



CHICAGO PLAN COMMISSION

Department of Planning and Development

NEW WATERFRONT PLANNED DEVELOPMENT

NORTH POINT AVENUE O

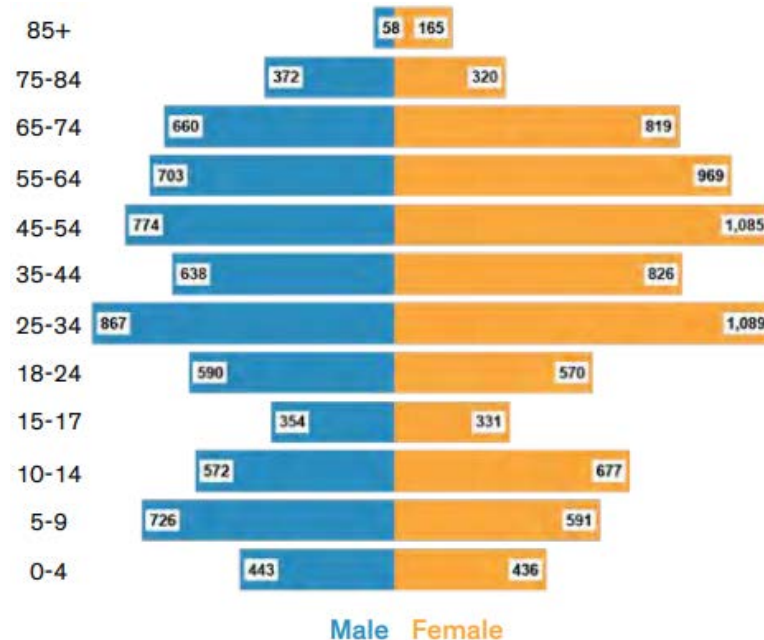
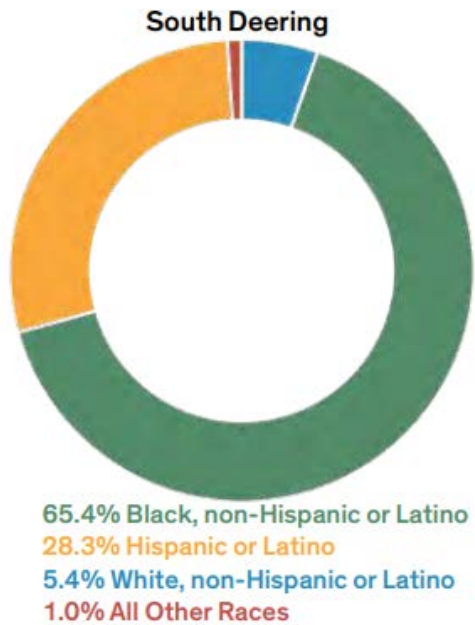
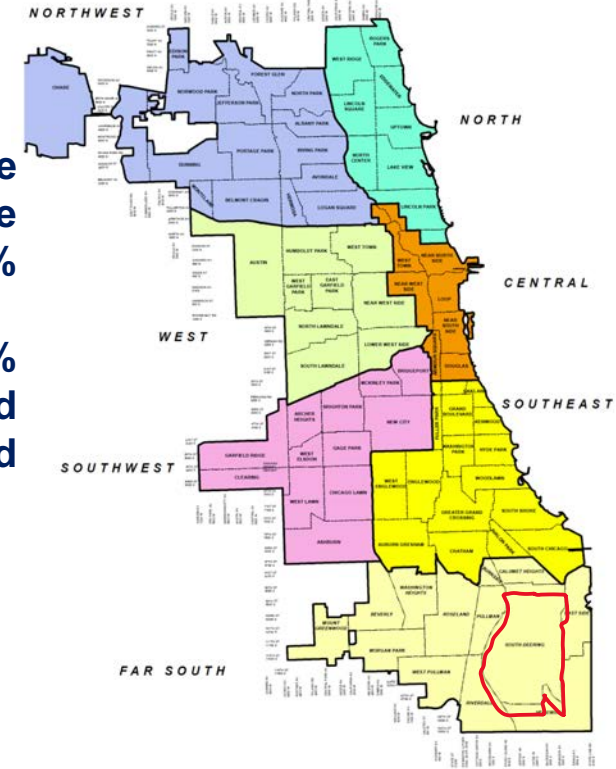
3044 East 122nd Street (10TH Ward)

NP AVENUE O, LLC

June 18, 2020

★ South Deering Area Snap Shot

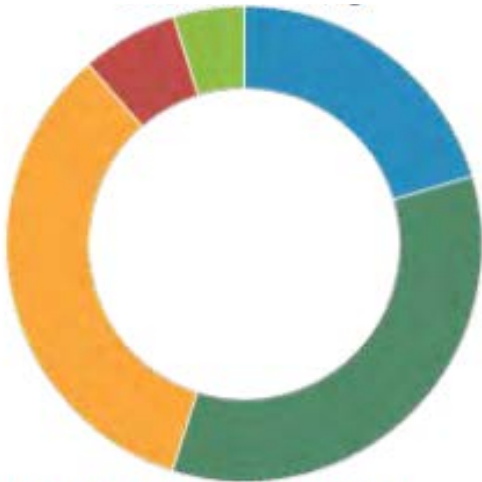
- South Deering was predominantly Black (non-Hispanic or Latino) in 2012-2016, at 65.4% of the community's population. 28.3% of residents were Hispanic or Latino and 5.4% were White (non-Hispanic or Latino). 0.2% of residents were American Indian or Alaska Native, and 0.8% identified as two or More Races.
- South Deering had a total of 14,635 residents for 2012-2016. 53.8% were female and 46.2% were male. The neighborhood was largely populated by adults, with 71.8% of residents aged 18 or older and 50.5% of residents aged 35 or older. 28.2% of residents were youth and children under the age of 18 (American Community Survey 5-Year Estimates, 2012-2016).





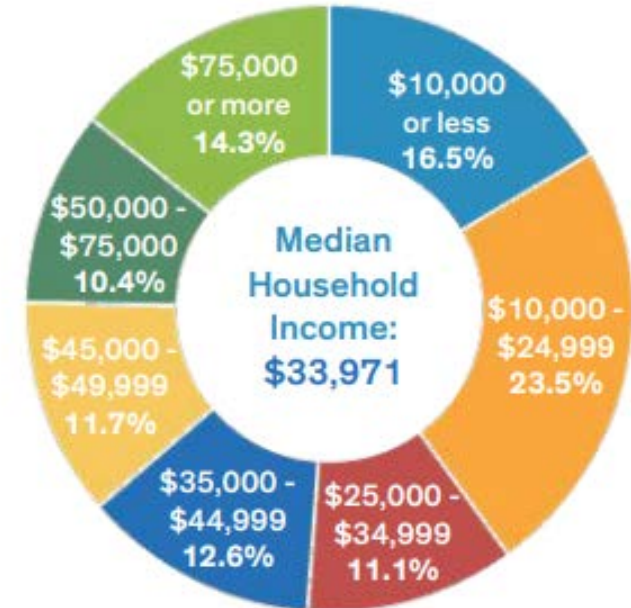
South Deering Area Snap Shot

Of South Deering residents age 25 or older, 79.6% had a high school diploma or higher in 2012-2016. 20.4% of residents did not possess a high school diploma. 11.4% of residents had completed college or graduate school, while 33.7% possessed some college education but had not completed a Bachelor's degree.



- 20.4% Less than High School
- 34.5% High School Diploma
- 33.7% Some College
- 6.6% Bachelor's Degree
- 4.8% Graduate or Professional Degree

South Deering had a 2012-2016 median household income of \$33,971, and contained 5,012 households, the smallest of the three community areas. The largest income category was \$10,000-\$24,999, at nearly a quarter of household incomes.



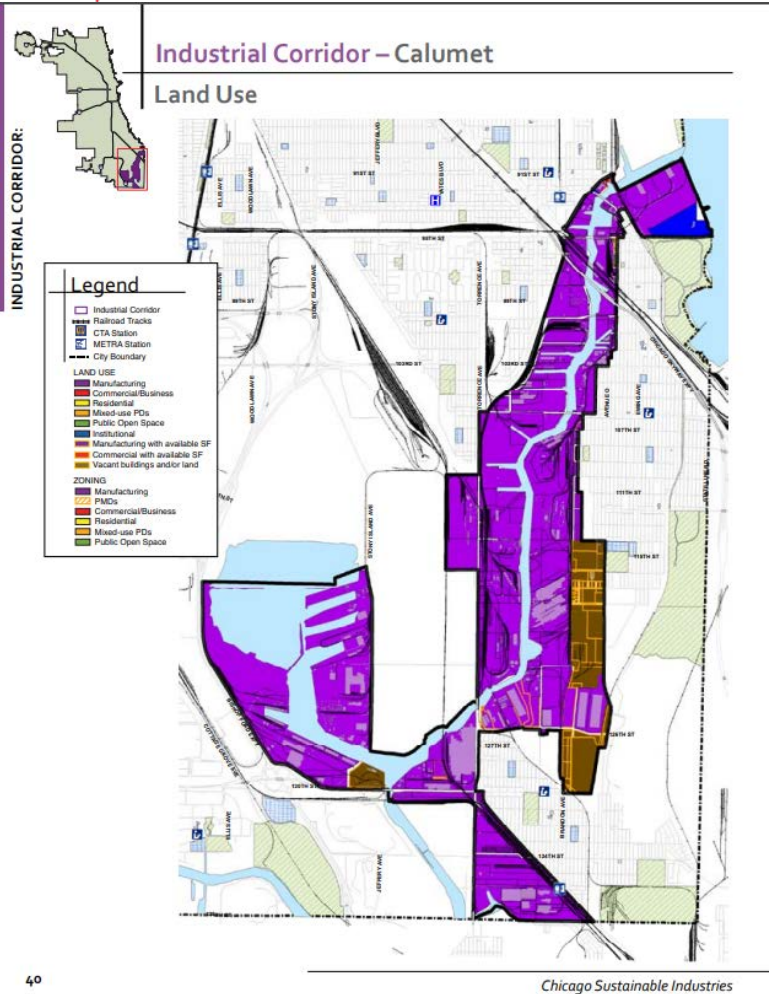
★ Planning Context



The Calumet Area Land Use Plan was adopted by the Chicago Plan Commission in 2002. The goals for the Plan include the following:

- Improve quality of life in the Calumet area and the surrounding communities by creating greater economic opportunity and enhanced environmental quality.
- Retain and enhance existing businesses and industries within the Calumet area.
- Attract new industrial and business development, and create new job opportunities.
- Protect and enhance wetland and natural areas within the Calumet area, and improve habitat for rare and endangered species.

★ Planning Context



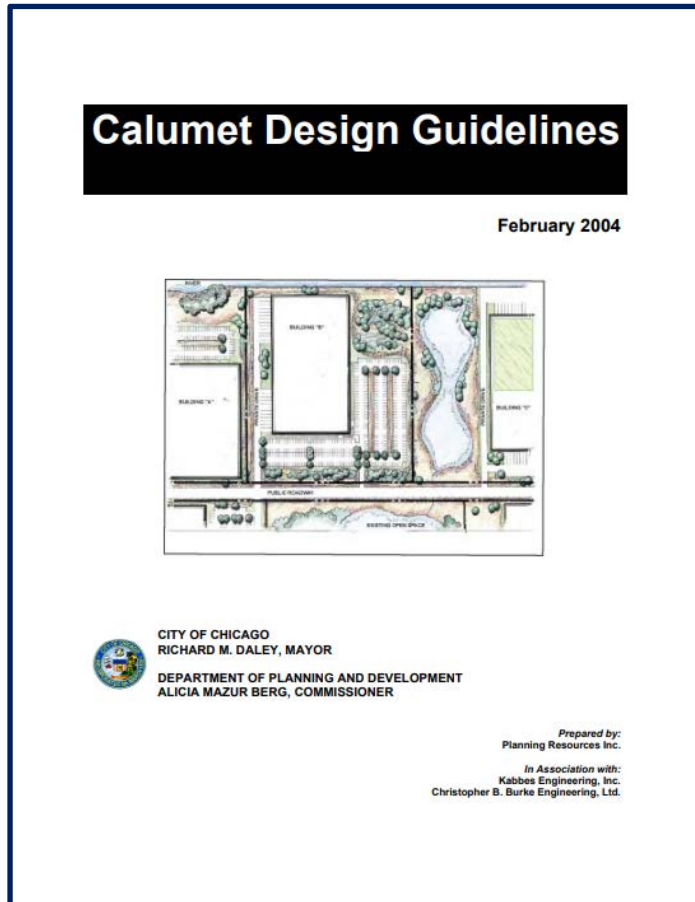
In 2005, the City of Chicago established the Lake Calumet Planned Manufacturing District (PMD). PMDs are intended to maintain and encourage industrial investment by regulating manufacturing-exclusive districts within industrial corridors

PMDs are established within industrial corridors and their zoning specifically prohibits residential development and most other non-industrial land uses.

Currently, there are 15 PMDs in Chicago. The Calumet Industrial Corridor is the largest in the City of Chicago, encompassing 4,197 acres. The PMD makes up 71% of the corridor's total area.

The Lake Calumet Area Industrial TIF District and Enterprise Zone Number 3 also fall within the industrial corridor. Within the industrial corridor there were 4,295 manufacturing jobs, 725 transportation and warehousing jobs, and 5 mineral extraction jobs in 2010.

★ Planning Context



- The Property is located in the Calumet Industrial Corridor and is subject to the Calumet Design Guidelines.
- The vision for the Calumet Area is to create a place where industry and nature coexist. The Calumet Design Guidelines provide a detailed framework for how to construct industrial landscapes that are compatible with the Calumet Area.
- The Proposed Development fully complies with the requirements of the Design Guidelines by providing required setbacks, landscaping and open green space throughout the site, including a conveyance swale area containing approximately 1.86 acres of area situated in proximity to the river as part of the development stormwater management system.



SITE CONTEXT – EXISTING CONDITIONS



SURROUNDING ZONING

MANUFACTURING
1 STORY BUILDING

MANUFACTURING

MANUFACTURING
2 STORY BUILDING

FUTURE BUILDING A
INDUSTRIAL

18TH STREET

CURRENTLY VACANT

FUTURE BUILDING B
INDUSTRIAL

MANUFACTURING
2 STORY BUILDING

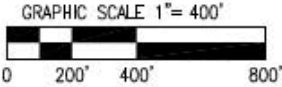
CALLUMET RIVER

SUBJECT PROPERTY
AVENUE O
BUILDING E SITE

NORFOLK SOUTHERN RAILROAD
BURLY AVENUE TO BE DEDICATED

CURRENTLY VACANT

FUTURE BUILDING C
INDUSTRIAL



MANUFACTURING
2 STORY BUILDINGS

MANUFACTURING

ELECTRIC UTILITY
1 STORY BUILDING

22ND STREET

REMOTE TRAILER LOT

AVENUE O
BUILDING D

MWRD UTILITY
1 STORY BUILDING

INDUSTRIAL
1 STORY BUILDING

LANDFILL

SURROUNDING LAND USE CONTEXT



SITE CONTEXT – EXISTING CONDITIONS (VIEW FROM THE WEST)



SITE CONTEXT – EXISTING CONDITIONS (VIEW FROM THE SOUTHEAST)



SITE CONTEXT – EXISTING CONDITIONS (VIEW FROM THE WEST TO THE SOUTH)

ON SITE PARKING COUNTS
 TOTAL PASSENGER VEHICLE
 STALLS PROVIDED: 384 STALLS
 ADA STALLS REQUIRED: 8 STALLS
 ADA STALLS PROVIDED: 8 STALLS

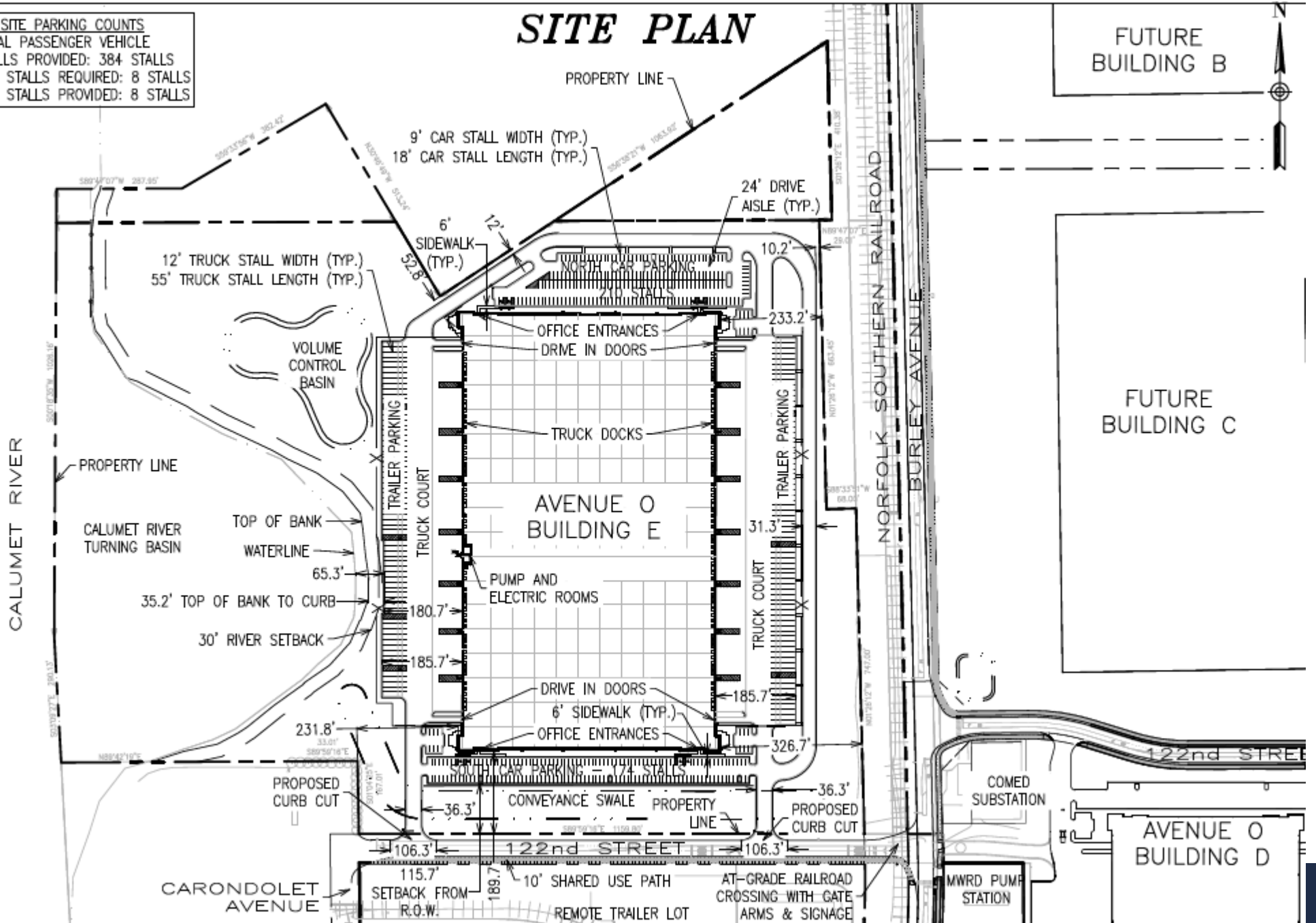
SITE PLAN

FUTURE BUILDING B



48.6 acre site

580,587 sf building



SITE PLAN

48.6 acre site

580,587 sf building



SITE PLAN





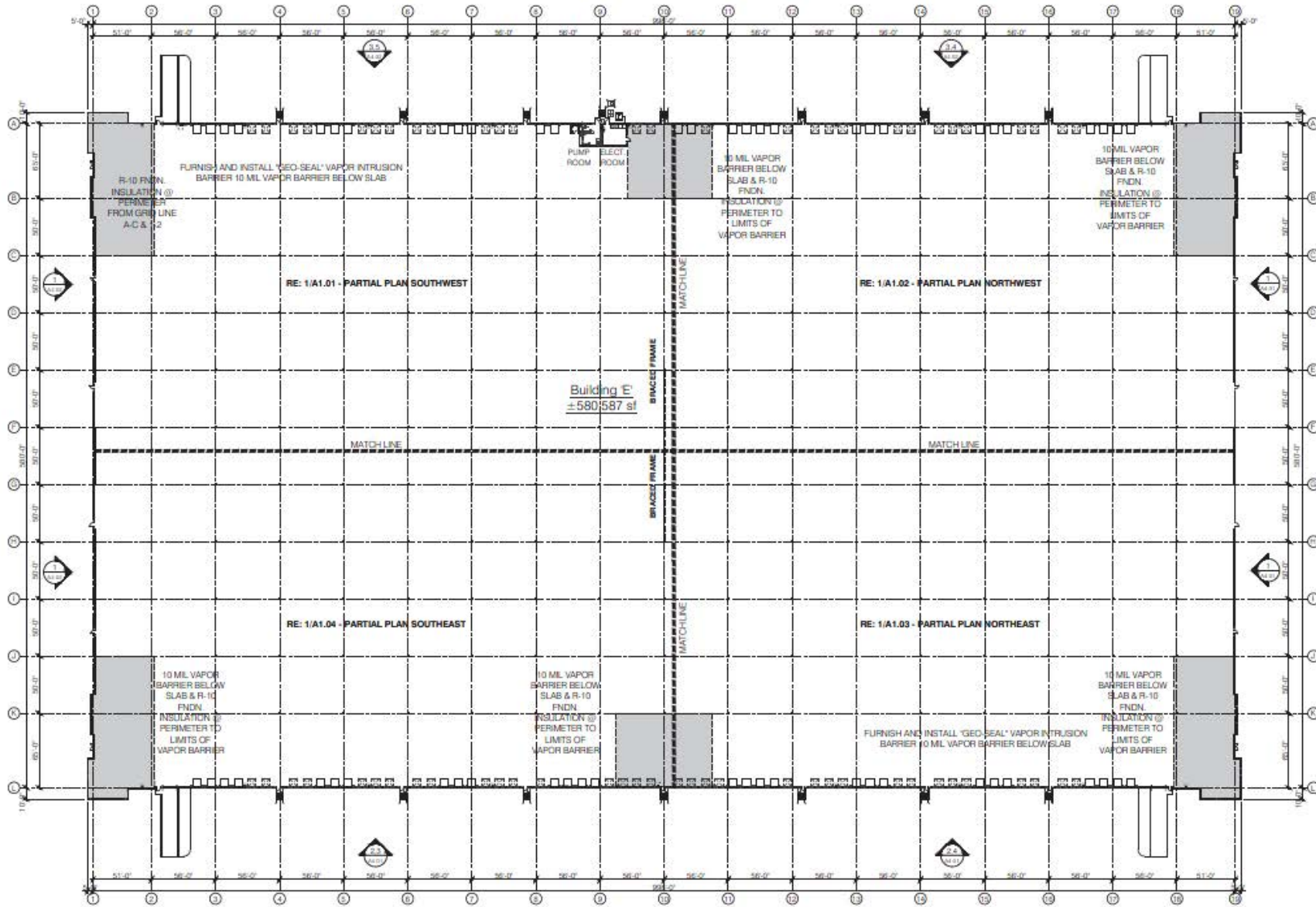
RENDERED VIEW OF PROPOSED BUILDING – STREET/PEDESTRIAN VIEW FROM 122ND



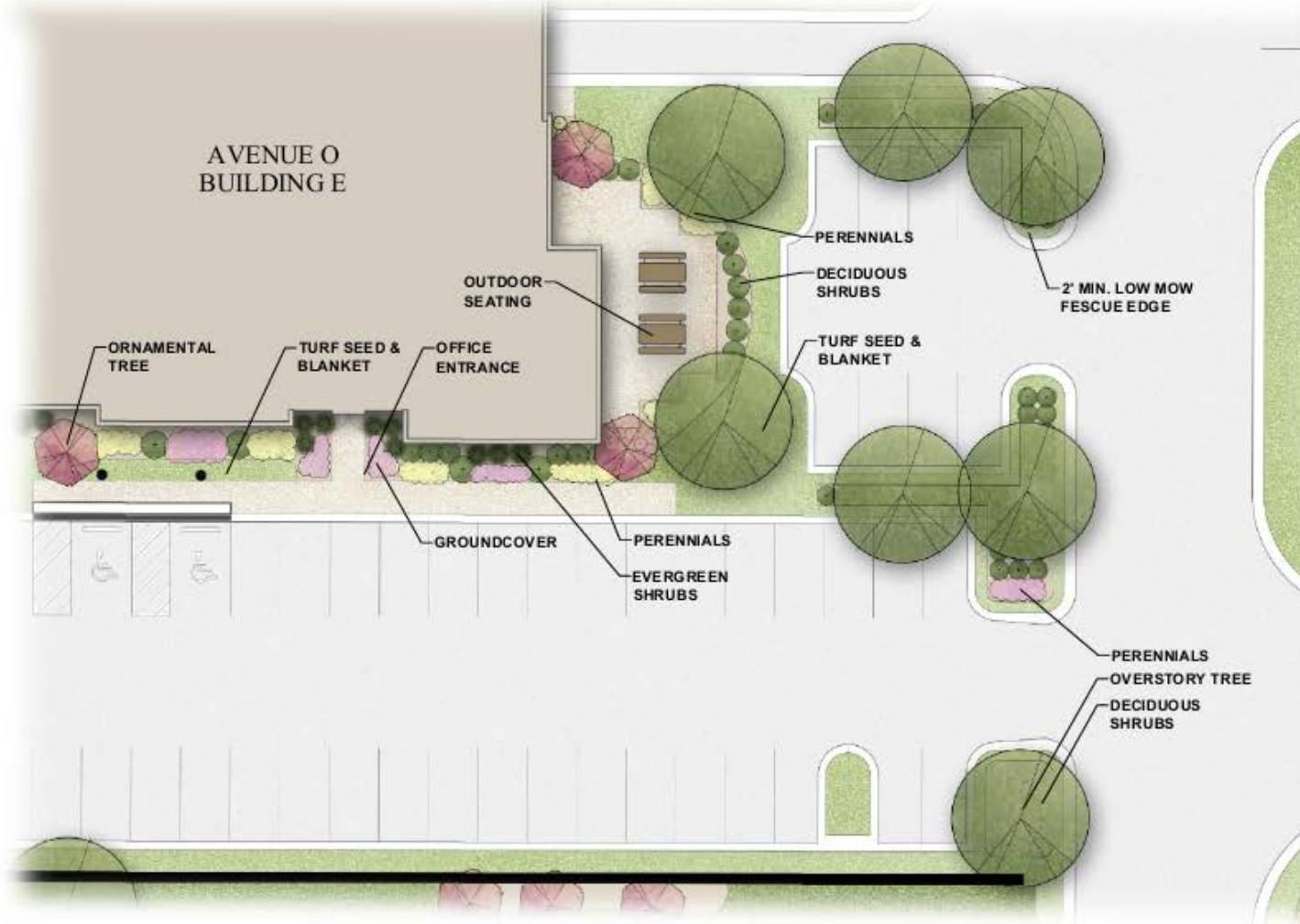
RENDERED VIEW OF PROPOSED DEVELOPMENT – PEDESTRIAN VIEW FROM RIVER EDGE



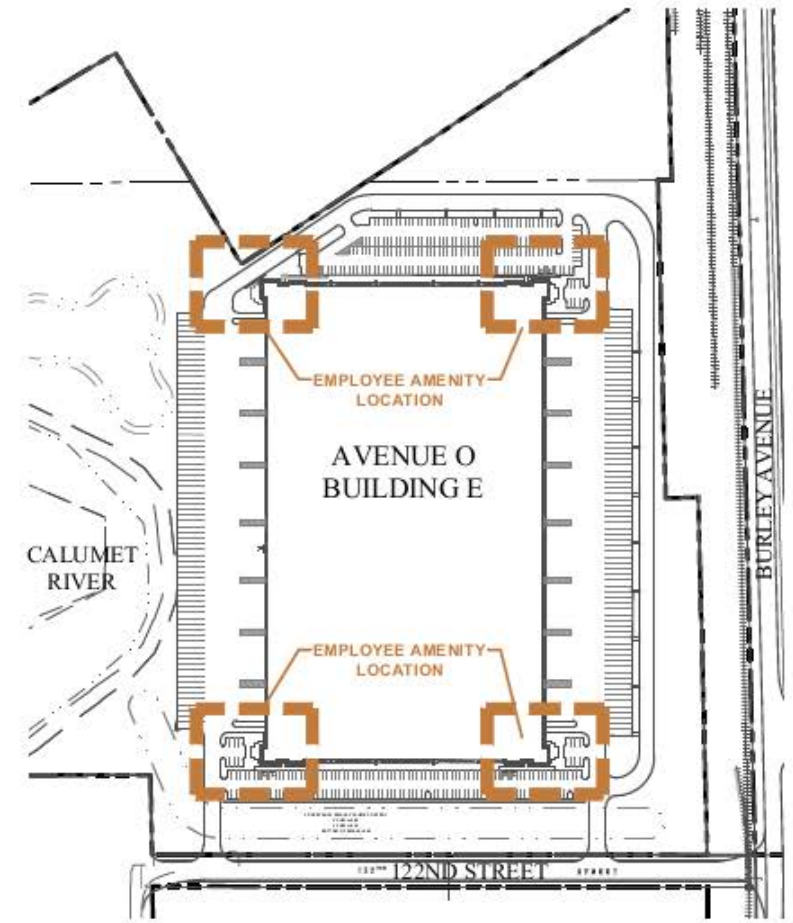
RENDERED VIEW OF PROPOSED DEVELOPMENT – PEDESTRIAN VIEW FROM RIVER EDGE



FLOOR PLAN

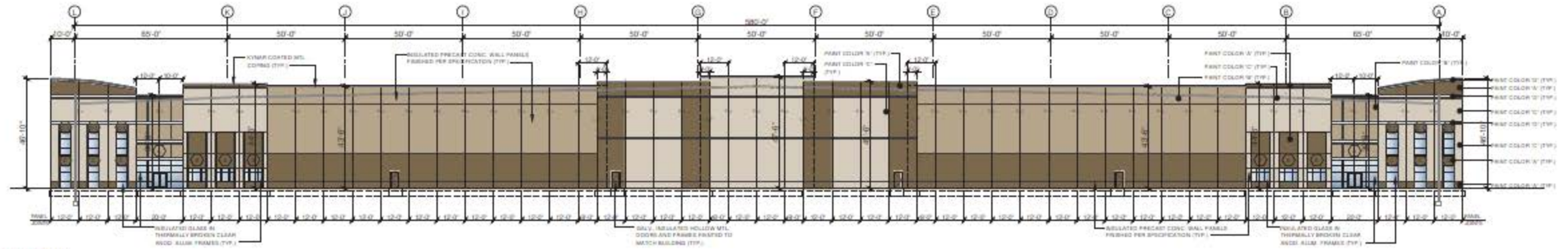


TYPICAL EMPLOYEE AMENITY PLAN



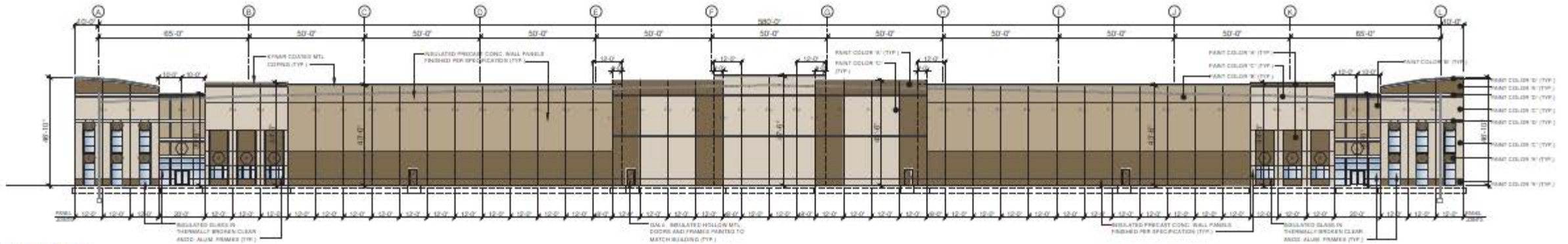
AMENITY LOCATION MAP

FLOOR PLAN – TENANT AMENITIES



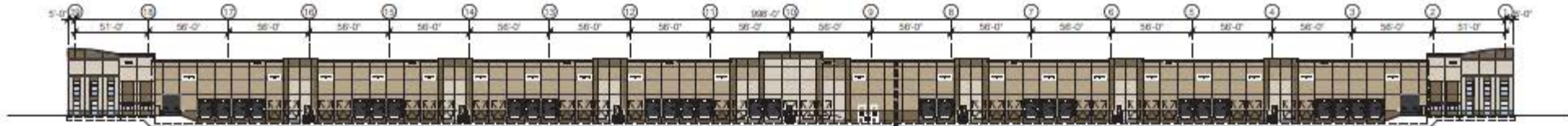
1 NORTH ELEVATION
Scale: 1" = 20'-0"

BUILDING ELEVATION (NORTH)



1 SOUTH ELEVATION
Scale: 1" = 20'-0"

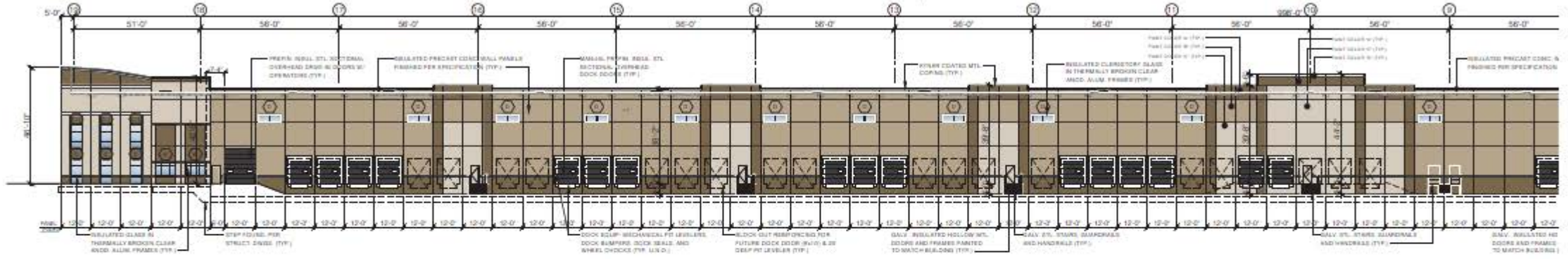
BUILDING ELEVATION (SOUTH)



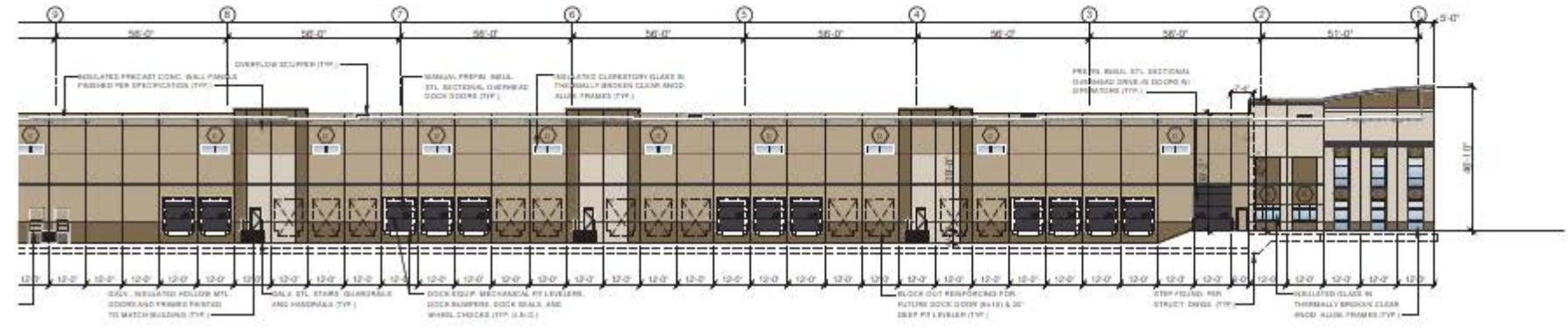
3 OVERALL WEST ELEVATION
Scale: 1" = 40'-0"

RE: 4/A4.02 - PARTIAL WEST ELEVATION (NORTH-END)

RE: 5/A4.02 - PARTIAL WEST ELEVATION (SOUTH-END)



4 PARTIAL WEST ELEVATION (NORTH END)
Scale: 1" = 20'-0"



5 PARTIAL WEST ELEVATION (SOUTH END)
Scale: 1" = 20'-0"

COLOR COATING LEGEND

- ALL PAINT COLOR TRANSFERS SHALL OCCUR AT BEER COATING IN VALLEY OF REVEALS. SEE REVEAL DETAILS ON 8A-01.
- COATING COLORS TO MATCH ADJACENT PAINT FINISH AS NOTED BELOW (S/N/D).

	PAINT COLOR 1: SHIMMER WILLIAMS, SW7050 'MIDNIGHT'
	COATING COLOR: CAPISULE 'MEDIUM BROWN'
	PAINT COLOR 3: SHIMMER WILLIAMS, SW7050 'TODAY TODAY'
	COATING COLOR: CAPISULE 'MEDIUM BROWN'
	PAINT COLOR 5: SHIMMER WILLIAMS, SW7050 'WORLDLY GRAY'
	COATING COLOR: CAPISULE 'BONE WHITE'
	PAINT COLOR 7: SHIMMER WILLIAMS, SW7050 'FIRST STAR'
	COATING COLOR: CAPISULE 'BONE WHITE'

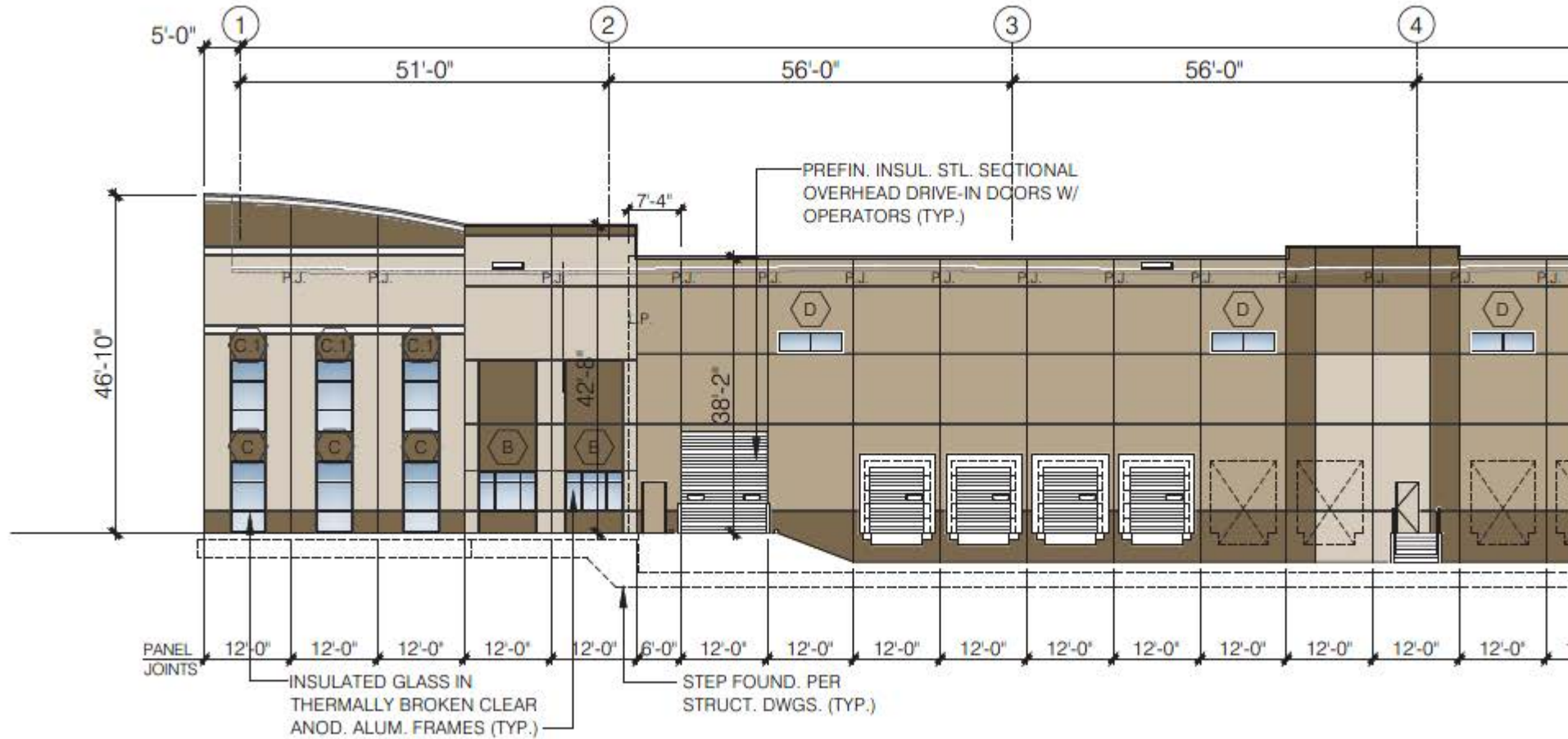
BUILDING ELEVATION (WEST)

FINISHED FLOOR ELEVATION (TTT)

THERMALLY BROKEN CLEAR ANOD. ALUM. FRAMES (TYP.)

5 TYPICAL ENLARGED NORTH-SOUTH CORNER ELEVATION

Scale: 1/8" = 1'-0"



COLOR COATING LEGEND

- 1. ALL PAINT COLOR TARGETS SHALL OCCUR AT CORNER OR IN VALLEY OF REVEALS. RE. REVEALS DETAIL ON A-01
- 2. COPING COLORS TO MATCH ADJACENT PAINT FROM ABOVE BELOW (L & R)

PAINT COLOR 9
 SHOWN WALLS: DETAIL 'MEDIUM BRONZE'
 COPING COLOR: CARUSO 'MEDIUM BRONZE'
 PAINT COLOR 8
 SHOWN WALLS: DETAIL 'TINY TALE'
 COPING COLOR: CARUSO 'MEDIUM BRONZE'
 PAINT COLOR 7
 SHOWN WALLS: DETAIL 'MEDIUM BRONZE'
 COPING COLOR: CARUSO 'MEDIUM BRONZE'
 PAINT COLOR 6
 SHOWN WALLS: DETAIL 'MEDIUM BRONZE'
 COPING COLOR: CARUSO 'MEDIUM BRONZE'

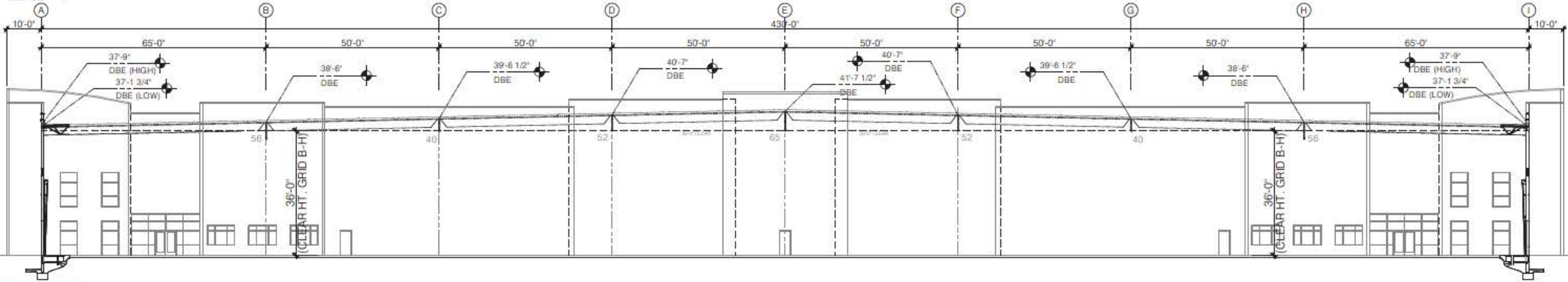
5 TYPICAL ENLARGED EAST-WEST CORNER ELEVATION

Scale: 1/8" = 1'-0"



BUILDING ELEVATION (EAST – WEST CORNER)

Scale: 1/16" = 1'-0"



BUILDING SECTION

BUILDING SECTION



Parking Summary

- 384 vehicular parking spaces
- 136 trailer parking spaces
- 26 bicycle parking spaces
- 56 loading spaces
- Employee parking is located away from the street at the south and north of the building.
- Car parking is segregated from truck/trailer parking which is located to the east and west of the proposed building. Parking will be screened in either instance by the proposed building or by substantial landscaping.

**Final
Project Development Report**
Burley Avenue (FAU 2954) Improvements
106th Street to 126th Place
Roadway Reconstruction
Section No.: 01-B1428-00-PV
Chicago Department of Transportation
Cook County, State of Illinois
August 2016



Prepared For:



Chicago Department of Transportation
30 North LaSalle Street, Suite 400
Chicago, Illinois 60602
www.cityofchicago.org

Prepared By:



AECOM
303 East Wacker Drive, Suite 1400
Chicago, Illinois 60601
www.aecom.com

- **Access to the site will be via two driveways provided off of 122nd Street.**
- **Pedestrian Access:** Pedestrian access to the proposed building will be located via the sidewalk along 122nd Street and sections of sidewalk along employee parking lots leading to each building entrance. The intersection of 122nd Street and Burley Avenue will feature an **ADA accessible/compliant continental crosswalk** across Burley Avenue, and pedestrian safety equipment and warning signage at the railroad crossing near the intersection.
- **Bicycle Access:** Bicycle racks will be provided near each building entrance, with a total of 26 bicycle spaces provided.
- **Loading:** Loading is designed to minimize congestion on existing roadways. Access is provided via two new proposed curb cuts. All loading and queuing will occur on-site. A new traffic signal and new shared use paths are proposed as part of the overall project. The off-site improvements are proposed in the interest of minimizing congestion on existing roadways and enhancing pedestrian safety and comfort. Two new driveways are proposed. This is the minimum number of driveways that would be feasible to accommodate access needs for the site. Driveways are kept to a minimum to provide a safe and comfortable environment for pedestrians. Substantial drive aisles are provided for freight vehicles. No queuing will take place in the public way.
- **Anti-Idling:** The Applicant will encourage its future tenants to implement an anti-idling policy for the subject property, consistent with the City's Diesel Idling Reduction Law.

**Final
Project Development Report**

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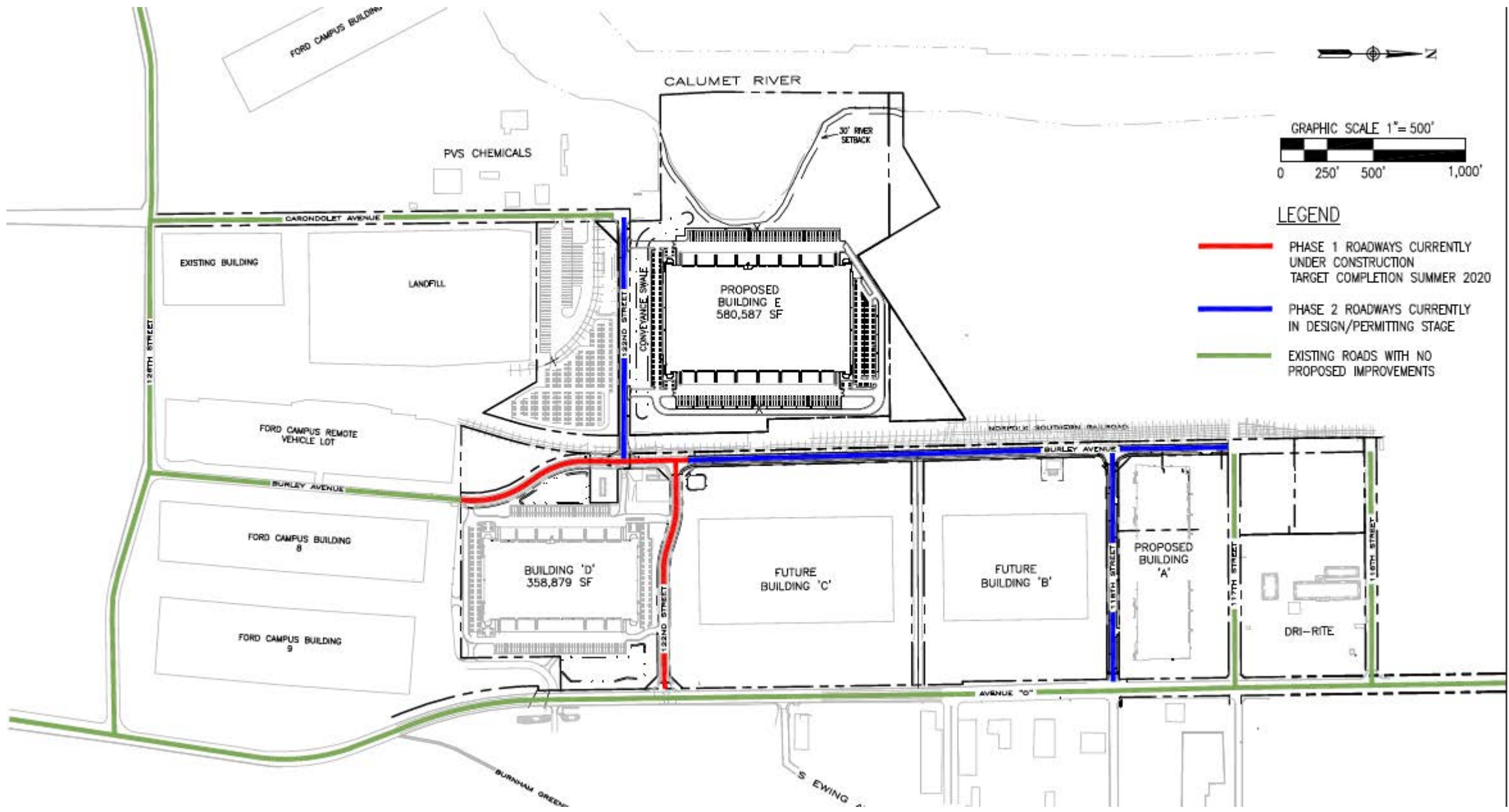
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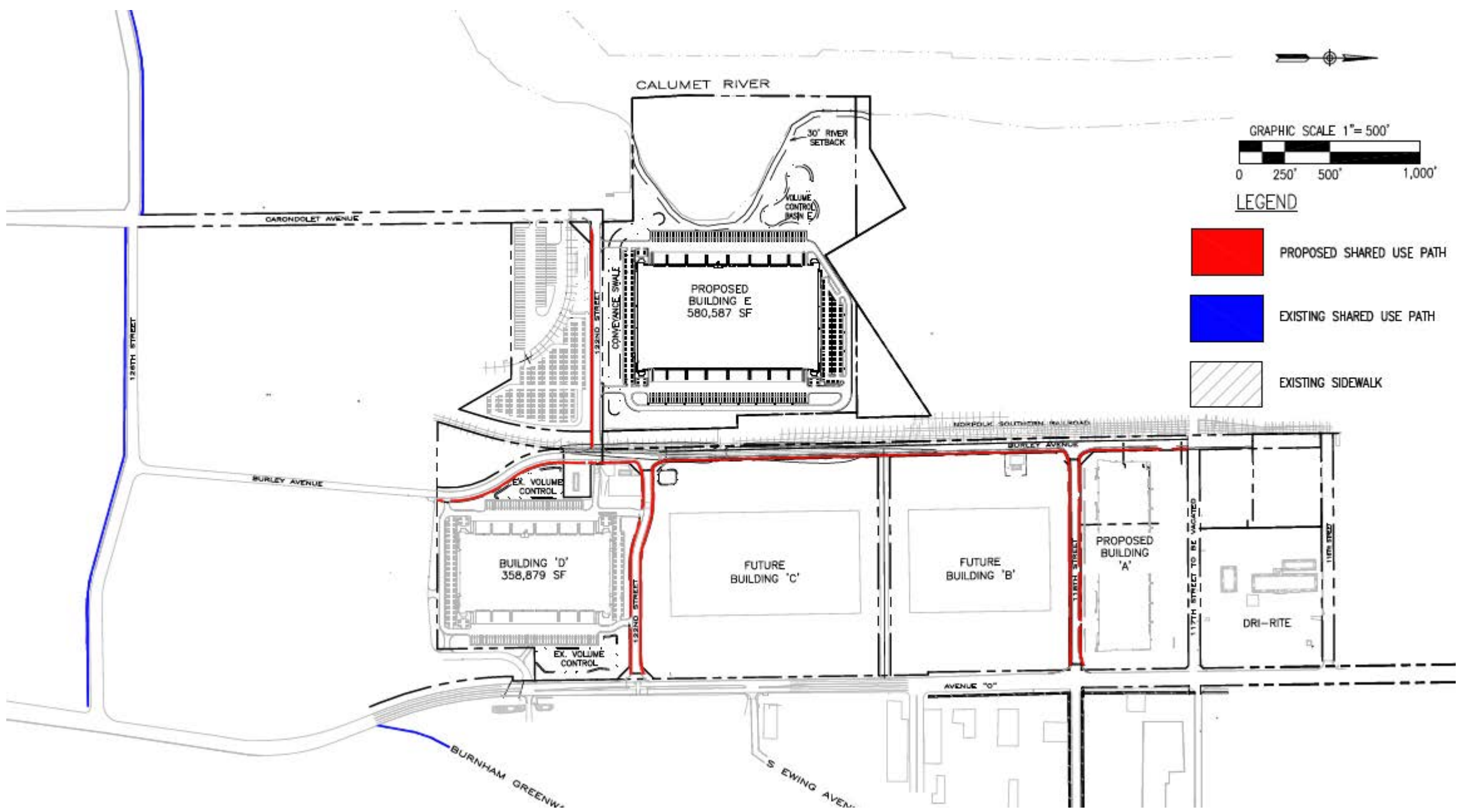


AECOM
303 East Wacker Drive, Suite 1400
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- **CDOT commissioned a Phase I design for the reconstruction of Burley from 126th to 106th, 122nd from Carondolet to Avenue O, and Carondolet in 2007/2008**
- **The Applicant has designed all traffic counts and roadways to conform to those indicated in the Phase I design.**
- **Phase I Streets are currently under construction and are anticipated to be completed Summer 2020**
- **Construction of Phase II roadway improvements will commence Fall 2020**
- **Roadway construction is anticipated to be complete by late Fall 2021**
- **Crosswalks and ADA compliant pedestrian ramps will be installed where the proposed shared use path crosses Burley Avenue.**
- **A specialized rail consultant and engineer are tasked with designing the proposed at-grade crossing to meet all safety and ICC standards. Safety improvements will include advance warning signage and gate arms to warn and protect vehicles and pedestrians of the crossing.**

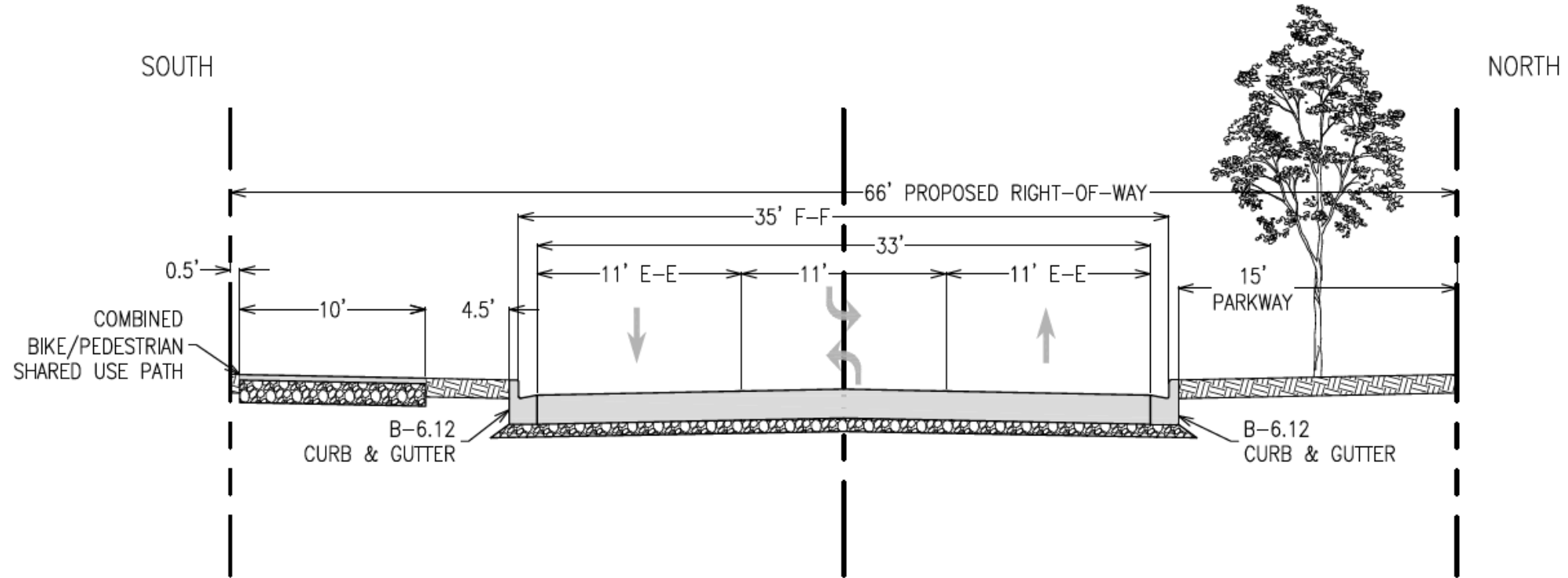


TRANSPORTATION, TRAFFIC, AND PARKING – ROADWAY CONSTRUCTION PHASING PLAN



TRANSPORTATION, TRAFFIC, AND PARKING – SHARED USE PATH PLAN

122nd Street Typical Cross Section





Landscape Summary

Total trees: 575

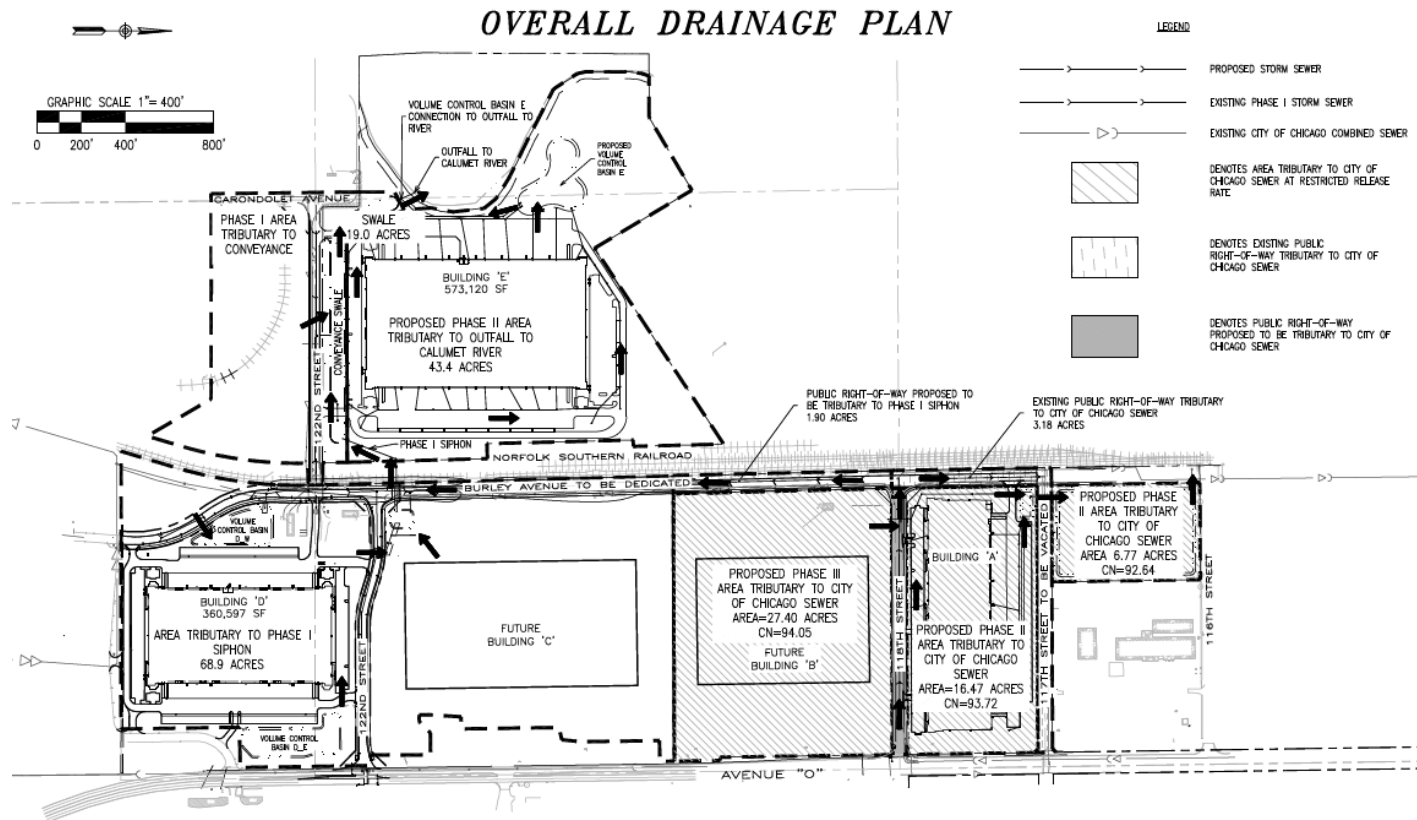
- 200 shade trees
- 30 evergreen trees
- 345 ornamental trees

1360 evergreen/deciduous shrubs

Total Acres of Naturalized Area: 17.9

- 16.6 Acres of Prairie
- 0.1 Acres of Sedge Meadow
- 1.2 Acres of Emergent Plantings





Stormwater will be tributary to the Calumet River through a conveyance swale and outfall pipe previously installed as part of Phase I of the overall development

Volume control basin will be provided to exceed the stormwater ordinance required volume by 25%, therefore complying with the Chicago Sustainable Development Policy

Rate control (detention volume) is not required by ordinance, but has still been provided in addition to volume control to reduce downstream stormwater peak flow rates

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 <small>New Construction / Substantial Rehab / Moderate Rehab</small>	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 Sponsors or ship	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	5	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	5	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	5	NA	5	20	10	20	NA	NA	NA	5	NA	NA	10	5	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	5	20	10	20	NA	20	NA	5	NA	NA	10	5	5	5	10	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	NA	5	20	10	20	NA	NA	NA	5	NA	NA	10	5	5	10	10	5	10				
Green Globes 3-Globes	80	20 / 0 / 0	40	NA	NA	NA	NA	40	50	10	20	40	5	5	5	5	5	NA	5	20	10	20	NA	NA	NA	5	NA	NA	10	5	5	5	10	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	NA	20	NA	5	NA	NA	10	5	5	5	10	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	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	NA	10	20	40	5	5	5	5	NA	5	20	10	20	10	20	NA	5	NA	NA	10	5	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	5	5	NA	NA	10	5	5	5	10	10	5	10			
PassiveHouse	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	5	5	5	5	5	5	5	10	10	5	10				

- Energy Star
- Exceed energy code by 5%
- Exceed stormwater ordinance by 25%
- Working landscapes
- 80% waste diversion
- EV readiness

Project Timeline + Community Benefits

Project Timeline

- Phase I / Building D Construction
Commencement: June 2019
- PD Filed April 2020
- Community Meeting: April 23, 2020
- Outreach Event: April 2, 2020
- Union Kick-off Meeting: May 22, 2020
- Subcontractor Meet & Greet: June 4, 2020

Project Facts

- Project cost: \$45 million
- 130-150 construction jobs
- 175-200 permanent FT jobs

Changes made in response to DPD/CDOT Comments

- Applicant will install provisions for power and communications to accommodate future electric vehicle charging stations for 20% of vehicle parking.
- Additional foundation plantings were added along the north and south facades of the building
- Addition of evergreen trees along river for additional screening
- Parking count reduced from 396 to 384 and trailer stalls from 146 to 136 to accommodate additional landscaped area
- By decreasing the length of the west trailer stalls nearest the turning basin, the minimum setback from the top of the river bank has been increased from 30 to 35 feet



Clayco MBE/WBE Strategy

- The project is targeting 26% MBE, 6% WBE, and 50% Chicago residents, 10% 10th Ward hiring
- Clayco has invited a number of MBE, WBE, and local Chicago builders to bid on the project, well exceeding the targets above.



Clayco is always striving to provide equal opportunity to all people and all qualified small business suppliers and contractors in the communities we conduct business. Providing opportunities for people, as well as minority and women owned businesses, is a standard method of operation throughout all levels of the Clayco organization.

Clayco has established a long-term mentoring relationship with several disadvantaged firms, assisting them on providing services with quality and professionalism. We plan on continuing to provide mentoring services and encouraging the growth of the local subcontractor and vendor base.

  **DPD Recommendations (staff to complete)**