



CHICAGO PLAN COMMISSION

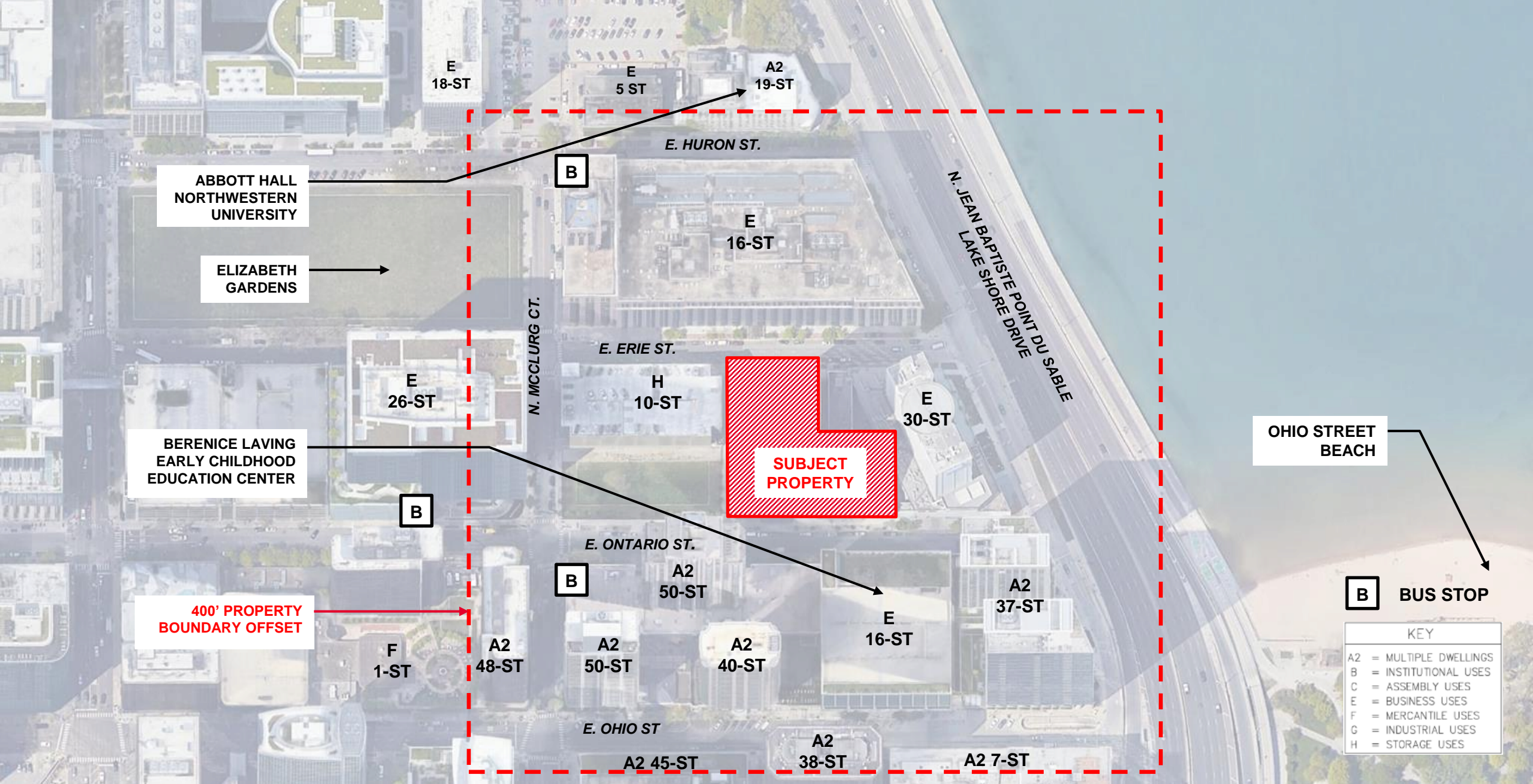
Department of Planning and Development

446 E Ontario

426-448 E Ontario St. & 427-441 E Erie St. (42nd Ward)

AH-441 Erie LLC

03/16/2023



ABBOTT HALL
NORTHWESTERN
UNIVERSITY

ELIZABETH
GARDENS

BERENICE LAVING
EARLY CHILDHOOD
EDUCATION CENTER

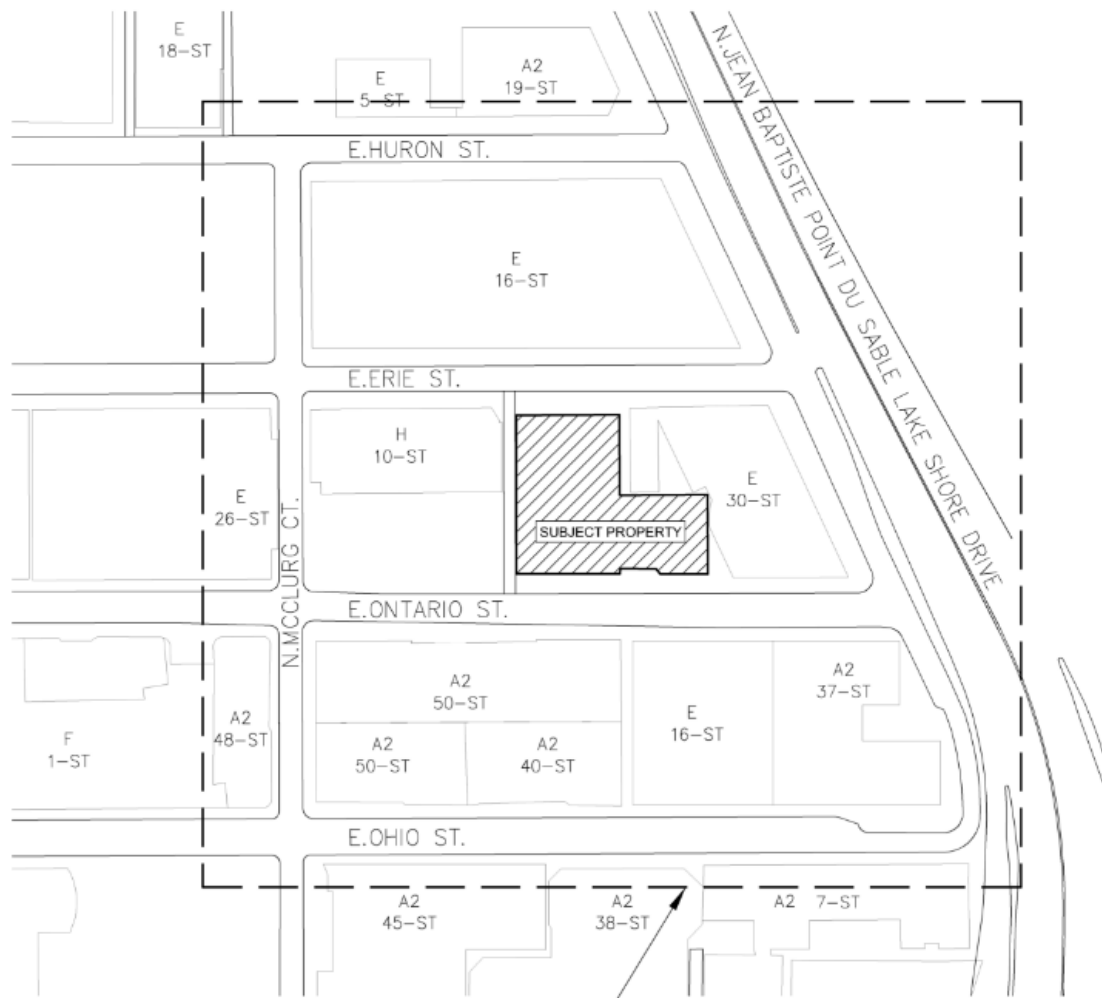
400' PROPERTY
BOUNDARY OFFSET

**SUBJECT
PROPERTY**

OHIO STREET
BEACH

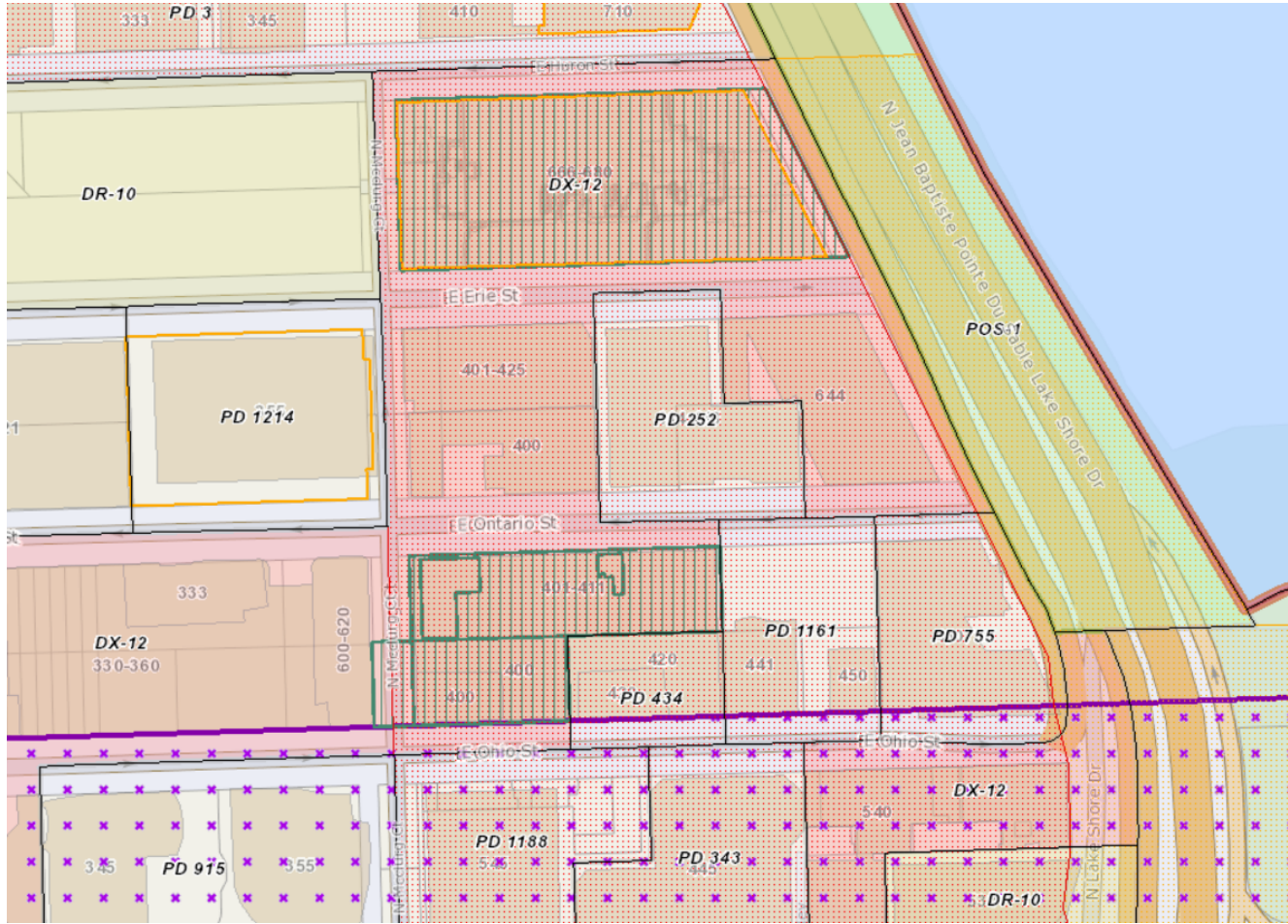
B BUS STOP

KEY	
A2	= MULTIPLE DWELLINGS
B	= INSTITUTIONAL USES
C	= ASSEMBLY USES
E	= BUSINESS USES
F	= MERCANTILE USES
G	= INDUSTRIAL USES
H	= STORAGE USES



400' PROPERTY BOUNDARY OFFSET

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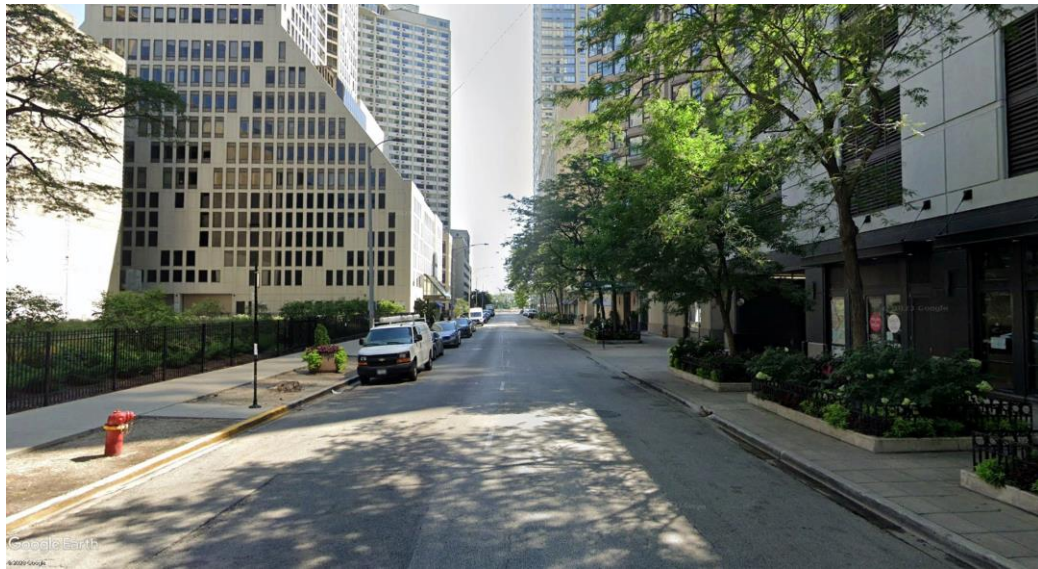
SCALE: 1" = 200'



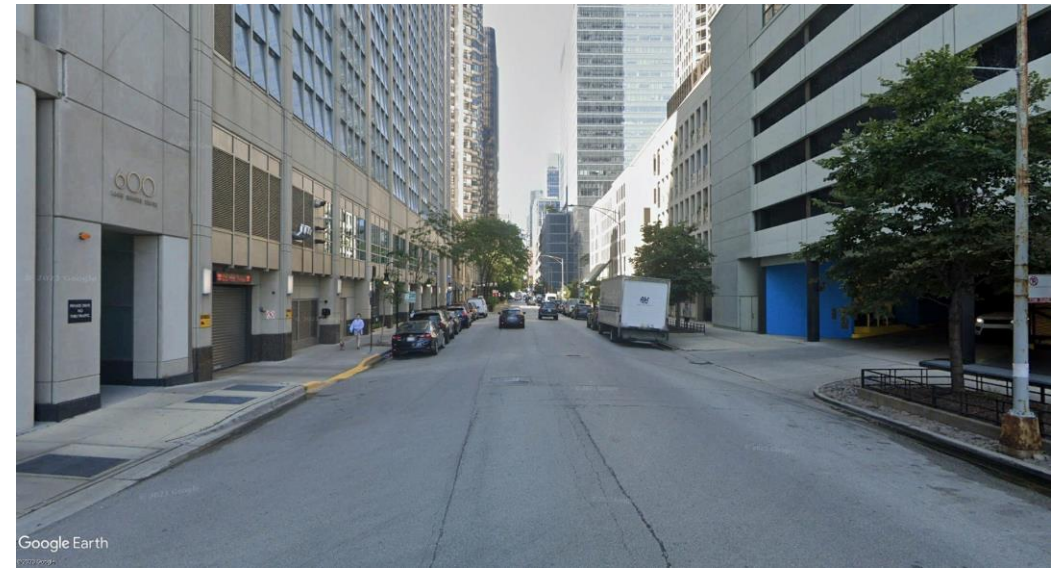
LAND USE CONTEXT PLAN & ZONING MAP



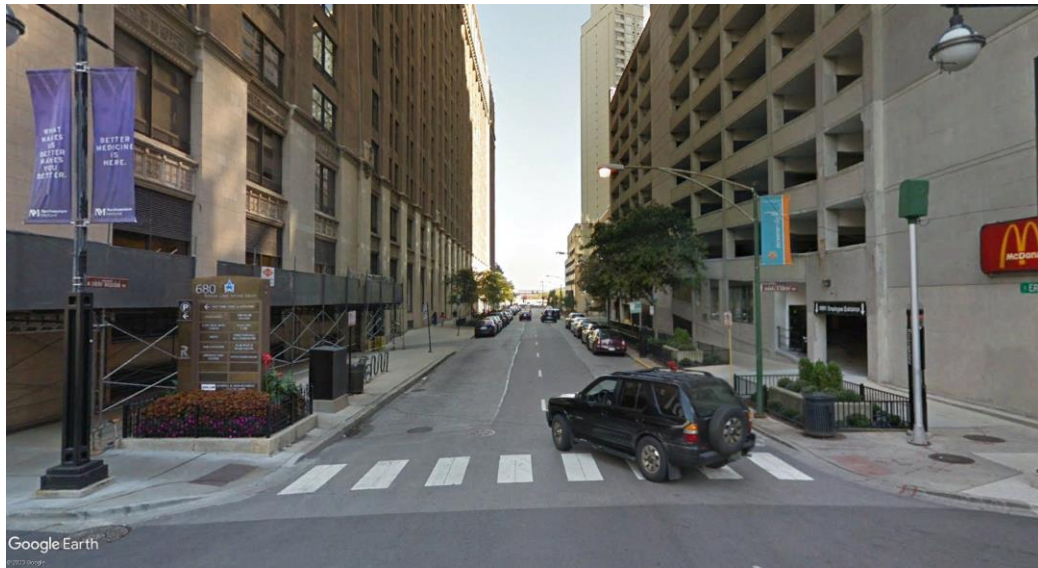
AERIAL VIEW FROM SOUTHEAST



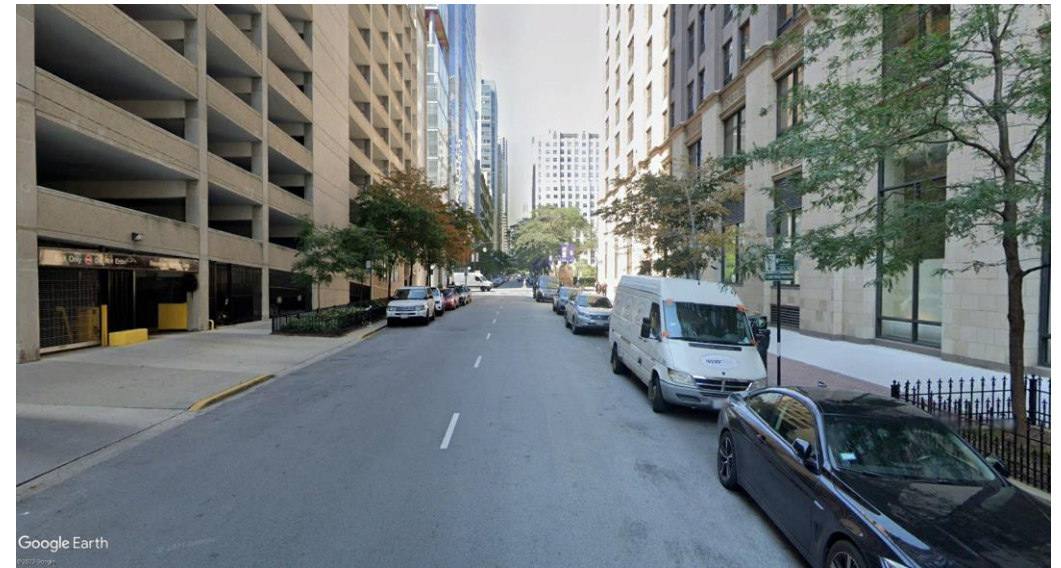
Ontario Street Looking East



Ontario Street Looking West

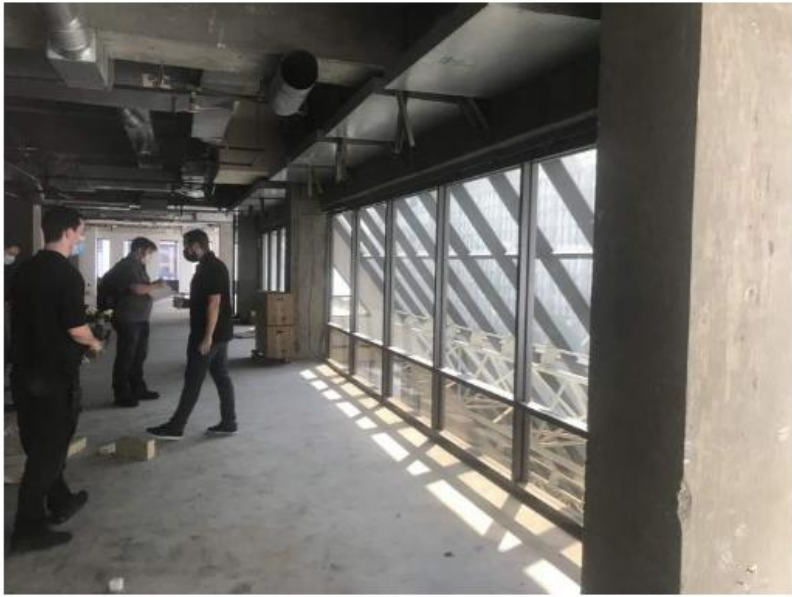


Erie Street Looking East



Erie Street Looking West

EXISTING STREET CONTEXT



Pedestrian Context

E Ontario St.



Pedestrian Context

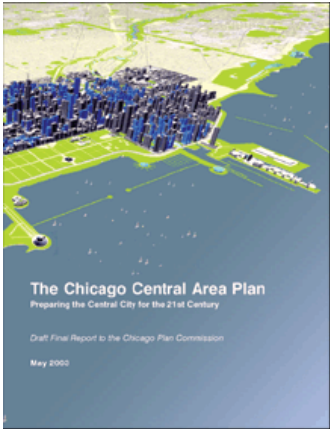
E Ontario St.



UNIVERSITY
CHILDREN'S
CENTER

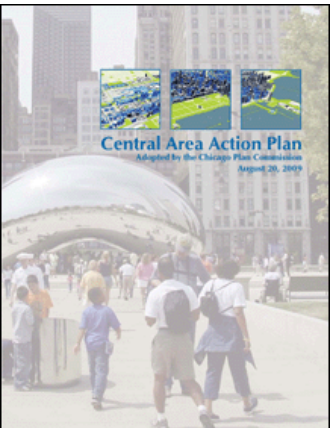
W CHICAGO
LAKESHORE

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

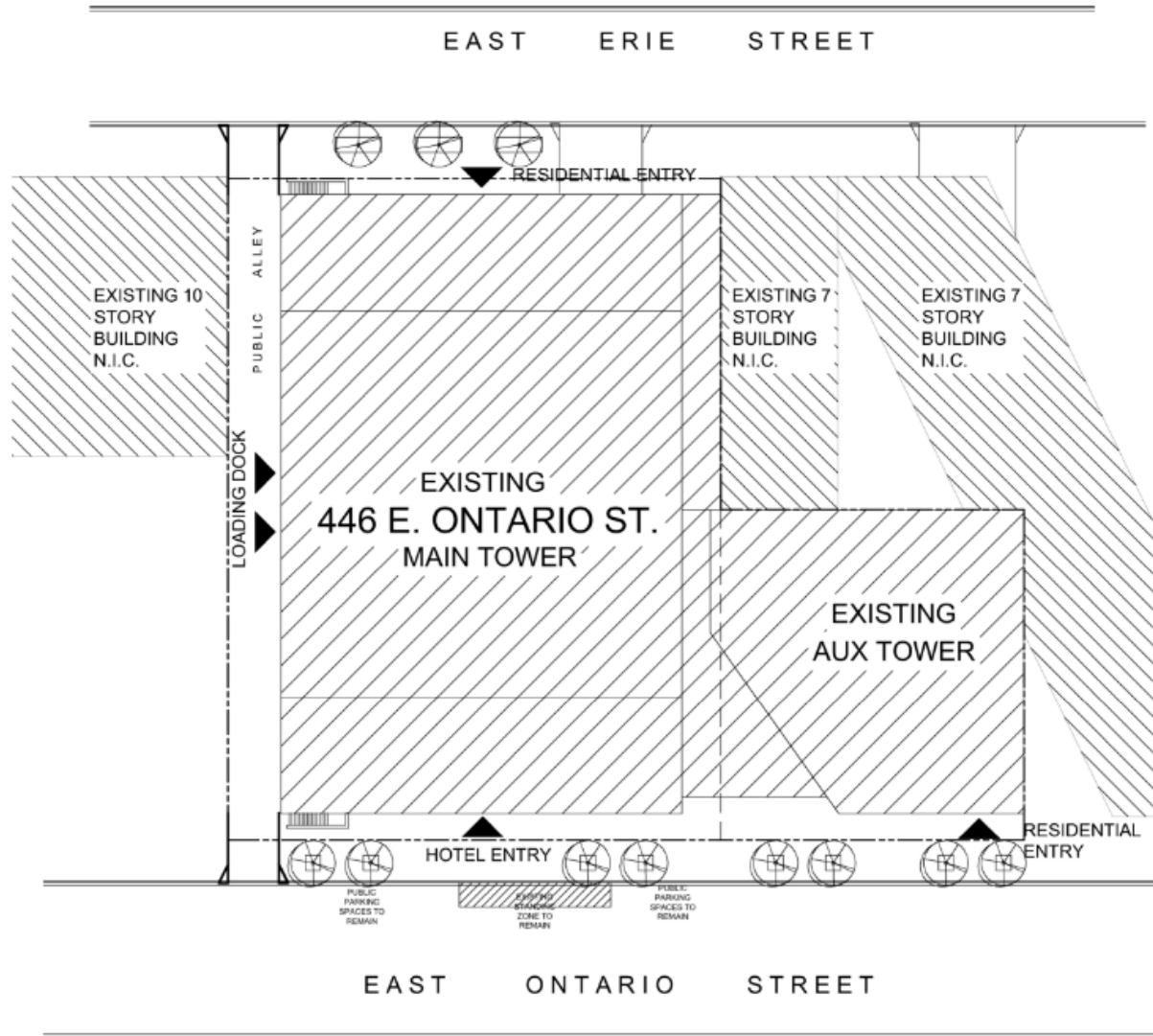


Central Area Action Plan (2009) Near North Subarea: 2020 Vision/ Goals

- 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 + Community Outreach

- March 9, 2022, Community Meeting with Streeterville Organization of Active Residents (SOAR)
- June 22, 2022 Filing of PD Amendment Application

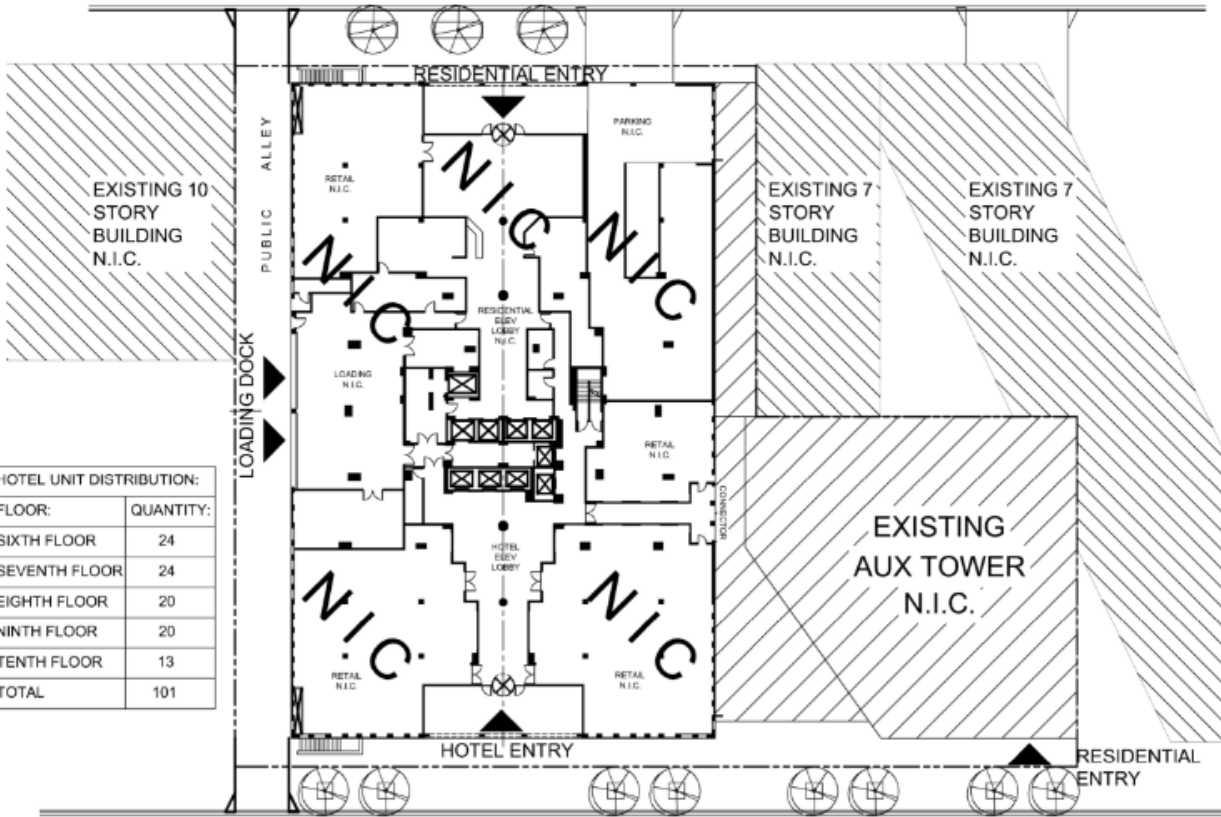


SCALE: 1" = 50'



SITE PLAN

EAST ERIE STREET



HOTEL UNIT DISTRIBUTION:

FLOOR:	QUANTITY:
SIXTH FLOOR	24
SEVENTH FLOOR	24
EIGHTH FLOOR	20
NINTH FLOOR	20
TENTH FLOOR	13
TOTAL	101

EAST ONTARIO STREET

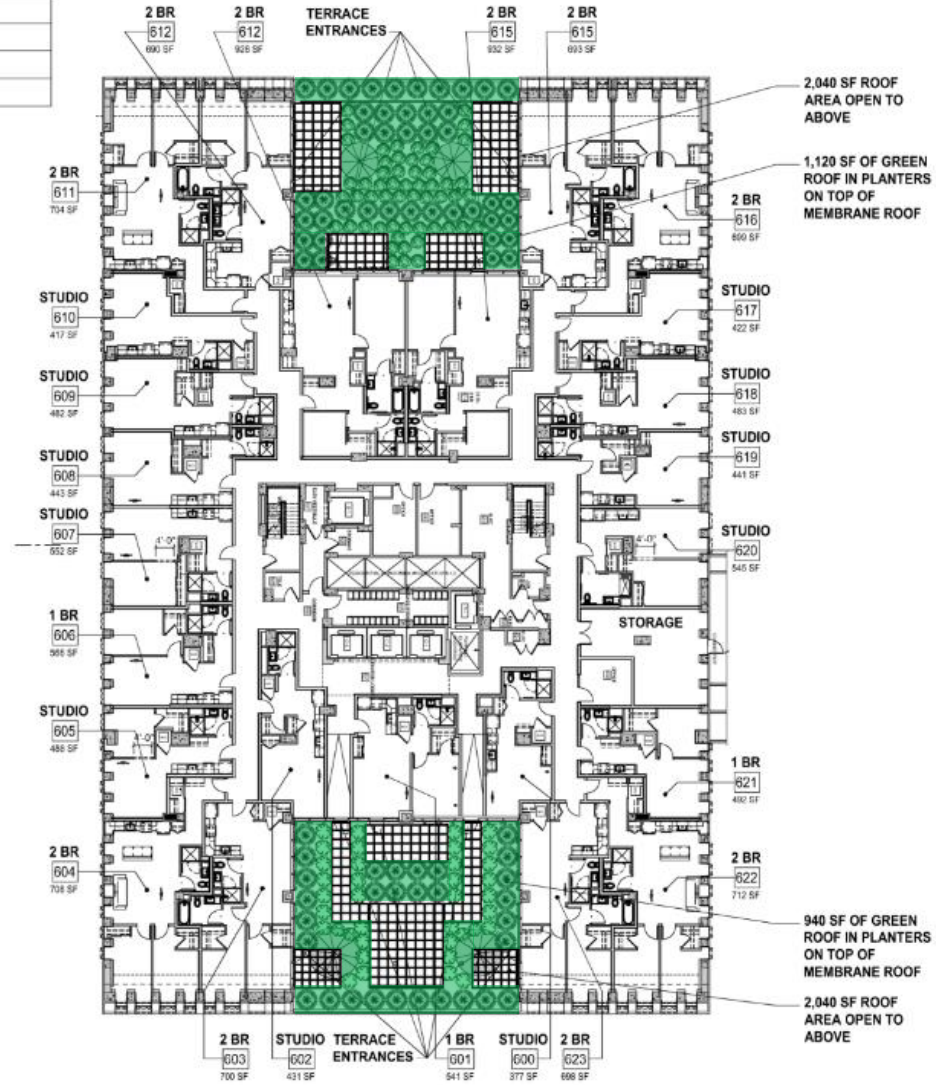


SCALE: 1" = 50'



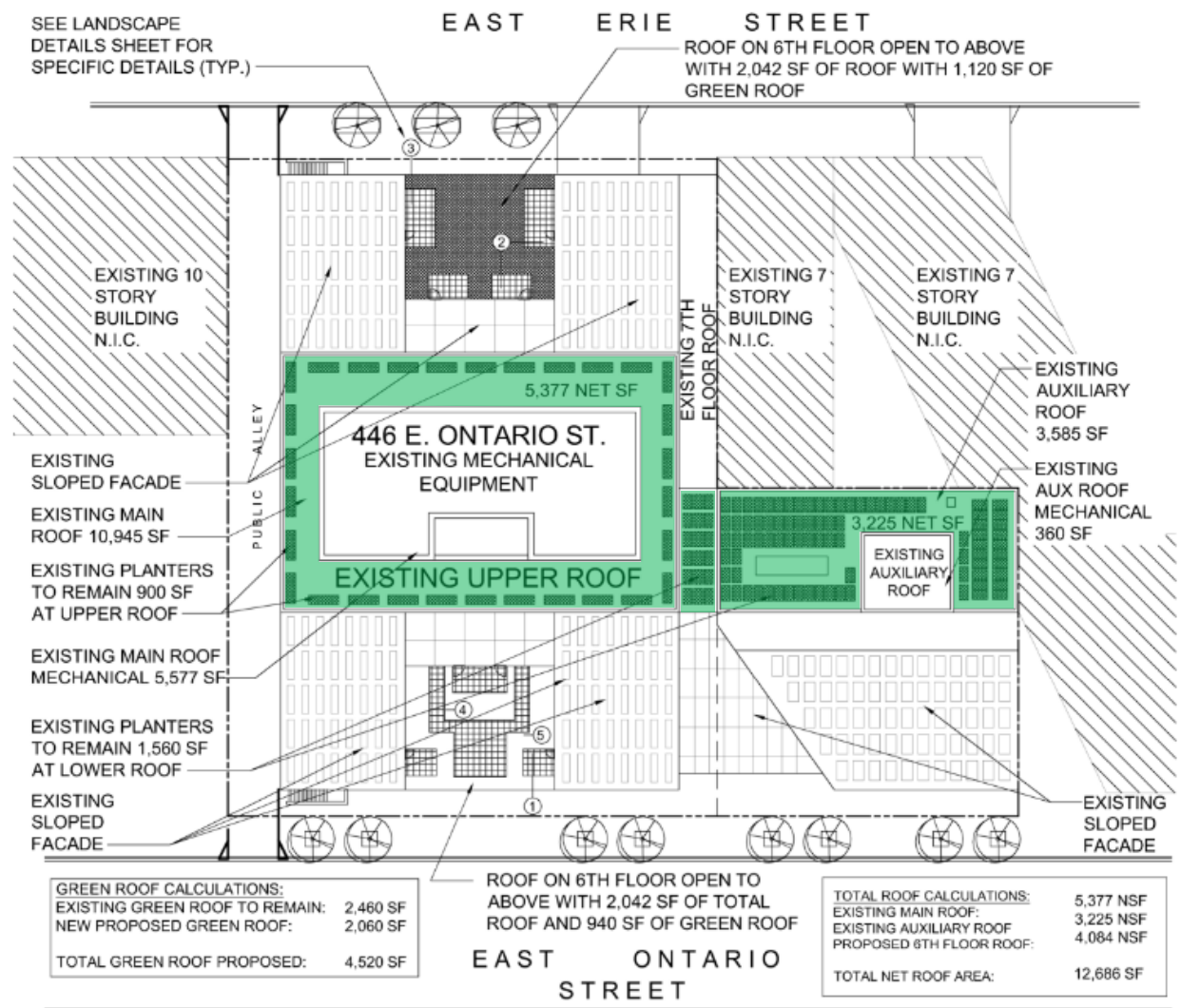
GROUND FLOOR PLAN

SIXTH FLOOR UNIT DISTRIBUTION:	
UNIT TYPE:	QUANTITY:
STUDIO	11
ONE BEDROOM	3
TWO BEDROOM	10
THREE BEDROOM	0
TOTAL	24



SCALE: 1/32" = 1'-0"

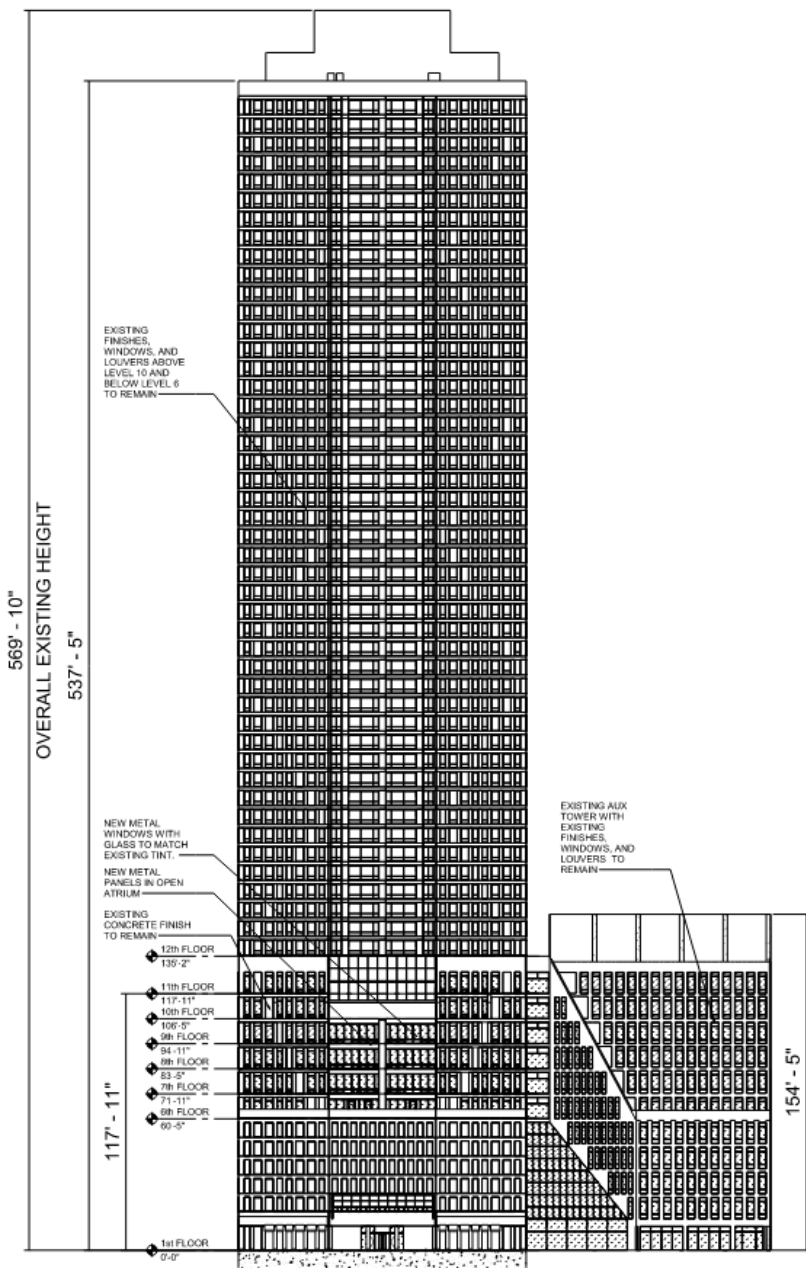




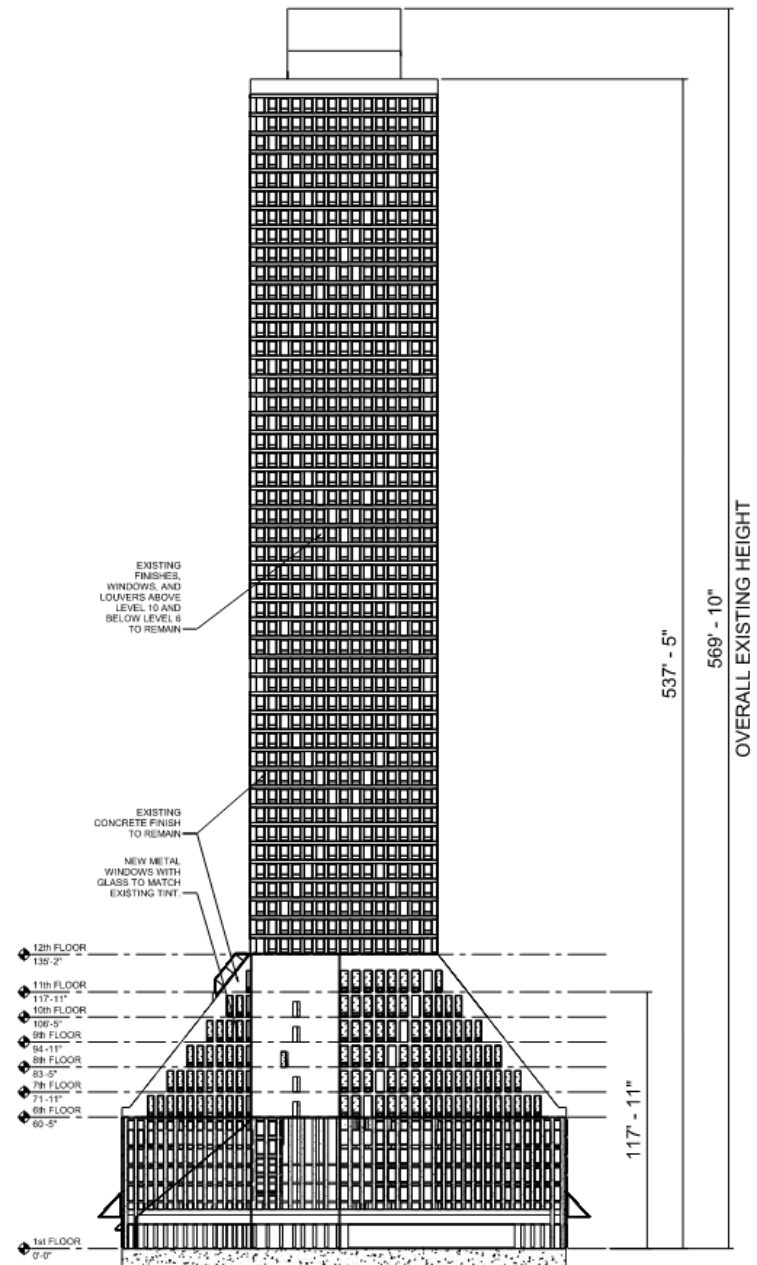
GREEN ROOF AREA RATIO = 4,520 SF OF GREEN ROOF ON 12,686 NSF OF ROOF = 35.63% OF NET ROOF AREA



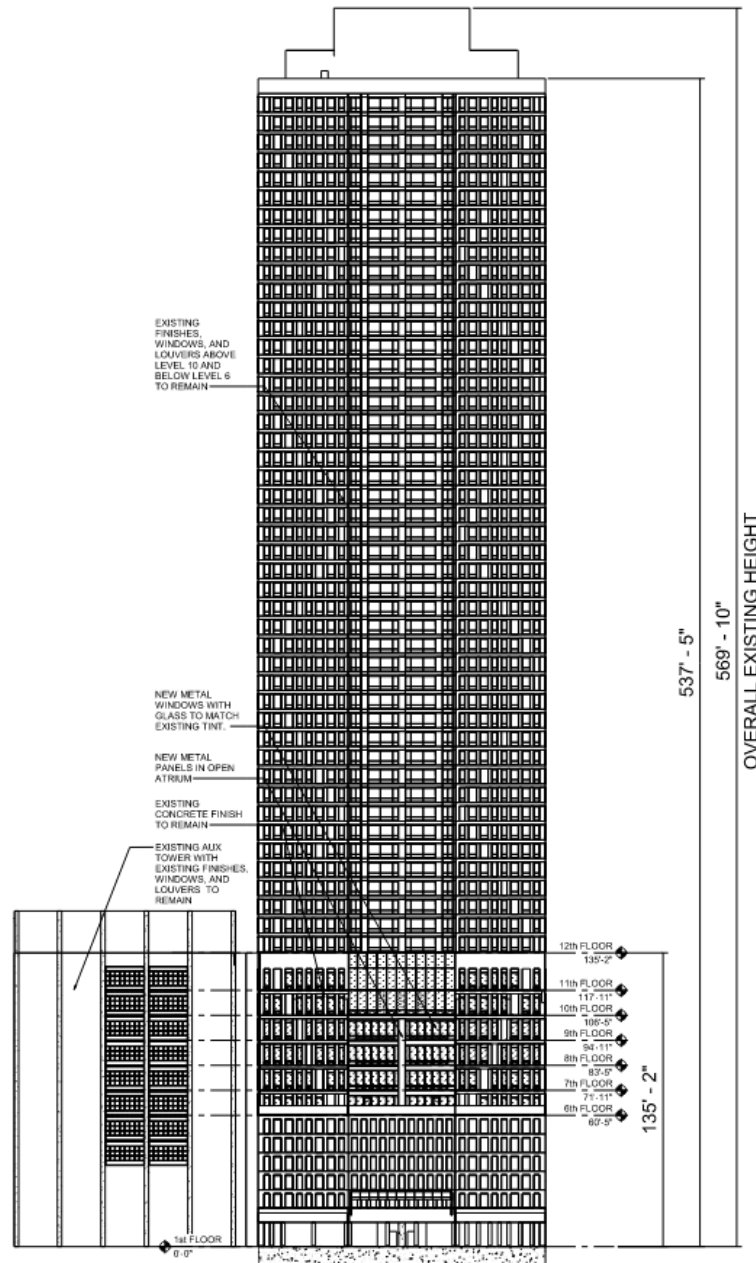
ROOF PLAN



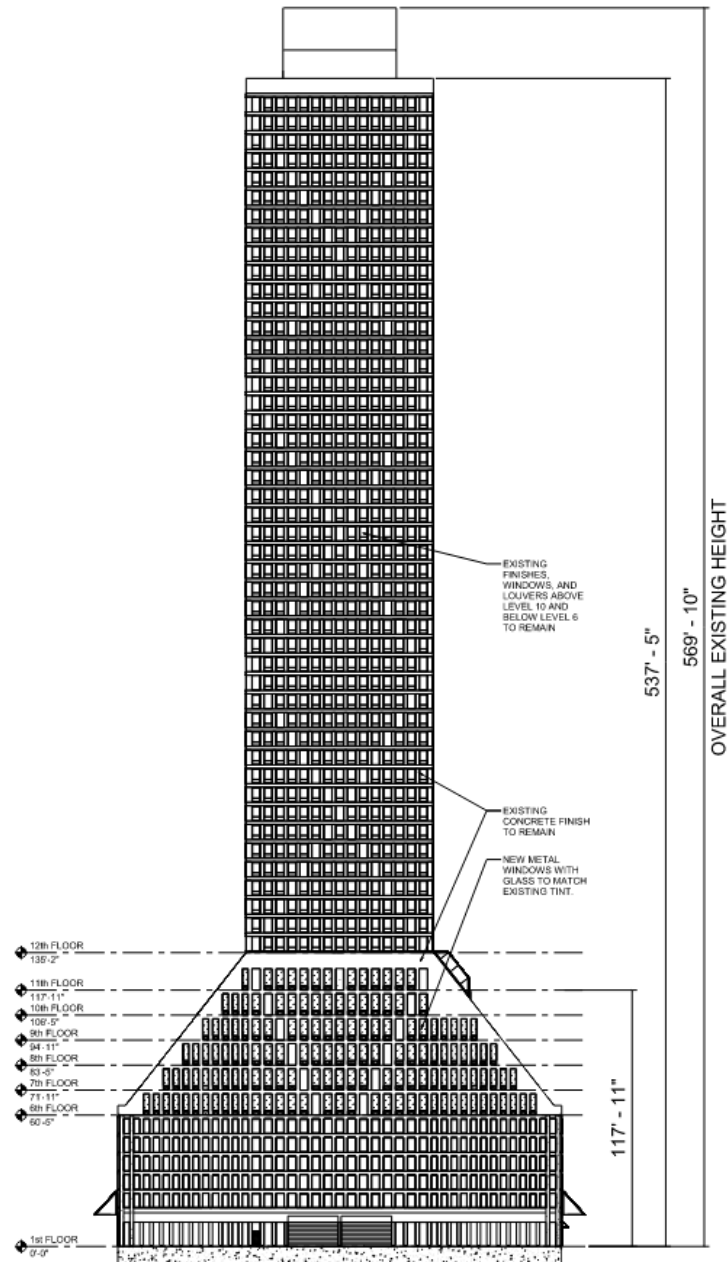
SOUTH BUILDING ELEVATION



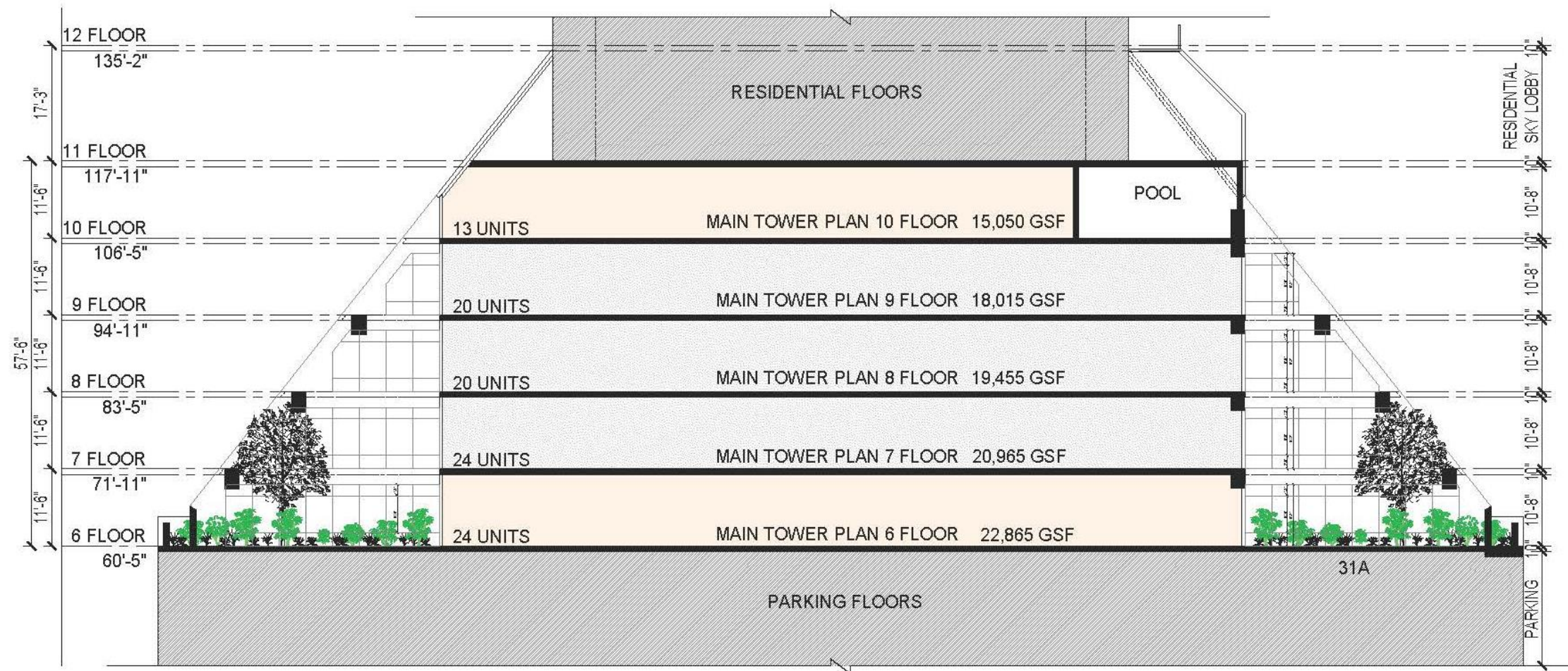
EAST BUILDING ELEVATION



NORTH BUILDING ELEVATION

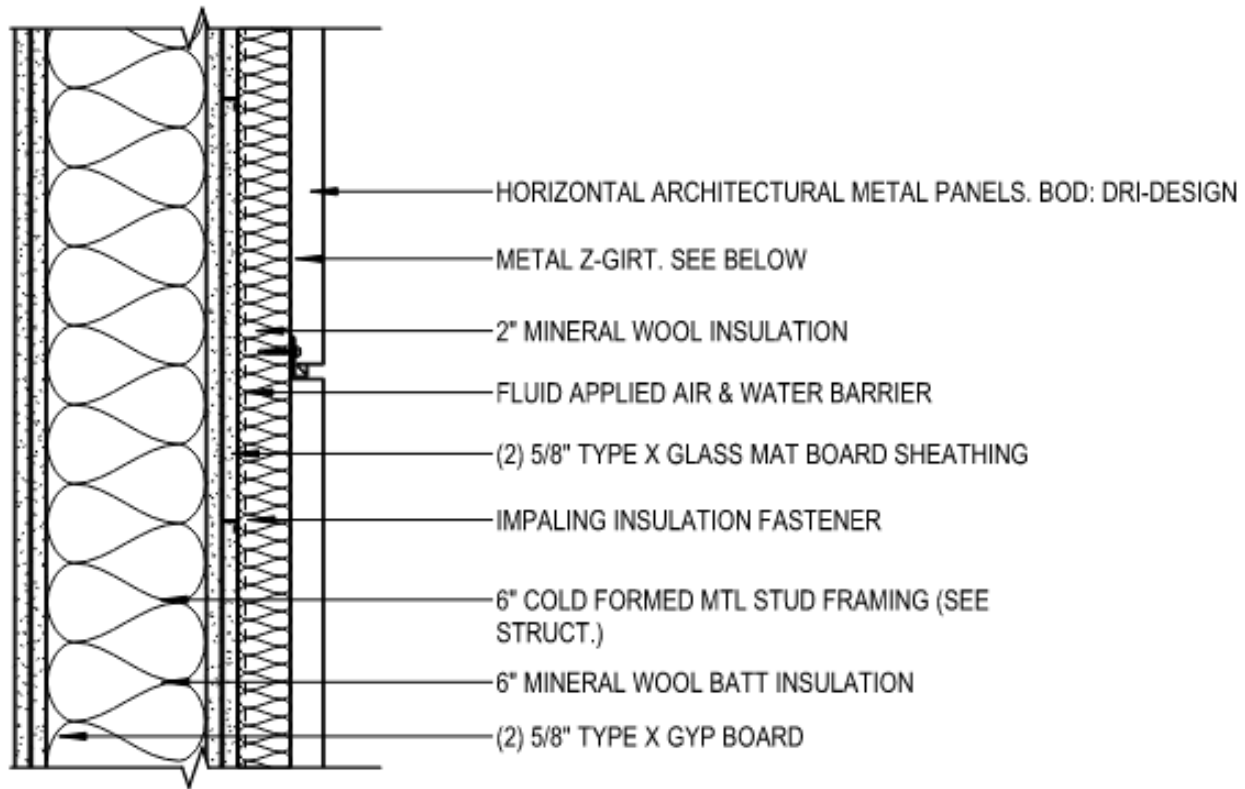
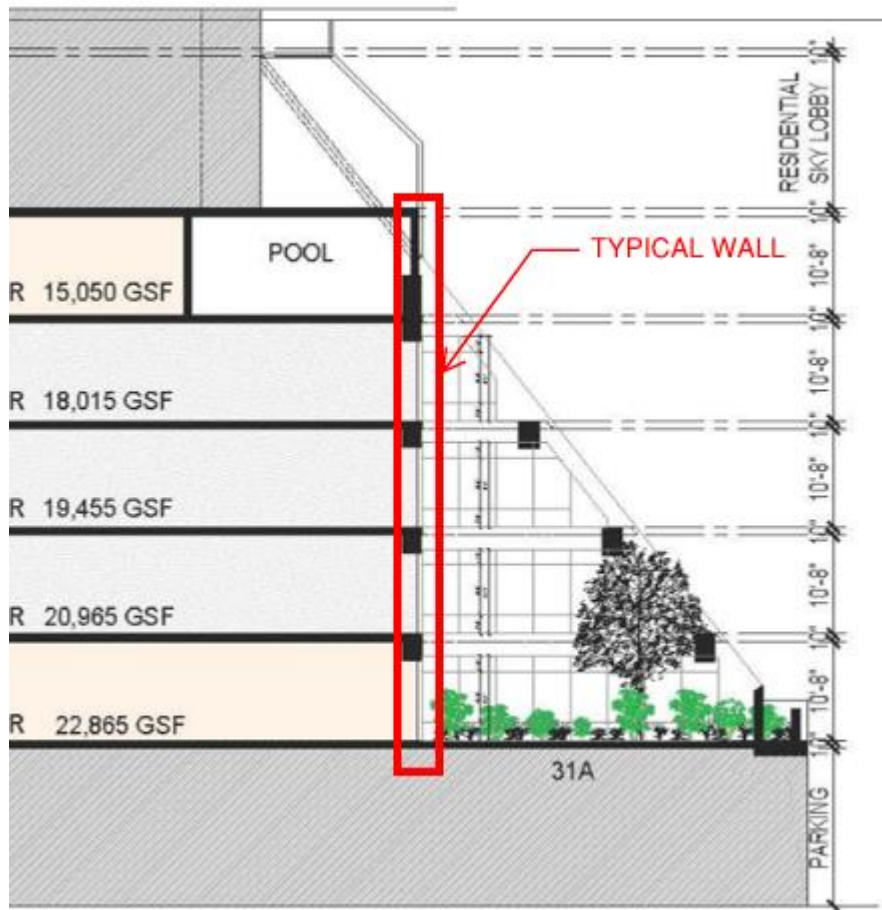


WEST BUILDING ELEVATION



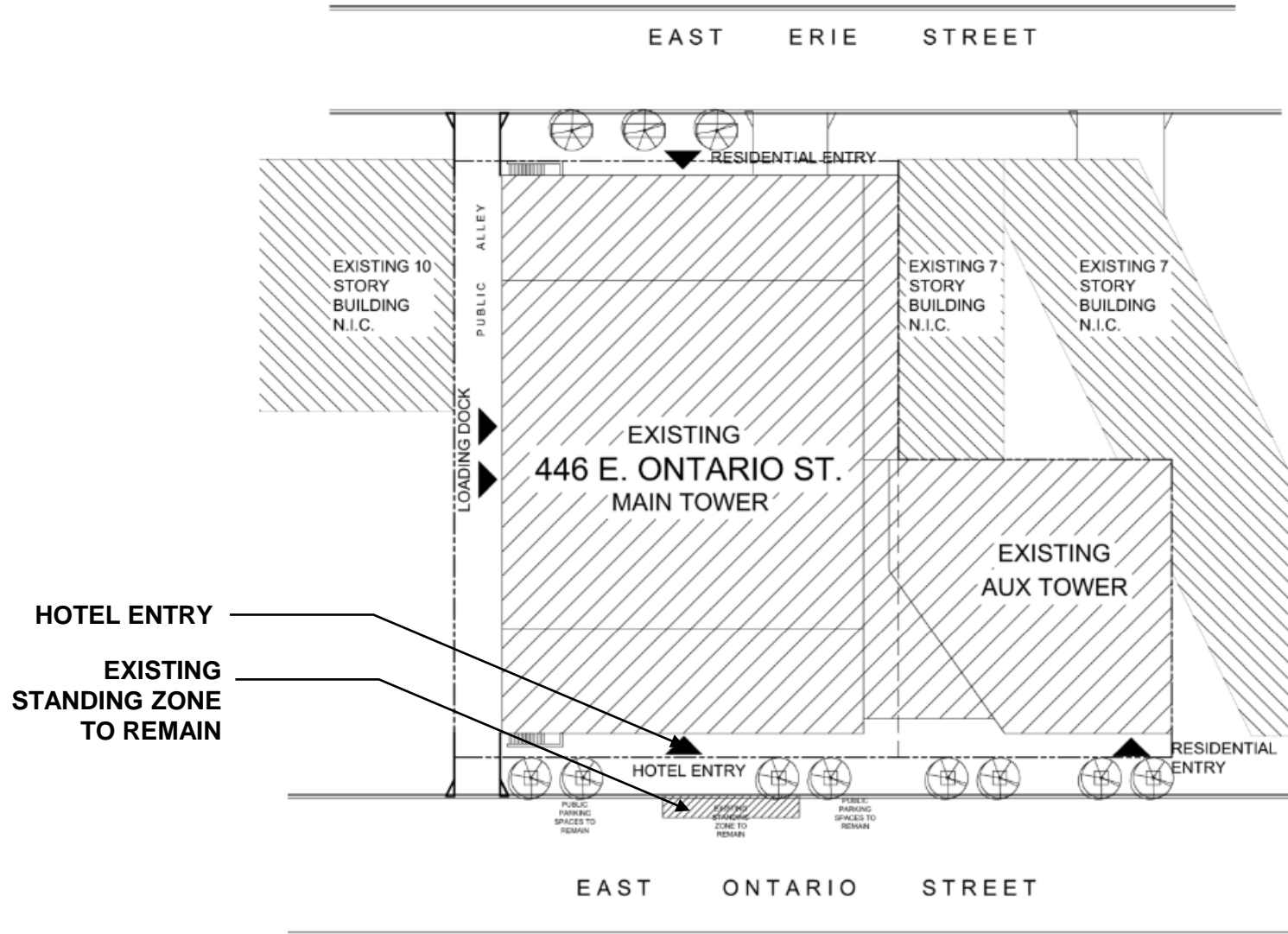
BUILDING SECTION

BUILDING SECTIONS



EXT. WALL - E4 - METAL PANEL + MTL STUD

MARK	FIRE RATING	STC	UL	Size	LOAD BRG	INSUL.	NOTES



HOTEL ENTRY
EXISTING STANDING ZONE TO REMAIN



SCALE: 1" = 50'



TRANSPORTATION, TRAFFIC, AND PARKING

MEMORANDUM

To: Jim Posluszny
Fox Group, Inc.

From: Peter Lemmon, P.E., PTOE
Peter Wajda, EIT

Date: February 1, 2021

RE: Transportation Evaluation (Proposed Office-to-Hotel Conversion)
446 E. Ontario Street
Ontario Chicago, Illinois

INTRODUCTION

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by Group Fox, Inc. to prepare a transportation evaluation for the proposed conversion of existing office space within the building at 446 E. Ontario Street into a 100-room hotel. The subject site location is bounded by Ontario Street on the south; Erie Street to the north; the W Hotel to the east; and a private alley, Northwestern Memorial Hospital employee parking structure, and vacant parcel owned by Northwestern Memorial Hospital to the west. The primary hotel guest entrance is planned via the building's existing Ontario Street access.

The proposed hotel space, to be operated as a Sonder Hotel, would occupy a portion of the existing building. Sonder Hotels cater primarily to extended-stay guests, with an average stay of approximately seven days. As such, Sonder Hotels generate lower guest turnover and check-in/check-out activity than a typical hotel.

This memorandum summarizes the proposed development plan and documents a qualitative review of the plan's transportation characteristics relative to the observed transportation conditions on the surrounding street system.

17-8-0904 TRANSPORTATION, TRAFFIC CIRCULATION AND PARKING

- Promote the safe and efficient circulation of pedestrians, cyclists and motor vehicles;**
The site fits within a walkable neighborhood with vehicle access points off the existing alley and proximate to numerous transit lines.
- Promote transit, pedestrian and bicycle use;**
No hotel parking will be provided on site and hotel guests are expected to largely use non-auto transportation options.
- Ensure accessibility for persons with disabilities;**
The site is ADA-accessible.
- Minimize conflict with existing traffic patterns in the vicinity;**
No curb cuts are proposed and the existing standing zone will be used for guest drop off and pickup.
- Minimize and mitigate traffic congestion associated with the proposed development;**
No hotel parking will be provided on site and the existing standing zone is 85 feet in length.
- Provide safe and ample access for emergency and delivery vehicles, while minimizing the adverse visual impact of vehicular service areas; and**
Emergency access is unchanged and as well as the building's vehicular access from the adjacent alley.
- Provide adequate bicycle and vehicle parking, while minimizing the adverse visual impact of any off-street parking areas.**
No vehicle parking is required nor being provided for the hotel. 25 additional bicycle spaces are being provided as part of the PD Amendment.

17-17-8-0905 Pedestrian Orientation

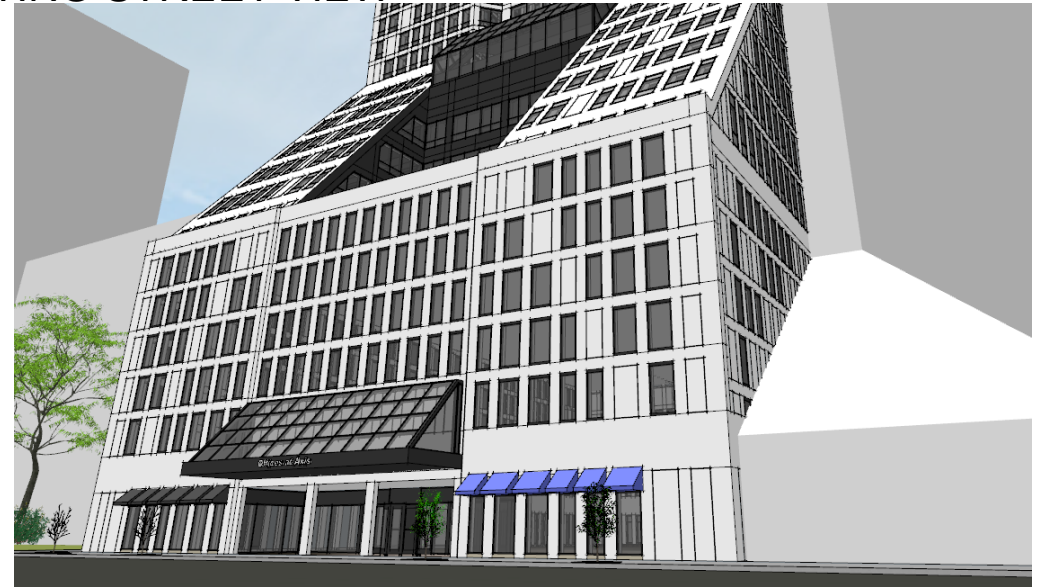
- The existing facades at pedestrian level are appropriately scaled within the context of the streetscape
- The building hotel entry consists of large storefront and architectural articulation that is flanked by street trees to provide a visual interest.
- Building abuts the sidewalk with sidewalk-level entrances
- The hotel entrance forms a significant focal element of the building and provides building identity and presence on the street

17-8-0906 Urban Design

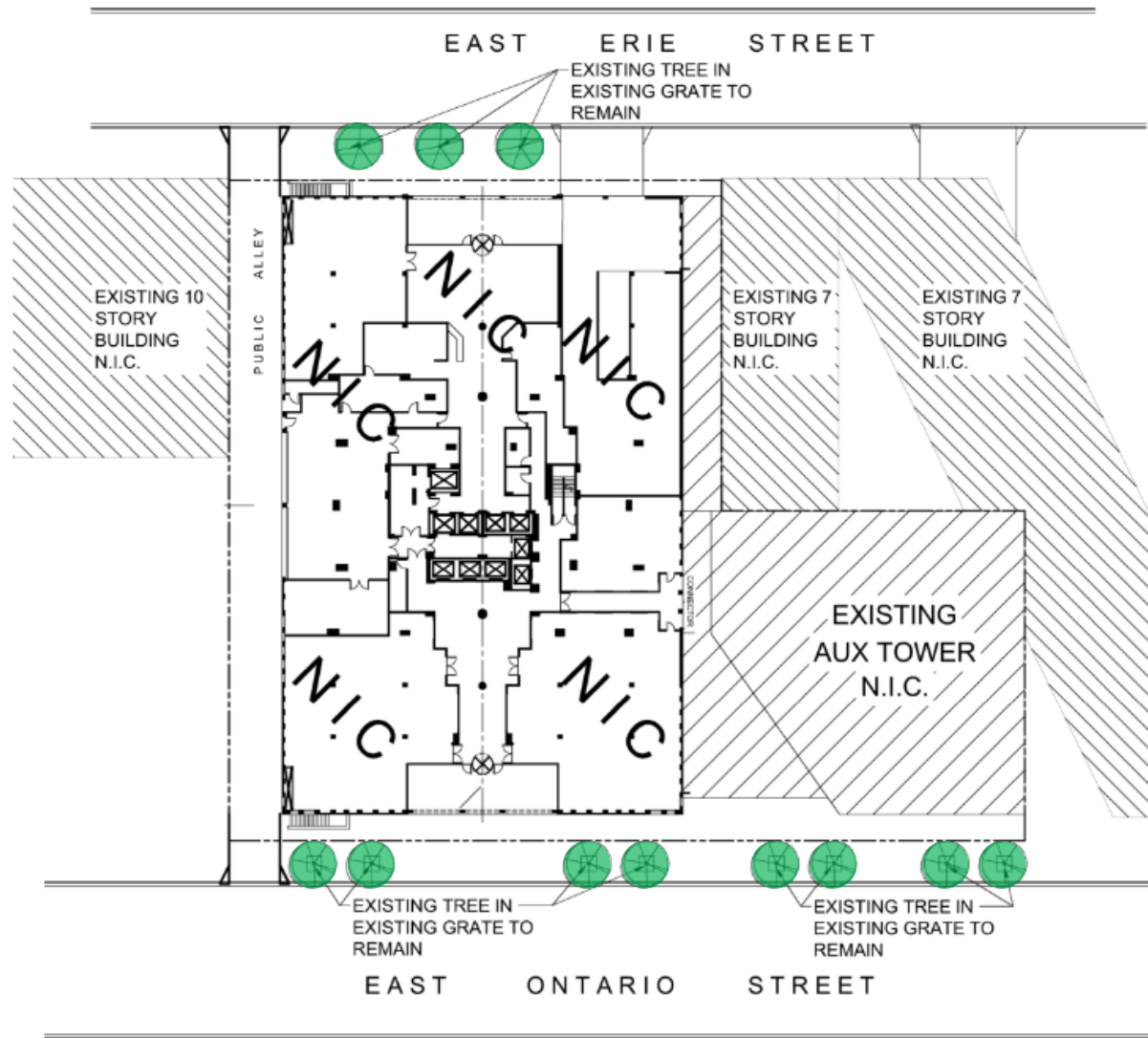
- Building base aligns with existing neighboring buildings, is located close to the sidewalk, and close to one another.
- Building base provides continuity to the street wall.



EXISTING STREET VIEW



PROPOSED STREET VIEW



SCALE: 1" = 50'



LANDSCAPE PLAN

MATERIAL SAMPLE IMAGES

MATERIALS

.032 aluminum 24 gauge steel
 .040 aluminum* 22 gauge steel*

SPECS

7", 11" or 12" O.C. 1" High

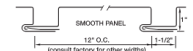
REVEAL PANEL



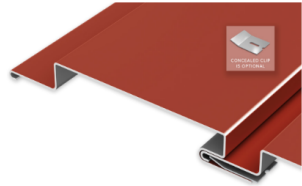
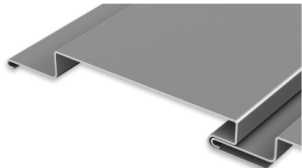
REVEAL PANEL



REVEAL PANEL W/ CLIP (OPTIONAL)



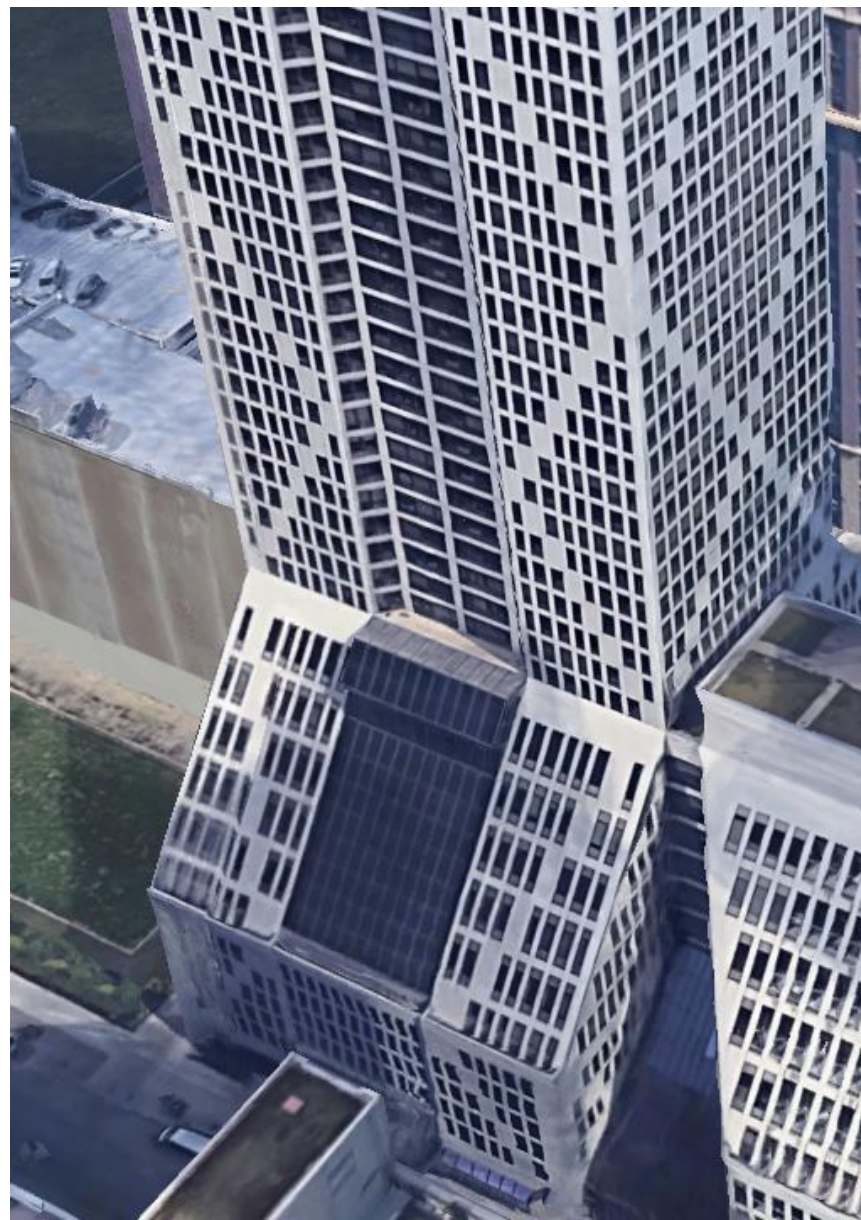
REVEAL PANEL W/ CLIP (OPTIONAL)**



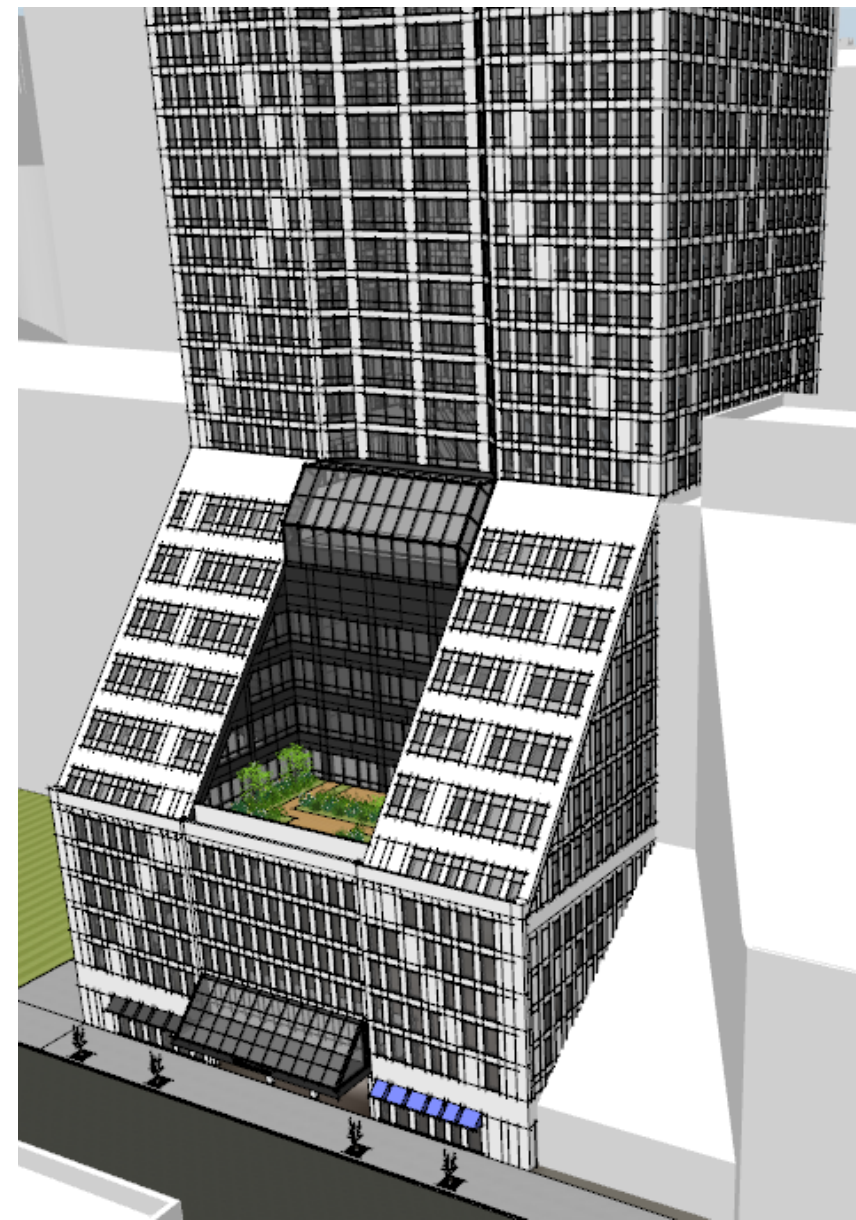
Pac Clad Metal Panels



Peerless G200 Windows



Existing South Aerial View



Proposed South Aerial View

ARO COMPLIANCE

- **The proposed Hotel conversion of 100,000 square feet office space to 101 hotel rooms does not trigger the Affordable Housing Ordinance Requirements**
- **However, should 10 or more of the hotel rooms ever be converted to dwelling units the Applicant has agreed to provide 20% of the units as on-site Affordable Units in compliance with the ARO**

GENERAL CONTRACTOR & DEVELOPER MBE/WBE STRATEGY

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

ECONOMIC & COMMUNITY BENEFITS:

- **Estimated Project Cost: \$28 Million**
- **Construction Jobs: ~ 250**
- **Permanent Hotel Jobs: ~ 12**
- **Estimated Annual Hotel Tax Contribution: ~ \$1.2 Million**

★ DPD Recommendations

- The proposed development is in compliance with the Planned Development Standards and Guidelines (17-8-0900 & 17-13-0609-A);
- The proposal promotes economically beneficial development patterns that are compatible with the character of existing neighborhoods (17-8-0103);
- The proposal ensures a level of amenities appropriate to the nature and scale of the project (17-8-0104); and,
- The project promotes safe and efficient circulation of pedestrians, cyclists, and motor vehicles (17-8-0904-A-1).

