



CHICAGO PLAN COMMISSION

Department of Planning and Development

170 N May St and 175 N Racine Ave

Near West Side / Ward 27 / Alderman Burnett

Fulton Ground Owner LLC

bKL Architecture LLC

Acosta Ezgur LLC

07/18/2024

★ Community Area Snap Shot

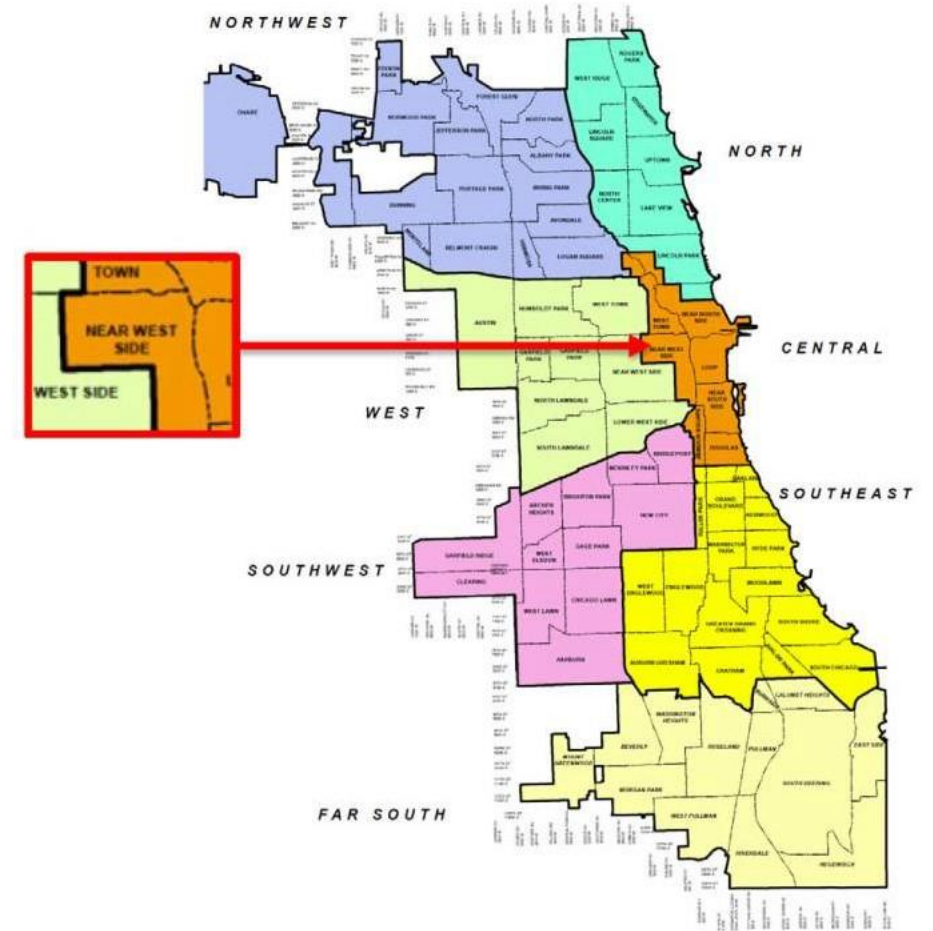
COMMUNITY DEMOGRAPHICS:

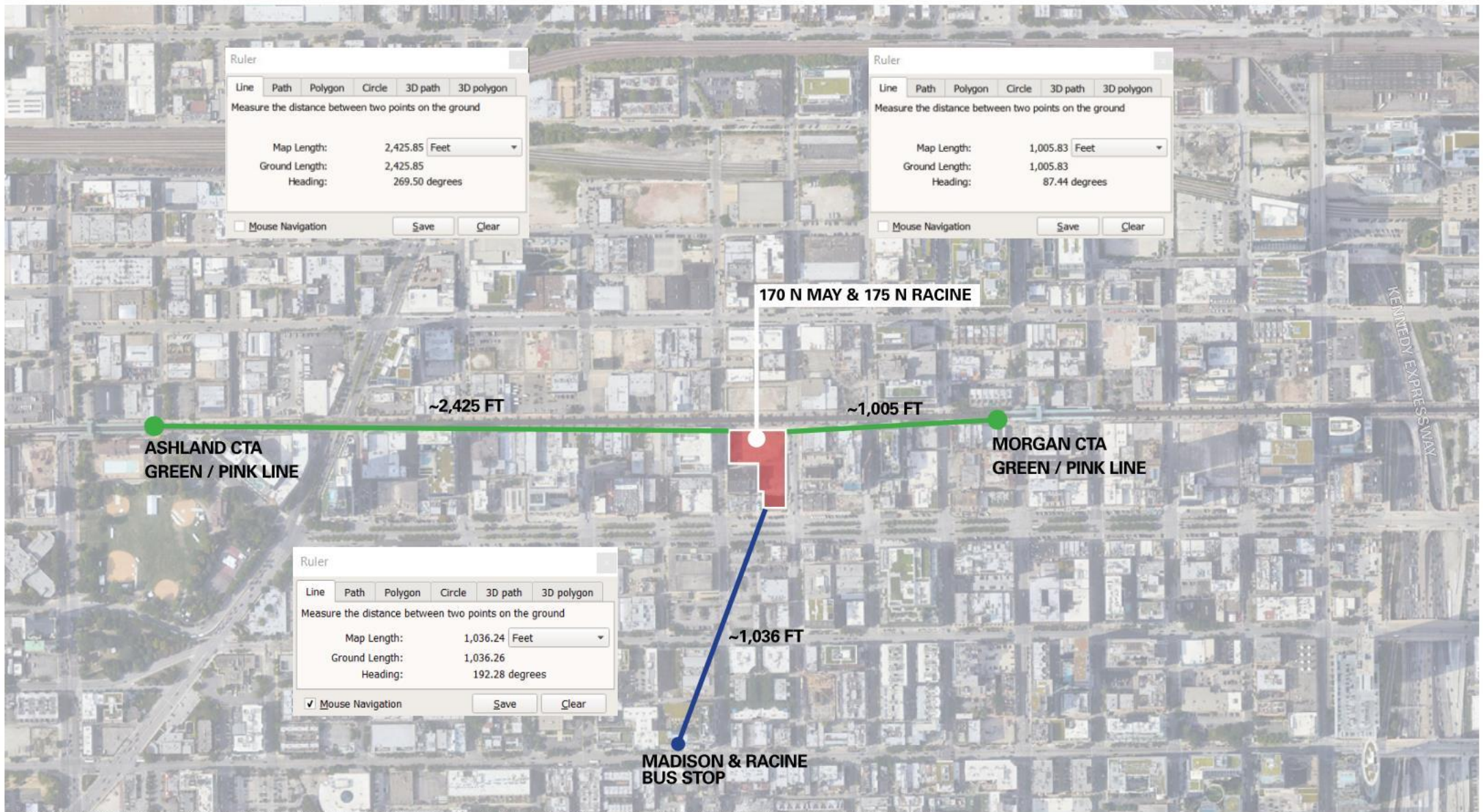
- Near West Side Neighborhood Population 62,733
- Number of Households 28,208
- Average Household Size 2.2
- 42.5% ages of 20-34
- Estimated Median Income \$83,575

NEIGHBORHOOD HISTORIC CONTEXT:

- Historically the Near West Side has been a sparsely populated industrial quarter.
- Recently, more warehouses and industrial spaces in this neighborhood have been left vacant, providing opportunity for post industrial developments.
- Destination for many new companies and residents moving in.

Source: <https://www.cmap.illinois.gov/data/community-snapshots>





TRANSIT SERVED LOCATION: 2,640 FT CTA OR METRA / 1,320 FT CTA BUS LINE (SITE QUALIFIES)

NOTE: DISTANCE ESTIMATED BASED ON GOOGLE EARTH

N.T.S.

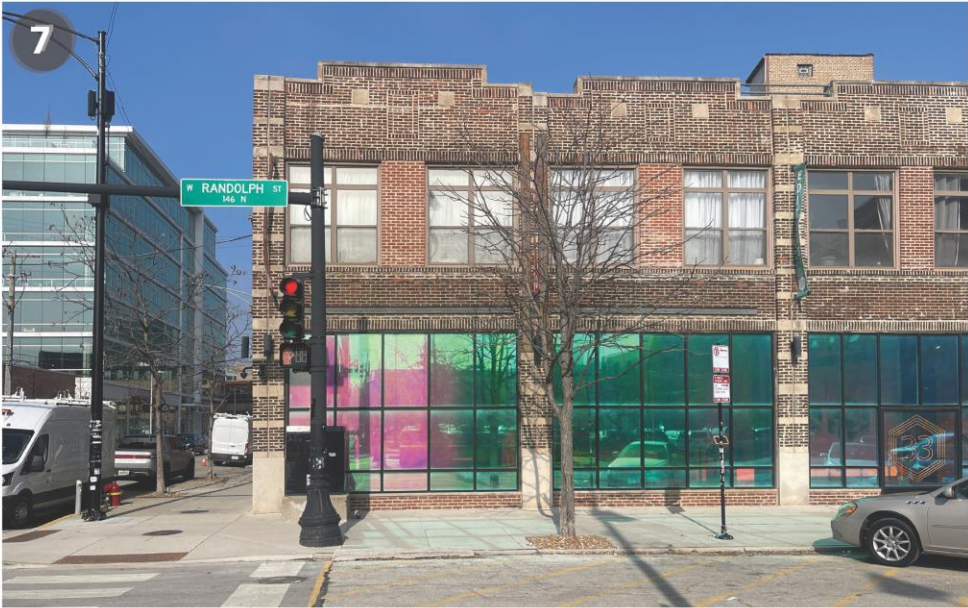


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SITE CONTEXT AERIAL

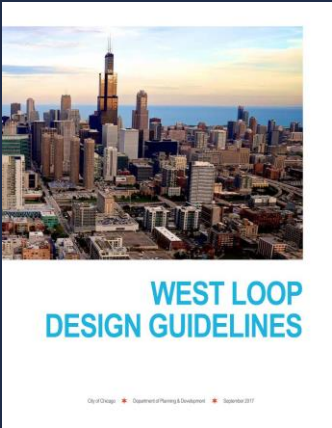


EXISTING PEDESTRIAN CONTEXT PHOTOS



EXISTING PEDESTRIAN CONTEXT PHOTOS

★ Planning Context



WEST LOOP DESIGN GUIDELINES

- Adopted by the Chicago Plan Commission: September 20, 2017
- Lead Organization: City of Chicago - Department of Planning & Development (DPD)
- The WLDG “builds upon previous planning efforts to ensure that the West Loop continues to build on the central area characteristics of an employment, transportation, cultural and residential center for the city; while maintaining the urban character and scale that has made it so attractive.”



FULTON MARKET INNOVATION DISTRICT PLAN

- Adopted by the Chicago Plan Commission: February 18, 2021
- Lead Organization: City of Chicago - Department of Planning & Development (DPD)
- The FMID “creates a vision to preserve existing jobs while accommodating private sector investments that reinforce the area's expanding role as an innovation-driven employment center.”

Project Timeline + Community Outreach

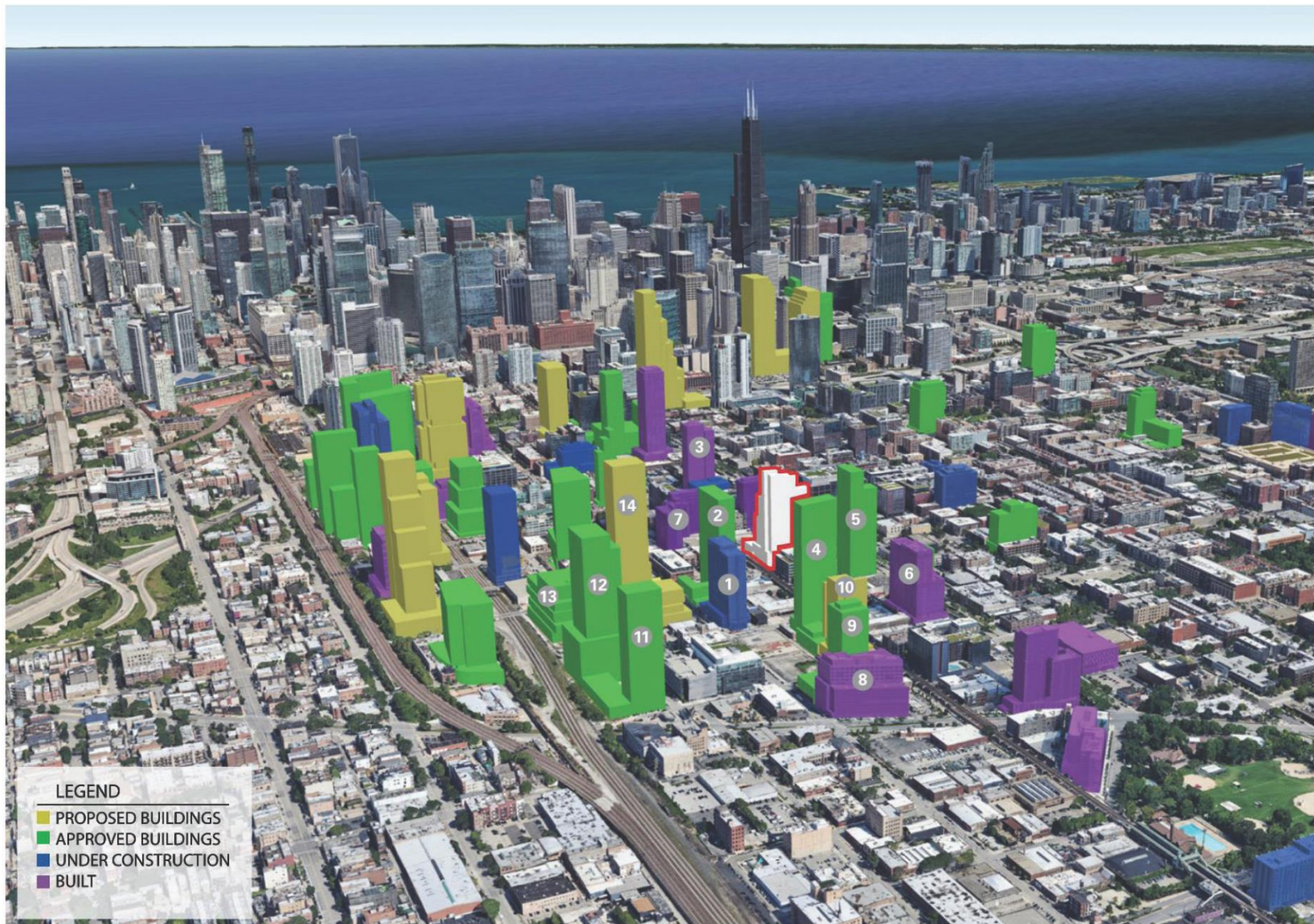
- **Previous Plan Commission Approval (for PD 1512):** July 21, 2021
- **Planned Development Amendment Intake:** February 20, 2024
- **Date of PD Introduction:** April 17, 2024
- **WCA Meeting:** March 27, 2024
- **NOWL Meeting:** April 9, 2024
- **Full Community Meeting:** June 17, 2024



PREVIOUS DESIGN (APPROVED AS PART OF PD 1512)



PROPOSED



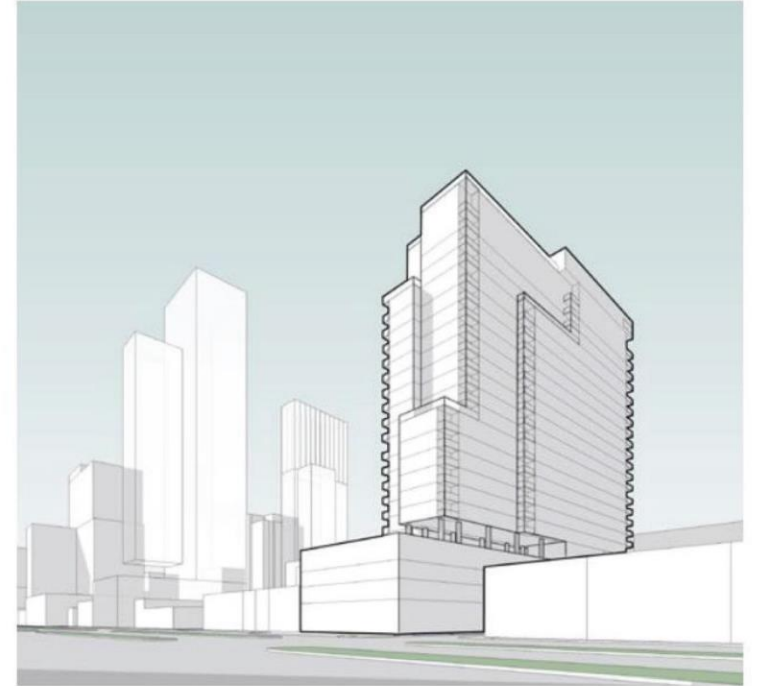
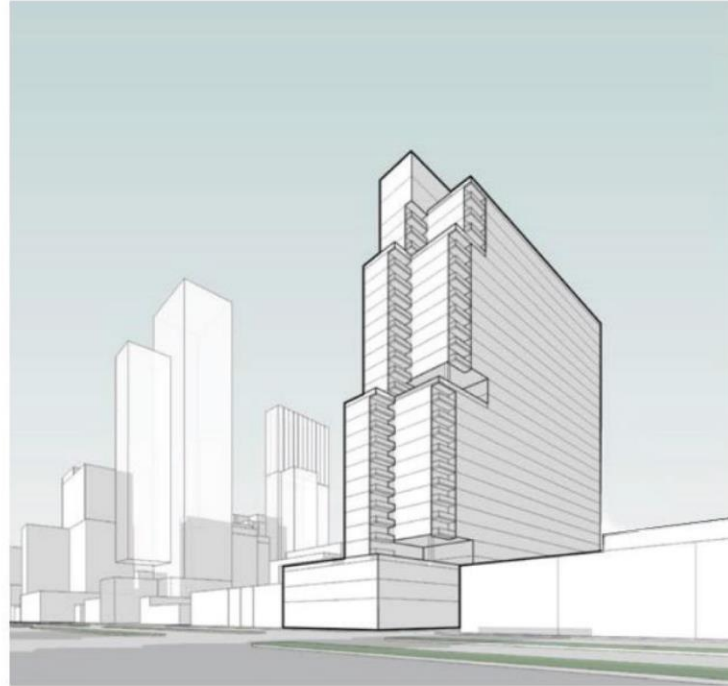
LEGEND

- PROPOSED BUILDINGS
- APPROVED BUILDINGS
- UNDER CONSTRUCTION
- BUILT

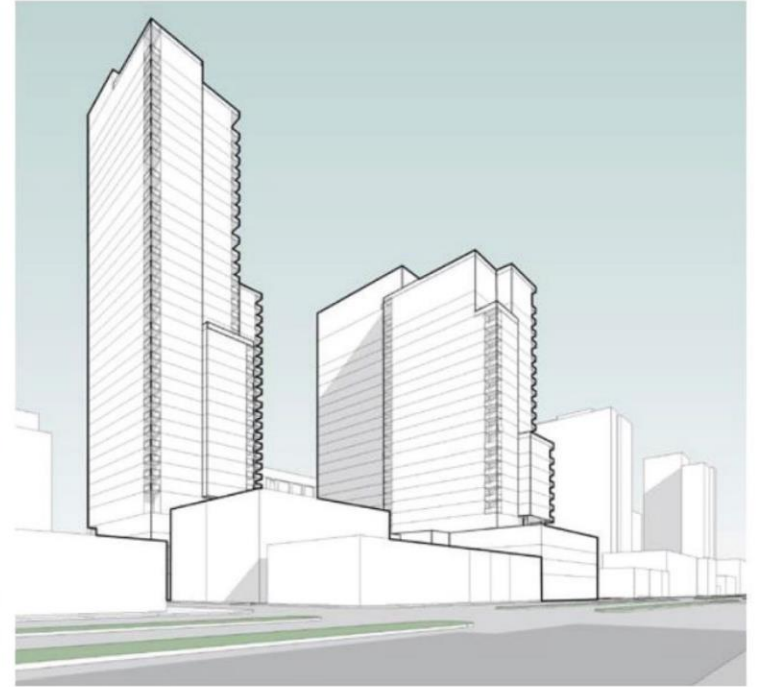
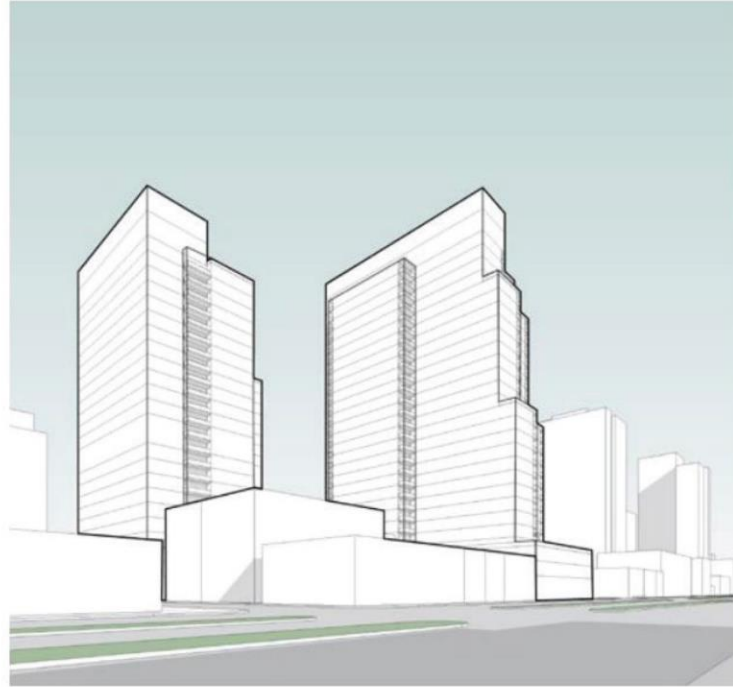
- 1 225 N ELIZABETH
STERLING BAY
314'
- 2 1201-1215 W FULTON
FULTON ST COMPANIES
381'
- 3 160 N MORGAN
STERLING BAY
334'
- 4 1300 W LAKE
LOUKAS DEVELOPMENT
537'
- 5 1234 W RANDOLPH
AZURE + GOLUB CO
445'
- 6 160 N ELIZABETH
MOCERI + ROSZAK
291'
- 7 210 N ABERDEEN
LG DEVELOPMENT GROUP
214'
- 8 1375 W FULTON
TRAMMEL CROW
191'
- 9 1353 W FULTON
SHAPACK PARTNERS
314'
- 10 1338 W LAKE
CEDAR ST COMPANIES
296'
- 11 1300 W CARROLL (PHASE 2)
STERLING BAY
418'
- 12 1300 W CARROLL (PHASE 1)
STERLING BAY
515'
- 13 1200 W CARROLL
STERLING BAY
227'
- 14 1200 W FULTON
FULTON ST COMPANIES
600'



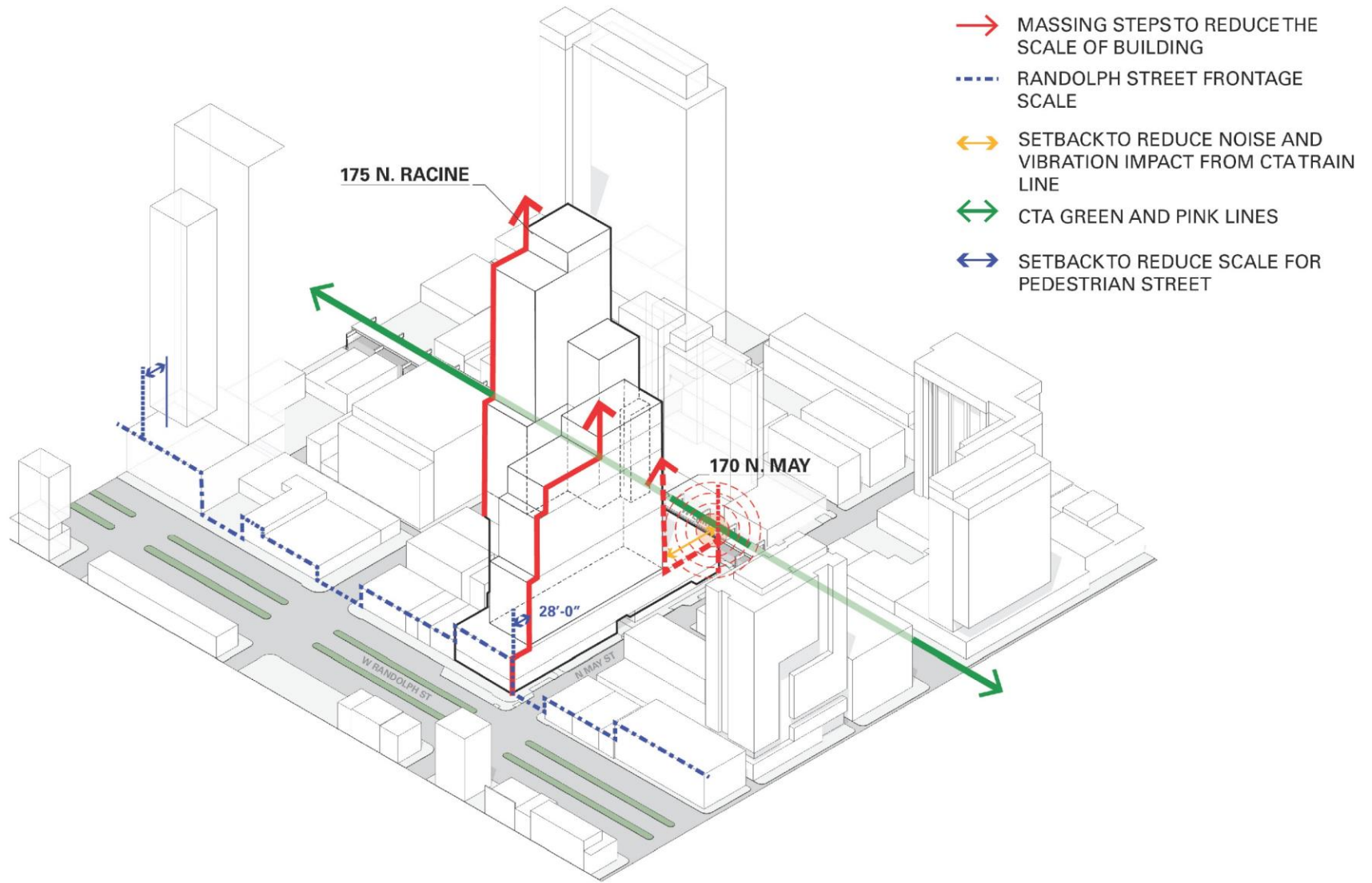
AERIAL VIEW FROM NORTHWEST DIRECTION



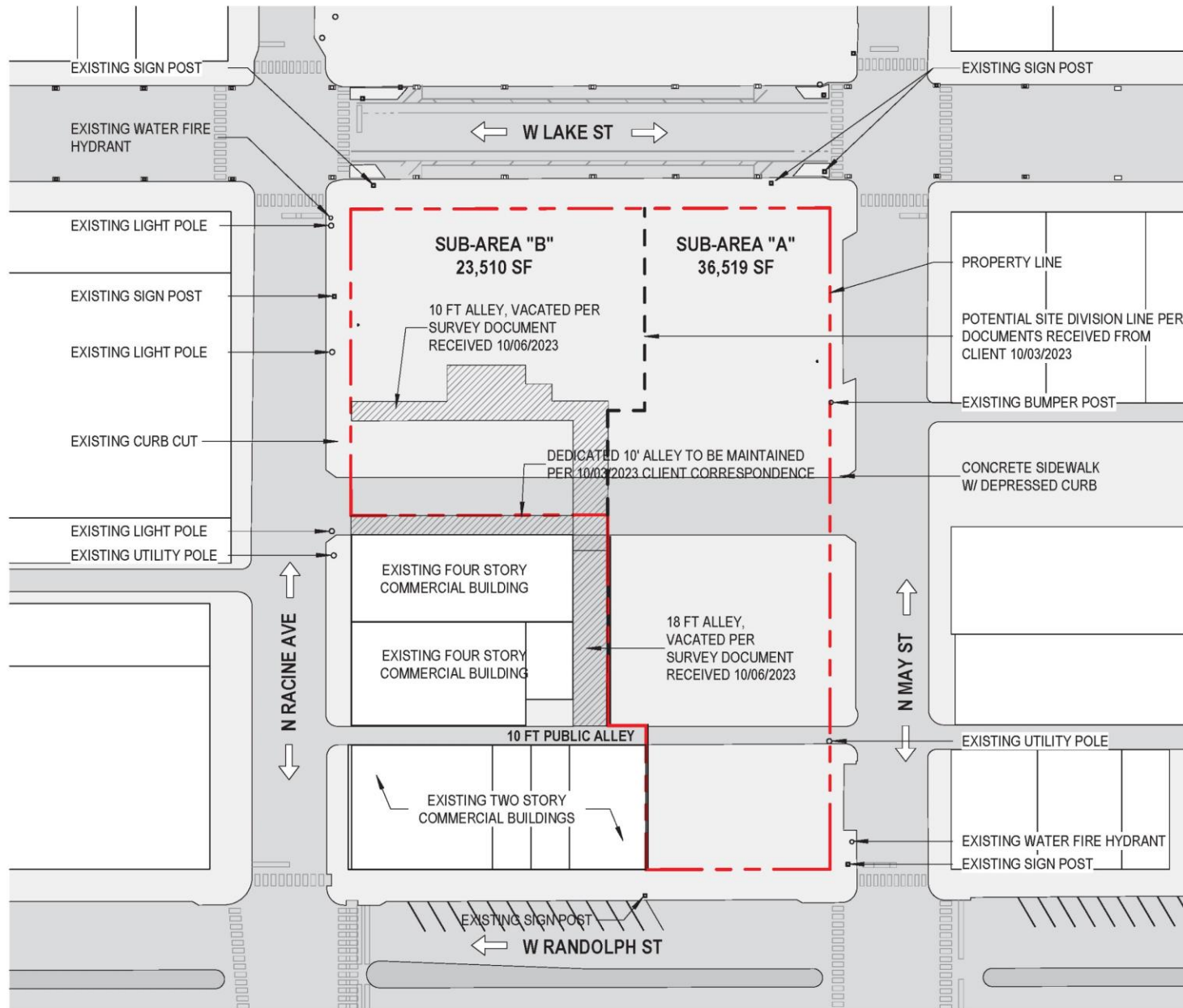
PROPOSED MASSING



PROPOSED MASSING

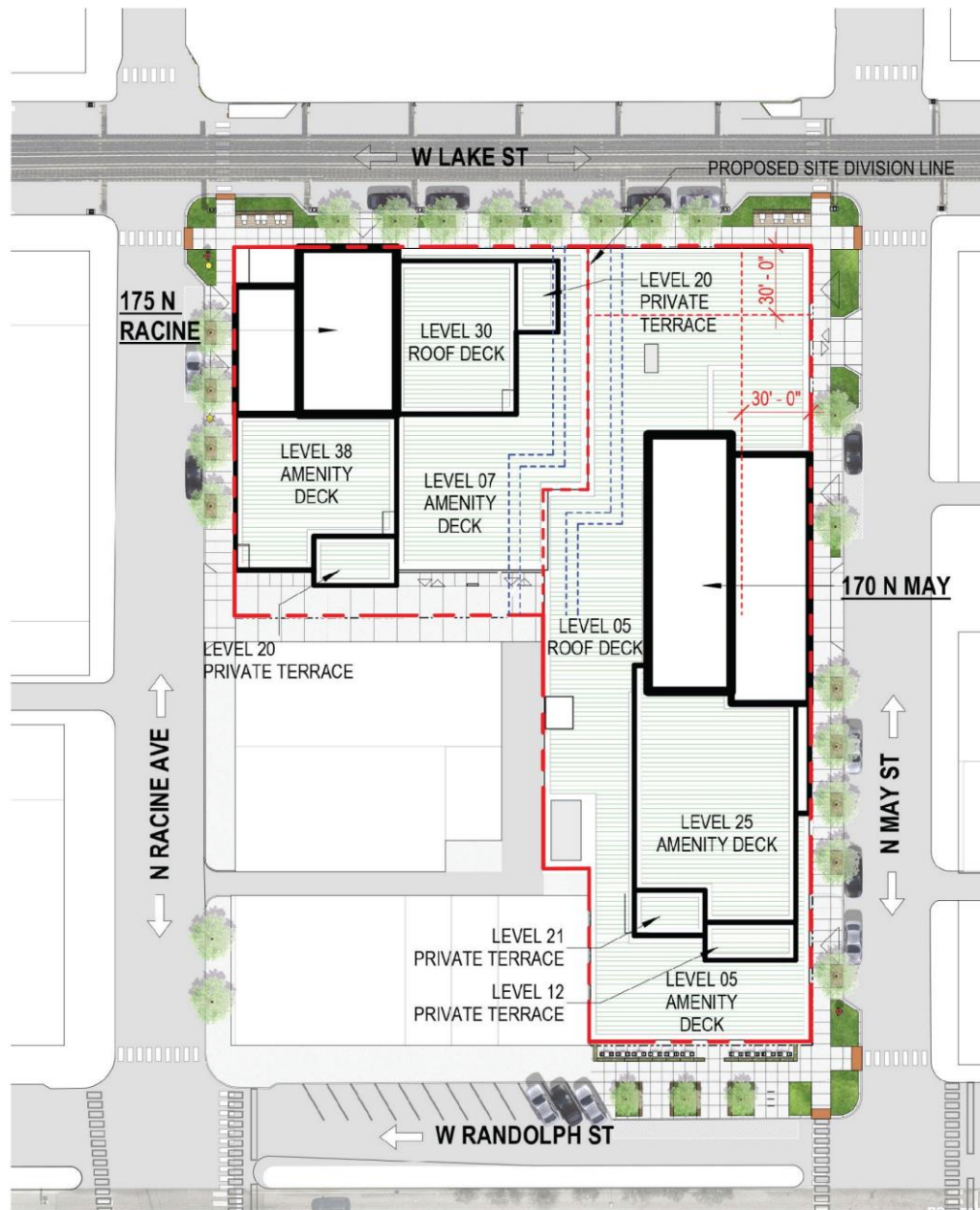


MASSING DIAGRAM



N.T.S. ↑

EXISTING SITE PLAN



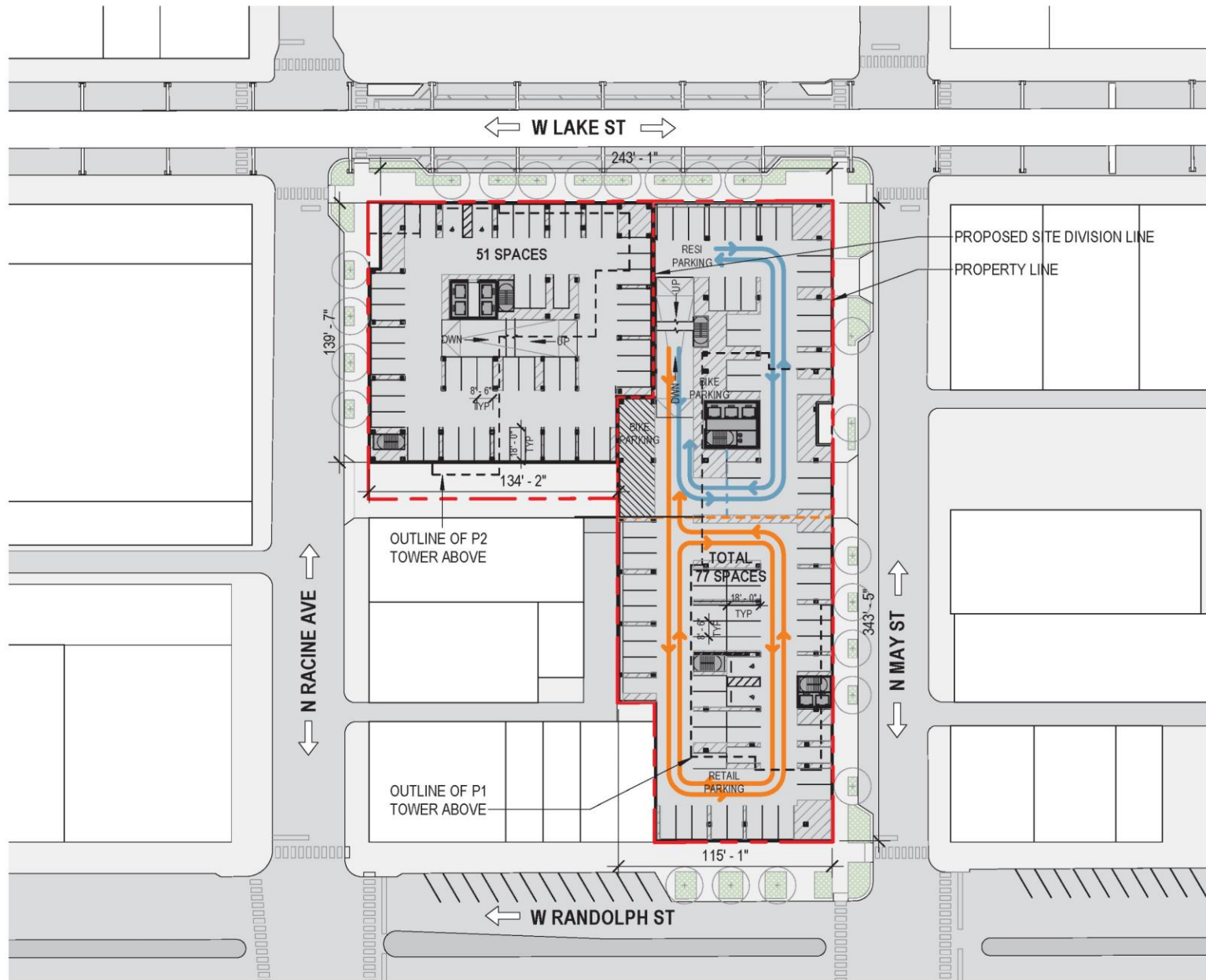
N.T.S. (North arrow symbol)

PROPOSED SITE PLAN



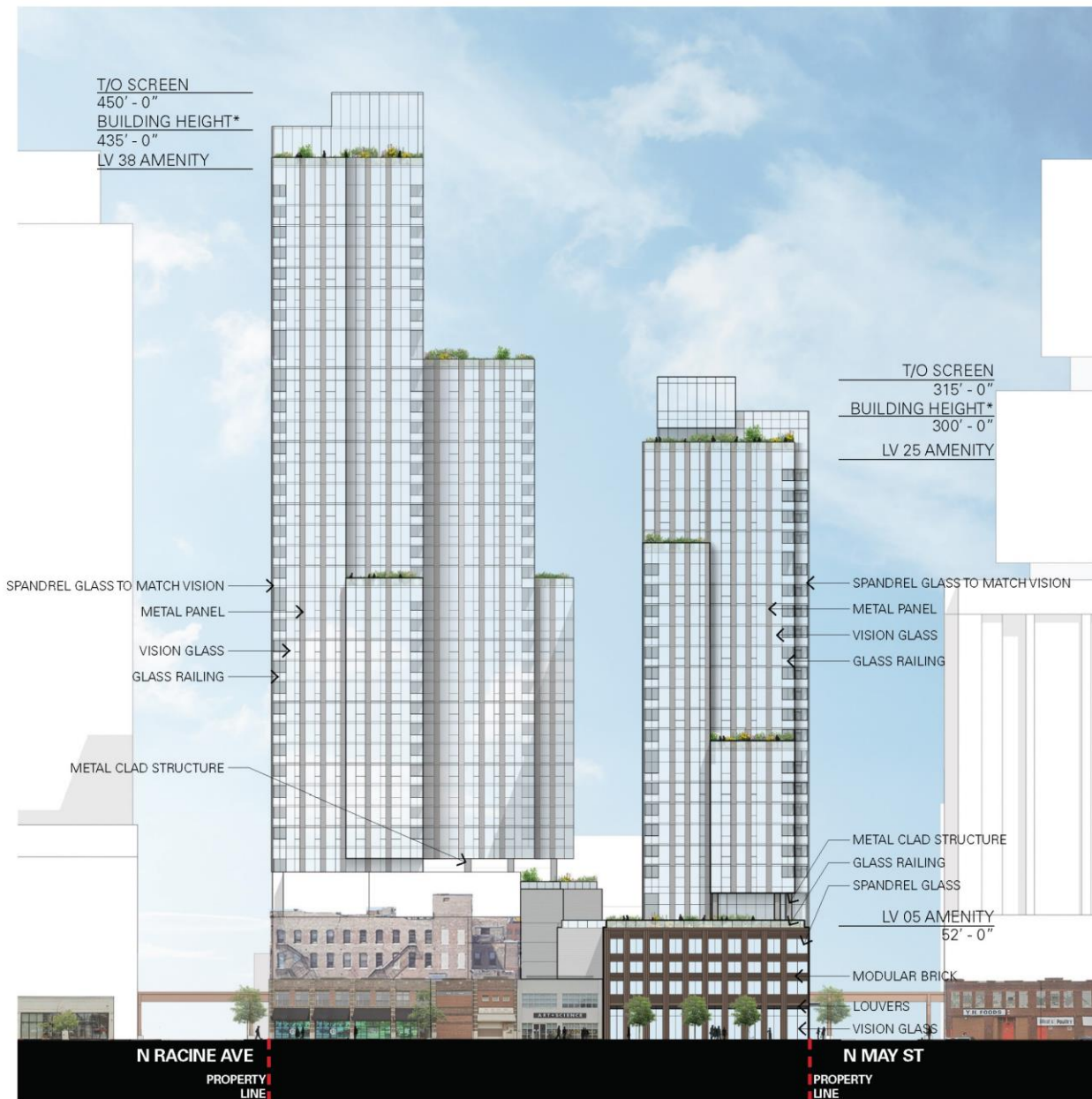
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GROUND FLOOR PLAN



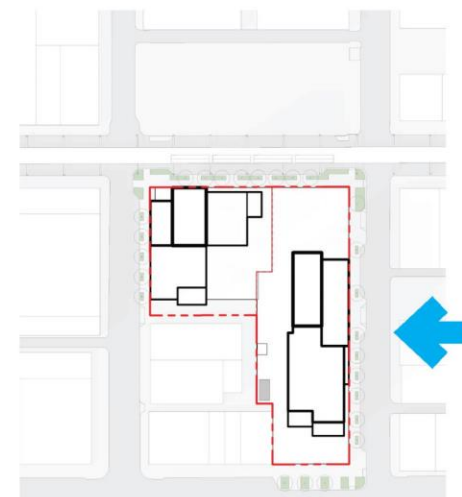
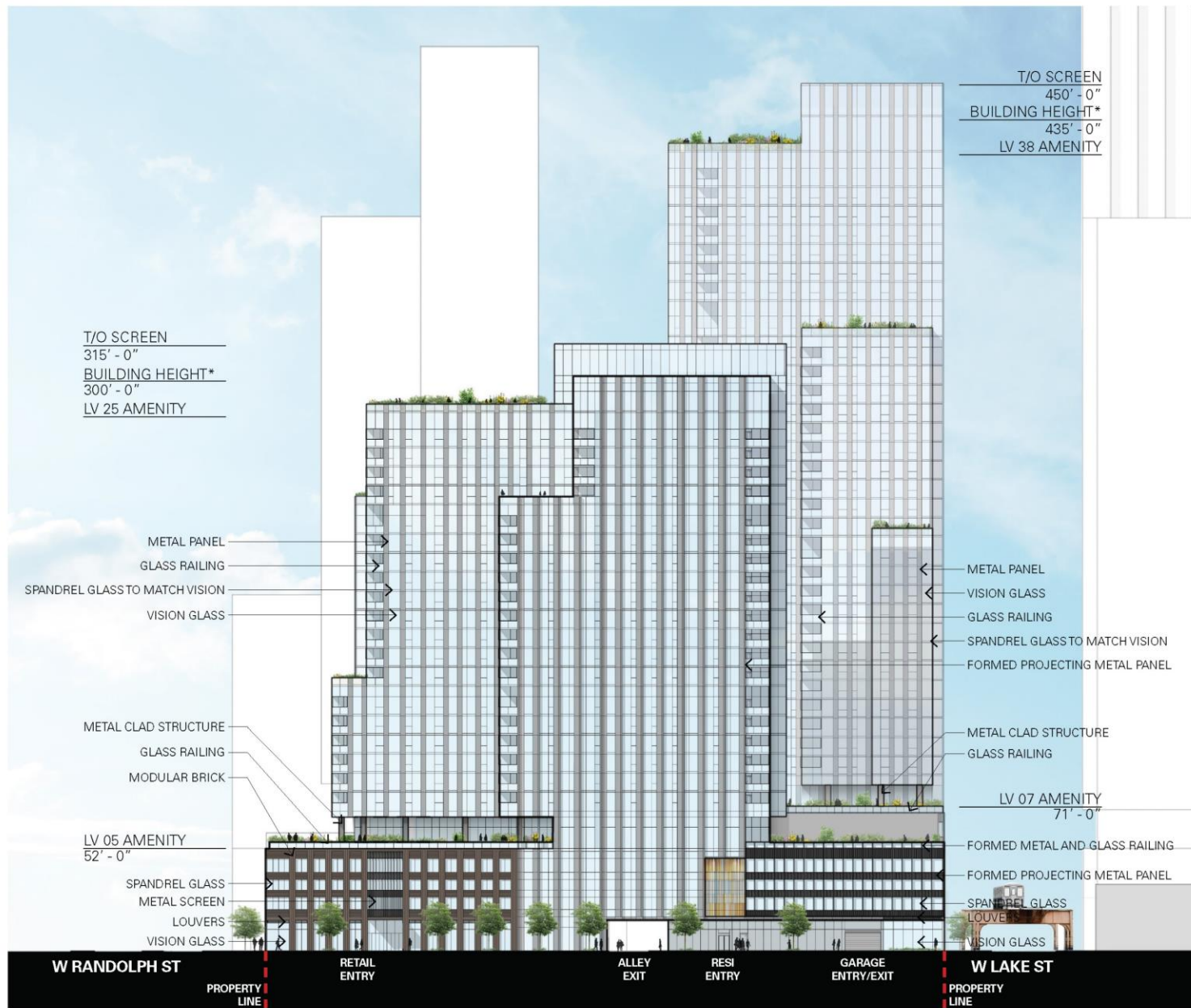
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LEVEL 2 FLOOR PLAN



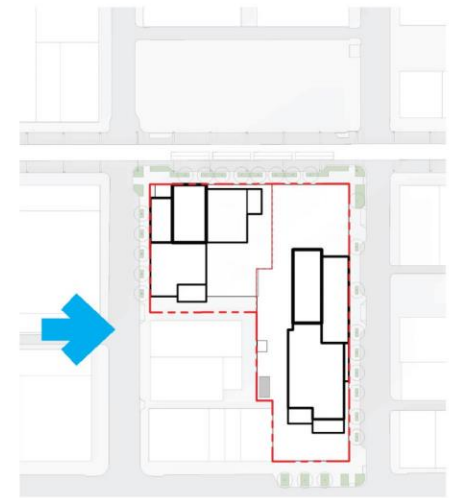
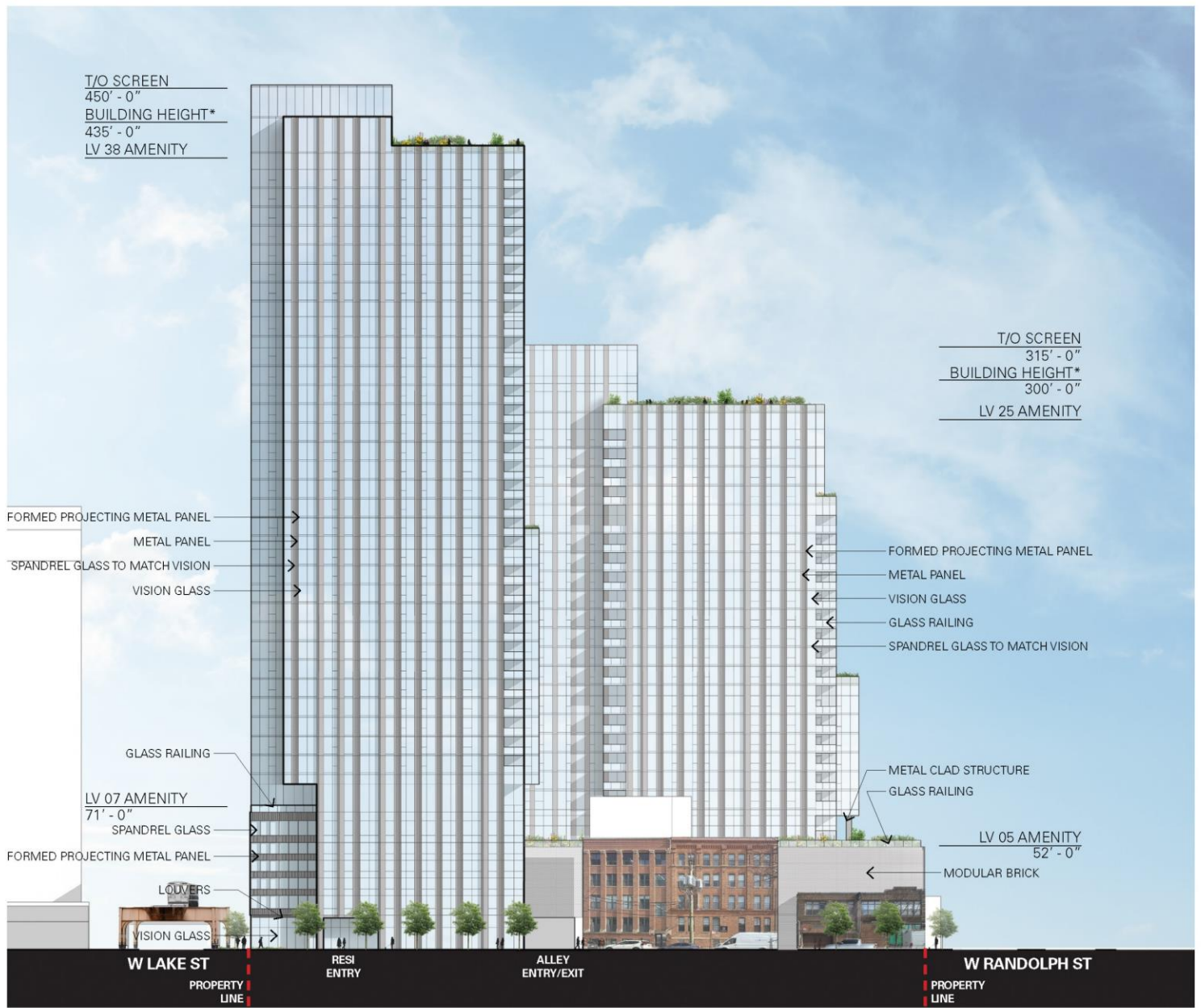
N.T.S.

BUILDING ELEVATIONS – SOUTH ELEVATION ON W RANDOLPH ST



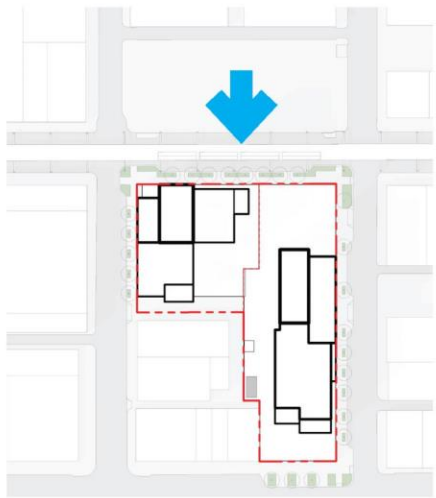
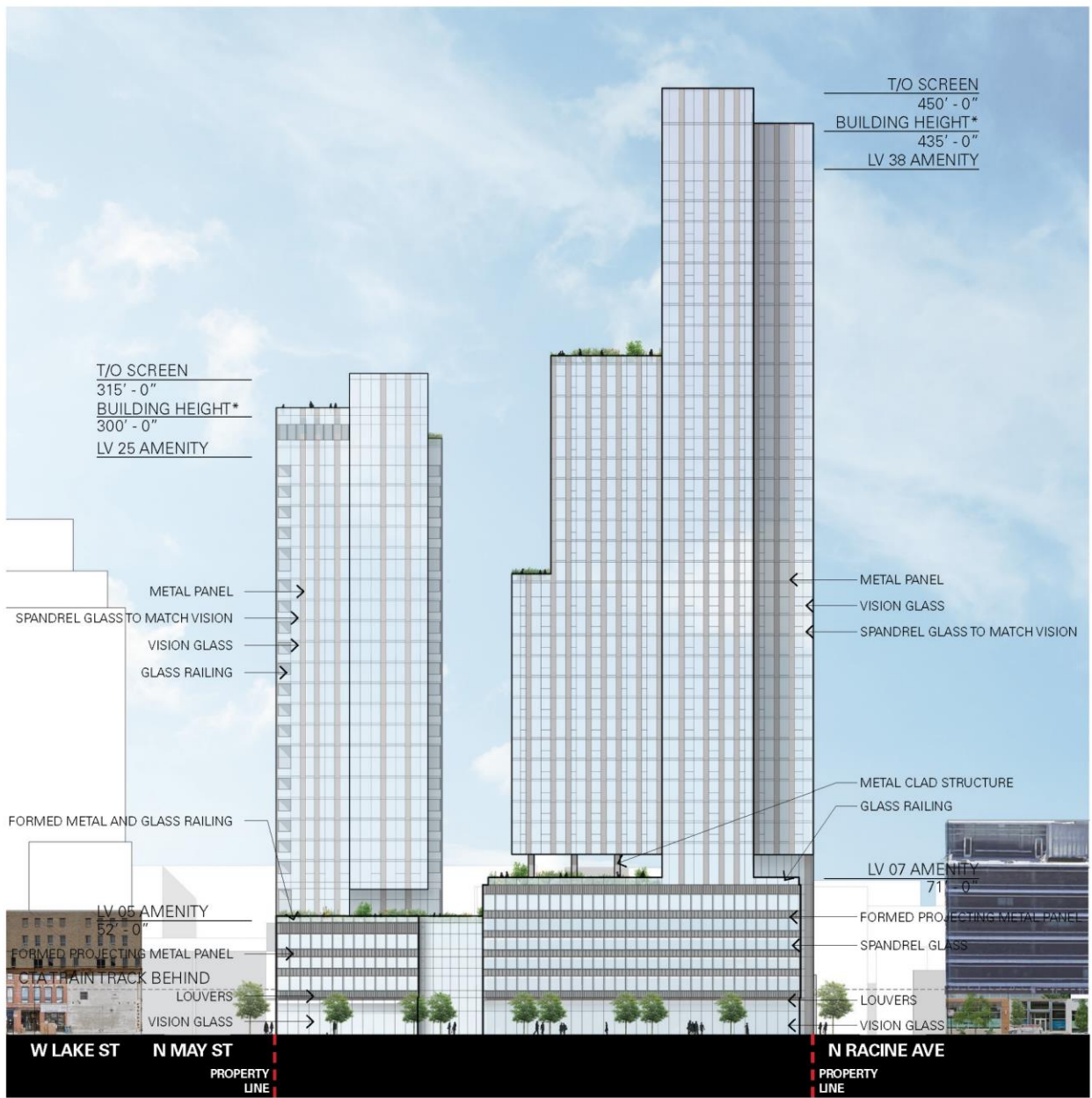
N.T.S.

BUILDING ELEVATIONS – EAST ELEVATION ON N MAY ST



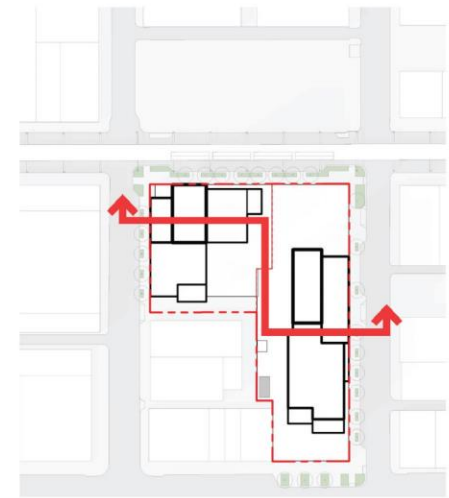
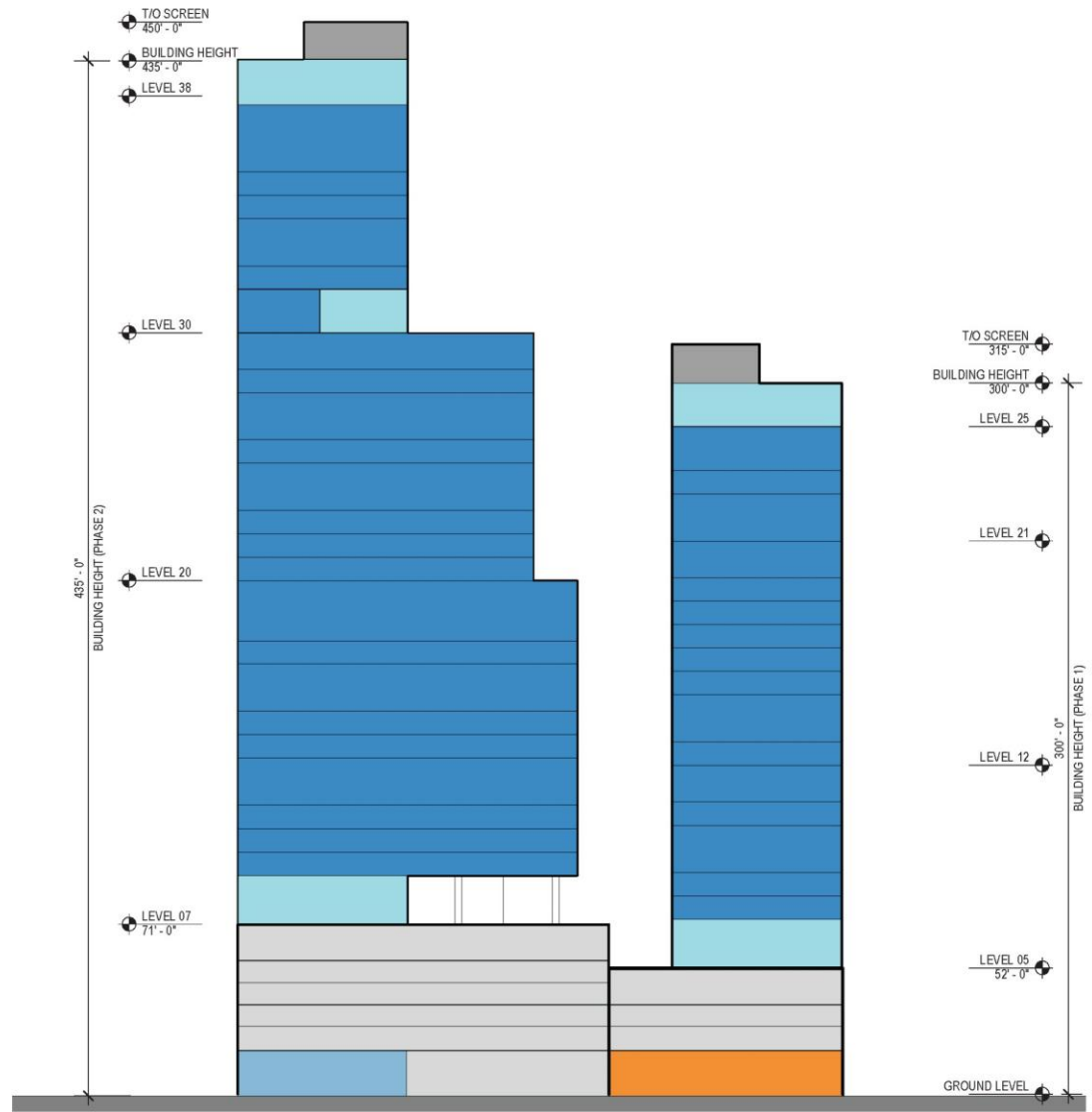
N.T.S.

BUILDING ELEVATIONS – WEST ELEVATION ON N RACINE AVE



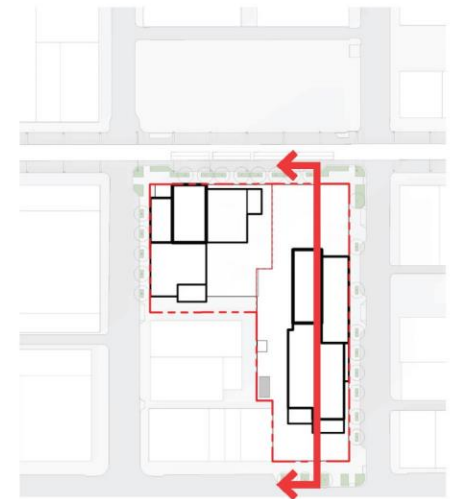
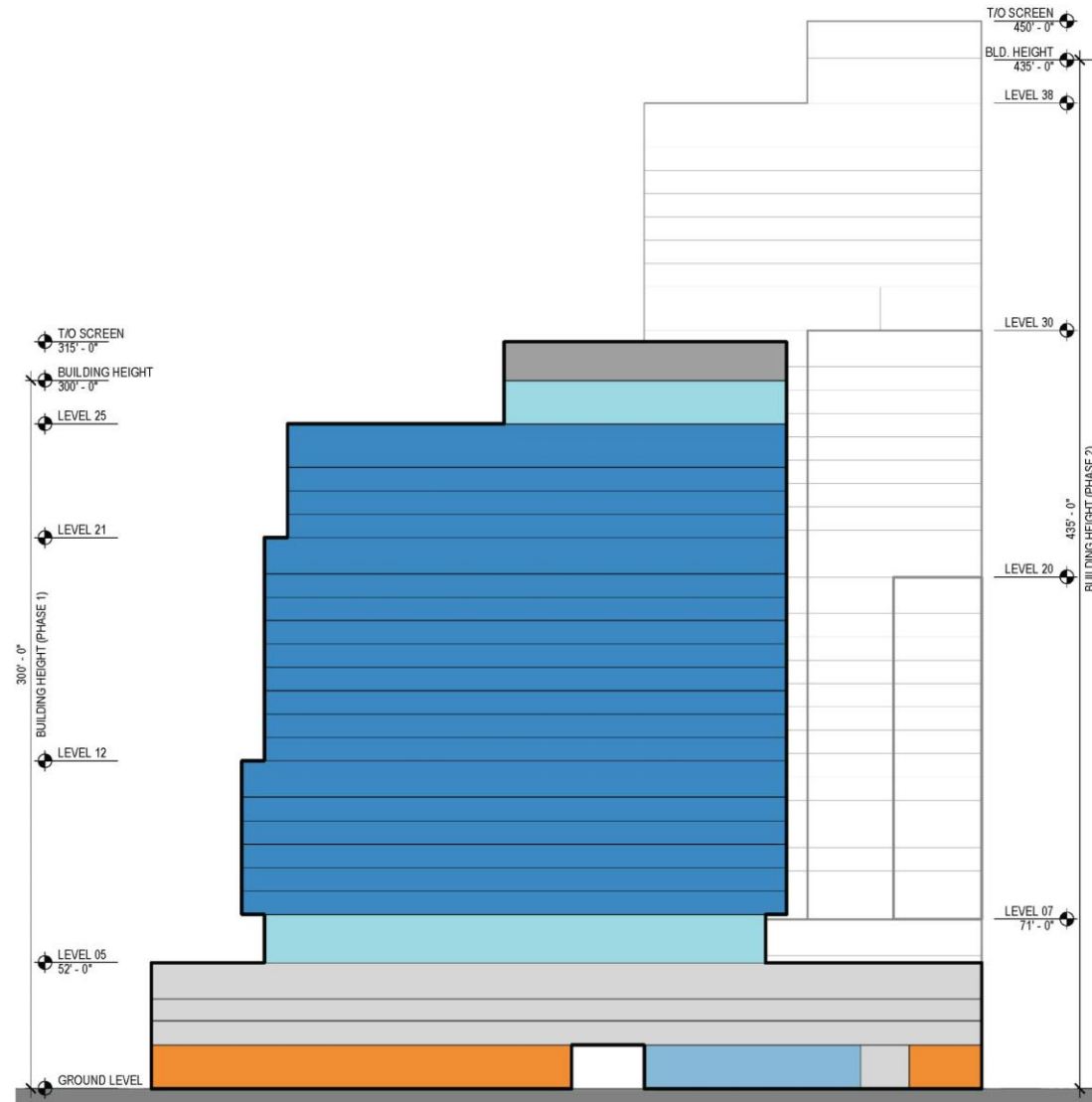
N.T.S.

BUILDING ELEVATIONS – NORTH ELEVATION ON W LAKE ST



N.T.S.

BUILDING SECTIONS – EAST-WEST SECTION



N.T.S.

BUILDING SECTIONS – NORTH-SOUTH SECTION



VISION GLASS
5/16" OUTER LITE W/
LOW-E COATING



SPANDREL GLASS
5/16" OUTER LITE W/
LOW-E COATING



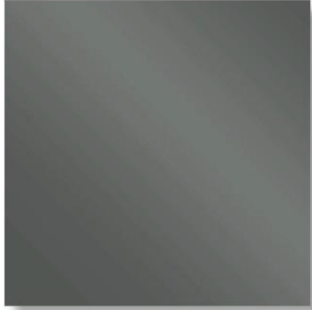
ULTRA CLEAR VISION GLASS
LOW-IRON GLASS
5/16" OUTER LITE



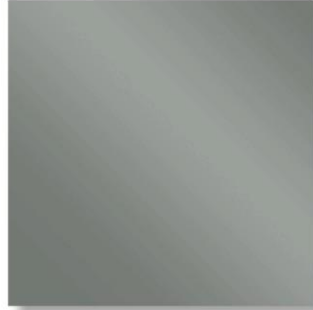
LAMINATED VISION GLASS
LAMINATED CLEAR
GLAZING



PAINTED METAL 1
MICA FINISH



PAINTED METAL 2
MICA FINISH



PAINTED METAL 3
MICA FINISH



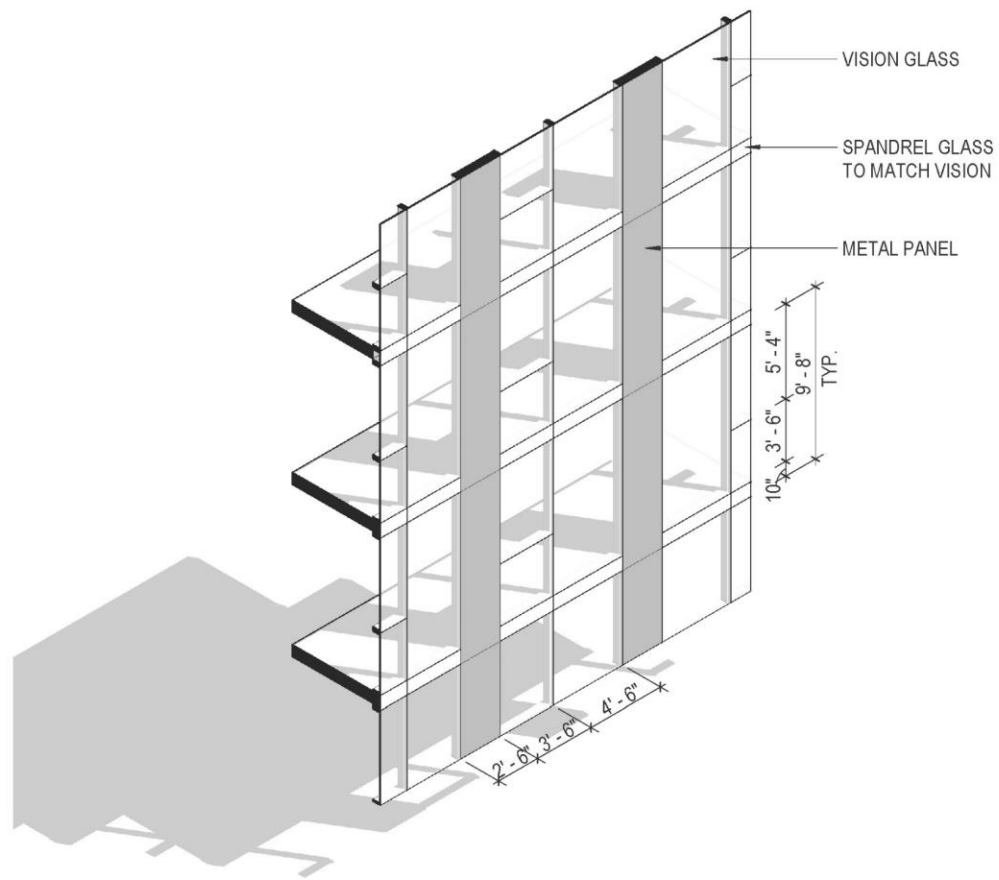
PAINTED METAL 4
MICA FINISH



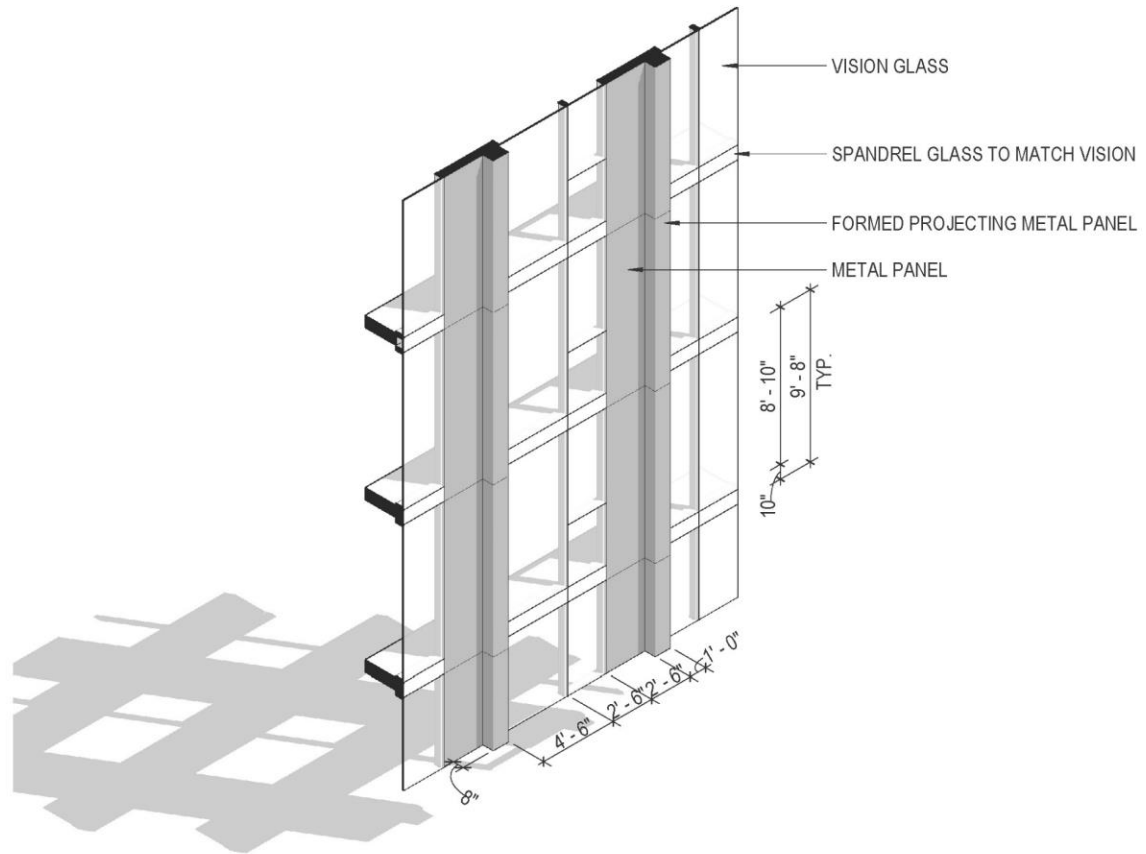
MODULAR BRICK

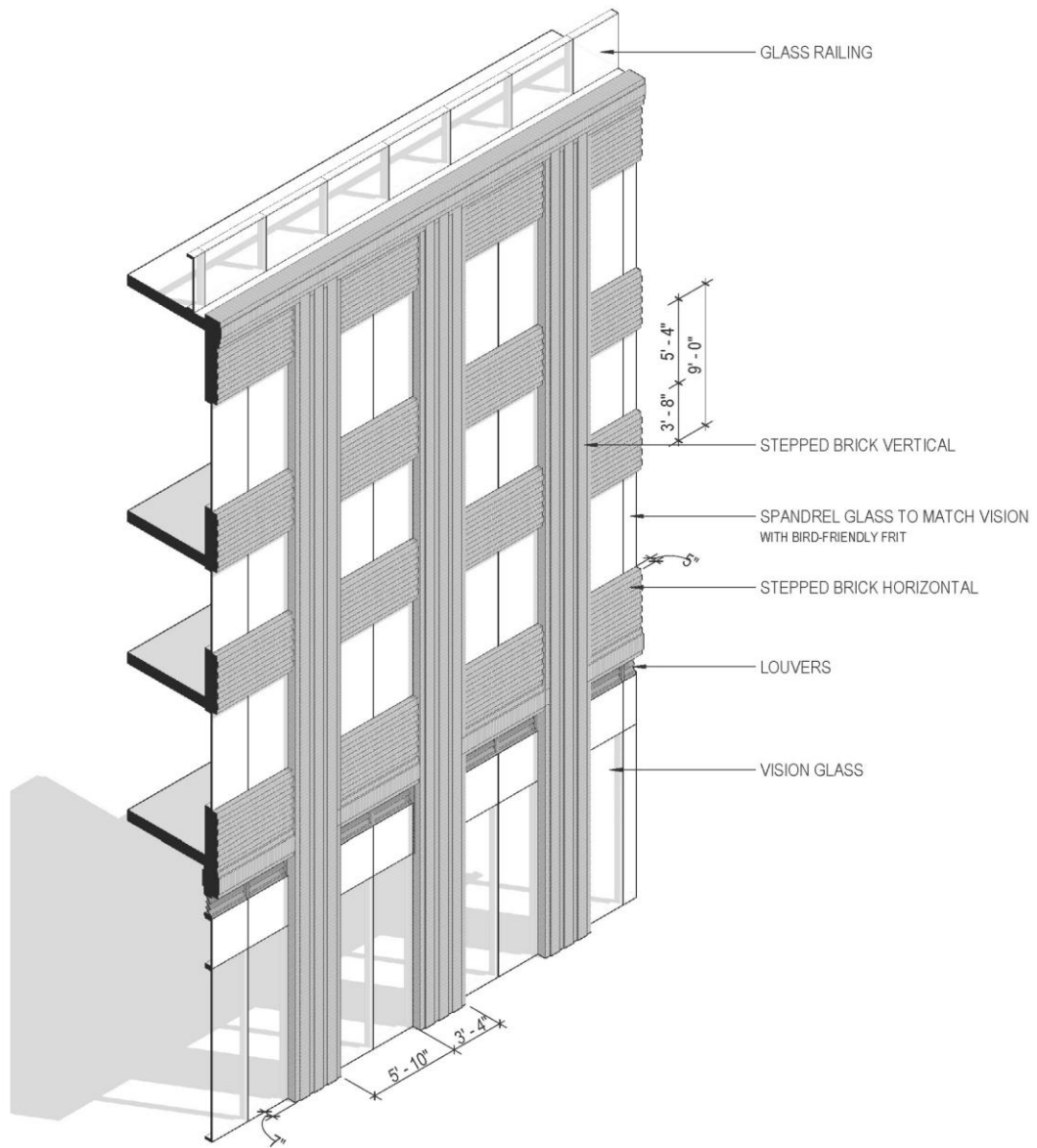


STONE BASE
1 1/4" GRANITE

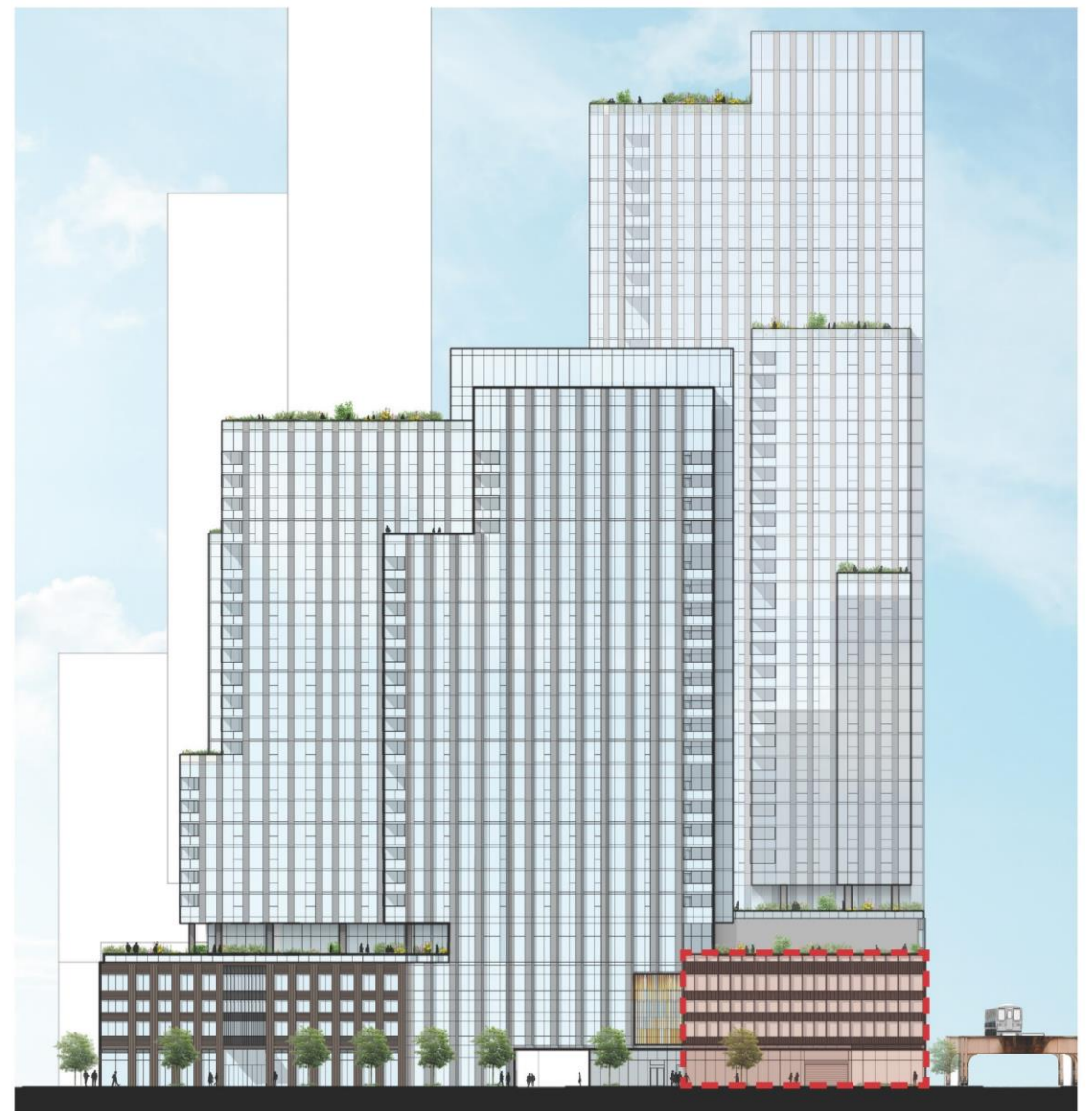
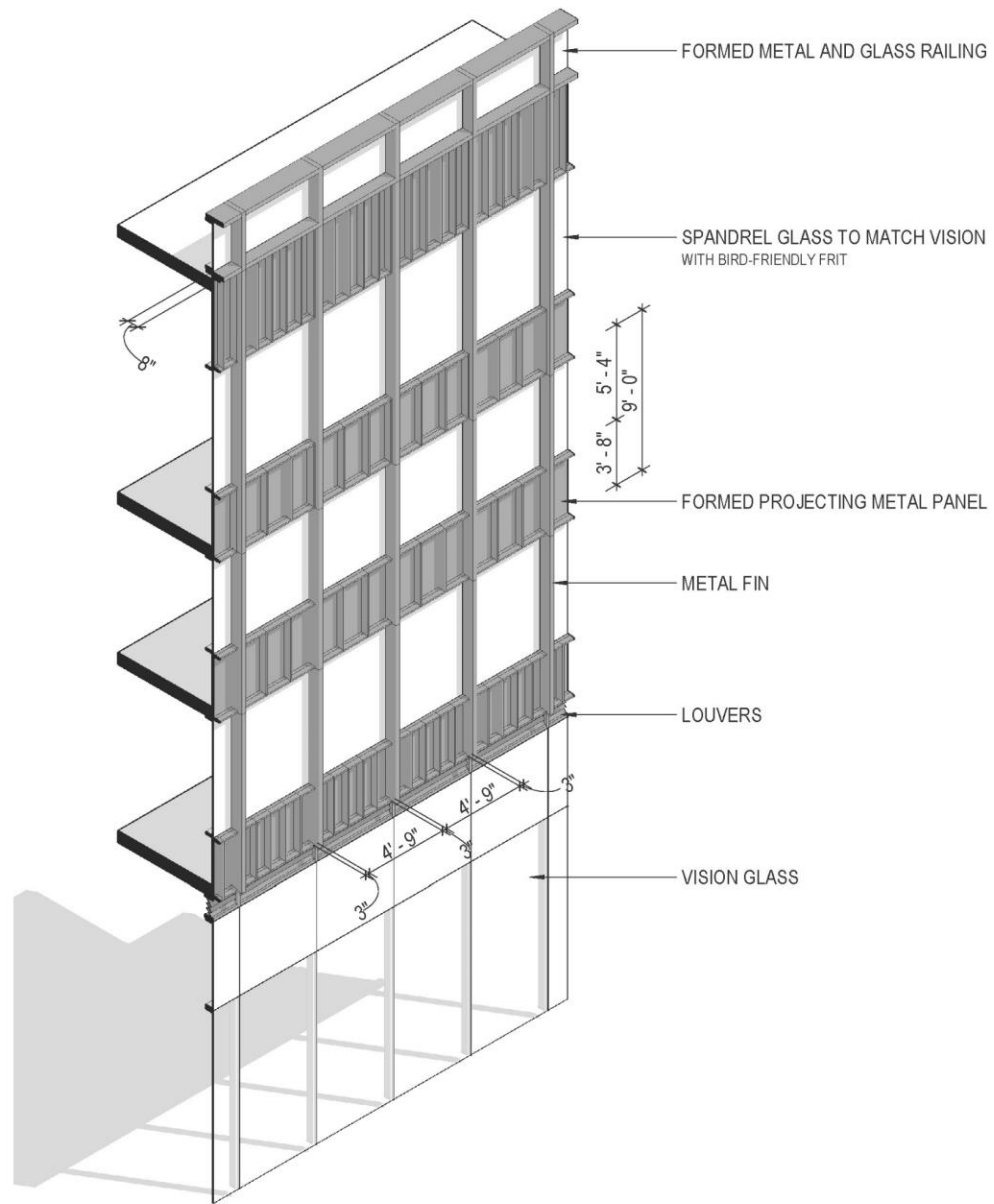


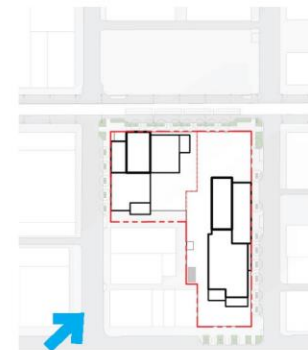
EAST ELEVATION





EAST ELEVATION

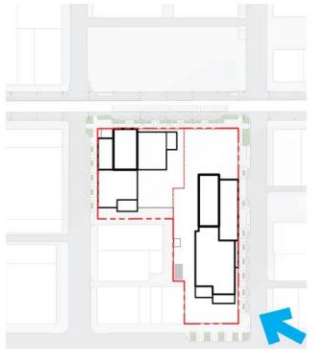




VIEW FROM SOUTHWEST



VIEW FROM NORTHEAST



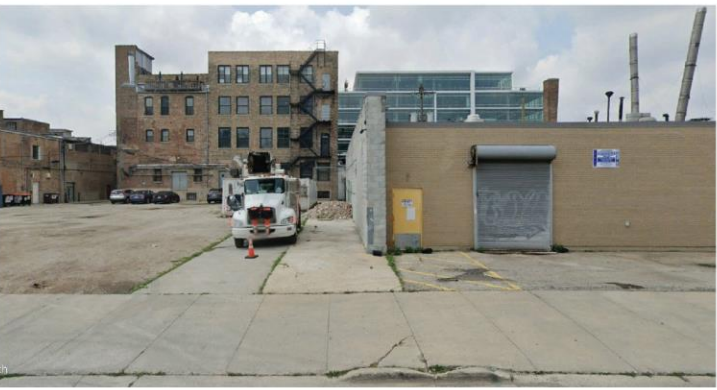
VIEW FROM SOUTHEAST



EXISTING PEDESTRIAN CONTEXT



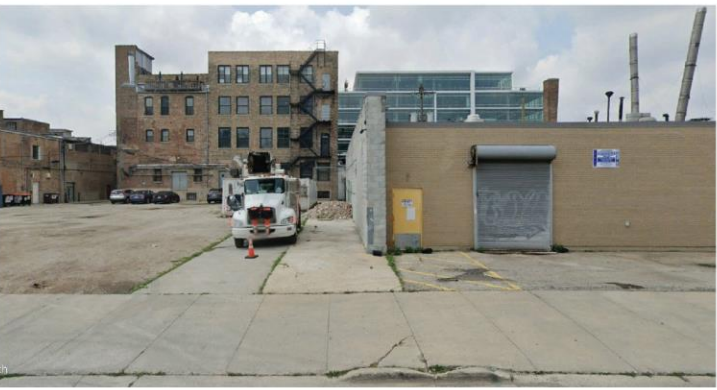
PEDESTRIAN CONTEXT – VIEW FROM SOUTHEAST



EXISTING PEDESTRIAN CONTEXT



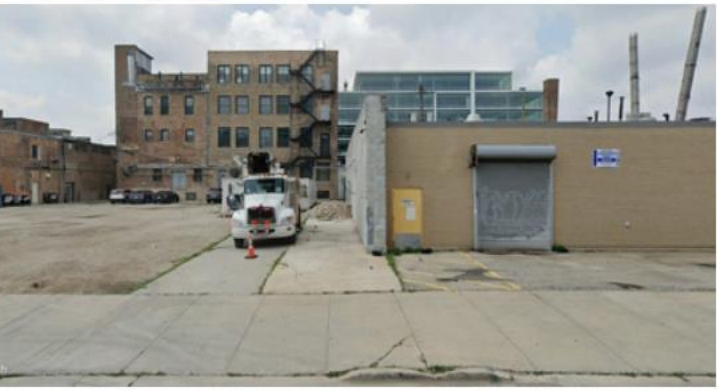
PEDESTRIAN CONTEXT – VIEW FROM EAST



EXISTING PEDESTRIAN CONTEXT



PEDESTRIAN CONTEXT – VIEW FROM EAST



EXISTING PEDESTRIAN CONTEXT



PEDESTRIAN CONTEXT – VIEW FROM EAST



EXISTING PEDESTRIAN CONTEXT



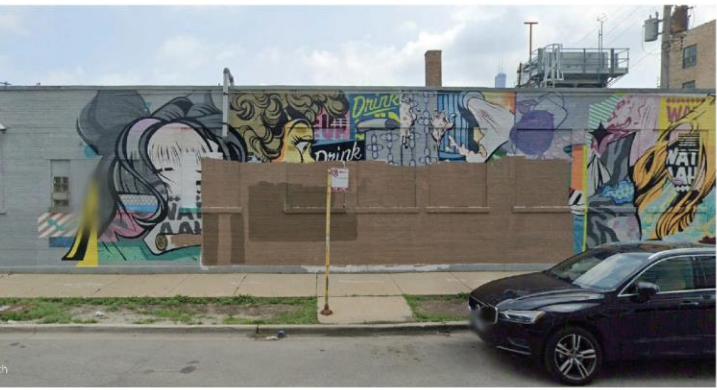
PEDESTRIAN CONTEXT – VIEW FROM NORTHEAST



EXISTING PEDESTRIAN CONTEXT



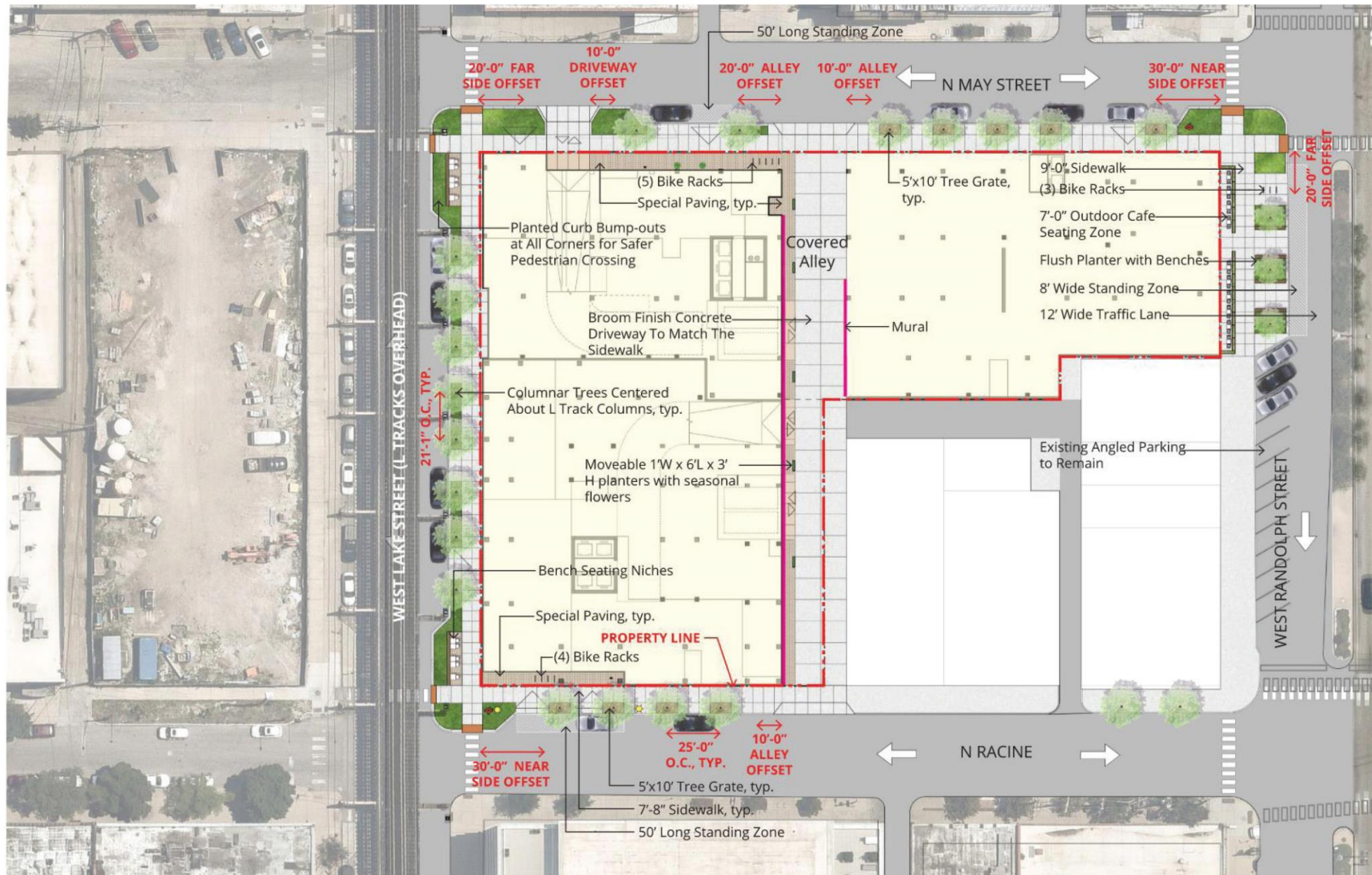
PEDESTRIAN CONTEXT – VIEW FROM NORTHWEST

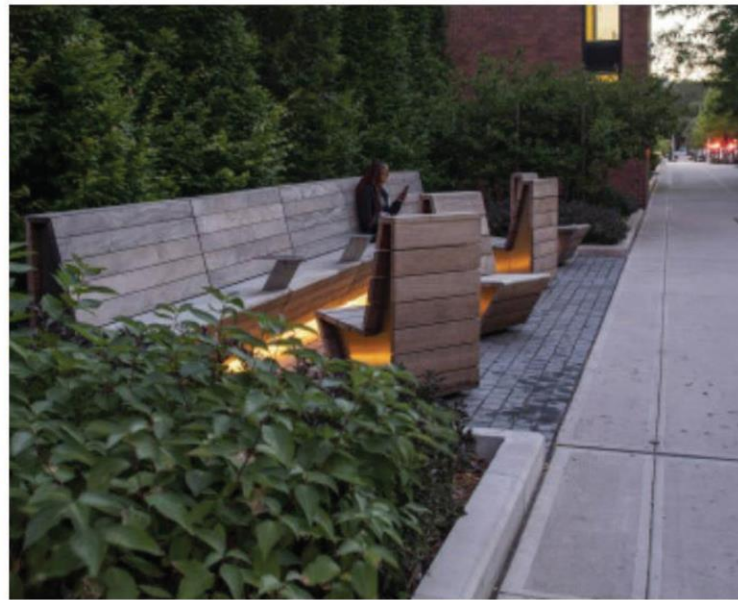
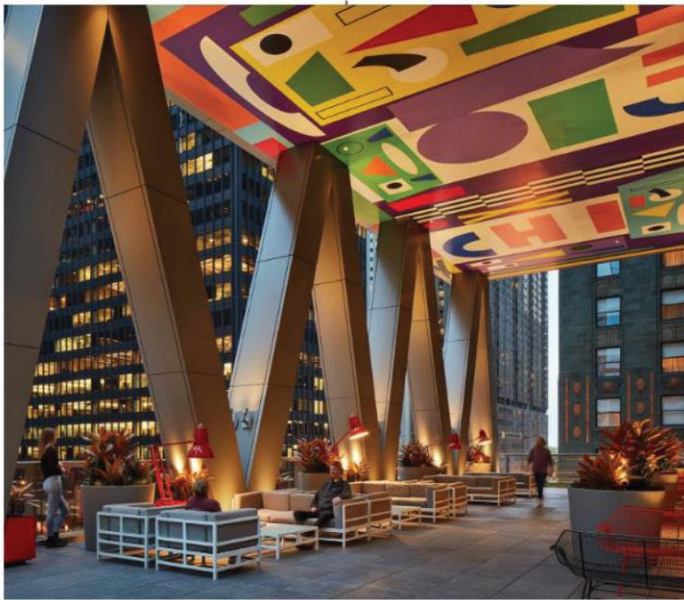


EXISTING PEDESTRIAN CONTEXT



PEDESTRIAN CONTEXT – VIEW FROM WEST





LAKE STREET LOOKING EAST



CONFLUENCE

OPEN SPACE + LANDSCAPING

RANDOLPH STREET LOOKING WEST



CONFLUENCE

OPEN SPACE + LANDSCAPING

RANDOLPH STREET LOOKING WEST DURING FARMER'S MARKET



CONFLUENCE

OPEN SPACE + LANDSCAPING

RACINE STREET LOOKING NORTH

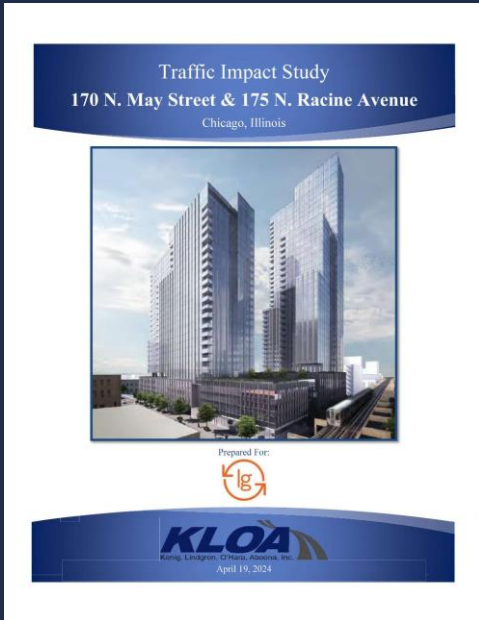


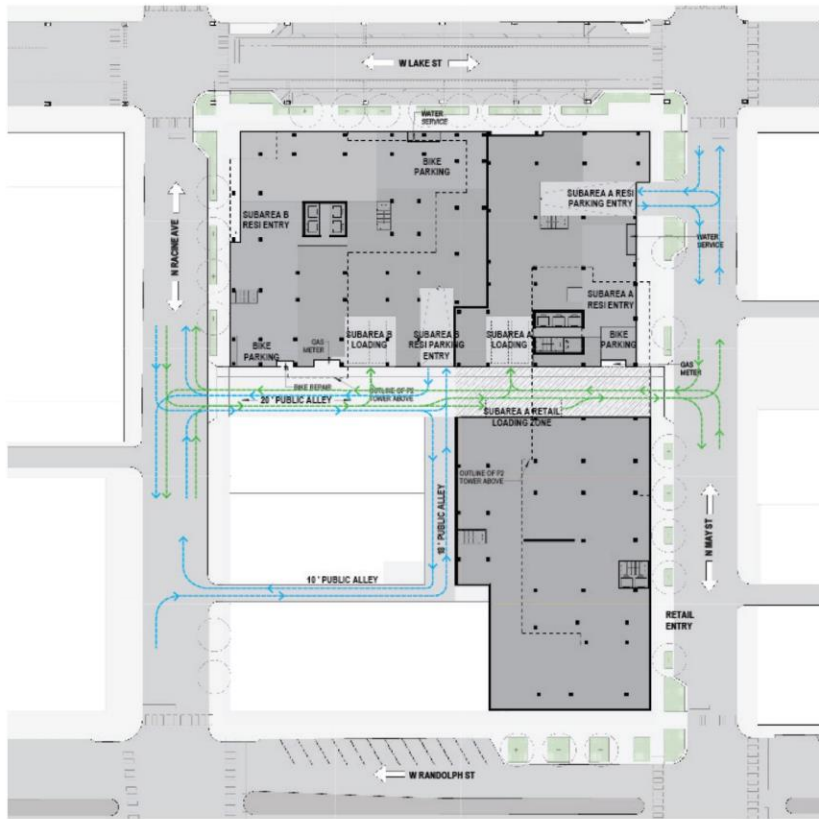
TRAFFIC IMPACT STUDY

- Prepared by: Kenig Lindgren O'Hara & Aboona, Inc.

The existing street system can sufficiently accommodate the traffic to be generated by the proposed development as well as the addition of background growth and other developments in the area.

- The proposed access drive to the 170 N. May Street parcel will be located off May Street approximately 55 feet south of Lake Street with outbound movements under stop sign control. Convex mirrors together with signs should be provided at the exit drive in order to provide exiting vehicles with the ability to see incoming traffic.
- The proposed access drive to the 175 N. Racine Avenue parcel will be off the new east-west alley which will be located approximately 175 feet south of Lake Street. Outbound movements from the access drive will be under stop sign control. Audio and/or visual warning devices should be considered at the access drive.
- Two drop-off/pick-up zones will be provided. One will be provided on the west side of May Street approximately 65 feet south of Lake Street while the other will be provided on the east side of Racine Avenue approximately 45 feet south of Lake Street. Both zones will be approximately 50 feet in length and will be adequate in accommodating all drop-off/pick-up traffic.
- The proposed east-west alley connection between May Street and Racine Avenue will provide access to the residential and grocery store loading areas.
- Based on the projected traffic volumes, a traffic signal, including countdown pedestrian signals should be provided at the intersection of Lake Street with Racine Avenue.





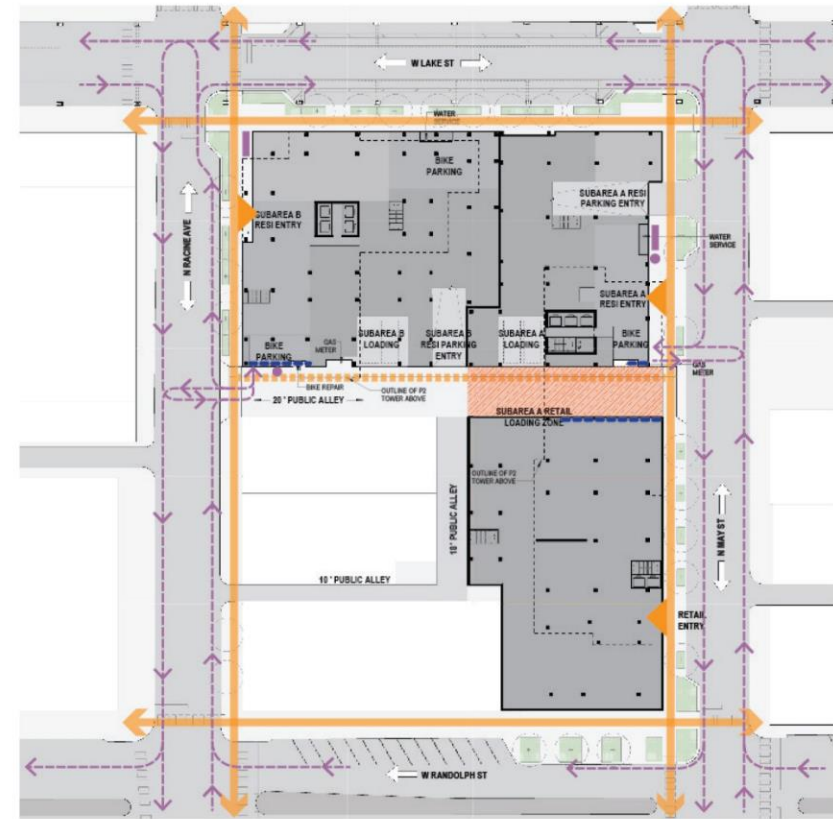
- VEHICULAR ACCESS
- LOADING ACCESS

VEHICULAR ACCESS PLAN



- BICYCLE ACCESS PATH
- EXTERIOR BIKE PARKING
- BIKE REPAIR STATION

BIKE ACCESS AND PARKING DIAGRAM



- ▲ BUILDING ENTRANCE
- PEDESTRIAN PATH
- BICYCLE ACCESS PATH
- EXTERIOR BIKE PARKING
- BIKE REPAIR STATION
- GLASS FRONTAGE
- FLEXIBLE OUTDOOR SPACE

PEDESTRIAN AND BICYCLE ACCESS PLAN

Sustainability Strategy:

Point Value:

- | | |
|--|--------|
| • Certification: GBI Green Globes - Two Globes | 70 Pts |
| • Storm Water: 3.1 Exceed Ordinance by 25% | 10 Pts |
| • Transportation: 7.5 EV Charging Station | 10 Pts |
| • Solid Waste: 8.1 80% Waste Diversion | 10 Pts |
-

Total Points:

100 Pts

* Per Chicago Sustainable Development Policy - 2017; 100 points required for New Construction Planned Development (PD) Projects



SOURCE: <https://www.mysuezwater.com>

- Stormwater Management is designed to comply with Chapter 11-18 Stormwater Management of the Municipal Code of Chicago and The Department of Water Management 2016 Regulations for Sewer Construction and Stormwater Management.
- The site will meet or exceed the Rate Control, Volume Control, Erosion and Sediment Control, and Operation and Maintenance requirements set forth in the referenced documents through the use of underground detention and stormwater Best Management Practices (BMP's).
- The site will release stormwater at a rate consistent with the capacity of the City's sewer system, retain runoff as possible to reduce hydrologic modification effects of new development, and control construction erosion and sedimentation impacts generated from construction activities.



AFFORDABLE REQUIREMENTS ORDINANCE

Summary							
Market Rate				ARO			
unit type	how many?	% of total	avg. square footage	how many?*	% of total	avg. square footage	affordable v. market square footage*
studio	160	30%	609	40	30%	520	85%
one-bed	204	38%	796	51	38%	680	85%
two-bed	167	31%	1,090	41	31%	950	87%
three-bed	3	1%	1,390	1	1%	1,390	100%

AMI Mix for ARO Units

Affordable Units								
Unit Type	30% AMI	40% AMI	50% AMI	60% AMI	70% AMI	80% AMI	Total Units	Average
Studio	-	-	-	-	-	-	-	#DIV/0!
1 bed	-	2	11	20	-	7	40	59.75%
2 bed	-	3	14	25	-	8	50	59.20%
3 bed	-	2	12	20	-	8	42	60.00%
4 bed	-	-	-	1	-	-	1	60.00%
	-	7	37	66	-	23	133	59.62%

- 133 Affordable Units (20% of 667 Total Units) – ARO obligation
- Applicant is proposing to provide all 133 affordable units on-site
- Units will be affordable to households at a weighted average of 60% of the Area Median Income
 - 23 Units at 80% AMI
 - 66 Units at 60% AMI
 - 37 Units at 50% AMI
 - 7 Units at 40% AMI

20 Year Projections

Current Property Tax to School District if left unimproved \$0.5M

Projected Property Tax to School District of Proposed Development \$56M

Projected Cost of Proposed Development on District \$21M

Net benefit/(Cost) of Proposed Development to School District (without TIF extension) \$34.5M

TIF District Inflationary Increment Capture \$21M

Net Benefit / (Cost) of Proposed Development to School District (with TIF extension) \$13.5M

Neighborhood School Utilization Rates:

Skinner West Elementary School (K-8 only)

1,260 Building Capacity (adj. for pre-K and special needs classrooms)

752 Students within attendance boundary and enrolled in Skinner

991 Total Students attending

79% Total Student Utilization (total students attending / capacity)

60% Local Student Utilization (students within attendance areas / capacity)

Wells High School (9-12)

840 Building Capacity (adj. for qualifying small classroom deductions)

136 Students within attendance boundary and enrolled in Wells

339 Total Students Attending

40% Total Student Utilization (total students attending / capacity)

16% Local Student Utilization (students within attendance areas / capacity)



GENERAL CONTRACTOR & DEVELOPER MBE/WBE STRATEGY:

- Work with CEC, Communities Empowered Through Construction, to generate awareness and hiring among interested and qualified local contractors, minority and women-owned firms.
- Seek Partnership opportunities with minority and women-owned businesses for inclusion in the general contracting team.
- Encourage all awarded contractors to identify and utilize second and third tier MBE/WBE subcontractors, vendors & suppliers.
- **PROJECT FACTS:**
 - **Project Cost:** ~\$300 Million
 - **Construction Jobs:** ~400
 - **Permanent Jobs:** ~200
 - **Neighborhood Opportunity Fund Contribution:** \$6,267,028.60
 - **Local Impact Fund Contribution:** \$250,000
 - **Annual Tax Contribution:** ~\$9,000,000





DPD Recommendations

- Consistent with plans adopted by the Plan Commission or approved by the City Council, including the West Loop Design Guidelines and Fulton Market Innovation District Plan (17-8-0903);
- Complies with the floor area ratio standards of the zoning district applicable to the subject property and is appropriate for the downtown (DX) district (17-8-0901);
- Promotes economically beneficial development patterns that are compatible with the character of existing neighborhoods (17-8-0103).

 **APPENDIX**



1 DESIGN EXCELLENCE

1.1.4 STRENGTHEN AND REINFORCE THE DESIRABLE URBAN FEATURES WITHIN WEST LOOP SUCH AS BLOCK STRUCTURE, STREETWALL CONTINUITY, BUILDING ORIENTATION, MASSING, DESIGN AND STREETScape CHARACTERISTICS

2 PRESERVE & ENHANCE STREETWALLS

1.2.1 WHERE A STREETWALL EXISTS, ITS CONTINUITY MUST BE REINFORCED WITH THE NEW DEVELOPMENT. GAPS BETWEEN BUILDINGS THAT INTERRUPT THE STREETWALL SHOULD BE AVOIDED

3 DESIGN OF THE BUILDING BASE

1.3.2 LINE THE BASE OF THE BUILDING WITH ACTIVE, GROUND LEVEL USES TO PROMOTE A SAFE AND ACTIVE PUBLIC REALM.

1.3.3 IN A MIXED USE DEVELOPMENT, LOCATE LAND USES AND BUILDING ENTRANCES BASED ON THE LOCAL CONTEXT

1.3.5 ARTICULATE THE BASE BUILDING WITH HIGH QUALITY MATERIALS AND DESIGN ELEMENTS THAT FIT WITH THE DISTRICT CONTEXT AND ENHANCE THE PEDESTRIAN SCALE

4 LOCATION & BUFFERING OF PARKING PODIUMS

1.4.1 CONSIDER LOW SCALE LINER BUILDINGS ALONG LOWER SCALE STREETS.

1.4.2 LOCATE ACTIVE BUILDING PROGRAM ELEMENTS ALONG THE STREET FRONTAGES TO SCREEN THE PARKING PODIUM.

5 ARCHITECTURAL COMPONENTS

1.5.3 BUILDINGS LOCATED AT MAJOR INTERSECTIONS SHOULD REINFORCE THE ARCHITECTURAL DEFINITION OF THE CORNERS OF THE BLOCK BY BUILDING TO THE CORNER

6 MATERIAL GUIDELINES

1.6.3 MATERIALS SHOULD BE COMPATIBLE WITH THE EXISTING BUILDINGS AND WITH THE DISTRICT IN GENERAL, REGARDING CHARACTER, COLOR AND TEXTURE. NEW BUILDINGS AND ADDITIONS MAY EMPLOY ALTERNATIVE MATERIALS, INCLUDING HIGH QUALITY GLASS, METAL, CONCRETE AND WOOD MATERIALS THAT COMPLEMENT AND MAINTAIN A DESIGN VOCABULARY AND SCALE THAT IS APPROPRIATE TO STREET BLOCK FACE AND DISTRICT.



7 BUILDING POSITIONING AND SETBACKS

2.1.1 STRENGTHEN THE STREETWALL BY POSITIONING THE BASE OF THE BUILDING AT THE PROPERTY LINE.

2.1.2 SET BACK THE UPPER PORTION OF THE BUILDING AWAY FROM THE STREET. WHERE POSSIBLE, PROVIDE AN UPPER LEVEL SET-BACK TO RESPECT THE EXISTING SCALE OF THE STREET.

2.2.1 IF THERE ARE MULTIPLE TALL BUILDINGS ON A SINGLE SITE, MAXIMIZE THE SEPARATION BETWEEN THE BUILDINGS TO ALLOW SOLAR ACCESS

8 BUILDING DESIGN IMPACTS TO THE PUBLIC REALM

2.3.2 FOR LARGER SITES, DESIGN BUILDING PROGRAM INTO THINNER STRUCTURES TO ALLOW FOR PUBLICLY ACCESSIBLE OPEN SPACE ON SITE. THIS SPACE COULD BE USED FOR OUTDOOR CAFES, OR FOR LEISURE SPACE FOR BUILDING OCCUPANTS AND THE GENERAL PUBLIC.

9 SITE SPECIFIC GUIDELINES RANDOLPH STREET

3.4.1 RANDOLPH STREET SHOULD BE CONTINUED TO BE DEVELOPED AS A COMMERCIAL AND RETAIL CORRIDOR AND THE EXISTING RETAIL AND RESTAURANT CHARACTER SHOULD BE PRESERVED. TALL RESIDENTIAL BUILDINGS LOCATED ALONG RANDOLPH STREET SHOULD BE SET BACK TOWARDS THE CENTER OF THE BLOCK AND NOT FRONT DIRECTLY ON RANDOLPH STREET

3.4.2 PARKING AND SERVICE ACCESS SHOULD NOT BE ACCESSED FROM THE RANDOLPH STREET FRONTAGE, ONLY FROM ALLEYS AND/OR NORTH OR SOUTH SIDE STREET LOCATIONS

10 SITE SPECIFIC GUIDELINES: LAKE STREET

3.5.1 AN UPPER LEVEL SETBACK IS ENCOURAGED ALONG LAKE STREET TO MAINTAIN DAYLIGHT AT THE GROUND LEVEL. THIS IS ESPECIALLY TRUE ALONG THE SOUTH SIDE OF THE STREET WHERE STREET DAYLIGHT WILL BE IMPACTED BY BOTH BUILDING SHADOWS AND THE "L" THE SETBACK CAN ALSO BE UTILIZED TO PROVIDE A SOUND BUFFER FOR BUILDINGS ADJACENT TO THE "L"

3.5.2 CONSIDER SOUND ABSORBENT MATERIALS ALONG LAKE STREET TO HELP WITH MITIGATING THE SOUND REVERBERATING FROM THE "L"

3.5.3 RESIDENTIAL ENTRANCES, PARKING ENTRANCES, AND DROP-OFF ZONES SHOULD BE LOCATED ALONG ALLEYS AND NORTH-SOUTH SIDE STREETS WHERE POSSIBLE AND NOT ALONG LAKE STREET. RETAIL AND COMMERCIAL ENTRANCES SHOULD BE LOCATED ALONG THE LAKE STREET FRONTAGE

11 SITE SPECIFIC GUIDELINES: RETAIL AREAS

3.9.1 FIRST FLOOR FAÇADES IN IDENTIFIED RETAIL AREAS SHOULD MAINTAIN A SIGNIFICANT PERCENTAGE OF THE GROUND FLOOR AREA AS RETAIL STOREFRONT. IN NON-RETAIL AREAS, ACTIVE GROUND FLOOR USES ARE ENCOURAGED.

3.9.4 MULTIPLE ENTRIES ALONG A STREET BLOCK-FACE ARE ENCOURAGED TO ENHANCE THE ACTIVITY OF THE STREET.

1 ENHANCED STREETWALLS

GAPS ARE REMOVED TO REINFORCE EXISTING CONTINUITY OF STREET WALLS (WEST LOOP GUIDELINES 1.2.1)

2 ACTIVE BUILDING BASE

INTENTIONALLY PROGRAMMED GROUND FLOOR PROMOTES A SAFE AND ACTIVE PUBLIC REALM (WEST LOOP GUIDELINES 1.3.2)

3 BUILDING POSITIONING AND SETBACKS

THE SITE IS COMPOSED WITH MULTIPLE TALL AND SLENDER BUILDINGS TO PROVIDE DENSITY RELIEF AND TO MAXIMIZE SOLAR ACCESS TO BOTH TENANTS AND THE SURROUNDING CONTEXT (WEST LOOP GUIDELINES 2.2.1 AND 2.2.2)

4 HEIGHT TRANSITIONS

STEPPING BETWEEN THE PODIUM AND TOWER ARE USED TO INCORPORATE THE BUILDING INTO THE CONTEXT SCALE (WEST LOOP GUIDELINES 2.4.1)

5 RANDOLPH STREET CORRIDOR

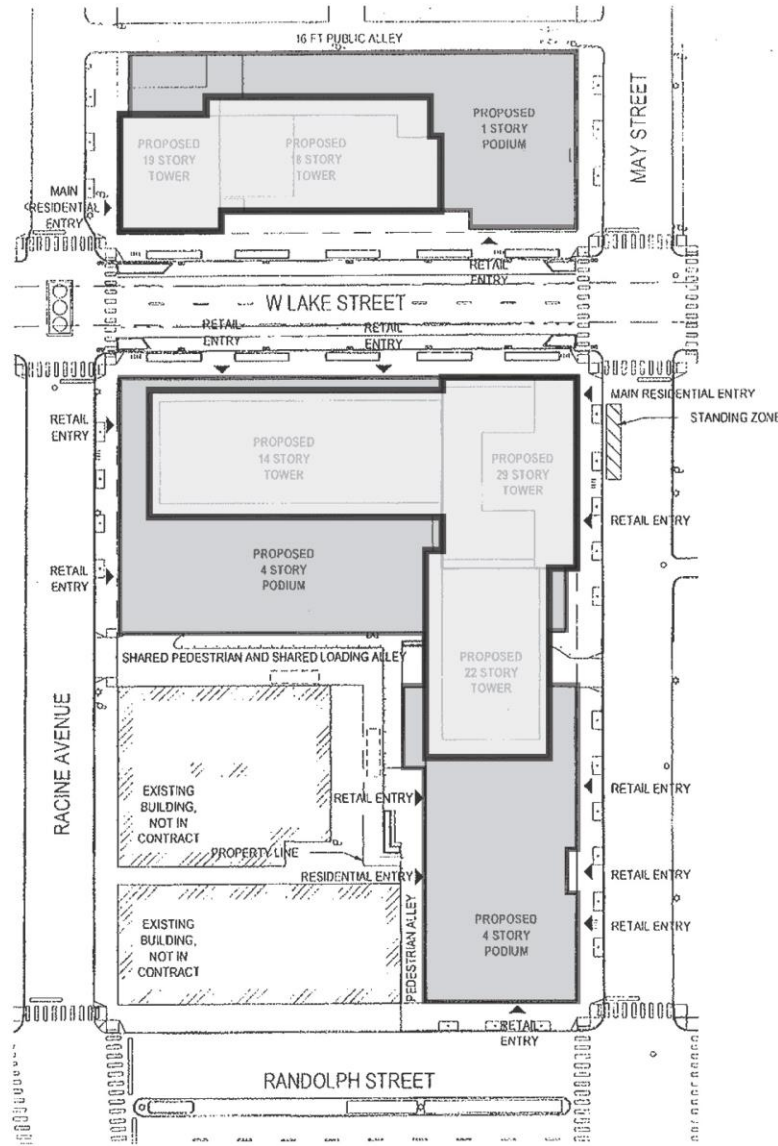
A GROCER RETAIL SPACE ON THE MAIN INTERSECTION OF THE SITE WILL CONTINUE THE EXISTING COMMERCIAL AND RETAIL CORRIDOR CHARACTER AND ALSO PROVIDE AN ANCHOR IN THE COMMUNITY. THE TOWER ABOVE IS SET BACK TO MAINTAIN THE PRESENCE OF RETAIL FRONTAGE (WEST LOOP GUIDELINES 3.4.1)

6 SITE SPECIFIC GUIDELINES: LAKE STREET

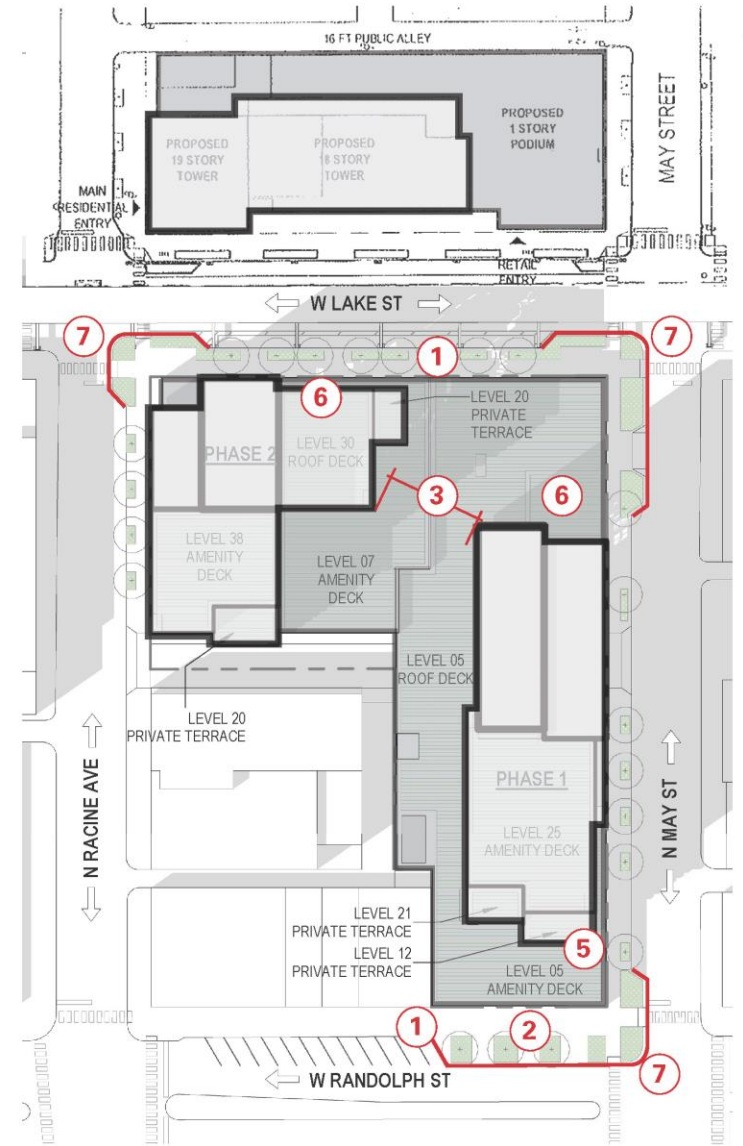
AN UPPER LEVEL SETBACK IS PROVIDED ALONG SOUTH EDGE OF LAKE STREET TO MAINTAIN DAYLIGHT AT THE GROUND LEVEL AND TO PROVIDE A SOUND BUFFER FOR BUILDINGS ADJACENT TO THE "L" (WEST LOOP GUIDELINES 3.5.1)

7 STREETScape IMPROVEMENTS

STRATEGIC PEDESTRIAN CORRIDORS ARE IMPROVED WITH INCREASED SIDEWALK WIDTHS. THIS ENCOURAGES SAFER DRIVING AND DEDICATED SPACE FOR MORE AESTHETIC STREETScape (WEST LOOP GUIDELINES 2.1.3 AND 3.1.4)



APPROVED PD MASSING



PROPOSED MASSING

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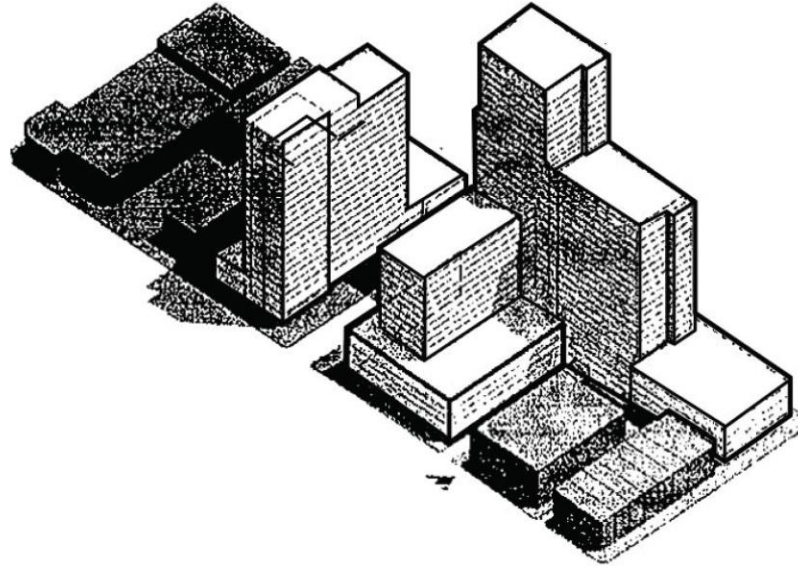
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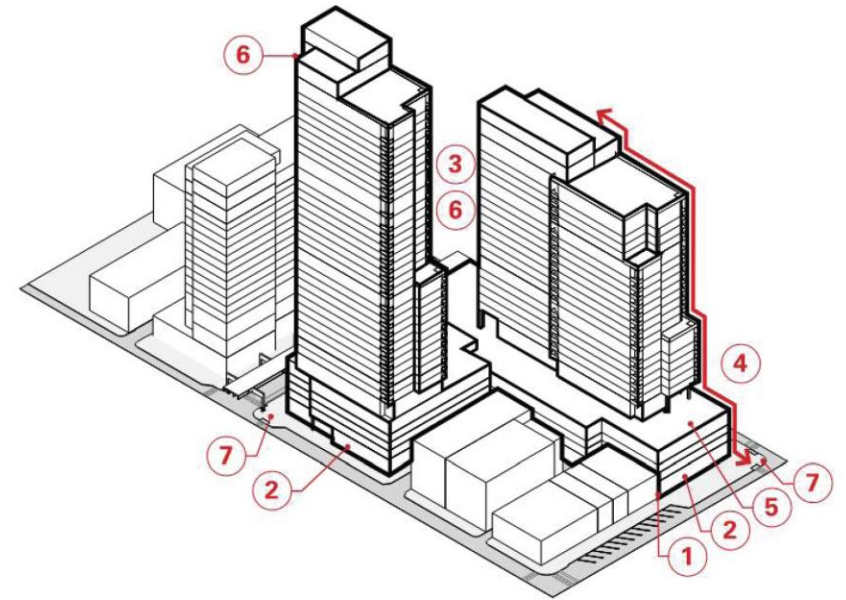
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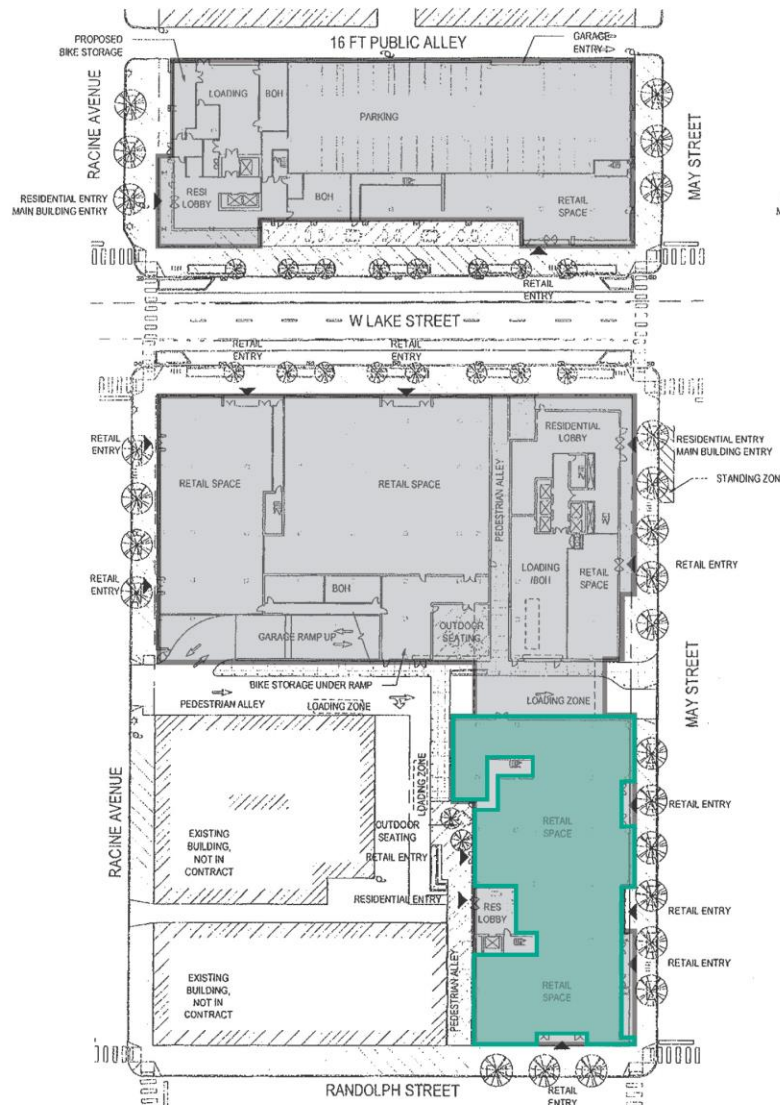
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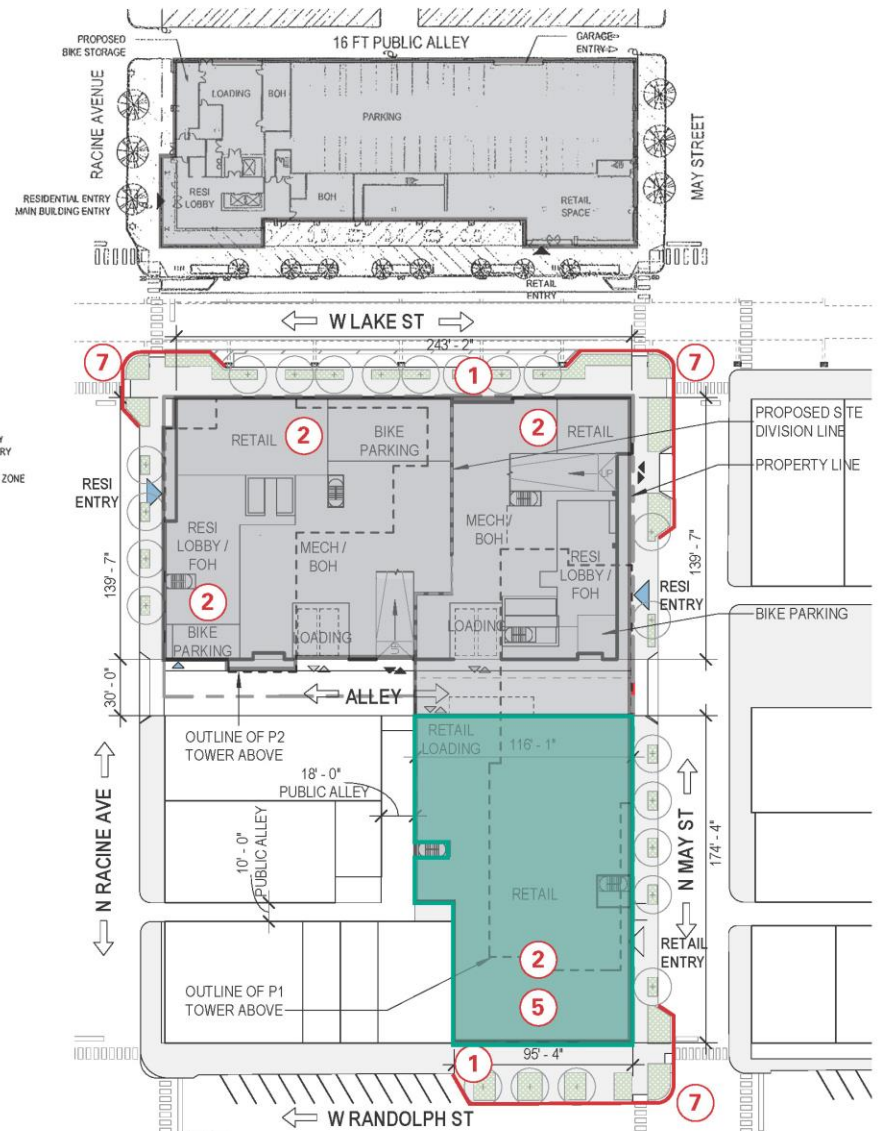
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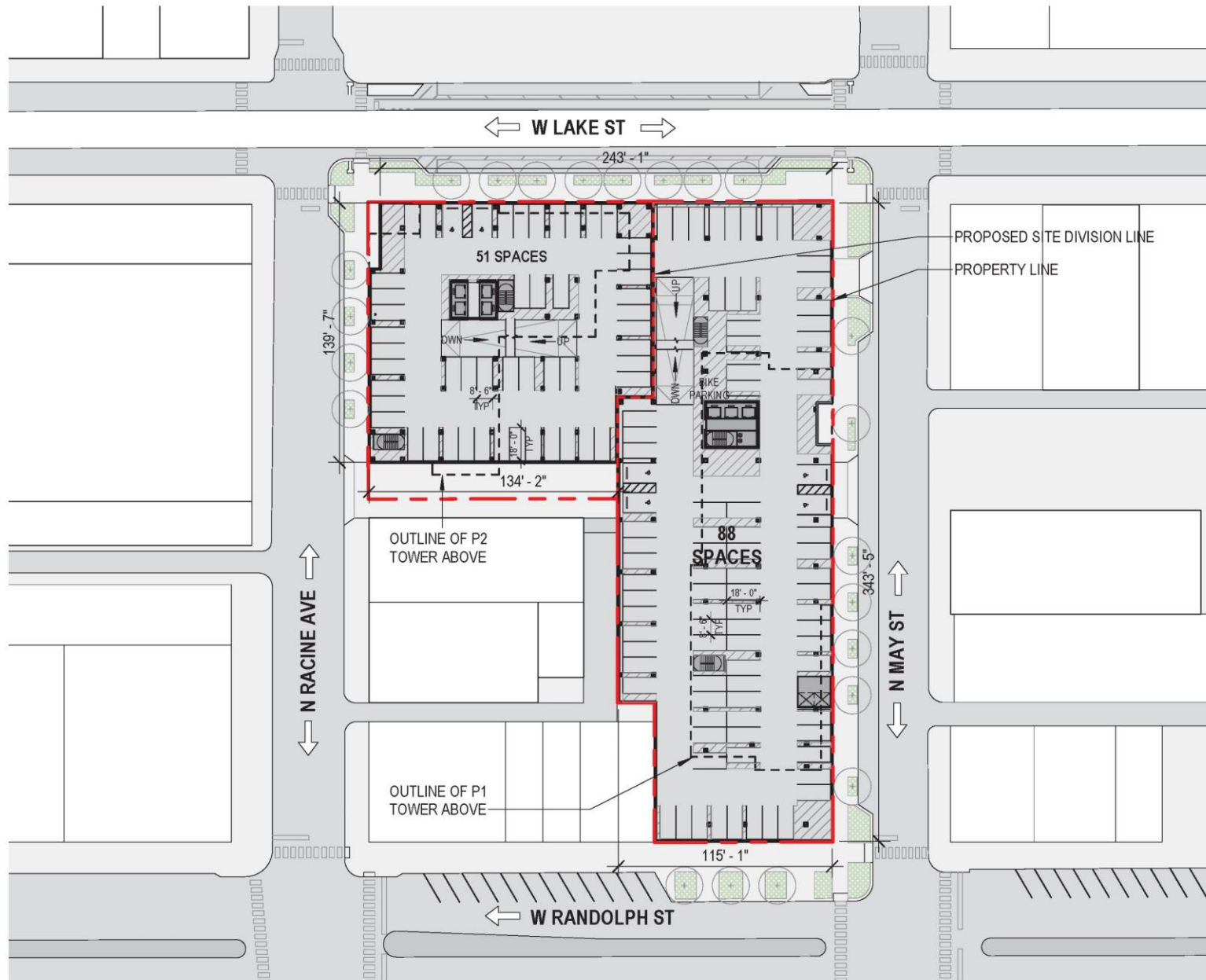
STRATEGIC PEDESTRIAN CORRIDORS ARE IMPROVED WITH INCREASED SIDEWALK WIDTHS. THIS ENCOURAGES SAFER DRIVING AND DEDICATED SPACE FOR MORE AESTHETIC STREETScape (WEST LOOP GUIDELINES 2.1.3 AND 3.1.4)



APPROVED PD GROUND FLOOR



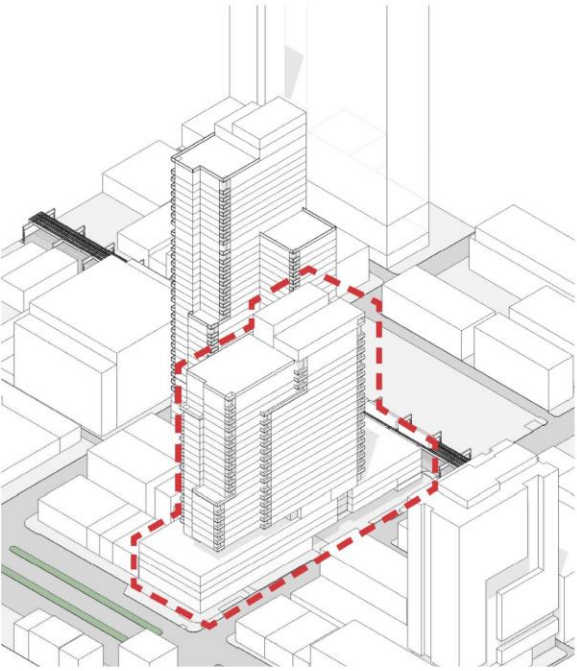
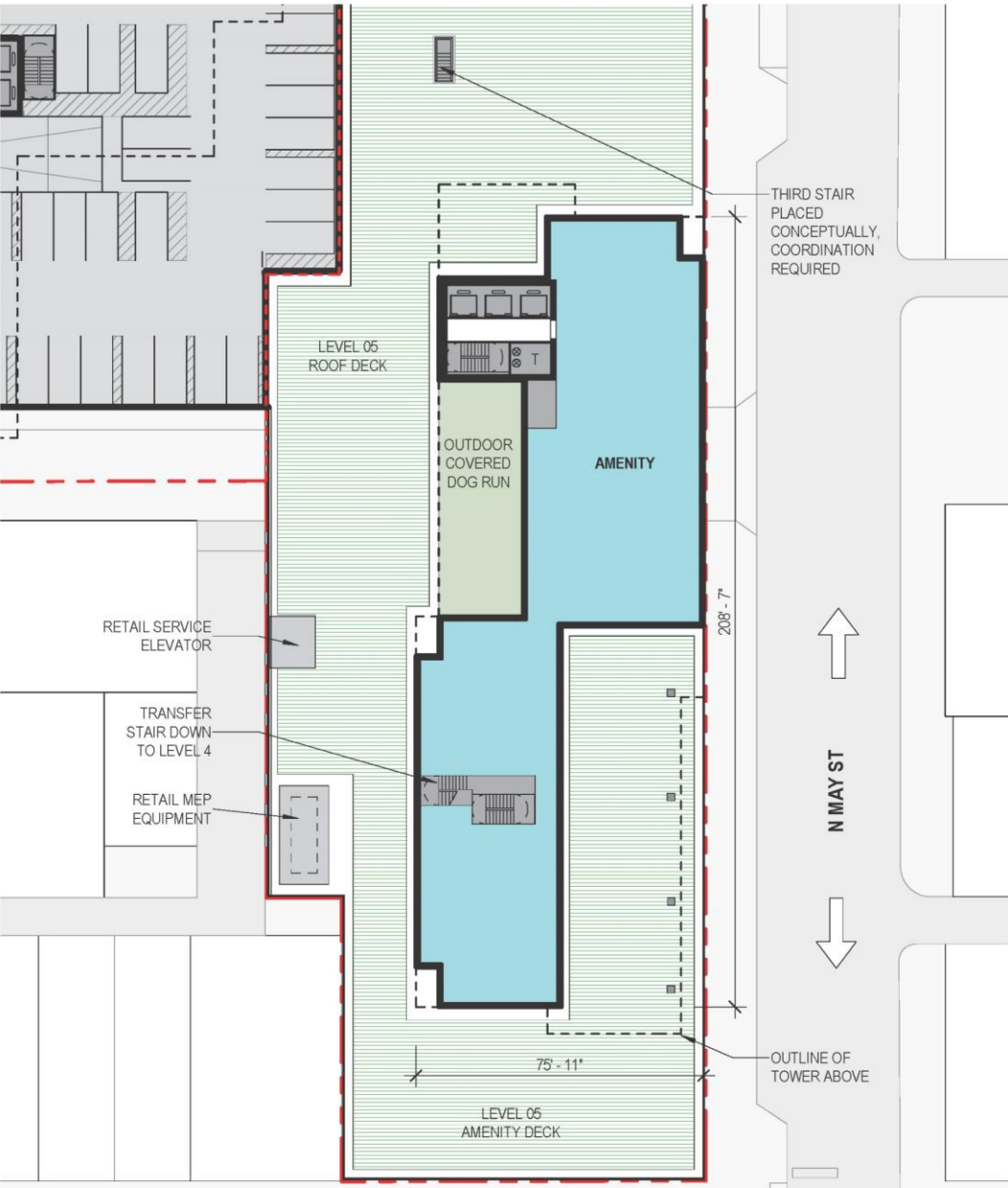
PROPOSED GROUND FLOOR WITH EXPANDED PROGRAM REQUIRED FOR GROCER AT RANDOLPH AND MAY



N.T.S. ↑

TYPICAL PARKING PLAN

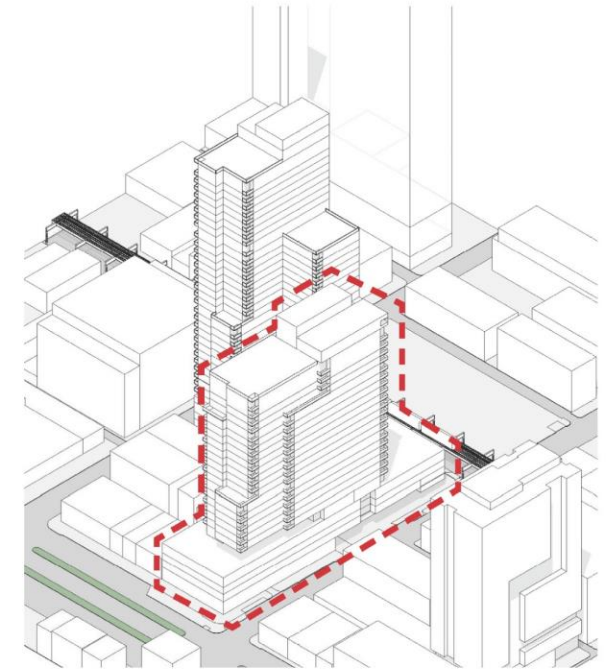
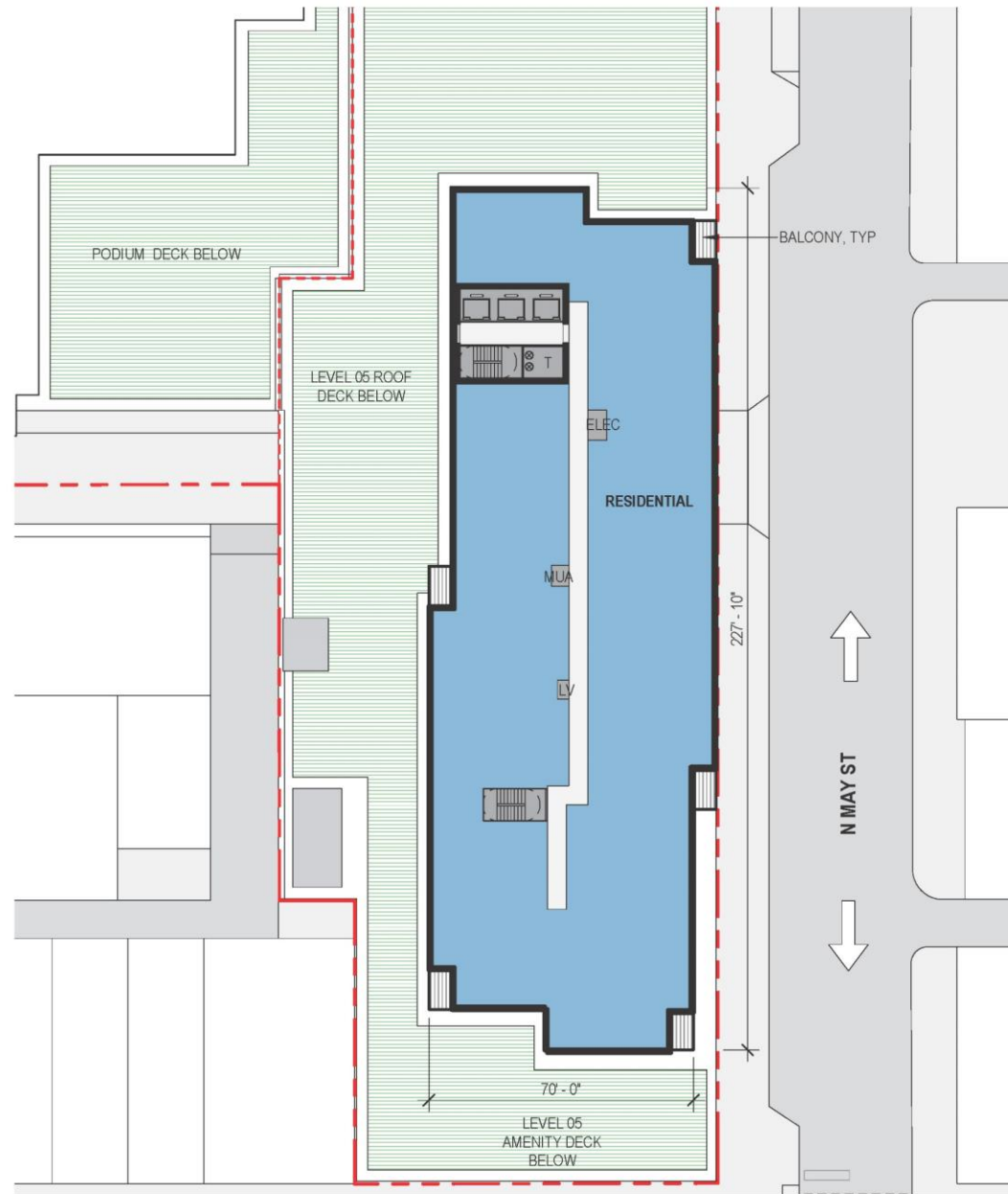
170 N MAY LEVEL 05



N.T.S. 

170 N MAY - LEVEL 05 FLOOR PLAN

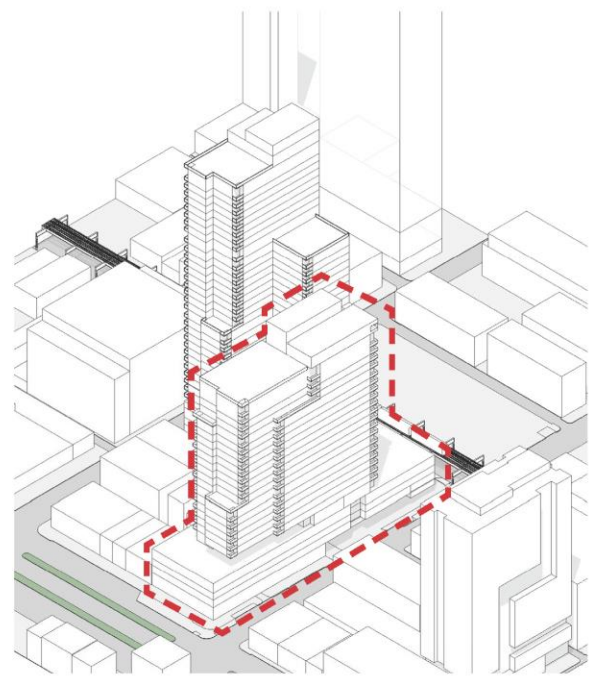
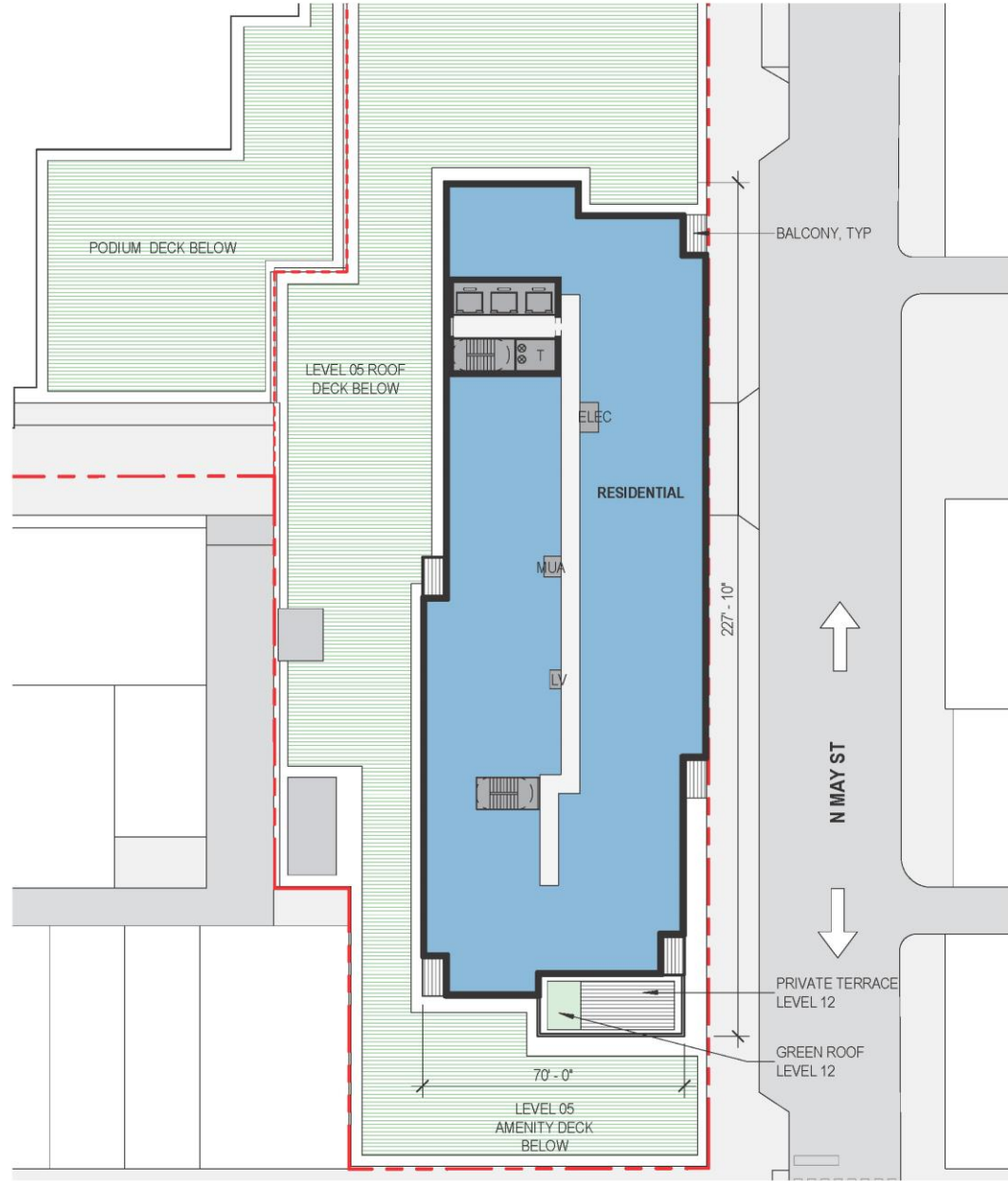
170 N MAY TIER 1 (L6 - L11)



N.T.S. ↑

170 N MAY – TIER 1 (L06-11) FLOOR PLAN

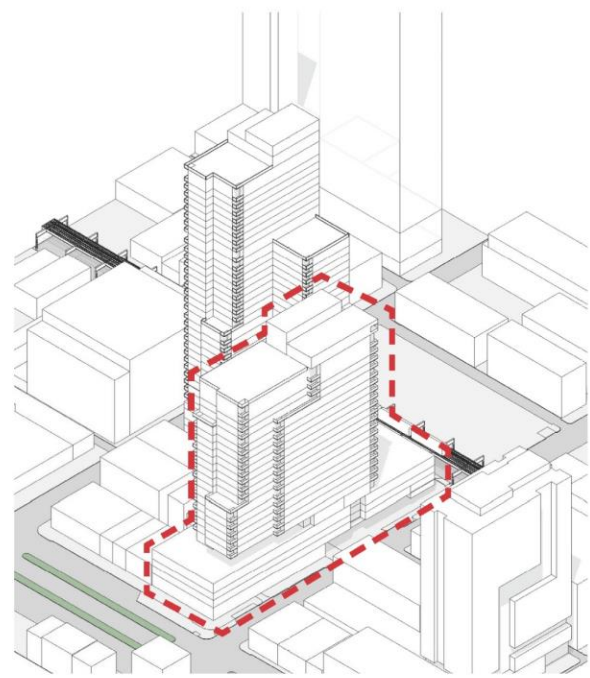
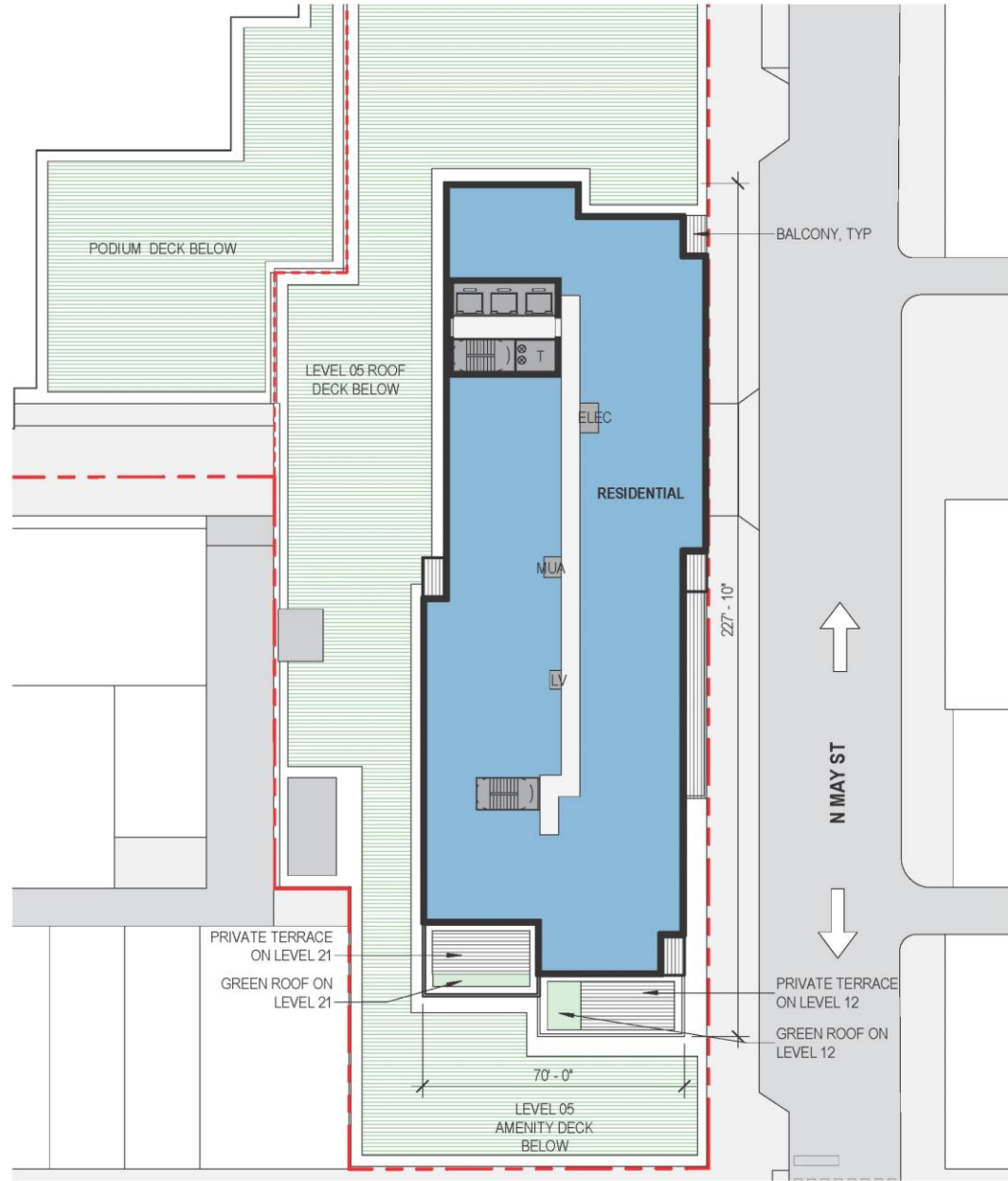
170 N MAY TIER 2 (L12 - L20)



N.T.S. ↑

170 N MAY – TIER 2 (L12-20) FLOOR PLAN

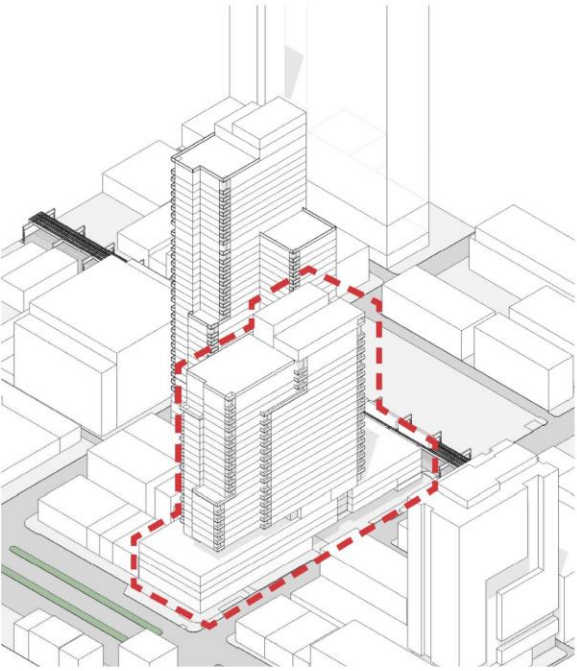
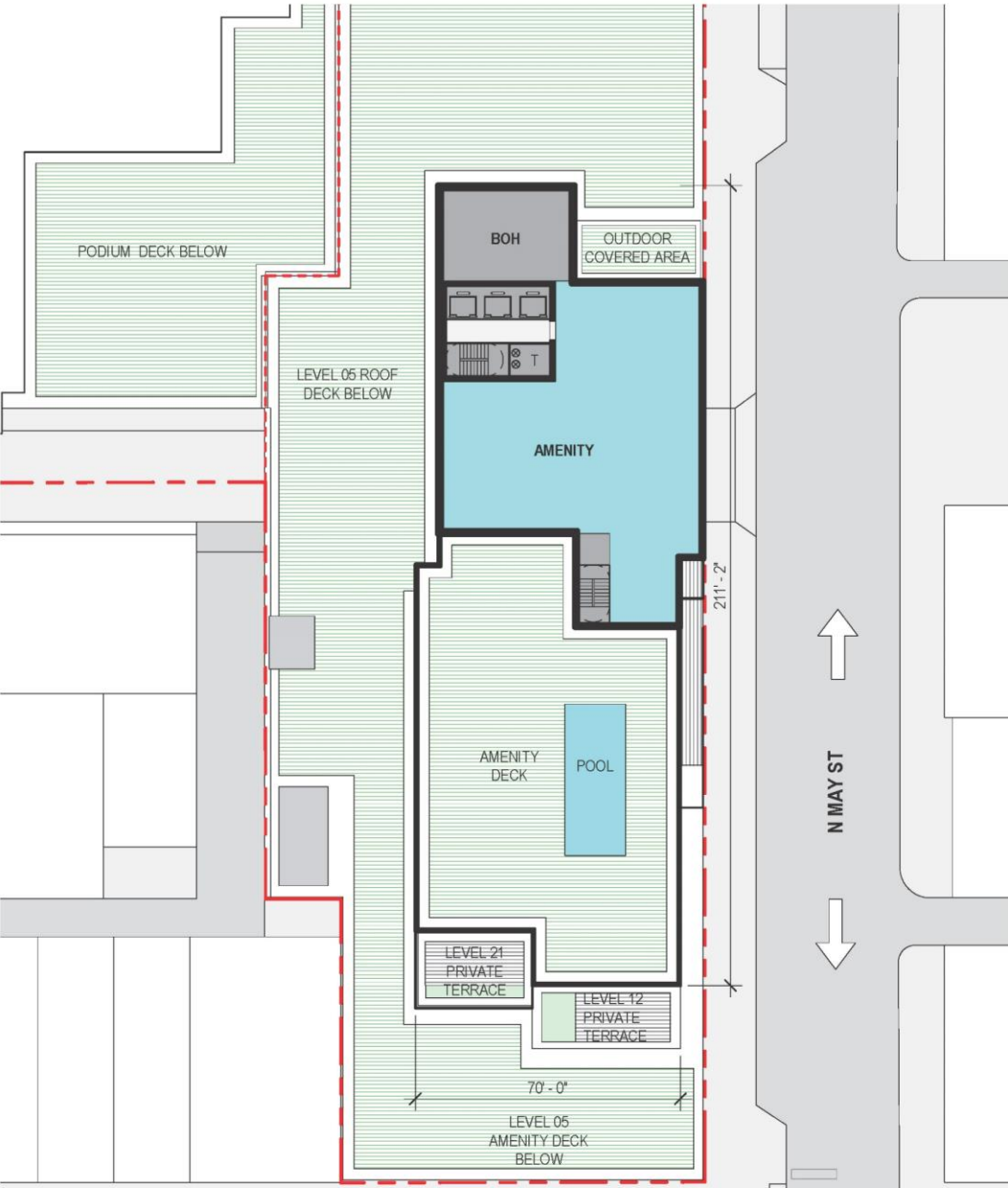
170 N MAY TIER 3 (L21 - L24)



N.T.S. ↑

170 N MAY – TIER 3 (L21-24) FLOOR PLAN

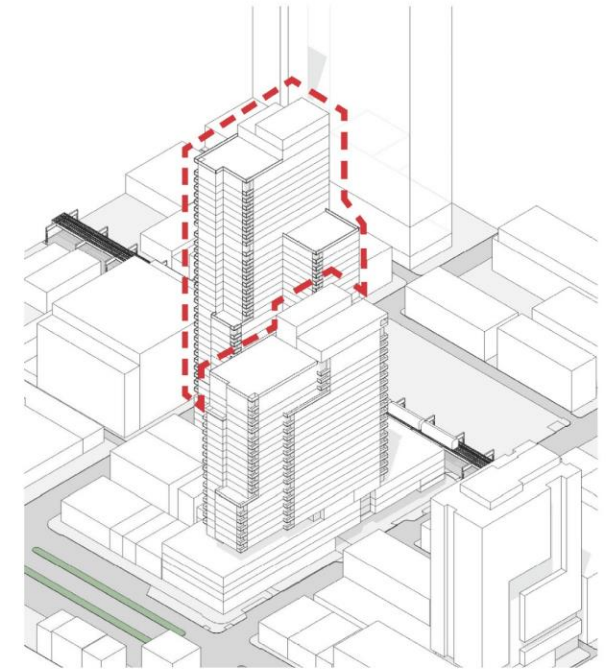
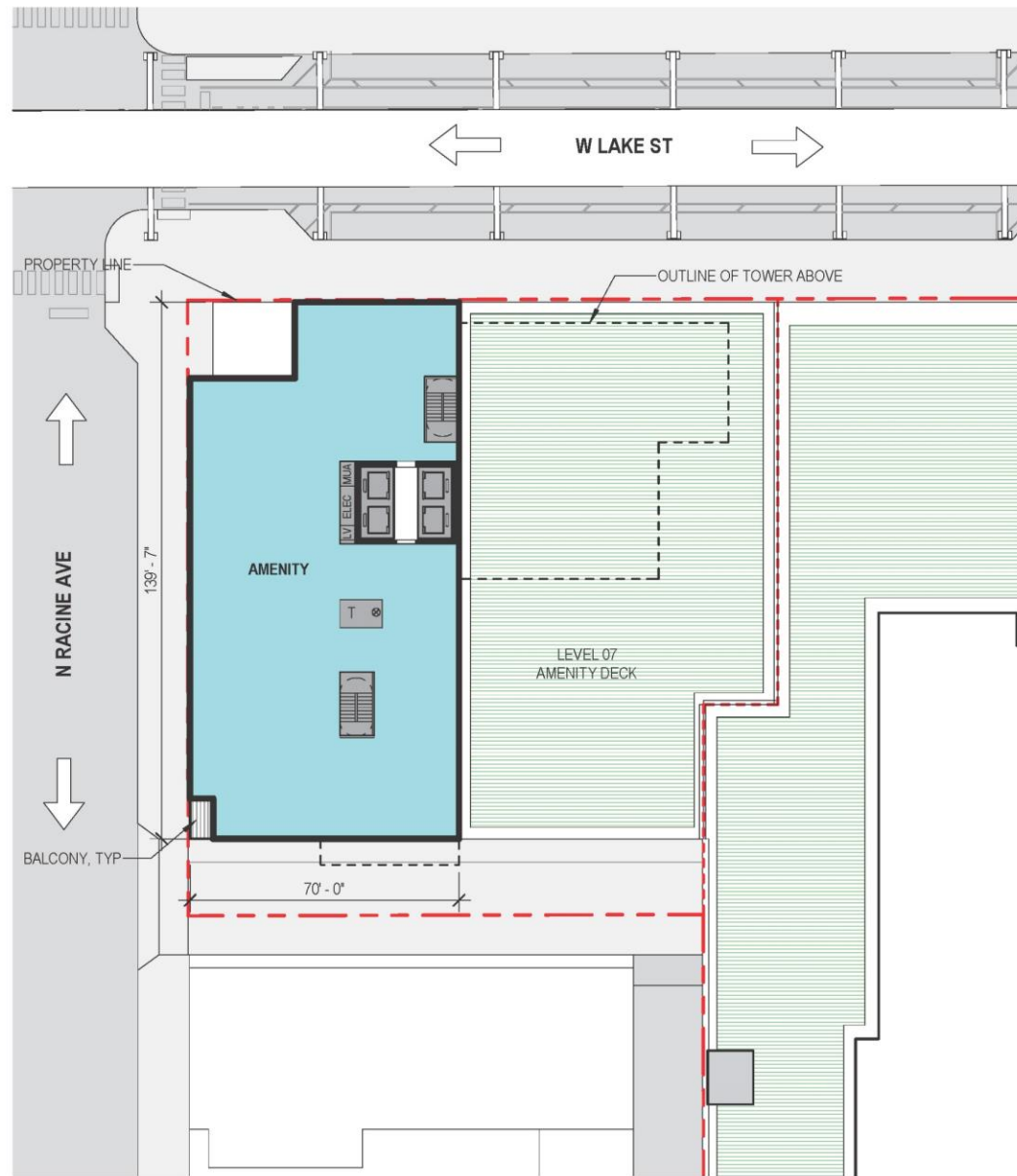
170 N MAY LEVEL 25



N.T.S. ↑

170 N MAY - LEVEL 25 FLOOR PLAN

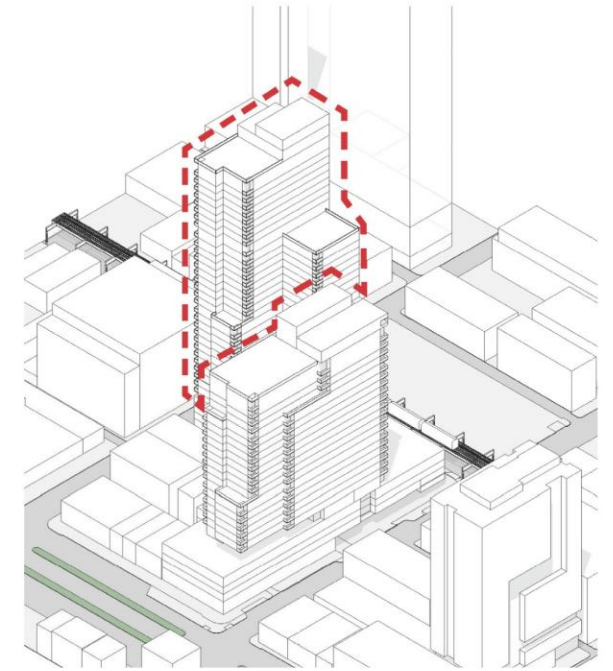
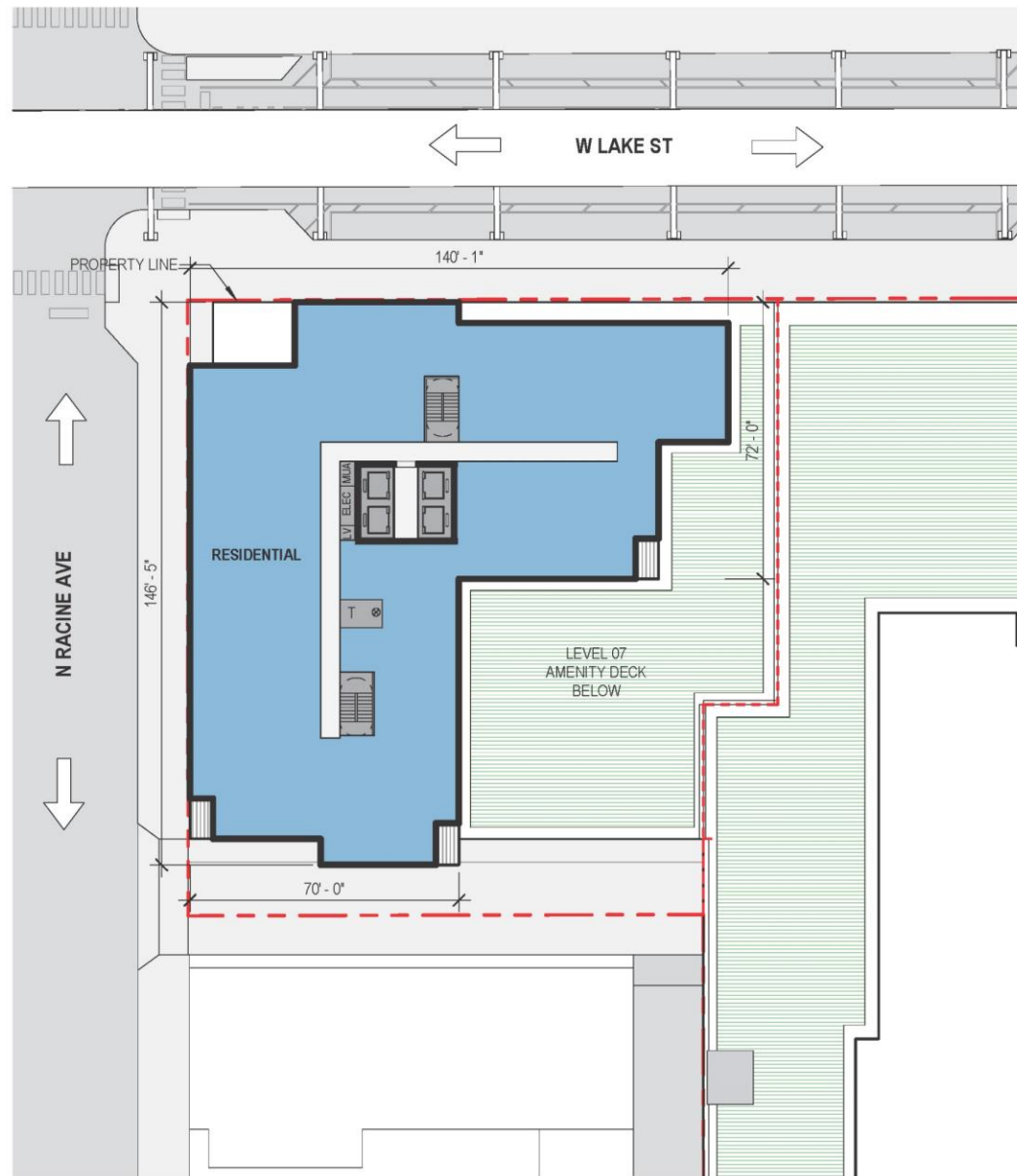
175 N RACINE LEVEL 07



N.T.S. ↑

175 N RACINE

TIER 1 (L08 - L19)

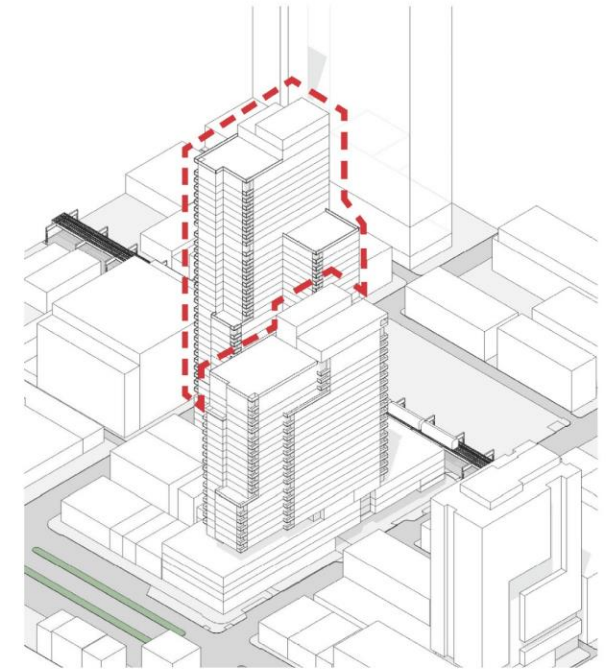
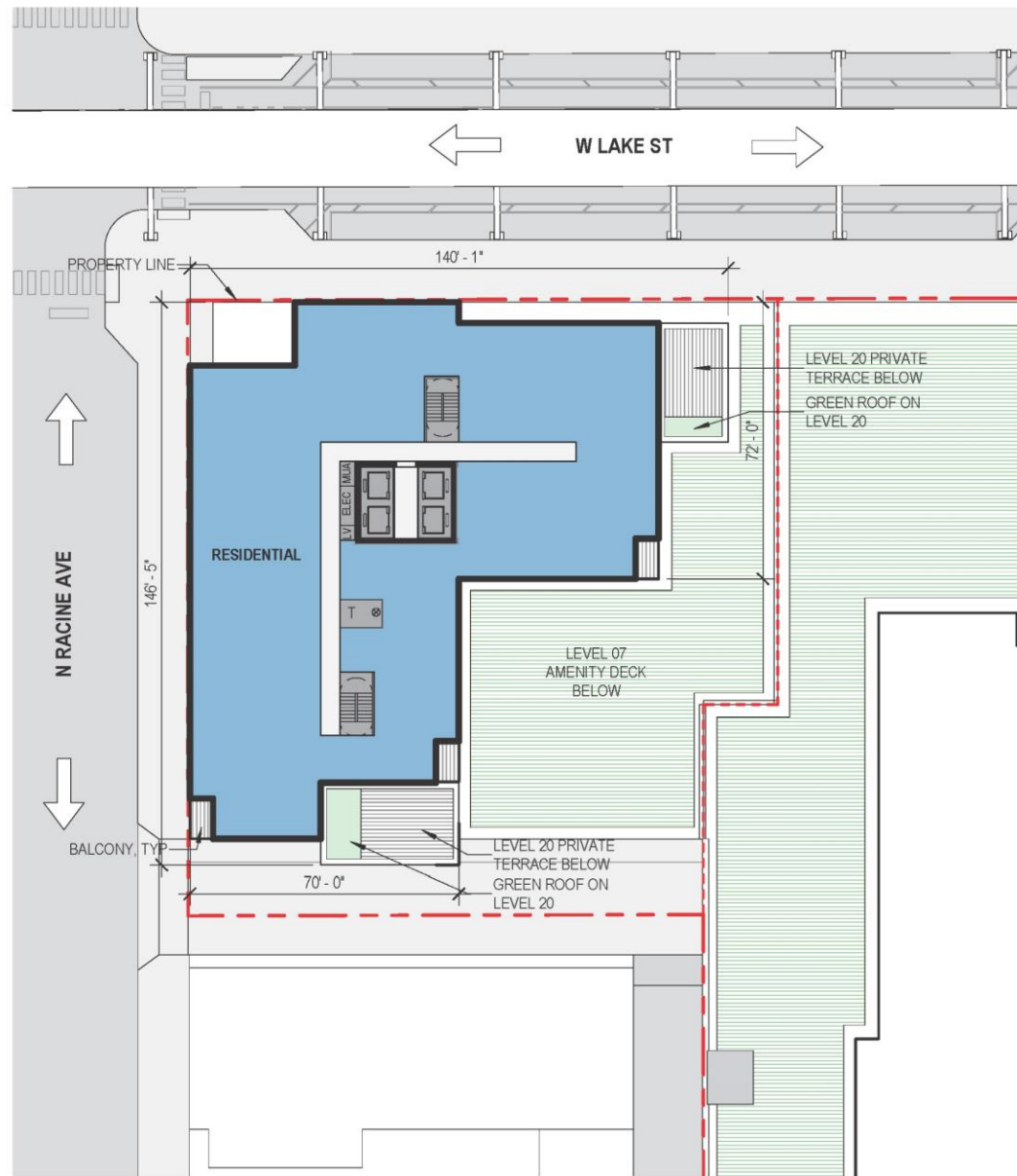


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175 N RACINE – TIER 1 (L08-19) FLOOR PLAN

175 N RACINE

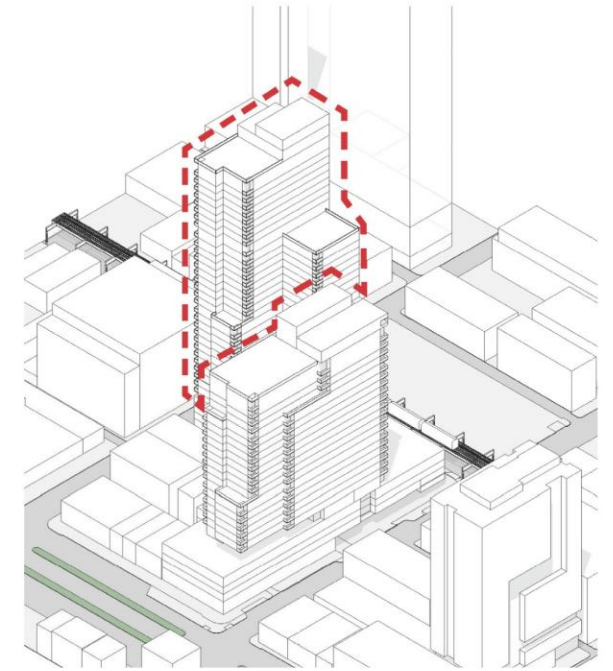
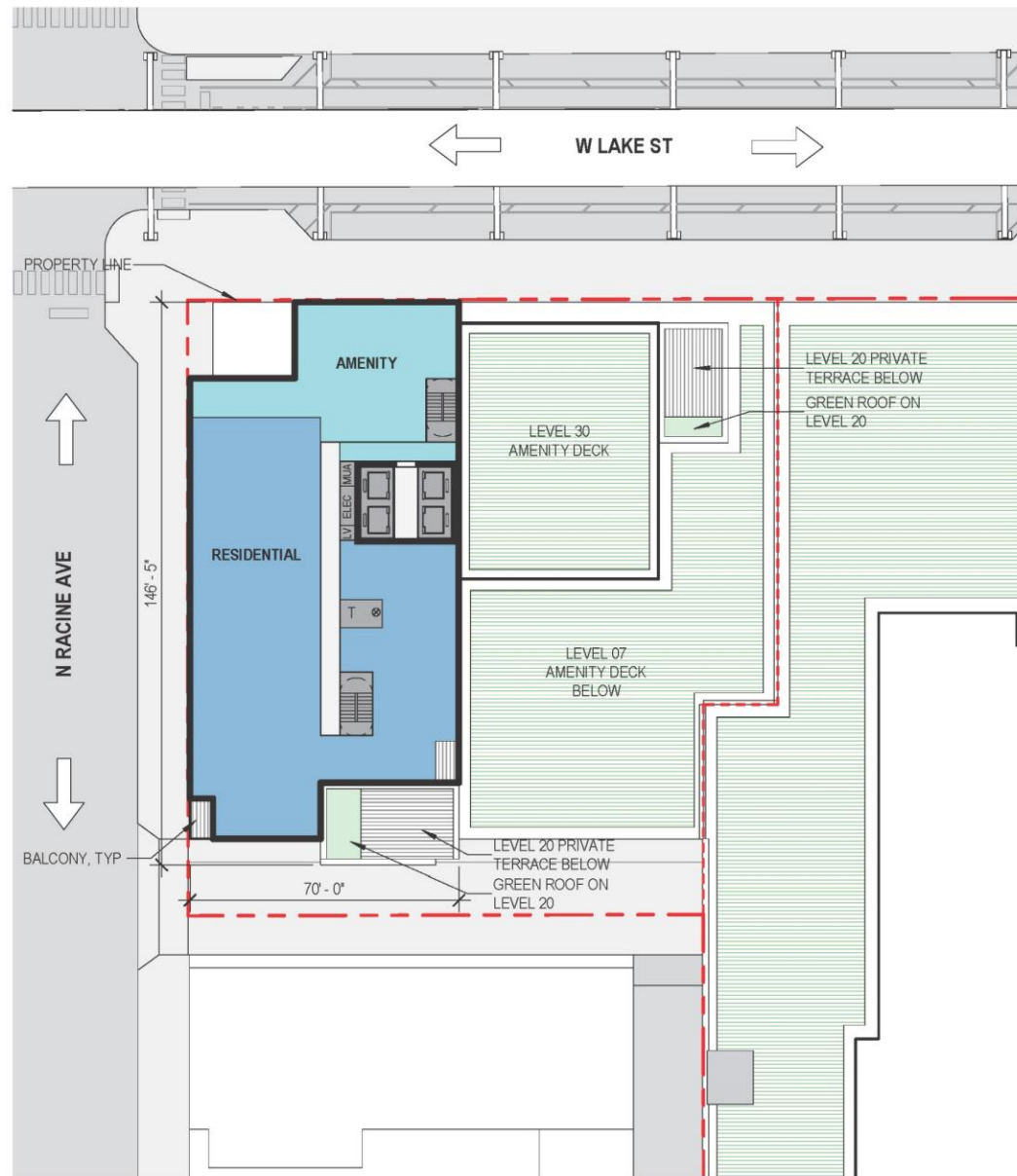
TIER 2 (L20 - L29)



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175 N RACINE – TIER 2 (L20-29) FLOOR PLAN

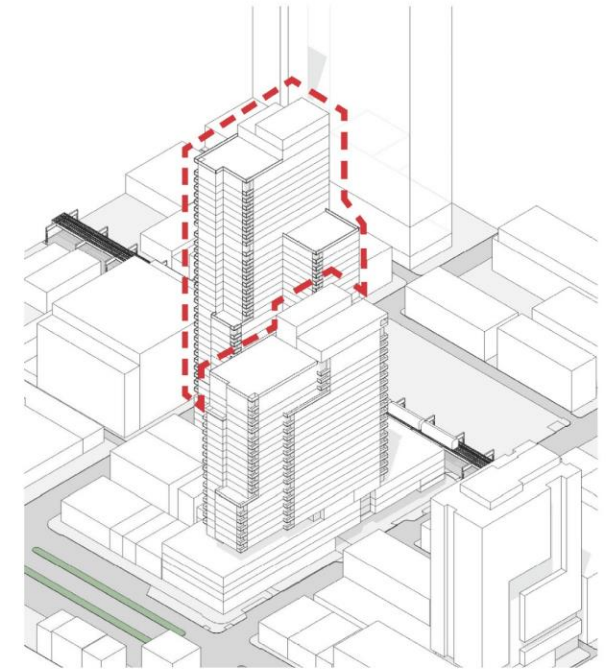
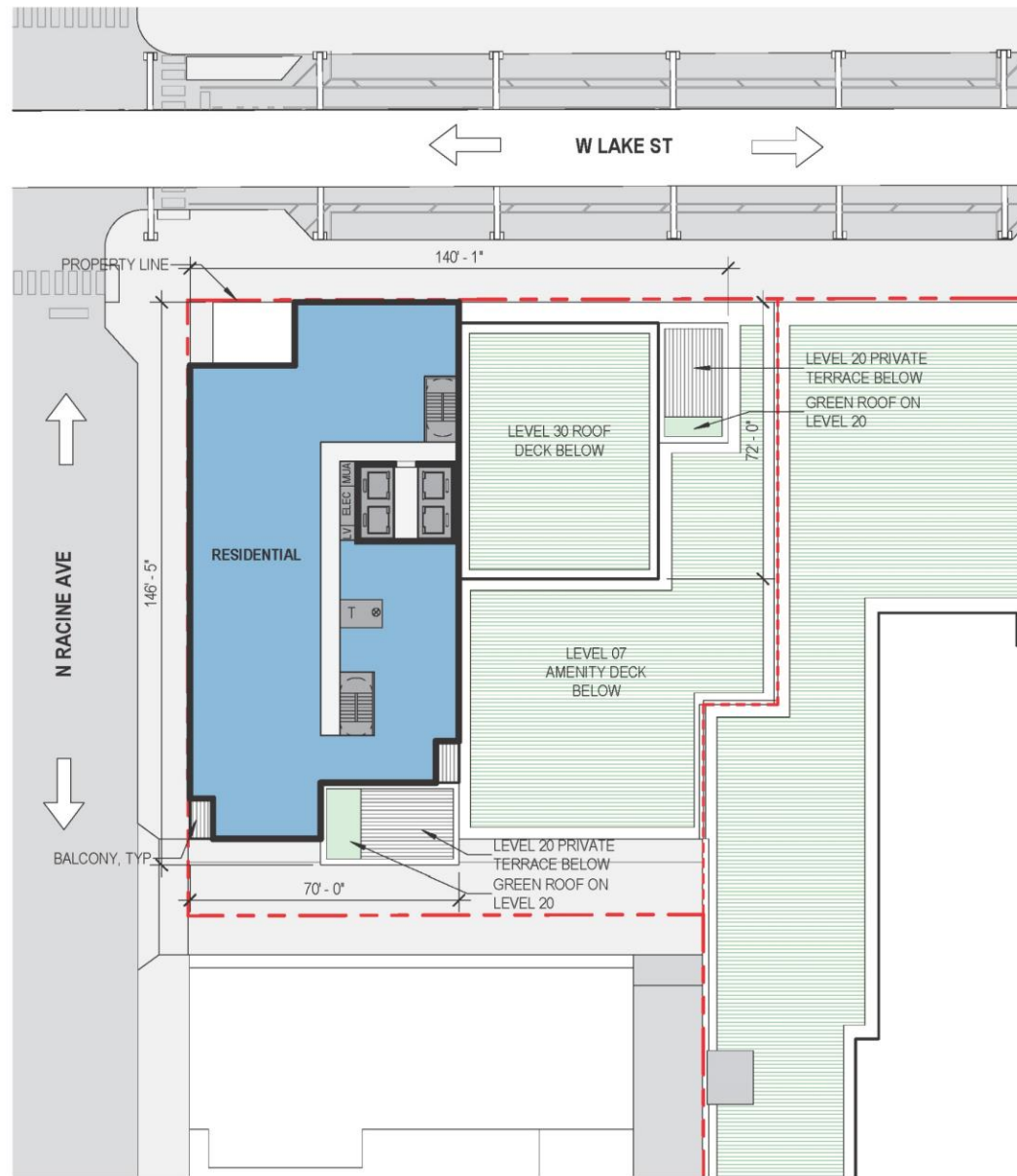
175 N RACINE LEVEL 30



N.T.S. ↑

175 N RACINE – LEVEL 30 FLOOR PLAN

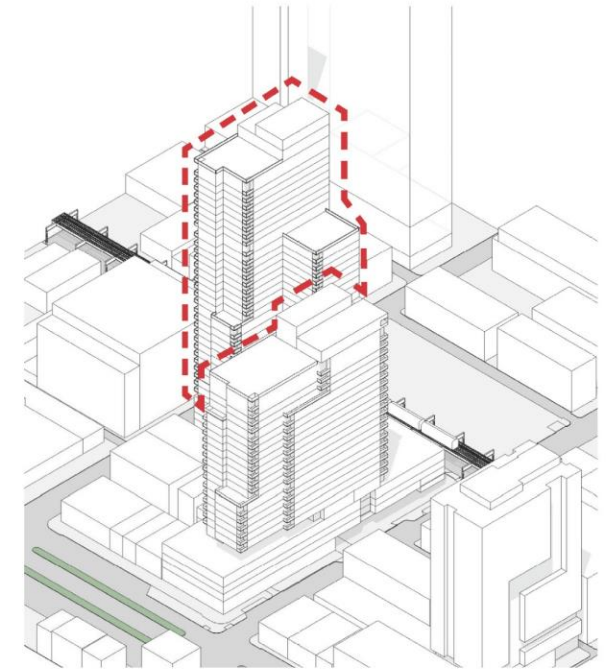
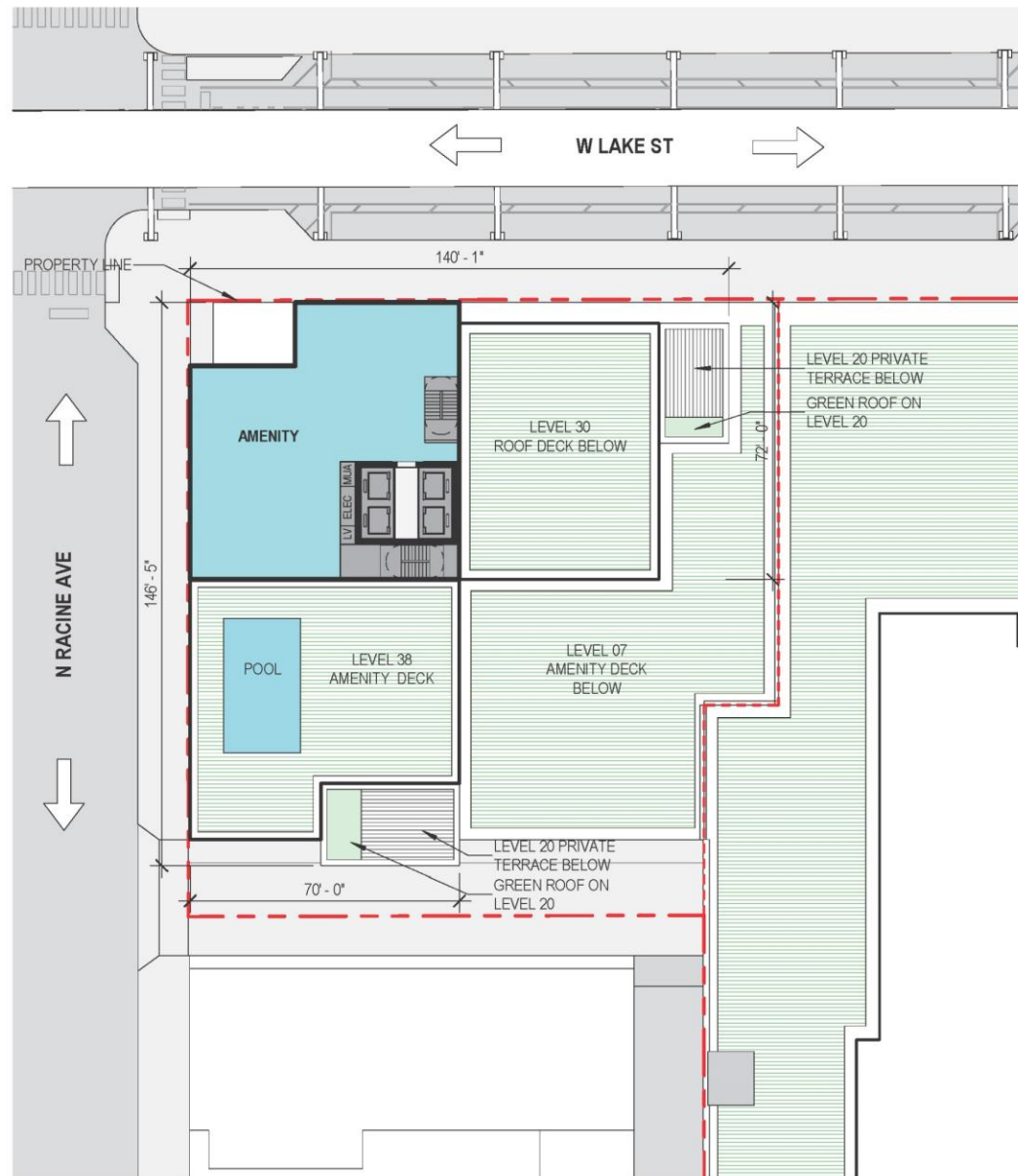
175 N RACINE TIER 3 (L31 - L37)



N.T.S. ↑

175 N RACINE – TIER 2 (L31-37) FLOOR PLAN

175 N RACINE LEVEL 38



N.T.S. ↑

175 N RACINE – LEVEL 38 FLOOR PLAN