



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

May 16, 2024



Project Description

The Applicant is proposing the following:

- Zoning map amendment to allow development of a 56 ft. high, 3-story 140,000 s,f, 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.
- Rezone the Property from PMD-9 (Northwest Planned Manufacturing District) to an Institutional Planned Development.

★ 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:

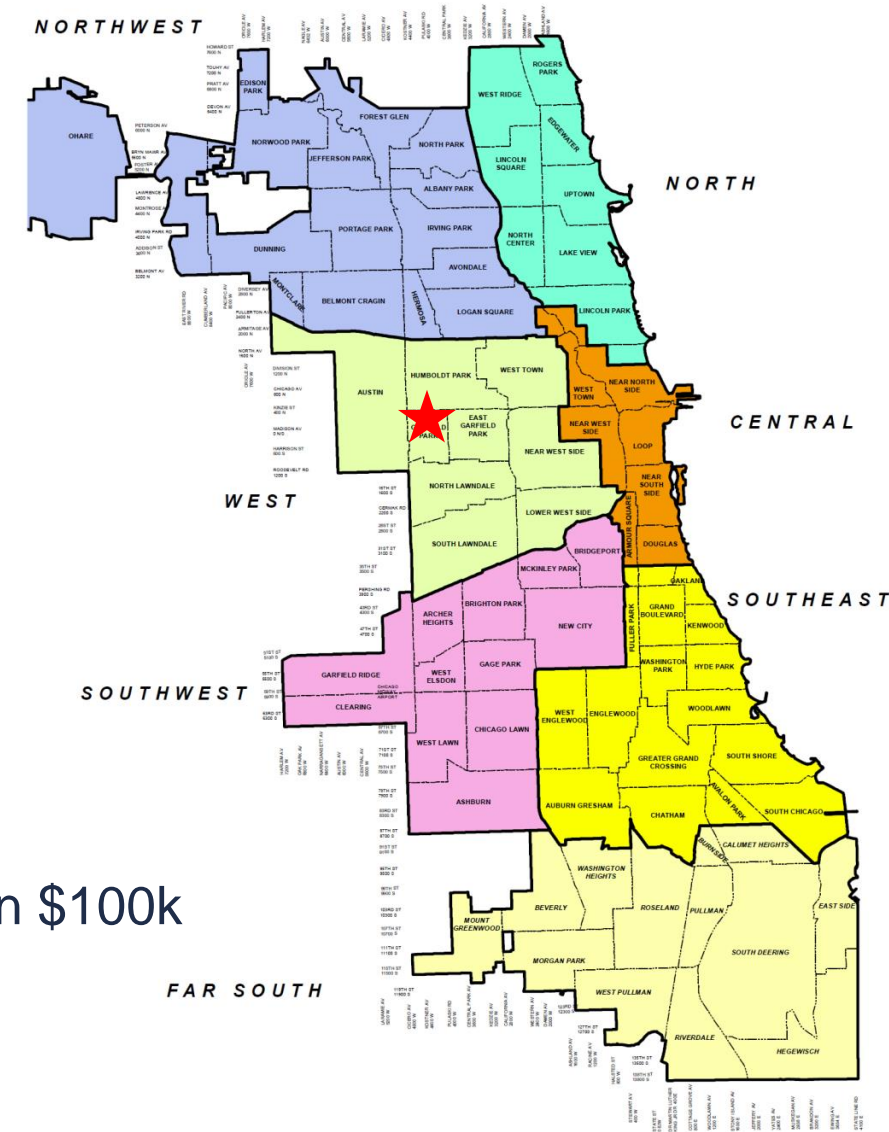
- 4.7% Bachelor's Degree, 2.1% Graduate Degree

Income Disparities:

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

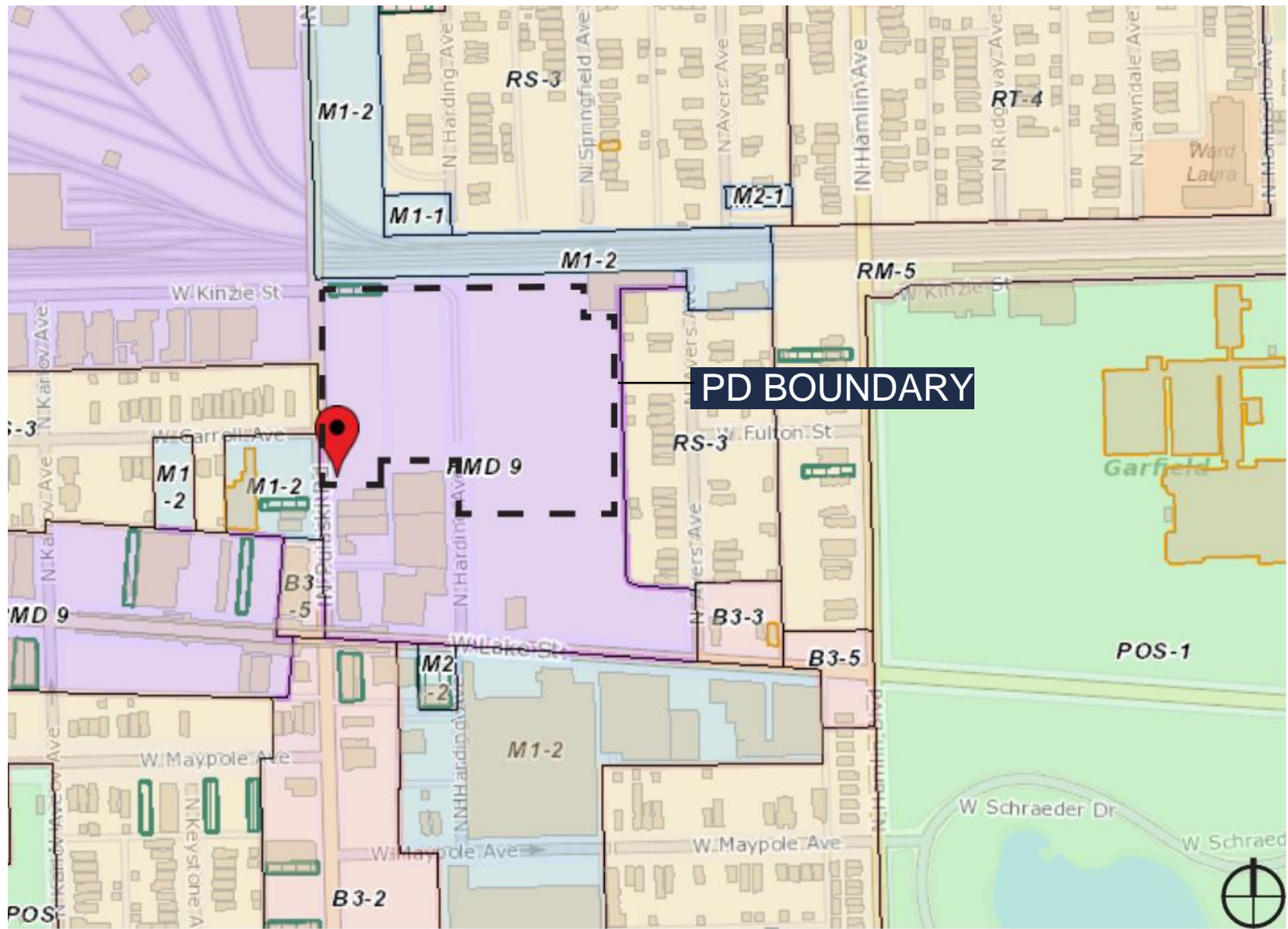
Housing:

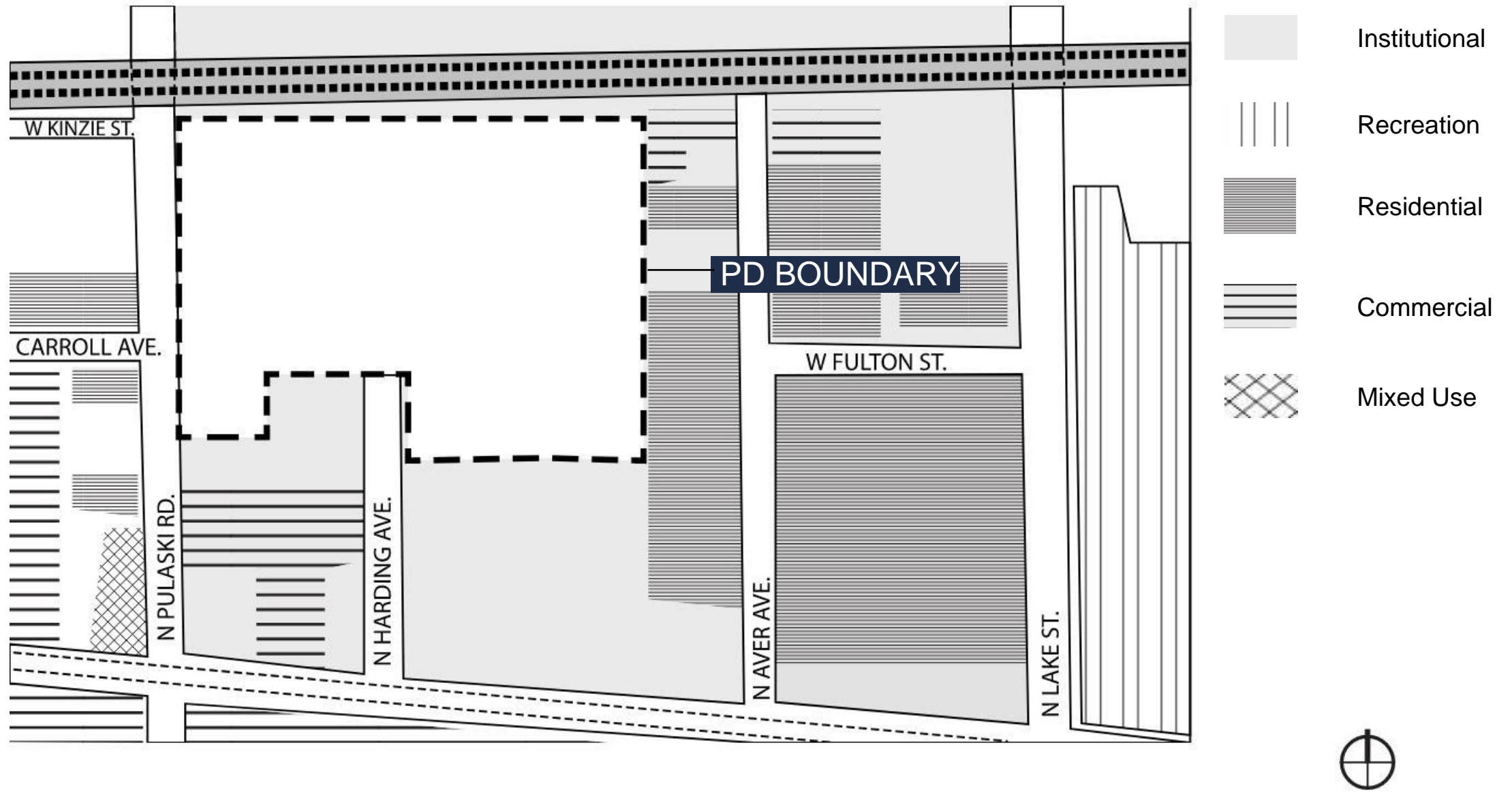
- 72.6% renter-occupied, 27.4% owner-occupied





SITE CONTEXT PLAN





LAND USE CONTEXT PLAN

NEW TRAINING AND COMMAND CENTER THREE STORIES- 47'6"

APPROXIMATE BUILDING HEIGHT = 22'

APPROXIMATE BUILDING HEIGHT = 29'

APPROXIMATE BUILDING HEIGHT = 20'

APPROXIMATE BUILDING HEIGHT = 35'

APPROXIMATE BUILDING HEIGHT = 28'

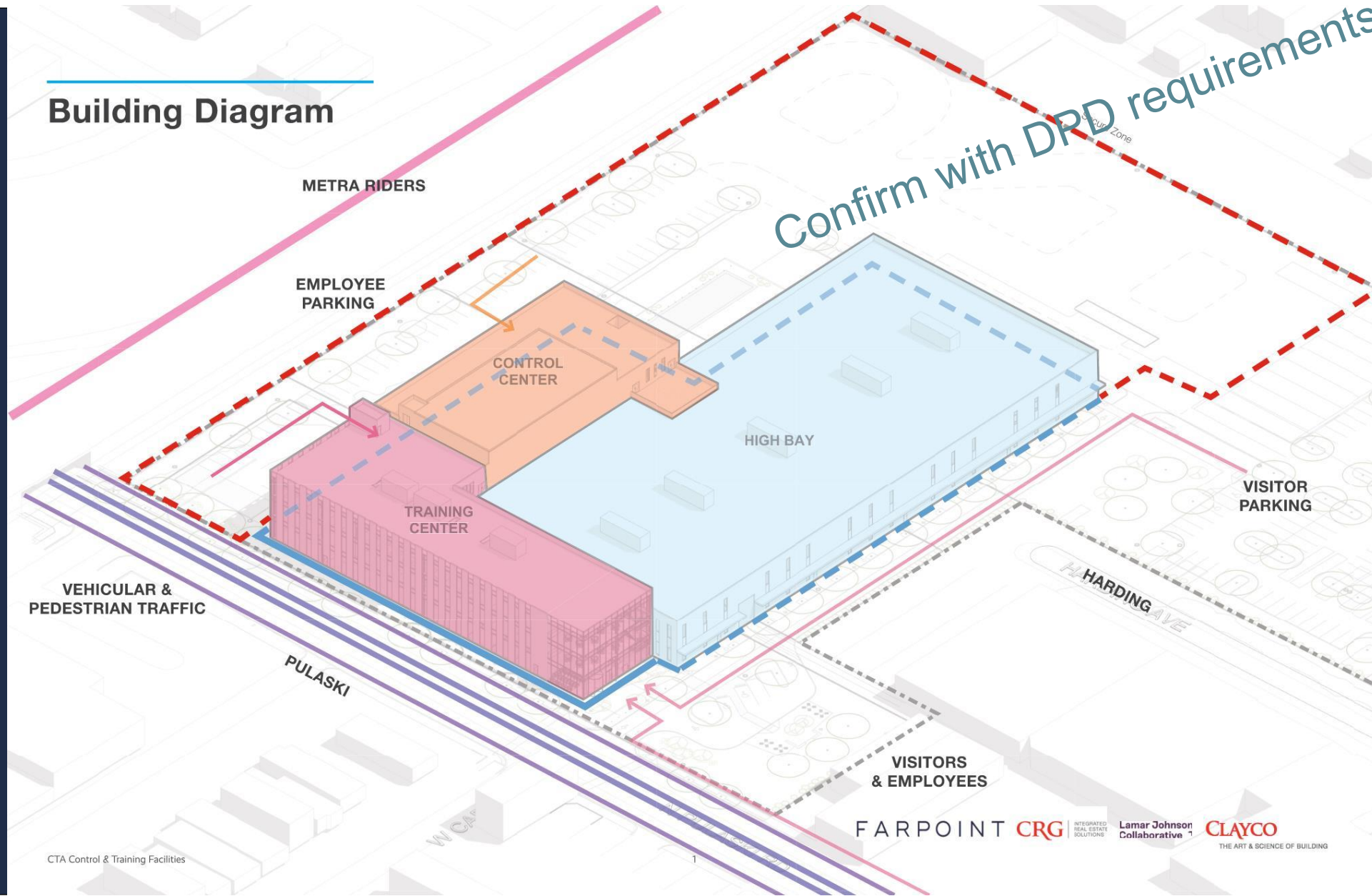
APPROXIMATE BUILDING HEIGHT = 22'

APPROXIMATE BUILDING HEIGHT = 20'



AERIAL VIEW FROM SW

Building Diagram



CTA Control & Training Facilities



AERIAL VIEW FROM SW DIRECTION



BUTT GLAZED CURTAIN
WALL WITH PATTERNED
SPANDREL AND PATTERNED
VISION GLAZING

ALUMINUM CANOPIES

PRECAST CONCRETE
PANELS WITH
REVEALS & ALTERNATING
COLORS

RENDERING FROM SOUTHWEST CORNER



BUTT GLAZED CURTAIN WALL
WITH PATTERNED SPANDREL
AND PATTERNED VISION
GLAZING

PATTERNED AND PAINTED
PRECAST PANELS

RENDERING FROM NORTHWEST CORNER



EXISTING CONDITIONS – SOUTHWEST CORNER OF SITE ON PULASKI



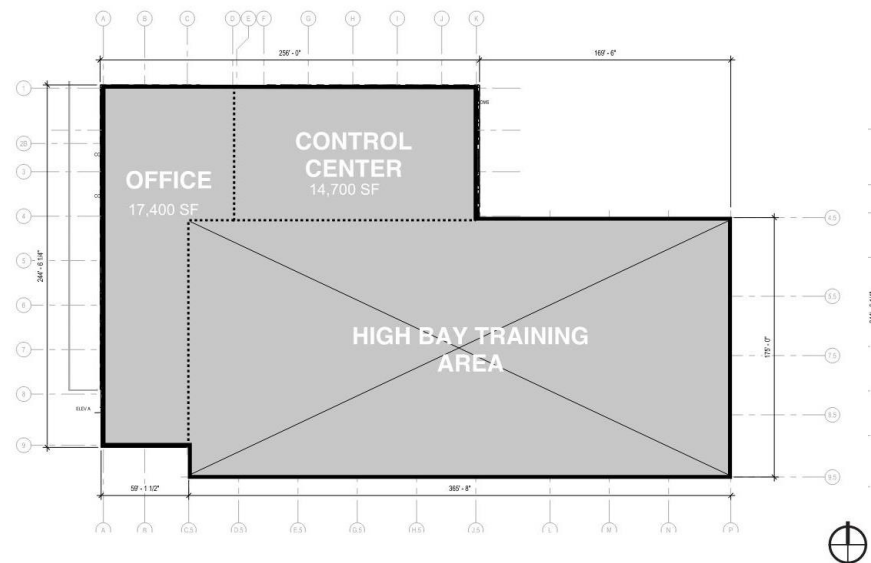
PEDESTRIAN CONTEXT – LAKE AND HARDING – SOUTH SIDE OF SITE



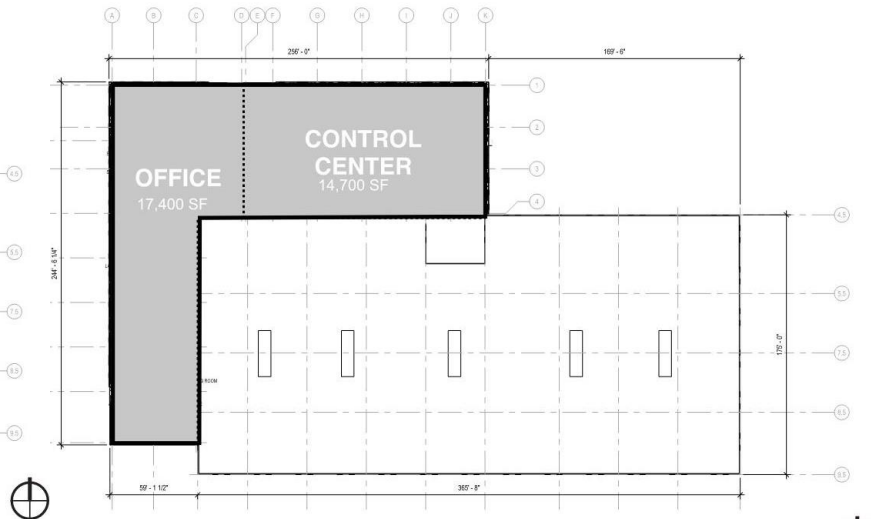
PEDESTRIAN CONTEXT – PULASKI ROAD, WEST ELEVATION

Project Timeline + Community Outreach

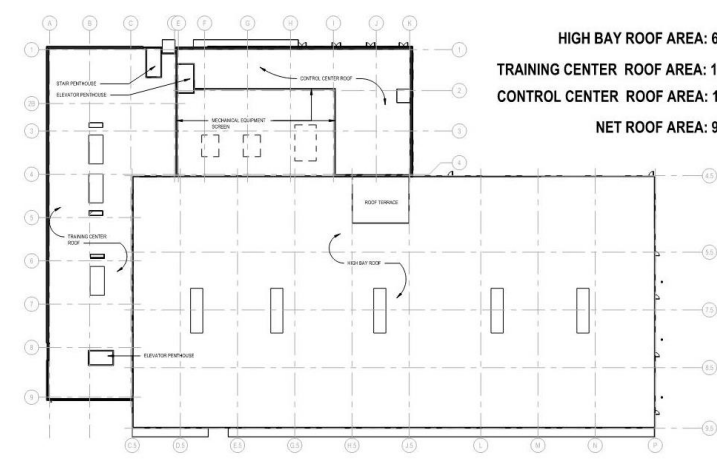
- **Filing date:** November 1, 2023
- **Departmental Approvals:** Mayor's Office for People with Disabilities (MOPD), Fire, Stormwater and CDOT
- **Alderman Review / Public Meeting:** March 23, 2023 and March 28, 2024
- **Project Changes Based on Feedback**
 - Fence height modified from 15' to 8'
 - Site boundary modified to accommodate plantings
 - Western perimeter trees added to offset street trees



1ST FLOOR



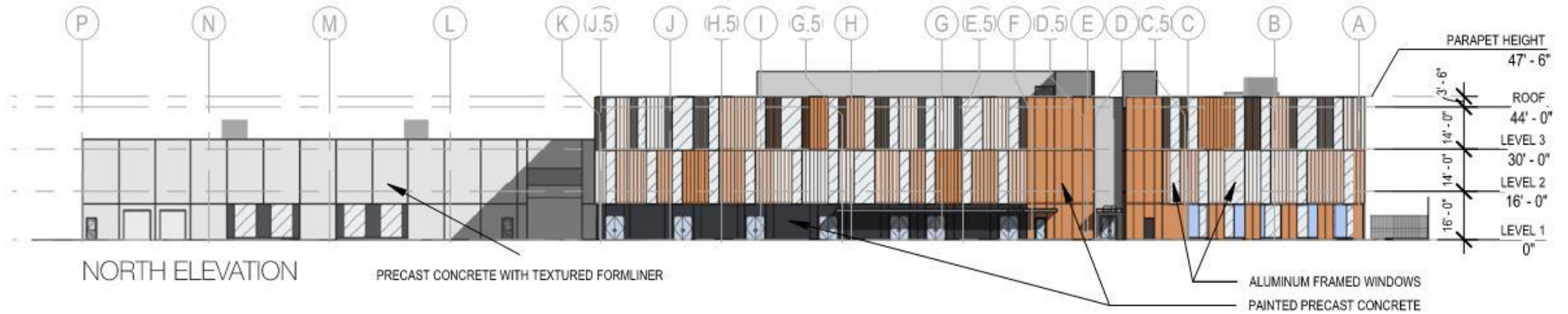
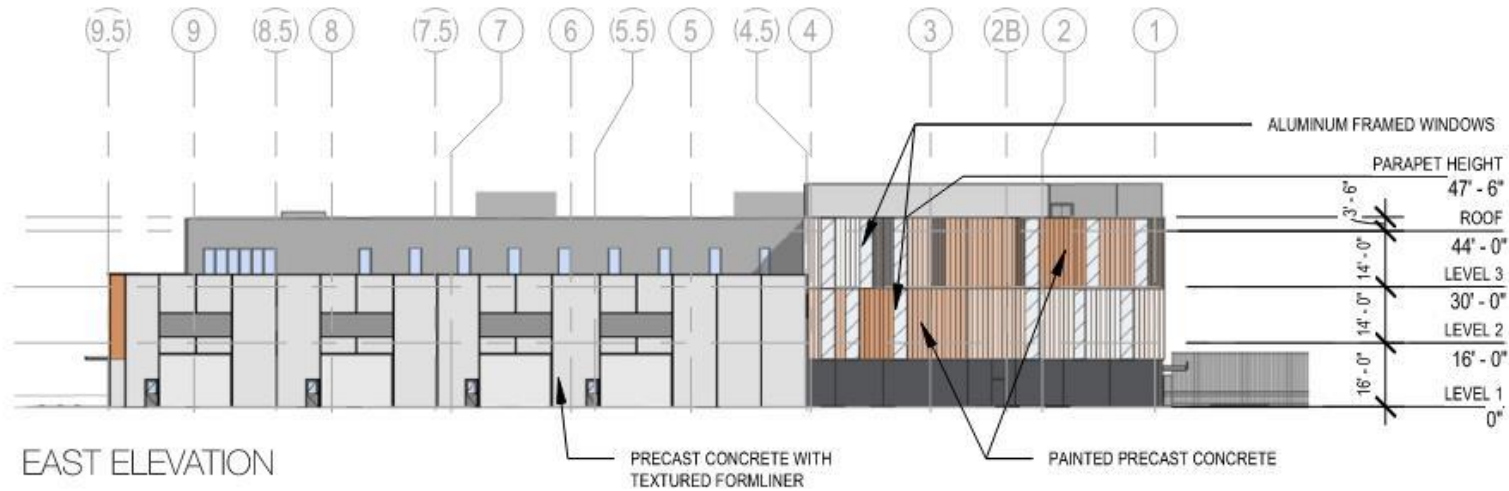
2ND & 3RD FLOORS



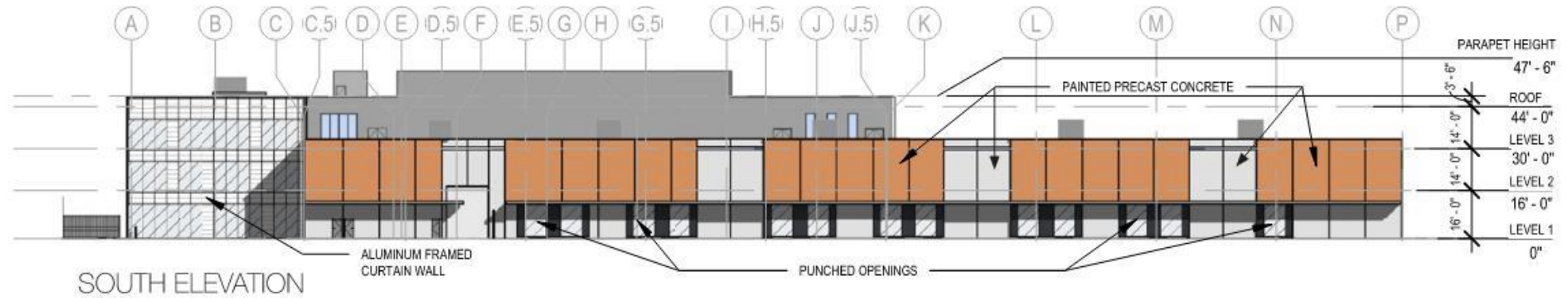
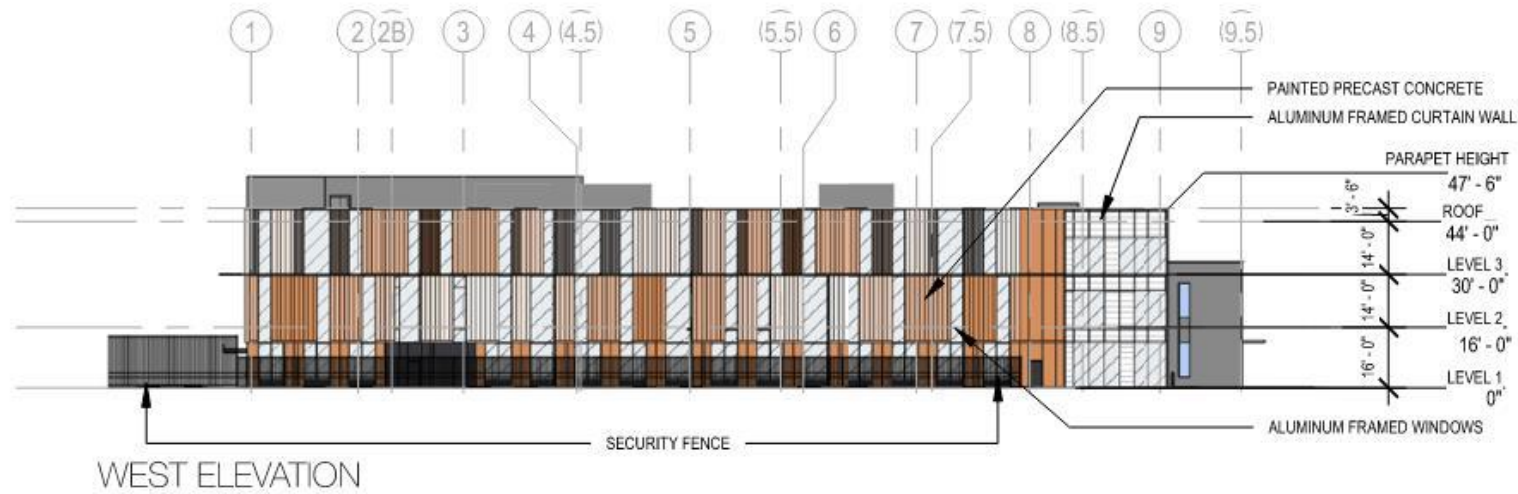
ROOF

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

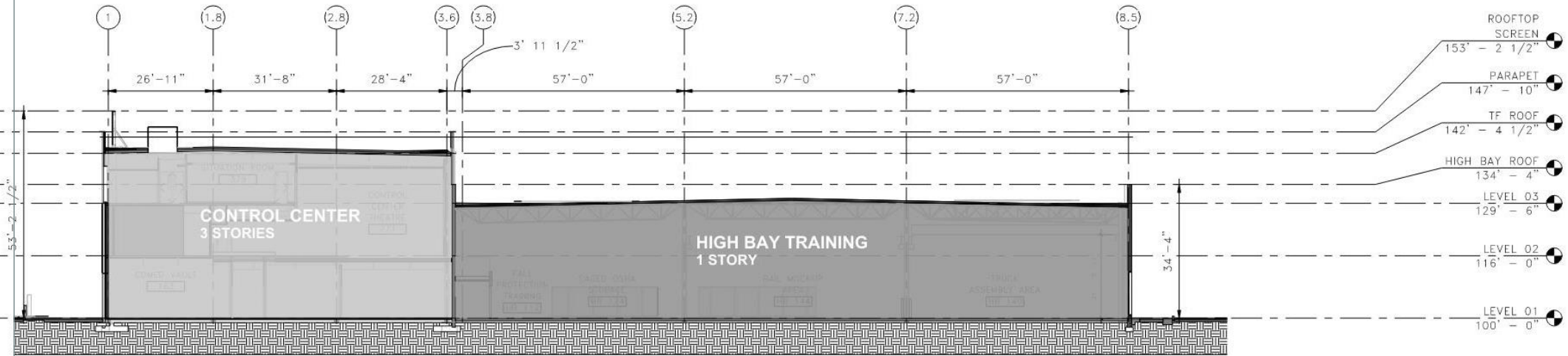
PROGRAMATIC FLOOR PLANS



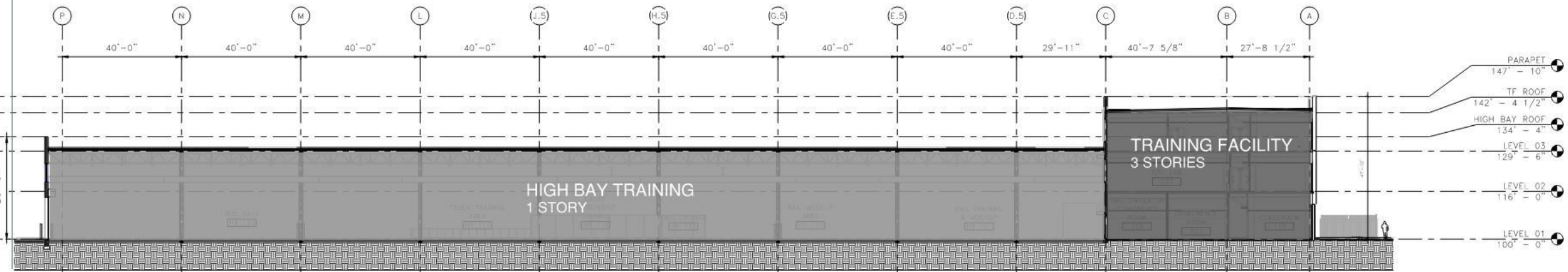
EAST AND NORTH BUILDING ELEVATIONS



WEST AND SOUTH BUILDING ELEVATIONS

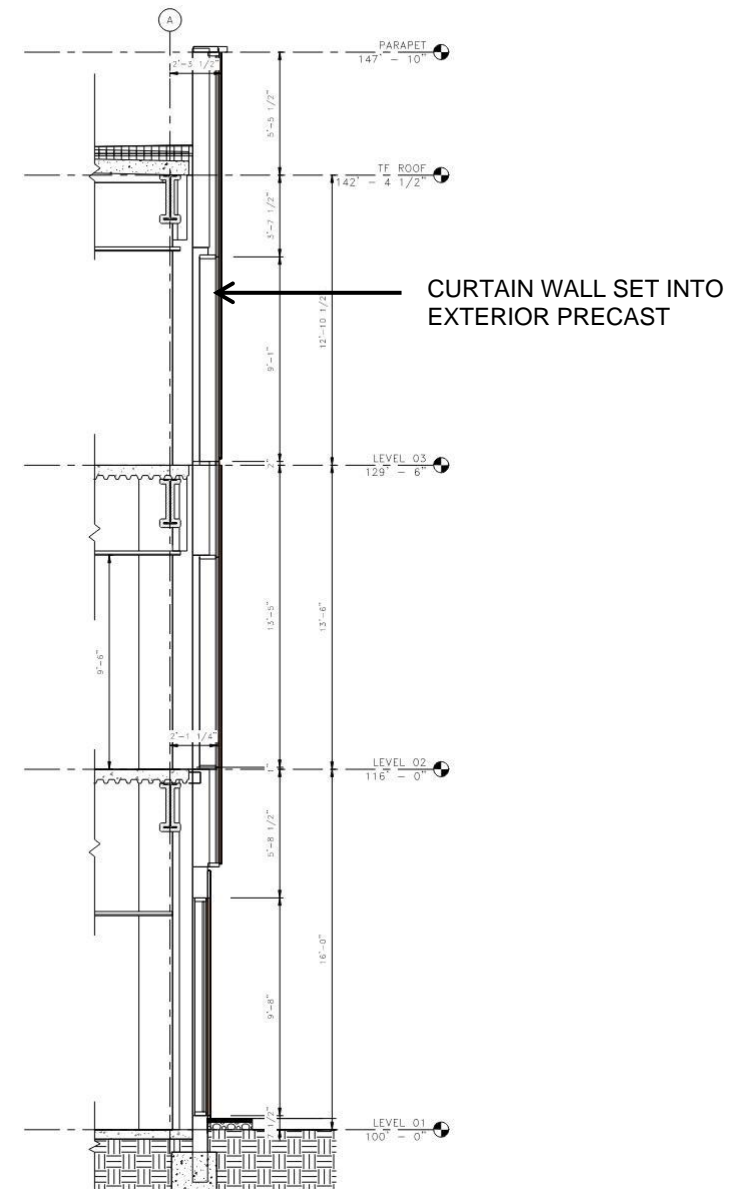
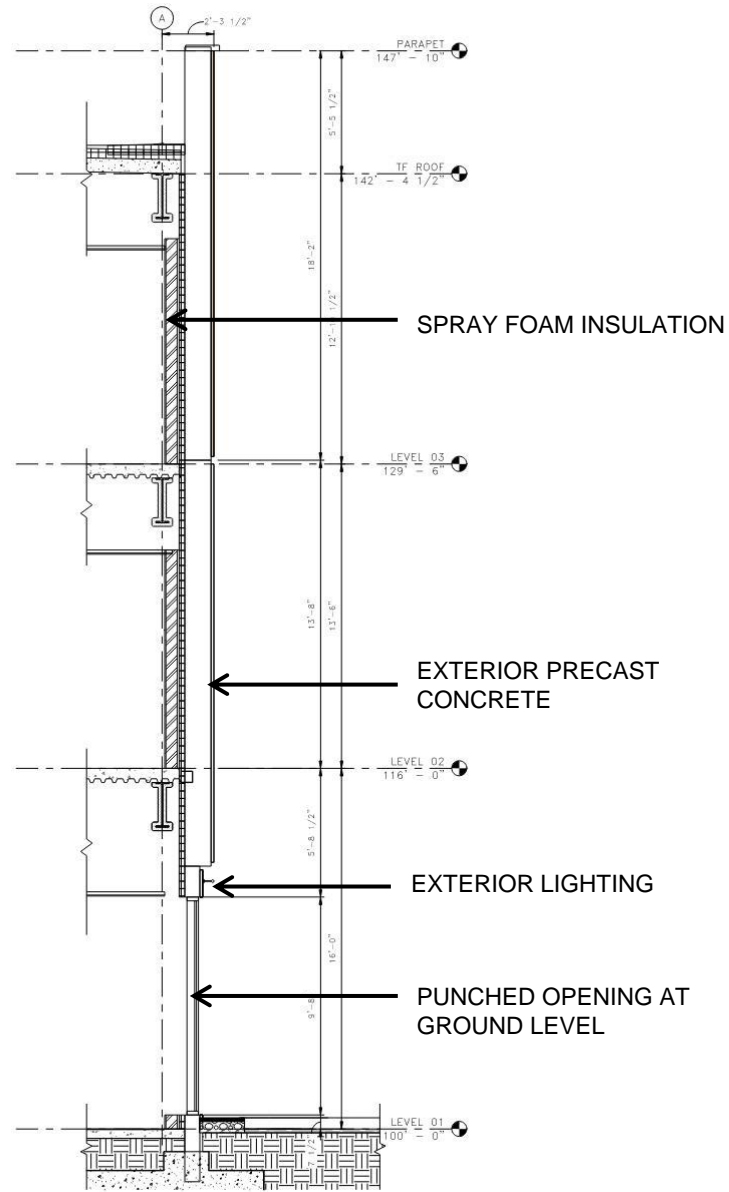
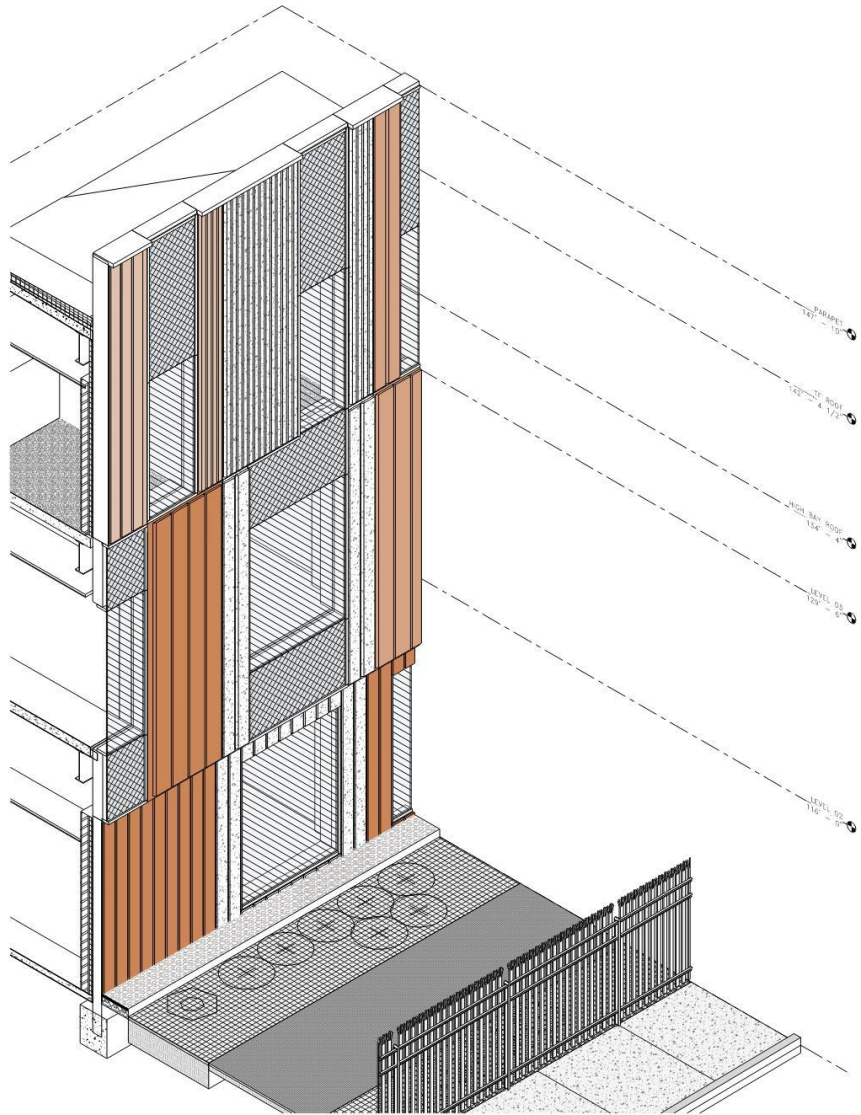


N-S BUILDING SECTION



E-W BUILDING SECTION

BUILDING SECTIONS



17-8-0904-A-:

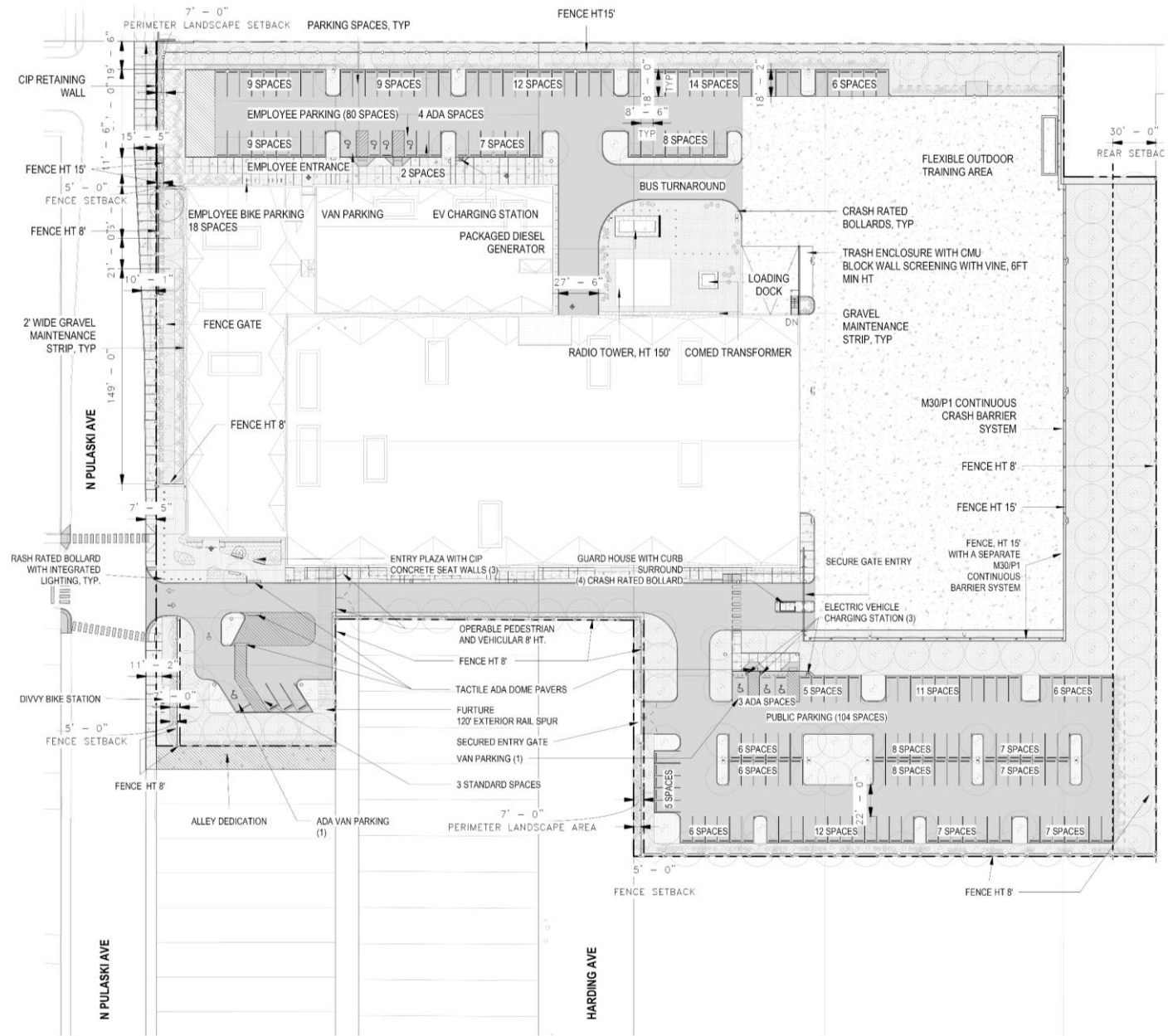
THE PROJECT PROMOTES SAFE AND EFFICIENT PEDESTRIAN, BICYCLIST & VEHICULAR CIRCULATION BY ALLOCATING ALL VEHICLE TRAFFIC INTO PRIVATE AND PUBLIC ALLEYS. ADEQUATE BICYCLE AND VEHICLE PARKING IS PROVIDED ON-SITE WHILE ALSO RESPECTING THE T.O.D. NATURE OF THE SITE. EXISTING TRAFFIC PATTERNS ARE RESPECTED

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



17-11-0202-A SCREENING FROM ABUTTING RESIDENTIAL AND INSTITUTIONAL USES

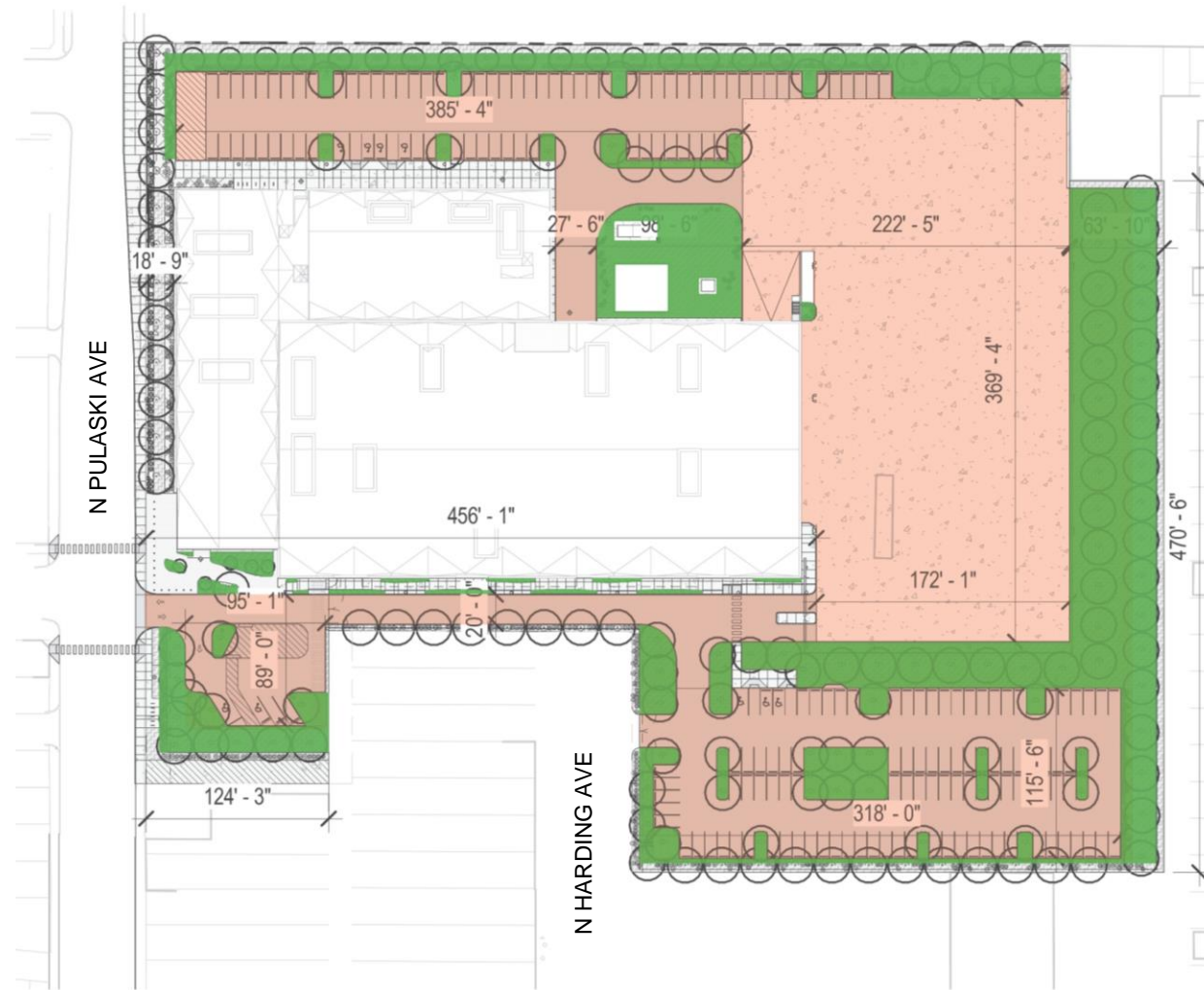
- THE PERIMETER OF ALL VEHICULAR USE AREAS IS EFFECTIVELY SCREENED FROM ALL ABUTTING R-ZONED PROPERTY ON THE EAST SIDE.
- THE REMAINDER OF THE REQUIRED 7-FOOT VEHICULAR USE AREA SETBACK IS LANDSCAPED AND INCLUDES AT LEAST ONE TREE FOR EVERY 25 LINEAR FEET OF STREET FRONTAGE.

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

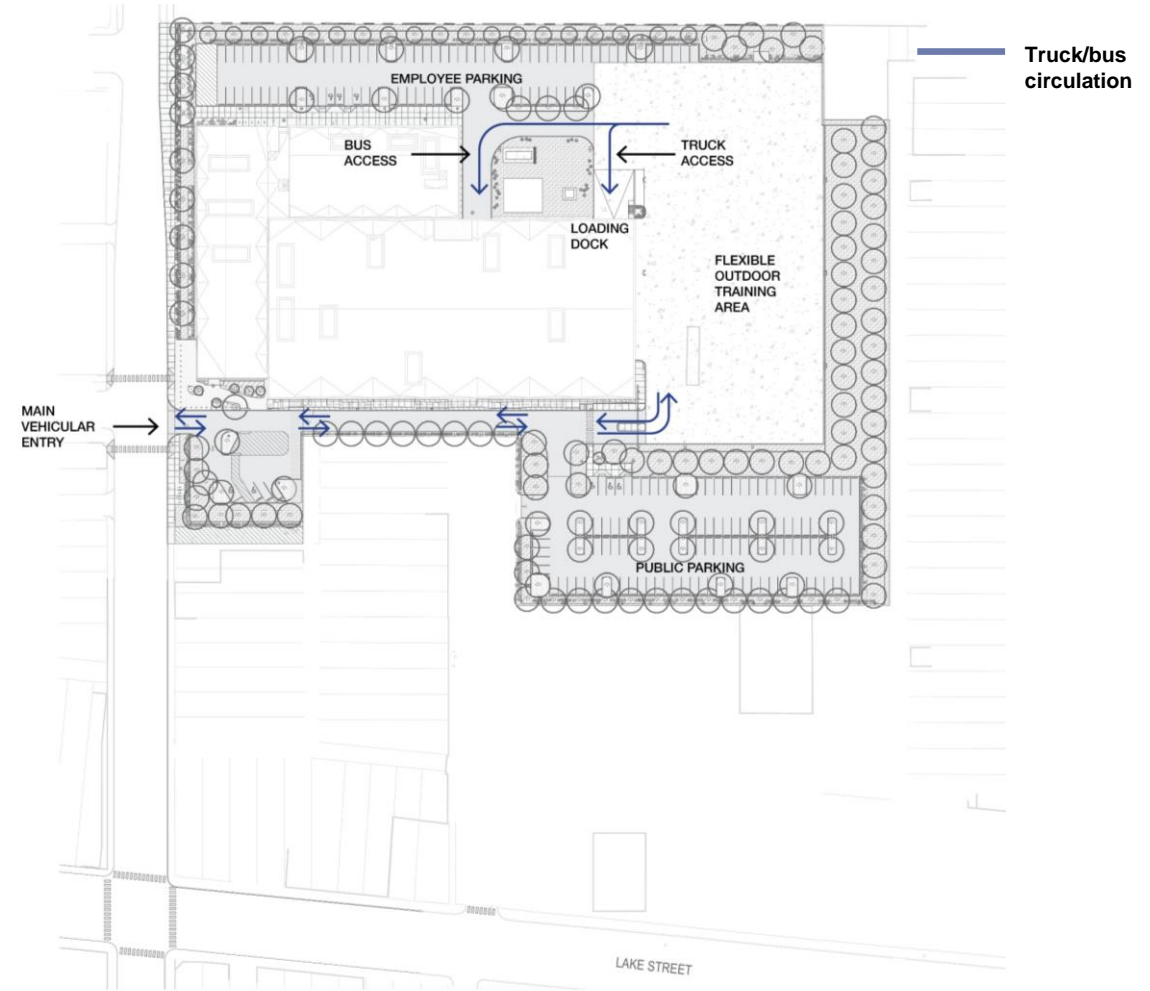
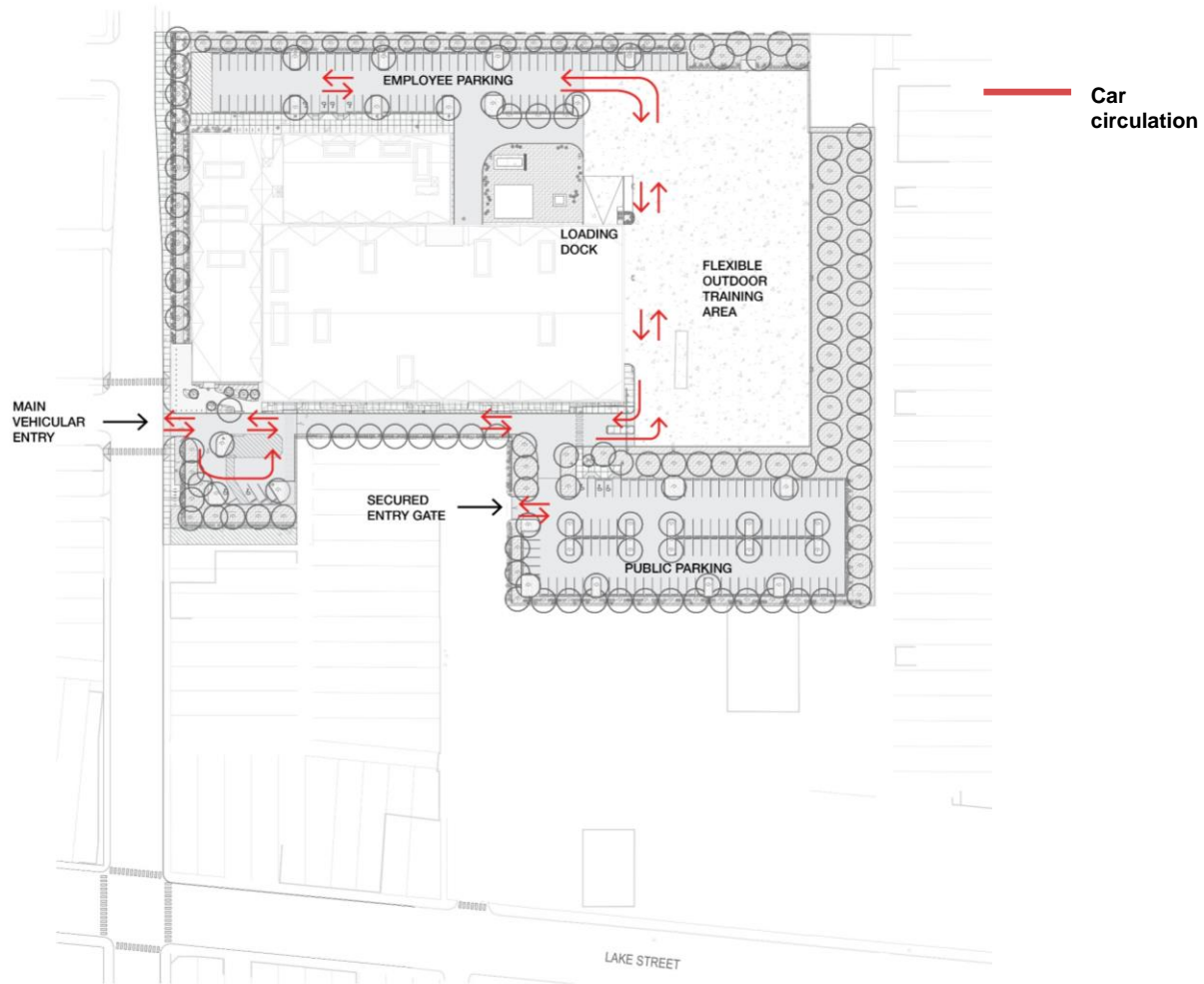
Vehicle Use Area (VUA)

Landscape Area if VUA is required

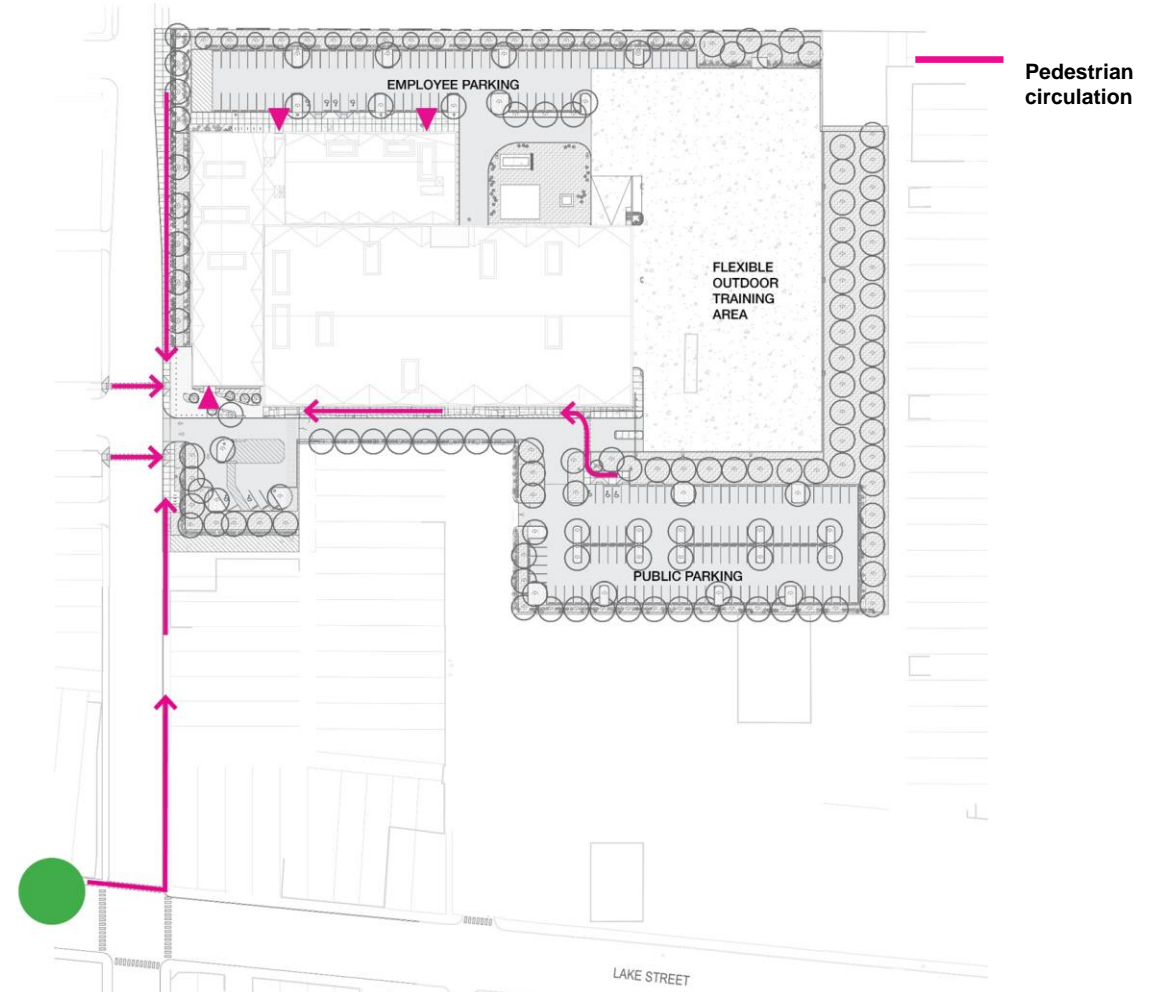
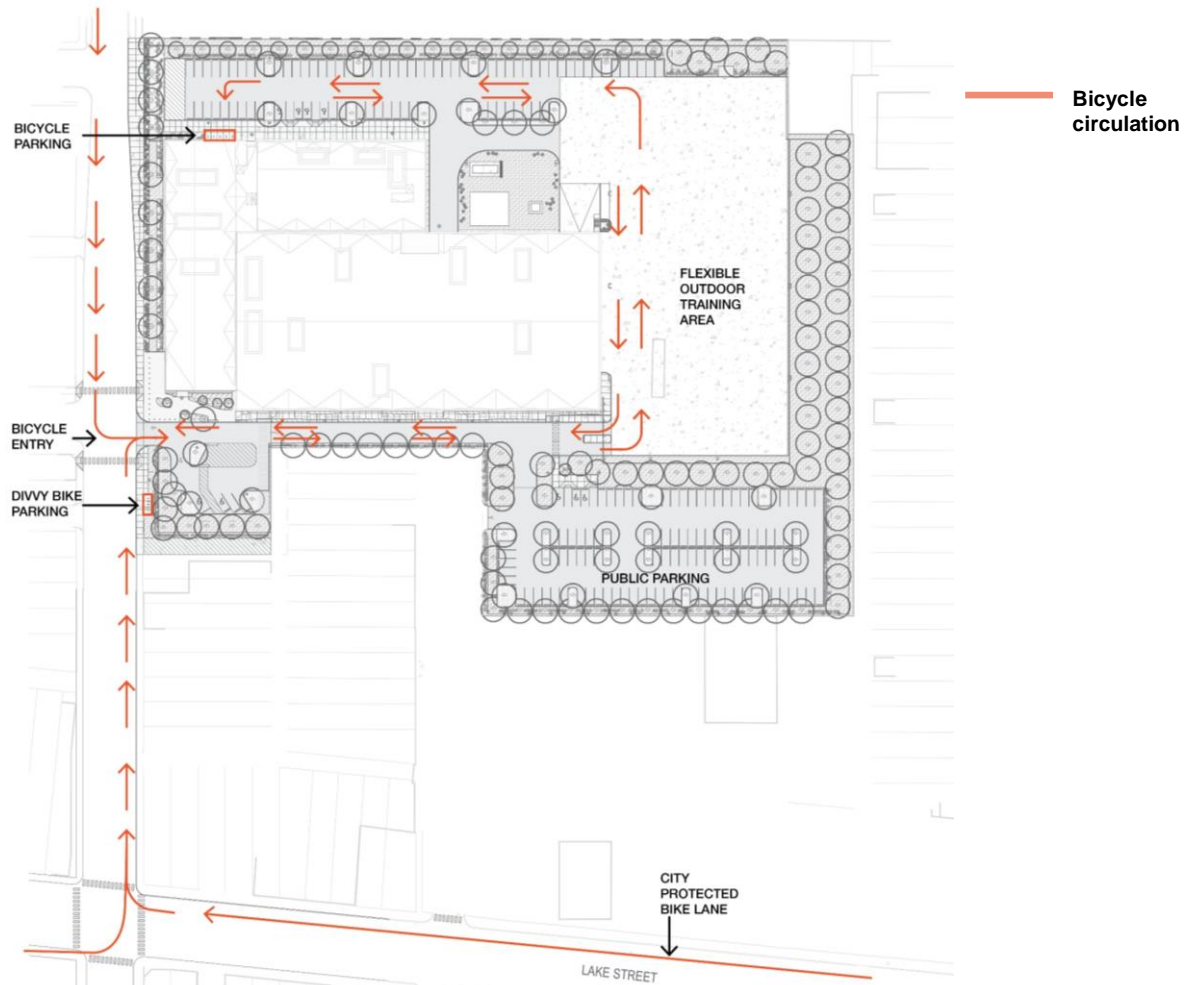
Confirm with DPD requirement

MATERIAL SAMPLE IMAGES
Identify and Show Compliance with
Building Design Guidelines in
Relation to Context and Materials
Refer to Zoning Code 17-8-0907

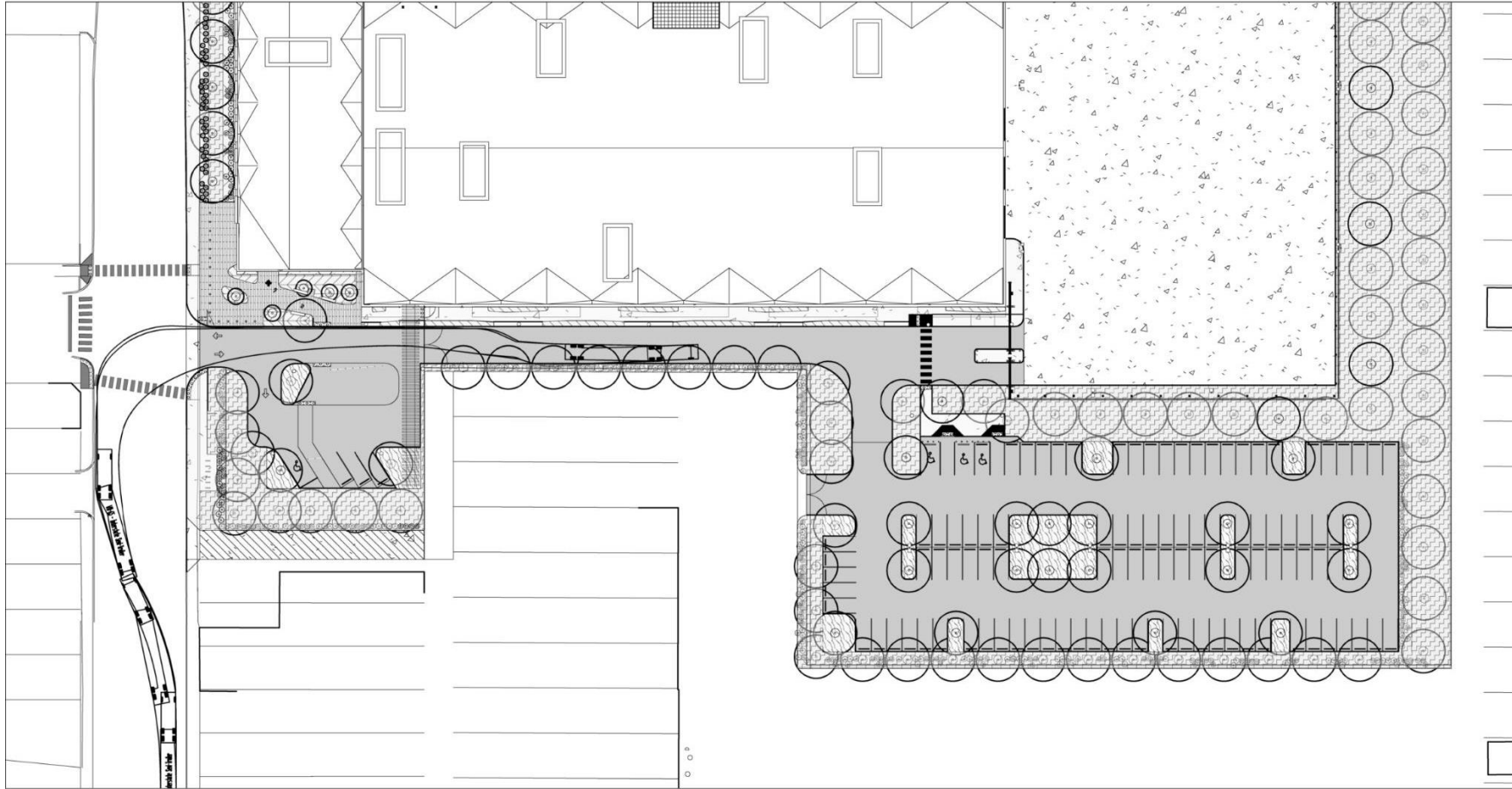
Transportation, Traffic, and Parking Notes:



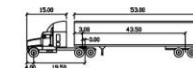
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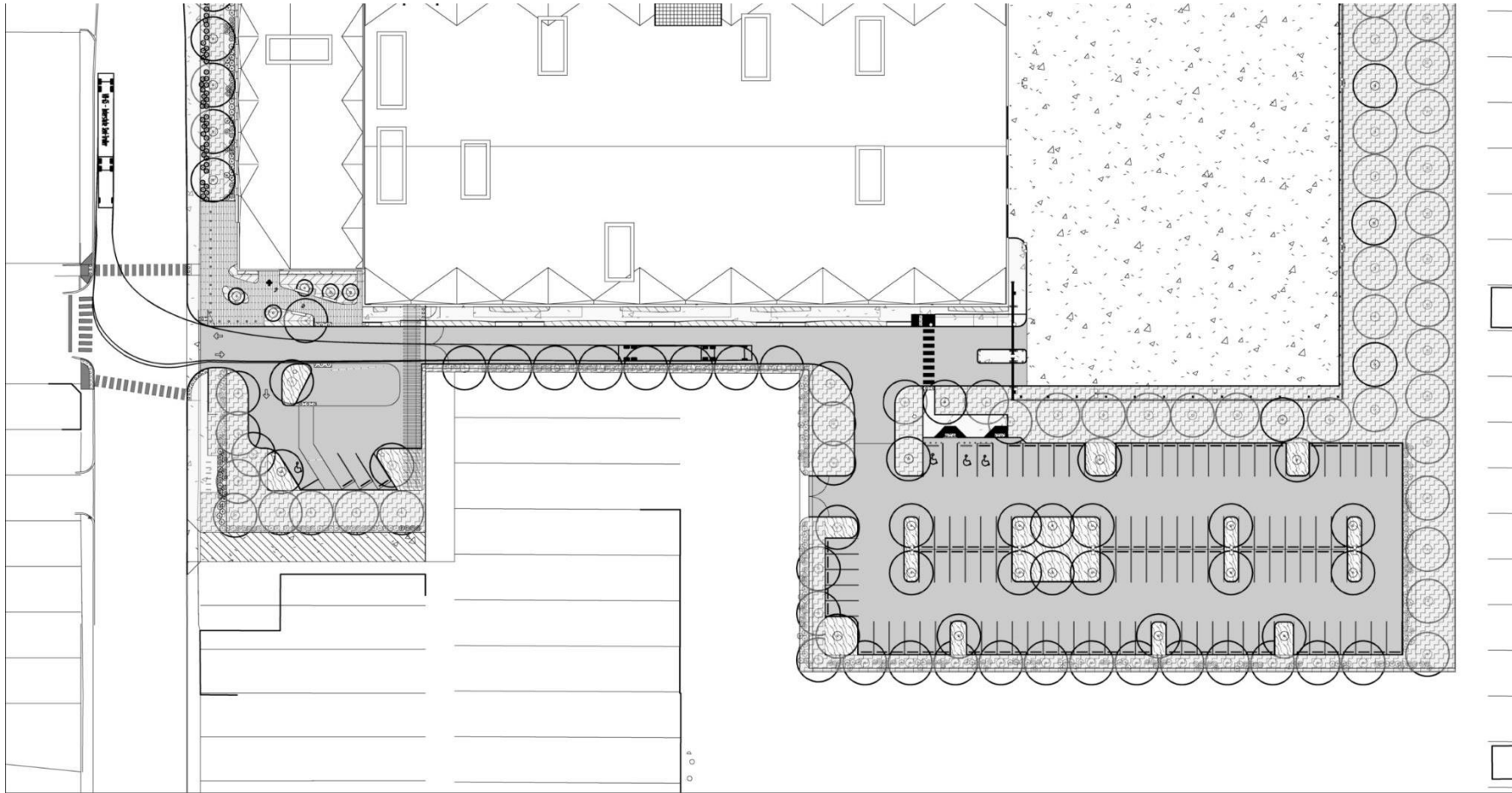


Autoturn Exhibit 01

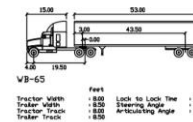


| Feet | |
|--------------------|-------|
| Tractor Width | 8.00 |
| Tractor Length | 13.00 |
| Tractor Track | 8.00 |
| Tractor Wheel | 8.00 |
| Lock to Lock Time | 1.80 |
| Steering Angle | 18.4 |
| Articulating Angle | 78.2 |

Transportation, Traffic, and Parking Notes:



Autoturn Exhibit 02

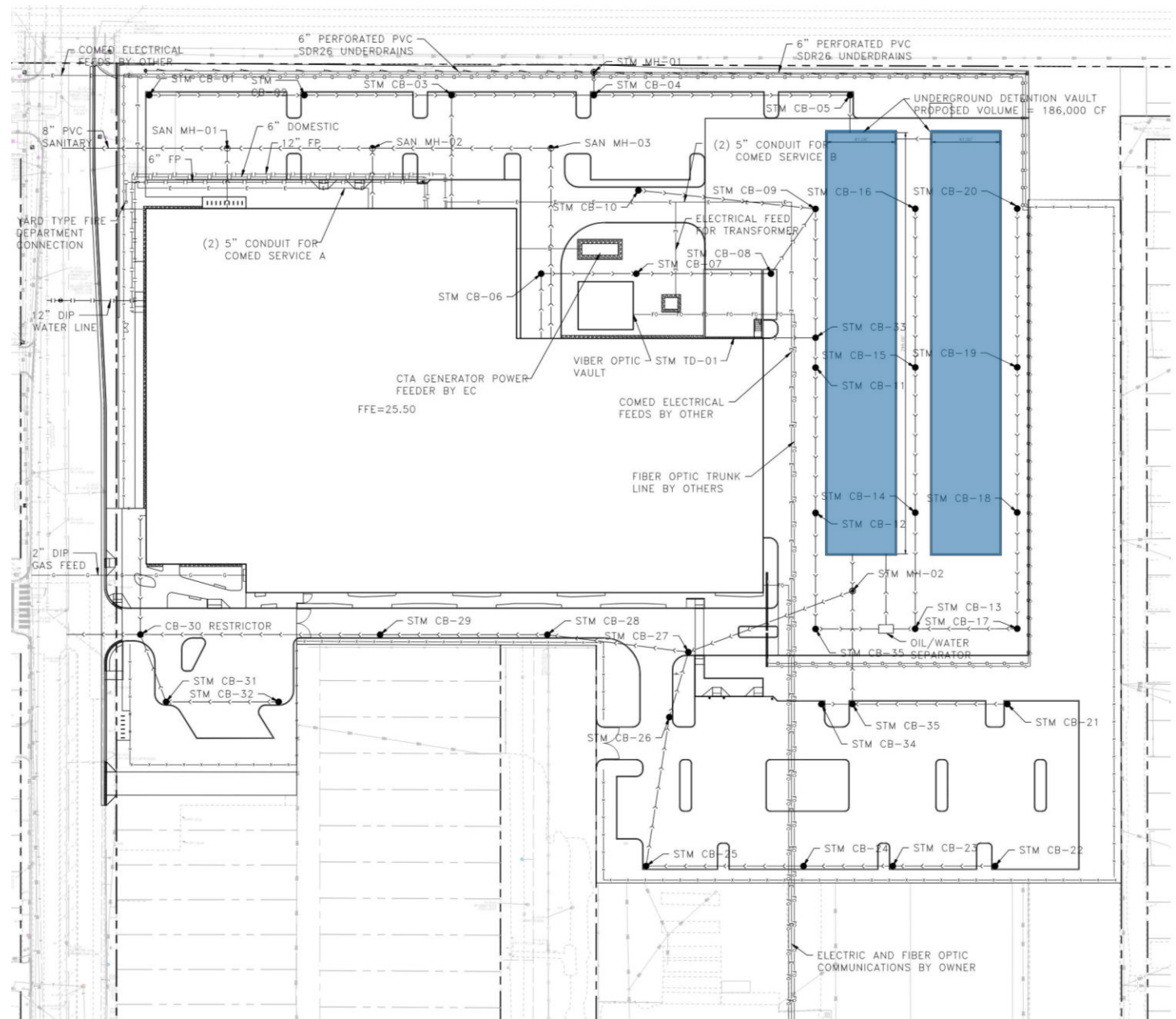


Traffic Study Summary: MAY NEED TO AMEND AFTER RECEIPT OF CDOT COMMENTS

- 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 seconds of green time from Pulaski Road to Lake Street during the weekday morning and three seconds during the weekday evening.
 - Consideration should be given to reallocating three 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.

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%.



STORMWATER MANAGEMENT ORDINANCE COMPLIANCE

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