



# City of Chicago



SO2017-7058

Office of the City Clerk

## Document Tracking Sheet

**Meeting Date:** 10/11/2017

**Sponsor(s):** Misc. Transmittal

**Type:** Ordinance

**Title:** Zoning Reclassification Map No. 1-F at 643-741 W Chicago Ave, 641-739 N Halsted St, 632-740 W Erie St, 627-661 W Erie St, 501-531 N Desplaines Ave and 524-630 W Grand Ave - App No. 19405

**Committee(s) Assignment:** Committee on Zoning, Landmarks and Building Standards

## ORDINANCE

### BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHICAGO:

**SECTION 1:** That the Chicago Zoning Ordinance be amended by changing all of the DS-5 Downtown Service District symbols and indications as shown on Map 1-F in the area bounded by:

beginning at West Chicago Avenue; the North Branch of the Chicago River; a line 74.5 feet north of the north line of West Ohio Street extended; a line 451 feet east of the centerline of North Desplaines Street extended; a line 67.50 feet north of the north line of West Ohio Street extended; a line from a point 67.50 feet north of the north line of West Ohio Street extended and 411.96 feet east of the centerline of North Desplaines Street to a point, 507.03 feet east of the centerline of North Desplaines Street and 13.0 feet south of the south line of West Ohio Street extended; a line 13.0 feet south of the south line of West Ohio Street extended; the North Branch of the Chicago River; West Grand Avenue; North Desplaines Street; the westerly right-of-way line of the Chicago and Northwestern Railway; the north line of West Ohio Street; a line from a point 60.57 feet west of the westerly right-of-way line of the Chicago and Northwestern Railway along the north line of West Ohio Street to a point and from a point 55.79 feet west of the westerly right-of-way line of the Chicago and Northwestern Railway along a line 67.50 feet north of the north line of West Ohio Street to a point (said line runs diagonally to the northwest for a distance of 84.92 feet); a line 67.50 feet north of the north line of West Ohio Street; the westerly right-of-way line of the Chicago and Northwestern Railway; the south right-of-way line of relocated West Erie Street; the westerly right-of-way line of the Chicago and Northwestern Railway; the northerly right-of-way line of relocated West Erie Street; North Union Street; and North Halsted Street (ToB)

to those of an DX-5 Downtown Mixed-Use District.

**SECTION 2:** That the Chicago Zoning Ordinance be amended by changing all of the DX-5 Downtown Mixed-Use District symbols and indications as shown in Map 1-F in the area bounded by:

beginning at West Chicago Avenue; the North Branch of the Chicago River; a line 74.5 feet north of the north line of West Ohio Street extended; a line 451 feet east of the centerline of North Desplaines Street extended; a line 67.50 feet north of the north line of West Ohio Street extended; a line from a point 67.50 feet north of the north line of West Ohio Street extended and 411.96 feet east of the centerline of North Desplaines Street to a point, 507.03 feet east of the centerline of North Desplaines Street and 13.0 feet south of the south line of West Ohio Street extended; a line 13.0 feet south of the south line of West Ohio Street extended; the North Branch of the Chicago River; West Grand Avenue;

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North Desplaines Street; the westerly right-of-way line of the Chicago and Northwestern Railway; the north line of West Ohio Street; a line from a point 60.57 feet west of the westerly right-of-way line of the Chicago and Northwestern Railway along the north line of West Ohio Street to a point and from a point 55.79 feet west of the westerly right-of-way line of the Chicago and Northwestern Railway along a line 67.50 feet north of the north line of West Ohio Street to a point (said line runs diagonally to the northwest for a distance of 84.92 feet); a line 67.50 feet north of the north line of West Ohio Street; the westerly right-of-way line of the Chicago and Northwestern Railway; the south right-of-way line of relocated West Erie Street; the westerly right-of-way line of the Chicago and Northwestern Railway; the northerly right-of-way line of relocated West Erie Street; North Union Street; and North Halsted Street (ToB)

to those of an Air Rights Waterway Business-Residential Planned Development which is hereby established in the area above described, subject to such Use and Bulk Regulations as set forth in the Plan of Development herewith attached and made a part hereof and to no others.

**SECTION 3:** This Ordinance shall be in full force and effect from and after its passage and due publication.

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AIR RIGHTS WATERWAY BUSINESS RESIDENTIAL PLANNED DEVELOPMENT NO. \_\_\_\_

## PLANNED DEVELOPMENT STATEMENTS

1. The area delineated herein as Air Rights Waterway Business Residential Planned Development Number \_\_\_\_, (“Planned Development”) consists of approximately 1,115,091 net square feet of property (25.60 acres) which is depicted on the attached Planned Development Boundary and Property Line Map (“Property”) and is owned and controlled by the Applicant, IL-777 West Chicago Avenue, LLC (the “Applicant”).
2. The requirements, obligations and conditions contained within this Planned Development shall be binding upon the Applicant, its successors and assigns and, if different than the Applicant, the legal title holders and any ground lessors. All rights granted hereunder to the Applicant shall inure to the benefit of the Applicant’s successors and assigns and, if different than the Applicant, the legal title holder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 of the Chicago Zoning Ordinance, the Property, at the time of application for amendments, modifications or changes (administrative, legislative or otherwise) to this Planned Development are made, shall be under single ownership or designated control. Single designated control is defined in Section 17-8-0400 of the Zoning Ordinance, provided, however, (a) that for so long as the Applicant or any affiliate thereof owns or controls any part of the Property, any application to the City for any such changes or modifications (administrative, legislative or otherwise) must in all cases be additionally authorized by the Applicant and (b) such change or modification (administrative, legislative or otherwise) shall comply with the terms of any zoning rights agreement, deed restriction, or other written agreement by the Applicant or between owners or designated controlling parties of the Property or portions thereof. Where portions of the improvements located on the Property have been submitted to the Illinois Condominium Property Act, the term “owner” shall be deemed to refer solely to the condominium association of the owners of such portions of the improvements and not to the individual unit owners therein. Nothing herein shall prohibit or in any way restrict the alienation, sale or any other transfer of all or any portion of the Property or any rights, interests or obligations therein including any ground or air-rights leases. Upon any alienation, sale or any other transfer of all or any portion of the Property or the rights therein including any ground or air-rights leases (but not including an assignment or transfer of rights pursuant to a mortgage-or otherwise as collateral for any indebtedness) and solely with respect to the portion of the Property so transferred, the term “Applicant” shall be deemed amended to apply to the transferee thereof (and its beneficiaries if such transferee is a land trust) and the seller or transferor thereof (and its beneficiaries if such seller or transferor is a land trust) shall thereafter be released from any and all obligations or liability hereunder; provided, however that the Applicant’s right to authorize changes or modifications to this Planned Development for so long as it owns or controls all or any portion of the Property as set forth in clause (a) of this Statement Number 2 above shall not be deemed amended or transferred to apply to a

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transferee (or its beneficiaries as aforesaid) unless expressly assigned in a written instrument executed by the original Applicant hereunder.

3. All applicable official reviews, approvals or permits are required to be obtained by the Applicant or its successors, assignees or grantees. Any dedication or vacation of streets or alleys or grants of easements or any adjustment of the right-of-way shall require a separate submittal to the Department of Transportation on behalf of the Applicant or its successors, assign or grantees.

Any requests for grants of privilege, or any items encroaching on the public way, shall be in compliance with the Planned Development. Ingress or egress shall be pursuant to the Planned Development and may be subject to the review and approval of the Departments of Planning and Development and Transportation. Closure of all or any public street or alley during demolition or construction shall be subject to the review and approval of the Department of Transportation.

All work proposed in the public way must be designed and constructed in accordance with the Department of Transportation Construction Standards for Work in the Public Way and in compliance with the Municipal Code of the City of Chicago. Prior to the issuance of any Part II approval, the submitted plans must be approved by the Department of Transportation. Pursuant to a negotiated and executed Perimeter Restoration Agreement (“Agreement”) by and between the Department of Transportation’s Division of Infrastructure Management and the Applicant, the Applicant shall provide improvements and restoration of all public way adjacent to the property, which may include, but not be limited to, the following as shall be reviewed and determined by the Department of Transportation’s Division of Infrastructure Management:

- Full width of streets
- Full width of alleys
- Curb and gutter
- Pavement markings
- Sidewalks
- ADA crosswalk ramps
- Parkway & landscaping

The Perimeter Restoration Agreement must be must be executed prior to any Department of Transportation and Planned Development Part II review permitting. The Agreement shall reflect that all work must comply with current Rules and Regulations and must be designed and constructed in accordance with the Department of Transportation’s Construction Standards for work in the Public Way and in compliance with the Municipal Code of Chicago Chapter 10-20. Design of said improvements should follow the

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Department of Transportation's Rules and Regulations for Construction in the Public Way as well as The Street and Site Plan Design Guidelines. Any variation in scope or design of public way improvements and restoration must be approved by the Department of Transportation.

- The Applicant commits to provide and fully-fund the following Phase 1a infrastructure improvements during the course of the Phase 1a development and in accordance with Statement 8F below. All infrastructure improvements will be subject to review and approval by the Department of Transportation and must be designed and constructed in accordance with the Department of Transportation Construction Standards for Work in the Public Way and in compliance with the Municipal Code of the City of Chicago.
  - Installation of a new traffic signal at the proposed site access driveway (to be known as Jefferson Street ) at Grand Avenue.
  - Installation of a new traffic signal at Grand Avenue and Desplaines Street
  - Installation of a new traffic signal at Halsted Street and Ohio Street, should Ohio Street be converted to two-way traffic flow between Halsted Street and Desplaines Street by the development team in coordination with the alderman's office.
  - Installation of countdown pedestrian signals at the intersection of Grand Avenue and Orleans Street.
  - Replacement of the current traffic signal controller with an ATC 1000 controller at the following intersections:
    - Grand Avenue/Milwaukee Avenue/Halsted Street
    - Grand Avenue and Kingsbury Street
    - Grand Avenue and Orleans Street
  - Dedication of all public right of way for roadways throughout the site must be planned for each phase and completed in accordance with the Development Phasing Diagram. Unless otherwise indicated on the Right-of-Way Adjustment Map, private roadways will not be acceptable for a development of this size. All application fees and the construction of the public infrastructure to be dedicated are the responsibility of the Applicant. Furthermore transit way planning and implementation will continue throughout the life of the project and coordination between the Applicant and CDOT will be necessary.
4. This Plan of Development consists of 22 Statements: a Bulk Regulations Table; an Existing Zoning Map; an Existing Land Use Map; a General Land-Use Plan; a Planned Development Boundary and Property Line Map; a Right-of-Way Adjustment Map; a Subarea and Parcelization Plan; Development Phasing Diagram; a Site Access and Loading Plan (Levels 1 and 2); Site Level Plans (Levels 1, 2 and 3); a Public Open Space Plan; a Generalized Landscape Plan and Plant List; a Site Section Plan; a Phase 1a Riverwalk Section Plan; Bike and Pedestrian Connectivity Plan; Transit Way

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Accommodation Plan; Design Guidelines; Phase 1a Parcel A and B Site and Landscape Plan; Phase 1a Parcel A Ground Floor Plan; Phase 1a Parcel A Floor Plans; Phase 1a Parcel A Building Elevations; Phase 1a Parcel B Ground Floor Plan; Phase 1a Parcel B Floor Plans; Phase 1a Parcel B Building Elevations all prepared by Solomon Cordwell Buenz Architects dated October 18, 2018, submitted herein. In any instance where a provision of this Planned Development conflicts with the Chicago Building Code, the Building Code shall control. This Planned Development conforms to the intent and purpose of the Zoning Ordinance, and all requirements thereto, and satisfies the established criteria for approval as a Planned Development. In case of a conflict between the terms of this Planned Development Ordinance and the Zoning Ordinance, this Planned Development Ordinance shall control.

5. *The following uses are allowed in the Planned Development delineated herein:*

Subarea A: Multi-Unit residential, dwelling units located both on and above the ground floor, Public and Civic uses, Commercial uses, warehousing, freight and storage uses as permitted in the DX-Downtown Mixed Use District, accessory parking and related accessory uses.

Subarea B and C: Residential uses including dwelling units located both on and above the ground floor, Public and Civic uses, and Commercial uses, warehousing, freight and storage uses, printing facility, as permitted in the DX Downtown Mixed Use District, with accessory parking and related accessory uses.

The following uses shall be prohibited within the Planned Development: recycling facilities, drive-through facilities, inter-track wagering facility, payday/title secured loan store, pawn shop, gas station and free standing wireless tower. In addition, the following uses shall be permitted in all subareas subject to the review and approval of the Department of Planning and Development:

- a. other than as prohibited above, broadcast and telecommunication structures, equipment and installations including parabolic transmitting and receiving antennae;
- b. public utility and public service uses necessary to serve the development including, but not limited to, district electrical generation and utility substations; and
- c. district cooling and heating.
- d. Day Care

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6. On-Premise signs and temporary signs, such as business, construction and marketing signs, shall be permitted within the Planned Development, subject to the review and approval of the Department of Planning and Development. Off-Premise signs are prohibited within the boundary of the Planned Development.
7. For purposes of height measurement, the definitions in the Zoning Ordinance shall apply. The height of any building shall also be subject to height limitations, if any, established by the Federal Aviation Administration. Except as provided herein, the maximum height of any building within this Planned Development shall not exceed 650 feet.
8. The maximum permitted Floor Area Ratio ("FAR") for the Property and each subarea shall be in accordance with the attached Bulk Regulations Table. For the purposes of FAR calculations and measurements, the definitions in the Zoning Ordinance shall apply. The permitted FAR identified in the Bulk Regulations Table has been determined using a net site area of 1,115,091 square feet and a base FAR of 5.0.

The Applicant acknowledges that the project has received a bonus FAR of 2.6 pursuant to Sec. 17-4-1000 of the Zoning Ordinance. With this bonus FAR, the total FAR for the Planned Development is 7.6. In exchange for the bonus FAR, the Applicant is required to make a corresponding payment, pursuant to Sections 17.4-1003-B & C, prior to the issuance of the first building permit for any building in the Planned Development; provided, however, if the Planned Development is constructed in phases, the bonus payment may be paid on a pro rata basis as the first building permit for each subsequent new building or phase of construction is issued.

The improvements to be constructed on the Property will be subject to the following Neighborhood Opportunity Fund floor area bonus criteria; otherwise more specifically described in Sections 16-14-010, 17-4-1000 and other referenced portions of the Municipal Code of Chicago. The bonus payment will be split between three separate funds, as follows: 80% to the Neighborhoods Opportunity Fund, 10% to the Citywide Adopt-a-Landmark Fund and 10% to the Local Impact Fund, pursuant to Section 17-4-1003-D. Such funds will be utilized pursuant to Section 17-4-1004-B (Neighborhoods Opportunity), Section 17-4-1006-C (Citywide Adopt-a-Landmark) and Section 17-4-1005-C (Local Impact). The bonus payment will be recalculated at the time of payment (including partial payments for phased developments) and may be adjusted based on changes in median land values in accordance with Section 17-4-1003-C.3. Provided, however, the Commissioner of the Department of Planning and Development shall, at the request of the Applicant, be permitted to reduce the amount of the bonus payment for any parcel that does not seek an FAR above 5.0.

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Funds that become available through the Neighborhood Opportunity Local Impact Fund may be used by CDOT for the design and construction of traffic signal improvements at Ogden Avenue and the northbound Kennedy Expressway on-ramp.

A. Portions of subareas B and C will be constructed along an elevated platform between + 18 and + 33 feet Chicago City Datum, but may be lower or higher depending on factors such as road levels ("Level 2"). Unless devoted to a principal use as defined in the Zoning Ordinance, floor area below the Level 2 shall be considered below grade and shall not be included in calculating the total number of square feet of development within this Planned Development.

B. Bulk and Density Regulations

1. Warehousing and storage uses permitted as principal uses in Statement Number 5 shall be limited to eight hundred thousand (800,000) square feet and shall be established in accordance with the DX-5 Downtown Mixed-Use District regulations existing on the effective date of this Planned Development.
2. With regard to areas devoted as a principal use to office, hotel, residential and retail sales and service uses, the following maximums shall apply;

|   |                       |
|---|-----------------------|
| Office, maximum floor area =                    | 4,566,522 square feet |
| Hotel, maximum number of rooms/keys =           | 250                   |
| Residential, maximum number of dwelling units = | 4,099 units           |
| Retail sales and service, maximum floor area =  | 169,902 square feet   |

Provided, however, that in calculating these maximums, ballrooms, meeting rooms, exhibition space and eating facilities associated with a hotel use and located at or above the established Level 2 shall be chargeable against the maximum permitted floor area for principal retail sales and service of office uses.

3. The Applicant may increase the maximum number of dwelling units allowed within this planned development by converting a portion of the maximum allowed office space and/or a portion of the maximum allowed hotel rooms/keys. The Applicant may increase the maximum amount of office space by converting a portion of the maximum dwelling units and/or a portion of the maximum number of hotel rooms/keys. The Applicant may increase the maximum number of hotel rooms/keys to six hundred and fifty (650) rooms/keys by converting a portion of the maximum allowed office space and/or a portion of the maximum allowed

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dwelling units. The Applicant may increase the maximum amount of retail space by converting a portion of the maximum allowed office space and/or portion of the maximum allowed dwelling units. At no point can the overall square footage devoted to residential development exceed 50% of the total allowable buildable square footage within this planned development.

## Conversion Chart:

|   |
|---|
| 1. Eight hundred and fifty (850) square feet of office or retail space shall be equal to one (1) dwelling unit. |
| 2. Two (2) Hotel rooms/keys shall be equal to one (1) dwelling unit.  |
| 3. Two (2) Hotel rooms/keys shall be equal to (850) square feet of office space.                                |
| 4. One (1) square foot of office space shall equal one (1) square foot of retail space.                         |

4. The number of efficiency units within this Planned Development shall not exceed thirty percent (30%) of the number of permitted dwelling units.
5. To the extent this Planned Development does not cover all items required for development, all development shall be in general conformity with the DX-5 Downtown Mixed-Use District regulations of the Chicago Zoning Ordinance.

### C. Periphery Setbacks and Minimum Distance Between Buildings

1. Setbacks shall be in conformance with the site plans and Design Guidelines.
2. Periphery setback and distance provisions may be adjusted where required to allow flexibility of architectural or site design arrangement, subject to the approval of the Department of Planning and Development.

### D. Parking

#### 1. Minimum Requirements for uses:

Office: 0.3 spaces per one thousand (1,000) square feet.

Hotel: with more than 15,000 square feet of meeting, conference or banquet area: 1 space per 1,000 square feet.

Residential: 0.35 parking spaces shall be required per dwelling unit including efficiency units

Retail: 0.5 parking space per one thousand (1,000) square feet.

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2. Location. All parking spaces required to serve buildings or uses shall be located on the same parcel as the building or use served, or (a) if a residential use, within six hundred (600) feet walking distance measured from the property line; or (b) if office use, within one thousand (1,000) feet walking distance measured from the property line.
  3. Vehicular entrances and exits to accessory automobile parking areas shall be located in general conformance with the Site Access and Loading Plans attached hereto. Provided, however, that temporary or relocated driveways shall be permitted within the Planned Development subject to the review and approval of the Department of Transportation and the Department of Planning and Development in accordance with Statement 13 below.
  4. Transit Served Locations. Any parcel within this Planned Development that qualifies as a transit served location as defined under Section 17-10-0102-B of the Zoning Ordinance may reduce the parking requirements for such parcel by the maximum amounts permitted under Section 17-10-0102-B and approval by DPD. As part of the review of such request to reduce the parking requirement for such parcel, the applicant must provide an exhibit identifying the parcel and its proximity to Public Transit. No approval can be granted without the submission of such document.
- E. *Loading.* Minimum off-street loading shall be provided in accordance with the regulations applicable in the DX-5 Downtown Mixed-Use District of the Chicago Zoning Ordinance existing on the effective date hereof. The location of loading berths shall be subject to the review of the Department of Transportation and the approval of the Department of Planning and Development.
- F. *Construction of Public Roadway and Traffic Improvements.* No certificate of occupancy shall be issued for any improvement located within a parcel in this Planned Development until such time as the Applicant for the certificate produces evidence that construction of the public roadway and traffic improvements (an improvement available for use by the public) related to the improvement within such parcel has been completed, is under construction or is under contract for construction, or that adequate access can be provided, all as certified by the Department of Transportation and approved by the Department of Planning and Development.
9. The Applicant acknowledges and agrees that the rezoning of the Property from the DS-5 Downtown Service District to the DX-5 Downtown Mixed Use District, and then to this Air Rights Waterway Business Residential Planned Development (PD), for construction of the Planned Development triggers the requirements of Section 2-45-115 of the

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Municipal Code adopted in 2015 (the “Affordable Requirements Ordinance” or the “ARO”). The Applicant further acknowledges and agrees that the Property is currently located in the Near North/Near West Pilot Area, pursuant to Section 2-45-117 of the Municipal Code (the “Near North/Near West ARO Pilot Area Ordinance” or the “Pilot”). The Near North/Near West Pilot Area is divided into two zones: the Near North Zone and the Near West Zone. The Property is located in the Near North Zone. In the Near North Zone, the percentage of units in a residential housing project required to be affordable for a period of 30 years, whether rental or for-sale, is increased from 10% to 20% (the “ARO Units”). Any developer of a residential housing project in the Near North Zone, must provide the first 10% of units required to be affordable (the “First Units”) either: (i) in the residential housing project, or (ii) with the approval of the commissioner of the Department of Planning and Development or any successor department thereto (the “Commissioner”), in an off-site location within two miles of the Property and in the same or a different higher income area or downtown district, or (iii) any combination of (i) and (ii). In addition, the developer must provide the second 10% of units required to be affordable (the “Additional Units”) either: (i) in the residential housing project, or (ii) with the Commissioner’s approval, in an off-site location anywhere within the Near North/Near West Pilot Area, regardless of distance from the residential housing project and regardless of the designation of the income area, or (iii) any combination of (i) and (ii). If the residential housing project receives financial assistance from the City, however, all ARO Units must be provided on-site. For the purposes of this Planned Development, any ARO units located within the boundaries of this Planned Development shall constitute on-site units. The Applicant proposes to construct the Planned Development in phases and construct all of ARO required affordable units on site. The first phase of the Planned Development (Phase 1a / Parcel A and Parcel B) consists of the construction of 1,250-1,500 residential units on Parcel A (north tower and south tower) and Parcel B (north and south towers). As a result, in the Near North Zone, , the Applicant’s affordable housing obligation for Phase 1a is between 250-300 units (20% of 1,250 = 250, and 20% of 1,500 = 300). The Applicant has agreed to satisfy this affordable housing obligation for Phase 1a by providing between 42 - 50 ARO Units in the north tower of Parcel A and between, 42-50 ARO Units in the south tower on Parcel A, and the remaining ARO Units on Parcel B provided that no more than 80% of the housing units on Parcel B may be ARO Units. Developer agrees to use best efforts to lease 10% of the required affordable units to CHA. In other words, at least 20% of the total number of housing units in Parcel B must qualify as market-rate housing. The Applicant acknowledges that Section 2-45-115(U)(7) of the ARO requires affordable units to be constructed, completed, ready for occupancy, and marketed concurrently with or prior to the market rate units in a residential housing project or phase thereof. In order to ensure compliance with this requirement, the Applicant agrees that it must apply for and obtain all necessary building permits for Parcel B prior to or concurrently with the building permits for Parcel A, and shall construct the market-rate units and the ARO Units at a proportionate rate as specified in Section 2-45-115(U)(7). The obligation

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survives the pilot. If the Applicant fails to comply with the foregoing requirement to develop Parcels A and B concurrently so as to maintain the proper ratio of affordable to market-rate units, then the Applicant shall be required to comply with the ARO on an individual building basis (i.e., each building must satisfy the ARO requirements on a stand-alone basis as if each building is a separate residential housing project). The Applicant may develop one of the towers on Parcel B with affordable senior housing units, as long as those units are developed in keeping with the ARO Rules online at [www.cityofchicago.org/aro](http://www.cityofchicago.org/aro). In accordance with the ARO Pilot, the Applicant shall be required to lease the First Units to households earning up to 60% of the Chicago Primary Metropolitan Statistical Area median income (“AMI”) at prices affordable to households at such income level, and the Additional Units to households earning up to 80% or 100% of AMI, as determined by rule and approved by the Commissioner at prices affordable to households at such income level, including any units leased to CHA. If the Applicant subsequently reduces (or increases) the number of housing units in the project, or elects to build a for-sale project instead of a rental project, the Applicant shall update and resubmit the Affordable Housing Profile Form to the Department of Planning and Development (“DPD”) for review and approval. DPD may adjust the requirements to reflect any such change without amending the Planned Development. Prior to the issuance of any building permits for any residential building in the Planned Development, including, without limitation, excavation or foundation permits, the Applicant must execute and record an affordable housing agreement in accordance with Section 2-45-115(L). The final unit mix and distribution must be approved by DPD prior to the recording of this agreement. The terms of the affordable housing agreement and any amendments thereto are incorporated herein by this reference. The Applicant acknowledges and agrees that the affordable housing agreement will be recorded against the Planned Development, or the applicable portion thereof, and will constitute a lien against such property. The Commissioner may enforce remedies for any breach of this Statement 9, including any breach of any affordable housing agreement, and enter into settlement agreements with respect to any such breach, subject to the approval of the Corporation Counsel, without amending the Planned Development. The Applicant must submit all future proposals to meet the ARO under subsequent phases to the Department of Planning and Development (“DPD”) for review and approval.

10. The Applicant acknowledges the importance of the Chicago River as a resource for both commerce and recreation and acknowledges the City’s goals of improving the appearance, quality and accessibility of the river, as contained in the waterway planned development guidelines in the Zoning Ordinance (Section 17-8-0912) and the Chicago River Corridor Design Guidelines and Standards or as amended. The Applicant also acknowledges the river development Design Guidelines of the North Branch Framework Plan that builds upon the North Branch Industrial Corridor’s unique natural and built environment. To further these goals, the Applicant agrees, as set forth in the Public Open Space Plans, to:  
(a) provide an expanded river setback with an average width of between 30ft and 60 ft

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|------------------------------|---|
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| <b>ADDRESS:</b>              | 643-741 W. Chicago Avenue; 641-739 N. Halsted Street; 632-740 W. Erie Street;<br>627-661 W. Erie Street; 501-31 N. Desplaines Street; 524-630 W. Grand Avenue |
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with a continuous 16-ft wide multi-purpose riverwalk as shown in the Public Open Space Plan and General Landscape Plan, and where at no point is the river setback less than 30-foot; (b) provide a variety of active uses and river overlooks as indicated on said Plans; (c) permit the connection of such riverwalk under Chicago Avenue and under Grand Avenue to the riverwalk of adjacent properties when adjacent properties are similarly improved; and (d) permit the future placement of a pedestrian bridge along the riverwalk in the general area of the former Erie Street bridge abutment over the Chicago River to connect to Montgomery Ward Park.

The Applicant shall permit un-gated and unobstructed public access to the river setback, and provide informational and wayfinding signage at all entries that the riverwalk is open to the public, free of charge, during normal park hours from 6:00am to 11:00pm every day of the year. All improvements within the river setback for each development parcel must be substantially complete prior to receipt of Certificate of Occupancy for the first principal building located on the east side of Jefferson Street within each parcel as shown on the Development Phasing Diagram. Planting may be delayed, if consistent with good landscape practice, but not longer than one year following receipt of the occupancy certificate.

The Applicant shall also design and construct the central riverfront park and south riverfront park depicted on the Public Open Space Plan (hereinafter the "Park"). The south riverfront park under and adjacent to the Ohio Feeder Ramp includes active recreation features, play areas, and greenspace, which will be completed, under construction or under contract for construction prior to receipt of Certificate of Occupancy for the first principal building within Parcel A and as part of the scope of work in Phase 1a. Provided, however, such timing shall be subject to coordination with and the granting of all necessary rights and permits by the County of Cook which has easement rights for and below the Ohio Feeder Ramp and the Illinois Department of Transportation. The central riverfront park will include activated programming along the east side of Jefferson Street and landscaping to minimize blank terraced walls from Jefferson Street up to the plaza area west of Jefferson Street. The central riverfront park on the east side of Jefferson Street will be completed prior to receipt of Certificate of Occupancy for the first principal building within Parcels H or J as shown on the Development Phasing Diagram. The central riverfront park on the west side of Jefferson Street is split between two parcels, Parcels E and F. For constructability, that portion of the central riverfront park west of Jefferson Street located in Parcels E and F will be completed prior to receipt of Certificate of Occupancy for the first principal building within each parcel Parcel E and F, respectively, as shown on the Development Phasing Diagram. Upon completion of the Park, the Applicant shall be responsible for maintaining and managing the Park for the purposes set forth herein, including ensuring that the Park's landscaping is well maintained, that the vegetation and plantings are kept in healthy condition and that the Park facilities and play areas are clean, well lit, litter free and clear of snow from

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hardscaped areas and debris. The Applicant shall provide sufficient liability insurance coverage necessary for the operation of the Park for public use. The Applicant shall provide informational and wayfinding signage at all entries that the Park is open to the public, free of charge, during normal park hours from 6:00am to 11:00pm every day of the year.

Prior to issuance of building permits for the first principal building within each Subarea, the Applicant will enter into a development and maintenance agreement with the City of Chicago for the construction, maintenance, and management of the Park. The development and maintenance agreement obligations shall be binding upon the Applicant, its successors and assigns, including but not limited to a master business or homeowners maintenance association whose purpose includes maintaining the Parks and/or the riverwalk. Upon completion of the Park, the parcel of land developed and devoted to open space shall be memorialized in a public access easement agreement with and for the benefit of the City of Chicago or a not for profit accredited land conservancy trust, as approved by the City, whose purpose is to hold open space public access easements. Any reasonable costs associated with establishing, monitoring, or stewardship of the public access easement shall be the responsibility of the Applicant, and would need to be contributed at the time when the easement is granted.

11. Upon review and determination, "Part II Review", pursuant to Section 17-13-0610 of the Zoning Ordinance, a Part II Review Fee shall be assessed by the Department of Planning and Development. The fee, as determined by staff at the time, is final and binding on the Applicant and must be paid to the Department of Revenue prior to the issuance of any Part II approval.
12. The Site and Landscape Plans for future development parcels and phases for each parcel shall be in substantial conformance with the Landscape Ordinance and any other corresponding regulations and guidelines, including Section 17-13-0800. Final landscape plan review and approval will be by the Department of Planning and Development. Any interim reviews associated with site plan review or Part II reviews, are conditional until final Part II approval.

Prior to the issuance by the Department of Planning and Development of a determination pursuant to Section 7-13-0610 of the Chicago Zoning Ordinance ("Part II approval") for development or redevelopment of any development parcels within the Planned Development, including revised development plans for Parcels A and B, other than alterations to existing buildings which, unless otherwise permitted by the Department of Planning and Development, do not increase their height or alter their footprints, a site plan for the proposed development, including parking areas and related information ("Site Plan Submittal"), shall be submitted to the Commissioner of the Department of Planning and Development for approval. Review and approval of the Site Plan Submittal

|                              |   |
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by the Commissioner is intended to assure that specific development proposals conform with the Planned Development, are consistent with the intent of the Design Guidelines and to ensure coordination of any public improvements required by this Planned Development.

No Part II approval for work for which a Site Plan Submittal is required hereunder shall be granted until the Site Plan Submittal has been approved by the Commissioner and reviewed by the Chicago Plan Commission at a Public hearing. The hearing conducted by the Plan Commission shall be for review purposes only and no approval or recommendation shall be required in order for the Commissioner to issue an approval of the Site Plan Submittal. Further, all Part II submittals shall be in compliance with the Chicago Landscape Ordinance. Provided the Site Plan Submittal required hereunder is in general conformance with this Planned Development and the Design Guidelines, and provided Applicant has timely provided all Site Plan Submittals, the Commissioner shall issue such site plan approval and the Plan Commission shall conduct its review hearing within days from receipt of the Site Plan Submittal. Following approval of a Site Plan Submittal by the Commissioner, the approved plan shall be kept on permanent file with the Department of Planning and Development and shall be deemed to be an integral part of this Planned Development. The approved Site Plan Submittal may be changed by the provisions of Section 17-13-0611 of the Chicago Zoning Ordinance. In addition, because of the long-term phasing of the Planned Development, design aspects of the Planned Development such as phasing, parcel sizes, building footprints, vehicular access drives and tower locations may be modified during the Site Plan Submittal approval process, but shall still be considered to be in general conformance with this Planned Development provided such modifications do not violate the bulk and density regulations of this Planned Development and are consistent with the Design Guidelines. A Site Plan Submittal shall, at a minimum, provide the following information with respect to the proposed improvements:

- a. the boundaries of the property;
- b. the footprint of the improvements;
- c. location and dimensions of all parking spaces and loading berths;
- d. preliminary landscaping plan prepared by a landscape architect with final landscaping plan to be approved during Part II review;
- e. all pedestrian circulation routes;
- f. the location of any adjacent public improvements;

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- g. a signage plan for any building where retail or theater uses would be present above the ground level;
- h. preliminary building sections and elevations of the improvements with a preliminary building materials list; and
- i. statistical information applicable to the property limited to the following:
  - (1) floor area and floor area ratio;
  - (2) uses to be established;
  - (3) building heights;
  - (4) all setbacks, required and provided;
  - (5) floor area devoted to all uses (e.g. office, retail etc.);
  - (6) number of dwelling units;
  - (7) number of parking spaces;
  - (8) number of loading spaces/berths
  - (9) If mutually agreed upon by DPD and the applicant a School Impact Study may be required with the first Site Plan Submittal.

A Site Plan Submittal shall include such other information as may be necessary to illustrate conformance with the applicable provisions of this Planned Development and the Design Guidelines. In addition, as part of the site plan review process for each phase of development, an updated traffic and parking study shall be submitted when it is determined by the Commissioners of the Department of Planning and Development and Department of Transportation that such an updated report is required.

- 13. In order to encourage architectural diversity and excellence in design, the Applicant will also ensure that each Site Plan Submittal substantially complies with the North Branch Framework and Design Guidelines (NBF) as part of the Part II Review process. Revisions and modifications to any previously approved site plan, landscape plan or building elevations must be substantially consistent with the NBF. Furthermore, Applicant and the Department, at either party's request, may continue to evolve the design of the building elevations on Subarea A (Parcel A and B and C), Subarea B (Parcel C, D, E, F and G) and Subarea C (Parcels H,I,J,K and L); changes to such

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elevations, if any, shall, if mutually agreed, be approved by the Department administratively as a Minor Change.

14. The Applicant acknowledges the potential alignments for a multi-modal trail, transit-way and other potential transportation improvements (“Transportation Improvements”) through and adjacent to the Property. The Applicant has identified a conceptual location of the Transportation Improvements on the Transit Way Accommodation Plan attached hereto and agrees to provide an easement on, across and through such area of the Property as necessary to accommodate the Transportation Improvements as provided herein. The Applicant and the City of Chicago agree to cooperate on the final location of the Transportation Improvements through the Planned Development site. The Transportation Improvements are meant to improve connectivity and access to the Planned Development site and to other development sites near the Planned Development. The Transportation Improvements shall not adversely affect operations, security of the buildings or diminish the development rights within the Planned Development. In the event that the Transportation Improvements are incorporated into any of the right of ways being dedicated to the public as part of this Planned Development, the Applicant shall be permitted to recapture the square footage of such portion of right of way previously or to be dedicated and increase the net site area of the Planned Development. Any modifications that result from these Transportation Improvements shall be made pursuant to the minor change provisions of Section 17-13-0611.
15. The Applicant shall comply with Rules and Regulations for the Maintenance of Stockpiles promulgated by the Commissioners of the Departments of Streets and Sanitation, Fleet and Facility Management and Buildings, under Section 13-32-085 of the Municipal Code, or any other provision of that Code.
16. The terms and conditions of development under this Planned Development ordinance may be modified administratively, pursuant to section 17-13-0611-A of the Zoning Ordinance by the Zoning Administrator upon the application for such a modification by the Applicant, its successors and assigns and, if different than the Applicant, the legal title holders and any ground lessors. In addition to any other modifications that are otherwise permitted pursuant to Section 17-13-0611-A of the Chicago Zoning Ordinance, an increase in the maximum building height within any subarea by ten percent (10%) or less shall constitute a permitted modification hereunder.
17. The Applicant acknowledges that it is in the public interest to design, construct and maintain the project in a manner which promotes, enables and maximizes universal access throughout the Property. Plans for all buildings and improvements on the Property shall be reviewed and approved by the Mayor’s Office for People with Disabilities to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility.

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18. The Applicant acknowledges that it is in the public interest to design, construct, renovate and maintain all buildings in a manner that provides healthier indoor environments, reduces operating costs, conserves energy and maximizes the preservation of natural resources. The Applicant agrees to install a stormwater management system that captures, cleans and discharges the majority of the on-site stormwater (as allowed by City regulations, approved by the Department of Water Management and technically feasible) to the Chicago River. At the time of a hearing before the Chicago Plan Commission, the Applicant agrees to be in compliance with the City of Chicago Sustainable Development Policy set forth by the Department of Planning and Development in effect at the time the Part II review process is initiated for each improvement (phase, subarea or sub parcel) that is subject to the aforementioned Policy and must provide documentation verifying compliance. The method of compliance must include sustainable strategies that are consistent with the North Branch Design Guidelines.
  
19. The Applicant acknowledges that it is the policy of the City to maximize opportunities for Minority and Women-owned Business Enterprises (“M/WBEs”) and city residents to compete for contracts and jobs on construction projects approved through the planned development process. To assist the city in promoting and tracking such M/WBE and city resident participation, an Applicant for planned development approval shall provide information at three points in the city approval process. First, the Applicant must submit to DPD, as part of its application for planned development approval, an M/WBE Participation Proposal. The M/WBE Participation Proposal must identify the Applicant’s goals for participation of certified M/WBE firms in the design, engineering and construction of the project, and of city residents in the construction work. The city encourages goals of 26% MBE and 6% WBE participation (measured against the total construction budget for the project or any phase thereof), and (ii) 50% city resident hiring (measured against the total construction work hours for the project or any phase thereof). The M/WBE Participation Proposal must include a description of the Applicant’s proposed outreach plan designed to inform M/WBEs and city residents of job and contracting opportunities. Second, at the time of the Applicant’s submission for Part II permit review for the project or any phase thereof, the Applicant must submit to DPD (a) updates (if any) to the Applicant’s preliminary outreach plan, (b) a description of the Applicant’s outreach efforts and evidence of such outreach, including, without limitation, copies of certified letters to M/WBE contractor associations and the ward office of the alderman in which the project is located and receipts thereof; (c) responses to the Applicant’s outreach efforts, and (d) updates (if any) to the Applicant’s M/WBE and city resident participation goals. Third, prior to issuance of a Certificate of Occupancy for the project or any phase thereof, the Applicant must provide DPD with the actual level of M/WBE and city resident participation in the project or any phase thereof, and evidence of such participation. In addition to the forgoing, DPD may request such additional information as the department determines may be necessary or useful in evaluating the

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extent to which M/WBEs and city residents are informed of and utilized in planned development projects. All such information will be provided in a form acceptable to the Zoning Administrator. DPD will report the data it collects regarding projected and actual employment of M/WBEs and city residents in planned development projects twice yearly to the Chicago Plan Commission and annually to the Chicago City Council and the Mayor.

20. Applicant commits to provide and fully-fund the Phase I traffic demand measures and infrastructure improvements, in accordance with and as detailed in Statement 3 above (all such measures and improvements are collectively referred to herein as the "Improvements"). The funding, design and provision of all such Improvements are the responsibility of the Applicant and its successors and assigns, subject to review and installation scheduling by the Department of Transportation. The Applicant must design and construct the Improvements in accordance with the Department of Transportation Construction Standards for work in the Public Way and in compliance with the Municipal Code of Chicago.

The Applicant shall enter into an agreement with the Department of Transportation to implement the provisions of this Statement 20. Such agreement shall be recorded against the Property prior to the issuance of the issuance of Part II approval for any Parcel in Phase I.

21. The Applicant acknowledges that the Property is located in the North Branch Industrial Corridor Conversion Area, and is undergoing a "rezoning" within the meaning of Chapter 16-8 of the Municipal Code (the "Industrial Corridor System Fund Ordinance"). As a result of this rezoning, the Planned Development is subject to the conversion fee provisions of the Industrial Corridor System Fund Ordinance. The purpose of the conversion fee is to mitigate the loss of industrial land and facilities in conversion areas by generating funds for investment in receiving industrial corridors in order to preserve and enhance the City's industrial base, support new and expanding industrial uses, and ensure a stable future for manufacturing and industrial employment in Chicago. For purposes of this Planned Development, the North Branch Industrial Corridor shall be deemed a receiving industrial corridor. The Applicant is required to pay the conversion fee in full prior to the issuance of the first building permit for any building in the Planned Development; provided, however, if the Planned Development is constructed in phases, the conversion fee may be paid on a pro rata basis upon issuance of the building permit for each subsequent new building or phase of construction. The amount of the conversion fee due upon to the issuance of a building permit shall be calculated based on the fee rate in effect at the time of payment. The Applicant shall record a notice against the Property to ensure that the requirements of the Industrial Corridor System Fund Ordinance are enforced in accordance with Sec. 16-8-100.

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22. This Planned Development shall be governed by Section 17-13-0612 of the Zoning Ordinance. Provided, however, this Planned Development shall not lapse and shall remain in full force and effect provided that the provisions of Section 17-13-0612-A are satisfied for any single development parcel within this Planned Development. Should this Planned Development ordinance lapse, the Zoning Administrator of the Department of Planning and Development shall initiate a Zoning Map Amendment to rezone the property back to the DX-5 Downtown Mixed-Use District.

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## Air Rights Waterway-Business Planned Development Bulk Regulations And Data Table No. \_\_\_\_\_

|   |           |             |       |       |
|---|-----------|-------------|-------|-------|
| Gross Site Area:                            | 1,671,831 | square feet | 38.38 | acres |
| Total Area of existing Right-of-Way:        | 361,253   | square feet | 8.29  | acres |
| Total Area of Right-of-Way to be dedicated: | 195,487   | square feet | 4.49  | acres |
| Total Net Site Area:                        | 1,115,091 | square feet | 25.60 | acres |

|                             |           |             |  |  |
|-----------------------------|-----------|-------------|--|--|
| Total Maximum FAR:          | 7.6       |             |  |  |
| Maximum FAR Buildable Area: | 8,474,692 | square feet |  |  |

### Net Site Areas by Sub-Area:

|             |         |             |       |       |
|-------------|---------|-------------|-------|-------|
| Sub Area A: | 254,092 | square feet | 5.83  | acres |
| Sub Area B: | 452,925 | square feet | 10.40 | acres |
| Sub Area C: | 408,075 | square feet | 9.37  | acres |

### FAR Building Areas by Sub-Area

|             |           |             |  |  |
|-------------|-----------|-------------|--|--|
| Sub Area A: | 1,825,053 | square feet |  |  |
| Sub Area B: | 3,262,559 | square feet |  |  |
| Sub Area C: | 3,387,080 | square feet |  |  |

### FAR by Sub-Area

|             |     |  |  |  |
|-------------|-----|--|--|--|
| Sub Area A: | 7.2 |  |  |  |
| Sub Area B: | 7.2 |  |  |  |
| Sub Area C: | 8.3 |  |  |  |

### Maximum Building Height by Sub Area

|             |     |      |  |  |
|-------------|-----|------|--|--|
| Sub Area A: | 650 | feet |  |  |
| Sub Area B: | 600 | feet |  |  |
| Sub Area C: | 650 | feet |  |  |

### Maximum Number of Residential Units

|             |       |       |  |  |
|-------------|-------|-------|--|--|
| Sub Area A: | 1,582 | units |  |  |
| Sub Area B: | 305   | units |  |  |
| Sub Area C: | 2,212 | units |  |  |

Maximum Number of Hotel Keys 250

### Minimum Accessory Parking Spaces

|              |   |
|--------------|---|
| Office:      | 0.3 spaces per one thousand (1,000) square feet.  |
| Hotel:       | 1 space per 1,000 square feet if more than 15,000 square feet of meeting, conference or banquet area. |
| Residential: | 0.35 parking space shall be required per dwelling unit including efficiency units.                    |
| Retail:      | 0.5 parking space per one thousand (1,000) square feet.   |

|                              |  |
|------------------------------|--|
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## Minimum Number of Bike Parking Spaces

residential: 1 per 2 auto parking spaces  
non-residential: 1 per 10 auto parking spaces

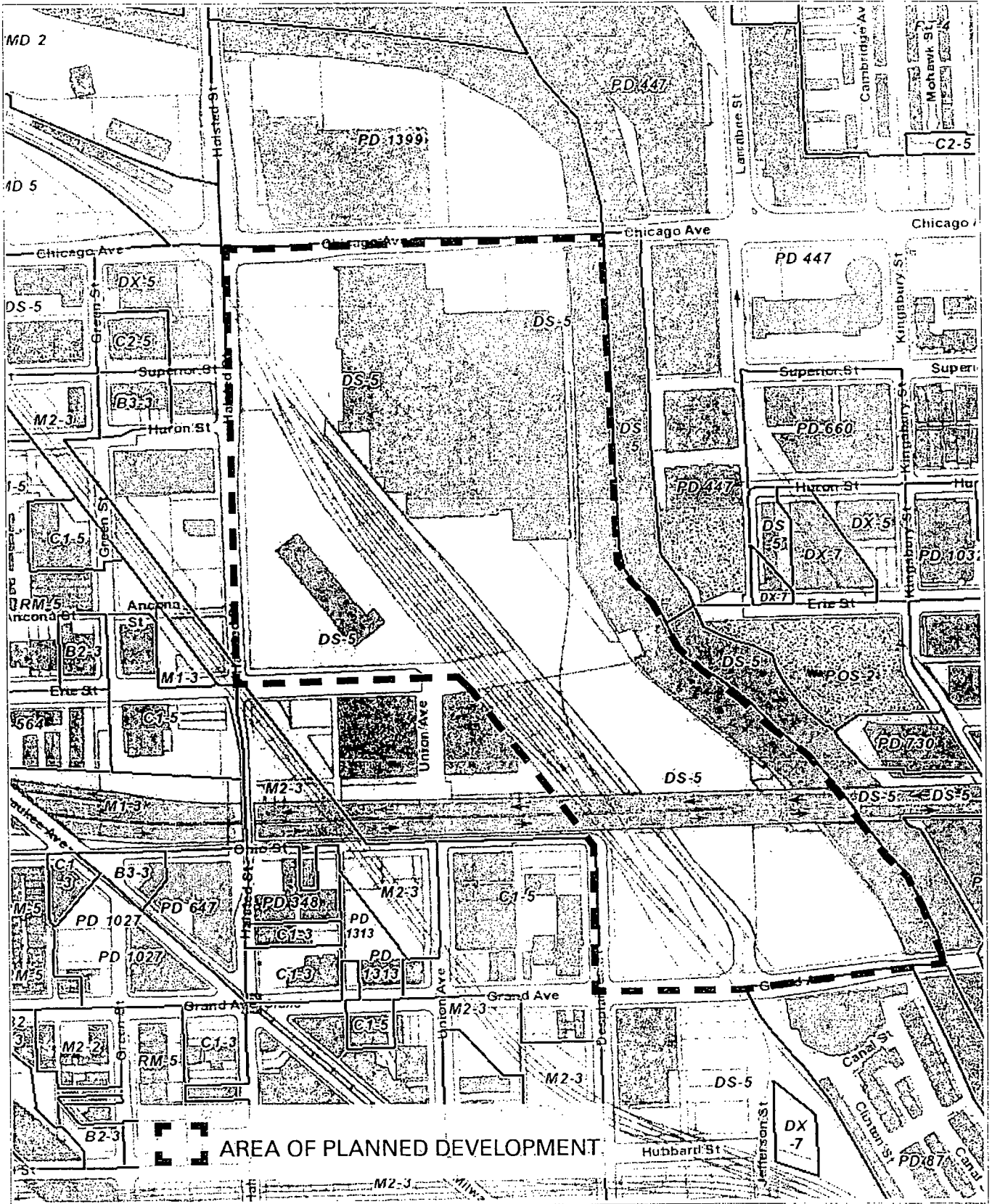
(1) Ordinance Maximums are subject to adjustment per Statement 8B of this Planned Development

(2) In accordance with Section 17-7-0406-C of the Chicago Zoning Ordinance, the base FAR for this Planned Development shall be 5.0, provided, however, the Applicant shall have the right to develop up to a maximum of 7.6 FAR in accordance with this Planned Development. For any development parcel that exceeds 5.0 FAR, the developer shall be required to pay a floor area bonus in accordance with statement 8A of this Planned Development. Individual development parcels may exceed an 7.6 FAR, provided the FAR for the entire property does not exceed 7.6.

(3) Parcel sizes may be modified as provided in Statement 12.

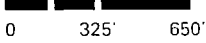
(4) The maximum FAR as allocated to the Sub-Areas may be transferred and shifted among the Sub-Areas pursuant to Section 17-13-0611 provided the overall FAR for the entire property does not exceed 7.6.

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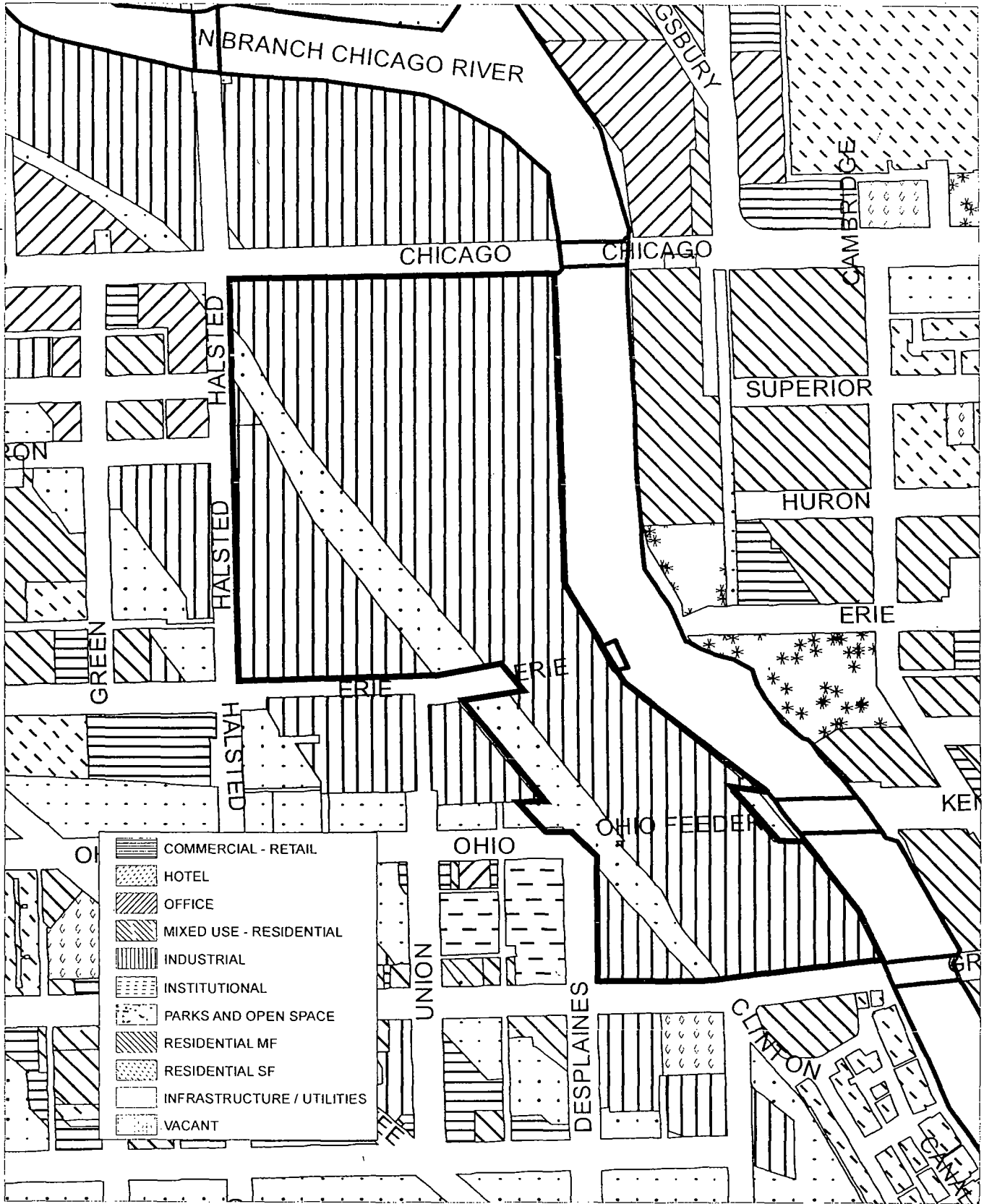
**AREA OF PLANNED DEVELOPMENT**

**EXISTING ZONING MAP**



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|  |                            |
|--|----------------------------|
|  | COMMERCIAL - RETAIL        |
|  | HOTEL                      |
|  | OFFICE                     |
|  | MIXED USE - RESIDENTIAL    |
|  | INDUSTRIAL                 |
|  | INSTITUTIONAL              |
|  | PARKS AND OPEN SPACE       |
|  | RESIDENTIAL MF             |
|  | RESIDENTIAL SF             |
|  | INFRASTRUCTURE / UTILITIES |
|  | VACANT                     |

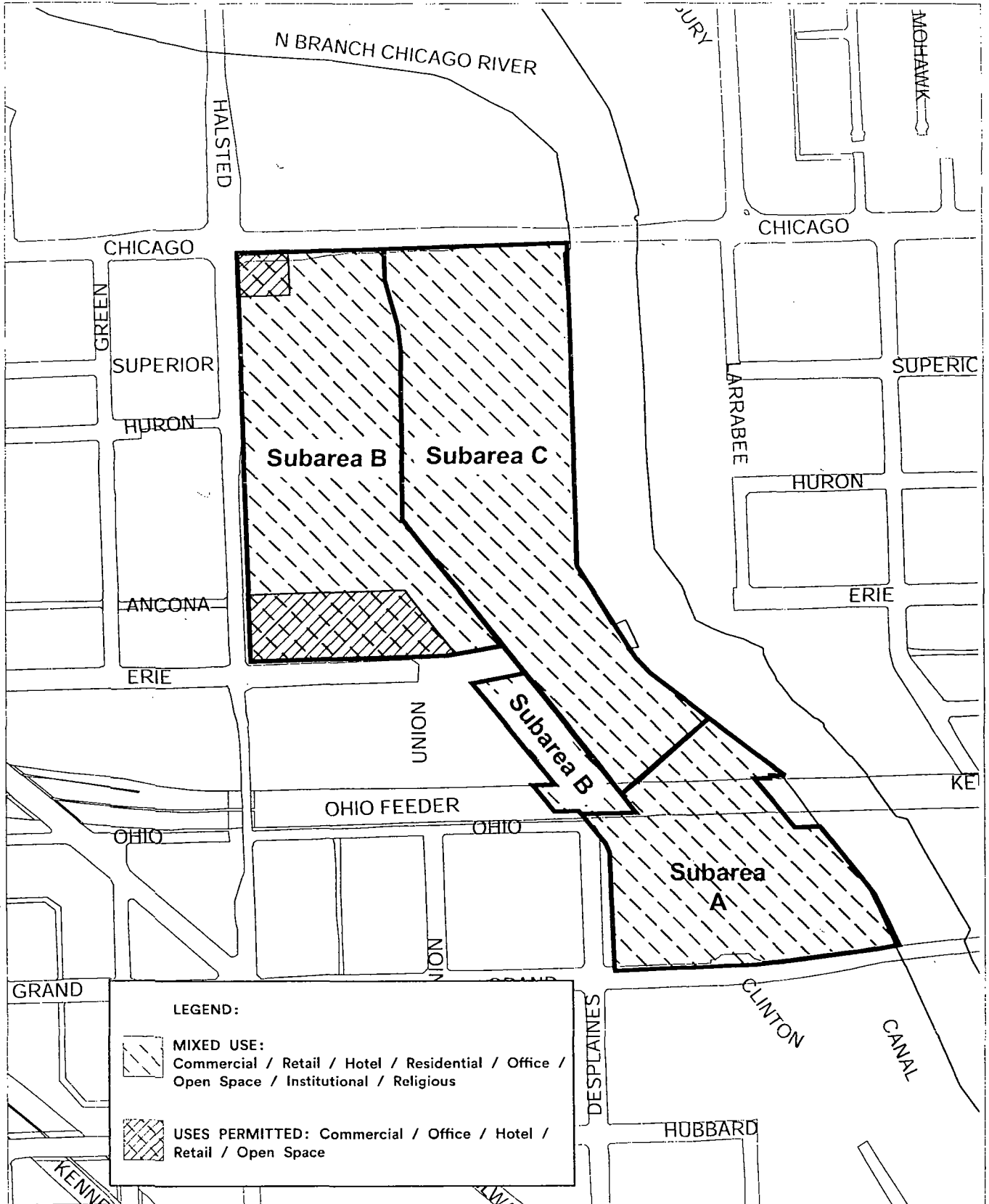
## EXISTING LAND USE MAP

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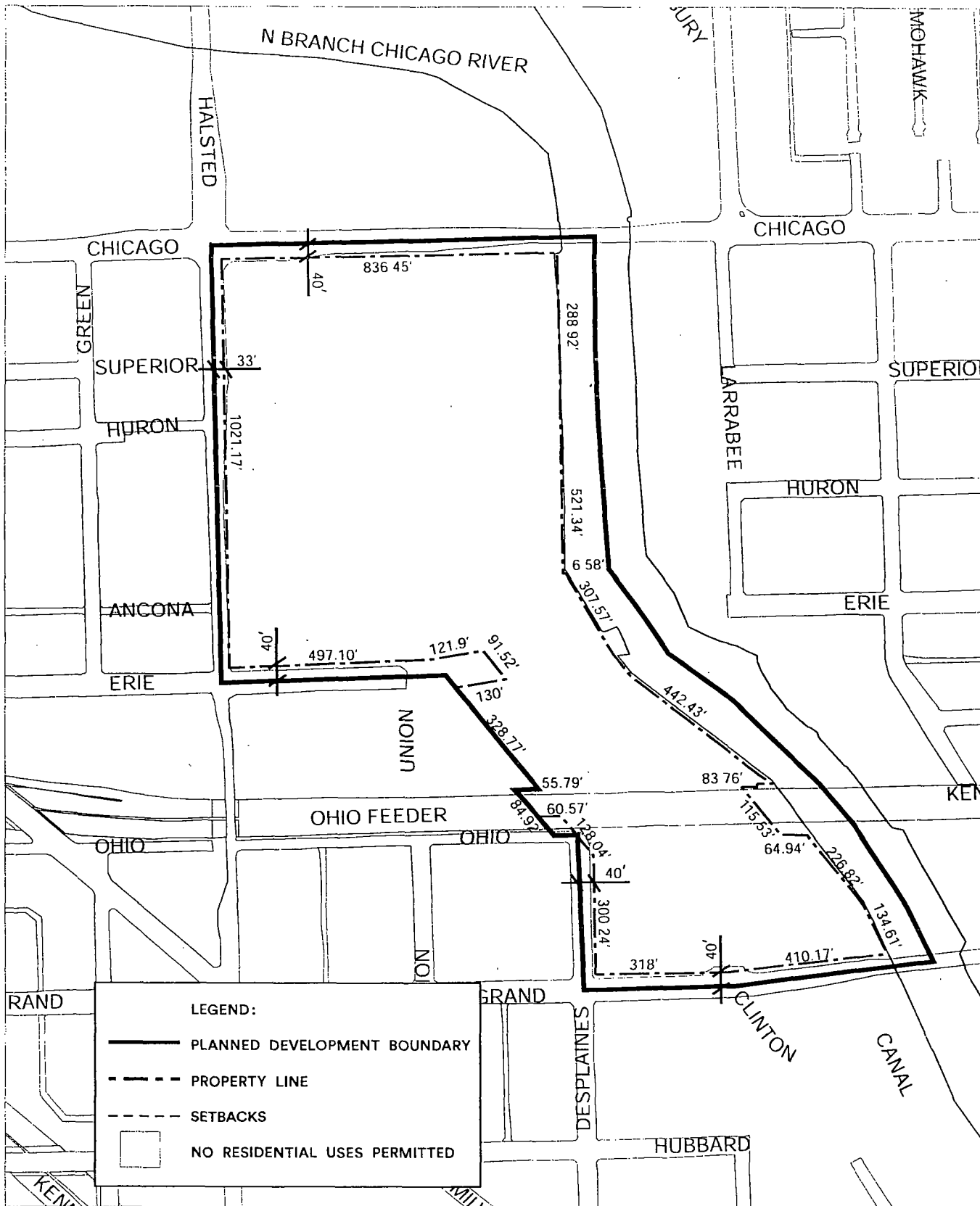
## GENERAL LAND-USE PLAN

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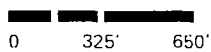
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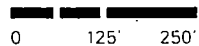
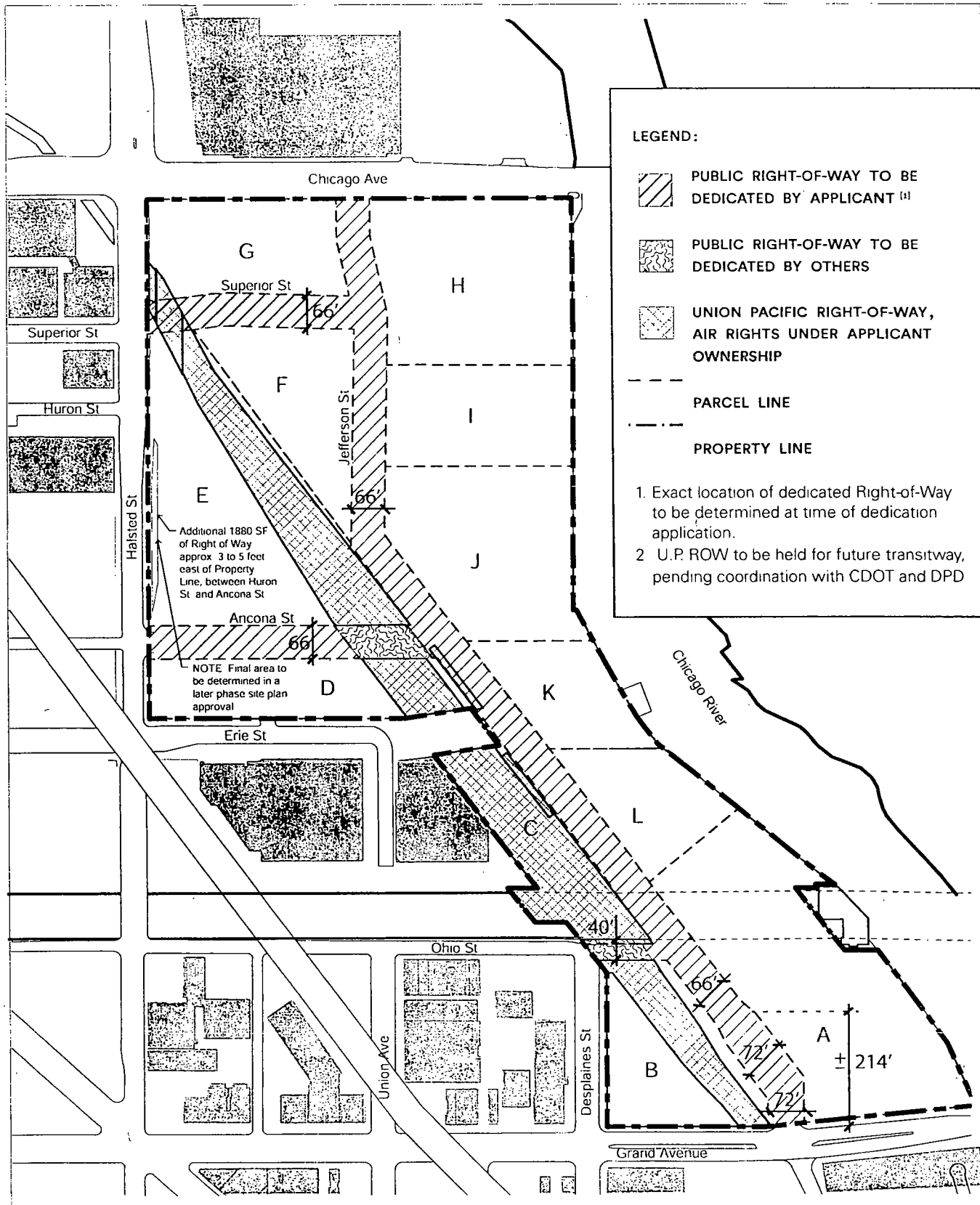


**LEGEND:**

- PLANNED DEVELOPMENT BOUNDARY
- PROPERTY LINE
- SETBACKS
- NO RESIDENTIAL USES PERMITTED



**PLANNED DEVELOPMENT BOUNDARY AND PROPERTY LINE MAP**  
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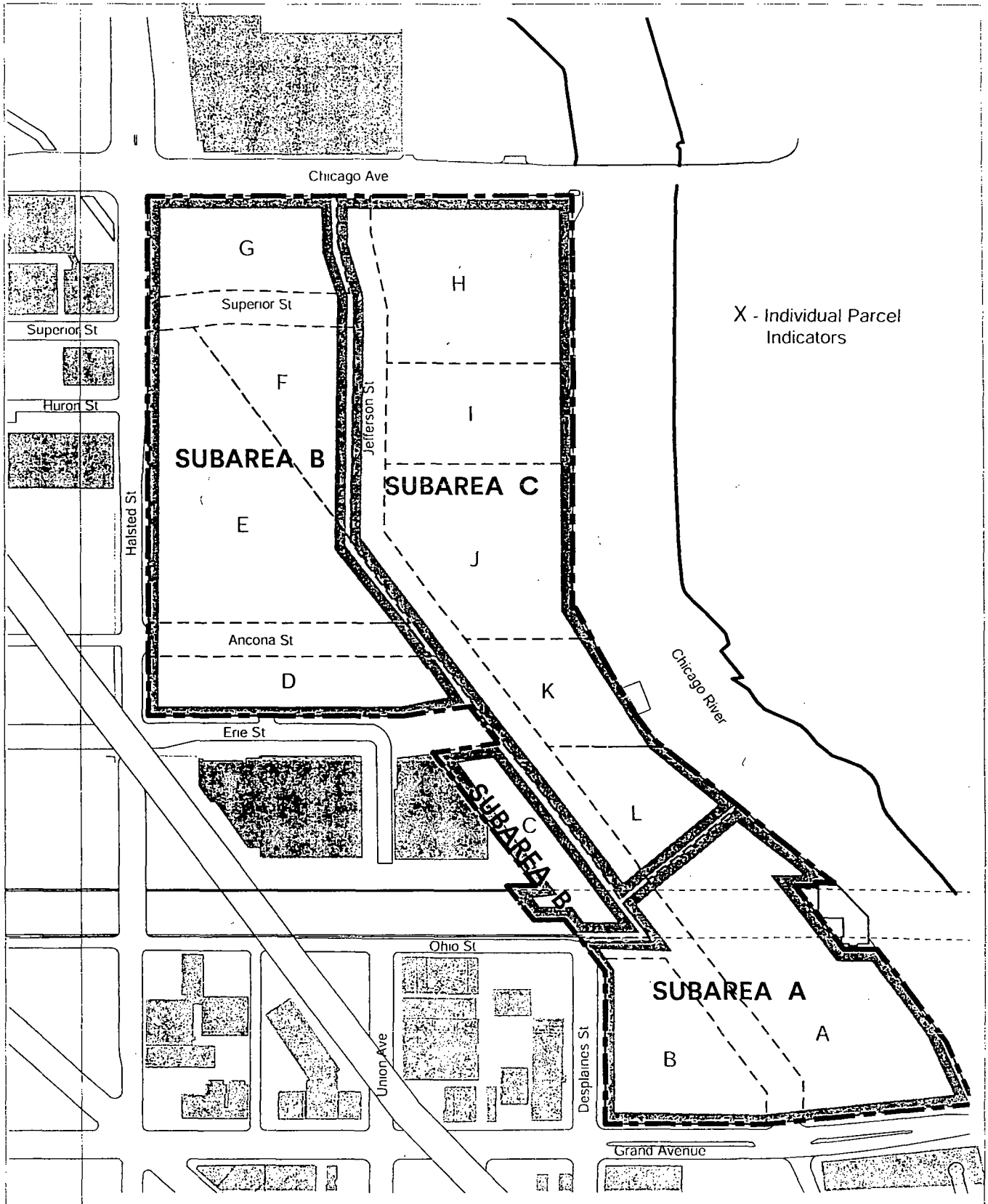


## RIGHT-OF-WAY ADJUSTMENT MAP

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
 643-741 W CHICAGO AVENUE, 641-739 N HALSTED STREET,  
 632-740 W ERIE STREET, 627-661 W ERIE STREET,  
 501-31 N DESPLAINES STREET; 524-630 W GRAND AVENUE

**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018



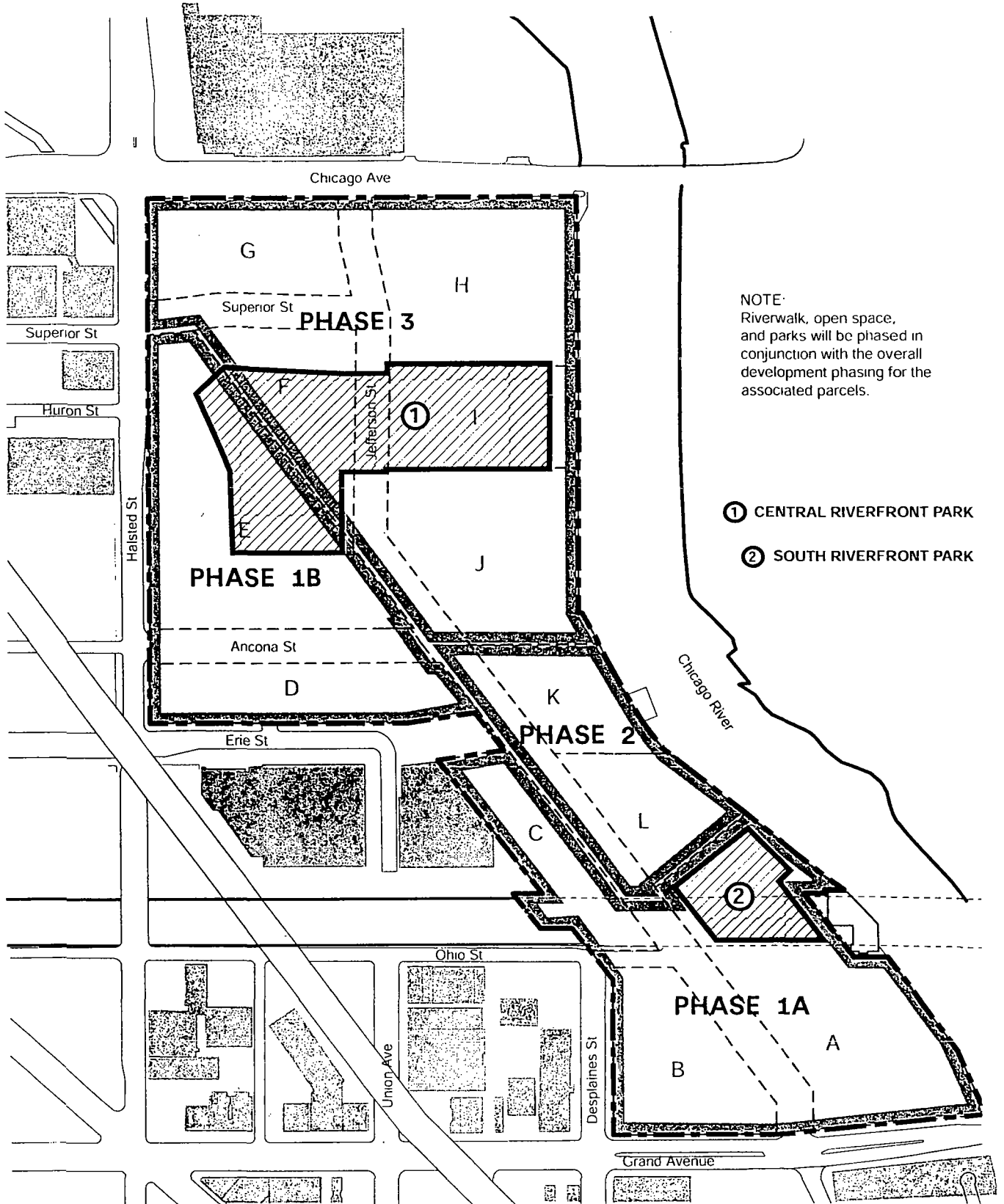
## SUBAREA AND PARCELIZATION PLAN

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
643-741 W CHICAGO AVENUE, 641-739 N HALSTED STREET,  
632-740 W ERIE STREET, 627-661 W ERIE STREET,  
501-31 N DESPLAINES STREET, 524-630 W GRAND AVENUE

**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018





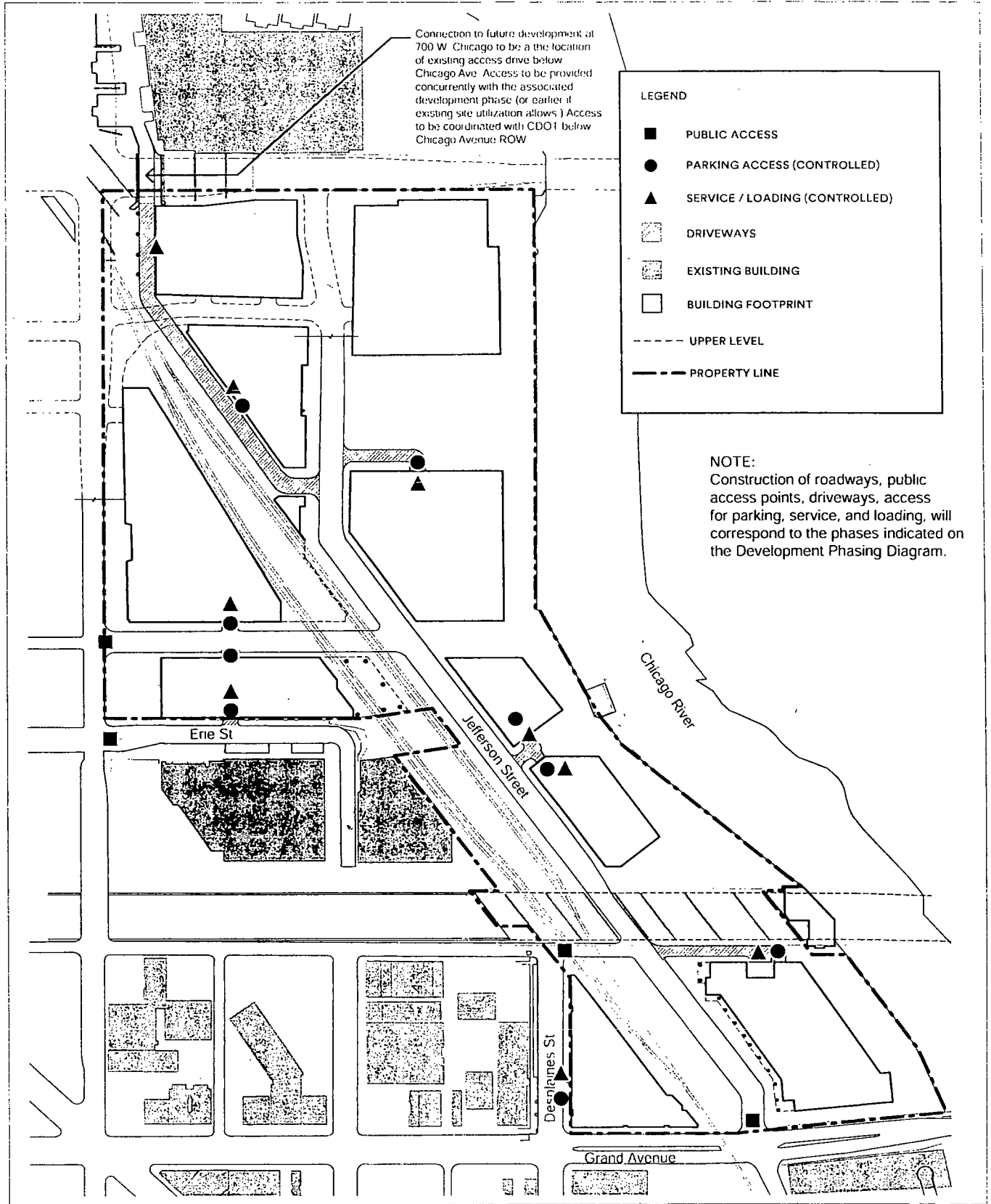
## DEVELOPMENT PHASING DIAGRAM

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
643-741 W CHICAGO AVENUE, 641-739 N HALSTED STREET,  
632-740 W ERIE STREET; 627-661 W ERIE STREET;  
501-31 N DESPLAINES STREET, 524-630 W GRAND AVENUE

**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018





0 125' 250'



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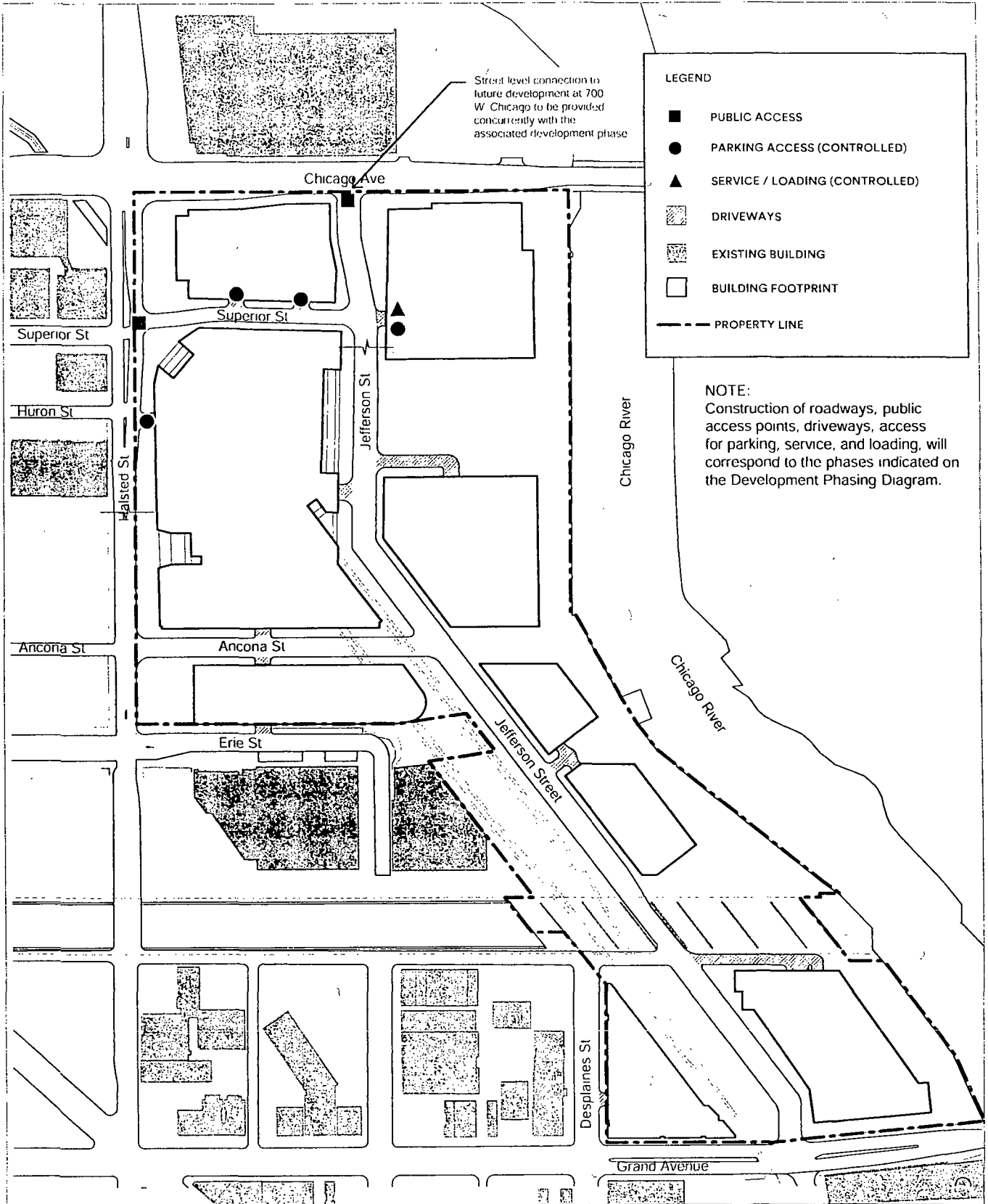
**SITE ACCESS AND LOADING PLAN: LEVEL 1 (+0.0 to +18.0 CCD)**

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
643-741 W. CHICAGO AVENUE; 641-739 N HALSTED STREET;  
632-740 W ERIE STREET, 627-661 W ERIE STREET;  
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**LEGEND**

- PUBLIC ACCESS
- PARKING ACCESS (CONTROLLED)
- ▲ SERVICE / LOADING (CONTROLLED)
- ▨ DRIVEWAYS
- ▩ EXISTING BUILDING
- BUILDING FOOTPRINT
- - - PROPERTY LINE

**NOTE:**  
Construction of roadways, public access points, driveways, access for parking, service, and loading, will correspond to the phases indicated on the Development Phasing Diagram.

**SITE ACCESS AND LOADING PLAN: LEVEL 2/PODIUM (+18.1 to +35.0 CCD)**

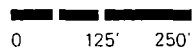
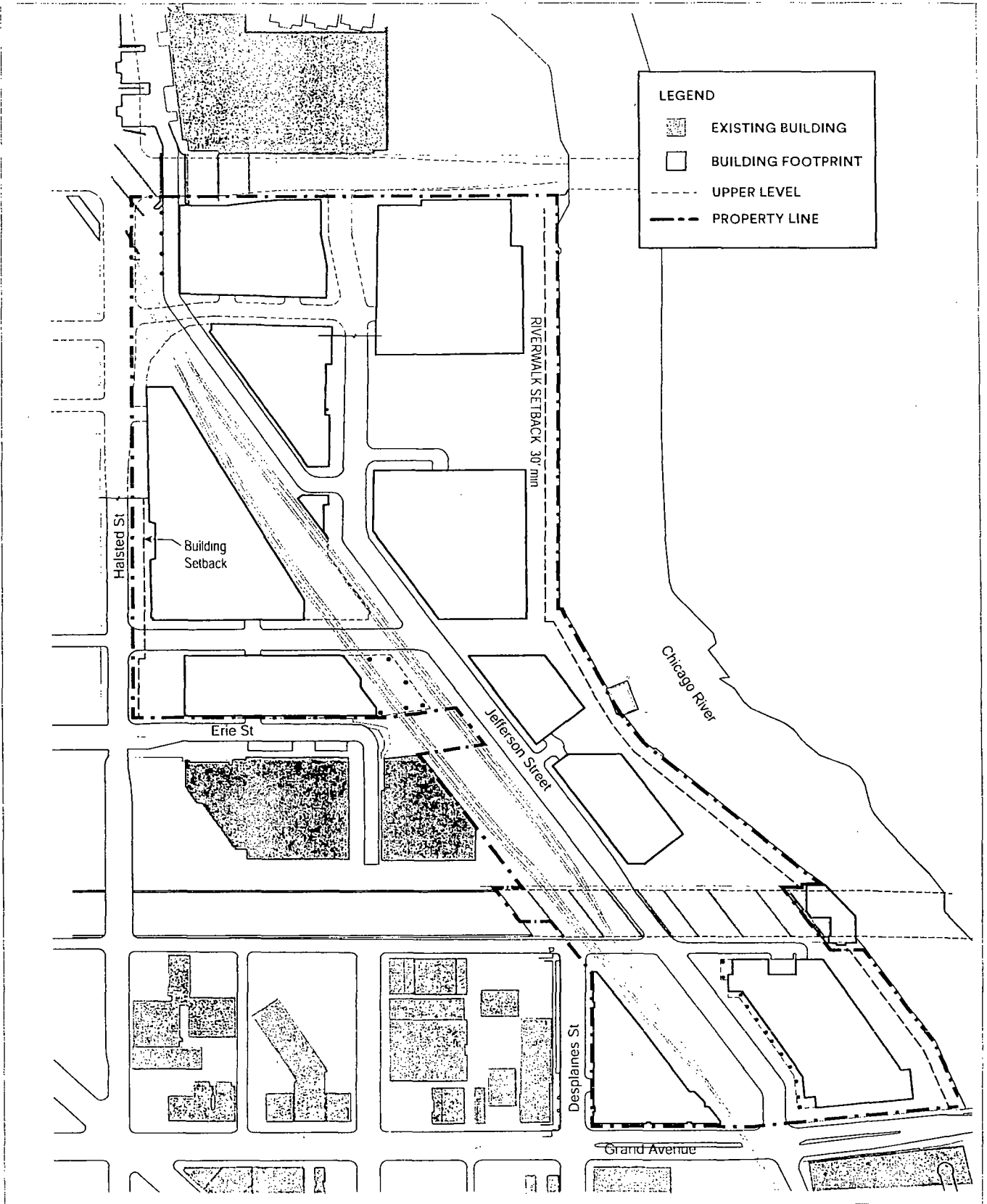
**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
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632-740 W ERIE STREET, 627-661 W ERIE STREET,  
501-31 N DESPLAINES STREET; 524-630 W GRAND AVENUE

**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018







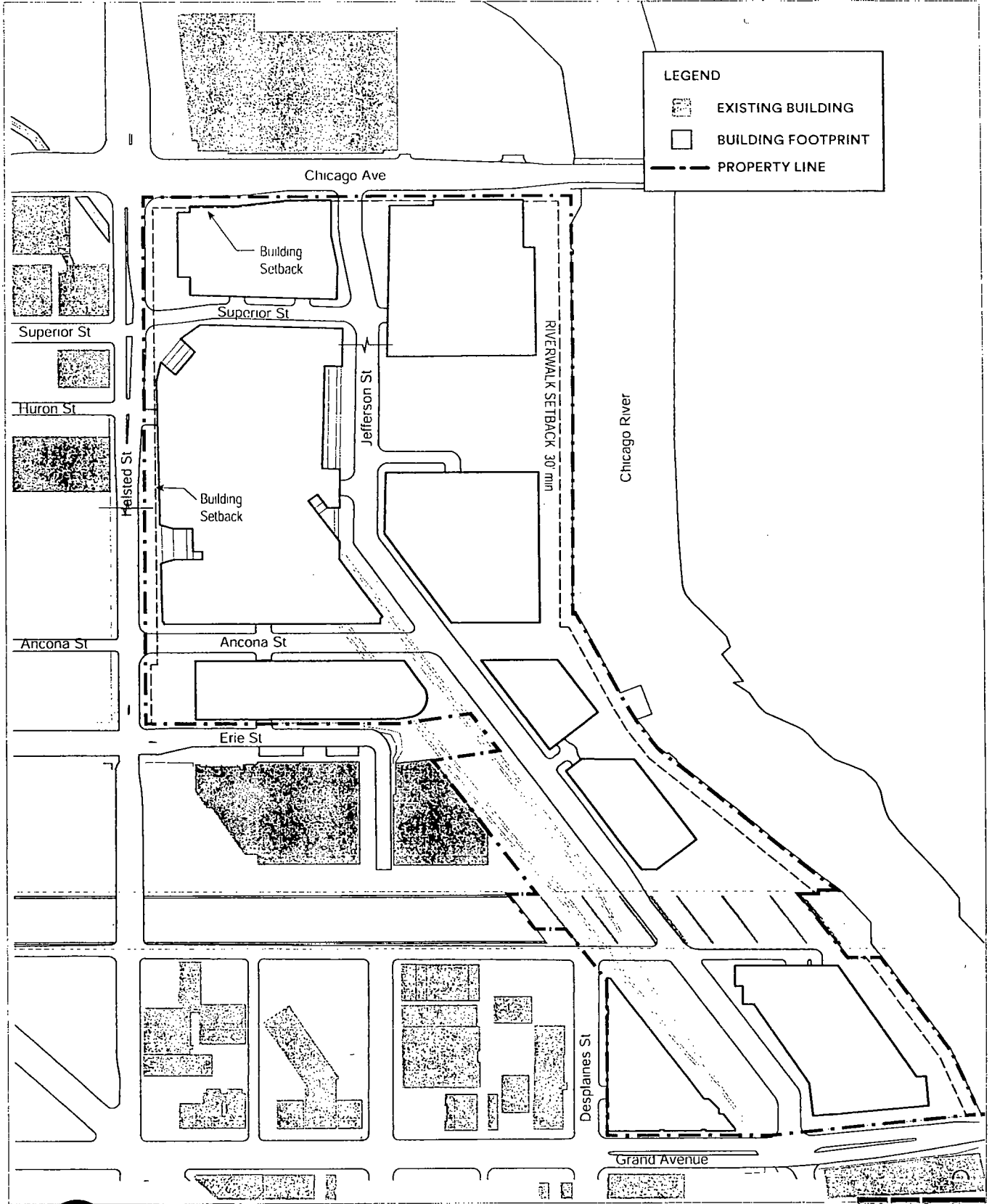
**SITE LEVEL PLAN: LEVEL 1 (+0.0 to +18.0 CCD)**

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
 643-741 W. CHICAGO AVENUE, 641-739 N. HALSTED STREET;  
 632-740 W ERIE STREET, 627-661 W ERIE STREET,  
 501-31 N DESPLAINES STREET, 524-630 W. GRAND AVENUE

**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018





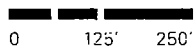
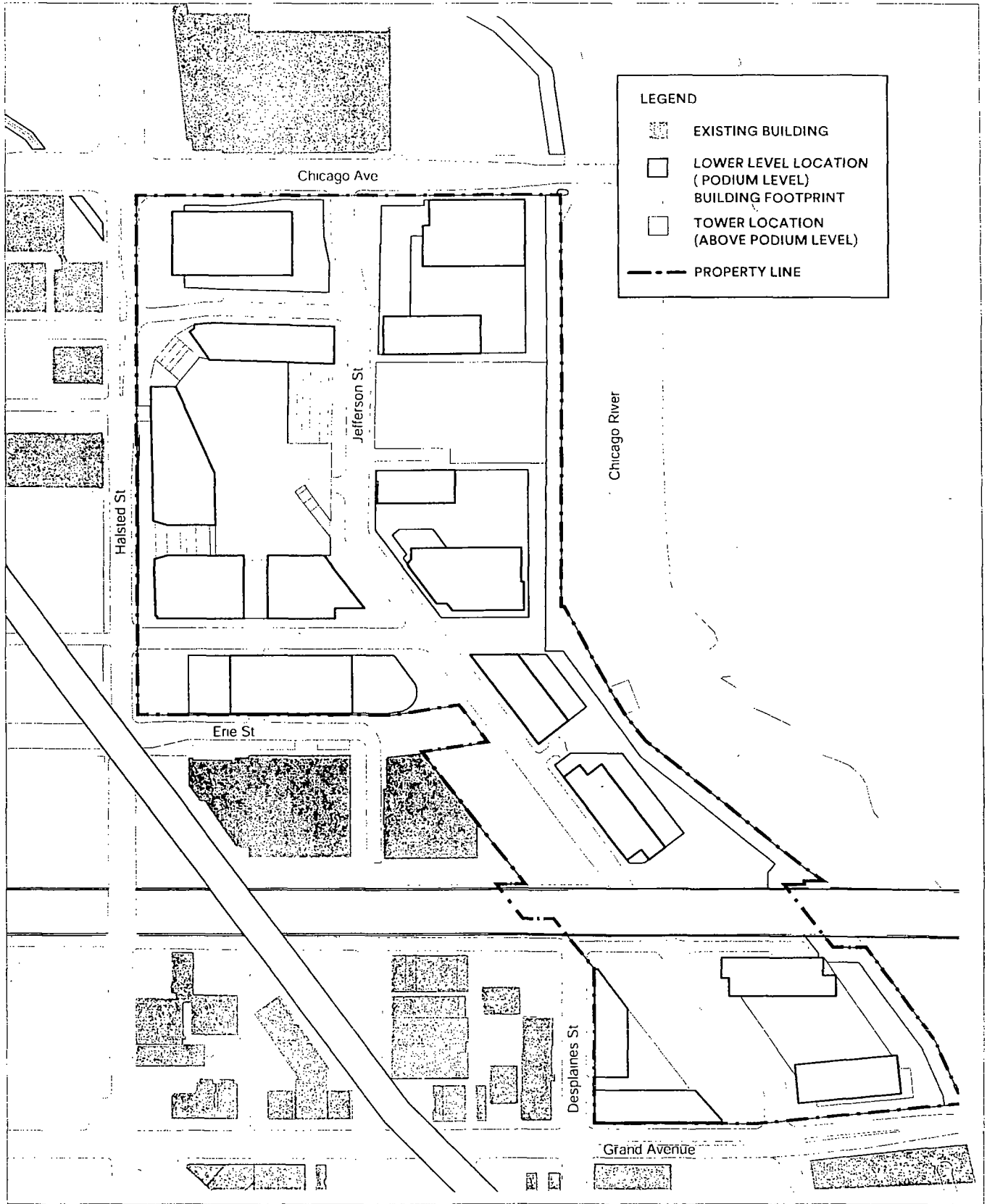
**SITE LEVEL PLAN: LEVEL 2 / PODIUM  
(+18.1. to +35.0 CCD)**

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
643-741 W. CHICAGO AVENUE, 641-739 N. HALSTED STREET,  
632-740 W. ERIE STREET; 627-661 W. ERIE STREET;  
501-31 N. DESPLAINES STREET; 524-630 W. GRAND AVENUE

**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018



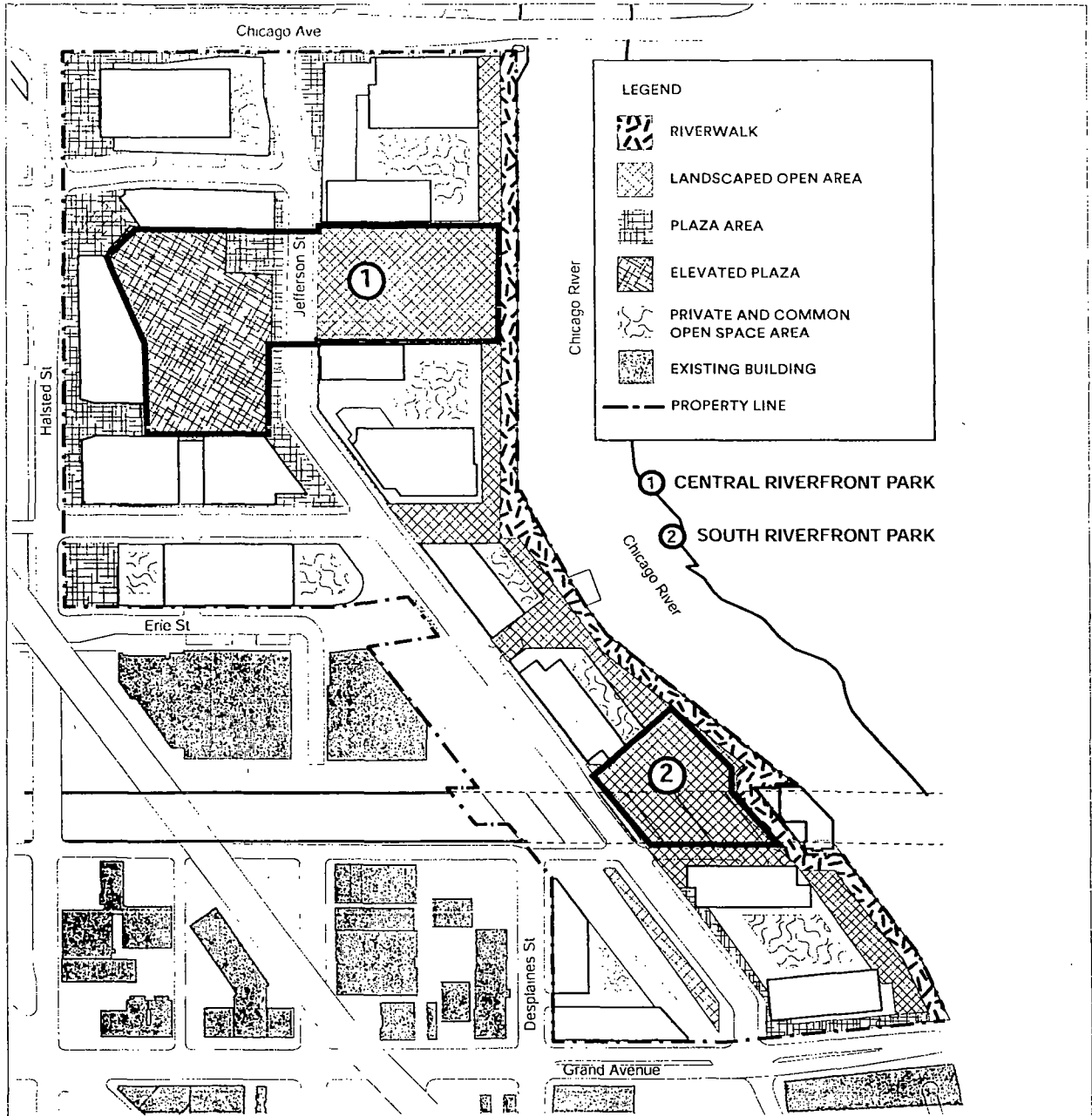


**SITE LEVEL PLAN: LEVEL 3 / TOWER  
(+35.1 CCD AND ABOVE)**

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
643-741 W CHICAGO AVENUE, 641-739 N HALSTED STREET;  
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**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018



| OPEN SPACE CALCULATIONS   | GSF            | Acres       |                                      |
|---|----------------|-------------|--------------------------------------|
| <b>Publicly Accessible Open Space</b>   |                |             |                                      |
| - Riverwalk (includes natural areas and landscaped stormwater features)                 | 68,766         | 1.6         | 14% (of Public Open Space)           |
| - Landscaped Open Area (includes natural areas and landscaped stormwater features)      | 227,652        |             | 46% (of Public Open Space)           |
| - Plaza Area/Elevated Plaza (includes natural areas and landscaped stormwater features) | 198,905        |             | 40% (of Public Open Space)           |
| <b>Subtotal: Publicly Accessible Open Space</b>   | <b>495,323</b> | <b>11.4</b> | <b>44% Overall Site</b>              |
| <b>Subtotal: Private and Common Open Space Area</b>                                     | <b>60,000</b>  | <b>1.4</b>  | <b>6% Overall Site</b>               |
| <b>Total Open Space (Public &amp; Private Areas)</b>                                    | <b>555,323</b> | <b>12.7</b> | <b>50% Overall Site<sup>1)</sup></b> |

1 The total amount and distribution of open space may be modified, but shall not in any event be less than 50% of the overall site

0 125' 250'



## PUBLIC OPEN SPACE PLAN

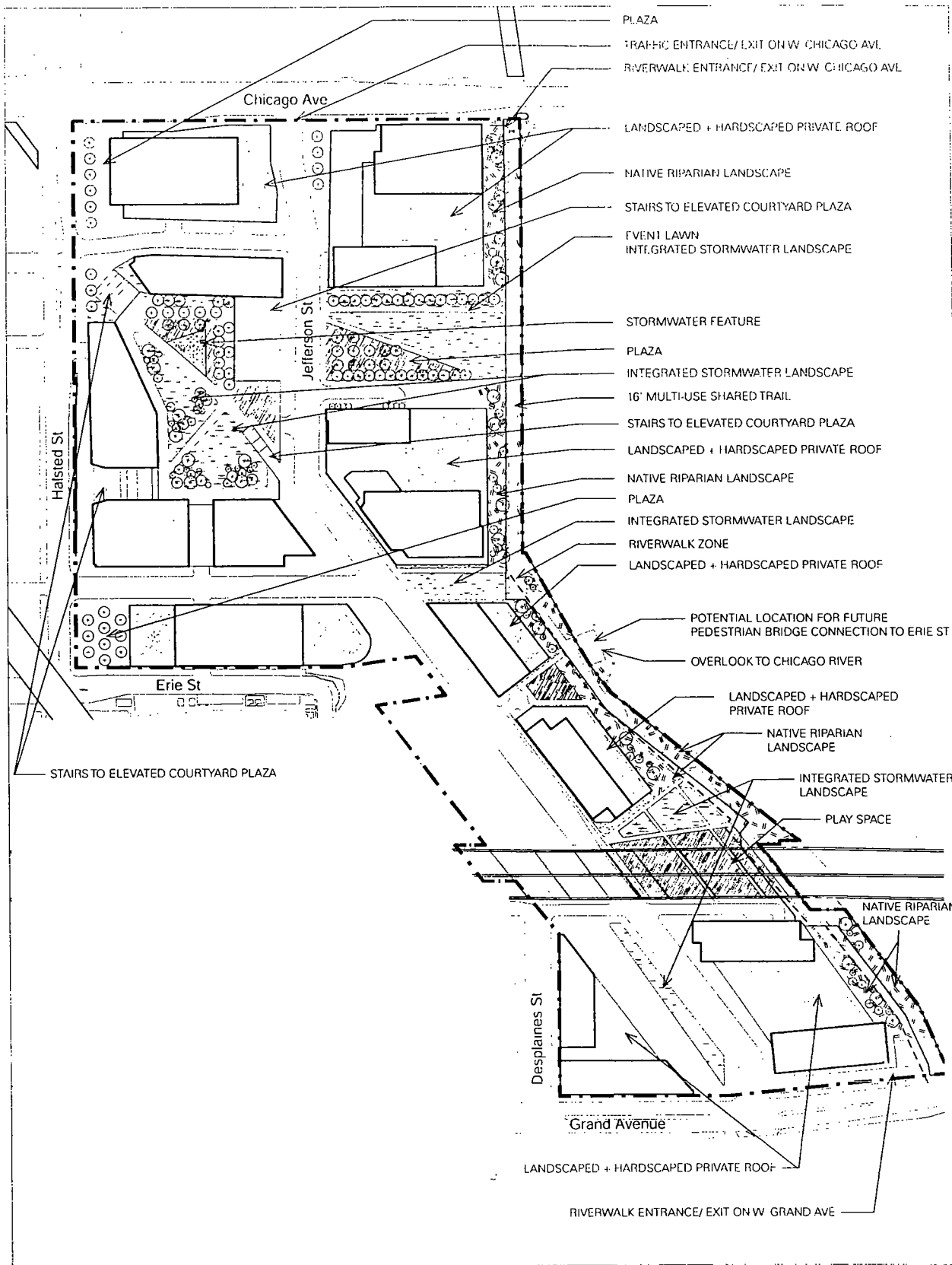
**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
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**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018



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## GENERALIZED LANDSCAPE PLAN

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
 643-741 W CHICAGO AVENUE; 641-739 N. HALSTED STREET;  
 632-740 W. ERIE STREET; 627-661 W. ERIE STREET,  
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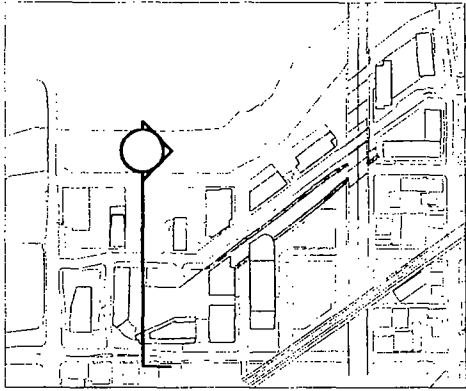
**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018

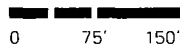
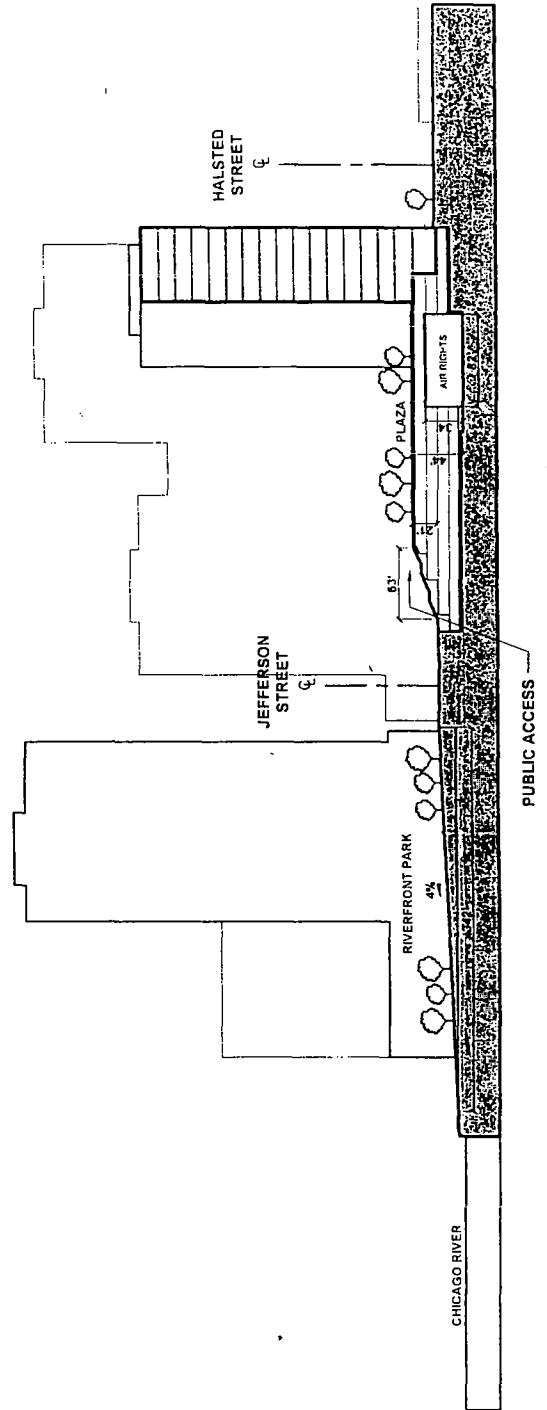








KEY PLAN



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## SITE SECTION PLAN (1 OF 2)

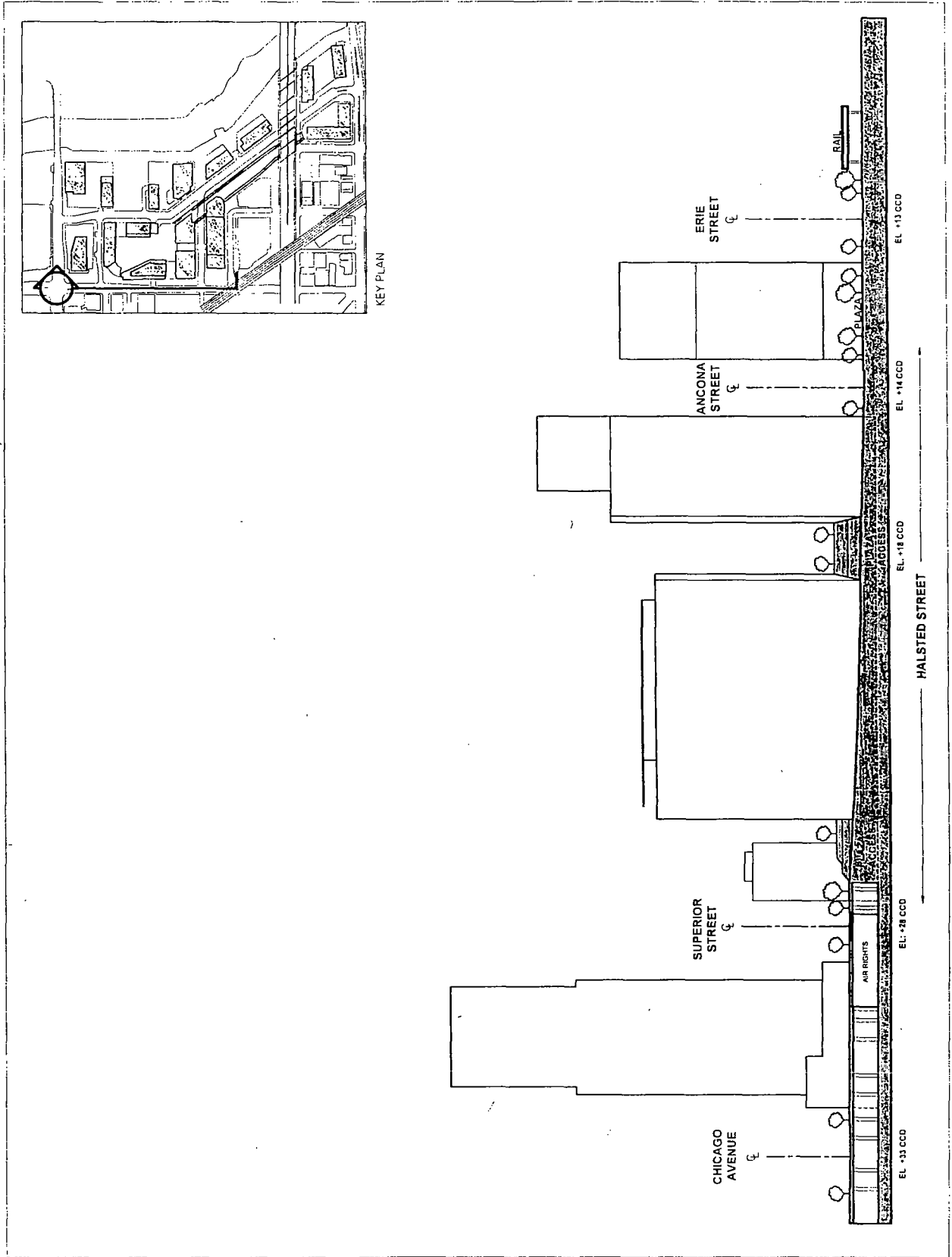
**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
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**Project:** 777 W CHICAGO AVE

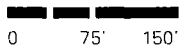
**Date:** 10 - 18 - 2018



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SITE SECTION PLAN (2 OF 2)

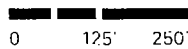
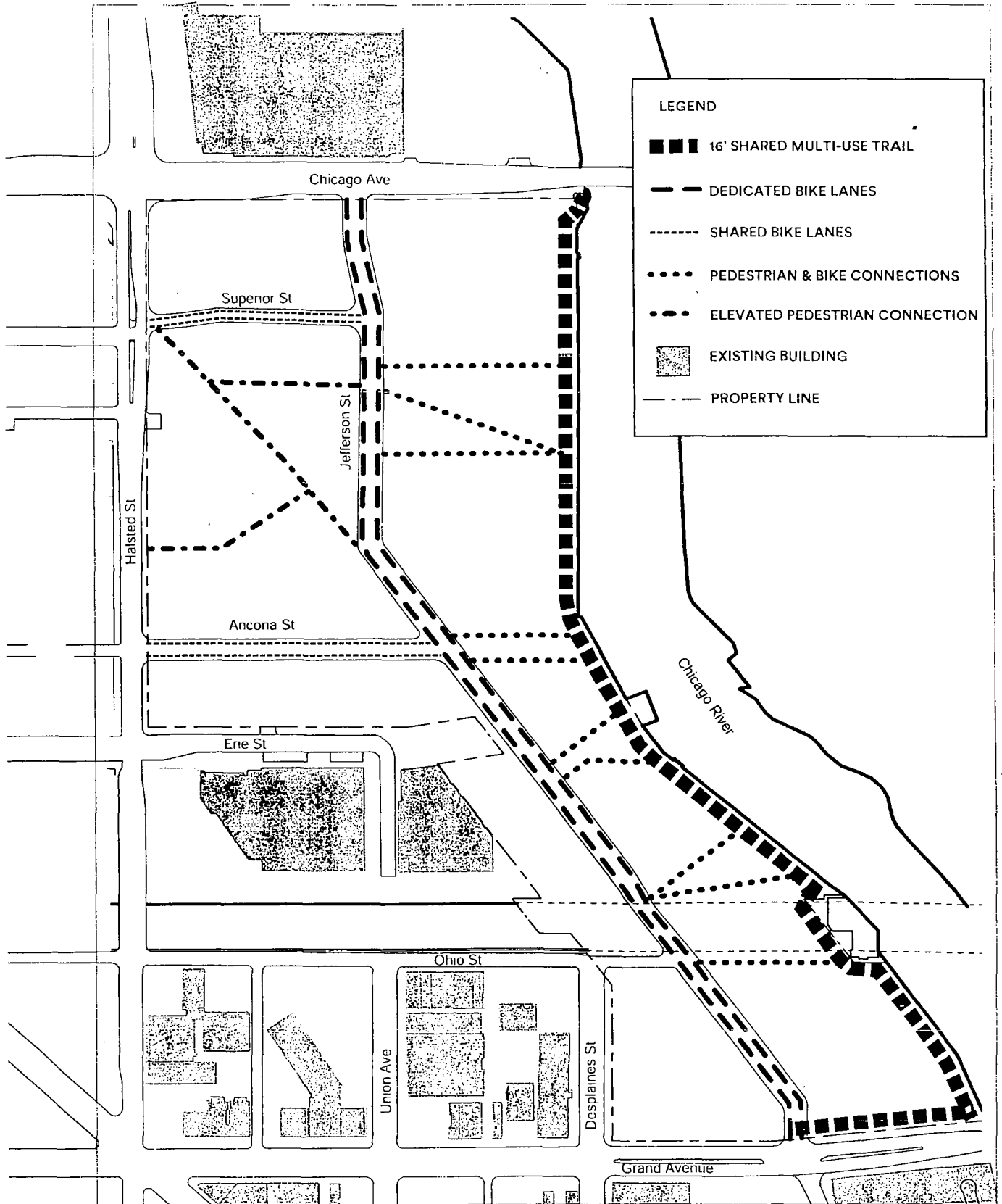


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**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
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**Project:** 777 W CHICAGO AVE

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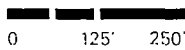
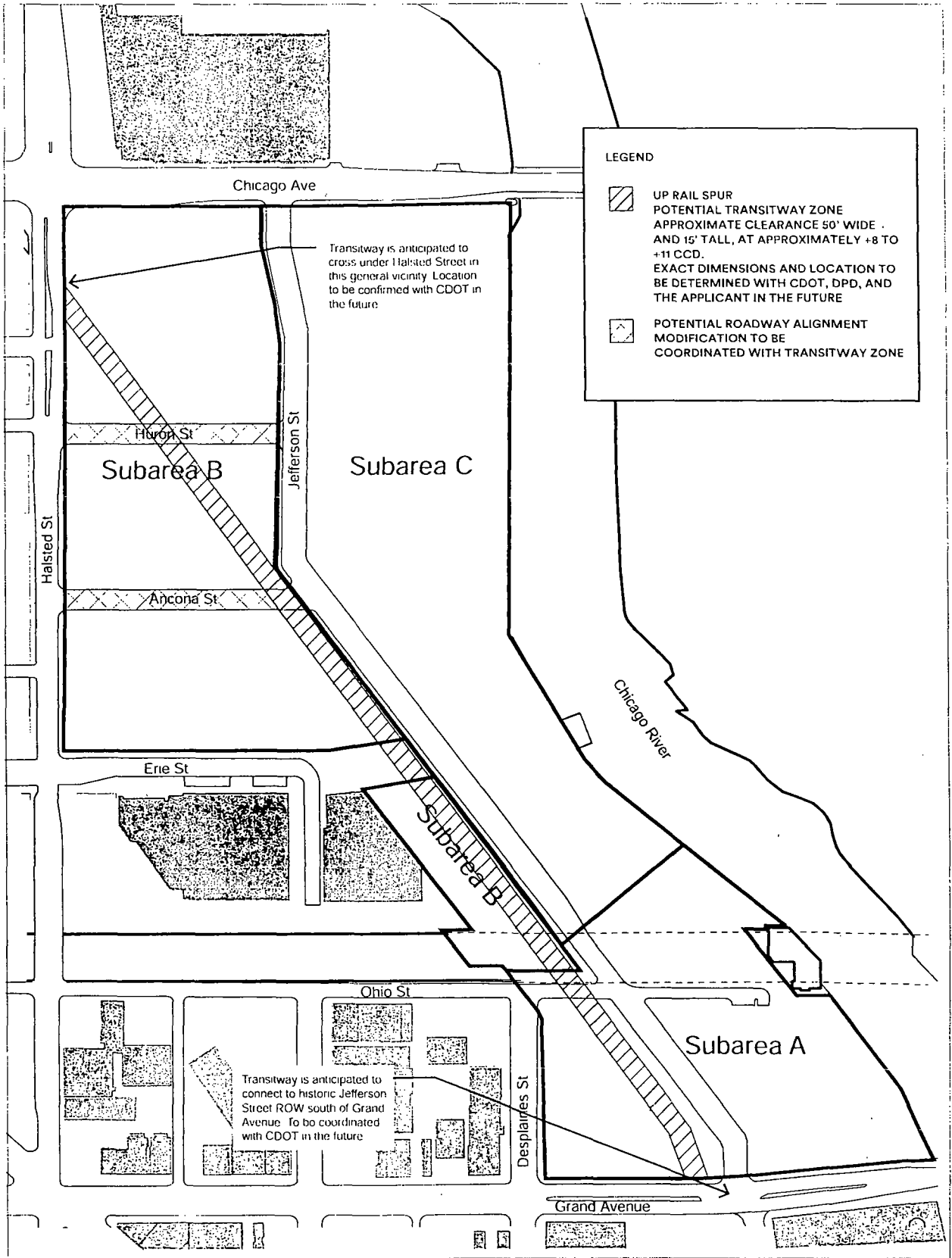


## BIKE AND PEDESTRIAN CONNECTIVITY PLAN

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
 643-741 W CHICAGO AVENUE, 641-739 N HALSTED STREET,  
 632-740 W ERIE STREET, 627-661 W ERIE STREET;  
 501-31 N DESPLAINES STREET, 524-630 W GRAND AVENUE

**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018



## TRANSITWAY ACCOMMODATION PLAN

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
 643-741 W. CHICAGO AVENUE; 641-739 N HALSTED STREET,  
 632-740 W. ERIE STREET, 627-661 W ERIE STREET,  
 501-31 N. DESPLAINES STREET, 524-630 W GRAND AVENUE

**Project:** 777 W CHICAGO AVE

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All development within this planned development must substantially comply with the Design Guidelines of the North Branch Framework adopted by the Chicago Plan Commission on May 18, 2017, or as amended, the Chicago River Corridor Design Guidelines and Standards, or as amended, and with the design standards and guidelines outlined in the Zoning Ordinance, Section 17-8-0900 Standards and Guidelines. The guidelines listed below provide additional standards for buildings and public spaces to complement the specific context of this planned development.

## GENERAL DEVELOPMENT GUIDELINES

- Building siting and base design shall define the street walls along Jefferson Street, Chicago Avenue, and Halsted Street, with setbacks allowed for plazas and open spaces
- Jefferson Street shall be developed as a central street with dedicated bike lanes, wide sidewalks, and landscaping to promote stormwater management
- Active ground floor uses shall be integral to buildings along Jefferson Street, Chicago Avenue, and Halsted Street, and shall include uses such as retail, lobbies, or office space.
- Active ground-floor uses shall have direct access to publicly-accessible open spaces and the riverwalk where feasible
- Buildings at the corner of Halsted Street and Chicago Avenue shall incorporate massing, siting, and façade designs to express and reinforce a district gateway
- In general, vehicular pick-up and drop-off shall be oriented away from Chicago Avenue and Grand Avenue. Drop off zones on Halsted to be coordinated with CDOT and CTA. Parking and service entrances for buildings along Jefferson Street will be provided via access drives or driveways. Pick-up and drop-off locations within the public way may be incorporated only where curbside space exists for that use
- Curb-cuts should not exceed 20' in width and parking entries should be integrated with the building's architecture through the use of similar materials, patterns, textures, and color. Curb cuts shall be coordinated with CDOT and may be widened within CDOT's standards if required to provide adequate access for service, loading, and shuttle services.
- To preserve access to light, a minimum separation of 40' between towers is required. Where site constraints permit, towers will be oriented to maximize passive cooling, natural lighting, and energy efficiency
- Undeveloped parcels may support interim uses including, but no limited to recreational open space, dog friendly areas, and surface parking. Interim use plan improvements and time frame will require review and approval by DPD.

## BUILDING ENVELOPE DESIGN GUIDELINES

- Building designs shall achieve a varied and distinctive skyline.
- Mechanical penthouses and any upper level parking floors shall be screened with high-quality architectural elements consistent with the overall building facade.
- Parking levels shall be screened adequately to obscure car headlights and sound from neighboring buildings.
- Podium and tower designs shall relate to each other to provide a cohesive expression.
- Podium roofs will incorporate active amenity decks and landscaping as appropriate to building uses
- Balconies and any required ventilation shall be integrated within the design of the building façade.
- Tenant signage for each building should be considered as part of the façade design to ensure consistency of placement, size, materials, and method of illumination

## MATERIAL GUIDELINES FOR BUILDINGS

- Buildings will not be clad with low quality materials and materials with low aesthetic value such as Exterior Insulation and Finish System (EIFS), exterior exposed Concrete Masonry Units (CMU), thin brick, or residential-type vinyl and metal siding
- Buildings will employ architectural materials consistent with contemporary building practices, such as high quality wall systems in glass, metal, masonry, high-quality architectural concrete, or hardwood. Glazing shall not be highly reflective or mirrored.
- Building envelopes will support environmentally responsible design by reducing heat loads, improving energy efficiency, maximizing occupant comfort, and using sustainable materials.
- Podium and ground-floor level materials and design facing the streets, publicly accessible open spaces, and the riverwalk will be detailed to enhance the pedestrian environment and will be complimentary to the context.
- Ground-floor facades will have a high percentage of clear / un-tinted glazing along the primary street frontages.

## LANDSCAPE GENERAL GUIDELINES

- A riverfront publicly accessible park will connect directly to the riverwalk and include gathering places, a recreational lawn, passive play spaces, native landscaping, opportunities for direct viewing of river, and stormwater infiltration.
- Pocket parks will connect the riverwalk and Jefferson Street, and to provide view corridors from Halsted Street to the river. Programming will include a variety of uses such as seating, play areas, a location for public art, and a dog park.
- The space under the Ohio Feeder Ramp will be activated with recreational uses that connect to the riverwalk park spaces and to Jefferson Street
- Publically accessible open spaces will be designed to the applicable standards of Chicago Park District Parks
- The riverwalk will connect to the north side of Chicago Avenue using space provided by CDOT under the new Chicago Avenue Bridge.
- The riverwalk will connect to the street level intersection of Grand Avenue and Jefferson Street, and not preclude space for future Riverwalk connection under Grand Avenue bridge
- The riverwalk will incorporate space to receive a future pedestrian bridge over the river connecting between riverwalk and Ward Park (aka Erie Street Pedestrian Bridge)
- Landscaping throughout will incorporate stormwater management best practices to detain, clean, and reduce the volume of stormwater discharge
- Landscaped areas will enhance local habitat for wildlife through use native plantings, and incorporate strategic riparian edge restoration along the riverwalk where feasible

## DESIGN GUIDELINES

**Applicant:** 1L-777 WEST CHICAGO AVENUE LLC  
643-741 W CHICAGO AVENUE, 641-739 N HALSTED STREET;  
632-740 W ERIE STREET; 627-661 W ERIE STREET,  
501-31 N. DESPLAINES STREET; 524-630 W GRAND AVENUE

**Project:** 777 W CHICAGO AVE

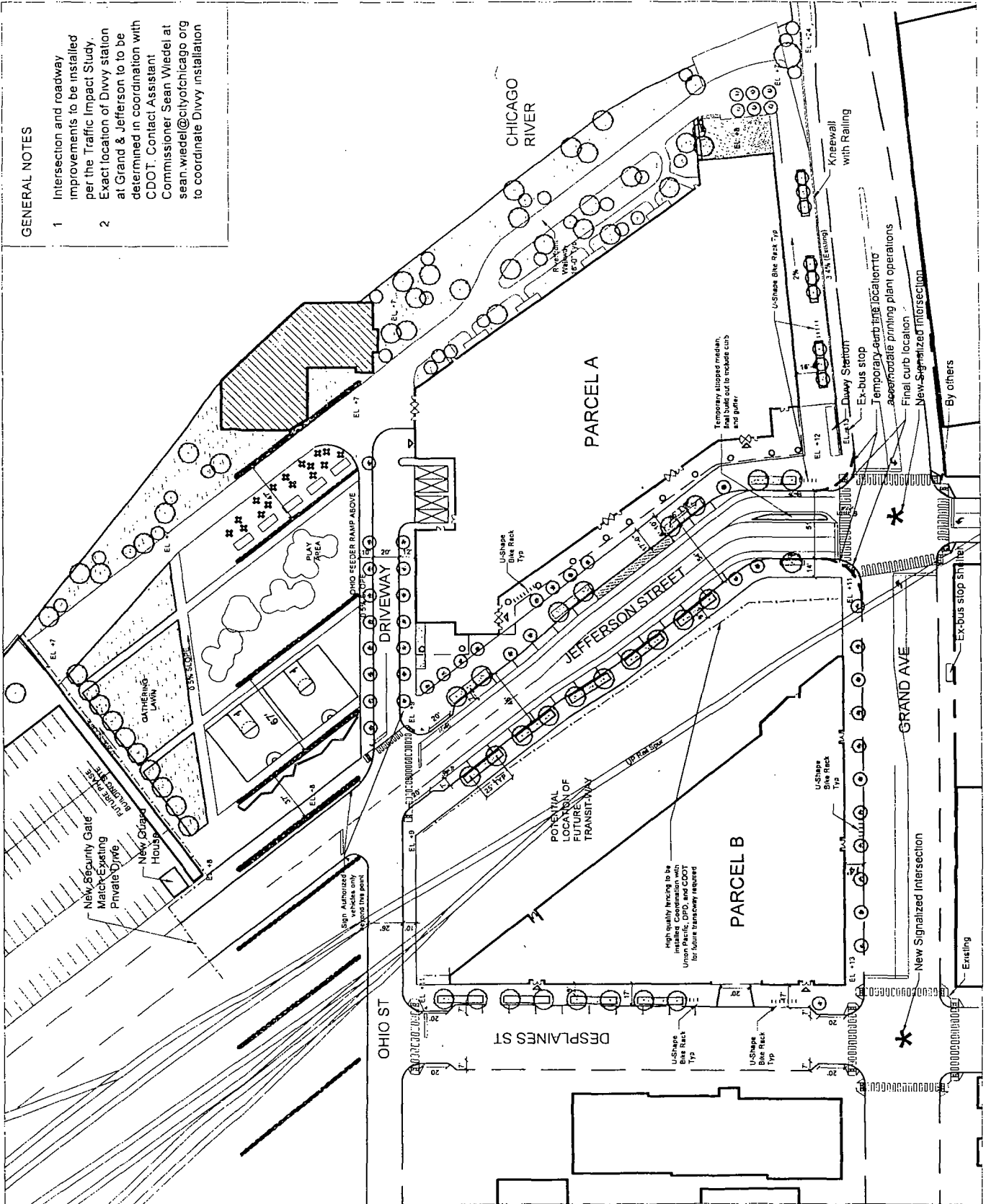
**Date:** 10 - 18 - 2018



# Final for Publication

## GENERAL NOTES

- 1 Intersection and roadway improvements to be installed per the Traffic Impact Study.
- 2 Exact location of Divvy station at Grand & Jefferson to be determined in coordination with CDOT. Contact Assistant Commissioner Sean Wiedel at sean.wiedel@cityofchicago.org to coordinate Divvy installation.



0 40' 80'



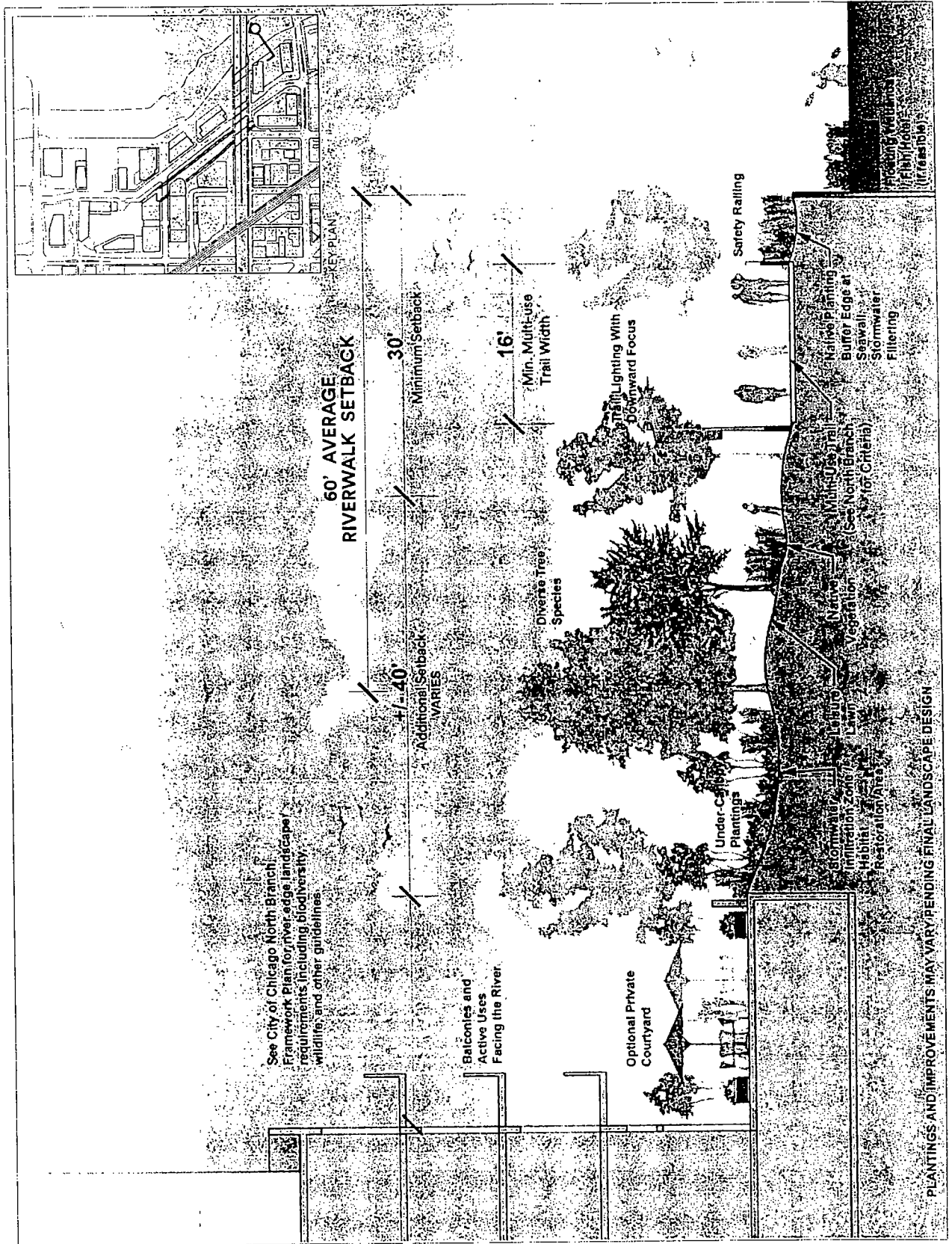
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## PHASE 1A.1 AND 1A.2: SITE PLAN AND LANDSCAPE PLAN (PARCEL A AND B)

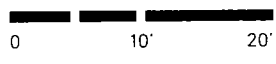
**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
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**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018



PLANTINGS AND IMPROVEMENTS MAY VARY PENDING FINAL LANDSCAPE DESIGN



## PHASE 1A: RIVERWALK SECTION PLAN (PARCEL A)

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
 643-741 W. CHICAGO AVENUE; 641-739 N. HALSTED STREET,  
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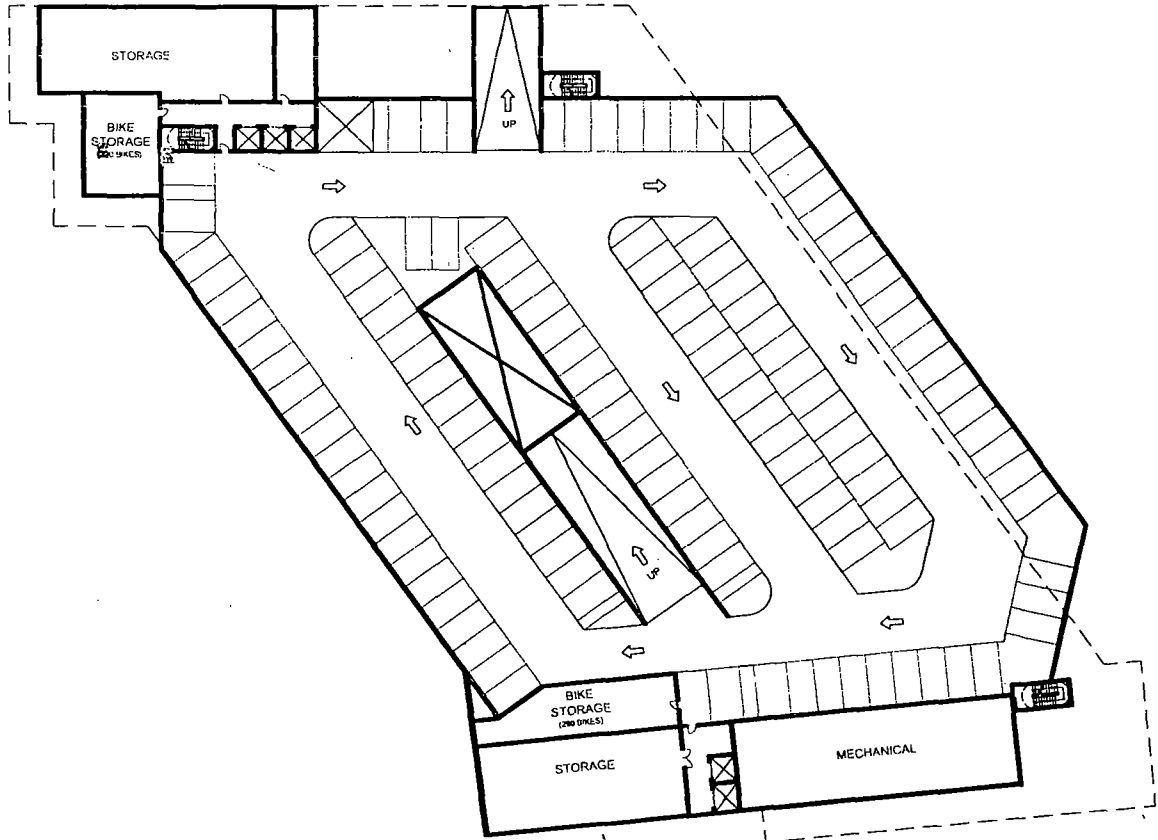
**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018

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## GENERAL NOTES

- 1 All parking stalls and parking garages must meet the requirements of Section 17-10-1000 Parking Area Design



0 35' 70'



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## PHASE 1A.1 FLOOR PLAN: LOWER LEVEL PLAN (PARCEL A)

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
643-741 W. CHICAGO AVENUE, 641-739 N. HALSTED STREET,  
632-740 W. ERIE STREET, 627-661 W. ERIE STREET,  
501-31 N. DESPLAINES STREET; 524-630 W. GRAND AVENUE

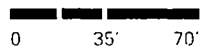
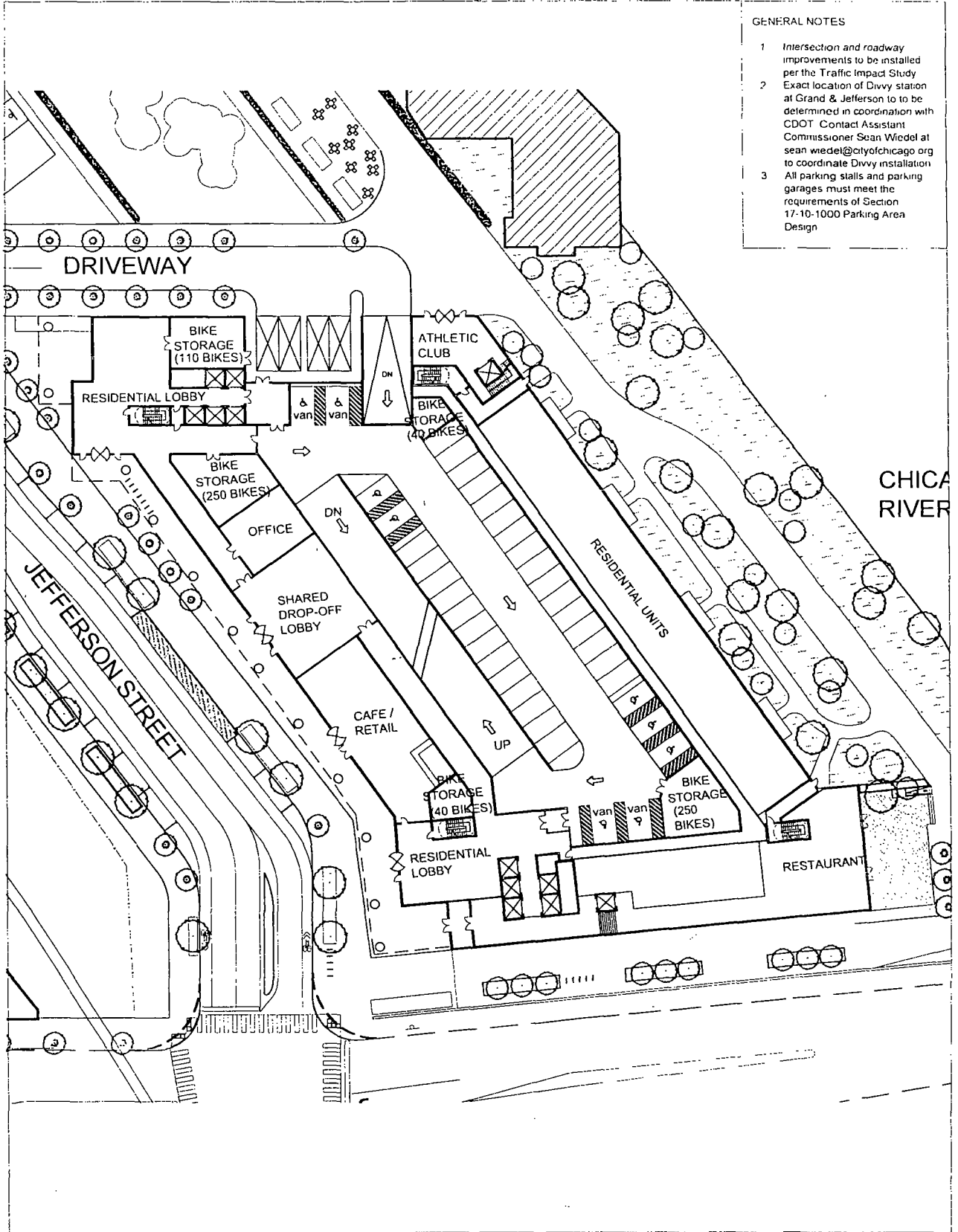
**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018

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## GENERAL NOTES

- 1 Intersection and roadway improvements to be installed per the Traffic Impact Study
- 2 Exact location of Divvy station at Grand & Jefferson to be determined in coordination with CDOT. Contact Assistant Commissioner Sean Wiedel at sean.wiedel@cityofchicago.org to coordinate Divvy installation
- 3 All parking stalls and parking garages must meet the requirements of Section 17-10-1000 Parking Area Design



### PHASE 1A.1 FLOOR PLAN: GROUND LEVEL 1 PLAN (PARCEL A)

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
 643-741 W CHICAGO AVENUE, 641-739 N HALSTED STREET,  
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**Project:** 777 W CHICAGO AVE

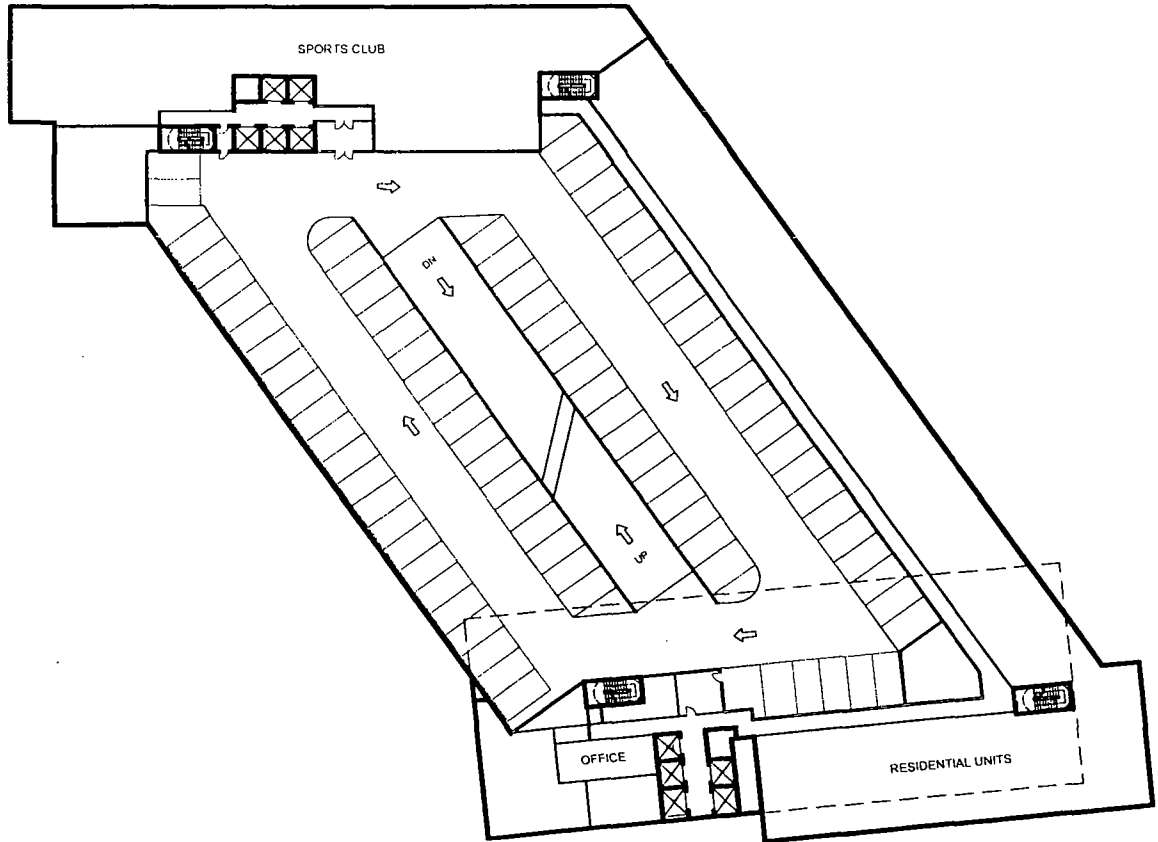
**Date:** 10 - 18 - 2018



# Final for Publication

## GENERAL NOTES

- 1 All parking stalls and parking garages must meet the requirements of Section 17-10-1000 Parking Area Design



0 35' 70'



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## PHASE 1A.1 FLOOR PLAN: LEVEL 2 PLAN (PARCEL A)

**Applicant:**

IL-777 WEST CHICAGO AVENUE LLC  
643-741 W. CHICAGO AVENUE, 641-739 N. HALSTED STREET,  
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501-31 N. DESPLAINES STREET, 524-630 W GRAND AVENUE

**Project:**

777 W CHICAGO AVE

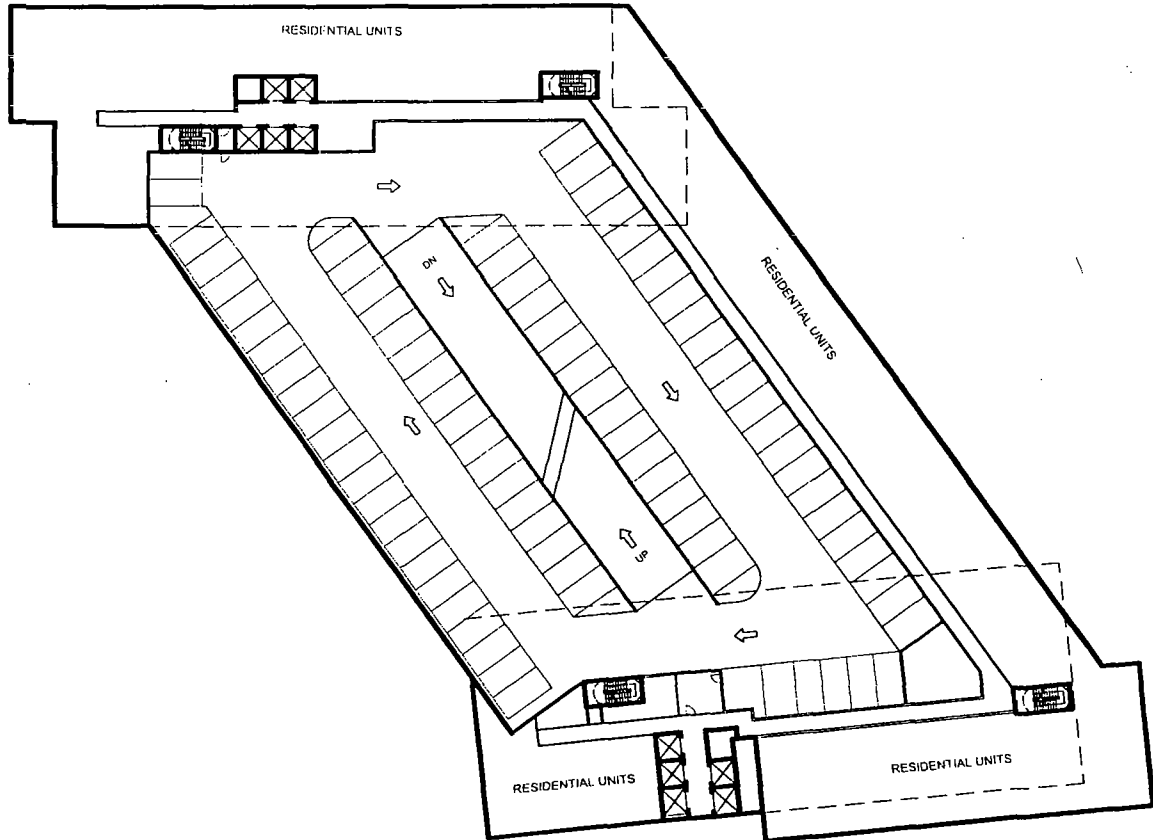
**Date:**

10 - 18 - 2018

# Final for Publication

## GENERAL NOTES

- 1 All parking stalls and parking garages must meet the requirements of Section 17-10-1000 Parking Area Design



0 35' 70'



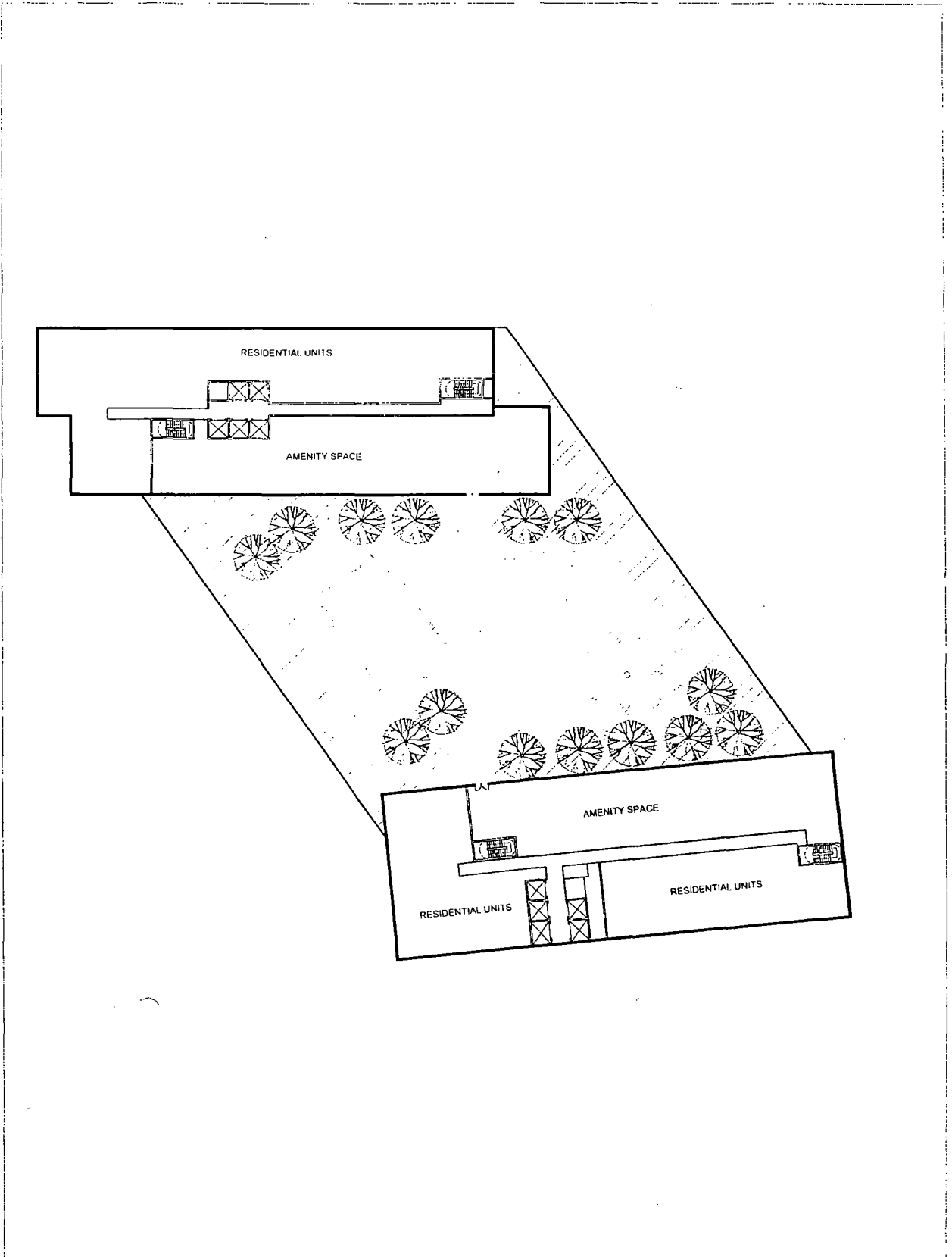
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## PHASE 1A.1 FLOOR PLAN: LEVEL 3-4 PLAN (PARCEL A)

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
643-741 W. CHICAGO AVENUE, 641-739 N. HALSTED STREET;  
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501-31 N. DESPLAINES STREET, 524-630 W. GRAND AVENUE

**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018



0 35' 70'



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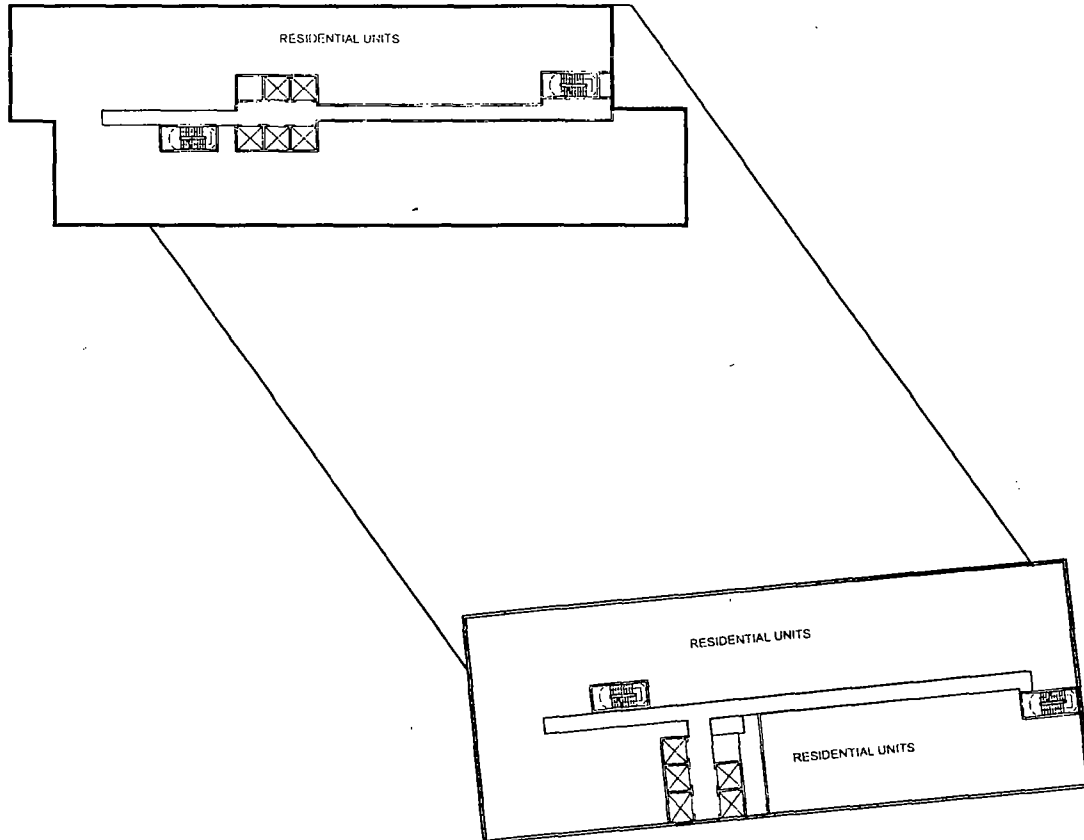
### PHASE 1A.1 FLOOR PLAN: LEVEL 5 / AMENITY DECK (PARCEL A)

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
643-741 W. CHICAGO AVENUE; 641-739 N. HALSTED STREET;  
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0 35' 70'



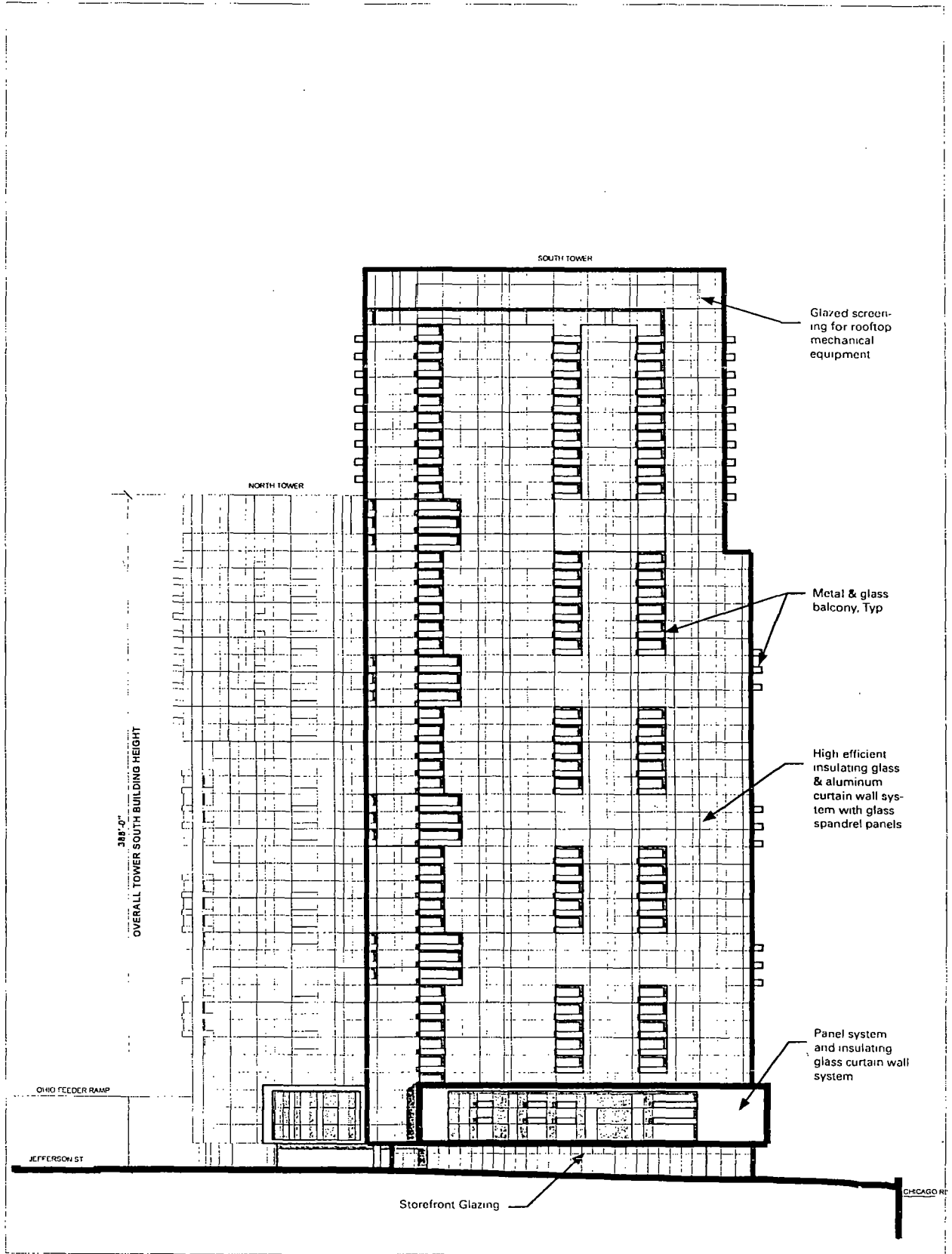
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## PHASE 1A.1 FLOOR PLAN: TOWER PLAN (PARCEL A)

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
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**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018



PHASE 1A.1 BUILDING ELEVATION: SOUTH (PARCEL A)

0 40' 80'

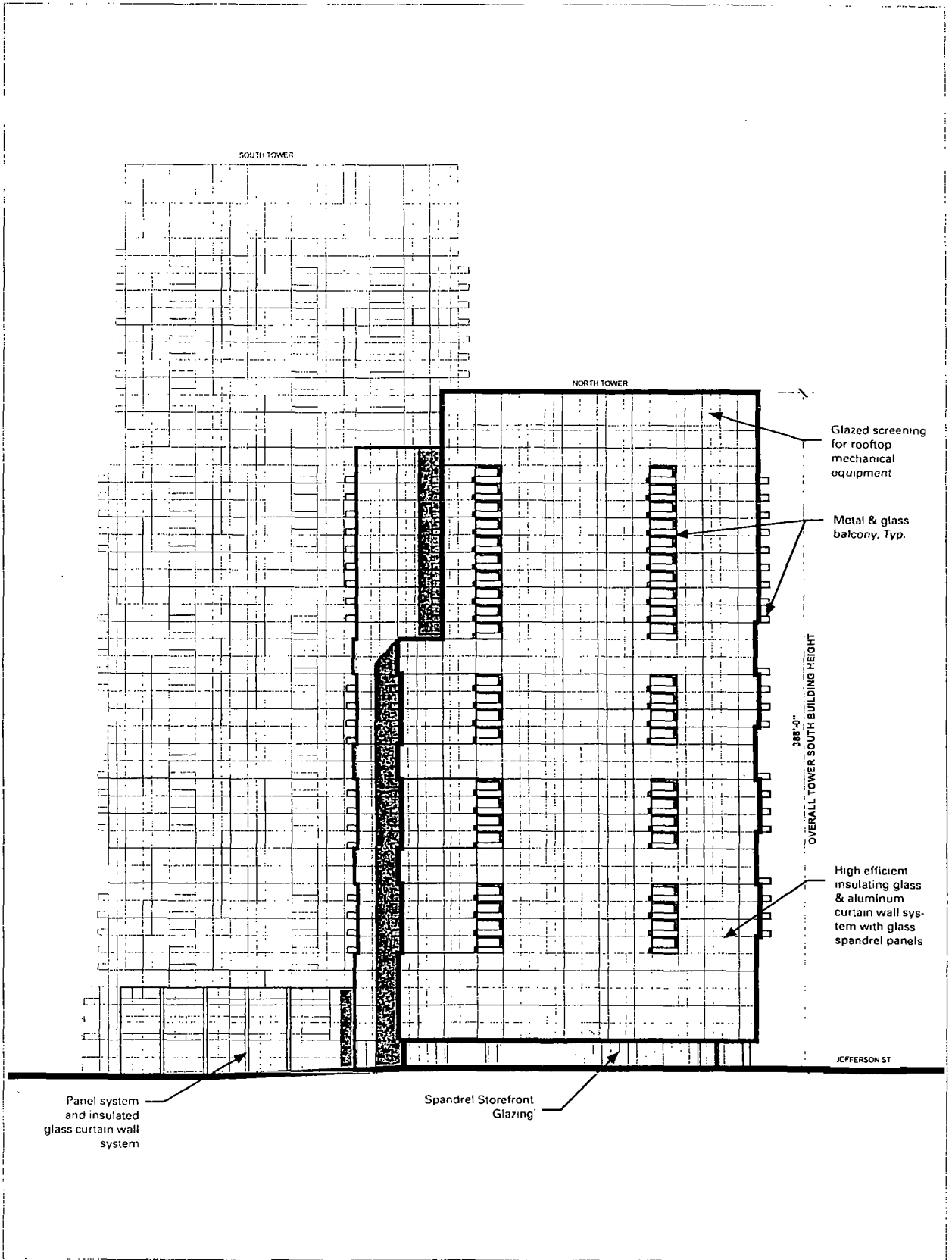


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**Applicant:** 11-777 WEST CHICAGO AVENUE LLC  
643-741 W. CHICAGO AVENUE; 641-739 N. HALSTED STREET;  
632-740 W. ERIE STREET; 627-661 W. ERIE STREET;  
501-31 N. DESPLAINES STREET, 524-630 W. GRAND AVENUE

**Project:** 777 W CHICAGO AVE

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0 40' 80'



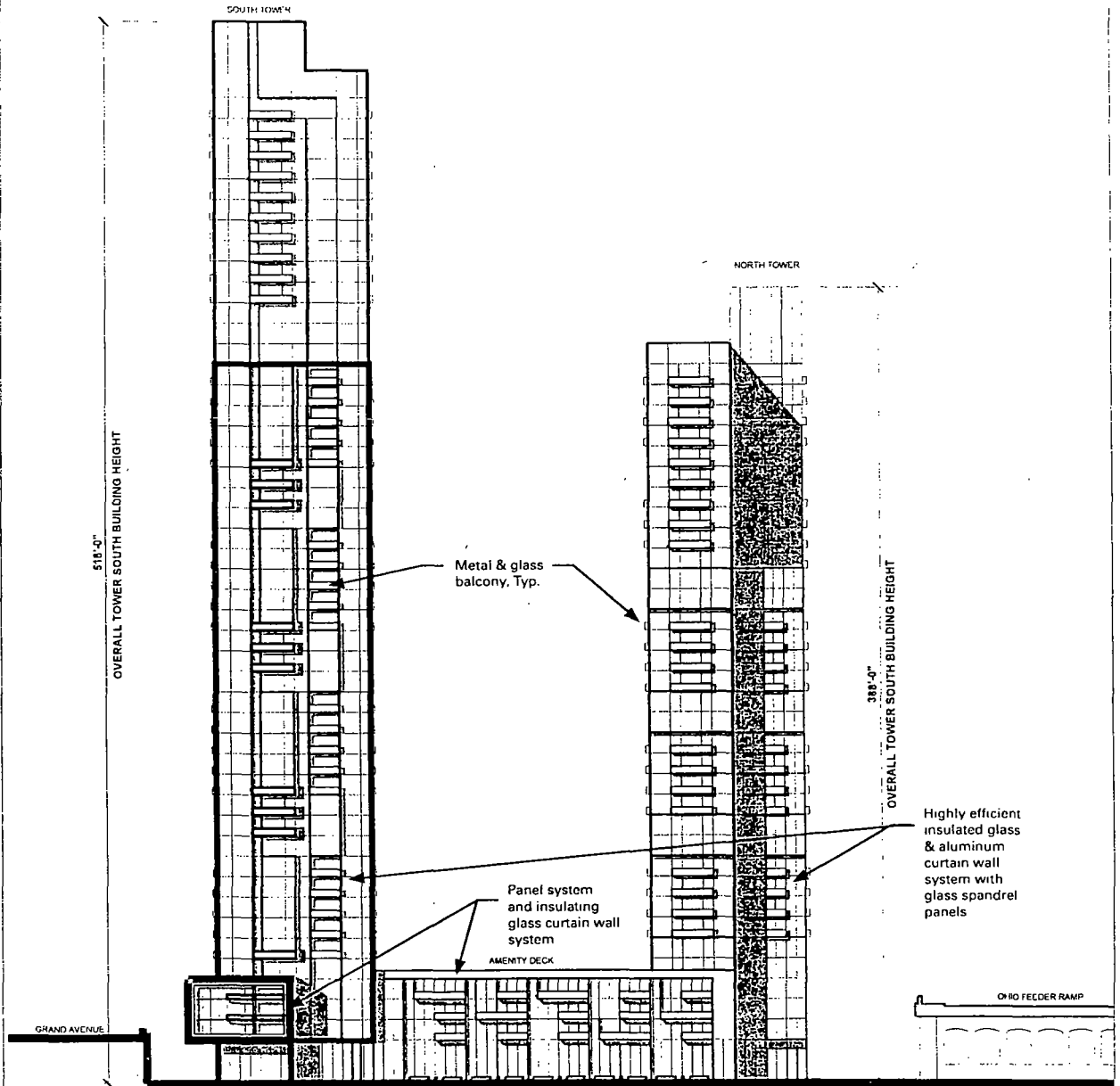
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## PHASE 1A.1 BUILDING ELEVATION: NORTH (PARCEL A)

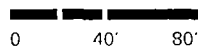
**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
 643-741 W. CHICAGO AVENUE; 641-739 N HALSTED STREET,  
 632-740 W ERIE STREET, 627-661 W ERIE STREET;  
 501-31 N. DESPLAINES STREET, 524-630 W GRAND AVENUE

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**PHASE 1A.1 BUILDING ELEVATION: EAST (PARCEL A)**

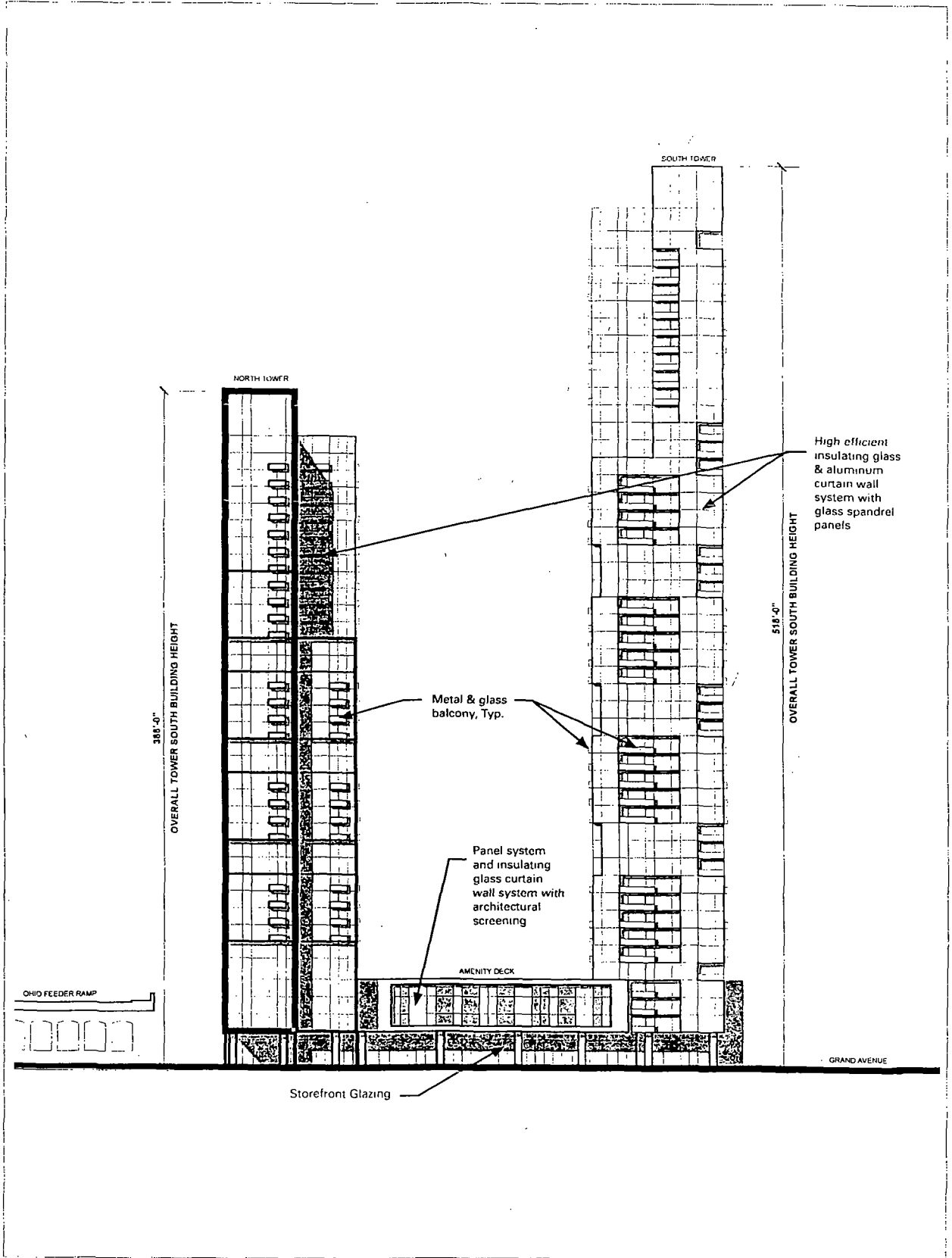


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**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
 643-741 W CHICAGO AVENUE, 641-739 N. HALSTED STREET,  
 632-740 W ERIE STREET, 627-661 W ERIE STREET,  
 501-31 N DESPLAINES STREET, 524-630 W GRAND AVENUE

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**PHASE 1A.1 BUILDING ELEVATION: WEST (PARCEL A)**

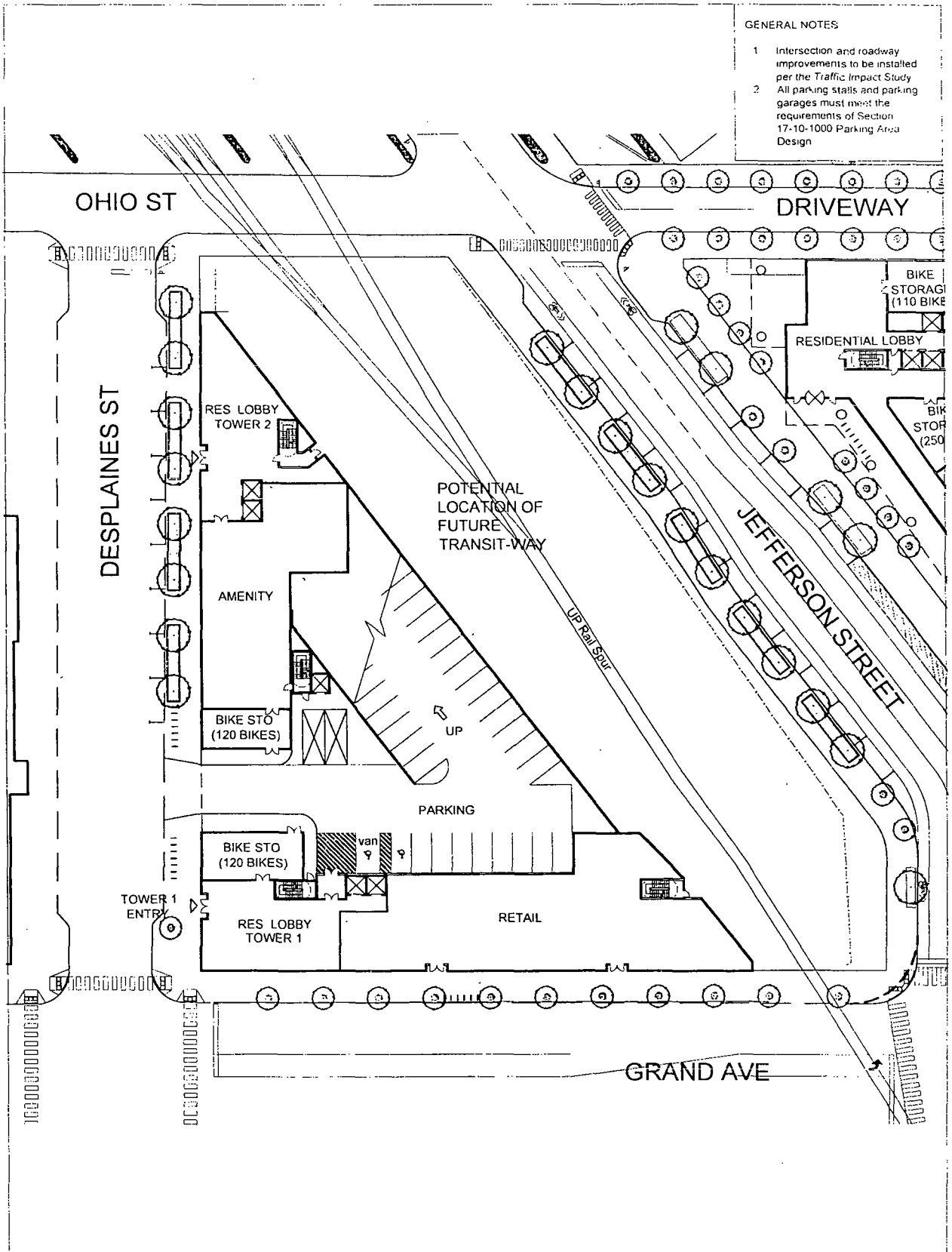
**Applicant:** 1L-777 WEST CHICAGO AVENUE LLC  
 643-741 W CHICAGO AVENUE, 643-739 N HALSTED STREET,  
 632-740 W ERIE STREET, 627-661 W ERIE STREET,  
 501-31 N DESPLAINES STREET, 524-630 W GRAND AVENUE

**Project:** 777 W CHICAGO AVE

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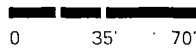






- GENERAL NOTES**
- 1 Intersection and roadway improvements to be installed per the Traffic Impact Study
  - 2 All parking stalls and parking garages must meet the requirements of Section 17-10-1000 Parking Area Design

**PHASE 1A.2 FLOOR PLAN: GROUND LEVEL 1 PLAN (PARCEL B)**



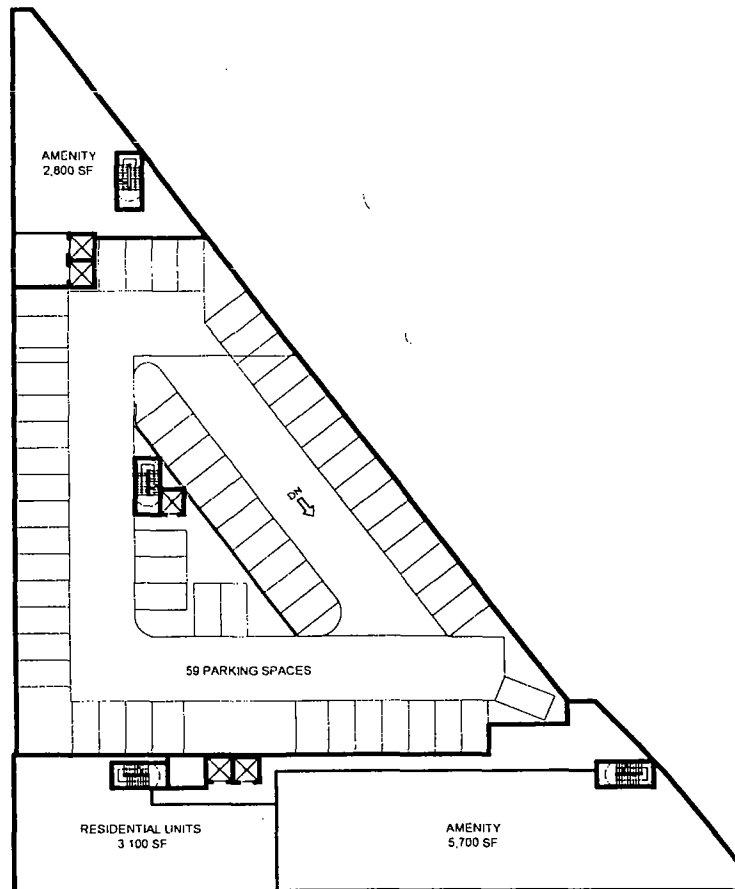
**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
 643-741 W CHICAGO AVENUE, 641-739 N. HALSTED STREET;  
 632-740 W. ERIE STREET, 627-661 W. ERIE STREET;  
 501-31 N DESPLAINES STREET, 524-630 W GRAND AVENUE

**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018

## GENERAL NOTES

- 1 All parking stalls and parking garages must meet the requirements of Section 17-10-1000 Parking Area Design



0 35' 70'



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## PHASE 1A.2 FLOOR PLAN: LEVEL 2 PLAN(PARCEL B)

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
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632-740 W. ERIE STREET; 627-661 W ERIE STREET;  
501-31 N DESPLAINES STREET, 524-630 W GRAND AVENUE

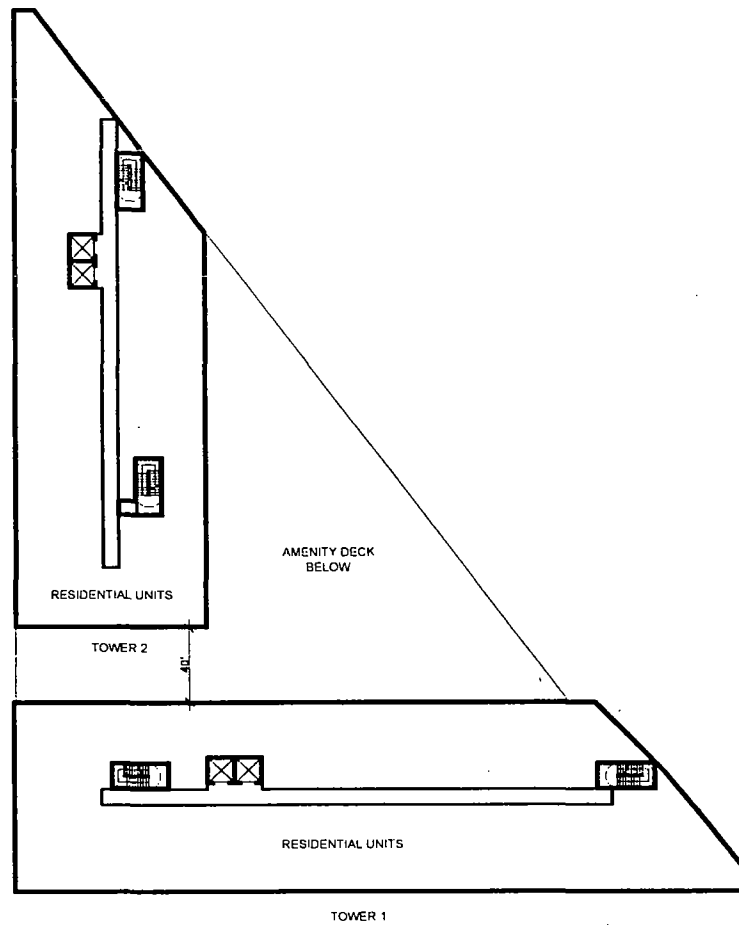
**Project:** 777 W CHICAGO AVE

**Date:** 10 - 18 - 2018

# Final for Publication

## GENERAL NOTES

- 1 Residential dwellings should be configured so that they do not look directly into other dwelling units between Tower 1 and Tower 2



0 35' 70'



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## PHASE 1A.2 FLOOR PLAN: TOWER PLAN (PARCEL B)

### Applicant:

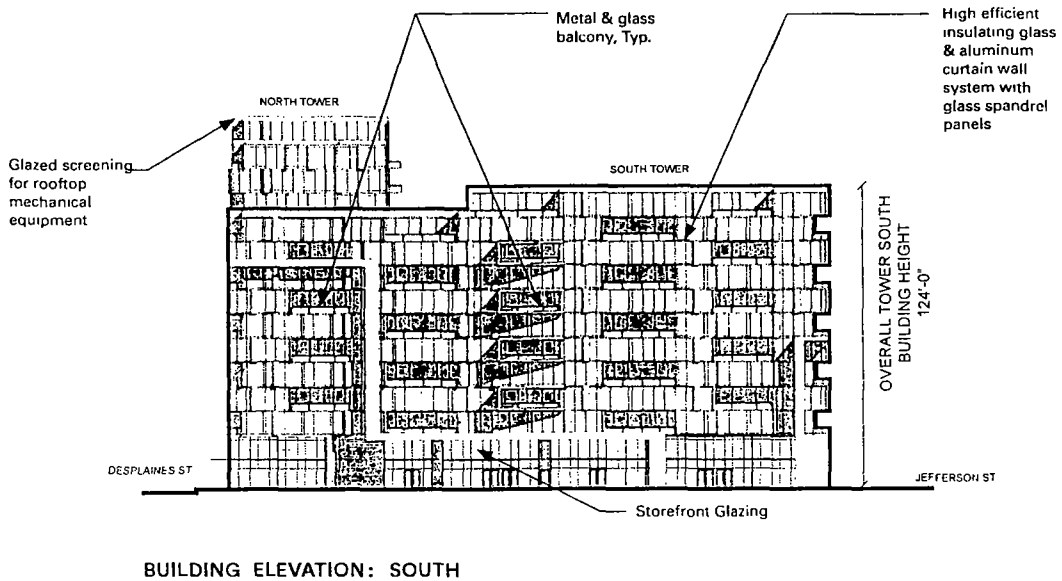
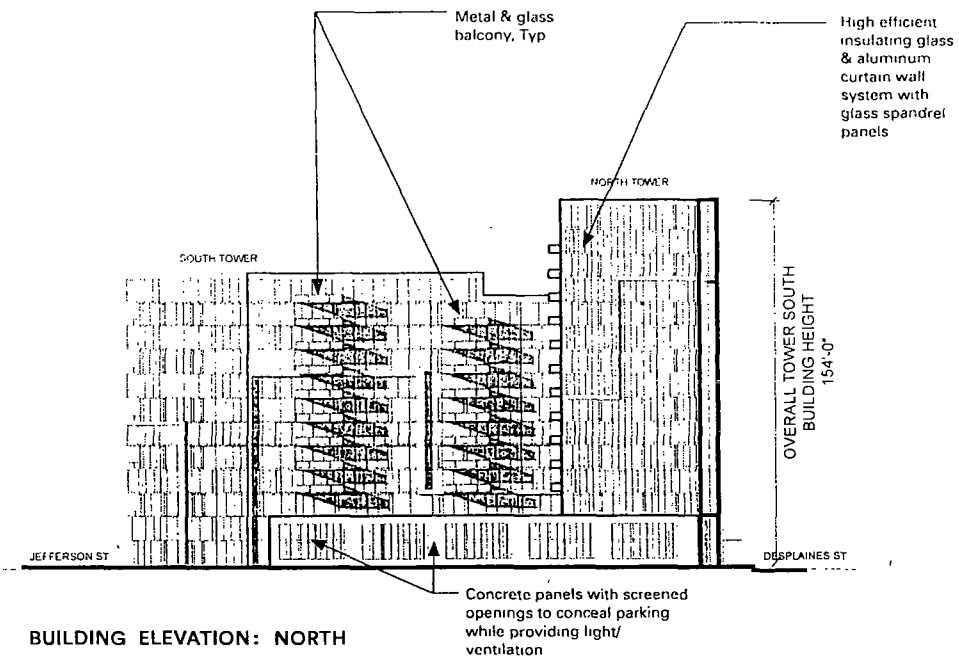
IL-777 WEST CHICAGO AVENUE LLC  
643-741 W. CHICAGO AVENUE, 641-739 N. HALSTED STREET,  
632-740 W. ERIE STREET; 627-661 W. ERIE STREET;  
501-31 N. DESPLAINES STREET, 524-630 W. GRAND AVENUE

### Project:

777 W CHICAGO AVE

### Date:

10 - 18 - 2018



0 40' 80'



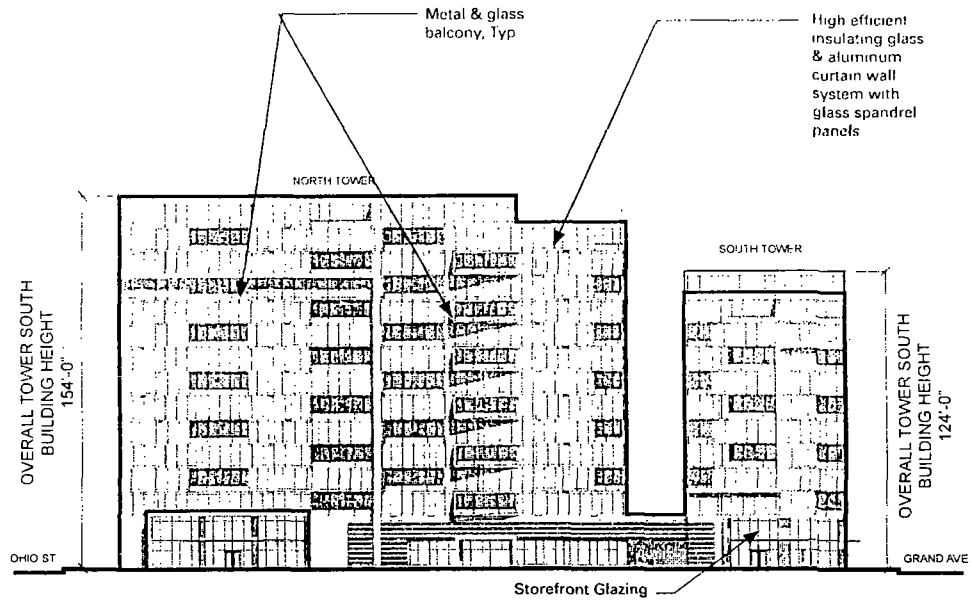
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**PHASE 1A.2 BUILDING ELEVATION: NORTH AND SOUTH (PARCEL B)**

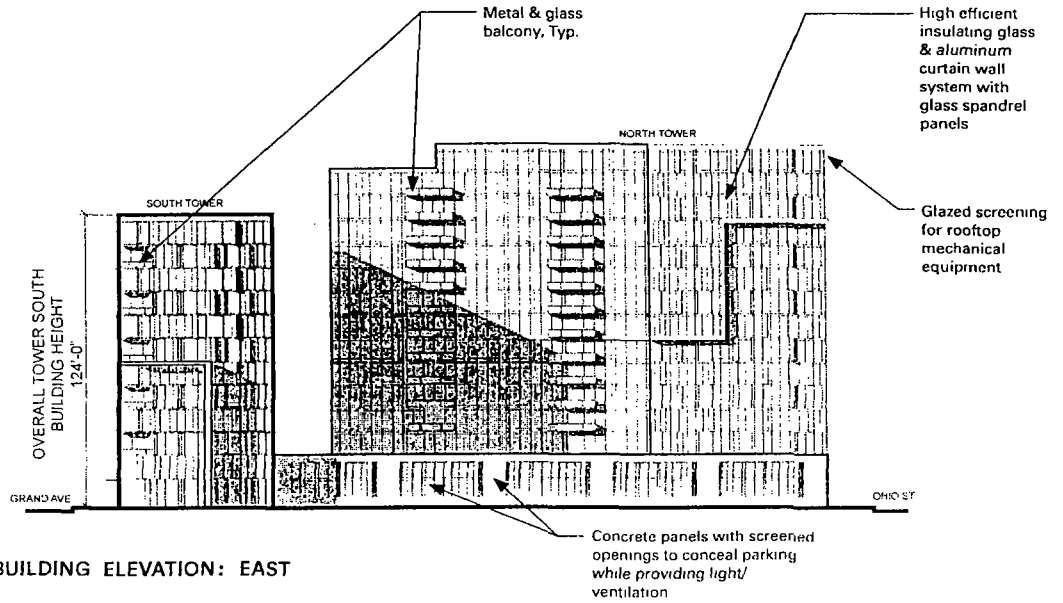
**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
 643-741 W. CHICAGO AVENUE; 641-739 N. HALSTED STREET,  
 637-740 W ERIE STREET; 627-661 W ERIE STREET;  
 501-31 N. DESPLAINES STREET, 524-630 W. GRAND AVENUE

**Project:** 777 W CHICAGO AVE

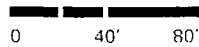
**Date:** 10 - 18 - 2018



**BUILDING ELEVATION: WEST**



**BUILDING ELEVATION: EAST**



**PHASE 1A.2 BUILDING ELEVATION: WEST AND EAST (PARCEL B)**

**Applicant:** IL-777 WEST CHICAGO AVENUE LLC  
 643-741 W CHICAGO AVENUE; 641-739 N HALSTED STREET,  
 632-740 W ERIE STREET; 627-661 W ERIE STREET,  
 501-31 N DESPLAINES STREET; 524-630 W GRAND AVENUE

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