



February 2, 2018

The Honorable Walter Burnett
27th Ward Alderman
4 N. Western Ave.
Chicago, IL 60612

Re: Zoning Changes for 330 N. Green, 333 N. Green, 360 N. Green, and 345 N. Morgan

Dear Alderman Burnett,

On December 11, 2017, Anthony Hrusovsky of Sterling Bay, along with Brett Taylor of Gensler presented a proposal for four structures over three Planned Development sites: 330 N. Green & 333 N. Green (the former Coyne College property), 360 N. Green (currently a parking lot), and 345 N. Morgan (now a vacant commercial building). The three buildings on Morgan would house ground-floor retail and office use on the upper floors while the Morgan site would contain an eleven-screen movie theater. The projects would bring 1.7M sq ft of office space to Fulton Market.

Designed by Skidmore, Owings & Merrill, the proposed 20-story, 295 ft building at 330 N. Green would include 205 parking spaces. The proposed structure at 333 N. Green would be 19 stories/280 ft and provide 326 parking spaces. The proposed project would require a zoning change from M2-3 to DX-7 with an 11.5 FAR (including a 4.5 FAR bonus). Note: this property sits within an area where the City recently increased the FAR range guideline from a potential 5.0 base FAR to a 7.0 base FAR.

Located north of the Metra/Amtrak tracks, Gensler-designed 360 N. Green would be 21 stories (298 ft) in height with 256 parking spaces. The project would require a zoning change from M2-3 to DX-5 with an 8.1 FAR (including a 3.1 FAR bonus).

Situated just north of Ace Hotel and across the street from Google headquarters, nine-story/132 ft tall 345 N. Morgan would have ground-floor retail, four levels of parking (275 spaces), and an eleven-screen movie theater and restaurant on the upper levels. The project would require a zoning change from M2-3 to DX-5 with a 5.0 FAR.

Representatives of our committee were also present at the January 24, 2018 community meeting for these projects. Our committee was pleased to see several of our recommendations incorporated into the building designs, including wider sidewalks, an off-street drop-off/pick-up area for 330 N. Green, and a long pocket park running west from the 360 N. Green site. These are great examples of ways that West Loop developers can incorporate design elements that enhance the area and minimize negative



impacts of large developments, especially those in locations like these that have never supported such demand.

Between our committee meeting, the public meeting, and other sources of feedback, the community has provided a number of comments about the project. Residents have voiced support for a movie theater in the neighborhood, an amenity that we do not currently have. The community is also pleased to see the public pocket park included in the site plan for 360 N. Green and are excited to see the developer's plans for public art in the projects. The design of the four buildings received generally positive reviews; residents appreciate Sterling Bay's selection of prestigious design firms to develop the building concepts and the unique architectural elements that they introduce.

Residents have also voiced concern about certain parts of the building concepts and their overall impact on Fulton Market, in particular:

- The proposal does not meet several of the *West Loop Design Guidelines*. According to Section 2.4.3, the proposed buildings should provide “**diversity in height**”, but the structures on Green Street are all within 20 ft. Height differences could be achieved by adhering to Section 1.4.3 and 5.2.4 of the Guidelines, which recommend providing some or all **parking underground**. We also recommend that a portion of the proposed **parking be made available for use by residents and visitors after business hours**. Additionally, the proposed building concepts do not provide **setbacks** as stated in Sections 2.1.2 and 2.2.2, but instead fill up nearly all of each parcel with the building footprints.
- As Fulton Market continues to grow, **traffic congestion** is increasing rapidly. Halsted already has regular back-ups during peak periods; one-way traffic flow on Wayman and Fulton Market would restrict circulation near the proposed Green Street buildings; and traffic flow on Morgan, Green, and Kinzie would be adversely impacted by increased activity from these projects. We request that a **comprehensive traffic & parking model** of the area be developed to demonstrate the traffic delays and queues that would be expected, as well as more details about what steps will be taken to address these issues. At a minimum, this model should cover the area from Carpenter to Halsted and Lake to Grand. Preferably the study would encompass the larger Fulton Market area, if not the entire West Loop. We offer the following suggestions for improvements to address traffic challenges:
 - **333 N. Green:** Reconfigure Wayman between Green and Halsted to provide two-way traffic, provide an off-street drop-off/pick-up area either along Wayman or from Halsted north of Wayman, as was done for the K2 residential building to the north.
 - **360 N. Green:** Provide an off-street drop-off/pick-up area along Green Street.
 - **345 N. Morgan:** Provide greater width for the access drive on the south side of the building to allow ingress and egress by taxis and transportation network companies like Uber and Lyft (otherwise these activities will take place on Morgan, creating significant traffic congestion).

Pending resolution of these concerns, our committee would support these proposed projects.



If approved, the combined floor area ratio bonuses for these projects would require a payment of nearly \$16M to the Neighborhood Opportunity Fund, \$1.6M for local improvements. We look forward to the community amenities and benefits that these funds will support.

Please do not hesitate to contact me with any questions or concerns.

Sincerely,

Matthew Letourneau
Chairperson, Development Committee
NEIGHBORS OF WEST LOOP

cc: Fred Krol, Sterling Bay
Katie Janke Dale, DLA Piper
Neighbors of West Loop Development Committee