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Legislation Details (With Text)

File #: SO2014-6807
Type: Ordinance **Status:** Passed
File created: 9/10/2014 **In control:** City Council
Final action: 1/21/2015
Title: Zoning Reclassification Map No. 1-E at 451 E Grand Ave - App No. 18163
Sponsors: Misc. Transmittal
Indexes: Map No. 1-E
Attachments: 1. O2014-6807.pdf, 2. SO2014-6807.pdf

Date	Ver.	Action By	Action	Result
1/21/2015	1	City Council	Passed as Substitute	Pass
1/13/2015	1	Committee on Zoning, Landmarks and Building Standards	Substituted in Committee	Pass
12/9/2014	1	Committee on Zoning, Landmarks and Building Standards	Held in Committee	Pass
10/28/2014	1	Committee on Zoning, Landmarks and Building Standards	Held in Committee	Pass
9/10/2014	1	City Council	Referred	

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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 Residential Business Planned Development Number 368 symbols and indications as shown on Map Number 1-E in the area bounded by:

a line 150 feet east of and parallel to North St. Clair Street; East Grand Avenue; North Lake Shore Drive; the centerline of Ogden slip to a point 439.74 feet east of North Lake Shore Drive, the centerline of the turning basin; the north bank of the Chicago River and the line thereof extended eastward where said bank does not exist; North Michigan Avenue; East North Water Street; North St. Clair Street (as now located); East Illinois Street; North St. Clair Street; and the alley next south of East Grand Avenue,

to those of Residential Business Planned Development Number 368, as amended.

SECTION 2. This Ordinance shall be in force and effect from and after its passage.

Applicant: RMW Streeterville LLC
Address: 451 East Grand Avenue, Chicago, Illinois
Introduced: September 10, 2014
Plan Commission:
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RESIDENTIAL-BUSINESS PLANNED DEVELOPMENT NO. 368, AS AMENDED

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1. The area delineated herein as "Residential-Business Planned Development Number 368", as amended, consists of approximately 1,560,904 square feet or 35.83 acres (exclusive of public rights-of-way and dedicated public open space) of real property as shown on the attached Planned Development Boundary Map (the "Property").
2. This plan of development consists of these twenty-one (21) statements and the following exhibits for the entire Planned Development: Bulk Regulations and Data Table for the entire Planned Development; an Existing Zoning Map; Planned Development Boundary and Subareas Map; Development Parcels Map; Maximum Height Zones; Existing and Planned Open Spaces; Pattern of Vehicular Roadways; and Recommended Traffic Improvements. This plan of development is in

conformity with the intent and purpose of the Chicago Zoning Ordinance and all requirements hereof, and satisfies the established criteria for approval as a planned development. In any instance where a provision of the planned development conflicts with the Chicago Building Code, the Building Code shall control.

This plan of development consists of the following exhibits related to the development of Subparcel E.3: Bulk Regulations and Data Table Note 10; Site Landscape Plan; DuSable Landscape Plan; Ground Floor Plan Overview; Lower Lake Shore Drive Plan Overview; Building Elevations; South Building Elevation; Partial Enlarged South Elevation; Partial East/West Site Section; Partial Enlarged East Elevation; North/South Site Section at Lake Shore Drive; North/South Tower and Parking Section; East/West Parking Section; North/South Overview Section; and Lake Front Trail Alignment Alternate 1 and Alternate 2.

This plan of development consists of the following exhibits related to the development of Subarea B Parcels 7 and 7A: Bulk Regulations and Data Table Note 11; View Corridor Program; Overall Site Plan; Lower East North Water Street Plan, North Park Drive Street Plan, North Park Drive Wayfinding Plan; Upper East North Water Street Plan; Upper East North Water Street Wayfinding Plan; Terrace Level Plan; Landscape Plan; Green Roof Plan; Overall Section A Plan and Partial North Elevation; West Elevation at tower and Partial North/South Section B Plan; Building Elevations (North, South, East and West) prepared by Solomon Cordwell Buenz dated May 24, 2012.

The applicant for purposes of this amendment, RMW Streeterville LLC (the "Applicant"), owns or controls Parcels P21B and P21C, also known as the Kraft Parcel, in Subarea F within this planned development (the "Kraft Parcel"). This plan of development consists of the following plans and exhibits related to the development of Parcels P21B and P21C (the Kraft Parcel): Bulk Regulations and Data Table Note 12; Site Plan; Ground Floor Plan; Recreation Deck Level Plan; Green Roof Plan; Building Elevations (North and East, and South and West); Landscape Plan; Pocket Park Bonus

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Landscape Plan; Landscape Sections (A/B and C/D); and Landscape Plant List prepared by GREC Architects, LLC and dated December 18, 2014 (the "Plans").

3. The current property owner or an authorized agent shall obtain all required reviews, approvals, licenses and permits in connection with this plan of development. The dedication or vacation of any streets or alleys shall require a separate submittal and approval by the City Council.
4. The requirements, obligations and conditions contained within this planned development shall be

binding upon the Applicant, its successors and assigns (including any condominium association which is formed) and, if different than the Applicant, the legal titleholders and any ground lessors. All rights granted hereunder to the Applicant shall inure to the benefit of the applicant's successors and assigns (including any condominium association which is formed) and, if different than the Applicant, the legal titleholder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 of the Chicago Zoning Ordinance, the property, at the time applications for amendments, modifications or changes (administrative, legislative or otherwise) to this planned development are made, shall be under single ownership or under single designated control. Subject to the subarea/subparcel control provisions of Section 17-8-0400 of the Chicago Zoning Ordinance, single designated control for purposes of this paragraph shall mean that any application to the City for any amendment to this planned development or any other modification or change thereto (administrative, legislative or otherwise) shall be made or authorized by the Equitable Life Assurance Society of the United States or all its successors and assigns as zoning control party for property located west of Columbus Drive, and by all the successors and assigns to the Chicago Dock and Canal Trust, as zoning control parties for the property located east of Columbus Drive. The board of directors of any condominium association shall represent individual condominium owners.

5. Several subareas are delineated on the attached planned development Subarea Map for the purposes of establishing use and density controls in connection with this Plan of Development. Uses permitted below +35 feet Chicago City Datum plus or minus 6 feet in respect of design conditions ("Plaza Level") shall be in general conformity with the Permitted and Special Uses of the DX-12, Downtown Mixed-Use District classification; uses permitted at and above the Plaza Level in the area hereinbefore defined shall be in general conformity with the Permitted and Special Uses of the DX-12, Downtown Mixed-Use District classification, except that in that part of the subject area lying within 200 feet of North Michigan Avenue uses shall be in general conformity with the Permitted and Special Uses of the DX-16, Downtown Mixed-Use District classification; uses permitted where no Plaza Level exists shall be in general conformity with the Permitted and Special Uses of the DX-12, Downtown Mixed-Use District Classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. Residential support services, physical fitness/indoor recreation center, and small venue theater are expressly permitted in

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Subparcel E.3. Non-accessory parking shall be a permitted use in Subarea F only. Underground accessory parking related to the improvements constructed upon Subparcel E.3 shall be a permitted use in Subparcel E.2. All other controls and regulations set forth herein are made applicable within the general application of this statement. Uses permitted in DuSable Park (Subparcel E.1) shall be recreational and related uses including but not limited to marinas; tennis courts; and similar

facilities. Temporary staging of construction materials and related equipment shall be a permitted use in Subparcel E.1 subject to the review and approval of the Commissioner of the Department of Planning and Development and the Chicago Park District. Daycare and other community-oriented uses are expressly permitted and strongly encouraged in all areas of the planned development. Agreement on how space for a minimum of one new daycare center shall be provided within Subareas B, D or Subparcel E.3 to service new residents and employees of those subareas must be submitted and approved by the Department of Planning and Development prior to the issuance of any Part II approval for any improvement on Parcels PI, P3, P7, P7A, P8, PI8, or P19.

6. For purposes of Floor Area Ratio ("FAR") calculations, the definitions in the Chicago Zoning Ordinance shall apply, with the following exceptions: (1) in Subarea A, grade is herein established at plus thirty-five (+35) feet Chicago City Datum, plus or minus six (± 6) feet in respect of design conditions ("Plaza Level"); (2) in Subarea B, grade is herein established¹ as the curb level of the building entrance on upper East North Water Street plus or minus six (± 6) feet in respect of design conditions; and (3) space devoted to heating, ventilation, and air-conditioning equipment shall not be included in FAR regardless of location.

7. Any service drives or other ingress or egress lanes shall be adequately designed and

- paved in accordance with the regulations of the Chicago Department of Transportation and in compliance with the Municipal Code of the City of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. Fire lanes shall be adequately designed and paved in compliance with the Municipal Code of the City of Chicago and shall have a minimum of 20 feet to provide ingress and egress for emergency vehicles. There shall be no parking within established fire lanes. Closure of all or part of any public streets or alleys during demolition or construction shall be subject to the review and approval of the Chicago Department of Transportation. All work proposed in the Public Way must be designed and constructed in accordance with the Chicago Department of Transportation Construction Standards for Work in the Public Way and in compliance with the Municipal Code of the City of Chicago.

8. Off-street parking and loading facilities shall be provided in compliance with this plan of development, subject to the review of the Chicago Department of Transportation and approval by the Department of Planning and Development. All parking spaces required to serve buildings or uses shall be located on the same parcel as the building or use served, or (i) if a residential use, within 600 feet walking distance, or (ii) if a non-residential use,

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within 1,200 feet walking distance. Parking to serve uses in Subarea E.1 or E.3 may be located underneath or west of Lake Shore Drive.

9. Business and business identification signs shall be permitted within the planned development subject to the review and approval of the Department of Planning and Development and to the conditions of Statement 11(e). Off-premises signage is prohibited. Temporary signs such as construction and marketing signs may be permitted subject to the aforesaid approvals. Signage for retail and movie theater uses is a special concern. A general signage plan indicating the locations and dimensions of signage for these uses, including all interior signage which is visible from public streets, shall be submitted prior to Part II approval in accord with Statement 16 hereof (Site Plan Review).

10. The height of buildings within the planned development and any appurtenance attached thereto shall be subject to the limitations on the attached exhibit labeled "Maximum Height Zones". Where maximum height zones have been established, building height shall be defined as follows:

"Building height" is the vertical distance from the curb level, grade, or its equivalent, opposite the center of the front of a building to the highest point of the underside of the ceiling beams of the highest habitable floor, in the case of a flat roof; to the deck line of a mansard roof; and, to the mean level of the underside of the rafters between the eaves and the ridge of a gable, hip or gambrel roof. For the purpose of determining height in Subarea B Parcels 7 and 7A, grade is herein established as the curb level of the building entrance on upper East North Water Street plus or minus 6 feet in respect of design conditions. (For the purpose of determining height, building tops of other configurations may be considered to be the type described herein which most closely approximates the shape of the proposed design). However, in no case shall the "actual" height of a building exceed the "maximum height" by more than 65 feet.

11. The improvements on individual development sites shall be designed, constructed and maintained in accordance with the exhibits attached hereto and the following general design standards:

- (a) Buildings along Lake Shore Drive shall be designed to minimize building mass directly facing the Drive. The base along Lake Shore Drive of any such structure shall be limited to the height of Lake Shore Drive. The tower of such structures shall be set back a minimum of 40 feet from Lake Shore Drive although encroachments into such setback area for design reasons may be allowed by the Commissioner of Planning and Development as a minor change pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance. This 40 foot setback area shall be heavily landscaped with trees and other greenery so as to be visible

from the drive.

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- b) Landscaping of buildings at terraces, rooftops, and balconies shall be provided with architectural features that are lit at night wherever possible. Mechanical equipment on rooftops shall be screened with quality materials, and made a feature of the building design, where appropriate. Notwithstanding any statement to the contrary, this planned development shall be subject to the provisions of Chapter 17-11 of the Chicago Zoning Ordinance governing landscaping and screening. In any instance where a provision of this planned development conflicts with landscape and screening provisions of the Chicago Zoning Ordinance, the Chicago Zoning Ordinance shall control. Nothing in this planned development is intended to waive the applicability of the landscape and screening provisions of the Chicago Zoning Ordinance.
- c) Buildings shall be setback from the property line, if necessary, to achieve a. minimum of 12 feet, 6 inches (except the building column may be setback 10 feet, 0 inches in Subarea E-3 along Ogden Slip and the building located in Subarea B, Parcels 7 and 7A, may be located at the property line along North New Street, North Park Drive, Upper East North Water Street and Lower East North Water Street) in sidewalk width to accommodate street trees. No awnings, canopies, or other building projections shall be allowed that would interfere with street tree canopies except at entrances to hotels, residential entrances or movie theaters.
- d) Building designs that reflect divisions into base, middle, and top, that have setbacks, cornice lines, changes in plane or materials, articulated surfaces, or other methods of reducing the scale and mass are encouraged. Preferred building materials shall be stone, manufactured stone, brick, finished metal such as stainless steel, or articulated pre-cast concrete in combination with glass at the base. Exposed structural concrete, dryvit or other stucco-like material, or reflective glass shall not be allowed. Materials of upper stories shall be similar to those of the lower; however, the level of detailing may be simplified.
- e) Buildings shall be designed with clearly delineated signage bands. The quality and amount of signage shall be strictly controlled. The total square footage displayed on any building shall be limited to no more than six (6) times the street frontage on any given street. Preference shall be given to pin-mounted back lit signs with individual letters that are externally lit. Signs behind glass that are visible from the sidewalk shall count toward the permitted sign area. The area of a sign that consists of individual letters shall be measured by drawing a box around the letters.

Graphic images which depict tenant logos or products or which may otherwise be construed as advertising shall count as signage in their entirety. Signage on awnings shall be allowed on the valance only, with a maximum of 5-inch high letters limited to tenant identification or logos only. No electronic moving message board signs shall be allowed. Rooftop signs shall be prohibited.

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- f) No new surface parking lots, except interim lots approved by the Zoning Administrator, shall be allowed. No surface parking lot shall be allowed on the Parcel P21B ("Kraft") park site in Subarea F. The maximum effort shall be made to contain parking in below-ground structures. Above-grade parking structures shall be enclosed, fronted by habitable space, or otherwise designed so as to have a similar appearance to habitable spaces in terms of finish materials, the shape and scale of openings, and the screening of ramps, car lights and ceiling fixtures. Any parking structures facing the Chicago River must be fronted by habitable space or completely enclosed and well-articulated at all levels. The first floor of all structures facing Illinois Street, Grand Avenue, McClurg Court, Park Drive, or Columbus Drive shall maximize space with active uses such as retail, daycare, restaurants, et cetera. Parking structures shall also contain provisions for planting at the base, the roof, or at mid-height ledges.
- g) Loading docks shall be concealed from public view through screening or landscaping. Curb cuts for loading docks shall be minimized.
- h) The new roadway structure at upper level Illinois Street shall be finished in highly articulated stone, pre-cast concrete, or other quality material, with particular attention given to views of the structure from Columbus Drive. Terraced planting, pedestrian lighting, decorative railings, banners, and other features shall be used to create a major pedestrian amenity. A major water feature shall be installed at the intersection of upper-level Illinois Street and the NBC Plaza. The underside of upper Illinois shall be appropriately lit, structural columns shall be covered, and other elements shall be added to create a safe, well-lit connection to Michigan Avenue.
- (i) The completion of the riveredge esplanade shall be required of the developers of Parcels 14 and 16, and Parcel 18. Such public spaces shall be developed with the same quality and character of amenities as the existing esplanade adjacent to these areas. In addition, the developer of Parcel 18 shall be responsible for the development of pedestrian access to DuSable Park under Lake Shore Drive. Such access shall be well-lit, suitably paved, and finished so as to provide safe, attractive, and convenient access to the park from the river esplanade. All plans for pedestrian access to DuSable Park from Parcel 18 shall be subject to detailed review and approval by the Department of Planning and Development before the issuance of any superstructure Part II approval letters.
- (j) The developer of Parcel 19 shall develop the following public improvements indicated on Exhibit 6 Existing and Planned Open Spaces concurrently with the development of Parcel 19: a pedestrian walkway from East North Water Street to Ogden Slip and an extension of the Ogden Slip

promenade to Lake Shore Drive. The pedestrian walkway from East North Water Street to Ogden Slip shall be developed with the same quality and character of amenities as the existing

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walkway from the River Esplanade to East North Water Street. The extension of the Ogden Slip promenade shall be developed with the same quality and character of amenities as the existing promenade adjacent to it. In the event that DuSable Park is developed before Parcel 19 is developed, the owner(s) of Parcel 19 shall construct and maintain a temporary pedestrian connection along the slip. These improvements shall consist of a paved (asphalt or better) pedestrian walkway, a minimum of 20 feet in width. Metal railings shall be installed along either side of the pedestrian walkway near the slip edge and on the side adjacent to Parcel 19. The design of these improvements shall be subject to the approval of the Commissioner of Planning and Development.

In addition, pedestrian access along Ogden Slip under Lake Shore Drive to DuSable Park shall be constructed concurrently with the construction of DuSable Park. The owner(s) of Parcel 19 shall be solely responsible for the cost of improvements underneath Lake Shore Drive, subject to approval of the State of Illinois to make such improvements. Such access shall be well-lit, suitably paved, and finished so as to provide safe, attractive, and convenient access to the park from the Ogden Slip promenade. However, if Parcel 19 should be developed before the construction of DuSable Park, then the owner(s) of Parcel 19 shall, at the time of application for superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the Developer of Parcel E.3 and the Chicago Park District as referenced in Statement Number 1 l(m) below provides otherwise.

All plans for these improvements shall be subject to detailed review and approval by the Department of Planning and Development before the issuance of any Part II approval letters.

- (k) All improvements to be constructed within this planned development for which Part II approval letters are issued after the March 29, 2006 date of City Council approval of the amended "planned" development shall comply with the Department of Planning and Development Chicago Sustainable Development Policy in effect at the time of application for Part II approval, and the owners shall use best and reasonable efforts to design, construct and maintain all buildings located within this Planned Development in a manner generally consistent with the Leadership in Energy and Environmental Design Green Building Rating System (LEED). A dog-run shall be located within or adjacent to Subparcel E.3. As a result of the architectural design of the tower to be constructed within Subparcel E.3, a green roof is not feasible. The development of the improvements on Parcel P21C contemplated by this Planned Development amendment shall be

LEED certified and have a green roof of approximately 2,177 square feet and a rain water collection system as described in the attached Green Roof Plan.

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- (1) Pursuant to the Affordable Housing provision of the City of Chicago Zoning Ordinance, Title 17, Chapter 17-4-1004, et seq. ("Zoning Ordinance") Developer of Parcel E.3 has asked for an increase in the Floor Area Ratio of 3.00 FAR for the Property. The Developer of Parcel E.3 hereby acknowledges that according to Section 17-4-1004D of the Zoning Ordinance, the total floor area devoted to affordable housing units must equal at least 25 percent of the total increase in floor area allowed under the Affordable Housing Bonus or a cash payment must be made to the City of Chicago Affordable Housing Opportunity Fund based on the increase in allowable floor area multiplied by 80 percent of the median cost of land per buildable square foot. Based on Section 17-4-1004D, the Developer of Parcel E.3 has agreed to provide a cash payment to the City of Chicago Affordable Housing Opportunity Fund in the amount of \$5,700,300.00. Prior to the issuance of permits, the Developer of Parcel E.3 will enter into an Affordable Housing Agreement with the Chicago Department of Planning and Development or provide a letter of credit or other security device in an amount equal to the cash contribution. The Developer of Parcel E.3 must comply with all of the applicable sections of the Affordable Housing Provision of the Zoning Ordinance which sections are hereby incorporated into this planned development. The Affordable Housing Agreement required by Section 17-4-1004-E9 is also incorporated into this planned development.

Pursuant to the Off-Site Park and Open Space Contributions provision of the City of Chicago Zoning Ordinance, Title 17, Chapter 17-4-1018, et seq., the Developer of Parcel E.3 has asked for an increase in the Floor Area Ratio of 2.16 FAR for the Property. The Developer of Parcel E.3 hereby acknowledges that according to Section 17-4-1018-C of the Zoning Ordinance, a cash payment must be made to the City of Chicago based on the increase in allowable floor area multiplied by 80 percent of the median cost of land per buildable square foot. Based on Section 17-4-1018C, the Developer, of Parcel E.3. has agreed to provide a cash payment to the City of Chicago in the amount of \$4,104,216.00. Prior to the issuance of permits, the Developer of Parcel E.3 will provide a letter of credit or other security device in an amount equal to the cash contribution. The Developer of Parcel E.3 must comply with all of the sections of the Off-Site Park and Open Space Contributions provisions of the Zoning Ordinance which sections are hereby incorporated into this planned development. The Off-Site Park and Open Space Contribution Agreement required by Section 17-4-1018-B3 is also incorporated into this planned development.

- (m) The Developer of Parcel E.3, the City of Chicago, and the Chicago Park District shall enter into an agreement relating, in part, to the responsibility for the design, funding and construction phasing

of DuSable Park, the pedestrian connections to DuSable Park and the Lakefront Trail.

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- (n) The improvements contemplated for DuSable Park (Subparcel E.1) must be substantially completed by the Developer of Parcel E.3 prior to the issuance of Certificate of Occupancy for any dwelling unit exceeding the three hundredth (300th) dwelling unit constructed with Subparcel E.3.
- (o) The Applicant acknowledges and agrees that the amendment of this Planned Development concerning development of Parcels P21B and P21C triggers the requirements of Section 2-45-110 of the Municipal Code (the "Affordable Requirements Ordinance" or "ARO"). Any developer of a "residential housing project" within the meaning of the Affordable Requirements Ordinance ("Residential Project") must: (i) develop affordable housing units as part of the Residential Project; (ii) pay a fee in lieu of the development of affordable housing units; or (iii) any combination of (i) and (ii). The Applicant further acknowledges and agrees that the amendment is subject to Section 17-4-1004-D of the Zoning Code, which also requires on-site affordable housing or payment of a fee in lieu of providing affordable housing for rezonings in DC, DX and DR districts that increase the base floor area ratio. If a planned development is subject to the requirements of both sections (2-45-110 and 17-4-1004-D), the developer may elect to satisfy the ARO requirements by complying with the affordable housing floor area bonus provided for in Section 17-4-1004. Applicant has elected to comply with Section 17-4-1004. Pursuant to Section 17-4-1004-B of the Zoning Ordinance, the Applicant has requested an increase in the floor area ratio for the Property, as set forth in the bonus worksheet required under Section 17-4-1003-D and attached hereto as an Exhibit ("Bonus Worksheet"). In accordance with the formulas set forth in Section 17-4-1004-C and the Bonus Worksheet, the Applicant acknowledges and agrees that it must provide either a minimum of at least 21,680 square feet of floor area (the "Affordable Units") in the building receiving the affordable housing floor area bonus ("Eligible Building"), with an affordable unit mix comparable to the overall mix and approved by the Department of Planning and Development prior to issuance of the first building permit, or make a cash payment in lieu of providing affordable housing in the amount of \$2,983,168 ("Cash Payment"), or \$100,000 per unit ("Pro Rata Amount"). Prior to the issuance of any building permits for the Eligible Building, including, without limitation, excavation or foundation permits, the Applicant must either make the required Cash Payment or provide a performance bond or other security in the amount of the Cash Payment ensuring construction of the Affordable Units. If the Applicant elects to construct

the Affordable Units, it must also enter into an Affordable Housing Agreement with the City pursuant to Section 17-4-1004-E9 prior to the issuance of any building permits for the Eligible Building, including, without limitation, excavation or foundation permits. The terms of the Affordable Housing Agreement and any amendments thereto would be incorporated herein by this reference. The Applicant acknowledges and agrees that the Affordable Housing Agreement would be recorded against the Eligible Building and would constitute a lien against each Affordable Unit in an

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amount equal to "the Pro Rata Amount. The City shall execute partial releases of the Affordable Housing Agreement prior to or at the time of the sale of each Affordable Unit to an income-eligible buyer at an affordable price, subject to the simultaneous execution and recording of a mortgage, restrictive covenant or similar instrument against such Affordable Unit. In addition to the Affordable Housing Agreement, the Applicant acknowledges and agrees that, pursuant to Section 17-4-1003-D3, the Bonus Worksheet will serve as an official record of bonuses and amenities. The Applicant must comply with the applicable affordable housing standards and requirements set forth in Section 17-4-1004, the terms of which are incorporated herein by this reference. Notwithstanding anything to the contrary contained in Section 17-4-1003-E, the Commissioner of the Department of Planning and Development may enforce remedies for breach of the 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.

12. Publicly dedicated improvements, including streets, sidewalks, transit and open space amenities shall be designed, constructed and maintained in accordance with the exhibits described in Statement 2 hereof and the "Cityfront Center Internal Design Standards: Section I", dated September 12, 1986.
13. The property owner(s) adjacent to the Chicago River shall develop a continuous pedestrian esplanade along the Chicago River's edge. Completion of the esplanade will occur as follows:
 - (a) The east right-of-way line of McClurg Court to the west right-of-way line of Lake Shore Drive shall be improved concurrently with development of adjacent parcels south of East North Water Street (Parcels 14, 16, and 18). In the event that DuSable Park is developed before Parcel 18 is developed, the owner(s) of Parcel 18 shall construct and maintain a temporary pedestrian connection along the river. These improvements shall consist of a paved (asphalt or better) pedestrian walkway, a minimum of 10 feet in width. Metal railings shall be installed along either side of the pedestrian walkway near the river's edge and on the side adjacent to the development parcel. The design of these improvements shall be subject to the approval of the Commissioner of Planning and Development; and
 - (b) The west right-of-way line of Lake Shore Drive to DuSable Park shall be constructed concurrently with the construction of DuSable Park. The owner(s) of Parcel 18 shall be solely responsible for improvements underneath Lake Shore Drive, subject to approval of the State of Illinois to make such improvements. Such access shall be well lit, suitably paved, and finished so as to provide

safe, attractive, and convenient access to the park from the river edge esplanade. However, if Parcel 18 should be developed before the construction of DuSable Park, then the owner(s) of Parcel 18 shall, at the time of application for

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superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the Developer of Parcel E.3 and the Chicago Park District as referenced in Statement Number 1 l(m) above provides otherwise.

14. Applicant, as developer of Parcels P21B and P21C (the Kraft Parcel), shall substantially renovate the existing 70,000 square foot park on Parcel P21B in accordance with the Landscape Plan, the Landscape Sections, and the Landscape Plant list. Such renovation shall be commenced no later than three (3) months following issuance of the first occupancy permit for the residential building to be constructed on Parcel P21C as permitted by this amendment, and shall be completed no later than one (1) year thereafter. The park, as renovated, shall continue to be privately owned, maintained and subject to occasional partial closure for private use but, subject to the foregoing, shall remain accessible to the public during hours in which public parks are accessible to the public. The public shall have use of the Dog Run indicated on the Landscape Plan subject to any regulations, if imposed, that conform to the protocols of the Chicago Park District for Dog Friendly Areas. The owner(s) of Parcels P21B and P21C (the Kraft Parcel) shall be responsible for the costs and performance of maintenance of the park in conformance with the Landscape Plan and the Open Space Plan. Nothing contained herein shall preclude residents or other individuals from using the park for other private uses, provided that they obtain permission from the owner(s) of the Kraft Parcel and all necessary governmental approvals and permits.
15. Traffic studies completed by developers and the City of Chicago project significant peak hour traffic volume increases on Illinois Street and Grand Avenue in particular as a result of new development. Some excess roadway capacity is available to handle this increased traffic, but a number of geometric, signal timing and parking control measures are recommended in addition to active transportation management in the Illinois-Grand corridor. Accordingly, no Part II submittal shall be approved without a firm agreement between the developer and the Chicago Department of Transportation regarding the timing and responsibility for any recommended traffic improvements described in Exhibit 8 hereof for streets adjoining the development site. Membership and participation in the Illinois-Grand Corridor Transportation Management Association shall also be required prior to the issuance of any Part II development approval.
16. Prior to the issuance by the Department of Planning and Development of a determination pursuant to

Section 17-13-0610 of the Chicago Zoning Ordinance ("Part II approval") for development or redevelopment of any development parcels within the planned development, other than alterations to existing buildings which do not increase their height or alter their footprint or construction in accordance with the Plans approved herein, a site plan for the proposed development, including parking areas, shall be submitted to the Zoning Administrator for approval. Review and approval of the site plan by the Zoning Administrator is intended to assure that specific development proposals

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conform with the general design standards in Statement 11 and to ensure coordination of public improvements described in Statements 12 through 15 at an early stage. No Part II approval for work for which a Site Plan must be submitted to the Zoning Administrator shall be granted until the Site Plan has been approved by the Zoning Administrator. Further, all Part II submittals shall be in compliance with the Chicago Landscape Ordinance. At least thirty (30) days prior to the filing of the Developer of Parcel E.3's request for Part II approval for the construction of the superstructure upon Subparcel E.3, the Developer of Parcel E.3 Applicant shall submit a detailed Landscape Plan and Elevations for the Subparcel E.3 property to the Department of Planning and Development for review and approval.

Following approval of a Site Plan by the Zoning Administrator, 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 may be changed or modified pursuant to the minor change provisions of Section 17-13-0611 of the Chicago Zoning Ordinance.

A Site Plan shall, at a minimum, provide the following information with respect to the proposed improvements:

- 1) the boundaries of the Property;
- 2) the footprint of the improvements;
- 3) location and dimensions of all loading berths;
- 4) preliminary landscaping plan prepared by a landscape architect with final landscaping plan to be approved at Part II stage;
- 5) all pedestrian circulation routes;
- 6) the location of any adjacent public improvements;
- 7) a signage plan for any building where retail or theater uses would be present above the ground

level;

- 8) preliminary elevations of the improvements; and
- 9) statistical information applicable to the Property limited to the following:
 - a) floor area and floor area ratio;
 - b) uses to be established;
 - c) building heights; and

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- (d) all setbacks, required and provided.

A Site Plan shall include such other information as may be necessary to illustrate conformance with the applicable provisions of this planned development.

17. If any provision of this planned development amendment shall, to any extent, be invalid or unenforceable, the remainder of this planned development amendment shall not be affected thereby, and each provision of the planned development amendment shall be valid and enforceable to the fullest extent of the law.
18. The terms, conditions and exhibits of this Planned Development Ordinance or of an approved Site Plan may be modified administratively by the Zoning Administrator upon the request of the applicant and after a determination by the Zoning Administrator that such a modification is minor, appropriate and consistent with the nature of the improvements contemplated in the planned development and the purposes underlying the provisions hereof. Any such modification shall be deemed to be a minor change in the planned development as contemplated by Section 17-13-0611 of the Chicago Zoning Ordinance.
19. 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 improvement on the Property shall be reviewed and approved by the Mayor's Office for People with Disabilities ("MOPD") to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility.
20. The Applicant acknowledges that it is in the public interest to design, construct and maintain all

buildings in a manner that promotes and maximizes the conservation of natural resources. All improvements to be constructed within this Planned Development for which Part II approval letters are issued after the March 29, 2006, date of the City Council approval of the amended Planned Development shall comply with the Department of Planning and Development Chicago Sustainable Development Policy in effect at the time of application for Part II approval. The owners of all such improvements shall use best and reasonable efforts to design, construct and maintain all buildings located within the Planned Development in a manner generally consistent with the Leadership in Energy and Environmental Design ("LEED") Green Building Rating System. Copies of these standards may be obtained from the Department of Planning and Development. The development of the improvements on Parcel P21C contemplated by this Planned Development amendment shall be LEED certified and have a green roof of approximately 2,177 square feet and a rain water collection system as described in the attached Green Roof Plan.

21. Unless substantial construction of the improvements contemplated within Subparcel E.3 has commenced within six (6) years following adoption of this planned development on

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July 9, 2008, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Subparcel E.3 and the zoning of Subparcel E.3 of the planned development shall automatically revert to Residential-Business Planned Development Number 368, as amended on March 29, 2006. Unless substantial construction of the improvements contemplated within Subparcels 7 and 7A has commenced within six (6) years following adoption of this planned development on May 6, 2012, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Subparcels 7 and 7A and the zoning of Subparcels 7 and 7A of the planned development shall automatically revert to Residential-Business Planned Development Number 368, as amended on July 9, 2008. Unless substantial construction of the improvements contemplated within Parcels P21B and P21C (the Kraft Parcel) has commenced within three (3) years following adoption of this planned development, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Parcels P21B and P21C (the Kraft Parcel) and the zoning of Parcels P21B and P21C (the Kraft Parcel) shall automatically revert to Residential-Business Planned Development Number 368, as amended on May 6, 2012.

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Exhibit 1

Bulk Regulations and Data Table (Page 1 of 4)

Sub Area	Net Site Area Sec Note (1) Sq. Ft. Acres	Maximum Retail Sq. Ft. (1000's)	Maximum Commercial Sq. Ft. (1000's)	Maximum Hotel Rooms	Maximum Dwelling Units	Maximum F.A.R.
A	380.796 8.74	5.40 See Note (5)	5,259	1,800	Permitted see Notes (2)&(3)	13.81 See Note (6)
B SeeNoie(II)	183,449 4.21	40	2,482	1,606	671 See Note (8)	13.53 See Note (7)
C	122.303 2.81	140	850	540	630	12.72
D	361,234 8.29	170	500	0	2,350	8.60
E	346,038 7.94	110 See Note (9)	5 See Note (4)	0	1,200	6.83
E.1	232.841 5.34	0	5 See Note (4)	Not Permitted	Not Permitted	0.02
E.2	18,191.63 0.42	0	0	0	0	0
E.3	95,005 2.18	110 See Note (9)	0	0	1,200	25.000 See Note (10)
F See Note (12)	167,104 3.83	150	0	0	1,118	11.57
Total	1,560,904 35.83	1,040	9,096	3,946	5,969 See Note (2)	10.84

Gross Site Area = Net Site Area: 1,560,904 sq. ft. (35.83 acres) plus area in or proposed to be in public right of way: 940,843 sq. ft. (21.60 acres) plus proposed to be in public parks or open space: 302,531 sq. ft. (6.94 acres) = 2,804,226 sq. ft. (64.38 acres). OFF STREET PARKING
MAXIMUM BUSINESS USES 1:5,000 sq. ft. As determined by DHED in consultation with CDOT HOTEL USES
1:4 Rooms RESIDENTIAL USES 55% d.u. NON-ACCESSORY PARKING 200 spaces 600 spaces (Allowed in
only) OFF STREET LOADING: Per DX-12 requirements MINIMUM PERIPHERAL SETBACKS: Sufficient t
street trees and pedestrian walkways (min. 12' 6" from building to curb face) MINIMUM UPPER LEVEL SETBACKS: 40' from Lake Shore Drive
level of Upper Lake Shore Drive

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Exhibit 1

Bulk Regulations and Data Table (Page 2 of 4)

- Note (1): For the purpose of this Planned Development Net Site Area shall equal the entire land area (at Plaza Level where such is established, and otherwise at grade) within the boundaries of the planned development, less the area now dedicated or proposed to be dedicated to public use.
- Note (2): Dwelling units shall be permitted in Sub-Area A of this Planned Development subject to the provisions of the DX-16, Downtown Mixed-Use district classification. Any such units so built will not affect the total of 5,654 dwelling units permitted in Sub-Areas B, C, D, E and F. Dwelling units are permitted below the second floor in all sub-areas except Sub-Area E.
- Note (3): For purposes of exchange of uses, a hotel room shall be equal to 0.5 dwelling units. This permissible number of hotel rooms within the planned development shall not exceed 3,946 rooms. Ballrooms, meeting rooms, exhibition space, restaurant facilities and hotel-associated retail shall be deemed "accessory hotel uses" and shall be charged against commercial uses.
- Note (4): Although Sub-Area E (DuSable Park) has been dedicated to public park uses, it is included in Net Site Area because a maximum of 5,000 square feet of park and recreation-related floor area may be constructed within its boundaries.
- Note (5): Assumes 410,000 sf allocated to development Parcels 4 and 5 and the remaining 130,000 sf allocated to remaining development parcels within Sub-Area A.
- Note (6): Assumes floor area allocated to existing buildings as follows: 401 North Michigan (760,241 sf), University of Chicago Gleacher Center (240,000 sf), NBC Tower (912,000 sf); and, to future development as follows: Parcel 1 (776,250 sf); Parcel 3 (970,000 sf) and Parcels 4/5 (1,600,000 sf).
- Note (7): Assumes floor area allocated to existing Sheraton Hotel at 860,379 sf and 497,634 sf allocated to Parcel 8 pursuant to a Part 11 Approval dated August 19, 2008 and 847,290 sf allocated, via the May 24, 2012 amendment to Parcels 7 and 7A.
- Note (8): For purposes of exchange of uses, a hotel room shall be equal to 0.5 dwelling units above 400. The permissible number of hotel rooms within the planned development shall not exceed 3,946 rooms. Ballrooms, meeting rooms, exhibition space, restaurant facilities and hotel-associated retail shall be deemed "accessory hotel uses" and shall be charged against commercial uses. Accessory hotel uses on Parcels 7, 7A and 8 combined shall not exceed 50,000 square feet.
- Note (9): Residential support services, physical fitness/indoor recreation center, and small venue theater (for building

residents only) are expressly permitted in Sub-Area E.3.

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Exhibit 1

Bulk Regulations and Data Table (Page 3 of 4)

Note (10): FAR Bonus Calculations	Sub-Area	E.3	(Parcels	18	and	19,	combined)	Net	Site
	Area = 95,005 square feet								
	Base FAR			10.00					
	Downtown Affordable Housing Zoning Bonus			3.00 (a)					
	Offsite contribution to DuSable Park			2.16 (b)					
	Public Plazas			5.44 (c)					
	Chicago Riverwalk			0.40 (d)					
	Water Features			1.00(e)					
	<u>Underground Parking and Loading</u>			<u>3.00 (f)</u>					
	Total FAR			25.00					

- a) Based on a contribution of \$5,700,300.00 to the City of Chicago Affordable Housing Opportunity Fund.
- b) Based on a contribution of \$4,104,216.00 to City of Chicago for Off-Site Park Improvements (to DuSable Park).
- c) Based on the provision of 51,730 square feet of on-site public plaza.
- d) Based on the provision of improvements to 3,800 square feet at off-site open spaces.
- e) Based on the provision of 48,669 square feet of water features in on-site public open spaces.
- f) Based on the provision of 171 underground parking spaces on Lower Levels 1 and 2, at least 265 underground parking spaces on Lower Level 3 and lower, and 7 underground loading docks on lower level.

Note (11): Bulk Regulations and Data Table Sub-Area B
(Parcels 7 & 7A) Net Site Area = 68,385 square

feet

Maximum Floor Area Ratio (FAR): Maximum Percentage of Land Coverage: Maximum Number of Dwelling Units: Maximum Number of Hotel Keys:

Maximum Number of Off-Street Parking Spaces (Residential): Maximum Number of Off-Street Parking Spaces (Hotel): Minimum Number of Bike Parking Spaces: Minimum Periphery Setbacks: Maximum Building Height:

Minimum Number of Off-Street Loading Berths, Residential: Minimum Number of Off-Street Loading Berths, Hotel:
12.39

Per Site Plans

398

400

219

11

50

Per Site Plans

590' (plus 45' for mechanical penthouse, roof mechanical units, roof access stairs, architectural elements and similar appurtenances) 2 (10' x 25') spaces 2 (10' x 25') spaces

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Exhibit 1

Bulk Regulations and Data Table (Page 4 of 4)

Note (12): Bulk Regulations and Data Table

Subarea F Net Site Area = 167,104 square feet (overall) Maximum Floor Area Ratio (FAR):

Base FAR:

Affordable Housing Bonus: Underground Parking Bonus: Plaza/Pocket Park Bonus:

Total FAR:

For Parcel P21C: Maximum Number of Dwelling Units: Minimum Number of Accessory Parking Spaces: Minimum Number of Bike Parking Spaces: Minimum Periphery Setbacks and Site Coverage: Maximum Building Height: Minimum Number of Off-Street Loading Berths:

11.57 (overall Subarea F after Floor Area Bonuses)

8.98 (overall Subarea F; see note (a) below)

0.52 (See note (b) below) 1.00 (See note (c) below)

1.07 (See note (d) below)

II. 57

350 296 50

Per site plan 785 feet 3 (10' x25')

- a) Base FAR of 8.98 results from an increase in net site area from 100,456 sf. to 167,104 sf. for the inclusion of Parcel P21B into the net site area by this amendment and a commensurate reduction of FAR from 14.93.
- b) 86,720 sf. bonus floor area based on a contribution of \$2,983,168 to the City of Chicago Housing Opportunity Fund as set forth in Statement 1 l(o).
- c) 167,208 sf. bonus floor area based on 120 underground parking spaces on Levels -1 and -2 and 176 underground parking spaces on Levels -3 and -4.
- d) 179,670 sf. bonus floor area based on providing or reconstructing 20,008 square feet of plaza/pocket park area on Parcel P21B in accordance with the Pocket Park Bonus Landscape Plan.

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FOR

ILLINOIS-GRAND CORRIDOR

EXHIBIT 8. RECOMMENDED TRAFFIC IMPROVEMENTS

The following is a summary prepared by the Chicago Department of Transportation of the traffic impacts and proposed mitigation efforts for the River East, Grand Pier and North Bridge developments along the Illinois-Grand corridor, as described in traffic studies prepared by traffic consultants for the developers and the City (KLOA and Barton-Aschman, respectively):

General Impacts: The three developments will generate roughly 3000 trips (1600 inbound and 1400 outbound) during the PM peak hour. About 1350 trips (750 inbound, 600 outbound) will be generated during AM peak hour.

There will be traffic volume increases on Illinois and Grand, between State Street and Lake Shore Drive, of roughly 500 to 700 vehicles per hour during the PM peak hour. During the AM peak hour, traffic volume will increase on Illinois and Grand by roughly 200 to 300 vehicles per hour. Existing peak volumes on Illinois and Grand range between 1000 and 1500 vehicles per hour; with these developments, volumes would range between 1500 and 2000 vehicles per hour.

Some excess capacity is available to handle this increased demand, but a number of geometric, signal timing, and parking control measures are recommended to further accommodate this increase in traffic.

Geometric and Signal Operations Improvements: In order to increase overall intersection capacity and address heavy traffic circulation demand, it is proposed to widen McClurg Court between Illinois and Grand to provide double left turn lanes northbound at Grand and southbound at Illinois. McClurg would be further widened on the west side to provide a drop-off lane at the proposed residential building.

It is also proposed to widen McClurg between Ohio and Grand to provide separate southbound right turn and through traffic lanes, and to provide a smoother northbound alignment through the Grand Avenue intersection. The right-of-way for this widening would need to be obtained from the adjacent property owners.

The traffic signals at McClurg-Grand and at McClurg-Illinois would be modified to accommodate the street widening and to provide left turn arrow signal indications for northbound traffic at Grand and southbound traffic at Illinois.

On Grand Avenue at State Street, the CTA subway entrances at the northeast and northwest corners will be relocated out of the Grand Avenue right-of-way. This will allow the widening of Grand Avenue at this intersection to provide four westbound lanes compared with the three lanes currently available at this "bottleneck" location.

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Restriping of various street segments is proposed in an effort to make more efficient use of pavement space and increase traffic capacity. Striping of left turn lanes, where appropriate, would be done on State, Wabash, and Rush at their intersections with Illinois, Grand, Ohio, and Ontario. Illinois would be restriped at Columbus to provide three through lanes, and separate left turn and right turn lanes.

Parking Controls: Metered on-street parking generally will need to be eliminated on Illinois and Grand from State Street to Lake Shore Drive in order to provide additional traffic capacity or to make the curb lane available for various pickup/dropoff activities. Sufficient off-street parking, provided as part of these developments, is intended to satisfy the demand for parking in the corridor.

It is proposed to eliminate parking on Illinois Street from State Street to Michigan Avenue in order to provide three eastbound traffic lanes, compared with the two existing lanes. This increase in traffic capacity is needed to handle the increased demand on this segment of Illinois Street.

It is proposed to eliminate parking on the south side of Grand Avenue east of Columbus Drive to provide a separate left turn lane on Grand at the approach to the Columbus Drive signal. This would increase the through traffic capacity by removing the turning movements from the adjacent through traffic lane.

Parking would also be eliminated on both sides of Grand Avenue east of McClurg Court, in order to provide separate left turn and right turn lanes on the approach to the traffic signal. Again, traffic capacity would be increased by segregating the through and turning traffic movements.

The elimination of parking is also proposed on the south side of Ontario at Fairbanks in order to provide a westbound left turn lane on Ontario. The striping of an optional through-left lane was also recommended as a further capacity improvement, although conflicts between turning vehicles and pedestrians in the south crosswalk will require further analysis.

Transportation Management: Active traffic management in the corridor will be undertaken by the Transportation Management Association which has been established. The TMA will meet to exchange information on traffic operations needs and problems, changing development conditions, construction activities, special events, and other factors which may affect transportation in the corridor. Various City agencies, including CDOT, Planning, Police, Streets and Sanitation, and the CTA, will coordinate efforts with corridor property managers to address evolving transportation demands.

Strict enforcement of existing and proposed parking restrictions will be necessary to ensure that street space needed for traffic capacity is available. Of particular concern is the need to keep

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Illinois clear, east of Columbus; Grand Avenue, west of Michigan; Ohio Street, west of Michigan; and Ontario Street, west of St. Clair.

Improved public transit service as appropriate to serve the needs of the corridor will be developed. CDOT and the TMA will be reviewing service needs and developing strategies for best providing public transportation, whether through modifications of CTA service or additional shuttle bus operations.

Site Specific Improvements:

Parcels 4 and 5: The proposed lower level loading dock layout requires a number of traffic control measures in order to mitigate the potential effect on Illinois Street traffic. These measures include prohibition of on-street loading, provision of a dock master during loading dock hours, limitation on loading dock hours to prohibit backing maneuvers between 7 a.m. and 9 a.m. and between 4 p.m. and 7 p.m., Monday through Friday, and implementation of loading dock control as part of an overall Traffic Management Plan to be implemented by the Illinois-Grand Corridor Transportation Management Association.

Parcels P7, P7A, and P8: There should be no curb cuts on Illinois Street. Curb cuts providing access to loading docks should be located only on Lower North Water Street or New Street.

Parcels P9 and P13: The increase in hotel development along Columbus Drive between Grand Avenue and Illinois Street and along Park Drive between Illinois and North Water Streets will concentrate taxi and other traffic movement in this area. Signing and striping is needed to prevent traffic from driving across Illinois Street in order to access Park Drive rather than turning left onto eastbound Illinois Street. Vaulted sidewalks are also indicated in the public way on both Grand and Illinois. Although vaulted sidewalks are not generally recommended, they are acceptable in this instance to allow for the placement of parking underground.

Parcels P14 and P16: The vacation of River Drive east of McClurg may result in hundreds of residential units being accessed from a single cul-de-sac street, North Water Street east of McClurg. The sewer on North Water is seven to eight feet below the pavement, and its reconstruction at some time in the future, or any other significant utility maintenance, could severely restrict access to these residences. Widening of North Water to 44 feet from its existing 40-foot width is recommended in order to provide more flexibility to maintain two-way traffic in the event of any future construction activities.

The Kraft Building Site: There is no objection to vacating Peshtigo Court in the future. If Peshtigo Court is eliminated and another north-south street is added, its location must be checked with respect to the location of the drop off lanes on Illinois at North Pier terminal. If Peshtigo Court is retained, adding another north-south street between Peshtigo and McClurg is not

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recommended.

Parcels P18 and P19: Although it is physically feasible to add signalized access to these sites from intermediate level Lake Shore Drive, access from this roadway is not recommended. Also, the ADA accessibility of any

pedestrian bridge built across Ogden Slip should be reviewed.

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SITE PLAN INDICATING 100'VIEW CORRIDOR

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LIMIT

FROM

SITE SECTION "A" THROUGH VIEW CORRIDOR

Applicant: Address:

Date: Revised:

NEW WATER PARK, LLC 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

May 24,2012

Date: May 24,2012 Revised:

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HOTEL SERVICE ACCESS LOWER E. NORTH WATER STREET 1/2 TWO-WAY TRAFFIC c>
RESIDENTIAL SERVICE ACCESS

LOWER E. NORTH WATER STREET PLAN

, Applicant: NEW WATER PARK, LLC Address: 320-42 E. Upper North Water St.
435-463 N. Park Dr.; &
432-62 N. New St.

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21-
fc ^ER S. NORTH WATER STREET

C= TWO-WAY TRAFFIC c>

<=> TWO-WAY Traffic-

NORTH PARK DRIVE STREET PLAN

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Date: Revised:

NEW WATER PARK, LLC 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St

May 24,2012

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12'-6" SETBACK

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STAIR ACCESS TO ^TERRACE LEVEL

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NORTH PARK DRIVE STREET WAYFINDING PLAN

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May 24,2012

UPPER E. NORTH WATER STREET PLAN

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UPPER E. NORTH WATER STREET WAYFINDING PLAN

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Applicant: Address:

Date: Revised:
NEW WATER PARK, LLC 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.
May 24,2012

Applicant: Address:

Date: Revised:
NEW WATER PARK, LLC 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.
May 24, 2012
SHRUB INSTALLATION DETAIL
TREE INSTALLATION DETAIL

SEE PLANT LIST FOR PROPOSED SPACING OF PLANT MATERIAL

VARIES

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NOTE: THE CONTRACTOR IS TO SUPPLY SOIL FILL MATERIAL

SOIL DEPTH CHART

LANDSCAPE AREAS DEPTH IN INCHES

LAWN AREAS (SOD)

12

LAWN AREAS (SEED)

NA

PLANTING BEDS - PERENNIALS

18 PLANTING MIX

PLANTING BEDS - MEDIUM AND SMALL SHRUBS

18 PLANTING MIX

RAISED PLANTERS

48 PLANTING MIX

SHADE TREES

PER TREE INSTALLATION DETAIL

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NOTE: QUANTITIES ON THE PLANT LIST ARE PROVIDED FOR INFORMATION ONLY. PLANT QUANTITIES UNDER THE CONTRACT ARE INDICATED IN THE PLANS. IN THE EVENT OF ANY DISCREPANCIES, THE CONTRACT SHALL BE BASED ON THE QUANTITIES SHOWN ON THE PLANS.

CODE	BOTANICAL NAME	COMMON NAME	QTY	CAL	HT	SPRD	ROOT	REMARKS
a	ACFM AESCULUS X CARNEA TORT MCNAIR'	FORT MCNAIR HORSECHESTNUT	8	4"			S	SINGLE STRAIGHT TRUNK, SPECIMEN QUALITY
AMMO	ACER MIYABEI MORTOHI	STATE STREET MAPLE	10	4"			B&B	
APEO	ACER PLATANOIDES "EMERALD QUEEN"	EMERALD QUEEN NORWAY MAPLE		4"			B&B	
BN	BETULA NIGRA	RIVER BIRCH	7		16'		B&B	MULTI-STEM. 4.5 STEMS MINIMUM
BPJW	BETULA PLATYPHYLLA VAR. JAPONICA "WHITESPIRE"	WHITESPIRE JAPANESE WHITE BIRCH	7		16'		B&B	
SRIS	SYRINGA RETICULATA IVORY SILK*	IVORY SILK TREE LILAC			16'		B&B	
DS	DIER VILLA SESSIFOLIA	SOUTHERN BUSH HONEYSUCKLE			24"		#S	4"-0" ON CENTER
JCSG	JUNIPERUS CHINENSIS SEA GREEN	SEA GREEN JUNIPER			24"		its	4"-0" ON CENTER

JHP	IUNIPERUS HORCONTALIS	ANDORRA COMPACT JUNIPER	-	18-	US	3'-0- ON CENTER ."
POS	PHYSOCARPUS OPUUFOUUS 'SEWARD'	SUMMER WINE NINERARK	-	-	*s	4'^T ON CENTER
RAE	RIBES ALPINUM	ALPINE CURRANT	-	24"	»5	4"-<r ON CENTER
RAGI	RHUS AROMATKA 'CR04.0W	GRClOW SUMAC	-	24"	Hi	3"-J- ON CENTER
RPKO	ROSAX PINK KNOCK OUT	PINK KNOCKOUT ROSE	-	24"	«3	3 -0" ON CENTER
RRKO	ROSAX HED KNOCK OUT	RED KNOCKOUT ROSE	-	24-	#3	3'^''' ON CENTER
SBG	SPIREA X BUMALDA 'GOLOFLAME'	GOLDFLAME SPIREA	-	24"	«	3X1- ON CENTER
	TMW "	"TAXUSX MEDIA V-WARDS YEW		30-	- MB>	TJT ON CENTER'
< O	CAKF CALAMAGROSTIS ACUTIFLORA KARL FORESTER'	KARL FORESTER FEATHER REED GRASS	-		«3	2'-0" ON CENTER
MCM	MOUNIA CAERULEA TIOORFLAMME"	MOORFLAMME PURPLE MOOR GRASS	-		Hi	1-6" ON CENTER
MSP	MISCANTHUS SINENSIS TURPURASCENS'	PURPLE MAIDEN GRASS	-		in	3'^r ON CENTER
PVS	PANICUM VIRGATUM SHENANDOAH"	SHENANDOAH RED SWITCH GRASS	-		Hi	2"JJ- ON CENTER
PAH	PENNISETUM ALOPECUROIDES HAMELN"	HAMELN DWARF FOUNTAIN GRASS	-		#1	rir ON CUTTER
SH	SPOROKJLUS HETEROLEPIS	PRAIRE DROPSEED	-		fl	l'' ON CENTER
EFC	EUONTMUS FORTUNEI 'COLORATUS'	PURPLELEAF W1NTERCREEPER	-		QT	r-o- ON CENTER

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EPM	ECHINACEA PURPUREA "MAGNUS"	MAGNUS PURPLE CONEFLOWER	-	-	-	'l	l'' ON CENTER
HSM	HEMEROCALI IS SPCOES MIX	DAYULY	-	-	-	#1	l -«- ON CENTER
NF	NEPETA X FAASSENII	CATMINT	-	-	-	Kl	l'-.** ON CENTER
PQ	PARTI IENOCKSUS QUTNQUEFOUA	VIRGINIA CREEPER				«l	3"JT ON CENTER

■4- DtfIH uvt,loor G«tEN ROOF TRAY ROOF AND IVATCRTHOOIPNG LATER

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PLANT LIST AND DETAILS

PLANT LIST & LANDSCAPE DETAILS

Applicant: **NEW WATER PARK, LLC** Address: **320-42 E. Upper North Water St.;**
435-463 N. Park Dr.; &
432-62 N. New St.

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FINAL FOR Pi

TOTAL GREEN ROOF AREA: 25.900 SF PERCENTAGE OF GREEN ROOF AREA: 61.8%

| DENOTES GREEN AREA

] DENOTES HAROSCAPE AREA

Applicant: Address:

Date: Revised:

NEW WATER PARK, LLC 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

May 24, 2012

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OVERALL SECTION A AND PARTIAL NORTH ELEVATION

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Date: Revised:

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May 24,2012

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UNDERSIDE OF STRUCTURE AT VIEW CORRIDOR

16-5"

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WEST ELEVATION AT TOWER AND PARTIAL NORTH-SOUTH SECTION B

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May 24, 2012

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RIVER EAST CENTER

HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW WALL SYSTEM

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OEM
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PARKING EXIT ■ PARKING ENTRY/EXIT ■

LOADING ENTRY PARKING ENTRY

\ UPPER E. NORTH WATER STREET

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May 24, 2012

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MASONRY WALL
PANEL SYSTEM
18'-5"

SHERATON HOTEL

CITY FRONT PLACE -|

PEDESTRIAN ENTRY

WEST ELEVATION AT NORTH PARK DRIVE

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635'-0"

MAXIMUM BUILDING HEIGHT
590'-0"

CITY FRONT PLACE

CITY VIEW CONDOMINIUMS
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SHERATON HOTEL

BUILDING ELEVATION BEYOND sfeE EXHIBIT "OVERALL SECTION A AND PARTIAL NDRTH ELEVATION"
it BUILDING
HIGH PERFORMANCE f LUMINUM AND GLASS WINDOW WALL SYSTEM
^IASONRY WALL fANEL SYSTEM
174-5"
UNDERSIDE OF STRUCTURE AT VIEW CORRIDOR
18-5"
N. PARK DRIVE
N. COLUMBU DRIV

Mm

NORTH ELEVATION

Applicant: NEW WATER PARK, LLC

◦ 40 80

Add ress: 320-42 E. Upper North Water St.; 435-463 H. Park
Dr.; & 432-62 N. New St.

Date: May 24,2012 Revised:

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MAXIMUM BUM DING HEIGHT
590'-0"

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PEDESTRIAN ENTRY
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IBi'liBIBiliii'BiTgl BiTaHitTlllTill' jgl BaiaiiB^jBiaBii «siii

J-r GLASS AND METAL STOREFRONT SYSTEM
GLASS AND METAL WINDOWS

Applicant: Address:

Date: Revised:

NEW WATER PARK, LLC 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St

May 24, 2012

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LOWER E. NORTH WATER STREET
UPPER E. NORTH WATER STREET
FACADE LIGHTING. TYP. (AVG. 2 FOOT CANDLES AT SIDEWALK)

HOTEL SERVICE ACCESS

WATER STREET V[^]3 TWO-WAY TRAFFIC eL>

RESIDENTIAL

SERVICE ""ACCESS

PLAN

PROPOSED LOWER E. NORTH WATER STREET PLAN & ELEVATION WITH LIGHTING CONCEPT

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May 24, 2012

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Two-Way Traffic

Applicant- RMW Streeterville, LLC
Address 151 East Grand Avenue, Chicago IL 60611
Introduction Date September 10,2014
Plan Commission-December 18, 2014

QITFPIAN
JITCRLRI
SCALE- NTS

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Applicant RMW Streeterville, LLC
Address- 451 East Grand Avenue, Chicago IL 60611
Introduction Date, September 10,2014
Plan Commission December 18,2014

GROUND FLOOR

SCALE: %2"=1'-0"

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Applicant: RMW Streeterville, LLC
Address, 451 East Grand Avenue, Chicago IL 60G11
Introduction Date: September 10,2011
Plan Commission: December 18, 2011

REC DECK LEVEL+44'

SCALE K/-r-o"

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TOTAL GROSS AREA OF ROOF = 21,325 SF

NET AREA OF ROOF = 16,589 SF

TOTAL AREA OF GREEN ROOF PROVIDED ON TOWER =
2,177 SF

RAINWATER HARVESTING WILL BE AN INTEGRAL PART OF
PROJECT IRRIGATION. A SEPARATE RAINWATER
COLLECTION TANK WILL BE PROVIDED AND WILL
PROVIDE WATER FOR THE IRRIGATION OF THE AMENITY
DECK LANDSCAPE

Applicant- RMW Streeterville. LLC
Address: 451 East Grand Avenue. Chicago IL 60611
Introduction Date September 10, 2014
Plan Commission December 18, 2014

GREEN ROOF PLAN

SCALE: 1/32"=1'-0"

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EAST

850'-0" TOTAL BUILDING HEIGHT

Applicant RMW Streeterville. LLC
Address 451 East Grand Avenue. Chicago IL 60611
Introduction Date .September 10.2014
Plan Commission December 18.2014

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SCALE: 1"=100'-0"

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SOUTH
850'-0" TOTAL BUILDING
DECORATIVE METAL PANEL
STONE BASE ■

HEIGHT

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Applicant RMW Streeterville, LLC

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ELEVATIONS

Plan Commission December 18.20J A

SOUTH & WEST

SCALE 1'-100'-0"

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North Peshitgo Court

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BOH

Landscape Plan Legend

- Limit of Work
- Property Line
- ppp,
- Building Overhang
- Pocket Park Boundary
- JVL
- 4'H Metal Fence
- 4'H Metal Gate
- Dog Run Chain Link Fence
- Dog Run Chain Link Gate
- Building Entry
- Play Equipment - Slide
- .EX-LP i LP
- Steps
- Bike Racks
- Existing Light Pole**

Light Pole
Bleacher Seating
Bench. Seating

0
0

Asphalt Pavement, <5% Slope Concrete Pavement Decomposed Granite Pavement Play Mulch Lawn

Existing Street Tree

Proposed Deciduous Tree (48 Trees)

Proposed Coniferous Tree (2 Trees)

Landscape Information

Total Site Area: 70,250 SF Landscape Area: 50,950 SF

North McClurg Court

Applicant RMW Streeterville, LLC
Address- 451 East Grand Avenue, Chicago IL 60611
Introduction Date September 10, 2014
Plan Commission December 18, 2014
160 feet

LANDSCAPE PLAN

SCALE: 1"=80'

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Pocket Park Legend

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80 feet

Design Description

Containing a series of interconnected play areas for children of all ages and their families, the pocket park along E. Illinois Street will be an amenity for residents of the Streeterville neighborhood and for visitors. Conventional play equipment including swings and a slide will be coupled with opportunities for sensory play that engages children with the nature that surrounds the play area. Some areas will have topography to encourage different ways to play, while bleacher-style seating

will provide a place for all to stop and rest or to gather groups together for more structured activities. Planting is integrated to provide seasonal interest and shade.

L.O.W.

PL

BOH PPB

JVL

Limit of Work Property Line Building Overhang Pocket Park Boundary 4'H Metal Fence 4'H Metal Gate

.EX-LP

LP

Building Entry Steps Bike Racks Existing Light Pole Light Pole Bench Seating

O

O

Asphalt Pavement, <5% Slope Concrete Pavement Decomposed Granite Pavement Play Mulch Lawn

Existing Street Tree

Proposed Deciduous Tree (13 Trees)

Proposed Coniferous Tree (2 Trees)

Pocket Park Information

Size: 20,608 SF

Landscape Area: 13,300 SF (64%) Tree Quantity: 15 Seating: 100 LF Perimeter: 575 LF

Street Frontage: 154 LF (27% of Perimeter) Length: 160 LF Width: 140LF

Applicant: RMW Streeterville, LLC

Address: 451 East Grand Avenue, Chicago IL 60611

Introduction Date September 10, 2014

Plan Commission- December 18, 2014

POCKET PARK LANDSCAPE PLAN

SCALE: 1" = 40'

Applicant RMW Streeterville, LLC

Address: 451 East Grand Avenue, Chicago IL 60611

Introduction Date: September 10, 2014 QC/TIOMQ

Plan Commission: December 16, 2014

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SCALE: 1" = 40'

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Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission- December 18, 2014

LANDSCAPE SECTIONS

SCALE: 1 " = 40'

LIST OF POSSIBLE TREE SPECIES

Shade Trees

Scientific Name

Quercus robur 'Pyramich' *Acer campestre* *Acer ginnala*

Acer saccharum 'Fall Fiesta'
Aesculus hippocastanum 'Baumannii'
Aesculus octandra
Carpinus caroliniana
Catalpa ovata
Catalpa speciosa
Celtis laevigata
Celtis occidentalis 'Chicagoland'
Cladrastis kentukea
Fagus grandifolia
Fagussylvatica 'Purpurea'
Ginkgo biloba
Ginkgo biloba 'Magyar'
Gleditsia triacanthos var. inermis 'Skyline'
Gymnocladus dioicus
Nyssa sylvatica
Platanus occidentalis
Platanus x acerifolia 'Morton Euclid'
Populus tremuloides
Quercus bicolor
Quercus 'Fastigiata' x Q. bicolor 'Long' Quercus macrocarpa Quercus prinus Quercus robur
Robinia pseudoacacia 'Chicago Blues' 77//o americana.: Ulmus americana 'Princeton' Zelkova serrata ' Musashino'
Common Name
Skymaster English Oak Hedge Maple Amur Maple Fall Fiesta Sugar Maple Baumann Horsechestnut Yellow Buckeye American Hornbeam Chinese
Catalpa Northern Catalpa Sugarberry
Chicagoland Hackberry American Yellowwood American Beech Copper Beech Ginkgo (Male Only) Magyar Ginkgo Skyline Honeylocust Kentucky
Coffeetree Black Gum, Tupelo American Sycamore Ovation London Planetree Quaking Aspen Swamp White Oak Regal Prince English Oak Bur
Oak Chesnut Oak English Oak
Chicago Blues Black Locust American Linden Princeton Elm
Village Green Japanese Zelkova

Coniferous Trees

Scientific Name

Abies concolor Larix decidua Taxodium distichum Thuja occidentalis

Common Name

White Fir European Larch Baldcypress Eastern Arborvitae

Address. 451 East Gr and Avenue. Chicago IL 60611 Introduction Date September 10.201 Plan Commission. December 18. 2014



PUBLICATION

CITY OF CHICAGO
DEPARTMENT OF PLANNING AND DEVELOPMENT
BUREAU OF ZONING AND LAND USE APPLICATION FOR
ZONING BONUS REVIEW

WORKSHEET: FAR BONUS CALCULATION

Zoning District: RBPB No. 368 (Underlying DX-12)

ON-SITE BONUSES

Amenity	Amenity area (in sq.ft.)	Lot area (in sq.ft.)	Premium Factor	Base FAR	FAR Bonus calculated
Formula: D					
$(A/B) * C * D$					
Affordable Housing -On-Site			4	(D	
Public Plaza and Pocket Park	20,008	167,104	1	8.98	1.07
Chicago Riverwalk			1		
Winter Garden			1		
Through-Block Connection (Indoor			0.66		
Through-Block Connection (Outdo			1		
Sidewalk Widening			2		
Arcade""- •	"1.25			- -	-
					
					
Water Feature			0.3		
Upper-Level Setbacks (-7 &-10 Dis			0.3		
Upper-Level Setbacks (-12 &-16 D			0.4		
Lower-Level Planting Terrace			1		
Green Roofs			0.3		
Underground Parking (Levels -1 & 42,000		167,104	0.15	8.98	0.3
Underground Parking (Level -3 or 161,600		167.104	0.2	8.98	0.7
Underground Loading			0.15		
Parking Concealed by Occupiable			0.4		
FAR Bonus Cap					
compare with					
1.00. (-5). 1.75 (-7) 2.50 (-10) 3.60 (-12) 4.80 (-16)					

25% of D

30% of D

30% of D

30% of D

25% of D

Total FAR Bonus On-Site Improvements

Rev. May, 2014 I\AST\87014636.I

OFF-SITE BONUSES

Calculation of Financial Contribution

Formula: Cash contribution for 1 sq.ft. of FAR bonus - 0.8 x median cost of 1 sq ft. of buildable floor area					
Amenity	Bonused Square Feet Desired	Discount Factor	median cost of 1 sqft. of buildable floor area (in \$). See City Survey of Land Cost	Base FAR	Financial Contribution
Formula:	A	B	C	D E=A*B*C	
Off-Site Park or Riverwalk		0.8			
Street Lighting and Landscaping		0.8			
Transit Station Improvements		0.8			
Pedwav Improvements		0.8			
Adopt-A-Landmark-		0.8			
Affordable Housing	86,720	0.8	\$43	8.98	\$2,983,168
Education		0.8			
<u>Totals</u>	<u>86,720</u>				<u>\$2,983,168</u>

Comparison to FAR
E

Sonus Cap

Amenity	Total Bonused Square Feet	Desire	Lot Area (in sq. ft.)	Base FAR	FAR Bonus calculated I = (FIG) * H	FAR Bonus Cap: Compare with
<u>Formula:</u>	<u>F</u>	<u>G</u>		<u>H</u>		
Off-Site Park or Riverwalk						20% of H
Street Lighting and Landscaping						20% of H
Transit Station Improvements						20% of H
Pedway Improvements						-20% of H
Adopt-A-Landmark						20% of H
Affordable Housing	86,720	167,104	8.98	0.52		20% of H (-5) 25% of H (-7, -10) 30% of H (-12, -16)
Education						25% of H (-10) 30% of H (-12, -16)

If FAR Bonus calculated exceeds FAR Bonus Cap, the effective FAR Bonus for Off-Site Improvements is equal to the FAR Bonus Cap

Summary

Base FAR	8.98
FAR Bonus for On-Site Improvements	2.07
FAR Bonus for Off-Site Improvements	0.52
Total FAR	11.57

Total Financial Contribution

Maximum Floor Area with Base FAR	1,499,510
Floor Area with FAR Bonus On-Site Improvements	346,878
Floor Area with FAR Bonus Off-Site Improvements	86,720
Total Maximum Floor Area	1,933,108

Signature of Applicant

Rev. May 2014 rEAST\87014636.1

Date Received by (Dept. of Planning & Dev.) Date Page 2 of 2