CHICAGO PLAN COMMISSION
Department of Planning and Development

Non-Revenue Rail Vehicle Maintenance Facility

255 E 63rd St, Chicago, IL 60637

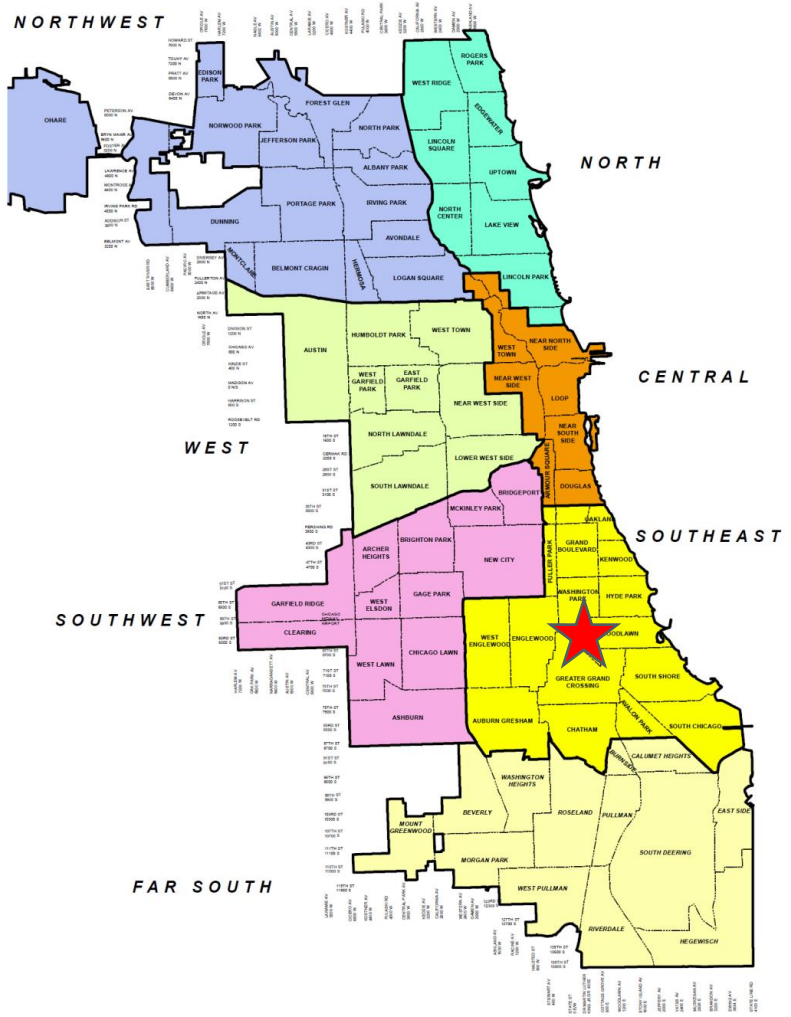
Chicago Transit Authority

1/21/2021

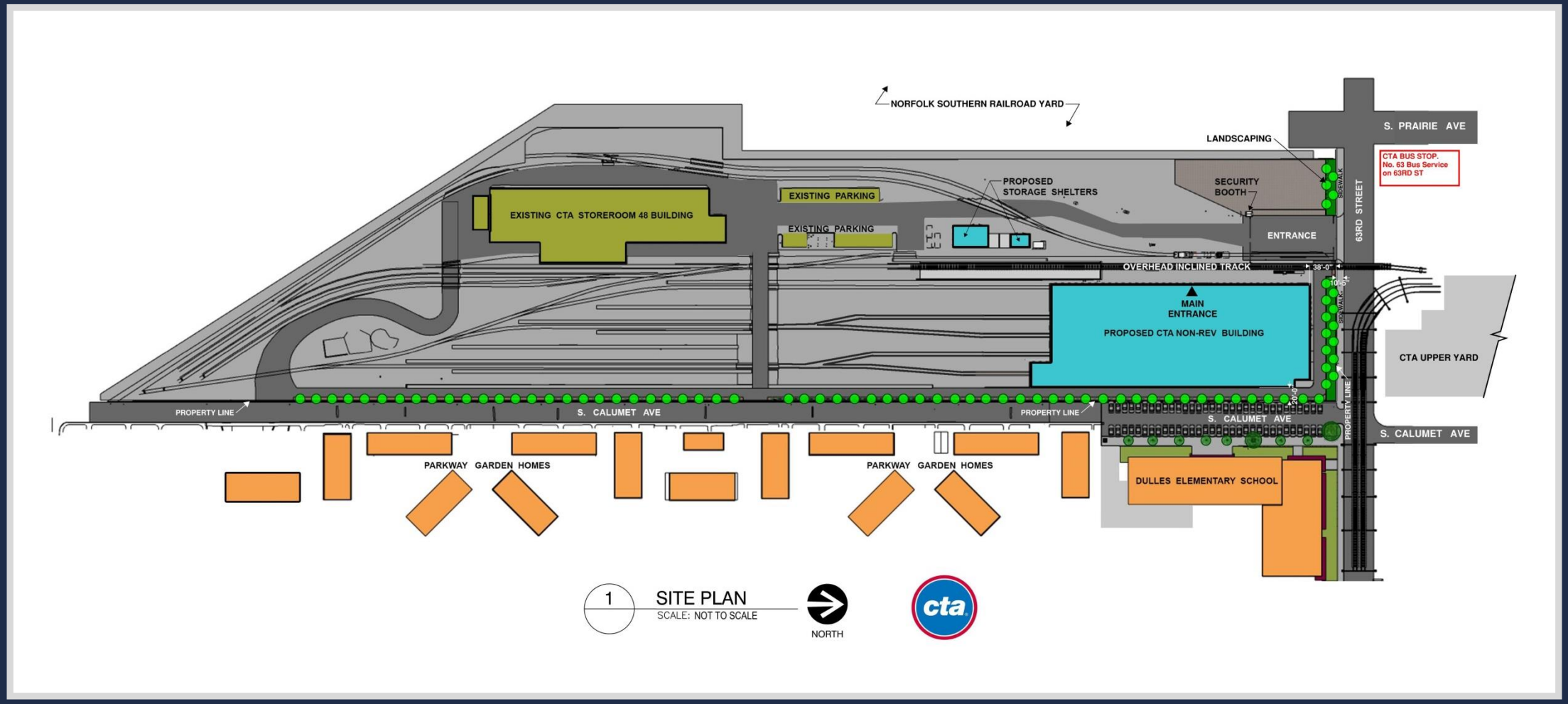
Community Area Snapshot

COMMUNITY AREA INFORMATION:

- Southeast Planning Region
- Greater Grand Crossing Community Area
- Demographics
  - Total Population: 30,805
  - Race/Ethnicity: 96.2% African American
  - Median Age: 35.2
  - Median Income: $26,956
  - 47.8% of the population earn less than $25,000



LAND USE CONTEXT PLAN



SITE CONTEXT PLAN

1. Looking South on Calumet Ave

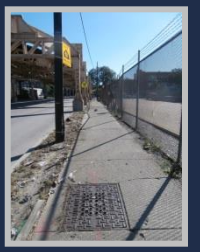
2. Looking North from CTA Lower Yard

3. Looking South at Existing CTA Yard Entrance

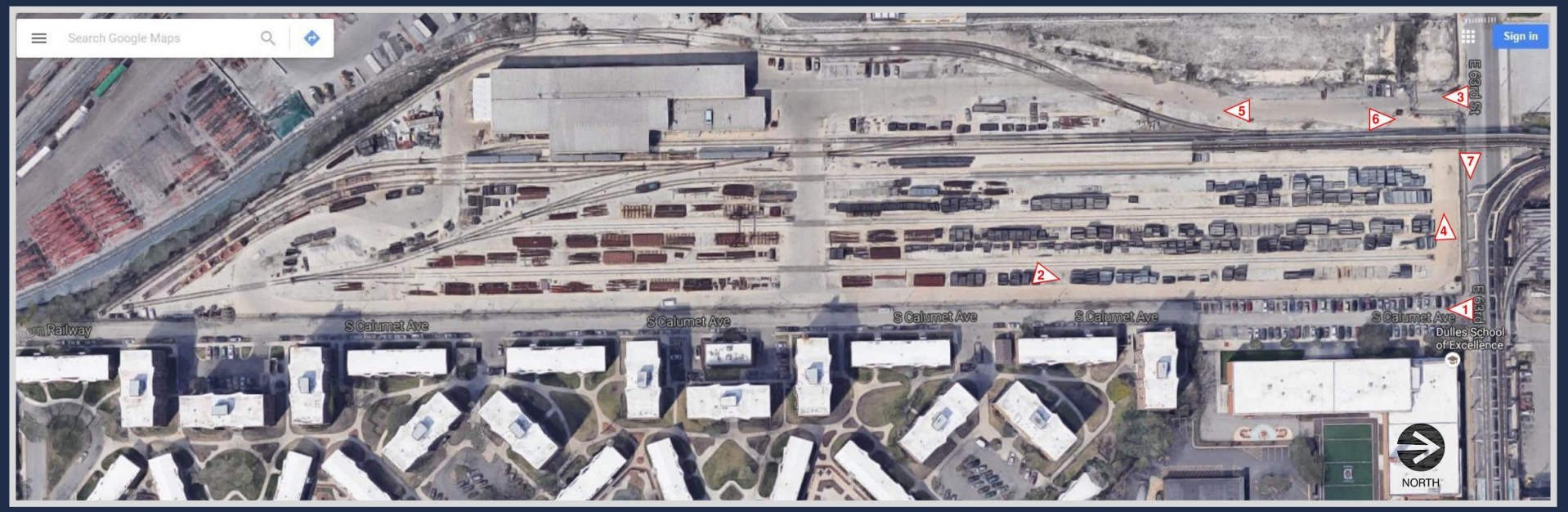
4. Looking East at CTA Incline Track

5. Looking South from CTA Lower Yard

6. Looking North at 63rd from CTA Lower Yard

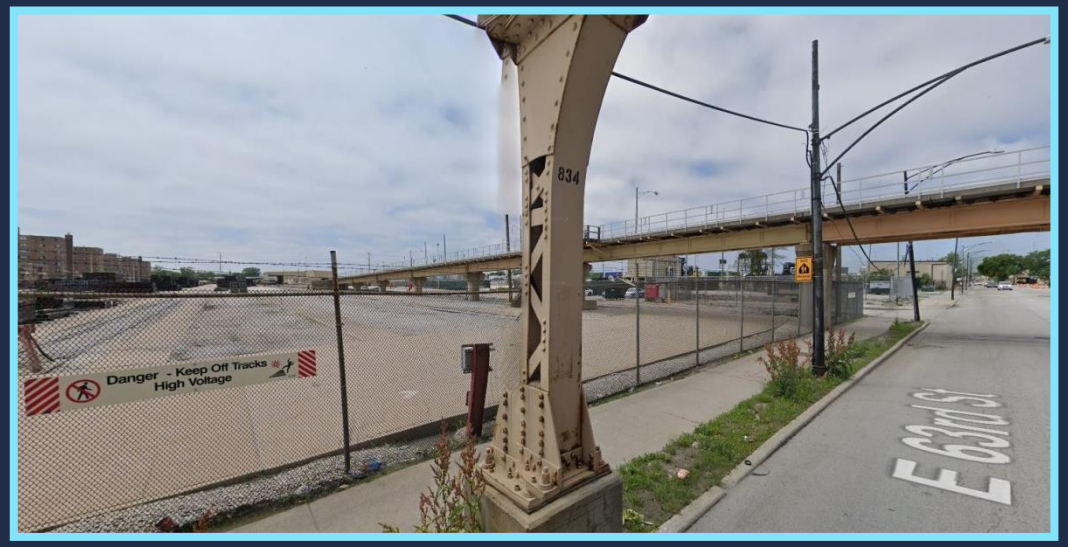


7. Looking West on 63rd



AERIAL VIEW - CTA Lower Yard

AERIAL VIEW



Looking East on 63rd Street

Looking South on Calumet Ave/ 63rd Street

PEDESTRIAN CONTEXT

Planning Context

PROJECT MASTER PLAN DOCUMENT

Objective: Replace the 1890's shop previously located in the 61st Yard that was condemned and demolished in 2009:

- Maintenance and repair activities relocated to Skokie Shops
- Inefficiencies of co-locating revenue and non-revenue maintenance operations

Specific facility needs:

- The ability to work on up to 16 vehicles at a time
- The need to rebuild equipment and manufacture parts
- The ability to clean equipment prior to commencing maintenance activities
- The need to have adequate parts in storage to shorten equipment downtime

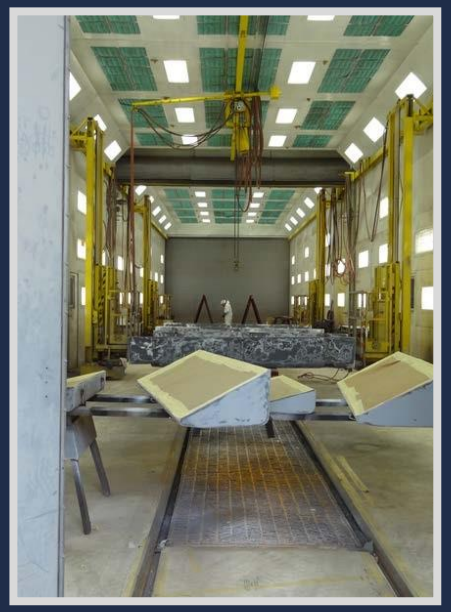
Maintain Warehouse Operations:

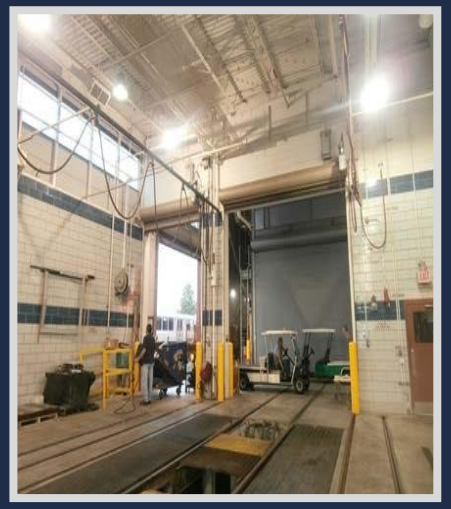
- Material storage in the Lower 63rd Yard

Provide facilities for maintenance and repair of:

- Power and way equipment used for right-of-way maintenance
- Rail mounted non-revenue vehicles

Project Planning - Conceptual Space





Facility Area:
69,184 SF

Shop Areas:
38,989 SF

- Primary Shop Floor
- Power Wash Area
- Vehicle Spray Paint Booth
- Paint Mixing Room
- Steam Cleaning Equipment Room
- Machine Shop
- Welding Room

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Operational Support Areas:
24,832 SF

- Battery Storage/Charging
- Welding Gas Storage (Exterior)
- Oil Room
- Air Compressor Room
- Storage Area (Ground Level)
- Storage Area (Mezzanine Level)
- Bulk Waste Oil Storage (Exterior)
- Loading Dock

Facility Support Areas:
1,911 SF

- Foreman's Office
- Foreman's Tool Crib
- Classroom/Lunchroom
- Toilets/Lockers
- Janitor's Closet

Building Support Areas:
2,860 SF

- Mechanical Room
- Electrical Room
- Communications Room
- Facility Maintenance
- Switchgear Room

Exterior Support Areas:
592 SF

- *Used Oil Tote Storage (under consideration)
- Sludge Container
- Industrial Waste Storage Management
- Waste Treatment Building

Community Outreach & Project Timeline

The following are meetings held with elected community officials regarding the Non-Revenue project at 317 East 63rd Street:

- 11/19/2018 - meeting with Alderman Cochran
- 02/25/2020 - meeting with Alderman Taylor
- 08/04/2020 - meeting with Alderman Taylor
- 08/25/2020 - meeting with community leaders, Alderman Taylor and DPD
- 08/25/2020 - safety meeting with Alderman Taylor, Norfolk RR and Parkway Gardens

Letters of support received from

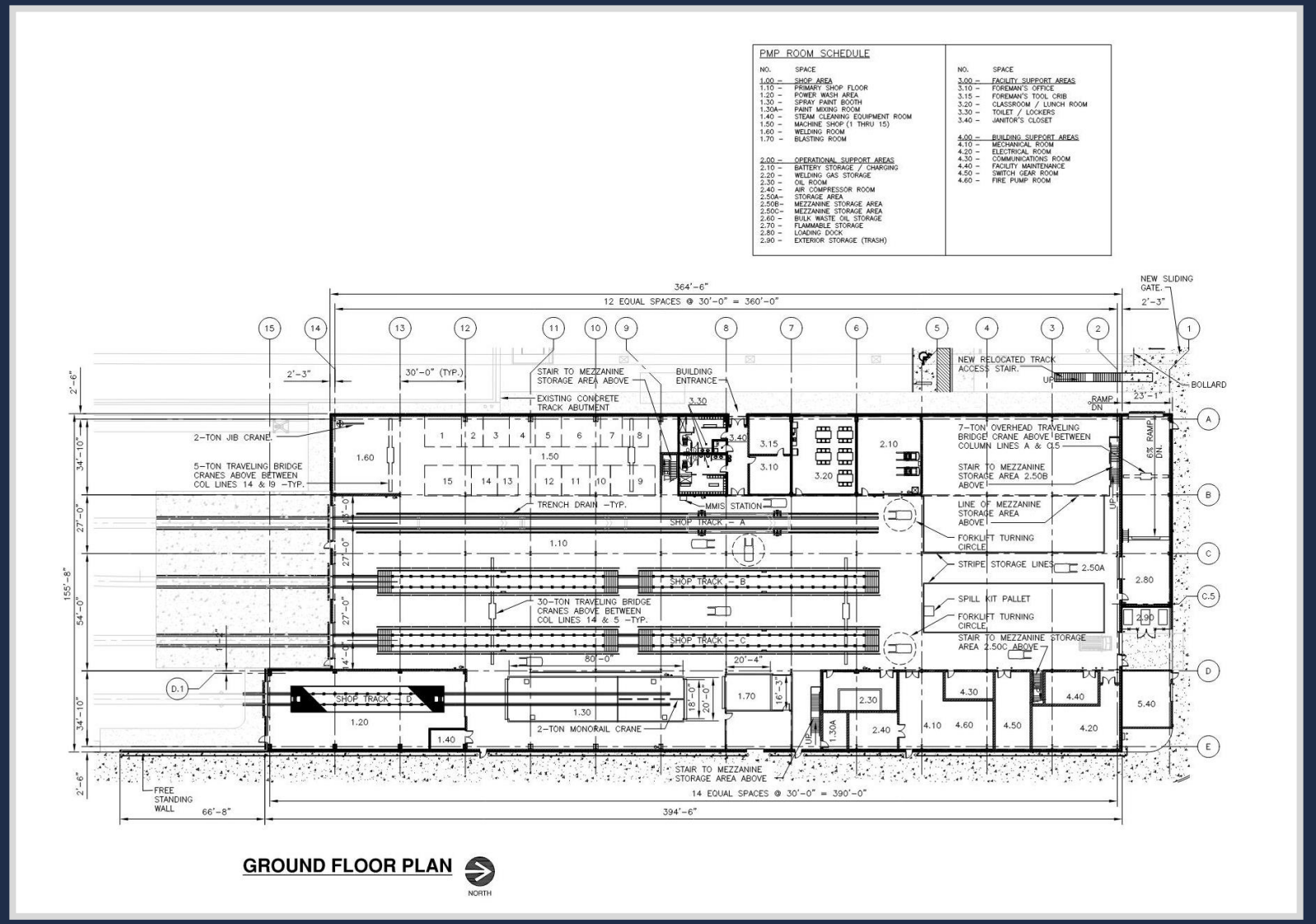
- **Alderman Taylor (06/23/20),**
- **CHA (06/22/20)**
- **CPS (07/01/20)**

Delivery Method:

- Design Build

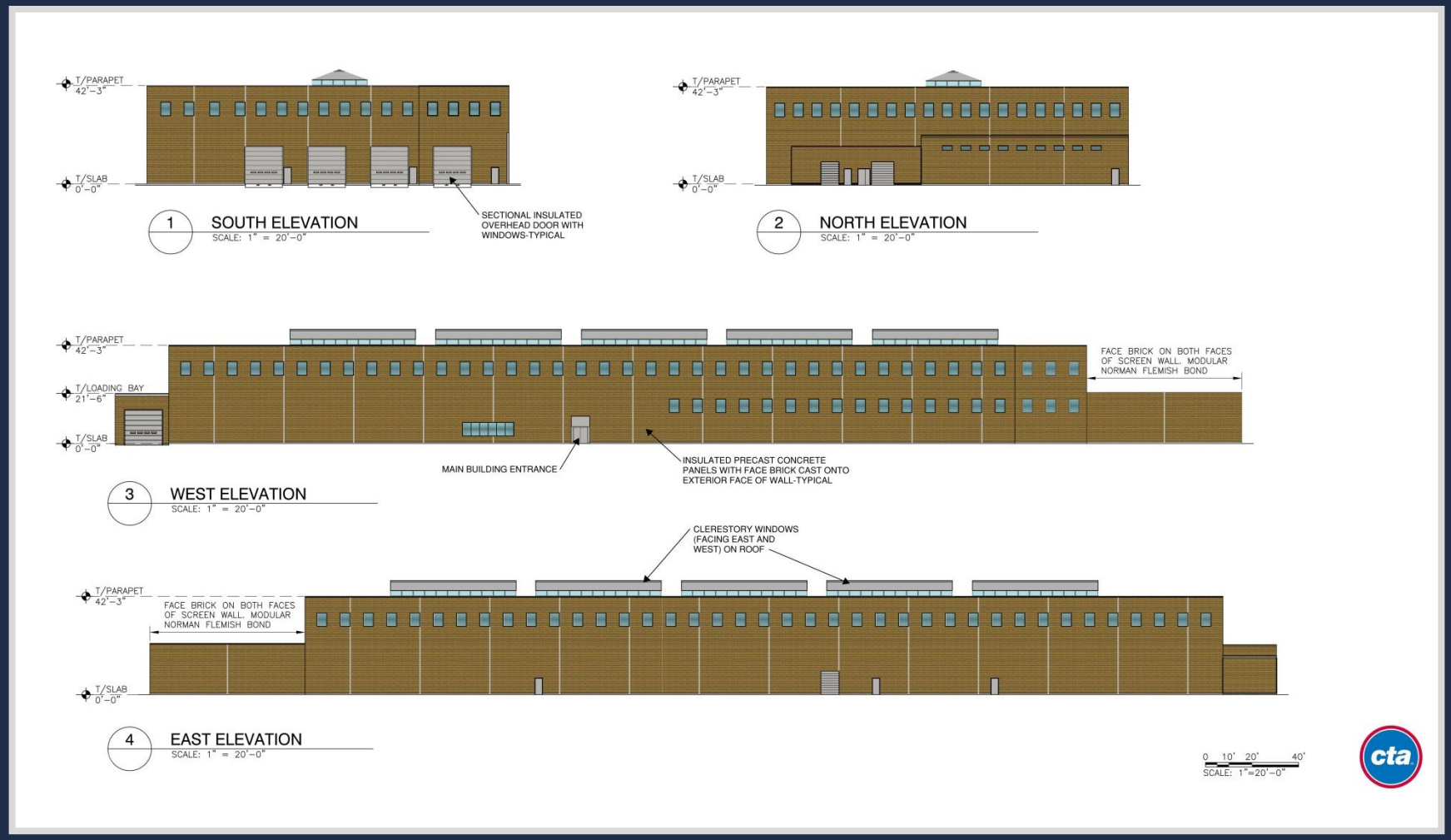
Schedule:

• Planning (PMP)	2009 – 2017
• 10% and 30% design (CTA)	2019 – 2020
• DBC Procurement	Q3 2020 – Q1 2021
• 60% - 100% design (GEC)	Q2 2021 – Q3 2021
• Project Construction	Q3 2021 – Q3 2023

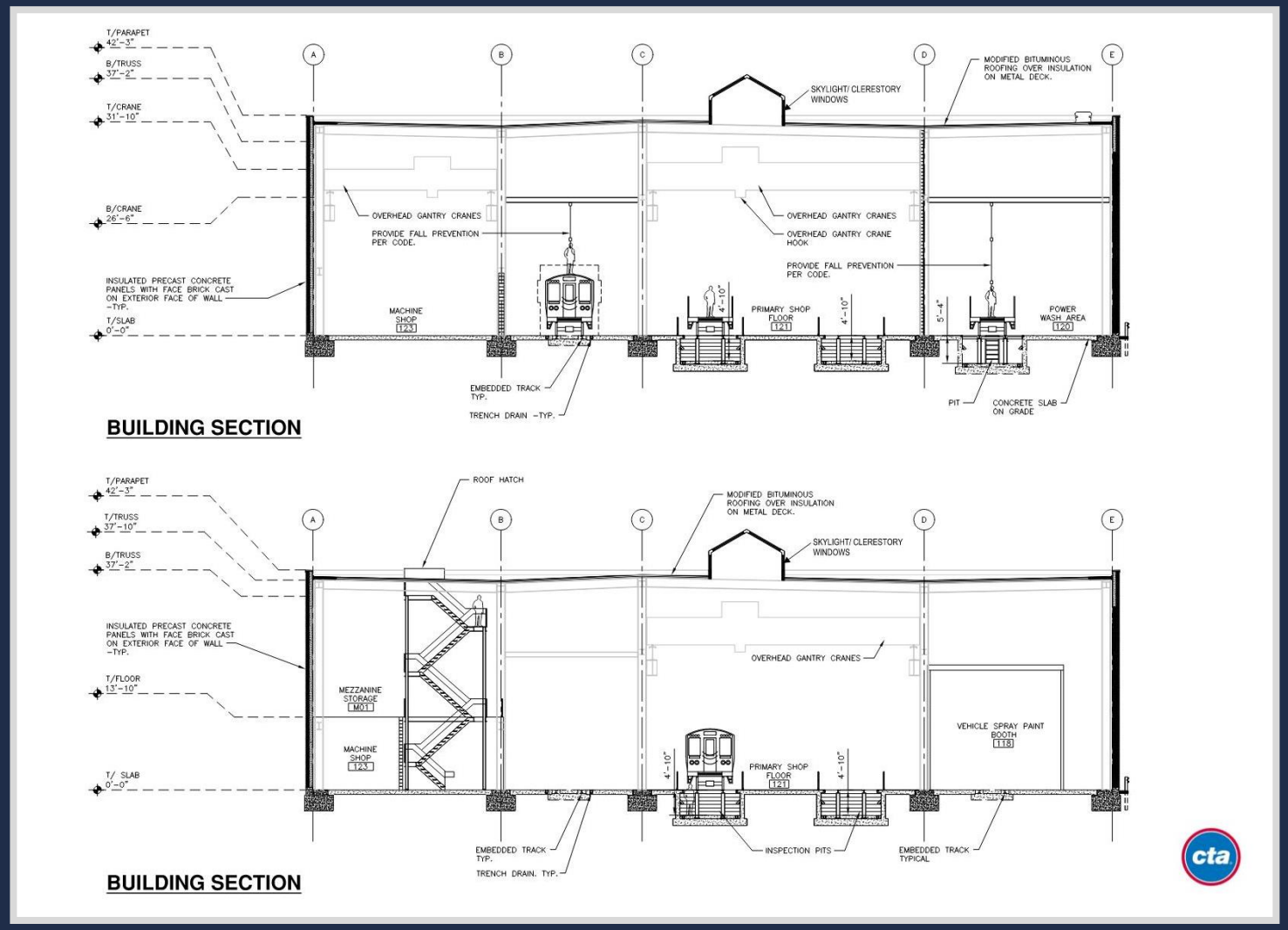


GROUND FLOOR PLAN

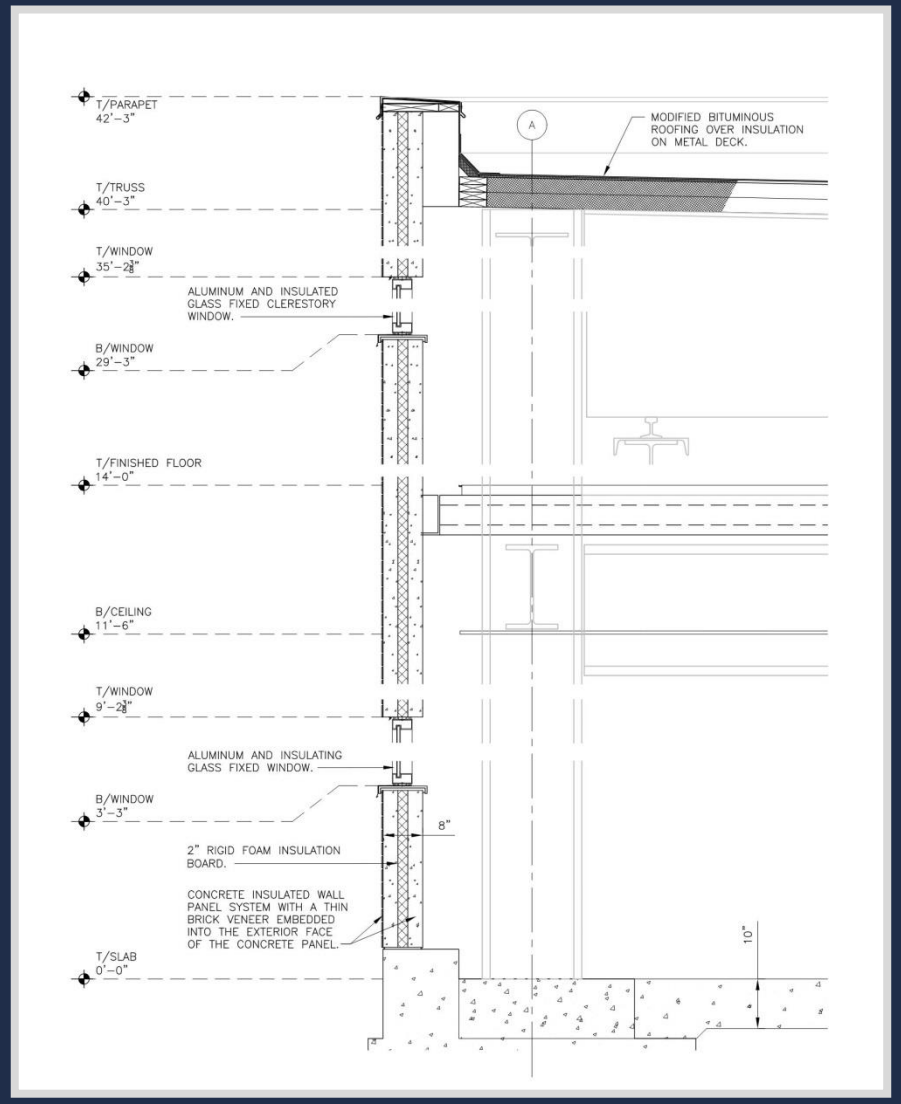
SITE + GROUND FLOOR PLAN



BUILDING ELEVATION (IDENTIFY DIRECTION)



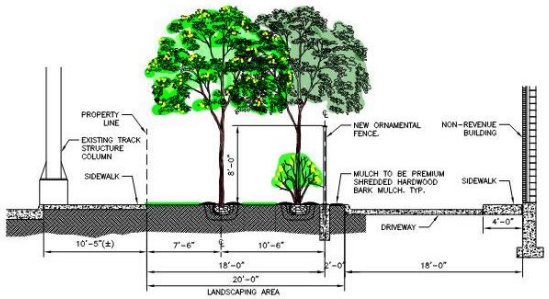
BUILDING SECTIONS



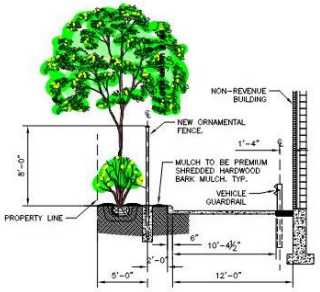
FAÇADE SECTIONS

URBAN DESIGN

OPEN SPACE + LANDSCAPING



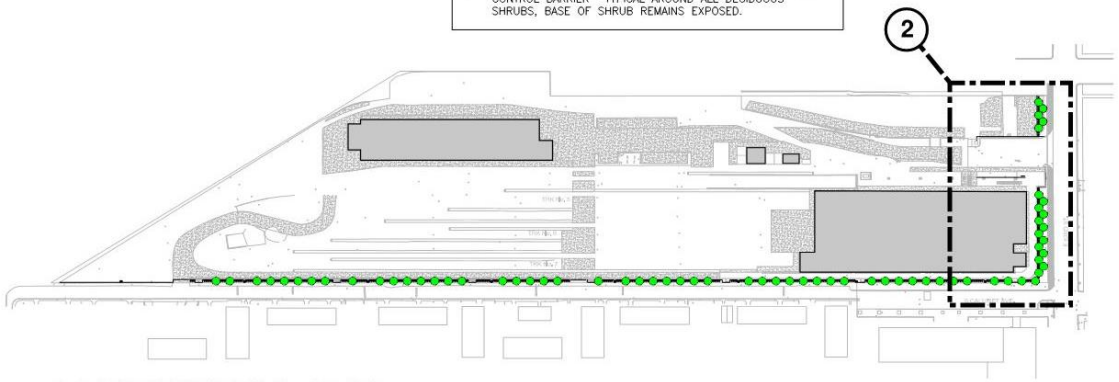
4 SECTION AT 63RD ST
NOT TO SCALE



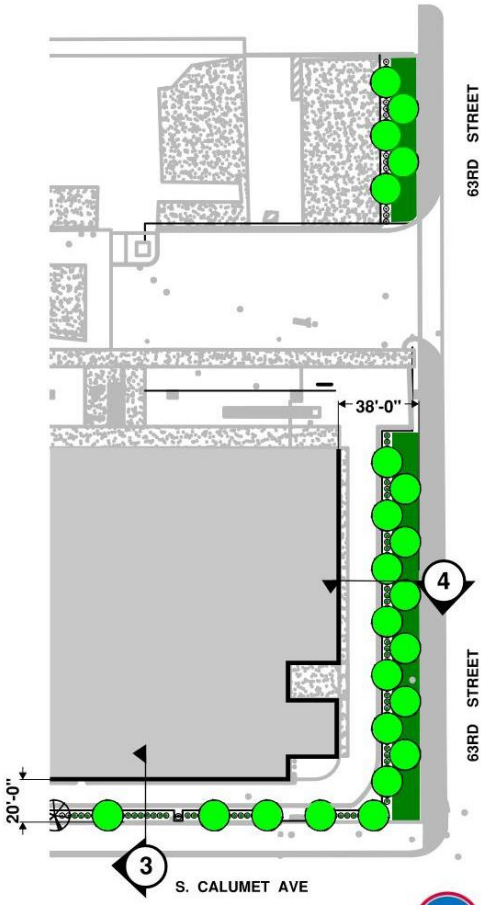
3 SECTION AT CALUMET AVE
NOT TO SCALE

NOTES

1. EVERGREEN SHRUBS.
2. PLANTS SHALL BEAR SAME RELATIONSHIP TO GRADE AS THEY BORE TO THEIR PREVIOUS GRADE.
3. PLACE 3" OF SHREDDED HARDWOOD BARK MULCH ON WEED CONTROL BARRIER –TYPICAL AROUND ALL DECIDUOUS SHRUBS, BASE OF SHRUB REMAINS EXPOSED.



1 LANDSCAPING PLAN
NOT TO SCALE

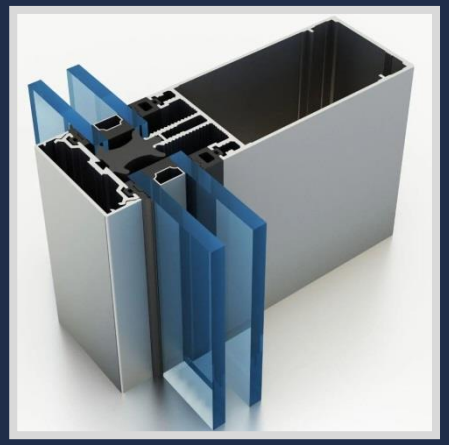


2 ENLARGED PLAN
NOT TO SCALE

cta

OPEN SPACE + LANDSCAPING

Prefinished metal coping- Installed



Aluminum and insulating glass fixed window- Section

Sectional insulated metal panel overhead door w/fixed windows

Precast panel w/embedded brick face

Precast concrete panel w/window openings

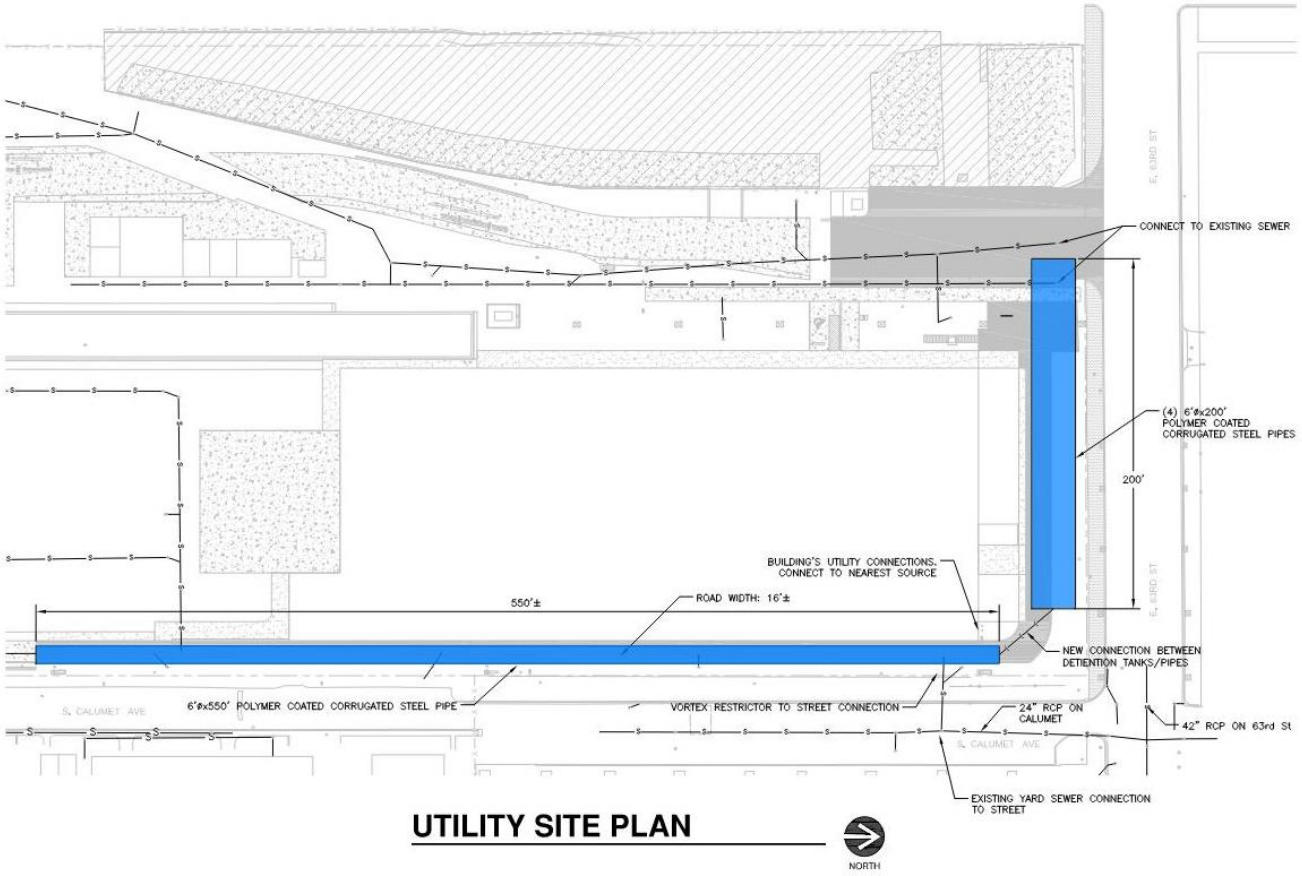
BUILDING MATERIALS

In order to comply with the requirements of the Chicago Sustainable Development Policy, new construction projects must achieve a total of 100 strategic points, as described in the Chicago Sustainable Development Policy Handbook. The following strategies have been identified as possible ways to achieve the required 100 points for the CTA Non-Revenue Rail Vehicle Maintenance Facility project.

SUSTAINABLE STRATEGIES

2.0 ENERGY OPTIONS	
2.2 Exceed Energy Code by 5%	20 Points
3.0 STORMWATER	
3.1 Exceed Storm Water Ordinance by 25%	10 Points
4.0 LANDSCAPES	
4.1 Working Landscape	5 Points
4.3 Tree Planting	5 Points
6.0 WATER	
6.1 Indoor Water Use Reduction (25%)	10 Points
7.0 TRANSPORTATION	
7.1 Proximity to Transit Service	5 Points
7.4 Bike Parking Commercial & Industrial	5 Points
7.6 EV Charger Readiness	5 Points
7.7 CTA Digital Displays	5 Points
8.0 SOLID WASTE	
8.1 80% Waste Diversion	10 Points
8.2 Workforce Development	10 Points
9.0 WILDLIFE	
9.1 Bird Protection (Enhanced)	10 Points
TOTAL	100 Points

Note: CTA drawings are currently at a 30% level of completion. These drawings are to be further developed by a CTA design consultant who will prepare 100% construction documents. The menu of sustainable items listed may change based upon the final project documents.



UTILITY SITE PLAN

NOTES:

1. INCREASED SEWER, WATER, AND NATURAL GAS SERVICES WILL NEED TO BE INSTALLED FROM THE NEAREST SOURCE, GENERALLY AVAILABLE ON 63RD STREET.
2. STORM WATER CONTROL SYSTEMS WILL BE REQUIRED FOR THE BUILDING ROOF AND YARD AREAS, NEW AND REALIGNED TRACK-WORK, AND PARKING AREAS.
3. ACCORDING TO THE CITY OF CHICAGO STORM-WATER ORDINANCE AND REGULATIONS, ANY AT-GRADE IMPERVIOUS OPEN SPACE WHERE MORE THAN 7,500 SQUARE FEET OF SUBSTANTIALLY CONTIGUOUS AREA WILL BE CREATED, RECONSTRUCTED OR RESURFACED OR DISTURBS OVER 15,000 SQUARE FEET OF LAND AREA, RATE CONTROL MEASURES ARE REQUIRED. THE ORDINANCE AND REGULATIONS REQUIRE STORM-WATER DETENTION IN NEW REGULATED DEVELOPMENTS TO LIMIT PEAK FLOW RATES. ONCE A RELEASE RATE HAS BEEN DETERMINED, THE REQUIRED DETENTION STORAGE MAY BE COMPUTED. DOR TO COMPUTE FLOW RATES, DESIGN REQUIRED DETENTION STORAGE AND COMPLETE ENTIRE WATER CONTROL SYSTEMS.
4. BASIS OF DESIGN ASSUMES A MAXIMUM RELEASE RATE FOR THIS SITE OF 0.27 CFS/AC, APPROXIMATE DETENTION VOLUME OF 33,591 CF AND THE APPROXIMATE VOLUME CONTROL OF 4,460 CF OR REDUCE PROPOSED IMPERVIOUSNESS TO 85%. DOR TO PERFORM FULL STORM-WATER CALCULATIONS PER CITY OF CHICAGO REQUIREMENTS AND DESIGN DRAINAGE SYSTEM AND DETENTION SYSTEMS AS APPROPRIATE. INVESTIGATE OPTIONS TO REDUCE REQUIRED DETENTION VOLUME.
5. THE ROBERT'S MOTEL AREA CAN BE RE-GRADED WITH A CRUSHED STONE APPROPRIATE FOR HEAVY MACHINERY USAGE THAT MITIGATES REQUIRED VOLUME CONTROL STORAGE AND/OR DETENTION VOLUME.
6. RE-SIZE AND/OR MOVE DETENTION STORAGE AS NEEDED TO PROVIDE MORE CLEARANCE FROM THE NEW BUILDING.
7. CONNECT BUILDING DRAINAGE TO EITHER NORTH OR EAST DETENTION SYSTEM.
8. PROVIDE ACCESS TO DETENTION STORAGE FOR MAINTENANCE.

STORMWATER MANAGEMENT ORDINANCE COMPLIANCE

Economic & Community Benefits

- **Adjacent Stormwater Retention System Upgrade,**
- **Public Way Beautification Landscaping & Amenities,**
- **Neighborhood Light Level Improvements,**
- **Onsite “Trade” Observation Days**
- **Public Artwork Installations**
- **Mentor – Protégé Program**

Upgraded Lighting:

Inside the property
Street Lighting near the property

Upgraded Fencing & Landscaping:

Fencing along the west side of S. Calumet – Between Calumet and the property
Landscaping to minimize visual and noise impacts

Improved Yard Aesthetics:

New Security Gate with guard house
Relocation of rail accessories and equipment
Relocation and/or disposal of existing stored materials

DPD Recommendations

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

- The proposed development is compatible with the character of the surrounding area in terms of uses, density, and building scale (17-8-0907-B-1).
- Encourages unified planning and development (17-8-0102). The proposal will not adversely affect nearby developments and is compatible with its base zoning district M2-1.