



CHICAGO PLAN COMMISSION

Department of Planning and Development

KINZIE-MORGAN DEVELOPMENT

370 & 400 & 401 N MORGAN ST (27th Ward)

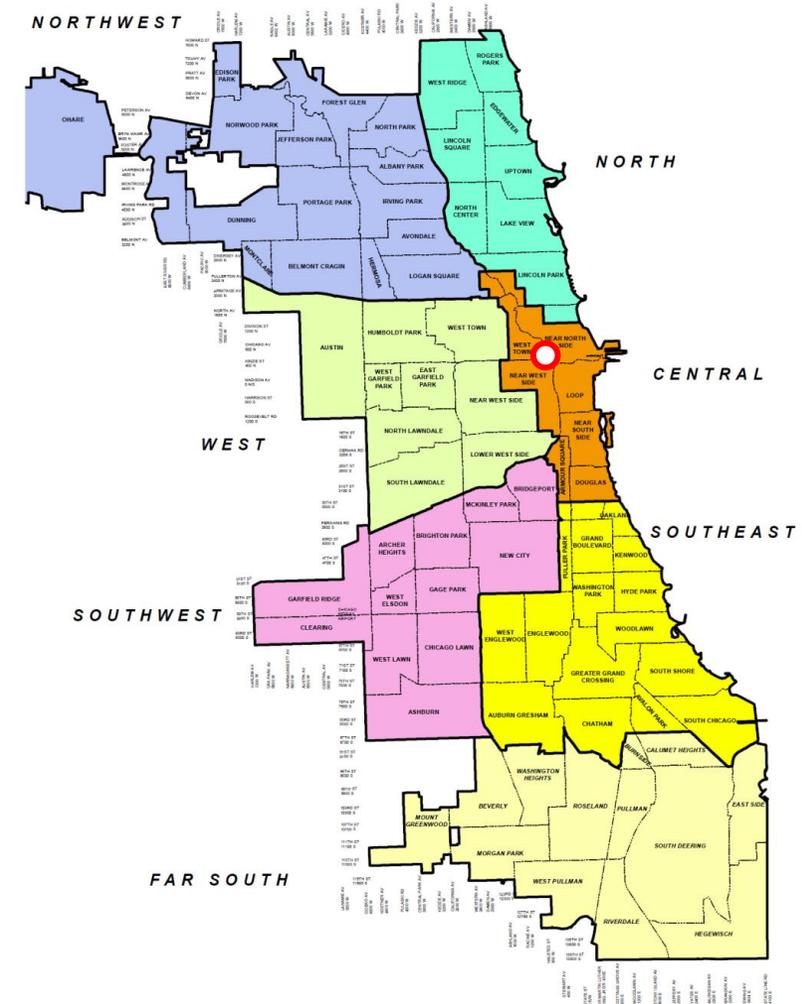
VISTA PROPERTY

08/17/2023

★ Community Area Snap Shot

COMMUNITY AREA INFORMATION:

- West Town, Central Planning Region
- www.cmap.illinois.gov



Race and Ethnicity, 2017-2021

	Near West Side		City of Chicago		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
White (Non-Hispanic)	28,322	43.6	907,499	33.1	4,289,683	50.1
Hispanic or Latino (of Any Race)	6,458	9.9	787,795	28.7	2,005,239	23.4
Black (Non-Hispanic)	15,950	24.5	788,673	28.8	1,402,691	16.4
Asian (Non-Hispanic)	11,874	18.3	185,202	6.8	636,825	7.4
Other/Multiple Races (Non-Hispanic)	2,415	3.7	72,950	2.7	236,095	2.8

Source: 2017-2021 American Community Survey five-year estimates.

Universe: Total population

Household Size, 2017-2021

	Near West Side		City of Chicago		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
1-Person Household	14,480	46.8	425,352	38.2	948,087	29.4
2-Person Household	10,291	33.3	328,536	29.5	993,509	30.8
3-Person Household	3,377	10.9	150,999	13.6	503,236	15.6
4-or-More-Person Household	2,762	8.9	207,694	18.7	775,919	24.1

Source: 2017-2021 American Community Survey five-year estimates.

Universe: Occupied housing units

Household Income, 2017-2021

	Near West Side		City of Chicago		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Less than \$25,000	6,127	19.8	242,342	21.8	486,172	15.1
\$25,000 to \$49,999	3,006	9.7	204,520	18.4	532,670	16.5
\$50,000 to \$74,999	3,078	10.0	166,043	14.9	491,960	15.3
\$75,000 to \$99,999	3,441	11.1	129,883	11.7	407,959	12.7
\$100,000 to \$149,999	5,021	16.2	163,331	14.7	575,992	17.9
\$150,000 and Over	10,237	33.1	206,462	18.6	725,998	22.5
Median Income	\$98,569		\$65,781		\$81,102	
Per Capita Income*	\$65,791		\$41,821		\$43,128	

Source: 2017-2021 American Community Survey five-year estimates.

Universe: Occupied housing units

*Universe: Total population



413 N CARPENTER
(CHARACTER
BUILDING)

400 N Morgan Street
(Subarea A)
Phase 1
Residential

401 N Morgan Street
(Subarea B)
Phase 2
Mixed-Use
(Seeking future site plan approval)

370 N Morgan Street
(Subarea C)
Phase 1
Residential

SITE PARCEL PLAN



MORGAN ST NW



MORGAN ST NE



MORGAN ST SW



MORGAN ST SE

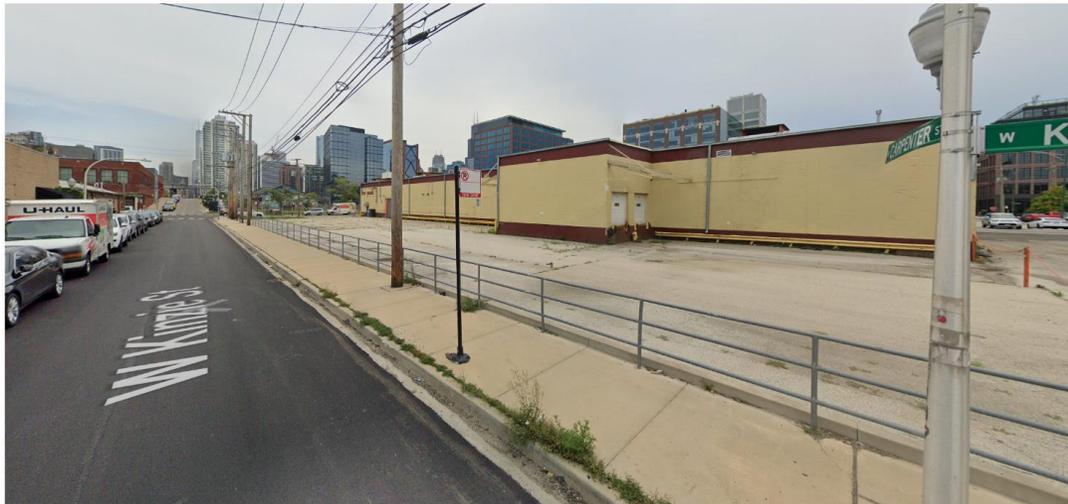
SITE PHOTOS – MORGAN STREET



KINZIE ST NW



KINZIE ST NE

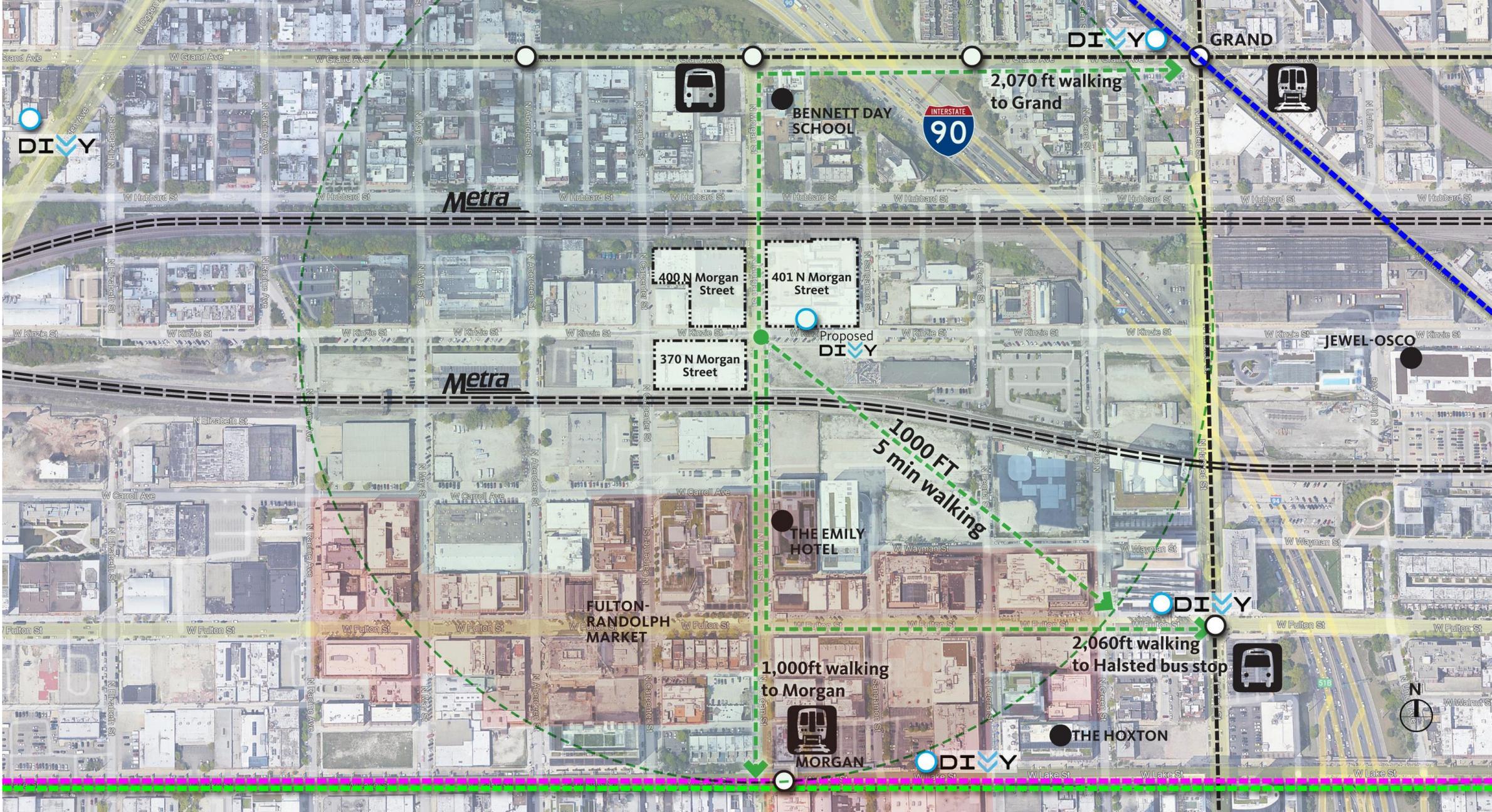


KINZIE ST SW

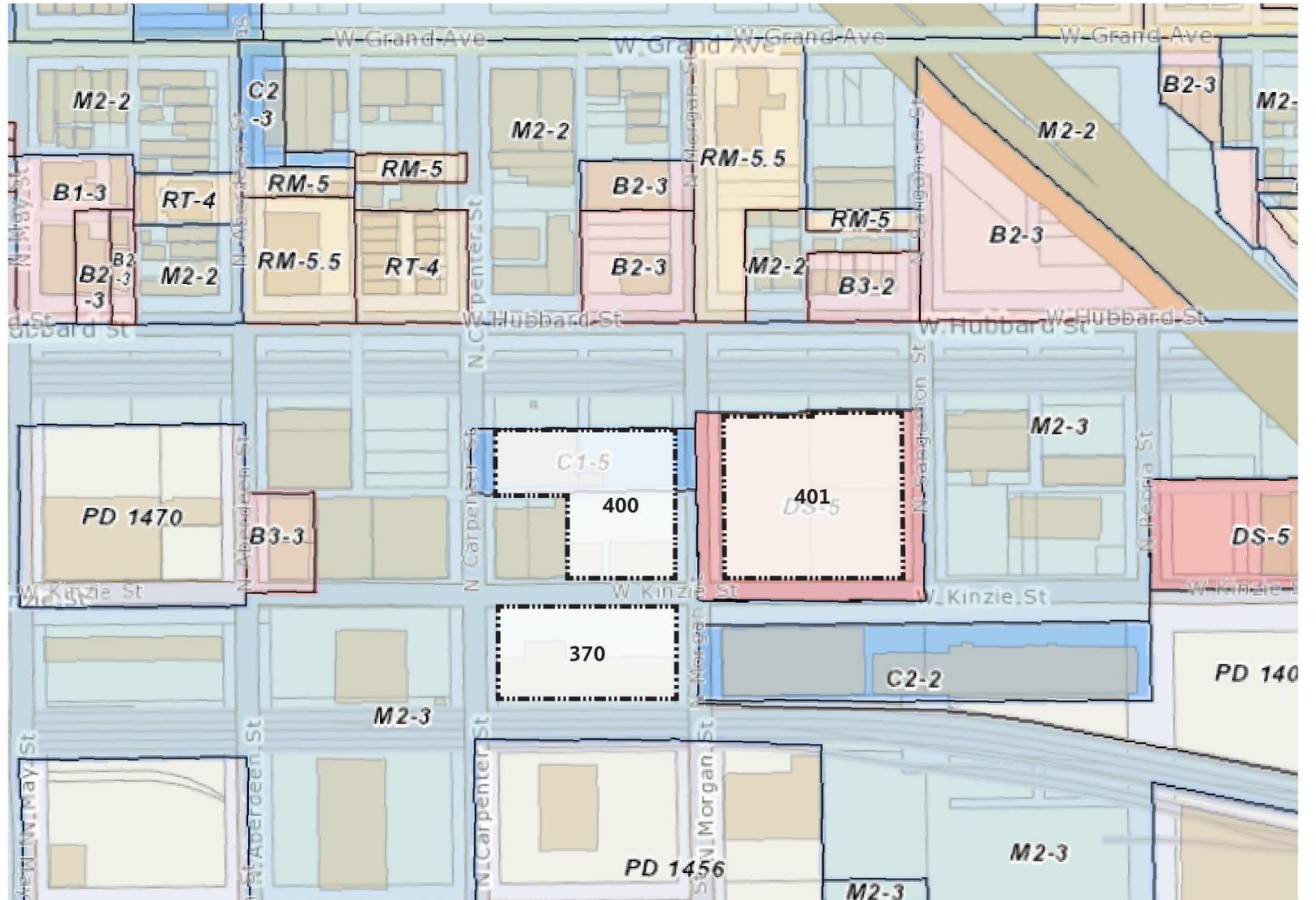
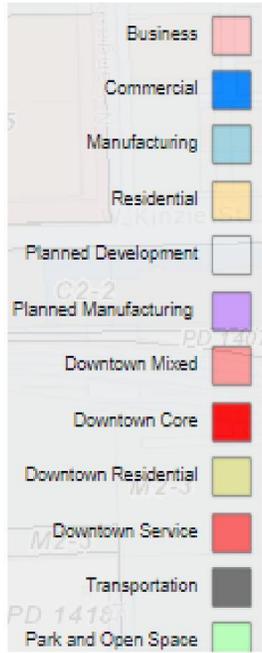


KINZIE ST SE

SITE PHOTOS – KINZIE STREET



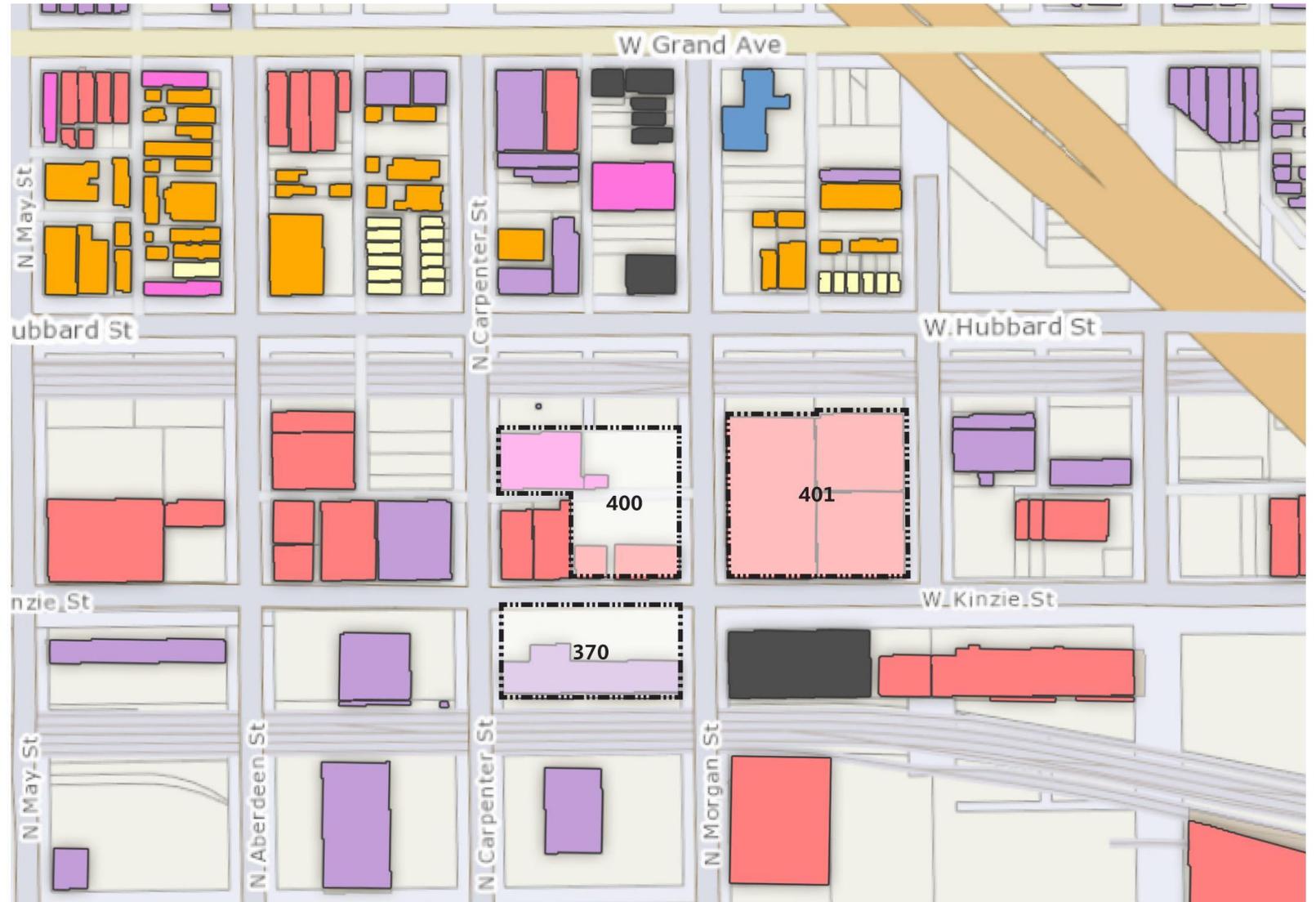
SITE CONTEXT PLAN



ZONING CONTEXT PLAN



- Single-Family Residential
- Multi-Family Residential
- Commercial
- Mixed Commercial/Residential
- Industrial
- Institutional
- Open Space
- Agricultural
- Water
- Transportation/Communication/Utilities
- Under Construction
- Vacant
- Non-Parcel/Unclassifiable



FULTON MARKET PROJECTS

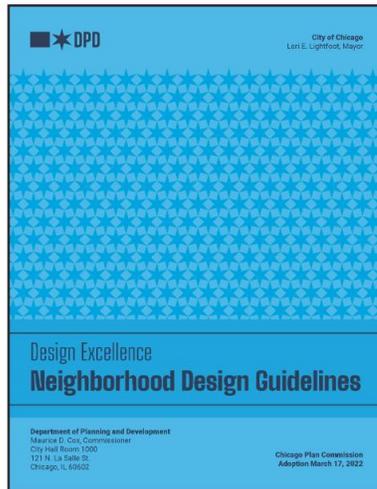


MASSING CONTEXT



AERIAL VIEW FROM NORTHWEST

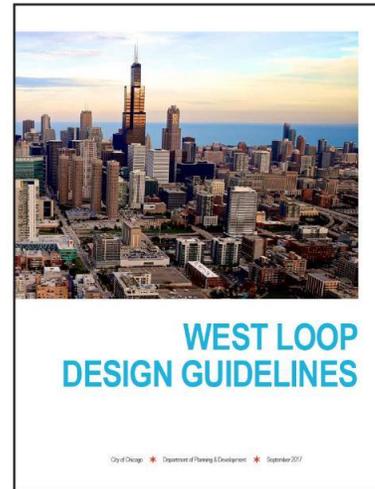
★ Planning Context



Neighborhood Design Guidelines

City of Chicago Department of Planning and Development, September 2020

Considers opportunities for re-purposing existing buildings, rather than building new. Provides visual buffers between on-site open spaces and adjacent incompatible land uses and/or views



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



Fulton Market Innovation District Plan

City of Chicago Department of Planning and Development, February 2021

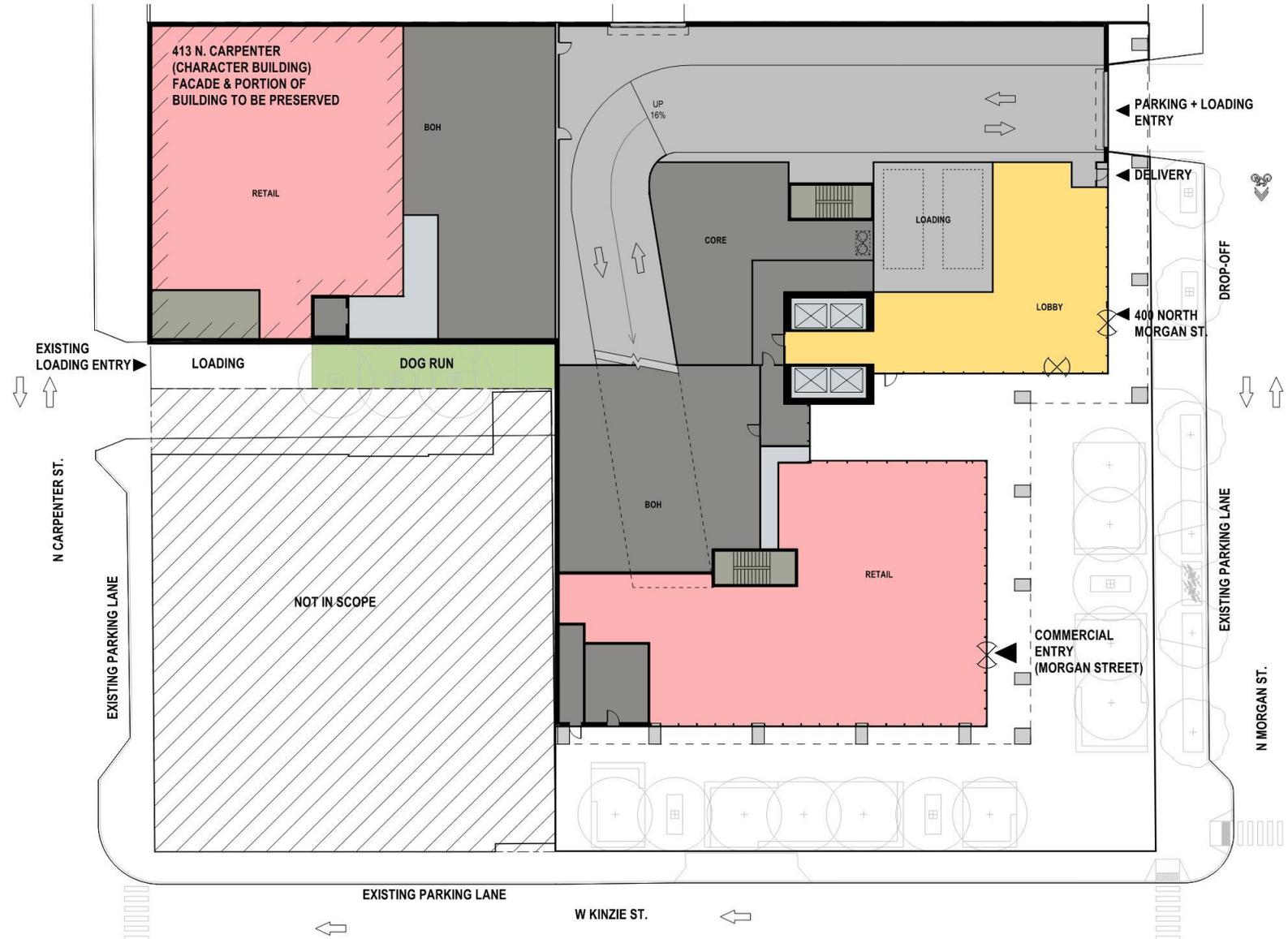
Strengthen the identity of the area and support existing uses, encourage renovation of existing buildings and new construction, establish streetscape guidelines, and preserve the character of this historic area

Project Timeline + Community Outreach

- Date of PD Filing: January 18, 2023
- Community Meetings:
 - Neighbors of West Loop: January 23, 2023
 - West Central Association: January 31, 2023
 - Neighbors of River West Stakeholder Meeting: April 24, 2023
 - Meeting with City Departments & Bennett Day School: May 10, 2023
 - Community-Wide Meeting: June 12, 2023
- Summary of Project Changes Based on Feedback
 - Eliminated curb cut on Kinzie Street
 - Added additional level of parking
 - Modified facade of 400N Morgan building to provide more architectural variation between parcels
 - Indicated location for dog run on each parcel
 - Moved bike lanes back onto street from on sidewalk (CDOT)
 - Added articulation to landscape plan and additional street trees (CDOT)

LEGEND

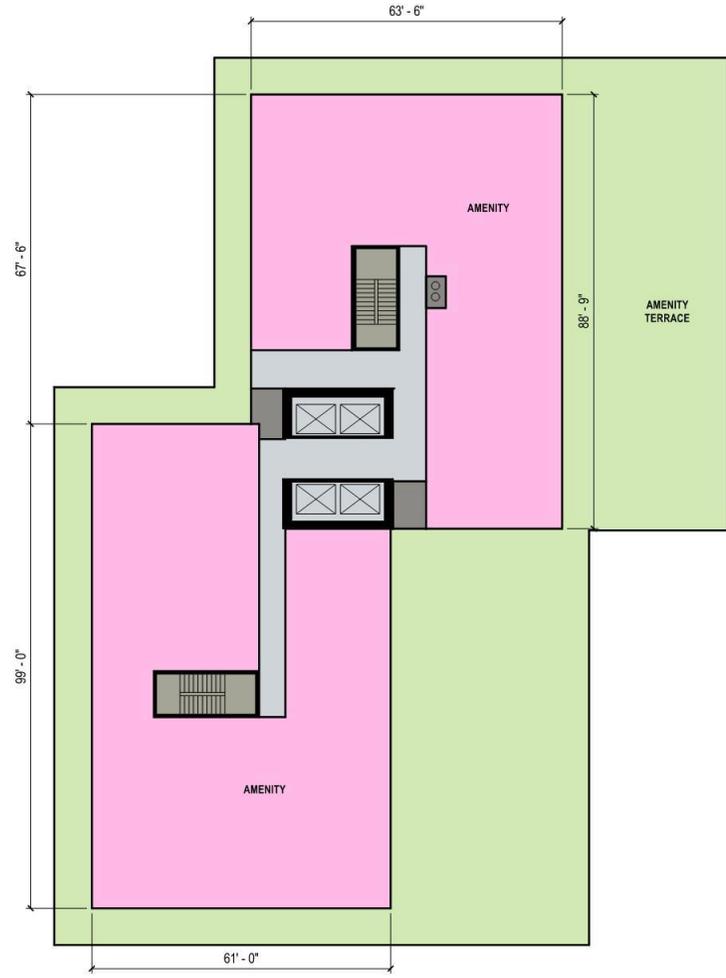
- RESIDENTIAL
- RETAIL
- SUPPORT
- GREEN SPACE



GROUND FLOOR PLAN – 400 N MORGAN

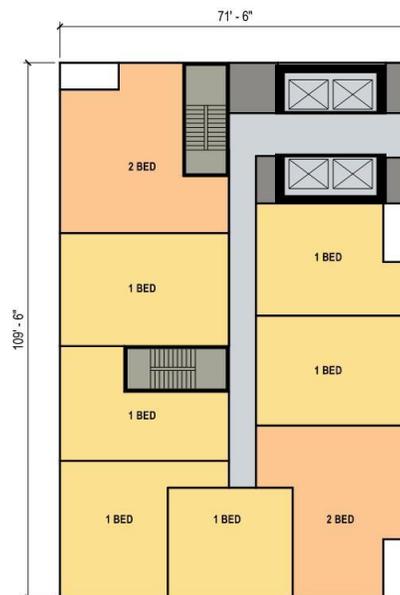


FLOOR PLAN LEVEL 6-7 – 400 N MORGAN



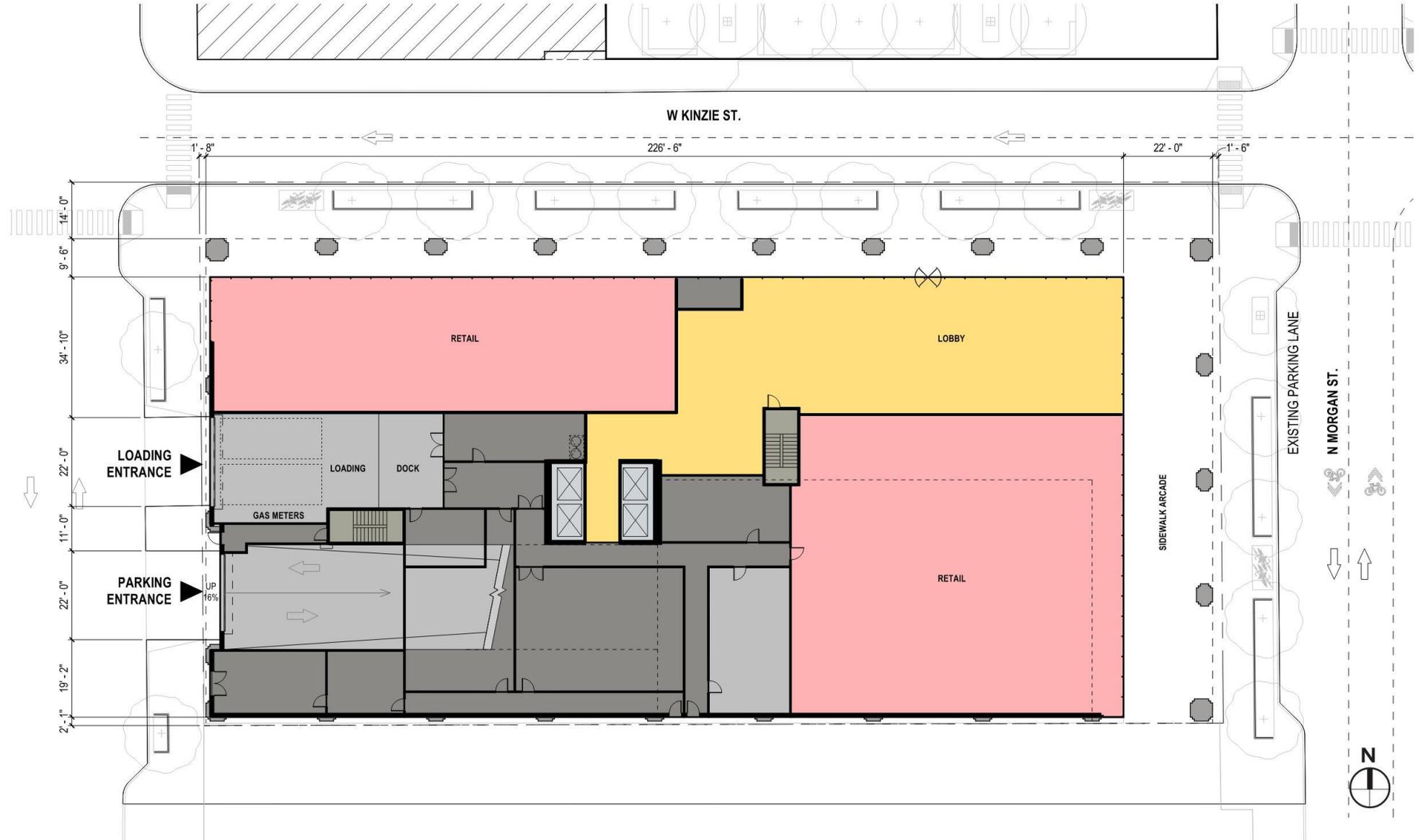
FLOOR PLAN LEVEL 8 – 400 N MORGAN



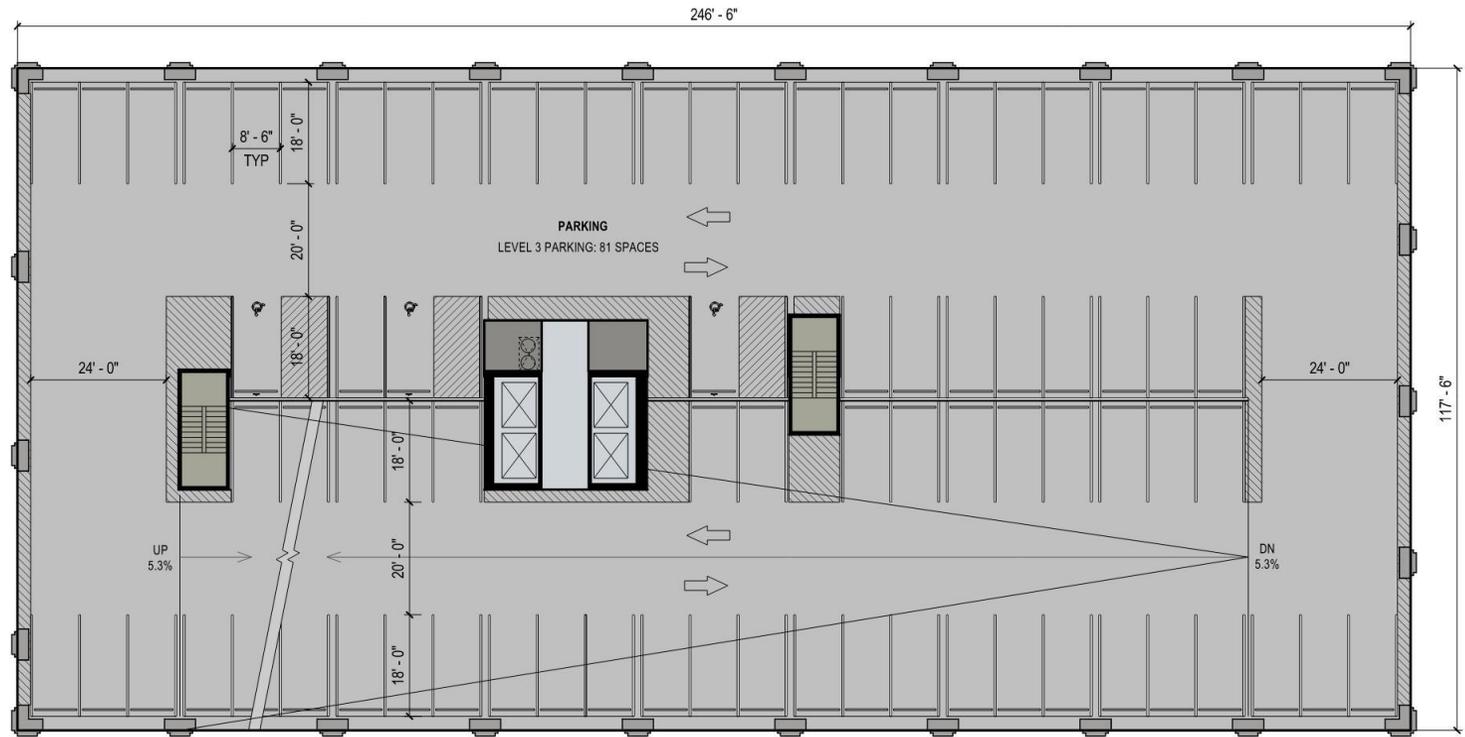


LEGEND

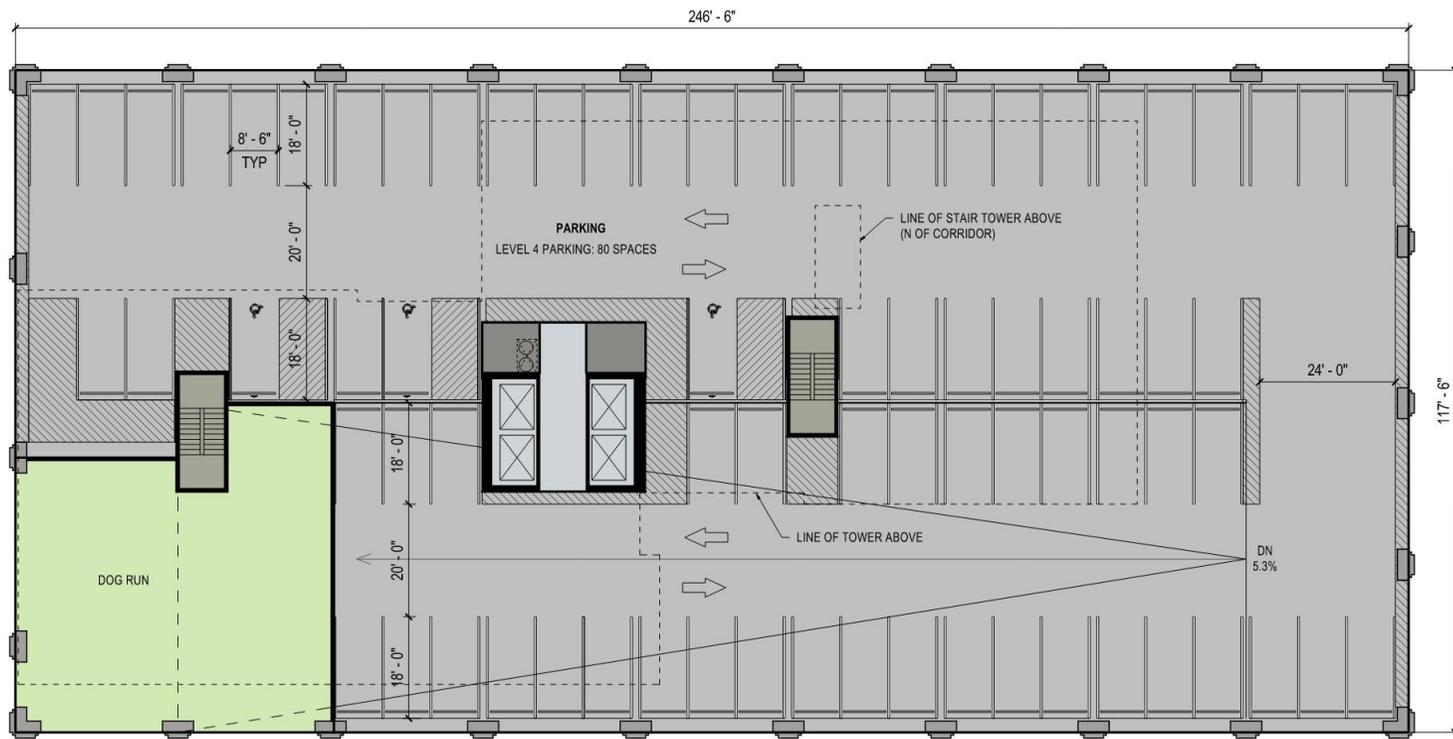
- RESIDENTIAL
- RETAIL
- SUPPORT



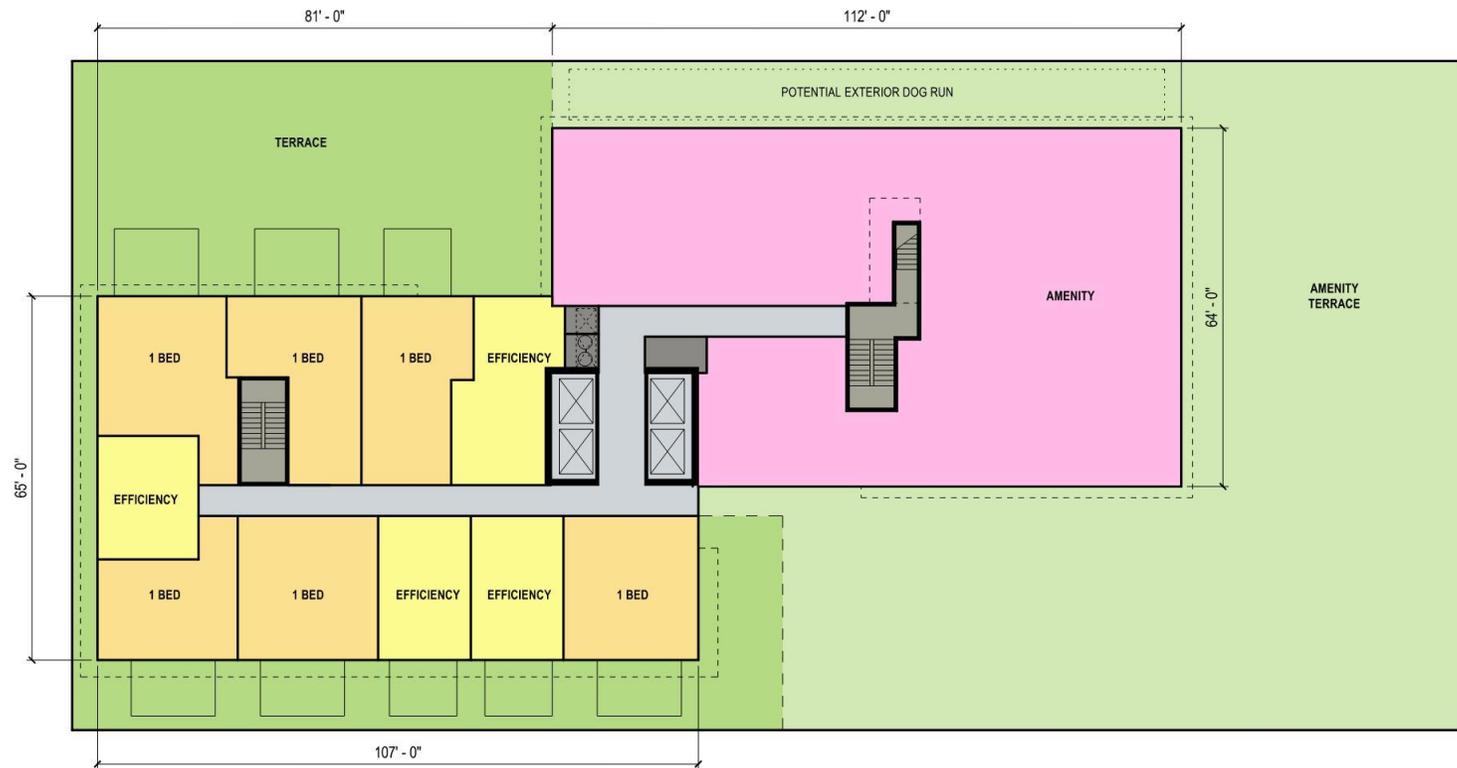
GROUND FLOOR PLAN – 370 N MORGAN



FLOOR PLAN LEVEL 2-3 – 370 N MORGAN



FLOOR PLAN LEVEL 4 – 370 N MORGAN



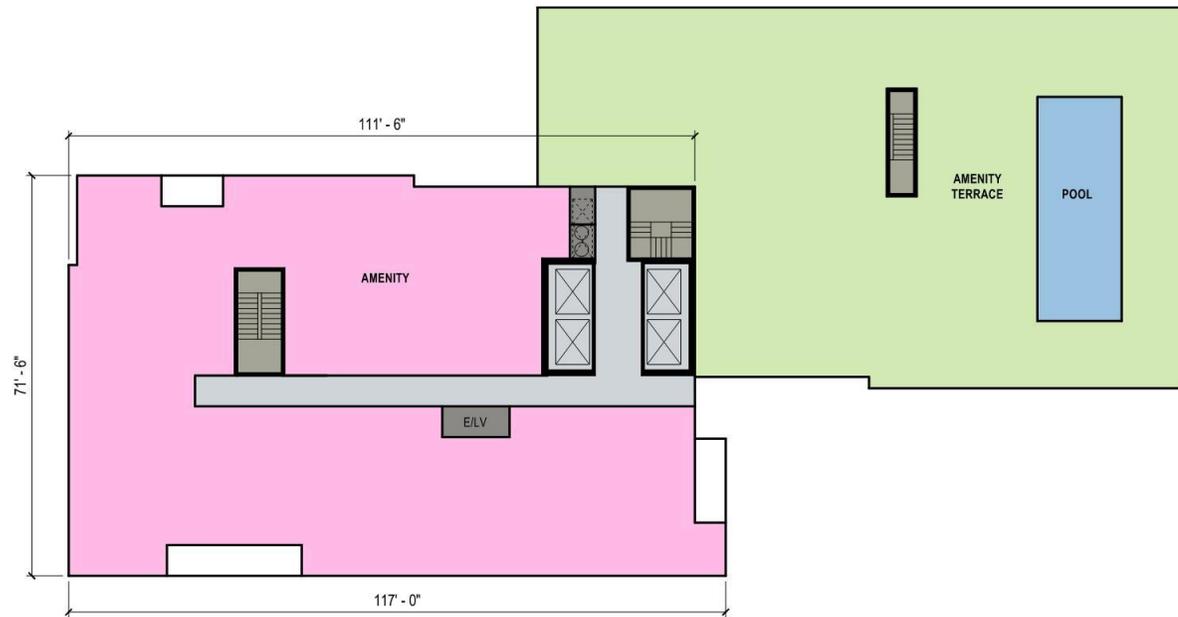
FLOOR PLAN LEVEL 5 – 370 N MORGAN



FLOOR PLAN LEVEL 6-22 – 370 N MORGAN



FLOOR PLAN LEVEL 23-31 – 370 N MORGAN

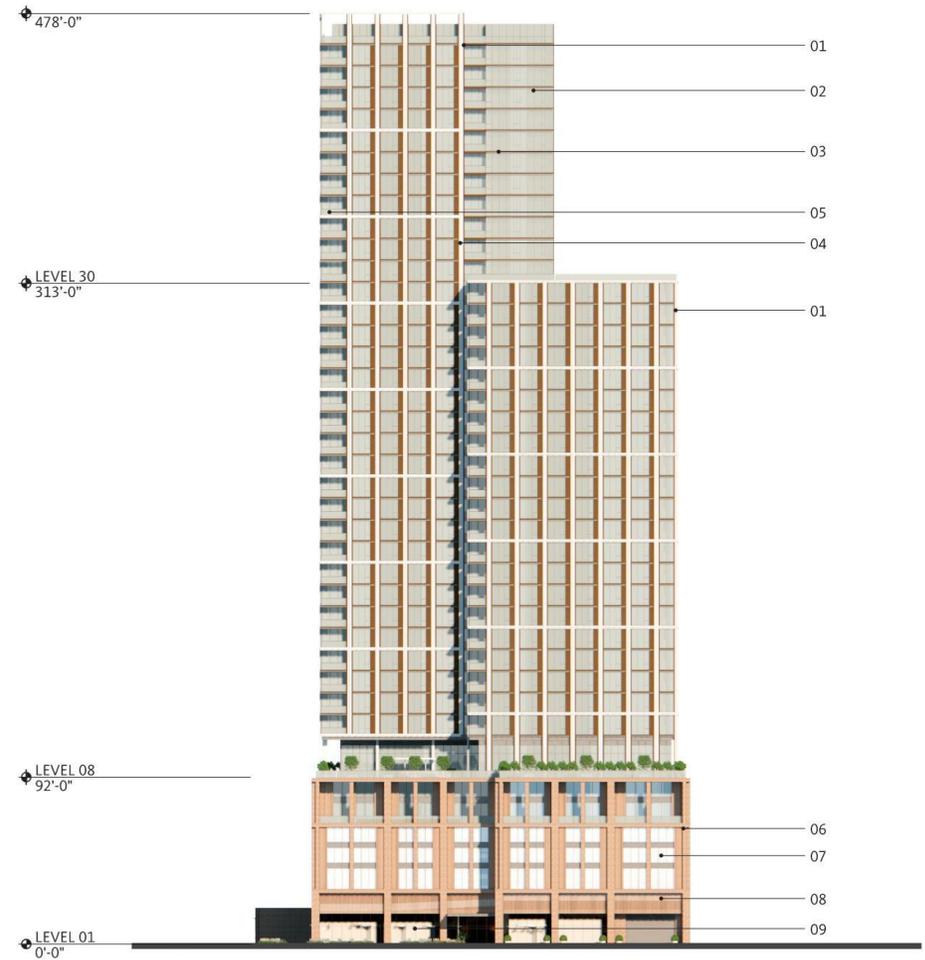




FLOOR PLAN LEVEL 33-34 – 370 N MORGAN

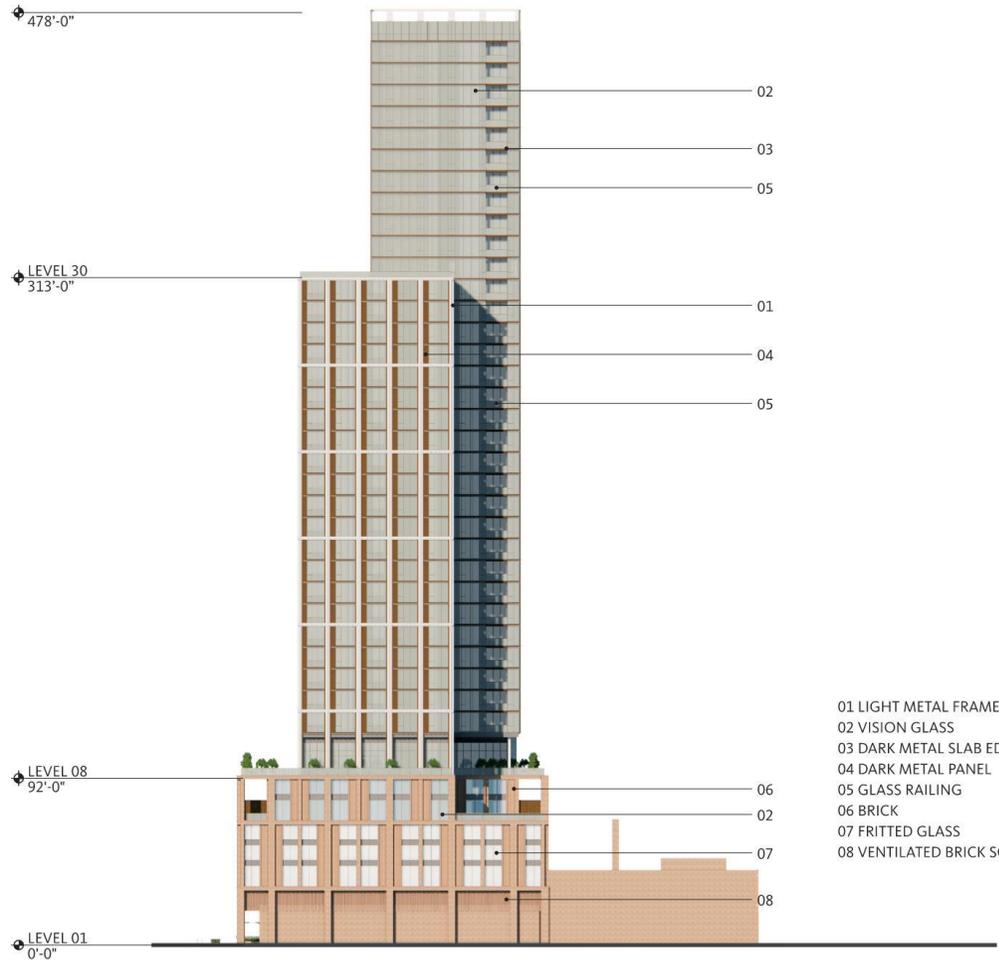


SOUTH ELEVATION



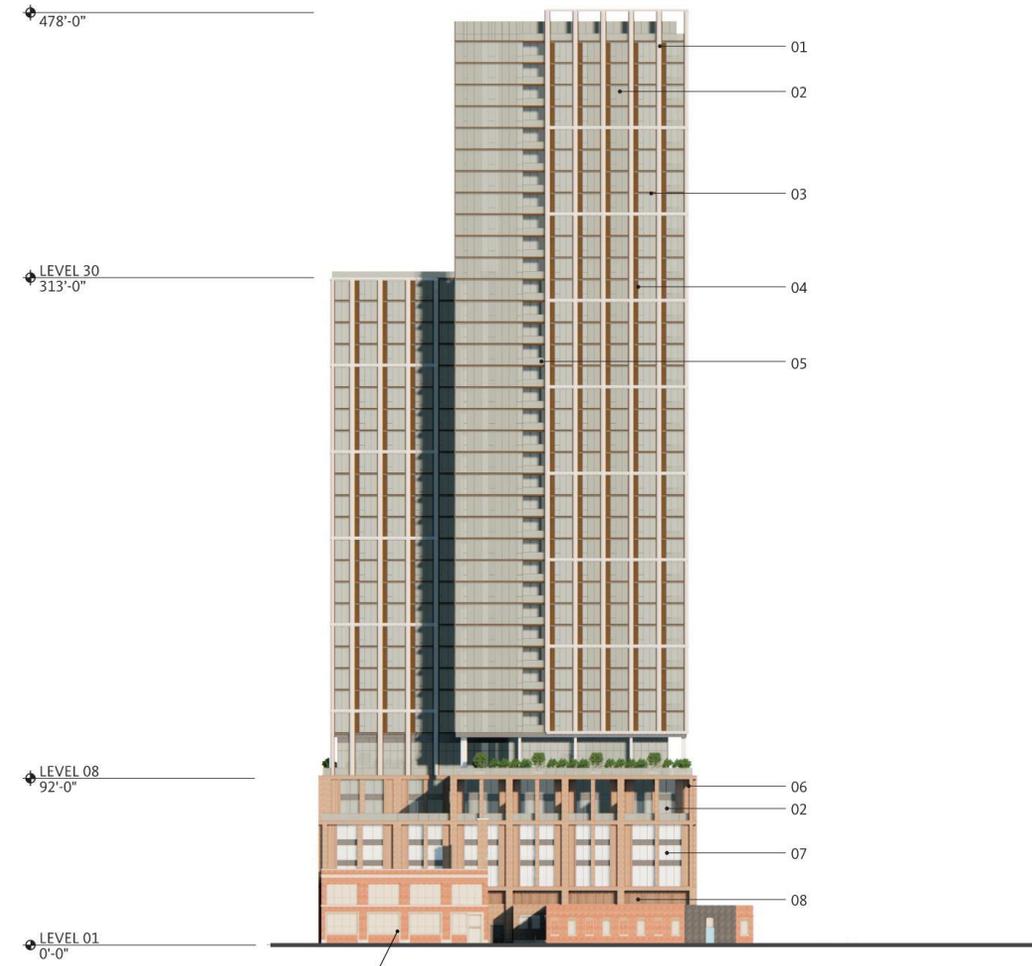
EAST ELEVATION

BUILDING ELEVATION – 400 N MORGAN



NORTH ELEVATION

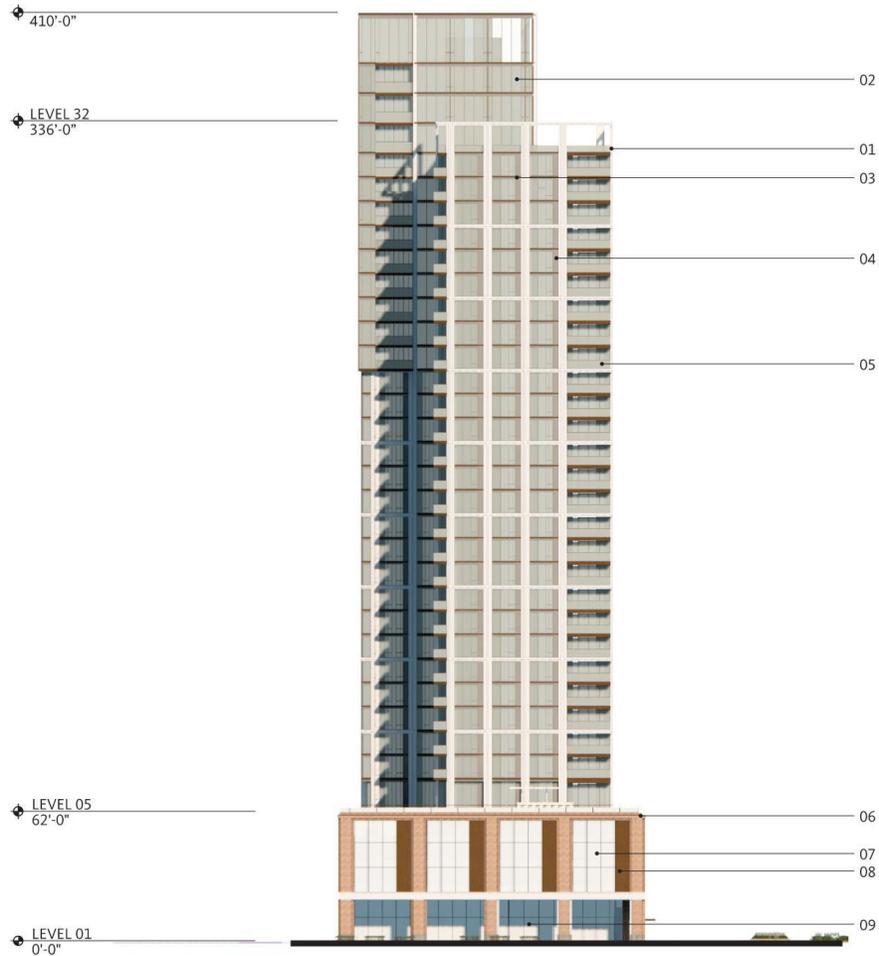
- 01 LIGHT METAL FRAME
- 02 VISION GLASS
- 03 DARK METAL SLAB EDGE COVER
- 04 DARK METAL PANEL
- 05 GLASS RAILING
- 06 BRICK
- 07 FRITTED GLASS
- 08 VENTILATED BRICK SCREEN



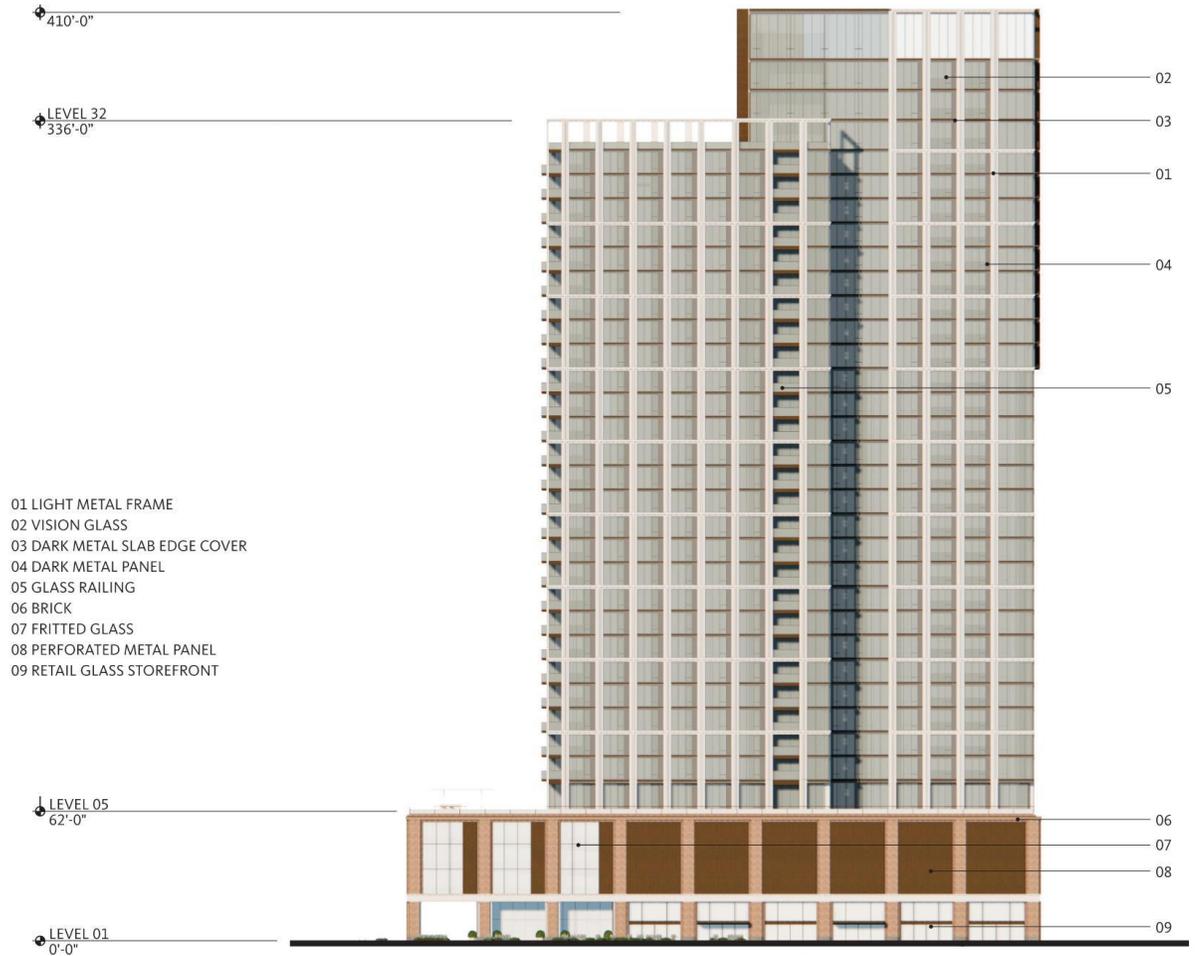
413 N. CARPENTER
(CHARACTER BUILDING)
FACADE & PORTION OF BLDG
TO BE PRESERVED

WEST ELEVATION

BUILDING ELEVATION – 400 N MORGAN



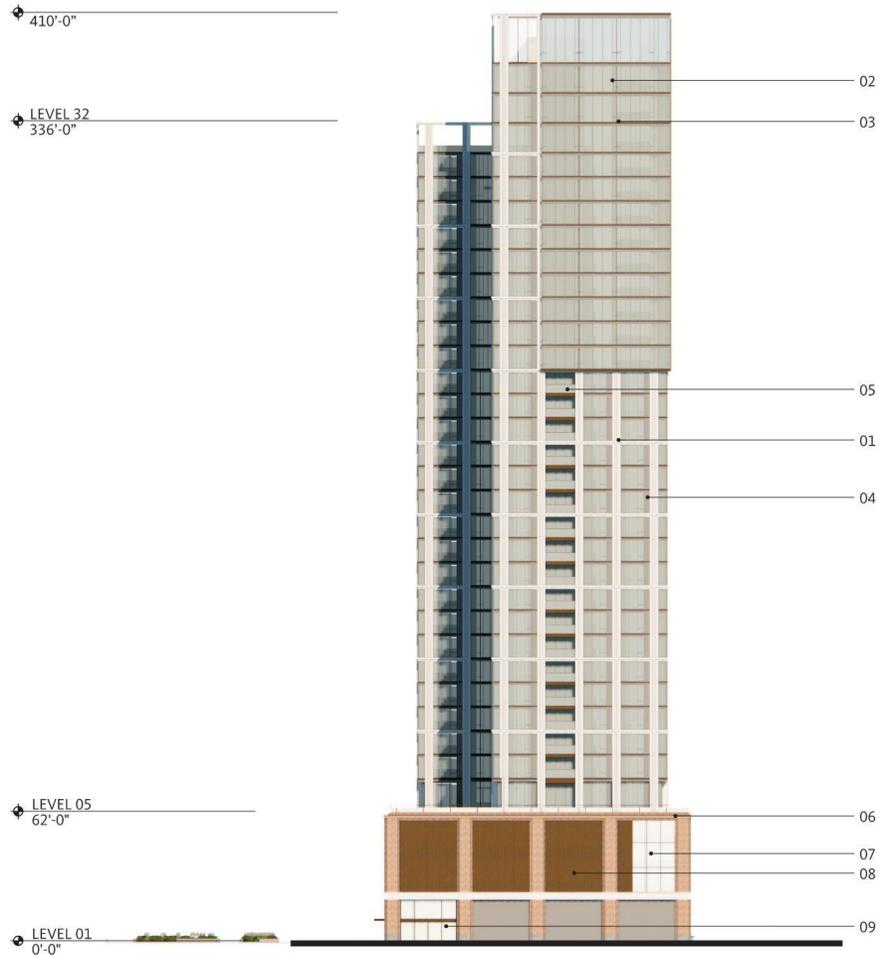
EAST ELEVATION



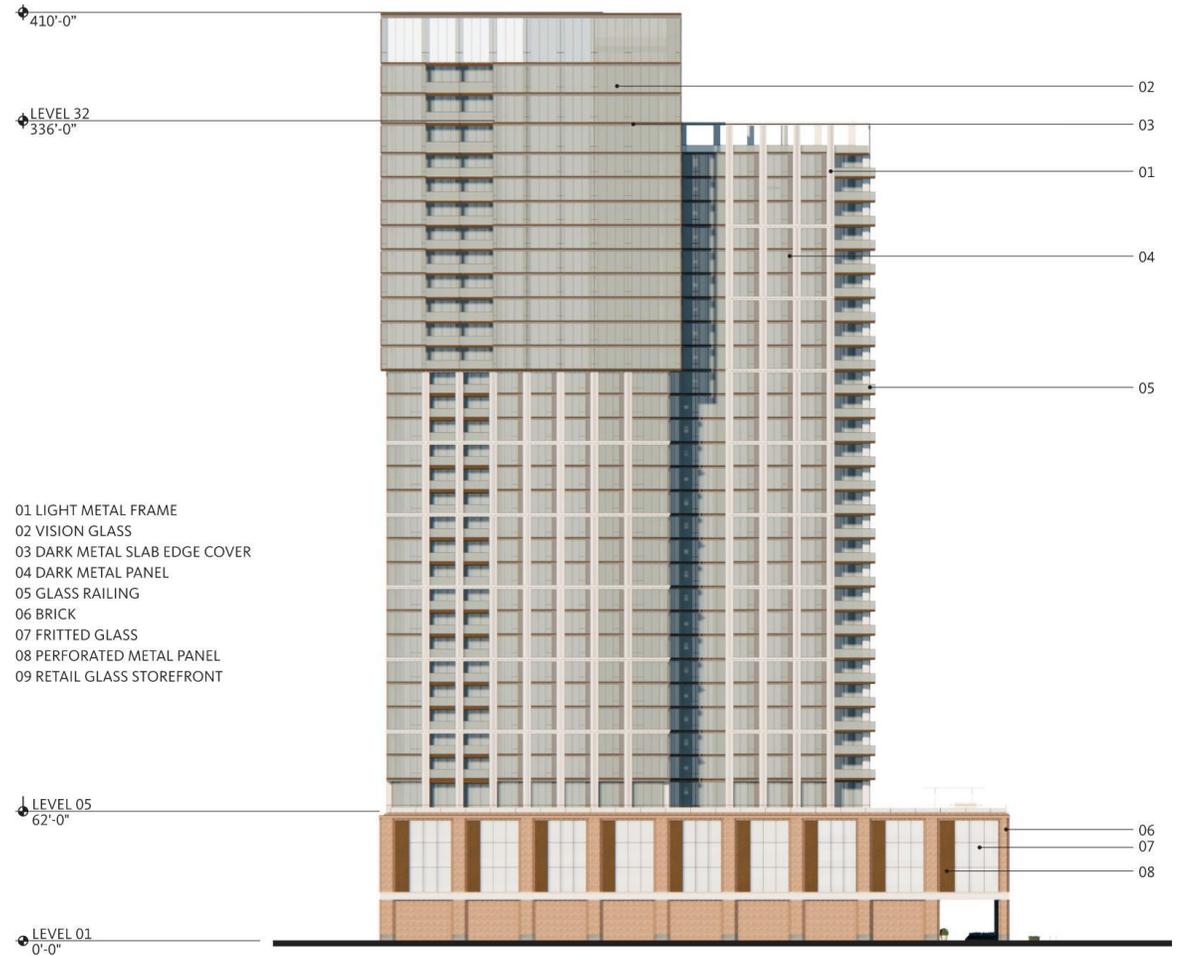
NORTH ELEVATION

- 01 LIGHT METAL FRAME
- 02 VISION GLASS
- 03 DARK METAL SLAB EDGE COVER
- 04 DARK METAL PANEL
- 05 GLASS RAILING
- 06 BRICK
- 07 FRITTED GLASS
- 08 PERFORATED METAL PANEL
- 09 RETAIL GLASS STOREFRONT

BUILDING ELEVATION – 370 N MORGAN



WEST ELEVATION

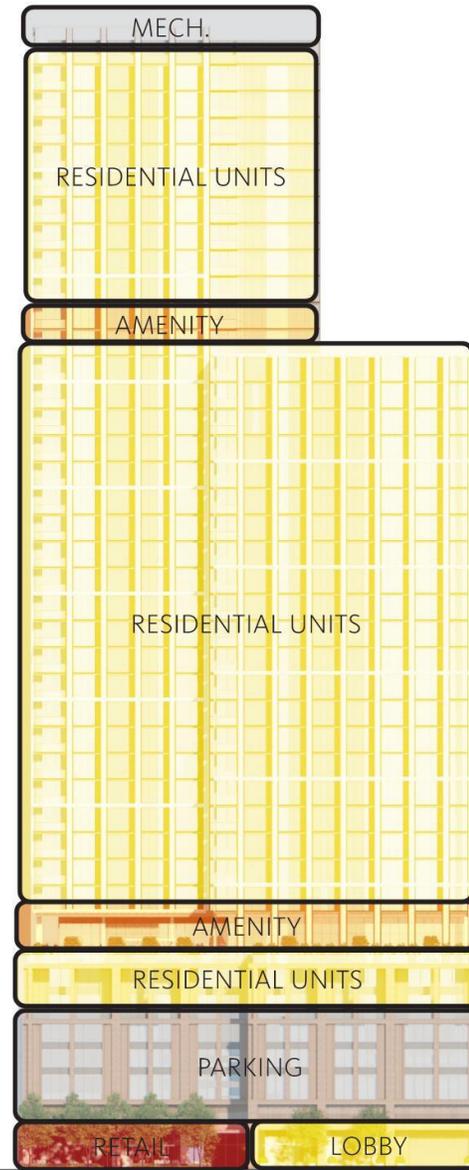


SOUTH ELEVATION

BUILDING ELEVATION – 370 N MORGAN



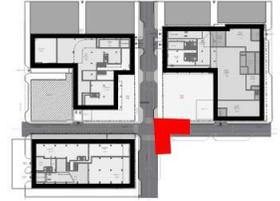
370 N MORGAN



400 N MORGAN

PROGRAM SECTION

Pedestrian Context –Morgan Street



EXISTING CONDITION



PROPOSED





WEST LOOP DESIGN GUIDELINES

1.1.3 Encourage a diversity of design approaches in the West Loop that entail innovative, creative and sustainable architectural designs constructed with high quality materials and state of the art construction methods.

1.2.2 Building orientation and massing should create active streetwalls lining the sidewalks

1.3.1 With high density buildings, step the base to be compatible in height with adjacent lower scale buildings.

1.4.1 Consider low scale linear buildings along lower scale streets, for example townhouses that buffer and screen a parking deck from a residential street.

1.6.3 Materials should be compatible with the existing buildings and with the district in general, regarding character, color and texture. New buildings and additions may employ alternative materials, including high quality glass, metal, concrete and wood materials that complement and maintain a design vocabulary and scale that is appropriate to street block face and district.

2.3.1 Where appropriate, design residential uses into a thinner and taller building form that is set back to allow for more solar access within the public realm.

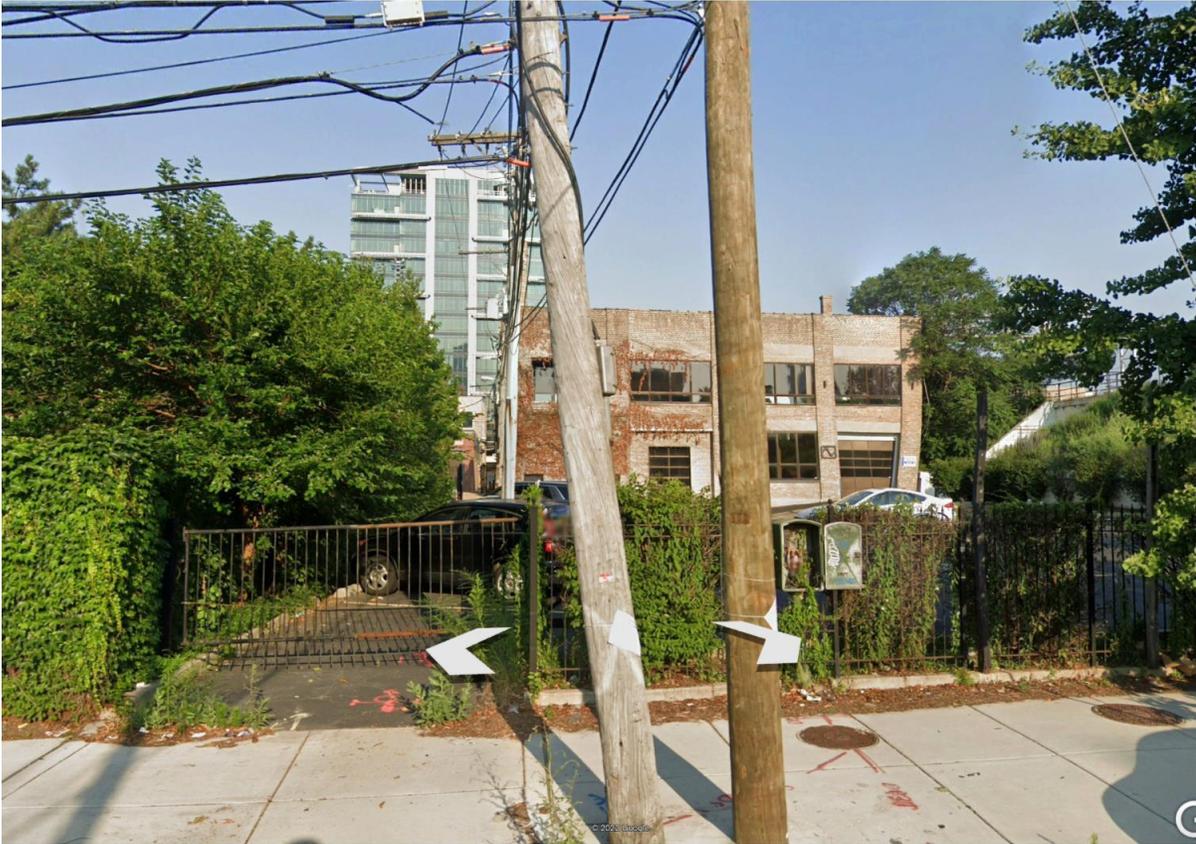
3.1.4 Due to the relatively narrow sidewalk conditions along these high traffic corridors, large developments should incorporate strategic setbacks to provide space for additional streetscape and trees along the public realm.

LOOKING NORTHWEST @ KINZIE & MORGAN

Pedestrian Context – Morgan Street



EXISTING CONDITION



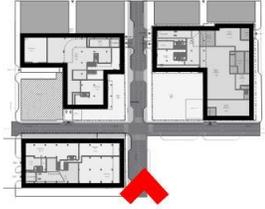
PROPOSED





LOOKING WEST ALONG ALLEY ON MORGAN

Pedestrian Context – Morgan Street



EXISTING CONDITION



PROPOSED



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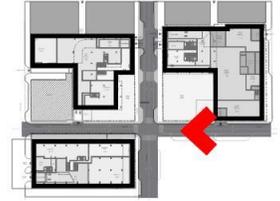
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LOOKING NORTH ON MORGAN

Pedestrian Context – Kinzie Street



EXISTING CONDITION



PROPOSED



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LOOKING WEST ON KINZIE STREET

Pedestrian Context – Kinzie Street



EXISTING CONDITION



PROPOSED



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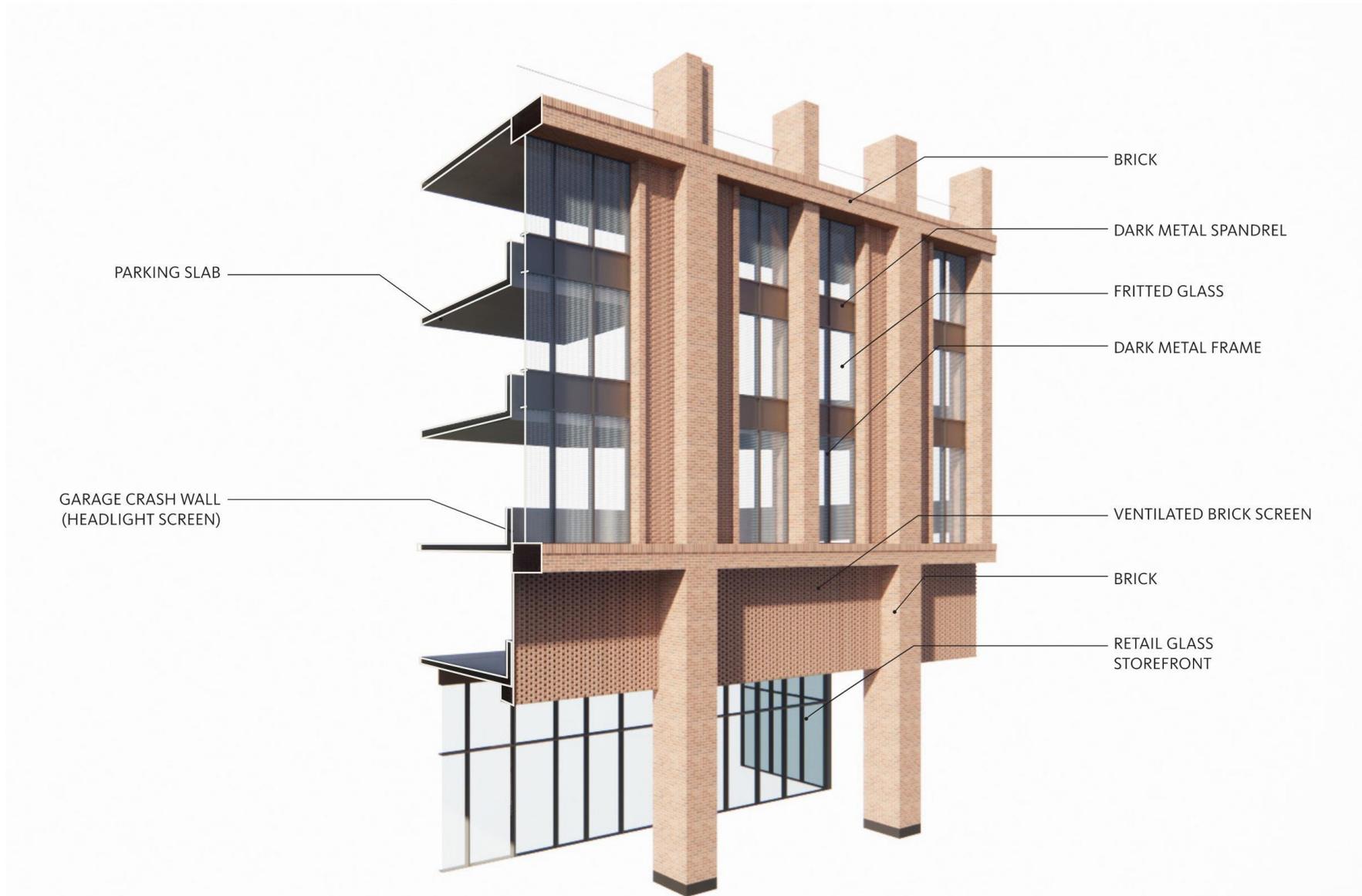
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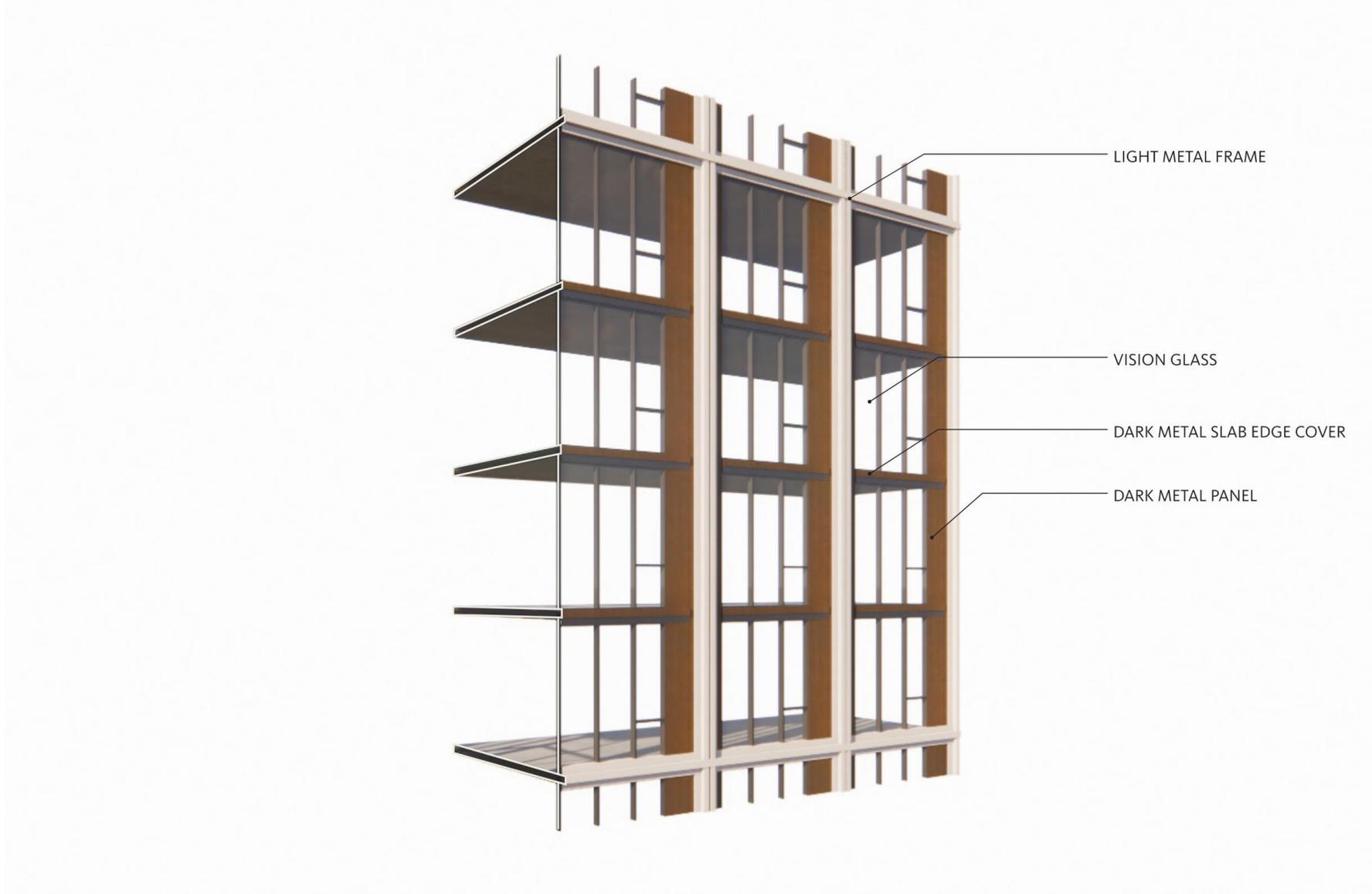
LOOKING EAST ON KINZIE



LOOKING SOUTHWEST @ KINZIE & MORGAN



FAÇADE SECTIONS – 400 N MORGAN





LIGHT METAL FRAME

METAL EQUIPMENT SCREEN

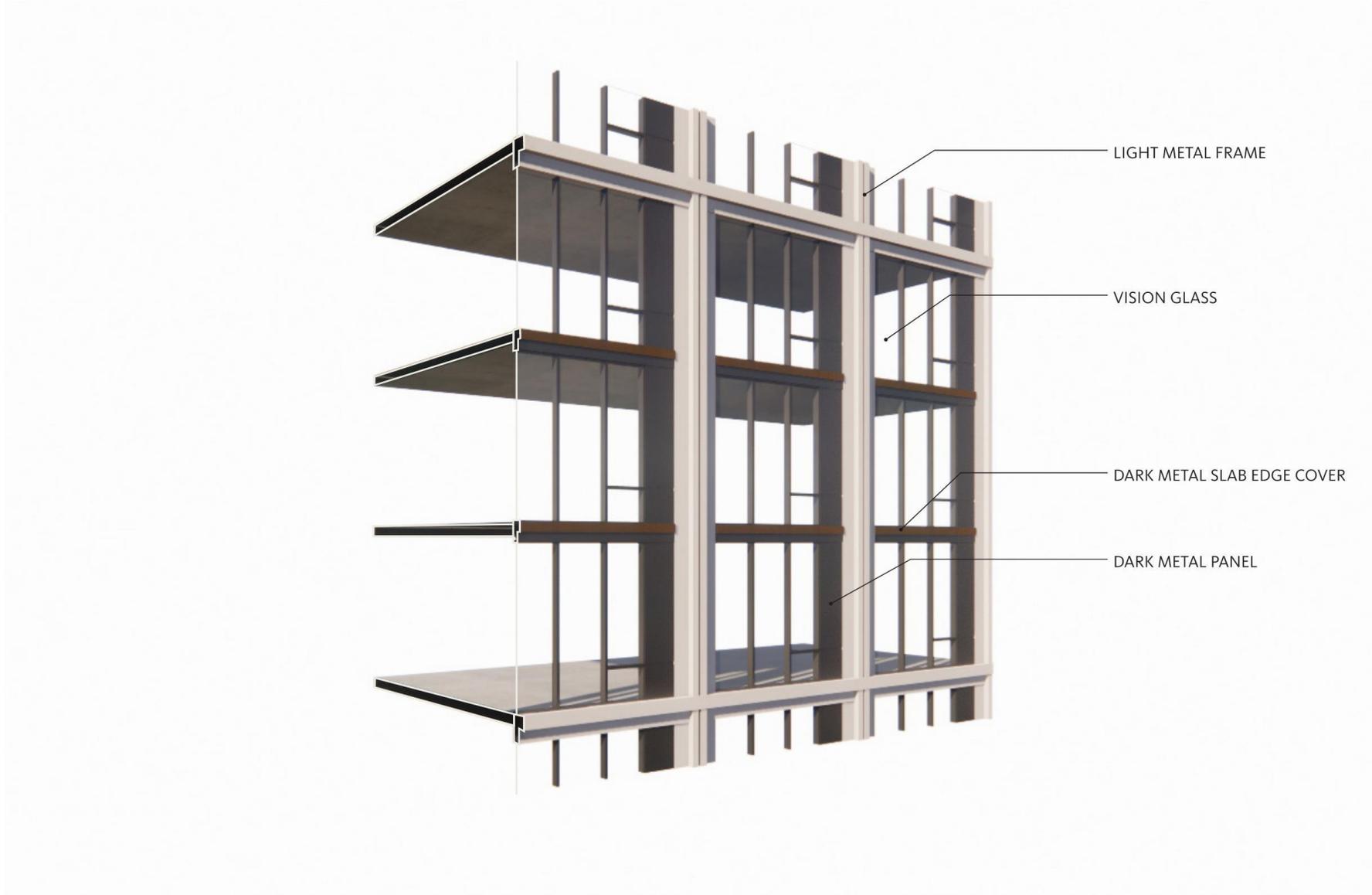
VISION GLASS

DARK METAL SLAB EDGE COVER

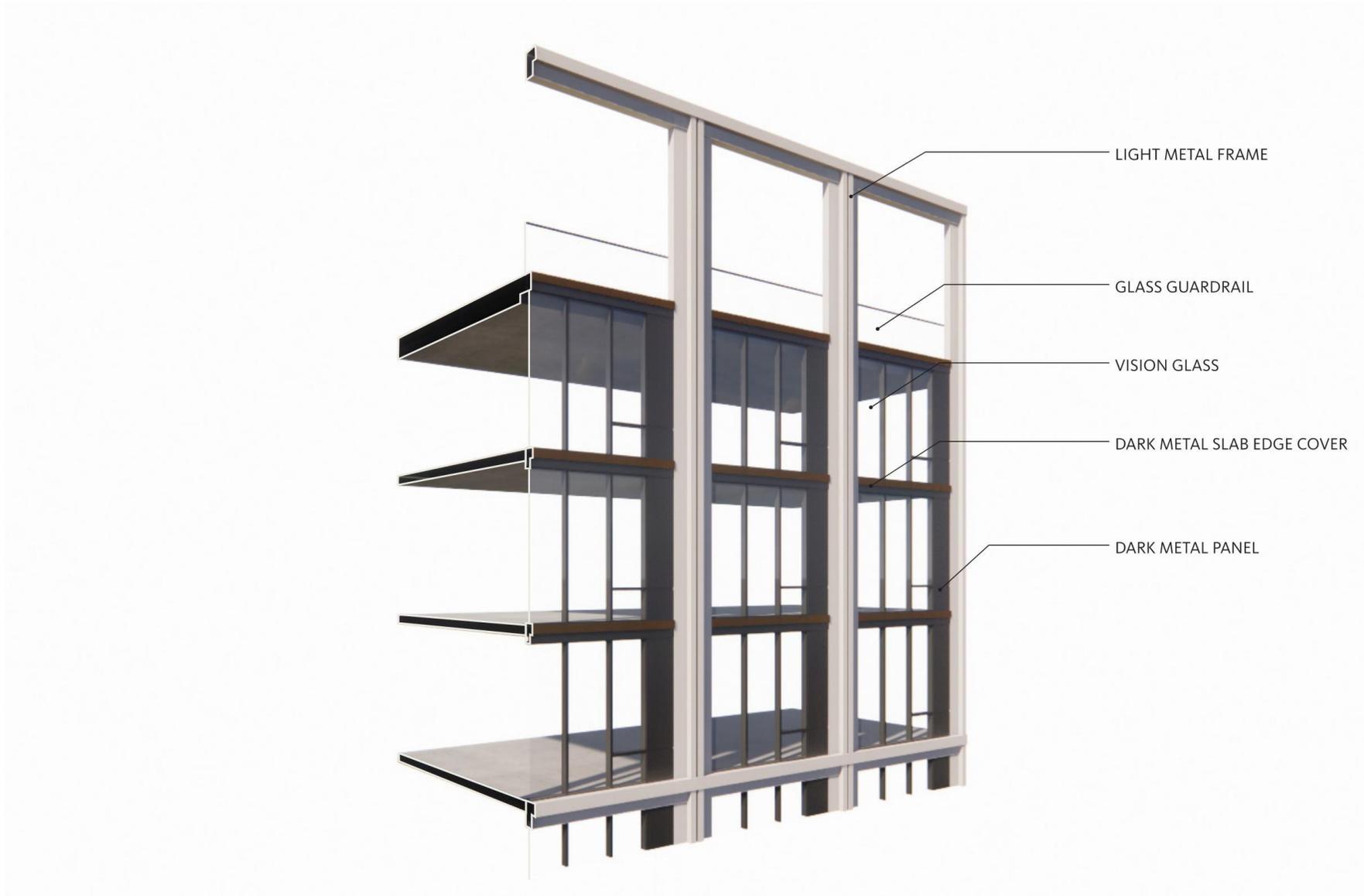
DARK METAL PANEL



FAÇADE SECTIONS – 370 N MORGAN



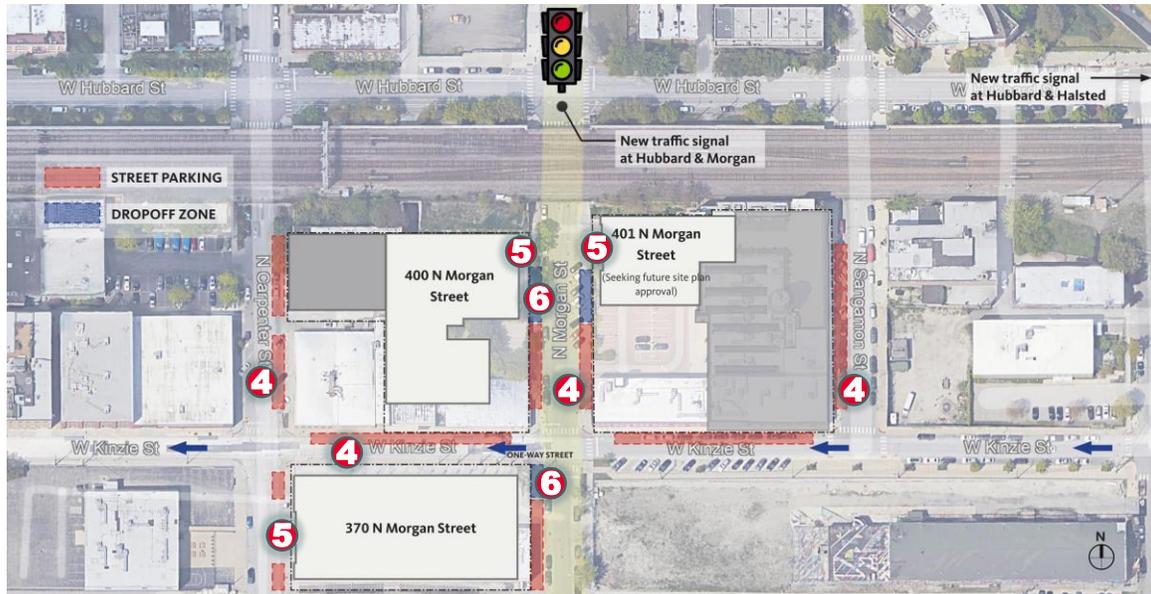
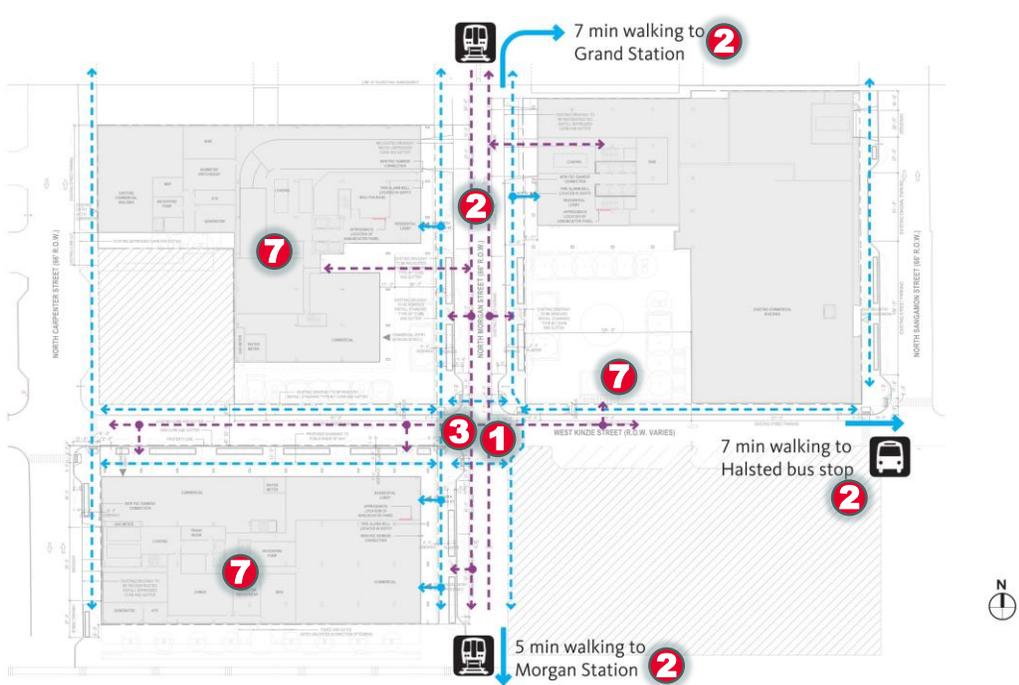
FAÇADE SECTIONS – 370 N MORGAN



Chicago Zoning Ordinance – Planned Developments Section 17-8-0904 Transportation, Traffic Circulation and Parking

LEGEND

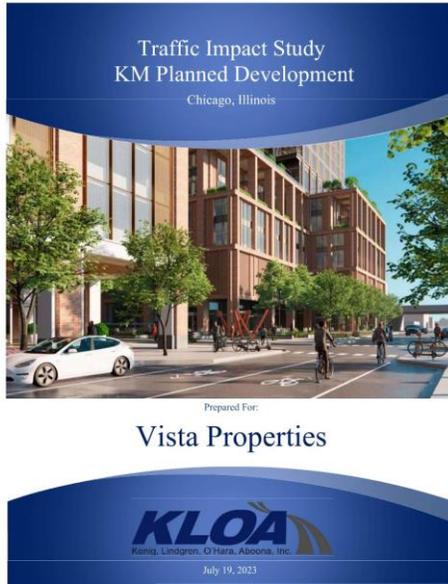
- ↔ PEDESTRIAN
- ↔ BICYCLE



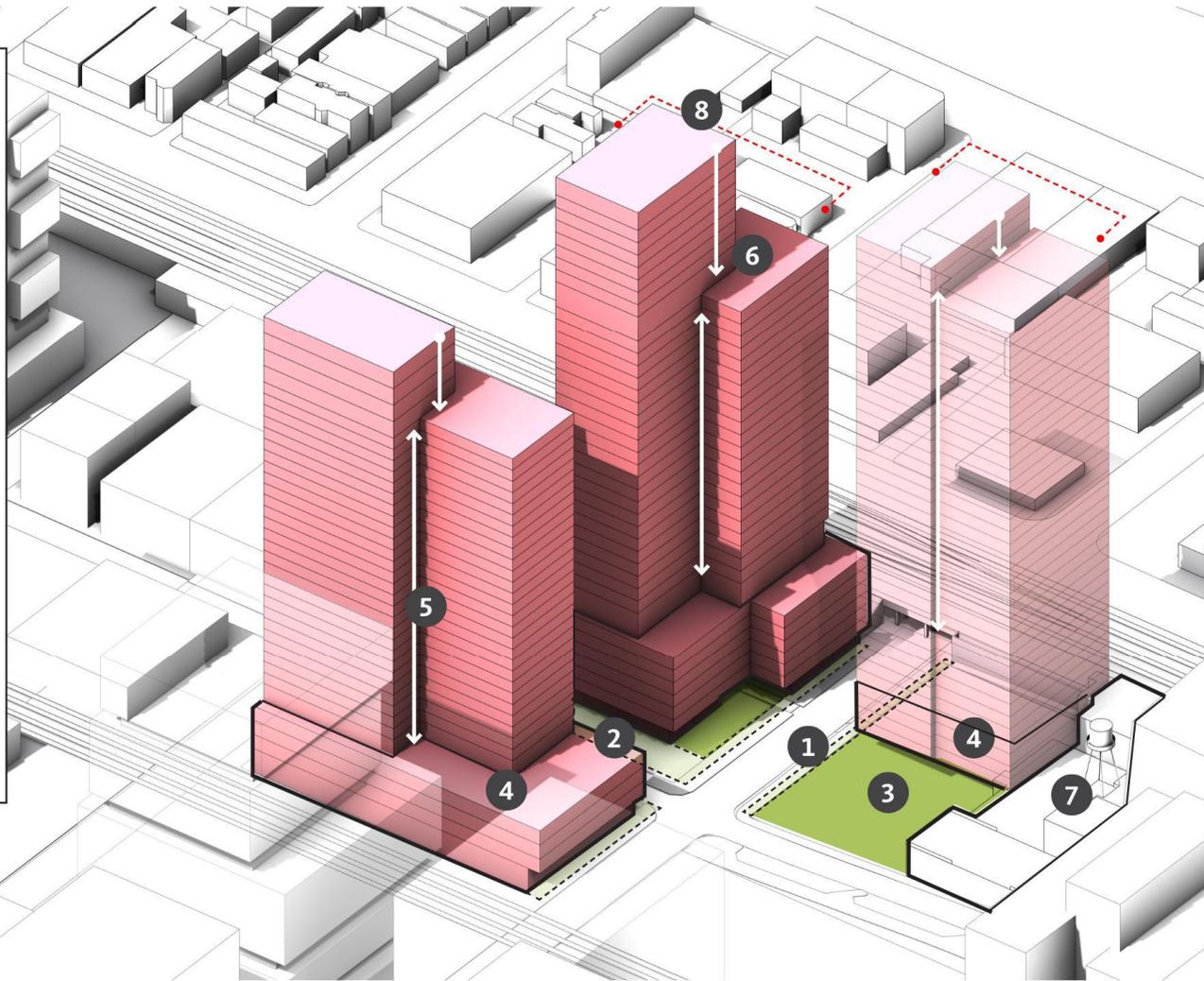
1. Promote the safe and efficient circulation of pedestrians, cyclists, and motor vehicles.
 - ***Curb bumps-outs, intersection markings, and clear visibility at intersections provided to improve safety and access.***
2. Promote transit, pedestrian, and bicycle use
 - ***Development located within walking distance of multiple transit lines and will provide improvements to site sidewalks and painted bike lane markings.***
3. Ensure accessibility for persons with disabilities
 - ***Intersections and crosswalks rebuilt with accessible curb cuts and painted crosswalks.***
4. Minimize conflict with existing traffic patterns in the vicinity
 - ***Existing traffic patterns and street parking preserved where possible.***
5. Minimize and mitigate traffic congestion associated with the proposed development
 - ***Curb cuts for on-site parking and service concentrated away from intersections.***
6. Provide safe and ample access for emergency and delivery vehicles, while minimizing the adverse visual impact of vehicular service areas
 - ***Dropoff zones clearly marked near building entries and out of the way of thru traffic.***
7. Provide adequate bicycle and vehicular parking, while minimizing the adverse impact of any off-street parking areas.
 - ***Off-street parking provided in architecturally-screen structured garage.***
 - ***1to1 bicycle parking provided on-site.***

Traffic Study by KLOA, Inc.

- Given the location of the site within an urban area and its proximity to alternative modes of transportation, the number of generated trips will be reduced.
- The existing Kinzie Street corridor has adequate capacity to accommodate the traffic (both vehicular and pedestrian) that will be generated by the proposed development with high visibility crosswalks provided at all study area intersections along the corridor.
- Taking into consideration the projected traffic volumes during the weekday evening peak hour, a traffic signal will be warranted at the intersection of Hubbard Street with Morgan Street.
- Access to the garages will be provided via single full movement access drives off Morgan Street and Carpenter Street. Outbound movements should be under stop sign control and Audial/Visual warning devices should be provided to warn pedestrians of outbound vehicles.
- To further minimize the impact of the development, foster alternative modes of transportation other than the automobile, and to enhance pedestrian/bicycle safety the following should be considered:
 - Adequate bike racks should be provided near the commercial and office entrances and within the vicinity of the proposed open space and pedestrian promenade
 - Consideration should be given to providing electric vehicle charging stations within the parking garages.
 - In coordination with the Divvy Bike Share Program, consideration should be given to providing additional docks to the existing area bike-share stations or to provide new stations in the area.
 - Due to its proximity to the Morgan CTA Pink and Green Line station and the Grand CTA Blue Line station, consideration should be given to providing a CTA transit information kiosk within the residential lobby in order to further encourage public transit use.



1. Setback on Morgan St. to introduce bike lane
2. Setback on Kinzie to widen sidewalk and provide relief
3. Providing much needed public green space in this part of West Loop in 400 N Morgan and 401 N Morgan site
4. Low level podium and residential massing setback above to provide a human scale street presence
5. Shift the residential portion floorplate to make the massings feel more slender and less daunting
6. Stepping down at the top of residential portions, especially on the north side and make the scale more neighborhood friendly
7. Maintain well loved existing buildings to celebrate history of the neighborhood
8. Put short end of the residential portions towards north to reduce shadow to the north



17-8-0905-A

Planned developments should be designed to promote pedestrian interest, safety and comfort by: creating safe and attractive walkways and pedestrian routes; providing street-level spaces within buildings that are designed to accommodate active uses or to otherwise engage pedestrian interest; avoiding blank walls, especially near sidewalks; and emphasizing building entries through architecture and design.

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-B8

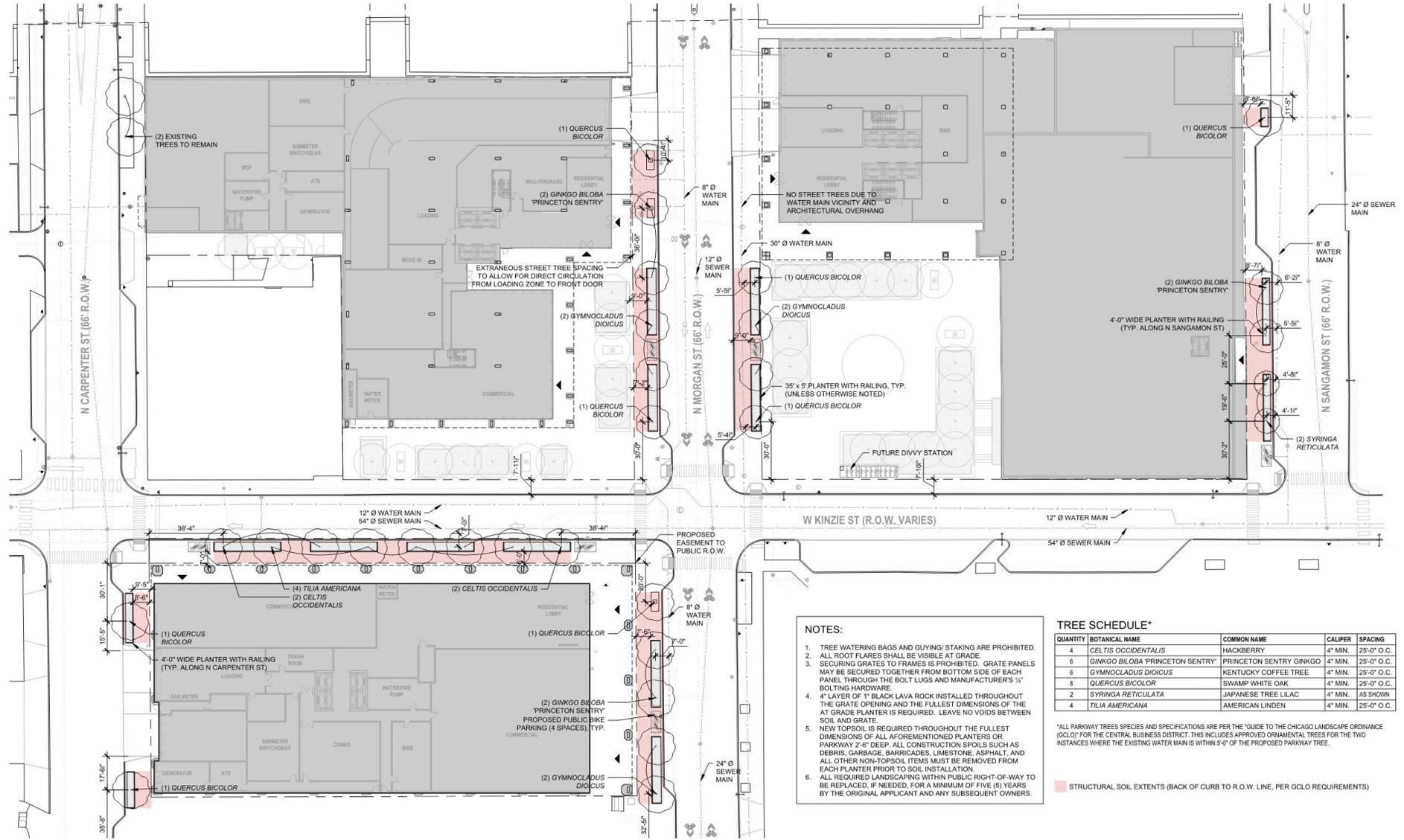
Adequate sidewalk widths should be maintained to ensure pedestrian clear zones with a width appropriate for the level of pedestrian activity expected.

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-B6

Multiple-building developments should provide separation distances between buildings that are adequate to protect public safety and to ensure privacy and open space for residents of the development. Setbacks and separation distances within planned developments should be at least as large as would otherwise be required for similar buildings located outside of a planned development.



- NOTES:**
1. TREE WATERING BAGS AND GUVING/ STAKING ARE PROHIBITED.
 2. ALL ROOT FLARES SHALL BE VISIBLE AT GRADE.
 3. SECURING GRATES TO FRAMES IS PROHIBITED. GRATE PANELS MAY BE SECURED TOGETHER FROM BOTTOM SIDE OF EACH PANEL THROUGH THE BOLT LUGS AND MANUFACTURER'S 1/2" BOLTING HARDWARE.
 4. 4" LAYER OF 1" BLACK LAVA ROCK INSTALLED THROUGHOUT THE GRATE OPENING AND THE FULLEST DIMENSIONS OF THE AT GRADE PLANTER IS REQUIRED. LEAVE NO VOIDS BETWEEN SOIL AND GRATE.
 5. NEW TOPSOIL IS REQUIRED THROUGHOUT THE FULLEST DIMENSIONS OF ALL AFOREMENTIONED PLANTERS OR PARKWAY 2'-6" DEEP. ALL CONSTRUCTION SPOILS SUCH AS DEBRIS, GARBAGE, BARRICADES, LIMESTONE, ASPHALT, AND ALL OTHER NON-TOPSOIL ITEMS MUST BE REMOVED FROM EACH PLANTER PRIOR TO SOIL INSTALLATION.
 6. ALL REQUIRED LANDSCAPING WITHIN PUBLIC RIGHT-OF-WAY TO BE REPLACED, IF NEEDED, FOR A MINIMUM OF FIVE (5) YEARS BY THE ORIGINAL APPLICANT AND ANY SUBSEQUENT OWNERS.

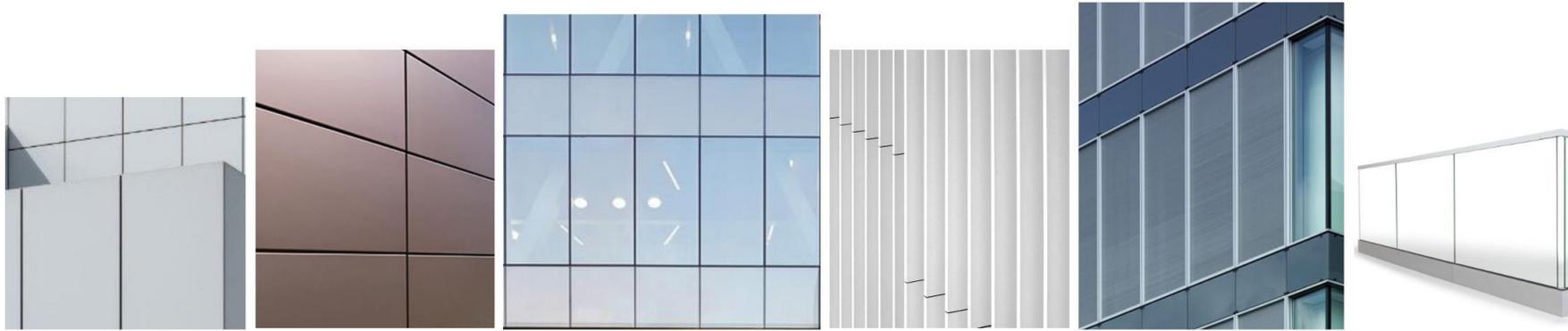
TREE SCHEDULE*

QUANTITY	BOTANICAL NAME	COMMON NAME	CALIPER	SPACING
4	<i>CELTIS OCCIDENTALIS</i>	HACKBERRY	4" MIN.	25'-0" O.C.
6	<i>GINKGO BILOBA</i> 'PRINCETON SENTRY'	PRINCETON SENTRY GINKGO	4" MIN.	25'-0" O.C.
6	<i>GYMNOCLADUS DIOICUS</i>	KENTUCKY COFFEE TREE	4" MIN.	25'-0" O.C.
8	<i>QUERCUS BICOLOR</i>	SWAMP WHITE OAK	4" MIN.	25'-0" O.C.
2	<i>SYRINGA RETICULATA</i>	JAPANESE TREE LILAC	4" MIN.	AS SHOWN
4	<i>TILIA AMERICANA</i>	AMERICAN LINDEN	4" MIN.	25'-0" O.C.

*ALL PARKWAY TREES SPECIES AND SPECIFICATIONS ARE PER THE 'GUIDE TO THE CHICAGO LANDSCAPE ORDINANCE (GCLO)' FOR THE CENTRAL BUSINESS DISTRICT. THIS INCLUDES APPROVED ORNAMENTAL TREES FOR THE TWO INSTANCES WHERE THE EXISTING WATER MAIN IS WITHIN 5'-0" OF THE PROPOSED PARKWAY TREE.

■ STRUCTURAL SOIL EXTENTS (BACK OF CURB TO R.O.W. LINE, PER GCLO REQUIREMENTS)





LIGHT METAL FRAME
DARK METAL PANEL
VISION GLASS
GLASS RAILING

RESIDENTIAL PODIUM



FRITTED GLASS
MASONRY SCREEN WALL
VENTILATED BRICK SCREEN
PERFORATED METAL SCREEN

Chicago Sustainable Development Policy 2017.01.12



Compliance Options	Points Required	Sustainable Strategies Menu																																	
		Health	Energy						Stormwater					Landscapes			Green Roofs		Water		Transportation						Solid Waste	Work Force	Wildlife						
			1.1 Achieve WELL Building Standard	2.1 Designed to earn the Energy Star	2.2 Exceed Energy Code (5%)	2.3 Exceed Energy Code (10%)	2.4 Exceed Energy Code (25%)	2.5 Exceed Energy Code (40%)	2.6 Onsite Renewable Energy (3%)	2.7 Onsite Renewable Energy (5%)	3.1 Exceed Stormwater Ordinance by 25%	3.2 Exceed Stormwater Ordinance by 50%	3.3 100% Stormwater Infiltration	3.4 Sump Pump Capture & Reuse	3.5 100-year detention for lot-to-lot buildings	3.6 100-year Detention for Bypass	4.1 Working Landscapes	4.2 Natural Landscapes	4.3 Tree Planting	4.4 Achieve Sustainable Sites Certification	5.1 Green Roof 50-100%	5.2 Green Roof 100%	6.1 Indoor Water Use Reduction (25%)	6.2 Indoor Water Use Reduction (40%)	7.1 Proximity to Transit Service	7.2 Bikeshare Sponsorship	7.3 Bike Parking Residential	7.4 Bike Parking Commercial & Industrial	7.5 EV Charging Stations	7.6 EV Charger Readiness	7.7 CTA Digital Displays	8.1 80% Waste Diversion	8.2 Workforce Development	9.1 Bird Protection (Basic)	9.2 Bird Protection (Enhanced)
Compliance Paths	Starting Points	Number of Optional Points Required New Construction / Substantial Rehab / Moderate Rehab																																	
Options Without Certification																																			
All Options Available	0	100 / 50 / 25	40	30	20	30	40	50	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	5	5	5	5	5	5	5	10	10	5	10
Options With Certification																																			
LEED Platinum	95	5 / 0 / 0	40	NA	NA	NA	NA	NA	NA	10	20	40	5	5	5	NA	NA	NA	20	10	20	NA	NA	NA	5	NA	NA	NA	5	5	NA	10	10	5	10
LEED Gold	90	10 / 0 / 0	40	NA	NA	NA	NA	50	10	20	10	20	40	5	5	5	5	NA	5	20	10	20	NA	NA	NA	5	NA	NA	10	5	5	10	10	5	10
LEED Silver	80	20 / 0 / 0	40	NA	NA	NA	40	50	10	20	10	20	40	5	5	5	5	5	20	10	20	NA	20	NA	5	NA	NA	10	5	5	10	10	5	10	
Green Globes 4-Globes	90	10 / 0 / 0	40	NA	NA	NA	NA	50	10	20	10	20	40	5	5	5	5	NA	5	20	10	20	NA	NA	NA	5	NA	NA	10	5	5	10	10	5	10
Green Globes 3-Globes	80	20 / 0 / 0	40	NA	NA	NA	40	50	10	20	10	20	40	5	5	5	5	NA	5	20	10	20	NA	NA	NA	5	NA	NA	10	5	5	10	10	5	10
Green Globes 2-Globes	70	30 / 0 / 0	40	NA	NA	NA	40	50	10	20	10	20	40	5	5	5	5	5	20	10	20	NA	20	NA	5	NA	NA	10	5	5	10	10	5	10	
Living Building Challenge	100	0 / 0 / 0	40	NA	NA	NA	NA	NA	NA	10	20	40	5	5	5	NA	NA	NA	20	NA	NA	NA	NA	NA	NA	NA	NA	10	5	NA	NA	10	10	5	10
Living Building Challenge Petal	90	10 / 0 / 0	40	NA	20	30	40	50	NA	NA	10	20	40	5	5	5	5	NA	5	20	10	20	10	20	NA	5	NA	NA	10	5	5	10	10	5	10
Enterprise Green Communities*	80	20 / 0 / 0	40	NA	NA	NA	NA	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	5	5	NA	NA	10	5	5	10	10	5	10	
PassiveHouse	70	30 / 0 / 0	40	NA	NA	NA	NA	10	20	10	20	40	5	5	5	5	5	5	20	10	20	10	20	5	5	5	5	10	5	5	10	10	5	10	

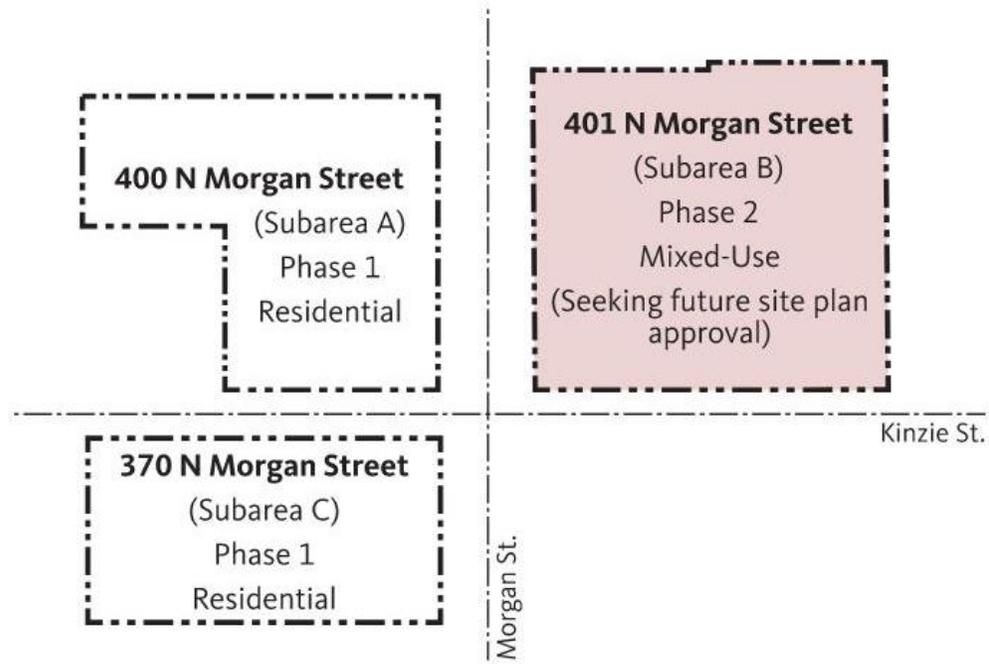
*only available to affordable housing projects funded by DPD's Housing Bureau

Planned Development Projects (PD) - New Construction	100 points required
TIF Funded Development Projects (TIF) - New Construction*	100 points required
DPD Housing, Multi-family (>5 units) Projects (DPD-H MF) - New Construction	100 points required
PD, TIF, DPD-H MF and Class L - Renovation Projects*	
Moderate Renovation Projects	25 points required
Substantial Renovation Projects	50 points required

*does not apply to TIF assistance of less than \$1M (including but not limited to TIF-NIP, TIF Purchase Rehab, Streamlined TIF and SBIF programs)

Moderate Renovation Projects = projects including partial or minor upgrades to building systems and minor repairs to the exterior envelope
 Substantial Renovation Projects = projects including new and/or upgraded building systems and extensive repairs to the exterior envelope

SUSTAINABLE DEVELOPMENT POLICY



Summary of Design Guidelines for Future Phase

- **Purpose**
 - Comply with design guidelines
 - Provide additional standards

- **Public Realm Guidelines**
 - Public Realm and Open Space
 - Hardscape Open Space
 - Streetscapes
 - Street Level Activation
 - Services and Parking

- **Built Form Guidelines**
 - Base Building Podium
 - Building Massing
 - Building Material Guidelines
 - Building Performance

Stormwater Management Strategy

- Oversized underground stormwater detention tank, located within each building footprint.
- BMP's will be provided within open space, in accordance with City of Chicago Stormwater Management Ordinance Manual.

ARO Compliance

- 20% affordable on-site
- Weighted average of 60% AMI
 - 1/3 (97 units) at or below 50%
 - 1/6 of which (16) at or below 40%

400 N Morgan: Unit Summary

	Efficiency	1 Bed	2 Bed	3 Bed	Total
Market-Rate Units	121	214	45	2	382
Affordable Units (20%)	30	55	11	0	96
	151	269	56	2	478

370 N Morgan: Unit Summary

	Efficiency	1 Bed	2 Bed	3 Bed	Total
Market-Rate Units	128	219	45	2	394
Affordable Units (20%)	32	55	11	0	98
	160	274	56	2	492

Economic and Community Benefits

- 32,200 sf of publicly accessible open space
 - 370 N Morgan: 6,500 sf
 - 400 N Morgan: 9,000 sf
 - 401 N Morgan: 16,700 sf
- Streetscape improvements
 - Added street trees & planting beds
 - Added bike line markings
 - Reduced curb cuts
 - Proposed Divvy station
- \$448,407,950 project budget
 - 370 N Morgan: \$150,863,800
 - 400 N Morgan: \$154,464,150
 - 401 N Morgan: \$143,260,000
- 2,325 projected temporary/construction jobs
 - 370 N Morgan: 750
 - 400 N Morgan: 900
 - 401 N Morgan: 675
- 320 projected permanent jobs
 - 370 N Morgan: 90
 - 400 N Morgan: 80
 - 401 N Morgan: 150
- Commitment to 26% MBE / 6% WBE Goals

★ DPD Recommendations

- Will not adversely affect the continued industrial viability of the Kinzie Industrial Corridor (17-13-0403)
- 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 and is in general conformance with the Fulton Market Innovation District Plan (17-8-0903);
- The proposal promotes economically beneficial development patterns that are compatible with the character of existing neighborhood (17-8-0103);
- The proposal is designed to reinforce desirable urban features found within the surrounding area (17-8-0906-A-1);
- 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).

