



CHICAGO PLAN COMMISSION

Department of Planning and Development

1234 W. Randolph Street – Proposed Amendment to PD 1458

27th Ward / Alderman Burnett / Near West Side

1234 West Randolph Developer LLC

Solomon Cordwell Buenz

Acosta Ezgur, LLC

March 16, 2023

PROJECT DESCRIPTION

The Applicant requests a rezoning of the subject property from Business Planned Development 1458 to Residential-Business Planned Development 1458, as amended, due to the fact that the proposed residential building would be taller than 155' - 0" in height in an underlying DX-7 Downtown Mixed-Use District.

★ COMMUNITY AREA SNAP SHOT

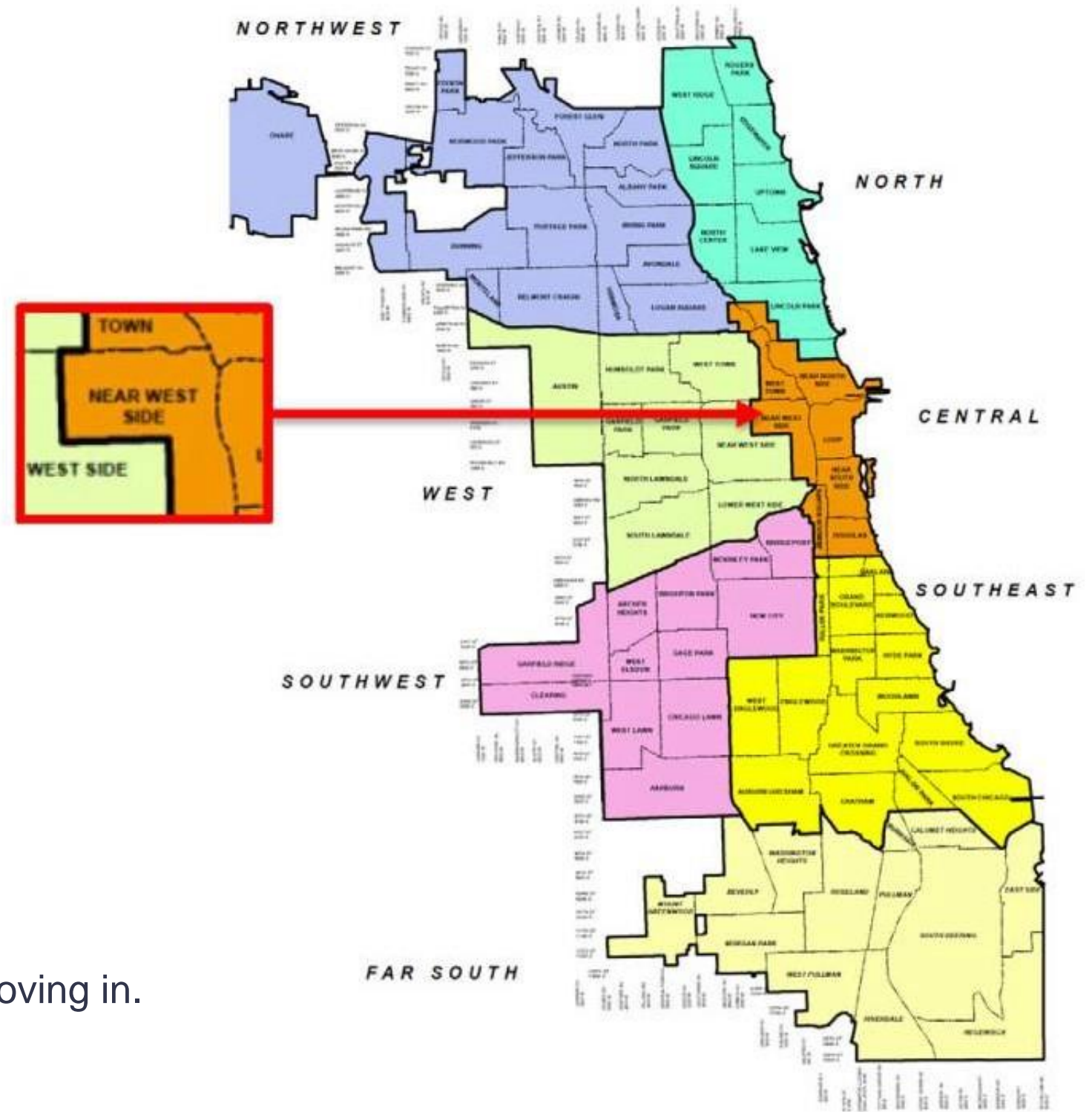
COMMUNITY DEMOGRAPHICS (2020):

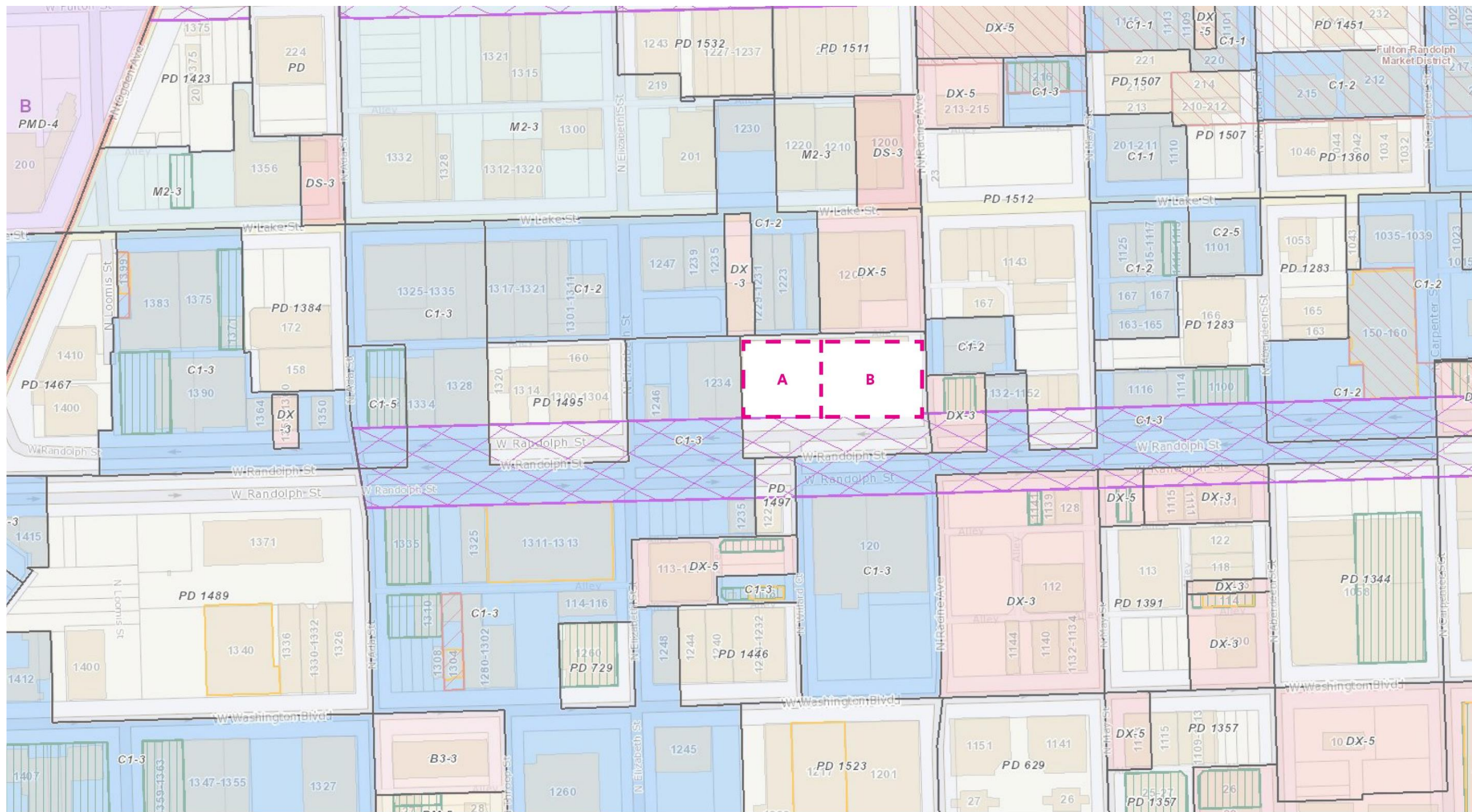
- Near West Side Neighborhood Population: 67,881
- Number of Households: 33,918
- Average Household Size: 1.9
- 41.2% ages of 20-34
- Median Estimated Income: \$93,202

NEIGHBORHOOD HISTORIC CONTEXT:

- Historically the Near West Side has been a sparsely populated industrial quarter.
- Recently, more warehouses and industrial spaces in this neighborhood have been left vacant, providing opportunity for post industrial developments.
- Destination for many new companies and residents moving in.

Source: <https://www.cmap.illinois.gov/data/community-snapshots>





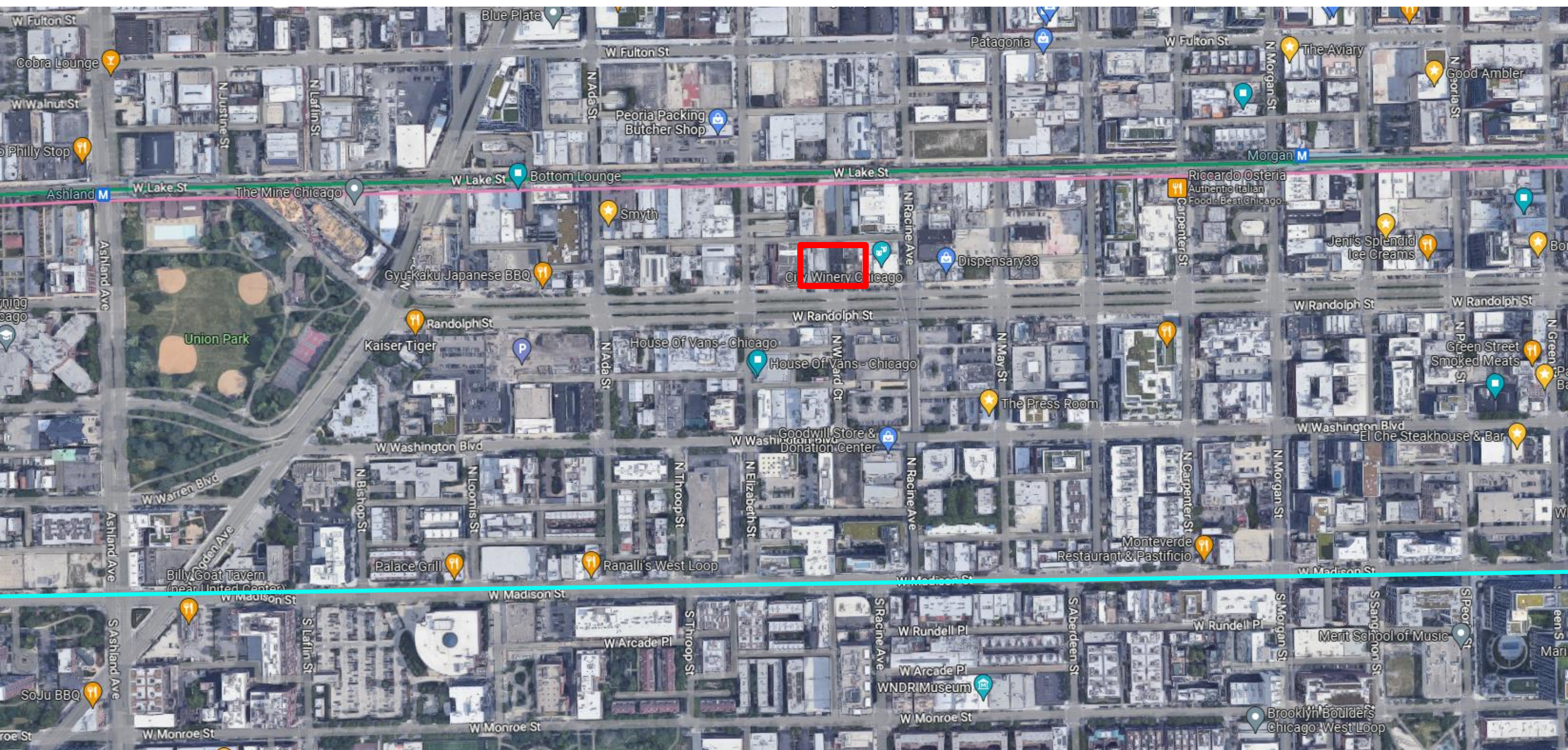
- Business
- Commercial
- Manufacturing
- Residential
- Planned Development
- Planned Manufacturing
- Downtown Mixed
- Downtown Core
- Downtown Residential
- Downtown Service
- Transportation
- Park and Open Space

Existing Zoning Map

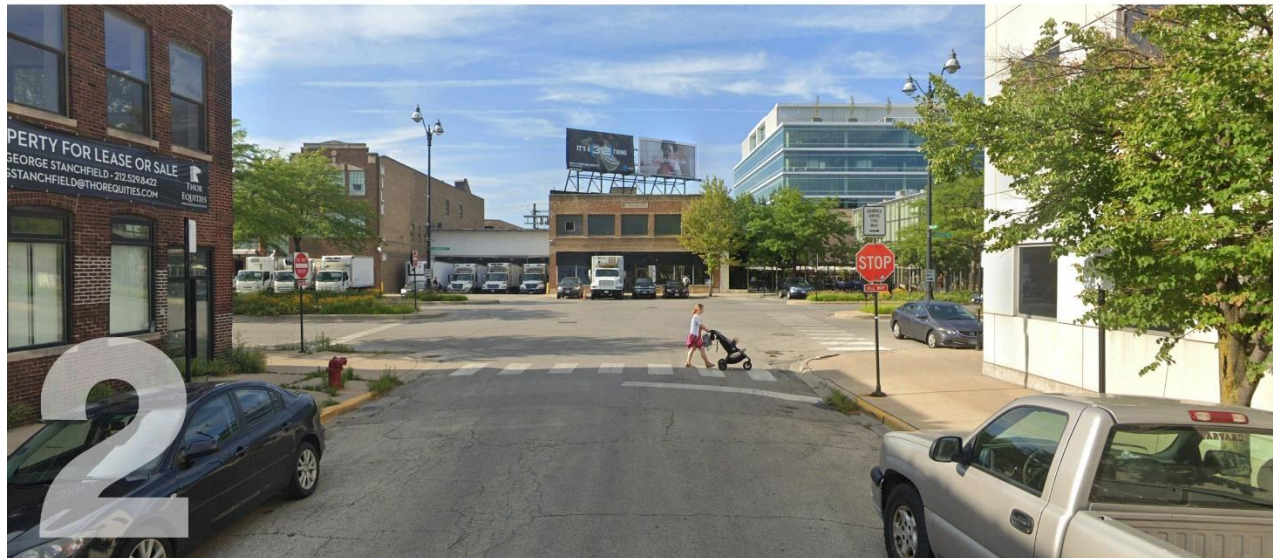
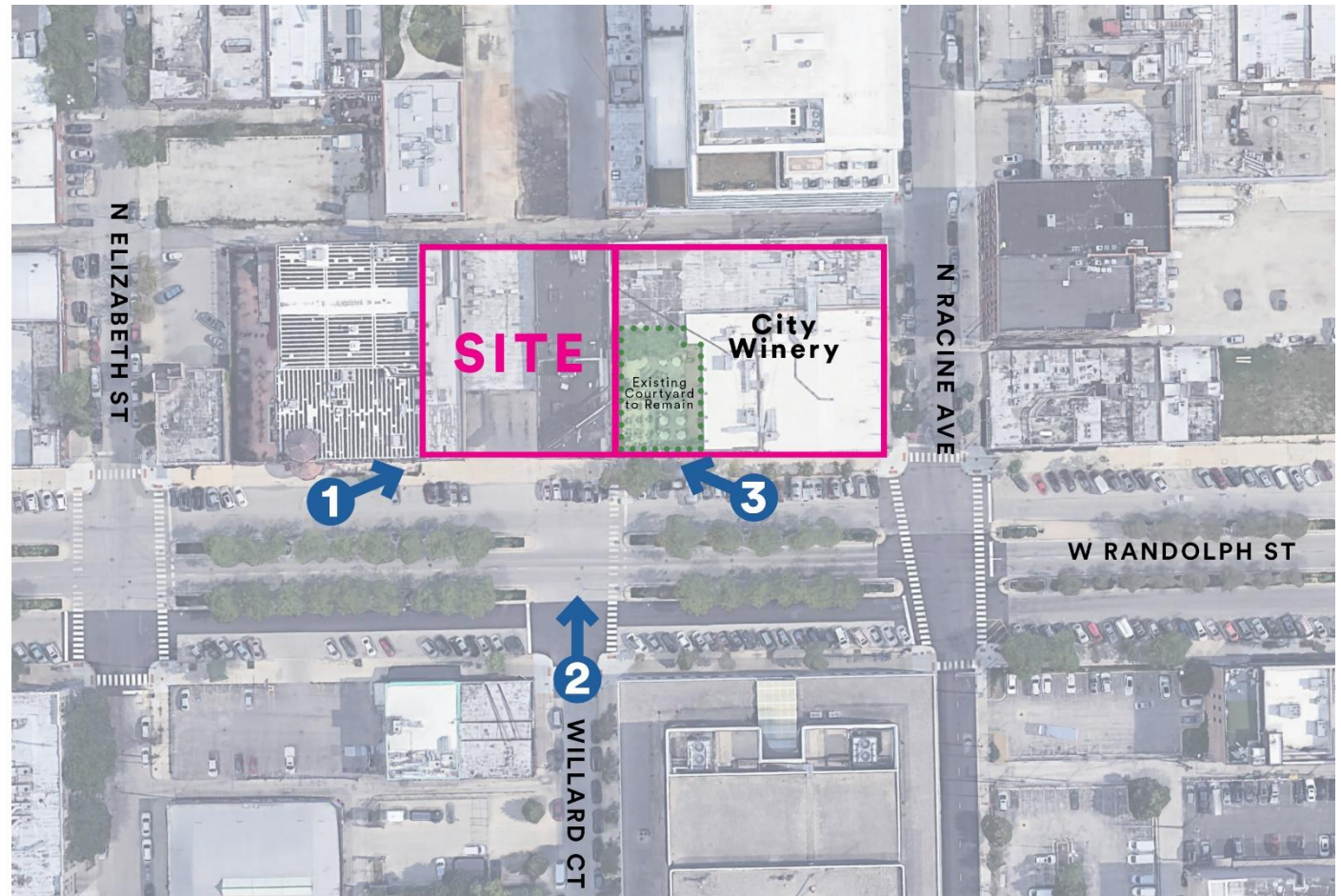
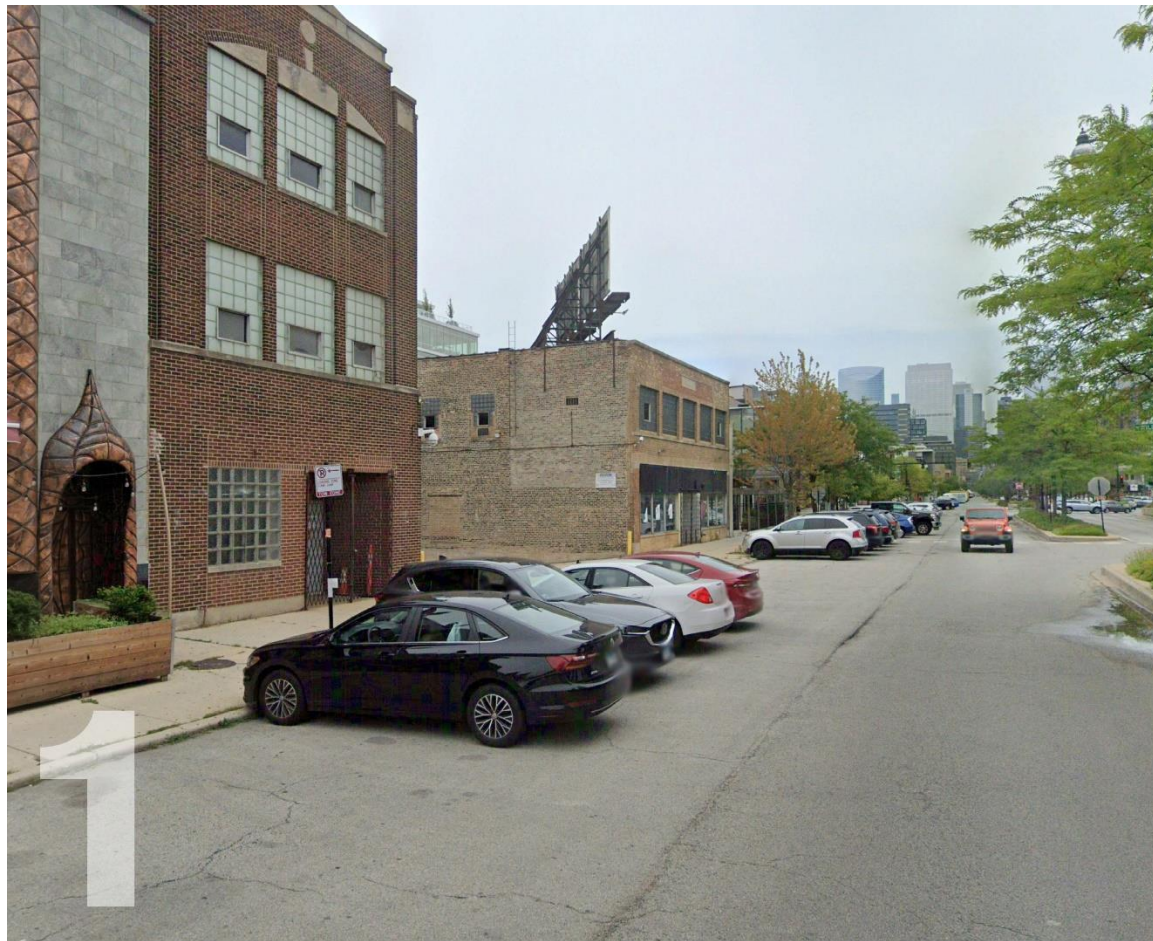
Scale: NTS



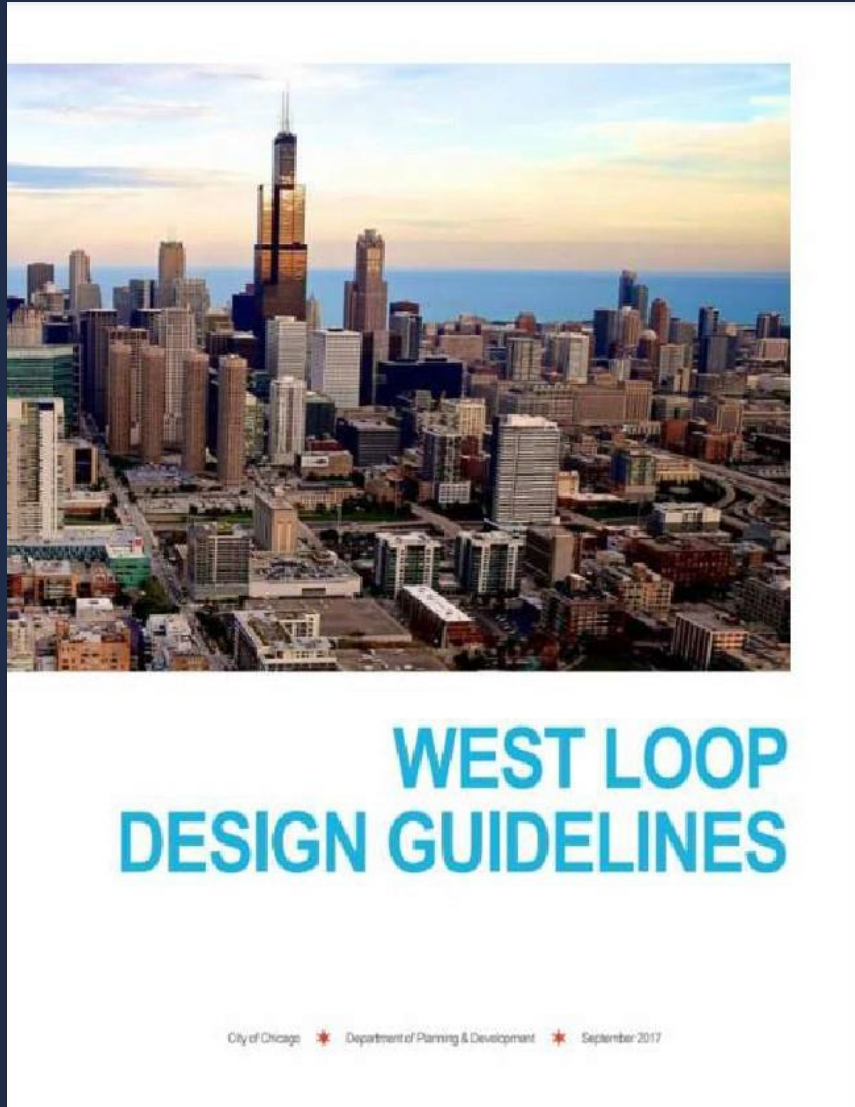
ZONING MAP



TRANSIT



EXISTING SITE PHOTOS



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 2019
- PD Amendment Intake: 7/12/22
- New PD Filing: 9/21/22
- WCA Meeting: 9/29/22
- NOWL Meeting: 10/10/22
- Full Community Meeting: 2/6/23

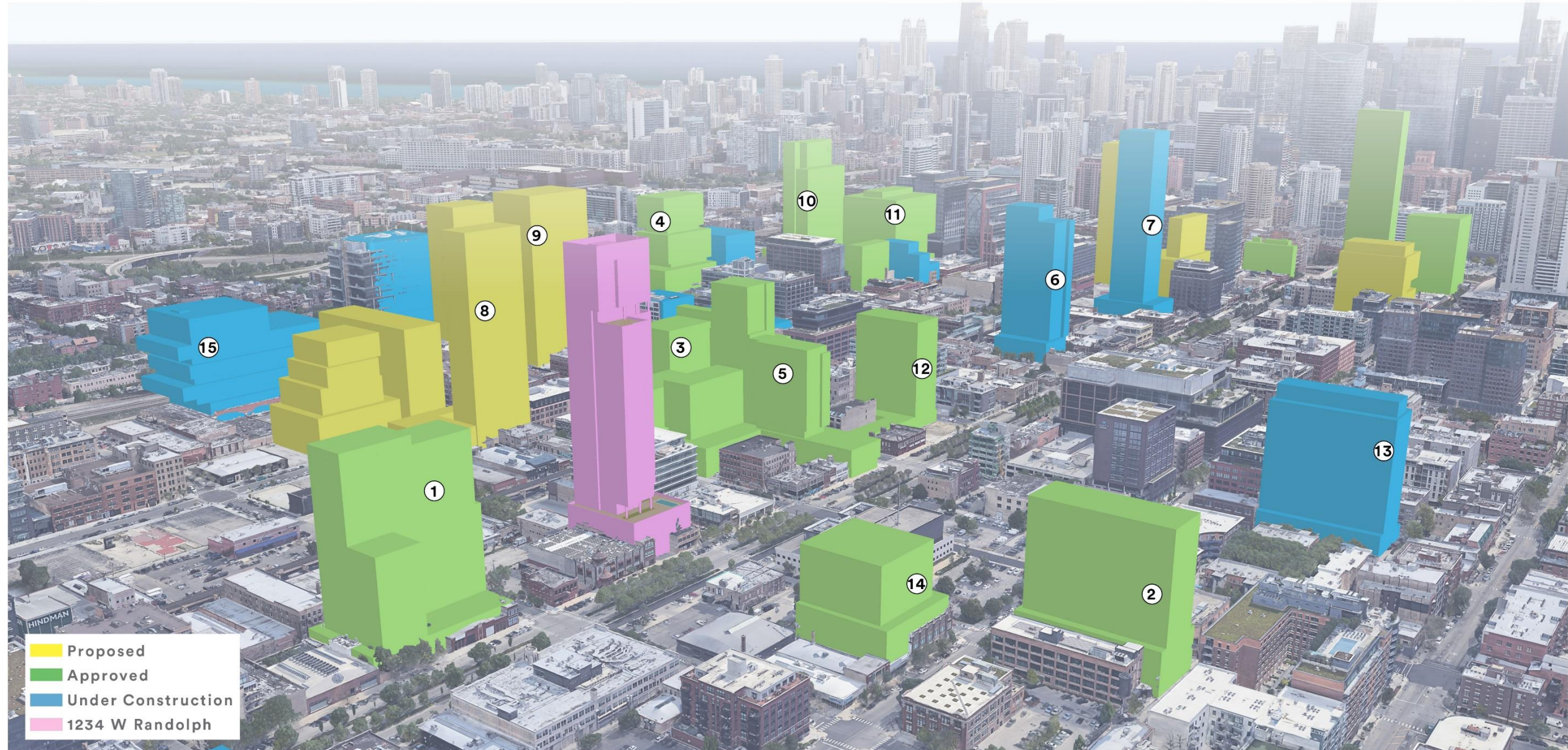


Surrounding Context

1. 160 N Elizabeth - 27 Stories 293'
2. 1201 W Washington - 19 Stories 213'
3. 210 N Aberdeen - 13 Stories 238'
4. 1000 W Carroll - 18 Stories 345'
5. 1150 W Lake - 29 Stories 330'

6. 160 N Morgan - 32 Stories 380'
7. 906 W Randolph - 43 Stories 495'
8. 1201 W Fulton Market - 34 Stories 414'
9. 1111 W Carroll & 315 N May - 18 Stories 330'
10. 360 N Green - 18 Stories 399'

11. 330 N Green St - 20 Stories 267'
12. 166 N Aberdeen - 20 Stories 220'
13. 19 N May St. - 18 Stories 240'
14. 1230 W Washington - 9 Stories 128'
15. 1200 W Carroll - 14 Stories 227'



AERIAL VIEW LOOKING NORTHEAST

Surrounding Context

1. 160 N Elizabeth - 27 Stories 293'
2. 1201 W Washington - 19 Stories 213'
3. 210 N Aberdeen - 13 Stories 238'
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AERIAL VIEW LOOKING SOUTHWEST

Surrounding Context

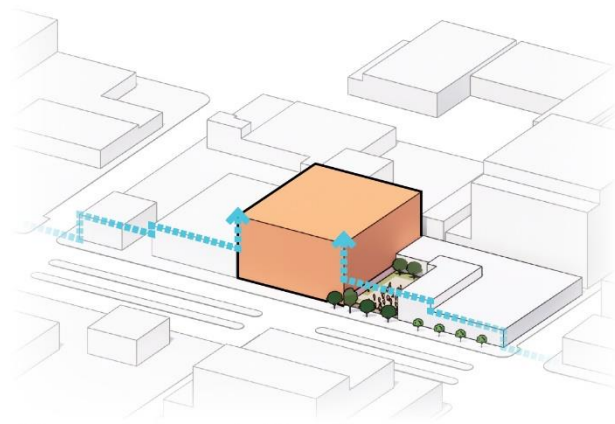
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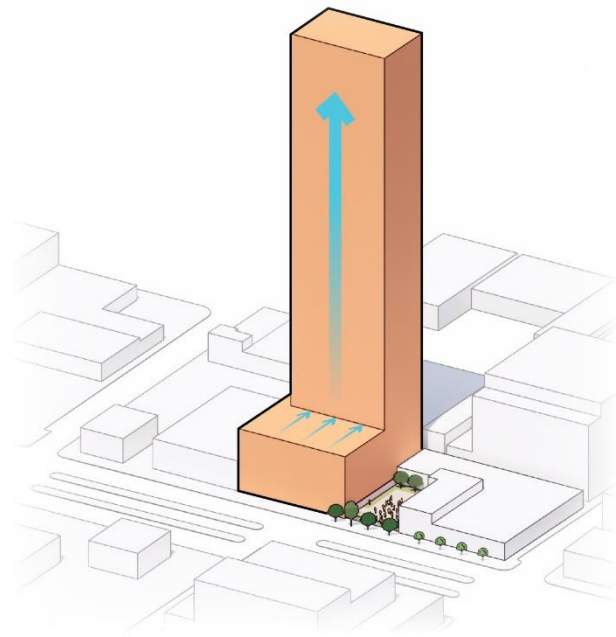
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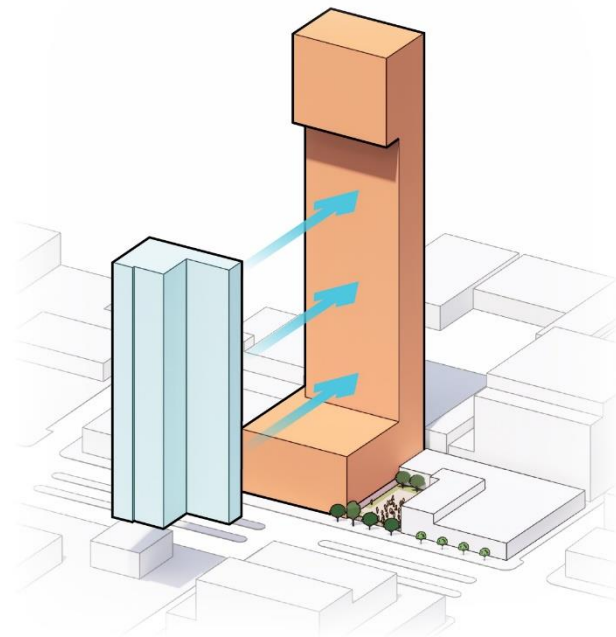
AERIAL VIEW LOOKING NORTHWEST



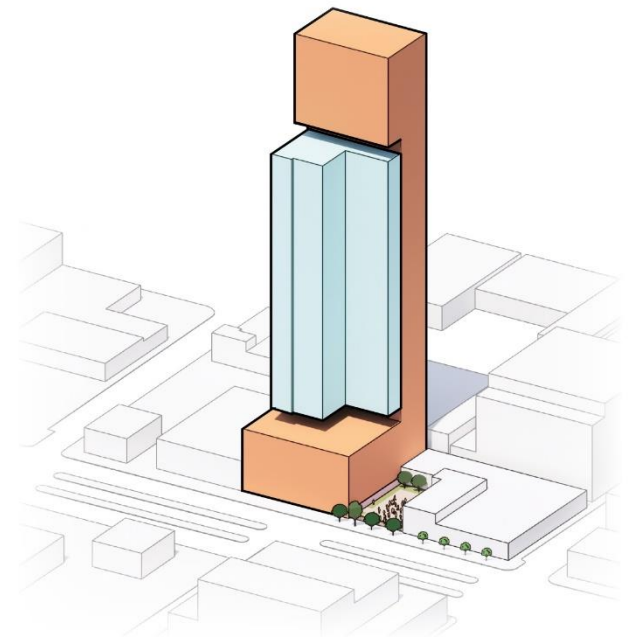
Contextual Podium
Podium Fits within Surrounding Context of Randolph



Tall, Thin & Setback
Tower Mass is Tall, Thin and Setback from Randolph to Preserve Site Lines and Reduce Shadows



Jewel & Framework
Glass Jewel Inserted into Tower Framework



Interlocking Masses
The Interlocking Masses Create an Appropriately Sized Floor Plate While Maintaining a Sense of Verticality and Height



MASSING + DESIGN



AERIAL RENDERING LOOKING NORTHWEST



AERIAL VIEW LOOKING NORTHEAST



STREET RENDERING LOOKING NORTHEAST



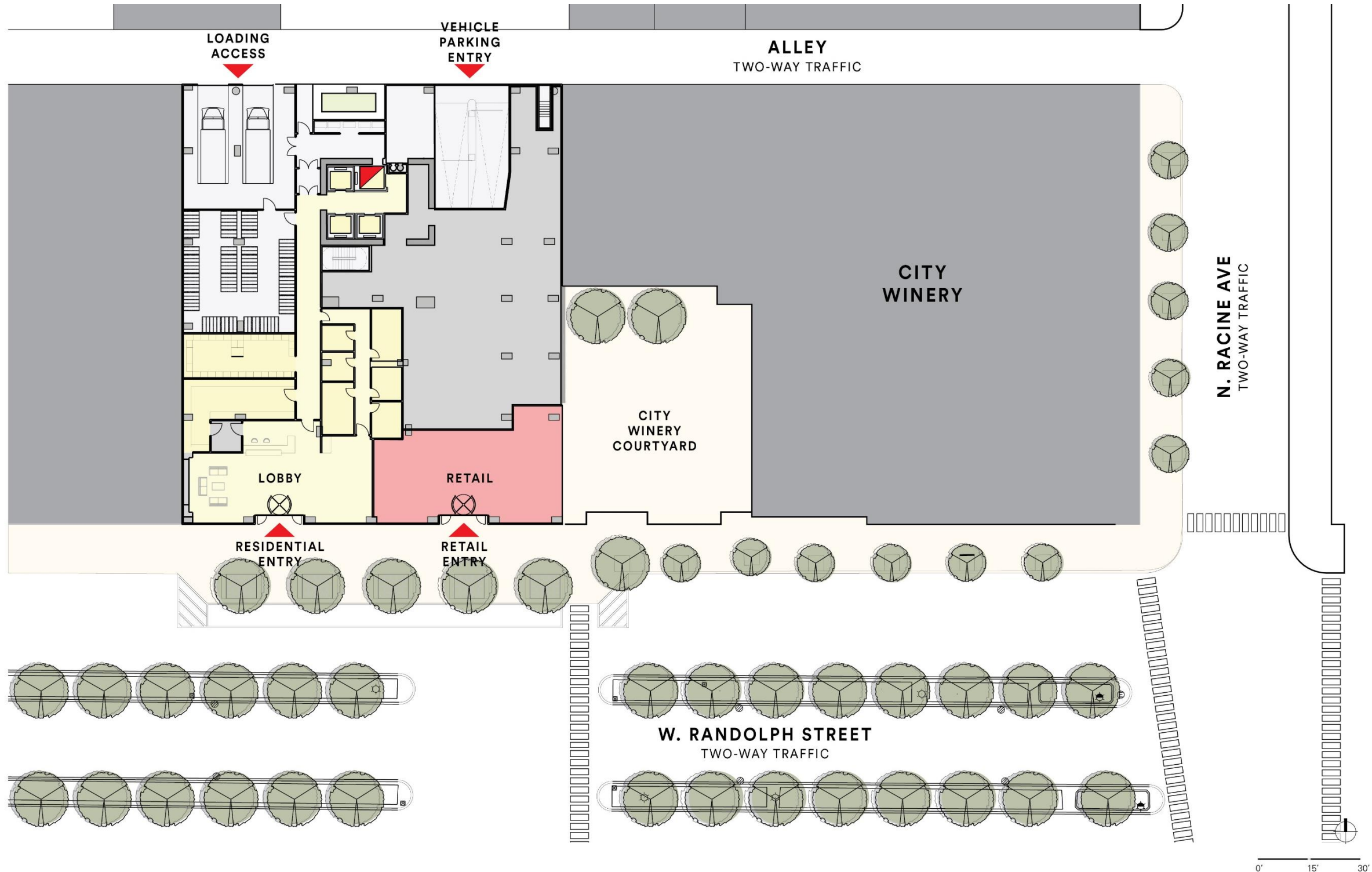
STREET RENDERING LOOKING NORTHWEST



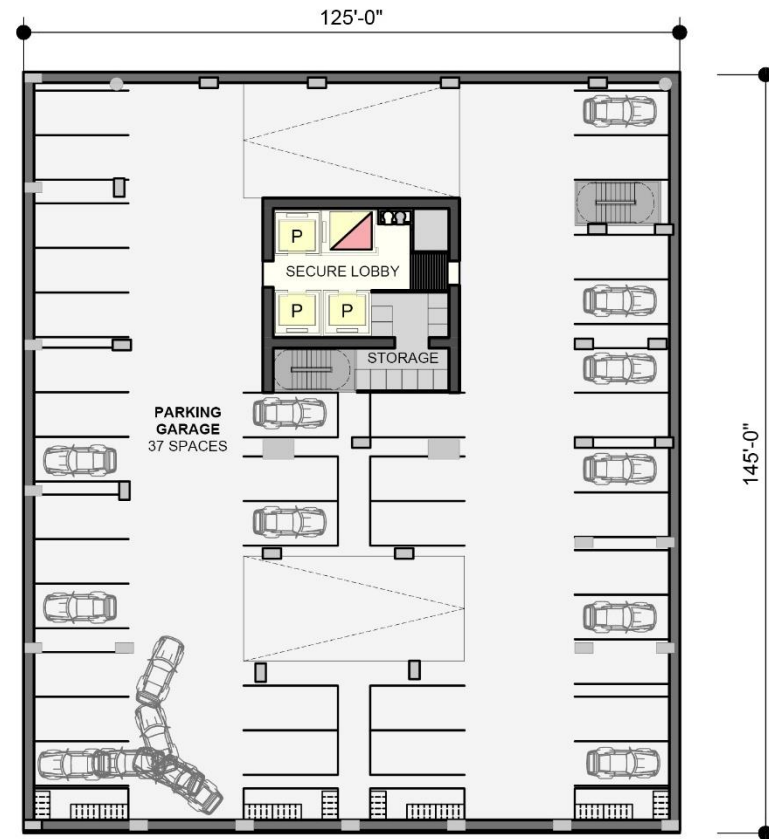
STREET RENDERING LOOKING NORTHWEST



STREET RENDERING LOOKING NORTH

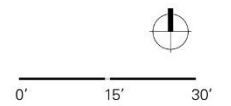


SITE + GROUND FLOOR PLAN

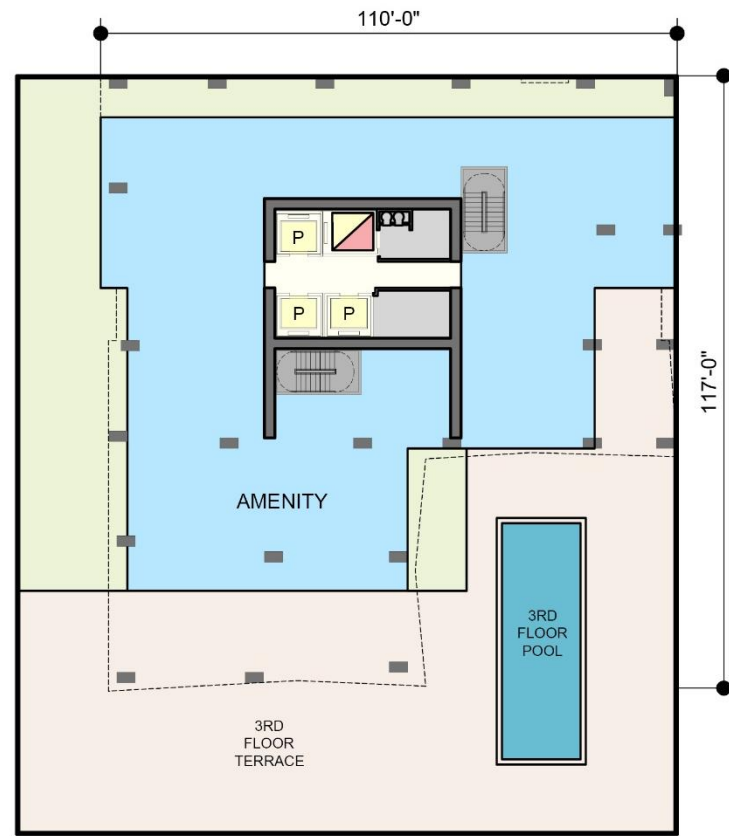


TYPICAL PARKING

LEVELS 2-4
37 SPACES / FLOOR



PARKING + FLOORPLAN



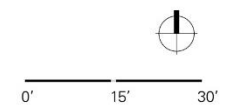
PODIUM AMENITY

LEVEL 5



TYPICAL RESIDENTIAL

LEVELS 6-32
12-13 UNITS / FLOOR



TYPICAL FLOOR PLANS



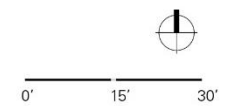
UPPER AMENITY

LEVEL 33
6 UNITS / FLOOR

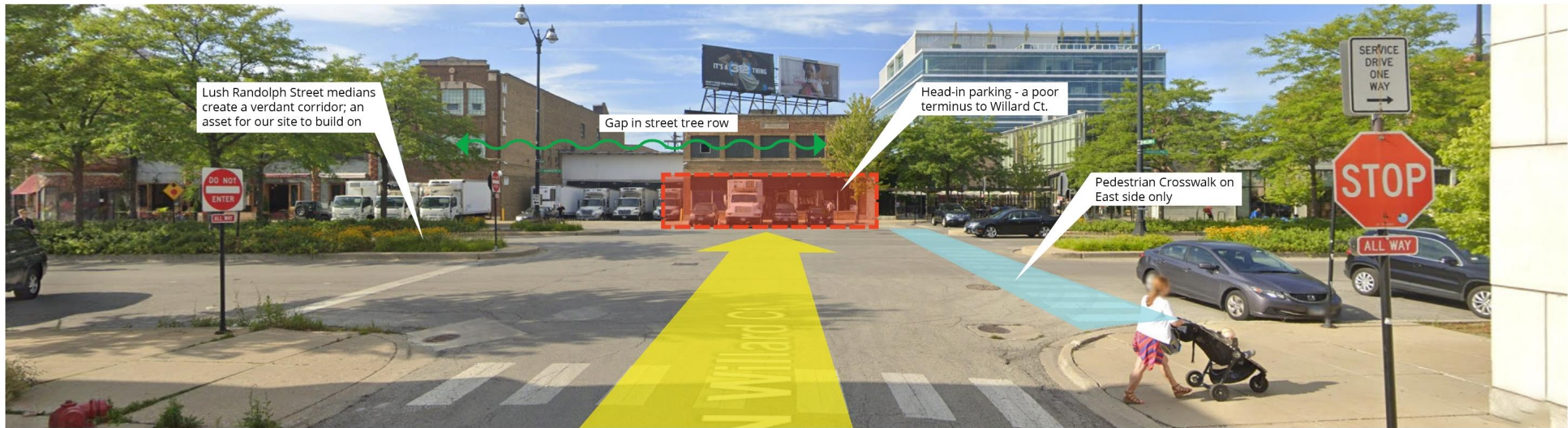


RESIDENTIAL TIER 2

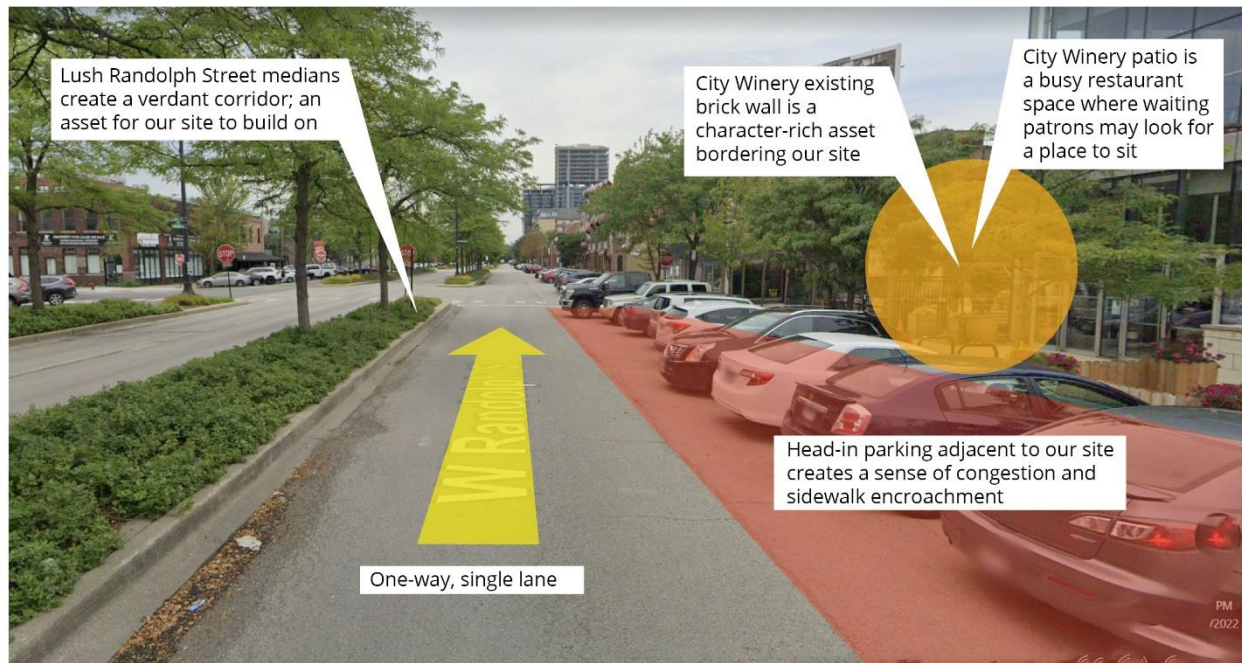
LEVELS 35-41
8 UNITS / FLOOR



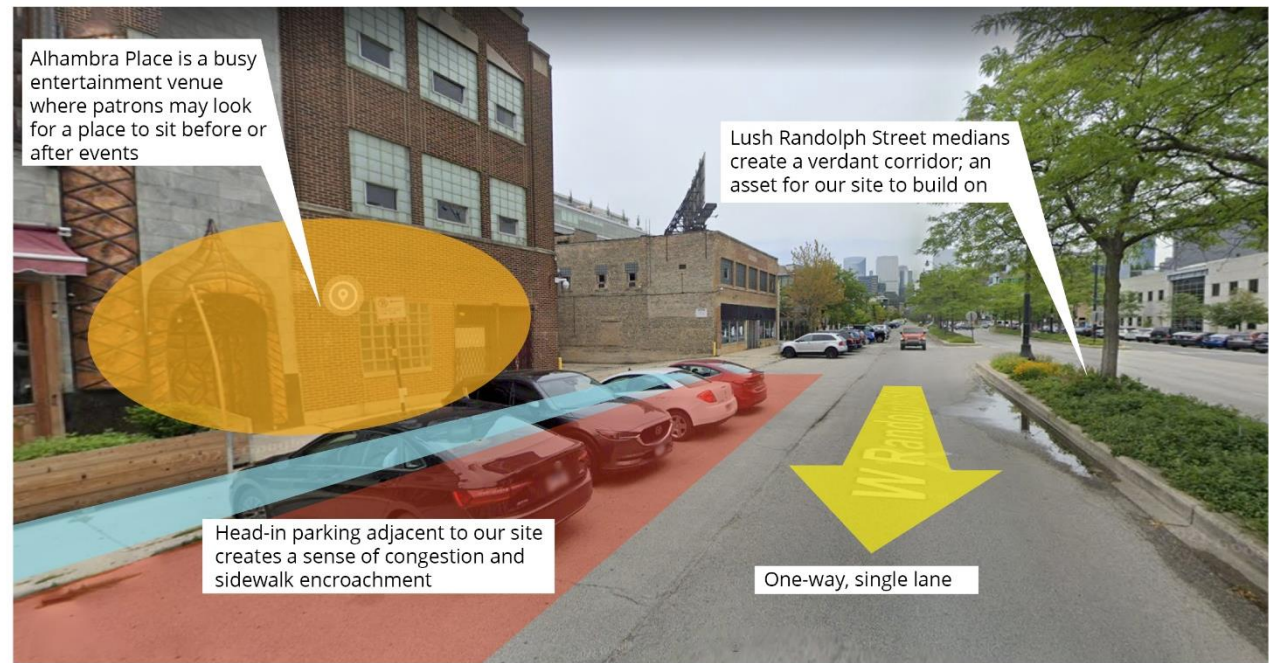
TYPICAL FLOOR PLANS



VIEW FROM WILLARD CT.

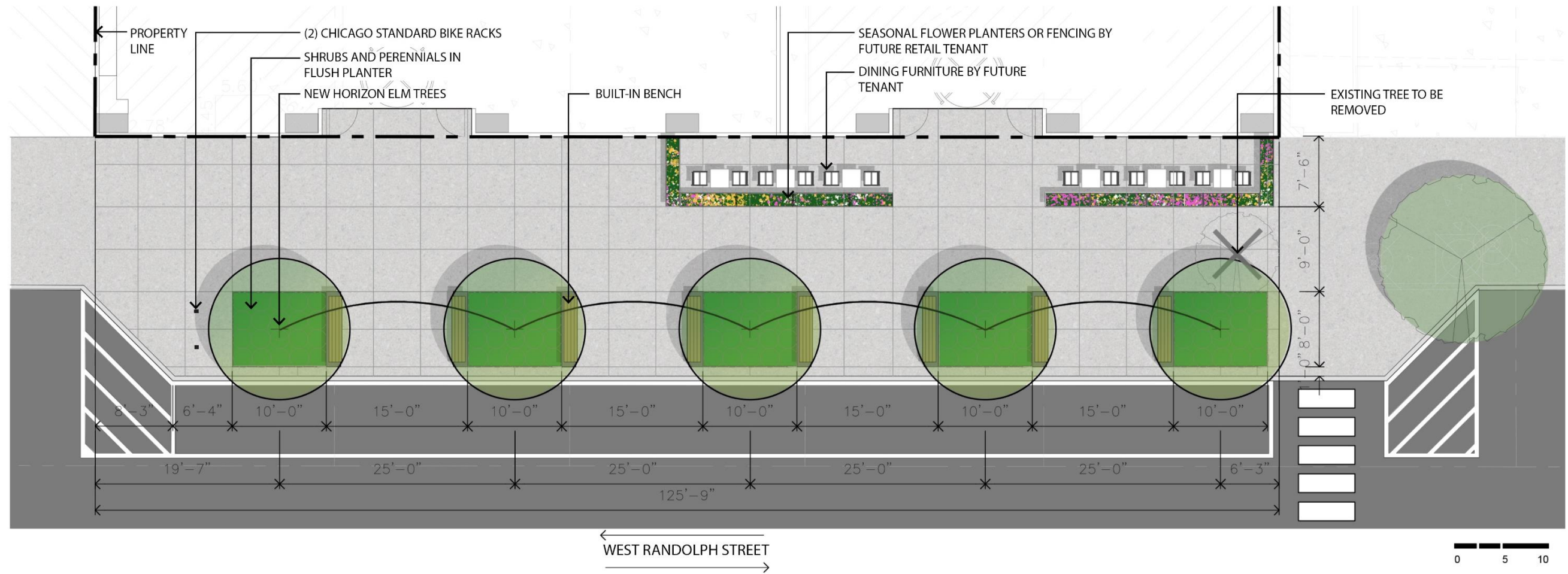


VIEW LOOKING WEST ON RANDOLPH



VIEW LOOKING EAST ON RANDOLPH

SITE ANALYSIS



LANDSCAPE PLAN

HARDSCAPE PALETTE



PLANTING PALETTE

STREET TREES



GROUNDPLANE



LANDSCAPE PALETTE

T/
SCREENWALL 460' - 0"

BUILDING
HEIGHT 445' - 0"

ARCHITECTURAL GLASS, METAL PANEL SYSTEM AT
MECHANICAL ENCLOSURE.

ARCHITECTURAL GLASS, METAL PANEL SYSTEM.

METAL AND GLASS WINDOW WALL SYSTEM

AMENITY 48' - 0"

ARCHITECTURAL METAL PANEL SYSTEM

GLASS GUARDRAIL

ARCHITECTURAL METAL PANEL SYSTEM

ARCHITECTURAL TERRACOTTA PANEL SYSTEM

SOUTH ELEVATION

BUILDING ELEVATIONS

T/
SCREENWALL 460' - 0"

BUILDING
HEIGHT 445' - 0"

ARCHITECTURAL GLASS, METAL PANEL SYSTEM AT MECHANICAL
ENCLOSURE.

METAL AND GLASS WINDOW WALL SYSTEM

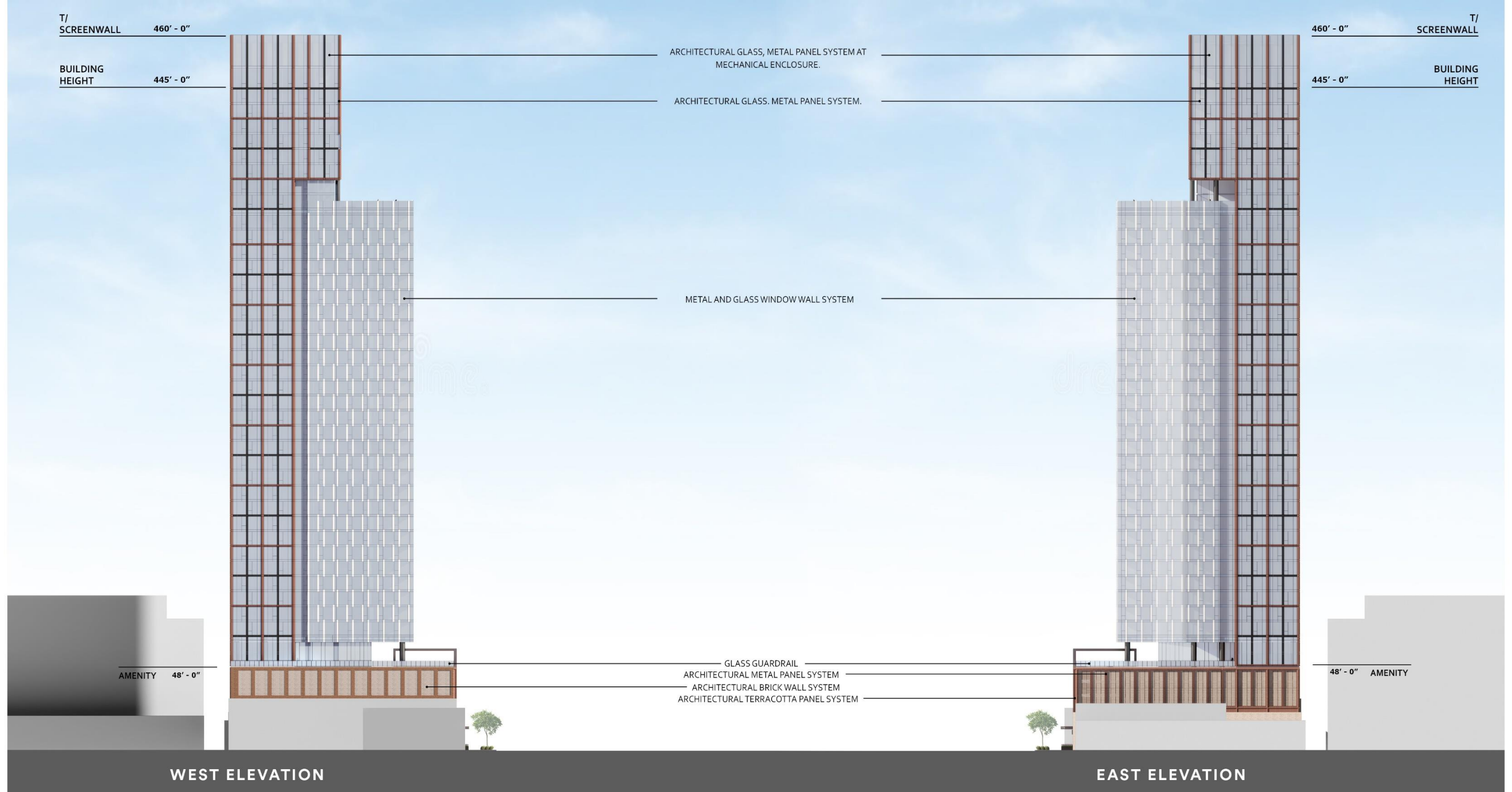
AMENITY 48' - 0"

GLASS GUARDRAIL

BRICK WALL SYSTEM

NORTH ELEVATION

BUILDING ELEVATIONS



BUILDING ELEVATIONS

T/
SCREENWALL 460' - 0"

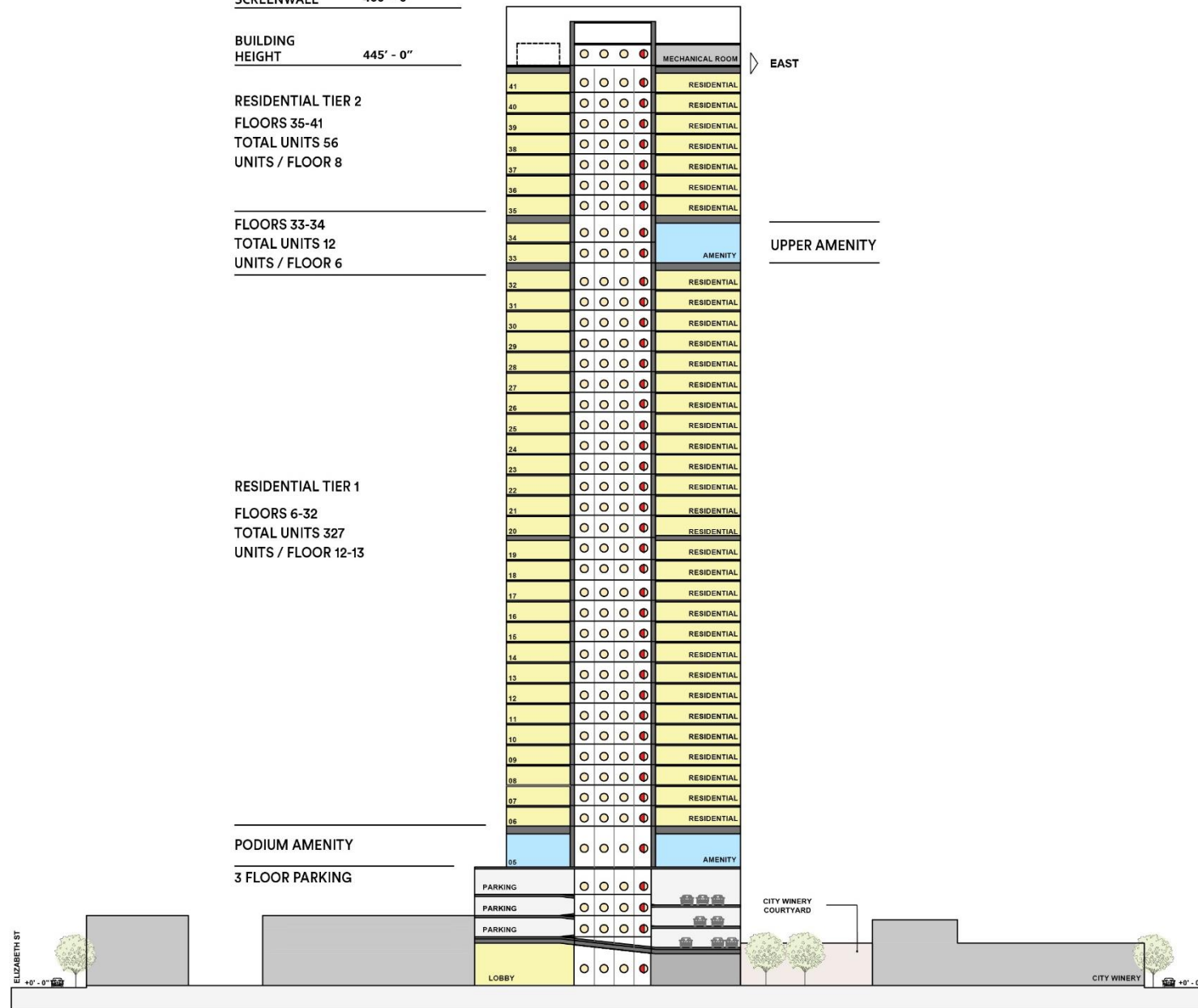
BUILDING
HEIGHT 445' - 0"

RESIDENTIAL TIER 2
FLOORS 35-41
TOTAL UNITS 56
UNITS / FLOOR 8

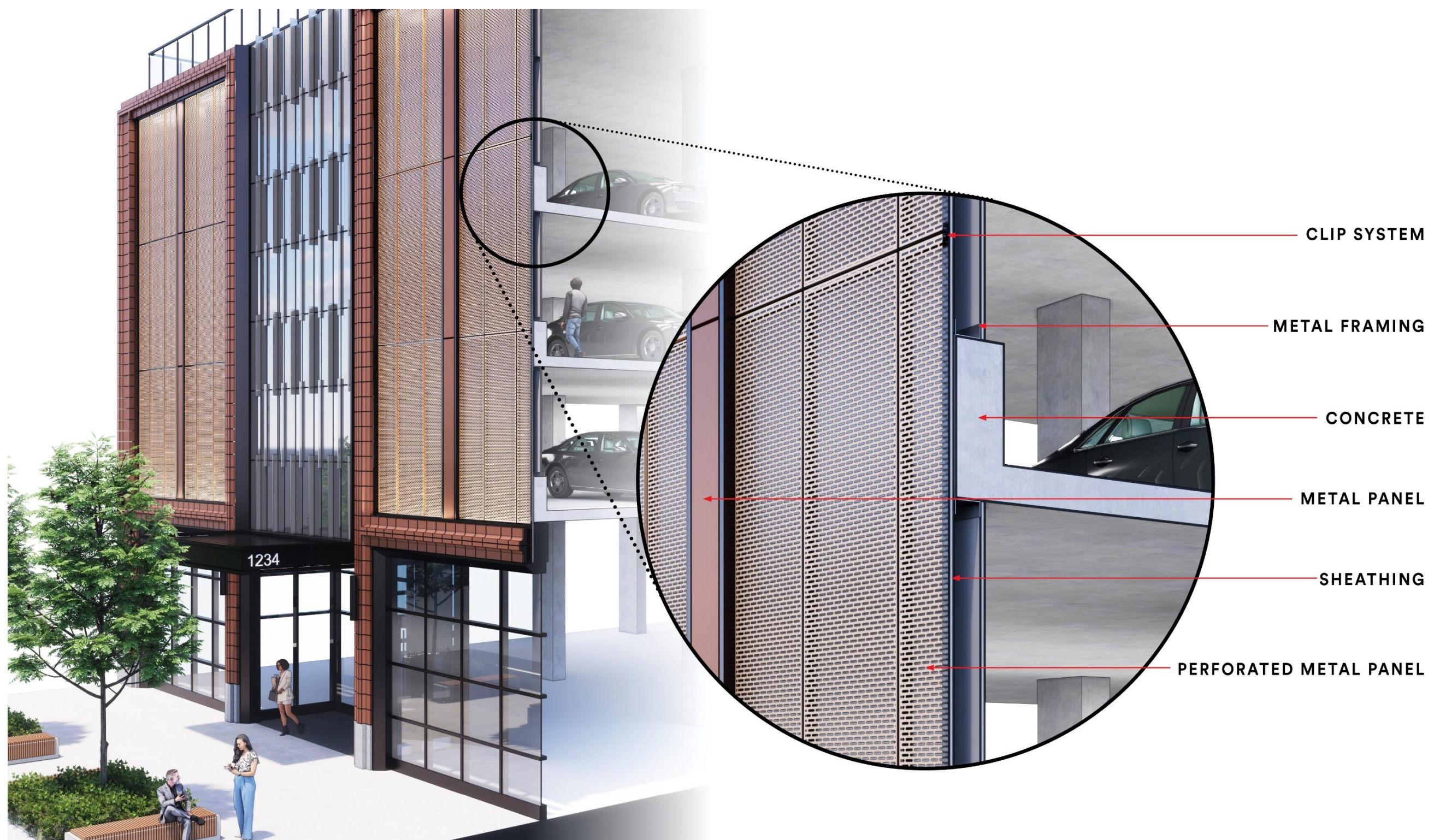
FLOORS 33-34
TOTAL UNITS 12
UNITS / FLOOR 6

RESIDENTIAL TIER 1
FLOORS 6-32
TOTAL UNITS 327
UNITS / FLOOR 12-13

PODIUM AMENITY
3 FLOOR PARKING



BUILDING ELEVATIONS



FAÇADE SECTION

Traffic Impact Study
1234 West Randolph Street
Chicago, Illinois



Prepared For:
Azur Holdings Management, LLC



January 11, 2023

TRAFFIC STUDY FINDINGS AND RECOMMENDATIONS:

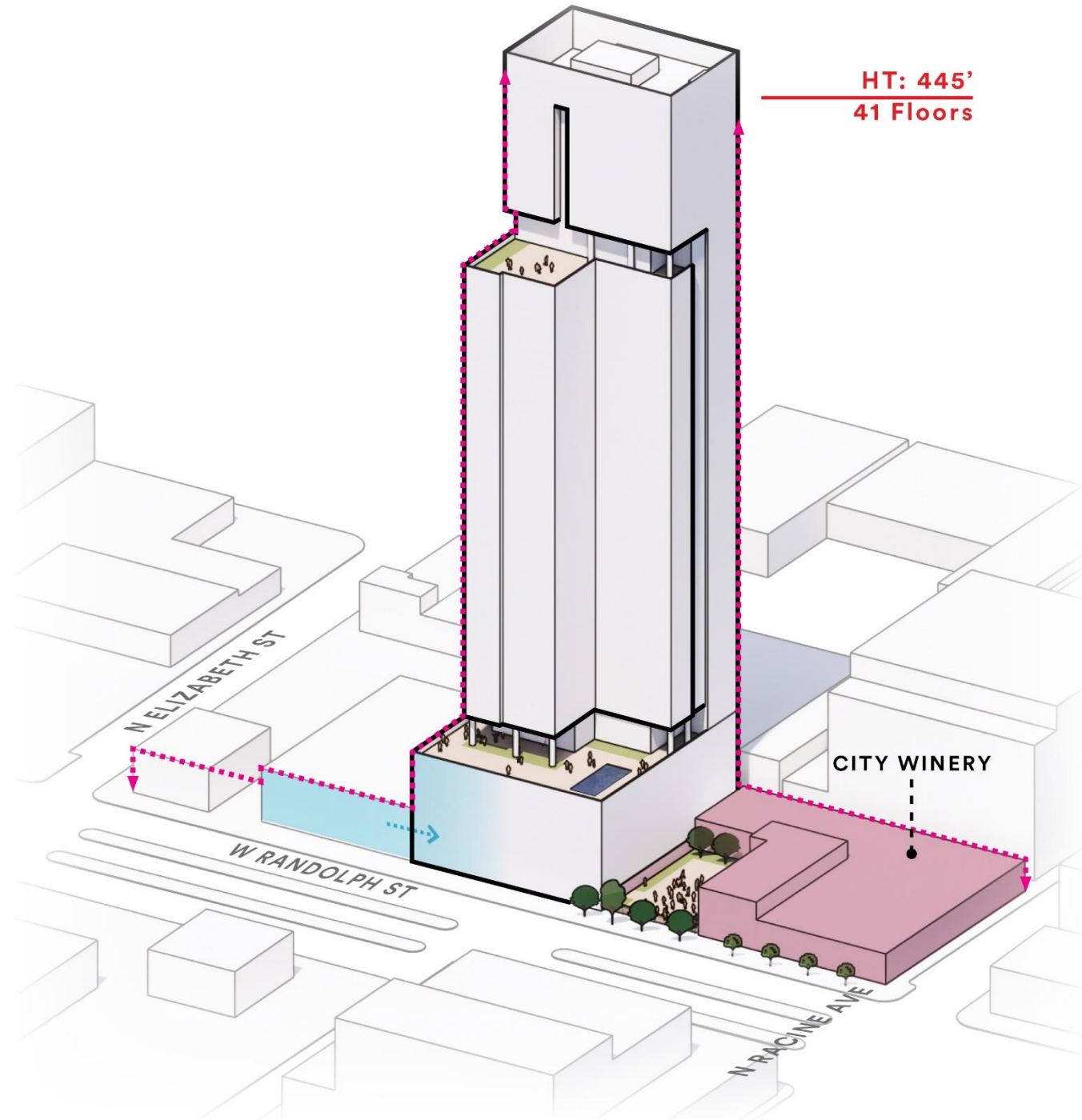
- The existing street system can sufficiently accommodate the traffic to be generated by the proposed development.
- The proposed access off the alley will be sufficient to accommodate the traffic that will be generated and will ensure that the impact on the street system is minimized.
- The drop-off/pick-up zone provided on the Randolph Street westbound frontage street will be adequate to accommodate all drop-off/pick-up traffic.
- The provision of the drop-off/pick-up zone will require the elimination of several unrestricted parking spaces on the Randolph Street westbound frontage street, including those within the influence of its intersection with Willard Court.
- Consideration should be given to providing improvements on Racine Avenue and the Randolph Road westbound frontage street to improve existing operations and ensure efficient travel along the frontage road under projected conditions.

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 SETBACKS.

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



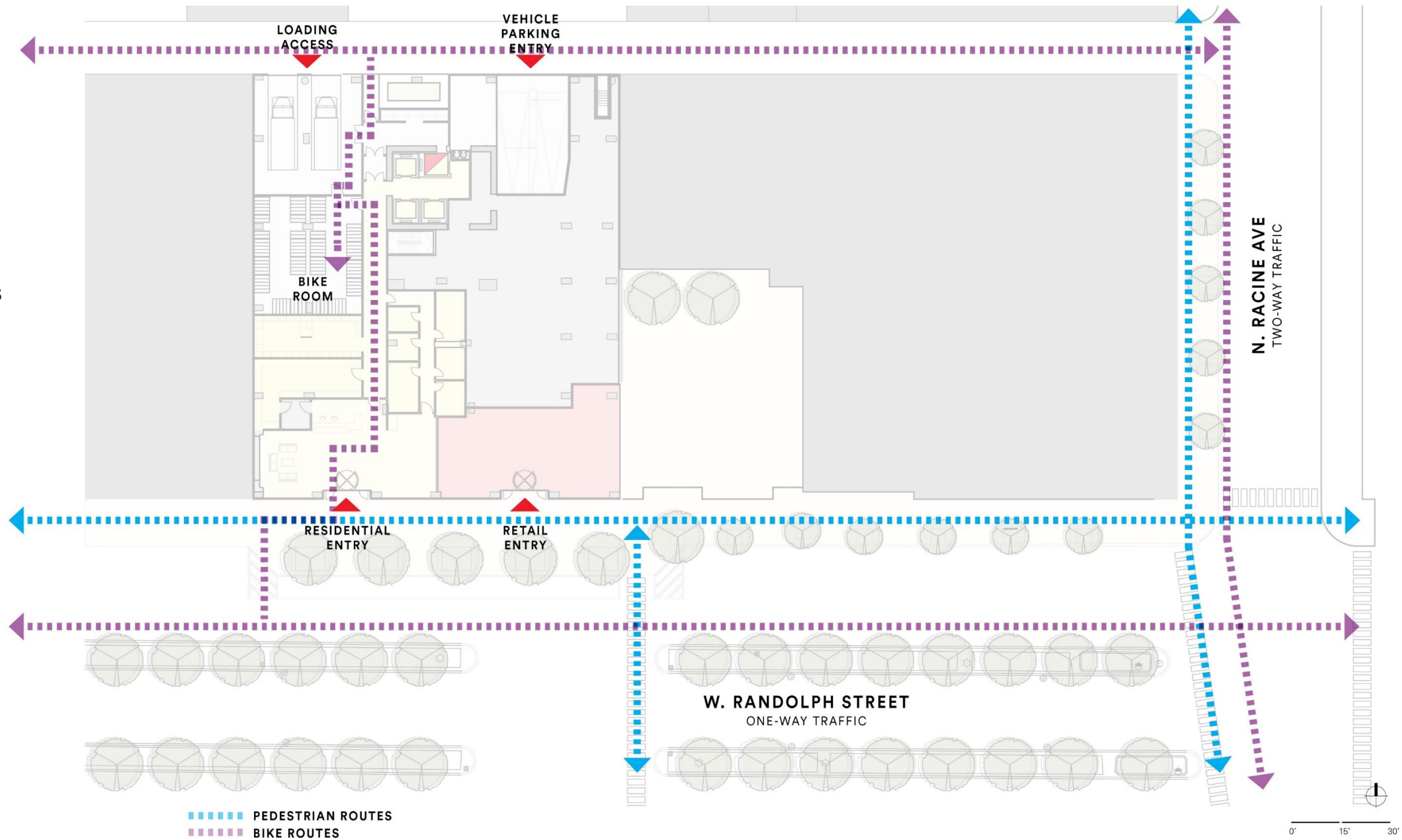
17-8-0907-B-1:
THE BUILDING'S BASE IS DESIGNED AT A SCALE THAT REPRESENTS THE SURROUNDING CONTEXT. THE TOWER IS SETBACK FROM THE STREET TO REDUCE THE APPARENT MASS. ADDITIONALLY THE MATERIALS ANTICIPATED FOR THE BASE OF THE BUILDING ARE SIMILAR IN COLOR AND TEXTURE TO THE SURROUNDING CONTEXT

17-8-0907-C:
THE BUILDING HAS A CLEARLY DEFINED VERTICAL EXPRESSION. THE TOWER HAS AN UPPER-STORY SETBACK TO REDUCE THE APPARENT MASS AND BULK OF THE TOWER

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

17-8-0904-A:
 THE PROJECT PROMOTES SAFE AND EFFICIENT PEDESTRIAN, BICYCLIST & VEHICULAR CIRCULATION BY ALLOCATING ALL VEHICLE TRAFFIC PUBLIC ALLEY. 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 CURBSIDE DROPOFF/PICK-UP ZONES.

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



ZONING ORDINANCE: PEDESTRIAN ORIENTATION

AFFORDABLE REQUIREMENTS ORDINANCE

- The proposal is located in a downtown district and has a total of 395 units
- The 2021 ARO obligation is **79 ARO Units** which will be provided **on-site** (20% of 395)
- Affordable at an average of 60% AMI



GENERAL CONTRACTOR & DEVELOPER MBE/WBE STRATEGY:

- Work General Contractor 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:** ~\$160 Million
- **Construction Jobs:** ~400
- **Permanent Jobs:** ~25
- **Neighborhood Opportunity Fund Contribution:** \$1,918,350
- **Local Impact Fund Contribution:** \$191,835



DPD RECOMMENDATIONS

- ❖ The proposed amendment is in general conformance with the Fulton Market Innovation district plan approved and adopted by the Chicago Plan Commission. Details of which were included earlier in this report;
- ❖ The proposed amendment has been designed to be compliant with the West Loop Design Guidelines approved and adopted by the Chicago Plan Commission. Details of which were included earlier in this report;
- ❖ The proposed amendment promotes economically beneficial development patterns that are compatible with the character of existing neighborhood (per 17-8-0103), as evidenced by the design of the project, and the fact that the proposed design and the proposed uses are in context with the character of the adjacent properties, will meet the needs of the immediate community;
- ❖ All sides and areas of the buildings that are visible to the public are to be treated with materials, finishes, and architectural details that are of high-quality and appropriate for use on primary public-right-of-way-facing façade (per 17-8-0907-B-3), as evidenced through the information contained within this report. The design should be consistent with the exhibits for this planned development, and the corresponding proposal renderings.

DPD RECOMMENDATIONS

- ❖ The proposed amendment promotes transit, pedestrian and bicycle use, ensures accessibility for persons with disabilities and minimizes conflicts with existing traffic patterns in the vicinity (per 17-8-0904-A- 1,2, 3 & 4), as evidenced by the site's close proximity to public transit in the form of CTA bus lines, the site is within 1/2 mile of the Morgan Station situated along the CTA green and pink lines and within 1 mile of the Ashland Station along the CTA green and pink lines; the accessibility accommodations made on-site for the building users; pedestrian and bicycle ingress and egress options provided to the building users, and lastly ensuring that the design of the site works within the confines of the current existing traffic patterns at the site and creates little or no adverse impact to those patterns;
- ❖ The proposed building orientation and massing (per 17-8-0906-B) creates active street walls, as evidenced by the project design which brings the edge of the building up to the Randolph Street frontage and provides large transparent, operable store front windows adjacent to the public rights of way, the project also provides setbacks to transition the height appropriately