PLANNED DEVELOPMENT STATEMENTS

1. The area delineated herein as Institutional Planned Development Number _____, ("Planned Development") consists of approximately 339,292 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, the Chicago Transit Authority, and the Cook County Land Bank Authority.

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

The Applicant will be required to review the Department of Transportation's Vision Zero recommendations, dated May 6, 2024 and obtain approval of any proposed improvements to Pulaski Road from both the Illinois Department of Transportation and the Chicago Department of Transportation. The agreed upon design improvements will be incorporated into the Perimeter Restoration Agreement which shall 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.

4. This Plan of Development consists of 16 Statements: Bulk Regulations and Data Table; Existing Zoning Map; Existing Land-Use Map; Existing Site Survey; Planned Development Boundary Map; Site Aerial; Dedication and Vacation Map; Site Plan(s); Circulation Diagram(s); Planting Plan(s); Overall Floor Plan(s); Roof Plan; Building Elevations (North, South, East and West); Street Elevations; and Sustainable Design Matrix prepared by Lamar Johnson Collaborative and dated June 20, 2024 submitted herein. In any instance where a provision of this Planned Development conflicts with the Chicago Building Code, the Building Code shall control. This Planned Development conforms to the intent and purpose of the 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 a Planned Development: Office; Utilities and Services, Minor; Utilities and Services, Major; Wireless Communication Facility; and Accessory Parking.

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 339,292 square feet and a base FAR of 0.47.

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 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 Planting 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 of the Municipal Code, 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.

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. The Applicant, in accordance with the regulations associated with its funding, provides for a Disadvantaged Business Enterprise (DBE) program that is based on similar goals and will be assessed on design and construction contract procurements. For this project, DBE participation will be inclusive of firms who are also M/WBEs. For this development, the

Applicant will be assessed a 28% DBE and M/WBE goal within the design-build contract excluding any technology purchases.

The Applicant also has established the following workforce goals on this project: Careers Opportunity Goal 10%, Apprentice Goal 10%, Service Area Economically Disadvantaged Area (EDA) Goal: 35%. Please note that all workforce goals are a percentage of total labor hours anticipated to be performed on the contract. The Careers Opportunity Goal is designed to provide opportunities for individuals who are Workforce Innovation and Opportunity Act (WIOA) eligible or Section 3 Workers. The Apprentice Goal is designed to assist current building trades apprentices in earning their hours to become journey workers and create opportunities for new apprentices who have previously faced challenges in attaining journey worker status due to economic hardship, race or gender. The Service Area EDA Goal is designed to provide opportunities for individuals who reside in zip codes within the CTA Service Area with a median household income of $45,000 or less. It is anticipated that the majority of work hours that meet this goal will come from individuals who reside within the City of Chicago and/or the six-county area identified in the City M/WBE program.

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 will submit to DPD, as part of its application for planned development approval, a DBE and M/WBE Participation Proposal. The DBE and M/WBE Participation Proposal will identify the Applicant's goals for participation of certified DBE firms in the design, engineering and construction of the project, and of City residents in the construction work. The DBE and M/WBE Participation Proposal must include a description of the Applicant's proposed outreach plan designed to inform DBEs, 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 DBE and 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 DBE, 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 DBE, M/WBE and City resident participation in the project or any phase thereof, and evidence of such participation. In addition to the forgoing, DPD may request such additional information as the department determines may be necessary or useful in evaluating the extent to which DBEs 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

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Amendment to rezone the property to Planned Manufacturing District 9.

Applicant: Chicago Transit Authority
Address: 335-375 N. Pulaski Road
Introduced: November 1, 2023
Plan Commission: June 20, 2024
ACTIVE\100595\00018\30059022.v12-6/19/24

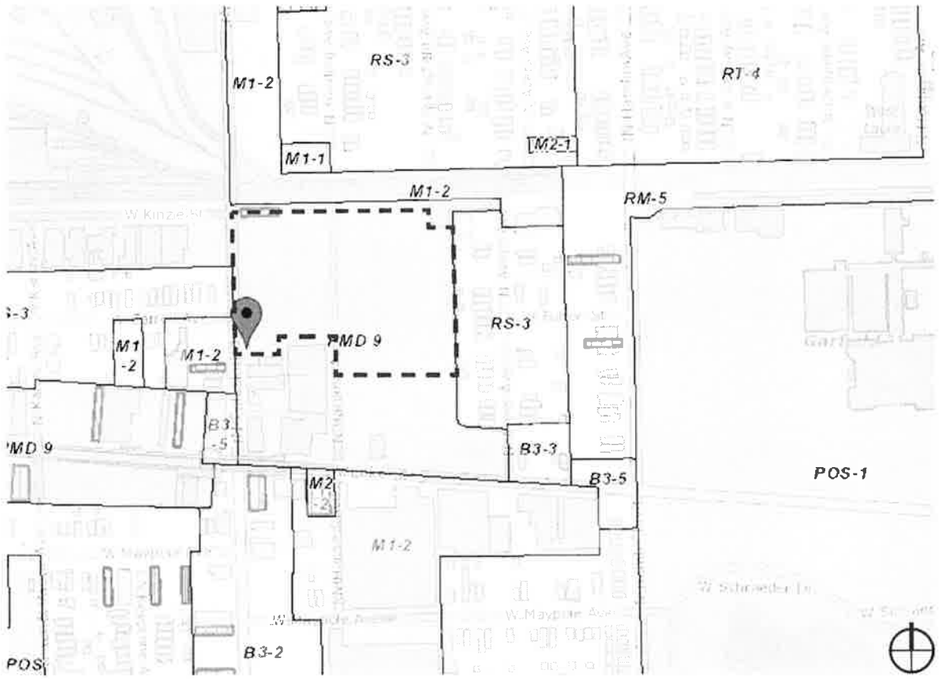
PLANNED DEVELOPMENT _____
BULK REGULATIONS AND DATA TABLE

Gross Site Area (366,631 square feet) = Net Site Area (339,996 square feet) + Area Remaining in Public Rights-of-Way (26,635 square feet)

Permitted Uses:	Office and Utilities and Services, Major & Minor
Maximum Floor Area Ratio:	0.47
Maximum Number of Dwelling Units:	N/A
Minimum Number of Required Accessory Off-Street Parking Spaces:	34 spaces
Minimum Number of Bicycle Spaces	18 spaces
Minimum Number of Off-Street Loading Spaces:	2 spaces
Setbacks:	In substantial conformance with the Site and Landscape Plans
Maximum Building Heights:	56'

Applicant: Chicago Transit Authority
Address: 335-375 N. Pulaski Road
Introduced:
Plan Commission:
100595\00018\30063635.v6

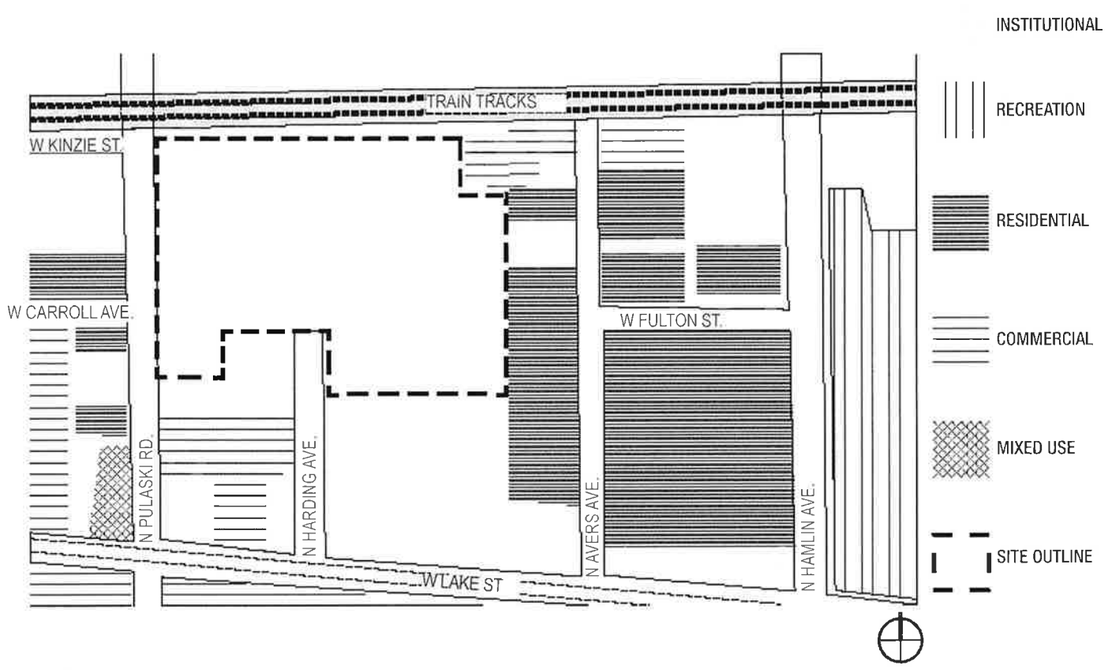
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EXISTING ZONING MAP

Applicant: Chicago Transit Authority
Address: 335-375 N. Pulaski Road
Introduced: November 1, 2023
Plan Commission: June 20, 2024

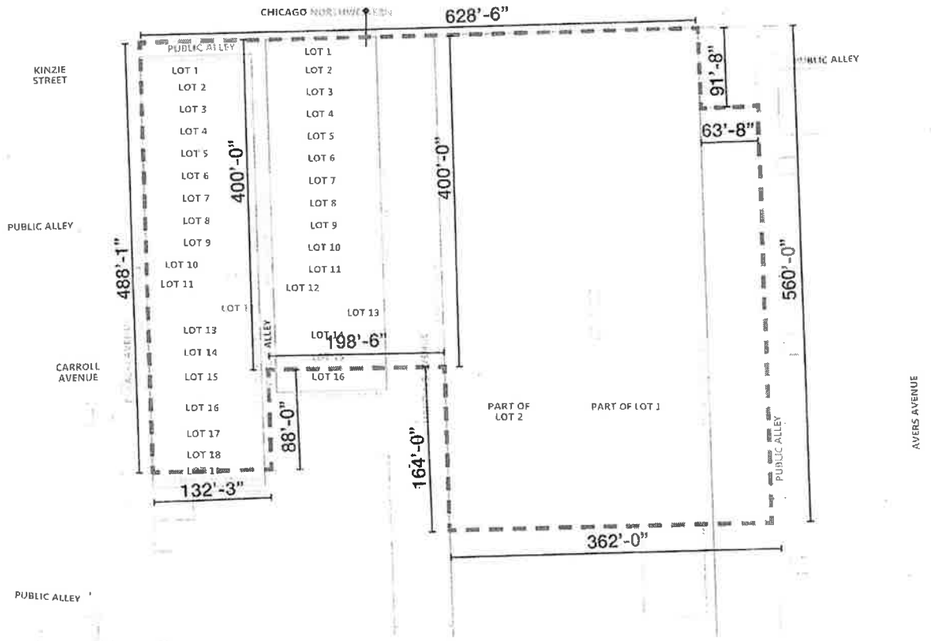
CLAYCO THE ART & SCIENCE OF BUILDING | Lamar Johnson Collaborative



EXISTING LAND USE MAP

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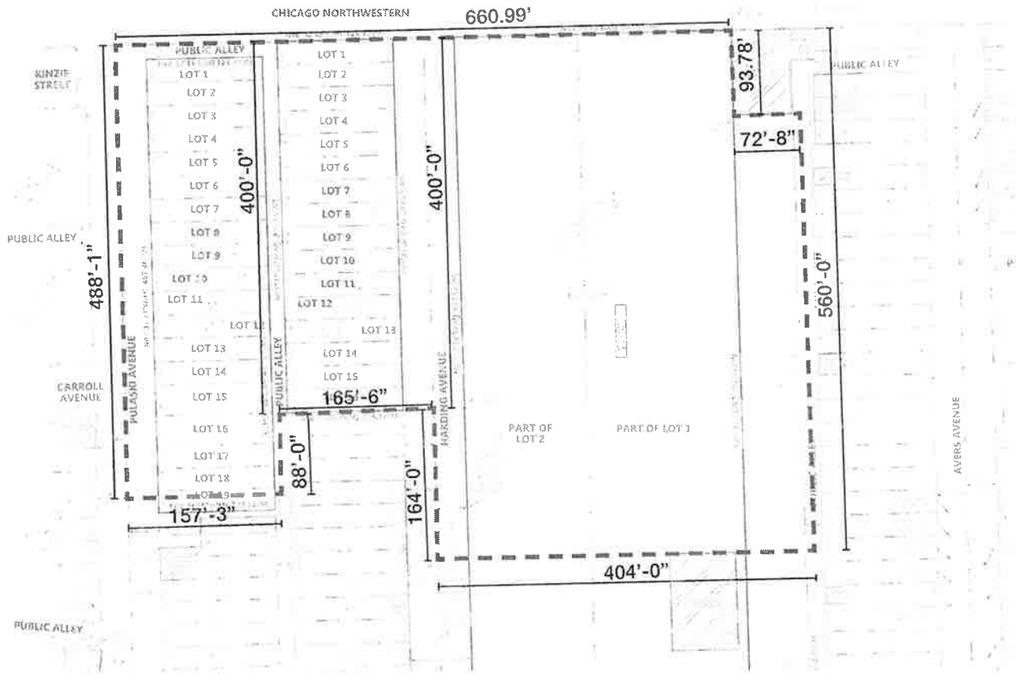
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Existing Site Survey

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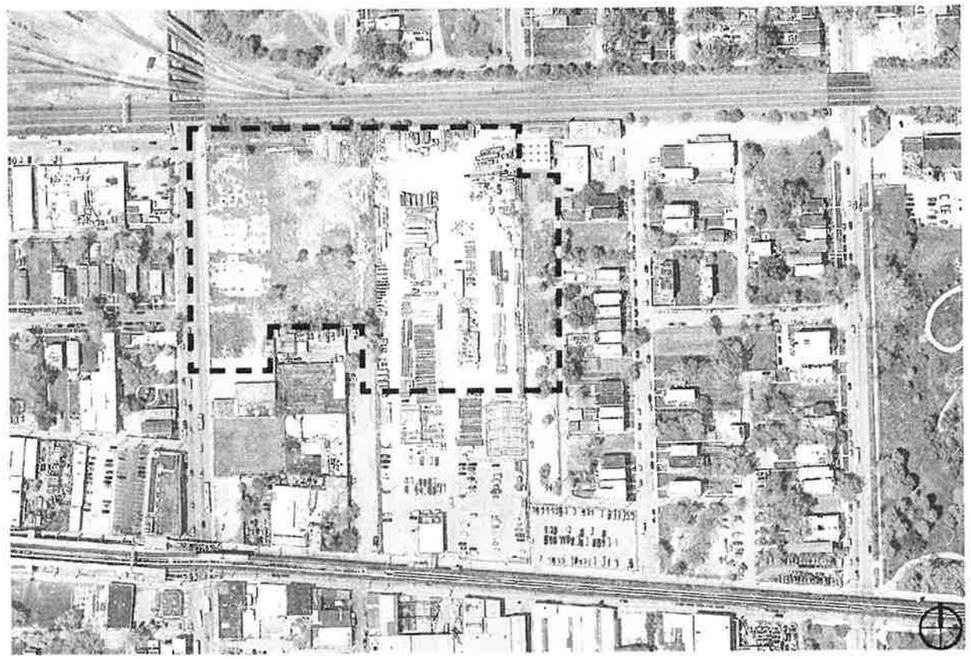
Lamar Johnson Collaborative



PD BOUNDARY MAP

Applicant: Chicago Transit Authority
Address: 335-375 N. Pulaski Road
Introduced: November 1, 2023
Plan Commission: June 20, 2024

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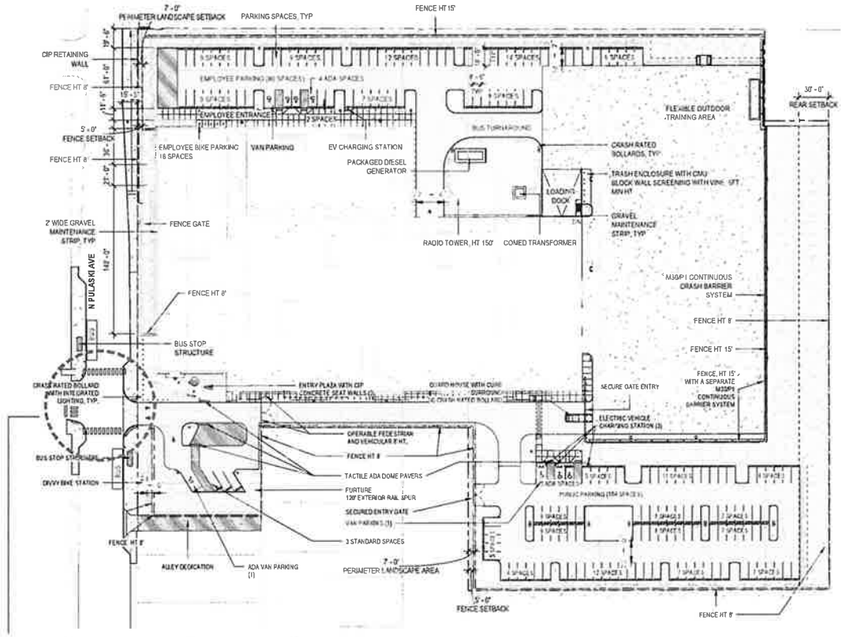


Site Aerial

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LEGEND

SYMBOL	DESCRIPTION
	CONCRETE PAVING - PEDESTRIAN
	ASPHALT - VEHICULAR
	CONCRETE - VEHICULAR
	CONCRETE UNIT PAVERS
	GRAVEL MAINTENANCE STRIP
	NATIVE PLUGS AND SEEDED LANDSCAPE

The design improvements for the Pulaski Road and Carroll Avenue intersection must be coordinated with CDOT/IPRC and approval of such improvements obtained from IDOT prior to building permits being issued.

DIMENSIONED SITE PLAN

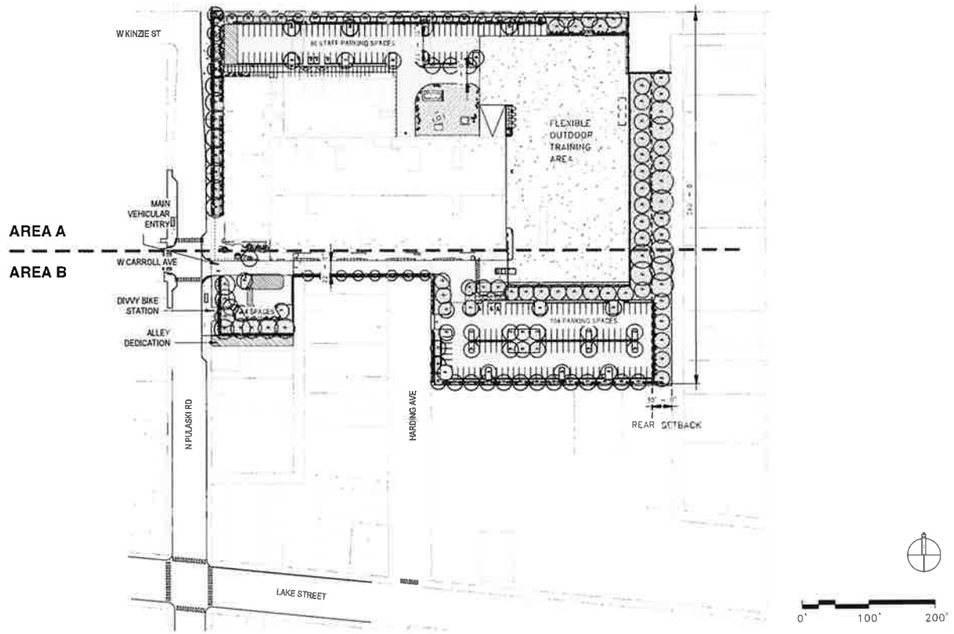
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Applicant: Chicago Transit Authority
Address: 335-375 N. Pulaski Road
Introduced: November 1, 2023
Plan Commission: June 20, 2024

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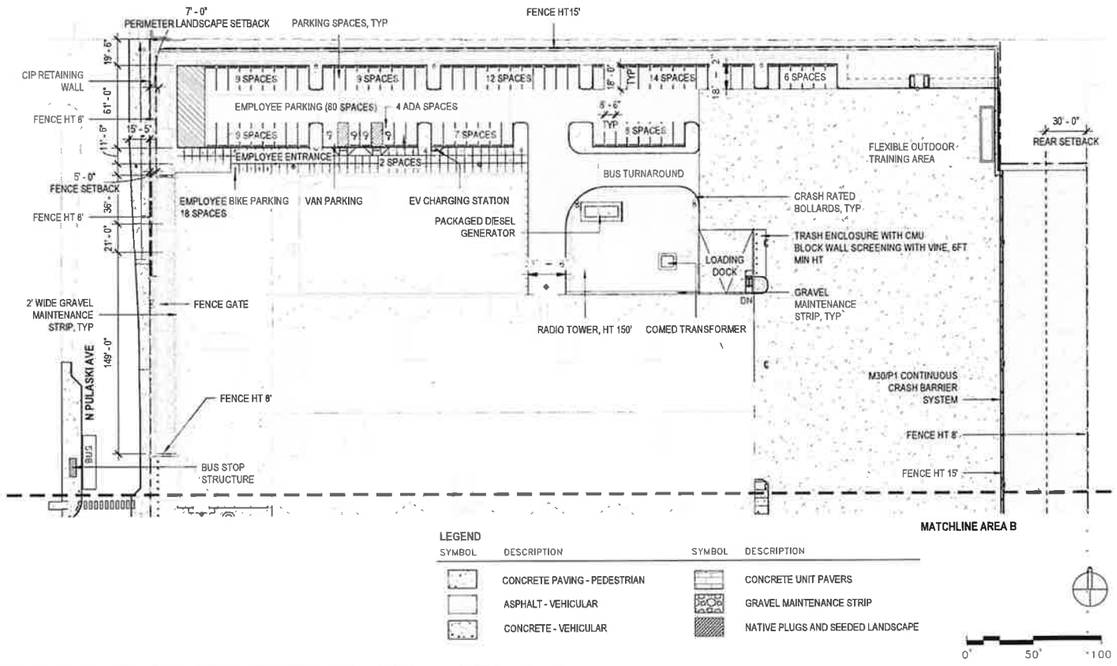
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SITE PLAN

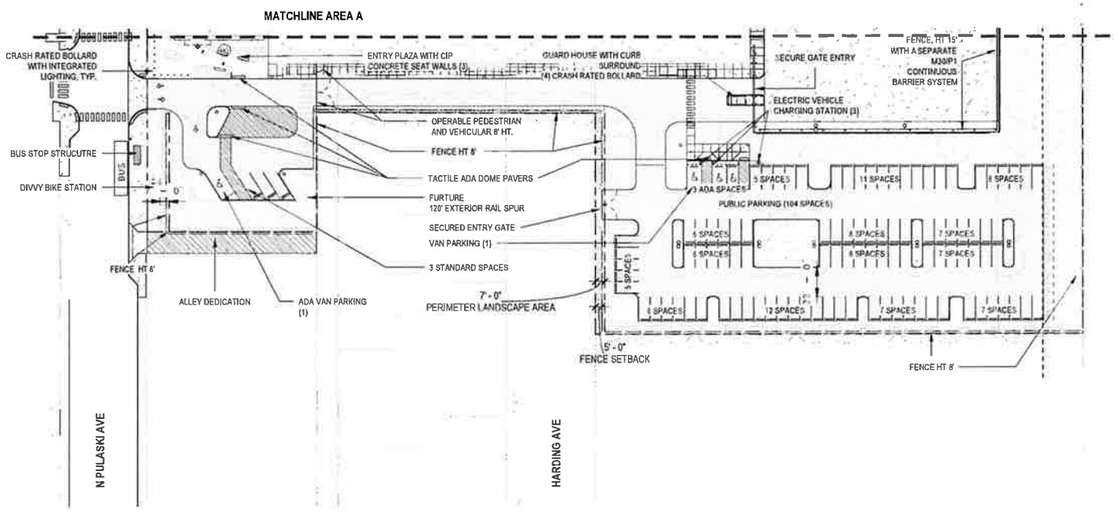
Applicant: Chicago Transit Authority
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DIMENSIONED SITE PLAN - AREA A

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LEGEND

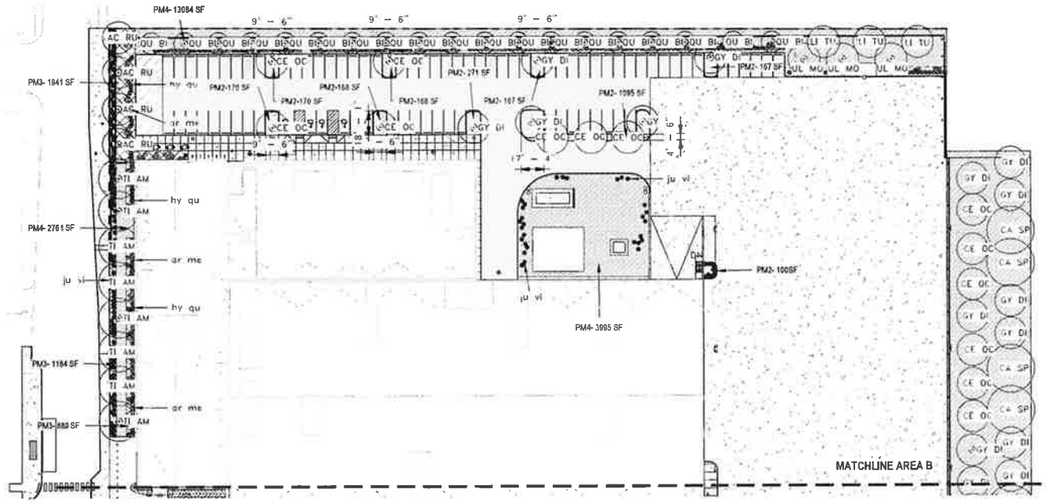
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	CONCRETE PAVING - PEDESTRIAN		CONCRETE UNIT PAVERS
	ASPHALT - VEHICULAR		GRAVEL MAINTENANCE STRIP
	CONCRETE - VEHICULAR		NATIVE PLUGS AND SEEDED LANDSCAPE

0' 50' 100

DIMENSIONED SITE PLAN - AREA B

Applicant: Chicago Transit Authority
Address: 335-375 N. Pulaski Road
Introduced: November 1, 2023
Plan Commission: June 20, 2024

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LEGEND

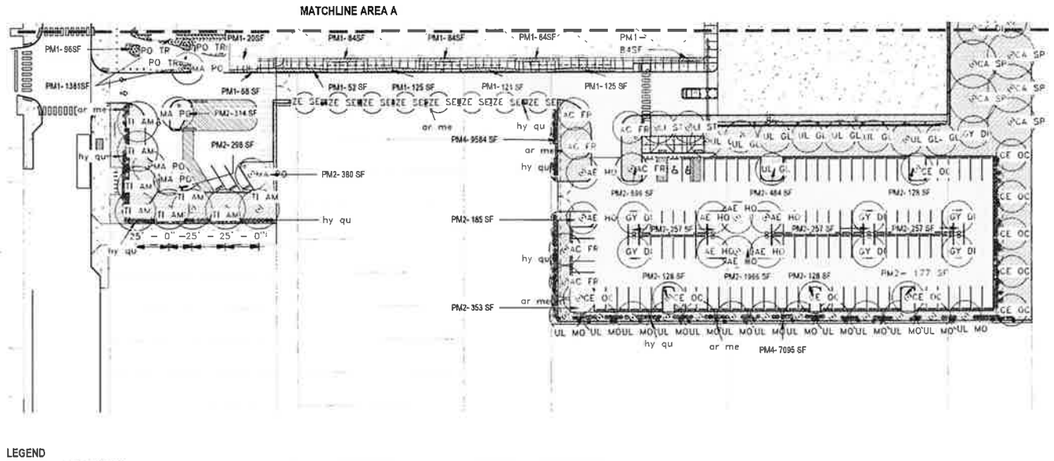
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	DECIDUOUS CANOPY TREES - 2.5" CAL.		DECIDUOUS SHRUBS - 3 GAL.		PM-1 ORNAMENTAL PLANTING MIX
			EVERGREEN SHRUBS - 3 GAL.		PM-2 MIXED PLANTING IN PARKING ISLANDS
					PM-3 FOUNDATION PLANTING
					PM-4 NATIVE PLUGS AND SEEDED LANDSCAPE

0' 50' 100'

PLANTING PLAN-AREA A

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LEGEND

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	DECIDUOUS CANOPY TREES - 2.5" CAL.		DECIDUOUS SHRUBS - 3 GAL.		PM-1 ORNAMENTAL PLANTING MIX
			EVERGREEN SHRUBS - 3 GAL.		PM-2 MIXED PLANTING IN PARKING ISLANDS
					PM-3 FOUNDATION PLANTING
					PM-4 NATIVE PLUGS AND SEEDED LANDSCAPE

0' 50' 100'

PLANTING PLAN-AREA B

Applicant: Chicago Transit Authority
Address: 335-375 N. Pulaski Road
Introduced: November 1, 2023
Plan Commission: June 20, 2024

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PLANTING MIXES

SYMBOL	COMMON NAME	LATIN NAME
PM1	**PLANT MIX 1- ORNAMENTAL PLANTING MIX AT ENTRY**	
	Ornamental Grasses and Sedges	
	Prairie Dropseed	*Sporobolus heterolepis*
	Fox Sedge	*Carex Vulpinoidea*
	Switchgrass	*Panicum virgatum 'Shenandoah*
	Herbaceous Perennials	
	Black-Eyed Susan	*Rudbeckia 'American Goldrush'*
	Summer Beauty	*Allium 'Summer Beauty'*
	Catmint	*Nepeta 'Cat's Pajamas'*
	Catmint	*Calamintha nepeta 'Montrose White'*
PM2	**PLANT MIX 2- PARKING LOT ISLANDS**	
	Ornamental Grasses and Sedges	
	Prairie Dropseed	*Sporobolus heterolepis*
	Palm Sedge	*Carex muskingumensis*
	Herbaceous Perennials	
	Black-Eyed Susan	*Rudbeckia 'American Goldrush'*
	Russian Sage	*Perovskia 'Blue Jean Baby'*
PM3	**PLANT MIX 3- Foundation Planting**	
	Ornamental Grasses and Sedges	
	Switchgrass	*Panicum virgatum 'Northwind'*
	Herbaceous Perennials	
	Avondale Wood Aster	*Aster cordifolius 'Avondale'*
PM4	**PLANT MIX 4- Native Plants and Seeded Landscape**	
	Low Profile Prairie Seed Mix	

SHRUBS

SYMBOL	COMMON NAME	LATIN NAME
ar me	Autumn Magic Black Chokeberry	*Aronia melanocarpa 'Autumn Magic'*
ju vi	Grey Owl Juniper	*Juniperus virginiana 'Grey Owl'*
hy qu	Sike's Dwarf Oakleaf Hydrangea	*Hydrangea quercifolia 'Sike's Dwarf'*

DECIDUOUS TREES

SYMBOL	COMMON NAME	LATIN NAME
AC FR	Marmo Maple	*Acer x freemanii 'Marmo'*
AC RU	Redpointe Maple	*Acer rubrum 'Frank Jr.'*
AE HO	Homestead Buckeye	*Aesculus Homestead Buckeye*
CA SP	Northern Catalpa	*Catalpa speciosa*
CE OC	Chicagoland Hackberry	*Celtis occidentalis 'Chicagoland'*
CE PS	Prairie Sentinel Hackberry	*Celtis occidentalis 'Prairie Sentinel'*
GY DI	Kentucky Coffeetree	*Gymnocladus dioicus*
LI ST	Sweet Gum	*Liquidambar styraciflua*
LI TU	Columnar Tulip Tree	*Liriodendron tulipifera 'Fastigiatum'*
MA PO	White Shield Osage Orange	*Maclura pomifera 'White Shield'*
PO TR	Quaking Aspen	*Populus tremuloides*
QU BI	Beacon Oak	*Quercus Bicolor 'Bonnie and Mike'*
RO PS	Black Locust	*Robinia pseudoacacia 'Chicago Blues'*
TI AM	American Sentry linden	*Tilia americana 'McKSentry'*
UL GL	Triumph Elm	*Ulmus Morton Glossy*
UL MO	Commendation Elm	*Ulmus Morton Stalwart*
ZE SE	Musashino Japanese Zelkova	*Zelkova serrata 'Musashino'*

EVERGREEN TREES

SYMBOL	COMMON NAME	LATIN NAME
JU CO	Emerald Sentinel Juniper	*Junipers virginiana 'Corcorcor'*

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PLANT MIX 4- Native Plants and Seeded Landscape

Basic Mix Without Supplemental Plugs	
Average Mix Height (ft)	2.6
Median Mix Height (ft)	2.5
Species Heights (# of Occurrences in Mix)	2.5' (3), 3' (8), 4' (3), 6' (1)
Number of Native Species in Mix	15
Species (%)	100 %
Native Mean C Value	4.5
Native Mean W Value	7.5
Natural Wetland Category	FACU
Diversity of Native Seed	24.2
Seeds per Square Foot	17.1
Percent of Mix (by Seed Count) Remaining Establishment	56.1%

Designed for sunny areas that are mesic to dry for most of the growing season. Composed of a diverse collection of shorter-profile prairie grass and wildflower species, this mix is ideal for areas where taller vegetation is not appropriate. Averaging 2.6' in height by seed count, with over 56% wildflowers, this mix provides an array of blooms from April through October. When installed and managed correctly, this mix typically begins flowering in the second growing season, starting with the yellow blooms of annual Partridge Pea and biennial Black-Eyed Susan. An additional colorful matrix of perennial species appears in the succeeding 3 to 5 years.

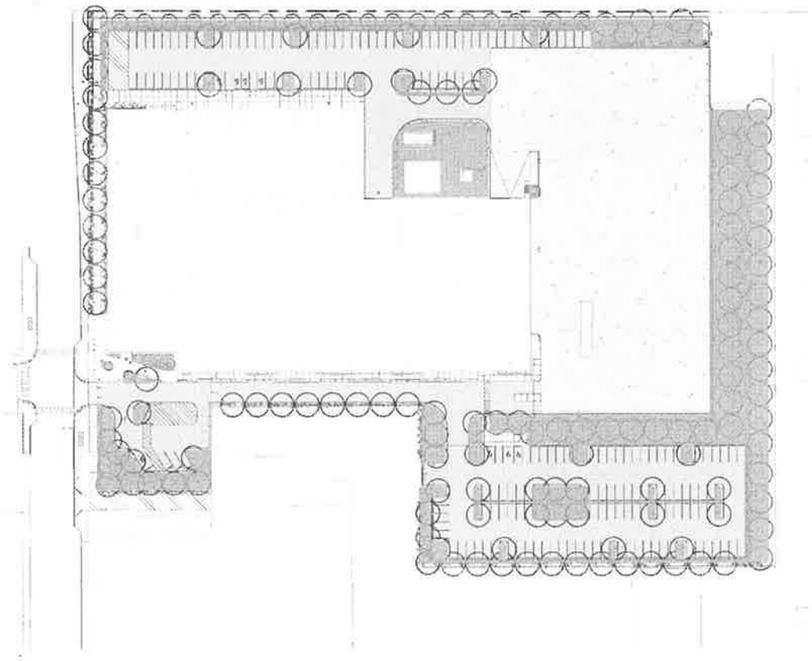
Grasses, Sedges, & Rushes

CODE	SCIENTIFIC NAME	COMMON NAME	C-VALUE	W-VALUE	WETNESS	HEIGHT Min-Max	HEIGHT Typical	BLOOM COLOR	BLOOM TIME A	M	J	J	A	S	O	SEEDS/OZ	OZ/ACRE	LB/ACRE	% OF MIX by Weight	% OF MIX by Seed Count	GERMINATION	TOP SOW
[illegible]	Sporobolus cryptandrus	Sand Dropseed	4	5	UPL	1.5-2.5'	2	N/A								4,000	128.00	8.00	82.05%	33.33%	N/A	
CAVUL	Carex bicknellii	Bicknell's Sedge	10	5	FACU	1.5-2.5'	2	N/A								17,000	8.00	0.31	3.36%	2.33%	EST 14d	
CAVUL	Carex brevior	Plains Oval Sedge	4	6	FAC	1-2'	2	N/A								73,000	4.00	0.24	2.46%	7.00%	EST 14d	
CAMUR	Carex muricata	Field Oval Sedge	2	6	FAC	1.25-3'	2	N/A								74,000	2.00	0.13	1.31%	8.56%	EST 14d	
ELVIR	Elymus virginicus	Virginia Wild Rye	6	3	FACU	3-5'	5	N/A								5,200	32.00	2.00	20.51%	8.33%	N/A	
SCSCO	Schizachyrium scoparium	Little Bluestem	4	3	FACU	1.5-3'	2	N/A								1,360,000	0.17%	0.01	0.06%	2.00%	EST 14d	
SPAUR	Panicum virgatum	Switch Grass	5	6	FAC	3-6'	4	N/A								13,000	4.00	0.26	2.69%	2.67%	N/A	
[illegible]	[illegible]	[illegible]	5	8	FACU	2-3'	3	N/A								15,000	16.00	1.00	10.26%	10.00%	N/A	
																Grass/Sedge Subtotals		14.259	56.36%	44.81%		

Wildflowers

CODE	SCIENTIFIC NAME	COMMON NAME	C-VALUE	W-VALUE	WETNESS	HEIGHT Min-Max	HEIGHT Typical	BLOOM COLOR	BLOOM TIME A	M	J	J	A	S	O	SEEDS/OZ	OZ/ACRE	LB/ACRE	% OF MIX by Weight	% OF MIX by Seed Count	GERMINATION	TOP SOW
ASSYR	Asclepias syriaca	Common Milkweed	2	5	UPL	3-5'	3.5	Purple								2,500	8.00	0.50	3.15%	0.71%	EST 14d	
DAPUR	Dalea purpurea	Purple Prairie Clover	4	5	UPL	1-2'	1	Purple								54,000	2.00	0.13	0.82%	1.56%	EST 10d at 85°	
ECPAL	Echinacea pallida	Pale Purple Coneflower	3	5	UPL	2-3'	3	Purple								15,000	8.00	0.50	3.15%	1.78%	EST 10d at 85°	
ECPUR	Echinacea purpurea	Purple Coneflower	3	5	UPL	3-5'	4	Purple								4,500	4.00	0.28	1.76%	0.64%	N/A	
ERYNG	Eryngium yuccifolium	Rattlesnake Master	5	0	FAC	2-5'	3	White								7,000	4.00	0.25	1.58%	0.56%	EST 14d	
HEHEL	Helenium autumnale	Sneezeweed	5	3	FACU	4-5'	5	Yellow								4,100	4.00	0.24	1.54%	0.97%	EST 30	
HEVIR	Heliopsis helianthoides	False Sunflower	3	3	FACU	3-5'	4	Yellow								3,000	4.00	0.73	4.62%	0.59%	EST 30 & 4°	
LIASP	Liatris spicata	Dense Blazing Star	6	5	UPL	3-5'	3	Purple								13,000	4.00	0.25	1.58%	0.29%	EST 10d	
MOFIS	Monarda fistulosa	Wild Bergamot	4	3	FACU	2-4'	3	Purple								75,000	2.00	0.13	0.82%	1.67%	N/A	
PAGRA	Parthenium integrifolium	Wild Quinine	8	5	UPL	2-3.5'	3	White								7,000	8.00	0.50	3.15%	1.03%	EST 14d	
PAMEG	Penstemon digitalis	Foxglove Beardstongue	4	0	FAC	3-5'	3	White								130,000	2.00	0.13	0.82%	4.44%	EST 45 D	
PYTEN	Pycnanthemum tenuifolium	Slender Mountain Mint	7	0	FAC	1-3'	2	White								174,000	0.50	0.03	0.19%	1.36%	N/A	
RUTRI	Rudbeckia triloba	Thinleaf Coneflower	2	5	UPL	2-5'	4	Yellow								89,000	1.00	0.23	1.45%	7.14%	EST 14d	
RUFUL	Rudbeckia fulgida	Orange Coneflower	3	5	OBL	2-3'	3	Orange								31,000	4.00	0.25	1.58%	2.33%	EST 14d	
RUHIR	Rudbeckia hirta	Black-eyed Susan	1	3	FACU	2-3'	2	Yellow								65,000	6.00	0.38	2.46%	13.25%	EST 30	
SOCAN	Solidago canadensis	Tall Goldenrod	5	5	UPL	3-4'	3	Yellow								191,000	0.50	0.03	0.19%	3.67%	EST 30	
SOREG	Solidago regida	Soft Goldenrod	4	3	FACU	2-3'	2	Yellow								47,000	1.00	0.06	0.39%	0.32%	EST 30	
VERNO	Vernonia fasciculata	Prairie Ironweed	5	3	FACU	3-4'	3	White								290,000	1.00	0.06	0.39%	5.68%	N/A	
VIPRA	Viola pratincola	Prairie Blue Violet	5	3	FACU	1-1.5'	1	Blue								55,000	1.00	0.06	0.39%	0.98%	N/A	
SYNOV	Symphyotrichum novae-angliae	New England Aster	4	3	FACW	4-5'	3	Purple								94,000	0.50	0.03	0.19%	0.84%	EST 30	
IRVIR	Iris virginica	Blue Flag	2	3	FACU	2-4'	3	Blue								8,000	8.00	0.50	3.15%	0.71%	EST 120d at 33°	
VERHA	Verbena hastata	Blue Vervain	3	5	UPL	3-5'	4	Blue								24,000	2.00	0.13	0.82%	0.85%	EST 30	
ZIAUR	Zizia aurea	Golden Alexanders	7	0	FAC	1-2.5'	2	Yellow								11,000	16.00	1.00	6.41%	9.33%	EST 30 at 4°	
																Wildflower Subtotals		17.172	41.64%	54.19%		
																Mix TOTALS		31.430	100.00%	100.00%		

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SUMMARY

Total Parking Lot Area + Total Vehicle Use Area (VUA)	150,543 SF

LANDSCAPE AREA

Required landscape area 10% of parking and VUA (a)	15,054 SF
Provided landscape area	58,777 SF

NUMBER OF TREES

Required trees One tree per 125 SF of required landscape area (exclusive of perimeter tree planting)	(a) / 125 = 121 Trees
Provided trees	137 Trees

LEGEND

Vehicle Use Area (VUA)

Landscape Area if VUA is required

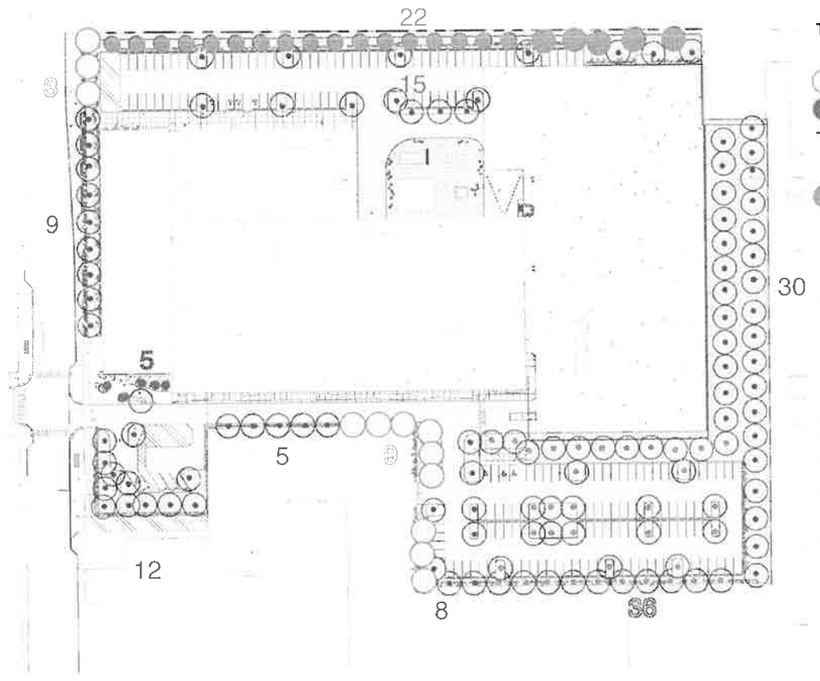
VUA SUMMARY

Applicant: Chicago Transit Authority
Address: 335-375 N. Pulaski Road
Introduced: November 1, 2023
Plan Commission: June 20, 2024

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TREE SUMMARY

All Trees	154
Perimeter ROW (a)	12
Multi stem (b)	5
Final Tree Count All trees - (a) - (b)	137
Columnar	22

LANDSCAPE AREA

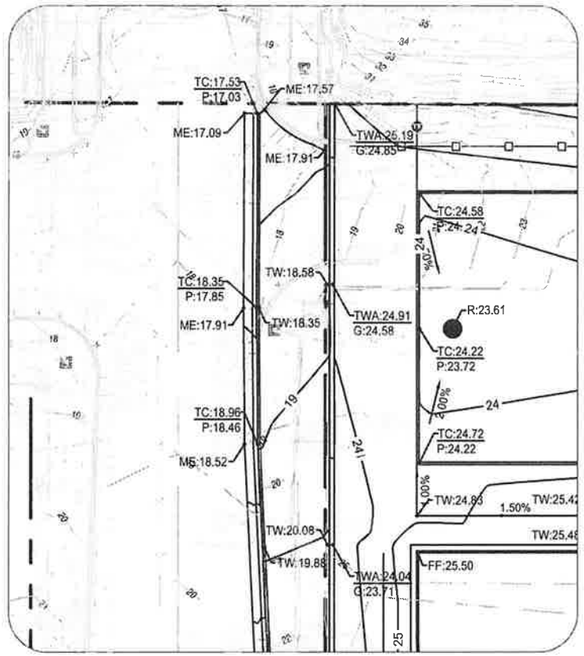
Required landscape area 10% of parking and VUA (x)	15,054 SF
Provided landscape area	58,777 SF
Required trees One tree per 125 SF of required landscape area (exclusive of perimeter tree planting)	(x) / 125 = 121 Trees
Provided trees	137 Trees
Surplus trees Provided trees-required trees	137-121= 16 Trees

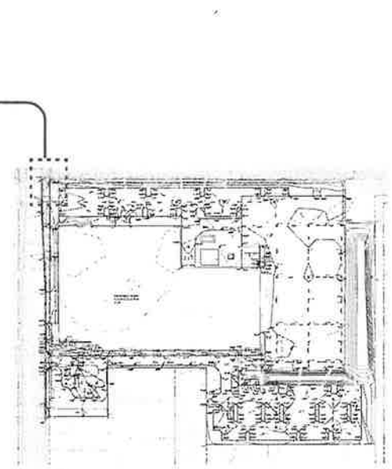
TREE SUMMARY

Applicant: Chicago Transit Authority
Address: 335-375 N. Pulaski Road
Introduced: November 1, 2023
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Key Plan

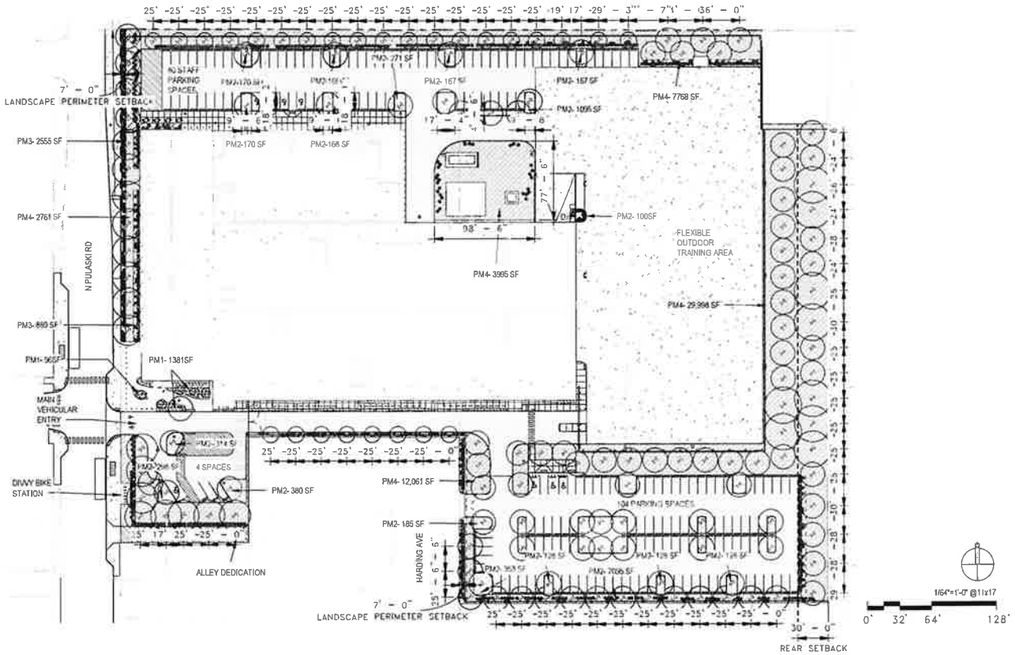
GRADING PLAN- Sidewalk along Pulaski

Applicant: Chicago Transit Authority
Address: 335-375 N. Pulaski Road
Introduced: November 1, 2023
Plan Commission: June 20, 2024

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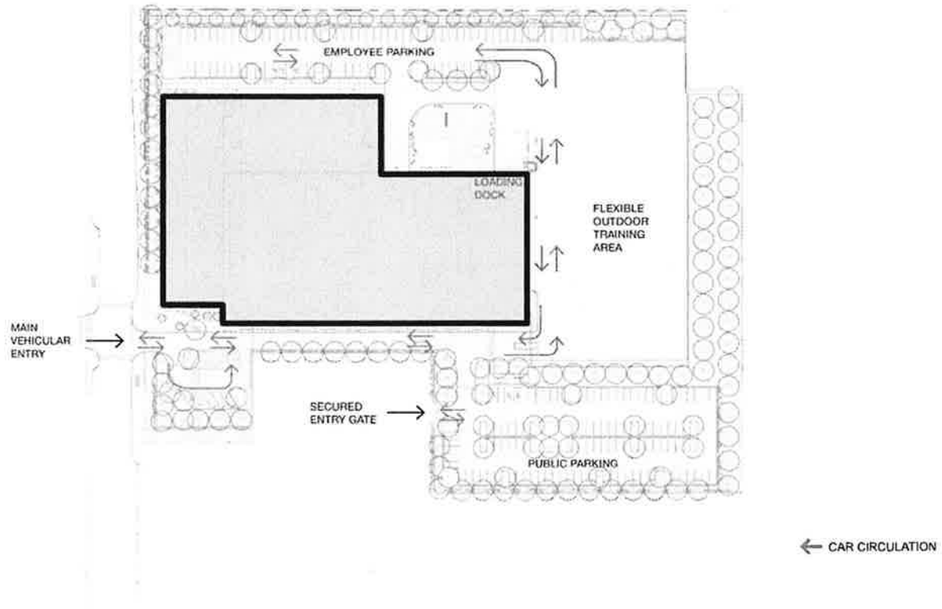
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DIMENSIONED LANDSCAPE PLAN

CLAYCO

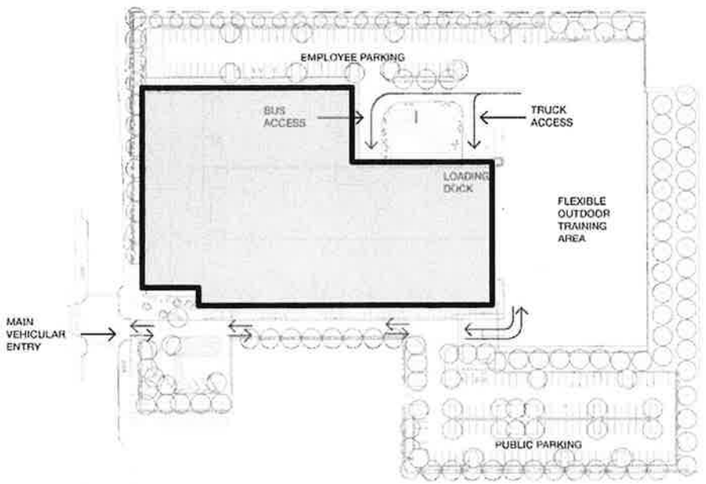
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Circulation Diagram

Applicant: Chicago Transit Authority
Address: 335-375 N. Pulaski Road
Introduced: October 18, 2023
Plan Commission:

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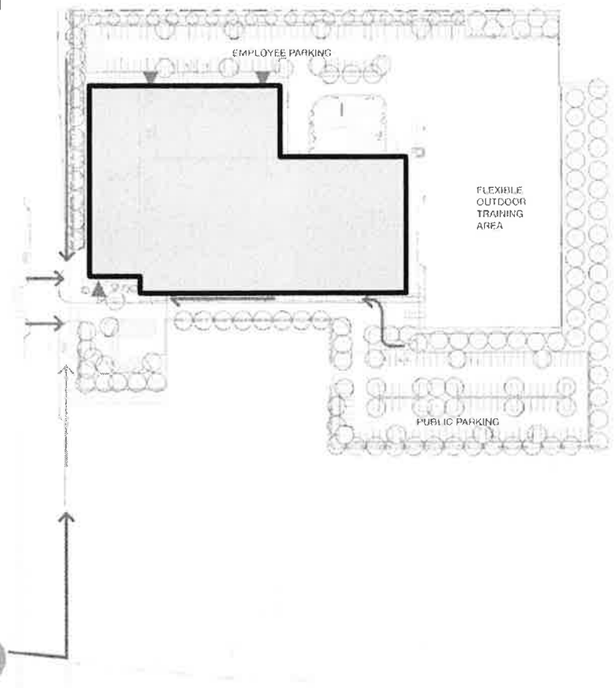


TRUCK/ BUS CIRCULATION

Circulation Diagram

Applicant: Chicago Transit Authority
Address: 335-375 N. Pulaski Road
Introduced: October 18, 2023
Plan Commission:

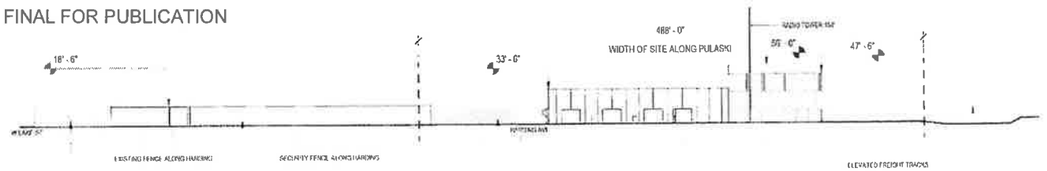
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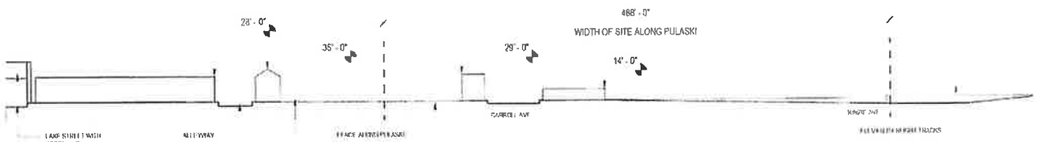
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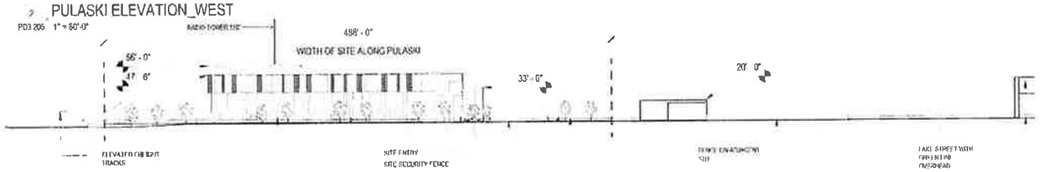
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3 EAST BUILDING ELEVATION LOOKING WEST
PD3 205 1" = 60'-0"



2 PULASKI ELEVATION_WEST
PD3 205 1" = 60'-0"



1 WEST BUILDING ELEVATION LOOKING EAST
PD3 205 1" = 60'-0"

Street Elevations

Applicant: Chicago Transit Authority
Address: 335-375 N. Pulaski Road
Introduced: October 18, 2023
Plan Commission:

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Chicago Sustainable Development Policy 2017.01.12

DPD
DEPARTMENT OF PLANNING & DEVELOPMENT

| Compliance Options | Points Required | | Sustainable Strategies Menu | | |

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CHICAGO

DPD
Department of Planning
and Development

CHICAGO PLAN COMMISSION
Department of Planning and Development

CTA TRAINING AND CONTROL CENTER
335-375 N Pulaski Rd
Ward 37, Alderman Emma Mitts

Chicago Transit Authority / Bridget O'Keefe, Daspin & Aument

June 20, 2024

Project Description

The Applicant is proposing the following:

- Rezone the Property from PMD-9 (Northwest Planned Manufacturing District) to an Institutional Planned Development.
- Zoning map amendment to allow development of a 56 ft. high, 3-story 140,000 sf, building to hold the Chicago Transit Authority's proposed training and control operations center on land which is currently vacant. The building will contain general office space, classrooms and training spaces, and a control center.

West Garfield Park Community Area Profile

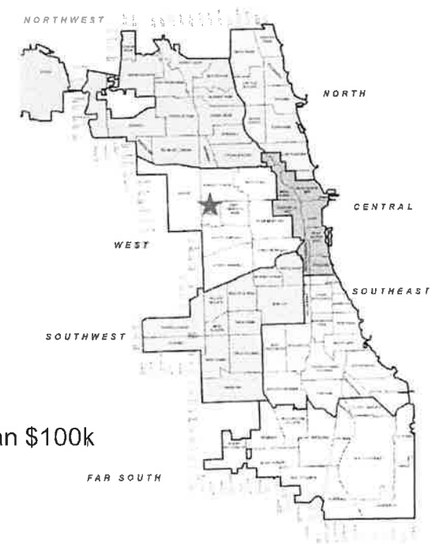
Population:
- 17,433 residents; 24.3% decrease since 2000

Demographics:
- 92.3% Black, 4.1% Latino, 2.5% White & 1.1% Other

Educational Attainment:
- 4.7% Bachelor's Degree, 2.1% Graduate Degree

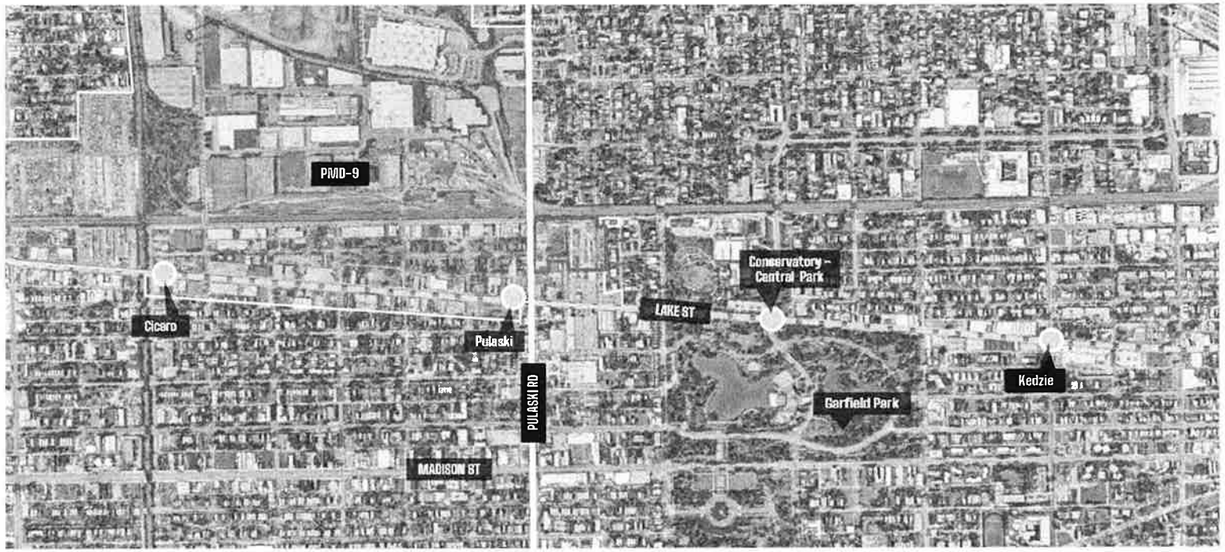
Income Disparities:
- 67.2% households earn $50k or less, 10.1% earn more than $100k

Housing:
- 72.6% renter-occupied, 27.4% owner-occupied



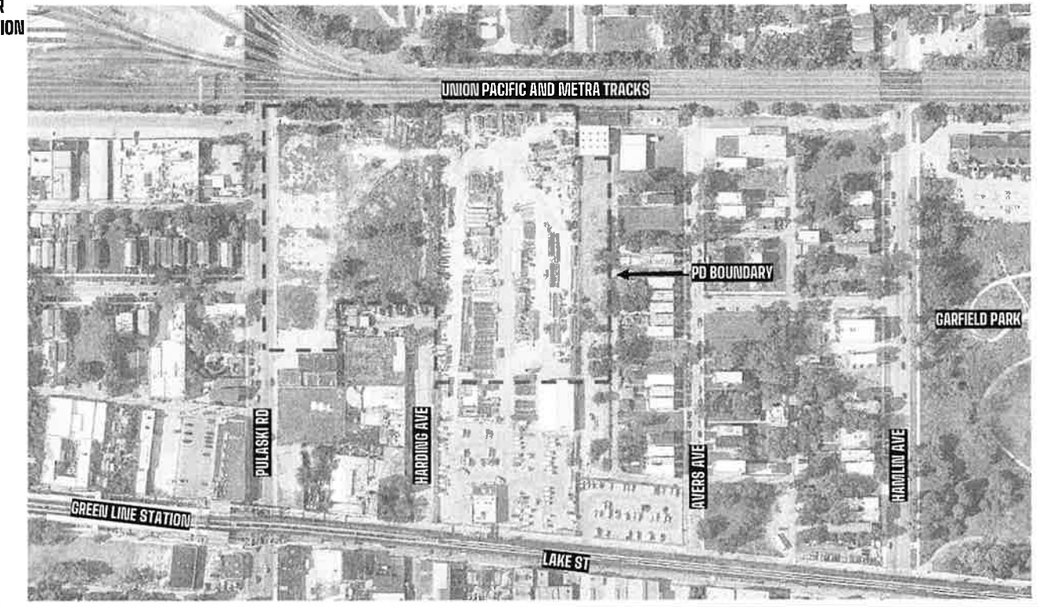
Source: 2000, 2010 & 2020 Census & 2017-2021 American Community Survey 5-year estimates, from CMAP

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CONTEXT MAP

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SITE PLAN

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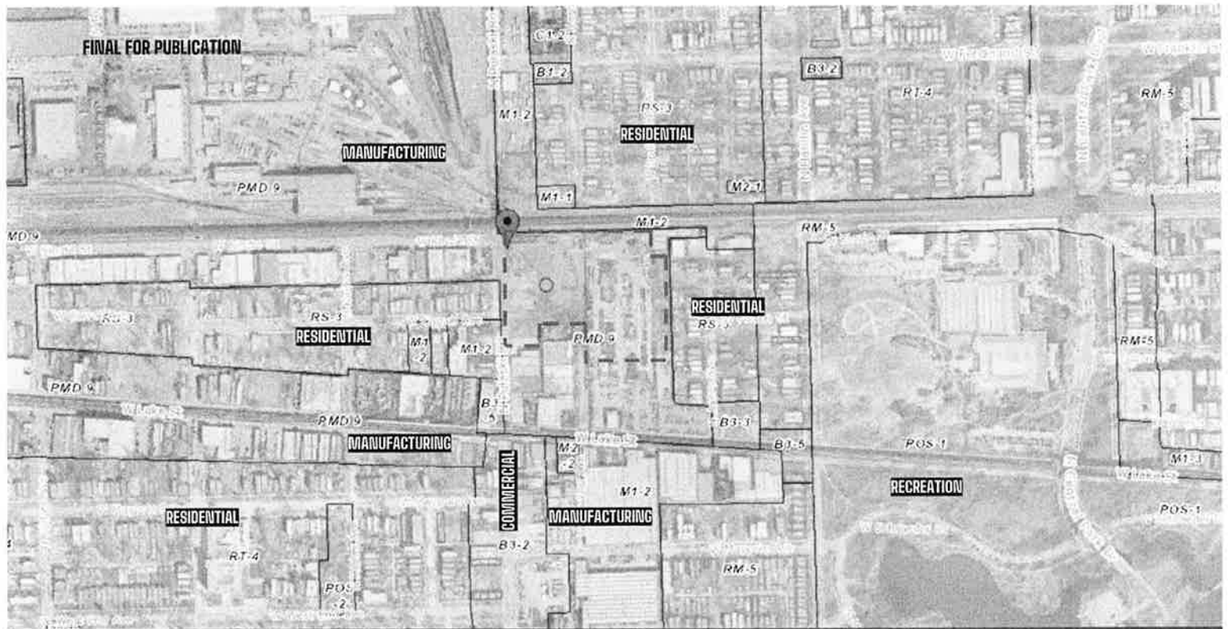
Project Timeline + Community Outreach

- **Filing date/CC Introduction**: October 18, 2023

- **Departmental Approvals**: Mayor's Office for People with Disabilities (MOPD), Fire (CFD), Stormwater and Chicago Department of Transportation (CDOT)

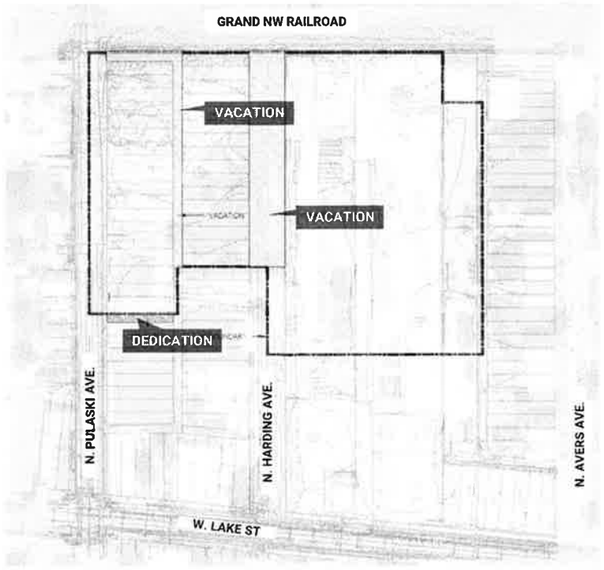
- **Alderman Review and Public Meetings**: March 23, 2023 and March 28, 2024

- **Project Changes Based on Feedback**
  - Perimeter fence height modified from 15' to 8' along Pulaski Road
  - Site boundary modified to accommodate plantings
  - Western perimeter trees added to offset street trees
  - Curb flares added at Carroll per CDOT request
  - Tree types modified per CDOT request



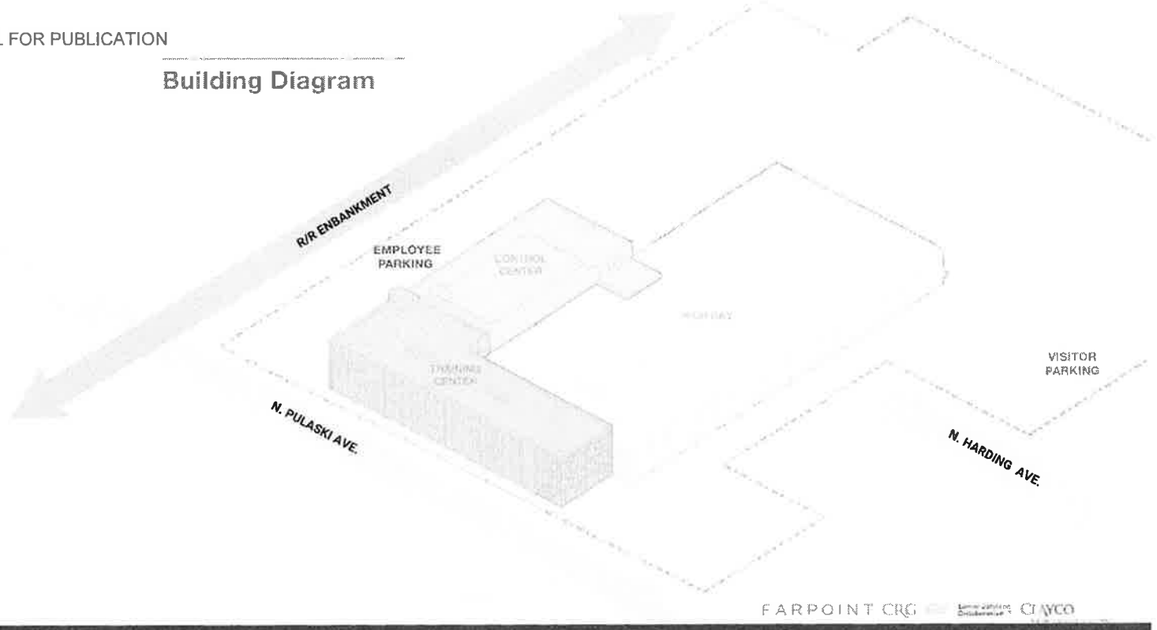
LAND USE CONTEXT PLAN

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DEDICATION AND VACATION OF STREET & ALLEY (PUBLIC RIGHT OF WAY)

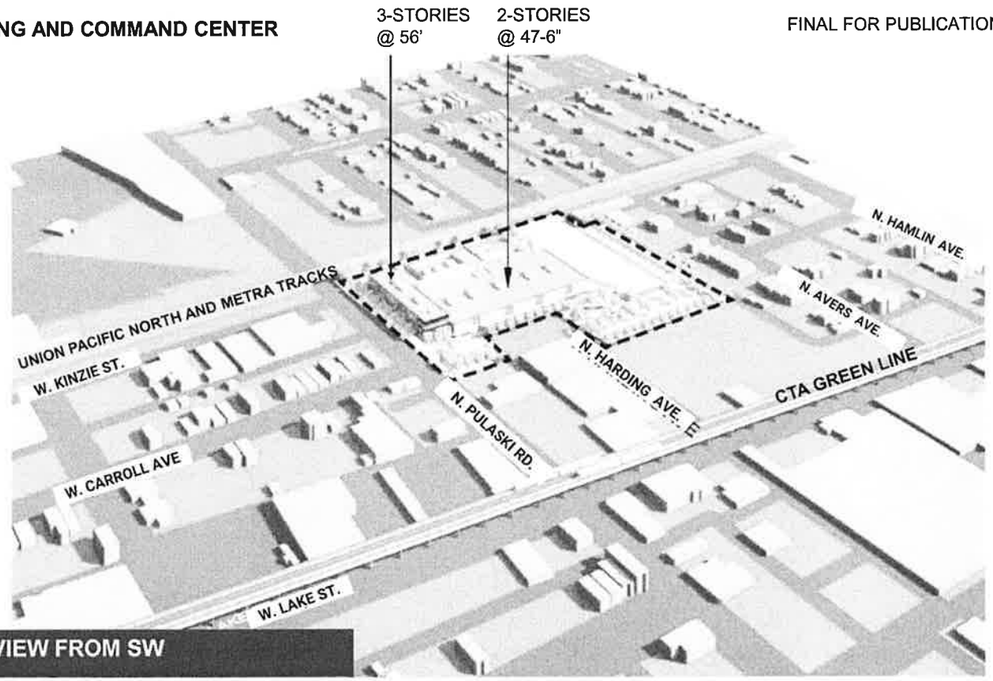
Building Diagram



BUILDING DIAGRAM

TRAINING AND COMMAND CENTER

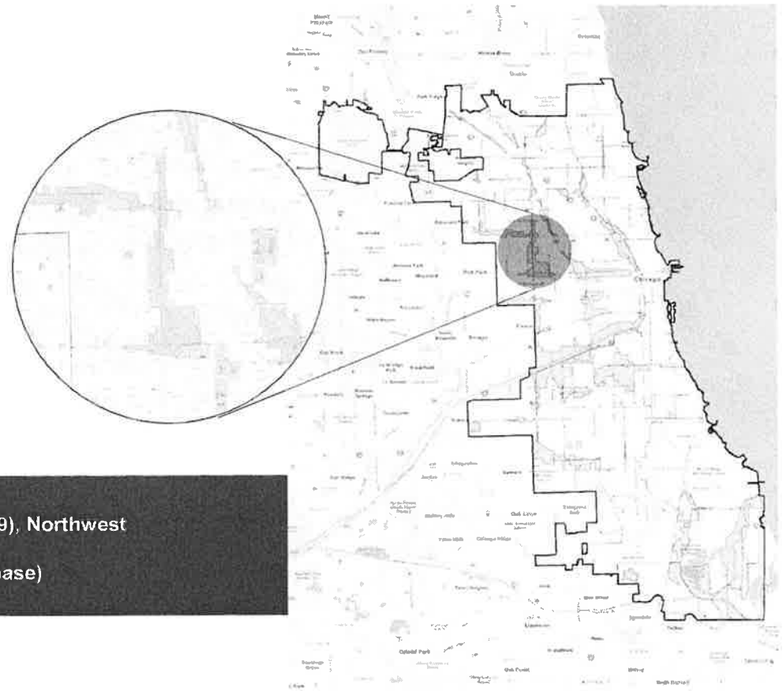
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AERIAL VIEW FROM SW

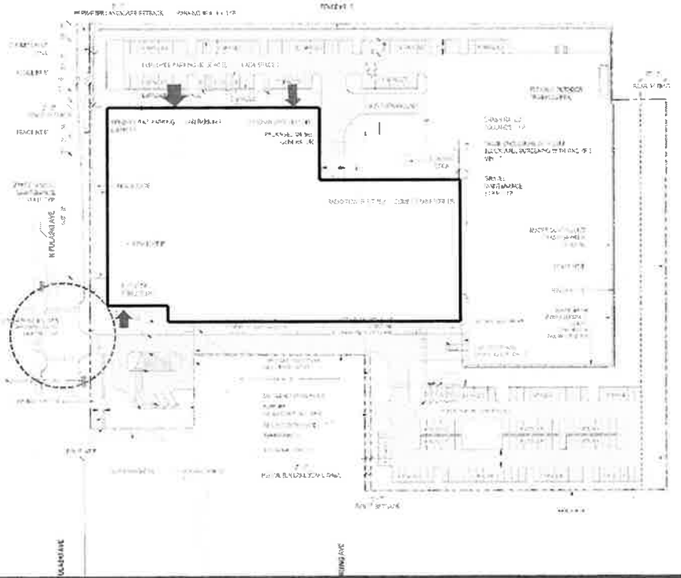
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Planning Context



- Planned Manufacturing District #9 (PMD-9), Northwest
- Estimated Project Timeline: 4 Years (1 Phase)

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THE DESIGN IMPROVEMENTS FOR THE PULASKI ROAD AND CARROLL AVENUE INTERSECTION MUST BE COORDINATED WITH CDOT PRC AND APPROVAL OF SUCH IMPROVEMENTS OBTAINED FROM IDOT PRIOR TO BUILDING PERMITS BEING ISSUED.

SITE PLAN

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AERIAL VIEW FROM SW DIRECTION

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PUBLICATION



EXISTING CONDITIONS – SOUTHWEST CORNER OF SITE ON PULASKI

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PRECAST CONCRETE PANELS WITH REVEALS & ALTERNATING COLORS

BUTT GLAZED CURTAIN WALL WITH PATTERNED SPANDREL AND PATTERNED VISION GLAZING



ALUMINUM CANOPIES





RENDERING FROM SOUTHWEST CORNER

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PEDESTRIAN CONTEXT – PULASKI ROAD, WEST ELEVATION

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PATTERNED AND PAINTED PRECAST PANELS

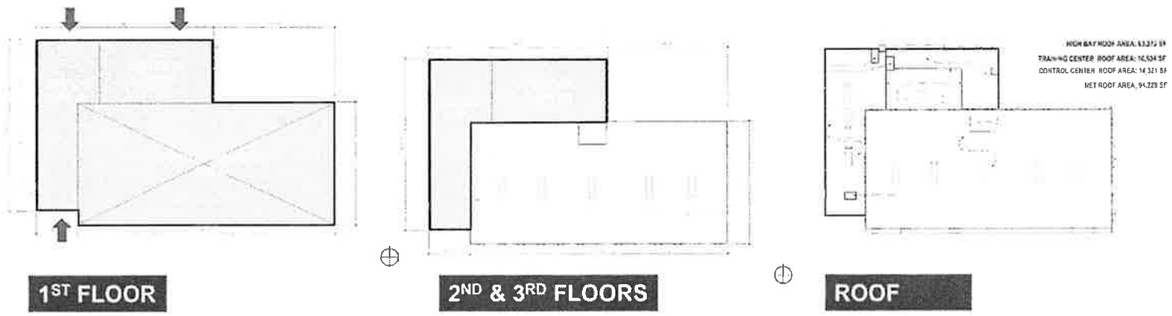
BUTT GLAZED CURTAIN WALL WITH PATTERNED SPANDREL AND PATTERNED VISION GLAZING





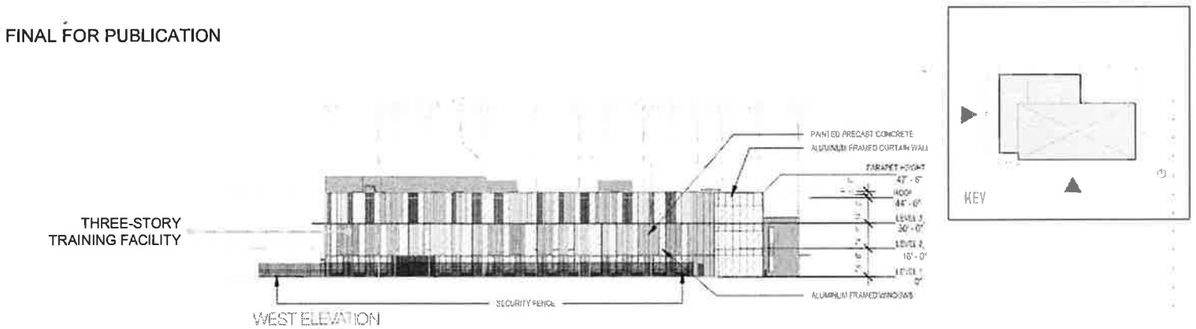
RENDERING FROM NORTHWEST CORNER

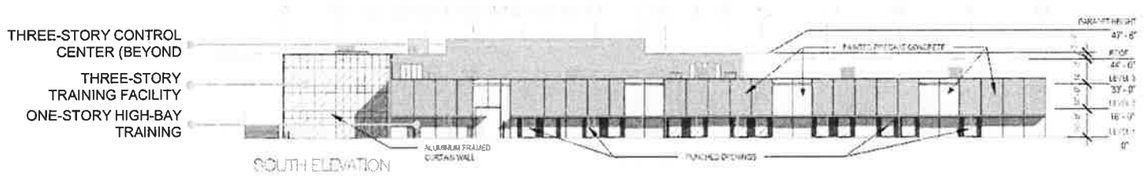
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PROGRAMMATIC FLOOR PLANS

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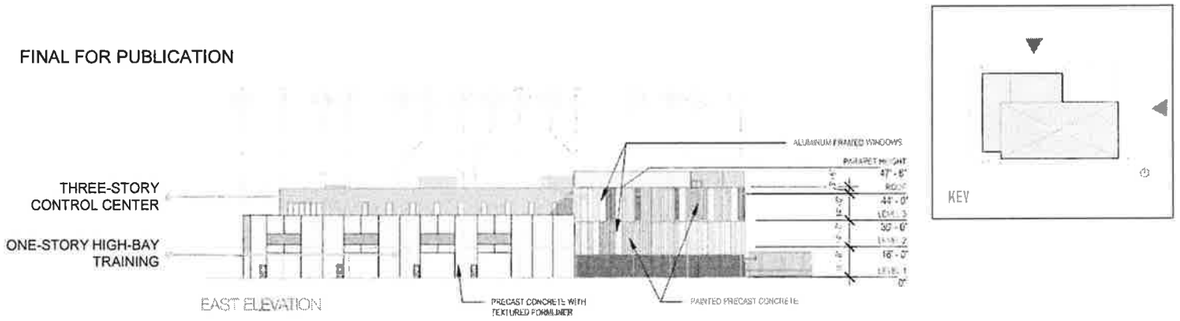


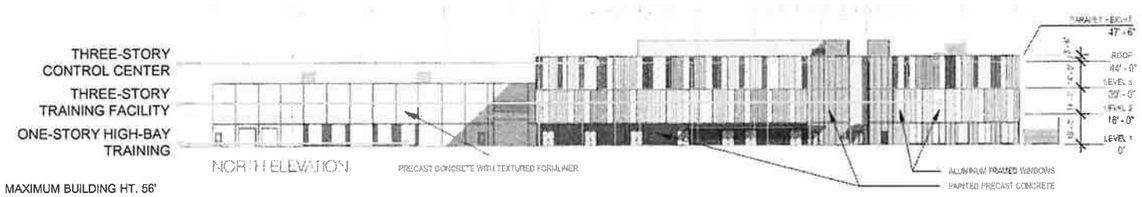


MAXIMUM BUILDING HT. 56'
WITH EQUIPMENT SCREEN

WEST AND SOUTH BUILDING ELEVATIONS

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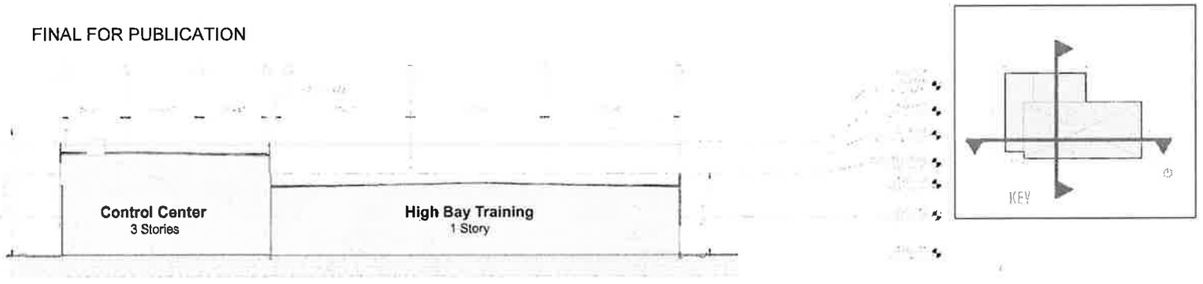




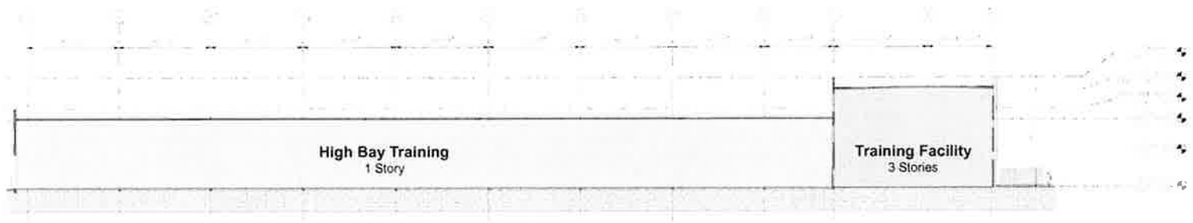
MAXIMUM BUILDING HT. 56'
WITH EQUIPMENT SCREEN

EAST AND NORTH BUILDING ELEVATIONS

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N-S BUILDING SECTION

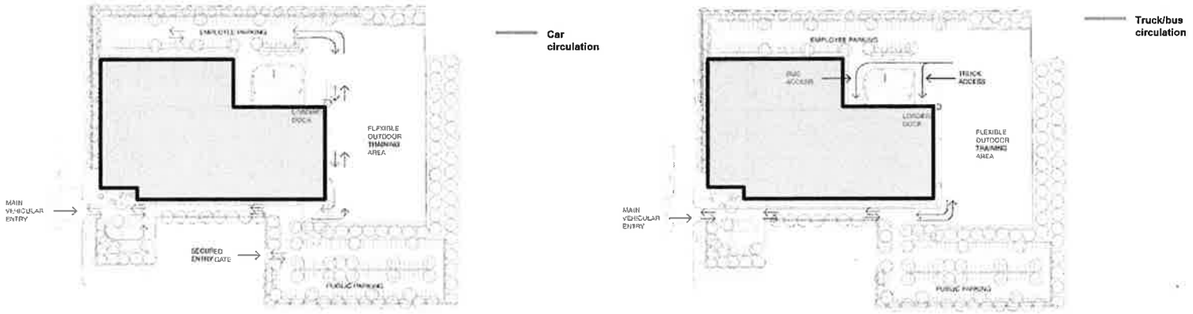


E-W BUILDING SECTION

BUILDING SECTIONS

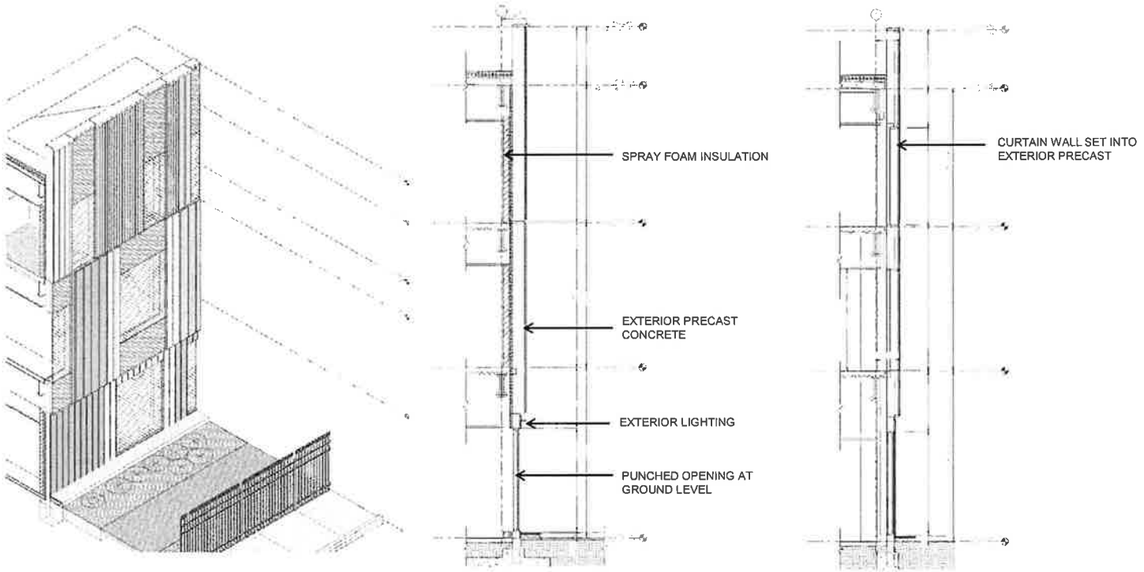
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Transportation, Traffic, and Parking Notes:



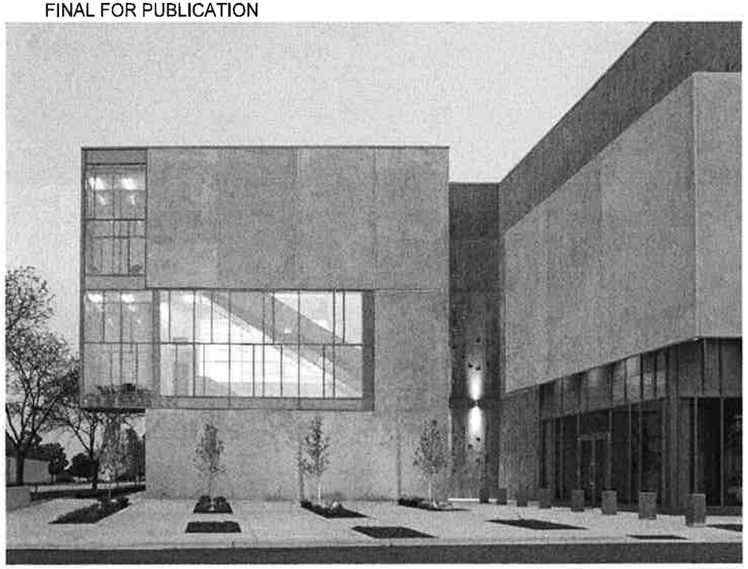
TRANSPORTATION, TRAFFIC, AND PARKING

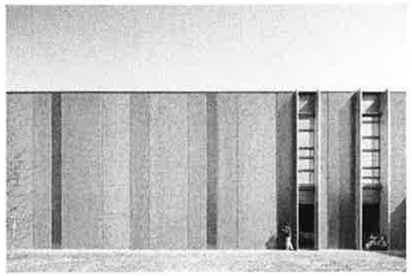
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FAÇADE SECTIONS

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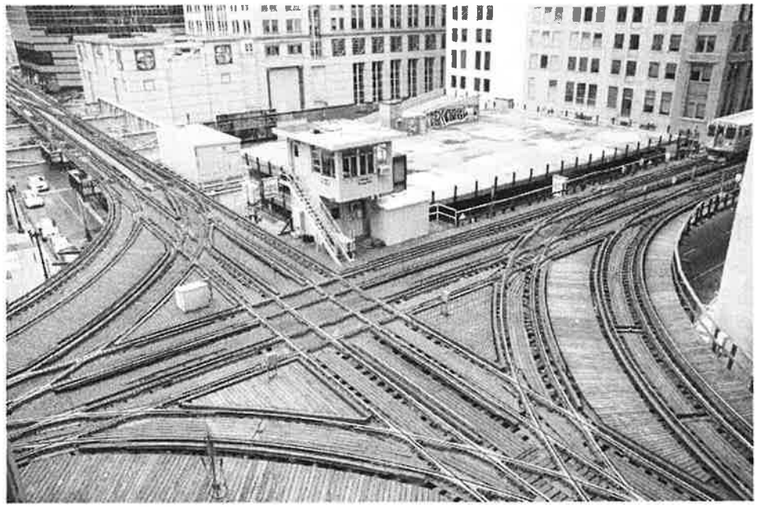




BUILDING MATERIALS- MISSION CRITICAL PRECEDENTS

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BUILDING MATERIALS - MISSION CRITICAL PRECEDENTS

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Lake & Pulaski – View North


Lake & Pulaski – View South

- The signalized intersections of Lake Street with Pulaski Road and Hamlin Avenue currently experience capacity constraints during the peak hours due to the existing traffic volumes and the limited green time Lake Street receives.
    - Consideration should be given to reallocating seven (7) seconds of green time from Pulaski Road to Lake Street during the weekday morning and three (3) seconds during the weekday evening.
    - Consideration should be given to reallocating three (3) seconds of green time from Hamlin Avenue to Lake Street during the weekday morning peak hour.
- With the adjustments, these intersections will have sufficient reserve capacity to accommodate existing traffic volumes and the traffic estimated to be generated by the proposed development.
- The proposed access system will be adequate in accommodating the traffic estimated to be generated by the development.


Lake & Hamlin – View South

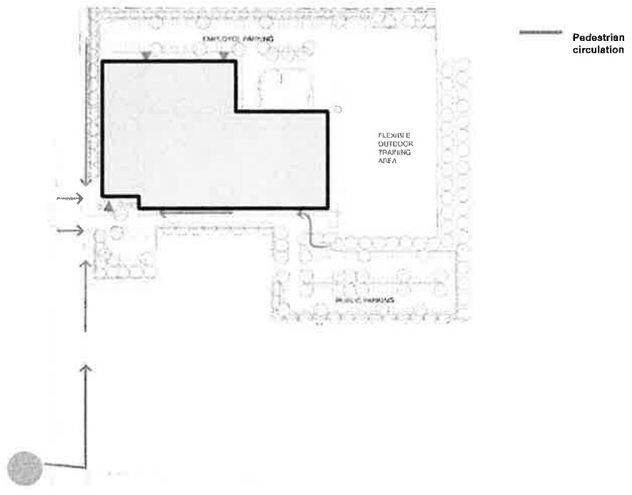
TRAFFIC STUDY

TRANSPORTATION, TRAFFIC, AND PARKING

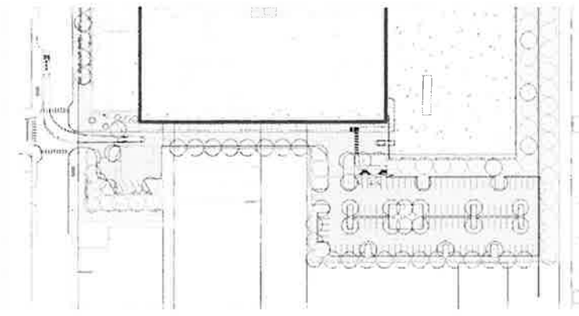
17-8-0904-A-: The project promotes safe and efficient pedestrian, bicyclist & vehicular circulation by allocating all vehicle traffic into private and public alleys. Adequate bicycle and vehicle parking is provided on-site while also respecting the T.O.D. nature of the Site. Existing traffic patterns are respected.

17-8-0904-B-: Alley and Sidewalks shall be reconstructed according to CDOT standards.

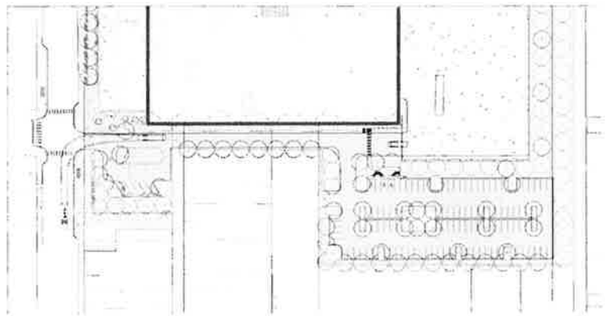
17-8-0904-C: All parking is designed in such a way to be away from public view and away from pedestrian interaction.



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Autoturn Exhibit 01



Autoturn Exhibit 02



TRANSPORTATION, TRAFFIC, AND PARKING

17-11-0202-A Screening from Abutting residential & Institutional Uses

- The perimeter of all vehicular use areas (VUA) is effectively screened from all abutting R-zoned property on the East Side.
- The remainder of the required 7-foot vehicular use area (VUA) setback is landscaped and includes at least (1) tree for every 25 linear feet of street frontage.

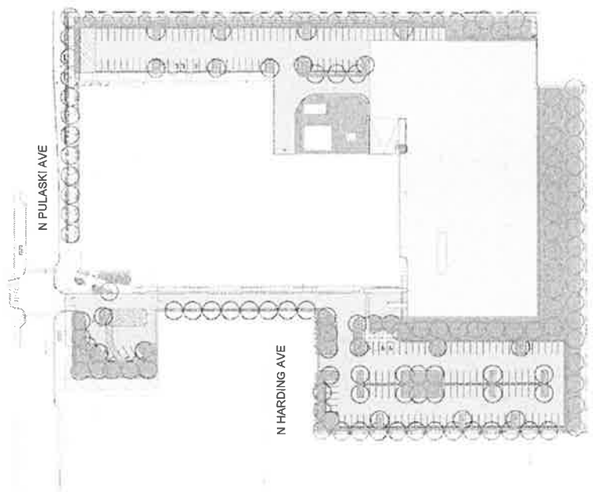
17-11-0202-B SCREENING FROM STREETS

- The perimeter of all vehicular use areas (VUA) is set back 7 feet from front and side property lines and effectively screened from view of Pulaski & Harding Ave.

17-11-0202-C FENCING

- Ornamental fence is installed along the perimeter of vehicular us areas along the lot lines adjacent to public street right-of-way
- The required ornamental fencing is installed behind the required perimeter landscape area 5 feet from abutting property lines.

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SUMMARY

Total Parking Lot Area + Total Vehicle Use Area (VUA)	150,543 SF

LANDSCAPE AREA

Required landscape area 10% of parking and VUA (a)	15,054 SF
Provided landscape area	58,777 SF

NUMBER OF TREES

Required trees One tree per 125 SF of required landscape area (exclusive of perimeter tree planting)	(a) / 125 = 121 Trees
Provided trees	137 Trees

LEGEND

Vehicle Use Area (VUA)

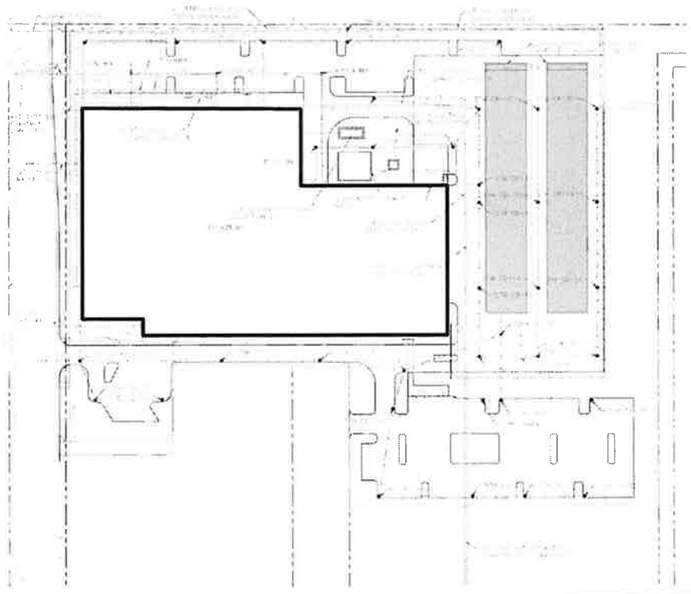
Landscape Area if VUA is required

OPEN SPACE + LANDSCAPING

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STORMWATER SUMMARY

- Regulated Development per CDWM Regulations
- 10YR storm event utilized, requiring 33,900 CF of detention.
- The raw 100-year volume is 65,516 CF, which when the design is final, that volume will be met in the precast concrete tank.
- For the oversized, multiple 65,516 CF by the factor that is still in place, the 50% oversizing will be 98,274 CF.
- The Project complies with the Stormwater Management Ordinance by managing the 100-year storm event in a below-grade vault with a controlled release structure. Additional Best Management Practices will be employed to manage the "Volume Control" portion of the Stormwater Regulation. This project will exceed the stormwater ordinance by 50%.



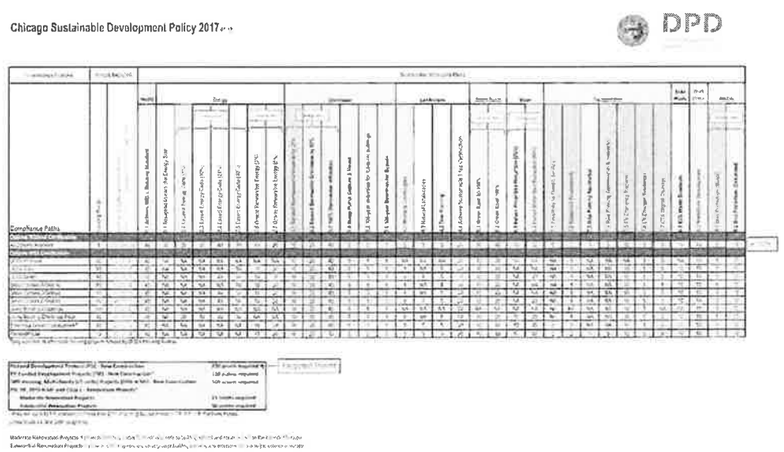
STORMWATER MANAGEMENT ORDINANCE COMPLIANCE

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PROPOSED POINTS

- EXCEED ENERGY CODE (5%)- 20 Points
- EXCEED STORMWATER ORDINANCE BY 25%- 10 Points
- WORKING LANDSCAPES- 5 Points
- INDOOR WATER USE REDUCTION (40%)- 20 Points
- PROXIMITY TO TRANSIT SERVICE- 5 Points
- BIKESHARE SPONSORSHIP- 5 Points
- BIKE PARKING COMMERCIAL & INDUSTRIAL- 5 Points
- EV CHARGING STATIONS- 10 Points
- EV CHARGER READINESS- 5 Points
- CTA DIGITAL DISPLAYS- 5 Points
- WORKFORCE DEVELOPMENT- 10 Points
- BIRD PROTECTION (BASIC)- 5 points

TOTAL POINTS= 105



SUSTAINABLE DEVELOPMENT POLICY

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The Project Participation Goals

28% Participation from Qualified Disadvantaged Business Enterprises (inclusive of Minority and Women-owned Business Enterprises)
10% Careers Opportunity Goal (WIOA & Section 3 Workers)
10% Apprentice Goal
35% CTA Service Area Economically Disadvantaged Goal

ECONOMIC AND COMMUNITY BENEFITS

DPD Recommendations

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a. Ensure **adequate public review of major development proposals** (17-8-0101). DPD, CDOT, Fire, Stormwater, MOPD have provided approval.

b. Encourages **unified planning and development** (17-8-0102). The development expands CTA facilities in the area and consolidates services in a unified building.

c. Promotes **economically beneficial development patterns** that are compatible with the character of existing neighborhoods (17-8-0103) by constructing and landscaping a mostly vacant site.

d. Allows **flexibility in application of selected use, bulk, and development standards** to promote excellence and **creativity in building design and high-quality urban design** (17-8-0105). Allows for the flexibility to include Major & Minor Utilities and Service, Wireless Tower and other accessory uses. The maximum allowable FAR 0.47, with a max building height of 56ft, with standard setback, and perimeter trees.

e. Planned developments should **promote transit, pedestrian and bicycle use**; **minimize conflict with existing traffic patterns** in the vicinity; and **provide adequate** bicycle and vehicle **parking**, while **minimizing** the **adverse visual impact of** any off-street **parking areas.** (17-8-0904-A) The main entry is located within 500 ft of the Pulaski Greenline station and adjacent to #57 bus route; CTA will install bump outs at the pedestrian crosswalk at Carroll Ave, refresh lane lines along Pulaski and relocate bus stops on Pulaski for more efficient traffic patterns. The proposal provides sufficient parking for employees with 188 spaces, in addition to 18 bicycles spaces and sponsoring a Divy Bike station.

f. Buildings located at **intersections** should have **prominent design** and **lighting programs**; Most sides and areas of buildings that are visible to the public should be **treated with materials, finishes** and **architectural details** that are of **high-quality and** appropriate for use on the primary **street-facing façade** (17-8-0907-B-3), except for the enclosed area for flexible bus training, which is for safety reasons. Most of the building is visible from the street and finished with high-quality materials that respect the local history of rail-dependent industry.

g. **Parking** should be **located behind buildings or to the side of buildings** (17-8-0904-C2). Parking is located between the building and the railroad embankment; handicap parking is close to the main entry with another lot located off Harding Ave.

REPORT
to the
CHICAGO PLAN COMMISSION
from the
DEPARTMENT of PLANNING AND DEVELOPMENT

June 20, 2024

FOR APPROVAL: **PROPOSED INSTITUTIONAL PLANNED DEVELOPMENT NO. (APPLICATION NO. 22283)**

APPLICANT: **CHCIAGO TRANSIT AUTHORITY (CTA)**

F

LOCATION: **335-375 NORTH PULASKI ROAD**

Pursuant to the provisions of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago, the Zoning Administrator hereby submits this report and recommendation on a proposed rezoning and establishment of an Institutional Planned Development for your review and recommendation to the Chicago City Council. The application was introduced to the Chicago City Council on November 1, 2023. Notice of this public hearing was published in the Chicago Tribune on June 5, 2024. The Applicant was separately notified of this public hearing.

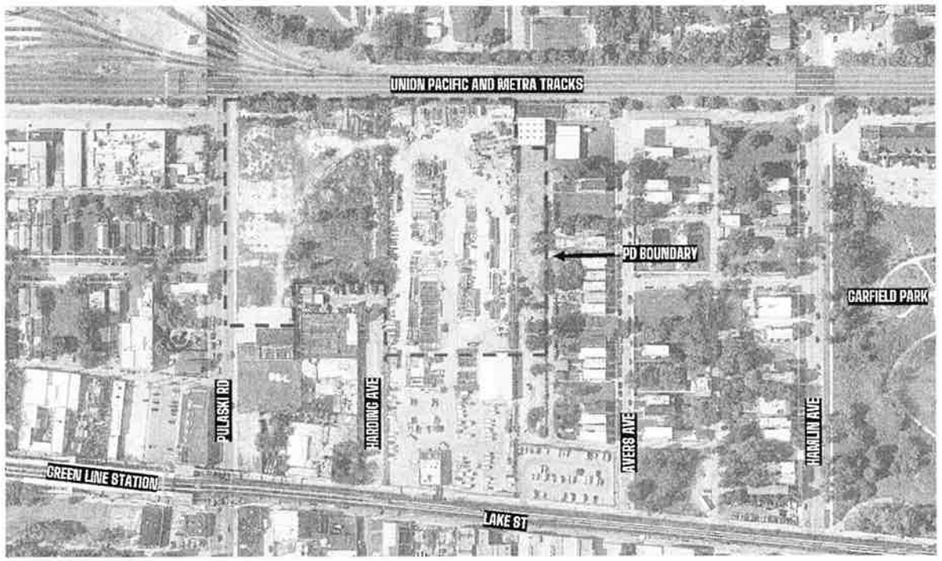
Chicago Transit Authority (CTA) submitted an application to establish a Planned Development for the properties generally located at 335-375 North Pulaski Road. The Applicant proposes to rezone the property from PMD-9 (Planned Manufacturing District #9) to establish an Institutional Planned Development, to allow for the construction of a 56 ft. tall, three-story office building, high-bay flexible training space and control center with 6 bus bays, 188 accessory parking spaces and 18 bicycle parking spaces, and outdoor bus training course; and a 150 ft tall wireless tower.

The application has been submitted as a mandatory amendment to a planned development per the following sections of the City of Chicago's Zoning Code: 17-8-0504 – requires planned development review and approval is required for development of land to be used for hospitals, colleges, universities and similar campus-style institutional uses on sites with a net site area of 2 acres or more. Additionally, 17-8-0506 requires a planned development review and approval is required for development of land to be used for schools, safety services and other government buildings on sites with a net site area of 2 acres or more.

SITE AND AREA DESCRIPTION

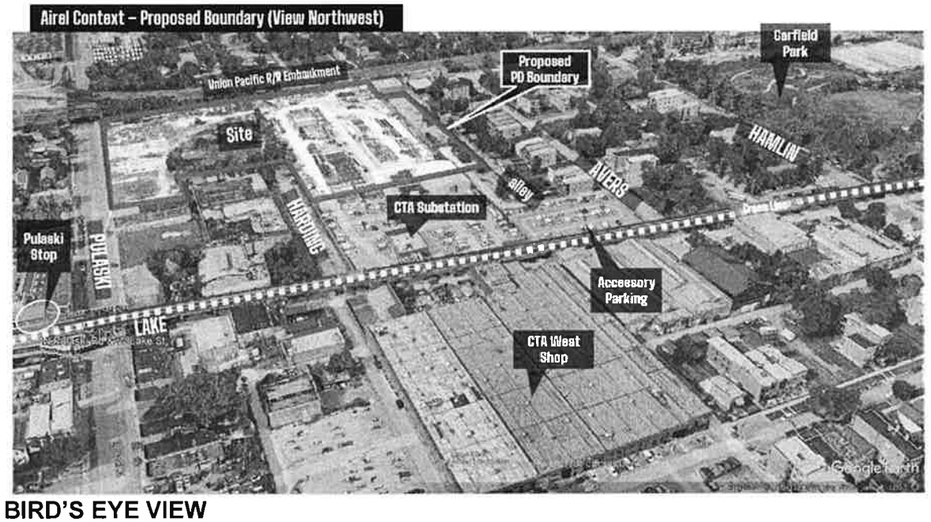
The net site is approximately 339,292 sq ft. / 7.79 acres (gross 366,631 square feet / 8.42 acres) and is bound by North Pulaski Road on the west, raised embankment for the Union Pacific and Metra railroad tracks on the north; an alley off of Aver Avenue to the

east; across CTA outdoor storage/substation with accessory parking lot with the boundary westward approximately half a block north of Lake Street; north along a small section of Harding Avenue, and across a new dedicated alley back toward Pulaski Rd. Approximately, half of the existing site is the outdoor storage area owned and operated by the CTA; the other half is vacant land, including the area along Pulaski Rd and the thin strip of land along the alley behind Avers in the Cook County Land Bank inventory. CTA property, which is currently being used as an accessory parking lot surrounding the substation is just south of the PD area with frontage along Harding Ave, Lake Street and Avers Ave. The CTA's West Shop and Maypole Headquarters are located across Lake Street to the South of the site.



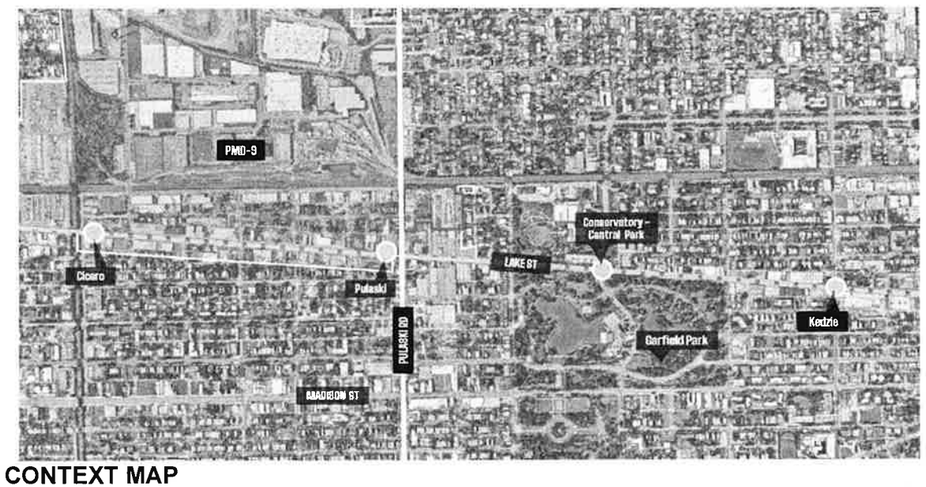
AERIAL MAP

The proposed site within the West Garfield Park Community Area and in the 37th Ward, currently represented by Ald. Emma Mitts. The site is adjacent to the #53 Pulaski bus route and within half of block from the Pulaski and Lake stop on the Green Line rapid transit. The project site is within PMD-9 (Planned Manufacturing District #9) and in the Northwest Industrial Corridor Tax Increment Financing (TIF) District. The surrounding land uses for the area are primarily manufacturing and residential and commercial. The adjacent zoning districts are RS-3 (Residential Single Unit and Two-flat District), M1-2 (Limited Manufacturing/Business Park District), M2-2 (Light Industry District) and B3-3 and B3-5 (Community Shopping District).



BIRD'S EYE VIEW

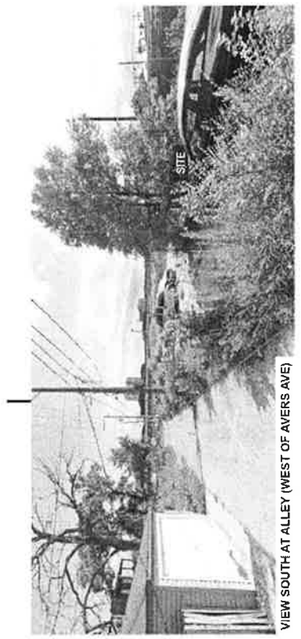
The proposed planned development boundary incorporates both CTA property and adjacent vacant land. The site is just North of existing CTA substation and accessory parking, as well as, the CTA's West Shop facilities.



CONTEXT MAP

The Planned Manufacturing District #9, PMD-9, is shown in magenta. The site is located in the South East end of the PMD-9. The site is served by the Pulaski Green Line mass transit line and is located within a short walking distance of Garfield Park.

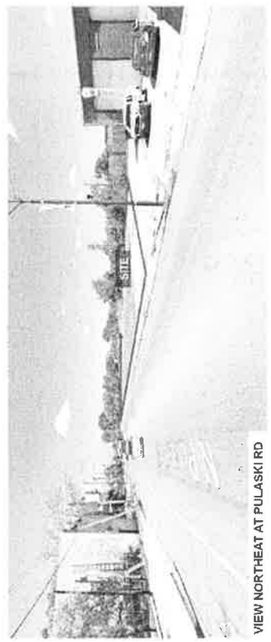
CONTEXT PHOTOS



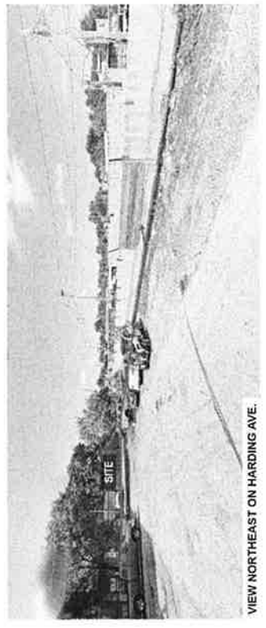
VIEW SOUTH AT ALLEY (WEST OF AVERS AVE)



VIEW SOUTHEAST AT PULASKI RD



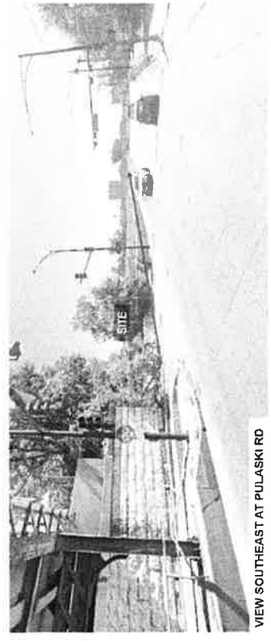
VIEW NORTHEAT AT PULASKI RD



VIEW NORTHEAST ON HARDING AVE.

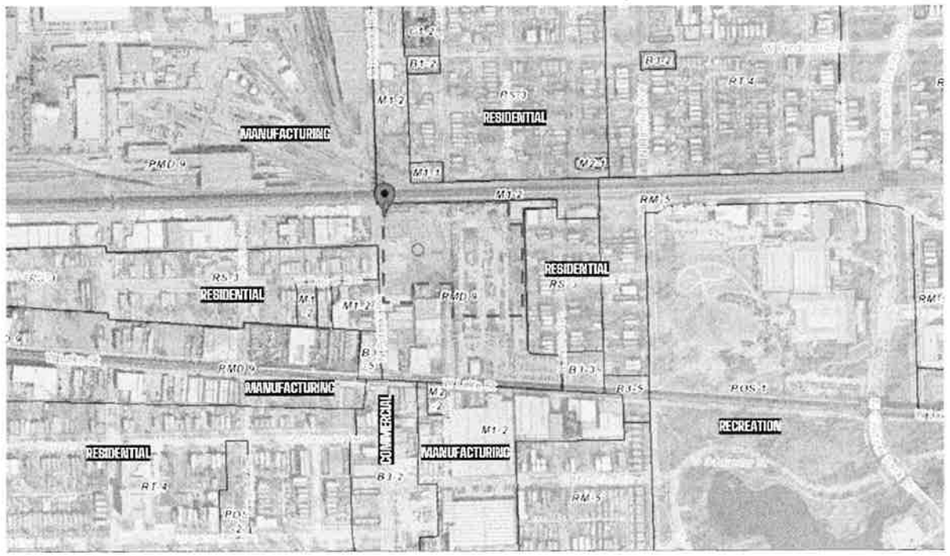


VIEW NORTHWEST AT ALLEY (WEST OF AVERS AVE)



VIEW SOUTHEAST AT PULASKI RD

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ZONING MAP

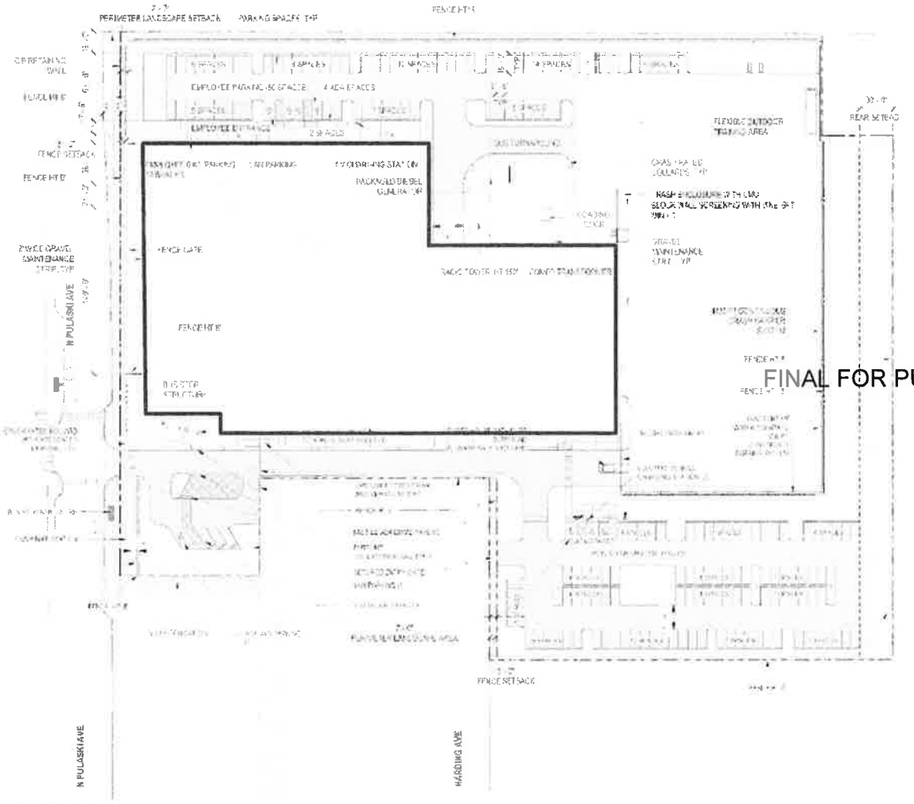
PROJECT DESCRIPTION

The applicant proposes to rezone the site from Planned Manufacturing District #9 (PMD-9) to establish an Institutional Planned Development to allow for the construction of a roughly 145,000 square foot, three-story institutional building with 188 accessory vehicle parking spaces, exceeding code requirements, a screened outdoor bus training area, and wireless facilities including a 150ft tower. The proposed building will serve to consolidate CTA facilities to serve as a Training Campus, Control Center for operations, as well as centrally locate offices for CTA management.

The main entry will be located off N. Pulaski Road and W. Carroll Avenue. The classroom training area will be located along Pulaski, which will be utilized by CTA employees and contractors. The high bay training area will be located to the east of the main entrance. A pedestrian path is located along the service road towards the East of the site, leading to a security booth before entering the secured outdoor flexible training area. This area will be enclosed by a 15ft high fence and screened. To the south of this is the "public parking area" available for CTA trainees and contractors. The Control Center is located at the North of the site and will monitor all bus and train operations in 3 over lapping shifts. There will be dedicated parking for Control Center employees on the North end of the site between the railroad embankment and the building.

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FINAL



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SITE PLAN

The proposed CTA Training & Controls Center will be a three-story, about 145,000 SF, institutional building with 188 accessory vehicle parking spaces, screened outdoor bus training area, and wireless facilities including a 150ft tower.

PROJECT BACKGROUND

The Chicago Transit Authority's existing offices at 120 N Racine will relocated to the proposed site of 335-375 N. Pulaski Rd. The CTA also intends to consolidate training services for employees and contractors on this site and relocate CTA management offices into the proposed building. The project will provide for a new, state-of-the-art facility to support reliable, efficient, safe, and secure operations. The Center is comprised of two main functional areas organized into three building components: Control Center & Training Center. The Control Center is a continuously operating facility that provides the management of all CTA bus and train operations. The training center will unify operations of 5 training departments into one facility. CTA provides training in Bus Instruction, Rail Instruction, Safety & Security Instruction, Learning and Support, and Workforce

Partnerships to new and current employees. The center is two buildings to support both classroom and hands-on training.

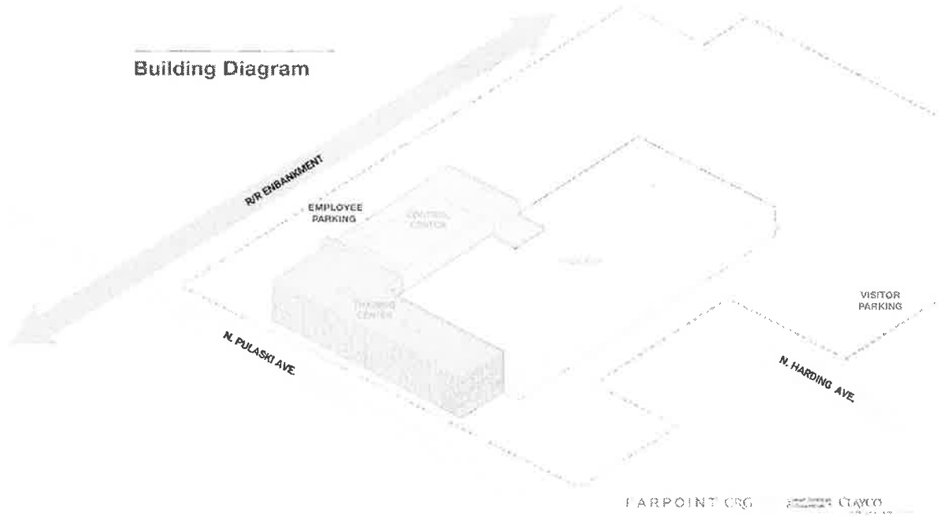
DESIGN

The building is oriented along Pulaski Rd. The building elevation along Pulaski will consist of playful pattern of oxidized metal panels and glazing system. The orange in the metal is inspired by the steel used for the rail tracks of the CTA and Metra tracks near the site. There are additional perimeter trees to compensate for the inability to plant street trees.

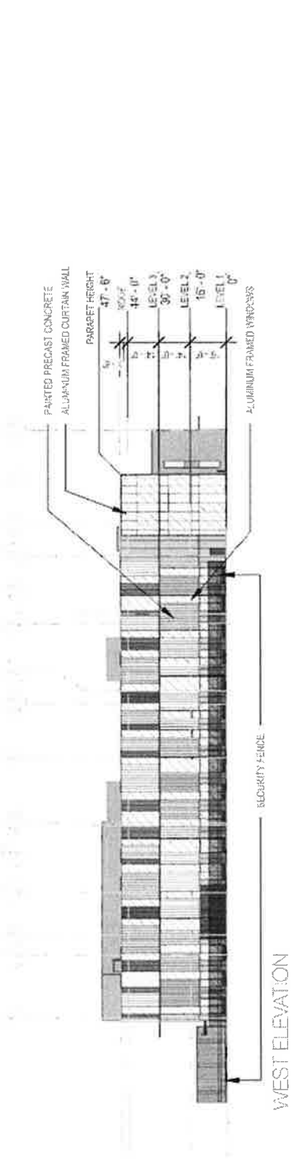
The main entry is marked with the "light box" of glass framed with metal. The rest of the building consist of concrete panels. Both the Controls Center and High Bay Training Areas are positioned on the interior of the site behind the more public facing facilities.

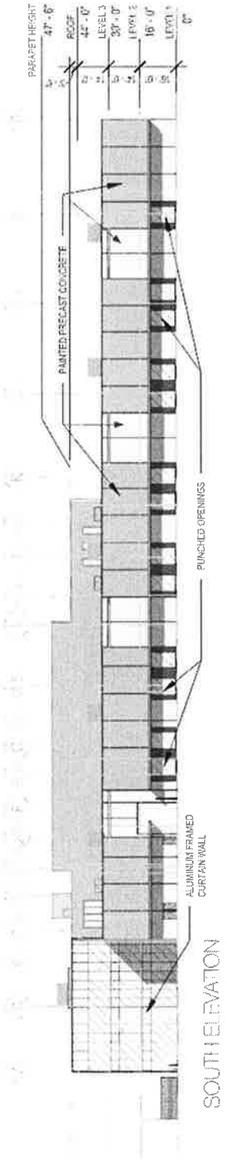
The parking is split into two different lots and screened from view from the main streets.

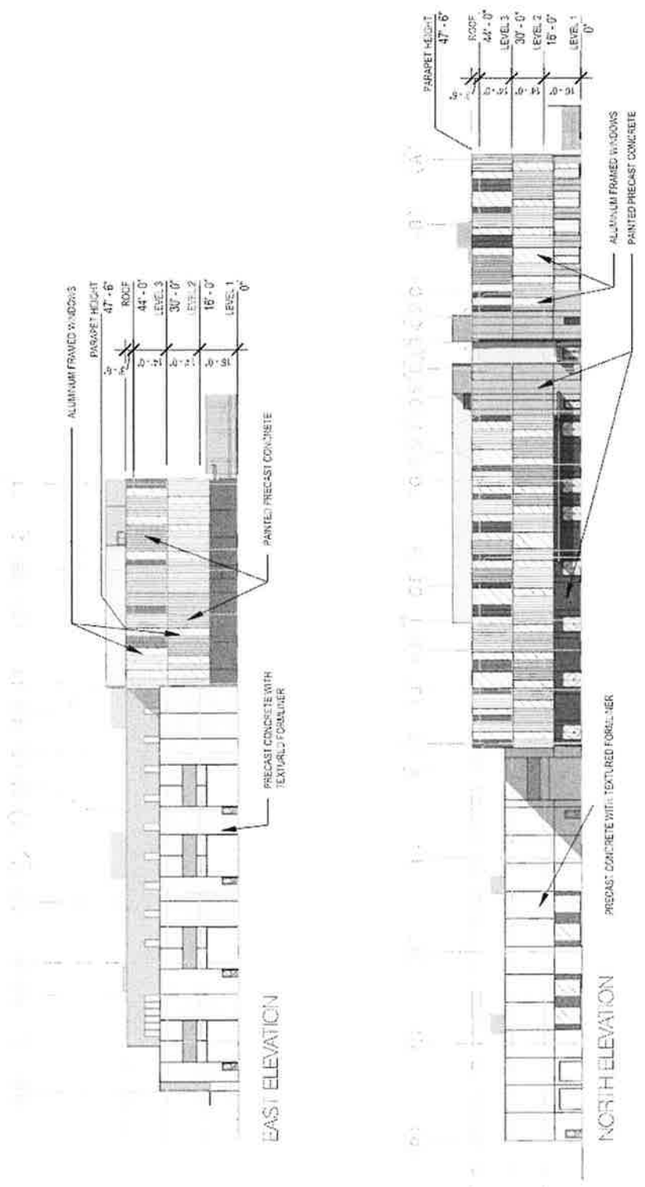
BUILDING DIAGRAM



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ALUMINUM FRAMED WINDOWS
PARAPET HEIGHT
47' - 6"
ROOF
44' - 0"
LEVEL 3
30' - 0"
LEVEL 2
15' - 0"
LEVEL 1
0"
PAINTED PRECAST CONCRETE
PRECAST CONCRETE WITH
TEXTURED FORMLINER
EAST ELEVATION

PARAPET HEIGHT
47' - 6"
ROOF
44' - 0"
LEVEL 3
30' - 0"
LEVEL 2
15' - 0"
LEVEL 1
0"
ALUMINUM FRAMED WINDOWS
PAINTED PRECAST CONCRETE
PRECAST CONCRETE WITH TEXTURED FORMLINER
NORTH ELEVATION



RENDERINGS VIEW FROM SW DIRECTION

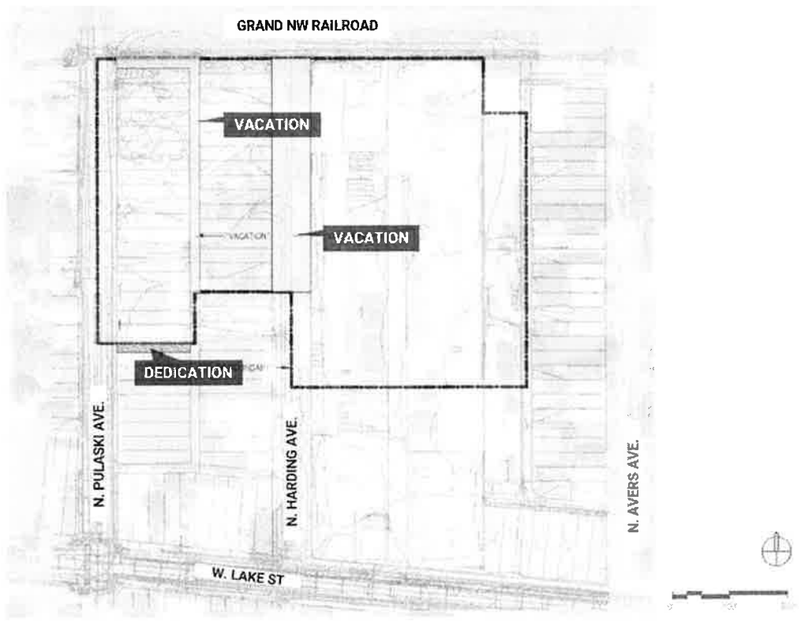


RENDERING FROM NORTHWEST CORNER

ACCESS

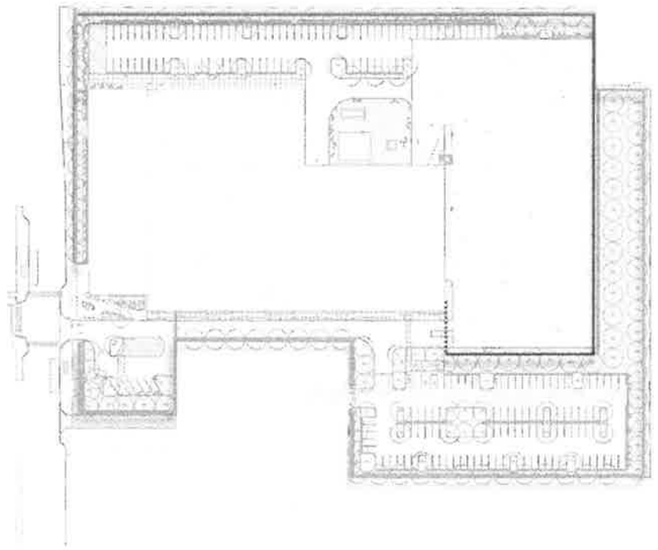
The main entry to the site will be off Pulaski Road, with a new bus stop and Divy bike station. There will be 4 ADA parking spaces adjacent to the main entry. Employee parking area with 88 parking spaces for those operating the Controls Center is located the northern portion of the site. Another lot with access to Harding at the southeast end of the site has 104 spaces for other CTA employees and contractors. There are 18 required bicycle parking spaces located at the north end of the building. The flexible outdoor bus training area, located on the northeast corner of the site will have 6 bus bays for training and will be enclosed by 15 ft tall fence with a security entry point.

The public right of way of N. Harding Avenue within the site will be vacated and a new alley dedication, and the vacation of two other alleys will be vacated as part of this project.



LANDSCAPING

The project will be built according to the Chicago's Landscape Ordinance guidelines. The project will include 137 interior trees along the site perimeter including in the parking areas. There will be an 8 ft ornamental fence at the perimeter, and a screened 15 ft tall fence along the railroad embankment and enclosing the outdoor bus training area. To the east off the alley adjacent to residential, there will be a landscape buffer. The Green Line Pulaski stop at Lake is half a block from the main entry.



FENCE DIAGRAM



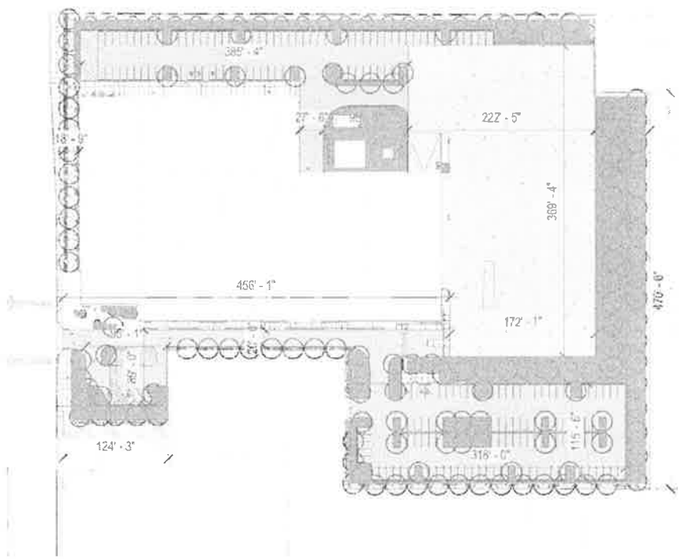
15' Tall Fence: Ameristar - Impasse II Classic



8' Tall Fence: Ameristar - Impasse II Classic

Legend

- Entry Gate ht 8'
- Fence ht 8'
- Entry Gate ht 15'
- Fence ht 15' with M30/ P1 continuous barrier system
- Fence ht 15'



LANDSCAPE PLAN

SUMMARY

Total Parking Lot Area + Total Vehicle Use Area (VUA)	150,543 SF

LANDSCAPE AREA

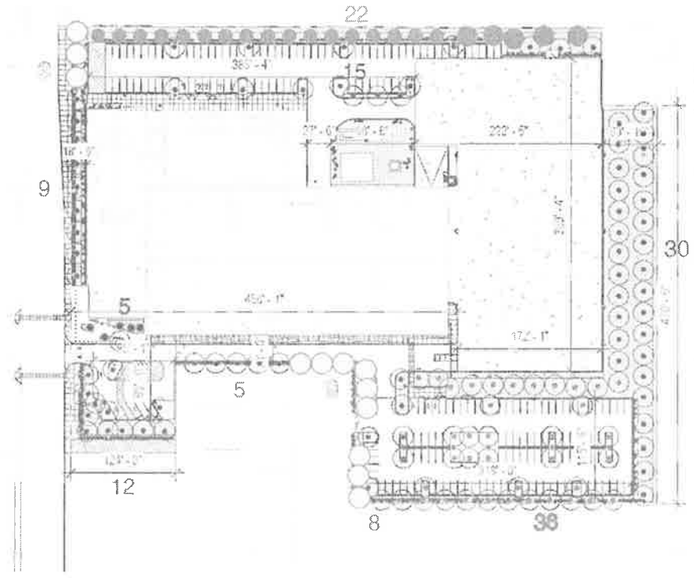
Required landscape area 10% of parking and VUA (a)	15,054 SF
Provided landscape area	58,777 SF

NUMBER OF TREES

Required trees One tree per 125 SF of required landscape area (exclusive of perimeter tree planting)	(a) / 125 = 121 Trees
Provided trees	137 Trees

LEGEND

- Vehicle Use Area (VUA)
- Landscape Area If VUA is required



TREE SUMMARY

All Trees	154
Perimeter ROW (a)	12
Multi stem (b)	5
Final Tree Count All trees - (a) - (b)	137
Columnar	22

LANDSCAPE AREA

Required landscape area 10% of parking and VUA (x)	15,054 SF
Provided landscape area	58,777 SF
Required trees One tree per 125 SF of required landscape area (exclusive of perimeter tree planting)	(x) / 125 = 121 Trees
Provided trees	137 Trees
Surplus trees Provided trees-required trees	137-121= 16 Trees

TREE SUMMARY PLAN

SUSTAINABILITY

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 project will score the minimum number of points required under the Chicago Sustainable Development Policy. They are currently considering the following to achieve 105 points based on the following items:

- Exceed the Energy Code (20 pts.)
- Exceed Stormwater Ordinance by 25% (10 pts.)
- Working Landscape (5 pts.)
- Indoor water use reduction by 25% (20 pts.)
- Proximity to Transit Services (5 pts.)
- Bikeshare Sponsorship (5 pts.)
- Bike Parking Commercial & Industrial (5 pts.)
- EV Charging Station (10 pts.)
- EV Charger Readiness (5 pts.)
- CTA Digital Display (5 pts.)
- Workforce Development (10 pts.)
- Bird Protection, Basic (5 pts.)

BULK/USE/DENSITY

The site is currently zoned Planned Manufacturing District No. 9 and the applicant proposed to rezone the property to establish an Institutional Planned Development. The overall FAR for the proposed project is 0.47. The net site area is 339,292 square feet, and gross area of 366,631 square feet.

EQUITABLE HIRING PARTICIPATION

The applicant has committed to achieving goals of 28% DBE participation w/ work force goals of 10% apprentice, 10% careers opportunity, and 30% service area economically disadvantaged area worker participation.

TOTAL PROJECT COST AND TIMELINE

The total project cost is estimated at $240 million, with $150 going towards construction alone. The Applicant anticipates it will generate 224 construction jobs, create 25 new hires, relocate 120-140 CTA personnel and contractors to the area. Construction for the project is anticipated to beginning third quarter 2027.

RECOMMENDATION

The Department of Planning and Development has reviewed the proposal submitted by the Applicant and has concluded that the proposed Planned Development would be appropriate for the following reasons:

1. The project meets the purpose and relevant criteria set forth in Chapter 17-8 of the Zoning Ordinance and its adoption would not have any adverse impact on the public's health, safety or welfare. Specifically, here are some of the ways that this proposed development meets the following provisions of Chapter 17-8:

    a. Ensure adequate public review of major development proposals (17-8-0101). DPD, CDOT, Fire, Stormwater, MOPD have provided approval.
    b. Encourages unified planning and development (17-8-0102). The development expands CTA facilities in the area and consolidates services in a unified building.
    c. Promotes economically beneficial development patterns that are compatible with the character of existing neighborhoods (17-8-0103) by constructing and landscaping a mostly vacant site.
    d. Allows flexibility in application of selected use, bulk, and development standards to promote excellence and creativity in building design and high-quality urban design (17-8-0105). Allows for the flexibility to include Major & Minor Utilities and Service, Wireless Tower, and other accessory uses. The maximum allowable FAR 0.47, with a max building height of 56ft, with standard setback, and perimeter trees.
    e. Planned developments should promote transit, pedestrian, and bicycle use; minimize conflict with existing traffic patterns in the vicinity; and provide adequate bicycle and vehicle parking, while minimizing the

adverse visual impact of any off-street parking areas. (17-8-0904-A) The main entry is located within 500 ft of the Pulaski Greenline station and adjacent to #57 bus route; CTA will install bump outs at the pedestrian crosswalk at Caroll Ave, refresh lane lines along Pulaski and relocate bus stops on Pulaski for more efficient traffic patterns. The proposal provides sufficient parking for employees with 188 spaces, in addition to 18 bicycles spaces and sponsoring a Divy Bike station.

f. Buildings located at intersections should have prominent design and lighting programs; Most sides and areas of buildings that are visible to the public should be treated with materials, finishes and architectural details that are of high-quality and appropriate for use on the primary street-facing façade (17-8-0907-B-3), except for the enclosed area for flexible bus training, which is for safety reasons. Most of the building is visible from the street and finished with high-quality materials that respect the local history of rail-dependent industry.
g. Parking should be located behind buildings or to the side of buildings (17-8-0904-C2). Parking is located between the building and the railroad embankment; handicap parking is close to the main entry with another lot located off Harding Ave.

2. The project meets the purpose and criteria set forth in Chapter 17-13-0609, including:

a. The proposed development complies with the standards and guidelines of Section 17-8-0900 (17-13-0609-A, see above); and,
b. The proposed development is compatible with the character of the surrounding area in terms of uses, density and building scale (17-13-0609-B); and,
c. The project has been reviewed and approved by the Chicago Department of Transportation, the Mayor's Office for People with Disabilities, and the Fire Department (17-13-0609-C).

Based on the foregoing, it is the recommendation of the of the Zoning Administrator that the application for the amendment to Planned Development No. 409 be approved and that the Recommendation to the City Council Committee on Zoning, Landmarks and Building Standards be "Passage Recommended".

Bureau of Zoning
Department of Planning

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DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

335-375 NORTH PULASKI ROAD
PROPOSED INDUSTRIAL PLANNED DEVELOPMENT
(APPLICATION NO. 22283)

RESOLUTION

WHEREAS, the Applicant, Chicago Transit Authority (CTA), has submitted an application for a proposed Industrial Planned Development within the boundaries of the West Garfield Park Community Area; and,

WHEREAS, the site, generally located at 335-375 N. Pulaski Rd., is currently zoned PMD-9 (Planned Manufacturing District #9) and the Applicant proposed to establish an Institutional Planned Development prior to construct a 56'-tall three-story 145,000 square foot building for controls center, training, and office space with an outdoor bus training course, 188 accessory vehicle parking spaces and 18 bicycle parking spaces and an overall FAR of 0.47; and,

WHEREAS, the proposed project is a mandatory planned development per the following sections of the City of Chicago's Zoning Code: 17-8-0504 – Planned development review and approval is required for development of land to be used for hospitals, colleges, universities and similar campus-style institutional uses on sites with a net site area of 2 acres or more; and 17-8-0506 - Planned development review and approval is required for development of land to be used for schools, safety services and other government buildings on sites with a net site area of 2 acres or more.

WHEREAS, an application for a Planned Development was introduced to the City Council on November 01, 2023; and,

WHEREAS, notice of the public hearing to consider the application was published in the Chicago Tribune on June 5, 2024; the applicant was notified of the hearing; and,

WHEREAS, the proposed application was considered at a public hearing by this Plan Commission June 20, 2024; and,

WHEREAS, the Zoning Administrator recommends approval of the application, with the

recommendation and explanation contained in the written report dated June 20, 2024, a copy of which is attached hereto and made a part hereof; and,

WHEREAS, this Plan Commission has fully reviewed the application and all associated informational submissions, the report and recommendation of the Zoning Administrator and all other testimony presented at the public hearing held on June 20, 2024, giving consideration to the applicable provisions of the Chicago Zoning Ordinance.

NOW, THEREFORE, BE IT RESOLVED BY THE CHICAGO PLAN COMMISSION:

1. THAT the application dated June 20, 2024, be approved as being in conformance with the provisions, terms, and conditions of the Chicago Zoning Ordinance; and,

2. THAT the above-stated recitals to this resolution, together with the report of the Department of Planning and Development, be adopted as the findings of fact of the Chicago Plan Commission regarding this application; and,

3. THAT this Plan Commission recommends approval to the City Council Committee on Zoning, Landmarks and Building Standards of the final Planned Development application dated June 20, 2024.

Laura Flores,
Chairman
Chicago Plan Commission

Approved: June 20, 2024

RBPD No._____

FINAL FOR PUBLICATION

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

MEMORANDUM

To: Alderman Bennett R. Lawson
Vice-Chairman, City Council Committee on Zoning

From: Ciere Boatright
Chicago Plan Commission

Date: June 20, 2024

Re: Proposed establishment of Institutional Planned Development for the property generally located at 335-375 N. Pulaski Rd.

On June 20, 2024, the Chicago Plan Commission recommended approval of the Zoning Map Amendment submitted by Chicago Transit Authority (CTA) for the project located at 335-375 N. Pulaski Rd.. A copy of the proposed Zoning Map Amendment is attached. I would 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 Urban Design recommendation and a copy of the resolution. If you have any questions in this regard, please do not hesitate to contact the project manager, Raquel Vega, at 312-744-2507.

Cc: Noah Szafraniec
PD Master File (Original PD, copy of memo)