



CHICAGO PLAN COMMISSION

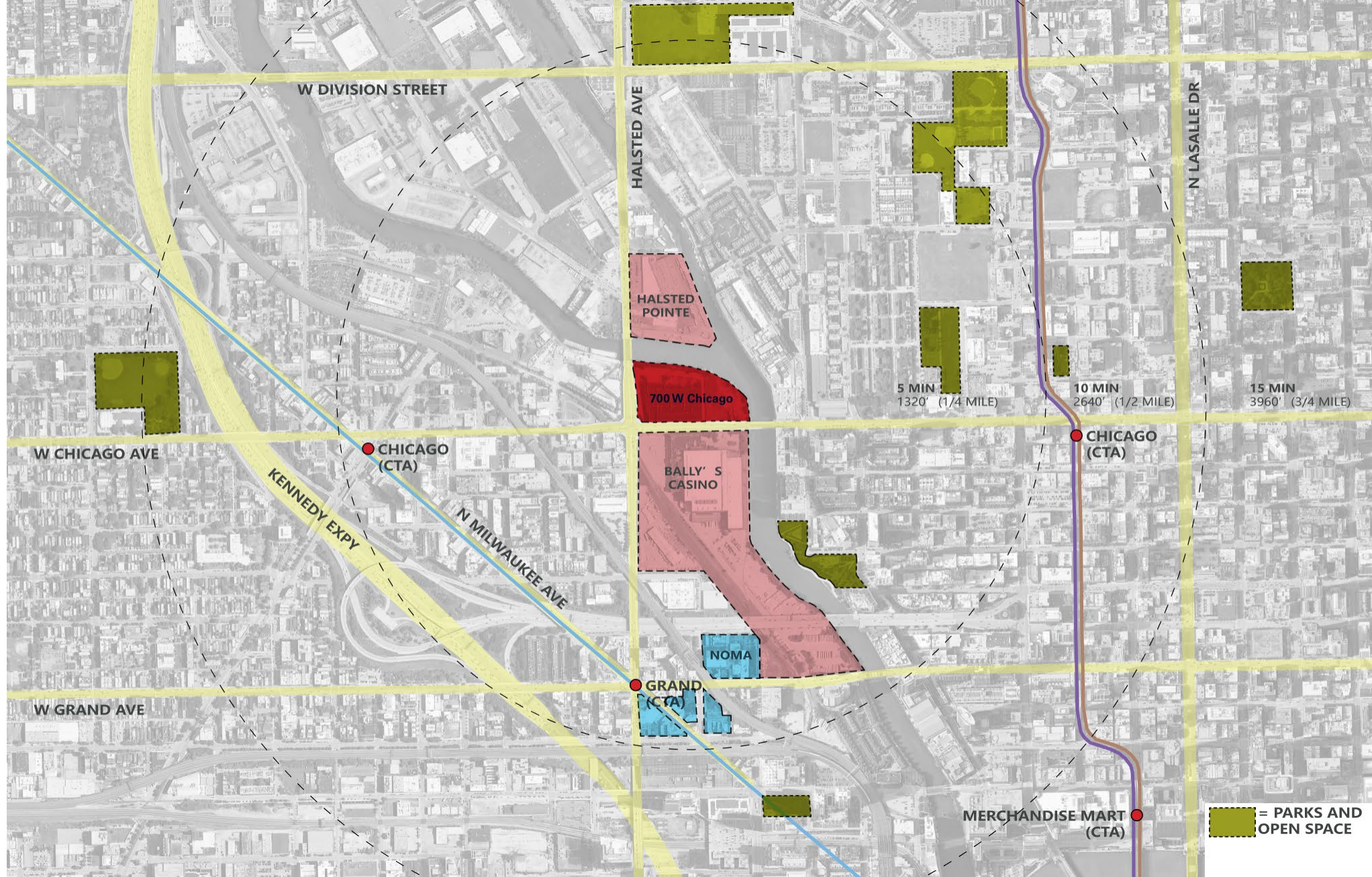
Department of Planning and Development

HALSTED LANDING

700 W. CHICAGO AVENUE (27th Ward)

ONNI GROUP

05/16/2024



SITE CONTEXT PLAN – PLANNED DEVELOPMENTS, OPEN SPACE, & PUBLIC TRANSPORTATION

Community Area Snapshot

COMMUNITY AREA INFORMATION* West Town

Demographics:

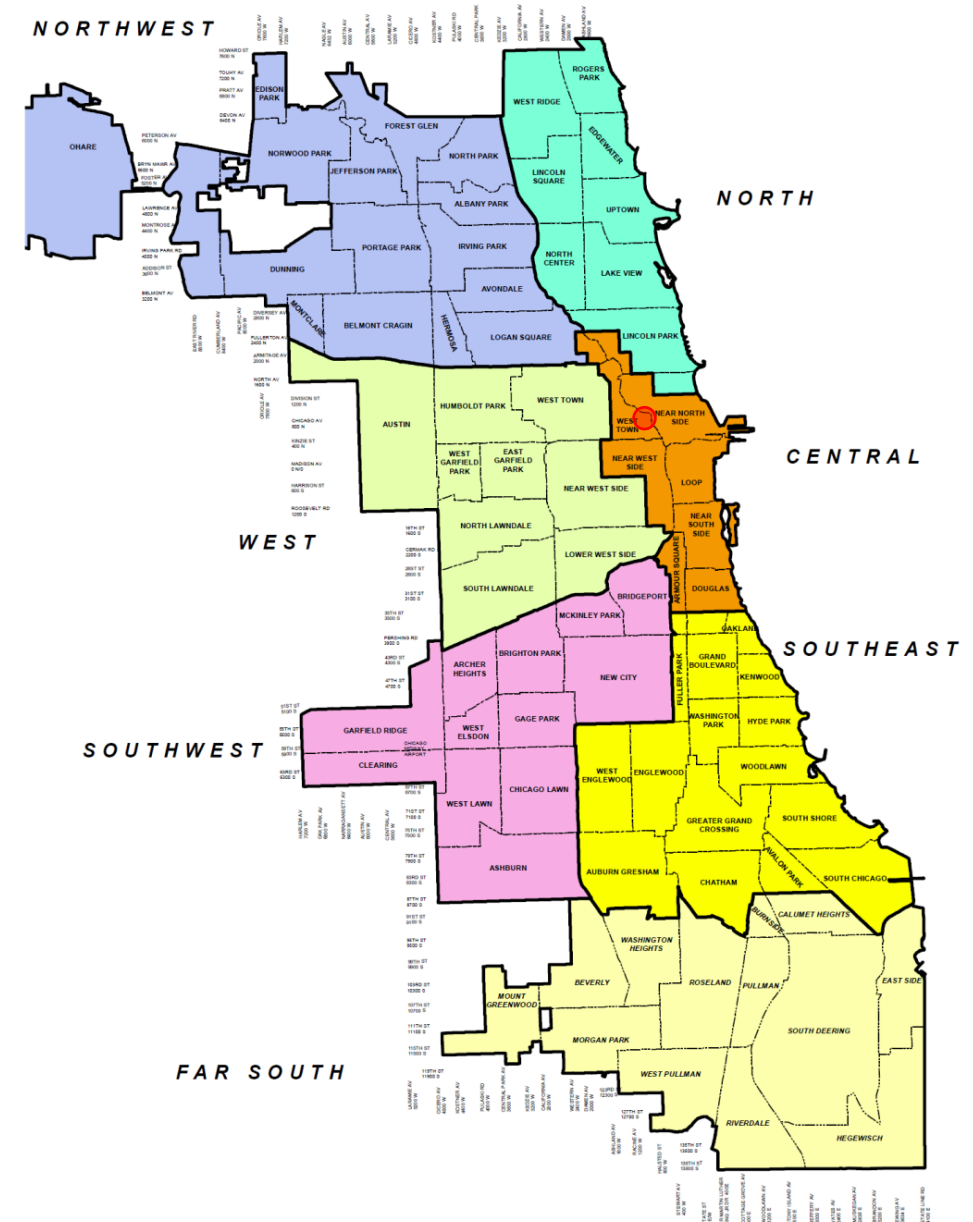
- 87,781 Total Population
- 44.8% of Residents Between Age 20-34
- 72.7% Bachelor's Degree or Higher
- \$118,293 Median Household Income
- 83% in Labor Force

Race & Ethnicity Data:

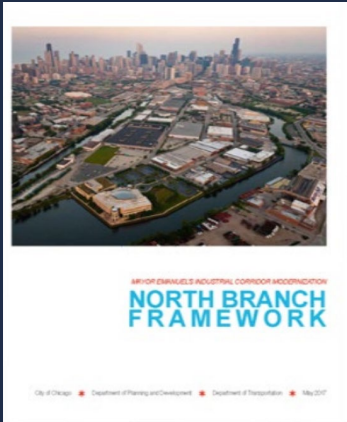
- 63.6% White (Non-Hispanic)
- 20.2% Hispanic or Latino (of Any Race)
- 6.6% Black (Non-Hispanic)
- 5.4% Asian (Non-Hispanic)
- 4.3% Other/Multiple Races (Non-Hispanic)

Land Use Data:

- 23.3% Multi-Family Residential
- 5.4% Commercial
- 36.7% Transportation and Other



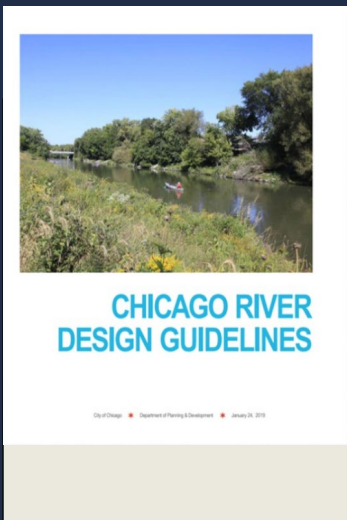
Planning Context



NORTH BRANCH FRAMEWORK PLAN (2017)

Identified Goals:

- Maintain the corridor as an economic engine and vital job center
- Provide better access for all transportation modes
- Enhance the area's unique natural and built environment



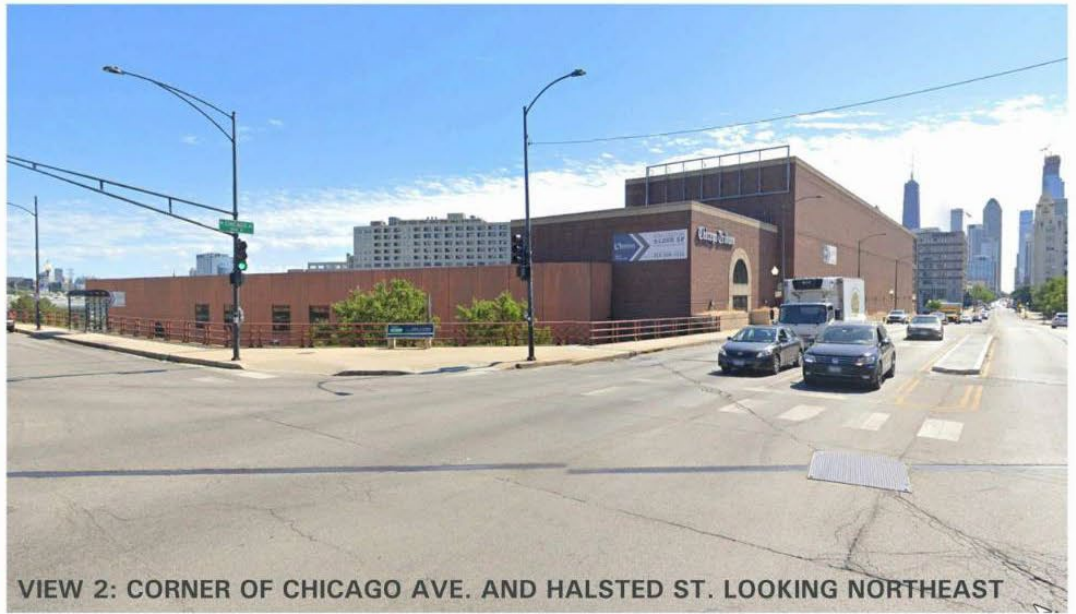
CHICAGO RIVER DESIGN GUIDELINES (2019)

Identified Goals and Applicability:

- Provide additional public open space and recreational opportunities
- Increase environmental awareness
- Planned Development process required within 100' of waterways
- Provide 30' setback from the river



VIEW 1: CHICAGO AVE. LOOKING NORTHWEST



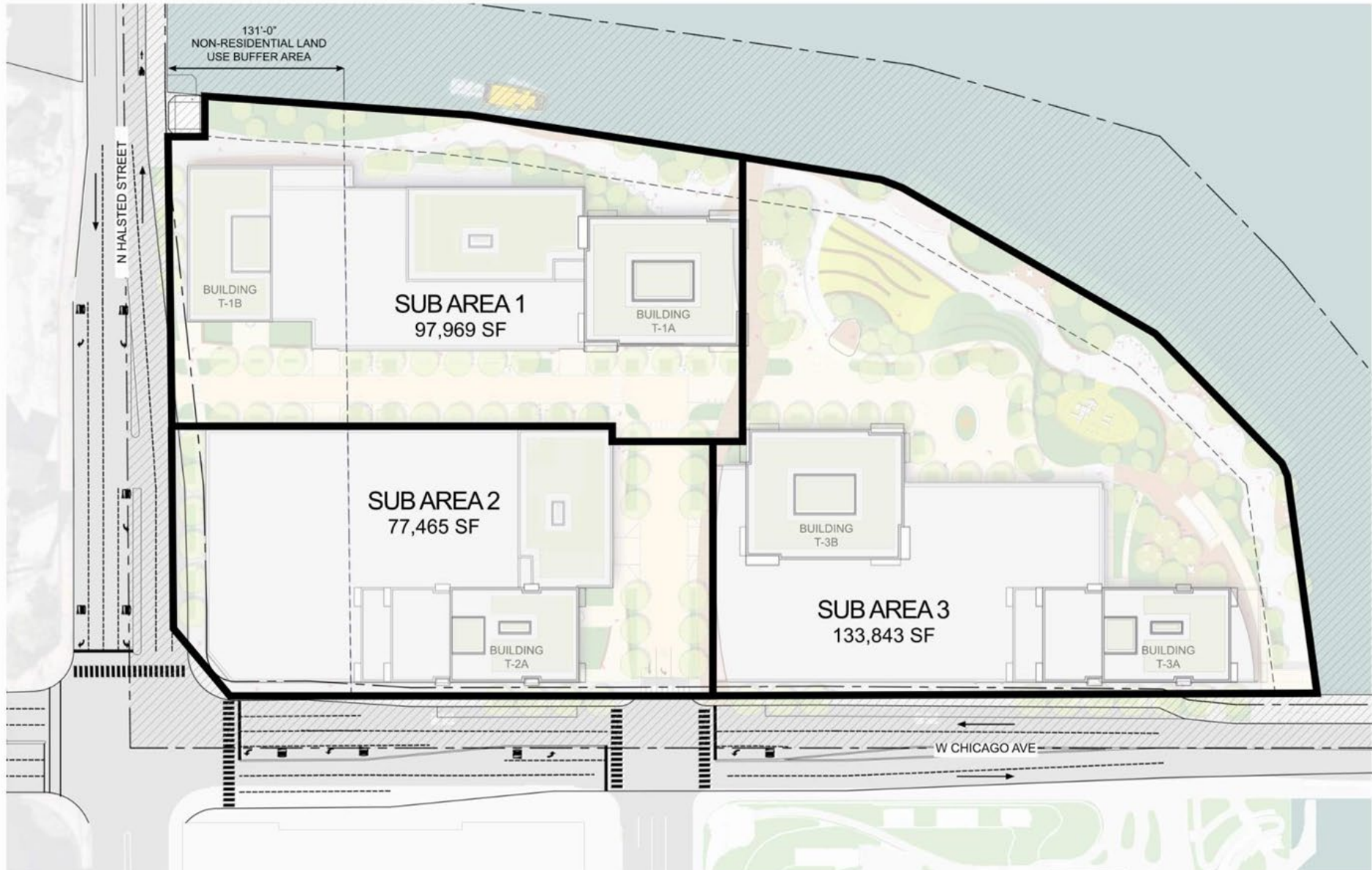
VIEW 2: CORNER OF CHICAGO AVE. AND HALSTED ST. LOOKING NORTHEAST



VIEW 3: HALSTED ST. LOOKING SOUTHEAST



EXISTING SITE CONDITIONS



SITE PLAN - SUB AREAS



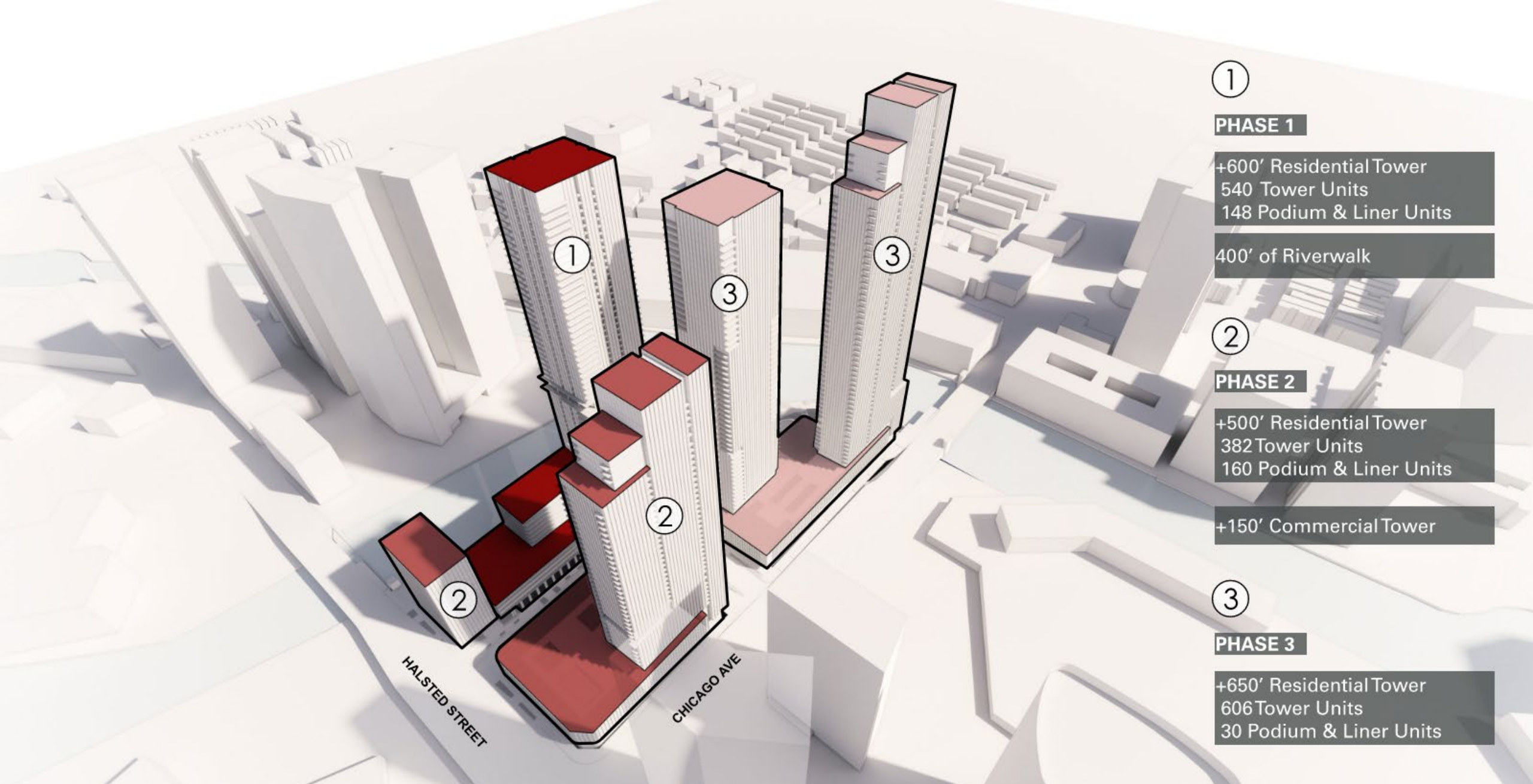
SITE PLAN - PHASE 1



SITE PLAN - PHASE 2



SITE PLAN - PHASE 3



①

PHASE 1

+600' Residential Tower
540 Tower Units
148 Podium & Liner Units

400' of Riverwalk

②

PHASE 2

+500' Residential Tower
382 Tower Units
160 Podium & Liner Units

+150' Commercial Tower

③

PHASE 3

+650' Residential Tower
606 Tower Units
30 Podium & Liner Units

HALSTED STREET

CHICAGO AVE

PLANNED DEVELOPMENT SUBAREA MASSING (FROM SOUTHWEST)



Project Timeline & Community Outreach

- January 2022 Work on Project Begins
- June 23rd, 2022 Initial DPD Concept Review
- Nov 22 - March 23 Multiple DPD Working Sessions
- April 18th, 2023 Intake Meeting
- July 19th, 2023 File PD Application
- September 14th, 2023 DPD Working Session
- October 3rd, 2023 River Ecology and Governance Task Force Meeting
- November 6th, 2023 Neighbors of River West Community Meeting
- November 13th, 2023 River North Residents Association Community Meeting
- December 12th, 2023 MOPD Pre-permit Meeting
- May 16th, 2024 Chicago Plan Commission



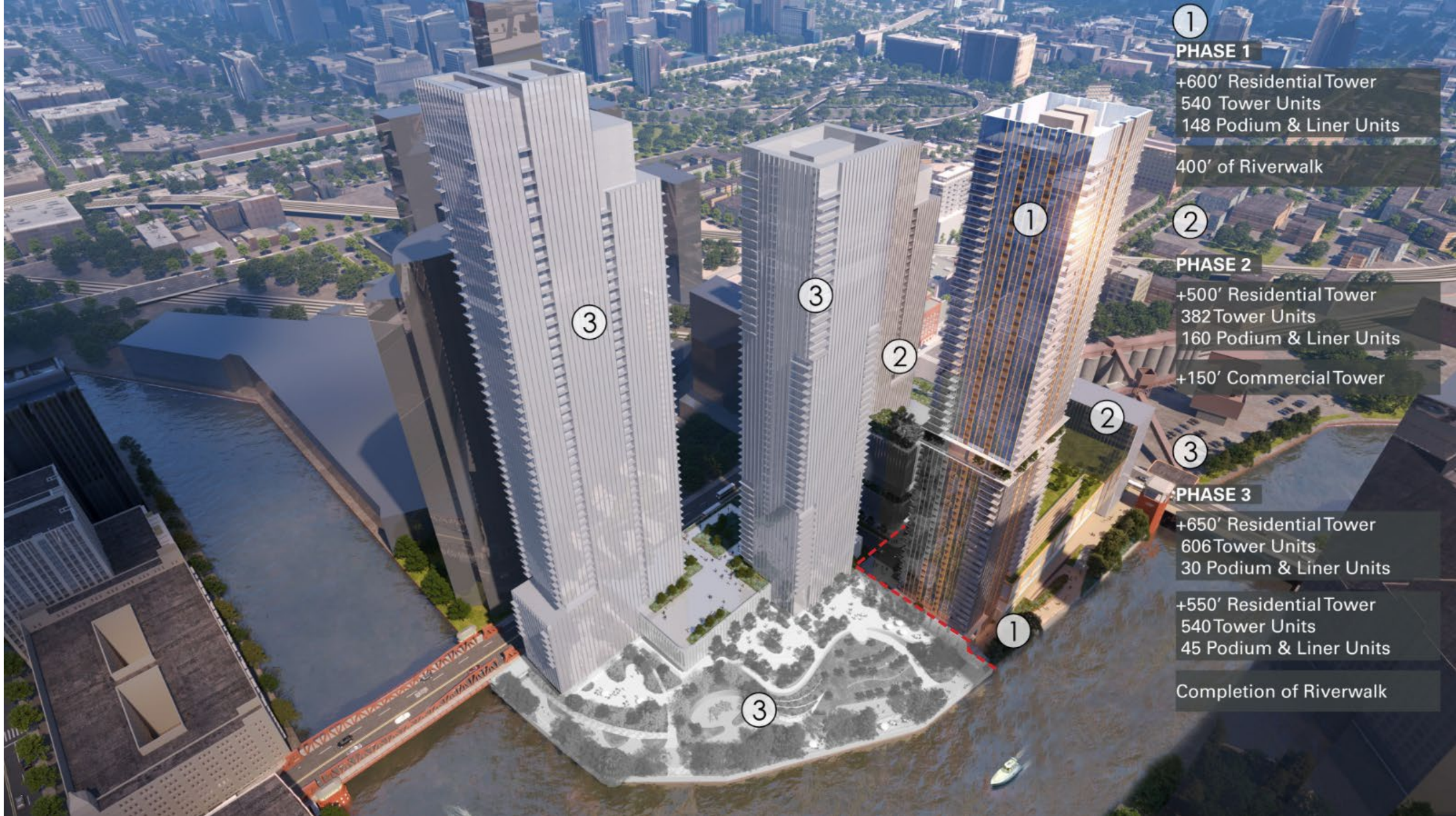
Development Modifications

Based on DPD & Community Discussions

- Revision of internal street layout to relate to city grid
- Revision of tower and podium locations
- Removal of Parking along Chicago & Halsted
- Enhanced Riverwalk Activation & Connectivity
- Addition of Public Elevator to Riverwalk at Phase 1
- Addition of ramp connection from Halsted to Riverwalk at Phase 1
- Potential Addition of Floating Wetlands
- Addition of ramp connection from Chicago Ave to Riverwalk at Phase 3
- Use of passive, green amphitheater instead of more formal structure
- Propose Divy station location & additional bike stands
- Revision of Phase 1 Podium Design
- Consider additional boat docks



EXISTING AERIAL VIEW FROM NORTHEAST

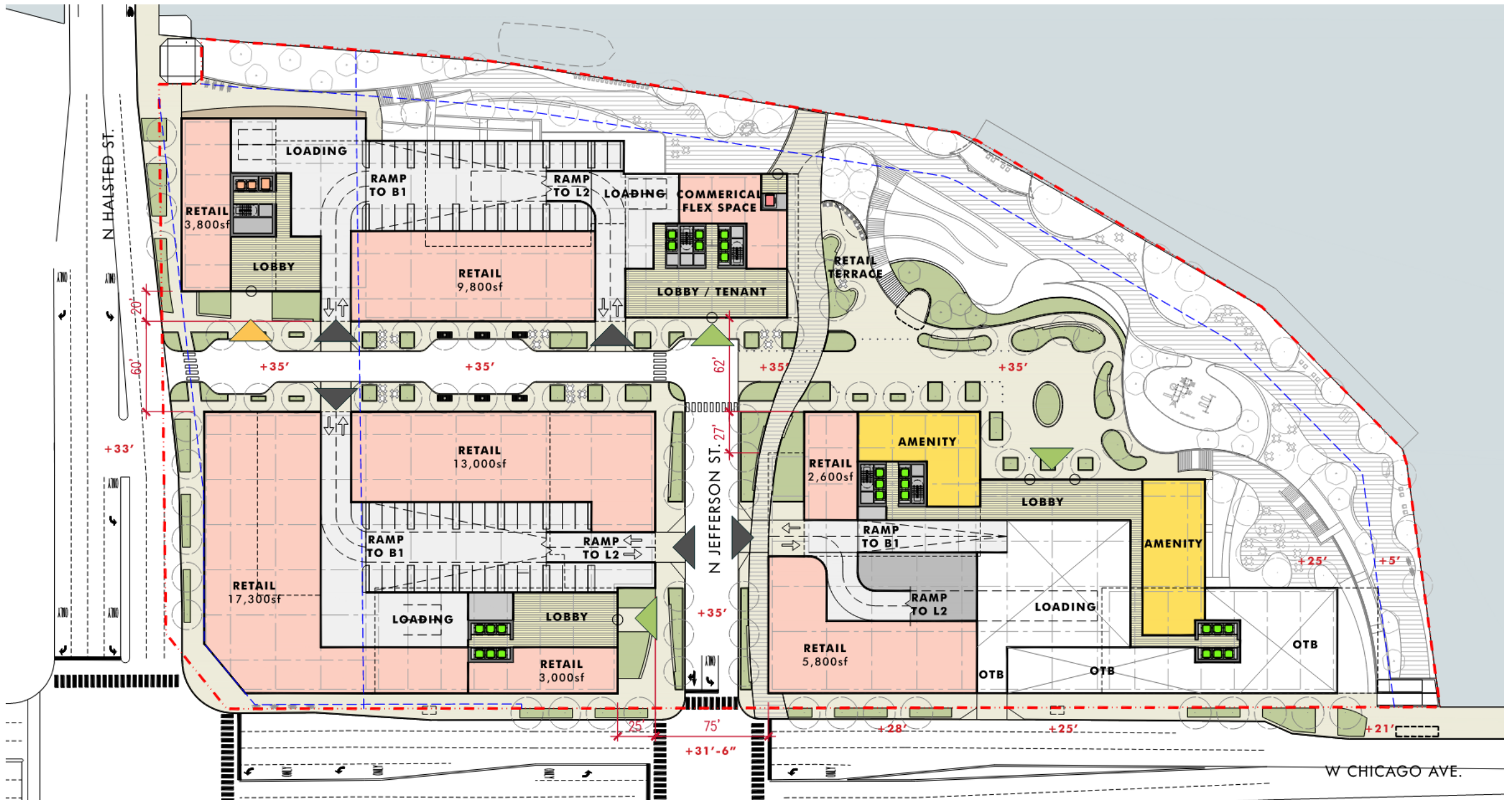


- 1**
PHASE 1
+600' Residential Tower
540 Tower Units
148 Podium & Liner Units
400' of Riverwalk
- 2**
PHASE 2
+500' Residential Tower
382 Tower Units
160 Podium & Liner Units
+150' Commercial Tower
- 3**
PHASE 3
+650' Residential Tower
606 Tower Units
30 Podium & Liner Units
+550' Residential Tower
540 Tower Units
45 Podium & Liner Units
Completion of Riverwalk

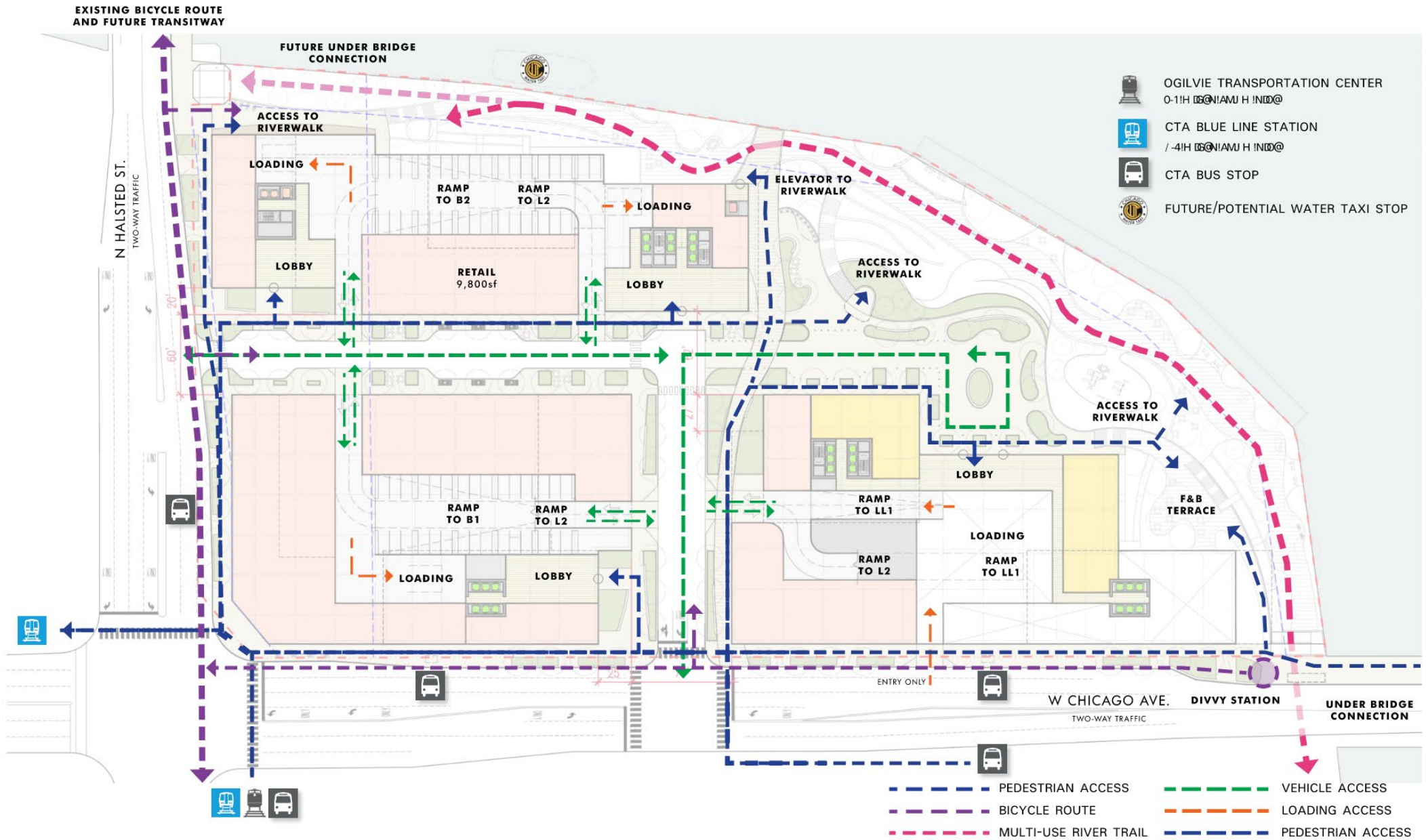
PROPOSED AERIAL VIEW FROM NORTHEAST



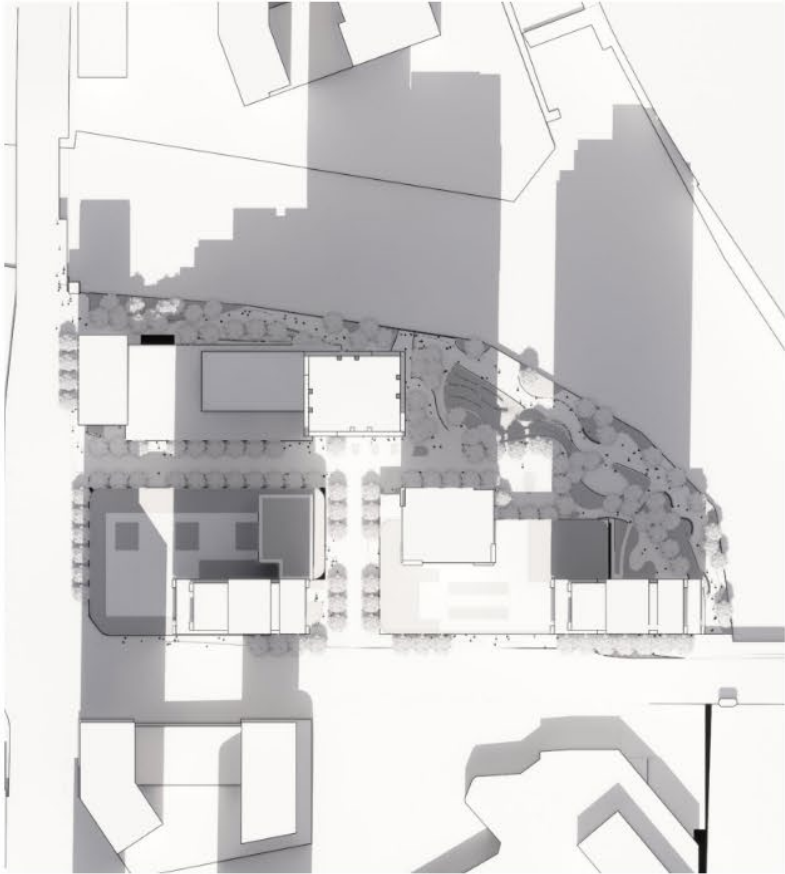
MASTER PLAN



MASTER PLAN – LEVEL 01



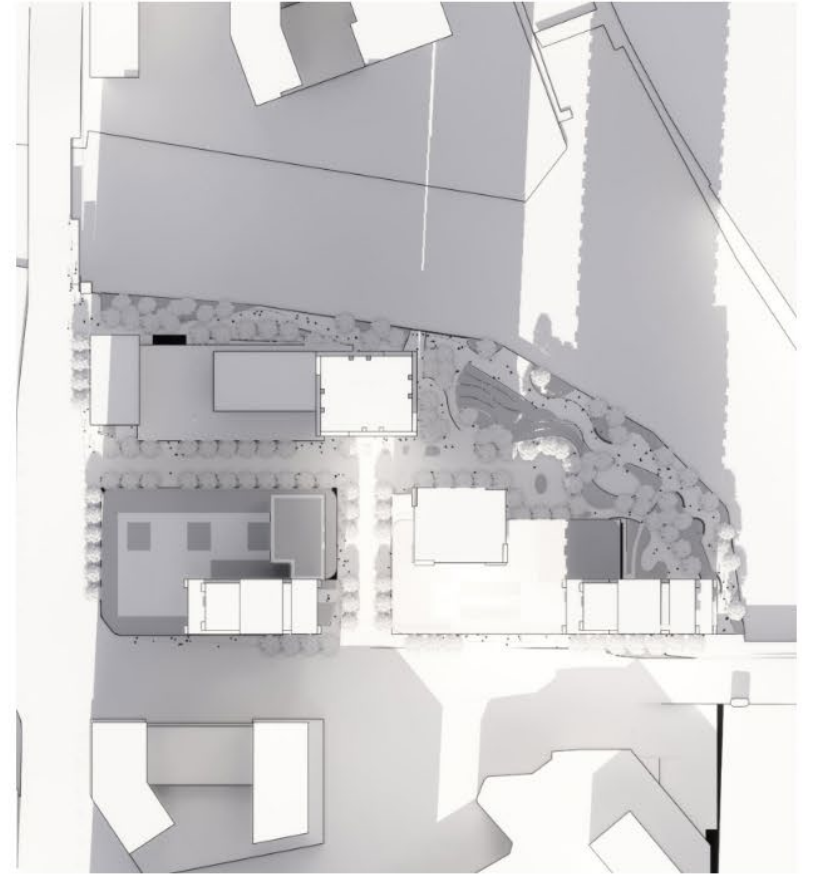
MASTER PLAN – ACCESS DIAGRAM



MARCH 21 (12:00PM)



JUNE 21 (12:00PM)



DECEMBER 21 (12:00PM)

MASTER PLAN – SHADOW ANALYSIS



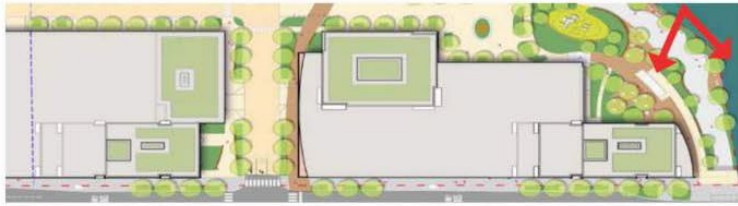
MASTER PLAN - LANDSCAPE

OVERALL LANDSCAPE PERSPECTIVE



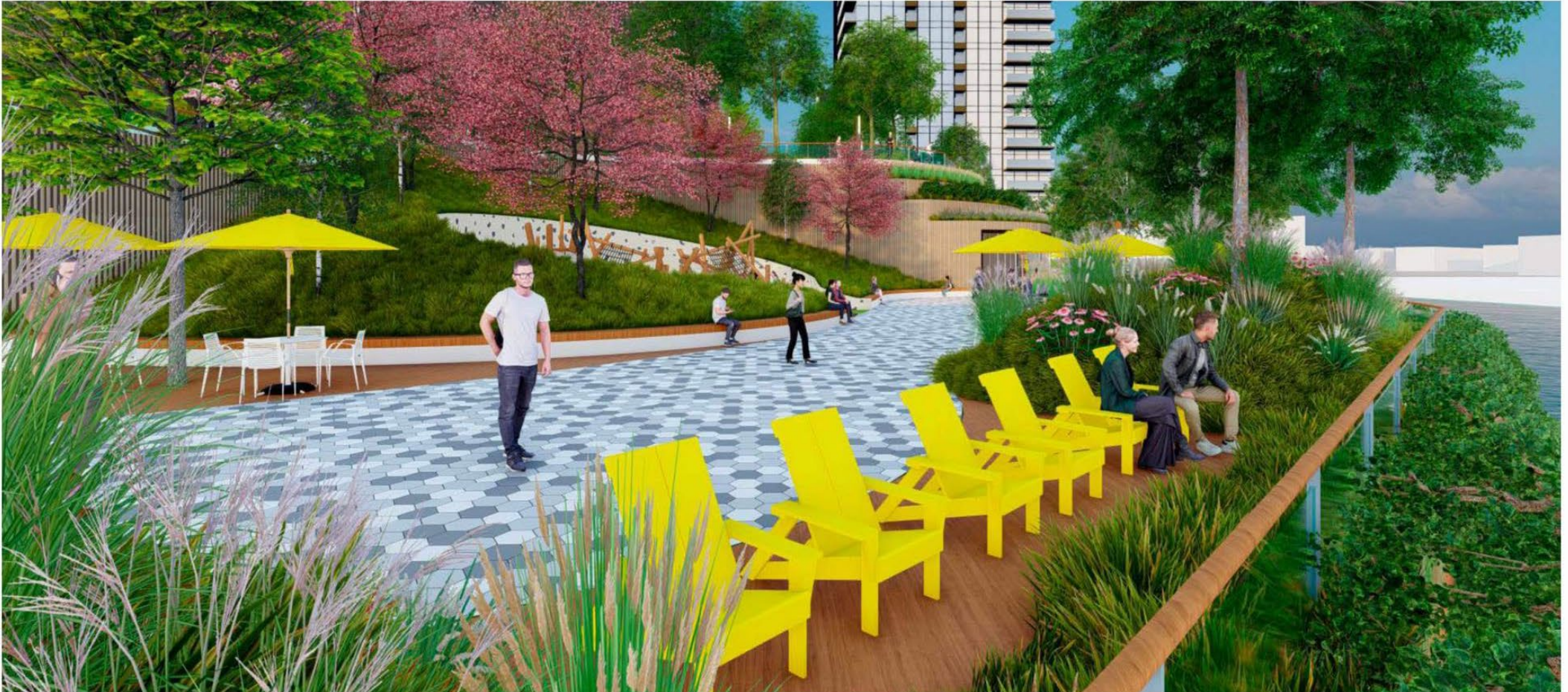
MASTER PLAN - LANDSCAPE AERIAL FROM NORTHEAST

LANDSCAPE PERSPECTIVE LOOKING SOUTHEAST



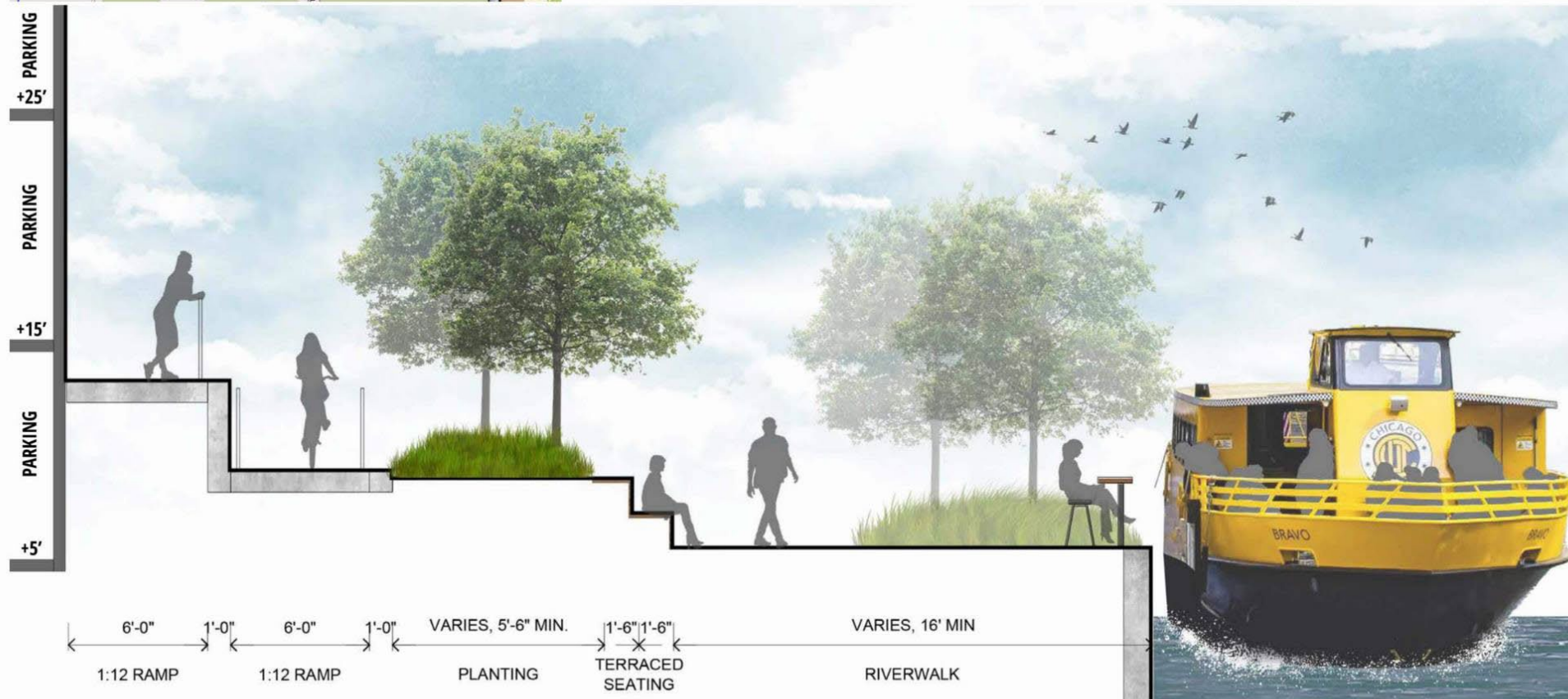
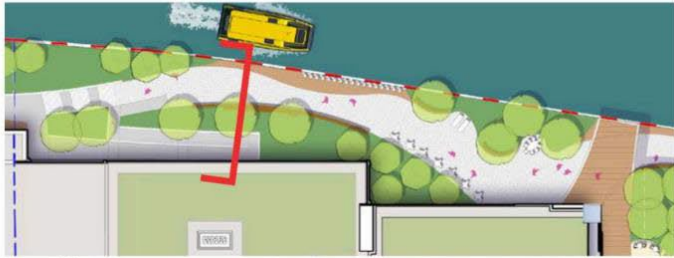
MASTER PLAN - LANDSCAPE AERIAL FROM NORTHEAST

PERSPECTIVE AT RIVERWALK LOOKING WEST



MASTER PLAN - LANDSCAPE VIEW FROM RIVERWALK

SECTION AT WEST RIVERWALK



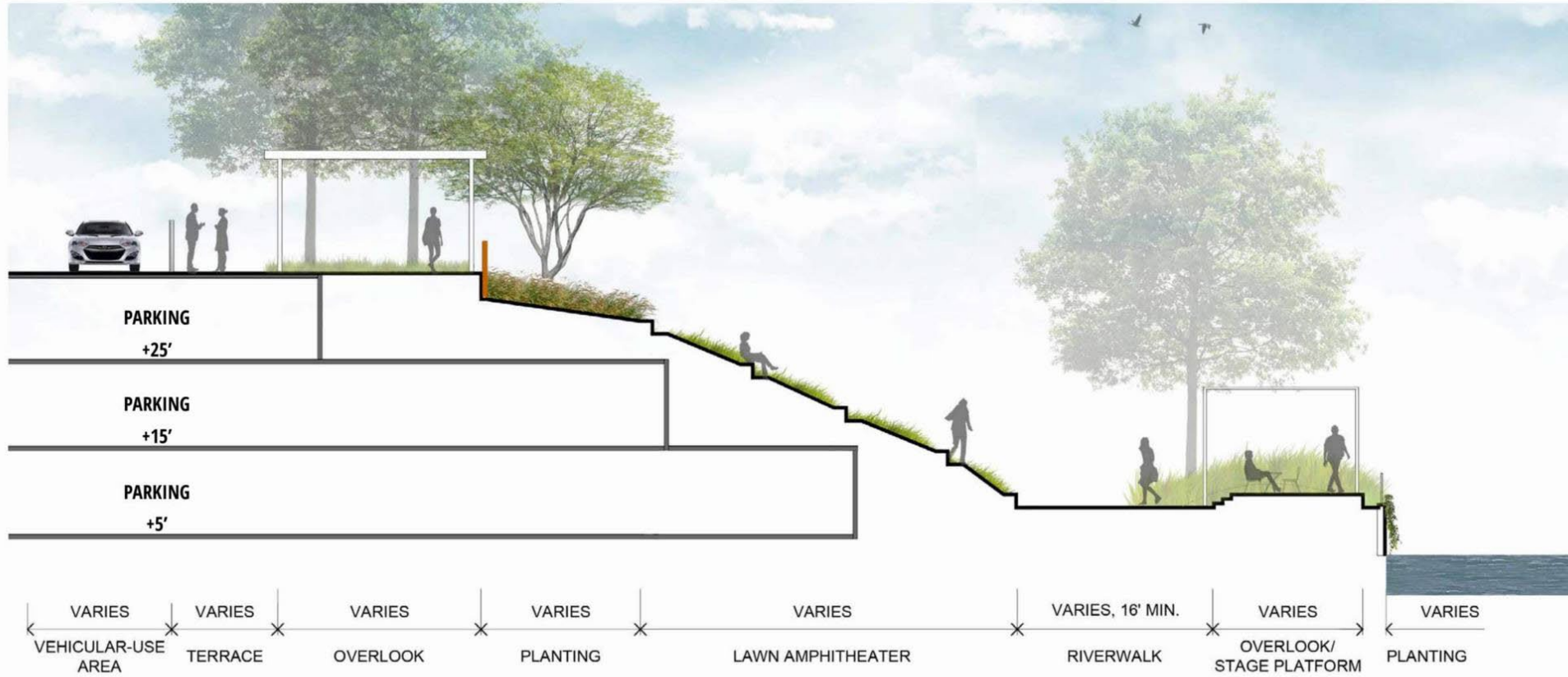
MASTER PLAN - SITE SECTION AT RIVERWALK

PERSPECTIVE AT OVERLOOK & AMPHITHEATER



MASTER PLAN - LANDSCAPE AERIAL VIEW

SECTION AT AMPHITHEATER



MASTERPLAN - SITE SECTION AT RIVERWALK

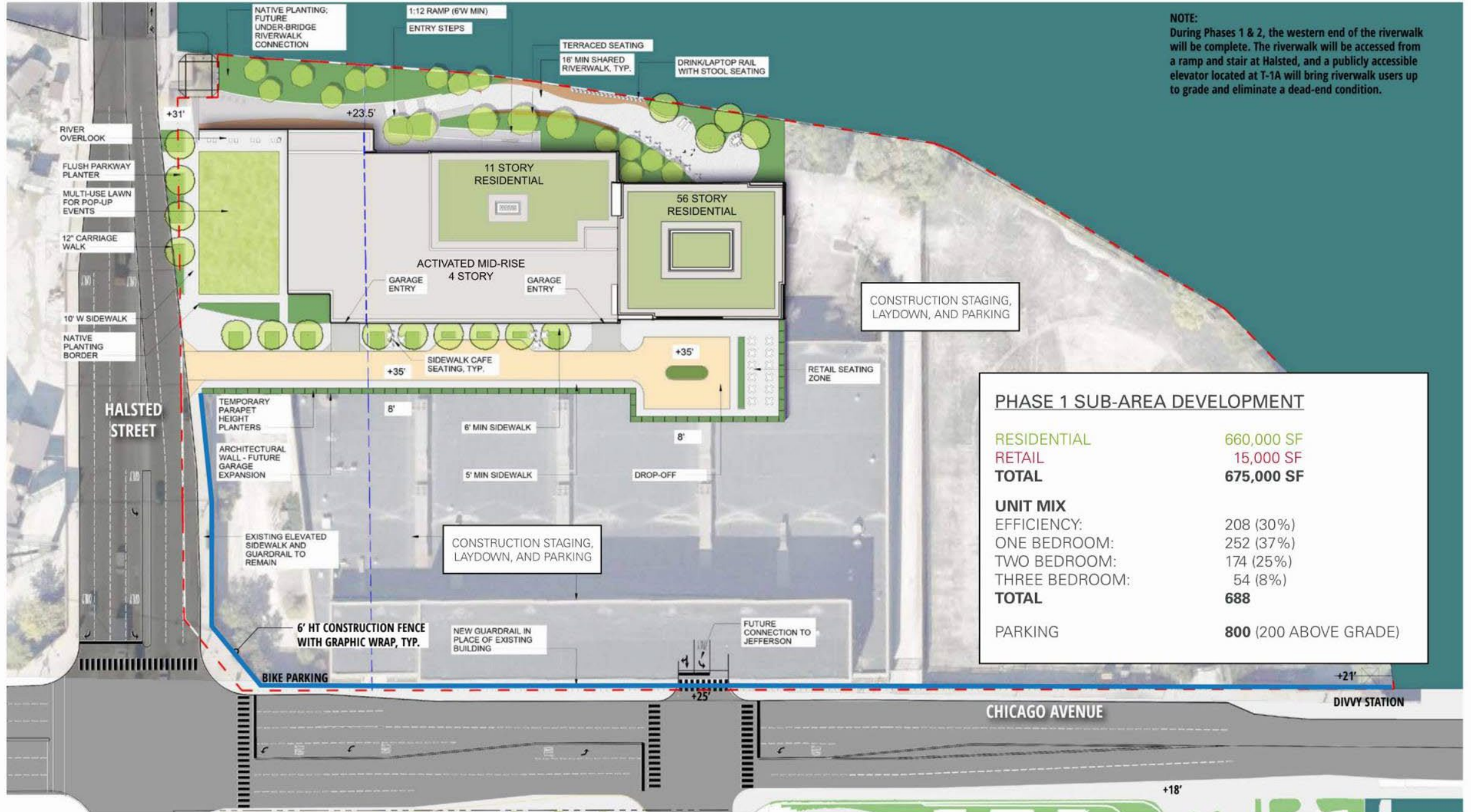


PHASE ONE – VIEW FROM RIVER



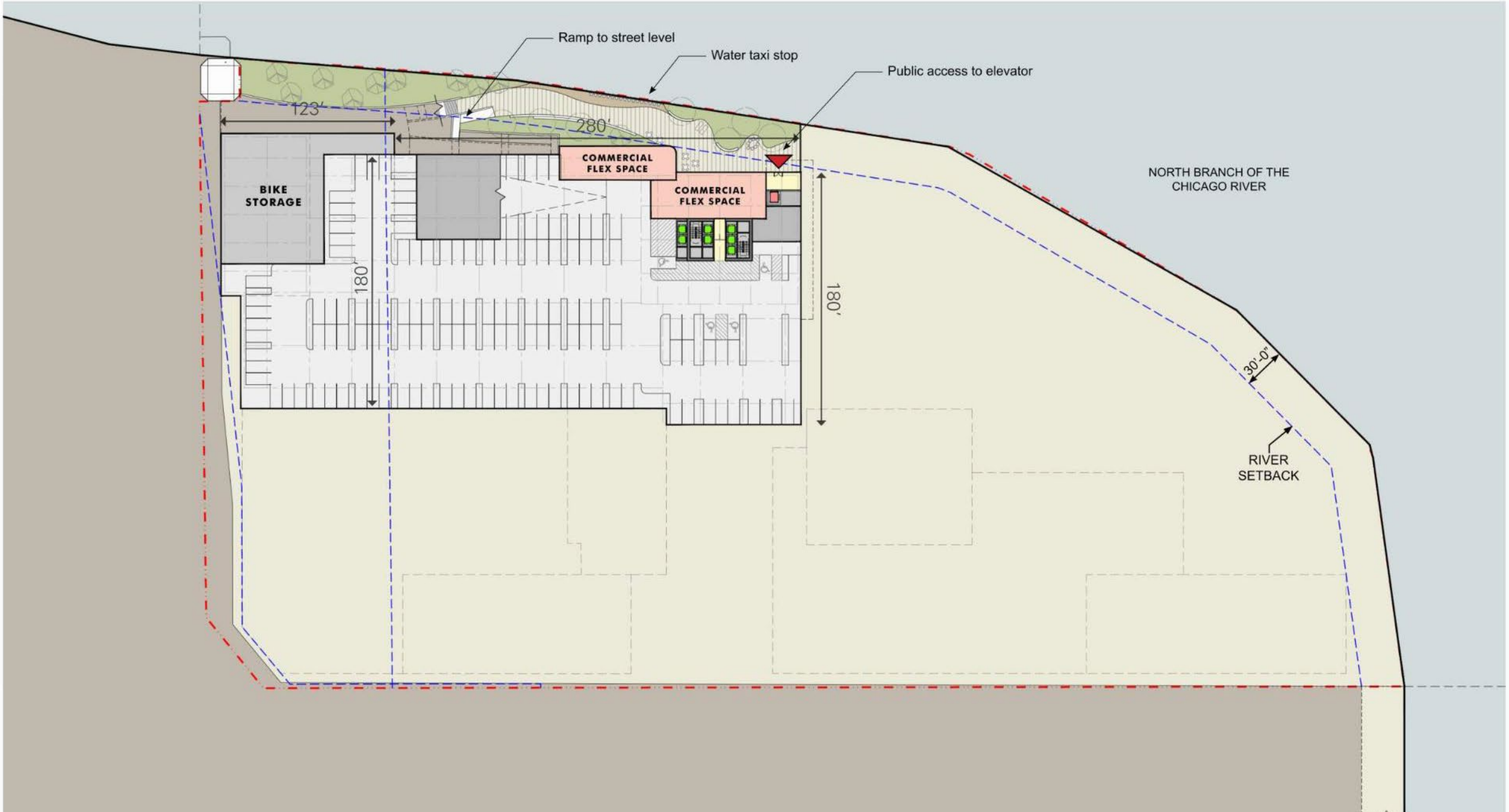
PHASE ONE – VIEW FROM HALSTED

NOTE:
 During Phases 1 & 2, the western end of the riverwalk will be complete. The riverwalk will be accessed from a ramp and stair at Halsted, and a publicly accessible elevator located at T-1A will bring riverwalk users up to grade and eliminate a dead-end condition.

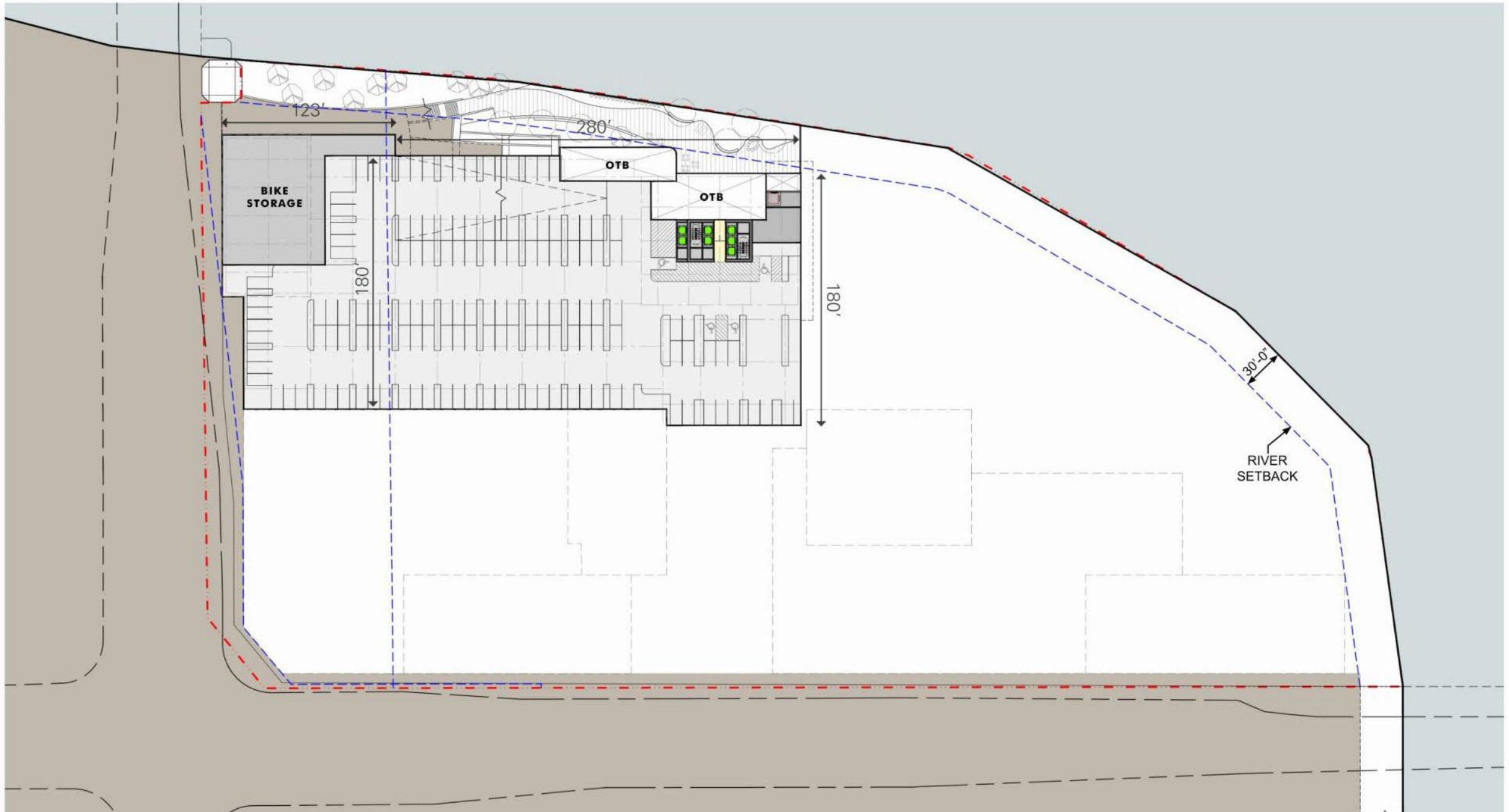


PHASE 1 SUB-AREA DEVELOPMENT	
RESIDENTIAL	660,000 SF
RETAIL	15,000 SF
TOTAL	675,000 SF
UNIT MIX	
EFFICIENCY:	208 (30%)
ONE BEDROOM:	252 (37%)
TWO BEDROOM:	174 (25%)
THREE BEDROOM:	54 (8%)
TOTAL	688
PARKING	800 (200 ABOVE GRADE)

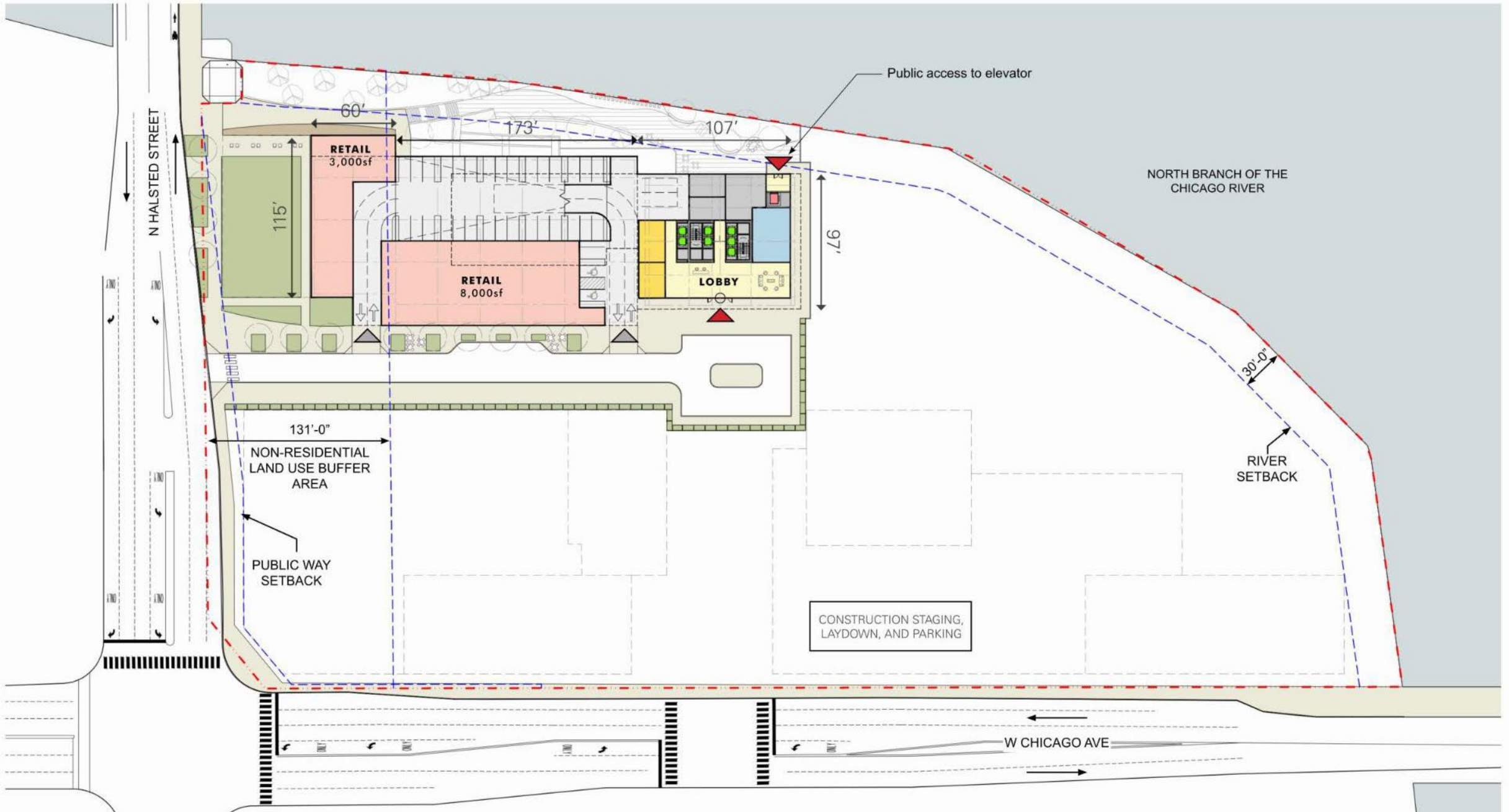
PHASE ONE – SITE PLAN



PHASE ONE – LOWER LEVEL 3 (+5')



PHASE ONE – LOWER LEVEL 1&2 (+15' & +25')



PHASE ONE – GROUND FLOOR (+35')

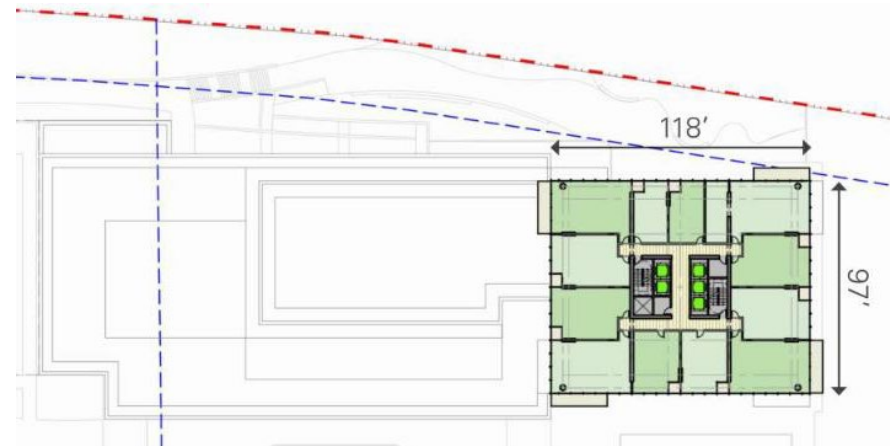


BUILDING LOBBY

PHASE ONE – VIEW FROM INTERNAL STREET



AMENITY (L5)



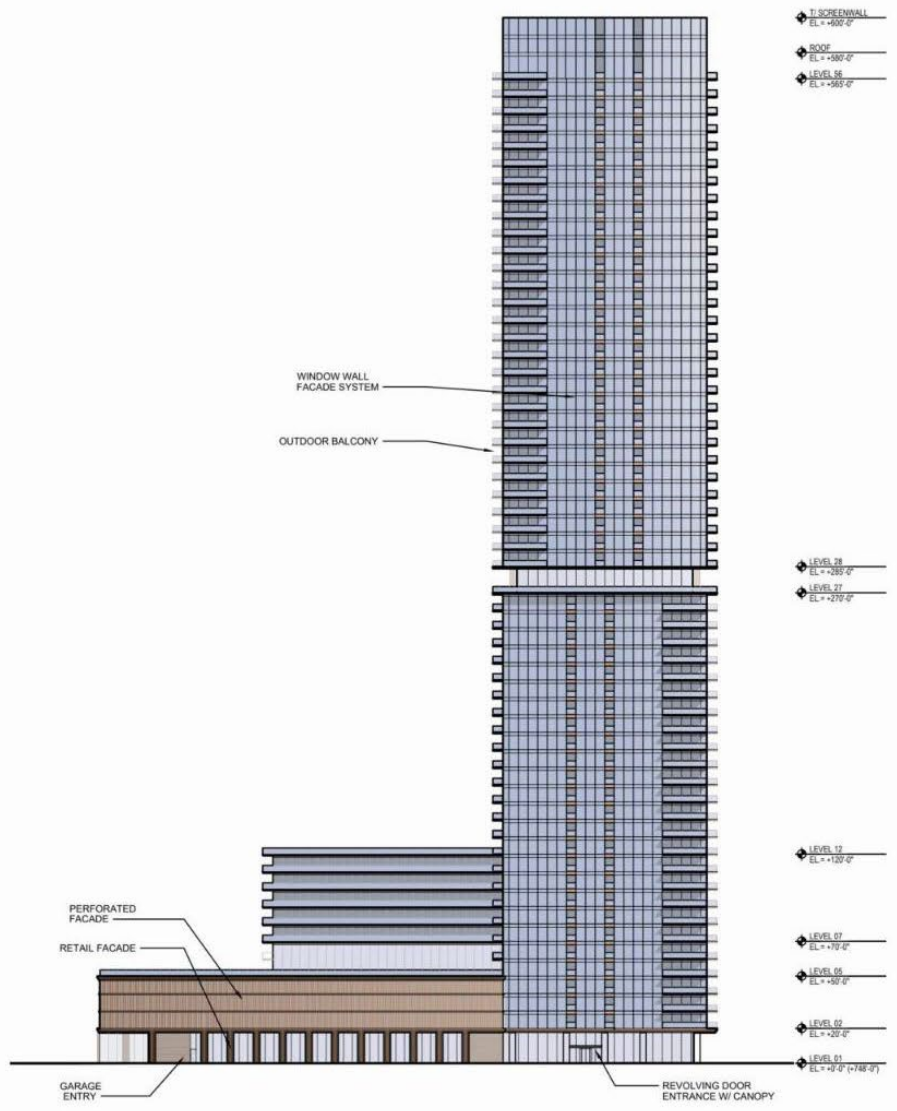
TYPICAL TOWER (L12-56)



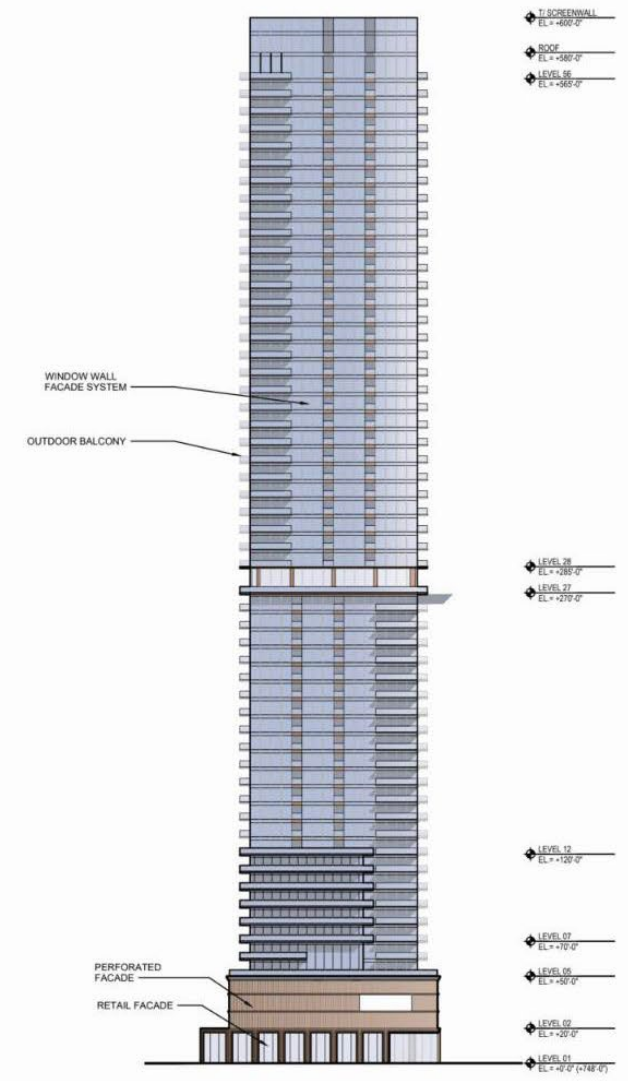
TYPICAL PODIUM (L2-4)



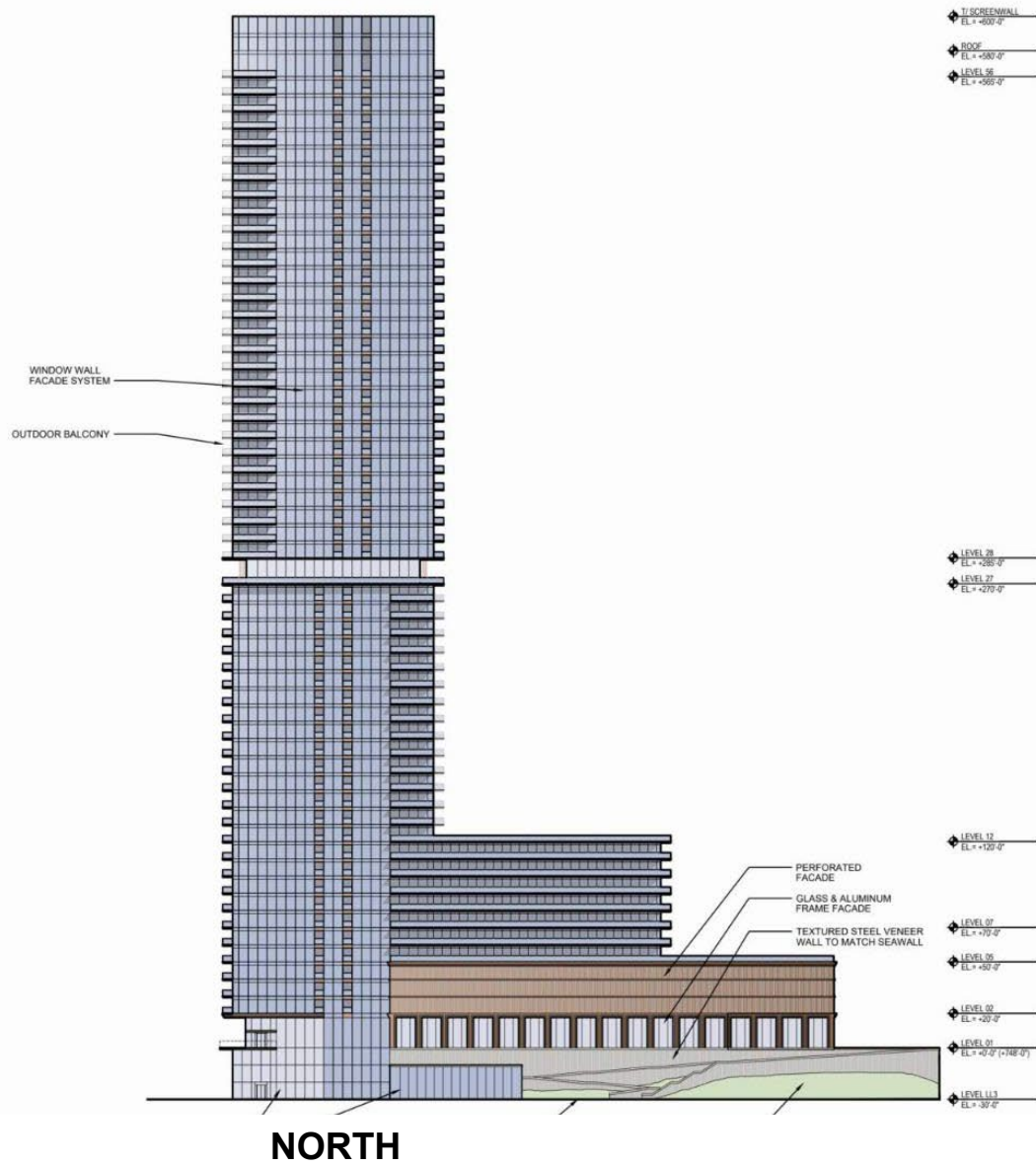
TYPICAL TOWER (L6-11)



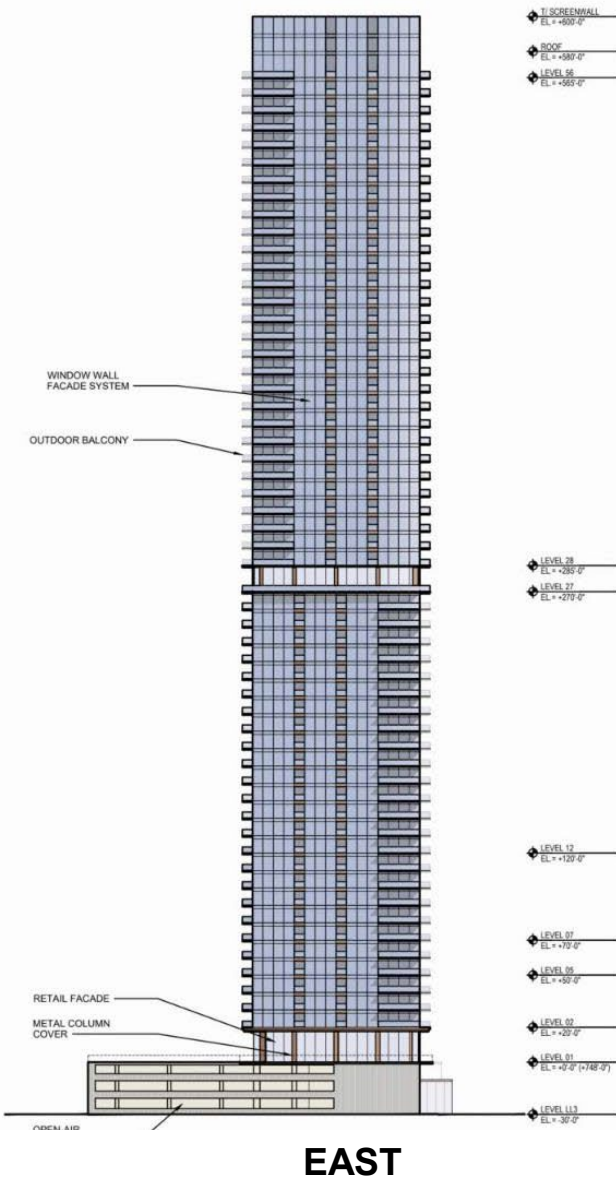
SOUTH



WEST

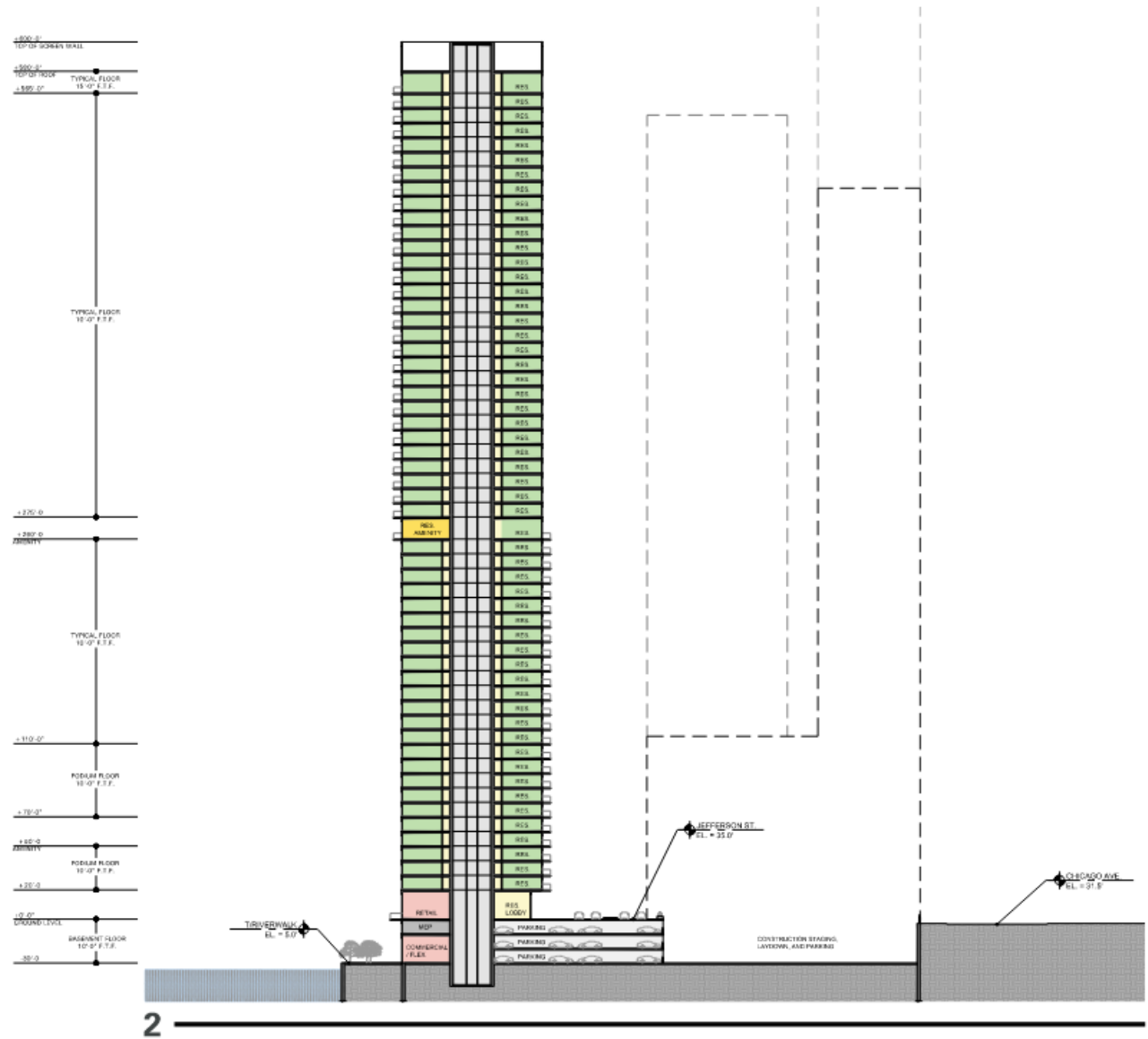
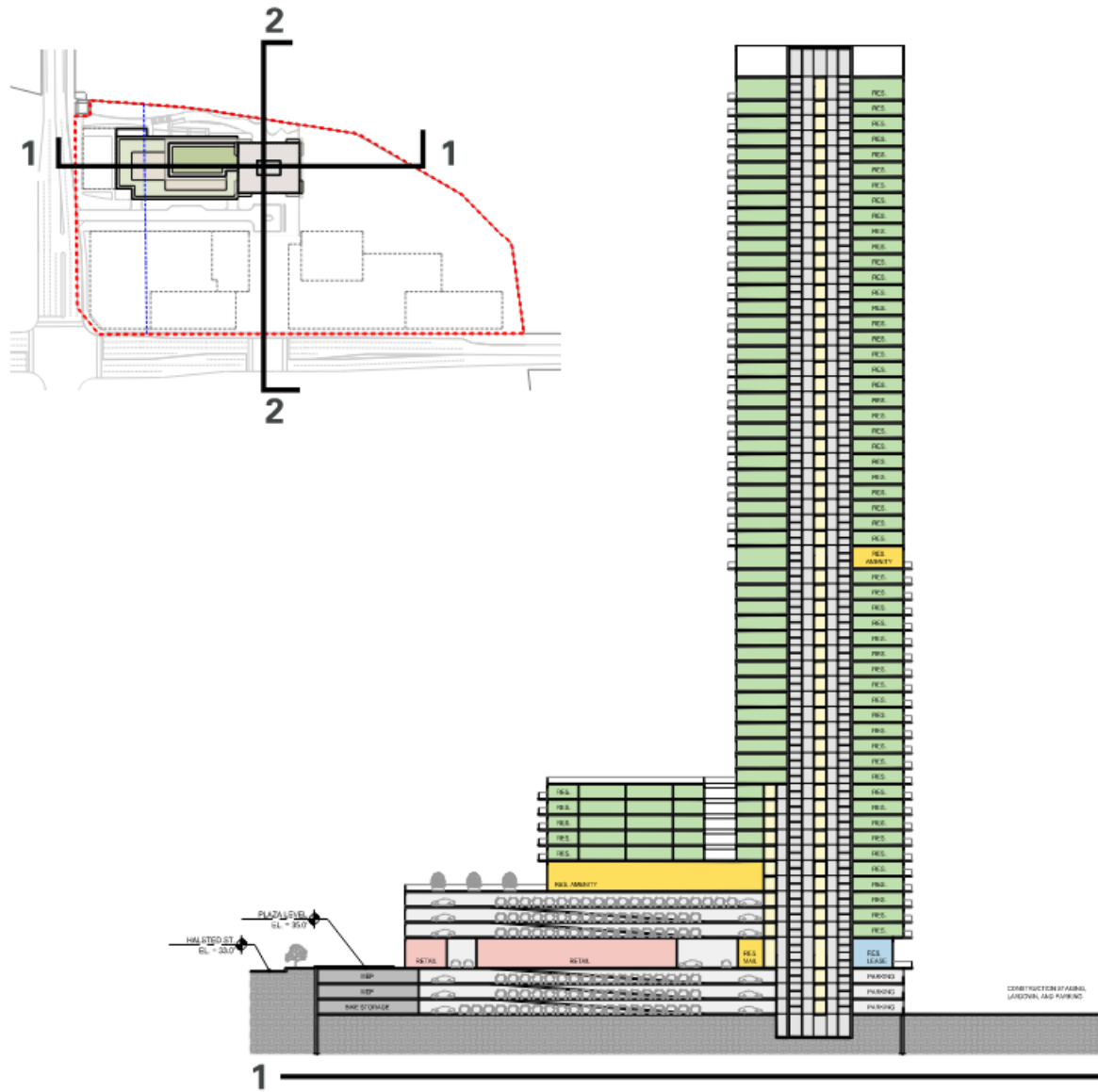


NORTH

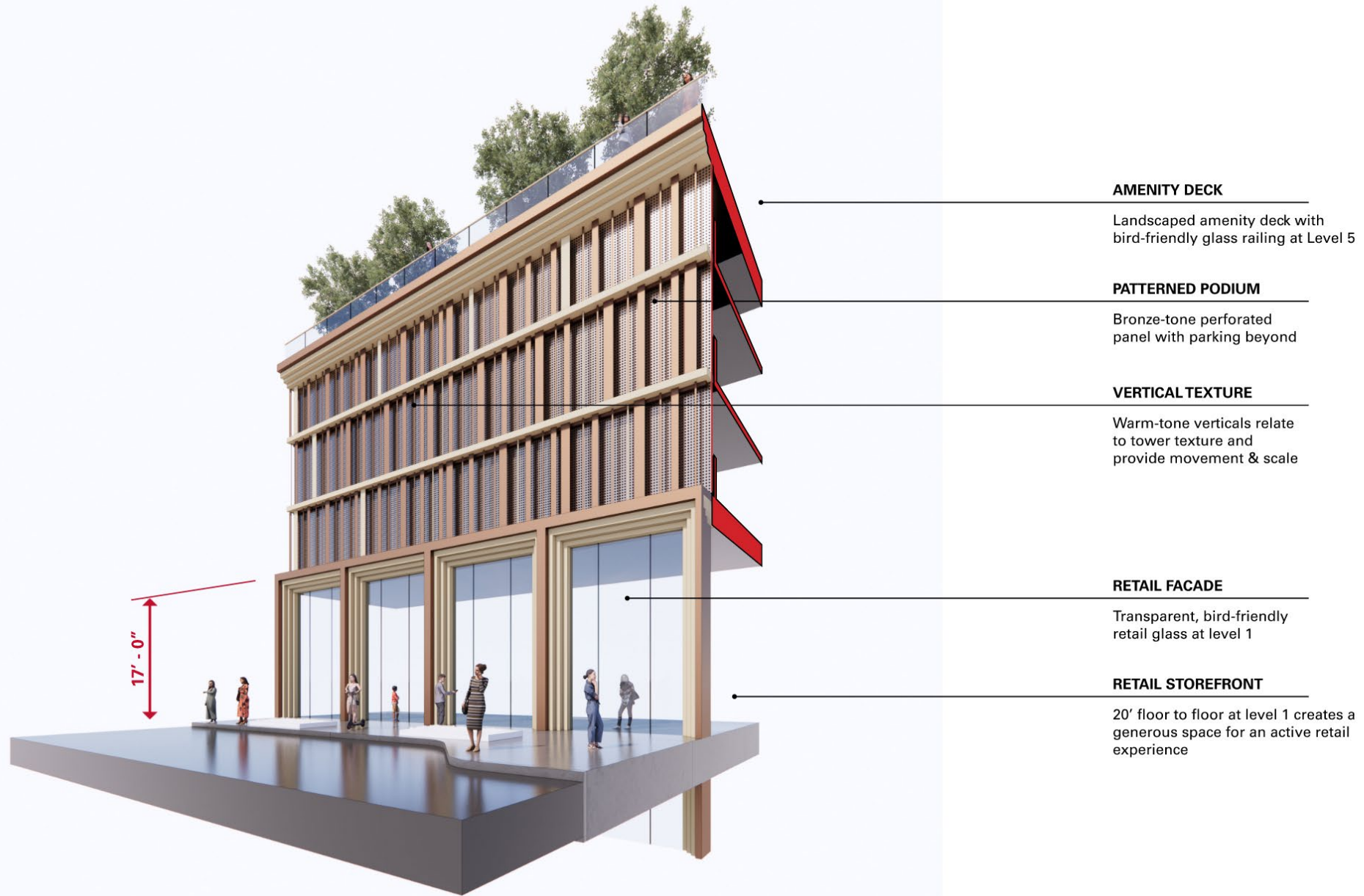


EAST

PHASE ONE – BUILDING ELEVATIONS



PHASE ONE – BUILDING SECTIONS



AMENITY DECK

Landscaped amenity deck with bird-friendly glass railing at Level 5

PATTERNED PODIUM

Bronze-tone perforated panel with parking beyond

VERTICAL TEXTURE

Warm-tone verticals relate to tower texture and provide movement & scale

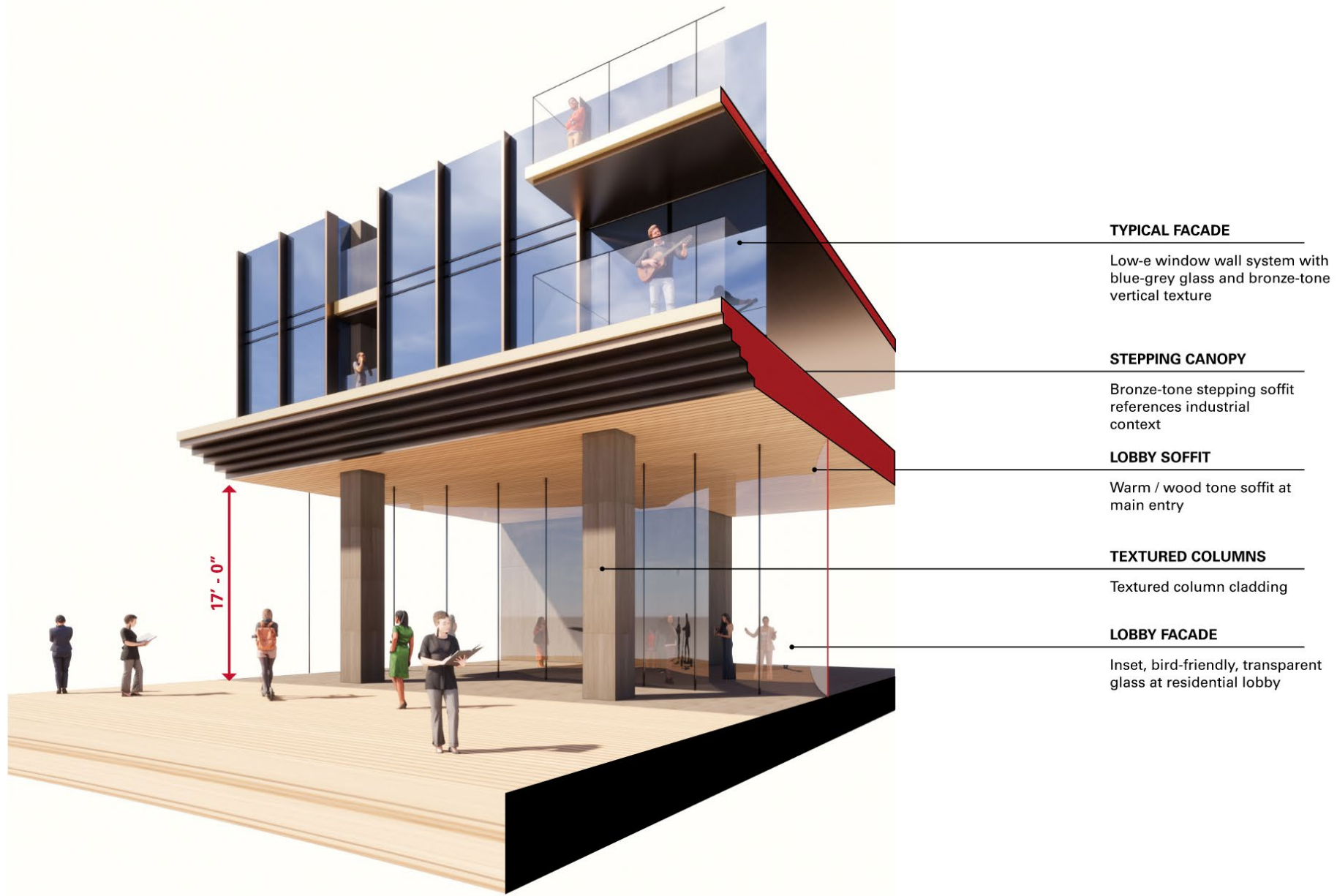
RETAIL FACADE

Transparent, bird-friendly retail glass at level 1

RETAIL STOREFRONT

20' floor to floor at level 1 creates a generous space for an active retail experience

PHASE ONE – PODIUM FAÇADE DETAILS



TYPICAL FACADE

Low-e window wall system with blue-grey glass and bronze-tone vertical texture

STEPPING CANOPY

Bronze-tone stepping soffit references industrial context

LOBBY SOFFIT

Warm / wood tone soffit at main entry

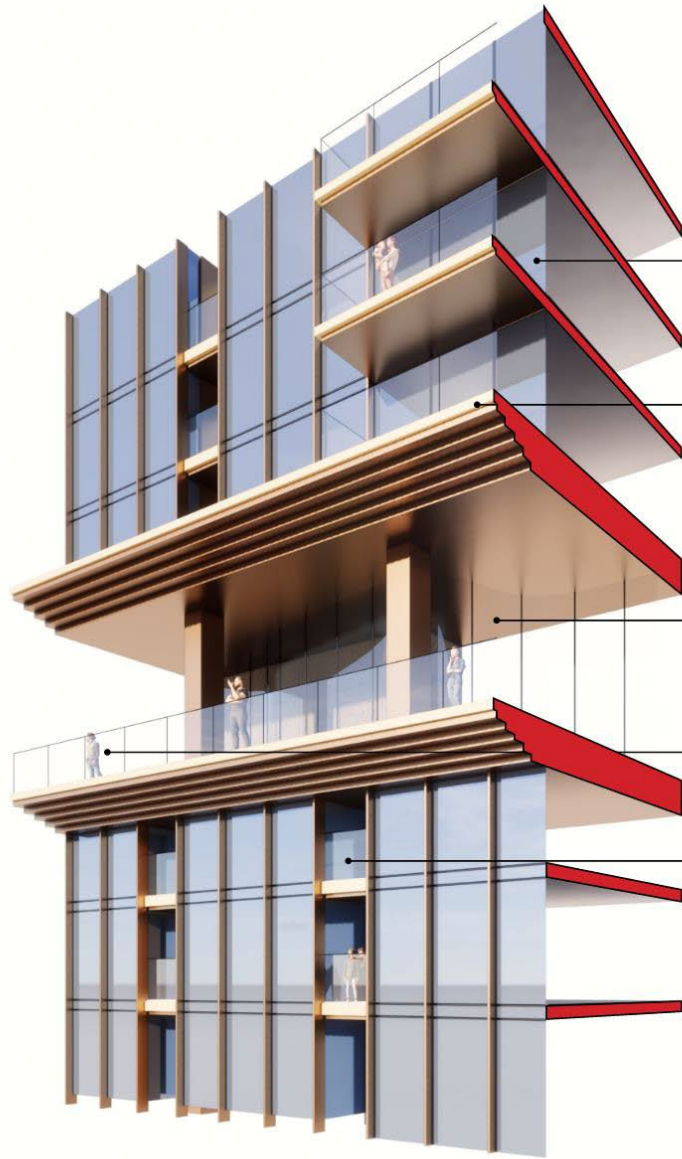
TEXTURED COLUMNS

Textured column cladding

LOBBY FACADE

Inset, bird-friendly, transparent glass at residential lobby

PHASE ONE – LOBBY FAÇADE DETAILS



TYPICAL FACADE

Low-e window wall system with blue-grey glass and bronze-tone vertical texture

STEPPING SOFFIT

Bronze-tone stepping soffit creates detail and shadow lines

SKY PLATFORM

Dramatic space at L27 creates a unique architectural expression and tower identity

GUARDRAIL

Transparent, guardrail provides clear views to river and skyline

DANCING BALCONIES

Multiple balcony types, provided for every unit, create texture & pattern for tower



PHASE ONE – RIVERWALK VIEW LOOKING WEST

Traffic Impact Study
700 W. Chicago Avenue
Chicago, Illinois



Prepared For:



April 19, 2022

Given the location of the site within an urban area and its close proximity to alternative multiple modes of transportation, the number of generated single occupancy vehicle trips will be reduced.

Two planned street, intersection, and bridge improvements led by CDOT along Division Street and Chicago Avenue will result in capacity improvements, modernized traffic signal equipment, and upgrade signal timings to include protected/permissive left-turn phasing.

Several intersection capacity improvements are proposed as part of other planned developments within the area which include the following:

- A fourth leg, additional turn lanes, & upgraded signal equipment at the intersection of Halsted with North Branch (901N. Halsted PD)
- Traffic signal cycle length increases and traffic signal retiming at several key intersections within the study area. (777 W. Chicago PD)
- Protected permissive left-turn phases for westbound Chicago Avenue and Milwaukee Avenue at Ogden Avenue. (777 W. Chicago PD)

To further improve the operations of the study area intersections, the following is recommended to be implemented by the proposed development:

- Reallocate additional green time to the northbound and southbound approaches at the signalized intersection of Division Street with Halsted Street and Halsted Street should provide a protected/permissive northbound left-turn phase.
- Additional green time should be reallocated to the Halsted Street approaches at its signalized intersection with Erie Street.
- The traffic signal timings at the intersection of Halsted Street with North Branch Street/901 Halsted Access Drive should be retimed to reallocate additional green time to the Halsted Street approaches.

To foster alternative modes of transportation, and to enhance pedestrian/bicycle safety the following should be implemented by the proposed development:

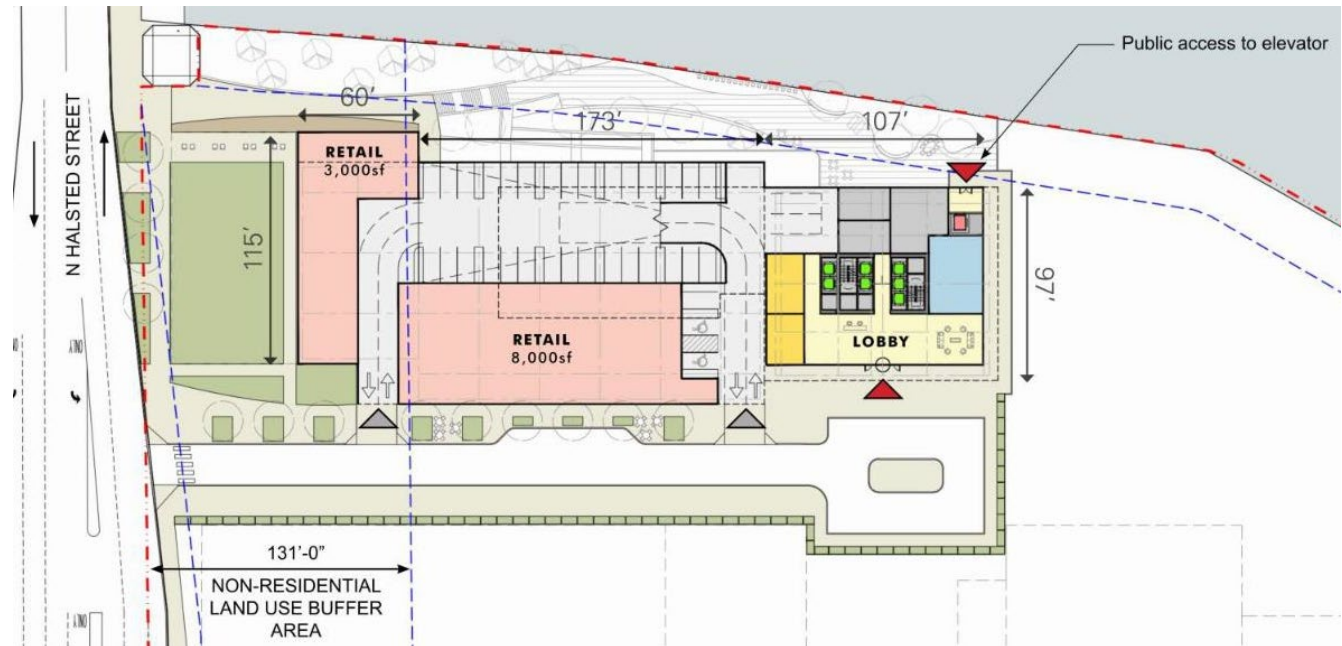
- High-visibility crosswalks should be provided for any internal intersections and at the proposed signalized intersection of Chicago Avenue with the full movement access drive.
- Pedestrian countdown timers should be provided at the intersection of Chicago Avenue with the proposed access drive and at the intersection of Chicago Avenue with Kingsbury Street/Cambridge Avenue.
- Adequate bike racks should be provided near the residential/office lobby entrances and at the entrance to each of the retail spaces.
- Consideration should be given to providing car share vehicles within one of the proposed parking garages.
- Consideration should be given to providing a CTA transit information within the lobbies in order to further encourage public transit use.
- Should the office portion of the development be developed, consideration should be given to providing an employee shuttle between Ogilvie Transportation Center and Union Station.

TRANSPORTATION, TRAFFIC, AND PARKING (17-8-0904)

A) The project promotes transit and bicycle-use with multiple on-site bike parking locations and storage. The project mitigates traffic on Halsted St. and Chicago Ave. with a central main access drive and by locating building entries, garage entries, and drop-offs internal to the site.

B) All streets are designed to city standards.

C) Parking is located internal to the building, with a significant percentage located below grade. Internal bike parking is provided for residents. Site circulation and building traffic patterns are internal to the site, relieving congestion on Halsted St. and Chicago Ave.



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

A) The project provides adequate, inviting, and accessible community open space. With nearly 2 acres of usable and creatively designed and programed open space, the project seeks to create a substantial public feature for the neighborhood.

B) The tower and podium massing is positioned to maximize exposure to natural light, views of the surroundings, and open space along the river.

C) The design includes landscaped amenity decks, outlooks, a green amphitheater, and playground to create a welcoming pedestrian experience.



PEDESTRIAN ORIENTATION (17-8-0905)

A) Design provides active uses along ground floor, articulated entrances, no blank walls, & landscape spaces offering seasonal programming.

B) Building setbacks provide pedestrian sidewalks with trees, design emphasizes transparency & employs bird-friendly design methods.

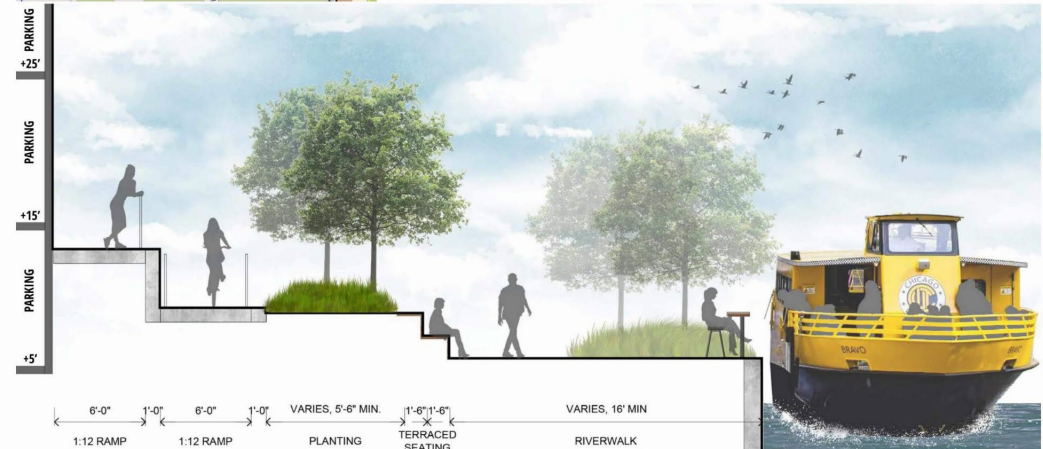
URBAN DESIGN (17-8-0906)

A) Signage to conform with all applicable standards.

B) Consistent street wall at the base creates an urban street environment. Upper-most level of podium is activated with amenity program and a green roof.

C) New streets align to existing grid. Façade incorporates high-quality building materials and pedestrian-scaled details at ground level.

D) Service Areas for loading and trash are located on internal streets, away from Chicago and Halsted.



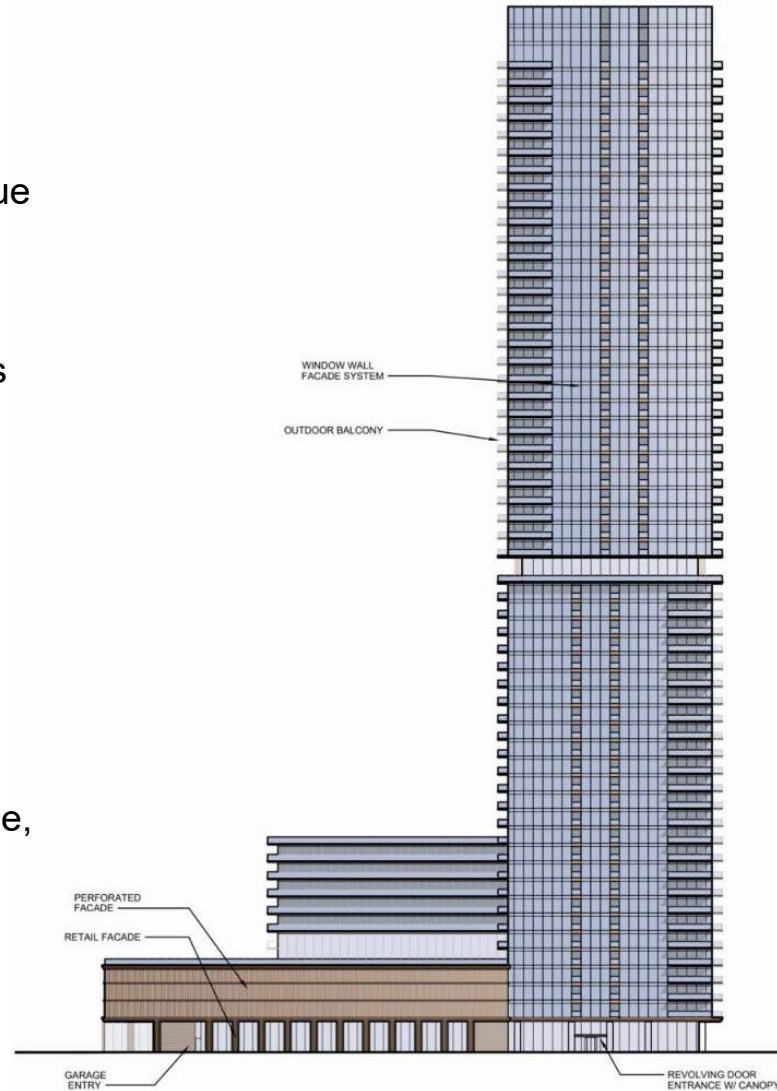
BUILDING MATERIALS (17-8-0907)

A) The building design creatively responds to its context, both in orientation and adapting to the unique topography at the riverwalk.

B) The site access roads and sidewalks open to ample publicly accessible space with various access points to the Riverwalk. All visible facades of the project are treated with appropriate materials and architectural details.

With multiple set-backs and changes of façade texture, the multi-building project respects the pedestrian scale as well as the emerging context of the site.

C) The building massing is clearly into a base, middle, and top.





Compliance Options	Points Required	Sustainable Strategies Menu																																				
		Health	Energy							Stormwater						Landscapes		Green Roofs		Water		Transportation					Solid Waste	Work Force	Wildlife									
Compliance Paths	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	2.2 Exceed Energy Code (5%)	2.3 Exceed Energy Code (10%)	2.4 Exceed Energy Code (25%)	2.5 Exceed Energy Code (40%)	2.6 Onsite Renewable Energy (3%)	2.7 Onsite Renewable Energy (5%)	3.1 Exceed Stormwater Ordinance by 25%	3.2 Exceed Stormwater Ordinance by 50%	3.3 100% Stormwater Infiltration	3.4 Sump Pump Capture & Reuse	3.5 100-year detention for lot-to-lot buildings	3.6 100-year Detention for Bypass	4.1 Working Landscapes	4.2 Natural Landscapes	4.3 Tree Planting	4.4 Achieve Sustainable Sites Certification	5.1 Green Roof 50-100%	5.2 Green Roof 100%	6.1 Indoor Water Use Reduction (25%)	6.2 Indoor Water Use Reduction (40%)	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 Readiness	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	10	5	5	10	10	5	10		
Options With Certification																																						
LEED Platinum	95	5 / 0 / 0	40	NA	NA	NA	NA	NA	NA	NA	10	20	40	5	5	5	NA	NA	NA	20	10	20	NA	NA	NA	5	NA	NA	NA	NA	5	5	NA	10	5	10		
LEED Gold	90	10 / 0 / 0	40	NA	NA	NA	NA	50	10	20	10	20	40	5	5	5	NA	5	5	20	10	20	NA	NA	NA	5	NA	NA	NA	10	5	5	10	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	20	10	20	NA	20	NA	5	NA	NA	NA	10	5	5	10	10	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	NA	5	20	10	20	NA	NA	NA	5	NA	NA	NA	10	5	5	10	10	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	NA	5	20	10	20	NA	NA	NA	5	NA	NA	NA	10	5	5	10	10	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	20	10	20	NA	20	NA	5	NA	NA	NA	10	5	5	10	10	5	10	5	10	
Living Building Challenge	100	0 / 0 / 0	40	NA	NA	NA	NA	NA	NA	NA	10	20	40	5	5	5	NA	NA	NA	20	NA	NA	NA	NA	NA	NA	NA	NA	NA	10	5	NA	NA	10	5	10	5	10
Living Building Challenge Petal	90	10 / 0 / 0	40	NA	20	30	40	50	NA	NA	10	20	40	5	5	5	NA	5	20	10	20	10	20	NA	5	NA	NA	10	5	5	10	10	5	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	20	10	20	10	20	5	5	NA	NA	NA	10	5	5	10	10	5	10	5	10	
PassiveHouse	70	30 / 0 / 0	40	NA	NA	NA	NA	NA	10	20	10	20	40	5	5	5	5	5	20	10	20	10	20	5	5	5	5	5	10	5	5	10	10	5	10	5	10	

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

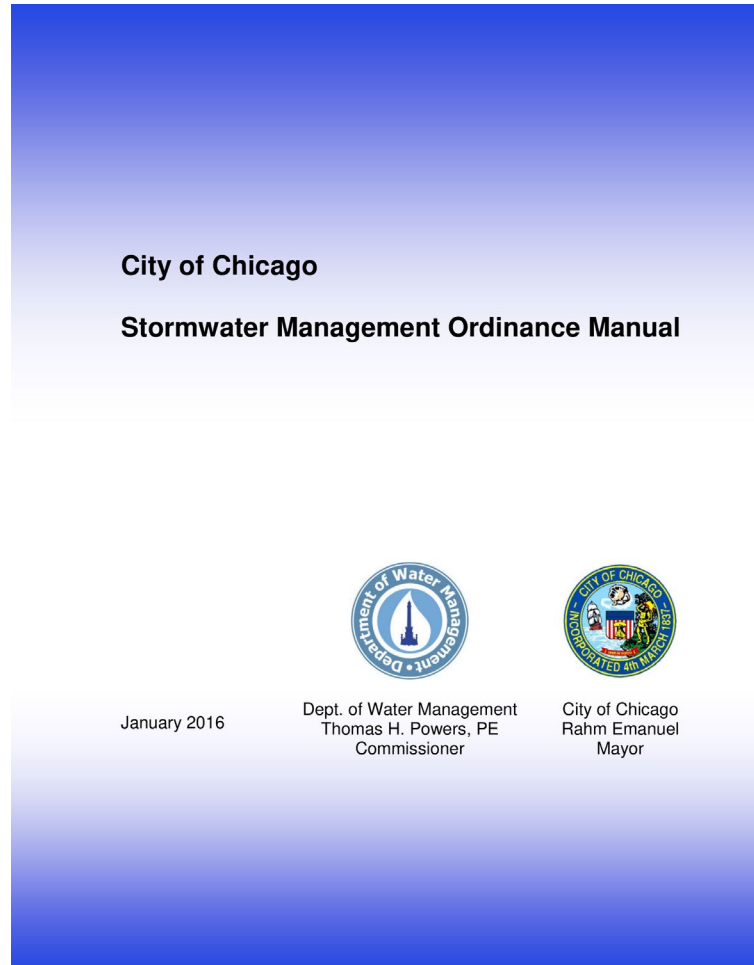
Planned Development Projects (PD) - New Construction	100 points required
TIF Funded Development Projects (TIF) - New Construction*	100 points required
DPD Housing, Multi-family (>5 units) Projects (DPD-H MF) - New Construction	100 points required
PD, TIF, DPD-H MF and Class L - Renovation Projects*	
Moderate Renovation Projects	25 points required
Substantial Renovation Projects	50 points required

*does not apply to TIF assistance of less than \$1M (including but not limited to TIF-NIP, TIF Purchase Rehab, Streamlined TIF and SBIF programs)

Moderate Renovation Projects = projects including partial or minor upgrades to building systems and minor repairs to the exterior envelope
 Substantial Renovation Projects = projects including new and/or upgraded building systems and extensive repairs to the exterior envelope

Confirmed - (100 points)

Stormwater



PROJECT COMPLIANCE

- Roof/building water will discharge directly to the river/canal unrestricted per stormwater regulations.
 - Volume control will be provided through a Best Management Practice (BMP) and restricted prior to discharge to the river/canal.
- As a multi-phase development, each phase will be subject to separate site plan approval and will provide the detention and volume control individually per phase.
- Green infrastructure and on-site stormwater management will be incorporated throughout the site and the riverfront.
 - Opportunities include the use of rain gardens, bioswales, permeable paving, vegetated roofs, among other stormwater management applications.



Affordable Requirements Ordinance

Overall Planned Development has a total 2,451 units

- ARO obligation 490 units at a weighted average of 60% AMI
 - 163 units at or below 50% AMI
 - 27 units at or below 40% AMI
- All affordable units will be constructed in the Planned Development

Phase One includes 688 units

- ARO obligation is 138 units
 - 46 units at or below 50% AMI
 - 8 units at or below 40% AMI



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

OPEN SPACE BENEFITS

- 1.9 acres of publicly accessible open space
- 400+ linear feet of designed and publicly accessible Riverwalk after Phase 1 is complete
- 1,000+ linear feet of designed and publicly accessible Riverwalk after Phase 3 is complete
- Redevelopment of a non-publicly accessible industrial parcel
- 19,200 square feet of green roof area after Phase 1 is complete
- All building service and loading underground to preserve pedestrian experience and public open space



Economic Benefits & Projected Timeline

TOTAL PROJECT COST

\$1,100,000,000

FINANCIAL CONTRIBUTIONS

Neighborhood Opportunity Fund: **\$17,794,561.50**

Industrial Corridor Conversion Fee: **\$3,788,643.25**

Local Impact Fund: **\$2,224,320.15**

Citywide Adopt-A-Landmark: **\$2,224,320.15**

Total Contribution: \$26,031,845.05

JOBS

Construction: **600**

Phase 1: **39 full time employees**

Phase 2: **51 full time employees**

Phase 3: **51 full time employees**

PROJECTED PROJECT TIMELINE

Phase 1: Q1 2029 – Q3 2031

Phase 2: Q3 2031 – Q1 2034

Phase 3: Q1 2034 – Q1 2037

★ DPD Recommendations

DPD has concluded that this proposal is appropriate for this site and supports this development for the following reasons:

- Promotes economically beneficial development patterns in the existing community (17-8-0103);
- Complies with the FAR standards and allowed uses of the zoning district applicable (17-8-0901), and generally adheres to the goals of the North Branch Framework Plan;
- Promotes pedestrian interest, safety, and comfort (17-8-0905-A) and reinforces desirable urban features like site layout, staggered massings, and green spaces.

