CHICAGO PLAN COMMISSION
Department of Planning and Development

739-755 North Wells Street (2nd Ward)

Chicago 741 LLC

August 19, 2021

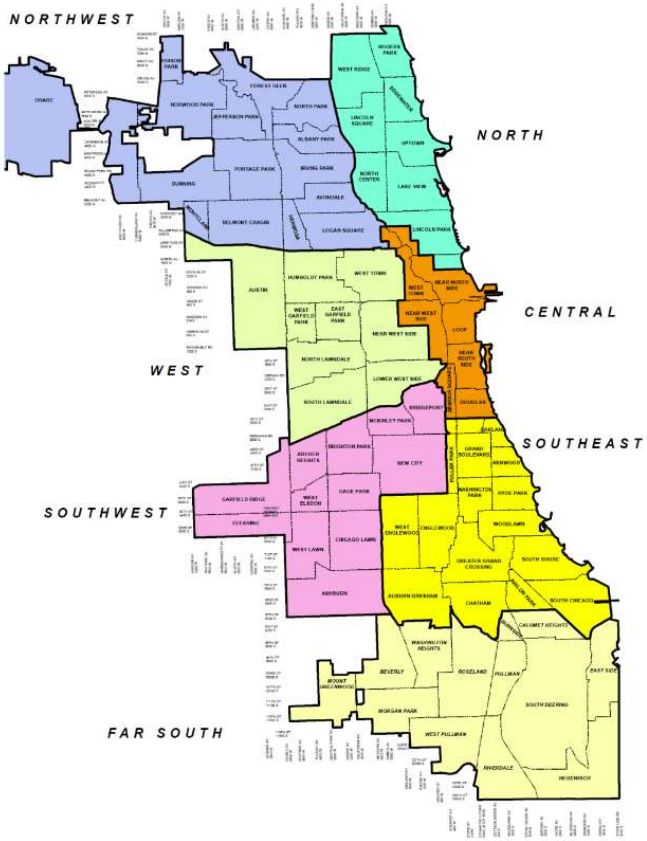
Community Area Snapshot

COMMUNITY AREA INFORMATION:

- Near North Side

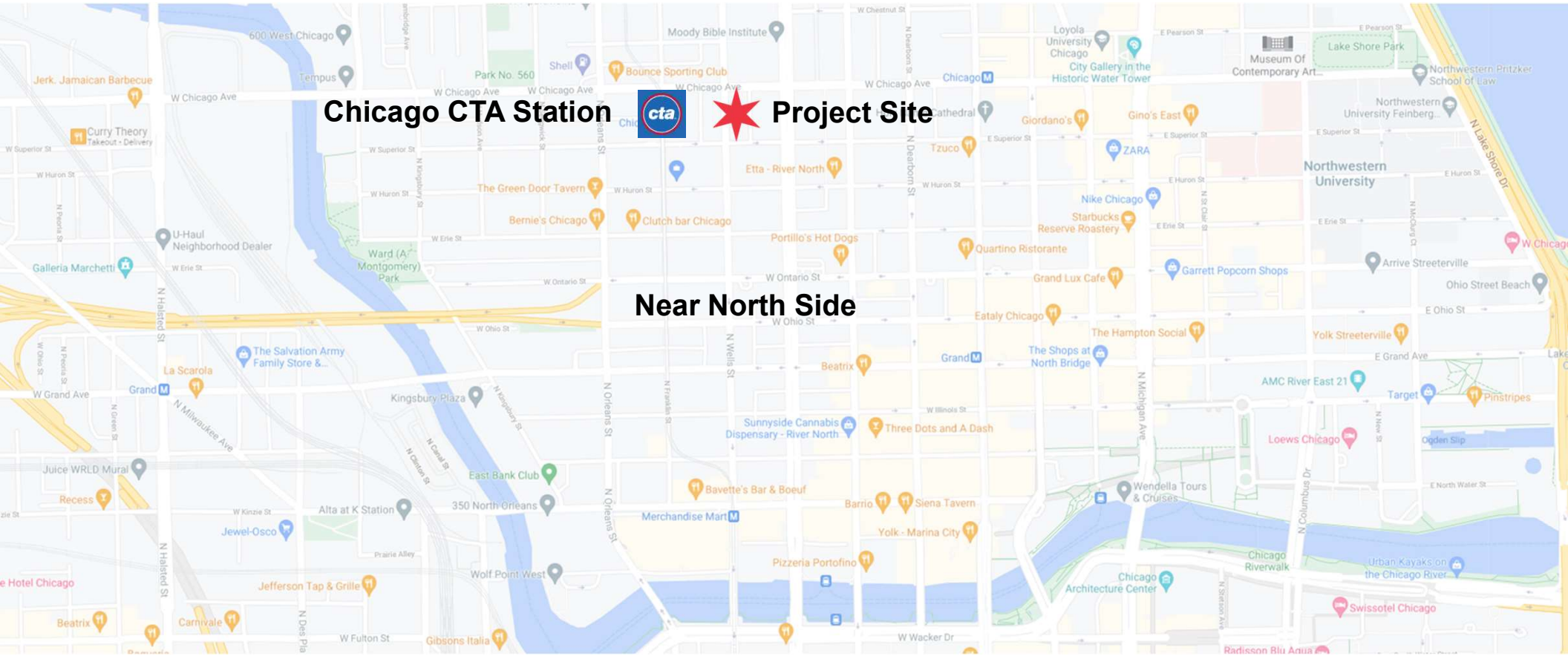
- Demographic Data*
  - 93,318 total population
  - 41.3% of residents are between age of 20-34
  - 42.3% have a bachelor's degree or higher
  - 91% of residents live in a one or two-person household
  - 73.3% of residents are employed within the City limits
  - 52.9% employed in the Loop or Near North Side

- DX-5 (Downtown Mixed-Use District)



*CMAP Community Data Snapshot: Near North Side, Chicago Community Area, June 2021 Release

Access to Transit



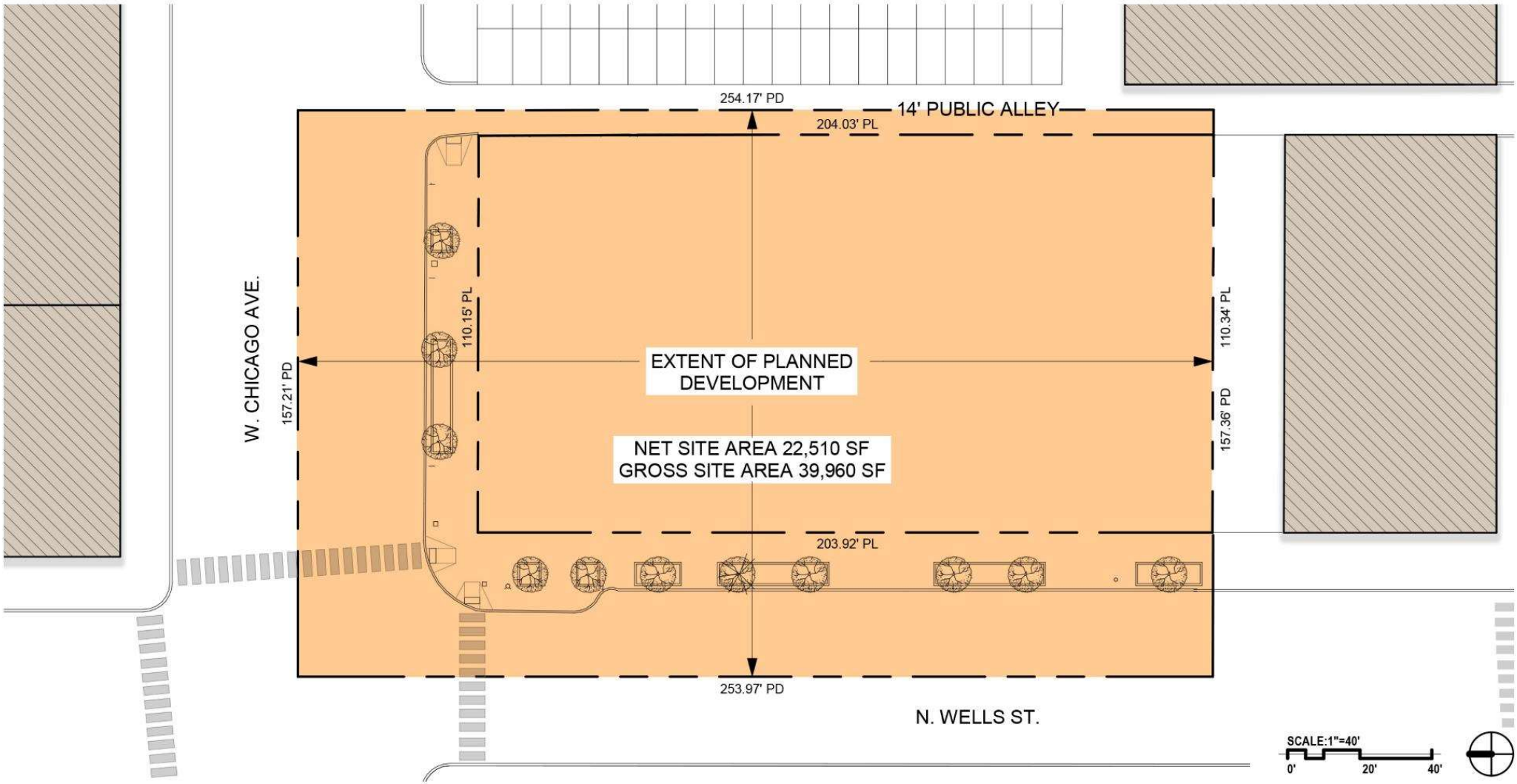
AERIAL IMAGE OF PLANNED DEVELOPMENT SITE

VIEW FROM WELLS STREET LOOKING NORTHEAST

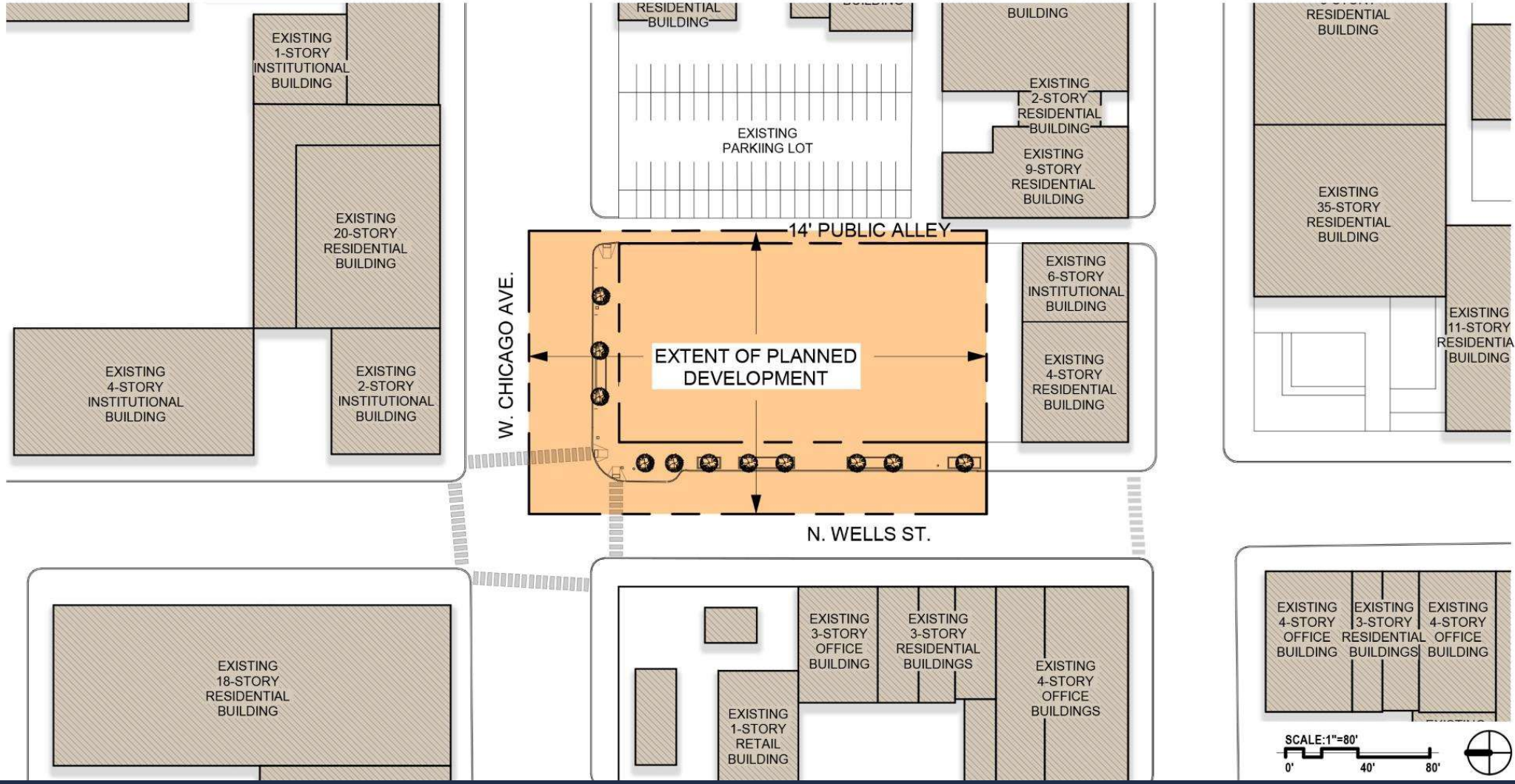
VIEW FROM INTERSECTION OF WELLS STREET AND CHICAGO AVENUE LOOKING SOUTHEAST

VIEW FROM CHICAGO AVENUE LOOKING SOUTH

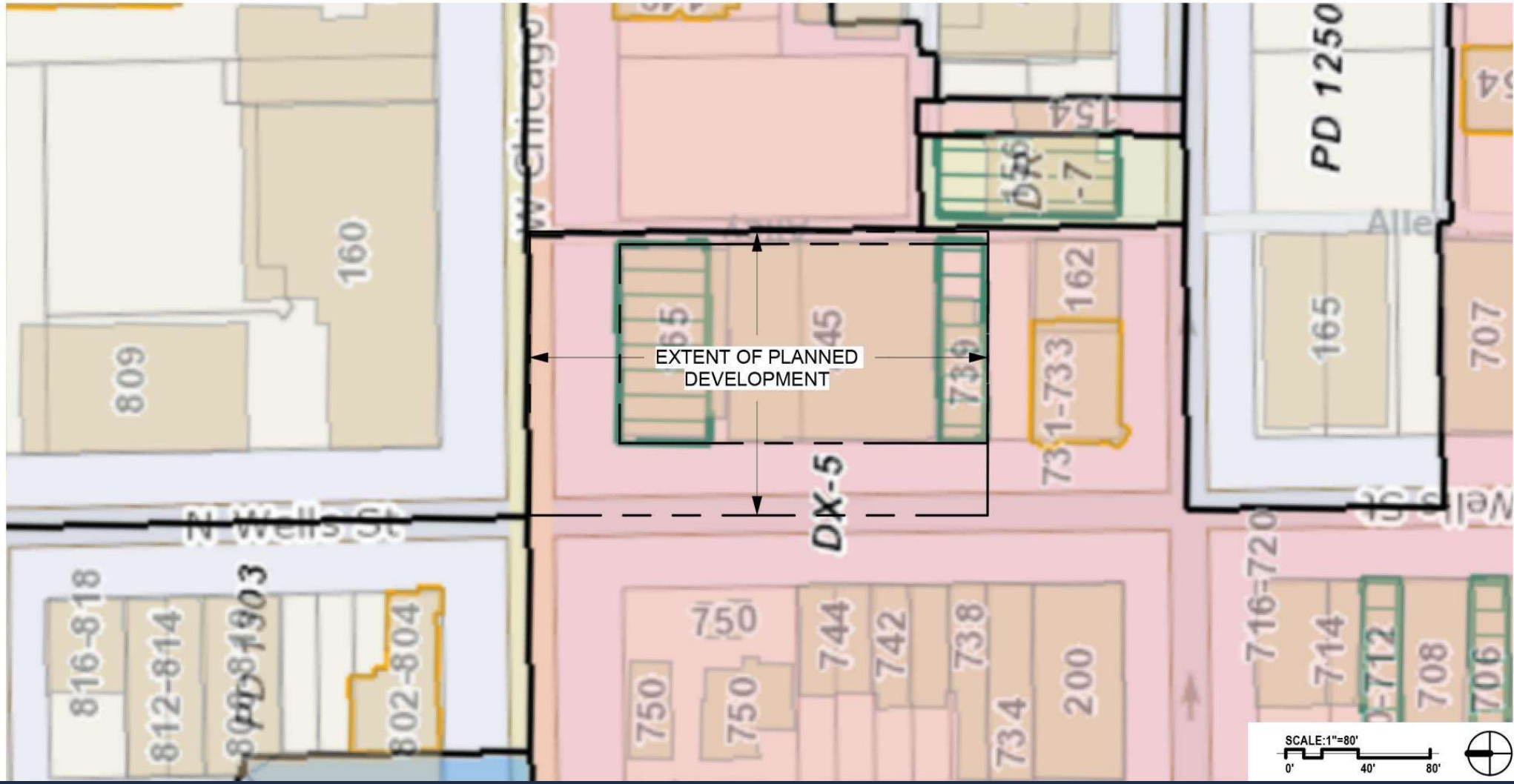
SITE CONTEXT



PLANNED DEVELOPMENT BOUNDARY AND PROPERTY LINE MAP



SITE CONTEXT PLAN


EXTENT OF PLANNED DEVELOPMENT
DX-5
PD 1250
N Wells St
W Chicago
SCALE:1"=80'
0'
40'
80'

ZONING MAP

Planning Context

CHICAGO CENTRAL AREA PLAN, 2003

- Department of Planning and Development
- Guide for continued growth and success of Chicago's Downtown
- Create a dynamic Central Area with vibrant and diverse mixed-use districts
- Strengthen connections to keep the Central Area easy to reach by making transit the first choice for people coming to the area

CENTRAL AREA ACTION PLAN, 2009

- Department of Planning and Development
- Maintenance of Central Area's majority share of regional residential growth
- Maximize densities in high-use corridors and around transit lines to create a walkable environment

Project Timeline + Community Outreach

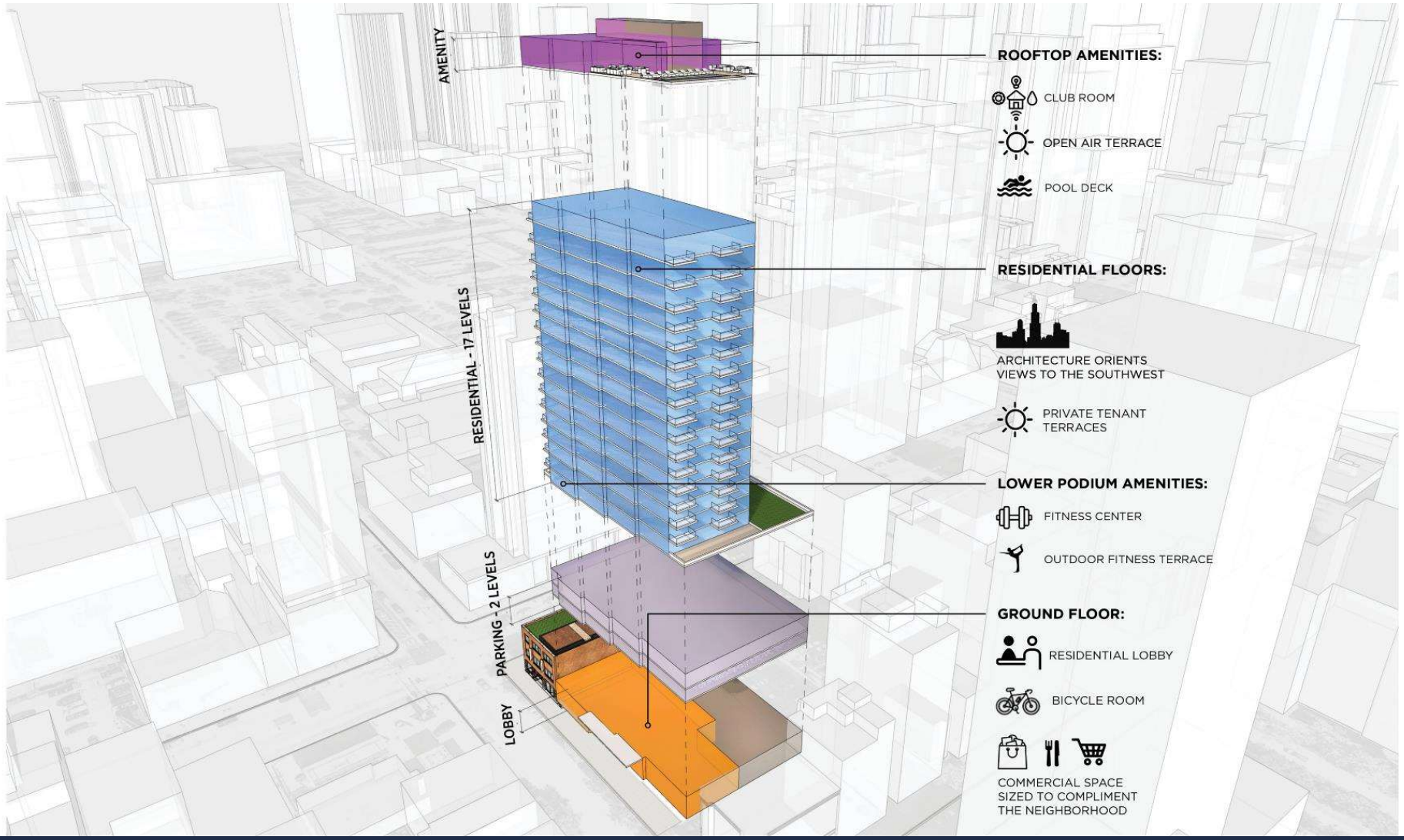
INTRODUCTION DATE: MAY 26, 2021

DATES OF PROJECT MEETINGS:

- Alderman Presentation: April 7, 2021
- Intake Meeting: April 29, 2021
- RNRA Presentation: May 4, 2021 & May 24, 2021
- Public Presentation: July 8, 2021

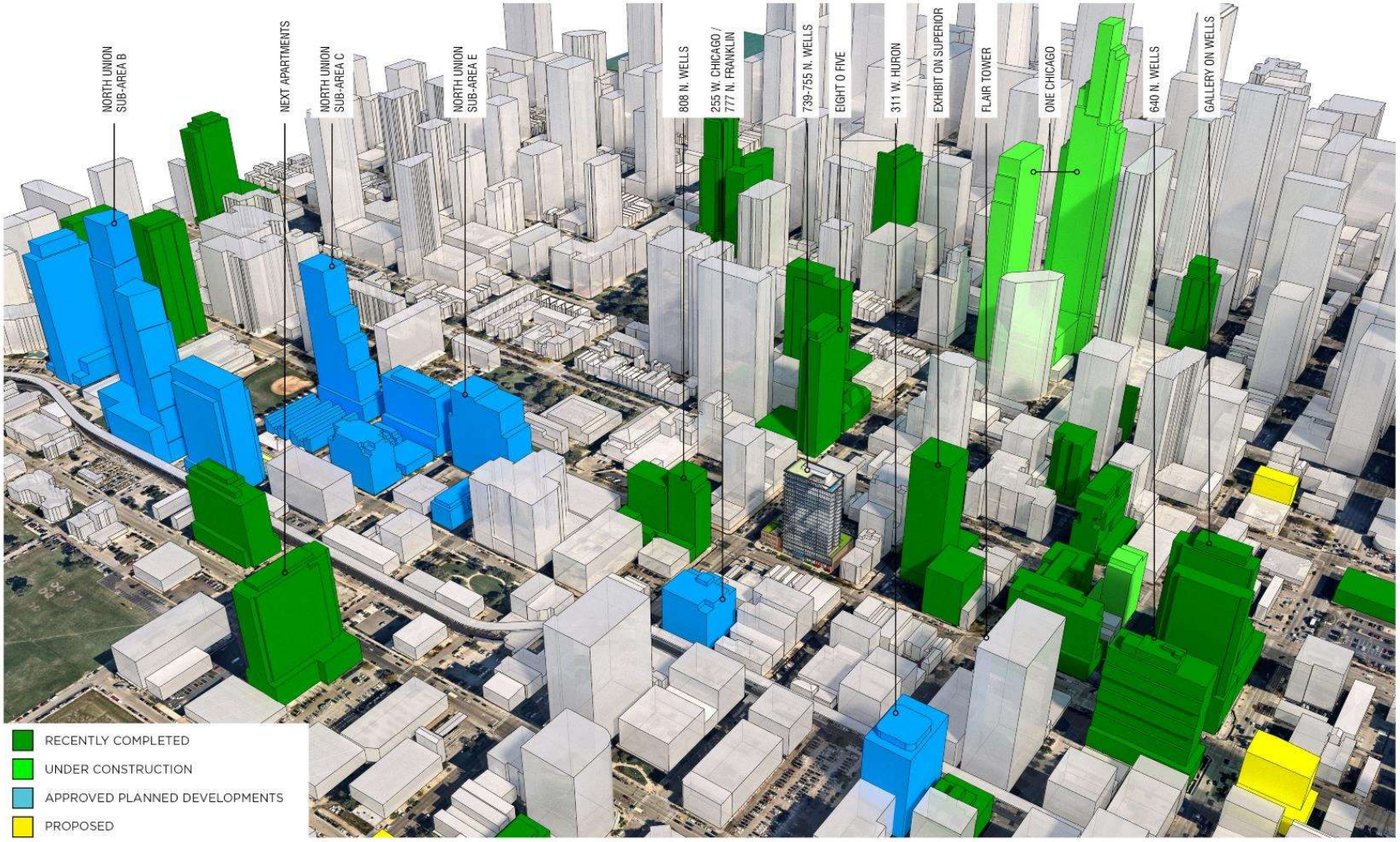
PROJECT CHANGES BASED ON FEEDBACK:

- Revised Vehicular Entry at Public Alley
- Revised Loading Dock at Public Alley
- Revised Residential Drop-Off at Residential Entry on Wells Street
- Revised Architecture to Incorporate More Dramatic West Façade



PROPOSED BUILDING AXONOMETRIC

AERIAL VIEW FROM THE SOUTHWEST LOOKING NORTHEAST



CONTEXT STUDY

Pedestrian Context

Conceptual Rendering Looking Southeast

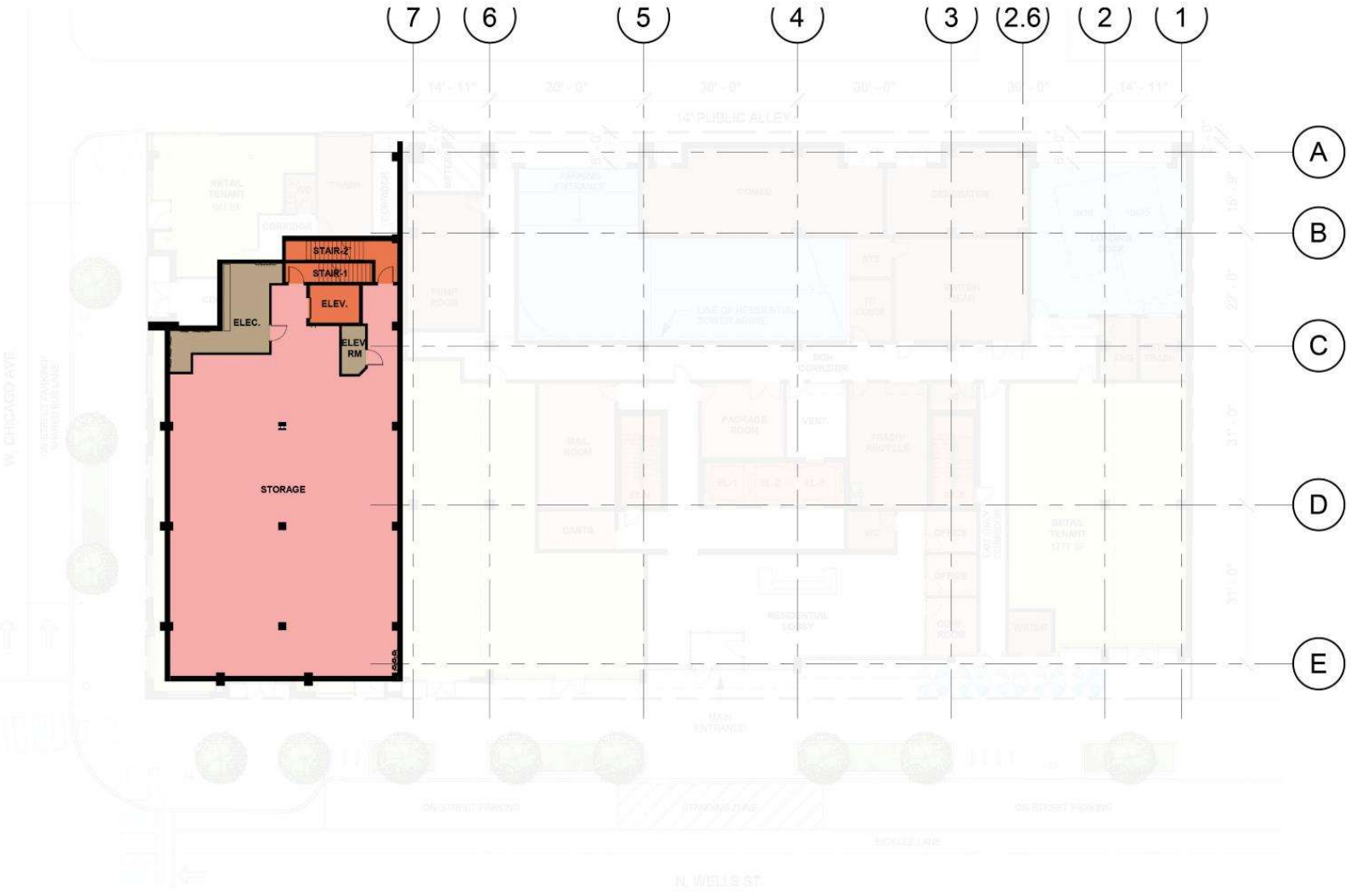
Pedestrian Context

Conceptual Rendering Looking Northeast

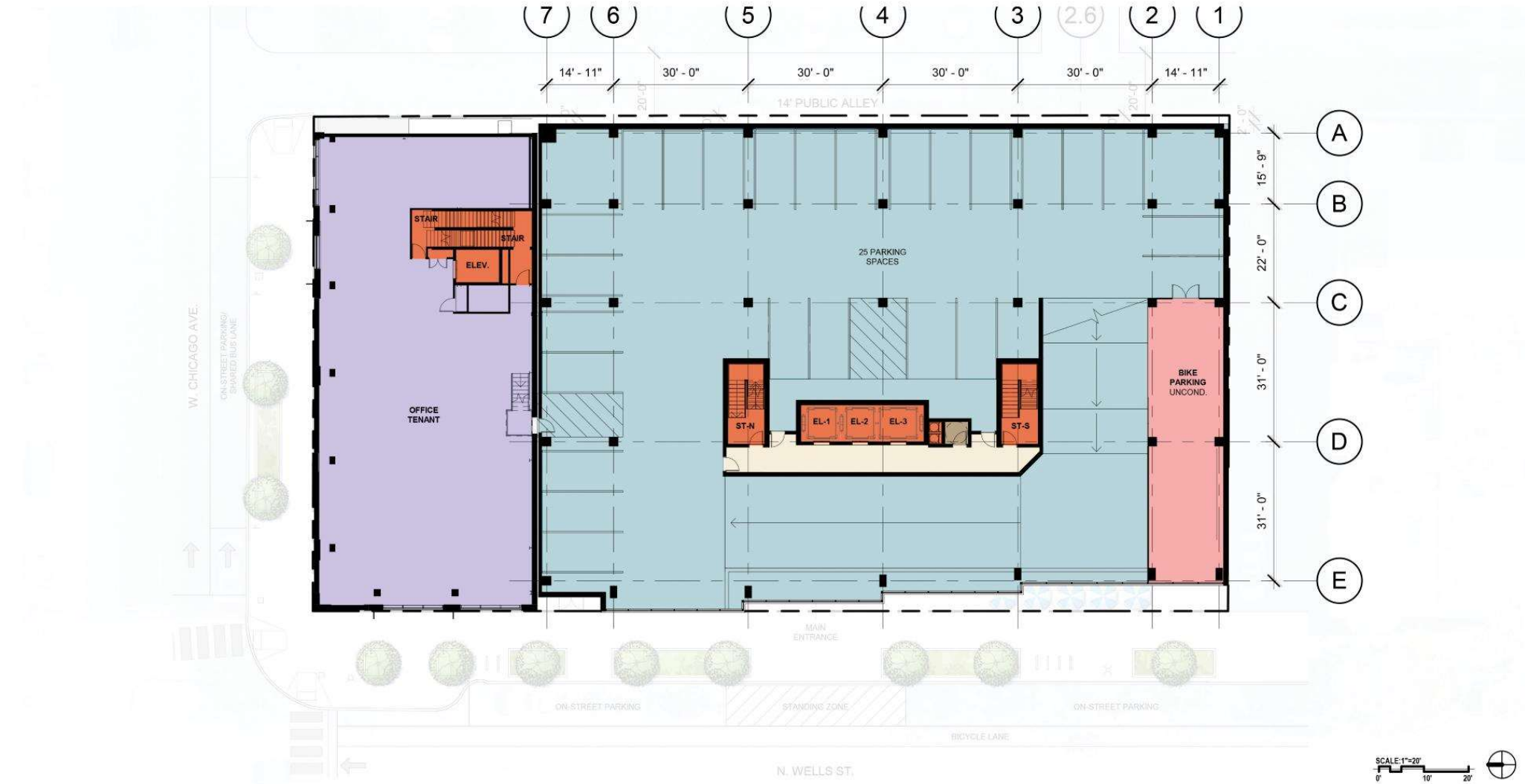
Pedestrian Context

Conceptual Residential Entry Rendering

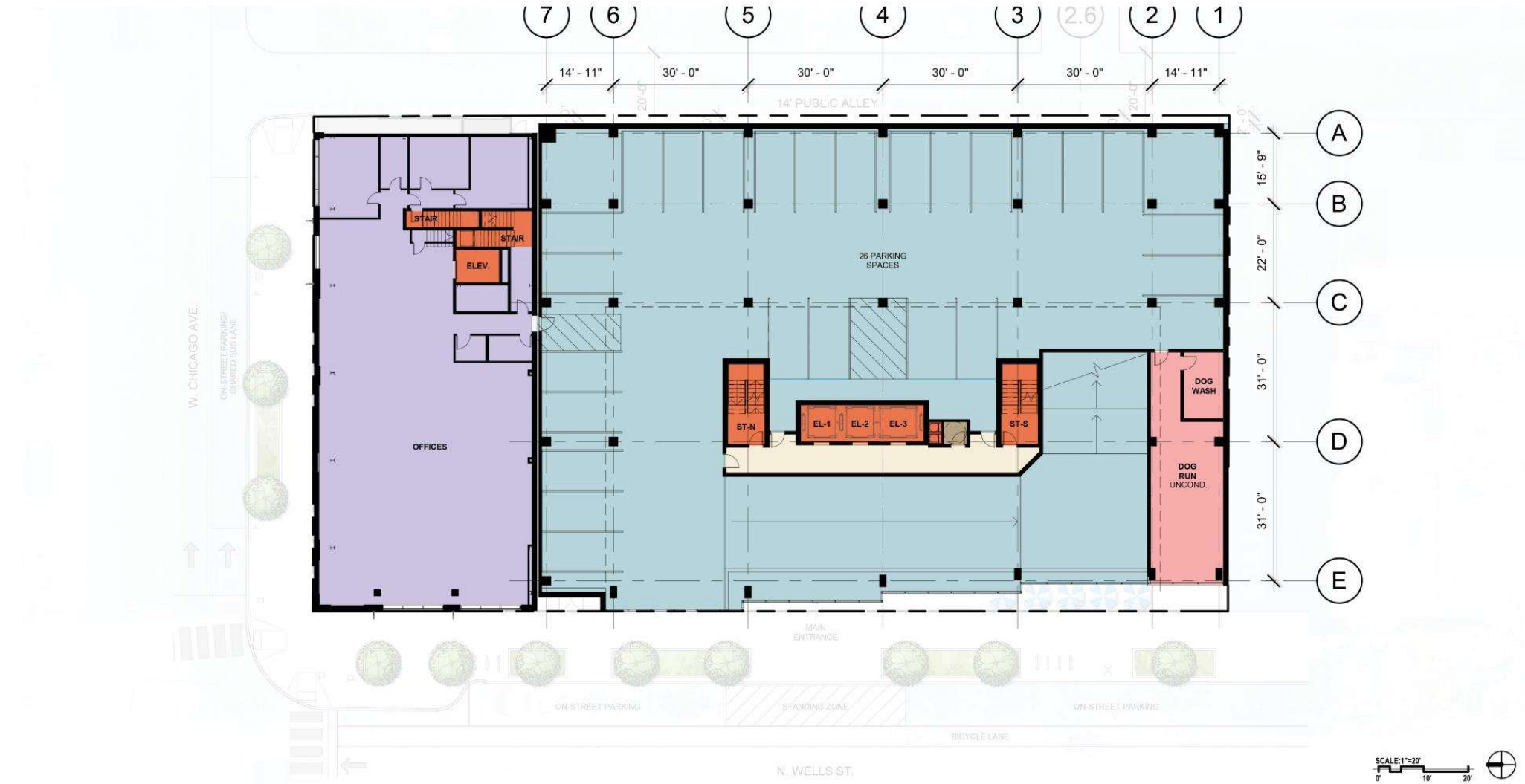
01: SITE PLAN / GROUND FLOOR PLAN



00: LOWER LEVEL FLOOR PLAN



02: PARKING FLOOR PLAN



03: PARKING FLOOR PLAN

04: FOURTH FLOOR PLAN

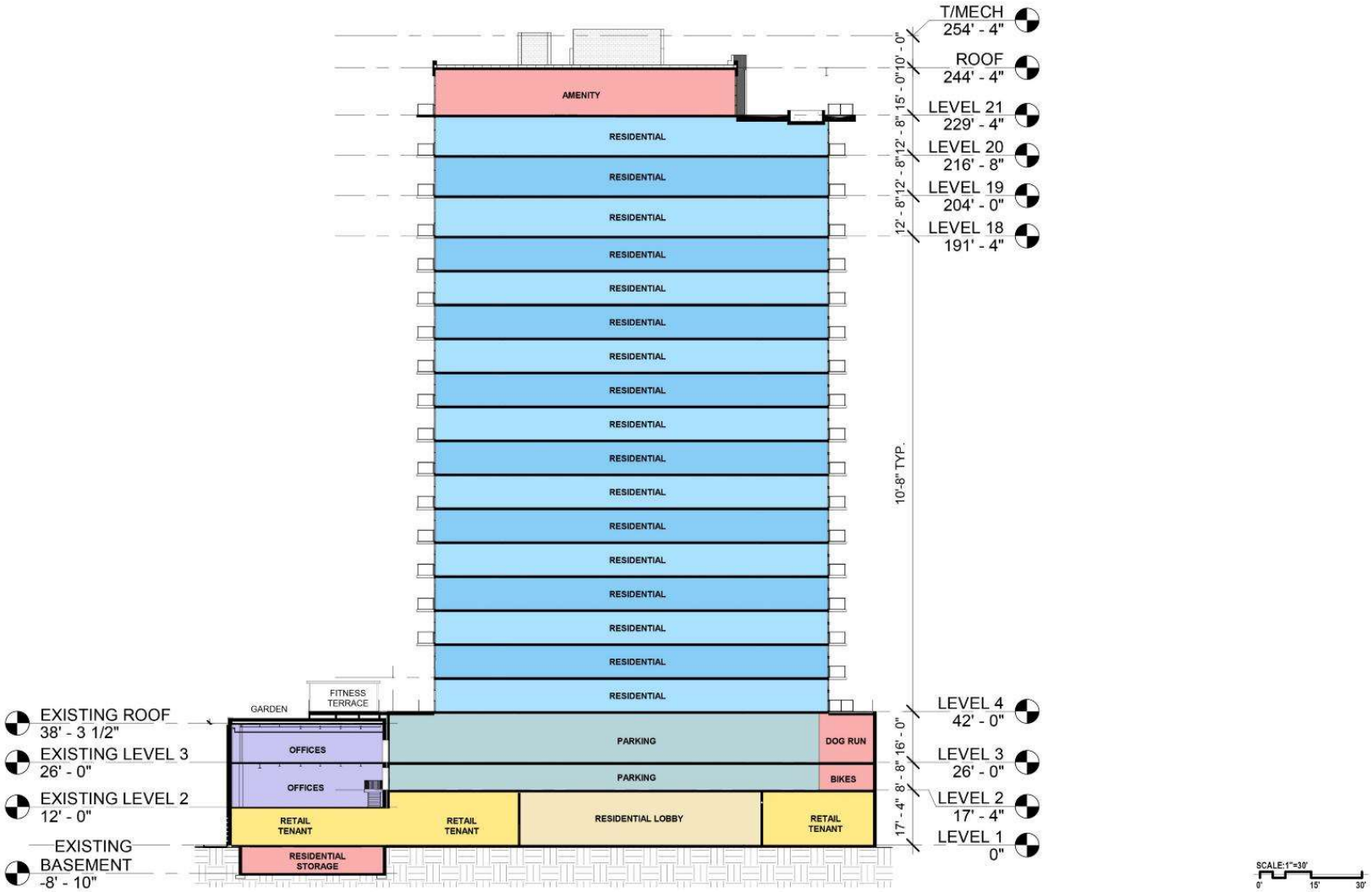
05-17: TYPICAL RESIDENTIAL FLOOR PLAN

18-20: PENTHOUSE RESIDENTIAL FLOOR PLAN

21: ROOFTOP AMENITY FLOOR PLAN

7
6
5
4
3
2
1
14' - 11"
30' - 0"
30' - 0"
30' - 0"
30' - 0"
14' - 11"
A
B
C
D
E
15' - 9"
22' - 0"
31' - 0"
31' - 0"
67' - 1"
15' - 0"
137' - 11"
15' - 0"
GREEN ROOF
MECHANICAL EQUIPMENT
STAIR
ELEVATOR OVERRUN
POOL DECK
POOL
ROOFTOP GARDEN
OUTDOOR FITNESS
891 SF
GREEN ROOF
1
P1
W. CHICAGO AVE.
ON-STREET PARKING/ SHARED BUS LANE
MAIN ENTRANCE
ON-STREET PARKING
STANDING ZONE
ON-STREET PARKING
BICYCLE LANE
N. WELLS ST.
SCALE:1"=20'
0'
10'
20'

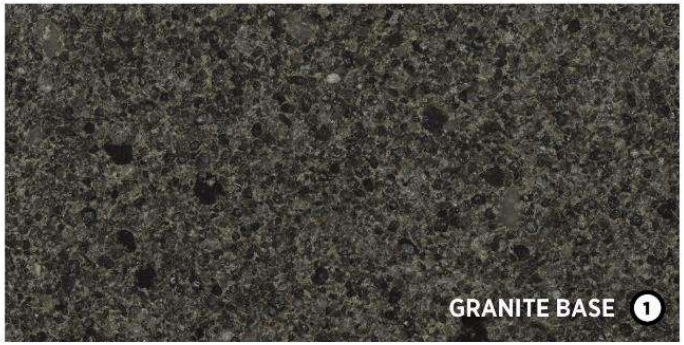
ROOF PLAN



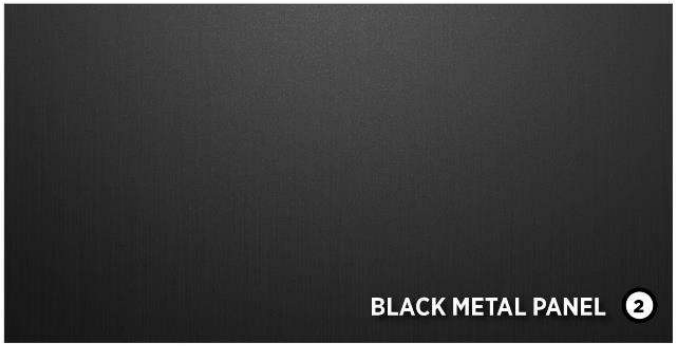
BUILDING SECTION

INSULATED ALUMINUM WINDOW WALL 4

ORNAMENTAL LIGHT FIXTURE 5



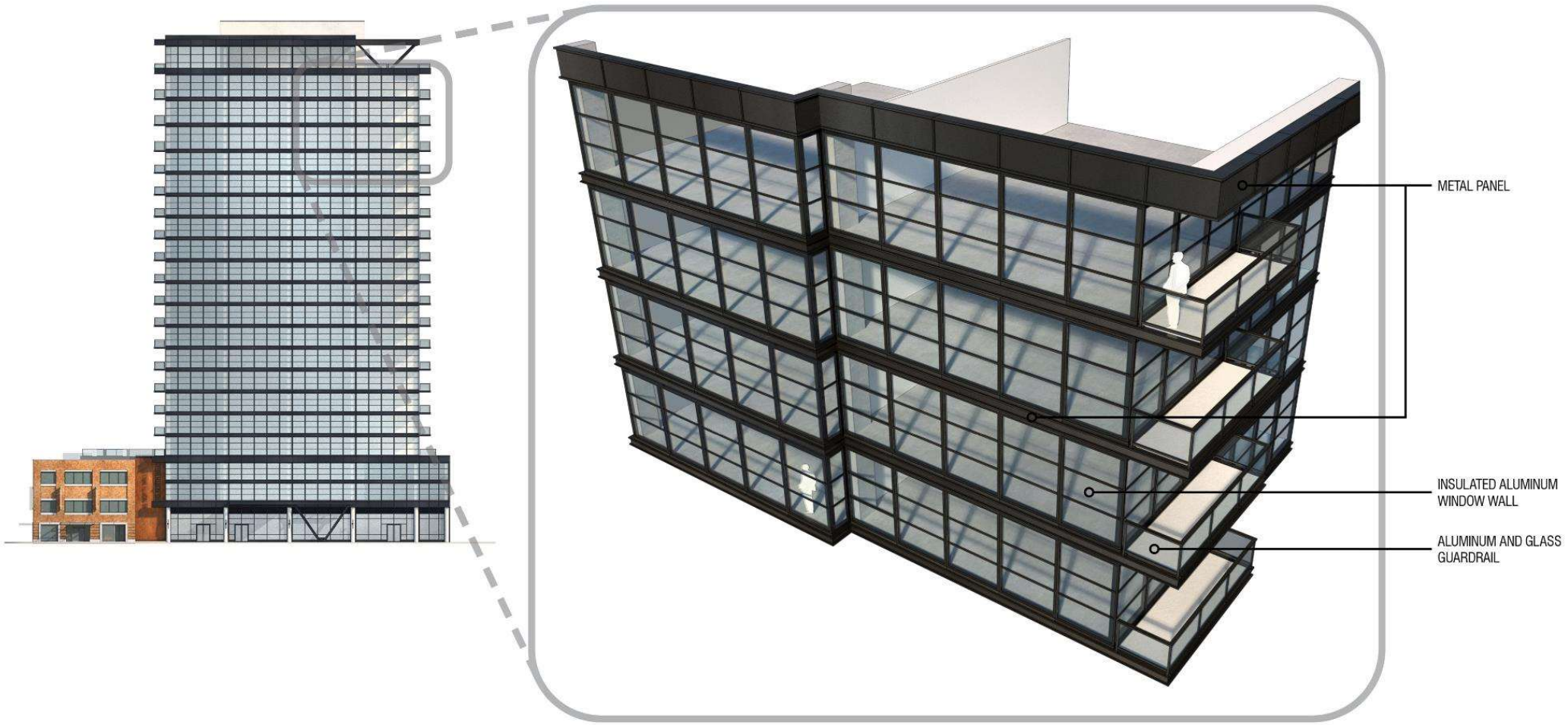
GRANITE BASE 1



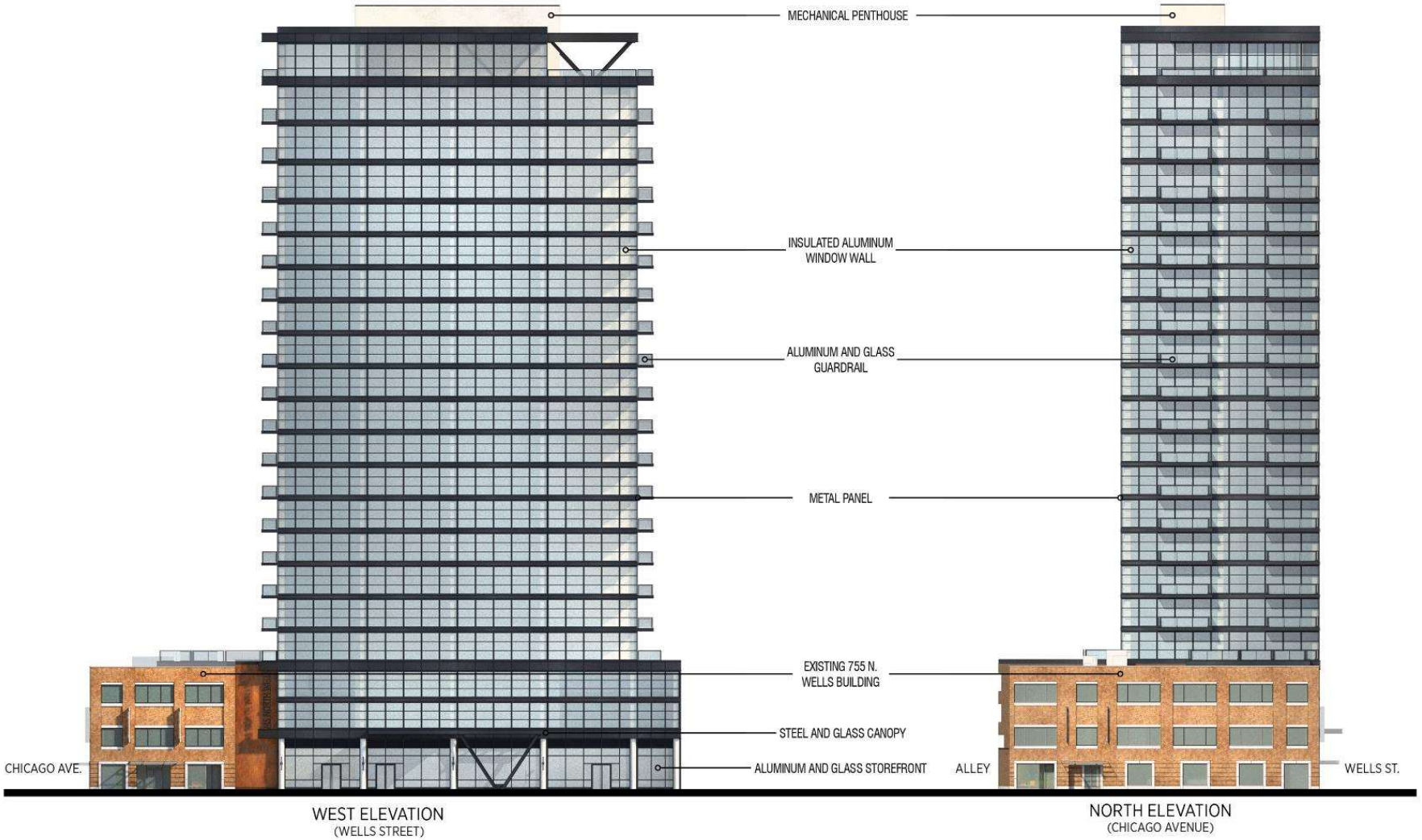
BLACK METAL PANEL 2

GLAZING 3

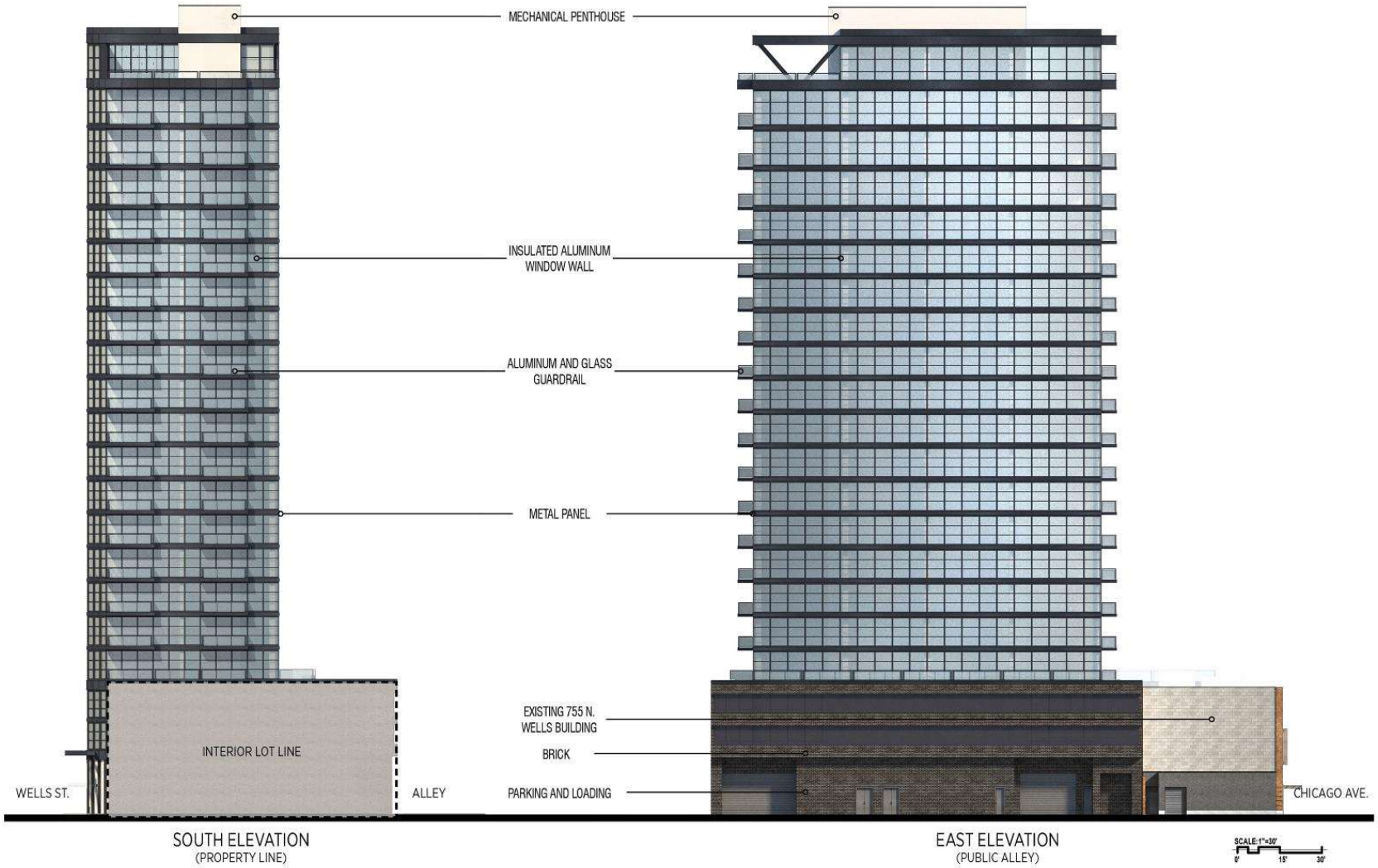
BUILDING MATERIALS



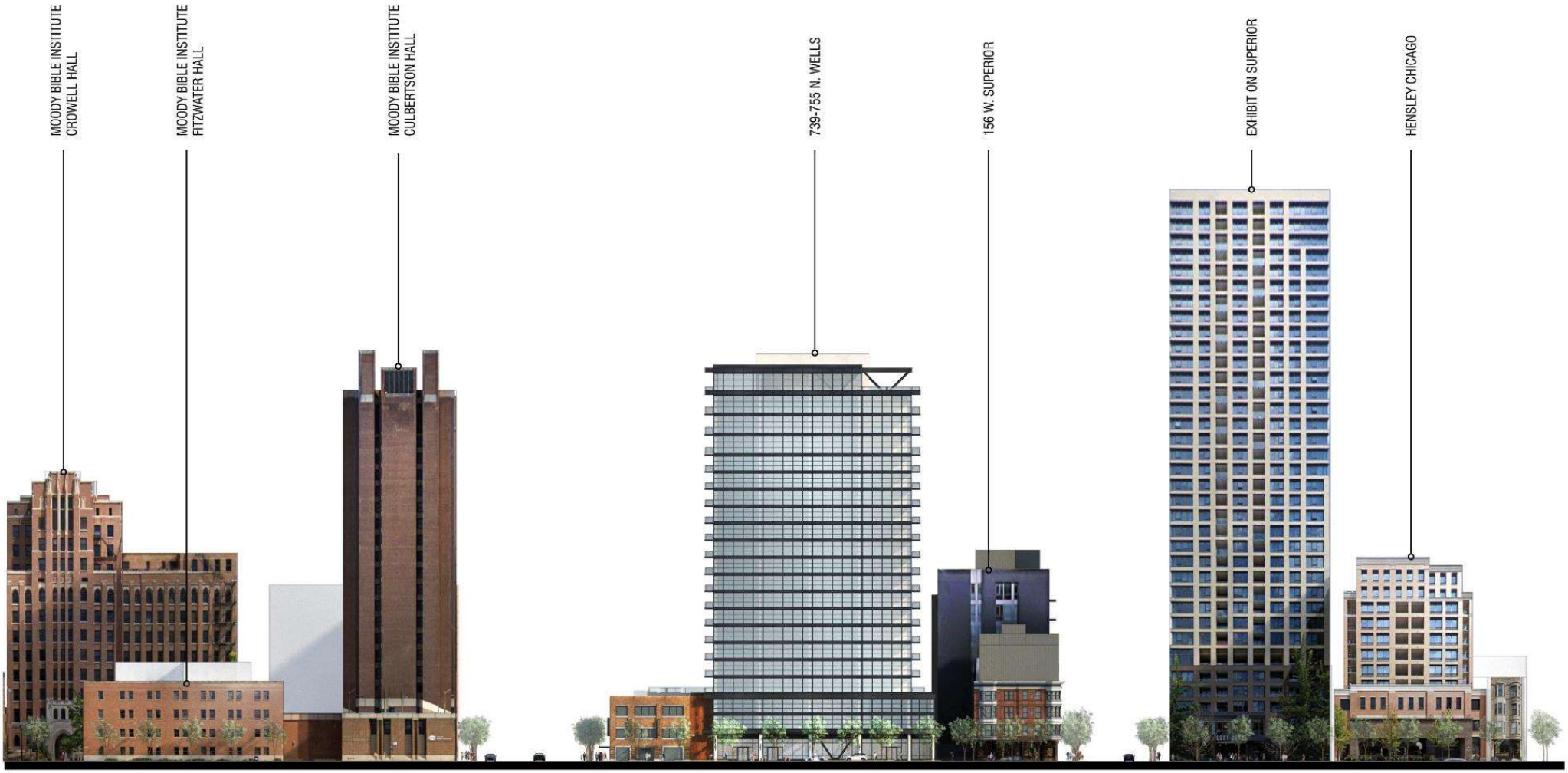
EXTERIOR WALL AXONOMETRIC



BUILDING ELEVATIONS



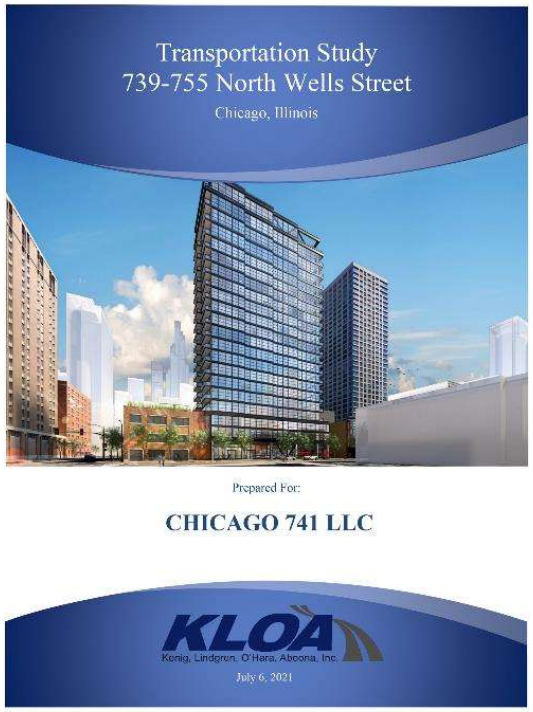
BUILDING ELEVATIONS



STREETSCAPE ELEVATION (NORTH WELLS STREET)

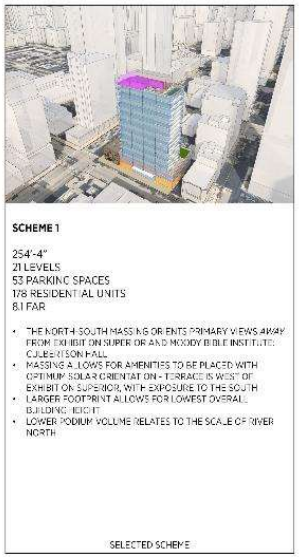
Transportation, Traffic, and Parking Guidelines From Zoning Code Section 17-8-0904:

- Promotes the safe and efficient circulation of pedestrians, cyclists and motor vehicles by limiting vehicle access to the public alley.
- Promotes transit, pedestrian and bicycle use.
- Ensures accessibility for persons with disabilities.
- Minimizes conflicts with existing traffic patterns by providing standing and loading zones.



Traffic Study:

- Census data for the area indicates that approximately 50 to 60 percent of residents take public transportation, walk or bike to work.
- CTA Transit Information Kiosk will be incorporated within the residential lobby to encourage public transit use.
- Electric vehicle charging stations will be incorporated within the parking garage.



SCHEME 1

254'-4"
21 LEVELS
53 PARKING SPACES
178 RESIDENTIAL UNITS
8.1 FAR

- THE NORTH-SOUTH MASSING ORIENTS PRIMARY VIEWS AWAY FROM EXHIBIT ON SUPERIOR AND MOODY BIBLE INSTITUTE: CULBERTSON HALL
- MASSING ALLOWS FOR AMENITIES TO BE PLACED WITH OPTIMUM SOLAR ORIENTATION - TERRACE IS WEST OF EXHIBIT ON SUPERIOR, WITH EXPOSURE TO THE SOUTH
- LARGER FOOTPRINT ALLOWS FOR LOWEST OVERALL BUILDING HEIGHT
- LOWER PODIUM VOLUME RELATES TO THE SCALE OF RIVER NORTH

SELECTED SCHEME

SCHEME 2

273'-8"
23 LEVELS
53 PARKING SPACES
178 RESIDENTIAL UNITS
8.1 FAR

- MASSING ORIENTS PRIMARY VIEWS TOWARDS EXHIBIT ON SUPERIOR AND MOODY BIBLE INSTITUTE: CULBERTSON HALL
- LOWER PODIUM VOLUME RELATES TO THE SCALE OF RIVER NORTH

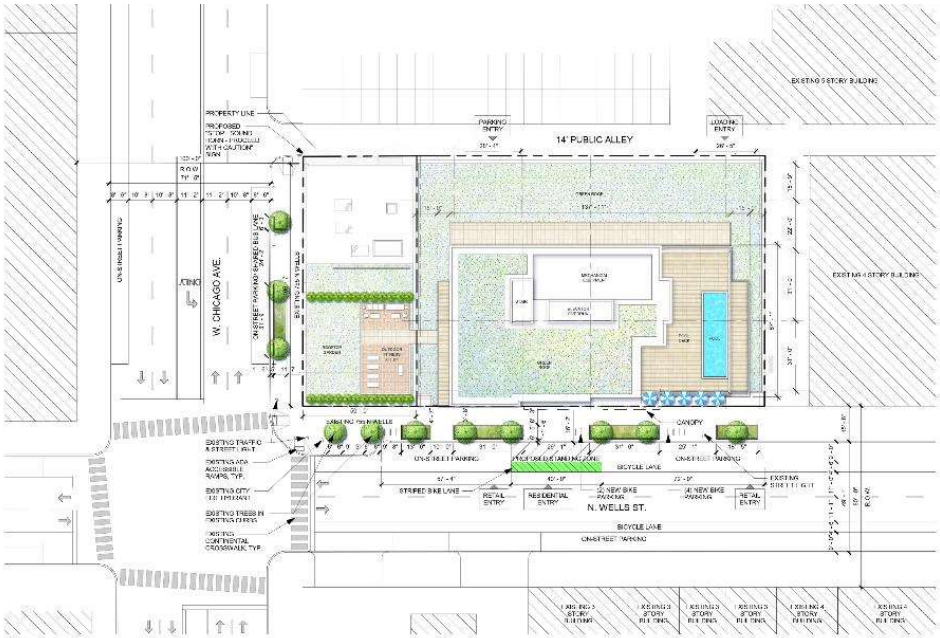
SCHEME 3

331' - 8"
29 LEVELS
53 PARKING SPACES
178 RESIDENTIAL UNITS
8.1 FAR

- POINT TOWER MASSING PROVIDES DRAMATIC OPPORTUNITY FOR HEIGHT
- LOWER PODIUM VOLUME RELATES TO THE SCALE OF RIVER NORTH

Pedestrian-Oriented and Urban Design Guidelines From Zoning Code Sections 17-8-0905 and -0906:

- Creates safe and attractive walkways and pedestrian routes.
- Avoids blank walls along the sidewalks.
- Emphasizes building entries.
- Active sidewalk level uses.
- Appropriately-scaled pedestrian level building facade.



Landscaping Guidelines From Zoning Code Sections 17-8-0905 and -0906:

- Landscaping Meets Landscape Ordinance
- Planned Development Complies with Open Space Guidelines

Chicago Sustainable Development Policy 2017 01.12

739-755 N. WELLS - Preliminary Strategy - 4/29/2021

DPD
CHICAGO DEPARTMENT OF PLANNING & DEVELOPMENT

| Compliance Options | Points Required | | Sustainable Strategies Menu | | |

Project Complies with the Stormwater Management Ordinance:

- A stormwater detention system regulates the rate of stormwater discharge and provides volume control for stormwater runoff.
- Green roof systems are utilized to increase the amount of pervious surfaces, reduce the rate and volume of stormwater runoff and reduce urban heat island effect.
- Sedimentation and erosion control measures will be implemented during construction to minimize discharge of sediment and other pollutants in stormwater runoff from the development.

STORMWATER MANAGEMENT ORDINANCE COMPLIANCE

Project Complies with Minimum Affordable Housing Ordinance Requirements:

- 178 total units
- 18-unit requirement
  - 5 units provided on-site @ 60% AMI
  - $2,443,207 fee in lieu of remaining 13 units

ECONOMIC AND COMMUNITY BENEFITS

Additional City Property Tax Revenue:

- Current Annual Taxes: $250,000
- Estimated Future Annual Taxes: $850,000 - $1,050,000

Neighborhood Opportunity Fund: 3.1 Bonus FAR at a cost of $2,400,466

- "Neighborhoods Opportunity Fund" / "Citywide Adopt-a-Landmark Fund" / "Local Impact Fund" 80/10/10 split

Enhanced Public Safety:

- Activation of Chicago Avenue and Wells Street
- The building facades are highly articulated and designed with the pedestrian scale in mind.
- Agreement to provide for improvements and restoration of adjacent public way, including streets, alleys, curb/gutter, etc.
- All work to be in accordance with CDOT standards and any changes in scope must be approved by CDOT

Minority and Women-Owned Businesses:

- Vista Property Group is committed to working to achieve 26% MBE / 6% WBE Involvement, 50% City Residency, and Local Hiring Goals.

Additional jobs in the area:

Construction:
400 jobs through duration of construction

Retail:
Cafe - 5-7 part time and 1 full time
Restaurant - 15-20 part time and 4-5 full time

Residential:
3 full time and 1 part-time office associates
3 maintenance full time under Chicago Union
24/7 concierge - Contract
Housekeeping at 40 hours a week - Contract

DPD Recommendations

- The Proposed Planned Development encourages unified planning and development. (17-8-0102)

- Promotes economically beneficial development patterns that are compatible with the character of existing neighborhoods. (17-8-0103)

- Promotes transit, pedestrian and bicycle use; ensures accessibility for persons with disabilities and minimizes conflicts with existing traffic patterns. (17-8-0904-A-1 – A-4)

- The building orientation and massing creates an active building wall adjacent to the public right of way, the project also uses creative design to implement a base podium compatible with the adjacent lower scale buildings, and contains active uses at the base of each building, providing for safe and active pedestrian realm (17-8-0905 and 17-8-0906)

- All sides and areas of the buildings that are visible to the public are to be treated with materials, finishes, and architectural details that are of high-quality and appropriate for use on primary public-right-of-way-facing façade (17-8-0907-B-3)