



# **CHICAGO PLAN COMMISSION**

## **Department of Planning and Development**

**601 W Monroe**

**601 W Monroe, 42nd Ward**

**Jamal Properties (601 W. Monroe) Inc.**

08/19/2021

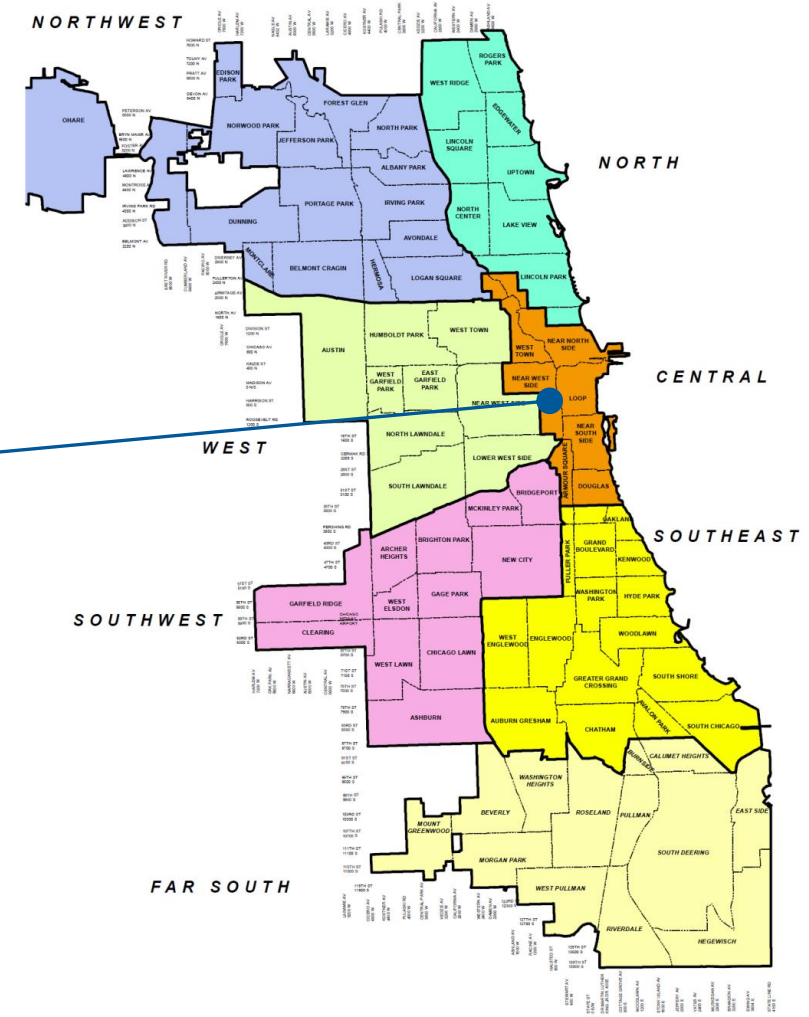


# Community Area Snap Shot

## COMMUNITY AREA INFORMATION:

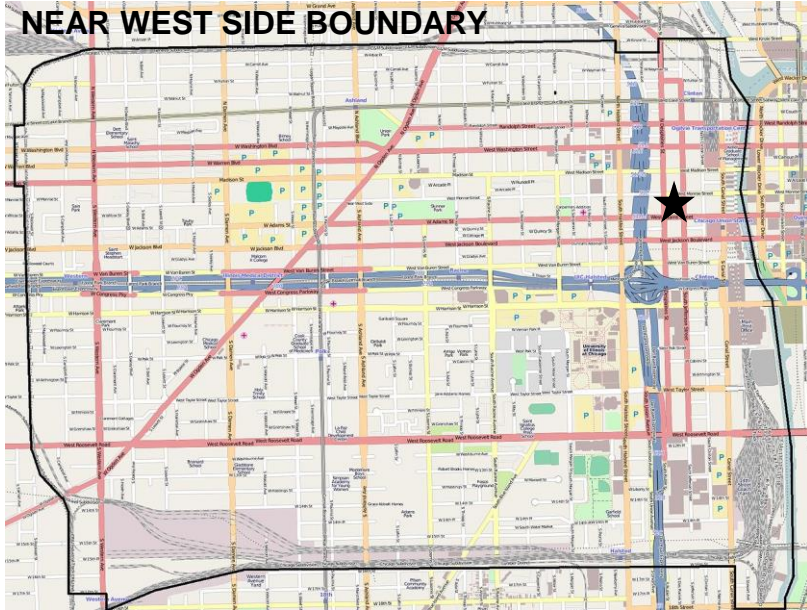
- Near West Side, 601 W Monroe Street
- Demographic Data: *Source CMAP*
- 63,170 population
- Median Household income: \$91,125
- 32,401 housing units
- 56.4% of housing is renter occupied
- Median age: 31.3
- 74% of residents are between the ages of 20-64
- 22.5% drive to work
- 36.1% increase in population since 2000
- Historic Context: Near West Side

“Waves of immigration shaped the history of the Near West Side of Chicago, including the founding of Hull House, a prominent settlement house. In the 19th century railroads became prominent features. In the mid-20th century, the area saw the development of freeways centered in the Jane Byrne Interchange.” *Wikipedia*

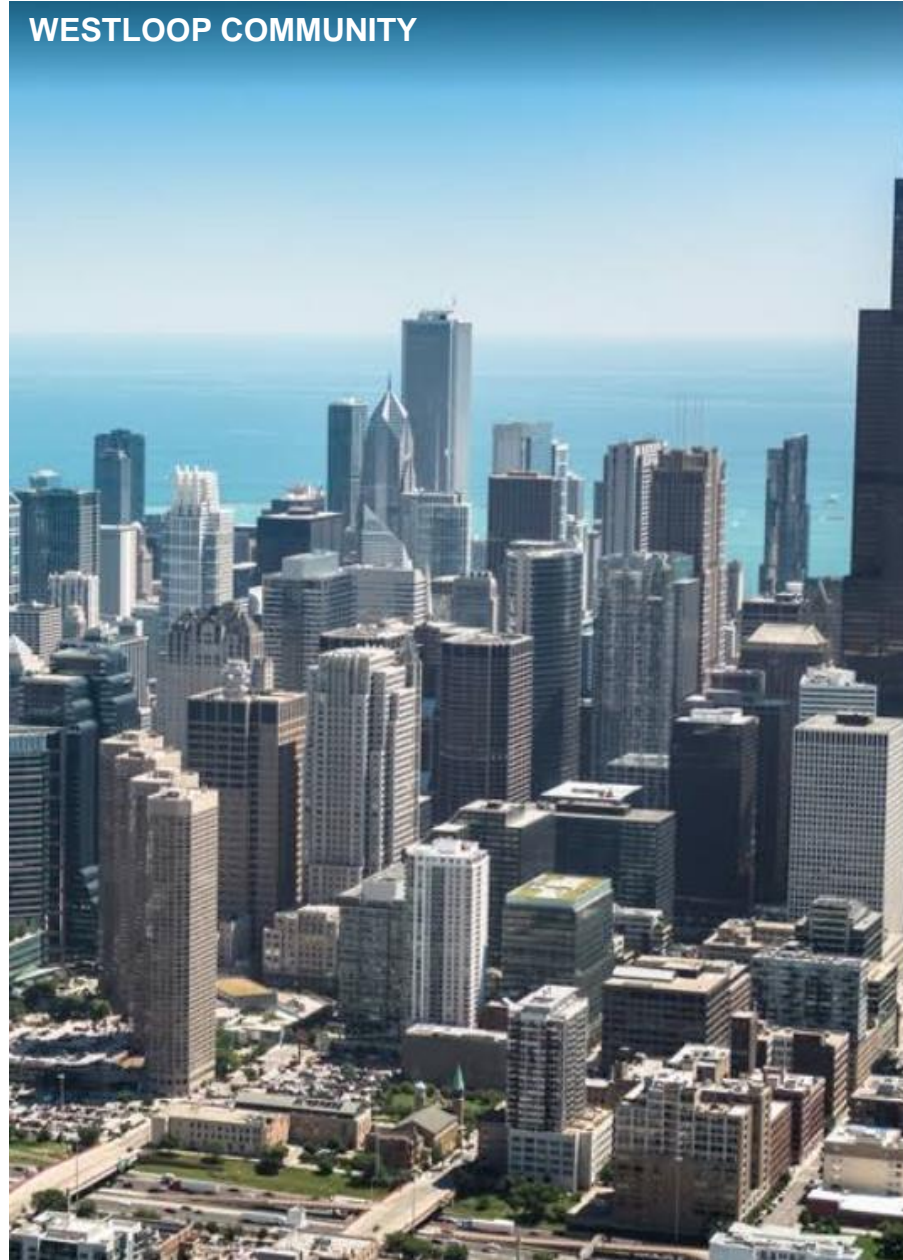




NEAR WEST SIDE BOUNDARY



WESTLOOP COMMUNITY



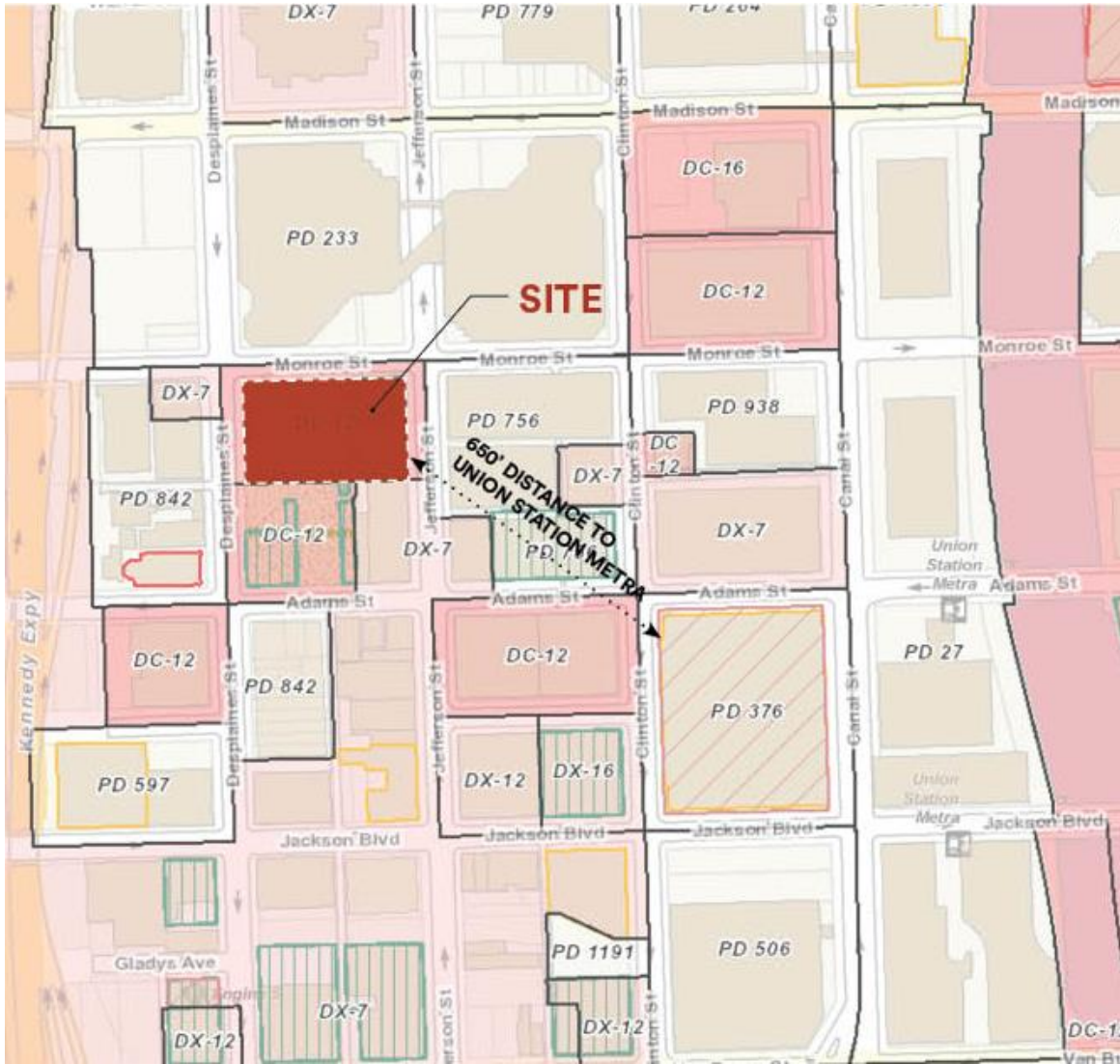
OLD ST. PATRICK'S CHURCH



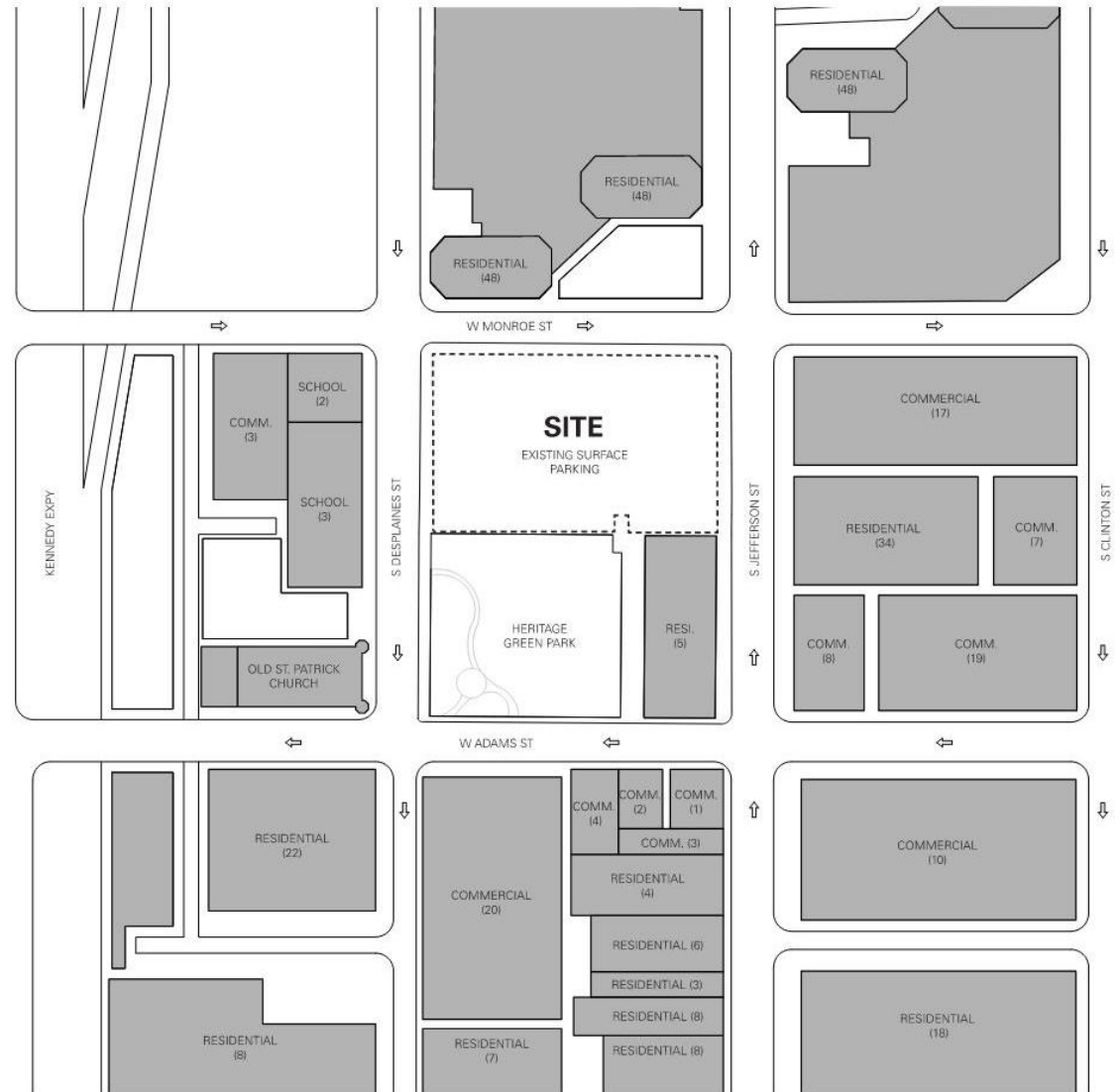
HERITAGE GREEN PARK

SITE CONTEXT AND NEIGHBORHOOD | NEAR WEST SIDE





Land Use Plan



Site Context Plan



LAND USE AND SITE CONTEXT PLANS





**AERIAL VIEW FROM SOUTHEAST**





**AERIAL VIEW FROM SOUTHWEST**





**AERIAL VIEW FROM EAST**



# Pedestrian Context



Monroe & Jefferson



# Pedestrian Context



Jefferson



# Pedestrian Context



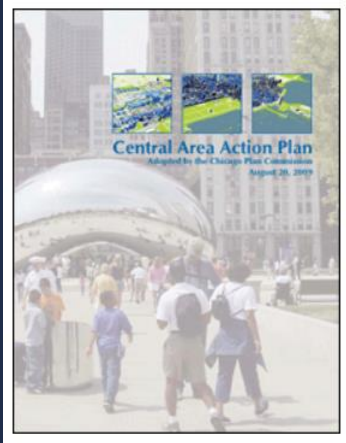
Heritage Green Park



# ★ Planning Context



Central Area Plan 2003



Central Area Action Plan 2009

- Build great places: The towers are carefully placed to respect the neighboring buildings and allow ample access to light and air.
- Create successful open spaces: The project energizes the adjacent Heritage Green Park by providing a public outdoor dog park along it's Northern boarder.
- Ensure a walkable environment throughout: Wide sidewalks with new street trees and plantings on Monroe, Desplaines, and Jefferson Streets. Building massing at corners is set back form comfortable entryways to retail spaces.
- Maintain the diversity of the central area: This mixed-use building brings new residential and retail to a downtown neighborhood already rich in diversity of land uses including office, retail, commercial, entertainment, residential, and civic uses.
- Maintain a critical density: This development brings 1053 new residential units and 17,000-20,000 sf of new active retail to a site that is currently used for surface parking.
- Emphasize environmental sustainability: Targeting LEED Silver, proximity to public transit, EV charging station / readiness, 80% construction waste diversion, basic bird protection.

## Date of PD Filing

May 26, 2021

## Community Outreach

### **Feb 2021 – Community Outreach**

Alderman Reilly's e-Newsletter

### **April 2021 - Community Meeting**

Neighbors of the West Loop

### **March 2021 - Community Meeting**

Old St. Patrick's Church and Francis Xavier Warde School

### **June 2021 – Community Outreach**

Alderman Reilly's e-Newsletter

### **Project Changes Based on Feedback from Community:**

- Addition of Public Dog Park
- Additional sidewalk width along Desplaines Street
- Adjustments to staging to reduce disruption to traffic during construction

### **Project Changes Based on Feedback from DPD:**

- Massing adjustment to the phase 2 tower to allow additional access to light and air along Monroe Street
- Enhancement of detailing of tower and podium facades for added depth and texture

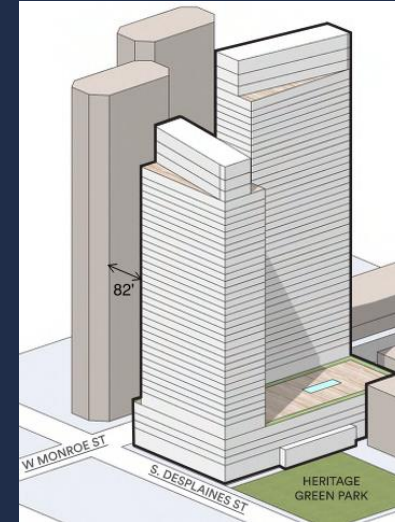
Jan 2021



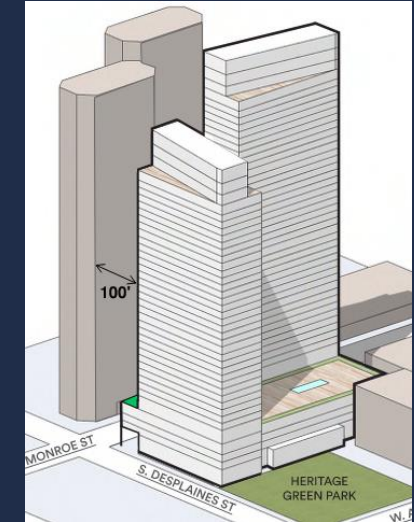
June 2021



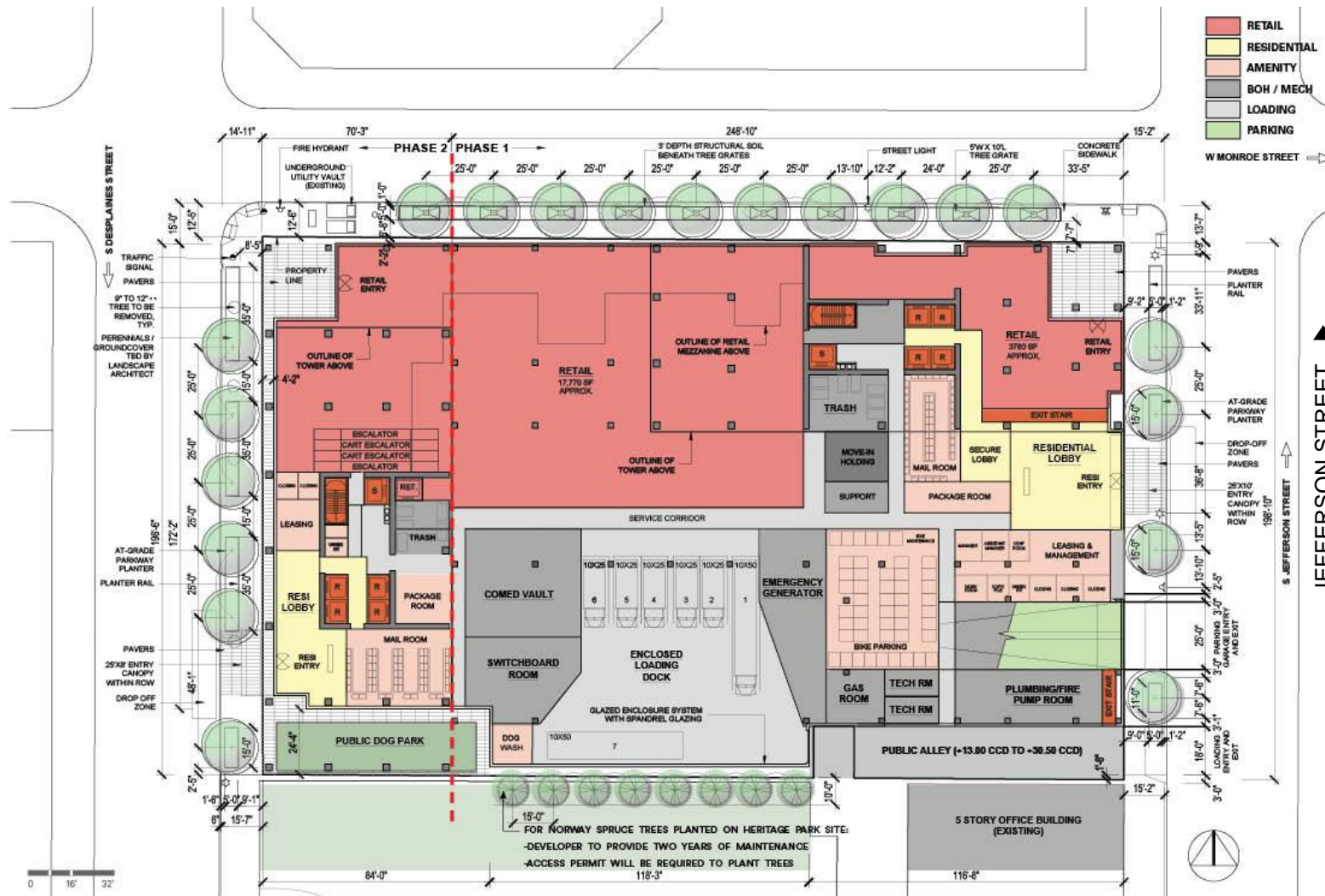
October 2020



December 2020





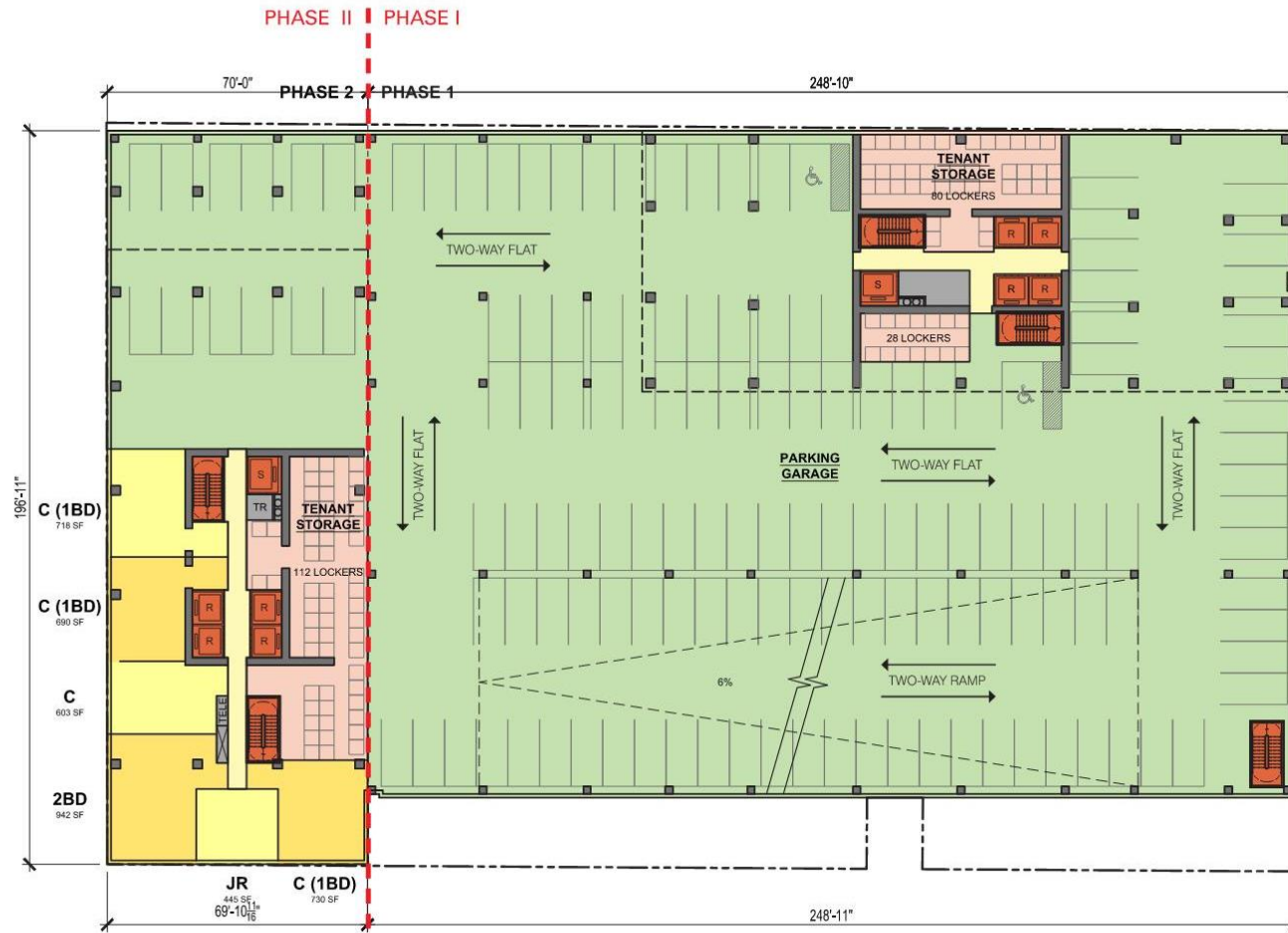


**SITE + GROUND FLOOR PLAN**









Parking Spaces	
Level 4	103
Level 3	141
Level 2	141
Mezz.	45
<b>Total</b>	<b>430</b>



# TYPICAL PODIUM PLAN – LEVEL 2-4





**PODIUM AMENITY PLAN – LEVEL 5**





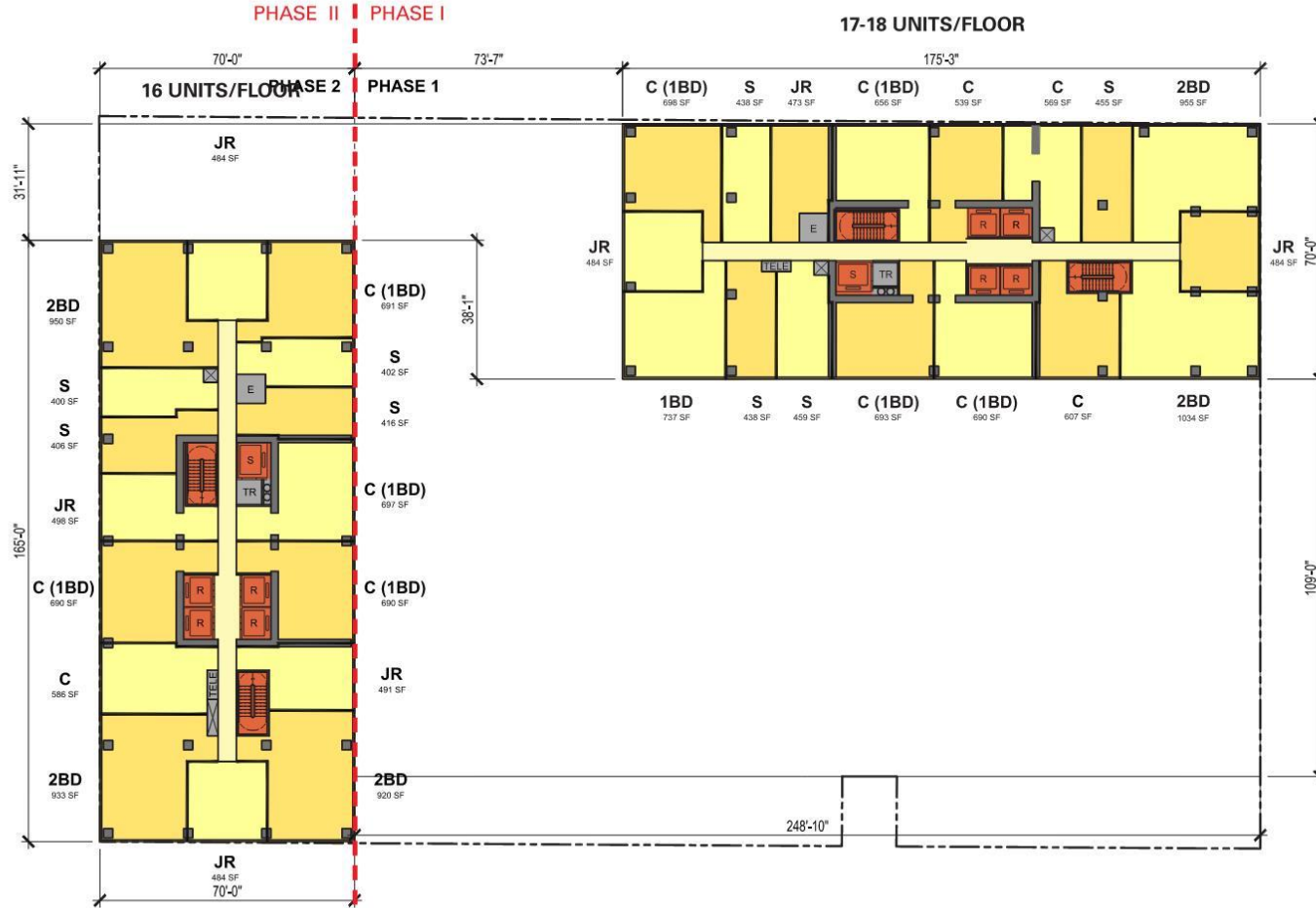
**PH II LEVELS 6-37**

**PH I LEVELS 6-22**



601 West Monroe | 07.19.2021 | 2020039



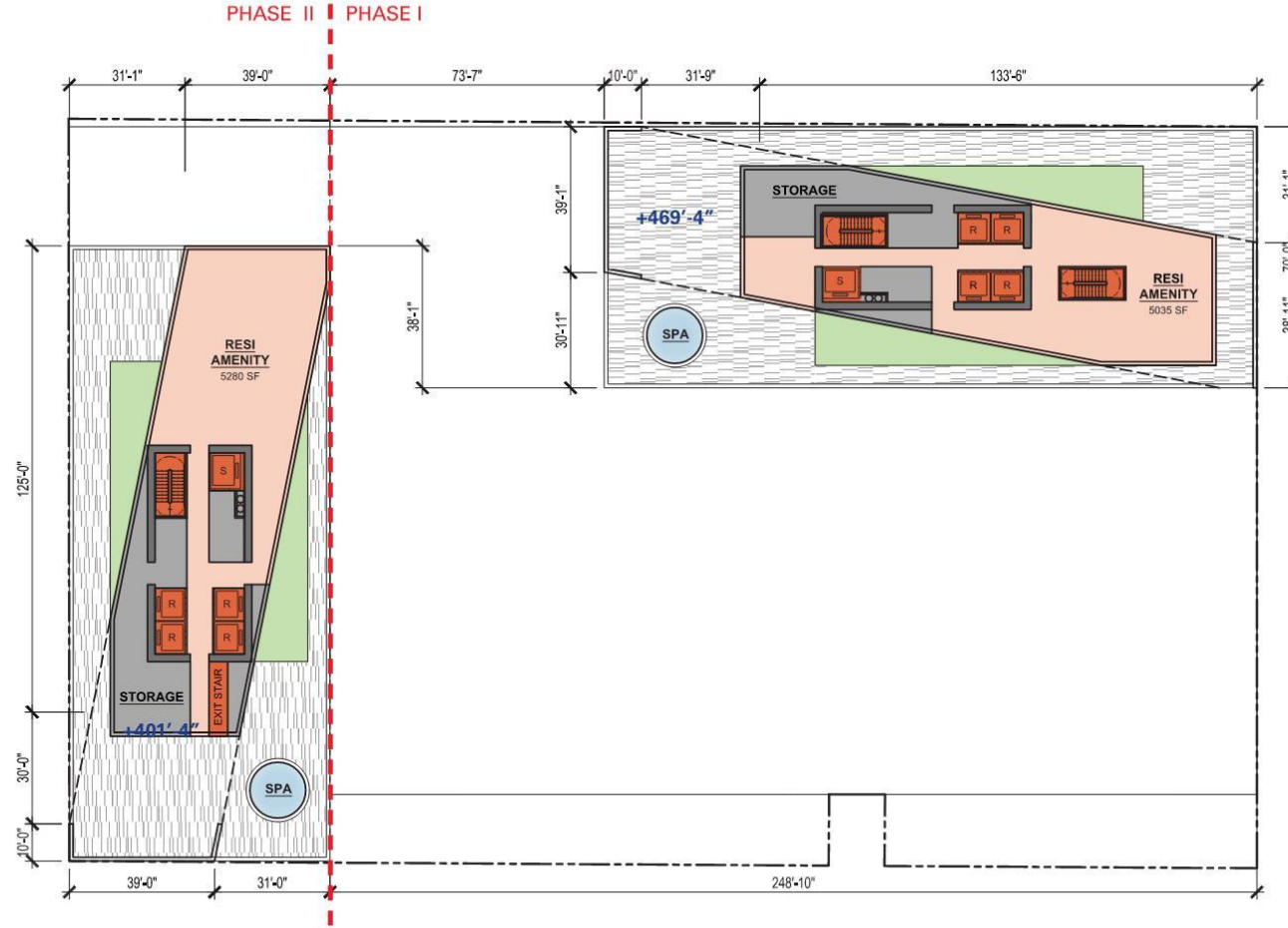


PH II LEVELS 6-37

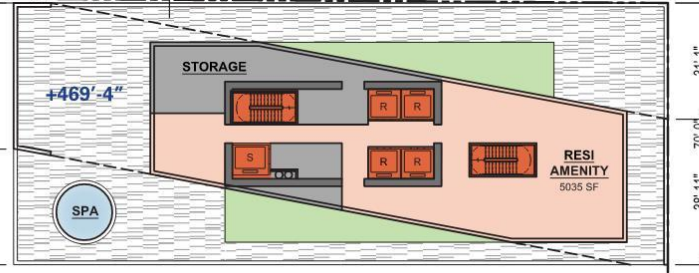
PH I LEVELS 23-44



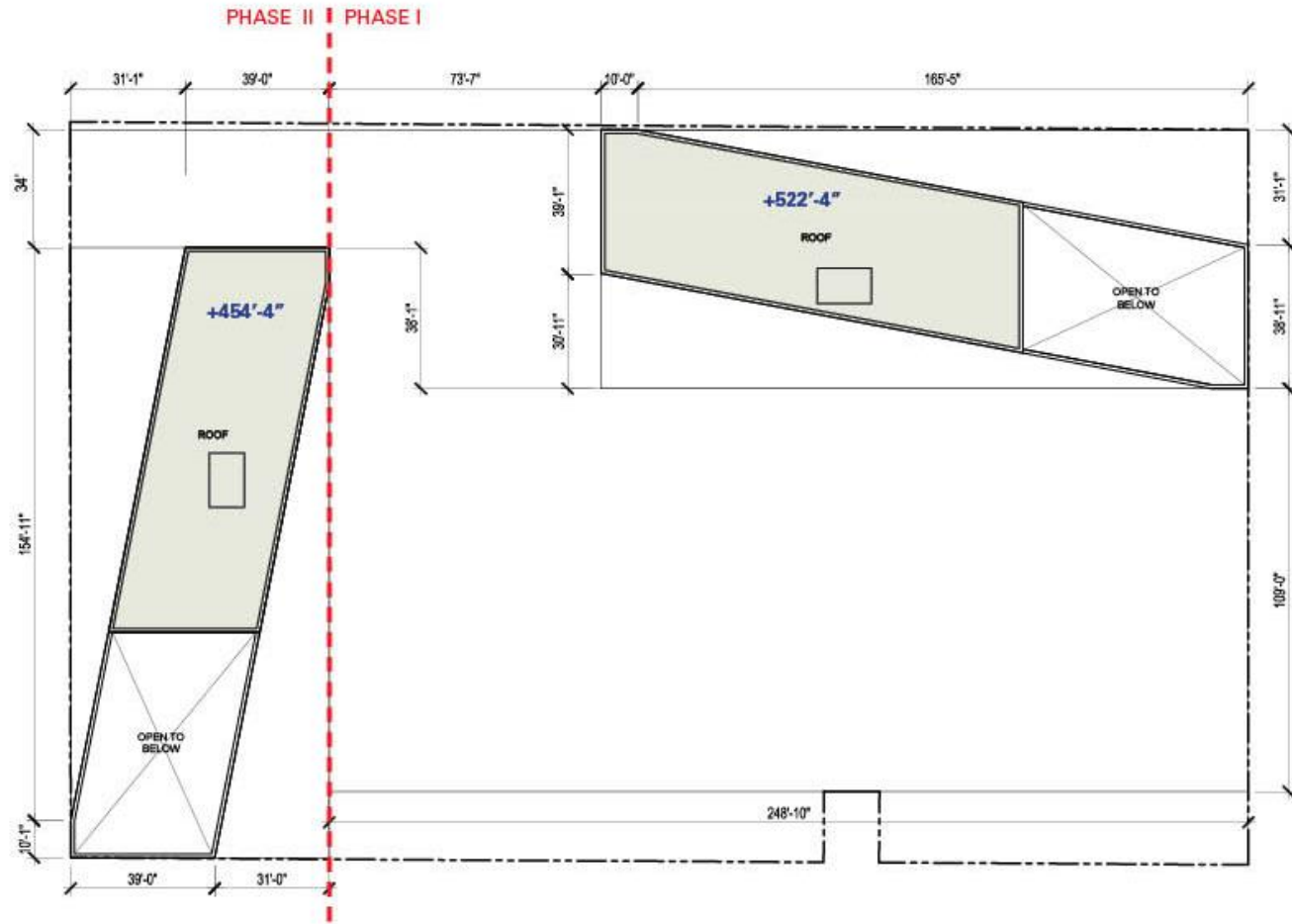
# PH II LEVEL 38



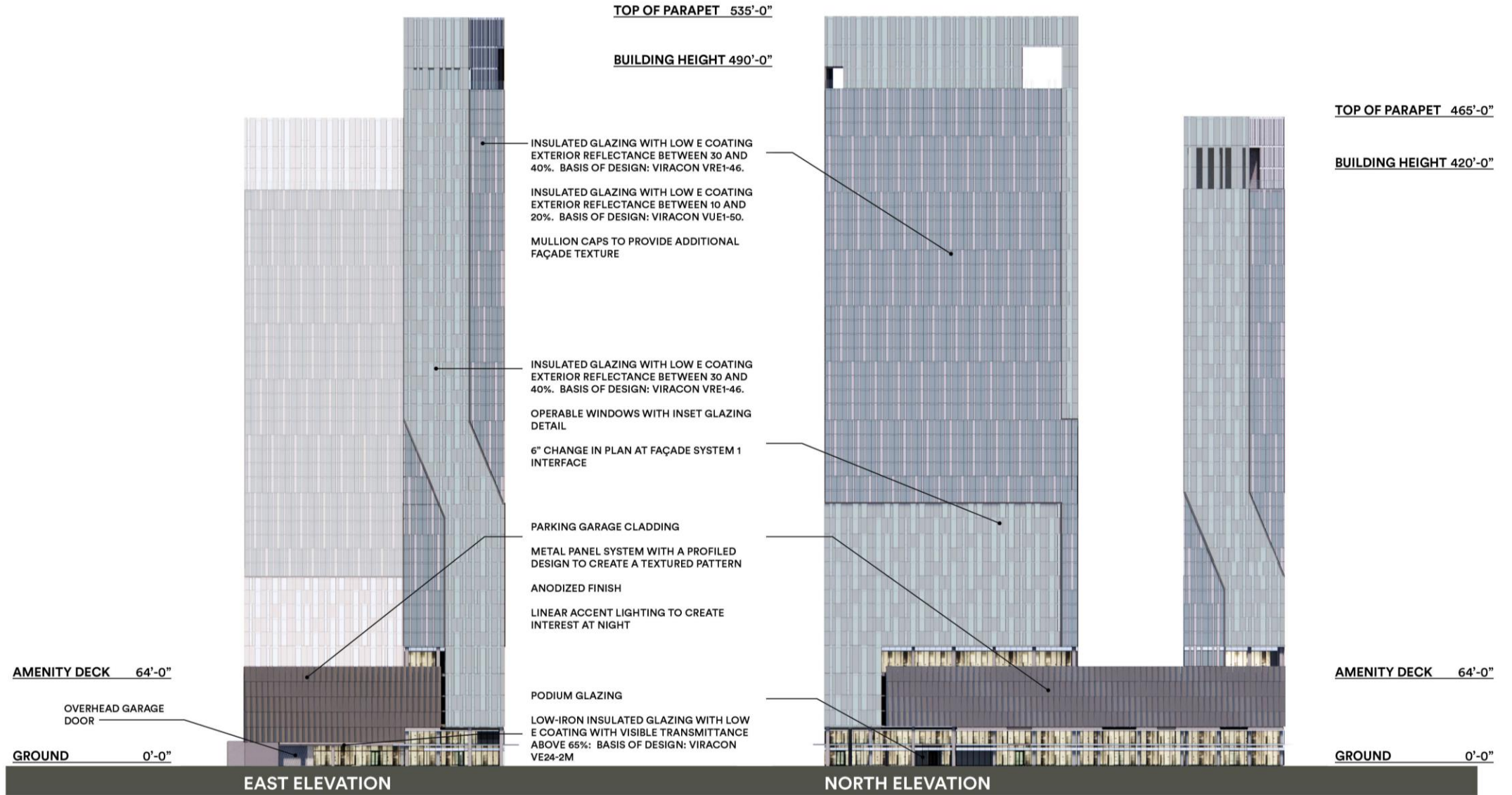
# PH I LEVEL 45





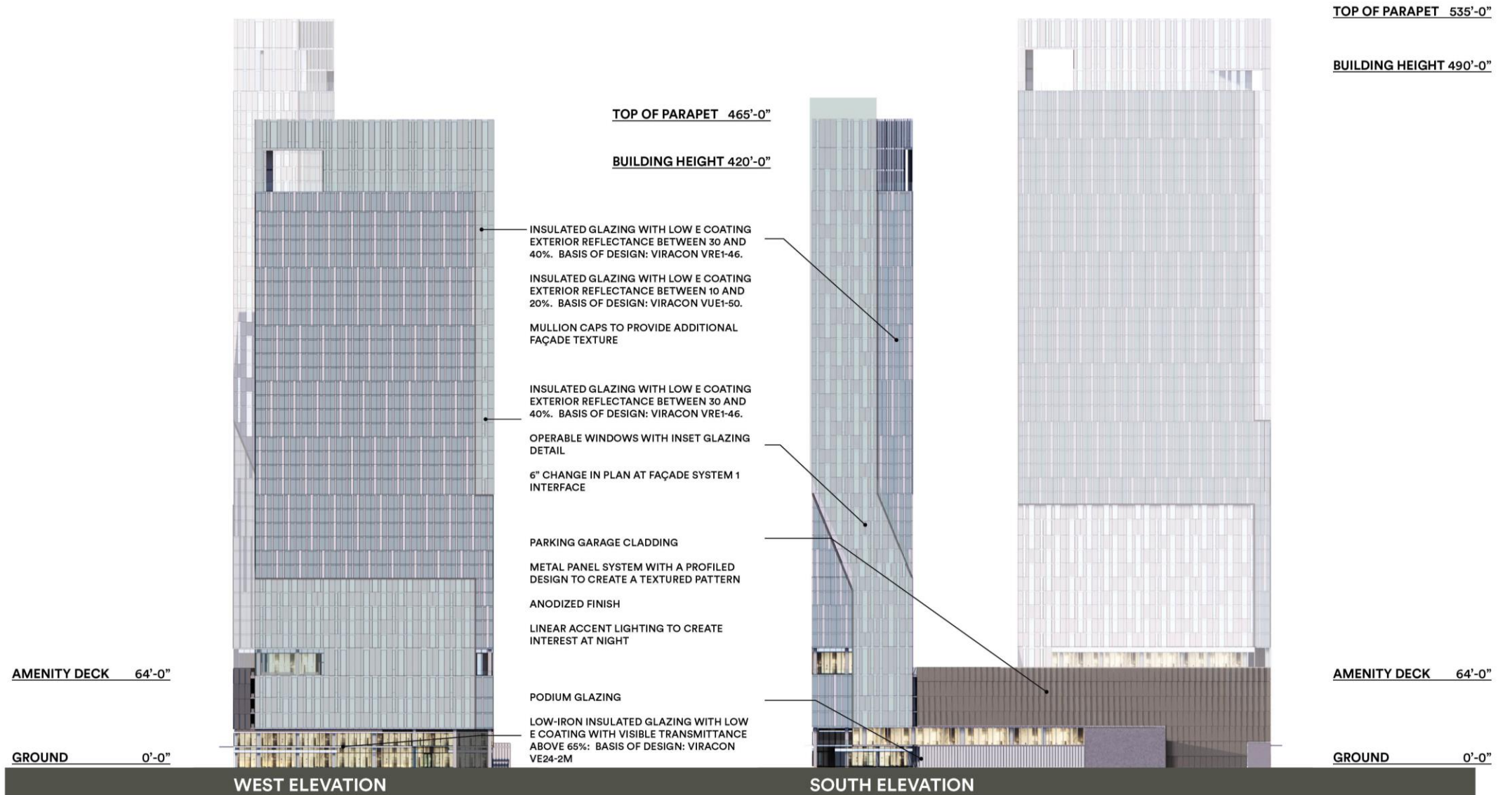


# ROOF PLAN



# BUILDING ELEVATIONS





# BUILDING ELEVATIONS

40 FLOORS  
HEIGHT: 465'-0"

BUILDING  
HEIGHT: 420'-0"

**PH2 RESIDENTIAL**

516 RESIDENTIAL UNITS  
35 FLOORS  
415,288 GSF  
323,944 NSF  
16 UNITS / FLOOR  
9'-8" FLOOR TO FLOOR

L 05: 64'-0"

430 PARKING SPACES  
3.5 FLOORS  
10'-6" FLOOR TO FLOOR

47 FLOORS  
HEIGHT: 535'-0"

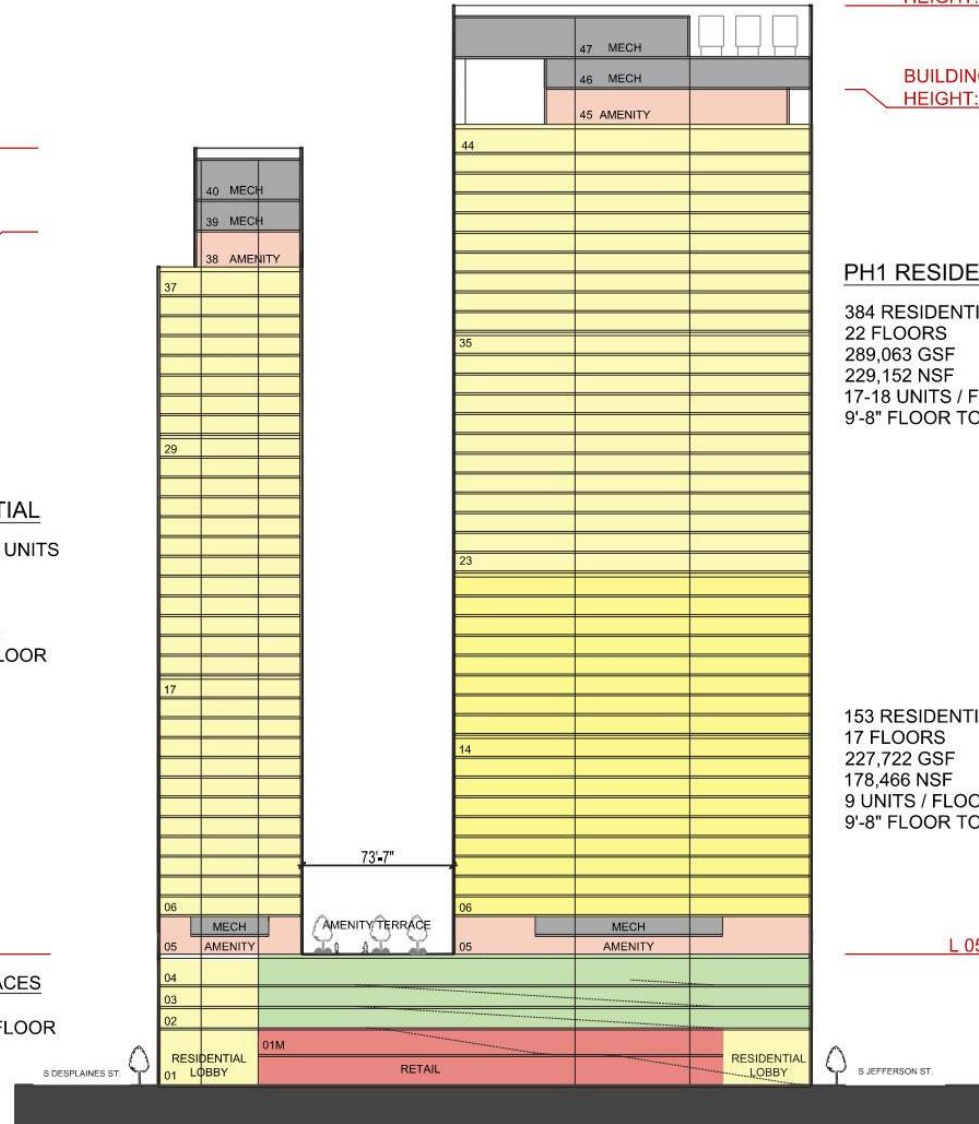
BUILDING  
HEIGHT: 490'-0"

**PH1 RESIDENTIAL**

384 RESIDENTIAL UNITS  
22 FLOORS  
289,063 GSF  
229,152 NSF  
17-18 UNITS / FLOOR  
9'-8" FLOOR TO FLOOR

153 RESIDENTIAL UNITS  
17 FLOORS  
227,722 GSF  
178,466 NSF  
9 UNITS / FLOOR  
9'-8" FLOOR TO FLOOR

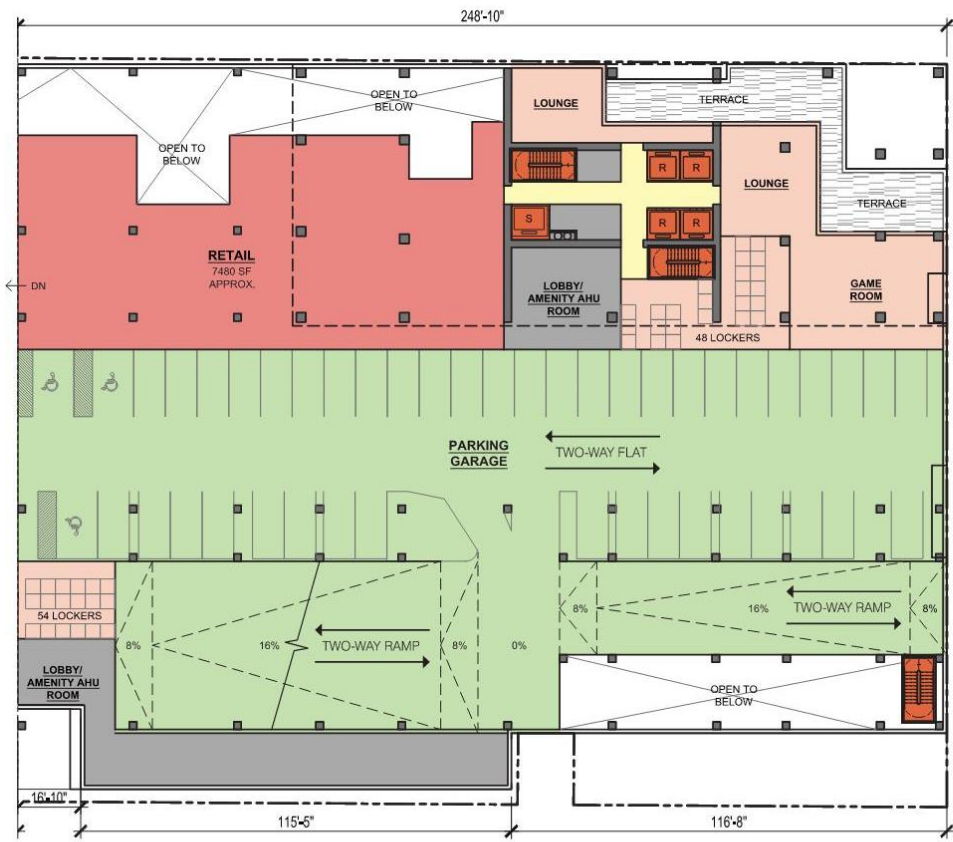
L 05: 64'-0"



**BUILDING SECTION**

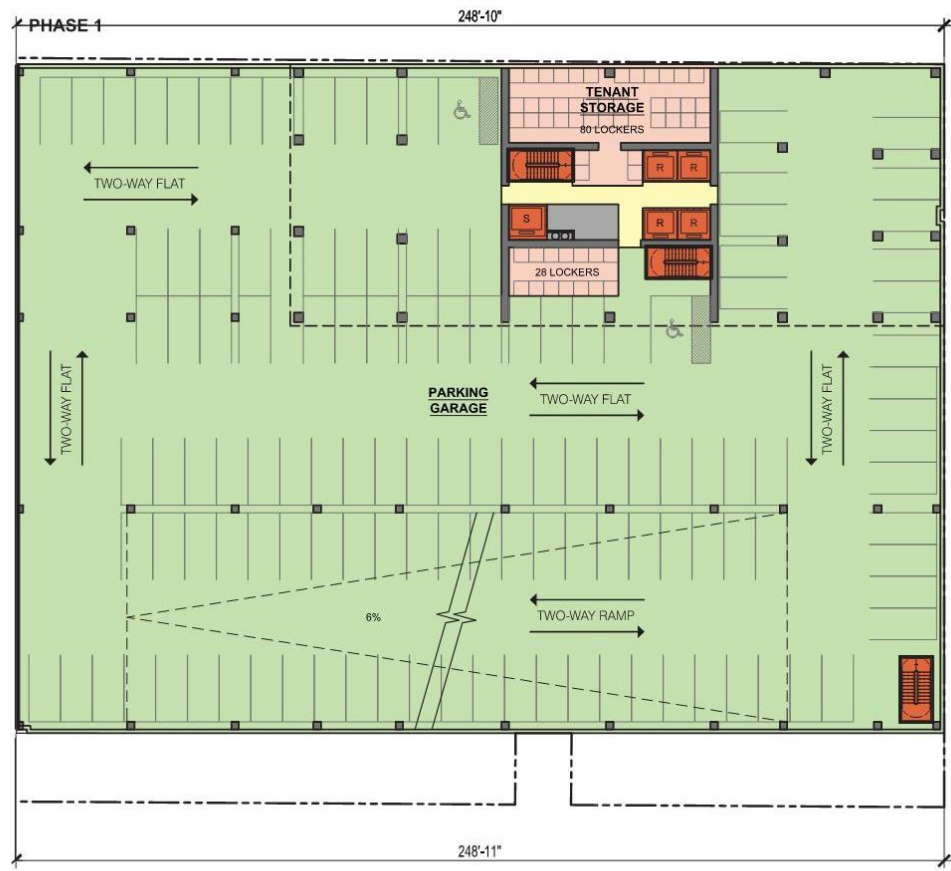






**PHASE I LEVEL 1 M PLAN**



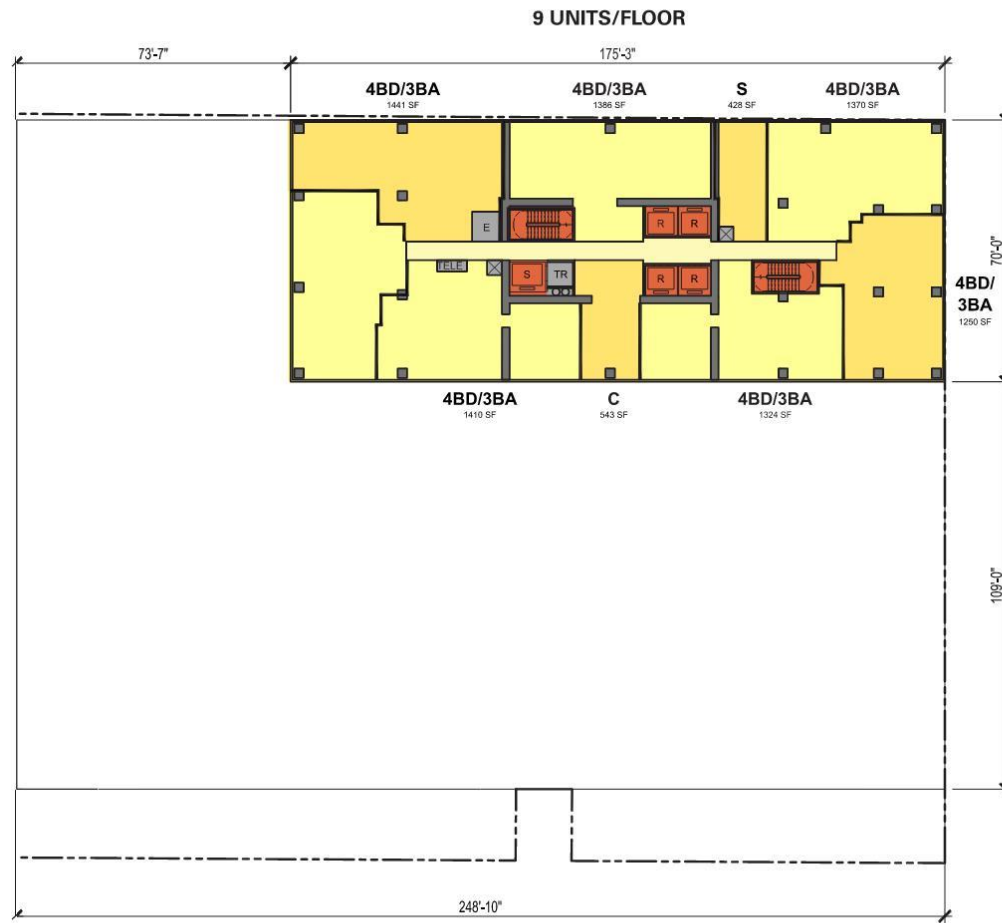


**PHASE I TYPICAL PODIUM PLAN – LEVEL 2-4**



**PHASE I PODIUM AMENITY PLAN – LEVEL 5**

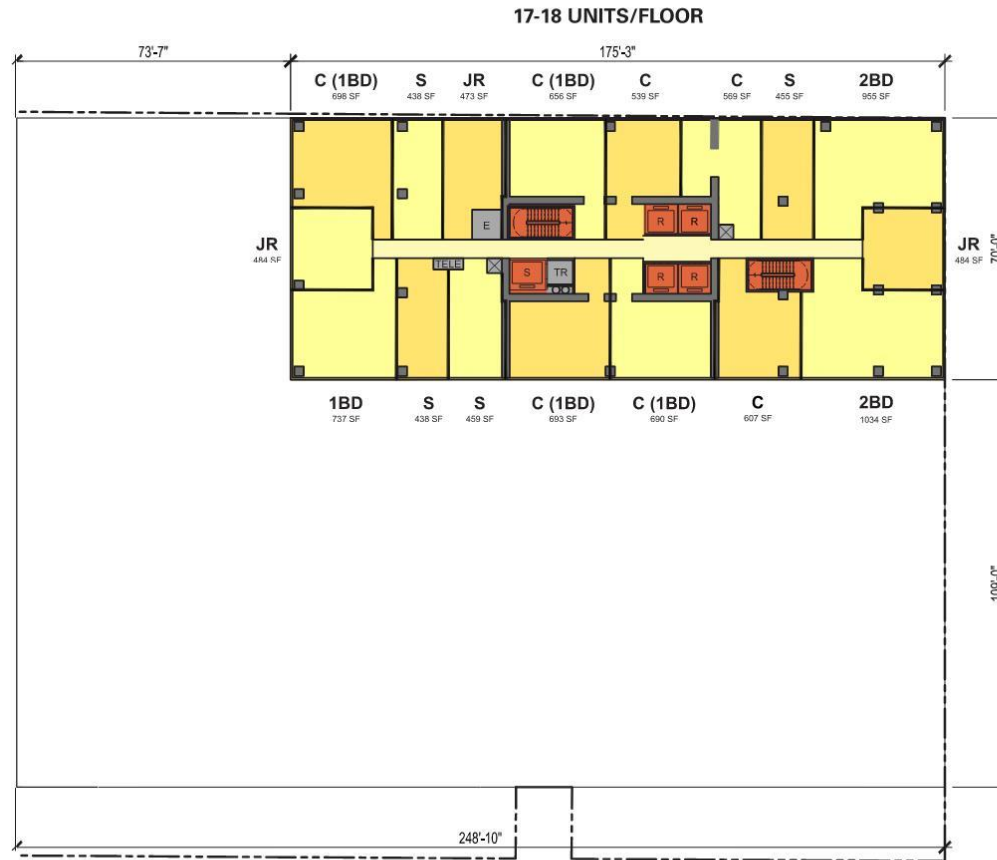




**PH I LEVELS 6-22**



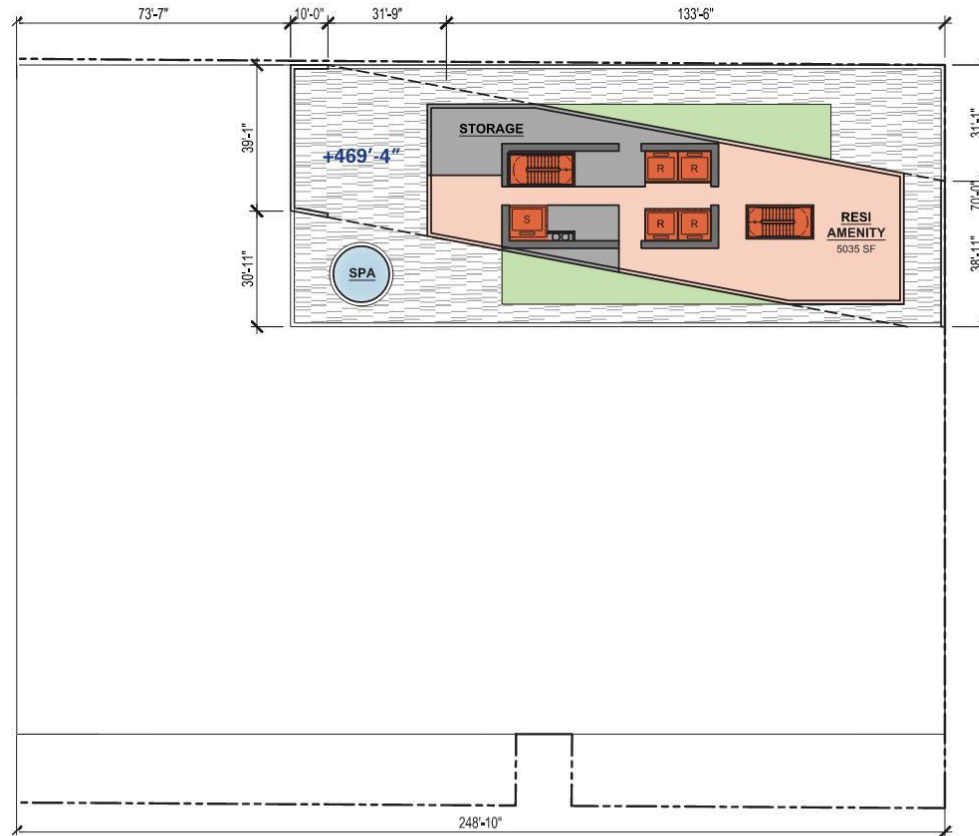
**PHASE I TYPICAL TIER 1 FLOOR PLAN**



## PH I LEVELS 23-44

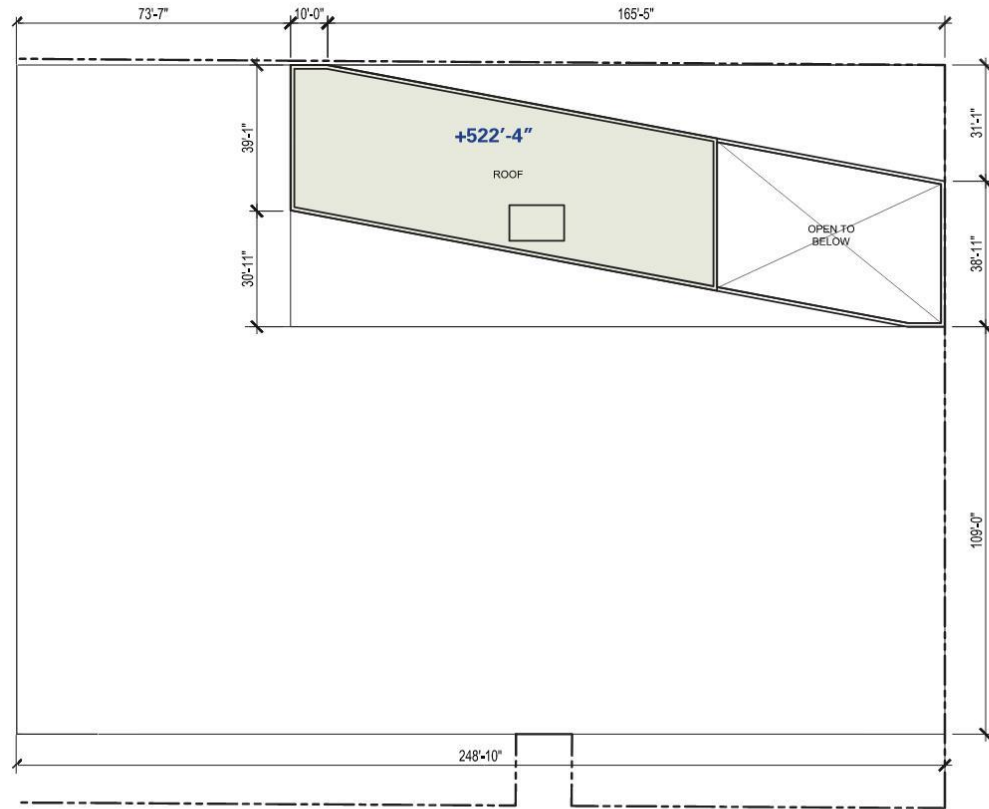






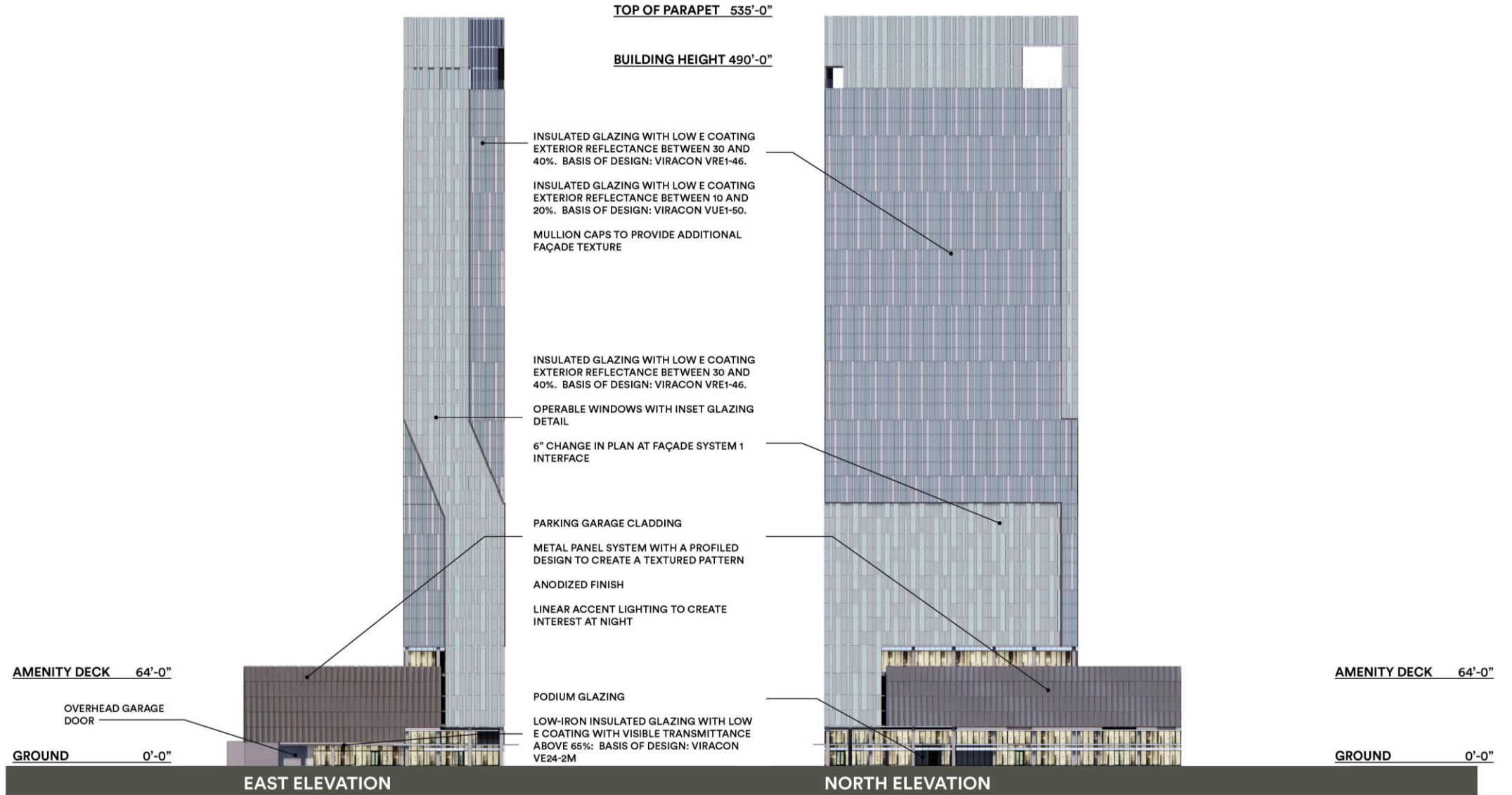
## PH I LEVEL 45



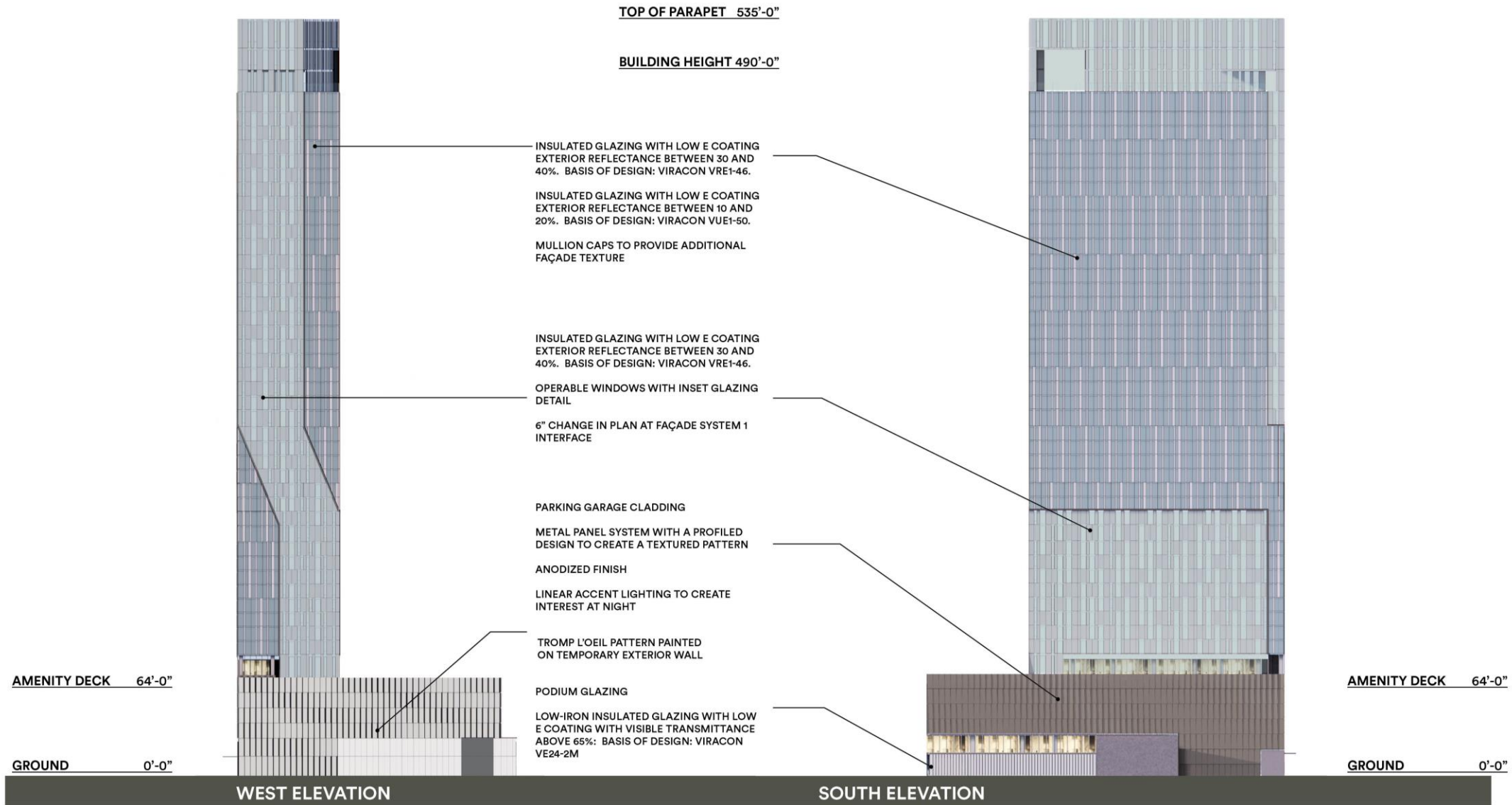


# PHASE I ROOF PLAN



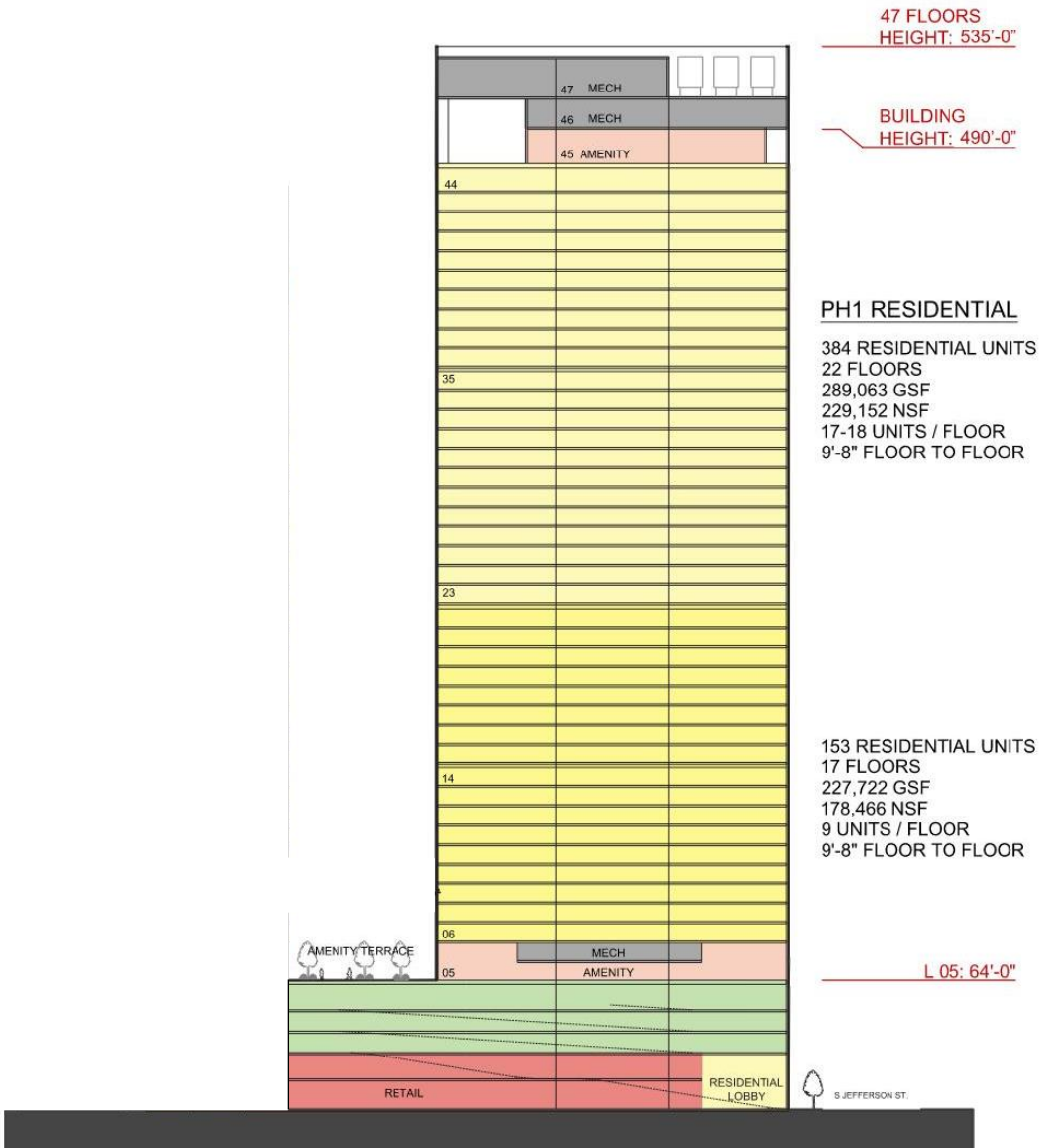


# PHASE I BUILDING ELEVATIONS

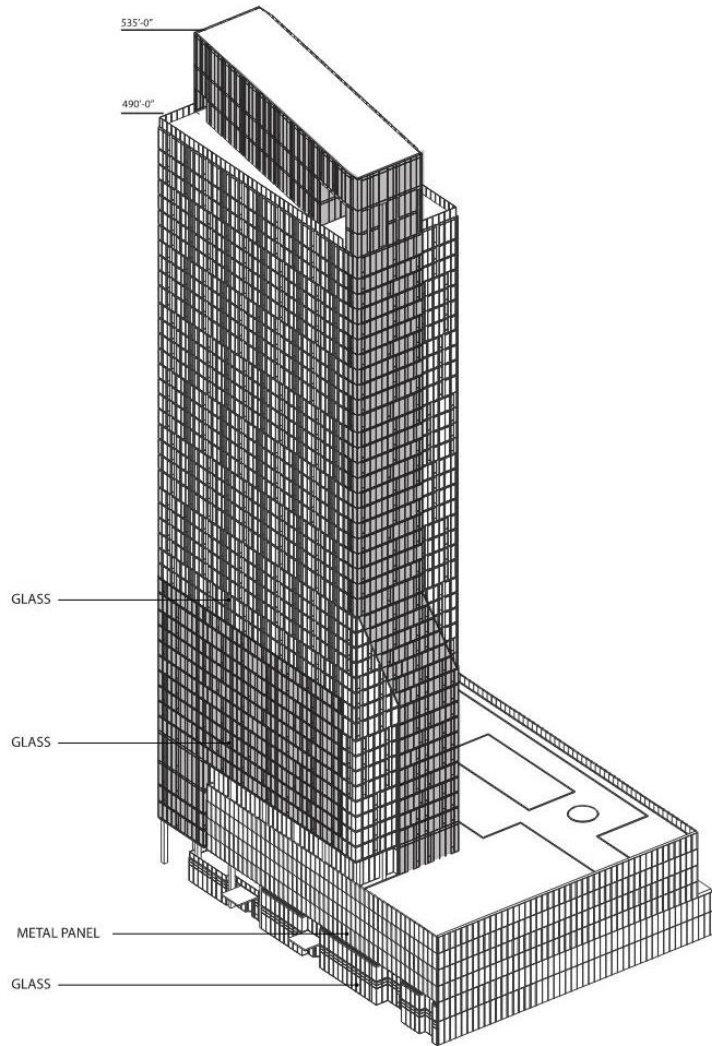


# PHASE I BUILDING ELEVATIONS

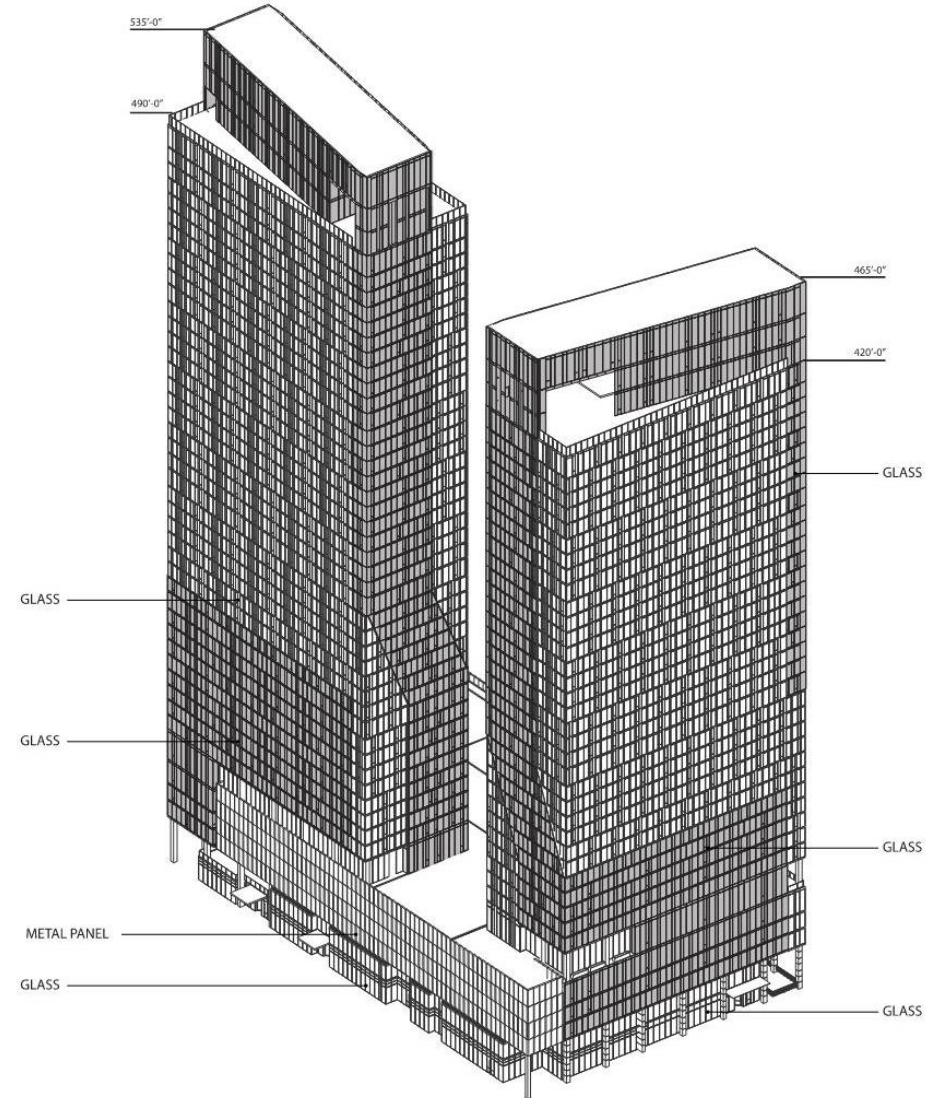




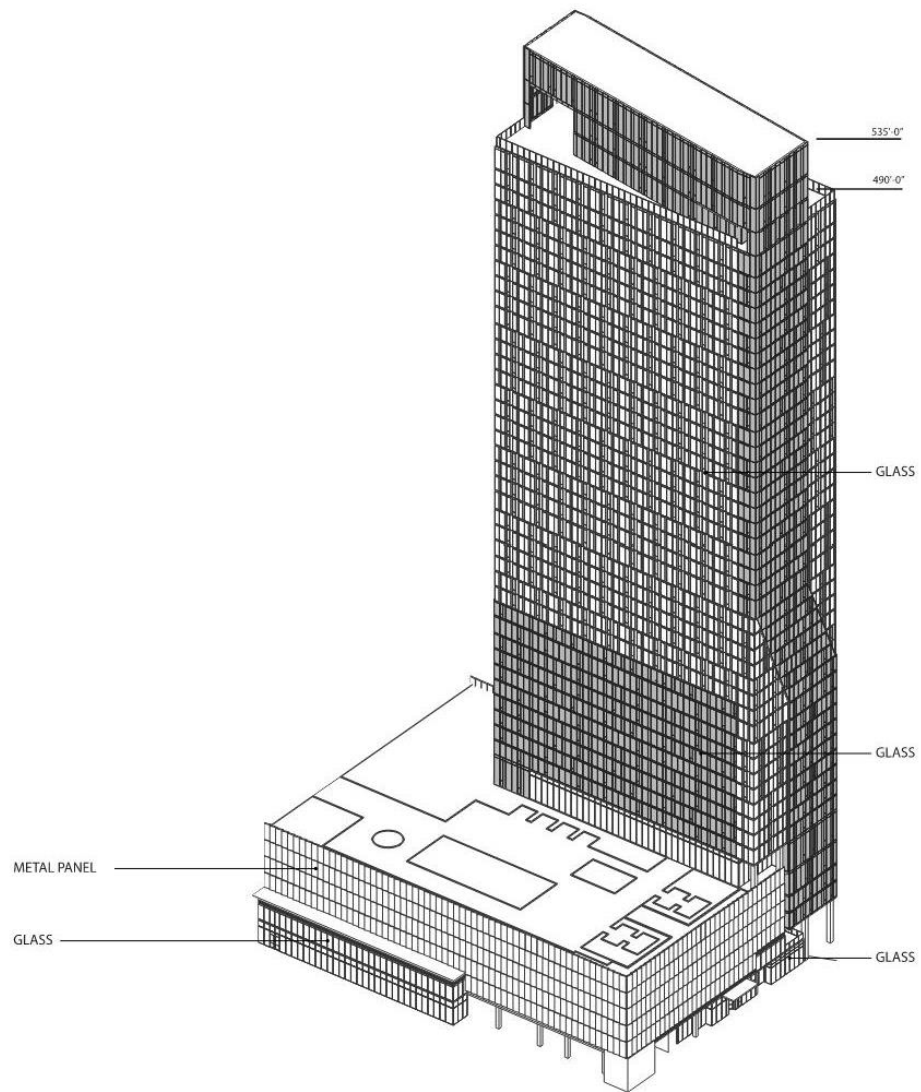
# PHASE I BUILDING SECTION



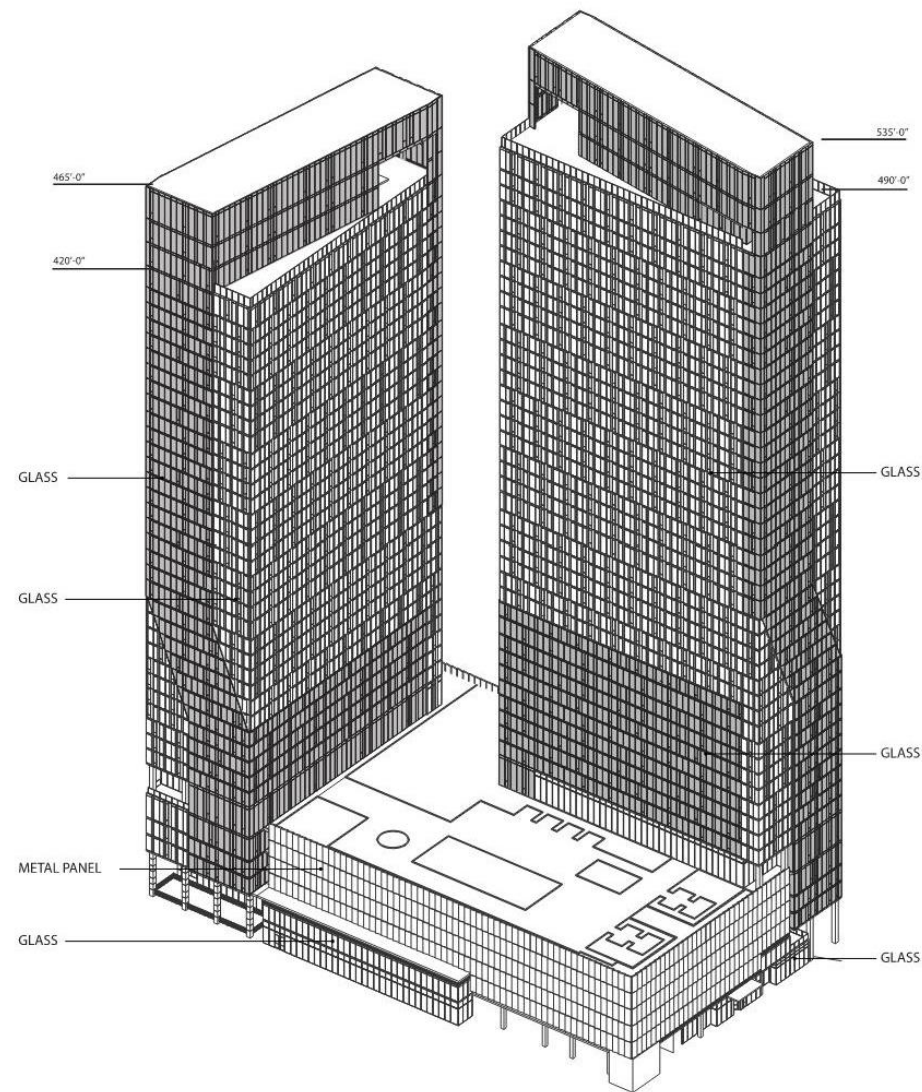
View from Northwest – Phase 1



View from Northwest – Phase 2

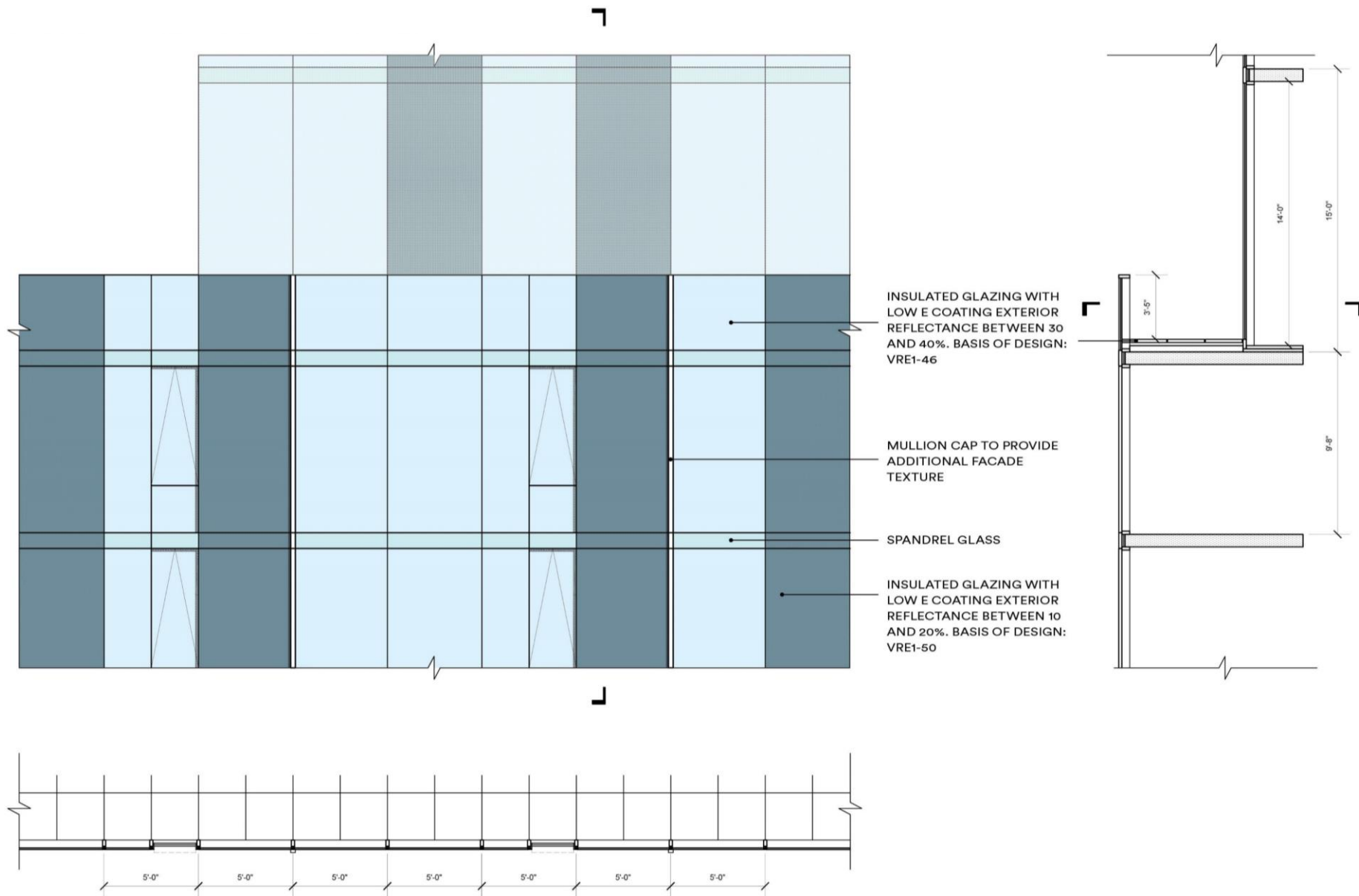
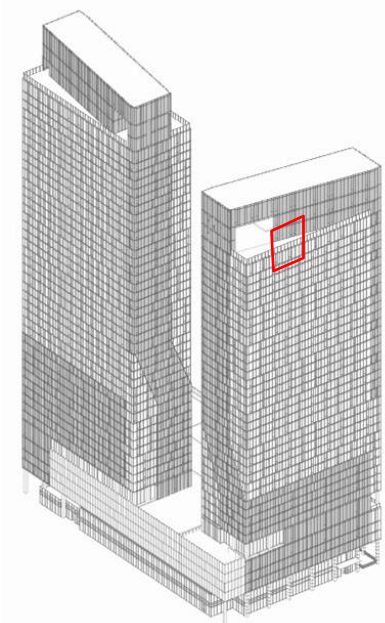


View from Southeast – Phase 1

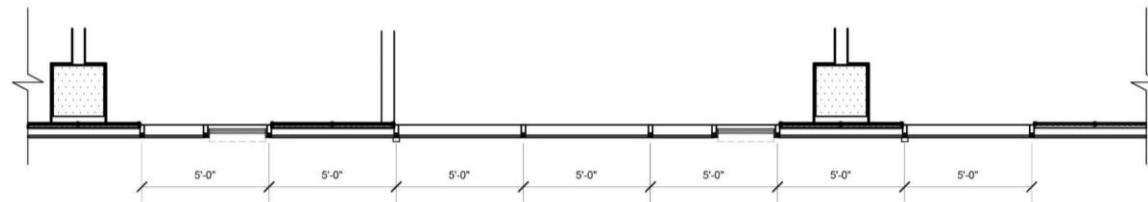
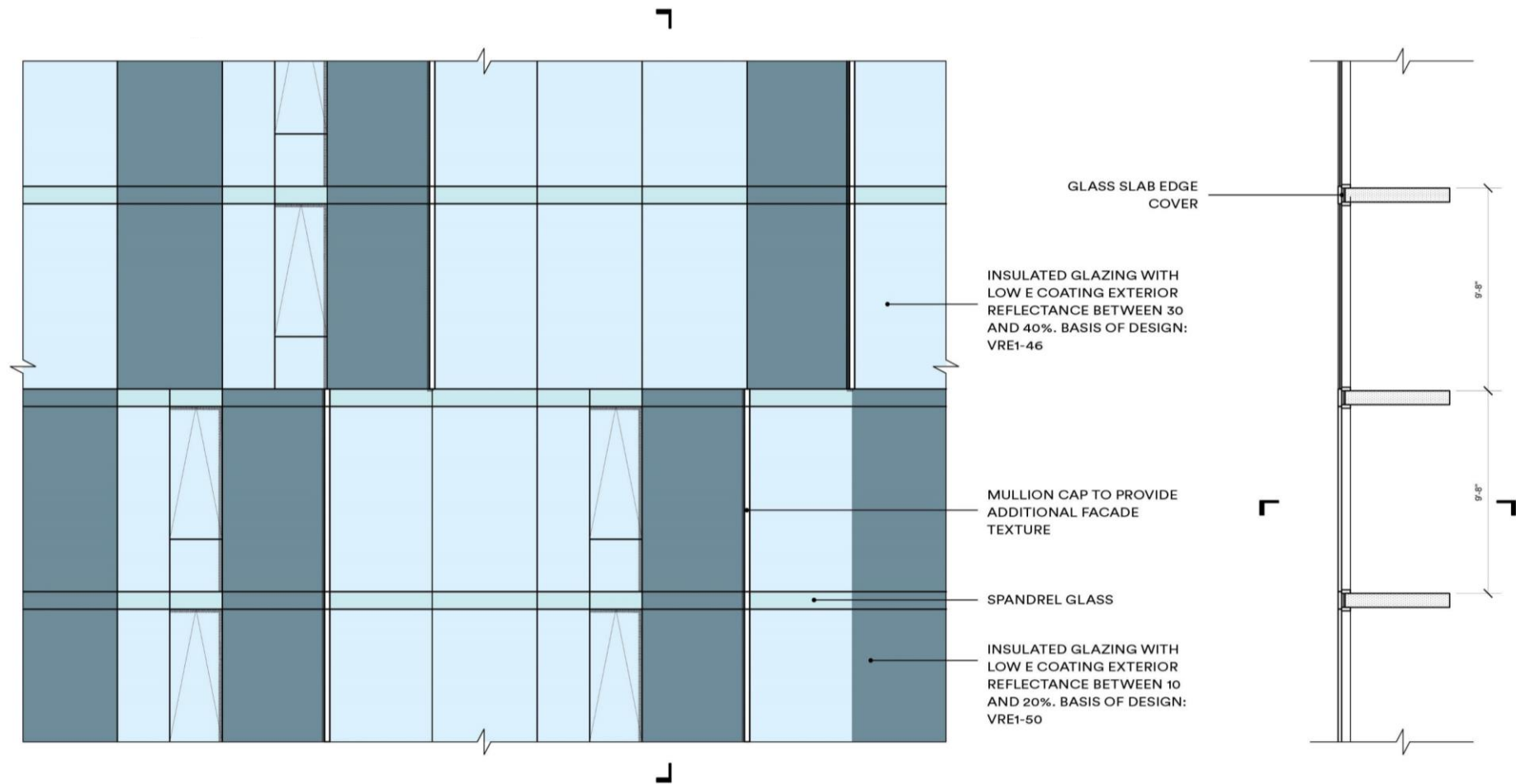
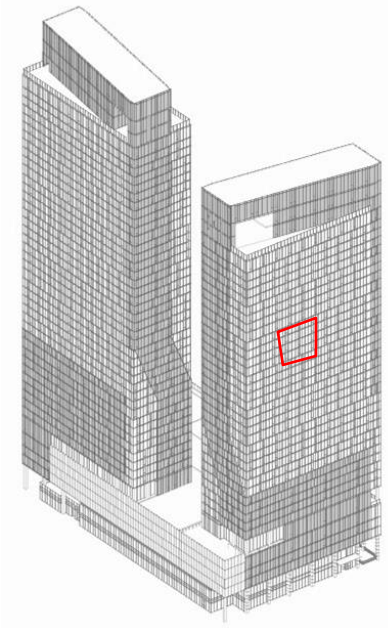


View from Southeast – Phase 2

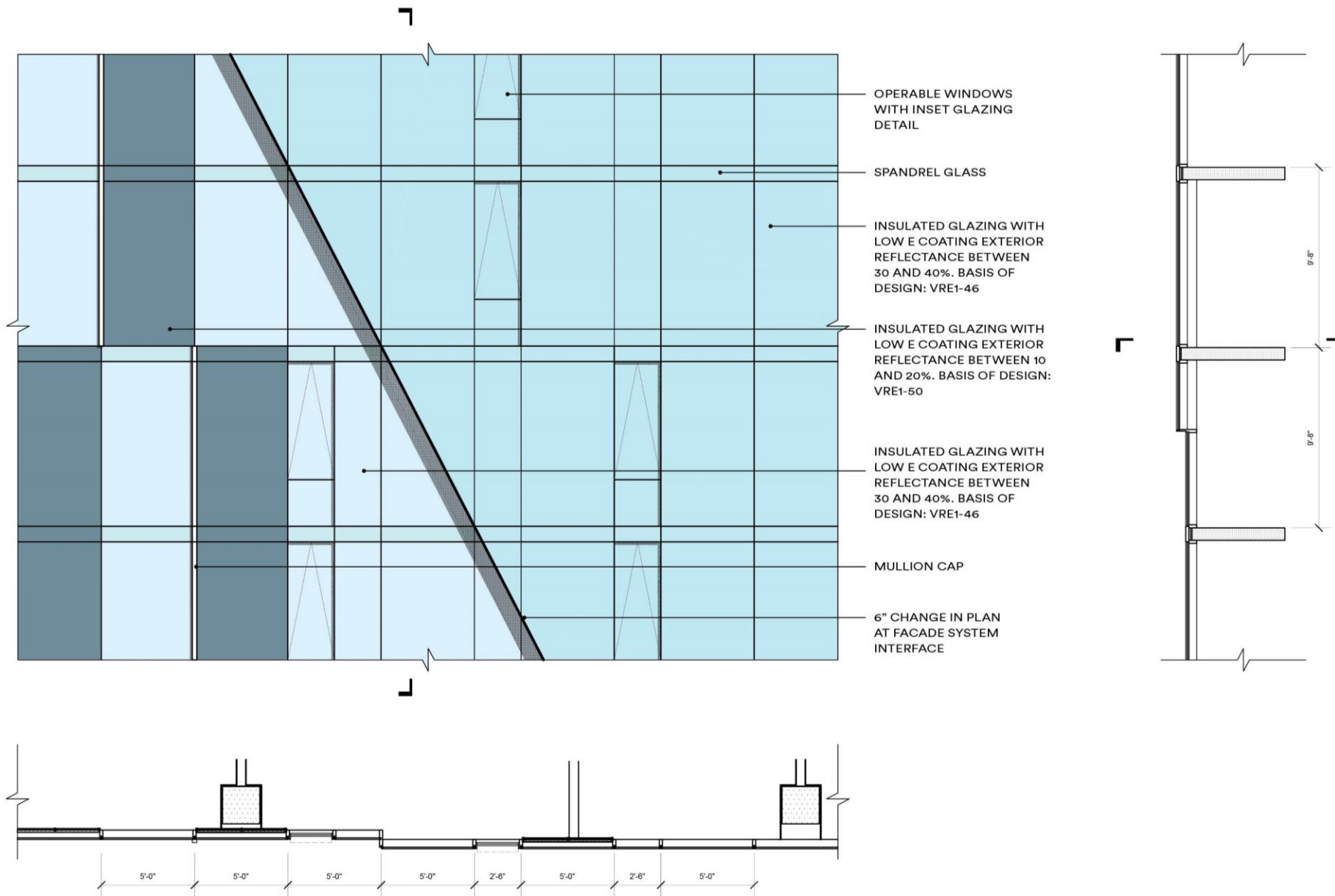
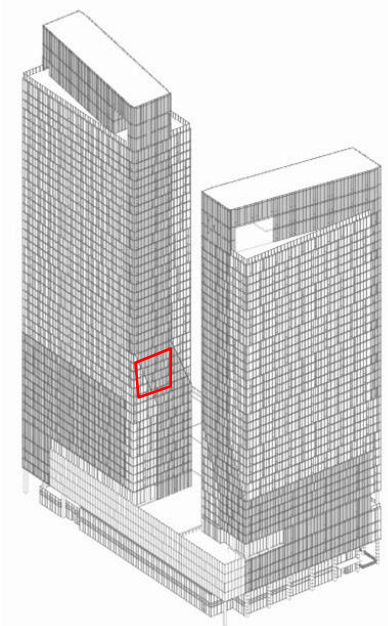




# FAÇADE SECTIONS – ROOFTOP DOCK

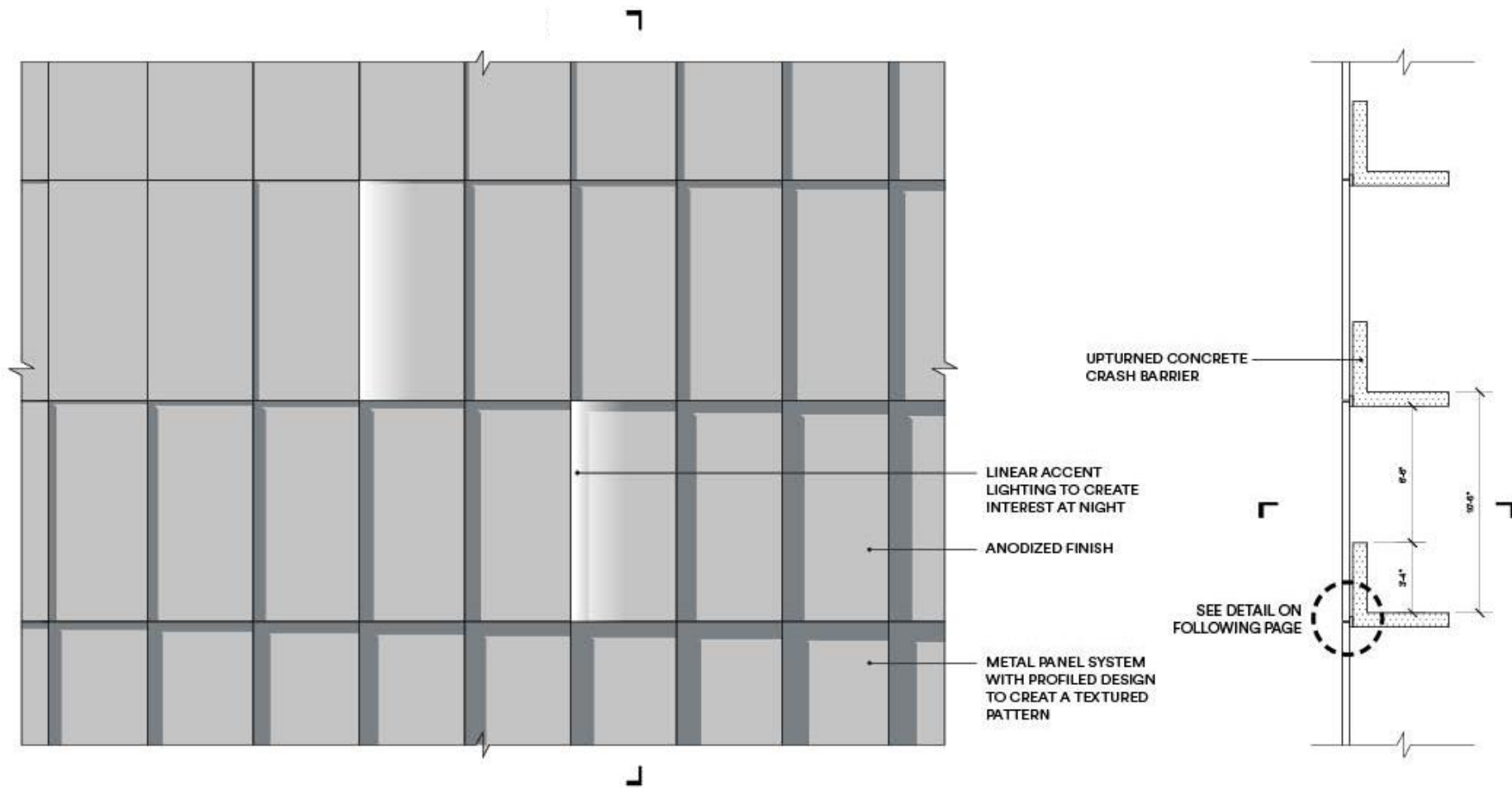
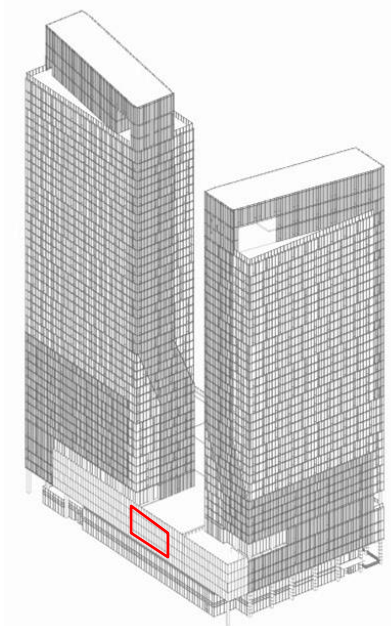


# FAÇADE SECTIONS – TOWER FAÇADE TYPE 1



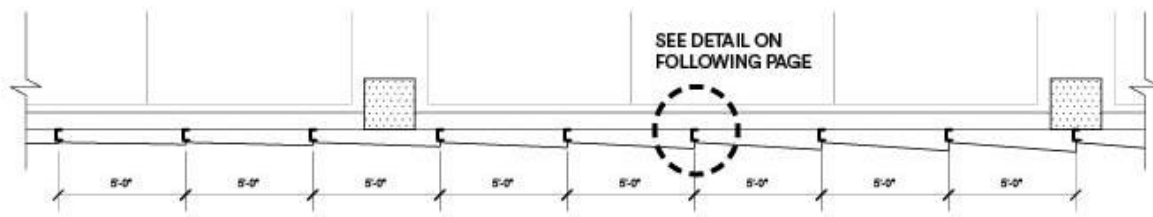
**FAÇADE SECTIONS –TOWER FAÇADE TYPE 1 & 2**



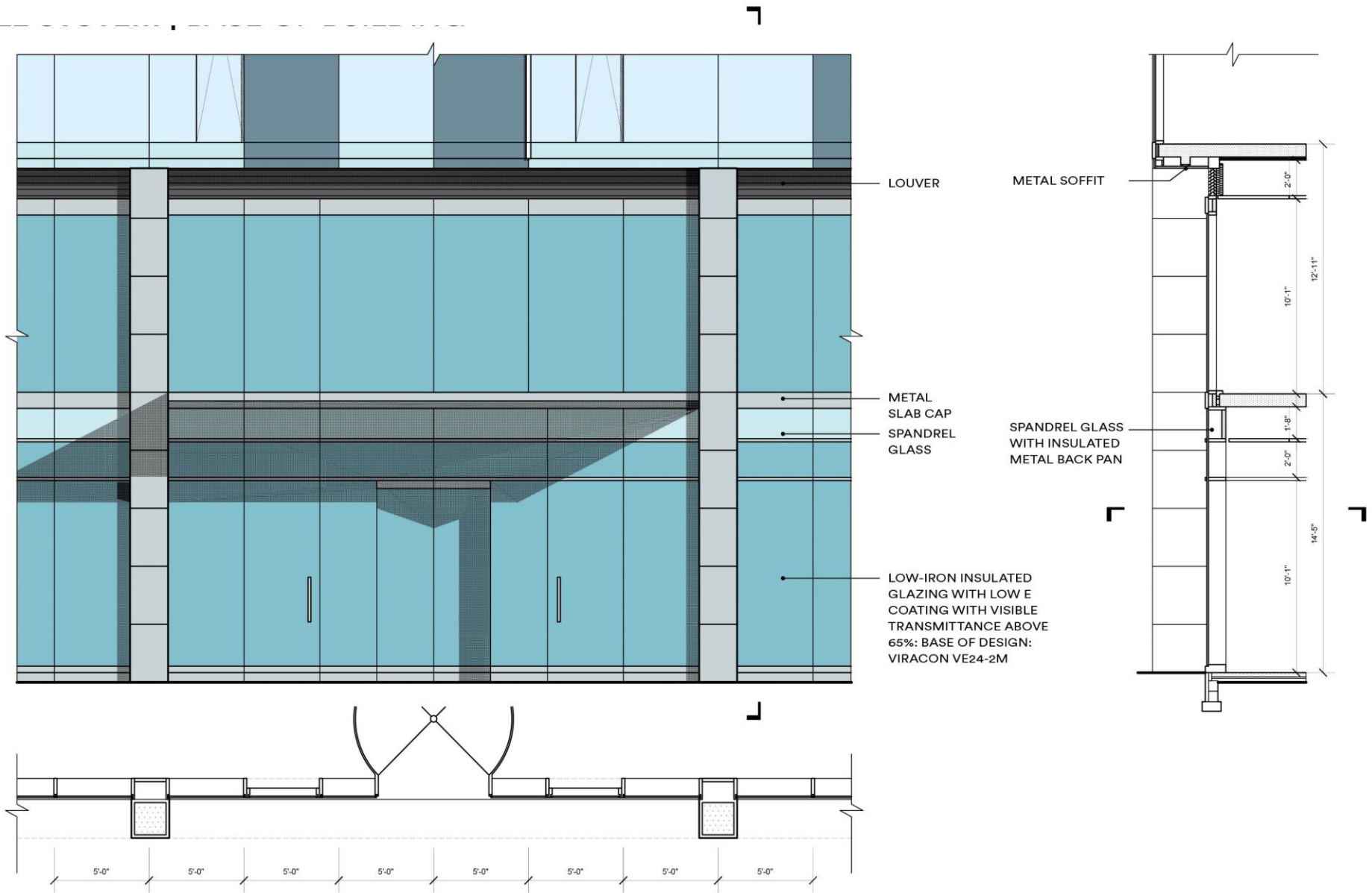
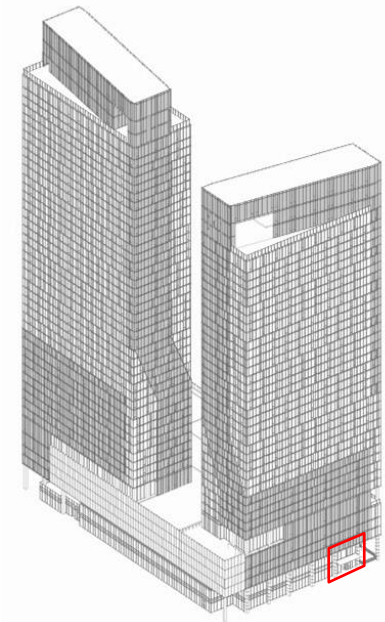


UPTURNED CONCRETE CRASH BARRIER

SEE DETAIL ON FOLLOWING PAGE

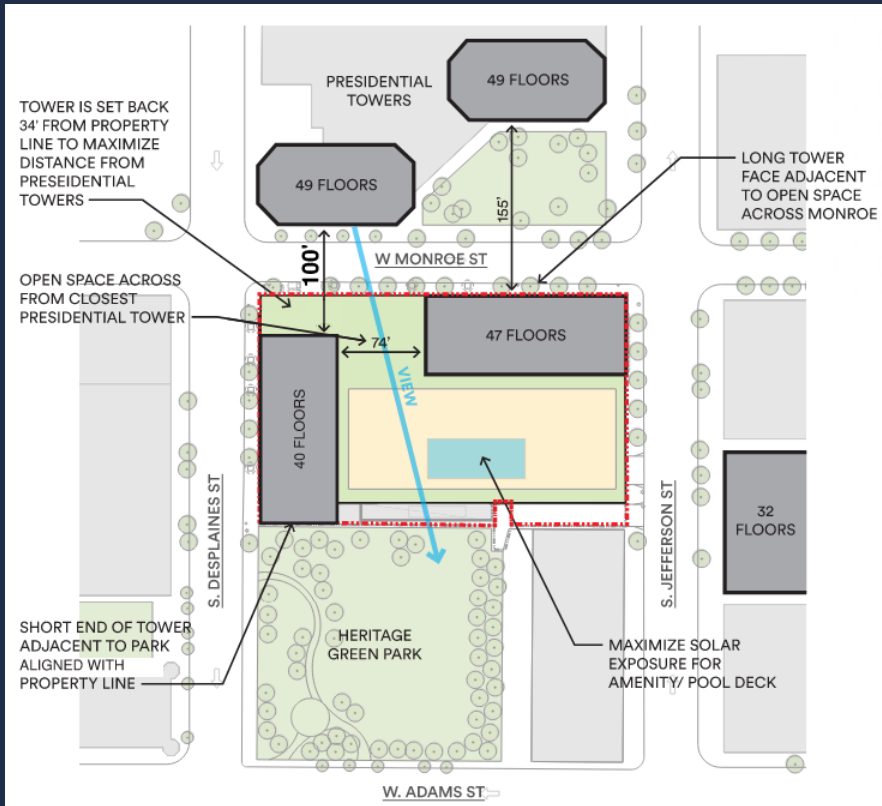


**FAÇADE SECTIONS – GARAGE CLADDING**

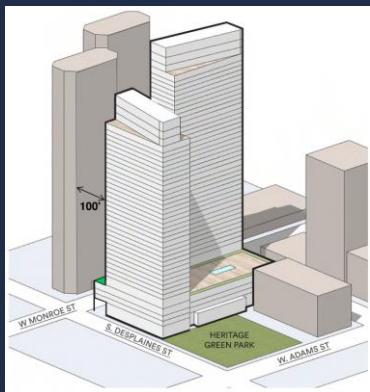


**FAÇADE SECTIONS – BASE OF BUILDING**

## 17-8-0905 (06)

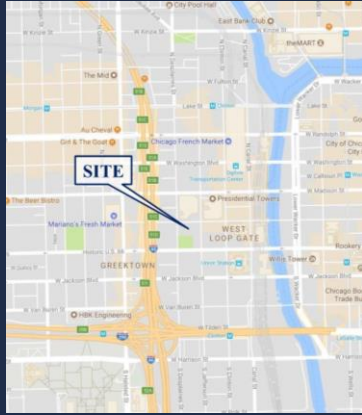


- TOWER LOCATION RELATES TO SURROUNDING CONTEXT TO ALLOW AMPLE ACCESS TO LIGHT AND AIR TO ALL ADJACENT BUILDINGS
- BUILDING MASS IS ARTICULATED TO FORM A CLEAR BASE, MIDDLE, AND TOP
- THE BUILDING MASS STEPS AWAY FROM MONROE TO CREATE A MORE PEDESTIAN FRIENDLY EXPERIENCE
- THE BUILDING MASS IS ERODED AT THE CORNERS OF THE PODIUM TO CREATE CLEAR ENTRANCES ALLOW FOR MORE COMFORTABLE CIRCULATION



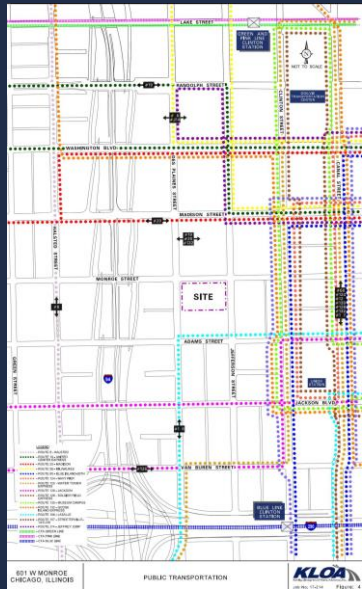
## MASSING DESIGN DIAGRAMS

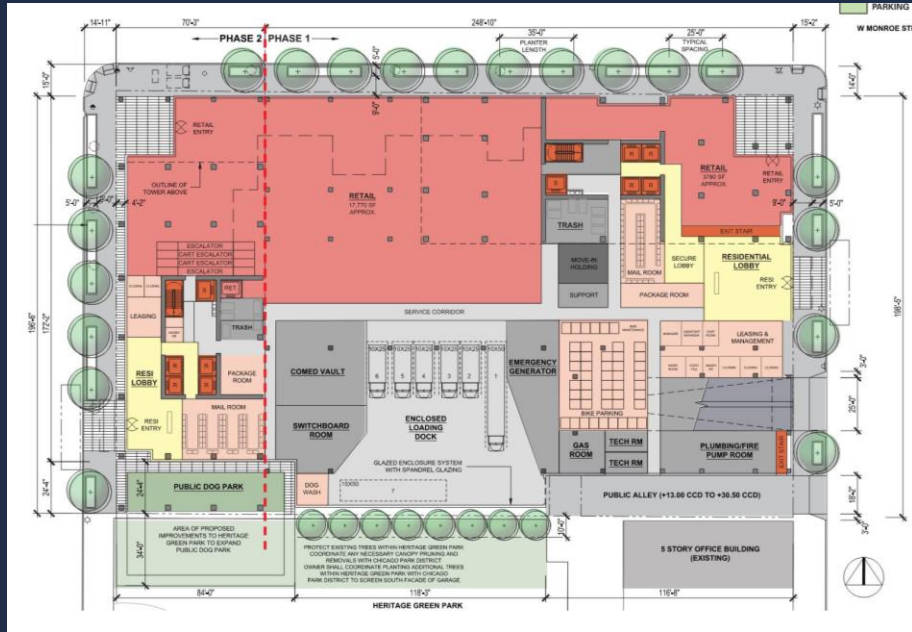




## 17-8-0904 Transportation, Traffic and Parking

- PROMOTE SAFE AND EFFICIENT CIRCULATION OF PEDESTRIANS, CYCLISTS AND MOTOR VEHICLES
- ENCOURAGE THE USE OF MASS TRANSIT AND BICYCLE USE
- ENSURE ACCESSIBILITY FOR PERSONS WITH DISABILITIES
- MINIMIZE THE VIEW OF LOADING AND SERVICE AREAS BY LOCATING THOSE AREAS IN THE ALLEY.
- MINIMIZE THE IMPACT OF VEHICLE PARKING ON THE SITE BY LOCATING ALL ACCESS AND EXITING ON JEFFERSON STREET
- PARKING IS LOCATED IN THE PODIUM OF THE BUILDING AND SCREENED WITH A TEXTURED, OPAQUE METAL PANEL WALL WITH ARCHITECTURAL ACCENT LIGHTING
- IMPROVE PEDESTRIAN ORIENTATION





## 17-8-0905 Pedestrian Orientation

- SAFE ATTRACTIVE SIDEWALKS
- STREET-LEVEL ACTIVE SPACES
- EXPRESSED ENTRIES
- ACTIVE USE BASE WITH WINDOWS AND DOORS
- ENTRIES AS FOCAL POINTS
- MORE THAN 75% OF THE STREET FAÇADE IS VISUALLY ACTIVATED FROM RETAIL AND RESIDENTIAL LOBBIES
- BUILDING FAÇADE IS APPROPRIATELY SCALED TO THE PEDESTRIAN AT THE BASE OF THE BUILDING
- SIDEWALK WIDTHS HAVE BEEN INCREASED ALONG DESPLAINES STREET



## URBAN DESIGN



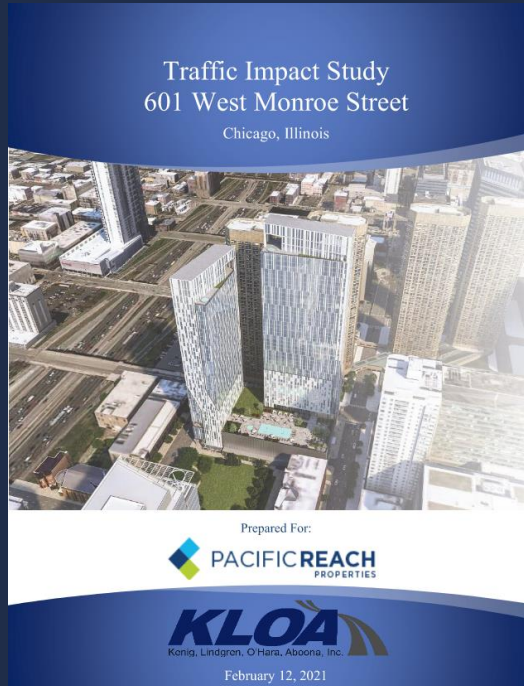


## 17-8-0906 Urban Design

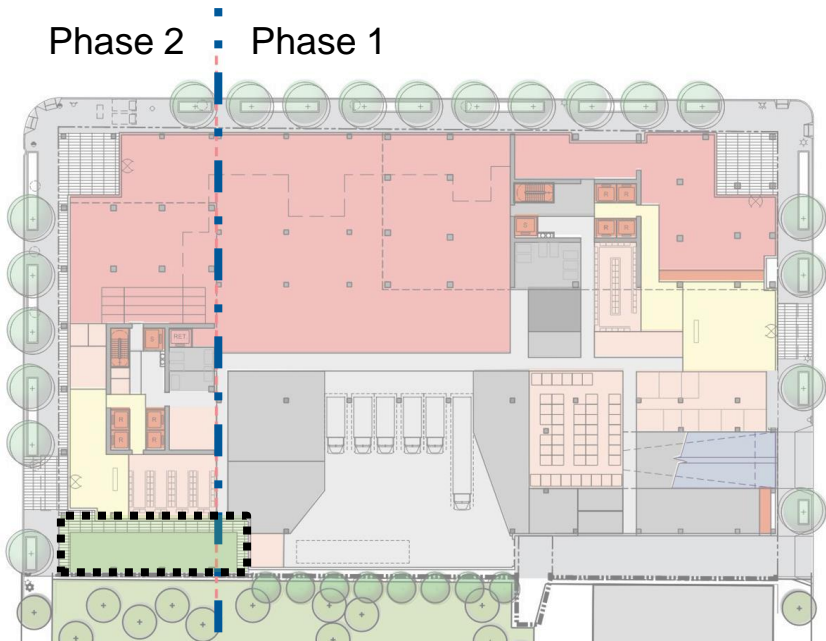
- REINFORCES NEIGHBORHOOD URBAN FEATURES
- HAS APPROPRIATE SCALE IN BULK AND DENSITY
- SIGNAGE WILL BE APPROPRIATE IN SCALE TO NEIGHBORHOOD
- BUILDING MASSING REINFORCES ACTIVE STREET SCAPE
- ALIGNS WITH NEIGHBORING BUILDINGS
- BUILDING DESIGN AND MASSING HOLDS THE STREET CORNER
- BUILDING MASSING AND FORM CREATES A SENSE OF PLACE
- A PUBLIC DOG PARK FURTHER ACTIVATES THE ADJACENT, EXISTING HERITAGE GREEN PARK



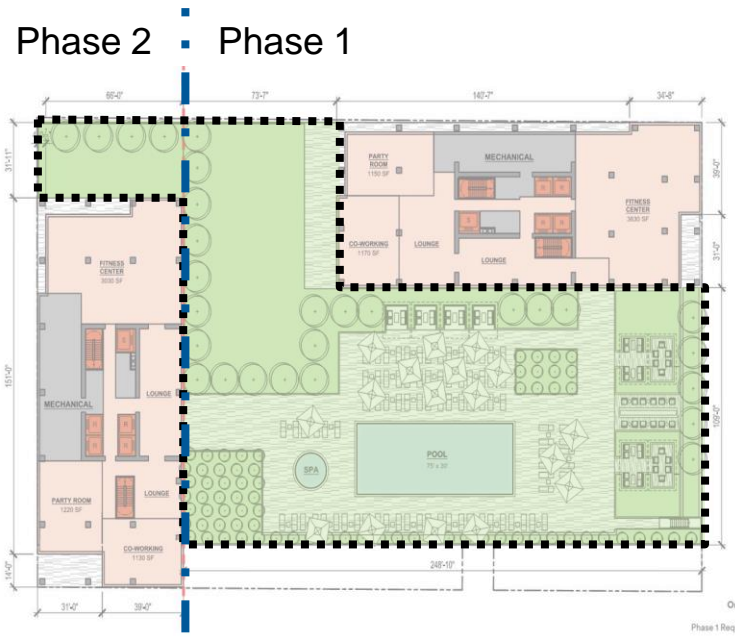




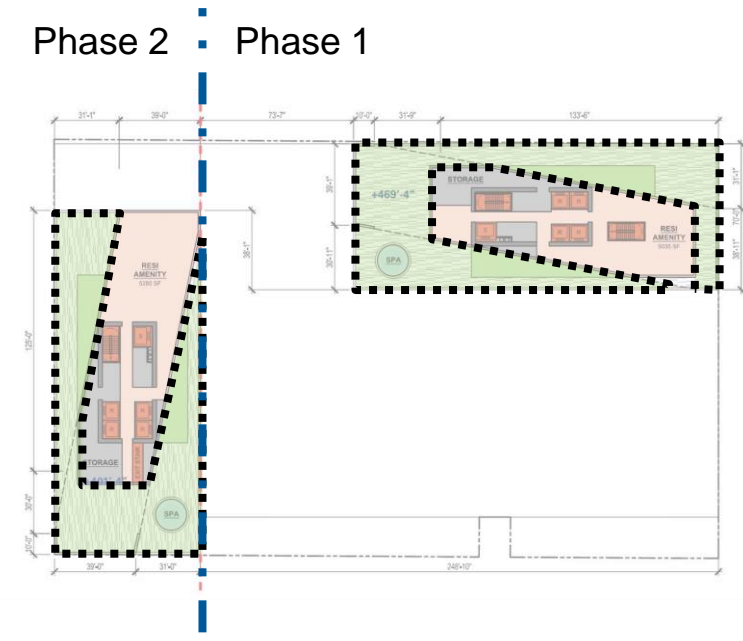
- Given the location of the site within an urban area and its proximity to alternative modes of transportation, the number of generated trips will be reduced.
- The existing 250-space parking lot currently on the site generates a similar amount of traffic when compared with the Phase I residential development and approximately 35 percent of the estimated traffic to be generated by the full build-out during the peak hours.
- The existing street system can sufficiently accommodate the traffic to be generated by the proposed development as well as the addition of background growth with the implementation of recommended improvements / modifications.
- The proposed access drive to the parking garage on Jefferson Street will provide one inbound lane and one outbound lane with outbound movements under stop sign control. This drive will adequately accommodate all traffic entering and exiting the garage. Audio / visual warning devices will be provided at the Jefferson Street access drive to warn pedestrians of outbound vehicles.
- All loading will occur internally with access off Jefferson Street.
- The impact on the Frances Xavier Warde School drop-off/pick-up operations will be limited with access to the parking garage and loading docks restricted to Jefferson Street only.



Ground Floor  
Public Dog Park



Level 5 Amenity Floor  
Outdoor Amenity Terrace



Rooftop Amenity Floors  
Outdoor Amenity Terraces

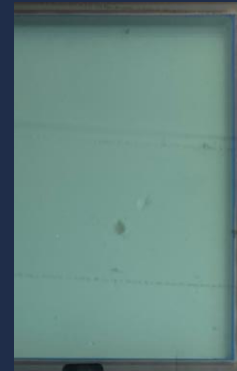
### On-Site Open Space Requirement (17-4-0410)

Phase 1 Required Area = 537 Units x 36 sf / unit = 19,332 sf  
Phase 1 Provided Area = 34,500 sf

Phase 1+2 Required Area = 1053 Units x 36 sf / unit = 37,908 sf  
Phase 1+2 Provided Area = 42,011 sf

# 17-8-0907 Building Design

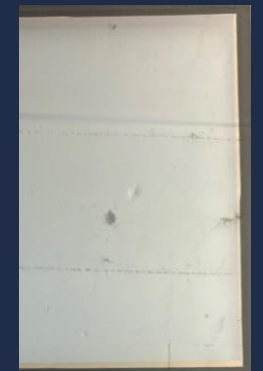
- USE OF HIGH QUALY DETAILS, MATERIALS AND FINISHES APPROPRIATE FOR THE PRIMARY STREET FACADE



PODIUM GLASS



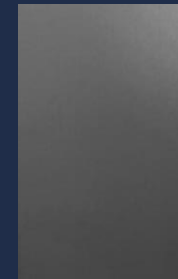
TOWER GLASS 1



TOWER GLASS 2



ALUMINUM  
MULLION  
FINISH



ANODIZED  
METAL PANEL  
FINISH



STONE ACCENT  
PAVERS

## BUILDING MATERIALS





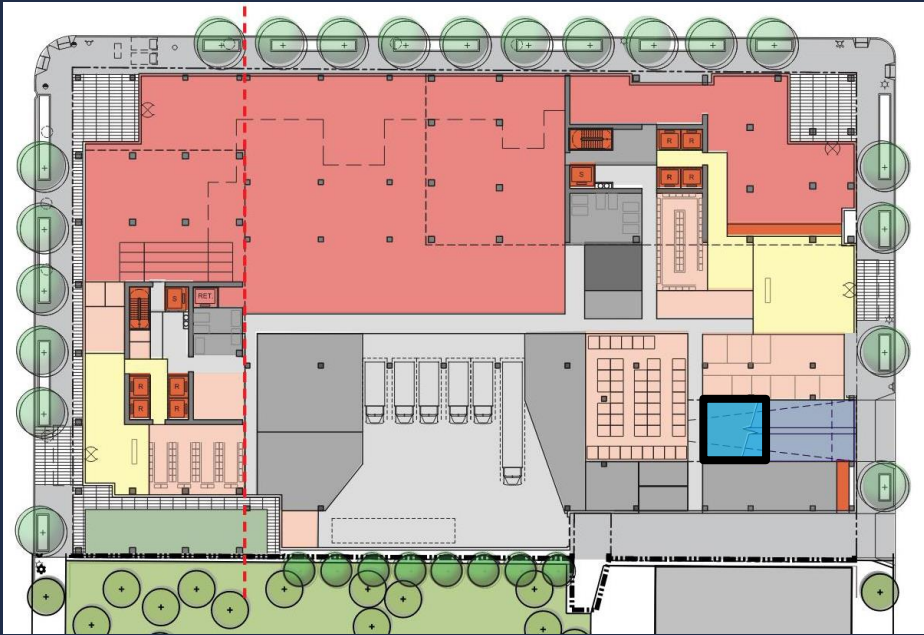
Compliance Options	Points Required		Sustainable Strategies Menu																																				
			Health		Energy					Stormwater					Landscapes			Green Roofs		Water		Transportation					Solid Waste	Work Force	Wildlife										
			1.1 Achieve WELL Building Standard	2.1 Designed to earn the Energy 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 EV 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)				
<b>Compliance Paths</b>	Starting Points	Number of Optional Points Required <i>New Construction / Substantial Rehab / Moderate Rehab</i>																																					
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	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	10	20	40	5	5	5	5	5	5	5	20	10	20	NA	NA	NA	5	NA	NA	NA	5	5	5	10	5	5	10	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	NA	NA	5	NA	NA	NA	10	5	5	10	10	5	10	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	5	10	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	5	5	20	10	20	NA	NA	NA	5	NA	NA	10	5	5	10	10	5	10	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	5	5	20	10	20	NA	NA	NA	5	NA	NA	10	5	5	10	10	5	10	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	10	5	10	
Living Building Challenge	100	0 / 0 / 0	40	NA	NA	NA	NA	NA	NA	10	20	40	5	5	5	5	NA	NA	NA	20	NA	NA	NA	NA	NA	5	NA	NA	10	5	NA	NA	10	5	10	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	5	5	20	10	20	10	20	NA	5	NA	NA	10	5	5	10	10	5	10	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	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	5	5	10	5	5	10	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)

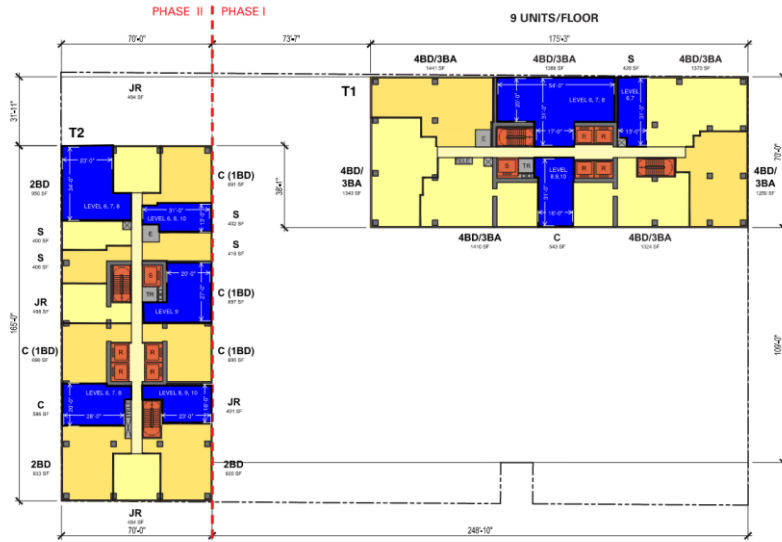
## Ground Floor Plan



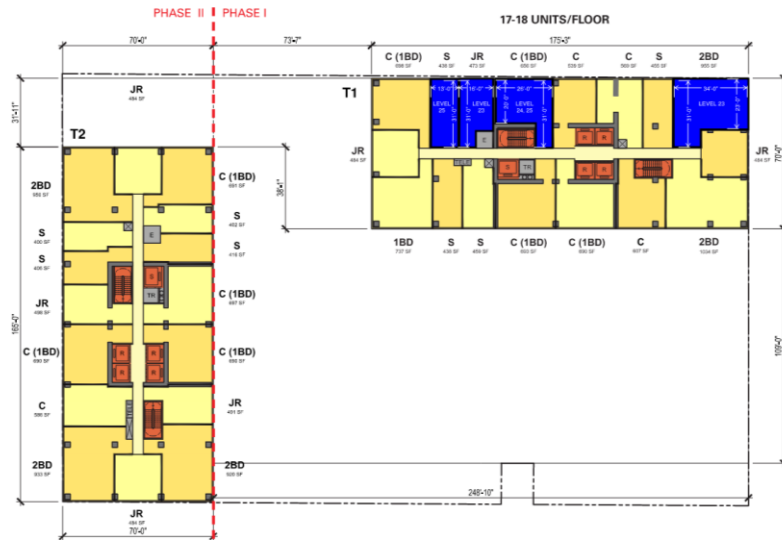
 Proposed Detention Vault Below Parking Ramp

## Stormwater Management

- REGULATED DEVELOPMENT REQUIRING BOTH RATE AND VOLUME CONTROL
- ANTICIPATED NEED FOR DETENTION VAULT
- VOLUME CONTROL WILL BE ACHIEVED THROUGH THE USE OF GREEN ROOFS



Tier 1  
ARO Unit  
Locations



Tier 2  
ARO Unit  
Locations

ARO Summary							
unit	Market Rate			ARO (On Site)			affordable v. market square footage*
	how many?	% of total	ave. square footage	how many?	% of total	ave. square footage	
studio	426	40%	451.0	10	0.9%	444.6	99%
one-bed	354	34%	631.2	9	0.9%	599.6	95%
two-bed	123	12%	949.9	4	0.4%	951.3	100%
three-bed	8	1%	1625.0	0	0.0%	0.0	NA
four-bed	116	11%	1360.6	3	0.3%	1360.6	102%
<b>total</b>	<b>1027</b>	<b>97.5%</b>		<b>26</b>	<b>2.5%</b>		

ARO Summary

- 1053 Total Units
- 105 ARO Units Required (10%)
- 26 ARO Units Provided On-Site (2.5%)
- \$14,847,181 In Lieu Fee (7.5%)



- 300-400 Construction workers on site to be hired from within the community/ward when possible and will be encouraged to utilize public transportation to travel to & from site
- Permanent, On-site Jobs:
  - Retail – 300 - 500 SF per Employee  
Dependent on retail footprint & Usage
  - Residential – 2- 6 Concierges (shift work 24/hr. coverage), 4-8 Common area cleaning Staff, 4-6 On site maintenance, 4 Leasing staff
- Enhanced Pedestrian Experience
- New, Active Neighborhood Retail
- City Participation Goals:
  - 26% MBE
  - 6% WBE
  - 50% City Residents
- \$ 5,480,961.02 Neighborhood Opportunity Fund
- New Annual Property Tax Revenue and Construction Cost:

601 MONROE	PROPERTY TAX <i>(annual)</i>		HARD + SOFT COST	
	UNTRENDED	TRENDED	UNTRENDED	TRENDED
PHASE 1	2,685,000	3,129,000	196,400,000	212,400,000
PHASE 2	2,515,000	3,065,000	142,000,000	143,200,000
<b>TOTAL</b>	<b>5,200,000</b>	<b>6,194,000</b>	<b>338,400,000</b>	<b>355,600,000</b>

## ECONOMIC AND COMMUNITY BENEFITS

# ★ DPD Recommendations

- The proposed development is compliant with the Planned Development Standards and Guidelines (17-8-0900 & 17-13-0609-A);
- The proposal promotes economically beneficial development patterns (17-8-0103);
- The proposal ensures a level of amenities appropriate to the nature and scale of the project (17-8-0104);
- The proposal is designed to reinforce desirable urban features in the surrounding area;
- The building has a clearly defined base, mid-section, and top (17-8-0907-C-1);
- The project promotes safe and efficient circulation of pedestrians, cyclists, and motor vehicles (17-8-0904-A-1); and,
- The project is designed to promote pedestrian interest, safety, and comfort (17-8-0905-A).

