



June 20, 2018

Alderman Brendan Reilly
121 N LaSalle Street
City Hall Office, Room 300
Chicago, IL 60602

RE: 400 Lake Shore Drive - Related Development

Dear Alderman Reilly,

Members of the SOAR Board of Directors (Board) and the Land Use & Development Task Force (LUDTF), herein after SOAR attended the community meeting convened by Alderman Reilly & SOAR on Tuesday, May 15, 2018, to see the presentation by Related Development for their proposed project at 400 Lake Shore Drive. Again, SOAR appreciated the opportunity to co-sponsor the event with the Alderman and to provide the community with the opportunity to hear about the proposed project.

Members of the Board and LUDTF attended a second meeting on May 30, 2018, with representatives of the development team, where we were able to review the project in greater detail and seek additional information. This summary of SOAR's initial comments and concerns is prepared for Alderman Reilly and we thank you for this opportunity to address the issues raised by members of the community and SOAR.

Please view this as SOAR's initial review as there are many documents, which SOAR has requested but has not been provided to date; but Related has informed us that SOAR will receive the documents as they become available. Related Development also proposes quarterly meetings with SOAR to review progress on the project. We are very pleased with this suggestion and believe that on-going input from SOAR and the community will result in 400 Lake Shore Drive being an excellent example of an open process resulting in an enhanced project. The LUDTF and SOAR Board submit the following initial comments, concerns and questions for your consideration and our further discussions with you,

Streeterville Organization of Active Residents

1. PROJECT CONCEPT

We have reviewed the project as a new project and have not allowed any comparison or considered comments regarding the Spire. We believe that Related has assembled a terrific team of professionals who are presenting a very dynamic project. The developer's private project adjacent to substantial public spaces presents interesting challenges which we hope will be addressed via design, maintenance and programing to ensure a mutually beneficial and peaceful coexistence.

The Task Force likes the design of the building and the Task Force endorses the use of terra cotta and incorporating the 'Chicago window' as part of the design. We applaud Related for designing three different and unique buildings and the use of varying materials on their three properties within a block of one another (versus all glass everywhere else in the downtown area)

The one building design concern is the 70 foot podium along Lake Shore Drive and the Task Force would like to review this area in greater detail as the design progresses. There were renderings indicating some trees (which will take years to mature) and windows of the ballroom , etc. This is a very critical design area as it will be seen by thousands of Chicagoans every day. We do not want to see a blank wall regardless of the fine materials nor use of this space as a billboard advertising the development, restaurants, etc. A signage plan for the entire project is critical given the proximity to the residences and the high trafficked area of Lake Shore Drive.

CONCERNS:

*Podium along the east edge of the project (LSD) should not be a monolithic wall; sign panel, or advertising billboard. Better details requested.

*Planned Landscaping should be matured at time of planting

2. TRAFFIC

Off-site

The Traffic & Transportation sub-committee of the Task Force reviewed the Traffic Study prepared by Kimley-Horn and offer the following comments:

CONCERNS

* Review opportunities to enhance & upgrade Bus Shelters throughout the Study Area

*Low (E/F) service levels at Grand and McClurg, and Peshtigo and McClurg. Monitor current improvements underway to assess if these improve the area.

* Congestion at Peshtigo & Grand - Continue to monitor to determine if additional traffic aids need to be considered.

* Pedestrian safety and experience along the west side of lower LSD. Consideration of eliminating the mid-block cross-walk

* Increase width of pedways & ensure compliance with ADA

* Does the significant growth between downtown and Streeterville warrant a revisit to the Carrol Ave Transit Way idea?

- * Clarification needed of how the fly over and the mid-level sidewalk connect?
- * Access for park service vehicles; How will park service vehicles enter park (and others) for maintaining the park? ComEd for the bridge raising?
- *What is height limit for ramp to LSD entrance?
- *The current angle to the ramp entrance to LSD would require vehicles to extend out over all lanes to get out. Any traffic management plan there?
- *Clarification of Exit ramp from LSD; which looks like it is going right into the building. Is that the case or will it be open to other vehicles coming to the park?

In conclusion, there is concern that the program used by CDOT and the traffic consultant may not reflect accurate traffic patterns for E North Water Street. The Task Force believes that there will be a lot more traffic, especially when the ballroom at the hotel is being used (ie. everyone comes at a certain time for an event via cab). Right now North Water gets very little traffic but it is believed that this development will generate increased traffic. There needs to be a plan for assessing and mitigating the situation once the 400 LSD project is completed and the DuSable Park is operational.

On-Site

There are many issues with on-site circulation; access to and from the site from North Water Street and access to Lake Shore Drive. The access plan, which was discussed in detail at the May 30 meeting helped to clarify and address the exit/entrance traffic routes to/from site and LSD. It helped to address the concerns for the separation of service vehicles, trucks and automobiles and highlighted the increased space for pick up/drop off and waiting.

However, the Task Force believes that the Hotel, even a boutique hotel with a ballroom and/or meeting rooms and two fine dining restaurants, will create a lot of additional traffic. Usually 10-15% of hotel guests drive to a hotel while the other 85-90% arrive in cabs or Uber/Lyft. This potential increase in traffic with many of the drivers not familiar with the area, will create a lot of traffic, confusion and congestion within the neighborhood.

CONCERNS:

- * Additional traffic generated by the Hotel & commercial uses, two additional restaurants generating non-guest usage has not been adequately incorporated into the planning.
- *Use of East North Water Place by delivery trucks since it is more convenient and use of LSD may be confusing
- *Consideration of prohibiting trucks should also be allowed during certain hours & recommend use only 8am-8pm)
- *Consideration of adding impediments to restrict trucks from utilizing North Water Street to access the site.
- *Example: Creation of an attractive impediment about 9'6" which would deter small delivery trucks, UPS, FEDEX, etc. from utilizing North Water Street. This could be viewed as public art, minor signage, etc.
- * Consideration of accommodating additional space on site for taxis, Ubers, etc. We should not have cabs waiting on E North Water or McClurg to get in the line for 400 LSD.

Construction Traffic

A major concern of the Task Force is the impact on the neighborhood during the construction phase of both 400 LSD and DuSable Park. We understand that one must break an egg to make an omelette, but this will be a long construction period between the Related project, on-going improvements to LSD and DuSable Park. We look forward to Related suggested quarterly meetings and their willingness to review the construction schedules and traffic plans in greater detail as they are developed, but here are some concerns at this time that might be beneficial as the plans are being developed.

CONCERNS:

*Encroachment of construction traffic on Grand, Illinois, McClurg, and East North Water Street, so SOAR needs to be involved in the review of the construction traffic plan.

*Clarification of which vehicles, if any, will have to use North Water Street? Can concrete trucks use lower LSD?

* Plan for On-site site superintendent to monitor truck traffic

3. SIGNAGE

Again, we appreciate Related willingness to share the Signage Plan once it is developed. a signage plan must include elements to address both the private development project and the surrounding public areas and serve as positive reflection on the neighborhood and embrace STREETERVILLE as often as possible in signage plan, promotional materials, etc. Related should look beyond the site area and include substantial way-finding signage. We encourage Related to embrace Streeterville in their signage plan; promotional materials, etc.

CONCERNS

* Signage needs to clarify that people will not have a direct link from DuSable Park to Navy Pier.

* Illumination, if any, of signage should take into consideration that this is basically a residential area.

* Again, the podium area should not be perceived or allowed to be used as one enormous sign panel.

4. SUSTAINABILITY PLAN

We are aware of Related's commitment to environmentally conscious development and look forward to reviewing Related's Plan as it becomes available.

5. PLANNED DEVELOPMENT PACKAGE

Again, we will provide comments on the PD package once we receive it.

6. BRIDGEHOUSES

SOAR believes that the bridgehouses are a wonderful historic asset for the areas and would like to see all of them brought back to life. A City wide 'Adopt a Bridgehouse' program

is recommended. In the interim, the rendering shows landscaping in front of the bridgehouse. It would be good to have this bridgehouse cleaned up and have a route for pedestrians to go up the bridgehouse stairs to mid LSD and over to Navy Pier.

CONCERN

* Bridgehouses seem to be the step child of the project and SOAR would like to see this as an opportunity to review and upgrade: connections, flyover integration, stairs, etc.

7. DUSABLE PARK DEVELOPMENT & MAINTENANCE & SECURITY

Related's contribution to the development is a welcomed addition and fulfills a promise to the community. However, we have many concerns not only related to the community's involvement in the planning; timing of the construction; impact of the construction; entity responsible for programming of the park once it is completed and the on-going maintenance of the Park.

CONCERNS:

* Security in the park is a major issue. Related is contributing \$10 million to build the park, but then it belongs to the Chicago Park District. We are aware that the City of Chicago's operation of Millennium Park has been satisfactory and private; but that the Park District does not have that same capacity. What is the plan for security for DuSable

* How can SOAR be involved in the planning of the Park?

* Clarification of all the entities involved in the planning, development, maintenance and operation of DuSable Park.

* On-going maintenance of Park after major events: 5,000+ people leaving the park after Wednesday and Saturday fireworks. How will the grass cutting, flower maintenance, etc., be handled? Is it possible for an agreement with Related and Park District that Related maintain and Park District pays?

* Clarification of who are the current members of CCEMA; could we receive a copy of the agreement;

* Who will be responsible for security for the walkways, Riverwalk, Ogden Slip, etc.

* Will Related become a part of CCEMA?

* Access Issues with Riverview Condominium and East Water Place Condominium who share a border with 400 LSD. Will there be a perpetual easement agreement among all parties to make the transition from each building to 400 LSD (and DuSable Park) seamless and positive for all parties?

* Unlike the Tribune building where a police presence is constant, 400 is new, isolated and exposed to crime. With DuSable Park and the openness of the Riverwalk and Ogden Slip, we believe a police presence is necessary at all times. What, if anything, is planned.

8. RIVERWALK

The proposed 400 LSD development appears to open up a whole new area of the Riverwalk.

CONCERNS:

- * What are the plans for this area of the Riverwalk?
- * Will restaurants be allowed for the Riverwalk with outdoor seating?
- * Will the two proposed restaurants in the development open to the Riverwalk?
- * Will boats be able to 'dock' at this section of the Riverwalk?
- * Any opportunity for dog space at this section of the Riverwalk?
- *Who will be maintaining this section of the Riverwalk? Both on the river side as well as Ogden Slip side?

Again, thank you for the opportunity to participate in the review of the 400 Lake Shore Drive project and for the chance to provide you with these initial comments. We look forward to receiving the additional requested documents from Related and to be involved in the continued planning and construction of this exciting project. We look forward to discussing our concerns with you at your convenience. We are always available to answer questions, meet and discuss the project and assist in any way possible to move this project forward. Thank you.

Sincerely,



Deborah Gershbein,
President, SOAR



Judith Aiello-Fantus
Co-Chair, Land Use & Development Task Force



Robert Levin
Acting Co-Chair, Land Use & Development Task Force