



Lincoln Property
c/o
Paul Shadle
DLA Piper LLP
444 West Lake Street
Suite 900
Chicago, IL 60606

May 18, 2021

Dear Lincoln Property and Paul Shadle,

Thank you for providing the building elevation and winter solstice document files. We have shared these on our website and with our membership.

COMPREHENSIVE FEEDBACK

To better understand our community needs and in response to the local zoning and development committee's request for more feedback on the current Lincoln Property proposal, LANA surveyed its members both online and with physical paper ballots to evaluate top community priorities for new developments within our boundaries. Over 50 neighbors responded to the survey between May 1 and May 13, 2021, ranking the following items between "not at all important" and "extremely important" on a five-point scale. The following criteria are ranked by total score, with 5 points awarded to "extremely important" and 1 awarded to "not at all important." We hope this information will be helpful to supplement the LANA-area collected feedback document we sent via the 46th Ward on March 16, 2021.

- Price of units/ Percent of on-site affordable housing (184)
- Building pursues sustainability goals (175)
- Building does not contribute to increased area traffic (173)
- Ground floor of the building is designed with pedestrian safety in mind (172)
- Building is similar or shorter than surrounding buildings (171)
- Landscaping around the building is open to public (169)
- Building provides parking at a 1:1 ratio of spots: units (164)
- Having a high number of family size units (163)
- Orientation of the building is such that it casts a minimum shadow. (152)
- Building fits in with historic surroundings (151)
- Building contains a mixed-use or commercial space (120)
- "Pandemic-proof" units with private outdoor space dedicated by unit (113)

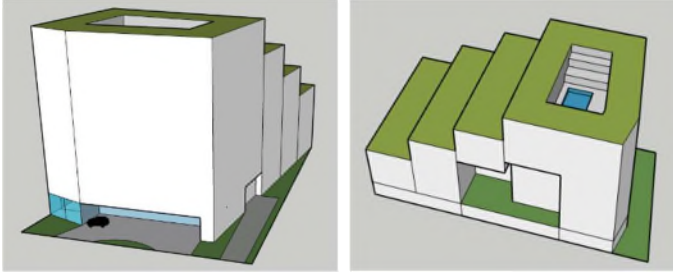
We also received significant written commentary, which we include below, as we did with our earlier feedback summaries for the current proposal. Although we have not included a number of comments such as “do not build this” that include no direct design advice, we want to mention them in the interest of transparency and to give you an accurate sense of current reaction to the proposed development.

On Shape, Height, Materials & Construction:

- I would prefer a taller building that would be on the eastern part of the lot—if it would help keep partial lake views for the existing buildings that would be blocked with the current plan. If you did a gradual increase of building size from the western corner to the eastern corner, you could stair-step up each section by a few stories. Each stair stepped rooftop could be a green roof or even terrace space for residents so that the residents had a pleasant view from their units. **Given extensive review by Uptown United, Alderman’s Office, and DPD the building height was reduced from 14 stories down to 12 in order to fit in with the context of the surrounding buildings. Doing a gradual increase in building size would not work for this type of building, as efficiencies would be lost within the structure.**
- A shorter building (or no building at all). Buildings to the west will have very limited view of the park/lake. **The building was originally proposed as 14 stories and was reduced to 12 based on discussions with Uptown United, Alderman’s office and DPD to fit into the context of the neighborhood. Under the existing PD the hospital could construct a building on the site which would block the views.**
- Limit height to no more than 5 stories to minimize impact to surrounding buildings including hospital. **The project would not be financeable, as this would substantially reduce the number of apartment units (and would eliminate the affordable housing contribution).**
- In order to better fit in with the neighboring buildings up and down marine/Clarendon including adjacent on the southwest corner, I’d like to see the building be over 20 stories. This will help build density and should give flexibility in allowing for more affordable and/or larger units. This is a once in a couple generation build and there should be no little plans when it comes to updating this surface lot to housing for hundreds/thousands of our soon to be neighbors. **Given extensive review by Uptown United, Alderman’s office and DPD the building height was reduced from 14 stories down to 12 in order to fit in with the context of the surrounding buildings. Doing a gradual increase in building size would not work for this type of building as efficiencies would be lost within the structure. Additionally, a 20-story building would cast greater shadows than a 12-story building.**
- And to be honest, the building does not seem all that attractive to me. It is unlike any other building in the surrounding area.
- I am not an architect, but I think that this building design can be made more creatively than just a 3-sided box with a hole in the center. **The building design allows for efficiency within the building. Alternative design were studied but were not efficient for the site.**

- That is one ugly building! It doesn't fit with anything else in the immediate area. A total reworking of the outside of the building would be good. The dark color is not attractive at all. It looks like a poorly designed Lego building, with unfinished pieces/after-thoughts just stuck on here and there.
- Stepped shaped building. **A stepped shaped building will not work at this location due to the size constraints of the site.**
- It is so ugly, a cross between an ice tray and a lego brick. If it has to be there can't it be beautiful?
- Not overcrowding other buildings
- I object to the dark surface material. This is a lakefront park site and surface materials must be light and reflective. I would compromise on this only if we were offered surface materials more in harmony with the historic buildings nearby (e.g., red brick). **The color combination of the building will help the building fit into the context of its surroundings. We feel the color scheme and combination of colors best fit the context of the building and address the four sides of architecture.**
- Minimize construction timeframe **We will work diligently to minimize the construction timeframe and will have a plan in place with the Alderman's office to minimize impact to the surrounding area. We will have a schedule as part of our contract with the general contractor that they will be obligated to adhere to.**
- Private balconies for each unit and non-centralized amenities to "pandemic-proof" residences. **Balconies are provided on a number of units. We have found that some residents prefer balconies while others do not.**
- Balconies would be good to include as outdoor private space is such a necessity (I know your building the EnV at 161 W Kinzie St, Chicago, IL 60654 includes small balconies). Also, a rooftop pool would be quite the view from the Eastern elevation! The EnV building has projecting balconies for the two bedroom apartments at the four corners of the building. In addition some of the one bedroom apartments also have balconies. Roughly half of the apartments do not have balconies. **Balconies are provided on the 2BD corner units as an outdoor private space. We will place the pool on the third floor amenity deck to ensure proper sun angles and allow this space to be a comprehensive amenity space.**

The following schematic of a potential stepped-shape building was provided:



On Affordability:

- No more luxury housing in Uptown for now (moratorium.) Any new building in that area should reflect what the heart of Uptown is and not just be another profit oriented high rise that takes away lake views and sun rises from the neighbors who live here.
- The building needs more on-site affordable units. **The building will include 8 affordable on-site units with an in-lieu fee to Sarah's Circle project within the ward per the City Affordable Requirements Ordinance.**
- Add more affordable housing **The building will include 8 affordable on-site units with an in-lieu fee to Sarah's Circle project within the ward per the City Affordable Requirements Ordinance.**
- More on-site affordable housing units to provide permanent affordable housing in our neighborhood. **The building will include 8 affordable on-site units with an in-lieu fee to Sarah's Circle project within the ward per the City Affordable Requirements Ordinance.**
- Affordable housing **The building will include 8 affordable on-site units with an in-lieu fee to Sarah's Circle project within the ward per City Affordable Requirements Ordinance.**
- Adequate affordable units, adequate parking for residents so that it does not contribute more limited street parking **The project will contain 136 parking spaces within the building. The hospital's parking structure contains surplus space that would allow each unit to have a parking space if there was increased demand. Based on empirical data reviewed, the market supports our parking ratios.**
- More affordable housing units. **The building will include 8 affordable on-site units with an in-lieu fee to Sarah's Circle project within the ward per the City Affordable Requirements Ordinance.**
- Do we really need more housing like this in uptown?
- Make all the apartments affordable to low income households
- If a building does go there it should include more affordable housing than currently planned **The building will include 8 affordable on-site units with an in-lieu fee to Sarah's Circle project within the ward per the City Affordable Requirements Ordinance.**
- More mixed and low-income housing is necessary

- Low income apts.
- More affordable units.
- Make it affordable for low income families

On Traffic

- To help avoid impacts to the hospital ambulance traffic, the entrance to the parking lot, rideshare pick-up, and the deliveries can be made adjacent to one another along Wilson: an example of similar space usage for parking lot access and deliveries can be seen at 1636 N Wells St, Chicago, IL 60614. **With a secondary street such as Clarendon, and access to the Weiss service drive, we expect that CDOT will insist on no curb cuts on either Wilson or Marine Drive per our team's traffic engineer.**
- Add sound absorption on outside to ensure the ambulance noises are not amplified to the rest of the surrounding community **Through the design we will work with a sound engineer and provide sufficient glass to allow for minimal sound impact to the units.**
- Traffic study clearly needs to be completed before final design **A traffic study will be completed as part of the PD Application and will be subject to review and approval by CDOT.**
- Being able to access the hospital both for residents and for emergency vehicles seems very limited. Is there a way to decrease the footprint of the building? **The traffic generated from the loading dock access will potentially be less than the current surface parking lot. The building's loading dock will allow trucks to pull into and be concealed within the building, and to not block the service drive and thereby avoid interfering with vehicles using the service drive. We have run an auto turn software analysis, which indicates there are no turning conflicts or restrictions on use of the loading dock and service drive.**
- It should have parking spaces for each unit. **136 parking spaces will be provided within the building. If there is increased demand the hospital has surplus parking in the garage which would allow for each residential unit to have a parking space. Based on empirical data reviewed, the market supports our parking ratios.**
- Prior to zoning approval submit multiple traffic projections for both current and future configuration of lake shore drive, put parking underground 1 level to improve pedestrian experience. **We are aware of the proposed changes to the Wilson Ave. interchange. We will complete all traffic projections based on CDOT and IDOT direction, including any required analysis of impacts with and without changes to Lake Shore Drive. The water table is shallow in this location which would cause underground parking to be unfeasible.**

On Sustainability

- The building exterior needs to use bird safe glass, bird safe lighting at night, and limited use of plants inside the lobby to prevent bird strikes as this location is so close to the path of migratory

birds. As bird safe glass is more expensive, perhaps the design can utilize less glass and increase more affordable façade materials that would blend in with the neighborhood better too. The building design reflects the most current bird collision deterrence strategies, including: 1) Limits overall building glazing to 40%, 2) Uses low reflectivity glass throughout, 3) Incorporates opaque or frosted glass where possible, 4) Added balconies in front of glazing break up the facade, 5) Bird safe glass with UV or frit pattern to be incorporated at lobby and stairwell, 6) Dark sky friendly exterior lighting (no uplighting).

- Remove glass enclosed stair if glass is not bird friendly Bird safety strategies at the glass enclosed stair include: 1) Occupant sensors at night will decrease interior illumination, 2) Bird safe glass with UV or frit pattern to be incorporated.
- Keep existing trees in the lot surrounding the exterior, green roof doesn't make up for cutting down existing trees Of the 10 existing parkway street trees we will attempt to save 8 of the trees. Additionally, we are adding 5 new parkway trees.
- It should be a bird friendly design See above answers.
- LEED Bronze certification, green roof/above and beyond for bird safety since building in an environmentally sensitive region The City of Chicago sustainability policy at the current time is the equivalent of LEED 4.0 requirements. We are required to build to this standard and will do so.

Community Benefits Requests

- With all the recent development in the area I think an open air affordable farmers market would be a nice addition off the lakefront path.
- Include a gym open to the public as a community gym (or some benefit to community) The fitness center will be to the use of our residents due to the security, health and liability reasons.

SUMMARY OF TOP PRIORITY REQUESTS

Lakeside Area Neighbors Association requests that the proposal address the following **top priority** concerns. We would like to work with you to ensure that this building has only positive impacts on our community and all adjacent assets, including neighboring buildings, Clarendon Park, and Lincoln Park.

Traffic

It is critical that any new development at this location not negatively impact traffic and pedestrian, bike, and ambulance access. Many deliveries are made to high rises adjacent to the same intersection at Wilson and Clarendon, which is close to the hospital ER and garage entrance and to Clarendon Park. Planned construction to Lake Shore Drive under the North Lake Shore Drive Project proposes dramatically altering traffic patterns by replacing the Wilson on/off ramps with new roads nearby. We request the following to help evaluate and improve the Lincoln Properties proposal:

- Complete and share traffic and pedestrian studies that include information for both the current configuration and the proposed future reconfiguration of Lake Shore Drive. KLOA, Inc. is undertaking a traffic study related to the proposed project in accordance with Chicago Department of Transportation requirements, and CDOT must review and approve the traffic study prior to the project proceeding to public hearings and City approval.
- Move the private car entrance away from the Clarendon Avenue bus stop and ER entrance. Providing garage access from Clarendon is the best option based on available alternatives to use Wilson Ave, Marine Dr., or the Weiss Hospital service drive. The development team is reviewing the plan in detail with CDOT and will comply with City recommendations.
- Create a workable, pedestrian-friendly solution for loading zone/ride-share drop-off. A loading zone/ride-share drop-off is proposed along Marine Dr. CDOT must review and approve this loading zone/ride-share drop off prior to implementation.

Affordability

Affordability was the top ranked concern in our community survey. Comments spoke frequently to unmet needs for both affordable and low-cost family-size housing, which reflects the findings of the recent City of Chicago Inclusionary Housing Task Force. Because the current proposal will be built after the new ARO takes effect, we ask that Lincoln Properties strive to achieve the following:

- Comply with the future ARO that will take effect in Oct. 2021. City Council purposely delayed the implementation of the revised ARO Ordinance to accommodate current projects that were initiated prior to Ordinance adoption and enable them to proceed before the start of revised ARO requirements. We will abide by the City Council's guidelines about the date for the implementation of the revised ARO Ordinance.
- Make a minimum of 5% of the proposed units on-site affordable; we would prefer all 10% required be on-site affordable. The in-lieu fees from this project will help fund Sarah's Circle's 100% affordable project that will provide homes to women earning between 0 - 30% of the AMI. We do not want to jeopardize or slow down Sarah's Circle's development proposal.
- Add more family-sized units to the current proposal or forward-engineer flexibility for changing unit sizes into a revised proposal. There is a 55% vacancy rate for market-rate family size units, so it is not appropriate to build more of these units that will remain vacant, thus bringing up the price of the other units that have a demonstrated need.

Shape/Height/Materials:

Top priorities include pedestrian safety, shadow, and blockage of natural light to the existing buildings, which include rental and condominium buildings and the hospital. Any proposal for the site should enhance pedestrian and bike safety in the area and protect the property values of commercial owners and homeowners who have made prior investments in our community. Our community also contains two regionally significant migratory bird sites. Therefore we request the following:

- Reshape the building envelope to eliminate wind tunnel effect and to ensure that current morning light conditions continue to exist for neighboring residential buildings, particularly the Covington (4600 N. Clarendon, rental building) and to Eastwood on the Lake (811 E. Eastwood, condominium building). **Due to the fact that the park is located to the south we do not feel the wind tunnel effect will be as impactful of other areas in the City.**
- Ensure bird safety above and beyond requirements, ideally vetting all designs with bird advocates and presenting the proposed bird safety plan to the wider community. Work to ensure these bird-friendly features will not be removed in later value-engineering processes.
With only 40% of the tower being glass the building is inherently bird safe, and we have also provided that bird safe glass will be used for any large areas of glass on the building such as the lobby facing Marine Drive.
- Present a plan to use the OSI to mitigate negative impacts on neighboring properties to the west and to address the addition of 300 new residential units in the area, which is densely populated. Suggestions have been for community gardens, green space, and/or an addition to Lincoln Park in keeping with the CitySpace Plan recommendation that the city of Chicago acquire privately owned sites adjacent to the lakefront parks. **We will work with the Alderman's office and the City to see where best these funds could be utilized either in the Ward or elsewhere in the City.**

We hope you consider these top priority requests and are eager to see the revisions.

Sincerely,

Lakeside Area Neighbors Association (LANA)