



CHICAGO PLAN COMMISSION

Department of Planning and Development

1300 W LAKE STREET

Near West Side / Ward 27 / Alderman Burnett

1300 Peoria LLC

bKL Architecture

DLA Piper

06/15/2023

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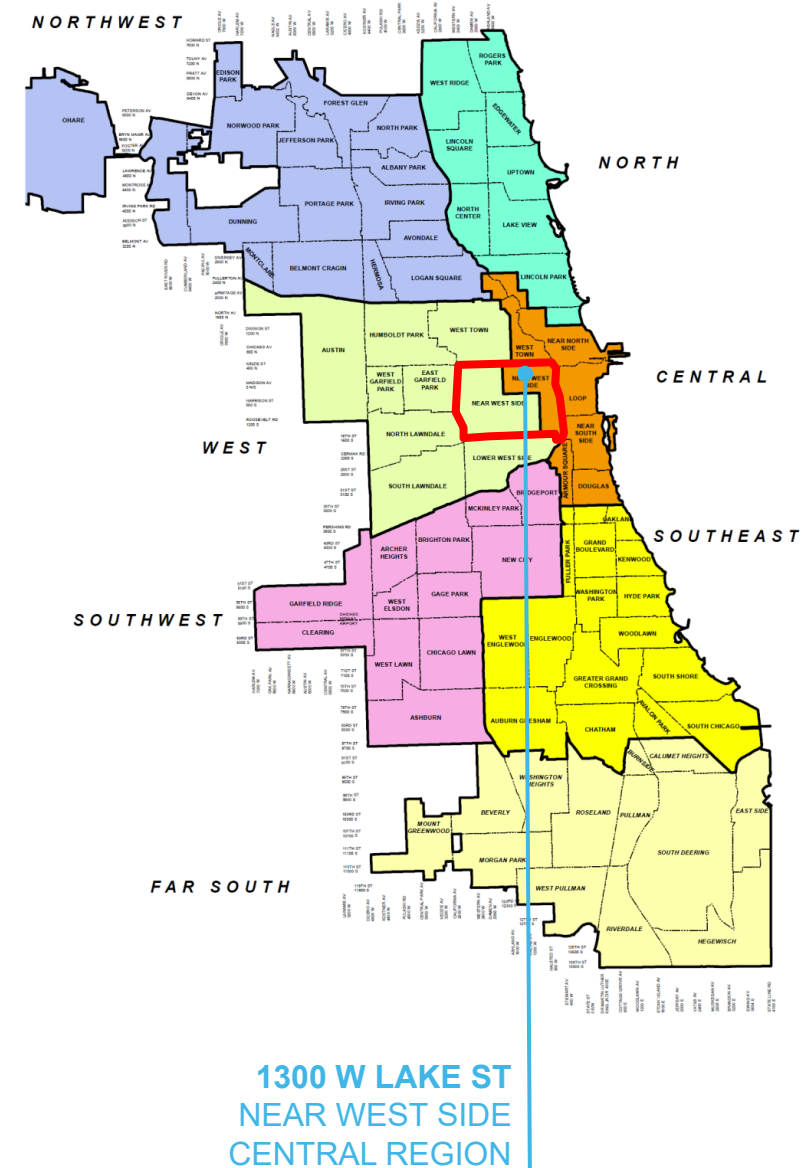
Community Area Snap Shot

NEAR WEST SIDE DEMOGRAPHICS

- Total population: 67,881
- Average household size: 1.9
- Median household income: \$93,202
- Public transportation to travel to work: 8,072 (22.1%)
- Walk or Bike to travel to work: 10,489 (28.7%)

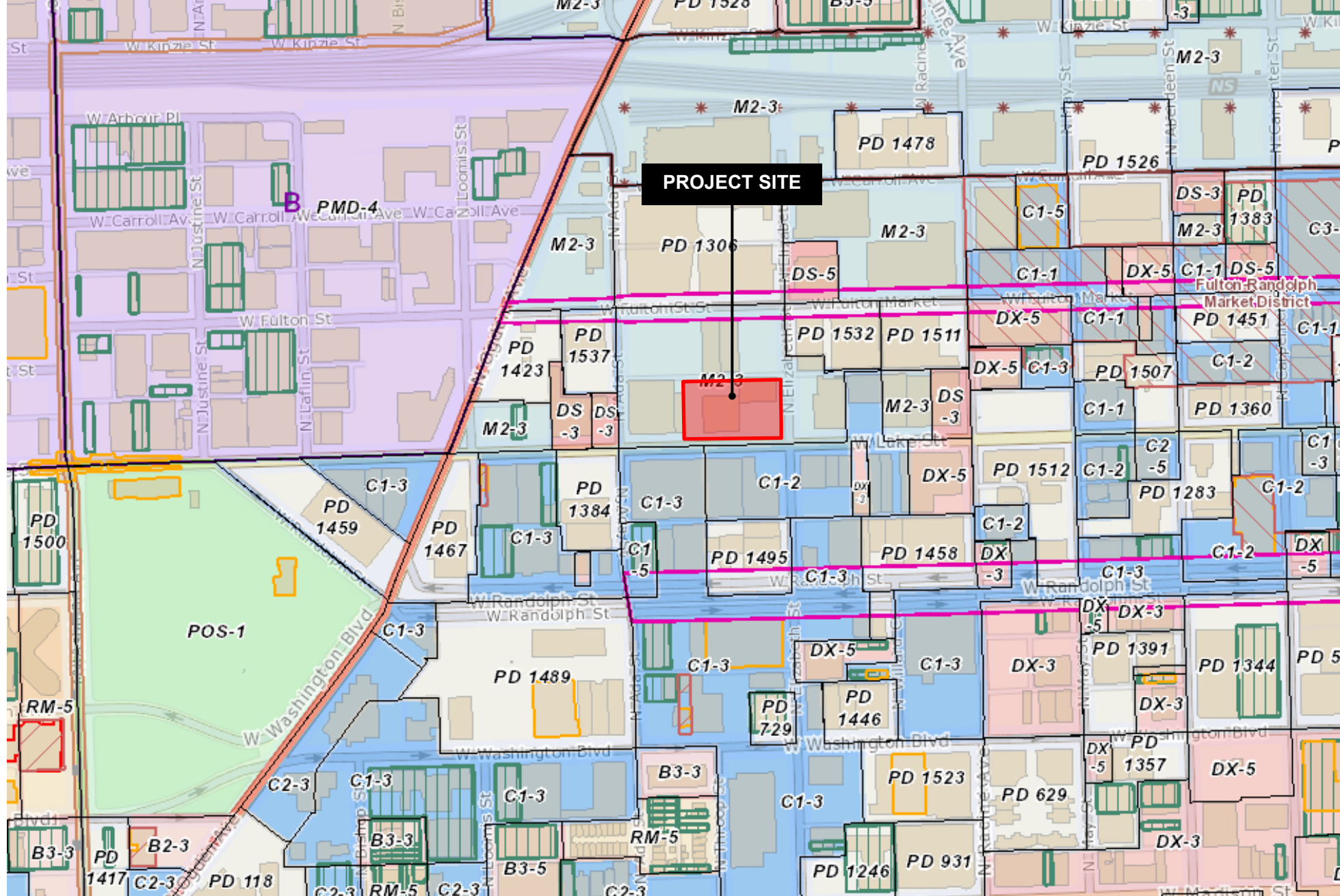
NEAR WEST SIDE CULTURAL / HISTORIC CONTEXT

- Rapid development during late 19th & early 20th centuries
- Important industrial / manufacturing area; meat packers, commission houses & produce markets
- Currently provides largely residential population with art galleries, local retail & dining experiences close to Loop / CBD
- Maintains historically significant context; continually evolving neighborhood with industrial aesthetic



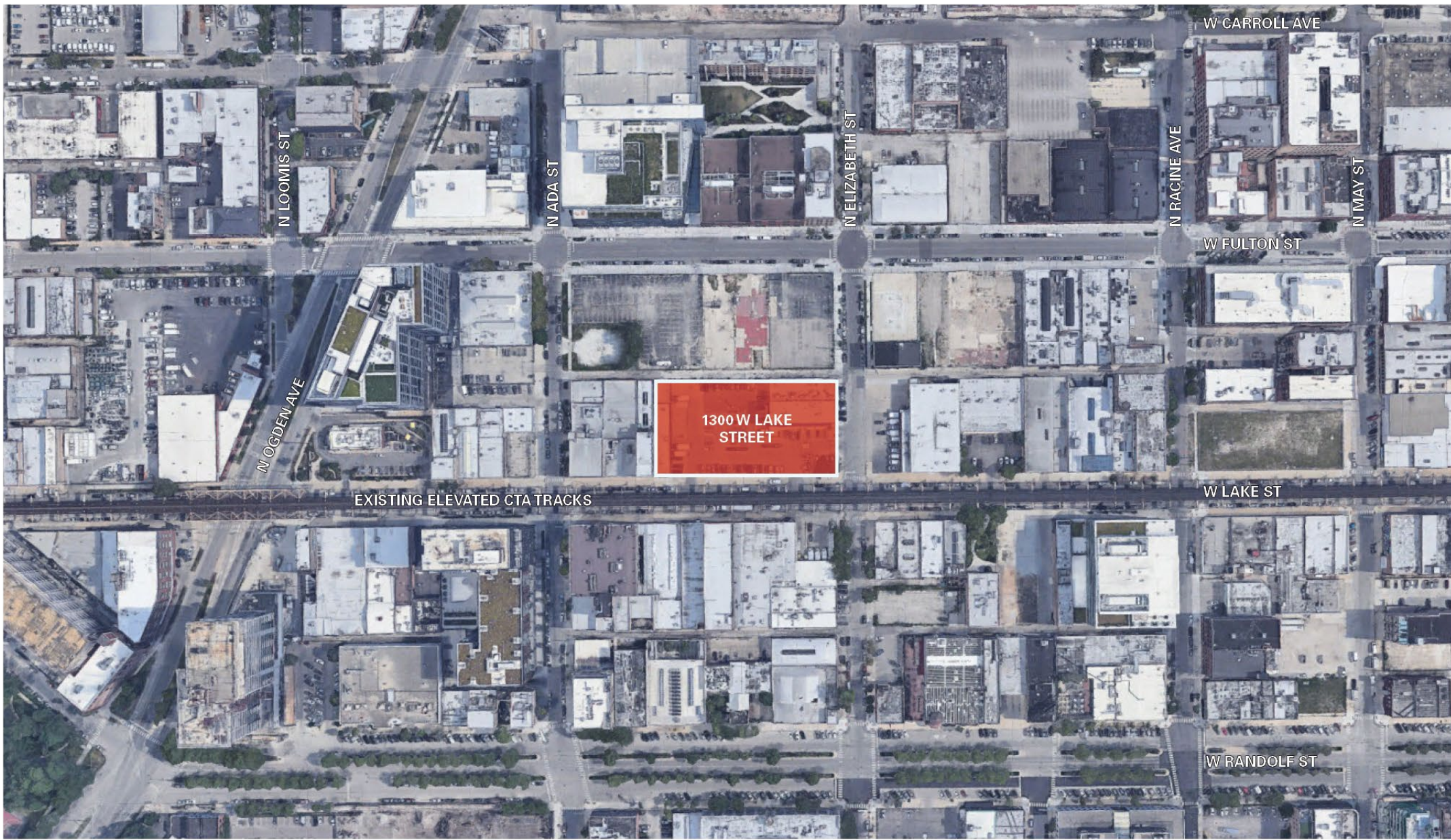
SOURCE: "Near West Side." Chicago Metropolitan Agency for Planning (CMAP), July 2022.

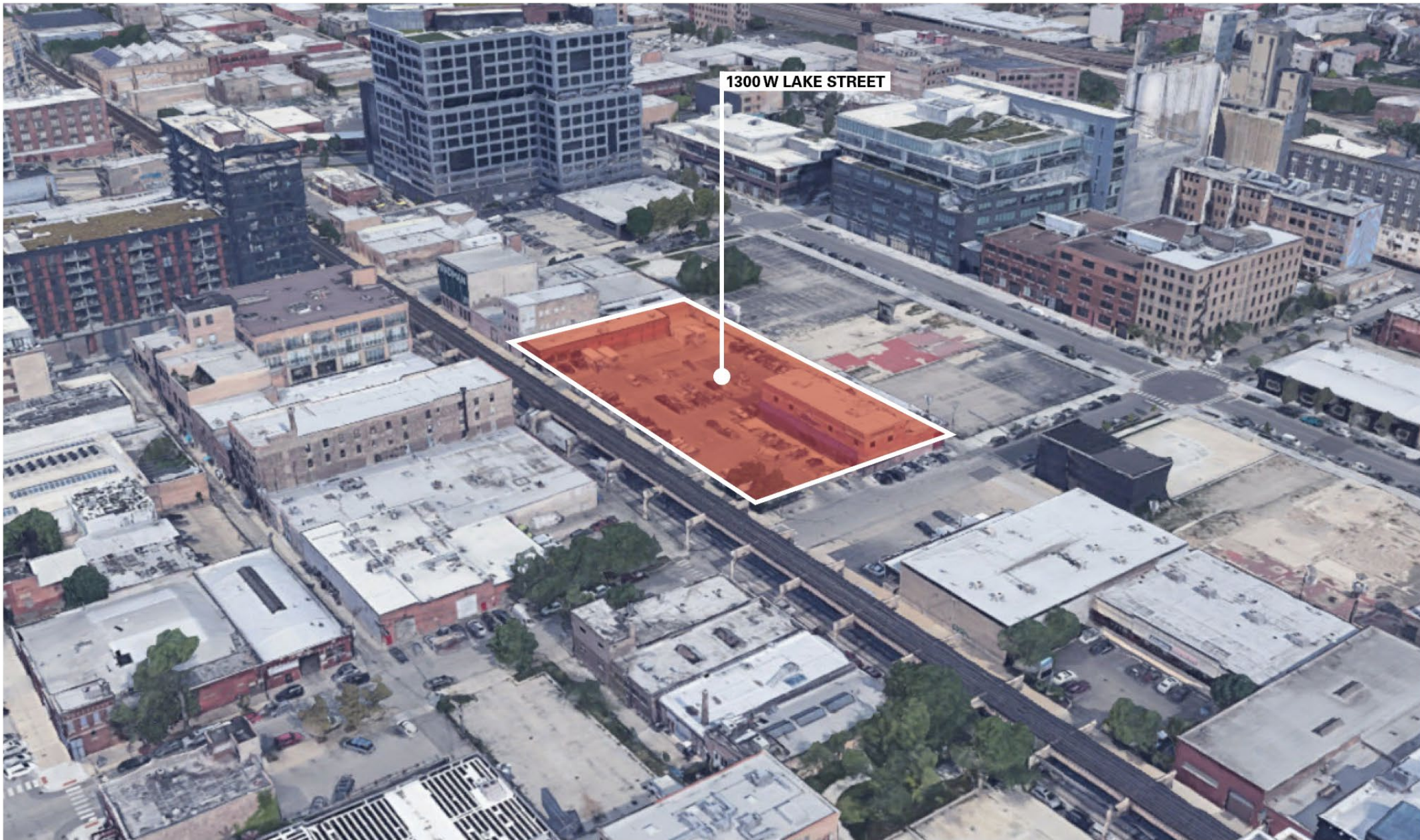
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EXISTING ZONING MAP

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1300 W LAKE STREET

SITE CONTEXT AERIAL

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STERLING BAY
POTENTIAL 1 RESIDENTIAL TOWER
AND 2 OFFICE TOWERS

1338 W LAKE
CEDAR ST COMPANIES
320'

1353 W FULTON
SHAPACK PARTNERS
392'

1375 W FULTON
TRAMMEL CROW
191'

180 N ADA
MARQUETTE COMPANIES
140'

160 N ELIZABETH
MOCERI + ROSZAK
291'

1234 W RANDOLPH
AZURE + GOLUB & CO.
470'

1300 W CARROLL (PHASE 2)
STERLING BAY
514'

1300 W CARROLL (PHASE 1)
STERLING BAY
418'

1200 W FULTON
FULTON STREET
COMPANIES
600'

1200 W CARROLL
STERLING BAY
227'

1215 W FULTON
FULTON STREET
COMPANIES
414'

225 N ELIZABETH
STERLING BAY
314'

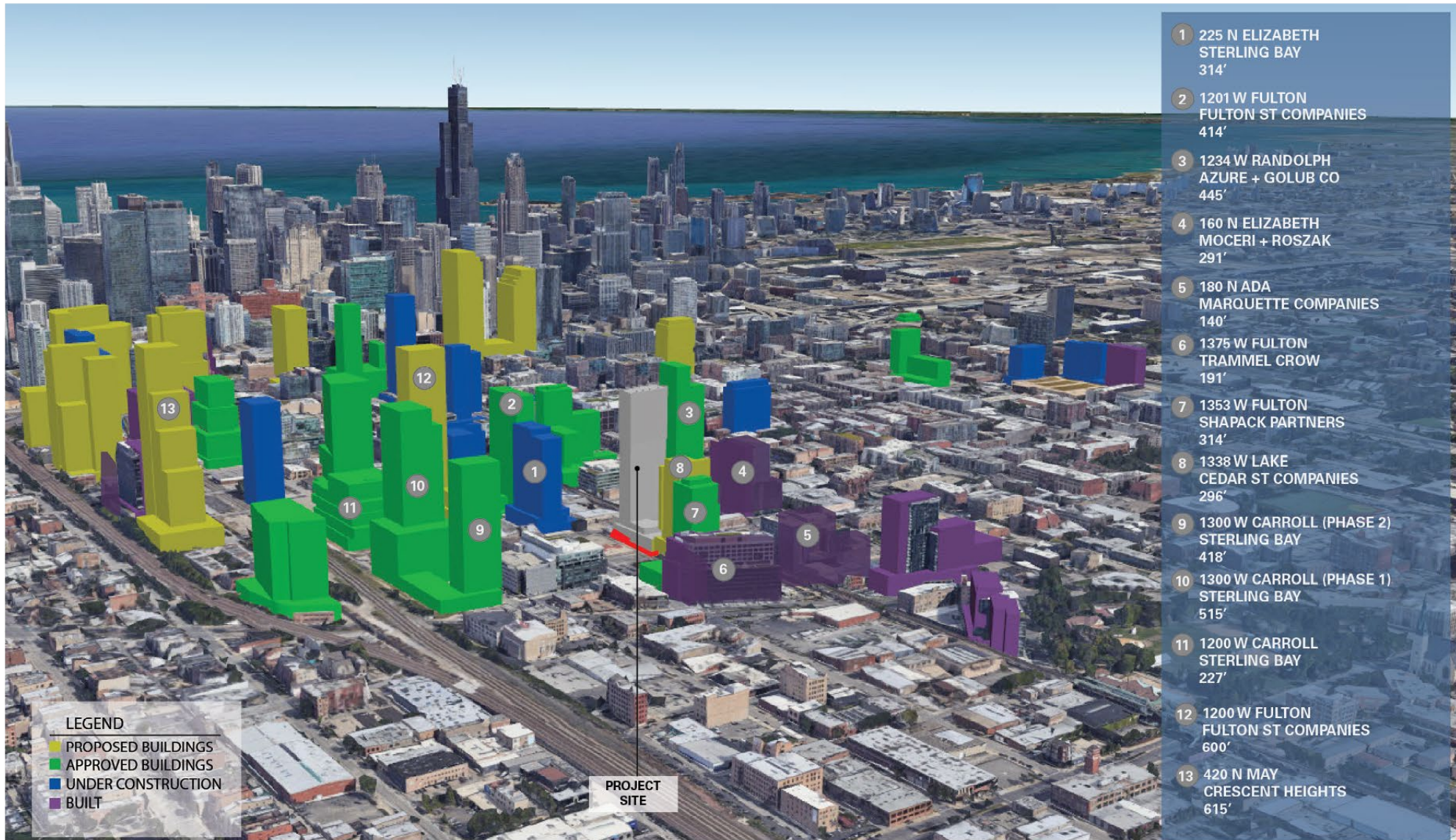
PROJECT SITE
(1300 W LAKE)

LEGEND

- PROPOSED BUILDINGS
- APPROVED BUILDINGS
- UNDER CONSTRUCTION
- BUILT

ADJACENT DEVELOPMENT







EXISTING PEDESTRIAN CONTEXT PHOTOS

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★ 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.”

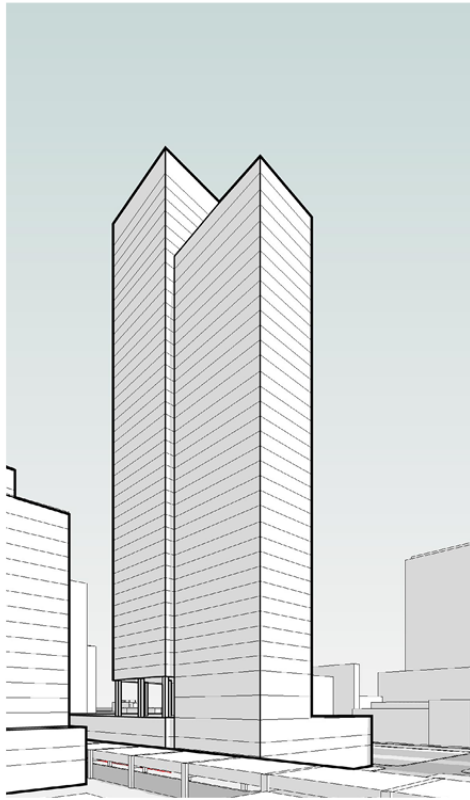
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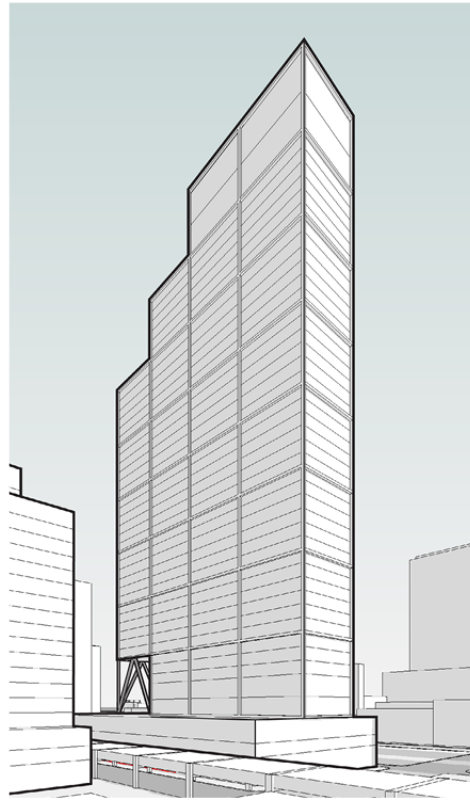
Project Timeline + Community Outreach

- **Date of PD Introduction: April 19,2023**
- **Dates of Community Meetings:**
 - 03/08/2023: Committee on Design (CoD)
 - 04/17/2023: Neighbors of West Loop (NOWL) Community Meeting
 - 04/19/2023: West Central Association (WCA) Community Meeting
 - 05/30/2023: General Community Meeting with Alderman Burnett
- **Modifications based on DPD / Community Feedback:**
 - Provided substantial open space at ground level, for pedestrians
 - Relocated parking entry/exit off Alley, removing all curb cuts on Lake St and Elizabeth St
 - Relocated residential drop off to be accessed from alley and separated from pedestrian open space
 - Widened alley by 3 feet
 - Activated frontage on Lake St with retail, and on Elizabeth St with residential lobby and open space
 - Integrated landscape on Elizabeth St
 - Façade expression and detailing of podium respond to context of Fulton Market
 - Expression and form of tower

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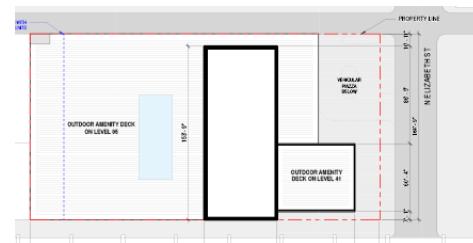
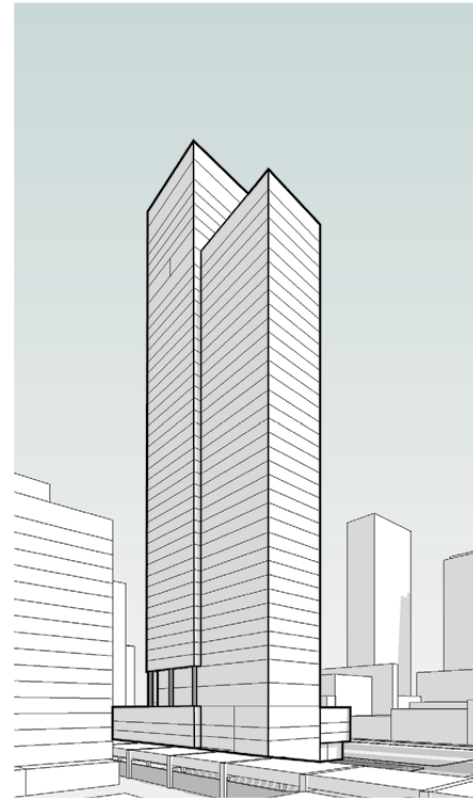


OPTION 1

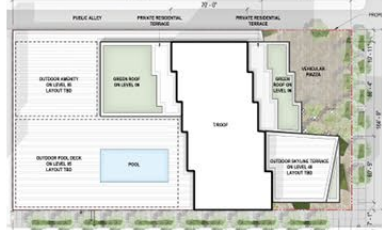
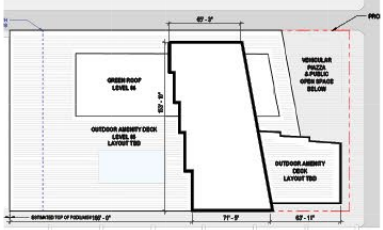


OPTION 2

07/14/22 DPD PRE-INTAKE



09/27/22 DPD INTAKE



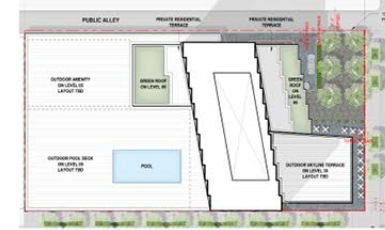
ALTERNATE 1



ALTERNATE 2



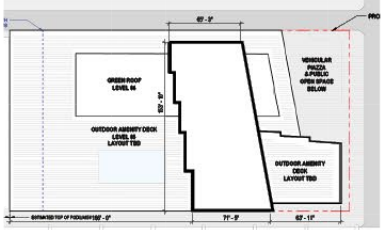
04/17/23 NOWL/DPD + 04/19/23 WCA



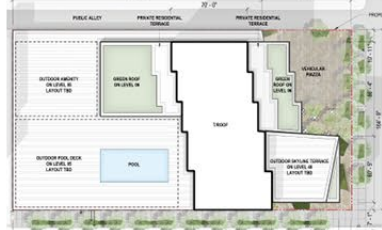
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02/06/23 DPD PRESENTATION

03/08/23 COD



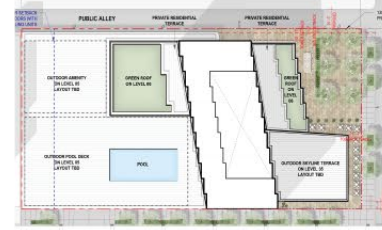
02/06/23 DPD PRESENTATION



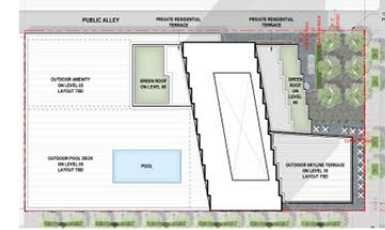
ALTERNATE 1



ALTERNATE 2



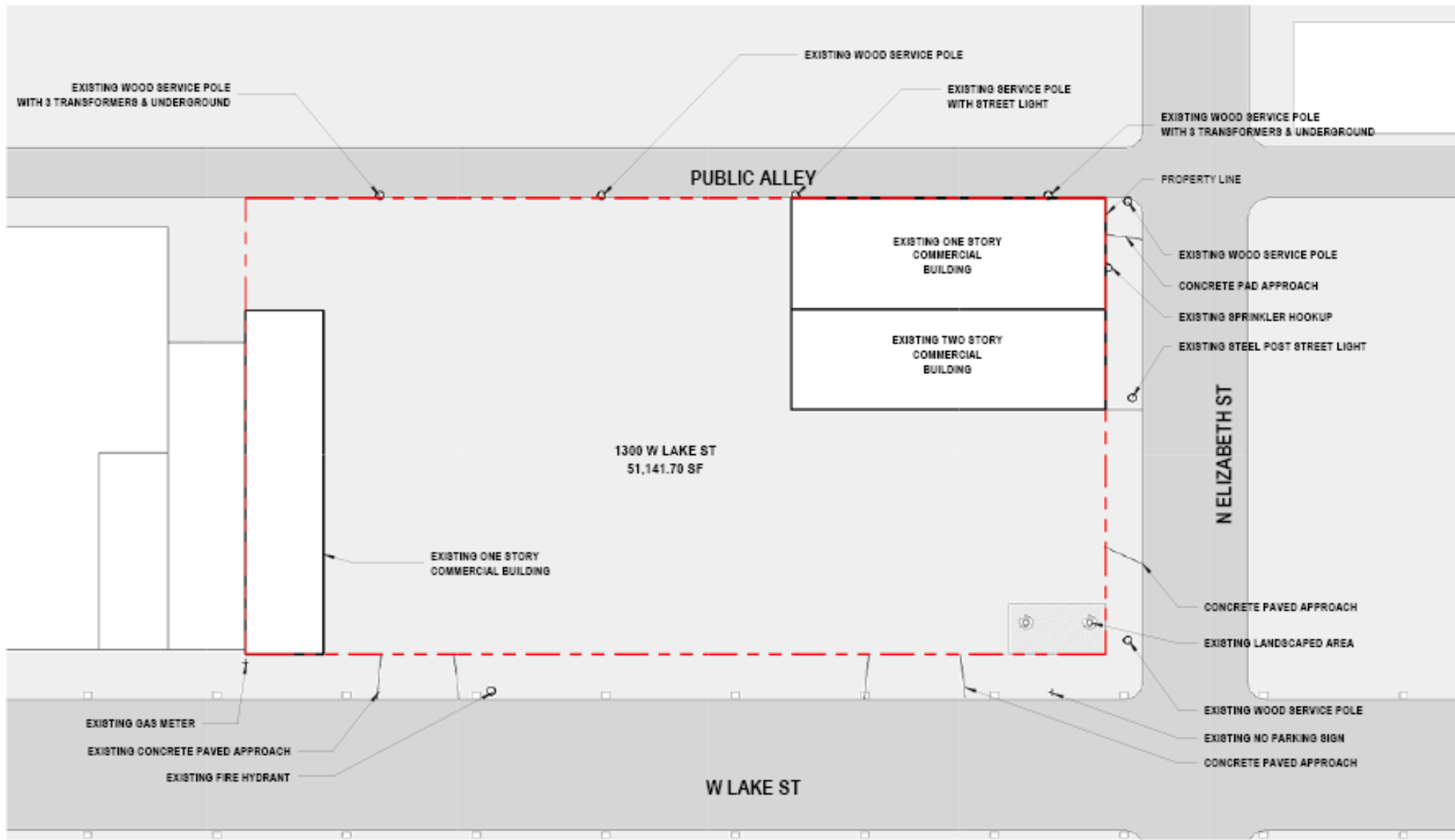
04/17/23 NOWL/DPD + 04/19/23 WCA



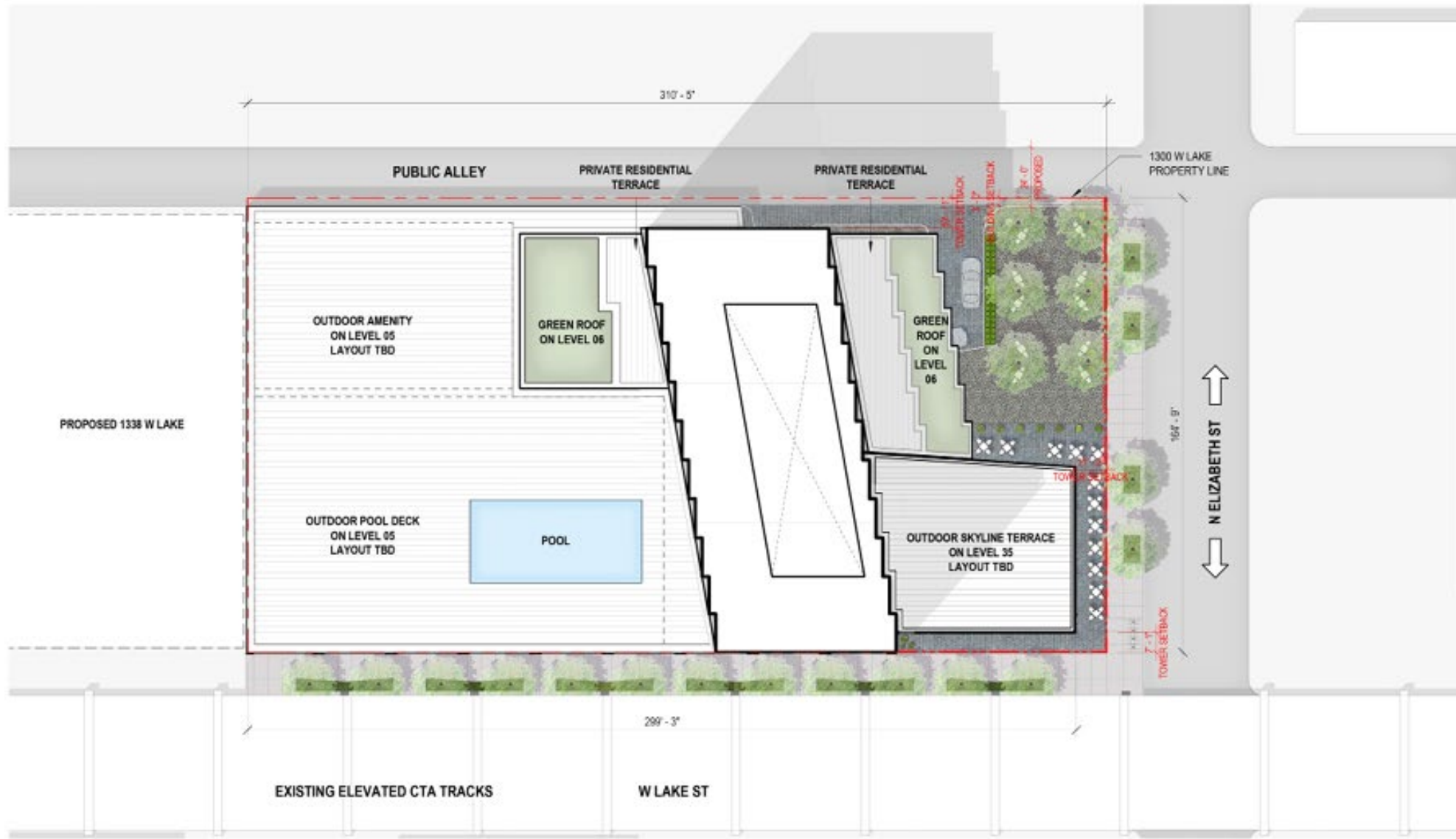
REVISED

PROJECT DESIGN EVOLUTION

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Scale: N.T.S.



PROPOSED SITE PLAN

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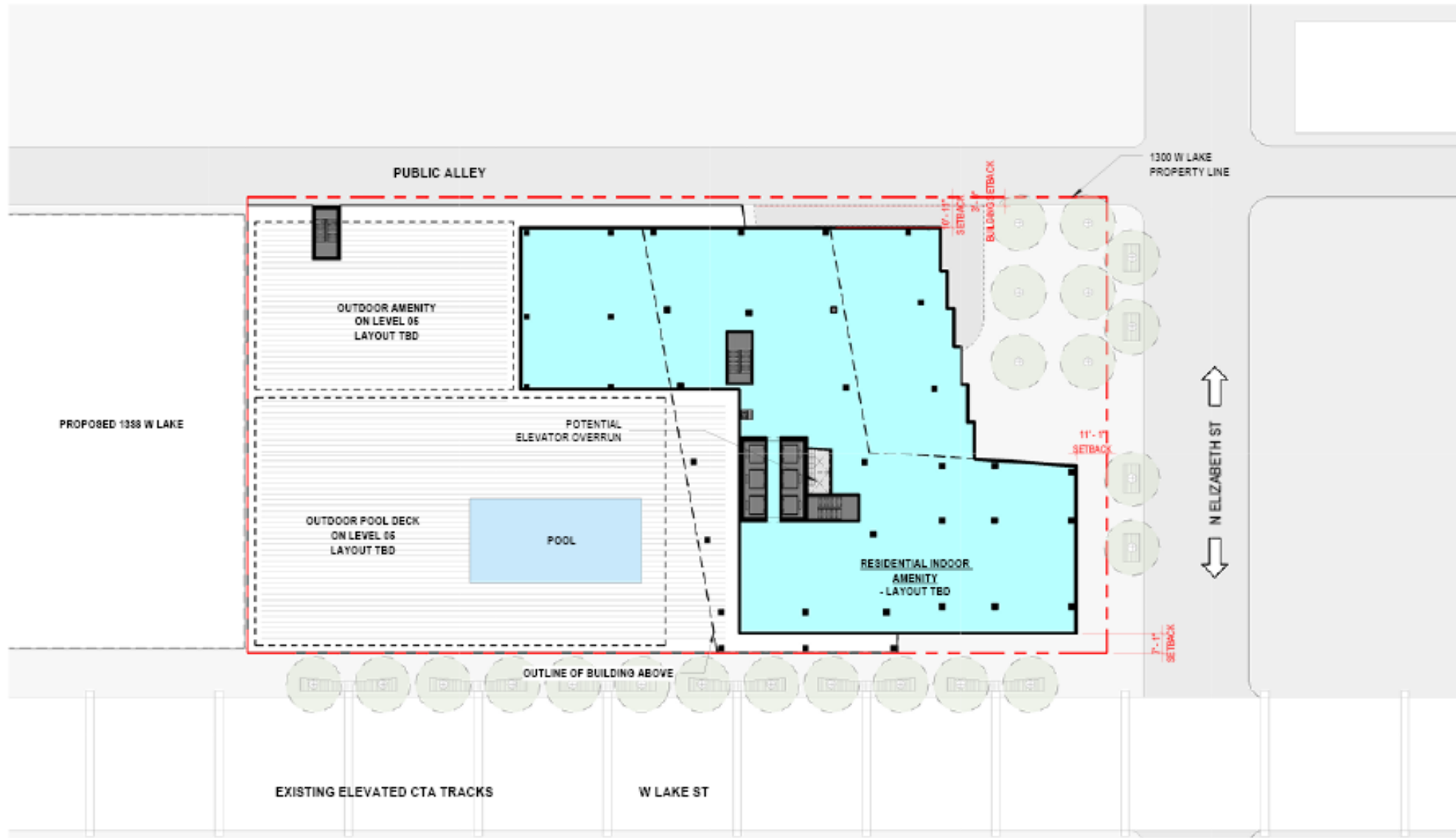
LEVEL 2 FLOOR PLAN

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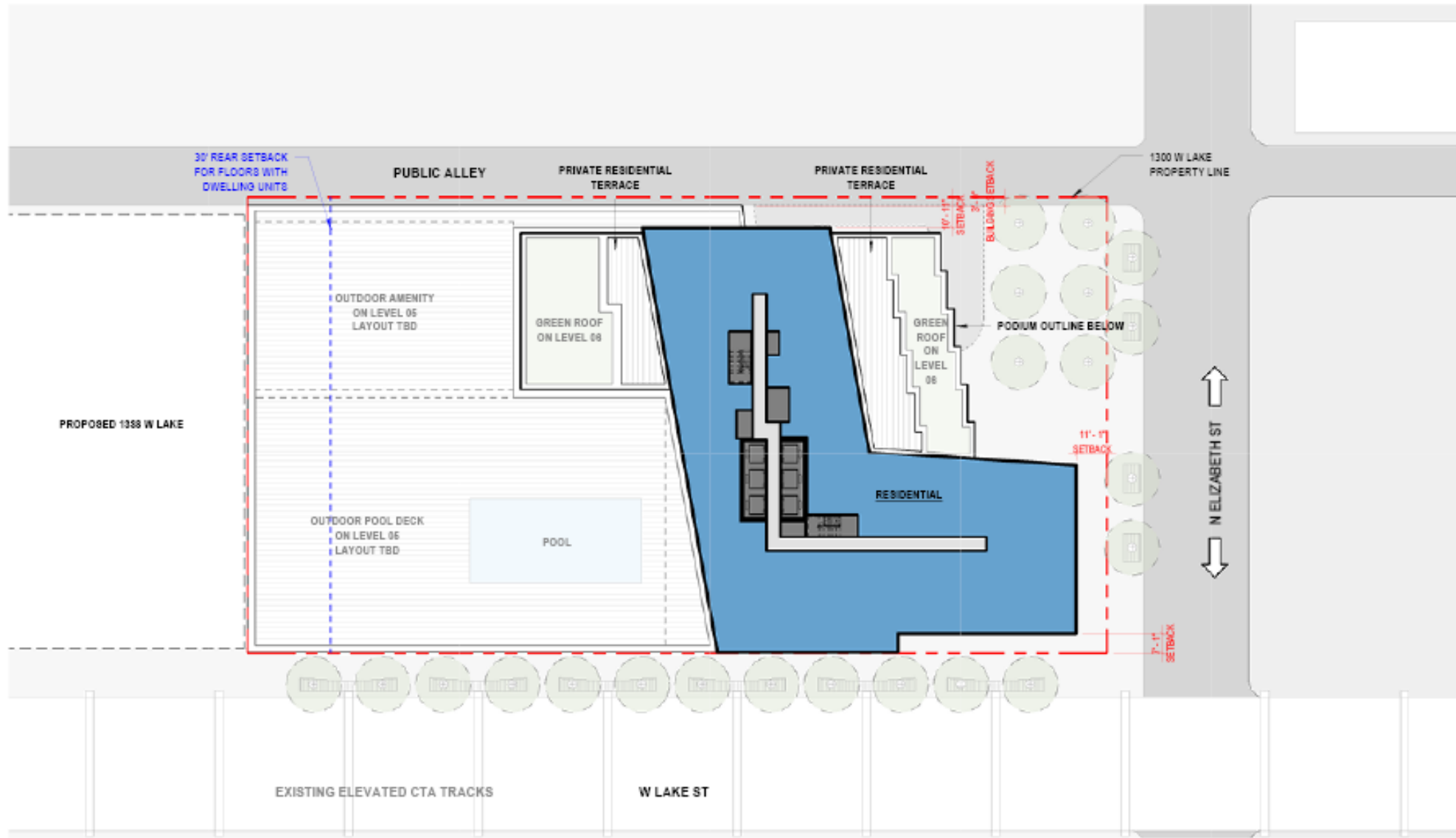
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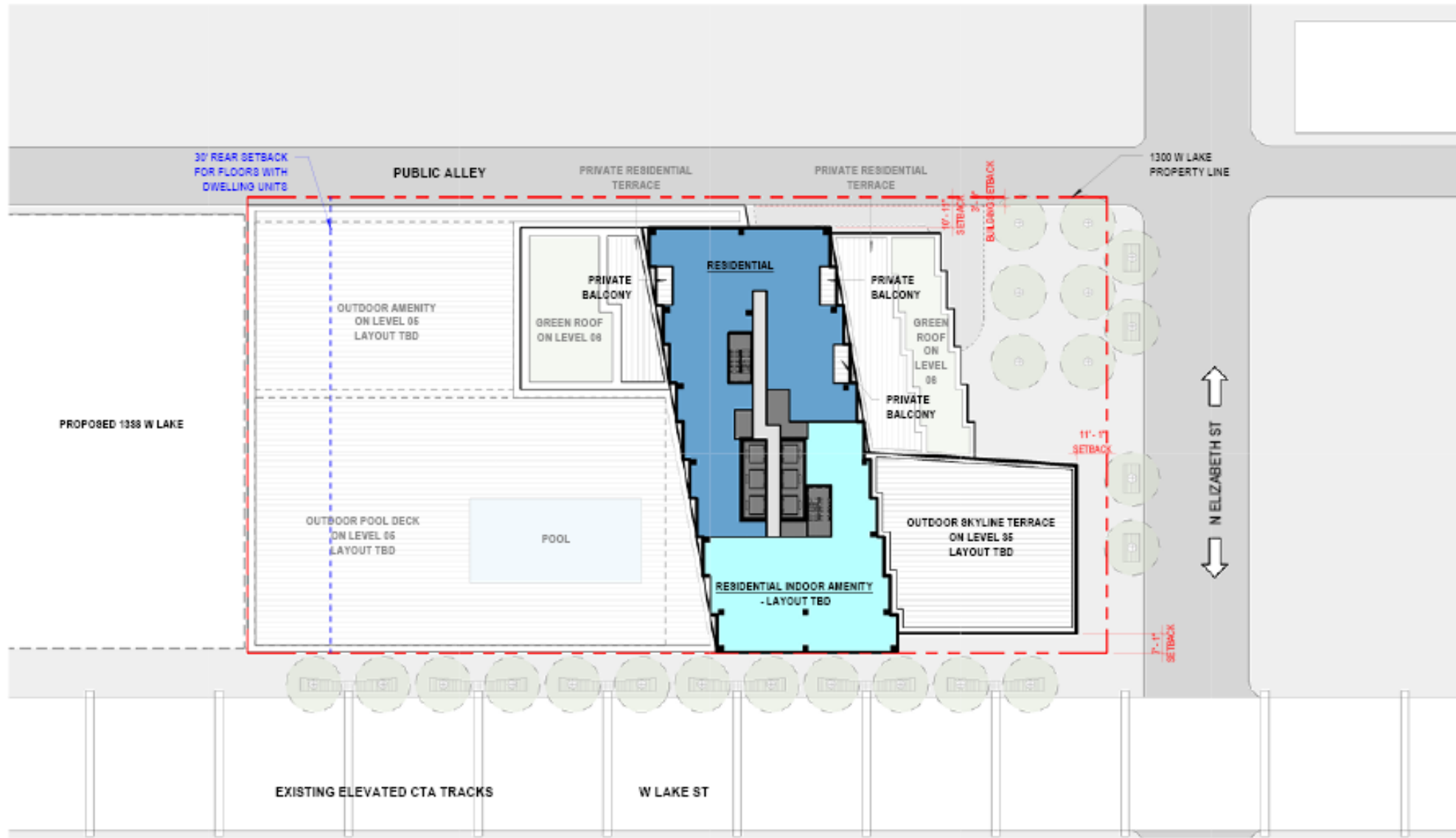


LEVEL 5 FLOOR PLAN

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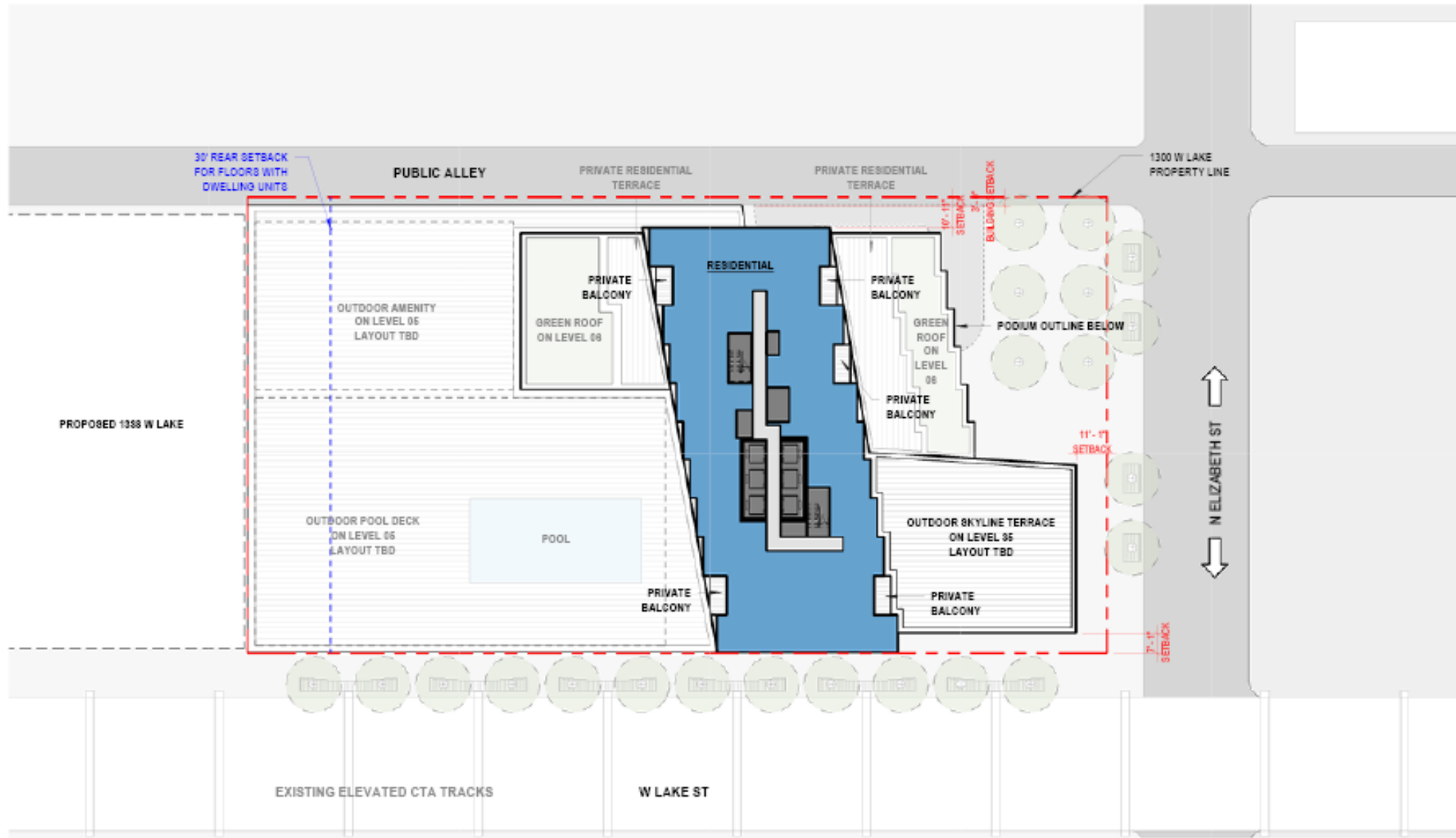


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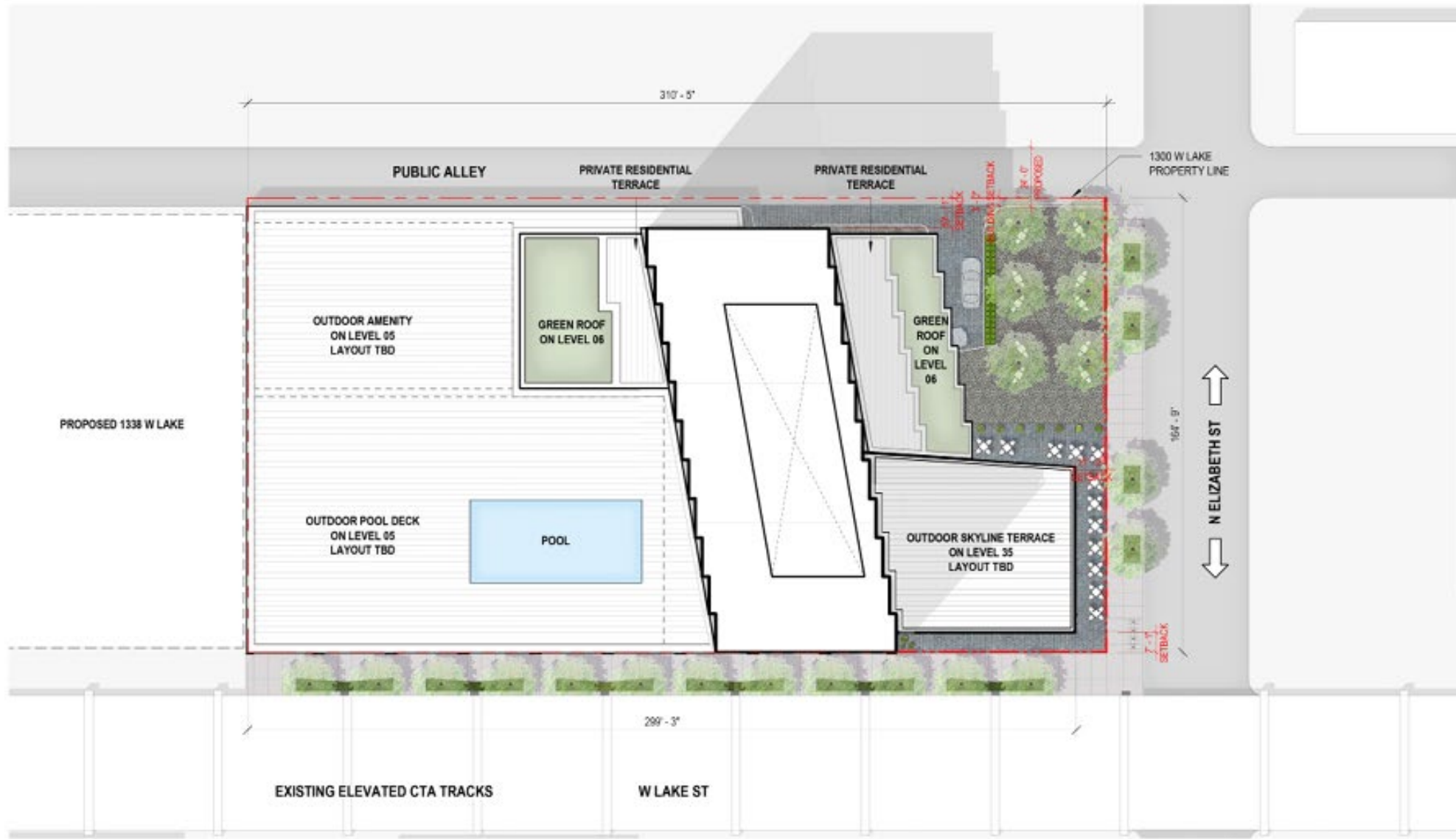
LEVEL 35 FLOOR PLAN

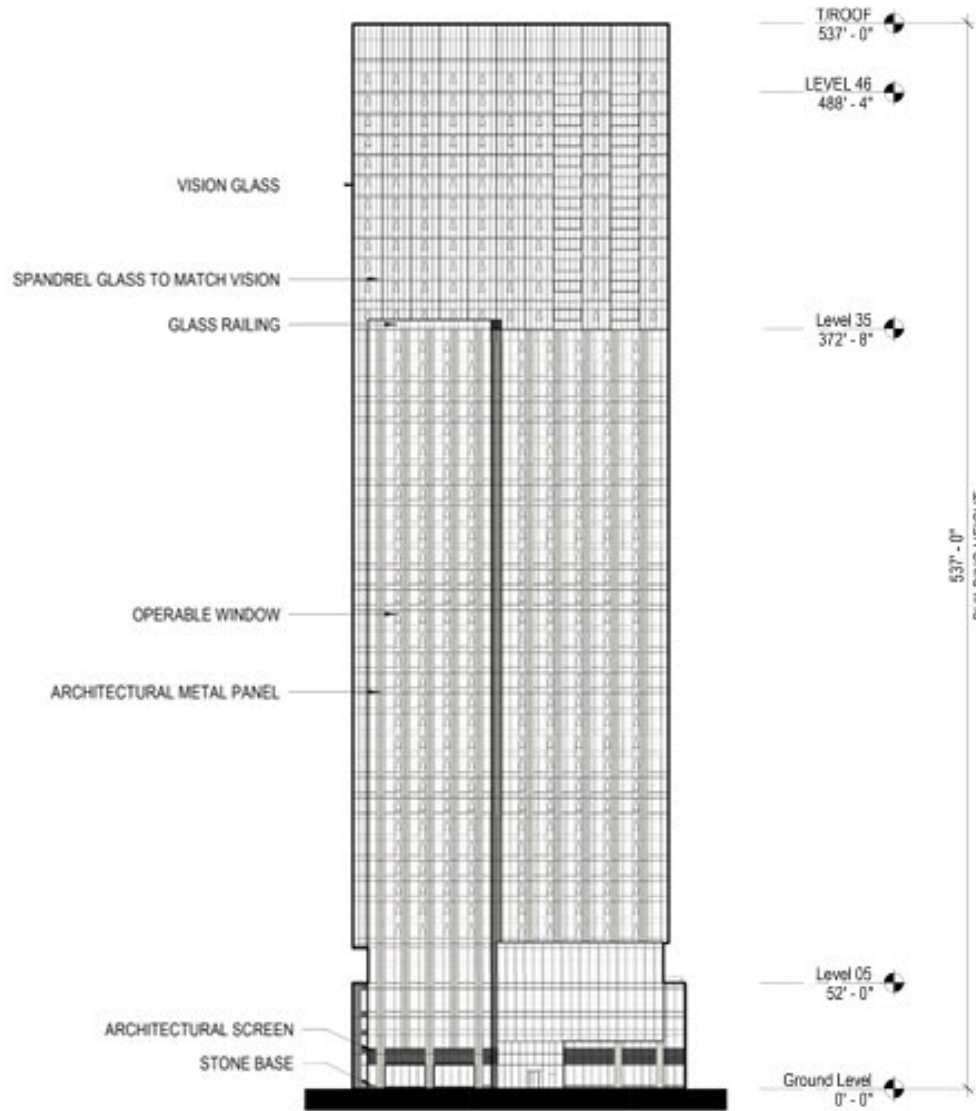
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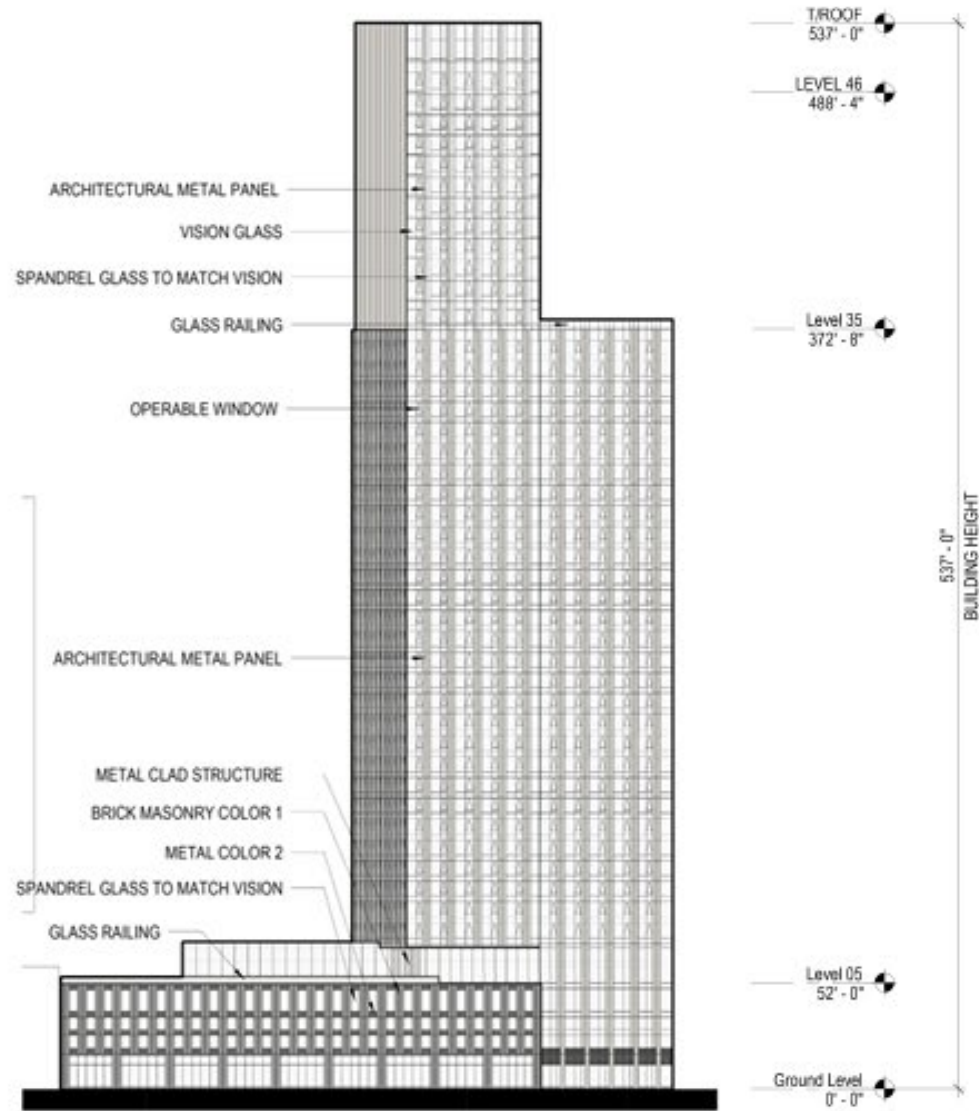
UPPER TIER TYPICAL FLOOR PLAN

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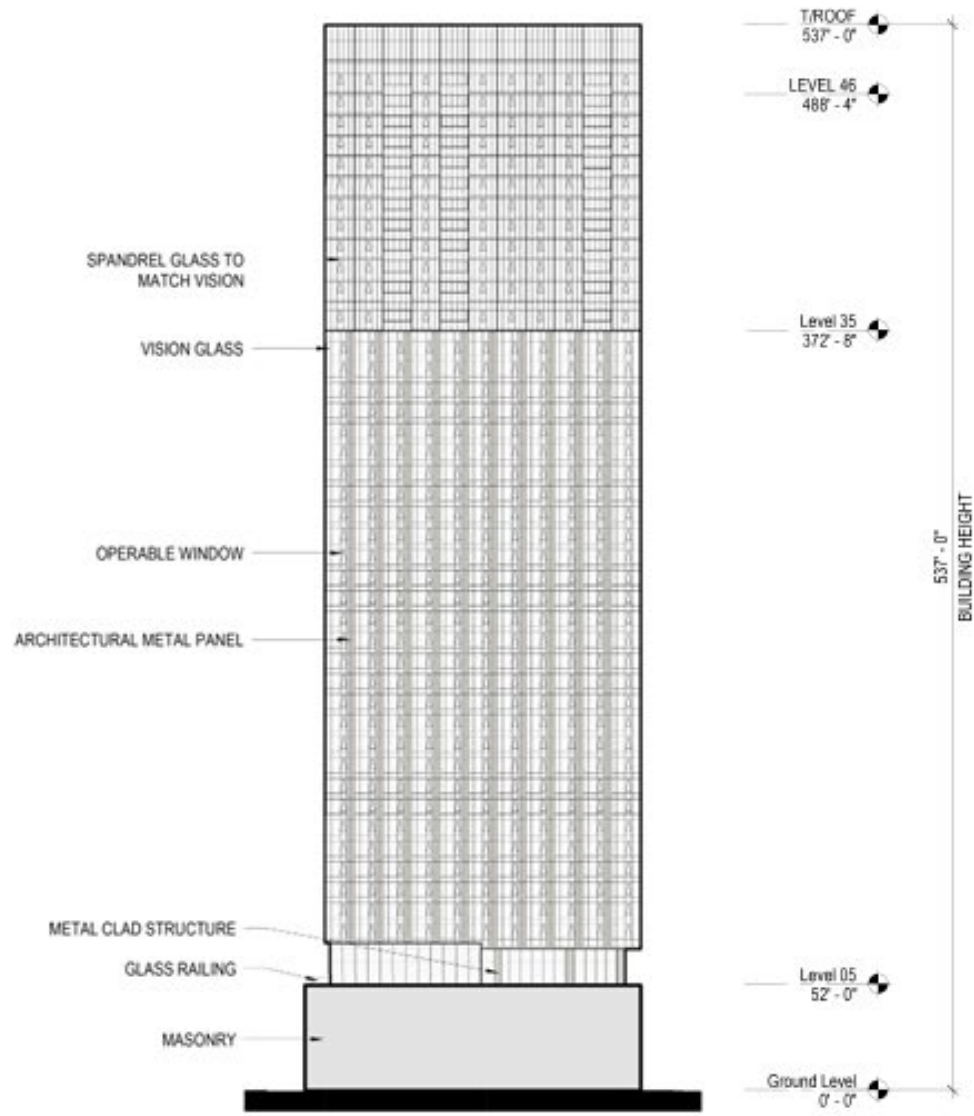


EAST ELEVATION

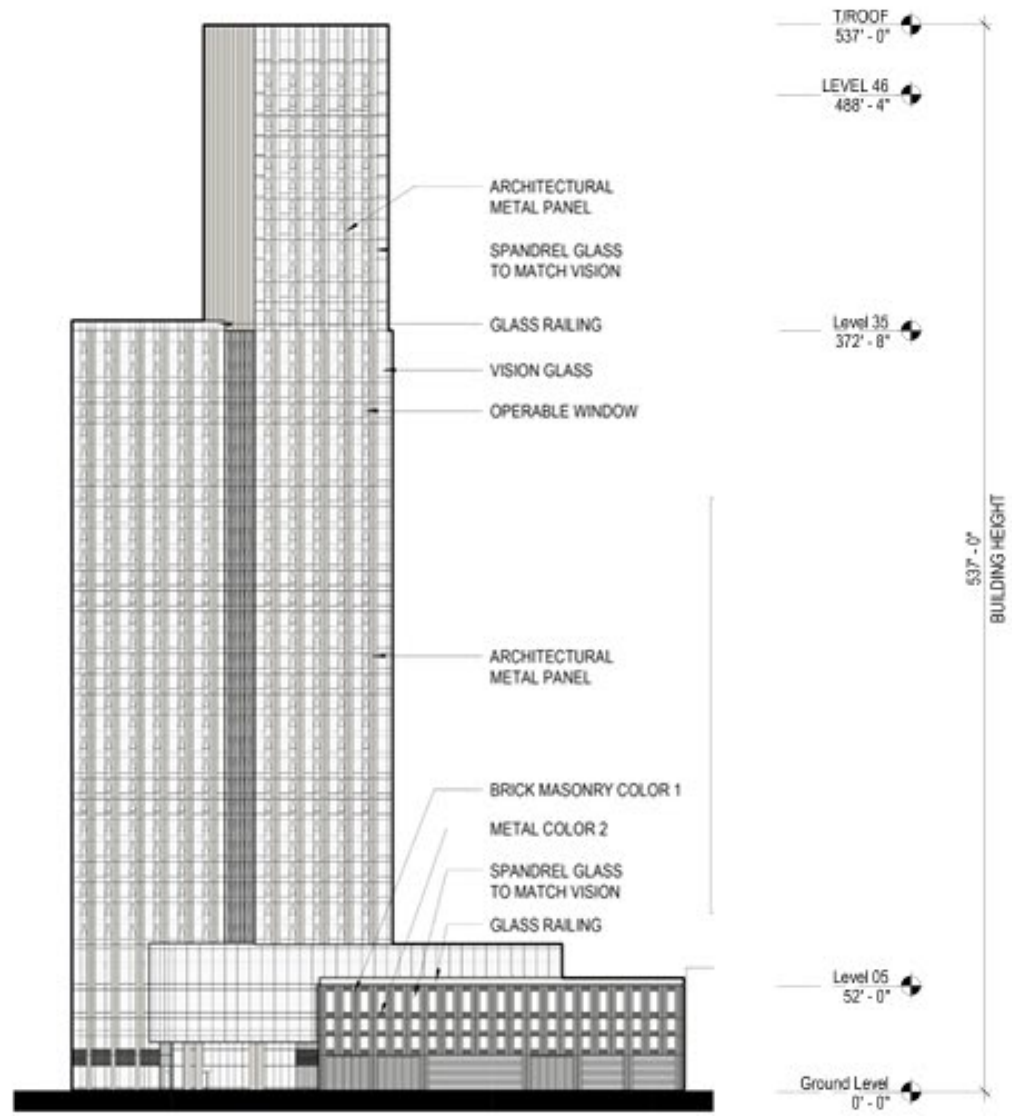


SOUTH ELEVATION

N.T.S.

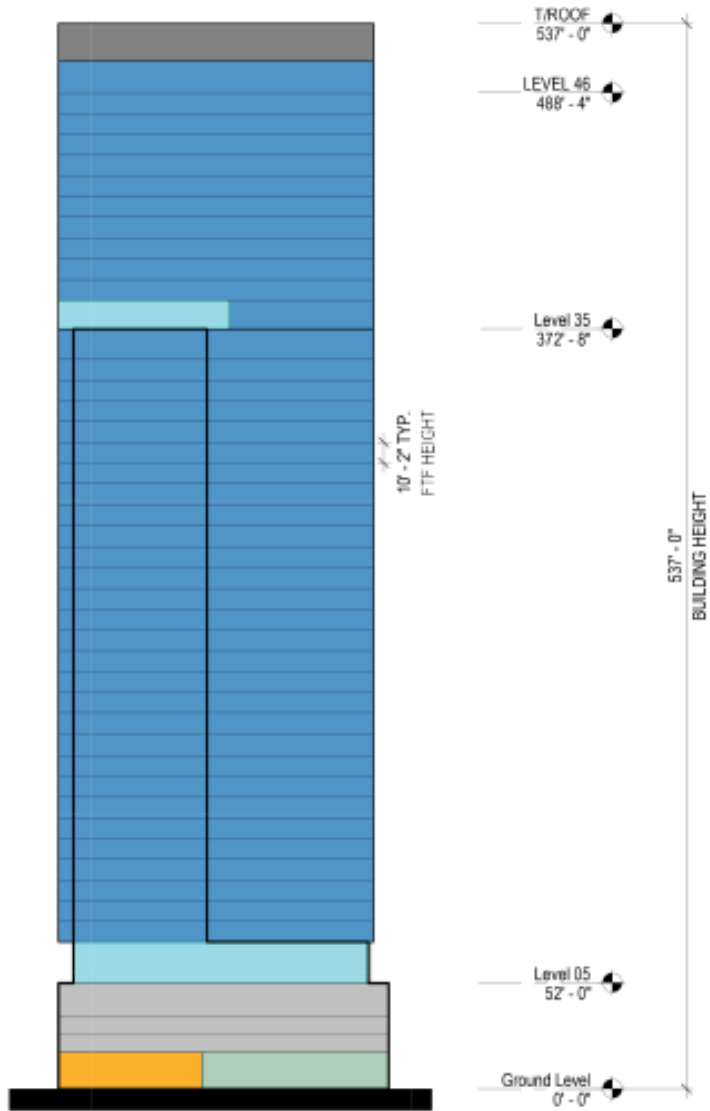


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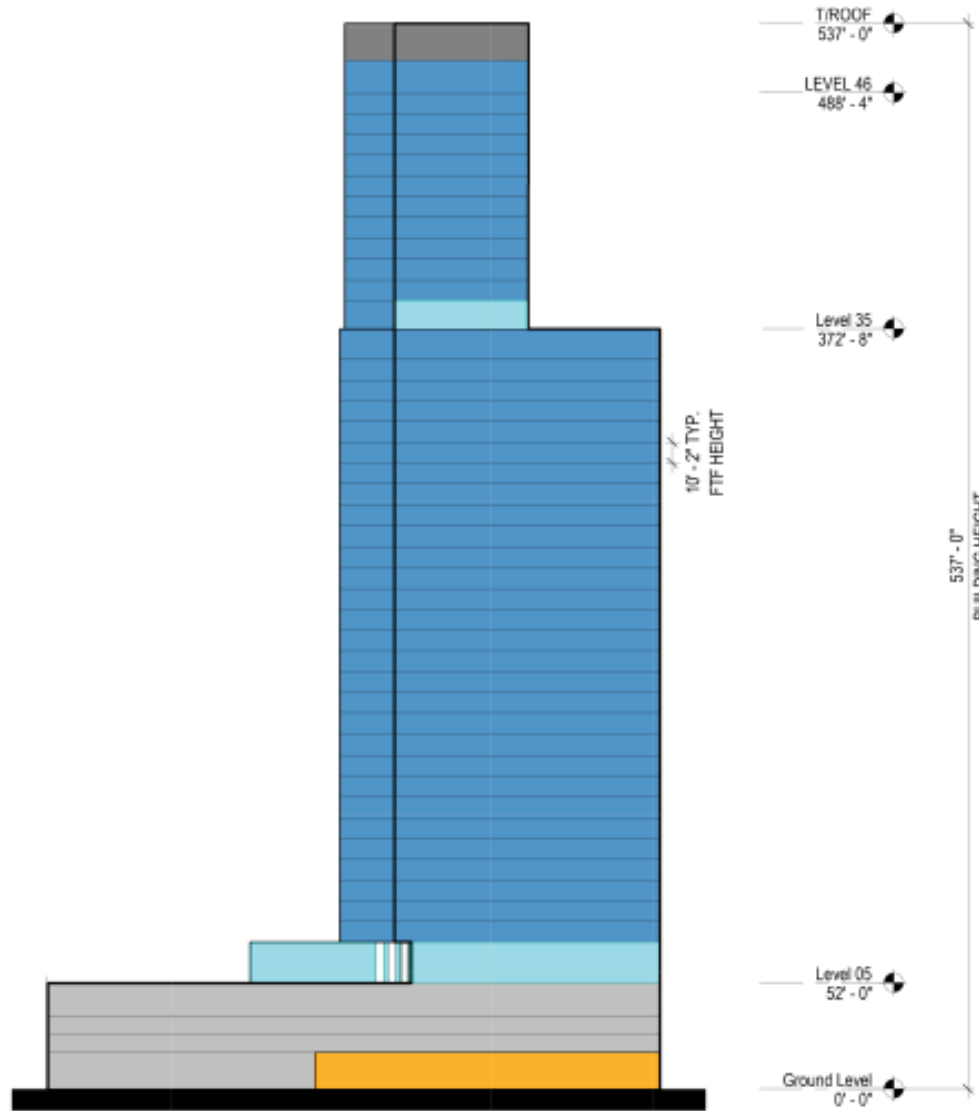


NORTH ELEVATION

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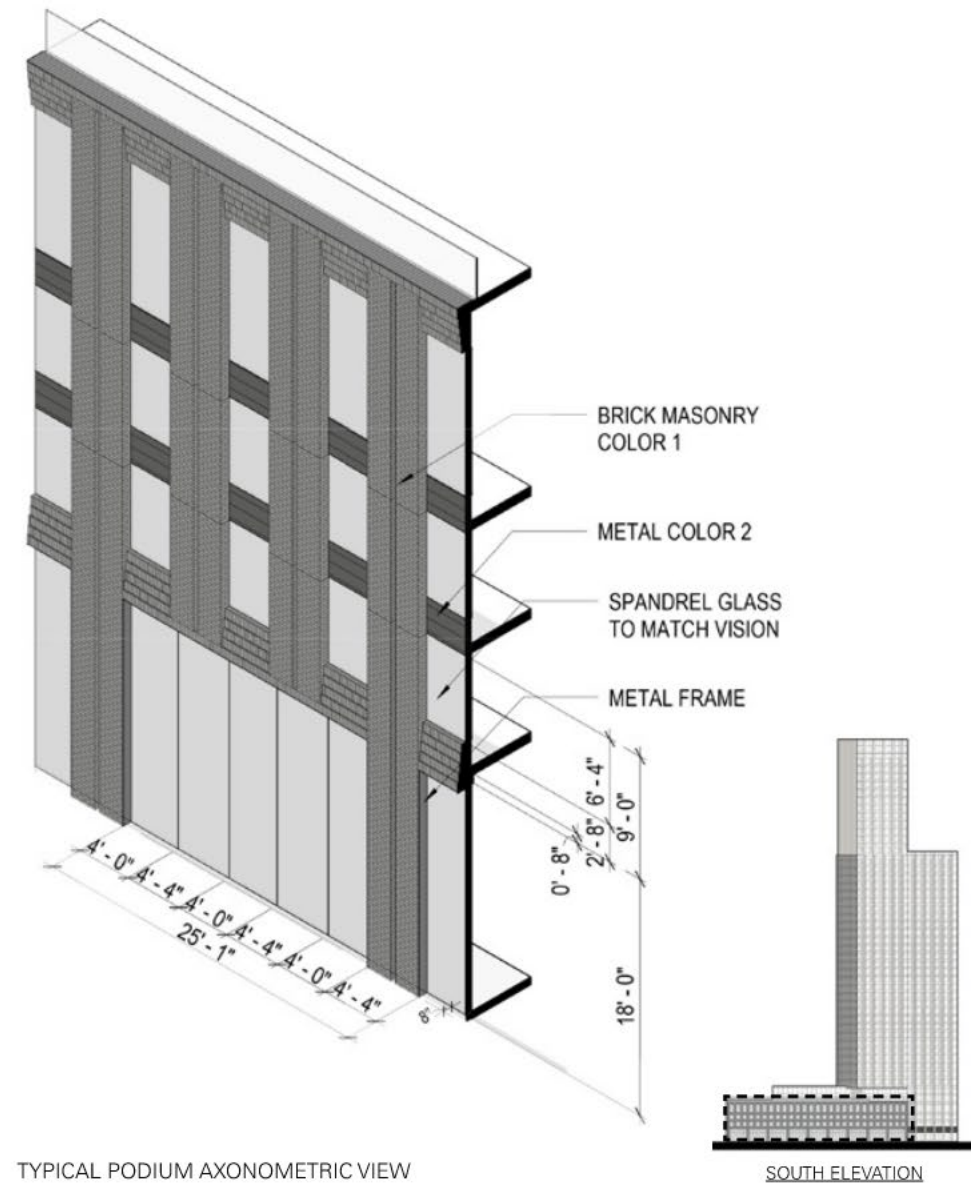
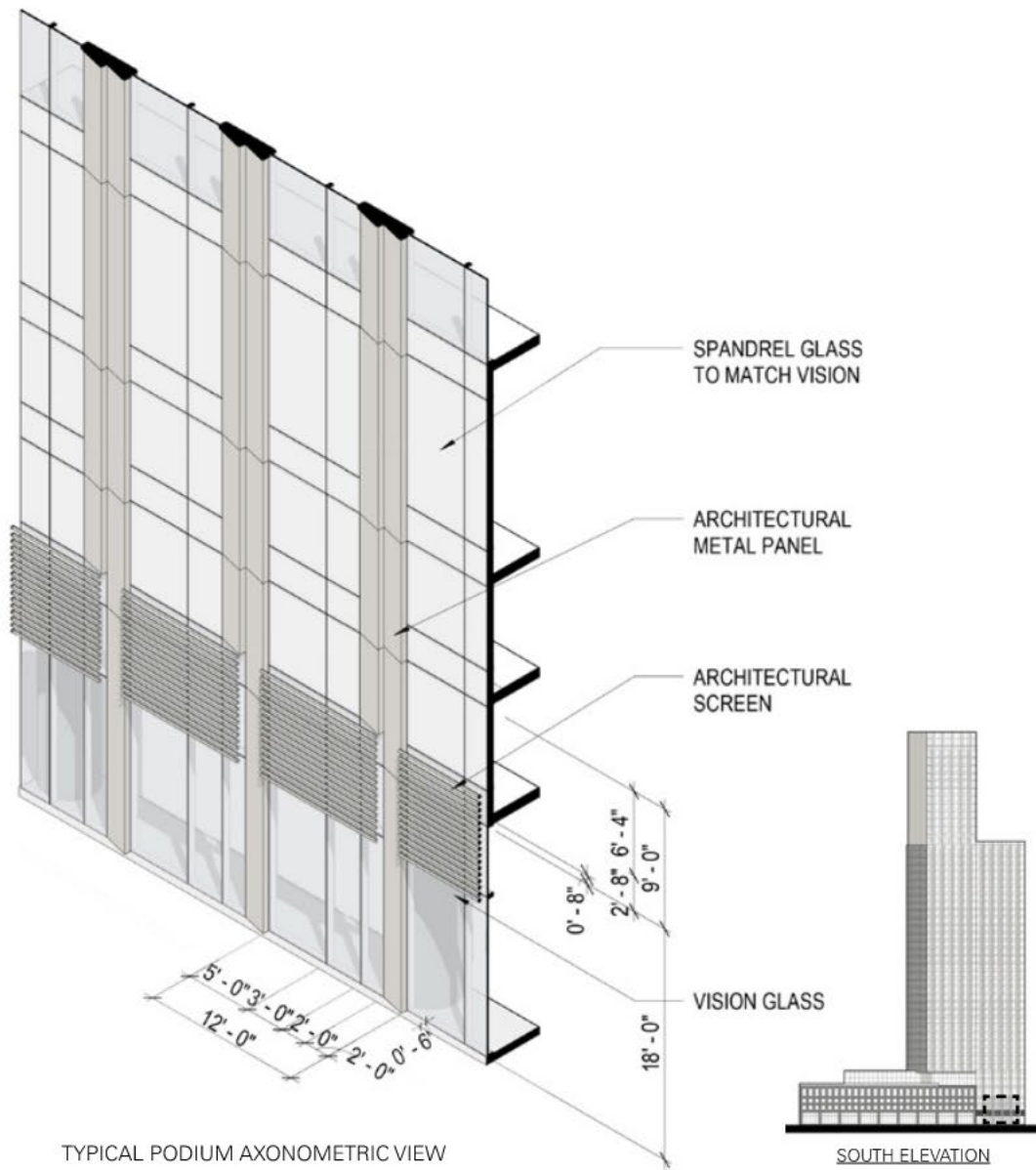
EAST ELEVATION



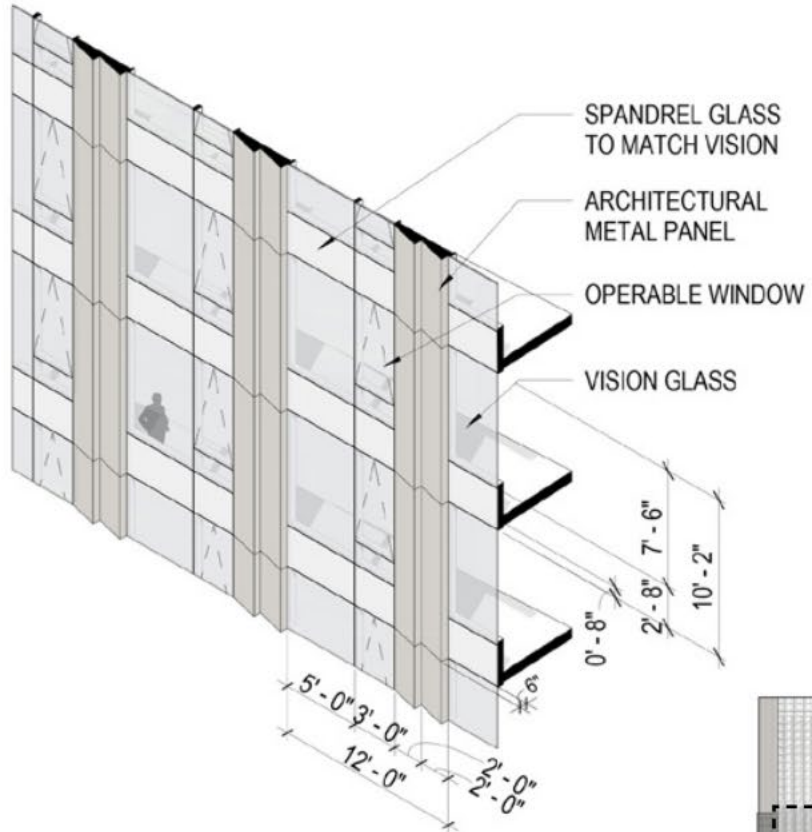
SOUTH ELEVATION

- AMENITY ■
- RETAIL ■
- RESIDENTIAL ■
- RESIDENTIAL FOH ■
- PARKING ■
- MECHANICAL ■

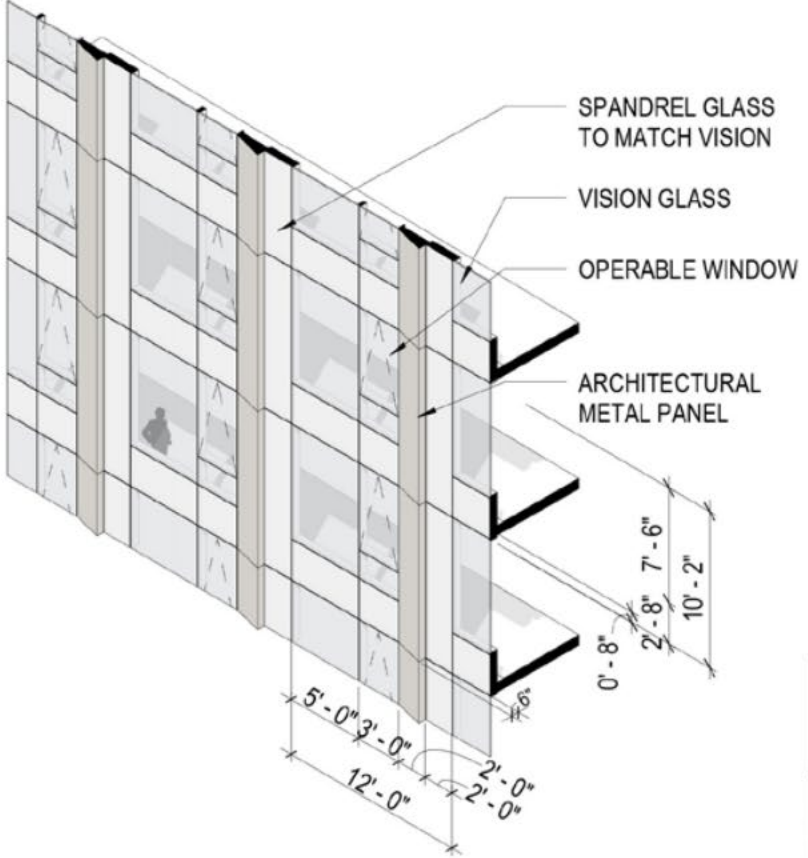
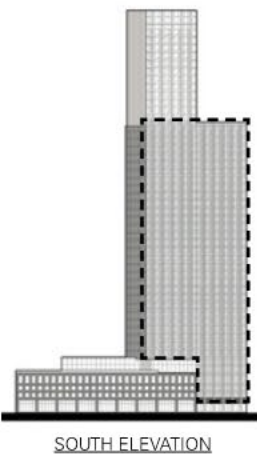
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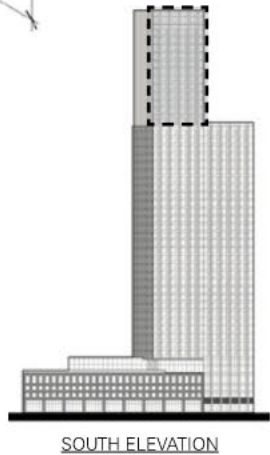
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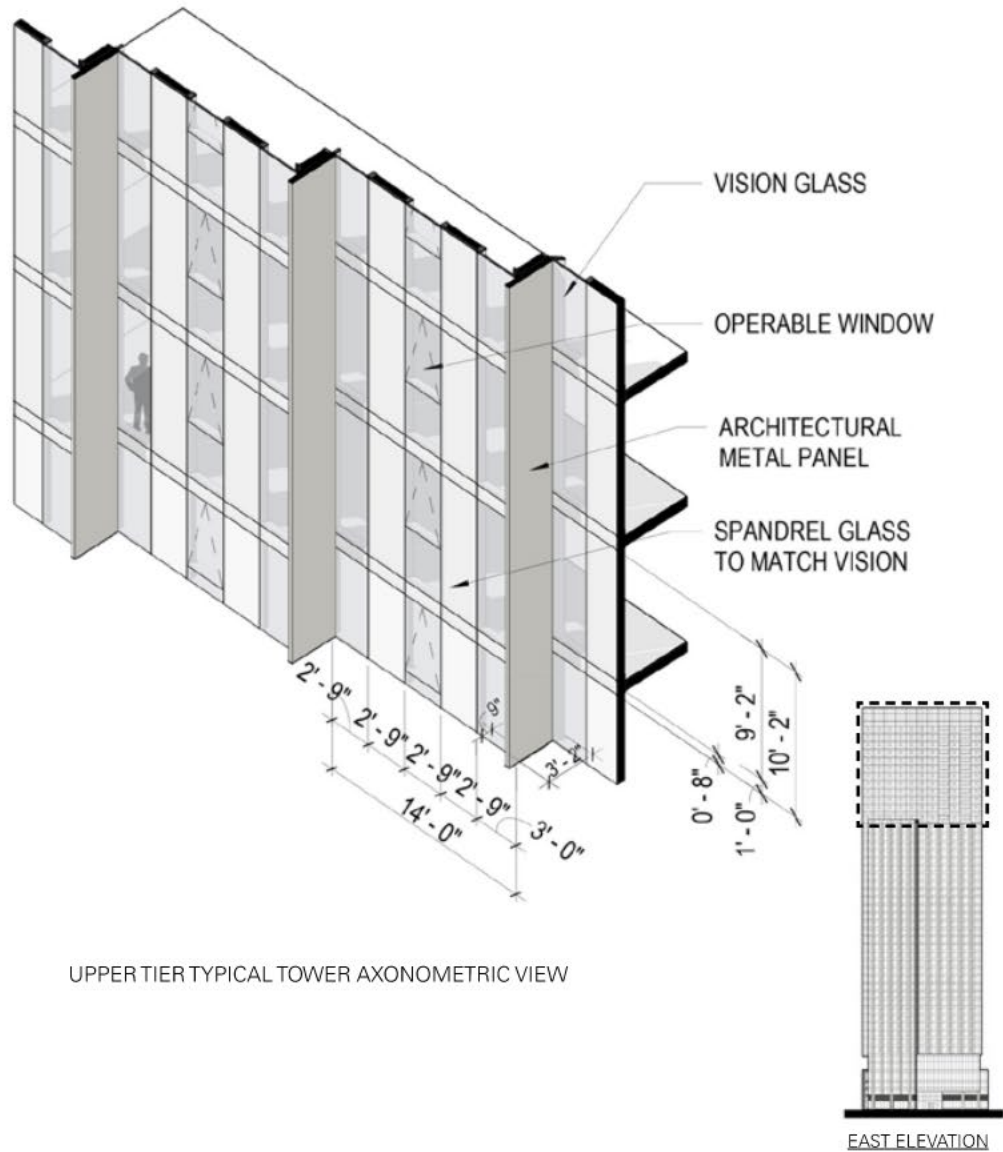
LOWER TIER TYPICAL TOWER AXONOMETRIC VIEW



UPPER TIER TYPICAL TOWER AXONOMETRIC VIEW



Scale: NTS



Scale: NTS



Scale: NTS

OVERALL BUILDING – VIEW FROM NORTHEAST

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OVERALL BUILDING – VIEW FROM SOUTHWEST

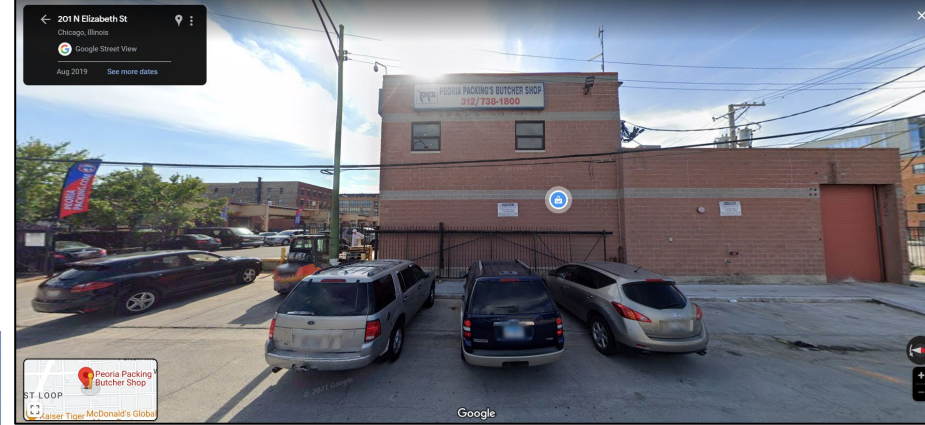
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PEDESTRIAN CONTEXT – VIEW FROM EAST



EXISTING PEDESTRIAN CONTEXT

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PEDESTRIAN CONTEXT – VIEW FROM SOUTHEAST



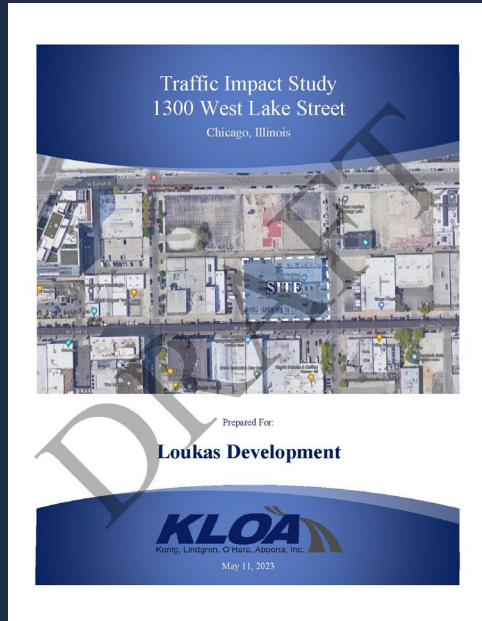
EXISTING PEDESTRIAN CONTEXT

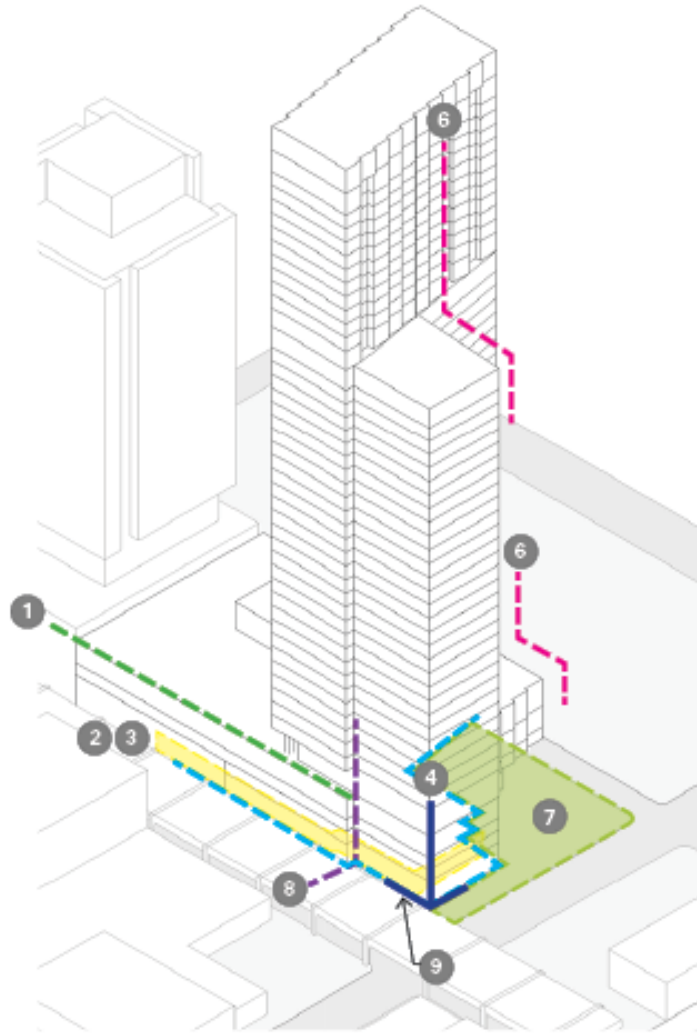
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TRAFFIC IMPACT STUDY

- Prepared by: Kenig Lindgren O'Hara & Aboona, Inc.
- Given the location of the site within an urban area and its proximity to alternative modes of transportation, the number of trips generated by the development will be reduced. Further, the volume of new traffic to be generated by the development will also be reduced as it will be replacing the Peoria Packing Butcher Shop located on the subject site, which is currently generating traffic.
- The east-west alley that runs along the north side of the site will provide access to the following portions of the development:
 - A porte-cochere to be located in the northeast portion of the development. Access to the one-way counterclockwise porte-cochere is to be provided via two one-way access drives located on the south side of the east-west alley.
 - An access drive serving the upper levels of the parking garage and an access drive serving the first floor of the parking garage to be located adjacent to one another on the south side of the east-west alley at the west end of the site. Both access drives will provide one inbound lane and one outbound lane.
 - Three loading bays to be located on the south side of the east-west alley at approximately the middle of the site.
- As part of the development, the east-west alley is proposed to be widened to 21 feet along the entire site frontage in order to accommodate the development-generated traffic more efficiently.
- The proposed development will be eliminating one existing access drive on Lake Street and one existing access drive on Elizabeth Street, which will only enhance the flow of vehicle, pedestrian, and bicycle traffic along both streets.
- The proposed access system will be sufficient to accommodate the development-generated traffic with limited impact on the existing street system.
- Overall, the existing street system generally has adequate capacity to accommodate the traffic that will be generated by the proposed development.
- The traffic volumes at the intersection of Lake Street with Elizabeth Street should be monitored in the future to determine if the projected traffic volumes are realized and to determine the need for a change in traffic control at this intersection.
- The traffic volumes at the intersection of Lake Street with Ada Street should be monitored in the future to determine if the projected traffic volumes are realized and to determine the need for a traffic signal at this intersection.





1 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

2 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

3 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.

4 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

5 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.

6 BUILDING 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 SETBACK TO RESPECT THE EXISTING SCALE OF THE STREET.

2.2.2 A TALL BUILDING PROPOSED ON A SITE ADJACENT TO ANOTHER EXISTING TALL BUILDING SHOULD USE SETBACKS AND OTHER LOCATION STRATEGIES TO ACHIEVE A MAXIMUM DISTANCE BETWEEN THE BUILDINGS

7 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.

2.4.2 DESIGN NEW DEVELOPMENTS TO BENEFIT ALL PERIMETER STREETS BY COORDINATING WITH THE CHARACTER OF THE INDIVIDUAL STREETS.

8 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 "C" SETBACK CAN ALSO BE UTILIZED TO PROVIDE A SOUND BUFFER FOR BUILDINGS ADJACENT TO THE "C"

9 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.

SITE PLAN



OPEN SPACE VISION:

The vision for the outdoor space at 1300 W Lake is to create a European-style vehicular and pedestrian shared piazza that provides a great sense of **arrival** for tenants, an **agora** for the community, and an **activator** for the ground floor retail. We envision Elizabeth Square as a vibrant contribution to the neighborhood; a space that responds to the dynamism of the L track and bustling Fulton Market while embracing the luxury and timeless sophistication of downtown Chicago.

Arrival - a clear and convenient sequence for vehicular drop-off provides a welcoming front door for tenants and guests. The grove of trees and abundant seating will create a recognizable new neighborhood destination, providing an equally clear point of arrival for the community.

Agora - designed with flexibility in mind, this is a space that easily adapts to pop-up community events and markets, rotating art exhibitions, and small gatherings and performances. The new layout allows for vehicular movement and pedestrian gatherings to happen simultaneously.

Activator - attracts prospective customers by creating a desirable place to dine and shop close to the action and excitement of Lake Street while comfortably separated enough to become a verdant urban Oasis.



Scale: NTS



VISION GLASS

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



SPANDREL GLASS

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

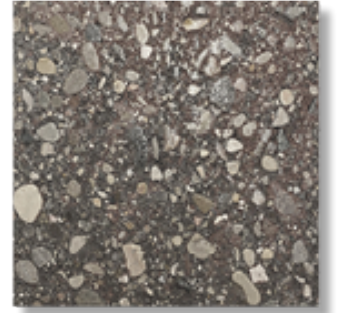


ULTRA CLEAR VISION GLASS

LOW-IRON GLASS
5/16" OUTER LITE



STANDARD MODULAR BRICK



BURNISHED CMU BLOCK



TRANSLUCENT GLASS

5/16" OUTER LITE



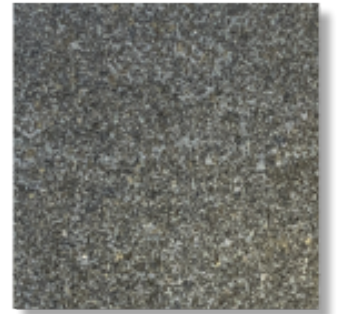
LAMINATED VISION GLASS

LAMINATED CLEAR
GLAZING



PAINTED ALUMINUM

MICA FINISH



STONE BASE

1 1/4" GRANITE

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



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

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

IN PROGRESS

**Identify How Project Complies with the
Stormwater Management Ordinance**

<https://www.chicago.gov/content/dam/city/depts/water/general/Engineering/SewerConstStormReq/2016StormwaterManual.pdf>

- **20% Affordability Requirement**

593 units overall

119 affordable units required and provided on site

- **Project Falls within FMID**

Applicant has submitted a DOH intake and has committed to work with DOH to exceed the 20% requirement of the 2021 ARO by providing an additional 59.3 affordable units.

Applicant will continue to provide updates to DOH, including prior to building permit.

UNIT TYPE	OVERALL NUMBER	NUMBER AFFORDABLE
STUDIO	58	11
CONVERTIBLE	181	36
1BR	176	36
1BR+DEN	11	2
2BR	156	32
3BR	11	2
TOTAL	593	119

- FAR Bonus Payment: \$5,339,120.40
- *Neighborhoods Opportunity Fund:* \$4,271,296.32
- *Adopt-a-Landmark Fund:* \$533,912.04
- *Local Impact Fund:* \$533,912.04
- **Affordable Housing Units** 119
- **MBE/WBE Participation Goal** 26% / 6%
- **Estimated Construction Jobs** 500
- New trees along West Lake Street
- New public gathering space along Elizabeth Street (“Elizabeth Square”)
- Pedestrian-friendly retail



DPD Recommendations

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

- Designed to be compliant with plans established by Plan Commission, such as the FMID and WLDG (17-8-0903);
- Promotes economically beneficial development patterns compatible the existing neighborhood (17-8-0103);
- Promotes safe and efficient access to transit, pedestrian and bicycle uses, and existing traffic patterns of the area (17-8-0904-A-1, 2, 3, 4, 7).



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