



# **CHICAGO PLAN COMMISSION**

## **Department of Planning and Development**

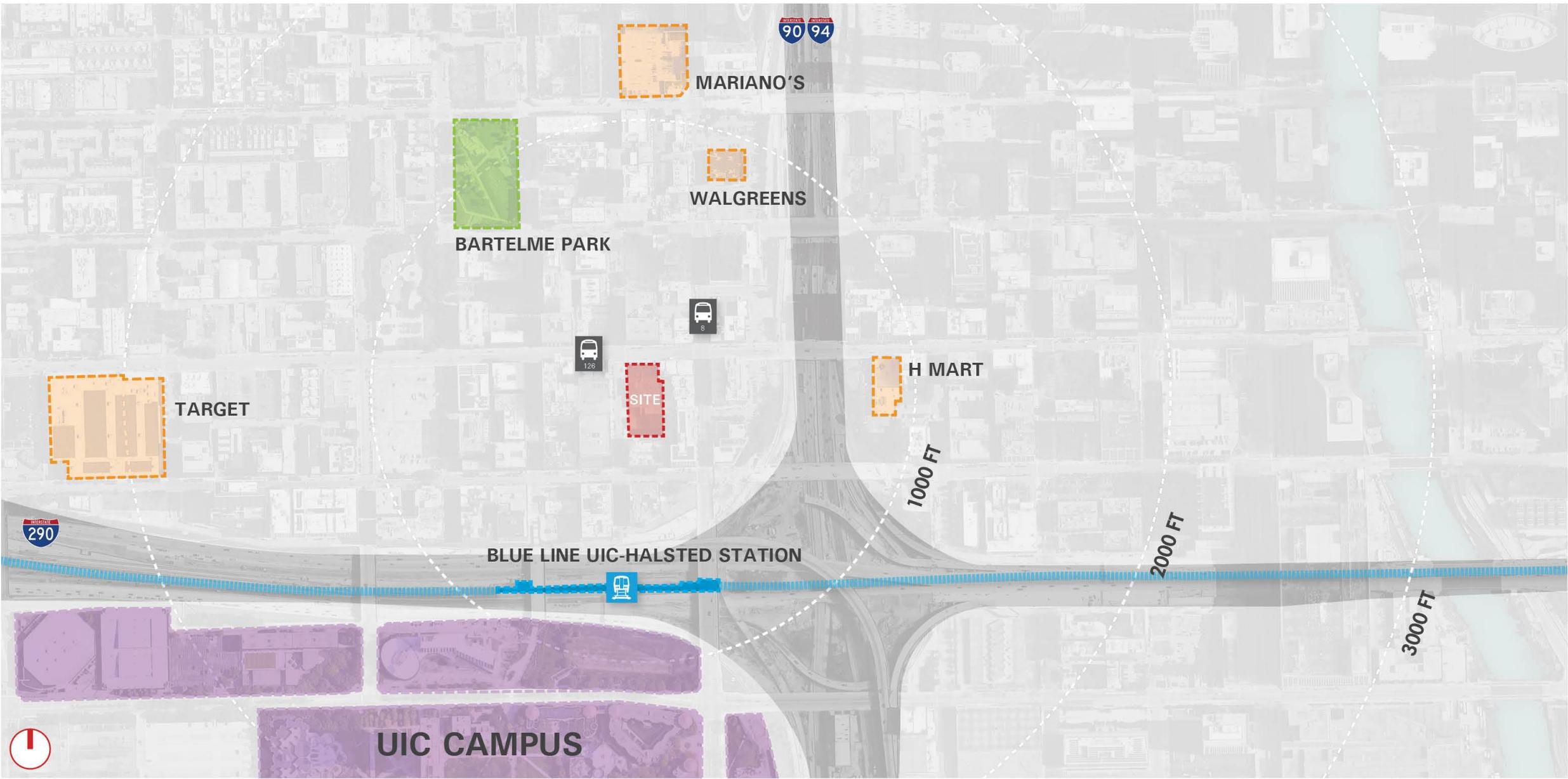
**301 S. GREEN STREET**

**301-323 S. GREEN ST. & 815-823 W. JACKSON BLVD. (27TH WARD)**

**301 S. GREEN, LLC**

10/20/2022



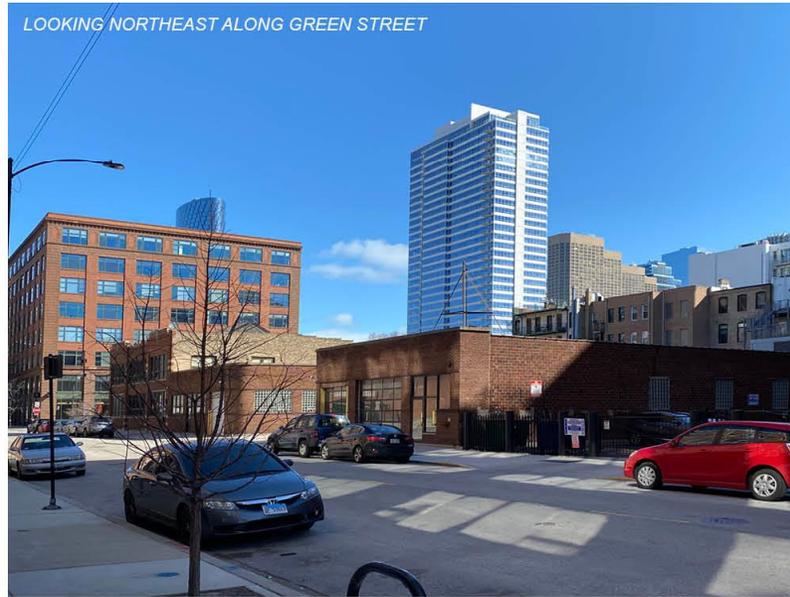


**SITE CONTEXT PLAN – AMENITIES AND PROXIMITY**

LOOKING NORTH ALONG GREEN STREET



LOOKING NORTHEAST ALONG GREEN STREET



LOOKING EAST ALONG GREEN STREET



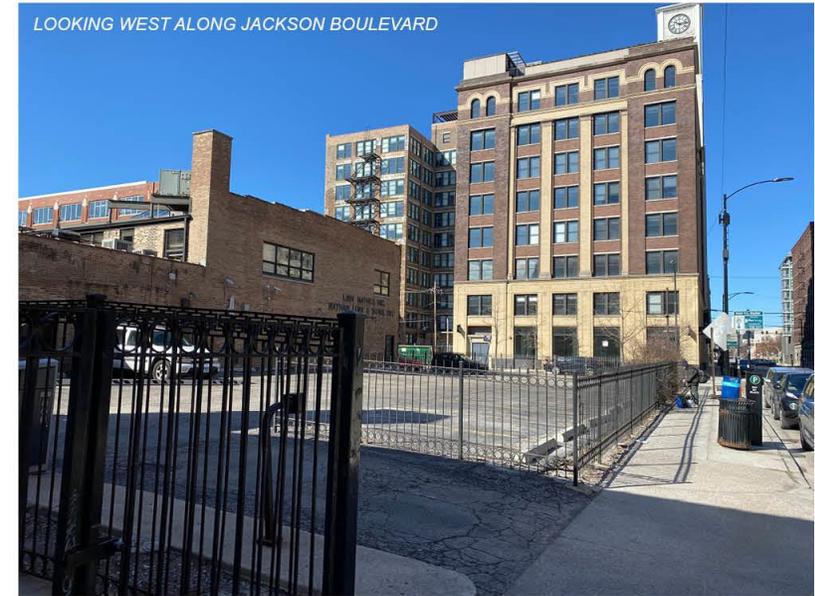
LOOKING SOUTHEAST ALONG JACKSON BOULEVARD



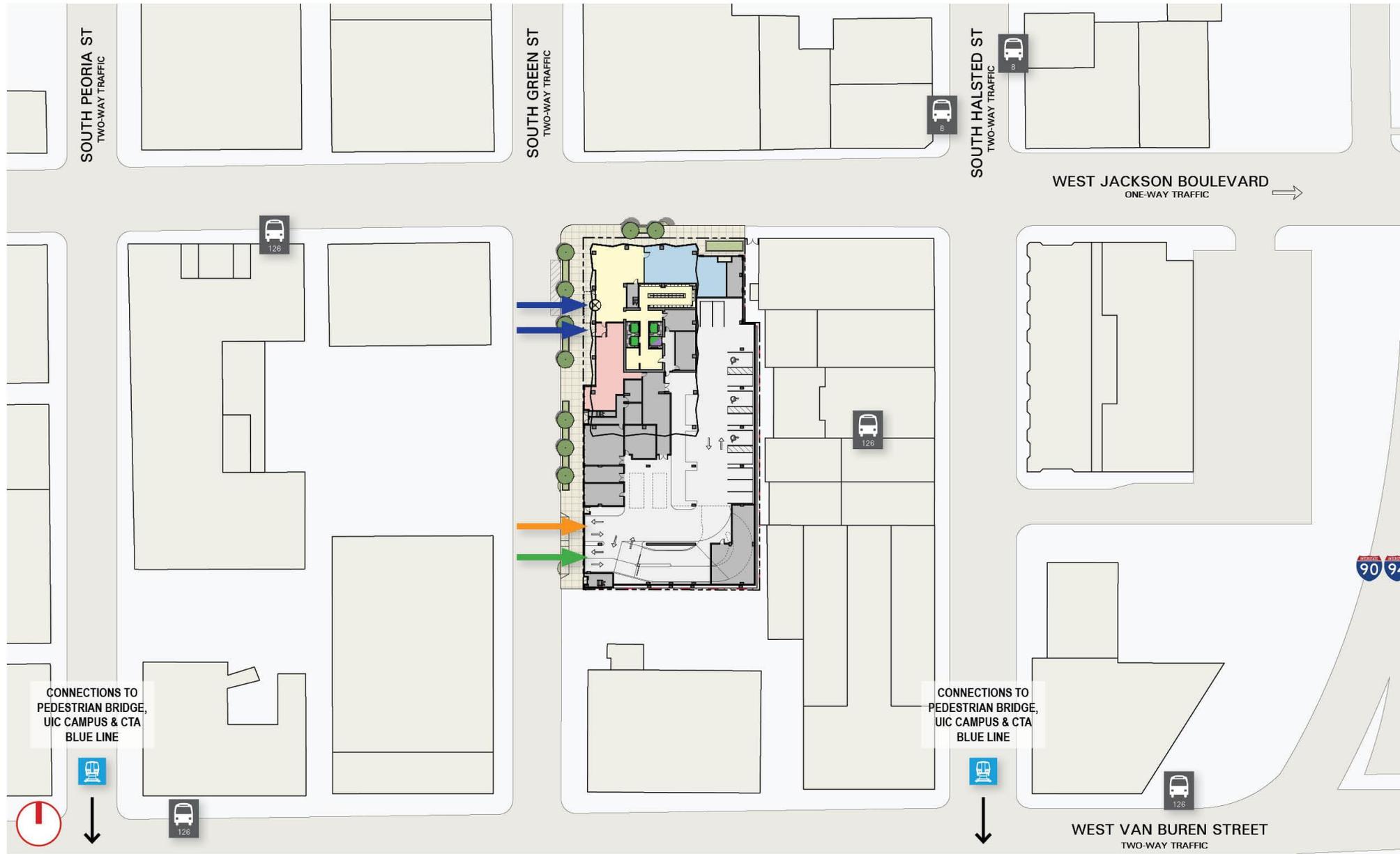
LOOKING SOUTH ALONG JACKSON BOULEVARD



LOOKING WEST ALONG JACKSON BOULEVARD



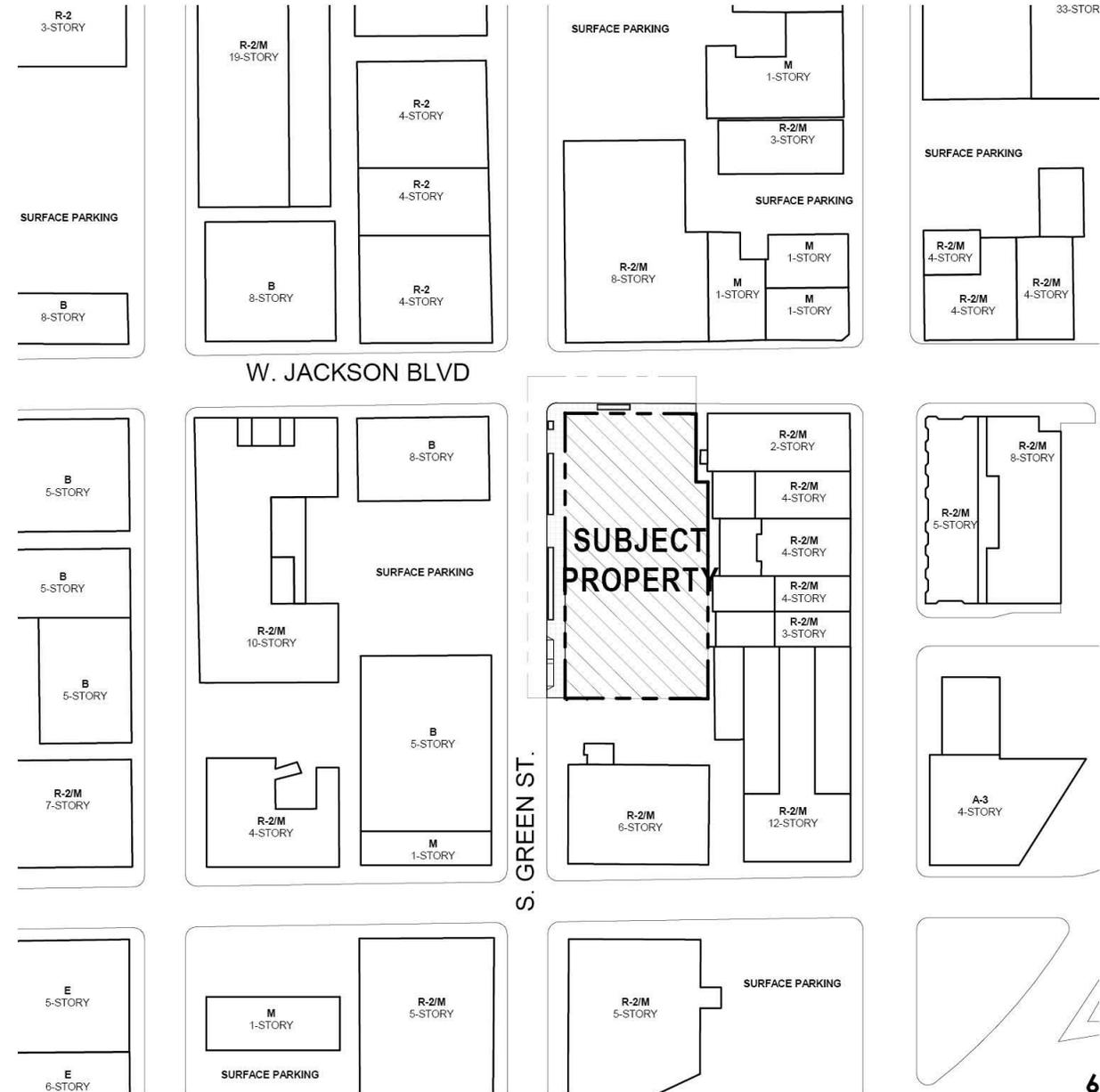
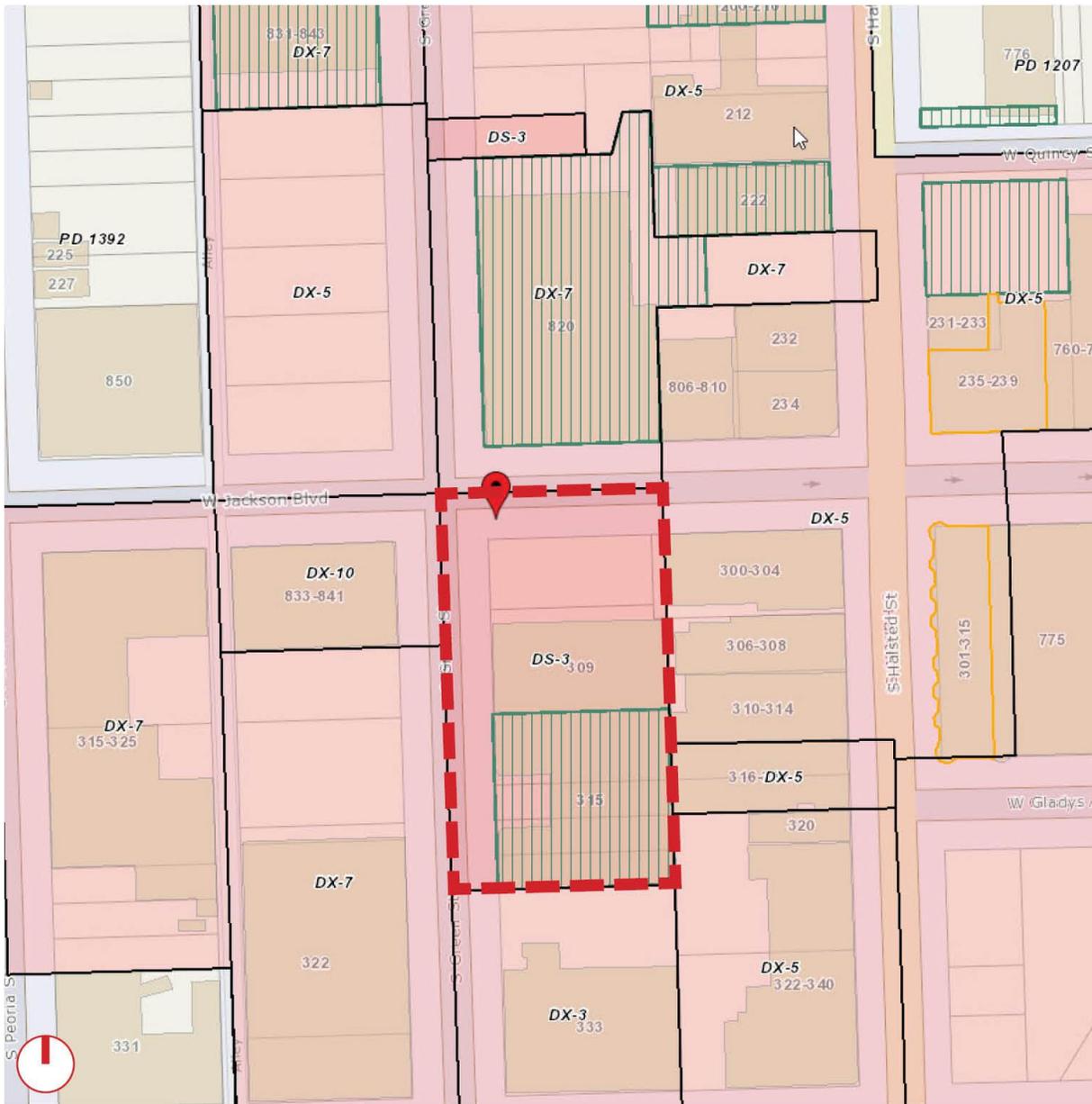
# EXISTING SITE CONTEXT



- VEHICULAR ACCESS
- LOADING ACCESS
- PEDESTRIAN ACCESS
-  UIC/HALSTED STATION  
0.2 MILES FROM SITE
-  CTA BUS STOP

CONNECTIONS TO  
PEDESTRIAN BRIDGE,  
UIC CAMPUS & CTA  
BLUE LINE

CONNECTIONS TO  
PEDESTRIAN BRIDGE,  
UIC CAMPUS & CTA  
BLUE LINE



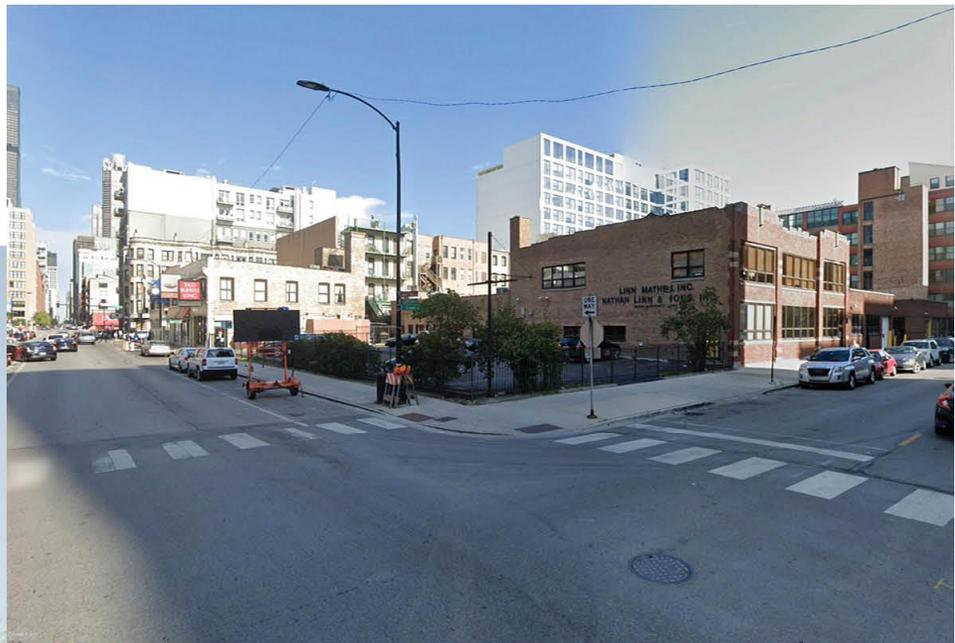
NORTHEAST AERIAL



SOUTHEAST AERIAL



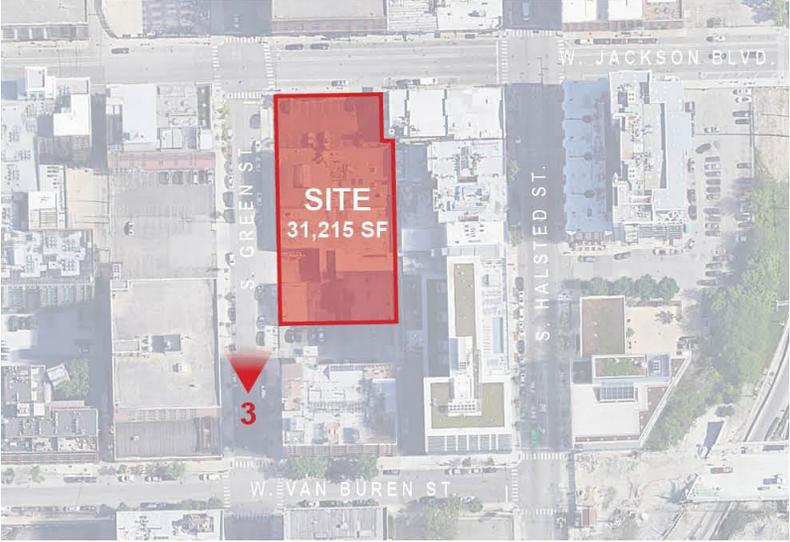
# Pedestrian Context



# Pedestrian Context



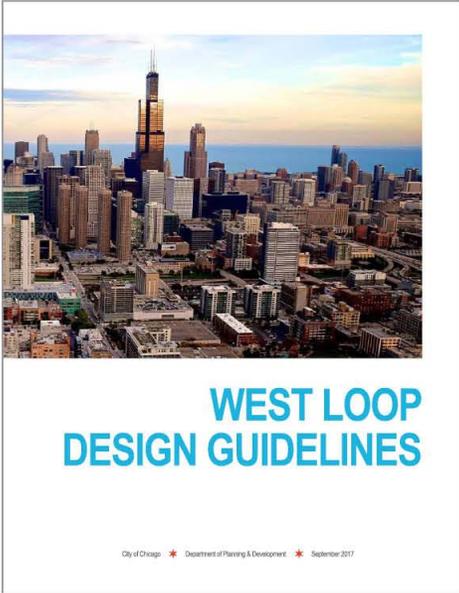
# Pedestrian Context



# Pedestrian Context



# ★ Planning Context



## West Loop Design Guidelines

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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.



## Central Area Action Plan

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City of Chicago Department of Planning and Development, August 2009

Encourages the implementation of policies and projects essential for the Central Area's effective functioning, growth and quality of life.

# Project Timeline + Community Outreach

- PD Application filed on July 20, 2022
- Committee on Design Meeting held on April 13, 2022
- West Central Association Meeting held on April 19, 2022
- Greektown SSA Meeting held on April 28, 2022
- Community Meeting w/ Alderman Burnett held on July 11, 2022
- Project Changes Based on Feedback
  - 02.10.2022: Intake Meeting to present initial building design
  - 05.05.2022: Design Revision to building podium expression and massing
  - 06.22.2022: Design Revision to building tower expression and massing
  - 08.25.2022: Design Revision to bring tower expression down to street level



02.10.2022



05.05.2022



06.22.2022



CURRENT

14



02.10.2022

05.05.2022

06.22.2022

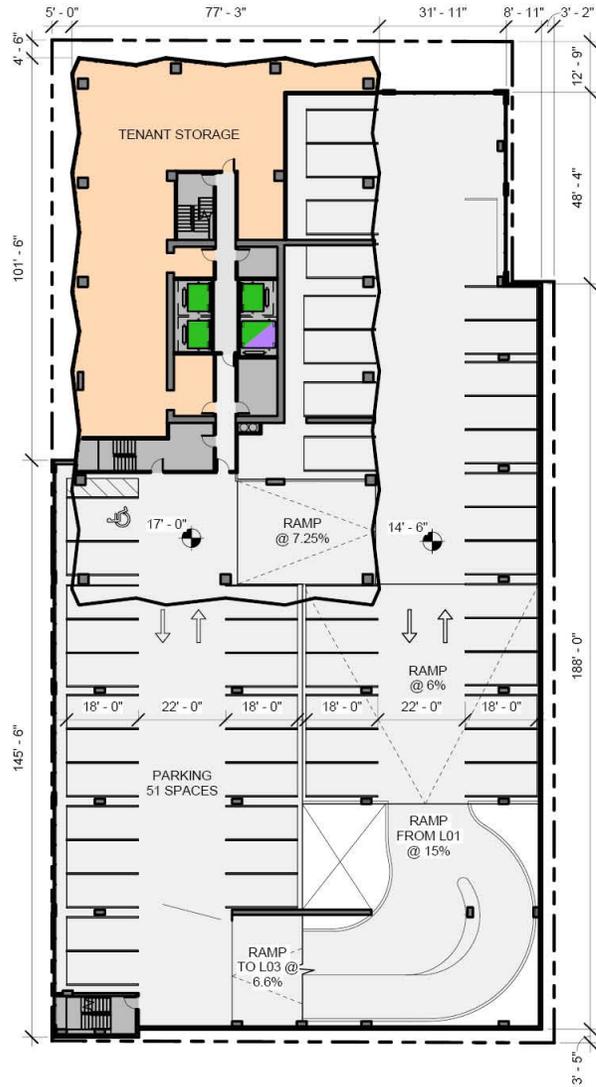
CURRENT

DESIGN EVOLUTION – PODIUM

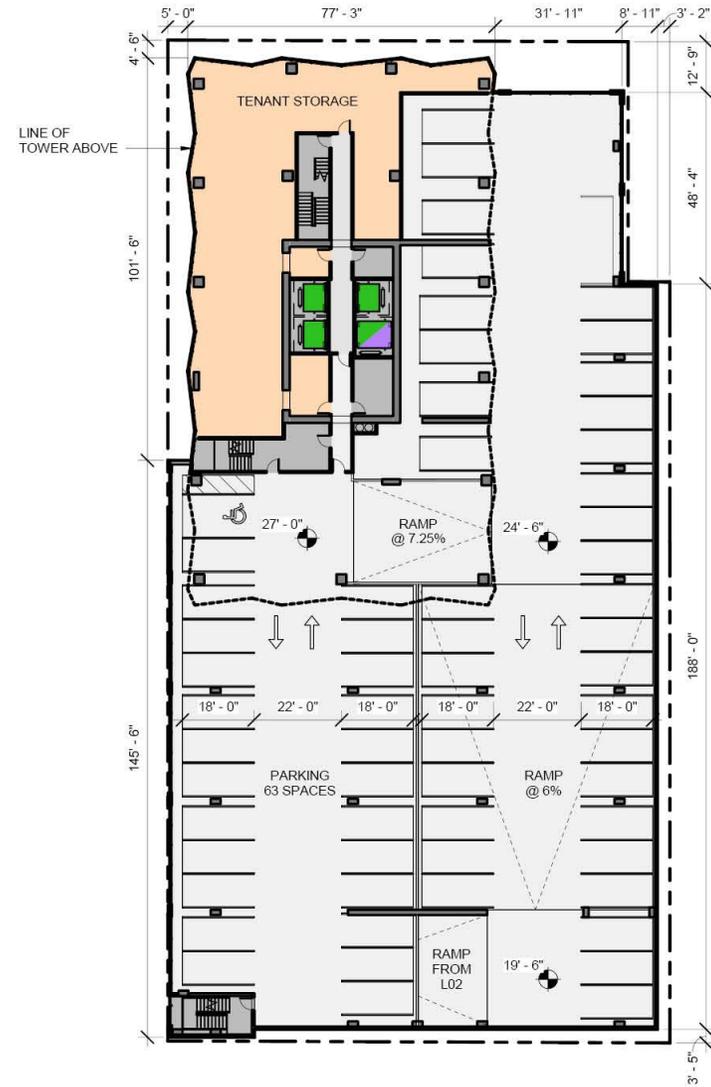


Ground Floor, Level 01



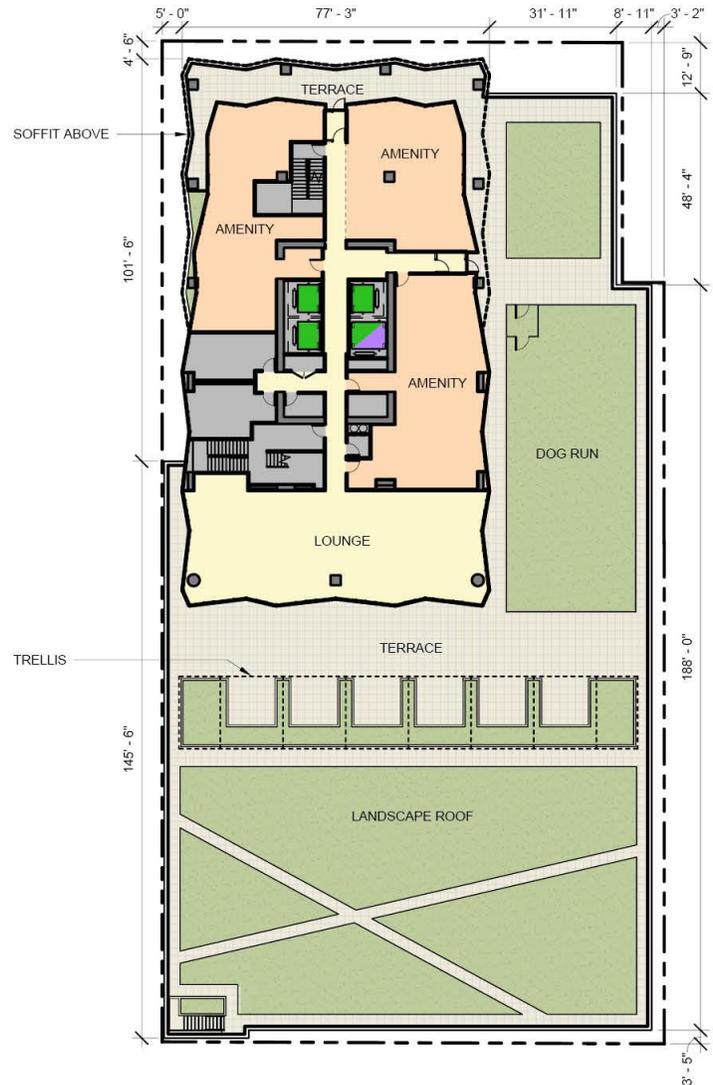


Podium, Level 02

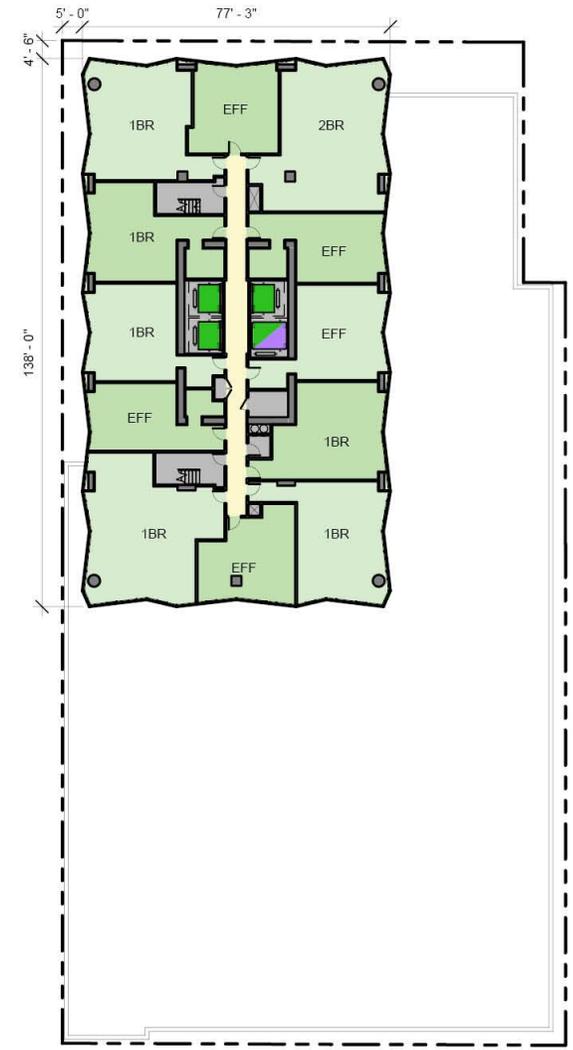


Podium, Level 03





Amenities, Level 04

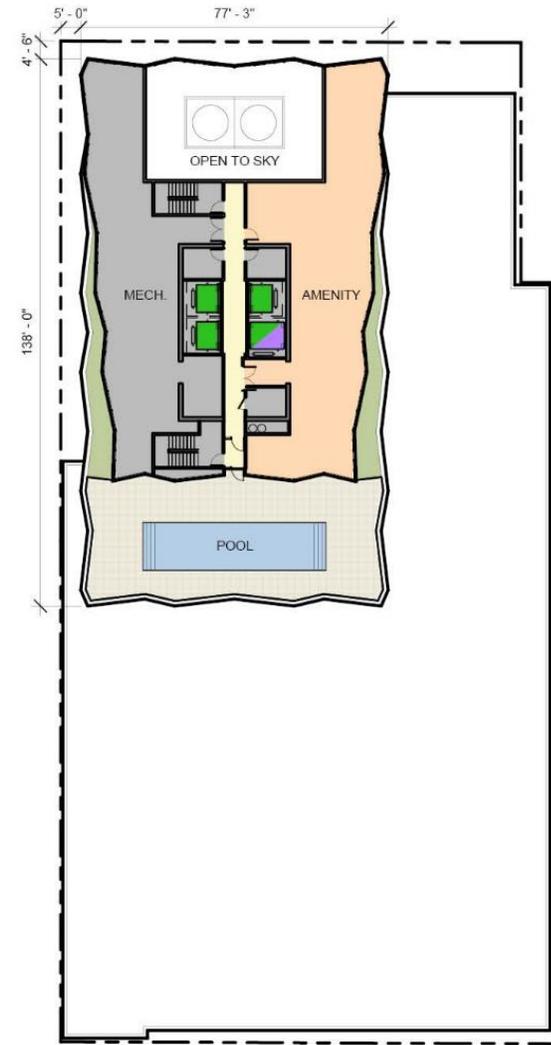


Typical Floor, Level 05-25



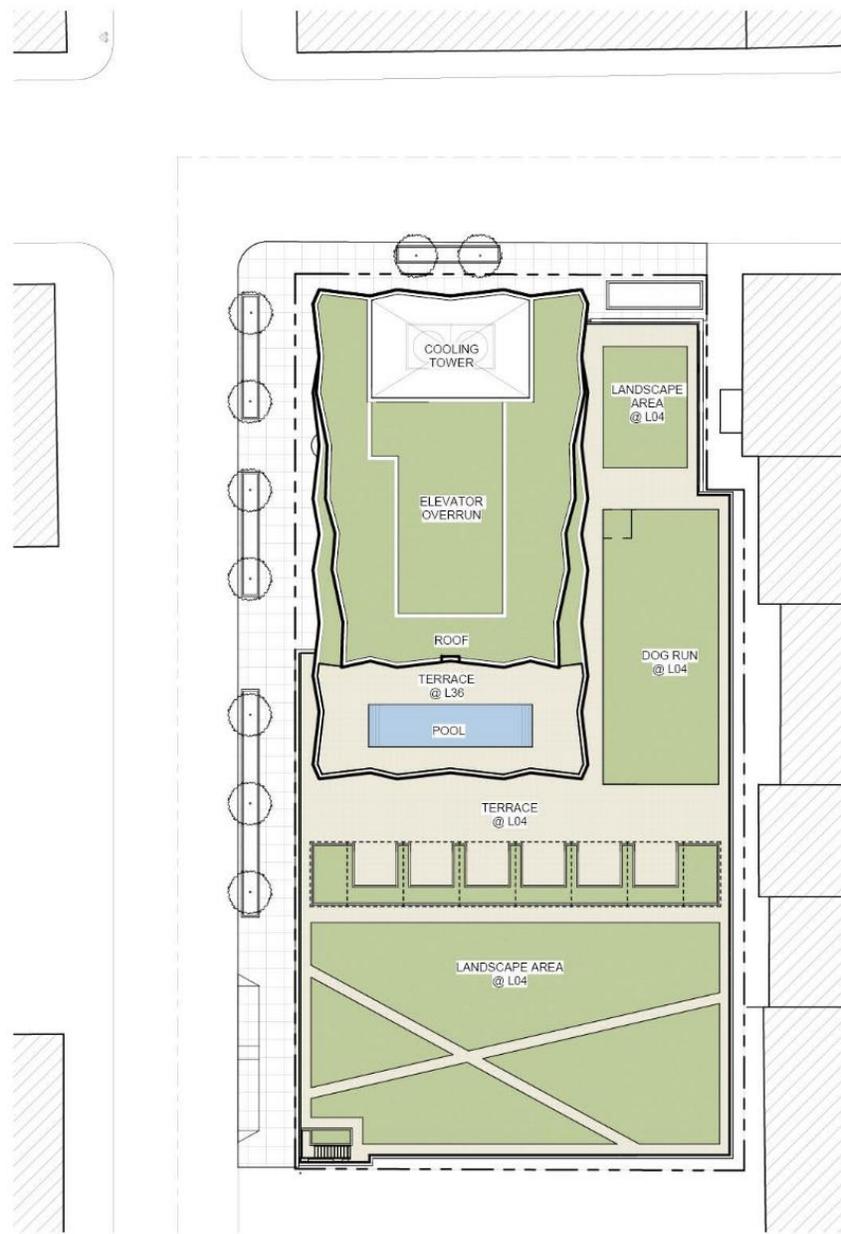


Typical Floor, Level 26-35



Amenities, Level 36

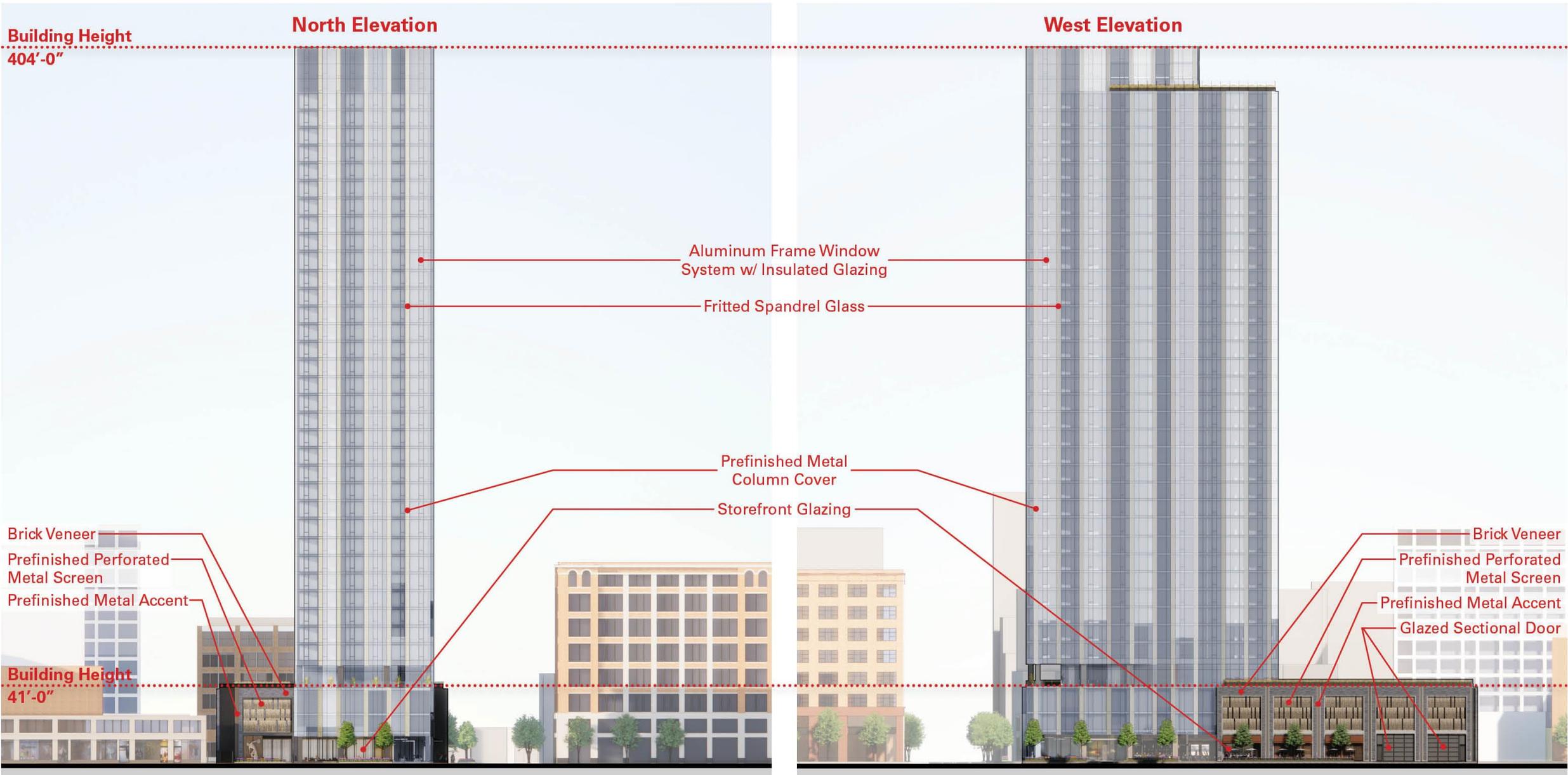




**Green Roof Calculation**

Net Roof Area:	<b>24,050 SF</b>
Green Roof Area:	<b>12,150 SF</b>
Green Roof Percentage:	<b>50.5%</b>





**Building Height**  
404'-0"

**North Elevation**

**West Elevation**

Brick Veneer  
Prefinished Perforated Metal Screen  
Prefinished Metal Accent

**Building Height**  
41'-0"

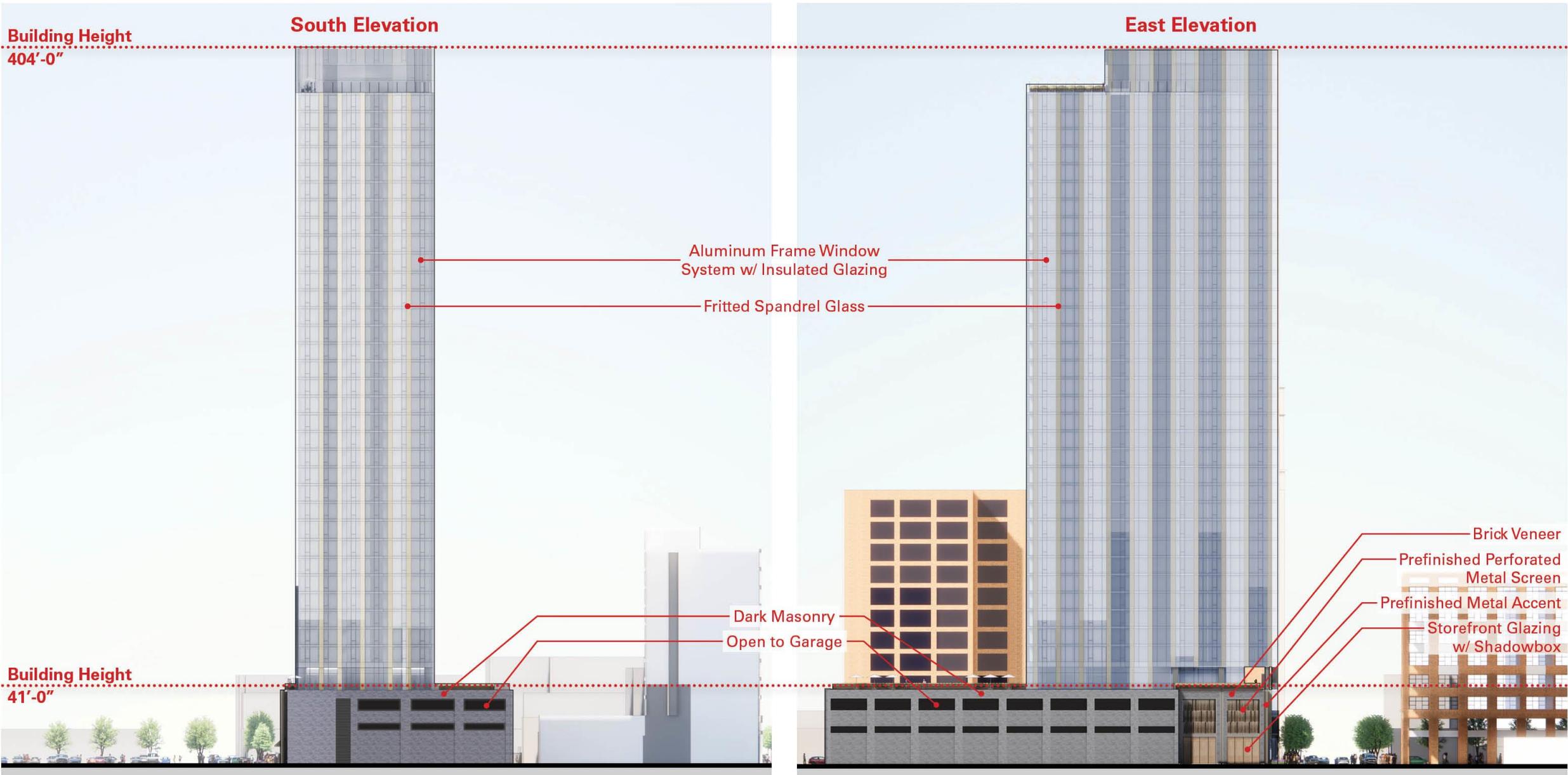
Aluminum Frame Window System w/ Insulated Glazing

Fritted Spandrel Glass

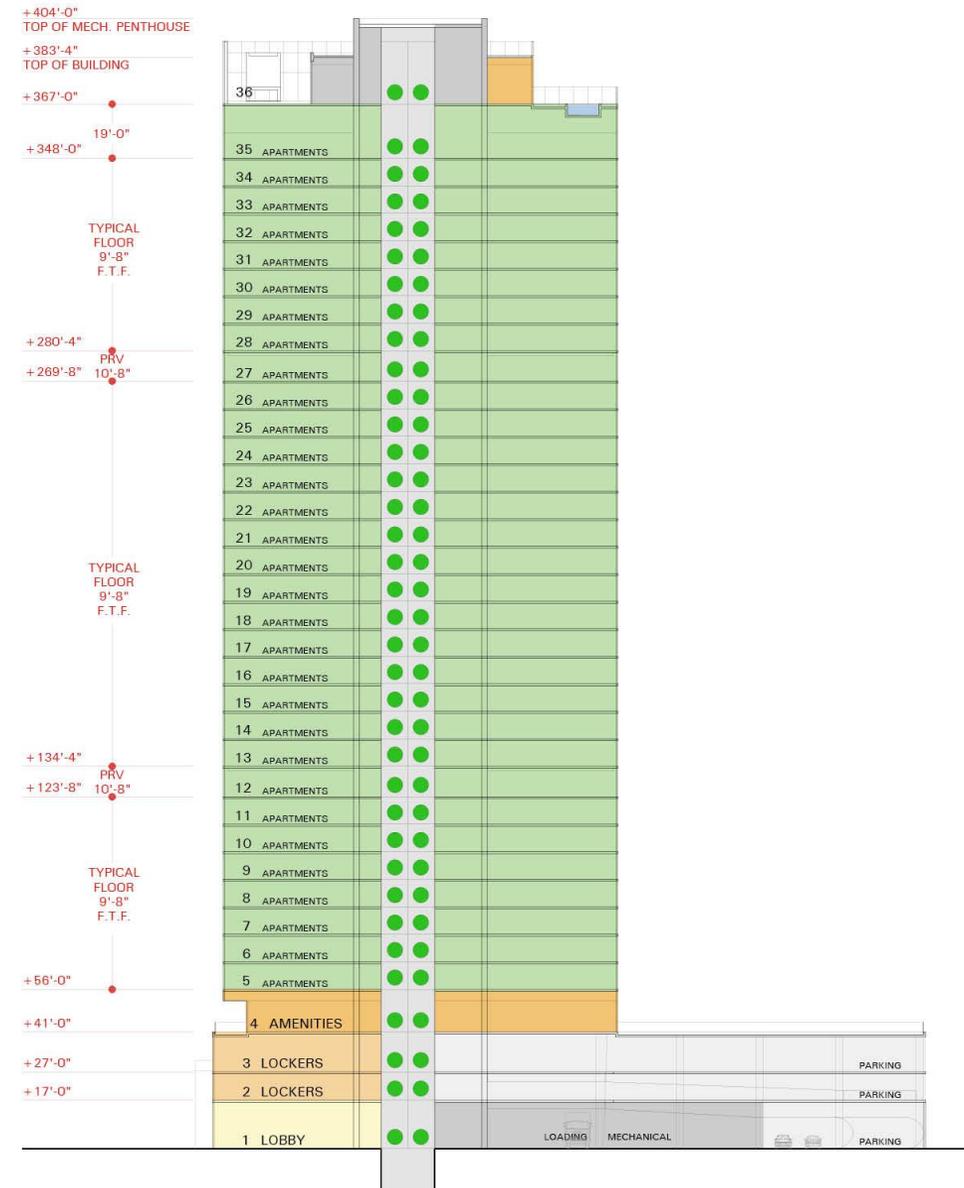
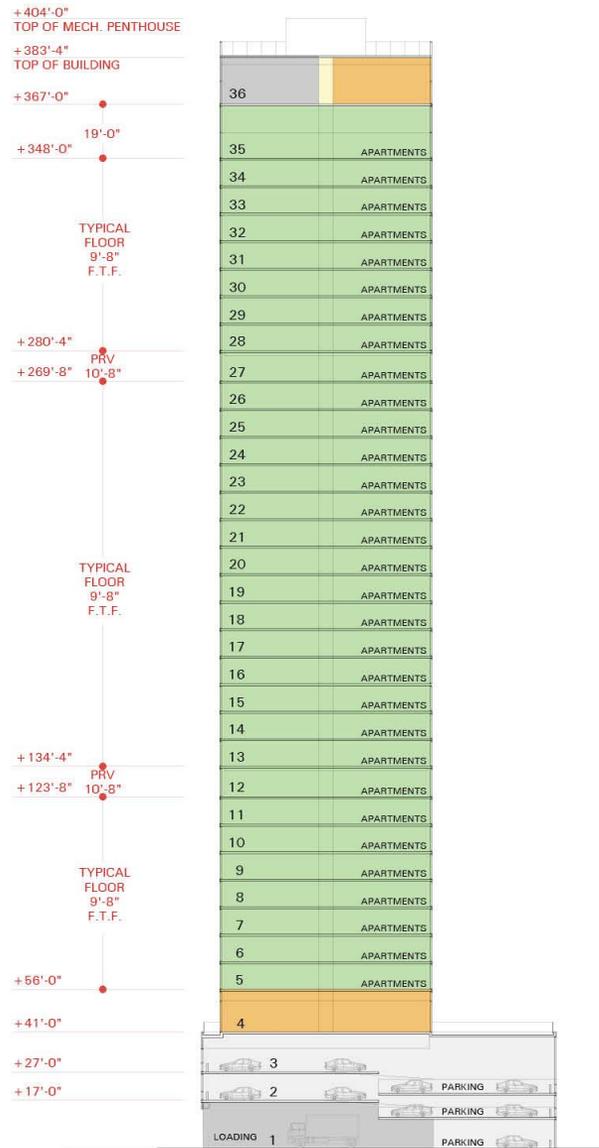
Prefinished Metal Column Cover

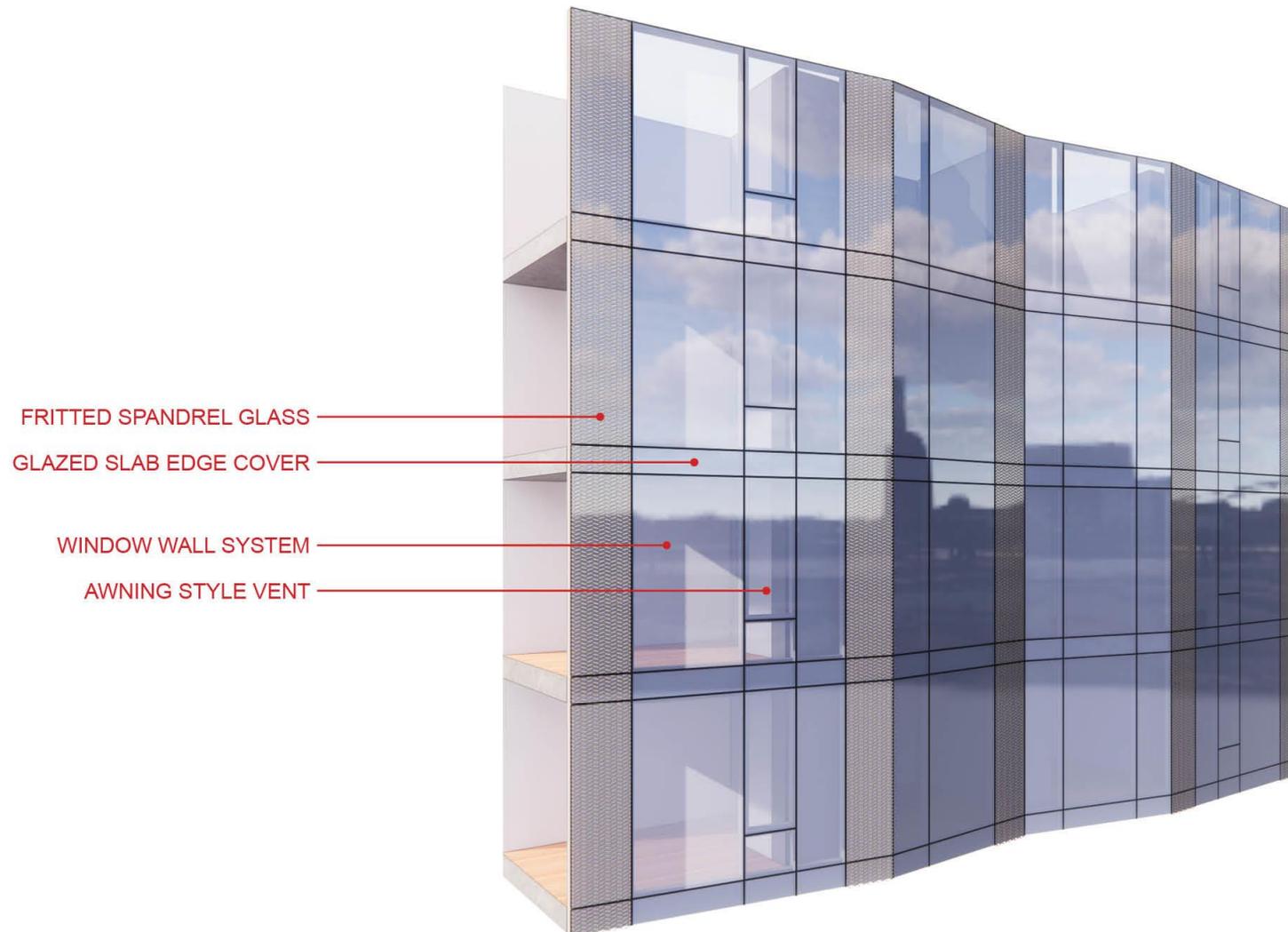
Storefront Glazing

Brick Veneer  
Prefinished Perforated Metal Screen  
Prefinished Metal Accent  
Glazed Sectional Door



# BUILDING ELEVATIONS









# Traffic Impact Study 301 South Green Street

Chicago, Illinois



Prepared For:

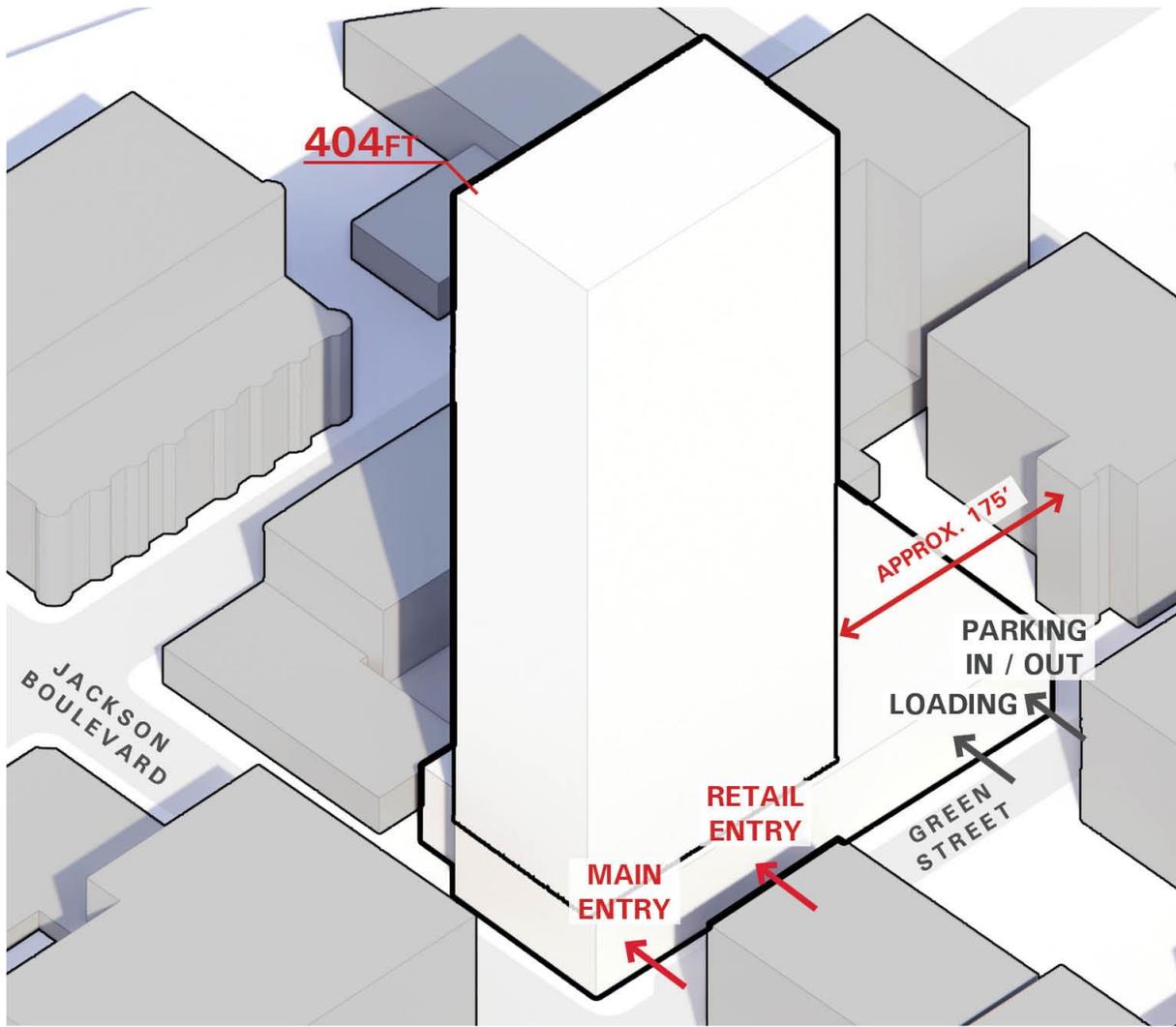
## GSP Development



July 11, 2022

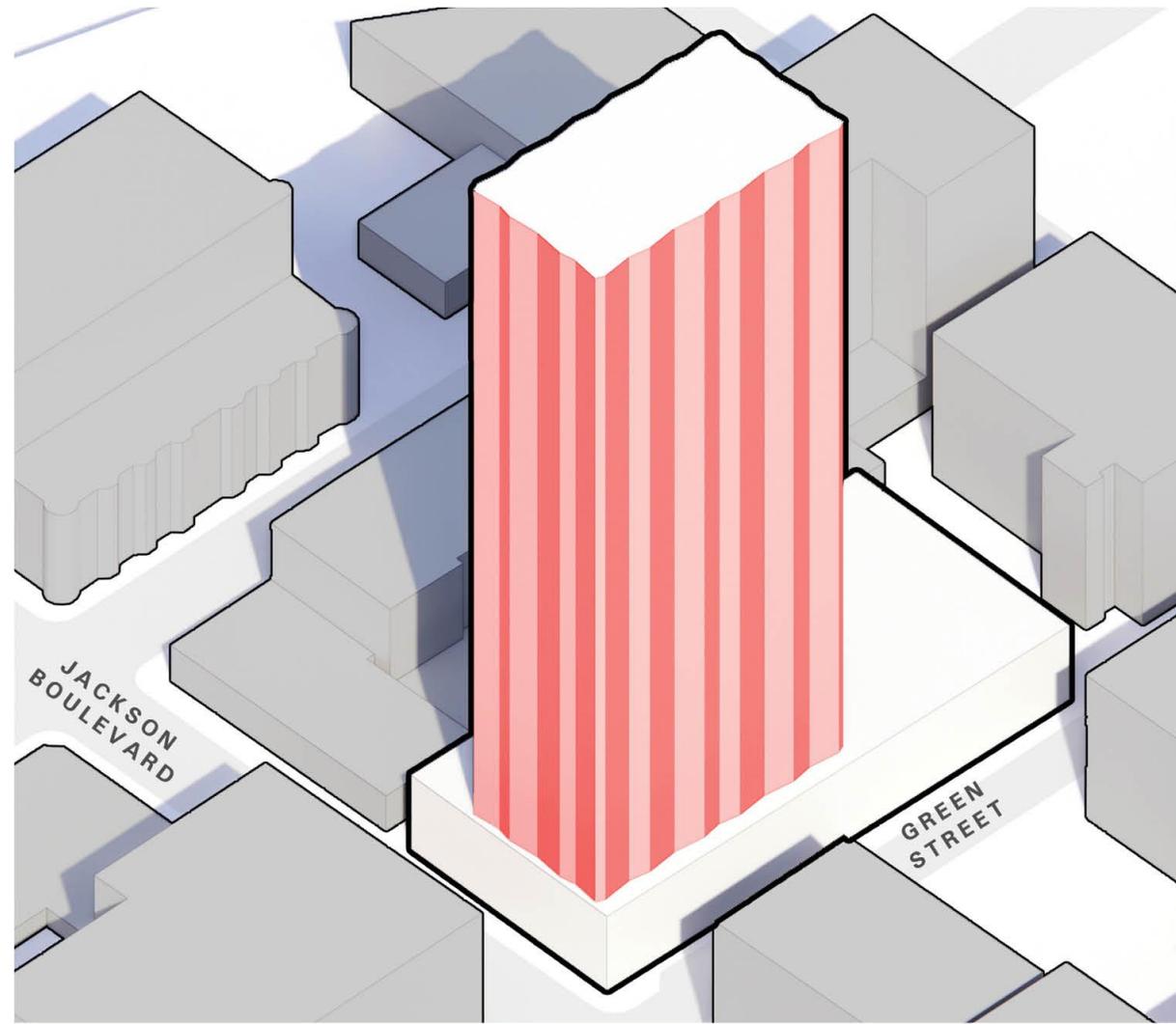
Based on the referenced Traffic Impact Study, the following conclusions have been made by the Traffic Engineer:

- The study area intersections generally have sufficient reserve capacity to accommodate development-generated traffic.
- Given the location of the site within an urban area, proximity to the CTA UIC-Halsted Station, and its proximity to alternative modes of transportation, the number of generated trips will be reduced.
- Access to the site will be provided via two proposed access drives off Green Street. One drive will serve the parking garage and the other will serve the truck loading area.
- The proposed site and development plan will result in the elimination of the existing access drive on Jackson Boulevard which will improve traffic flow and increase the available on-street parking within the vicinity of the site.
- All of the study area intersections provide high visibility crosswalk and the signalized intersections within the study area provide pedestrian countdown signals.

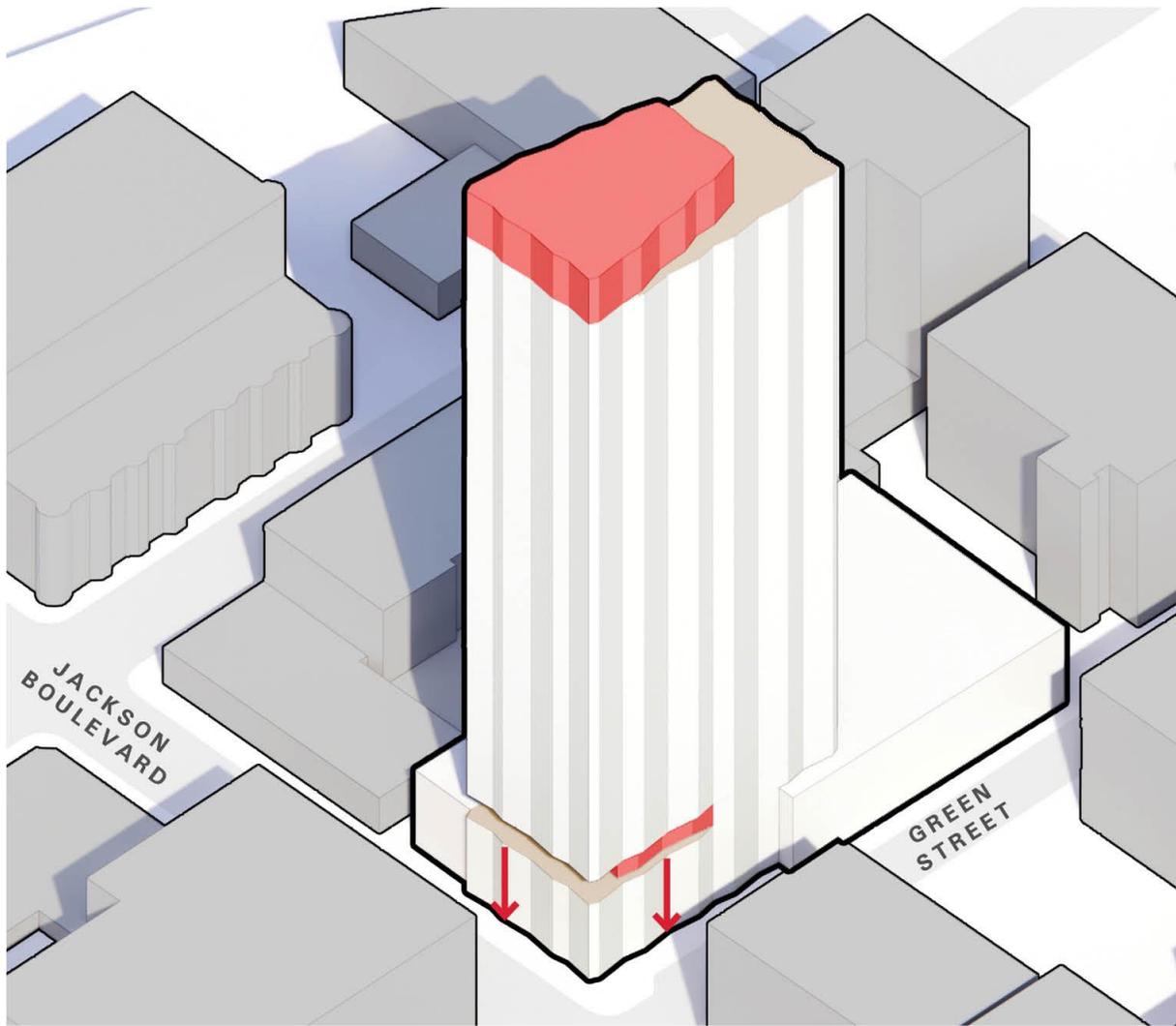


A tall, slender tower maximizes separation to adjacent buildings, preserving access to light and views.

Pedestrian entries for active uses are near the corner of Jackson & Green. Service access is at the south end of the property mid-block along Green. [17-08-0905-A]

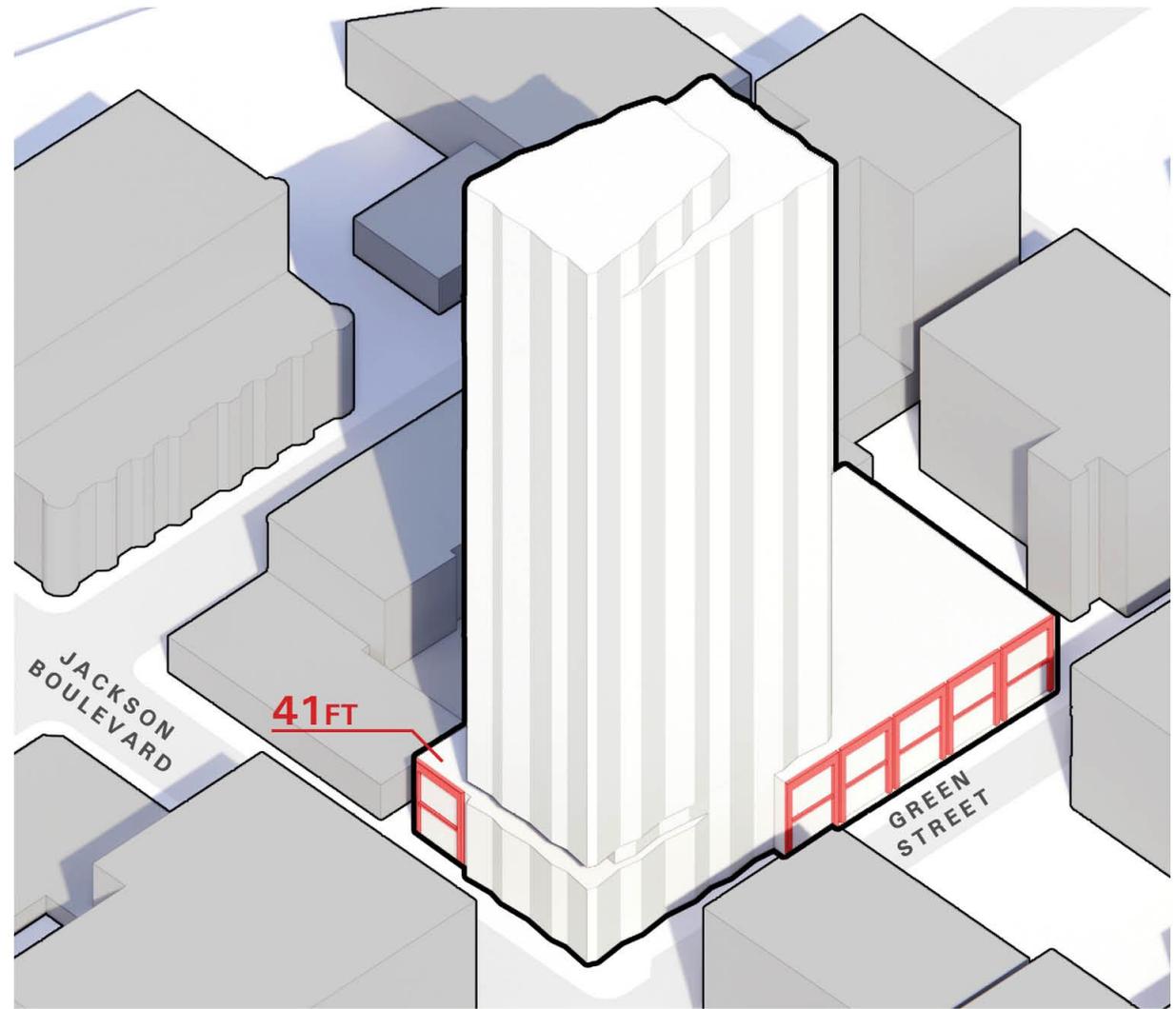


An irregular pattern of folds adds texture while breaking up the scale of the tower facade.

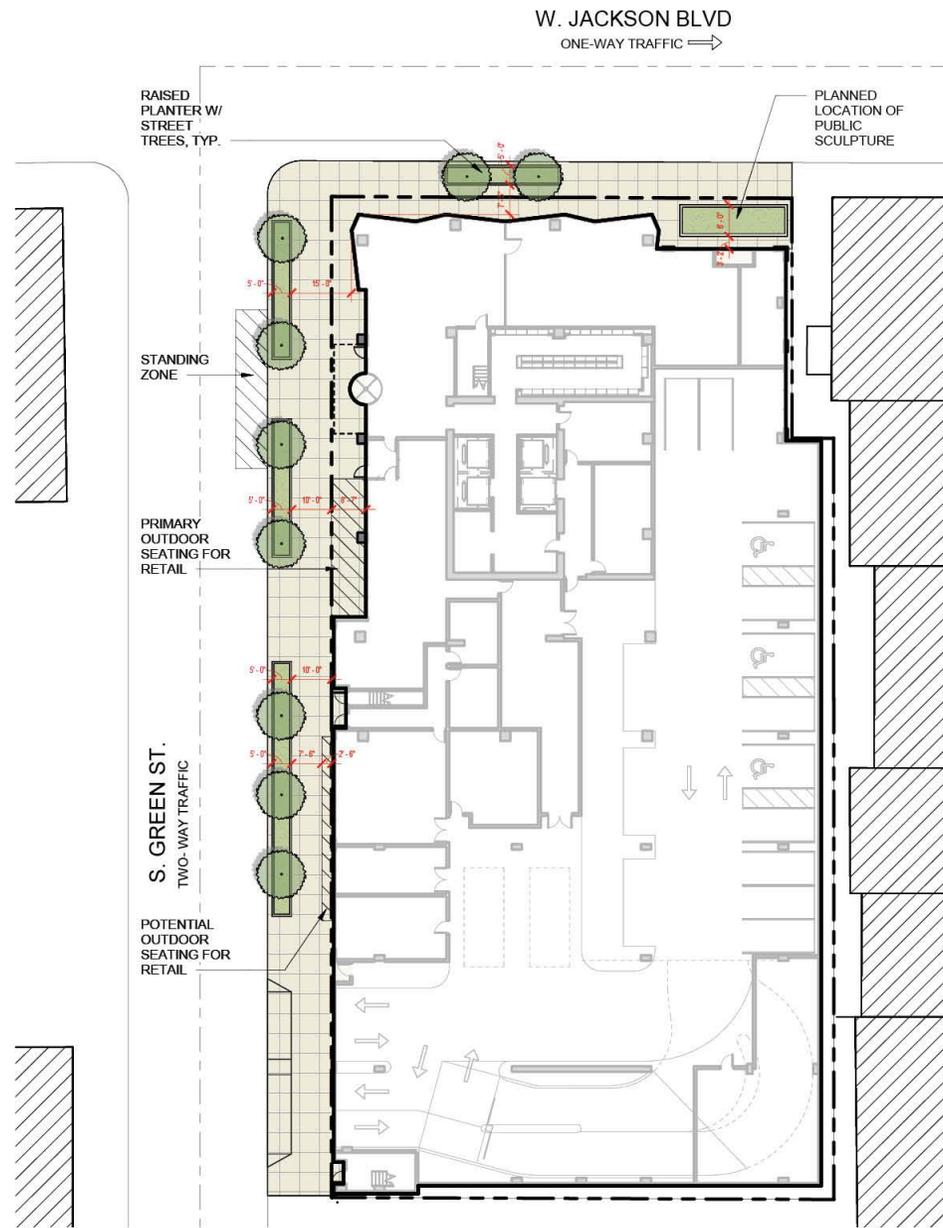


The tower facade is extended to the ground floor at Jackson & Green, defining the corner and adding variety to the street frontage. [17-08-0906-B-4]

The tower mass is further sculpted to create additional outdoor space. A terrace along Jackson contributes to an active, vibrant streetscape. [17-08-0905-A-2]



The podium is articulated to fit the scale and materiality of the surrounding neighborhood. [17-08-0906-A-1&2] [17-08-0905-B-7]



- Substantial landscaping is provided at open areas including the contiguous public way. [17-08-0909-A]
- Planned public art at the northeast corner of site provides visual amenity to the street. [17-08-0909-B-2]
- Roof decks at Level 04 and Level 36 provide outdoor residential amenities including a dog run, pool, and fitness room. [17-08-0909-C]



London House  
Chicago, IL



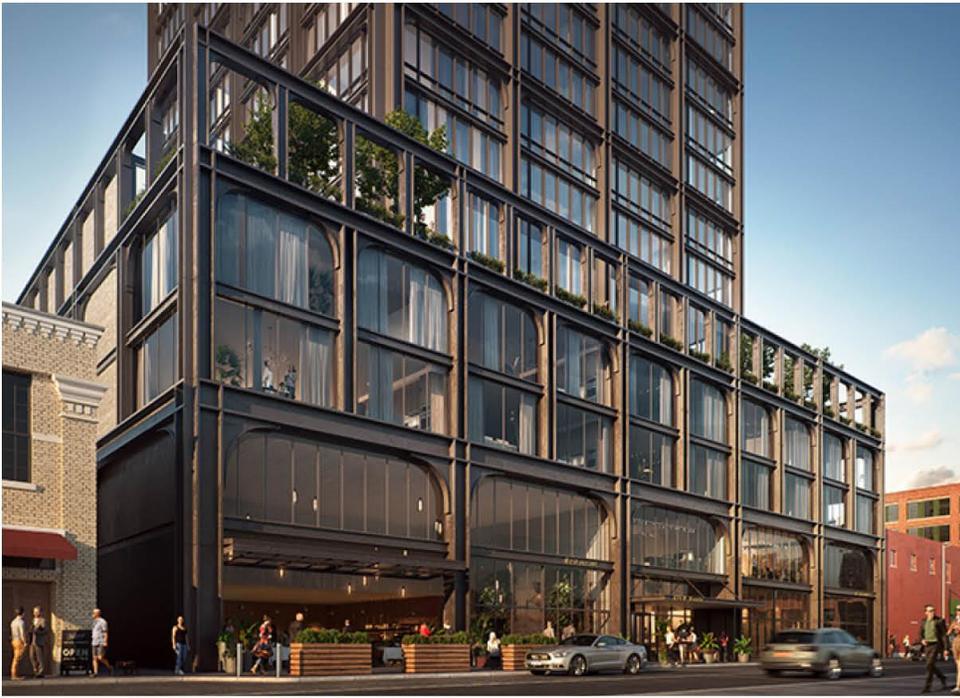
Viceroy  
Chicago, IL



Moment  
Chicago, IL

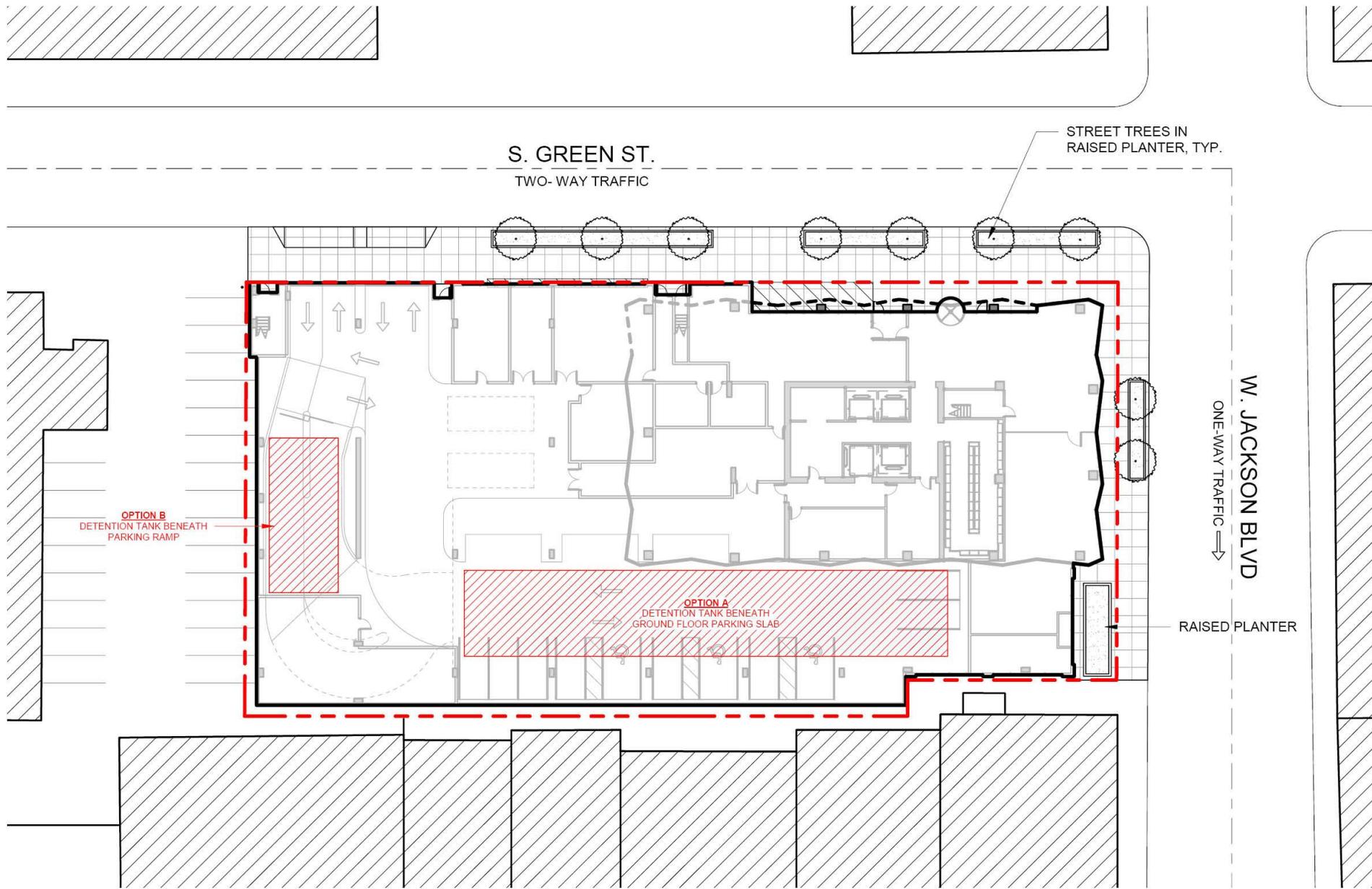


100 E 53rd Street  
New York, NY



# BUILDING MATERIAL PRECEDENTS – PODIUM





**Stormwater Management Ordinance**

**Compliance Path, Option A**  
 Detention Tank Beneath Ground Floor Parking Slab

**Compliance Path, Option B**  
 Detention Tank Beneath Parking Ramp

*Pathway preliminarily approved by Andrew Billing, Mackie Consultants  
 Consultant to: City of Chicago, Department of Buildings*

RESIDENTIAL UNIT MATRIX																	
UNIT TYPE	EFFICIENCY						1 BEDROOM						2 BEDROOM				TOTAL UNIT COUNT PER FLOOR
UNIT DESIGNATION	A1	A2	A3	A4	A5	A6	B1	B2	B3	B4	B5	B6	C1	C2	C3	C4	
AREA (NRSF)	515	616	695	529	587	610	852	715	776	703	736	701	1,120	1,074	1,198	1,182	
EXPOSURE	N	E	E	S	W	E	NW	E	SE	W	W	E	NE	SW	SE	SW	
FLOOR LEVEL																	
TIER 2	35	B-V	B	A		B	B	B	A	B-V			A	B	B-V	11	
	34	B	B-V	B		B	B	B	B-V	B			B		B-V	11	
	33	A-V	B	B-V		A		B	B-V				B		B	11	
	32	A	A	A				A	A				A		A	A-V	11
	31	A	B	B		B-V		B-V	B				B		B	B	11
	30	A-V	B	B		B		B	B				A	B-V	B	B	11
	29	A-V	B-V	B		B		B	B				B		B	B	11
	28	A	B	B-V		B		B	B-V				A-V		B	A	11
	27	A	A-V	A		A		A-V	A				A		A-V	A	11
	26	B	B	B		B-V		B	B				B		B	B-V	11
TIER 1	25	B	B	B	B	A	B	A	B	B	B	A	B	B-V		12	
	24	B	B	B	B	A	B	A	B-V	B	B		A	A		12	
	23	B	B	B	B-V	A		B-V	B	B	B		B	B		12	
	22	A-V	A	A	A	A-V		A-V	A-V	A	A	A	A	A	A		12
	21	B	B	B	B	A		B	A	B-V	B	B		B-V	B		12
	20	B	B-V	B	B	A		B	A	B	B-V	B		A	A-V		12
	19	B-V	B	B	B	A		B	A	B	B	B-V		B	B		12
	18	A	B	B	B-V	B		B	B	B	A	B		B	B-V		12
	17	A	A-V	A	A	A		A	A	A-V	A	A		A	A		12
	16	A	B	B	B	B		B	B	B-V	A	B		A	A		12
	15	A-V	B	B-V	B	B		B	B	B	A-V	B		B	B		12
	14	A	B	B	B-V	B		B	B-V	B	A	B		B	B		12
	13	A	B	B	B	B-V		B-V	B	B	A	B		B	B		12
	12	A	A	A-V	A	A		A	A	A-V	A	A		A-V	A		12
	11	B	B	B	B	A		B	A	B	B-V	B		B	B-V		12
	10	B-V	B	B	B	A		B	A	B	B	B		B	B-V		12
	9	B	B	B	B-V	B		B-V	A	B	B	B		B	B		12
8	B	B	B-V	B	A-V		B	A-V	B-V	B	B		A	A		12	
7	A	A	A	A-V	A		A	A	A	A	A-V		A	A-V		12	
6	B	B-V	B	B	A		B	A	B	B-V	B		B	B		12	
5	B-V	B	B	B	A		B	A	B	B	B-V		B-V	B		12	
TOTAL UNITS	31	30	30	21	31	1	31	31	21	31	31	1	31	21	10	10	362
TOTAL TYPE 'B'	15	24	23	17	12	1	25	13	17	13	25	0	18	13	8	7	231
TOTAL TYPE 'A'	16	6	7	4	19	0	6	18	4	18	6	1	13	8	2	3	131
TOTAL AFFORDABLE	15	0	0	0	14	0	0	15	0	15	0	0	7	5	0	2	73
% TYPE 'A' UNITS	36%						36%						36%				36%
% AFFORDABLE UNITS	20%						20%						20%				20%

TYPE 'B' UNITS W/ VISUAL ALARM	4	4	4	4	3	0	4	3	4	4	4	0	2	3	2	2	47
% TYPE 'B' W/ ALARMS	8%						8%						4%				20%
TOTAL TYPE 'A' UNITS W/ VISUAL ALARM	4	2	1	1	2	0	2	2	2	3	1	0	2	2	1	1	26
% TYPE 'A' W/ ALARMS	8%						8%						4%				20%
AFFORDABLE UNITS W/ VISUAL ALARM	3	0	0	0	2	0	0	2	0	3	0	0	2	1	0	1	14
% AFFORDABLE W/ ALARMS	7%						7%						6%				20%
TOTAL UNITS	144						146						72				362
% MIX	40%						40%						20%				100%

SUMMARY																	
GRAND TOTAL UNITS																	362
GRAND TOTAL UNITS W/ CONDUIT FOR FUTURE VISUAL ALARMS																	73
GRAND TOTAL PERCENTAGE - UNITS W/ CONDUIT FOR FUTURE VISUAL ALARMS																	20%
GRAND TOTAL TYPE 'B' UNITS																	231
GRAND TOTAL TYPE 'B' UNITS W/ CONDUIT FOR FUTURE VISUAL ALARMS																	47
GRAND TOTAL PERCENTAGE - TYPE B UNITS W/ CONDUIT FOR FUTURE VISUAL ALARMS																	20%
GRAND TOTAL TYPE 'A' UNITS																	131
GRAND TOTAL TYPE 'A' UNITS W/ CONDUIT FOR FUTURE VISUAL ALARMS																	26
GRAND TOTAL PERCENTAGE - TYPE A UNITS W/ CONDUIT FOR FUTURE VISUAL ALARMS																	20%
GRAND TOTAL AFFORDABLE HOUSING UNITS																	73
GRAND TOTAL AFFORDABLE HOUSING UNITS W/ CONDUIT FOR FUTURE VISUAL ALARMS																	14
GRAND TOTAL PERCENTAGE - AFFORDABLE HOUSING UNITS W/ CONDUIT FOR FUTURE VISUAL ALARMS																	20%

## 2021 Affordable Requirements Ordinance (ARO)

### (F) Required Percentage of Affordable Units

(2) Rental Projects in All Other Area

Downtown, Inclusionary Areas, and Community Preservation Areas

Option 1: 20% at a weighted average of 60% of the AMI, provided that at least one-third of the affordable units must be affordable to households at or below 50% of the AMI, of which one-sixth must be affordable to households at or below 40% of the AMI.

### (W) Standards for Affordable Units

(10) All on-site affordable units must be accessible dwelling units, as that term is defined in Section 17-17-0202. The developer shall give preference in leasing or selling such units to people with disabilities as specified in the rules.

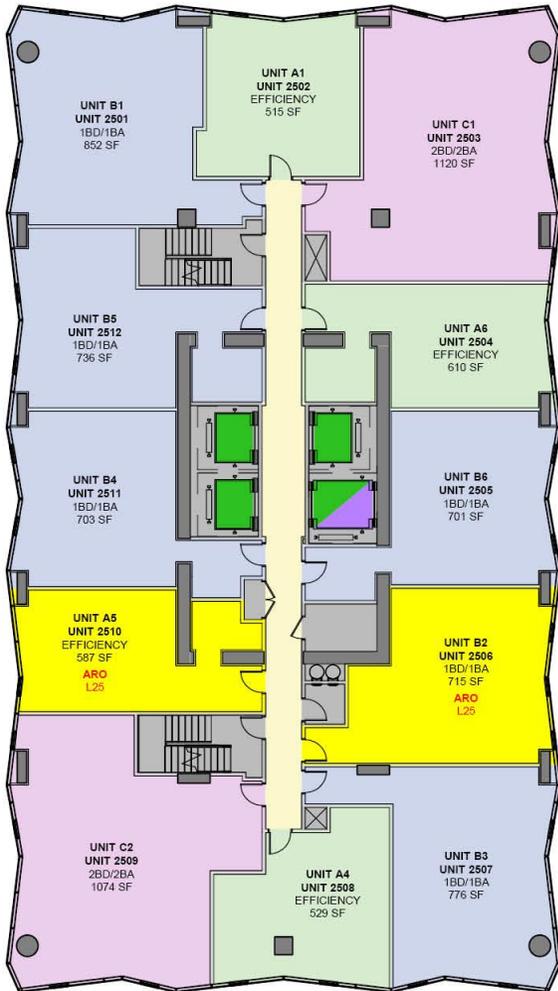
## Chicago Zoning Ordinance

### 17-17-0202 Accessible Dwelling Unit

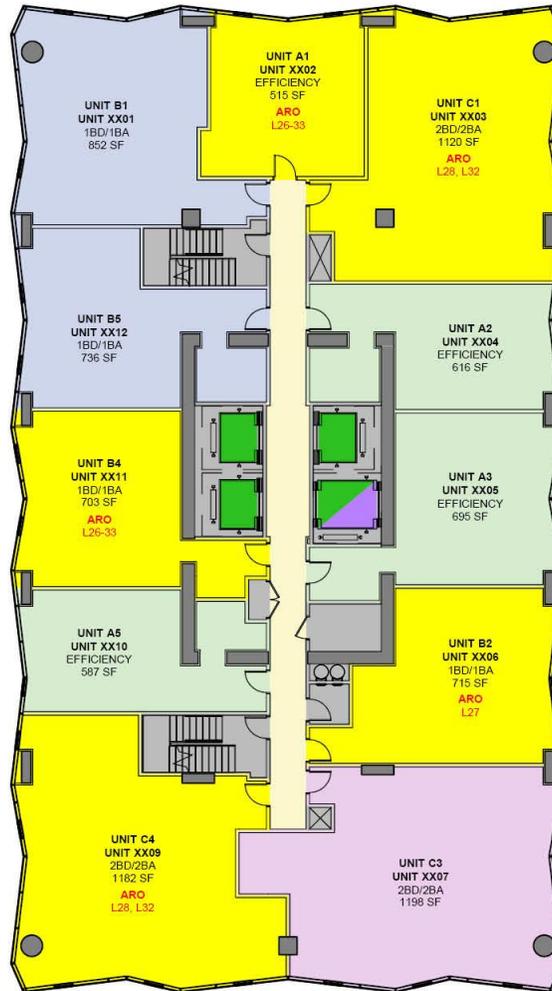
A dwelling unit that:

- 17-17-0202-A is approved by the Mayor's Office for People with Disabilities;
- 17-17-0202-B complies with Type A Unit requirements of Chapter 14B-11 of the Municipal Code;
- 17-17-0202-C provides at least one accessible bedroom on the entrance level; and
- 17-17-0202-D includes a bathtub or shower, a water closet and a lavatory on the entrance level.

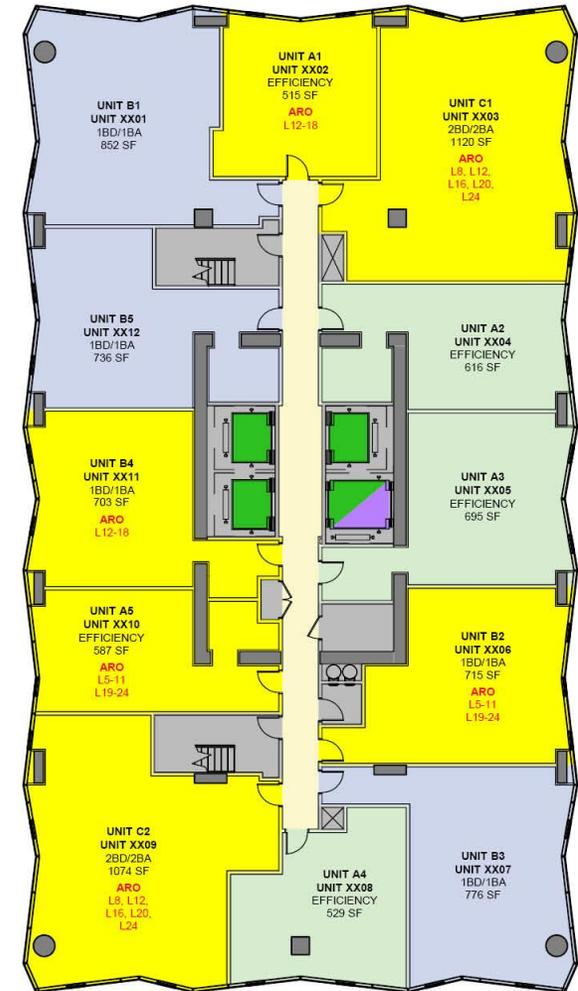
## 73 AFFORDABLE UNITS BEING PROVIDED ON-SITE



Tier 1, Level 5 / 11 / 17 / 23



Tier 1, Level 25



Tier 2, Level 29 / 32

# Public Benefits

- \$166,000,000 Million Dollar Investment in the Near West Side Community
- Creation of approximately 300-400 Construction jobs
- Creation of approximately 25 Permanent Jobs
- 73 Affordable Units Constructed on-site as part of the Development
- Neighborhood Opportunity FAR Bonus Fund Contribution of \$3,257,790.40
- Annual Real Estate Taxes (Estimated) of \$2,000,000
- MBE / WBE Participation Goals
  - MBE Contracts: **26%** of Total Construction Budget
  - WBE Contracts: **6%** of Total Construction Budget
  - City Resident Hiring: **50%** of Total Construction Budget



# DPD Recommendations

**The Zoning Administrator recommends that the proposed Residential-Business 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 and the goals and objectives of the Central Area Action Plan (2009) and the West Loop Design Guidelines (2017);
3. Public **infrastructure facilities and city services will be adequate** to serve the proposed development at the time of occupancy (17-13-609-C);
4. The proposal is **compatible with surrounding zoning** (17-13-308-D). The proposed planned development is compatible with surrounding zoning districts and planned developments, further, the proposed uses are permitted in the current underlying zoning classification of DX-7;
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)