CHICAGO PLAN COMMISSION
Department of Planning and Development

40 West Oak Condominiums

46-58 W. Oak Street (2nd Ward)

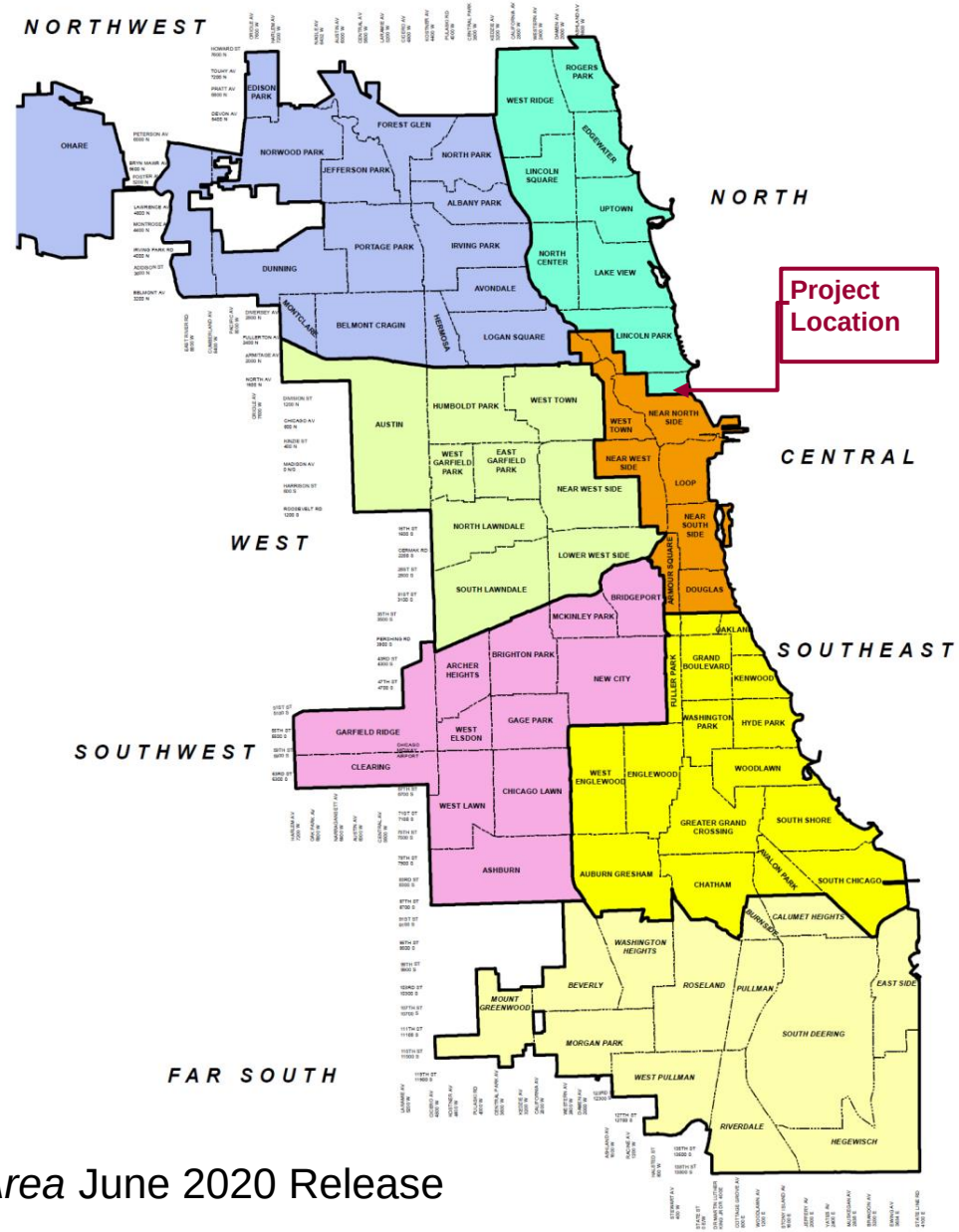
40 West Oak Owner LLC

11/19/2020

Community Area Snapshot

COMMUNITY AREA INFORMATION:

- Near North Side
- Demographic Data*
  - 89,995 total population
  - 41.4% of residents are between age of 20-34
  - 41.8% have a bachelor's degree or higher
  - 92% of residents live in a one or two-person household
  - 59.3% of residents are employed within the City limits



*CMAP *Community Data Snapshot: Near North Side, Chicago Community Area* June 2020 Release

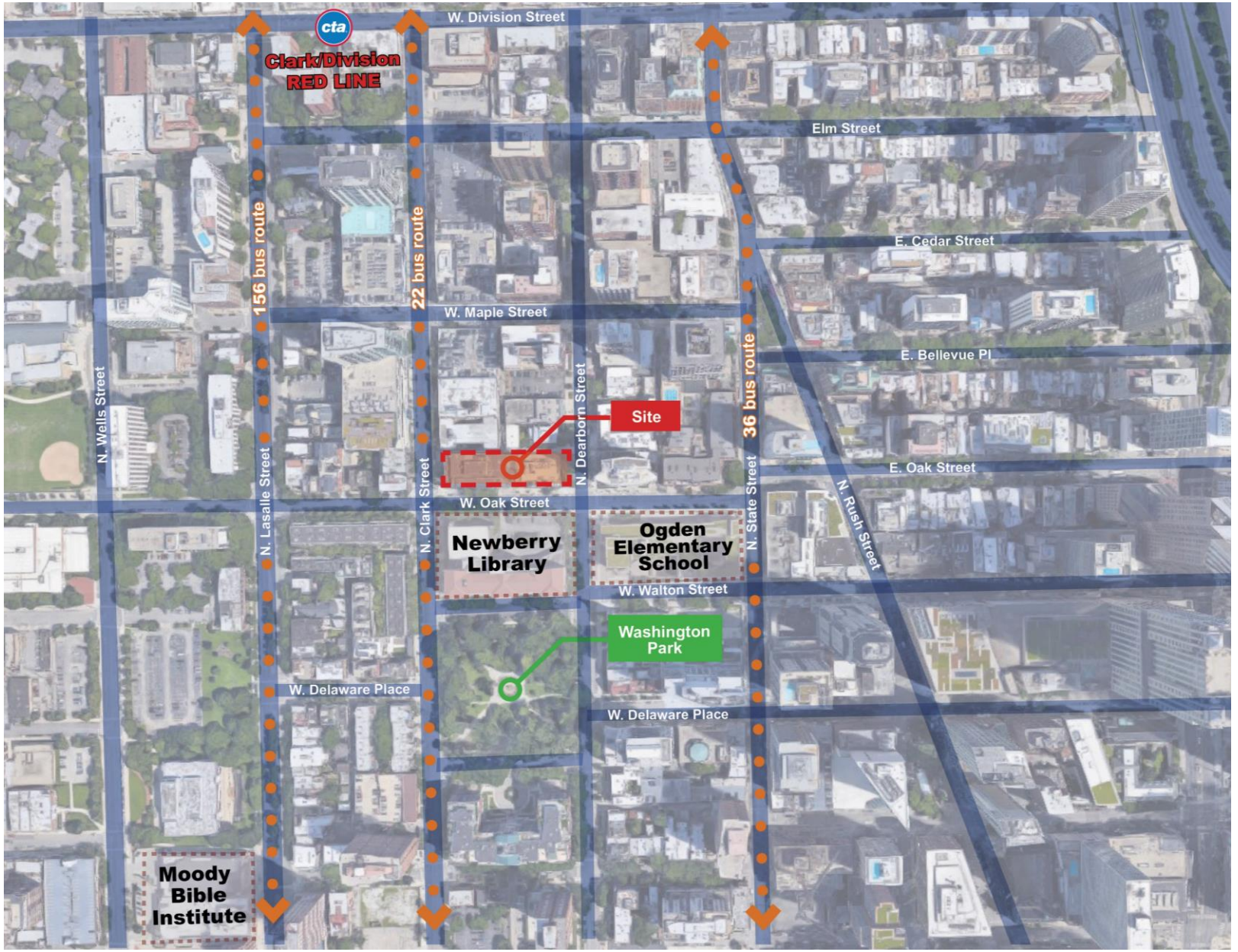
AERIAL IMAGE OF PLANNED DEVELOPMENT SITE

VIEW FROM OAK ST LOOKING NORTH WEST

VIEW FROM DEARBORN ST LOOKING NORTH

VIEW FROM DEARBORN ST LOOKING NORTH EAST

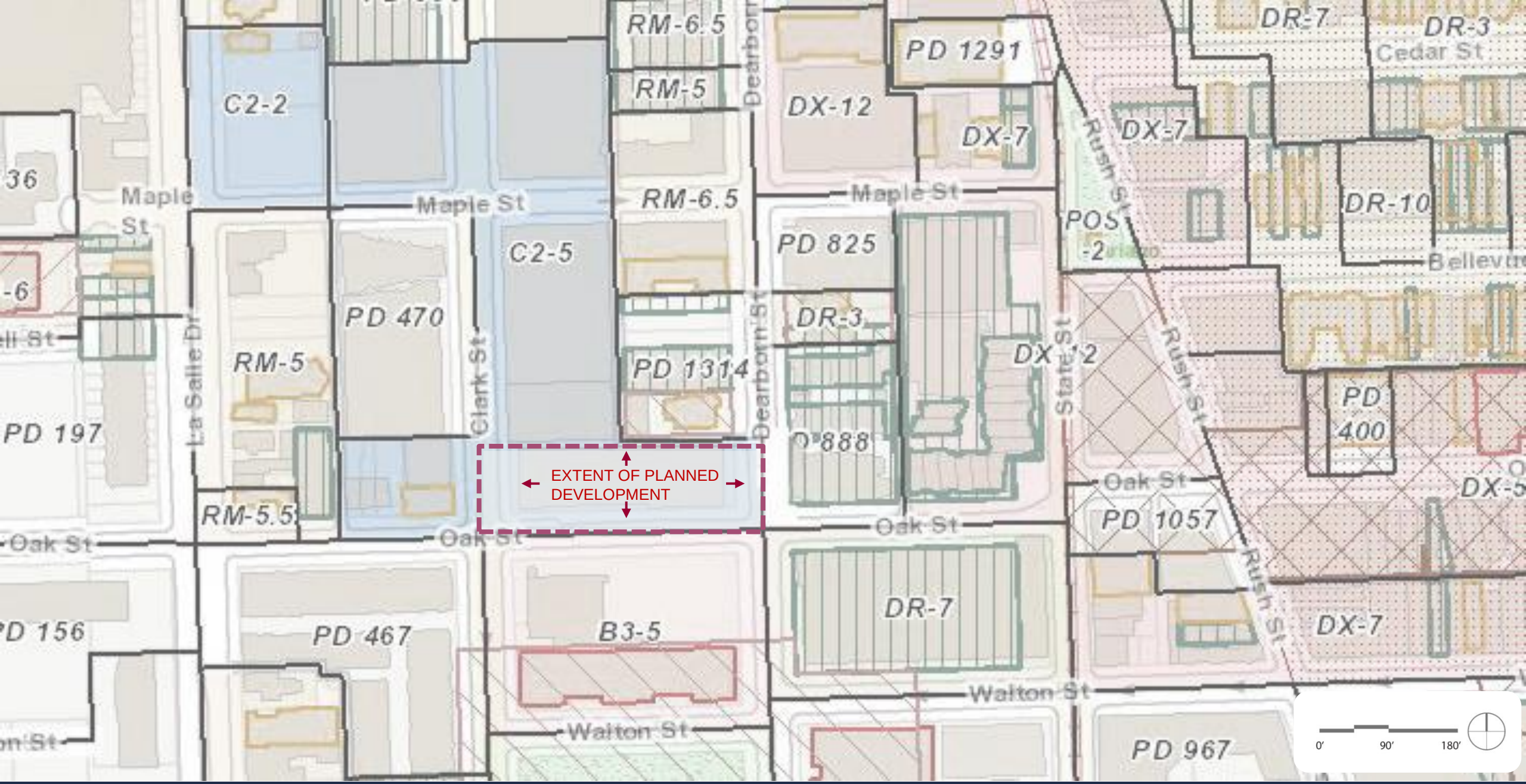
COMMUNITY AREA SNAPSHOT: EXISTING PHOTOGRAPHS



SITE CONTEXT PLAN


PARKING
37 STORIES; RESIDENTIAL
4 STORIES; COMMERCIAL
21 STORIES; RESIDENTIAL
32 STORIES; RESIDENTIAL
3 STORIES; COM.
3 STORIES; COM.
W. MAPLE ST.
N. LASALLE DR.
4 STORIES; COM.
PARKING
32 STORIES; RESIDENTIAL
3 STORIES; INSTITUTIONAL
3 STORIES; RES.
3 STORIES; RES.
3 STORIES; RES.
3 STORIES; RES
5 STORIES; RES.
3 STORIES; RES.
7 STORIES; COM.
N. CLARK ST.
5 STORIES; COMMERCIAL
4 STORIES; RESIDENTIAL
10 STORIES; RESIDENTIAL
15 STORIES; RES.
PARKING
4 STORIES; INSTITUTIONAL
2 STORIES; INSTITUTIONAL
EXISTING 9 STOREY BUILDING TO REMAIN
SITE OF PROPOSED DEVELOPMENT
N. DEARBORN ST.
20 STORIES; RESIDENTIAL
52 STORIES; RESIDENTIAL
3 STORIES; INSTITUTIONAL
3 STORIES; RESIDENTIAL
5 STORIES; RESIDENTIAL
22 STORIES; RESIDENTIAL
5 STORIES; RESIDENTIAL
W. OAK ST.
4 STORIES; RESIDENTIAL
4 STORIES; RESIDENTIAL
4 STORIES;
10 STORIES; INSTITUTIONAL
3 STORIES; INSTITUTIONAL
0′
90′
180′

LAND USE MAP

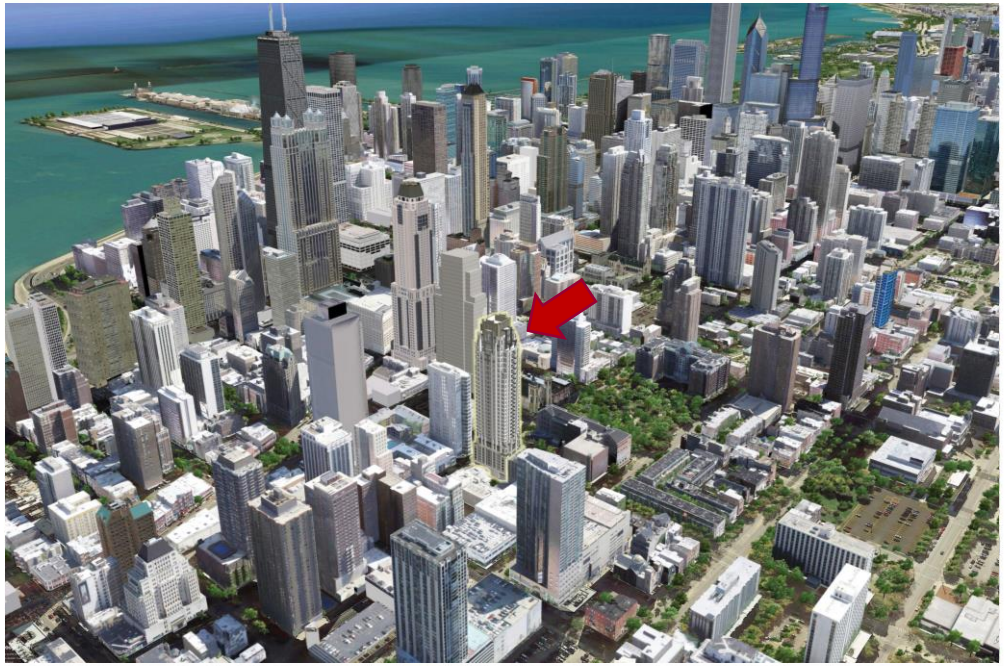

RM-6.5
RM-5
C2-2
DX-12
PD 1291
DR-7
DR-3
Cedar St
DX-7
DX-7
Rush St
Maple St
Maple St
Maple St
RM-6.5
C2-5
PD 825
POS
-2
DR-10
PD 470
RM-5
Clark St
PD 1314
DR-3
DX-12
State St
Rush St
PD 400
PD 197
La Salle Dr
888
EXTENT OF PLANNED DEVELOPMENT
RM-5.5
Oak St
Oak St
Oak St
PD 1057
DX-7
DR-7
PD 156
PD 467
B3-5
Walton St
Walton St
PD 967
0'
90'
180'

ZONING MAP

Building Height:
200' to 470'

Building Height:
470' & Over

Proposed Building:
465'-8"



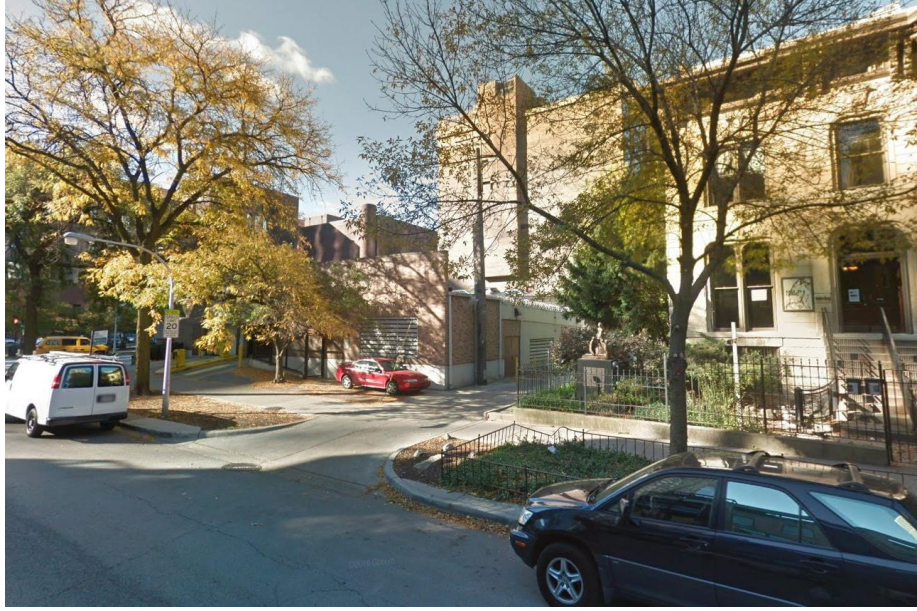
AERIAL VIEW FROM NORTHWEST DIRECTION

AERIAL VIEW FROM SOUTWEST DIRECTION

Pedestrian Context

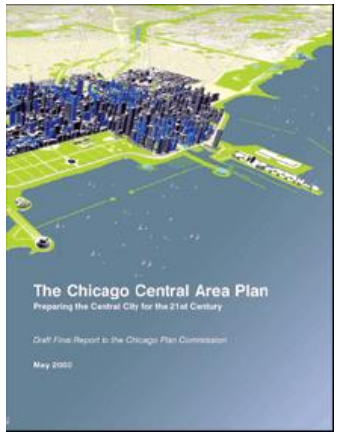
View from southeast looking northwest

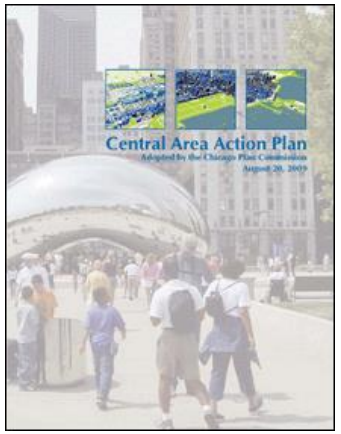
Pedestrian Context



View from east looking southwest

Planning Context





Chicago Central Area Plan (2003)

- Direct growth to create a dynamic Central Area with vibrant and diverse mixed-use districts
  - Support a diverse collection of livable neighborhoods and special places
- Strengthen connections to keep the Central Area easy to reach and get around
  - Improve the quality of the pedestrian environment

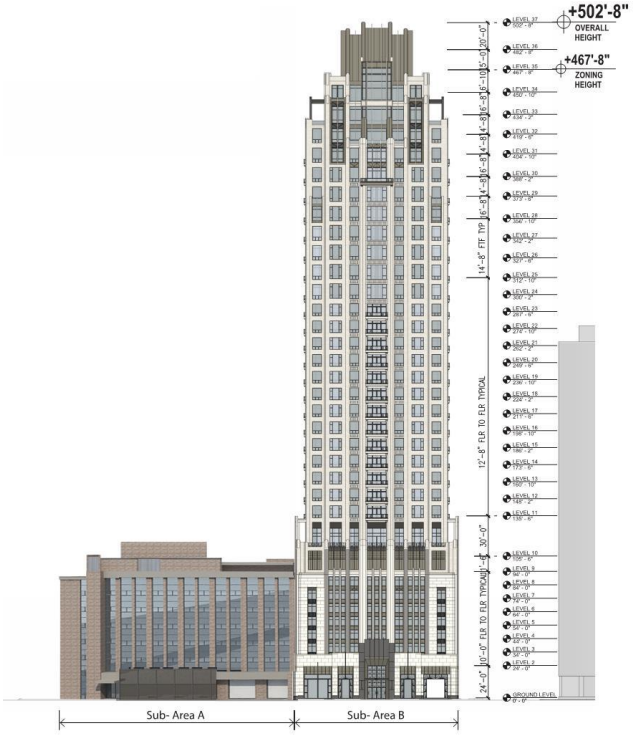
Central Area Action Plan (2009)
Near North Subarea: 2020 Vision/ Goals

- Higher densities should be supported around existing and planned transit stations and along major street corridors
- The Near North will maintain a high quality of life for residents supported by enforcement of parking, zoning and noise regulations to mitigate the impacts of the vibrant entertainment and tourism district in the southeast portion of Near North

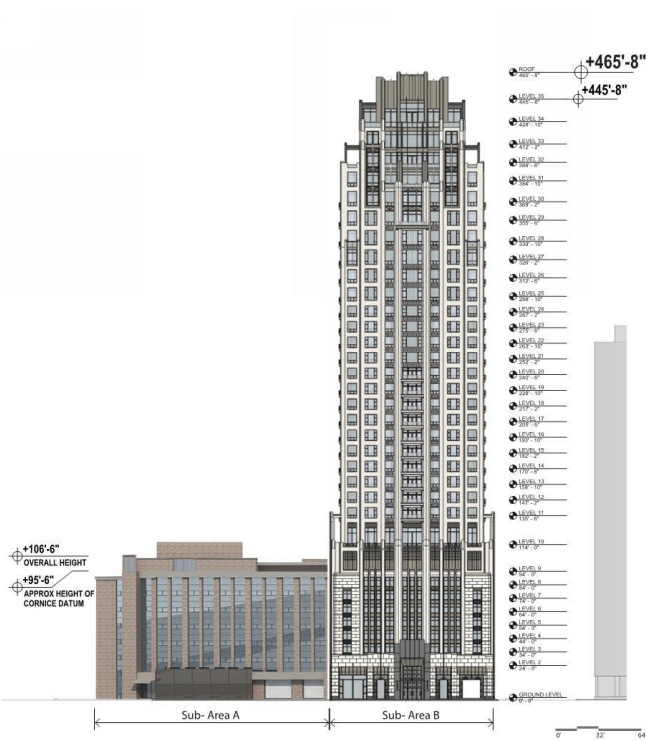
Project Timeline

- PD Intake Meeting: June 12, 2019
- PD Filing: Oct. 7, 2020
- Dates of Community Meetings:
  Oct. 1, 2019; Feb. 1, 2020

- Project changes based on feedback:
  - Reduced # of units to 75 units (from 90 units)
  - Reduced building height to 465’-8” (from 502’-8”)



OCTOBER 2019 PROPOSAL

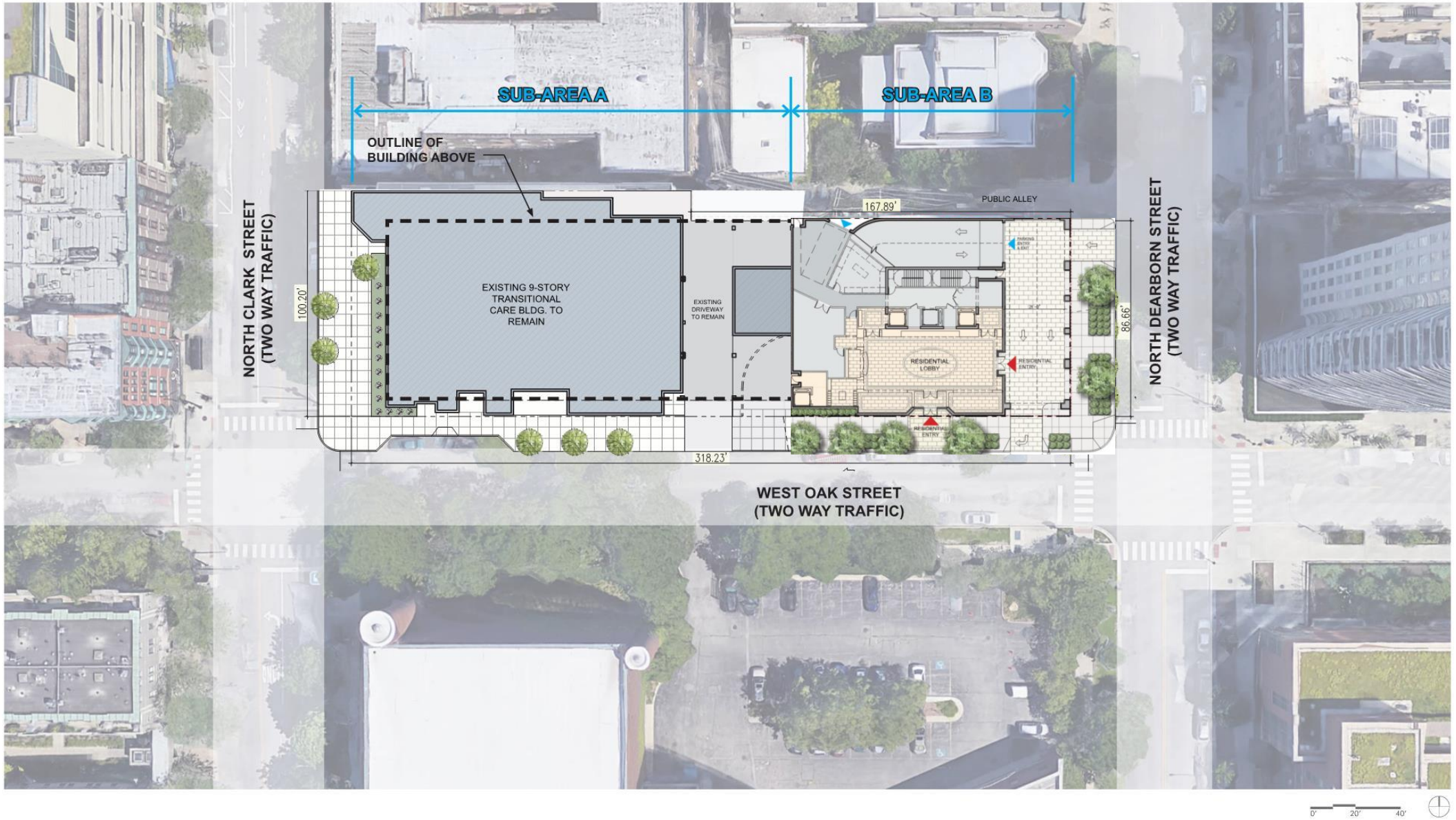


FEBRUARY 2020 PROPOSAL

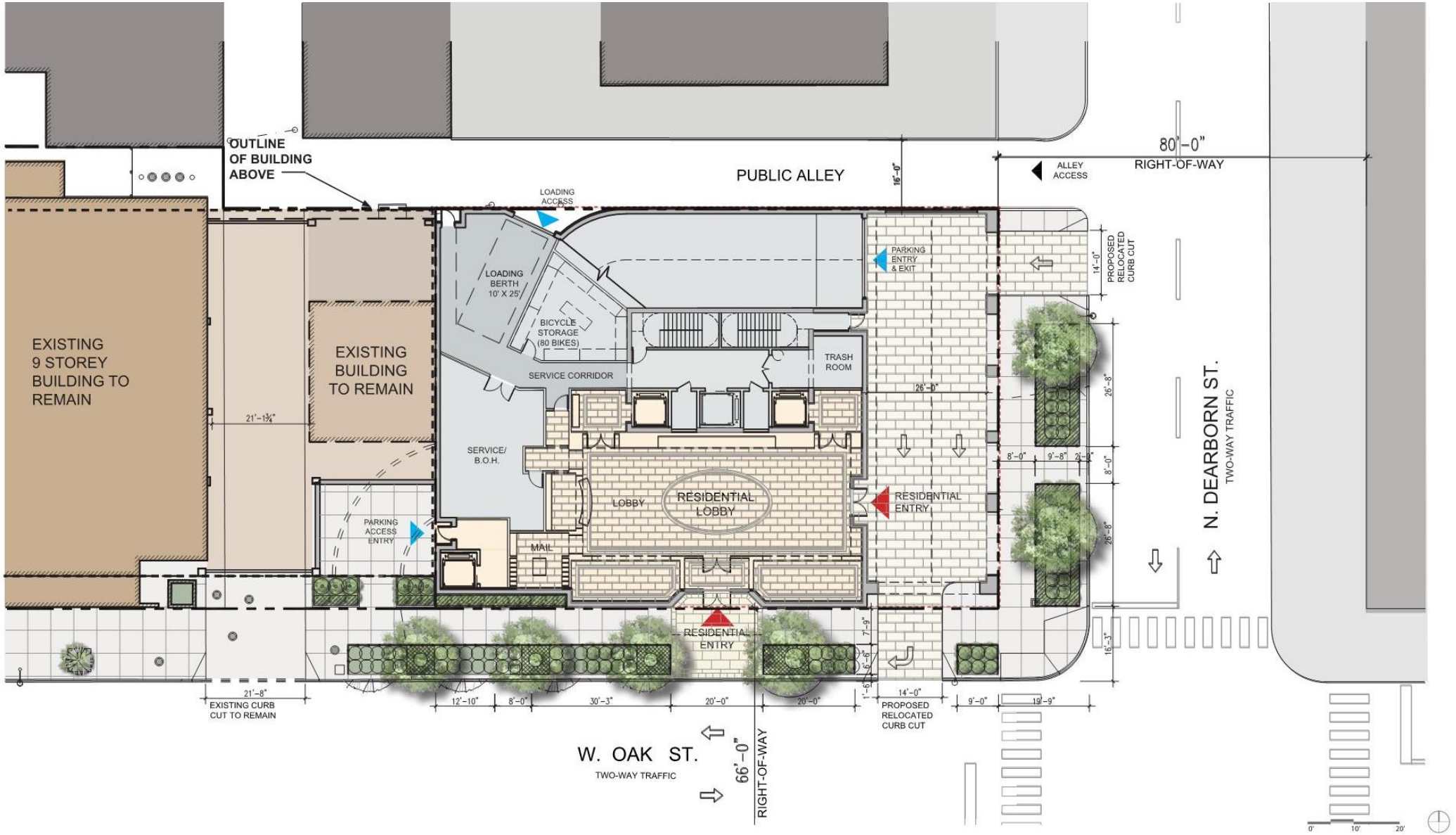
OCTOBER 2019 PROPOSAL
- 502’-8” building height
- 90 residential units

FEBRUARY 2020 PROPOSAL
- 465’-8” building height
- 75 residential units

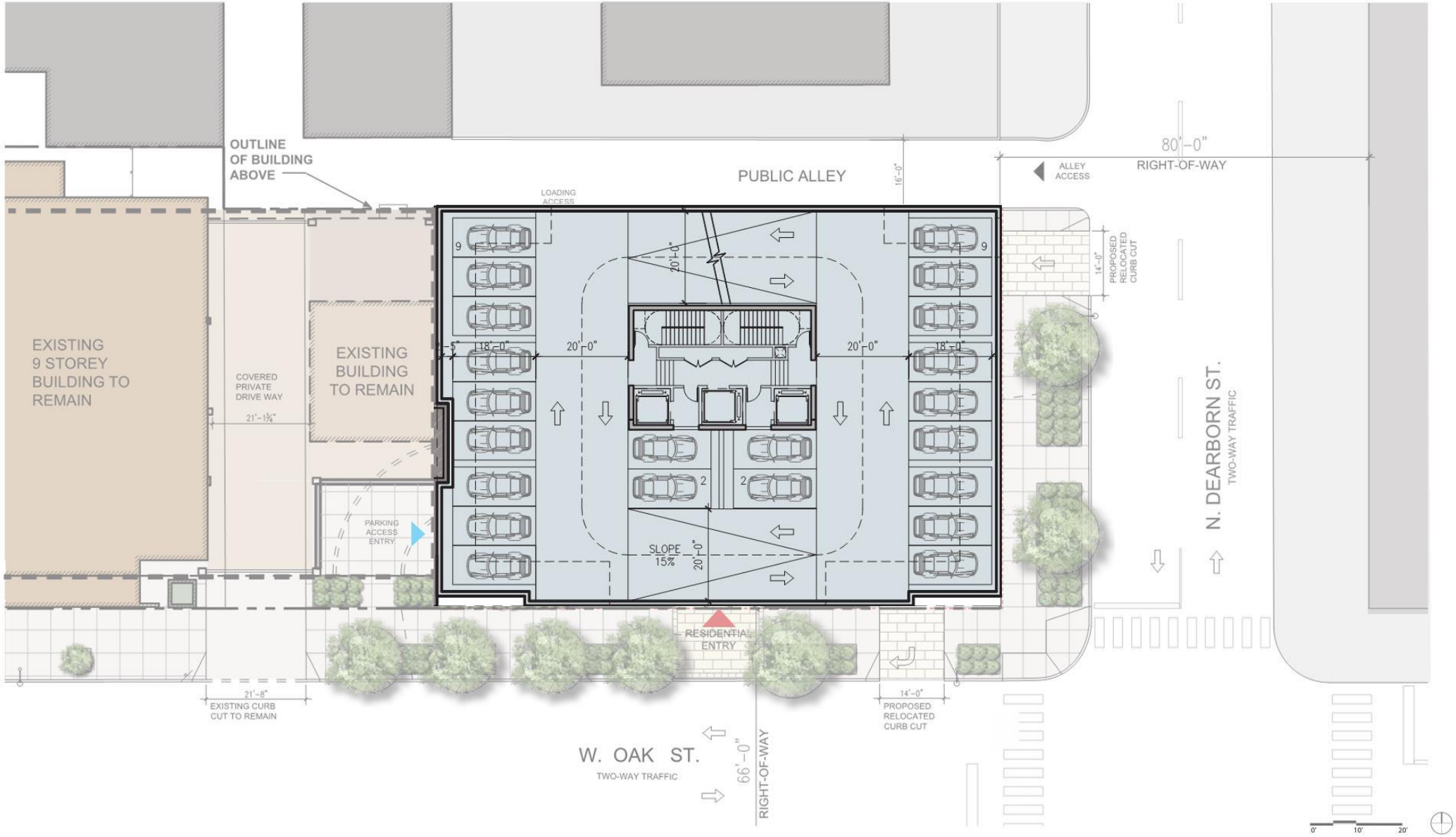
PROJECT TIMELINE & COMMUNITY OUTREACH


SUB-AREA A
SUB-AREA B
OUTLINE OF BUILDING ABOVE
NORTH CLARK STREET (TWO WAY TRAFFIC)
EXISTING 9-STORY TRANSITIONAL CARE BLDG. TO REMAIN
EXISTING DRIVEWAY TO REMAIN
PUBLIC ALLEY
167.89'
100.20'
86.66'
RESIDENTIAL LOBBY
RESIDENTIAL ENTRY
318.23'
NORTH DEARBORN STREET (TWO WAY TRAFFIC)
WEST OAK STREET (TWO WAY TRAFFIC)
0'
20'
40'

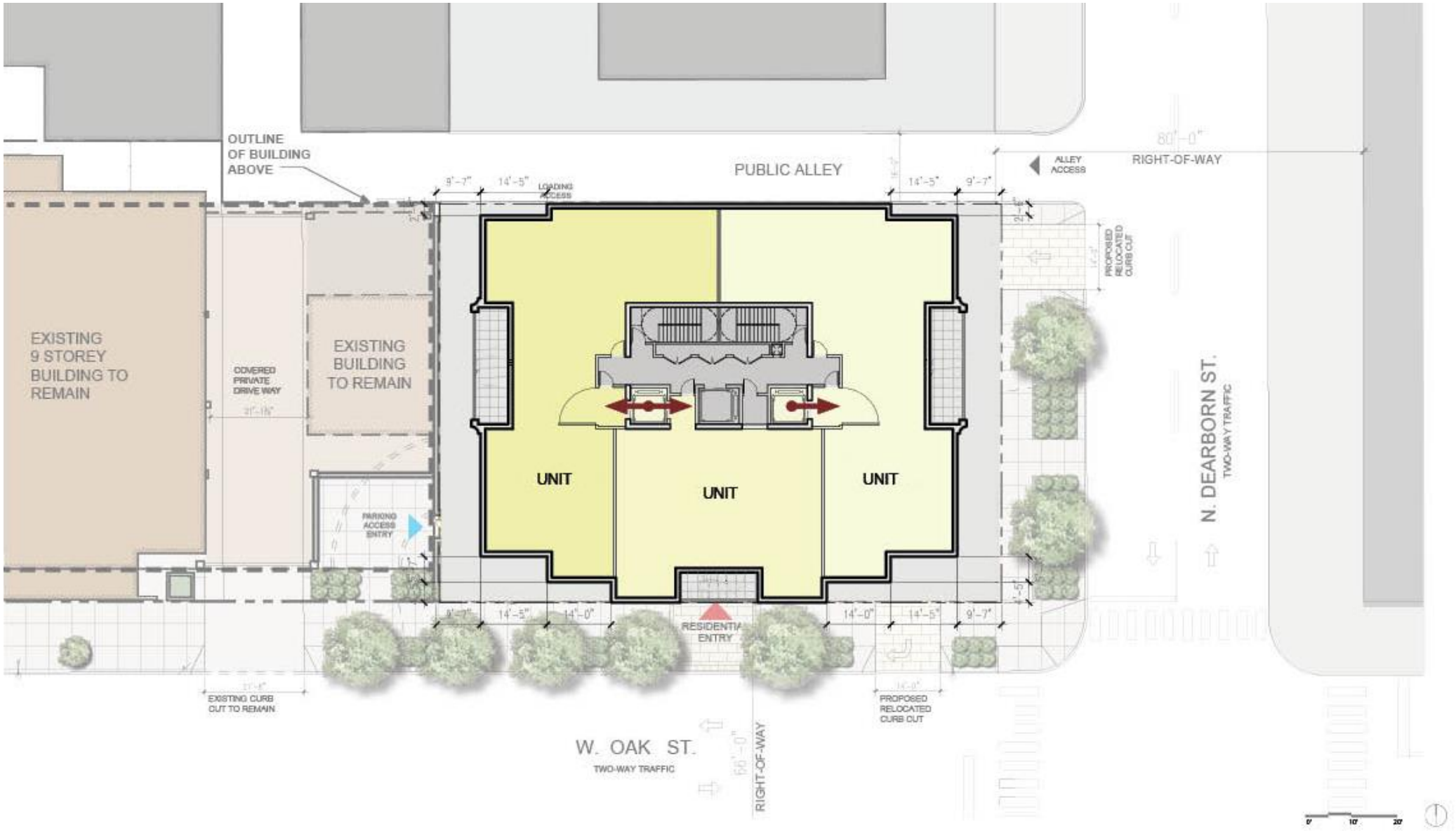
SITE PLAN



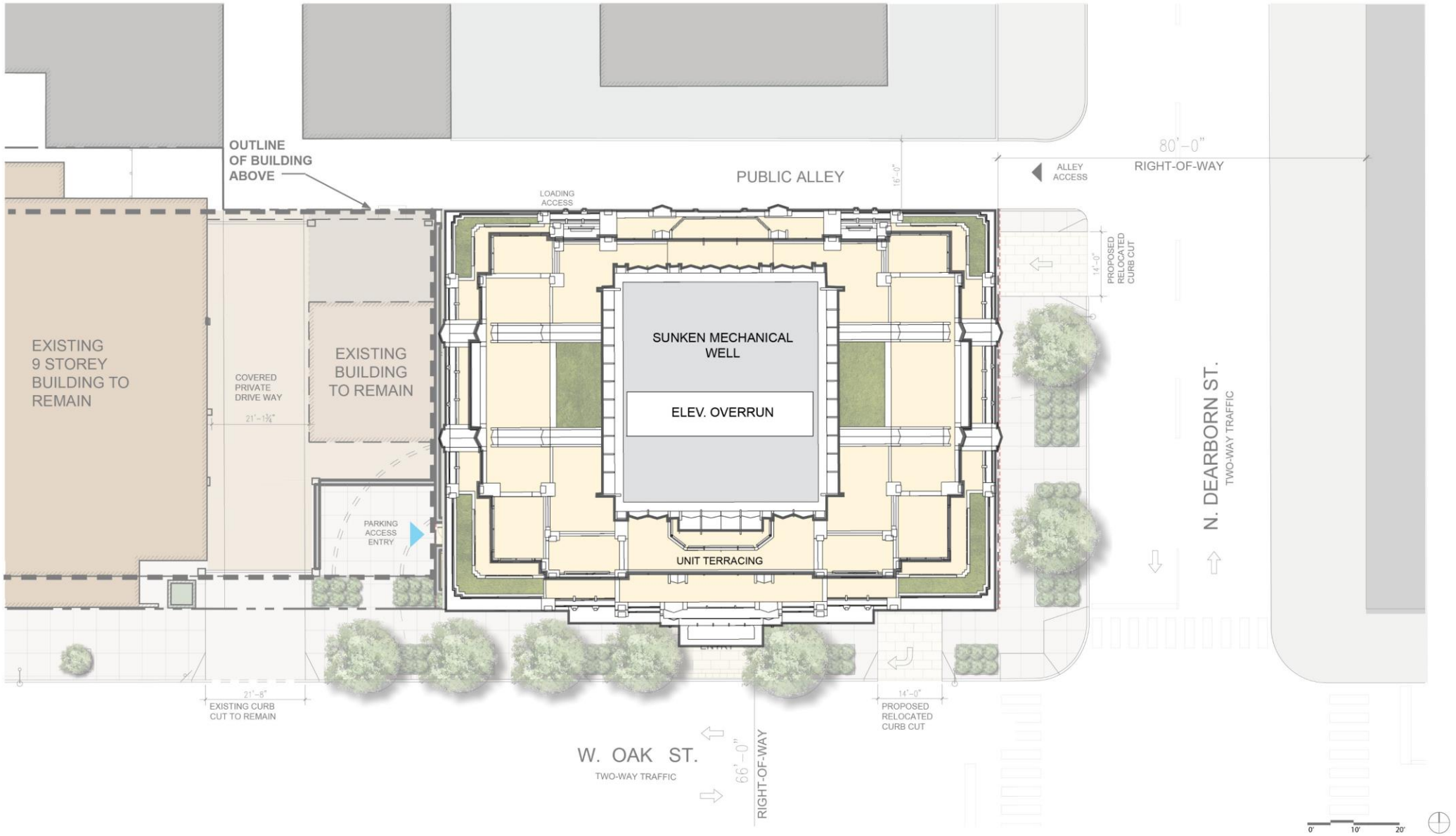
SITE + GROUND FLOOR PLAN



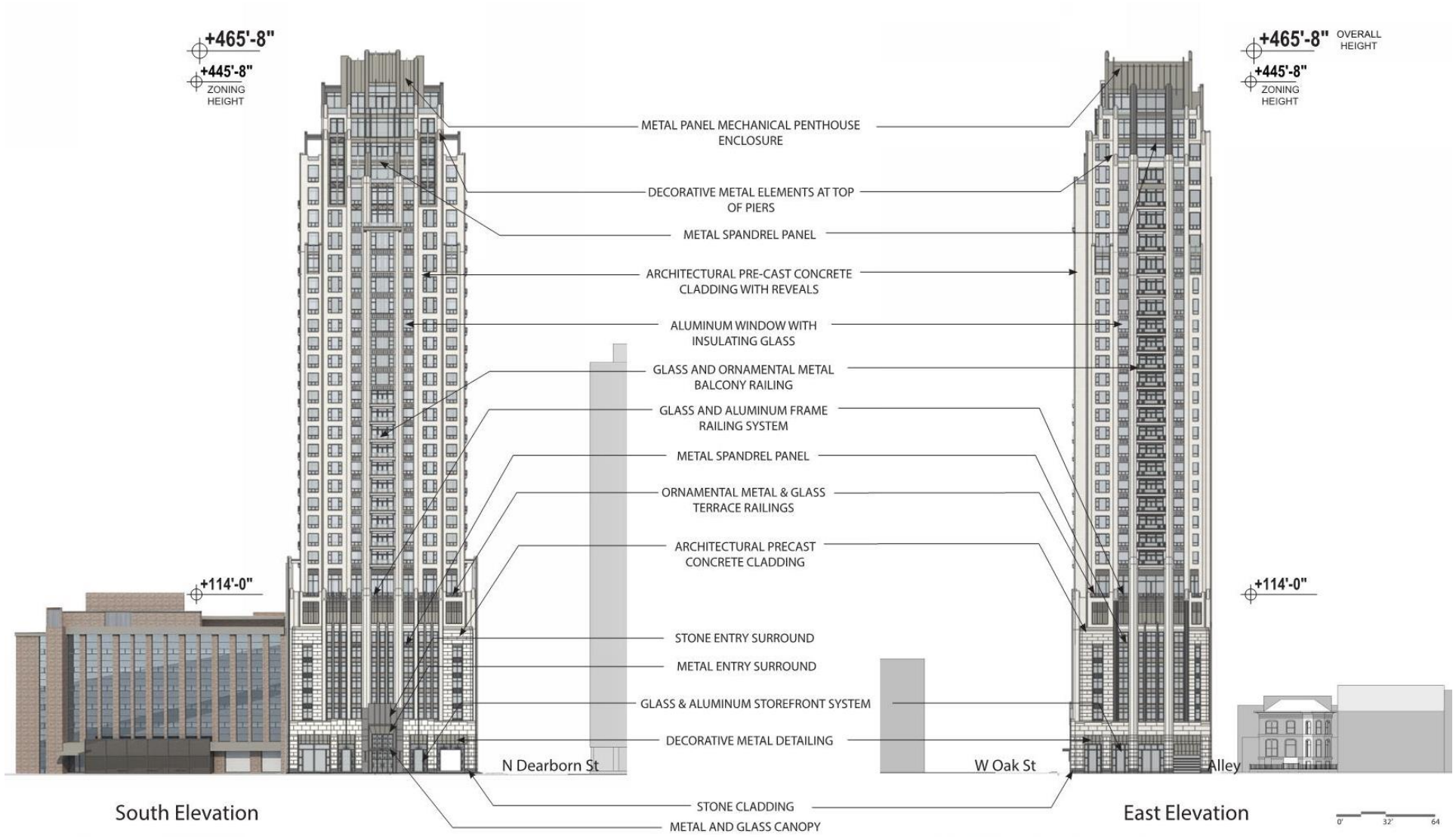
TYPICAL PARKING FLOOR PLAN



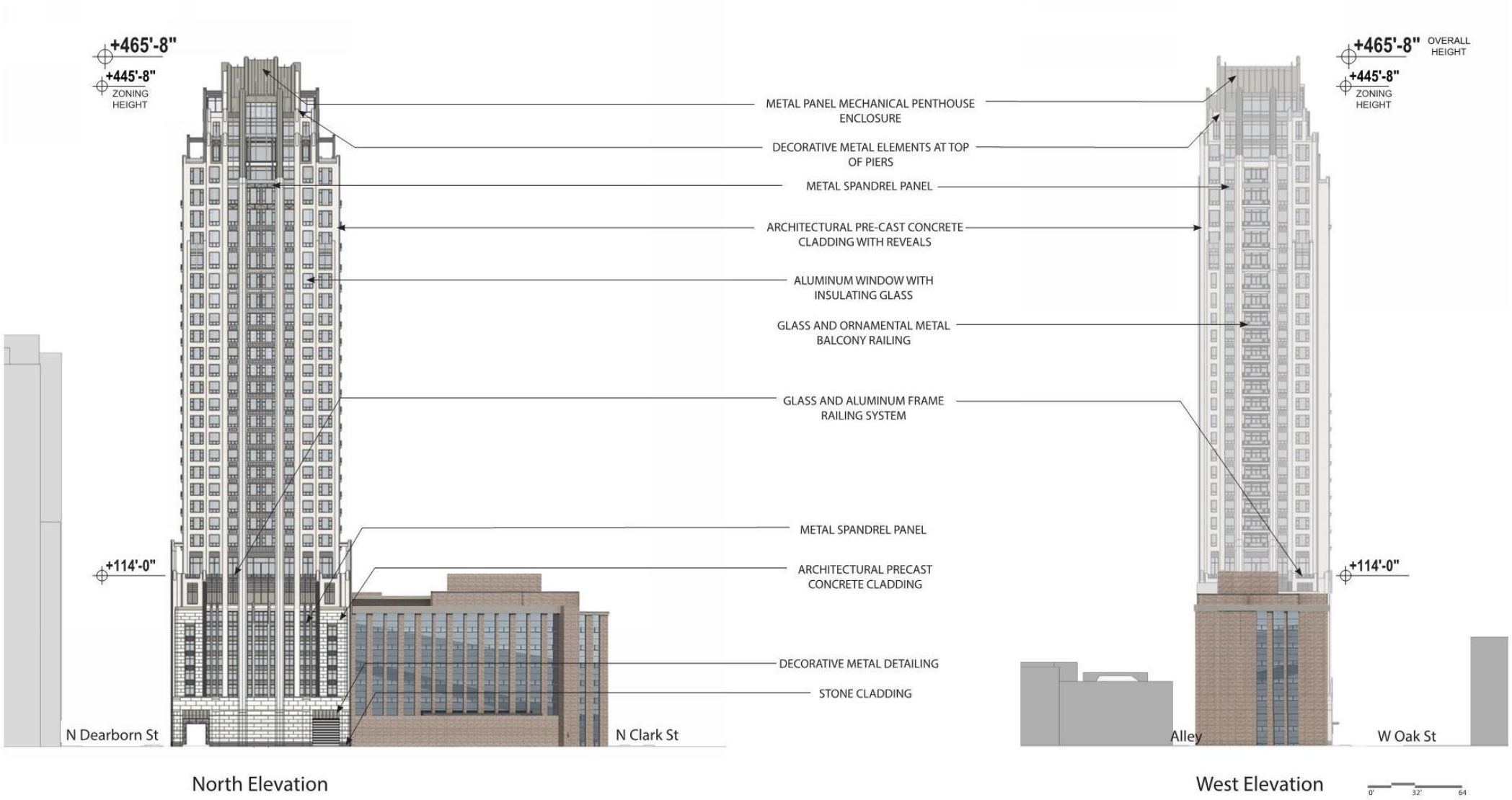
TYPICAL RESIDENTIAL PLAN


OUTLINE OF BUILDING ABOVE
PUBLIC ALLEY
LOADING ACCESS
ALLEY ACCESS
80'-0" RIGHT-OF-WAY
PROPOSED RELOCATED CURB CUT
14'-0"
EXISTING 9 STOREY BUILDING TO REMAIN
COVERED PRIVATE DRIVE WAY
21'-1¾"
EXISTING BUILDING TO REMAIN
SUNKEN MECHANICAL WELL
ELEV. OVERRUN
PARKING ACCESS ENTRY
UNIT TERRACING
N. DEARBORN ST.
TWO-WAY TRAFFIC
21'-8"
EXISTING CURB CUT TO REMAIN
14'-0"
PROPOSED RELOCATED CURB CUT
W. OAK ST.
TWO-WAY TRAFFIC
66'-0" RIGHT-OF-WAY
0'
10'
20'

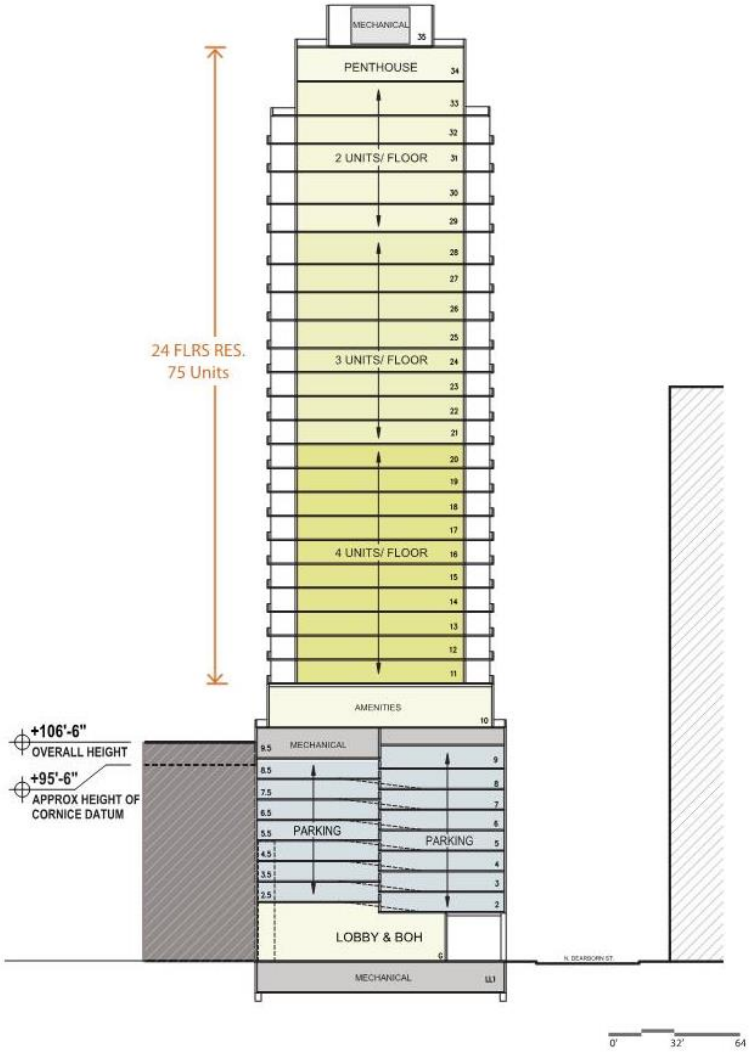
ROOF PLAN



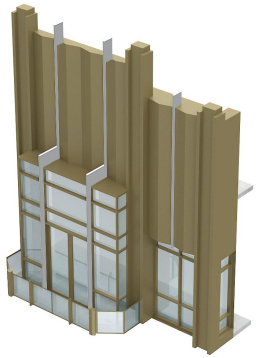
BUILDING ELEVATIONS



BUILDING ELEVATIONS



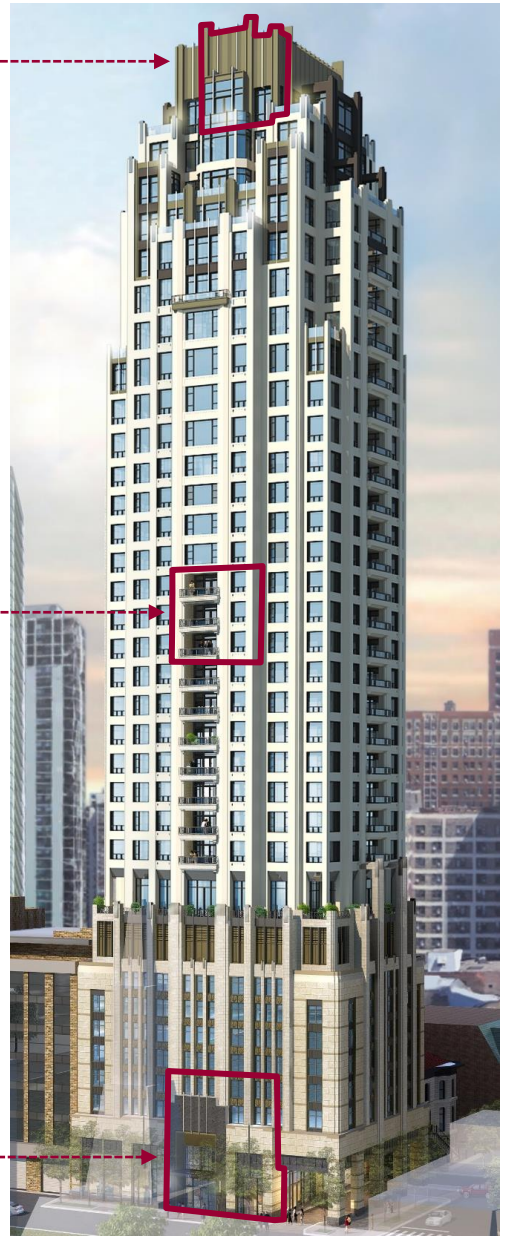
BUILDING SECTION



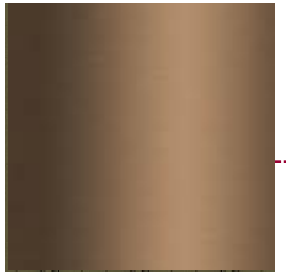
Top Facade

Typical Middle Facade

Base Facade



Base Facade



Metal entry surround

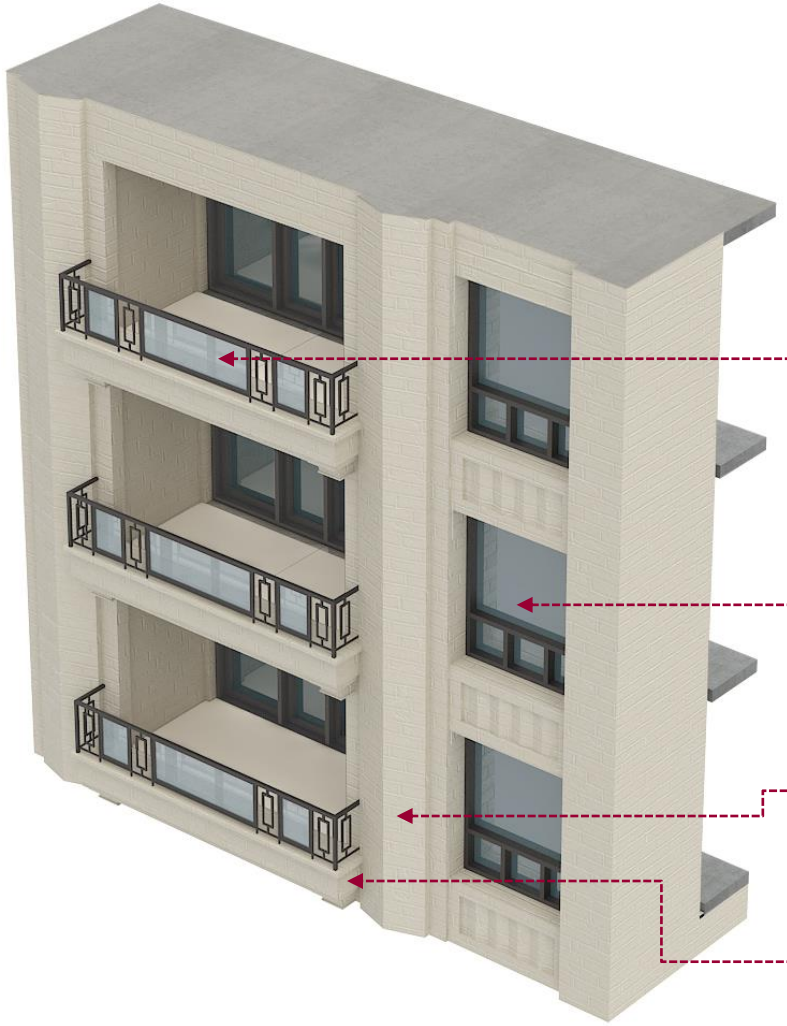
Granite entry surround

Limestone cladding

Decorative metal detailing

Granite base

BUILDING MATERIALS

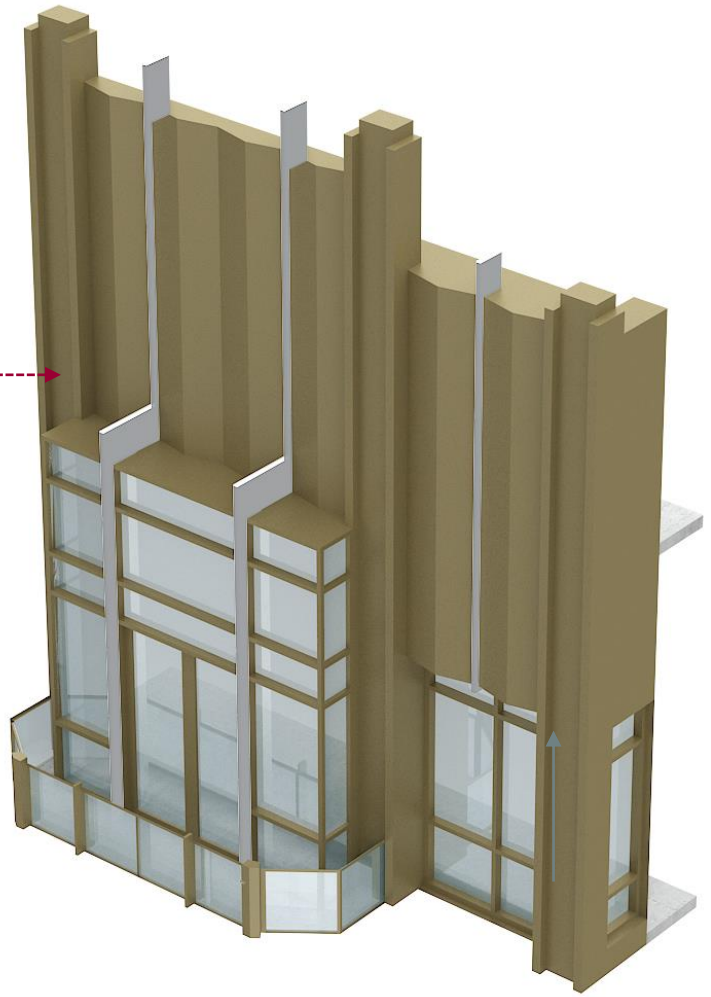


Typical Middle Facade

Glass & ornamental metal balcony

Metal clad mechanical enclosure

- Architectural pre-cast concrete cladding with reveals
- Aluminum window with insulating glass



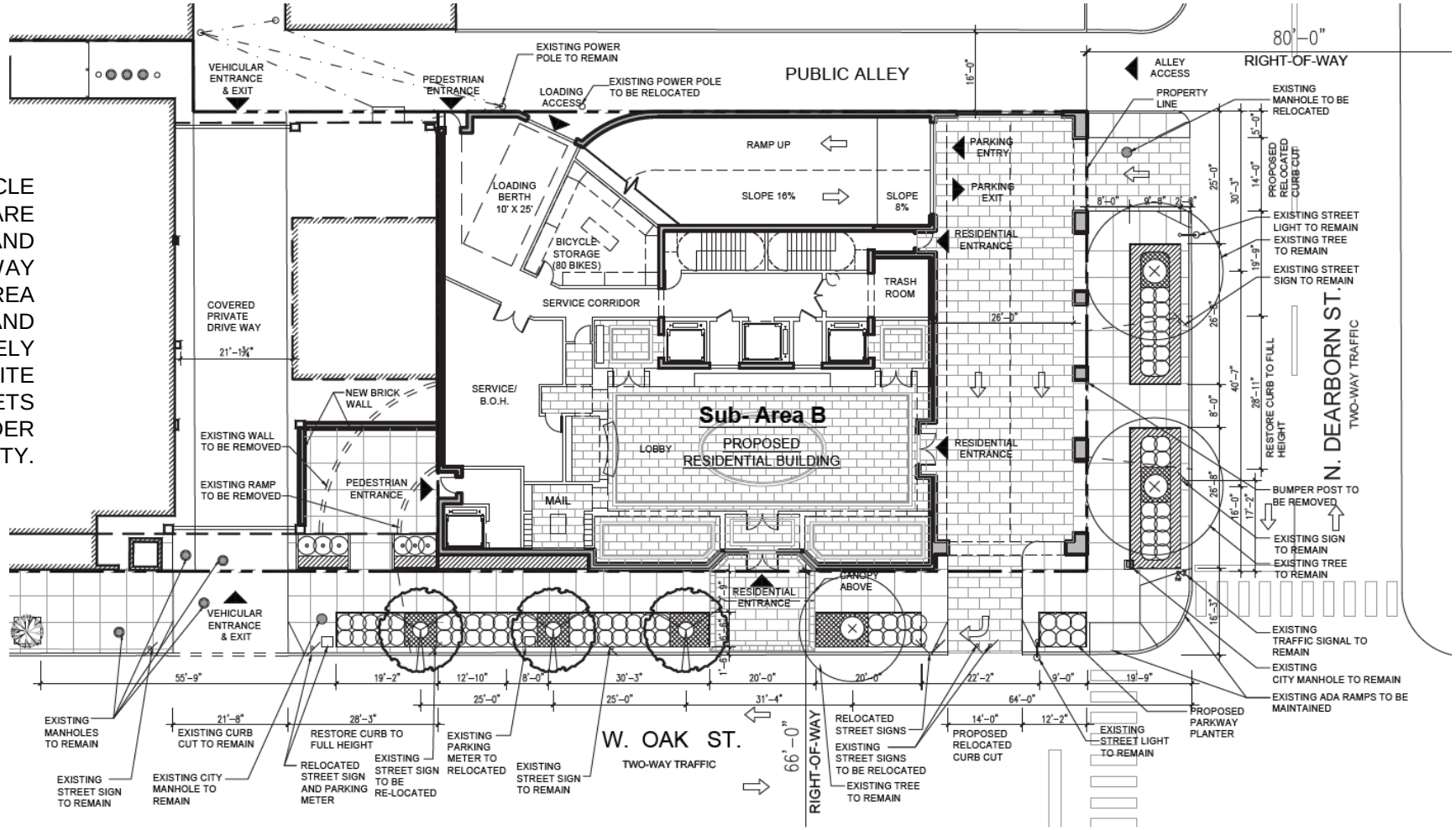
Top Facade

BUILDING MATERIALS

TRANSPORTATION, TRAFFIC AND PARKING

17-8-0904-D: SERVICE FUNCTIONS AND DELIVERES ARE ACCESSED FROM THE PUBLIC ALLEY.

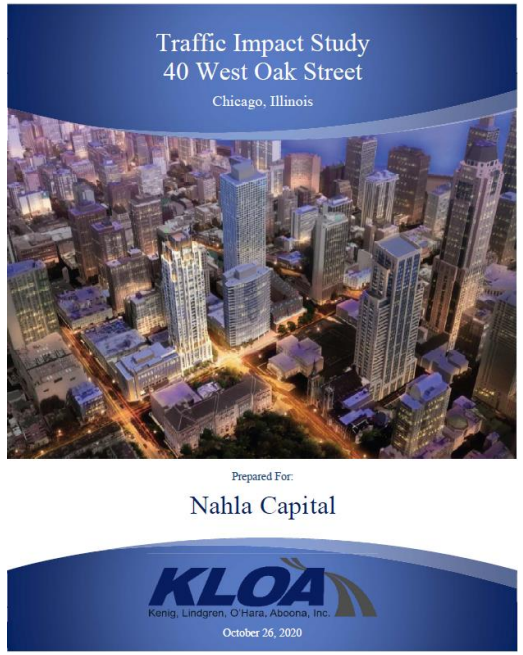
17-8-0904-C: BICYCLE PARKING FACILITIES ARE EASILY ACCESSIBLE AND SECURE. THE DRIVEWAY INTO THE PARKING AREA IS MINIMZED AND VEHICLES ARE LARGELY PULLED ONTO THE SITE AND OFF THE STREETS AND SIDEWALK IN ORDER TO PROMOTE SAFETY.



17-8-0904-B: ALL STREETS AND SIDEWALKS WILL BE RECONSTRUCTED WHERE NECESSARY ACCORDING TO CDOT STANDARDS.

17-8-0904-A-: THE PROJECT PROMOTES SAFE AND EFFICIENT PEDESTRIAN, BICYCLIST & VEHICULAR CIRCULATION BY DIRECTING ALL VEHICLE TRAFFIC INTO THE PRIVATE PORTE COCHERE AND DIRECTING DELIVERIES INTO THE PUBLIC ALLEY. ADEQUATE BICYCLE AND VEHICLE PARKING IS PROVIDED ON-SITE. EXISTING TRAFFIC PATTERNS ARE RESPECTED AND NEW TRAFFIC WILL NOT INCREASE CONGESTION. ACCESS IF FULLY ACCESIBLE FOR PERSONS WITH DISABILITES.

TRAFFIC STUDY RECOMMENDATIONS



- The number of trips generated by the proposed development will be low given the location of the site within an urban area and its proximity to alternative modes of transportation
- The proximity of the site to the Ogden International School of Chicago will not have a negative impact on the traffic operations during school loading activities
- The existing street system has adequate capacity to accommodate the traffic that will be generated by the proposed development during the weekday morning, weekday afternoon and weekday evening peak hours
- Access to the site will be provided via the proposed port cochere on the east side of the building that will have inbound access off Dearborn Street and outbound access off Oak Street. Outbound movements will be restricted to right-turns only.
- The access system will adequately accommodate the traffic that will be generated by the proposed development and will allow for pick-up/drop-off activities to occur on site, which will not impact the through movements along Oak Street and Dearborn Street.
- The proposed development will eliminate the existing two-way access drives that provide key car access that require vehicles to stop on the sidewalk to enter the parking garage. The proposed access system will contain all loading and garage movements on-site eliminating conflicts between vehicles and pedestrians on the sidewalk.

17-8-0905 Pedestrian Orientation

- Building facades at pedestrian level are appropriately scaled within the context of the existing streetscape
- Safe and attractive walkways and pedestrian routes are created by reducing the existing double-lane curb-cut to single lanes on both streets
- Building abuts the sidewalk with sidewalk-level entrances
- Building entrance forms a significant focal element of the building and provides building identity and presence on the street
- Active sidewalk level uses

17-8-0906 Urban Design

- Building base aligns with existing neighboring building
- Base façade composition complements expression and scale of neighboring building
- Building “holds” and gives prominence to the corner

17-8-0909- Open Space & Landscaping

- Substantial sidewalk widths allow for continuous parkway planting with flowering shrubs, perennials, and groundcover, allowing for a more pleasant pedestrian experience.
- Planting design retains large, mature shade trees.
- Ornamental parkway railing on three sides of parkway planters protects landscaping.
- Enhanced landscaping at pedestrian entrance welcomes tenants and guests.
- New 4” caliper shade trees along Oak Street, spaced 25’ o.c.

17-8-0907- B General Guidelines

- The building respects the context and scale of surrounding buildings with setbacks at appropriate heights which also reduces the apparent mass from street level.
- All sides and areas of the building that are visible to the public are treated with materials, finishes and architectural details that are of high-quality and appropriate for use on the primary street-facing façade.

17-8-0907-C High-rise Buildings

- Building has a clearly defined vertical appearance, comprised of a base, midsection, and top.
- The base and upper stories of the high-rise building is in the same plane along the south façade fronting Oak Street.
- Upper-story setbacks are used to reduce the apparent mass and bulk of the building. Such setbacks convey a sense of sculpting to the top floors of the building.

Chicago Sustainable Development Policy 2017.01.12

DPD
CHICAGO DEPARTMENT OF PLANNING & DEVELOPMENT

Compliance Options	Points Required		Sustainable Strategies Menu																																	
			Health	Energy								Stormwater							Landscapes				Green Roofs		Water		Transportation							Solid Waste	Work Force	Wildlife	
						Choose one			Choose one		Choose one												Choose one		Choose one												Choose one	
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 Exeed Energy Code (10%)	2.4 Exeed Energy Code (25%)	2.5 Exeed 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	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	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	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	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	40	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 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	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	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	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	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	10	5	5	10	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 sytems 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

Nahla Capital and Lagrange Property Group plans to comply with the Chicago Sustainability Development Strategy (minimum 100 points) using some or all of the following:

- Exceeding energy code requirements
- Exceeding stormwater ordinance
- Planting trees
- Reducing indoor water use
- Proximity to transit service
- Bike parking
- EV charging stations
- Waste diversion
- Bird Protection

SUSTAINABLE DEVELOPMENT POLICY

STORMWATER MANAGEMENT CALCULATIONS

Based upon the City of Chicago Stormwater Management Ordinance Manual:

Required Rate Control Volume (CF)	4,025
Required Volume Control (CF)	434

Required Rate Control includes the following:

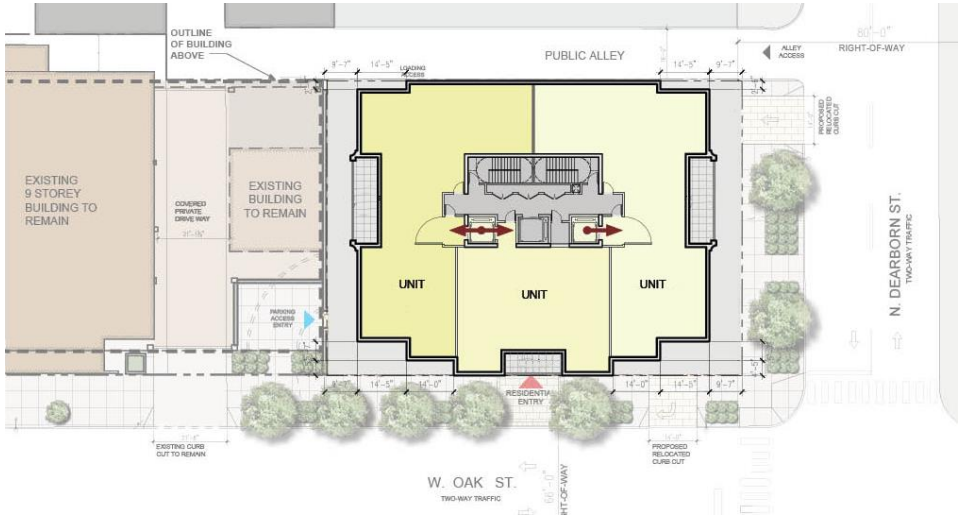
- Area of site = 10,425 sf (100% Impervious)
- 10 Year Detention Storage based upon Bulletin 70 Rainfall Data since the proposed building is Lot Line to Lot Line
- Sidewall Area = 9,500 sf incorporated into Rate Control
- Release Rate = 25 gal/min to account for Dry Weather Flow

Proposed Rate Control Volume (CF)	4,100
Proposed Volume Control (CF)	450

AFFORDABLE HOUSING SUMMARY

- Affordable housing obligation of 8 units (10% of 75 rounded up) will be met by making a cash payment to the Affordable Housing Opportunity Fund in the amount of $238,340 per unit

- $1,906,720 will be contributed in total to the Affordable Housing Opportunity Fund
  - 50% towards construction/ rehab of affordable housing
  - 50% towards rental assistance

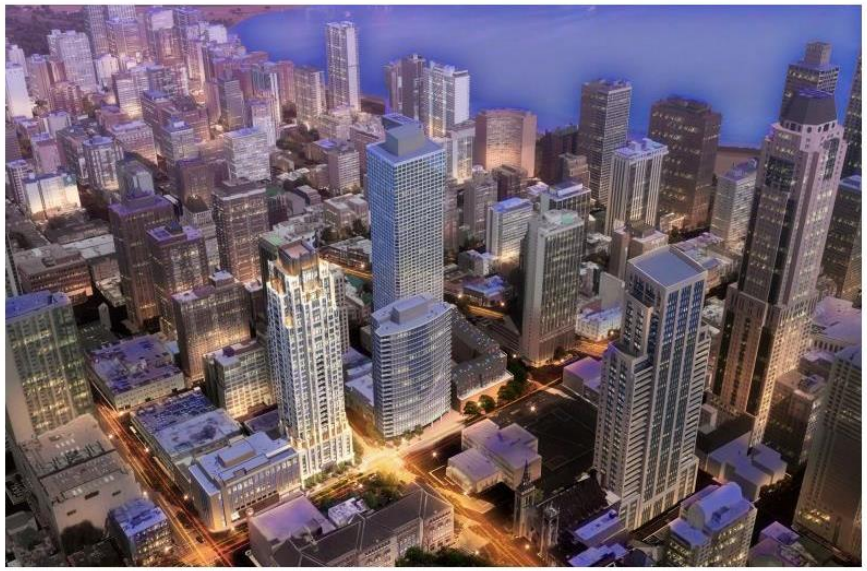


GENERAL CONTRACTOR & DEVELOPER MBE/WBE STRATEGY

- **Committed to Pursuing:**
  - 26% MBE
  - 6% WBE
  - 50% City residency

ECONOMIC & COMMUNITY BENEFITS:

- **Project Cost:** ~ $165 Million
- **Construction Jobs**: ~ 450
- **Permanent Jobs:** ~ 10-12
- **Annual Tax Contribution:** ~ $3 Million
- **Transfer Tax Revenue:** ~ $2.4 Million
- **Neighborhood Opportunity Fund Contribution:** ~ $1.1 Million
- **Local Impact Fund Contribution:** ~ $137,000
- **Citywide Adopt-a-Landmark Fund:** ~ $137,000



Building Program & Design

Use/ density in context: 75 boutique condominiums

Building height in context with overall scale of surrounding buildings (466 ft proposed)

Thin & slender profile of building casts less shadows onto the street

Architectural character complements feel of surrounding neighborhood

Concealed Parking: 160 fully enclosed parking concealed behind base facade

Safety: existing blank brick wall is replaced with an activated facade that engages the street

Pedestrian experience is enhanced with a highly detailed facade and landscaped public walkway

Porte-cochere serves to alleviate traffic off the street from vehicular drop-off, loading, & deliveries

BUILDING DESIGN SUMMARY

DPD Recommendations

- The project promotes the safe and efficient circulation of pedestrians, cyclists and motor vehicles and ensures accessibility by reducing the existing double-lane curb-cut to single lanes on both streets (17-8-0904-A-1&3).
- The project is designed to promote pedestrian interest, safety, and comfort by providing safe walkways and providing active street-facing uses (17-8-0905-A-1&2).
- 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).
- The proposed building is constructed with materials, finishes and architectural details that are of high-quality (17-8-0907-B-3).
- The proposal provides adequate, inviting, usable and accessible parks, open spaces and recreation areas and provides substantial landscaping of the open areas (17-8-0909-A-1&2).