

- (8) Upper Illinois landscaping planters and related plant materials shall be installed no later than the first planting season following completion of construction of Phase I, provide that the planters may be temporarily removed or relocated from time to time as necessary for Project construction activities.
- (9) The required landscaping along St. Clair Street shall be installed no later than the first planting season following completion of construction of Phase II (the westernmost tower).

This letter, together with the attached Exhibits and the plans and documents incorporated by reference, constitutes Site Plan approval for the Project as described above.

Sincerely,



Denise M. Casalino, P.E.
Commissioner

DMC:SRP:fwd

cc: Mike Marmo, Terri Haymaker, Planned Development files



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
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 20, 2004

Mr. John J. George
Daley & George, Ltd.
20 South Clark Street, Suite 400
Chicago, IL 60603-1903

RE: Request for minor change to Residential Business Planned Development No. 368 as amended December 17, 2003, Sub-area F, Kraft Parcel; and for approval of a Site Plan for an interim park of the Kraft Parcel.

Dear Mr. George:

Please be advised that your request for minor changes to Residential Business Planned Development No. 369 as amended December 17, 2003, on behalf of MCL Companies, has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of Chicago Zoning Ordinance and Statement No.18 of the Planned Development.

Specifically, you requested modifications to the provisions of Statement No. 14 to reduce the size of the required interim park from at least 50,000 square feet to 28,000 square feet and eliminate the required enclosure of the temporary park with a five-foot decorative metal fence.

You also requested approval of a Site Plan for the interim park (Peshtigo Park Temporary Landscape Plan; Sheet L-1, prepared by Thomas S. Fritts, dated August 17, 2004). That plan proposed an approximately 28,000 square-foot interim park with seeded lawns, asphalt-paved walkways, shrubs, ornamental trees, and at least 24 4-inch caliper shade trees.

The Department has reviewed the request and has determined that the proposed modifications to the provisions of the Planned Development would be appropriate. Although this proposed interim park would be smaller than the 50,000 square feet required by Statement No. 14, its construction on a base of soil with full landscaping, instead of the asphalt base with planter boxes envisioned by Statement No. 14, would be of greater benefit to the community.

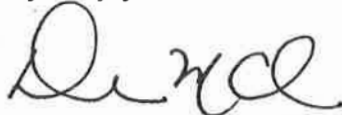


The Department has also reviewed the proposed Site Plan for the interim park and finds it acceptable within the terms of the above-mentioned modifications to Statement No. 14. I wish to call attention to the provisions of Statement No. 14 that the interim park shall be open to the public from sunrise to sunset and that the owner of the property shall be responsible for the maintenance of the interim park.

Furthermore, you state that your client commits to: construct a 15-foot high by 50-foot wide mural on the east side of the sales trailers which would depict features of the River East neighborhood and screen the sales trailers from the interim park; allow dogs in the interim park with the property management staff providing necessary clean-up services; and complete the surface parking lots within Sub-area F by October 31, 2004. I remind you and your client that Statement No. 14 of the Planned Development requires all surface parking lots in Sub-area F to be landscaped in accord with the Landscape Ordinance, including landscaped perimeter setback with decorative metal fencing and perimeter canopy trees and internal landscape islands with trees.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the requested minor change to Residential Business Planned Development No. 368, Sub-area F, Kraft Parcel. I also hereby approve the submitted Site Plan for the interim park.

Very truly yours,

A handwritten signature in black ink, appearing to read "Denise M. Casalino". The signature is fluid and cursive, with the first name being the most prominent.

Denise M. Casalino, P.E.
Commissioner

DMC:SRP:fwd

cc: Michael Marmo, Tom Smith, Terri Haymaker, Planned Development files

JOHN J. GEORGE
ATTORNEY AT LAW
TWO FIRST NATIONAL PLAZA
SUITE 400
20 SOUTH CLARK STREET
CHICAGO, ILLINOIS 60603-1903

(312) 726-8797

August 19, 2004

BY MESSENGER

Denise M. Casalino, P.E.
Commissioner
Department of Planning and Development
City Hall – Room 1000
121 North LaSalle Street
Chicago, Illinois 60602

In re: Residential-Business Planned Development No. 368, as amended

Dear Commissioner:

On behalf of my client, MCL Companies, I respectfully request that the Commissioner of the Department of Planning and Development review and approve the following proposed minor modifications to Residential-Business Planned Development No. 368, as amended.

Statement No. 14 of RBPDP No. 368, as amended, requires that a fifty thousand (50,000) square foot interim park should be completed and opened to the public by June 1, 2004 on the property formerly improved with the Kraft Building.

My client hereby commits that the interim park shall be completed and opened to the public no later than October 31, 2004. The interim park shall be approximately 28,000 square feet in size and will be constructed in accordance with the enclosed Landscape Plan. The 15 foot high by 50 foot wide mural wall to be constructed on the property will depict features of the River East neighborhood and will be an effective screen for the sales trailers. Dogs will be allowed in the interim park and the property management staff will provide necessary clean-up service.

My client further commits to the completion of the surface parking lot within Subarea F no later than October 31, 2004. For your information, the paving of the parking lot has been completed.

Therefore, pursuant to the provisions of Statement No. 18 of RBPDP No. 368, as amended, my client respectfully requests a minor modification to Statement No. 14 in order to allow the construction of the approximately 28,000 square foot interim park prior to October 31, 2004. My client respectfully submits that the proposed modifications are minor and consistent with the provisions of RBPDP No. 368, as amended.

Please feel free to contact me if you should have any questions concerning this request.
Thank you.

Sincerely,


John J. George

cc: Hon. Burton F. Natarus
Daniel E. McLean
JJG:mal



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
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>

May 19, 2004

Rick Wendy
Piper Rudnick LLP
203 North LaSalle Street
Chicago, IL 60601

**Re: Grand Pier Project located at 200 East Illinois Street;
generally bounded by North St. Clair St., Grand Avenue,
Columbus Boulevard and Upper/Lower Illinois Street, also
known as Parcels 4 and 5, subject to Residential-Business
Planned Development No. 368 ("RBPD 368"), as amended.**

Dear Mr. Wendy:

We have reviewed your request on behalf of the owner of the Property, LB Streeterville, LLC (the "Applicant"), to allow Site Plan approval for the construction of an interim parking ramp along Grand Avenue. Such construction would be in accordance with the following items submitted to and approved by the Department: (1) the plans prepared by Loebel, Schlossman and Hackl, consisting of 20 sheets, dated April 22, 2004 (the "Plans") and (2) the data table entitled Revision No. 2 Data Table, dated May 3, 2004 (the "Revision No.2 Data Table"). It is this Department's understanding that the need for the interim parking ramp is the consequence of the phasing of the project. This ramp would serve one-hundred (100) lower-level parking spaces (of the total 152 required spaces) for the nearly completed Dominick's food store. The temporary ramp would remain until an end-user is identified and the permanent ramp from Grand Avenue is approved and built. At that time, the interim parking ramp would be permanently closed and the associated curb cut would be permanently closed at the Applicant's expense. Site Plan approval is necessary because the construction of the interim parking ramp was not contemplated as part of the Original Part II approval as described by the Minor Change letter issued by this Department, dated April 6, 2004. This site plan approval request, subject to Part II approval, is for Revision No. 2 to the Project Part II as described by said letter.


It is also the Department's understanding that the upper level and lower level screening fence improvements for "Area B" must remain in place until a permanent grade level building structure is established within Area B that would eliminate the need for the fencing; provided, however, that the condition of Area B causing the need for the screening fence is not a permanent condition. It is anticipated (but not required) that construction on the Area B grade level building structure would commence within four (4) years from the date of completion of the interim parking ramp.



Upon review of the materials submitted, the Department of Planning and Development has determined that the Plans and the Revision No. 2 Data Table are consistent with and satisfy the requirements of the Plan of Development. Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 368, as amended and passed by the Chicago City Council on December 17, 2003, is hereby approved.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Denise M. Casalino".

Denise M. Casalino, P.E.
Commissioner 

Originated By: Tim Bleuher

cc: Jack Swenson
Mike Marmo
C. Benet Haller



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
Commissioner

City Hall, Room 1000
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Chicago, Illinois 60602
(312) 744-4190
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<http://www.cityofchicago.org>

April 6, 2004

Rick Wendy
Piper Rudnick LLP
203 North LaSalle Street
Chicago, IL 60601

Re: Grand Pier Project (the "Project") located at 200 East Illinois Street; generally bounded by North St. Clair St., Grand Avenue, Columbus Boulevard and Upper/Lower Illinois Street, also known as Parcels 4 and 5 (the "Property"), subject to Residential-Business Planned Development No. 368 ("RBPD 368"), as amended.

Dear Mr. Wendy:

We have reviewed your request on behalf of the owner of the Property, LB Streeterville, LLC (the "Applicant"), to allow a minor change to RBPD 368, as amended. The Applicant requests, in view of the complexity of monitoring and administering multiple phases of a large, mixed-use project, that certain administrative and procedural actions be taken to help assure that future phases of development of the Project will be developed in an orderly and efficient manner. Specifically, the Applicant requests that the Department of Planning and Development ("DPD") approve, as a minor change, the following:

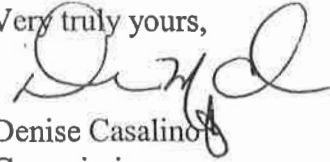
- (a) clarify procedures applicable to the review and approval of future phases of the Project;
- (b) data tables consolidating and organizing the key development parameters applicable to the Project (to be updated as future phases are approved); and
- (c) consolidate the plans and documents governing the Project (to be updated as future phases are approved), to allow convenient access and reference as future phases are developed.

DPD has determined that the Applicant's request involves no substantive changes to applicable procedures or requirements; but instead would consolidate and clarify such procedures and requirements. DPD has further determined that the Applicant's request constitutes a minor change pursuant to Section 11.11-3 (c) of the Chicago Zoning Ordinance and Statement 16 of PD 368, as amended, and that approving the request would help to assure that future phases of development of the Project will be developed in an orderly and efficient manner in accordance with PD 368, as amended, and in accordance with interim Part II approvals issued by DPD.



For the reasons stated above, DPD hereby approves the Applicant's requests by adopting the Exhibits attached to this letter (A, B, C-1, C-2, C-3, D-1, D-2 and D-3) as a minor change to PD 368, as amended.

Very truly yours,

A handwritten signature in black ink, appearing to read "Denise Casalino". The signature is fluid and cursive, with a large initial "D" and "C".

Denise Casalino
Commissioner

Attachments

Originated By: Tim Bleuher

12/17/2003

REPORTS OF COMMITTEES

16135

A5290

Yeas -- Aldermen Flores, Haithcock, Preckwinkle, Hairston, Lyle, Beavers, Stroger, Beale, Pope, Baker, Cárdenas, Olivo, Burke, T. Thomas, Coleman, L. Thomas, Murphy, Rugai, Troutman, Brookins, Muñoz, Zalewski, Chandler, Solis, Ocasio, Burnett, E. Smith, Carothers, Reboyras, Suarez, Matlak, Mell, Austin, Colon, Mitts, Banks, Allen, Laurino, O'Connor, Doherty, Natarus, Daley, Tunney, Levar, Shiller, Schulter, M. Smith, Moore -- 48.

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-E.
(Application Number A-5287)

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all of the following symbols and indications as shown on Map Number 1-E in the area described as follows:

from Institutional Planned Development Number 53 1 in the area bounded by:

East Haddock Place; a line 136 feet east of North State Street; East Lake Street; and North State Street,

to those of a B7-7 General Central Business 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 Number 1-E.
(As Amended)

(Application Number A-5290)

RBPD 368, AA

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 Residential Business Planned Development Number 368 symbols and indications as shown on Map Number 1-E in the area bounded by:

a line 150 feet east of and parallel to North St. Clair Street; East Grand Avenue; North Lake Shore Drive; the centerline of the Ogden Slip to a point 439.74 feet east of North Lake Shore Drive; the centerline of the Turning Basin; the north bank of the Chicago River and the line thereof extended eastward where said bank does not exist; North Michigan Avenue; East North Water Street; North St. Clair Street (as now located); East Illinois Street; North St. Clair Street; and the alley next south of East Grand Avenue,

to the designation of Residential-Business Planned Development Number 368, as amended, which is hereby established in the area above described, subject to the provisions of 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:

*Residential-Business Planned Development Number 368,
As Amended.*

Plan Of Development Statements.

1. The area delineated herein as "Residential-Business Planned Development Number 368", as amended, consists of approximately one million four hundred seventy-six thousand sixty-four (1,476,064) square feet or thirty-three and eighty-nine hundredths (33.89) acres (exclusive of public rights-of-way and dedicated public open space) of real property as shown on the attached Planned Development Boundary Map ("the Property").
2. This plan of development consists of these twenty (20) statements and the following exhibits: Bulk Regulations and Data Table; an Existing Zoning Map; a Planned Development Boundary and Subareas Map; Development Parcels Map; Maximum Height Zones; Existing and Planned Open Spaces; Pattern of Vehicular Roadways; and Recommended Traffic Improvements. These and no other zoning controls shall apply to the area delineated

herein. This plan of development is in conformity with the intent and purpose of the Chicago Zoning Ordinance and all requirements hereof, and satisfies the established criteria for approval as a planned development.

3. The current Property owner or an authorized agent shall obtain all required reviews, approvals, licenses and permits in connection with this plan of development. The dedication or vacation of any streets or alleys shall require a separate submittal and approval by the City Council.
4. The requirements, obligations and conditions contained within this planned development shall be binding upon the applicant, its successors and assigns (including any condominium association which is formed) 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 (including any condominium association which is formed) and, if different than the applicant, the legal title holder and any ground lessors. Furthermore, pursuant to the requirements of Section 11.1 1- 1 of the Chicago Zoning Ordinance, the Property, at the time applications for amendments, modifications or changes (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 or change thereto (administrative, legislative or otherwise) shall be made or authorized by the Equitable Life Assurance Society of the United States or all its successors and assigns as zoning control party for property located west of Columbus Drive, and by all the successors and assigns to the Chicago Dock and Canal Trust, as zoning control parties for the property located east of Columbus Drive. The board of directors of any condominium association shall represent individual condominium owners.
5. Several subareas are delineated on the attached planned development Subarea Map for the purposes of establishing use and density controls in connection with this plan of development. Uses permitted below plus thirty-five (+35) feet Chicago City Datum plus or minus six (± 6) feet in respect of design conditions ("Plaza Level") shall be in general conformity with the Permitted and Special Uses of the C3-6, Commercial-Manufacturing District classification; uses permitted at and above the plaza level in the area hereinbefore defined shall be in general conformity with the Permitted and Special Uses of the B7-6, General Central Business District classification, except that in that part of the subject area lying within two hundred (200) feet of North Michigan Avenue uses shall be in general conformity with the Permitted and Special Uses of the B6-7,

Restricted Central Business District classification; uses permitted where no plaza level exists shall be in general conformity with the Permitted and Special Uses of the B7-6, General Central Business District classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. Non-accessory parking shall be a permitted use in Subarea F only. All other controls and regulations set forth herein are made applicable within the general application of this statement. Uses permitted in DuSable Park (Subarea E) shall be recreational and related uses including but not limited to marinas; tennis courts; and similar facilities. Day care and other community-oriented uses are expressly permitted and strongly encouraged in all areas of the planned development. Agreement on how space for a minimum of one (1) new day care center shall be provided within Subareas B or D to service new residents and employees of those subareas must be submitted and approved by the Department of Planning and Development prior to the issuance of any Part II approval for any Phase 2 building within these subareas. (See Statement 17 hereof for description of Phase 2 development parcels.)

6. For purposes of floor area ratio ("F.A.R.") calculations, the definitions in the Chicago Zoning Ordinance shall apply, with the following exceptions:
 - (1) In Subarea A, grade is herein established at plus thirty-five (+35) feet Chicago City Datum plus or minus six (± 6) feet in respect of design conditions ("Plaza Level").
 - (2) In Subarea B, grade is herein established as the curb level of Columbus Drive plus or minus six (6) feet in respect of design conditions.
 - (3) Space devoted to heating, ventilation and air conditioning equipment shall not be included in F.A.R. regardless of location.

7. Any service drives or other ingress or egress lanes shall be adequately designed and paved in accordance with the regulations of the Bureau of Traffic and in compliance with the Municipal Code of the City of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. Fire lanes shall be adequately designed and paved in compliance with the Municipal Code of the City of Chicago and shall have a minimum of twenty (20) feet to provide ingress and egress for emergency vehicles. There shall be no parking within established fire lanes. 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 Chicago Department of

Transportation. 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.

8. Off-street parking and loading facilities shall be provided in compliance with this plan of development, subject to the review of the Chicago Department of Transportation and approval by the Department of Planning and Development. All parking spaces required to serve buildings or uses shall be located on the same parcel as the building or use served, or (i) if a residential use, within six hundred (600) feet walking distance, or (ii) if a non-residential use, within one thousand two hundred (1,200) feet walking distance. Parking to serve uses in Subarea E may be located underneath or west of Lake Shore Drive.
9. Business and business identification signs shall be permitted within the planned development subject to the review and approval of the Department of Planning and Development and to the conditions of Statement 1 l(e). Temporary signs such as construction and marketing signs may be permitted subject to the aforesaid approvals. Signage for retail and movie theater uses is a special concern. A general signage plan indicating the locations and dimensions of signage for these uses, including all interior signage which is visible from public streets, shall be submitted prior to Part II approval in accord with Statement 16 hereof (Site Plan Review).
10. The height of buildings within the planned development and any appurtenance attached thereto shall be subject to the limitations on the attached exhibit labeled "Maximum Height Zones". Where maximum height zones have been established, building height shall be defined as follows:

"Building height" is the vertical distance from the curb level, or its equivalent, opposite the center of the front of a building to the highest point of the under side of the ceiling beams of the highest habitable floor, in the case of a flat roof; to the deck line of a mansard roof; and to the mean level of the underside of the rafters between the eaves and the ridge of a gable, hip or gambrel roof. (For the purpose of determining height, building tops of the other configurations may be considered to be the type described herein which most closely approximates the shape of the proposed design). However, in no case shall the "actual" height of a building exceed the "maximum height" by more than sixty-five (65) feet.

11. The improvements on individual development sites shall be designed, constructed and maintained in accordance with the exhibits attached hereto and the following general design standards:
 - (a) Buildings along Lake Shore Drive shall be designed to minimize building mass directly facing the Drive. The base along Lake Shore Drive of any such structure shall be limited to the height of Lake Shore Drive. The tower of such structures shall be set back a minimum of forty (40) feet from Lake Shore Drive although encroachments into such setback area for design reasons may be allowed by the Commissioner of Planning and Development as a minor change pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance. This forty (40) foot setback area shall be heavily landscaped with trees and other greenery so as to be visible from the Drive.
 - (b) Landscaping of buildings at terraces, rooftops, and balconies shall be provided wherever possible and appropriate. Buildings shall be designed with upper level architectural features that are lit at night wherever possible. Mechanical equipment on rooftops shall be screened with quality materials, and made a feature of the building design, where appropriate.
 - (c) Buildings shall be set back from the property line, if necessary, to achieve a minimum of twelve (12) feet, six (6) inches in sidewalk width to accommodate street trees. No awnings, canopies or other building projections shall be allowed that would interfere with street tree canopies except at entrances to hotels or movie theaters.
 - (d) Building designs that reflect divisions into base, middle and top, that have setbacks, cornice lines, changes in plane or materials, articulated surfaces or other methods of reducing the scale and mass are encouraged. Preferred building materials shall be stone, manufactured stone, brick, finished metal such as stainless steel, or articulated precast concrete in combination with glass at the base. Exposed structural concrete, dryvit or other stucco-like material, or reflective glass shall not be allowed. Materials of upper stories shall be similar to those of the lower, however, the level of detailing may be simplified.
 - (e) Buildings shall be designed with clearly delineated signage bands. The quality and amount of signage shall be strictly controlled. The total square footage displayed on any building shall be limited to no more than six (6) times the street frontage on any given street.

Preference shall be given to pin-mounted back lit signs with individual letters that are externally lit. Signs behind glass that are visible from the sidewalk shall count toward the permitted sign area. The area of a sign that consists of individual letters shall be measured by drawing a box around the letters. Graphic images which depict tenant logos or products or which may otherwise be construed as advertising shall count as signage in their entirety. Signage on awnings shall be allowed on the valance only, with a maximum of five (5) inch high letters limited to tenant identification or logos only. No electronic moving message board signs shall be allowed. Rooftop signs shall be prohibited.

- (f) No new surface parking lots except interim lots approved by the Commissioner of Planning and Development shall be allowed. No surface parking lot shall be allowed on the seventy thousand (70,000) square foot "Kraft" park site in Subarea F, except for that area not contained within any interim park. The maximum effort shall be made to contain parking in below-ground structures. Above-grade parking structures shall be enclosed, fronted by habitable space, or otherwise designed so as to have a similar appearance to habitable spaces in terms of finish materials, the shape and scale of openings, and the screening of ramps, car lights and ceiling fixtures. Any parking structures facing the Chicago River must be fronted by habitable space or completely enclosed and well articulated at all levels. The first (1st) floor of all structures facing East Illinois Street, East Grand Avenue, North McClurg Court, East Park Drive, or Columbus Drive shall maximize space with active uses such as retail, day care, restaurants, et cetera. Parking structures shall also contain provisions for planting at the base, the roof or at mid-height ledges.
- (g) Loading docks shall be concealed from public view through screening or landscaping. Curb cuts for loading docks shall be minimized.
- (h) The new roadway structure at upper level East Illinois Street shall be finished in highly articulated stone, pre-cast concrete, or other quality material, with particular attention given to views of the structure from Columbus Drive. Terraced planting, pedestrian lighting, decorative railings, banners, and other features shall be used to create a major pedestrian amenity. A major water feature shall be installed at the intersection of upper-level East Illinois Street and the NBC Plaza. The underside of upper Illinois shall be appropriately lit, structural columns shall be covered, and other

elements shall be added to create a safe, well-lit connection to North Michigan Avenue.

- (i) The completion of the riveredge esplanade shall be required of the developers of Parcels 14 and 16, and Parcel 18. Such public spaces shall be developed with the same quality and character of amenities as the existing esplanade adjacent to these areas. In addition, the developer of Parcel 18 shall be responsible for the development of pedestrian access to DuSable Park under Lake Shore Drive. Such access shall be well-lit, suitably paved, and finished so as to provide safe, attractive and convenient access to the park from the river esplanade. All plans shall be subject to detailed review and approval by the Department before the issuance of any Part II approval letters.
- (j) The developer of Parcel 19 shall develop the following public improvements indicated on Exhibit 6 Existing and Planned Open Spaces concurrently with the development of Parcel 19: a pedestrian walkway from East North Water Street to Ogden Slip and an extension of the Ogden Slip promenade to Lake Shore Drive. The pedestrian walkway from East North Water Street to Ogden Slip shall be developed with the same quality and character of amenities as the existing walkway from the River Esplanade to East North Water Street. The extension of the Ogden Slip promenade shall be developed with the same quality and character of amenities as the existing promenade adjacent to it. In the event that DuSable Park is developed before Parcel 19 is developed, the owner(s) of Parcel 19 shall construct and maintain a temporary pedestrian connection along the slip. These improvements shall consist of a paved (asphalt or better) pedestrian walkway, a minimum of ten (10) feet in width. Metal railings shall be installed along either side of the pedestrian walkway near the slip edge and on the side adjacent to Parcel 19. The design of these improvements shall be subject to the approval of the Commissioner of Planning.

In addition, pedestrian access along Ogden Slip under Lake Shore Drive to DuSable Park shall be constructed concurrently with the construction of DuSable Park. The Chicago Park District and the owner(s) of Parcel 19 shall jointly share the cost and responsibility of improvements underneath Lake Shore Drive, subject to approval of the State of Illinois to make such improvements. Such access shall be well-lit, suitably paved, and finished so as to provide safe, attractive, and convenient access to the park from the Ogden Slip

promenade. However, if Parcel 19 should be developed before the construction of DuSable Park, then the owner(s) of Parcel 19 shall place in escrow money equivalent to one-half (1/2) the cost of constructing such a connection, as determined by a mutually acceptable third party. In addition, at the time at which Part II approval for Parcel 19 is granted, the owner(s) of Parcel 19 shall provide to the City of Chicago Two Hundred Fifty Thousand and no/ 100 Dollars (\$250,000.00) for the development of pedestrian access to DuSable Park.

All plans for these improvements shall be subject to detailed review and approval by the Department of Planning and Development before the issuance of any Part II approval letters.

12. Publicly dedicated improvements, including streets, sidewalks, transit and open space amenities shall be designed, constructed and maintained in accordance with the exhibits described in Statement 2 hereof and the "Cityfront Center Internal Design Standards: Section I", dated September 12, 1986. These standards shall be updated within ninety (90) days of the effective date of this amendment to be consistent with this amendment and to include new standards for a new seventy thousand (70,000) square foot public open space at North Peshtigo Court between East Illinois Street and East Grand Avenue and updated standards for sidewalks, vehicular access from the intermediate level of Lake Shore Drive, pedestrian circulation, transit and open space. No Part II approval shall be issued for any phase or development except Phase I described in Statement 17 until the standards have been updated.
13. The property owner(s) adjacent to the Chicago River shall develop a continuous pedestrian esplanade along the Chicago River's edge. Completion of the esplanade will occur as follows:
 - (a) the east right-of-way line of North McClurg Court to the west right-of-way line of Lake Shore Drive shall be improved concurrently with development of adjacent parcels south of east North Water Street (Parcels 14, 16 and 18). In the event that DuSable Park is developed before Parcel 18 is developed, the owner(s) of Parcel 18 shall construct and maintain a temporary pedestrian connection along the river. These improvements shall consist of a paved (asphalt or better) pedestrian walkway, a minimum of ten (10) feet in width. Metal railings shall be installed along either side of the pedestrian walkway near the river's edge and on the side adjacent the development parcel. The design of

these improvements shall be subject to the approval of the Commissioner of Planning and Development; and

- (b) The west right-of-way line of Lake Shore Drive to DuSable Park shall be constructed concurrently with the construction of DuSable Park. The Chicago Park District and the owner(s) of development parcels immediately west of Lake Shore Drive shall jointly share the cost and responsibility of improvements underneath Lake Shore Drive, subject to approval of the State of Illinois to make such improvements. Such access shall be well-lit, suitably paved, and finished so as to provide safe, attractive and convenient access to the park from the river edge esplanade. However, if Parcel 18 should be developed before the construction of DuSable Park, then the owner(s) of Parcel 18 shall place in escrow money equivalent to one-half ($\frac{1}{2}$) the cost of constructing such a connection, as determined by a mutually acceptable third party. In addition, at the time at which Part II approval for Parcel 18 is granted, the owner(s) of Parcel 18 shall provide to the City of Chicago Two Hundred Fifty Thousand and no/100 Dollars (\$250,000.00) for the development of pedestrian access to DuSable Park.
14. The Open Space Plan attached hereto (Exhibit 6) calls for a new seventy thousand (70,000) square foot park on North Peshtigo Court, between East Illinois Street and East Grand Avenue. The owners of the adjacent development parcel (Parcel P2 1) shall be responsible for developing this new publicly-accessible park concurrently with Parcel 2 1. The park shall conform with general design standards included in the updated "Cityfront Center Internal Design Standards: Section I" (See Statement 12). Permanent development of this park shall take place on top of an underground parking garage; however, should such development not be immediately feasible, a fully-appointed interim park shall be installed on the site until such time as the permanent park is constructed. This interim park shall be completed and open to the public by June 1, 2004, unless construction has started on the permanent park and underground garage. The interim park may have an impermeable surface of asphalt or other material. The interim park is to be enclosed by a five (5) foot decorative metal fence which is to be located in the approximate footprint of the Kraft building, except along North Peshtigo Court where the fence is to be setback twelve (12) feet from the west curb of North Peshtigo Court. The interim park is to be no less than fifty thousand (50,000) square feet in size and is to be covered by at least seventy-five percent (75%) with landscape materials which may be located in raised planter boxes and

other containers. The interim park shall be open to the public from sunrise to sunset. Within forty-five (45) days of the adoption and publication by City Council of this amendment to the planned development, the owner of the interim park site shall provide to the Commissioner a site plan for the interim park which complies with the provisions of this statement. The owner of the Property on which the interim park is located shall be responsible for the maintenance of the interim park. The Commissioner of Planning and Development must approve the site plan for either a permanent or a interim park. The Commissioner of Planning and Development must approve the site plan for a permanent park before Part II approval is granted for Parcel P2 1. The City will not issue a final certificate of occupancy for Parcel P21 unless construction has started on the permanent park in accord with an approved site plan. After August 1, 2004, all surface parking lots in Subarea F shall be landscaped in accord with the Landscape Ordinance. All sidewalks in Subarea F shall remain open and be maintained in good condition.

15. Traffic studies completed by developers and the City of Chicago project significant peak hour traffic volume increases on East Illinois Street and East Grand Avenue in particular as a result of new development. Some excess roadway capacity is available to handle this increased traffic, but a number of geometric, signal timing and parking control measures are recommended in addition to active transportation management in the Illinois-Grand Corridor. Accordingly, no Part II submittal shall be approved without a firm agreement between the developer and the Chicago Department of Transportation regarding the timing and responsibility for any recommended traffic improvements described in Exhibit 8 hereof for streets adjoining the development site. Membership and participation in the Illinois-Grand Corridor Transportation Management Association shall also be required prior to the issuance of any Part II development approval.

The owner(s) of Parcel 18 shall dedicate to the City an unrestricted sixty-six (66) foot wide right-of-way extending East North Water Street to the right-of-way of Lake Shore Drive. No Part II approvals shall be granted for Parcel 18 until the dedication of this right-of-way is complete. It is the intent of this ordinance that the developer(s) of Parcel 18 and Parcel 19 may erect a building over this right-of-way in an area which begins sixteen (16) feet above grade and has a maximum height of the pavement surface of the top level of Lake Shore Drive in the area immediately east of Parcels 18 and 19; such a building shall be set back at least five (5) feet from the western facades of any buildings constructed on Parcels 18 and 19.

16. Prior to the issuance by the Department of Planning and Development of a determination pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance ("Part II approval") for development or redevelopment of any development parcels within the planned development, other than alterations to existing buildings which do not increase their height or alter their footprint, a site plan for the proposed development, including parking areas, shall be submitted to the Commissioner of the Department of Planning and Development for approval. Review and approval of the site plan by the Commissioner is intended to assure that specific development proposals conform with the general design standards in Statement 11 and to ensure coordination of public improvements described in Statements 12 through 15 at an early stage. No Part II approval for work for which a Site Plan must be submitted to the Commissioner shall be granted until the Site Plan has been approved by the Commissioner. Further, all Part II submittals shall be in compliance with the Chicago Landscape Ordinance.

Following approval of a Site Plan by the Commissioner, the approved plan shall be kept on permanent file with the Department of Planning and Development and shall be deemed to be an integral part of this planned development. The approved Site Plan may be changed or modified pursuant to the minor change provisions of Section 11.11-3(c) of the Chicago Zoning Ordinance.

A Site Plan shall, at a minimum, provide the following information with respect to the proposed improvements:

- (1) the boundaries of the Property;
- (2) the footprint of the improvements;
- (3) location and dimensions of all loading berths;
- (4) preliminary landscaping plan prepared by a landscape architect with final landscaping plan to be approved at Part II stage;
- (5) all pedestrian circulation routes;
- (6) the location of any adjacent public improvements;
- (7) a signage plan for any building where retail or theater uses would be present above the ground level;
- (8) preliminary elevations of the improvements; and

- (9) statistical information applicable to the Property limited to the following:
- (a) floor area and floor area ratio;
 - (b) uses to be established;
 - (c) building heights; and
 - (d) all setbacks, required and provided.

A Site Plan shall include such other information as may be necessary to illustrate conformance with the applicable provisions of this planned development.

17. If any provision of this planned development amendment shall, to any extent, be invalid or unenforceable, the remainder of this planned development amendment shall not be affected thereby, and each provision of the planned development amendment shall be valid and enforceable to the fullest extent of the law.
18. The terms, conditions and exhibits of this Planned Development Ordinance may be modified administratively by the Commissioner of the Department of Planning and Development upon the request of the applicant and after a determination by the Commissioner of the Department of Planning and development that such a modification is minor, appropriate and consistent with the nature of the improvements contemplated in the planned development and the purposes underlying the provisions hereof. Any such modification shall be deemed to be a minor change in the planned development as contemplated by Section 11.11-3(c) of the Chicago Zoning Ordinance.
19. 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 ("M.O.P.D.") to ensure compliance with all applicable laws and regulations related to

access for persons with disabilities and to promote the highest standard of accessibility. No approvals shall be granted pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance until the Director of M.O.P.D. has approved detailed construction drawings for each building or improvement.

- 20 The applicant acknowledges that it is in the public interest to design, construct and maintain all buildings in a manner that promotes and maximizes the conservation of natural resources. The applicant shall use best and reasonable efforts to design, construct and maintain all buildings located within the Property in a manner generally consistent with the Leadership in Energy and Environmental Design ("L.E.E.D.") Green Building Rating System. Copies of these standards may be obtained from the Department of Planning and Development.

[Exhibit 1, Bulk Regulations and Data Table; Exhibit 2, Existing Zoning Map; Exhibit 3, Planned Development Boundary and Subarea Map; Exhibit 4, Planned Development Parcels Map; Exhibit 5, Maximum Height Zones; Exhibit 6, Existing and Planned Open Spaces; and Exhibit 7, Pattern of Vehicular Roadways referred to in these Plan of Development Statements printed on pages 16153 through 16160 of this Journal.]

Exhibit 8, Recommended Traffic Improvements referred to in these Plan of Development Statements reads as follows:

Exhibit 8.

Recommended Traffic Improvements

The following is a summary prepared by the Chicago Department of Transportation of the traffic impacts and proposed mitigation efforts for the River East, Grand Pier and North Bridge developments along the Illinois-Grand corridor, as described in

traffic studies prepared by traffic consultants for the developers and the City (KLOA and Barton-Aschman, respectively):

General Impacts.

The three (3) developments will generate roughly three thousand (3,000) trips (one thousand six hundred (1,600) inbound and one thousand four hundred (1,400) outbound) during the P.M. peak hour. About one thousand three hundred fifty (1,350) trips (seven hundred fifty (750) inbound, six hundred (600) outbound) will be generated during A.M. peak hour.

There will be traffic volume increases on Illinois Street and Grand Avenue, between State Street and Lake Shore Drive, of roughly five hundred (500) to seven hundred (700) vehicles per hour during the P.M. peak hour. During the A.M. peak hour, traffic volume will increase on East Illinois Street and East Grand Avenue by roughly two hundred (200) to three hundred (300) vehicles per hour. Existing peak volumes on East Illinois Street and East Grand Avenue range between one thousand (1,000) and one thousand five hundred (1,500) vehicles per hour; with these developments, volumes would range between one thousand five hundred (1,500) and two thousand (2,000) vehicles per hour.

Some excess capacity is available to handle this increased demand, but a number of geometric, signal timing, and parking control measures are recommended to further accommodate this increase in traffic.

Geometric And Signal Operations Improvements.

In order to increase overall intersection capacity and address heavy traffic circulation demand, it is proposed to widen North McClurg Court, between East Illinois Street and East Grand Avenue to provide double left turn lanes northbound at East Grand Avenue and southbound at East Illinois Street. North McClurg Court would be further widened on the west side to provide a drop-off lane at the proposed residential building.

It is also proposed to widen North McClurg Court, between East Ohio Street and East Grand Avenue to provide separate southbound right turn and through traffic lanes, and to provide a smoother northbound alignment through the East Grand Avenue intersection. The right-of-way for this widening would need to be obtained from the adjacent property owners.

The traffic signals at North McClurg Court/Grand Avenue and at North McClurg Court/Illinois Street would be modified to accommodate the street widening and

to provide left turn arrow signal indications for northbound traffic at East Grand Avenue and southbound traffic at East Illinois Street.

On East Grand Avenue at North State Street, the C.T.A. subway entrances at the northeast and northwest corners will be relocated out of the East Grand Avenue right-of-way. This will allow the widening of East Grand Avenue at this intersection to provide four (4) westbound lanes compared with the three (3) lanes currently available at this "bottleneck" location.

Restriping of various street segments is proposed in an effort to make more efficient use of pavement space and increase traffic capacity. Striping of left turn lanes, where appropriate, would be done on State, Wabash, and Rush at their intersections with Illinois, Grand, Ohio and Ontario. Illinois would be restriped at Columbus to provide three (3) through lanes, and separate left turn and right turn lanes.

Parking Controls.

Metered on-street parking generally will need to be eliminated on Illinois Street and Grand Avenue from State Street to Lake Shore Drive in order to provide additional traffic capacity or to make the curb lane available for various pickup/dropoff activities. Sufficient off-street parking, provided as part of these developments, is intended to satisfy the demand for parking in the corridor.

It is proposed to eliminate parking on Illinois Street, from State Street to Michigan Avenue, in order to provide three (3) eastbound traffic lanes, compared with the two (2) existing lanes. This increase in traffic capacity is needed to handle the increased demand on this segment of Illinois Street.

It is proposed to eliminate parking on the south side of Grand Avenue east of Columbus Drive to provide a separate left turn lane on Grand Avenue at the approach to the Columbus Drive signal. This would increase the through traffic capacity by removing the turning movements from the adjacent through traffic lane.

Parking would also be eliminated on both sides of Grand Avenue east of McClurg Court, in order to provide separate left turn and right turn lanes on the approach to the traffic signal. Again, traffic capacity would be increased by segregating the through and turning traffic movements.

The elimination of parking is also proposed on the south side of Ontario at Fairbanks in order to provide a westbound left turn lane on Ontario. The striping

of an optional through-left lane was also recommended as a further capacity improvement, although conflicts between turning vehicles and pedestrians in the south crosswalk will require further analysis.

Transportation Management.

Active traffic management in the corridor will be undertaken by the Transportation Management Association which has been established. The T.M.A. will meet to exchange information on traffic operations needs and problems, changing development conditions, construction activities, special events and other factors which may affect transportation in the corridor. Various city agencies, including C.D.O.T., Planning, Police, Streets and Sanitation, and the C.T.A., will coordinate efforts with corridor property managers to address evolving transportation demands.

Strict enforcement of existing and proposed parking restrictions will be necessary to ensure that street space needed for traffic capacity is available. Of particular concern is the need to keep Illinois Street clear, east of Columbus Drive; Grand Avenue, west of Michigan Avenue; Ohio Street, west of Michigan Avenue; and Ontario Street, west of St. Clair Street.

Improved public transit service as appropriate to serve the needs of the corridor will be developed. C.D.O.T. and the T.M.A. will be reviewing service needs and developing strategies for best providing public transportation, whether through modifications of C.T.A. service or additional shuttle bus operations.

Site Specific Improvements.

Parcels 4 And 5.

The proposed lower level loading dock layout requires a number of traffic control measures in order to mitigate the potential effect on Illinois Street traffic. These measures include prohibition of on-street loading, provision of a dock master during loading dock hours, limitation on loading dock hours to prohibit backing maneuvers between 7 A.M. and 9 A.M. and between 4 P.M. and 7 P.M., Monday through Friday, and implementation of loading dock control as part of an overall Traffic Management Plan to be implemented by the Illinois-Grand Corridor Transportation Management Association.

Parcels P7, P7A And P8.

There should be no curb cuts on Illinois Street. Curb cuts providing access to loading docks should be located only on Lower North Water Street or New Street.

Parcels P9 And P13.

The increase in hotel development along Columbus Drive, between Grand Avenue and Illinois Street, and along Park Drive between Illinois Street and North Water Streets will concentrate taxi and other traffic movement in this area. Signing and striping is needed to prevent traffic from driving across Illinois Street in order to access Park Drive rather than turning left onto eastbound Illinois Street. Vaulted sidewalks are also indicated in the public way on both Grand Avenue and Illinois Street. Although vaulted sidewalks are not generally recommended, they are acceptable in this instance to allow for the placement of parking underground.

Parcels P14 And P16.

The vacation of River Drive east of McClurg Court may result in hundreds of residential units being accessed from a single cul-de-sac street, North Water Street east of McClurg Court. The sewer on North Water Street is seven (7) to eight (8) feet below the pavement, and its reconstruction at some time in the future, or any other significant utility maintenance, could severely restrict access to these residences. Widening of North Water to forty-four (44) feet from its existing forty (40) foot width is recommended in order to provide more flexibility to maintain two (2) way traffic in the event of any future construction activities.

The Kraft Building Site.

There is no objection to vacating Peshtigo Court in the future. If Peshtigo Court is eliminated and another north/south street is added, its location must be checked with respect to the location of the drop off lanes on Illinois at North Pier terminal. If Peshtigo Court is retained, adding another north/south street between Peshtigo and McClurg is not recommended.

Parcels P18 And P19.

Although it is physically feasible to add signalized access to these sites from intermediate level Lake Shore Drive, access from this roadway is not recommended. Also, the A.D.A. accessibility of any pedestrian bridge built across Ogden Slip should be reviewed.

12/17/2003

REPORTS OF COMMITTEES

A5290
16153

Exhibit 1.

Bulk Regulations And Data Table.
(Page 1 of 2)

Sub Area	Net Site Area see note (1) Sq. Ft. Acres	Maximum Retail Sq. Ft. (1000's)	Maximum Commercial Sq. Ft. (1000's)	Maximum Hotel Rooms	Maximum Dwelling Units	Maximum F.A.R.
A	<u>380,796</u> 8.74	540 see note (5)	5,259	1,800	Permitted see notes (2) & (3)	13.81 see note (6)
B	<u>183,449</u> 4.21	40	2,402	2,000	400 see note (8)	13.53 see note (7)
C	<u>122,303</u> 2.81	140	850	540	630	12.72
D	<u>456,239</u> 10.47	170	500	0	2,350	8.60
E	<u>232,841</u> 5.34	0	0 see note (4)	not permitted	not permitted	0.02
F	<u>100,436</u> 2.31	150	0	0	1,000	14.93
Total	<u>1,476,064</u> 33.89	1,040	9,096	4,340	4,380 see note (2)	9.97

Gross Site Area = Net Site Area: 1,476,064 sq. ft. (34.16 acres) plus area in or proposed to be in public rights of way: 940,843 sq. ft. (21.60 acres) plus area in or proposed to be in public parks or open space: 387,319 sq. ft. (8.89 acres) = 2,804,226 sq. ft (64.38 acres).

OFF STREET PARKING:

BUSINESS USES
HOTEL USES
RESIDENTIAL USES
NON-ACCESSORY PARKING
(Allowed in Sub-area F, only)

MINIMUM

1:5000sq. ft.
1:4 Rooms
55%/d.u.
200 spaces

MAXIMUM

As determined by DPD in
consultation with CDOT
500 spaces

OFF STREET LOADING:

Per B7-6 Requirements

MINIMUM PERIPHERAL SETBACKS:

Sufficient to allow for street trees and pedestrian walkways (min. 12'-6" from building to curb face)

MINIMUM UPPER LEVEL SETBACKS:

40' from Lake Shore Drive at level of Upper Lake Shore Drive

Exhibit 1

Bulk Regulations And Data Table.

(Page 2 of 2)

- Note (1): For the purpose of this Planned Development "Net Site Area" shall equal the entire land area (at Plaza Level where such is established, and otherwise at grade) within the boundaries of the planned development, less the area now dedicated or proposed to be dedicated to public use.
- Note (2): Dwelling units shall be permitted in Sub-Area A of this Planned Development subject to the provisions of the B7-7, General Central Business District classification. Any such units so built will not affect the total of 4,380 dwelling units permitted in Sub-Areas B, C, D and F. Dwelling units are permitted below the second floor in all sub-areas except Sub-Area E.
- Note (3): For purposes of exchange of uses, a hotel room shall be equal to 0.5 dwelling units. The permissible number of hotel rooms within the planned development shall not exceed 4,340 rooms. Ballrooms, meeting rooms, exhibition space, restaurant facilities and hotel-associated retail shall be deemed "accessory hotel uses" and shall be charged against commercial uses.
- Note (4): Although Sub-Area E (DuSable Park) has been dedicated to public park use, it is included in Net Site Area because a maximum of 5,000 square feet of park and recreation-related floor area may be constructed within its boundaries.
- Note (5): Assumes 410,000 square feet allocated to development parcels P4 and P5 and the remaining 130,000 square feet allocated to remaining development parcels within Sub-Area A.
- Note (6): Assumes floor area allocated to existing buildings as follows: 401 North Michigan (760,241 s.f.), University of Chicago Gleacher Center (240,000 s.f.), NBC Tower (912,000 s.f.); and to future development parcels as follows: P1 (776,250 s.f.); P3 (970,000 s.f.) and P4/P5 (1,600,000 s.f.).
- Note (7): Assumes floor area allocated to existing Sheraton Hotel at 860,379 s.f. and future development parcels P7, P7A and P8 at 1,621,290 s.f.
- Note (8): For purposes of exchange of uses, a hotel room shall be equal to 0.5 dwelling units above the 400 permitted. The permissible number of hotel rooms within the planned development shall not exceed 4,340 rooms. Ballrooms, meeting rooms, exhibition space, restaurant facilities and hotel-associated retail shall be deemed "accessory hotel uses" and shall be charged against commercial uses. Accessory hotel uses on Parcels P7, P7A, and P8 combined shall not exceed 50,000 s.f.

12/17/2003

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Exhibit 2.

Existing Zoning Map.

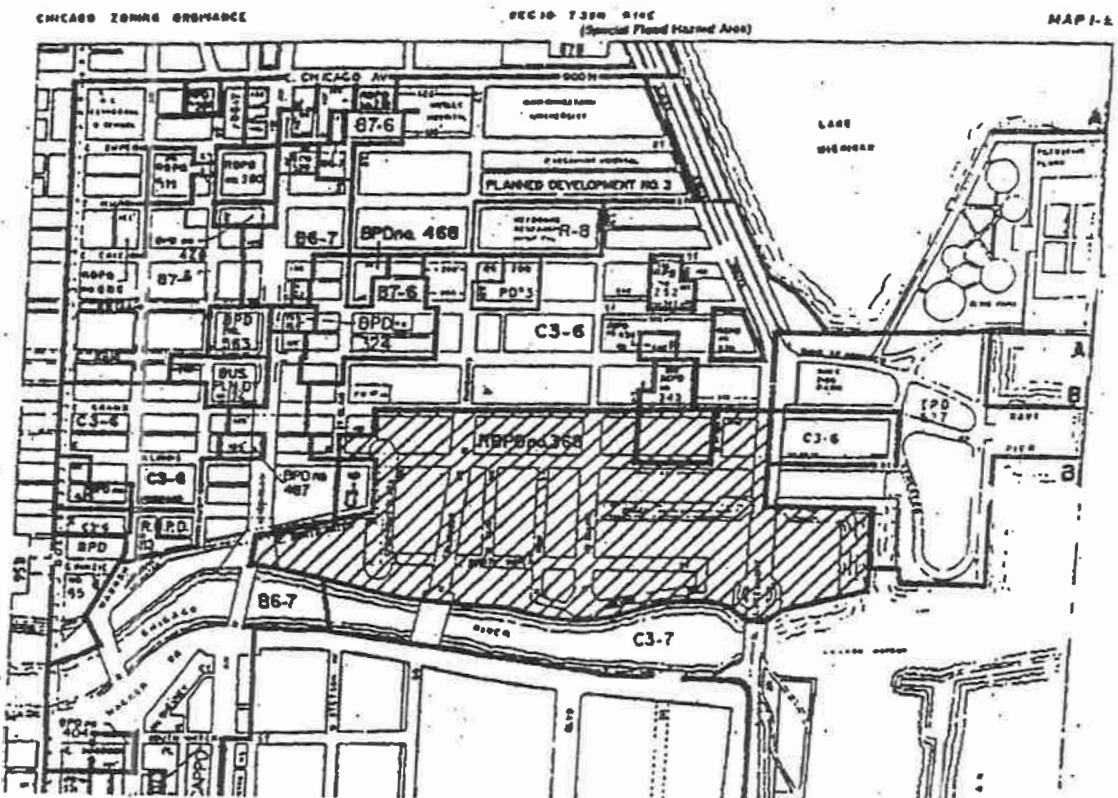


Exhibit 3.

Planned Development Boundary
And Subarea Map.

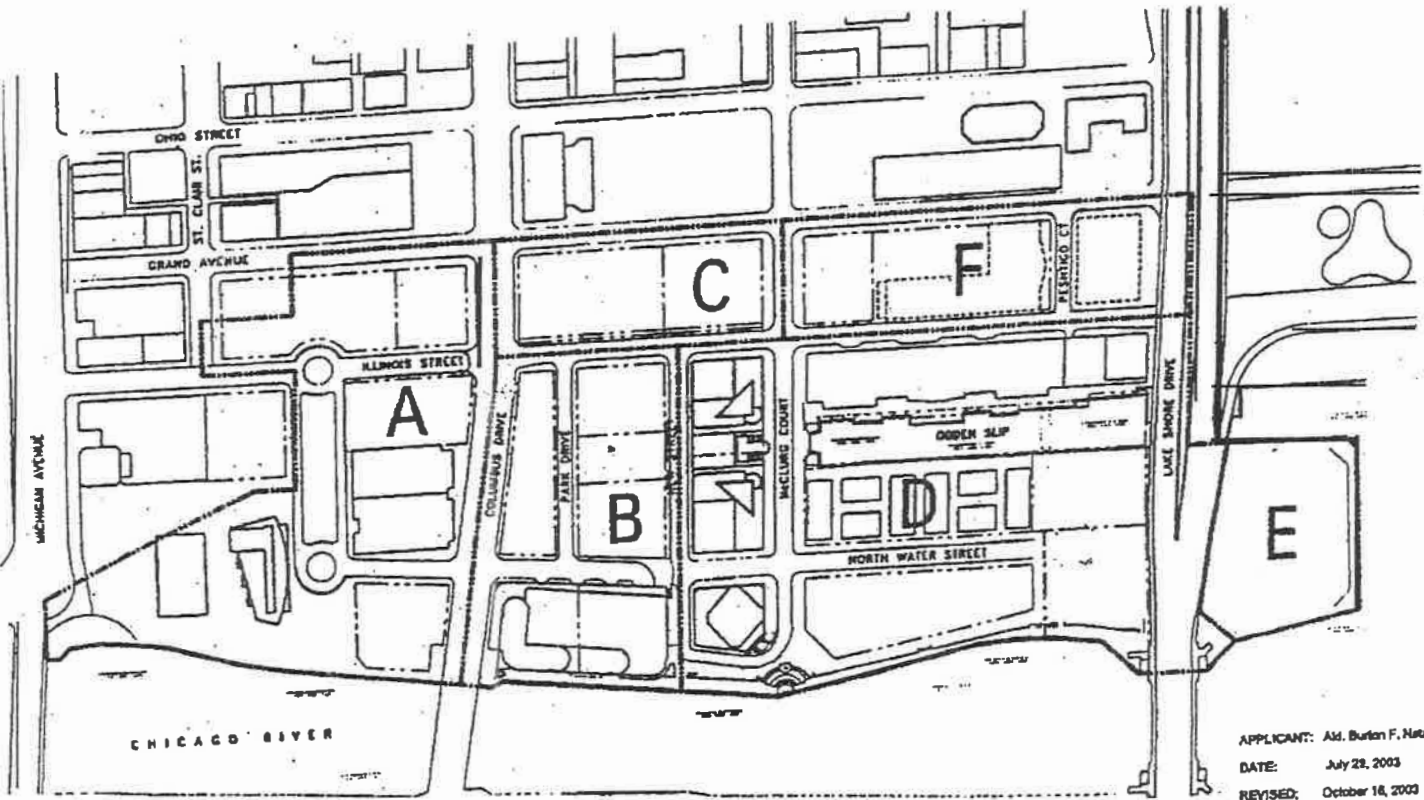


Exhibit 4.

Planned Development Parcels Map.

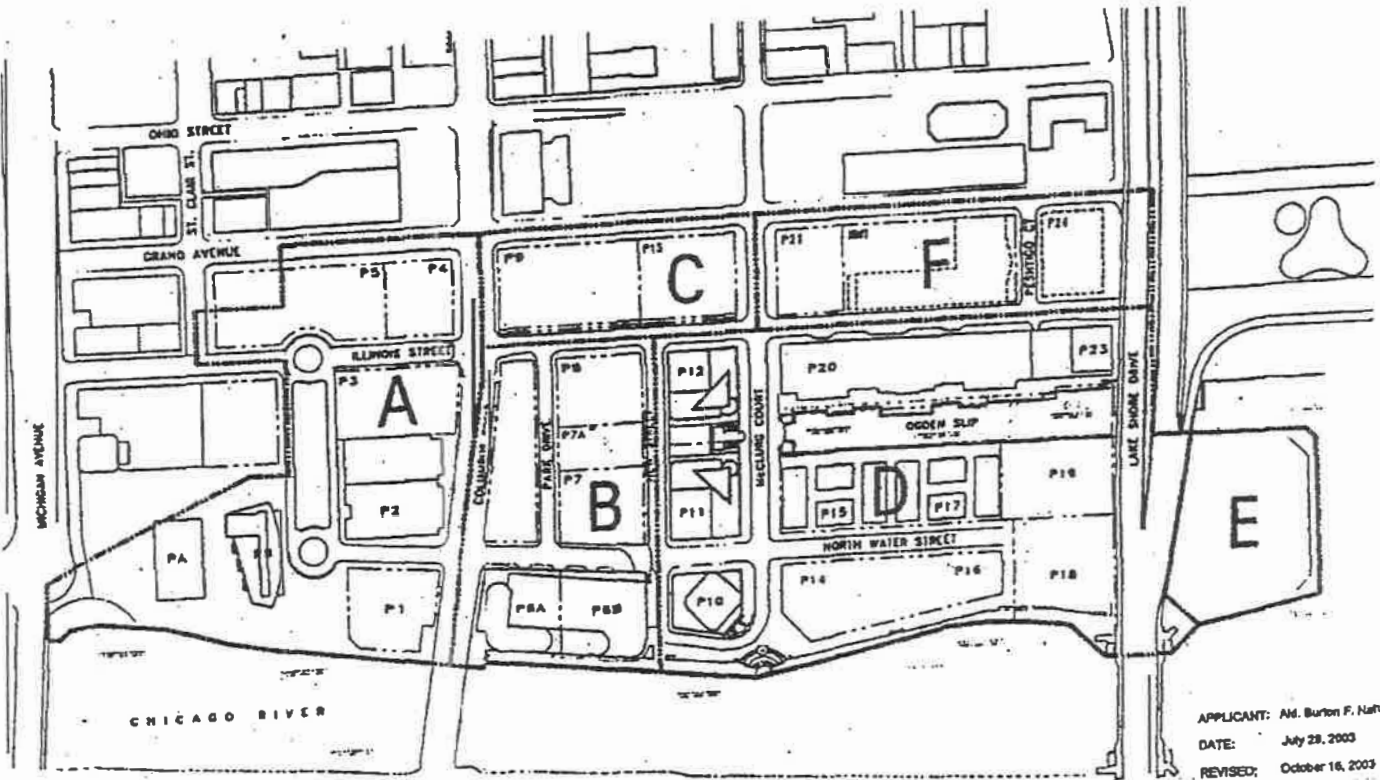
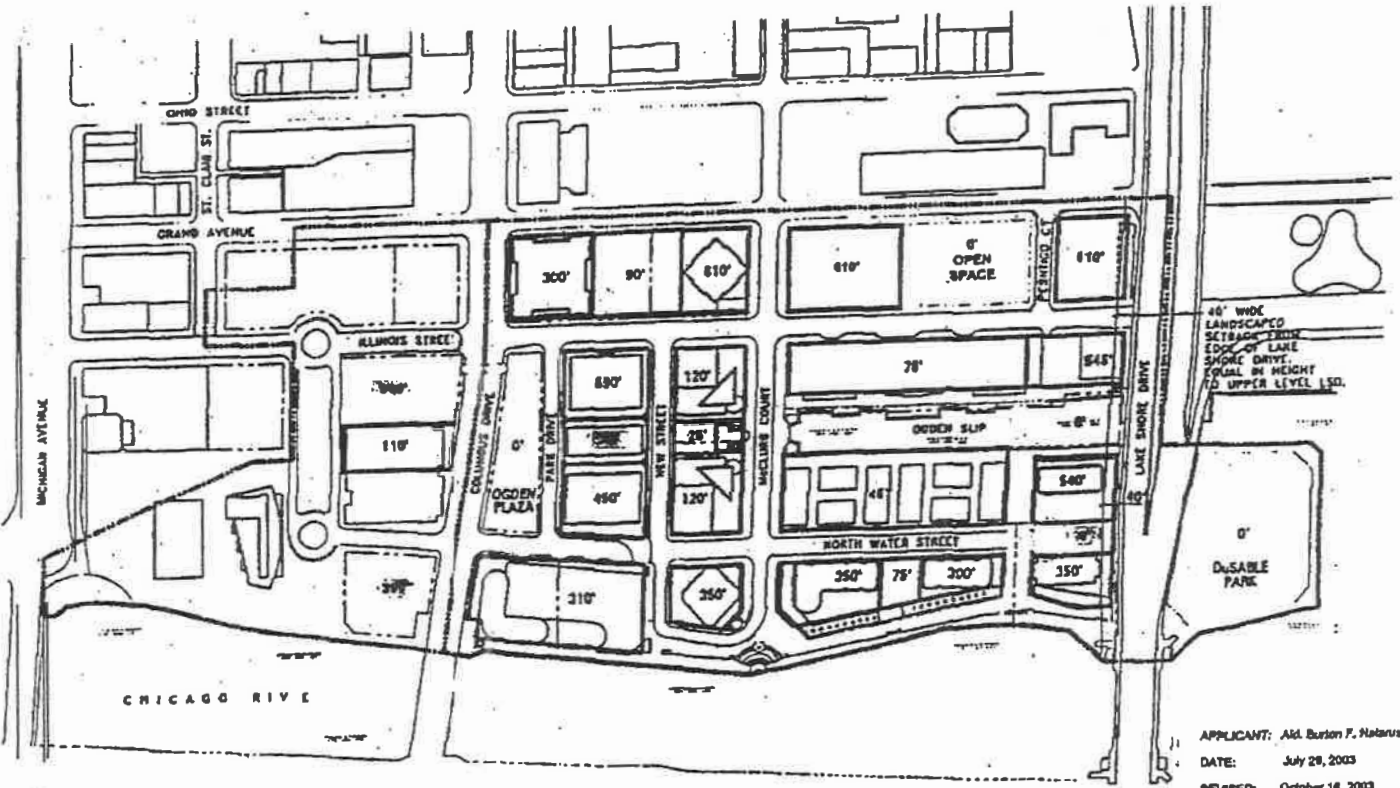


Exhibit 5.

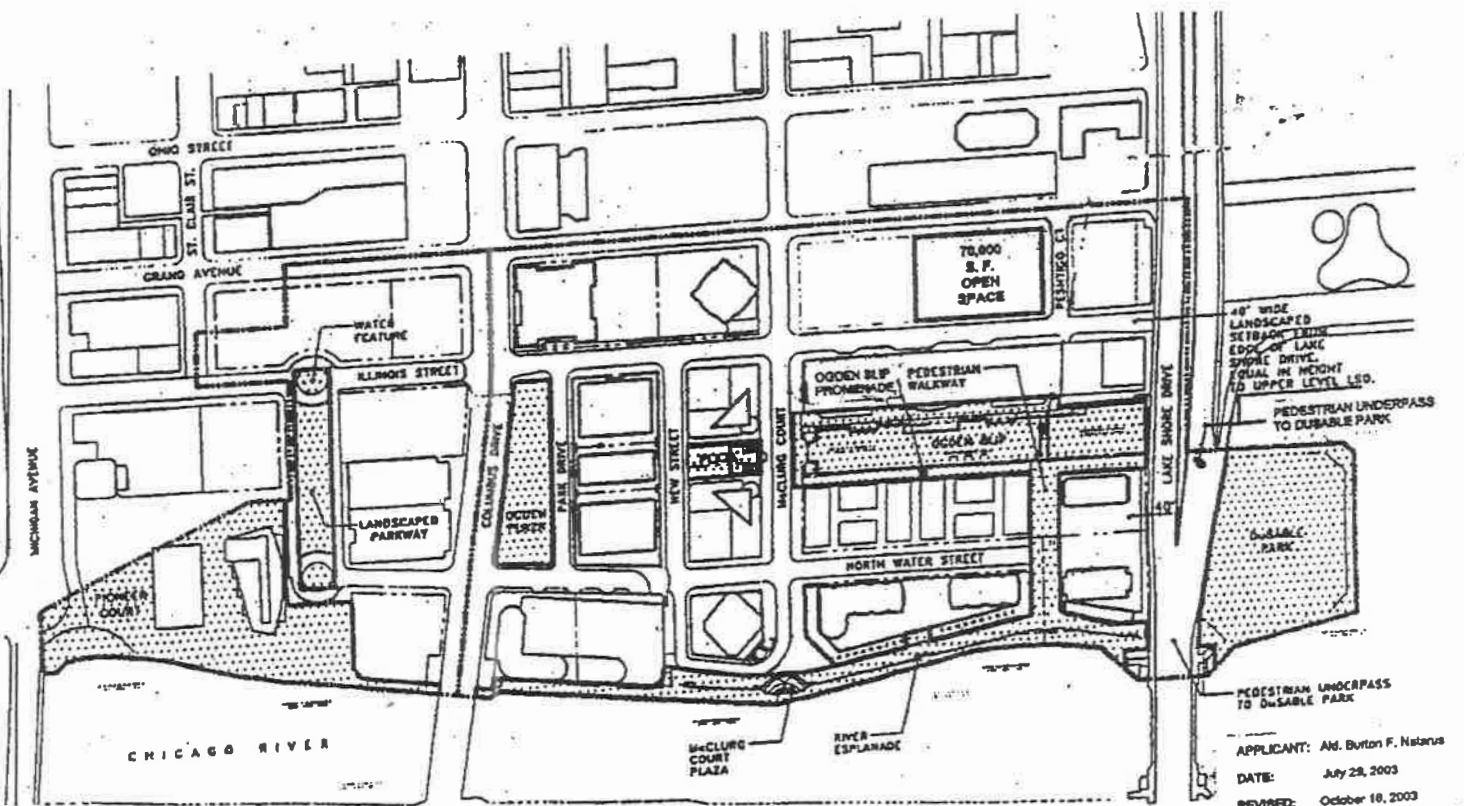
Maximum Height Zones.



APPLICANT: Ald. Burton F. Natarus
 DATE: July 29, 2003
 REVISED: October 18, 2003

Exhibit 6.

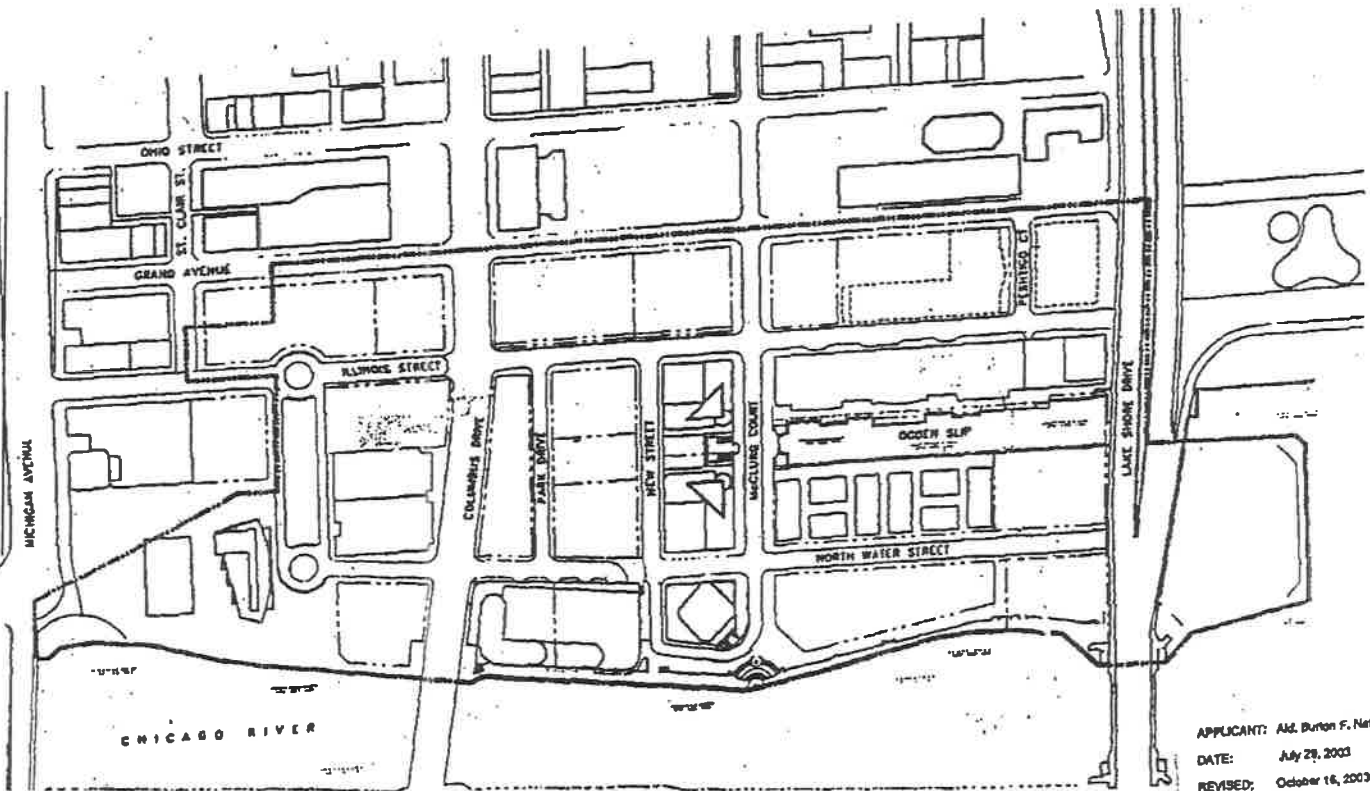
Existing And Planned Open Spaces.



APPLICANT: Mr. Burton F. Natarus
 DATE: July 28, 2003
 REVISED: October 10, 2003

Exhibit 7.

Pattern Of Vehicular Roadways.



*Reclassification Of Area Shown On Map Number 1-E.
(As Amended)
(Application Number A-4799)*

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 C3-6 Commercial-Manufacturing District and Residential-Business Planned Development Number 368 symbols and indications as shown on Map Number 1-E in the area bounded by:

a line 150 feet east of and parallel to North St. Clair Street; East Grand Avenue; North Lake Shore Drive; the centerline of Odgen Slip to a point 439.74 feet east of North Lake Shore Drive; the centerline of the turning basin; the north bank of the Chicago River and the line thereof extended eastward where said bank does not exist; North Michigan Avenue; East North Water Street; North St. Clair Street (as now located); East Illinois Street; North St. Clair Street; and the alley next south of East Grand Avenue,

to the designation of a Residential-Business Planned Development Number 368, as amended, which is hereby established in the area above described, subject to the provisions of 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:

*Residential-Business Planned Development
Number 368, As Amended.*

Plan Of Development Statements.

1. The area delineated herein as "Residential-Business Planned Development Number 368", as amended, consists of approximately one million four hundred seventy-six thousand sixty-four (1,476,064) square feet or thirty-three and eighty-nine hundredths (33.89) acres (exclusive of public rights-of-way and dedicated public open space) of real property as shown on the attached Planned Development Boundary Map (the "Property").

2. This plan of development consists of these statements and the following exhibits: Bulk Regulations and Data Table; an Existing Zoning Map; a Planned Development Boundary and Subareas Map; Development Parcels Map; Maximum Height Zones; Existing and Planned Open Spaces; Pattern of Vehicular Roadways; and Recommended Traffic Improvements. These and no other zoning controls shall apply to the area delineated herein. This plan of development is in conformity with the intent and purpose of the Chicago Zoning Ordinance and all requirements hereof, and satisfies the established criteria for approval as a planned development.
3. The current Property owner or an authorized agent shall obtain all required reviews, approvals, licenses and permits in connection with this plan of development. The dedication or vacation of any streets or alleys shall require a separate submittal and approval by the City Council.
4. The requirements, obligations and conditions contained within this planned development shall be binding upon the applicant, its successors and assigns (including any condominium association which is formed) 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 (including any condominium association which is formed) and, if different than the applicant, the legal title holder and any ground lessors. Furthermore, pursuant to the requirements of Section 11.11-1 of the Chicago Zoning Ordinance, the Property, at the time applications for amendments, modifications or changes (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 or change thereto (administrative, legislative or otherwise) shall be made or authorized by the Equitable Life Assurance Society of the United States or all its successors and assigns as zoning control party for Property located west of Columbus Drive, and by all the successors and assigns to the Chicago Dock and Canal Trust, as zoning control parties for the Property located east of Columbus Drive. The board of directors of any condominium association shall represent individual condominium owners.
5. Several subareas are delineated on the attached Planned Development Subarea Map for the purposes of establishing use and density controls in connection with this plan of development. Uses permitted below plus thirty-five (35) feet Chicago City Datum, plus or minus six (6) feet in respect of design conditions ("Plaza Level"), shall be in general conformity with the Permitted and Special Uses of the C-6, Commercial-Manufacturing District classification; uses permitted at and above the Plaza Level in the area hereinbefore defined shall be in general conformity

- with the Permitted and Special Uses of the B7-6, General Central Business District classification, except that in that part of the subject area lying within 200 feet of North Michigan Avenue uses shall be in general conformity with the Permitted and Special Uses of the B6-7, Restricted Central Business District classification; uses permitted where no Plaza Level exists shall be in general conformity with the Permitted and Special Uses of the B7-6, General Central Business District classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. Non-accessory parking shall be a permitted use in Subarea F only. All other controls and regulations set forth herein are made applicable within the general application of this statement. Uses permitted in DuSable Park (Subarea E) shall be recreational and related uses including but not limited to marinas; tennis courts; and similar facilities. Day care and other community-oriented uses are expressly permitted and strongly encouraged in all areas of the planned development. Agreement on how space for a minimum of one (1) new day care center shall be provided within Subarea B or D to service new residents and employees of those subareas must be submitted and approved by the Department of Planning and Development prior to the issuance of any Part II approval for any Phase 2 building within these subareas (see Statement 17 hereof for description of Phase 2 development parcels).
6. For purposes of floor area ratio ("F.A.R.") calculations, the definitions in the Chicago Zoning Ordinance shall apply, with the following exceptions: (1) In Subarea A, grade is herein established at plus thirty-five (35) feet Chicago City Datum, plus or minus six (6) feet in respect of design conditions ("Plaza Level"). (2) In Subarea B, grade is herein established as the curb level of Columbus Drive plus or minus six (6) feet in respect of design conditions. (3) Space devoted to heating, ventilation and air-conditioning equipment shall not be included in F.A.R. regardless of location.
 7. Any service drives or other ingress or egress lanes shall be adequately designed and paved in accordance with the regulations of the Bureau of Traffic and in compliance with the Municipal Code of the City of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. Fire lanes shall be adequately designed and paved in compliance with the Municipal Code of the City of Chicago and shall have a minimum of twenty (20) feet to provide ingress and egress for emergency vehicles. There shall be no parking within established fire lanes.

8. Off-street parking and loading facilities shall be provided in compliance with this plan of development, subject to the review of the Chicago Department of Transportation and approval by the Department of Planning and Development. All parking spaces required to serve buildings or uses shall be located on the same parcel as the building or use served, or (i) if a residential use, within six hundred (600) feet walking distance, or (ii) if a nonresidential use, within one thousand two hundred (1,200) feet walking distance. Parking to serve uses in Subarea E may be located underneath or west of Lake Shore Drive.
9. Business and business identification signs shall be permitted within the planned development subject to the review and approval of the Department of Planning and Development and to the conditions of Statement 11(e). Temporary signs such as construction and marketing signs may be permitted subject to the aforesaid approvals. Signage for retail and movie theater uses is a special concern. A general signage plan indicating the locations and dimensions of signage for these uses, including all interior signage which is visible from public streets, shall be submitted prior to part II approval in accord with Statement 16 hereof (Site Plan Review).
10. The height of buildings within the planned development and any appurtenance attached thereto shall be subject to the limitations on the attached exhibit labeled "Maximum Height Zones". Where Maximum Height Zones have been established, building height shall be defined as follows:

"Building height" is the vertical distance from the curb level, or its equivalent, opposite the center of the front of a building to the highest point of the under side of the ceiling beams of the highest habitable floor; in the case of a flat roof, to the deck line of a mansard roof and to the mean level of the under side of the rafters between the eaves and the ridge of a gable, hip or gambrel roof. (For the purpose of determining height, building tops of the other configurations may be considered to be the type described herein which most closely approximates the shape of the proposed design). However, in no case shall the "actual" height of a building exceed the "maximum height" by more than sixty-five (65) feet.
11. The improvements on individual development sites shall be designed, constructed and maintained in accordance with the exhibits attached hereto and the following general design standards:

- (a) Buildings along Lake Shore Drive shall be designed to minimize building mass directly facing the Drive. The base along Lake Shore Drive of any such structure shall be limited to the height of Lake Shore Drive. The tower of such structures shall be set back a minimum of forty (40) feet from Lake Shore Drive although encroachments into such setback area for design reasons may be allowed by the Commissioner of Planning and Development as a minor change pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance. This forty (40) foot setback area shall be heavily landscaped with trees and other greenery so as to be visible from the Drive.
- (b) Landscaping of buildings at terraces, rooftops, and balconies shall be provided wherever possible and appropriate. Buildings shall be designed with upper level architectural features that are lit at night wherever possible. Mechanical equipment on rooftops shall be screened with quality materials, and made a feature of the building design, where appropriate.
- (c) Buildings shall be setback from the Property line, if necessary, to achieve a minimum of twelve (12) feet by six (6) inches in sidewalk width to accommodate street trees. No awnings, canopies or other building projections shall be allowed that would interfere with street tree canopies except at entrances to hotels or movie theaters.
- (d) Building designs that reflect divisions into base, middle and top, that have setbacks, cornice lines, changes in plane or materials, articulated surfaces, or other methods of reducing the scale and mass are encouraged. Preferred building materials shall be stone, manufactured stone, brick, finished metal such as stainless steel or articulated pre-cast concrete in combination with glass at the base. Exposed structural concrete, dryvit or other stucco-like material, or reflective glass shall not be allowed. Materials of upper stories shall be similar to those of the lower, however, the level of detailing may be simplified.
- (e) Buildings shall be designed with clearly delineated signage bands. The quality and amount of signage shall be strictly controlled. The total square footage displayed on any building shall be limited to no more than six (6) times the street frontage on any given street. Preference shall be given to pin-mounted back lit signs with individual letters that are externally lit. Signs behind glass that are visible from the sidewalk shall count toward the permitted sign area. The area of a sign that consists of individual letters shall be measured by drawing a box around the letters. Graphic images which depict tenant logos or products or which may otherwise be

construed as advertising shall count as signage in their entirety. Signage on awnings shall be allowed on the valance only, with a maximum of five (5) inch high letters limited to tenant identification or logos only. No electronic moving message board signs shall be allowed. Rooftop signs shall be prohibited.

- (f) No new surface parking lots except interim lots approved by the Commissioner of Planning and Development shall be allowed. The maximum effort shall be made to contain parking in below-ground structures. Above-grade parking structures shall be enclosed, fronted by habitable space, or otherwise designed so as to have a similar appearance to habitable spaces in terms of finish materials, the shape and scale of openings, and the screening of ramps, car lights and ceiling fixtures. Any parking structures facing the Chicago River must be fronted by habitable space or completely enclosed and well articulated at all levels. The first (1st) floor of all structures facing Illinois Street, Grand Avenue, McClurg Court, Park Drive, or Columbus Drive shall maximize space with active uses such as retail, day care, restaurants, et cetera. Parking structures shall also contain provisions for planting at the base, the roof, or at mid-height ledges.
- (g) Loading docks shall be concealed from public view through screening or landscaping. Curb cuts for loading docks shall be minimized.
- (h) The new roadway structure at upper level Illinois Street shall be finished in highly articulated stone, pre-cast concrete, or other quality material, with particular attention given to views of the structure from Columbus Drive. Terraced planting, pedestrian lighting, decorative railings, banners and other features shall be used to create a major pedestrian amenity. A major water feature shall be installed at the intersection of upper-level Illinois Street and the NBC Plaza. The underside of upper Illinois shall be appropriately lit, structural columns shall be covered, and other elements shall be added to create a safe, well-lit connection to Michigan Avenue.
- (i) The completion of the riveredge esplanade shall be required of the developers of Parcels 14 and 16, and Parcel 18. Such public spaces shall be developed with the same quality and character of amenities as the existing esplanade adjacent to these areas. In addition, the developer of Parcel 18 shall be responsible for the development of pedestrian access to DuSable Park under Lake Shore Drive. Such access shall be well-lit, suitably paved, and finished so as to provide safe, attractive, and convenient access to the park from the river

esplanade. All plans shall be subject to detailed review and approval by the Department before the issuance of any Part II approval letters.

12. Publicly dedicated improvements, including streets, sidewalks, transit and open space amenities shall be designed, constructed and maintained in accordance with the exhibits described in Statement 2 hereof and the "Cityfront Center Internal Design Standards":

Section 1: dated September 12, 1986. These standards shall be updated within ninety (90) days of the effective date of this amendment to be consistent with this amendment and to include new standards for a new seventy thousand (70,000) square foot public open space at Peshtigo Court between Illinois Street and Grand Avenue and updated standards for sidewalks, vehicular access from the intermediate level of Lake Shore Drive, pedestrian circulation, transit and open space. No Part II approval shall be issued for any phase or development except Phase 1 described in Statement 17 until the Standards have been updated.

13. The property owner(s) adjacent to the Chicago River shall develop a continuous pedestrian esplanade along the Chicago River's edge. Completion of the esplanade will occur as follows:

- (a) The east right-of-way line of McClurg Court to the west right-of-way line of Lake Shore Drive shall be improved concurrently with development of adjacent parcels south of east North Water Street (Parcels 14, 16 and 18); and
- (b) The west right-of-way line of Lake Shore Drive to DuSable Park shall be constructed concurrently with the construction of DuSable Park. The Chicago Park District and the owner(s) of development parcels immediately west of Lake Shore Drive shall jointly share the cost and responsibility of improvements underneath Lake Shore Drive, subject to approval of the State of Illinois to make such improvements.

14. The Open Space Plan attached hereto (Exhibit 6) calls for a new seventy thousand (70,000) square foot park on Peshtigo Court, between Illinois Street and Grand Avenue. The owners of the adjacent development parcel (Parcel P21) shall be responsible for developing this new publicly-accessible park concurrently with the first (1st) new building within Subarea F. The park shall conform with general design standards

included in the updated "Cityfront Center Internal Design Standards: Section 1" (see Statement 12). Permanent development of this park shall take place on top of an underground parking garage; however, should such development not be immediately feasible, a fully-appointed interim park shall be installed on the site until such time as the permanent park is constructed. The Commissioner of Planning and Development must approve the site plan for either a permanent or a interim park before Part II approval is granted for Parcels P18, P19, or P24. The Commissioner of Planning and Development must approve the site plan for a permanent park before Part II approval is granted for Parcel P21. The City will not issue final certificates of occupancy on Parcels P18, P19, or P24 unless either a permanent or interim park has been constructed in accord with an approved site plan. The City will not issue a final certificate of occupancy for Parcel P21 unless construction has started on the permanent park in accord with an approved site plan. Within thirty (30) days after demolition of the Kraft Building and remediation of the site, if any, the site of the Kraft Building will be screened from public view by a decorative barrier, the design of which shall be approved by the Commissioner of Planning and Development. This screening requirement applies unless or until the site is developed as a landscaped surface parking lot, interim or permanent park. After June 1, 2003, all surface parking lots in Subarea F shall be landscaped in accord with the Landscape Ordinance. All sidewalks in Subarea F shall remain open and be maintained in good condition.

15. Traffic studies completed by developers and the City of Chicago project significant peak hour traffic volume increases on Illinois Street and Grand Avenue in particular as a result of new development. Some excess roadway capacity is available to handle this increased traffic, but a number of geometric, signal timing and parking control measures are recommended in addition to active transportation management in the Illinois-Grand Corridor. Accordingly, no Part II submittal shall be approved without a firm agreement between the developer and the Chicago Department of Transportation regarding the timing and responsibility for any recommended traffic improvements described in Exhibit 8 hereof for streets adjoining the development site. Membership and participation in the Illinois/Grand Corridor Transportation Management Association shall also be required prior to the issuance of any Part II development approval.
16. Prior to the issuance by the Department of Planning and Development of a determination pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance ("Part II approval") for development or redevelopment of any development parcels within the planned development, other than alterations to existing buildings which do not increase their height or alter their footprint, a site plan for the proposed development, including parking areas, shall be submitted to the Commissioner of the Department of

Planning and Development for approval. Review and approval of the site plan by the Commissioner is intended to assure that specific development proposals conform with the general design standards in Statement 11 and to ensure coordination of public improvements described in Statements 12 through 15 at an early stage. No Part II approval for work for which a Site Plan must be submitted to the Commissioner shall be granted until the Site Plan has been approved by the Commissioner. Further, all Part II submittals shall be in compliance with the Chicago Landscape Ordinance.

Following approval of a Site Plan by the Commissioner, the approved plan shall be kept on permanent file with the Department of Planning and Development and shall be deemed to be an integral part of this planned development. The approved Site Plan may be changed or modified pursuant to the minor change provisions of Section 11.11-3(c) of the Chicago Zoning Ordinance.

A Site Plan shall, at a minimum, provide the following information with respect to the proposed improvements:

- (1) the boundaries of the Property;
- (2) the footprint of the improvements;
- (3) location and dimensions of all loading berths;
- (4) preliminary landscaping plan prepared by a landscape architect with final landscaping plan to be approved at Part II stage;
- (5) all pedestrian circulation routes;
- (6) the location of any adjacent public improvements;
- (7) a signage plan for any building where retail or theater uses would be present above the ground level;
- (8) preliminary elevations of the improvements; and
- (9) statistical information applicable to the Property limited to the following:
 - (a) floor area and floor area ratio;
 - (b) uses to be established;

- (c) building heights; and
- (d) all setbacks, required and provided.

A Site Plan shall include such other information as may be necessary to illustrate conformance with the applicable provisions of this Planned Development.

17. The Property within the planned development has and is expected to continue to be developed in phases over a period of years. The next phase of development, development of parcels P4, P5, P9, P13, P14 and P16, shall be deemed for purposes of this statement as "Phase 1". Development of Parcels P1, P3, P7, P7A, P8, P18 and P19 shall be deemed Phase 2. Development of the Kraft Building site and Parcels P21 and P24 shall be deemed Phase 3. Unless substantial construction has commenced on the majority of Phase 1 parcels within six (6) years of July 8, 1998, and is diligently pursued, this planned development shall automatically expire and revert to the C3-6 and Residential-Business Planned Development Number 368 zoning classifications in effect prior to the effective date of this amendment. Unless substantial construction has commenced on all Phase 2 parcels within ten (10) years of July 8, 1998, and Phase 3 parcels within fifteen (15) years of July 8, 1998, and is diligently pursued, the Property owners shall submit a report to the Commissioner of Planning and Development on the status of the development proposals for those parcels. Following the submission of such status reports, the Commissioner shall determine whether changed circumstances since the effective date of this amendment warrant any further modifications to this planned development.
18. If any provision of this planned development amendment shall, to any extent, be invalid or unenforceable, the remainder of this planned development amendment shall not be affected thereby, and each provision of the planned development amendment shall be valid and enforceable to the fullest extent of the law.

[Exhibits 2, 3, 4, 5, 6 and 7 referred to in these Plan of Development Statements printed on pages 80413 through 80418 of this Journal.]

Exhibits 1 and 8 referred to in these Plan of Development Statements read as follows:

Exhibit 1.
(To Plan Of Development Statements)

Bulk Regulations And Data Table

Sub-area	Net Site Area (See Note (1)) Square Feet (Acres)	Maximum Retail Square Feet (1,000s)	Maximum Commercial Square Feet (1,000s)	Maximum Hotel Rooms	Maximum Dwelling Units	Maximum F.A.R.
A.	380,796 (8.74)	540 (See Note (5))	5,259	1,800	Permitted (See Notes (2) and (3))	13.81 (See Note (6))
B.	183,449 (4.21)	40	2,482	2,000	400 (See Note (8))	13.53 (See Note (7))
C.	122,303 (2.81)	140	850	540	630	12.72
D.	456,239 (10.47)	170	500	0	2,350	8.60
E.	232,841 (5.34)	0	5 (See Note (4))	Not Permitted	Not Permitted	0.02
F.	100,436 (2.31)	150	0	0	1,000	14.93
TOTAL:	1,476,064 (33.89)	1,040	9,096	4,340	4,380 (See Note (2))	9.97

-
- Note (1): For the purpose of this planned development "Net Site Area" shall equal the entire land area (at Plaza Level where such is established, and otherwise at grade) within the boundaries of the planned development, less the area now dedicated or proposed to be dedicated to public use.
- Note (2): Dwelling units shall be permitted in Subarea A of this planned development subject to the provisions of the B7-7 General Central Business District classification. Any such units so built will not affect the total of four thousand three hundred eighty (4,380) dwelling units permitted in Subareas B, C, D and F. Dwelling units are permitted below the second (2nd) floor in all subareas except Subarea E.
- Note (3): For purposes of exchange of uses, a hotel room shall be equal to zero and five-tenths (0.5) dwelling units. The permissible number of hotel rooms within the planned development shall not exceed four thousand three hundred forty (4,340) rooms. Ballrooms, meeting rooms, exhibition space, restaurant facilities and hotel-associated retail shall be deemed "accessory hotel uses" and shall be charged against commercial uses.
- Note (4): Although Subarea E (DuSable Park) has been dedicated to public park use, it is included in Net Site Area because a maximum of five thousand (5,000) square feet of park and recreation-related floor area may be constructed within its boundaries.
- Note (5): Assumes four hundred ten thousand (410,000) square feet allocated to development parcels P4 and P5 and the remaining one hundred thirty thousand (130,000) square feet allocated to remaining development parcels within Subarea A.
- Note (6): Assumes floor area allocated to existing buildings as follows: 401 North Michigan (seven hundred sixty thousand two hundred forty-one 760,241 square feet), University of Chicago Gleacher Center (two hundred forty thousand (240,000) square feet), NBC Tower (nine hundred twelve thousand (912,000) square feet) and to future development parcels as follows: P1 (seven hundred seventy-six thousand two hundred fifty (776,250) square feet); P3 (nine hundred seventy thousand (970,000) square feet) and P4/P5 (one million six hundred thousand (1,600,000) square feet).
- Note (7): Assumes floor area allocated to existing Sheraton Hotel at eight hundred sixty thousand three hundred seventy-nine (860,379) square feet and future development parcels P7, P7A and P8 at one million six hundred twenty-one thousand two hundred ninety (1,621,290) square feet.
- Note (8): For purposes of exchange of uses, a hotel room shall be equal to zero and five-tenths (0.5) dwelling units above the four hundred (400) permitted. The permissible number of hotel rooms within the planned development shall not exceed four thousand three hundred forty (4,340) rooms. Ballrooms, meeting rooms, exhibition space, restaurant facilities and hotel-associated retail shall be deemed "accessory hotel uses" and shall be charged against commercial uses. Accessory hotel uses on Parcels P7, P7A and P8 combined shall not exceed fifty thousand square feet (50,000) square feet.

Gross Site Area = Net Site Area, 1,476,064 square feet (33.89 acres) plus Area in or Proposed to be in Public Rights-of-Way, 940,843 square feet (21.60 acres) plus Area in or Proposed to be in Public Parks or Open Space, 387,319 square feet (8.89 acres) = 2,804,226 square feet (64.38 acres).

	Minimum	Maximum
Off-Street Parking:		
Business Uses	1:5,000 square feet	As determined by D.P.D. in consultation with C.D.O.T.
Hotel Uses	1:4 rooms	
Residential Uses	55%/dwelling units	
Non-Accessory Parking (Allowed in Subarea F only)	200 spaces	500 spaces
Off-Street Loading:	Per B7-6 requirements.	
Minimum Peripheral Setbacks:	Sufficient to allow for street trees and pedestrian walkways (minimum 12 feet, 6 inches from building to curb face).	
Minimum Upper Level Setbacks:	40 feet from Lake Shore Drive at level of Upper Lake Shore Drive.	

Exhibit 8.
(To Plan Of Developments Statements)

Recommended Traffic Improvements.

The following is a summary prepared by the Chicago Department of Transportation of the traffic impacts and proposed mitigation efforts for the River East, Grand Pier and North Bridge developments along the Illinois/Grand corridor,

as described in traffic studies prepared by traffic consultants for the developers and the City (KLOA and Barton-Aschman, respectively):

General Impacts:

The three (3) developments will generate roughly three thousand (3,000) trips (one thousand six hundred (1,600) inbound and one thousand four hundred (1,400) outbound) during the P.M. peak hour. About one thousand three hundred fifty (1,350) trips (seven hundred fifty (750) inbound, six hundred (600) outbound) will be generated during A.M. peak hour.

There will be traffic volume increases on Illinois and Grand, between State Street and Lake Shore Drive, of roughly five hundred (500) to seven hundred (700) vehicles per hour during the P.M. peak hour. During the A.M. peak hour, traffic volume will increase on Illinois and Grand by roughly two hundred (200) to three (300) vehicles per hour. Existing peak volumes on Illinois and Grand range between one thousand (1,000) and one thousand five hundred (1,500) vehicles per hour; with these developments, volumes would range between one thousand five hundred (1,500) and two thousand (2,000) vehicles per hour.

Some excess capacity is available to handle this increased demand, but a number of geometric, signal timing and parking control measures are recommended to further accommodate this increase in traffic.

Geometric And Signal Operations Improvements:

In order to increase overall intersection capacity and address heavy traffic circulation demand, it is proposed to widen McClurg Court between Illinois and Grand to provide double left turn lanes northbound at Grand and southbound at Illinois. McClurg would be further widened on the west side to provide a drop-off lane at the proposed residential building.

It is also proposed to widen McClurg between Ohio and Grand to provide separate southbound right turn and through traffic lanes, and to provide a smoother northbound alignment through the Grand Avenue intersection. The right-of-way for this widening would need to be obtained from the adjacent property owners.

The traffic signals at McClurg/Grand and at McClurg/Illinois would be modified to accommodate the street widening and to provide left turn arrow signal indications for northbound traffic at Grand and southbound traffic at Illinois.

On Grand Avenue at State Street, the C.T.A. subway entrances at the northeast and northwest corners will be relocated out of the Grand Avenue right-of-way. This will allow the widening of Grand Avenue at this intersection to provide four (4) westbound lanes compared with the three (3) lanes currently available at this "bottleneck" location.

Restriping of various street segments is proposed in an effort to make more efficient use of pavement space and increase traffic capacity. Striping of left turn lanes, where appropriate, would be done on State, Wabash and Rush at their intersections with Illinois, Grand, Ohio and Ontario. Illinois would be restriped at Columbus to provide three (3) through lanes, and separate left turn and right turn lanes.

Parking Controls:

Metered on-street parking generally will need to be eliminated on Illinois and Grand from State Street to Lake Shore Drive in order to provide additional traffic capacity or to make the curb lane available for various pickup/dropoff activities. Sufficient off-street parking, provided as part of these developments, is intended to satisfy the demand for parking in the corridor.

It is proposed to eliminate parking on Illinois Street from State Street to Michigan Avenue in order to provide three (3) eastbound traffic lanes, compared with the two (2) existing lanes. This increase in traffic capacity is needed to handle the increased demand on this segment of Illinois Street.

It is proposed to eliminate parking on the south side of Grand Avenue east of Columbus Drive to provide a separate left turn lane on Grand at the approach to the Columbus Drive signal. This would increase the through traffic capacity by removing the turning movements from the adjacent through traffic lane.

Parking would also be eliminated on both sides of Grand Avenue east of McClurg Court, in order to provide separate left turn and right turn lanes on the approach to the traffic signal. Again, traffic capacity would be increased by segregating the through and turning traffic movements.

The elimination of parking is also proposed on the south side of Ontario at Fairbanks in order to provide a westbound left turn lane on Ontario. The striping of an optional through left lane was also recommended as a further capacity improvement, although conflicts between turning vehicles and pedestrians in the south crosswalk will require further analysis.

Transportation Management:

Active traffic management in the corridor will be undertaken by the Transportation Management Association which has been established. The T.M.A. will meet to exchange information on traffic operations needs and problems, changing development conditions, construction activities, special events and other factors which may affect transportation in the corridor. Various City agencies, including C.D.O.T., Planning, Police, Streets and Sanitation, and the C.T.A., will coordinate efforts with corridor property managers to address evolving transportation demands.

Strict enforcement of existing and proposed parking restrictions will be necessary to ensure that street space needed for traffic capacity is available. Of particular concern is the need to keep Illinois Street clear, east of Columbus; Grand Avenue, west of Michigan; Ohio Street, west of Michigan; and Ontario Street, west of St. Clair.

Improved public transit service as appropriate to serve the needs of the corridor will be developed. C.D.O.T. and the T.M.A. will be reviewing service needs and developing strategies for best providing public transportation, whether through modifications of C.T.A. service or additional shuttle bus operations.

Site Specific Improvements:

Parcels 4 And 5:

The proposed lower level loading dock layout requires a number of traffic control measures in order to mitigate the potential effect on Illinois Street traffic. These measures include prohibition of on-street loading, provision of a dock master during loading dock hours, limitation on loading dock hours to prohibit backing maneuvers between 7:00 A.M. and 9:00 A.M. and between 4:00 P.M. and 7:00 P.M., Monday through Friday, and implementation of loading dock control as part of an overall Traffic Management Plan to be implemented by the Illinois/Grand Corridor Transportation Management Association.

Parcels P7, P7A And P8:

There should be no curb cuts on Illinois Street. Curb cuts providing access to loading docks should be located only on Lower North Water Street or New Street.

Parcels P9 And P13:

The increase in hotel development along Columbus Drive between Grand Avenue and Illinois Street and along Park Drive between Illinois and North Water Streets will concentrate taxi and other traffic movement in this area. Signing and striping is needed to prevent traffic from driving across Illinois Street in order to access Park Drive rather than turning left onto eastbound Illinois Street. Vaulted sidewalks are also indicated in the public way on both Grand and Illinois. Although vaulted sidewalks are not generally recommended, they are acceptable in this instance to allow for the placement of parking underground.

Parcels P14 And P16:

The vacation of River Drive east of McClurg may result in hundreds of residential units being accessed from a single cul-de-sac street, North Water Street east of McClurg. The sewer on North Water is seven (7) to eight (8) feet below the pavement, and its reconstruction at some time in the future, or any other significant utility maintenance, could severely restrict access to these residences. Widening of North Water to forty-four (44) feet from its existing forty (40) foot width is recommended in order to provide more flexibility to maintain two (2) way traffic in the event of any future construction activities.

The Kraft Building Site:

There is no objection to vacating Peshtigo Court in the future. If Peshtigo Court is eliminated and another north/south street is added, its location must be checked with respect to the location of the drop-off lanes on Illinois at North Pier terminal. If Peshtigo Court is retained, adding another north/south street between Peshtigo and McClurg is not recommended.

Parcels P18 And P19:

Although it is physically feasible to add signalized access to these sites from intermediate level Lake Shore Drive, access from this roadway is not recommended. Also, the A.D.A. accessibility of any pedestrian bridge built across Ogden Slip should be reviewed.

Exhibit 2.
(To Plan Of Developments Statements)
Existing Zoning Map.

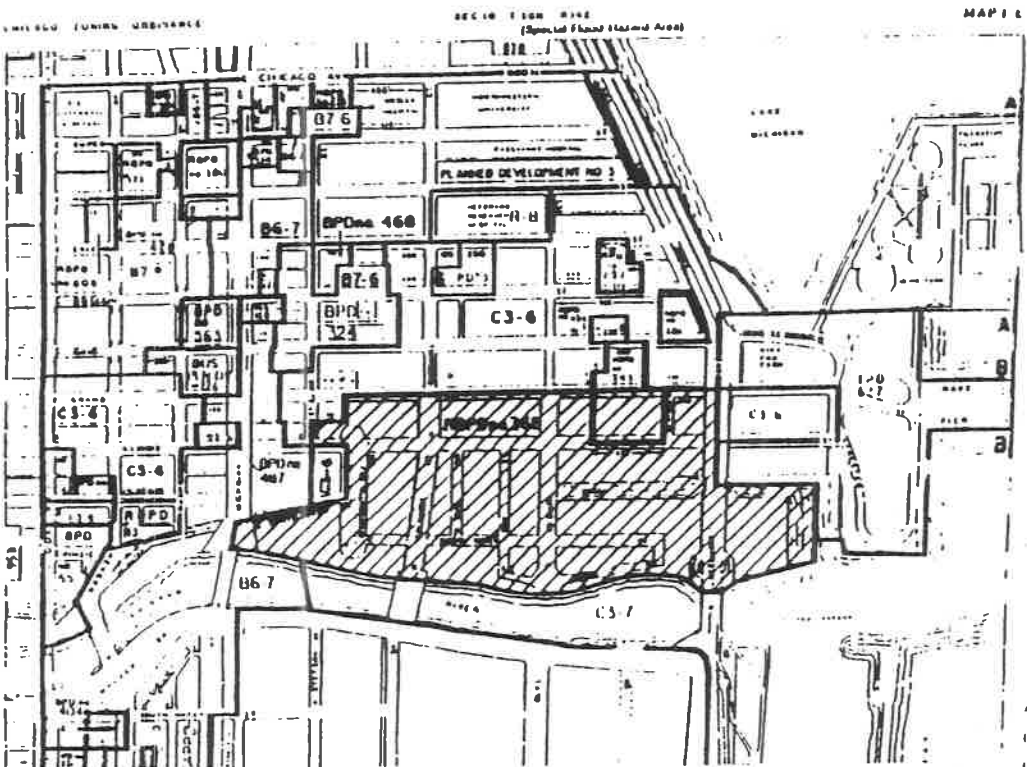


Exhibit 3.
 (To Plan Of Developments Statements)
 Planned Development Boundary
 And Subarea Map.

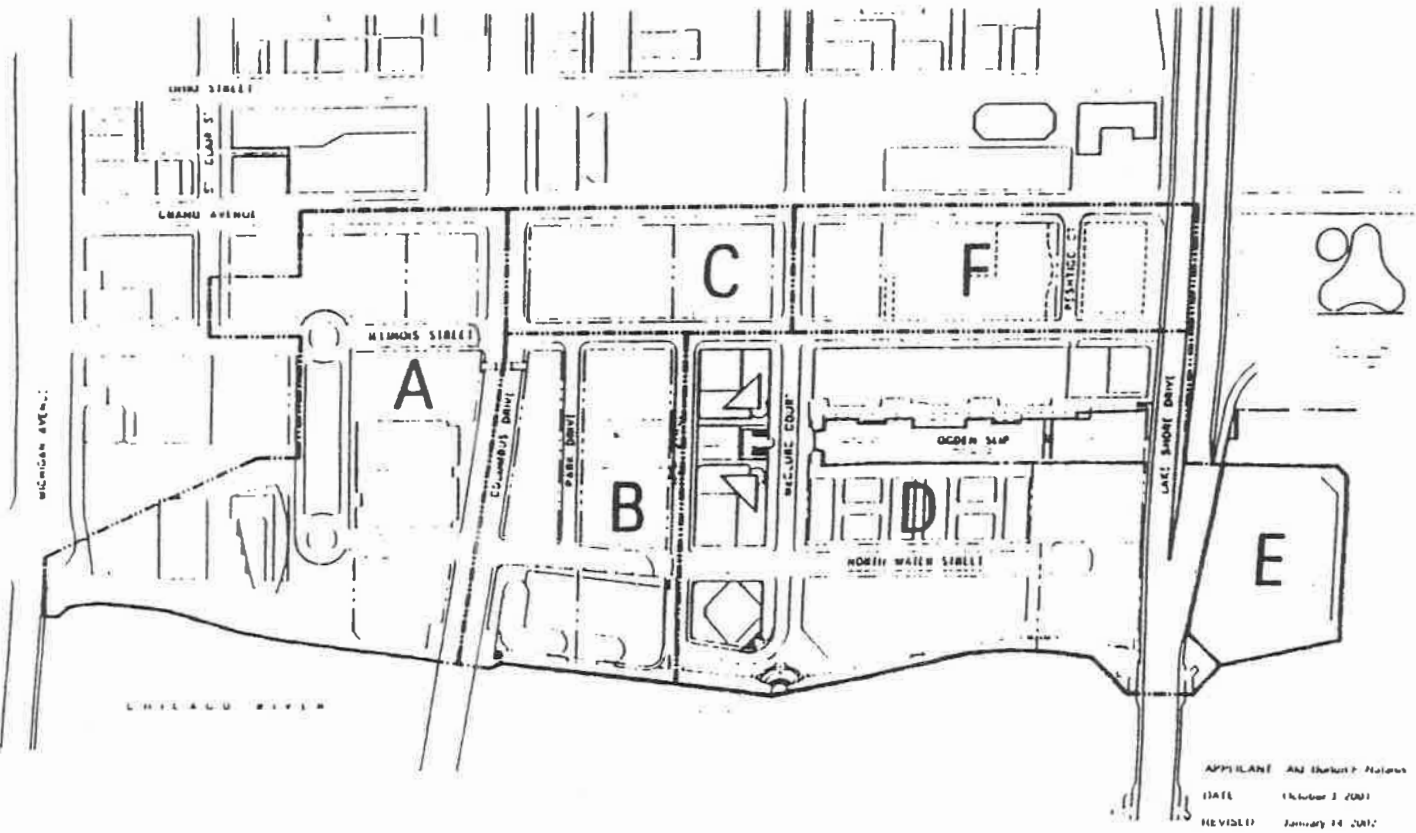


Exhibit 5.
(To Plan Of Developments Statements)

Maximum Height Zones.

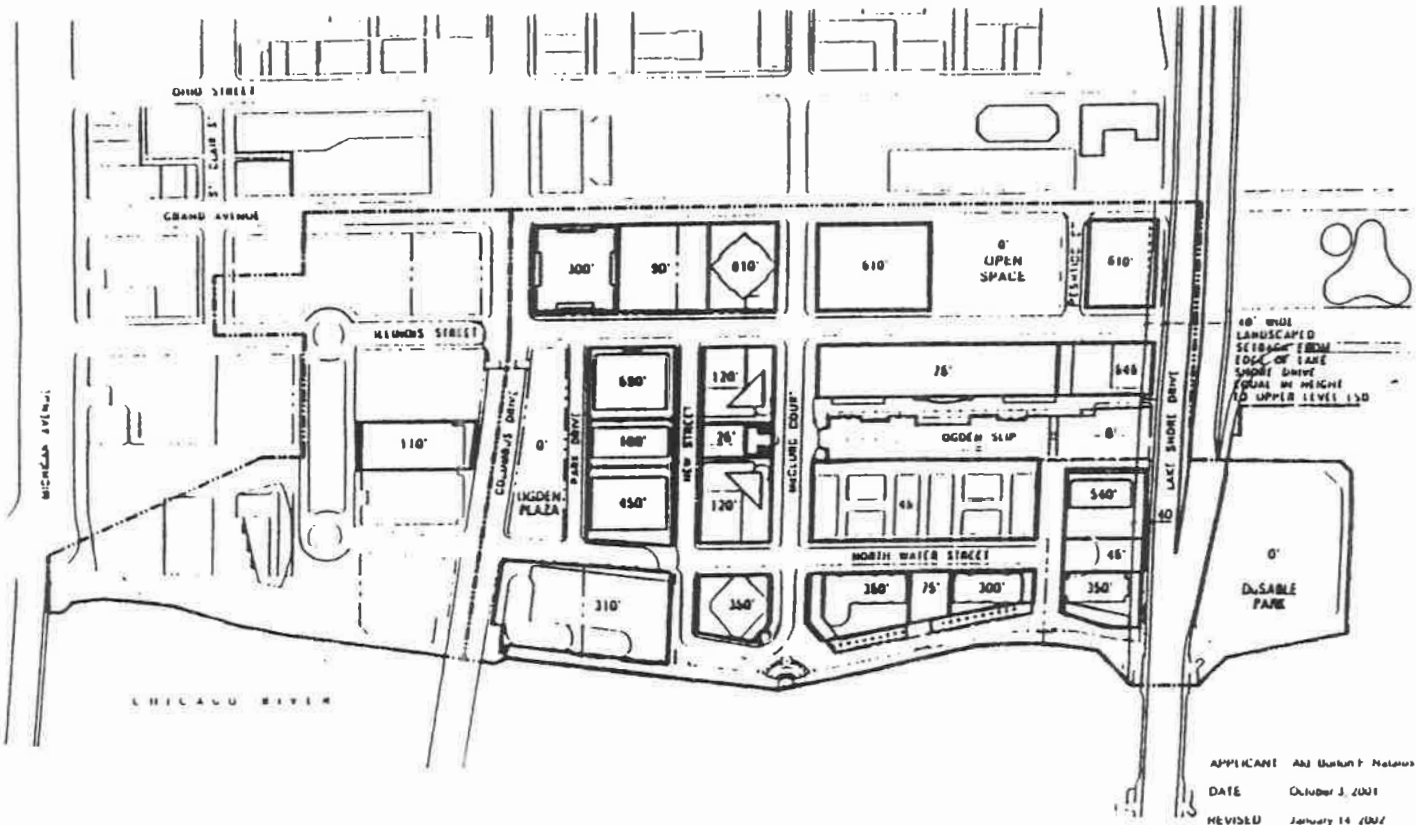


Exhibit 6.
 (To Plan Of Developments Statements)
 Existing And Planned Open Spaces.

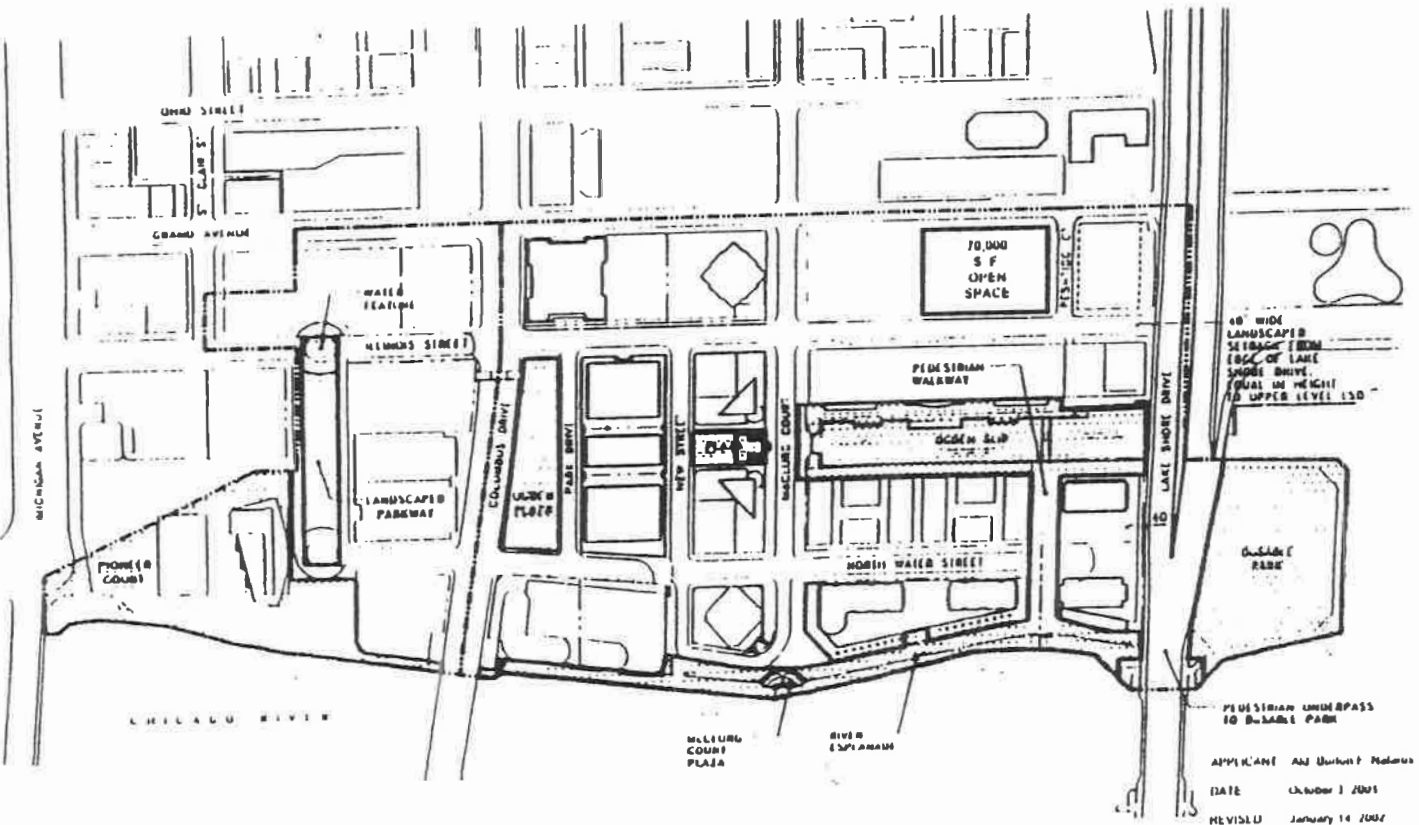
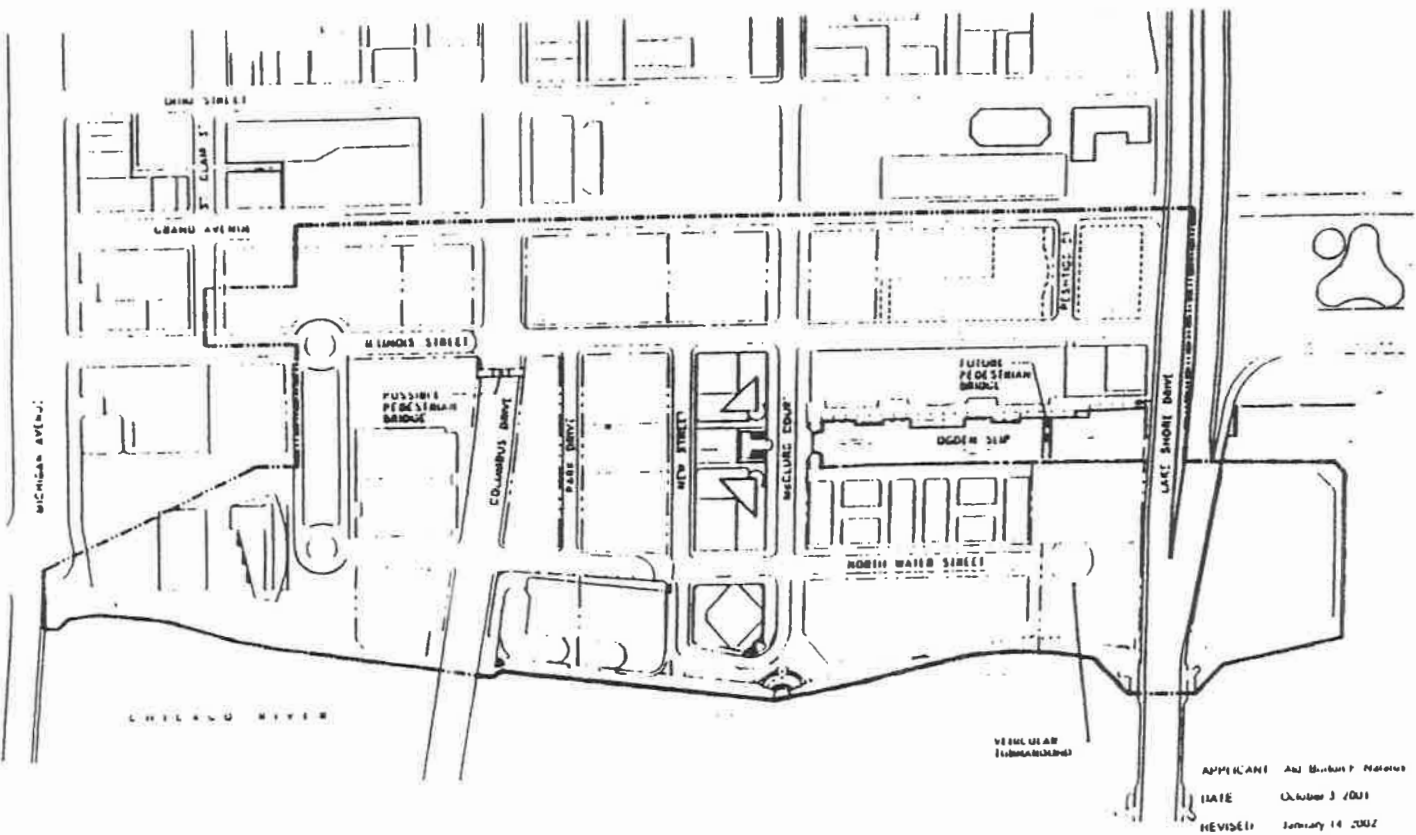


Exhibit 7.
 (To Plan Of Developments Statements)
 Patterns Of Vehicular Roadways.



APPLICANT: And Burton P. Natorus
 DATE: October 3 / 001
 REVISION: January 14, 2002



August 30, 2000

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4190
(312) 744-2271 (FAX)
<http://www.ci.chi.il.us>

Mr. Theodore J. Novak
Piper Marbury Rudnick and Wolfe
203 N. La Salle Street, Suite 1800
Chicago, IL 60601

**RE: RBPB No. 368, As Amended
Sub-Area B - Parcels 7,7A, and 8: Site Plan Approval**

Dear Mr. Novak:

We have reviewed preliminary parking plans, a site plan, a front desk and restaurants plan, a street level landscape plan, a roof landscape plan, building elevations, and building sections submitted by the Applicant for the construction of a hotel on Parcels 7, 7A and 8 of Sub-Area B in Residential-Business Planned Development No. 368, As Amended. The hotel would have 1594 guest rooms, two ballrooms, meeting rooms, restaurants and shops, loading docks accessed from lower North Water Street, four levels of parking, granite cladding on the base up to the podium level, and brick or pre-cast concrete panels on the tower above the podium.

Upon review of the material that has been submitted, the Department of Planning and Development has determined that these plans, dated July 10, 2000 and submitted in accordance with Statement No. 16 of RBPB No. 368, As Amended, are consistent with and satisfy the requirements of the Plan of Development. Accordingly, this Site Plan submittal for RBPB No. 368 is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on July 8, 1998, and the drawings described above are made a part of this approval.

Please note that the requirement for a pedestrian bridge connecting the hotel to the public easement area located between the two Cityview condominium towers to the east is hereby waived.

Very truly yours,

Christopher R. Hill
Commissioner

cc: Jack Swenson
Philip Levin ✓
Michael Marmo





City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

311 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4190
(312) 744-2271 (FAX)

<http://www.ci.chi.il.us>

July 12, 2000

Ms. Bridget O'Keefe
Alzheimer and Gray
10 South Wacker Drive
Chicago, IL 60606-7482

**RE: R.M. Chin & Associates, Inc./Grand Pier Center
Request for Minor Change to Residential-Business
Planned Development No. 368, (Sub Area A, Parcels
4 and 5)**

Dear Ms. O'Keefe:

I have considered your request on behalf of R.M. Chin & Associates to allow a minor change to Residential-Business Planned Development No.368. Specifically, you requested a change to the Administrative Relief granted for this site by this Department on February 18, 1998, which increased the permitted parking by 600 spaces to a total of 1700 spaces. You are currently requesting to increase the total number of parking spaces by 200. Further, you have indicated that these spaces would be non-accessory to the uses on the site and therefore the square footage of these spaces would be added to the total square footage of the development included in the Floor Area Ratio calculation.

Your request letter further stated that the requested additional parking would serve a divergent range of patrons in the South Streeterville neighborhood who have limited parking options since most of the surface parking lots have been or are slated for removal as a result of ongoing development activity. The Department of Transportation has reviewed this request for additional parking spaces and has determined that, given the number of garage access locations on two levels, the additional impact on area streets would be minimal.

With regard to your request, the Department of Planning and Development has determined that this request to increase the total number of parking spaces by 200 would be beneficial to the development and to the neighborhood, and as such, would constitute a minor change pursuant to Section 11.11-3(c) of the

NEIGHBORHOODS



Chicago Zoning Ordinance.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the foregoing minor change, but no other changes to Residential-Business Planned Development No. 368, as amended.

Sincerely,

A handwritten signature in black ink, appearing to read "CHRILL", written over a large, stylized circular flourish.

Christopher R. Hill
Commissioner

cc: Paul Woznicki
Jack Swenson
Philip Levin
Michael Marmo



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

21 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4190
(312) 744-2271 (FAX)
<http://www.ci.chi.il.us>

July 12, 2000

Mr. Raymond M. Chin
R.M. Chin and Associates
401 North Michigan Avenue
Chicago, IL 60611

Re: Site Plan Approval for Residential-Business
Planned Development No. 368, As Amended, Sub Area
A; Lakefront No. 374

Proposal: The construction of a mixed-use
development (Grand Pier Center - Parcels 4 and 5)

Location: 200 East Illinois Street

Dear Mr. Chin:

We have reviewed the preliminary Site & Landscape Plans and Building Elevations submitted by you for the construction of a residential tower, a hotel, and a podium containing retail space, movie theaters and a parking garage, on Parcels 4 and 5 in Residential-Business Planned Development No. 368, As Amended, Sub Area A and in Lakefront No. 374.

Upon review of the material that has been submitted by the Applicant, the Department of Planning and Development has determined that these plans are consistent with and satisfy the requirements of the Plan of Development. In addition, these plans have been reviewed by the Department of Transportation.

In accordance with Statement No. 15 of the Planned Development, the Department of Transportation has approved the submitted plans. Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 368, As Amended, for the construction of a mixed-use development on Parcels 4 and 5, Sub Area A, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on July 8, 1998.

The Podium Plans (dated June 20, 2000), the Residential Tower Plans (dated February 1, 2000), and the Hotel Plans (dated June 20, 2000), have been submitted in accordance with Statement No.16 of Residential-Business Planned Development No. 368, As Amended and

NEIGHBORHOODS



are hereby made a part of this approval.

Very truly yours,

A handwritten signature in black ink, appearing to read "CHRISTOPHER HILL", written over a horizontal line.

Christopher R. Hill
Commissioner

cc: Paul Woznicki
Jack Swenson
Philip Levin
Michael Marmo



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4471 (Voice)
(312) 744-6550 (FAX)
(312) 744-2578 (TTY)

<http://www.ci.chi.il.us>

Site Plan Approval
Subarea C
Zone E, Illinois

February 23, 1999

Mr. Charles Landefeld
MCL Companies
455 E. Illinois Street, Suite 565
Chicago, IL 60611

Dear Mr. Landefeld:

We have reviewed the revised preliminary landscape/site plans and planter sections as well as elevations submitted by you for the construction of a mixed-use building on parcels 9 and 13 in Residential-Business Planned Development No. 368, As Amended, Subarea C and in Lakefront No. 374. The mixed-use building would have a nineteen and a sixty-story section and would contain off-street parking, cinema theaters, hotel uses, and residential dwelling units.

Please note that the revised landscape plan and section diagrams show a 14'-8" wide sidewalk on Grand Avenue and a 17'-0" wide sidewalk on Illinois Street. The increased sidewalk width on Grand Avenue reflects a 5'-2" shift to the south of the building and of the property line, in order to accommodate trees in continuous underground planters. As we have discussed, our Department will continue to work with you and with the appropriate City agencies to expedite approvals for use of the public right-of-way and vacation/dedication.

Upon review of the material that has been submitted by the Applicant, the Department of Planning and Development has determined that these plans are consistent with and satisfy the requirements of the Plan of Development. Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 368, As Amended, for the construction of a nineteen and sixty story mixed-use building, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on July 8, 1998.

The "Proposed Landscape Plan" and the "River East Center - Revised Grand Ave. Planter" (both dated February 23, 1999 and prepared by De Stefano + Partners) as well as the Building Elevations (dated July 15, 1998) have been



Please
Recycle!



submitted in accordance with Statement No. 16 of RBPB No. 368, As Amended and are hereby made a part of this approval.

Very truly yours,



Christopher R. Hill
Commissioner

Originated by:



Mary Fishman
Director of Design Review 

cc: Paul Woznicki
Philip Levin
Michael Marmo
Dennis Aukstik



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

21 North LaSalle Street
Chicago, Illinois 60602

(312) 744-4190
(312) 744-2271 (FAX)

<http://www.ci.chi.il.us>

November 24, 1998

Mr. David Schlensker, AIA
DeStefano and Partners
445 East Illinois Street, Ste. 650
Chicago, IL 60611

Re: Site Plan Approval for Residential-Business Planned
Development No. 368, As Amended, SubArea D;
Lakefront No. 374

Proposal: The construction of two residential high-
rise buildings and townhouses (River View - Parcels 14
and 16)

Location: 415 - 445 East North Water Street

Dear Mr. Schlensker:

We have reviewed the preliminary Site & Landscape Plans and Building Elevations submitted by you for the construction of two residential towers, a parking garage, and townhouses on Parcels 14 and 16 in Residential-Business Planned Development No. 368, As Amended, SubArea D and in Lakefront No. 374. The residential towers would be constructed on top of a five story parking garage base, with a partial sixth story on top of the garage that would contain a health club and swimming pool.

Please note that while the Department of Planning and Development has approved a conceptual plan for the Riverwalk and adjacent open spaces, the final details of the Riverwalk and adjacent open spaces have not yet been submitted. Such plans are in preparation and will be submitted for review within the next few weeks.

Upon review of the material that has been submitted by the Applicant, the Department of Planning and Development has determined that these plans are consistent with and satisfy the requirements of the Plan of Development. Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 368, As Amended, for the construction of two residential towers on top of a five story parking garage, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on July 8, 1998.

NEIGHBORHOODS



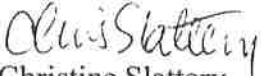
The Site Details, Paving Plans and Landscape Plan (Sheet A-010), the Site Plan, Site Section, and Site Details (Sheet A-011), the Phase One Landscape Plan (Sheet L-001) all dated November 18, 1998 and marked "preliminary," and the Building Elevations, dated June 26, 1998 have been submitted in accordance with Statement No.16 of Residential-Business Planned Development No. 368, As Amended and are hereby made a part of this approval.

Very truly yours,

A handwritten signature in black ink, appearing to read "CHRISTOPHER HILL", written in a cursive style.

Christopher R. Hill
Commissioner

Originated by:


Christine Slattery
Deputy Commissioner

cc: Paul Woznicki
Philip Levin
Mary Fishman
Michael Marmo

(Continued from page 73266)

Please let the record reflect that Alderman Tom Allen abstained from voting on Application Number 12303, and I, William J. P. Banks, abstained from voting on Application Numbers 12430, 12411 and 12380, under the provisions of Rule 14 of the City Council's Rules of Order and Procedure. I recused myself as well.

At this time I move that this report be immediately passed because time is of the essence. Again, I request that the record reflect that Alderman Tom Allen abstains from voting on Application Number 12303 and I, William J. P. Banks, abstain from voting on Application Numbers 12430, 12411 and 12380.

Respectfully submitted,

(Signed) WILLIAM J. P. BANKS,
Chairman.

RBPD 368 AA

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

Yeas -- Aldermen Granato, Haithcock, Tillman, Preckwinkle, Holt, Lyle, Beavers, Dixon, Shaw, Buchanan, Balcer, Frias, Olivo, Burke, Jones, Coleman, Peterson, Murphy, Rugai, Troutman, DeVillie, Munoz, Zalewski, Chandler, Solis, Ocasio, Burnett, E. Smith, Burrell, Wojcik, Suarez, Matlak, Mell, Austin, Banks, Giles, Allen, Laurino, O'Connor, Doherty, Natarus, Bernardini, Hansen, Shiller, Schuler, M. Smith, Moore, Stone -- 48.

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):

7/8/98

REPORTS OF COMMITTEES

73277

Reclassification Of Area Shown On Map Number 1-E.
(As Amended)
(Application Number A-3912)

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 C3-6 Commercial Manufacturing District and Residential Business Planned Development Number 368 symbols and indications as shown on Map Number 1-E in the area bounded by:

a line 150 feet east of and parallel to North St. Clair Street; East Grand Avenue; North Lake Shore Drive; the centerline of Ogden Slip to a point 439.74 feet east of North Lake Shore Drive, the centerline of the Turning Basin; the north bank of the Chicago River and the line thereof extended eastward where said bank does not exist; North Michigan Avenue; East North Water Street; North St. Clair Street (as now located); East Illinois Street; North St. Clair Street; and the alley next south of East Grand Avenue,

to the designation of a Residential-Business Planned Development Number 368, as amended, which is hereby established in the area above described, subject to the provisions at 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:

*Residential-Business Planned Development Number 368,
As Amended.*

Plan Of Development Statements.

1. The area delineated herein as "Residential-Business Planned Development Number 368", as amended, consists of approximately one million five hundred nineteen thousand one hundred forty-four (1,519,144) square feet or thirty-four and eighty-seven hundredths (34.87) acres (exclusive of public rights-of-way and dedicated public open space) of real property as shown on the attached Planned Development Boundary Map ("the

Property”).

2. This Plan of Development consists of these statements and the following (sub)exhibits: Bulk Regulations and Data Table; an Existing Zoning Map; a Planned Development Boundary and Subarea Map; Development Parcels Map; Maximum Height Zones; Existing and Planned Open Spaces; Pattern of Vehicular Roadways; and Recommended Traffic Improvements. These and no other zoning controls shall apply to the area delineated herein. This Plan of Development is in conformity with the intent and purpose of the Chicago Zoning Ordinance and all requirements hereof, and satisfies the established criteria for approval as a planned development.
3. The current property owner or an authorized agent shall obtain all required reviews, approvals, licenses and permits in connection with this Plan of Development. The dedication or vacation of any streets or alleys shall require a separate submittal and approval by the City Council.
4. The requirements, obligations and conditions contained within this Planned Development shall be binding upon the Applicant, its successors and assigns (including any condominium association which is formed) and, if different than the Applicant, the legal title holder and any ground lessors. All rights granted hereunder to the Applicant shall inure to the benefit of the applicant's successors and assigns (including any condominium association which is formed) and, if different than the applicant, the legal title holder and any ground lessors. Furthermore, pursuant to the requirements of Section 11.11-1 of the Chicago Zoning Ordinance, the property, at the time applications for amendments, modifications or changes (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 modifications or change thereto (administrative, legislative or otherwise) shall be made or authorized by the Equitable Life Assurance Society of the United States as zoning control party for property located west of Columbus Drive, and by all the successors and assigns to the Chicago Dock and Canal Trust, as zoning control parties for the property located east of Columbus Drive. The board of directors of any condominium association shall represent individual condominium owners.

5. Several subareas are delineated on the attached Planned Development Sub-Area Map for the purposes of establishing use and density controls in connection with this Plan of Development. Uses permitted below plus thirty-five(+35) feet Chicago City Datum plus or minus six (6) feet in respect of design conditions ("Plaza Level") shall be general conformity with the Permitted and Special Uses of the C-6, Commercial-Manufacturing District classification; uses permitted at and above the Plaza Level in the area hereinbefore defined shall be in general conformity with the Permitted and Special Uses of the B7-6, General Central Business District classification, except that in that part of the subject area lying within two hundred (200) feet of North Michigan Avenue uses shall be in general conformity with the Permitted and Special Uses of the B6-7, Restricted Central Business District classification; uses permitted where no Plaza Level exists shall be in general conformity with the Permitted and Special Uses of the B7-6, General Central Business District Classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. All other controls and regulations set forth herein are made applicable within the general application of this Statement. Uses permitted in DuSable Park (Sub-Area E) shall be recreational and related uses including but not limited to marinas; tennis courts; and similar facilities. Day care and other community-oriented uses are expressly permitted and strongly encouraged in all areas of the planned development. Agreement on how space for a minimum of one new day-care-center shall be provided with Subarea B or D to service new residents and employees of those subarea must be submitted and approved by the Department of Planning and Development prior to the issuance of any Part II approval for any Phase 2 building within these subareas (see Statement 17 hereof for description of Phase 2 development parcels).
6. For purposes of Floor Area Ratio (F.A.R.) calculations, the definitions in the Chicago Zoning Ordinance shall apply, with the following exceptions: (1) in Subarea A, grade is herein established at plus thirty-five (35) feet Chicago City Datum plus or minus six (6) feet in respect of design conditions ("Plaza Level"), (2) in Subarea B, grade is herein established as the curb level of Columbus Drive plus or minus six (6) feet in respect of design conditions and (3) space devoted to heating, ventilation, and air conditioning equipment shall not be included in Floor Area Ratio regardless of location.

7. Any service drives or other ingress or egress lanes shall be adequately designed and paved in accordance with the regulations of the Bureau of Traffic and in compliance with the Municipal Code of the City of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. 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 twenty (20) feet to provide ingress and egress for emergency vehicles. There shall be no parking within established fire lanes.
8. Off-street parking and loading facilities shall be provided in compliance with this Plan of Development, subject to the review of the Chicago Department of Transportation and approval by the Department of Planning and Development. All parking spaces required to serve buildings or uses shall be located on the same parcel as the building or use served, or (i) if a residential use, within six hundred (600) feet walking distance, or (ii) if a non-residential use, within one thousand two hundred (1,200) feet walking distance. Parking to serve uses in Subarea E may be located underneath or west of Lake Shore Drive.
9. Business and business identification signs shall be permitted within the Planned Development subject to the review and approval of the Department of Planning and Development and to the conditions of Statement 11 (e). Temporary signs such as construction and marketing signs may be permitted subject to the aforesated approvals. Signage for retail and movie theater uses is a special concern. A general signage plan indicating the locations and dimensions of signage for these uses, including all interior signage which is visible from public streets, shall be submitted prior to Part II approval in accord with Statement 16 hereof (Site Plan Review).
10. The height of buildings within the Planned Development and any appurtenances attached thereto shall be subject to the limitations on the attached (sub)exhibit labeled "Maximum Height Zones". Where maximum height zones have been established, building height shall be defined as follows:

"Building height" is the vertical distance from the curb level, or its equivalent, opposite the center of the front of a building to the highest point of the under side of the ceiling beams of the highest habitable floor, in the case of a flat roof; to the deck line of a mansard roof; and to the mean level of the under side of the rafters between the eaves and the ridge of a gable, hip or gambrel roof. (For the purpose of determining height, building tops of the other configurations may be considered to be the type described herein which most closely approximates the shape of the

proposed design). However, in no case shall the "actual" height of a building exceed the "maximum height" by more than sixty-five (65) feet.

11. The improvements on individual development sites shall be designed, constructed and maintained in accordance with the exhibits attached hereto and the following general design standards:
 - (a) Buildings along Lake Shore Drive shall be designed to minimize building mass directly facing the Drive. The base along Lake Shore Drive of any such structure shall be limited to the height of Lake Shore Drive. The tower of such structures shall be set back a minimum of forty (40) feet from Lake Shore Drive although encroachments into such setback area for design reasons may be allowed by the Commissioner of Planning and Development as a minor change pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance. This forty (40) foot setback area shall be heavily landscaped with trees and other greenery so as to be visible from the Drive.
 - (b) Landscaping of buildings at terraces, rooftops and balconies shall be provided wherever possible and appropriate. Buildings shall be designed with upper level architectural features that are lit at night wherever possible. Mechanical equipment on rooftops shall be screened with quality materials and made a feature of the building design, where appropriate.
 - (c) Buildings shall be setback from the property line, if necessary, to achieve a minimum of twelve (12) feet, six (6) inches in sidewalk width to accommodate street trees. No awnings, canopies or other building projections shall be allowed that would interfere with street tree canopies except at entrances to hotels or movie theaters.
 - (d) Building designs that reflect divisions into base, middle and top, that have setbacks, cornice lines, changes in plane or materials, articulated surfaces, or other methods of reducing the scale and mass are encouraged. Preferred building materials shall be stone, manufactured stone, brick, finished metal such as stainless steel, or articulated pre-cast concrete in combination with glass at the base. Exposed structural concrete, dryvit or other stucco-like material, or reflective glass shall not be allowed. Materials of upper stories shall be similar to those of the lower, however, the level of detailing may be simplified.

- (e) Buildings shall be designed with clearly delineated signage bands. The quality and amount of signage shall be strictly controlled. The total square footage displayed on any building shall be limited to no more than six (6) times the street frontage on any given street. Preference shall be given to pin-mounted back lit signs with individual letters that are externally lit. Signs behind glass that are visible from the sidewalk shall count toward the permitted sign area. The area of a sign that consists of individual letters shall be measured by drawing a box around the letters. Graphic images which depict tenant logos or products or which may otherwise be construed as advertising shall count as signage in their entirety. Signage on awnings shall be allowed on the valance only, with a maximum of five (5) inch high letters limited to tenant identification or logos only. No electronic moving message board signs shall be allowed. Rooftop signs shall be prohibited.
- (f) No new surface parking lots except interim lots approved by the Commission of Planning and Development shall be allowed. The maximum effort shall be made to contain parking in below-ground structures. Above-grade parking structures shall be enclosed, fronted by habitable space, or otherwise designed so as to have a similar appearance to habitable spaces in terms of finish materials, the shape and scale of openings, and the screening of ramps, car lights and ceiling fixtures. Any parking structures facing the Chicago River must be fronted by habitable space or completely enclosed and well articulated at all levels. The first floor of all structures facing Illinois Street, Grand Avenue, McClurg Court, Park Drive, or Columbus Drive shall maximize space with active uses such as retail, daycare, restaurants, etc. Parking structures shall also contain provisions for planting at the base, the roof, or at mid-height ledges.
- (g) Loading docks shall be concealed from public view through screening or landscaping. Curb cuts for loading docks shall be minimized.
- (h) The new roadway structure at upper level Illinois Street shall be finished in highly articulated stone, pre-cast concrete, or other quality material, with particular attention given to views of the structure from Columbus Drive. Terraced planting, pedestrian lighting, decorative railings, banners and other features shall be used to create a major pedestrian amenity. A major water feature shall be installed at the intersection of upper-level Illinois Street and the NBC Plaza. The underside of upper Illinois Street shall be

appropriately lit, structural columns shall be covered and other elements shall be added to create a safe, well-lit connection to Michigan Avenue.

- (i) The completion of the river edge esplanade shall be required of the developers of Parcels 14, 16 and 18. Such public spaces shall be developed with the same quality and character of amenities as the existing esplanade adjacent to these areas. In addition, the developer of Parcel 18 shall be responsible for the development of pedestrian access to DuSable Park under Lake Shore Drive. Such access shall be well-lit, suitably paved, and finished so as to provide safe, attractive and convenient access to the park from the river esplanade. All plans shall be subject to detailed review and approval by the Department before the issuance of any Part II approval letters.
12. Publicly dedicated improvements, including streets, sidewalks, transit and open space amenities shall be designed, constructed and maintained in accordance with the (sub)exhibits described in Statement 2 hereof and the Cityfront Center Internal Design Standards: Section I" dated September 12, 1986. These standards shall be updated within ninety (90) days of the effective date of this amendment to be consistent with this amendment and to include new standards for a new forty thousand (40,000) square foot public open space at McClurg Court between Illinois Street and Grand Avenue and updated standards for sidewalks, vehicular access from the intermediate level of Lake Shore Drive, pedestrian circulation, transit and open space. No Part II approval shall be issued for any phase or development except Phase I described in Statement 17 until the standards have been updated.
 13. The property owner(s) adjacent to the Chicago River shall develop a continuous pedestrian esplanade along the Chicago River's edge. Completion of the esplanade will occur as follows:
 - (a) the east right-of-way line of McClurg Court to the west right-of-way line of Lake Shore Drive shall be improved concurrently with development of adjacent parcels south of East North Water Street (Parcels 14, 16 and 18);

- (b) the west right-of-way line of Lake Shore Drive to DuSable Park shall be constructed concurrently with the construction of DuSable Park. The Chicago Park District and the owner(s) of development parcels immediately west of Lake Shore Drive shall jointly share the cost and responsibility of improvements underneath Lake Shore Drive, subject to approval of the State of Illinois to make such improvements.
14. The Open Space Plan attached hereto calls for a new forty thousand (40,000) square foot park on McClurg Court between Illinois Street and Grand Avenue. The owners of the adjacent development parcel (the Kraft Building site) shall be responsible for developing this new publicly-accessible park concurrently with the first new building within Subarea F. The park shall conform with general design standards included in the updated "Cityfront Center Internal Design Standards: Section I." (See Statement 12).
15. Traffic studies completed by developers and the City of Chicago within the past year project significant peak hour traffic volume increases on Illinois Street and Grand Avenue in particular as a result of new development. Some excess roadway capacity is available to handle this increased traffic, but a number of geometric, signal timing and parking control measures are recommended in addition to active transportation management in the Illinois-Grand Corridor. Accordingly, no Part II submittal shall be approved without a firm agreement between the developer and the Chicago Department of Transportation regarding the timing and responsibility for any recommended traffic improvements described in (Sub)Exhibit 8 hereof for streets adjoining the development site. Membership and participation in the Illinois-Grand Corridor Transportation Management Association shall also be required prior to the issuance of any Part II development approval.
16. Prior to the issuance by the Department of Planning and Development of a determination pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance ("Part II approval") for development or redevelopment of any development parcels within the Planned Development, other than alterations to existing buildings which do not increase their height or alter their footprint, a Site Plan for the proposed development, including parking areas, shall be submitted to the Commissioner of the Department of Planning and Development for approval. Review and approval of the Site Plan by the Commissioner is intended to assure that specific development proposals conform with the general design standards in Statement 11 and to ensure coordination of public

improvements described in Statements 12 through 15 at an early stage. No Part II approval for work for which a Site Plan must be submitted to the Commissioner shall be granted until the Site Plan has been approved by the Commissioner. Further, all Part II submittals shall be in compliance with the Chicago Landscape Ordinance. Following approval of a Site Plan by the Commissioner, the approved plan shall be kept on permanent file with the Department of Planning and Development and shall be deemed to be an integral part of this Planned Development. The approved Site Plan may be changed or modified pursuant to the minor change provisions of Section 11.11-3(c) of the Chicago Zoning Ordinance.

A Site Plan shall, at a minimum, provide the following information with respect to the proposed improvements:

- (1) the boundaries of the Property;
- (2) the footprint of the improvements;
- (3) location and dimensions of all loading berths;
- (4) preliminary landscaping plan prepared by a landscape architect with final landscaping plan to be approved at Part II stage;
- (5) all pedestrian circulation routes;
- (6) the location of any adjacent public improvements;
- (7) a signage plan for any building where retail or theater uses would be present above the ground level;
- (8) preliminary elevations of the improvements; and
- (9) statistical information applicable to the Property limited to the following:
 - (a) floor area and floor area ratio;
 - (b) uses to be established;
 - (c) building heights; and
 - (d) all setbacks, required and provided.

A Site Plan shall include such other information as may be necessary to illustrate conformance with the applicable provisions of this Planned Development.

17. The property within the Planned Development has and is expected to continue to be developed in phases over a period of years. The next phase of development, development of Parcels P4, P5, P9, P13, P14 and P16, shall be deemed for purposes of this statement as Phase 1. Development of Parcels P1, P3, P7, P8, P18 and P19 shall be deemed Phase 2. Development of the Kraft Building site and Parcels P21 and P24 shall be deemed Phase 3. Unless substantial construction has commenced on the majority of Phase 1 parcels within six (6) years and is diligently pursued, this Planned Development shall automatically expire and revert to the C3-6 and Residential-Business Plan Development Number 368 zoning classifications in effect prior to the effective date of this amendment. Unless substantial construction has commenced on all Phase 2 parcels within ten (10) years and Phase 3 parcels within fifteen (15) years and is diligently pursued, the property owners shall submit a report to the Commissioner of Planning and Development on the status of the development proposals for those parcels. Following the submission of such status reports, the Commissioner shall determine whether changed circumstances since the effective date of this amendment warrant any further modifications to this Planned Development.

[(Sub)Exhibit 2 (Existing Zoning Map); (Sub)Exhibit 3 (Planned Development Boundary and Subarea Map); (Sub)Exhibit 4 (Planned Development Parcels Map); (Sub)Exhibit 5 (Maximum Height Zones); (Sub)Exhibit 6 (Existing and Planned Open Spaces); and (Sub)Exhibit 7 (Pattern of Vehicular Roadways) referred to in these Plan of Development Statements printed on pages 73293 through 73298 of this Journal.]

(Sub)Exhibit 1 (Bulk Regulations and Data Table) and (Sub)Exhibit 8 (Recommended Traffic Improvements) referred to in these Plan of Development Statements read as follows:

(Sub)Exhibit 1.
(To Plan Of Development Statements)

Bulk Regulations And Data Table.

Sub Area	Net Site Area see note (1) Sq. Ft. Acres	Minimum Retail Sq. Ft. 1000's	Minimum Commercial Sq. Ft. 1000's	Minimum Hotel Rooms	Maximum Dwelling Units	Minimum T.A.R.
A	380,726 8.74	340 see note (7)	3239	1800	Permitted see notes (7) & (7)	13.81 see note (6)
B	183,449 4.21	40	3483	2800		13.53 see note (7)
C	122,303 2.81	140	850	340	630	12.72
D	436,232 10.07	170	500	0	2350	8.60
E	232,841	0	5 see note (4)	not permitted	not permitted	0.02
F	143,116 3.30	350	850	340	630	10.45
Total	1,519,144 34.87	1240	9,946	5680	3610 see note (2)	9.69

Gross Site Area = Net Site Area: 1,519,144 square feet (34.87 acres) + Area in or Proposed to be in Public Rights-of-Way: 927,763 square feet (21.30 acres) + Area in or Proposed to be in Public Parks or Open Space: 357,319 square feet (8.20 acres) = 2,804,226 square feet (64.38 acres).

	Minimum	Maximum
Off-Street Parking:		
Business Uses	1:5000 square feet	As determined by D.P.D. in consultation with C.D.O.T.
Hotel Uses	1:4 Rooms	
Residential Uses	55%/Dwelling Units	
Off-Street Loading:		Per B7-6 requirements.
Minimum Peripheral Setbacks:		Sufficient to allow for street trees and pedestrian walkways (minimum twelve (12) feet, six (6) inches from building to curb face).
Minimum Upper Level Setbacks:		Forty (40) feet from Lake Shore Drive at level of Upper Lake Shore Drive.

- Note (1): For the purpose of this Planned Development "Net Site Area" shall equal the entire land area (at Plaza Level where such is established, and otherwise at grade) within the boundaries of the planned development, less the area now dedicated or proposed to be dedicated to public use.
- Note (2): Dwelling units shall be permitted in Subareas A and B of this Planned Development subject to the provisions of the B7-7, General Central Business District classification. Any such units so built will not affect total of three thousand six hundred ten (3,610) dwelling units permitted in Subareas C, D and F. Dwelling units are permitted below the second floor in all subareas except Subarea E.
- Note (3): For purposes of exchange of uses, a hotel room shall be equal to zero and five tenths (0.5) dwelling units. The permissible number of hotel rooms within the planned development shall not exceed five thousand six hundred eighty (5,680) rooms. Ballrooms, meeting rooms, exhibition space, restaurant facilities and hotel-associated retail shall be deemed "accessory hotel uses" and shall be charged against commercial uses.
- Note (4): Although Subarea E (DuSable Park) has been dedicated to public park use, it is included in Net Site Area because a maximum of five thousand (5,000) square feet of park and recreation-related floor area may be constructed within its boundaries.
- Note (5): Assumes four hundred ten thousand (410,000) square feet allocated to development parcels P4 and P5 and the remaining one hundred thirty thousand (130,000) square feet allocated to remaining development parcels within Subarea A.
- Note (6): Assumes floor area allocated to existing building as follows: 401 North Michigan Avenue (seven hundred sixty thousand two hundred forty-one (760,241) square feet); University of Chicago Gleacher Center (two hundred forty thousand (240,000) square feet); NBC Tower (nine hundred twelve thousand (912,000) square feet); and to future development parcels as follows: P1 (seven hundred seventy-six thousand two hundred fifty (776,250) square feet); P3 (nine hundred seventy thousand (970,000) square feet) and P4/P5 (one million six hundred thousand (1,600,000) square feet).
- Note (7): Assumes floor area allocated to existing Sheraton Hotel at eight hundred sixty thousand three hundred seventy-nine (860,379)

square feet and future development parcels P7, P7A and P8 at one million six hundred twenty-one thousand two hundred ninety (1,621,290) square feet.

(Sub)Exhibit 8.

(To Plan Of Development Statement)

Recommended Traffic Improvements.

The following is a summary prepared by the Chicago Department of Transportation of the traffic impacts and proposed mitigation efforts for the River East, Grand Pier and North Bridge developments along the East Illinois Street -- East Grand Avenue corridor, as described in traffic studies prepared by traffic consultants for the developers and the City (KLOA and Barton-Aschman, respectively):

General Impacts: The three (3) developments will generate roughly three thousand (3,000) trips (one thousand six hundred (1,600) inbound and one thousand four hundred (1,400) outbound) during the P.M. peak hour. About one thousand three hundred fifty (1,350) trips (seven hundred fifty (750) inbound and six hundred (600) outbound) will be generated during A.M. peak hour.

There will be traffic volume increases on East Illinois Street and East Grand Avenue, between North State Street and North Lake Shore Drive, of roughly five hundred (500) to seven hundred (700) vehicles per hour during the P.M. peak hour. During the A.M. peak hour, traffic volume will increase on East Illinois Street and East Grand Avenue by roughly two hundred (200) to three (300) street vehicles per hour. Existing peak volumes on East Illinois Street and East Grand Avenue range between one thousand (1,000) and one thousand five hundred (1,500) vehicles per hour; with these developments, volumes would range between one thousand five hundred (1,500) and two thousand (2,000) vehicles per hour.

Some excess capacity is available to handle this increased demand, but a number of geometric, signal timing and parking control measures are recommended to further accommodate this increase in traffic.

Geometric and Signal Operations Improvements: In order to increase overall intersection capacity and address heavy traffic circulation demand, it is proposed to widen North McClurg Court between East Illinois Street and East Grand Avenue to provide double left turn lanes northbound at East Grand Avenue and

southbound at East Illinois Street. North McClurg Court would be further widened on the west side to provide a drop-off lane at the proposed residential building.

It is also proposed to widen North McClurg Court between East Ohio Street and East Grand Avenue to provide separate southbound right turn and through traffic lanes, and to provide a smoother northbound alignment through the East Grand Avenue intersection. The right-of way for this widening would need to be obtained from the adjacent property owners.

The traffic signals at North McClurg Court-- East Grand Avenue and at North McClurg Court -- East Illinois Street would be modified to accommodate the street widening and to provide left turn arrow signal indications for northbound traffic at East Grand Avenue and southbound traffic at East Illinois Street.

On East Grand Avenue at North State Street, the C.T.A. subway entrances at the northeast and northwest corners will be relocated out of the East Grand Avenue right-of-way. This will allow the widening of East Grand Avenue at this intersection to provide four (4) westbound lanes compared with the three (3) lanes currently available at this "bottleneck" location.

Restriping of various street segments is proposed in an effort to make more efficient use of pavement space and increase traffic capacity. Striping of left turn lanes, where appropriate, would be done on North State Street, North Wabash Avenue and North Rush Street at their intersections with East Illinois Street, East Grand Avenue, East Ohio Street and East Ontario Street. East Illinois Street would be restriped at North Columbus Drive to provide three through lanes, and separate left turn and right turn lanes.

Parking Controls: Metered on-street parking generally will need to be eliminated on East Illinois Street and East Grand Avenue from North State Street to North Lake Shore Drive in order to provide additional traffic capacity or to make the curb lane available for various pickup/dropoff activities. Sufficient off-street parking, provided as part of these developments, is intended to satisfy the demand for parking in the corridor.

It is proposed to eliminate parking on East Illinois Street from North State Street to North Michigan Avenue in order to provide three eastbound traffic lanes, compared with the two existing lanes. This increase in traffic capacity is needed to handle the increased demand on this segment of East Illinois Street.

It is proposed to eliminate parking on the south side of East Grand Avenue east of North Columbus Drive to provide a separate left turn lane on East Grand

Avenue at the approach to the North Columbus Drive signal. This would increase the through traffic capacity by removing the turning movements from the adjacent through traffic lane.

Parking would also be eliminated on both sides of East Grand Avenue east of North McClurg Court, in order to provide separate left turn and right turn lanes on the approach to the traffic signal. Again, traffic capacity would be increased by segregating the through and turning traffic movements.

The elimination of parking is also proposed on the south side of East Ontario Street at North Fairbanks Court in order to provide a westbound left turn lane on East Ontario Street. The striping of an optional through-left lane was also recommended as a further capacity improvement, although conflicts between turning vehicles and pedestrians in the south crosswalk will require further analysis.

Transportation Management: Active traffic management in the corridor will be undertaken by the Transportation Management Association which has been established. The T.M.A. will meet to exchange information on traffic operations needs and problems, changing development conditions, construction activities, special events and other factors which may affect transportation in the corridor. Various City agencies, including C.D.O.T., Planning, Police, Streets and Sanitation and the C.T.A., will coordinate efforts with corridor property managers to address evolving transportation demands.

Strict enforcement of existing and proposed parking restrictions will be necessary to ensure that street space needed for traffic capacity is available. Of particular concern is the need to keep East Illinois Street clear, east of North Columbus Drive; East Grand Avenue, west of North Michigan Avenue; East Ohio Street, west of North Michigan Avenue and East Ontario Street, west of North St. Clair Drive.

Improved public transit service as appropriate to serve the needs of the corridor will be developed. C.D.O.T. and the T.M.A. will be reviewing service needs and developing strategies for best providing public transportation, whether through modifications of C.T.A. service or additional shuttle bus operations.

Site Specific Improvements:

Parcels 4 and 5: The proposed lower level loading dock layout requires a number of traffic control measures in order to mitigate the potential effect on East

Illinois Street traffic. These measures include prohibition of on-street loading, provision of a dock master during loading dock hours, limitation on loading dock hours to prohibit backing maneuvers between 7:00 A.M. and 9:00 A.M. and between 4:00 P.M. and 7:00 P.M., Monday through Friday, and implementation of loading dock control as part of an overall Traffic Management Plan to be implemented by the Illinois Transportation Management Association.

Parcels P9 and P13: The increase in hotel development along North Columbus Drive between East Grand Avenue and East Illinois Street and along North Park Drive between East Illinois Street and North Water Street will concentrate taxi and other traffic movement in this area. Signing and striping is needed to prevent traffic from driving across East Illinois Street in order to access North Park Drive rather than turning left onto eastbound East Illinois Street. Vaulted sidewalks are also indicated in the public way on both East Grand Avenue and East Illinois Street. Although vaulted sidewalks are not generally recommended, they are acceptable in this instance to allow for the placement of parking underground.

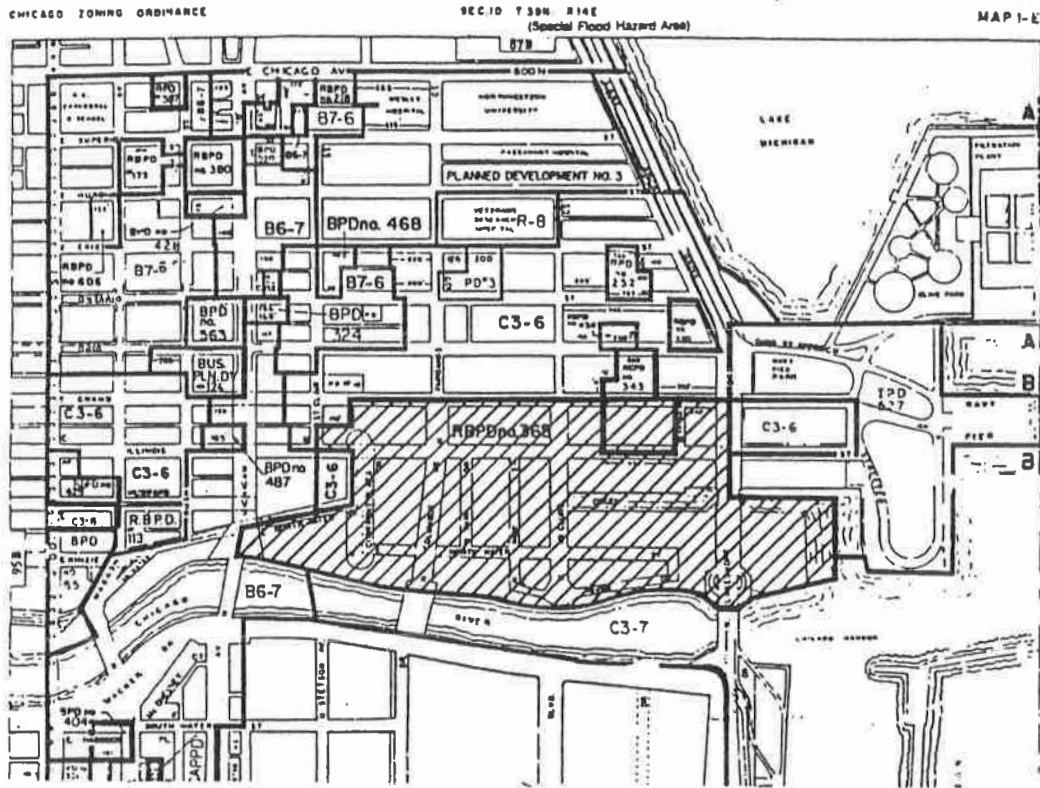
Parcels P14 and P16: The vacation of East River Drive east of North McClurg Court may result in hundreds of residential units being accessed from a single cul-de-sac street, North Water Street east of North McClurg Court. The sewer on North Water Street is seven (7) to eight (8) feet below the pavement, and its reconstruction at some time in the future, or any other significant utility maintenance, could severely restrict access to these residences. Widening of North Water Street to forty-four (44) feet from its existing forty (40) foot width is recommended in order to provide more flexibility to maintain two-way traffic in the event of any future construction activities.

The Kraft Building Site: There is no objection to vacating North Peshtigo Court in the future. If North Peshtigo Court is eliminated and another north/south street is added, its location must be checked with respect to the location of the drop off lanes on East Illinois Street at North Pier terminal. If North Peshtigo Court is retained, adding another north/south street between North Peshtigo Court and North McClurg Court is not recommended.

Parcels P18 and P19: Although it is physically feasible to add signalized access to these sites from intermediate level North Lake Shore Drive, access from this roadway is not recommended. Also, the A.D.A. accessibility of any pedestrian bridge built across Ogden Slip should be reviewed.

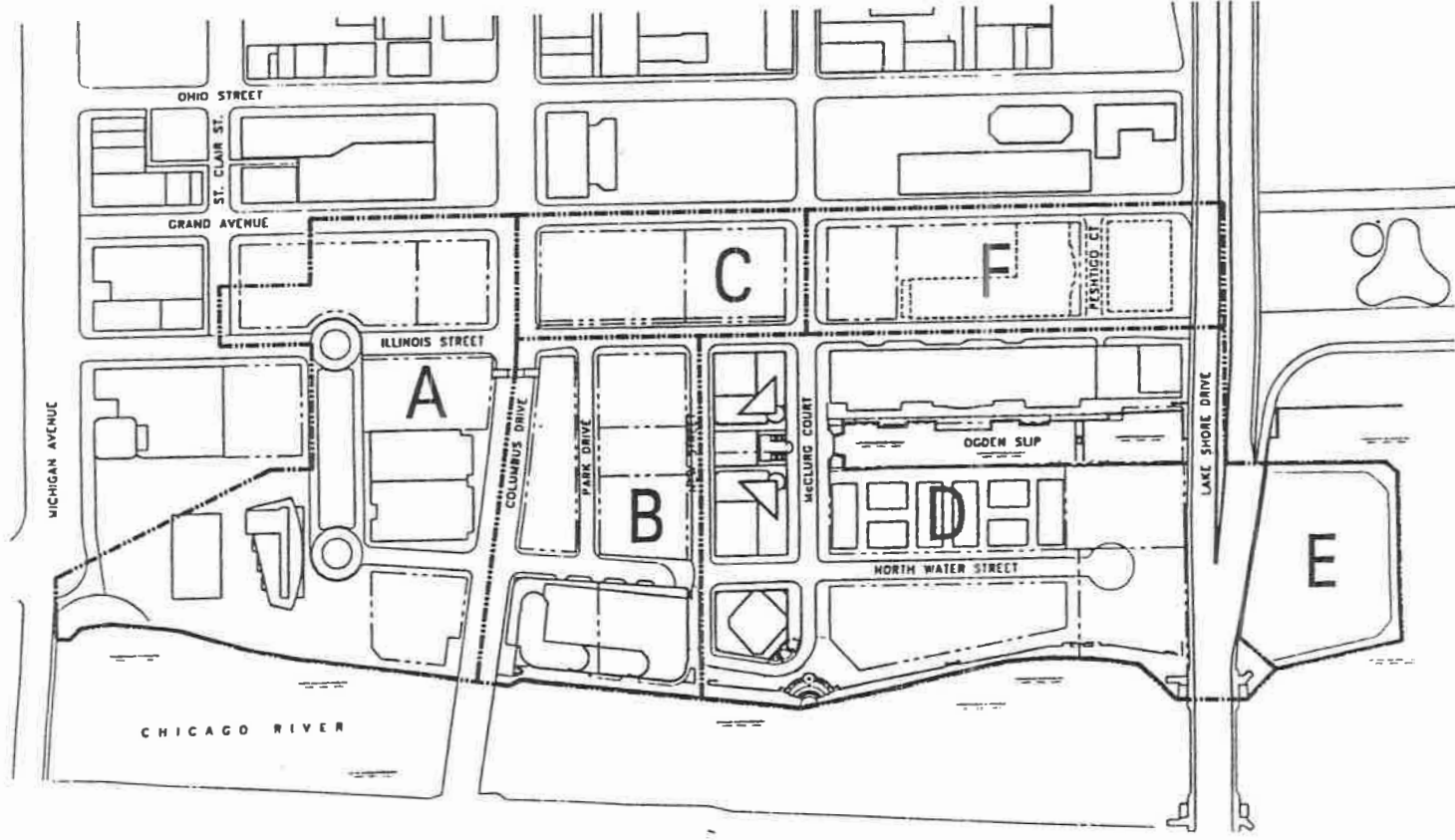
(Sub)Exhibit 2.
(To Plan Of Development Statements)

Existing Zoning Map.



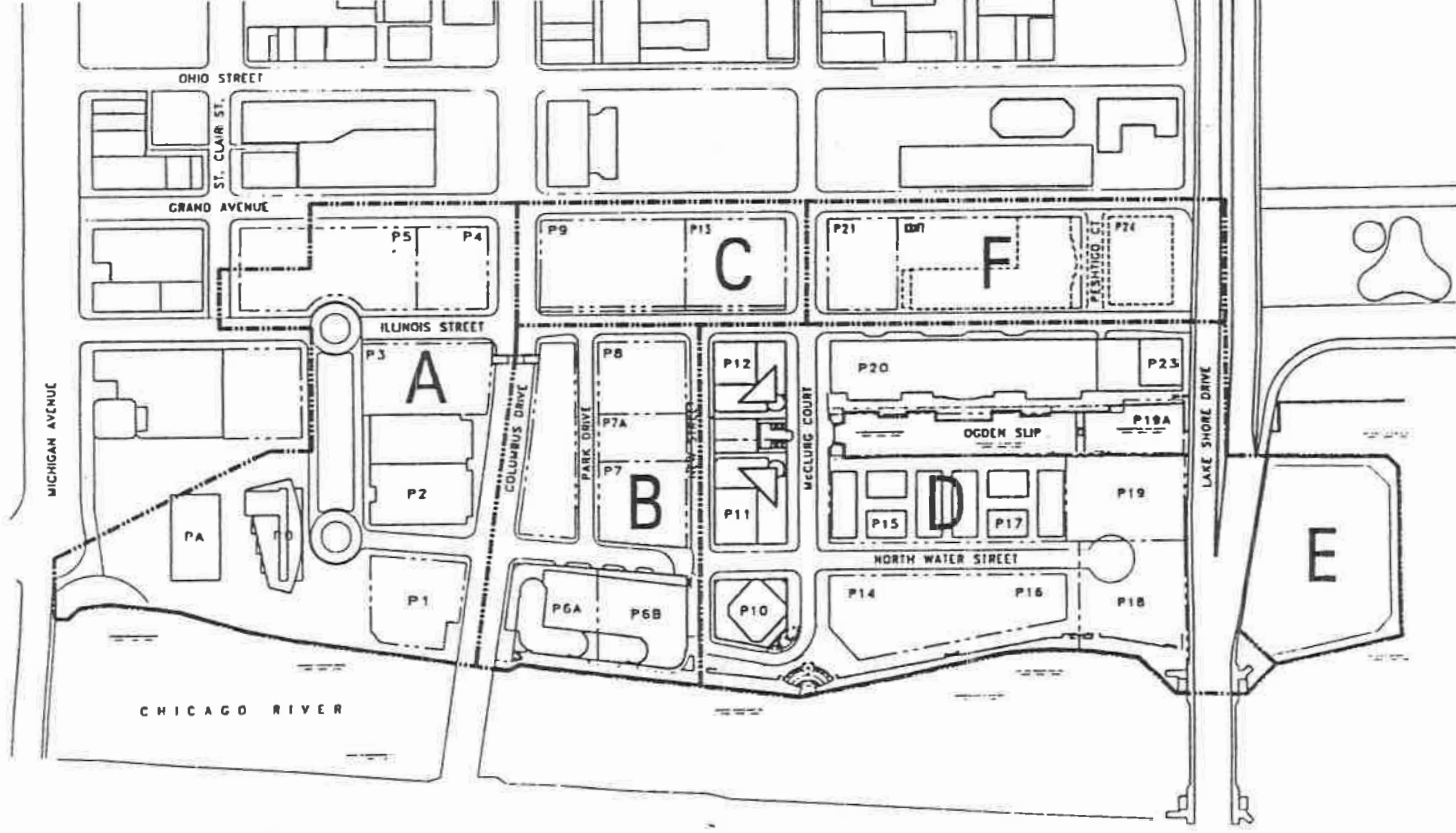
(Sub)Exhibit 3.
(To Plan Of Development Statements)

*Planned Development Boundaries
And Subarea Map.*



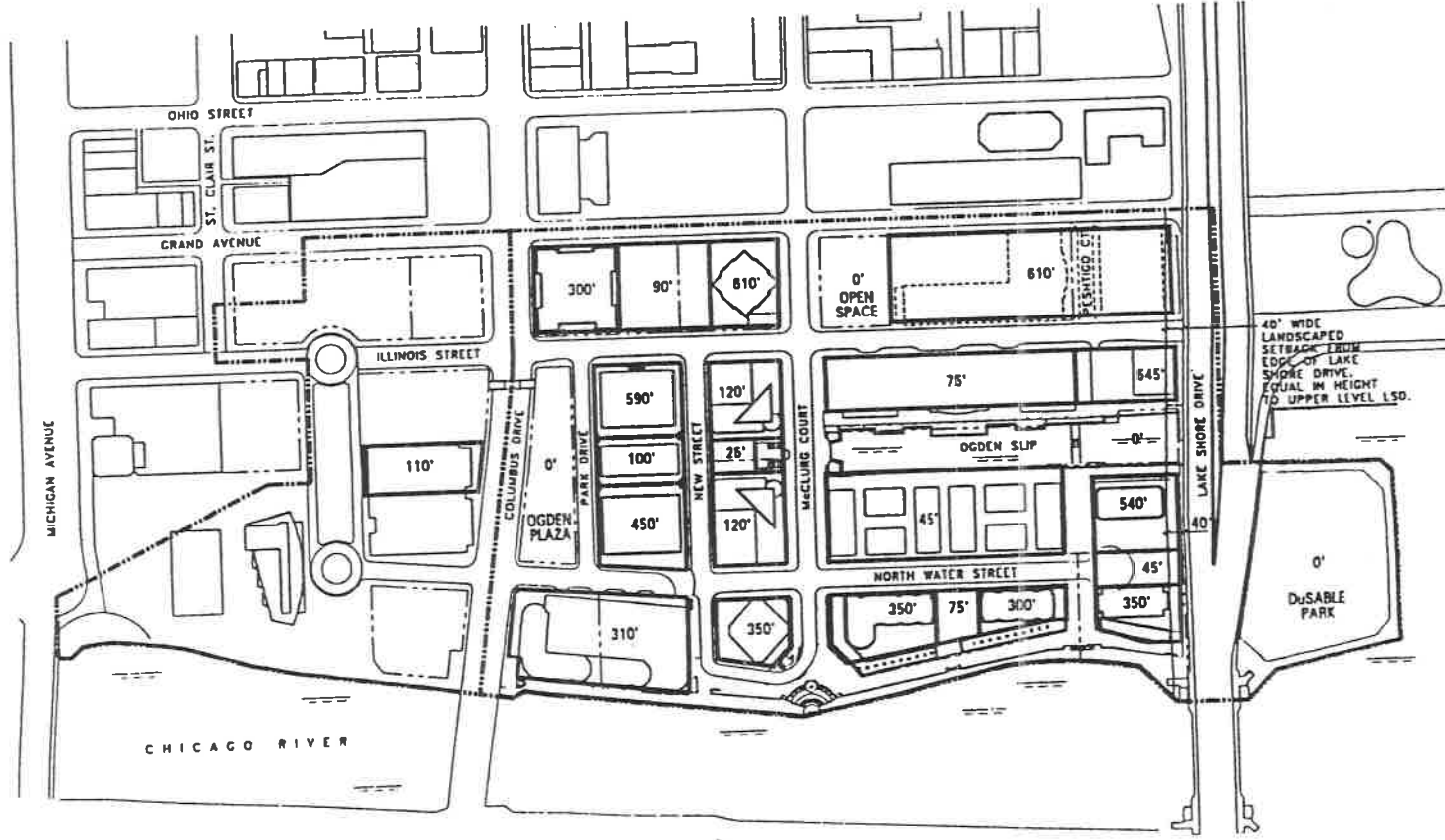
(Sub)Exhibit 4.
(To Plan Of Development Statements)

Planned Development Parcels Map.

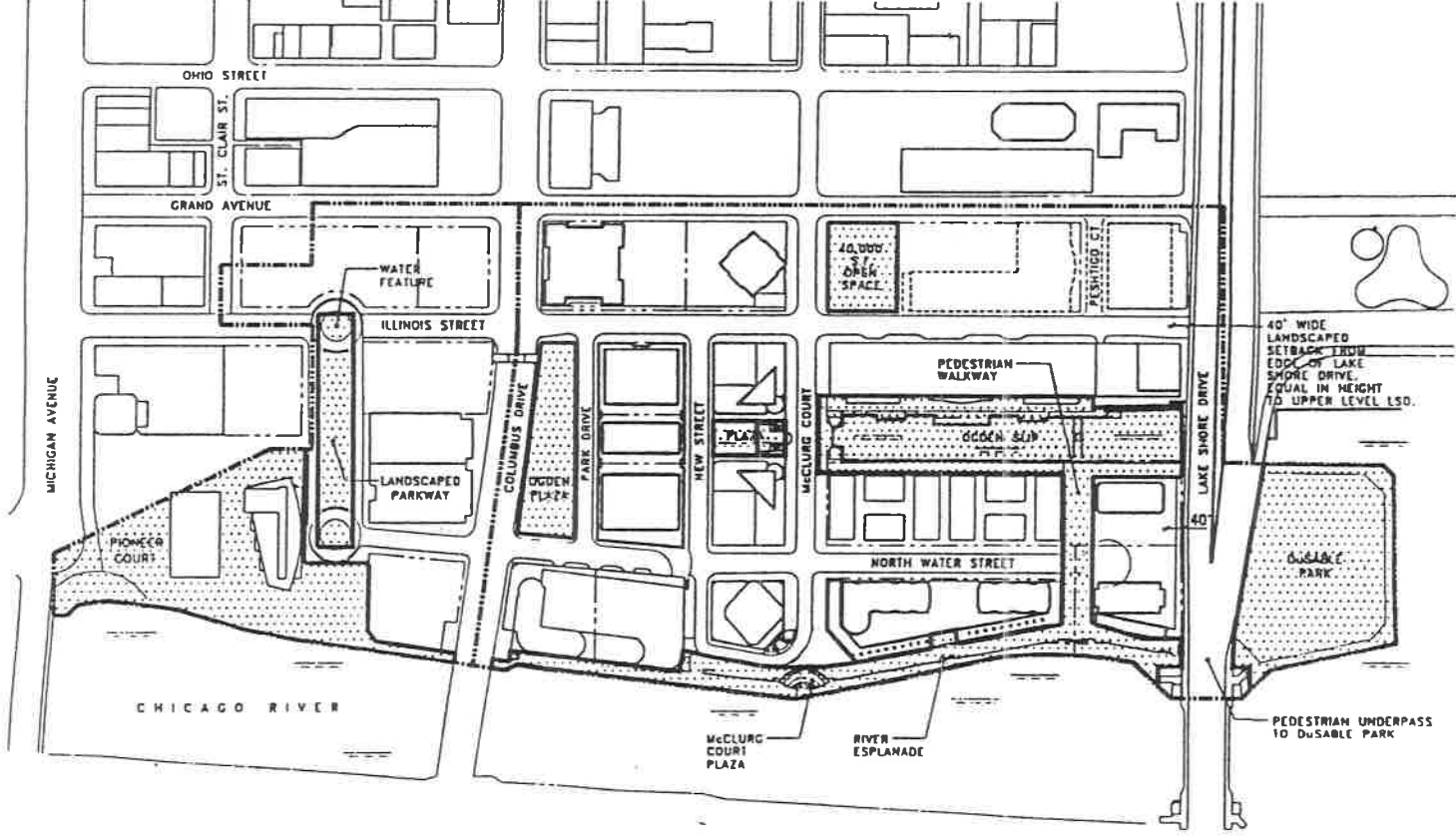


(Sub)Exhibit 5.
(To Plan Of Development Statements)

Maximum Height Zones.

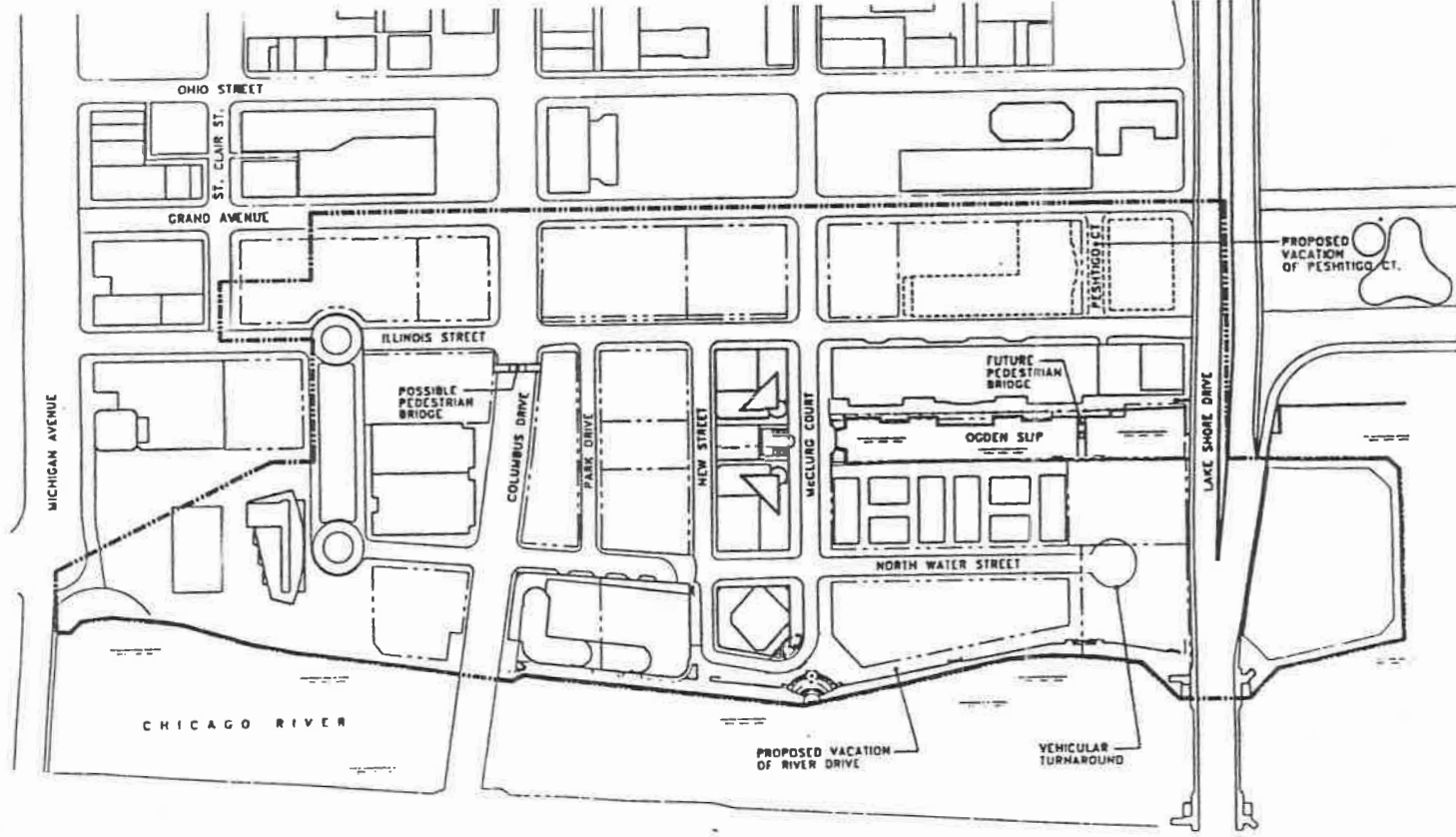


(Sub)Exhibit 6.
 (To Plan Of Development Statements)
 Existing And Planned Open Spaces.



(Sub)Exhibit 7.
(To Plan Of Development Statements)

Pattern Of Vehicular Roadways.





City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

J.F. Boyle, Jr.
Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4471 (Voice)
(312) 744-6550 (FAX)
(312) 744-2578 (TTY)

February 28, 1997

Mr. Charles R. Gardner
President
The Chicago Dock and Canal Trust
455 East Illinois Street - Suite 565
Chicago, IL 60611

Re: Residential-Business Planned Development
No. 368-Cityfront Center (DuSable Park)

Dear Mr. Gardner:

Please be advised that your request for a minor change to Residential-Business Planned Development No. 368 on behalf of the Chicago Dock and Canal Trust has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance and is hereby approved subject to the condition described herein.

Specifically, you requested an extension of the date upon which the approximately three acre park (referred to as DuSable Park) was to have been completed. In accordance with Statement No. 19 of the Planned Development, completion of the park and access to it was required by the end of November, 1996, which is the ten year anniversary date of commencement of the North Pier development.

We are aware of your ongoing coordination with the Chicago Park District regarding the relationship of the design of this park with the overall "Rivermouth" improvement and the District's desire to coordinate the construction timing of all of the Rivermouth improvements. Further, the Park District has informed us that, in addition to the \$600,000 the Trust will be contributing towards the park improvements, the Park District will be expending an equal amount. According to the Park District, the plans for the park have started and are expected to be completed along with the remainder of the Rivermouth design by Spring, 1997. We have also been informed by the Park District that construction on the park is anticipated to commence by late summer, with completion by September, 1998.

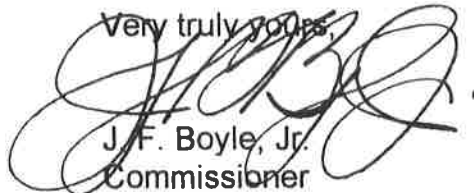
With regard to your request, the Department of Planning and Development has determined that the requested time extension would constitute a minor change subject to the condition that, concurrent with



the opening of the park, the Trust complete construction of a permanent pedestrian connection under Lake Shore Drive and a temporary pedestrian connection adjacent to future development sites between the west side of Lake Shore Drive and the east end of the Ogden Slip promenade along the south bank of the Slip. The pedestrian connection under Lake Shore Drive should be designed to be consistent with either pathway improvements within DuSable Park or with the permanent Ogden Slip promenade improvements and would be subject to the review and approval of the Department of Planning and Development, the Chicago Park District and the Chicago Department of Transportation. Permanent promenade improvements will be made adjacent to future development sites by the developers as these sites are developed.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the foregoing extension of the completion date of DuSable Park until September, 1998, as a minor change, but no other changes to Residential-Business Planned Development No. 368.

Very truly yours,



J. F. Boyle, Jr.
Commissioner

Originated by:

Christine Slattery
Christine Slattery
Deputy Commissioner

cc: Ed Uhlir (Chicago Park District)
Paul Woznicki
Philip Levin
Michael Marmo



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

J.F. Boyle, Jr.
Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4471 (Voice)
(312) 744-6550 (FAX)
(312) 744-2578 (TTY)

August 22, 1996

Ms. Donna Pugh
Katten, Muchin and Zavis
525 West Monroe Street
Suite 1600
Chicago, IL 60661-3693

Re: Cityfront Center - Planned
Development No. 368
Amendment to Section I Internal Design
Standards (Pedestrian Circulation Plan)

Dear Ms. Pugh:

Please be advised that your request on behalf of the Equitable Life Assurance Society of the United States for an amendment to the Cityfront Center Internal Design Standards - Section I has been considered by the Department of Planning and Development and is hereby approved.

Specifically, you have requested a substitution of the Pedestrian Circulation Plan (Figure 5) as revised, dated August 6, 1992, with a revised plan dated August 19, 1996. The revised plan reflects your request to eliminate required pedway connections between the existing NBC Building and future development sites to the north and south. Since the NBC Building was designed and constructed with parking at the concourse level, pedestrian concourse linkages to adjacent parcels at that level would not be feasible. A vertical connection from the concourse level up to NBC's lobby would also be difficult because of the existing design of the NBC building. The revised plan therefore eliminates the link to the north and includes an "optional" connection from the NBC Building to the south. The revised map also depicts a new east-west street level pedestrian walkway through the NBC Building.

This approval, with respect to the portion of the Pedestrian Circulation Plan west of Columbus Drive controlled by The Equitable Life Assurance Society of the United States, is conditioned on Equitable's continuing commitment to complete the enclosed pedestrian circulation system concurrent with the development of each parcel. In addition, with respect to the two enclosed concourse connections beneath Columbus Drive, Equitable has committed to complete the Pedestrian Circulation Plan as set forth in the "Development Rights Agreement" dated December 30, 1985, between the Chicago Dock and Canal Trust and

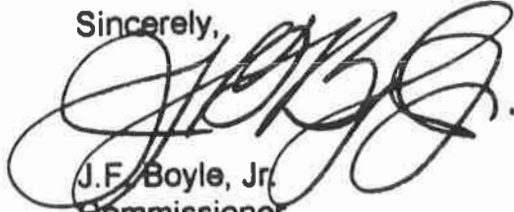
An American Celebration



The Equitable Life Assurance Society of the United States with the southern connection to be built by either Chicago Dock or Equitable with a specified percent shared cost no later than at such time as a building is constructed on parcel P1 and the northern connection to be built by Chicago Dock no later than at such time as a building is constructed on Parcel P3 occurs. A copy of this agreement will be kept on file at the Department of Planning and Development.

The Section I Internal Design Standards require that any changes to the Standards be approved by all the initiating parties (Chicago Dock & Canal Trust, Equitable and the Chicago Department of Planning and Development). The Department has received a copy of a letter from Chicago Dock & Canal approving the requested pedway plan revisions. Based on the aforementioned difficulties in implementing the 1992 Pedestrian Circulation Plan as it relates to the existing NBC Building, and conditioned on Equitable's continuing commitment to complete the remaining portions of the pedway system for which it is responsible, I therefore approve the requested revisions to the 1992 Pedestrian Circulation Plan.

Sincerely,

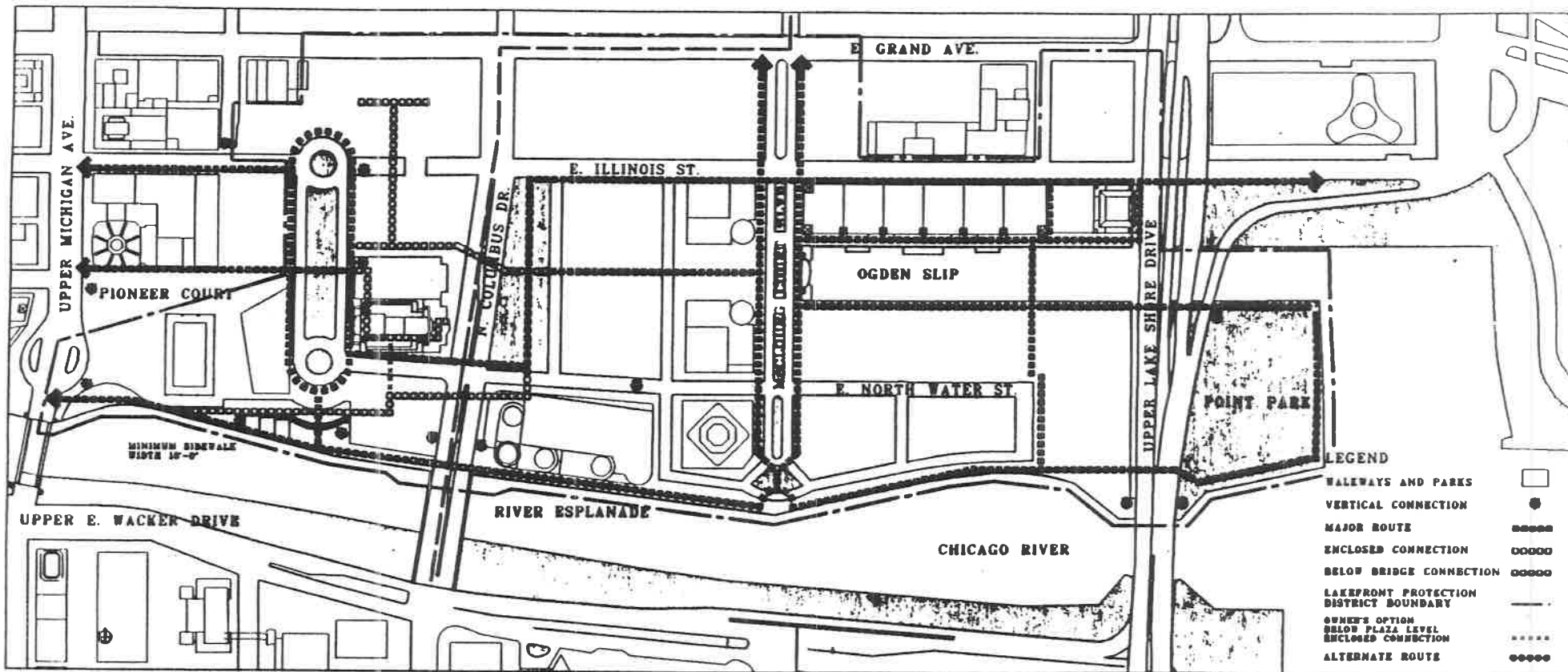


J.F. Boyle, Jr.
Commissioner

originated by:

Christine Slattery
Deputy Commissioner

cc: P. Woznicki
P. Levin
M. Marmo



PEDESTRIAN CIRCULATION PLAN
FIGURE 5

EQUITABLE LIFE ASSURANCE CO.

CITYFRONT CENTER
CHICAGO
SOM
Revised August 10, 1986

THE CHICAGO DOCK & CANAL TRUST



December 22, 1994

Mr. Jack Guthman
Sidley & Austin
One First National Plaza
Chicago, Illinois 60603

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Terrie B. Jarrett
Commissioner

Re: Residential-Business Planned
Development No. 368 Cityfront Center

City Hall, Room 1000
1 North LaSalle Street
Chicago, Illinois 60602
(2) 744-4471 (Voice)
(2) 744-2578 (TDD)
(2) 744-6550 (FAX)

Dear Jack:

The Department of Planning and Development has considered your request for a minor change to Residential/Business Planned Development No. 368 on behalf of the Chicago Dock and Canal Trust and the Equitable Life Assurance Society of the United States, and hereby approves your request pursuant to the authority granted by Section 11.11-3 (c) of the Chicago Zoning Ordinance.

Specifically, your letter dated December 16, 1994, requested the following two minor changes to the Section II Design Standards¹ for Parcels 7 and 8:

1. Substitution of a requirement to provide a minimum 30 foot wide by 30 foot high enclosed pedestrian concourse extending the width of parcels 7 and 8 within the established 100 foot wide view corridor with a minimum 38 foot wide pedestrian concourse to be constructed to the north of the established view corridor. The proposed pedestrian concourse would be constructed directly north of an approximately 77,000 square foot performance theater to be used by twelve Chicago music and dance groups. The pedestrian concourse would be open to the sky except for the western forty feet which would be enclosed with a vestibule having a minimum height of 19 feet.
2. A reduction in the minimum width of the pedestrian walkway over New Street from 30 feet to 20 feet. In addition, the shifting of the pedestrian concourse to the north would require the construction of a ten foot wide walkway connecting over the west sidewalk of New Street.

¹ These Design Standards were previously modified on May 21, 1987 in an agreement signed by the Commissioner of the Department of Planning and the President of the Chicago Dock & Canal Trust.



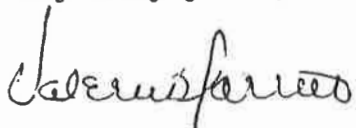
With regard to your request, the Department of Planning and Development has determined that the proposed modifications would constitute minor changes pursuant to Section 11.11-3 (3) of the Chicago Zoning Ordinance, providing that:

1. The pedestrian concourse is completed and open for public access concurrently with the issuance of a Certificate of Occupancy for the adjacent theater.
2. The pedestrian concourse remains open and accessible to the general public, at a minimum, from 8:00 a.m. to 10:00 p.m. daily. Time extensions beyond these hours is encouraged.
3. Both entrances to the pedestrian concourse are designed to encourage public access and appropriate signage and architectural treatments identifying the public amenity be provided.
4. Amenities in the pedestrian concourse are provided and maintained including (but not limited to) landscaping, planters large enough to accommodate mature trees, permanent and removable seating, and artwork.
5. Quality pavement and sidewall materials and finishes are provided in the pedestrian concourse.
6. Railings, lighting fixtures and other finishes within the concourse and on the pedestrian walkway over New Street are installed which are compatible with the quality of existing public spaces within Cityfront Center.
7. The exterior east and north walls of the theater building be designed with landscaping and/or architectural articulation so as to diminish the appearance of large blank walls.
8. The walkway connection over the New Street sidewalk is cantilevered from the building with no support columns within the public right-of-way.

We will need written confirmation from you on behalf of the proposed Chicago Music and Dance Theater and from an authorized representative of the property owner (Chicago Dock and Canal Trust) accepting the conditions of this approval within 30 days of the date of this letter. In addition, we will need, within 30 days, the written concurrence of Equitable Life Assurance Company, the owner of property just west of the theater site, with the terms of the requested minor changes.

Finally, in response to your request for confirmation of the height limitation of any structure to be constructed within the Ogden Slip View Corridor, the 150 foot height limit as identified in the approved documents remains in effect. As of this date, no binding agreement has been entered into or contemplated pertaining to the property located directly east of the Tribune Tower. This height limit may only be reduced to 75 feet if there is a binding agreement pertaining to the parcel directly east of the Tribune Tower and no permanent structures are located on the property within the view corridor between Parcels 7 and 8.

Very truly yours,



Valerie B. Jarrett
Commissioner

cc: Charles Gardner
Paul Woznicki
Christine Slattery
Philip Levin



November 1, 1993

Mr. Ray Chin
R.M. Chin and Associates
401 North Michigan Avenue
Chicago, IL 60611

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Valerie B. Jarrett
Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4471 (Voice)
(312) 744-2578 (TDD)
(312) 744-6550 (FAX)

Re: Residential-Business
Planned Development No. 368
Lakefront No. 175
Cityfront Center

Dear Mr. Chin:

The Department of Planning and Development has considered your request for an extension of time until December 31, 1993, for the completion of the Riveredge Esplanade (including the walkway beneath the Columbus Drive Bridge) due to several extenuating circumstances which you have identified. Administrative relief granted by this Department on April 27, 1992 allowed for an 18 month extension of the required completion date to November 1, 1993. You are now requesting to extend this date of completion two months from November 1, 1993 to December 31, 1993.

Your request for relief included a statement that the reasons for failing to complete the construction by November 1, 1993 were due to delays in the shipment of materials and other factors that were beyond your reasonable control.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approved the requested extension, provided that work proceeds diligently and that exterior portions of the Esplanade are open to the public by the end of December, 1993. Further, all other improvements are to be substantially complete by the end of December except as specifically denoted in your October 18, 1993 request letter.

Sincerely,


Valerie B. Jarrett
Commissioner

cc: Edwin M. Denson
Al Novickas
Jack Guthman
Chris Slattery
Phil Levin
Will Tippen
Mary Edwards





R. M. CHIN & ASSOCIATES

401 N. Michigan Ave. • Chicago, Illinois 60611

October 18, 1993

Mr. Philip Levin
Director of Zoning
Department of Planning and Development
City Hall Room 1000
121 North LaSalle Street
Chicago, IL 60602

Re: **Residential-Business Planned Development No. 368**
Lakefront No. 175 Cityfront Center
Request for extension of River Esplanade completion date

Dear Mr. Levin:

Thank you for your correspondence dated October 4, 1993 noting the approach of November 1, 1993 for completion of the River Esplanade. For reasons described in this letter, the November 1, 1993 completion date is no longer possible to achieve. We request your consideration to grant a two month extension for the substantial completion of the River Esplanade until December 31, 1993.

Several factors concerning design and permit approvals have delayed the construction of the River Esplanade. When Lohan Associates, the project architect, applied for the original project extension in April, 1992, the Esplanade was under schematic design. The ensuing design development included Ownership's attempt to incorporate the Arts Club as a tenant at the Esplanade. Ownership required several months to develop and evaluate designs for the Arts Club. Presentations of the refined Esplanade design were then made to the Department of Planning and Development and Friends of the Chicago River during September and October, 1992 to secure approval and incorporate the Department's comments into the final design. Most of 1992 was spent in this mutual effort between the Owner, Lohan Associates and the Department of Planning and Development to refine the Esplanade design.

Despite ongoing negotiations with the Arts-Club, Lohan Associates proceeded with construction documents in 1992 in order to meet the November 1, 1993 deadline. In early 1993, Ownership determined that it could no longer wait for the Arts Club, and Lohan finalized the construction documents. The project was bid, bought out, and drawings were submitted for building permit in March, 1993. At this time, the November 1, 1993 deadline was still achievable.

The Esplanade building permit took its customary 2+ months to be issued. However, because the Columbus Drive bridge pedestrian underpass, as dictated by the configuration of the existing bridge abutment construction, will project out over the river, a separate harbor permit was required. To secure all required public notifications, approvals, and a harbor permit for intrusion of a fixed construction into the "navigable waterway", as defined by the Army Corps of Engineers, over twenty different agencies and organizations had to be informed and sign off on the project. This effort, started at the same time as the building permit application, was completed in August, 1993- after nearly five months of diligent effort-when the harbor permit was finally issued. These additional three months spent on permit approvals from IDOT, the Army Corps of Engineers, and many others were not anticipated or reflected in the schedule.

In July, 1993 during this permit review process, the Illinois River Carriers Association determined that the underpass design needed to address the potential for incidental contact from barge traffic. To secure Army Corps approval, and thus the harbor permit, the Illinois River Carriers Association had to be

satisfied. To do so, the underpass fender detail was redesigned. Although aesthetically unchanged, the structural steel was modified, requiring resubmission of shop drawings before the underpass steel could be ordered and fabricated. An additional requirement generated by the Chicago Department of Transportation added another two weeks to the delivery date to allow the steel to be coated with a special paint. The steel, scheduled for delivery on site this month, has suffered a total delay of five months due to revised requirements and securing the harbor permit.

Finally, nearly three weeks ago, the project's precast concrete panel manufacturer went out on strike, right before the contractor was to start erecting precast panels. Precast concrete panels are used extensively throughout the project to clad the exterior walls of the Equitable Building, the Graduate School, the pedway, the monumental stairways, and the copings and railings along the river. Because of the strike, the project has not received any of the approximately 60% of the total number of panels that have been cast to date. Although the strike is still in force, we are attempting to deliver panels to the project, with erection expected to commence the week of October 18, 1993. We also believe the precast manufacturer will be able to cast the remaining panels in the next several weeks with a substitute work force. Thus far, this strike has delayed the project one month.

Unfortunately, the two trades critical to the timely completion of the project at this juncture are erection of the remaining structural steel and precast concrete panels. All other significant construction activities are dependent upon the completion of these items. Additionally, the placement of concrete paving, setting of stone in its bituminous bed, and landscaping are three pending, weather-dependent operations facing the probability of delays as inclement weather approaches.

We ask for an extension to December 31, 1993 to substantially complete the Esplanade. This will allow the Esplanade to be open for public use, complete with the exception of two items. The smaller planting materials in the planters, such as shrubs and flowers, shall be planted in the spring of 1994 (the trees will be planted this year) to avoid damage from freezing. Interior finishes of the pedway linking the Equitable Building to the Graduate School shall be completed in January, 1994, well in advance of the Graduate School opening in mid-March, 1994.

Thank you for your assistance and consideration in this matter.

Respectfully,

R. M. Chin & Associates



Raymond M. Chin
President

cc: Stephen Greenlee
Jack Guthman
Edwin Denson
File Esp12524.doc



April 27, 1992

Mr. Edwin M. Denson, AIA
Associate Principal
Lohan Associates
225 North Michigan Avenue
Chicago, Illinois 60601

Dear Mr. Denson:

Re: Residential-Business
Planned Development No. 368/
Lakefront No. 175
Cityfront Center

Please be advised that your request for minor change to Residential-Business Planned Development No. 368, has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance.

You requested relief to permit the following changes:

1. An extension by fifteen months of the required completion date identified in Paragraph 18(a) of the approved Plan of Development pertaining to the construction of a continuous pedestrian esplanade along the Chicago Riveredge between Michigan Avenue and the West Right-of-Way line of Columbus Drive. Paragraph 18(a) specifies that this portion of the riveredge esplanade must be completed no later than four years after the vacation of the Mandel Building by the Chicago Public Library; ie. by August 1, 1992. The requested extension of this requirement by fifteen months would change the required date of completion to November 1, 1993. This request is made in connection with the contemplated construction of a business school structure on Parcel B.
2. Revision to the exhibits included as part of the Planned Development and the associated Internal Design Standards (Figures 2 through 11) to permit modifications to the east of the existing Equitable Building. This request is made in connection with the contemplated construction of a business school structure on Parcel B.



The Department has reviewed this request and notes the following:

1. The extension of the required deadline for the construction and completion of the pedestrian esplanade to November 1, 1993, is minor in nature and reasonable in order to accommodate the adjacent construction of the proposed University of Chicago Business School. In the event that the construction of the Business School building is delayed or does not commence, the November 1, 1993, deadline for the completion of the esplanade construction remains firm.
2. The revisions to the boundaries of Parcel B to accommodate the construction of the school building reflect the proposed requirements of a non-office use of the site. At the time the Planned Development and the Internal Design Standards were approved, office use of Parcel B, with direct links to the Equitable Building at the plaza level, were anticipated. The proposed school structure, however, requires no such linkage. The reconfigured Parcel B results in a greater amount of open space within the Planned Development than would have been provided with the original configuration. The revised riverfront plaza and esplanade areas are well designed and appropriate. The proposed change is minor in nature and consistent with the character of the approved Planned Development.

Accordingly, with regard to your request, the Department of Planning and Development has determined that these modifications would constitute a minor change pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance and that this minor change will not:

- a. Change the character of this development;
- b. Increase the number of units per acre;
- c. Increase the maximum permitted floor area ratio for the site;
- d. Increase the maximum permitted percent of land coverage for the site;
- e. Reduce the periphery setbacks or distance between structures... except "where required to permit conformance to the pattern of or

architectural arrangement related to, existing structures";

provided, however, that the following conditions are adhered to:

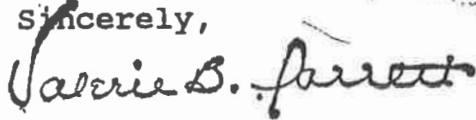
1. Construction plans for Part II review for the Riveredge Esplanade walkway and all plaza level (+35) public spaces between Parcel 1 on the east and the Equitable Building on the west must be submitted to the Department of Planning and Development for approval no later than August 15, 1992.
2. The Riveredge Esplanade described in paragraph 18(a) shall be constructed in substantial conformance with the Site Plans prepared by Lohan Associates, Inc. dated April 16, 1992, submitted to the Department of Planning and Development and made part hereof.
3. In the event that construction of the riveredge esplanade adjacent to Parcel 1 occurs prior to any development other than parking upon Parcel 1, physical screening of the undeveloped parcel from view from the pedestrian esplanade shall be installed by November 1, 1993.
4. A pedestrian walkway shall be constructed beneath the Columbus Drive Bridge to connect the existing riverwalk with a walkway accessible to Michigan Avenue at such time as the riveredge walk between Michigan Avenue and the western boundary of the Columbus Drive Bridge is completed pursuant to the extension granted herein; in no event later than November 1, 1993. The design of said walkway shall be subject to the review and approval of the Department of Planning and Development.

Pursuant to the authority granted by the Chicago Zoning Ordinance, the Commissioner of the Department of Planning and Development, subject to the conditions described above, hereby authorizes and approves the following minor changes to Residential-Business Planned Development No. 368:

1. Extension to November 1, 1993 of the date by which the portion of the pedestrian esplanade between Michigan Avenue and the Columbus Drive Bridge must be completed.

2. Substitution of the exhibits identified as Figures 2 through 11 dated September 12, 1986 with revised exhibits depicting modified Parcel B boundaries dated April 16, 1992.

Sincerely,

A handwritten signature in cursive script that reads "Valerie B. Jarrett". The signature is written in dark ink and is positioned below the word "Sincerely,".

Valerie B. Jarrett
Commissioner

cc: Jack Guthman
Ray Chin
Al Novickas



January 24, 1989

City of Chicago
Eugene Sawyer, Acting Mayor

Department of Planning
Elizabeth L. Hollander
Commissioner

James R. Turner, Jr.
First Deputy Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4471

Mr. Larry Parkman
Zoning Administrator
Room 800 - City Hall
Chicago, Illinois 60602

Re: Interim Stage, Sub Area "D"
Lakefront No. 175, Chicago
Dock - Equitable Venture
Proposal: High-rise apartment
Structure
Location: East Illinois Street
and North Lake Shore
Drive, Chicago, Illinois

Dear Mr. Parkman:

The applicant proposes to construct a sixty-one (61) story, highrise structure with a base containing fifteen (15) levels of parking, with a health club on the second floor. The health club will contain a swimming pool. The 16th floor will contain a party room as well as dwelling units. Floors seventeen through sixty-one will contain residential units. The structure will contain a total of 505 residential units. The parking structure will contain 630 parking spaces including 18 spaces for the handicapped.

Based on our review of the material presented, we have determined that said proposal basically conforms to the application approved on September 12, 1985, by the Chicago Plan Commission under provisions of the Lake Michigan and Chicago Lakefront Protection Ordinance.

Very truly yours,

Elizabeth L. Hollander PL.

ELIZABETH L. HOLLANDER
Commissioner





City of Chicago
Eugene Sawyer, Acting Mayor

Department of Planning

Elizabeth L. Hollander
Commissioner

James R. Turner, Jr.
First Deputy Commissioner

City Hall, Room 1000
21 North LaSalle Street
Chicago, Illinois 60602
312) 744-4471

January 23, 1989

Mr. Larry W. Parkman
Zoning Administrator
Room 800 City Hall
Chicago, Illinois 60602

Re: Interim Stage, Part II
Submittal, Sub Area "D"
Residential-Business Planned
Development No. 368, Chicago
Dock-Equitable Venture
Proposal: High-rise apartment
structure
Location: East Illinois Street
and North Lake Shore Drive

Dear Mr. Parkman:

The attached Interim Stage, Part II Submittal, reviewed in accordance with the "Rules, Regulations, and Procedures in relation to Planned Development Amendments", proposes the construction of a sixty-one (61) story, high-rise structure with a base containing fifteen (15) levels of parking, and with a health club on the second floor. The health club will contain the usual amenities for its patrons including a swimming pool. The eastern portion of the ground level will contain the entrance to the apartment structure with a building lobby, mailroom, storage room, building manager's office and waiting room and the usual building facilities. The sixteenth floor will contain a party room as well as dwelling units and floors seventeen through sixty-one will contain apartments. A total of five hundred and five (505) dwelling units are proposed. The parking facility will contain space for a total of six-hundred and thirty (630) off street parking spaces, including eighteen (18) spaces which have been designed and designated for the handicapped. This is in excess of the minimum of 55% for the residential uses and the requirements for the business uses. A total of 4,235 square feet of business uses are proposed for the basement level of the structure, which will be accessible both from the promenade fronting the south side of the site and the interior of the structure.

The figures presented to this Department by the applicant state that the structure will contain 599,651 square feet and will occupy 15,914 square feet on the ground. Our calculations made from the architectural drawings presented to this Department show that the structure will have a ground floor area of 21,325 square feet and will contain a total of 530,452. When added to the 127,398.5

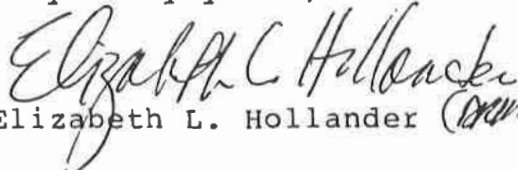


square feet of ground area and 1,356,725.6 square feet of total area previously approved for the Plan of Development these figures become 148,723.5 square feet of ground area with 1,887,177.6 square feet of total area for all of sub area "D". When translated these figures become a 2.65 floor area ratio with a 20.9% of ground coverage for all of sub area "D". As approved by the Chicago City Council the Plan of Development permits a 7.04 floor area ratio with an 85% of ground coverage and a total of 5400 dwelling units in sub area "D". Including this submittal, 1409 dwelling units will have been constructed.

This Interim Stage Part II Submittal for sub area "D" of Residential-Business Planned Development No. 368, for the construction of a high rise apartment structure, as described herein, is hereby approved as conforming to the plan of Development as approved by the Chicago City Council on November 6, 1985.

It is recommended that this submittal be attached to your file for Residential-Planned Development No. 368 (Amendment No. 9856).

Very truly yours,


Elizabeth L. Hollander (DHM)

Attachment

CITYFRONT CENTER PLANNED DEVELOPMENT
SITE DEVELOPMENT STANDARDS MODIFICATIONS

I. PURPOSE

One of the most significant features of the site plan for the Cityfront Center Development is the provision of meaningful public spaces and the consciously conceived progression of spaces which are intended to unify the entire mixed-use project.

As stated in the Section I Internal Design Standards: "...Instead of scattered and small open spaces for each building site, the plan features large, well-defined open areas, creating an articulated park system with a strong orientation to all the water elements."

Four of the six major open space features identified in the site plan will be physically connected:

- Hard-surfaced Pioneer Court will be the primary pedestrian entranceway into Cityfront Center from Michigan Avenue
- Pioneer Court will open directly onto Cityfront Plaza (formerly Ogden Plaza) - the ceremonial gateway to the commercial portion of Cityfront Center
- Cityfront Plaza will terrace down to the Riverfront Esplanade which will extend from Michigan Avenue to Lake Michigan
- The eastern terminus of the Riverfront Esplanade will open up to Jean Baptiste Pointe Du Sable Park - the largest of the planned open space amenities.

While these mainly 'peripheral' spaces will allow for a continuity of movement from one section of the Planned Development to another, physical and visual linkages between the two 'centrally' located open space features which are anticipated to be major focal points for activity (Ogden Plaza - formerly Columbus Park and Ogden Slip Promenades) are weak and not as well articulated as their relative importance should demand.

The Department of Planning and The Chicago Dock and Canal Trust are in agreement that the modifications which follow should be made to the Section II Design Standards to allow for the required connection of these two open space features and the integration of these amenities into the overall open space plan.

A. Parcels 11 and 12

1. An elevator will be provided near the McClurg Court building entrance for vertical access for the handicapped between plaza level and street level.
2. Private entrances to the private patios at the plaza level will be prohibited.
3. Landscape buffers will be provided adjacent to the private patio walls.
4. Permanent plaza seating will be provided at the upper level. The space plan shall be subject to Department of Planning approval.
5. A central fountain will be provided which will be designed to include sprays of water as well as surfaces over which water will cascade to provide an active display for the public.

B. Parcels 7 and 8

1. A minimum 30' by 30' wide enclosed pedestrian concourse will be provided from the eastern boundary of Parcels 7/8 to their western boundary at the level of the pedestrian walkway over New Street (approx. +24). The 30' wide concourse, may be provided in two 20' widths within the 100' wide view corridor. If the option is chosen for separate 20' wide corridors, the corridors shall be joined or connected at a minimum of two places along their length which may occur at each end of the concourse.
2. An easily accessible and visible vertical connection will be provided connecting the plaza level pedestrian concourse with the lower level concourse beneath Park Drive, Ogden Plaza and Columbus Drive.
3. Non-reflective glass shall be the predominant material on the east and west of the pedestrian concourse to open up views.
4. Should the City enter into a binding agreement with the owners of the parcel immediately east of the Tribune Tower limiting the height and/or configuration of any proposed structure so as to preserve views to the Tower from within the 100' wide view corridor as extended to the east, the maximum allowable height of any future structure to be built within the view corridor on Parcels 7 and 8 shall be limited to 75'.
5. Active uses (restaurant and retail) shall be encouraged adjacent to the pedestrian concourses on both levels including amenities such as seating, information kiosks, etc.

C. Infrastructure

1. The pedestrian walkway over New Street will be at least thirty feet wide in order to serve as a proper link to the enclosed pedestrian concourse to the west.

II. BUILDING HEIGHT

Maximum height zones for Cityfront Center were established in the Lake Michigan and Chicago Lakefront Protection Ordinance application approved September 12, 1985. Where maximum height zones have been established, building height shall be defined as follows:

"Building height" is the vertical distance from the curb level, or its equivalent, opposite the center of the front of a building to the highest point of the under side of the ceiling beams, in the case of a flat roof; to the deck line of a mansard roof; and to the mean level of the under side of the rafters between the eaves and the ridge of gable, hip or gambrel roof. (For the purpose of determining height, building tops of the other configurations may be considered to be the type described herein which most closely approximates the shape of the proposed design.) However, in no case shall the "actual" height of a building exceed the "maximum height" by more than 65 feet. For the area within the view corridor on Parcels 7 and 8, the building height shall be taken as the vertical distance to the highest point of the building.

III. PROCESS

Prior to any future P.D. Part II submittal to the Planning Department, the Section II Internal Design Standards will be revised to reflect each of the items agreed upon herein.


DEPARTMENT OF PLANNING
CITY OF CHICAGO

THE CHICAGO DOCK AND CANAL TRUST

BY:


Elizabeth Hollander
Commissioner

BY:


Charles R. Gardner
President

Date:

5/21/87

This Document will be included as part of the 1987 Annual Report for Residential-Business Planned Development No. 368.

J.V.

(Signed) EDWARD R. VRDOLYAK,
Vice-Chairman.

On motion of Alderman Gabinski, the committee's recommendation was *Concurred In* and each of the said proposed ordinances was *Passed* by yeas and nays as follows:

Yeas -- Aldermen Roti, Rush, Tillman, Evans, Bloom, Sawyer, Beavers, Humes, Hutchinson, Vrdolyak, Huels, Majerczyk, Madrzyk, Burke, Brady, Langford, Streeter, Kellam, Sheahan, Kelley, Sherman, Stemberk, Krystyniak, Henry, Marzullo, Nardulli, W. Davis, Smith, D. Davis, Hagopian, Santiago, Gabinski, Mell, Frost, Kotlarz, Banks, Damato, Cullerton, Laurino, O'Connor, Pucinski, Natarus, Oberman, Hansen, McLaughlin, Orbach, Schullter, Volini, Orr, Stone -- 50.

Nays -- None.

Alderman Natarus 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 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 C3-6 and C3-7 Commercial Manufacturing Districts and B6-7 Restricted Central Business District symbols and indications as shown on Map No. 1-E in the area bounded by

East Grand Avenue; a line 434.5 feet west of the west line of North Peshtigo Court; East Illinois Street; North Peshtigo Court; East Grand Avenue; North Lake Shore Drive; the center line of Ogden Slip to a point 439.74 feet east of North Lake Shore Drive, the center line of the Turning Basin; the north bank of the Chicago River and the line thereof extended eastward where said bank does not exist; North Michigan Avenue; East North Water Street; North St. Clair Street (as now located); East Illinois Street; North St. Clair Street; the alley next south of East Grand Avenue; and a line 150 feet east of and parallel to North St. Clair Street,

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

[Residential-Business Planned Development printed on pages 21788 through 21800 of this Journal.]

(Continued on page 21801)

RESIDENTIAL-BUSINESS PLANNED DEVELOPMENT NO. 368
PLAN OF DEVELOPMENT--STATEMENTS

1. Legal title to the area delineated herein as "Residential-Business Planned Development No. 368" and consisting of approximately 1,799,668 square feet, or 41.31 acres (exclusive of public rights-of-way) of real property (all as shown on the attached Property Line Map) is held by the Chicago Dock-Equitable Venture, an Illinois general partnership, the Applicant.

2. This Plan of Development, consisting of these Statements and the following component elements: Map of Zoning and Preferential Street System; Property Line Map and Right-Of-Way Adjustment; Planned Development Sub-Areas and Generalized Land Use Plan; and a Table of Planned Development Use and Bulk Regulations and Data and Notes thereto, is applicable to the area delineated herein. These and no other controls shall apply to the area delineated herein. This Plan of Development is in conformity with the intent and purpose of the Chicago Zoning Ordinance and all requirements thereof, and satisfies the established criteria for approval as a planned development.

3. The Applicant or its successors, assignees or grantees, or such other person or entity as may then own or control the area delineated herein shall obtain all required

reviews, approvals, licenses and permits in connection with this Plan of Development, including such City Council approvals as may be mandated by the Municipal Code of Chicago.

4. Any dedication or vacation of streets and alleys or easements, or adjustments of rights-of-way, as shown on the maps attached hereto and made a part hereof, shall require a separate submittal on behalf of the Applicant or its successors, assignees, grantees, or devisees, and approval by the City Council. Space adequate to connect the existing transit easement south of the Chicago River with Columbus Drive Subway right-of-way shall be defined and dedicated or reserved for dedication prior to development of property which would include that space. Any dedication or vacation of streets and alleys or easements, or adjustments of rights-of-way other than as described herein shall in addition require the approval of the Commissioner of Planning who shall then adjust the Net Site Area Calculations within the table of controls accordingly.

5. No public way not herein proposed to be dedicated shall be constructed without application first being made to and approved by the Department of Public Works. Any such public way shall be adequately designed and paved in accordance with the regulations of the Bureau of Traffic Engineering and Operations in compliance with the Municipal Code of Chicago. Any service drives or other ingress or egress lanes shall be adequately designed and paved in accordance with the now-published regulations of the Bureau of Traffic Engineering and Operations and in compliance with the Municipal Code of the City of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. 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 twenty feet to provide ingress and egress for emergency vehicles. There shall be no parking within established fire lanes.

6. For purposes of Floor Area Ratio (FAR) calculations, the definitions in the Chicago Zoning Ordinance shall apply, with the following exceptions: (1) In Sub-Area A, grade is herein established at +35 feet Chicago City Datum plus or minus 6 feet in respect of design conditions ("Plaza Level"). (2) In Sub-Area B, grade is herein established as the curb level of Columbus Drive plus or minus 6 feet in respect of design conditions ("Plaza Level"). (3) Individual development parcels may exceed the floor area ratio controls established herein, provided, however, that the said controls applicable to each entire Sub-Area individually, and to the overall Planned Development, are met. (4) Space devoted to heating, ventilation, and air conditioning equipment shall not be included in FAR regardless of location.

7. The Planned Development Use and Bulk Regulations and Data and Notes thereto, and the Generalized Land Use Plan (Site Plan) here incorporated, illustrate the development of the subject property in accordance with the intent and purpose of the Chicago Zoning Ordinance as follows: Uses permitted below the Plaza Level in the area hereinbefore

defined shall be in general conformity with the Permitted and Special Uses of the C3-6, Commercial-Manufacturing District classification; uses permitted at and above the Plaza Level in the area hereinbefore defined shall be in general conformity with the Permitted and Special Uses of the B7-6, General Central Business District classification, except that in that part of the subject area lying within 200 feet of North Michigan Avenue uses shall be in general conformity with the Permitted and Special Uses of the E6-7, Restricted Central Business District classification; uses permitted where no Plaza Level exists shall be in general conformity with the Permitted and Special Uses of the B7-6, General Central Business District Classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. All other controls and regulations set forth herein are made applicable within the general application of this statement.

8. Several Sub-Areas are hereinafter delineated for the purposes of establishing use and density controls in connection with this Plan of Development. Notes to the Table of Use and Bulk Regulations and Data are integral to this Plan of Development.

9. Off-street parking facilities shall be provided in compliance with this Plan of Development, subject to the review of the Bureau of Traffic Engineering and Operations

and approval by the Department of Planning. Existing parking will be permitted to continue. New interim accessory and non-accessory parking facilities will be permitted on grade subject to the review and approval of the Departments of Planning and Zoning for conformity to the minimum requirements of the Chicago Zoning Ordinance.

10. Off-street loading facilities shall be provided in compliance with the Plan of Development, subject to the review of the Bureau of Traffic Engineering and Operations and approval by the Department of Planning.

11. Marina and other water-oriented recreational uses, whether active or passive, shall be permitted in any part of the Ogden Slip included within this Planned Development. Facilities and uses which may be accessory, related or ancillary thereto shall be permitted subject to the review and approval of the Commissioner of Planning.

12. 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 and in accordance with Chapter 86.1-11 of the Municipal Code of Chicago. Temporary signs such as construction and marketing signs may be permitted subject to the aforesaid approvals.

13. This Planned Development shall be subject to all applicable Federal and State laws and regulations regarding environmental quality.

14. The height restriction of the Development 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;
- (2) Airport Zoning Regulations as established by the Department of Planning, Department of Aviation and Department of Law and approved by the City Council; and
- (3) Height limitations as approved by the Federal Aviation Agency pursuant to Part 77 of the Regulations of the Administrator, Federal Aviation Agency.

15. The Applicant or its successors or assigns shall submit a report to the Committee on Zoning of the Chicago City Council and to the Commissioner of Planning annually for the first twenty years after passage of this ordinance. The report shall state the type of development and the number of square feet constructed during the preceding year or under construction on the date of the report and shall further describe progress during the preceding year of the construction of the publicly dedicated open space improvements. The Applicant or its representative shall, at the call of the Chairman, appear annually before the Committee on Zoning of the Chicago City Council to present said report.

16. The Applicant shall establish internal standards for the design and planning of (1) infrastructure and publicly dedicated improvements, including streets, transit

and other rights-of-way, which will conform to City standards;

(2) publicly dedicated open space amenities, including the river-edge esplanade, Point Park, Ogden Plaza and Columbus Park as described in the application pursuant to the Lake Michigan and Chicago Lakefront Protection Ordinance applicable to the subject site approved by the Chicago Plan Commission on September 12, 1985, and (3) buildings and other improvements to be constructed on individual development sites. These standards shall include an overall landscaping plan for open space amenities, pedestrian ways, transit facilities, streets and other rights-of-way. The Commissioner of Planning, after consultation with affected public agencies, shall approve the standards established with respect to (1) and (2) above. The Applicant shall consult with the City and other appropriate public agencies prior to adopting standards concerning (3) above. The said standards shall be established no later than thirty days prior to submission of a Part II application concerning this planned development. The said standards may be established in stages, provided, however, that no Part II application under this ordinance shall be submitted without the prior establishment of internal standards applicable to the parcel which is the subject of the Part II application. The Applicant may amend internal standards from time to time consistent with this provision and all other applicable requirements of this ordinance. In the design of the private spaces contemplated herein, the Applicant shall be sensitive to the streetscapes to be developed and shall use its best efforts to create retail spaces at street levels so as to provide optimum interaction between the buildings to be constructed and pedestrian walkways adjacent thereto.

17. Consistent with the principles underlying the Transportation Recommendations Chapter of the Guidelines, the Applicant will coordinate with the City and CTA to insure the provision of appropriate public transportation improvements at the site.

18. The Applicant shall develop a continuous pedestrian esplanade along the Chicago River's edge. Construction of the esplanade will occur in three stages, as follows:

(a) From Michigan Avenue to the west right-of-way line of Columbus Drive concurrently with development of the site or the site shall be improved with the Mandel Building or rehabilitation of that Building or rehabilitation of that Building, but in no event later than four (4) years after vacation of that property by the Chicago Public Library;

(b) The east right-of-way line of Columbus Drive to the east right-of-way line of Lake Shore Drive (i) when five percent of the square feet of development in Sub Areas B, C, and D are available for occupancy; (ii) with development of parcels south of east North Water Street; or (iii) when 100 dwelling units are available for occupancy in Sub Area D; and

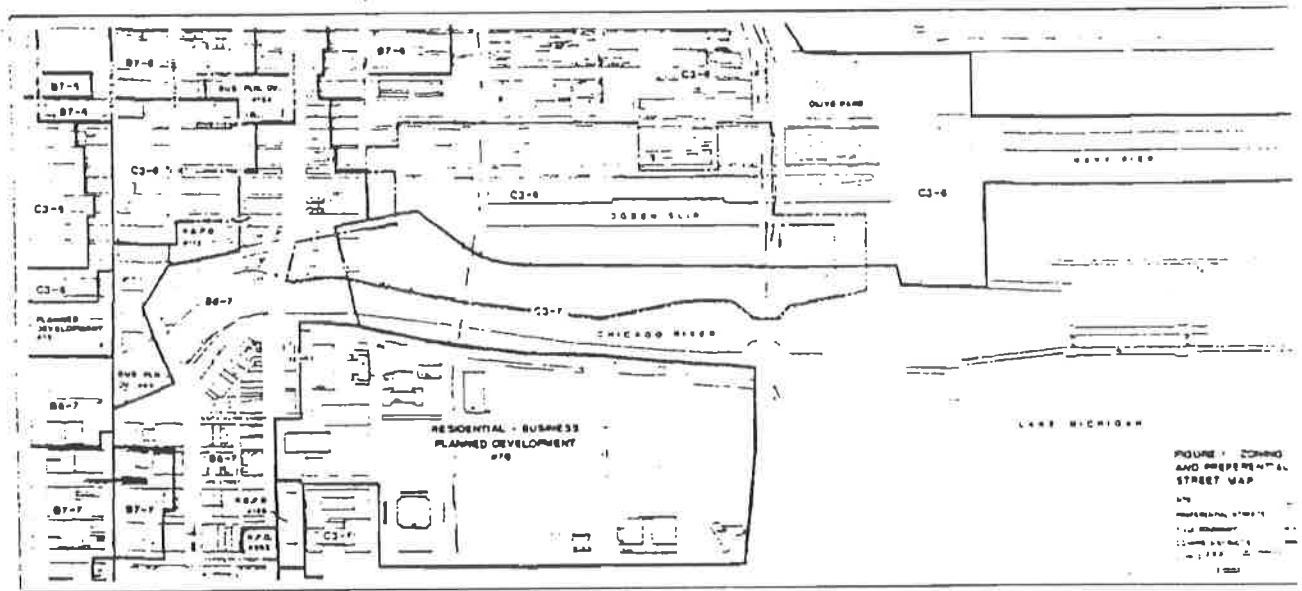
(c) The west right-of-way line of Lake Shore Drive to the approximately three (3) acre peninsula east of Lake Shore Drive when sixty percent (60%) of the total development permitted on the site is available for occupancy. No private clubs will be permitted in the area east of Lake Shore Drive.

19. The Applicant shall have completed development of and provide adequate access to the approximately three (3) acre peninsula east of Lake Shore Drive as public park land when (i) 2,500 dwelling units are available for occupancy in Sub-Area D or (ii) ten (10) years following commencement of construction pursuant to this Plan of Development, whichever is earlier.

20. The Plan of Development attached shall be subject to the now existing "Rules, Regulations and Procedures in Relation to Planned Development Amendments" as promulgated by the Commissioner of the Department of Planning.

FIGURE 1:

RESIDENTIAL - BUSINESS PLANNED DEVELOPMENT NO. _____
ZONING AND PREFERENTIAL STREET MAP

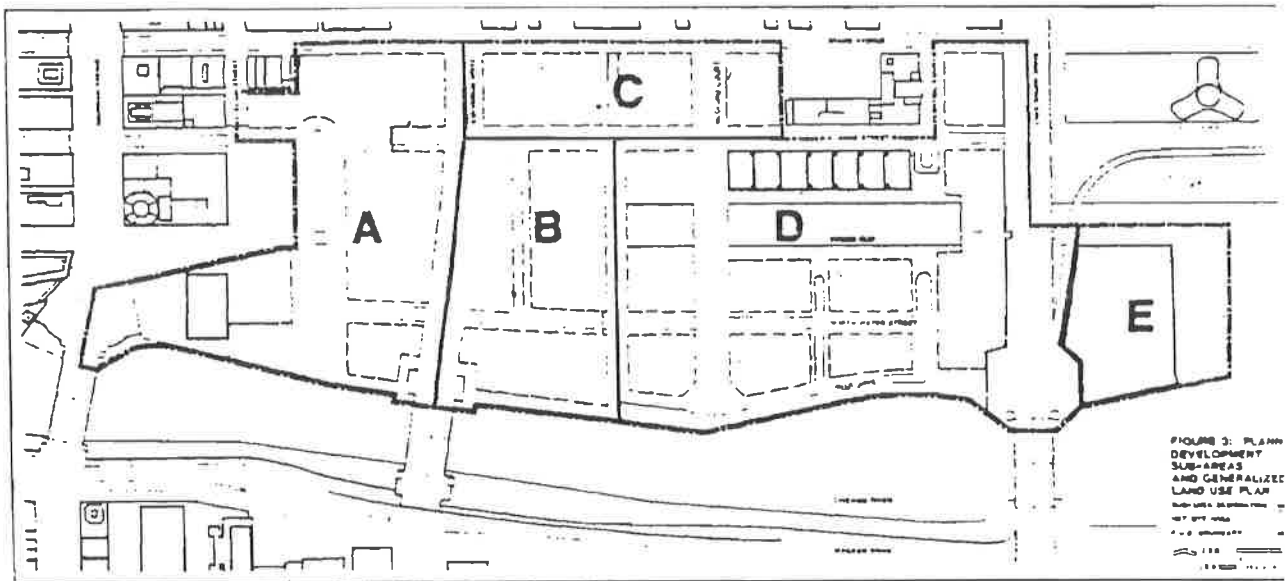


APPLICANT: Chicago Dock-Equitable Venture
401 North Michigan Avenue
Chicago, Illinois 60611

DATE: May 15, 1985

FIGURE 3:

RESIDENTIAL - BUSINESS PLANNED DEVELOPMENT NO.
 PLANNED DEVELOPMENT SUB-AREAS AND GENERALIZED LAND USE PLAN



Permitted uses shall be as described in Statement 7 of this Planned Development and the Notes to Figure 4: "USE BULK REGULATIONS AND DATA."

APPLICANT: Chicago Dock-Equitable Venture
 401 North Michigan Avenue
 Chicago, Illinois 60611

DATE: May 15, 1985

FIGURE 4:
RESIDENTIAL-BUSINESS PLANNED DEVELOPMENT NO. _____
USE AND BULK REGULATIONS AND DATA

SUB AREA	NET SITE AREA SQUARE FEET ACRES	MAXIMUM RETAIL SQ. FT. 1000's	MAXIMUM COMMERCIAL SQ. FT. 1000's	MAXIMUM HOTEL ROOMS	MAXIMUM DOWELLING UNITS	MAXIMUM F.A.R.	MAXIMUM SITE COVERAGE
A	<u>418,884</u> 9.62	500	7300		Permitted see note	17.43	90%
B	<u>274,835</u> 6.31		3850		3000	(3)	14.01
C	<u>162,867</u> 3.74		3050		500	21.49	100%
D	<u>710,241</u> 16.30		see note (4)	1000	5400	7.04	85%
E	<u>232,841</u> 5.35	see note (5)	100	Not Permitted	Not Permitted	0.43	45%
TOTAL	<u>1,799,668</u> 41.31	500	14,300	4000	see note (3)	10.975	80%

Gross Site Area = Net Site Area: 1,799,668 sq. ft. (41.31 acres)
plus area in or proposed to be in public rights of way:
871,145 sq. ft. (20.0 acres) = 2,670,813 sq. ft. (61.31 acres).

Maximum Permitted F.A.R. for Total New Site Area: 10.975

The total number of square feet developed under this Plan of Development shall not exceed 19,751,356 square feet as measured in accordance with this Plan of Development. The 19,751,356 square feet of development shall be permitted notwithstanding a reduction in the net site area which results from an increase in the size of the publicly dedicated open areas or rights of way contemplated by this Plan of Development.

OFF STREET PARKING:	MINIMUM	MAXIMUM
BUSINESS USES	1:5000 sq. ft.	1:3500 sq. ft.
HOTEL USES	1:4 ROOMS	1:2 ROOMS
RESIDENTIAL USES	55%/d.u.	100%/d.u.

OFF STREET LOADING: PER C3-6 REQUIREMENTS
MINIMUM PERIPHERAL SETBACKS: NONE

APPLICANT: Chicago Dock-Equitable Venture
401 N. Michigan Avenue
Chicago, Illinois 60611
Date: May 15, 1985