



CHICAGO PLAN COMMISSION

Department of Planning and Development

Park Station

**835-61 East 63rd Street/6301-25 South Maryland Avenue
Chicago IL 60637 – 20th Ward**

Owner 63rd Maryland, LLC

Developers: Michaels Development and DL3 Realty

Architects: FitzGerald Associates Architects/Brook Architecture

06/16/2022



★ Community Area Snapshot

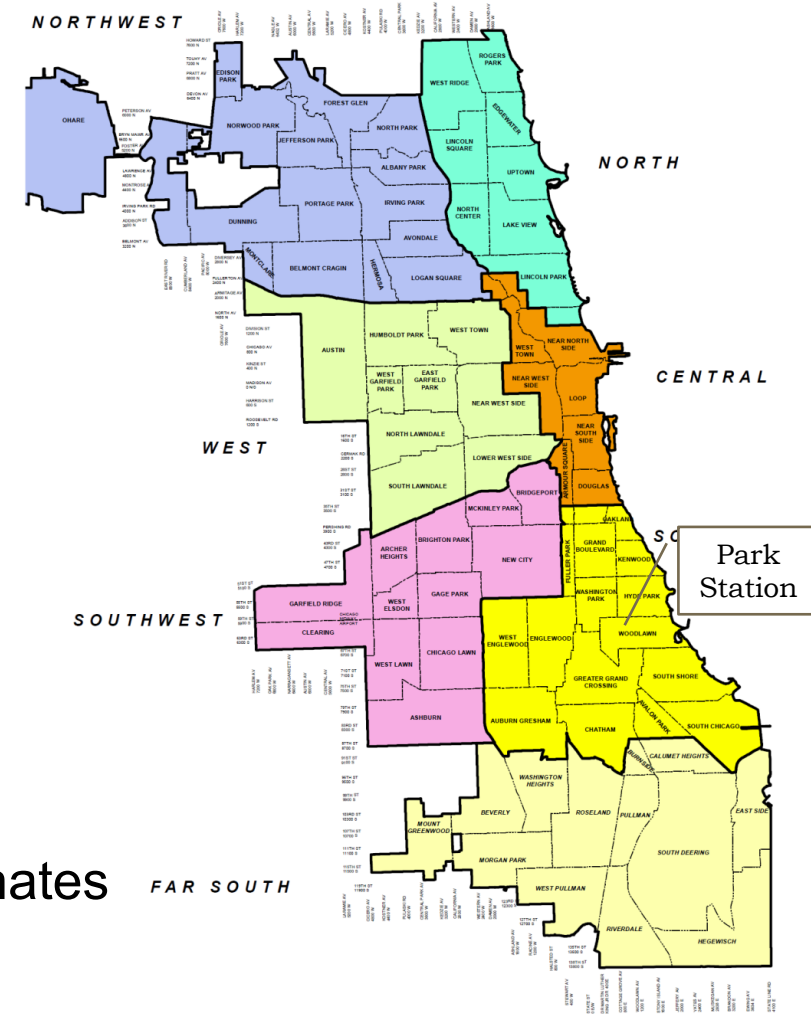
COMMUNITY AREA INFORMATION

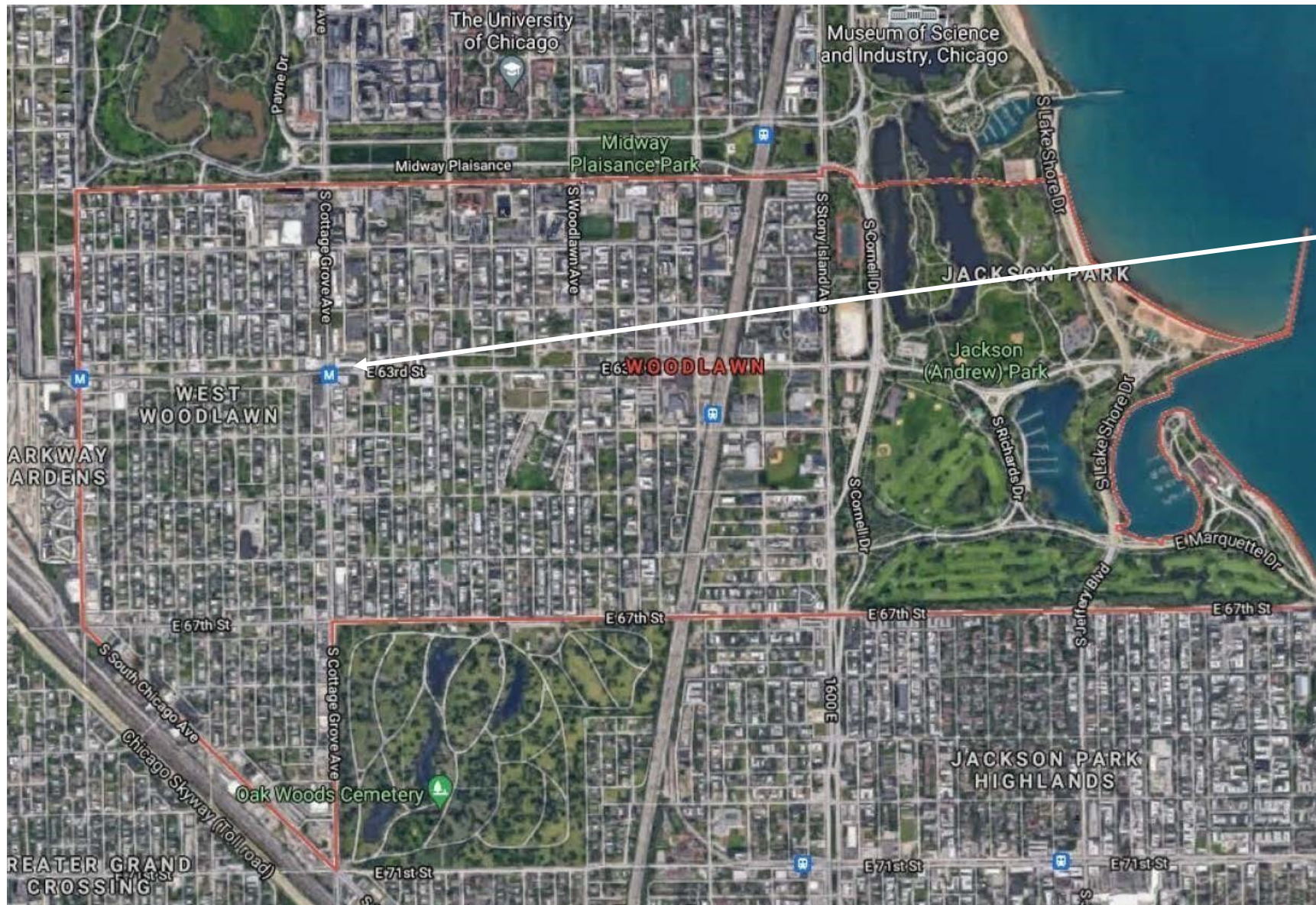
- Woodlawn Neighborhood Population 24,425
- Number of Households: 10,517
- Average Household Size: 2.2
- 29.3% of the population is 19 and under
- Median Income: \$25,450

*CMAP Community Data Snapshot: Woodlawn, Chicago Community Area June 2021 Release

NEIGHBORHOOD HISTORIC CONTEXT

- Woodlawn’s population peaked in 1960 at 81,000.
- The CTA Green Line once ran along 63rd Street, but now terminates just west of the property at 63rd and Cottage Grove.
- East 63rd Street has multiple vacant lots on its north and south sides.
- Woodlawn, after years of disinvestment, has seen new development in the past five to ten years, primarily north of 63rd Street.

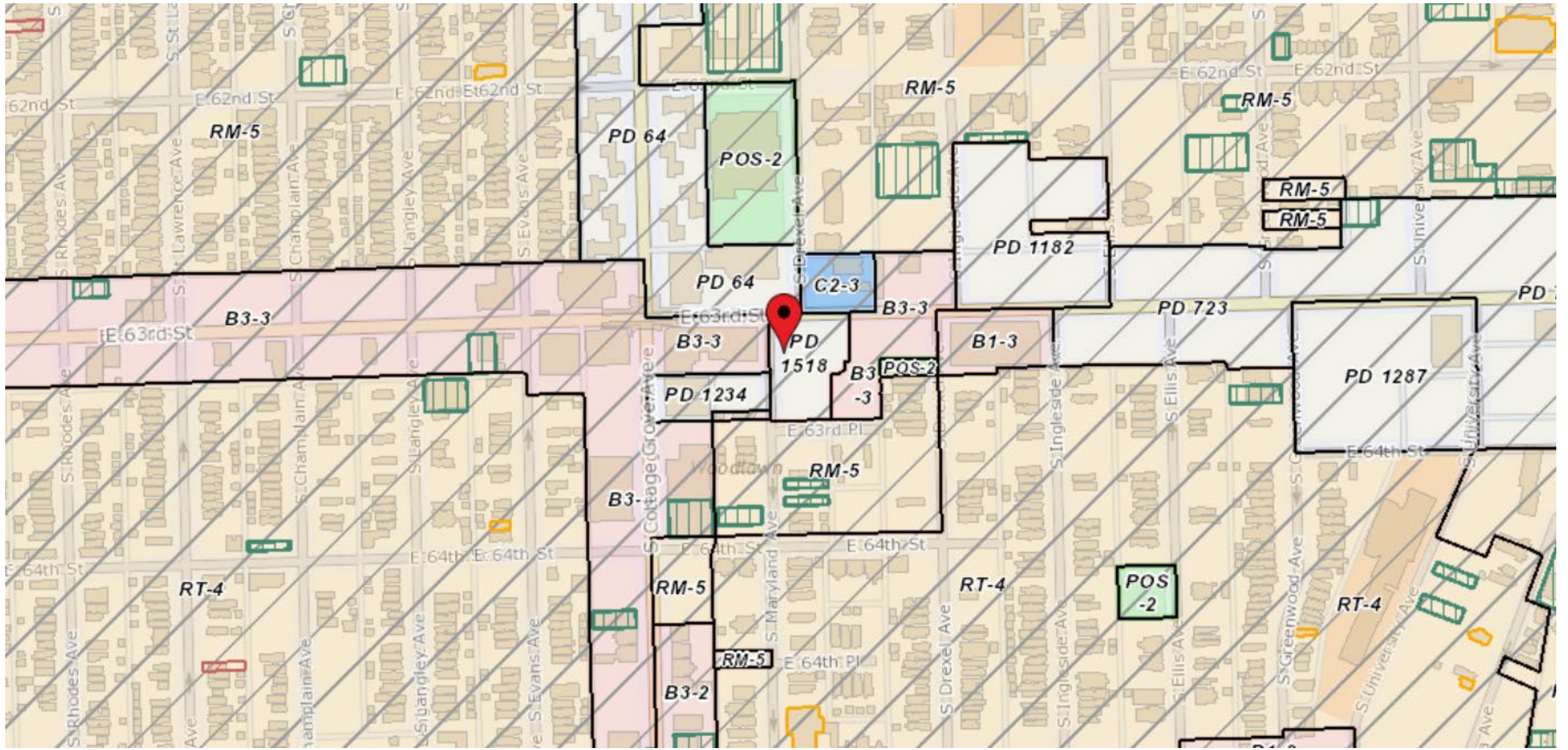


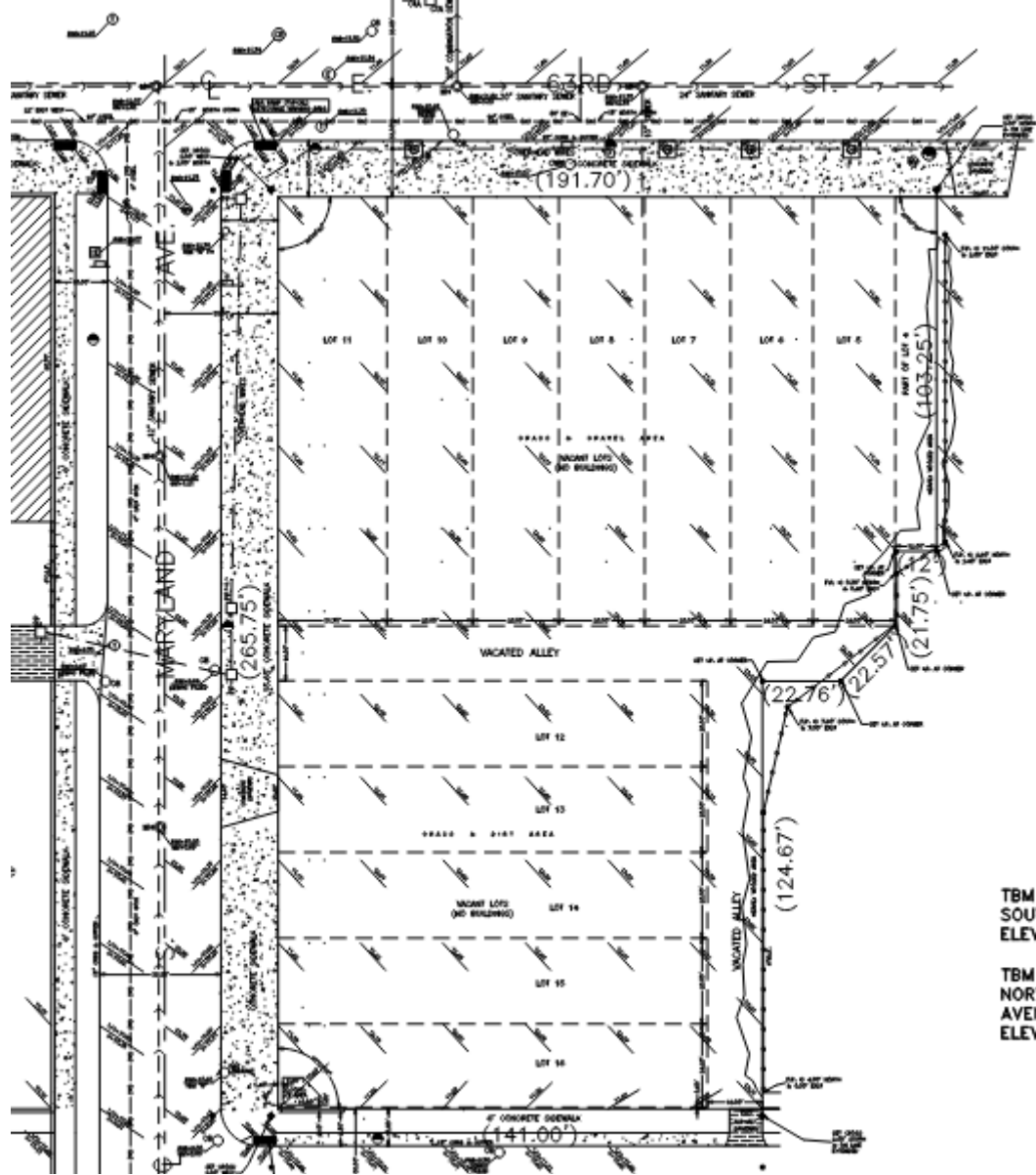


Park Station

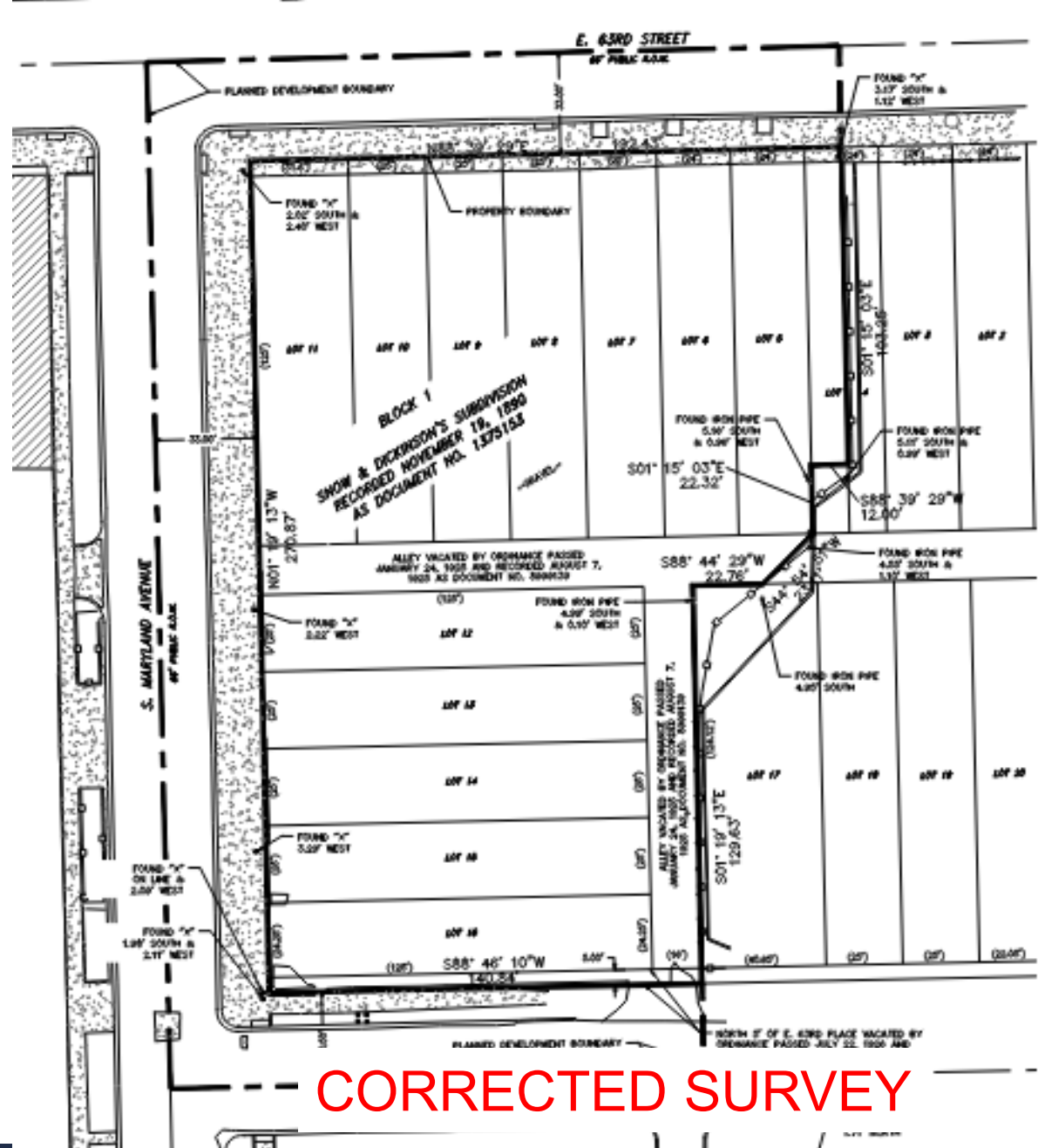
 Woodlawn Boundary

SITE CONTEXT PLAN





PRIOR INCORRECT SURVEY



CORRECTED SURVEY

COMPARISON OF OUTDATED AND UPDATED PROJECT BOUNDARY SURVEY



Planning Context



WOODLAWN PLAN CONSOLIDATION REPORT

CITY OF CHICAGO DEPARTMENT OF PLANNING AND DEVELOPMENT MARCH 2020

The Nine Broader Themes in Past Plans and Studies

HOUSING	COMMERCE	PHYSICAL REALM
Support existing residents, address displacement	Expand local ownership and neighborhood retail	Expand internal and external connections
Encourage reinvestment and redevelopment	Redevelop vacant buildings and vacant lots	Improve conditions of the public realm
Expand housing choice, including affordable	Re-establish 63rd Street as a neighborhood center	Address real and perceived safety concerns

Appendix B: Alignment Matrix of Past Plans and Studies

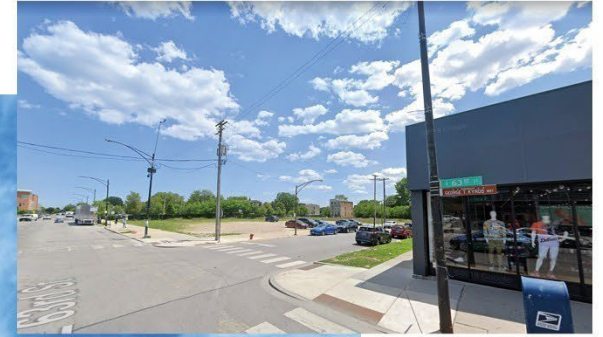
The chart below is a comprehensive alignment matrix that shows where the various plans and studies developed for Woodlawn since 2000 agree on key goals and strategies for the community.

DOCUMENT TITLE	Rebuilding the Village	63rd Street TOD Study	63rd/Cottage Grove Retail Analysis	Woodlawn Master Plan	2017 Sprint	Restitching Woodlawn	Woodlawn 2025	Corridor Development Init.	Getting Ahead of Gentrification	Woodlawn Housing Data Project
PUBLICATION DATE	2005	2014	2015	2016	2017	2017	2017	2018	2018	2019
AUTHOR	LISC	AECOM	Goodman Williams, Ginkgo, CRN	Gensler	CCAC	CCAC	SOM	Metropolitan Planning Council	Network of Woodlawn	WECAN
COMMISSIONED BY	Woodlawn Preserv. & Invest. Corp.	DPD	DPD	Network of Woodlawn	Chicago Central Area Committee	Chicago Central Area Committee	Network of Woodlawn	Cook County Land Bank Authority	Network of Woodlawn	WECAN
RESIDENTIAL / HOUSING										
Encourage home ownership
Encourage reinvestment in rental housing
Expand supply of mixed income housing options
Expanded housing types / choice
Implement inclusionary zoning strategies
Improved access to resources
Increased rental support for low income households
Redevelop vacant buildings / infill lots
Target existing residents over investors
COMMERCIAL / RETAIL										
Central shopping district
Create a food "scene" and skill sets
Develop live/work spaces or incubator space
Expanded entertainment options
Expanded neighborhood-serving / convenience retail
Healthy food / full service grocery
Redevelop vacant buildings / infill lots
OPEN SPACE / PHYSICAL										
Community gardens / urban agriculture / nurseries
Community space
Improved linkages (bike, pedestrian, etc.)
New playground / open space
Streetscape improvements
OTHER PRIORITIES										
Creation of CDC, SBC or similar
Expanded recreational / youth programming
Improved alignment of stakeholders' efforts
Improved educational facilities and opportunities
Improved workforce dev't / employment opportunities
Perception of safety
Public art / community sensitive
Strengthen social service programming

Pages excerpt from Woodlawn Consolidation Report 03/2020

→ denotes Project Conformance

Pedestrian Context



EXISTING

NW CORNER OF E. 63RD AND S. MARYLAND

Pedestrian Context



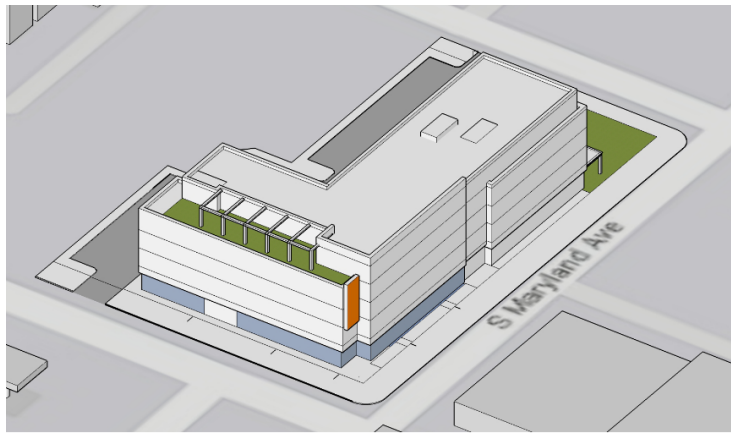
EXISTING

LOOKING WEST ALONG E. 63RD STREET



Google Earth

AERIAL VIEW FROM SOUTHWEST



17-8-0907 Building Design

General Intent

- Building Design uniquely responds to the program and location, and good urban design practices including effective landscape

General Guidelines

- The existing context of a site should be respected in the design of adjacent new construction. This includes the existing general sizes, shape and scale, site plan and materials of surrounding properties.
- Building located at intersections should have prominent design and lighting programs, due to their visibility.
- All sides and area of buildings that are visible to the public should be treated with materials, finishes and architectural details that are of high quality and appropriate for use on the primary street-facing façade.





BUILDING ELEVATION (WEST)



BUILDING ELEVATION (SOUTH)



BUILDING ELEVATION (EAST)



A: Metal Siding (Dark Grey)



B: Face Brick & Cast Stone/GFRC panel (Dark Red, Ironspot, Smooth/Textured)



C: Fiber Cement Panel (Light grey Ribbed, Light Grey Smooth, Dark Grey Smooth)



D/E: Face Brick (Dark Grey/Black, Ironspot, Smooth)



PROPOSED

BUILDING MATERIALS – NORTH AND WEST ELEVATIONS



Window Pattern and Brick Articulation



Brick Transition from Upper Floor to Ground Floor



High Pressure Laminates (HPL) wall and soffit panel system with glossy finishes to highlight building entry.



A: Metal Siding (Dark Grey)



B: Face Brick & Cast Stone/GFRC panel (Dark Red, Ironspot, Smooth/Textured)



C: Fiber Cement Panel (Light grey Ribbed, Light Grey Smooth, Dark Grey Smooth)



D/E: Face Brick (Dark Grey/Black, Ironspot, Smooth)



PROPOSED

BUILDING MATERIALS – SOUTH AND EAST ELEVATIONS



SITE + GROUND FLOOR PLAN



Levels 2 - 4 Plan

SECOND TO FOURTH FLOOR PLAN



0' 4' 8' 16'
Level 5 Plan

FIFTH FLOOR PLAN

**CTA Green Line
Cottage Grove Station
340 feet west**

**17-8-0904
Transportation, Traffic Circulation and Parking**

General Intent

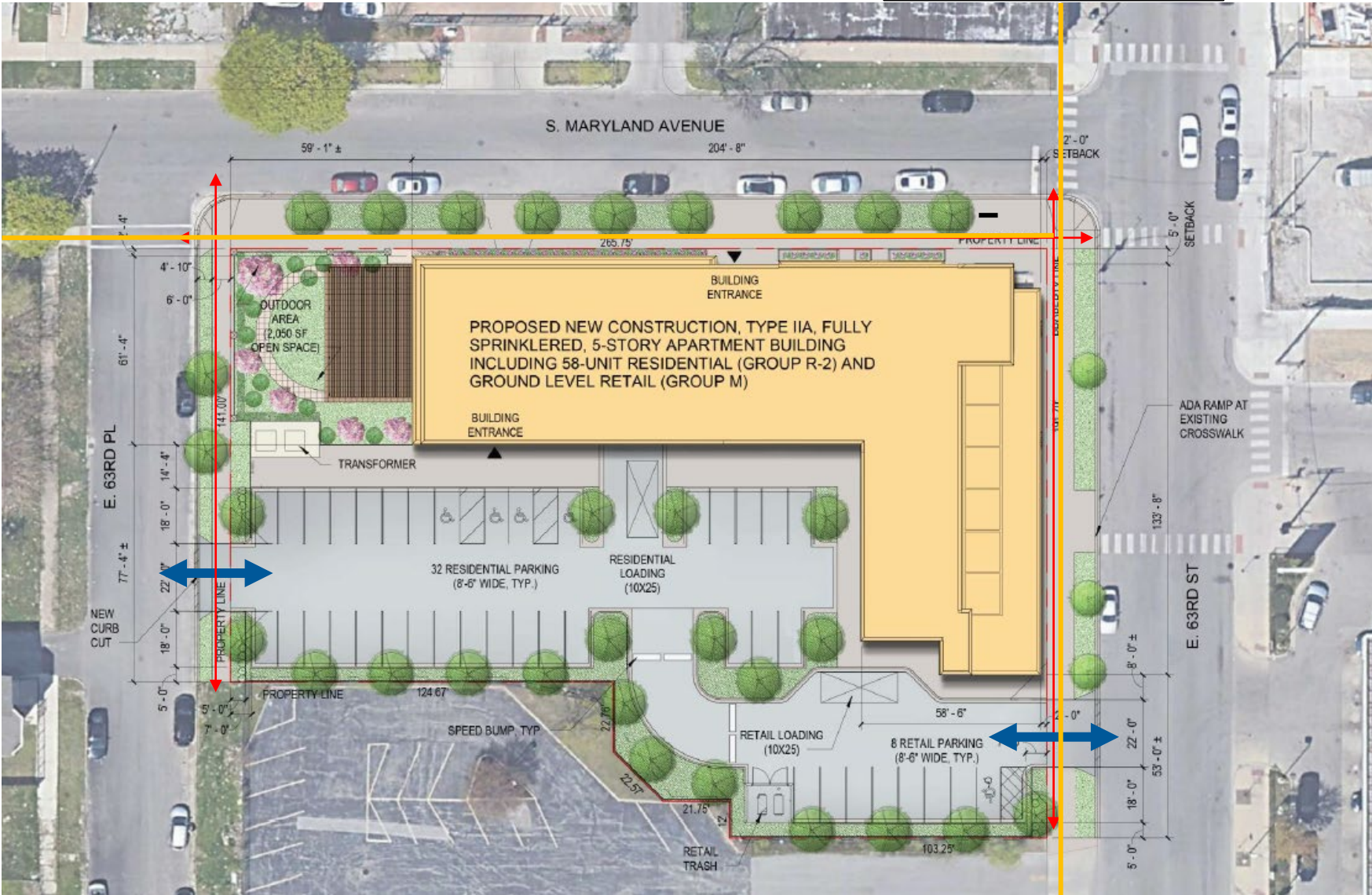
- Promotes safe and efficient circulation of pedestrians, cyclists and motor vehicles
- Promotes transit, pedestrian and bicycle use
- Ensures accessibility for persons with disabilities
- Minimizes conflict with existing traffic patterns in the vicinity
- Minimizes and mitigates traffic congestion by including internal vehicular parking and internal loading berth
- Provides safe and ample access for emergency and delivery vehicles, while minimizing adverse visual impact
- Provides adequate internal bike parking. Number proposed exceed minimum requirement

Transportation

- All streets and sidewalks shall be reconstructed according to CDOT standards

Legend

- Public sidewalk, pedestrian circulation
- Public Bike Rack
- Vehicle entry/exit
- Public pedestrian route from CTA train stop



TRANSPORTATION, TRAFFIC, AND PARKING



**17-8-0909
Parks, Open Space, and Landscaping**

General Intent

- Provides adequate, inviting, usable and accessible open spaces for residents and visitors.
- Provides substantial landscaping of the open areas on site including parkway trees at contiguous public ways

Design

- Open spaces should be located to ensure maximum exposure to sunlight.

17-8-0905 Pedestrian Orientation

General Intent

- Creates safe and attractive walkways and pedestrian routes
- Provides active use spaces at street-level
- Avoid blank walls
- Emphasizes building entries through architecture and design

Building Features

- Large retail storefront to activate 63rd Street and the corner of 63rd Street and Maryland Ave.
- Building setback at 63rd Street and Maryland for more generous sidewalk



17-8-0906 Urban Design

General Intent

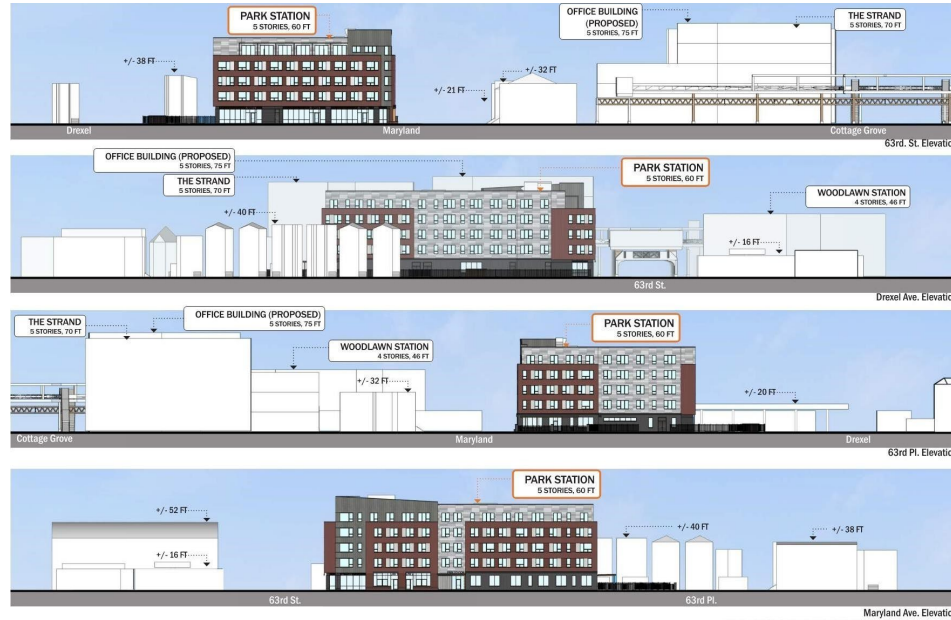
- Create seamless or gradual transitions in bulk and scale when high intensity development occurs in or near areas with a lower-intensity character
- Ensure that signs associated with the development area appropriate to the scale and character of the development and the surrounding area.

Building Orientation and Massing

- Creates active “street or building walls” lining the sidewalk
- Building should be located close to both street frontages to help “hold” and give prominence to the corner. Parking areas and driveways should not be located at corners.

Transitions

- Service areas, such as those for dumpsters, loading docks and mechanical equipment, should be located away from the street.





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 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 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 Sponsorship	7.3 Bike Parking Residential	7.4 Bike Parking Commercial & Industrial	7.5 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	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	10	10	5	10	5	10	
LEED Gold	90	10 / 0 / 0	40	NA	NA	NA	NA	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	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	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	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	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	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	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	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	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	5	10	

*only available to affordable housing projects funded by DPD's Housing Bureau

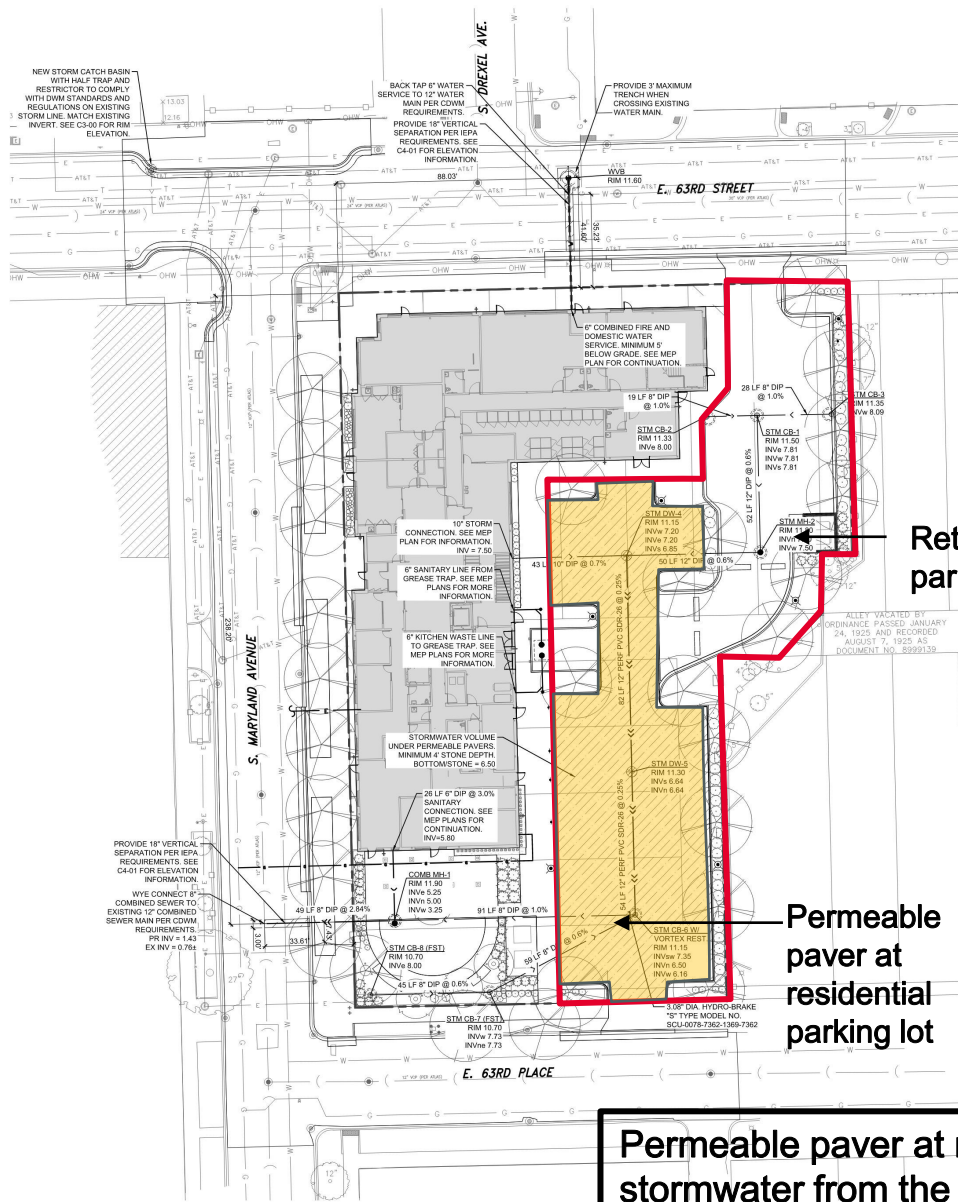
Planned Development Projects (PD) - New Construction	100 points required
TIF Funded Development Projects (TIF) - New Construction*	100 points required
DPD Housing, Multi-family (>5 units) Projects (DPD-H MF) - New Construction	100 points required
PD, TIF, DPD-H MF and Class L - Renovation Projects*	
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 systems 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

100 points

- 30 points: Designed to Earn the Energy Star
- 20 points: Exceed energy code by 5%
- 5 points: Working Landscapes
- 10 points: Indoor Water Use Reduction (25%)
- 5 points: Proximity to Transit Services
- 5 points: Bike Parking Residential
- 5 points: Bike Parking Commercial & Industrial
- 5 points: EV Charging Readiness
- 5 points: CTA Digital Displays
- 10 points: 80% Waste Diversion



Retail parking lot

Permeable paver at residential parking lot

Permeable paver at residential parking lot filters stormwater from the roof and the site before releasing it to the City's sewer system in limited quantities.

LEGEND:

- PROPERTY LINE
- [Hatched Box] RESTORE PER CITY REQUIREMENTS. AREA SHOWN SCHEMATIC ONLY.
- [Hatched Box] STORMWATER BMP
- < — STORM SEWER
- < — SANITARY SEWER
- << — COMBINED SEWER
- <<< — PERFORATED PIPE
- W — WATER SERVICE
- E — ELECTRIC SERVICE
- G — GAS SERVICE
- (Symbol) WATER VALVE IN BASIN (WVB)
- (Symbol) 4"Ø CATCH BASIN (CB)
- (Symbol) 4"Ø MANHOLE (MH)
- (Symbol) DRY WELL (DW)
- (Symbol) RESTRICTOR (REST)

NOTES:

1. DRY UTILITIES SHOWN FOR COORDINATION PURPOSES ONLY. SEE MEP PLANS FOR SIZE AND LOCATION. COORDINATE FINAL LOCATION WITH UTILITY COMPANY.

STORMWATER SUMMARY:

RELEASE RATE =	0.27 (RAPS GENERAL)
HIGH WATER LEVEL =	10.65 CCD
VOLUME CONTROL REQUIRED =	1,549 CF
VOLUME CONTROL PROVIDED =	2,276 CF
RATE CONTROL REQUIRED =	12,104 CF
RATE CONTROL PROVIDED =	12,829 CF

11-18-0300

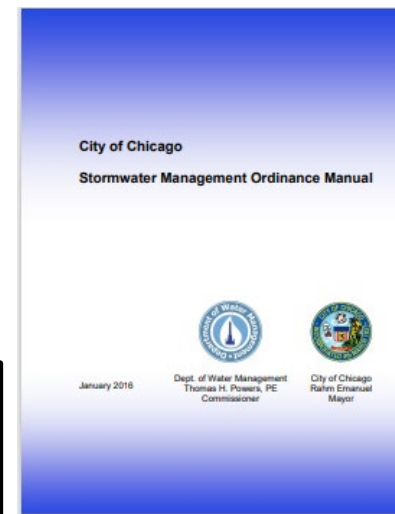
Stormwater Management Plan

General Intent

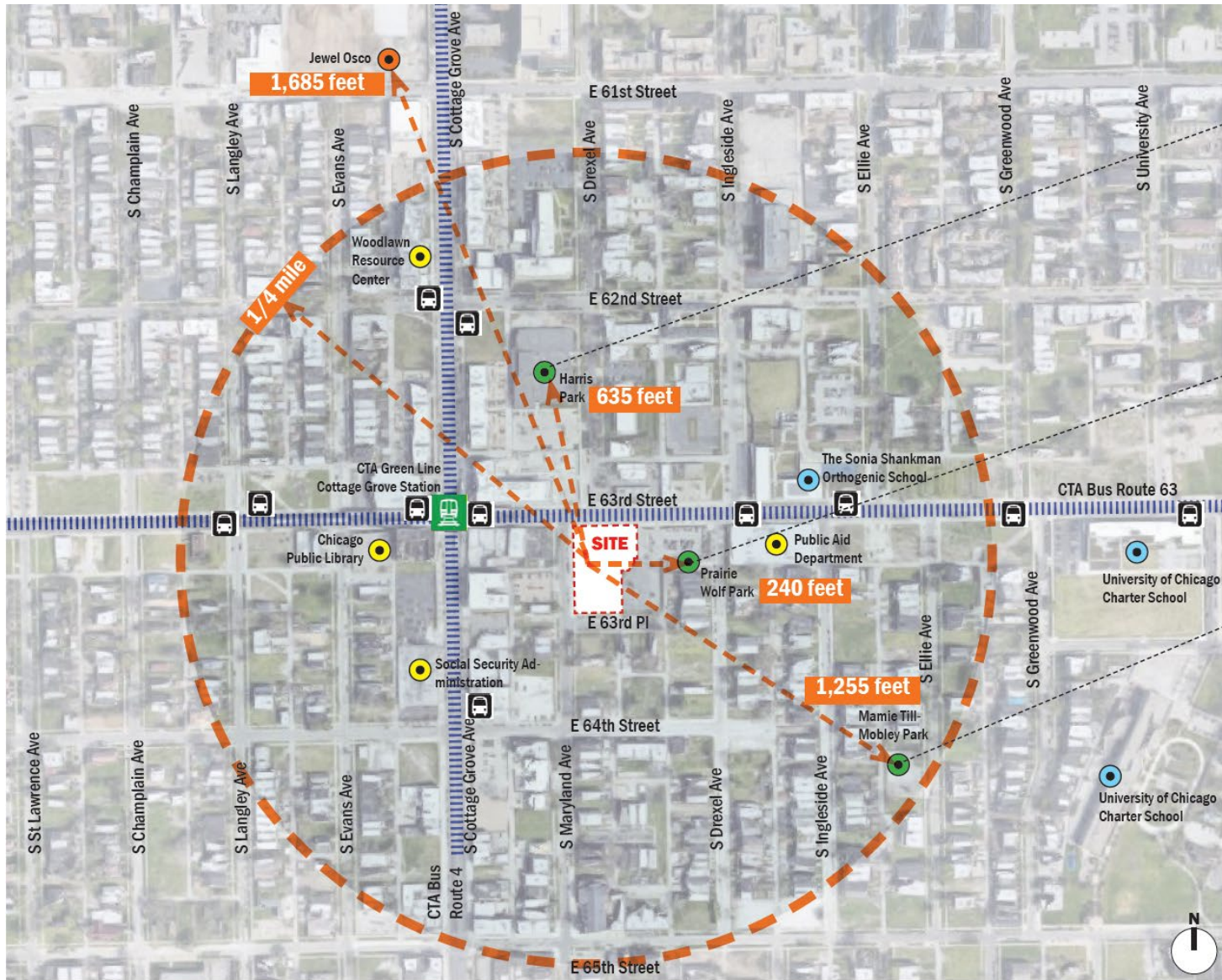
- Manage the rate and volume control of stormwater from the site, including runoff

General Guidelines

- Rate control should incorporate the maximum permissible release rate.
- Stormwater drainage systems must either capture one-half inch of runoff from all impervious surfaces in accordance with volume control BMPs
- Provisions for sediment and erosion control.
- Provisions for operations and maintenance.



Project will meet the requirements of the Stormwater Management Ordinance



Harris Park & Playground



Prairie Wolf Park



Mamie Till-Mobley Park

Map Legend

	CTA Train Station
	CTA Bus Stop
	Schools
	Government Facilities
	Park/Recreational Facilities
	Major Grocery Store

SITE CONTEXT PLAN

“The Affordable Requirements Ordinance (ARO) requires residential developments in the City of Chicago that receive City financial assistance, certain zoning approvals, or City-owned land to provide a percentage of units at affordable prices. The ordinance applies to residential developments of 10 or more units and requires that developers provide 10 percent of their units at affordable prices, either by offering them on site or paying an "in-lieu" fee, the amount of which varies by neighborhood.”

*<https://www.chicago.gov/city/en/depts/doh/provdrs/developers/svcs/aro.html>

Park Station will offer 41 affordable units, a total of 70% of all units, at 30% Area Median Income (AMI), 50% AMI, and 60% AMI levels, shown in the unit mix chart below. The development also meets the requirements established by the recently-established Woodlawn Housing Preservation Ordinance.

BR/BA	30% AMI	50% AMI	60% AMI	Market	Total
Live/Work	0	0	0	2	2
1BR/1BA	3	3	8	7	21
2BR/1BA	4	4	13	6	27
3BR/1BA	2	2	2	2	8
Total	9	9	23	17	58

Job Creation

- The development of Park Station is expected to create approximately 280 temporary construction jobs. 12 new construction positions will be created, with outreach made to Woodlawn residents for these positions
- Park Station will also create permanent property management jobs including Community Manager, Maintenance Supervisor and part-time Security Guard
- Three commercial spaces are expected to generate between 15 and 24 full-time and part time retail positions



Participation Goals

- Park Station will exceed the City's 26% Minority Business Enterprise (MBE) and 6% Women Business Enterprise (WBE) requirements
- The project will be bid to a minimum of three general contractors per DOH requirements, all of which will be MBE or part of a joint venture with an MBE partner
- DL3 Realty Advisors is a minority-owned business and will co-develop Park Station with Michaels Development in a 70/30 joint venture
- FitzGerald has partnered with Brook Architecture, an MBE and WBE on the architectural design of Park Station

Community Benefits

- Transit Oriented Development
- Additional retail services along 63rd Street
- Enhanced streetscaping
- Sunshine Enterprises will provide on-site entrepreneurial training to area residents



DPD Recommendations (staff to complete)

The Department of Planning and Development has reviewed the project materials submitted by the Applicant and compared this proposal to the requirements of the Chicago Zoning Ordinance and existing development in the community. The area around this project is composed of residential uses, retail uses, and institutional uses and is accessible from public transit. Based on that analysis, DPD has concluded that this proposal is appropriate for this site and supports this development for the following reasons:

1. The proposed planned development is consistent with the Woodlawn Plan Consolidation Report, which recommends transit-oriented, mixed-use commercial / residential development for this portion of E 63rd Street (per 17-8-0903);
2. The proposed planned development promotes economically beneficial development patterns that are compatible with the character of existing neighborhood (per 17-8-0103), as evidenced by the design of the project, and the fact that the proposed design and the proposed uses are in context with the character of the adjacent properties and will meet the needs of the immediate community;
3. Promotes transit, pedestrian and bicycle use, ensures accessibility for persons with disabilities and minimizes conflicts with existing traffic patterns in the vicinity (per 17-8-0904-A- 1,2, 3 & 4), as evidenced by the site's proximity to public transit in the form of CTA bus lines, the site is also 400 feet from the Cottage Grove Station situated along the CTA Green Line; the accessibility accommodations made on-site for the building users; pedestrian and bicycle ingress and egress options provided to the building users, and lastly ensuring that the design of the site works within the confines of the current existing traffic patterns at the site and creates little or no adverse impact to those patterns;
4. Building Orientation and Massing (per 17-8-0906-B), as evidenced by the project design which brings the proposed building edges up to the East 63rd Street and South Maryland Avenue street frontages and provides large transparent storefront windows along the ground floor to create an active building wall adjacent to the public rights of way at the intersection. The project also evidences an appropriate design that incorporates façade articulation elements;
5. All sides and areas of the buildings that are visible to the public should 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 (per 17-8-0907-B-3), as evidenced through the information contained within this report. The design should be consistent with the exhibits for this planned development, and the corresponding proposal renderings.

The project meets the purpose and criteria set forth in the Chicago Zoning Ordinance and its adoption would not have any adverse impact on the public's health, safety or welfare.