION CRITICAL PRECEDENTS



BUILDING MATERIALS - MISSION CRITICAL PRECEDENTS



LAKE & PULASKI – VIEW NORTH



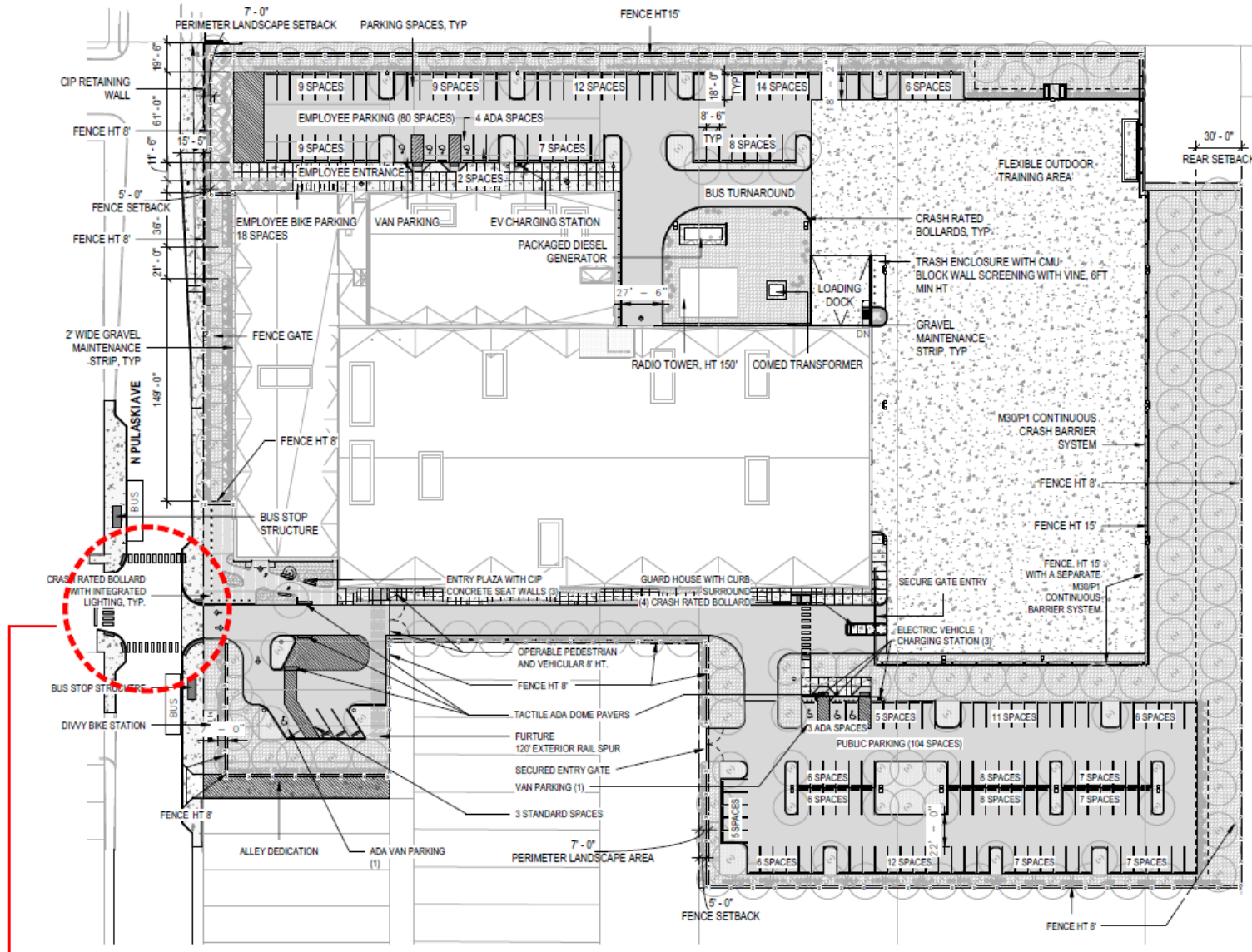
LAKE & PULASKI – VIEW SOUTH

- The signalized intersections of **Lake Street** with **Pulaski Road** and **Hamlin Avenue** **currently experience capacity constraints** during the **peak hours** due to the existing traffic volumes and the limited **green time** Lake Street receives.
 - Consideration should be given to reallocating seven (7) **seconds of green time** from **Pulaski Road** to **Lake Street** during the **weekday morning** and three (3) **seconds** during the **weekday evening**.
 - Consideration should be given to reallocating three (3) **seconds of green time** from **Hamlin Avenue** to **Lake Street** during the **weekday morning peak hour**.
- With the adjustments, these intersections will have sufficient reserve capacity to accommodate existing traffic volumes and the traffic estimated to be generated by the proposed development.
- The proposed access system will be adequate in accommodating the traffic estimated to be generated by the development.



LAKE & HAMLIN – VIEW SOUTH

CDOT Conditional Approval



LEGEND

SYMBOL	DESCRIPTION
[Pattern]	CONCRETE PAVING - PEDESTRIAN
[Pattern]	ASPHALT - VEHICULAR
[Pattern]	CONCRETE - VEHICULAR
[Pattern]	CONCRETE UNIT PAVERS
[Pattern]	GRAVEL MAINTENANCE STRIP
[Pattern]	NATIVE PLUGS AND SEEDED LANDSCAPE

CITY OF CHICAGO
 Department of Transportation
 Plan Review Committee Approval*
 Site Plan Over-sized Driveway
 Other: _____
 Signed: *[Signature]*
 Date: 6/11/2024
 Project Title: CTA TACCO
 *Subject to acceptable construction drawings,
 addressing and other program approvals.
 Non-transferable, revocable if modified.

Conditional Approval:
 Pulaski Rd. and Carroll Ave.
 improvements review to be
 coordinated with CDOT PRC prior to
 permits.

The design improvements for the Pulaski Road and Carroll Avenue intersection must be coordinated with CDOT PRC and approval of such improvements obtained from IDOT prior to building permits being issued.

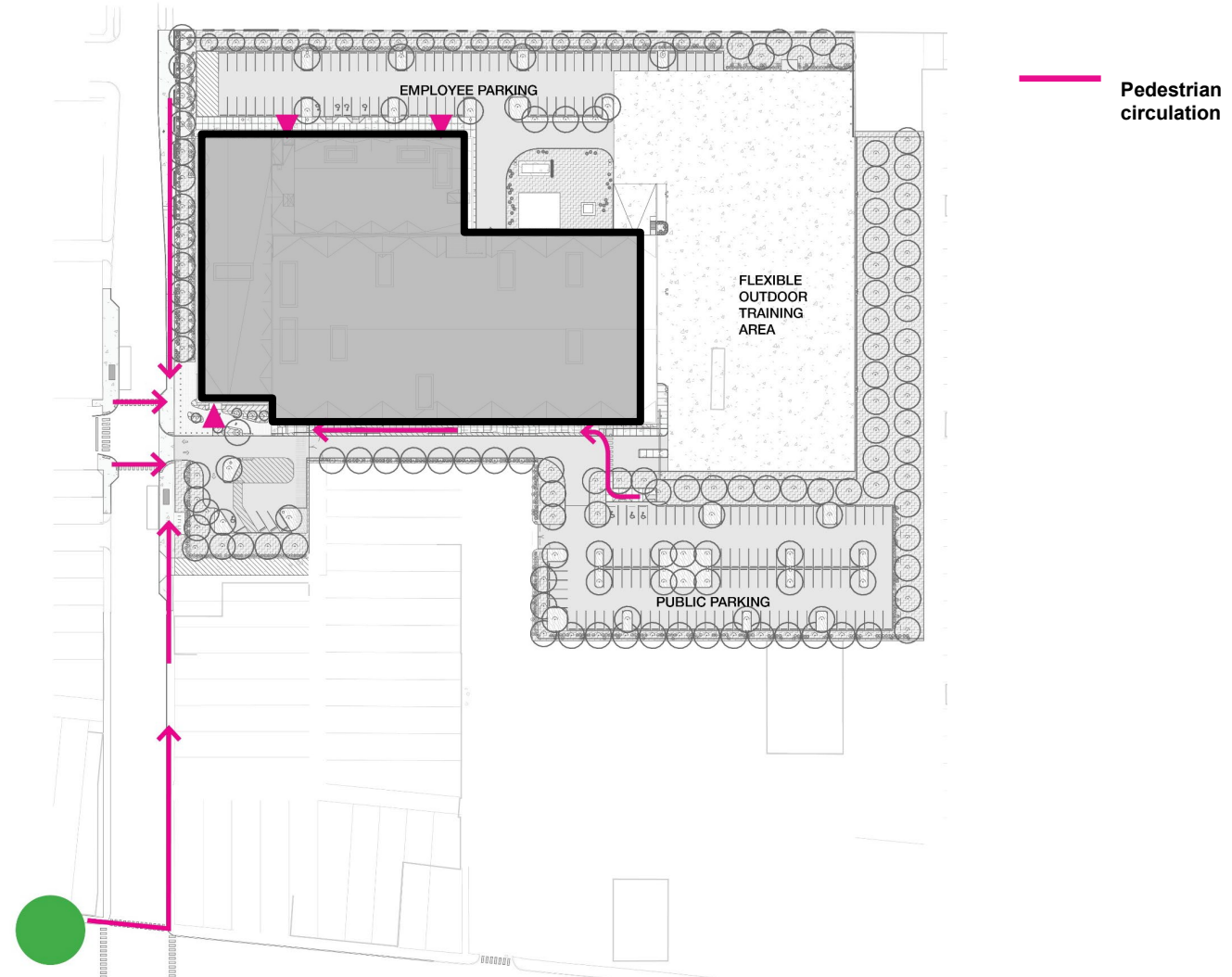


Transportation, Traffic, and Parking Notes:

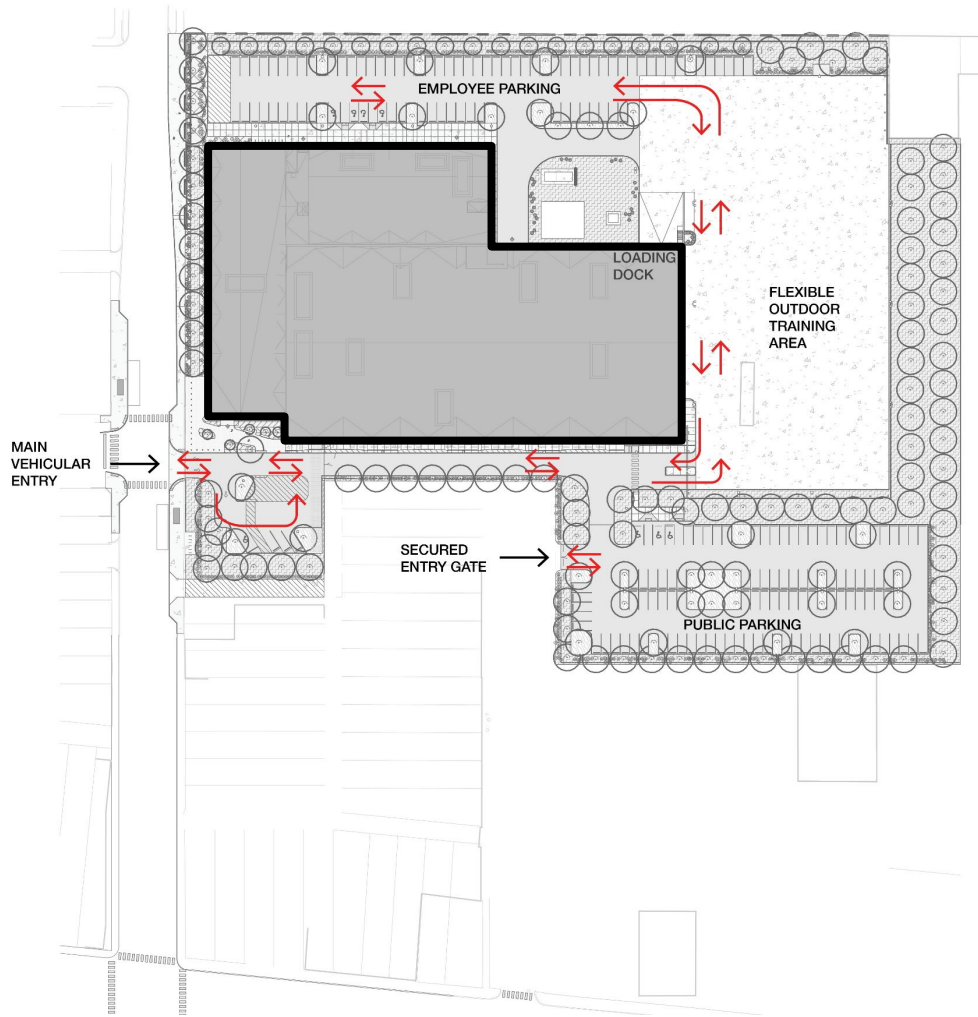
17-8-0904-A-: The project promotes safe and efficient pedestrian, bicyclist & vehicular circulation by allocating all vehicle traffic into private and public alleys. Adequate bicycle and vehicle parking is provided on-site while also respecting the T.O.D. nature of the Site. Existing traffic patterns are respected.

17-8-0904-B-: ALLEY AND SIDEWALKS SHALL BE RECONSTRUCTED ACCORDING TO CDOT STANDARDS.

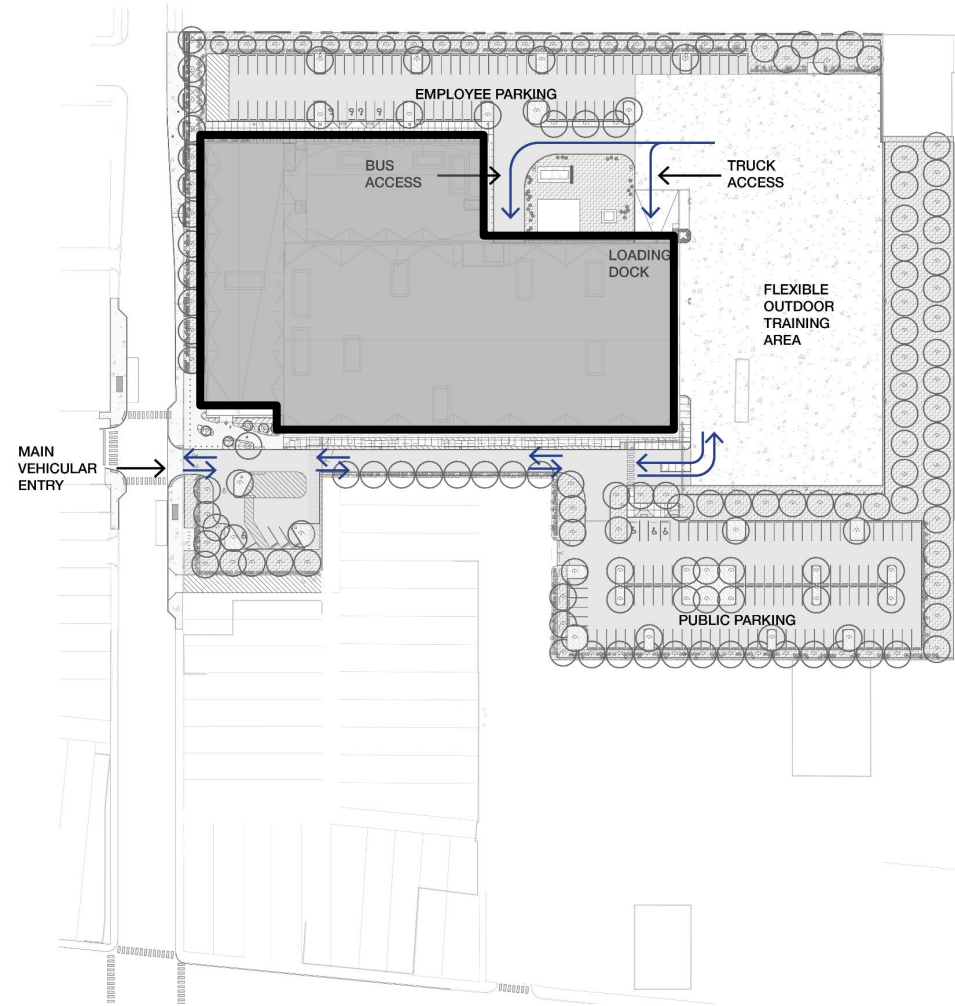
17-8-0904-C: ALL PARKING IS DESIGNED IN SUCH A WAY TO BE AWAY FROM PUBLIC VIEW AND AWAY FROM PEDESTRIAN INTERACTION



Transportation, Traffic, and Parking Notes:

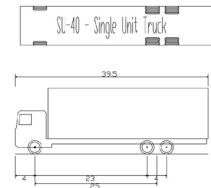
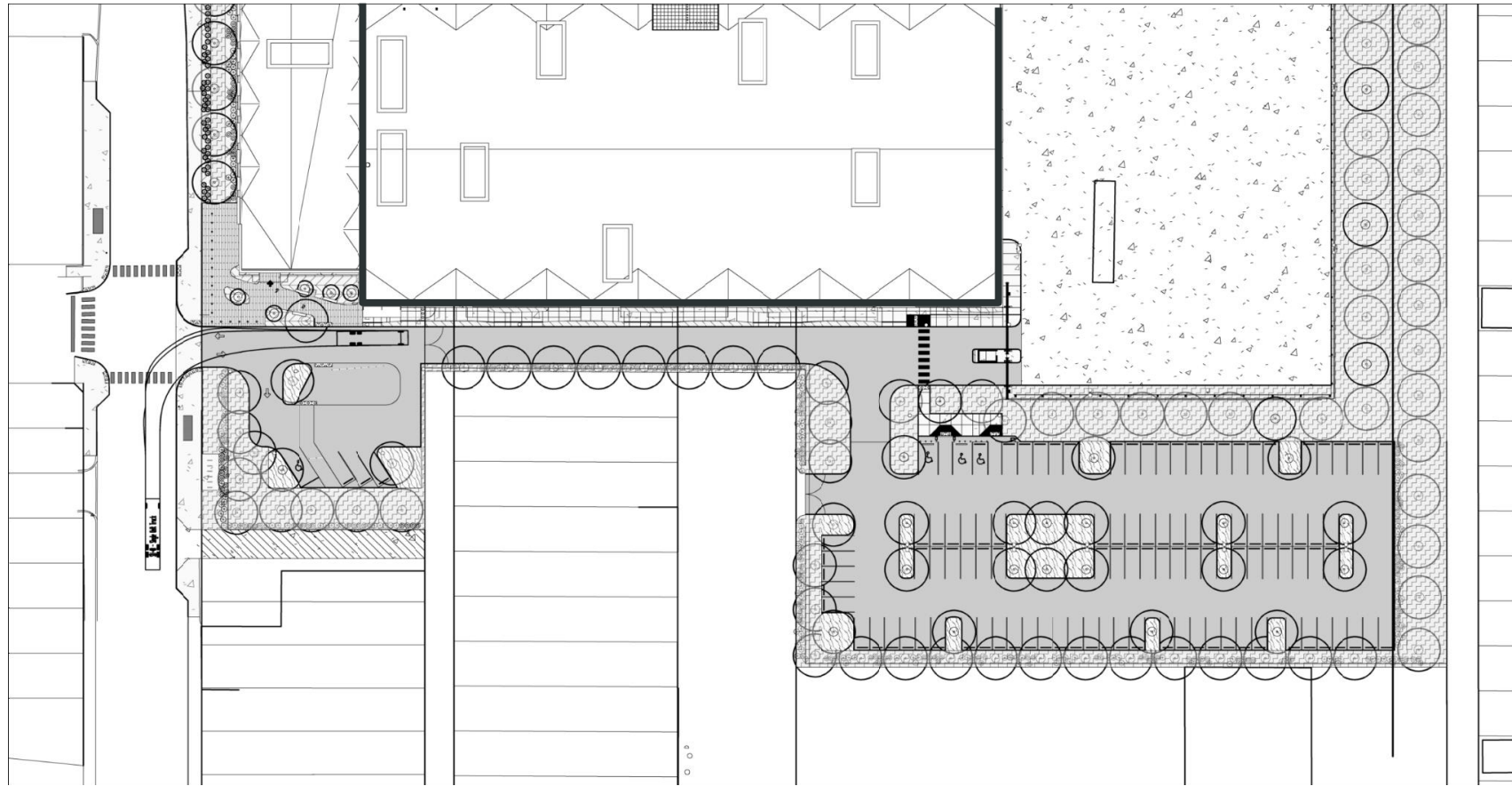


— Car circulation



— Truck/bus circulation

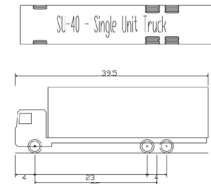
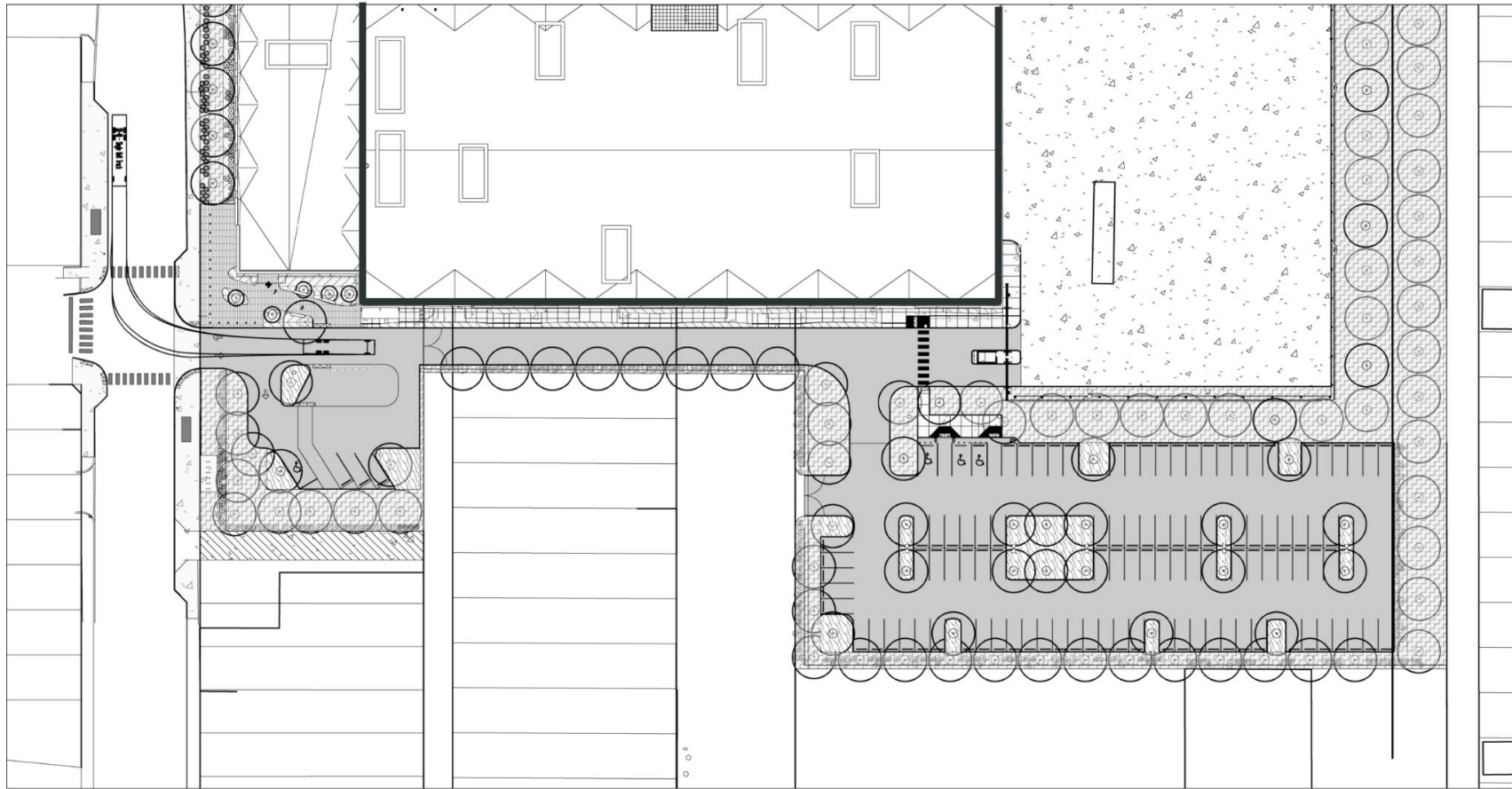
Transportation, Traffic, and Parking Notes:



SU-40 - Single Unit Truck	
Overall Length	39.500ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min. Body Ground Clearance	4.367ft
Track Width	10.000ft
Lock-to-lock time	5.00s
Max. Steering Angle (Virtual)	31.80°

Autoturn Exhibit 01

Transportation, Traffic, and Parking Notes:



SU-40 - Single Unit Truck	39.500ft
Overall Length	8.000ft
Overall Width	13.500ft
Overall Body Height	4.367ft
Min. Body Ground Clearance	0.000ft
Track Width	5.000ft
Lock-to-lock time	3.00s
Max. Steering Angle (Virtual)	31.80°

Autoturn Exhibit 02

17-11-0202-A Screening from Abutting residential & Institutional Uses

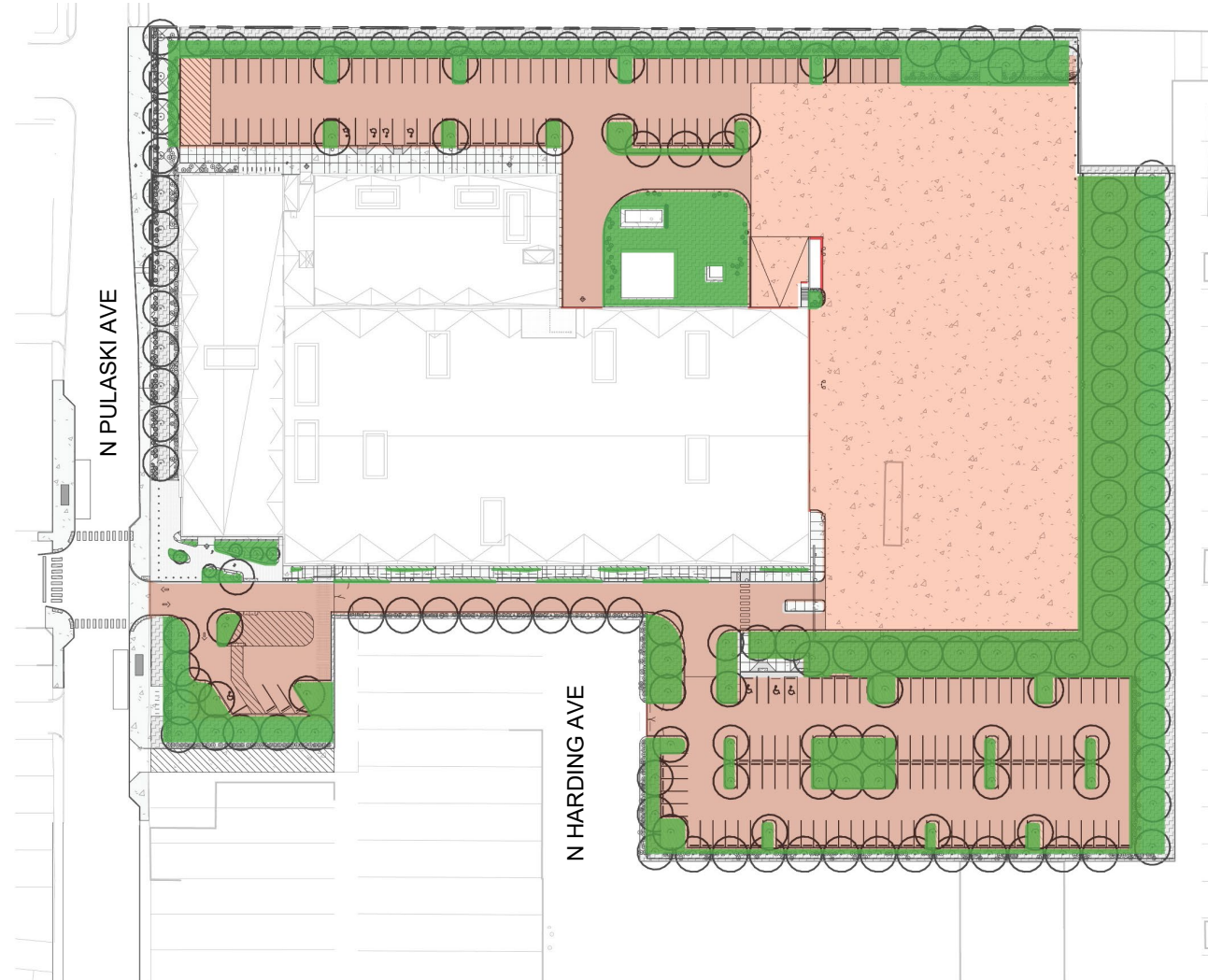
- The perimeter of all vehicular use areas (VUA) is effectively screened from all abutting R-zoned property on the East Side.
- The remainder of the required 7-foot vehicular use area (VUA) setback is landscaped and includes at least (1) tree for every 25 linear feet of street frontage.

17-11-0202-B SCREENING FROM STREETS

- THE PERIMETER OF ALL VEHICULAR USE AREAS IS SET BACK 7 FEET FROM FRONT AND STREET SIDE PROPERTY LINES AND EFFECTIVELY SCREENED FROM VIEW OF PULASKI AND HARDING AVE.

17-11-0202-C FENCING

- ORNAMENTAL FENCE IS INSTALLED ALONG THE PERIMETER OF VEHICULAR USE AREAS ALONG THE LOT LINES ADJACENT TO PUBLIC STREET RIGHTS-OF-WAY
- THE REQUIRED ORNAMENTAL FENCING IS INSTALLED BEHIND THE REQUIRED PERIMETER LANDSCAPE AREA 5 FEET FROM ABUTTING PROPERTY LINES.



SUMMARY

Total Parking Lot Area + Total Vehicle Use Area (VUA) 150,543 SF

LANDSCAPE AREA

Required landscape area 10% of parking and VUA (a) 15,054 SF
 Provided landscape area 58,777 SF

NUMBER OF TREES

Required trees (a) / 125 = 121 Trees
 One tree per 125 SF of required landscape area (exclusive of perimeter tree planting)
 Provided trees 137 Trees

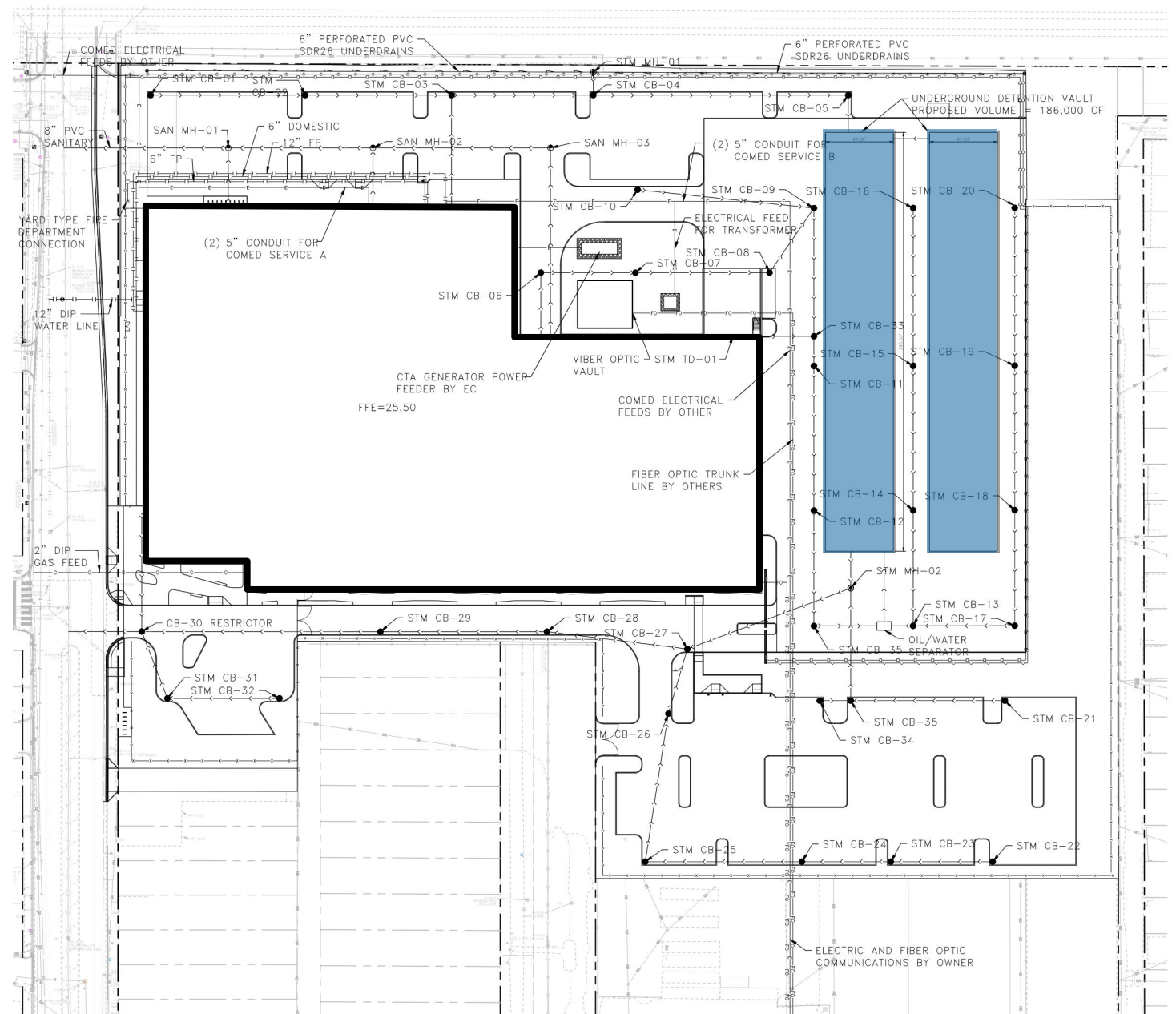
LEGEND

Vehicle Use Area (VUA)

Landscape Area if VUA is required

STORMWATER SUMMARY

- Regulated Development per CDWM Regulations
- 10YR storm event utilized, requiring 33,900 CF of detention.
- The raw 100 year volume is 65,516 CF, which when the design is final, that volume will be met in the precast concrete tank.
- For the oversized, multiple 65,516 CF by the factor that is still in place, the 50% oversizing will be 98,274 CF.
- The Project complies with the Stormwater Management Ordinance by managing the 100-year storm event in a below-grade vault with a controlled release structure. Additional Best Management Practices will be employed to manage the "Volume Control" portion of the Stormwater Regulation. This project will exceed the stormwater ordinance by 50%.



The Project Participation Goals are:
28% Participation from Qualified Disadvantaged Business Enterprises
(inclusive of Minority and Women-owned Business Enterprises)
10% Careers Opportunity Goal (WIOA & Section 3 Workers)
10% Apprentice Goal
35% CTA Service Area Economically Disadvantaged Goal



DPD Recommendations

- a. Ensure **adequate public review of major development proposals** (17-8-0101). DPD, CDOT, Fire, Stormwater, MOPD have provided approval.
- b. Encourages **unified planning and development** (17-8-0102). The development expands CTA facilities in the area and consolidates services in a unified building.
- c. Promotes **economically beneficial development patterns** that are **compatible with the character of existing neighborhoods** (17-8-0103) by constructing and landscaping a mostly vacant site.
- d. Allows **flexibility in application of selected use, bulk, and development standards** to promote excellence and **creativity in building design and high-quality urban design** (17-8-0105). Allows for the flexibility to include Major & Minor Utilities and Service, Wireless Tower and other accessory uses. The maximum allowable FAR 0.47, with a max building height of 56ft, with standard setback, and perimeter trees.
- e. Planned developments should **promote transit, pedestrian and bicycle use; minimize conflict with existing traffic patterns** in the vicinity; and **provide adequate** bicycle and vehicle **parking**, while **minimizing** the **adverse visual impact of** any off-street **parking areas**. (17-8-0904-A) The main entry is located within 500 ft of the Pulaski Greenline station and adjacent to #57 bus route; CTA will install bump outs at the pedestrian crosswalk at Carroll Ave, refresh lane lines along Pulaski and relocate bus stops on Pulaski for more efficient traffic patterns. The proposal provides sufficient parking for employees with 188 spaces, in addition to 18 bicycles spaces and sponsoring a Divy Bike station.
- f. Buildings located at **intersections** should have **prominent design** and **lighting programs**; Most sides and areas of buildings that are visible to the public should be **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-B-3), except for the enclosed area for flexible bus training, which is for safety reasons. Most of the building is visible from the street and finished with high-quality materials that respect the local history of rail-dependent industry.
- g. **Parking** should be **located behind buildings or to the side of buildings** (17-8-0904-C2). Parking is located between the building and the railroad embankment; handicap parking is close to the main entry with another lot located off Harding Ave.