



# **CHICAGO PLAN COMMISSION**

## **Department of Planning and Development**

**160 N Elizabeth**

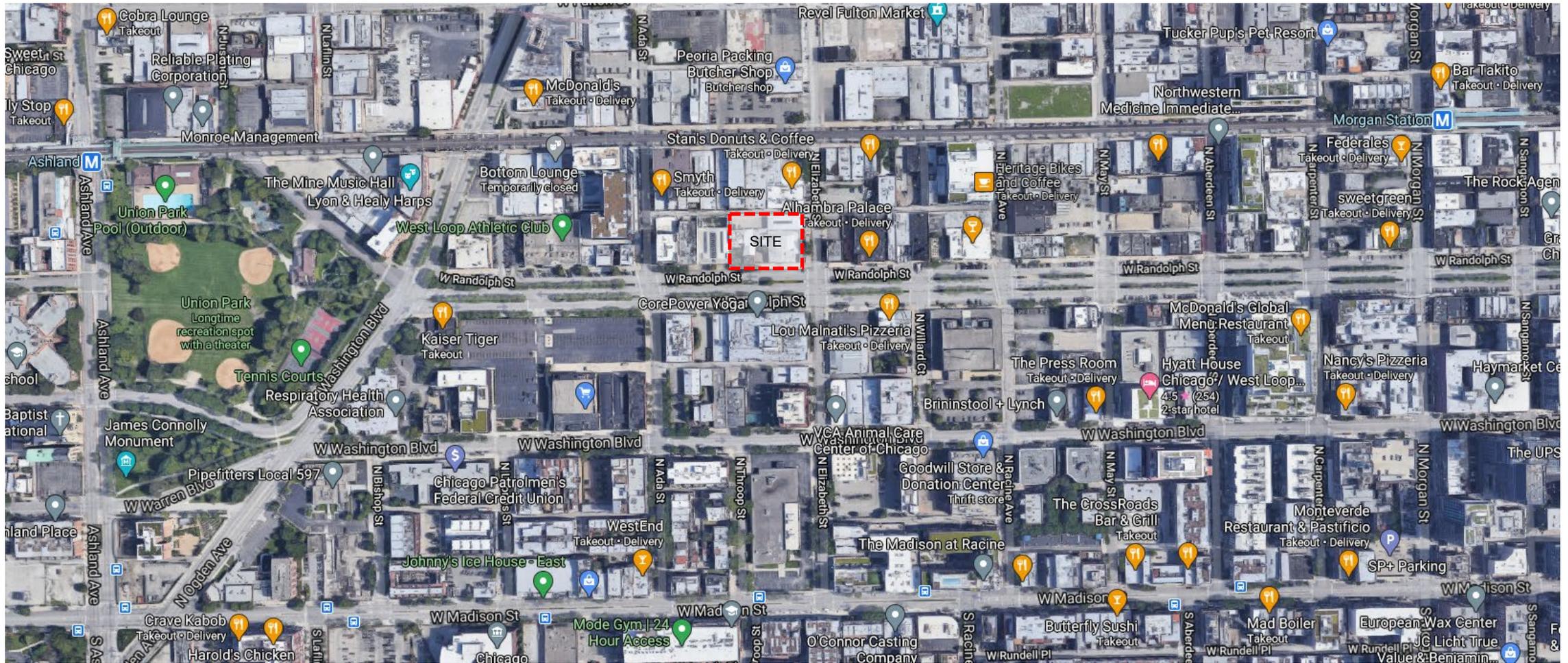
**160 N Elizabeth Street (27<sup>th</sup> Ward)**

**Moceri + Roszak**

**DRAFT**

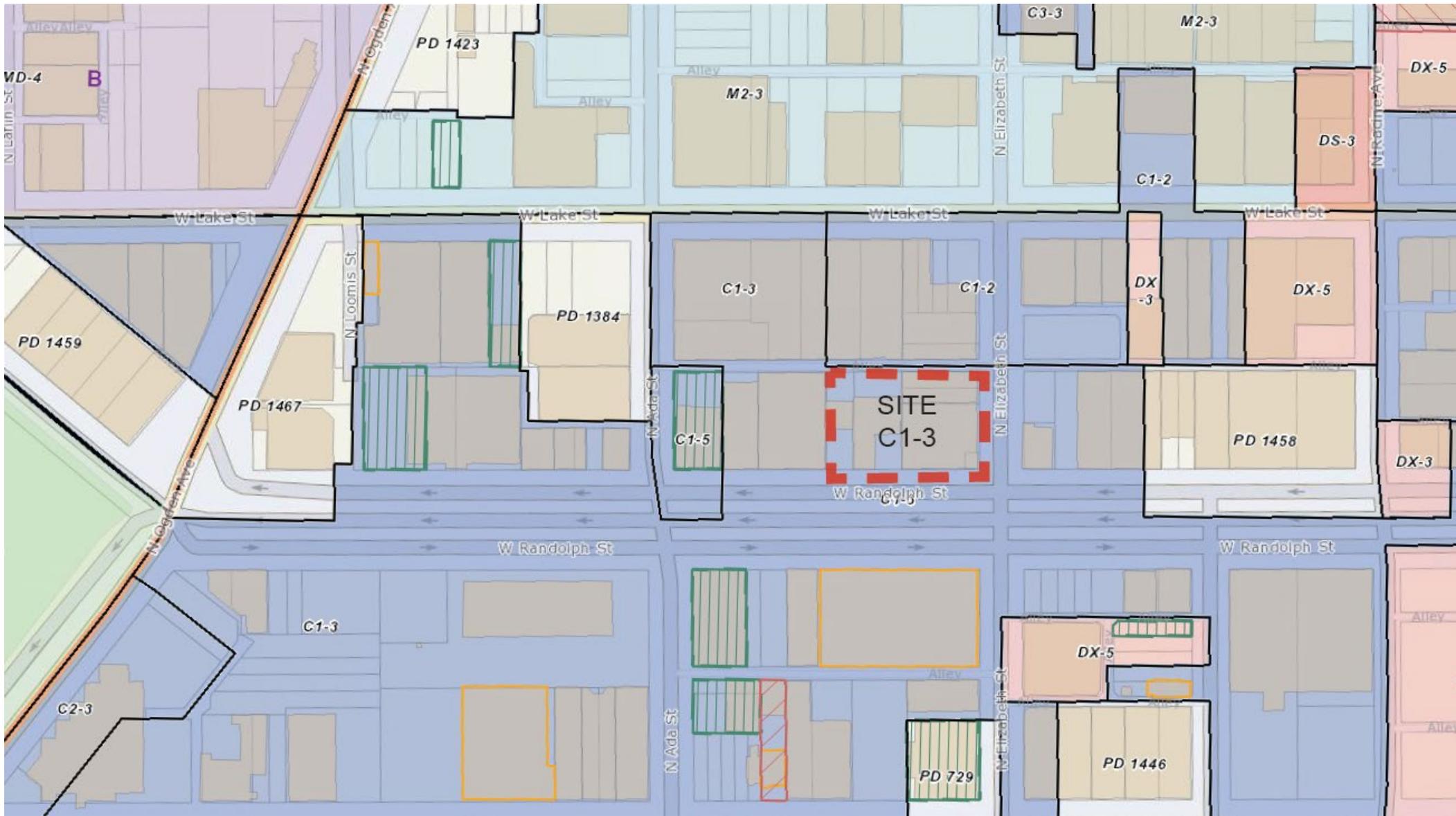
18 March 2021





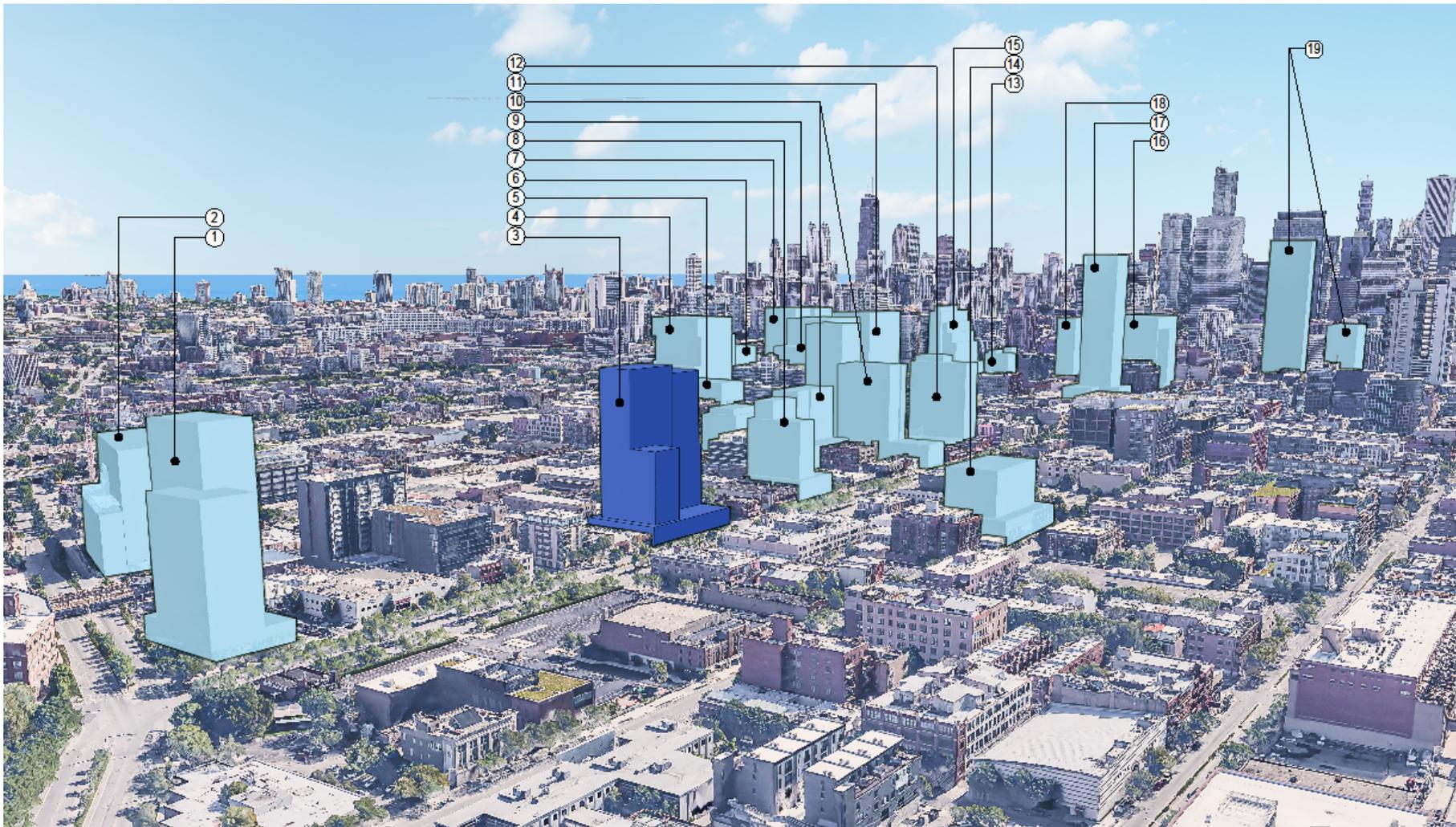
SITE CONTEXT  
SCALE: NTS





EXISTING  
ZONING MAP  
SCALE: NTS





1. 1400 W. RANDOLPH ST.  
HEIGHT : 282

2. 1375 W. FULTON ST.  
HEIGHT : 190'

3. 160 N. ELIZABETH ST.  
HEIGHT : 293'-2"

4. 1000 W. CARROLL AVE.  
HEIGHT : 288

5. 318 N. CARPENTER ST.  
HEIGHT : 104'

6. 345 N. MORGAN  
HEIGHT : 178'

7. 360 N. GREEN ST.  
HEIGHT : 250

8. 1234 W. RANDOLPH ST.  
HEIGHT : 197'

9. 320 N. SANGAMON ST.  
HEIGHT : 177'

10. 1150 W. LAKE ST.  
HEIGHT : 325'

11. 300 N. GREEN ST.  
HEIGHT : 267', 280'

12. 166 N. ABERDEEN ST.  
HEIGHT : 235'

13. 215 N. PEORIA ST.  
HEIGHT : 167'

14. 1230 W. WASHINGTON BLVD.  
HEIGHT : 125'

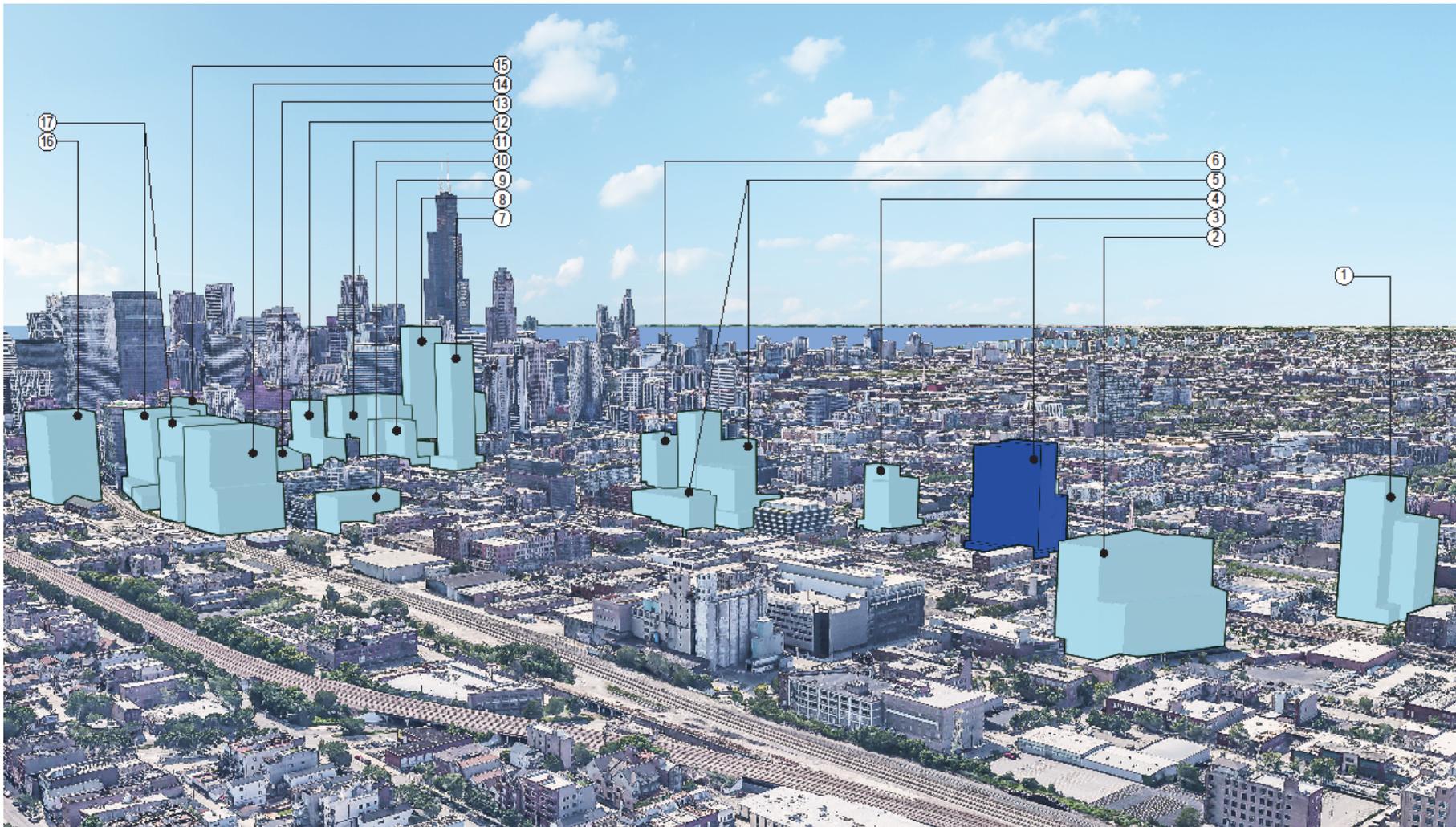
15. 800 W. FULTON MRKT.  
HEIGHT : 300'

16. 167 N. GREEN ST.  
HEIGHT : 275'

17. 906 W. RANDOLPH ST.  
HEIGHT : 495'

18. 800 W. LAKE ST.  
HEIGHT : 265'

19. 725 W. RANDOLPH ST.  
HEIGHT : 550'



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HEIGHT : 267, 280



**AERIAL RENDERING LOOKING NORTHWEST**



**AERIAL RENDERING LOOKING EAST**



**AERIAL RENDERING LOOKING SOUTHEAST**

# Pedestrian Context



PROPOSED STREET LEVEL CONDITION: CORNER OF RANDOLPH AND ELIZABETH LOOKING NORTHWEST



EXISTING STREET LEVEL CONDITION

# Pedestrian Context

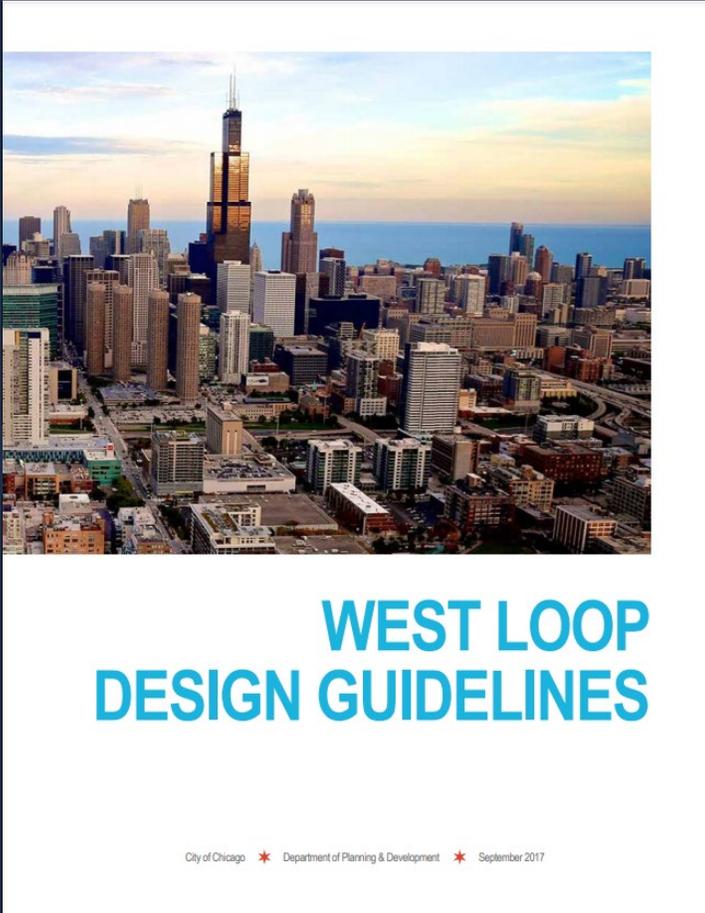


PROPOSED STREET LEVEL CONDITION: ELIZABETH STREET LOOKING WEST



EXISTING STREET LEVEL CONDITION

# ★ Planning Context



## WEST LOOP DESIGN GUIDELINES

- Published September 2017
- By the Department of Planning & Development
- Goal: Maintain and strengthen the character of West Loop
- Provides guidelines for tall building design such as implementing setbacks and provided height transitions to maintain an approachable human scale.
- Establishes a trajectory for Randolph Street as a commercially developed, green, and pedestrian friendly corridor through the West Loop and Near West Side neighborhoods

# ★ Planning Context



## FULTON MARKET INNOVATION DISTRICT PLAN

- Adopted in 2014; Updated in 2021
- By the Department of Planning & Development
- Aims to:
  - Promote mixed-use and mixed income developments
  - Improve access for all transportation modes
  - Protect and enhance historical and cultural assets





# Project Timeline + Community Outreach

## **TIMELINE:**

- PD Filing: 11/16/2020
- Community Meeting: 12/01/2020
- WCA: 10/21/2020
- WLCO: 11/10/2020
- NOWL: 11/09/2020

## **ADDRESSED COMMUNITY FEEDBACK:**

- Added 3 bedroom units to address lack of these sized units
- Will hire a local artist for building artwork in key amenity areas
- Enlarged the dog run
- Upgraded tree grates to planters on Elizabeth
- Created 1,800 SF of affordable retail space on first floor (20% of 9,000 SF total, or 1,800 SF) for local or minority shop keepers to stay in the neighborhood
- Exceed the sustainable development policy by sponsoring a Divvy Station
- Exceed the sustainable development policy by providing a minimum of 50% green roof coverage

## ADDRESSED DPD FEEDBACK:

- Modifications were made to the tower panel rhythm to create more dynamic elevations
- Balconies were shifted to create a more harmonious and balanced appearance.
- The terrace level was changed to improve the building's massing proportions.
- The transition of the sliding boxes which are highlighted by the balconies are now incorporating new vertical metal fins to tie the design together in a very delicate way.
- The podium of the building was redesigned to strengthen architectural alternations between brick and glass bays.
- A vertically striped black frit pattern was added to the parking level to screen the cars and interior spaces.
- A trellis was added to the podium terrace for composition and programmatic purposes.

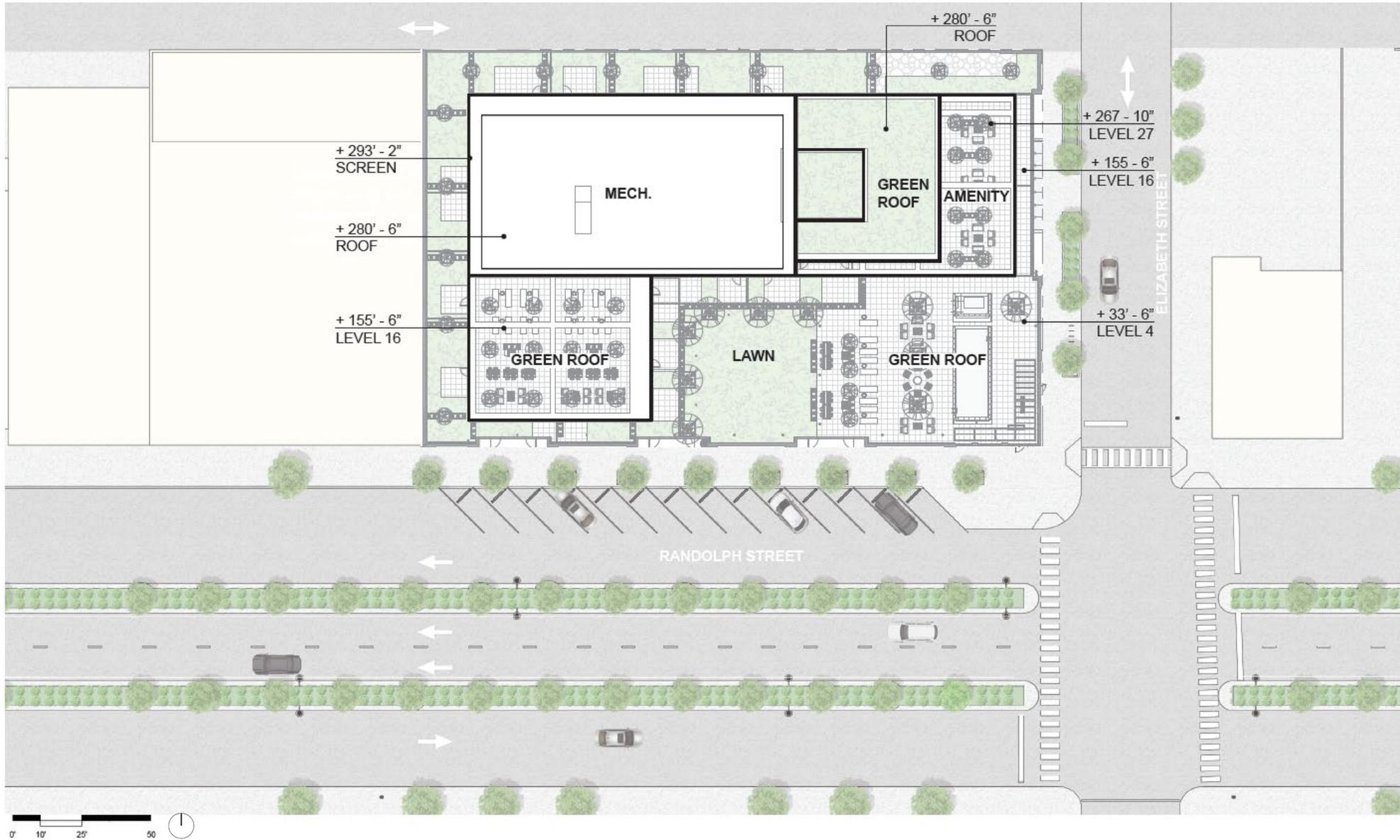


ORIGINAL DESIGN

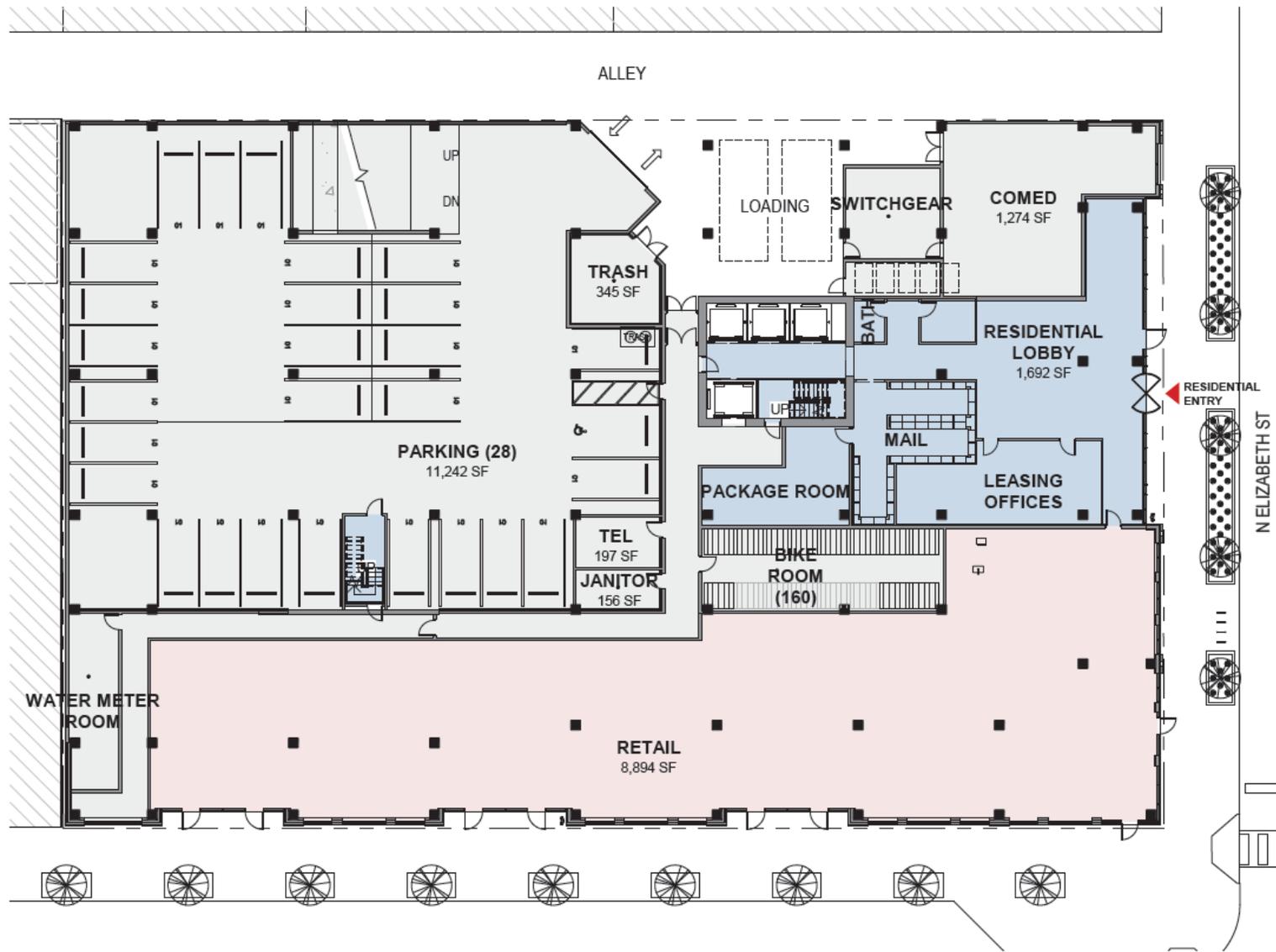


AFTER FEEDBACK ADDRESSED

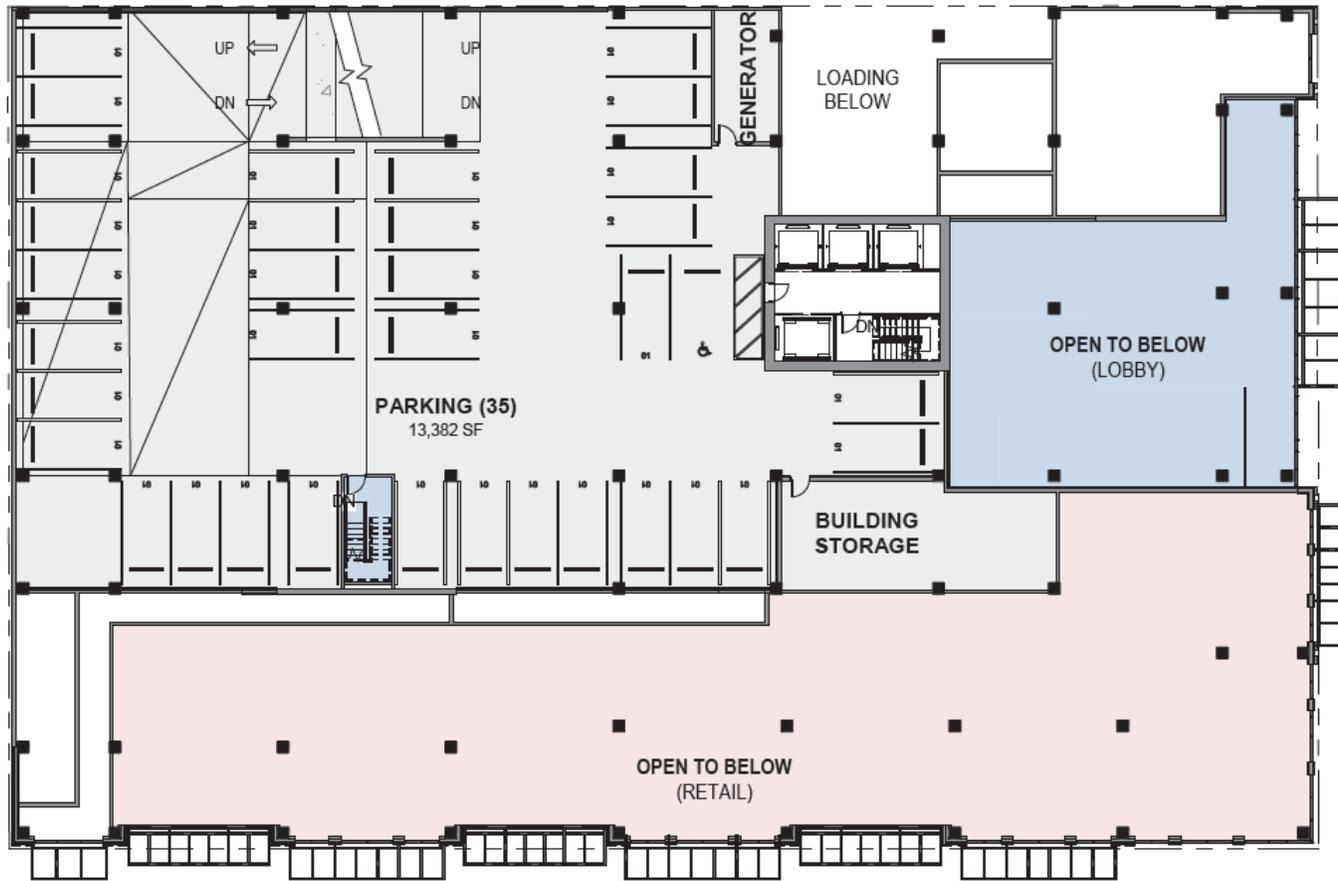




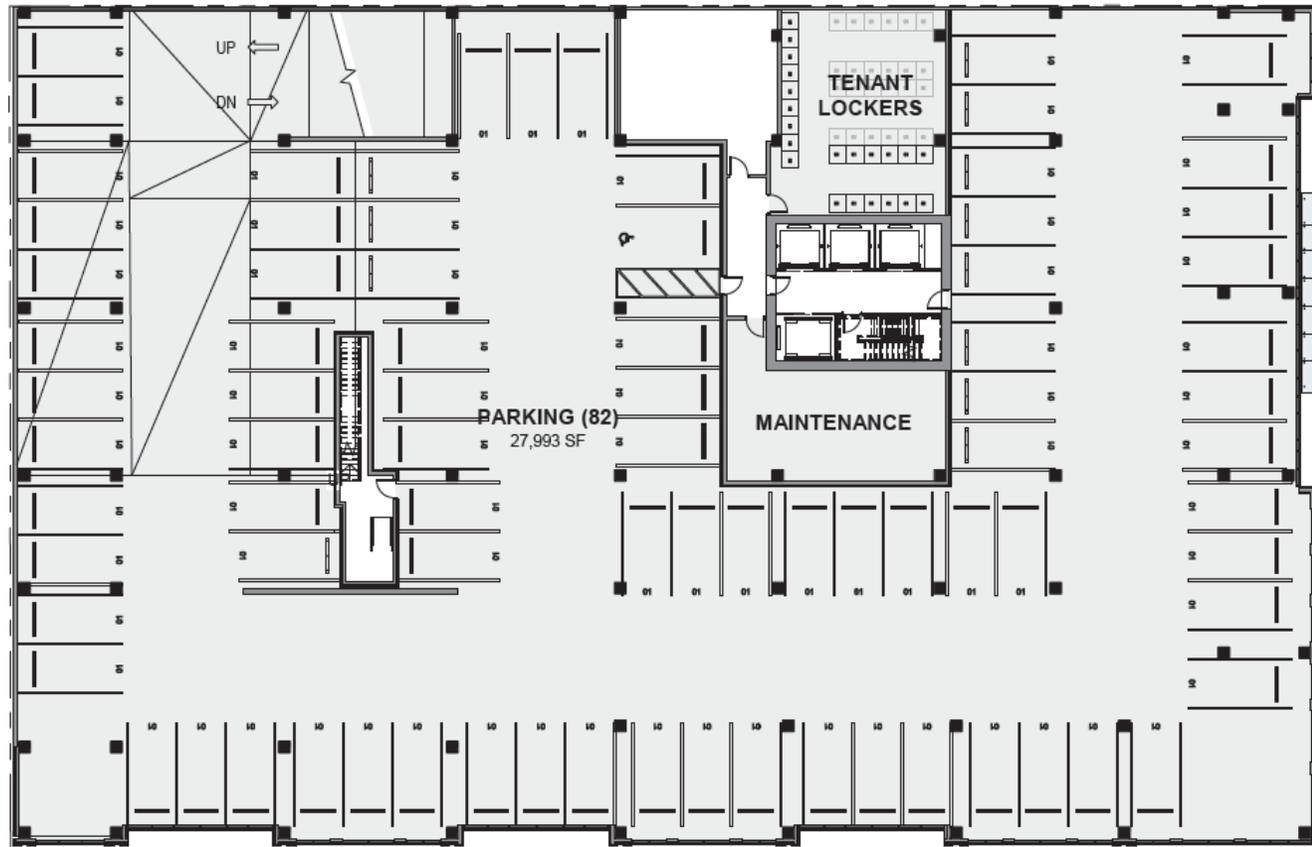
**SITE + ROOF PLAN**



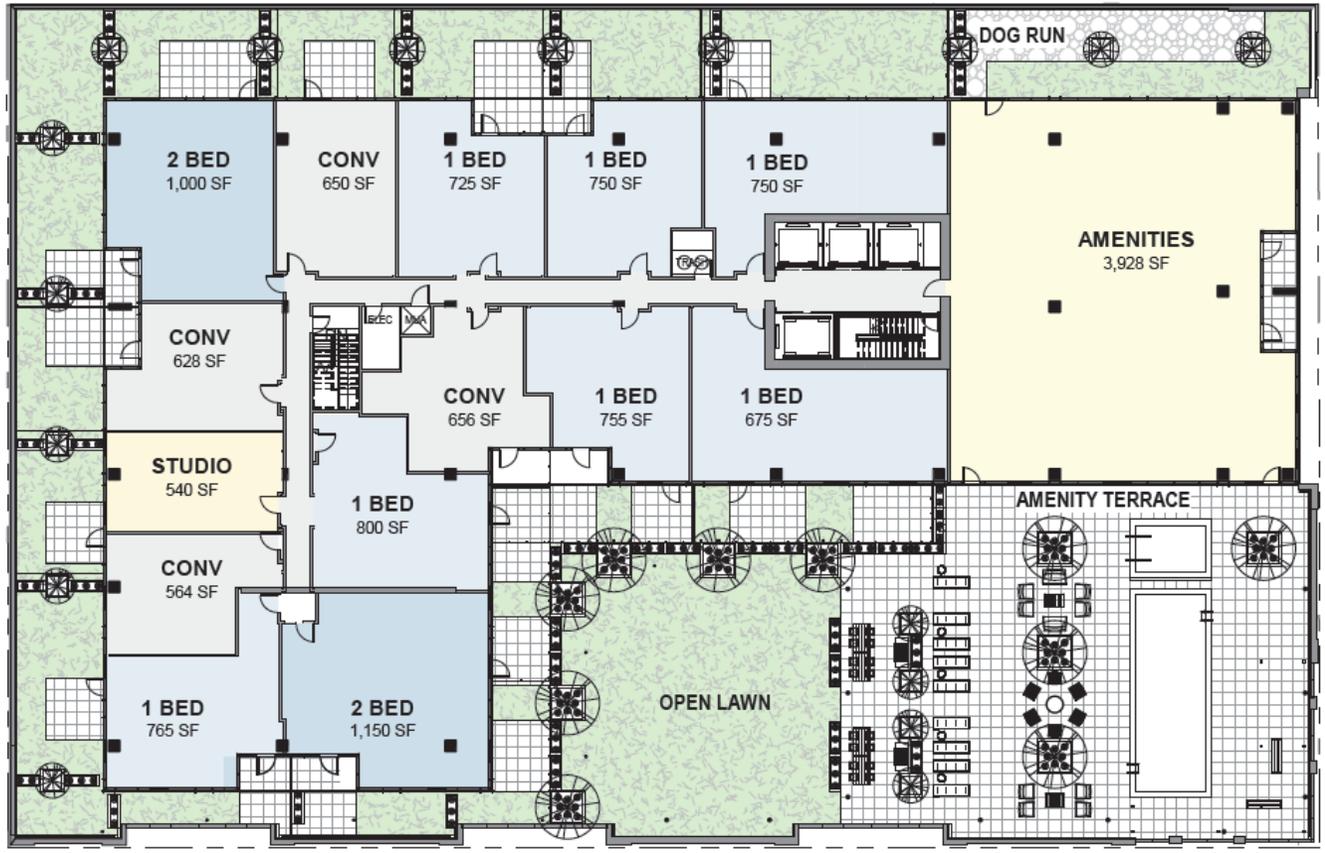
# LEVEL 1 FLOOR PLAN



# LEVEL 2 PARKING FLOOR PLAN

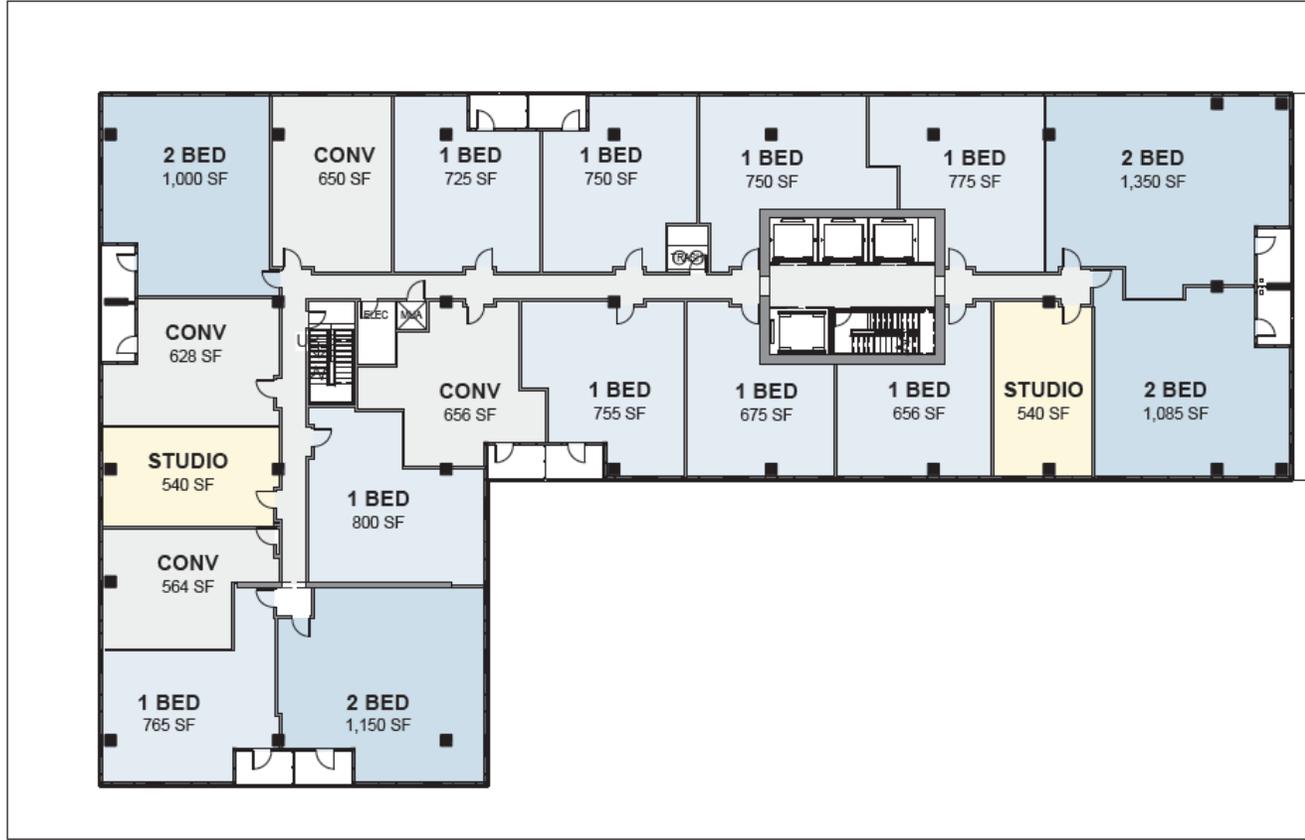


# LEVEL 3 PARKING FLOOR PLAN



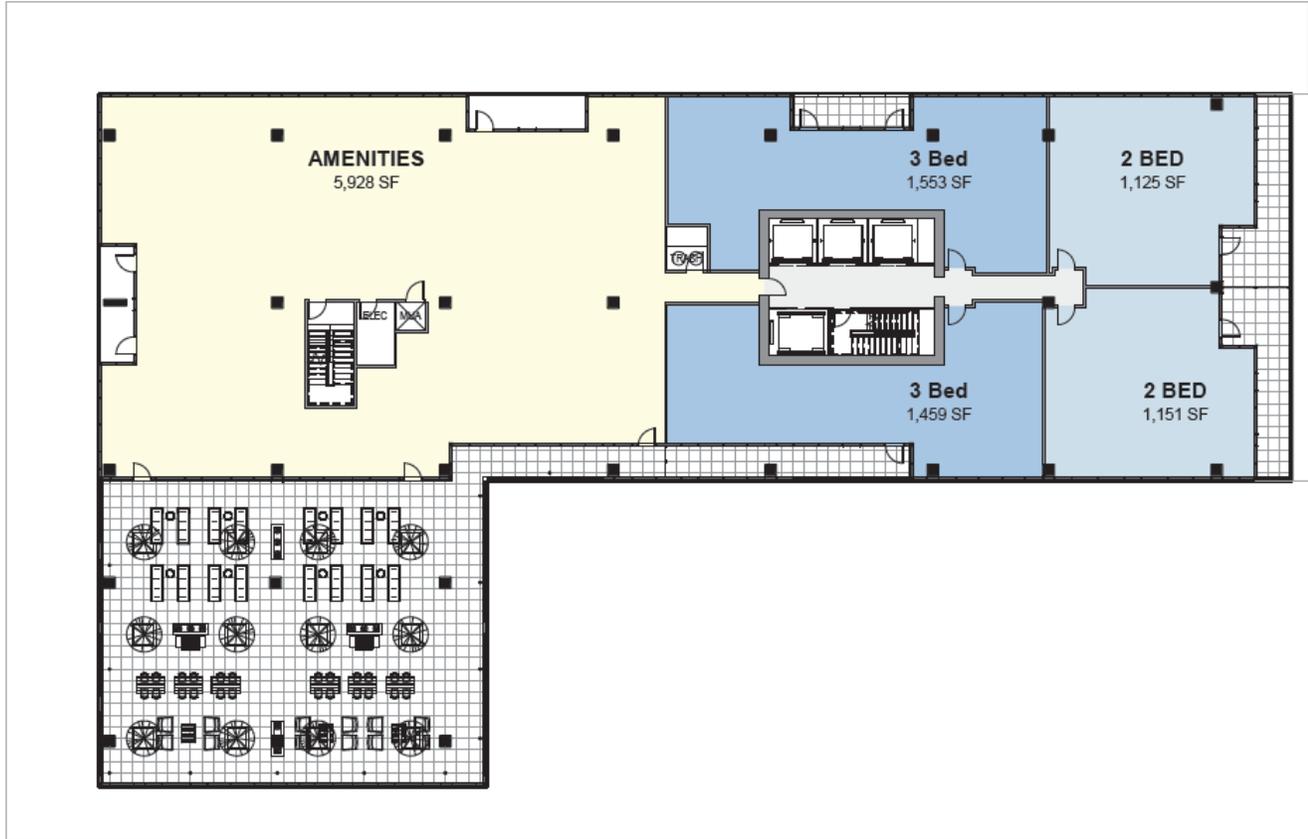
Unit Type	SF Range	Number	% of Unit	Zoning Unit Type
Studio	540-565	55	14.7%	Efficiency
Conv	635-695	78	20.8%	Efficiency
1 Bed	656-825	151	40.3%	Dwelling
2 Bed	1000-1350	89	23.7%	Dwelling
3 Bed	1450	2	0.5%	Dwelling
<b>Total</b>		<b>375</b>	<b>100.0%</b>	

# LEVEL 4 FLOOR PLAN



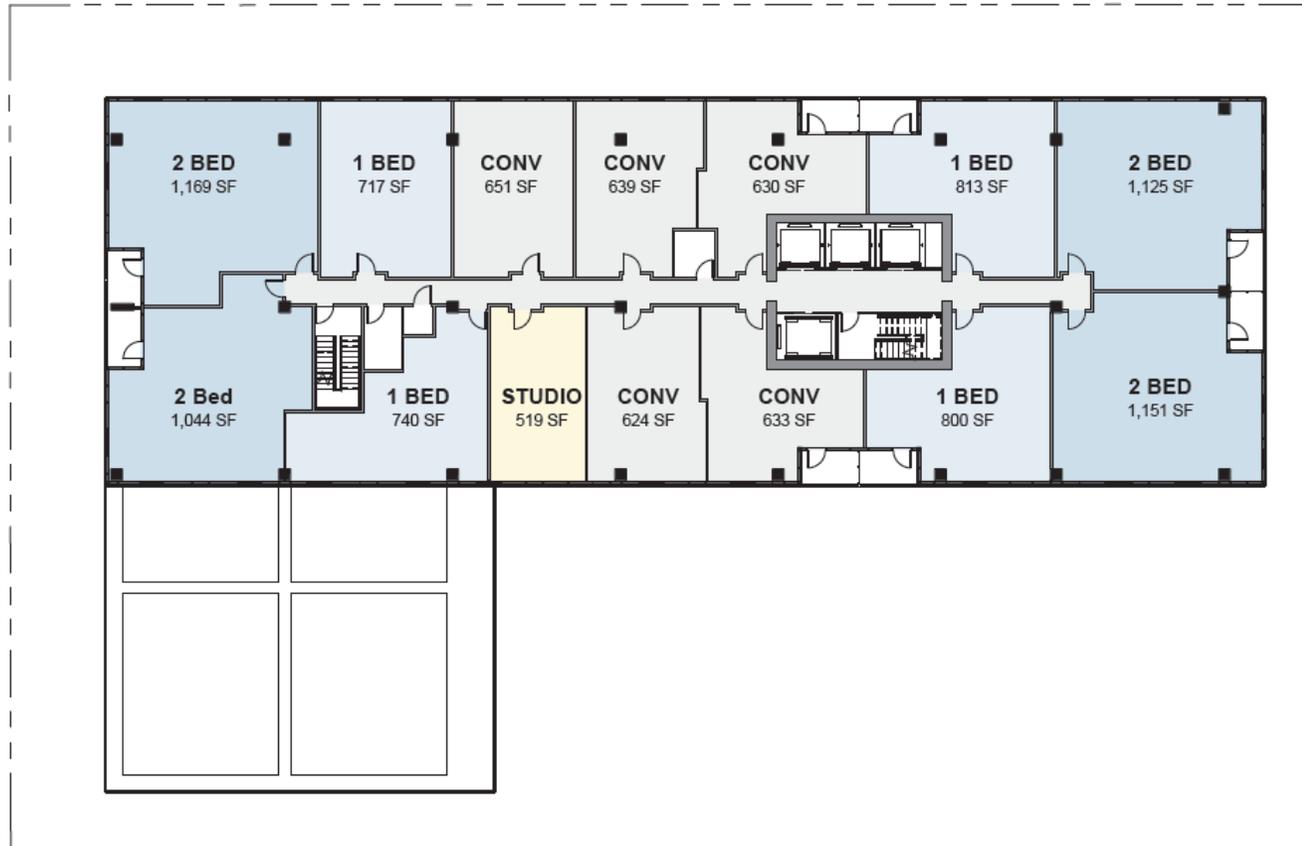
Unit Type	SF Range	Number	% of Unit	Zoning Unit Type
Studio	540-565	55	14.7%	Efficiency
Conv	635-695	78	20.8%	Efficiency
1 Bed	656-825	151	40.3%	Dwelling
2 Bed	1000-1350	89	23.7%	Dwelling
3 Bed	1450	2	0.5%	Dwelling
<b>Total</b>		<b>375</b>	<b>100.0%</b>	

# LEVEL 5-15 TYPICAL FLOOR PLAN



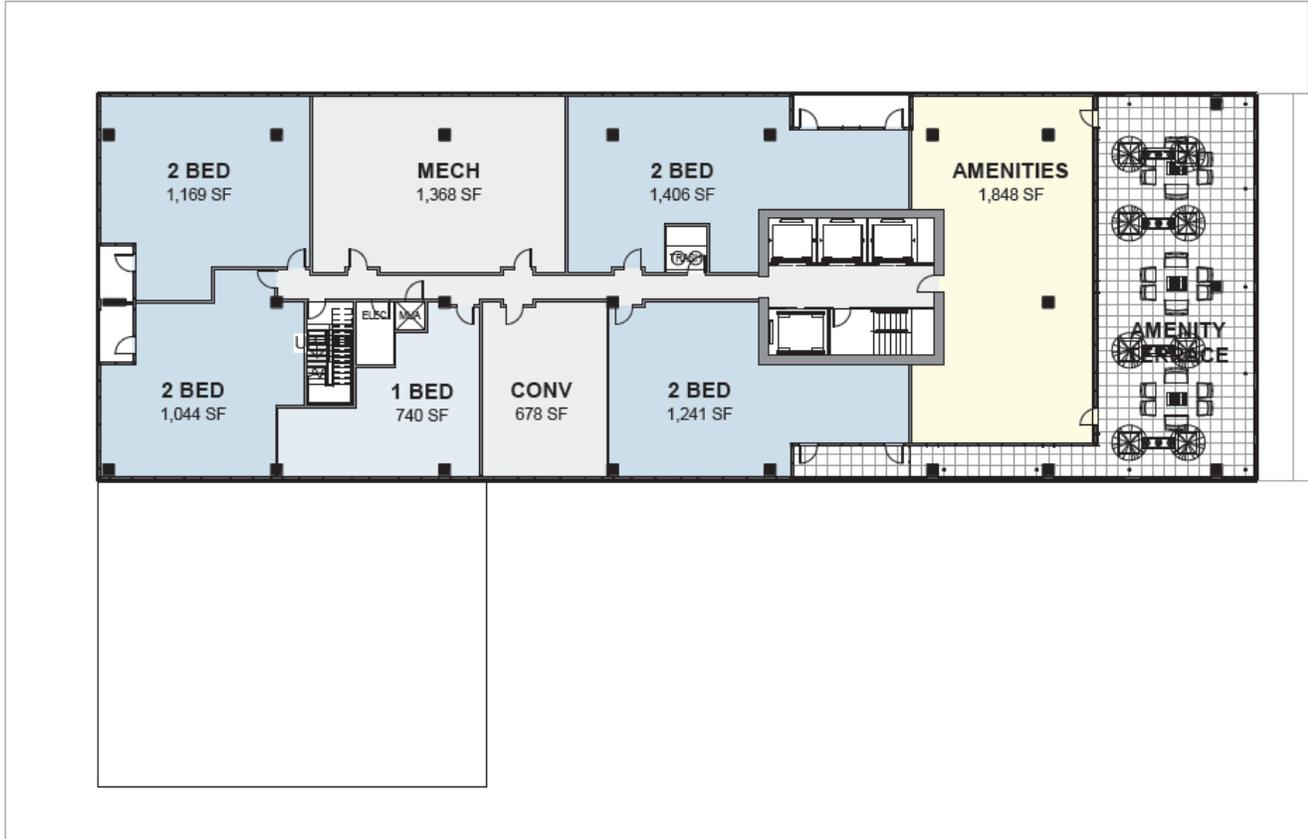
Unit Type	SF Range	Number	% of Unit	Zoning Unit Type
Studio	540-565	55	14.7%	Efficiency
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3 Bed	1450	2	0.5%	Dwelling
<b>Total</b>		<b>375</b>	<b>100.0%</b>	

# LEVEL 16 FLOOR PLAN



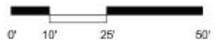
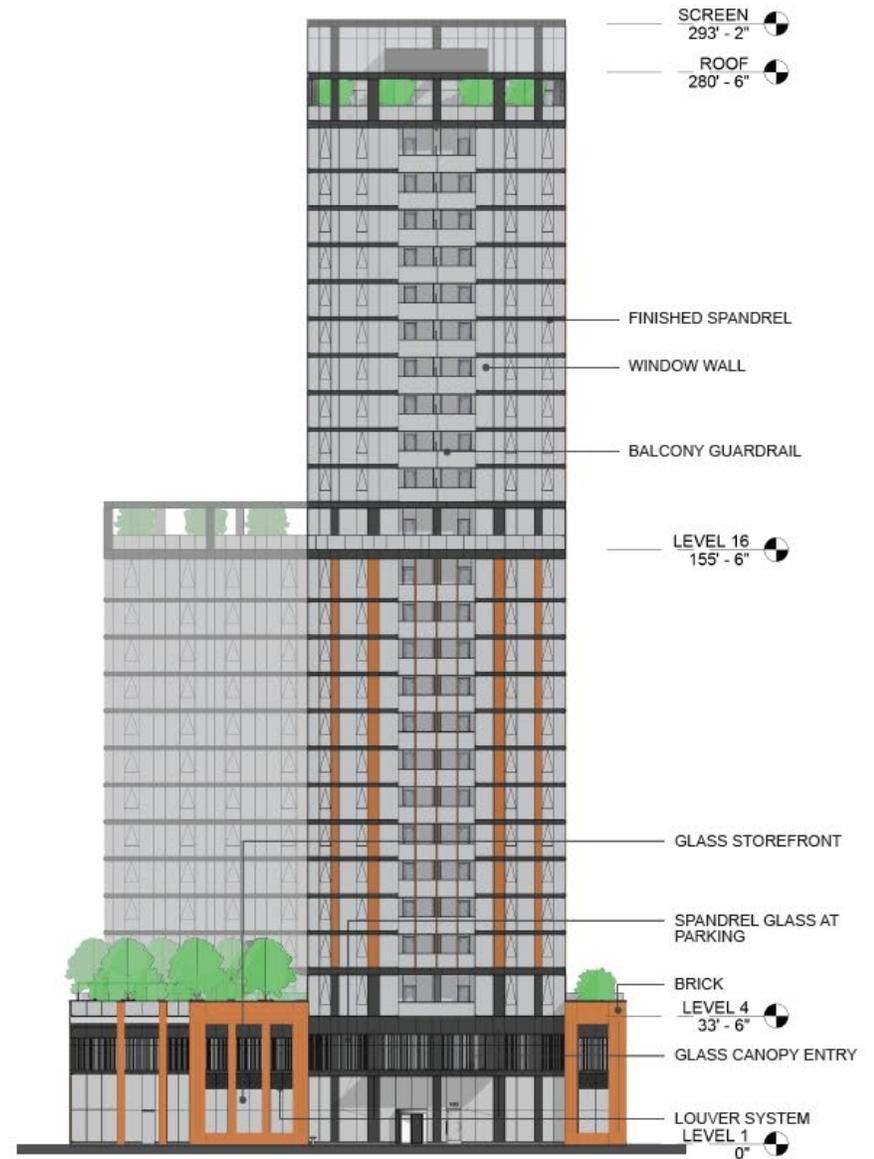
Unit Type	SF Range	Number	% of Unit	Zoning Unit Type
Studio	540-565	55	14.7%	Efficiency
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3 Bed	1450	2	0.5%	Dwelling
<b>Total</b>		<b>375</b>	<b>100.0%</b>	

# LEVEL 17-26 TYPICAL FLOOR PLAN

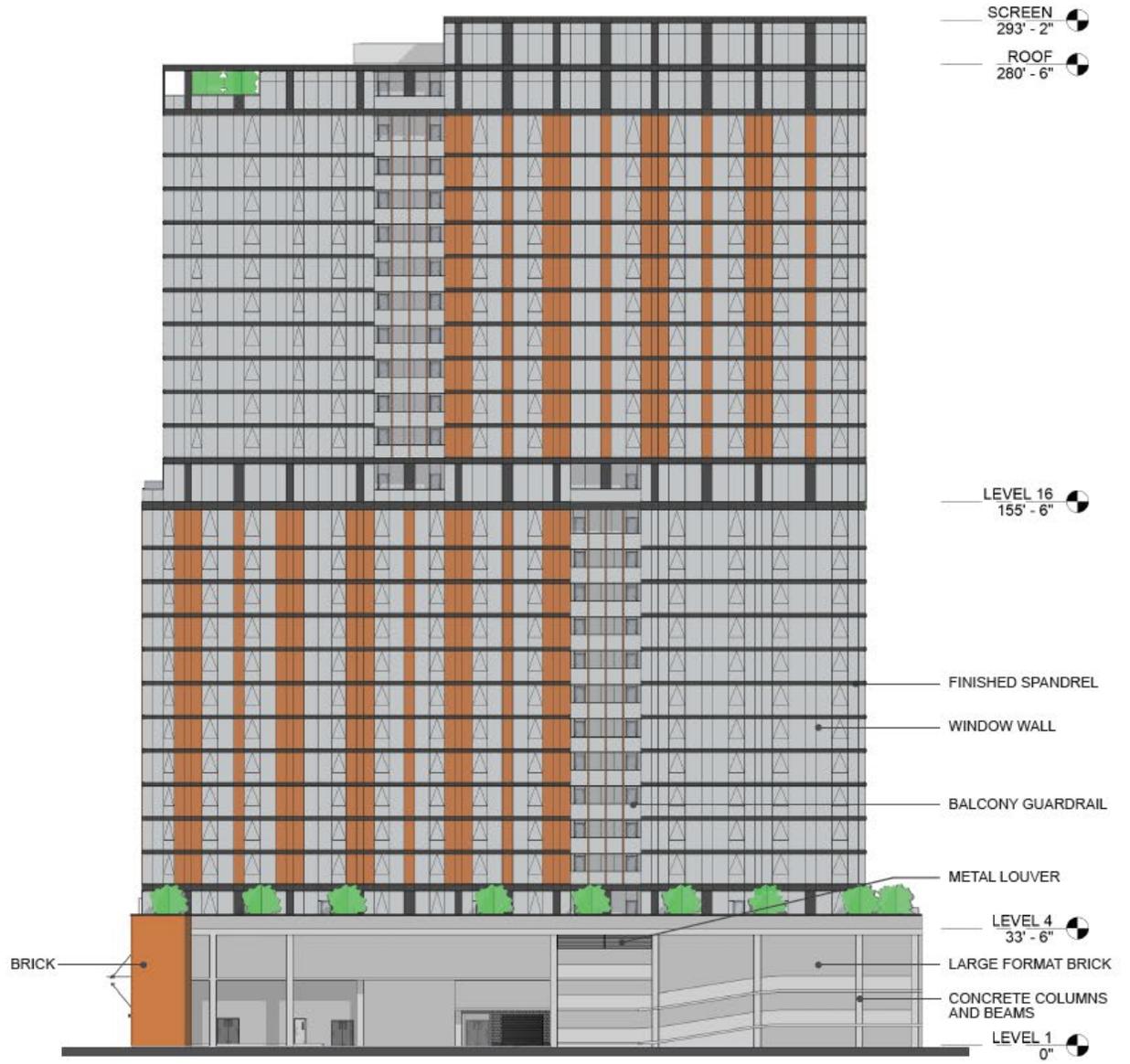
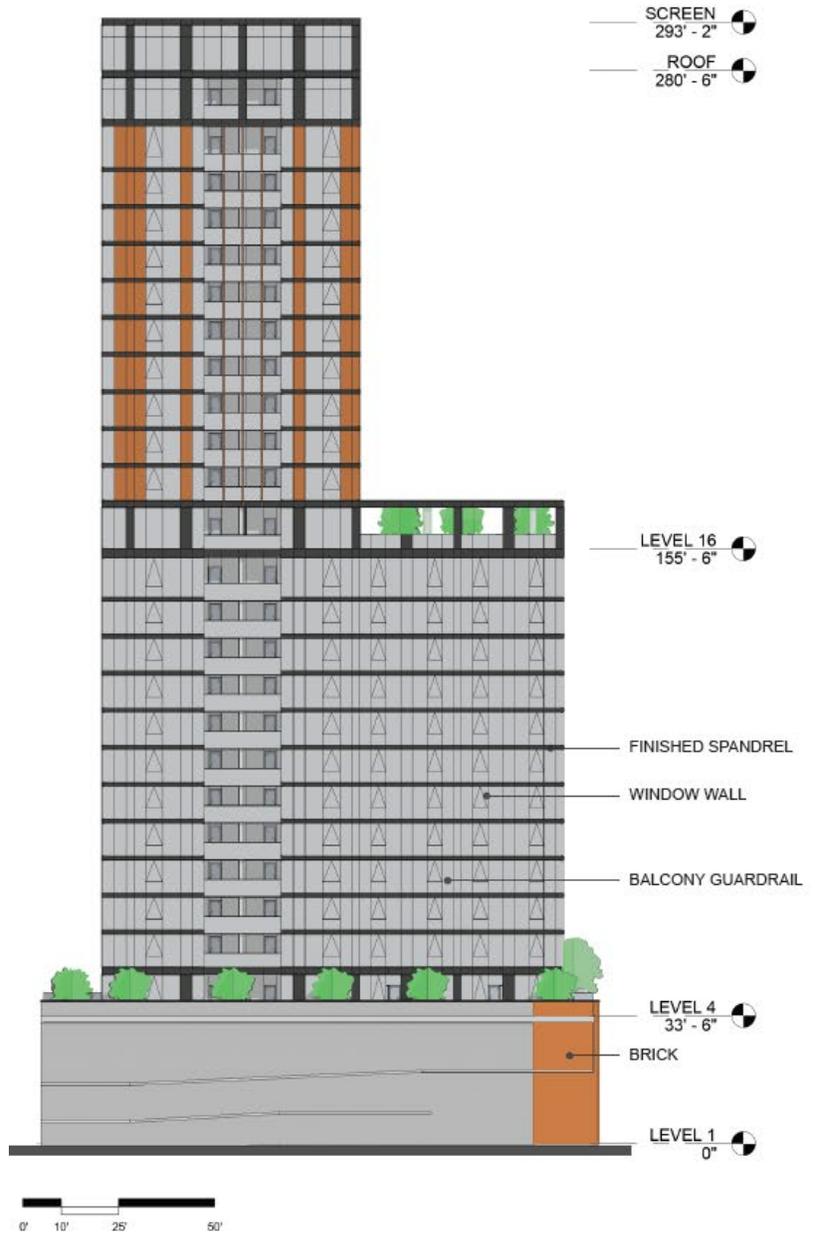


Unit Type	SF Range	Number	% of Unit	Zoning Unit Type
Studio	540-565	55	14.7%	Efficiency
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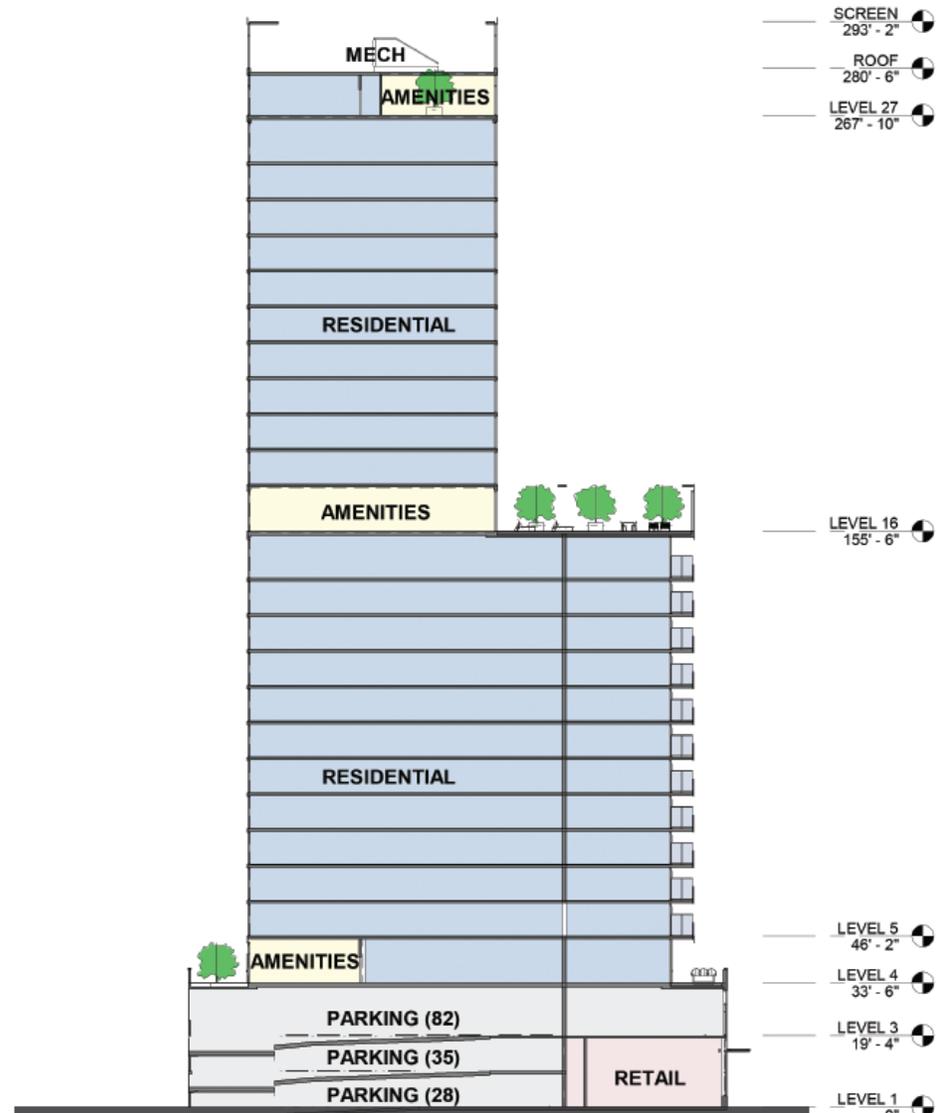
# LEVEL 27 FLOOR PLAN



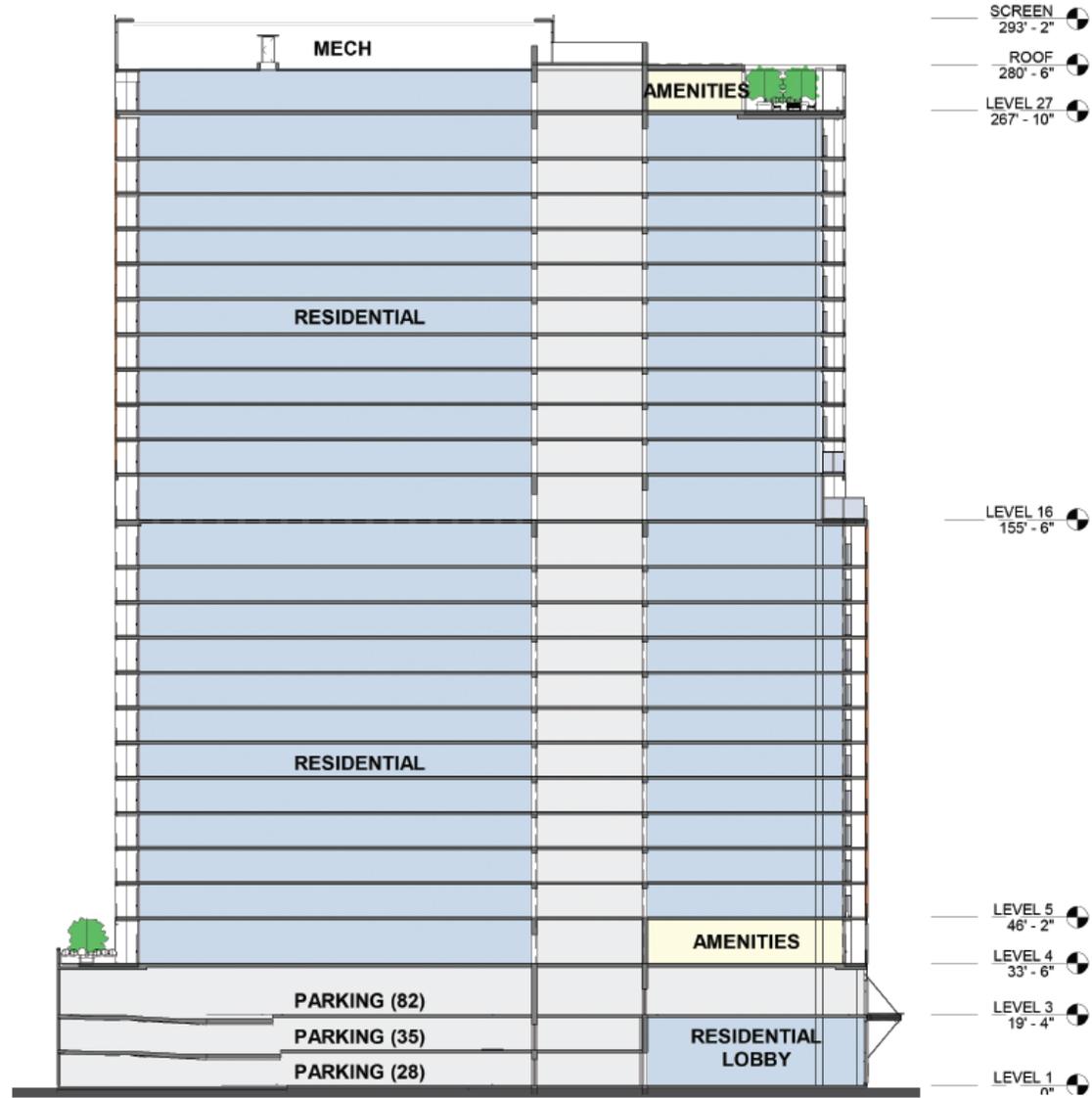
# BUILDING ELEVATIONS - SOUTH AND EAST



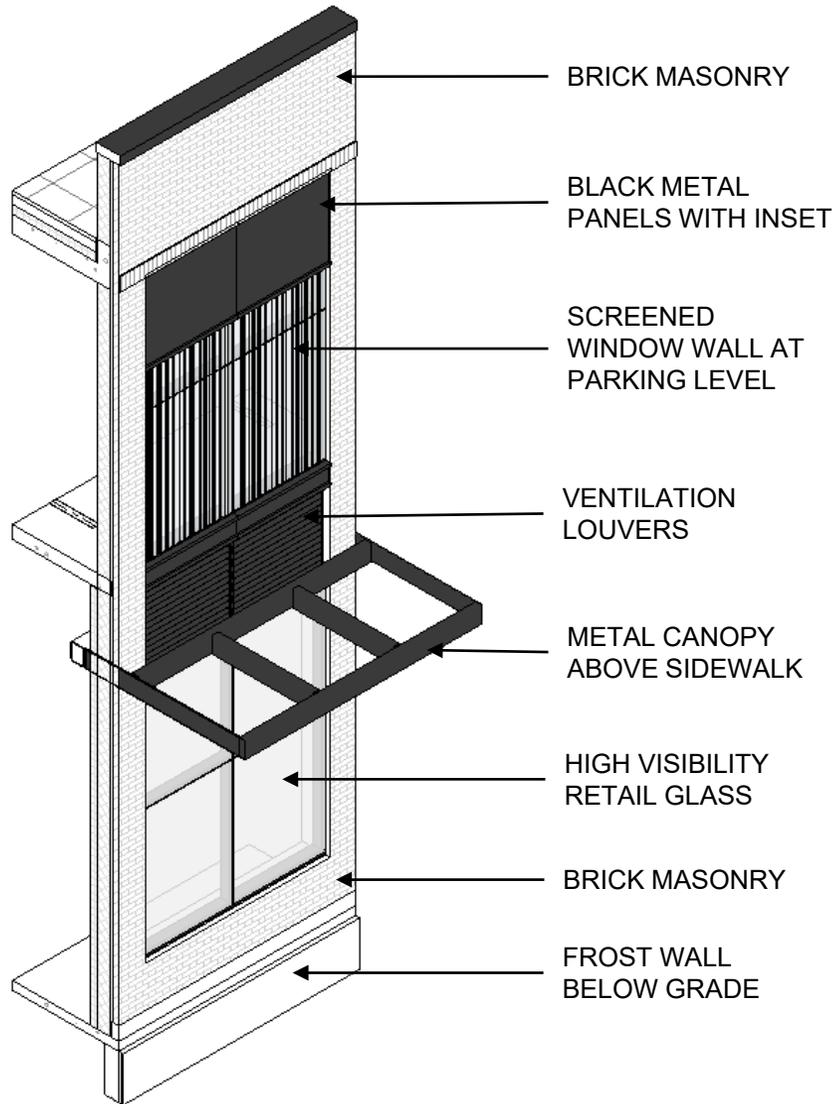
**BUILDING ELEVATIONS - WEST AND NORTH**



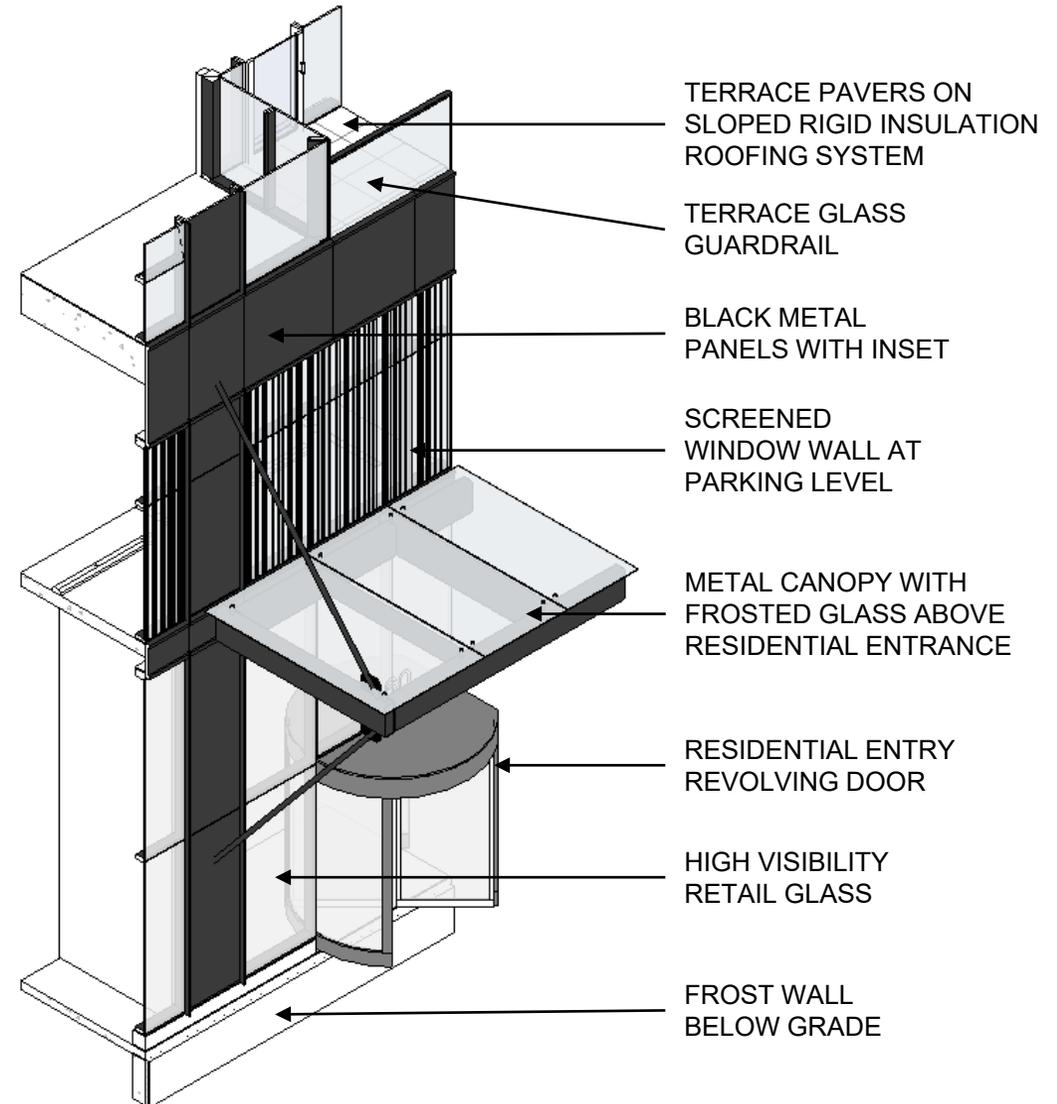
# BUILDING SECTION - NORTH-SOUTH



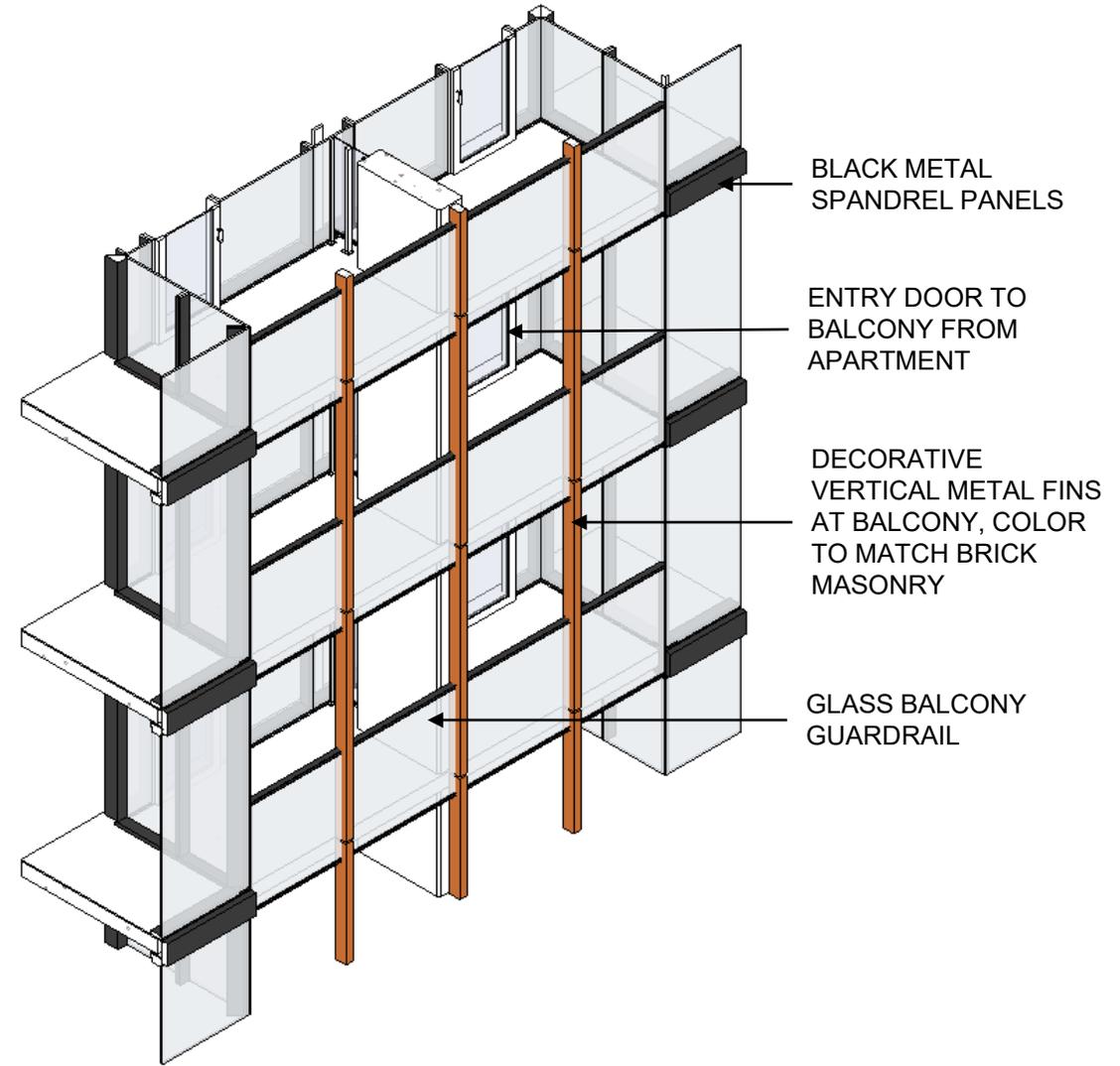
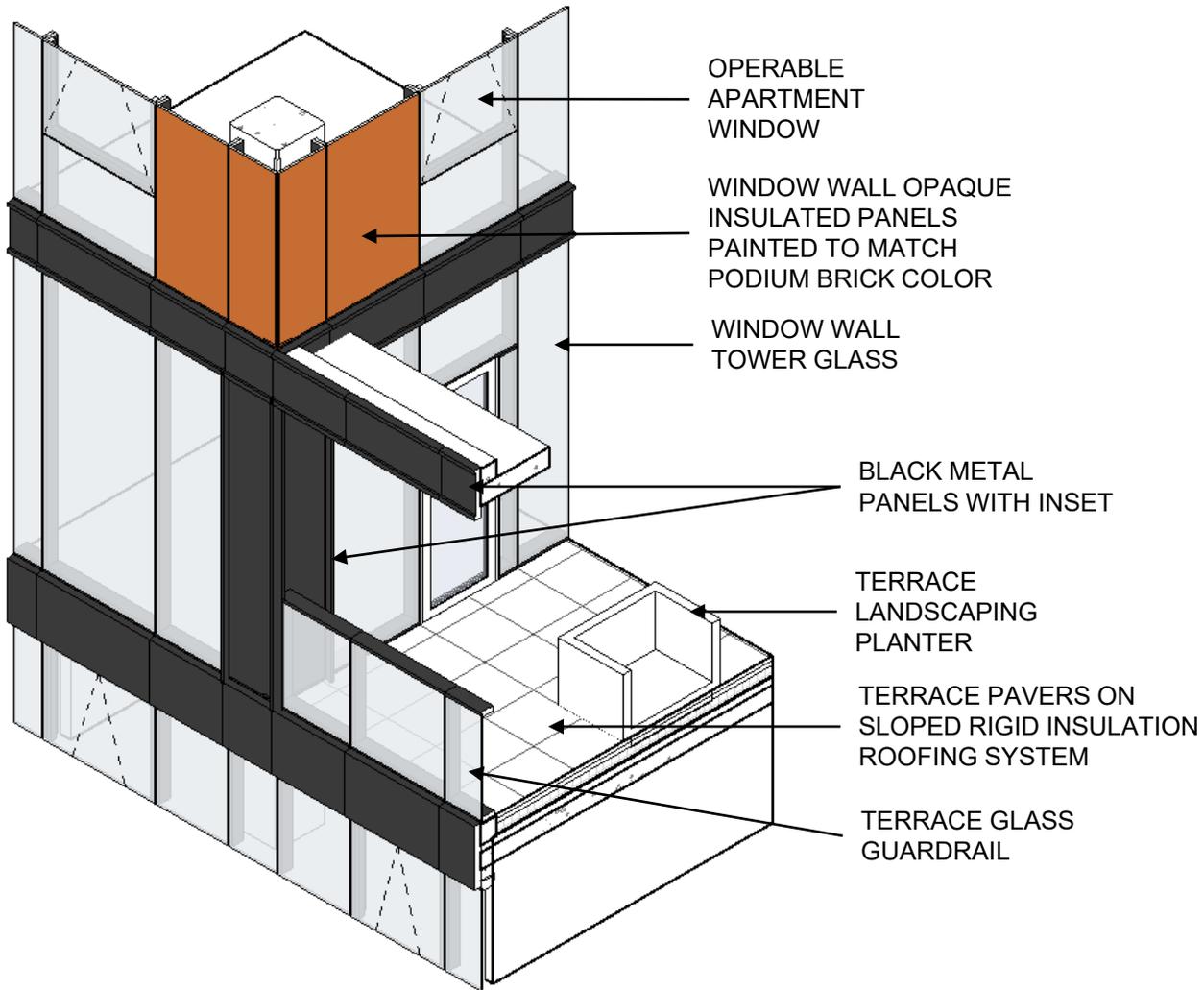
# BUILDING SECTION – EAST-WEST



TYPICAL PODIUM AXON SECTION

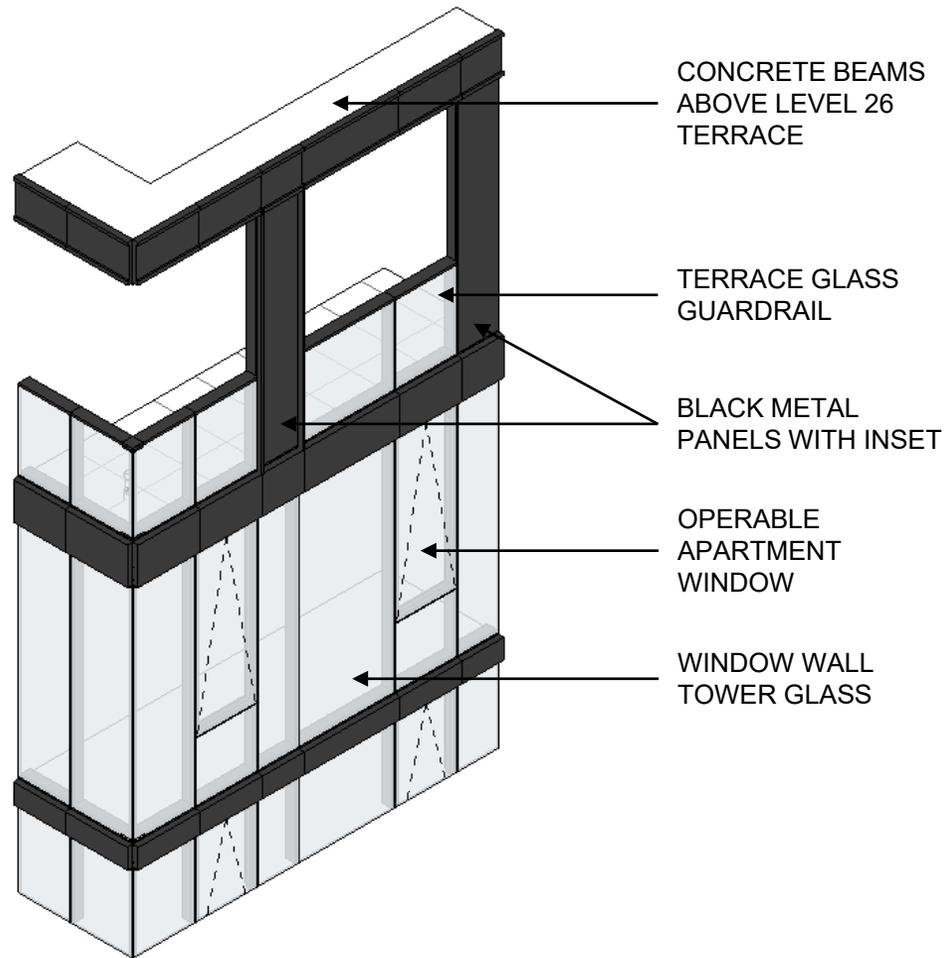


RESIDENTIAL ENTRANCE AXON SECTION

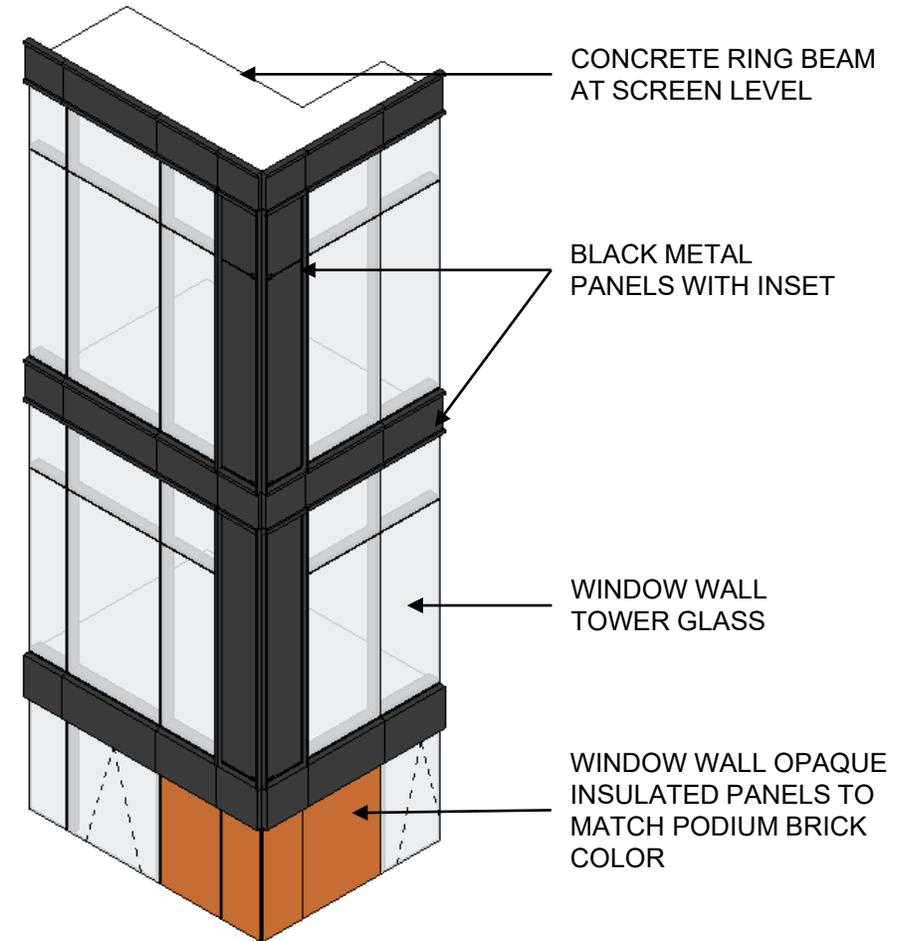


TYPICAL TOWER TERRACE AXON SECTION

TYPICAL BALCONIES AXON SECTION



TOP OF BUILDING TERRACE AXON SECTION



TYPICAL TOP OF BUILDING AXON SECTION

Traffic Study and Parking Analysis  
**160 North Elizabeth Street**  
**Proposed Residential Development**

Chicago, Illinois



Prepared For:

**Moceri + Roszak**



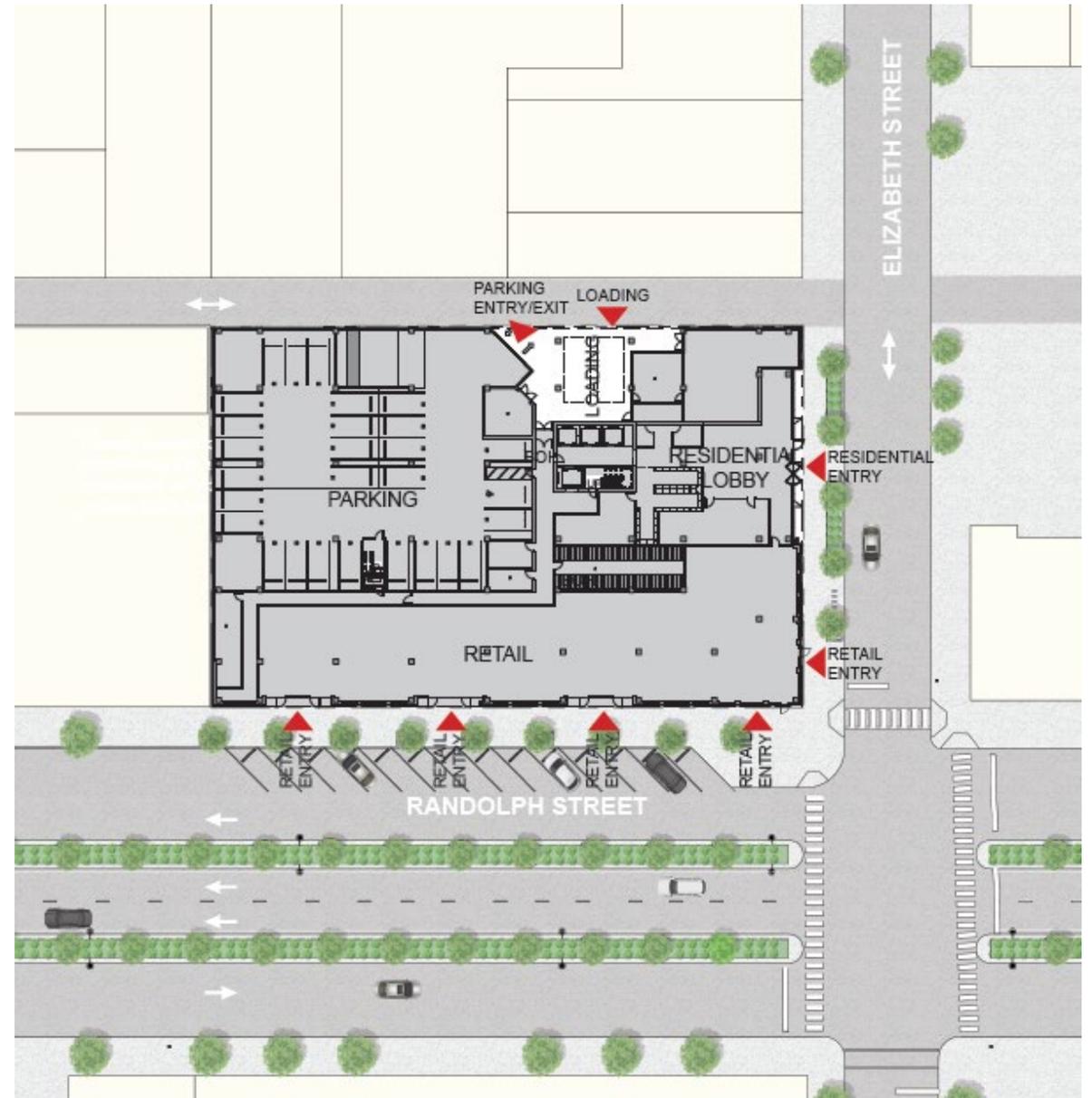
March 10, 2021

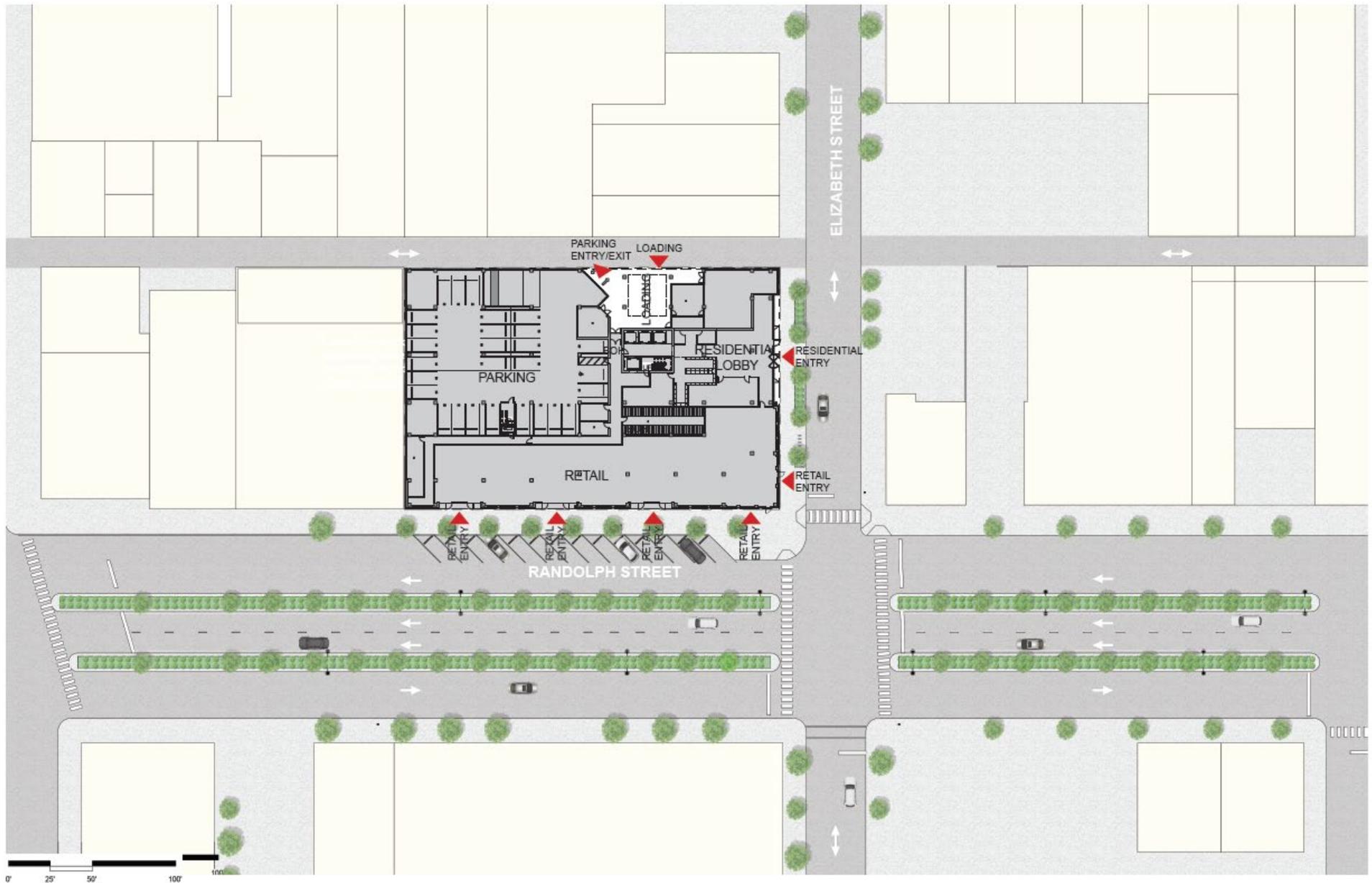
## TRAFFIC STUDY FINDINGS AND RECOMMENDATIONS:

- The development's 144 parking spaces should be sufficient to meet the peak parking demand of the residents, given the development's characteristics and context.
- The amount of added traffic caused by the development will be minimal due to nearby public transit and walkable destinations.
- Vehicular access to the development's loading and parking will be located on the north side of the lot at the public alley. This solution is preferable to a driveway directly contributing to traffic on Elizabeth Street and Randolph Street.
- The east-west public alley located between Randolph Street and Lake Street is proposed to be widened by four feet between Elizabeth Street and the access drive to the parking garage to improve parking and loading traffic conditions.
- The existing street system generally has sufficient reserve capacity to accommodate the additional traffic to be generated by the development and no street improvements and/or traffic control modifications are required.
- To promote sustainable modes of transportation, the development will provide indoor spaces for approximately 150 bicycles.

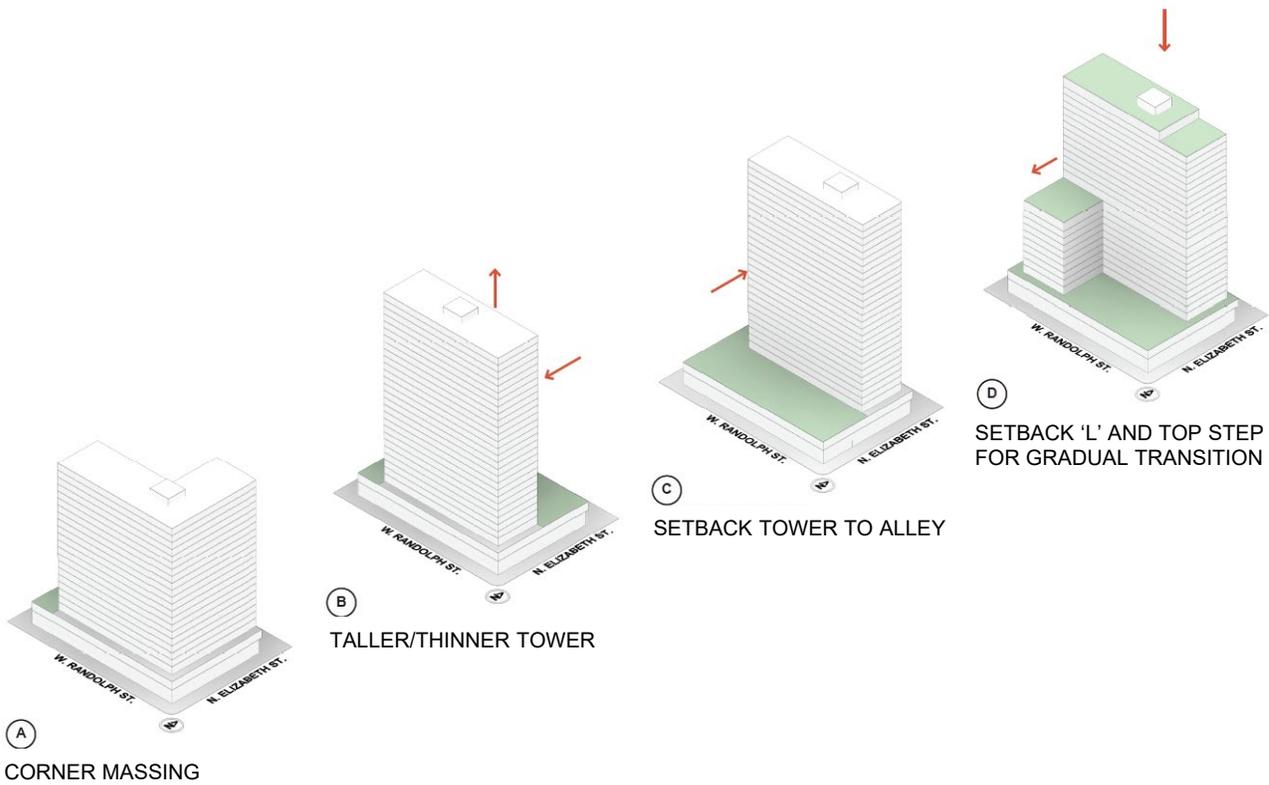
## PARKING ANALYSIS AND DESIGN:

- The development's 144 parking spaces should be sufficient to meet the peak parking demand of the residents, given the development's characteristics and context.
- The proposed development's parking design will not adversely affect traffic on adjacent streets.
- Additional parking will be available along Randolph to serve the public.
- This project will provide 3 accessible parking spaces as required within the parking garage.



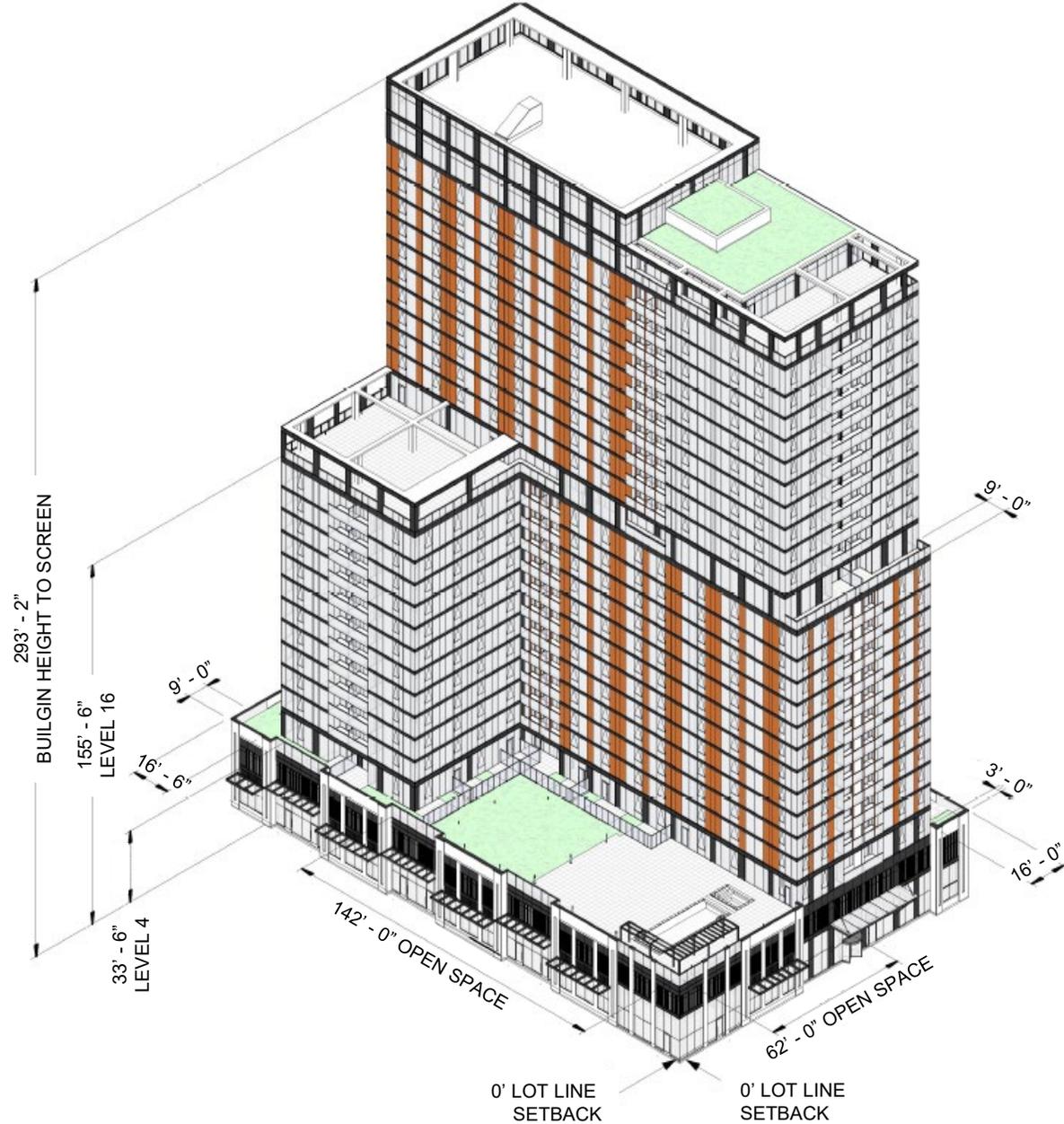


# TRANSPORTATION, TRAFFIC, AND PARKING



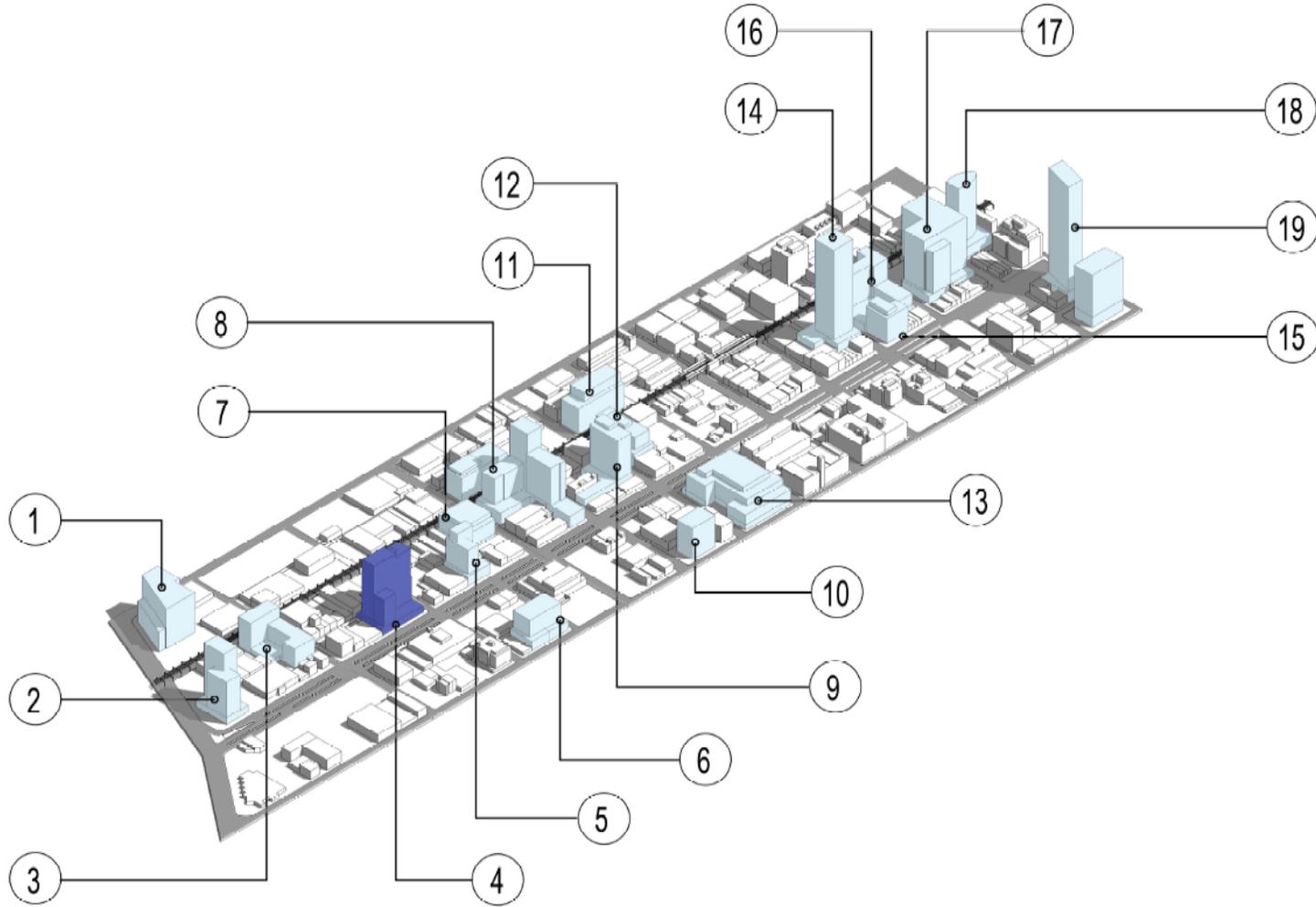
## MASSING AND DESIGN:

- The tower design is set back from Randolph and Elizabeth to provide sunlight.
- Multiple massing setbacks allow the building to transition elegantly across the site and in context with the larger neighborhood.



# MASSING AND DESIGN:

- The development is designed in a thoughtful manner that does not disrupt the existing character of the neighborhood, and creates a high-quality public realm.
- The goal of the building’s design is to encourage human-scale design including streetwall preservation, maintaining sidewalk width along both Randolph and Elizabeth, providing elegant setbacks from property lines, and setback of the building from the base.
- The design encourages positive interaction between pedestrians and our building. The taller and thinner stepped tower design allows for greater solar access and open space at the street level.
- The building’s design specifically addresses optimum transitions of building height within this neighborhood, including a variety of building heights, and a “stepping back” of the height of the building from the property line into the site.



1. 1375 W. FULTON ST.  
HEIGHT: 190'
2. 1400 W. RANDOLPH ST.  
HEIGHT: 282'
3. 180 N. ADA ST.  
HEIGHT: 143'
4. 160 N. ELIZABETH ST.  
HEIGHT: 292'-8"
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HEIGHT: 197'
6. 1230 W. WASHINGTON BLVD.  
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HEIGHT: 104'
8. 1150 W. LAKE ST.  
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17. 167 N. GREEN ST.  
HEIGHT: 275'
18. 730 W. COUCH ST.  
HEIGHT: 313'
19. 725 W. RANDOLPH ST.  
HEIGHT: 550'

**PER CHECKLIST:**

1.1.1 Promote architectural and urban design excellence by substantially adhering to the West Loop Design Guidelines. Encourage high quality and innovative design of new buildings within the West Loop without prescriptive as to building style.

1.1.9 Meet or exceed the requirements of the Sustainable Development Policy.

1.5.4 Balconies located on primary building facades should be inset and integrated into the facade design.

1.6.2 Design excellence should be incorporated into the selection of high quality and innovative building material and detailing.

3.4.1 Randolph Street should continue to be developed as a commercial and retail corridor and the existing retail and restaurant character should be preserved. Tall residential buildings located along Randolph Street should be set back towards the center of the block and not front directly on Randolph Street.



AERIAL RENDERING LOOKING NORTHWEST

5.1.1 Locate loading docks off the public alley to minimize pedestrian conflicts where feasible.

1.5.1 Building entrances should be easily identifiable from the street and special architectural treatments that highlight the entry location are encouraged.

1.1.4 Strengthen and reinforce the desirable urban features within the West Loop such as block structure, streetwall continuity, building orientation, massing, design, and streetscape characteristics.

**AS PER 17-8-905:**

The development will reinforce safe and attractive walkways and pedestrian routes of adequate widths.

Newly designed street-level retail spaces at street-level within the building are introduced to accommodate active uses or to otherwise engage pedestrian interest.

Each wall adjacent to sidewalks will provide architectural elements such as clear, non-reflective windows to interior lobby and retail spaces to promote a stimulating pedestrian friendly environment.

All public entrances to the building will be articulated by overhead canopies. Additionally, the podium tectonics will yield to the tower's east face at ground level to emphasize the residential lobby entrance.



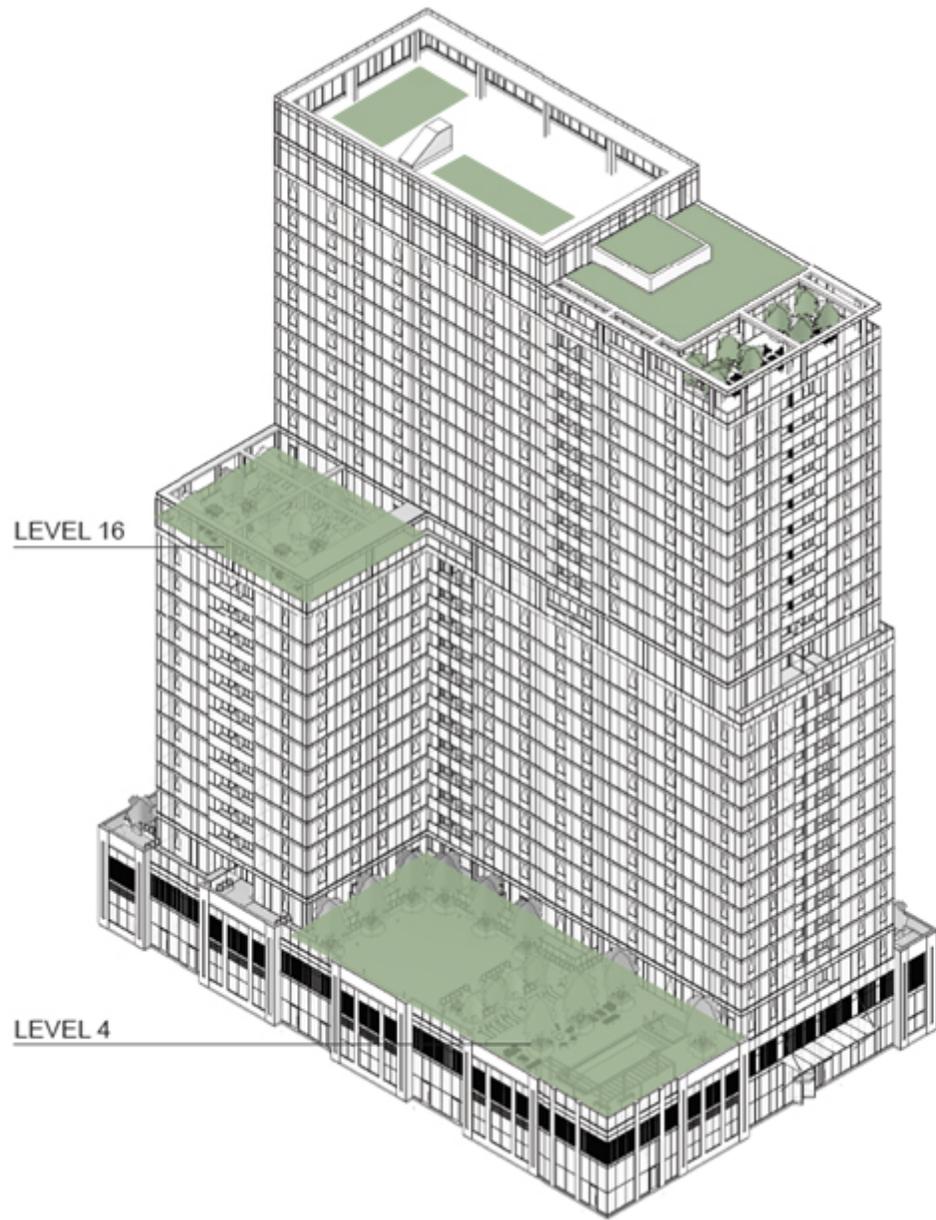
**AS PER 17-8-906:**

The building will be oriented to create active and continuous street walls which align with neighboring buildings.

Establishing a prominent retail space to hold the corner of Elizabeth Street and Randolph Street reinforces the urban fabric's ability to support an approachable and cohesive environment

Providing a more pleasant urban experience, service areas for loading, parking garage access, and dumpsters are set back and hidden under the podium, along the alley side of the building.





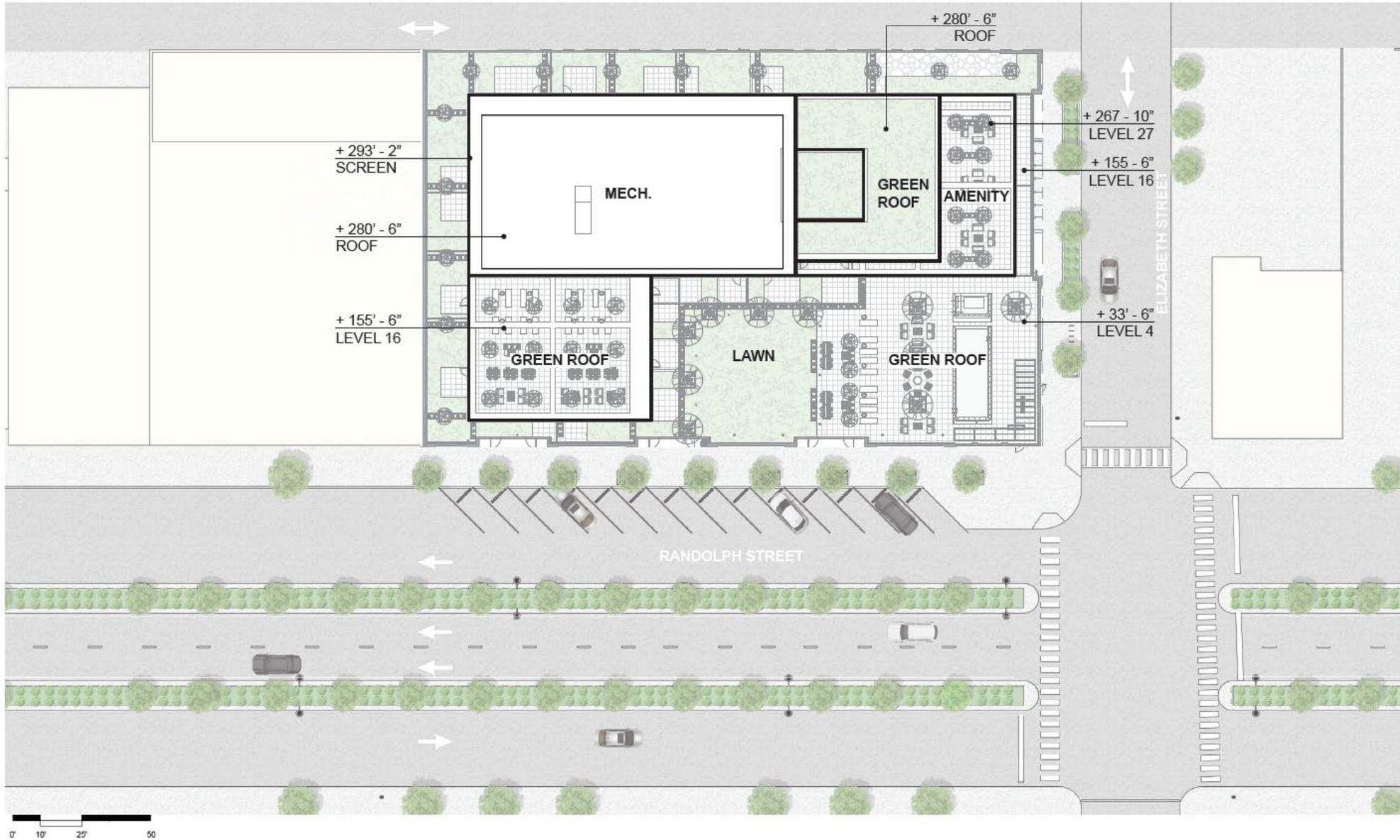
**Open Space Impact Fee**

Dwelling Unit Size	# of Units	Fee Per Unit	# of Units x Unit Fee
up to 799 sf	230	\$ 323	\$ 74,290
800 to 1,599 sf	70	\$ 626	\$ 43,820
1,600 to 2,99 sf	0	\$ 940	-
3,000 sf & up	0	\$ 1,253	-
Affordable Housing	75	\$ 100	\$ 7,500
	375		\$ 125,610

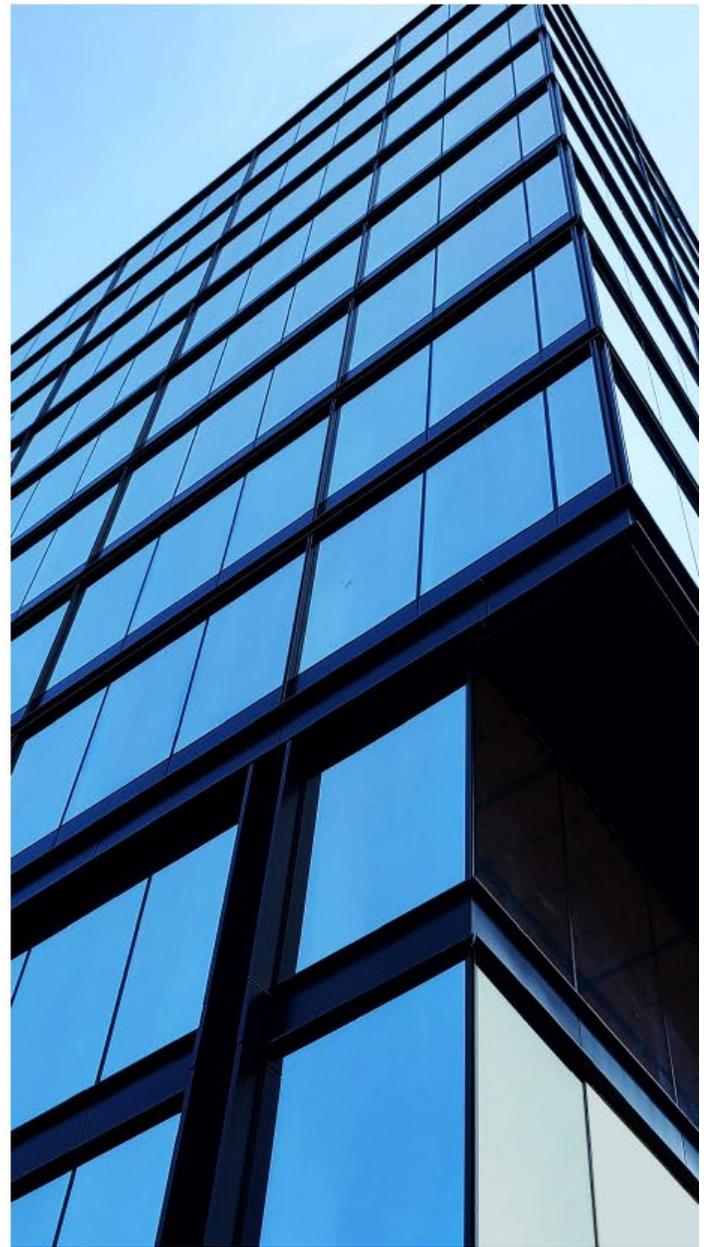
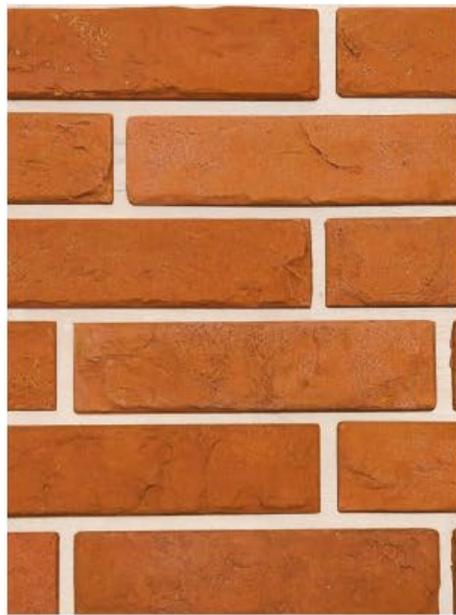
**Fee Credit for on-site open space**

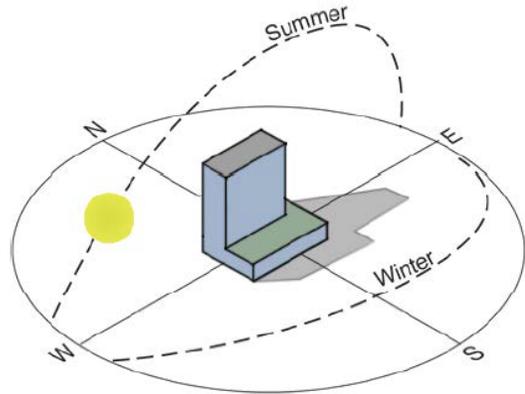
Level 4	7,868
Level 16	3,594
<b>Total</b>	<b>11,462</b>
Credit of \$313 per 87 sf	41,237

**Total Impact Fee            \$ 84,373**



**OPEN SPACE + LANDSCAPING: PARKWAY**





NATURAL DAYLIGHTING



SAVE 50%

Water-efficient washing machines reduce water consumption by up to 50%

SAVE 30%

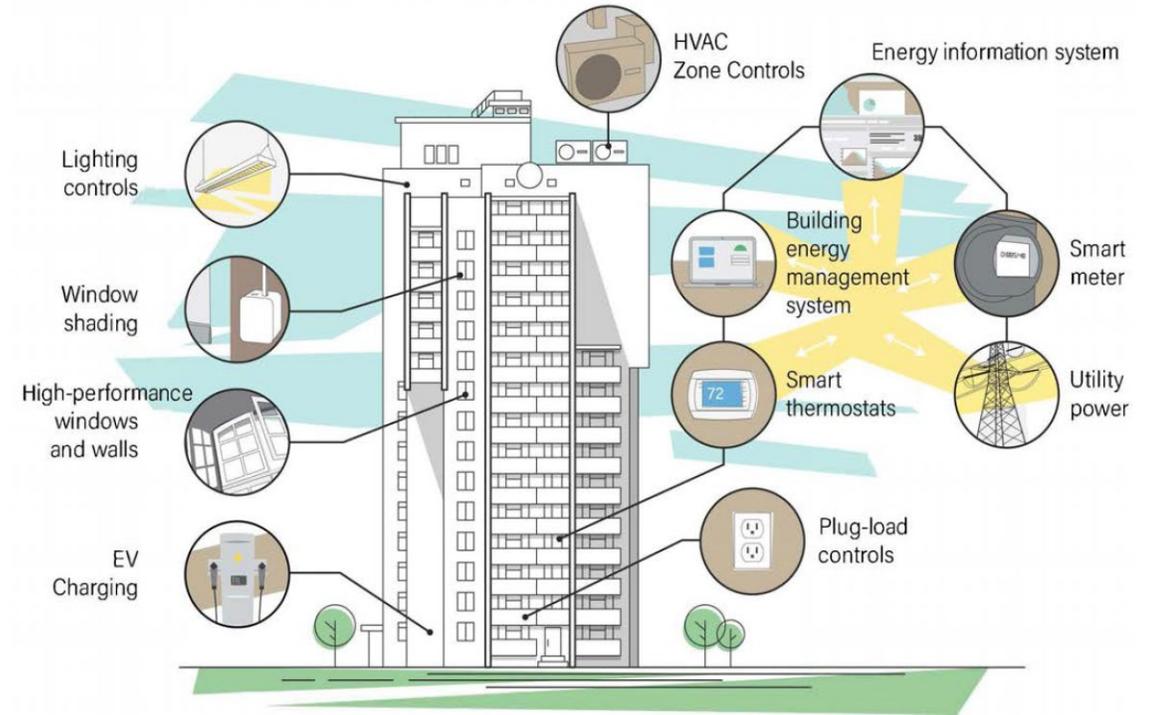
Low-flow showerheads reduce water consumption by as much as 30%

SAVE 45%-55%

Taps with flow restrictors reduce water consumption by 45%-55%

SAVE 60%

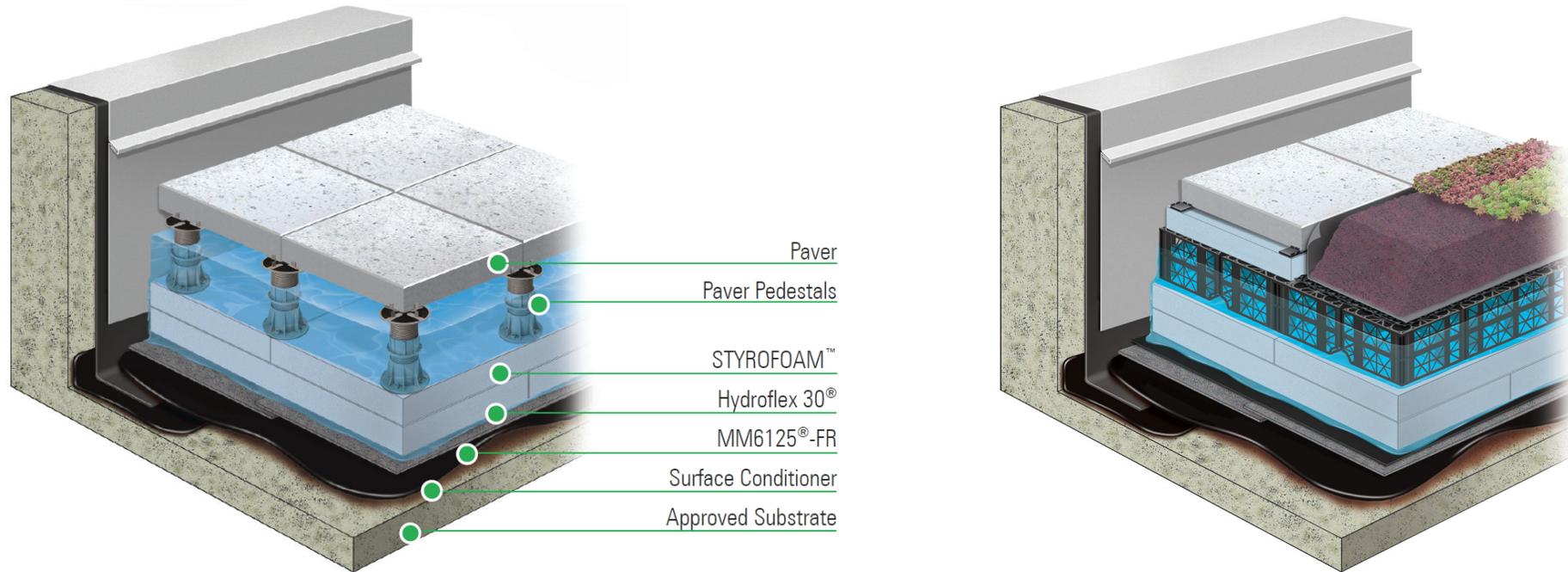
Water-efficient dishwashers reduce water consumption by up to 60%



- Green Globes, 2 globes - **70 points**
- Exceed stormwater ordinance by 25% - **10 points**
- Tree planting - **5 points**
- EV Stations - **10 points**
- EV Charger Readiness - **5 Points**
- Additional green roofs with item 5.1 for **10 points**
- Divvy Station sponsorship with item 7.2 for **5 points**

**Total: 115 points**

**15 points over requirement**



## STORMWATER MANAGEMENT ORDINANCE:

- This project will reduce impervious surfaces by 15%
- Exceed stormwater ordinance by 25%
- The building will include Rooftop Detention designed to fill with stormwater during large storm events, slowly releasing it over a number of hours



## SCHOOL IMPACT STUDY:

- 19.9 estimated school children
- \$15,913,877 net positive benefit to CPS over 20 years
- Takes into account estimated \$22.4 million in estimated CPS tax collections and \$6.5 million of incremental additional cost
- Local Schools: Skinner (83% utilization), Brown W (26% utilization) and Wells High School (23% utilization)

Source: <https://www.cps.edu/services-and-supports/school-facilities/facility-standards/>



JEFFJACK APARTMENTS



JEFFJACK APARTMENTS



LINEA APARTMENTS

## AFFORDABLE HOUSING ORDINANCE REQUIREMENTS:

- Affordable housing units will be provided for 20% of the total units, or 75 of the total 375 units, on site. (27 Studios, 30 One Bedrooms, and 18 Two Bedrooms)
- Of these affordable units, half will be 60% AMI and the other half will be 100% AMI.
- Furthermore, affordable retail space (so that local businesses can stay in the community) could be divided into small spaces to accommodate smaller users, up to 20% of the total retail space.

## COMMUNITY BENEFITS:

- The development team purposefully tackles challenges of underutilized or emerging non-residential areas, thereby making a significant contribution to the surrounding community.
- Quality and sustainable architecture with green roofs, exemplary model for future developments.
- Greater population in a pedestrian-friendly and transit supported area reduces dependency on personal automobiles.
- Introducing 9,000 SF of retail space (1,800 SF of which is affordable) at street level will promote a more approachable and walkable environment in the neighborhood and provide further opportunity for businesses in the community.



AERIAL RENDERING LOOKING EAST

## ECONOMIC BENEFITS:

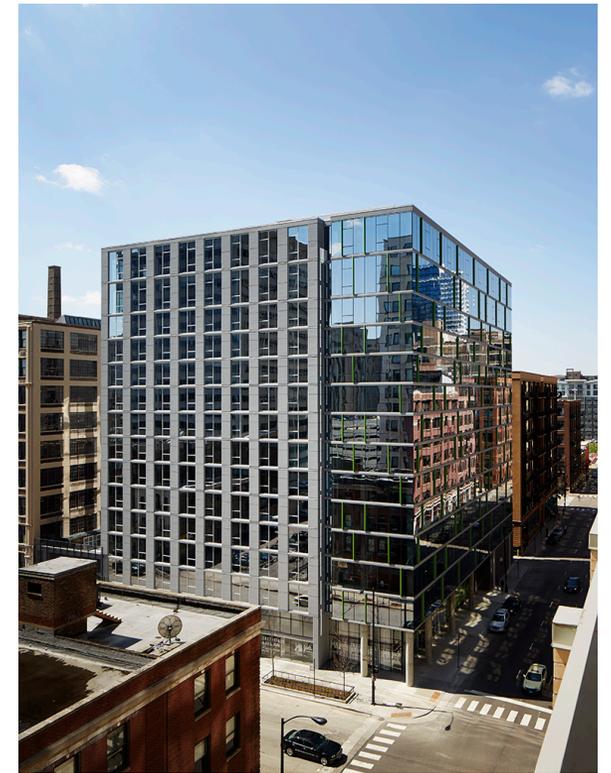
- Development of the building will provide 1,000 temporary construction jobs and 40 permanent jobs once operational.
- Currently, the lot generates \$95,000 in real estate taxes. This project will generate \$2,300,000 in new real estate taxes, and \$3,400,000 in bonus fees to the city, \$340,000 of which contributes to the local community impact fund.



AERIAL RENDERING LOOKING EAST



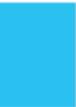
LINEA APARTMENTS



JEFFJACK APARTMENTS

### **PARTICIPATION GOALS:**

- Our general contractor Clark Construction has successfully done projects with both MBE and WBE requirements (26% and 6% respectively)
- This project will aim to meet all the city's participation goals

  **DPD Recommendations (staff to complete)**