



Office of the City Clerk

City Hall
121 N. LaSalle St.
Room 107
Chicago, IL 60602
www.chicityclerk.com

Legislation Text

File #: SO2018-4455, Version: 1

Final for Publication

ORDINANCE

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all of the DS-3 Downtown Service District symbols and indications as shown on Map 4-F in the area bounded by:

West Roosevelt Road; South Clark Street; a line beginning at a point 116 feet north of vacated West 16th Street as measured along the west line of South Clark Street that is westerly 135.20 feet along the arc of a circle having a radius of 375.00 feet concave northerly and whose chord bears north 79 degrees 49 minutes 52 seconds west a distance of 135.20 feet; a line north 69 degrees 46 minutes 04 seconds west a distance of 101.85 feet; a line north 69 degrees 49 minutes 57 seconds west a distance of 26.00 feet; a line along the arc of a circle having a radius of 407.80 feet concave southerly and whose chord bears north 75 degrees 52 minutes 04 seconds west a distance of 85.51 feet a distance of westerly 85.67 feet; a line north 83 degrees 47 minutes 05 seconds west a distance of 164.45 feet; a line north 69 degrees 43 minutes 24 seconds west a distance of 25.16 feet; a line north 43 degrees 07 minutes 24 seconds west a distance of 31.91 feet to a point on the easterly dock line of the former South Branch of the Chicago River; a line south 46 degrees 47 minutes 47 seconds west along the easterly dock line of the former South Branch of the Chicago River a distance of 73.33 feet; a line south 89 degrees 54 minutes 55 seconds west a distance of 32.69 feet; a line south 49 degrees 36 minutes 35 seconds a distance of 46.38 feet; a line north 89 degrees 54 minutes 55 seconds east a distance of 296.25 feet; a line easterly along the arc of a circle having a radius of 375.00 feet concave southerly and whose chord bears south 78 degrees 32 minutes 39 seconds east a distance of 109.97 feet for a distance of 110.36 feet; a line south 69 degrees 46 minutes 04 seconds east a distance of 136.90 feet; a line easterly along the arc of a circle having a radius of 391.00 feet concave northerly and whose chord bears south 79 degrees 33 minutes 50 seconds east a distance of 135.64 feet for a distance of 136.33 feet; South Clark Street; vacated West 16th Street; a line 155.40 feet west of and parallel to South Clark Street; the north line of vacated West 16th Street; and the South Branch of the Chicago River

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

SECTION 2. That the Chicago Zoning Ordinance be amended by changing all of the DX-5 Downtown Mixed-Use District symbols and indications as shown on Map 4-F in the area described in Section 1 to those of a Waterway Residential-Business Planned Development which is hereby established in the area above described, subject to such use and bulk 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.

101-213 West Roosevelt Road / 1200-1558 South Clark Street, Chicago, Illinois

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WATERWAY RESIDENTIAL-BUSINESS PLANNED DEVELOPMENT NO.

1. The area delineated herein as Waterway Residential-Business Planned Development Number (the "Planned Development" or "PD") consists of approximately 2,301,758 square feet of net site area (after, right-of-way adjustments contemplated herein) together with certain portions of adjacent rights-of-way, which is depicted on the attached Planned Development Boundary and Property Line Map (the "Property") and is owned or controlled by the Applicant, Roosevelt/Clark Partners, LLC.
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 for purposes of this statement 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 all the owners of the Property and any ground/air-rights lessors of the Property, subject, however, to the following exceptions and conditions: (a) any changes or modifications to this Planned Development applicable to or in a given subarea need only be made or authorized by the owners and/or any ground/air-rights lessors of such subarea; provided, however, that for so long as the Applicant or any affiliate thereof owns or controls any part of the Property, any application to the City for any such changes or modifications (administrative, legislative or otherwise) must in all cases be additionally authorized by the Applicant, (b) where portions of the improvements located on the Property have been submitted to the Illinois Condominium Property Act, the term "owner" shall be deemed to refer solely to the condominium association of the owners of such portions of the improvements and not to the individual unit owners therein and (c) for so long as the Applicant or any affiliate thereof owns or controls any part of the Property, such entity may apply for any changes or modifications (administrative, legislative or otherwise) without the consent of any other owner or owners. Nothing herein shall prohibit or in any way restrict the alienation, sale or any other transfer of all or any portion of the Property or any rights, interests or obligations therein including any ground or air-rights leases. Upon any alienation, sale or any other transfer of all or any portion of the Property or the rights therein including any ground or air-rights leases (but not including an assignment or transfer of rights pursuant to a mortgage or otherwise as collateral for any indebtedness) and solely with respect to the portion of the Property so transferred the term "Applicant" shall be deemed amended to apply to the transferee thereof (and its beneficiaries if such transferee is a land trust) and the seller or transferor thereof (and its beneficiaries if such seller or transferor is a land trust) shall thereafter be released from any and all obligations or liability hereunder; provided, however

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that the Applicant's right to authorize changes or modifications to this Planned Development for so long as it owns or controls all or any portion of the Property as set forth in clause (a) of this Statement Number 2 above shall not be deemed amended or transferred to apply to a transferee (or its beneficiaries as aforesaid) unless expressly assigned in a written instrument executed by the original Applicant hereunder.

3. All applicable official reviews, approvals or permits are required to be obtained by the Applicant or its successors, assignees or grantees. Any dedication or vacation of streets or alleys or grants of easements or any adjustment of the right-of-way shall require a separate submittal to the Department of Transportation ("CDOT") on behalf of the Applicant or its successors, assigns or grantees. Proposed right-of-way adjustments are shown in the attached "Right of Way Adjustment Map," including the proposed dedication of approximately 250,271 square feet of new right-of-way and the vacation of approximately 185,676 square feet of unimproved existing right-of-way. To the extent CDOT determines that compensation is payable to the City by the Applicant for existing right-of-way to be vacated, the Applicant shall receive credit on a square footage basis for all right-of-way to be dedicated in determining such compensation.

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 Department of Planning and Development ("DPD") and CDOT. Closure of all or any public street or alley during demolition or construction shall be subject to the review and approval of CDOT.

All work proposed in the public way must be designed and constructed in accordance with CDOT Construction Standards for Work in the Public Way and in compliance with the Municipal Code of Chicago. Prior to issuance of any site plan approval as contemplated by Statement 15, the Applicant shall submit a site plan and coordinate with CDOT to determine whether an updated traffic study is required in conjunction with each site plan approval submission that contemplates the full extent of the proposed development reflected in such site plan and which details the anticipated vehicular and pedestrian impact of such project on both the subject site and area infrastructure. Further, the Applicant shall cooperate with CDOT to ensure the design of any adjacent public way is acceptable and consistent with surrounding public way and CDOT plans. The study and site plan shall detail the specific improvements and necessary infrastructure upgrades, which shall be incorporated into the site plan approval. Accordingly, the Applicant or its successors and assigns, agrees to fund the design and installation of the traffic improvements identified by the study at its sole cost. This may include but is not limited to:

- New traffic signals at Wells Street at the Northern Access (13th Place) and Middle Access Drives (14th Place)

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- New traffic signals at Clark Street at the development's parking entrance (14th Place)
- Additional traffic signal infrastructure at Clark Street at 15th Street to accommodate an eastbound approach. Install pedestrian countdown signals on all legs of this intersection.
- Additional traffic signal infrastructure at LaSalle Street (private) and Roosevelt Road to accommodate a northbound approach.
- Additional traffic signal infrastructure at 13th Street (private) and Clark Street to accommodate an eastbound approach. Install pedestrian countdown signals on all legs of this intersection.
- Install pedestrian countdown signals on all legs of Clark and Roosevelt.

The Applicant acknowledges that the Clark Street right of way adjacent to the site is partially occupied by Metra railroad tracks, and the alignment and cross-section of Clark Street in this area is inadequate as a result. Subsequent to the relocation of these railroad tracks as part of the Proposed Infrastructure Improvements plan, the Applicant shall cooperate with CDOT to develop and implement plans for the improvement of the affected parts of Clark Street adjacent to the site as determined necessary by CDOT. The plan for Clark Street will contemplate a future curb line on the west side of Clark Street to be adjusted to 14 feet east of the eastern property line of the site wherever the existing curb is greater than 14 feet from the property line and the cross-section of Clark Street will be adjusted as needed to provide additional turn lanes and medians to accommodate existing and anticipated traffic demands (the "Initial Clark Street Improvements"). A certificate of occupancy for any parcel adjacent to Clark Street shall not be granted until the Initial Clark Street Improvements are implemented (in part or in whole) to the satisfaction of CDOT.

The Applicant acknowledges that the private roadway described in the plan as "LaSalle Street" will be owned and maintained by the development while allowing public access at all times for the ingress and egress of pedestrians, bicycles, and vehicular traffic within and across the site. The Applicant shall enter into an easement agreement with the City of Chicago for the public vehicular and pedestrian access to the private road known as LaSalle Street between Roosevelt Road and 15th Street to be executed upon completion of its construction.

The Applicant acknowledges that 15th Street as contemplated in this plan, is to be dedicated Public Right of Way pursuant to the CDOT Dedication process. This road must be constructed and dedicated in conjunction with the development of the adjacent parcels, or as required by subsequent traffic studies and site plan approval of any development parcel.

Pursuant to a negotiated and executed Perimeter Restoration Agreement by and between CDOT'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 CDOT's Division of Infrastructure Management:

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

The Perimeter Restoration Agreement must be executed prior to any CDOT and DPD Part II review permitting. The Perimeter Restoration Agreement shall reflect that all work must comply with current Rules and Regulations and must be designed and constructed in accordance with CDOT'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 CDOT'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 CDOT.

4. This Planned Development consists of 20 Statements; a Bulk Regulations Table and the following Exhibits:

- Exhibit 1 Existing Zoning Map
- Exhibit 2 Surrounding Land Use Map
- Exhibit 3 Planned Development Boundary and Property Line
- Exhibit 4 Rights of Way Adjustment
- Exhibit 5 Site Plan
- Exhibit 6 Proposed Open Space Plan
- Exhibit 7 Open Space Use Overlays
- Exhibit 8 Conceptual Circulation
- Exhibit 9 Conceptual Access
- Exhibit 10 Sub-Areas
- Exhibit 11 Proposed Infrastructure Improvements (Overall, Wells St., 15th St., River Wall, Metra) Exhibit 12 Future Ping Tom Park Connection
- Exhibit 13 Conceptual Phasing Plan
- Exhibit 14 Design Guidelines - 3 pages (Ping Tom Park Connection, Streetscape Sections - 3 pages, Site Massing Principles - 3 pages) Exhibit 15 Open Space Buildout Parameters -2 pages

prepared by Skidmore, Owings & Merrill LLP and dated November 15, 2018, submitted herein (collectively, the "Plans"). 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

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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 a Planned Development

Sub Areas 1 & 2

Artist and Business Live/Work Space (on and above the ground floor), Multi-Unit Residential (on and above the ground floor), Group Living (including Elderly Housing, Assisted Living, Nursing Home, Student Housing), Colleges and Universities, Cultural Exhibits and Libraries, Day Care, Hospital, Lodge or Private Club, Parks and Recreation (including, without limitation, community centers, recreation buildings and similar assembly uses), Postal Service, Public Safety Services, Religious Assembly, School, Minor Utilities and Services, Animal Services, Artist Work or Sales Space, Business Support Services (except Day Labor Employment Agency), Urban Farms (Indoor, Outdoor and Rooftop), Communication Service Establishment, Eating and Drinking Establishments, Shared Kitchen, Entertainment and Spectator Sports, Indoor Special Event (including incidental liquor sales), Financial Services, Food and Beverage Retail Sales (including liquor sales), Lodging (Bed and Breakfast, Hotel/Motel and Vacation Rental), Medical Service, Office, Electronic Data Storage Center, Accessory and Non-Accessory Parking, Personal Service, Repair or Laundry Service (Consumer), Retail Sales, Participant Sports and Recreation (Outdoor, Indoor and Children's Play Center), Light Equipment Sales/Rental (Indoor/Outdoor), Co-located Wireless Communication Facilities, Piers, Docks, Watersport and Water Craft Rental and Sales, Food Hall, Co-Generation Facilities and Renewable Energy Installations, and accessory and incidental uses.

Sub Area 3

Artist and Business Live/Work Space (on and above the ground floor), Multi-Unit Residential (on and above the ground floor), Group Living (including Elderly Housing, Assisted Living, Nursing Home, Student Housing), Townhouse, Two-Flat, Colleges and Universities, Cultural Exhibits and Libraries, Day Care, Hospital, Lodge or Private Club, Parks and Recreation (including, without limitation, community centers, recreation buildings and similar assembly uses), Postal Service, Public Safety Services, Religious Assembly, School, Minor Utilities and Services, Animal Services, Artist Work or Sales Space, Business Support Services (except Day Labor Employment Agency), Urban Farms (Indoor, and Rooftop), Communication Service Establishment, Eating and Drinking Establishments, Shared Kitchen, Entertainment and Spectator Sports, Indoor Special Event (including incidental liquor sales), Financial Services, Food and Beverage Retail Sales (including liquor sales), Lodging (Bed and Breakfast, Hotel/Motel and Vacation Rental), Medical Service, Office, Electronic Data Storage Center, Accessory and Non-Accessory Parking, Personal

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Service, Retail Sales, Participant Sports and Recreation (Outdoor, Indoor and Children's Play Center), Light Equipment Sales/Rental (Indoor/Outdoor), Co-located Wireless Communication Facilities, Food Hall, Co-Generation Facilities and Renewable Energy Installations, and accessory and incidental uses.

Sub Area 4

Artist and Business Live/Work Space (on and above the ground floor), Multi-Unit Residential (on and above the ground floor), Group Living (including Elderly Housing, Assisted Living, Nursing Home, Student Housing), , Colleges and Universities, Cultural Exhibits and Libraries, Day Care, Lodge or Private Club, Parks and Recreation (including, without limitation, community centers, recreation buildings and similar assembly uses), Artist Work or Sales Space, Urban Farms (Indoor, and Rooftop), School, Eating and Drinking Establishments, Shared Kitchen, Entertainment and Spectator Sports, Indoor Special Event (including incidental liquor sales), Financial Services, Food and Beverage Retail Sales (including liquor sales), Lodging (Bed and Breakfast, Hotel/Motel), Medical Service, Office, Accessory Parking, Personal Service, Retail Sales, Participant Sports and Recreation (Outdoor, Indoor and Children's Play Center), Light Equipment Sales/Rental (Indoor/Outdoor), Co-located Wireless Communication Facilities, Piers, Docks, Watersport and Water Craft Rental and Sales, Food Hall, Co-Generation Facilities and Renewable Energy Installations, and accessory and incidental uses.

Open Space

Notwithstanding the foregoing uses permitted in Subareas 1-4, the following uses are permitted in the Open Space Use Overlays identified on Exhibit 7:

Open Space Overlay A: Daycare, Parks and Recreation, Arboretums and Botanical Gardens, Band Shells and Outdoor Theaters. Beaches, Canoe/Boat Launch, Community Center, Recreation Building and Similar Assembly Use, Community Garden, Conservatories and Greenhouses, Dog Park, Fishing Pier, Harbor Facilities, Ice Skating Rink (indoor and outdoor), Marinas, Miniature Golf, Passive Open Space. Playgrounds including water play areas, Trails for Hiking, Bicycling, or Running, Cultural Exhibits and Libraries, Minor Utility Service, Food and Beverage Retail Sales (including liquor sales), General Retail Sales, Eating and Drinking Establishments (all), Field house, locker rooms or similar buildings that support primary outdoor recreation areas, Kiosks, Accessory Off-Street Parking, Restrooms, Storage and Maintenance Areas/Buildings, Temporary Uses, Wireless Communication Facilities (Co-located and Freestanding), additional Parks and Recreation uses not listed above when approved as an administrative adjustment, and accessory and incidental uses.

Open Space Overlay B: Daycare, Parks and Recreation, Arboretums and Botanical Gardens, Band Shells and Outdoor Theaters, Batting Cage, Community Center, Recreation Building

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and Similar Assembly Use, Community Garden, Conservatories and Greenhouses, Dog Park, Fishing Pier, Forest or Nature Preserve, Harbor Facilities, Ice Skating Rink (indoor and outdoor), Miniature Golf, Passive Open Space, Playgrounds including water play areas, Playing Courts (basketball, volleyball, etc.), Playing Fields (baseball, soccer, etc.), Skate Park, Swimming Pools, Tennis Courts (indoor and outdoor), Trails for Hiking, Bicycling, or Running, Cultural Exhibits and Libraries, Minor Utility Service, Food and Beverage Retail Sales (including liquor sales), General Retail Sales, Eating and Drinking Establishments (all), Field house, locker rooms or similar buildings that support primary outdoor recreation areas, Kiosks, Accessory Off-Street Parking, Restrooms, Storage and Maintenance Areas/Buildings, Temporary Uses, Wireless Communication Facilities (Co-located and Freestanding), additional Parks and Recreation uses not listed above when approved as an administrative adjustment, and accessory and incidental uses.

In addition, temporary uses and additional uses established by the Zoning Ordinance after the date of establishment of this Planned Development that are consistent with the character of the development, as determined and approved by the Zoning Administrator in accordance with Statement 12, shall be allowed.

Parking:

- a. Minimum Requirements for uses are as follows and must comply with the requirements of section 17-10-1000 parking area design:

Non-residential: None for the first 70,000 square feet then 0.3 spaces per ten thousand (10,000) square feet.

Residential: 0.25 parking spaces per unit for the first 100 units; 0.1 parking spaces per unit for each unit thereafter, including efficiency units

- b. Location. All parking spaces required to serve buildings or uses shall be located on the same parcel as the building or use served, or (a) if a residential use, within six hundred (600) feet, with such distance measured from the property line; or (b) if commercial use, within one thousand (1,000) feet, with such distance measured from the property line.
- c. Vehicular entrances and exits to accessory automobile parking areas shall be located in general conformance with the Conceptual Access Plan attached hereto. Provided, however, that temporary or relocated driveways shall be permitted within the Planned Development subject to the review and approval of CDOT and DPD in accordance with Statement 15.
- d. Transit Served Locations. This Planned Development qualifies as a transit served location as defined under Section 17-10-0102-B of the Zoning Ordinance. As a result, the parking requirements provided herein may be further reduced by the maximum amounts permitted under Section 17-10-0102-B and upon approval by DPD.

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- e. Loading. Minimum off-street loading shall be provided in accordance with the regulations applicable in the DX-5 Downtown Mixed-Use District of the Chicago Zoning Ordinance existing on the effective date hereof. The location of loading berths shall be subject to the review of CDOT and the approval of DPD. Loading requirements may be reduced or required loading may be shared by more than one parcel, subject to the review and approval of CDOT and DPD in accordance with Statement 15.
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 DPD. 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 2,301,758 square feet and a base FAR of 5.0.

The Applicant acknowledges that the project has received an initial bonus FAR of .65, pursuant to Sec. 17-4-1000 of the Zoning Ordinance. With this initial bonus FAR, the total initial FAR for the Planned Development is 5.65. In exchange for the bonus FAR, the Applicant is required to make a corresponding payment, pursuant to Sections 17-4-1003-B & C, prior to the issuance of the first building permit for any building in the Planned Development; provided, however, if the Planned Development is constructed in phases, the bonus payment may be paid on a pro rata basis as the first building permit for each subsequent new building or phase of construction is issued. The bonus payment will be recalculated at the time of payment (including partial payments for phased developments) and may be adjusted based on changes in median land values in accordance with Section 17-4-1003-C.3

The bonus payment will be split between three separate funds, as follows: 80% to the Neighborhoods Opportunity Fund, 10% to the Citywide Adopt-a-Landmark Fund and 10% to the Local Impact Fund. In lieu of paying the City directly, DPD may: (a) direct developers to deposit a portion of the funds with a sister agency to finance specific local improvement projects; (b) direct developers to deposit a portion of the funds with a landmark property owner to finance specific landmark restoration projects; or, (c) approve proposals for in-kind improvements to satisfy the Local Impact portion of the payment.

9. Upon review and determination, Part II review, pursuant to Section 17-13-0610, a Part II review fee shall be assessed by DPD. The fee, as determined by staff at the time, is final and

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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 Plan and Open Space Plan 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 DPD. 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 applicable provision of the Municipal Code of Chicago.
12. The terms and conditions of development under this Planned Development ordinance including, without limitations, modifications to the exhibits and design guidelines, 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. It is hereby acknowledged that many of elements of the exhibits and design guidelines including, but not limited to, sections and access, circulation and open space plans, are illustrative and may change as the Property is developed. Such modifications shall be permitted if approved by the Zoning Administrator pursuant to Section 17-13-0611-A.

In order to encourage architectural diversity and excellence in design, the Applicant will provide a detailed checklist to show and ensure that each site plan submittal substantially complies with the Design Guidelines as part of the Part II Review process. Revisions and modifications to any previously approved site plan, landscape plan or building elevations must be substantially consistent with the aforementioned guidelines.

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.
14. The Applicant acknowledges that it is in the public interest to design, construct, renovate and maintain buildings in a manner that provides healthier indoor environments, reduces operating costs, conserves energy and maximizes the preservation of natural resources. The Applicant agrees to be in compliance with the City of Chicago Sustainable Development Policy set forth by DPD in effect at the time of the Part II review process is initiated for each improvement (Phase, subarea or sub-parcel) that is subject to the aforementioned Policy and must provide documentation verifying compliance provided, however, that the Zoning

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Administrator may approve alternative methods of satisfying the City of Chicago Sustainable Development Policy.

15. Prior to the Part II approval (Section 17-13-0610 of the Chicago Zoning Ordinance) for any buildings, the Applicant shall submit a site plan, landscape plan and building elevations for the specific Sub-Area(s) or portion of specific Sub-Area(s) for review and approval by DPD. Review and approval by DPD is intended to assure that specific development components substantially conform with the Planned Development and to assist the City in monitoring ongoing development. Sub-Area Site Plan Approval Submittals (Section 17-13-0800) need only include that portion of the Property for which approval is being sought by the Applicant. If the Applicant is seeking approval for a portion of the Property that represents less than an entire Sub-Area, only a site plan for such portion of the Property shall be required.

No Part II approval for any portion of the Property shall be granted until Site Plan approval has been granted. Following approval by DPD, the approved Sub-Area Site Plan Approval Submittals, supporting data and materials shall be made part of the main file and shall be deemed to be an integral part of the PD.

Provided the Site Plan Submittal required hereunder is in general conformance with this Planned Development and the Design Guidelines, and provided Applicant has timely-provided all Site Plan Submittals, the Commissioner of DPD (the "Commissioner") shall issue such site plan approval and the Plan Commission shall conduct its review hearing of the Site Plan Submittal. Following approval of a Site Plan Submittal by the Commissioner, the approved plan shall be kept on permanent file with the Department of Planning and Development and shall be deemed to be an integral part of this Planned Development.

After approval of the Sub-Area Site Plan, changes or modifications may be made pursuant to the provisions of Statement 12. In the event of any inconsistency between approved plans and the terms of the PD, the terms of the PD shall govern. Any Sub-Area Site Plan or Sub-parcel Site Plan Approval Submittals shall, at a minimum, provide the following information:

- a. the boundaries of the property and a site plan identifying the proximity to public transit;
- b. the footprint of the improvements;
- c. location and dimensions of all parking spaces and loading berths;
- d. preliminary landscaping plan prepared by a landscape architect;
- e. all pedestrian circulation routes;

the location of any adjacent public improvements;

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- h. preliminary building sections and elevations of the improvements with a preliminary building materials list; and
- i. statistical information applicable to the property limited to the following:
 - 1) floor area and floor area ratio;
 - 2) uses to be established;
 - 3) building heights;
 - 4) all setbacks, required and provided;
 - 5) floor area devoted to all uses (e.g. office, retail etc.);
 - 6) number of dwelling units (if applicable);
 - 7) number of parking spaces;
 - 8) number of loading spaces/berths;
 - 9) if mutually agreed upon by the Applicant and DPD, a School Impact Study may be required with any future site plan submittal; and
 - 10) an approved Site Plan by CDOT (as provided in Statement 3), Fire Prevention Bureau, Mayor's Office for People with Disabilities, and the Building Departments Division of Storm water Management.

Sub-Area Site Plan Approval Submittals shall include all other information necessary to illustrate substantial conformance to the PD and the associated Design Guidelines.

16. Subject in all cases to the other statements, terms, regulations and provisions of this Planned Development, the Applicant shall have the right to designate additional subareas within the Planned Development from time to time in order to promote orderly development, to facilitate financing, acquisition, leasing or disposition of the Property or relevant portions thereof, to designate zoning control or to otherwise administer this Planned Development. The designation and redesignation of subareas shall not in and of itself require an amendment or minor change to this Planned Development; provided, however, Applicant shall provide notice of all material terms of any such designation to DPD, including the designated area and the bulk regulations that will apply therein, for DPD's administrative purposes to facilitate Part II review for any such designated subarea. In furtherance of the foregoing, and in all cases subject to the other statements, terms, regulations and provisions of this Planned Development, the Applicant may allocate or assign the development rights under the Planned Development to and among the designated subareas including, but not limited to, building height, dwelling units and parking; provided, however, that the regulations and

limitations set

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forth in the Bulk. Regulations and Data Table and the Plans applicable to the entirety of the Planned Development shall not be exceeded or increased as a result of any such designation(s).

17. The Applicant acknowledges and agrees that the rezoning of the Property from DS-3 Downtown Service District to DX-5 Downtown Mixed-Use District, and then to this Planned Development, triggers the requirements of Section 2-45-115 of the Municipal Code of Chicago (the "Affordable Requirements Ordinance" or "ARO"). The Applicant further acknowledges and agrees that this Planned Development may receive financial assistance from TIF Funds, which increases the percentage of units required to be affordable from 10% to 20% and modifies the income eligibility and affordability standards, as specified in the ARO. The Property is located in a "downtown district" within the meaning of the ARO, and the Planned Development permits the construction of a maximum of 10,000 residential units. If the Applicant constructs the maximum number of permitted units, the Applicant's affordable housing obligation will be 2,000 ARO units (20% of 10,000) (the "Total ARO Unit Requirement"), assuming the Planned Development receives TIF assistance. Due to the scale of this Planned Development, its proximity to the central business district, and its anticipated impact on surrounding neighborhoods, the City and the Applicant have agreed to establish modified affordable housing requirements. Except as modified herein, the requirements in Section 2-45-115 shall remain in full force and effect.

1) Prepayment Requirement. The Applicant shall make a cash payment to the Affordable Housing Opportunity Fund in the amount of \$10 million within six months of City Council approval of this Planned Development (the "Prepayment"). This payment would not otherwise be due until the issuance of building permits for residential buildings in the Planned Development, and therefore, in consideration of this early commitment of funds, the City has agreed to give the Applicant credit for the Prepayment at the rate of 1.5 times the 2019 "in lieu fee" for an ARO unit in the downtown district, which equals 82 units ($\$10,000,000$ divided by $\$182,748 * 1.5 = 82.1$ rounded down).

2) On-Site Unit Requirement. The Applicant shall provide at least 25% of the Total ARO Unit Requirement (or 500 units if the maximum number of 10,000 residential units is constructed in the Planned Development) on -site (i.e., within the Planned Development). The Applicant agrees that no building within the Planned Development shall include more than 40% ARO units (unless otherwise allowed at the sole discretion of the Commissioner).

3) Off-Site Unit Option. The Applicant may provide up to 50% of the Total ARO Unit Requirement (or 1,000 units if the maximum number of 10,000 residential units is constructed in the Planned Development) off-site (subject to the Commissioner's approval under subsection (V) of the ARO), provided that at least one-half of all off-site ARO units must be located within the area depicted in the Pilsen-Little

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Village Area Boundaries attached hereto. All other off-site ARO units must comply with the off-site location restrictions for downtown districts as set forth in the ARO, except that ARO units may be located in a Low-Moderate Income area. The Applicant may obtain credit for off-site ARO units in two ways:

- a) First, the Applicant may directly undertake the development of new off-site ARO units, or purchase and convert existing off-site market-rate units to ARO units, as set forth in and in accordance with the ARO.
- b) Second, with the Commissioner's approval, which approval shall be in the Commissioner's sole discretion, the Applicant may make a financial contribution ("Off-Site Payment") to a Third Party Developer (as hereinafter defined) for the creation of off-site ARO units in a Third Party Affordable Housing Development (as hereinafter defined). The Applicant shall receive a credit for delivery of ARO units in the amount of the sum of: (i) the number resulting from dividing the Off-Site Payment by the then-applicable "in lieu fee" for an ARO unit in the downtown district, and (ii) the number resulting from multiplying the Remaining Affordable Units (as hereinafter defined) by a fraction, the numerator of which is the Off-Site Payment and the denominator of which is the total project budget for the Third Party Affordable Housing Development, including soft costs. The Applicant shall be deemed to have satisfied all requirements with respect to the creation of off-site ARO units upon the closing of all financing for the construction of the Third Party Affordable Housing Development, provided the Third Party Developer has executed and recorded a regulatory agreement or other instrument obligating the Third Party Developer to use such financing to construct the Third Party Affordable Units. In order to receive a reduction in the amount of the in lieu fee pursuant to 2-45-115(F), the Applicant must provide at least 25% of the Total ARO Unit Requirement (or 500 units if the maximum number of 10,000 residential units is constructed in the Planned Development) to an authorized agency pursuant to 2-45-115 (Q).

As used herein, the following terms shall have the following meanings:

"In Lieu Fee Affordable Units" means the affordable units calculated pursuant to (b)(i) above.

"Third Party Affordable Housing Development" means a residential housing project providing at least 20% of Third Party Affordable Units.

"Third Party Affordable Units" means rental or for sale housing that, at a minimum, qualifies as "affordable housing" under the ARO and meets the standards set forth in the definition of "eligibility criteria" in the ARO,

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including the modified eligibility criteria if the Applicant receives TIF assistance.

"Third Party Developer" means a not-for-profit developer of affordable housing, and not a related entity of the Applicant.

"Remaining Affordable Units" means the total number of Third Party Affordable Units in the Third Party Affordable Housing Development minus the In Lieu Fee Affordable Units.

Example of Off-Site Credit Calculation. For purposes of illustration, if the Applicant contributes \$1,798,570 to a Third Party Affordable Housing Development containing 50 Third Party Affordable Units with a total project budget of \$10 million, the Applicant would receive a credit for 17 ARO Units, calculated as follows: first, under (b)(1) above, \$1,798,570 (Off-Site Payment) divided by \$179,857 (2018 "in lieu fee" in the downtown district for rental units) = 10 In Lieu Fee Affordable Units; and second, under (b)(2) above, \$1,798,570 (Off-Site Payment) divided by \$10 million (total project budget) = 18% x 40 (Remaining Units) = 7 additional ARO units.

- (4) In Lieu Fee Option. The Applicant shall pay a fee in lieu of the development of at least 25% of the Total ARO Unit Requirement (or 500 units if the maximum number of 10,000 residential units is constructed in the Planned Development), less the credit for the Prepayment. In order to receive a reduction in the amount of the in lieu fee pursuant to 2-45-115(F), the Applicant must provide at least 25% of the Total ARO Unit Requirement to an authorized agency pursuant to 2-45-115 (Q).

If the Planned Development does not receive TIF assistance, the Applicant's affordable housing obligation would be reduced to 1,000 ARO units at maximum build-out (10% of 10,000), and the ARO units would not be subject to the modified income eligibility and affordability standards set forth in the ARO for projects receiving TIF assistance, but in all other respects the provisions of this Statement 17 shall apply.

Prior to the issuance of any building permits for any building or phase of development containing residential units in the Planned Development, including, without limitation, excavation or foundation permits, the Applicant must make the required cash payment and/or execute and record an affordable housing agreement in accordance with Section 2-45-115(L) for that building or phase. The cash payment will be calculated at the time of payment (including partial payments for phased developments) and will be based on the then-applicable in lieu fee, as such fee may be adjusted based on changes in the consumer price index in accordance with Section 2-45-115. In addition, prior to the issuance of any building permits for any building or phase of development containing residential units, the Applicant must submit to DPD for its review and approval a plan or update, as applicable, describing

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how the Applicant intends to meet its ARO obligation. At any point in time during the construction of the Planned Development, the minimum number of housing units in the Planned Development that are ARO units (on-site units) and the minimum fee in lieu due to the City shall satisfy the percentage requirements set forth in subsections 2 and 4 of this Statement 17.

The terms of the affordable housing agreement and any amendments thereto are incorporated herein by this reference. The Applicant acknowledges and agrees that the affordable housing agreement will be recorded against the Property, or the applicable portion thereof, and will constitute a lien against such property. The Commissioner of DPD or any successor department may enforce remedies for any breach of this Statement 17, including any breach of any affordable housing agreement, and enter into settlement agreements with respect to any such breach, subject to the approval of the Corporation Counsel, without amending the Planned Development.

18. The Applicant acknowledges the importance of the Chicago River as a resource for both commerce and recreation and also acknowledges the City's goals of improving the appearance, quality and accessibility of the river, as contained in the waterway planned development guidelines contained in the Chicago Zoning Ordinance (Section 17-8-0912) and the Chicago River Corridor Design Guidelines and Standards as may be amended from time to time. To further these goals, the Applicant agrees, as set forth in the Plans, to: (a) provide an expanded 100-foot-wide river setback which includes a continuous 16-ft wide multipurpose riverside trail as indicated on the Site Plan (the "Riverwalk"), (b) provide a variety of active uses and river overlooks, (c) permit connection of such setback and trail around the St. Charles Airline and to the setback and trails of adjacent properties so that the river edges of the adjacent properties are similarly improved and any necessary local, state or federal approvals for such connection have been obtained as a result of cooperation between the City and Applicant in obtaining such approvals, and (d) cooperate in the construction of the riverwalk connection under Roosevelt Road at such time as the adjacent property to the north is similarly improved with a riverwalk subject to any necessary local, state or federal approvals. It is acknowledged that the connection to Ping Tom Park and the relocatable riverwalk nodes shown in the Design Guidelines are illustrative with approximate locations which will change during development of the Property.

The Applicant shall permit un-gated and unobstructed public access to the river setback, and provide informational and wayfinding signage at all entries that the Riverwalk is open to the public, free of charge, during normal park hours from 6:00am to 11:00pm every day of the year (subject to occasional partial closure for private use provided that a path providing access during such closures shall be maintained through the river setback). The Riverwalk improvements shall be constructed in no less than 750 foot linear increments, in conjunction with adjacent riverfront development parcels, coordinated with the Open Space Buildout Parameters Exhibit 14, and shall be completed prior to receipt of the Certificate of Occupancy for the first principal building within each riverfront development phase,

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provided that plantings may be delayed if consistent with good landscape practice, but not longer than one year following receipt of the final Certificate of Occupancy for the first principal building within such development phase, if due to delays in permitting by any governmental or quasi-governmental authorities having jurisdiction over such improvements including, without limitation, the U.S. Army Corps of Engineers, the Metropolitan Water Reclamation District of Greater Chicago, the Illinois Department of Natural Resources -Office of Water Resources, the Coast Guard and CDOT or if due to delays or inability to perform such acts due to causes beyond the reasonable control of the Applicant.

As a part of developing the Ping Tom Park connections illustrated conceptually in Exhibits 7 and 15, the Applicant shall coordinate with the Chicago Park District as the Applicant develops plans for connecting to paths within Ping Tom Park to create a continuous user experience. The paths on the Property to which paths within Ping Tom Park will connect shall be designed and constructed at the sole cost of the Applicant or its successors and assigns.

In addition to the Riverwalk, and subject to the receipt of all necessary permits and approvals, the Applicant or its successors and assigns, at its sole cost, shall design and construct the open space improvements as depicted on the Open Space Plan (hereinafter the "Park"). Provided, however, that changes to the specific location and dimensions of the Park are permitted as long as the Park maintains a minimum of 275,000 square feet of contiguous open space. The Applicant, its successors and assigns and, if different than the Applicant, the legal title holders to and any ground lessors of the Property, shall be responsible for maintaining and managing the Park for the purposes set forth herein, including ensuring that the Park's landscaping, is well maintained, that the vegetation and plantings are kept in a healthy condition and that the Park facilities are clean, well lit, litter free and clear of snow (hardscaped areas) and debris. The Applicant shall provide sufficient liability insurance coverage for the operation of the Park for public use. The Applicant shall provide informational and wayfinding signage at all entries that the Park is open to the public (subject to occasional partial closure for private use provided that a path providing access during such closures shall be maintained through the Park), free of charge, during normal park hours from 6:00am to 11:00pm every day of the year. The maintenance and management obligations contained herein shall continue for the life of this Planned Development and may, at the Applicant's election, subject to and in accordance with the DEMA (defined below). Park improvements shall be constructed in accordance with the Open Space Buildout Parameters in Exhibit 14, and shall be completed prior to receipt of the Certificate of Occupancy for the first principal building which exceeds the Built FAR Area square footage limits, provided that plantings may be delayed if consistent with good landscape practice, but not longer than one year following the construction of the open space improvements set forth herein, or if necessary to accommodate the later construction of large park recreation components which may be located in more than one phase.

If the proposed development on the South Parcel, as designated on the Open Space Buildout Parameters Exhibit, is constructed before the Built FAR attains 2 million square feet, the

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Applicant shall construct Riverwalk segments B and C, which shall be completed prior to receipt of the Certificate of Occupancy for the first principal building which exceeds 1 million square feet on the South Parcel, provided that plantings may be delayed if consistent with good landscape practice, but not longer than one year following the construction of the open space improvements set forth herein.

The Applicant will also construct and maintain the publicly accessible 15th Street Landscaped Setback identified in the Proposed Open Space Plan Exhibit 6, in conjunction with adjacent development parcels and coordinated with the dedication of and construction of 15th Street, and shall be completed (in whole or in part, as identified in the applicable Site Plan Approval) prior to the receipt of the Certificate of Occupancy for the adjacent development parcels along 15th Street between LaSalle Street and Clark Street. The Applicant will construct and maintain the publicly accessible pedestrian promenade on top of Metra enclosure, identified in the Conceptual Circulation Exhibit 8, in conjunction with adjacent development parcels and coordinated with the relocation of the Metra tracks, and shall be completed (in whole or in part, as identified in the applicable Site Plan Approval) prior to the Certificate of Occupancy for the adjacent development parcels along the relocated Metra track between Roosevelt Road and 15th Street.

Prior to issuance of building permits for the first principal building, the Applicant will enter into a development and maintenance agreement (the "DEMA") with the City for the construction, maintenance, and management of the Park and the Riverwalk. The DEMA obligations shall be binding upon the Applicant, its successors and assigns, including but not limited to a homeowners or master association whose purpose includes maintaining the Park and the Riverwalk. Upon completion of the Park, the public access provided for herein shall be memorialized in a public access easement agreement (which may be included in the DEMA) with and for the benefit of the City. The recording and other costs associated with establishing the easement shall be the responsibility of the Applicant. A copy of said public access easement agreement shall be on file with the Department of Planning and Development.

The Commissioner is hereby authorized to enter into the DEMA (or more than one DEMA if the Commissioner deems necessary depending on the phasing of the development) and all other documents contemplated by the Statement and, in his/her sole discretion, may modify by minor change the foregoing requirements, without further City Council approval, for the DEMA(s) and public access easement agreement(s) so as to permit alternate forms of achieving compliance with the Applicant's construction, maintenance and management obligations and public access rights, such as, by means of example and not limitation, one or more restrictive covenants or owners' reciprocal easement and operation agreements in form and substance acceptable to the City which expressly grant the City necessary enforcement, self-help and lien rights as may be necessary to assure compliance with this Statement.

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19. The Applicant acknowledges that it is the policy of the City to maximize opportunities for Minority and Women-owned Business Enterprises ("M/WBEs") and city residents to compete for contracts and jobs on construction projects

approved through the planned development process. To assist the City in promoting and tracking such M/WBE and city resident participation, an applicant for planned development approval shall provide information at three points in the City approval process. First, the applicant must submit to DPD, as part of its application for planned development approval, an M/WBE Participation Proposal. The M/WBE Participation Proposal must identify the Applicant's goals for participation of certified M/WBE firms in the design, engineering and construction of the project, and of city residents in the construction work. The City encourages goals of 26% MBE and 6% WBE participation (measured against the total construction budget for the project or any phase thereof), and (ii) 50% city resident hiring (measured against the total construction work hours for the project or any phase thereof)- The M/WBE Participation Proposal must include a description of the Applicant's proposed outreach plan designed to inform M/WBEs and city residents of job and contracting opportunities. Second, at the time of the Applicant's submission for Part II permit review for the project or any phase thereof, the Applicant must submit to DPD (a) updates (if any) to the Applicant's preliminary outreach plan, (b) a description of the Applicant's outreach efforts and evidence of such outreach, including, without limitation, copies of certified letters to M/WBE contractor associations and the ward office of the alderman in which the project is located and receipts thereof; (c) responses to the Applicant's outreach efforts, and (d) updates (if any) to the applicant's M/WBE and city resident participation goals. Third, prior to issuance of a Certificate of Occupancy for the project or any phase thereof, the Applicant must provide DPD with the actual level of M/WBE and city resident participation in the project or any phase thereof, and evidence of such participation. In addition to the forgoing, DPD may request such additional information as DPD 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.

20. Construction of the improvements contemplated by this Planned Development may be completed in phases over a period of years. Unless construction of the infrastructure improvements identified as Proposed Infrastructure Improvements on the Plans has commenced within six years following adoption of this Planned Development (subject to extension for one additional year as set forth in Section 17-13-0612 of the Chicago Zoning Ordinance), then this Planned Development shall expire, the Zoning Administrator shall initiate a Zoning Map Amendment to rezone the site to the DX-5 Downtown Mixed-Use District.

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WATERWAY BUSINESS-RESIDENTIAL PLANNED DEVELOPMENT NO. BULK REGULATIONS AND DATA TABLE

Gross Site Area (st):	3,056,719
Subarea 1	1,395,568

Subarea 2	599,223
Subarea 3	372,776
Subarea 4	689,152
Area of Public Rights-of-Way (sf):	754,961
Subarea 1	268,235
Subarea 2	148,685
Subarea 3	59,011
Subarea 4	279,030
Net Site Area (sf):	2,301,758
Subarea 1	1,127,333
Subarea 2	450,538
Subarea 3	313,765
Subarea 4	410,122
Maximum Floor Area Ratio:	5.65*
Subarea 1	6.74
Subarea 2	5.99
Subarea 3	4.78
Subarea 4	2.95

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Roosevelt/Clark Partners, LLC •
101-213 West Roosevelt Road /1200-1558 South Clark Street, Chicago, Illinois March 28,2018 November 15,2018

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Maximum Number of Dwelling Units:

Subarea 1

Subarea 2

Subarea 3

Subarea 4 Minimum Off-Street Parking Spaces:

10,000

5,750

2,000

1,500

750

Per Statement 5.

Minimum Bicycle Parking Spaces: Residential Non-residential

1 per 2 auto spaces 1 per 10 auto spaces

Minimum Off-Street Loading Spaces: Per Statement 5

Maximum Building Height:

Subarea 1

Subarea 2

Subarea 3

Subarea 4 Minimum Setbacks:

950' 800' 500' 90'

Attorney Name Ricturd Kiawttcr/Katie jahnke Dai* - dla piper Attorney Phone 312-368-7243/21S3

TIMING

Estimated	date	marketing	will	begin	TAD	Estimated	date	Estimated	date
of	building	permit*	TBD	Estimated	date	ARO	units	will	will
be complete TBD									

*the in-lieu fee, recorded covenant and \$5,000 per unit administration fee (for off-site units) are required prior to the issuance of any building permits, including the foundation permit.

PROPOSECLUNITS MEET REQUIREMENTS (to be executed by Developer & ARQ Project Manager)

Kara Breems, DPD

4Ak

Devdo^f/Prdject Manager

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TAYIORSTDS-5

DS-3 PD 504
PD450 PD 924

DS-3
C3-3

Property Boundary Planned Development Boundary PD Zoning PMD Zoning Open Space Zoning

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Exhibit 1

EXISTING ZONING MAP

SCALE: 1"=600'

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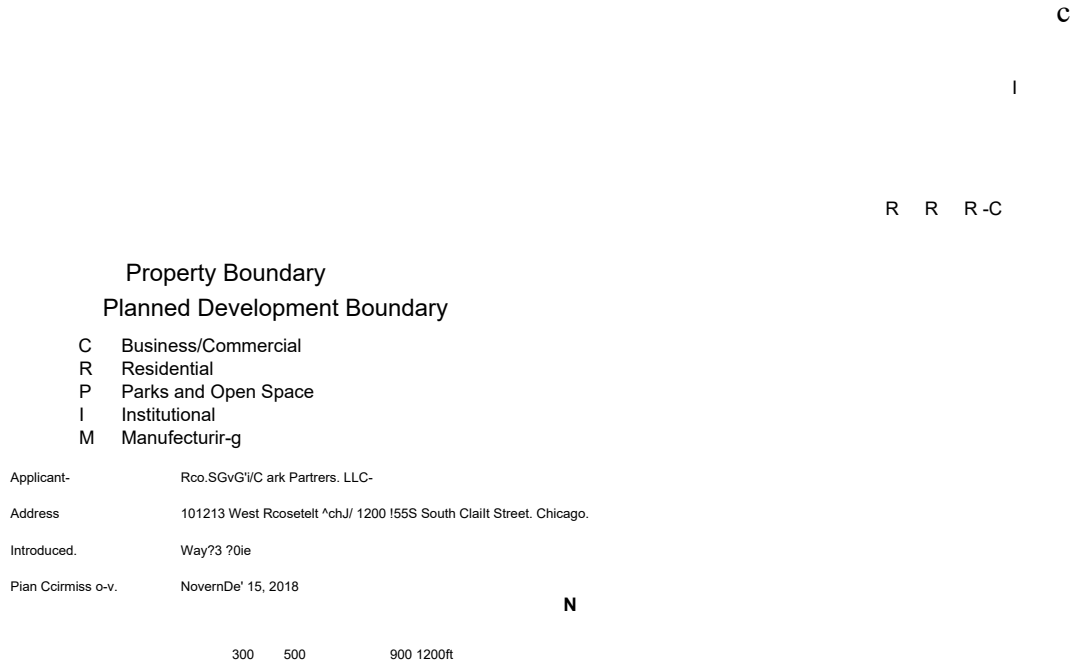


Exhibit 2
SURROUNDING LAND USE MAP

SCALE: 1"=600'

Exhibit 3
PLANNED DEVELOPMENT BOUNDARY AND PROPERTY LINE

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Property Boundary
 Planned Development Boundary
 Current ROW to be Vacated: 185,676 sq ft
 1 Current ROW to Remain: 30,653 sq ft
 3 Land to become Dedicated ROW: 250,271 sqft

Rosevelt/Clark Partners, LLC
 101-213 West Roosevelt Road / 1200-1558 5' Jct. Clark Street, Chicago, IL, Illinois May 23, 2018 Nov 15, 2018

Exhibit 4 RIGHTS OF WAY ADJUSTMENT

SCALE: 1"=400'

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W13TH ST .
"W14TH ST"
W15TH ST
W16TH ST

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Property Boundary

Planned Development Boundary Proposed Private Streets

Note: Public Rights of Way shown on ROW Dedication Map

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Exhibit 5 SITE PLAN

SCALE: 1"=400'

Property Boundary
Planned Development Boundary

liS^ffiwl Proposed Open Space
|;:':•■, :,-) Proposed Relocatable Open Space

W15TH ST
W16TH ST
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Exhibit 6 PROPOSED OPEN SPACE PLAN

SCALE: 1"=400'

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Property Boundary

Planned Development Boundary

Open Space Use Overlays

Note: Exact outline subject to change.

May 23, 2015.

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Exhibit 7

OPEN SPACE USE OVERLAYS

SCALE: 1"=400'

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Conceptual Open Space Pedestrian Circulation

Conceptual Bike Circulation

All streets shall have pedestrian sidewalks. L:;->mn»-mBssB=i Shared Streets ■■■■■■■■•■■■••a Recreational

Pedestrian Path ■■■", TM « TM, TM, TM>" Multi-Use Trail Bike Lane

'■■ ■ 1 Underbridge connection

Note: Possible only with regulatory assistance

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Exhibit 8

CONCEPTUAL CIRCULATION

SCALE: 1"=400'

Primary access points for parking and service

Limited access points shall occur on upper LaSalle Street and 13th Street for passenger vehicle parking

Limited access shall occur in these locations for parking and service of riverfront buildings

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0 200 400 600 800ft

Exhibit 9 CONCEPTUAL ACCESS

SCALE: 1"=400'

PD and Sub-Area Boundary

0 400 800 1200ft

Note: Gross Land Areas are measured to the PD Boundary and centerlines of Public ROW's. Net Land Areas are measured to the Property Boundary, and edges of Public ROW's.

Exhibit 10

Applicant: Roosevelt/Clarke Pavers, LLC
Address: 101-213 West Roosevelt / Scad/1200 1558 South Clark Street, OIOWA, IOWA
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SUB-AREAS

SCALE: 1"=400'

Exhibit 11.1 PROPOSED INFRASTRUCTURE

IMPROVEMENTS

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Applicant:

Vii

bike lane

80'ROW

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Raised crosswalks at some intersections

Wells Street Typical Plan

Key Plan


Exhibit 11.2

PROPOSED INFRASTRUCTURE IMPROVEMENTS- WELLS ST.

66' Right-of-Way included in Phase One

12

12 12

-66'ROW
Future landscaped setback
-M 

Width Varies^

f- Pedestrian plaza over proposed Metra tracks

wm

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future landscaped setback

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15th Street Typical Plan

Applicant: RoosovtilvC ;vk Pawns, UC
Address: 101-213 West Rcosove't Rivk.7 1200-1558 So;;t- Cfa-k Street. Chirago. Ill to's
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Exhibit 11.3

PROPOSED INFRASTRUCTURE IMPROVEMENTS- 15th ST.

River Wall Typical Plan

Key Plan

Exhibit 11.4

PROPOSED INFRASTRUCTURE IMPROVEMENTS- RIVER WALL

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Future
pedestrian path on top of Metra enclosure

Exhibit 11.5

PROPOSED INFRASTRUCTURE IMPROVEMENTS- METRA

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Underbridge connection possible only with regulatory assistance

Development Parcel

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PING TOM PARK

Riverwalk South of St. Charles Airline Plan

Exhibit 12

FUTURE PING TOM PARK

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- Property and Phasing Boundary
- Planned Development Boundary

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Exhibit 13

CONCEPTUAL PHASING PLAN

SCALE: 1"=400'

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All development within this Planned Development must substantially comply with the Chicago River Corridor Design Guidelines and Standards, or as amended, the Chicago Sustainable Development Policy, or as amended, and with the design standards and guidelines outlined in the Zoning Ordinance Section 17-8-0900 Standards and Guidelines. These guidelines listed below provide additional standards for buildings and public spaces to complement the specific context of this Planned Development:

GENERAL DEVELOPMENT GUIDELINES

STREETS AND ACTIVATION

The district gateways of the site are the following intersections: Clark Street and Roosevelt Road, LaSalle Street and Roosevelt Road, LaSalle Street and 13th Street, Clark Street and 15th Street, and Wells Street and 15th Street. The building facades at these intersections shall be primary facades. The facades facing Ping Tom Park shall be primary facades.

Primary facades shall minimize back-of-house functions and shall have a high percentage of clear and un-tinted glazing at the ground floor. The facades at the ground floor along Wells, 15th, Roosevelt, Clark, LaSalle, and 13th shall be designed to the pedestrian scale and house primary active uses that engage the street, such as retail, restaurants, storefronts, office, lobbies, or outdoor dining. Designs shall showcase activity inside the buildings. Any streetwall setbacks shall be kept activated with cafes, seating, or windows to an interior space. Primary streets shall be designed as multi-modal complete streets.

The Clark Street and 15th Street intersection shall serve as a pedestrian and vehicular entry to the site and an important connection point to public transit on Clark. The Metra bridge over 15th Street shall be designed as a gateway feature with high quality architectural materials.

The development shall connect to the city grid by connecting north to Wells Street, south to Wentworth Avenue, and east to 15th Street. A pedestrian connection shall connect east at 14th Street. The re-design of Clark Street shall take into consideration the area vacated by the Metra tracks and include traffic improvements coordinated with CDOT, as well as improved pedestrian and landscaped areas on both sides of Clark.

PUBLIC RIVERFRONT ACCESS

At every block, wide public access points or shared streets shall be provided for pedestrians and cyclists to access the Riverfront from Wells Street. See Exhibit 8 and 14.4.

In the shared streets, building entries shall be encouraged and any service access shall be designed to be as unobtrusive as possible.

CURBSIDE STRATEGY

The curb zone shall primarily be a flexible zone allowing transit stops, smart infrastructure, loading, and dropoffs to share the space.

Passenger pick-up and drop-off zones shall primarily occur along LaSalle Street

Riverfront shared streets west of Wells Street shall allow multi-modal circulation and limited pick-up and drop-off space. See Exhibit 8.

Additional passenger pick-up and drop-off zones on Clark Street, 15th Street, and Wells Street shall be coordinated with CDOT and CTA.

Driveways and access points shall be consolidated when possible in order to minimize curb cuts and congestion. Curb cuts shall be a maximum of 20' wide or coordinated with CDOT standards.

PARKING AND SERVICE

The development shall provide parking, service access drives, and loading zones below the Crescent Park and located behind active uses whenever possible. High-quality architectural screening for any above grade parking levels shall be integrated into the facade design and shall obscure car headlights and sound from neighboring buildings.

Parking and loading will be screened from Ping Tom Park.

Service and parking entries shall be designed to be integrated with the overall building facade. Access points primary to lower level service drives and parking shall be at -12' CCD and shall be located at lower Roosevelt Road, Clark Street, and Wells Street. Other access points to limited service and parking shall be located on Wells Street and 15th Street. Additional limited passenger parking access points shall occur at -38' CCD and shall be located on LaSalle Street and 13th Street.

Limited service and parking entries shall occur in the riverfront shared streets west of Wells Street. See Exhibit 8.

OPEN SPACE GUIDELINES

OPEN SPACE CONCEPT

The riverfront shall provide public access along a broad, active promenade that engages the river by bringing people to the water's edge and is punctuated by key spaces.

The riverfront is composed of two zones north of the St. Charles airline: A ~75' wide riverwalk, and a -25' wide riverfront amenity zone adjacent to the buildings. The 75' wide riverwalk shall include a minimum 16' wide continuous multi-use trail.

The 25' riverfront amenity zone may include structures to promote multi-seasonal use. The riverfront shall include a variety of amenities to promote activity, such as play spaces, a fountain, a multi-use trail, stepped river seating, outdoor restaurants, and wetland plantings. Amenities shall be designed to incorporate high quality components and materials.

Exhibit 14.1

DESIGN GUIDELINES

Final for Publication

OPEN SPACE GUIDELINES (CONTINUED)

OPEN SPACE CONCEPT (CONTINUED)

The crescent park shall serve as the neighborhood's center, with pathways that connect from north to south and east to west. Programming shall include a dog park, recreational lawn, passive play spaces, native landscaping, playgrounds, and terraced gathering spaces. Landscape spaces shall be designed to include a variety of different trees, shrubs and perennials that provide for seasonal interest.

The park shall connect pedestrians from upper LaSalle and 13th Streets at -38' CCD to Wells and 15th Streets and the Riverfront at -12' CCD. The design of 15th street shall include a landscaped setback. This space shall include a multi-use trail, cafes, and gathering areas.

A variety of cultural and recreational amenities shall be integrated within the site and used to activate spaces for all ages.

Interpretive signage shall be provided across the development to bring awareness to the cultural context and history of the site.

Pedestrian riverwalk connections shall be provided along the Riverfront to the South to Ping Tom Park and the North under the Roosevelt Road Bridge. Landscape throughout shall incorporate stormwater management best practices to detain, clean, and reduce the volume of stormwater discharge. Incorporate interactive stormwater landscape art elements into the landscape in creative ways such as water gardens, sculptural art elements, planters, and riverlets. Open space landscape design shall incorporate best practices for wildlife habitat creation, biodiversity, and incorporate functional areas of riparian edge restoration along the riverwalk where feasible, integrated into a education and interpretive programmatic system.

OPEN SPACE CONNECTIVITY

Stairs, ramps, and paths for pedestrian access from the site's upper levels of Roosevelt, LaSalle, and 13th Streets to its lower levels of Wells, 15th, and Clark Streets shall be provided. Stair and ramp designs shall avoid blank walls and unactivated ramps. Publicly accessible elevators as part of a building development will also connect these levels. Public, universal accessibility shall be provided from upper Roosevelt Road to Wells Street. Publicly accessible open spaces shall be designed to the applicable standards of the Chicago Park District. Dedicated bike lanes or multi-use trails shall be provided on publicly dedicated streets and the riverwalk. Opportunities for inter-modal connections shall be provided at transit stations.

PLACEMAKING

Where appropriate, open spaces shall contain street furniture and landscaping that encourages public interaction and gathering. This shall include public art, interpretive gardens, seating, picnic areas, playscapes, and signage.

A site-wide wayfinding signage system shall be implemented on the site.

Undeveloped parcels may support interim uses including, but not limited to, recreational open space, dog friendly areas, and surface parking. Interim use plan improvements and time frame shall require review and approval by DPD.

BUILDING DESIGN GUIDELINES

MASSING

Taller buildings shall be focused along Roosevelt Road and Clark Street where they are closest to CTA commuting options.

Clark Street podiums shall be 2-5 stories with design relating to scale of context and with towers set back from the podiums.

Building massing shall step down in height towards the river and culminate in pedestrian-scaled development along the riverfront, north of the St. Charles Airline.

South of the St. Charles Airline, building massing shall set back from the Ping Tom Park edge.

Building designs should achieve, through architecture diversity, a varied and distinctive skyline.

Building massing shall be composed of architecturally well-scaled portions.

Towers and their podiums shall relate to each other in order to provide a cohesive expression.

Provide a minimum building separation of 40' between towers to preserve access to natural light.

Screen rooftop mechanical equipment from pedestrian view with materials that are consistent with the overall building.

Where site conditions permit, orient towers to maximize energy efficiency and natural lighting, and to maximize thermal comfort and minimize shading of neighboring public spaces.

Design buildings to assure that sunlight access to the river corridor and Ping Tom Park is achieved approximately 6 hours per day during non-winter months.

Balconies shall be integrated within the design of the building facade.

Where appropriate, upper level setbacks shall serve as activated terraces.

Frame streets and open spaces with base/podiums that provide a human scale and adequate solar access. Facades shall appropriately respond

to the character of their context.

Exhibit 14.1 DESIGN GUIDELINES

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BUILDING DESIGN GUIDELINES (CONTINUED)

STREET WALL/BUILDING BASE

Architecture shall provide an identity to entrance locations and district gateway intersections. Buildings adjacent to publicly accessible open spaces and riverfront shall provide direct access to these spaces.

Tenant signage for each building should be considered as part of the facade design to ensure consistency of placement, size, materials, and method of illumination.

BUILDING MATERIALS

The following materials shall not be visible on the exterior facades: Concrete Masonry Units (CMU), Exterior Insulation and Finish Systems (EFIS), thin brick, and residential-type vinyl and metal siding. Buildings shall employ architectural materials consistent with contemporary building practices, such as high quality wall systems in glass, metal, masonry, high-quality architectural concrete, or hardwood. Glazing shall not be highly reflective nor mirrored. Building envelopes shall support environmentally responsible design by reducing heat loads, improving energy efficiency, maximizing occupant comfort, and using sustainable materials. Podium and ground-floor levels facing publicly accessible open spaces, including streets, the riverfront, the Crescent Park, and Ping Tom Park shall be detailed to enhance the pedestrian environment and shall be complementary to the context.

Building designs shall incorporate bird-friendly design features to mitigate fatalities. Podium roofs shall incorporate active amenity decks and landscaping as appropriate to building uses. Any required ventilation shall be integrated within the design of the building facade.

Exhibit 14.1

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Connection from Clark and Roosevelt Riverwalk to Ping Tom Park: Phase 1

- Landscaped setback provides pedestrian amenities, and provides additional width to indicate the gateway nature of the street
Amenities to include a multi-use trail, cafes, and/or gathering spaces

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Exhibit 14.3
DESIGN GUIDELINES-STREETScape SECTIONS
Final for Publication

Roosevelt Road Section (facing west)

Exhibit 14.3
DESIGN GUIDELINES-STREETScape SECTIONS
Final for Publication

Continuous multi-use trail
Strategic riparian edge restoration along the riverwalk where feasible

Landscape shall incorporate

stormwater management best

practices

Public connection from the riverfront to Wells Street

Active terraces where possible

Riverfront Section North of St. Charles Airline Bridge (facing north)

Exhibit 14.3
DESIGN GUIDELINES-
SXREEXSCAPE SECTIONS

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Pian CcrTirr.s.,jrcrt. November 15, 2018

Chicago, Illinois

1. Concentrate density to provide contiguous and usable open spaces

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Exhibit 14.4

DESIGN GUIDELINES-SITE MASSING PRINCIPLES

- 3? Locate taller buildings along major streets, close to transit, and adjacent to open spaces

4. Locate pedestrian-scaled development along the riverfront and Wells Street, north of the St. Charles Airline

Note: Illustrative massing shows maximum allowable heights and gross floor area allowed by the bulk regulations and data table.

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Exhibit 14.4

DESIGN GUIDELINES-SITE MASSING PRINCIPLES

5. Maximize visual connections to riverfront activity, the city, and Lake Michigan

"-aft
grid with pedestrian and vehicular connectivity j-j f O.r IPIJ bHCcluOn

Note: Illustrative massing shows maximum allowable heights and gross floor area allowed by the bulk regulations and data table.

Exhibit 14.4

DESIGN GUIDELINES-SITE MASSING PRINCIPLES

Property Boundary
- Planned Development Boundary
(["T^I Open Space Buildout Segment

Note: Boundaries are illustrative and subject to change.

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Exhibit 15.1

OPEN SPACE BUILDOUT PARAMETERS

SCALE: r=400' .

Final for Publication

Open Space Buildout Parameters

Buildable Area		Open Space Area		Minimum Delivery	
Built FAR Area	Built FAR Area Percentage	Built Open Space Area	Built Open Space Area Percentage	Riverfront Segments	Crescent Park Segments
2MSF	15%	157,000 SF	34%	A	X
4M SF	30%	299,000 SF	64%	A, B	X.Y
6M SF	46%	464,000 SF	100%	A.B.C.D	X.Y.Z

Notes:

1. Riverfront area South of St. Charles will be built in conjunction with the adjacent development parcel.
2. Riverfront area North of St. Charles will be built in conjunction with adjacent riverfront development parcels and in no less than 750 foot increments at a time.
3. Built FAR Area percentages based on maximum FAR allowed.
4. Upon completion of 1 million SF built at the South Parcel, Riverfront Segments B and C will be delivered.

Exhibit 15.2

OPEN SPACE BUILDOUT PARAMETERS

DEPARTMENT OF PLANNING AND DEVELOPMENT CITY OF CHICAGO

MEMORANDUM

Alderman Daniel Sy&olis Chairman, CiW Council Committee on Zoning

To:

From

David Reifman Chicago Plan Commission

Date: November 15, 2018

Re: 101-213 W. ROOSEVELT ROAD/1200-1558 S CLARK ST. (APPLICATION NO. 19686)

On November 15, 2018, the Chicago Plan Commission recommended approval of a Waterway Business Residential Planned Development by Roosevelt/Clark Partners, LLC. A copy of the zoning application and proposal is attached. I would very much appreciate your assistance in having this introduced at the next possible City Council Committee on Zoning.

Also enclosed is a copy of the staff report to the Plan Commission, which includes the Department of Planning and Development, Bureau of Planning and Zoning recommendation and a copy of the resolution. If you have any questions in this regard, please do not hesitate to contact me at 744-9476.

Cc: Anna Robles

121 NORTH LASALLE STREET, ROOM 1000, CHICAGO, ILLINOIS 60602

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(Original PD, copy of memo)