



CHICAGO PLAN COMMISSION

Department of Planning and Development

160 NORTH MORGAN STREET

Near West Side / 27th Ward / Ald. Burnett

160 N. MORGAN, LLC

DLA Piper

09/16/2021



Project Description

The Applicant requests a rezoning of the subject property from the C1-2 Neighborhood Commercial District to the DX-7 Downtown Mixed-Use District then to a Residential-Business Planned Development;

the proposal is comprised of two sub-areas. Sub-Area A, located at 180 North Morgan Street is improved with an existing 1-story commercial-restaurant building. On Sub-Area B, located at 160 North Morgan Street, the applicant proposes to construct a 29-story, 350'-tall building with 2,872 square feet of ground floor commercial space and 282 dwelling units above. The overall planned development would contain 89 accessory vehicular parking spaces, 2 loading berths, and 153 bike parking spaces.



Community Area Snap Shot

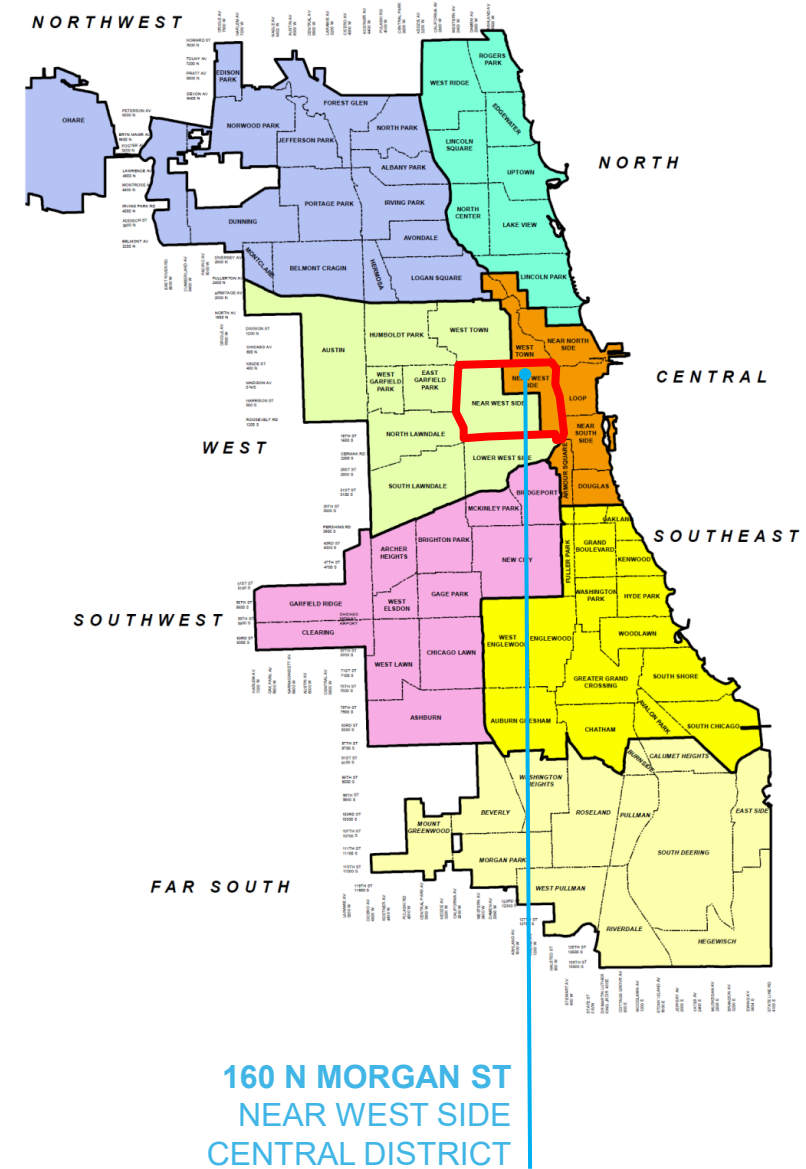
NEAR WEST SIDE DEMOGRAPHICS

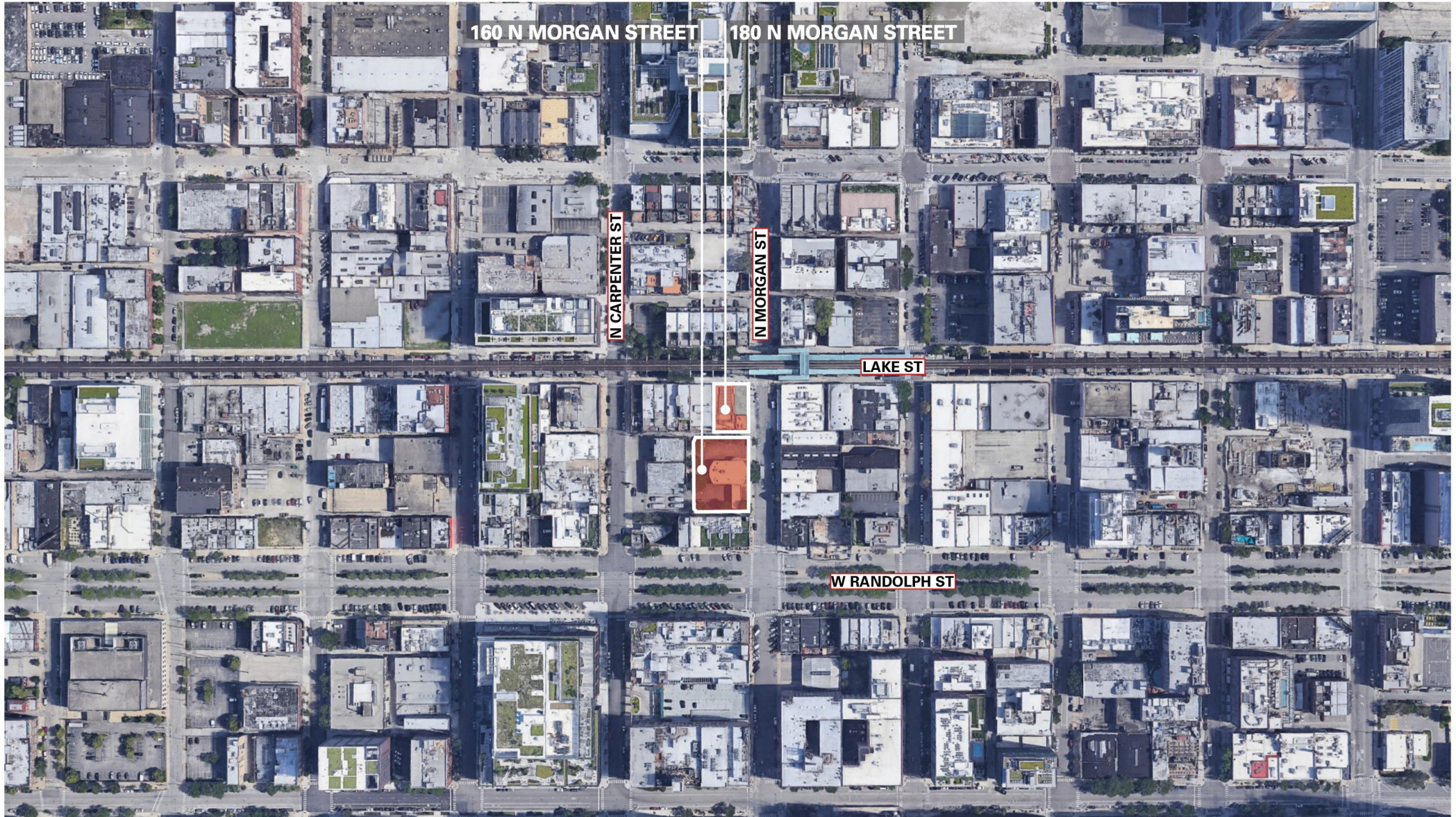
- Total population: 67,881
- Average household size: 1.9
- Median household income: \$91,125
- Public transportation to travel to work: 8,850 (24.6%)
- Walk or Bike to travel to work: 10,593 (29.4%)

SOURCE: "Near West Side." Chicago Metropolitan Agency for Planning (CMAP), August 2021.

NEAR WEST SIDE CULTURAL / HISTORIC CONTEXT

- The area developed rapidly in the late 19th and early 20th centuries as an important industrial and manufacturing area, home to meat packers, commission houses, and produce markets
- The community provides residents with an impressive offering of art galleries, local shops, and dining experiences. This all exists within a historically significant and continually evolving neighborhood with an industrial aesthetic.
- Today, the Near West Side has become increasingly attractive to middle-class and upper-middle-class Chicagoans interested in the vibrant street life so close to downtown.





SITE LOCATION



AERIAL PERSPECTIVE



 Subject Property
 Property Line


 Scale: NTS

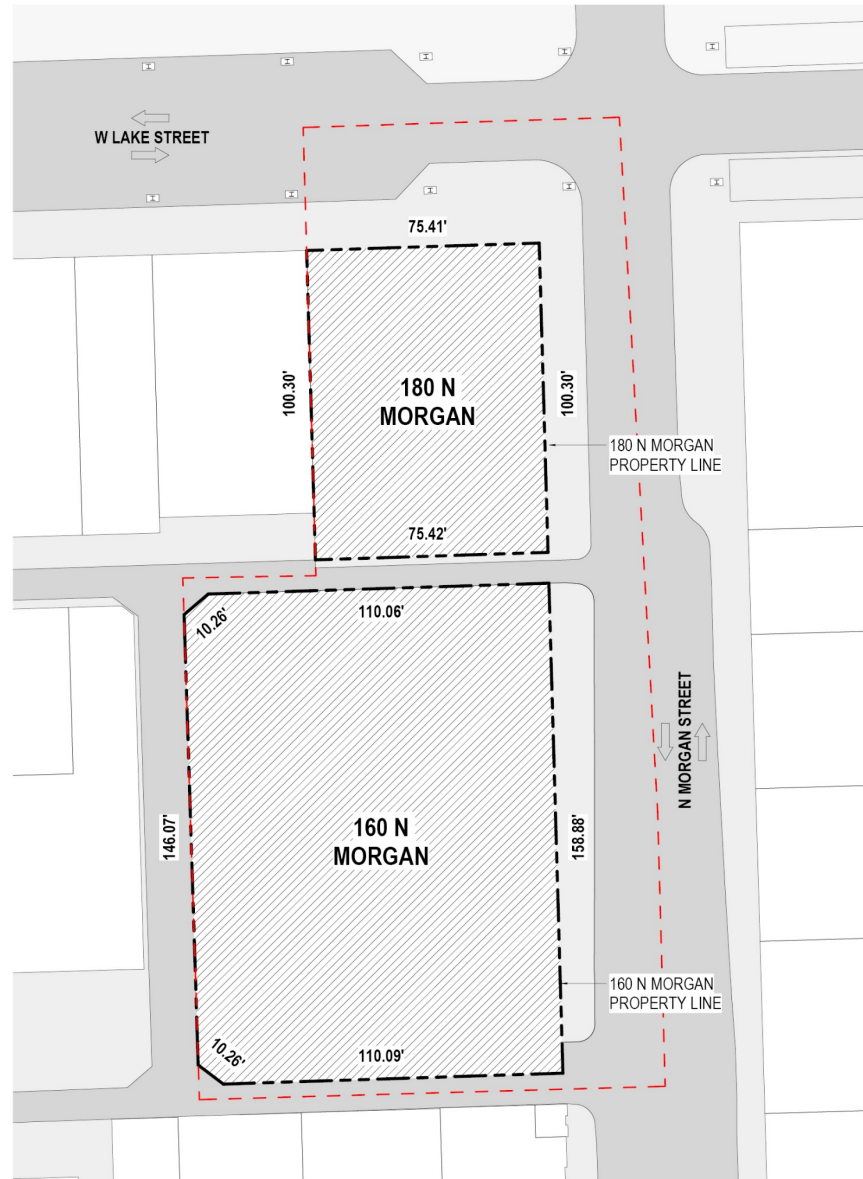
EXISTING ZONING MAP



 Subject Property
 Property Line


 Scale: NTS

GENERAL LAND-USE MAP



- Subject Property
- Property Line
- PD Boundary

Scale: NTS

PD BOUNDARY AND PROPERTY LINE MAP



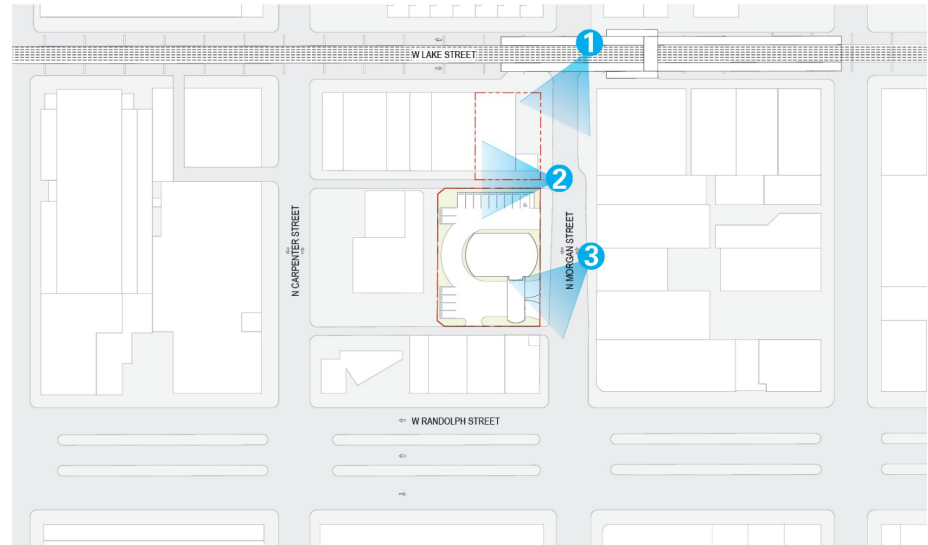
VIEW FROM NORTHEAST ON W LAKE ST



VIEW FROM EAST ON N MORGAN ST



VIEW FROM NORTHEAST ON N MORGAN ST



KEY PLAN



EXISTING PEDESTRIAN CONTEXT PHOTOS



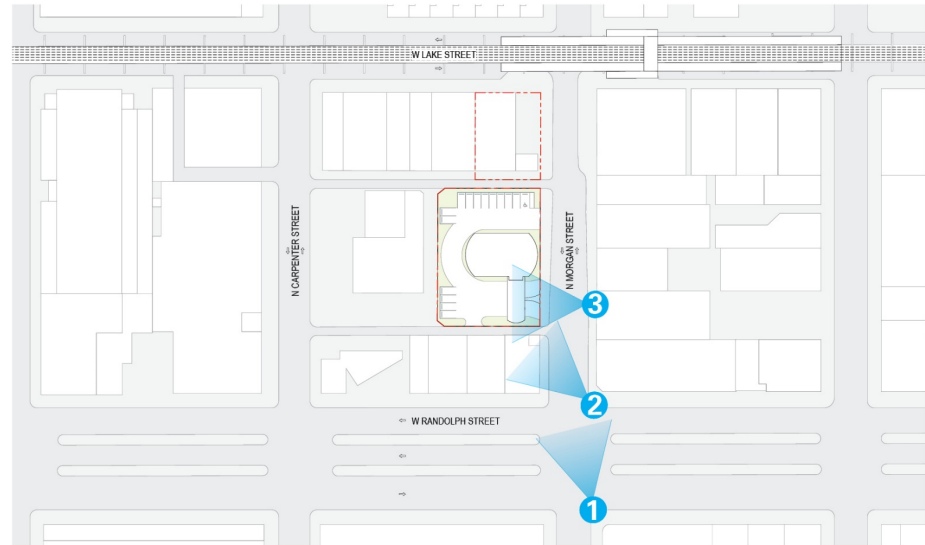
VIEW FROM SOUTHEAST ON W RANDOLPH ST



VIEW FROM SOUTHEAST ON N MORGAN ST



VIEW FROM EAST ON N MORGAN ST



KEY PLAN

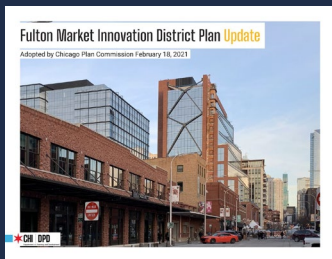


★ Planning Context




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

- Date of PD Introduction: February 24, 2021
- Dates of Community Meetings:
 - 2/17/2021:** West Central Association (WCA) Community Meeting
 - 3/2/2021:** West Loop Community Organization (WLCO) Community Meeting
 - 3/8/2021:** Neighbors of West Loop (NOWL) Community Meeting
 - 5/4/2021:** General Community Meeting with Alderman Burnett
- Modifications based on DPD / Community Feedback:
 - Revised FAR to only bonus 160 N Morgan, and use base FAR from 180 N Morgan
 - Building height reduced from 32 stories to 29 stories
 - Reduction in unit count
 - Refined podium masonry and fenestration expression along N Morgan St
 - Increase tower setback from south property line
 - Increase podium setback at southeast residential entry plaza
 - Addition of upper-level balconies at southeast corner
 - 15-minute standing zone on N Morgan St provided
 - Refinement of structural expression at podium
 - Addition and refinement of residential entrance canopy
 - Residential entrance plaza hardscape and landscape improvements
 - Podium north elevation refinements with addition of art mural panels



PERSPECTIVE VIEW FROM SOUTHEAST
PRESENTED: 5/4/2021 COMMUNITY MEETING



PERSPECTIVE VIEW FROM SOUTHEAST
CURRENT DESIGN



PERSPECTIVE VIEW FROM SOUTHEAST
PRESENTED: 5/4/2021 COMMUNITY MEETING



PERSPECTIVE VIEW FROM SOUTHEAST
CURRENT DESIGN



LAKE & MAY

28 STORIES, 325'

166 N ABERDEEN

20 STORIES, 220'

165-171 N ABERDEEN

11 STORIES, 136'

210 N CARPENTER

12 STORIES, 163'

160 N MORGAN

29 STORIES, 350'

* APPROVED BUILDINGS APPROXIMATE, ESTIMATED FOR FUTURE CONTEXT.

170 N PEORIA

43 STORIES, 495'

801 W LAKE

17 STORIES, 275'

170 N GREEN

17 STORIES, 192'

939 W WASHINGTON

UNION WEST
15 STORIES, 174'-8"

160 N MORGAN

29 STORIES, 350'



* APPROVED BUILDINGS APPROXIMATE, ESTIMATED FOR FUTURE CONTEXT.



EXISTING PEDESTRIAN
CONTEXT

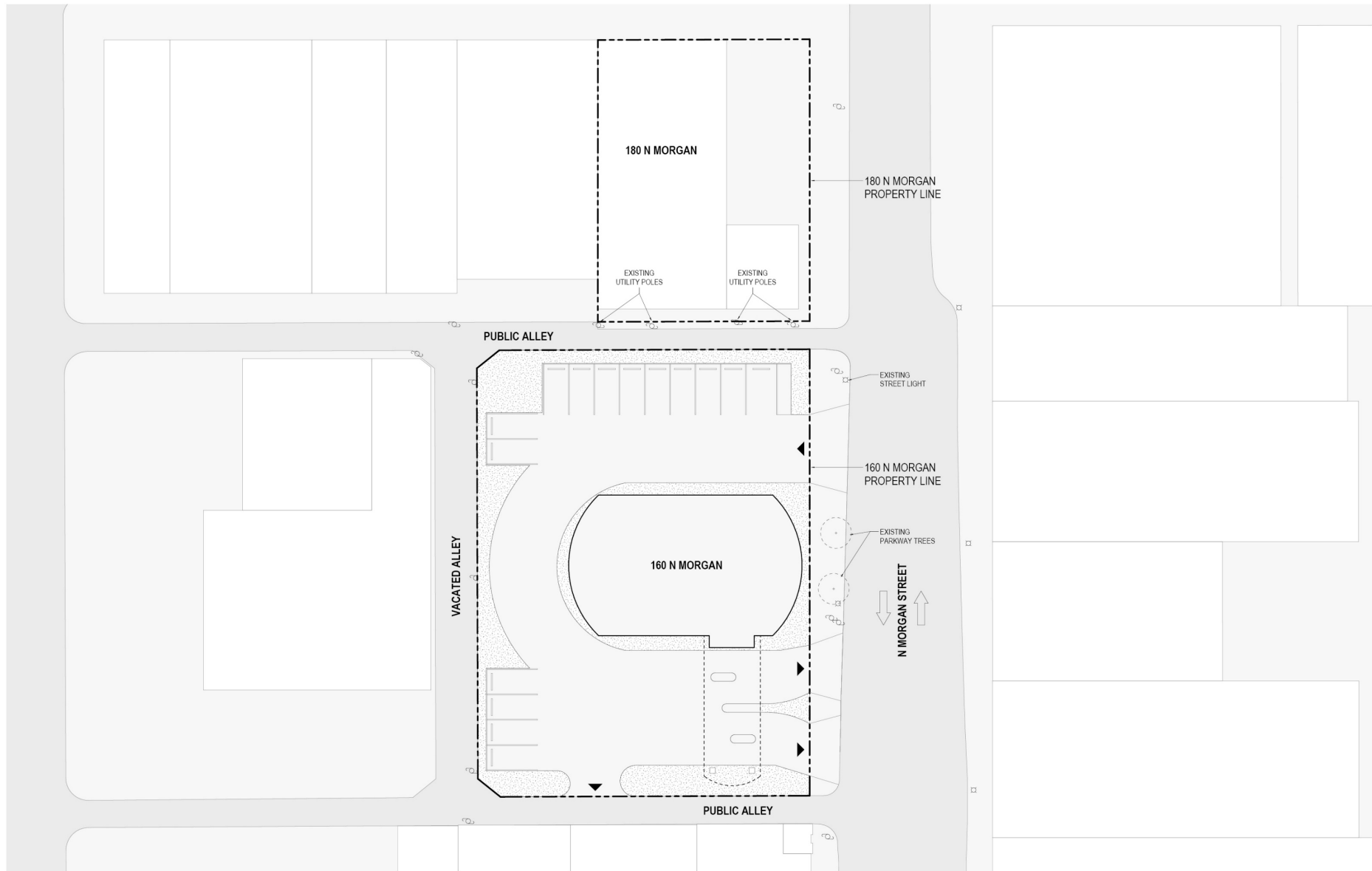
PEDESTRIAN CONTEXT – VIEW FROM SOUTHEAST



EXISTING PEDESTRIAN
CONTEXT

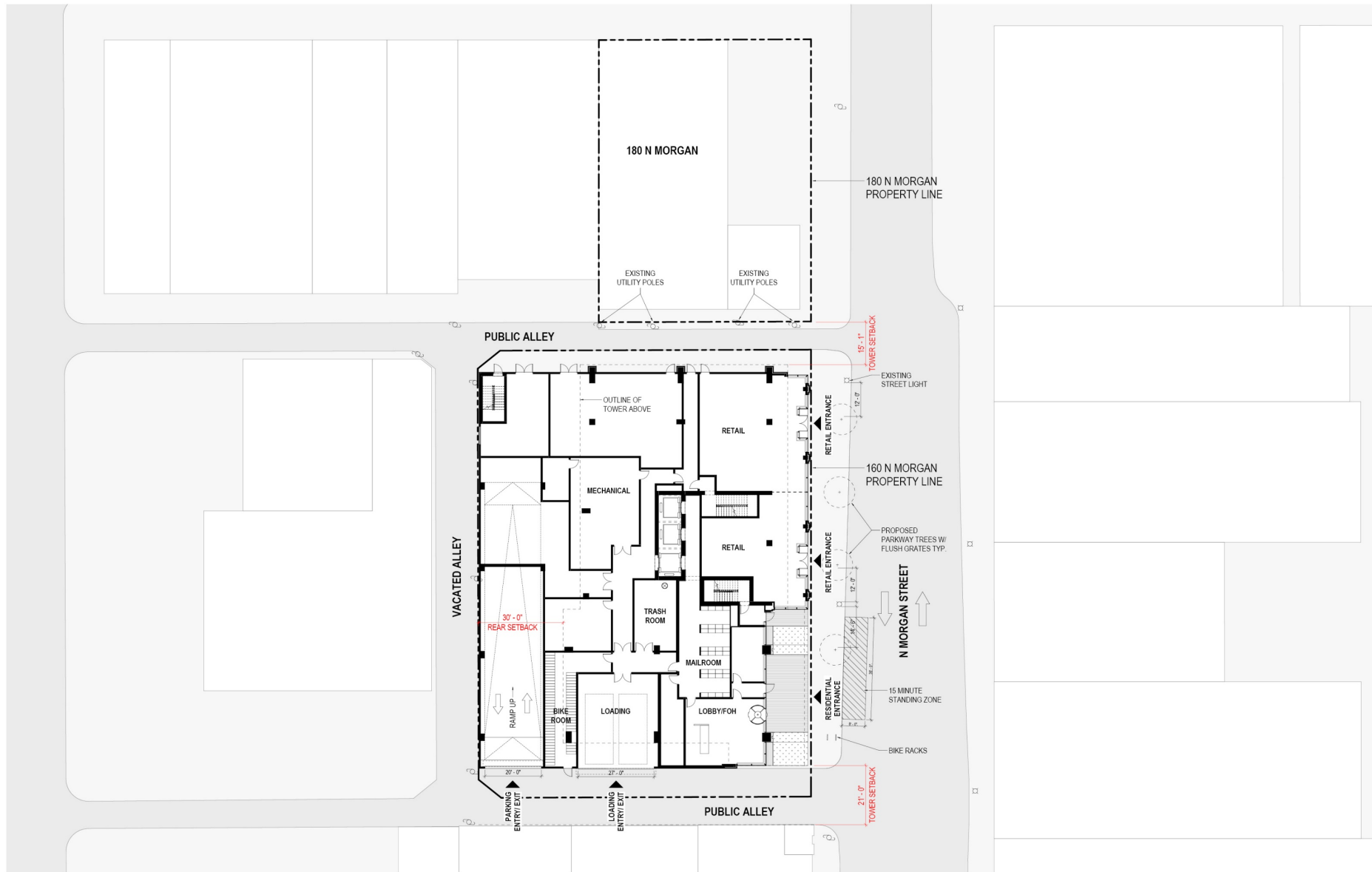


EXISTING PEDESTRIAN
CONTEXT



Scale: NTS

EXISTING SITE PLAN




 Scale: NTS

PROPOSED SITE PLAN

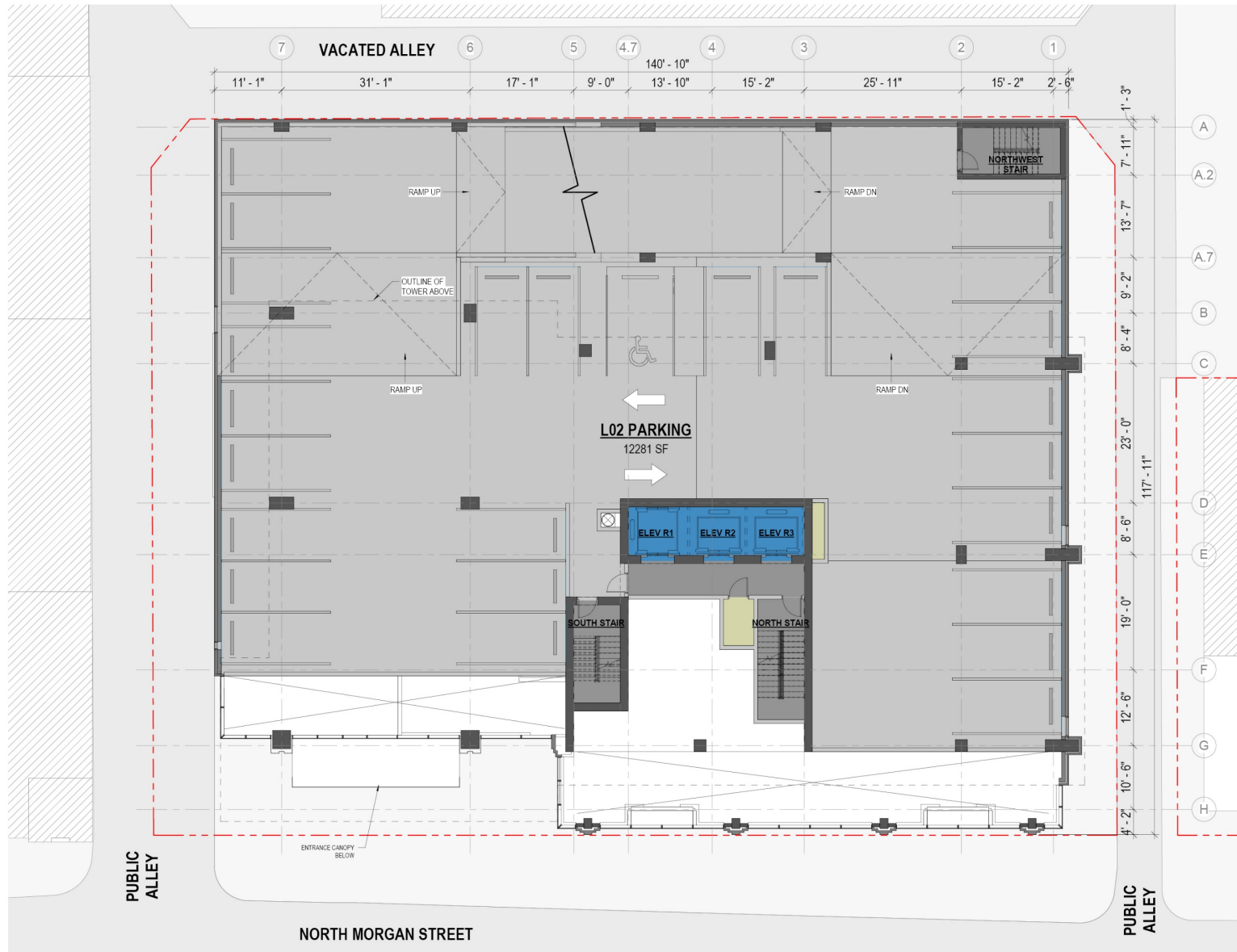


Scale: NTS

GROUND LEVEL PLAN




 Scale: NTS



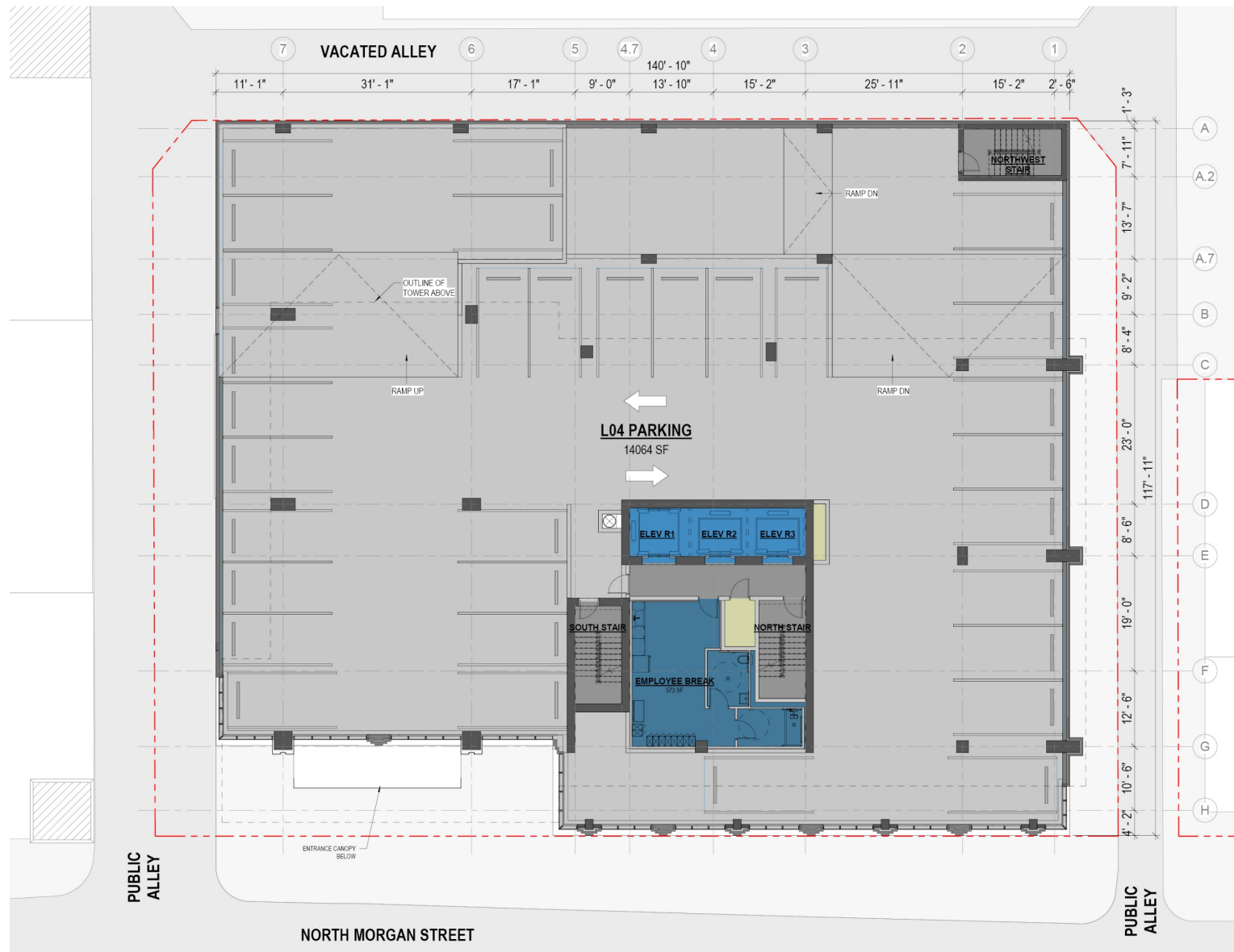
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LEVEL 02 PLAN



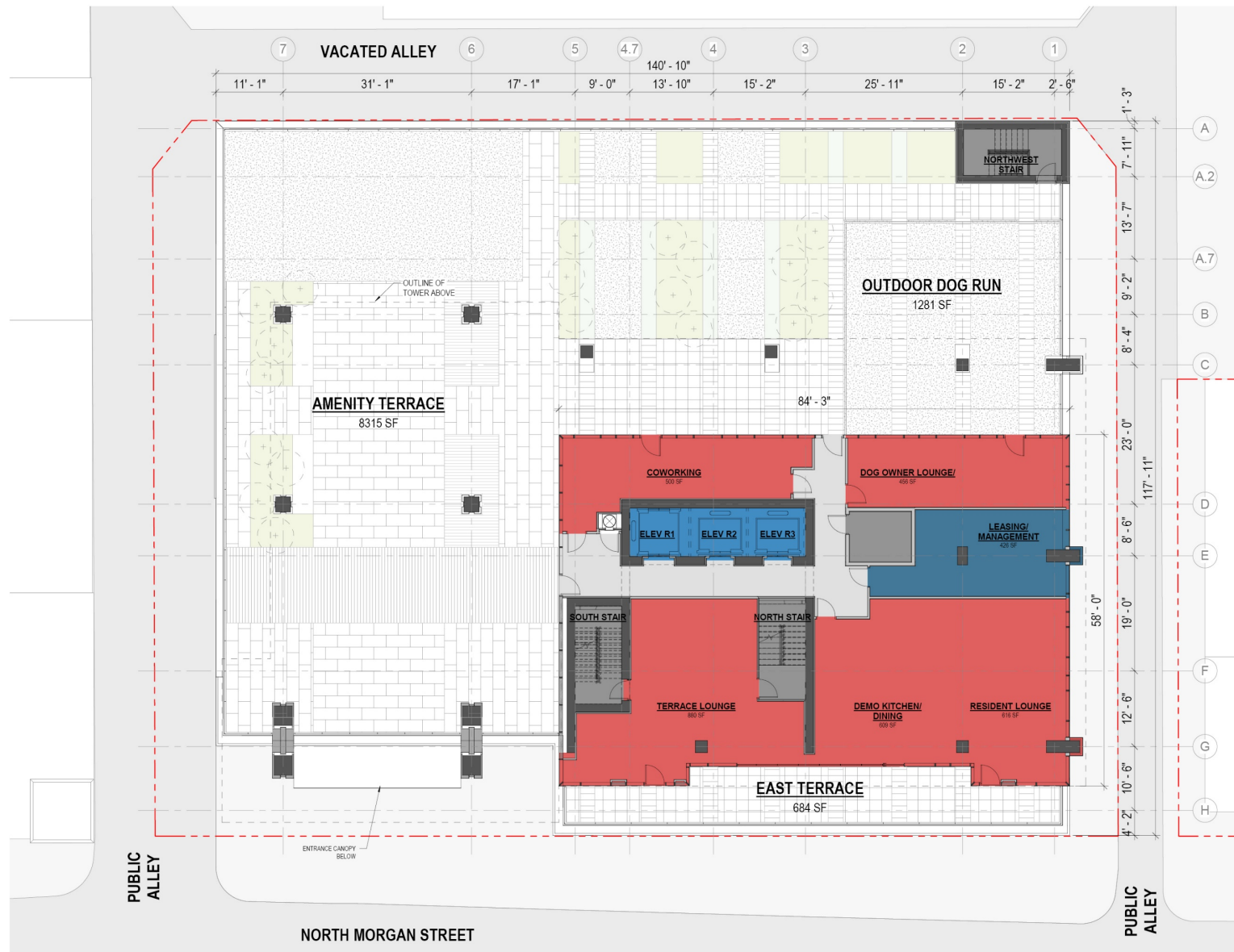
Scale: NTS

LEVEL 03 PLAN



Scale: NTS

LEVEL 04 PLAN

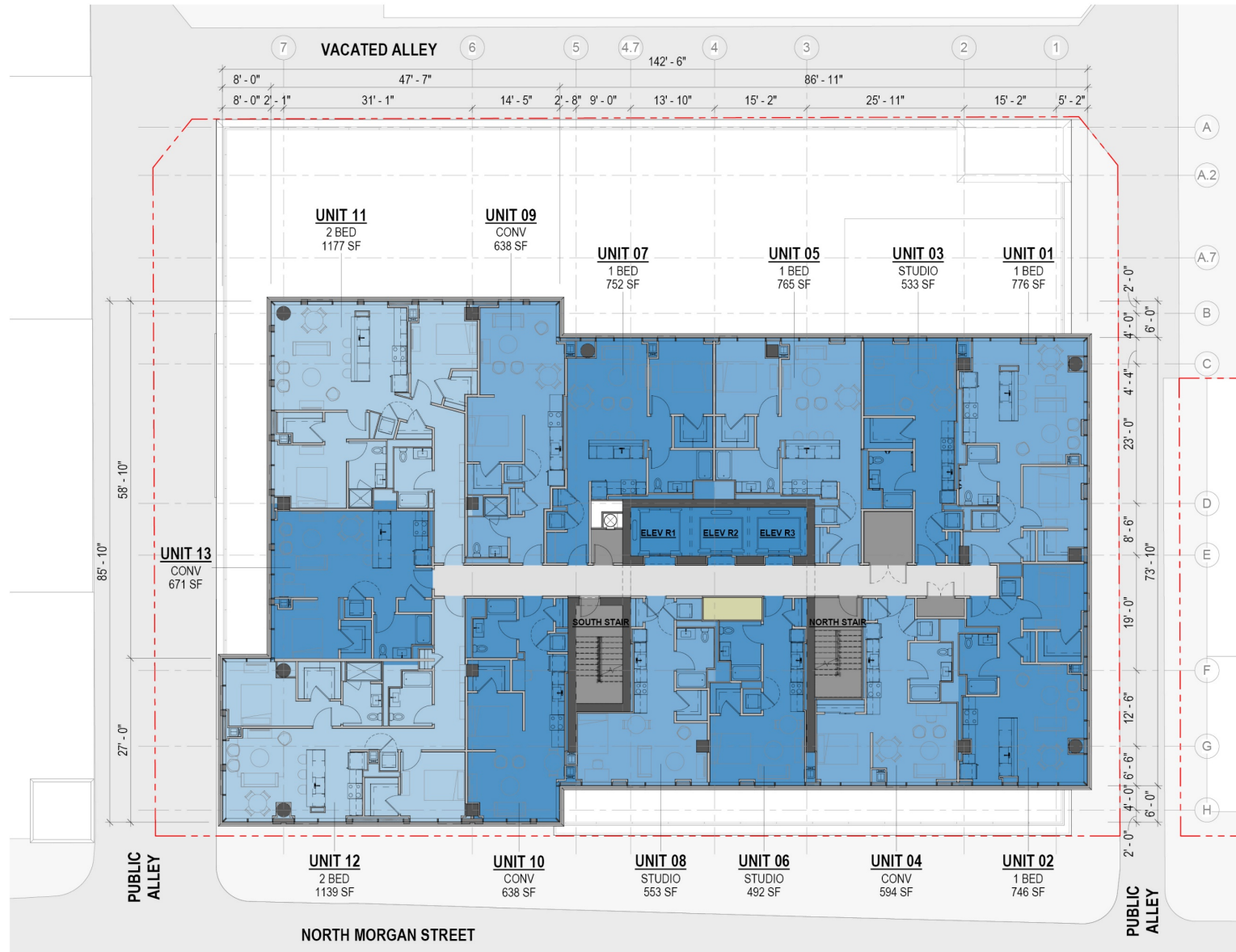


LEVEL 05 AMENITY PLAN



Scale: NTS

RESIDENTIAL PLAN - LEVEL 06



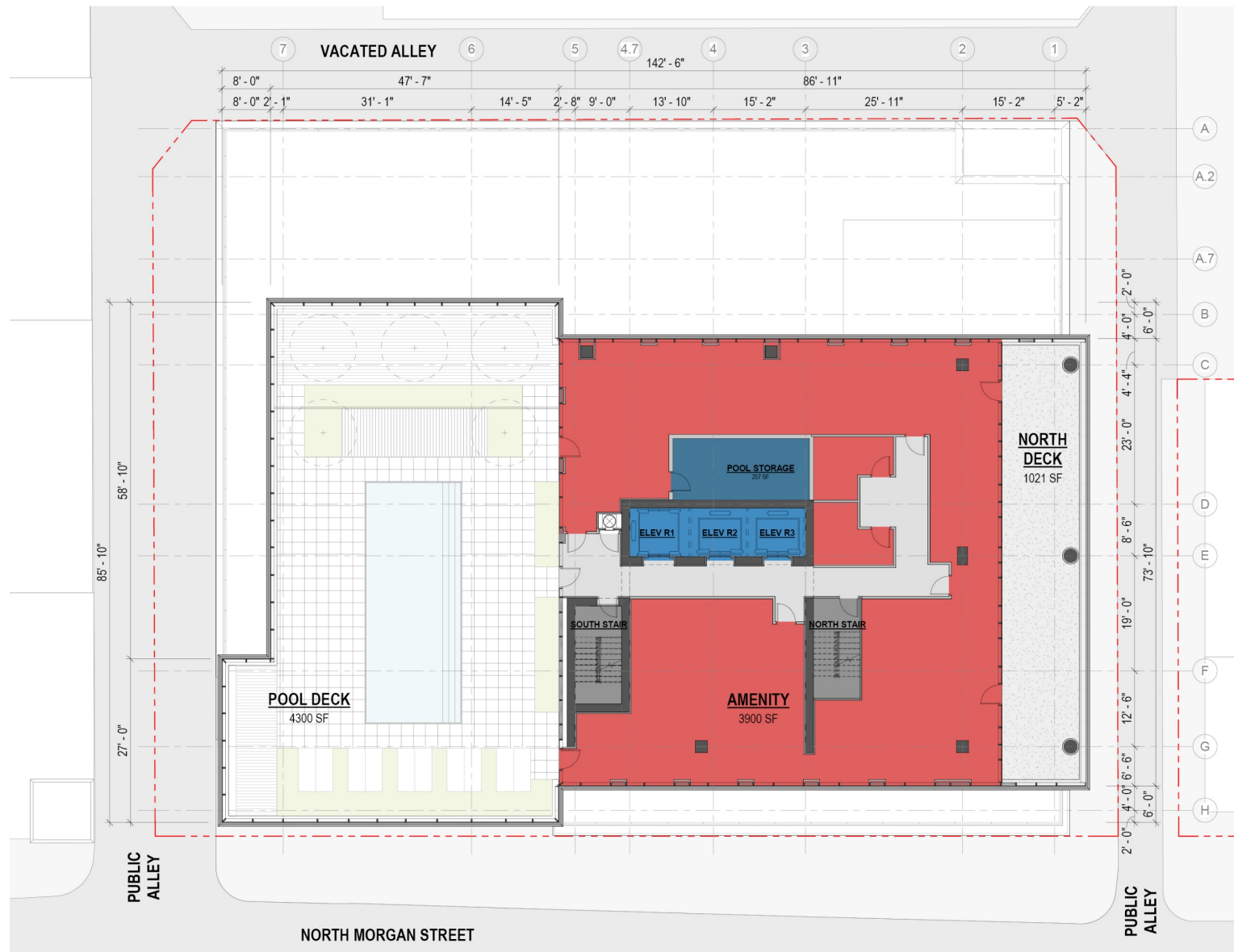
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TYPICAL RESIDENTIAL PLAN - LEVELS 07 - 22



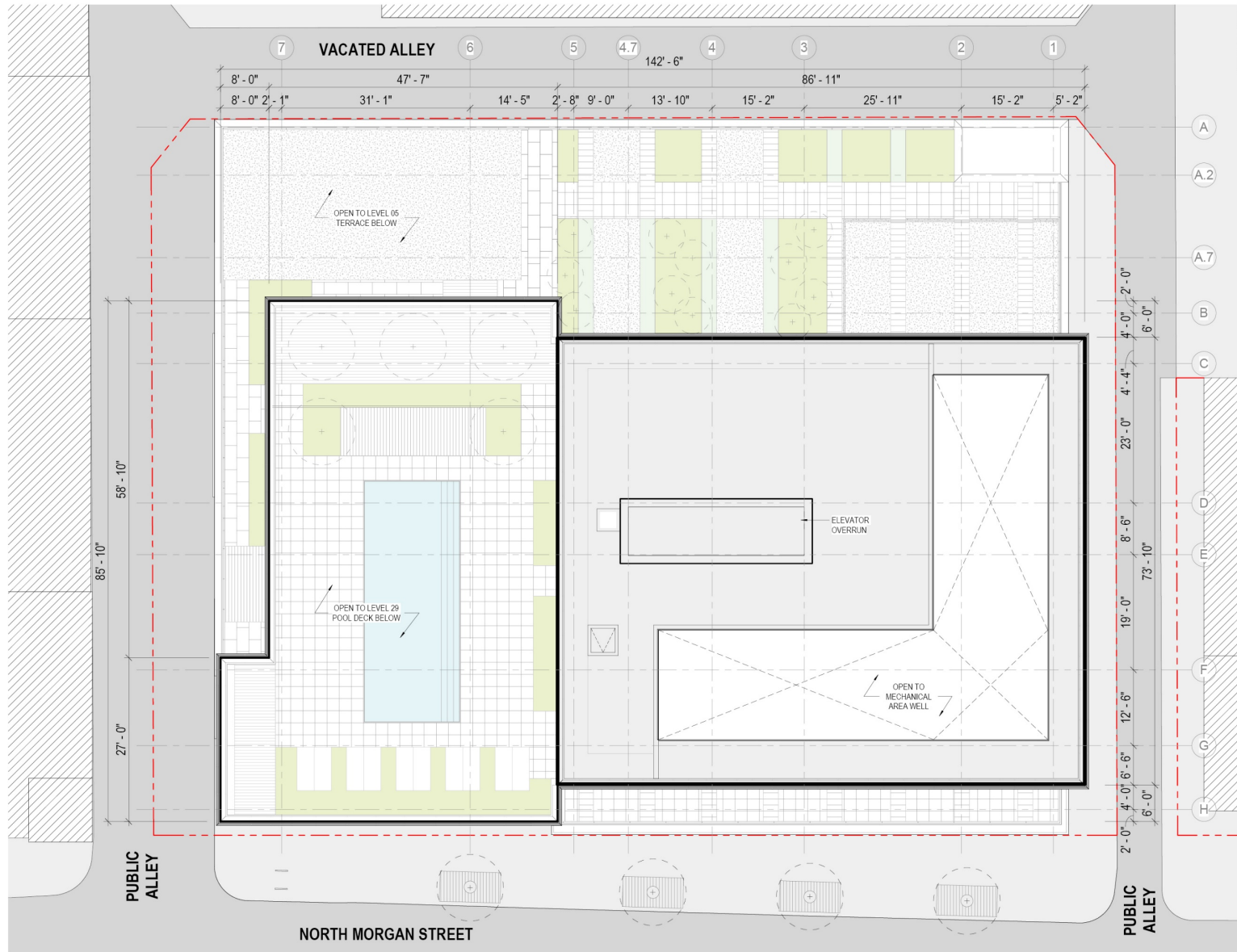
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TYPICAL RESIDENTIAL PLAN - LEVELS 23 - 28

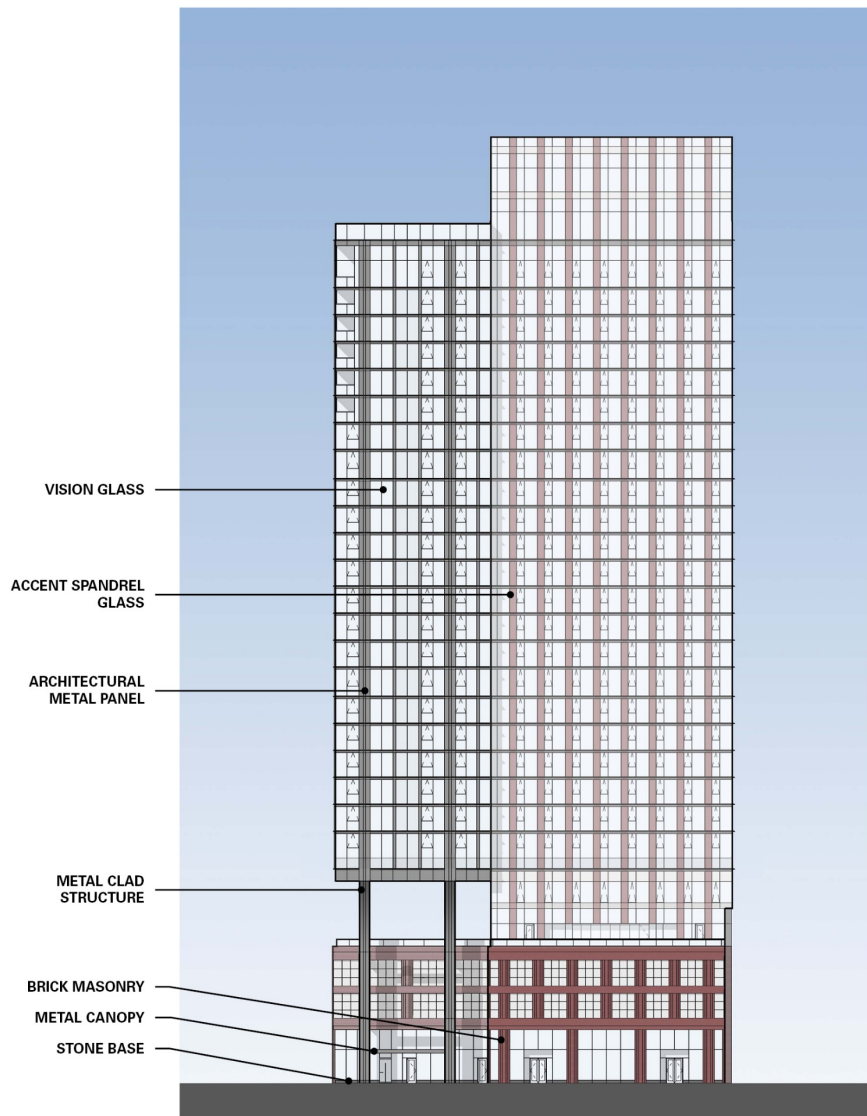


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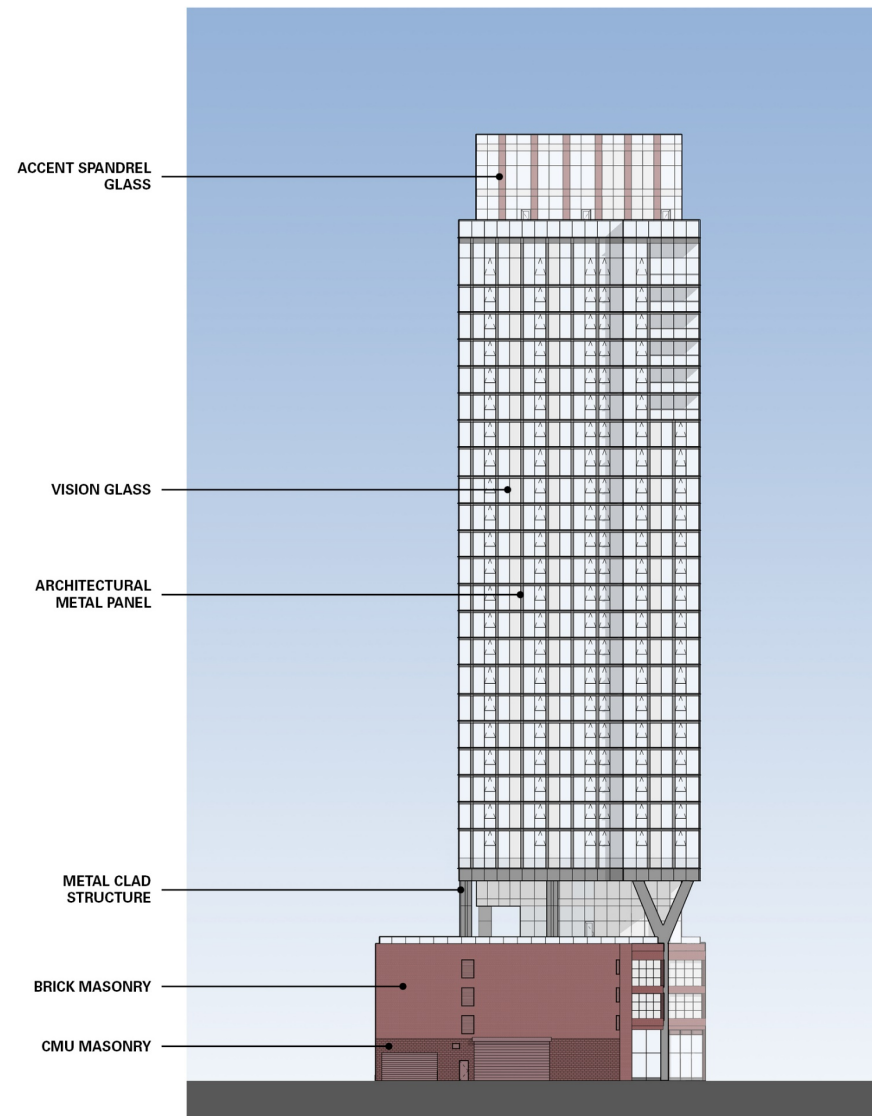
LEVEL 29 AMENITY PLAN



Scale: NTS



EAST ELEVATION



SOUTH ELEVATION

T/ROOF
350' - 0"

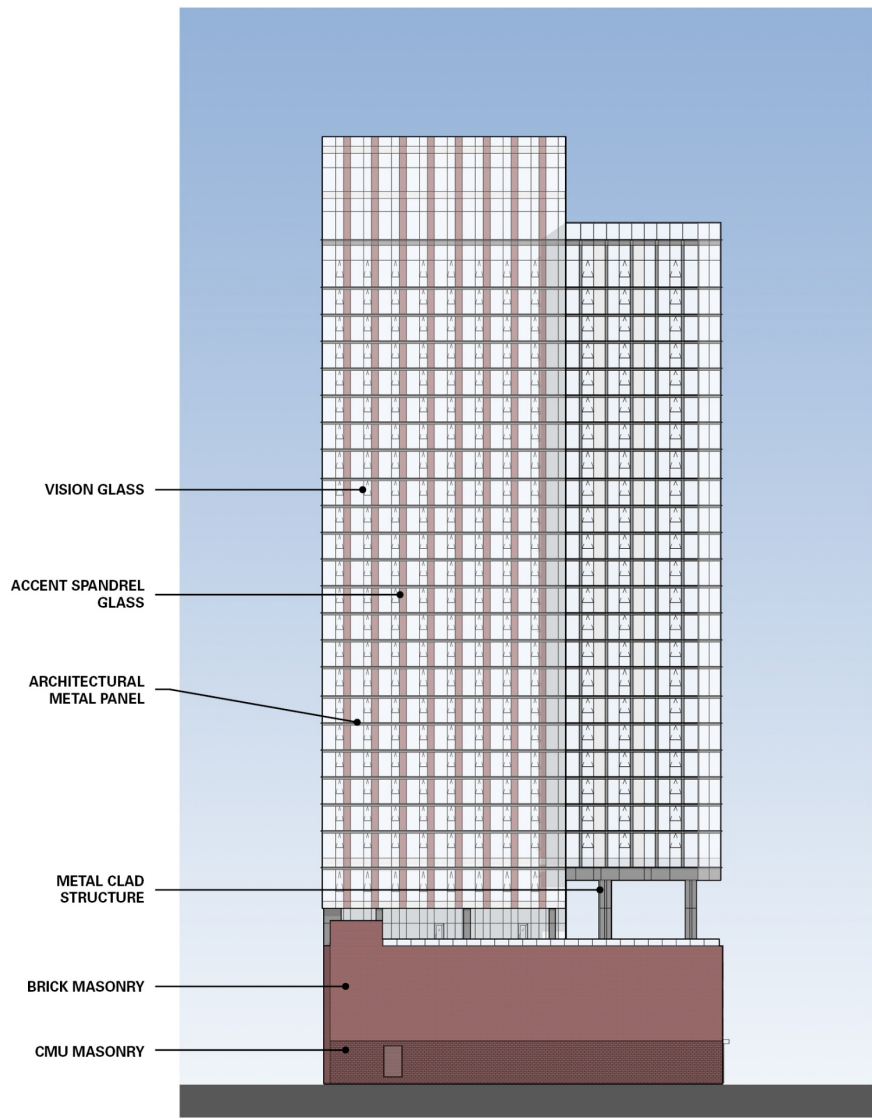
LEVEL 29
314' - 0"

LEVEL 07
80' - 8"

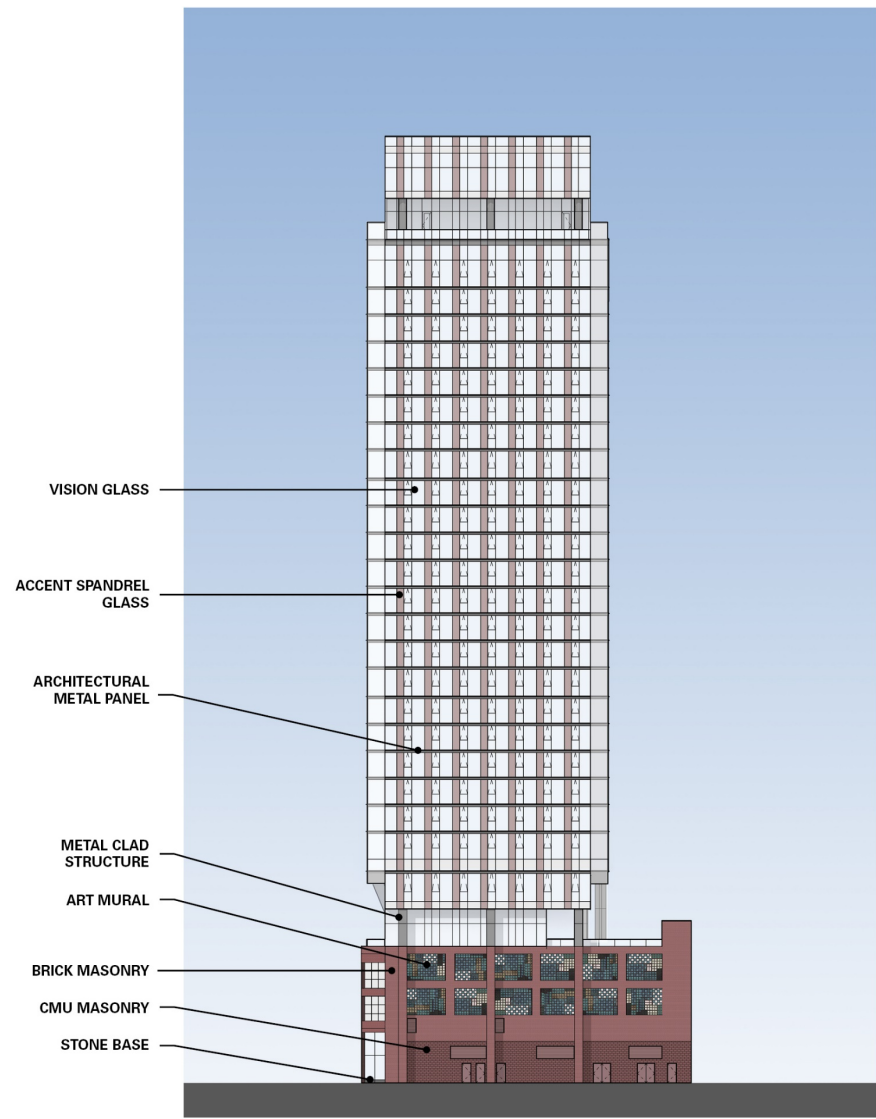
LEVEL 05
48' - 0"

GROUND LEVEL
0' - 0"

Scale: NTS



WEST ELEVATION



T/ROOF
350' - 0"

LEVEL 29
314' - 0"

LEVEL 07
80' - 8"

LEVEL 05
48' - 0"

GROUND LEVEL
0' - 0"

NORTH ELEVATION

Scale: NTS

AMENITY



RETAIL



RESIDENTIAL



RESIDENTIAL FOH



PARKING



MECHANICAL



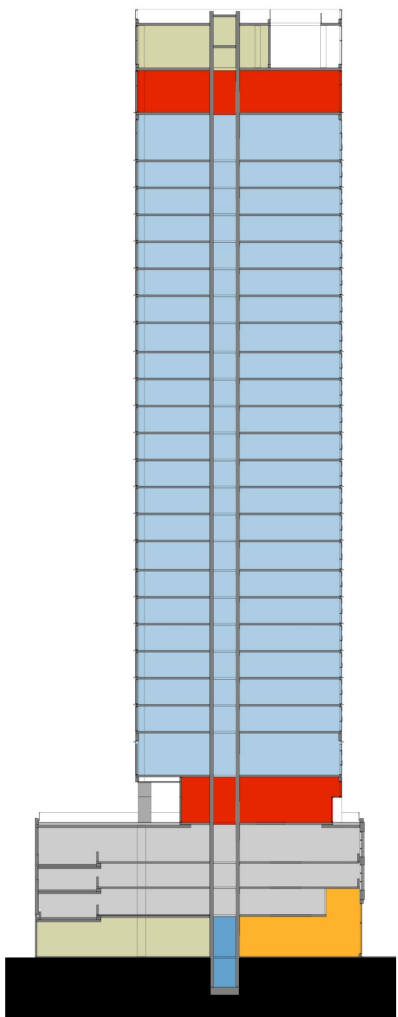
T/ROOF
350' - 0"

LEVEL 29
314' - 0"

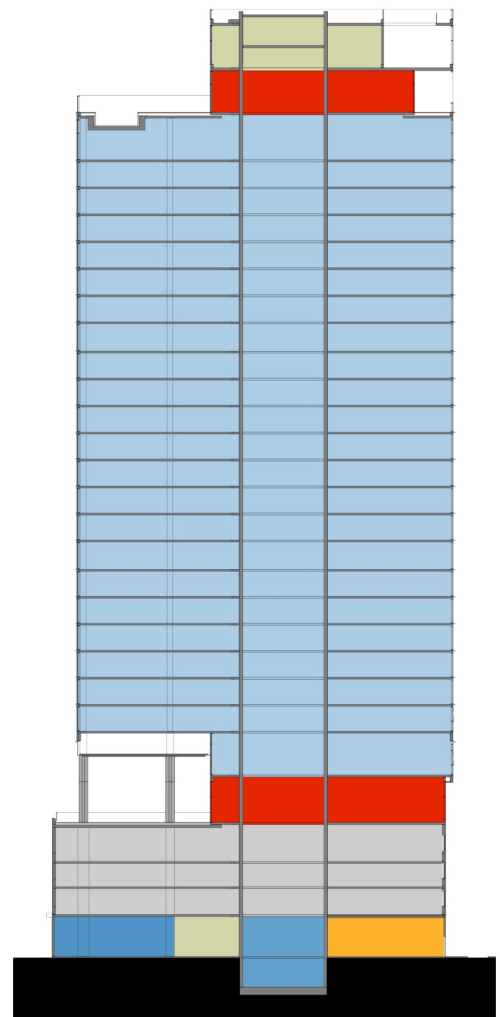
LEVEL 07
80' - 8"

LEVEL 05
48' - 0"

GROUND
LEVEL
0' - 0"

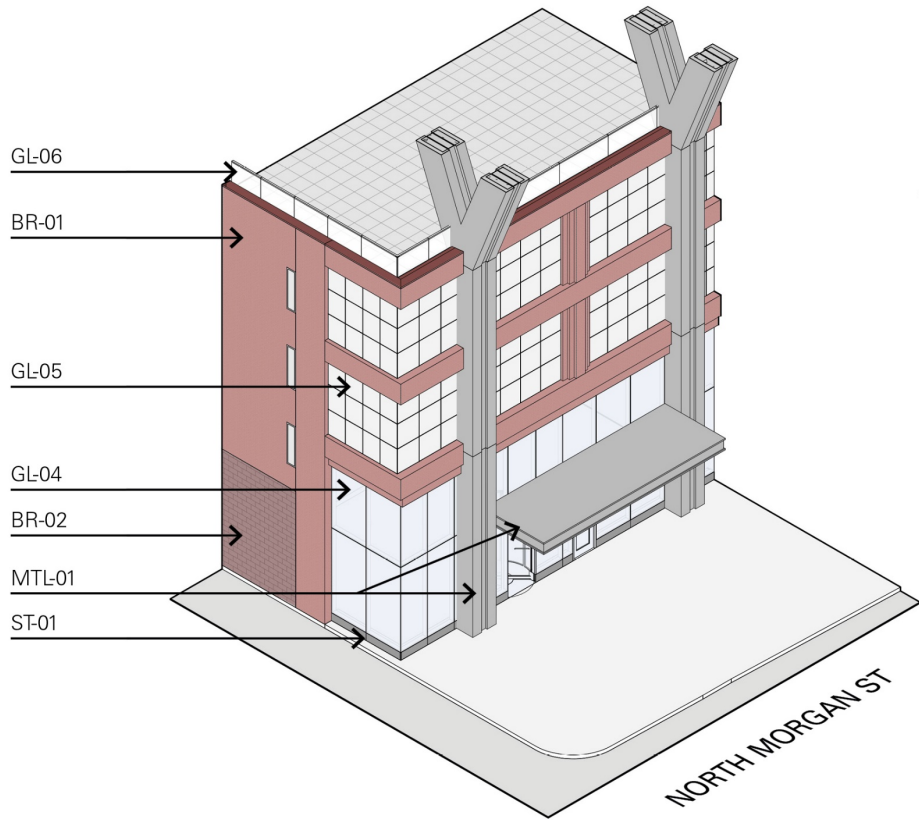


EAST / WEST

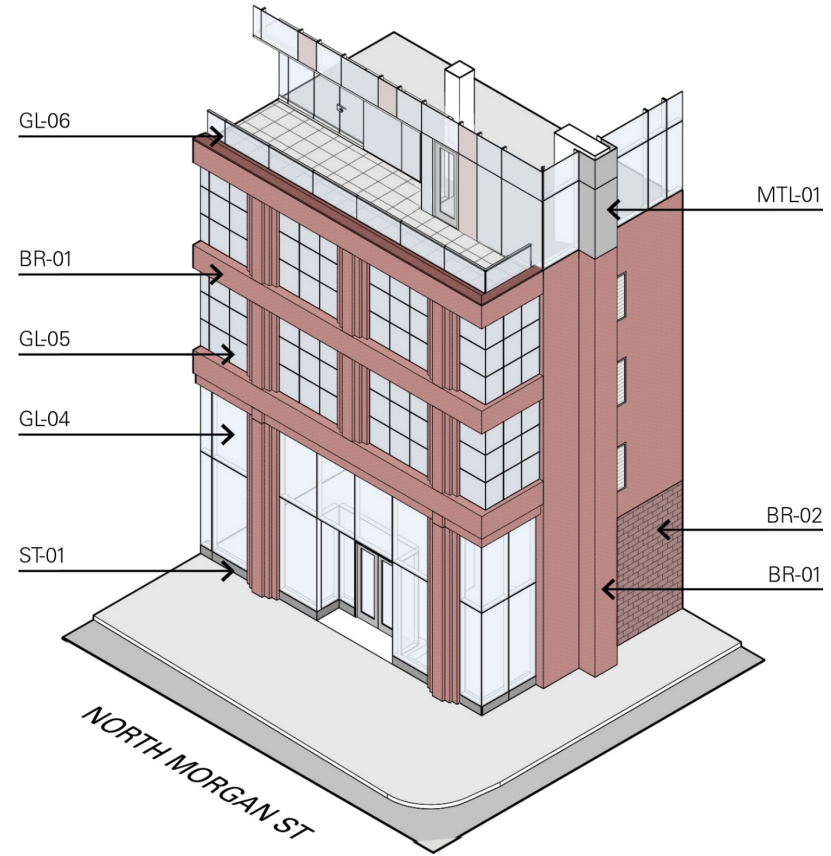
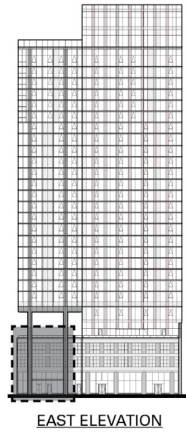


NORTH / SOUTH

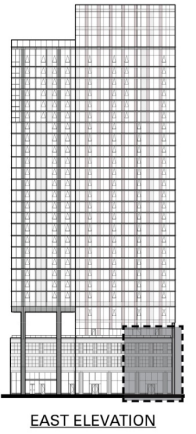
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BUILDING BASE AXONOMETRIC VIEW -
SOUTHEAST CORNER

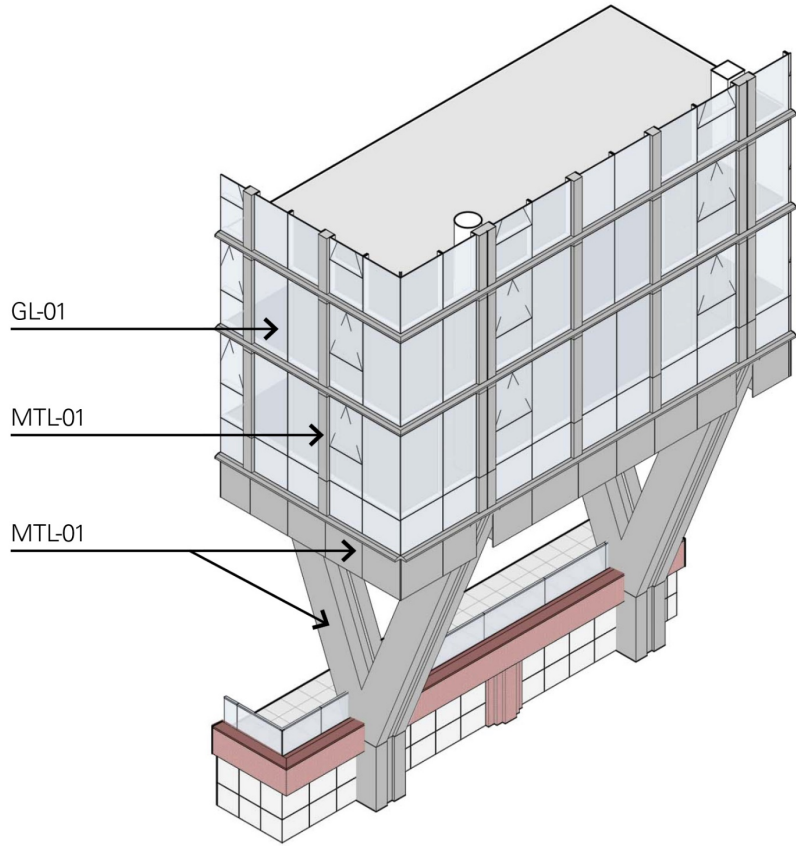


BUILDING BASE AXONOMETRIC VIEW -
NORTHEAST CORNER

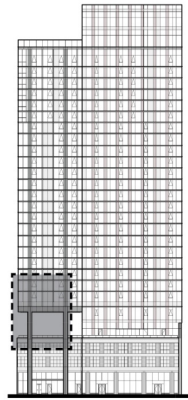


MATERIAL LEGEND

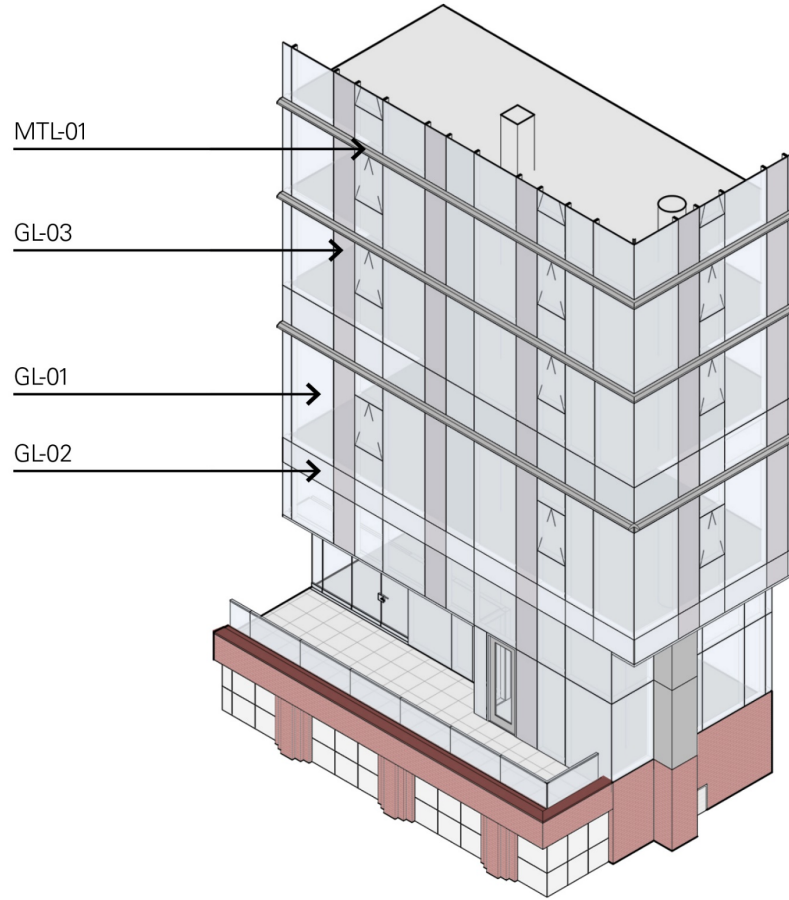
- GL-01 VISION GLASS
- GL-02 SPANDREL GLASS
- GL-03 ACCENT SPANDREL GLASS
- GL-04 ULTRA CLEAR VISION GLASS
- GL-05 SPANDREL GLASS
- GL-06 LAMINATED VISION GLASS
- MTL-01 PAINTED ALUMINUM
- BR-01 STANDARD MODULAR BRICK
- BR-02 BURNISHED CMU BLOCK
- ST-01 STONE BASE



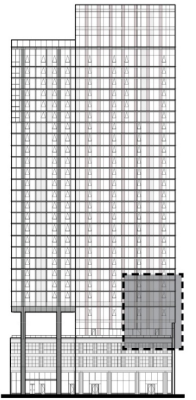
LEVEL 05 TERRACE AXONOMETRIC VIEW -
SOUTHEAST CORNER



EAST ELEVATION



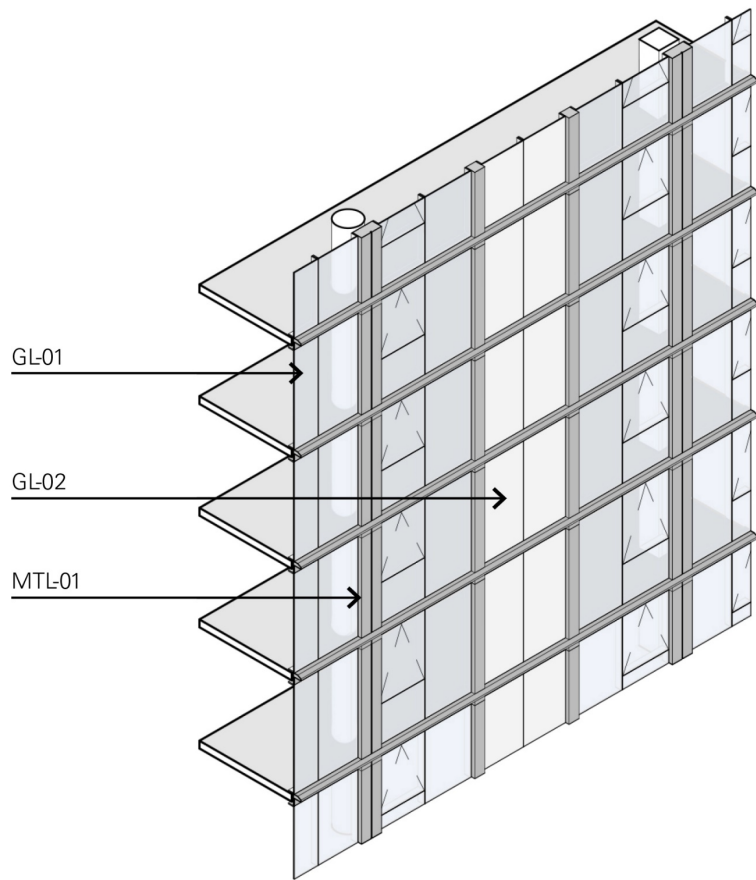
LEVEL 05 TERRACE AXONOMETRIC VIEW -
NORTHEAST CORNER



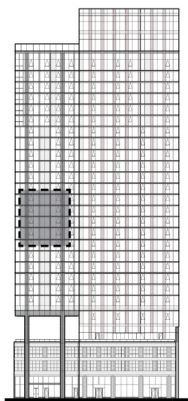
EAST ELEVATION

MATERIAL LEGEND

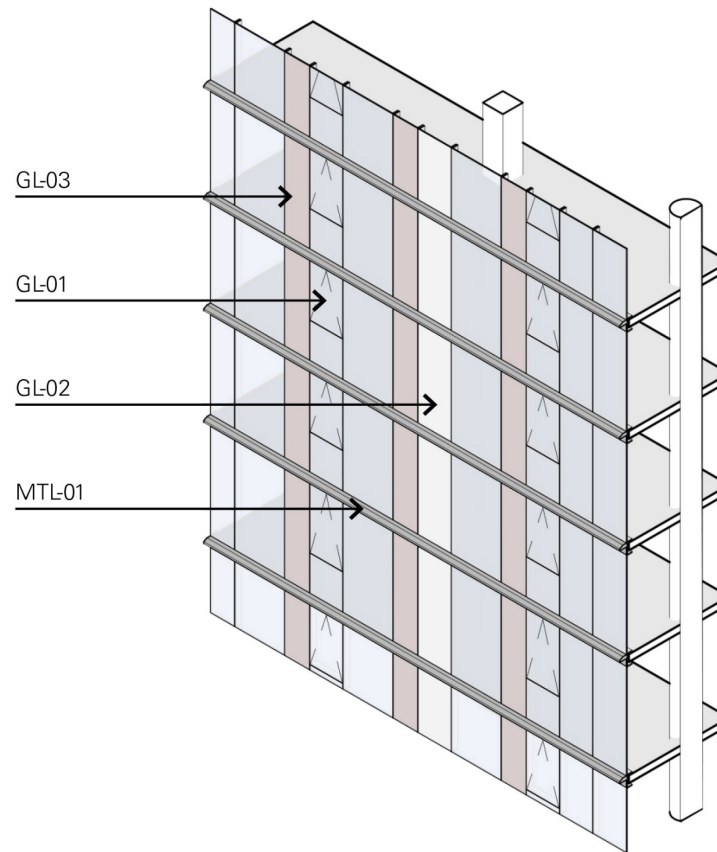
- GL-01 VISION GLASS
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- GL-06 LAMINATED VISION GLASS
- MTL-01 PAINTED ALUMINUM
- BR-01 STANDARD MODULAR BRICK
- BR-02 BURNISHED CMU BLOCK
- ST-01 STONE BASE



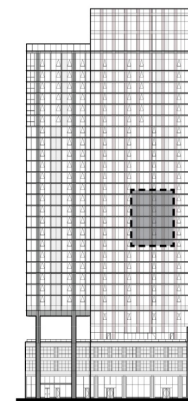
TYPICAL TOWER AXONOMETRIC VIEW -
SOUTH BLOCK



EAST ELEVATION



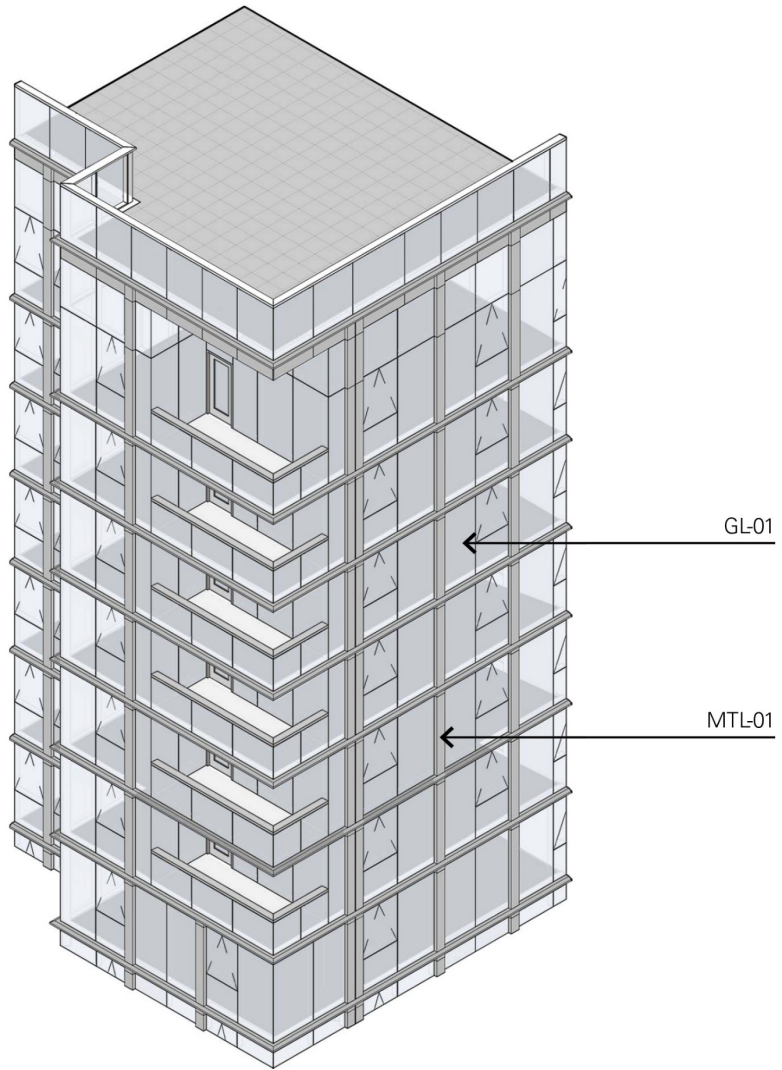
TYPICAL TOWER AXONOMETRIC VIEW -
NORTH BLOCK



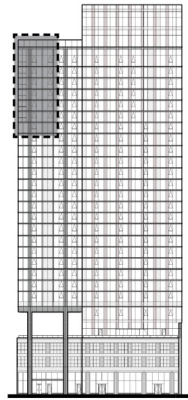
EAST ELEVATION

MATERIAL LEGEND

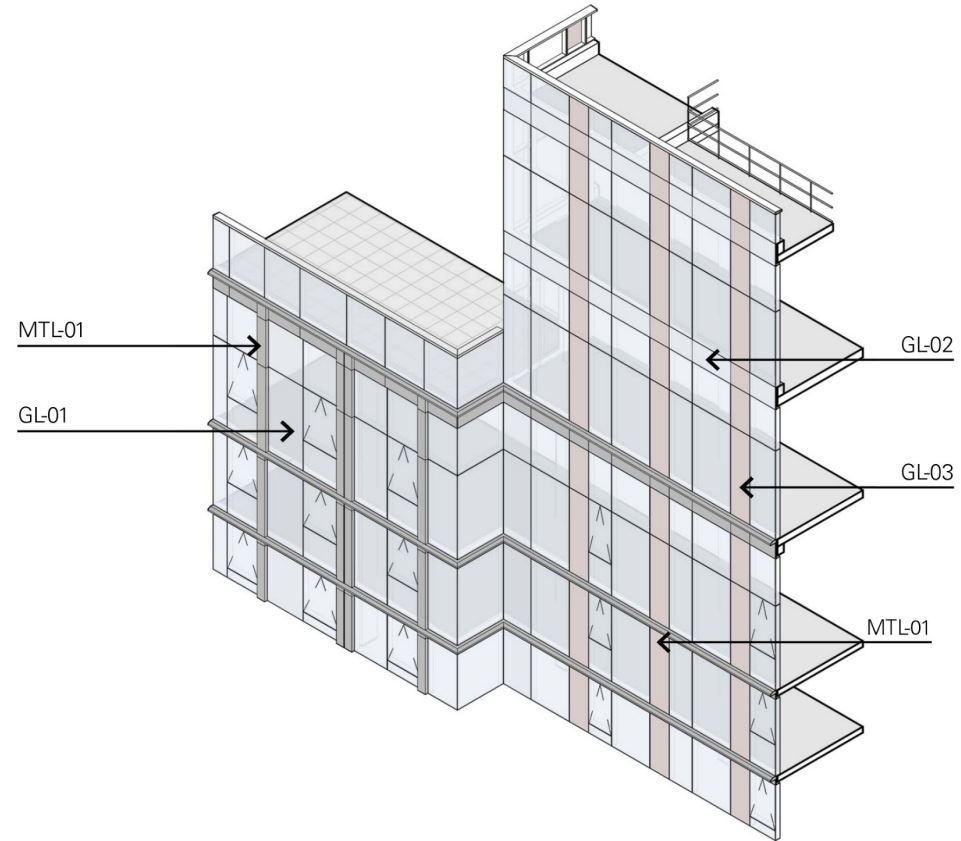
- GL-01 VISION GLASS
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- MTL-01 PAINTED ALUMINUM
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- BR-02 BURNISHED CMU BLOCK
- ST-01 STONE BASE



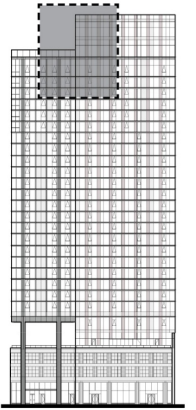
BUILDING TOP AXONOMETRIC VIEW -
SOUTHEAST CORNER



EAST ELEVATION



BUILDING TOP AXONOMETRIC VIEW -
EAST FACADE



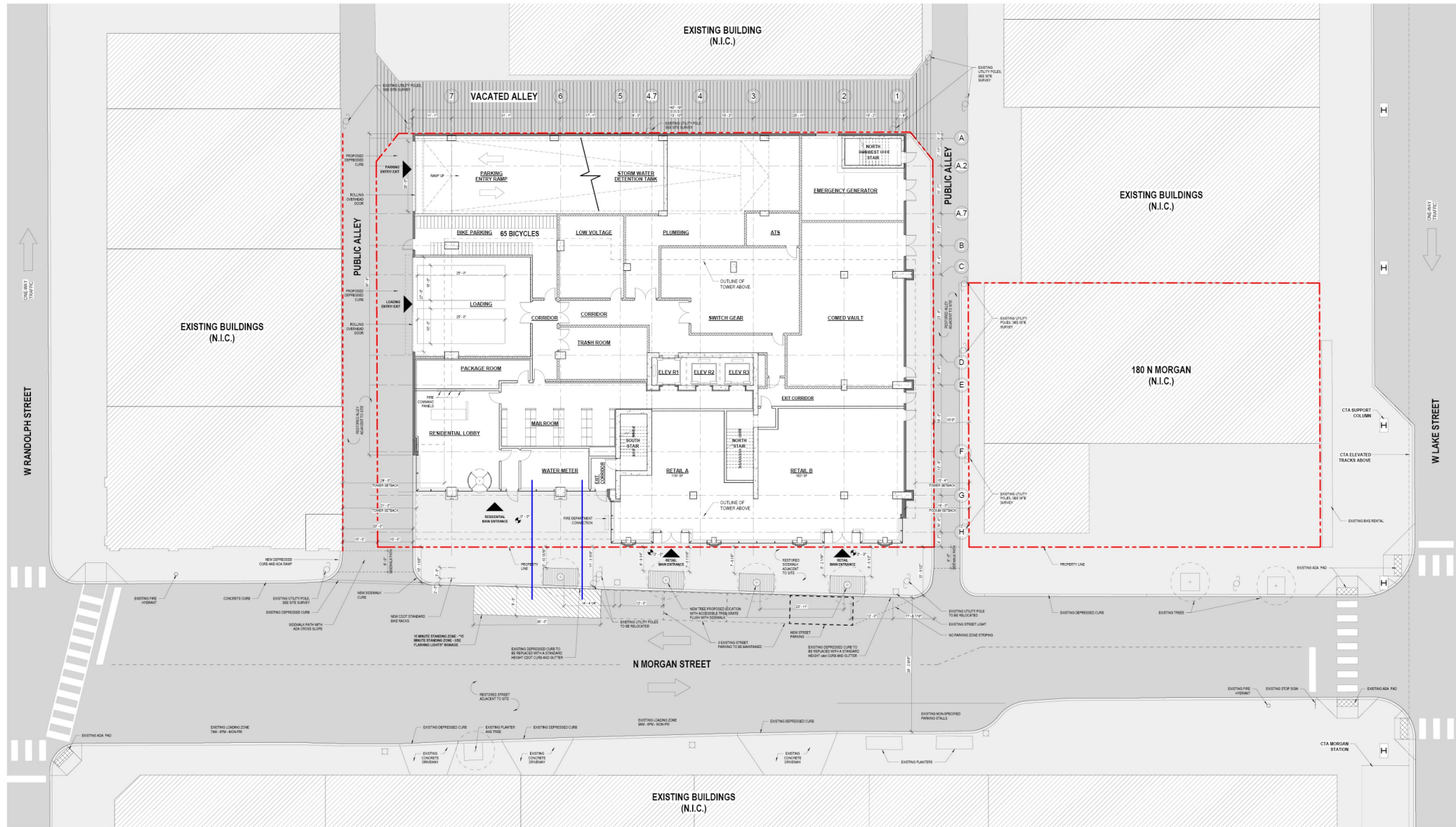
EAST ELEVATION

MATERIAL LEGEND

- GL-01 VISION GLASS
- GL-02 SPANDREL GLASS
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- ST-01 STONE BASE

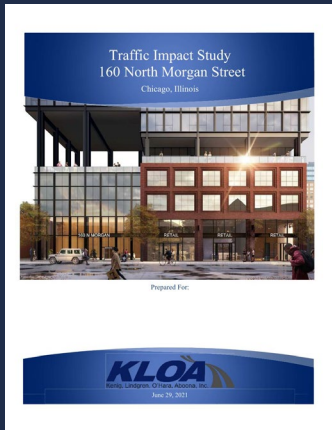


OVERALL BUILDING – VIEW FROM SOUTHEAST



Scale: NTS

GROUND LEVEL SITE PLAN



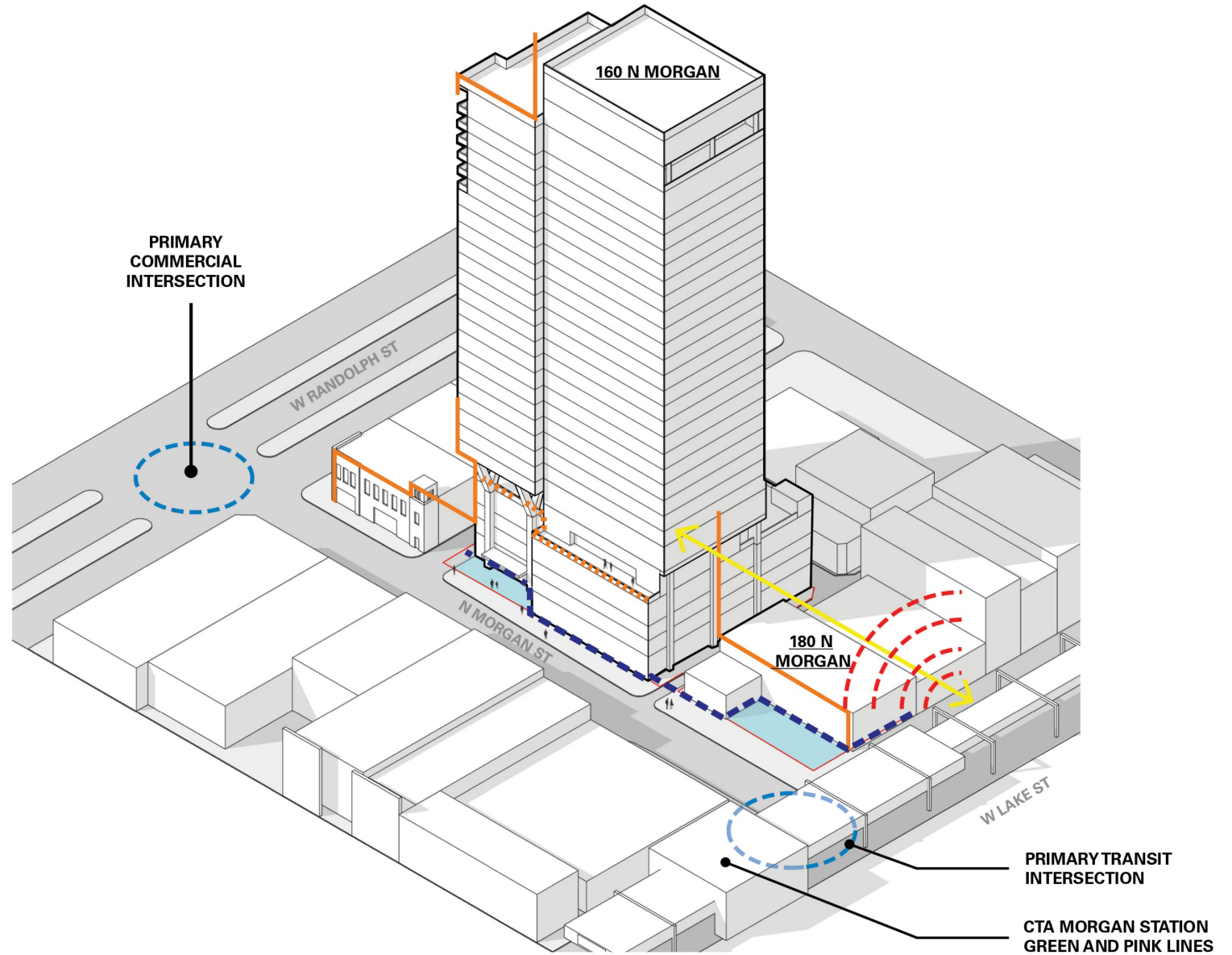
TRAFFIC IMPACT STUDY

- Prepared by: Kenig Lindgren O'Hara & Aboona, Inc.
- The location of the site within an urban area and its proximity to the CTA Morgan Station and to other alternative modes of transportation will reduce the number of trips that will be generated.
- Access to the site will be provided via a parking garage ramp off the public alley bordering the south side of the site. With the increased effective width of the alley, the public alley will be adequate in accommodating the traffic estimated to be generated by the proposed development.
- The proposed site and development plan will result in the elimination of three existing curb cuts on Morgan Street which will improve the flow of traffic along the street and will increase the available on-street parking available within the vicinity of the site.
- Overall, the proposed development is only projected to increase the volume of traffic traversing the study area intersections by three percent or less during the peak hours.
- In order to improve the overall traffic operations, signal timing modifications are recommended at the signalized intersections of Morgan Street with Lake Street and Randolph Street.
- All of the study area intersections provide high visibility crosswalks and the signalized intersections within the study area provide pedestrian countdown signals.

DESIGN CONSIDERATIONS

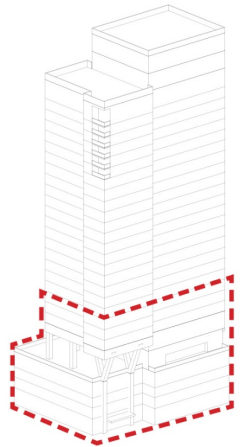
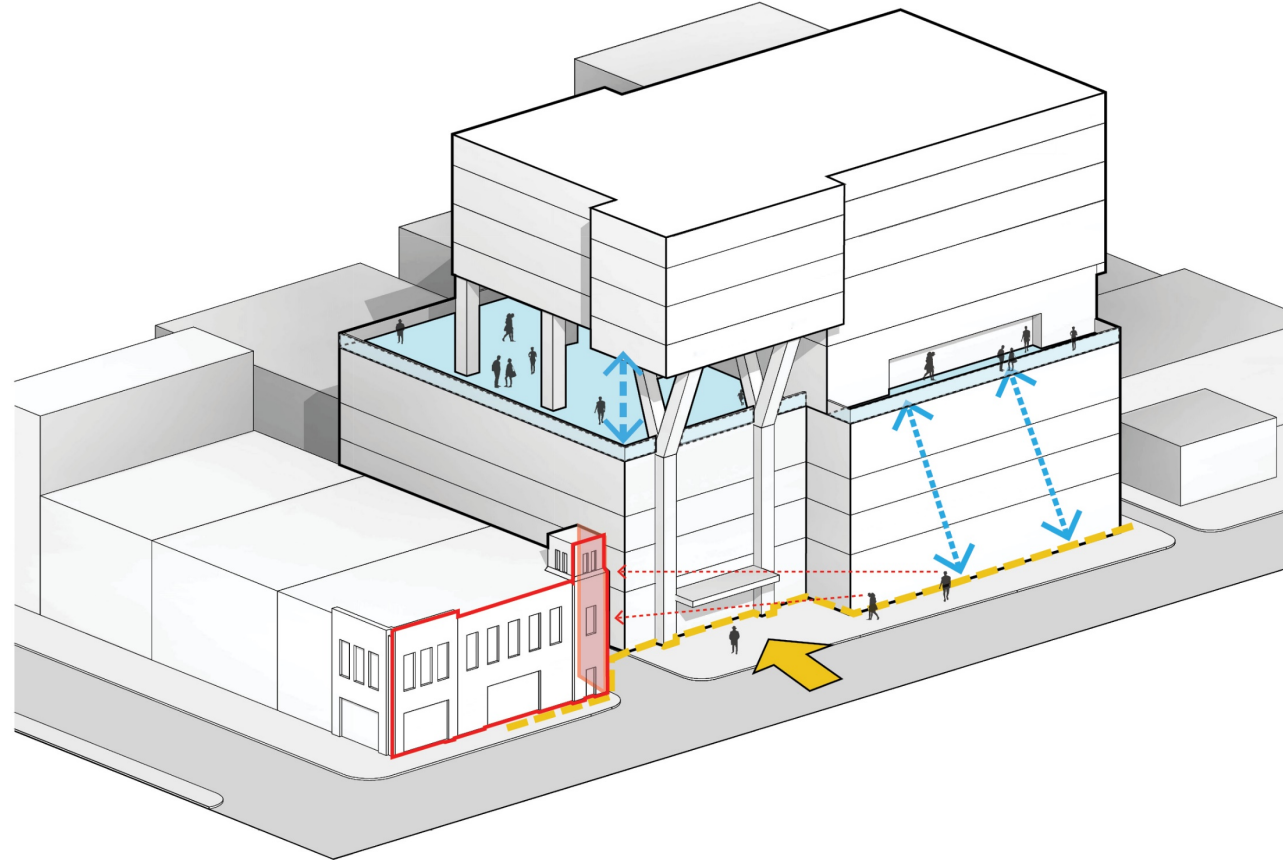
- THE MID BLOCK TOWER CREATES A DIVERSITY OF BUILDING HEIGHTS ACROSS THE DEVELOPMENT.
- THE CONTINUITY OF VIBRANT RETAIL IS INSURED BY KEEPING THE FEDERALES BUILDING IN PLACE. THE BASE OF THE NEW DEVELOPMENT IS LINED WITH ACTIVE GROUND USES BRIDGING BETWEEN FEDERALES AND THE PRINCI BUILDING.
- ADDRESSING THE UNIQUE CONDITIONS OF THE ELEVATED CTA TRAIN LINE, FEDERALES USE OF THE CORNER IS A PERFECT BUFFER TO THE NOISE OF THE CTA TRAIN.
- THE ONE STORY FEDERALES BUILDING HELPS MAINTAIN DAYLIGHT AT THE GROUND LEVEL ON THE SOUTH SIDE OF LAKE WHICH IS OFTEN IN SHADE DUE TO TALL BUILDING SHADOWS AND THE "L".
- FEDERALES IS A QUALITY DESIGNED RETAIL PROJECT, AND WOULD BE A DETRIMENT FOR IT TO DISAPPEAR FOR ANOTHER DEVELOPMENT. THE OUTDOOR SPACE AT THE CORNER OF MORGAN AND LAKE ENHANCES THE PEDESTRIAN INTERACTION WITH REGARD TO SCALE AND PROVIDES FOR ACCESS TO OPEN SPACE, AS WELL AS RELIEF ALONG THE BLOCK.

- PROPERTY LINE
- STEPPED BASE TO BE COMPATIBLE IN HEIGHT WITH ADJACENT LOWER SCALE BUILDINGS
- SHIFTED MASS TERMINATES AT DIFFERENT HEIGHTS
- LINE OF PODIUM DEFINING PEDESTRIAN STREET SCALE
- ↔ SETBACK TO REDUCE NOISE AND VIBRATION IMPACT FROM CTA TRAIN LINE
- ACTIVATED STREET FRONTAGE
- ACTIVE OPEN SPACE



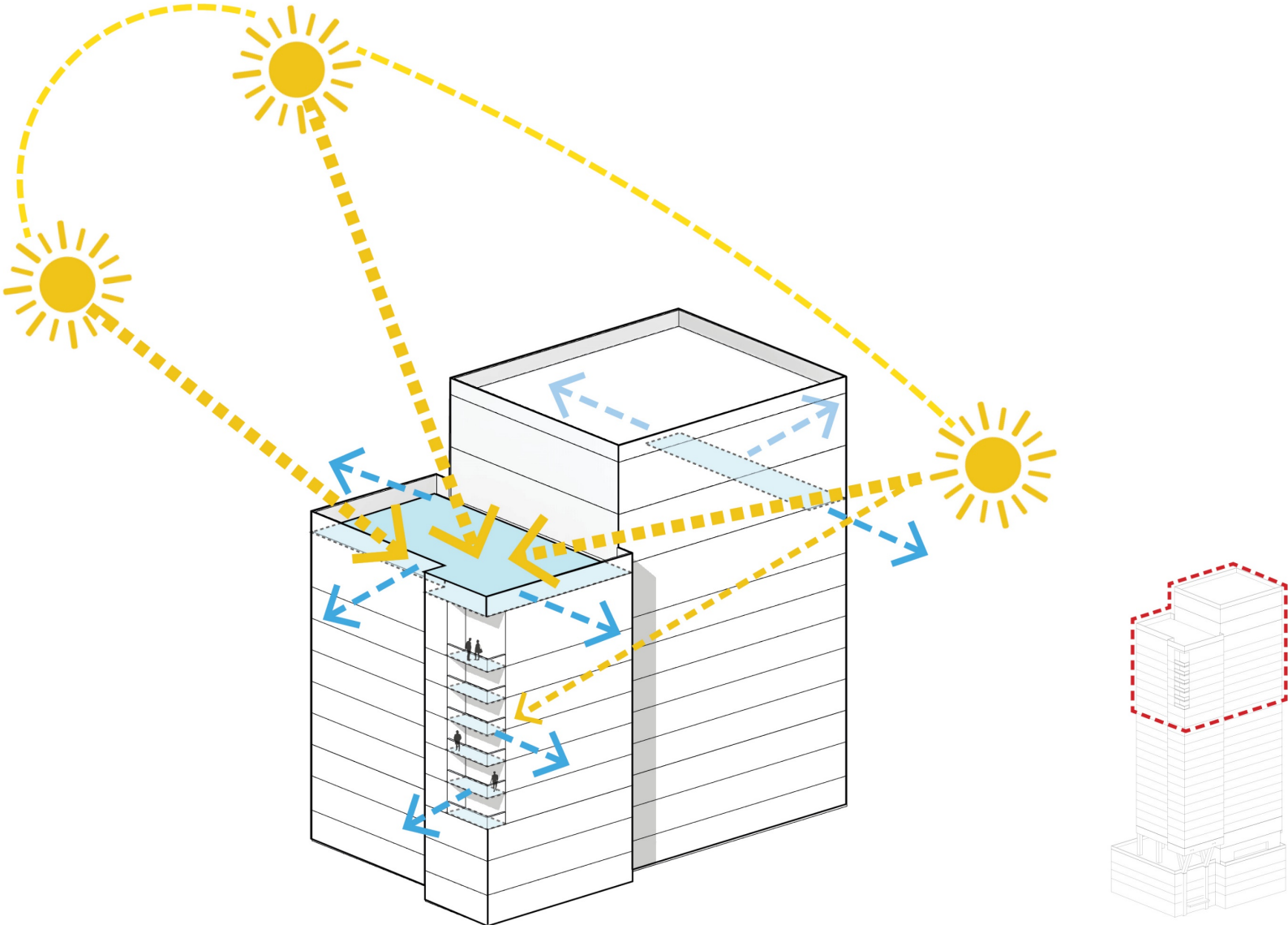
DESIGN CONSIDERATIONS

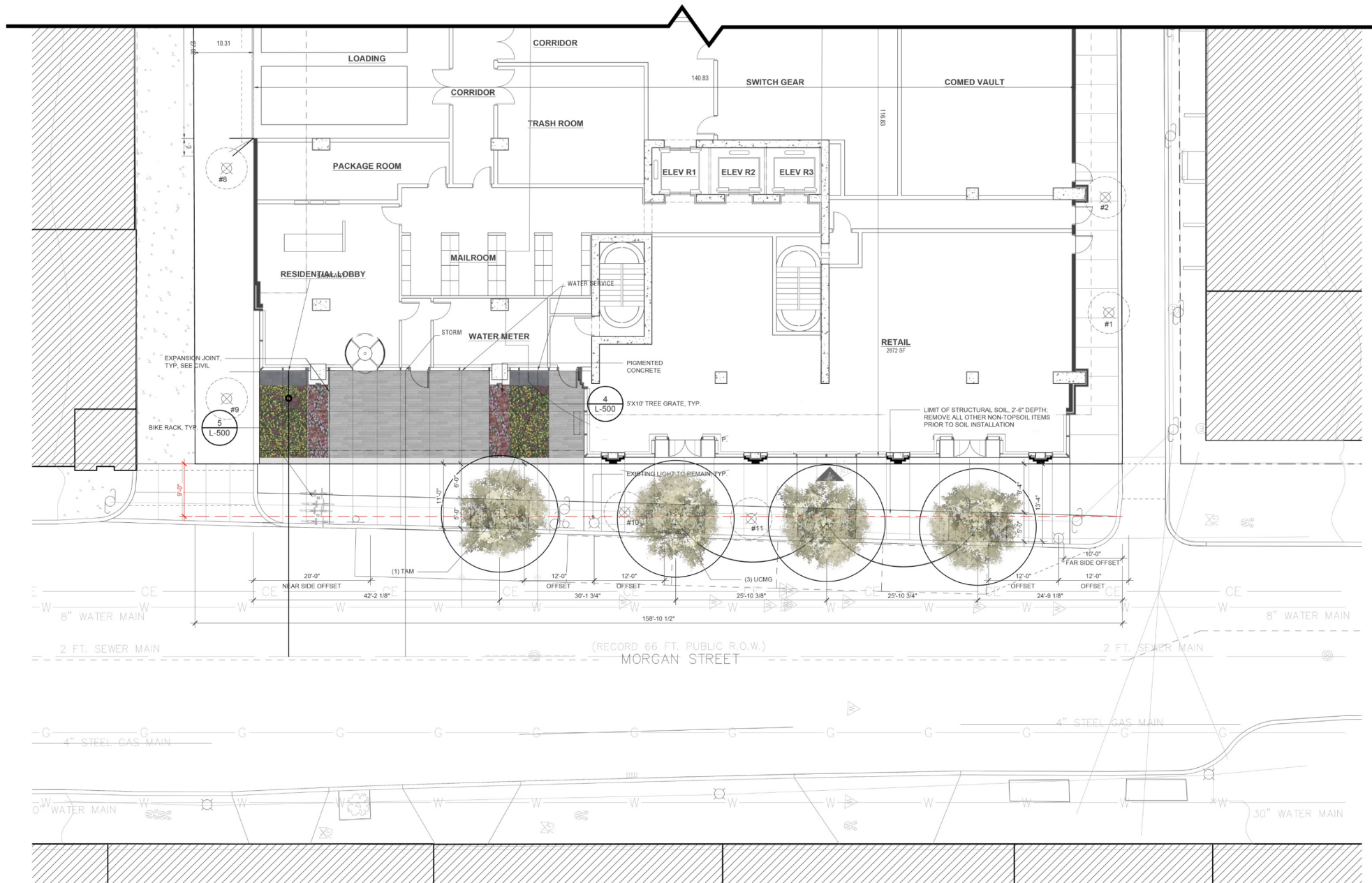
- FULL DISTANCE OF STREET FRONT TO BE RETAIL AND LOBBY FUNCTIONS
- LEVEL 05 AMENITY IS SETBACK TO CREATE AN ACTIVE TERRACE OVERLOOKING STREET FRONT. IN ADDITION, THE TOWER IS SET BACK FROM THE PROPERTY LINE
- TOWER IS SET BACK AND CUT AWAY ABOVE THE PODIUM TO INCREASE ACTIVITY AND INTERACTION WITH THE STREET LIFE
- PODIUM IS DESIGNED TO BE FORMED AND DETAILED TO PROVIDE A HUMAN SCALE INTERACTION
- PODIUM MASSING SETBACK AT THE SOUTHEAST CORNER TO PROVIDE RELIEF AND PRESERVE VIEW OF EXISTING LANDMARK BUILDING



DESIGN CONSIDERATIONS

- BUILDING MATERIALS TO INCLUDE HIGH QUALITY GLASS AND METAL MATERIALS AND BE DETAILED IN A WAY THAT RELATES TO THE CONTEXT
- OVERALL TOWER MASSING IS SHIFTED AND TERMINATES AT DIFFERENT HEIGHTS





Scale: NTS

OPEN SPACE & LANDSCAPING



**GL-01
VISION GLASS**

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



**GL-02
SPANDREL GLASS**

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

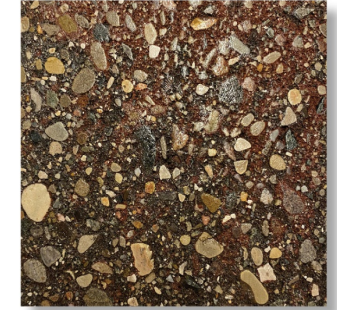


**GL-03
ACCENT SPANDREL GLASS**

5/16" LOW-IRON
OUTER LITE



**BR-01
STANDARD MODULAR BRICK**



**BR-02
BURNISHED CMU BLOCK**



**GL-04
ULTRA CLEAR VISION GLASS**

5/16" LOW-IRON
OUTER LITE



**GL-05
SPANDREL GLASS**

5/16" OUTER LITE



**GL-06
LAMINATED VISION GLASS**

LAMINATED CLEAR
GLAZING



**MTL-01
PAINTED ALUMINUM**

MICA 70% KYNAR FINISH



**ST-01
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 |
-

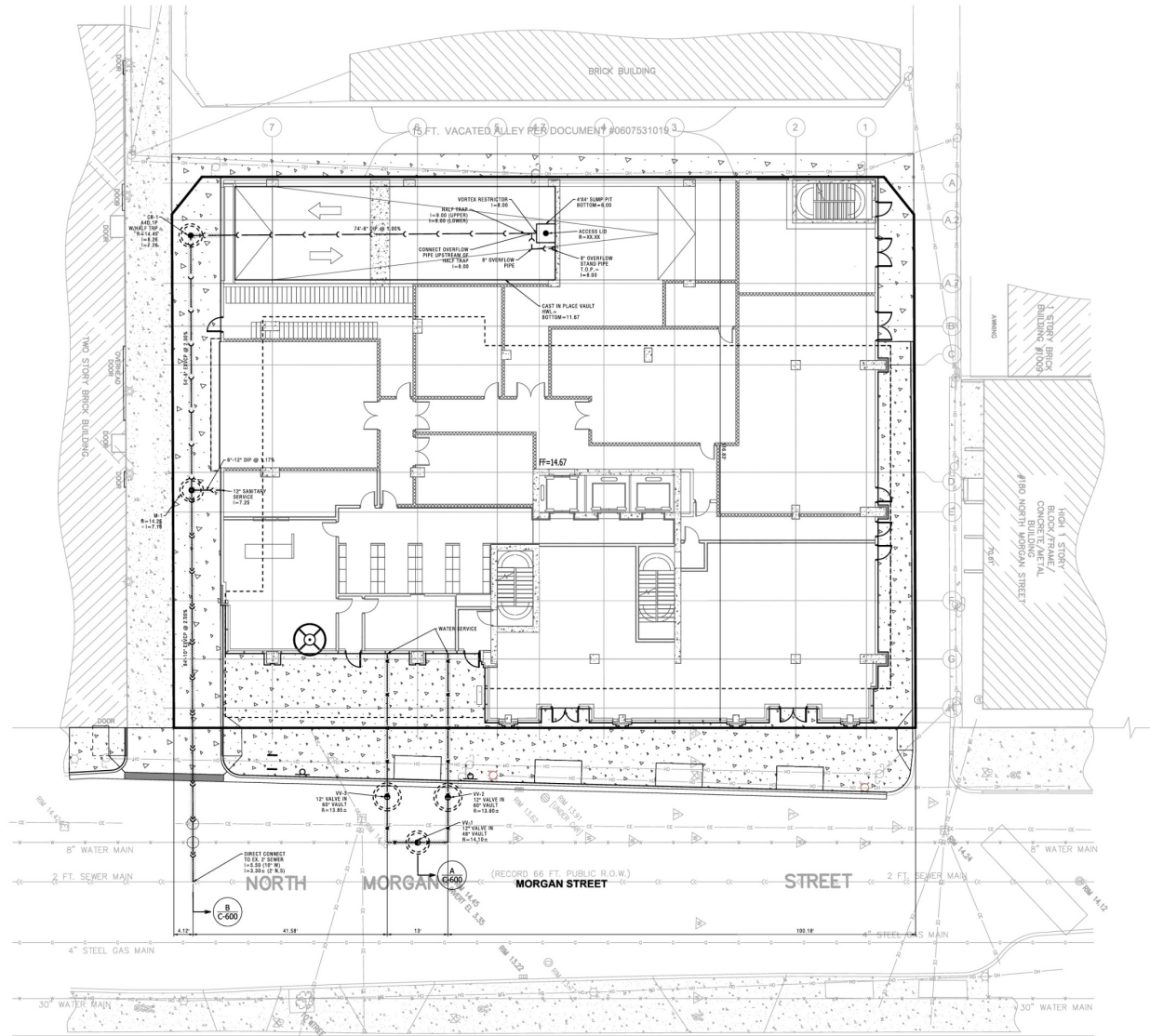
Total Points:

100 Pts



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

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

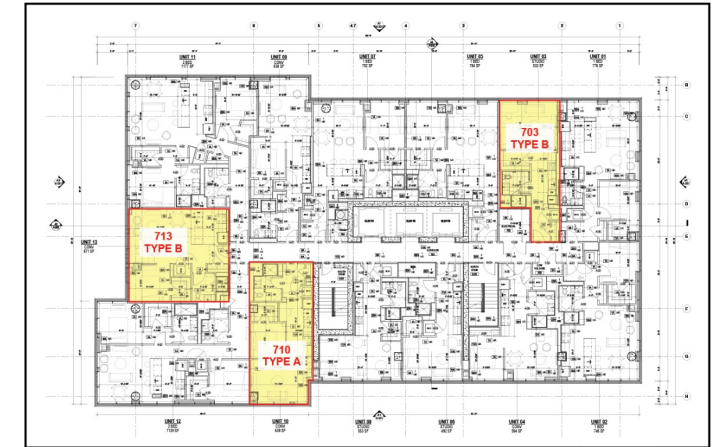


STORMWATER DETENTION SUMMARY	
RATE CONTROL REQUIRED	5,639 CF
VOLUME CONTROL REQUIRED	780 CF
RATE CONTROL REQUIRED WITH 25% INCREASE	7,049 CF
VOLUME CONTROL REQUIRED WITH 25% INCREASE	975 CF
RATE CONTROL PROVIDED	7,049 CF
VOLUME CONTROL PROVIDED	975 CF



Scale: NTS

- 282 total residential units
- 28 (10%) ARO units to be provided on-site
 - Convertible: 9 units
 - Studio: 6 units
 - One Bedroom: 8 units
 - Two Bedroom: 4 units
 - Three Bedroom: 1 unit
- Fee in lieu of \$5,262,292 to be paid and directed to 2548 S Federal Street SL Solar Lofts in the South Loop
 - 28 affordable and 16 market rate units
 - Sustainable/energy efficient building



160 N MORGAN
RESIDENTIAL FLOORPLAN WITH ARO UNITS HIGHLIGHTED



SL SOLAR LOFTS
2548 S FEDERAL STREET

- The proposed project will utilize the floor area bonus system to achieve an additional 3.21 of FAR which will result in a payment of \$1,953,428.40 to the Neighborhood Opportunity Fund.
- Additionally, the project will generate:
 - Approximately 10 permanent jobs
 - Approximately 275 construction jobs

General Contractor and Developer MBE/WBE Strategy:

- Coordinate with City of Chicago Assist Agencies and other advocacy organizations to generate awareness among interested and qualified MBEs and WBEs
- Notify Sterling Bay's Advisory Council for Diversity and Inclusion of networking opportunities
- Host job fair to increase opportunities and awareness among MBEs and WBEs
- Partner with other local developers and general contractors to strengthen the pipeline of MBEs and WBEs and grow workforce capacity
- Require all bidding subcontractors to confirm their commitment to MBE and WBE engagement and identify opportunities for second and third tier MBEs and WBEs



DPD Recommendations

The area around this project is composed of commercial, retail, and office uses. Based on that analysis, DPD has concluded that this proposal is appropriate for this site and supports this development for the following reasons:

- ❖ The proposed planned development is in general conformance with the Fulton Market Innovation district plan approved and adopted by the Chicago Plan Commission. Details of which were included earlier in this report;
- ❖ The proposed planned development has been designed to be compliant with the West Loop Design Guidelines approved and adopted by the Chicago Plan Commission. Details of which were included earlier in this report;
- ❖ The proposed planned development allows flexibility in application of selected use, bulk, and development standards in order to promote excellence and creativity in building design and high-quality urban design (per 17-8-0105);
- ❖ The proposed planned development promotes transit, pedestrian and bicycle use, ensures accessibility for persons with disabilities and minimizes conflicts with existing traffic patterns in the vicinity (per 17-8-0904-A- 1,2, 3 & 4), as evidenced by the site's close proximity to public transit, the site is within 200' of the Morgan Station situated along the CTA green and pink lines; the accessibility accommodations made on-site for the building users; pedestrian and bicycle ingress and egress options provided to the building users, and lastly ensuring that the design of the site works within the confines of the current existing traffic patterns at the site and creates little or no adverse impact to those patterns;



DPD Recommendations

- ❖ The proposed planned development complies with building orientation and massing (per 17-8-0905-B), as evidenced by locating active uses, doors, and windows adjacent to the sidewalk. Furthermore, the building façade, at pedestrian level, is appropriately scaled within the context of the existing streetscape;
- ❖ The proposed planned development demonstrates Urban Design (per 17-8-0906-A), as evidenced by reinforcing desirable urban features found within the surrounding area, such as siting patterns, massing arrangements and streetscape characteristics;
- ❖ All sides and areas of the buildings that are visible to the public are to be treated with materials, finishes, and architectural details that are of high-quality and appropriate for use on primary public-right-of-way-facing façade (per 17-8-0907-B-3), as evidenced through the information contained within this report. The design should be consistent with the exhibits for this planned development, and the corresponding proposal renderings