



# **CHICAGO PLAN COMMISSION**

## **Department of Planning and Development**

**Project Name: 749 NORTH FRANKLIN**

**Project Address/Ward: 749 North Franklin St. (42<sup>nd</sup> Ward)**

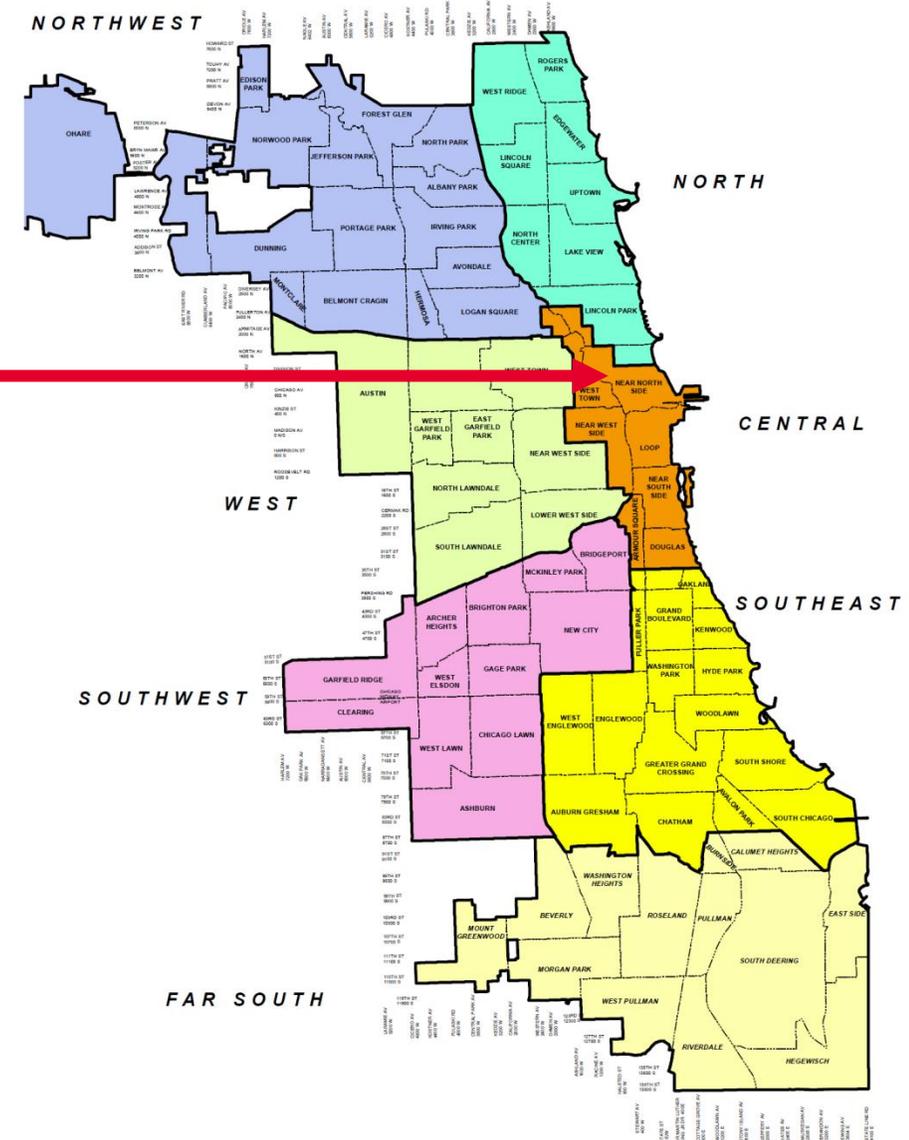
**Applicant: RPO 225 W. CHICAGO LLC**

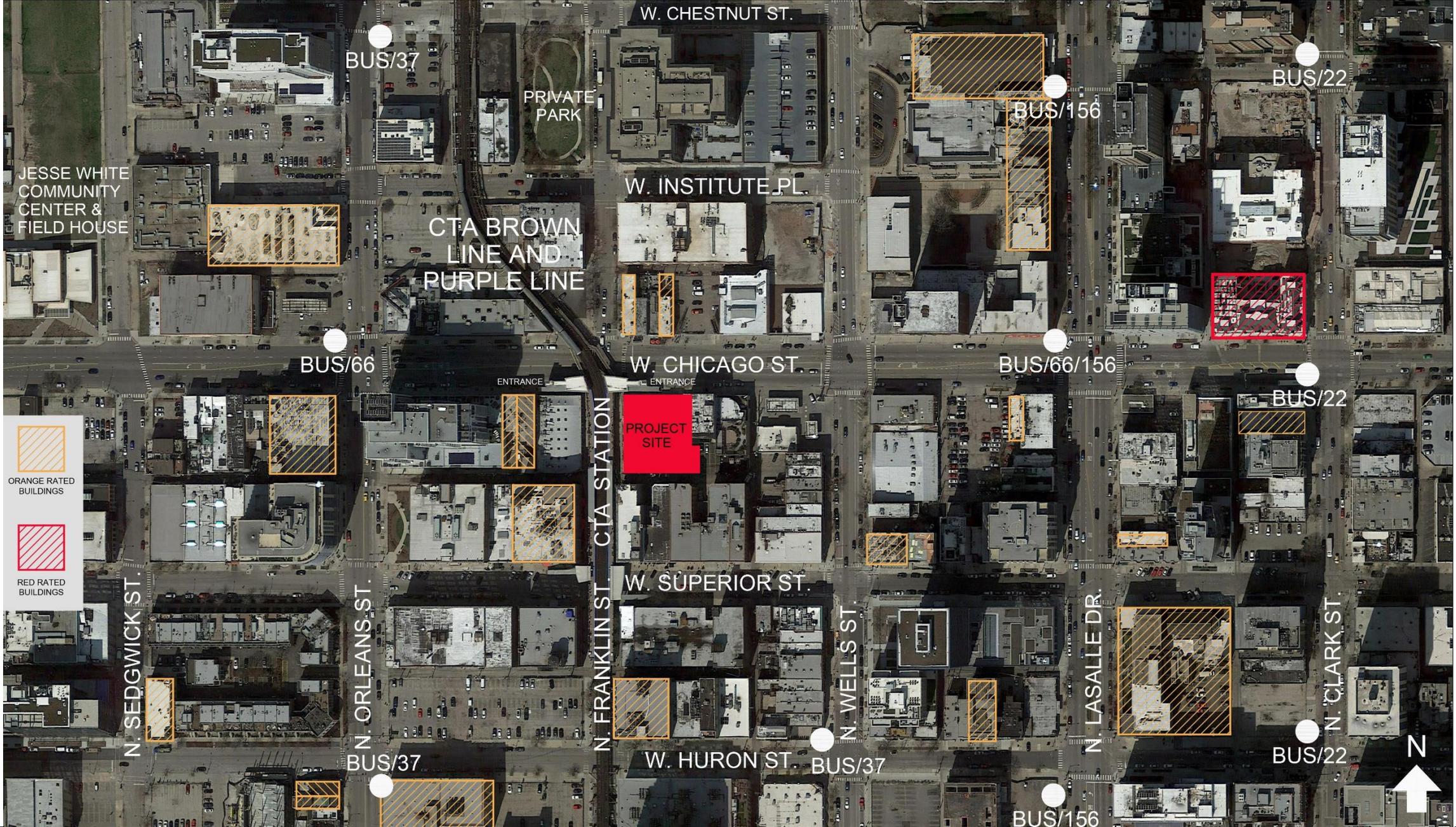
February 21, 2020

# ★ Community Area Snapshot

## NEAR NORTH COMMUNITY AREA INFORMATION:

- Near North Side Community Area
- Near North Side total population: 88,893
- 62.7% of residents take transit, walk or bike to work
- 41.8% of residents do not own a vehicle
- 51.3% of residents work in the Near North Side or the Loop
- 16.9% of the land use in the area is dedicated as commercial
- 79.2% of residents have a bachelor's or graduate/professional degrees
- Median household income of residents is \$86,190
- Near North Side is the oldest part of Chicago





**SITE CONTEXT PLAN – AERIAL VIEW**



**SITE CONTEXT – AERIAL VIEW**

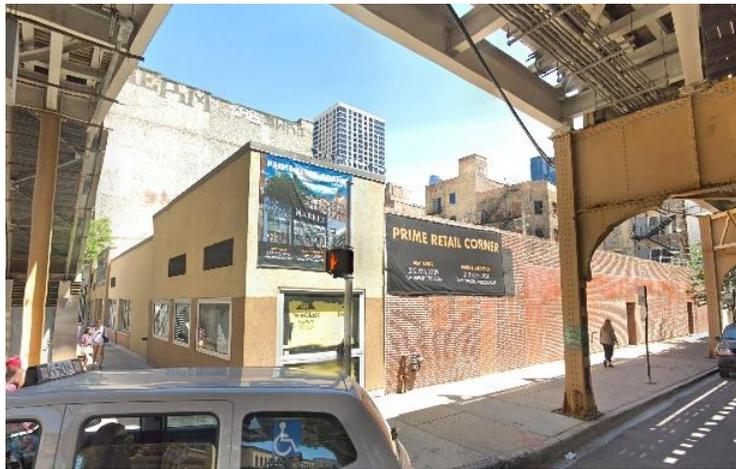
# Existing Site



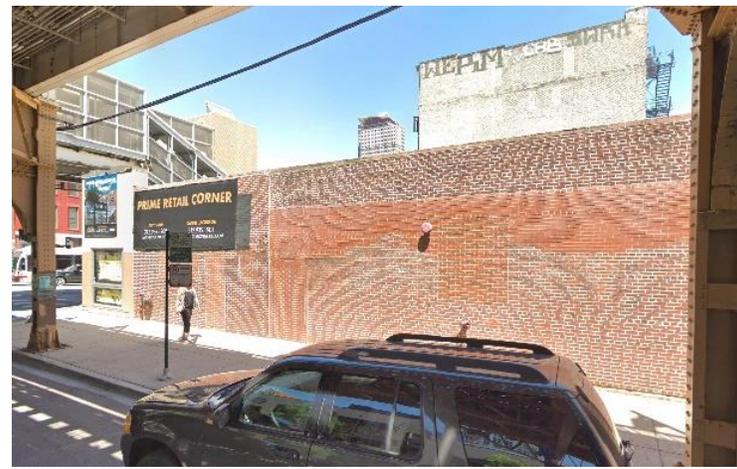
Looking south at the site along Chicago Street



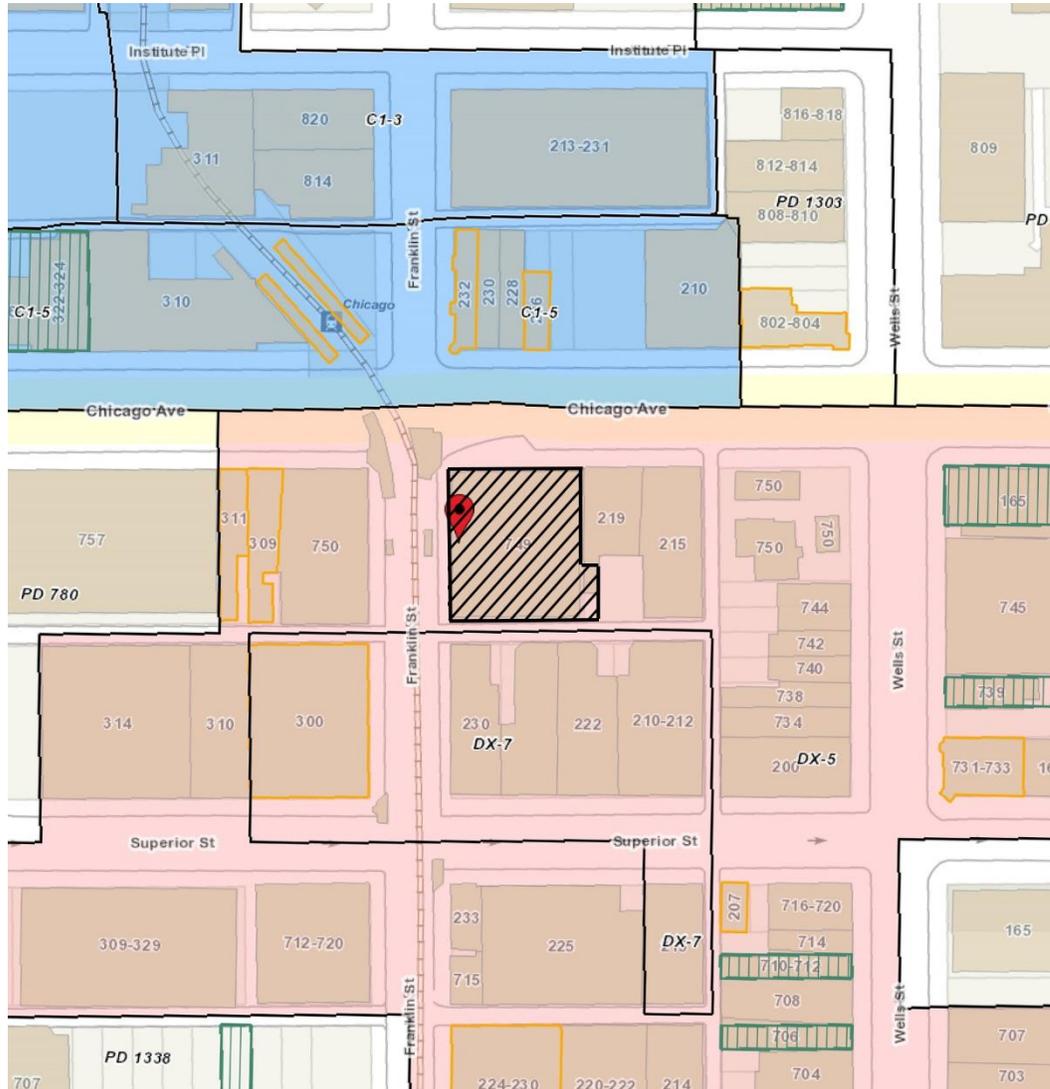
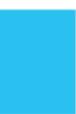
Looking east towards the alley on Franklin Street



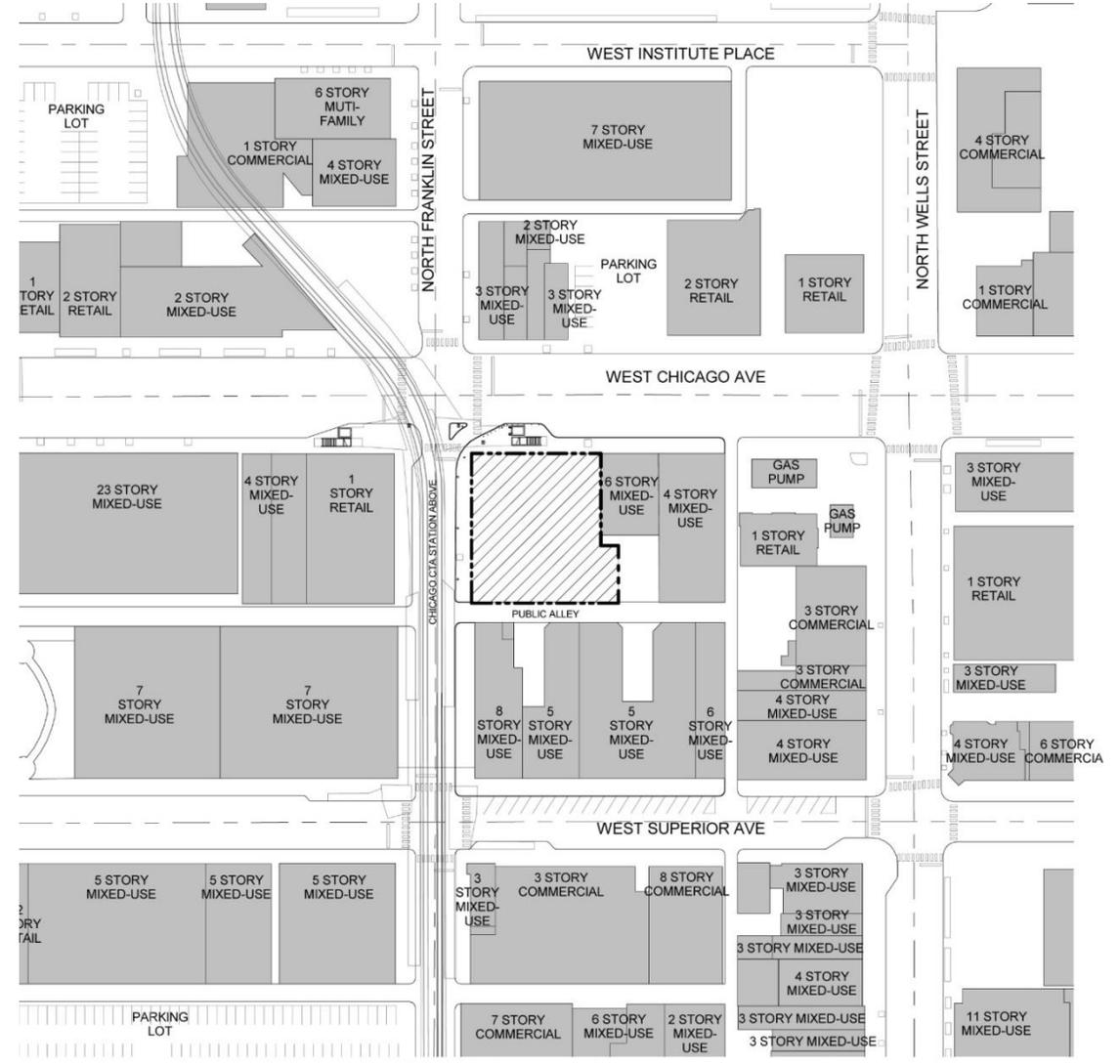
Looking southeast at the corner of Chicago and Franklin



Looking east at the site along Franklin Street



**ZONING MAP**



**EXISTING LAND USE MAP**

# ★ Planning Context



## CENTRAL AREA PLAN

- Approved by the Chicago Plan Commission in May 2003
- Goals:
  - Direct growth to create a dynamic Central Area made up of vibrant and diverse mixed-use urban districts.
  - Strengthen connections to keep the Central Area easy to reach and get around.



## CENTRAL AREA ACTION PLAN

- Approved by the Chicago Plan Commission August 20, 2009
- Goals:
  - Maintain Chicago's Position as the Economic Engine of the Region
  - Encourage Alternative Modes of Transportation

# ★ Project Timeline + Community Outreach

- Date of PD Filing – December 18, 2019
- Date of Community Meeting – July 8, 2019 with River North Residents Association (RNRA)
- Project Changes Based on Feedback:
  - Added two story frame at NE and SW
  - Added larger cornice
  - Recessed storefront windows



Original Design



Previous Design



Current Design

# Pedestrian Context



**VIEW LOOKING SOUTH  
ON FRANKLIN STREET**

# Pedestrian Context



**VIEW LOOKING WEST  
ON CHICAGO AVENUE**

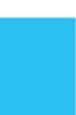


**AERIAL VIEW FROM NORTH WEST**





**AERIAL VIEW LOOKING EAST**

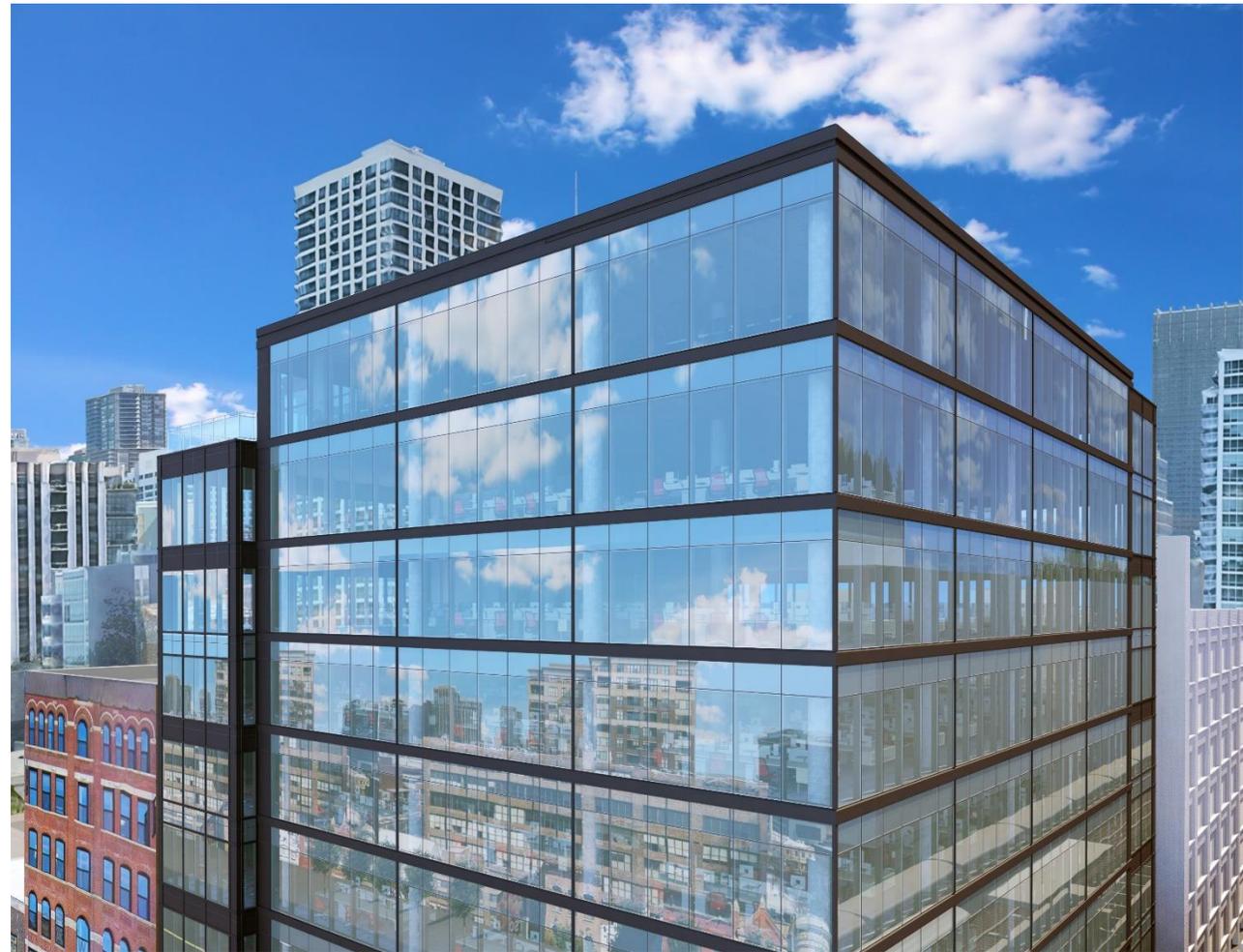


**PEDESTRIAN VIEW FROM NORTH EAST**

**DETAILED AERIAL VIEW FROM NORTH EAST**



**AERIAL VIEW FROM NORTH WEST**



**DETAILED AERIAL VIEW FROM NORTH WEST**

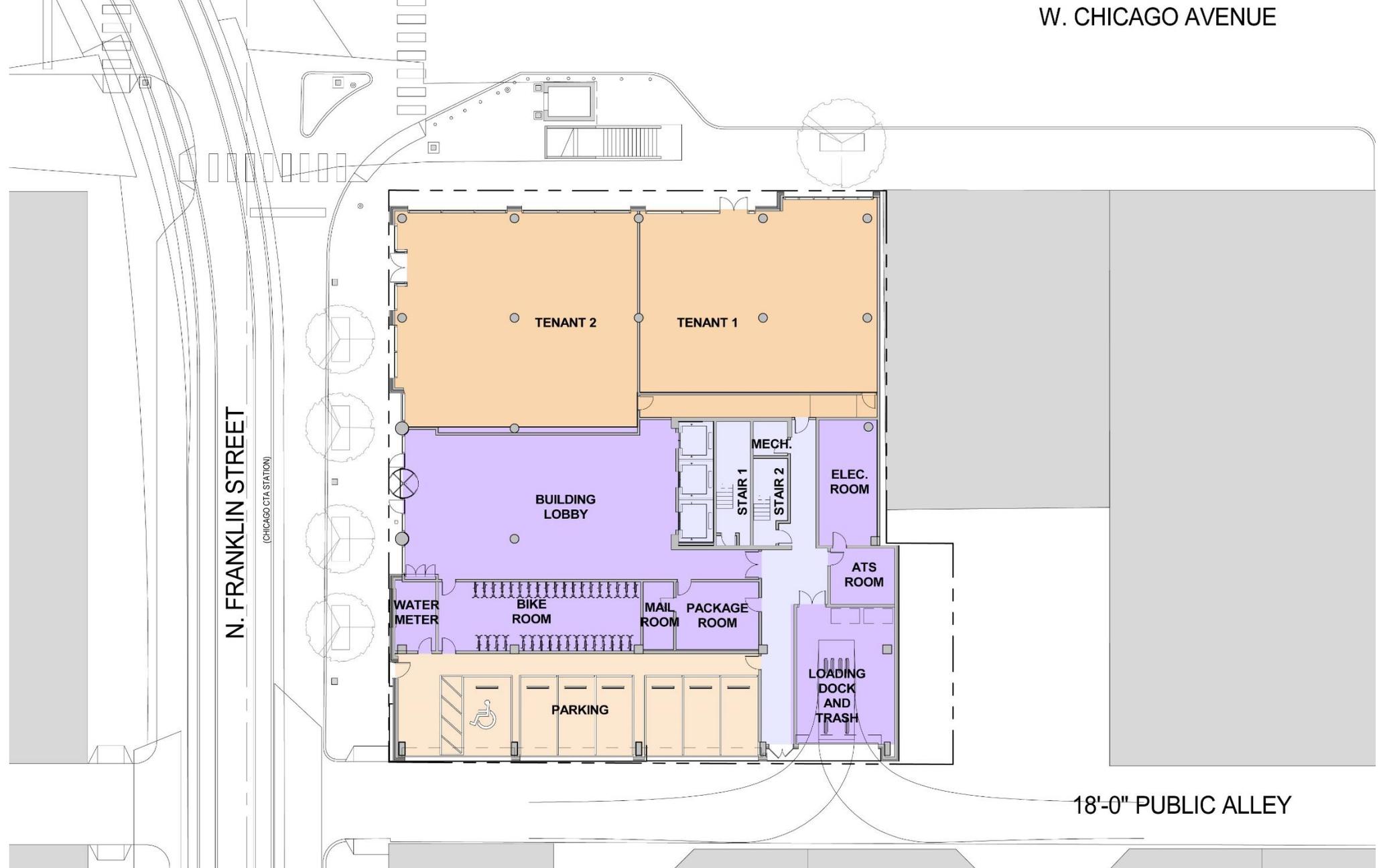


**AERIAL VIEW FROM SOUTH WEST**



**AERIAL VIEW FROM SOUTH EAST**

W. CHICAGO AVENUE



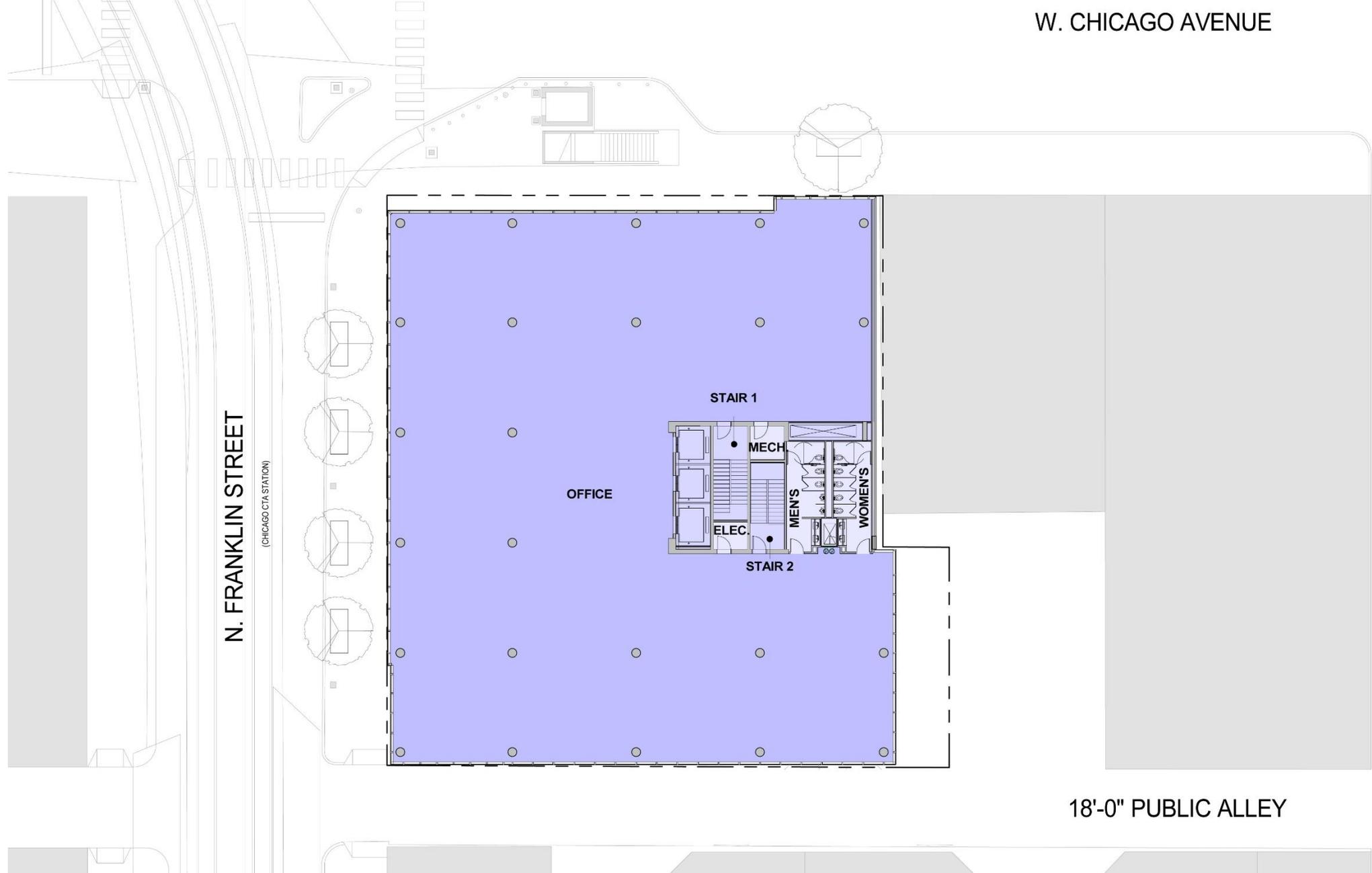
N. FRANKLIN STREET

(CHICAGO CTA STATION)

18'-0" PUBLIC ALLEY

LEVEL 1 FLOOR PLAN

W. CHICAGO AVENUE



N. FRANKLIN STREET  
(CHICAGO CTA STATION)

OFFICE

STAIR 1

MECH

ELEC.

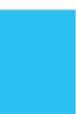
STAIR 2

MENS

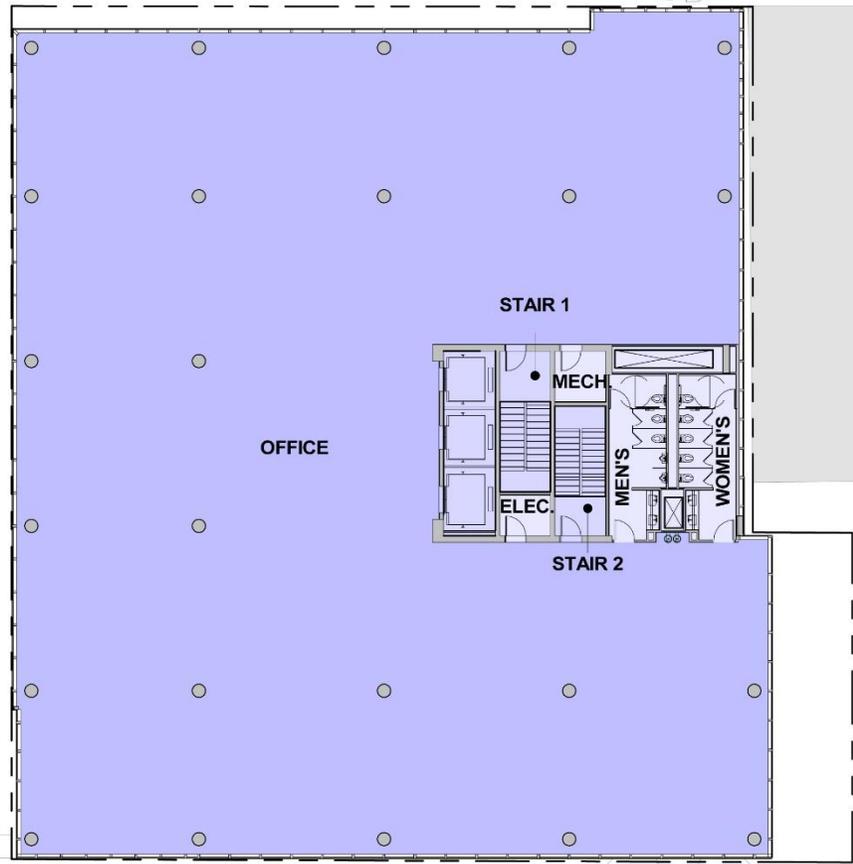
WOMEN'S

18'-0" PUBLIC ALLEY

W. CHICAGO AVENUE



N. FRANKLIN STREET  
(CHICAGO CTA STATION)



18'-0" PUBLIC ALLEY

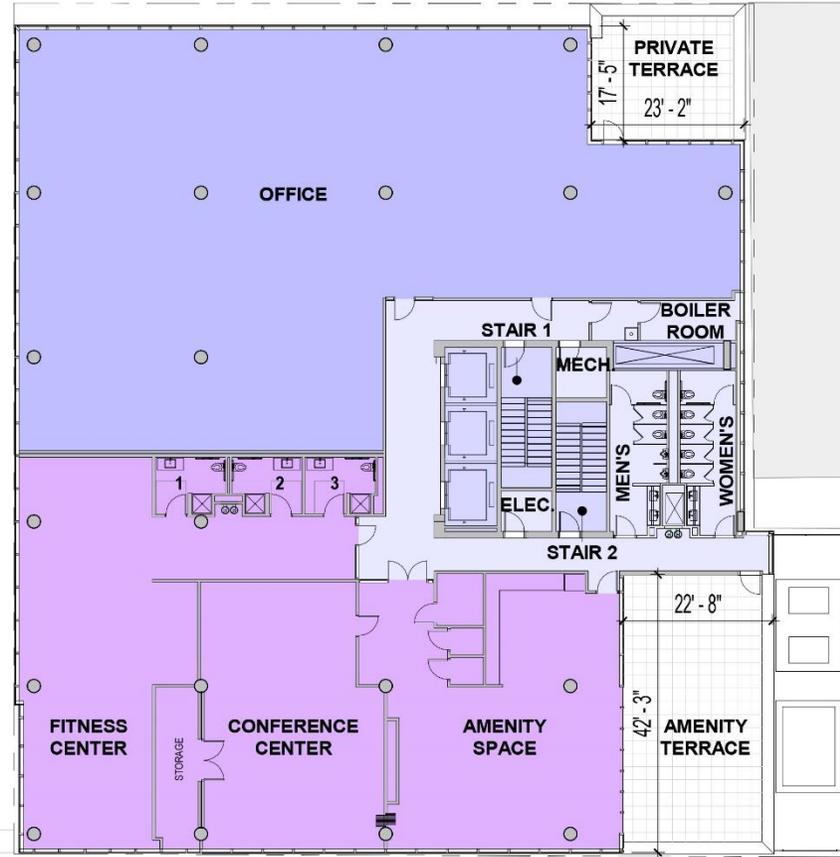
**LEVELS 7 & 8 FLOOR PLAN**



W. CHICAGO AVENUE

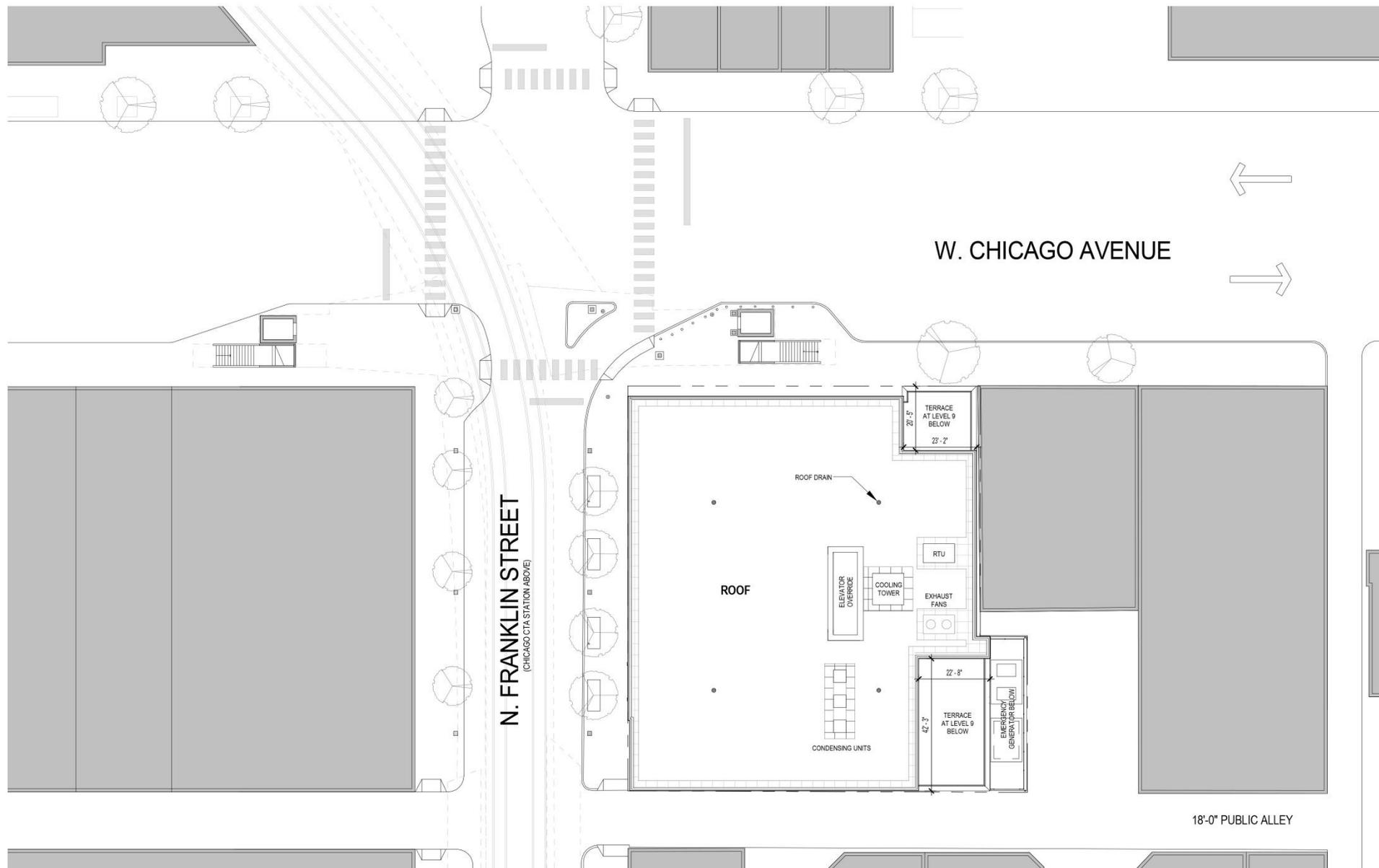
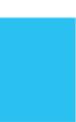
N. FRANKLIN STREET

(CHICAGO CTA STATION BELOW)

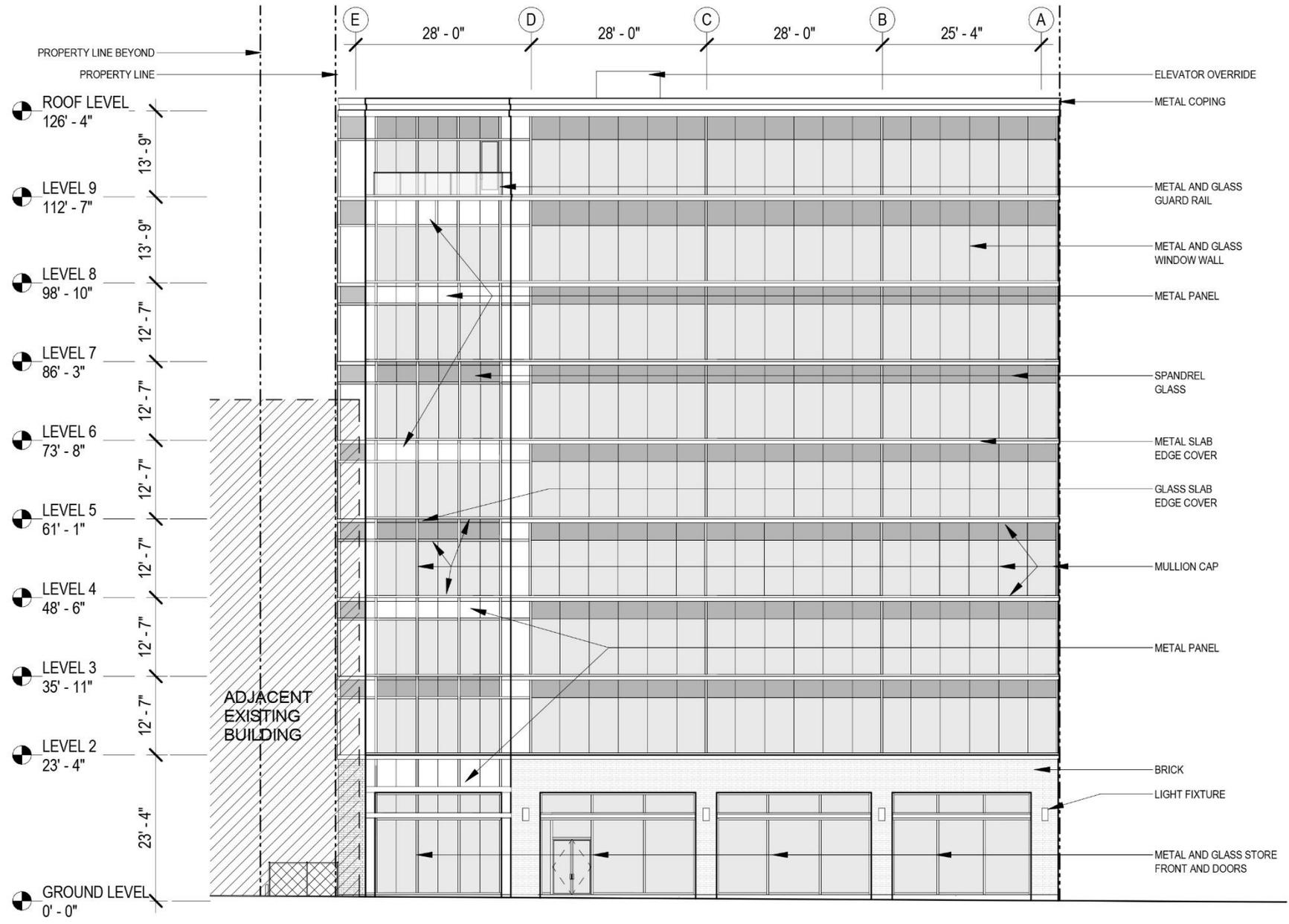


18'-0" PUBLIC ALLEY

# LEVEL 9 FLOOR PLAN



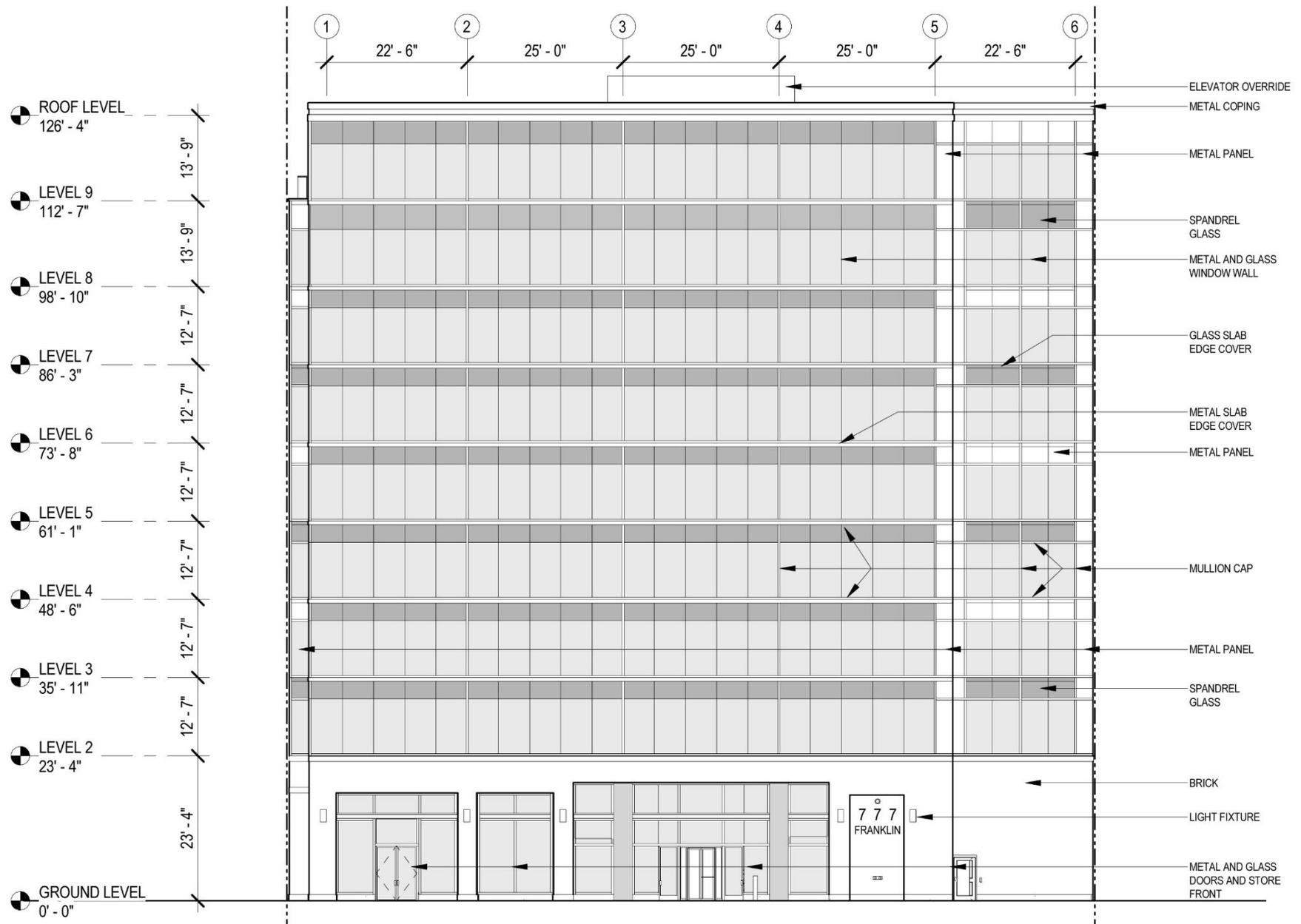
# ROOF PLAN



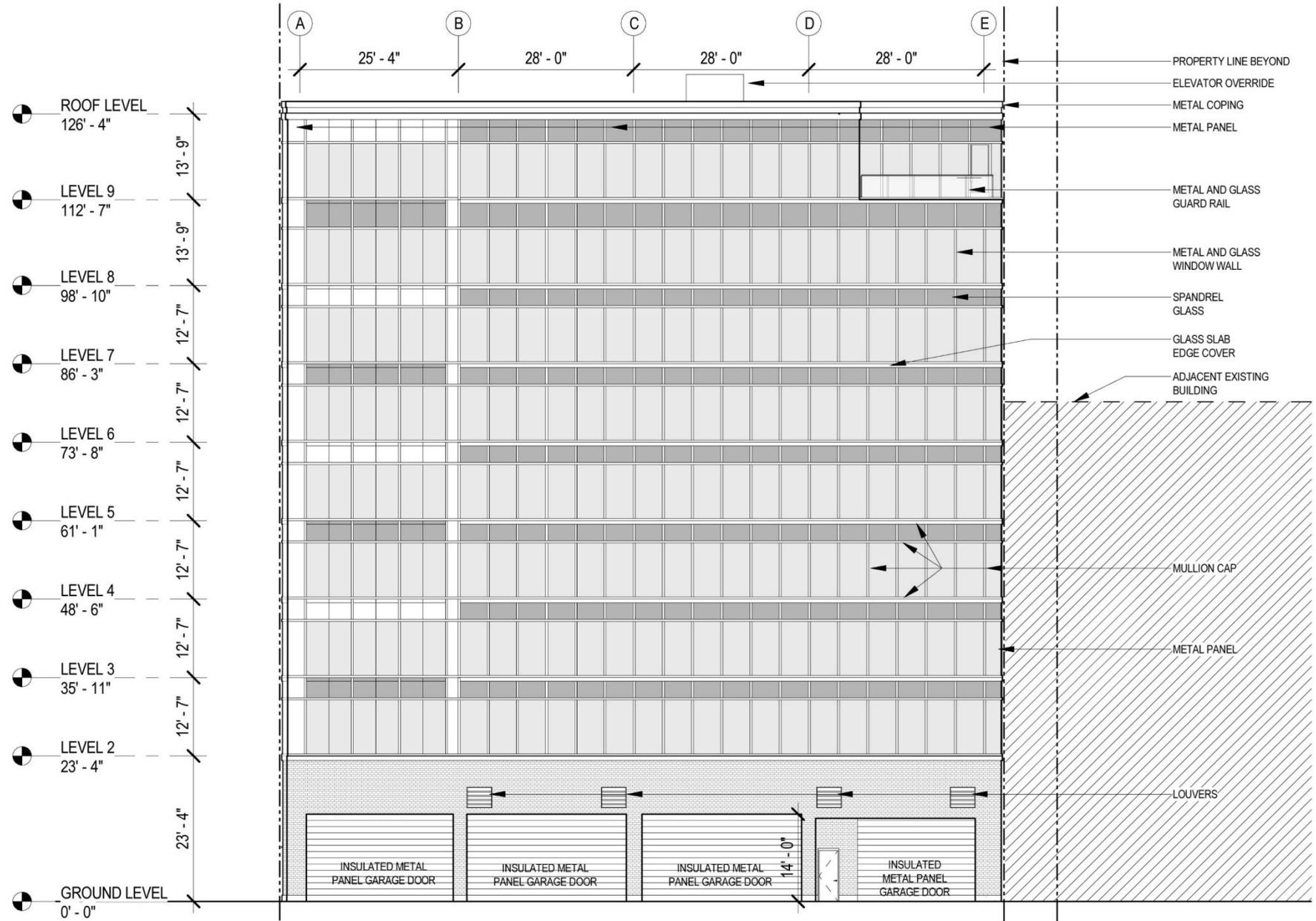
PLANNED DEVELOPMENT BUILDING ELEVATION - NORTH

SCALE: 1" = 20'-0"

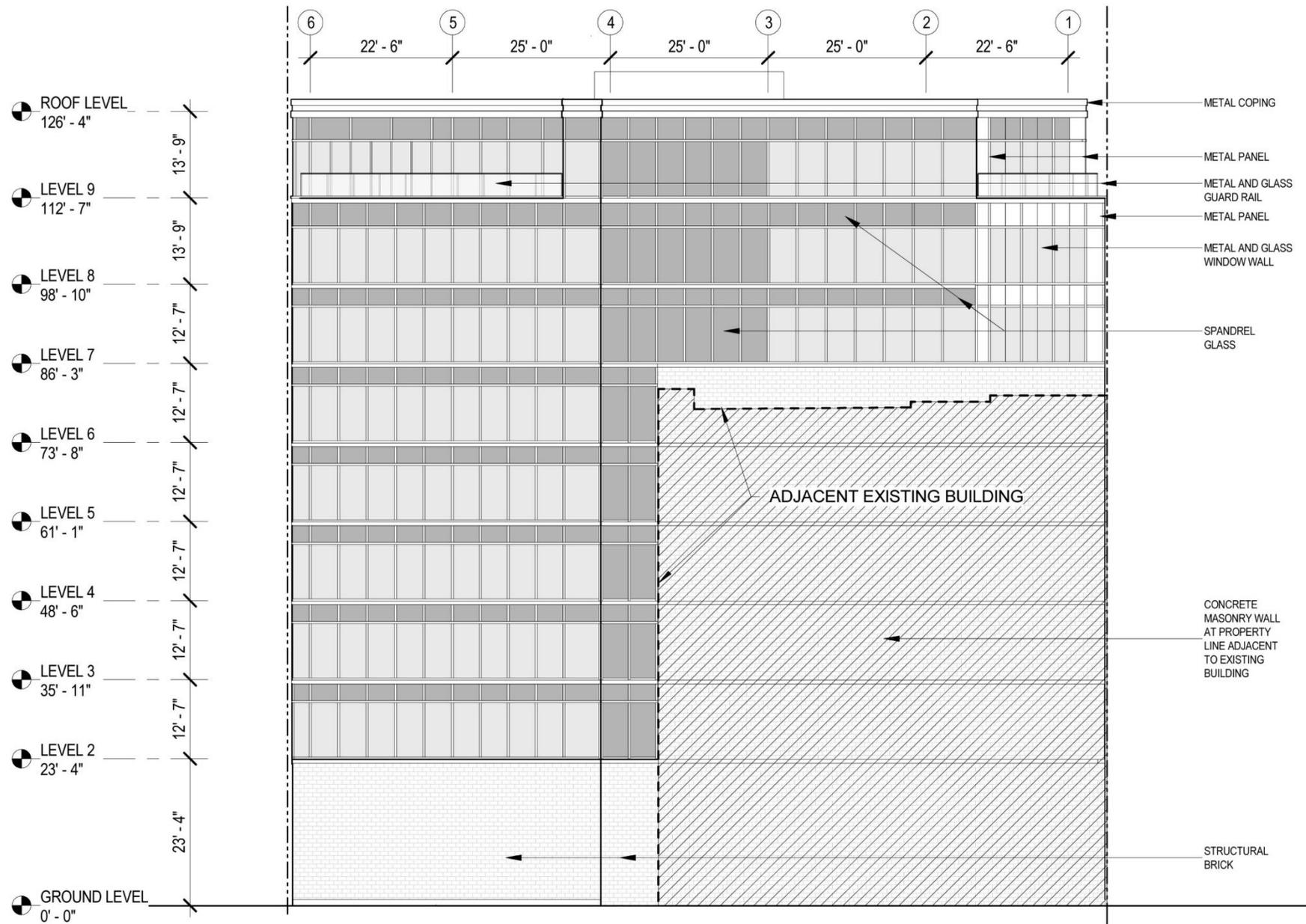
# BUILDING ELEVATION - NORTH



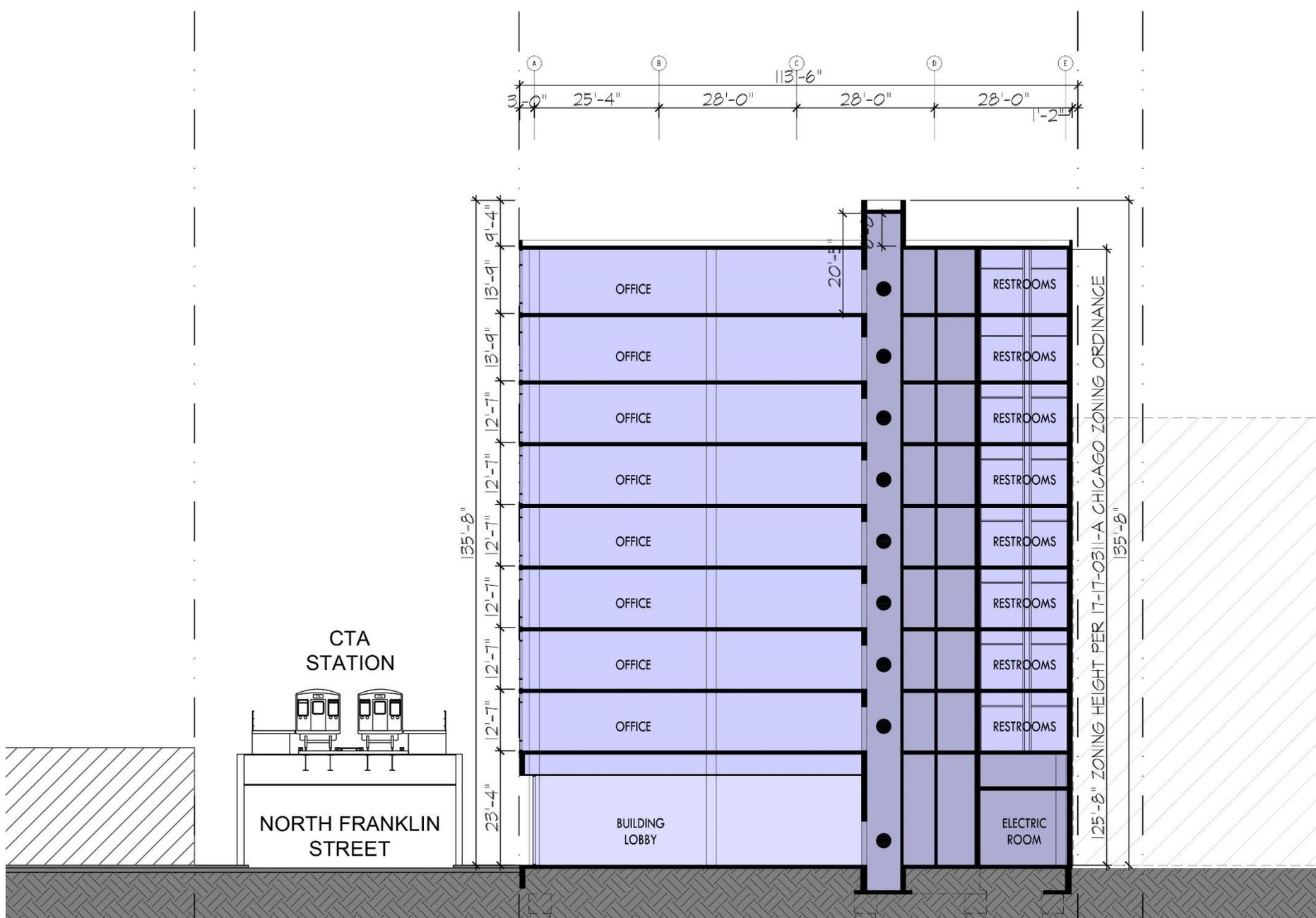
**BUILDING ELEVATION - WEST**



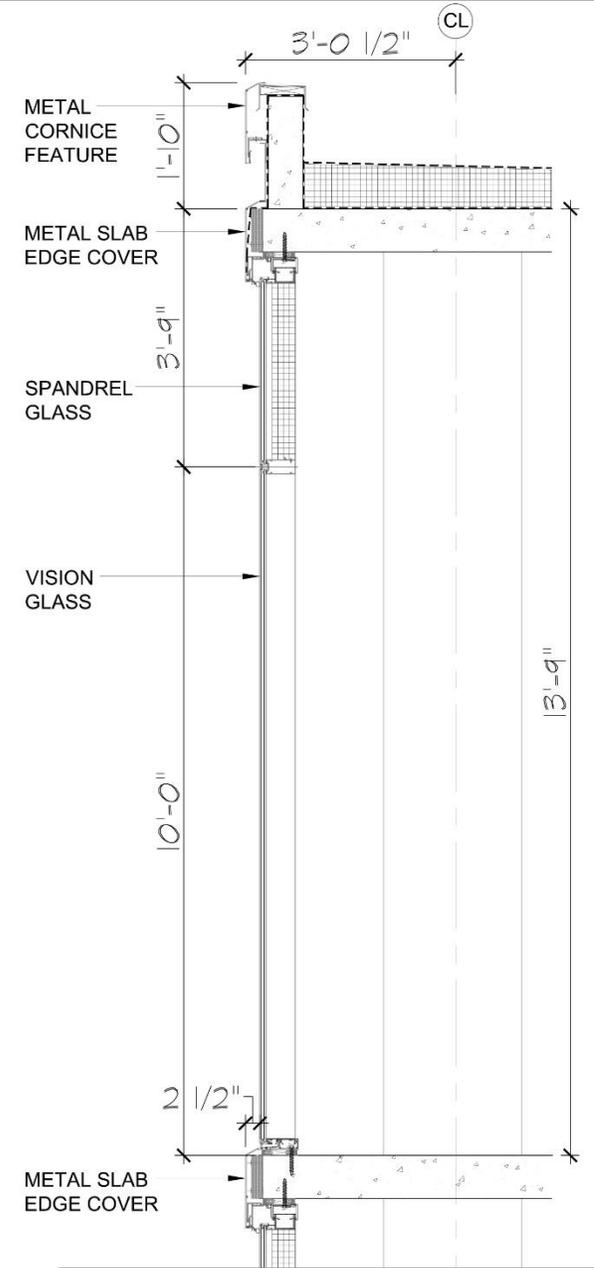
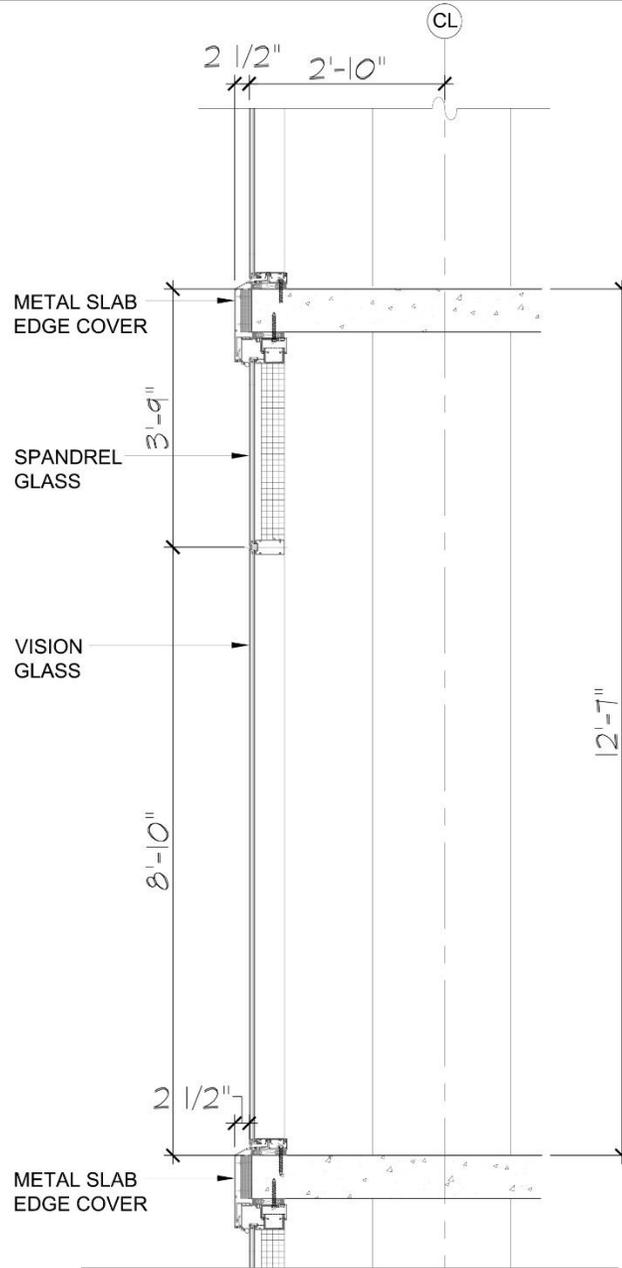
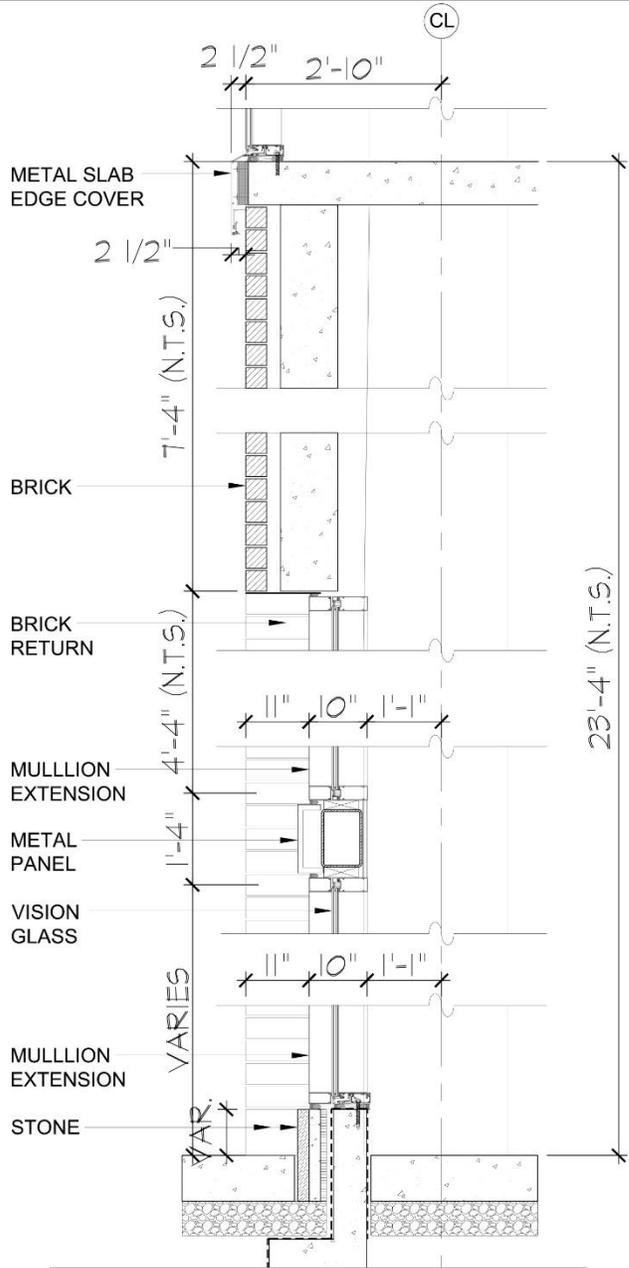
**BUILDING ELEVATION - SOUTH**



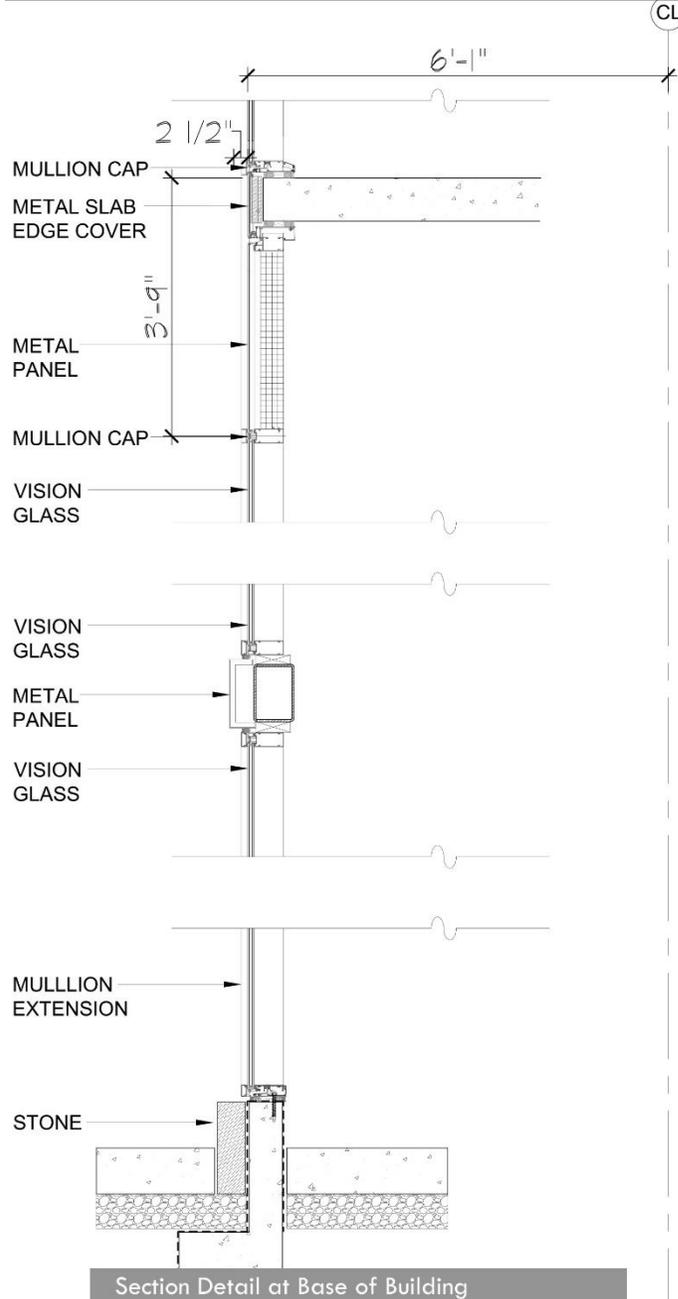
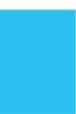
**BUILDING ELEVATION - EAST**



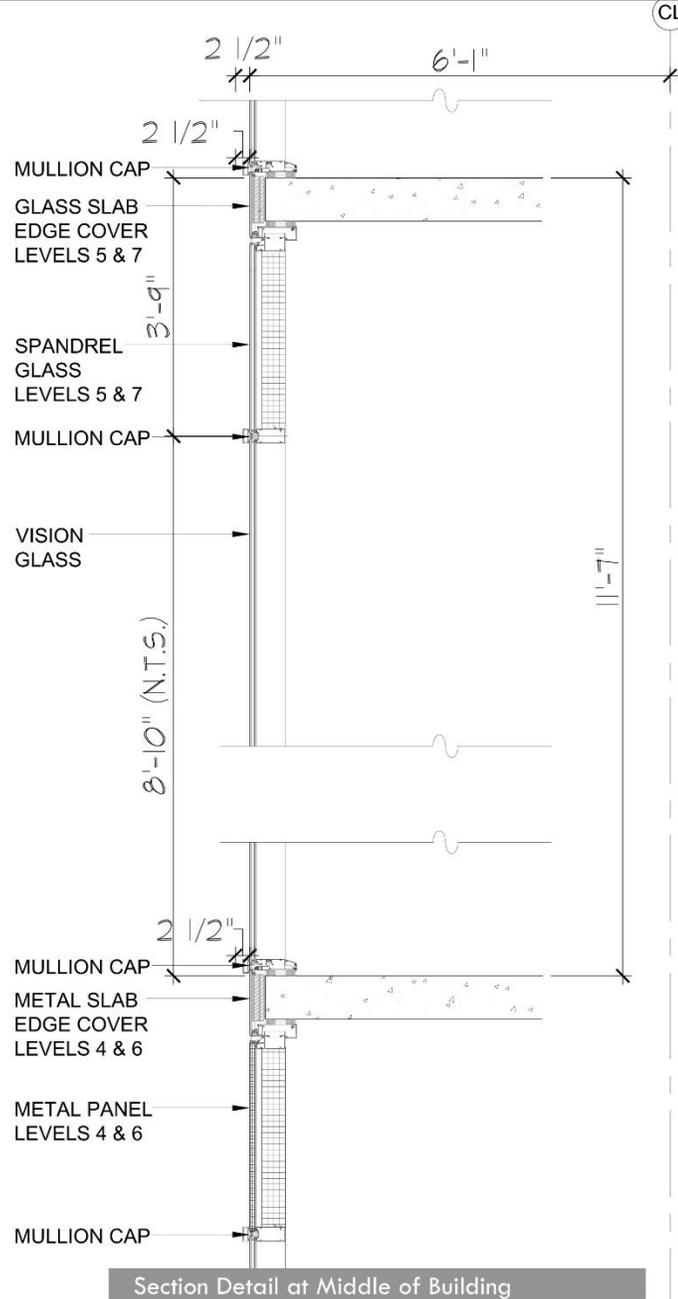
**BUILDING SECTION – EAST WEST**



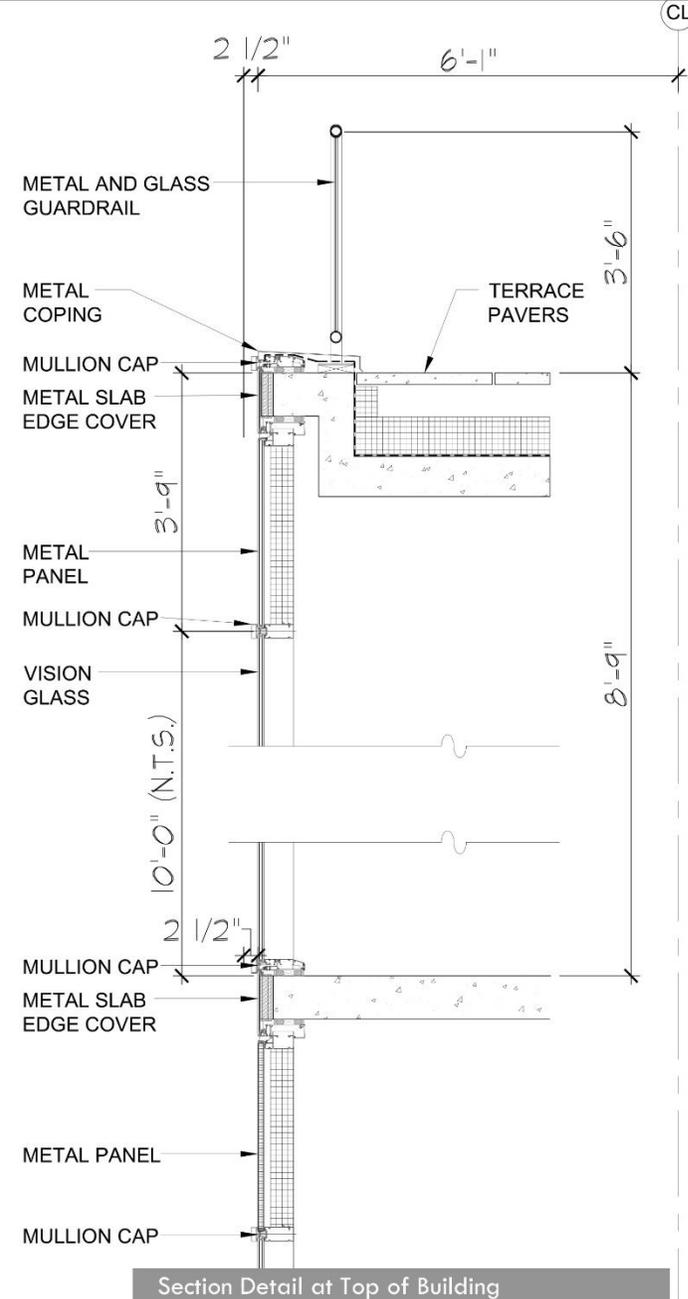
# FAÇADE SECTIONS – TYPICAL CONDITIONS



Section Detail at Base of Building



Section Detail at Middle of Building



Section Detail at Top of Building

# FAÇADE SECTIONS – FAÇADE WITH METAL PANEL ACCENTS

# Transportation, Traffic, and Parking Zoning Code Section 17-8-0904



## 17-8-0904-A General Intent

- Project promotes safe and efficient circulation of pedestrians, cyclists and motor vehicles by widening the existing sidewalk along Chicago Avenue adjacent to the CTA entrance. Site lighting to be provided along sidewalks and alley.
- Project promotes transit, pedestrian and bicycle use by being located adjacent to the Chicago Brown and Purple line CTA Station and providing parking for 36 bicycles inside the building and 4 bike racks serving 8 bikes on the sidewalks.
- The project ensures accessibility for persons with disabilities by meeting all relevant ADA and MOPD requirements.

## 17-8-0904-C Parking

- The 7 parking spaces included in the project are located within the building.
- The parking provided is for building tenants only.
- Parking areas are within the building
- Bicycle parking facilities are easily accessible and secure.

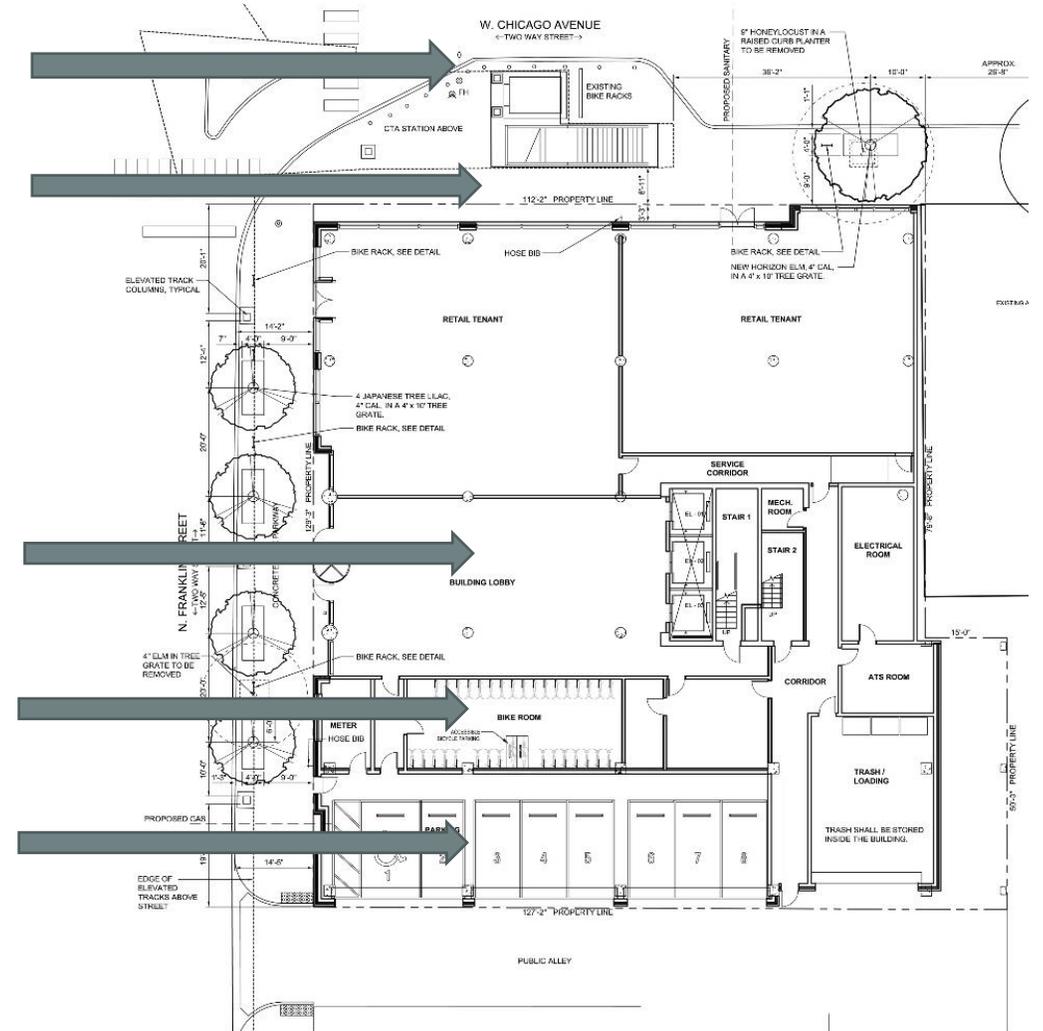
**CTA STATION  
ACCESS**

**WIDENED  
SIDEWALK**

**ACCESS ADA  
COMPLIANT**

**BIKE ROOM**

**INDOOR  
PARKING**



# Pedestrian-Oriented and Urban Design Guidelines Zoning Code Sections 17-8-0905 and -0906



ACTIVATED RETAIL FAÇADE  
WIDENED SIDEWALK  
BUILDING ENTRY

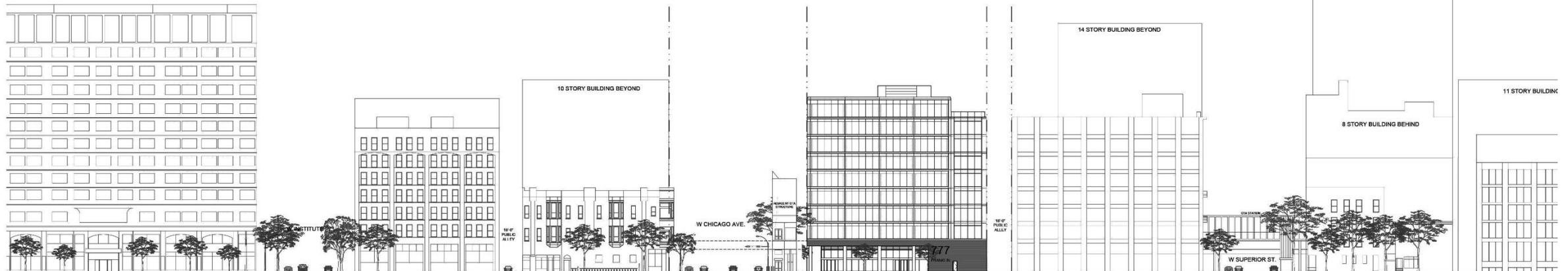




# Building Design Guidelines in Relation to Context and Materials Zoning Code 17-8-0907



- UPPER LEVEL  
SETBACKS TO  
RESPOND TO  
ADJACENT  
BUILDINGS
- DIFFERING  
FAÇADE  
FENESTRATION
- FILLS IN GAP IN  
STREET WALL
- PEDESTRIAN  
SCALE AT BASE





# Sustainability Strategy

Ownership plans to comply with the Chicago sustainable Development Strategy ( 100 points) with the following initiatives:

- Achieve Energy Star
- Exceed Energy Code.
- Indoor Water Use Reduction.
- 80% Waste diversion.
- Bike Parking.



# Public Benefits :

## JOBS:

Construction jobs: 271 (Estimate)  
Office Tenant Jobs: 700 (Estimate)  
Retail Tenant Jobs: 30 (Estimate)

## COMMUNITY BENEFITS:

Sidewalk widening  
Removing urban blight  
Increasing safety by activating corner

## BONUS PAYMENT:

Bonus Payment: \$1,632,658.40

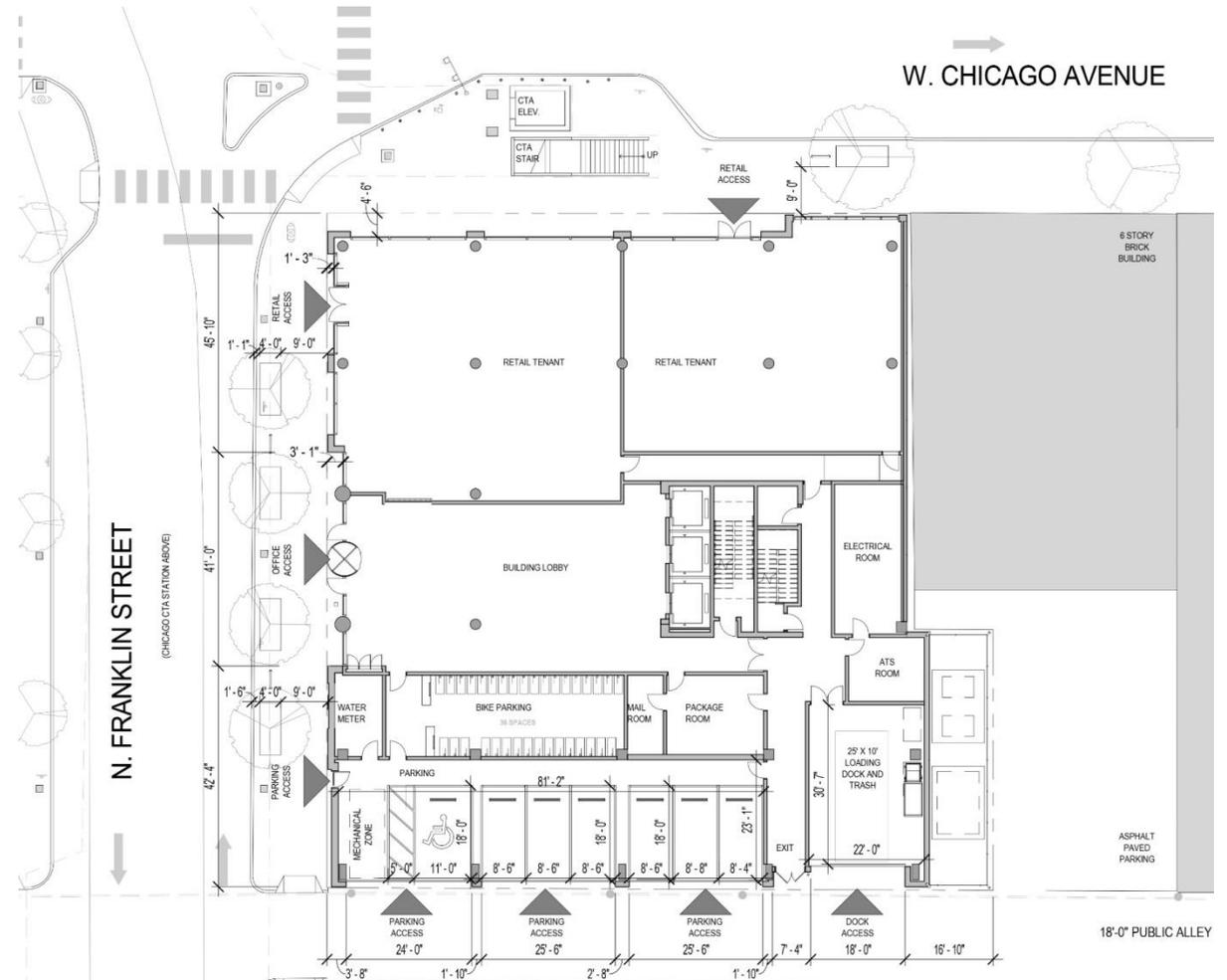


The project's hiring participation goals are:  
50% Participation from Chicago Residents  
26% Participation from Qualified Minority Business Enterprises  
6% Participation from Qualified Women Business Enterprises

# ★ DPD Recommendations

## Planned developments should:

- Promote the safe and efficient circulation of pedestrians, cyclists and motor vehicles (17-8-0904-A-1);
- Promote transit, pedestrian and bicycle use (17-8-0904-A-2);
- Minimize and mitigate traffic congestion associated with the proposed development (17-8-0904-A-5);
- Provide adequate bicycle and vehicle parking, while minimizing the adverse visual impact of any off-street parking areas (17-8-0904-A-7).



# ★ DPD Recommendations

Planned developments should be designed to promote pedestrian interest, safety, and comfort (17-8-0905-A).

Buildings should be located abutting the sidewalk with doors, windows and active uses adjacent to it. (17-8-0905-B-1).

Buildings should be aligned with neighboring buildings, located close to the sidewalk and close to one another. Where a street wall exists, its continuity must be reinforced with the new development. Gaps between buildings that interrupt the street wall should be avoided (17-8-0906-B-2&3).



# ★ DPD Recommendations

Planned developments should where appropriate for the site, provide adequate, inviting, usable and accessible parks, open spaces and recreation areas for workers, visitors and residents and where appropriate, provide substantial landscaping of the open areas on the building and the site (17-8-0909-A-1&2).

