

WEST LOOP DESIGN GUIDELINES CHECKLIST

19 N. MAY ST.

SULO DEVELOPMENT/
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OPD INTAKE 10/3/2018

Section 1.0 General Strategies

1.1 DESIGN EXCELLENCE: ENCOURAGE HIGH QUALITY AND INNOVATIVE DESIGN OF NEW BUILDINGS WITHIN THE WEST LOOP WITHOUT BEING PRESCRIPTIVE AS TO BUILDING STYLE.

1.1.1 Promote architectural and urban design excellence by substantially adhering to the West Loop Design Guidelines. Encourage high quality and innovative design of new buildings within the West Loop without being prescriptive as to building style. (Pg. 36)

Yes
No

Notes:

1.1.2 New projects should be designed to be compatible with existing and planned context in the West Loop, including the Landmark Districts. (Pg. 36)

Yes
No
N/A

Notes:

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. (Pg. 36)

Yes
No

Notes:

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. (Pg. 36)

Yes
No

Notes:

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. (Pg. 36)

Yes
No
N/A

Notes:

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. (Pg. 36)

Yes
No
N/A

Notes:

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. (Pg. 36)

Yes
No
N/A

Notes:

1.1.8 Ensure access to high quality open space by creating a safe, comfortable, accessible, vibrant, and attractive public realm and pedestrian environment. (Pg. 36)

Yes
No

Notes:

1.1.9 Meet or exceed the requirements of the Sustainable Development Policy. (Pg. 36)

Yes
No

Notes:

Section 1.0 General Strategies

1.2 PRESERVE & ENHANCE STREETWALLS: TODAY THE WEST LOOP IS A WALKABLE URBAN DISTRICT WITH STRONG STREETWALLS. THE FOLLOWING GUIDELINES WERE DEVELOPED TO STRENGTHEN THE DISTRICT STREET CHARACTER WITH NEW DEVELOPMENT.

1.2.1 Where a streetwall exists, its continuity must be reinforced with the new development. Gaps between buildings that interrupt the streetwall should be avoided. 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. (Pg. 37)

Yes
No
N/A

Notes:

1.2.2 Building orientation and massing should create active streetwalls lining the sidewalks. (Pg. 37)

Yes
No

Notes:

1.2.3. Buildings should be aligned with neighboring buildings, abutting the sidewalk and close to one another. (Pg. 37)

Yes
No

Notes:

1.2.4 Buildings on corner sites should be located close to both street frontages to help hold and give prominence to the corner. (Pg. 37)

Yes
No
N/A

Notes:

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. (Pg. 37)

Yes
No

Notes:

Section 1.0 General Strategies

1.3 DESIGN OF THE BUILDING BASE: ENCOURAGE HIGH QUALITY BUILDINGS THAT ARE COMPLEMENTARY WITH THE STREET BLOCK-FACE.

1.3.1 With high density buildings, step the base to be compatible in height with adjacent lower scale buildings. (Pg. 38)	<input checked="" type="radio"/> Yes No N/A	Notes:
1.3.2 Line the base of the building with active, ground level uses to promote a safe and active public realm. (Pg. 38)	<input checked="" type="radio"/> Yes No	Notes:
1.3.3. 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. (Pg. 38)	<input checked="" type="radio"/> Yes No N/A	Notes:
1.3.4 Provide a first floor height consistent with the rest of the street block face and façade transparency in compliance with the Chicago Zoning Ordinance. (Pg. 38)	<input checked="" type="radio"/> Yes No	Notes:
1.3.5 Articulate the base building with high quality materials and design elements that fit with the district context and enhance the pedestrian scale. (Pg. 38)	<input checked="" type="radio"/> Yes No	Notes:

1.4 LOCATION & BUFFERING OF PARKING PODIUMS: IF PARKING IS LOCATED AT THE BASE OF THE BUILDING (PODIUM), THEN ENSURE THERE ARE ACTIVE USES AND QUALITY FAÇADES BUFFERING THE PARKING AREAS FROM PUBLIC VIEW.

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. (Pg. 39)	<input checked="" type="radio"/> Yes No N/A	Notes:
1.4.2 Locate active building program elements along the street frontages to screen the parking podium. (Pg. 39)	<input checked="" type="radio"/> Yes No N/A	Notes:
1.4.3 When feasible, it is strongly encouraged to locate some or all parking underground. (Pg. 39)	<input checked="" type="radio"/> Yes No N/A	Notes:

Section 1.0 General Strategies

1.5 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. (Pg. 40)</p>	<p>Yes No</p>	<p>Notes:</p>
<p>1.5.2 Where applicable, existing West Loop character elements should be maintained and incorporated into new development. (Pg. 40)</p>	<p>Yes No N/A</p>	<p>Notes:</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. (Pg. 40)</p>	<p>Yes No N/A</p>	<p>Notes:</p>
<p>1.5.4 Balconies located on primary building façades should be inset and integrated into the façade design. (Pg. 40)</p>	<p>Yes No N/A</p>	<p>Notes:</p>

1.6 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). (Pg. 41)</p>	<p>Yes No N/A</p>	<p>Notes:</p>
<p>1.6.2 Design excellence should be incorporated into the selection of high quality and innovative building materials and detailing. (Pg. 41)</p>	<p>Yes No</p>	<p>Notes:</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. (Pg. 41)</p>	<p>Yes No</p>	<p>Notes:</p>

Section 2.0 Tall Building Design Guidelines

2.1 BUILDING SETBACKS: ENCOURAGE UPPER LEVEL SETBACKS ON TALL BUILDINGS TO MAINTAIN THE CONTINUITY OF THE EXISTING STREETWALL AND SCALE OF THE STREET.

2.1.1 Strengthen the streetwall by positioning the base of the building at the property line. (Pg. 44)

Yes
No
N/A

Notes:

2.1.2 Set back the tower portion of the building away from the street. Where possible, provide an upper level set-back to respect the existing scale of the street. (Pg. 44)

Yes
No
N/A

Notes:

2.1.3 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. (Pg. 44)

Yes
No
N/A

Notes:

2.2 TALL BUILDINGS: VARY THE ORIENTATION OF TOWERS TO AVOID A CANYON EFFECT ON THE STREET LEVEL.

2.2.1 If there are multiple tall buildings on a single site, maximize the separation between the buildings to allow solar access. (Pg. 45)

Yes
No
N/A

Notes:

2.2.2 A tall building proposed on a site adjacent to another existing tall building should use setbacks and other location strategies to achieve a maximum distance between the buildings. (Pg. 45)

Yes
No
N/A

Notes:

2.3 TOWER DESIGN IMPACTS TO THE PUBLIC REALM: ENCOURAGE TALLER AND THINNER TOWER DESIGNS FOR RESIDENTIAL BUILDINGS TO ALLOW FOR GREATER SOLAR ACCESS AND OPEN SPACE AT STREET LEVEL.

2.3.1 Where appropriate, design residential uses into a thinner and taller tower form that is set back to allow for more solar access within the public realm. (Pg. 46)

Yes
No
N/A

Notes: MASSIVE + FENESTRATIO
REINFORCE VERTICAL
PROPORTION

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. (Pg. 46)

Yes
No
N/A

Notes:

Section 2.0 Tall Building Design Guidelines

2.4 HEIGHT TRANSITIONS: AVOID ABRUPT CHANGES IN HEIGHT, ESPECIALLY ADJACENT TO HISTORIC BUILDINGS.

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. *(Pg. 47)*

Yes
No
N/A

Notes:

2.4.2 Design new developments to benefit all perimeter streets by coordinating with the character of the individual streets. *(Pg. 47)*

Yes
No
N/A

Notes:

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. *(Pg. 47)*

Yes
No
N/A

Notes:

Section 3.0 Site Specific Guidelines

3.1 HALSTED AND VAN BUREN STREET: MITIGATE THE IMPACTS ON THE STREET BY ORIENTING TALL BUILDINGS TOWARDS THE EXPRESSWAY.

N/A

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 streetwall with the existing context. (Pg. 50)

Yes

Notes:

No

N/A

3.1.2 Reduce and combine curb cuts for large scale developments on these arterial corridors to help improve the public realm experience and reduce vehicular conflicts with pedestrians. (Pg. 50)

Yes

Notes:

No

N/A

3.1.3 Tall buildings and large scale developments in these corridors should reinforce the gateways and entrances to the West Loop by incorporating architectural features (such as corner articulation, entrances, landscape and/or streetscape elements) at major intersections. (Pg. 50)

Yes

Notes:

No

N/A

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. (Pg. 50)

Yes

Notes:

No

N/A

Section 3.0 Site Specific Guidelines

3.2 OGDEN AVENUE: TRANSFORM OGDEN FROM AN AUTOMOBILE ORIENTED STREET INTO A WALKABLE CITY STREET TO SERVE AS A GATEWAY INTO THE WEST LOOP.

N/A

3.2.1 Large scale triangular parcels along Ogden provide an opportunity to create a new urban streetwall, with a building base (that can include parking) and would help to establish a more pedestrian scale to the streetscape. (Pg. 51)

Yes
No
N/A

Notes:

3.2.2 Orient retail and other commercial uses towards Ogden Avenue where there are substantial vehicular traffic counts and greater visibility. (Pg. 51)

Yes
No
N/A

Notes:

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. (Pg. 51)

Yes
No
N/A

Notes:

3.2.4 The parcel depth allows for tower setbacks that will reduce the impact of height on Ogden Avenue. (Pg. 51)

Yes
No
N/A

Notes:

3.2.5 Tall buildings should be placed parallel to Ogden Avenue to reinforce the urban form of the street. (Pg. 51)

Yes
No
N/A

Notes:

3.3 WASHINGTON STREET: ENCOURAGE NEW RESIDENTIAL DEVELOPMENT WITH NON-COMMERCIAL USES ON THE GROUND LEVEL TO BE MORE PEDESTRIAN ORIENTED.

N/A

3.3.1 East of Carpenter Street: Support the existing urban streetscape with street trees and parkway and buildings at the property line. (Pg. 52)

Yes
No
N/A

Notes:

3.3.2 West of Carpenter Street: Support a walkable neighborhood scale by establishing a setback for foundation planting with ornamental fencing except at entrance and retail locations. (Pg. 52)

Yes
No
N/A

Notes:

Section 3.0 Site Specific Guidelines

3.4 RANDOLPH STREET: SUPPORT THE STREET AS A COMMERCIAL AND RETAIL CORRIDOR.

N/A

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. (Pg. 53)

Yes

Notes:

No

N/A

3.4.2 Parking and service access should not be accessed from the Randolph Street frontage, only from alleys and/or north or south side street locations. (Pg. 53)

Yes

Notes:

No

N/A

3.5 LAKE STREET: ADDRESS THE UNIQUE CONDITIONS OF THE ELEVATED CTA STRUCTURE.

N/A

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 building shadows and the "L". The setback can also be utilized to provide a sound buffer for buildings adjacent to the "L". (Pg. 58)

Yes

Notes:

No

N/A

3.5.2 Consider sound absorbent materials along Lake Street to help with mitigating the sound reverberating from the "L". (Pg. 58)

Yes

Notes:

No

N/A

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. (Pg. 58)

Yes

Notes:

No

N/A

3.5.4 Enhanced ground floor building façade lighting is encouraged along Lake Street. (Pg. 58)

Yes

Notes:

No

N/A

Section 3.0 Site Specific Guidelines

3.7 AREAS ADJACENT TO HISTORIC DISTRICTS: CREATE COMPATIBLE URBAN FORM ADJACENT TO HISTORIC DISTRICTS.

N/A

3.7.1 Specific attention should be given to preserving the scale of the existing streetwall. (Pg. 62)

Yes

Notes:

No

N/A

3.7.2 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. (Pg. 62)

Yes

Notes:

No

N/A

3.7.3 The scale of architectural design elements and details in the surrounding historic context should be considered. (Pg. 62)

Yes

Notes:

No

N/A

3.7.4 New development massing and building form should be designed to frame and enhance street-level views of landmark buildings. (Pg. 62)

Yes

Notes:

No

N/A

3.7.5 Streetscape and public way improvements in areas adjacent to historic districts should continue the treatments and street configurations found within historic districts, in order to create a seamless pedestrian experience. (Pg. 62)

Yes

Notes:

No

N/A

3.8 AREAS ADJACENT TO PARKS & OPEN SPACES: CREATE COMPATIBLE URBAN FORM ADJACENT TO PARKS AND OPEN SPACE.

N/A

3.8.1 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). (Pg. 63)

Yes

Notes:

No

N/A

3.8.2 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. (Pg. 63)

Yes

Notes:

No

N/A

3.8.2 Retail and other active ground floor uses are desirable surrounding the park, to enhance the pedestrian experience and increase safety. (Pg. 63)

Yes

Notes:

No

N/A

Section 3.0 Site Specific Guidelines

3.9 RETAIL AREAS: SUPPORT EXISTING RETAIL LOCATIONS IN THE WEST LOOP TO THRIVE AS WALKABLE SHOPPING DISTRICTS.

	<i>N/A</i>	
3.9.1 First floor façades in identified retail areas should maintain a significant percentage of the ground floor area as retail storefront. In non-retail areas, active ground floor uses are encouraged. (Pg. 64)	Yes No <input checked="" type="radio"/> N/A	Notes:
3.9.2 Within retail areas provide appropriate retail first floor heights. (Pg. 64)	Yes No <input checked="" type="radio"/> N/A	Notes:
3.9.3 Façades within retail areas should have a high percentage of clear un-tinted glazing along the primary street frontages (refer to Zoning Ordinance criteria). (Pg. 64)	Yes No <input checked="" type="radio"/> N/A	Notes:
3.9.4 Multiple entries along a street block-face are encouraged to enhance the activity of the street. (Pg. 64)	Yes No <input checked="" type="radio"/> N/A	Notes:

Section 4.0 Public Realm Guidelines

4.1 PEDESTRIAN AND BICYCLIST SAFETY

4.1.1 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. (Pg. 68)

Yes
No
N/A

Notes:

4.2 PLACEMAKING

4.2.1 Leverage CDOT's Make Way for People program to develop underutilized public open spaces. Potential applications include People Spots, People Streets, People Plazas and People Alleys. (Pg. 68)

Yes
No
N/A

Notes:

4.2.2 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. (Pg. 68)

Yes
No
N/A

Notes:

4.3 STREETScape

4.3.1 Create a safe and inviting public realm including high quality paving materials, lighting, plantings, and sidewalk furnishings. (Pg. 69)

Yes
No

Notes:

4.3.2 When streetscape improvements are planned for the public right of way 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. (Pg. 69)

Yes
No
N/A

Notes:

4.3.3 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). (Pg. 69)

Yes
No

Notes:

Section 4.0 Public Realm Guidelines

4.4 SUSTAINABLE DESIGN

4.4.1 Incorporate sustainable design features in the public realm by utilizing CDOT's Sustainable Urban Infrastructure Guidelines where feasible. (Pg. 69)

Yes
 No
N/A

Notes:

4.5 SIGNAGE & IDENTITY

4.5.1 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. (Pg. 69)

Yes
 No
N/A

Notes:

Section 5.0 Parking & Service Guidelines

5.1 ALLEY, SERVICE & LOADING ACCESS

5.1.1 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. (Pg. 72)

Yes
No

Notes:

5.1.2 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. (Pg. 72)

Yes
No
N/A

Notes:

5.1.3 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. (Pg. 72)

Yes
No
N/A

Notes:

5.1.4 Existing on-street loading zones are to be re-evaluated as part of the planned development process to determine their overall use and effectiveness. (Pg. 72)

Yes
No
N/A

Notes:

5.1.5 Where feasible, consider green alley improvements in accordance with the Chicago Green Alley Handbook. (Pg. 72)

Yes
No
N/A

Notes:

Section 5.0 Parking & Service Guidelines

5.2 OFF-STREET PARKING

<p>5.2.1 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. (Pg. 73)</p>	<p>Yes No N/A</p>	<p>Notes:</p>
<p>5.2.2 Parking structure façade design on all street frontages must comply with current City of Chicago zoning ordinance. (Pg. 73)</p>	<p>Yes No N/A</p>	<p>Notes:</p>
<p>5.2.3 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. (Pg. 73)</p>	<p>Yes No N/A</p>	<p>Notes:</p>
<p>5.2.4 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. (Pg. 73)</p>	<p>Yes No N/A</p>	<p>Notes:</p>
<p>5.2.5 Incorporate parking for a car-sharing service into structured parking facilities. (Pg. 73)</p>	<p>Yes No N/A</p>	<p>Notes:</p>
<p>5.2.6 Incorporate electric-vehicle car-charging stations into parking structures. (Pg. 73)</p>	<p>Yes No N/A</p>	<p>Notes: TBD</p>
<p>5.2.7 Provide ride share and taxi loading areas within developments in order to minimize curbside conflicts and congestion. (Pg. 73)</p>	<p>Yes No N/A</p>	<p>Notes:</p>
<p>5.2.8 For larger sites, consider off-street motor courts. (Pg. 73)</p>	<p>Yes No N/A</p>	<p>Notes:</p>

5.3 BICYCLE AMENITIES

<p>5.3.1 Provide secured bicycle storage and parking within buildings. Residential buildings are strongly encouraged to provide bicycle parking and storage at a 1:1 ratio. (Pg. 73)</p>	<p>Yes No</p>	<p>Notes:</p>
<p>5.3.2 Offer shower and changing facilities on-site or access to nearby facilities at a discount for commercial office users. (Pg. 73)</p>	<p>Yes No</p>	<p>Notes:</p>
<p>5.3.3 Install an on-site bicycle fix-it station enabling bike repairs and maintenance. (Pg. 73)</p>	<p>Yes No</p>	<p>Notes:</p>