



CHICAGO PLAN COMMISSION

Department of Planning and Development

NAME: 37 S SANGAMON

ADDRESS: 37 S SANGAMON (25th Ward)

APPLICANT: SANGAMONROE, LLC

04/15/2021

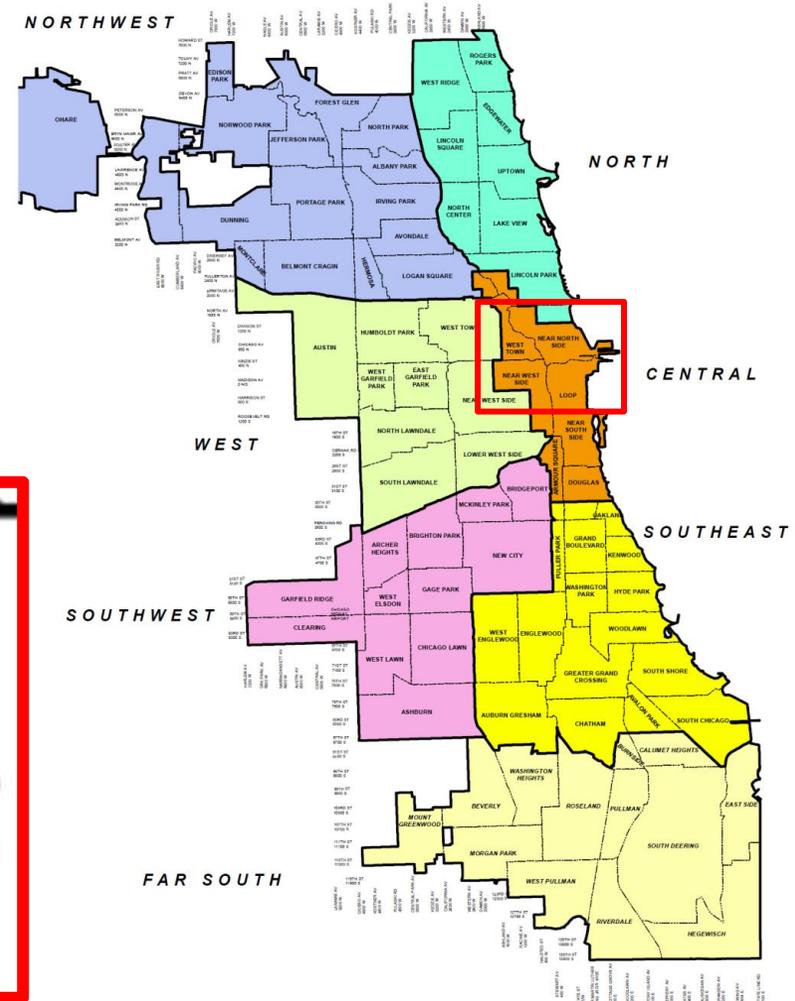
★ Community Area Snap Shot

COMMUNITY AREA INFORMATION:

- Near West Side Community Area

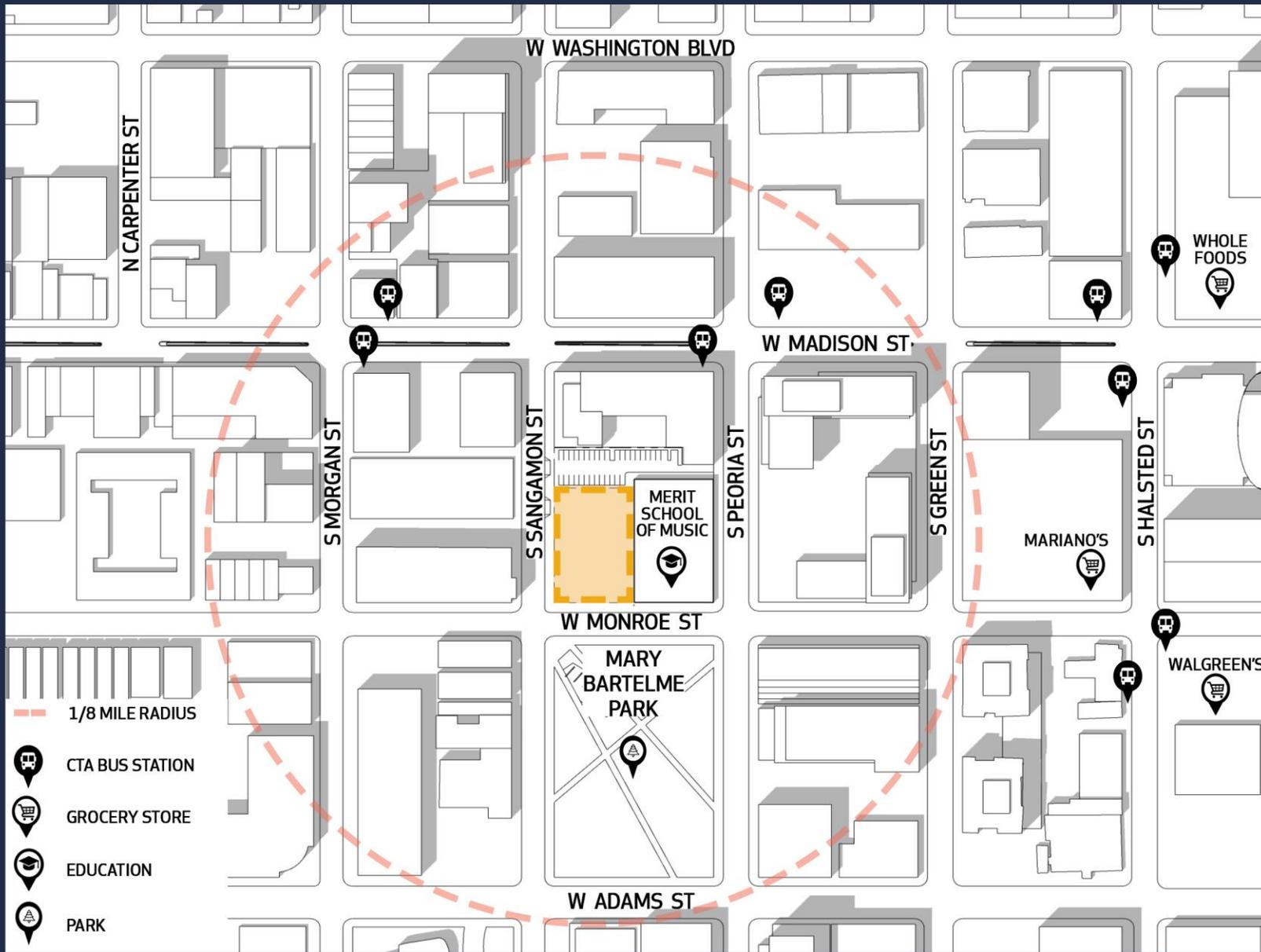
DEMOGRAPHICS

- Total Population: 62,733
- Average Household Size: 2.2
- Median Age: 30.9
- 42.5% of population is 34 years old or younger
- Median Income: \$83,575





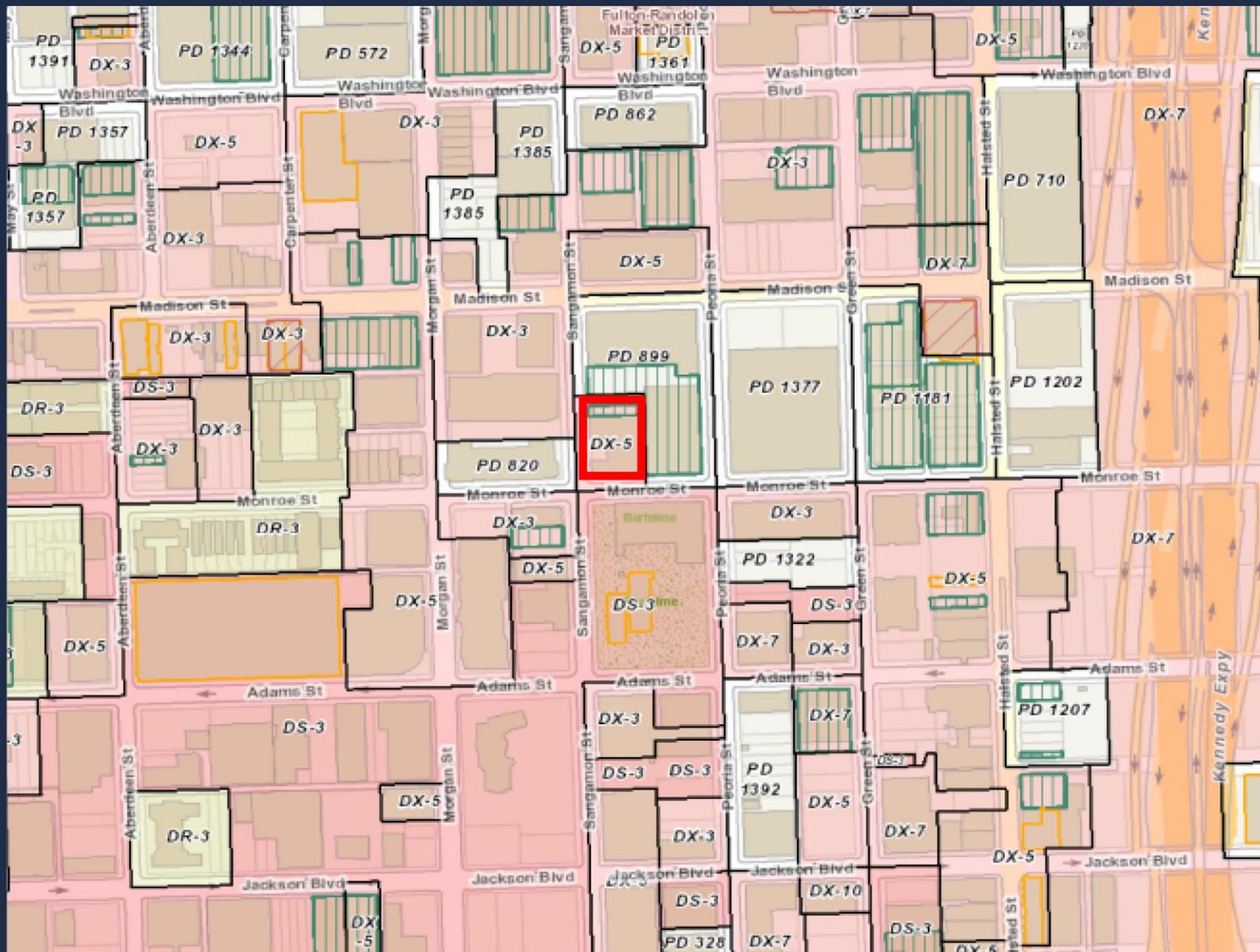
NEAR WEST SIDE ACTIVITY

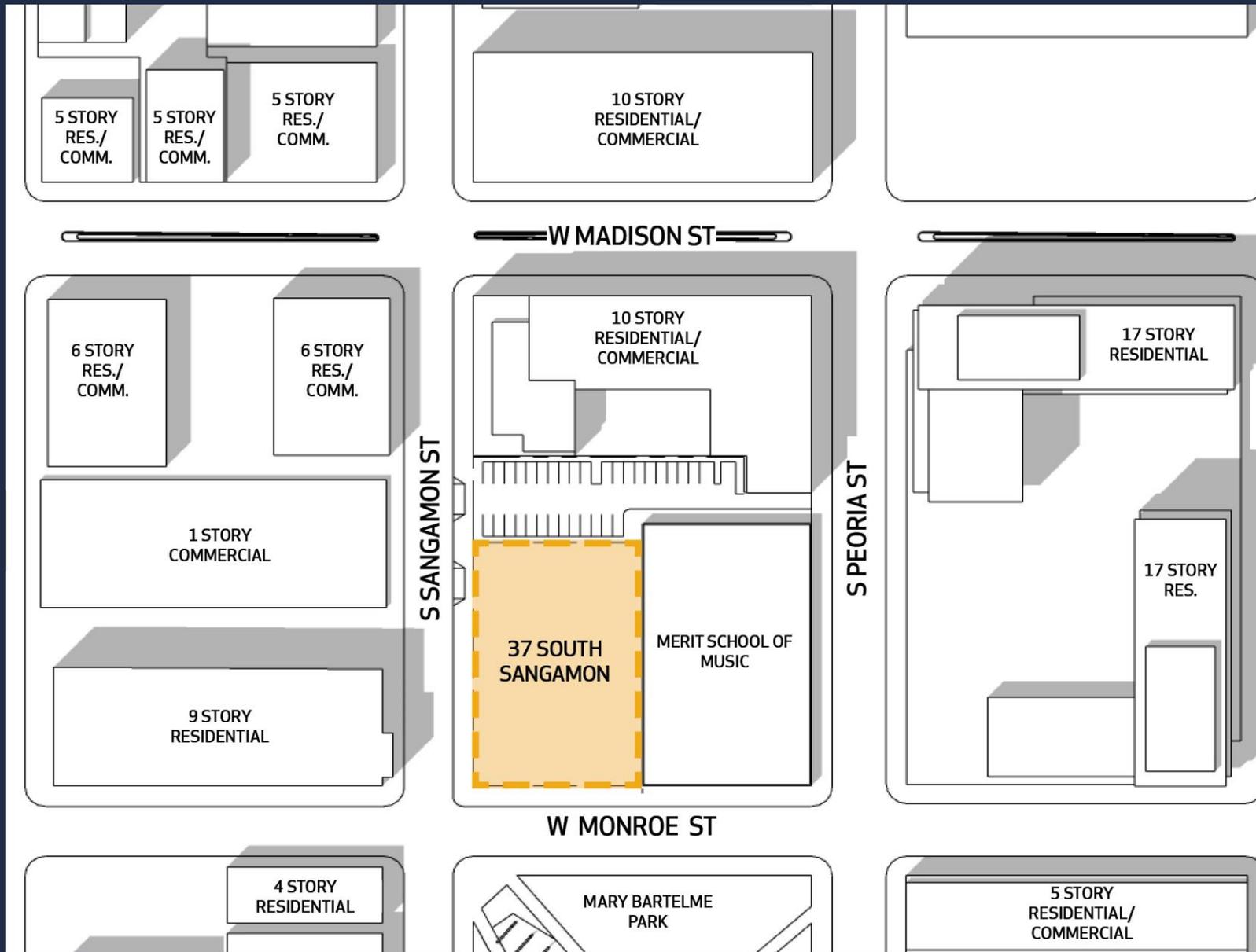


SITE CONTEXT PLAN



SITE CONTEXT AERIAL – LOOKING NORTHWEST





LAND USE CONTEXT MAP



19 N. MAY
15 STORIES / 186'
227,000 SF

933-935 W. WASHINGTON
15 STORIES / 179'
343,285 SF

23 S. SANGAMON
19 STORIES / 238'
197,438 SF

900 W. RANDOLPH
44 STORIES / 495'
458,000 SF

725 W. RANDOLPH
48 STORIES / 550'
859,000 SF

845 W. MADISON
17 STORIES / 195'
598,770 SF

239 S. PEORIA
19 STORIES /
225'

AERIAL VIEW FROM SOUTH – PROPOSED PROJECT



AERIAL VIEW FROM SOUTH – PROPOSED PROJECT



AERIAL VIEW FROM SOUTHWEST – PROPOSED PROJECT



23 S. SANGAMON

EXISTING

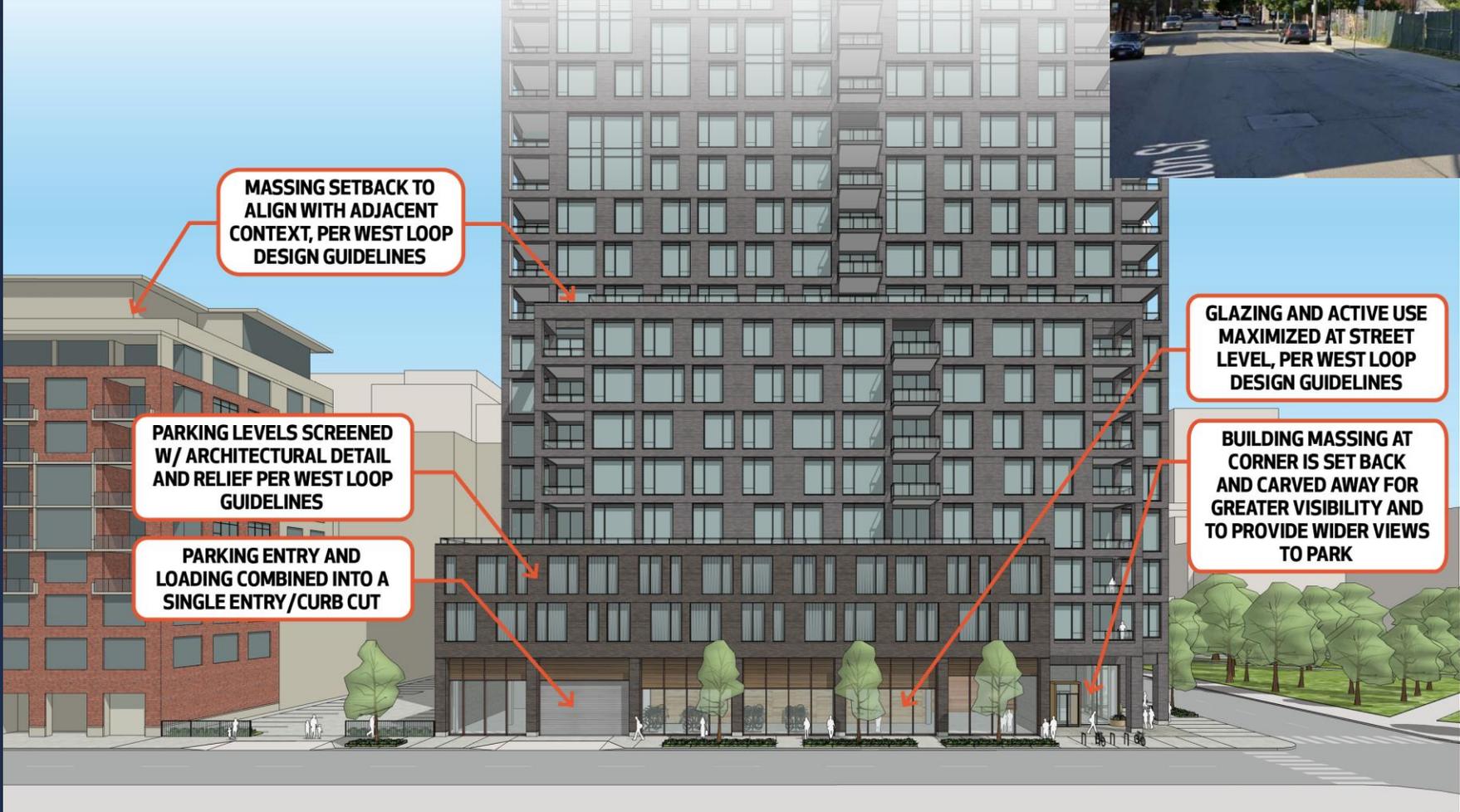
STREET VIEW FROM CORNER OF SANGAMON AND MONROE – PROPOSED PROJECT

Pedestrian Context

Along South Sangamon Street



EXISTING



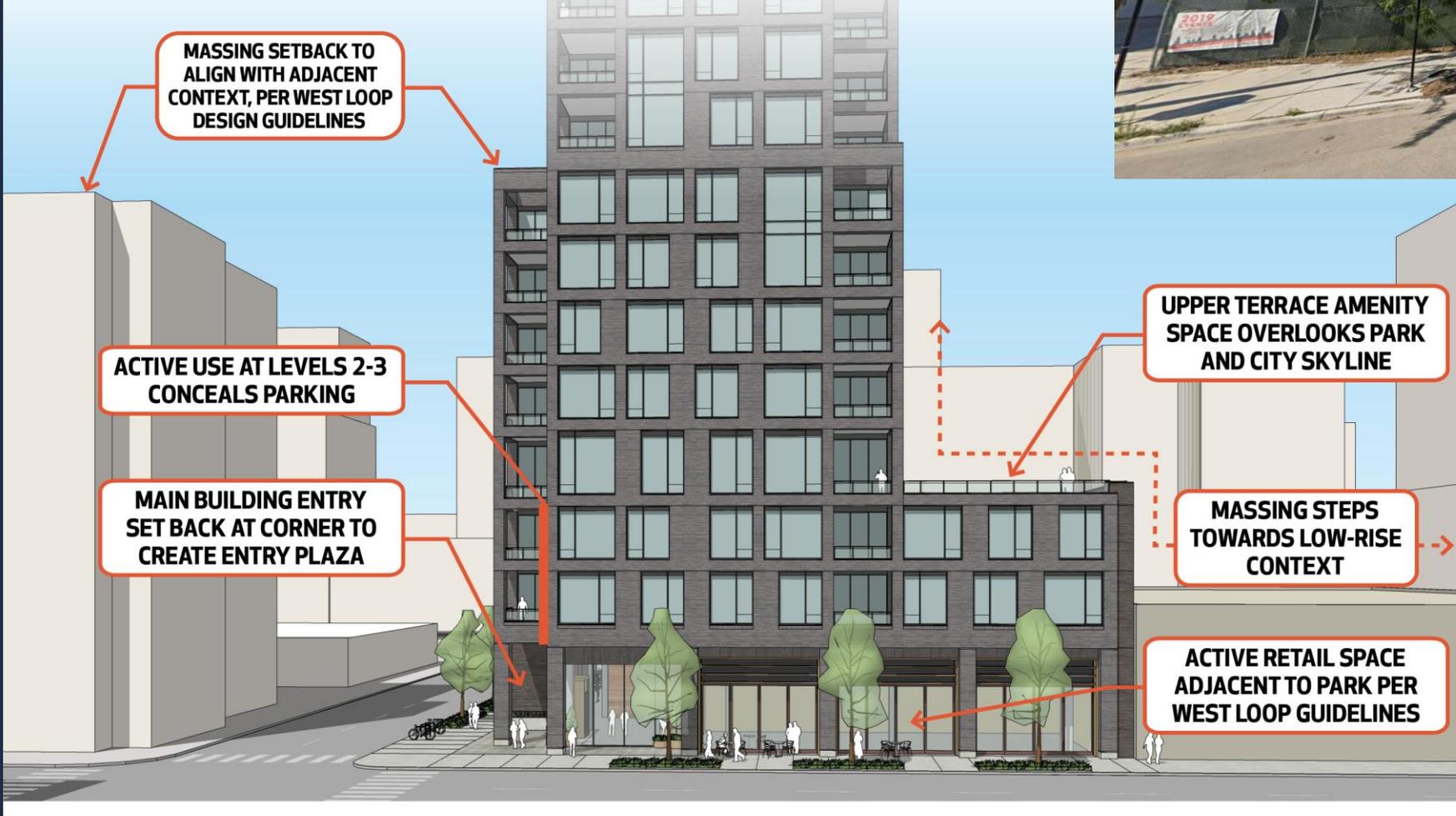
PROPOSED

Pedestrian Context

Along West Monroe Street



EXISTING



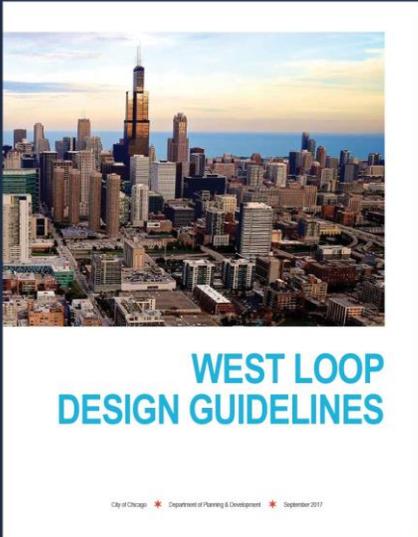
PROPOSED

★ Planning Context

PLANNING DOCUMENTS RELATED TO SITE:

WEST LOOP DESIGN GUIDELINES

- Published Date: September 2017
- Lead Organization: Department of Planning & Development
- Outline of Plan Goals
 - Encourage and promote context sensitive design excellence, focused on pedestrian scale and access
 - Preserve and enhance the continuity of streetwalls
 - Ensure active uses at ground level and podium, shielding parking from pedestrian view
 - Promote the use of high-quality materials and design
 - Ensure access to safe, vibrant, and accessible high-quality open space



Project Timeline + Community Outreach

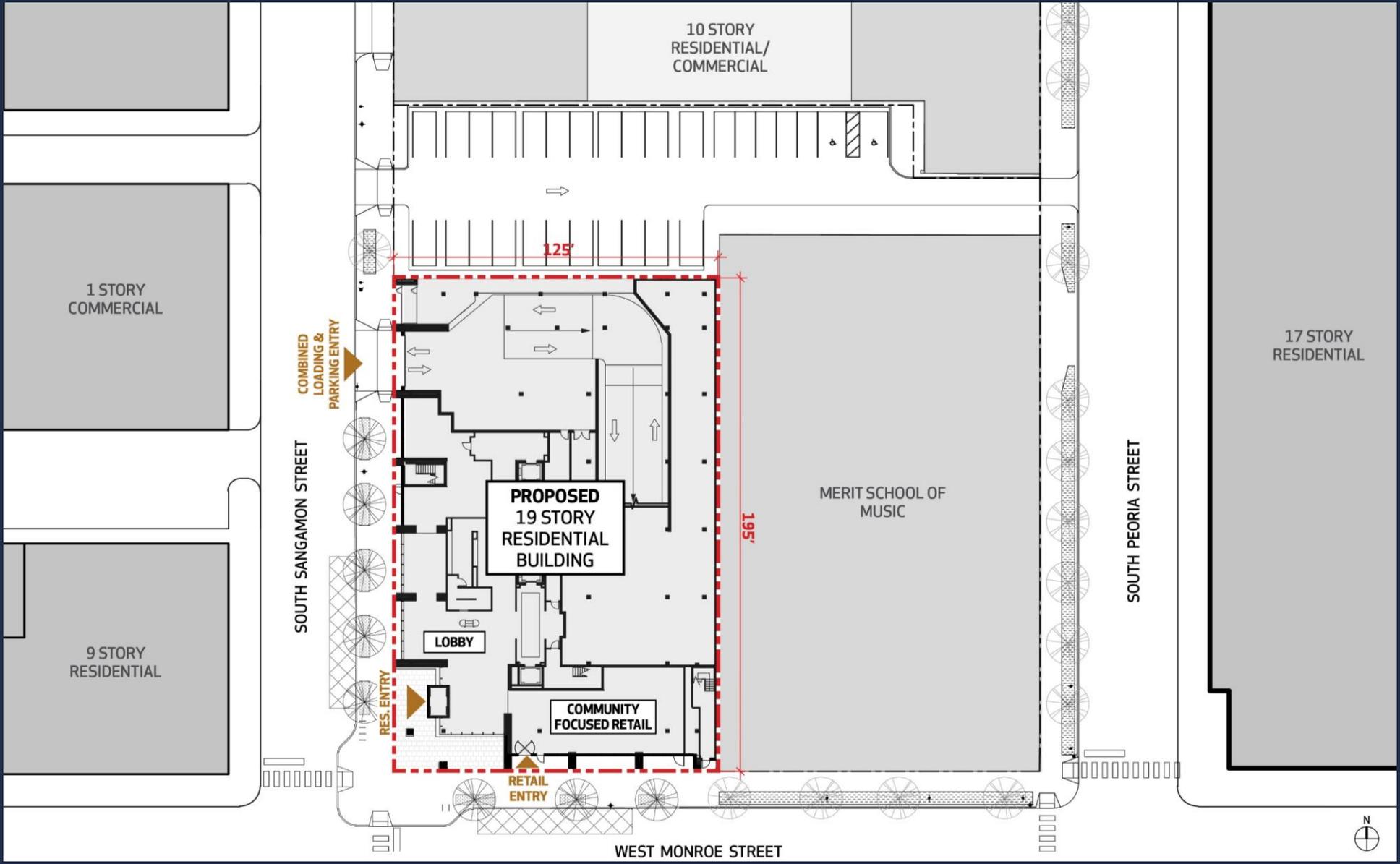
- Date of PD Filing: December 12, 2018
- Dates of Community Meetings
 - July 2019 – Initial meeting with Alderman
 - December 2019 – Initial meeting with Zoning Advisory Board
 - January – March 2020 – Meetings with WCA, WLCO, and NOWL
 - April – October 2020 – Incorporation of feedback and ongoing work with Dept. of Planning and Development
 - November 2020 – Revised project presented to Zoning Advisory Board
 - December 2020 – January 2021 – Meetings with WCA, WLCO, NOWL, and MBPAC
 - February 2021 – Public Meeting
- Project Changes Based on Feedback
 - Revised massing to reduce proposed FAR and building height from 330' to 258'
 - Parking and loading access consolidated to a single curb cut
 - Massing setbacks revised to align with adjacent context



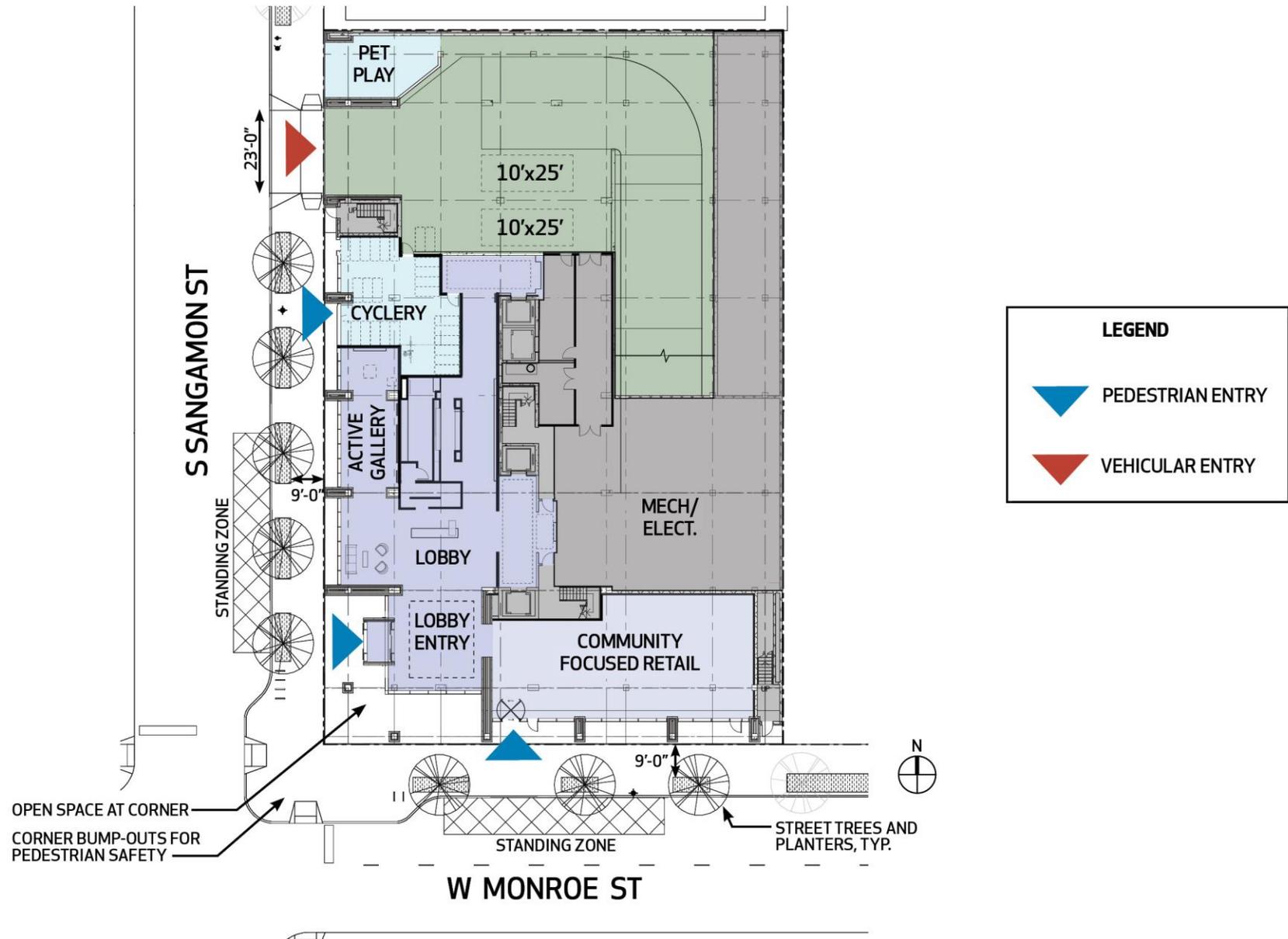
INITIAL PROPOSAL | Two Phases,
370 Rental Apartments in Phase 1



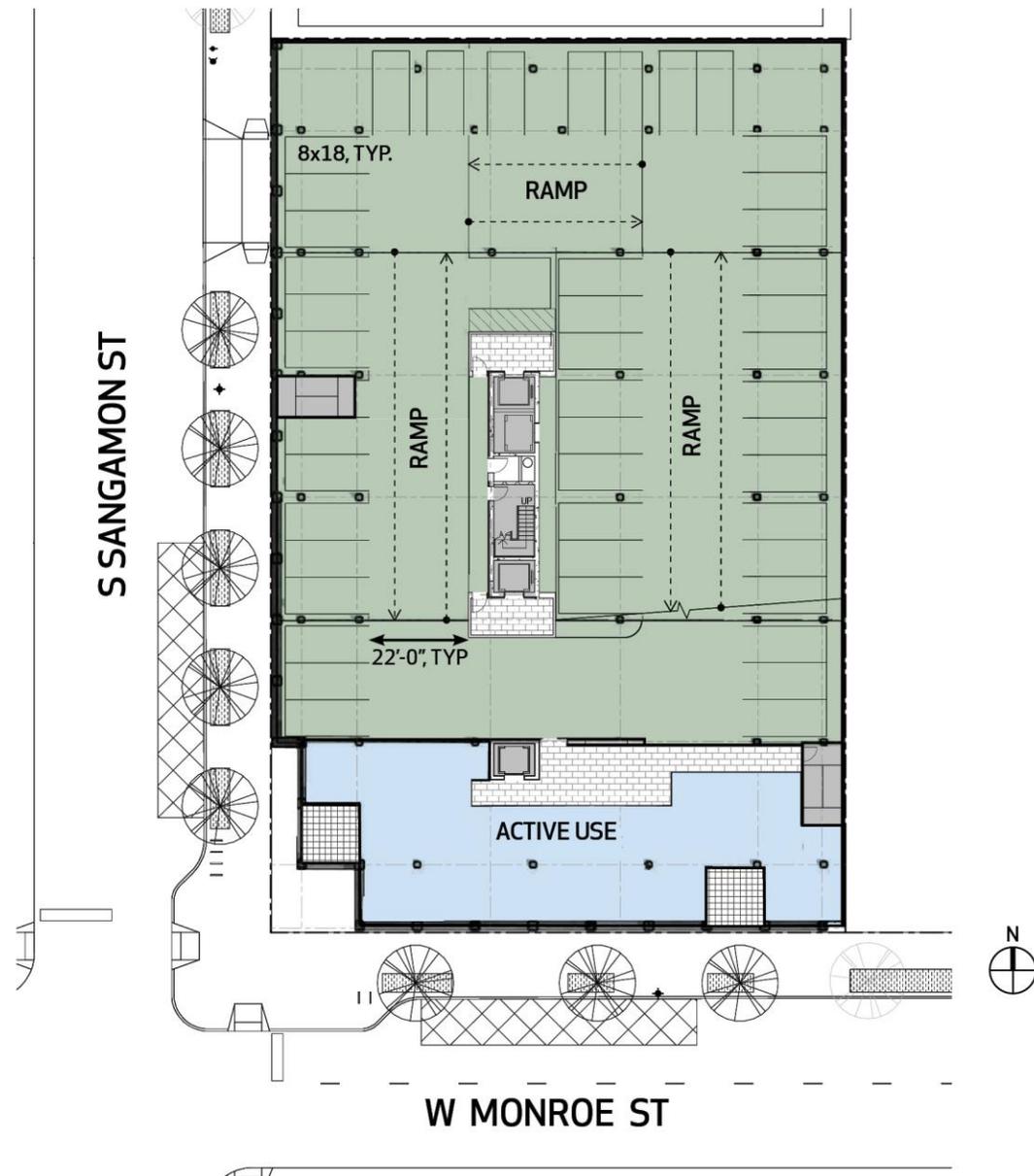
CURRENT PROPOSAL | Single
Phase of 80 Condominiums



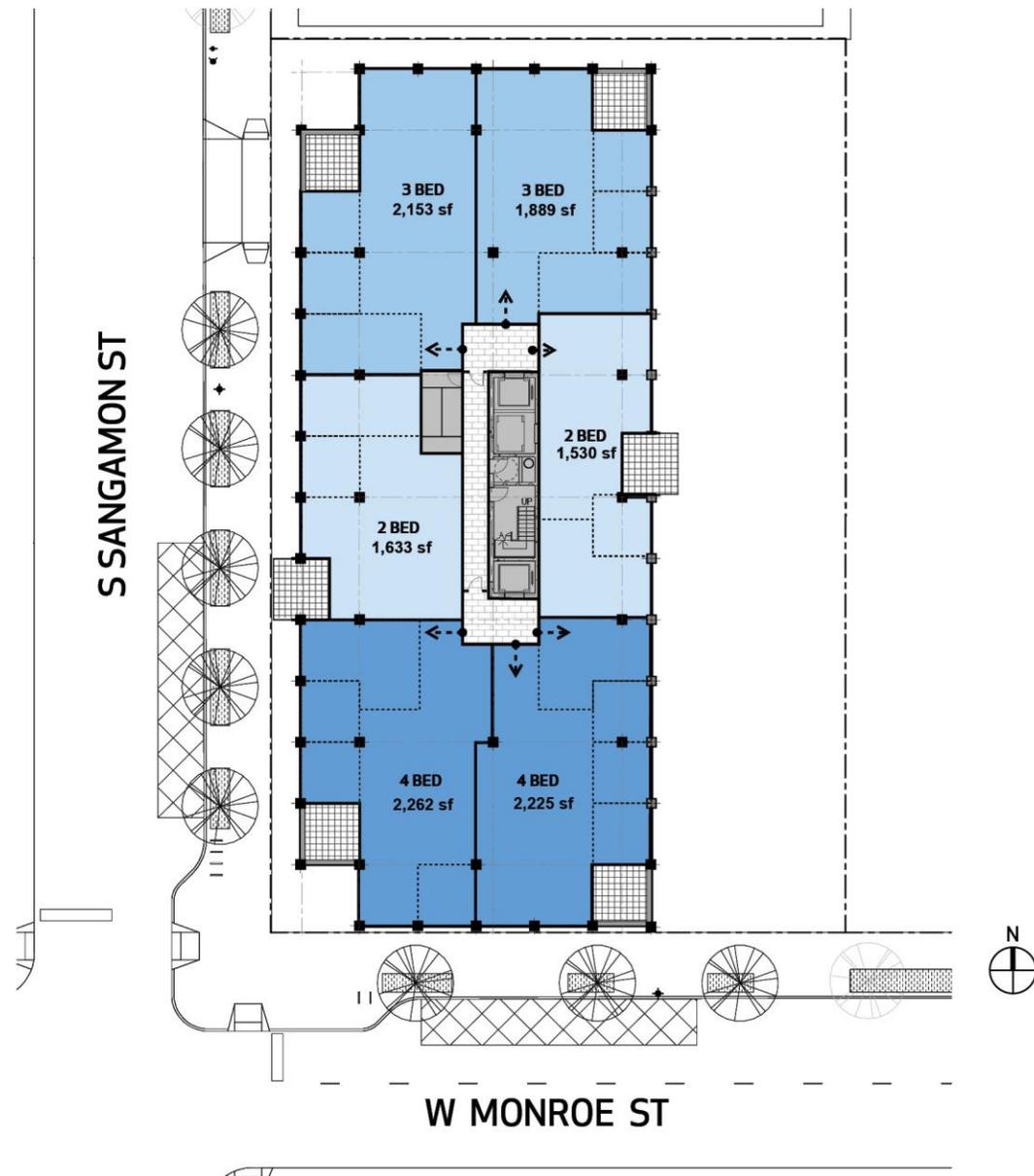
SITE PLAN



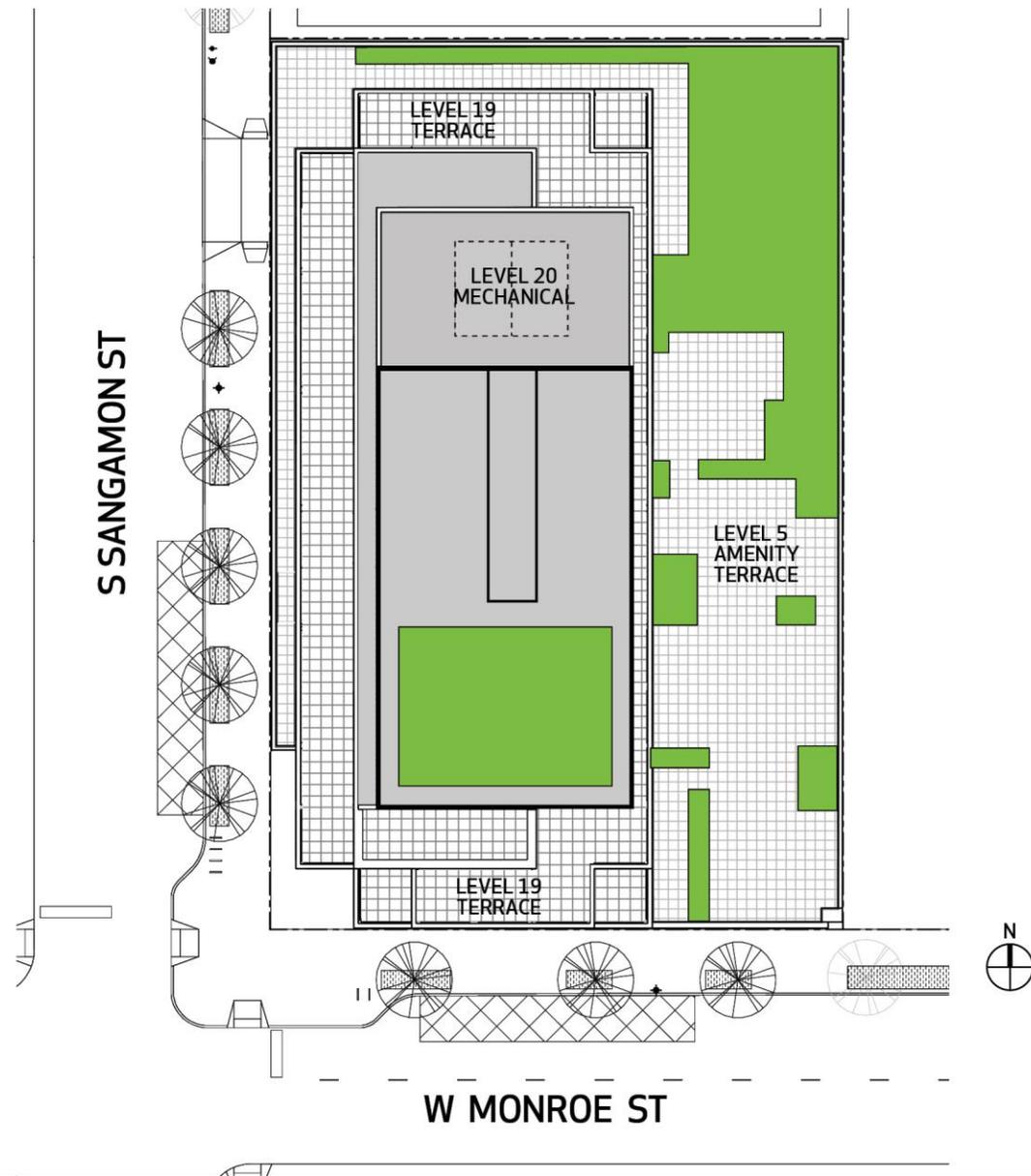
GROUND FLOOR PLAN

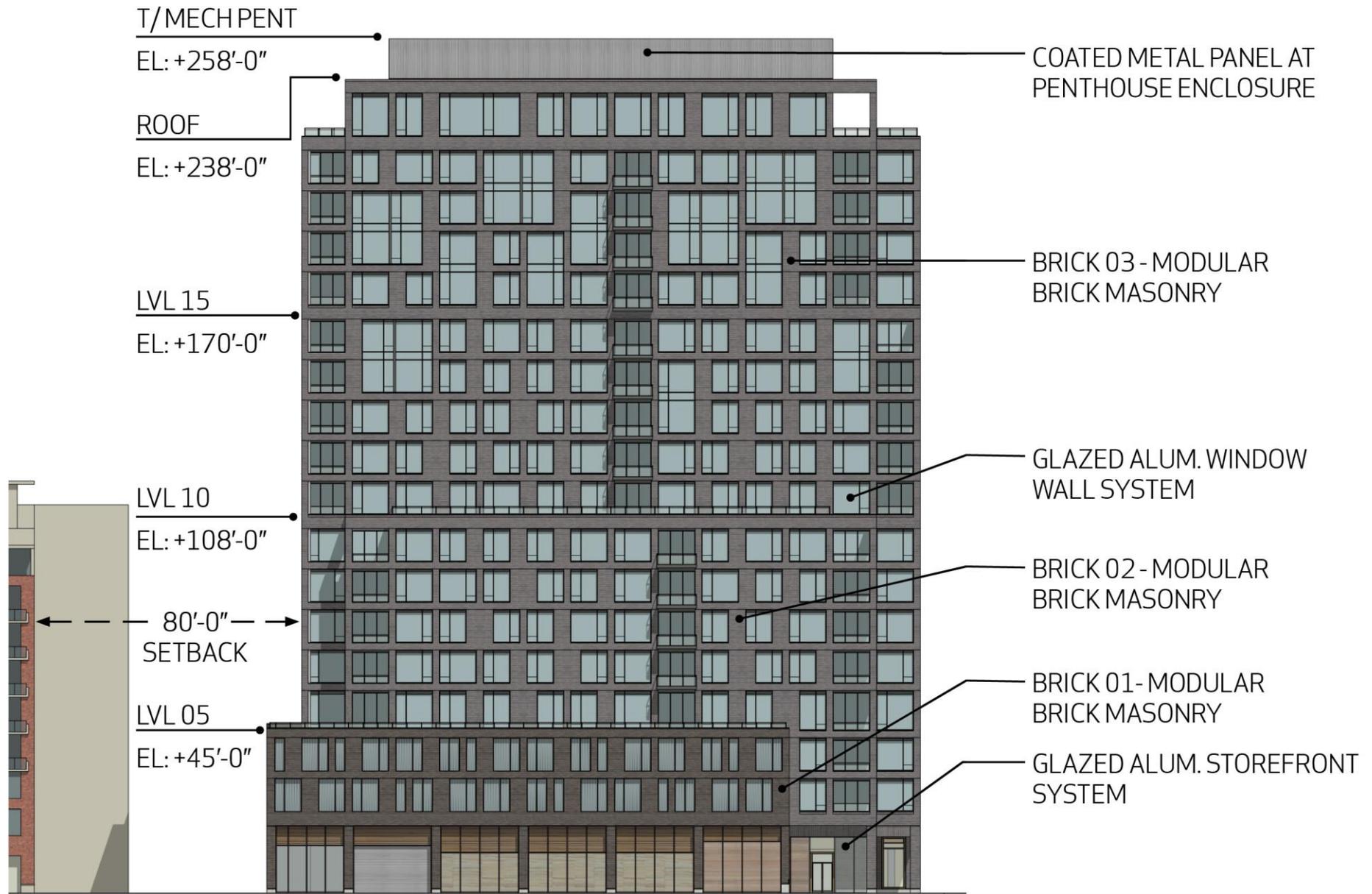


TYPICAL PARKING FLOOR PLAN



TYP. RESIDENTIAL FLOOR UNIT MATRIX	
2 BEDROOM	2
3 BEDROOM	2
4 BEDROOM	2
TOTAL UNITS (TYPICAL FLOOR)	6
TOTAL UNITS (WHOLE BUILDING)	80





WEST ELEVATION

T/MECH PENT

EL: +258'-0"

ROOF

EL: +238'-0"

LVL 15

EL: +170'-0"

LVL 10

EL: +108'-0"

LVL 05

EL: +45'-0"

COATED METAL PANEL AT
PENTHOUSE ENCLOSURE

BRICK 03 - MODULAR
BRICK MASONRY

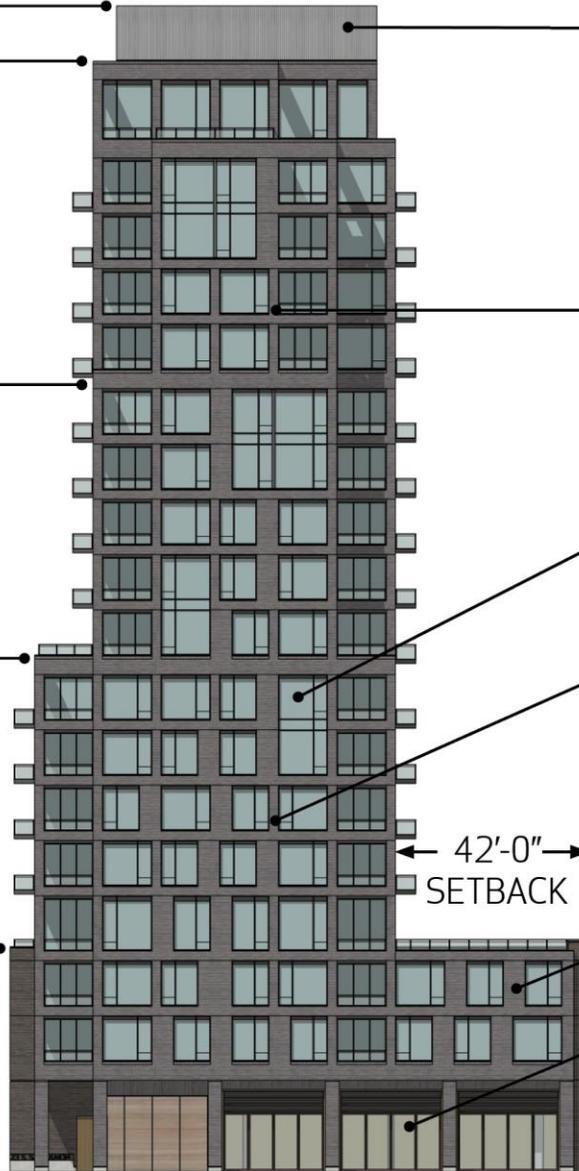
GLAZED ALUM. WINDOW
WALL SYSTEM

BRICK 02 - MODULAR
BRICK MASONRY

42'-0"
SETBACK

BRICK 01 - MODULAR
BRICK MASONRY

GLAZED ALUM. STOREFRONT
SYSTEM



SOUTH ELEVATION

T/MECH PENT

EL: +258'-0"

ROOF

EL: +238'-0"

LVL 15

EL: +170'-0"

LVL 10

EL: +108'-0"

LVL 05

EL: +45'-0"

COATED METAL PANEL AT
PENTHOUSE ENCLOSURE

BRICK 03 - MODULAR
BRICK MASONRY

GLAZED ALUM. WINDOW
WALL SYSTEM

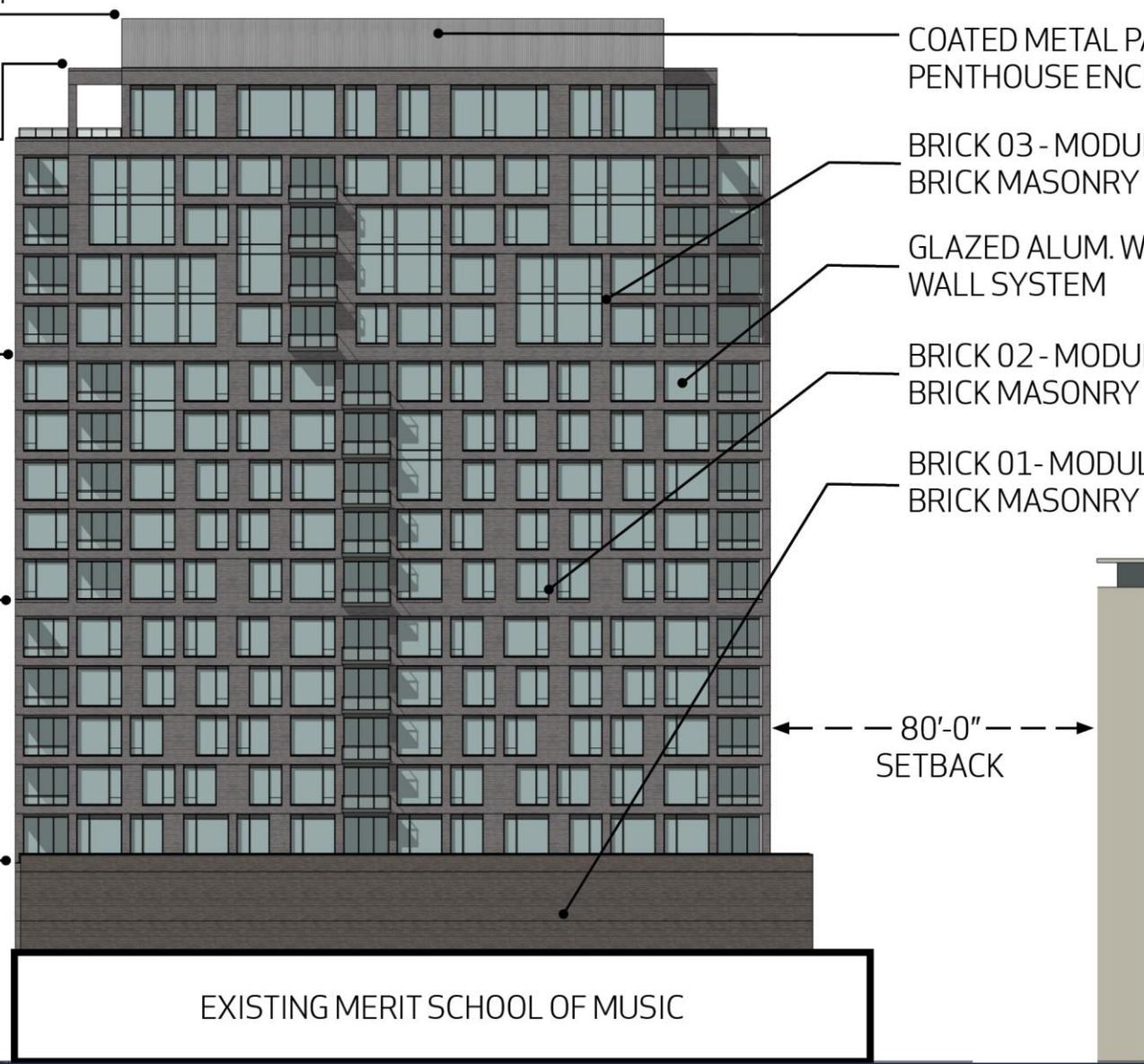
BRICK 02 - MODULAR
BRICK MASONRY

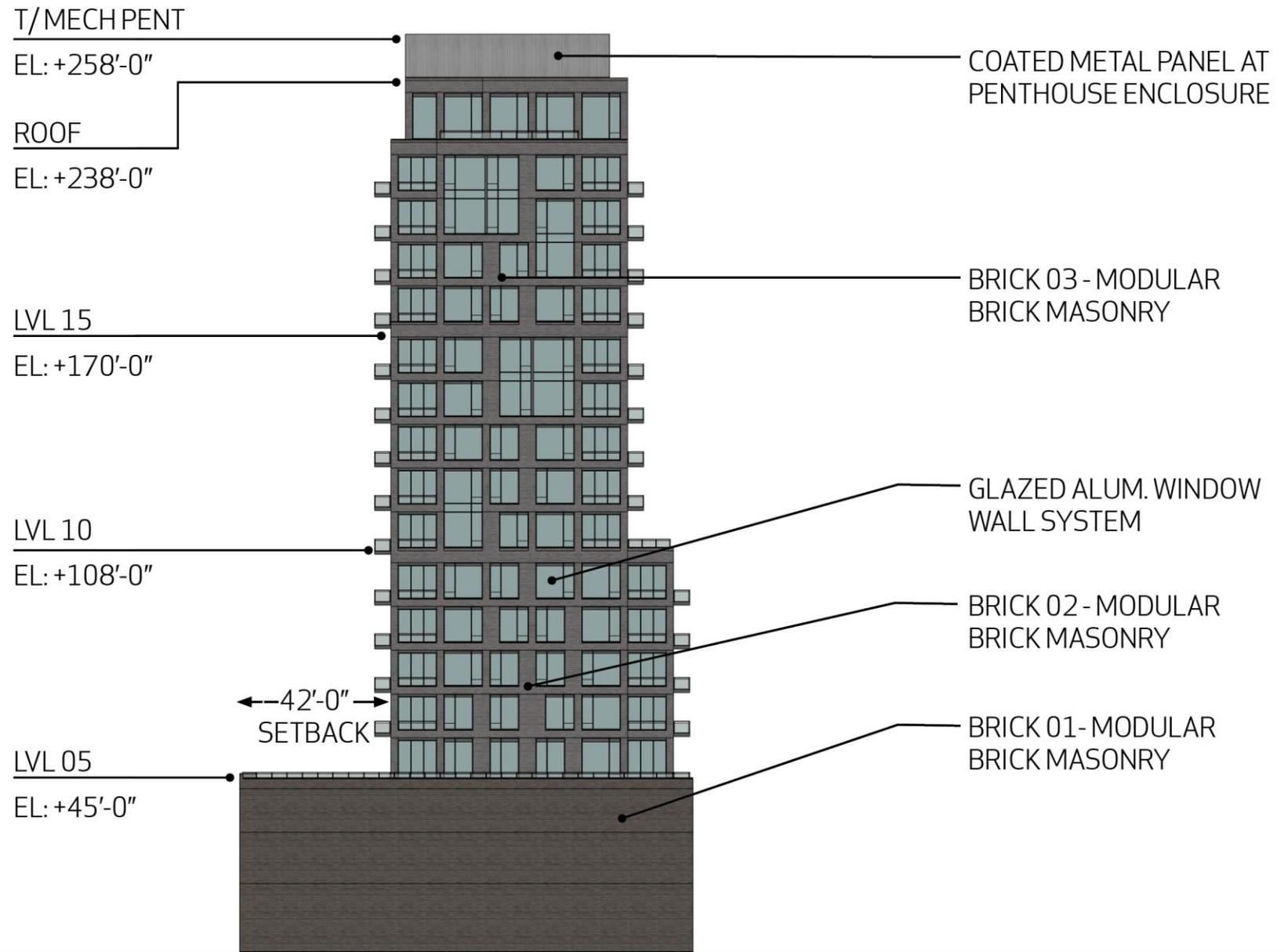
BRICK 01 - MODULAR
BRICK MASONRY

80'-0"
SETBACK

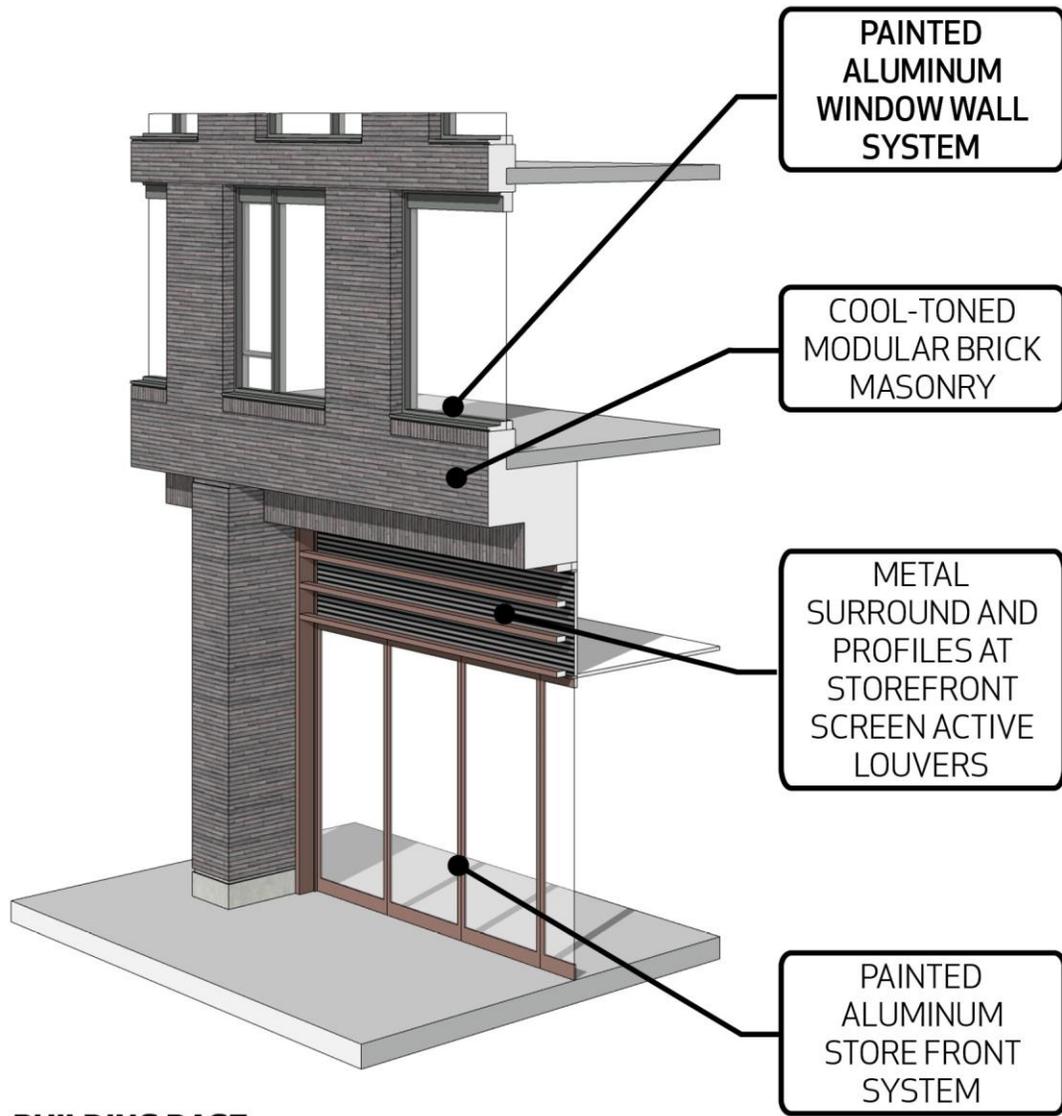
EXISTING MERIT SCHOOL OF MUSIC

EAST ELEVATION

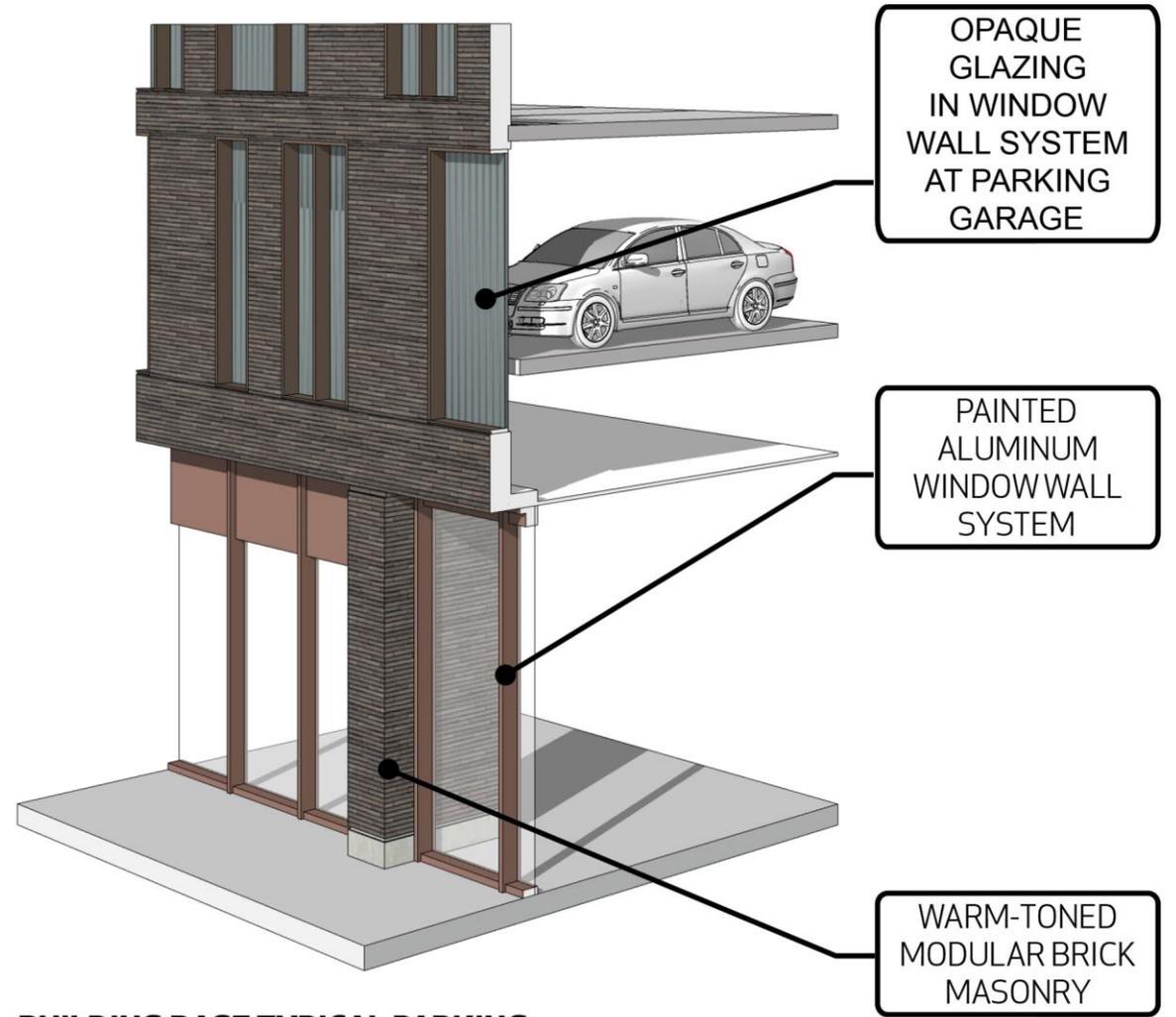




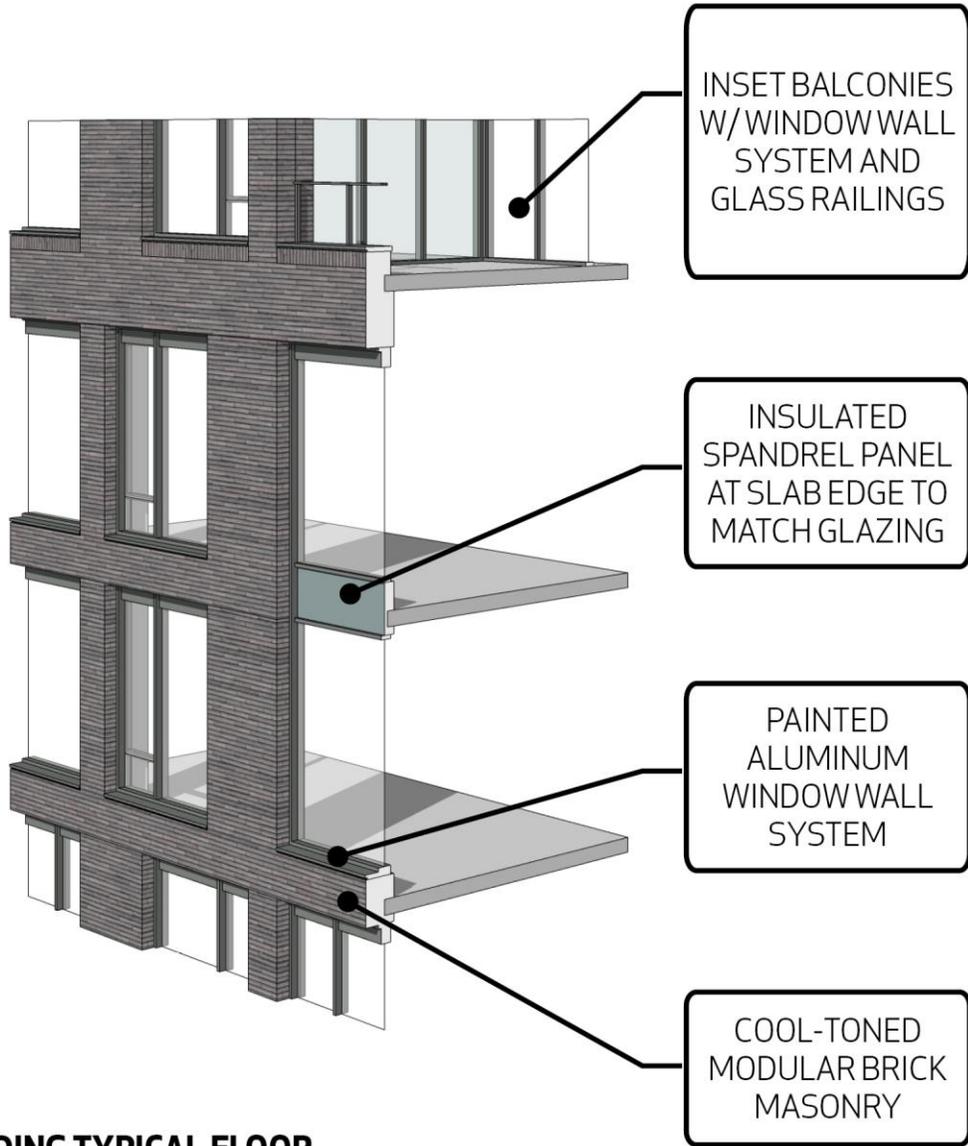
NORTH ELEVATION



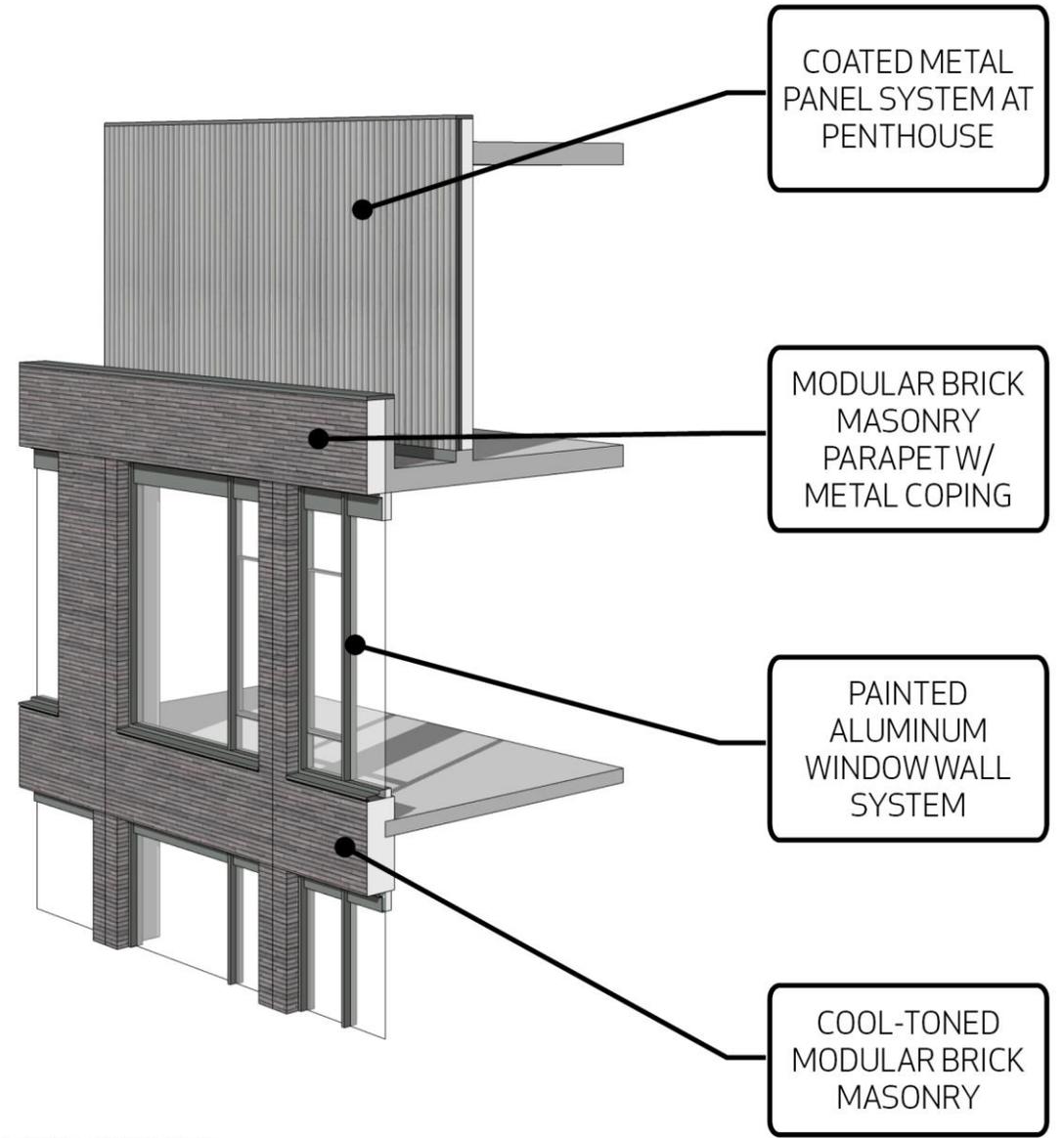
BUILDING BASE



BUILDING BASE TYPICAL PARKING



BUILDING TYPICAL FLOOR



BUILDING TOP

FAÇADE SECTIONS

17-8-0904-A:

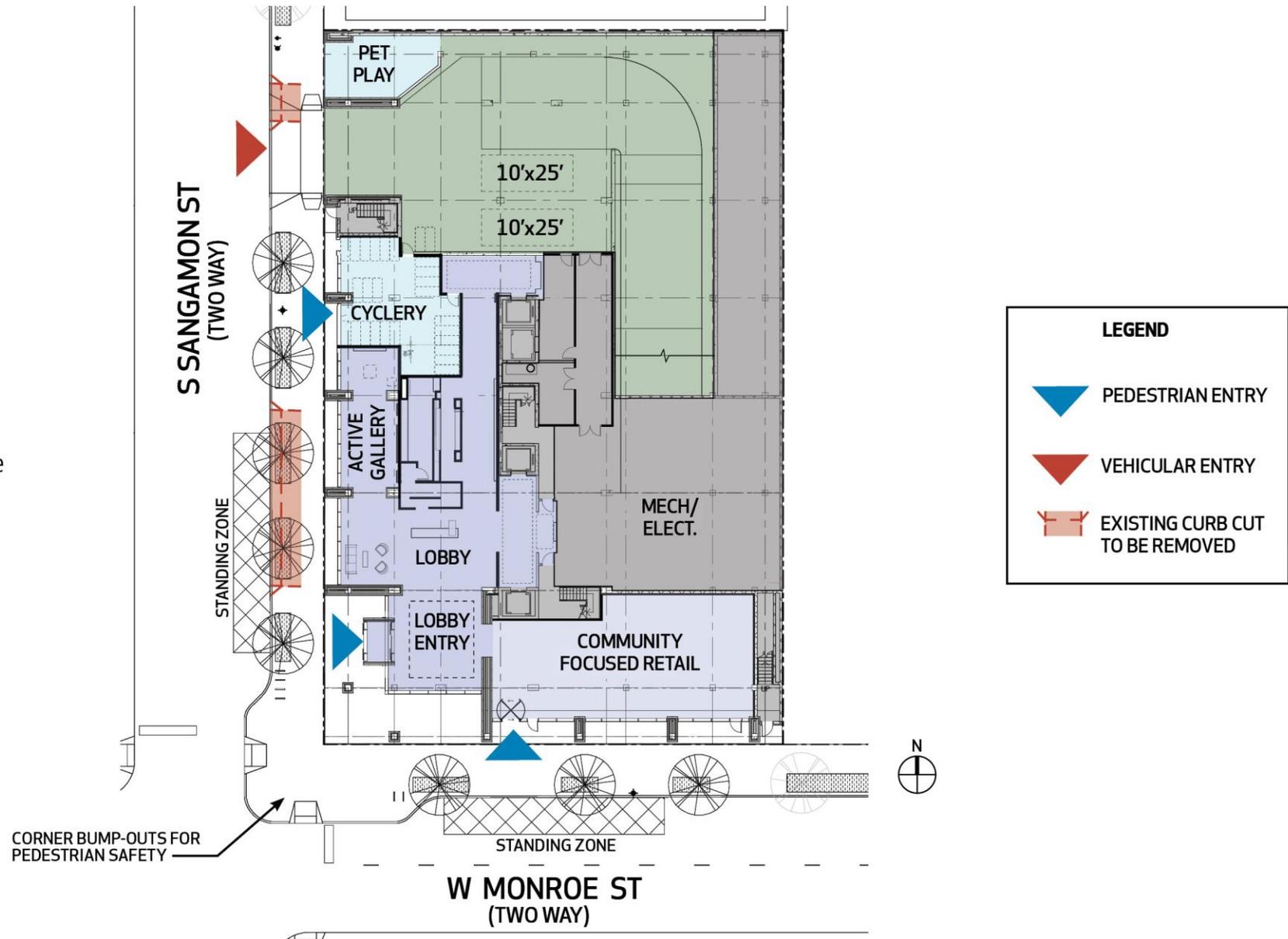
Parking and loading entrances have been reduced to one curb cut to reduce conflicts between existing traffic patterns and pedestrians. Building provides accessible grade level entrances and bicycle parking.

17-8-0904-B:

All sidewalk and street work to be completed to CDOT standards.

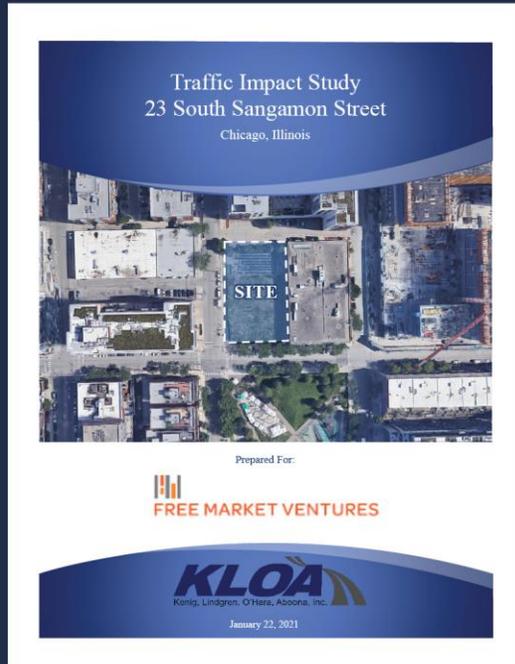
17-8-0904-D:

Multi-level parking podium lined with active uses on Sangamon and Monroe for improved pedestrian experience.



TRAFFIC STUDY RECOMMENDATIONS AND MITIGATION

- THE EXISTING SYSTEM HAS ADEQUATE CAPACITY TO ACCOMMODATE THE TRAFFIC THAT WILL BE GENERATED BY THE PROPOSED DEVELOPMENT.
- THE TRAFFIC THAT WILL BE GENERATAED BY THE PROPOSED DEVELOPMENT WILL INCREASE TRAFFIC ON ADJACAENT INTERSECTIONS BY ONE PERCENT OR LESS DURING THE PEAK HOURS.
- ACCESS TO THE SITE WILL BE PROVIDED OFF SANGAMON STREET AND WILL ADEQUATELY ACCOMMODATE THE TRAFFIC THAT WILL BE GENERATAED BY THE PROPOSED DEVELOPMENT.
- AUDIO/VISUAL WARNING DEVICES SHOULD BE PROVIDED AT THE PARKING GARAGE EXIT
- STANDING ZONES ARE PROPOSED ON MONROE STREET AND SANGAMON STREET TO ACCOMMODATE DROPOFF AND PICK UP ACTIVITES
- LOADING WILL BE ACCOMMODATED INTERNALLY AND WILL BE ACCESSED VIA THE PROPOSED GARAGE ACCESS DRIVE OFF SANGAMON STREET.





1.0 DESIGN EXCELLENCE

Building design incorporates brick to complement existing context and building quality; with contemporary detailing and form that reinforces street wall.

2.0 TALL BUILDING DESIGN

Building set backs align with existing context and reduce building mass to produce clear base, middle and top.

3.8 AREAS ADJACENT TO PARKS & OPEN SPACES

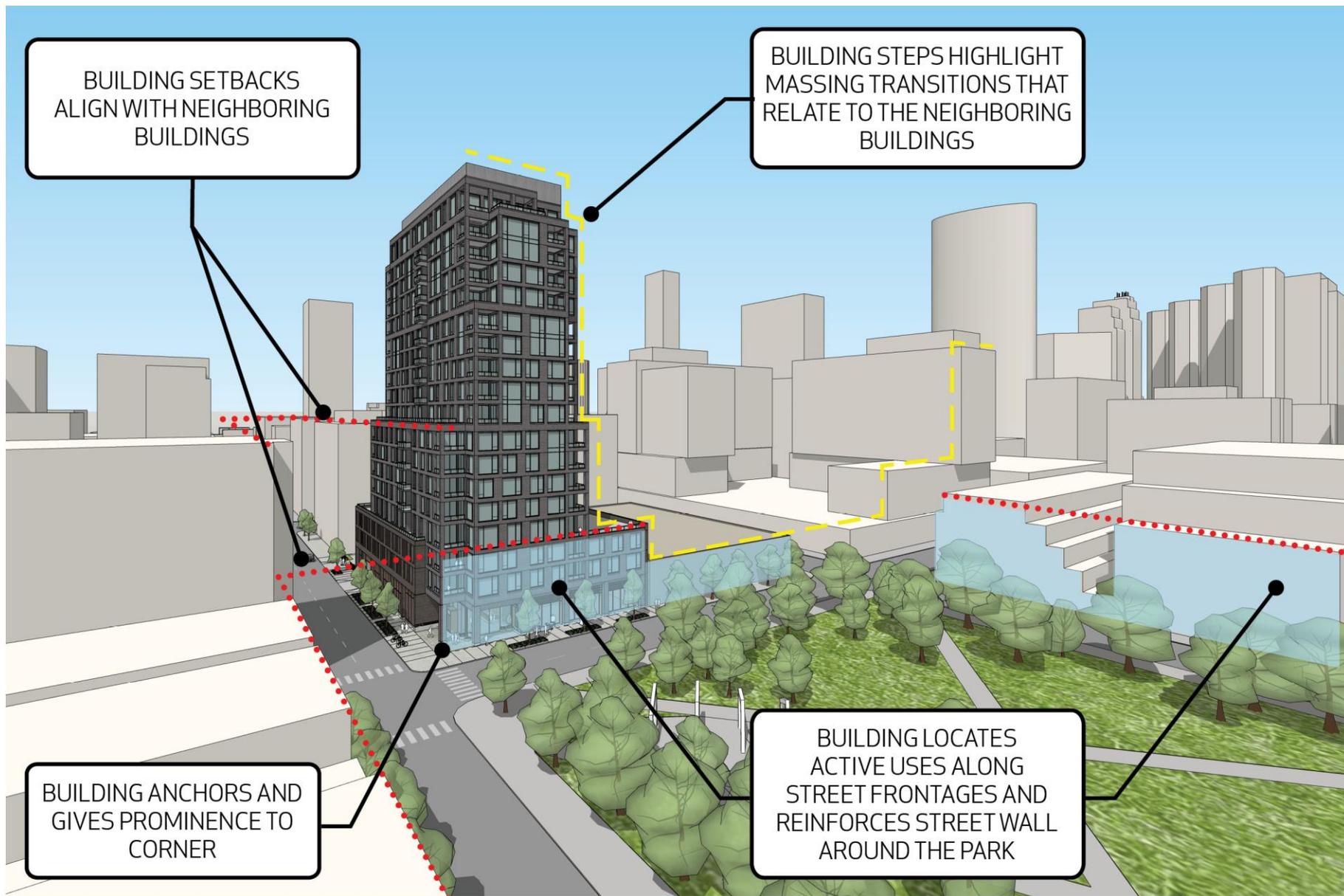
Retail located across from park to promote pedestrian experience and connection.

4.0 PUBLIC REALM

Active use programming at grade level promotes pedestrian experience. New public way landscaping provided.

5.0 PARKING AND SERVICE

Bike storage provided to promote bicycle use. Parking fully integrated into architectural design to minimize presence.



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

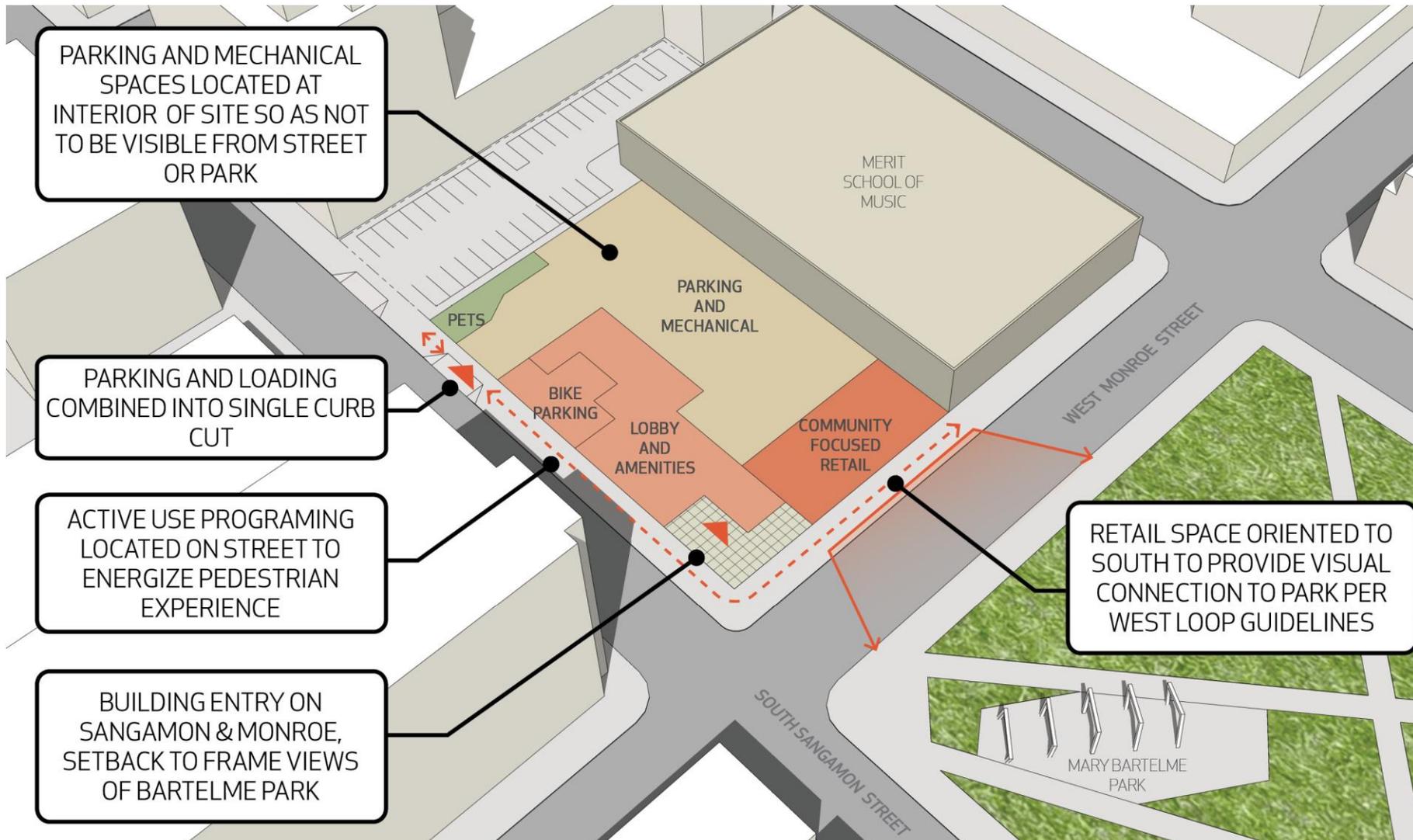
Building orientation and massing should create active “street or building walls” lining the sidewalk

17-8-906-B2

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

17-8-906-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.



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.

17-8-905-B2

Active uses such as retail or residential, as appropriate, should be employed to screen parking garages from view and to ensure active uses at sidewalk level

17-8-906-D

Service areas, such as those for dumpsters, loading docks and mechanical equipment, should be located away from the street and away from residential buildings and entrances. Landscaping and walls should be used to screen such areas/ activities from view.

17-8-0909-A:

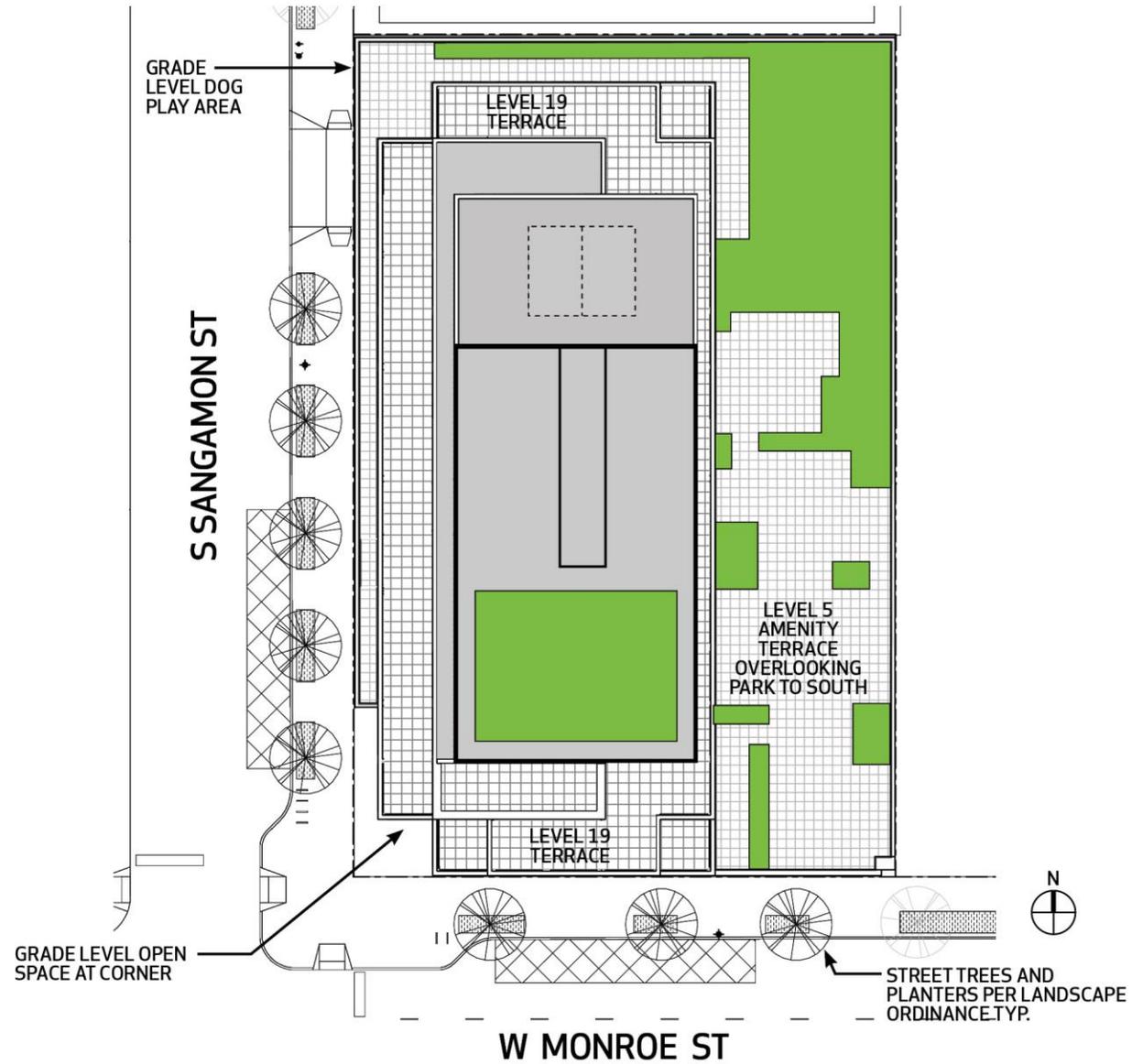
Amenity terrace provides landscaping, open gathering space, and recreational opportunities for residents and visitors.

17-8-0909-B:

Grade level open space at Southwest corner provides visibility for pedestrian safety and a visual connection to Bartelme Park.

17-8-0909-C:

On-site amenities provided, such as child play area on the amenity terrace and dog play area at grade level.





MASONRY 03 TOP



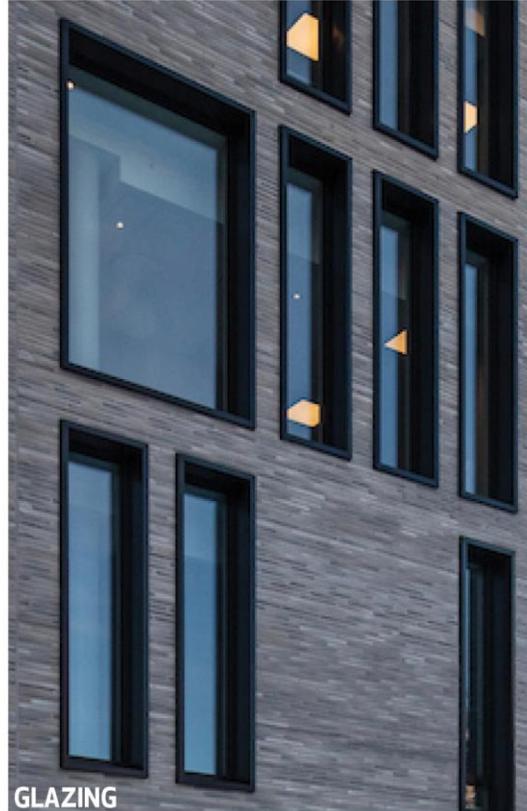
MULLIONS / METAL DETAILING



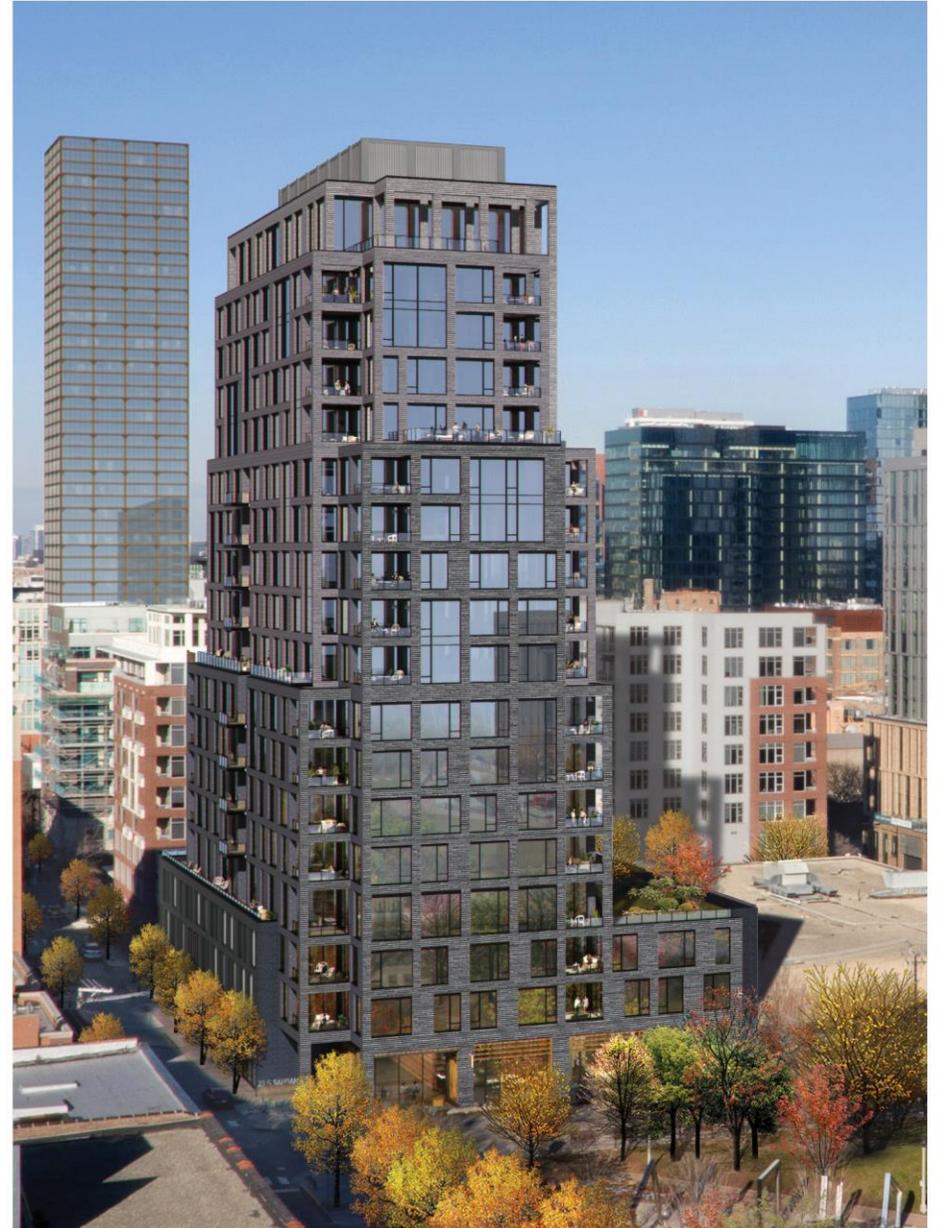
MASONRY 02 MIDDLE



MASONRY 01 BASE



GLAZING



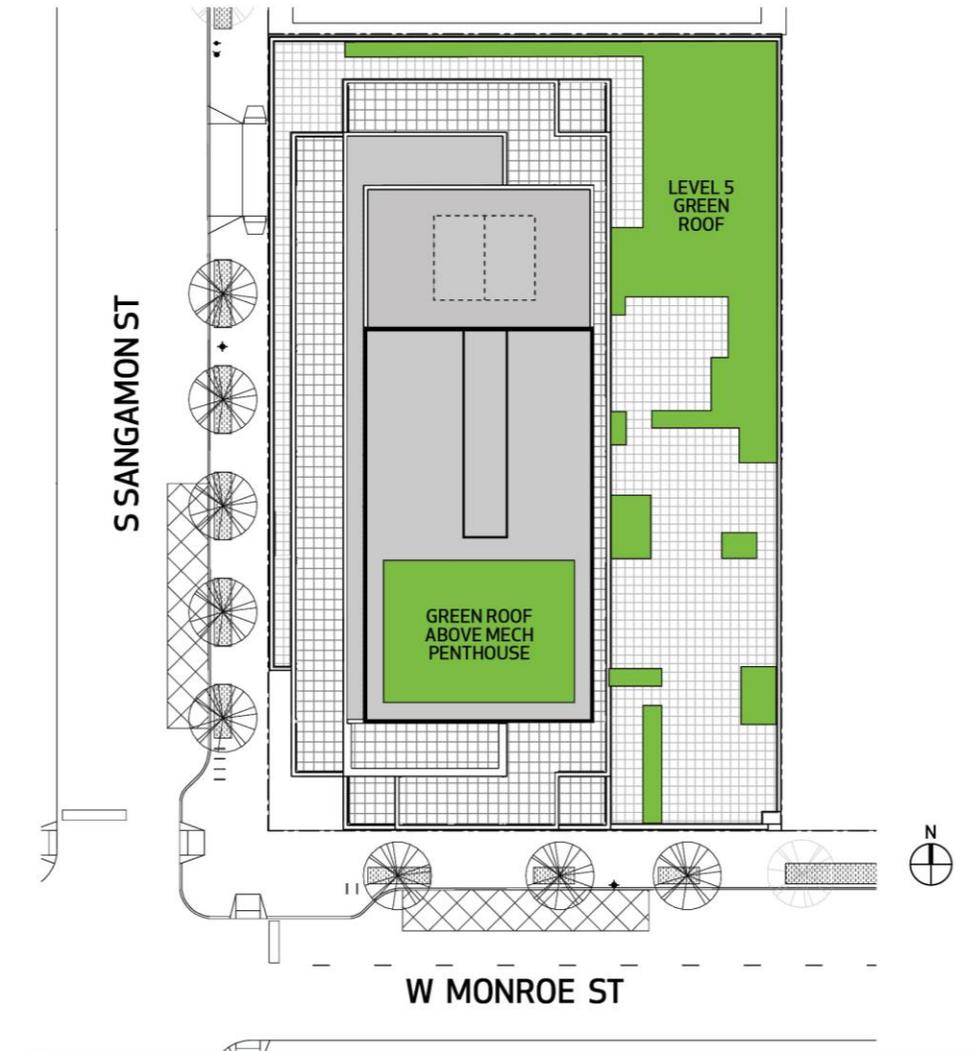
BUILDING MATERIALS

PROPOSED COMPLIANCE STRATEGY

- Green Globes Building Certification – 2 Globes = 70 PTS
- 7.5 EV Charging Stations = 10 pts
- 7.6 EV Charger Readiness = 5 pts
- 7.7 CTA Digital Display = 5 pts
- 8.1 80% Waste Diversion = 10 pts
- **Total Points = 100 pts**



- Project is classified as a Regulated Development.
- The project is considered a Lot-to-Lot Development. Stormwater volumetric requirements are provided based on a 10-year rainfall event. Overflows for the 100-year rainfall event are routed to the public right-of-way.
- Stormwater is collected from the building roofs and conveyed to an underground detention vault.
- Stormwater flow from the detention vault is restricted and released in a controlled manner to manage the peak rate of discharge to the City combined sewer system.
- The maximum release rate is based on the Monroe West Outlet Drainage Basin and complies with the Chicago Stormwater Ordinance.
- The Volume Control requirement is satisfied by reducing the imperviousness of the site by incorporating a green, vegetated roof that retains water on-site.



- Proposal is located in Near North Pilot Area
- Developer proposes to build 16 affordable units off site as “for sale” family-oriented condominium units to satisfy its ARO obligation.

AFFORDABLE HOUSING

- THIS FOR-SALE PROJECT WILL COMPLY WITH THE NEAR NORTH PILOT ZONE INCLUDING A COMMITMENT TO FOR-SALE OFF-SITE HOUSING

NEIGHBORHOOD OPPORTUNITY FUND BONUS PAYMENT

- \$1.7M

COMMUNITY HIRING

- WILL MEET OR EXCEED 26/6% MWBE AND 50% CHICAGO RESIDENT HIRING
- ANTICIPATE SAME LEVEL OF SUPPORT FOR REVISED PROJECT
- WILL WORK WITH ALDERMAN'S OFFICE AND ZAB ON APPROACH TO HIRING
- WILL CREATE A SCHOLARSHIP OPPORTUNITY FOR STUDENTS AT BENITO JUAREZ HIGH SCHOOL WHO ARE INTERESTED IN AEC CAREERS

COMMUNITY FOCUSED RETAIL

- FORMING A PARTNERSHIP WITH A RECENTLY DISPLACED SMALL BUSINESS



★ DPD Recommendations

- The proposed development is in compliance with the Planned Development Standards and Guidelines (17-8-0900 & 17-13-0609-A);
- The proposal is in compliance with the West Loop Design Guidelines (17-8-0903);
- The proposal promotes economically beneficial development patterns that are compatible with the character of existing neighborhoods (17-8-0103);
- The proposal ensures a level of amenities appropriate to the nature and scale of the project (17-8-0104);
- The project promotes safe and efficient circulation of pedestrians, cyclists, and motor vehicles (17-8-0904-A-1); and
- The project is designed to promote pedestrian interest, safety, and comfort 17-8-0905-A).

