

| Item # | Source-VOP Planning Document   | Plan Element           | Page # (Plan Section) | Plan Goal        | Plan Objectives   | Description  | Compensating Benefits-Applicability to 7 Van Buren Development   |
|--------|--|------------------------|-----------------------|------------------|---|--|--|
| 1      | Planning Together (Harrison Street District Character Plan) - <i>Adopted 2005.</i> | Vision and Goals       | 21                    | Commercial       | Attract Mix of Consumers (Income, Age, and Residence - local vs regional)     |  | This development is designed with units of varying sizes which will attract residents of many different backgrounds. The Oak Park Residence Corporation is committed to its mission of providing economically integrated housing to meet the needs of individuals of all backgrounds.  |
| 2      | Planning Together (Harrison Street District Character Plan) - <i>Adopted 2005.</i> | Vision and Goals       | 21                    | Residential      | Increase Density to Support Successful Transit Oriented Mixed Use Development |  | This development will add an additional 33 units (beyond the existing 12 units currently on the site) of brand new housing located within 2 blocks of the Austin Avenue El station on the CTA Blue-Line.   |
| 3      | Street District Character Plan) - <i>Adopted 2005.</i>                             | Vision and Goals       | 21                    | Residential      | Encourage a Mix of Multi-Family Dwellings                                     |  | This development will result in 45 units of brand new, high-quality, economically integrated, multi-family dwelling units.   |
| 4      | Planning Together (Harrison Street District Character Plan) - <i>Adopted 2005.</i> | Plan Recommendations   | 29                    | Residential      | Density and Intensity of Commercial and Residential Development               | Eastern Gateway (Austin to Taylor) - Node 1: The Harrison - Austin intersection should be treated as an important gateway to the Village. The beautiful eastward vistas provided by Columbus Park will be captured by residents in higher density buildings at the intersection and along Austin Boulevard. The eventual re-location of one or both service stations replaced with high rise mixed use buildings would mark the entry to the district placing the highest density at the edge of a large open park space. Increased density of six to ten stories on the southern block [limited to about half the total area] should encourage pedestrian access to CTA trains and busses. Density increases of six to ten stories north of Harrison should be limited to buildings adjacent to Austin. | This development is a perfect example of exactly what is called for in this provision of the Harrison Street plan: new development, 6 stories (compared to the 6-10 stories provided for in the plan), adjacent to Austin and north of Harrison, within walking distance of the CTA train, and overlooking Columbus Park.  |
| 5      | Planning Together (Harrison Street District Character Plan) - <i>Adopted 2005.</i> | Plan Recommendations   | 29                    | Residential      | Density and Intensity of Commercial and Residential Development               | The Village should work with the City of Chicago and the Chicago Park District to foster creation of park improvements at the Austin intersection that increase pedestrian related activity, while enhancing the physical beauty of this edge.   | The Oak Park Residence Corporation is committed to partnering in improvements to enhance the western edge of Columbus Park.  |
| 6      | Planning Together (Harrison Street District Character Plan) - <i>Adopted 2005.</i> | Assessing Plan Impacts | 34                    | Residential      | Residential and Commercial Impacts  | The addition of new residential space would enlarge the economic and fiscal base and dramatically transform the character of the Harrison Street district. Complete build out at the proposed densities in twenty years would double the current residential living space at approximately 2 million square feet (from 900,000). We expect that the majority of new units will be in multi-family apartment buildings: some exclusively residential and others with commercial uses on the street level.   | This development would add 33 additional new residential units to the Harrison Street neighborhood (a small fraction of the overall increase in residential space provided for in the plan).   |
| 7      | Planning Together (Harrison Street District Character Plan) - <i>Adopted 2005.</i> | Assessing Plan Impacts | 34                    | Residential      | Residential and Commercial Impacts  | The new mixed-use multi-family buildings will cater mainly to middle income households including young singles or couples seeking a transit-friendly suburban location closer to Chicago. Additionally, empty nesters, many from Oak Park, abandoning the burdens of maintaining a single-family dwelling, will find a transit and freeway accessible Oak Park address attractive. Specific steps need to be taken to ensure that a mix of affordable housing accompanies these improvements.  | This development will provide the type of multi-family housing that will serve the needs of those populations described in this portion of the plan. We have already received inquiries from individuals who may be interested in becoming residents, including the types of middle-income households, transit-friendly residents, empty nesters, and individuals seeking affordable housing units that are identified here. |
| 8      | Planning Together (Harrison Street District Character Plan) - <i>Adopted 2005.</i> | Vision and Goals       | 21                    | Transportation   | Increase Use of Transit   |  | This development will specifically target the attraction of residents seeking a transit-friendly lifestyle.  |
| 9      | Planning Together (Harrison Street District Character Plan) - <i>Adopted 2005.</i> | Vision and Goals       | 21                    | Transportation   | Increase Bicycle and Pedestrian Use   |  | This development will also specifically target the attraction of residents seeking an active transportation, pedestrian, and bicycle-friendly lifestyle.   |
| 10     | Planning Together (Harrison Street District Character Plan) - <i>Adopted 2005.</i> | Plan Recommendations   | 32                    | Transportation   | Transportation  | Increasing the density of mixed use developments that include desirable pedestrian access to trains and buses will attract residents who prefer to travel using public transit.  | We agree that this will be a beneficial outcome for the community, and that this development will increase density and will serve to advance this beneficial interest.   |
| 11     | Planning Together (Harrison Street District Character Plan) - <i>Adopted 2005.</i> | Vision and Goals       | 21                    | Design Character | Create Pedestrian Friendly Improvements                                       |  | This development will include an open and generous pedestrian colonnade, with visual lines of sight through to Columbus Park. It will also provide additional exterior bicycle parking to encourage and foster active transportation choices.  |
| 12     | Planning Together (Harrison Street District Character Plan) - <i>Adopted 2005.</i> | Plan Recommendations   | 33                    | Design Character | Site Planning and Building Design   | Encourage staggered building heights across both street faces to avoid creating a canyon effect.   | This development is at the low-end of the height provision articulated in the plan (6-10 stories), but will nonetheless still introduce a positive measure of variability in building heights as provided for in the plan.   |
| 13     | Planning Together (Harrison Street District Character Plan) - <i>Adopted 2005.</i> | Plan Recommendations   | 33                    | Design Character | Site Planning and Building Design   | At district boundaries or entry points, offer forms and styles such as towers, arcades, small plazas that articulate and define such transitional spaces.  | This development's beautiful and yet sensitive modern design, together with its net zero functionality as represented by its associated solar array, will serve as the very type of compelling design feature envisioned by the plan for the district's eastern boundary.  |