



CHICAGO PLAN COMMISSION

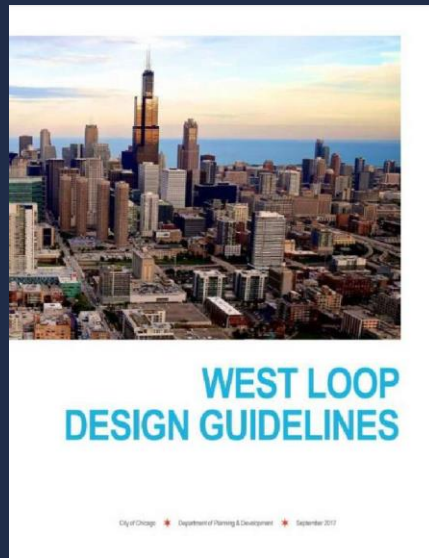
Department of Planning and Development

201 NORTH RACINE
PD 1512 AS AMENDED

Near West Side / 27th Ward / Ald. Burnett
LG Development Group
Acosta Ezgur, LLC

July 18, 2024

★ Planning Context



WEST LOOP DESIGN GUIDELINES (WLDG)

- Goal: Maintain and strengthen the character of West Loop
- Provides guidelines for tall building design such as implementing setbacks and provided height transitions to maintain an approachable human scale.
- Establishes a trajectory for Randolph Street as a commercially developed, green, and pedestrian friendly corridor through the West Loop and Near West Side neighborhoods



FULTON MARKET INNOVATION DISTRICT (FMID) PLAN

- Adopted in 2014; Updated in 2021
- Aims to:
 - Promote mixed-use and mixed income developments
 - Improve access for all transportation modes
 - Protect and enhance historical and cultural assets



Racine Avenue (View East)



May Street (View West)

EXISTING SITE PHOTOS



N.T.S. 

SITE CONTEXT AERIAL

★ Project Timeline + Community Outreach

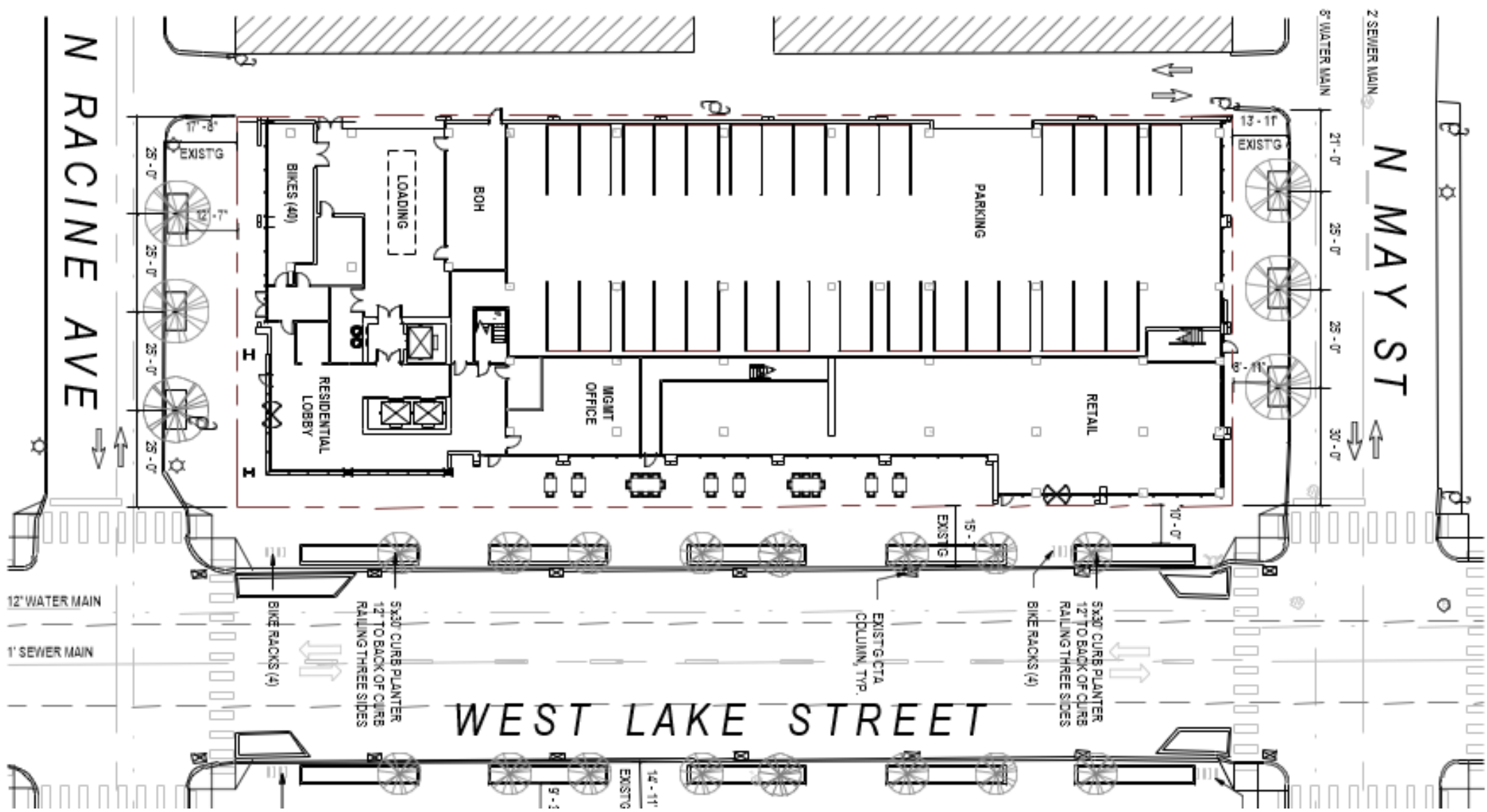
- **Site previously approved by Plan Commission in 2021**
- **PD Amendment Intake: 2/20/24**
- **PD Filing: 4/21/24**
- **WCA Meeting: 3/27/24**
- **NOWL Meeting: 4/9/24**
- **Full Community Meeting: 6/17/24**

CURRENTLY APPROVED

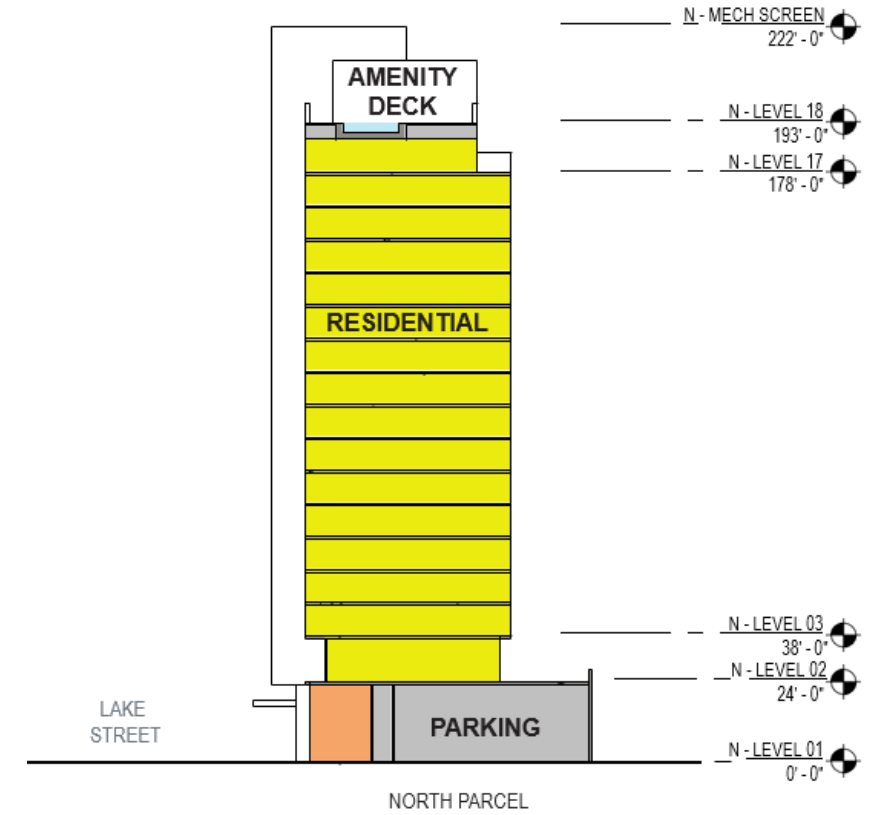
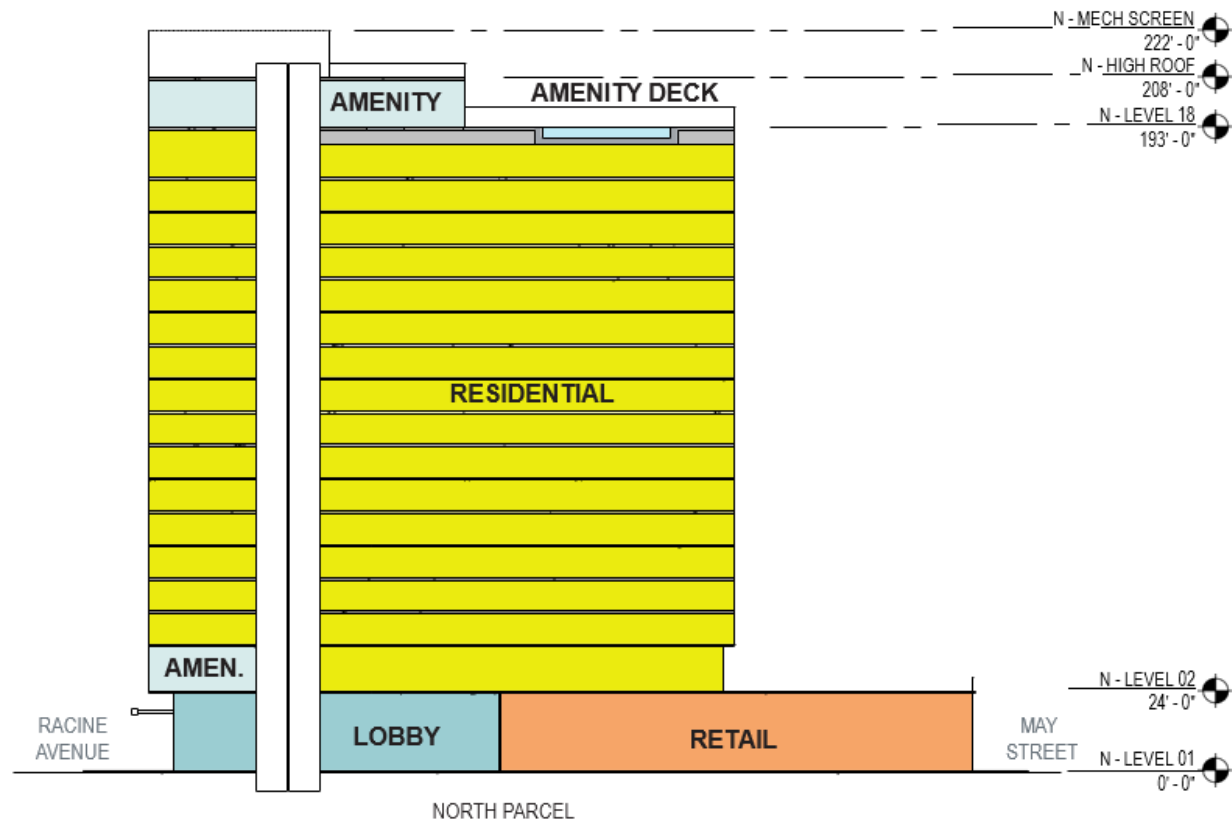
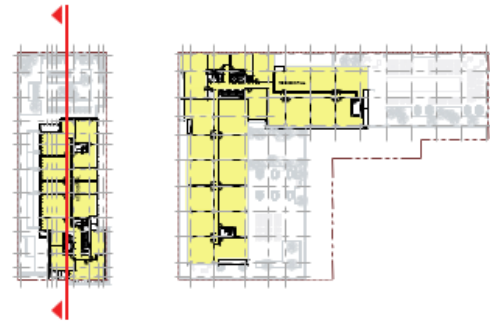




AERIAL RENDERING LOOKING EAST

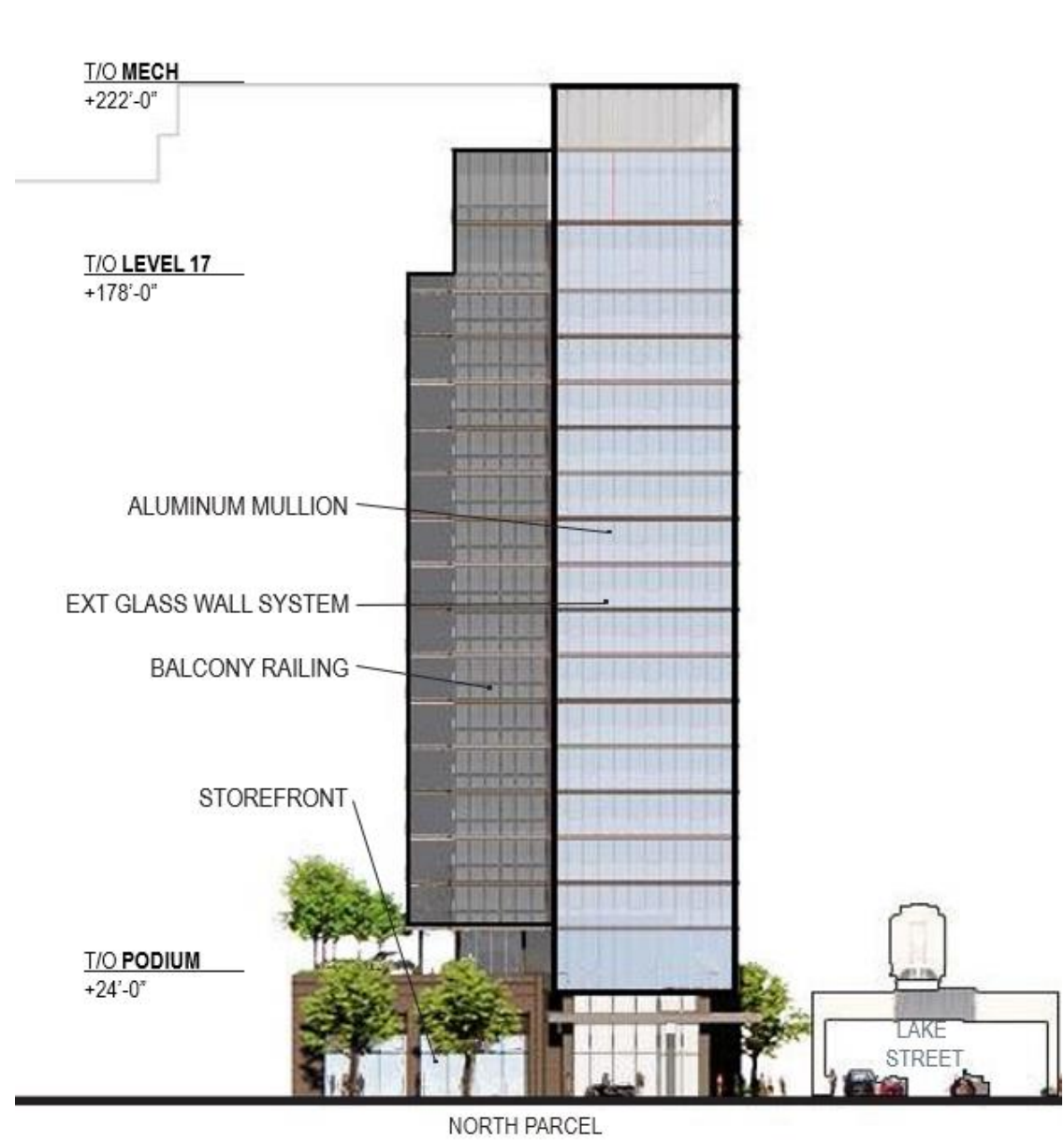


SITE + GROUND FLOOR PLAN





BUILDING ELEVATIONS SOUTH (LAKE STREET)



BUILDING ELEVATIONS, WEST & EAST (RACINE & MAY)



BUILDING ELEVATIONS NORTH (PUBLIC ALLEY)



AERIAL RENDERING LOOKING SOUTHWEST



Proposed Street level Condition, Lake, Looking East

Traffic Impact Study 1143 West Lake Street

Chicago, Illinois



Prepared For:



KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

June 8, 2021

TRAFFIC STUDY FINDINGS AND RECOMMENDATIONS:

- 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 northern residential parking garage will be provided off the east-west alley north 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 the ability to see incoming traffic.
- Based on the projected traffic volumes from the proposed development as well as the numerous other developments in the area and the results of the capacity analyses, a traffic signal is warranted at the intersection of Lake Street with Racine Avenue and should be provided at this four-way intersection. Countdown pedestrian signals should also be provided at this intersection.
- Consideration should be given to providing high-visibility crosswalks at the following intersections:
 - Lake Street with May Street (all four legs)
 - Fulton Market with Aberdeen Street (all four legs)
 - Fulton Market with May Street (all four legs)

- The proposal is in the Near North Pilot and **36 affordable units** are to be provided on-site (20% of 179)
 - 20% at a weighted average of 60% of the AMI, provided that at least one-third of the affordable units must be affordable to households at or below 50% of the AMI, of which one-sixth must be affordable to households at or below 40% of the AMI
- In addition to the 36 affordable units on-site, LG Development Group has agreed to use best efforts and work with the City in good faith to provide an **additional 18 affordable units** (10% of 179, rounded up) either on-site or in an off-site location within the FMID, in accordance with the FMID Plan.



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:** ~\$91 Million
- **Construction Jobs:** ~300
- **Permanent Jobs:** ~10
- **Neighborhood Opportunity Fund Contribution:** ~ \$232,000
- **Local Impact Fund Contribution:** ~ \$29,000
- **Annual Tax Contribution:** ~\$1,000,000





DPD Recommendations

DPD has concluded that this proposal is appropriate for this site and supports this development for the following reasons:

- 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).

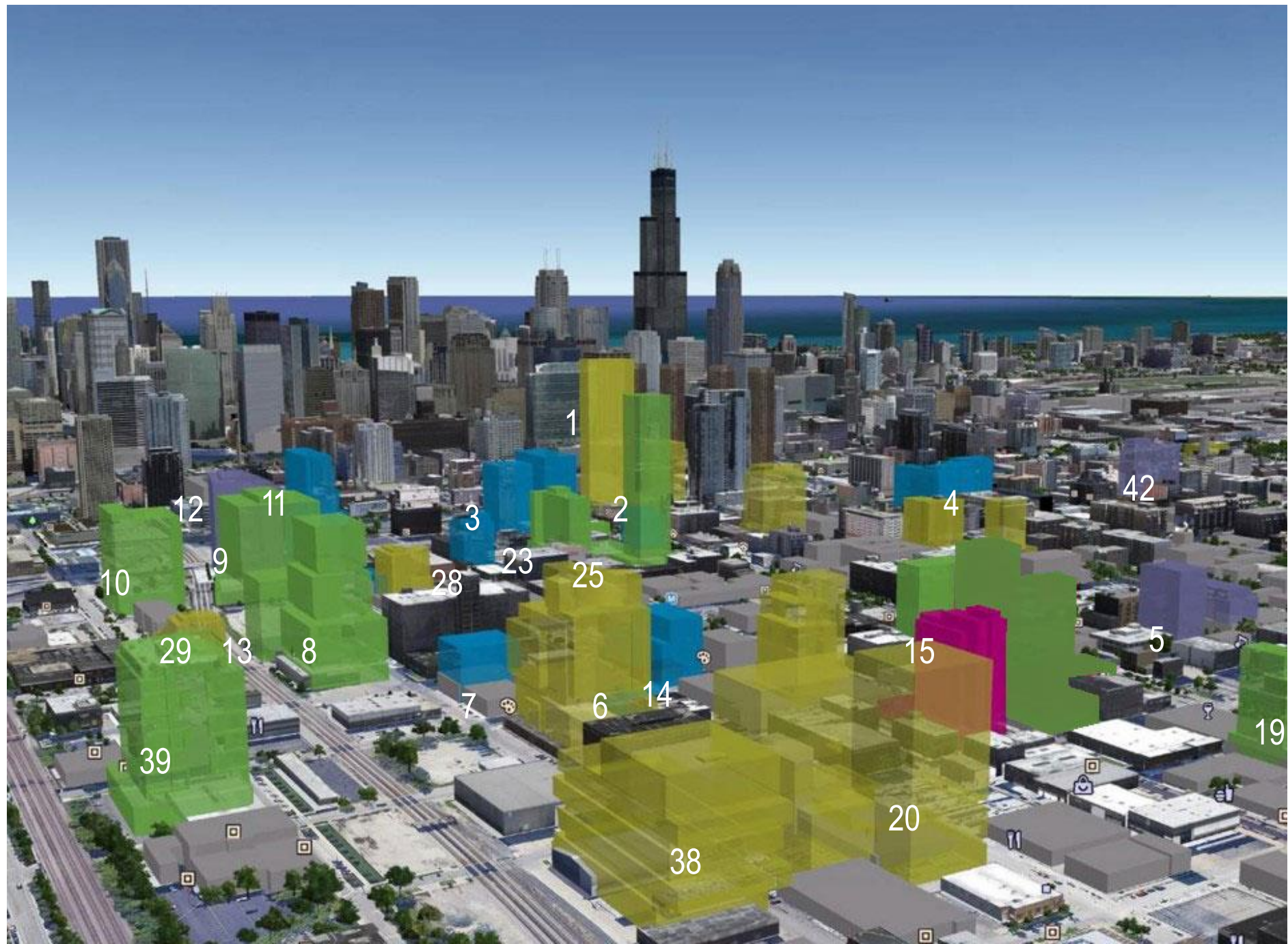


APPENDIX



- | | | |
|---|---|--|
| 1. 725 W RANDOLPH ST
MAX HEIGHT: 615 FT | 20. 1200 W FULTON
MAX HEIGHT: 300 FT | 38. 1200 W CARROLL AVE
MAX HEIGHT: 227 FT |
| 2. 900 W RANDOLPH ST
MAX HEIGHT: 495 FT | 21. 920 W LAKE ST
MAX HEIGHT: 245 FT | 39. 400 N ABERDEEN ST
MAX HEIGHT: 250 FT |
| 3. 167 N GREEN ST
MAX HEIGHT: 275 FT | 22. 730 W COUCH PL
MAX HEIGHT: 315 FT | 40. 1375 W FULTON MRKT
MAX HEIGHT: 177 FT |
| 4. 845 W MADISON
MAX HEIGHT: 190 FT | 23. 730 W RANDOLPH ST
MAX HEIGHT: 122 FT | 41. 1400 RANDOLPH
MAX HEIGHT: 223 FT |
| 5. 113 N MAY ST
MAX HEIGHT: 151 FT | 24. 167 N GREEN ST
MAX HEIGHT: 275 FT | 42. 205 S PEORIA ST
MAX HEIGHT: 225 FT |
| 6. 1111 W CARROLL AVE
MAX HEIGHT: 300 FT | 25. 848 W RANDOLPH ST
MAX HEIGHT: 149 FT | 43. 1220 W JACKSON
MAX HEIGHT: 115 FT |
| 7. 318 N. CARPENTER ST
MAX HEIGHT: 104' | 26. 170 N GREEN ST
MAX HEIGHT: 202 FT | 44. 210 N ABERDEEN
MAX HEIGHT: 225 FT |
| 8. 1000 W CARROLL AVE
MAX HEIGHT: 345 FT | 27. 200 N GREEN ST
MAX HEIGHT: 146 FT | |
| 9. 330 N GREEN ST
MAX HEIGHT: 267 FT | 28. 215 N PEORIA ST
MAX HEIGHT: 167 FT | |
| 10. 360 N GREEN ST
MAX HEIGHT: 251 FT | 29. 375 N MORGAN ST
MAX HEIGHT: 120 FT | |
| 11. 800 W FULTON MRKT
MAX HEIGHT: 326 FT | 30. 1201 W LAKE ST
MAX HEIGHT 104 FT | |
| 12. 333 N GREEN ST.
MAX HEIGHT: 280 FT | 31. 210 N CARPETER ST
MAX HEIGHT: 163 FT | |
| 13. 310 N SANGAMON ST
MAX HEIGHT: 170 FT | 32. 171 N ABERDEEN ST
MAX HEIGHT: 136 FT | |
| 14. 1043 W. FULTON MRKT
MAX HEIGHT: 147 FT | 33. 1045 W RANDOLPH ST
MAX HEIGHT: 140 FT | |
| 15. 166 N ABERDEEN ST
MAX HEIGHT: 241 FT | 34. 311 N SANGAMON ST
& 310 N PEORIA ST
MAX HEIGHT 153 FT | |
| 16. 850 W WASHINGTON
MAX HEIGHT: 245 FT | 35. 210 N ABERDEEN ST
MAX HEIGHT: 224 | |
| 17. 935 W WASHINGTON
MAX HEIGHT: 184 FT | 36. 900 W FULTON MRKT
MAXHEIGHT: 124 FT | |
| 18. 1115 W WASHINGTON
MAX HEIGHT: 107 FT | 37. 172 N. ADA ST | |
| 19. 1234 W RANDOLPH ST | | |

AERIAL VIEW LOOKING SOUTHWEST



COMPLETED

UNDER CONSTRUCTION

APPROVED

PROPOSED

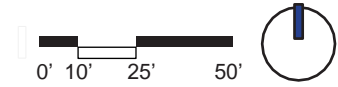
PROJECT

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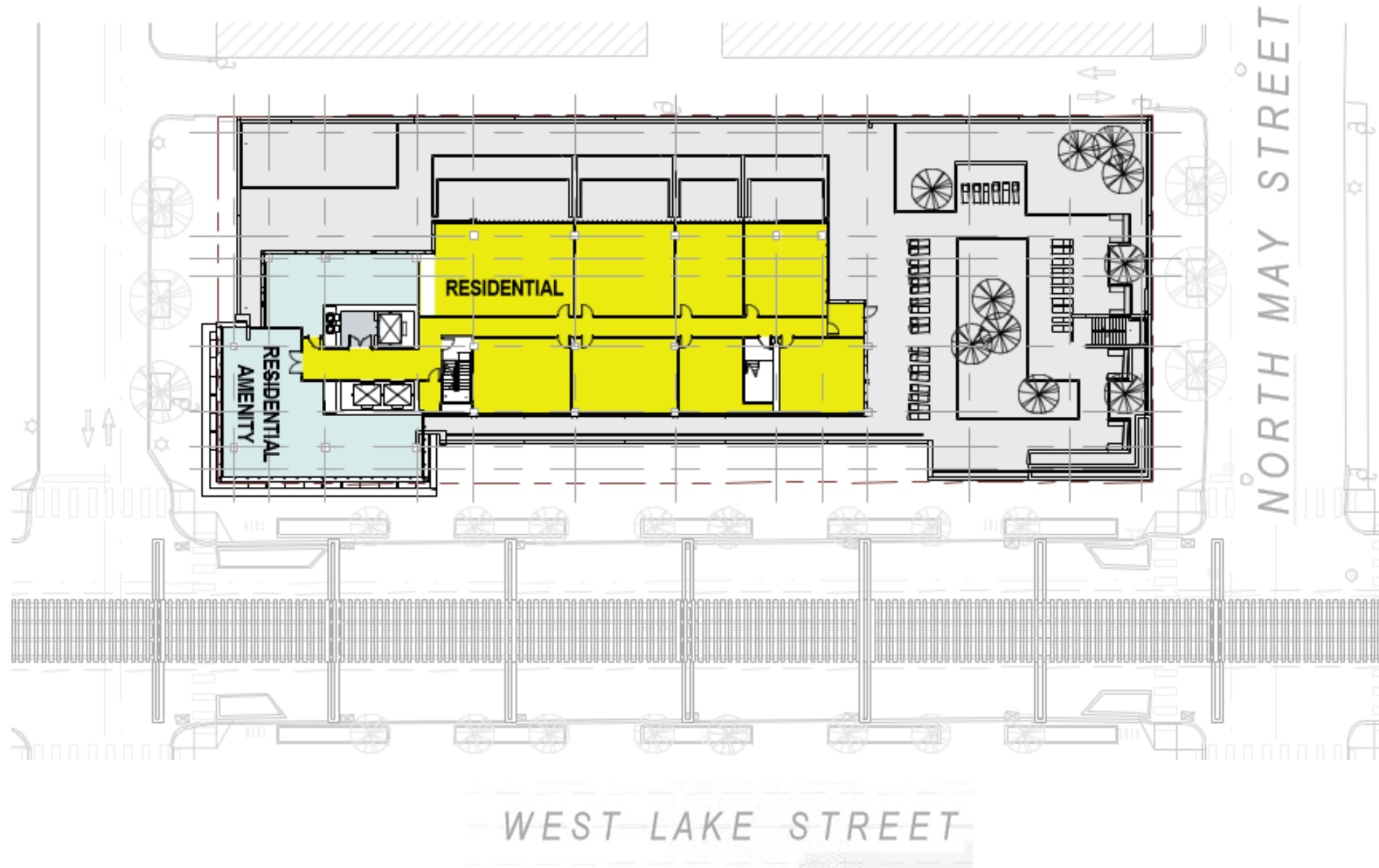
AERIAL VIEW LOOKING SOUTHEAST



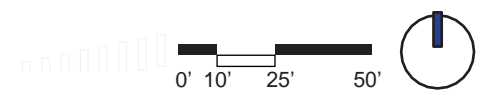
- AMENITIES
- BOH
- LOBBY
- OFFICE
- PARKING
- RETAIL



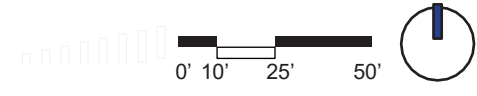
LEVEL 1 FLOOR PLAN



- AMENITIES
- BOH
- RESIDENTIAL



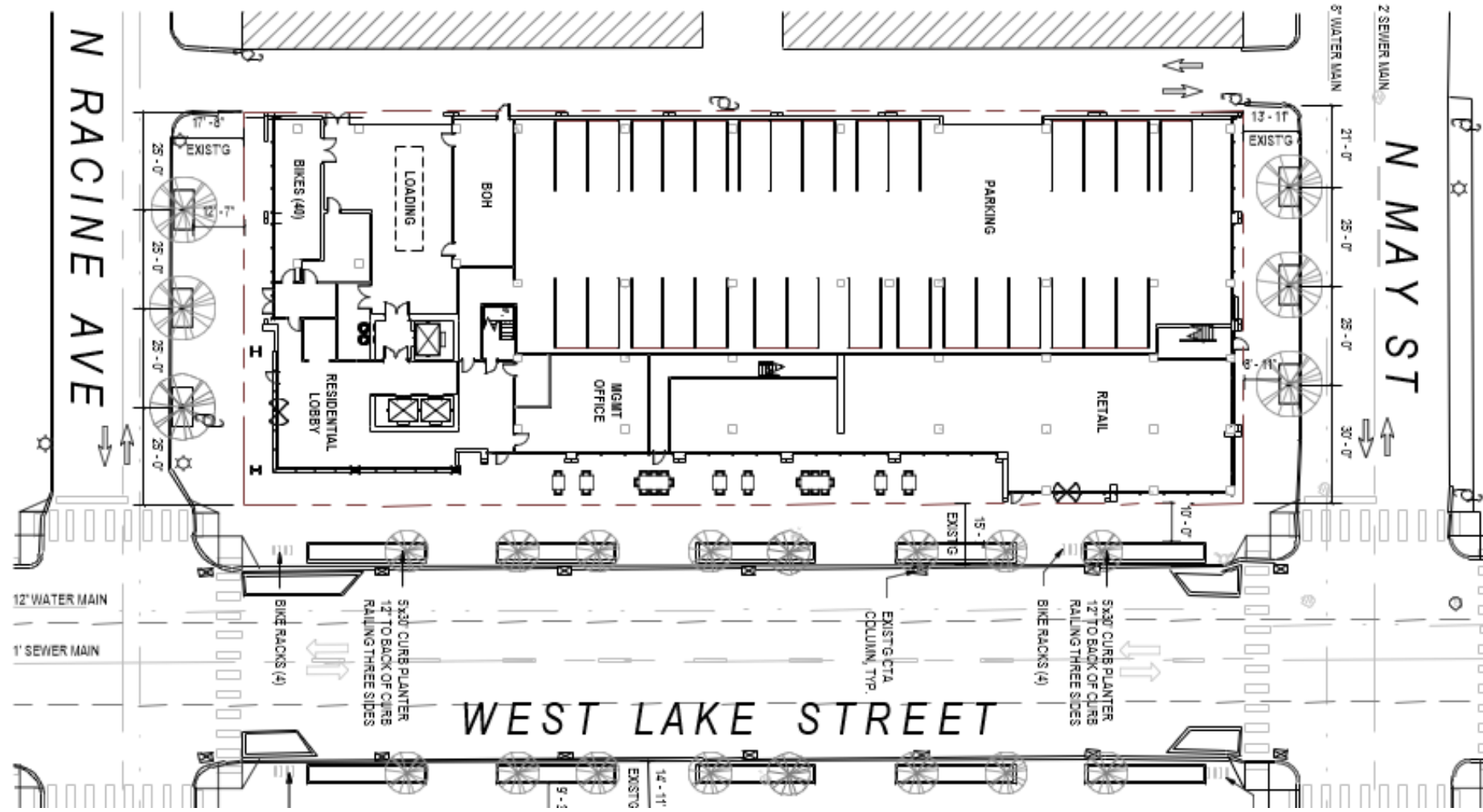
LEVEL 2 FLOOR PLAN



17-8-0904-A:
 THE PROJECT PROMOTES SAFE AND EFFICIENT PEDESTRIAN, BICYCLIST & VEHICULAR CIRCULATION BY ALLOCATING ALL VEHICLE TRAFFIC INTO PUBLIC ALLEYS. ADEQUATE BICYCLE AND VEHICLE PARKING IS PROVIDED ON-SITE WHILE ALSO RESPECTING THE T.O.D. NATURE OF THE SITE. EXISTING TRAFFIC PATTERNS ARE RESPECTED AND NEW TRAFFIC WILL BE MITIGATED BY LOCATION OF CURBSIDE DROPOFF/PICK-UP ZONES.

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

17-8-0904-C:
 ALL PARKING IS DESIGNED IN SUCH A WAY TO BE AWAY FROM PUBLIC VIEW AND AWAY FROM PEDESTRIAN INTERACTION





GROUND FLOOR PARKING PLAN

PARKING ANALYSIS AND DESIGN:

- As proposed, the development will contain a total of 179 apartment units and approximately 4,000 square feet of general retail space.
- Parking will be provided for the residential portion of the development in a ground level garage. The garage will provide approximately 29 spaces.
- The access to the residential garage will be provided off the east-west alley located approximately 140 feet north of Lake Street.
- Parking for the retail component is anticipated to be accommodated by the available on-street parking.

17-8-0905-A:
THE PROJECT PROMOTES
PEDESTRIAN INTEREST, SAFE-
TY & COMFORT

17-8-0905-B:
THE BUILDING FEATURES ARE
HIGHLY ARTICULATED AND
DESIGNED AT A PEDESTRIAN
SCALE. ACTIVE USES LINE
ALL STREET FRONTAGES AND
PROVIDE AN INVITING AND
COMFORTABLE PEDESTRIAN
REALM.



17-8-0906-A:
STREETSCAPE FEATURES OF
THE SURROUNDING AREA ARE
INCORPORATED AT THE LOWER
LEVELS OF THE BUILDING.
THE BUILDING IS MASSED AND
SITED IN A WAY THAT RE-
SPECTS EXISTING CONTEXT.

17-8-0906-B:
EXISTING STREETWALLS ARE
REINFORCED BY THE BUILD-
ING'S MASSING AND SET-
BACKS.

17-8-0906-C:
THE BUILDING INTERACTS
WITH THE SURROUNDING
PROPERTIES AND EMBRACES
ITS' CONTEXT.



17-8-0907-A-1:
INTERNATIONALLY
RENOWNED ARCHITECT,
GENSLER, WAS TASKED WITH
MEETING A HIGH STANDARD
OF DESIGN EXCELLENCE

17-8-0907-A-2:
THE BUILDINGS ARE
DESIGNED TO RESPOND TO
THE PROGRAM & LOCATION.
THIS IS EVIDENT IN FAÇADE
TREATMENT, SETBACKS,
MASSING & STREET-LEVEL
DESIGN CONSIDERATIONS.

17-8-0907-A-3
THE PROPOSED DESIGN
INCLUDES A WIDE ARRAY OF
SUSTAINABILITY SOLUTIONS
INCLUDING, BUT NOT LIMITED
TO, ENERGY EFFICIENCY &
LANDSCAPING



17-8-0907-B-1:
ABUNDANT SETBACKS ARE
PROVIDED TO RESPECT THE
SCALE OF THE EXISTING SITE
CONTEXT. ADDITIONALLY,
LIKE-KIND MATERIALITY IS
PLANNED FOR THE LOWER
LEVELS TO BE MORE ALIGNED
WITH SURROUNDING
PROPERTIES

17-8-0907-B-2:
BUILDING COMPONENTS AT
INTERSECTIONS ARE LINED
WITH ACTIVE USES WITH
WELL-LIT AND ARTICULATED
FACADES

17-8-0907-C:
CLEAR BASES, MID-SECTIONS
& TOPS ARE DESIGNED
WHILE ALSO ENHANCING
VERTICALITY

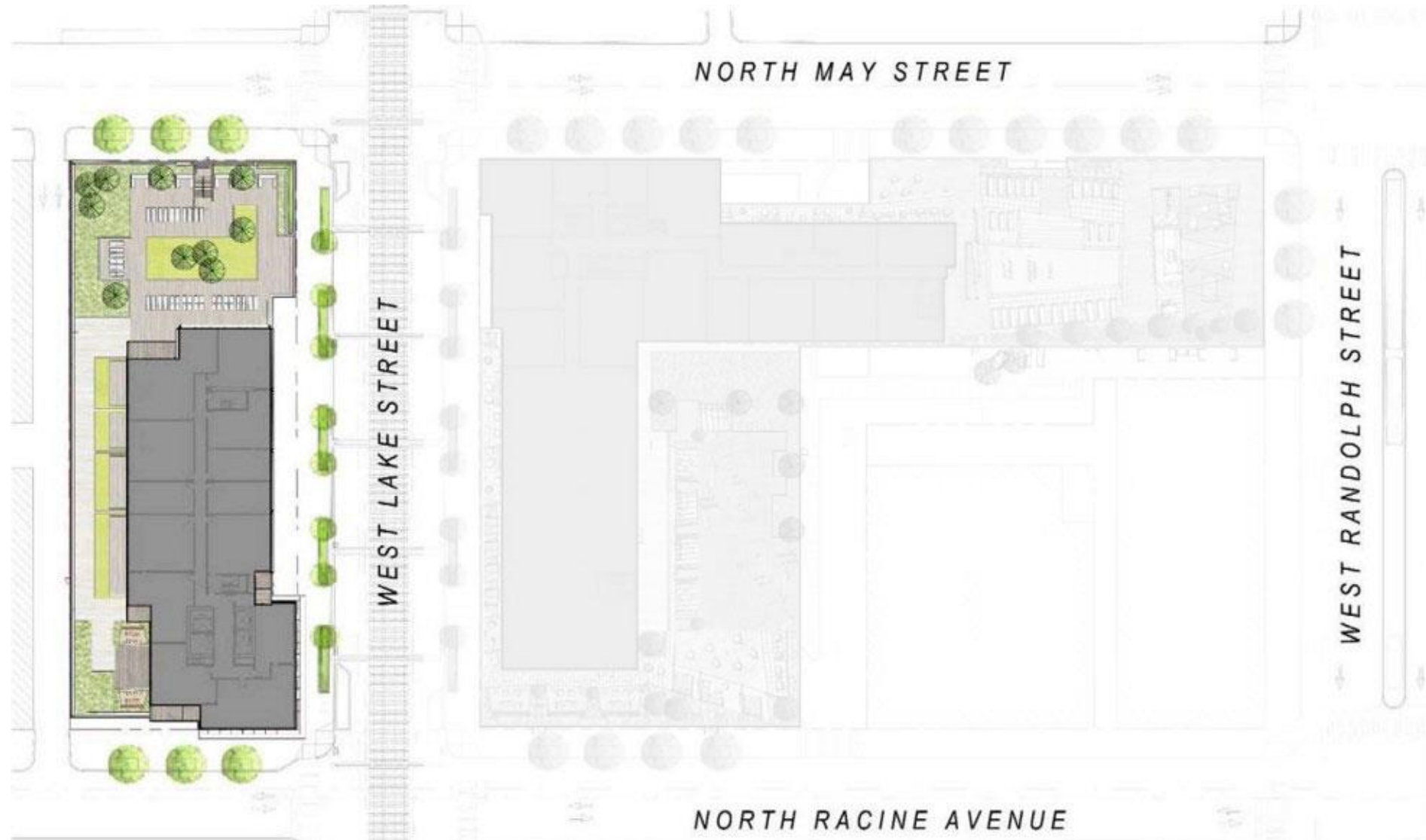
17-8-0907-B-3:
ALL FACADES ARE
ARTICULATED WITH HIGH
QUALITY MATERIALS AND
ARCHITECTURAL DETAILING



Examples of similar buildings designed by Gensler in the West Loop. We envision high quality material like Brick, Glass and Painted Aluminum to be used on project.

17-8-0909-A:
ABUNDANT OPEN SPACE
SHALL BE PROVIDED AT
GROUND LEVEL, 5TH LEVEL
AND 18TH LEVEL AMENITY
TERRACE

17-8-0909-B:
OPEN SPACES ARE ORIENTED
IN A WAY THAT TAKES
MAXIMUM ADVANTAGE OF
SOUTHERN SUN EXPOSURES.

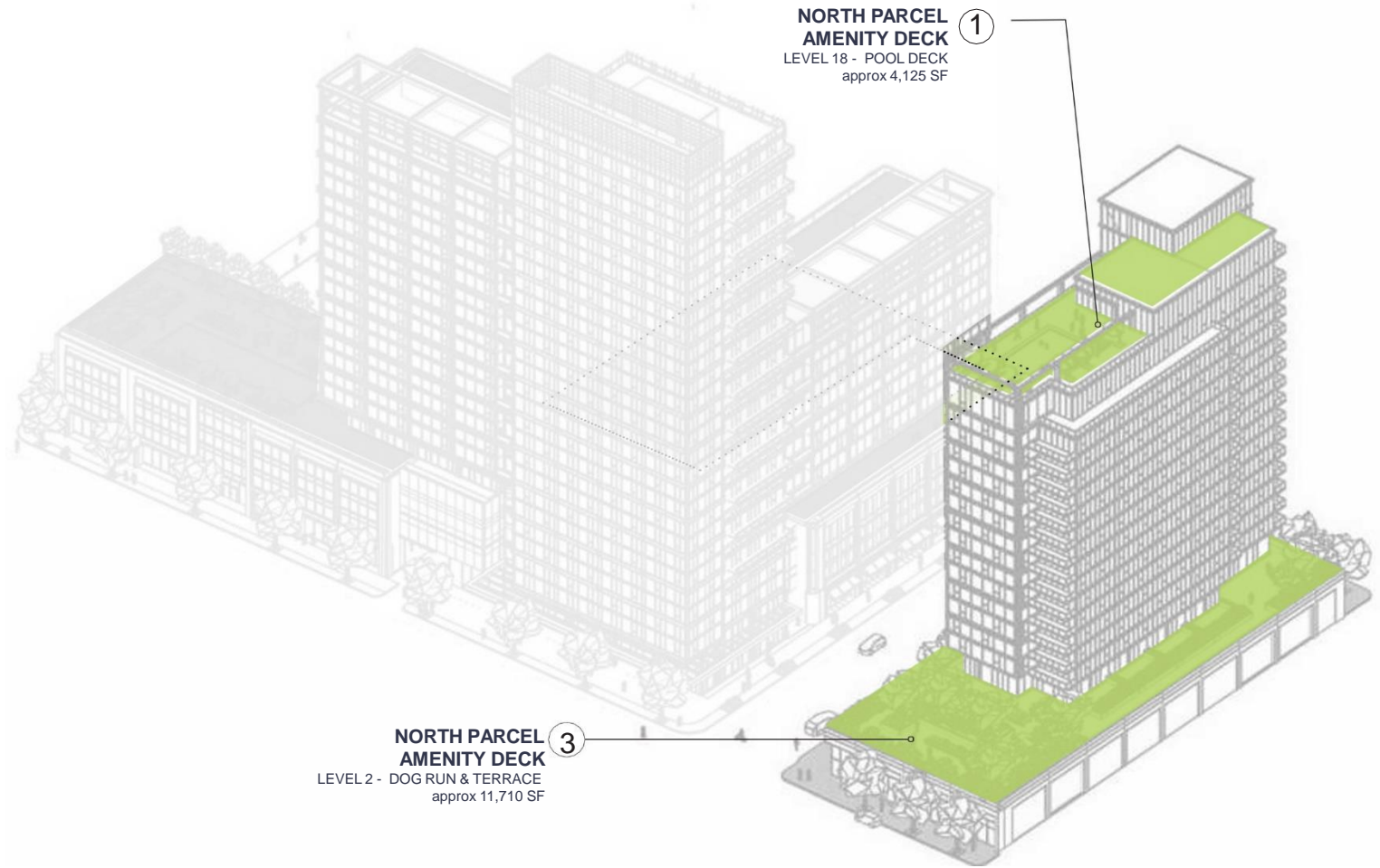


17-8-0909-C:
THE RESIDENTIAL
DEVELOPMENT PROVIDES
AMPLE FITNESS, OPEN SPACE,
DOG RUNS & RECREATIONAL
AMENITIES



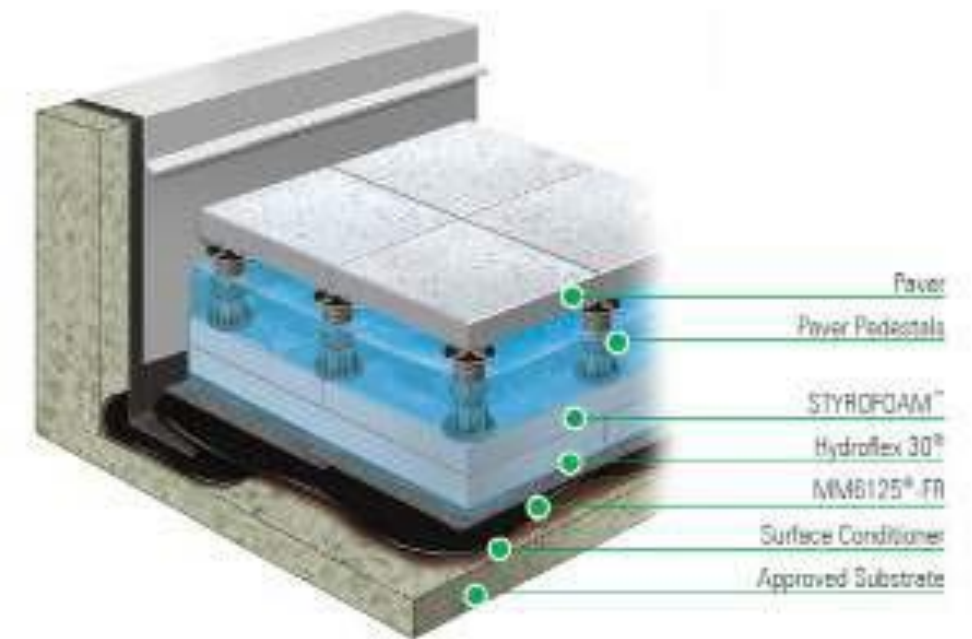
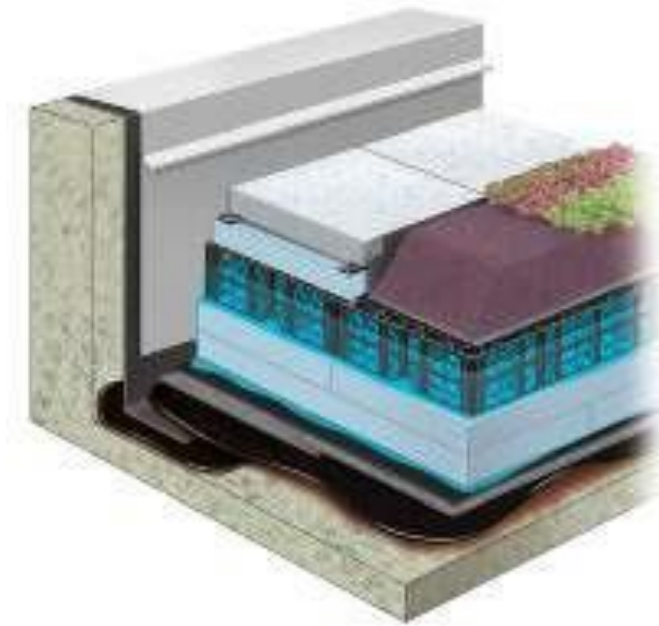


17-8-0909-A:
 ABUNDANT OPEN SPACE
 SHALL BE PROVIDED AT
 GROUND LEVEL, 2ND LEVEL,
 AND 18TH LEVEL AMENITY
 TERRACE



STORMWATER MANAGEMENT ORDINANCE:

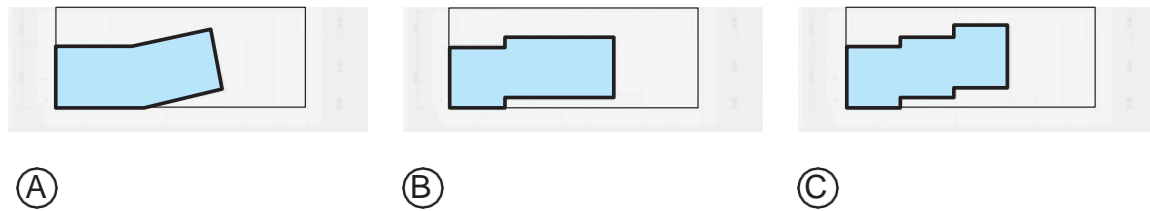
- This project will reduce impervious surfaces by 15%
- Exceed stormwater ordinance by 25%
- The building will include Underground Detention designed to fill with stormwater during large storm events, slowly releasing it over a number of hours.



MASSING AND DESIGN:

After being previously approved by planning commission for the overall development, the Amylu North parcel was changed from a mid-rise commercial office to residential high-rise tower. The new program required adjustment of how the building was sited as shown in the diagrams below. We have shifted the position of the taller massing of the North parcel to the west, placing the tower portion on the corner of Lake St. and Racine St. , then setting back a lower part of the tower away from Lake street to give more privacy and access to sun.

We have explored 3 massing directions to address this general strategy, referenced as Study A, B and C and have determined that Study B makes strongest design impact and responds to community scale by stepping gradually on its north side.





Aerial View
Scale: NTS





Bird's eye of view

ROOFTOP AMENITIES



Top of Podium

ROOFTOP AMENITIES