

# PD 1086

**Table of Contents**

**09/27/2007 PD Adoption** ..... **2**  
    Ordinance ..... 2  
    Statements ..... 3  
    Bulk Table ..... 8  
    Exhibits ..... 14

On motion of Alderman Banks, the said proposed ordinances and substitute ordinances transmitted with the foregoing committee report were *Passed* by yeas and nays as follows:

*Yeas* -- Aldermen Flores, Fioretti, Dowell, Preckwinkle, Hairston, Lyle, Jackson, Harris, Beale, Pope, Balcer, Cárdenas, Olivo, Burke, Foulkes, Thomas, Lane, Rugai, Cochran, Brookins, Muñoz, Zalewski, Dixon, Solis, Ocasio, Burnett, E. Smith, Carothers, Reboyras, Suarez, Waguespack, Mell, Austin, Colón, Banks, Mitts, Allen, Laurino, O'Connor, Doherty, Reilly, Daley, Tunney, Levar, Shiller, Schulter, M. Smith, Moore -- 48.

*Nays* -- None.

Alderman Carothers moved to reconsider the foregoing vote. The motion was lost.

The following are said ordinances as passed (the italic heading in each case not being a part of the ordinance):

*Reclassification Of Area Shown On Map Number 1-E.*

(As Amended)

(Application Number 16135)

HPD 1086

*Be It Ordained by the City Council of the City of Chicago:*

SECTION 1. Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by changing all of the district symbols and indications as shown on Map Number 1-E in the area bounded by:

That part of the south half of Section 10, Township 39 North, Range 14 East of the Third Principal Meridian, in Cook County, Illinois, further described as follows:

commencing at the intersection of the west line of Michigan Avenue with the north line of East Lake Street; thence on an assumed bearing of north 89 degrees, 17 minutes, 17 seconds east along the easterly extension of the north line of East Lake Street, said easterly extension forming an angle of 90 degrees, 40 minutes, 04 seconds from north to east with the west line of Michigan Avenue, 4,036.27 feet to a line 4,036.00 feet normally distant east of the west line of Michigan Avenue; thence north 01 degrees, 22 minutes, 47 seconds west parallel with the west line of Michigan Avenue 459.21 feet to the southeast corner of a concrete wall, said corner being also the point of beginning; thence north 00 degrees, 11 minutes, 31 seconds cast along the east face of said concrete wall 242.44 feet; thence

north 89 degrees, 06 minutes, 37 seconds east along said east face 2.53 feet; thence north 00 degrees, 05 minutes, 40 seconds east along said east face 26.13 feet; thence north 02 degrees, 09 minutes, 59 seconds west along said east face 20.01 feet to the southerly line of the east/west concrete breakwater; thence north 81 degrees, 42 minutes, 25 seconds east along said southerly line 118.47 feet; thence south 07 degrees, 15 minutes, 56 seconds west 307.71 feet; thence south 89 degrees, 40 minutes, 20 seconds west 80.94 feet to the point of beginning,

to those of a Planned Development District.

SECTION 2. This ordinance takes effect after its passage and approval.

Plan of Development Statements attached to this ordinance read as follows:

*Heliport Planned Development Number 1086*

*Plan Of Development Statements.*

1. The area delineated herein as Heliport Planned Development Number 1086 (the "Planned Development") consists of approximately twenty-nine thousand three hundred seventy-one (29,371) square feet (zero and six hundred seventy-four thousandths (0.674) acre) of real property generally located along Lake Michigan, on the northeast corner of DuSable Harbor, south of the Chicago River lock where the river meets Lake Michigan, and immediately east of the marine police building, and bounded as follows:

that part of the south half of Section 10, Township 39 North, Range 14 East of the Third Principal Meridian, in Cook County, Illinois, further described as follows:

commencing at the intersection of the west line of Michigan Avenue with the north line of East Lake Street; thence on an assumed bearing of north 89 degrees, 17 minutes, 17 seconds east along the easterly extension of the north line of East Lake Street, said easterly extension forming an angle of 90 degrees, 40 minutes, 04 seconds from north to east with the west line of Michigan Avenue, 4,036.27 feet to a line 4,036.00 feet normally distant east of the west line of Michigan Avenue, thence north 01 degrees, 22 minutes, 47 seconds west parallel with the west line of Michigan Avenue 459.21 feet to the southeast corner of a concrete wall, said corner being also the point of beginning, thence north

00 degrees, 11 minutes, 31 seconds east along the east face of said concrete wall 242.44 feet; thence north 89 degrees, 06 minutes, 37 seconds east along said east face 2.53 feet; thence north 00 degrees, 05 minutes, 40 seconds east along said east face 26.13 feet; thence north 02 degrees, 09 minutes, 59 seconds west along said east face 20.01 feet to the southerly line of the east/west concrete breakwater; thence north 81 degrees, 42 minutes, 25 seconds east along said southerly line 118.47 feet; thence south 07 degrees, 15 minutes, 56 seconds west 307.71 feet; thence south 89, degrees 40, minutes 20 seconds west 80.94 feet to the point of beginning.

After extensive research on the chain of ownership of the property conducted by the City of Chicago ("City") and several other local, state and federal public agencies, the City has determined that the Chicago Park District ("Park District") and the Illinois Department of Natural Resources ("I.D.N.R.") may each have interests in the property. The Superintendent of the Chicago Police Department ("C.P.D.") is the applicant for this Planned Development.

This Planned Development has been established to permit the construction of a first-responder heliport on the property. This heliport would be used by persons and organizations providing services in emergency situations, including but not limited to police, military, fire, medical, Department of Homeland Security, law enforcement and other governmental and private emergency transport agencies.

The heliport would consist of a concrete surface upon which helicopters may land and take off. The Final Approach and Take Off Area would measure one hundred (100) feet by one hundred (100) feet, and would be marked with lighting and paint in accordance with the requirements of state and federal regulations. No structures would be constructed on the property. Access to the property would not be available to the general public. Authorized users would access the property via an access route from the mainland to the pad, which traverses the east/west causeway located on the north end of the DuSable Harbor docking facility and crosses over the portion of the north/south breakwater immediately adjacent to and to the west of the concrete pad. Motor vehicles would not be permitted to park on the subject property. One parking space would be available in the northwest corner of the property for a helicopter. Safety equipment would be maintained on the property in accordance with state regulations. The frequency of the usage of the heliport would depend on emergencies, and it would operate on a twenty-four (24) hour basis, as needed.

The Illinois Department of Transportation has evaluated the First Responder Heliport site through an on-site inspection and has found that it meets or exceeds all technical requirements for the safe operation of a

heliport, and has indicated that the Federal Aviation Administration has reached the same determination. (February 20, 2007 Notice of Federal Airspace Determination of the Illinois Department of Transportation, through authority delegated by the Federal Aviation Administration, is attached.)

2. The applicant or its successors, assignees or grantees shall obtain all applicable official reviews, approvals or permits which are necessary to implement this Planned Development. Any dedication or vacation of City streets, alleys or grant of easements by the City or any adjustment of rights-of-way owned by the City shall require a separate submittal on behalf of the applicant or its successors, assignees or grantees, and approval by the City Council.
3. The requirements, obligations and conditions contained within this Planned Development shall be binding upon the applicant, its successors and assignees and, if different than the applicant, the legal titleholders, ground lessees, vertical subdivision owners and air rights owners. All rights granted hereunder to the applicant shall inure to the benefit of the applicant's successors and assignees and, if different than the applicant, the legal titleholders, vertical subdivision owners, ground lessees or air rights owners and their respective successors and assignees. Pursuant to the requirements of Section 17-8-0400 of the Chicago Zoning Ordinance, the property, at the time applications for amendments, modifications, changes or approvals (administrative, legislative or otherwise) to this Planned Development are made, shall be under single ownership or under single designated control. Single designated control for purposes of this paragraph shall mean that any application to the City for any amendment to this Planned Development or any other modification, change or approval pursuant thereto (administrative, legislative or otherwise) shall, except as otherwise expressly permitted hereunder, be made or authorized by all the owners of the property and any ground lessees of the property. Any application to the City for any such change, modification or approval (administrative, legislative or otherwise) must in all cases be authorized by the Park District and the I.D.N.R., provided these entities still have an ownership interest in the property, and any other owner(s) of the Property or applicable portion of the property that is the subject of such application. An agreement among different owners of the property or a portion thereof, or a covenant binding owners of the property or a portion thereof, if consented to in writing by the Park District, the I.D.N.R., and the City (acting through C.P.D.), may designate the parties authorized to apply for future amendments, modifications, or changes.
4. This plan of development consists of these ten (10) statements; a Bulk Regulations and Data Table; an Approach Zones Map; a Plat of Survey; a Planned Development Boundary Map; an Existing Zoning Map; two (2) Illinois Department of Transportation maps depicting the markings and lighting for the site; the February 20, 2007 Notice of Federal Airspace

Determination of the Illinois Department of Transportation, acting under delegatory authority from the Federal Aviation Administration; and letters of consent for zoning changes from the Chicago Park District and Illinois Department of Natural Resources, as current owners of the site. These and no other zoning controls shall apply to the Property. The provisions of the City's Lakefront Protection Ordinance, Municipal Chapter 16-04-010, shall apply to the Property. In any instance where a provision of the 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, Title 17 of the Municipal Code of Chicago, and all requirements thereof, and satisfies the established criteria for approval as a planned development.

5. The following uses are permitted within this Planned Development: operation of a heliport; accessory parking; access; and accessory uses.
6. Signs related to heliport usage and safety, business identification signs and temporary signs such as construction and marketing signs shall be permitted within the Planned Development subject to the reasonable review and approval of the Chicago Department of Planning and Development ("D.P.D.").
7. Any service drives or other ingress or egress shall be adequately designed and paved in accordance with the regulations of the City Department of Transportation ("C.D.O.T.") in effect at the time of construction and in compliance with the Municipal Code of the City of Chicago, to provide ingress and egress for motor vehicles, including emergency vehicles. There shall be no parking within such emergency areas. Ingress and egress shall be subject to the review and approval of the C.D.O.T., Bureau of Traffic and D.P.D.. Closure of all or part of any public streets or alleys during demolition or construction shall be subject to the review and approval of the same parties.
8. In addition to the maximum heights of the buildings and any appurtenances attached thereto prescribed in this Planned Development (if any), the height of any improvements shall also be subject to height limitations as approved by the Federal Aviation Administration.
9. The improvements on the property, the landscaping along adjacent rights-of-way and all entrances and exits to and from the parking and loading areas, shall be designed, constructed and maintained in substantial conformance with the Plans described in Statement Number 4, above.
10. The requirements of this Planned Development ordinance may be modified administratively by the Commissioner upon application and a

determination by the Commissioner that such modification is minor, appropriate and consistent with the nature of the improvements contemplated by this Planned Development ordinance and the purposes underlying the provisions hereof Any such modification of the requirements of the Planned Development by the Commissioner shall be deemed to be a minor change in the Planned Development as contemplated by Section 17-13-0611 of the Chicago Zoning Ordinance.

11. All work proposed in the public way must be designed and constructed in accordance with the Chicago Department of Transportation Construction Standards for Work in the Public Way and in compliance with the Municipal Code of the City of Chicago.
12. The applicant acknowledges that it is in the public interest to design, construct and maintain any buildings in a manner which promotes and maximizes the conservation of natural resources. The applicant shall use commercially reasonable efforts to design, construct and maintain any buildings in a manner generally consistent with the Leadership in Energy and Environmental Design ("L.E.E.D.") Green Building Rating System.
13. The applicant acknowledges that it is in the public interest to design, construct and maintain the improvements of the property in a manner which promotes, enables, and maximizes universal access throughout the property. Plans for all new buildings and improvements on the property shall be reviewed and approved by the Mayor's Office for People with Disabilities ("M.O.P.D.") at the time of application for a building permit to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility at the time of application for a building permit.
14. Unless substantial construction has commenced on the property within six (6) years of the date of City Council approval of this Planned Development, the zoning of the property shall automatically revert to its previous unzoned status. Said six (6) year period may be extended for up to one (1) additional year if, before expiration, the Commissioner of the Department of Planning and Development determines that good cause for such an extension is shown.

[Approach Zoning Map; Plat of Survey; Planned Development Boundary Map; Existing Zoning Map; Lakefront Heliport Drawing; and Marking Detail referred to in these Plan of Development Statements printed on pages 10392 through 10397 of this *Journal*.]

10386

JOURNAL--CITY COUNCIL--CHICAGO

16135  
9/27/2007

Bulk Regulations and Data Table, Illinois Department of Transportation notice concerning Federal Aviation Administration Determination, Illinois Department of Natural Resources Agreement letter for proposed Heliport East of Marine Station, and Chicago Park District letter consenting to establishment of Emergency Heliport referred to in these Plan of Development Statements read as follows:

*Heliport Planned Development Number 1086.*

*Plan Of Development.*

*Bulk Regulations And Data Table.*

Gross/Net Site Area:	29,371 square feet (0.674 acre)
Maximum Floor Area Ratio:	0
Maximum Site Coverage:	In accordance with the Site Plan

Notice Of Federal Airspace Determination.

February 20, 2007

Adam S. Rod, Planning Administrator  
Chicago Department of Aviation  
P.O. Box 66142  
Chicago O'Hare International Airport  
Chicago, Illinois 60666

Re: Establishment of a Restricted Landing Area Heliport  
F.A.A. Airspace Case Number 2006-AGL-428-NRA

Dear Mr. Rod:

On May 15, 2006, the Division submitted the above referenced airspace case to the Federal Aviation Administration for their review. Based on their reply dated October 24, 2006, we summarize their comments as follows:

No objections from an airspace utilization standpoint; helicopter operations can be conducted safely at this heliport provided the following conditions are met:

1. No objection provided heliport users attempt to contact air traffic when operating from the facility.
2. If, in the future, the proponent desires Instrument Flight Procedures (I.F.P.s) the proponent must contact CHI FPO eighteen (18) months in advance to request the I.F.P.s. (Note: This helipad would first require conversion from VFR to IFR)
3. If not already coordinated, recommend this proponent advise private owners of nearby airport/helipads of plans to establish this new VFR approach pattern: First Area Police Headquarters (IL69) 196 degrees/2.6NM, Chicago Helistop (00HN)/002 degrees/2.7NM, Rose NR 3 (64LL)/232 degrees/2.93 NM University of Chicago Hospitals (4is3)/174 Degrees/3.2nm, John H. Stroger Hospital of Cook County (IL75)/304 degrees/3.4NM, MARCOR (IL76)/337 degrees/3.5NM, Saint Mary of Nazareth Hospital Center (6IS7)/319 degrees/4.8NM.
4. The approach and departure sector arriving or departing from the heliport will be between the headings of three hundred (300) and one hundred ninety (190) degrees clockwise from the center of the helipad, using a one (1) statute mile corridor entry direct to the helipad. This approach sector only defines the areas of approach that would be clear of obstruction; however, the actual approach path will be defined by the Illinois Division of Aeronautics.
5. The takeoff and landing area is appropriately marked.
6. A non-obstructing wind indicator is maintained adjacent to the takeoff and landing area and does not interfere with the arrival and departure corridors.
7. 14 CFR Section 91.126(b) (2) is complied with when arriving or departing from the heliport.

The F.A.A. also recommends that:

1. The heliport lighting and surrounding building obstacle lighting was reviewed for compliance to Advisory Circular 70/460-1K. Parking light poles located within one hundred fifty (150) feet of the heliport structure

is either removed or reduced in height not to exceed thirty (30) feet in height.

2. No flood lighting is placed on the heliport or to the side pointing in the direction of the heliport intended on illuminating the truck parking area. This lighting reflects adverse light into the pilot vision during approach particularly when the heliport is covered with water.
3. Helipad surface markings must conform to standard of AC 150/5390. The plans reviewed indicated the orientation of the "H" was not in the direction of the primary arrival corridor. We recommend the plans be re-drawn to reflect the "H" to be aligned with the primary landing direction.
4. This helipad is located on top of a building structure limiting the physical weight permitted on top of the structure. The heliport should comply with the industry standard guide concerning elevated structures and appropriate marking of the maximum aircraft weight permitted for the helipad over the diagonal distance (corner to corner). This is IAW the Office of Aviation and Public Transportation Off-shore Heliport Design Guide (OAPT Number 5100-R1).
5. A windsock is located elevated approximately seventy-five (75) feet above the heliport that is not directly in the approach or departure corridors. The lighted windsock should have an obstruction light (IAW Advisory Circular 70/7460-1K).
6. Fire protection should be provided in accordance with the local fire code and/or specifications outlined in NFPA 418. A minimum of two (2) forty (40) pound dry chemical extinguishers on portable cart inside the fenced heliport area should be readily accessible to the passengers and crew of the helicopter. The location should not be elevated above the helideck.
7. The proponent reference, F.A.A. Advisory Circular 150/5390-2, "Heliport Design", should be used to establish an acceptable level of safety for helicopter operations at this heliport. This is an elevated structure. The maximum weight limitation and diagonal length of the helideck should be located on the upper helideck in plain view of the arriving and departing aircraft.
8. The sponsor of the heliport should inform all users of the stipulations concerning safety of operations contained herein.
9. Unauthorized persons should be restricted from access to the takeoff and landing area.

10. Night helipad illumination can be used in accordance with AC 150/5390-2A.

Note:

We still do not have verification of local zoning approval for this proposed heliport. Favorable local zoning must be obtained before the Division of Aeronautics will proceed with publishing a legal notice and order. Please advise this Division as soon as local zoning is approved. We will then assist you with filing the appropriate State application.

All I.D.O.T. Division of Aeronautics minimum standards as contained in the Aviation Safety Rules must be maintained, regardless of the Federal Aviation Administration's Airspace Determination.

The I.D.O.T.-Division of Aeronautics will file an initial F.A.A. form 5010-5 on your behalf to the F.A.A., to activate the heliport in the F.A.A. system, upon certification of the heliport. In the future, you may receive this form directly from the F.A.A., which you must sign and return each year after this.

Please be advised that the 5010-5 form is the only method the F.A.A. has for tracking the existence of private facilities. Failure to promptly return any such correspondence from the F.A.A. could result in the assumption that your heliport is no longer in existence.

This notice does not ensure protection of the airport/heliport environ by local zoning ordinances.

Please call me at (Phone: Omitted for printing purposes) or (e-mail: Omitted for printing purposes) with any questions.

Sincerely,

(Signed) Gary D. Stevens,  
Flight Safety Coordinator,  
Bureau of Aviation Safety  
Illinois Department of Transportations

February 23, 2007.

Mr. Adam Rod  
Planning Administrator  
Department of Aviation  
Chicago, Illinois 60666  
P.O. Box 66142  
Chicago O'Hare International Airport  
Chicago, Illinois 60666

Re: Zoning for Proposed Heliport East of Marine Station.

Dear Mr. Rod:

The Illinois Department of Natural Resources agrees to allow the City of Chicago to zone the following property as a Planned Development for the purposes of establishing a heliport: the concrete pad located on the northeast corner of DuSable Harbor, south of the Chicago River lock and immediately east of the marine police building, including the submerged land beneath the pad, and any adjacent property which may be required to be zoned in order to establish the heliport on the concrete pad. However, this agreement only applies to the zoning of this property. As to the actual establishment of the heliport on the property at issue the Department continues to require that the City first accept the terms and conditions set forth in its December 12, 2006, letter to the City, attached hereto, before the Department will consent to the heliport project.

Please contact my office if you have any questions.

Sincerely,

(Signed) Sam Flood  
Acting Director,  
Illinois Department  
Of Natural Resources

9/27/2007

REPORTS OF COMMITTEES

10391

September 8, 2006.

Mort Ames  
Senior Counsel  
City of Chicago Department of Law  
30 North LaSalle Street, Suite 900  
Chicago, Illinois 60602

Re: Emergency Heliport Re-zoning

Dear Mort:

Please be advised that the Chicago Park District has been advised of the City of Chicago's plans to re-zone the property described herein as a Planned Development for the sole purpose of establishing an emergency heliport on Park District property and has no objections thereto.

(a) the concrete pad located on the northeast corner of DuSable Harbor, south of the Chicago River lock, and immediately east of the marine police building, including the submerged land beneath the pad;

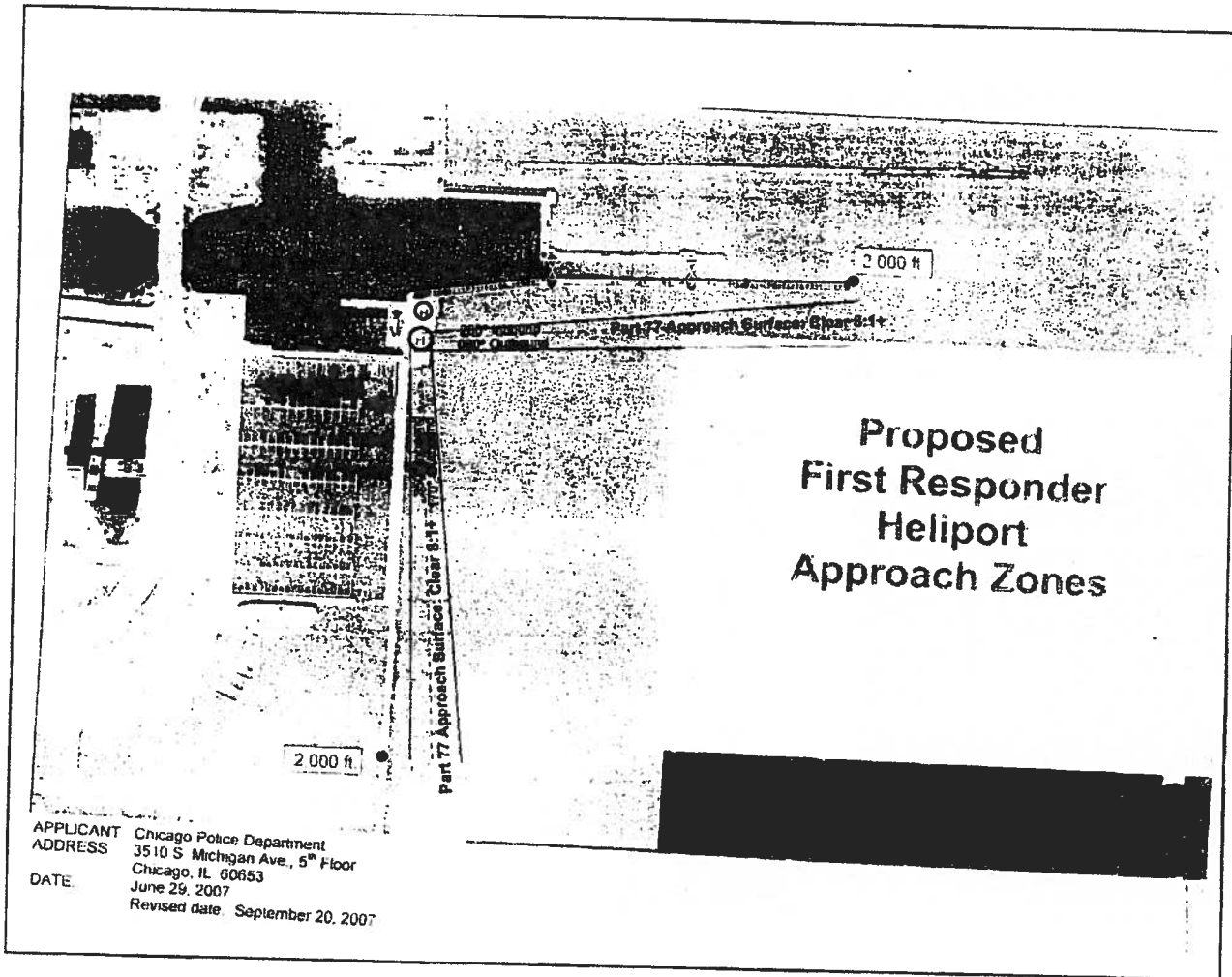
(b) any other property required to be zoned in order to establish the heliport on the concrete pad.

Please call if you have further questions.

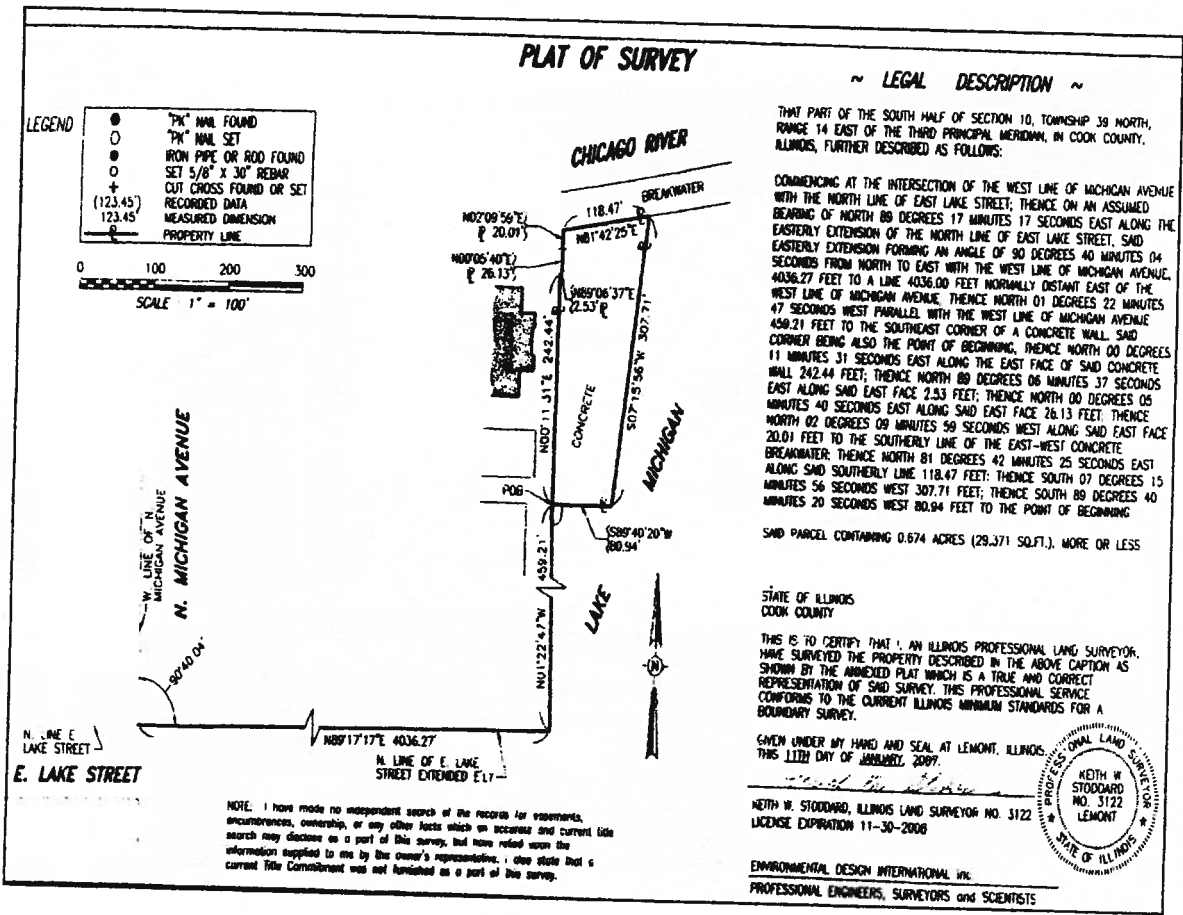
(Signed) Timothy M. King  
Counsel, Chicago  
Park District Real  
Estate and Land-Use.

CC: T. Mitchell  
J. Chronis  
M. Kelly  
G. Biagi  
R. Rejman  
D. O'Donnell

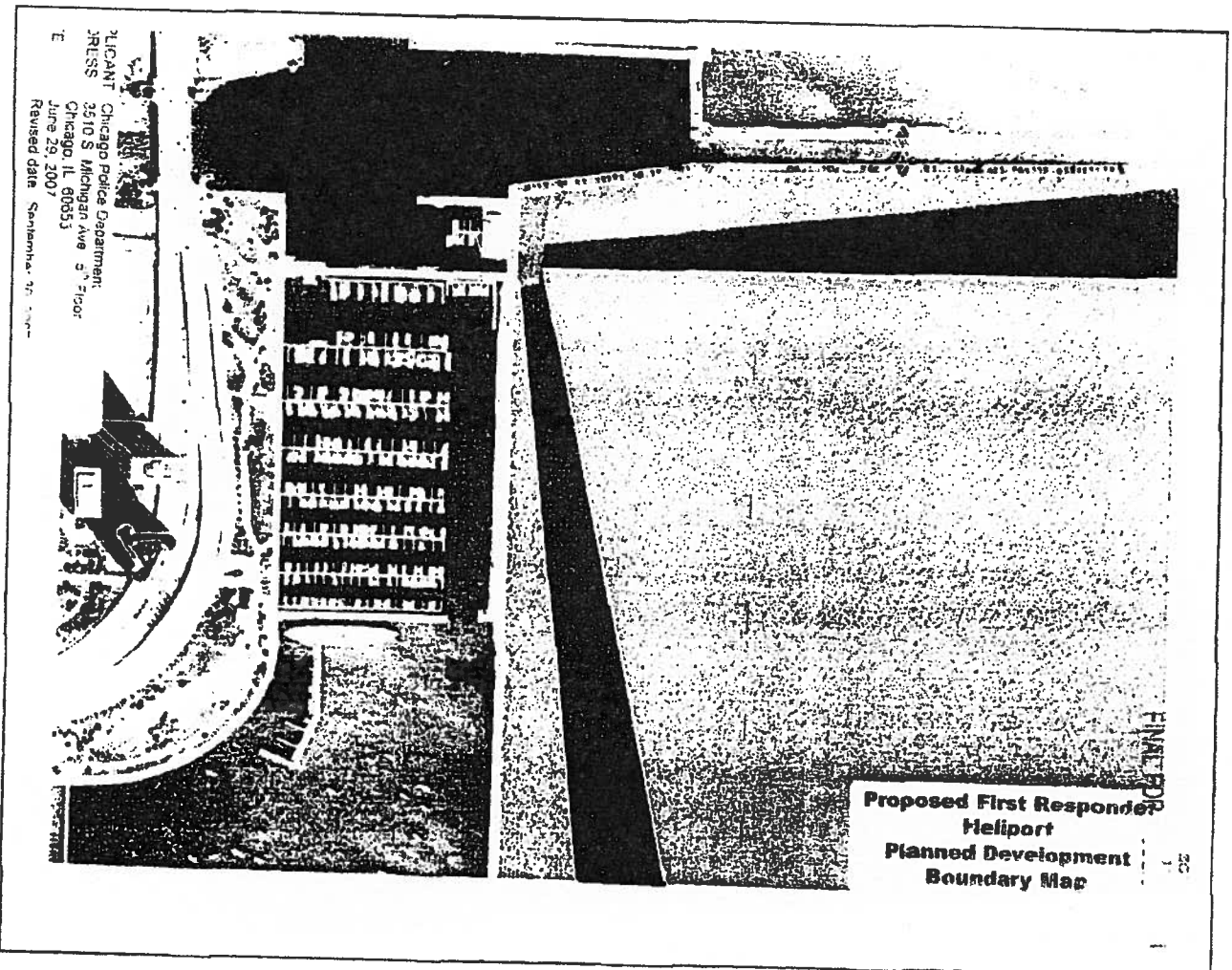
First Proposed Responder Heliport  
Approach Zones.



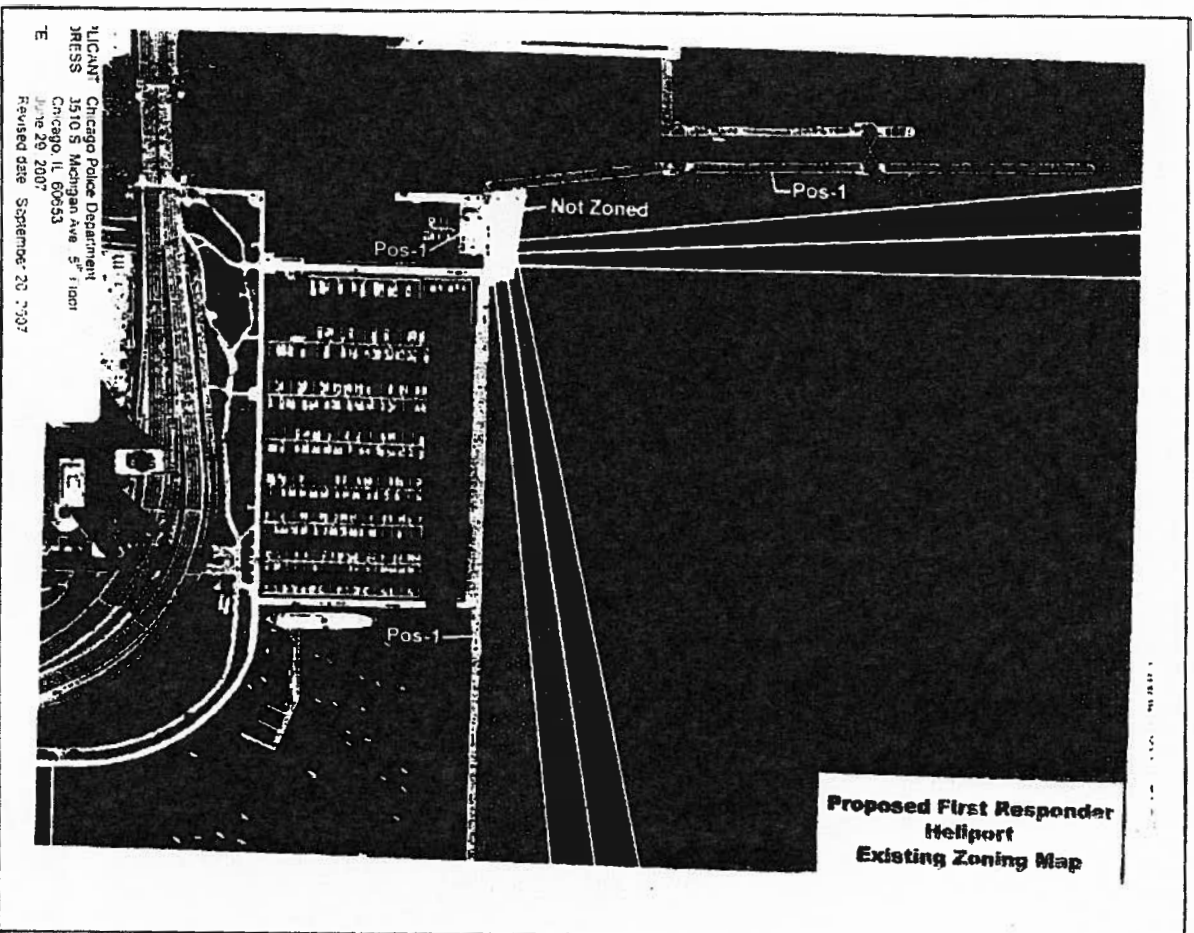
Plat Of Survey.

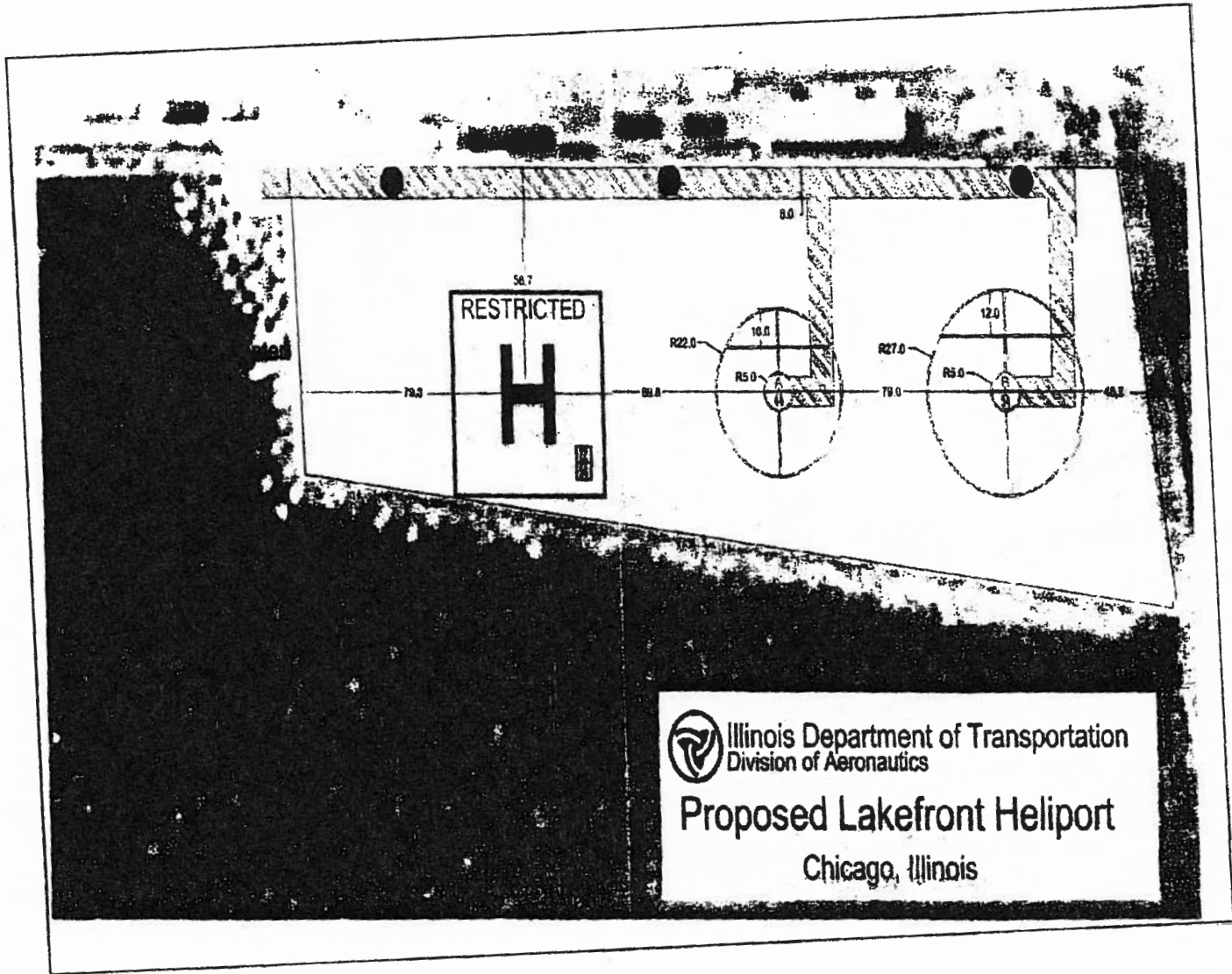



Planned Development Boundary Map.



Existing Zoning Map.



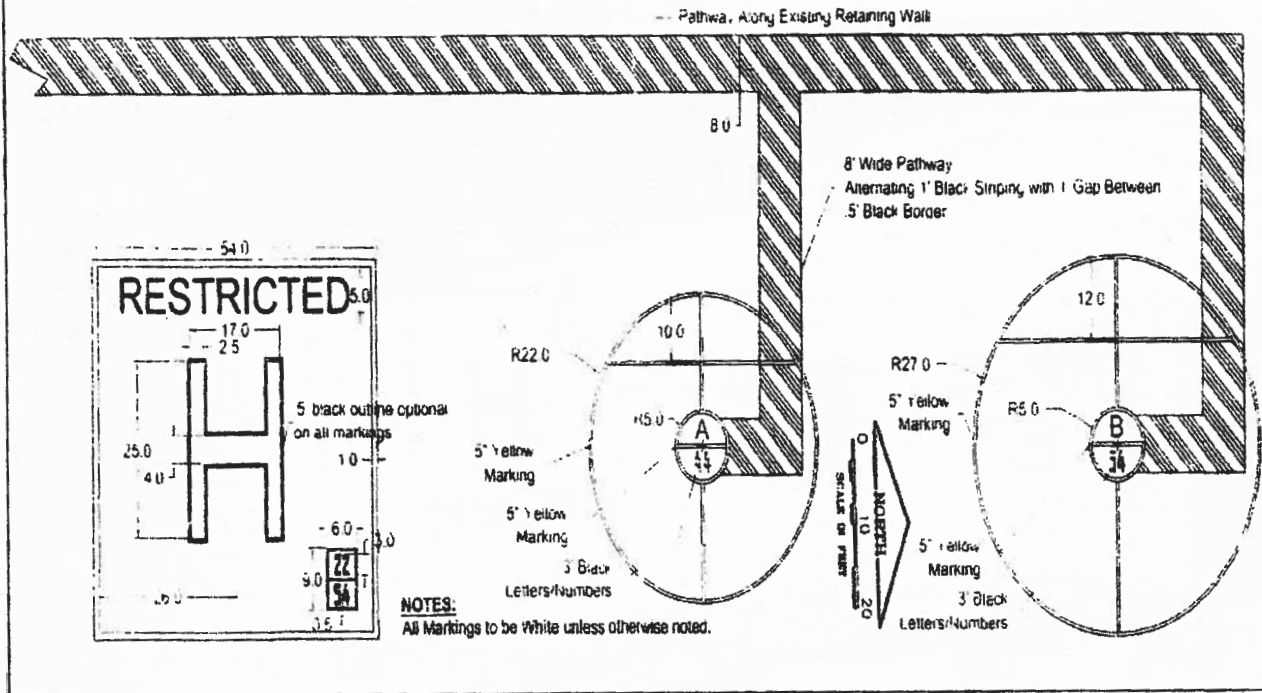



 Illinois Department of Transportation  
 Division of Aeronautics  
**Proposed Lakefront Heliport**  
 Chicago, Illinois

10396

JOURNAL--CITY COUNCIL--CHICAGO  
 Proposed Lakefront Heliport.  
 9/27/2007

# Marking Detail



Marking Detail.