



COMMITTEE ON DESIGN

Department of Planning and Development

301 S Green Street

Near West Side / 27th Ward / Ald. Burnett

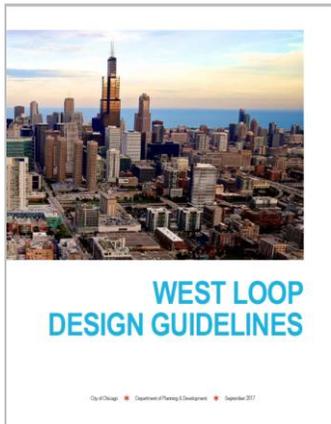
Developers: GSP Development / GOLUB & Company

Designers: Goettsch Partners

Attorneys: Akerman LLP

April 13, 2022

PLANNING + DESIGN GUIDELINES



West Loop Design Guidelines

City of Chicago Department of Planning and Development, September 2017

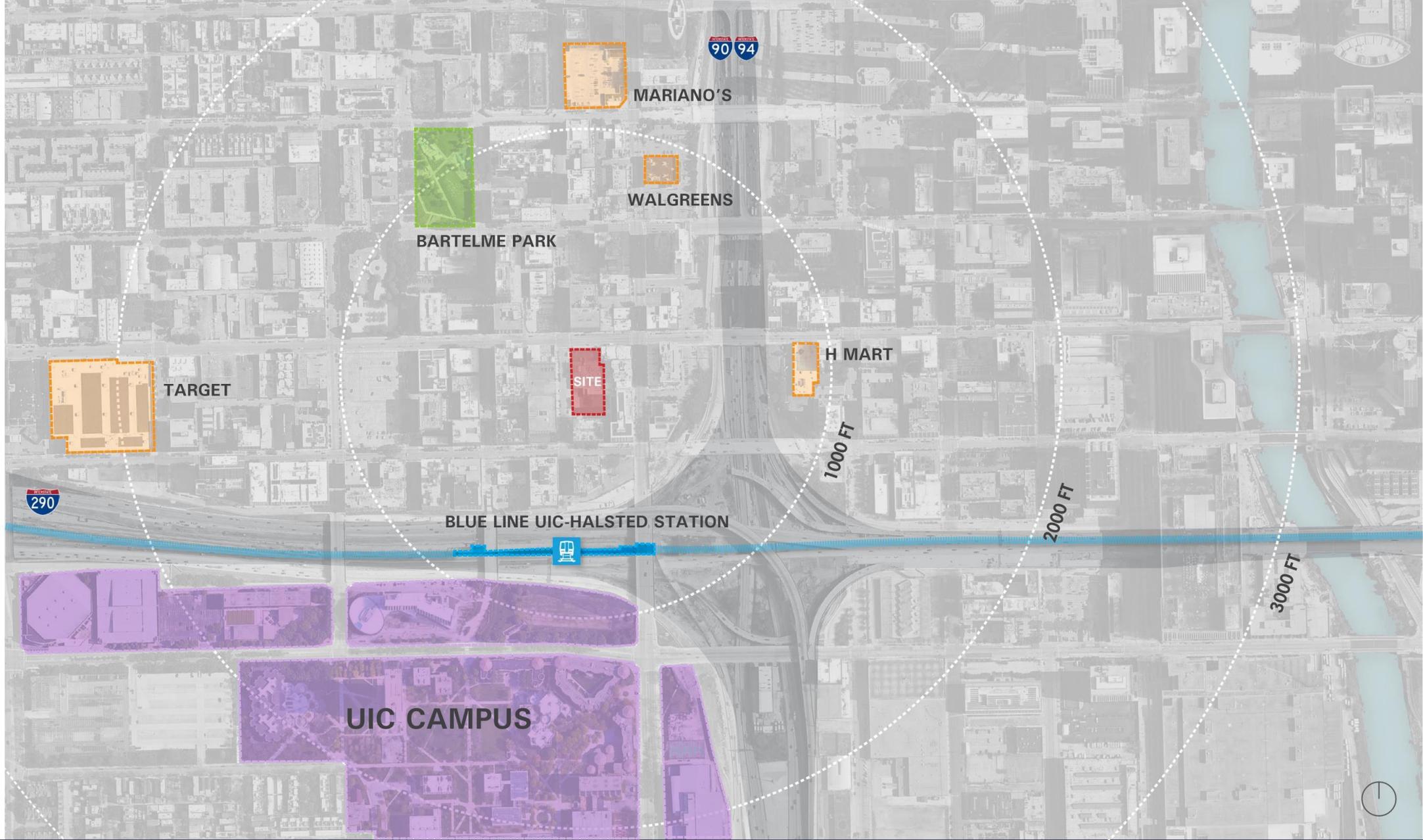
- Assist in development and define standards to preserve character, high quality design, and dynamic nature of the West Loop neighborhood



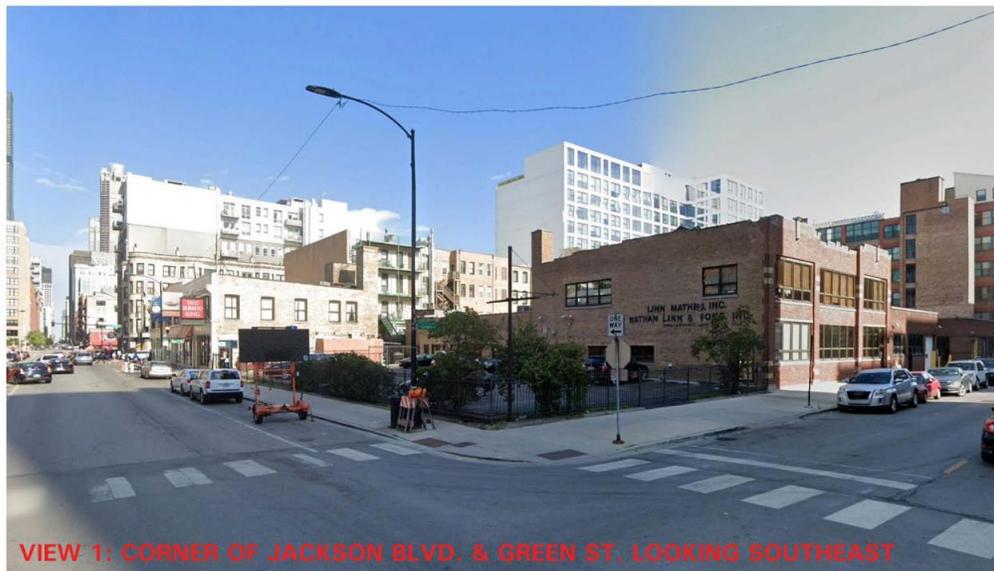
Central Area Action Plan

City of Chicago Department of Planning and Development, August 2009

- Encourages the implementation of policies and projects essential for the Central Area's effective functioning, growth and quality of life.



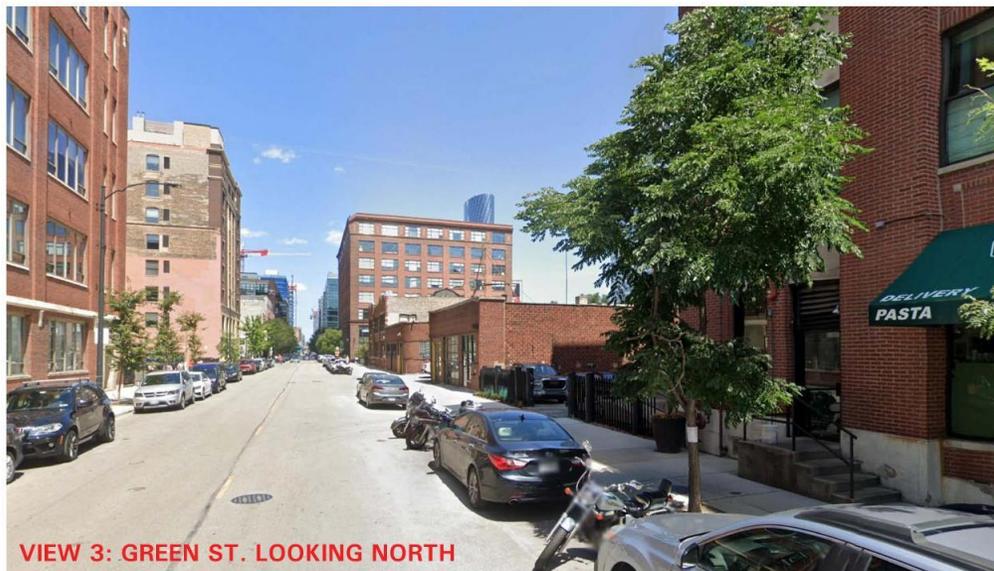
SITE/CONTEXT ANALYSIS



VIEW 1: CORNER OF JACKSON BLVD. & GREEN ST. LOOKING SOUTHEAST



VIEW 2: JACKSON BLVD. LOOKING WEST



VIEW 3: GREEN ST. LOOKING NORTH

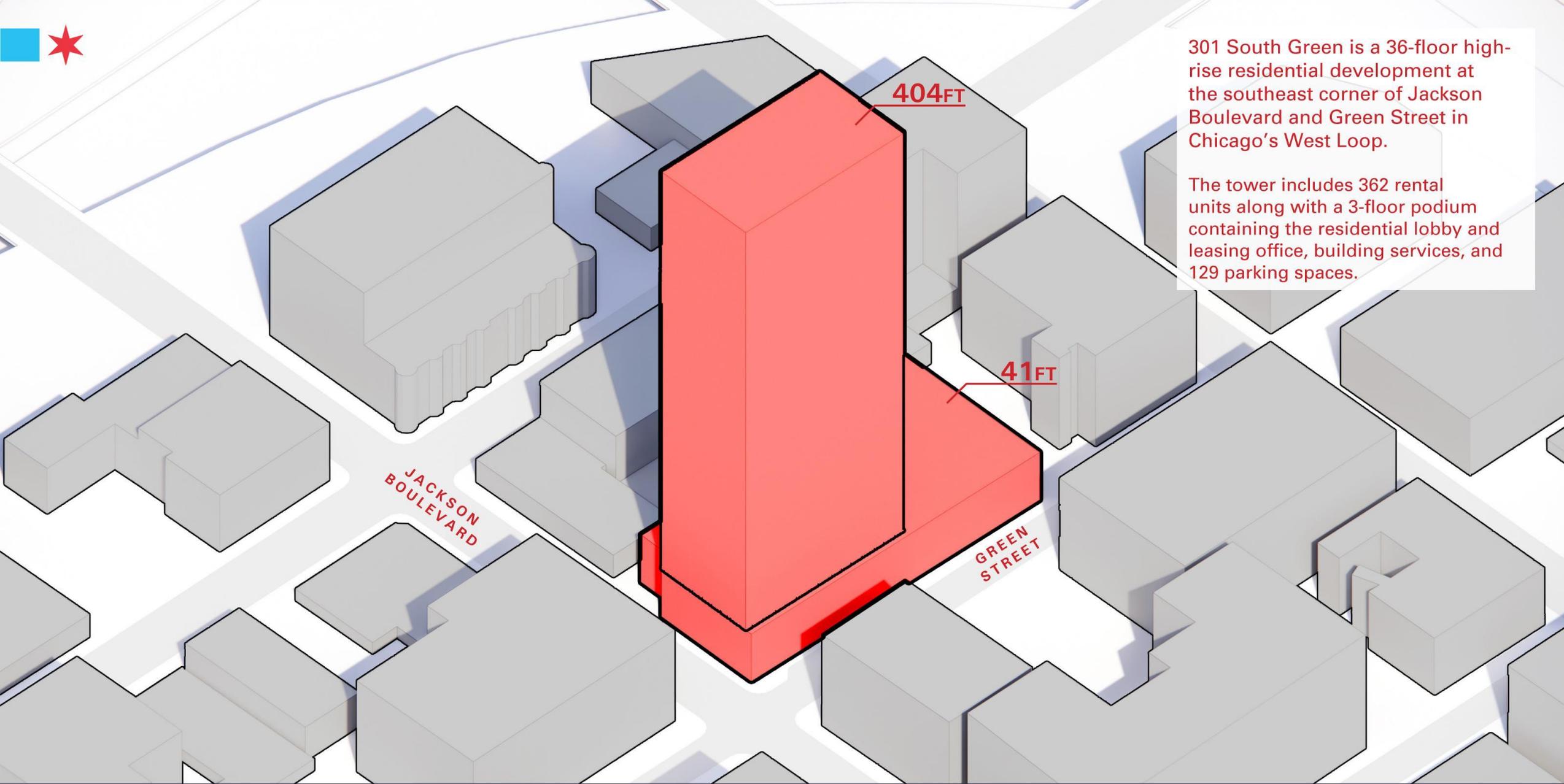


ADJACENT SITE CONTEXT





CONTEXT | ADJACENT BUILDING HEIGHTS

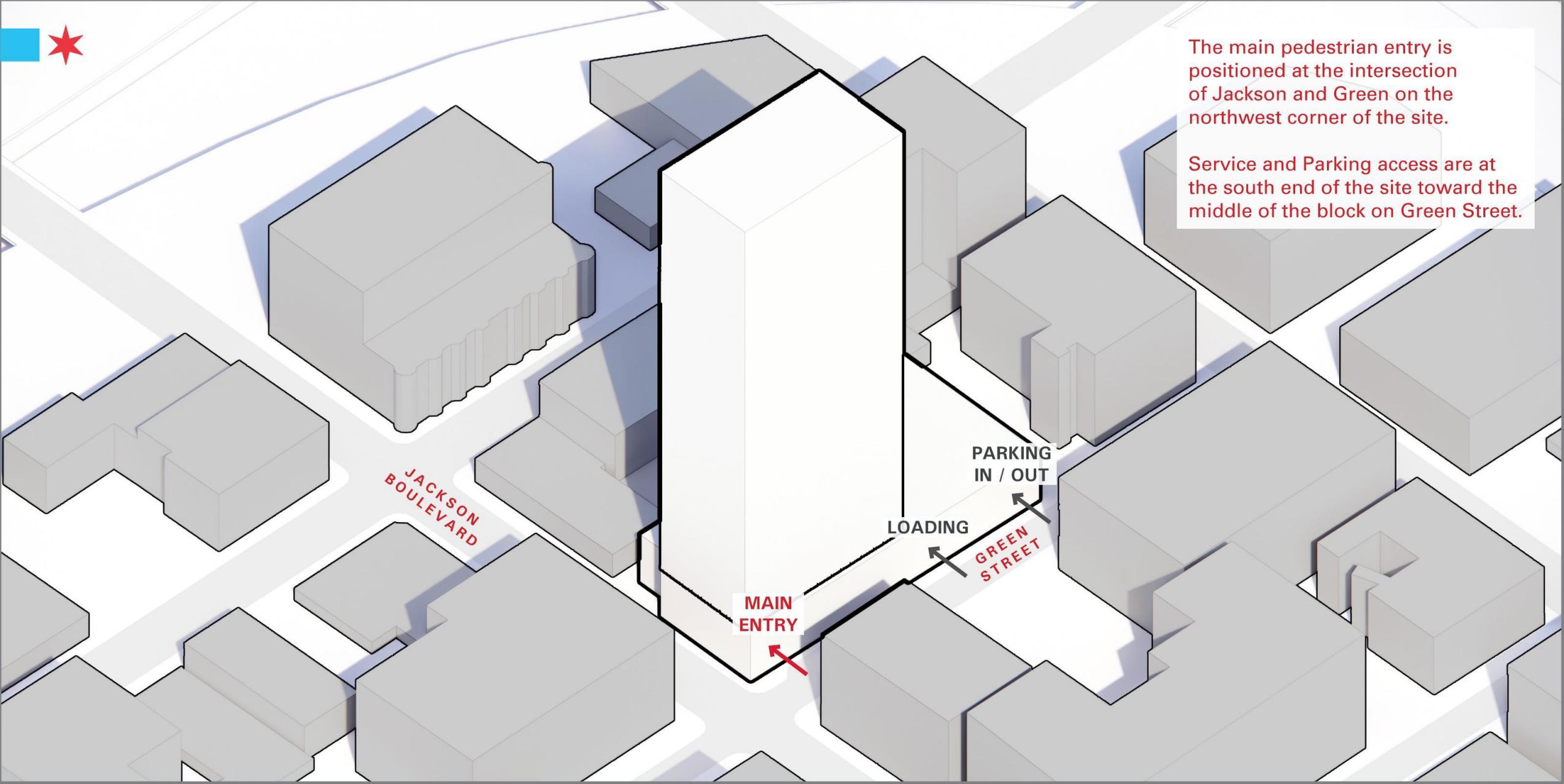


301 South Green is a 36-floor high-rise residential development at the southeast corner of Jackson Boulevard and Green Street in Chicago's West Loop.

The tower includes 362 rental units along with a 3-floor podium containing the residential lobby and leasing office, building services, and 129 parking spaces.

DESIGN NARRATIVE

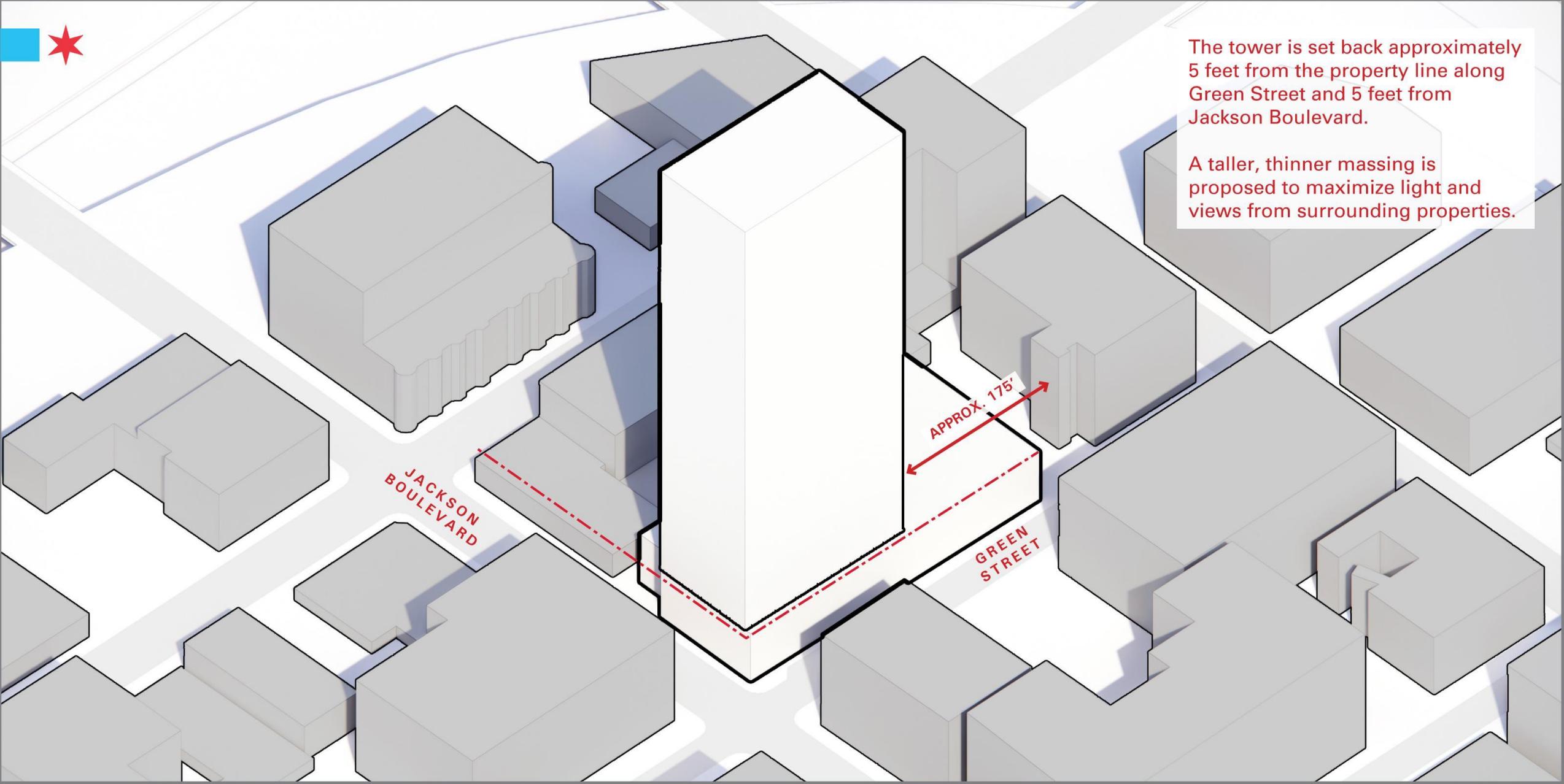




The main pedestrian entry is positioned at the intersection of Jackson and Green on the northwest corner of the site.

Service and Parking access are at the south end of the site toward the middle of the block on Green Street.

DESIGN NARRATIVE



The tower is set back approximately 5 feet from the property line along Green Street and 5 feet from Jackson Boulevard.

A taller, thinner massing is proposed to maximize light and views from surrounding properties.

APPROX. 175'

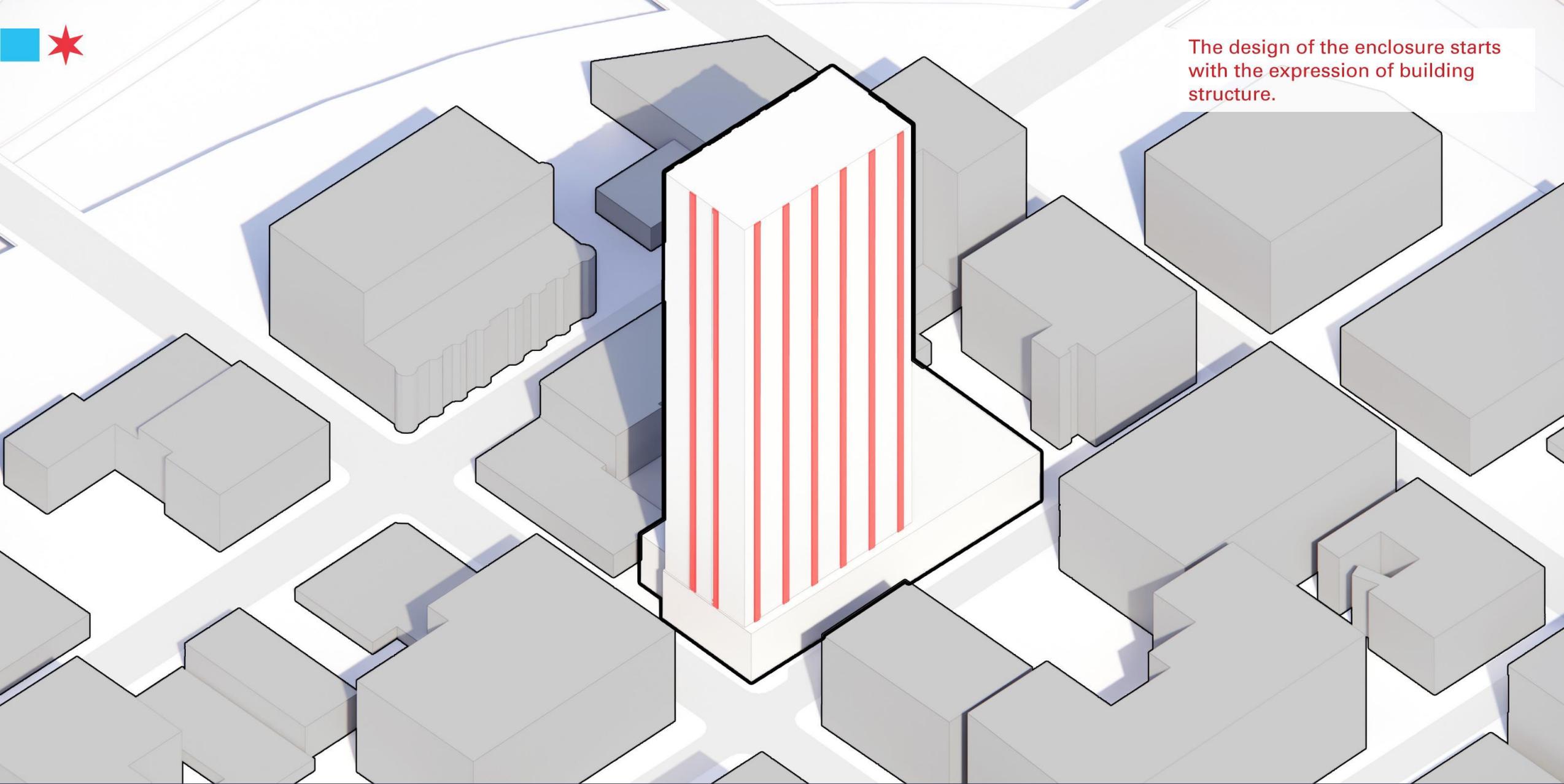
JACKSON BOULEVARD

GREEN STREET

DESIGN NARRATIVE



The design of the enclosure starts with the expression of building structure.

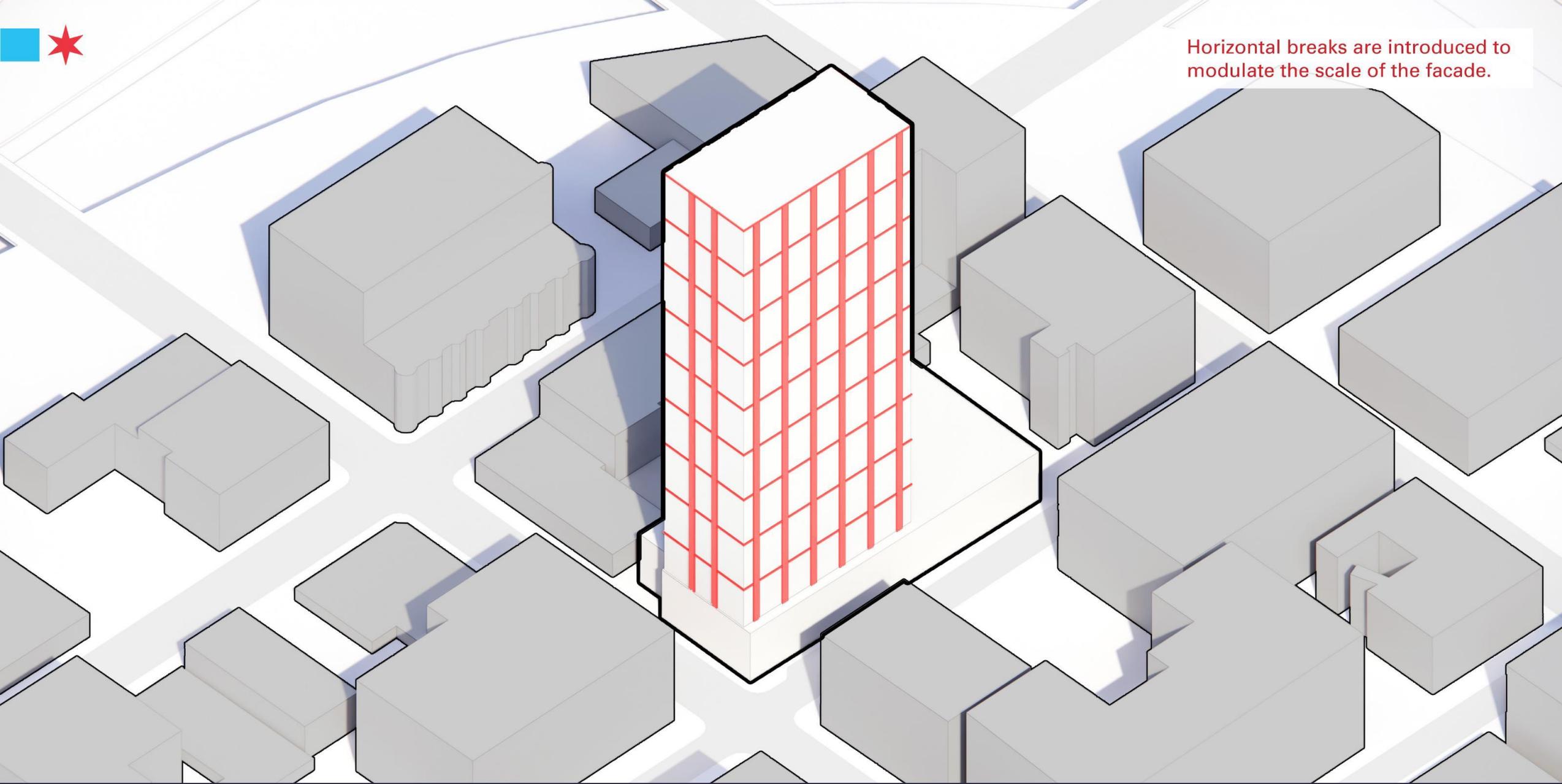


DESIGN NARRATIVE



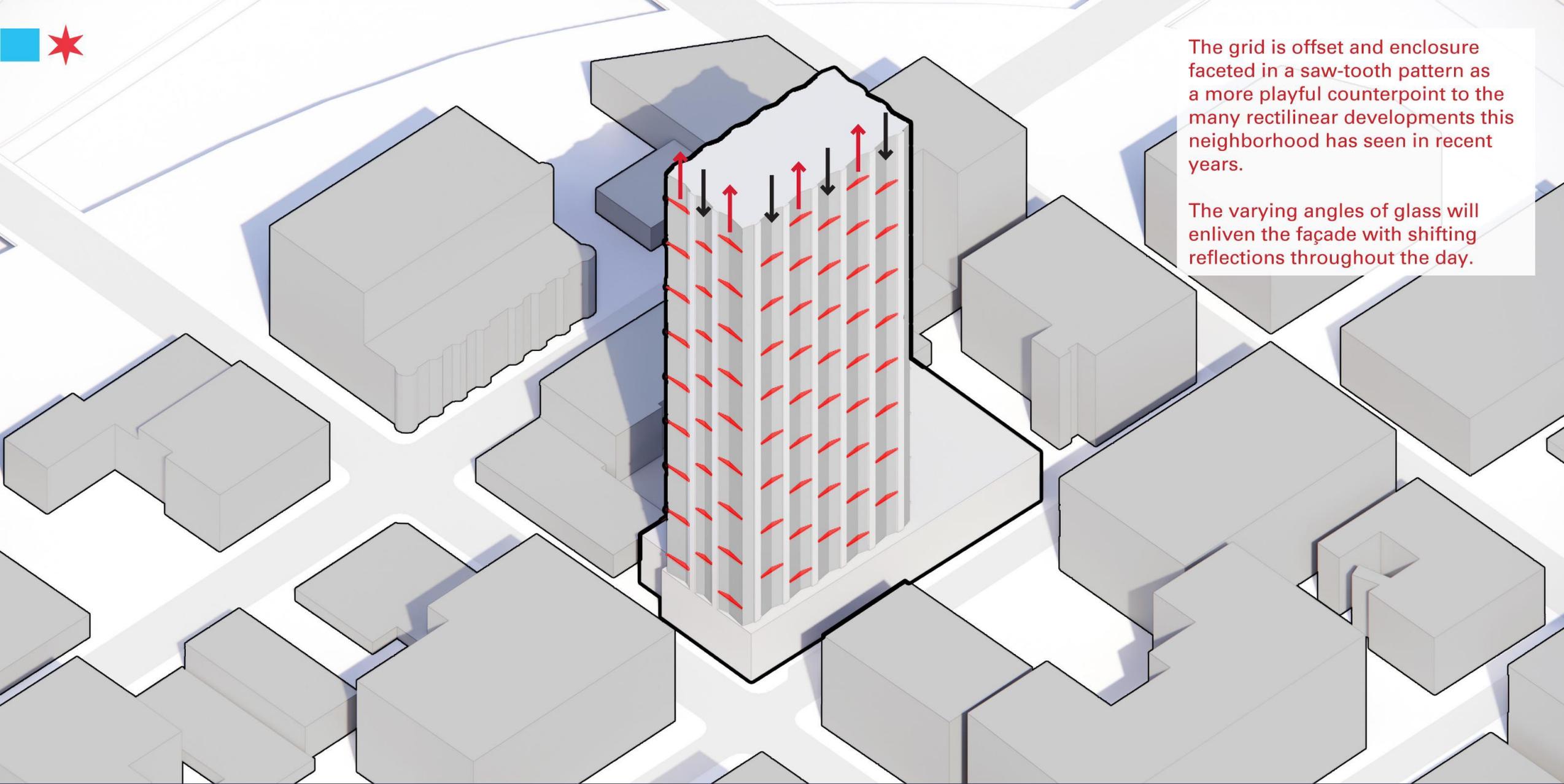


Horizontal breaks are introduced to modulate the scale of the facade.



DESIGN NARRATIVE



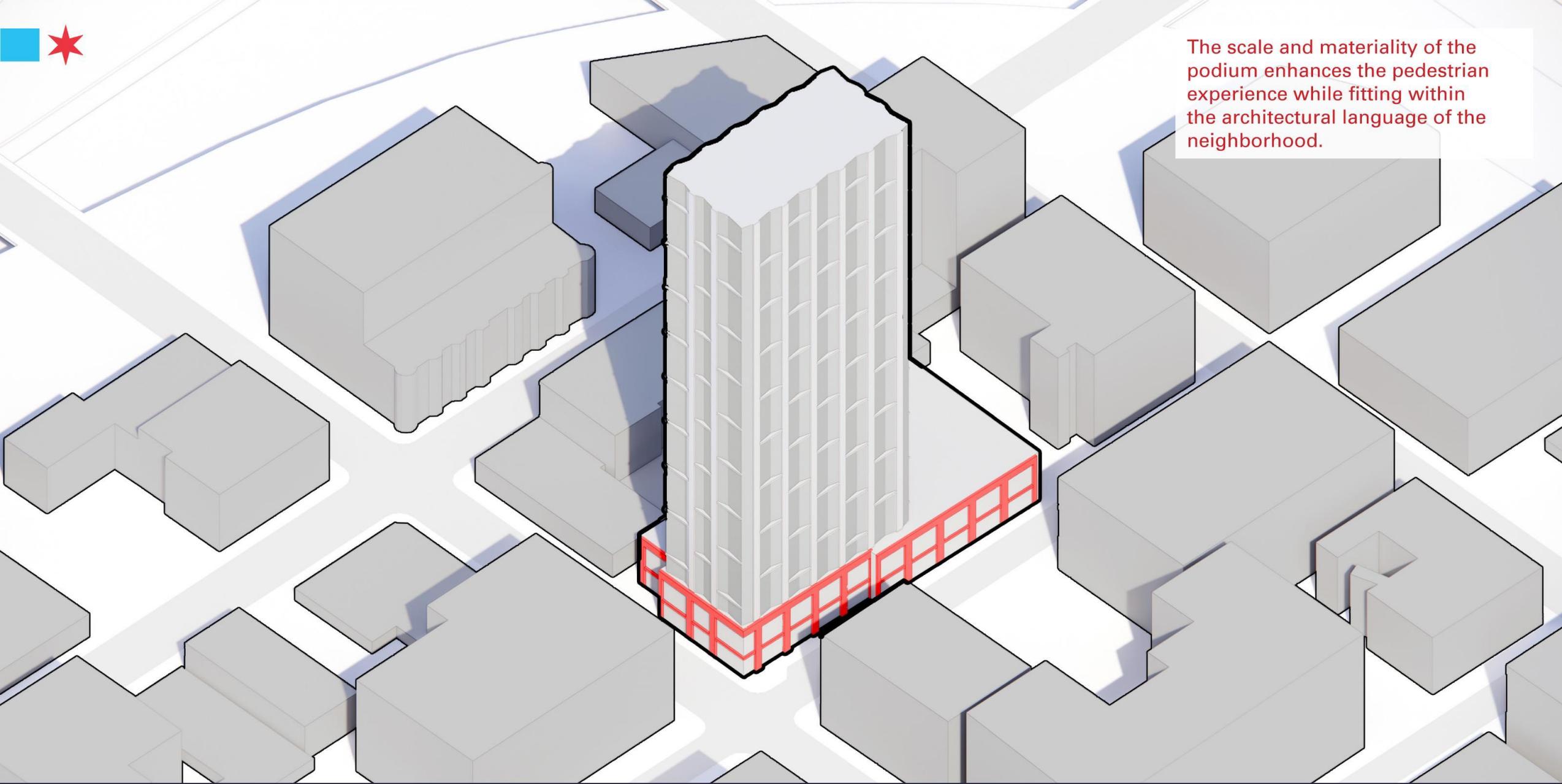


The grid is offset and enclosure faceted in a saw-tooth pattern as a more playful counterpoint to the many rectilinear developments this neighborhood has seen in recent years.

The varying angles of glass will enliven the façade with shifting reflections throughout the day.

DESIGN NARRATIVE





The scale and materiality of the podium enhances the pedestrian experience while fitting within the architectural language of the neighborhood.

DESIGN NARRATIVE



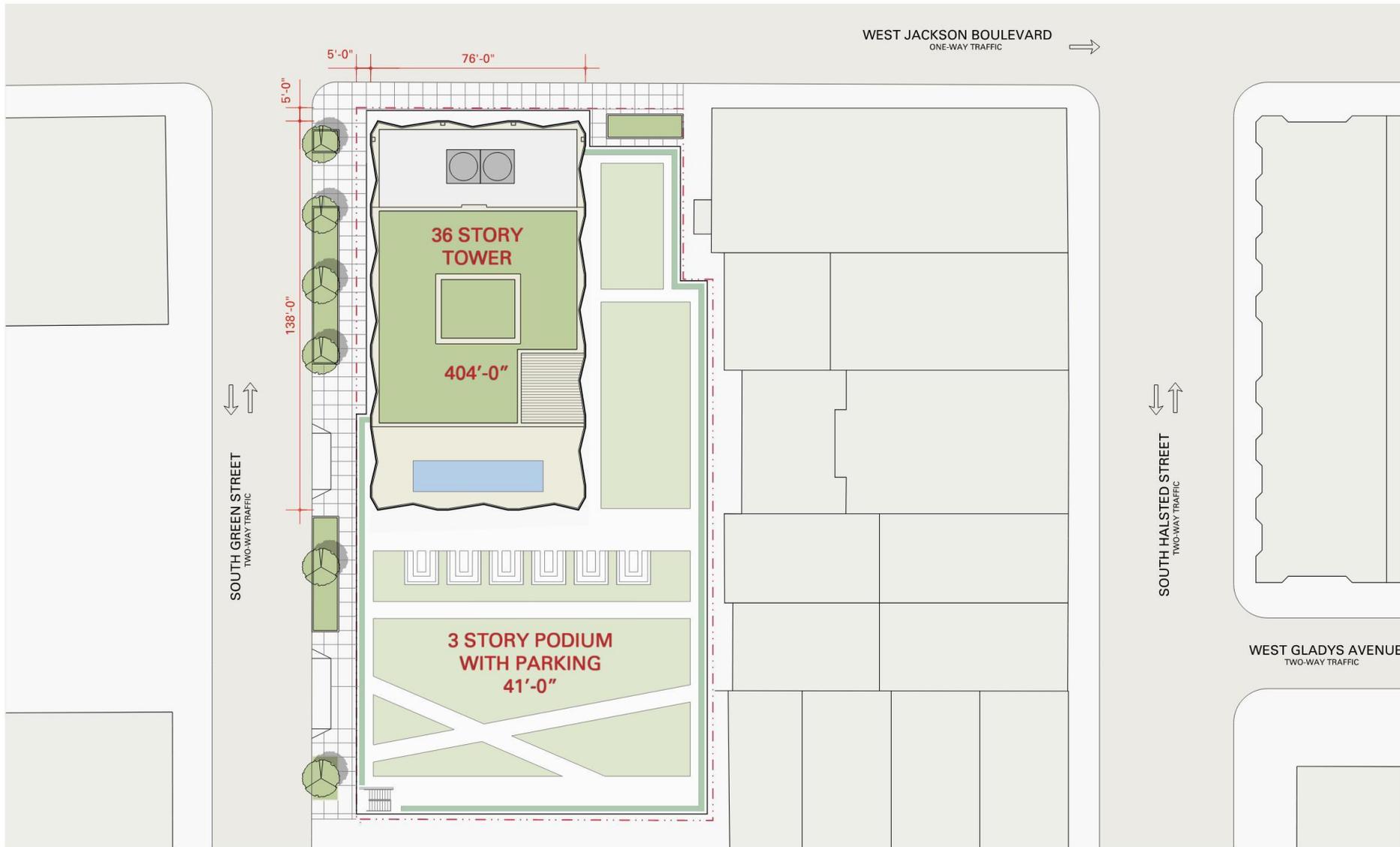


The 4th floor contains residential amenities, a large vegetated roof area, and a common terrace at the north side of the site, which contributes to an active streetscape along Jackson Boulevard.

Additional amenity space and an exterior pool overlooking the Chicago Skyline is provided at the 36th floor / penthouse.

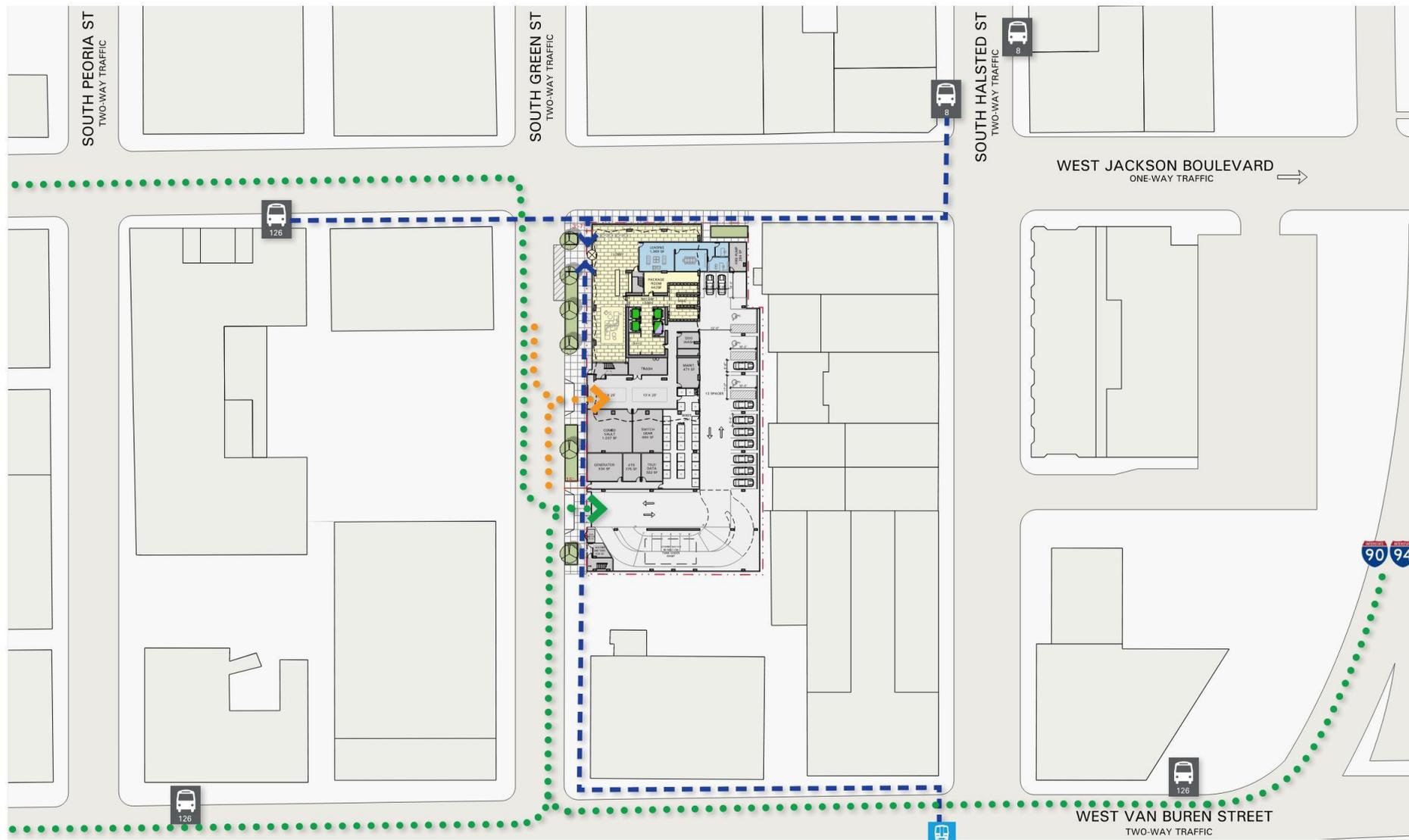
DESIGN NARRATIVE





SITE PROGRAMMATIC PLAN





-  VEHICLE ACCESS
-  LOADING ACCESS
-  PEDESTRIAN ACCESS
-  UIC/HALSTED STATION
0.2 MILES FROM SITE
-  CTA BUS STOP

SITE ACCESS





2000 S Bell Street
Arlington, VA



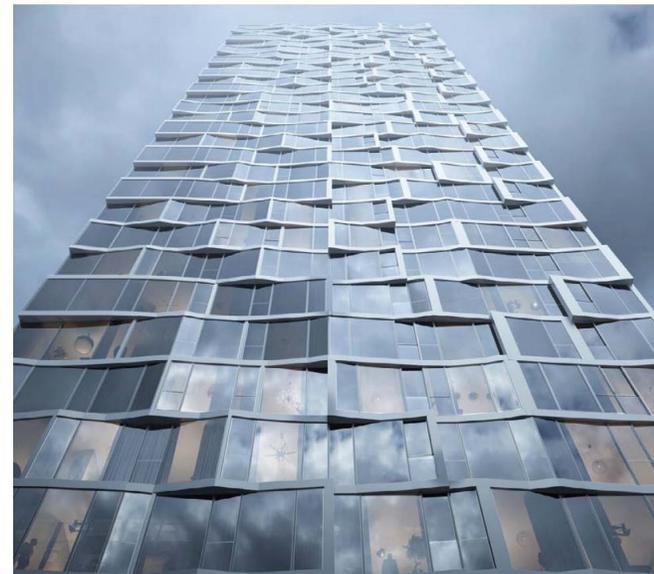
2000 S Bell Street
Arlington, VA



Echelon Seaport
Boston, MA



SCOPE Langsuan
Bangkok, Thailand



2000 S Bell Street
Arlington, VA



800 West Fulton Market
Chicago, IL



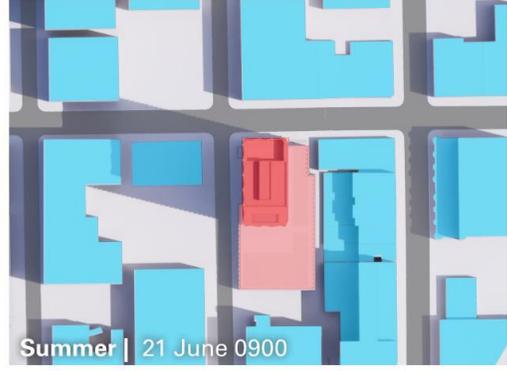
330 N Green Street
Chicago, IL

PRECEDENT IMAGES





Spring | 20 March 0900



Summer | 21 June 0900



Autumn | 21 September 0900



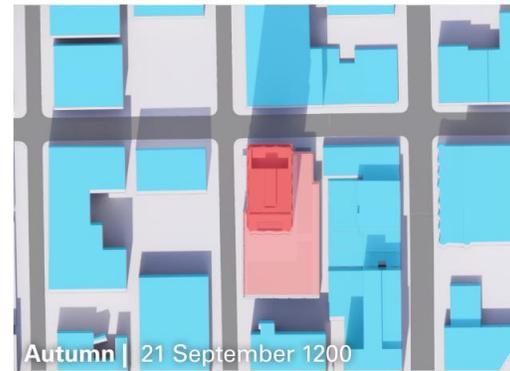
Winter | 21 December 0900



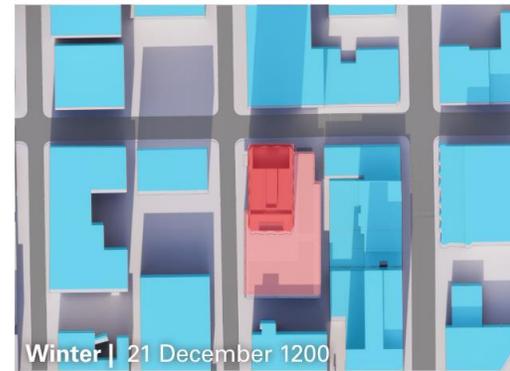
Spring | 20 March 1200



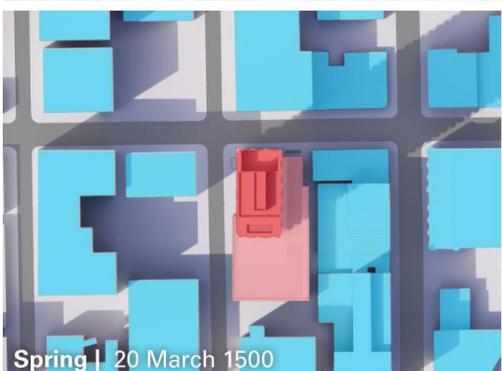
Summer | 22 June 1200



Autumn | 21 September 1200



Winter | 21 December 1200



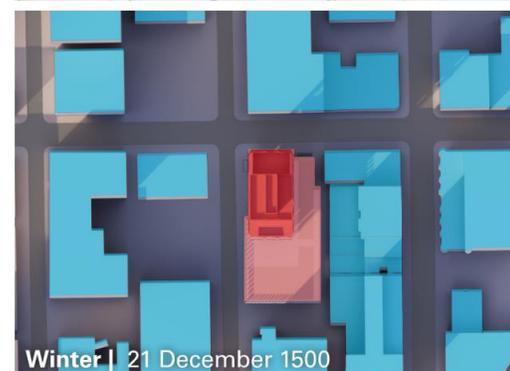
Spring | 20 March 1500



Summer | 22 June 1500



Autumn | 21 September 1500



Winter | 21 December 1500

SOLAR STUDY



VIEW LOOKING SOUTHWEST



VIEW LOOKING SOUTHEAST



URBAN DESIGN MASSING



JACKSON BOULEVARD

URBAN DESIGN MASSING





CORNER OF JACKSON & GREEN

URBAN DESIGN MASSING





STREETScape - SOUTH GREEN STREET ENTRANCE

URBAN DESIGN MASSING



STREETSCAPE - SOUTH GREEN STREET

URBAN DESIGN MASSING



GREEN STREET PARKING STRUCTURE

URBAN DESIGN MASSING



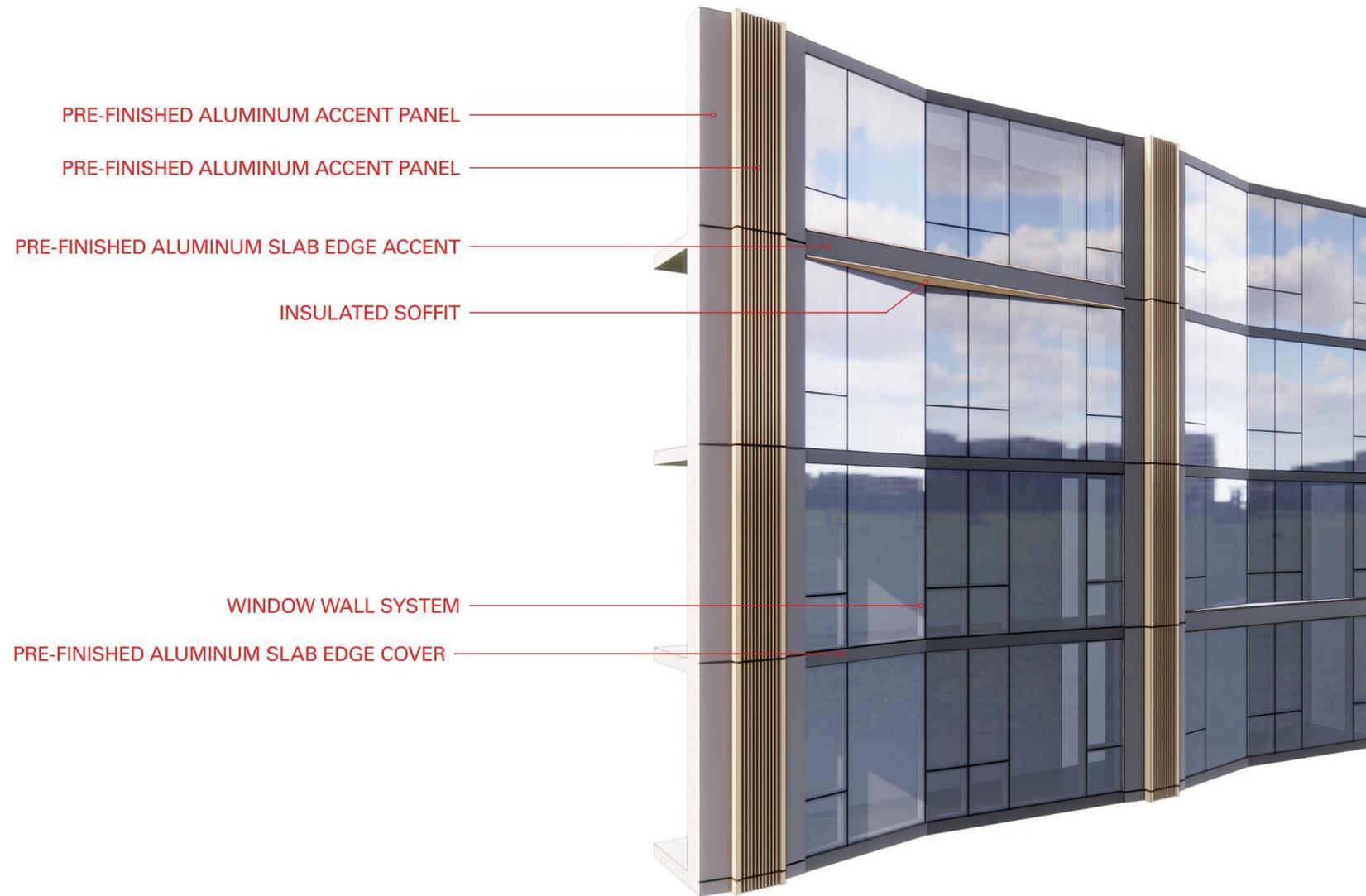


AERIAL VIEW | LOOKING NE



AERIAL VIEW | LOOKING SE

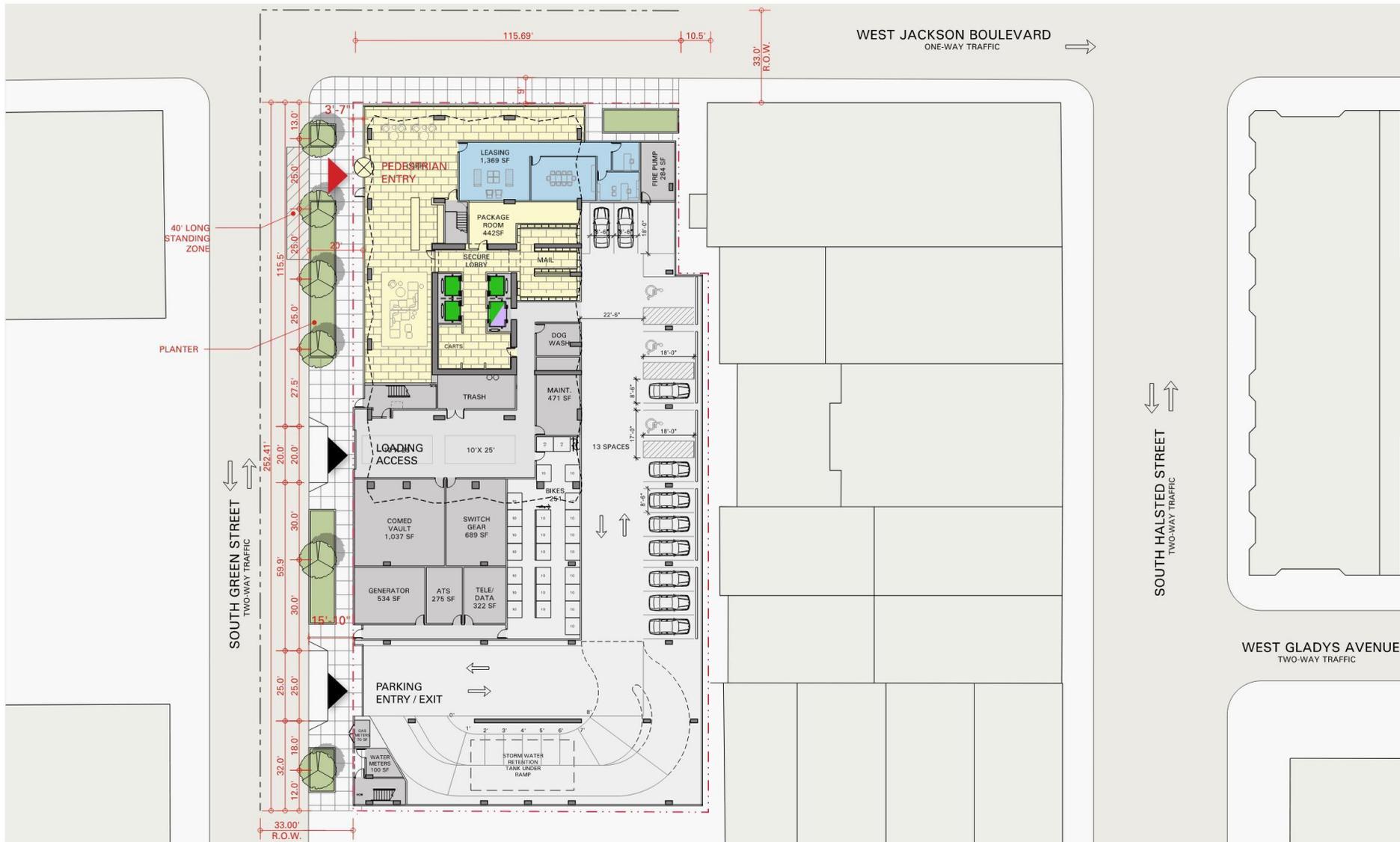




TOWER FACADE SYSTEM

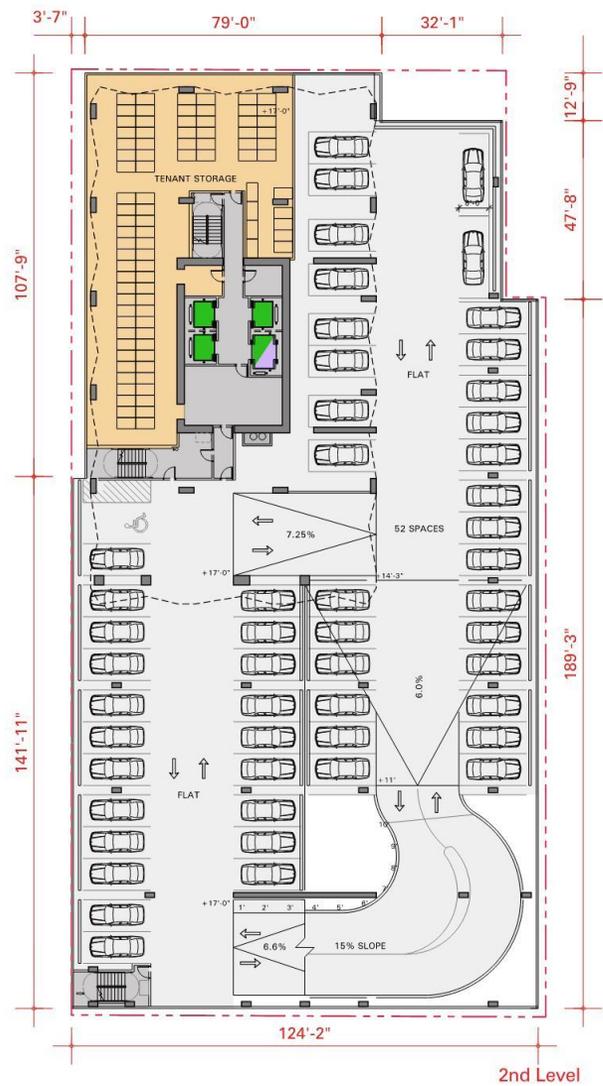


PODIUM FACADE SYSTEM



GROUND FLOOR PLAN

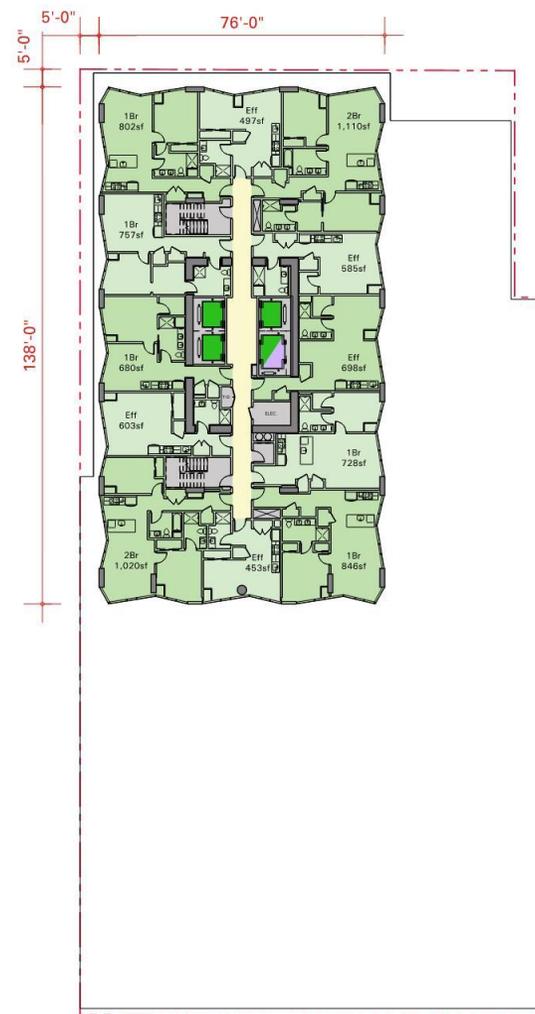




FLOOR PLANS



4th Level / Amenities



Level 5-25 Plan



FLOOR PLANS





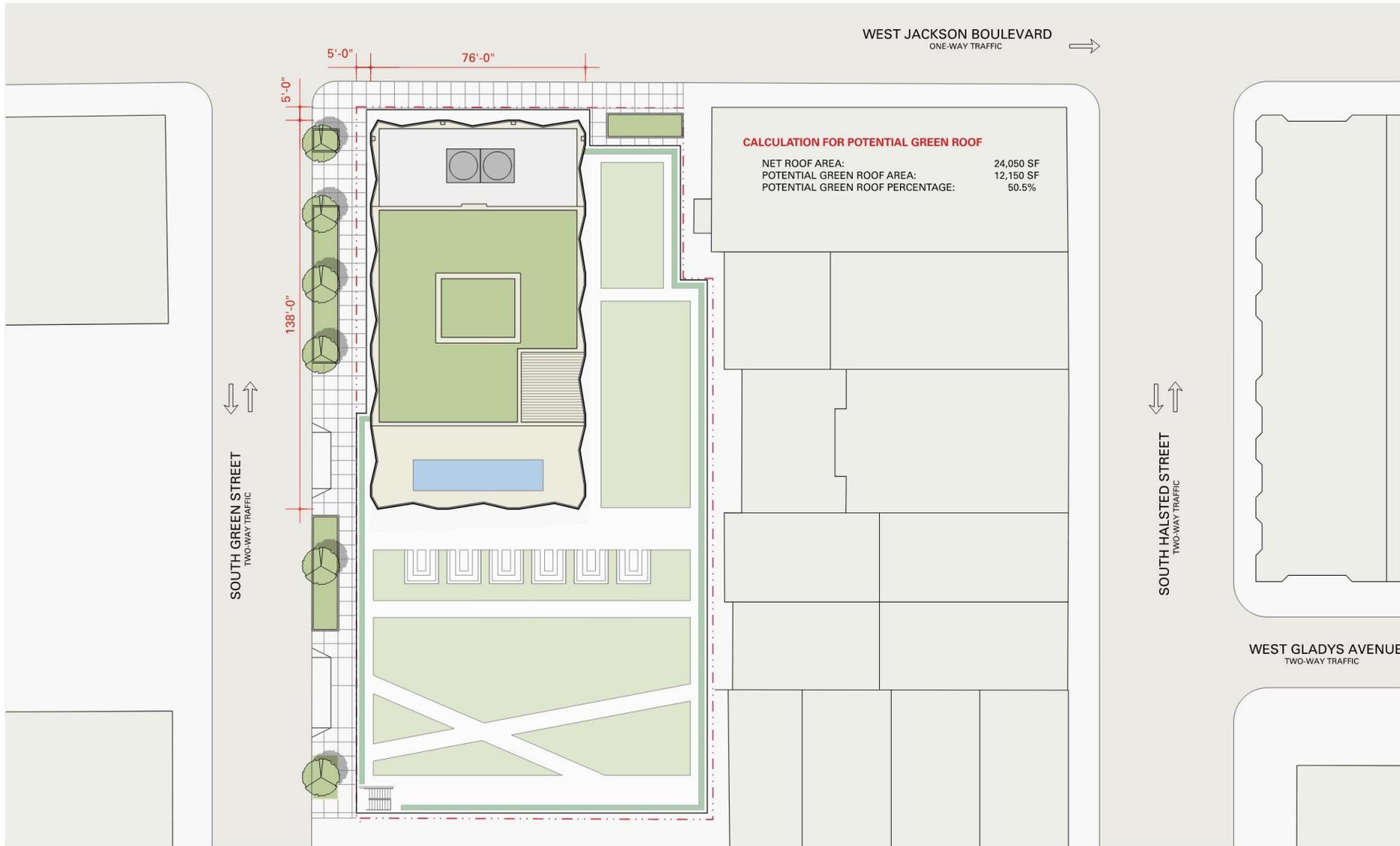
Level 26-35



Level 36



FLOOR PLANS



ROOF PLAN



404'-0"
Building Height

41'-0"
Amenity Deck

Aluminum framed storefront system



Aluminum frame window system with insulated glazing

Horizontal aluminum cladding

Finished metal vertical panel

Fritted glazing

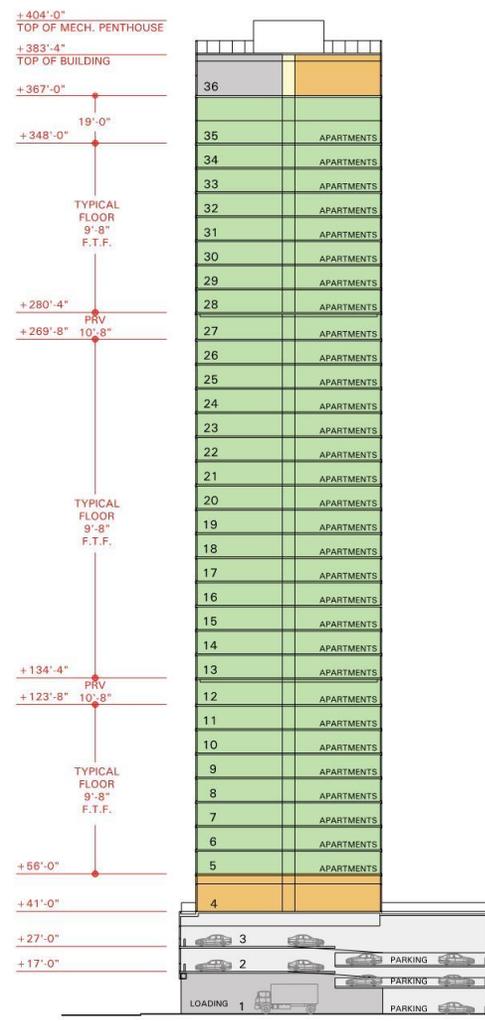
Brick veneer

Finished metal screen

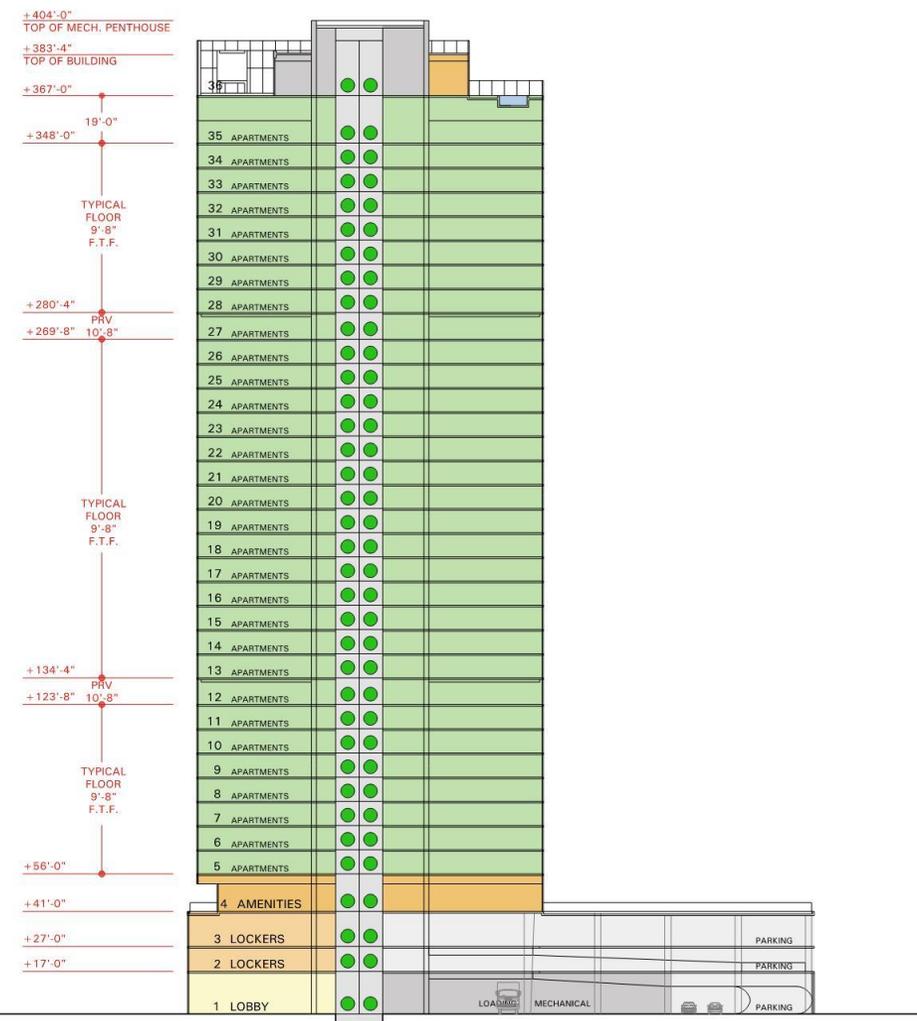
Metal overhead door
Vehicle access

Metal overhead door
Truck access

WEST ELEVATION



E-W Section



N-S Section

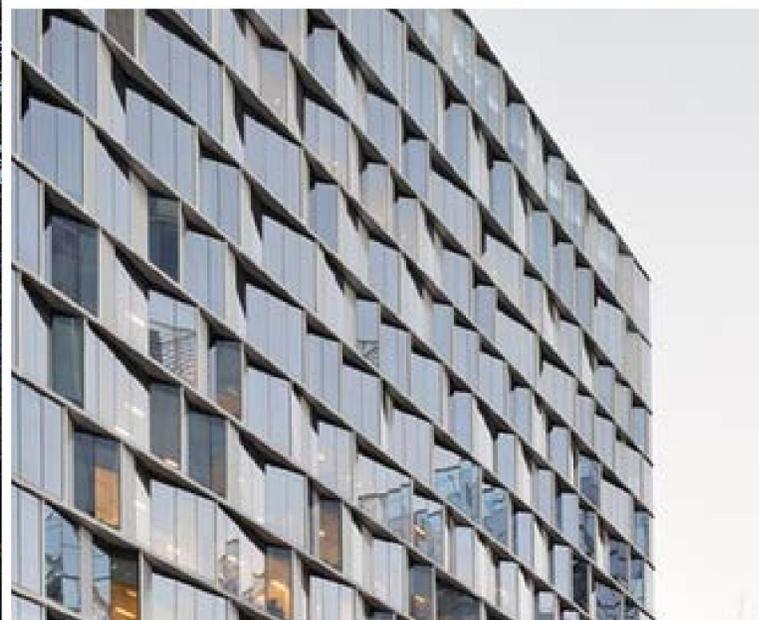
SITE SECTIONS





MATERIALS | PODIUM





MATERIALS | TOWER



17-8-0905-B1

Buildings should be located abutting the sidewalk with doors, windows and active uses adjacent to it. Exceptions are appropriate when building setbacks would allow the widening of a narrow sidewalk or where a large site allows a plaza or open space.

17-8-0905-B2

Primary pedestrian entrances should be located at sidewalk level. These entrances should be obvious to pedestrians by forming a significant focal element of the building, and such features should help provide building identity and presence on the street.

17-8-0906-A2

Create seamless or gradual transitions in bulk and scale when high-intensity development occurs in or near areas with a lower-intensity character.

17-8-0906-B1

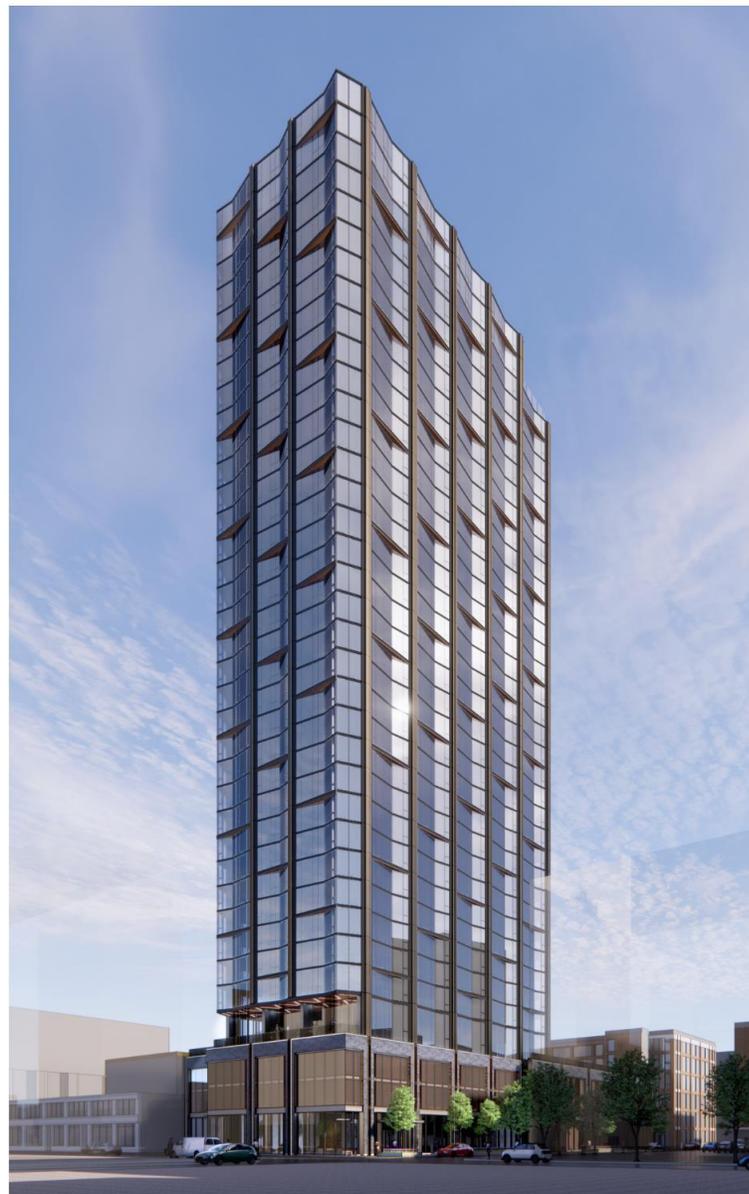
Building orientation and massing should create active “street or building walls” lining the sidewalk.

17-8-0906-B2

Buildings should be aligned with neighboring buildings, located close to the sidewalk and close to one another be avoided.

17-8-0906-B4

As the development pattern of the area permits, buildings on corner sites should be located close to both street frontages to help “hold” and give prominence to the corner. Parking areas and driveways should not be located at corners.





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