



CHICAGO PLAN COMMISSION

Department of Planning and Development

Chicago Jesuit Academy Campus Expansion

**5050-98 and 5093-99 West Jackson Boulevard/235-313 South
Leamington Avenue/5043-5099 West Quincy Street (28th Ward)**

Chicago Jesuit Academy

September 16, 2021

Austin Community Area Snapshot



Demographics*

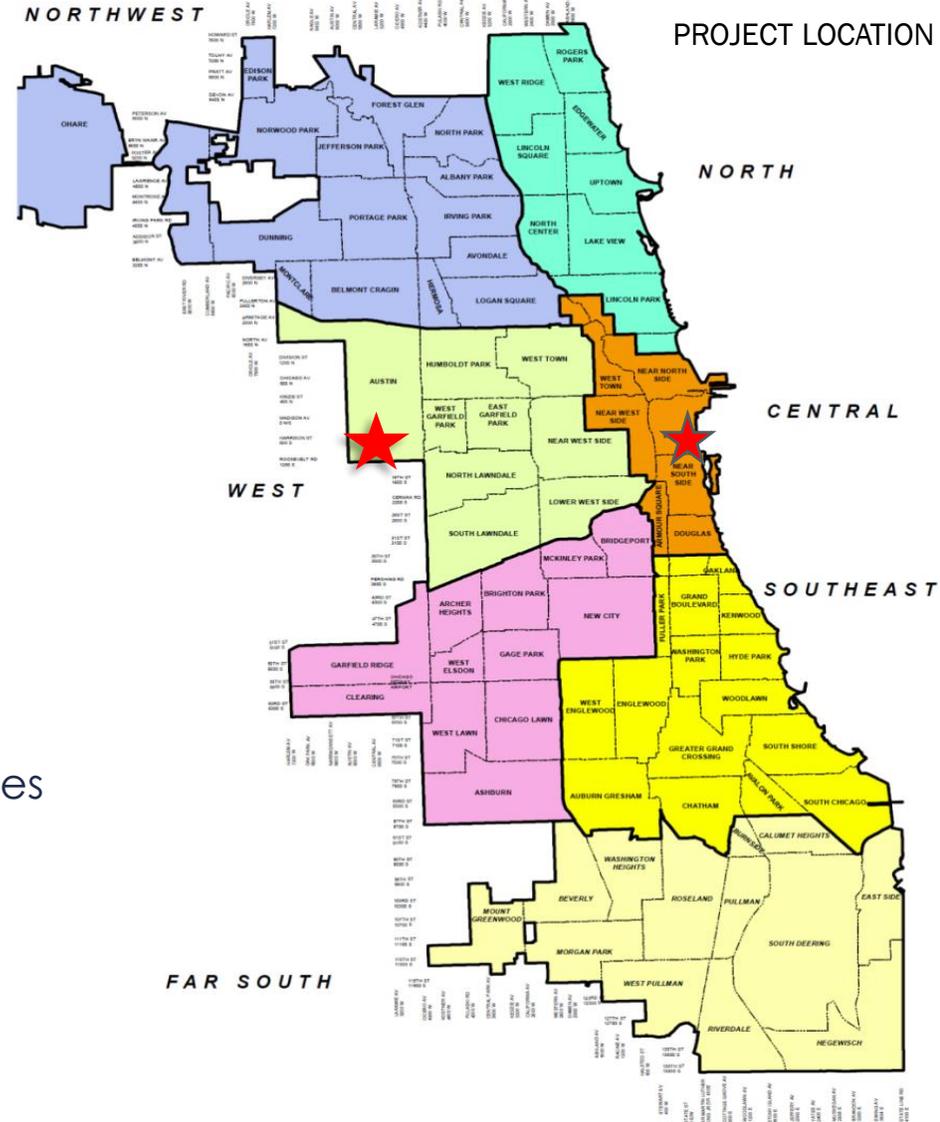
- 96,557 total population
- 40.8% residents age 20-49
- 32.7% age 50+
- 26.5 % age 19 and under
- 2.7 average household size
- \$33,515 median income

Land Use*

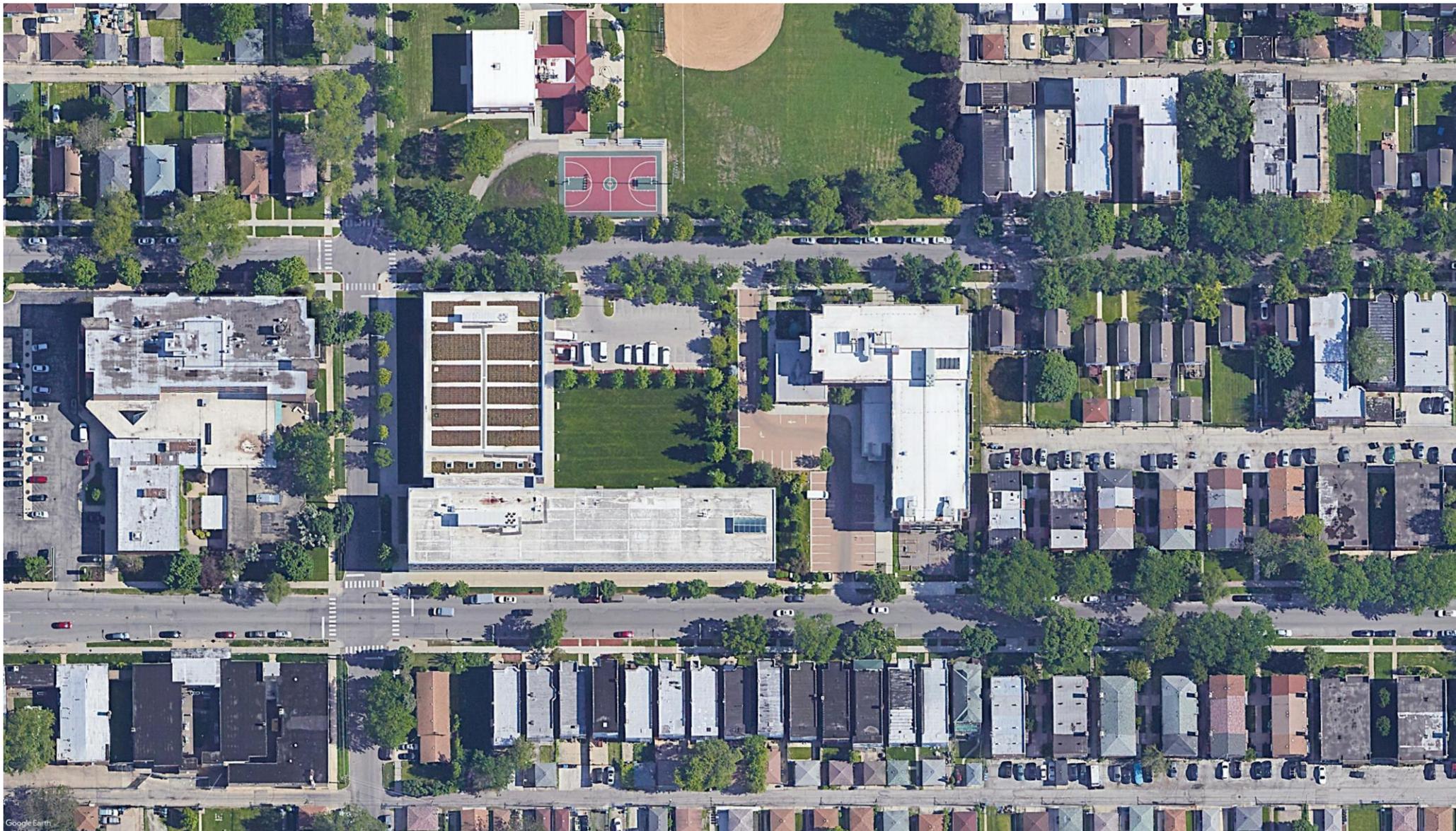
- Residential uses: 38.1%
- Commercial/Industrial: 14.7%
- Institutional: 4.6%

Transportation*

- 98.6%: High Walkability rating
- 100% High Transit Availability
- 66.6% of households have vehicles



*CMAP Community Data Snapshot: Austin, Chicago Community Area June 2020 Release



SITE CONTEXT PLAN

Planning Context



Austin Coming Together – Quality of Life Plan

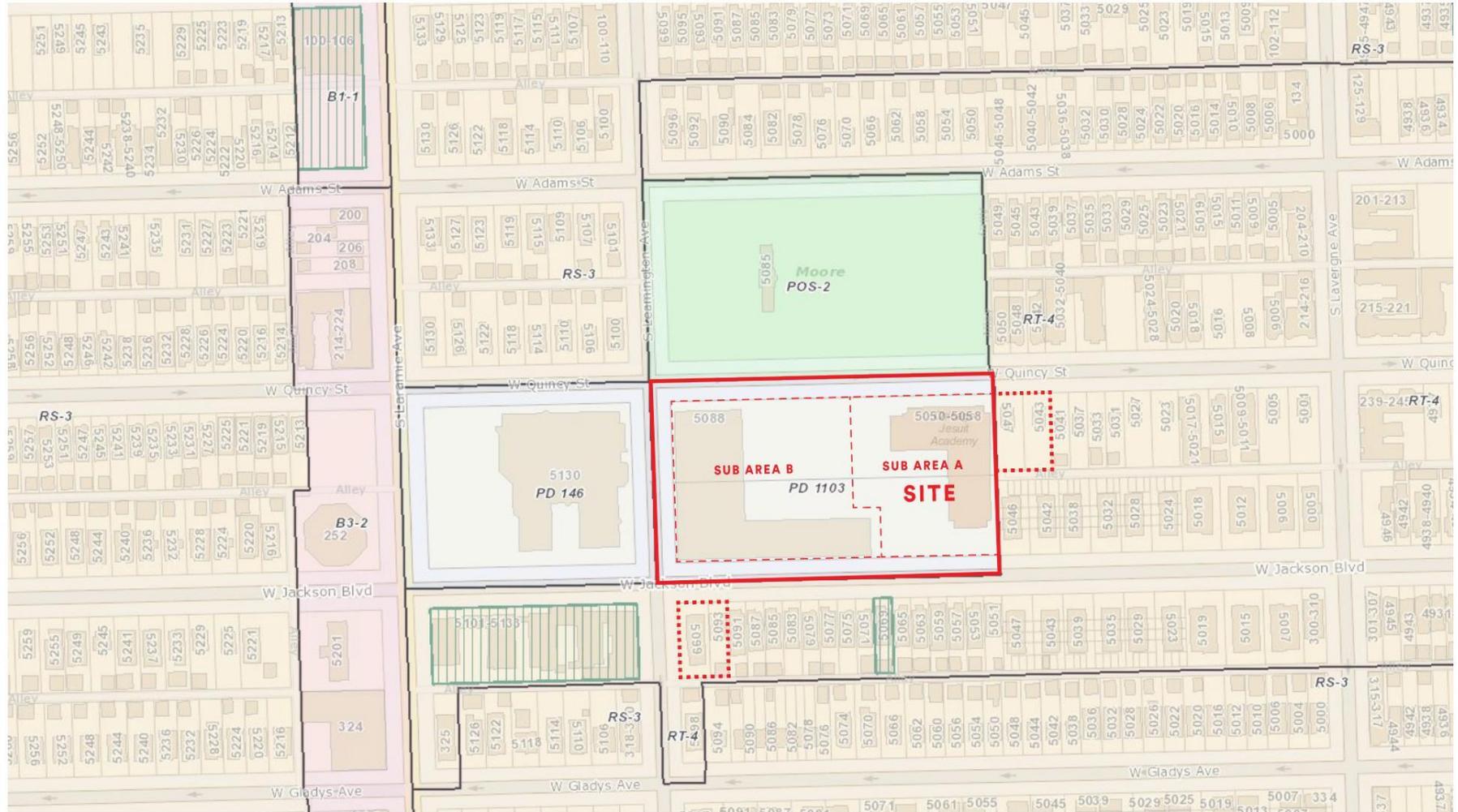
- 2018
- LISC Chicago

We Will Chicago Citywide Plan

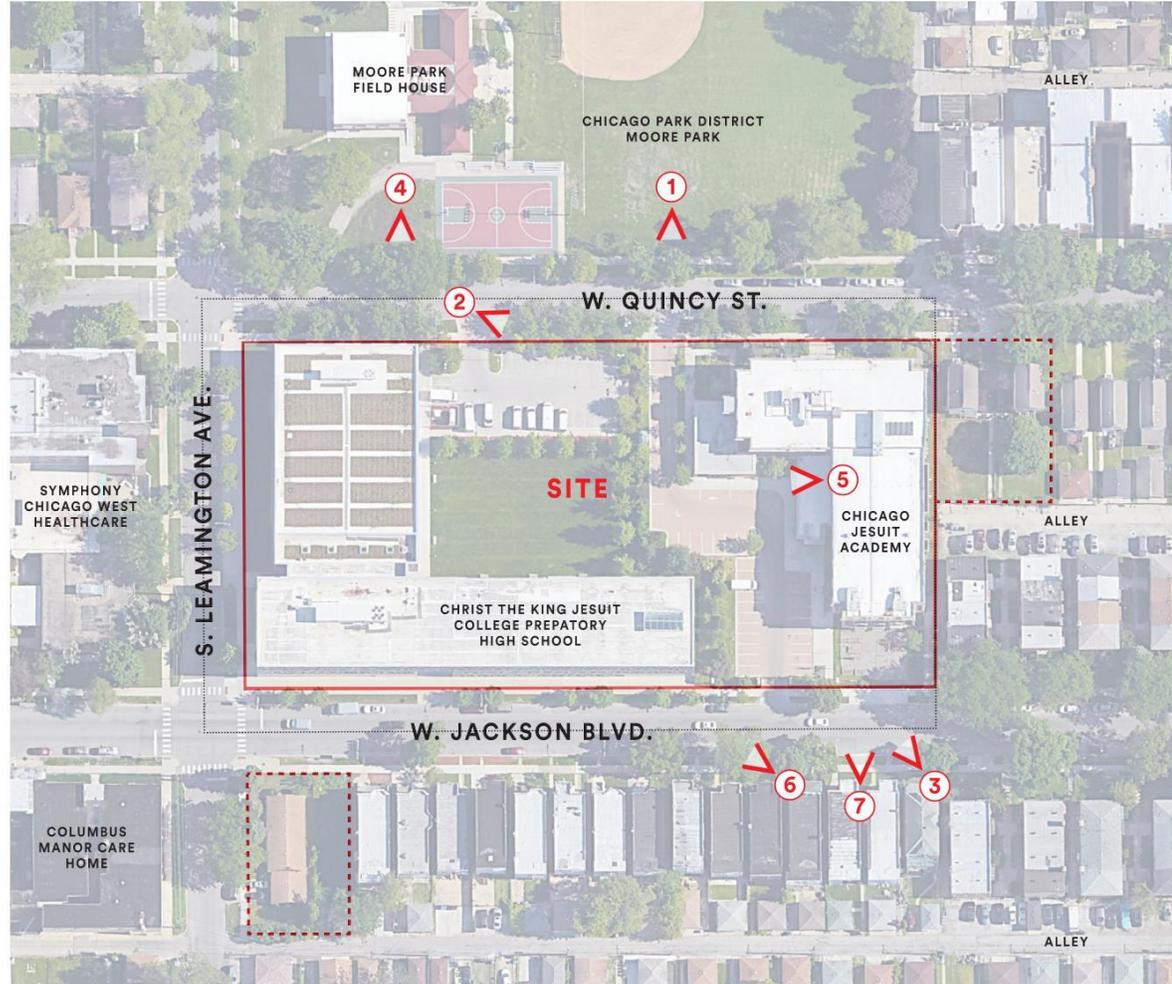
- On-going
- DPD - Chicago

Zoning

- **Current Zoning:** PD 1103
- **Max Height:** 66'
- **FAR:** 1.40
- **Gross Site Area:** 161,534 sq ft
- **Surrounding Land Uses:**
 - Residential
 - Commercial
 - Institutional
 - Public Open Space



Pedestrian Context

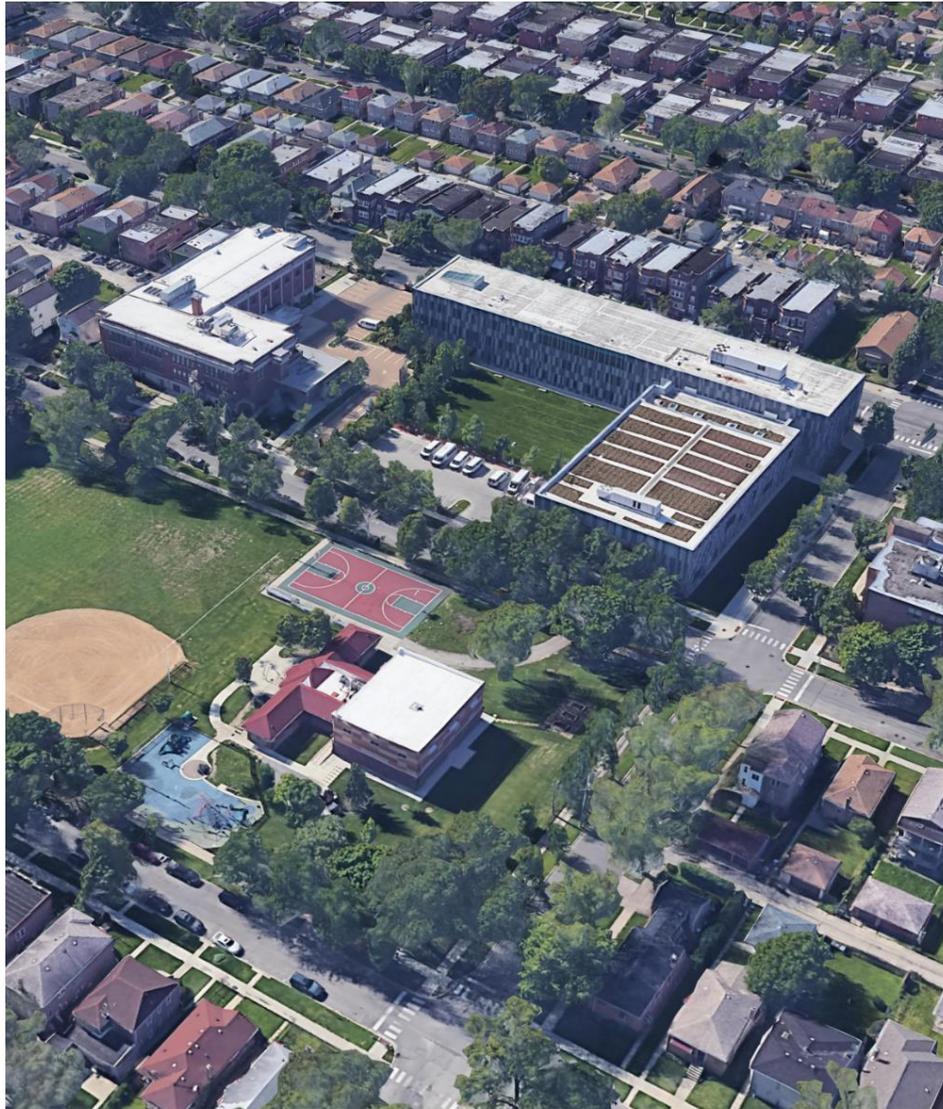




PEDESTRIAN CONTEXT



SITE CONTEXT





Project Timeline + Community Outreach

28th Ward Development Review Process

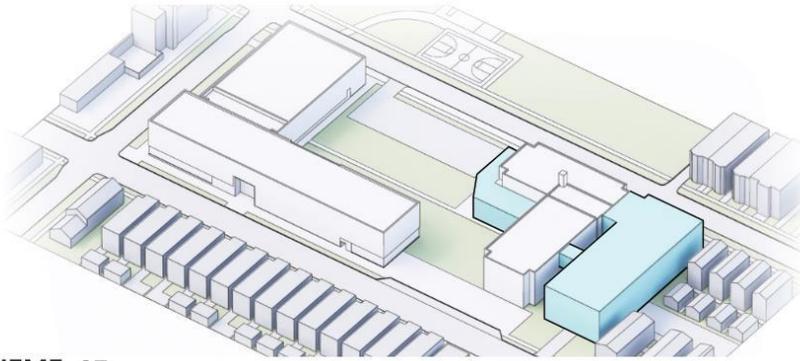
- April 20, 2021: Project Submittal and Discussion
- May – August 2021: Review process and project modifications:
- May – August 2021: Community Outreach and series of meetings

DPD PD Review Process

- April 22, 2021: Intake Meeting
- May - August 2021: DPD Review
- June 2021: PD Filing

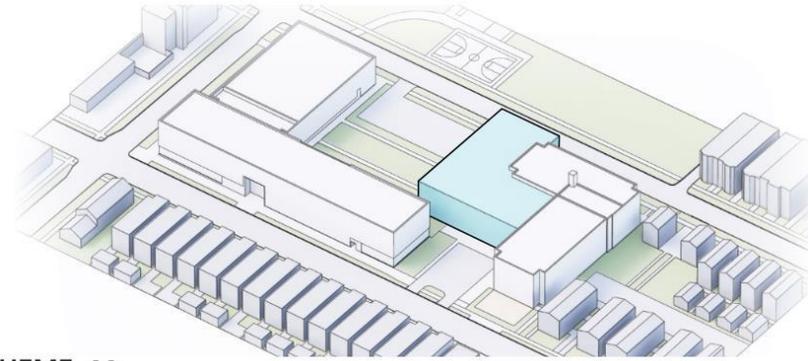
Modifications Based on Aldermanic/Community/DPD Input

- Improvements to the building and façade design
- Improved parking lot design and landscaping
- Improvements to ground level & landscaping



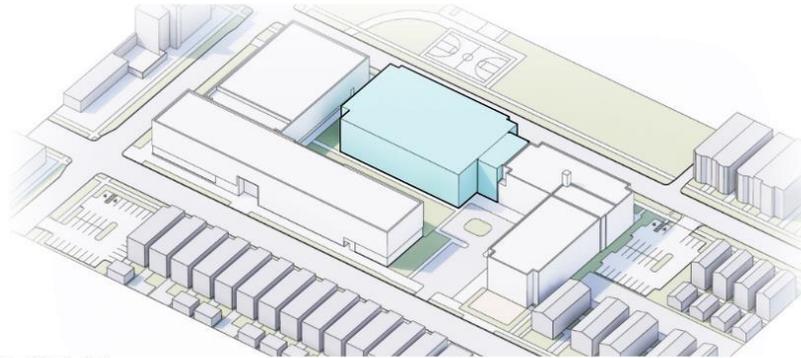
SCHEME 03

- NORTH-SOUTH ORIENTED ADDITION EAST OF CJA'S EXISTING SCHOOL
- 3 FLOORS
- EXTENDS BEYOND EXISTING SUB AREA A BOUNDARY
- EXISTING CTK PARKING LOT REMAINS



SCHEME 02

- 'L' SHAPED ADDITION TIGHT TO WEST FACE OF EXISTING CJA BUILDING
- 3 FLOORS
- WITHIN EXISTING SUB AREA A BOUNDARY
- EXISTING CTK PARKING LOT REMAINS

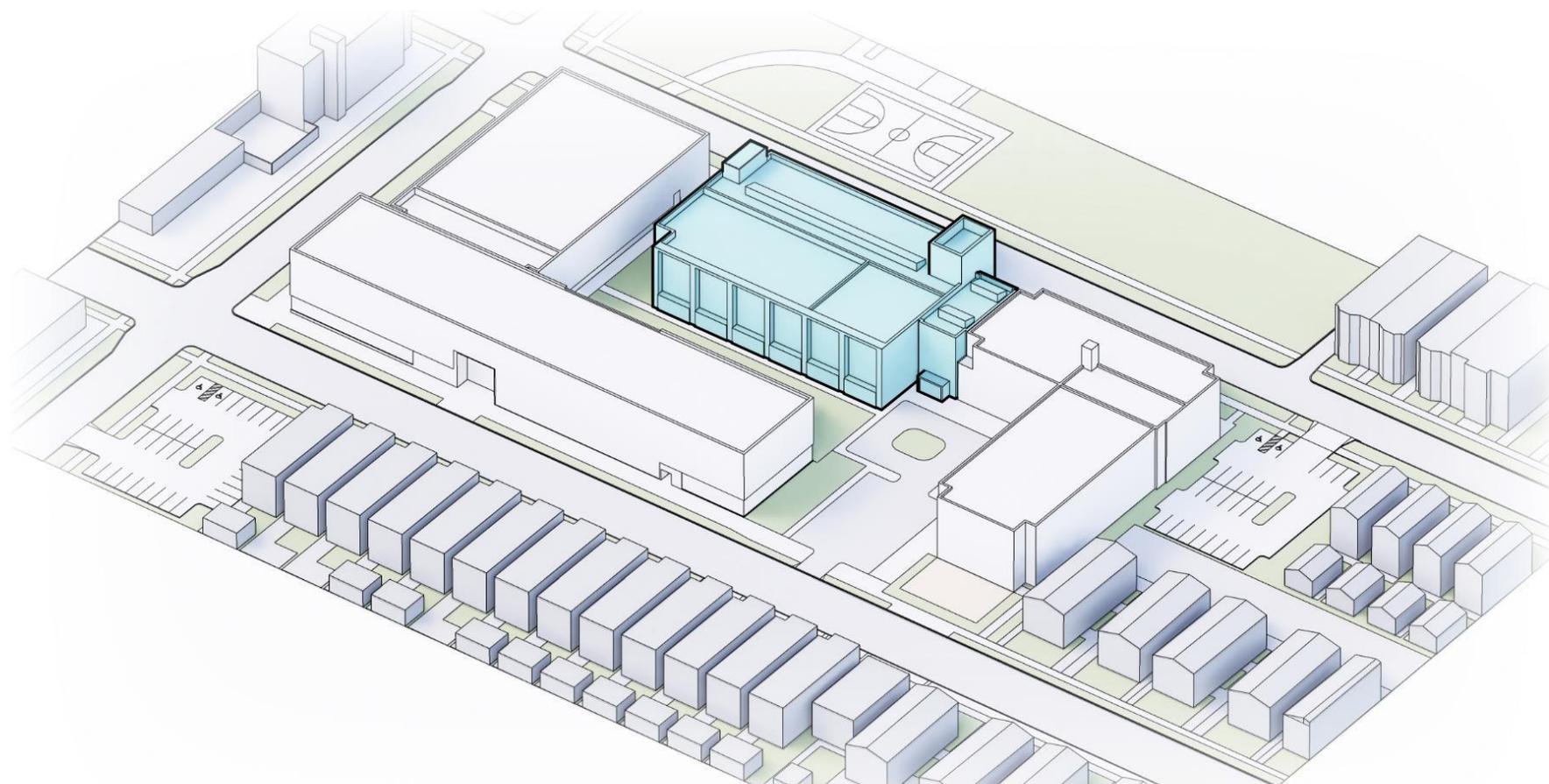


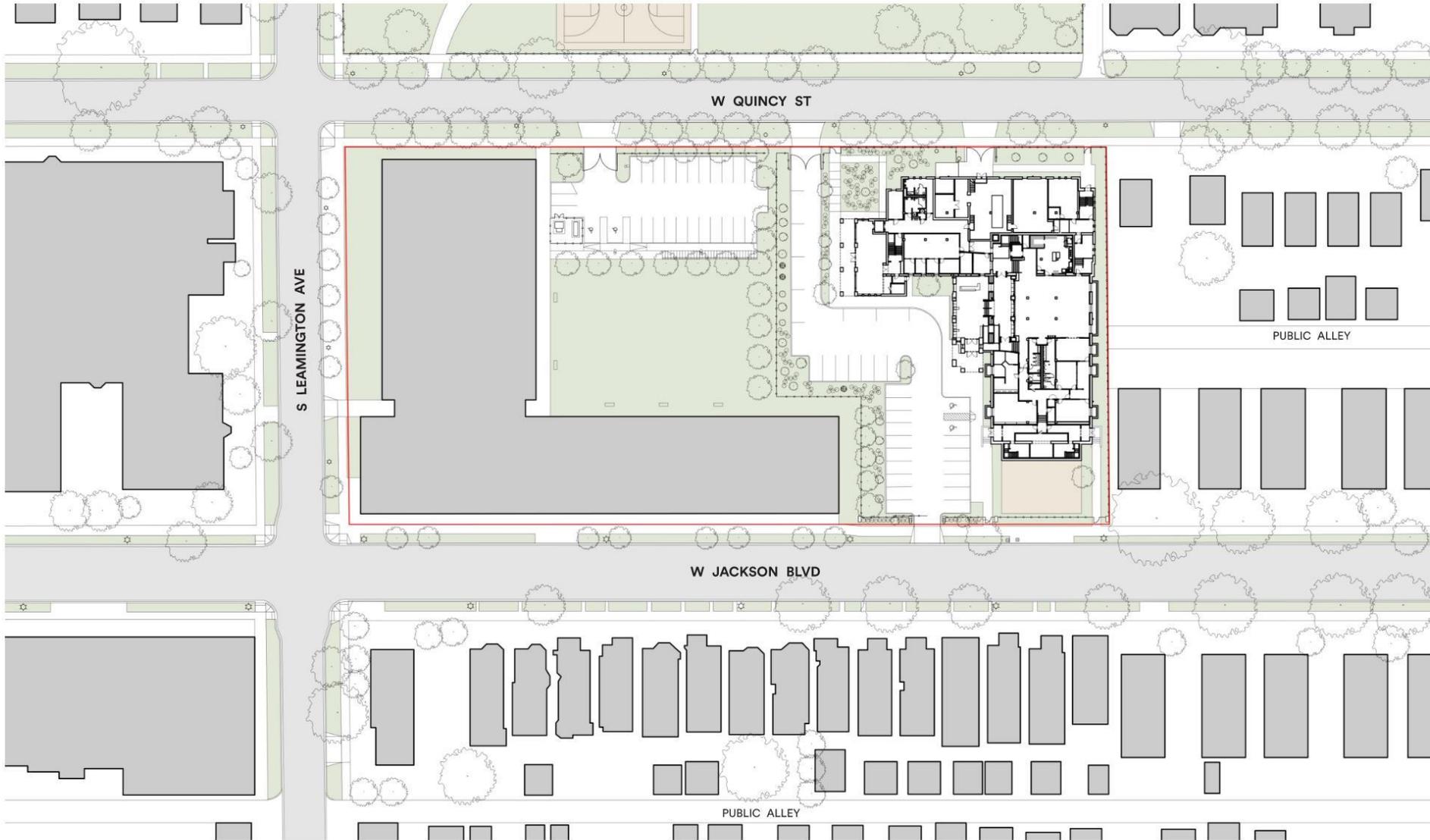
SCHEME 01

- EAST-WEST ORIENTED ADDITION WEST OF CJA'S EXISTING SCHOOL
- 3 FLOORS
- EXTENDS BEYOND EXISTING SUB AREA A BOUNDARY
- ADDITION BUILT ON EXISTING CTK PARKING LOT

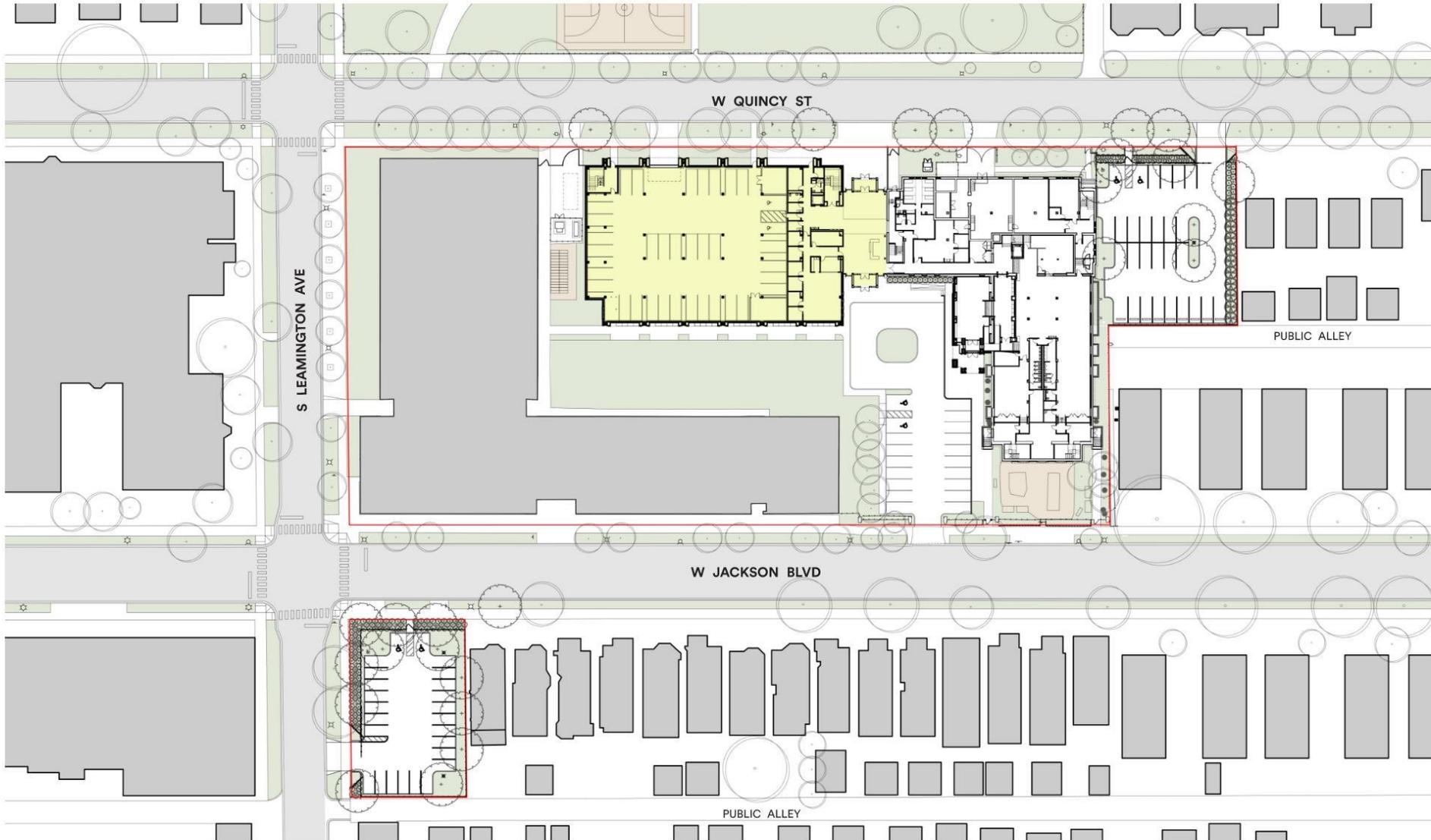
PREFERRED SCHEME - SCHEME 01

- (3) STORY, EAST-WEST ORIENTED ADDITION LOCATED WEST OF EXISTING CJA SCHOOL BUILDING
- ADDITION STRENGTHENS STREET EDGE, FILLING IN CTK'S EXISTING OFF-STREET PARKING LOT
- NEW ENTRY ATRIUM PROVIDES CJA ACCESS TO BOTH W. QUINCY ST & W. JACKSON BLVD
- MASSING PARTI CREATES A RICH CAMPUS STYLE 'QUADRANGLE' IN CONCERT WITH THE EXISTING CJA & CTK BUILDINGS
- SOUTH FACADE ARTICULATED WITH LARGE RECESSED OPENINGS FOR GREATER SOLAR CONTROL & VISUAL RHYTHM

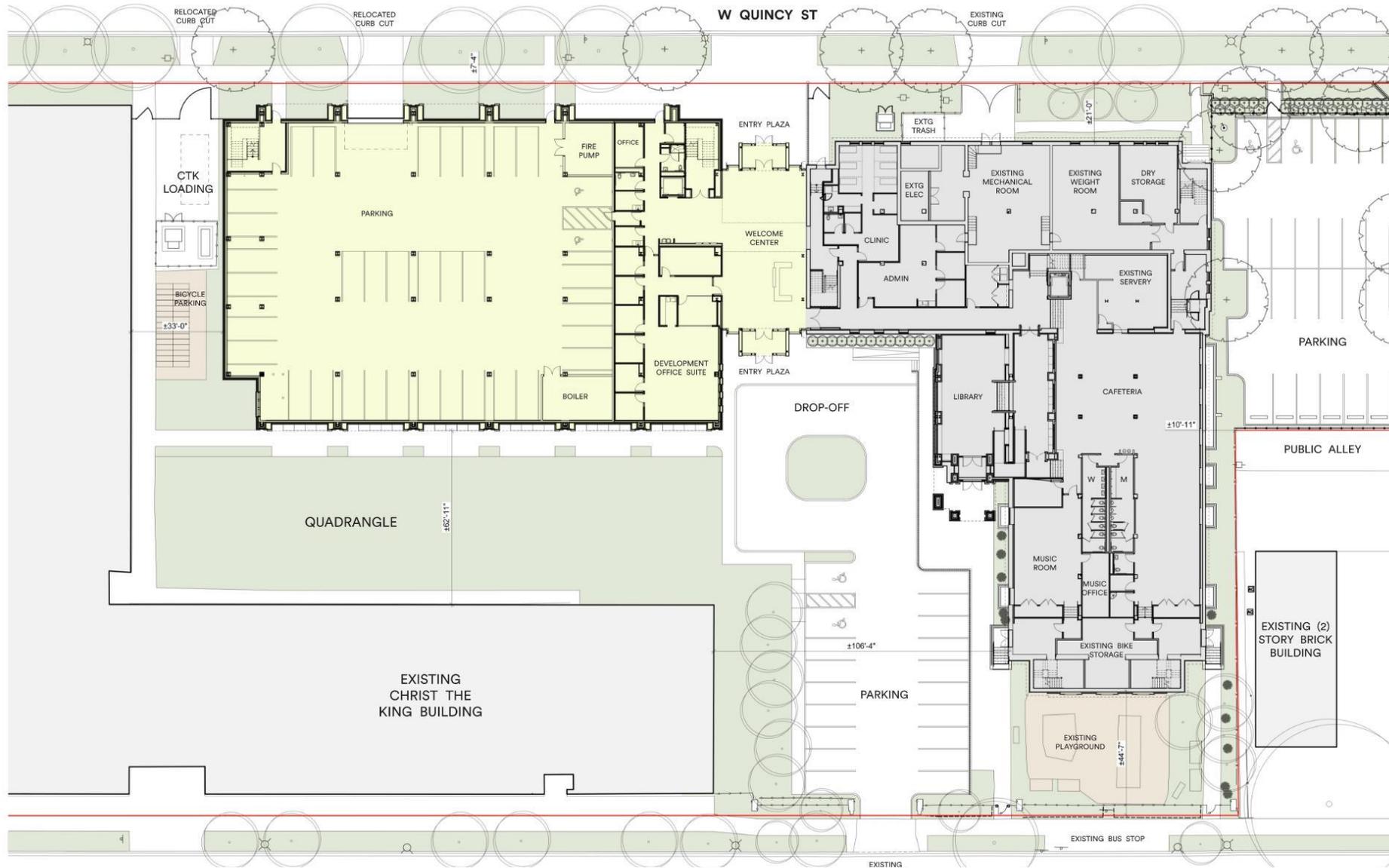




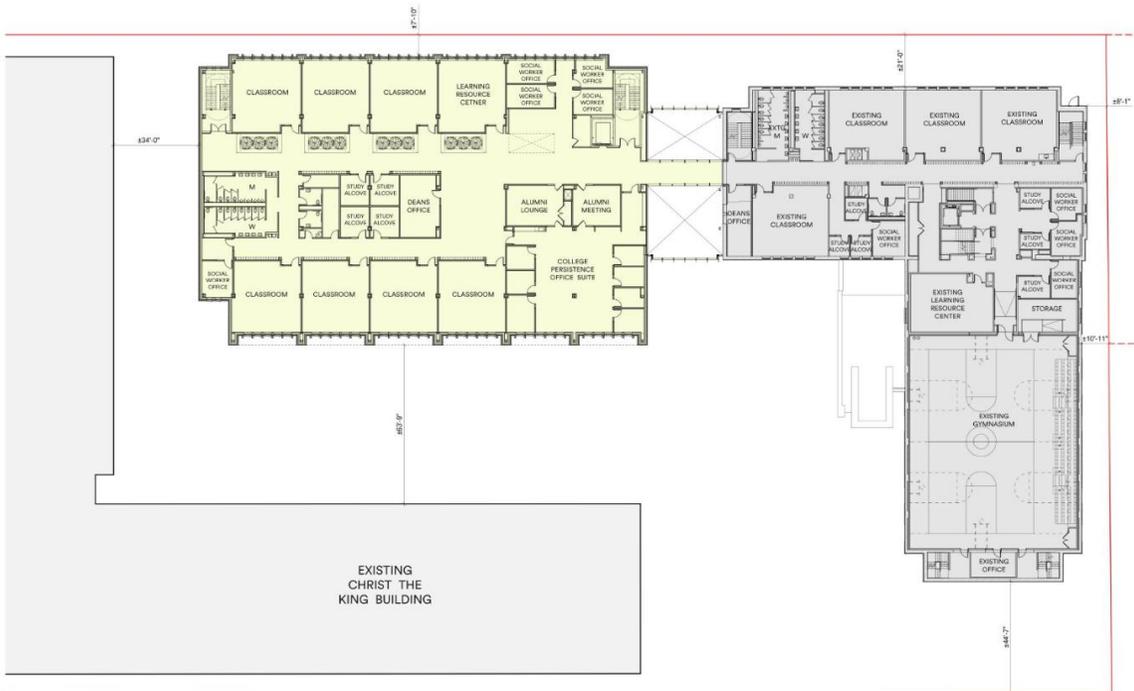
EXISTING SITE PLAN



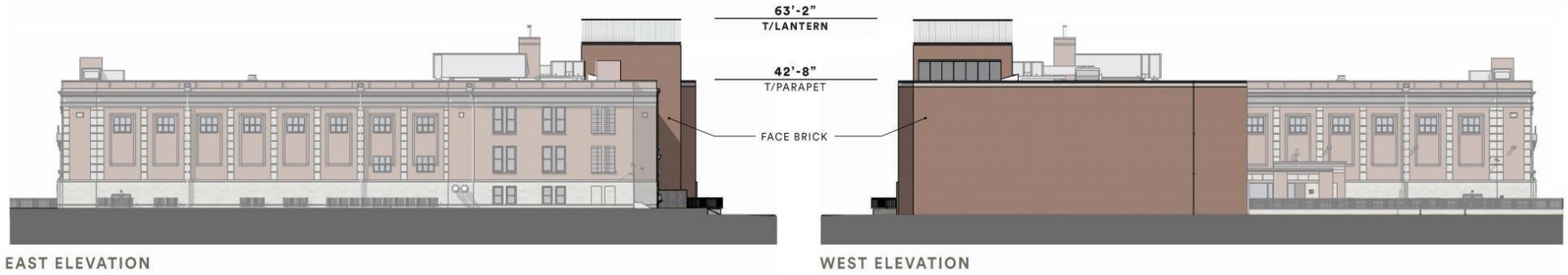
PROPOSED SITE PLAN



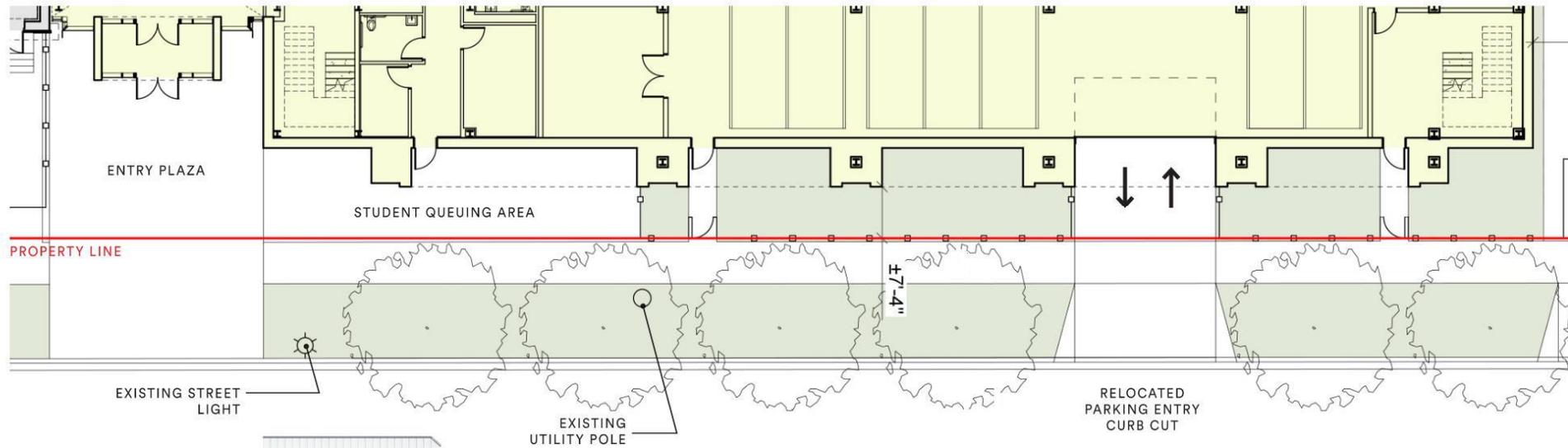
GROUND FLOOR PLAN



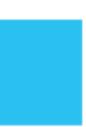
FLOOR PLANS LEVEL 1, 2



ELEVATIONS



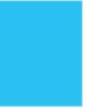
STREETSCAPE ELEVATION ALONG QUINCY



RENDERING – VIEW FROM SOUTHEAST



RENDERING – VIEW FROM NORTHWEST



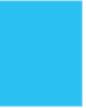
RENDERING – VIEW FROM NORTHWEST



RENDERING – VIEW FROM QUINCY ST LOOKING WEST



RENDERING – NORTH ELEVATION

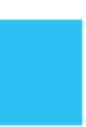


EXAMPLE MURAL

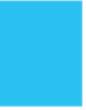
RENDERING – VIEW FROM QUINCY ST LOOKING EAST



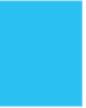
RENDERING – INTERIOR COURTYARD LOOKING SOUTHWEST



RENDERING – INTERIOR COURTYARD LOOKING WEST



RENDERING – INTERIOR COURTYARD LOOKING WEST



GARAGE EXHAUST LOUVERS

RENDERING – INTERIOR COURTYARD LOOKING EAST

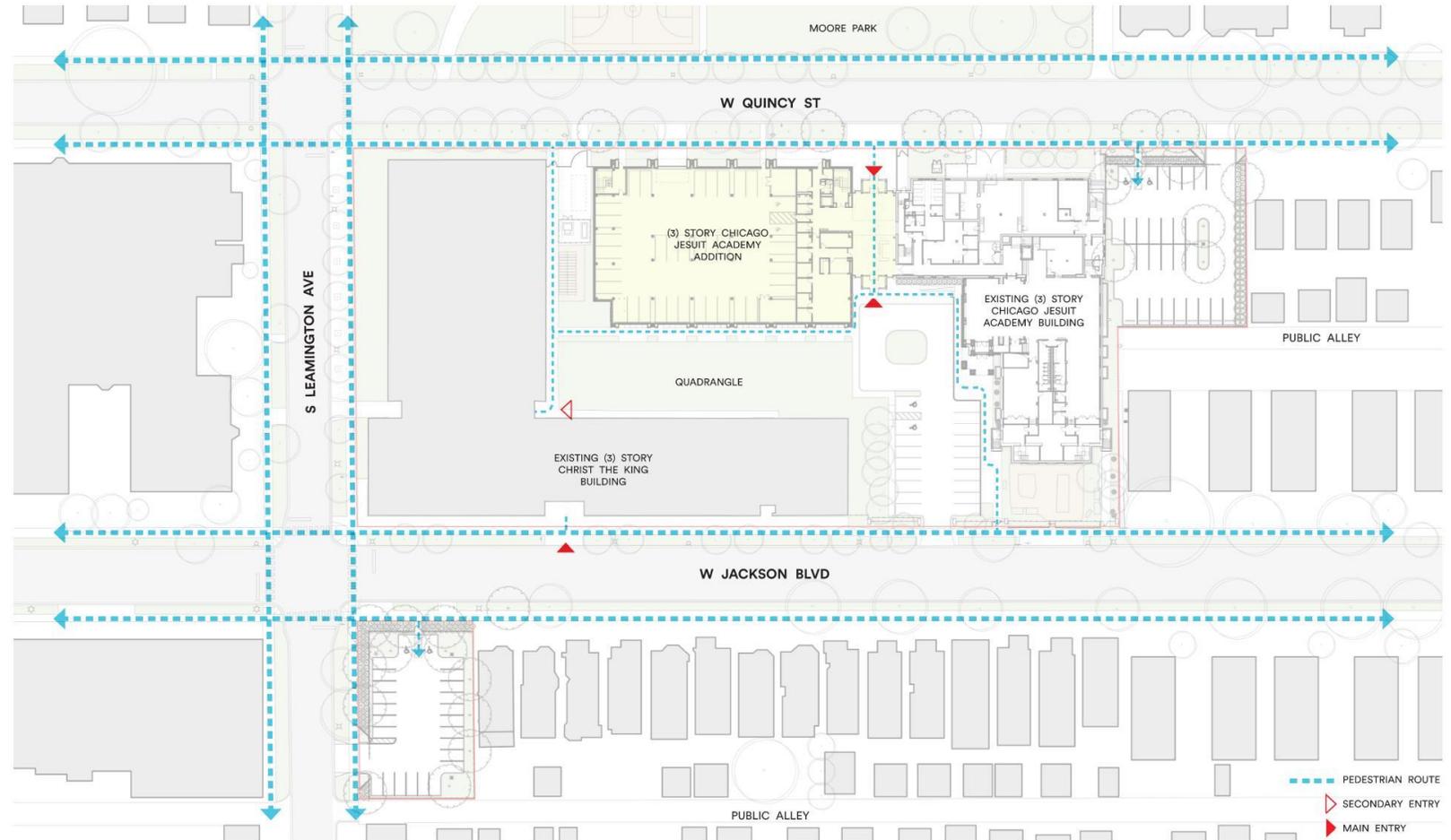
★ Transportation, Traffic & Parking

17-8-0904-A:

The project promotes safe and efficient pedestrian, bicyclist & vehicular circulation by allocating visitor vehicular traffic into internal private drive

Adequate bicycle and vehicle parking is provided on-site

Existing traffic patterns are respected and new traffic will be mitigated by the location of the internal private drive and curbside drop-off/pick-up zones.



Transportation, Traffic & Parking

17-8-0904-B:

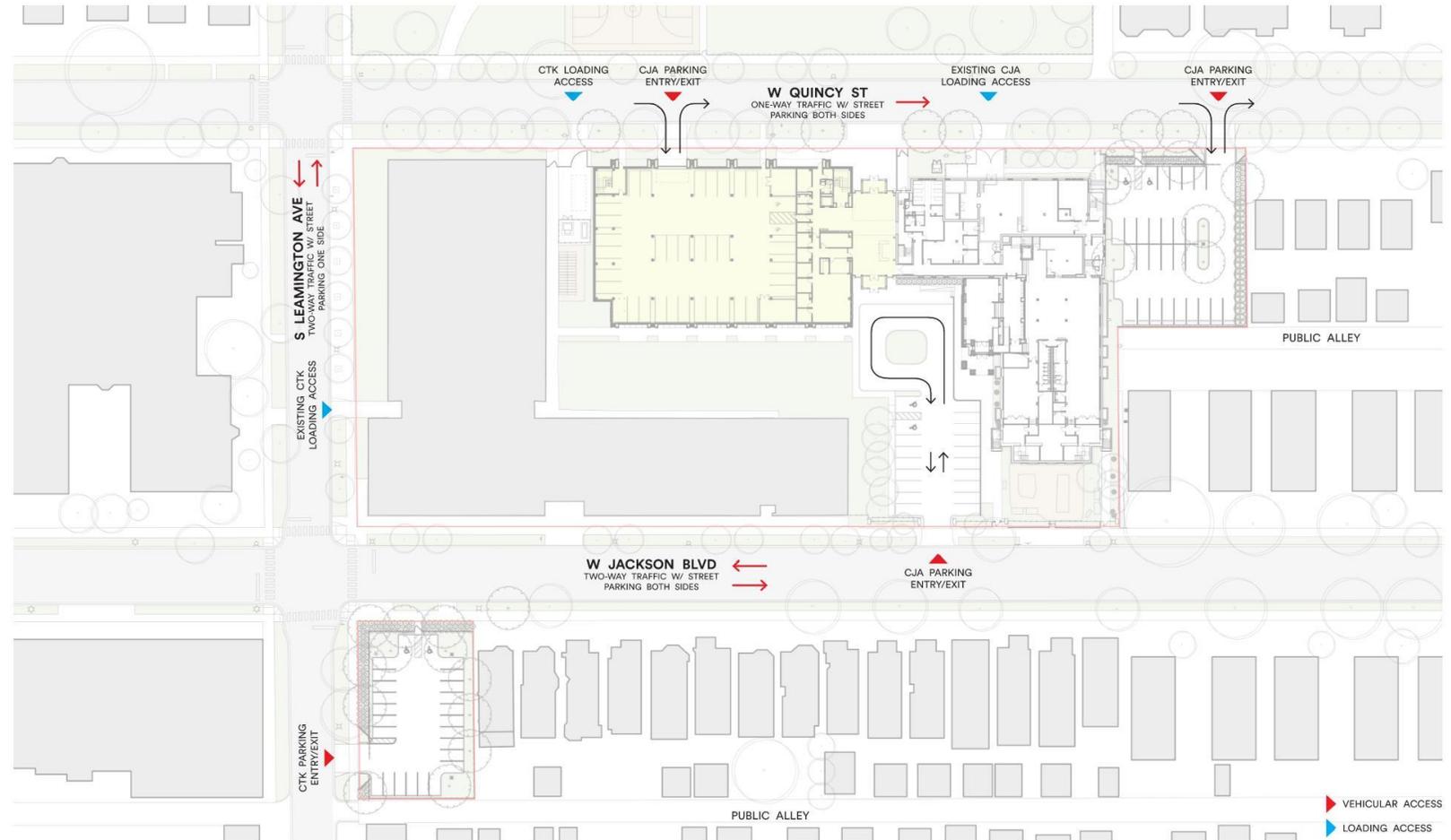
All streets and sidewalks will be reconstructed per CDOT standards.

17-8-0904-C:

Large parking lots should be broken up into smaller “cells” or “pods” that are defined by buildings, landscaping and pedestrian paths.

Parking should be located behind buildings or to the side of buildings.

Parking areas should be designed and laid out to maximize pedestrian safety and ease of connections to adjoining property.



★ GENERAL CONTRACTOR & DEVELOPER MBE/WBE STRATEGY

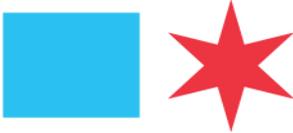
- General Contractor will generate awareness and hiring among interested and qualified local contractors, minority and women-owned firms
- Encourage all awarded contractors to identify and utilize second and third tier MBE/WBE subcontractors, vendors & suppliers

PROJECT FACTS:

- Project Cost: ~ \$25 Million
- Construction Jobs: ~ 200
- Permanent Jobs: ~ 75



<https://technical.ly/dc/wp-content/uploads/sites/5/2019/04/diverse-team-e1572896545731.jpg>



DPD Recommendations

DPD recommends that the proposed Institutional Planned Development is appropriate for the following reasons:

1. It **complies with all Planned Development standards and guidelines** (17-8-0900 and 17-13-0609-A);
2. It is **compatible with the character of the surrounding area in terms of uses, density and building scale** (17-13-0609-B). The materials, uses and density of the project are consistent with the surrounding land uses;
3. Public **infrastructure facilities and city services will be adequate** to serve the proposed development at the of occupancy (17-13-609-C);
4. The proposal is **compatible with surrounding zoning** (17-13-308-D). The existing planned development is compatible with other zoning districts including the planned developments and the proposed use is permitted and will not be modified.
5. The proposal **promotes transit, pedestrian and bicycle use, ensures accessibility** for persons of all mobilities and minimizes conflicts with existing traffic patterns in the vicinity (17-8-0904-A1)