



# CHICAGO PLAN COMMISSION

1565 N Clybourn Avenue – Residential Business Planned Development

Lincoln Park Community Area / 2<sup>nd</sup> Ward / Alderman Brian Hopkins

LPC Chicago, LLC

bKL Architecture

DLA Piper – Paul Shadle & Mariah DiGrino

06/20/2024



# Community Area Snap Shot

## LINCOLN PARK COMMUNITY AREA

### • DEMOGRAPHICS:

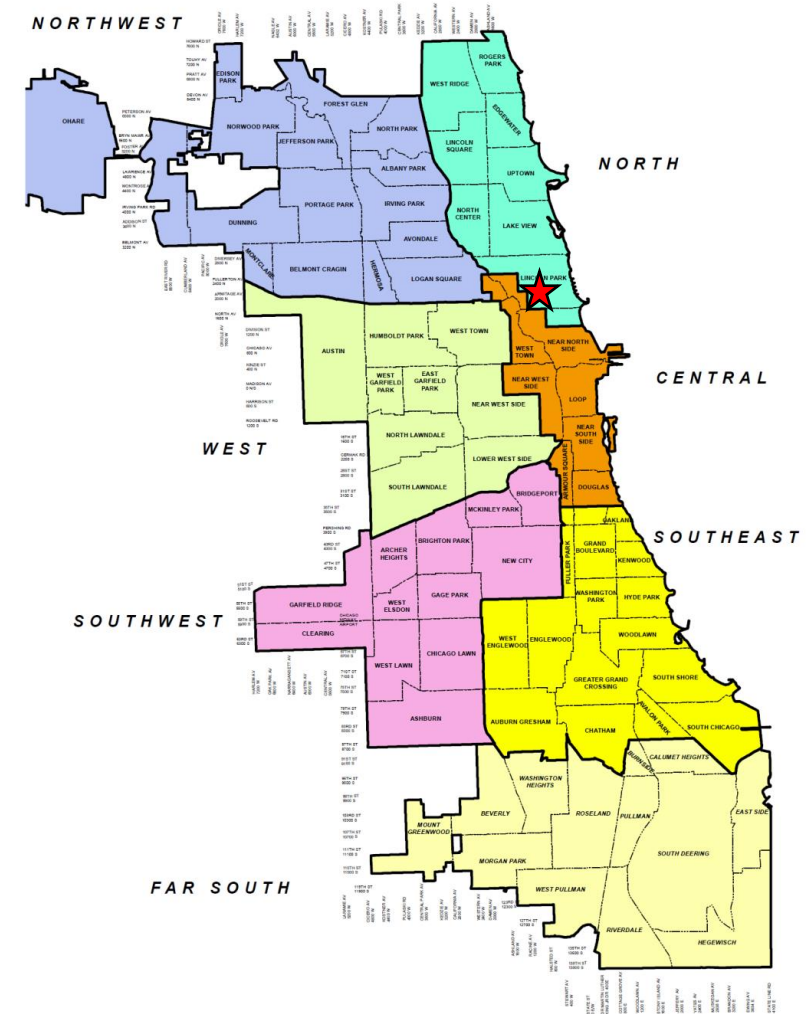
- 70,492 RESIDENTS ACCORDING TO THE 2020 CENSUS ESTIMATES
- 41.3% OF RESIDENTS ARE BETWEEN THE AGES OF 20-34
- 16.9% OF RESIDENTS ARE BETWEEN THE AGES OF 35-49
- MEDIAN HOUSEHOLD INCOME: \$123,044
- RACE/ETHNICITY:
  - WHITE: 79.7%
  - LATINO: 6.3%
  - BLACK: 3.8%
  - ASIAN: 7.2%
  - OTHER: 3.0%

### • NEIGHBORHOOD/HISTORICAL CONTEXT

- LINCOLN PARK IS AN ECONOMICALLY VIBRANT NEIGHBORHOOD THAT FEATURES VIBRANT COMMERCIAL AND SHOPPING CORRIDORS WITH AN ACTIVE RESTAURANT AND NIGHTLIFE SCENE.
- THE NEIGHBORHOOD IS PRIMARILY MADE UP OF YOUNG URBAN PROFESSIONALS, RECENT COLLEGE GRADUATES AND YOUNG FAMILIES.
- LINCOLN PARK IS ONE OF THE MOST DESIRABLE RESIDENTIAL NEIGHBORHOODS IN THE CITY.

### • RELEVANT LAND USE DATA

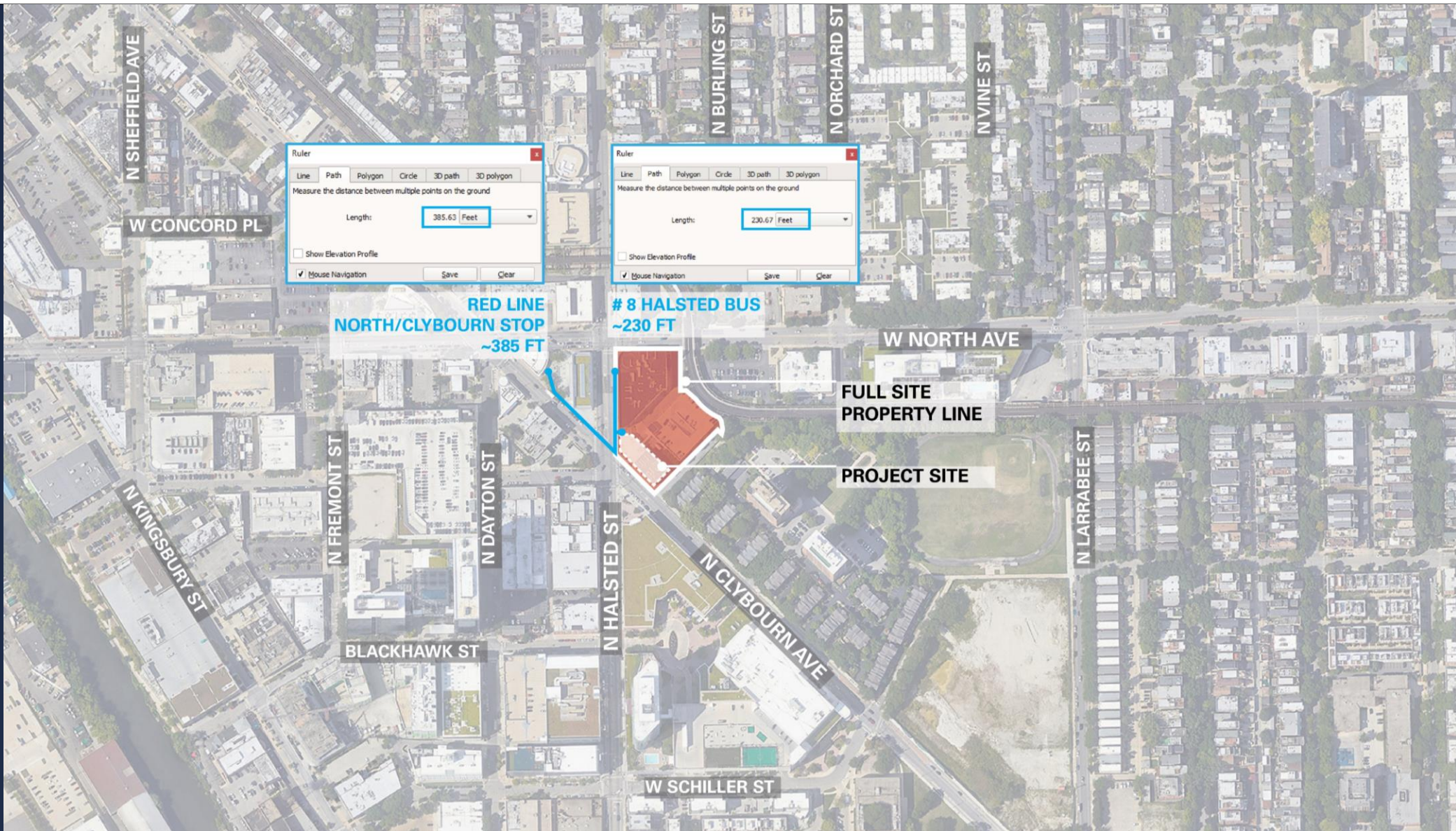
- EXISTING LAND USES INCLUDE:
  - RESIDENTIAL, BUSINESS, COMMERCIAL AND EDUCATIONAL.





N.T.S. ①

# SITE CONTEXT PLAN

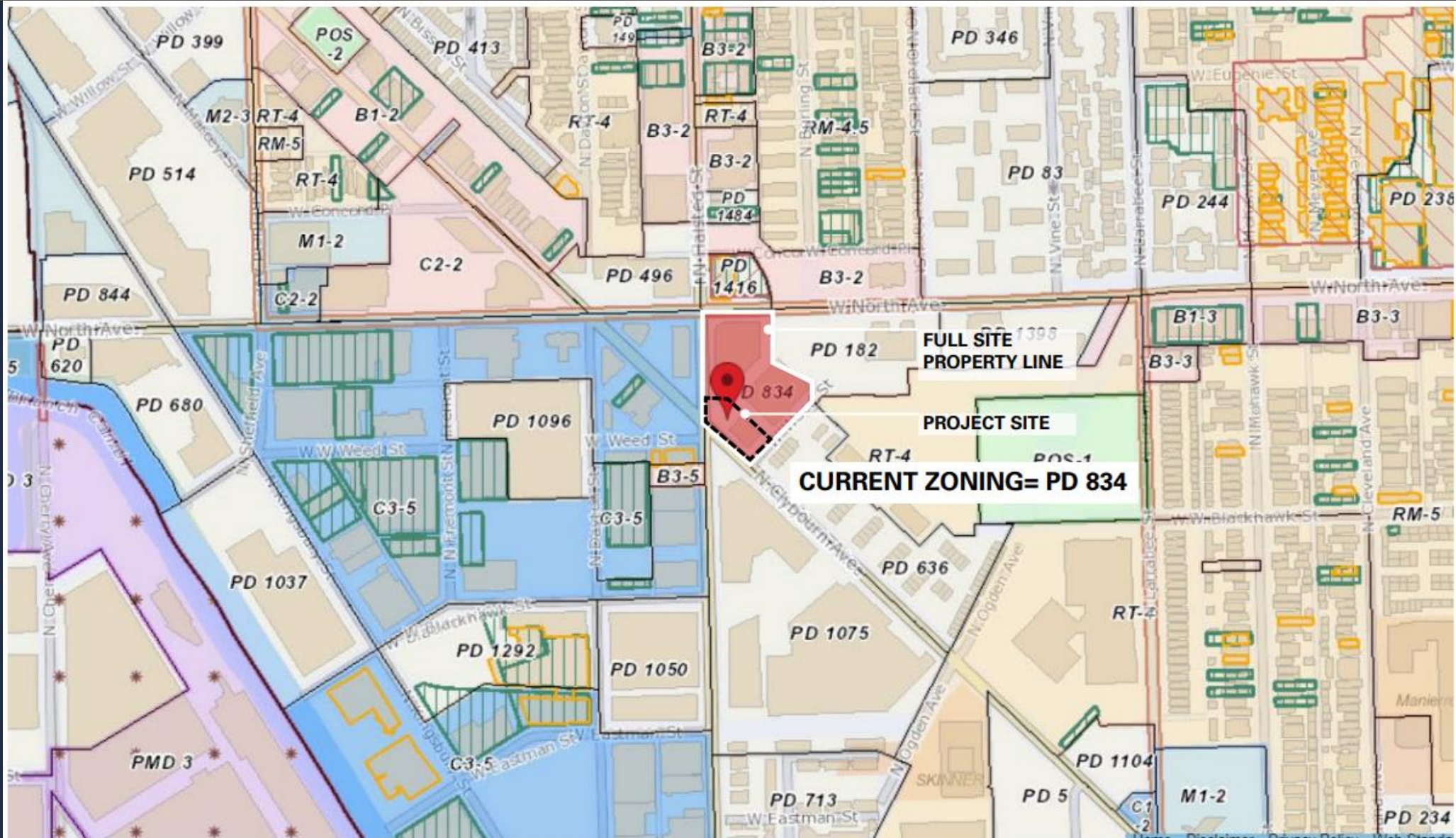


**SITE CONTEXT PLAN – PUBLIC TRANSIT PROXIMITY**



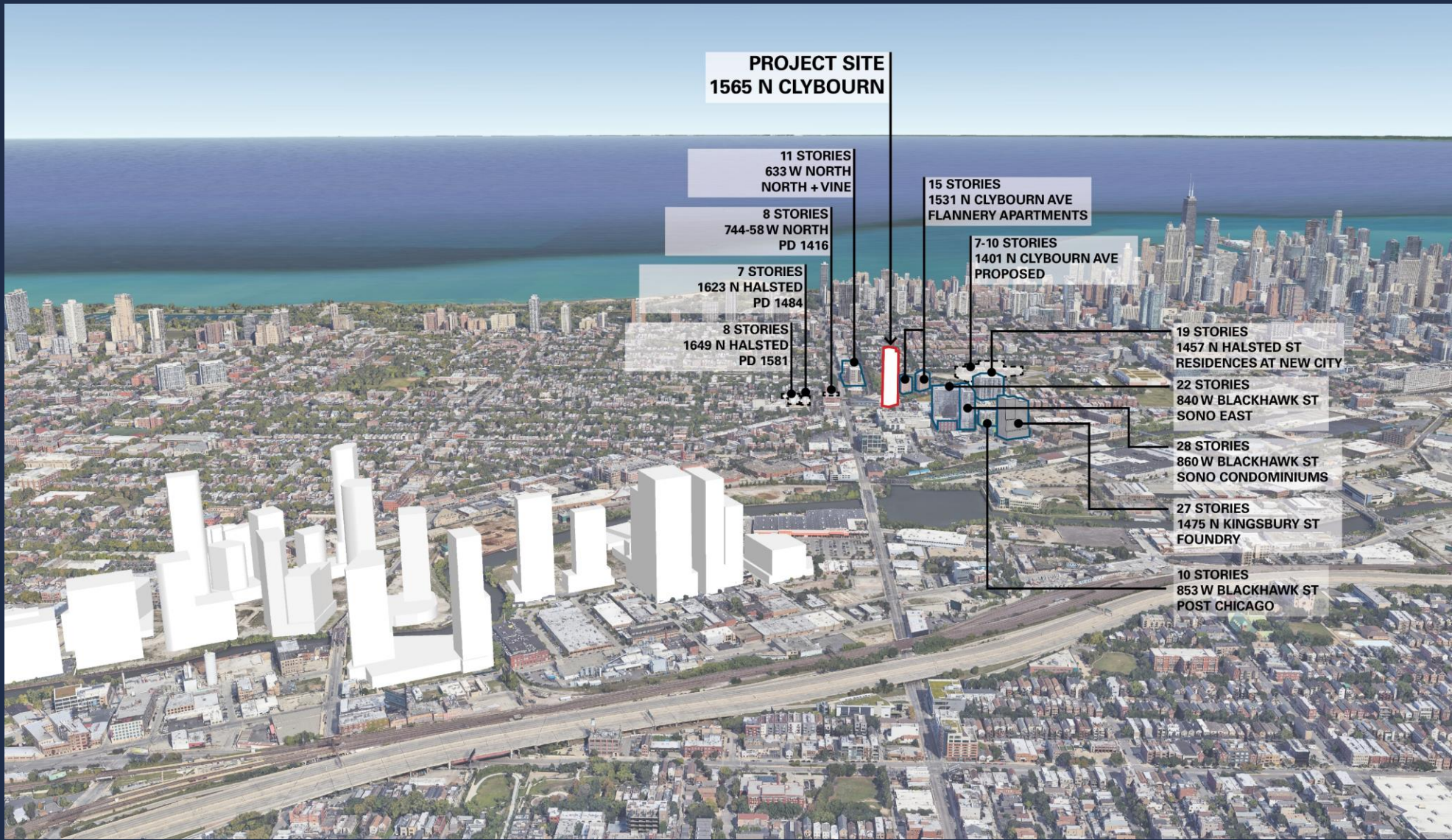
N.T.S. 

# SITE CONTEXT PLAN



N.T.S. Ⓢ

LAND USE CONTEXT PLAN



**AERIAL VIEW FROM WEST**

# Pedestrian Context

Looking South Down Clybourn Avenue



Existing



Proposed





# Pedestrian Context

Looking North up Clybourn Avenue



Existing



Proposed

# Project Timeline + Community Outreach

- **Date of PD Introduction: December 13, 2023**
- **Dates of Community Meetings:**
  - December 04, 2023
- **Modifications based on DPD/Community Feedback:**
  - Relocated Residential Lobby Entrance to Retail Patio
  - Improved the pedestrian environment by removing the dedicated right turn lane from Weed Street into Clybourn Street thereby creating more sidewalk and one less lane of traffic to cross
  - Face of podium pulled back to align with tower above along Halsted Street
  - Emphasized Residential Entrance
  - Moved active uses on Level 02 to face the Halsted Street and Clybourn Avenue intersection
  - Emphasized proposed notch through revised geometry and materiality
  - Incorporated Bird Friendly Glass
  - Pursuing enhanced level of Green Globes certification – 3 Globes instead of 2 Globes
  - Improved access to bike storage through connection to street exterior at ground level

# Planning Context



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

 City of Chicago  Department of Planning and Development  Department of Transportation 

## THE APPLICABLE PLANNING DOCUMENT RELATED TO SITE IS THE NORTH BRANCH FRAMEWORK PLAN OF 2017

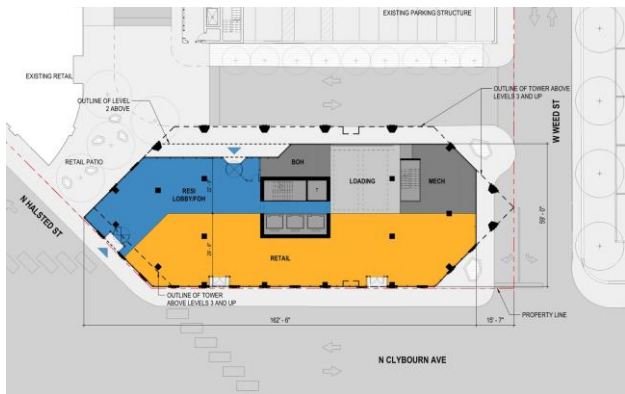
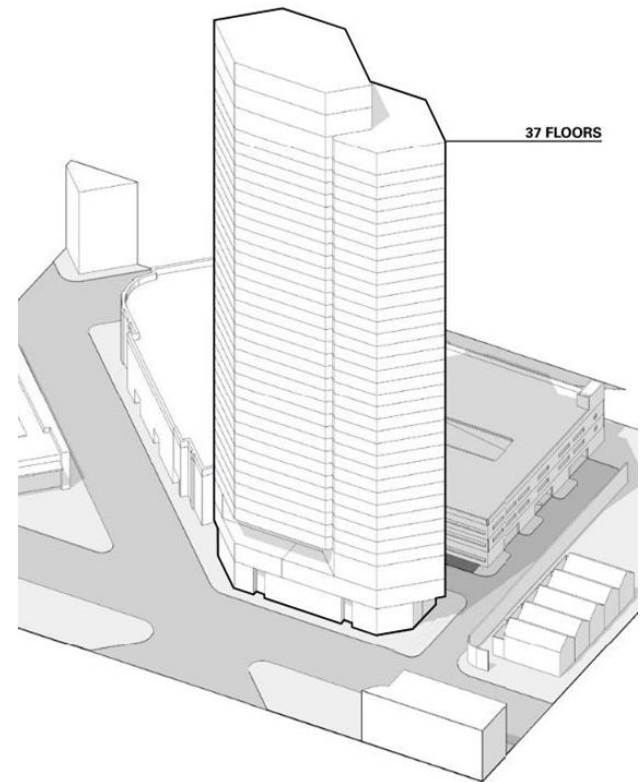
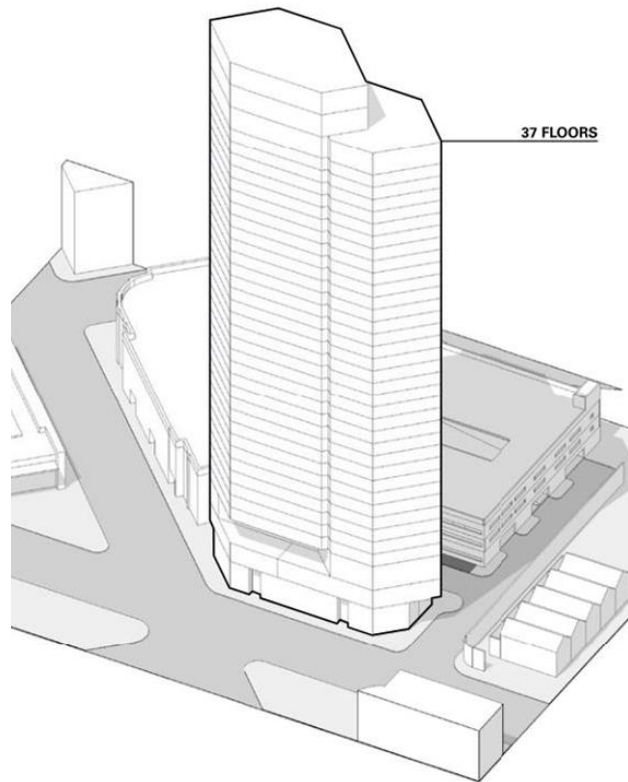
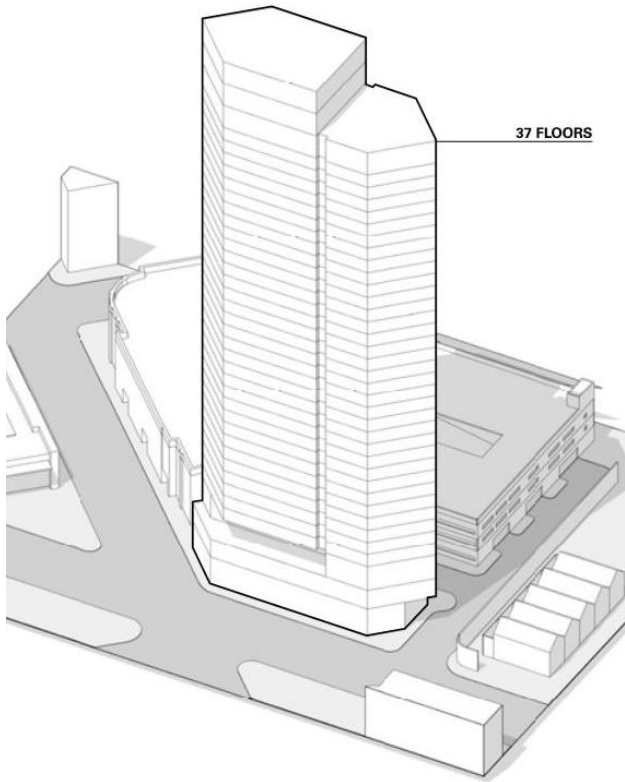
- Published 2017
- Department of Planning and Development and Chicago Department of Transportation

### NBFP 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



**OVERALL BUILDING – VIEW FROM NORTHWEST**



DPD INTAKE – 09/12/2023

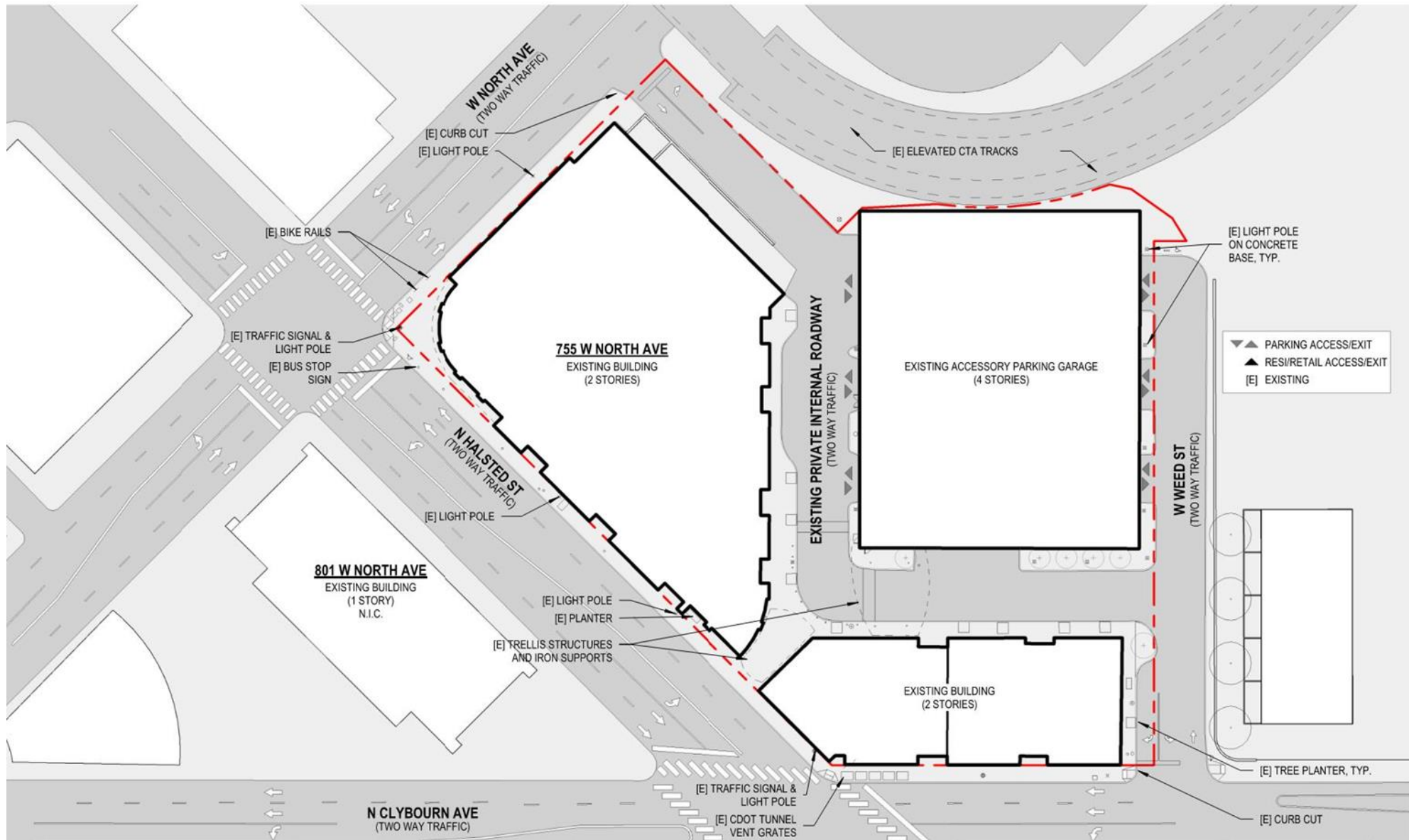


DPD RESPONSE – 12/08/2023



DPD RESPONSE – 04/29/2024

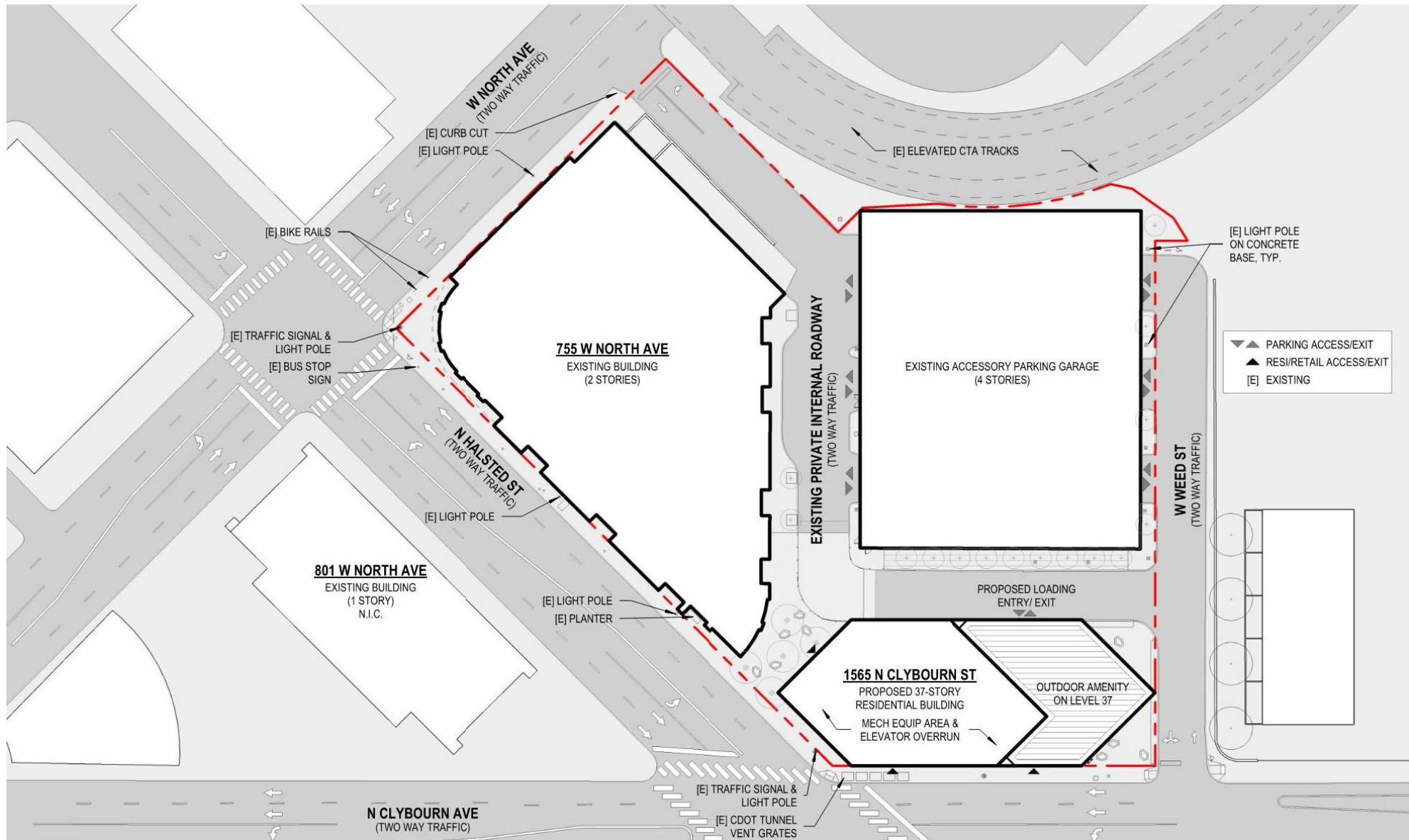
# PROJECT DESIGN EVOLUTION



Scale: N.T.S.



**EXISTING SITE PLAN**



Scale: N.T.S.

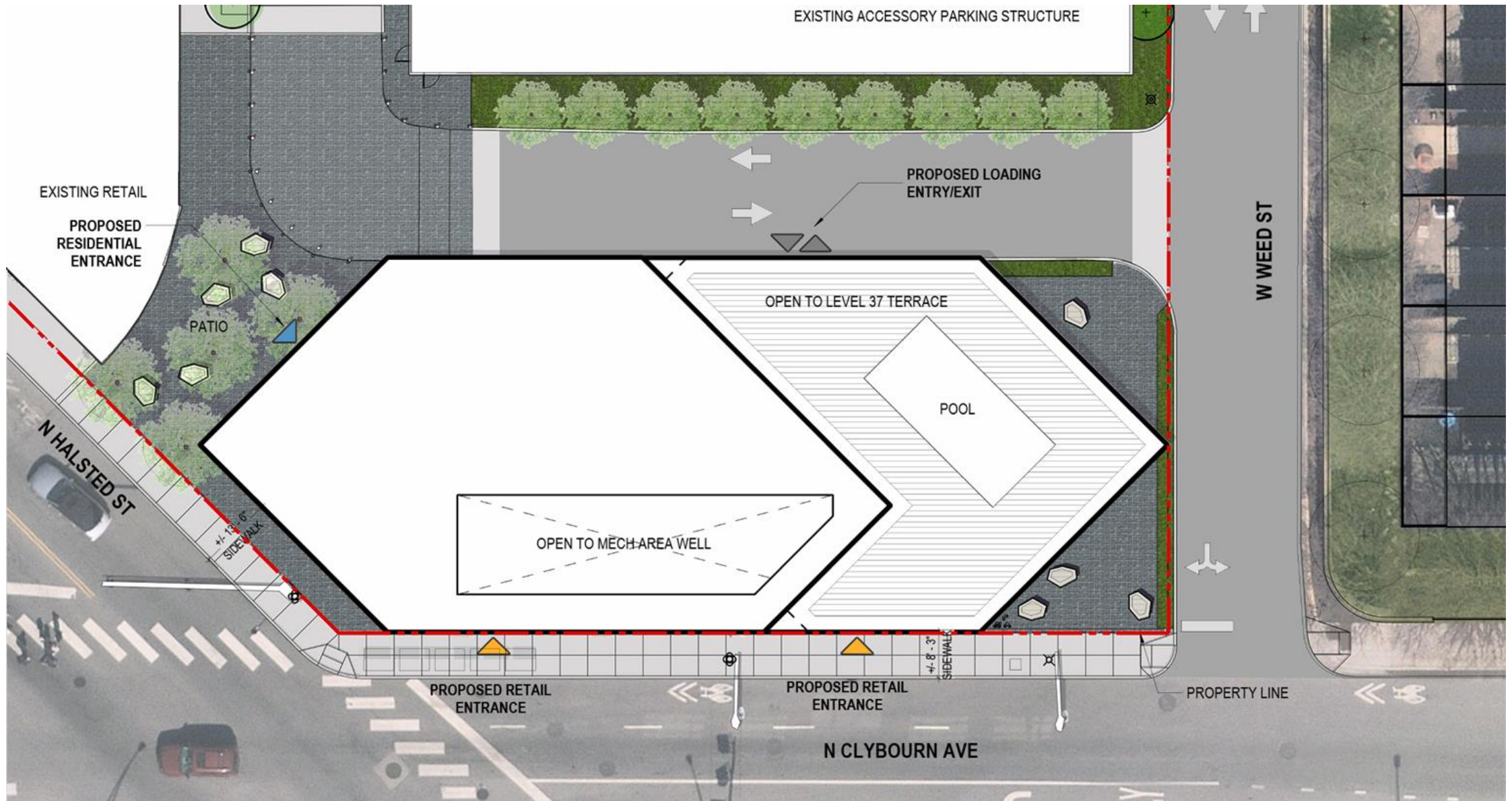


# PROPOSED SITE PLAN



**OVERALL BUILDING – VIEW FROM NORTH**





Scale: N.T.S.



# PROPOSED SITE PLAN



Scale: N.T.S.



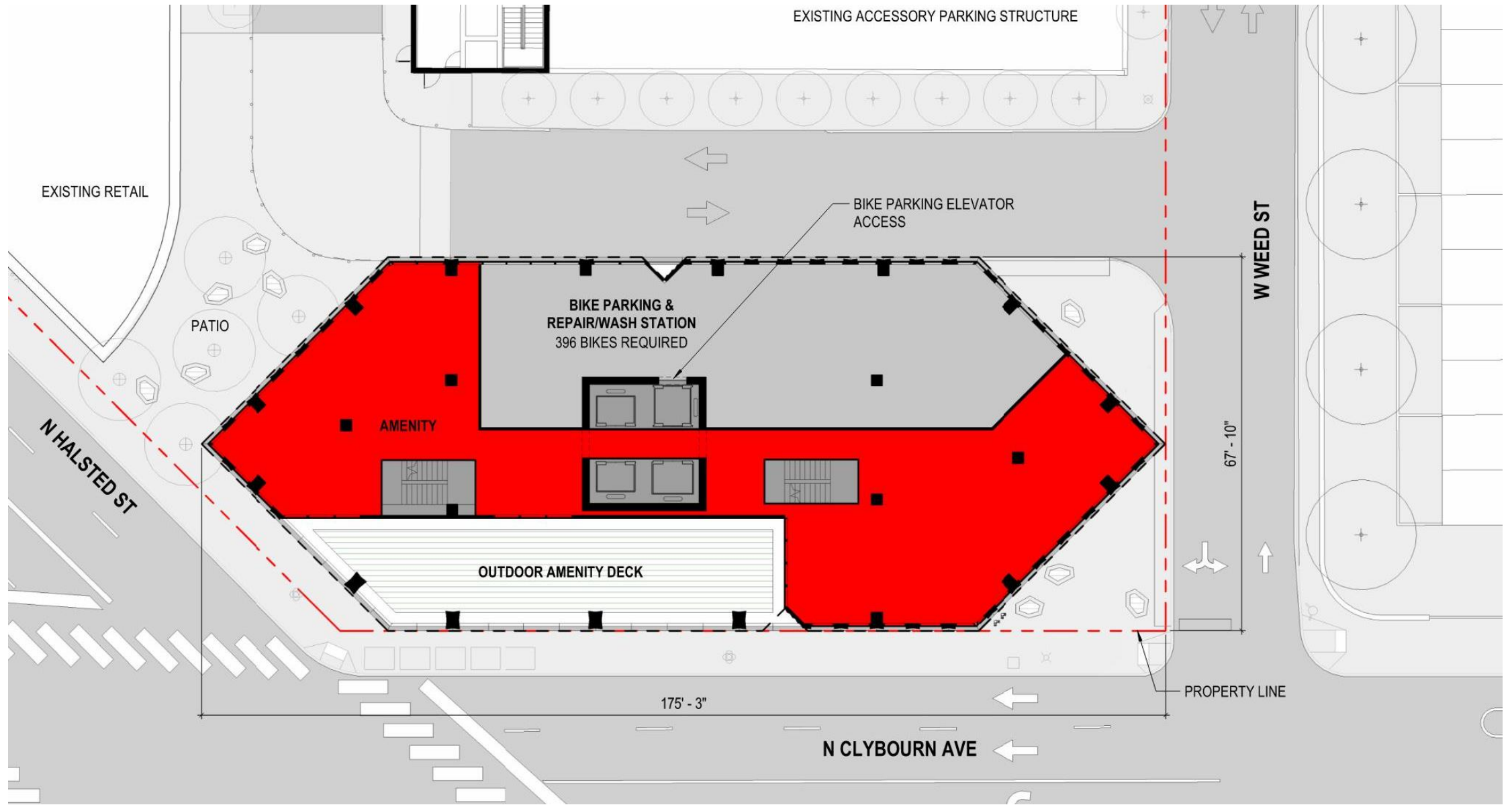
# GROUND FLOOR PLAN



Scale: N.T.S.



# LEVEL 02 FLOOR PLAN



Scale: N.T.S.



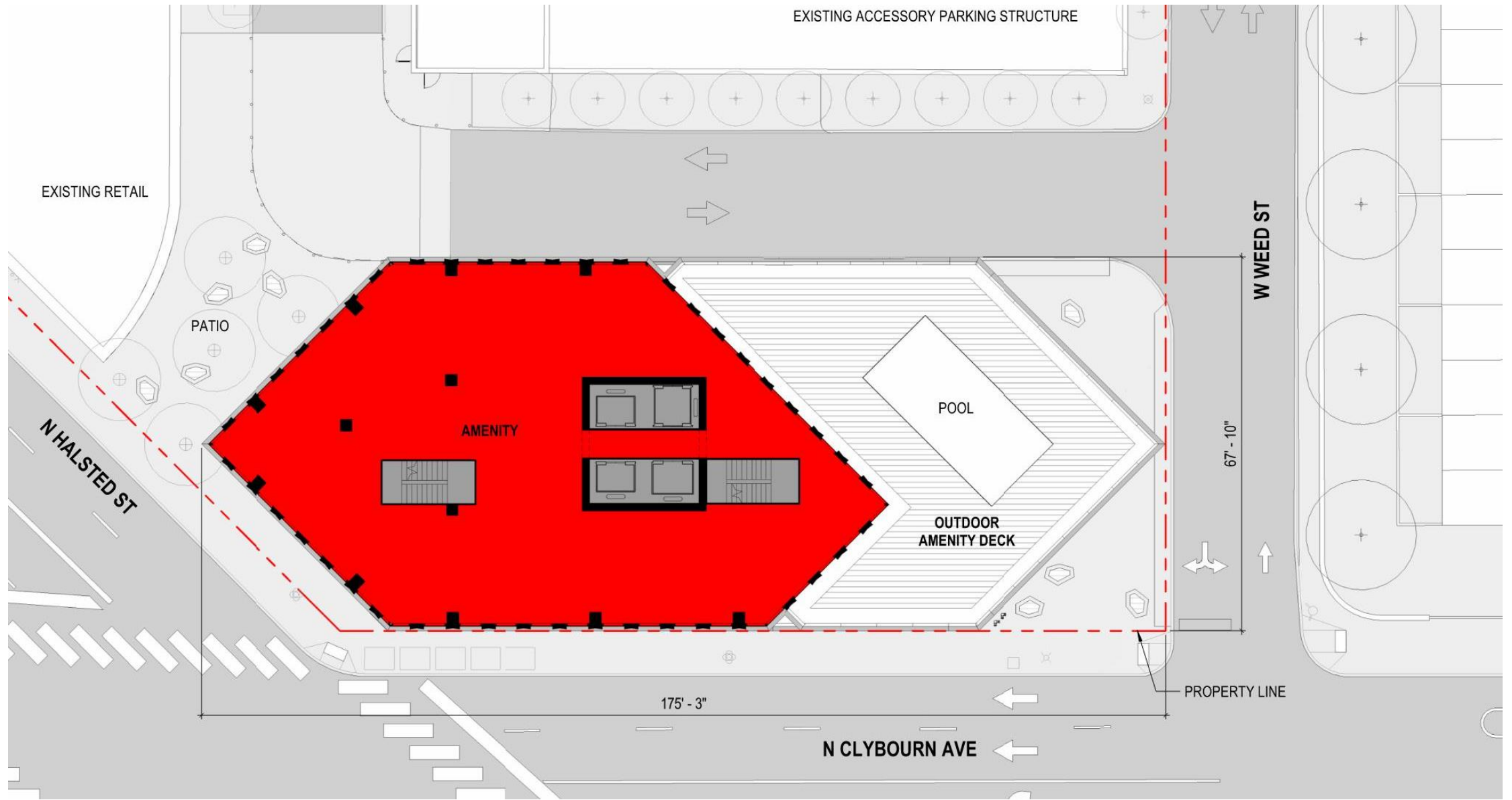
# LEVEL 03 FLOOR PLAN



Scale: N.T.S.



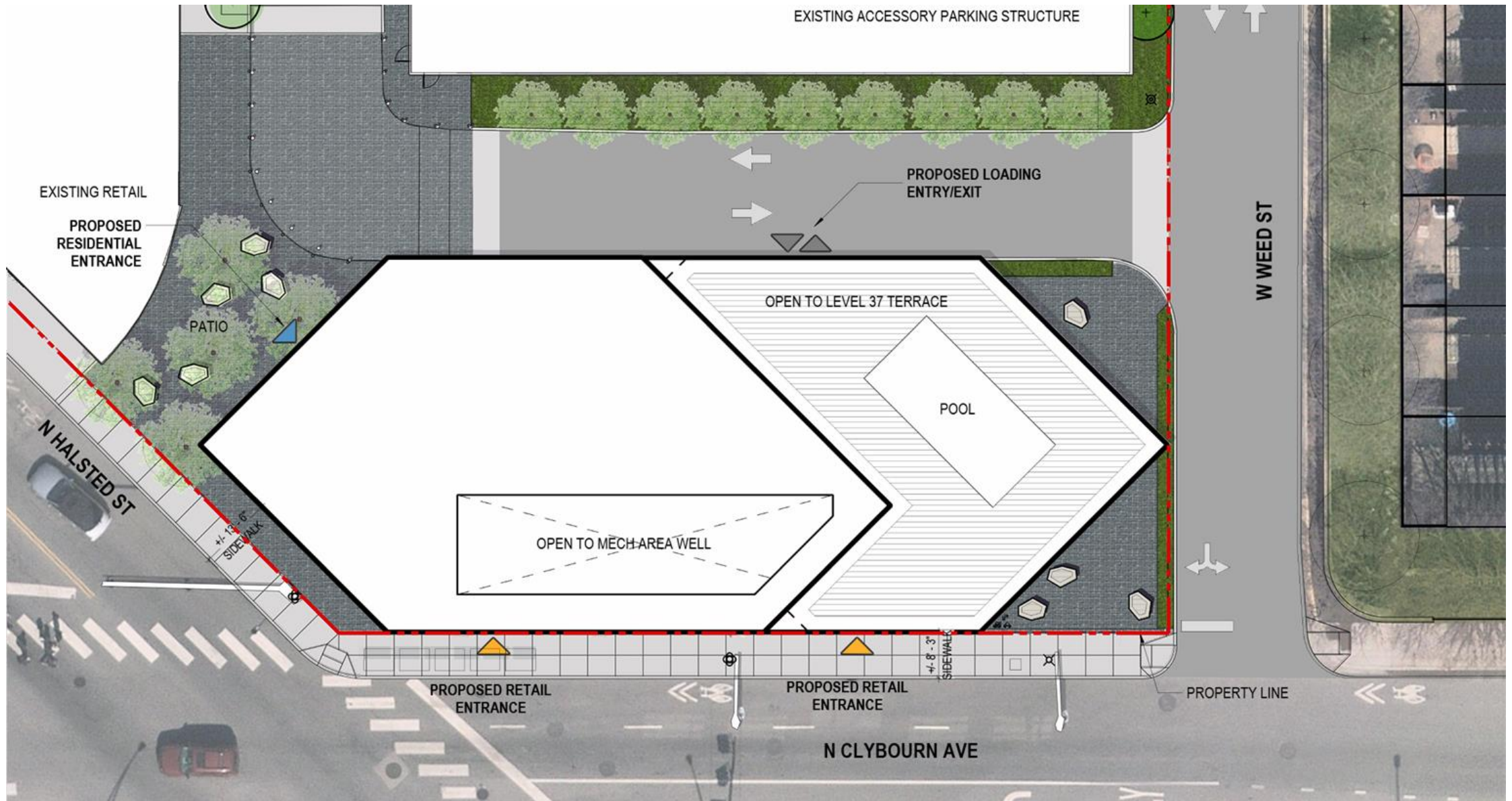
# TYPICAL FLOOR PLAN



Scale: N.T.S.



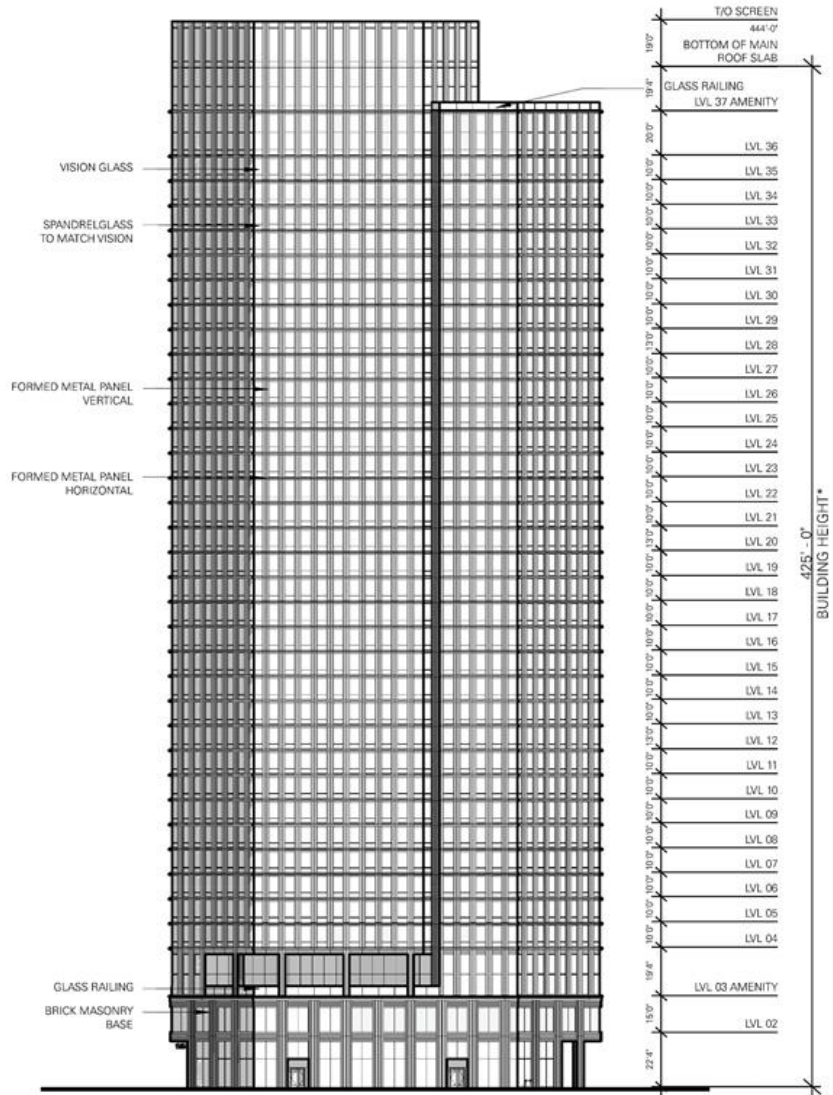
# LEVEL 37 FLOOR PLAN



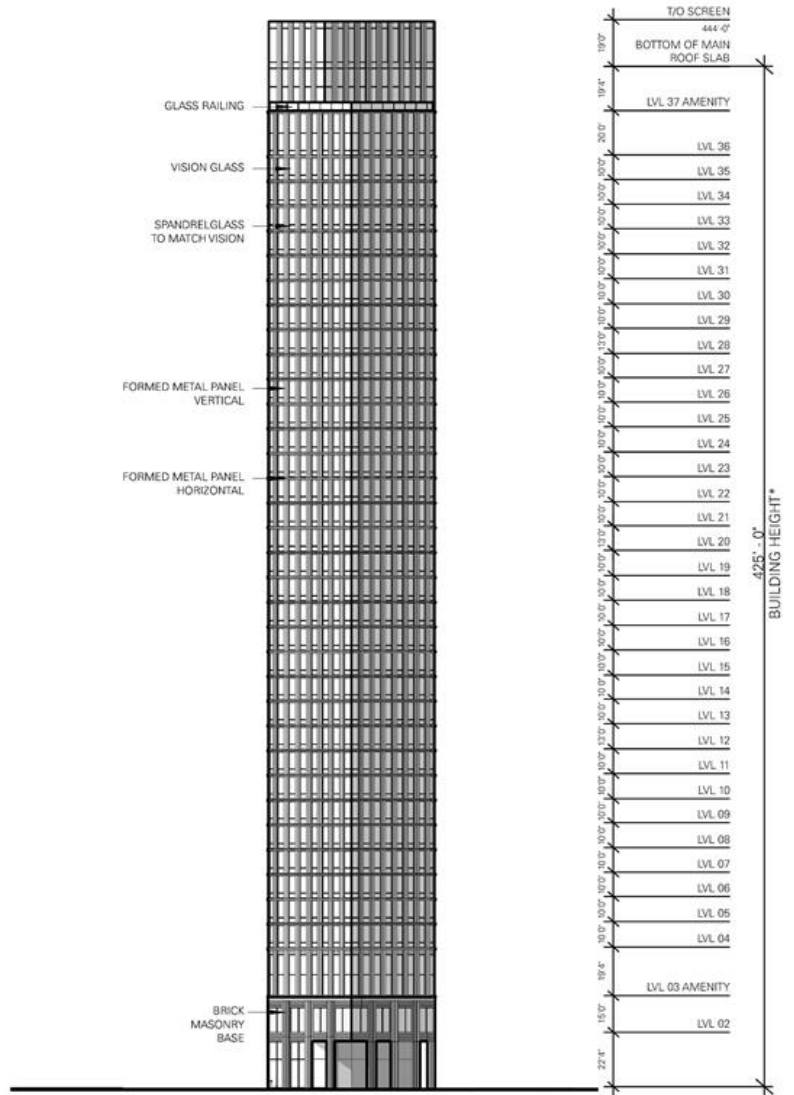
Scale: N.T.S.



# ROOF PLAN



**SOUTH ELEVATION**

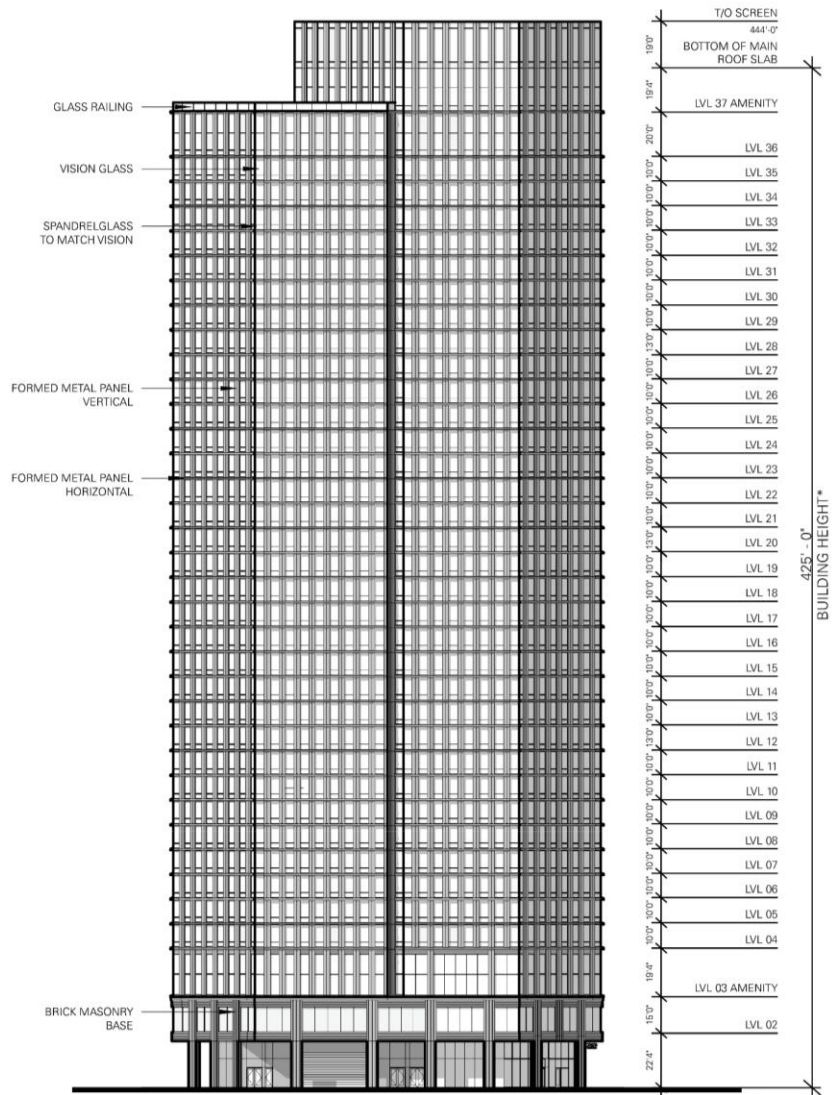


**EAST ELEVATION**

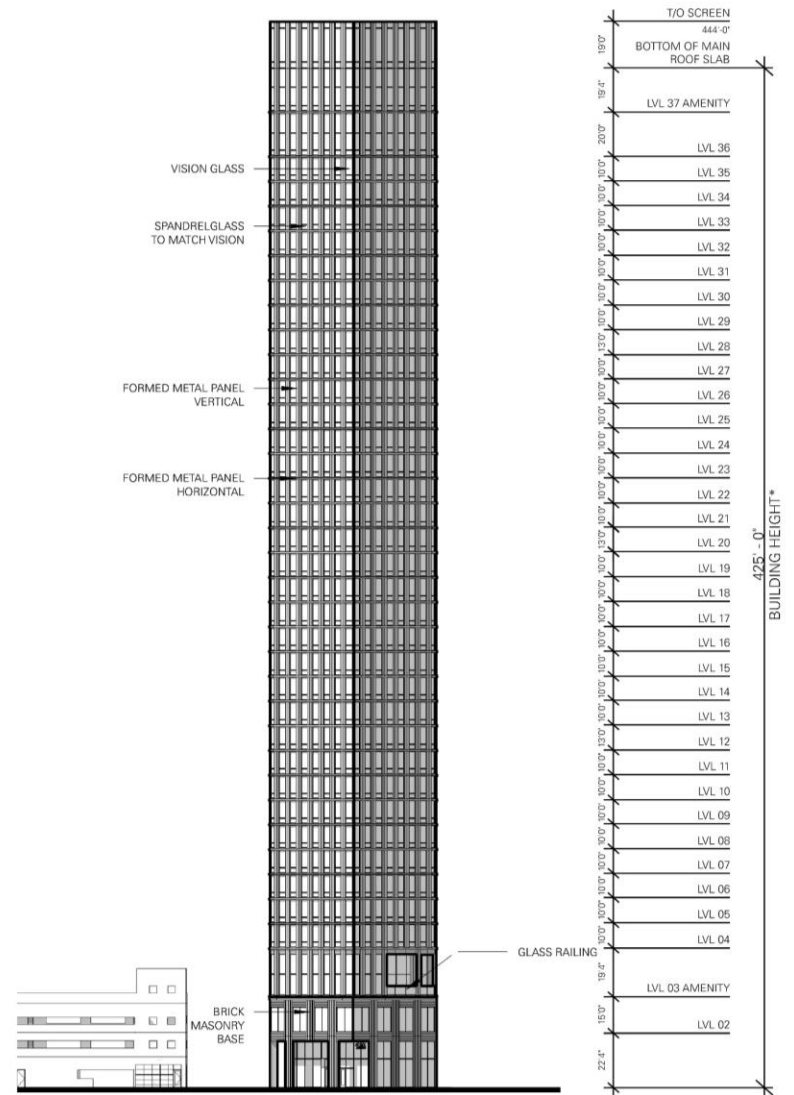
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**BUILDING ELEVATIONS**





**NORTH ELEVATION**

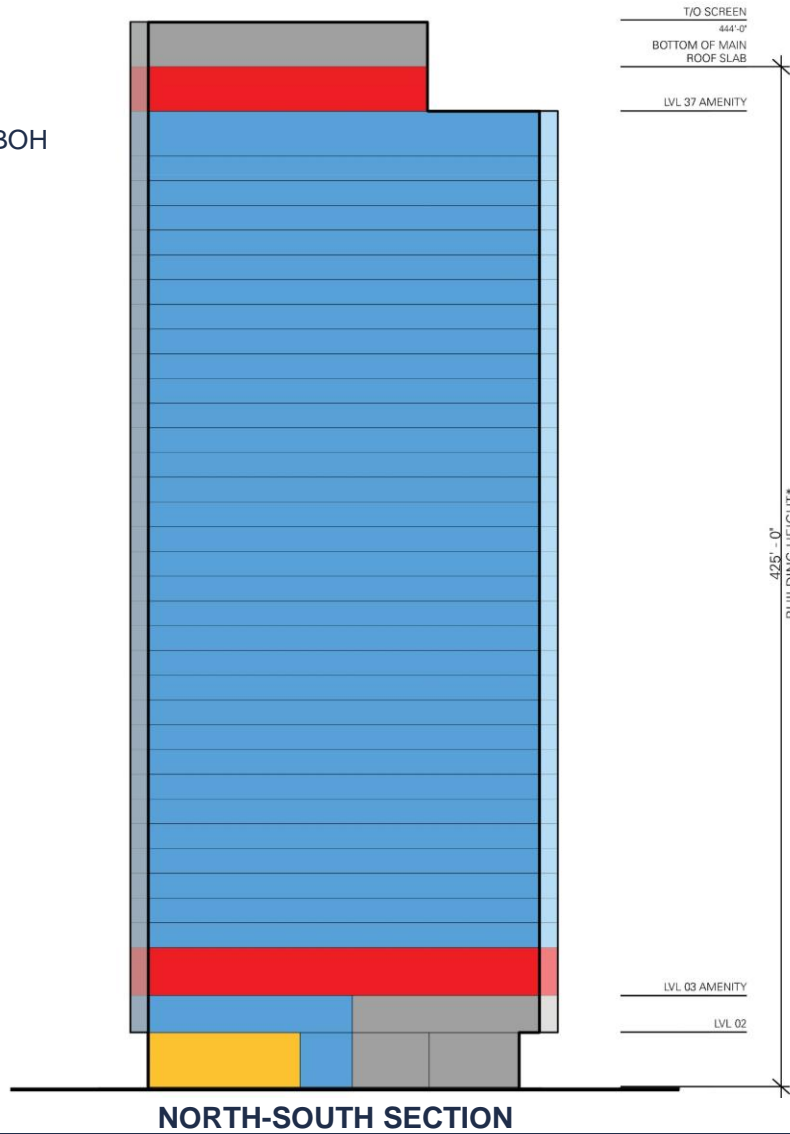


**WEST ELEVATION**

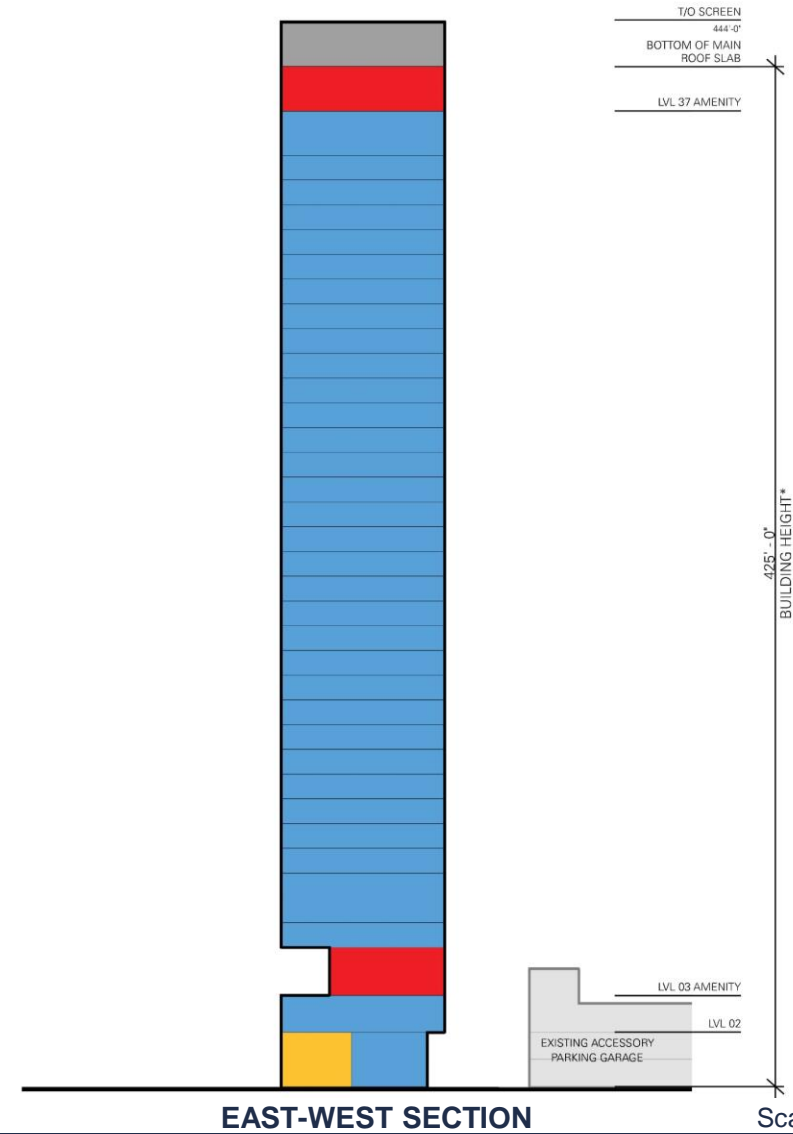
Scale: N.T.S.

**BUILDING ELEVATIONS**

- AMENITY
- RETAIL
- RESIDENTIAL
- MECHANICAL/BOH
- PARKING



**NORTH-SOUTH SECTION**



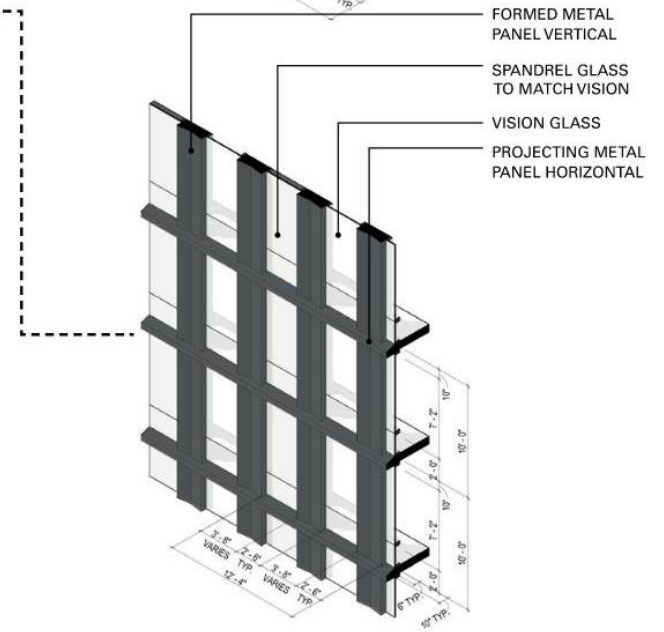
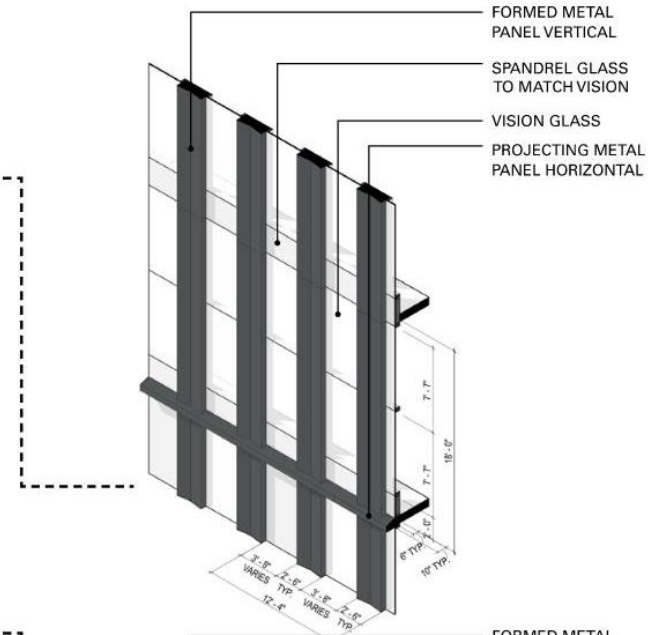
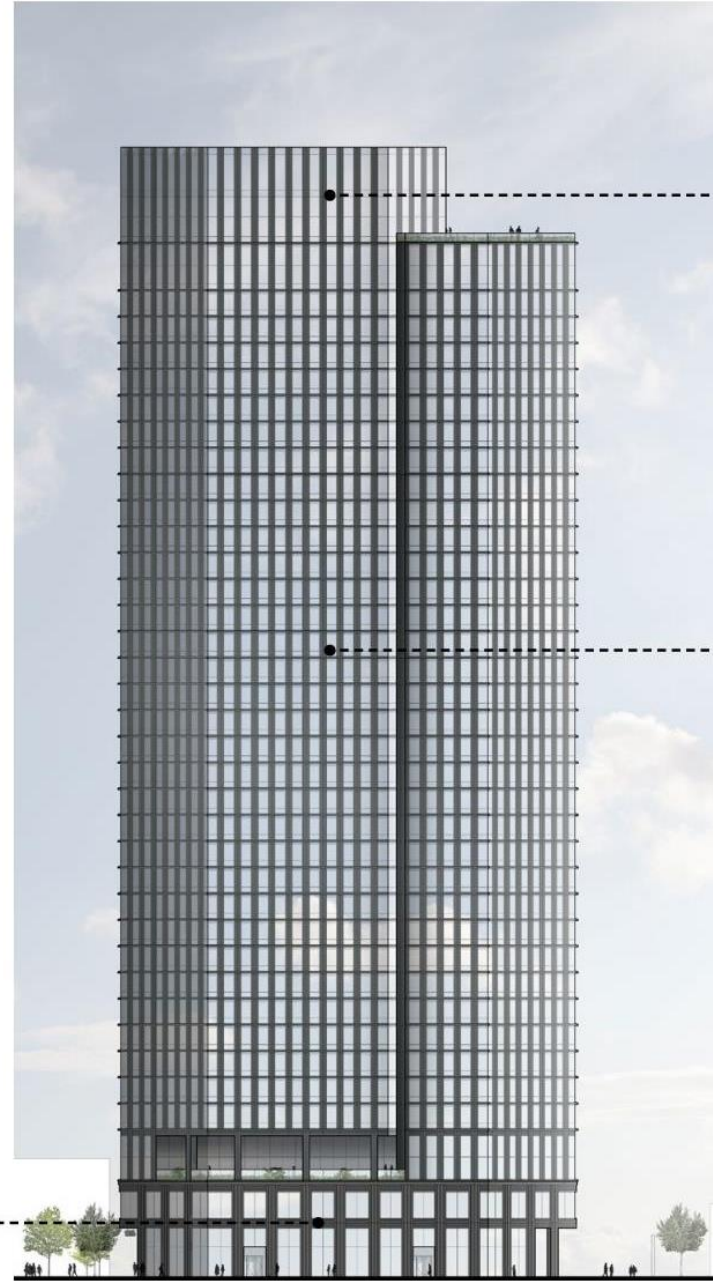
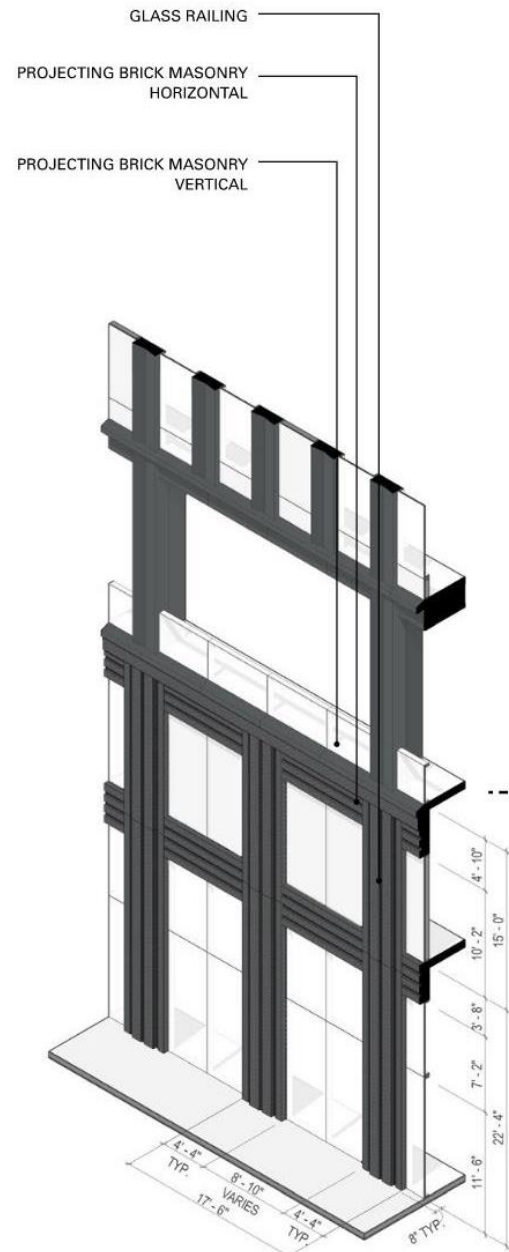
**EAST-WEST SECTION**

Scale: N.T.S.

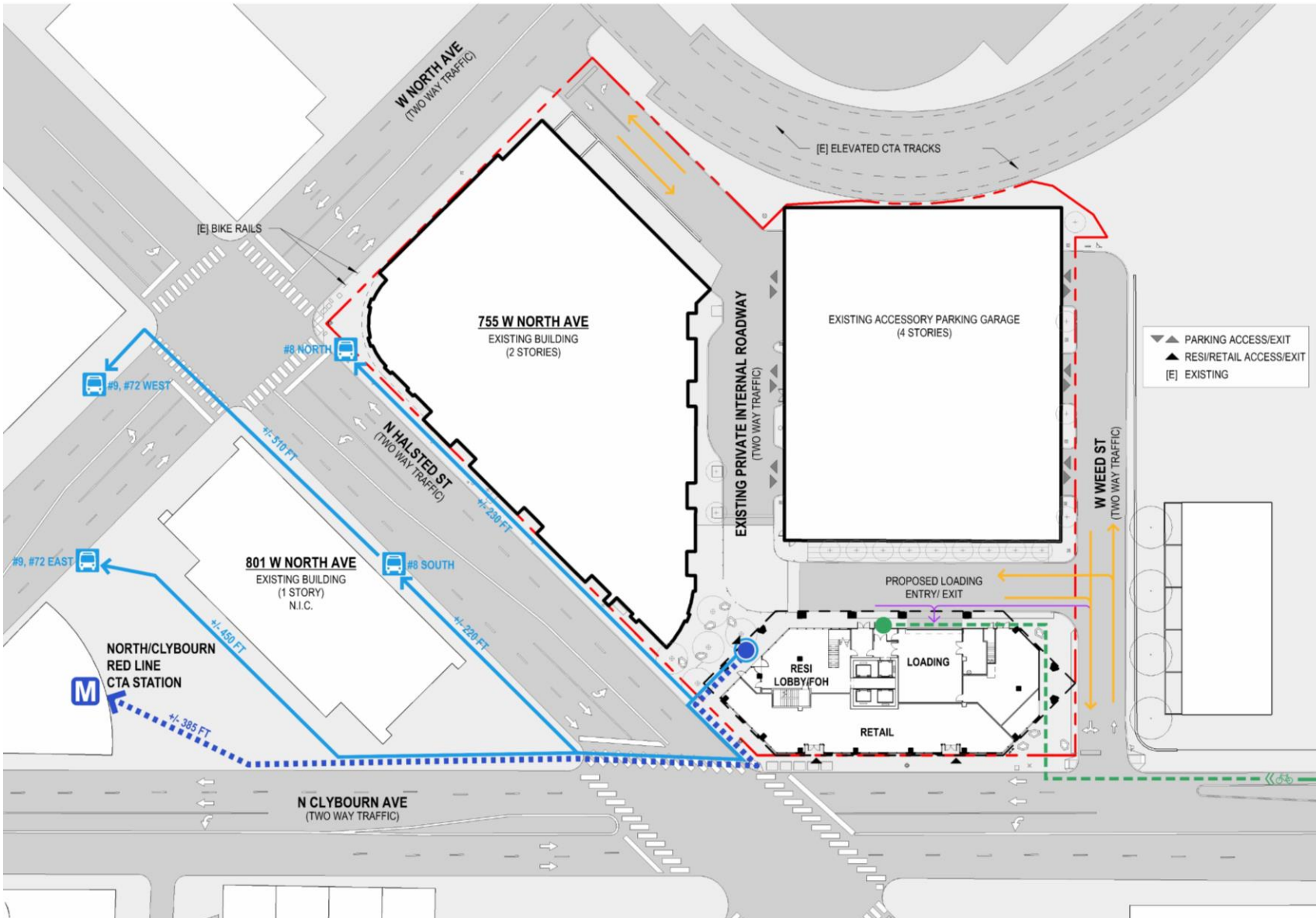
# BUILDING SECTIONS



**OVERALL BUILDING – VIEW FROM SOUTHEAST**



# FAÇADE SECTIONS



## 17-8-0904 Transportation, Traffic Circulation and Parking:

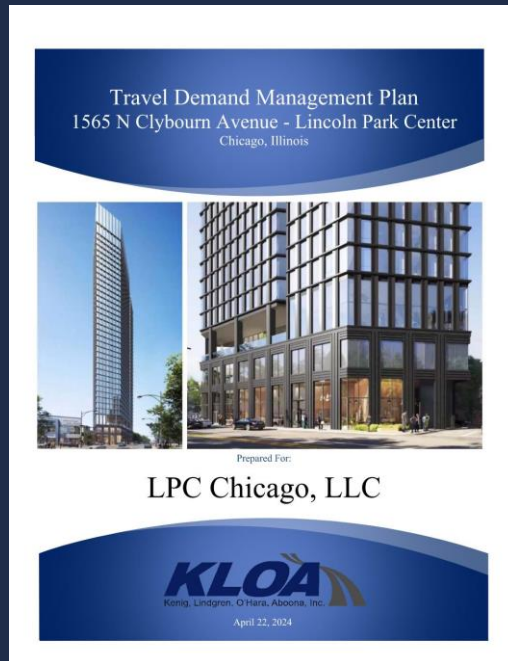
- Promote the safe and efficient circulation of pedestrians, cyclists and motor vehicles
- Promote transit, pedestrian and bicycle use
- Ensure accessibility for persons with disabilities
- Minimize conflict with existing traffic patterns in the vicinity
- Minimize and mitigate traffic congestion associated with the proposed development
- Provide safe and ample access for emergency and delivery vehicles, while minimizing the adverse visual impact of vehicular service areas
- Provide adequate bicycle and vehicle parking, while minimizing the adverse visual impact of any off-street parking areas.

Scale: N.T.S.



## TRAFFIC STUDY RECOMMENDATIONS AND MITIGATION

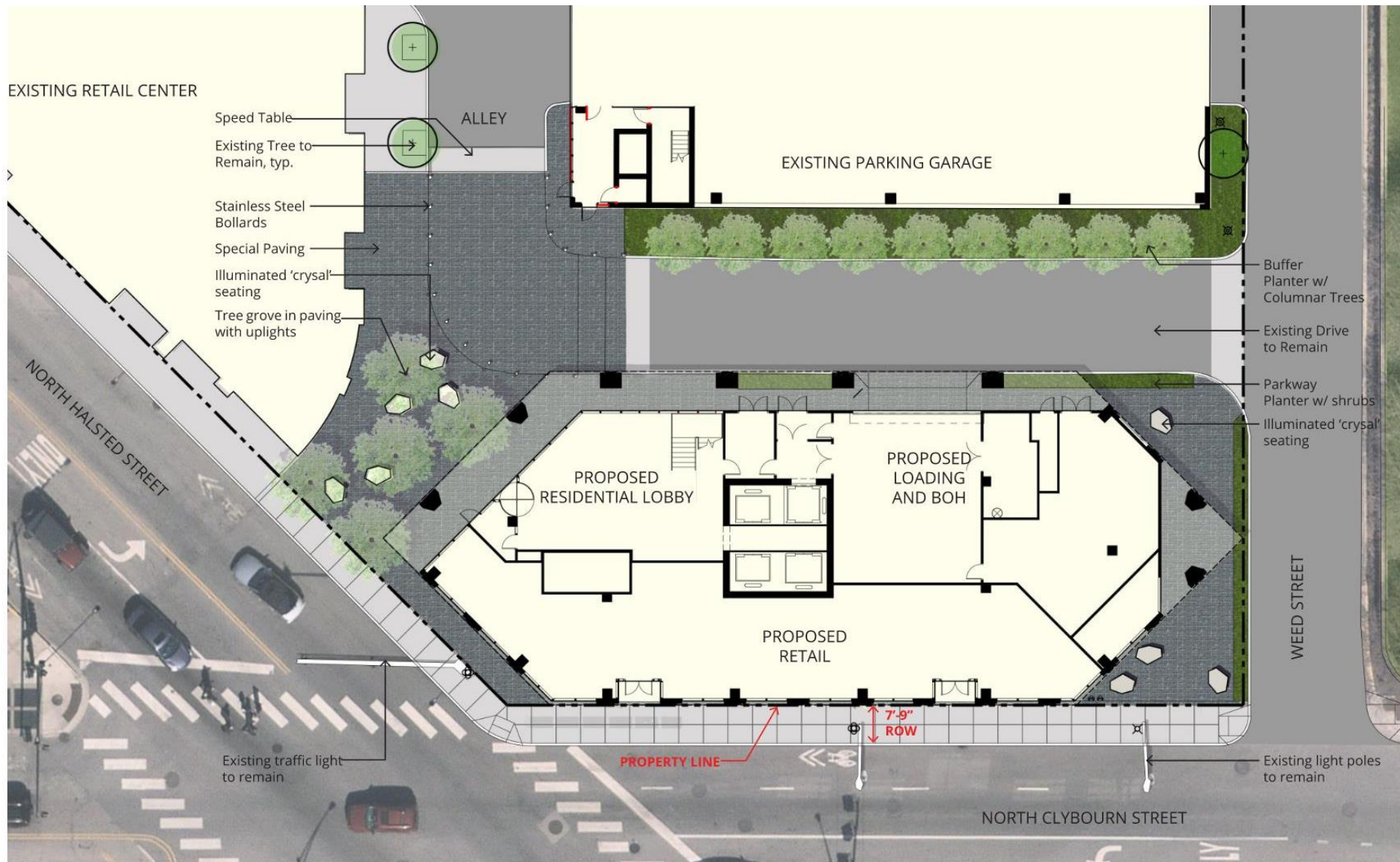
- Given the location of the site within an urban area and its proximity to alternative modes of transportation, the number of generated trips will be reduced as a result of the change of use.
- The site currently generates trips attributed to non-accessory public parking (monthly leased spaces) which will be eliminated resulting in a decrease in existing trips.
- Overall, the study area intersections have sufficient reserve capacity to accommodate the limited volume of traffic anticipated to be generated by the proposed development.
- The existing access system, including the full-movement access drive on Clybourn, will continue to provide the site with efficient and flexible access.
- The proposed building will be served by the existing parking garage and will not increase the parking supply of Lincoln Park Center. The parking garage will no longer provide monthly leased parking.
- To further minimize the impact of the development, foster alternative modes of transportation, a variety of travel demand management strategies will be considered in collaboration with CDOT.





## 17-8-0905 & 06 Pedestrian-Orientation & Urban Design

1. **17-8-0905-A. PEDESTRIAN INTEREST, SAFETY AND COMFORT**
  - A.1 Create safe and attractive walkways and pedestrian routes
  - A.4 Emphasize building entries through architecture and design
2. **17-8-0905-B. BUILDING FEATURES**
  - B.2 Primary pedestrian entrances located at sidewalk level
  - B.3 Active uses such as retail and residential employed to ensure active uses at sidewalk level.
  - B.5 Views of indoor commercial space at grade-level retail
3. **17-8-0906-B. BUILDING ORIENTATION AND MASSING**
  - B.1 Active “street or building walls” lining the sidewalk
  - B.4 Hold and give prominence to the corner



The vision for the outdoor space at 1565 N Clybourn is to envelop the architecture in a sophisticated and verdant public plaza that acts as a **porch**, a **portal**, and a **passageway**. Located adjacent to the popular North and Clybourn train station and the Halsted and Clybourn intersection, the outdoor space will be an urban oasis where visitors can decompress. Picking up on the unique crystalline shape of the architecture, a series of playful illuminated seating elements add a sense of whimsy and wonder, inviting the passerby to pause.

**Porch** - the plaza wrapping the building transitions from typical sidewalk to upgraded paving; a clear signal that visitors have entered a new realm. Within this building envelope enriched by seating and plantings, people are invited to be both *a part of* and *apart from* the busy street life. The space creates a welcoming sense of arrival; an urban porch.

**Portal** - The primary plaza space connects the new building to the adjacent existing retail, creating a portal that allows pedestrians to easily navigate from the train stop through the site. A curbside drop-off condition prioritizes the pedestrian connection to the parking garage.

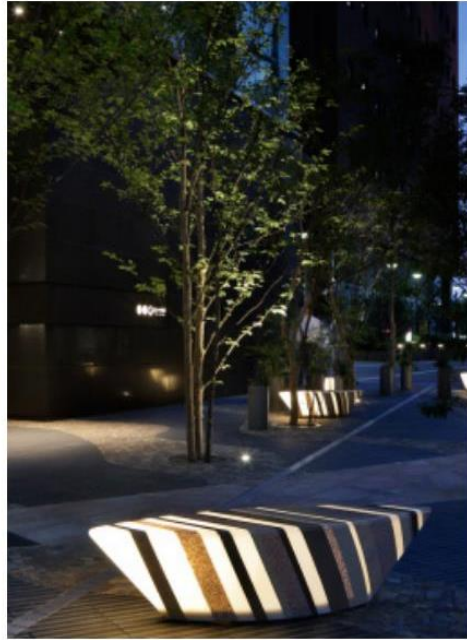
**Passageway** - the site is designed to create an attractive setting for both pedestrians and vehicles to move safely. Sidewalks around the east and north sides of the building are lined with planted buffers, the driveway uses a row of columnar trees to soften the presence of the adjacent parking garage, and the plaza uses a grove in place of the existing metal structure to provide a canopy of dappled green.

CONFLUENCE



OPEN SPACE + LANDSCAPING





CONFLUENCE

PRECEDENTS

OPEN SPACE + LANDSCAPING



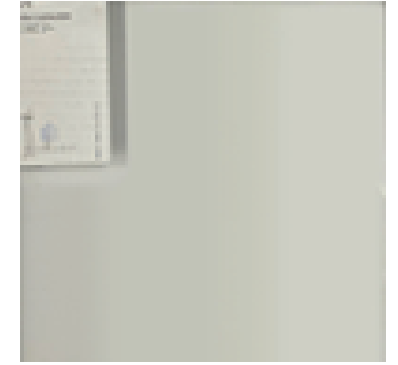
**VISION GLASS**  
5/16" OUTER LITE  
W/ LOW E-COATING



**SPANDREL GLASS**  
5/16" OUTER LITE  
W/ LOW E-COATING & OPAQUE COATING  
AT INNER LITE



**ULTRA CLEAR VISION GLASS**  
5/16" OUTER LITE  
LOW-IRON GLASS



**LAMINATED VISION GLASS**



**STANDARD MODULAR BRICK**



**PAINTED METAL**  
MICA FINISH



**STONE BASE**  
1 1/4" GRANITE

## Sustainability Strategy:

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## Point Value:

- Certification: GBI Green Globes – Three Globes 80 Pts
  - Transportation: 7.5 EV Charging Station 10 Pts
  - Solid Waste: 8.1 80% Waste Diversion 10 Pts
- 

Total Points:

100 Pts

\* Per Chicago Sustainable Development Policy - 2017; 100 points required for New Construction Planned Development (PD) Projects



SOURCE: <https://www.mysuezwater.com>

- Stormwater Management is designed to comply with Chapter 11-18 Stormwater Management of the Municipal Code of Chicago and The Department of Water Management 2016 Regulations for Sewer Construction and Stormwater Management.
- The site will meet or exceed the Rate Control, Volume Control, Erosion and Sediment Control, and Operation and Maintenance requirements set forth in the referenced documents through the use of underground detention and stormwater Best Management Practices (BMP's).
- The site will release stormwater at a rate consistent with the capacity of the City's sewer system, retain runoff as possible to reduce hydrologic modification effects of new development, and control construction erosion and sedimentation impacts generated from construction activities.



AFFORDABLE REQUIREMENTS ORDINANCE

Summary							
unit type	market rate			ARO			affordable v. market square footage*
	how many?	% of total	avg. square footage	how many?*	% of total	avg. square footage	
studio	79	25%	541	20	25%	448	91.9%
one-bed	212	67%	684	52	66%	583	85.3%
two-bed	26	8%	1,042	7	9%	996	95.6%
three-bed	0	#VALUE!	#DIV/0!	0	#VALUE!	#DIV/0!	#DIV/0!
four-bed	0	#VALUE!	#DIV/0!	0	#VALUE!	#DIV/0!	#DIV/0!

Affordable Units								
Unit Type	30% AMI	40% AMI	50% AMI	60% AMI	70% AMI	80% AMI	Total Units	AMI Weighted Average
Studio	-	-	-	-	-	20	20	80.00%
1 bed	19	7	0	0	0	26	52	56.36%
2 bed	7	0	0	0	0	0	7	30.00%
3 bed	-	-	-	-	-	-	-	00.00%
4 bed	-	-	-	-	-	-	-	0.00%
<b>Total</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>79</b>	<b>60.00%</b>

- 79 Affordable Units (20% of 396 Total Units) – ARO obligation
- Applicant is proposing to provide 79 affordable units on-site
- Units will be affordable to households at a weighted average of 60% of the Area Median Income
  - 46 Units at 80% AMI
  - 7 Units at 40% AMI
  - 26 Units at 30% AMI

## MBE/WBE Strategy:

- The project is targeting 26% MBE, 6% WBE, and 50% local workforce
- LPC Chicago will work with local stakeholders to invite MBE, WBE, and local Chicago builders to bid on the project.
- Contractor associations have been notified about the project
- LPC Chicago to seek technical support to increase participation

## Project Facts

- Project cost: \$175 million
- ~500 construction jobs
- 14 permanent PT jobs



A diverse, skilled and dedicated workforce is an asset to every project.



**OVERALL BUILDING – VIEW FROM NORTHWEST**



# DPD Recommendations

The following is a list of recommendations from the DPD:

- The proposed development is in compliance with the Planned Development Standards and Guidelines (17-8-0900 & 17-13-0609-A)
- The proposal is in compliance with and is in general conformance with the North Branch Framework Plan (17-8-0903)
- The proposal promotes economically beneficial development patterns that are compatible with the character of existing neighborhood (17-8-0103)
- The proposal is designed to reinforce desirable urban features found within the surrounding area (17-8-0906-A-1)
- The proposal ensures a level of amenities appropriate to the nature and scale of the project (17-8-0104)
- By not adding to existing parking, the project promotes safe and efficient circulation of pedestrian, cyclists, and motor vehicles (17-8-0904-A-1)
- The project is designed to promote pedestrian interest, safety and comfort (17-8-0905-A)