

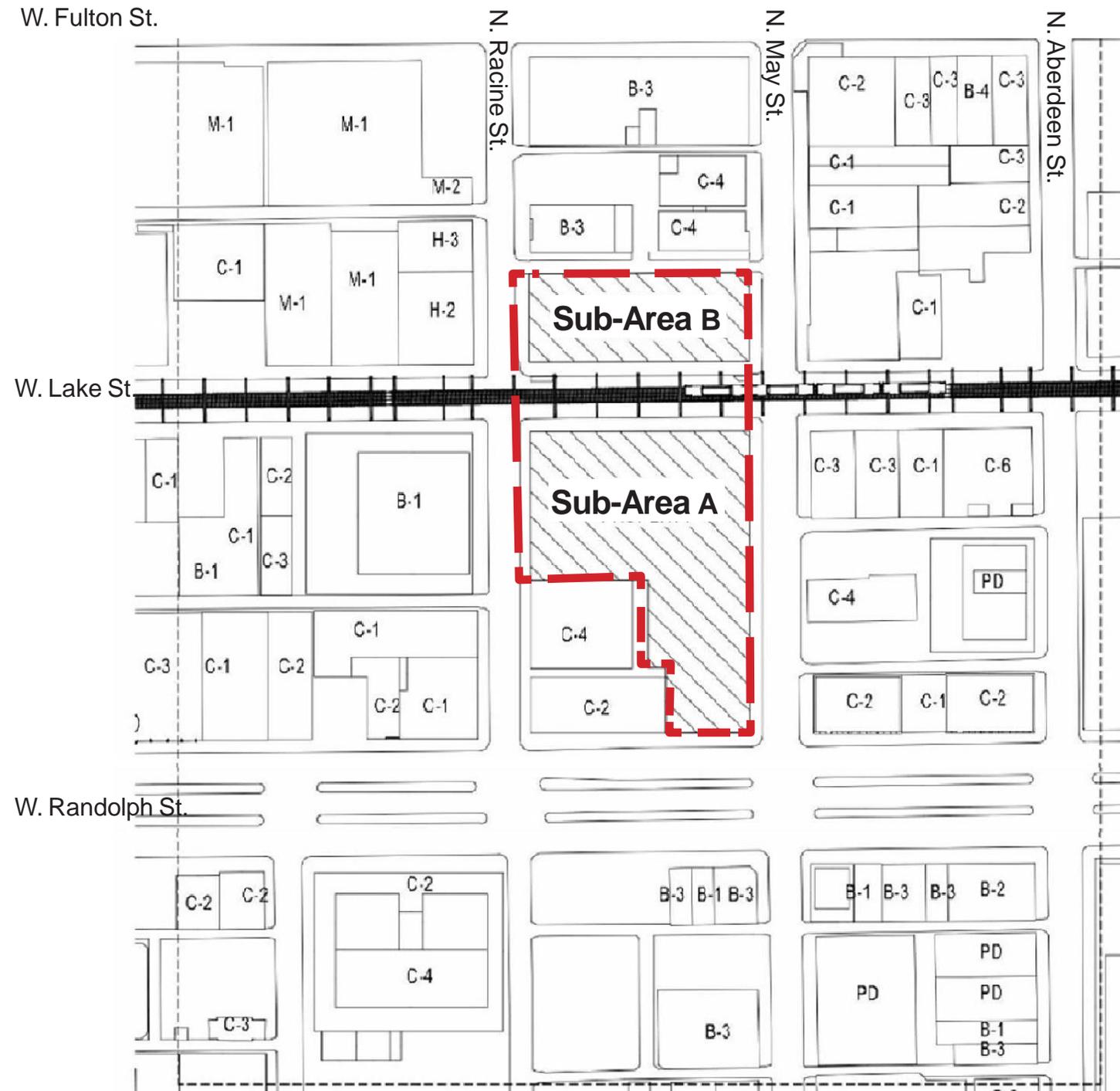


CHICAGO PLAN COMMISSION

Department of Planning and Development

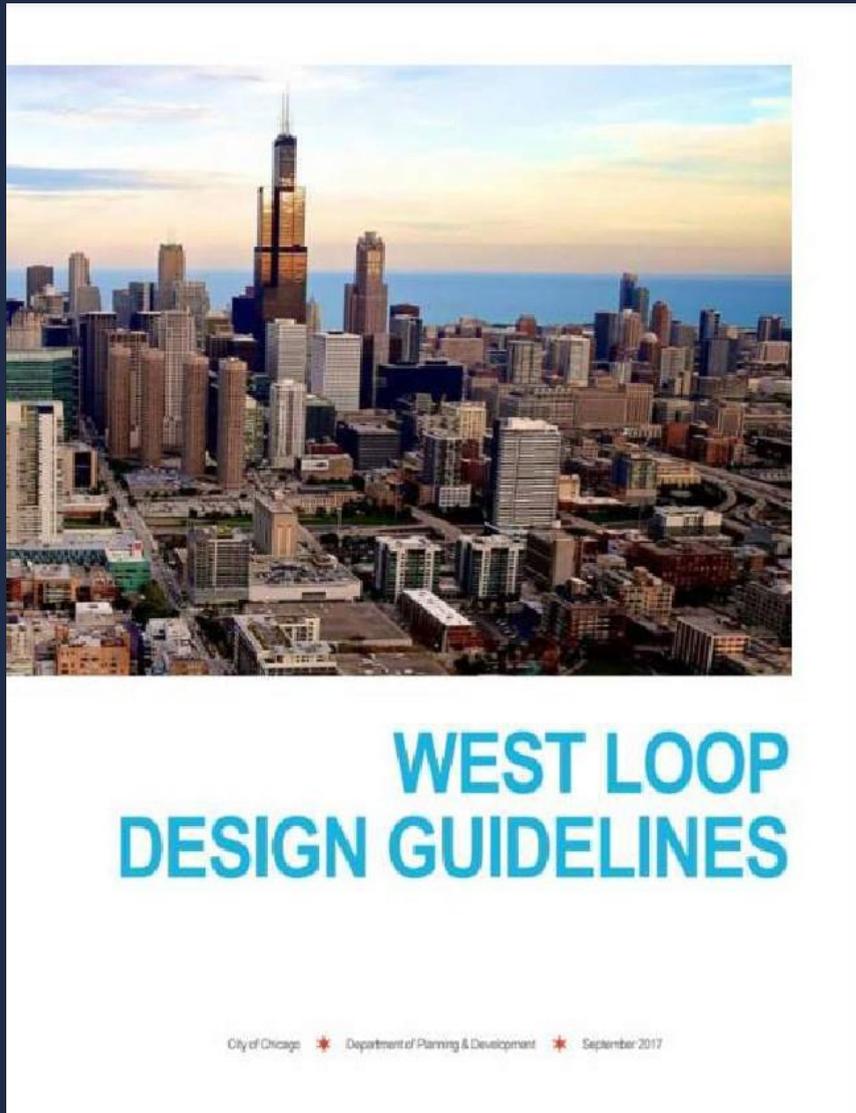
201-209 North Racine; 174-182 North May (27th Ward)
LG Development Group

Jun 17th, 2021



Land Use Map
Scale: NTS 

★ 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

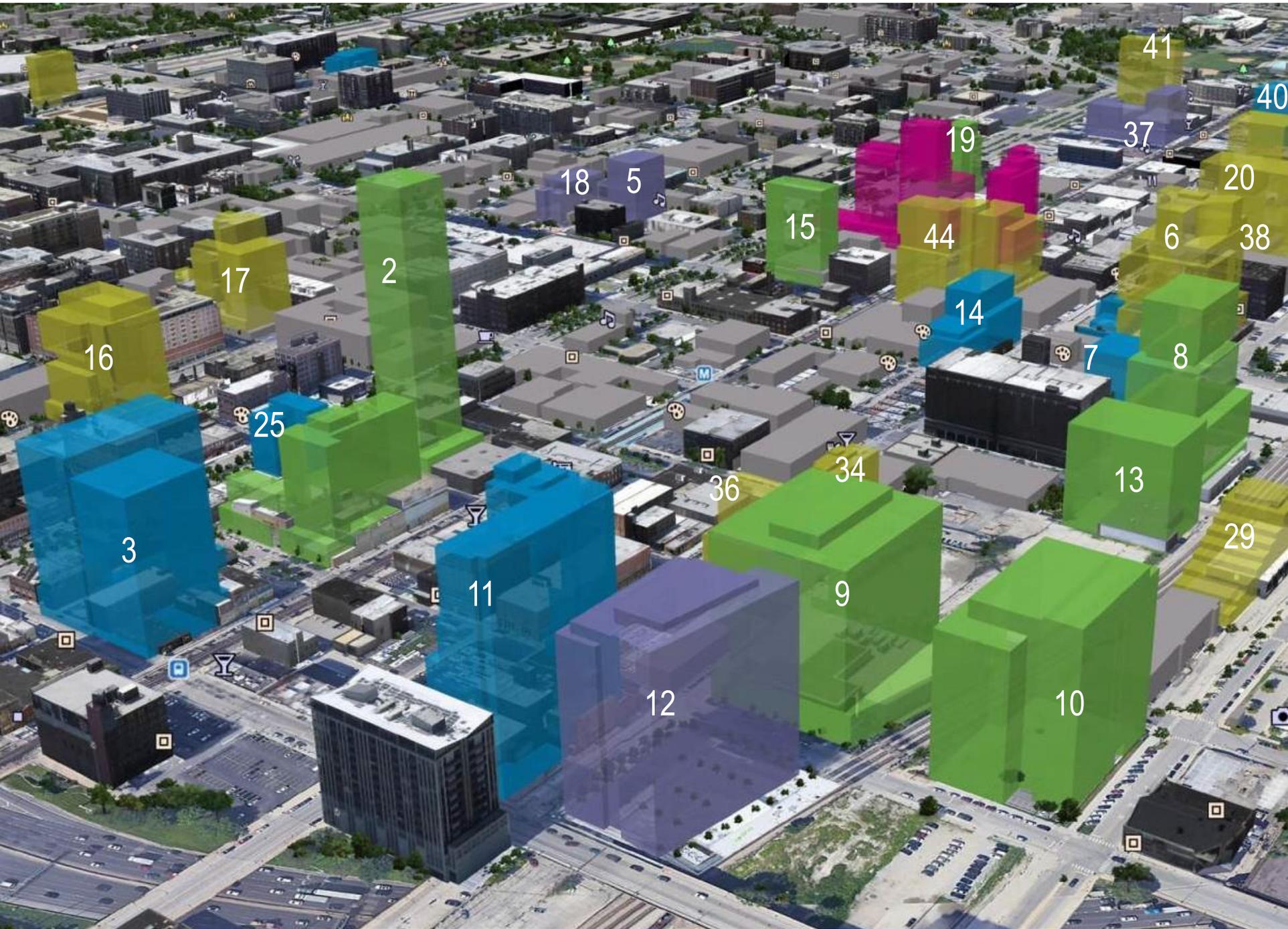
- Site previously approved by Plan Commission in 2020
- PD Amendment Intake: 3/11/21
- New PD Filing: 4/21/21
- WCA Meeting: 3/17/21
- WLCO Meeting: 4/6/21
- NOWL Meeting: 4/12/21
- Full Community Meeting: 5/17/21

BEFORE



AFTER

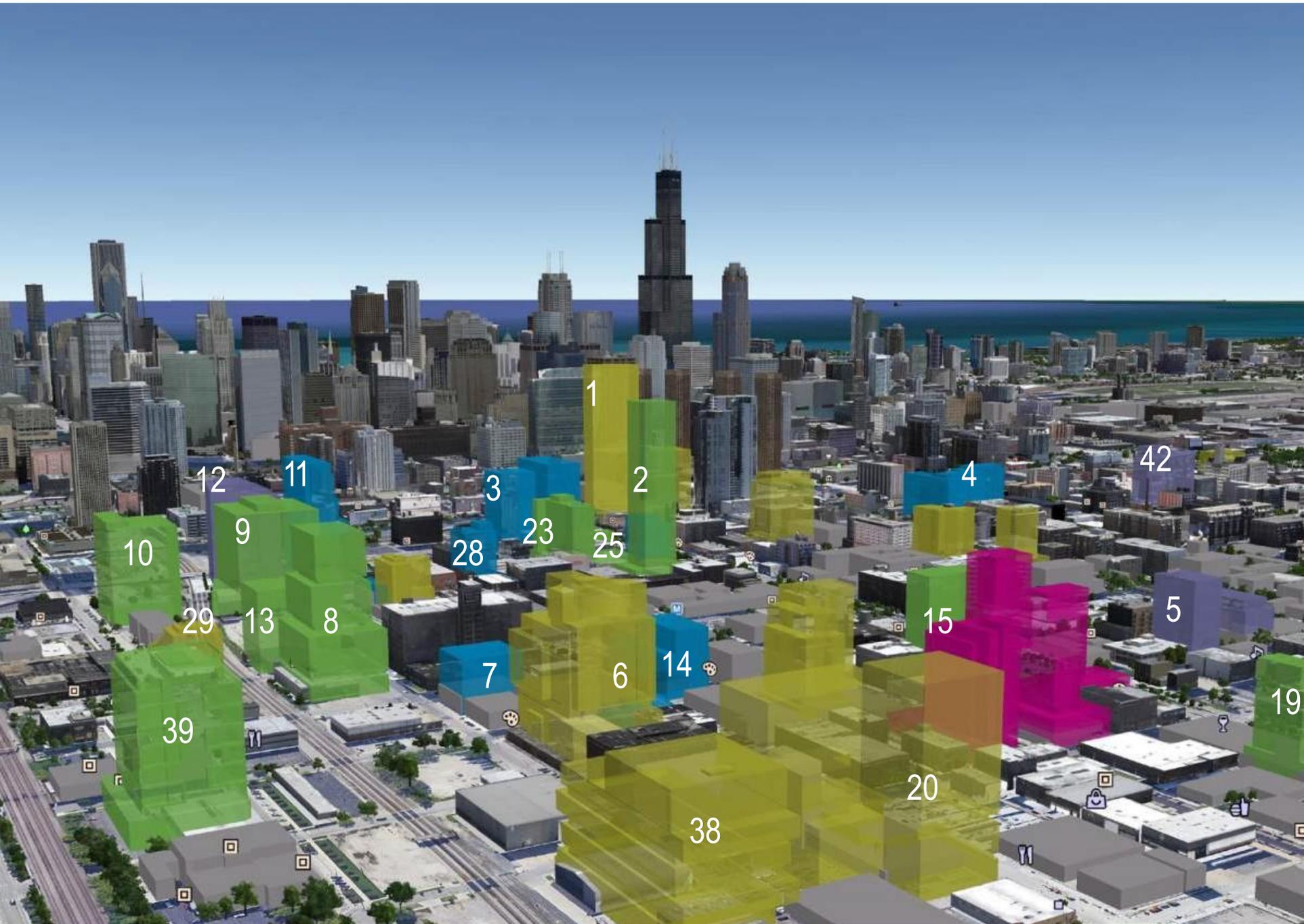




COMPLETED
UNDER CONSTRUCTION
APPROVED
PROPOSED
PROJECT

- | | | |
|---|---|--|
| 1. 725 W RANDOLPH ST
MAX HEIGHT: 615 FT | 20. 1200 W FULTON
MAX HEIGHT: 300 FT | 38. 1200 W CARROLL AVE
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MAX HEIGHT: 315 FT | 40. 1375 W FULTON MRKT
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AERIAL VIEW LOOKING SOUTHWEST



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AERIAL VIEW LOOKING NORTHEAST



Randolph Street (View North)



Racine Avenue (View East)



May Street (View West)



Lake Street (View South)

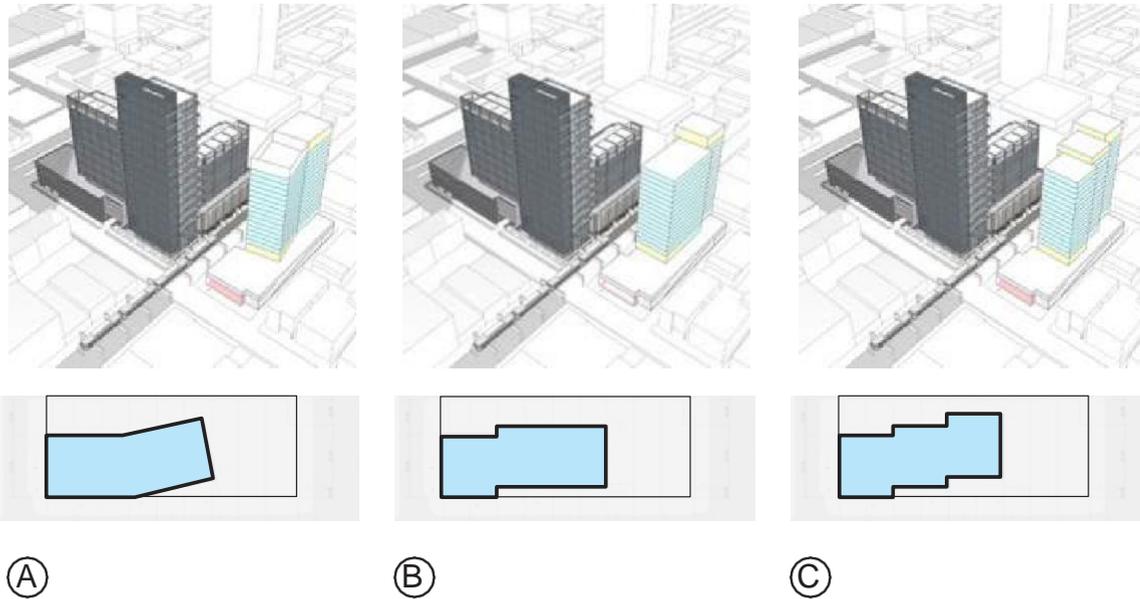


Lake street (View North)

MASSING AND DESIGN:

After being previously approved by planning commission for the overall development, the Amylu North parcel was changed from a mid-rise commercial office to residential high-rise tower. The new program required adjustment of how the building was sited as shown in the diagrams below. We have shifted the position of the taller massing of the North parcel to the west, placing the tower portion on the corner of Lake St. and Racine St. , then setting back a lower part of the tower away from Lake street to give more privacy and access to sun.

We have explored 3 massing directions to address this general strategy, referenced as Study A, B and C and have determined that Study B makes strongest design impact and responds to community scale by stepping gradually on its north side.



AMYLU NORTH

AMYLU SOUTH

MAY STREET



LAKE STREET

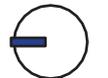
RANDOLPH STREET

RACINE AVENUE

EXISTING TO REMAIN

EXISTING TO REMAIN

Aerial View
Scale: NTS



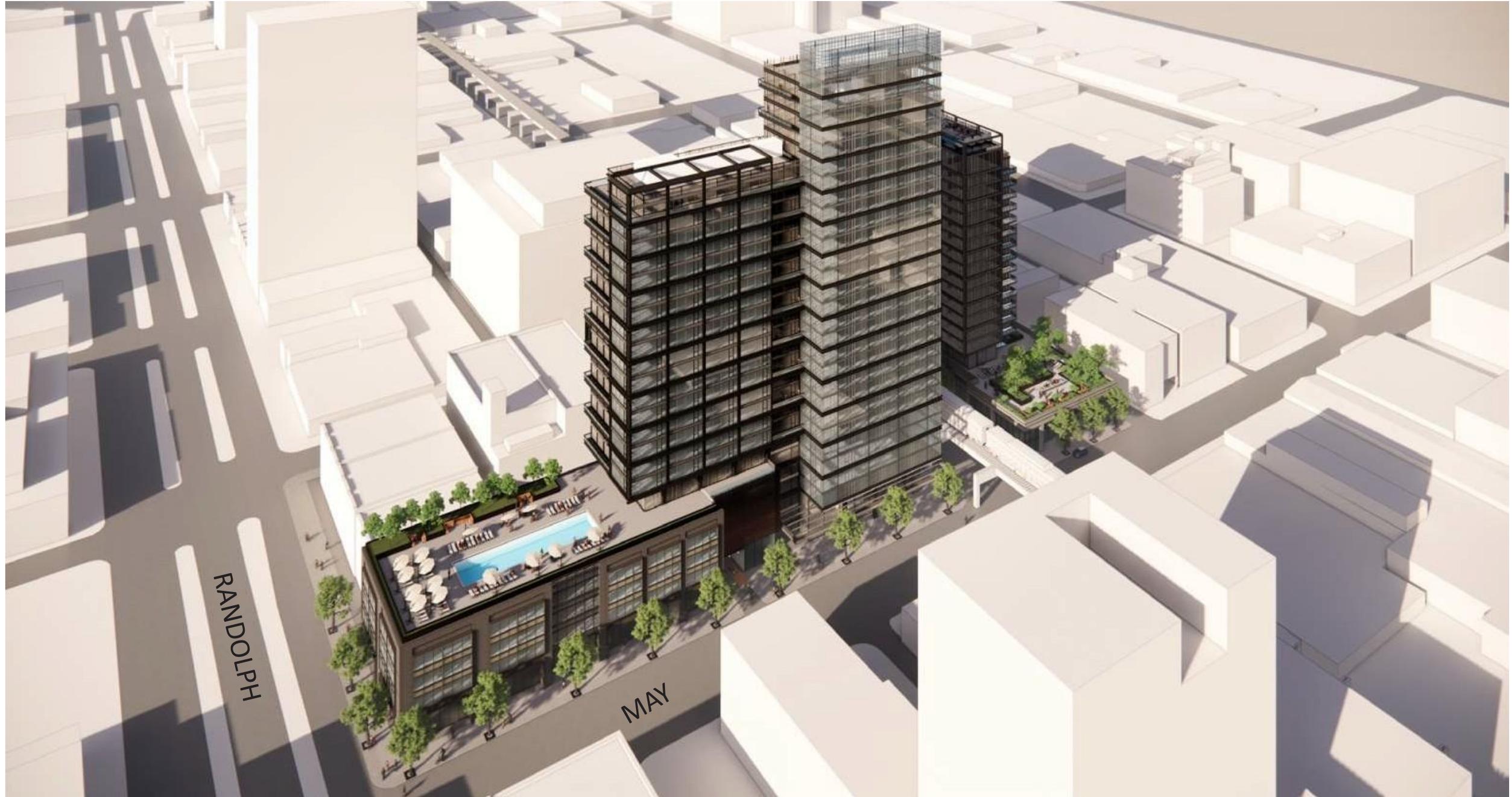
AERIAL TOP RENDERING



AERIAL RENDERING LOOKING EAST



AERIAL RENDERING LOOKING NORTHEAST



AERIAL RENDERING LOOKING NORTHWEST



AERIAL RENDERING LOOKING SOUTHWEST



AERIAL RENDERING LOOKING NORTHWEST



AERIAL RENDERING LOOKING EAST



Proposed Street level Condition, Corner of Randolph and May Looking Northwest



Existing Street level Condition, Corner of Randolph and May, Looking Northwest



Proposed Street level Condition, Corner of Lake and May Looking Southwest



Existing Street level Condition, Corner of Lake and May, Looking Southwest



Proposed Street level Condition, May Street Looking Southwest



Existing Street level Condition, May Street Looking Southwest



Proposed Street level Condition, Lake and Racine, Looking Southeast



Existing Street level Condition, Lake and Racine, Looking Southeast



Proposed Street level Condition, Lake and Racine, Looking Northeast

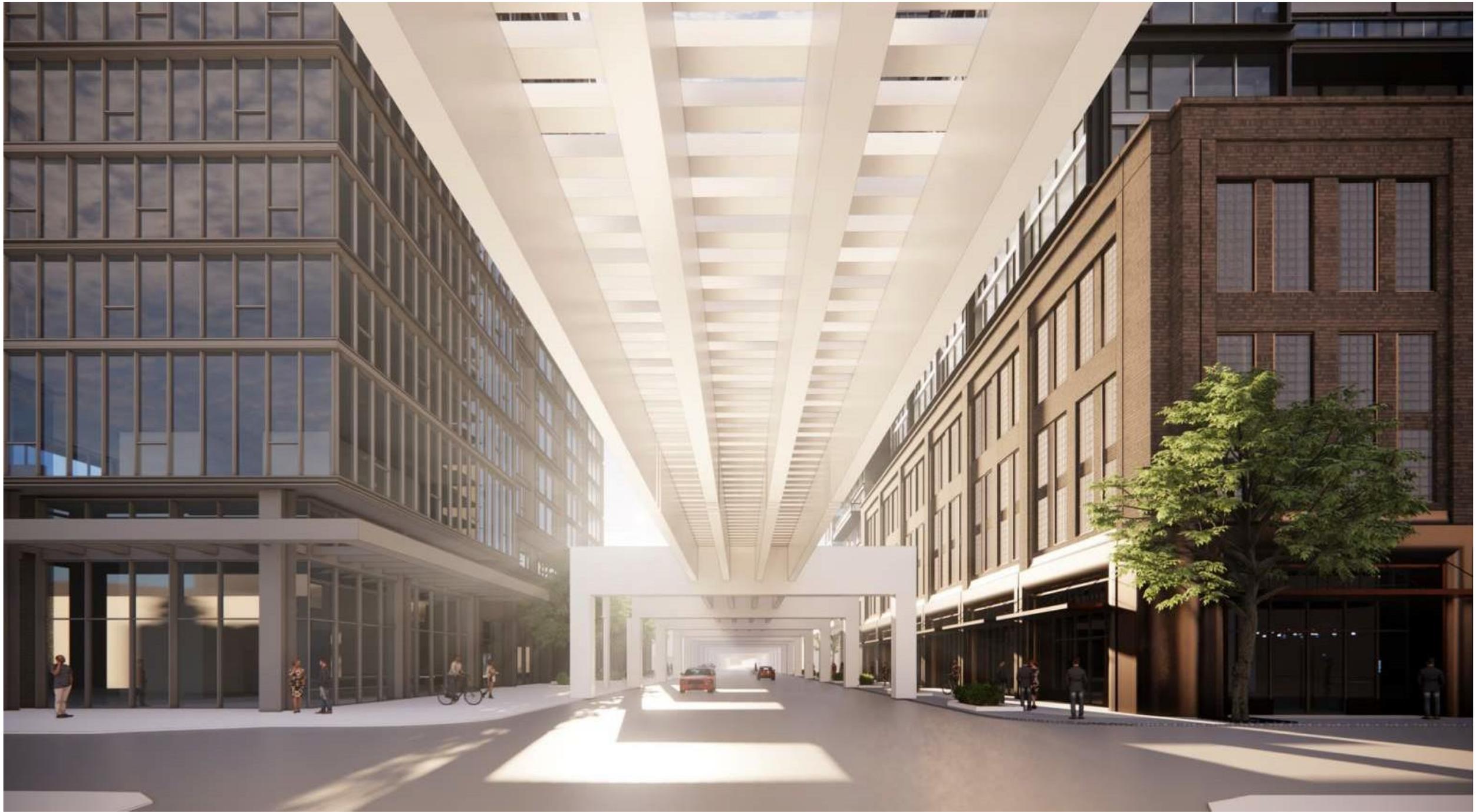


Existing Street level Condition, Lake and Racine, Looking Northeast



Proposed Street level Condition, Lake, Looking East

PEDESTRIAN CONTEXT



Proposed Street level Condition, Lake, Looking East

PEDESTRIAN CONTEXT



Proposed Street level Condition, Lake, Looking Southeast



Proposed Street level Condition, Lake, Looking Southeast



May and Randolph, Looking Northwest

ROOFTOP AMENITIES



Bird's eye of Sub-Area B (North Parcel)

ROOFTOP AMENITIES



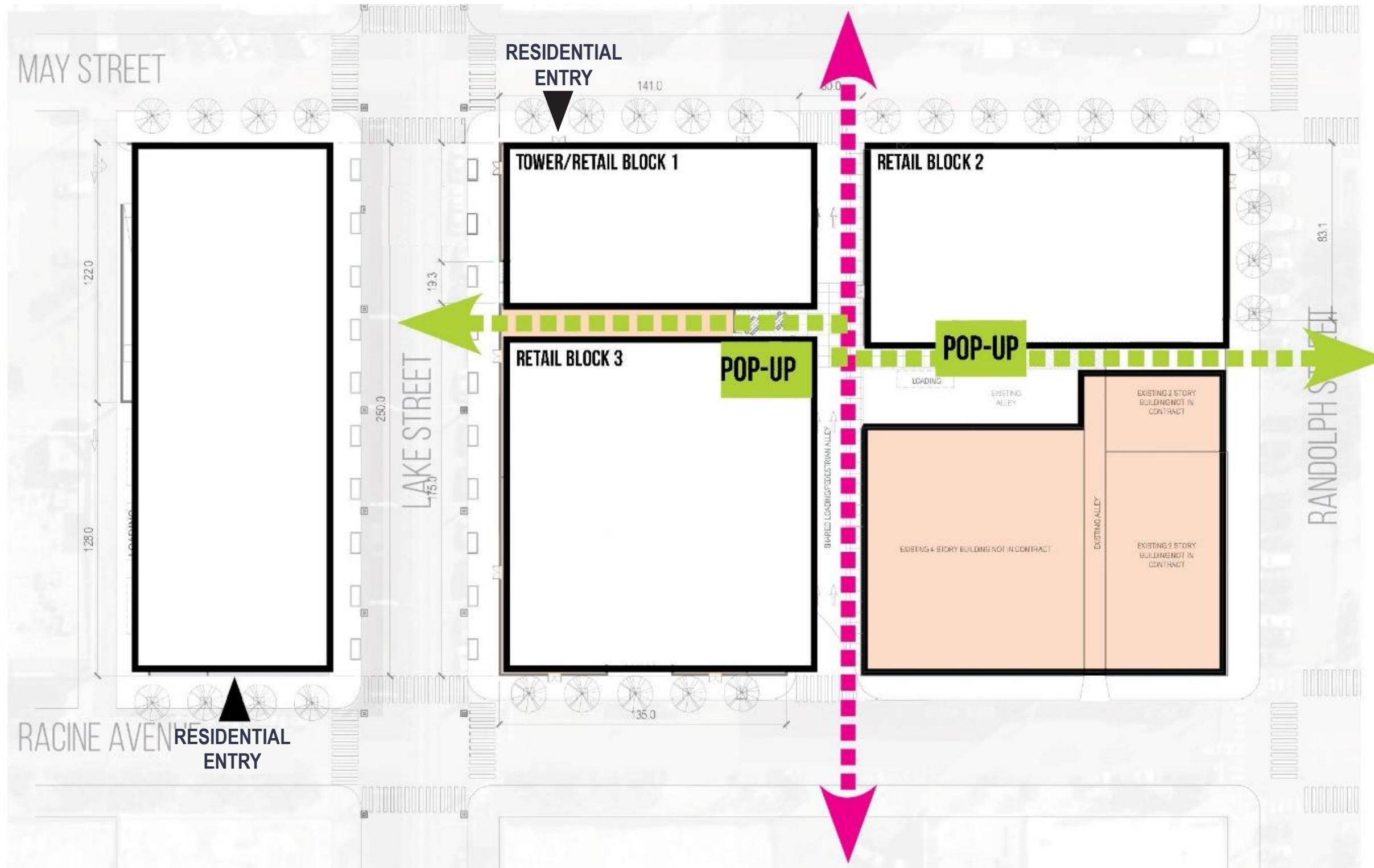
Top of Podium, Looking North along Racine

ROOFTOP AMENITIES



Top of Podium, Looking North along Racine

ROOFTOP AMENITIES



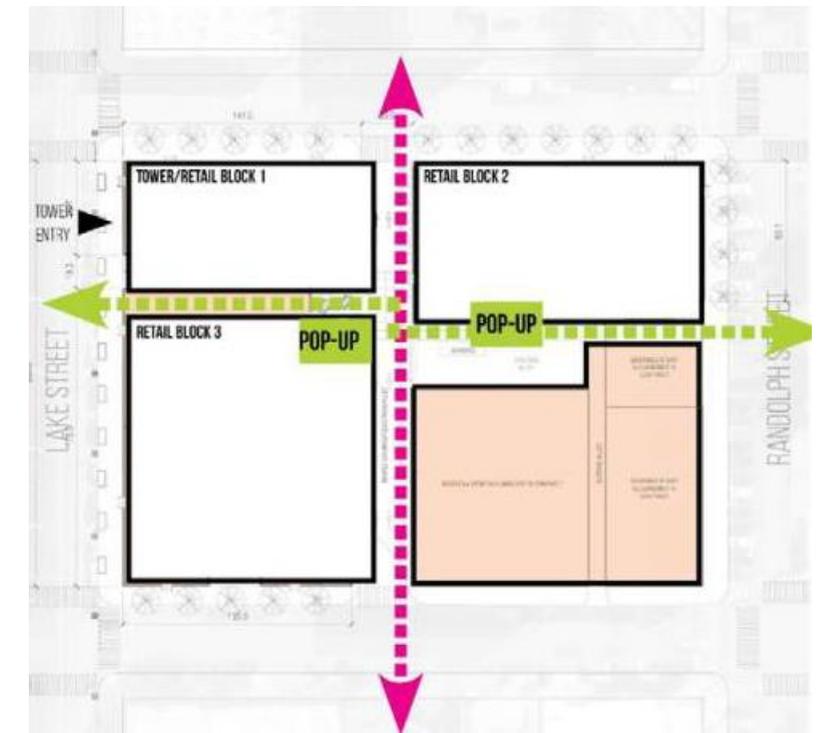
PEDESTRIAN PROGRAMMING



Proposed Street level Condition, Activated Alleyway, Looking Northwest



Existing Street level Condition, Alleyway, Looking West

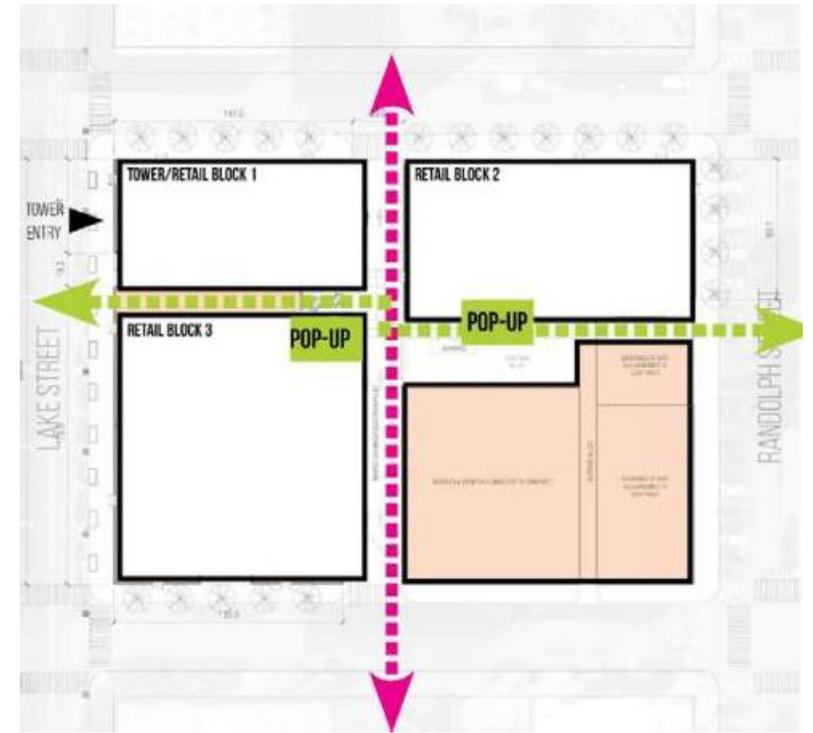




Proposed Street level Condition, Activated Alleyway, Looking Northwest



Existing Street level Condition, Alleyway, Looking West



AMYLU NORTH

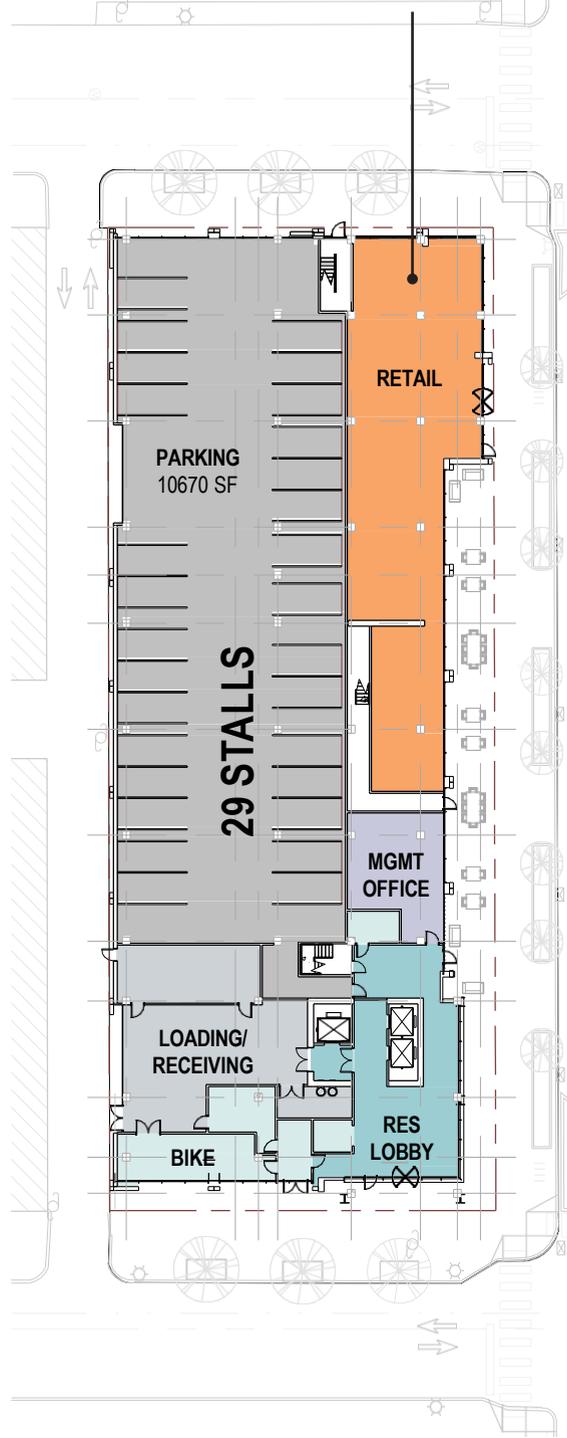
AMYLU SOUTH

NORTH MAY STREET

NORTH RACINE AVENUE

WEST LAKE STREET

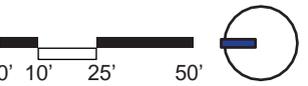
WEST RANDOLPH STREET



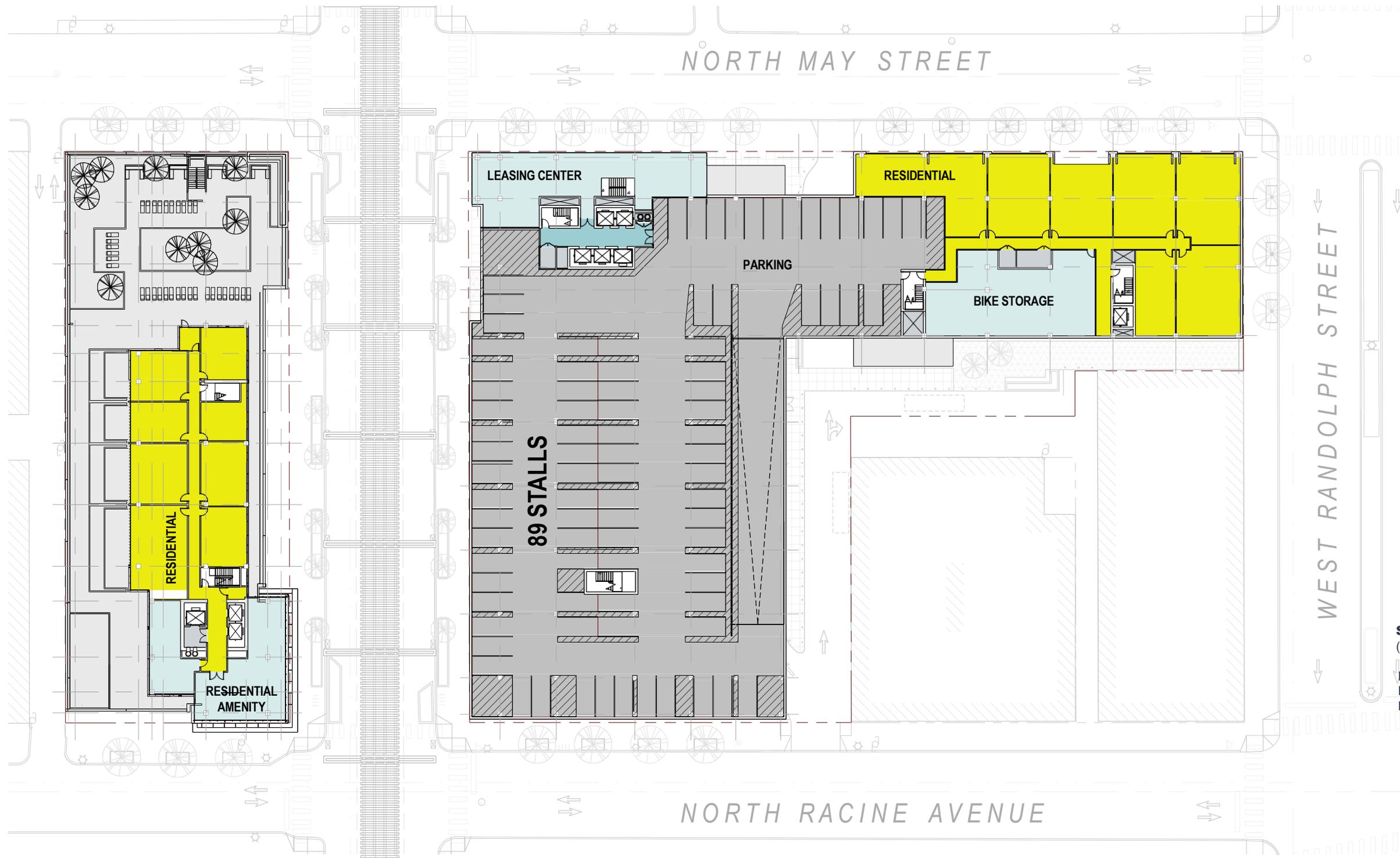
- AMENITIES
- BOH
- LOBBY
- OFFICE
- PARKING
- RETAIL

SOUTH PARCEL
(Approx GSF)
LEVEL 01 43,745 SF

NORTH PARCEL
(Approx GSF)
LEVEL 01 23,334 SF



LEVEL 1 FLOOR PLAN



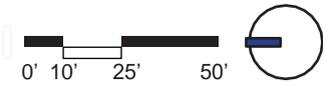
NORTH PARCEL
(Approx GSF)

LEVEL 02 10,593 SF
LEVEL 03 9,888 SF
LEVEL 04 9,888 SF

- AMENITIES
- BOH
- RESIDENTIAL

SOUTH PARCEL
(Approx GSF)

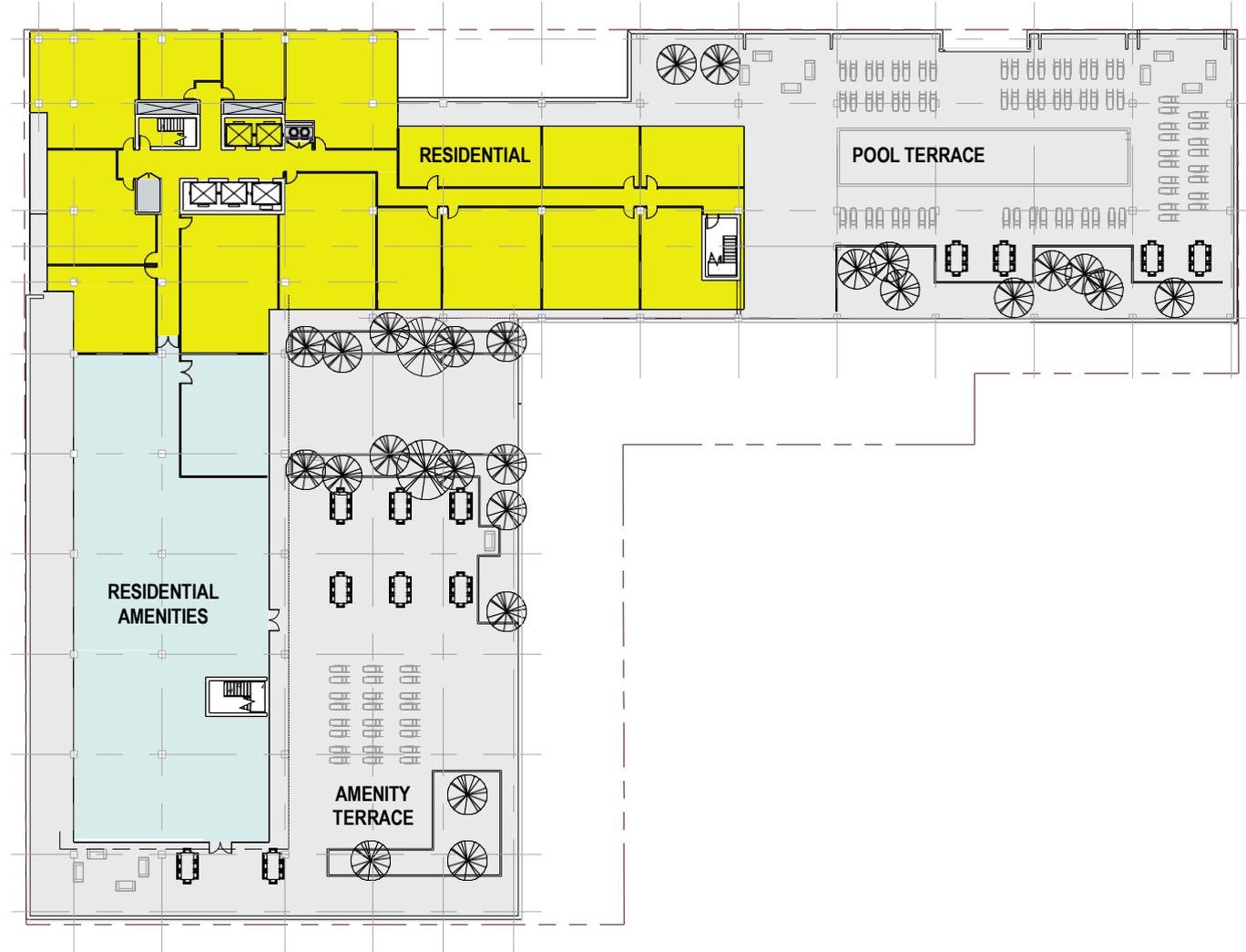
LEVEL 02 48,743 SF
LEVEL 03 44,557 SF
LEVEL 04 43,937 SF



LEVEL 2 FLOOR PLAN

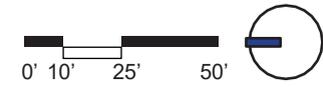


NORTH PARCEL
(Approx GSF)
LEVEL 05 9,888 SF



- AMENITIES
- BOH
- RESIDENTIAL

SOUTH PARCEL
(Approx GSF)
LEVEL 05 29,862 SF

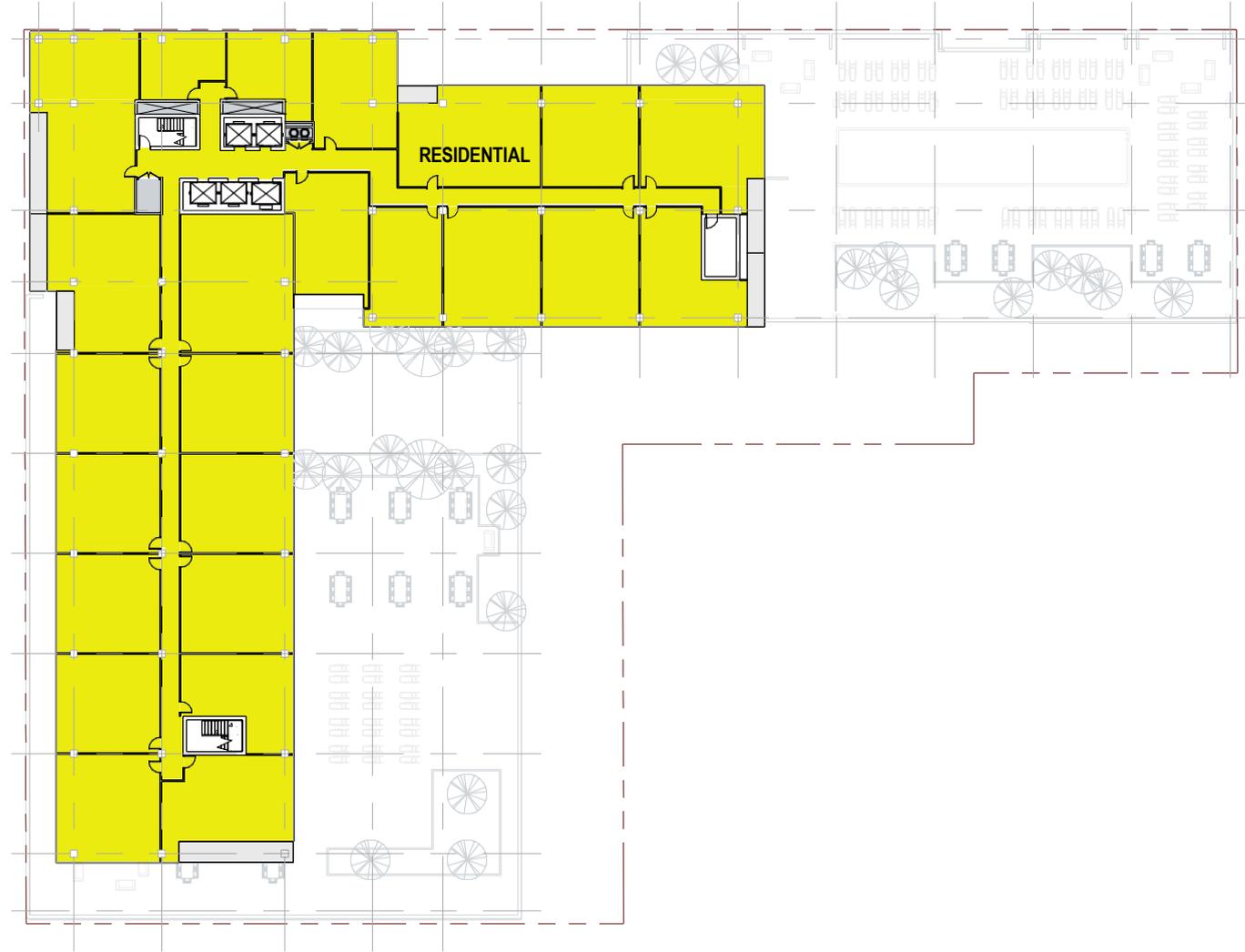


TYPICAL LOW-RISE PLANS WITH AMENITY LEVEL



NORTH PARCEL
(Approx GSF)

- LEVEL 06 9,888 SF
- LEVEL 07 9,888 SF
- LEVEL 08 9,888 SF
- LEVEL 09 9,888 SF
- LEVEL 10 9,888 SF
- LEVEL 11 9,888 SF
- LEVEL 12 9,888 SF
- LEVEL 13 9,888 SF
- LEVEL 14 9,888 SF
- LEVEL 15 9,888 SF
- LEVEL 16 9,888 SF
- LEVEL 17 9,888 SF

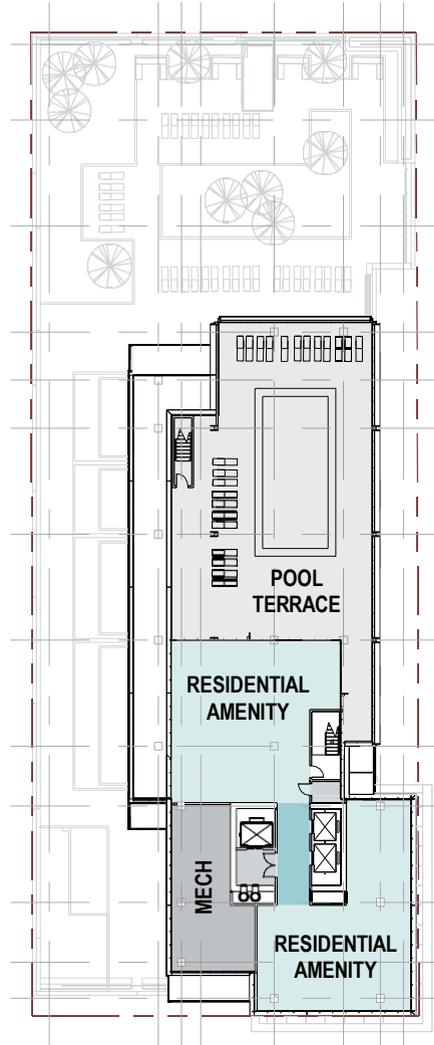


- AMENITIES
- BOH
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SOUTH PARCEL
(Approx GSF)

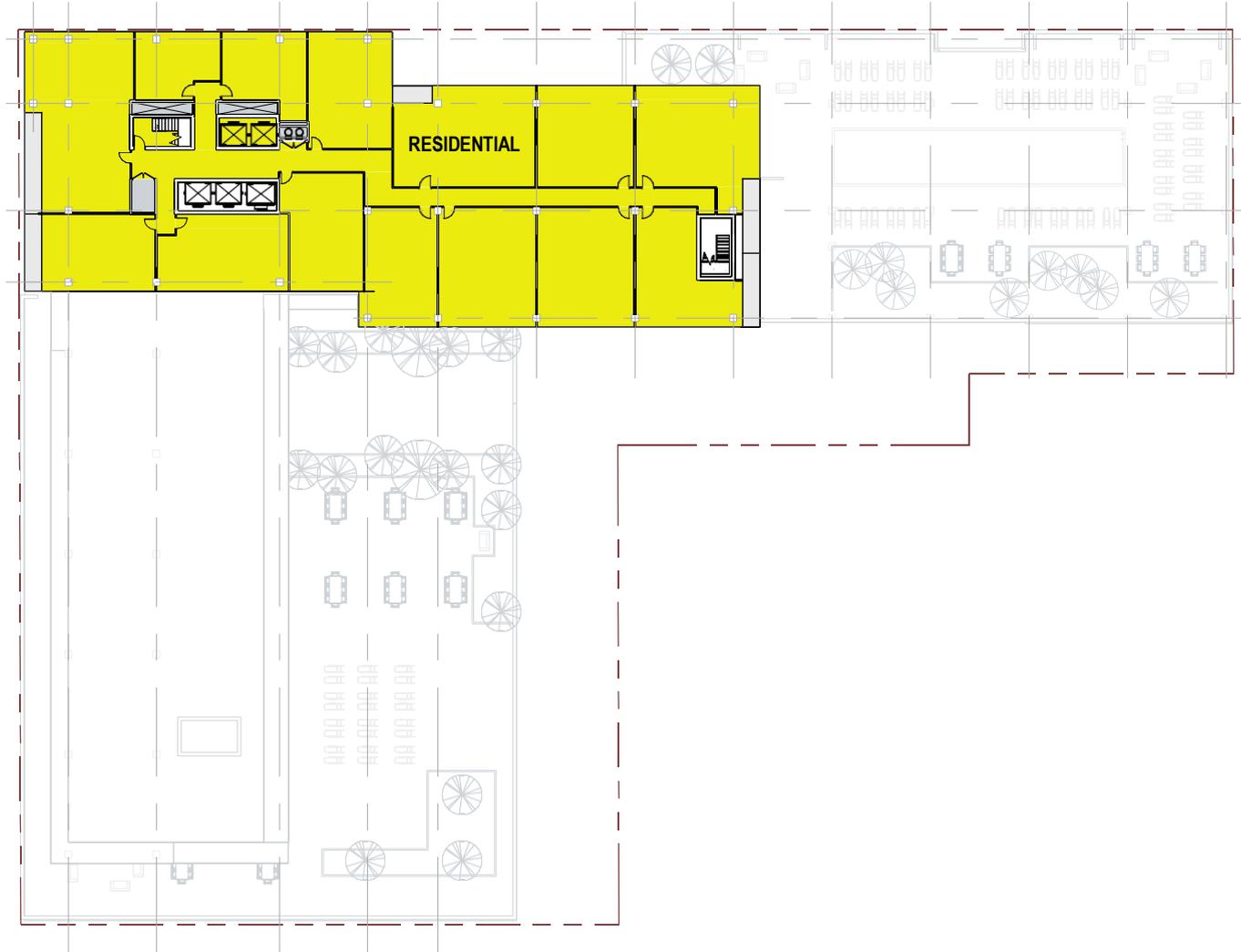
- LEVEL 06 26,700 SF
- LEVEL 07 26,700 SF
- LEVEL 08 26,700 SF
- LEVEL 09 26,700 SF
- LEVEL 10 26,700 SF
- LEVEL 11 26,700 SF
- LEVEL 12 26,700 SF
- LEVEL 13 26,700 SF
- LEVEL 14 26,700 SF





NORTH PARCEL
(Approx GSF)

LEVEL 18 5,400 SF

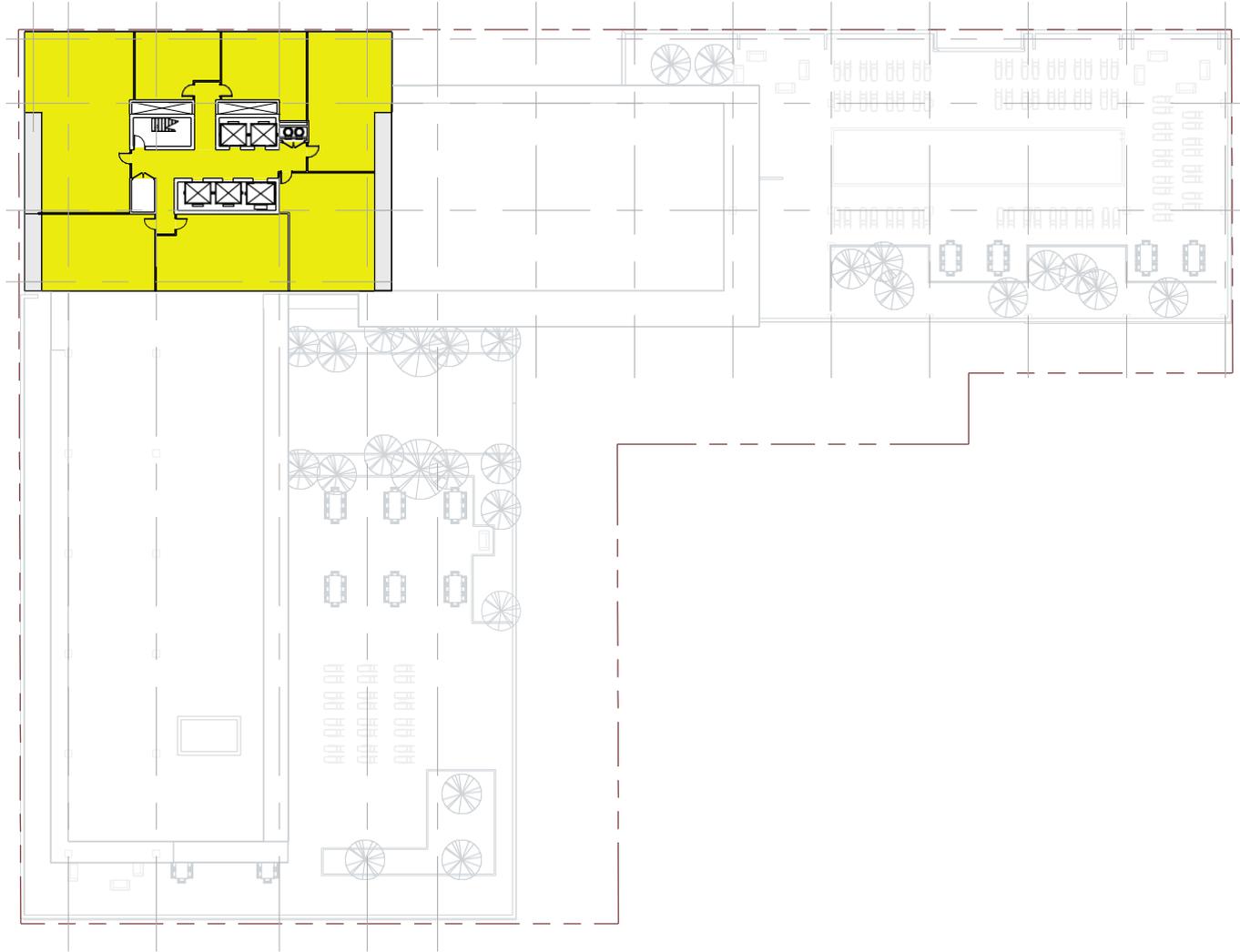
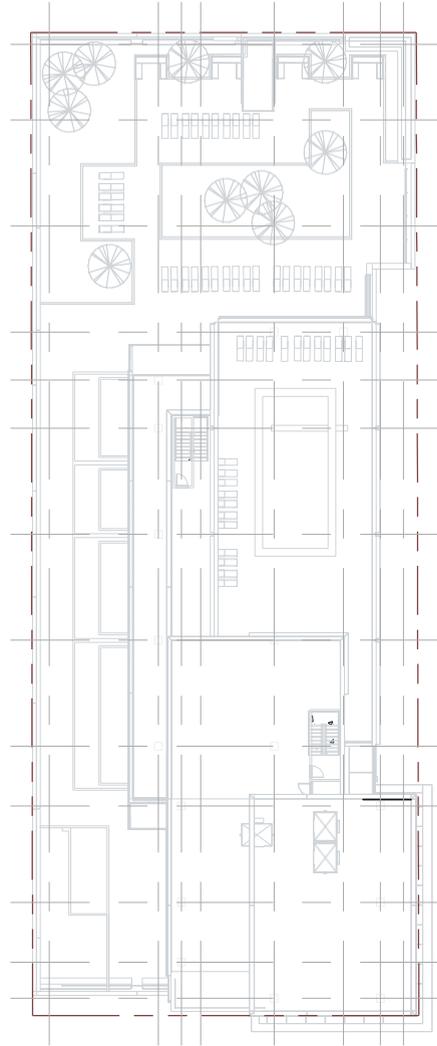


- AMENITIES
- BOH
- RESIDENTIAL

- SOUTH PARCEL**
(Approx GSF)
- LEVEL 15 17,100 SF
 - LEVEL 16 17,100 SF
 - LEVEL 17 17,100 SF
 - LEVEL 18 17,100 SF
 - LEVEL 19 17,100 SF
 - LEVEL 20 17,100 SF
 - LEVEL 21 17,100 SF



LEVEL 18 FLOOR PLAN



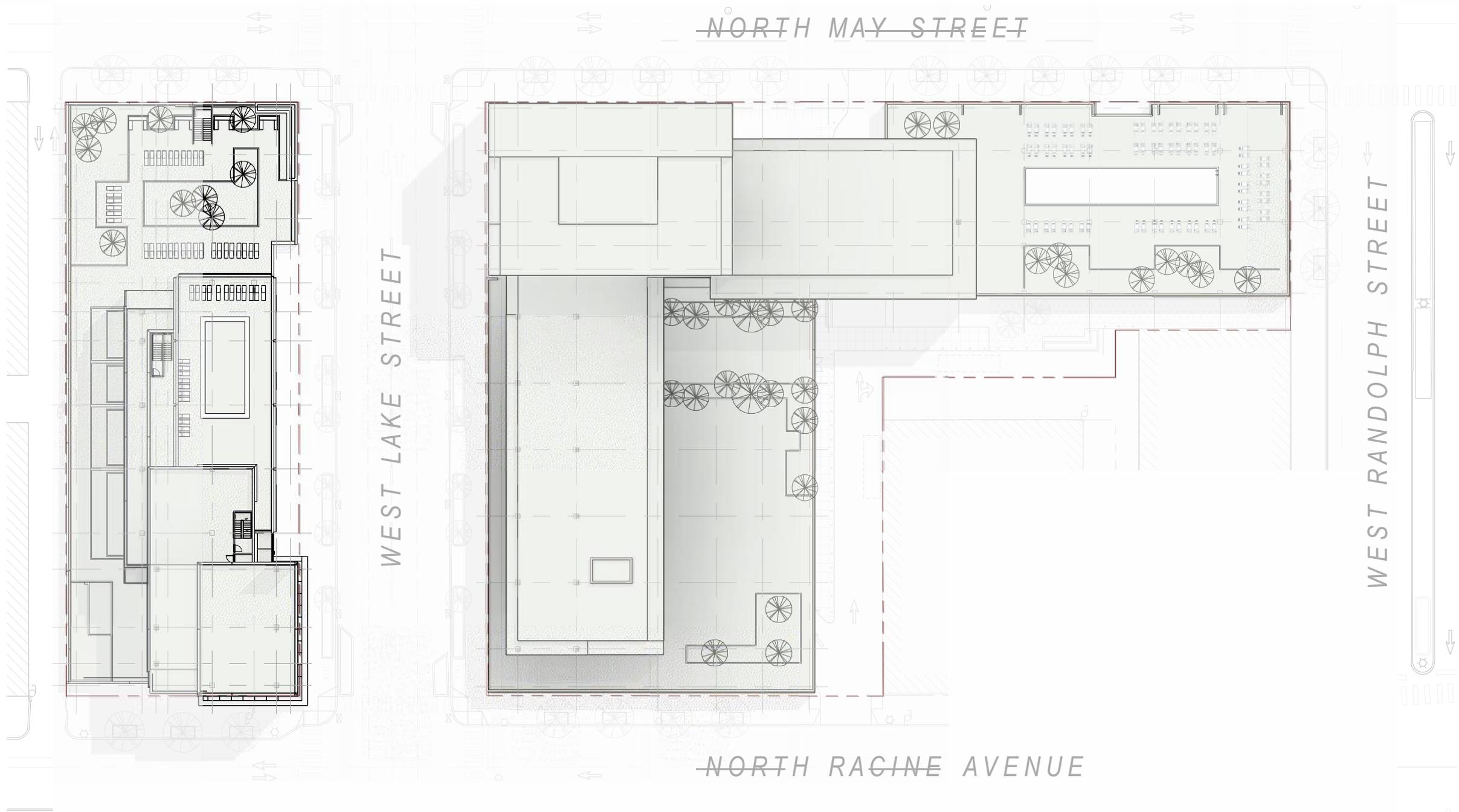
- AMENITIES
- BOH
- RESIDENTIAL

SOUTH PARCEL
(Approx GSF)

- LEVEL 22 8,600 SF
- LEVEL 23 7,500 SF
- LEVEL 24 7,500 SF
- LEVEL 25 7,500 SF
- LEVEL 26 7,500 SF
- LEVEL 27 7,500 SF



LEVEL 24 FLOOR PLAN



ROOF PLAN



T/O MECH
+330'-0"

T/O LEVEL 29
+311'-8"

T/O CANOPY
+250'-0"

T/O LEVEL 22
+230'-0"

METAL SPANDREL
EXTERIOR GLASS
WALL SYSTEM

T/O MECH
+222'-0"

T/O LEVEL 18
+193'-0"

T/O LEVEL 17
+178'-0"

METAL PANEL
BALCONY RAILING

EXTERIOR GLASS WALL SYSTEM

PERFORATED METAL PANEL
GLASS STOREFRONT

BRICK
METAL SPANDREL
BALCONY RAILING
GLASS STOREFRONT

T/O PODIUM
+55'-0"

T/O PODIUM
+24'-0"

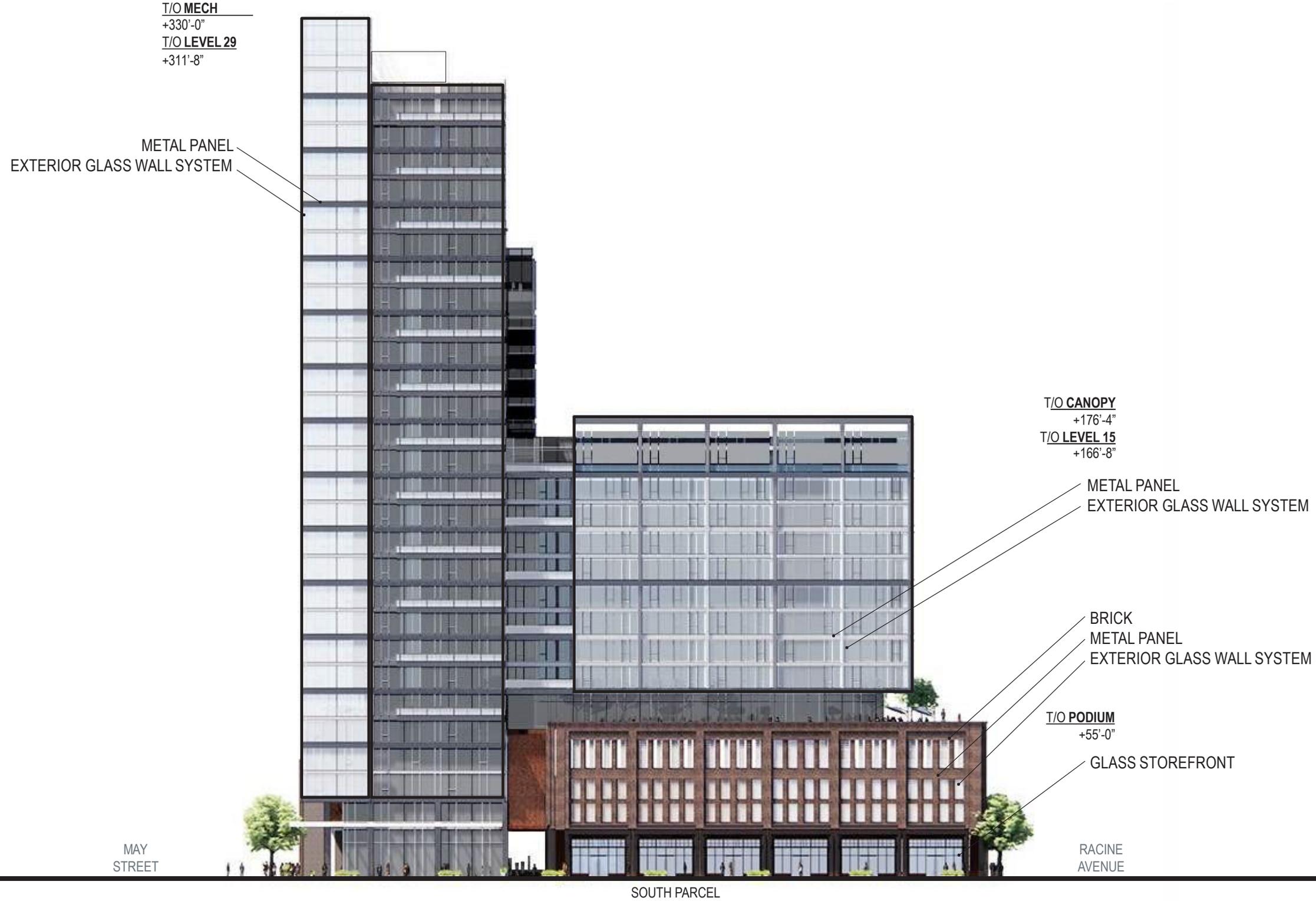
RANDOLPH
STREET

LAKE
STREET

SOUTH PARCEL

NORTH PARCEL

BUILDING ELEVATIONS EAST (MAY STREET)



BUILDING ELEVATIONS NORTH (LAKE STREET)



BUILDING ELEVATIONS SOUTH (LAKE STREET)

T/O MECH
+222'-0"

T/O LEVEL 17
+178'-0"

ALUMINUM MULLION

EXT GLASS WALL SYSTEM

BALCONY RAILING

STOREFRONT

T/O PODIUM
+24'-0"

NORTH PARCEL

T/O MECH
+330'-0"

T/O LEVEL 29
+311'-8"

BRICK

EXT GLASS WALL SYSTEM

GLASS STOREFRONT

LAKE STREET

SOUTH PARCEL

T/O CANOPY
+250'-0"

T/O LEVEL 22
+230'-0"

METAL PANEL
EXTERIOR GLASS WALL SYSTEM

PERFORATED METAL PANEL
GLASS STOREFRONT

BRICK
METAL SPANDREL
GLASS STOREFRONT

T/O PODIUM
+55'-0"

RANDOLPH STREET

BUILDING ELEVATIONS WEST (RACINE AVENUE)



BUILDING ELEVATIONS SOUTH (RANDOLPH STREET)



ALUMINUM MULLION

EXTERIOR GLASS WALL SYSTEM

BALCONY RAILING

BRICK

T/O MECH
+222'-0"

T/O LEVEL 18
+193'-0"

T/O LEVEL 17
+178'-0"

T/O PODIUM
+24'-0"

MAY
STREET

RACINE
AVENUE

NORTH PARCEL

BUILDING ELEVATIONS NORTH (PUBLIC ALLEY)

S - MECH SCREEN
330' - 0"

S - LEVEL 29
311' - 8"

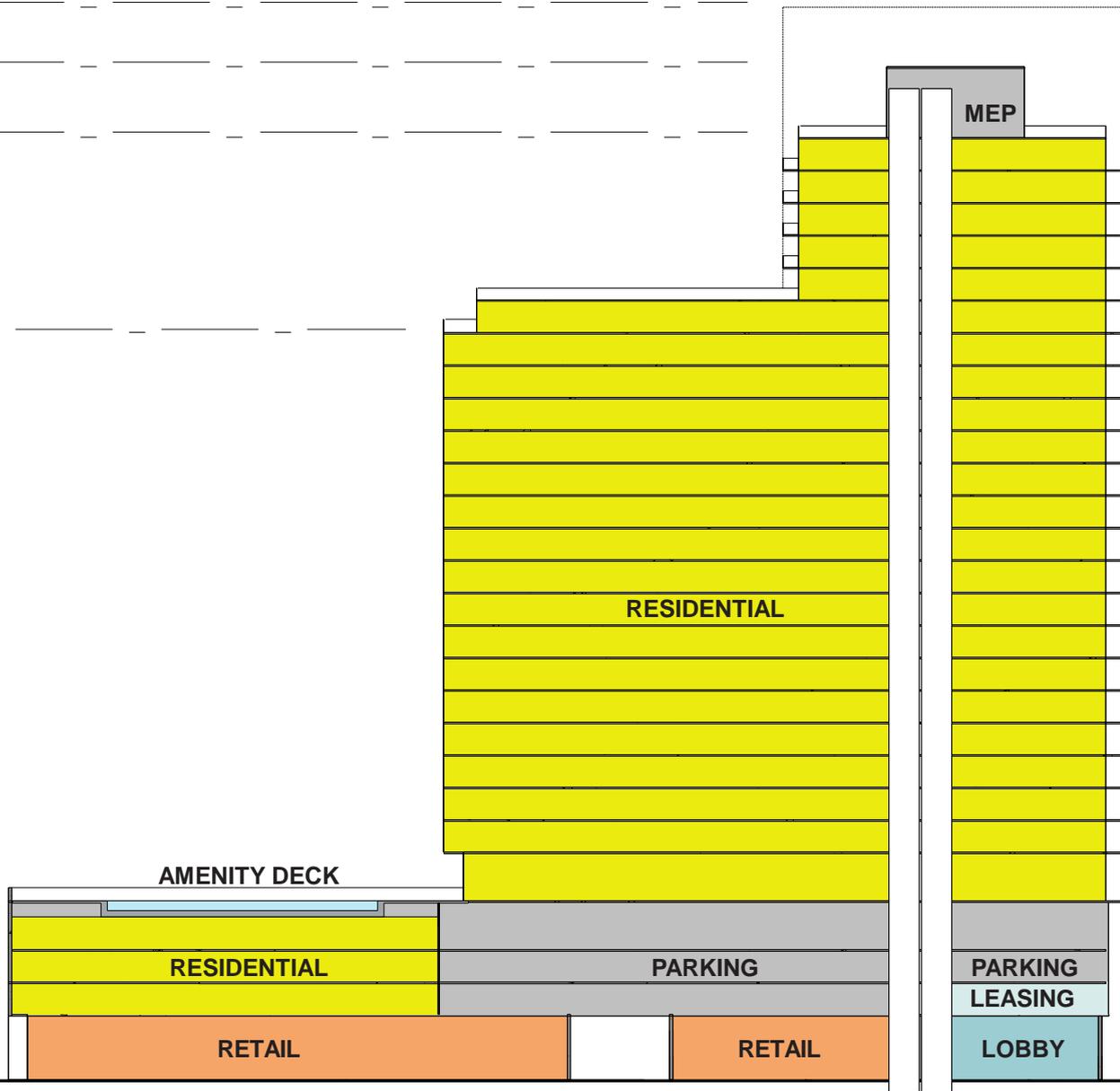
S - LEVEL 28
290' - 0"

S - LEVEL 22
230' - 0"

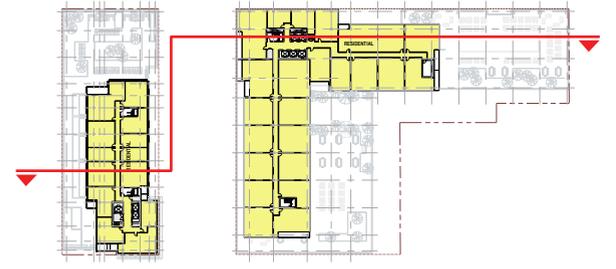
S - LEVEL 05
55' - 0"

S - LEVEL 02
20' - 0"

RANDOLPH STREET



SOUTH PARCEL



N - MECH SCREEN
222' - 0"

N - LEVEL 18
193' - 0"

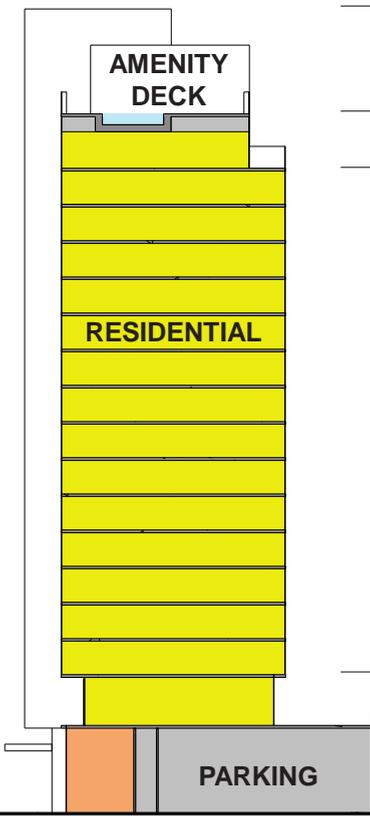
N - LEVEL 17
178' - 0"

N - LEVEL 03
38' - 0"

N - LEVEL 02
24' - 0"

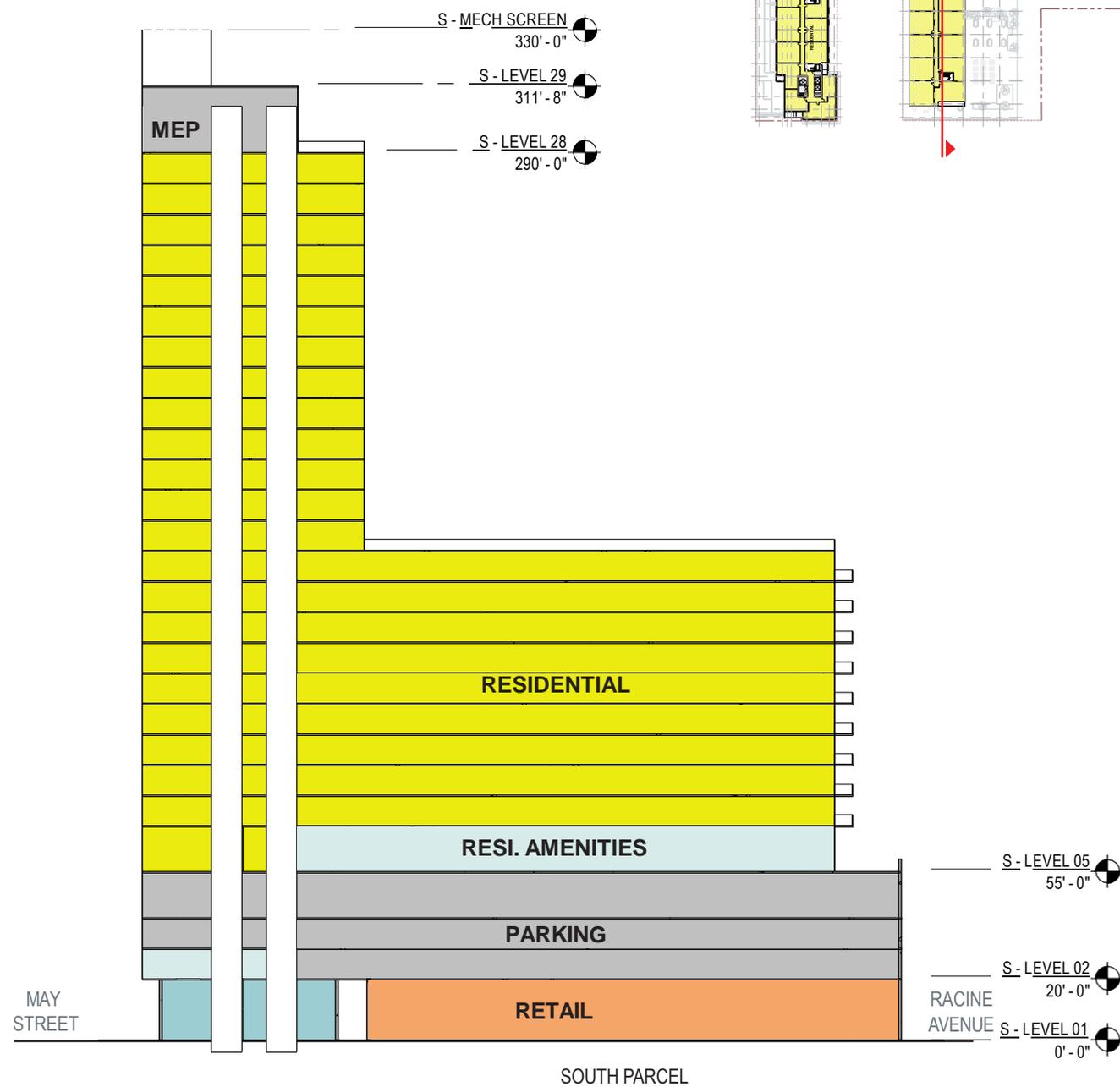
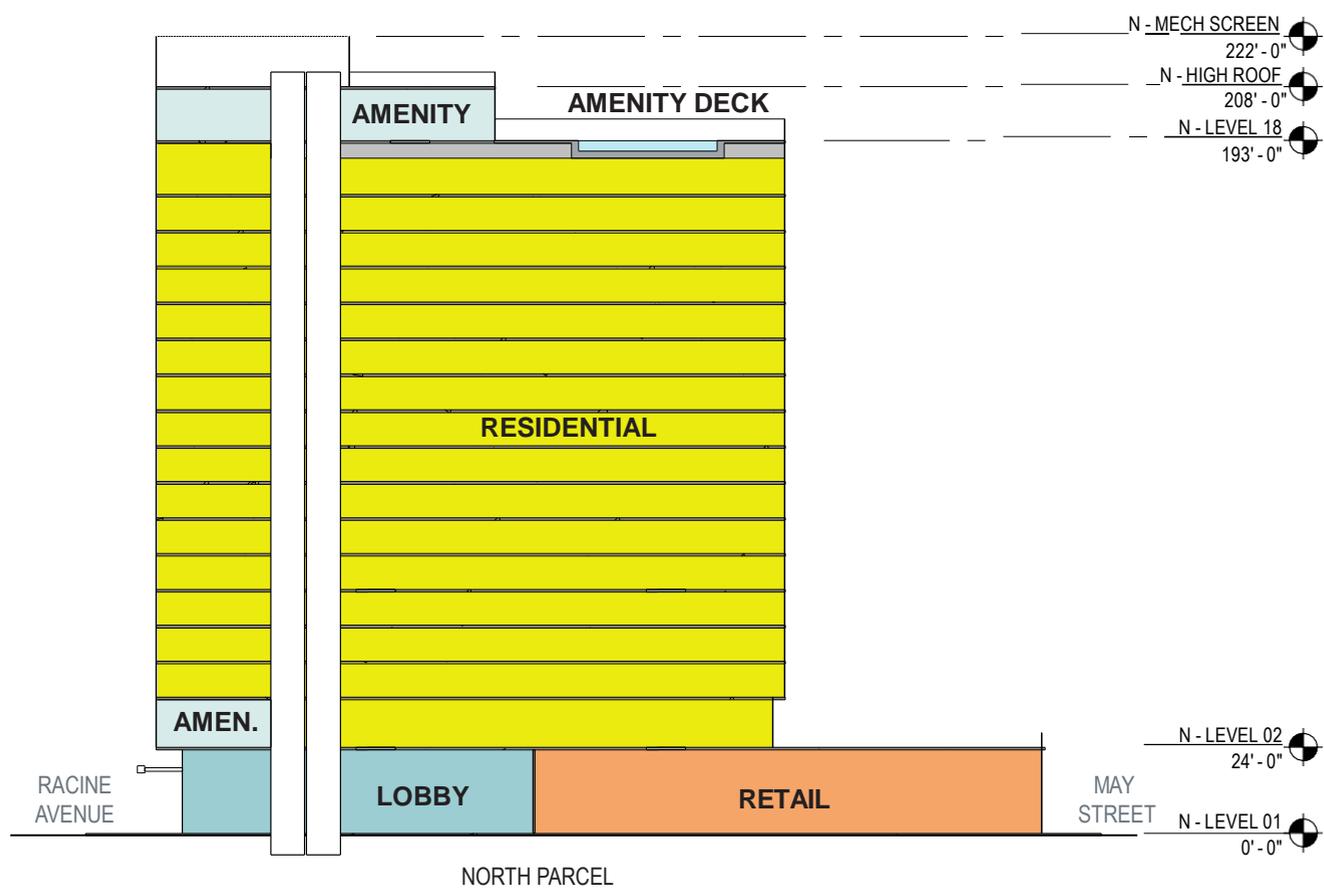
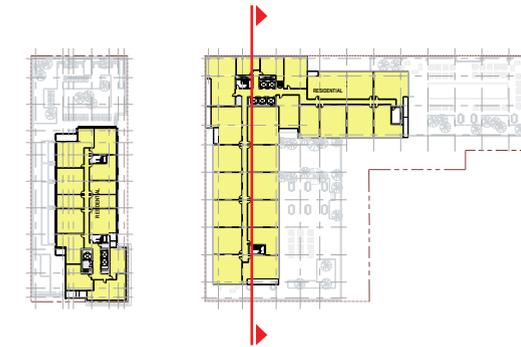
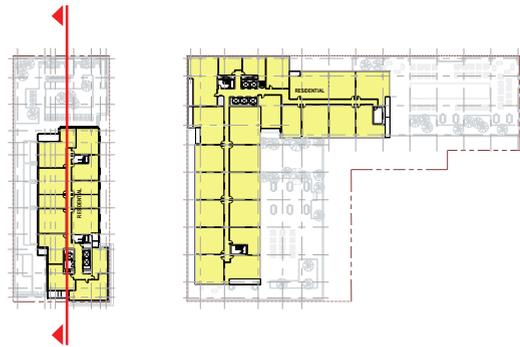
N - LEVEL 01
0' - 0"

LAKE STREET

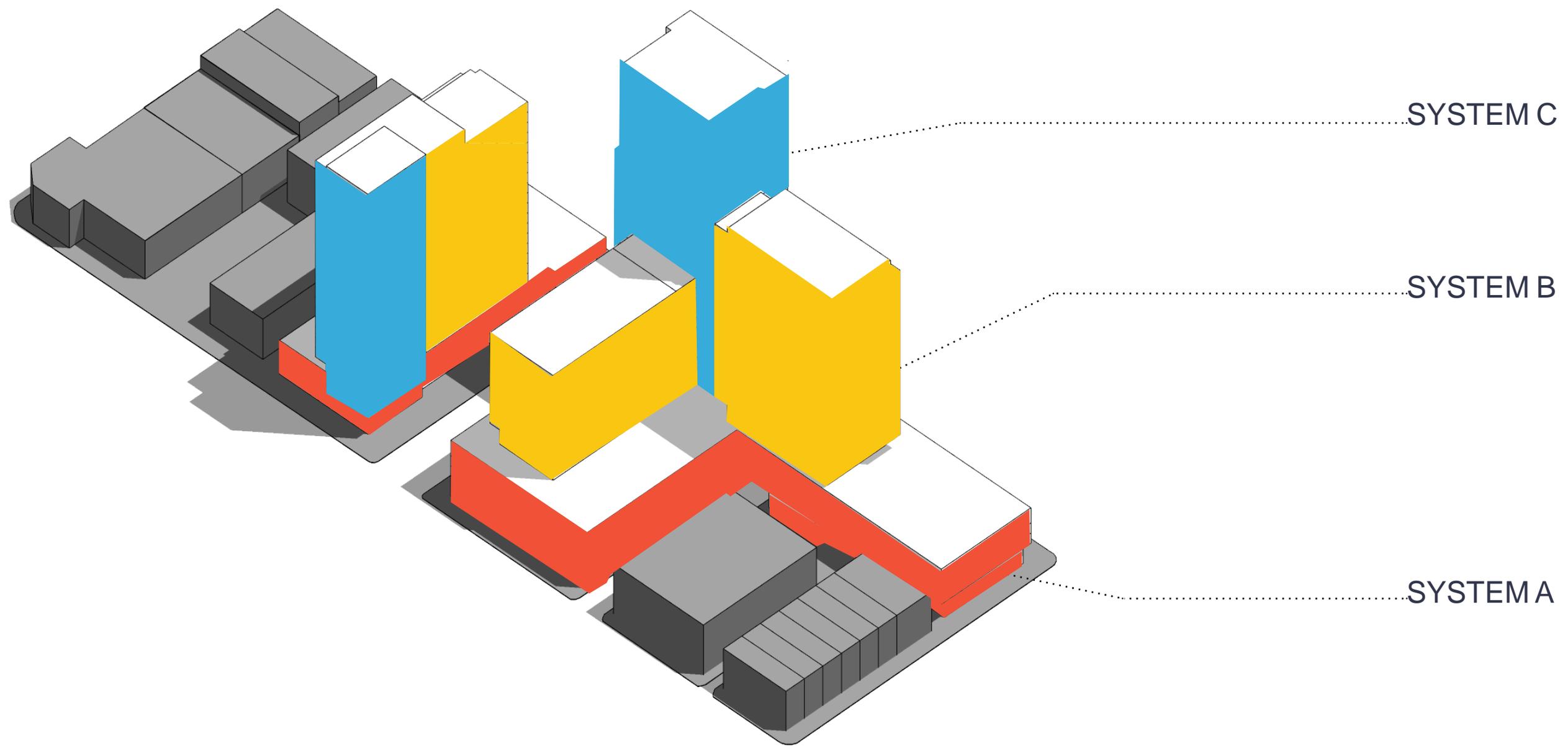


NORTH PARCEL

BUILDING SECTIONS



BUILDING SECTIONS





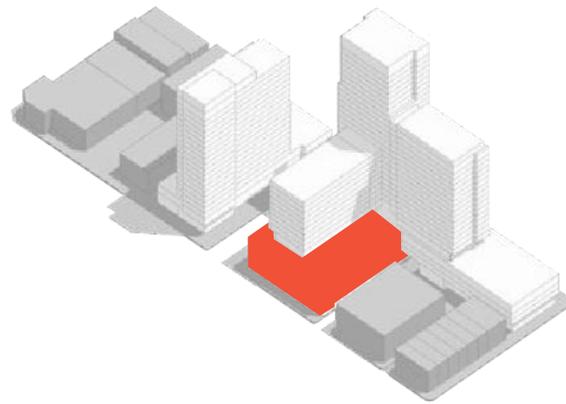
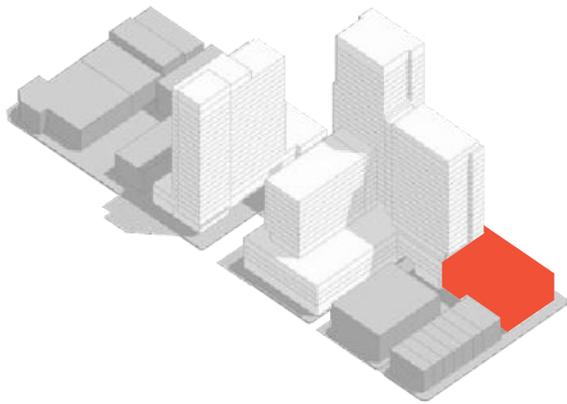
BRICK MASONRY
EXTERIOR GLASS WALL SYSTEM
PRE-FINISHED METAL PANEL
EXTERIOR GLASS WALL SYSTEM

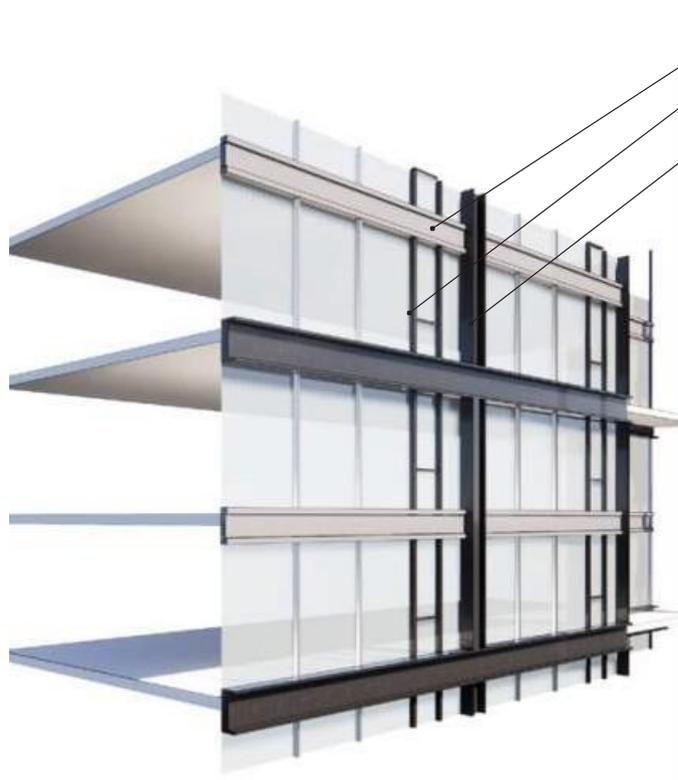
SYSTEM A-1



BRICK MASONRY
EXTERIOR GLASS WALL SYSTEM
PRE-FINISHED METAL PANEL
EXTERIOR GLASS WALL SYSTEM

SYSTEM A-2





PRE-FINISHED METAL PANEL
EXTERIOR GLASS WALL SYSTEM
PRE-FINISHED METAL PANEL

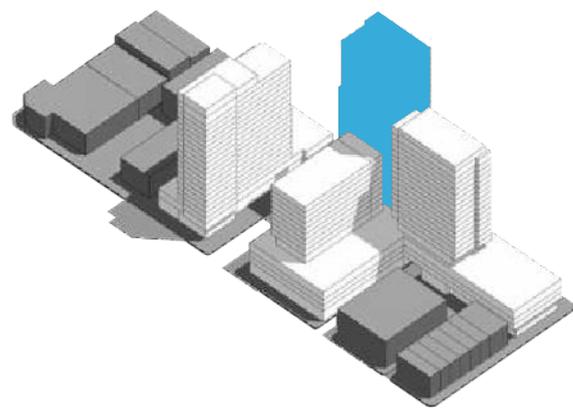
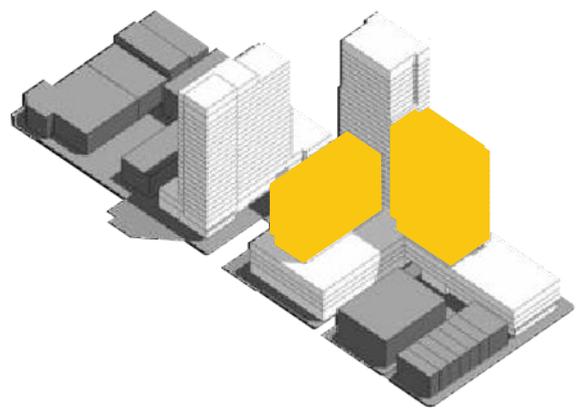


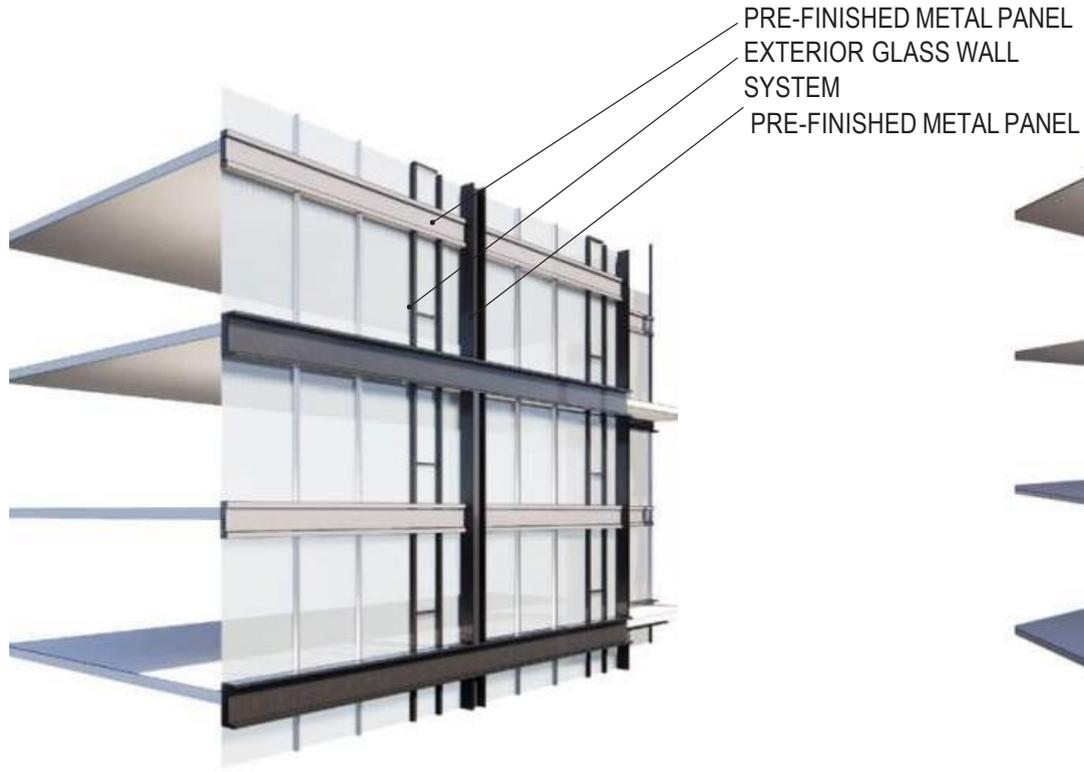
PRE-FINISHED METAL PANEL
EXTERIOR GLASS WALL SYSTEM

GLASS AND ALUMINUM BALCONY RAILING

SYSTEM B

SYSTEM C

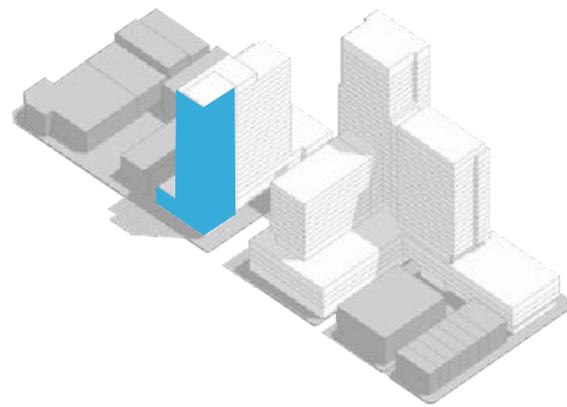
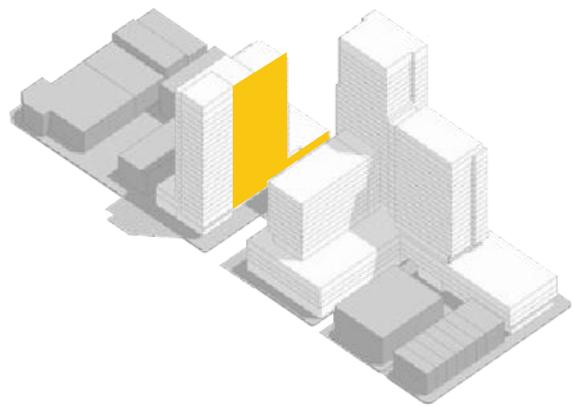




SYSTEM B



SYSTEM C



Traffic Impact Study
1143 West Lake Street
Chicago, Illinois



Prepared For:



KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

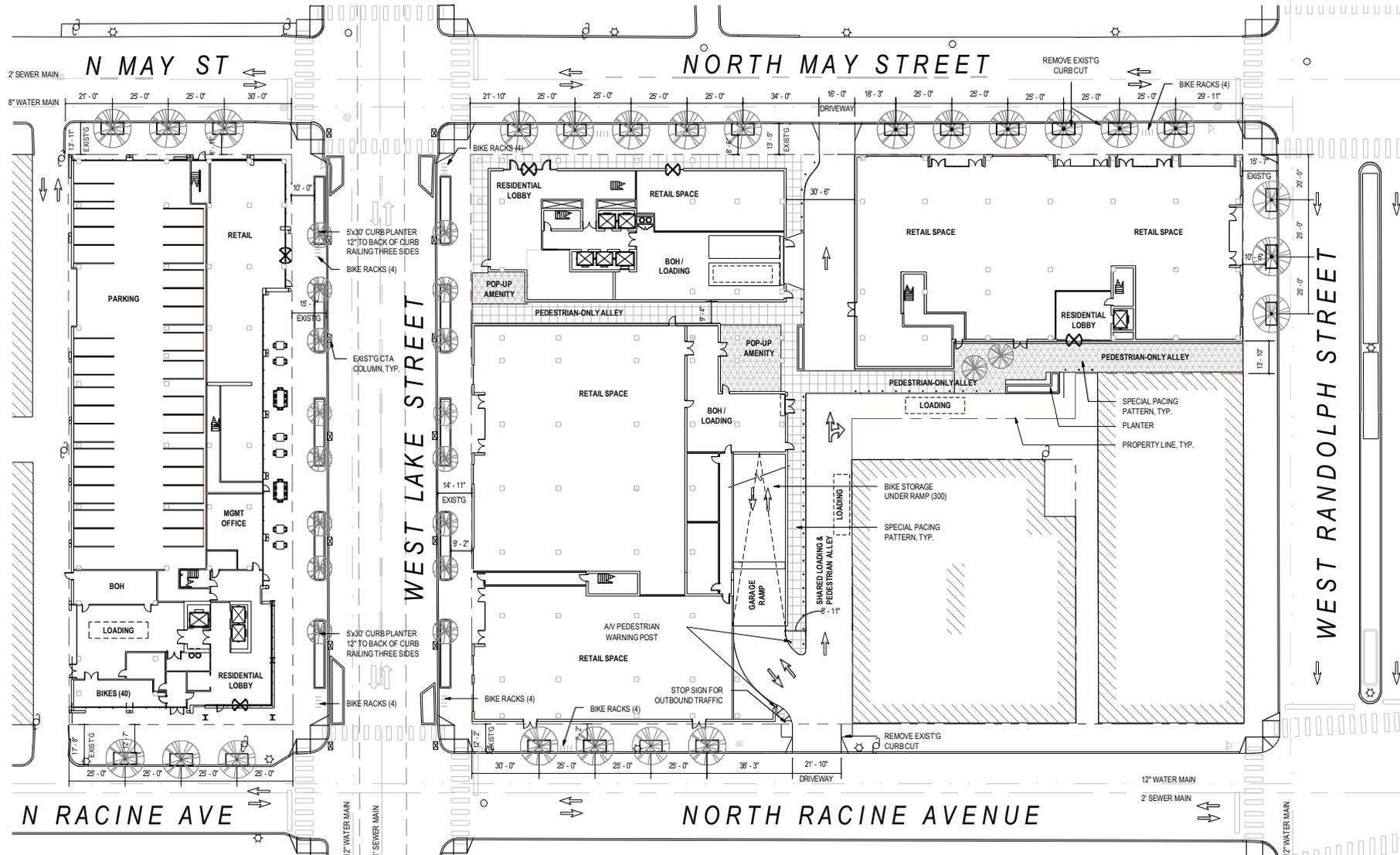
March 26, 2021

TRAFFIC STUDY FINDINGS AND RECOMMENDATIONS:

- The existing street system can sufficiently accommodate the traffic to be generated by the proposed development as well as the addition of background growth and other developments in the area.
- The proposed access drive to the northern residential parking garage will be provided off the east-west alley north of Lake Street with outbound movements under stop sign control. Convex mirrors together with signs should be provided at the exit drive in order to provide exiting vehicles the ability to see incoming traffic.
- The proposed access drive to the residential parking garage will be off Racine Avenue approximately 175 feet south of Lake Street with outbound movements under stop sign control. Audio and/or visual warning devices should be considered at the access drive. The drive will adequately accommodate all traffic entering and exiting the garage.
- One drop-off/pick-up zone will be provided on the west side of May Street south of Lake Street. This zone will be adequate in accommodating all drop-off/pick-up traffic.
- The proposed north-south and east-west pedestrian alley connection between Lake Street and Randolph Street and between Racine Avenue and May Street will provide other points of accessibility, enhance pedestrian movements and provide for interesting public spaces within the project itself for small retail opportunities, seating areas and additional landscaping.
- Based on the projected traffic volumes from the proposed development as well as the numerous other developments in the area and the results of the capacity analyses, a traffic signal is warranted at the intersection of Lake Street with Racine Avenue and should be provided at this four-way intersection. Countdown pedestrian signals should also be provided at this intersection.
- Consideration should be given to providing high-visibility crosswalks at the following intersections:
 - Lake Street with May Street (all four legs)
 - Fulton Market with Aberdeen Street (all four legs)
 - Fulton Market with May Street (all four legs)

17-8-0904-A:
 THE PROJECT PROMOTES SAFE AND EFFICIENT PEDESTRIAN, BICYCLIST & VEHICULAR CIRCULATION BY ALLOCATING ALL VEHICLE TRAFFIC INTO PRIVATE AND PUBLIC ALLEYS. ADEQUATE BICYCLE AND VEHICLE PARKING IS PROVIDED ON-SITE WHILE ALSO RESPECTING THE T.O.D. NATURE OF THE SITE. EXISTING TRAFFIC PATTERNS ARE RESPECTED AND NEW TRAFFIC WILL BE MITIGATED BY LOCATION OF PRIVATE ALLEYS AND CURBSIDE DROPOFF/PICK-UP ZONES.

17-8-0904-B:
 ALL STREETS AND SIDEWALKS SHALL BE RECONSTRUCTED ACCORDING TO CDOT STANDARDS.



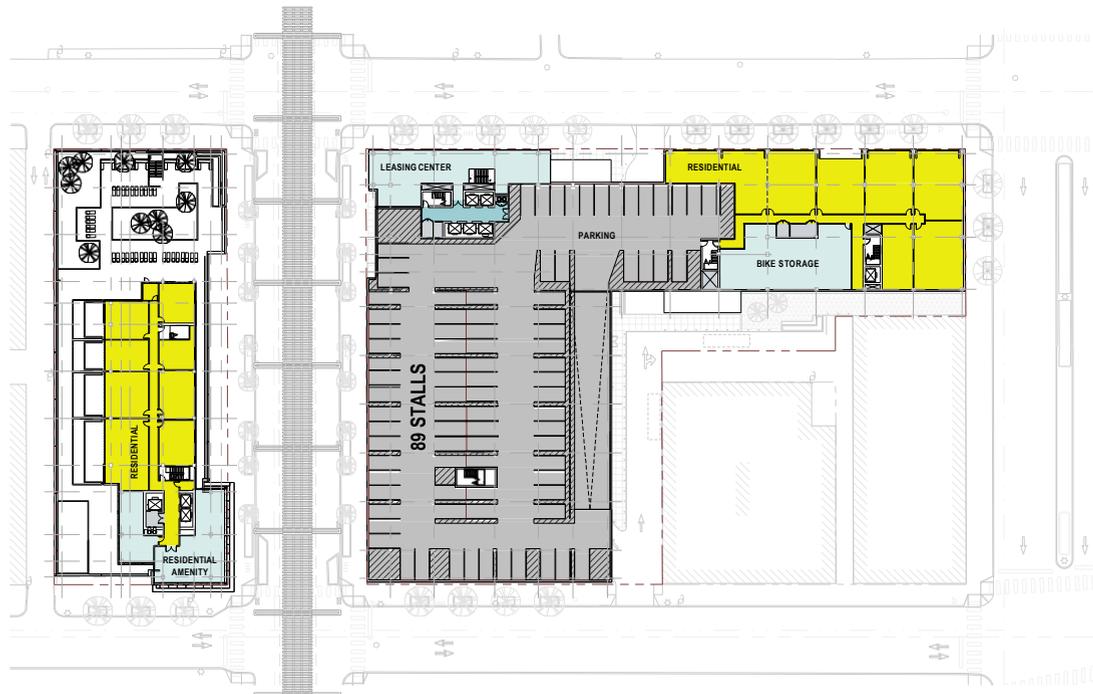
17-8-0904-C:
 ALL PARKING IS DESIGNED IN SUCH A WAY TO BE AWAY FROM PUBLIC VIEW AND AWAY FROM PEDESTRIAN INTERACTION

17-8-0904-D:
 NEW ALLEYS ARE CREATED TO ACCESS PARKING GARAGES AND EXISTING ALLEYS ARE ALSO UTILIZED FOR GARAGE ACCESS AND LOADING FUNCTIONS. ABOVE GRADE GARAGE AREAS ARE LINED WITH ACTIVE USES AND ARCHITECTURAL FAÇADE ARTICULATION TO SCREEN THE GARAGE USE FROM PUBLIC VIEW.





GROUND FLOOR PARKING PLAN



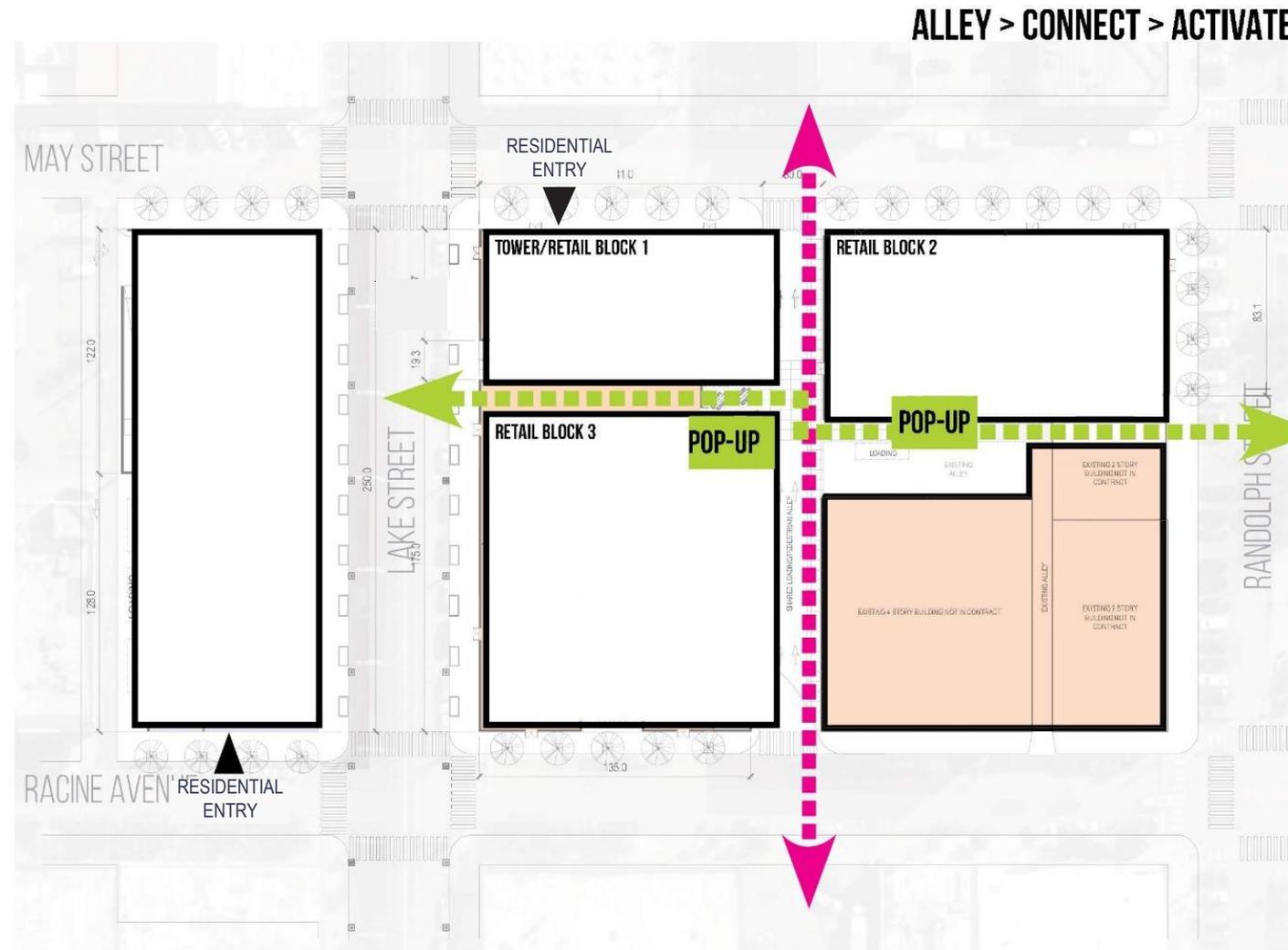
SECOND FLOOR PARKING PLAN

PARKING ANALYSIS AND DESIGN:

- As proposed, the development will contain a total of 665 apartment units and approximately 36,820 square feet of general retail space.
- Parking will be provided for the residential portion of the development on two garages. The garage north of Lake Street will provide approximately 29 spaces while the garage south of Lake Street will provide approximately 261 spaces.
- The access to the southern residential garage will be located on Racine Avenue approximately 175 feet south of Lake Street while the access to the northern residential garage will be provided off the east-west alley located approximately 140 feet north of Lake Street.
- Parking for the retail component is anticipated to be accommodated by the available on-street parking.

17-8-0905-A:
THE PROJECT PROMOTES PEDESTRIAN INTEREST, SAFETY & COMFORT BY PROVIDING 'PEOPLE ALLEYS' IN BOTH N/S AND E/W DIRECTIONS.

17-8-0905-B:
THE BUILDING FEATURES ARE HIGHLY ARTICULATED AND DESIGNED AT A PEDESTRIAN SCALE. ACTIVE USES LINE ALL STREET FRONTAGES AND PROVIDE AN INVITING AND COMFORTABLE PEDESTRIAN REALM.



17-8-0906-A:
STREETSCAPE FEATURES OF THE SURROUNDING AREA ARE INCORPORATED AT THE LOWER LEVELS OF THE BUILDING. THE BUILDING IS MASSED AND SITED IN A WAY THAT RESPECTS EXISTING CONTEXT.

17-8-0906-B:
EXISTING STREETWALLS ARE REINFORCED BY THE BUILDING'S MASSING AND SET-BACKS.

17-8-0906-C:
THE BUILDING INTERACTS WITH THE SURROUNDING PROPERTIES AND EMBRACES ITS' CONTEXT.

17-8-0906-D:
SERVICE AREAS ARE LOCATED AT NEWLY LOCATED ALLEYS, AWAY FROM PUBLIC VIEW.



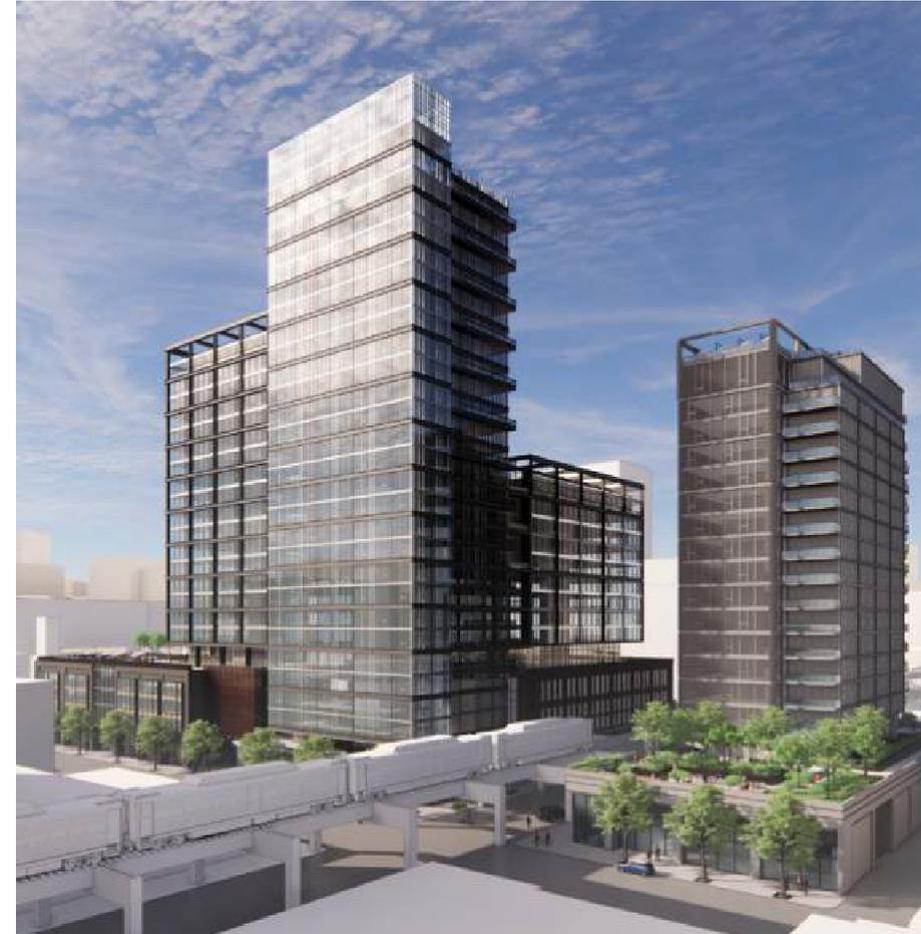
17-8-0907-A-1:
INTERNATIONALLY
RENOWNED ARCHITECT,
GENSLER, WAS TASKED WITH
MEETING A HIGH STANDARD
OF DESIGN EXCELLENCE

17-8-0907-A-2:
THE BUILDINGS ARE
DESIGNED TO RESPOND TO
THE PROGRAM & LOCATION.
THIS IS EVIDENT IN FAÇADE
TREATMENT, SETBACKS,
MASSING & STREET-LEVEL
DESIGN CONSIDERATIONS.

17-8-0907-A-3
THE PROPOSED DESIGN
INCLUDES A WIDE ARRAY OF
SUSTAINABILITY SOLUTIONS
INCLUDING, BUT NOT LIMITED
TO, ENERGY EFFICIENCY &
LANDSCAPING



SE VIEW



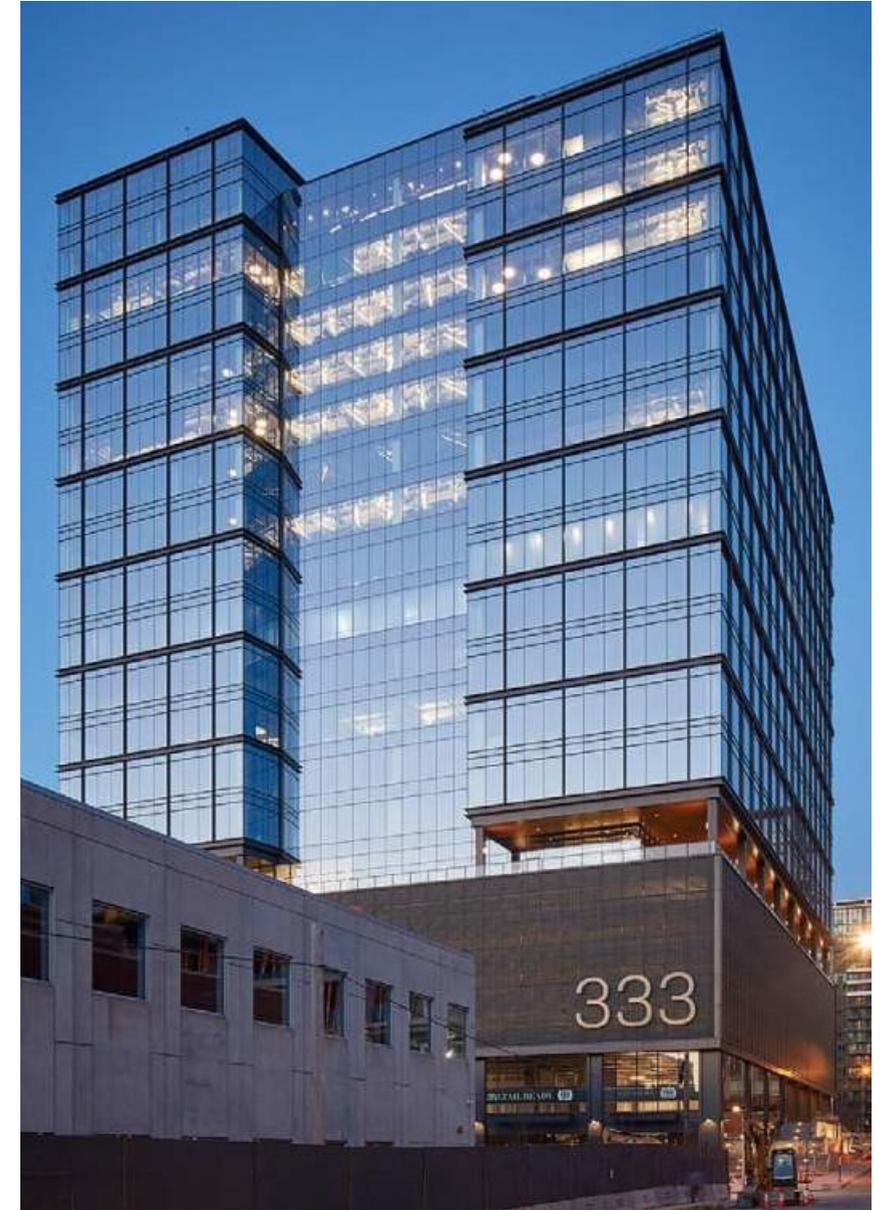
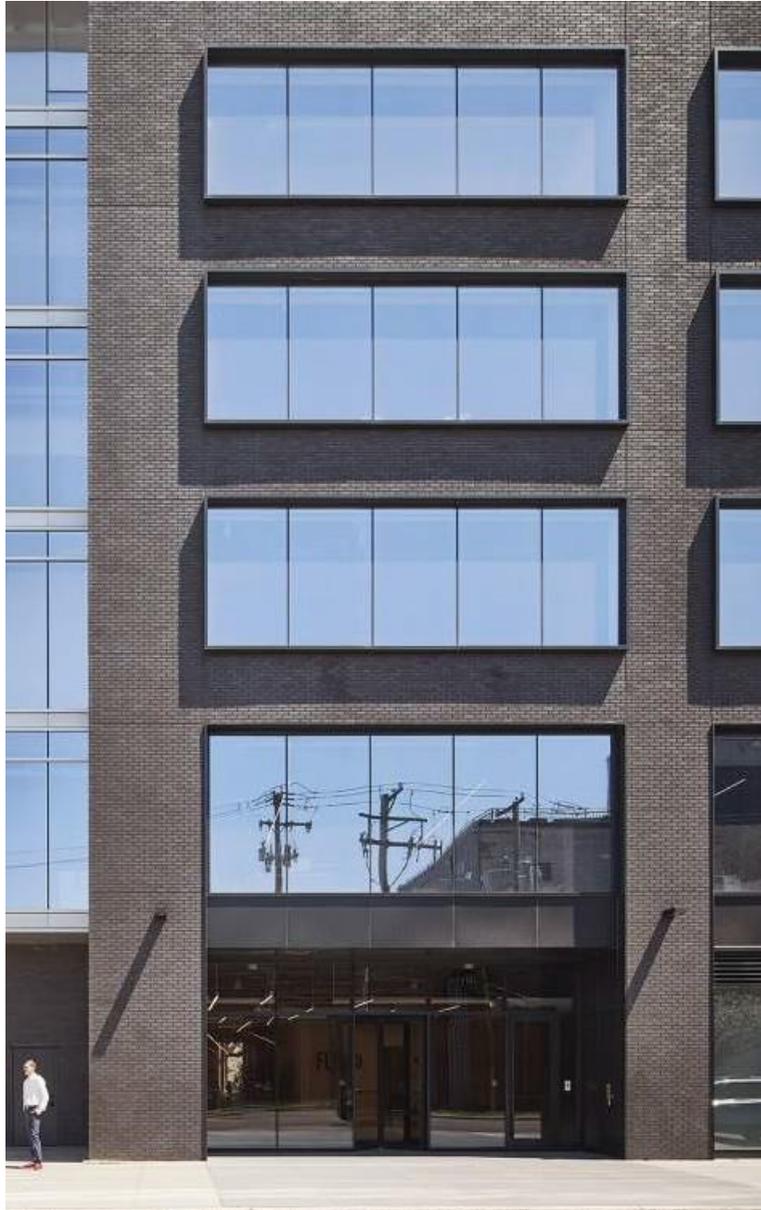
NE VIEW

17-8-0907-B-1:
ABUNDANT SETBACKS ARE
PROVIDED TO RESPECT THE
SCALE OF THE EXISTING SITE
CONTEXT. ADDITIONALLY,
LIKE-KIND MATERIALITY IS
PLANNED FOR THE LOWER
LEVELS TO BE MORE ALIGNED
WITH SURROUNDING
PROPERTIES

17-8-0907-B-2:
BUILDING COMPONENTS AT
INTERSECTIONS ARE LINED
WITH ACTIVE USES WITH
WELL-LIT AND ARTICULATED
FACADES

17-8-0907-C:
CLEAR BASES, MID-SECTIONS
& TOPS ARE DESIGNED
WHILE ALSO ENHANCING
VERTICALITY

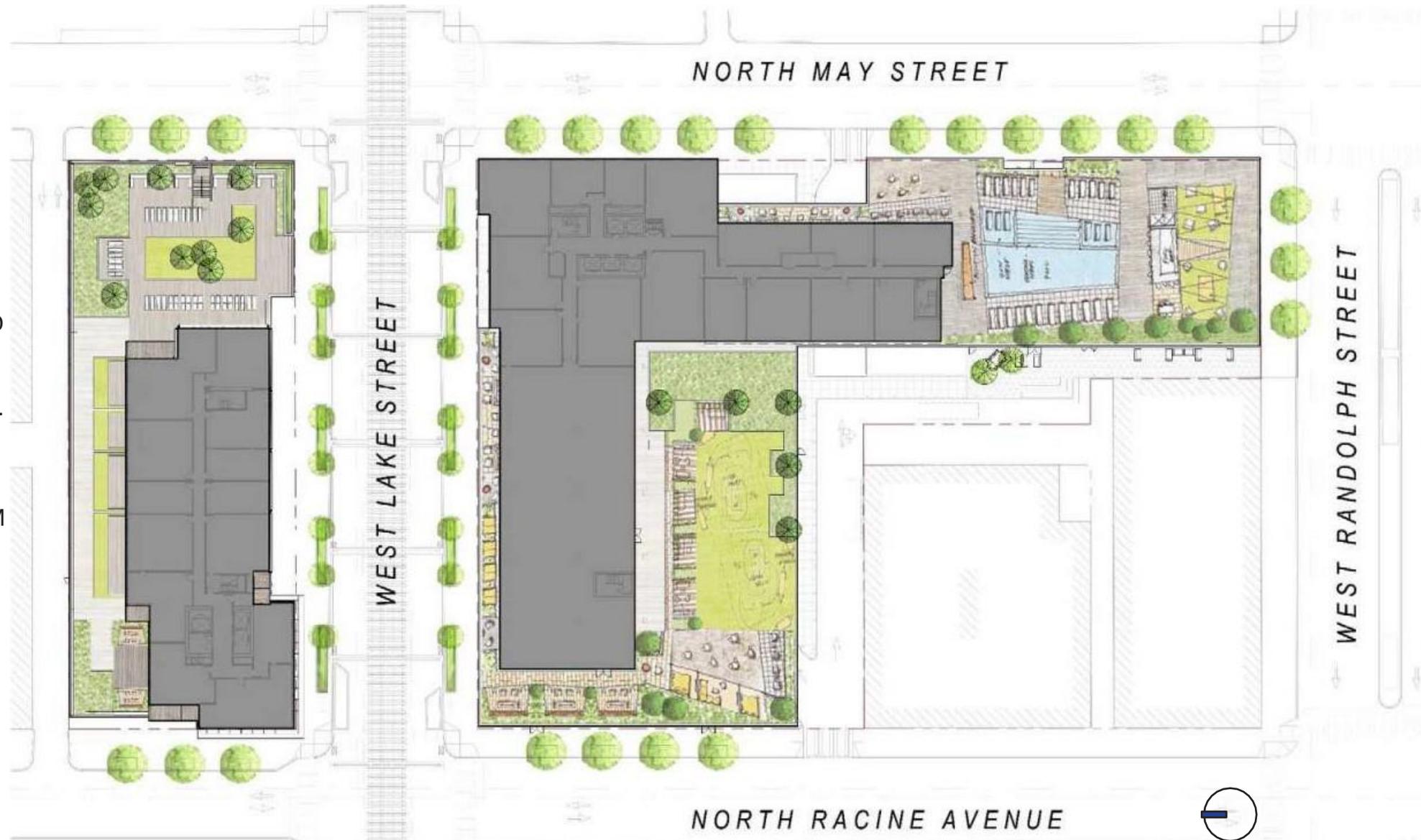
17-8-0907-B-3:
ALL FACADES ARE
ARTICULATED WITH HIGH
QUALITY MATERIALS AND
ARCHITECTURAL DETAILING



Examples of similar buildings designed by Gensler in the West Loop. We envision high quality material like Brick, Glass and Painted Aluminum to be used on project.

17-8-0909-A:
ABUNDANT OPEN SPACE
SHALL BE PROVIDED AT
GROUND LEVEL, 5TH LEVEL
AND 18TH LEVEL AMENITY
TERRACE BETWEEN TWO
BUILDINGS (AMYLU NORTH
AND AMYLU SOUTH).

17-8-0909-B:
OPEN SPACES ARE ORIENTED
IN A WAY THAT TAKES
MAXIMUM ADVANTAGE OF
SOUTHERN SUN EXPOSURES.
GROUND LEVEL OPEN
SPACES ALLOW THE PUBLIC
TO NAVIGATE AND GATHER
AROUND INTERIOR PROGRAM
FUNCTIONS.



17-8-0909-C:
THE RESIDENTIAL
DEVELOPMENT PROVIDES
AMPLE FITNESS, OPEN SPACE,
DOG RUNS & RECREATIONAL
AMENITIES

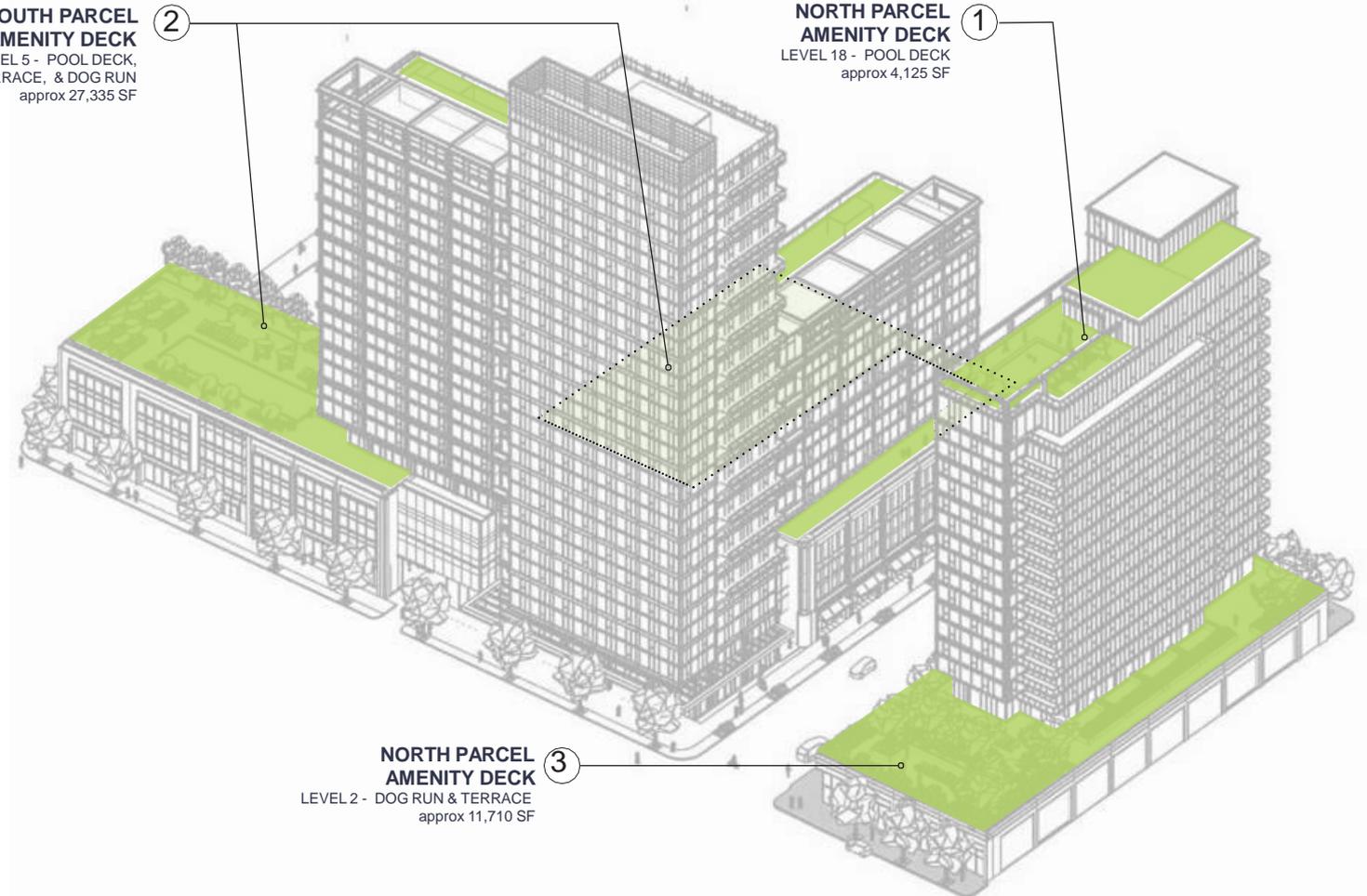


SOUTH PARCEL AMENITY DECK
LEVEL 5 - POOL DECK, TERRACE, & DOG RUN
approx 27,335 SF

②

NORTH PARCEL AMENITY DECK
LEVEL 18 - POOL DECK
approx 4,125 SF

①



NORTH PARCEL AMENITY DECK
LEVEL 2 - DOG RUN & TERRACE
approx 11,710 SF

③

17-8-0909-A:
ABUNDANT OPEN SPACE SHALL BE PROVIDED AT GROUND LEVEL, 2ND LEVEL, 5TH LEVEL AND 18TH LEVEL AMENITY TERRACE BETWEEN TWO BUILDINGS (AMYLU NORTH AND AMYLU SOUTH).

Open Space Impact Fee

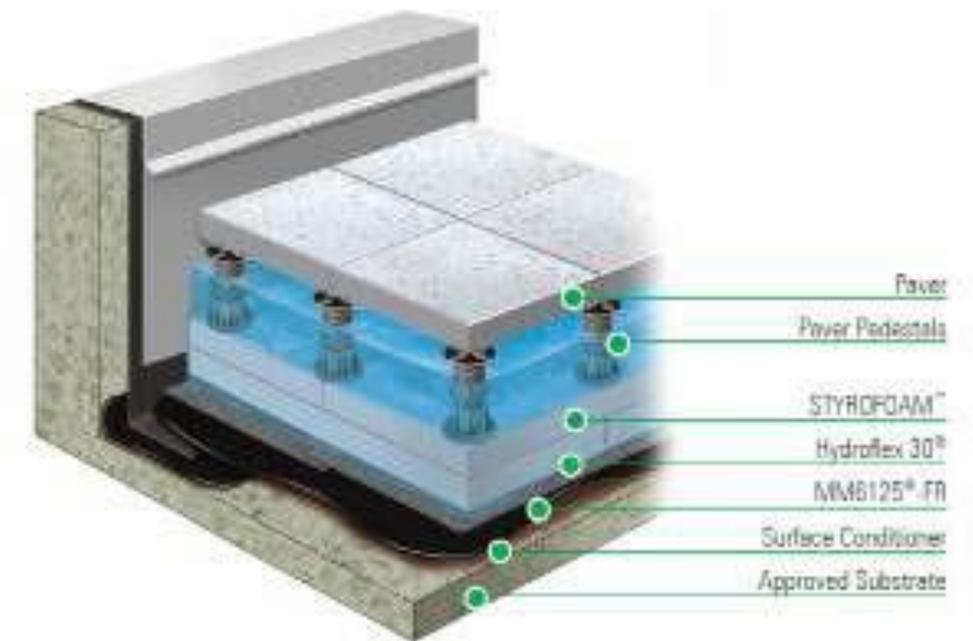
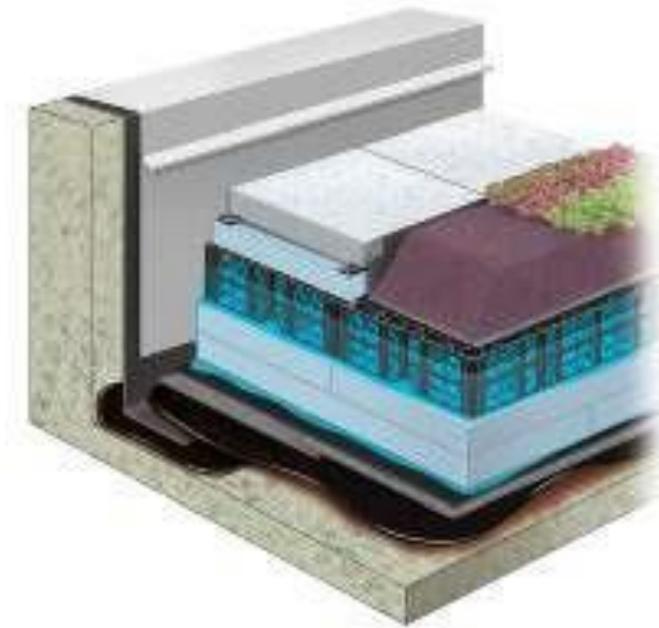
Dwelling Unit Size	# of Units	Fee Per Unit	# of Units x Unit Fee
Up to 799 sf	399	\$ 323	\$ 128,877
800 to 1,599 sf	133	\$ 626	\$ 83,258
1,600 to 2,999 sf	0	\$ 940	-
3,000 sf & up	0	\$ 1,253	-
Affordable Housing	133	\$ 100	\$ 13,300
	665 Units		\$ 225,435

Fee Credit for On-Site Open Space

Level 2 - North	11,710 sf
Level 5 - South	27,335 sf
Level 18 - North	4,125 sf
Credit of \$313 per 87 sf	43170 sf
	\$ 155,313 Fee Credit
Total Impact Fee	\$ 70,122

STORMWATER MANAGEMENT ORDINANCE:

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



20 Year Projections

Projected Property Tax to School District of Proposed Development \$104.64M

Projected Cost of Proposed Development on District \$14.57M

Total Benefit/(Cost) of Proposed Development to School District \$90.07M

Projected Property Tax to School District of Current Land Use \$2.10M

Net Benefit / (Cost) of Proposed Development to School District \$87.97M

School Aged Children Projection: 41.26 School Aged Children

Neighborhood School Utilization Rates:

Skinner West Elementary School

1,440 Building Capacity

786 Students within attendance boundary and enrolled in Skinner

1,194 Students Attending

83% Total Student Utilization (total students attending / capacity)

55% Local Student Utilization (students within attendance areas / capacity)

Wells High School

1,404 Building Capacity

81 Students within attendance boundary and enrolled in Wells

316 Students Attending

23% Total Student Utilization (total students attending / capacity)

6% Local Student Utilization (students within attendance areas / capacity)

Notes: Excludes Whitney Young (selective enrollment), Jones HS (selective enrollment), Walter Payton HS (selective enrollment) Ogden High School (no attendance boundary) and Brown ES (transitioning to magnet by 2022)



- Work with the Department of Housing to provide up to **133 affordable units** to the residents of Chicago.
- **LG Development Group** has demonstrated a **proven track record of providing on-site affordable housing** on a variety of projects ranging from apartments to luxury condominiums. Recent developments including 1241 N. Milwaukee, 1647 N Milwaukee, 1879 N Milwaukee, 111 S Peoria & 1220 W Jackson all provided on-site affordable units.
- **10% or 66 units** will be reserved for households earning up to 60% of the Area Median Income.
- **An additional 10% or 67 units** will be reserved for households earning up to 100% of the Area Median Income.
- The added affordable units will contribute to a long term solution for residents burdened by housing affordability.



GENERAL CONTRACTOR & DEVELOPER MBE/WBE STRATEGY:

- Work with CEC, Communities Empowered Through Construction, to generate awareness and hiring among interested and qualified local contractors, minority and women-owned firms.
- Seek Partnership opportunities with minority and women-owned businesses for inclusion in the general contracting team.
- Encourage all awarded contractors to identify and utilize second and third tier MBE/WBE subcontractors, vendors & suppliers.

PROJECT FACTS:

- **Project Cost:** ~\$300 Million
- **Construction Jobs:** ~500
- **Permanent Jobs:** ~50
- **Neighborhood Opportunity Fund Contribution:** \$2,565,231.66
- **Local Impact Fund Contribution:** \$250,000
- **Annual Tax Contribution:** \$3,600,000





DPD Recommendations

- ❖ In general conformance with the Fulton Market Innovation district plan;
- ❖ In compliance with the West Loop Design Guidelines;
- ❖ The proposed development is compatible with surrounding commercial, retail, and manufacturing developments in terms of land use, as well as, the density and scale of the physical structure.
- ❖ Promotes economically beneficial development patterns that are compatible with the character of existing neighborhood'
- ❖ Promotes transit, pedestrian and bicycle use, ensures accessibility for persons with disabilities and minimizes conflicts with existing traffic patterns in the vicinity;
- ❖ The proposal follows Building Orientation and Massing guidelines of the Chicago Zoning Ordinance;
- ❖ All sides and areas of the buildings that are visible to the public are treated with materials, finishes, and architectural details that are of high-quality;