



DATA COLLECTED AT COMMUNITY WORKSHOP (JULY 13, 2017)

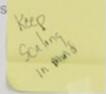
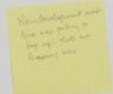
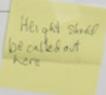
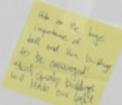
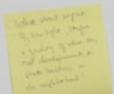
WEST LOOP DESIGN GUIDELINES COMMUNITY INPUT SUMMARY

1.0 GENERAL GUIDELINES

DESIGN EXCELLENCE GUIDELINES

DESIGN EXCELLENCE PRINCIPLES

Encourage high quality and innovative design of new buildings within the West Loop without being prescriptive as to building style.

| PRINCIPLE | COMMENTS |
|---|--|
| 1.1.1 - Promote architectural and urban design excellence by substantially adhering to the West Loop Design Guidelines. |  |
| 1.1.2 - New projects should be designed to be compatible with the existing and planned context in the West Loop including the landmark districts. |   |
| 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. |  |
| 1.1.4 - Strengthen and reinforce the desirable urban features within the West Loop such as block structure, streetwall continuity, building orientation, massing, design and streetscape characteristics. | |
| 1.1.5 - Preserve and integrate adjacent and on-site historic buildings in a complementary manner into new developments and consider compatible materials, building proportions and scale to the surrounding district. | |
| 1.1.6 - Encourage new development to respect the urban authenticity of existing historic buildings rather than encourage mimicry or replication of historic building designs and details in new buildings. |  |
| 1.1.7 - Consider the cumulative effects of new buildings on sunlight, comfort and quality of the public realm by maximizing solar access for streets, parks and public open space. |    |
| 1.1.8 - Ensure access to high quality open space by creating a safe, comfortable, accessible, vibrant, and attractive public realm and pedestrian environment. |  |

1. GENERAL GUIDELINES: DESIGN EXCELLENCE GUIDELINES

1.1 DESIGN EXCELLENCE PRINCIPLES

1.1.1 New projects should be designed to be compatible with existing and planned context in the West Loop, including the landmark districts.

- Keep scaling in mind.
- Ensure residences and buildings get enough light. Limit tall new buildings. Sidewalk light doesn't matter as much as light in people's homes.

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.

- Yes.

1.1.6 Encourage new development to respect the urban authenticity of existing historic buildings rather than encourage mimicry or replication of historic building designs and details in new buildings.

- New development must have new parking to keep up - that's not happening now.

1.1.7 Consider the cumulative effects and impacts of new buildings on sunlight, comfort and quality of the public realm by maximizing solar access for the public realm including streets, parks, and public open space.

- Height should be called out here.
- Hits on the huge importance of tall and thin buildings to be encouraged! Short, squat buildings will block out light.
- What about impact of sunlight, comfort, and quality of the new, tall developments on shorter buildings in the neighborhood?

1.0 GENERAL GUIDELINES

PRESERVE & ENHANCE STREETWALLS

PRESERVE AND ENHANCE STREETWALLS

Today the West Loop is a walkable urban district with strong street walls. The following guidelines were developed to strengthen the district street character with new development.

Leave a Comment

1.2.1 - Where a street wall exists, its continuity must be reinforced with the new development. Gaps between buildings that interrupt the street wall should be avoided.



COMMENTS
 - ensure corner building facade...
 - make sure not...
 - make sure street wall...
 - make sure...
 - make sure...

1.2.2 - Building orientation and massing should create active street walls lining the sidewalks.



COMMENTS

1.2.3 - Buildings should be aligned with neighboring buildings, abutting the sidewalk and close to one another.



COMMENTS
 YES
 - ensure...
 - make sure...
 - make sure...
 - make sure...
 - make sure...
 THIS NEEDS TO APPLY TO HEIGHT AS WELL

1.2.4 - Buildings on corner sites should be located close to both street frontages to help hold and give prominence to the corner.



COMMENTS
 YES
 - ensure...
 - make sure...
 - make sure...
 - make sure...
 - make sure...
 ADDS THAT THIS DOES NOT PERMIT...
 - ensure...
 - make sure...
 - make sure...
 - make sure...
 - make sure...
 TO MAKE IMPROVING PLANNING

1.2.5 - Blank walls are to be avoided and primary building façades must incorporate storefront window design or entryways that provide continuous visibility to the street.



COMMENTS
 YES!
 YES!
 YES!
 YES!
 YES!
 YES!

1. GENERAL GUIDELINES: PRESERVE & ENHANCE STREETWALLS

1.2 PRESERVE AND ENHANCE STREETWALLS IN THE WEST LOOP

1.2.1 Where a street wall exists, its continuity must be reinforced with the new development. Gaps between buildings that interrupt the street wall should be avoided.

- What happens when prior developments were built grazing the property line when they should have been built as a party wall?

1.2.3 Buildings should be aligned with neighboring buildings, located close to the sidewalk and close to one another.

- Yes, gaps between buildings could be a problem for safety.
- This needs to apply to height as well.

1.2.4 Buildings on corner sites should be located close to both street frontages to help hold and give prominence to the corner.

- Yes.
- How does this promote light?
- Agree that this does not promote light. Buildings should have cut away corners to make intersections plaza-like. (2)

1.2.5 Blank walls are to be avoided and primary building façades must incorporate storefront window design or entryways that provide continuous visibility to the street.

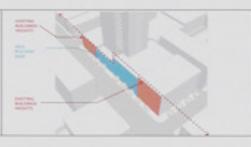
- Yes.

1.0 GENERAL GUIDELINES

BUILDING BASE DESIGN

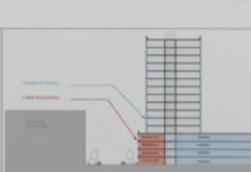
DESIGN OF THE BUILDING BASE

Encourage high quality buildings that are complementary with the street block-face.

| | | |
|--|---|---|
| <p>1.3.1 - Design the base of a building to be compatible with and complement the existing context of neighboring building heights along the street block-face. New buildings should respect the scale and proportion of adjacent buildings, parks and open space.</p> |  | <p>COMMENTS</p> <p>Apply to existing buildings? Buy a quality</p> <p>PROVIDE GREEN SPACE TO ADJACENT OPEN SPACE</p> <p>Consider first floor open space</p> <p>Leave a Comment</p> |
| <p>1.3.2 - With high density buildings, step the base to be compatible in height with adjacent lower scale buildings.</p> |  | <p>COMMENTS</p> <p>Can this be used as the basis of the local neighborhood context? The height of the building is important in relation to the scale of the street.</p> <p>Don't make taller buildings</p> <p>ALL TALL BUILDINGS</p> <p>Make the building do not fit the character of the neighborhood</p> <p>Make the building base at a cut</p> |
| <p>1.3.3 - Line the base of the building with active, ground level uses to promote a safe and active public realm.</p> |  | <p>COMMENTS</p> <p>Set back off street create plaza areas for public use reduce green gas</p> <p>INCREASE GREEN SPACE</p> |
| <p>1.3.4 - In a mixed use development, locate land uses and building entrances based on the local context, for example residential on narrow streets and office on commercial or wider streets.</p> |  | <p>COMMENTS</p> |
| <p>1.3.5 - Provide a first floor height consistent with the rest of the street block face and façade transparency in compliance with the Chicago Zoning Ordinance.</p> |  | <p>COMMENTS</p> <p>How tall the facade, 10' - 12' - 14' - 16'</p> |
| <p>1.3.6 - Articulate the base building with high quality materials and design elements that fit with the district context and enhance the pedestrian scale.</p> |  | <p>COMMENTS</p> |

LOCATION AND BUFFERING OF PARKING PODIUMS

If parking is located at the base of the building (podium), then ensure there are active uses and quality facades buffering the parking areas from public view.

| | | |
|--|---|---|
| <p>1.4.1 - Consider low scale liner buildings along lower scale streets, for example townhouses that buffer and screen a parking deck from a residential street.</p> |  | <p>COMMENTS</p> <p>Yes</p> <p>Yes! - use elements and high quality</p> <p>Yes!</p> <p>Make sure the building is not too tall and not too wide</p> |
| <p>1.4.2 - Locate active building program elements along the street frontages to screen the parking podium.</p> <p>See parking podiums</p> |  | <p>COMMENTS</p> <p>Make sure the building is not too tall and not too wide</p> <p>Make sure the building is not too tall and not too wide</p> |

1. GENERAL GUIDELINES: BUILDING BASE DESIGN

1.3 DESIGN OF THE BUILDING BASE

1.3.1 Design the base of a building to be compatible and complement the existing context of neighboring building heights along the street block-face and respect the scale and proportion of adjacent buildings, parks and open space.

- Open space? That's it? Keep it green!!!
- Encourage green roofs or amenity terraces that add to the "natural" character and reduce heat island effect.
- Setbacks that incorporate green space.

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

- Can the height of the base be tied to the width of the main and adjacent street so deep canyons can be avoided? (i.e. height of podium at 75-80% of street width)
- These guidelines contradict other guidelines.
- No tall buildings.
- Tall buildings do not fit the character, look, and feel of the neighborhood.
- We are in a city- tall buildings belong in a city

1.3.3 Line the base of the building with active, ground level uses to promote a safe and active public realm.

- Set backs off street. Create plaza areas for public use. Include green space.
- Increase green space.

1.3.5 Provide a first floor height consistent with the rest of the street block face and façade transparency in compliance with the Chicago Zoning Ordinance.

- How does this promote open space and light?

1.4 LOCATION AND PARKING PODIUM BUFFERING OF PARKING

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

- Yes.
- Require developments to include enough parking.
- Require developers to build enough parking so we don't have to keep trying to find solutions for lack of parking!!

1.4.2 Locate active building program elements along the street frontages to screen the parking podium.

- Good move. Also consider reducing parking requirements below current standards.
- Parking requirement reduce beyond TOD limits.

1.0 GENERAL GUIDELINES

ARCHITECTURAL COMPONENTS & MATERIALS

ARCHITECTURAL COMPONENTS

Encourage high quality and urban oriented architecture that activates the ground level with quality entrances, design character and canopies.

| | | |
|--|--|--|
| <p>1.5.1 - Building entrances should be easily identifiable from the street and special architectural treatments that highlight the entry location are encouraged.</p> | | <p>COMMENTS</p> <p>Keep entrance off smaller streets</p> <p>Make sure building entry is clearly visible</p> <p>Leave a Comment</p> |
| <p>1.5.2 - Where applicable, existing West Loop character elements should be maintained and incorporated into new development.</p> | | <p>COMMENTS</p> <p>Keep the brick on the street side</p> <p>Use brick on the street side</p> |
| <p>1.5.3 - Buildings located at major intersections should reinforce the architectural definition of the corners of the block by building to the corner. Strategies for strengthening the corner can include adding an architectural feature, special material, or locating the entry at the corner.</p> | | <p>COMMENTS</p> <p>Use brick on the street side</p> |
| <p>1.5.4 - High quality designed canopies and awnings are encouraged in the district. Refer to Fulton Randolph Market District design guidelines for historic properties and other streetscape applications.</p> | | <p>COMMENTS</p> <p>Use brick on the street side</p> |
| <p>1.5.5 - Balconies located on primary building façades should be inset and integrated into the façade design.</p> | | <p>COMMENTS</p> <p>YES = bb</p> <p>Use brick on the street side</p> |

MATERIAL GUIDELINES

Ensure new buildings are composed of high quality materials and detailing that complement the West Loop.

| | | |
|--|--|---|
| <p>1.6.1 - All sides and areas of buildings that are visible to the public should be treated with materials, finishes and architectural details that are of high-quality and appropriate for the use on the primary street-facing façade(s).</p> | | <p>COMMENTS</p> <p>Use brick on the street side</p> |
| <p>1.6.2 - Design excellence should be incorporated into the selection of high quality and innovative building materials and detailing.</p> | | <p>COMMENTS</p> <p>Use brick on the street side</p> |
| <p>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.</p> | | <p>COMMENTS</p> <p>Use brick on the street side</p> |

1. GENERAL GUIDELINES: ARCHITECTURAL COMPONENTS & MATERIALS

1.5 ARCHITECTURAL COMPONENTS

1.5.1 Building entrances should be easily identifiable from the street and special architectural treatments that highlight the entry location are encouraged.

- Keep entrances off smaller streets.
- Entry locations avoided on busy streets to keep traffic congestion down.

1.5.2 Where applicable, existing West Loop character elements should be maintained and incorporated into new development.

- Yes! The clock tower is a treasure and seen from the park. No tower blocking it from public areas.
- West loop bricks style and industrial loft should stay.
- Existing west loop characteristics include a height less than ten floors. (2)
- Use brick!

1.5.3 Buildings located at major intersections should reinforce the architectural definition of the corners of the block by building to the corner. Strategies for strengthening the corner can include adding an architectural feature, special material, or locating the entry at the corner.

- No - this creates the bulk you are trying to avoid.
- Where is the concept of the setback?

1.5.5 Balconies located on primary building façades should be inset and integrated into the façade design.

- Yes, unless rehab from old bricks style.
- Yes. The balconies look better inset and integrated into the façade design.
- Yes! Inset looks better and safer for residents/passers-by traffic.

1.6 MATERIAL GUIDELINES

1.6.1 All sides and areas of buildings that are visible to the public should be treated with materials, finishes and architectural details that are of high-quality and appropriate for the use on the primary street-facing façade(s).

- "High quality" should be defined.
- Yes!
- Brick!

1.6.2 Design excellence should be incorporated into the selection of high quality and innovative building materials and detailing.

- What is "high quality?" Another vague criterion open for interpretation.

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.

- And, height.
- Materials should complement the history of the area and align with the other older buildings.
- Yes.

2.0 TALL BUILDING DESIGN GUIDELINES: BUILDINGS DESIGN & SETBACKS

2.1 BUILDING SETBACKS

2.1.1 Strengthen the street wall by positioning the base of the building at the property line. To improve the streetscape along strategic corridors, consider increasing the sidewalk width when there is an opportunity to modify over 60% of the block face.

- Yes, more sidewalk space or same sidewalk and bike lanes since cyclists end up riding on sidewalk.
- Add more trees and landscape.

2.1.2 Set back the tower portion of the building away from roadways. Where possible, provide an upper level set-back at the podium level to respect the existing scale of the street.

- Perhaps not a continuous setback, some portions of the tower could come to the ground.
- Yes.
- More public space @street level. Limit podiums lot line to lot line.

2.2 TALL BUILDING DESIGN

2.2.1 If there are multiple tall buildings on a single site, maximize the separation between the buildings to maximize solar access.

- Residents do not want that!
- Limit tall buildings on small streets even if on single site.
- Need 10 story or less restriction!
- Concern about all the current residences that are 10 stories or less. These proposals to not prevent current buildings from having to live on shadows 24/7. Limit height!
- As long as the building is 10 stories or less, I agree with this project.
- Don't want tall buildings!
- Aldermen should not advocate for tall developments so close together.
- West Loop needs heights restrictions. 10+ Stories is too tall.
- Height restrictions need to be implemented - 9 or less.
- No tall buildings beyond the major border streets (Halsted, expressway, Ogden, Lake)!
- Buildings should be 10 stories or less.
- Stop trying to ram these tall buildings down our throats. Why is this so hard for you? We don't care about the brick choice - not 600 units on a 250 unit block!

2.2.2 A tall building proposed on a site adjacent to an existing tall building should use setbacks and other location strategies to achieve a maximum distance between the buildings.

- No more 10+ Story buildings on residential lots with existing buildings!
- Why are you under the impression that residents want tall buildings? Developers want tall buildings, not residents?
- What about a tall building proposed adjacent to an existing smaller building?

2.0: TALL BUILDING DESIGN GUIDELINES: PUBLIC REALM & SHADOWS

2.3 TOWER DESIGN IMPACTS TO THE PUBLIC REALM

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

- No tall buildings! Keep lower than 10 stories!
- Densities are currently getting ridiculous around Halsted. Need density restrictions.
- Nothing wrong with height! Focus on quality.
- Hell, no!
- We have plenty of tall real estate available in the South Loop. Don't make the same mistakes on our backs.
- Residents do not want tall buildings. Why is it so hard to acknowledge?
- The location of the building needs to be taken into account. Further from historic area or from Randolph should allow higher height.
- Can tower plants be limited to 100ft x 100ft so "the wall" tower effect is minimized or eliminated? (4)
- Agree - need height limits. Too many tall buildings ruining the West Loop.
- Oppose the rezoning and LG developments which is incongruent with the density of the current block. One huge project giving 4x units of what's there. Take the tall west, streets too narrow.
- No!
- All the ground floors to 1-2 are still lot line to lot line.
- Too many tall buildings ruin the feel of the neighborhood.
- Seems out of step with the neighborhood to build excessively tall buildings amongst pre-existing older loft buildings. Height restrictions should be in place. Do not turn this into the south loop. We bought here 10 years ago because we were (wrongly) told by our agent - no buildings over 8-10 stories West of Halsted. Why so much density needed? Tall or wide? That's the bigger issue. Don't destroy the neighborhood.
- How many times do we have to say it? NO TALL BUILDINGS!
- These guidelines do not address the issue that residents (majority) don't want tall buildings, thin or otherwise.
- The West Loop character is to be low height low density buildings not tall towers.
- What about all the current residence buildings that are 10 stories or less? Taller buildings will significantly compromise slight in older buildings will be dwarfed and always in shadows.

2.3.2 For larger sites, design building program into thinner structures to allow for publicly accessible open space on site. This space could be used for outdoor cafes, or for leisure space for building occupants.

- Yes
- Agree. More open space @ grade.
- Open space needs to have public access developers should not get credit for private green space.
- Yes More parks and open space.

2.3.3 Shadows created by tall buildings should be analyzed by conducting a shadow study to minimize impacts to surrounding open space and streets.

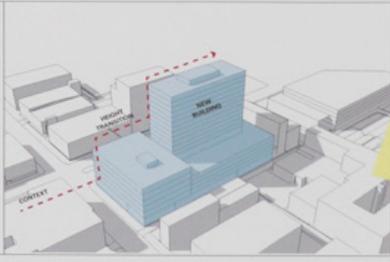
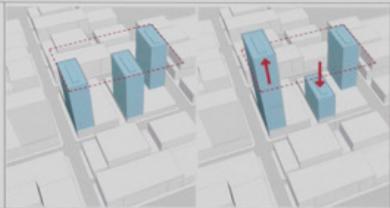
- Yes, especially in popular public amenities.
- Also need to minimize impact to adjacent and surrounding current buildings/residencies, not just open space and streets.
- It should be done - will it be followed?
- Properties lose values when light and views are gone. What about that impact of shadows for tall buildings?

2.0 TALL BUILDING DESIGN GUIDELINES

BUILDINGS HEIGHT TRANSITIONS

HEIGHT TRANSITIONS

Avoid abrupt changes in height, especially adjacent to historic buildings.

| | | |
|---|---|---|
| <p>2.4.1 - Tall buildings and their podiums should use a stepped approach to building design, in order to transition between surrounding lower scale buildings and high density buildings on the same block face.</p> |  | <p>COM</p> <p><i>Should be 7' to 8' high podium</i></p> <p><i>No!</i></p> <p><i>Yes</i></p> <p><i>Community Review criteria: Design team w/ diverse scale of building forms, transition, transition</i></p> <p><i>What is appropriate amount of podium w/ main tower? -> 10' - 12' or 15' tall or 10' - 12' or 15' -> creating ledge</i></p> <p><i>Podium than 12' max -> avoid below 10' - 12' -> height diversity</i></p> <p><i>Leave a Comment</i></p> |
| <p>2.4.2 - Design new developments to benefit all perimeter streets by coordinating with the character of the individual streets.</p> |  | <p>COMMENTS</p> <p><i>Podium should include podium</i></p> <p><i>Ground floor should be ground floor</i></p> |
| <p>2.4.3 - When multiple towers are located on a single site or block a diversity of heights related to the context should be used.</p> <p><i>No, it's ugly</i></p> <p><i>10' - 12' podium</i></p> <p><i>10' - 12' podium</i></p> |  | <p>COMMENTS</p> <p><i>Will there be a podium for 'workings'?</i></p> <p><i>What if someone do not want MULTIPLE TOWERS? -> Access</i></p> <p><i>What about podium building in the block? Existing buildings are taller than 10 stories</i></p> <p><i>Other approach: podium building in the block? Existing buildings are taller than 10 stories</i></p> <p><i>Why do the WL only gets 10% of the total US?</i></p> |

2.0: TALL BUILDING DESIGN GUIDELINES: BUILDINGS HEIGHT TRANSITIONS

2.4 HEIGHT TRANSITIONS

2.4.1 Tall buildings and their podiums should use a stepped approach to building design, to transition between surrounding lower scale buildings and high density buildings on the same block face.

- Guidelines don't solve density height problems!
- No!
- Yes!
- Community needs overall density plan with green space, schools, traffic infrastructure.
- What is appropriate amount of setback when new building is 4x taller than adjacent existing buildings?

2.4.2 Design new development to benefit all perimeter streets by coordinating with the character of the individual streets.

- More floors should include parking.
- Consistency in height/density/design is paramount.

2.4.3 When multiple towers are located on a single site or block, a diversity of heights, related to the context should be used.

- No, it's ugly.
- Why do the WL only gets 10%, don't cheat US.
- What if residents do not want multiple towers? (2)
- Will there be a formula for separation?
- Not enforceable developer! FAR driven.

3.0 SITE SPECIFIC GUIDELINES: HALSTEAD & VAN BUREN STREET CORRIDORS.

3.1 HALSTED STREET AND VANBUREN STREET CORRIDORS

3.1.1 Provide significant upper level set-back along these arterial streets to position the tower closer to expressway frontage, in order to maximize the daylight reaching the pedestrian area of the street and maintain the scale of the street wall with the existing context.

- Why is daylight important in considering pedestrians but not when approving developments that block significant sunlight to existing buildings?
- And, oriented to have least impact on other buildings rather than enhance the views in the towers.
- Does not help w. Pedestrian feel ground level. Set backs are needed.
- Yes!! Light for people in their houses is as valuable, if not more, than pedestrians.

3.1.3 Tall buildings and large scale developments in these corridors should reinforce the gateways / entrances to the West Loop by incorporating architectural features (such as corner articulation, entrances, landscape and/or streetscape elements) at major intersections.

- Halsted or Van Buren only!!
- There should be no tall building in the center of the neighborhood. Place them along the borders only.
- I'd hardly call that integrated (referring to picture), eyesore maybe. This is what we don't want in West Loop.

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.

- Not important if it means the building has to be over 10 stories!
- More than just planters and trees. Provide plaza areas for residents to congregate and sidewalk dining.

3.0 SITE SPECIFIC GUIDELINES: OGDEN AVENUE & WASHINGTON STREET CORRIDORS

3.2 OGDEN AVENUE CORRIDOR

3.2.1 Large scale triangular parcels along Ogden provide an opportunity to create an new urban street wall, with a building base (that can include parking) and would help to establish a more pedestrian scale to the streetscape.

- Walkable!! Yes!
- Currently not happening at Ashland/Ogden. Needed and pedestrian overpass.
- Yes! Ped overpass.
- The width of street to max podium height. Ensure same setbacks are used from lake and Randolph guidelines.

3.2.3 Tall buildings can create an opportunity for iconic buildings and gateway elements to help identify the western edge of the West Loop.

- Yes
- No
- Agree with the Gateway concept at Ogden Ave.
- Why? How? Tall is good?? Height is restricting. 10 or less stories.

3.2.4 Tall buildings should be placed perpendicular the Ogden Avenue to reinforce the urban form of the street.

- No
- Yes
- Setbacks need to be at ground level.
- Stop promoting podiums!
- Are you discouraging ground floor retail?

3.3 WASHINGTON STREET CORRIDOR

3.3.1 East of Carpenter Street: Support the existing urban streetscape with street trees and parkway and buildings at property line.

- Yes
- That's it? Significant problems now @ property.

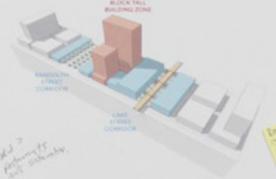
3.0 SITE SPECIFIC GUIDELINES

RANDOLPH & LAKE STREET CORRIDORS

RANDOLPH STREET CORRIDOR

Support the street as a commercial and retail corridor.

3.4.1 - Randolph Street should continue to be developed as a commercial and retail corridor and the existing retail and restaurant character should be preserved. Tall residential buildings located along Randolph Street should be set back towards the center of the block and not front directly on Randolph Street.



COMMENTS

Handwritten notes:
 - "The 7 story tall height is what makes the street exciting" (yellow sticky note)
 - "Don't make setbacks too narrow... consider parking... set of setbacks... make a 'no parking' zone" (yellow sticky note)

Handwritten note: "Leave a Comment" (yellow sticky note)

3.4.2 - Refer to Fulton Randolph Market District for design guidelines for Randolph Street rooftop additions, setback dimensions and heights.



COMMENTS

3.4.3 - Parking and service access should not be accessed from the Randolph Street frontage, only from alleys and/or north or south side street locations.



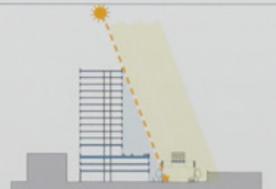
COMMENTS

Handwritten note: "Yes" (grey sticky note)

LAKE STREET CORRIDOR

Address the unique conditions of the elevated CTA structure.

3.5.1 - An upper level setback is encouraged along Lake Street to maintain daylight at the ground level. This is especially true along the south side of the street where street daylight will be impacted by both shadows and the "L". The setback can also be utilized to provide a sound buffer for buildings adjacent to the "L".



COMMENTS

Handwritten note: "Leave a Comment" (yellow sticky note)

3.5.2 - Consider sound absorbent materials along Lake Street to help with mitigating the sound reverberating from the "L".



COMMENTS

3.5.3 - Residential entrances, parking entrances, and drop-off zones should be located along alleys and north-south side streets where possible and not along Lake Street. Retail and commercial entrances should be located along the Lake Street frontage.



COMMENTS

Handwritten notes:
 - "Retail and commercial entrances" (yellow sticky note)
 - "Don't make setbacks too narrow... consider parking... set of setbacks... make a 'no parking' zone" (yellow sticky note)
 - "Think about... setbacks... make... setbacks... make a 'no parking' zone" (yellow sticky note)

3.0 SITE SPECIFIC GUIDELINES: RANDOLPH & LAKE STREET CORRIDORS

3.4 RANDOLPH STREET CORRIDOR

3.4.1 Randolph Street should continue to be developed as a primarily commercial / retail corridor and the existing Randolph retail/restaurant character should be preserved. Tall residential buildings located along Randolph Street should be set back towards the center of the block, and not front directly on Randolph Street.

- Randolph needs a complete overhaul. Remove blvds - install pull in diagonal parking - close on Friday nights - restaurants set up tables and bus stations.
- The 2 story building height is what makes the street inviting.
- Yes.

3.5 LAKE STREET CORRIDOR

3.5.3 Residential entrances, parking entrances, and drop-off zones should be located along alleys and north-south side streets where possible and not along Lake Street. Retail and commercial entrances should be located along the Lake Street frontage.

- Disagree for residential entrances.
- Build drop off into building design. People won't use designated drop-offs.
- Traffic impact needs to be analyzed. Note Fulton scope is a disaster now and future.

AREAS ADJACENT TO HISTORIC DISTRICTS

AREAS ADJACENT TO HISTORIC DISTRICTS

Create compatible urban form adjacent to historic districts.

Leave a Comment

3.6.1 - Specific attention should be given to preserving the scale of the existing streetwall.



COMMENTS

3.6.2 - A transition in the scale of new construction is necessary to appropriately complement the lower scale of existing historic structures. New developments being proposed adjacent to historic districts should provide a transition in scale to help preserve the unique urban character of the district.



COMMENTS

Not just applicable for historic building. All buildings that have historic should be taken into account - if it's not for historic building.

Yes

Yes

Yes

yes! Materials should be similar to historic district but not identical.

3.6.3 - The scale of architectural design elements and details in the surrounding historic context should be considered.



COMMENTS

yes!

Yes - 3.6.3 and 3.6.4

3.6.4 - New development massing and building form should be designed to preserve street-level views of landmark buildings.



COMMENTS

yes!

3.0 SITE SPECIFIC GUIDELINES: AREAS ADJACENT TO HISTORIC DISTRICTS.

3.6 AREAS ADJACENT TO HISTORIC DISTRICTS

3.6.2 A transition in the scale of new construction is necessary to appropriately complement the lower scale of existing historic structures. New developments being proposed adjacent to historic districts should provide a transition in scale to help preserve the unique urban character of the district.

- Yes.
- Not just applicable for historic buildings. All buildings and their height should be taken into account. Limit to 10 stories max. (2)
- Yes, materials should be similar so as not to detract from historical elements. (2)

3.6.3 The scale of architectural design elements and details in the surrounding historic context should be considered.

- Yes.

3.6.4 New development massing and building form should be designed to preserve street-level views of landmark buildings.

- Yes.

3.0 SITE SPECIFIC GUIDELINES

AREAS ADJACENT TO PARKS & OPEN SPACE

AREAS ADJACENT TO PARKS AND OPEN SPACES

Create compatible urban form adjacent to parks and open space.

3.7.1 - Create opportunities for buildings to frame and enhance open space and streetscapes by defining the edge of the public realm (to include sidewalks, open space, plazas, etc).



COMMENTS

The existing building is working. When creating these opportunities it works.

NO!

That is good

Yes

Yes

Yes

Lower density/height along park edge

Leave a Comment

3.7.2 - Buildings proposed for the sites adjacent to a park space should provide a shadow study, and illustrate how the development will mitigate any impacts to the park space.



COMMENTS

No wall on the back side of it

AD building is "THICK" THAT COULD SHUT FORWARD PARKING

Managed in the park & street level that all it comes up with building

No building over park level to take view

3.7.3 - Retail and other active ground floor uses are desirable surrounding the park, to enhance the pedestrian experience and increase safety.



COMMENTS

Use of ground floor retail and active uses is important to enhance the pedestrian experience and increase safety.

Leave a Comment

Yes

3.0 SITE SPECIFIC GUIDELINES: AREAS ADJACENT TO PARKS & OPEN SPACE

3.7 AREAS ADJACENT TO PARKS AND OPEN SPACES

3.7.1 Create opportunities for buildings to frame and enhance open space and streetscapes by defining the edge of the public realm (to include sidewalks, open space, plazas, etc).

- The wording of this is confusing. Who creates these opportunities and how?
- Yes.
- This is good.
- Lower density/height along park edge.

3.7.2 Buildings proposed for the sites adjacent to a Park should provide a shadow study, and illustrate how the development will mitigate any impacts to the park space.

- Too late for Mary Bartelme Park.
- No buildings taller than current ones around parks.
- No buildings near parks should be considered.
- Minimize impact to the parks and resident buildings that will be surrounded by too tall buildings.

3.7.3 Retail and other active ground floor uses are desirable surrounding the park, to enhance the pedestrian experience and increase safety.

- What park? Mary Bartelme does not need more traffic and valet on the corner will make crosswalk worse. Several times a week I see cars not stop in intersections.
- Union Park?

3.0 SITE SPECIFIC GUIDELINES

RETAIL DESIGN GUIDELINES

RETAIL NODES

Support existing retail locations in the West Loop to thrive as walkable shopping districts.

3.8.1 - First floor facades in identified retail preference zones should maintain a significant percentage of the ground floor area as retail storefront. In non-retail zones, active ground floor uses are encouraged. (refer to West Loop retail preference zones map)



COMMENTS

Handwritten comment: "Retail to be a significant percentage of the ground floor area."

Handwritten comment: "Retail to be a significant percentage of the ground floor area."

Leave a comment

3.8.2 - Within retail preference zones provide an appropriate retail first floor heights.



COMMENTS

Handwritten comment: "Retail to be a significant percentage of the ground floor area."

3.8.3 - Facades within retail nodes should have a high percentage of clear un-tinted glazing along the primary street frontages (refer to Zoning Ordinance criteria).



COMMENTS

Handwritten comment: "Retail to be a significant percentage of the ground floor area."

3.8.4 - Multiple entries along a street block-face are encouraged to enhance the activity of the street.



COMMENTS

Handwritten comment: "Retail to be a significant percentage of the ground floor area."

3.0 SITE SPECIFIC GUIDELINES: RETAIL DESIGN GUIDELINES

3.8 RETAIL NODES (SEE RETAIL NODES MAP)

3.8.1 First floor facades in identified retail preference zones should maintain a significant percentage of the ground floor area as retail storefront. In non-retail zones, active ground floor uses are encouraged. (Refer to West Loop retail preference zones map)

- What is a "retail pedestrian zone"?
- Retail spaces are not filling. Consider over built and impact on neighborhood.
- Where are these "preference zones" identified? Whose preference is it? What are these preferences based on and how retail-type specific are they?
- Define square footage guidelines per zone to promote retail diversity - not just big box stores.

3.8.3 Facades within retail nodes should have a high percentage of clear / un-tinted glazing along the primary street frontages. (Refer to Zoning Ordinance criteria)

- This has no personality. Look to shop Billy Reid on Randolph as a good example of storefront design. Characteristic with the neighborhood.

3.8.4 Multiple entries along a street block-face are encouraged to enhance the activity of the street.

- Encourage blend of indoor and outdoor space at retail edge. Precedent image is good example.

5.0 PUBLIC REALM DESIGN GUIDELINES: STREETSCAPE & PEDESTRIAN SAFETY

5.1 PEDESTRIAN SAFETY

5.1.1 When reconstructing street corners to meet CDOT and ADA accessibility standards, provide corner bumpouts to reduce the crossing distance at intersections and enhance public safety.

- Include proper sewer drainage.
- Where is CDOT in all of this?
- Madison between Morgan and ADA needs to have better ped safety.
- Traffic flow needs to be considered as part of pedestrian safety.

5.2 PLACEMAKING

5.2.1 Leverage the Chicago Department of Transportation Make Way for People program to develop underutilized public open spaces. Potential applications include People Spots, People Streets, People Plazas and People Alleys.

- Food trucks aren't economically viable. Enable FOOD CARTS to use food truck parking. Create dining areas using Make Way for People. One for each of the 3 West Loop Parks.
- No trees in plans. All West Loop intersections are very dense, particularly Washington and Randolph.
- Usable alleys where possible. Pedestrian only dining options in alleys.

5.2.2 Where feasible, coordinate with property owners of vacant lots to activate them with temporary improvements such as community gardens, public art installations, landscaping or other improvements to enhance the pedestrian experience.

- Yes!
- Create a pop up use permit (12-24 months).
- TrueWestLoop.com - Proposal for a community garden, Use McD's HQ clay to build community ovens.
- Yes! Please increase landscaping standards.
- Yes! But we need more parking, too!

5.3 STREETSCAPE

5.4.1 Create a safe and inviting public realm including high quality paving materials, lighting, plantings, and sidewalk furnishings.

- Where is CDOT in this process?
- Need waste disposal.
- Big concrete planters are not compatible with smooth pedestrian flow. Than then leads to safety issues. Prefer more walk space. Landscape with other than concrete planters.

5.4.2 Follow applicable City of Chicago Design Standards (CDOT Streetscape Design Standards, Guide to the Chicago Landscape Ordinance, CDOT Street and Site Plan Design Standards and City of Chicago Sidewalk Café Requirements).

- Is Fulton an example? If yes, then these are not good standards.

5.4.3 When streetscape improvements are planned for the Public ROW immediately adjacent to a proposed project, the property owner is responsible for paying all necessary construction costs and or constructing the necessary improvements as well as coordinating with all Authorities Having Jurisdiction.

- Include requirements for upkeep by owner/business. Parts of Madison are rarely cleaned up in front of storefront.
- Please increase streetscape standards.

5.0 PUBLIC REALM DESIGN GUIDELINES

SUSTAINABLE DESIGN & SIGNAGE

SIGNAGE AND IDENTITY

5.5.1 - Express neighborhood character in streetscape design through: wayfinding and informational signage, public art opportunities, banners, and other strategies. Develop a unified approach and strategy through the various neighborhood organizations.



COMMENTS

Too green!

Leave a Comment

SUSTAINABLE DESIGN

5.3.1 - Incorporate sustainable design features in the public realm by utilizing the CDOT Sustainable Urban Infrastructure Guidelines where feasible.



COMMENTS

TOO GREEN!

5.0 PUBLIC REALM DESIGN GUIDELINES: SUSTAINABLE DESIGN & SIGNAGE

5.5 SIGNAGE AND IDENTITY

5.5.1 Express neighborhood character in streetscape design through: wayfinding and informational signage, public art opportunities, banners, and other strategies. Develop a unified approach and strategy through the various neighborhood organizations.

- Too generic.

5.3.1 Incorporate sustainable design features in the public realm by utilizing the CDOT Sustainable Urban Infrastructure Guidelines where feasible.

- Consider sidewalk planters as activated "pocket parks" See San Francisco pocket park design guide.

6.0 PARKING & SERVICE GUIDELINES

ALLEY, PARKING AND BICYCLE AMENITIES

ALLEY, SERVICE AND LOADING ACCESS

| | |
|--|---|
| <p>6.1.1 - If the proposed development spans an entire block and the block is larger than the standard City of Chicago block, consider incorporating an internal alley to handle service and loading.</p> | <p>COMMENTS</p> <p><i>Leave a Comment!</i></p> |
| <p>6.1.2 - Locate loading docks off the public alley to minimize pedestrian conflicts where feasible. Where public alley access is not feasible, locate loading dock access on the adjoining side street.</p> | <p>COMMENTS</p> <p><i>Common Sense</i></p> |
| <p>6.1.3 - Setback loading docks off the public way so that delivery trucks, moving vans, waste haulers and other trucks minimize curbside conflicts within the public way. In addition, large developments are encouraged to incorporate an internal vehicular drop-off area.</p> | <p>COMMENTS</p> |
| <p>6.1.4 - Existing on-street loading zones are to be re-evaluated as part of the planned development review process to determine their overall use and effectiveness.</p> | <p>COMMENTS</p> <p><i>Existing service zones to be re-evaluated as part of the planned development review process to determine their overall use and effectiveness.</i></p> |

OFF-STREET PARKING

| | |
|--|---|
| <p>6.2.1 Locate access to structured parking facilities off the public alley when feasible to minimize pedestrian conflicts. Where public alley access is not feasible, locate garage access on the adjoining side street.</p> | <p>COMMENTS</p> <p><i>On narrow street, parking structure will be difficult</i></p> <p><i>Is there an alley? If not, consider drop-off/pick-up area</i></p> |
| <p>6.2.2 - Provide audio/visual pedestrian warning systems on the exit drive of parking facilities in heavily traveled pedestrian areas. Volume levels for the audible feature should not adversely impact adjoining properties.</p> | <p>COMMENTS</p> |
| <p>6.2.3 - All parking structure façade design on all street frontages must meet or exceed the current City of Chicago zoning ordinance.</p> | <p>COMMENTS</p> |
| <p>6.2.4 - In retail areas, provide retail parking on the 1st floor behind the retail or underground or above the 1st floor to serve the parking requirements.</p> | <p>COMMENTS</p> <p><i>Yes - some parking!</i></p> <p><i>Review whether applicable to this use as to whether pedestrian access is needed.</i></p> |
| <p>6.2.5 - Incorporate parking for a car-sharing service into structured parking facilities.</p> | <p>COMMENTS</p> <p><i>yes!</i></p> |
| <p>6.2.6 - Incorporate electric-vehicle car-charging stations into parking structures.</p> | <p>COMMENTS</p> <p><i>yes!</i></p> |
| <p>6.2.7 - Provide ride share and taxi loading areas within developments in order to minimize curbside conflicts and congestion.</p> | <p>COMMENTS</p> <p><i>Yes! - provide a drop-off/pick-up area</i></p> |

BICYCLE AMENITIES

| | |
|--|---|
| <p>6.3.1 - Provide secured bicycle storage and parking within buildings. For buildings along future Spoke Routes and Crosstown Bike Routes, consider bicycle parking capacities that exceed the minimum bicycle parking requirement.</p> | <p>COMMENTS</p> <p><i>yes! to 6.3.1 6.3.2 6.3.3</i></p> |
| <p>6.3.2 - Offer shower and changing facilities on-site or access to nearby facilities at a discount for commercial office uses.</p> | <p>COMMENTS</p> |
| <p>6.3.3 - Install an on-site bicycle fix-it station enabling bike repairs and maintenance.</p> | <p>COMMENTS</p> |

6.0 PARKING & SERVICE GUIDELINES: ALLEY, PARKING AND BICYCLE AMENITIES

6.1 ALLEY/SERVICE/LOADING ACCESS

6.1.2 Locate loading docks off the public alley to minimize pedestrian conflicts where feasible. Where public alley access is not feasible, locate loading dock access on the adjoining side street with the lowest functional classification.

- Common sense.

6.1.4 Existing on-street loading zones are to be re-evaluated as part of the planned development process to determine their overall use and effectiveness.

- Services and residents consider Uber/Taxi/Lyft access.

6.2 OFF-STREET PARKING

6.2.1 Locate access to structured parking facilities off the public alley when feasible to minimize pedestrian conflicts. Where public alley access is not feasible, locate garage access on the adjoining side street with the lowest functional classification.

- We have no parking on street now - so project in some now. Where are some cars to go?
- On narrow street, parking entrances will be difficult.

6.2.4 In retail areas, provide retail parking on the first floor behind the retail or underground or above the 1st floor to serve the parking requirements.

- Yes - more parking!
- Reduce Parking required to 50% so as to stimulate pedestrian only zones.

6.2.7 Provide ride share and taxi loading areas within developments in order to minimize curbside conflicts and congestion.

- Yes! Morgan - in front of federales is a nightmare.

6.3 BICYCLE AMENITIES

6.3.1 Provide secured bicycle storage and parking within buildings. For buildings along future Spoke Routes and Crosstown Bike Routes, consider bicycle parking capacities that exceed the minimum bicycle parking requirement.

- Yes

6.3.2 Offer shower and changing facilities on-site or access to nearby facilities at a discount.

- Yes

6.3.3 Install an on-site bicycle fix-it station enabling bike repairs and maintenance.

- Yes