

feet; thence south 16 degrees 58 minutes 40 seconds east nominally 25 feet west and parallel to aforesaid centerline of railroad tracks a distance of 140.24 feet; thence south 73 degrees 01 minutes and 20 second west a distance of 26.00 feet to a point nominally 51.00 feet west of the centerline of the most westerly set of railroad tracks of the B. & O.C.T. railroad; thence south 16 degrees 58 minutes 40 seconds east parallel with aforesaid centerline of railroad tracks a distance of 82.47 feet to the north line of 63rd Street; thence south 88 degrees 31 minutes 16 seconds west along the north line of 63rd Street a distance of 361.92 feet to the east line of South Oakley Avenue; thence north 1 degree 39 minutes 55 seconds west along the east line of Oakley Avenue a distance of 665.19 feet to the north line of 62nd Street; thence north 1 degree 39 minutes 55 seconds west along the east line of Oakley Avenue a distance of 665.19 feet to the north line of 62nd Street; thence south 88 degrees 31 minutes 00 seconds west along the north line of 62nd Street a distance of 199.00 feet to the centerline of vacated alley; thence north 1 degree 39 minutes 43 seconds west along the centerline of vacated alley lying west of and adjoining lots 98 to 1 17, a distance of 555.44 feet to

27AO West 63rd Street, Chicago, IL 60636

Final for Publication

a line being 80 feet south and parallel with the north line of vacated 61st Street; thence south 88 degrees 33 minutes 04 seconds west along aforesaid parallel line a distance of 165.92 feet to the centerline of vacated South Claremont Avenue; thence north 1 degree 39 minutes 31 seconds west along aforesaid centerline a distance of 4.15 feet; thence northwesterly along an arc convexed southwesterly, having a radius of 80.00 feet and arc distance of 65.78 feet to a point on the south line of the northwest 1/4 of said southwest 1/4; thence south 88 degrees 33 minutes 04 seconds west along aforesaid south line a distance of 6.98 feet to a line 250 feet east of and parallel with the east line of Western Avenue; thence north 1 degree 35 minutes 16 seconds west parallel to the east line of Western Avenue a distance of 282.74 feet to the point of beginning,

to those of an M2-1 Light Manufacturing District and a corresponding use district is hereby established in the area above described.

SECTION 2. That the Chicago Zoning Ordinance be amended by changing all the M2-1 Light Manufacturing District symbols and indications established in Section 1 above to the designation of a Manufacturing Planned Development No. _____ which is hereby established in the area above described, subject to such bulk and use regulations as are set forth in the Plan of Development herewith attached and made a part thereof and to no others.

SECTION 3. This ordinance shall be in force and effect from and after its passage and due publication.

2240 West 63rd Street, Chicago, IL 60636

Final for Publication

Manufacturing Planned Development Number .

Bulk Regulations And Data Table.

Net Site Area:-

Maximum Floor Area Ratio for Total Net Site Area:

Maximum Number of Dwelling Units: Minimum Number of Off-Street Parking Spaces:

Minimum Width of Landscaped Buffer Adjacent to Public Ways:

Maximum Percentage of Site Coverage:

Minimum Required Building Setbacks:

967,903 square feet (22.22 acres) 0.01 (9,679 square feet)

None permitted

2 automobile; 2 bicycle. Bicycle spaces may be located off site.

In substantial accordance with the Site and Landscape Plan.

In substantial accordance with the Perimeter Landscape Plan.

In substantial accordance with the Site and Landscape Plan.

Maximum Permitted Building Height:

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Manufacturing Planned Development No.

PLANNED DEVELOPMENT STATEMENTS.

1. The area delineated herein as Manufacturing Planned Development Number _____, (Planned Development) consists of approximately 971,388 square feet of property which is depicted on the attached Planned Development Boundary and Property Line Map (Property) and is owned or controlled by the Applicant, CSX Transportation, Inc.
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.
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, assigns 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. 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

7.7/10 West 63rd Street, Chicago, IL 60636

Final for Publication

The Perimeter Restoration Agreement 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 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 assist the City with the implementation of improvements to the 63rd Street viaduct in the vicinity of the subject planned development along W. 63rd St immediately east of S. Western Ave. Improvements may include: cleaning, painting, lighting and making necessary repairs. Additionally, the City shall design and install new artistic lighting and, possibly, murals to improve the pedestrian experience within the viaduct. The future scope of the final improvements will be dependent on the completion of a viaduct assessment report conducted on behalf of the Applicant. The final design, fabrication and installation of the artistic lighting will be subject to review and approval by both the Applicant and the City of Chicago. Final costs associated with both the improvements listed above and the artistic lighting may require funding from the Applicant in addition to funds already in place with the City of Chicago.

In addition, the Applicant shall fund and install, prior to receiving Certificate of Occupancy for the PD:

- Additional signage of trucks entering and leaving the roadway on eastbound and westbound W. 63rd Street in advance of this site driveway;
- Restriping of all continental crosswalks and stop bars at the intersection of Western and 63rd St.;
- Restriping of all pavement markings at 63rd and Oakley including double yellow and hatch striping, as well as left-turn lane striping.

4. This Plan of Development consists of 16 Statements: a Bulk Regulations Table; an Existing Zoning Map; an Existing Land-Use Map; a Planned Development Boundary and Property Line Map; Site Plan; Landscape Plan; and, Building Elevations (North, South, East and West) prepared by Hanson Professional Services and dated (date of Plan Commission presentation), submitted herein. Full-sized copies of the Site Plan, Landscape Plan and Building Elevations are on file with the Department of Planning and Development. 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 Chicago 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 Chicago Zoning Ordinance, this Planned Development shall control.

5. The following uses are permitted in the area delineated herein as Manufacturing Planned

5. Development No. : Container Storage, Freight Terminal and Freestanding Signs. The

2210 West 63rd Street, Chicago, IL 60636

Final for Publication

following uses shall be prohibited: any uses other than Container Storage, Freight Terminal and Freestanding Signs.

6. On-Premise signs and temporary signs, such as 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 Chicago Zoning Ordinance shall apply. The height of any building shall also be subject to height limitations, if any, established by the Federal Aviation Administration.
8. The maximum permitted floor area ratio (FAR) for the Property shall be in accordance with the attached Bulk Regulations and Data Table. For the purpose of FAR calculations and measurements, the definitions in the Zoning Ordinance shall apply. The permitted FAR identified in the Bulk Regulations and Data Table has been determined using a net site area of 971,388 square feet and a base FAR of 0.01.
9. Upon review and determination, Part II Review, pursuant to Section 17-13-0610, 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.
10. The Site and Landscape Plans 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.
11. 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, or any other provision of the Municipal Code of Chicago.
12. The terms and conditions of development under this Planned Development ordinance may be modified administratively, pursuant to Section 17-13-0611-A, 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.
13. 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.

22-10 West 63rd Street, Chicago, IL 60636

Final for Publication

14. 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 and conserves energy and natural resources. The Applicant shall obtain the number of points necessary to meet the requirements of the Chicago Sustainable Development Policy, in effect at the time the Part II review process is initiated for each improvement that is subject to the aforementioned Policy and must provide documentation verifying compliance.

15. 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 (i) 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 foregoing, DPD may request such additional information as the department determines may be necessary or useful in evaluating the 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.

16. This Planned Development shall be governed by Section 17-13-0612. Should this Planned Development ordinance lapse, the Zoning Administrator shall initiate a Zoning Map Amendment to rezone the property to Light Industry District M2-1.

740 West 63rd Street, Chicago, IL 60636

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63rd STREET PROJECT PROPOSED CONTAINER YARD

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