



April 5, 2019

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

Re: Zoning Change for 800 W. Fulton Market

Dear Alderman Burnett,

On November 13, 2018, Peter McEaney of Thor Equities; Brian Lee of Skidmore, Owings & Merrill LLP (SOM); and Katie Jahnke Dale of DLA Piper Law presented plans for the development of 800 W. Fulton Market, a full-block bound by Halsted, Green, Wayman, and Fulton Market. Currently, the parcel holds several two-, three-, and four-story buildings. The proposed plan calls for demolition of the existing structures and construction of a new, 18-story/300-foot-tall structure. The development will offer just over 419,000 square feet of office space and about 37,000 square feet of retail space on the first and second levels of the building along Fulton Market and Halsted Street. The front entrance and 2-story lobby for this structure will be on Green Street. Access to the parking garage and the loading docks will be on Wayman Street. The plans include 32 below-grade parking spaces.

This proposed development would require a zoning change from DX-5 (Downtown Mixed-Used District) and C2-5 (Motor Vehicle-Related Commercial District), 5.0 FAR to DX-7, 7.0 FAR, planned development, with a FAR of 11.5. This development would generate approximately \$3.9M in Neighborhood Opportunity Bonus contributions.

It should be noted that Thor previously proposed - and NoWL supported - a pair of low-rise buildings at 820 W. Fulton. This project would have restored an existing building and kept the site at a height and density that is in line with adjacent buildings. The current proposal supersedes the prior concept.

Neighbors of West Loop **does not support this project in its current form.** Both our Development Committee and a number of nearby residents have raised concerns that the developer needs to address:

- The overall **height** of the development is out of scale relative to neighboring buildings. The *Neighborhood Plan* prescribes a maximum height of 150 ft for this site, which should be observed.
- Our Development Committee expressed **significant concerns about the proposed traffic circulation and site access plan**, many of which are not addressed in the developer's *TOD Transportation Study* (provided this week). Specific concerns include:

- The *TOD Transportation Study* calls for building access via a 50 ft loading zone on Green Street (which is only 230 ft long and 36 ft wide between Fulton and Wayman). Under this proposal, Green Street could become overcongested if just a few drop-offs occurred simultaneously. This could cause back-ups onto Fulton to the south and Wayman to the north, spilling over in to the area that will also need to support Sterling Bay's three 20-story office buildings. **Drop-off staging for the industry standard minimum number of cars should be required along Green Street** (consistent with adjacent property development traffic studies and/or applicable approved zoning applications). Additionally, we request that a **traffic capacity analysis be provided** that shows the anticipated queuing around the site as well as effects of the new developments on the operation of the traffic signal at Halsted and Fulton Market and the intersection of Wayman and Halsted. This analysis should outline the anticipated new trips that the site will generate broken down by mode, e.g., transit, taxi/Uber/Lyft.
- Also according to the *TOD Transportation Study*, access to the building's interior parking area and loading docks are proposed to be located on Wayman Street. As described in Sterling Bay's approved proposal for 333 N. Green, Wayman is to be converted from one-way eastbound (with parking on both sides of the street) to two-way, with a drop-off area on the north side of the street. This proposal eliminates parking on the south side of Wayman, leaving a single lane for eastbound traffic. We request **turning movement diagrams** for Wayman demonstrating the feasibility of trucks accessing the loading docks on Wayman.
- The *TOD Transportation Study* identifies parking lots and surface street parking areas located within several blocks of the site. However the study does not state the existing demand at these facilities, which makes it difficult to determine the amount of available parking that they will offer (especially considering the introduction of Sterling Bay's three new office buildings). This information is needed, as is evidence to support the statement that the proposed 32 on-site parking spaces are sufficient for the building. We request that a **more detailed parking analysis** be provided that provides a comprehensive assessment of parking demand and availability for this project in combination with other new nearby developments.
- The project should include **infrastructure enhancements** around the site, including improved sidewalks (in particular along Wayman) and lighting to promote safety from the CTA stations that allow the proposed site to qualify for the TOD designation. Considering these improvements will benefit the developer, we feel that funding for these measures should not come from the Neighborhood Opportunity Bonus payment.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Letourneau', with a stylized flourish at the end.

Matthew Letourneau
Chairperson, Development Committee
NEIGHBORS OF WEST LOOP

cc: Peter McEneaney, Thor Equities
Katie Jahnke Dale, DLA Piper
David Reifman, Chicago Department of Planning and Development
Eleanor Gorski, Chicago Department of Planning and Development
Neighbors of West Loop Development Committee