



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Lori T. Healey
Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4190
(312) 744-2271 (FAX)
(312) 744-2578 (TTY)

<http://www.cityofchicago.org>

September 27, 2006

Mr. Edward J. Kus
Shefsky & Froelich Attorneys at Law
111 E. Wacker Drive
Suite 2800
Chicago, IL 60601-3713

Re: **Administrative Relief request for Business Planned Development No. 264,
Olgivie Transportation Center, Subarea B, MetraMarket**

Dear Mr. Kus:

Please be advised that your request for a minor change to Business Planned Development No. 264 has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No.11 of the Planned Development.

Specifically, you requested changes to accommodate the proposed uses of MetraMarket, a mixed-use center combining a fresh food market, a variety of restaurants, retail stores, boutiques shops and service providers.

The permitted uses for Subarea B are "railroad and related uses." Metramarket is permitted as a customary and incidental related use to the commuter railroad station. A modification of Statement 3 of the Planned Development Ordinance is requested. Elimination of the subareas in Statement 3 only, would allow the permitted uses of Subarea A to be applicable to the entire development. In addition, there is a typographical error in Statement 3. Instead of Subarea A uses including *Retail* terminal, it should read *Rail* terminal.

Lastly, confirmation regarding the minimum parking requirements for Subarea B is requested. The Planned Development as approved in October 1988 set forth a requirement of zero parking spaces for Subarea B. The only parking requirement was for Subarea A, which is an office tower. In the June 6, 2001 amendment, the minimum parking requirements for each subarea were consolidated and this consolidation occurred after the construction of the office tower. Therefore, the parking requirement for Subarea B is zero parking spaces.

With regard to your request, the Department of Planning and Development has determined that these revisions do not create an adverse impact on the Planned Development or surrounding neighborhood and would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Business Planned Development No. 264, I hereby approve the foregoing minor change, but no other changes to Business Planned Development No. 264.

Sincerely,

Lori T. Healey
Commissioner

LTH:MRD:tm

cc: Kathleen Nelson, Terri Haymaker, Mike Marmo, DPD files



Nays -- None.

Alderman Beavers 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-F.
(As Amended)
(Application Number A-4566)*

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the Business Planned Development Number 264, as amended, symbols and indications as shown on Map Number 1-F in the area bounded by:

West Madison Street; North Clinton Street; West Lake Street; and North Canal Street,

to the designation of a Business Planned Development which is hereby established in the area above described, subject to such use and bulk regulations as are set forth in the Plan of Development herewith attached and made a part thereof and to no others.

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

Plan of Development Statements referred to in this ordinance read as follows:

Business Planned Development Number 264, As Amended.

Plan Of Development Statements.

1. The area delineated herein as a Business Planned Development (the "Planned Development") consists of approximately three hundred sixty-one thousand four hundred twenty and fourteen hundredths (361,420.14) square feet of real property, exclusive of public rights-of-way, and is depicted

on the attached Property Line Map. It is divided into three (3) subareas as depicted in the attached Planned Development Subarea Map.

2. This plan of development, consisting of eleven (11) statements; an existing zoning map; a boundary, property line and subarea map including any proposed vacations or dedications of streets, alleys or other public properties; a generalized land-use map; and a table of use and bulk regulations and related controls, is applicable to the area delineated herein. These and no other controls shall apply to the area delineated herein.
3. The permitted uses in the Planned Development are as follows:
 - Subarea A -- Retail terminal and related uses, business and professional offices, retail and service-type business uses and related uses and parking.
 - Subarea B -- Railroad and related uses.
 - Subarea C -- Railroad and related uses.
4. For purposes of floor area ratio (F.A.R.) calculations, the definitions in the Chicago Zoning Ordinance shall apply except that in addition to the other exclusions from floor area for purposes of determining F.A.R. permitted by the Chicago Zoning Ordinance, all floor area devoted to mechanical equipment and exceeding five thousand (5,000) square feet in a single location regardless of placement in the building shall be excluded.
5. Off-street parking and loading facilities will be provided in compliance with the plan of development and shall be subject to the review and approval of the Commissioner of Planning and the Bureau of Traffic Engineering and Operations. All parking spaces required to serve buildings or uses shall be located on the same parcel as the building or use served or within one thousand (1,000) feet walking distance. Off-street loading shall be provided in accordance with this plan of development and shall be located on the same parcel as the building or use served.
6. Any service drive or other ingress or egress shall be adequately designed and paved, in accordance with the regulations of the Department of Streets and Sanitation 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 paved areas. Ingress and egress shall be subject to the review and approval of the Bureau of Traffic Engineering and Operations and the approval of the Commissioner of Planning.

7. The height restriction of the improvements and any appurtenance attached thereto shall be subject to:
 - (1) height limitations as certified and approved by the Federal Aviation Administration; and
 - (2) airport zoning regulations as established by the Department of Planning and Development, Department of Aviation and Department of Law and approved by the City Council.
8. Business and business identification signs shall be permitted within the Planned Development subject to the review and approval of the Departments of Planning and Development and Zoning. Temporary signs such as construction and marketing signs also are permitted.
9. Any dedication or vacation of streets, alleys or easements or any adjustment of rights-of-way shall require a separate submittal on behalf of the applicant or its successors, assignees or grantees and approval by the City Council.
10. The applicant or its successors, assignees or grantees shall obtain all official City reviews, approvals and permits required in connection with this plan of development.
11. This plan of development shall be subject to the "Rules, Regulations and Procedures in Relation to Planned Development Amendments" as promulgated by the Commissioner of the Department of Planning and in effect on the date hereof.

[Existing Zoning Map and Planned Development and Property Boundary Map referred to in these Plan of Development Statements printed on pages 60887 through 60888 of this Journal.]

Bulk Regulation and Data Table referred to in these Plan of Development Statements reads as follows:

Business Planned Development Number 264, As Amended.

Planned Development Use Bulk Regulations And Data.

Parcel A:

Net Site Area	Maximum Floor Area Ratio	Maximum Percent Of Ground Coverage
122,052.56 square feet/2.8 acres	12.79	96%

Generalized Description of Land-Use:

Rail terminal and related uses, business offices and service type business and related uses and parking.

Parcel B:

Net Site Area	Maximum Floor Area Ratio	Maximum Percent Of Ground Coverage
116,375.76 square feet/2.67 acres	1.0*	100%

Generalized Description of Land-Use:

Railroad and related uses.

Parcel C:

Net Site Area	Maximum Floor Area Ratio	Maximum Percent Of Ground Coverage
122,991.82 square feet/2.82 acres	1.0*	100%

* Railroad tracks are excluded from computation.

Generalized Description of Land-Use:

Railroad and related uses.

Total:

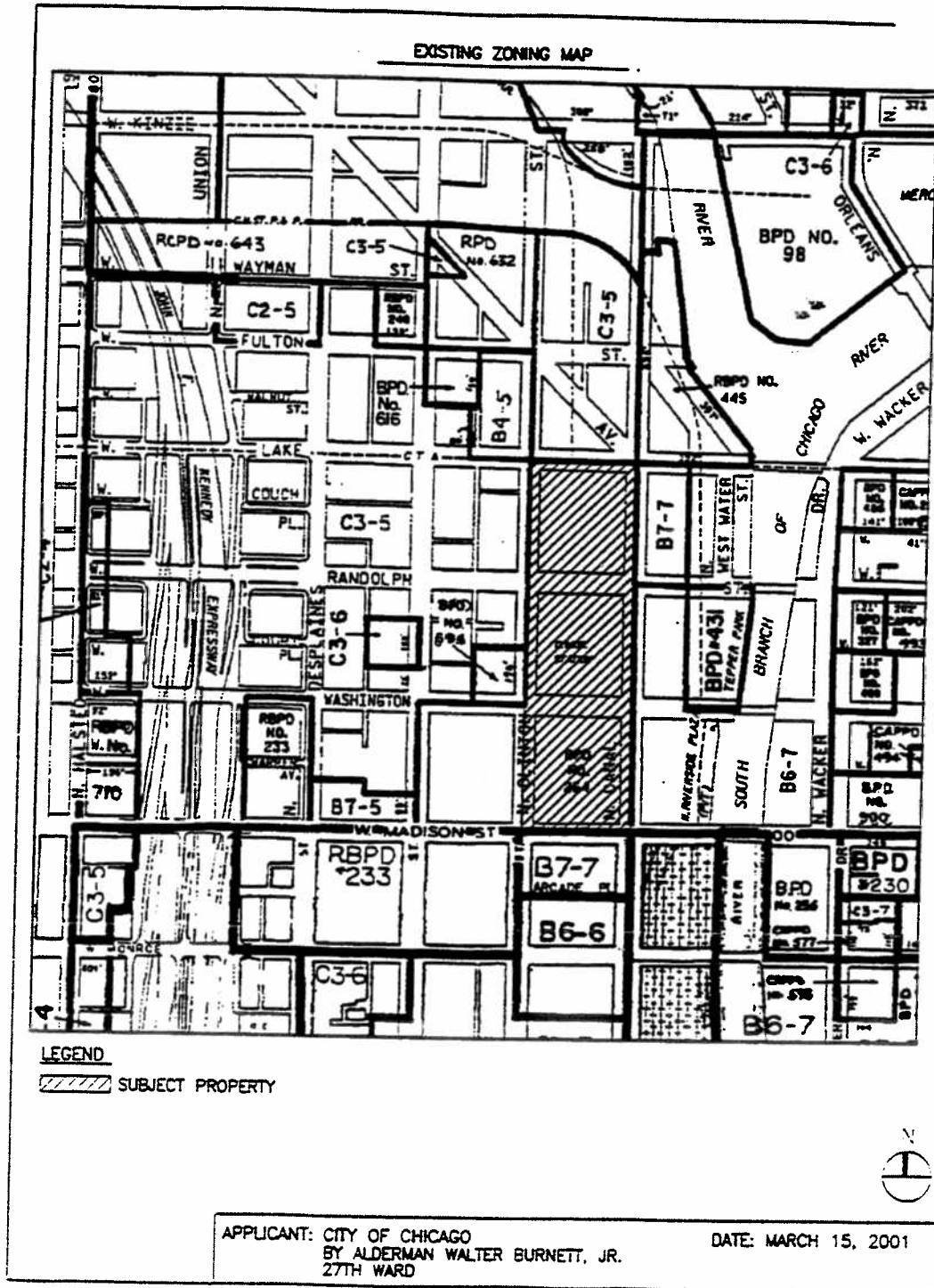
Net Site Area	Maximum Floor Area Ratio	Maximum Percent Of Ground Coverage
361,420.14 square feet/8.29 acres	5.0*	99%

Gross Site Area, 551,977.14 square feet (12.67 acres) = Net Site Area, 361,420.14 square feet + Area of Public Rights-of-Way (including 20 foot strip on south side of West Washington Boulevard) 190,557 square feet.

Minimum Number of Off-Street Parking Spaces:	53.
Minimum Number of Off-Street Loading Spaces:	6.
Maximum Number of Square Feet Devoted to Office Space:	1,402,470.
Minimum Number of Square Feet Devoted to Commuter Rail Terminal:	131,030.
Maximum Periphery Setbacks (street level):	0.
Maximum Percentage of Ground Coverage for total Net Site Area:	99%.

* Railroad tracks are excluded from computation.

Existing Zoning Map.

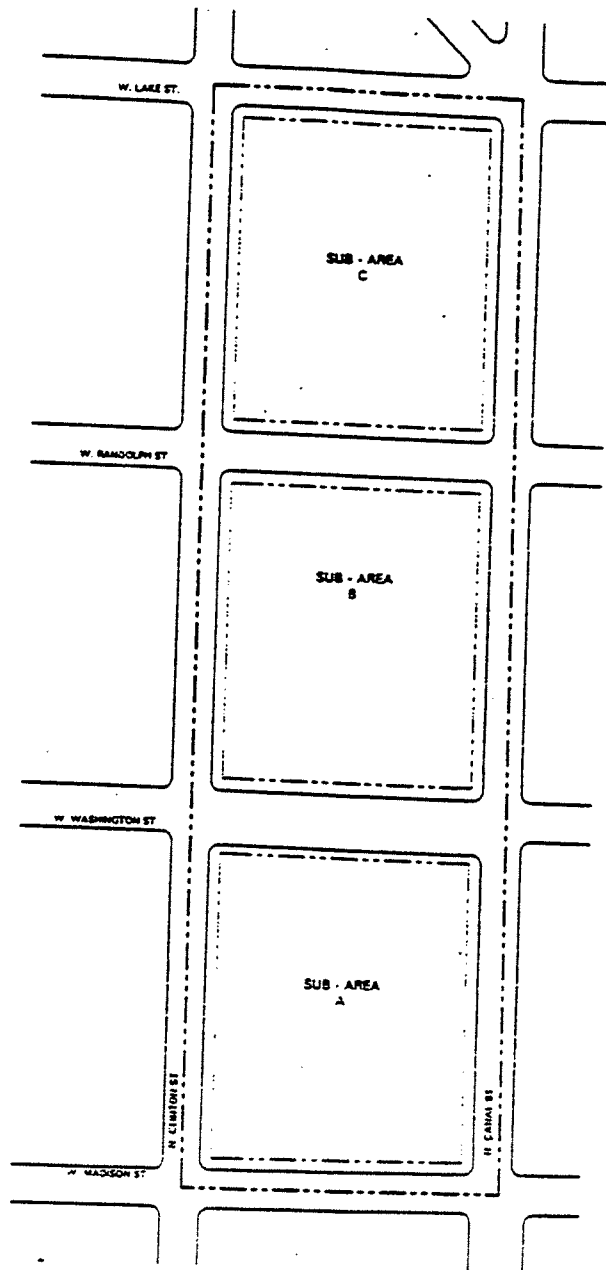


LEGEND
 [Hatched Box] SUBJECT PROPERTY

APPLICANT: CITY OF CHICAGO
 BY ALDERMAN WALTER BURNETT, JR.
 27TH WARD

DATE: MARCH 15, 2001

Planned Development And Property Boundary Map.



LEGEND
- - - - - PROPERTY LINE
- - - - - PLANNED DEVELOPMENT BOUNDARY

APPLICANT: CITY OF CHICAGO
BY ALDERMAN WALTER BURNETT, JR.
27TH WARD

DATE: MARCH 15, 2001

West Washington Street; North Clinton Street; West Madison Street; and North Jefferson Street,

to those of a C3-6 Commercial-Manufacturing District, and a corresponding use district is hereby established in the area described above.

SECTION 2. That the Chicago Zoning Ordinance be amended by changing all the Business Planned Development No. 264 and C3-6 Commercial-Manufacturing District symbols and indications as shown on Map No. 1-F in the area bounded by

West Washington Street; North Clinton Street; West Lake Street; North Canal Street; West Madison Street; and North Jefferson Street,

to the designation of Business Planned Development No. 264, as amended, which is hereby established in the area described above, subject to such use and bulk regulations as are set forth on the Plan of Development herewith attached and made a part hereof and to no others.

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

Plan of Development attached to this ordinance reads as follows:

Plan Of Development.

Business Planned Development No. 264 AS AMENDED

Statements.

1. The area delineated herein as a Business Planned Development (the "Planned Development") consists of approximately 490,377.14 square feet of real property, exclusive of public rights-of-way, and is depicted on the attached Property Line Map. It is divided into four sub-areas as depicted in the attached Planned Development Sub-Area Map.
2. This Plan of Development, consisting of fourteen (14) statements; an existing zoning map; a boundary, property line and sub-area map including any proposed vacations or dedications of streets, alleys, or other public properties; a generalized

land use map; and a table of use and bulk regulations and related controls, is applicable to the area delineated herein. These and no other controls shall apply to the area delineated herein.

3. The permitted uses in the Planned Development are as follows:

Sub-Area A -- Rail terminal and related uses, business and professional offices, retail and service-type business uses and related uses and parking.

Sub-Area B -- Railroad and related uses.

Sub-Area C -- Railroad and related uses.

Sub-Area D -- Business and professional offices, hotel (a maximum of 300 keys), telecommunications and satellite receiving dishes and related uses authorized as permitted and special uses in the C3-6 district and parking.

4. For purposes of Floor Area Ratio (F.A.R.) calculations, the definitions in the Chicago Zoning Ordinance shall apply except that in addition to the other exclusions from floor area for purposes of determining F.A.R. permitted by the Chicago Zoning Ordinance, all floor area devoted to mechanical equipment and exceeding 5,000 square feet in a single location regardless of placement in the building also shall be excluded.
5. Off-street parking and loading facilities will be provided in compliance with the Plan of Development and shall be subject to the review and approval of the Commissioner of Planning and the Bureau of Traffic Engineering and Operations. All parking spaces required to serve buildings or uses shall be located on the same parcel as the building or use served or within 1,000 feet walking distance. Off-street loading shall be provided in accordance with this Plan of Development and shall be located on the same parcel as the building or use served.
6. The improvements to be constructed in Sub-Area D may be built in two phases. The buildable floor area shall be apportioned between Phases I and II at a rate of approximately 65 percent to 35 percent, respectively. The Phase I improvements shall include a minimum of 293 off-street parking spaces and a minimum of 9 (10 feet x 25 feet) off-street loading berths. The balance of the off-street parking spaces and loading berths required in Sub-Area D shall be provided in connection with the Phase II improvements.
7. Prior to the commencement of construction of Phase II, the Phase II parcel shall be improved with a surface parking lot containing a minimum of 170 off-street parking spaces and shall be appropriately landscaped. Such surface lot, however, need not be established during the construction of the Phase I improvements. In addition, the plaza to be built in connection with the Phase I improvements shall be landscaped along its northern edge so as to screen the surface lot. The wall which forms the northern edge of Phase I and the southern edge of the interim

surface lot shall be architecturally treated with materials such as paint or ivy cover.

8. Access to the plaza to be constructed in connection with the Phase I improvements shall be provided by means of stairs along Clinton Street which shall have a minimum dimension of 25 feet and stairs along Jefferson Street which shall have a minimum dimension at their base of 25 feet and of 50 feet at their connection to the plaza. In addition, the Phase I improvements shall be connected to the existing office building in Sub-Area A by means of an above grade pedestrian connection over Clinton Street.
9. Any service drive or other ingress or egress shall be adequately designed and paved, in accordance with the regulations of the Department of Streets and Sanitation 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 paved areas. Ingress and egress shall be subject to the review and approval of the Bureau of Traffic Engineering and Operations and the approval of the Commissioner of Planning.
10. The height restriction of the improvements and any appurtenance attached thereto shall be subject to:
 - (1) Height limitations as certified and approved by the Federal Aviation Administration; and
 - (2) Airport Zoning Regulations as established by the Department of Planning, Department of Aviation and Department of Law and approved by the City Council.
11. Business and business identification signs shall be permitted within the Planned Development subject to the review and approval of the Departments of Planning and Zoning. Temporary signs such as construction and marketing signs also are permitted.
12. Any dedication or vacation of streets, alleys or easements or any adjustment of right-of-way shall require a separate submittal on behalf of the applicant or its successors, assignees or grantees and approval by the City Council.
13. The applicant or its successors, assignees or grantees shall obtain all official City reviews, approvals and permits required in connection with this Plan of Development.
14. This Plan of Development shall be subject to the "Rules, Regulations and Procedures in Relation to Planned Development Amendments" as promulgated by the Commissioner of the Department of Planning and in effect on the date hereof.

Use and Bulk Regulations Data attached to this Plan of Development reads as follows:

Plan Of Development.

Business Planned Development.

Use And Bulk Regulations Data.

Sub-Area	Net Site Area Sq. Ft. (Acres)	Land Uses Permitted	Max. Floor Area Ratio	Max. % Of Site Coverage
A	122,052.56 (2.80)	Rail terminal and related uses, business and professional offices, retail and service-type business uses and related uses and parking.	12.79	96%
B	116,375.76 (2.67)	Railroad and related uses.	1.0*	100%
C	122,991.82 (2.82)	Railroad and related uses.	1.0*	100%
D	128,957.00 (2.96)	Business and professional offices, hotel (a maximum of 300 keys) and related uses authorized as permitted and special uses in the C3-6 district.	16.40	50%
TOTAL:	490,377.14 (11.26)		7.98*	

*Railroad tracks are excluded from computation.

Gross Site Area = Net Site Area + Area Remaining in Public Right-of-Way
 _____ square feet = 490,377.14 square feet + _____ square feet

Off-Street Parking And Loading	Sub-Area A:	Minimum numbers of off-street parking spaces: 53
		Minimum number of off-street loading berths: 6
	Sub-Area B:	Minimum number of off-street parking spaces: 0
		Minimum number of off-street loading berths: 0
	Sub-Area C:	Minimum number of off-street parking spaces: 0
		Minimum number of off-street loading berths: 0
	Sub-Area D:	Minimum number of off-street parking spaces: 617
		Minimum number of off-street loading berths: 17 (10 feet x 25 feet)

Bulk Regulations

Maximum Floor Area devoted to Office Space in Sub-Area A: 1,402,470 square feet

Maximum Floor Area devoted to Commuter Rail Terminal in Sub-Area A: 131,030 square feet

Maximum number of hotel rooms in Sub-Area D: 300 keys

[Generalized Land Use Plan, Boundary, Property and Sub-Area Map and Existing Zoning Map printed on pages 19100 through 19102 of this Journal.]

Reclassification Of Area Shown On Map No. 1-G.

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the M1-2 Restricted Manufacturing District symbols and indications as shown on Map No. 1-G in area bounded by

a line 40 feet north of and parallel to West Ancona Street; North Carpenter Street; West Ancona Street; and North Aberdeen Street,

to those of a C1-3 Restricted Commercial District, and a corresponding use district is hereby established in the area above described.

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

Reclassification Of Area Shown On Map No. 1-H.

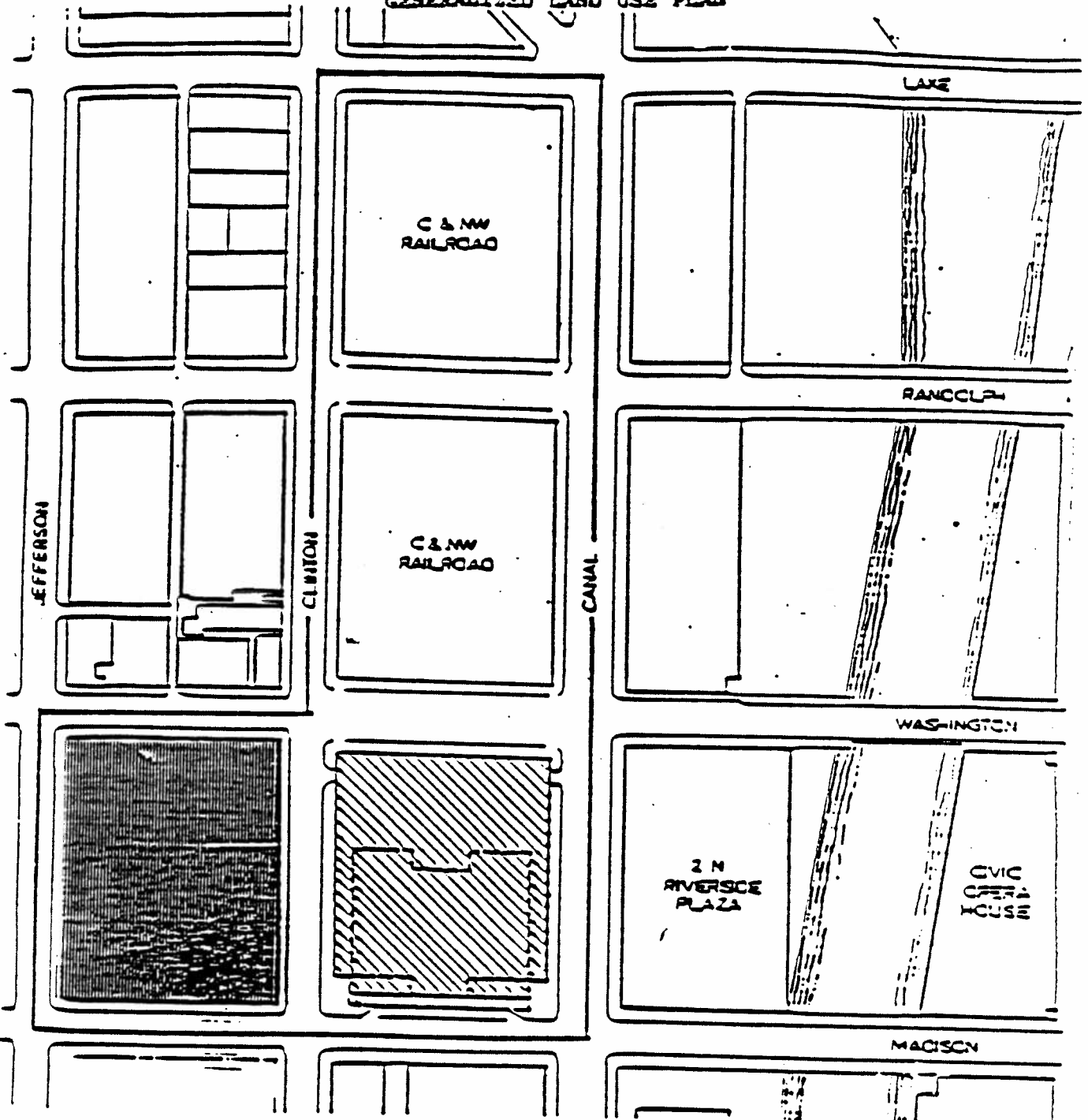
Be It Ordained by the City Council of the City of Chicago:

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the M1-2 Restricted Manufacturing District symbols and indications as shown on Map No. 1-H in area bounded by

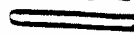



the alley next north of and parallel to West Grand Avenue; a line 200 feet west of and parallel to North Hoyne Avenue; West Grand Avenue; a line 300 feet west of and parallel to North Hoyne Avenue,

(Continued on page 19103)

BUSINESS PLANNED DEVELOPMENT
GENERALIZED LAND USE PLAN



LEGEND

-  Railroad Commuter Terminal
-  General Business and Hotel use
-  General Business Use (above terminal)
-  Planned Development Boundary

APPLICANT: Tishman Midwest Management Co.
 100 South Riverside Plaza, Suite 1400 North
 Chicago, Illinois 60606

DATE: June 20, 1988

NORTH

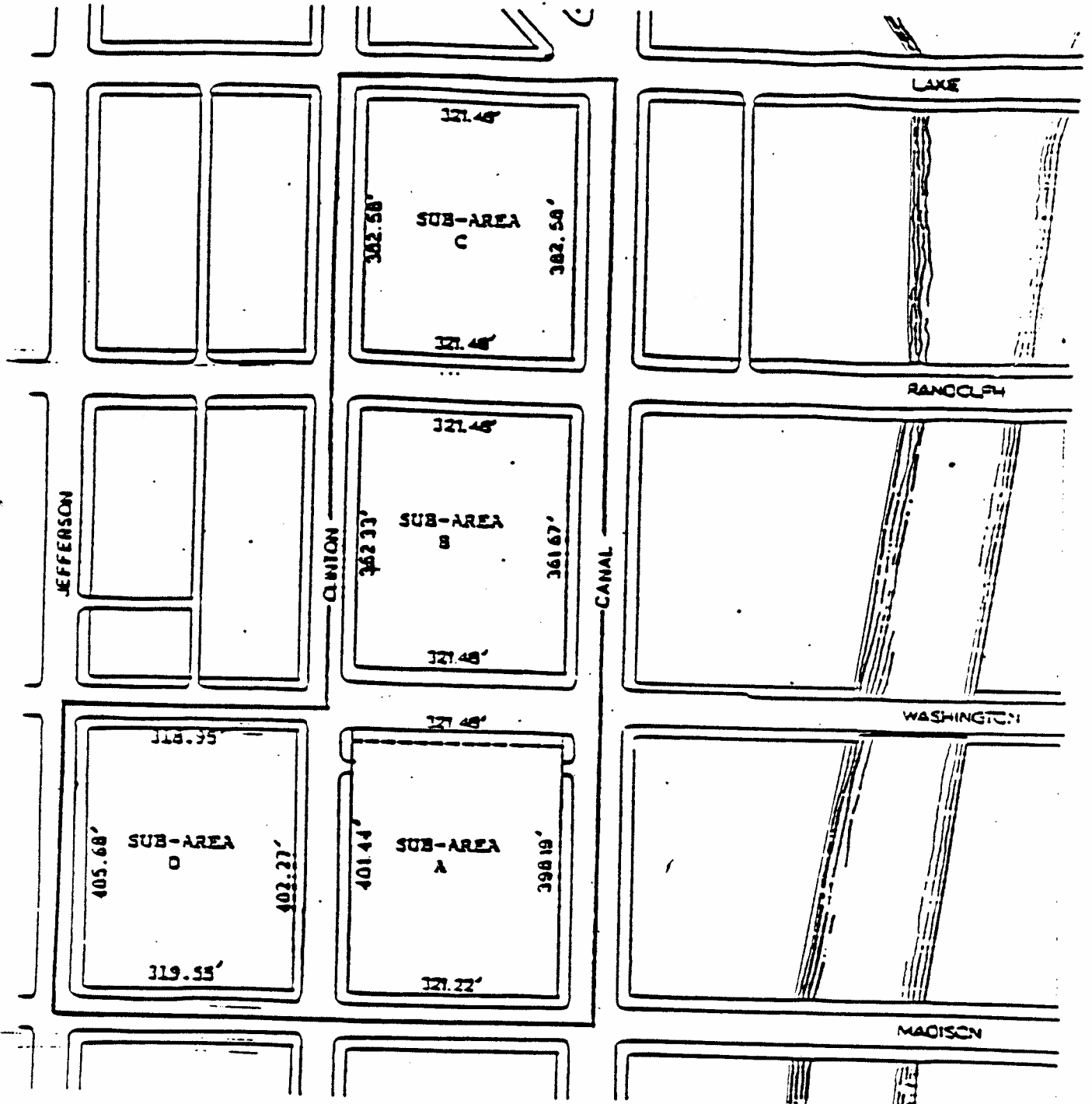


10/26/88



UNFINISHED BUSINESS

19101

BUSINESS PLANNED DEVELOPMENT
BOUNDARY, PROPERTY LINE AND SUB-AREA MAP



LEGEND

 Planned Development Boundary
 Property Line

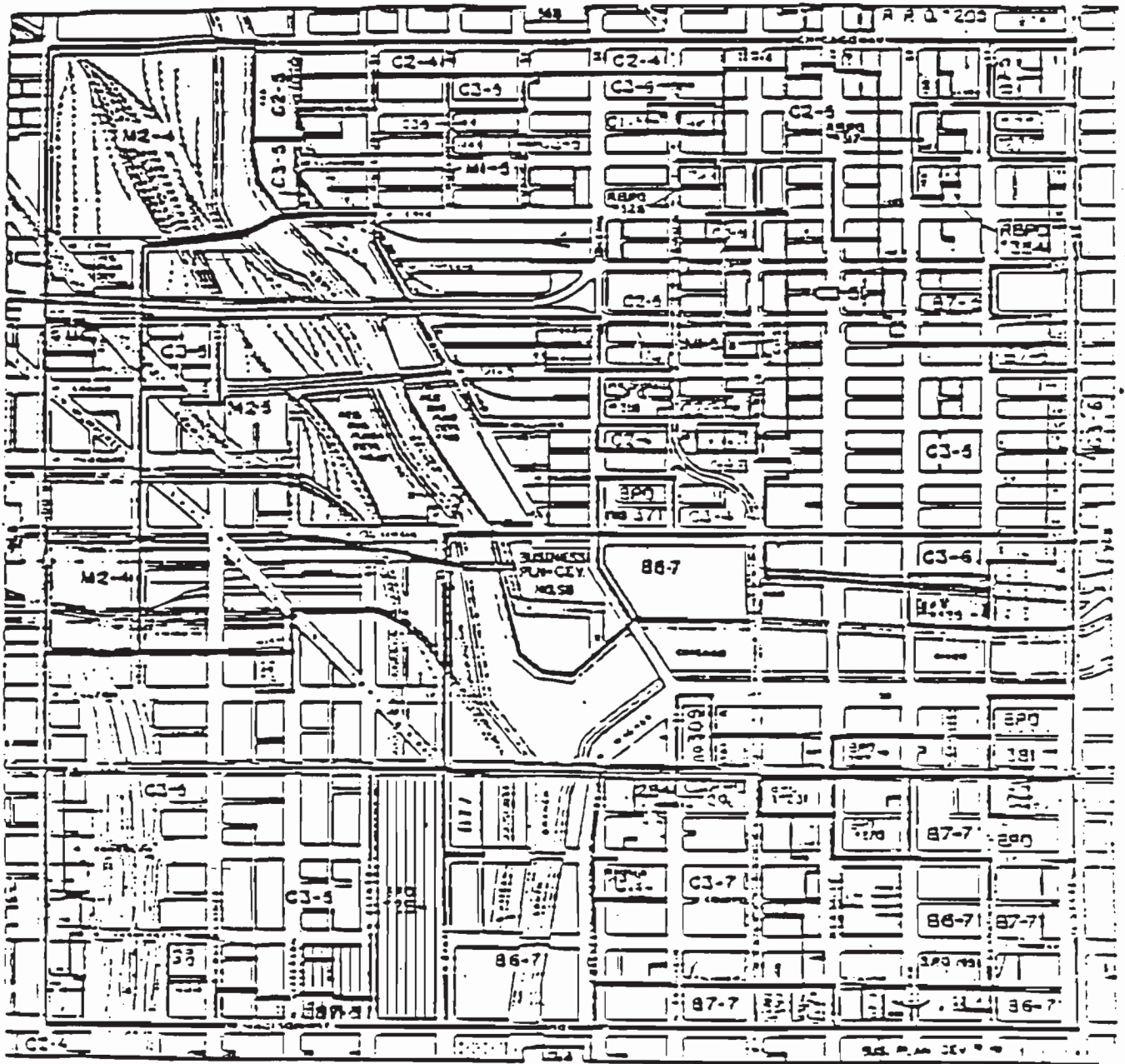
APPLICANT: Tishman Midwest Management Co.
 300 South Riverside Plaza, Suite 1400 North
 Chicago, Illinois 60606

DATE: June 20, 1988

NORTH



EXISTING ZONING MAP




 Subject Site

APPLICANT: Tishman Midwest Management Co.
 300 South Riverside Plaza
 Suite 1400 North
 Chicago, Illinois 60606

DATE: June 10, 1988

Chicago Zoning Ordinance Amended to Reclassify Particular Areas.

On motion of Alderman Vrdolyak the City Council took up for consideration the report of the Committee on Buildings and Zoning deferred and published in the Journal of the Proceedings of June 26, 1981, pages 6435-6437, recommending that the City Council pass eighteen proposed ordinances (under separate committee reports), for amendment of the Chicago Zoning Ordinance to reclassify particular areas.

Alderman Vrdolyak moved to *Concur* in the committee's recommendations and each of the eighteen proposed ordinances was *Passed*, by yeas and nays as follows:

Yeas—Aldermen Roti, Barnett, Kenner, Evans, Bloom, Bertrand, Humes, Vrdolyak, Huels, Majerczyk, Madrzyk, Burke, Brady, Barden, Streeter, Kellam, Sheahan, Kelley, Sherman, Stemberk, Lipinski, Shumpert, Marzullo, Nardulli, Ray, Carothers, Davis, Hagopian, Kuta, Gabinski, Mell, Frost, Marcin, Farina, Casey, Cullerton, Laurino, Rittenberg, Pucinski, Natarus, Oberman, Merlo, Clewis, Axelrod, Schulter, Volini, Orr, Stone—48.

Nays—None.

Alderman Natarus moved to *Reconsider* the foregoing vote. The motion was *Lost*.

Said ordinances, as passed, read respectively as follows (the *Italic* heading in each case not being part of the ordinance):

Reclassification of Area Shown on Map No. 1-E.

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the B6-7 Restricted Central Business District symbols and indications as shown on Map No. 1-E in the area bounded by

a line 162 feet north of E. Randolph Street; N. Michigan Avenue; E. Randolph Street; and N. Garland Court,

to the designation of a Business Planned Development which is hereby established in the area above described, subject to such use and bulk regulations as are set forth in the Plan of Development herewith attached and made a part thereof and to no others.

[Planned Development printed on pages 6496 to 6500 of this Journal]

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

Reclassification of Area Shown on Map No. 1-F.

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the B7-5 General Central Business District and C3-5 Commercial Manufacturing Business District symbols and indications as shown on Map No. 1-F in the area bounded by

W. Madison Street; N. Clinton Street; W. Lake Street; and N. Canal Street,

to the designation of a Business Planned Development, which is hereby established in the area above described, subject to such use and bulk regula-

tions as are set forth in the Plan of Development herewith attached and made a part thereof and to no others.

[Planned Development printed on pages 6501 to 6508 of this Journal]

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

Reclassification of Area Shown on Map No. 5-K (As Amended).

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the C2-1 General Commercial District, north of alley and R3 General Residence District, south of alley symbols and indications as shown on Map No. 5-K in area bounded by

the south boundary of the Chicago, Milwaukee & St. Paul Railroad; N. Pulaski Road; a line 208.03 feet south, of and parallel to the south bank of the Chicago Milwaukee & St. Paul Railroad; the alley next west of and parallel to N. Pulaski Road; a line 298.97 feet south of and parallel to the south boundary of the Chicago Milwaukee & St. Paul Railroad; N. Keystone Avenue,

to those of an R5 General Residence District, and a corresponding use district is hereby established in the area above described.

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

Reclassification of Area Shown on Map No. 6-F (As Amended).

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the M1-2 Restricted Manufacturing District symbols and indications as shown on Map No. 6-F in area bounded by

W. 30th Street; a line 70 feet west of and parallel to S. Shields Avenue; the alley next south of and parallel to W. 30th Street, and S. Stewart Avenue,

to those of an R4 General Residence District, and a corresponding use district is hereby established in the area above described.

SECTION 2. This ordinance shall be in force and effect from and after its passage and due publication.

Reclassification of Area Shown on Map No. 8-E.

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the C1-3 Restricted Commercial District symbols and indications as shown on Map No. 8-E in the area bounded by

a line 115.31 feet south of E. 36th Street; the alley next east of S. Michigan Avenue; E. 36th Street; S. Indiana Avenue; a line 498.78 feet south of E. 36th Street; S. Michigan Avenue; the alley next west of S. Indiana Avenue; a line 351.09 feet south of E. 36th Street; S. Michigan Avenue.

(continued on page 6509)

PD
264

UNFINISHED BUSINESS

PLAN OF DEVELOPMENT

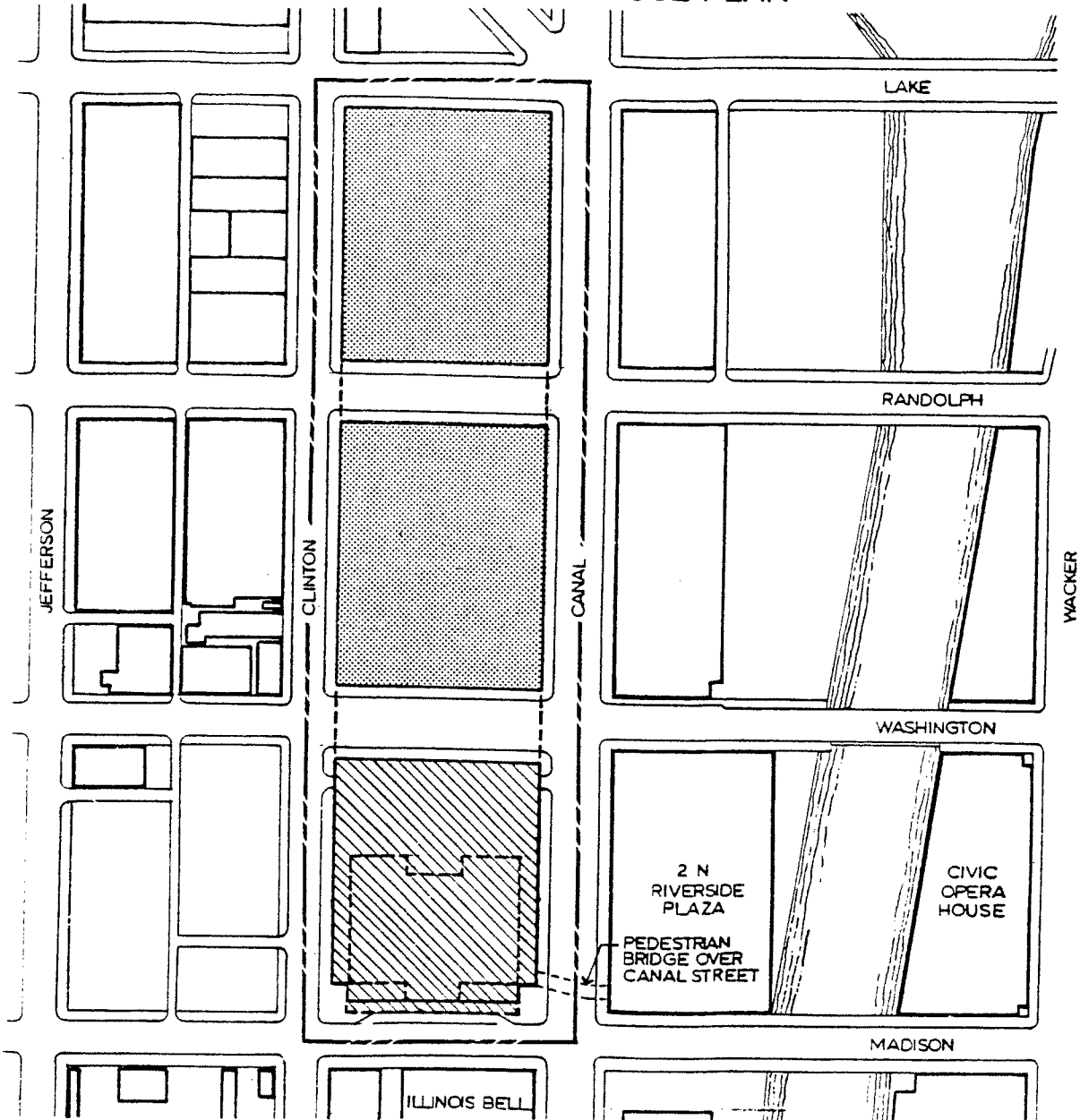
BUSINESS PLANNED DEVELOPMENT #2001

STATEMENTS

1. The area delineated herein as "Business Planned Development" consists of property identified in the drawing attached hereto entitled "Property Line Map". Business Planned Development is under the single designated control of the Chicago and North Western Transportation Company ("CNW"), a Delaware corporation. TNS Associates, Inc. ("Applicant"), an Illinois corporation, is the designated agent of CNW for purposes of filing this application for a Business Planned Development.
 2. The Applicant or its successors, assignees or grantees shall obtain all official reviews, approvals and permits.
 3. Any dedication or vacation of streets or alleys or easements or any adjustment of rights-of-way shall require a separate submittal on behalf of the Applicant or its successors, assignees or grantees, and approval by the City Council.
 4. The following uses shall be permitted within the area delineated herein as "Business Planned Development": rail terminal and related uses; business offices and service type business and related uses and required parking.
 5. Business and business identification signs may be permitted within the area delineated herein as "Business Planned Development" subject to the review and approval of the Commissioner of the Department of Planning and of the Department of Inspectional Services.
 6. Any service drive or other ingress or egress shall be adequately designed and paved in accordance with the regulations of the Department of Streets and Sanitation 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 paved areas. Fire lanes shall be adequately designed and paved in compliance with the Municipal Code of the City of Chicago and shall have a minimum width of sixteen feet to provide ingress and egress for emergency vehicles. There shall be no parking within such paved areas.
 7. The height restriction of each building and any appurtenance attached thereto shall be subject to:
 - (1) Height limitations as certified on Form FAA-117 (or on successor form or forms covering the same subject matter) and approved by the Federal Aviation Administration; and
 - (2) Airport Zoning Regulations as established by the Department of Planning, Department of Aviation and Department of Law and approved by the City Council.
 8. Off-street parking and loading facilities will be provided in compliance with this Plan of Development.
 9. The information in the Plan of Development attached hereto sets forth data concerning the generalized land use plan of the area delineated herein as "Business Planned Development," and illustrates that the development of such area will be in accordance with the intent and purpose of this Plan of Development.
 10. The Plan of Development hereby attached shall be subject to the "Rules, Regulations and Procedures in relation to Planned Development Amendments" as promulgated by the Commissioner of the Department of Planning.
- APPLICANT: TNS Associates, Inc., an Illinois corporation,
 as agent for Chicago and North Western
 Transportation Company
 120 South Riverside Plaza
 Chicago, Illinois 60606

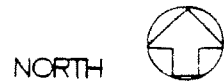
DATE: April 22, 1981

BUSINESS PLANNED DEVELOPMENT GENERALIZED LAND USE PLAN



- LEGEND
- RAILROAD AND RELATED USES
 - RAILROAD COMMUTER TERMINAL
 - GENERAL BUSINESS USE (ABOVE TERMINAL)
 - EXTENT OF BUSINESS PLANNED DEVELOPMENT

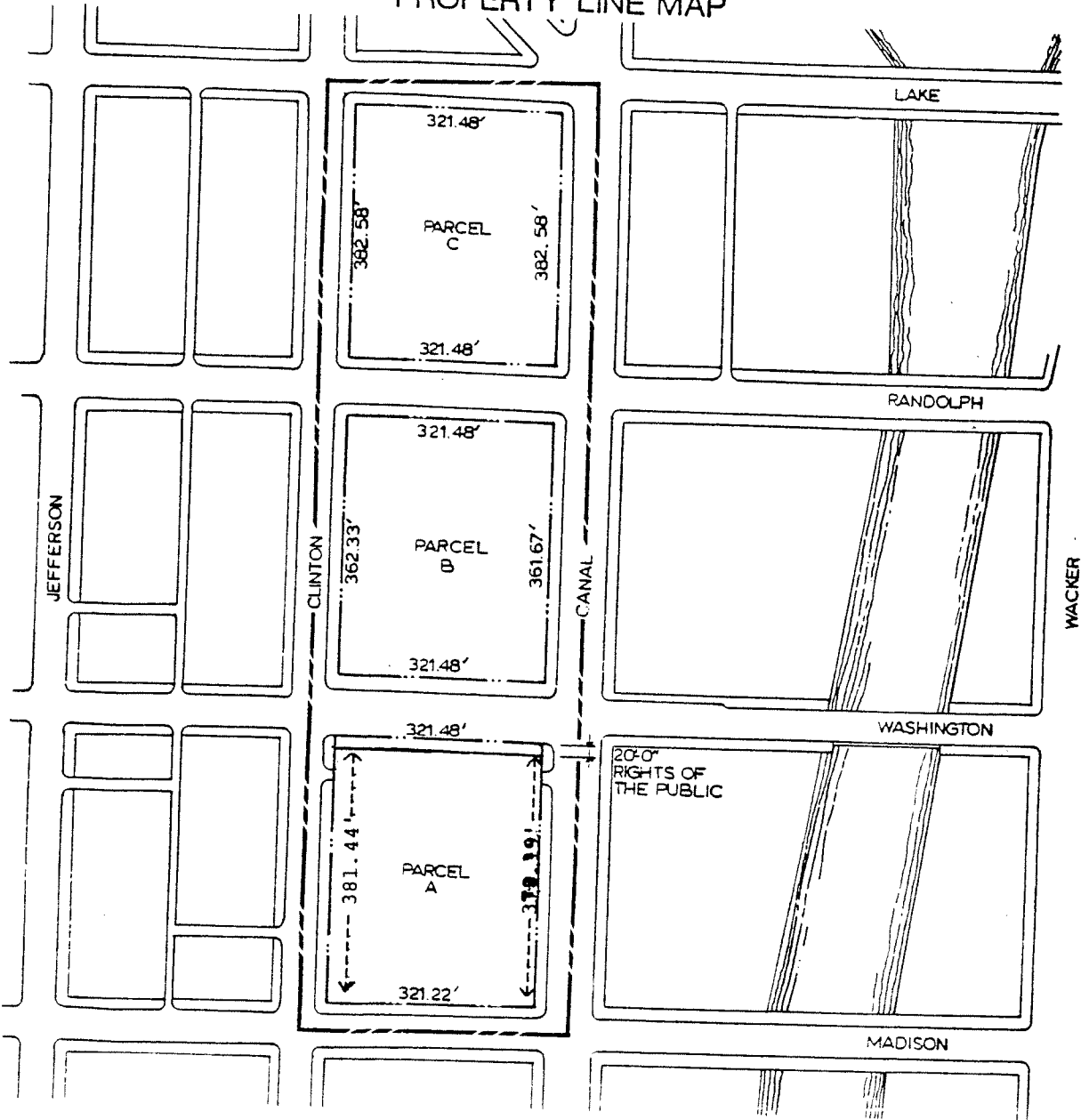
NORTH WESTERN TERMINAL PROJECT
CHICAGO, ILLINOIS



SCALE: 1" = 200'-0"

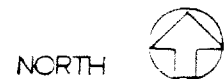
DATE: APRIL 22, 1981

BUSINESS PLANNED DEVELOPMENT PROPERTY LINE MAP



LEGEND
 - - - - - EXTENT OF BUSINESS PLANNED DEVELOPMENT
 - - - - - PROPERTY LINE

NORTH WESTERN TERMINAL PROJECT
 CHICAGO, ILLINOIS

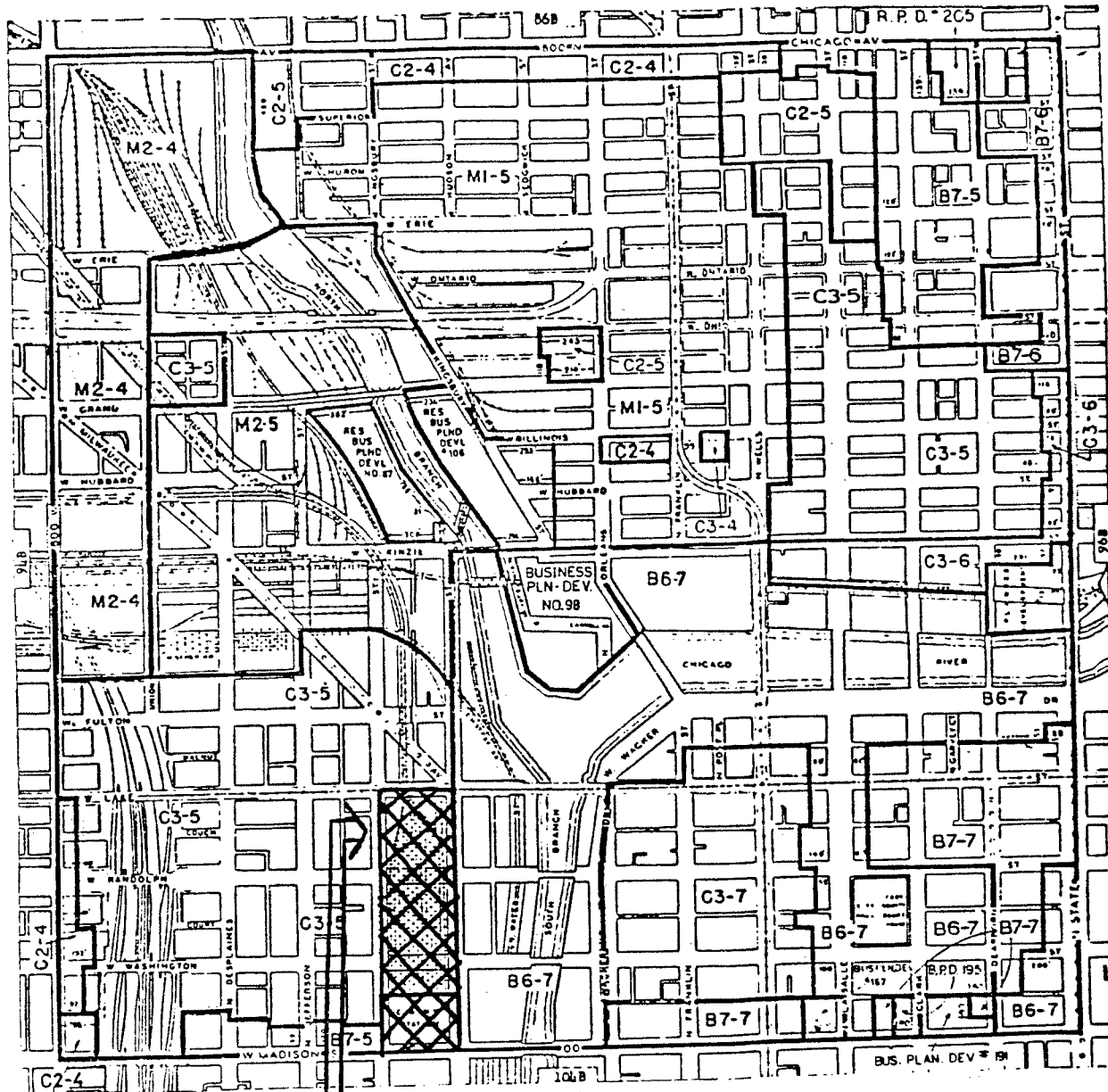


NORTH
 SCALE 1" = 200'-0"
 DATE: APRIL 22, 1981
 APPLICANT: TNS

CHICAGO ZONING ORDINANCE

SEC 8 T39N R14E

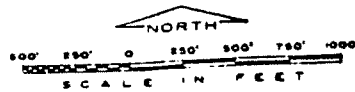
MAP 1-F

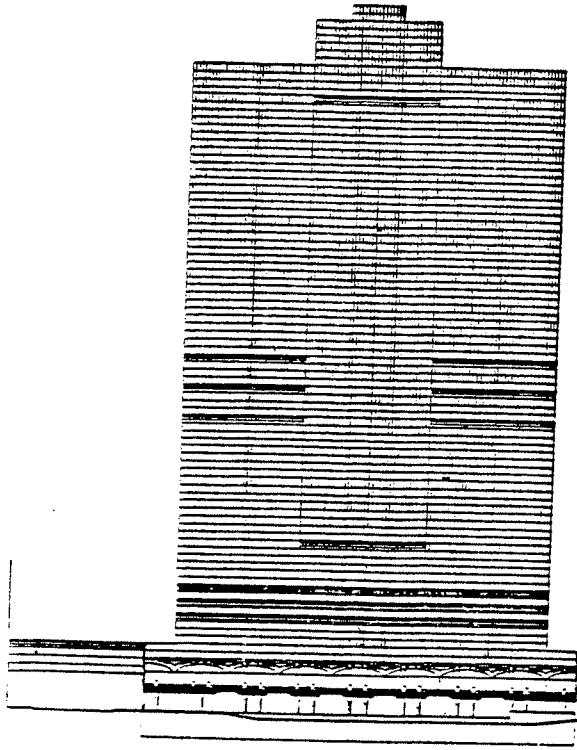


PROPOSED BUSINESS
PLANNED DEVELOPMENT

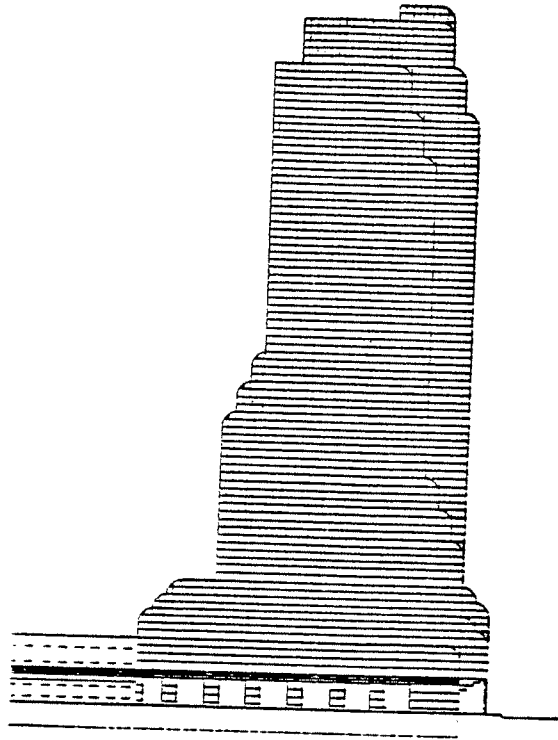
Applicant: TNS ASSOCIATES, INC.

Date: April 22, 1981





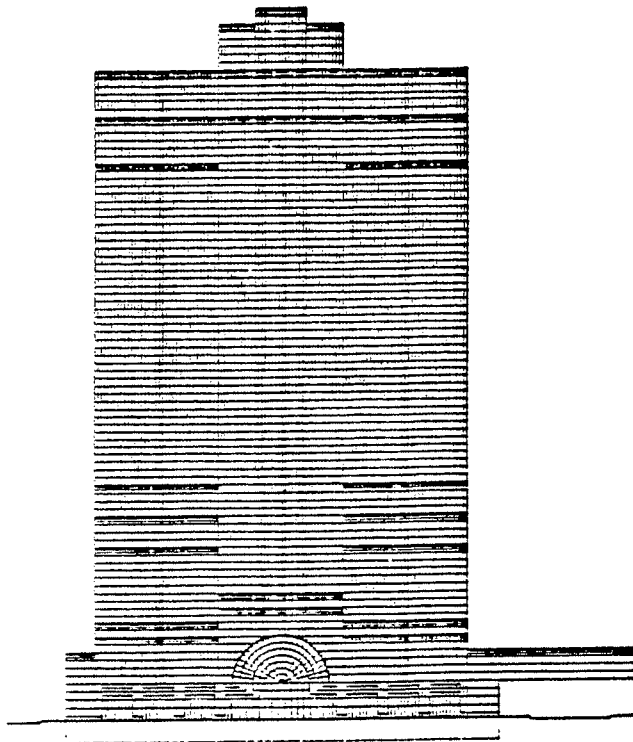
North Elevation



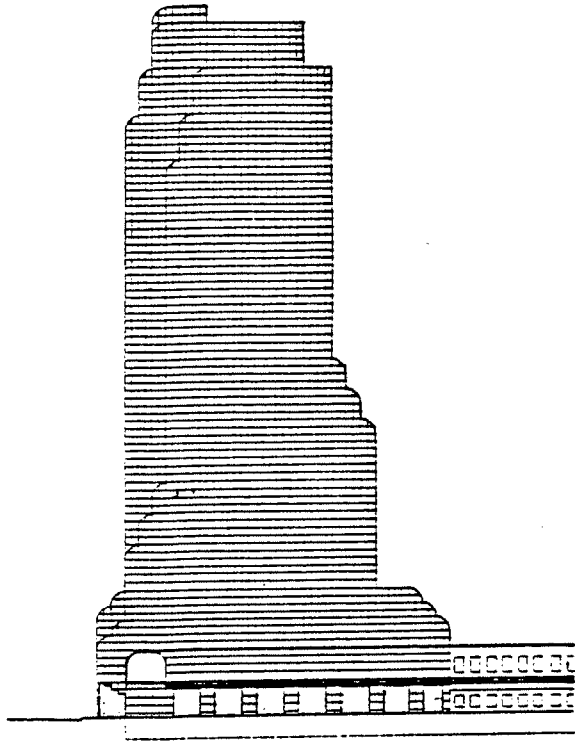
West Elevation

NORTH WESTERN TERMINAL PROJECT
CHICAGO, ILLINOIS

0 50 150
DATE: APRIL 22, 1981
APPLICANT: TNS



South Elevation



East Elevation

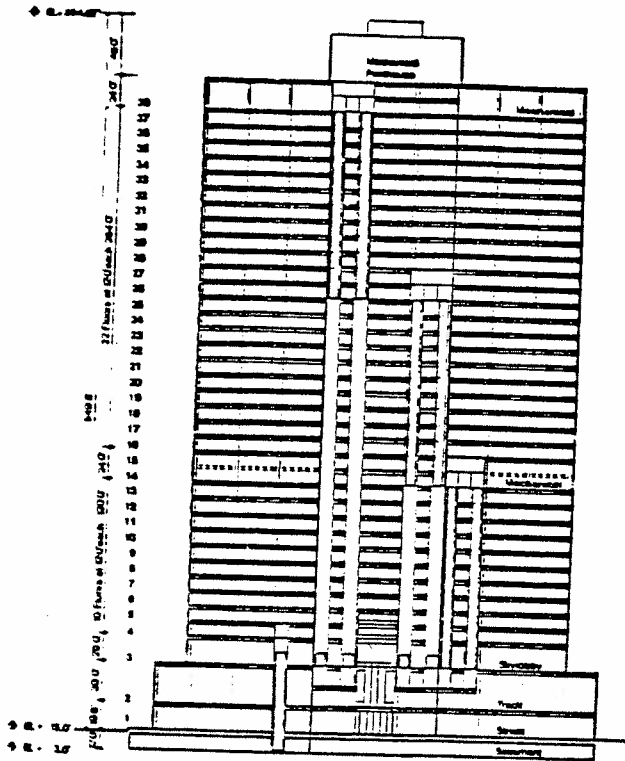
NORTH WESTERN TERMINAL PROJECT
CHICAGO, ILLINOIS



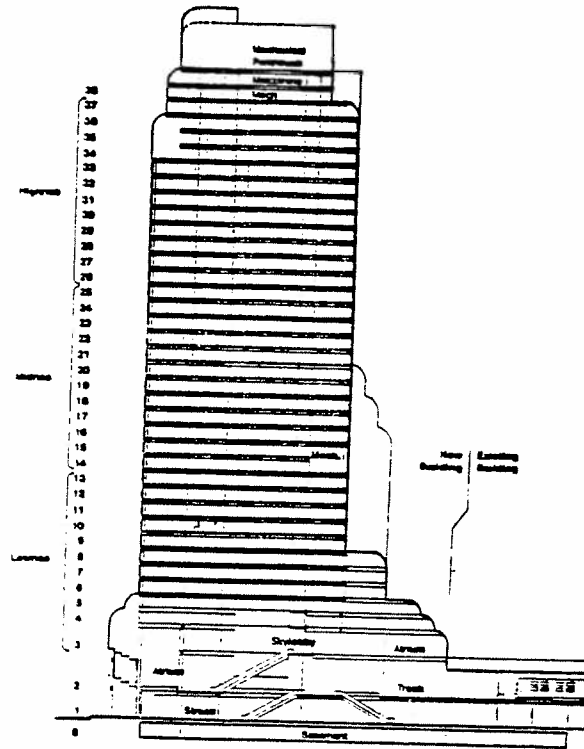
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DATE: APRIL 22, 1981

APPLICANT: TNS

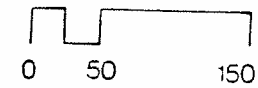


Longitudinal Section



Transverse Section

NORTH WESTERN TERMINAL PROJECT
CHICAGO, ILLINOIS



DATE: APRIL 22, 1981
APPLICANT: TNS

BUSINESS PLANNED DEVELOPMENT
PLANNED DEVELOPMENT USE AND BULK REGULATIONS AND DATA

PARCEL	NET SITE AREA		GENERALIZED DESCRIPTION OF LAND USE	MAXIMUM FLOOR AREA RATIO	MAXIMUM % OF GROUND COVERAGE
	SQ. FT.	ACRES			
A	122,052.56	2.8	Rail terminal and Related Uses, Business Offices and Service-Type Business and Related Uses and Parking	12.79	96%
B	116,375.76	2.67	Railroad and Related Uses	1.0*	100%
C	122,991.82	2.82	Railroad and Related Uses	1.0*	100%
TOTAL	361,420.14	8.29		5.0*	99%

GROSS SITE AREA - 361,420.14 sq. ft. PLUS AREA OF PUBLIC RIGHTS-OF-WAY (INCLUDING 20 ft. STRIP ON SOUTH SIDE OF WASHINGTON BOULEVARD) 190,557 SQUARE FEET EQUALS 551,977.14 SQUARE FEET (12.67 ACRES)

MINIMUM NUMBER OF OFF STREET PARKING SPACES	53
MINIMUM NUMBER OF OFF STREET LOADING SPACES	6
MAXIMUM NUMBER OF SQUARE FEET DEVOTED TO OFFICE SPACE	1,402,470
MINIMUM NUMBER OF SQUARE FEET DEVOTED TO COMMUTER RAIL TERMINAL	131,030
MINIMUM PERIPHERY SET BACKS (STREET LEVEL)	0
MAXIMUM FLOOR AREA RATIO FOR TOTAL NET SITE AREA	5.0*
MAXIMUM % OF GROUND COVERAGE FOR TOTAL NET SITE AREA	99%

*Railroad tracks are excluded from computation

APPLICANT: TNS Associates, Inc., an Illinois corporation, as agent for Chicago and North Western Transportation Company, 120 South Riverside Plaza, Chicago, Illinois 60606

DATE: April 22, 1981