PD 368

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DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

August 12, 2025

Hannah Batson
Consolidated Development Services
16775 Addison Rd., Suite 550
Addison, TX 75001

Re: PD 368, Sub area A, 226 E. Illinois Street

Dear Ms. Batson:

In response to your recent request, please be advised that the subject property is currently zoned Residential-Business Planned Development No. 368 ("PD 368") and located within Sub area A. You are seeking confirmation that Alpha Schools proposed use is permitted at the subject site.

According to your request, Alpha Schools is proposing to lease 2,000 SF of space from Guidepost Montessori School. The proposed facility is designed for students in kindergarten through eighth grade and will operate from 8 AM to 3 PM, Monday through Friday. Three classroom spaces will accommodate a maximum enrollment of 25 students and 3 adult facilitators. Their AI-first educational model supports a non-traditional classroom layout, primarily utilizing tables designed to accommodate four students each with induvial laptops. Their Life Skills Workshops are designed to be hands-on experiences that build confidence, independence and practical know-how. The flexible layout will allow for small groups activities to full room simulations.

Pursuant to Statement No. 5 of PD 368, 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 DX-12 District; 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 DX-12 District, 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 DX-16 District; uses permitted where no Plaza Level exists shall be in general conformity with the Permitted and Special Uses of the DX-12 District.

Pursuant to Section 17-17-0103-J of the Chicago Zoning Ordinance ("Ordinance"), a school is defined as public and private schools at the primary, elementary, junior high, or high school level that provide state-mandated basic education. Learning, healthcare and social support centers less than 5,000 square feet in size, and which may be accessible to the community at large and may provide a separate entrance directly to a public way or street, are permitted as an accessory use within a school, provided that the center is approved by the Chicago Public Schools.

Pursuant to Section 17-4-0207.M of the Ordinance, a school is a special use in both the DX-12 and DX-16 districts. Therefore, if Alpha's proposed use provides state-mandated basic education at the primary level, then it is our opinion that is it is a school and is permitted at the subject site.

Sincerely,

Kyle Bartlett
Assistant Zoning Administrator

KB:tm
C: Kyle Bartlett, Noah Szafraniec, Mike Marmo, Jancie Hill

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

September 13, 2023

Kristin Faust
Executive Director
Illinois Housing Development Authority
401 N. Michigan Ave., Suite 700
Chicago, Illinois 60654

Re: **PD 368, Sub area E.3, 400 N. Lake Shore Dr./462 E. North Water St.**

Dear Ms. Faust:

In response to a recent request from Related Midwest, please be advised that the subject property is zoned Planned Development No. 368 ("PD 368") and located within Sub area E.3.

It is our understanding that Related Midwest is seeking financing from the Illinois Housing Development Authority for the construction of a proposed 72-story building at 400 N. Lake Shore Dr. and 462 E. North Water St. containing 635 dwelling units. Within Sub area E.3, PD 368 permits two new buildings to be constructed in two phases with the following combined maximums: 1,100 dwelling units, 110,000 square feet of retail space and a floor area ratio of 15.92.

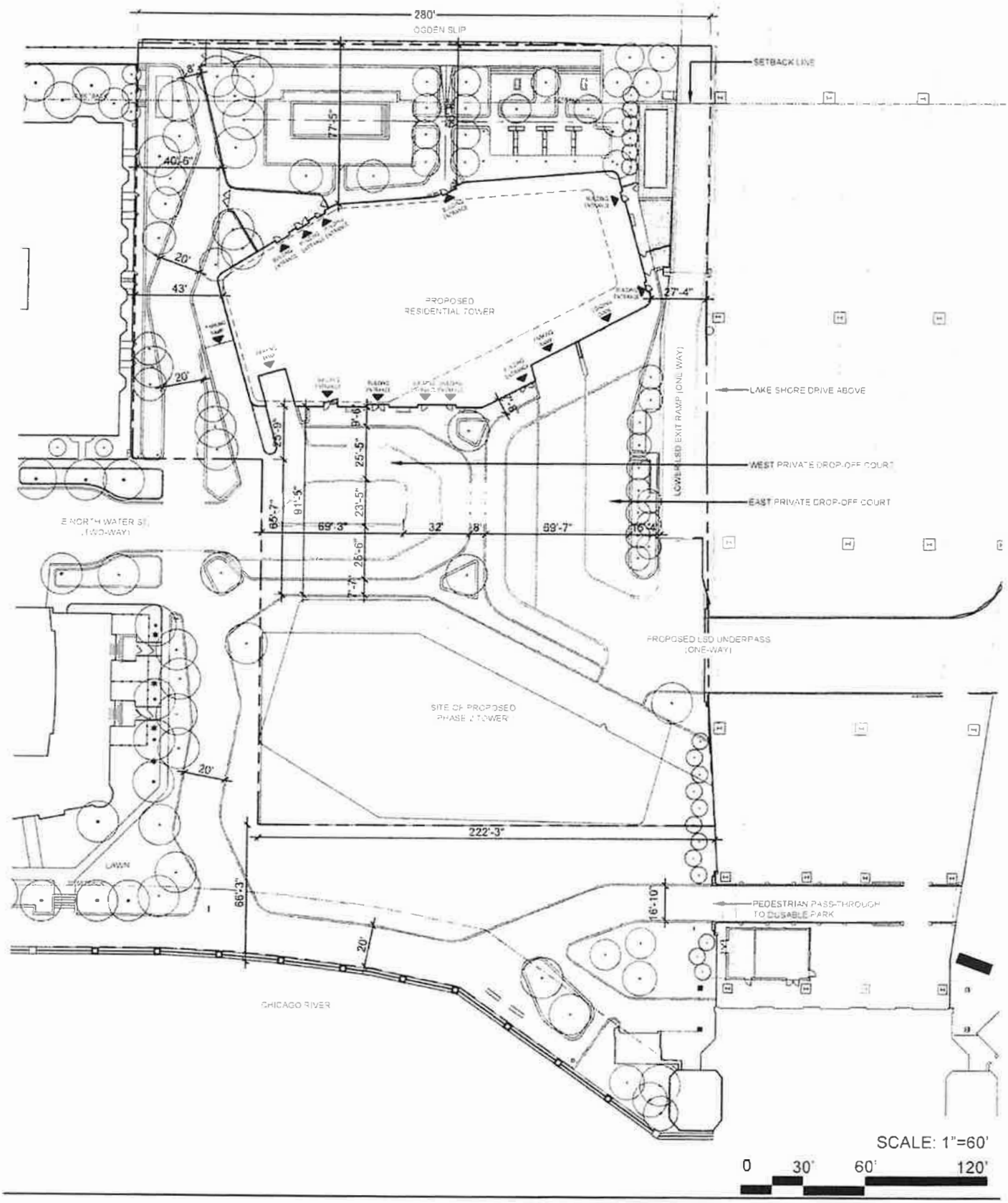
On August 18, 2023, a minor change was approved allowing design modifications to the proposed Phase 1 building as shown on the attached Site Plan and Chicago River Elevation. A caisson permit (app. no. 100960347) for the proposed 72-story building with 634 dwelling units is currently under review by our department. It is our understanding that Related Midwest will be submitting a revision to the caisson permit to increase the number of dwelling units from 634 to 635. All construction must comply with the requirements of PD 368 and all necessary permits must be obtained prior to the start of construction.

Sincerely,

Patrick Murphey
Zoning Administrator

PM:tm

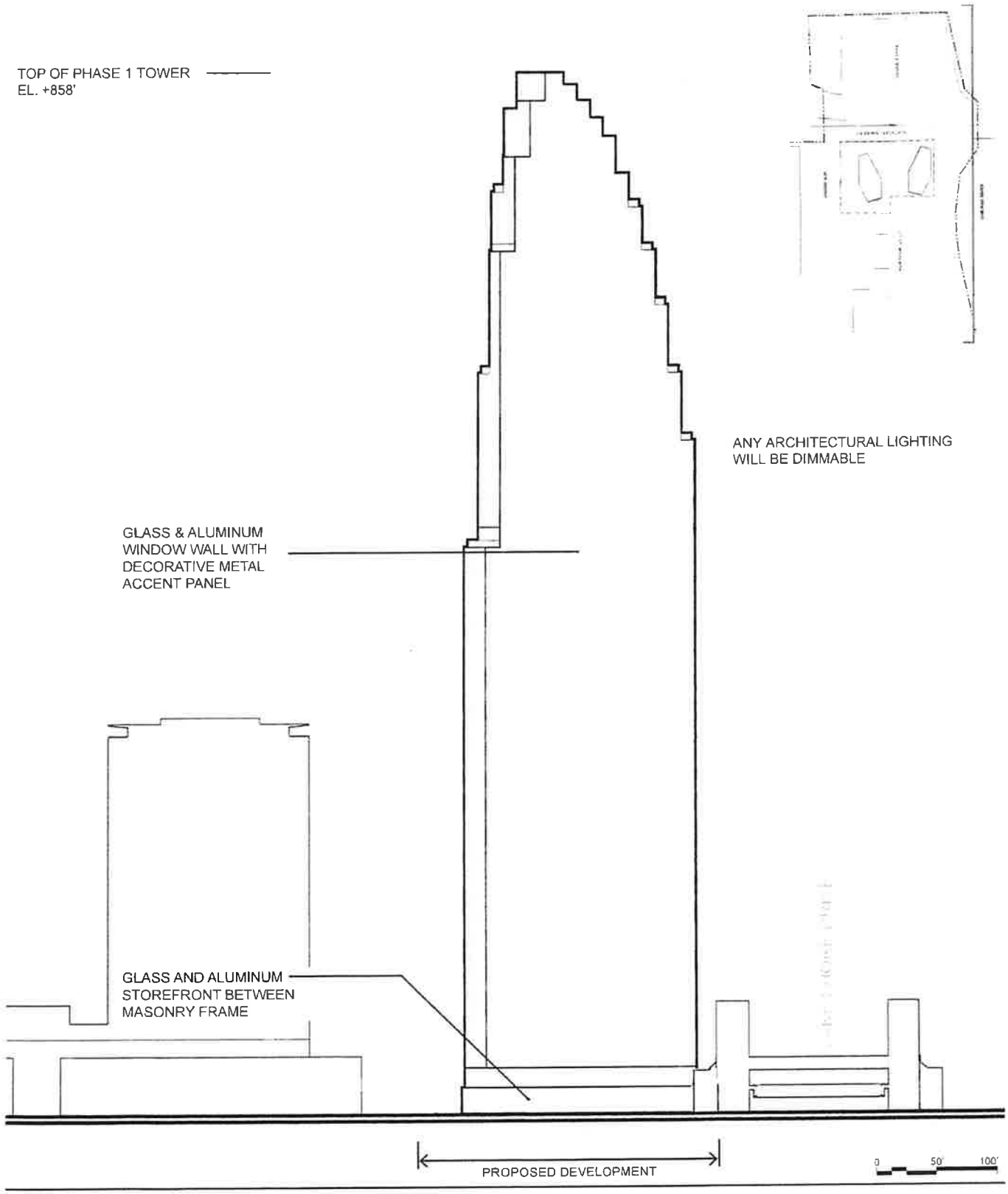
C: Will Tippens, Janice Hill, Erik Glass, Mike Marmo



Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago IL 60611
Revision Date: June 26, 2023

SITE PLAN - PHASE 1

N



Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago, IL 60611
Revision Date: June 26, 2023

CHICAGO RIVER ELEVATION
PHASE 1

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

September 8, 2023

Kristin Faust
Executive Director
Illinois Housing Development Authority
401 N. Michigan Ave., Suite 700
Chicago, Illinois 60654

Re: **PD 368, Sub area E.3, 400 N. Lake Shore Dr./462 E. North Water St.**

Dear Ms. Faust:

In response to a recent request from Related Midwest, please be advised that the subject property is zoned Planned Development No. 368 ("PD 368") and located within Sub area E.3.

It is our understanding that Related Midwest is seeking financing from the Illinois Housing Development Authority for the construction of a proposed 72-story building at 400 N. Lake Shore Dr. and 462 E. North Water St. Within Sub area E.3, PD 368 permits two new buildings to be constructed in two phases with the following combined maximums: 1,100 dwelling units, 110,000 square feet of retail space and a floor area ratio of 15.92.

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Sincerely,

Patrick Murphey
Zoning Administrator

PM:tm

C: Will Tippens, Janice Hill

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

September 13, 2023

Kristin Faust
Executive Director
Illinois Housing Development Authority
401 N. Michigan Ave., Suite 700
Chicago, Illinois 60654

Re: **PD 368, Sub area E.3, 400 N. Lake Shore Dr./462 E. North Water St.**

Dear Ms. Faust:

In response to a recent request from Related Midwest, please be advised that the subject property is zoned Planned Development No. 368 ("PD 368") and located within Sub area E.3.

It is our understanding that Related Midwest is seeking financing from the Illinois Housing Development Authority for the construction of a proposed 72-story building at 400 N. Lake Shore Dr. and 462 E. North Water St. containing 635 dwelling units. Within Sub area E.3, PD 368 permits two new buildings to be constructed in two phases with the following combined maximums: 1,100 dwelling units, 110,000 square feet of retail space and a floor area ratio of 15.92.

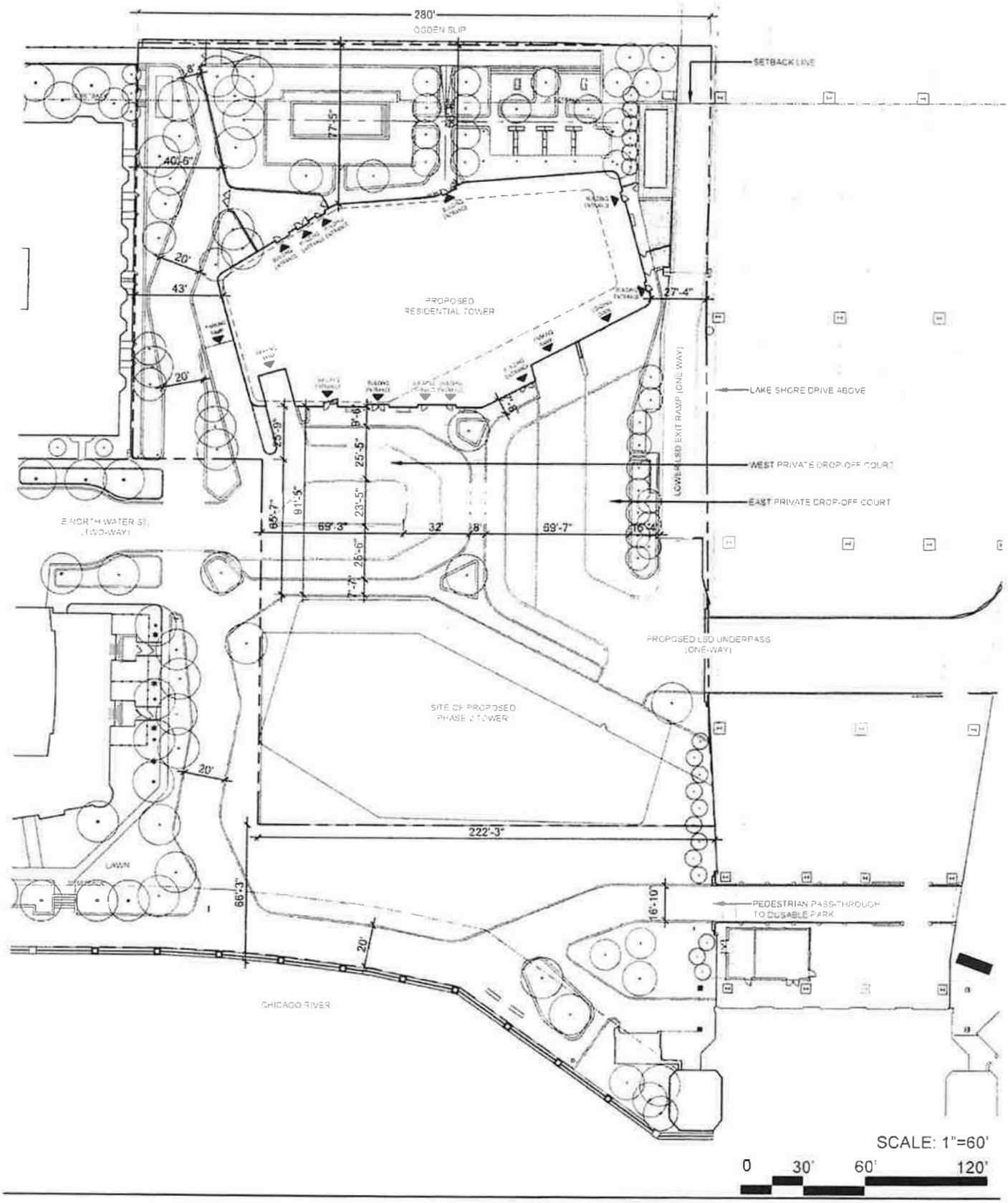
On August 18, 2023, a minor change was approved allowing design modifications to the proposed Phase 1 building as shown on the attached Site Plan and Chicago River Elevation. A caisson permit (app. no. 100960347) for the proposed 72-story building with 634 dwelling units is currently under review by our department. It is our understanding that Related Midwest will be submitting a revision to the caisson permit to increase the number of dwelling units from 634 to 635. All construction must comply with the requirements of PD 368 and all necessary permits must be obtained prior to the start of construction.

Sincerely,

Patrick Murphey
Zoning Administrator

PM:tm

C: Will Tippens, Janice Hill, Erik Glass, Mike Marmo



Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago IL 60611
Revision Date: June 26, 2023

SITE PLAN - PHASE 1

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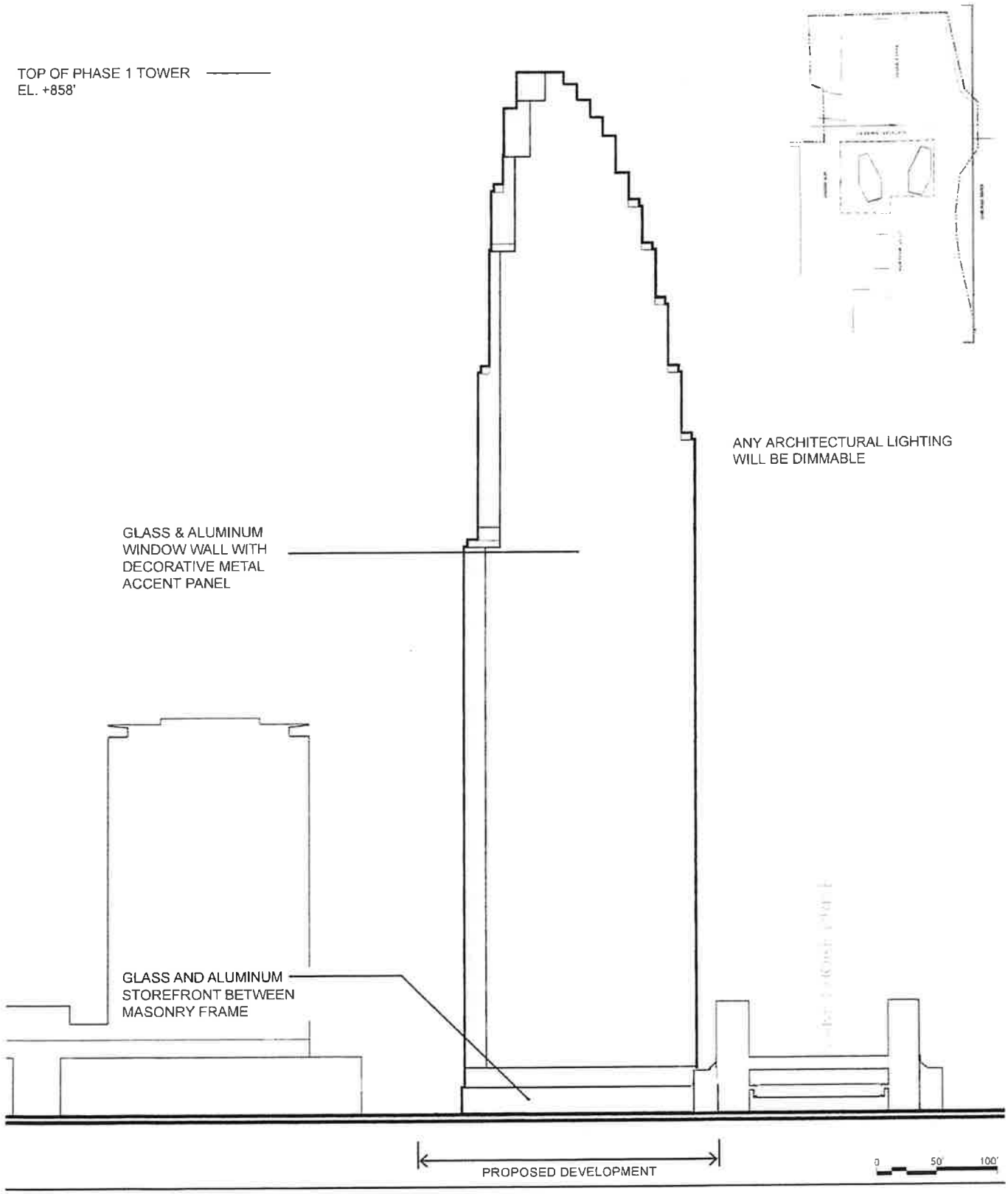

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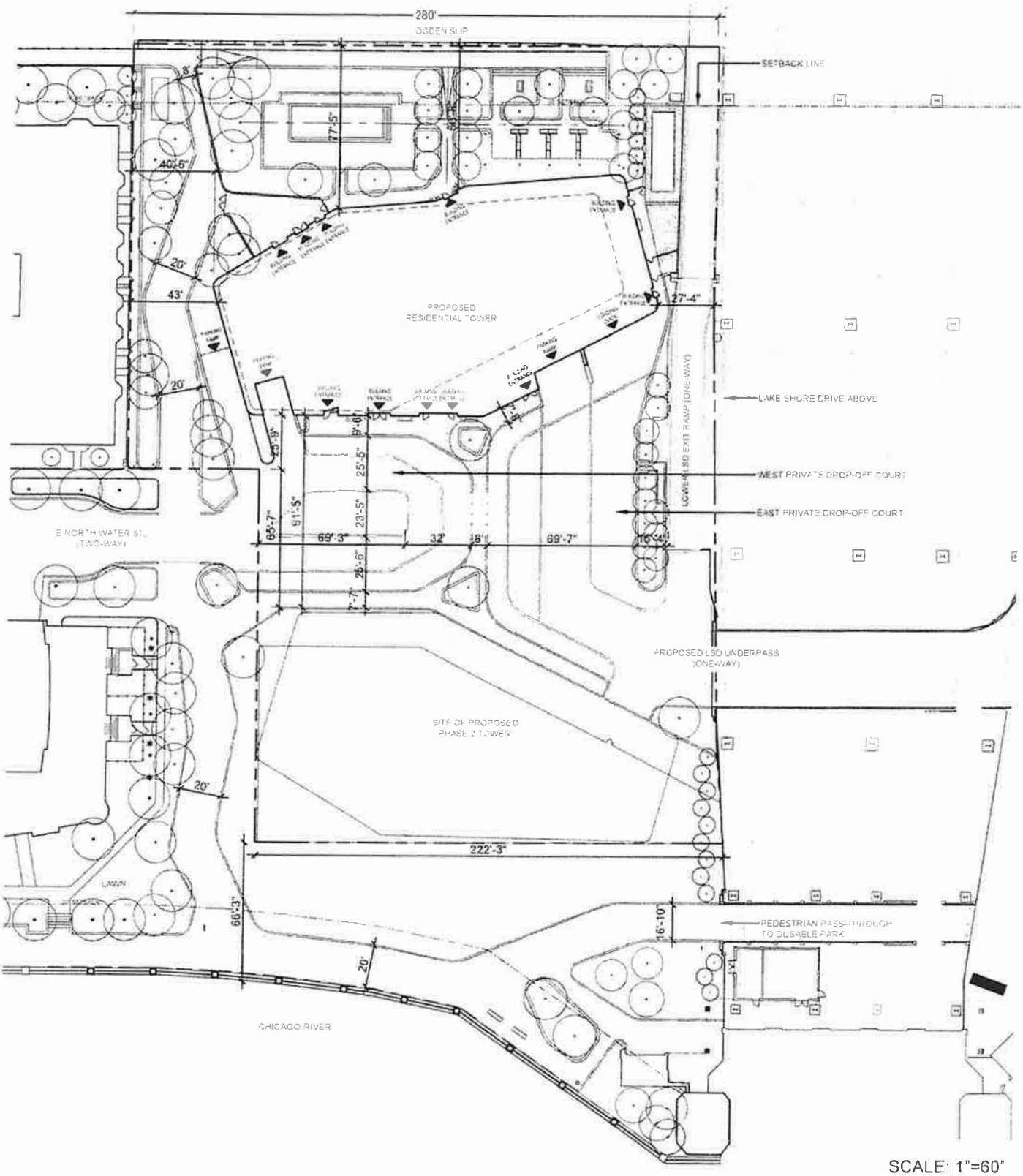
CHICAGO RIVER ELEVATION
PHASE 1



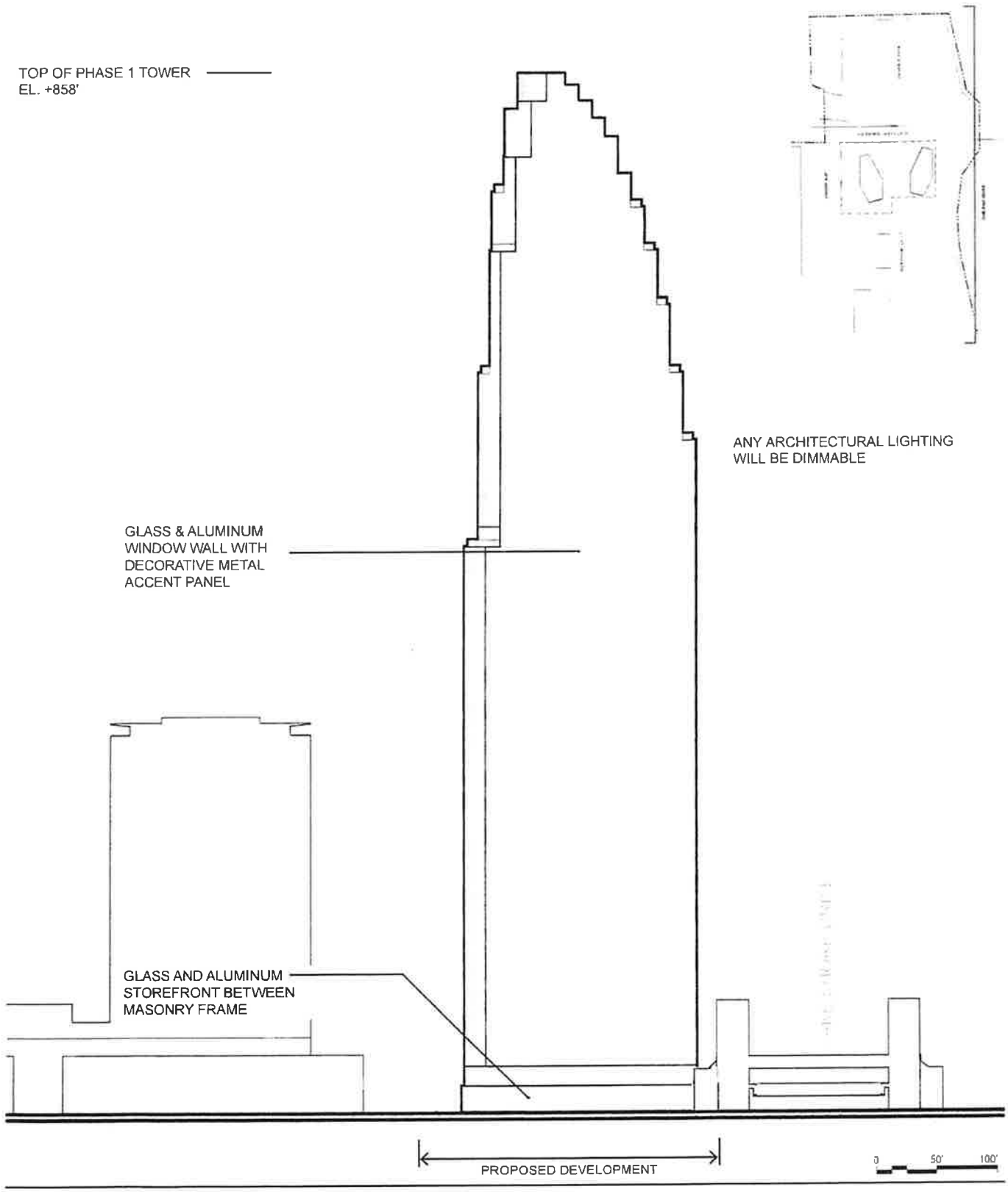
SCALE: 1"=60'

0 30' 60' 120'

Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago IL 60611
Revision Date: June 26, 2023

SITE PLAN - PHASE 1

N



Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago, IL 60611
Revision Date: June 26, 2023

CHICAGO RIVER ELEVATION
PHASE 1

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

August 18, 2023

Katie Jahnke Dale
DLA Piper LLP
444 West Lake Street, Suite 900
Chicago, Illinois 60606

Re: Minor Change to Planned Development No. 368, Sub-parcel E.3 – 400 Lake Shore Drive

Dear Ms. Janke Dale,

Please be advised that your request for a minor change to Planned Development No. 368 ("PD 368") has been considered by the Department of Planning and Development ("DPD") pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement Number 18 of PD 368.

RMW Acquisition Company LLC (the "Applicant"), the sole owner of Sub-parcel E.3, has filed a minor change to modify the design of the site and proposed building in Sub-parcel E.3 in PD 368. As a result, the modifications listed below and shown in the exhibits listed below have been made.

Elevations:

1. The terrace setback locations have been revised to start higher on the façade. The number of setbacks to reach the top of the building remains the same. The overall building height has decreased from 875' to 858'.
2. The decorative metal accent panels at the east and west facades have been replaced with custom mullion caps. The principal north and south wall expression is unchanged.
3. The Level 2 enclosure has been changed from curtainwall to brick to match the Level 1 enclosure.

Site Plan:

1. The width of the path connecting the Riverwalk to Ogden Slip was revised to be 20' in width to allow emergency vehicle access to the north side of the Phase 1 tower.
2. Wood decking at the Riverwalk seating area has been replaced with concrete paving similar to the adjacent path.
3. The Phase 2 site area has been revised to defer implementation of the final landscape design to Phase 2 to minimize the amount of paving and planting that will have to be removed for Phase 2 construction to occur.

4. The motor court configuration has evolved in response to the planning requirements of the building:
    a. The west motor court has extended further east to allow for better access to the building entries for residents and increased queuing areas for cars.
    b. The east motor court has been adjusted to allow for the required maneuvering clearances at the loading dock.
    c. The entry to the west garage has been revised per structural and garage circulation requirements and to allow for a retail presence at the base of the building.
    d. The plantings at the motor court have been adjusted to fit the reconfigured plan. The density and shape of trees at the east motor court are designed to partially screen DuSable Lake Shore Drive.

Pedestrian Underpass and Screen Wall:

1. The width of the pedestrian underpass has decreased from 20'-0" to 16'-10" due to the existing constraints, including the columns supporting DuSable Lake Shore Drive on the north side of the underpass and the ComEd building on the south side.
2. The project has eliminated the full height screen wall along DuSable Lake Shore Drive and included instead partial height portals at the pedestrian underpass leading to the future DuSable Park and at the vehicular underpass leading to the entry ramp to northbound DuSable Lake Shore Drive.

Ogden Slip Landscape Area

1. The area between the Phase 1 tower and Ogden Slip has been further developed for resident use and includes a pool and seating areas with grills and fire pits. The design includes the following features:
    a. The plantings, path, and fencing along the edge of the slip continues the design occurring in front of the townhouses to the west. Seating and additional plantings are included within the 30' setback as allowed by the Chicago River Design Guidelines.
    b. The permanent construction elements of the pool area and grill stations are located south of and outside the 30' setback.
    c. A planting buffer is provided between the pool area and the townhouses to the west.
    d. A publicly accessible outdoor terrace for the retail café has been created adjacent to the public path between Ogden Slip and the Riverwalk.

The approval includes the following attached exhibits prepared by SOM:

- Site Plan – Phase 1
- Site Plan – Phase 2
- Ground Level Plan
- FAR Bonus Calculations
- Landscape Plan - Phase 1
- Landscape Plan – Phase 2

- Partial Landscape Plan (North – Phase 1&2)
- Partial Landscape Plan (South – Phase 1)
- Partial Landscape Plan (South - Phase 2)
- Landscape Plant List & Details
- Landscape Plant List – Phase 1
- Chicago River Elevation – Phases 1 & 2
- Chicago River Elevation – Phase 1
- Ogden Slip Elevation – Phases 1 & 2
- Lake Shore Drive Elevation – Phases 1 & 2
- North Water Street Elevation – Phases 1 & 2
- Typical Façade Detail (Tower East & West Facades) – Proposed Design – Typical
- Typical Façade Detail (Ground Level Facade) – Proposed Design – Typical
- Typical Façade Detail (Lake Shore Drive Pass-Through) – Proposed Design
- Riverwalk Wayfinding & Signage Phase 1

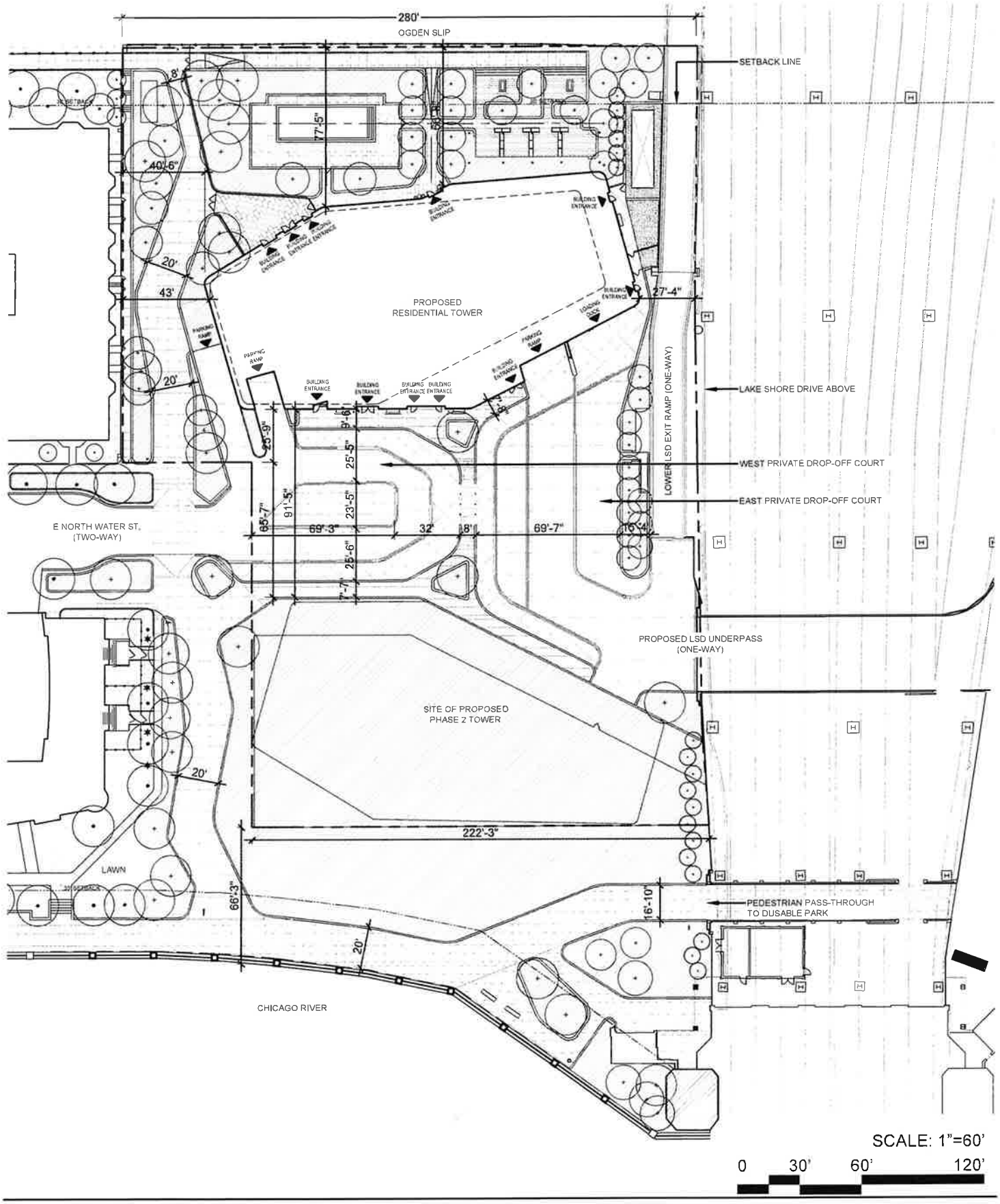
Regarding your request, the Department of Planning and Development has determined that allowing the proposed modifications will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and PD 368, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

Noah Szafraniec,
Assistant Commissioner

CC: Emily Thrun, Mike Marmo, Erik Glass, Main File



Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
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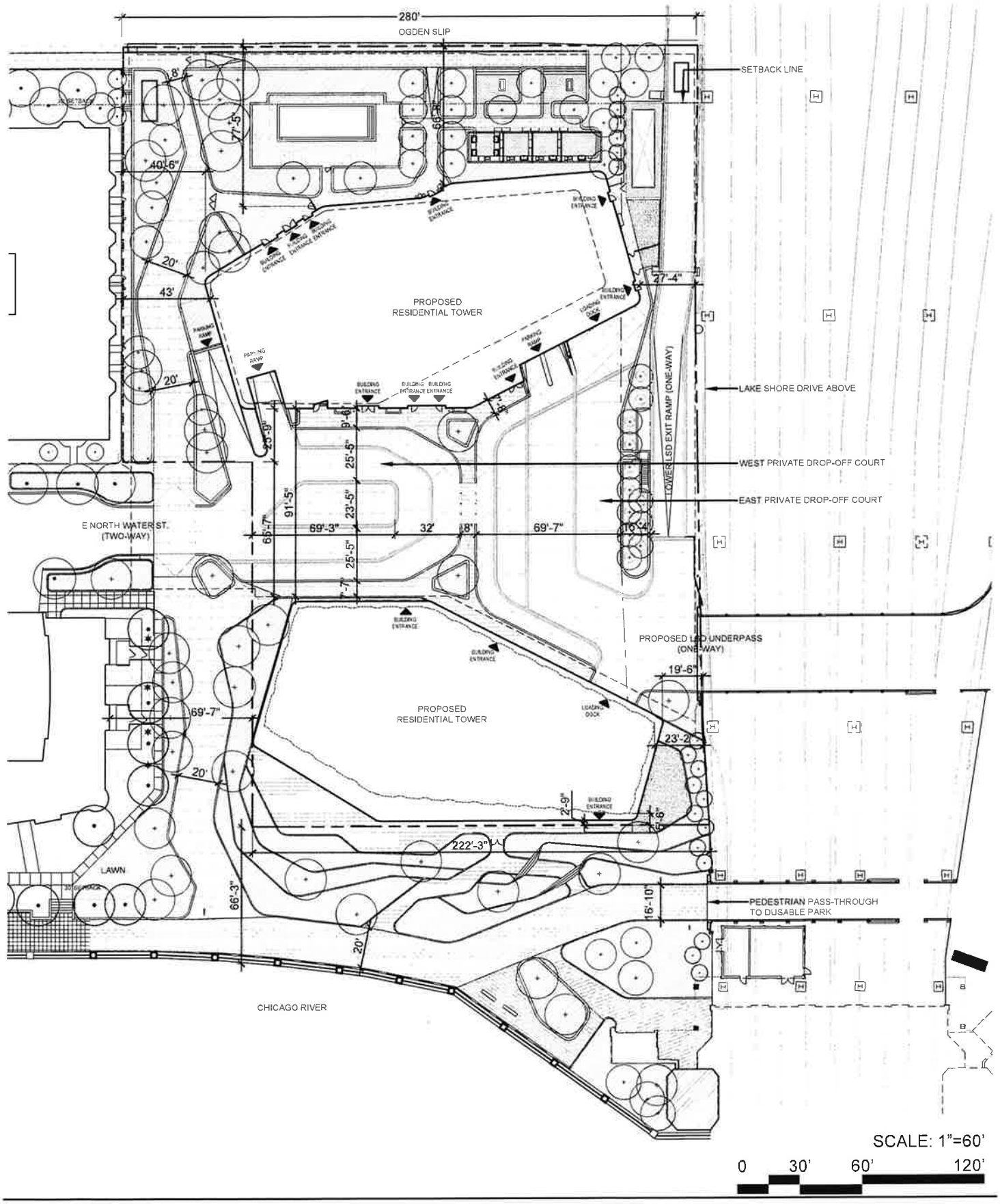
Revision Date: June 26, 2023

SITE PLAN - PHASE 1



Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
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SITE PLAN - PHASE 2

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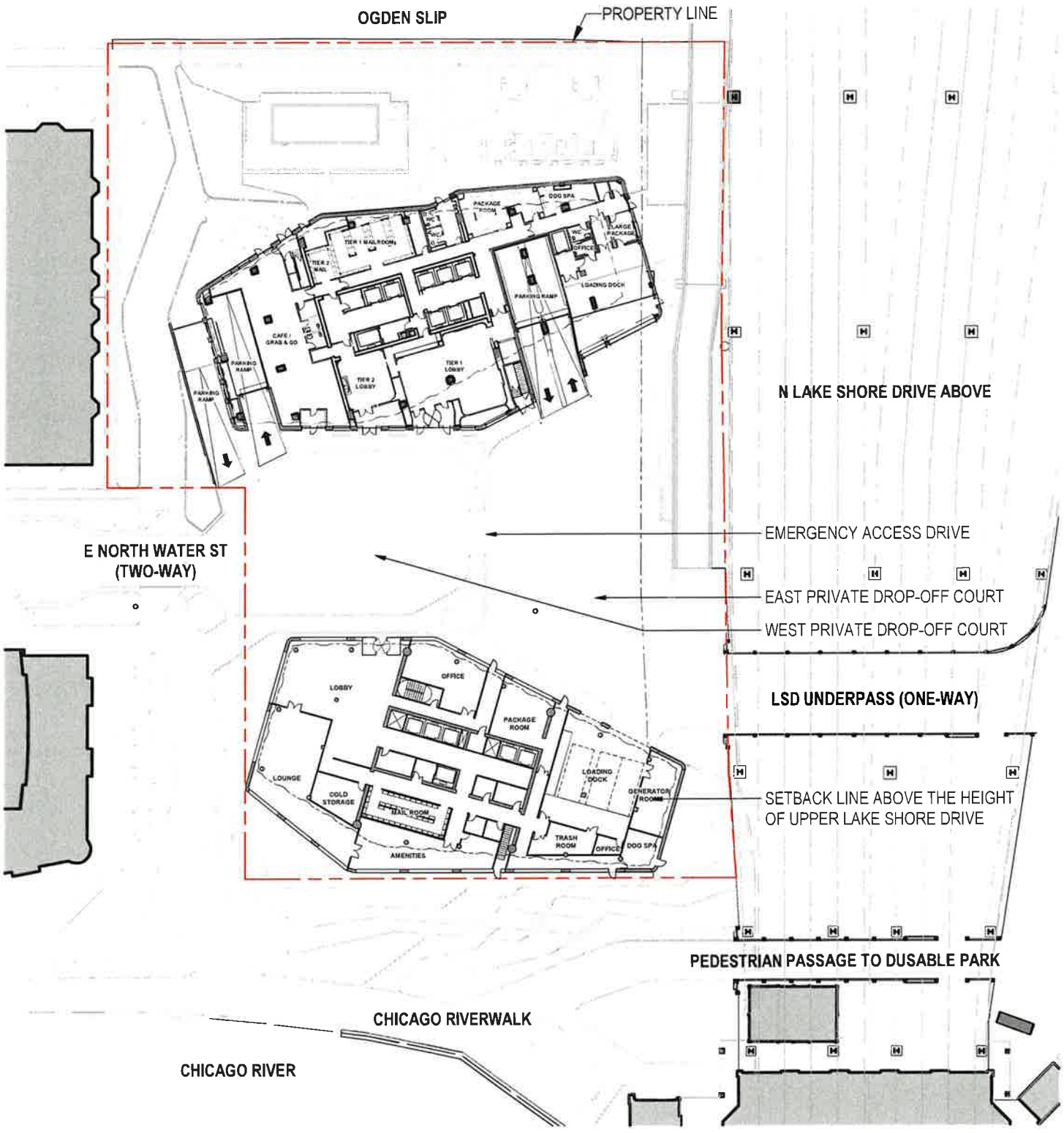

Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
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GROUND LEVEL PLAN

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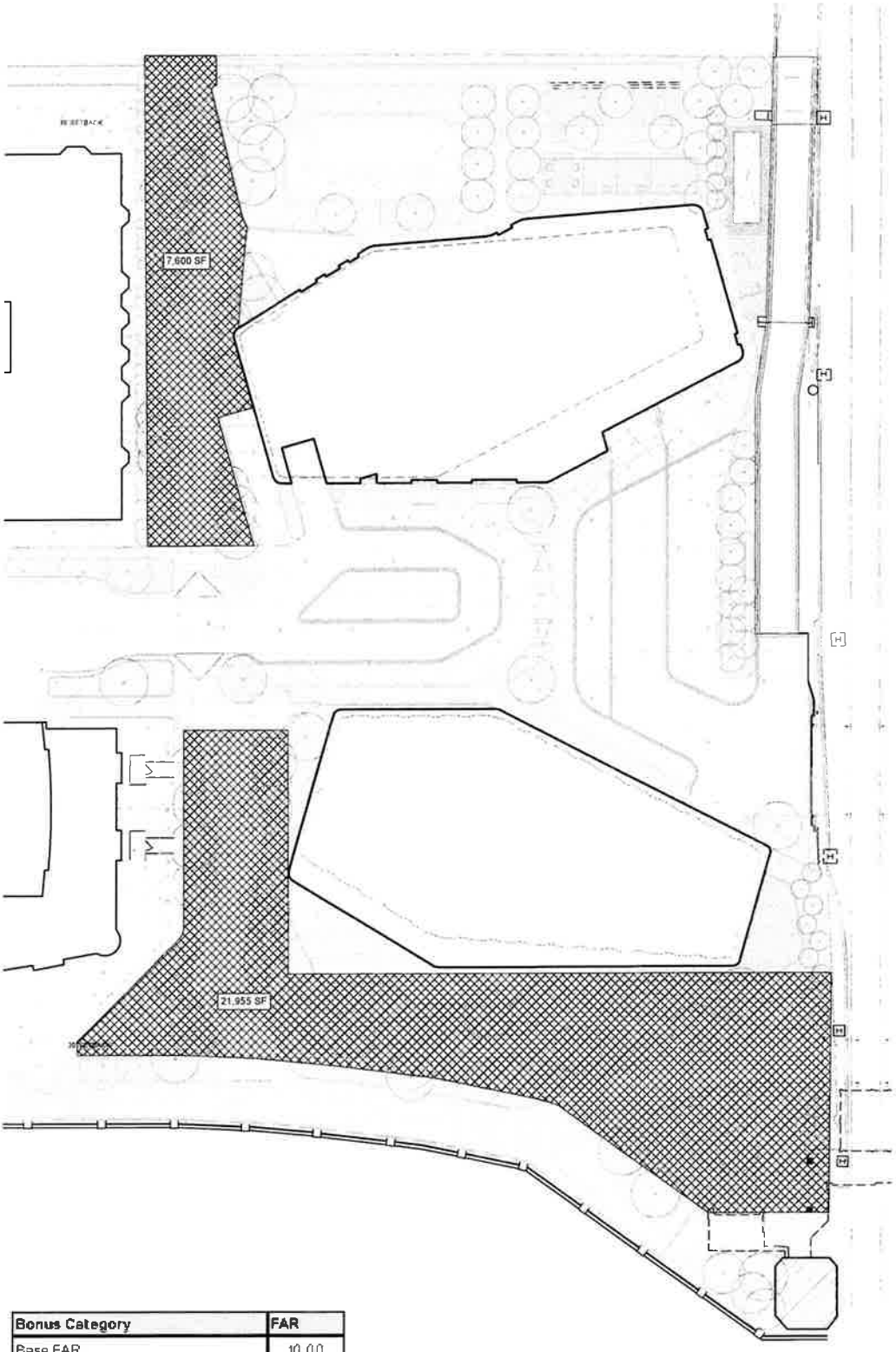

17-4-1004
Affordable Housing Bonus
$3,856,443 contribution

1 SF of Area = 60% Median Land Value
$3,856,443 / (60% x 543/SF) = 112,106 SF
112,106 SF ÷ **1.18 FAR**

Per PD minor change approval dated 9/22/22, project has provided 20% affordable units in lieu of monetary contribution. FAR Bonus to remain as approved at 1.18 FAR

17-4-1016
Underground Parking
Calculation based on 300 spaces

(# Spaces x 350 SF) / Lot Area x 0.15 x Base FAR
(300 x 350 SF) / 95,005 SF x 0.15 x 10 = **1.66 FAR**

17-4-1006
Chicago Riverwalk Improvement
29,555 SF (21,955 + 7600) provided

(Riverwalk Area / Lot Area) x 1.0 x Base FAR
(29,555 SF / 95,005 SF) x 1.0 x 10 = **3.11 FAR**

Project will use previously approved 3.08 FAR

Bonus Category	FAR
Base FAR	10.00
Affordable Housing Bonus	1.18
Chicago Riverwalk	3.08
Underground Parking	1.66
Total	**15.92**

SCALE: 1"=60'

0 30' 60' 120'

Applicant: RMW Acquisition Company LLC
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FAR BONUS CALCULATIONS

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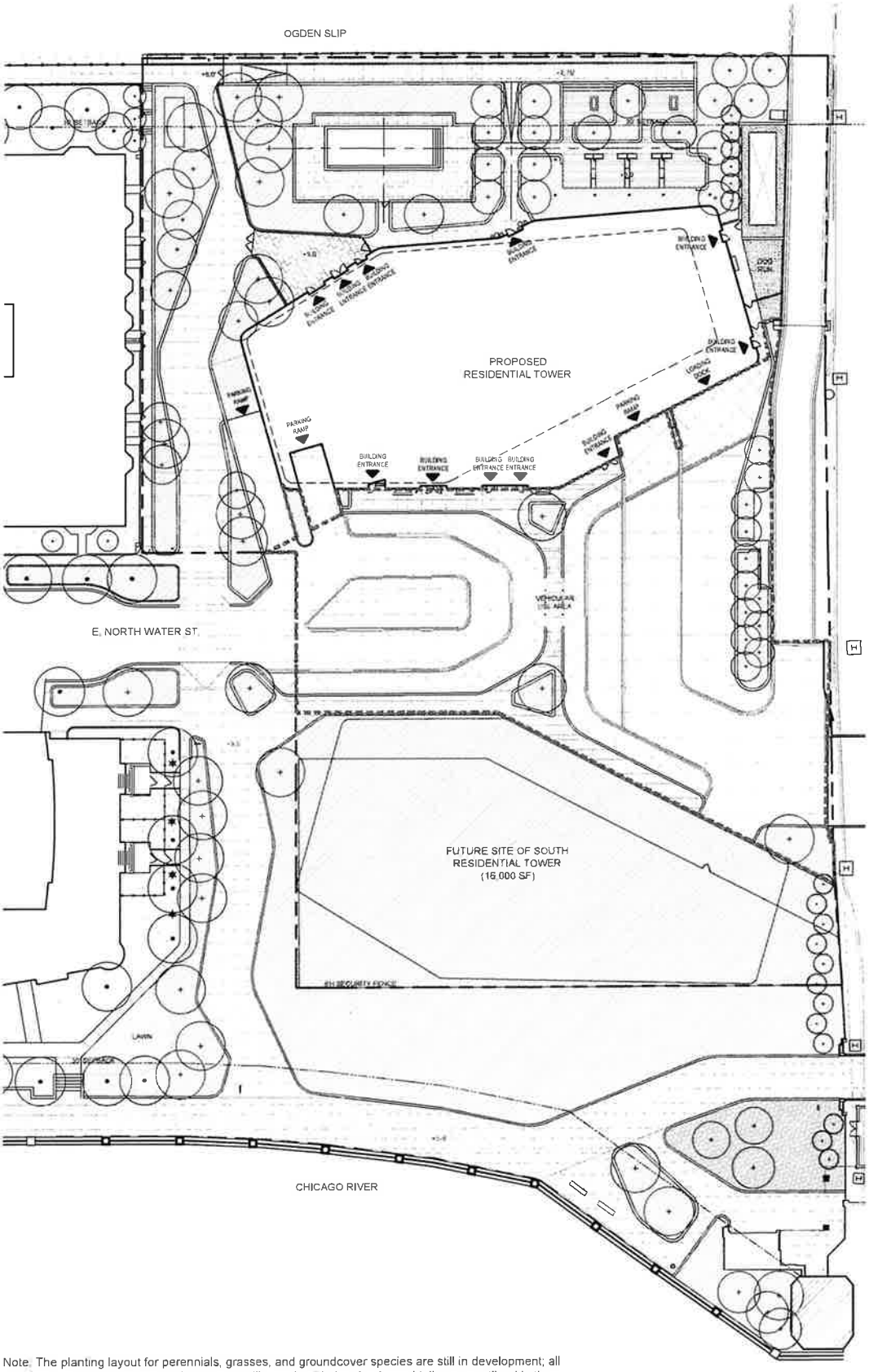


Landscape Plan Legend

- Property Line
- Building Entry
- Fence
- Gate
- Existing Light Pole
- Existing Concrete Paving
- Concrete Paving Type 1
- Concrete Paving Type 2
- Concrete Paving Type 3
- Existing Tree
- Existing Planting
- Proposed Deciduous Tree
- Proposed Evergreen Tree
- Shrubs and Perennial Planting
- Vehicular Use Area Zone
- +0.0 Spot Elevation

Tree Calculations

Total Proposed Site Trees:
(72) Deciduous Trees
(20) Evergreen Trees

Total Chicago River Frontage: 232'
River front trees required: 10
Proposed Riverfront Trees: 12

Total Planting Area: 48,578 SF

Vehicular Use Calculations

Total Area: 24,370 sf
Required Internal Landscape
7.5% x 24,370 sf = 1,828 sf
Actual Landscape Area: 1,575 sft
Trees Required: 1,828/125 = 15 Trees
Actual Tree Planting = 15 trees

Note: The planting layout for perennials, grasses, and groundcover species are still in development; all plantings specified within the setback areas will comply with the planting guidelines as outlined in the Chicago River Design Guidelines. Only native and adapted plant species shall be used and no invasive plant species will be specified.

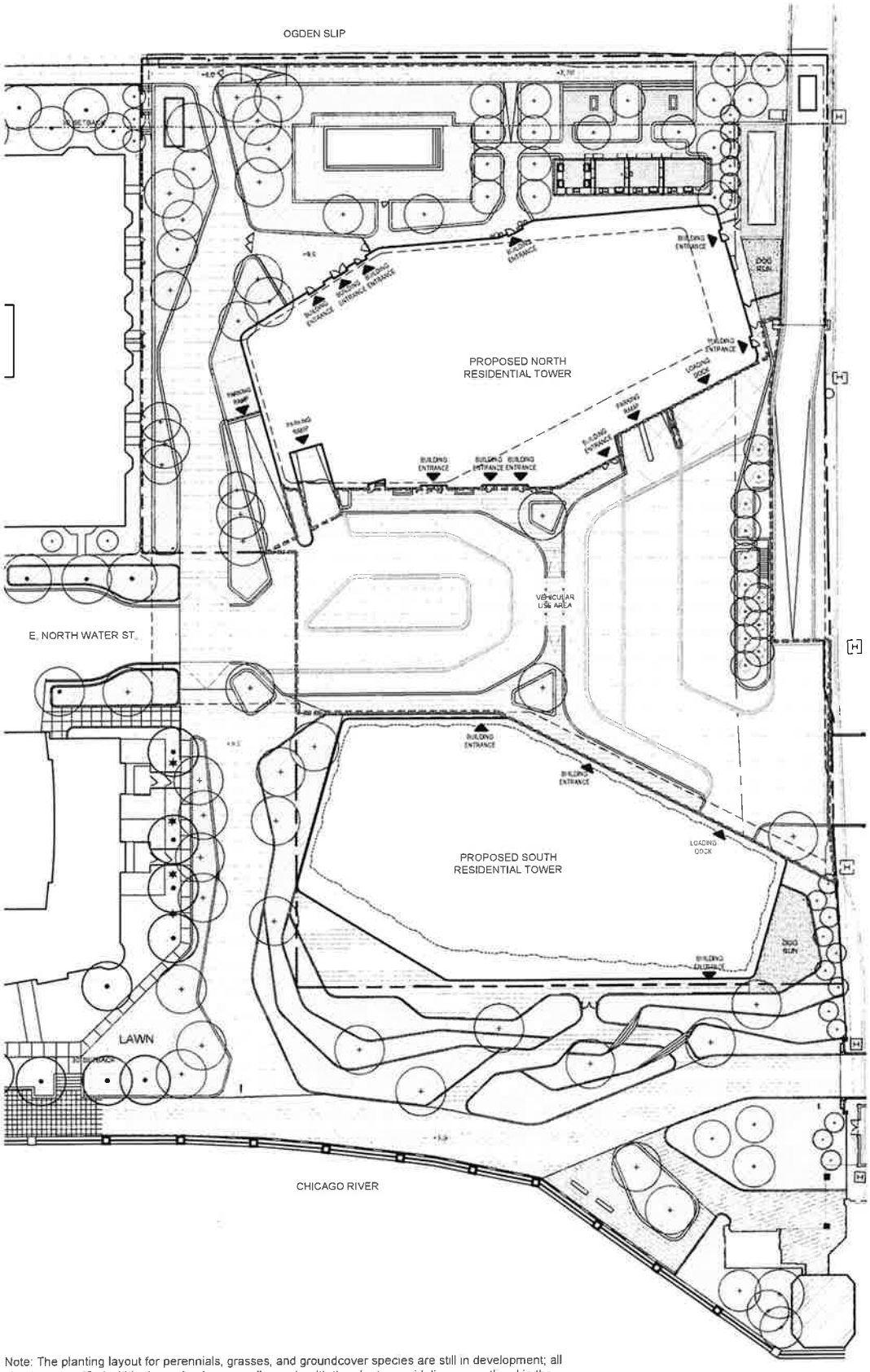
SCALE: 1"=60'

0 30' 60' 120'

Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago, IL 60611
Revision Date: June 26, 2023

LANDSCAPE PLAN
PHASE 1

N



Landscape Plan Legend

- Property Line
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- Existing Tree
- Existing Planting
- Proposed Deciduous Tree
- Proposed Evergreen Tree
- Shrubs and Perennial Planting
- Vehicular Use Area Zone
- +0.0 Spot Elevation

Tree Calculations

Total Proposed Site Trees:
(81) Deciduous Trees
(19) Evergreen Trees

Total Chicago River Frontage: 232'
River front trees required: 10
Proposed Riverfront Trees: 12

Total Planting Area: 44,722 SF

Vehicular Use Calculations

Total Area: 24,370 sf
Required Internal Landscape
7.5% x 24,370 sf = 1,828 sf
Actual Landscape Area: 1,575 sft
Trees Required: 1,828/125 = 15 Trees
Actual Tree Planting = 15 trees

Note: The planting layout for perennials, grasses, and groundcover species are still in development; all plantings specified within the setback areas will comply with the planting guidelines as outlined in the Chicago River Design Guidelines. Only native and adapted plant species shall be used and no invasive plant species will be specified.

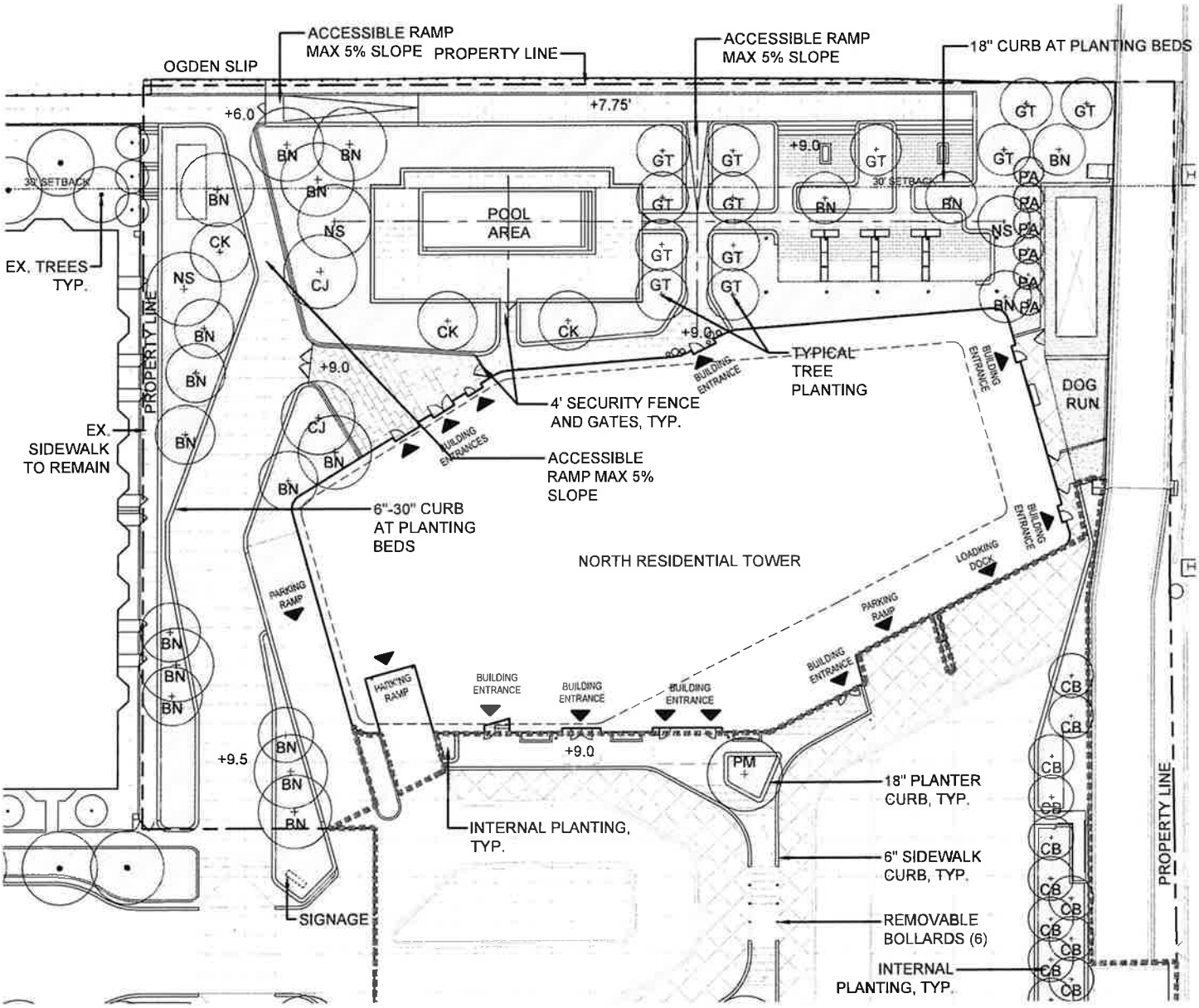
SCALE: 1"=60'

0 30' 60' 120'

Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago, IL 60611
Revision Date: June 26, 2023

LANDSCAPE PLAN
PHASE 2

N



Landscape Plan Legend

- Property Line
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- Concrete Paving Type 3
- Existing Tree
- Existing Planting
- Proposed Deciduous Tree
- Proposed Evergreen Tree
- Proposed Shrubs and Perennial Planting
- +0.0 Spot Elevation
- Vehicular Use Area Zone

Note: The planting layout for perennials, grasses, and groundcover species are still in development; all plantings specified within the setback areas will comply with the planting guidelines as outlined in the Chicago River Design Guidelines. Only native and adapted plant species shall be used and no invasive plant species will be specified.

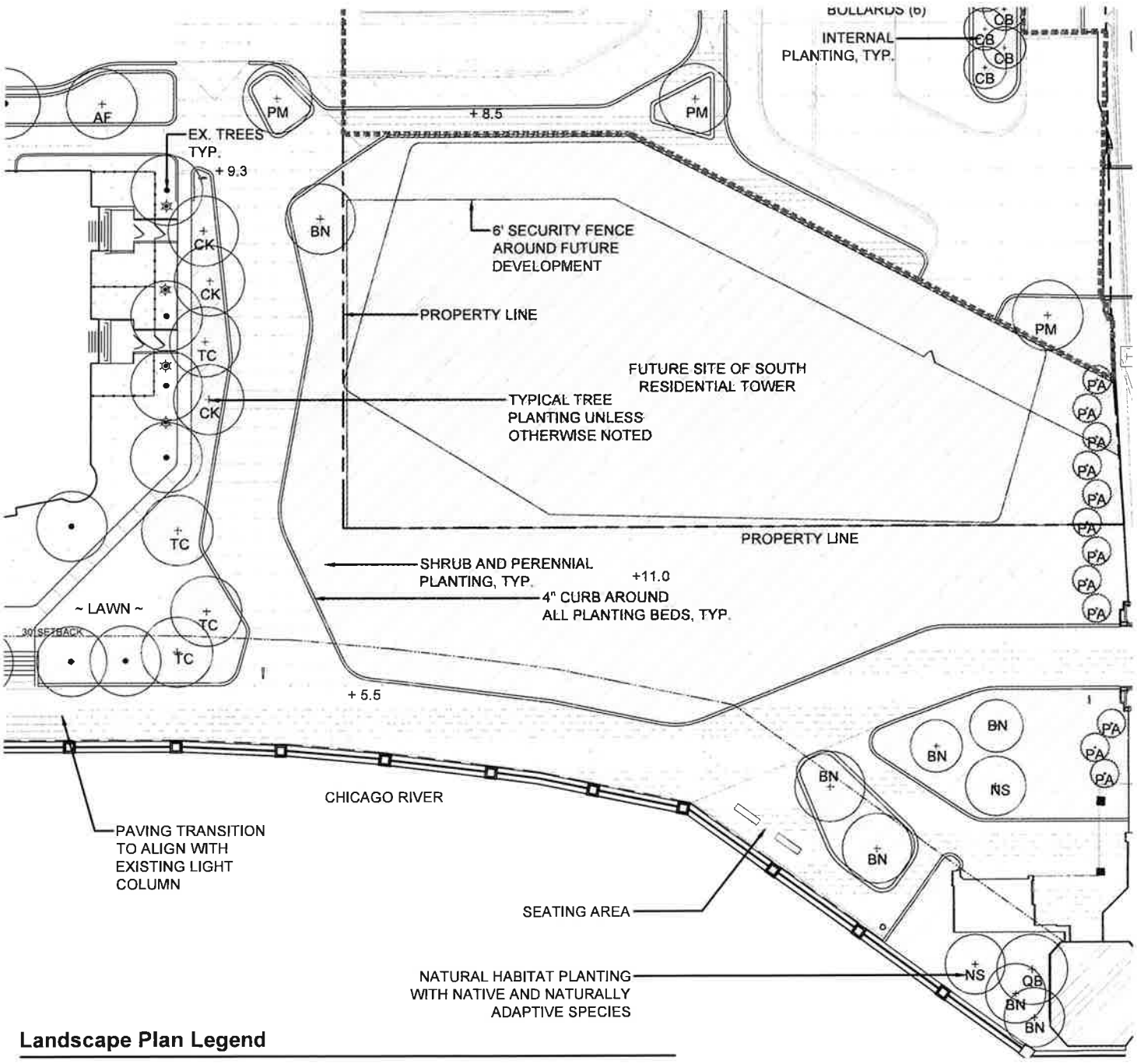
SCALE: 1"=40'

0 20 40 80

Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago, IL 60611
Revision Date: June 26, 2023

PARTIAL LANDSCAPE PLAN
NORTH - PHASE 1&2

N



Landscape Plan Legend

- Property Line
- Building Entry
- Fence
- Gate
- Existing Light Pole
- Existing Concrete Paving
- Concrete Paving Type 1
- Concrete Paving Type 2
- Concrete Paving Type 3
- Existing Tree
- Existing Planting
- Proposed Deciduous Tree
- Proposed Evergreen Tree
- Proposed Shrubs and Perennial Planting
- +0.0 Spot Elevation
- Vehicular Use Area Zone

Note: The planting layout for perennials, grasses, and groundcover species are still in development; all plantings specified within the setback areas will comply with the planting guidelines as outlined in the Chicago River Design Guidelines. Only native and adapted plant species shall be used and no invasive plant species will be specified.

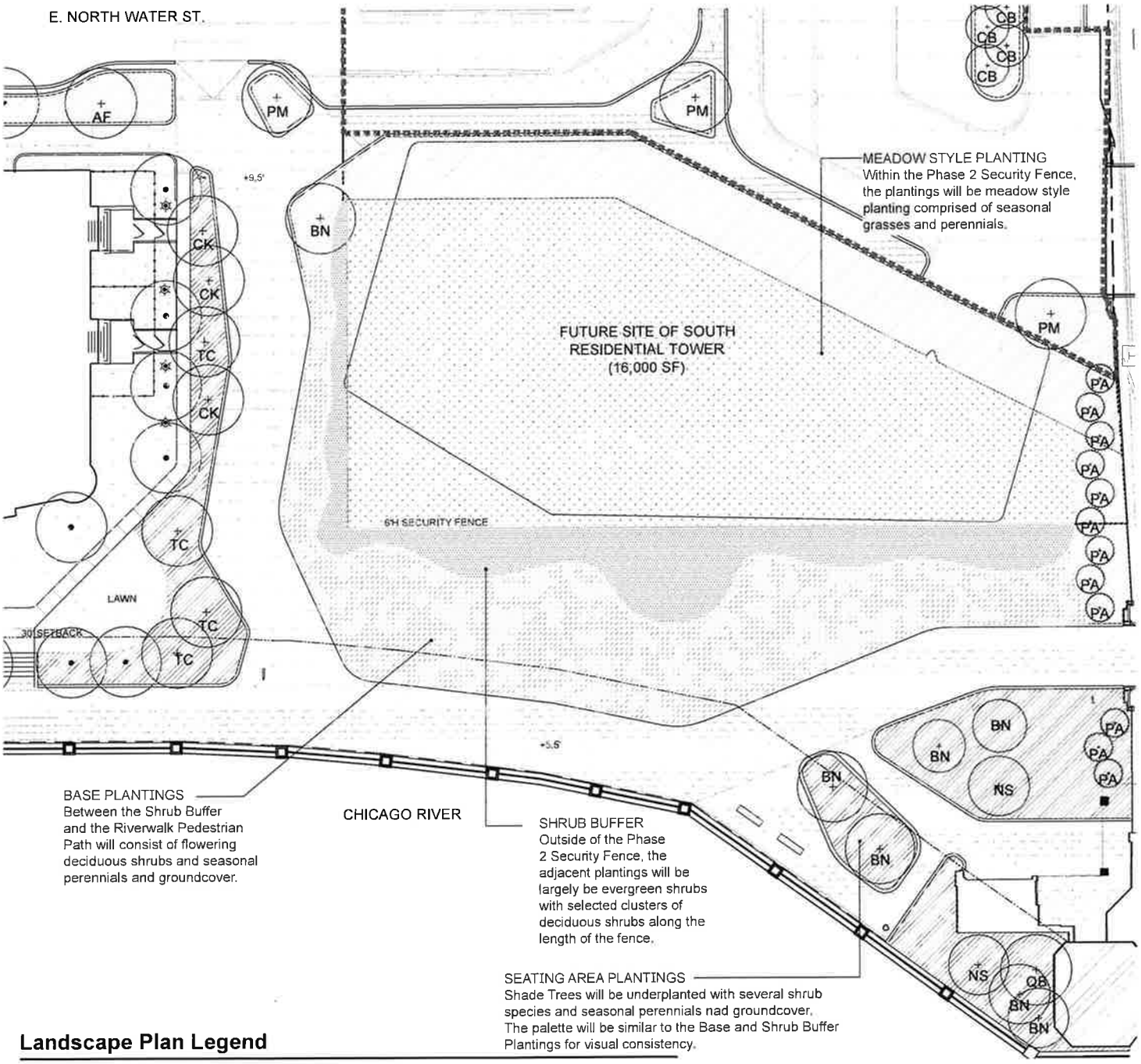
SCALE: 1"=40'

0 20 40 80

Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago, IL 60611
Revision Date: June 26, 2023

PARTIAL LANDSCAPE PLAN
SOUTH - PHASE 1

N



Landscape Plan Legend

- Property Line
- Building Entry
- Fence
- Gate
- Existing Light Pole
- Existing Concrete Paving
- Concrete Paving Type 1
- Concrete Paving Type 2
- Concrete Paving Type 3
- Existing Tree
- Existing Planting
- Proposed Deciduous Tree
- Proposed Evergreen Tree
- Proposed Shrubs and Perennial Planting
- +0.0 Spot Elevation
- Vehicular Use Area Zone

Note: The planting layout for perennials, grasses, and groundcover species are still in development; all plantings specified within the setback areas will comply with the planting guidelines as outlined in the Chicago River Design Guidelines. Only native and adapted plant species shall be used and no invasive plant species will be specified.

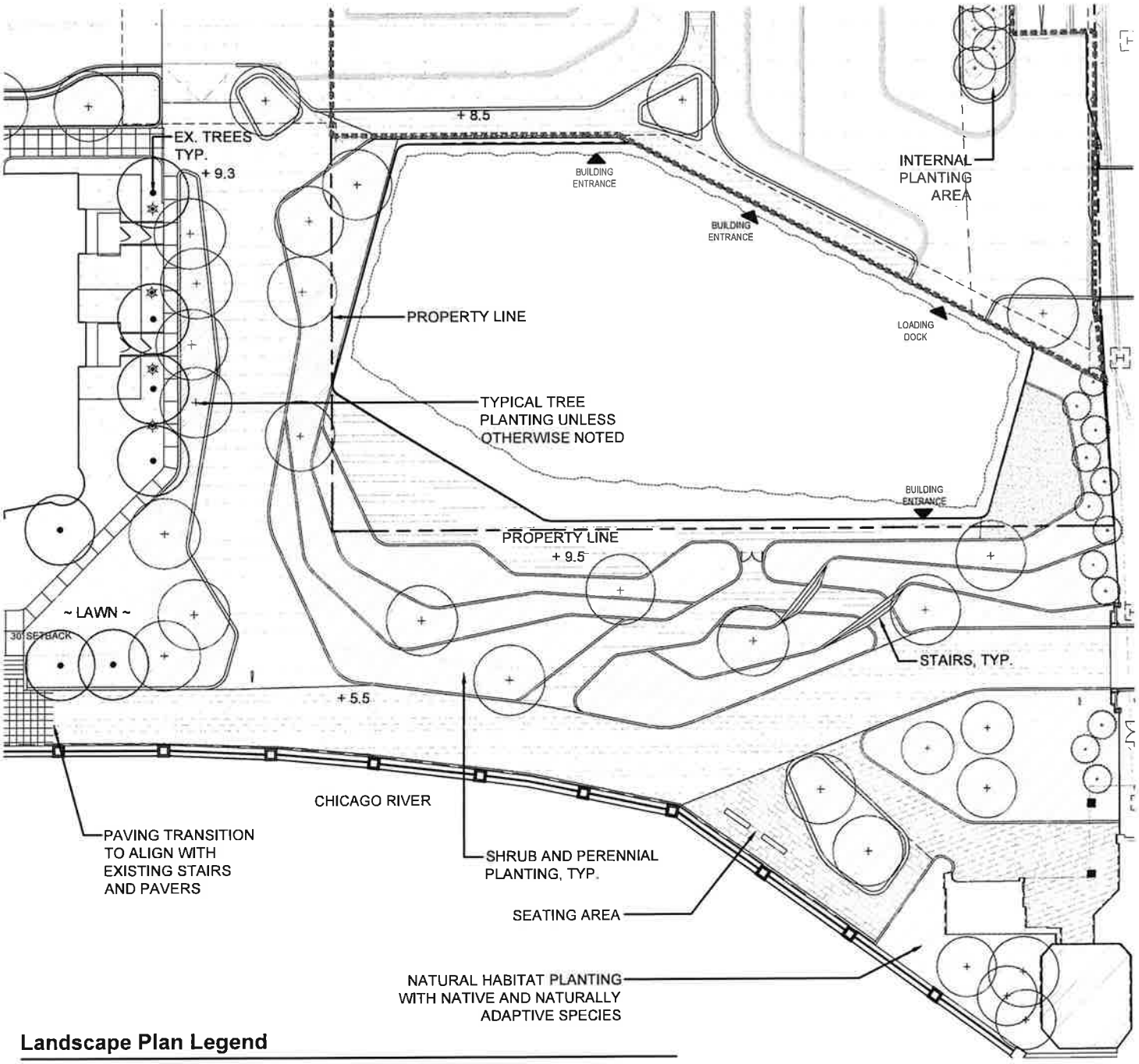
SCALE: 1"=40'

0 20 40 80

Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago, IL 60611
Revision Date: June 26, 2023

PARTIAL LANDSCAPE PLAN
SOUTH - PHASE 1 DESIGN CONCEPT

N



Landscape Plan Legend

- Property Line
- Building Entry
- Fence
- Gate
- Existing Light Pole
- Existing Concrete Paving
- Concrete Paving Type 1
- Concrete Paving Type 2
- Concrete Paving Type 3
- Existing Tree
- Existing Planting
- Proposed Deciduous Tree
- Proposed Evergreen Tree
- Proposed Shrubs and Perennial Planting
- +0.0 Spot Elevation
- Vehicular Use Area Zone

Note. The planting layout for perennials, grasses, and groundcover species are still in development; all plantings specified within the setback areas will comply with the planting guidelines as outlined in the Chicago River Design Guidelines. Only native and adapted plant species shall be used and no invasive plant species will be specified.

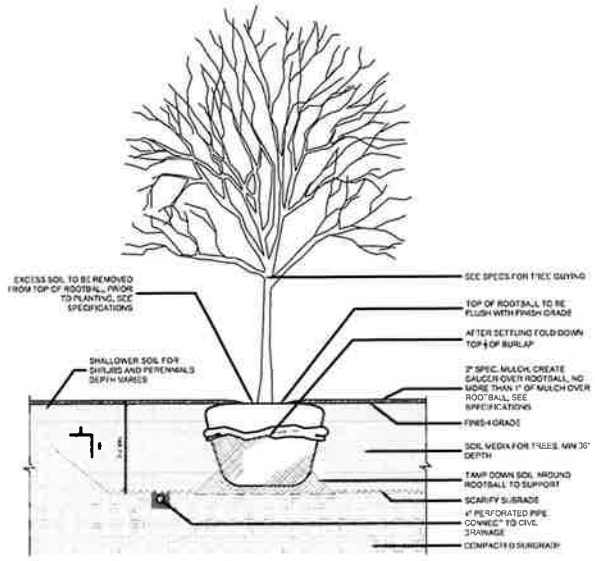
SCALE: 1"=40'

0 20 40 80

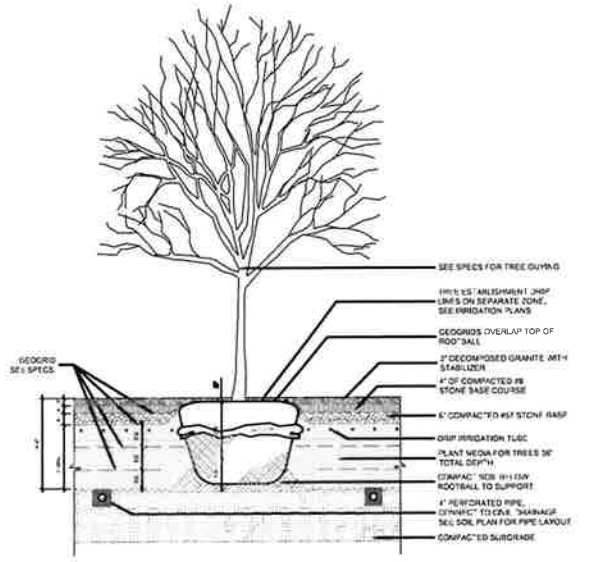
Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago, IL 60611
Revision Date: June 26, 2023

PARTIAL LANDSCAPE PLAN
SOUTH - PHASE 2

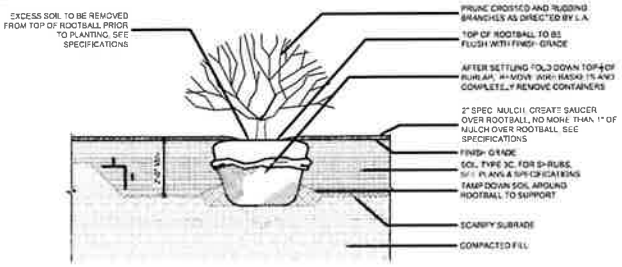
N



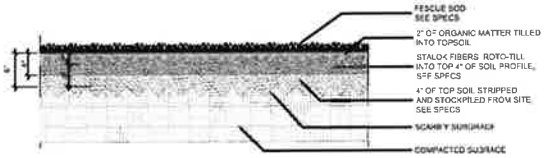
1 TYPICAL TREE PLANTING DETAIL
SCALE : 1/8" = 1'-0"



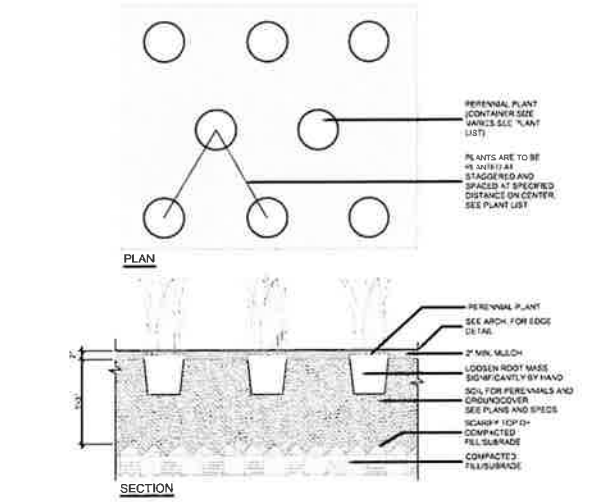
2 TREE PLANTING IN STABILIZED GRAVEL
SCALE : 1/8" = 1'-0"



3 TYPICAL SHRUB PLANTING DETAIL
SCALE : 1/8" = 1'-0"



4 TYPICAL SOD DETAIL FOR HIGH USE AREAS
SCALE : 3/8" = 1'-0"



5 TYPICAL PERENNIAL PLANTING DETAIL
SCALE : 3/8" = 1'-0"

Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago, IL 60611
Revision Date: June 26, 2023

LANDSCAPE PLANT LIST & DETAILS

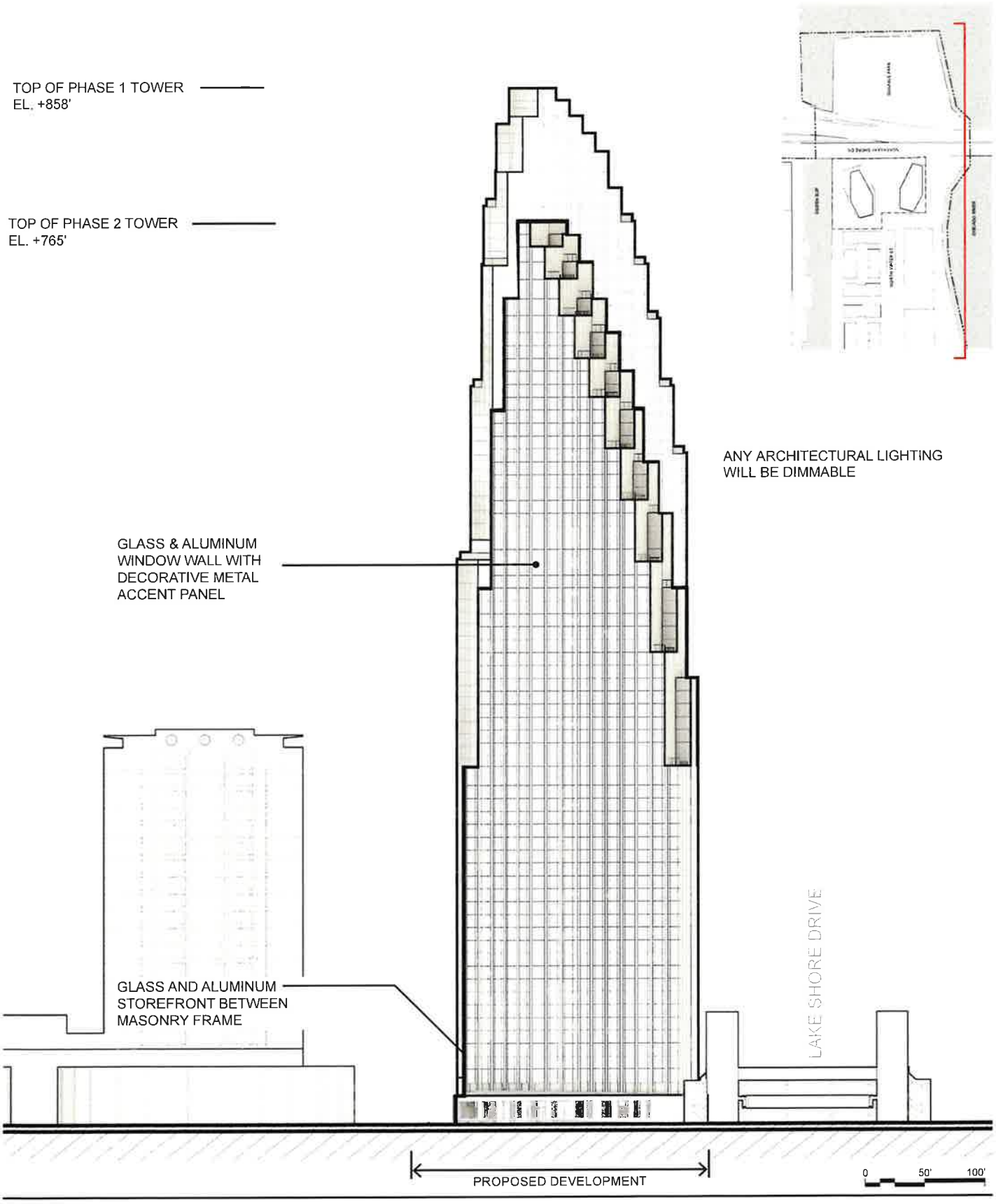
Tree Planting Schedule - Phase 1

Deciduous Trees					
XX	**QTY**	**Botanical Name**	**Common Name**	**Size**	**Condition**
AF	1	*Acer x freemanii*	Freeman Maple	4" Caliper	B&B
BN	26	*Betula nigra 'Heritage'*	Heritage River Birch	10-12', Clump	B&B
CB	12	*Carpinus betulus 'Fastigiata'*	Columnar Hornbeam	4" Caliper	B&B
CJ	2	*Cercidiphyllum japonicum*	Katsuratree	10-12', Clump	B&B
CK	6	*Cornus kousa*	Kousa Dogwood	8-10', Clump	B&B
GT	12	*Gleditsia triacanthos var. inermis 'Skyline'*	Skyline Honeylocust	4" Caliper	B&B
NS	5	*Nyssa sylvatica*	Black Gum, Tupelo	4" Caliper	B&B
PM	4	*Platanus x acerifolia 'Morton Circle'*	Exclamation! London Planetree	4" Caliper	B&B
QB	1	*Quercus bicolor*	Swamp White Oak	4" Caliper	B&B
TC	4	*Tilia cordata*	Littleleaf Linden	4" Caliper	B&B
Coniferous Trees					
XX	**QTY**	**Botanical Name**	**Common Name**	**Size**	**Condition**
PA	18	*Picea abies*	Norway Spruce	10-12'	B&B

Shrubs

Botanical Name	Common Name	Shrub Type
Azalea Delaware 'Valley White'	Evergreen azalea	Evergreen
Aesculus parviflora	Bottlebrush Buckeye	Deciduous
Buxus 'Green Velvet'	Green Velvet Boxwood	Evergreen
Callicarpa dichtoma Issai	Beautyberry	Deciduous
Clethra alnifolia 'hummingbird'	Summersweet Clethra	Deciduous
Cornus 'Ivory Halo'	Ivory Halo Dogwood	Deciduous
Cotoneaster apiculatus	Cranberry Cotoneaster	Deciduous
Fothergilla gardenii	Dward Fothergilla	Deciduous
Hamamelis x intermedia 'Arnold Promise'	Arnold Promise Witchhazel	Deciduous
Hammamelis virginiana	Common Witchhazel	Deciduous
Hydrangea paniculata 'Limelight'	Limelight Hardy Hydrangea	Deciduous
Hydrangea quercifolia	Oakleaf Hydranges	Deciduous
Ilex glabra 'Shamrock'	Inkberry	Evergreen
Itea virginica 'Henry's Garnet'	Virginia sweetspire	Deciduous
Ilex verticillata 'Winter Red'	Winterberry	Deciduous
Juniperus horizontalis	Creeping Juniper	Evergreen
Kalmia latifolia 'Snowdrift'	Mountain Laurel	Evergreen
Microbiota decussata	Siberian Cypress	Evergreen
Pieris japonica 'Brouwer's Beauty'	Japanese Pieris	Evergreen
Rhus typhina 'Tiger Eyes'	Cutleaf Staghorn Sumac	Deciduous
Rhododendron 'English Roseum'	Rhododendron 'English Roseum'	Evergreen
Rhododendron Olga Mezzit	Olga Mezitt Rhododendron	Evergreen
Taxus baccata 'Repandens'	Weeping Yew	Evergreen
Viburnum carlesii 'Cayuga'	Koreanspice viburnum	Deciduous
Viburnum dentatum 'Chicago Luster'	Chicago Lustre Viburnum	Deciduous
Viburnum 'Juddii'	Judd Viburnum	Deciduous
Viburnum burkwoodii 'Mohawk'	Burkwood viburnum	Deciduous

Note: The planting layout for perennials, grasses, and groundcover species are still in development; all plantings specified within the setback areas will comply with the planting guidelines as outlined in the Chicago River Design Guidelines. Only native and adapted plant species shall be used and no invasive plant species will be specified.



Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
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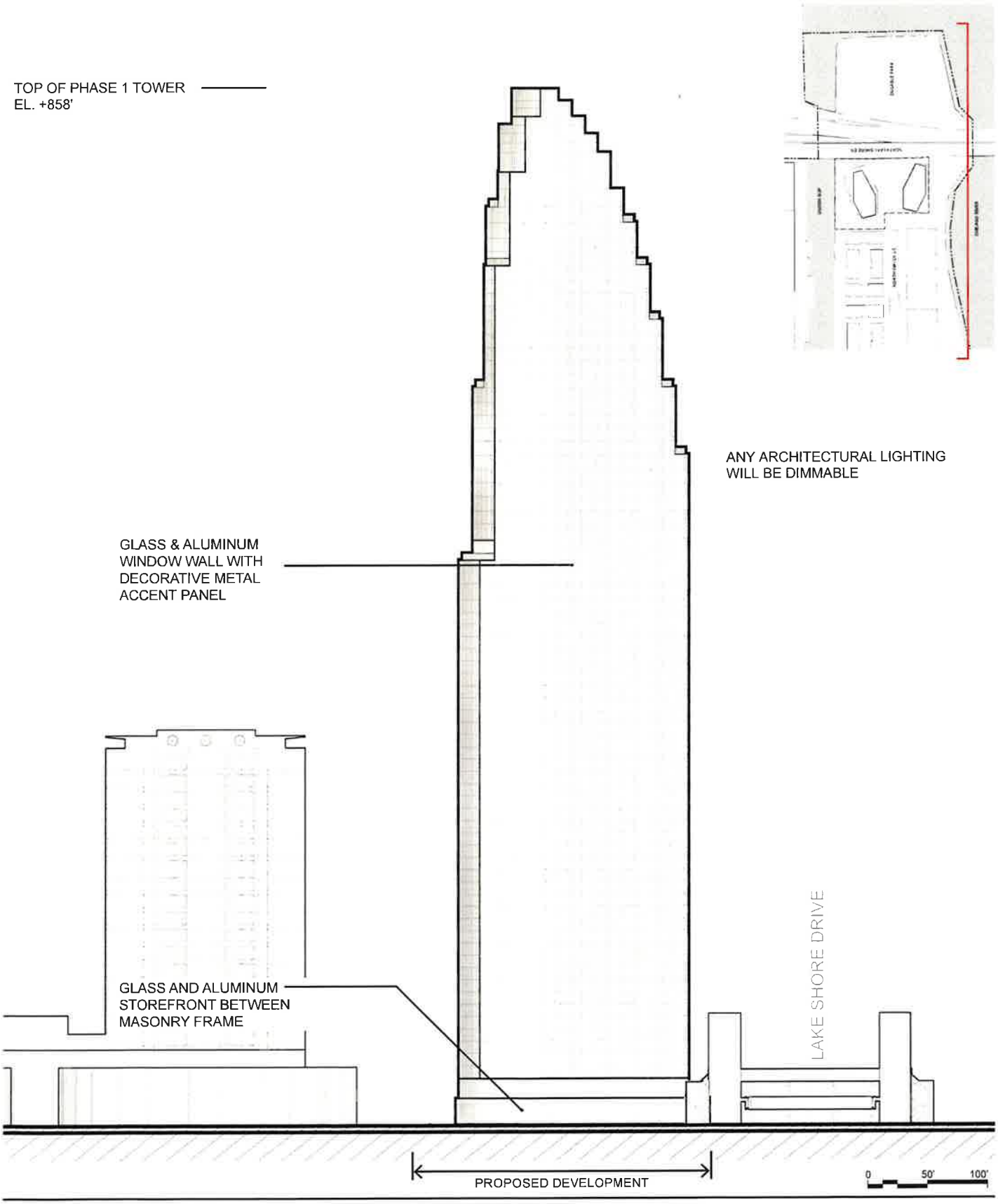
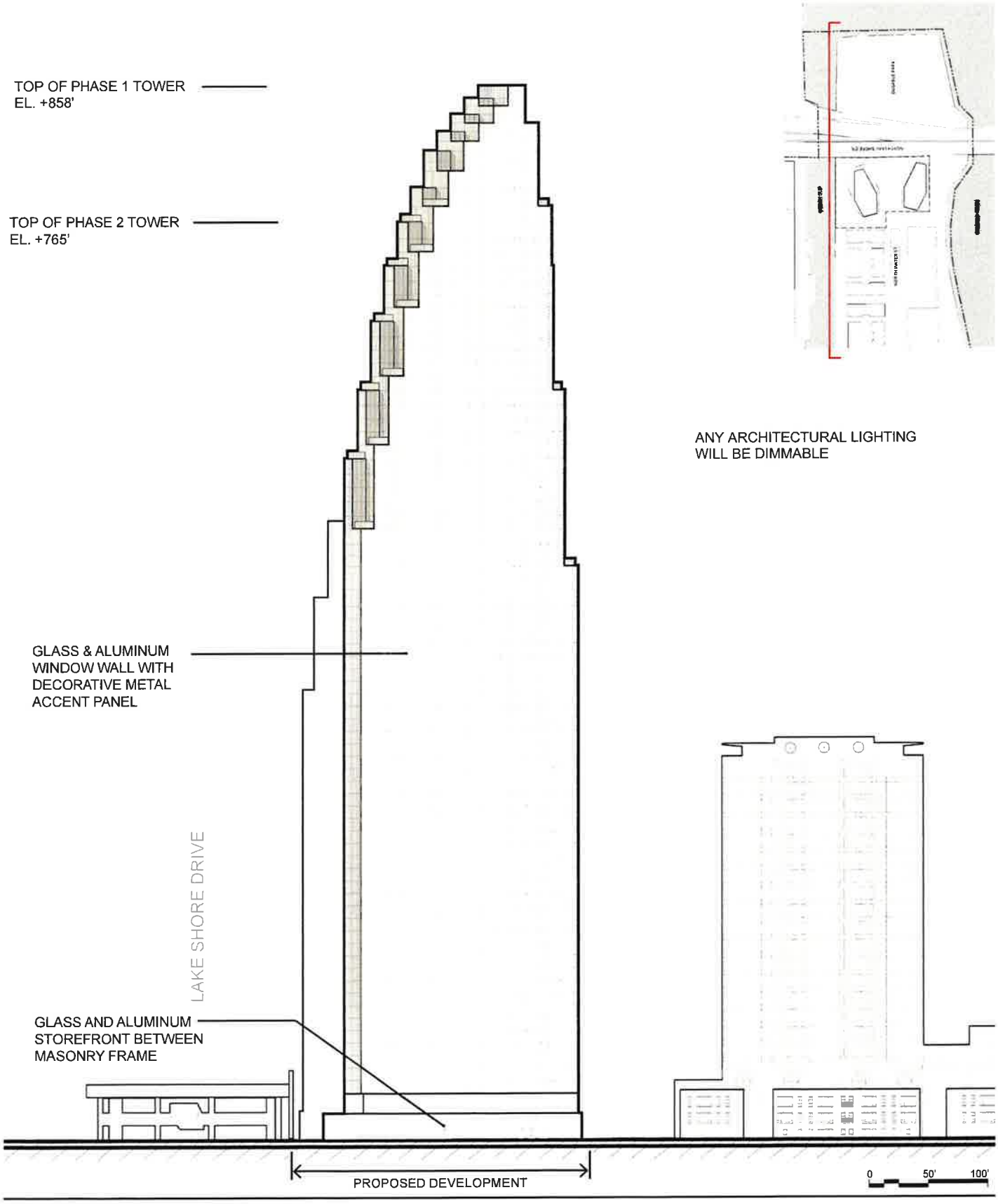
Revision Date: June 26, 2023

CHICAGO RIVER ELEVATION
PHASES 1 & 2



Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago, IL 60611
Revision Date: June 26, 2023

CHICAGO RIVER ELEVATION
PHASE 1



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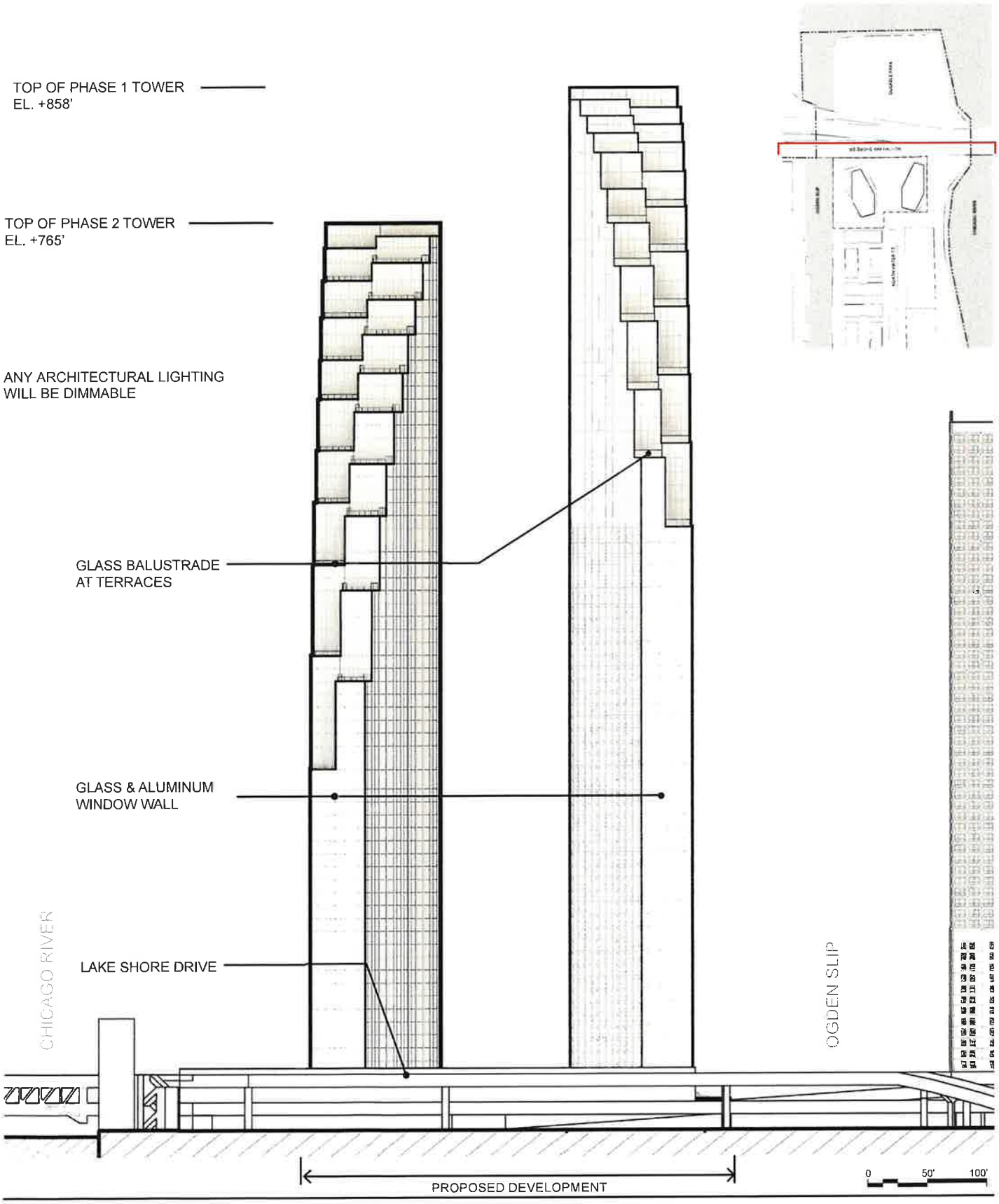
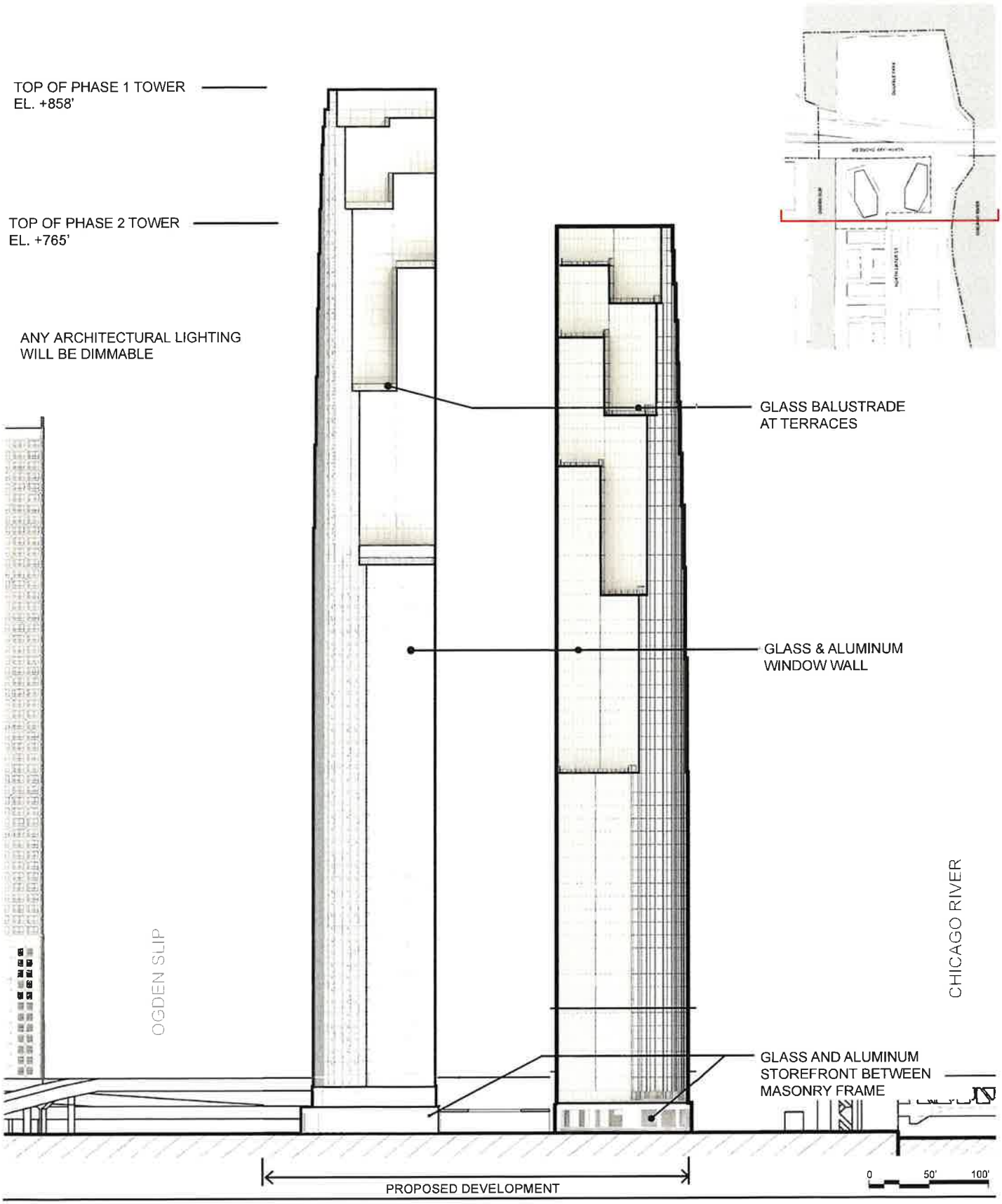
Revision Date: June 26, 2023

OGDEN SLIP ELEVATION
PHASES 1 & 2



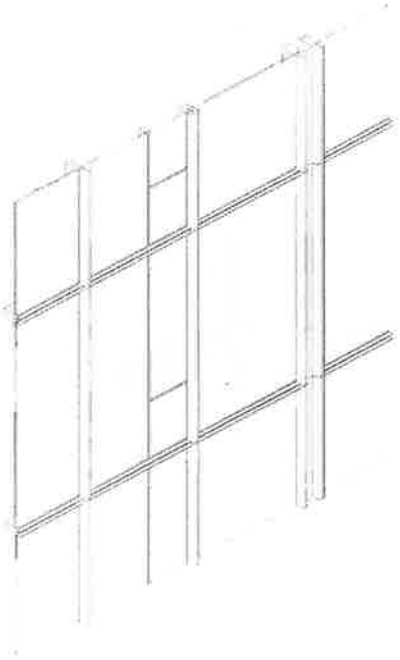
Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago, IL 60611
Revision Date: June 26, 2023

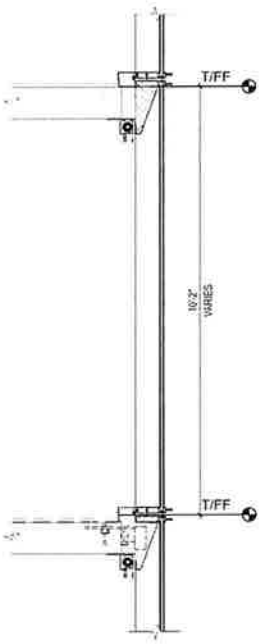
LAKE SHORE DRIVE ELEVATION
PHASES 1 & 2

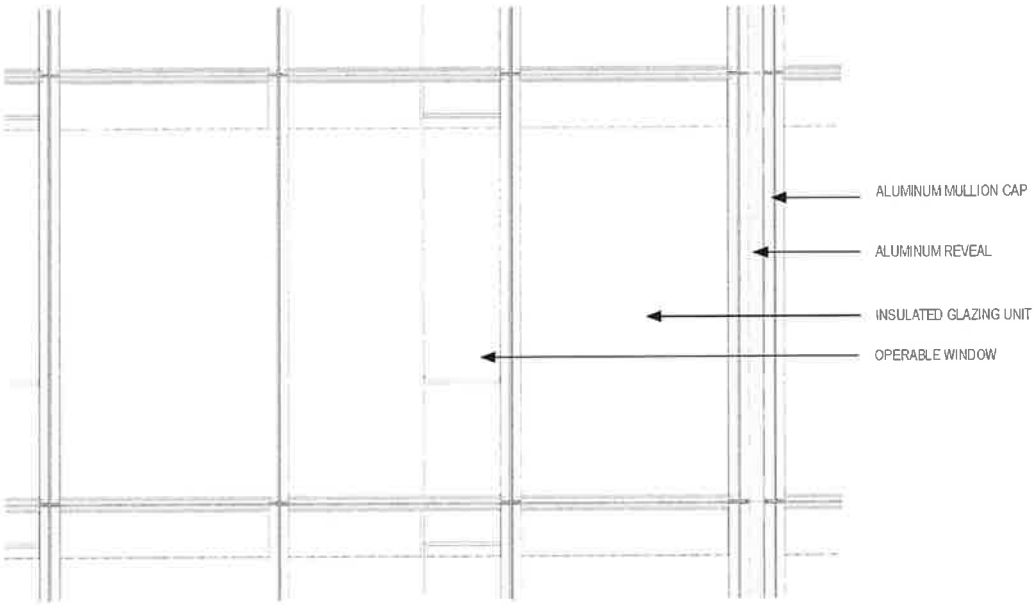


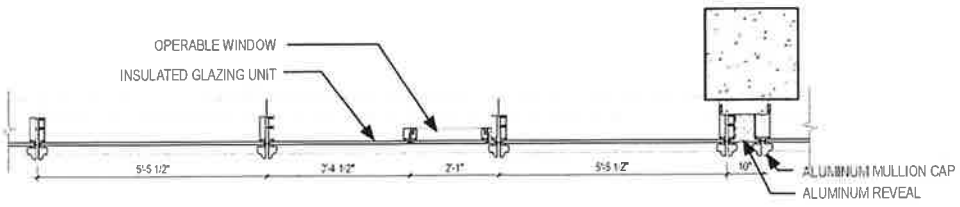
Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago, IL 60611
Revision Date: June 26, 2023

NORTH WATER STREET ELEVATION
PHASES 1 & 2



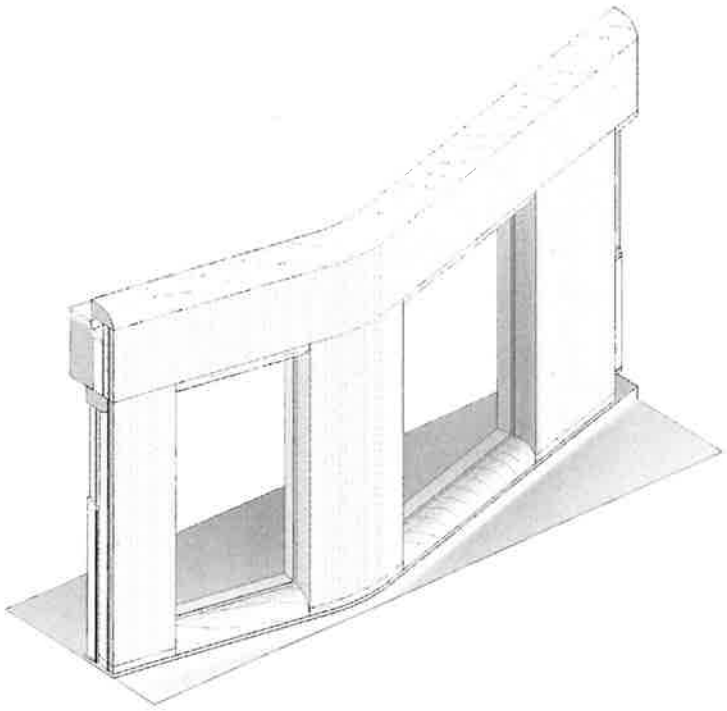


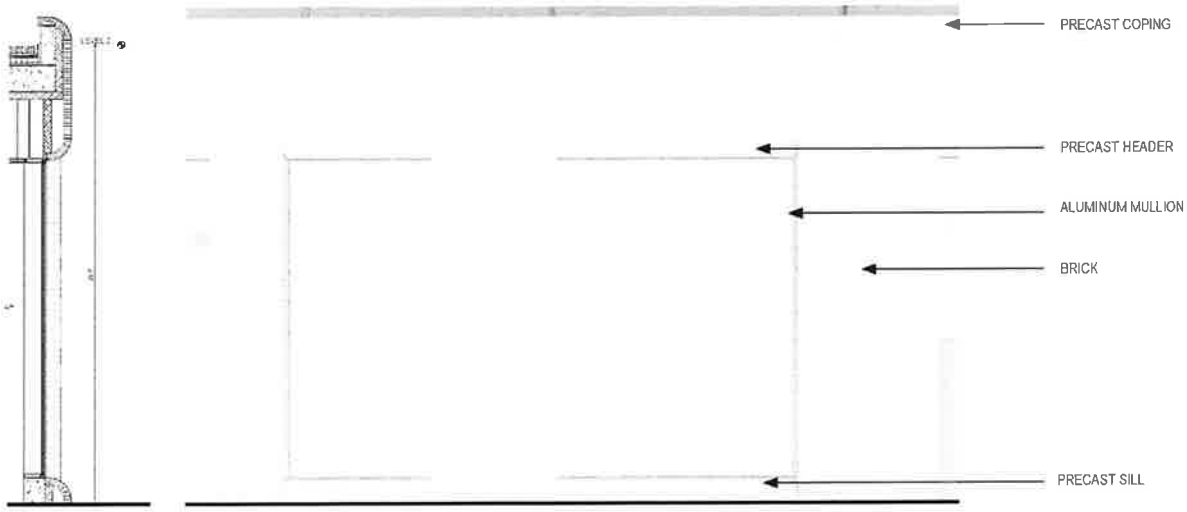


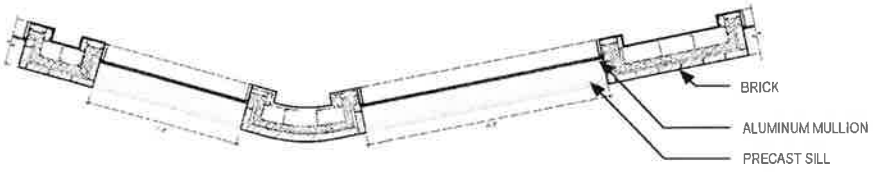


Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago, IL 60611
Revision Date: June 26, 2023

TYPICAL FACADE DETAIL
TOWER EAST & WEST FACADES
PROPOSED DESIGN - TYPICAL

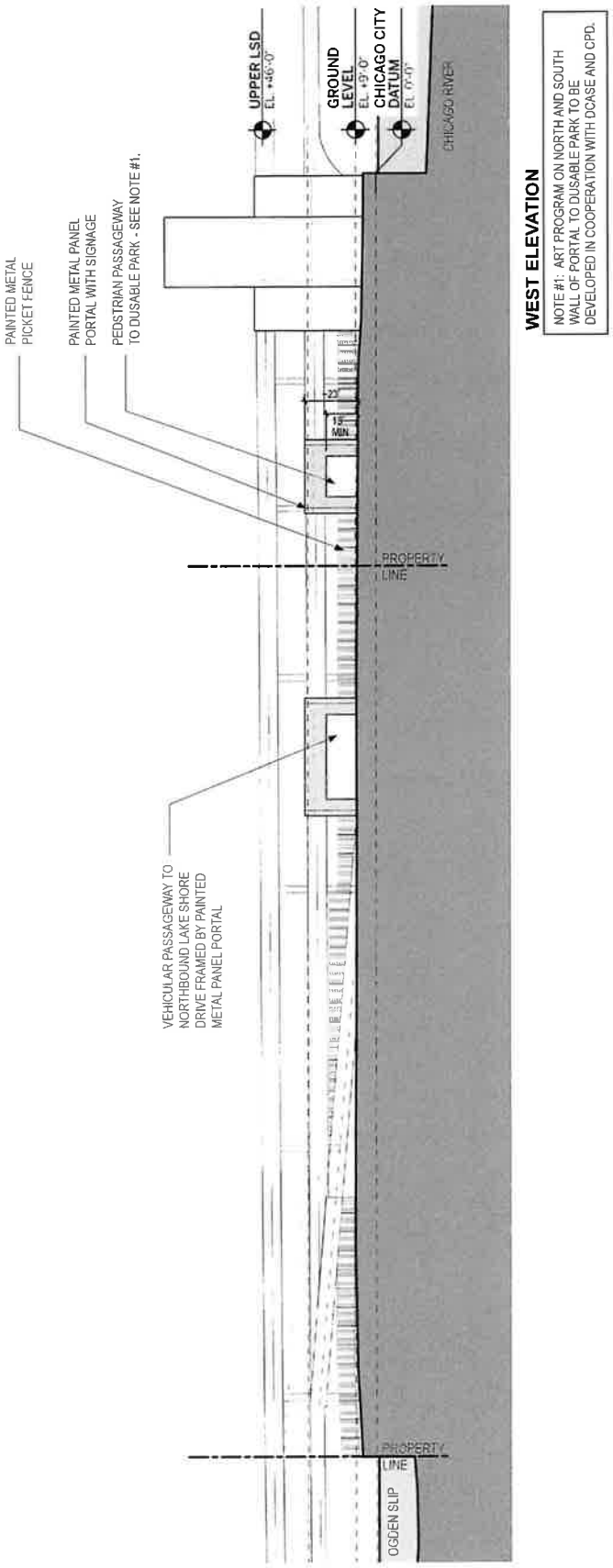






Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago, IL 60611
Revision Date: June 26, 2023

TYPICAL FACADE DETAIL
GROUND LEVEL FACADE
PROPOSED DESIGN - TYPICAL

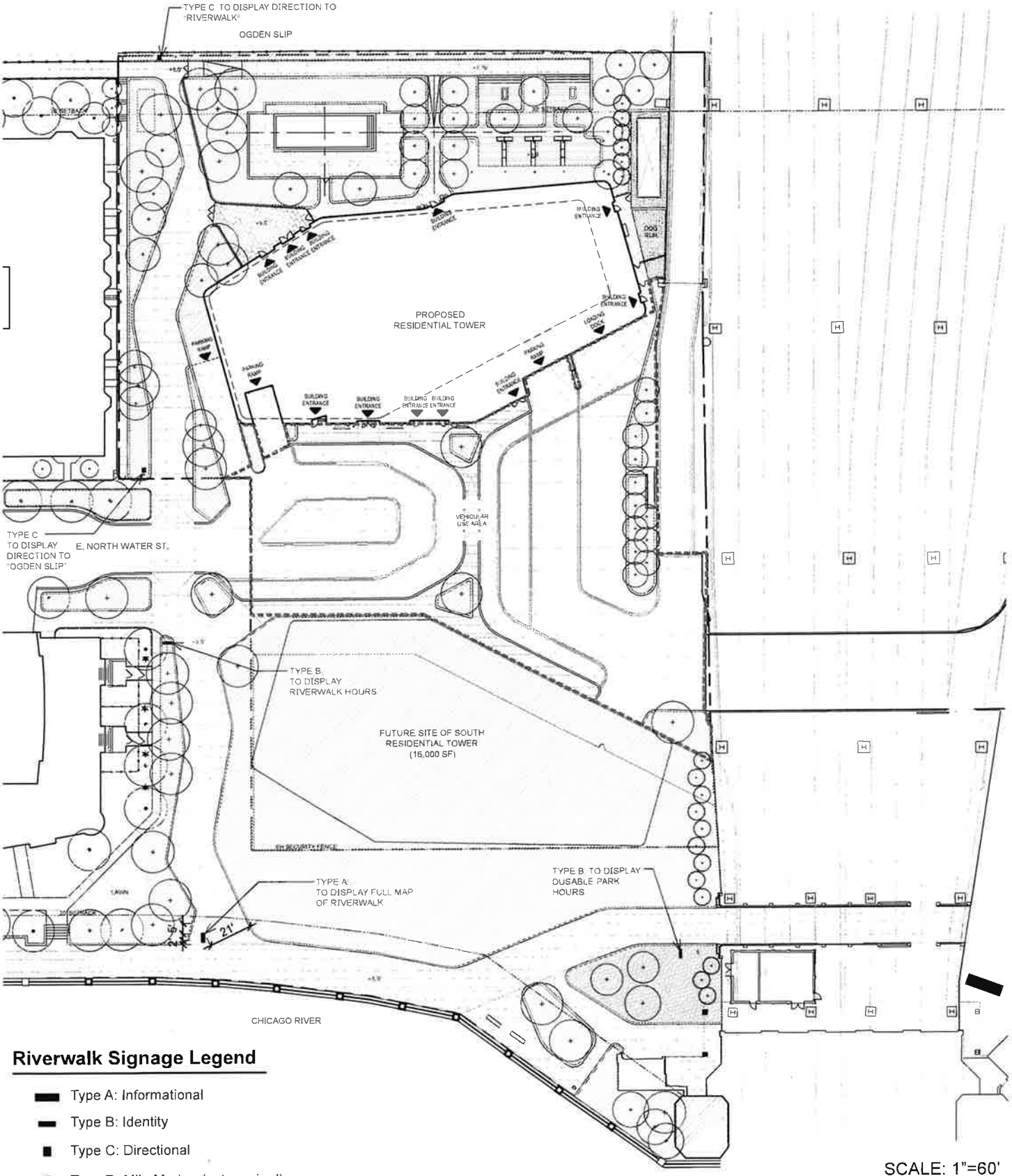


WEST ELEVATION

NOTE #1: ART PROGRAM ON NORTH AND SOUTH WALL OF PORTAL TO DUSABLE PARK TO BE DEVELOPED IN COOPERATION WITH DCASE AND CPD.

Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago, IL 60611
Revision Date: June 26, 2023

TYPICAL FACADE DETAIL
LAKE SHORE DRIVE WEST ELEVATION
PROPOSED DESIGN



Riverwalk Signage Legend

- Type A: Informational
- Type B: Identity
- Type C: Directional
- Type D: Mile Marker (not required)

SCALE: 1"=60'

0 30' 60' 120'

Applicant: RMW Acquisition Company LLC
Address: 400 N Lake Shore Drive
Chicago, IL 60611
Revision Date: June 26, 2023

RIVERWALK WAYFINDING + SIGNAGE
PHASE 1

N

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

September 22, 2022

Katie Jahnke Dale
DLA Piper LLP
444 West Lake Street, Suite 900
Chicago, Illinois 60606

Re: Request for Minor Change for Planned Development No. 368, Sub-parcel E.3 – 400 North Lake Shore Drive

Dear Ms. Jahnke Dale:

Please be advised that your request for a minor change to Planned Development No. 368, Sub-parcel E.3 ("PD 368") has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement Number 18 of PD 368.

RMW Acquisition Company LLC (the "Applicant"), the sole owner of Sub-parcel E.3, has filed a minor change to authorize a revised method of compliance with the Affordable Housing Bonus applicable to Sub-parcel E.3. PD 368 that allows for the application of a 1.18 FAR bonus to Sub-parcel E.3 by utilizing the Affordable Housing Bonus pursuant to the previous Section 17-4-1004 of the Zoning Ordinance. Pursuant to that Section developers had two options for fulfilling the bonus requirements: providing on-site affordable floor area or making a payment of a fee in lieu of providing such affordable floor area.

The on-site affordable floor area required was calculated as follows: Bonus Square Footage * 25% = Affordable Square Footage Required. Accordingly, based on a net site area of 95,005 square feet and a 1.18 FAR (112,105.90 square foot) bonus, 28,026.48 square feet of affordable floor area is required to fulfill the on-site affordable floor area requirement of the bonus for Sub-parcel E.3. The Applicant is proposing to provide 101,382 square feet of affordable floor area (20% of units on-site), exceeding the requirements of the bonus. The Applicant requests a minor change to Statement 11(I) and Note 10 of the PD to reflect such modified method of compliance. The request includes an updated Statement 11(I), and Bulk Table reflecting those changes.

Regarding your request, the Department of Planning and Development has determined that allowing the proposed modifications will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Prior to the release of any building permit, the Applicant must execute and record a 30-year regulatory agreement or other instrument obligating the Applicant to construct the Affordable Units in the rental project.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and PD 368, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

Noah Szafraniec
Assistant Commissioner

CC: Emily Thrun, Ricardo Lopez, Mike Marmo, Erik Glass, Main File

Statement 11(l):

Pursuant to the Affordable Housing provision of the City of Chicago Zoning Ordinance, Title 17, Chapter 17-4-1004, as it existed prior to October 13, 2015 ("Zoning Ordinance") Developer of Parcel E.3 has asked for an increase in the Floor Area Ratio of 1.18 FAR for the Property. The Developer of Parcel E.3 hereby acknowledges that according to Section 17-4-1004D of the Zoning Ordinance, the total floor area devoted to affordable housing units must equal at least 25 percent of the total increase in floor area allowed under the Affordable Housing Bonus or a cash payment must be made to the City of Chicago Affordable Housing Opportunity Fund based on the increase in allowable floor area multiplied by 80 percent of the median cost of land per buildable square foot. In accordance with the formulas set forth in Section 17-4-1004-C and the Bonus Worksheet, the Developer of Parcel E.3 has agreed to provide a minimum of at least 28,026.48 square feet total of floor area in the Phase One building on Parcel E.3 (the "Affordable Units") with an affordable unit mix comparable to the overall mix and approved by the Chicago Department of Housing ("DOH"). Prior to the issuance of permits, the Developer of Parcel E.3 will enter into an Affordable Housing Agreement with DOH with respect to the Affordable Units. The Developer of Parcel E.3 must comply with all of the applicable sections of the Affordable Housing Provision of the Zoning Ordinance which sections are hereby incorporated into this planned development. The Affordable Housing Agreement required by Section 17-4-1004-E9 is also incorporated into this planned development.

Bulk Regulations and Data Table

(Page 1 of 5)

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	380,796 8.74	540 *See Note (5)*	5,259	1,800	Permitted *See Notes (2 & 3)*	13.81 *See Note (6)*
B *See Notes (11 & 13)*	183,449 4,21	40	2,482 *See Note (8)*	1,606 *See Note (8)*	671 *See Note (8)*	13.53 *See Note (7)*
C	122,303 2,81	140	850	540	630	12.72
D	361,234 8,29	170	500	0	2,350	8.60
E	346,038 7,94	110 *See Note (9)*	5 *See Note (4)*	0	1,100	6.83
E.1	232,841 5,34	0	5 *See Note (4)*	Not Permitted	Not Permitted	0.02
E.2	18,191.63 0,42	0	0	0	0	0
E.3	95,005 2,18	110 *See Note (9)*	0	0	1,100	15.92 *See Note (10)*
F *See Note (12)*	167,084 3,83 *See Note (12)*	150	0	0	1,118 *See Note (12)*	11.57 *See Note (12)*
TOTAL	**1560,904** **35.83**	**1,040**	**9,096**	**3,946** *See Note (8)*	**5,869** *See Note (2)*	**10.84**
Gross Site Area = Net Site Area: 1,560,904 sq. ft. (35.83 acres) plus area in or proposed to be in public right of way: 940,843 sq. ft. (21.60 acres) plus area in or proposed to be in public parks or open space: 302,479 sq. ft. (6.94 acres) = 2,804,226 sq. ft. (64.38 acres).						

OFF STREET PARKING	MINIMUM	MAXIMUM
BUSINESS USES	1:5,000 sq. ft.	As determined by DPD in consultation with CDOT
HOTEL USES	1:4 Rooms	
RESIDENTIAL USES	55% d. u. Sub Area E.3: 300	
NON-ACCESSORY PARKING (allowed in Sub-area F only)	200 spaces	600 spaces
OFF STREET LOADING:		Per DX-12 requirements Sub Area E.3: 3 (10'x25') per Phase
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 5)

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 DX-16, Downtown Mixed-Use district classification. Any such units so built will not affect the total of 5,869dwelling units permitted in Sub-Areas B, C, D, E 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 3,946 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.1 (DuSable Park) has been dedicated to public park uses, 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 sf allocated to development Parcels 4 and 5 and the remaining 130,000 sf 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 sf), University of Chicago Gleacher Center (240,000 sf), NBC Tower (912,000 sf); and, to future development as follows: Parcel 1 (776,250 sf); Parcel 3 (970,000 sf) and Parcels 4/5 (1,600,000 sf)
Note (7):	Assumes floor area allocated to existing Sheraton Hotel (Parcels P6A and P6B) at 860,379 sf and to Parcels P7 and P7A at 847,290 sf. pursuant to June 6, 2012 amendment
Note (8):	For purposes of exchange of uses, a hotel room shall be equal to 0.5 dwelling units. The number of dwelling units listed for Subarea B (842) includes 197 dwelling units converted from 394 hotel rooms. The permissible number of hotel rooms within the planned development shall not exceed 3,946 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 7, 7A and 8 combined shall not exceed 50,000 square feet.
Note (9):	Eating/drinking establishments (excluding taverns), residential support services, physical fitness/indoor recreation center, and small venue theater (for building residents only) are expressly permitted in Sub-Area E.3.

Exhibit 1

Bulk Regulations and Data Table

(Page 3 of 5)

Note (10): **FAR Bonus Calculations**
Sub-Area E.3 (Parcels 18 and 19, combined)
Net Site Area = 95,005 square feet

Base FAR	10.00
Downtown Affordable Housing Zoning Bonus	1.18 (a)
Chicago Riverwalk	3.08 (b)
Underground Parking and Loading	1.66 (c)
Total FAR	15.92

a) Based on provision of a minimum of 28,026.48 square feet of affordable housing on-site.

b) Based on the provision of improvements to 29,262 square feet of riverwalk improvements.

c) Based on the provision of 300 underground parking spaces on Lower Levels 1 and 2.

Note (11): **Bulk Regulations and Data Table**
Sub-Area B (Parcels 7 & 7A)
Net Site Area = 68,385 square feet

Maximum Floor Area Ratio (FAR):	12.39
Maximum Percentage of Land Coverage:	Per Site Plans
Maximum Number of Dwelling Units:	398
Maximum Number of Hotel Keys:	400
Maximum Number of Off-Street Parking Spaces (Residential):	219
Maximum Number of Off-Street Parking Spaces (Hotel):	11
Minimum Number of Bike Parking Spaces:	50
Minimum Periphery Setbacks:	Per Site Plans
Maximum Building Height:	590' (plus 45' for mechanical penthouse, roof mechanical units, roof access stairs, architectural elements and similar appurtenances)
Minimum Number of Off-Street Loading Berths, Residential:	2 (10' x 25') spaces
Minimum Number of Off-Street Loading Berths, Hotel:	2 (10' x 25') spaces

Exhibit 1

Bulk Regulations and Data Table

(Page 4 of 5)

Note (12):	**Sub-Area F** **Net Site Area = 167,104 sq. ft. (overall)**	
	Maximum Floor Area Ratio (FAR):	11.57 (overall Sub-area F after Floor Area Bonuses)
	Base FAR	8.98 (overall Sub-area F; see note (a) below)
	Affordable Housing Bonus:	0.52 (See note (b) below)
	Underground Parking Bonus:	1.00 (See note (c) below)
	Plaza/Pocket Park Bonus:	1.07 (Sec note (d) below)
	Total FAR	11.57
	Bulk Regulations and Data Table For Parcel 21C:	
	Maximum Number of Dwelling Units:	350
	Minimum Number of Accessory Parking Spaces:	296
	Minimum Number of Bike Parking Spaces:	50
	Minimum Periphery Setbacks and Site Coverage:	Per site plan
	Maximum Building Height:	785 feet
	Minimum Number of Off-Street Loading Berths:	3 (10' x 25')

a) Base FAR of 8.98 results from an increase in net site area from 100,456 sf. to 167,104 sf. for the inclusion of Parcel P21B into the net site area by this amendment and a commensurate reduction of FAR from 14.93.

b) 86,720 sf bonus floor area based on a contribution of $2,983,168 to the City of Chicago Housing Opportunity Fund as set forth in Statement 11(o).

c) 167,208 sf. bonus floor area based on 120 underground parking spaces on Levels -1 and -2 and 176 unground parking spaces on Levels -3 and -4.

d) 179,670 sf. bonus floor area based on providing or reconstructing 20,008 square feet of plaza/pocket park area on Parcel P21B in accordance with the Pocket Park Bonus Landscape Plan.

Exhibit 1

Bulk Regulations and Data Table

(Page 5 of 5)

Note (13):	**Bulk Regulations and Data Table** **Sub-Area B (Parcel 8)** **Net Site Area =34,400 SF**	
	Maximum Floor Area Ratio (FAR):	14.50
	Maximum Percentage of Land Coverage:	Per Site Plan
	Maximum Number of Dwelling Units:	444
	Minimum Number of Off-Street Parking Spaces (Residential):	181
	Minimum Number of Bike Parking Spaces:	50
	Minimum Periphery Setbacks	Per Site Plans
	Maximum Building Height:	535' (Includes 35' for mechanical penthouse, roof mechanical units, roof access stairs, architectural elements and similar appurtenances)
	Minimum Number of Off-Street Loading Berths, Residential:	1 (10' x 25')
	Minimum Number of Off-Street Loading Berths, Retail:	1 (10' x 25')

20376

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.
(As Amended)
(Application No. 20376)
(Common Address: 400 N. Lake Shore Dr.)

RBPD 368, 99

[SO2020-1897]

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 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 No. 368, As Amended.

Plan Of Development Statements.

1. The area delineated herein as "Residential-Business Planned Development Number 368", as amended, consists of approximately 1,560,904 square feet or 35.83 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-four (24) statements and the following exhibits for the entire Planned Development and further defined for Subarea B Parcels 7, 7A, and 8, and Subarea F Parcels 21B and 21C: Bulk Regulations and Data Table for the entire Planned Development; an Existing Zoning Map; 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. 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. In any instance where a provision of the Planned Development conflicts with the Chicago Building Code, the Building Code shall control.

   This plan of development consists of the following exhibits related to the development of Subarea B Parcels 7 and 7A: Bulk Regulations and Data Table Note 11; View Corridor Program; Overall Site Plan; Lower East North Water Street Plan, North Park Drive Street Plan, North Park Drive Wayfinding Plan; Upper East North Water Street Plan; Upper East North Water Street Wayfinding Plan; Terrace Level Plan; Landscape Plan; Green Roof Plan; Overall Section A Plan and Partial North Elevation; West Elevation at tower and Partial North/South Section B Plan; Building Elevations (North, South, East and West) prepared by Solomon Cordwell Buenz dated May 24, 2012.

   This plan of development consists of the following plans and exhibits related to the development of Parcels P21B and P21C (the "Kraft Parcel"): Bulk Regulations and Data Table Note 12; Site Plan; Ground Floor Plan; Recreation Deck Level Plan; Green Roof Plan; Building Elevations (North and East, and South and West); Landscape Plan; Pocket Park Bonus Landscape Plan; Landscape Sections (A/B and C/D); and Landscape Plant List prepared by GREC Architects LLC and dated December 18, 2014.

   This plan of development consists of the following exhibits related to the development of Subarea B Parcel 8: Bulk Regulations and Data Table Note 13; Site Plan; Landscape Plan; Mezzanine, Second Floor, Third Floor, Fourth Floor, and Fourth Floor Mezzanine Plans; 5th Floor Amenity Landscape Plan; 6th Floor Balcony Landscape Plan; 37th Floor Sky Deck Landscape Plan; Plant List and Landscape Details; Green Roof Plan; and Building Elevations (North, South, East and West) prepared by Pappageorge Haymes Partners dated October 15, 2015.

   All of the exhibits cited above shall be those approved with Residential-Business Planned Development Number 368, as amended January 21, 2015.

   The "Applicant" for purposes of this amendment, RMW Acquisition Company LLC, owns or controls Subparcel E.3 and this plan of development consists of the following exhibits related to the development of Subparcel E.3: Bulk Regulations and Data Table Note 10; Property Line Map; Site Plan -- Phase 1; Site Plan -- Phase 2; Ground Level Plan; FAR Bonus Calculations; Landscape Plan -- Phase 1;

Landscape Plan -- Phase 2; Landscape Plant List and Details; Chicago River Elevation; Ogden Slip Elevation; Lake Shore Drive Elevation; North Water Street Elevation; Typical Facade Details (Tower North and South Facades, Tower East and West Facades, Ground Level Facade, Lake Shore Drive Acoustical Screen); and Lake Shore Drive Acoustical Screen prepared by Skidmore Owings & Merrill LLP and dated May 21, 2020 (the "Plans").

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.

   All applicable official reviews, approvals or permits are required to be obtained by the Applicant for Subparcel E.3 or its successors, assignees or grantees. Any dedication or vacation of streets or alleys or grants of easements or any adjustment of the right-of-way shall require a separate submittal to the Department of Transportation on behalf of the Applicant or its successors, assigns or grantees.

   Any requests for grants of privilege, or any items encroaching on the public way, shall be in compliance with the Planned Development.

   Ingress or egress shall be pursuant to the Planned Development and may be subject to the review and approval of the Departments of Planning and Development and Transportation. Closure of all or any public street or alley during demolition or construction shall be subject to the review and approval of the Department of Transportation.

   Pursuant to a negotiated and executed Perimeter Restoration Agreement ("Agreement") by and between the Department of Transportation's Division of Infrastructure Management and the Applicant, the Applicant shall provide improvements and restoration of all public way adjacent to the property, which may include, but not be limited to, the following as shall be reviewed and determined by the Department of Transportation's Division of Infrastructure Management:

   -- Full width of streets

   -- Full width of alleys

   -- Curb and gutter

   -- Pavement markings

   -- Sidewalks

   -- ADA crosswalk ramps

   -- Parkway and landscaping

The Perimeter Restoration Agreement must be executed prior to any Department of Transportation and Planned Development Part II Review permitting. The Agreement shall reflect that all work must comply with current Rules and Regulations and must be designed and constructed in accordance with the Department of Transportation's Construction Standards for Work in the Public Way and in compliance with the Municipal Code of Chicago Chapter 10-20. Design of said improvements should follow the Department of Transportation's Rules and Regulations for Construction in the Public Way as well as The Street and Site Plan Design Guidelines. Any variation in scope or design of public way improvements and restoration must be approved by the Department of Transportation.

The following traffic improvements will be implemented in connection with the development of Subparcel E.3 by and at the owner's expense:

- Remove the mid-block pedestrian crossing (marked crosswalk) on intermediate Lake Shore Drive
- Incorporate Leading Pedestrian Intervals (LPIs) at the following signal locations:
  - Columbus Drive/Upper North Water Street
  - Peshtigo Court/Illinois Street
  - Southbound Intermediate Lake Shore Drive Off-Ramp
- Intermediate Lake Shore Drive/Southbound Site Exit Ramp
  - Provide ADA-accessible sidewalk ramps with appropriate slopes and detectable warnings along the west side of Lake Shore Drive at the southbound exit ramp leading to the site
- Install a Divvy station on or adjacent to the site

After receiving the Certificate of Occupancy for the Phase 1 building and prior to Part II Approval for the Phase 2 building, the Applicant for Subparcel E.3 shall submit an updated traffic study to CDOT for review and approval. If the traffic study identifies infrastructure upgrades or improvements that are warranted and directly and solely attributed to the Subparcel E.3 project, the Applicant will be responsible for such upgrades or improvements prior to receiving Part II Approval for the Phase 2 building.

4. The requirements, obligations and conditions contained within this Planned Development shall be binding upon each property owner, its successors and assigns (including any condominium association which is formed) and the legal titleholders and any ground lessors. All rights granted hereunder shall inure to the benefit of each property owner, its successors and assigns (including any condominium association which is formed) and the legal titleholder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 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. Subject to the subarea/subparcel control provisions of Section 17-8-0400 of the Chicago Zoning Ordinance, 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 DX-12 Downtown Mixed-Use 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 DX-12 Downtown Mixed-Use 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 DX-16 Downtown Mixed-Use District classification; uses permitted where no Plaza Level exists shall be in general conformity with the Permitted and Special Uses of the DX-12 Downtown Mixed-Use District Classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. Residential support services physical fitness/indoor recreation center, and small venue theater are expressly permitted in Subparcel E.3. The following uses shall be prohibited in Subparcel E.3: group living (all, except assisted living and nursing home); hospital; colleges and universities, lodge or private club; religious assemblies, school; utilities and services (major and minor); adult use; animal services; body art services; communication service establishments; drive-through facility; taverns; entertainment and spectator Sports; payday/title secured loan store; pawn shop; liquor store; fortune telling service; funeral and internment service; gas station; bed and breakfast; hotel/motel; vacation rental; shared housing unit; medical service; massage establishments; entertainment cabaret; shooting range facility; valuable objects dealer; vehicle sales and service;

manufacturing; production and industrial services; recycling facilities; warehousing; wholesaling and freight movement; and cannabis business establishment. Non-accessory parking shall be a permitted use in Subarea F only. Underground accessory parking related to the improvements constructed upon Subparcel E.3 shall be a permitted use in Subparcel E.2. All other controls and regulations set forth herein are made applicable within the general application of this statement. Uses permitted in DuSable Park (Subparcel E.1) shall be recreational and related uses including but not limited to marinas; tennis courts; and similar facilities. Temporary staging of construction materials and related equipment shall be a permitted use in Subparcel E.1 subject to the review and approval of the Commissioner of the Department of Planning and Development and the Chicago Park District. Daycare 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 daycare 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 improvement on Parcels P1, P3, P7, P7A or P8.

6. For purposes of Floor Area Ratio (FAR) 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 the building entrance on upper East North Water Street 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 FAR 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 Chicago Department of Transportation 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 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 600 feet walking distance, or (ii) if a non-residential use, within 1,200 feet walking distance. Parking to serve uses in Subparcels E.1 or E.3 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). Off-premises signage is prohibited. Temporary signs such as construction and marketing signs may be permitted subject to the aforestated 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, grade, or its equivalent, opposite the center of the front of a building to the highest point of the underside 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 in Subarea B Parcels 7 and 7A, grade is herein established as the curb level of the building entrance on upper East North Water Street plus or minus 6 feet in respect of design conditions. (For the purpose of determining height, building tops of 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.

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. Except for Subparcel E.3, the tower of such structures shall be set back a minimum of 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 17-13-0611 of the Chicago Zoning Ordinance. When required, this 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. Notwithstanding any statement to the contrary, this Planned Development shall be subject to the provisions of Chapter 17-11 of the Chicago Zoning Ordinance governing landscaping and screening. In any instance where a provision of this Planned Development conflicts with landscape and screening provisions of the Chicago Zoning Ordinance, the Chicago Zoning Ordinance shall control. Nothing in this Planned Development is intended to waive the applicability of the landscape and screening provisions of the Chicago Zoning Ordinance.

(c) Buildings shall be setback from the property line, if necessary, to achieve a minimum of 12 feet, 6 inches (except the building located in Subarea B, Parcels 7 and 7A, may be located at the property line along North New Street, North Park Drive, Upper East North Water Street and Lower East North Water Street and the building located in Subarea B, Parcel 8, may be located at the property line along North New Street, North Park Drive, and East Illinois Street) 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, residential entrances 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.

The Plans for Subparcel E.3 are hereby approved in their entirety and no further approvals shall be required under this Planned Development or the Zoning Ordinance for the improvements undertaken in accordance with the Plans, other than Part II Approval (per Section 17-13-0610 of the Zoning Ordinance) or any approvals required by CDOT or IDOT to design and conduct work on or under the public way or near an existing CDOT or IDOT structure. The Applicant and DPD, at either party's request, may continue to evolve the design of the acoustical wall located in Subparcel E.3 and changes to the design or materials of the acoustical wall, if any, shall, if mutually agreed upon, be reviewed by DPD pursuant to Section 17-13-0800. The acoustical wall shall be constructed with high-quality materials.

(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 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 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 Zoning Administrator, shall be allowed. No surface parking lot shall be allowed on the Parcel P21B ("Kraft") park site in Subarea F. 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, 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 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 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; provided, however, that during construction of the Phase 2 tower on Subparcel E.3, portions of the riveredge esplanade may be closed for construction as long as a pedestrian pathway is maintained throughout

such closure. 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.

(j) The owner(s) of Parcel 19 shall be solely responsible for the cost of improvements underneath Lake Shore Drive, subject to approval of the State of Illinois and CDOT 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 riverwalk promenade. All plans for these improvements shall be subject to detailed review and approval by the Department of Planning and Development before the issuance of Part II Approval letters. The underpass underneath Lake Shore Drive is intended to include public art that recognizes the history of DuSable. The Applicant shall cooperate with the Department of Cultural Affairs and Special Events to implement or prepare the site for such public artwork, which shall be at no additional cost to the Applicant.

(k) All improvements to be constructed within this Planned Development for which Part II Approval letters are issued after the March 29, 2006, date of City Council approval of the amended Planned Development shall comply with the Department of Planning and Development Chicago Sustainable Development Policy in effect at the time of application for Part II Approval, and the owners shall use best and reasonable efforts to design, construct and maintain all buildings located within this Planned Development in a manner generally consistent with the Leadership in Energy and Environmental Design Green Building Rating System (LEED). The development of the improvements on Parcel P21C shall be LEED certified and have a green roof of approximately 2,177 square feet and a rain water collection system as described in the attached Green Roof Plan.

The Applicant acknowledges that it is in the public interest to design, construct, renovate and maintain all buildings in a manner that provides healthier indoor environments, reduces operating costs and conserves energy and natural resources. The Applicant shall obtain the number of points necessary to meet the requirements of the Chicago Sustainable Development Policy, in effect at the time the Part II Review process is initiated for each improvement in Subparcel E.3 that is subject to the aforementioned Policy and must provide documentation verifying compliance.

(l) Pursuant to the former Section 17-4-1004 of the Zoning Ordinance, the Applicant has requested an increase in the floor area ratio for Subparcel E.3, as set forth in the bonus worksheet required under the former Section 17-4-1003 and attached hereto as an exhibit ("Bonus Worksheet"). Any developer of a building receiving an affordable housing floor area bonus ("Eligible Building") must either provide on-site affordable housing units or make a cash payment to the City's Affordable Housing Opportunity Fund. The Applicant has elected to make a cash payment in lieu of providing on-site affordable housing

units. In accordance with the formulas set forth in the former Section 17-4-1004 and the Bonus Worksheet, the Applicant acknowledges and agrees that it must make a cash payment in the amount of $3,856,442.96 ("Cash Payment"). The Applicant must make the required Cash Payment before the issuance of any building permits for the Eligible Building, including, without limitation, excavation or foundation permits, and must comply with all applicable affordable housing standards and requirements set forth in the former Section 17-4-1004, the terms of which are incorporated herein by this reference.

(m) The Applicant shall be responsible for contributing to the construction of DuSable Park as follows: The design and construction of DuSable Park shall have a maximum budget of $15,000,000. Applicant shall fund $10,000,000 for design and construction of DuSable Park and the $5,000,000 balance shall be funded from Open Space Impact Fees from the Near North Community Area, subject to Council approval. Prior to issuance of foundation permit for the Phase I building, the Applicant shall deposit the $1,500,000 into the escrow account for use by the Chicago Park District to complete the design and engineering of DuSable Park. The Chicago Park District shall be responsible for facilitating the design of DuSable Park, including any necessary community and Lakefront Protection Ordinance approvals process or other governmental or private approvals necessary to construct DuSable Park, and shall provide the Applicant with a final approved design that conforms with the budget set forth herein within 16 months from the date that the Applicant is issued a foundation permit. The Chicago Park District will provide the Applicant and the City with quarterly financial reports regarding use of the Applicant's and City's funds upon receipt of their respective contributions.

Provided the Chicago Park District provides the Applicant with the items set forth above within the timing contained therein, the Applicant shall be obligated to construct DuSable Park beginning no later than 16 months following the issuance of a foundation permit. The Applicant shall complete the park by the earlier of: (i) 24 months after the issuance of Part II Permits to begin park construction; or (ii) the issuance of a final Certificate of Occupancy for the Phase 1 building. The Applicant shall pay for such work pursuant to a regular construction funding draw schedule.

The Applicant shall regularly consult with the Chicago Park District throughout the course of the park construction. In the event the Chicago Park District fails to provide the Applicant with the items set forth in subparagraph (m) above within said 16 month period, then the Applicant shall have no obligation to construct DuSable Park; provided, however, as a condition to the issuance of the final Certificate of Occupancy for the first building in Subparcel E.3 the Applicant shall deposit $8,500,000 (i.e. $10,000,000 minus the $1,500,000 originally deposited) into the escrow established in subparagraph (m) for use by the Chicago Park District to construct DuSable Park. Upon application to the Department of Buildings for final Certificate of Occupancy, the Applicant

shall notify the Chicago Park District of both the application and the deposit of the balance of the park funding referenced above electronically and via certified mail. The required timing set forth in this Statement 11(m) may be modified administratively upon agreement by the Commissioner of the Department of Planning and Development, the General Superintendent of the Chicago Park District and the Applicant.

(n) The Applicant acknowledges the importance of the Chicago River as a resource for both commerce and recreation and also acknowledges the City's goals of improving the appearance, quality and accessibility of the river, as contained in the waterway planned development guidelines contained in the Chicago Zoning Ordinance (Section 17-8-0912) and the Chicago River Design Guidelines and the Chicago River Brand Standards and Guidelines, as may be amended from time to time. To further these goals, the Applicant agrees to: (a) provide a landscaped river setback from Ogden Slip, (b) provide a river setback from the Chicago River with a fully accessible minimum 15-foot wide riverwalk path ("Riverwalk"), and (c) provide a pedestrian pass-through with artwork (pursuant to Statement 11(j), above) under Lake Shore Drive from the Riverwalk to DuSable Park ("Pedestrian Pass-Through"), all as set forth in the Plans. Where possible the Applicant will employ stormwater management best practices for the Riverwalk and Ogden Slip open space setbacks, such as including permeable paving for the walkways and incorporating bioretention/ rain gardens throughout the site.

The Applicant shall provide informational and wayfinding signage, following the Chicago River Brand and Sign Guidelines, at all entries indicating that the Riverwalk and Pedestrian Pass-Through is open to the public, free of charge, during normal park hours from 6:00 A.M. to 11:00 P.M. every day of the year. The Riverwalk and Pedestrian Pass-Through improvements shall be completed prior to receipt of the Certificate of Occupancy for the first principal building within Subparcel E.3, provided that plantings may be delayed if consistent with good landscape practice, but not longer than one year following receipt of the final Certificate of Occupancy for the first principal building within such development phase.

Established pursuant to the "Declaration of Protective Covenants, Conditions and Restrictions for Cityfront Center East" (recorded on August 31, 1989 and December 13, 1989 as Document Numbers 89410218 and 89608952) the Cityfront Center East Maintenance Association ("CCEMA") is responsible for maintaining the Riverwalk and other public improvements within the Cityfront Center East area. The Applicant, its successors and assigns, is a member of the CCEMA, and shares responsibility for maintaining and managing the Riverwalk and Pedestrian Pass-Through including any artwork for the purposes set forth herein, ensuring that sufficient liability insurance coverage and monitored security is provided, its landscaping is well maintained, that the vegetation and plantings are kept in a healthy condition, clean, well-lit, litter free and clear of snow (hardscaped areas) and debris.

(o) The amendment of this Planned Development concerning development of Parcels P21B and P21C triggers the requirements of Section 2-45-110 of the Municipal Code (the "Affordable Requirements Ordinance" or "ARO"). Any developer of a "residential housing project" within the meaning of the Affordable Requirements Ordinance ("Residential Project") must: (i) develop affordable housing units as part of the Residential Project; (ii) pay a fee in lieu of the development of affordable housing units; or (iii) any combination of (i) and (ii). Further, the amendment of this Planned Development is subject to Section 17-4-1004-D of the Zoning Code, which also requires on-site affordable housing or payment of a fee in lieu of providing affordable housing for rezonings in DC, DX and DR districts that increase the base floor area ratio. If a planned development is subject to the requirements of both Sections (2-45-110 and 17-4-1004-D), the developer may elect to satisfy the ARO requirements by complying with the affordable housing floor area bonus provided for in Section 17-4-1004. The owner of Parcels P21B and P21C has elected to comply with Section 17-4-1004. Pursuant to Section 17-4-1004-B of the Zoning Ordinance, the owner of Parcels P21B and P21C has requested an increase in the floor area ratio for the Property, as set forth in the bonus worksheet required under Section 17-4-1003-D and attached hereto as an exhibit ("Bonus Worksheet"). In accordance with the formulas set forth in Section 17-4-1004-C and the Bonus Worksheet, the owner of Parcels P21B and P21C acknowledges and agrees that it must provide either a minimum of at least 21,680 square feet of floor area (the "Affordable Units") in the building receiving the affordable housing floor area bonus ("Eligible Building"), with an affordable unit mix comparable to the overall mix and approved by the Department of Planning and Development prior to issuance of the first building permit, or make a cash payment in lieu of providing affordable housing in the amount of $2,983,168 ("Cash Payment"), or $100,000 per unit ("Pro Rata Amount"). Prior to the issuance of any building permits for the Eligible Building, including, without limitation, excavation or foundation permits, the owner of Parcels P21B and P21C must either make the required Cash Payment or provide a performance bond or other security in the amount of the Cash Payment ensuring construction of the Affordable Units. If the owner of Parcels P21B and P21C elects to construct the Affordable Units, it must also enter into, an Affordable Housing Agreement with the City pursuant to Section 17-4-1004-E9 prior to the issuance of any building permits for the Eligible Building, including, without limitation, excavation or foundation permits. The terms of the Affordable Housing Agreement and any amendments thereto would be incorporated herein by this reference. The owner of Parcels P21B and P21C acknowledges and agrees that the Affordable Housing Agreement would be recorded against the Eligible Building and would constitute a lien against each Affordable Unit in an amount equal to the Pro Rata Amount. The City shall execute partial releases of the Affordable Housing Agreement prior to or at the time of the sale of each Affordable Unit to an income-eligible buyer at an affordable price, subject to the simultaneous execution and recording of a mortgage, restrictive covenant or similar

instrument against such Affordable Unit. In addition to the Affordable Housing Agreement, the owner of Parcels P21B and P21C acknowledges and agrees that, pursuant to Section 17-4-1003-D3, the Bonus Worksheet will serve as an official record of bonuses and amenities. The owner of Parcels P21B and P21C must comply with the applicable affordable housing standards and requirements set forth in Section 17-4-1004, the terms of which are incorporated herein by this reference. Notwithstanding anything to the contrary contained in Section 17-4-1003-E, the Commissioner of the Department of Planning and Development may enforce remedies for breach of the Affordable Housing Agreement, and enter into settlement agreements with respect to any such breach, subject to the approval of the Corporation Counsel, without amending the Planned Development.

(p) Prior to receiving the Certificate of Occupancy for the Phase 1 Tower, the Applicant for Subparcel E.3 shall reasonably cooperate with the Riverview Condominium Association to enter into a joint access and maintenance agreement, for the property located at 445 East North Water Street, to maintain the proposed landscape improvements on the Riverview Condominium Association's property to the west of the 400 North Lake Shore Drive site.

12. Except as set forth in the Plans, 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.

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). 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 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 to 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 owner(s) of Parcel 18 shall be solely responsible for 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. Additional requirements are outlined in Statements 11(j) and 11(n).

14. The Developer of Parcels P21B and P21C (the "Kraft Parcel"), shall substantially renovate the existing 70,000 square foot park on Parcel P21B in accordance with the Landscape Plan, the Landscape Sections, and the Landscape Plant List. Such renovation shall be commenced no later than three (3) months following issuance of the first occupancy permit for the residential building to be constructed on Parcel P21C as permitted by this Planned Development, and shall be completed no later than one (1) year thereafter. The park, as renovated, shall continue to be privately owned, maintained and subject to occasional partial closure for private use but, subject to the foregoing, shall remain accessible to the public during hours in which public parks are accessible to the public. The public shall have use of the Dog Run indicated on the Landscape Plan subject to any regulations, if imposed, that conform to the protocols of the Chicago Park District for Dog Friendly Areas. The owner(s) of Parcels P21B and P21C (the "Kraft Parcel") shall be responsible for the costs and performance of maintenance of the park in conformance with the Landscape Plan and the Open Space Plan. Nothing contained herein shall preclude residents or other individuals from using the park for other private uses, provided that they obtain permission from the owner(s) of the Kraft Parcel and all necessary governmental approvals and permits.

15. Traffic studies completed by Developers and reviewed and approved by 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 an agreement between the Developer and the Chicago Department of Transportation regarding the timing and responsibility for the recommended traffic improvements described in the approved traffic study and depicted 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 17-13-0610 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 or construction in accordance with the Plans approved herein, a site plan for the proposed development, including parking areas, shall be submitted to the Zoning Administrator for approval. Review and

approval of the Site Plan by the Zoning Administrator 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 Zoning Administrator shall be granted until the Site Plan has been approved by the Zoning Administrator. Further, all Part II Submittals shall be in compliance with the Chicago Landscape Ordinance.

Following approval of a Site Plan by the Zoning Administrator, 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 17-13-0611 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 and conditions of development under this Planned Development ordinance may be modified administratively, pursuant to Section 17-13-0611-A, by the Zoning Administrator upon the application for such a modification by the Applicant, its successors and assigns and, if different than the Applicant, the legal titleholders and any ground lessors.

19. 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 improvement on the Property shall be reviewed and approved by the Mayor's Office for People with Disabilities ("MOPD") to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility.

20. 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. All improvements to be constructed within this Planned Development for which Part II Approval letters are issued after the March 29, 2006, date of the City Council approval of the amended Planned Development shall comply with the Department of Planning and Development Chicago Sustainable Development Policy in effect at the time of application for Part II Approval. The owners of all such improvements shall use best and reasonable efforts to design, construct and maintain all buildings located within the Planned Development in a manner generally consistent with the Leadership in Energy and Environmental Design ("LEED") Green Building Rating System. Copies of these standards may be obtained from the Department of Planning and Development. The development of the improvements on Parcel P21C contemplated by this Planned Development amendment shall be LEED certified and have a green roof of approximately 2,177 square feet and a rainwater collection system as described in the attached Green Roof Plan. The development of the improvements on Parcel P8 contemplated by this Planned Development amendment shall be LEED certified and have a total Green Roof area of approximately 13,482 square feet, including approximately 1,350 square feet of roof-top pool surface area, as described in the attached Green Roof Plan. The development of the improvements in Subparcel E.3 shall comply with the sustainability requirements set forth in Statement 11(k).

21. The Applicant acknowledges that upon review and determination, Part II Review, pursuant to Section 17-13-0610, a Part II Review fee shall be assessed by the

Department of Planning and Development. The fee, as determined by staff at the time, is final and binding on the Applicant and must be paid to the Department of Revenue prior to the issuance of any Part II Approval.

22. The Applicant shall comply with Rules and Regulations for the Maintenance of Stockpiles promulgated by the Commissioners of the Departments of Streets and Sanitation, Fleet and Facility Management and Buildings, under Section 13-32-085, or any other provision of the Municipal Code of Chicago.

23. The Applicant acknowledges that it is the policy of the City to maximize opportunities for Minority- and Women-owned Business Enterprises ("M/WBEs") and City residents to compete for contracts and jobs on construction projects approved through the planned development process. To assist the City in promoting and tracking such M/WBE and City resident participation, the applicant for planned development approval in Subparcel E.3 shall provide information at three points in the City approval process. First, the applicant must submit to DPD, as part of its application for planned development approval, an M/WBE Participation Proposal. The M/WBE Participation Proposal must identify the applicant's goals for participation of certified M/WBE firms in the design, engineering and construction of the project, and of City residents in the construction work. The City encourages goals of (i) 26 percent MBE and 6 percent WBE participation (measured against the total construction budget for the project or any phase thereof), and (ii) 50 percent City resident hiring (measured against the total construction work hours for the project or any phase thereof). The M/WBE Participation Proposal must include a description of the applicant's proposed outreach plan designed to inform M/WBEs and City residents of job and contracting opportunities. Second, at the time of the applicant's submission for Part II Permit Review for Subparcel E.3 or any phase thereof, the applicant must submit to DPD (a) updates (if any) to the applicant's preliminary outreach plan, (b) a description of the applicant's outreach efforts and evidence of such outreach, including, without limitation, copies of certified letters to M/WBE contractor associations and the ward office of the alderman in which the project is located and receipts thereof; (c) responses to the applicant's outreach efforts, and (d) updates (if any) to the applicant's M/WBE and City resident participation goals. Third, prior to issuance of any Certificate of Occupancy for Subparcel E.3, the applicant must provide DPD with the actual level of M/WBE and City resident participation in the project or any phase thereof, and evidence of such participation. In addition to the foregoing, DPD may request such additional information as the department determines may be necessary or useful in evaluating the extent to which M/WBEs and City residents are informed of and utilized in planned development projects. All such information will be provided in a form acceptable to the Zoning Administrator. DPD will report the data it collects regarding projected and actual employment of M/WBEs and City residents in planned development projects twice yearly to the Chicago Plan Commission and annually to the Chicago City Council and the Mayor.

24. Unless substantial construction of the improvements contemplated within Subparcel E.3 has commenced within six years following adoption of this planned development amendment and unless completion is thereafter diligently pursued, then this Planned Development shall expire as it relates to Subparcel E.3 and the zoning of Subparcel E.3 of the Planned Development shall automatically revert to Residential-Business Planned Development Number 368, as amended on March 29, 2006. Unless substantial construction of the improvements contemplated within Parcels 7 and 7A has commenced within six (6) years following adoption of Residential-Business Planned Development Number 368, as amended on June 6, 2012, and unless completion is thereafter diligently pursued, then this Planned Development shall expire as it relates to Parcels 7 and 7A and the zoning of Parcels 7 and 7A of the Planned Development shall automatically revert to Residential-Business Planned Development Number 368, as amended on July 9, 2008. Unless substantial construction of the improvements contemplated within Parcels 21B and 21C (the "Kraft Parcel") has commenced within three (3) years following adoption of Residential-Business Planned Development Number 368, as amended on January 21, 2015, and unless completion is thereafter diligently pursued, then this Planned Development shall expire as it relates to Parcels 21B and 21C (the "Kraft Parcel") and the zoning of Parcels 21B and 21C (the "Kraft Parcel") shall automatically revert to Residential-Business Planned Development Number 368, as amended on June 6, 2012. Unless substantial construction of the improvements contemplated within Subarea B Parcel 8 has commenced within six (6) years following adoption of this Planned Development amendment, and unless completion is thereafter diligently pursued, then this Planned Development shall expire as it relates to Subarea B Parcel 8 and the zoning of Subarea B Parcel 8 of the Planned Development shall automatically revert to Residential-Business Planned Development Number 368, as amended on May 6, 2015.

[Exhibit 2 -- Existing Zoning Map; Exhibit 3 -- Boundary and Subarea Map; Exhibit 4 -- Planned Development Parcels Map; Exhibit 5 -- Maximum Height Zones; Exhibit 6 -- Existing and Planned Open Spaces; Exhibit 7 -- Pattern of Vehicular Roadways; Property Line Map; Site Plans -- Phase 1 and Phase 2; Ground Level Plan; FAR Bonus Calculations; Landscape Plans; Partial Landscape Plans; Landscape Plant List and Details; Chicago River, Ogden Slip, Lakeshore Drive and North Water Street Elevations; Typical Facade Details; and Lake Shore Drive Acoustical Screen referred to in these Plan of Development Statements printed on pages 18356 through 18381 of this *Journal*.]

Bulk Regulations and Data Table and 2007 Affordable Housing Profile Form (Rental) referred to in these Plan of Development Statements read as follows:

Business Planned Development No. 368, As Amended.

Exhibit 1

Bulk Regulations And Data Table.

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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	380,796 8.74	540 *See Note (5)*	5,259	1,800	Permitted *See Notes (2 & 3)*	13.81 *See Note (6)*
B *See Notes (11 & 13)*	183,449 4.21	40	2,482 *See Note (8)*	1,606 *See Note (8)*	671 *See Note (8)*	13.53 *See Note (7)*
C	122,303 2.81	140	850	540	630	12.72
D	361,234 8.29	170	500	0	2,350	8.60
E	146,018 7.94	110 *See Note (9)*	5 *See Note (4)*	0	1,100	6.83
E.1	232,841 5.34	0	5 *See Note (4)*	Not Permitted	Not Permitted	0.02
E.2	18,191.63 0.42	0	0	0	0	0
E.3	95,005 2.18	110 *See Note (9)*	0	0	1,100	15.92 *See Note (10)*
F *See Note (12)*	167,084 3.83 *See Note (12)*	150	0	0	1,118 *See Note (12)*	11.57 *See Note (12)*
TOTAL	1560,904 35.83	1,040	9,096	3,946 *See Note (8)*	5,869 *See Note (3)*	10.84
Gross Site Area = Net Site Area: 1,560,904 sq. ft. (35.83 acres) plus area in or proposed to be in public right of way: 940,843 sq. ft. (21.60 acres) plus area in or proposed to be in public parks or open space: 302,479 sq. ft. (6.94 acres) = 2,804,226 sq. ft. (64.38 acres).						

OFF STREET PARKING	MINIMUM	MAXIMUM
BUSINESS USES	1:5,000 sq. ft.	As determined by DPD in consultation with CDOT
HOTEL USES	1:4 Rooms	
RESIDENTIAL USES	55% d. u. Sub Area E.3: 300	
NON-ACCESSORY PARKING (allowed in Sub-area F only)	200 spaces	600 spaces
OFF STREET LOADING:		Per DX-12 requirements Sub Area E.3: 3 (10'x25') per Phase
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

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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 DX-16, Downtown Mixed-Use district classification. Any such units so built will not affect the total of 5,869dwelling units permitted in Sub-Areas B, C, D, E 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 3,946 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.1 (DuSable Park) has been dedicated to public park uses, 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 sf allocated to development Parcels 4 and 5 and the remaining 130,000 sf 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 sf), University of Chicago Gleacher Center (240,000 sf), NBC Tower (912,000 sf); and, to future development as follows: Parcel 1 (776,250 sf); Parcel 3 (970,000 sf) and Parcels 4/5 (1,600,000 sf)
Note (7):	Assumes floor area allocated to existing Sheraton Hotel (Parcels P6A and P6B) at 860,379 sF and to Parcels P7 and P7A at 847,290 sf. pursuant to June 6, 2012 amendment
Note (8):	For purposes of exchange of uses, a hotel room shall be equal to 0.5 dwelling units. The number of dwelling units listed for Subarea B (842) includes 197 dwelling units converted from 394 hotel rooms. The permissible number of hotel rooms within the planned development shall not exceed 3,946 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 7, 7A and 8 combined shall not exceed 50,000 square feet.
Note (9):	Eating/drinking establishments (excluding taverns), residential support services, physical fitness/indoor recreation center, and small venue theater (for building residents only) are expressly permitted in Sub-Area E.3.

FAR Bonus Calculations

Note (10): **Sub-Area E.3 (Parcels 18 and 19, combined)**
Net Site Area = 95,005 square feet

	Base FAR	10.00
	Downtown Affordable Housing Zoning Bonus	1.18 (a)
	Chicago Riverwalk	3.08 (b)
	Underground Parking and Loading	1.66 (c)
	Total FAR	15.92

a) Based on a contribution of $3,856,442.96 to the City of Chicago Affordable Housing Opportunity Fund.

b) Based on the provision of improvements to 29,262 square feet of riverwalk improvements.

c) Based on the provision of 300 underground parking spaces on Lower Levels 1 and 2.

Bulk Regulations and Data Table

Note (11): **Sub-Area B (Parcels 7 & 7A)**
Net Site Area = 68,385 square feet

Maximum Floor Area Ratio (FAR):	12.39
Maximum Percentage of Land Coverage:	Per Site Plans
Maximum Number of Dwelling Units	398
Maximum Number of Hotel Keys:	400
Maximum Number of Off-Street Parking Spaces (Residential):	219
Maximum Number of Off-Street Parking Spaces (Hotel):	11
Minimum Number of Bike Parking Spaces:	50
Minimum Periphery Setbacks:	Per Site Plans
Maximum Building Height:	590' (plus 45' for mechanical penthouse, roof mechanical units, roof access stairs, architectural elements and similar appurtenances)
Minimum Number of Off-Street Loading Berths, Residential:	2 (10' x 25') spaces
Minimum Number of Off-Street Loading Berths, Hotel:	2 (10' x 25') spaces

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Note (12):	**Sub-Area F** **Net Site Area = 167,104 sq. ft. (overall)**	
	Maximum Floor Area Ratio (FAR):	11.57 (overall Sub-area F after Floor Area Bonuses)
	Base FAR	8.98 (overall Sub-area F; see note (a) below)
	Affordable Housing Bonus:	0.52 (See note (b) below)
	Underground Parking Bonus:	1.00 (See note (c) below)
	Plaza/Pocket Park Bonus:	1.07 (See note (d) below)
	Total FAR	11.57
	Bulk Regulations and Data Table For Parcel 21C:	
	Maximum Number of Dwelling Units:	350
	Minimum Number of Accessory Parking Spaces:	296
	Minimum Number of Bike Parking Spaces:	50
	Minimum Periphery Setbacks and Site Coverage:	Per site plan
	Maximum Building Height:	785 feet
	Minimum Number of Off-Street Loading Berths:	3 (10' x 25')
a)	Base FAR of 8.98 results from an increase in net site area from 100,456 sf. to 167,104 sf. for the inclusion of Parcel P21B into the net site area by this amendment and a commensurate reduction of FAR from 14.93.	
b)	86,720 sf bonus floor area based on a contribution of $2,983,168 to the City of Chicago Housing Opportunity Fund as set forth in Statement 11(o).	
c)	167,208 sf. bonus floor area based on 120 underground parking spaces on Levels -1 and -2 and 176 unground parking spaces on Levels -3 and -4.	
d)	179,670 sf. bonus floor area based on providing or reconstructing 20,008 square feet of plaza/pocket park area on Parcel P21B in accordance with the Pocket Park Bonus Landscape Plan.	

Note (13):	**Bulk Regulations and Data Table** **Sub-Area B (Parcel 8)** **Net Site Area =34,400 SF**	
	Maximum Floor Area Ratio (FAR):	14.50
	Maximum Percentage of Land Coverage:	Per Site Plan
	Maximum Number of Dwelling Units:	444
	Minimum Number of Off-Street Parking Spaces (Residential):	181
	Minimum Number of Bike Parking Spaces:	50
	Minimum Periphery Setbacks	Per Site Plans
	Maximum Building Height:	535' (includes 35' for mechanical penthouse, roof mechanical units, roof access stairs, architectural elements and similar appurtenances)
	Minimum Number of Off-Street Loading Berths, Residential:	1 (10' x 25')
	Minimum Number of Off-Street Loading Berths, Retail:	1 (10' x 25')

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2007 Affordable Housing Profile Form (Rental)

Submit this form to the Department of Planning & Development (DPD) for projects that are subject to the 2007 ARO. Projects submitted after October 13, 2015 – or that did not receive City Council approval by July 13, 2016 – are subject to the 2015 ARO. More information is online at www.cityofchicago.org/ARO.

This completed form should be returned to: ARO@cityofchicago.org

Date: March 17, 2020

SECTION 1: DEVELOPMENT INFORMATION
Development Name: 400 Lake Shore Drive
Development Address: 400 Lake Shore Drive
Ward: 42nd
If you are working with a Planner at the City, what is his/her name? Emily Thrun
Type of City involvement: (check all that apply)
- ☐ City Land
- ☐ Financial Assistance (If receiving TIF assistance, will TIF funds be **used for housing construction?** ☐ *) *if yes, please provide copy of the TIF Eligible Expenses
- ☑ Zoning Increase and/or PD

SECTION 2: DEVELOPER INFORMATION
Developer Name: RMW Acquisition Company LLC
Developer Contact (Project Coordinator): Will Tippens
Developer Address: 350 W. Hubbard, Suite 300
Email address: wtippens@relatedmidwest.com
Telephone Number: 312-595-7400

SECTION 3: DEVELOPMENT INFORMATION N/A
a) Affordable units required

For **ARO** projects: _____ x 10%* = _____ (**always** round up)
Total units total affordable units required
*20% if TIF assistance is provided

For **Density Bonus** projects: _____ X 25% = _____
Bonus Square Footage* Affordable sq. footage required

*Note that the maximum allowed bonus is 20% of base FAR in dash-5; 25% in dash-7 or -10; and 30% of base FAR in dash-12 or -16 (www.cityofchicago.org/zoning for zoning info).

b) building details

In addition to water, which of the following utilities will be **included in** the rent (circle applicable):
☐ Cooking gas ☐ electric ☐ gas heat ☐ electric heat ☐ other (describe on back)

Is parking included in the rent for the: affordable units? ☐ yes ☐ no market-rate units? ☐ yes ☐ no
If parking is not included, what is the monthly cost per space? _____

Estimated date for the commencement of marketing:

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Estimated date for completion of construction of the affordable units:

For each unit configuration, fill out a separate row, as applicable (see example).

	Unit Type*	Number of Units	Number of Bedrooms/Unit	Total Square Footage/Unit	Expected Market Rent	Proposed Affordable Rent*	Proposed Level of Affordability (60% or less of AMI)	Unit Mix OK to proceed?
Example	1 bed/1 bath	4	1	800	$1000	759	60%	
Affordable Units								☐
								☐
								☐
Market Rate Units						N/A	N/A	☐
						N/A	N/A	☐
						N/A	N/A	☐

*Rent amounts updated annually in the "City of Chicago's Maximum Affordable Monthly Rent Chart"

SECTION 4: PAYMENT IN LIEU OF UNITS

When do you expect to make the payment -in-lieu? Q2 2021
(typically corresponds with issuance of building permits) Month/Year

For **ARO** projects, use the following formula to calculate payment owed:

_____ X 10% = _____ X $104,427* = $_____
Number of total units in development | (round **up** to nearest whole number) | Amount owed

*These are 2019 fees: for current fee, visit www.cityofchicago.org/aro

For **Density Bonus** projects, use the following formula to calculate payment owed:

112,105.9 x 80% x $43 = $$3,856,442.96
Bonus Floor Area (sq ft) | median price per base FAR foot (*from table below*) | Amount owed

Submarket (Table for use with the Density Bonus fees-in-lieu calculations)	**Median Land Price per Base FAR Foot**
Loop: Chicago River on north/west; Congress on south; Lake Shore Dr on east	$31
North: Division on north; Chicago River on south/west; Lake Shore Dr. on east	$43
South: Congress on north; Stevenson on south; Chicago River on west; Lake Shore Dr. on east	$22
West: Lake on north; Congress on south; Chicago River on east; Racine on west	$29

Authorization to Proceed (to be completed by Developer & DPD)

Kara Breems — 5/15/2020
DPD Staff — Date

[signature] — 5/7/2020
Developer/Project Manager — Date

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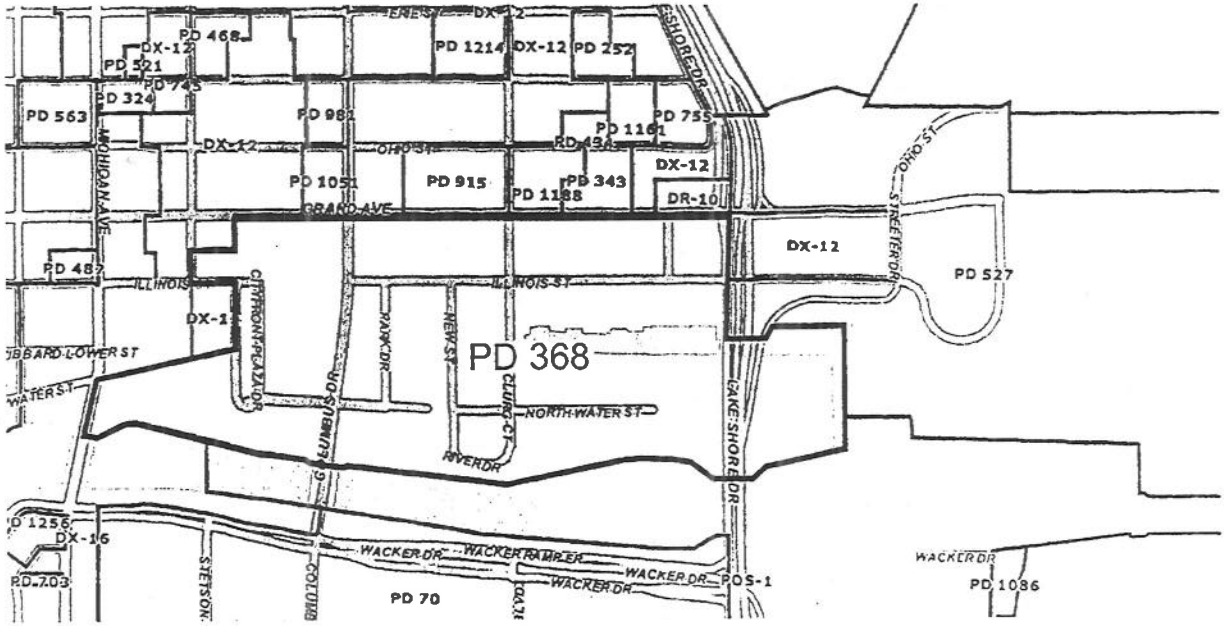

Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr., Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission Date: TBD

EXHIBIT 2
EXISTING ZONING MAP
SCALE: NTS

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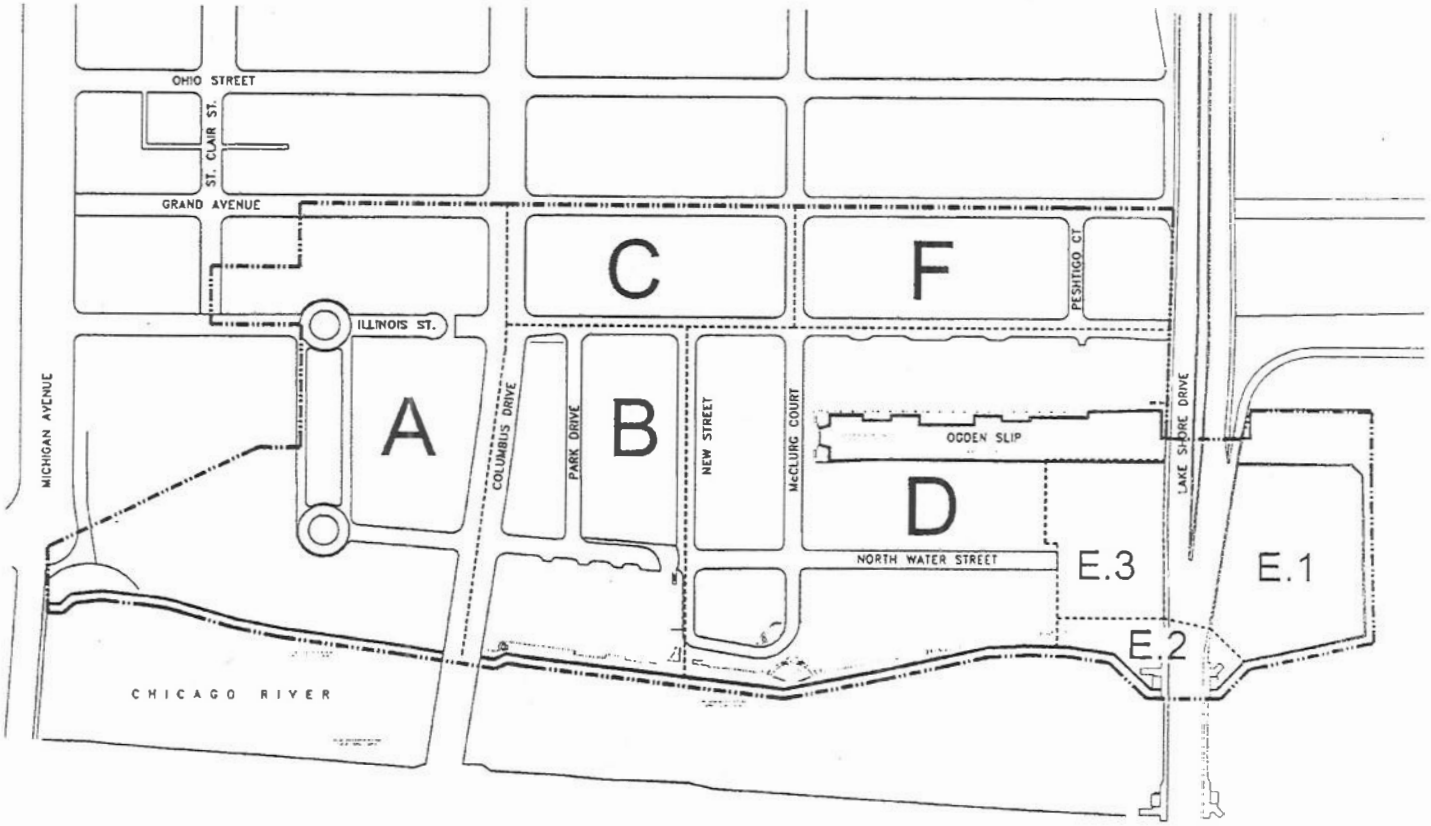

Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr., Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission Date: TBD

EXHIBIT 3
PD BOUNDARY & SUB AREA MAP
SCALE: NTS

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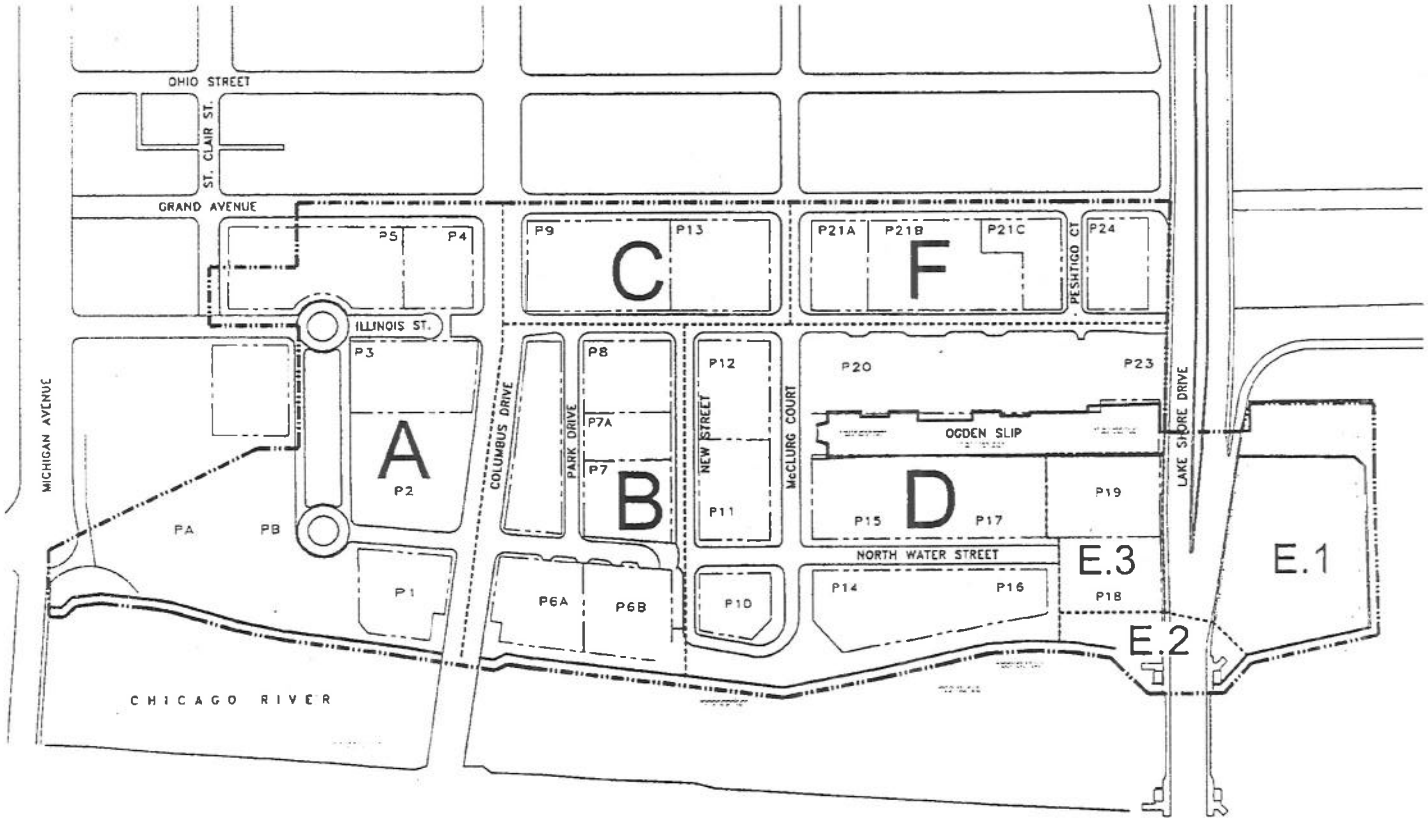

Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr., Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission Date: TBD

EXHIBIT 4
PD PARCELS MAP
SCALE: NTS

N

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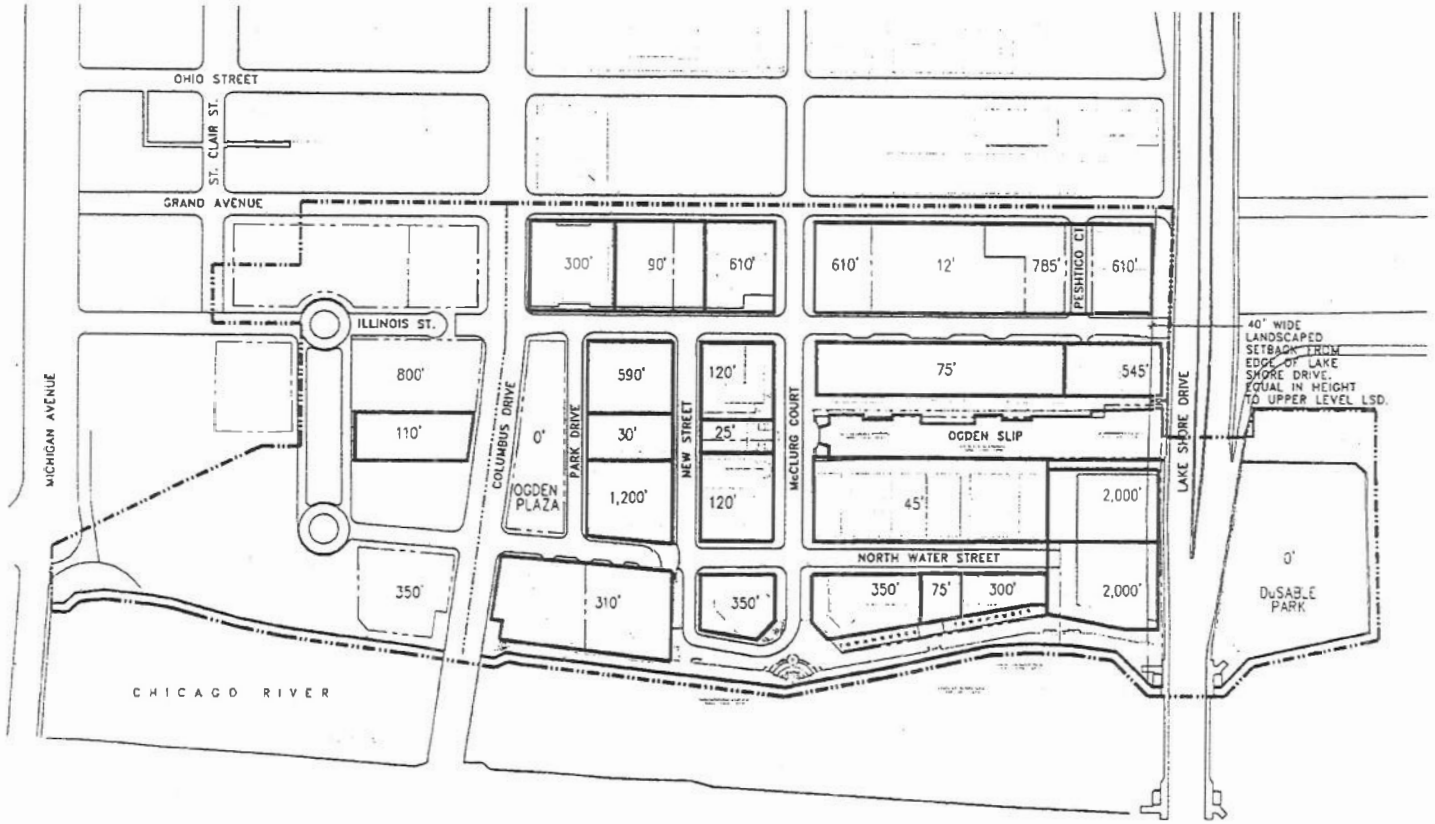

Applicant: RMW Streeterville, LLC
Address 400 N Lake Shore Dr., Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission Date: TBD

EXHIBIT 5
MAXIMUM HEIGHT ZONES
SCALE: NTS

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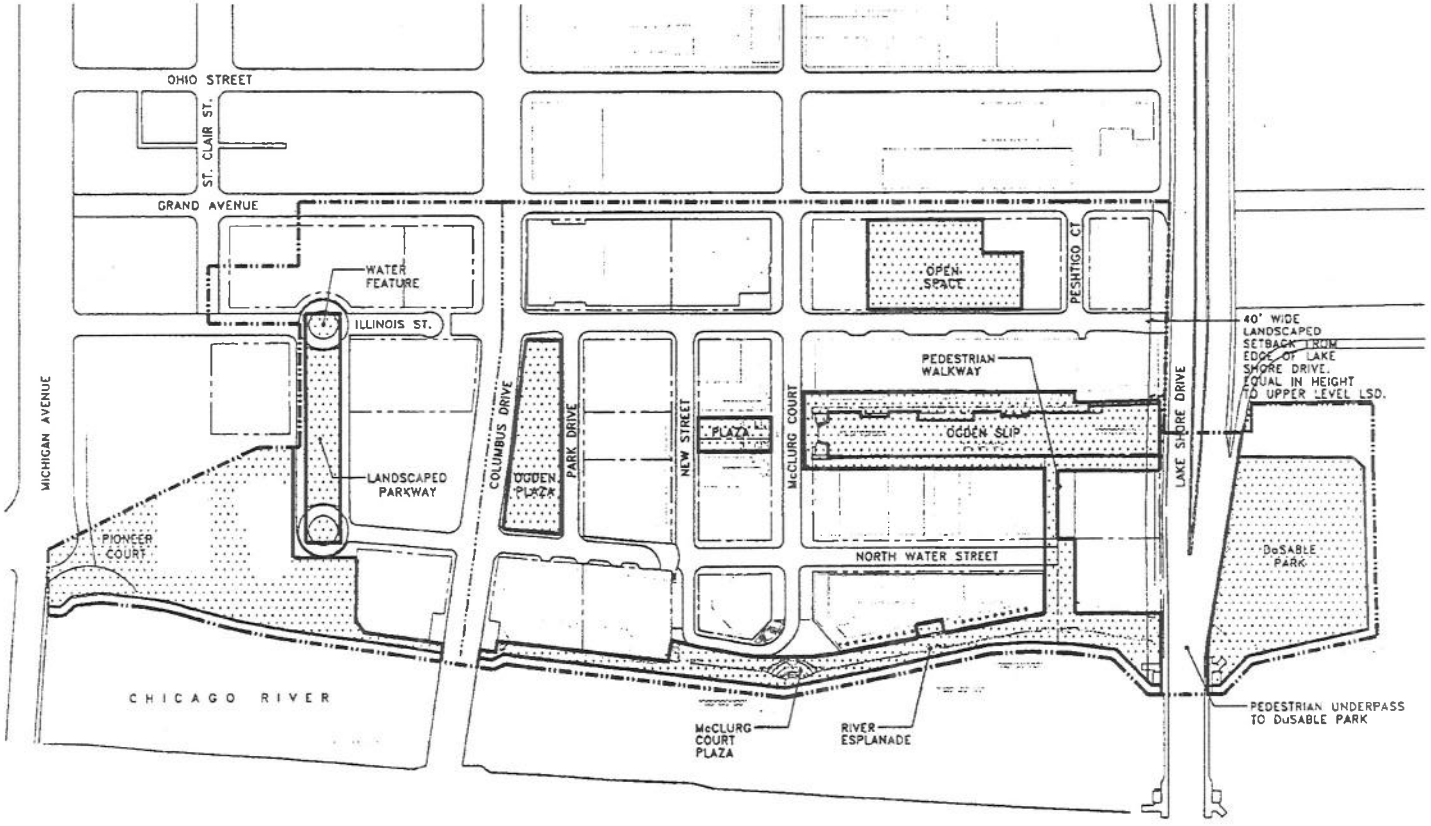

Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr., Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission Date: TBD

EXHIBIT 6
EXISTING AND PLANNED OPEN SPACES
SCALE: NTS

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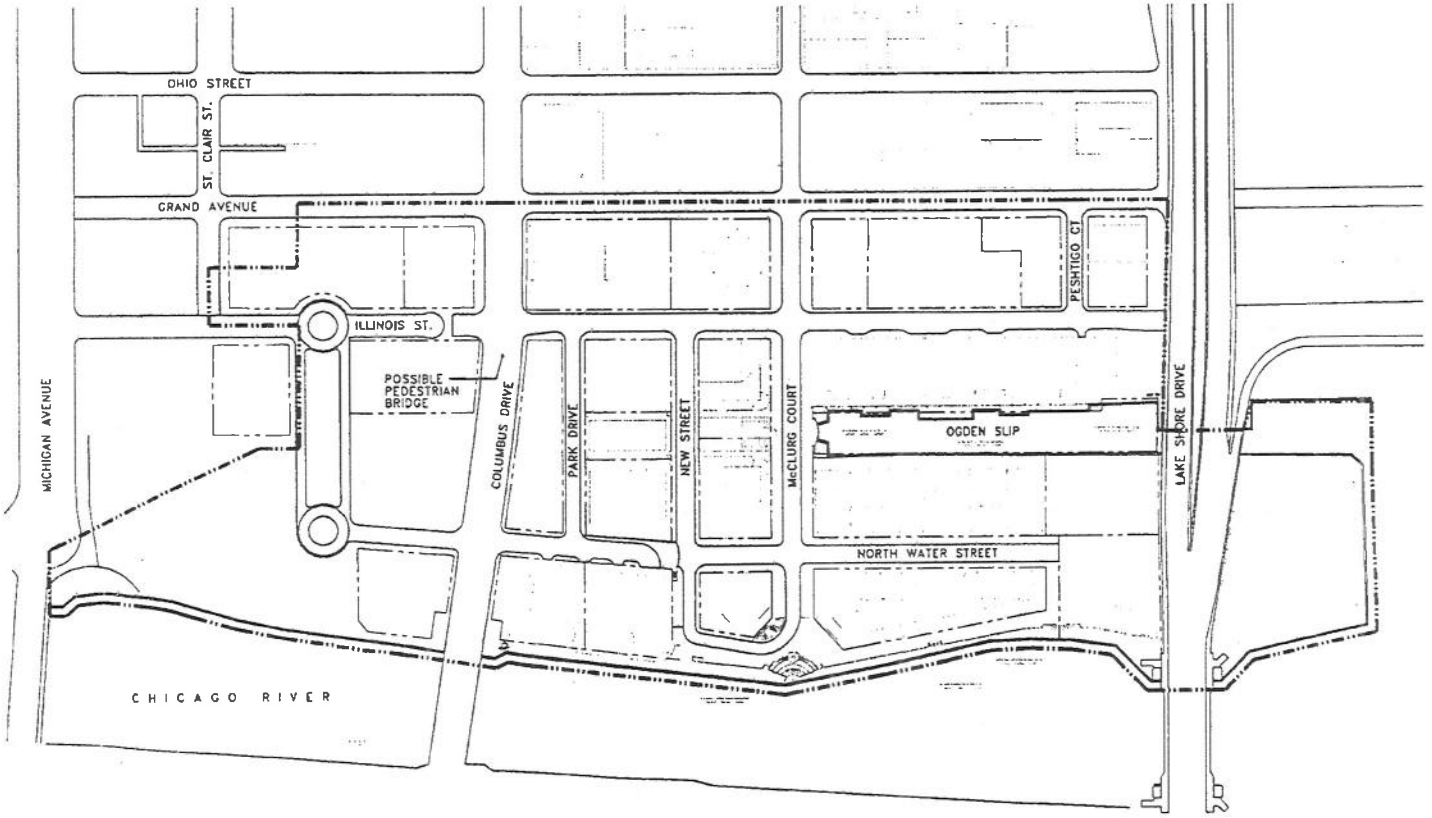

Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr., Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission Date: TBD

EXHIBIT 7
PATTERN OF VEHICULAR ROADWAYS
SCALE: NTS

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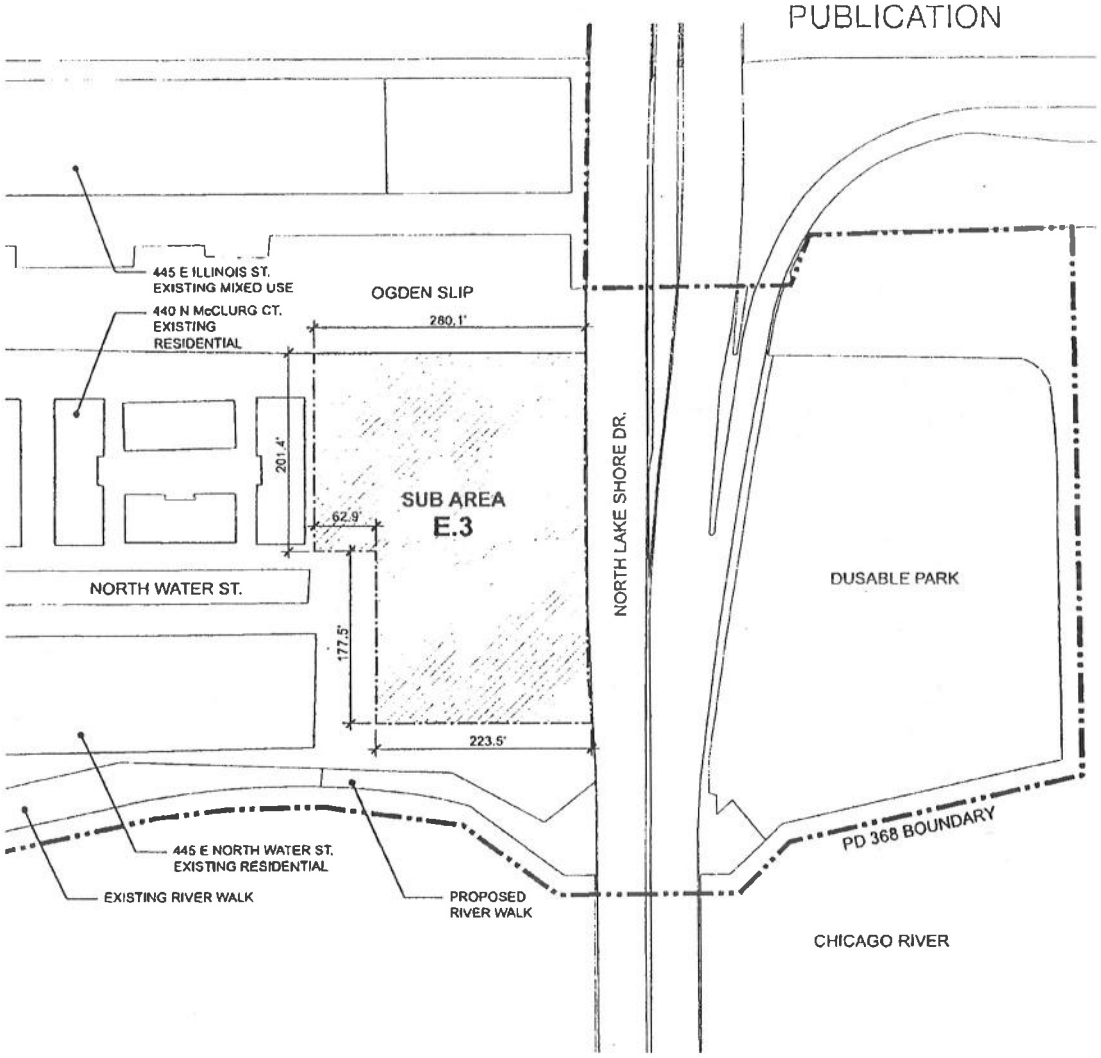


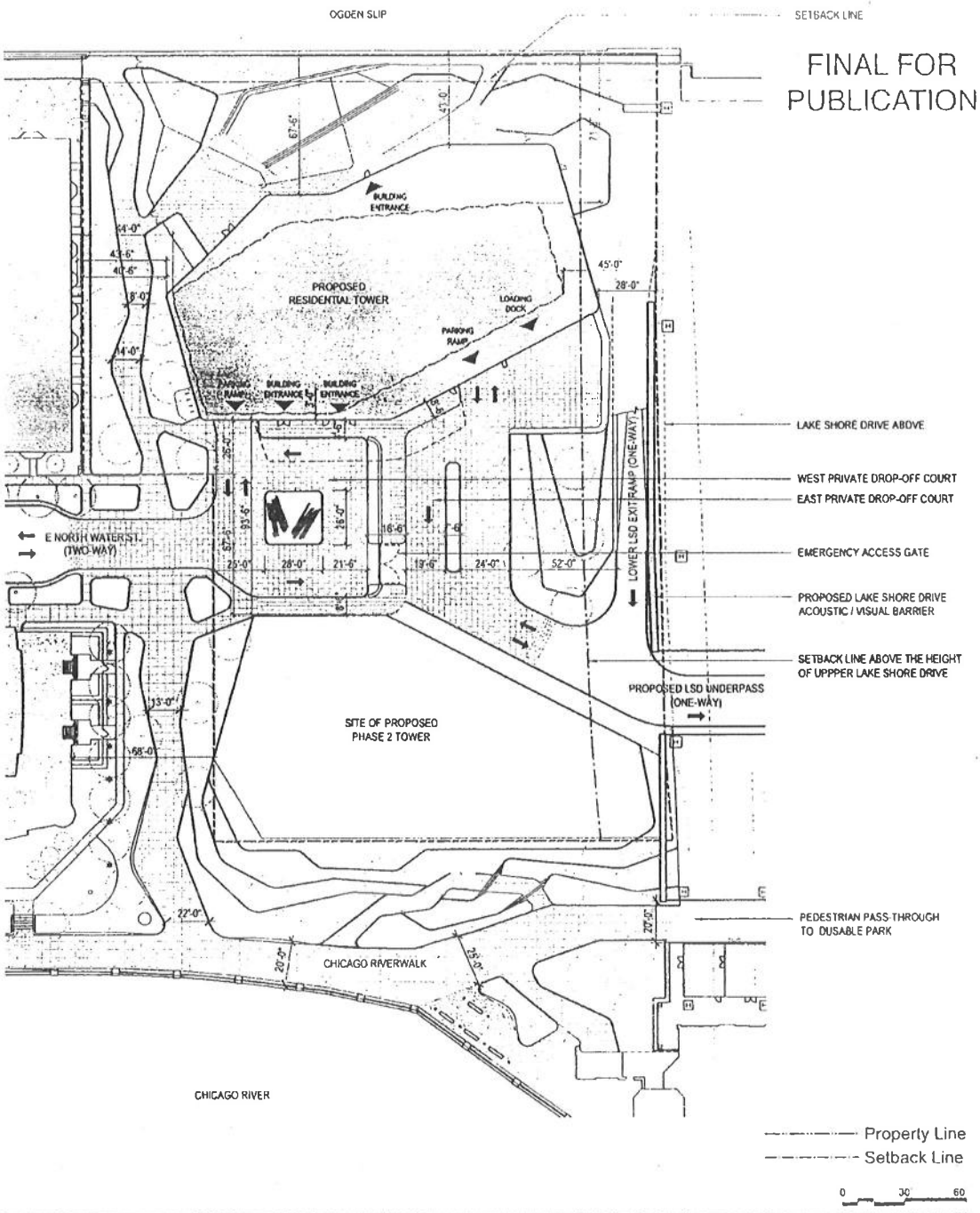
Net Site Area: 95,005

Sub Area E.3
Planned Development Boundary
Property Line

Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr.
Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission: May 21, 2020

PROPERTY LINE MAP

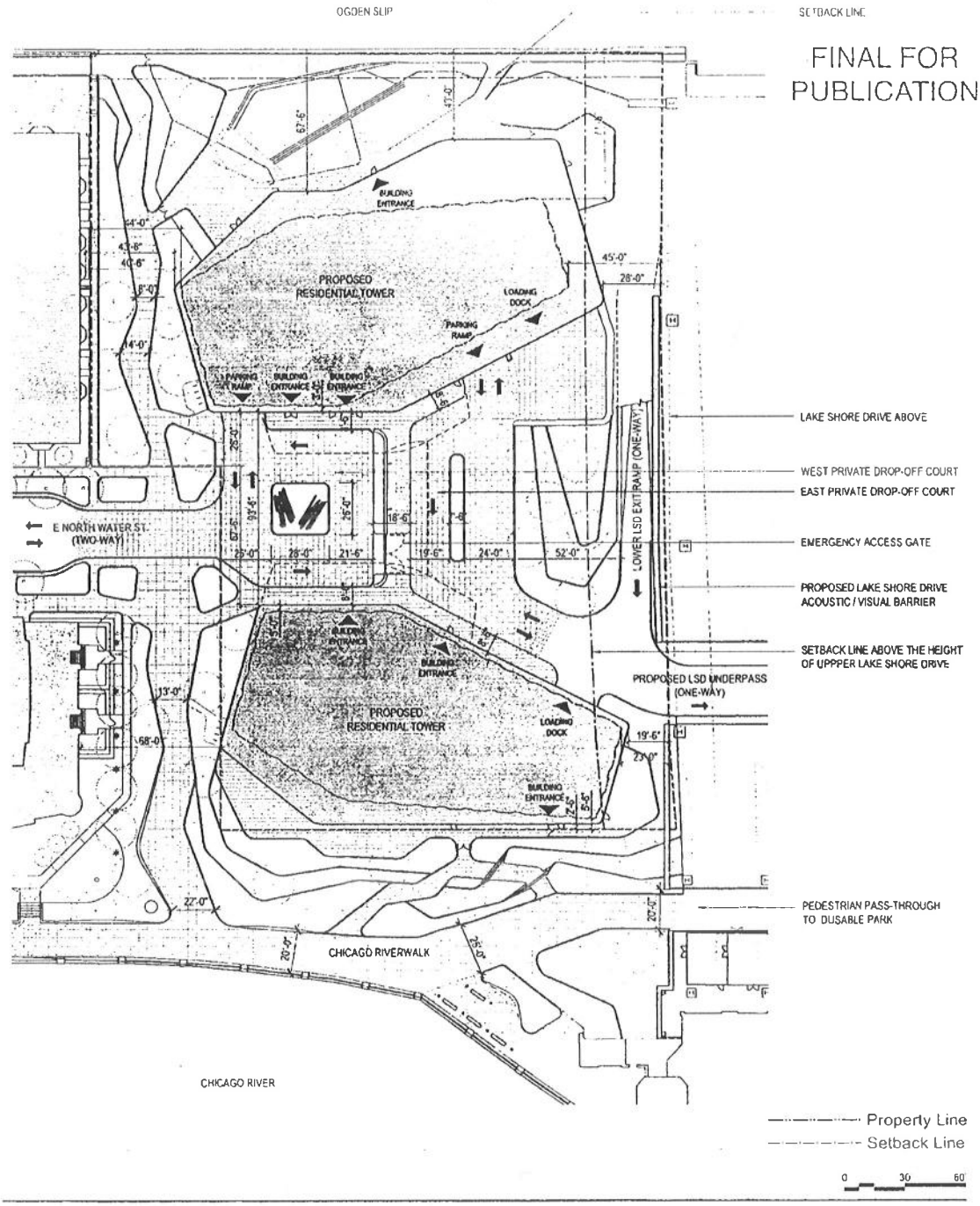
N



Applicant: RMW Streeterville LLC
Address: 400 N Lake Shore Dr., Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission: March 21, 2020

SITE PLAN – PHASE 1

N



Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr
Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission: March 21, 2020

SITE PLAN – PHASE 2

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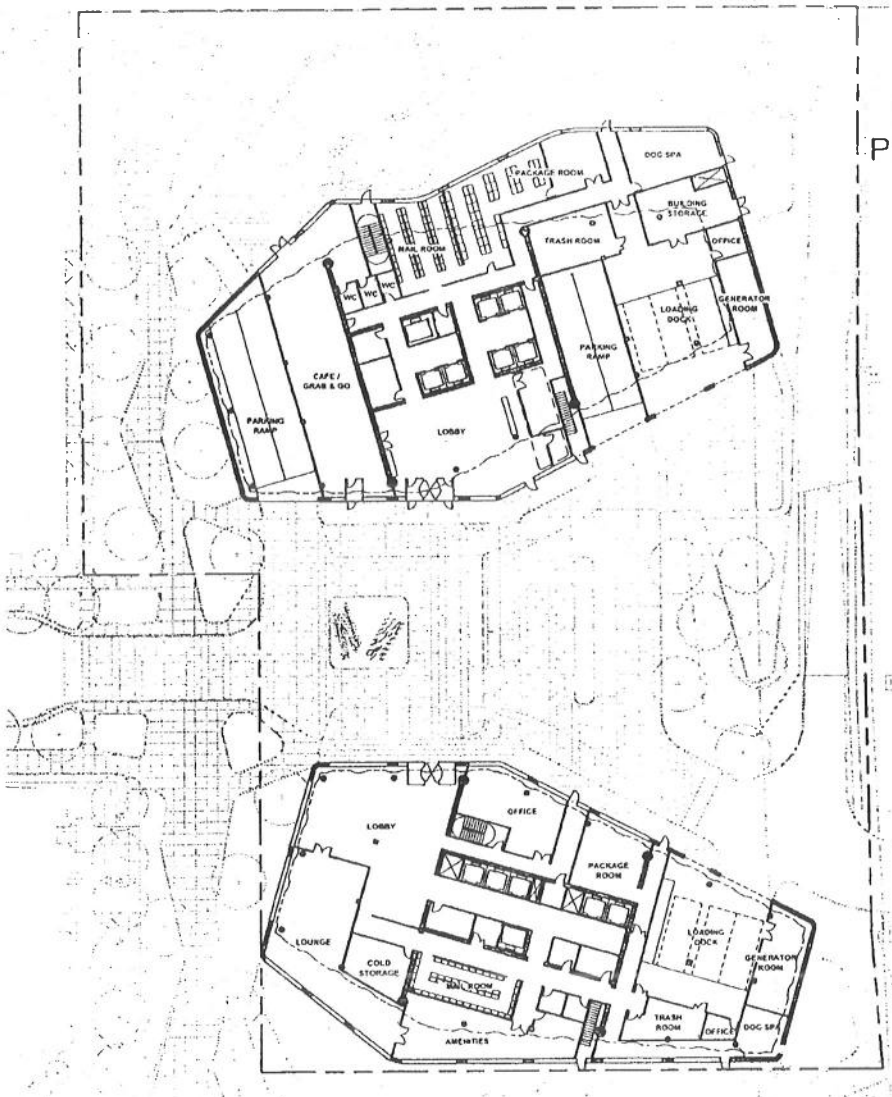

0 25 50'

Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr
Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission: March 21, 2020

GROUND LEVEL PLAN

N

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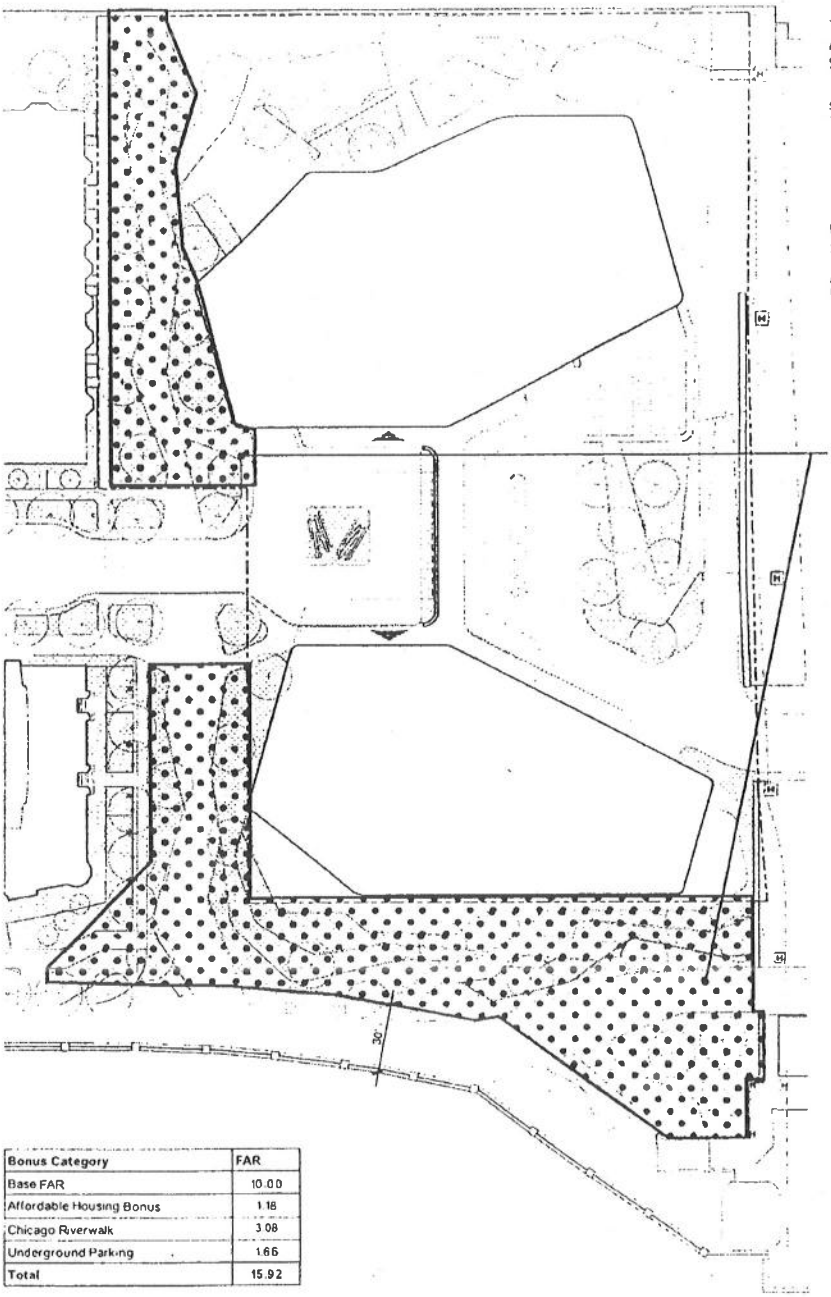

17-4-1004
Affordable Housing Bonus
$3,856,443 contribution

1 SF of Area = 80% Median Land Value
$3,856,443 / (80% x $43/SF) = 112,106 SF
112,106 SF = 1.18 FAR

17-4-1016
Underground Parking
300 spaces provided

[(# Spaces x 350 SF) / Lot Area] x 0.15 x Base FAR
(300 x 350 SF) / 95,005 SF] x 0.15 x 10 = 1.66 FAR

17-4-1006
Chicago Riverwalk Improvements
29,626 SF (21,297+7,965) provided)

(Riverwalk Area / Lot Area) x 1.0 x Base FAR
(29,626 SF / 95,005 SF) x 1.0 x 10 = 3.08 FAR

Bonus Category	FAR
Base FAR	10.00
Affordable Housing Bonus	1.18
Chicago Riverwalk	3.08
Underground Parking	1.66
Total	15.92

Lot Area: 95,005 SF
Median Land Value: $43/SF

0 30' 60

Applicant: HMW Streeterville, LLC
Address: 400 N Lake Shore Dr.
Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission: May 21, 2020

FAR BONUS CALCULATIONS

N

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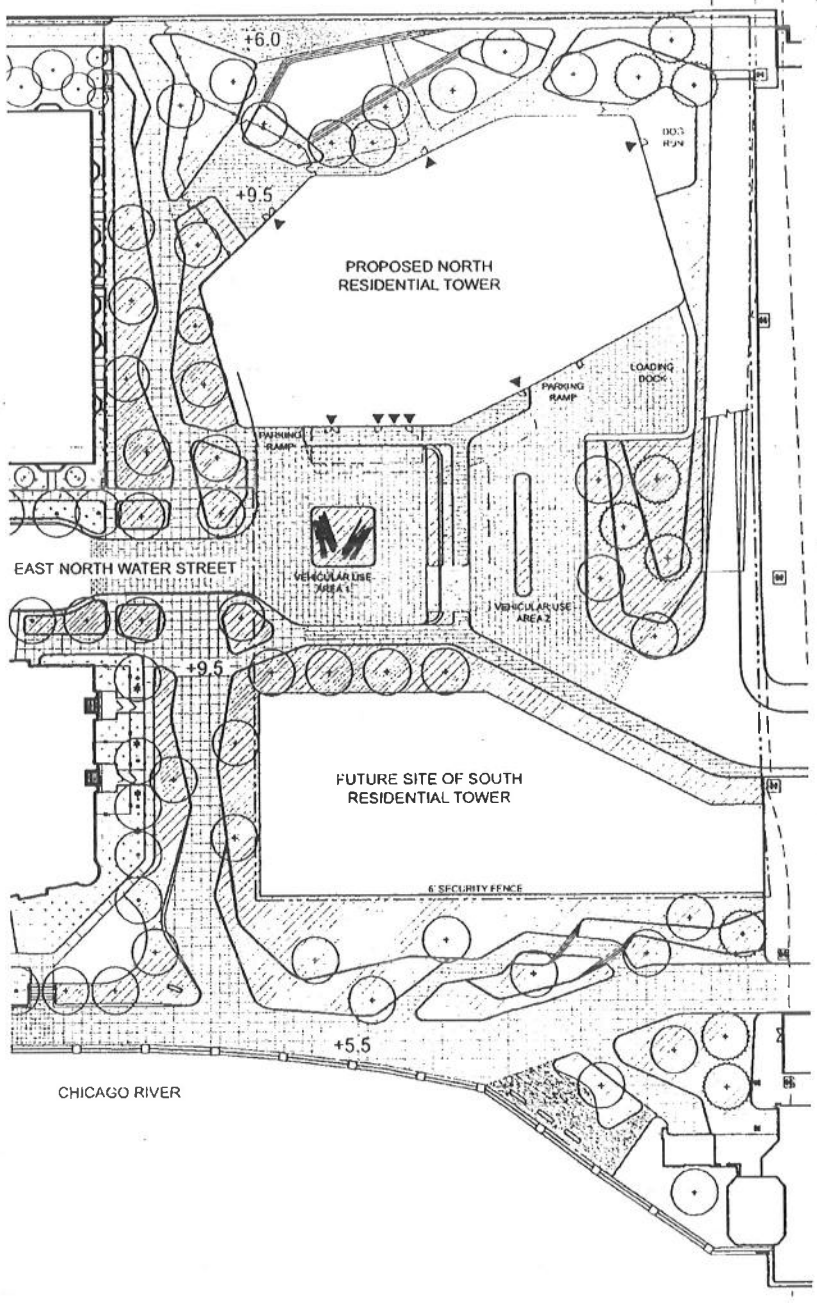

Landscape Plan Legend

- Property Line
- Steps
- Building Entry
- Fence
- Gate
- Existing Light Pole
- Stone Paving
- Concrete Paving
- Existing Tree
- Existing Planting
- Proposed Deciduous Tree
- Proposed Coniferous Tree
- Proposed Shrub and Perennial Planting
- +0.0 Spot Elevation

Tree Calculations

Total Proposed Site Trees:
(38) Deciduous Trees
(10) Evergreen Trees

Total Chicago River Frontage: 222'
River front trees required:9
Proposed Riverfront Trees:12

Vehicular Use Calculations

Area 1:
Total Area: 5,670 sf
Required Internal Landscape
5% x 5,670 sf = 284 sf
Actual Landscape Area: 671 sft
Trees Required: 284/125 = 2 Trees
Actual Tree Planting = 4 trees

Area 2:
Total Area: 6,075 sf
Required Internal Landscape
5% x 6,075sf = 304 sf
Actual Landscape Area: 323 sft
Trees Required: 304/125 = 2 Trees
Actual Tree Planting = 5 trees

SCALE: 1"=60'

0 30' 60

Applicant: RMW Streeterville LLC
Address: 400 N Lake Shore Dr
Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission: March 21, 2020

LANDSCAPE PLAN
PHASE 1

N

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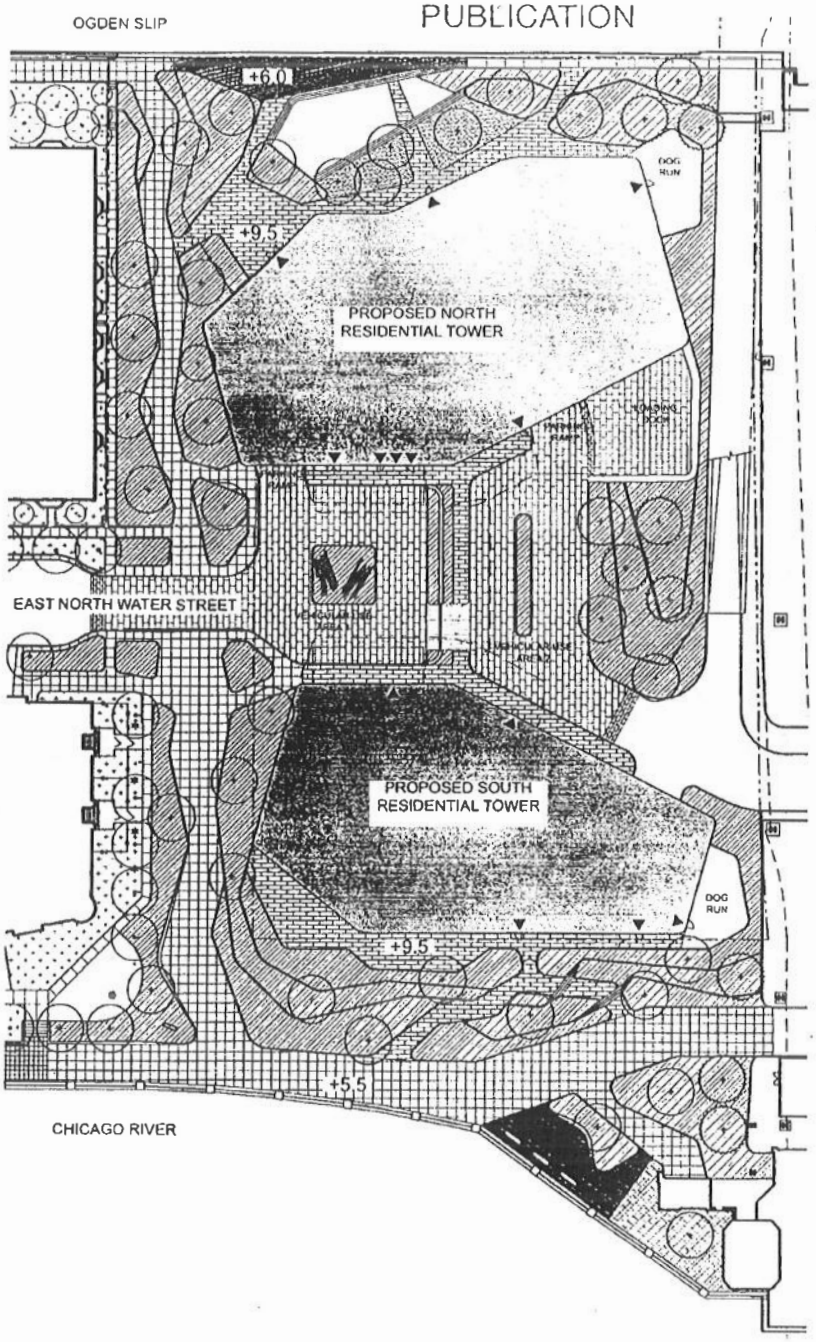

Landscape Plan Legend

- Property Line
- Steps
- Building Entry
- Fence
- Gate
- Existing Light Pole
- Stone Paving
- Concrete Paving
- Existing Tree
- Existing Planting
- Proposed Deciduous Tree
- Proposed Coniferous Tree
- Proposed Shrub and Perennial Planting
- +0.0 Spot Elevation

Tree Calculations

Total Proposed Site Trees:
(35) Deciduous Trees
(10) Evergreen Trees

Total Chicago River Frontage: 222'
River front trees required:9
Proposed Riverfront Trees:12

Vehicular Use Calculations

Area 1:
Total Area: 5,670 sf
Required Internal Landscape
5% x 5,670 sf = 284 sf
Actual Landscape Area: 671 sft
Trees Required: 284/125 = 2 Trees
Actual Tree Planting = 2 trees

Area 2:
Total Area: 6,075 sf
Required Internal Landscape
5% x 6,075sf = 304 sf
Actual Landscape Area: 323 sft
Trees Required: 304/125 = 2 Trees
Actual Tree Planting = 5 trees

SCALE: 1"=60'

0 30 60

Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr.
Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission: March 21, 2020

LANDSCAPE PLAN
PHASE 2

N

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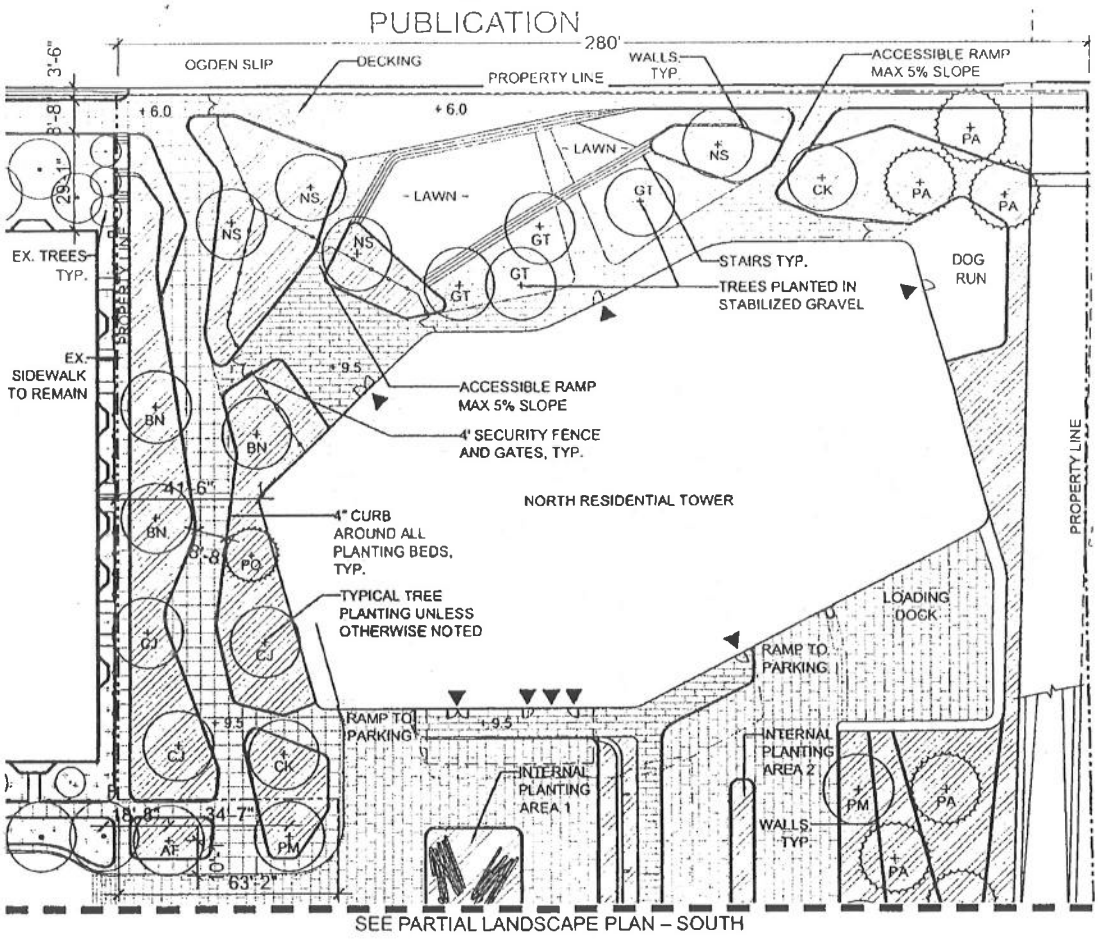


SEE PARTIAL LANDSCAPE PLAN – SOUTH

Landscape Plan Legend

	Property Line		Existing Tree
	Steps		Existing Planting
▼	Building Entry		Proposed Deciduous Tree
	Fence		Proposed Coniferous Tree
	Gate		Proposed Shrub and Perennial Planting
	Existing Light Pole	+0.0	Spot Elevation
	Stone Paving		
	Concrete Paving		

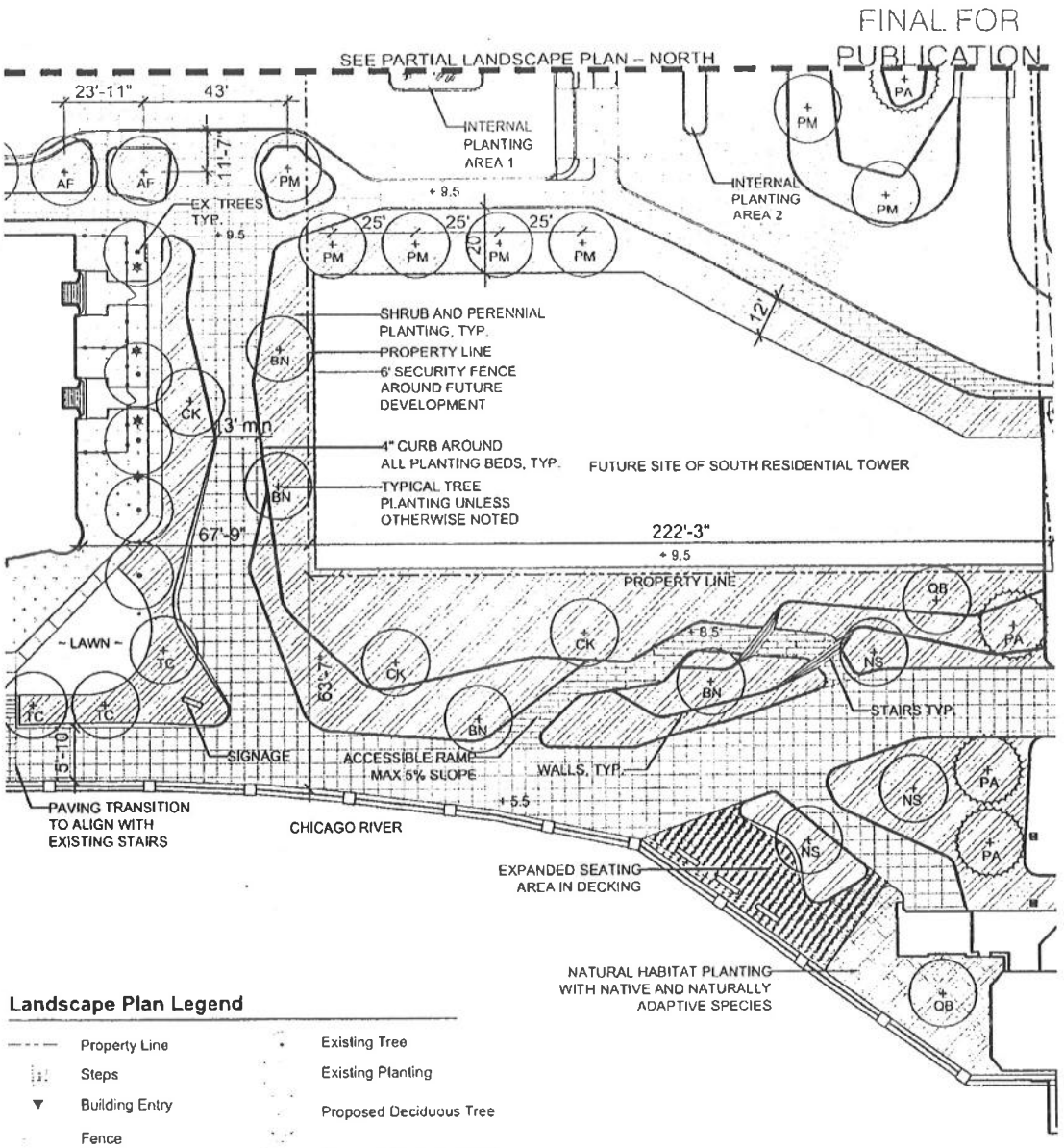
SCALE: 1"=40'

0 20' 40'

Applicant: RMW Streeterville LLC
Address: 400 N Lake Shore Dr
Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission: March 21, 2020

PARTIAL LANDSCAPE PLAN
NORTH – PHASE 1 & 2

N



Landscape Plan Legend

Property Line	Existing Tree
Steps	Existing Planting
Building Entry	Proposed Deciduous Tree
Fence	Proposed Coniferous Tree
Gate	Proposed Shrub and Perennial Planting
Existing Light Pole	Spot Elevation
Stone Paving	
Concrete Paving	

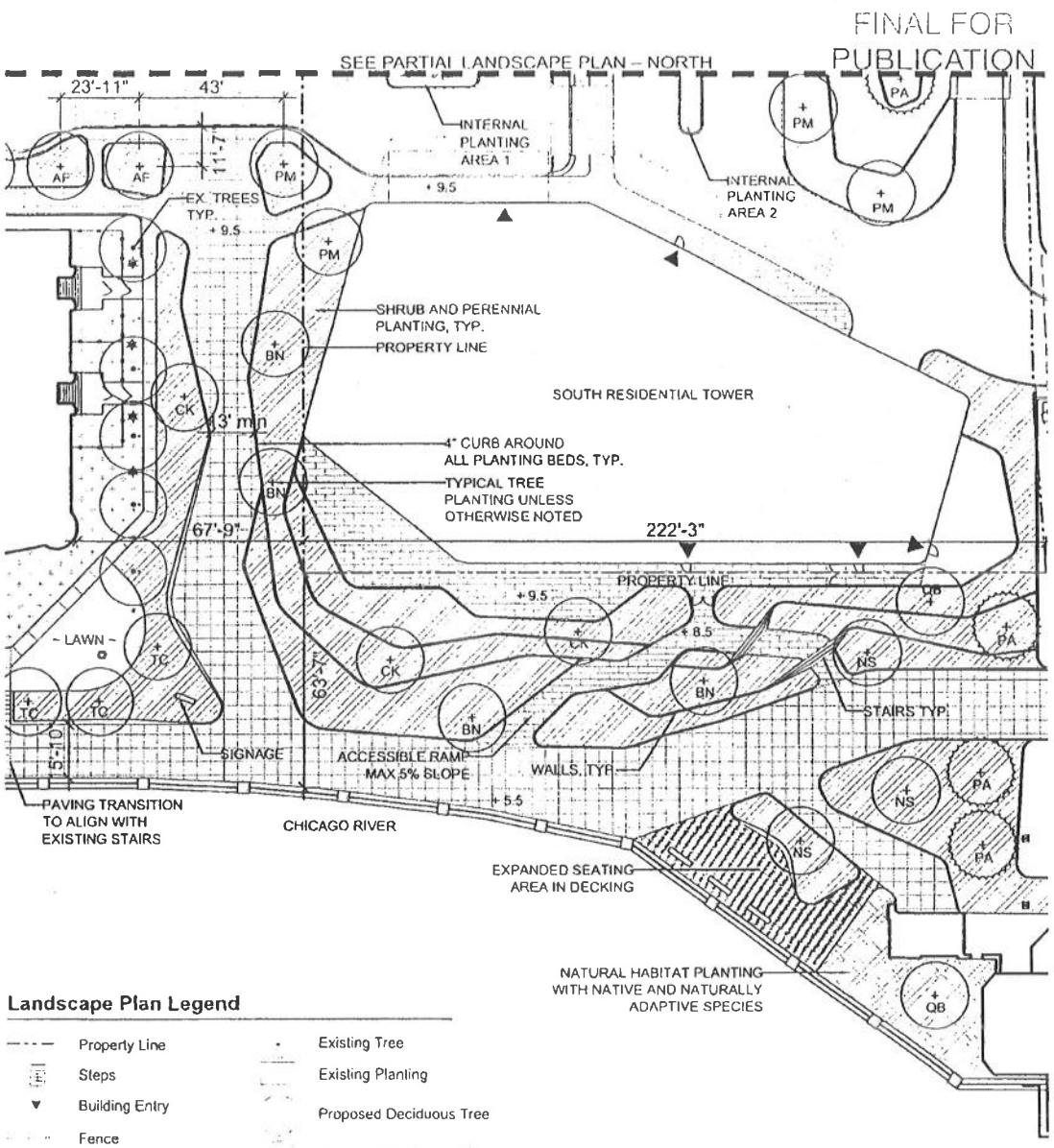
SCALE: 1"=40'

0 20' 40'

Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr.
Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission: March 21, 2020

PARTIAL LANDSCAPE PLAN
SOUTH – PHASE 1

N



Landscape Plan Legend

- Property Line
- Steps
- Building Entry
- Fence
- Gate
- Existing Light Pole
- Stone Paving
- Concrete Paving
- Existing Tree
- Existing Planting
- Proposed Deciduous Tree
- Proposed Coniferous Tree
- Proposed Shrub and Perennial Planting
- +0.0 Spot Elevation

SCALE: 1"=40'

0 20 40

Applicant: RMW Streeterville LLC
Address: 400 N Lake Shore Dr
Chicago IL 60611
Introduction Date: March 18, 2020
Plan Commission: March 21, 2020

PARTIAL LANDSCAPE PLAN
SOUTH – PHASE 2

N

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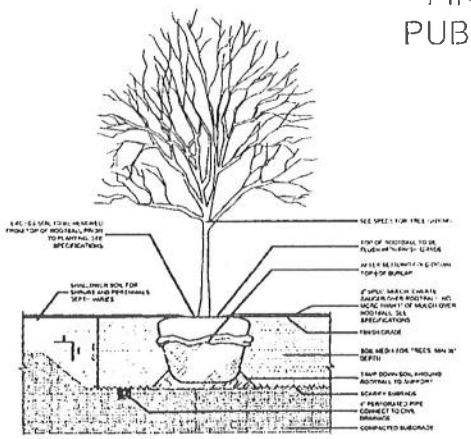
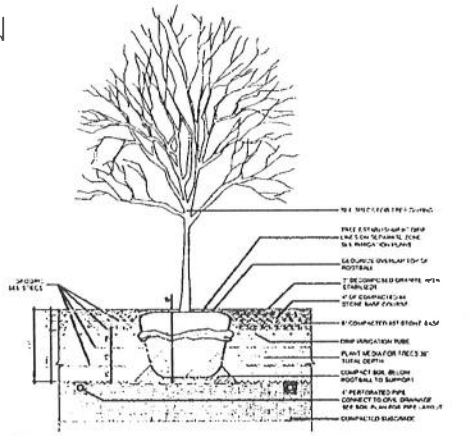
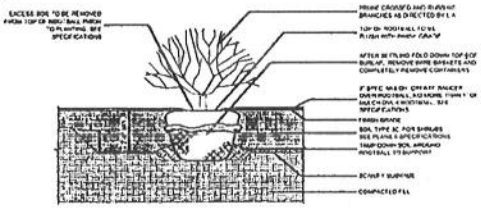


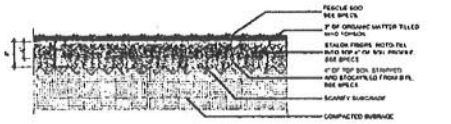
1 TYPICAL TREE PLANTING DETAIL
SCALE : 1/8" = 1'-0"



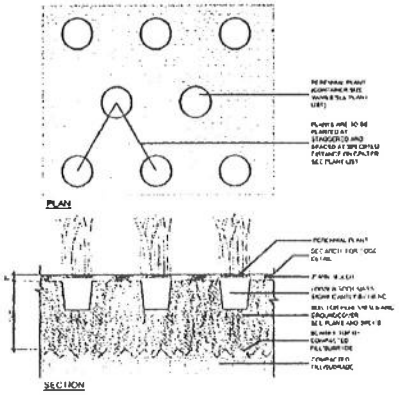
2 TREE PLANTING IN STABILIZED GRAVEL
SCALE 1/8" = 1'-0"



3 TYPICAL SHRUB PLANTING DETAIL
SCALE: 1/8" = 1'-0"



4 TYPICAL SOD DETAIL FOR HIGH USE AREAS
SCALE 3/8" = 1'-0"



5 TYPICAL PERENNIAL PLANTING DETAIL
SCALE 3/8" = 1'-0"

Tree Planting Schedule

Deciduous Trees					
XX	QTY	Botanical Name	Common Name	Size	Condition
AF	3	*Acer freemanii*	Freeman Maple	4" Caliper	B&B
BN	7	*Betula nigra 'Heritage'*	Heritage River Birch	10-12', Clump	B&B
CJ	3	*Cercidiphyllum japonicum*	Katsuratree	10-12', Clump	B&B
CK	5	*Cornus kousa*	Kousa Dogwood	8-10', Clump	B&B
GT	4	*Gleditsia triacanthos var. inermis 'Skyline'*	Skyline Honeylocust	4" Caliper	B&B
NS	7	*Nyssa sylvatica*	Black Gum, Tupelo	4" Caliper	B&B
PM	9	*Platanus x acerifolia 'Morton Circle'*	Exclamation! London Planetree	4" Caliper	B&B
QB	2	*Quercus bicolor*	Swamp White Oak	4" Caliper	B&B
TC	3	*Tilia cordata*	Littleleaf Linden	4" Caliper	B&B
Coniferous Trees					
XX	QTY	Botanical Name	Common Name	Size	Condition
PA	9	*Picea abies*	Norway Spruce	10-12'	B&B
PO	1	*Picea omorika*	Serbian Spruce	10-12'	B&B

Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr.,
Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission: May 21, 2020

LANDSCAPE PLANT LIST & DETAILS

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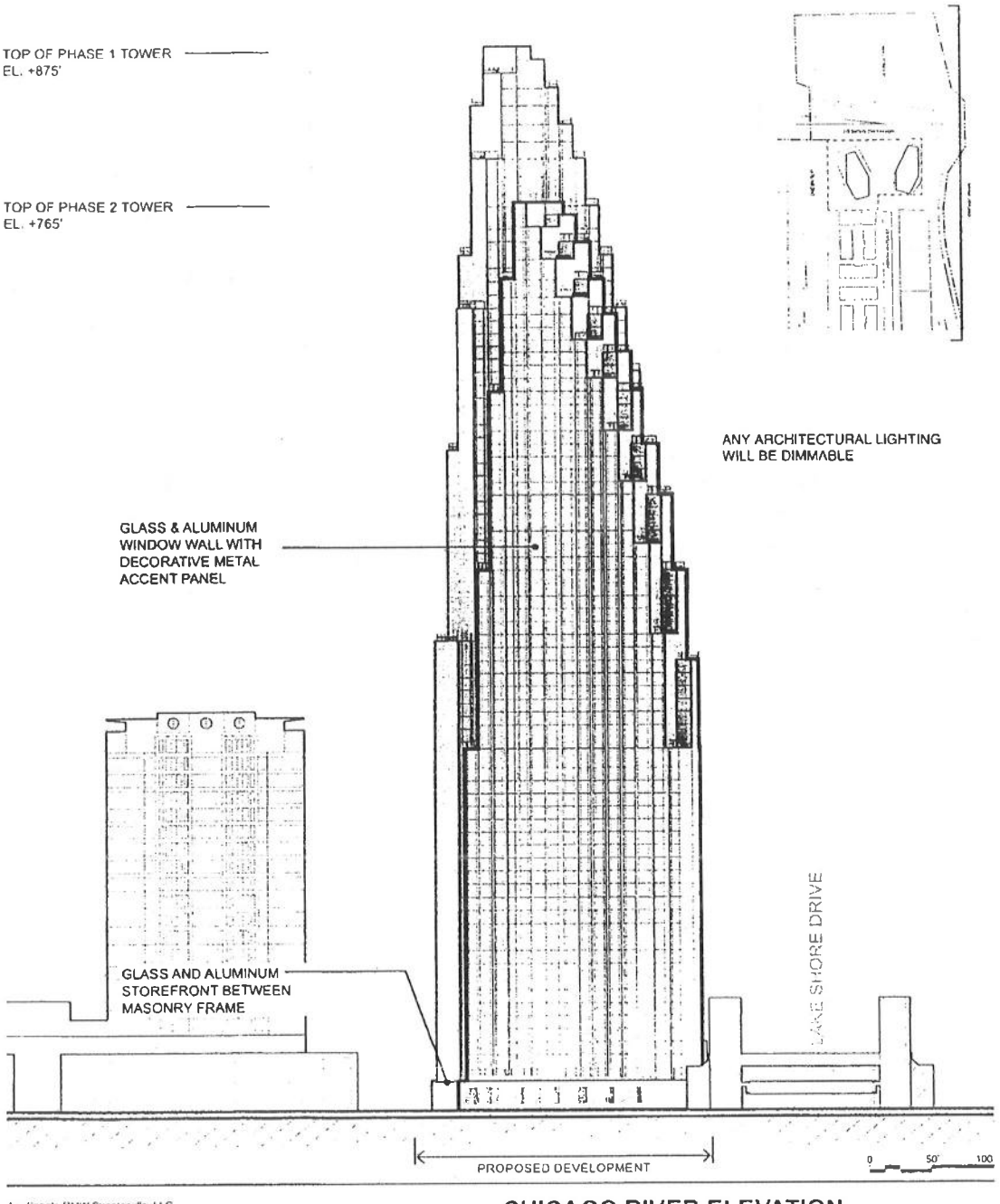

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Chicago, IL 60611
Introduction Date: March 18, 2020
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CHICAGO RIVER ELEVATION

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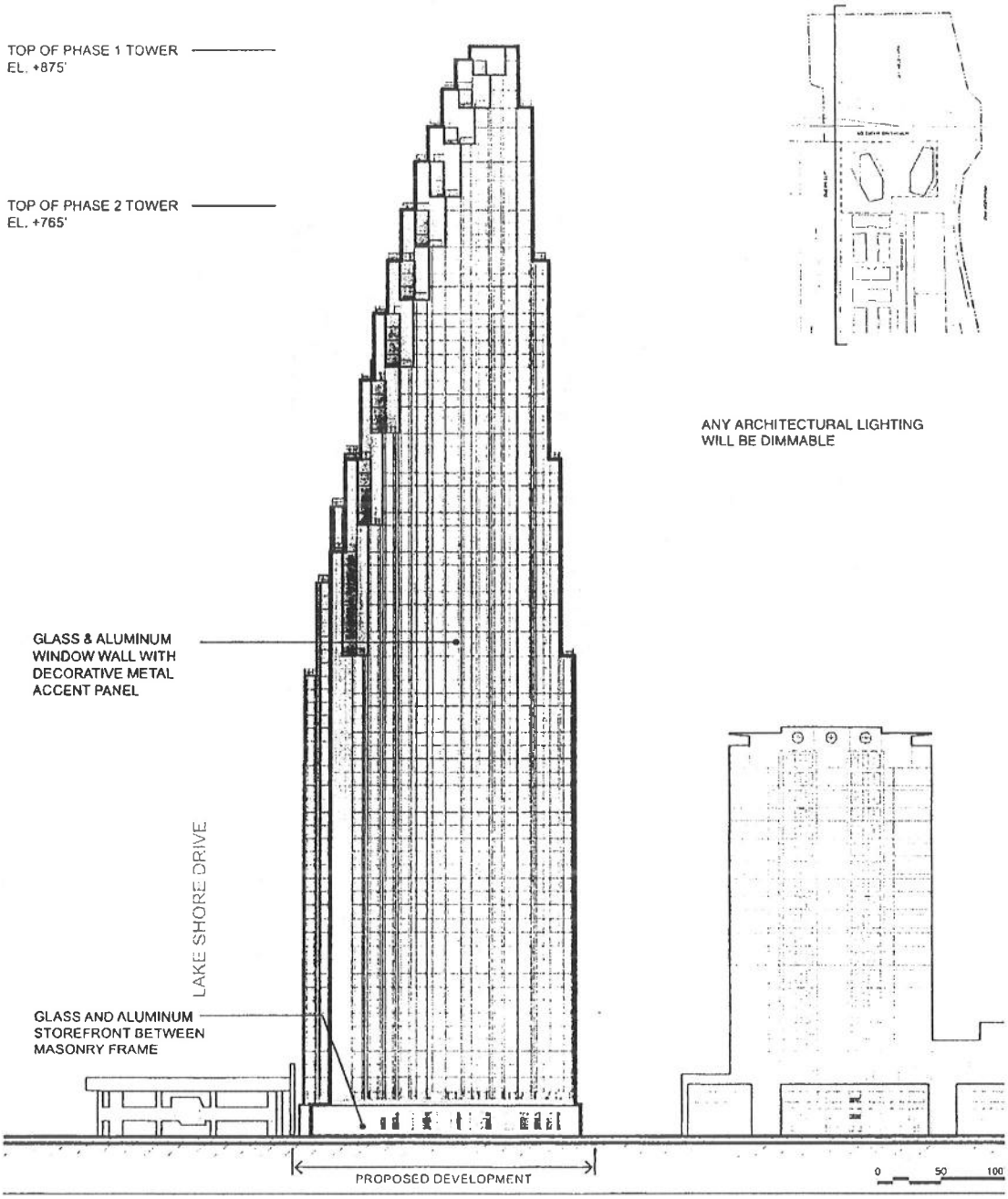

Applicant: RMW Streeterville LLC
Address: 400 N Lake Shore Dr.
Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission: May 21, 2020

OGDEN SLIP ELEVATION

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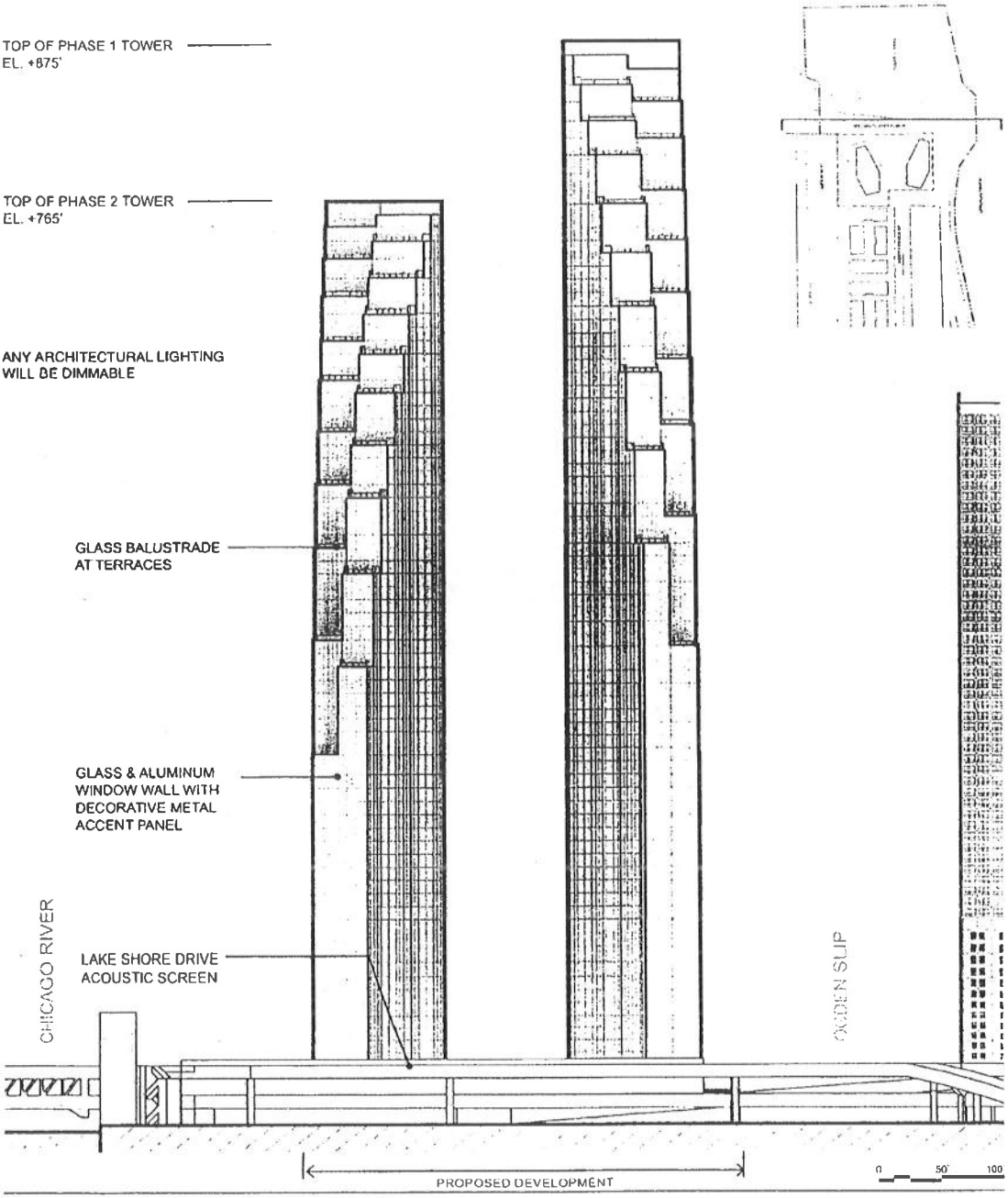

Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr.,
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Introduction Date: March 18, 2020
Plan Commission: May 21, 2020

LAKE SHORE DRIVE ELEVATION

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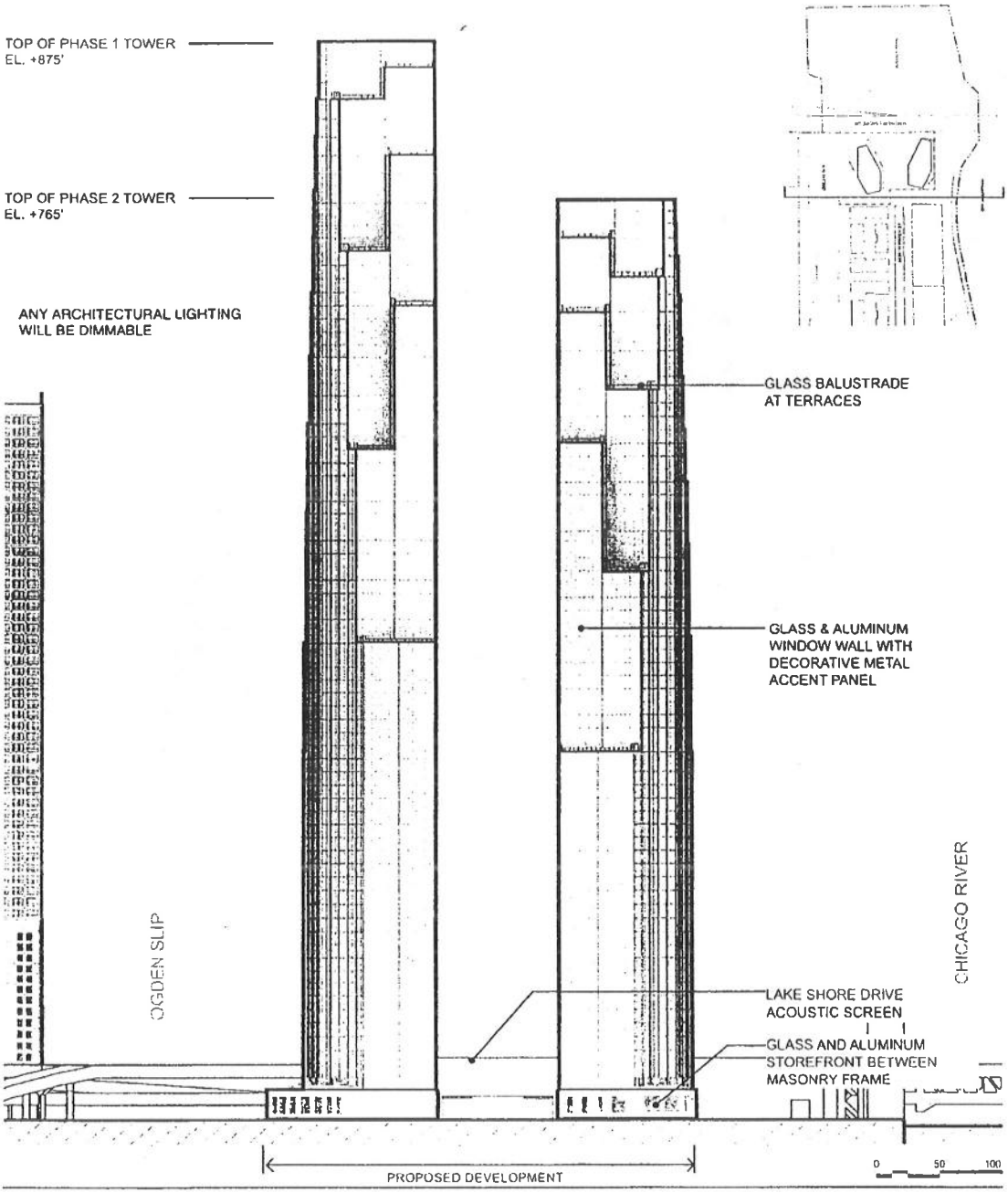

Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr.
Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission: May 21, 2020

NORTH WATER STREET ELEVATION

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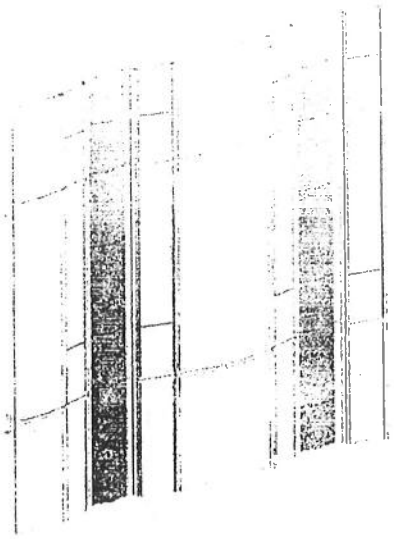

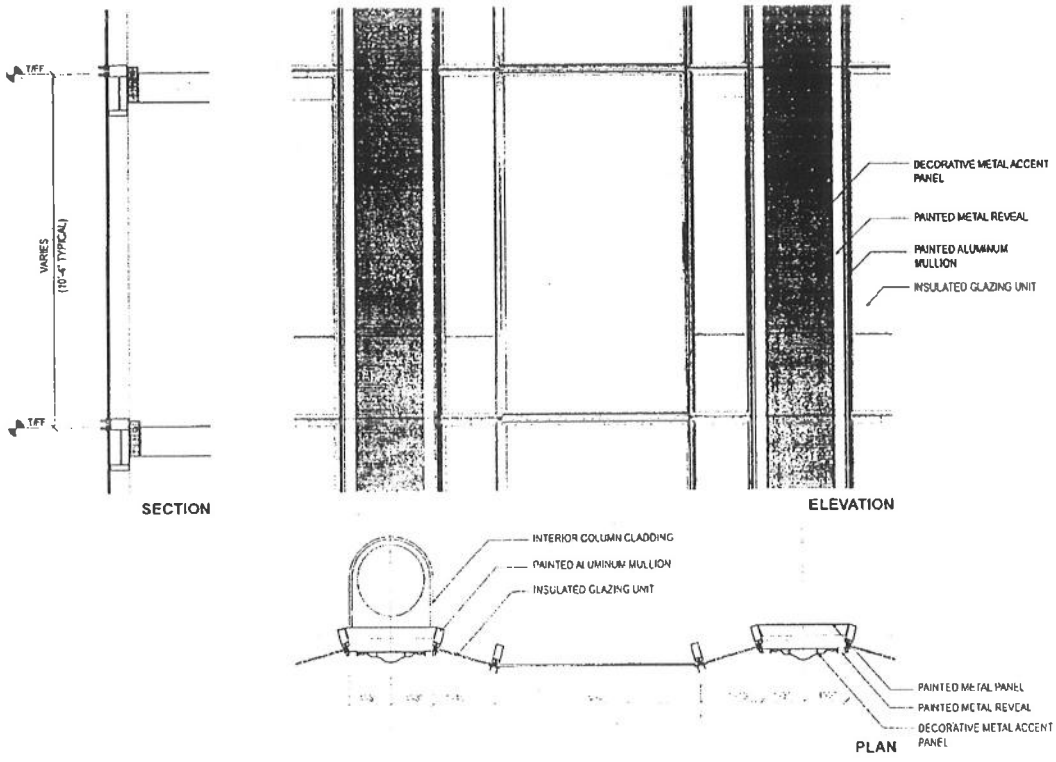

Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr., Chicago IL 60611
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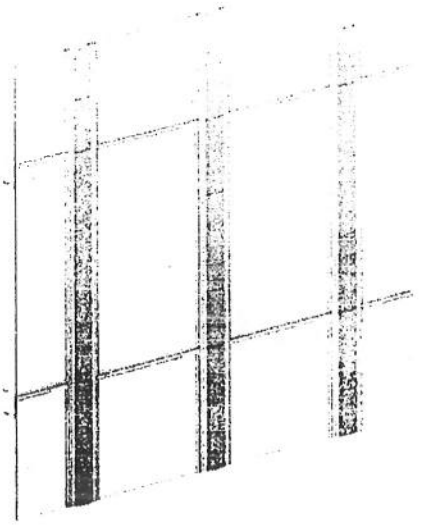
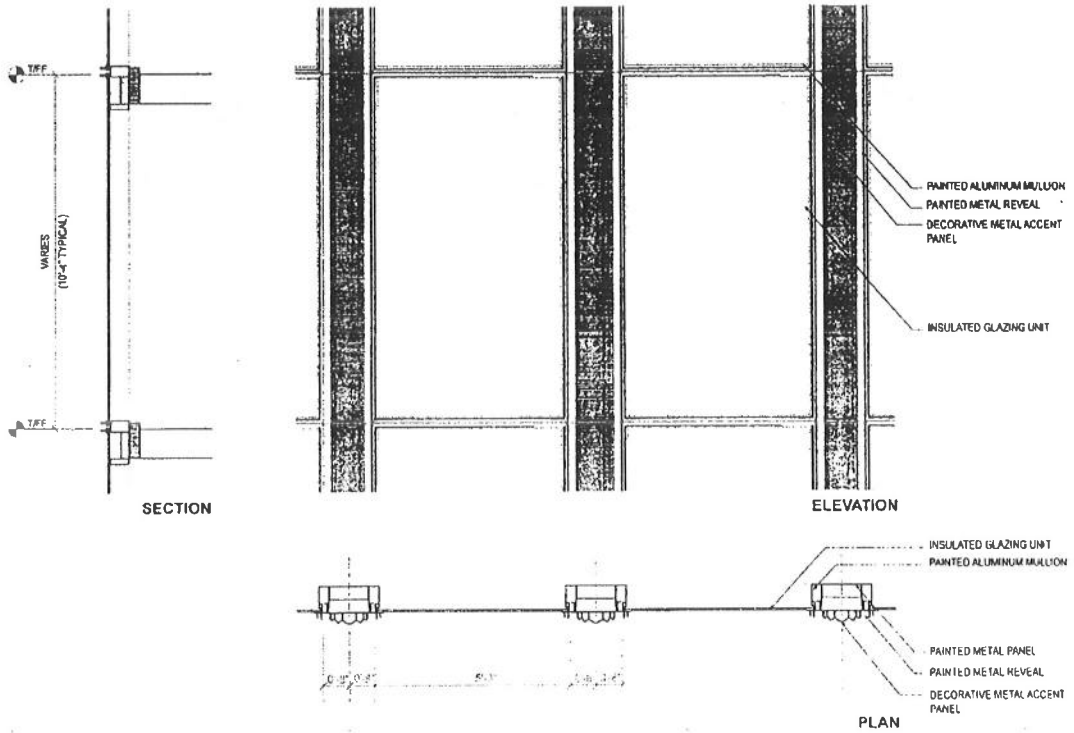
Plan Commission: May 21, 2020

TYPICAL FACADE DETAIL
TOWER NORTH & SOUTH FACADES

N

FINAL FOR
PUBLICATION



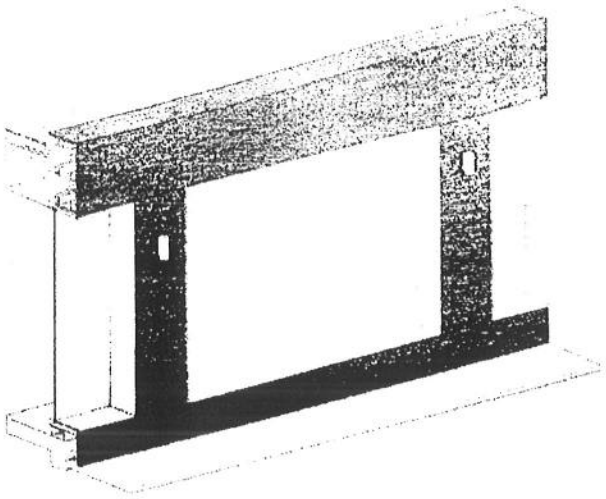


Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr
Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission: May 21, 2020

TYPICAL FACADE DETAIL
TOWER EAST & WEST FACADES

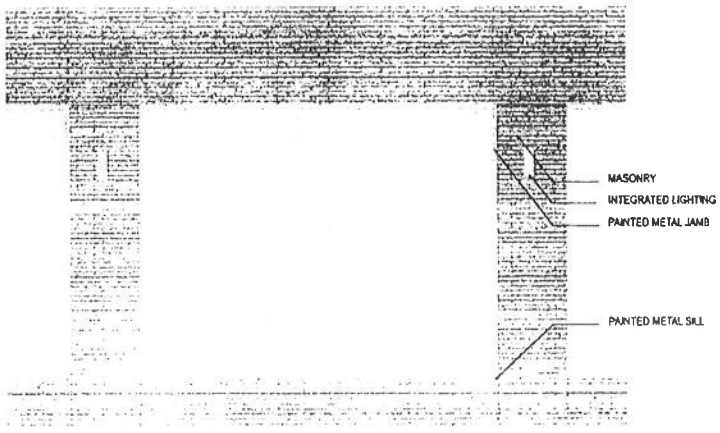
N

FINAL FOR
PUBLICATION

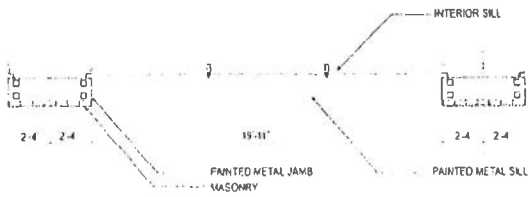




SECTION



ELEVATION



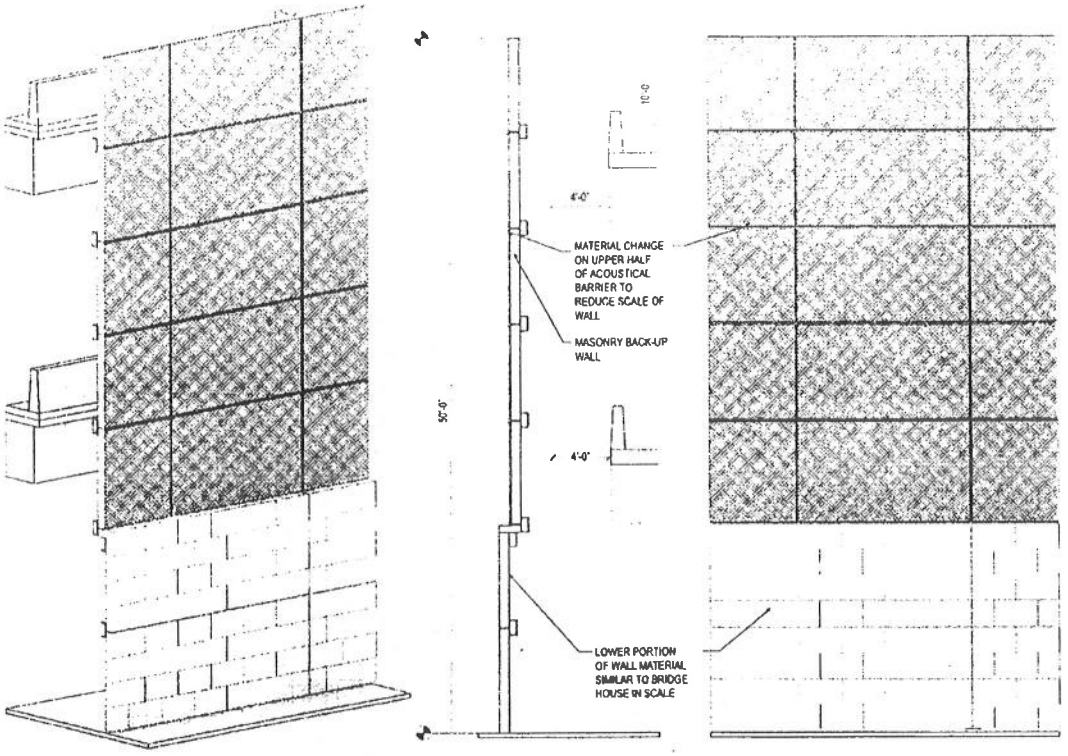
PLAN

Applicant: RMW Steeterville, LLC
Address: 400 N Lake Shore Dr
Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission: May 21, 2020

TYPICAL FACADE DETAIL
GROUND LEVEL FACADE

N

FINAL FOR PUBLICATION



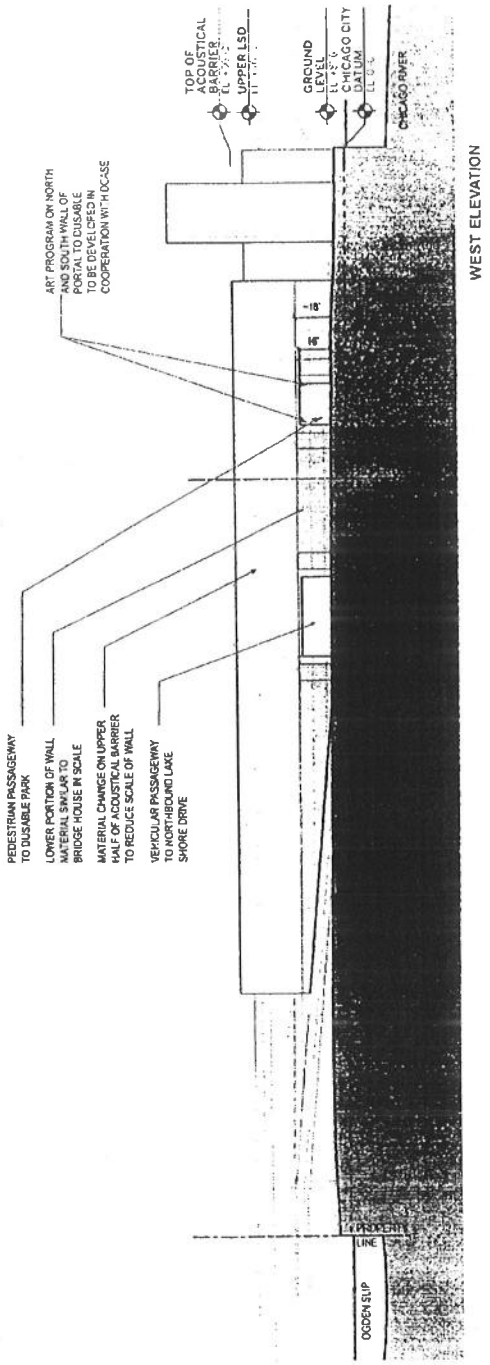
NOTE: THE DESIGN OF THE WALL IS TO BE FURTHER DEVELOPED AND REVIEWED BY DPD

Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr, Chicago IL 60611
Introduction Date: March 18, 2020
Plan Commission: May 21, 2020

TYPICAL FACADE DETAIL
LAKE SHORE DRIVE ACOUSTICAL SCREEN

N

FINAL FOR PUBLICATION



Applicant: RMW Streeterville, LLC
Address: 400 N Lake Shore Dr
Chicago, IL 60611
Introduction Date: March 18, 2020
Plan Commission: May 21, 2020

LAKE SHORE DRIVE ACOUSTICAL SCREEN

N

Reclassification Of Area Shown On Map No. 1-E.
(As Amended)
(Application No. CPC No. 4)
(Common Address: 400 N. Lake Shore Dr.)

RBPD 368, 99

[SO2019-259]

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 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 No. 368, As Amended.

Plan Of Development Statements.

1. The area delineated herein as "Residential-Business Planned Development Number 368", as amended, consists of approximately 1,560,904 square feet or 35.83 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-one (21) statements and the following exhibits for the entire Planned Development and further defined for Subarea B Parcels 7, 7A, and 8, and Subarea F Parcels 21B and 21C: Bulk Regulations and Data Table for the entire Planned Development; an Existing Zoning Map; 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. 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. In any instance where a provision of the Planned Development conflicts with the Chicago Building Code, the Building Code shall control.

This plan of development consists of the following exhibits related to the development of Subparcel E.3: Bulk Regulations and Data Table Note 10; Site Landscape Plan; DuSable Landscape Plan; Ground Floor Plan Overview; Lower Lake Shore Drive Plan Overview; Building Elevations; South Building Elevation; Partial Enlarged South Elevation; Partial East/West Site Section; Partial Enlarged East Elevation; North/South Site Section at Lake Shore Drive; North/South Tower and Parking Section; East/West Parking Section; North/South Overview Section; and Lake Front Trail Alignment Alternate 1 and Alternate 2.

This plan of development consists of the following exhibits related to the development of Subarea B Parcels 7 and 7A: Bulk Regulations and Data Table Note 11; View Corridor Program; Overall Site Plan; Lower East North Water Street Plan, North Park Drive Street Plan, North Park Drive Wayfinding Plan; Upper East North Water Street Plan; Upper East North Water Street Wayfinding Plan; Terrace Level Plan; Landscape Plan; Green Roof Plan; Overall Section A Plan and Partial North Elevation; West Elevation at tower and Partial North/South Section B Plan; Building Elevations (North, South, East and West) prepared by Solomon Cordwell Buenz dated May 24, 2012.

This plan of development consists of the following plans and exhibits related to the development of Parcels P21B and P21C (the "Kraft Parcel"): Bulk Regulations and Data Table Note 12; Site Plan; Ground Floor Plan; Recreation Deck Level Plan; Green Roof Plan; Building Elevations (North and East, and South and West); Landscape Plan; Pocket Park Bonus Landscape Plan; Landscape Sections (A/B and C/D); and Landscape Plant List prepared by GREC Architects LLC and dated December 18, 2014 (the "Plans"). 465 North Park Drive LLC (the "Applicant") owns or controls Subarea B Parcel 8 within this Planned Development. This Plan of Development consists of the following exhibits related to the development of Subarea B Parcel 8: Bulk Regulations and Data Table Note 13; Site Plan; Landscape Plan; Mezzanine, Second Floor, Third Floor, Fourth Floor, and Fourth Floor Mezzanine Plans; 5th Floor Amenity Landscape Plan; 6th Floor Balcony Landscape Plan; 37th Floor Sky Deck Landscape Plan; Plant List and Landscape Details; Green Roof Plan; and Building Elevations (North, South, East and West) prepared by Pappageorge Haymes Partners dated October 15, 2015.

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 each property owner, its successors and assigns (including any condominium association which is formed) and the legal titleholders and any ground lessors. All rights granted hereunder shall inure to the benefit of each property owner, its successors and assigns (including any condominium association which, is formed) and the legal titleholder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 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. Subject to the subarea/subparcel control provisions of Section 17-8-0400 of the Chicago Zoning Ordinance, 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 DX-12, Downtown Mixed-Use 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 DX-12, Downtown Mixed-Use 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 DX-16, Downtown Mixed-Use District classification; uses permitted where no Plaza Level exists shall be in general conformity with the Permitted and Special Uses of the DX-12, Downtown Mixed-Use District Classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. Residential support services physical fitness/indoor recreation center, and small venue theater are expressly permitted in Subparcel E.3. Non-accessory parking shall be a permitted use in Subarea F only. Underground accessory parking related to the improvements constructed upon Subparcel E.3 shall be a permitted use in Subparcel E.2. All other controls and

regulations set forth herein are made applicable within the general application of this statement. Uses permitted in DuSable Park (Subparcel E.1) shall be recreational and related uses including but not limited to marinas; tennis courts; and similar facilities. Temporary staging of construction materials and related equipment shall be a permitted use in Subparcel E.1 subject to the review and approval of the Commissioner of the Department of Planning and Development and the Chicago Park District. Daycare 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 daycare center shall be provided within Subareas B, D or Subparcel E.3 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 improvement on Parcels P1, P3, P7, P7A, P8, P18, or P19.

6. For purposes of Floor Area Ratio ("FAR") 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 the building entrance on upper East North Water Street 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 FAR 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 Chicago Department of Transportation 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 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 600 feet walking distance, or (ii) if a non-residential use, within 1,200 feet walking distance. Parking to serve uses in Subarea E.1 or E.3 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). Off-premises signage is prohibited. Temporary signs such as construction and marketing signs may be permitted subject to the aforestated 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, grade, or its equivalent, opposite the center of the front of a building to the highest point of the underside 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 in Subarea B Parcels 7 and 7A, grade is herein established as the curb level of the building entrance on upper East North Water Street plus or minus 6 feet in respect of design conditions. (For the purpose of determining height, building tops of 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.

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 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 17-13-0611 of the Chicago Zoning Ordinance. This 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. Notwithstanding any statement to the contrary, this Planned Development shall be subject to the provisions of Chapter 17-11 of the Chicago Zoning Ordinance governing landscaping and screening. In any instance where a provision of this Planned Development conflicts with landscape and screening provisions of the Chicago Zoning Ordinance, the Chicago Zoning Ordinance shall control. Nothing in this Planned Development is intended to waive the applicability of the landscape and screening provisions of the Chicago Zoning Ordinance.

(c) Buildings shall be setback from the property line, if necessary, to achieve a minimum of 12 feet, 6 inches (except the building column may be setback 10 feet, 0 inches in Subarea E-3 along Ogden Slip and the building located in Subarea B, Parcels 7 and 7A, may be located at the property line along North New Street, North Park Drive, Upper East North Water Street and Lower East North Water Street and the building located in Subarea B, Parcel 8, may be located at the property line along North New Street, North Park Drive, and East Illinois Street) 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, residential entrances 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 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 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 Zoning Administrator, shall be allowed. No surface parking lot shall be allowed on the Parcel P21B ("Kraft") park site in Subarea F. 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, 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 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 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 for pedestrian access to DuSable Park from Parcel 18 shall be subject to detailed review and approval by the Department of Planning and Development before the issuance of any superstructure 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 20 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 and Development.

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 owner(s) of Parcel 19 shall be solely responsible for the cost 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, at the time of application for superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the Developer of Parcel E.3 and the Chicago Park District as referenced in Statement Number 11(m) below provides otherwise. All plans for these improvements shall be subject to detailed review and approval by the Department of Planning and Development before the issuance of Part II Approval letters.

(k) All improvements to be constructed within this Planned Development for which Part II Approval letters are issued after the March 29, 2006, date of City Council approval of the amended Planned Development shall comply with the Department of Planning and Development Chicago Sustainable Development Policy in effect at the time of application for Part II Approval, and the owners shall use best and reasonable efforts to design, construct and maintain all buildings located within this Planned Development in a manner generally consistent with the Leadership in Energy and Environmental Design Green Building Rating System (LEED). A dog-run shall be located within or adjacent to Subparcel E.3. As a result of the architectural design of the tower to be

constructed within Subparcel E.3, a green roof is not feasible. The development of the improvements on Parcel P21C contemplated by this Planned Development amendment shall be LEED certified and have a green roof of approximately 2,177 square feet and a rain water collection system as described in the attached Green Roof Plan.

(I) Pursuant to the Affordable Housing provision of the City of Chicago Zoning Ordinance, Title 17, Section 17-4-1004, et seq. ("Zoning Ordinance"), Developer of Parcel E.3 has asked for an increase in the Floor Area Ratio of 3.00 FAR for the Property. The Developer of Parcel E.3 hereby acknowledges that according to Section 17-4-1004D of the Zoning Ordinance, the total floor area devoted to affordable housing units must equal at least 25 percent of the total increase in floor area allowed under the Affordable Housing Bonus or a cash payment must be made to the City of Chicago Affordable Housing Opportunity Fund based on the increase in allowable floor area multiplied by 80 percent of the median cost of land per buildable square foot. Based on Section 17-4-1004D, the Developer of Parcel E.3 has agreed to provide a cash payment to the City of Chicago Affordable Housing Opportunity Fund in the amount of $5,700,300.00. Prior to the issuance of permits, the Developer of Parcel E.3 will enter into an Affordable Housing Agreement with the Chicago Department of Planning and Development or provide a letter of credit or other security device in an amount equal to the cash contribution. The Developer of Parcel E.3 must comply with all of the applicable sections of the Affordable Housing Provision of the Zoning Ordinance which sections are hereby incorporated into this Planned Development. The Affordable Housing Agreement required by Section 17-4-1004-E9 is also incorporated into this Planned Development.

Pursuant to the Off-Site Park and Open Space Contributions provision of the City of Chicago Zoning Ordinance, Title 17, Section 17-4-1018, et seq., the Developer of Parcel E.3 has asked for an increase in the Floor Area Ratio of 2.16 FAR for the Property. The Developer of Parcel E.3 hereby acknowledges that according to Section 17-4-1018-C of the Zoning Ordinance, a cash payment must be made to the City of Chicago based on the increase in allowable floor area multiplied by 80 percent of the median cost of land per buildable square foot. Based on Section 17-4-1018-C, the Developer of Parcel E.3 has agreed to provide a cash payment to the City of Chicago in the amount of $4,104,216.00. Prior to the issuance of permits, the Developer of Parcel E.3 will provide a letter of credit or other security device in an amount equal to the cash contribution. The Developer of Parcel E.3 must comply with all of the sections of the Off-Site Park and Open Space Contributions provisions of the Zoning Ordinance which sections are hereby incorporated into this Planned Development. The Off-Site Park and Open Space Contribution Agreement required by Section 17-4-1018-B3 is also incorporated into this Planned Development.

(m) The Developer of Parcel E.3, the City of Chicago, and the Chicago Park District shall enter into an agreement relating, in part, to the responsibility for the design, funding and construction phasing of DuSable Park, the pedestrian connections to DuSable Park and the Lakefront Trail.

(n) The improvements contemplated for DuSable Park (Subparcel E.1) must be substantially completed by the Developer of Parcel E.3 prior to the issuance of Certificate of Occupancy for any dwelling unit exceeding the three hundredth (300th) dwelling unit constructed with Subparcel E.3.

(o) The amendment of this Planned Development concerning development of Parcels P21B and P21C triggers the requirements of Section 2-45-110 of the Municipal Code (the "Affordable Requirements Ordinance" or "ARO"). Any developer of a "residential housing project" within the meaning of the Affordable Requirements Ordinance ("Residential Project") must: (i) develop affordable housing units as part of the Residential Project; (ii) pay a fee in lieu of the development of affordable housing units; or (iii) any combination of (i) and (ii). Further, the amendment of this Planned Development is subject to Section 17-4-1004-D of the Zoning Code, which also requires on-site affordable housing or payment of a fee in lieu of providing affordable housing for rezonings in DC, DX and DR districts that increase the base floor area ratio. If a planned development is subject to the requirements of both sections (2-45-110 and 17-4-1004-D), the developer may elect to satisfy the ARO requirements by complying with the affordable housing floor area bonus provided for in Section 17-4-1004. The owner of Parcels P21B and P21C has elected to comply with Section 17-4-1004. Pursuant to Section 17-4-1004-B of the Zoning Ordinance, the owner of Parcels P21B and P21C has requested an increase in the floor area ratio for the Property, as set forth in the bonus worksheet required under Section 17-4-1003-D and attached hereto as an exhibit ("Bonus Worksheet"). In accordance with the formulas set forth in Section 17-4-1004-C and the Bonus Worksheet, the owner of Parcels P21B and P21C acknowledges and agrees that it must provide either a minimum of at least 21,680 square feet of floor area (the "Affordable Units") in the building receiving the affordable housing floor area bonus ("Eligible Building"), with an affordable unit mix comparable to the overall mix and approved by the Department of Planning and Development prior to issuance of the first building permit, or make a cash payment in lieu of providing affordable housing in the amount of $2,983,168 ("Cash Payment"), or $100,000 per unit ("Pro Rata Amount"). Prior to the issuance of any building permits for the Eligible Building, including, without limitation, excavation or foundation permits, the owner of Parcels P21B and P21C must either make the required Cash Payment or provide a performance bond or other security in the amount of the Cash Payment ensuring construction of the Affordable Units. If the owner of Parcels P21B and P21C elects to construct the Affordable Units, it must also enter into, an Affordable Housing Agreement with the City pursuant to Section 17-4-1004-E9 prior to the issuance of any building permits for the Eligible Building, including, without limitation, excavation or foundation

permits. The terms of the Affordable Housing Agreement and any amendments thereto would be incorporated herein by this reference. The owner of Parcels P21B and P21C acknowledges and agrees that the Affordable Housing Agreement would be recorded against the Eligible Building and would constitute a lien against each Affordable Unit in an amount equal to the Pro Rata Amount. The City shall execute partial releases of the Affordable Housing Agreement prior to or at the time of the sale of each Affordable Unit to an income-eligible buyer at an affordable price, subject to the simultaneous execution and recording of a mortgage, restrictive covenant or similar instrument against such Affordable Unit. In addition to the Affordable Housing Agreement, the owner of Parcels P21B and P21C acknowledges and agrees that, pursuant to Section 17-4-1003-D3, the Bonus Worksheet will serve as an official record of bonuses and amenities. The owner of Parcels P21B and P21C must comply with the applicable affordable housing standards and requirements set forth in Section 17-4-1004, the terms of which are incorporated herein by this reference. Notwithstanding anything to the contrary contained in Section 17-4-1003-E, the Commissioner of the Department of Planning and Development may enforce remedies for breach of the Affordable Housing Agreement, and enter into settlement agreements with respect to any such breach, subject to the approval of the Corporation Counsel, without amending the Planned Development.

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.

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). 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 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 to 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 owner(s)

of Parcel 18 shall be solely responsible for 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, at the time of application for superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the Developer of Parcel E.3 and the Chicago Park District as referenced in Statement Number 11(m) above provides otherwise.

14. The Developer of Parcels P21B and P21C (the "Kraft Parcel"), shall substantially renovate the existing 70,000 square foot park on Parcel P21B in accordance with the Landscape Plan, the Landscape Sections, and the Landscape Plant list. Such renovation shall be commenced no later than three (3) months following issuance of the first occupancy permit for the residential building to be constructed on Parcel P21C as permitted by this Planned Development, and shall be completed no later than one (1) year thereafter. The park, as renovated, shall continue to be privately owned, maintained and subject to occasional partial closure for private use but, subject to the foregoing, shall remain accessible to the public during hours in which public parks are accessible to the public. The public shall have use of the Dog Run indicated on the Landscape Plan subject to any regulations, if imposed, that conform to the protocols of the Chicago Park District for Dog Friendly Areas. The owner(s) of Parcels P21B and P21C (the "Kraft Parcel") shall be responsible for the costs and performance of maintenance of the park in conformance with the Landscape Plan and the Open Space Plan. Nothing contained herein shall preclude residents or other individuals from using the park for other private uses, provided that they obtain permission from the owner(s) of the Kraft Parcel and all necessary governmental approvals and permits.

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 17-13-0610 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 or construction in accordance with the Plans approved herein, a site plan for the proposed development, including parking areas, shall be submitted to the Zoning Administrator for approval. Review and approval of the site plan by the Zoning Administrator 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 Zoning Administrator shall be granted until the Site Plan has been approved by the Zoning Administrator. Further, all Part II Submittals shall be in compliance with the Chicago Landscape Ordinance. At least thirty (30) days prior to the filing of the Developer of Parcel E.3's request for Part II approval for the construction of the superstructure upon Subparcel E.3, the Developer of Parcel E.3 applicant shall submit a detailed Landscape Plan and Elevations for the Subparcel E.3 property to the Department of Planning and Development for review and approval.

Following approval of a Site Plan by the Zoning Administrator, 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 17-13-0611 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 or of an approved Site Plan may be modified administratively by the Zoning Administrator upon the request of the applicant and after a determination by the Zoning Administrator 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 17-13-0611 of the Chicago Zoning Ordinance.

19. 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 improvement on the Property shall be reviewed and approved by the Mayor's Office for People with Disabilities ("MOPD") to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility.

20. 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. All improvements to be constructed within this Planned Development for which Part II Approval letters are issued after the March 29, 2006, date of the City Council approval of the amended Planned Development shall comply with the Department of Planning and Development Chicago Sustainable Development Policy in effect at the time of application for Part II Approval. The owners of all such improvements shall use best and reasonable efforts to design, construct and maintain all buildings located within the Planned Development in a manner generally consistent with the Leadership in Energy and Environmental Design ("LEED") Green Building Rating System. Copies of these standards may be obtained from the Department of Planning and Development. The development of the improvements on Parcel P21C contemplated by this Planned Development amendment shall be LEED certified and have a green roof of approximately 2,177 square feet and a rain water collection system as described in the attached Green Roof Plan. The development of the improvements on Parcel P8 contemplated by this Planned Development amendment shall be LEED certified and have a Total Green Roof Area of approximately 13,482

square feet, including approximately 1,350 square feet of roof-top pool surface area, as described in the attached Green Roof Plan.

21. Unless substantial construction of the improvements contemplated within Subparcel E.3 has commenced by May 6, 2020 following adoption of this March 2019 amendment, and unless completion is thereafter diligently pursued, then this Planned Development shall expire as it relates to Subparcel E.3 and the zoning of Subparcel E.3 of the Planned Development shall automatically revert to Residential-Business Planned Development Number 368, as amended on March 29, 2006. Unless substantial construction of the improvements contemplated within Parcels 7 and 7A has commenced within six (6) years following adoption of Residential-Business Planned Development Number 368, as amended on June 6, 2012, and unless completion is thereafter diligently pursued, then this Planned Development shall expire as it relates to Parcels 7 and 7A and the zoning of Parcels 7 and 7A of the Planned Development shall automatically revert to Residential-Business Planned Development Number 368, as amended on July 9, 2008. Unless substantial construction of the improvements contemplated within Parcels 21B and 21C (the "Kraft Parcel") has commenced within three (3) years following adoption of Residential-Business Planned Development Number 368, as amended on January 21, 2015, and unless completion is thereafter diligently pursued, then this Planned Development shall expire as it relates to Parcels 21B and 21C (the "Kraft Parcel") and the zoning of Parcels 21B and 21C (the "Kraft Parcel") shall automatically revert to Residential-Business Planned Development Number 368, as amended on June 6, 2012. Unless substantial construction of the improvements contemplated within Subarea B Parcel 8 has commenced within six (6) years following adoption of this Planned Development amendment, and unless completion is thereafter diligently pursued, then this Planned Development shall expire as it relates to Subarea B Parcel 8 and the zoning of Subarea B Parcel 8 of the Planned Development shall automatically revert to Residential-Business Planned Development Number 368, as amended on May 6, 2015.

[Development Plans, Exhibits and Bulk Regulations and Data Table referred to in these Plan of Development Statements unavailable at time of printing.]

Reclassification Of Area Shown On Map No. 1-1.
(Application No. 19930)
(Common Address: 2445 W. Superior St.)

[O2019-283]

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

SECTION 1. Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance,

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

April 23, 2018

Katherine C. Jahnke Dale
DLA Piper LLP
444 West Lake Street, Suite 900
Chicago, IL 60606

Re: Planned Development No. 368, Subarea E.3 – 400 N. Lake Shore Drive Request for Extension

Dear Ms. Jahnke Dale:

Please be advised that your request for a one-year sunset extension to the three-year construction period for Subarea E.3 of Residential Business Planned Development No. 368 has been considered by the Department of Planning and Development pursuant to Section 17-13-0612-B of the Chicago Zoning Ordinance and Statement No. 21 of the Planned Development ("PD").

Subarea E.3 of Residential Business Planned Development No. 368 was last amended by the City Council on May 6, 2015. Statement No. 21 of the PD states that unless substantial construction of the improvements contemplated within Subarea E.3 has commenced within three (3) years following adoption of this PD as amended on May 6, 2015, and unless completion is thereafter diligently pursued, then this PD shall expire as it relates to Subarea E.3 and the zoning of Subarea E.3 of the PD shall automatically revert to Residential Business Planned Development Number 368, as amended on March 29, 2006.

You are requesting, on behalf of the property owner of Subarea E.3, RMW Acquisition Company LLC, a one year extension as it relates to Subarea E.3. According to your request letter, the developer is working on a revised development plan and intends to submit for an amendment to the PD in the coming months. However, the developer requires a one-year extension as it is unlikely that such amendment will be approved by the May 6, 2018 deadline set forth in the PD.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential Business Planned Development No. 368, I hereby approve a one-year sunset extension from May 6, 2018 to May 6, 2019 for Subarea E.3 only.

Sincerely,

Patti Scudiero
Zoning Administrator

Cc: Emily Thrun, Patrick Murphey, Janice Hill, Main File

DLA Piper LLP (US)
444 West Lake Street, Suite 900
Chicago, Illinois 60606
www.dlapiper.com

Katherine C. Jahnke Dale
katie.dale@dlapiper.com
T 312.368.2153
F 312.251.2856

March 9, 2018

Ms. Patti Scudiero
Zoning Administrator
Department of Planning and Development
121 N. LaSalle St.
Room 900
Chicago, Illinois 60602

Re: Planned Development No. 368, Subparcel E.3 – 400 Lake Shore Drive Request for Extension

Dear Ms. Scudiero:

On behalf of our client, RMW Acquisition Company LLC (the "**Developer**"), and pursuant to Section 17-13-0612-B of the Chicago Zoning Ordinance, we respectfully request your approval of a one-year extension of the sunset provision applicable to Subparcel E.3 set forth in Statement 20 of Planned Development No. 368 (the "**PD**").

The Developer is working with the Department and Alderman Reilly on a revised development plan and intends to submit for an amendment to the PD in the coming months. However, the Developer requires a one-year extension as it is unlikely that such amendment will be approved by the May 6, 2018 deadline set forth in the PD.

The requested extension is allowed pursuant to Section 17-13-0612-B of the Zoning Ordinance. Thank you for your time and consideration of this request. The required $1,500 application fee is enclosed. If there is additional information that you require, please do not hesitate to contact me.

Very truly yours,

DLA Piper LLP (US)

Katherine C. Jahnke Dale

cc (via e-mail): Patrick Murphey, Teresa McLaughlin, Emily Thrun – DPD
Curt Bailey, Will Tippens – Related Midwest
Rich Klawiter – DLA Piper

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

September 27, 2017

Patrick Carey
Molly's Cupcakes River East
419 E. Illinois Street
Chicago, IL 60611

Re: Administrative Relief request for Residential Business Planned Development No. 368, Subarea D, Parcel 20, Molly's Cupcakes awning sign at 419 E. Illinois Street

Dear Mr. Carey:

Please be advised that your request for a minor change to Residential Business Planned Development No. 368 ("PD 368"), as amended, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 18 of PD 368.

You are seeking administrative relief on behalf of Molly's Cupcakes at 419 E. Illinois St. from Statement 11e of PD 368 which limits signage on awnings to the valence only. As shown on the attached photograph, the existing open ended, cloth awning contains signage on the sloped area of the awning. On May 9, 2016, similar administrative relief was granted to Target Corporation for their open-ended cloth awnings with signage on the same building. AH-River East LLC is the owner of Parcel 20 and has provided their consent to this request.

With regard to your request, the Department of Planning and Development has determined that allowing this awning will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential-Business Planned Development No. 368, as amended, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

C: Main file


PARKING
$75 FINE
VIOLATORS WILL
BE TOWED
15 MINUTE
LOADING ZONE
USE
FLASHING LIGHTS
TOW ZONE
PINSTRIPES
419

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

September 27, 2016

John J. George
Schuyler, Roche & Crisham, P.C.
Two Prudential Plaza
180 N. Stetson Avenue
Suite 3700
Chicago, IL 60602

Re: Advisory Opinion for Residential Business Planned Development No. 368
Subarea A, Parcel 4 and Parcel 5, Existing Parking Garage at 240 E. Illinois Street

Dear Mr. George:

In response to your recent request, please be advised that the existing parking garage located at 240 E. Illinois Street can continue to be operated as a non-accessory public parking garage, with a maximum of 281 parking spaces. According to your request letter, SP Plus Corp. recently took over operation of the existing public parking garage that was previously operated by Interpark, LLC, and was denied a public parking garage license.

While the most recent version of Planned Development No. 368 states that non-accessory parking is only permitted in Subarea F, we previously issued a letter dated January 7, 2015, which states that although non-accessory parking has not been permitted in Subarea A since the February 27, 2002, approval of the amended Planned Development, up to 281 non-accessory parking spaces as permitted by a minor change letter dated July 12, 2000, may continue in Subarea A, Parcel 4 and Parcel 5 as a legal nonconforming use.

Therefore, a maximum of 281 parking spaces can continue to be operated as non-accessory parking pursuant to Residential Business Planned Development No. 368, as amended. If you have any questions, or need additional information, please contact Teresa McLaughlin of my staff at (312) 744-3509.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:PM:tm

C: Vicki Lozano, Janice Hill, Main file

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

September 9, 2016

John J. George
Schuyler, Roche & Crisham, P.C.
Two Prudential Plaza
180 N. Stetson St.
Suite 3700
Chicago, IL 60601

Re: Administrative Relief request for Residential Business Planned Development No. 368, Subarea B, Parcel 8, 465 North Park Drive

Dear Mr. George:

Please be advised that your request for a minor change to Residential Business Planned Development No. 368 ("PD 368"), as amended, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 18 of PD 368.

Your firm represents 465 N. Park Drive, LLC, the owner of Subarea B, Parcel 8 within PD 368. They are constructing a residential tower at 465 N. Park Dr. and on October 27, 2015, they were issued administrative relief from the requirement in Statement No. 15 of the Planned Development which requires membership and participation in the now defunct Illinois-Grand Corridor Transportation Management Association.

You are now seeking administrative relief for modifications to the exterior of the building including: louver, canopy, balcony, and balcony railing adjustments, a change in the stair cladding on the West Elevation from masonry to aluminum panels, a change in the cladding of the building top from louvers to metal panels and fins, and the addition of a mezzanine floor between the 4th floor and amenity deck to convert several 1-story residential units to 2-story units. Additionally, some of the intermediate floor heights have changed slightly, however, the maximum building height remains 535 feet as shown on the attached, revised, North, South, East and West Elevations.

With regard to your request, the Department of Planning and Development has determined that allowing these modifications will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

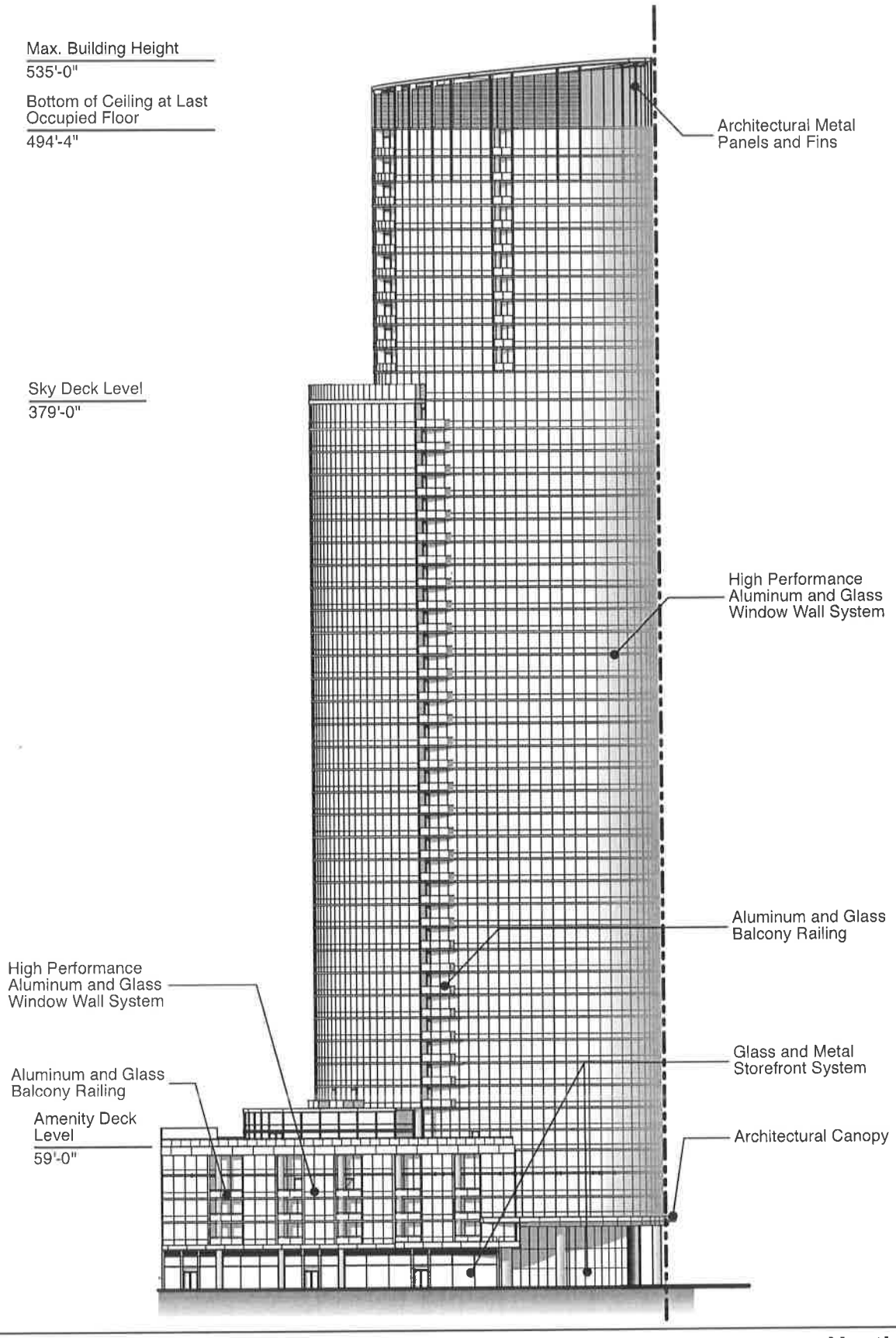
Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential-Business Planned Development No. 368, as amended, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:PM:tm

C: Mike Marmo, Erik Glass, Main file

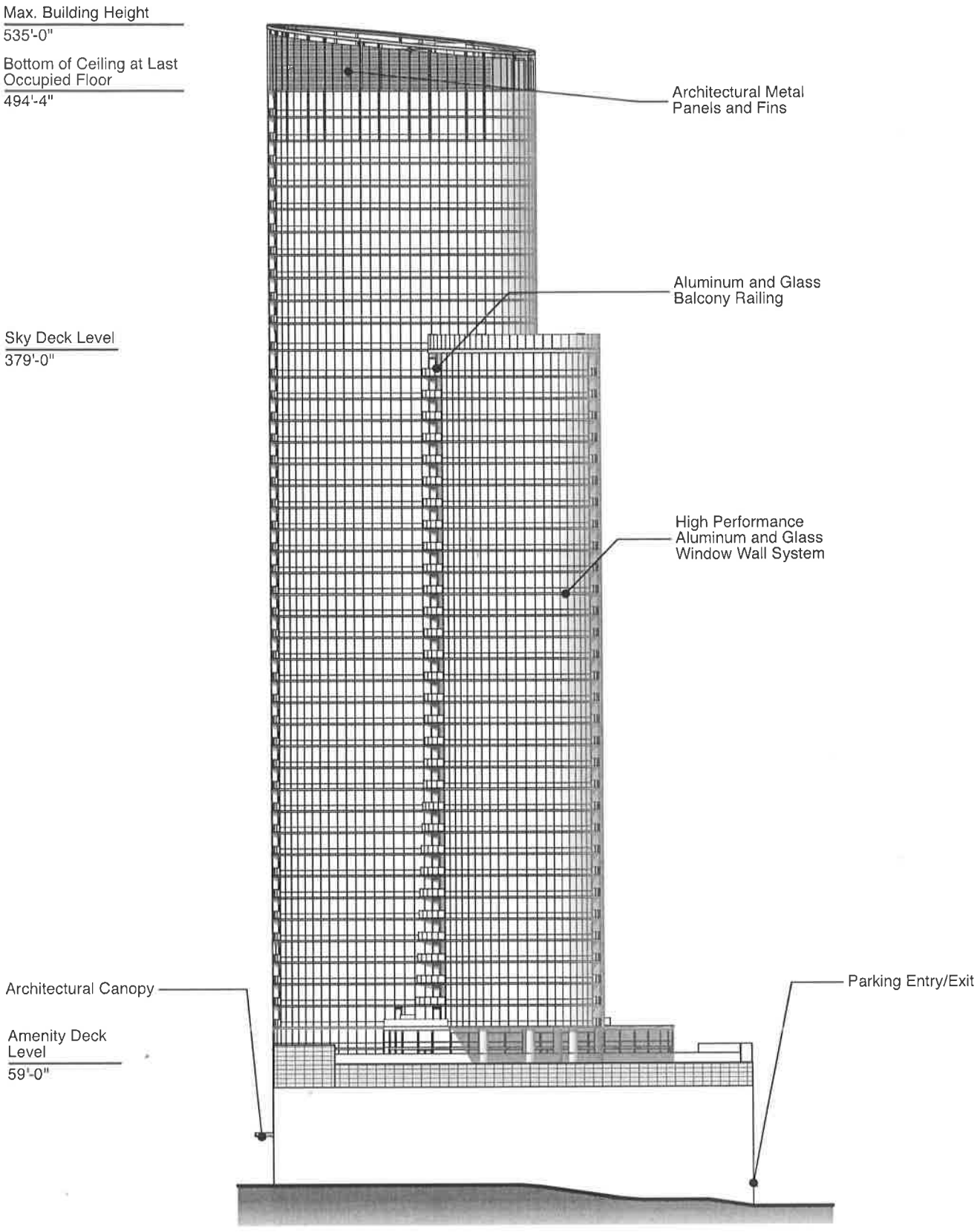


Applicant: 465 N Park, LLC
Address: 465-479 N Park Drive; 315-335 E Illinois St
464-478 New Street

Revised Date: August 10, 2016

North Elevation

PAPPAGEORGE HAYMES

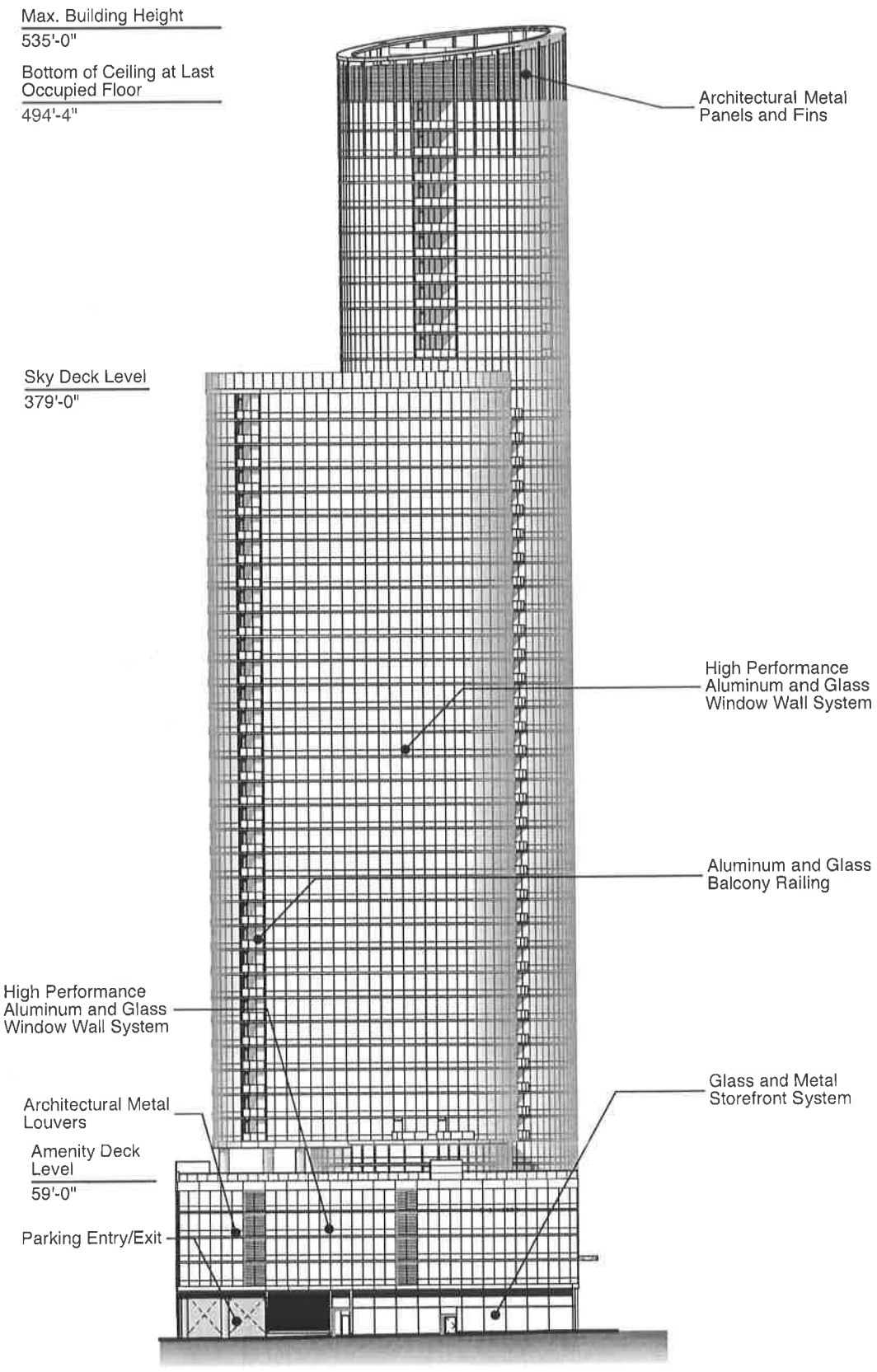


Applicant: 465 N Park, LLC
Address: 465-479 N Park Drive; 315-335 E Illinois St
464-478 New Street

Revised Date: August 10, 2016

South Elevation

PAPPAGEORGE HAYMES

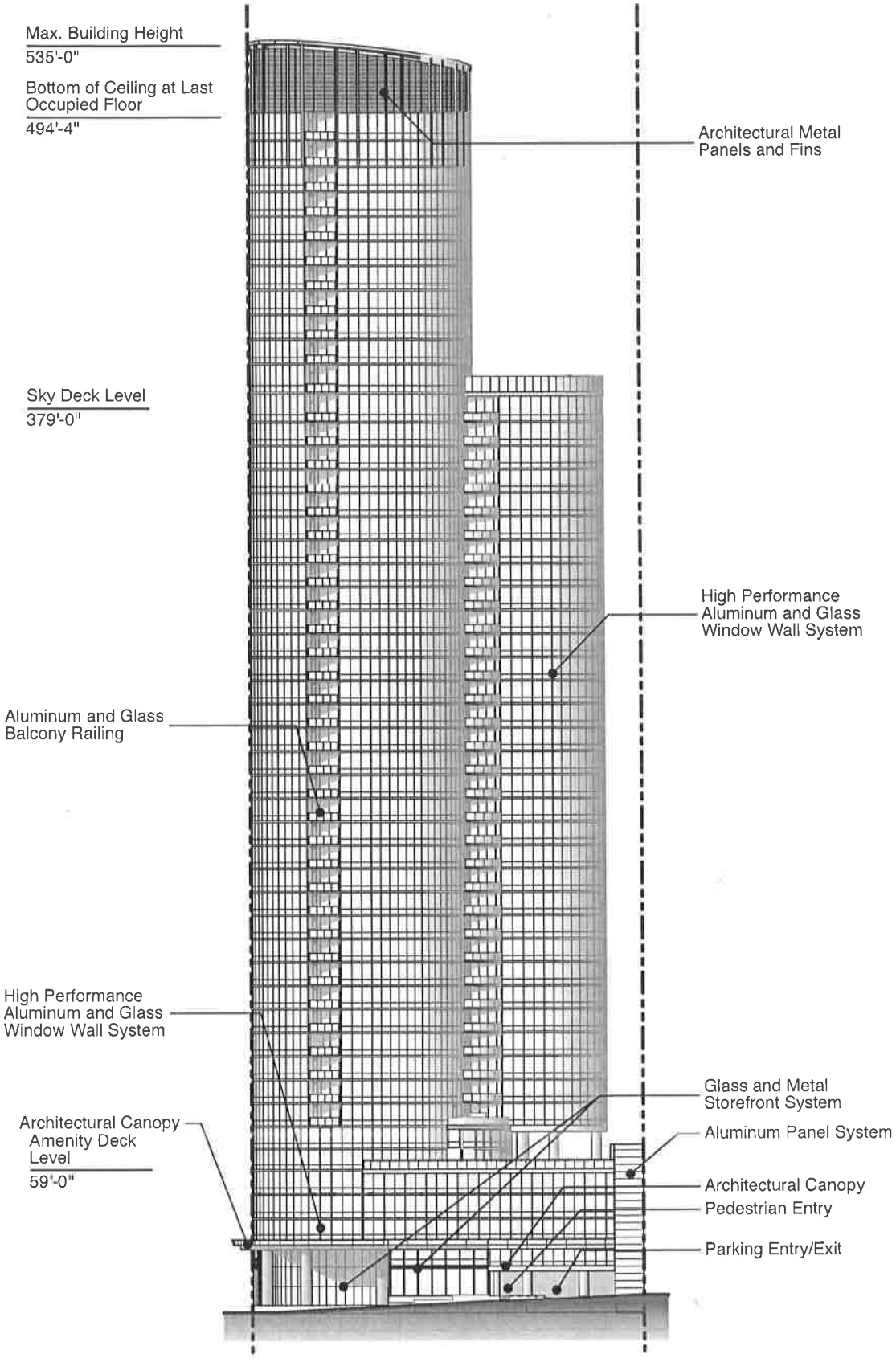


Applicant: 465 N Park, LLC
Address: 465-479 N Park Drive; 315-335 E Illinois St
464-478 New Street

Revised Date: August 10, 2016

East Elevation

PAPPAGEORGE HAYMES



Applicant: 465 N Park, LLC
Address: 465-479 N Park Drive; 315-335 E Illinois St
464-478 New Street

Revised Date: August 10, 2016

West Elevation

PAPPAGEORGE HAYMES

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

October 27, 2015

John J. George
Schuyler, Roche & Crisham, P.C.
Two Prudential Plaza
180 N. Stetson St., Suite 3700
Chicago, IL 60601

Re: Administrative Relief request for Residential Business Planned Development No. 368, Subarea B, Parcel 8, 465 North Park Drive, Illinois-Grand Corridor Traffic Management Association requirements

Dear Mr. George:

Please be advised that your request for a minor change to Residential Business Planned Development No. 368 ("PD 368"), as amended, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 18 of PD 368.

Your firm represents 465 N. Park Drive, LLC, who owns or controls Subarea B, Parcel 8 within PD 368. They are also the applicant of a pending zoning amendment application and intend to construct a residential tower on Parcel 8. They are seeking administrative relief from the requirement in Statement No. 15 of the Planned Development which requires membership and participation in the Illinois-Grand Corridor Transportation Management Association ("TMA") prior to the issuance of any Part II approval. Since TMA is no longer a functioning organization, it is impossible to comply with this requirement.

With regard to your request, the Department of Planning and Development has determined that compliance with the last sentence of Statement No. 15 requiring membership and participation in the TMA is not required, and that compliance shall not be a condition of Part II approval, until and unless the TMA is reinstated or reconstituted pursuant to applicable law. This relief will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential Business Planned Development No. 368, as amended, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

Patricia A. Scudiero
Zoning Administrator
C: Fred Deters, Mike Marmo, Erik Glass, Main file

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

May 9, 2016

Katriina S. McGuire
Thompson Coburn LLP
55 East Monroe Street
37th Floor
Chicago, IL 60603

Re: Administrative Relief request for Residential Business Planned Development No. 368, Subarea D, Parcel 20, Target signs at 435 E. Illinois Street

Dear Ms. McGuire:

Please be advised that your request for a minor change to Residential Business Planned Development No. 368 ("PD 368"), as amended, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 18 of PD 368.

You are seeking administrative relief on behalf of your client, Target Corporation, to allow nine signs at 435 E. Illinois St., which are not in compliance with Section 17-12-1005-A of the Zoning Ordinance and Statement 11e of the Planned Development Ordinance. As shown on the attached drawings, two Target logo signs are located above the entrance canopy on the West and North Elevations and seven logo signs are located on the sloped portion of seven awnings along the North Elevation. AH-River East LLC is the owner of Parcel 20 and has provided their consent to this request.

With regard to your request, the Department of Planning and Development has determined that allowing these signs will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

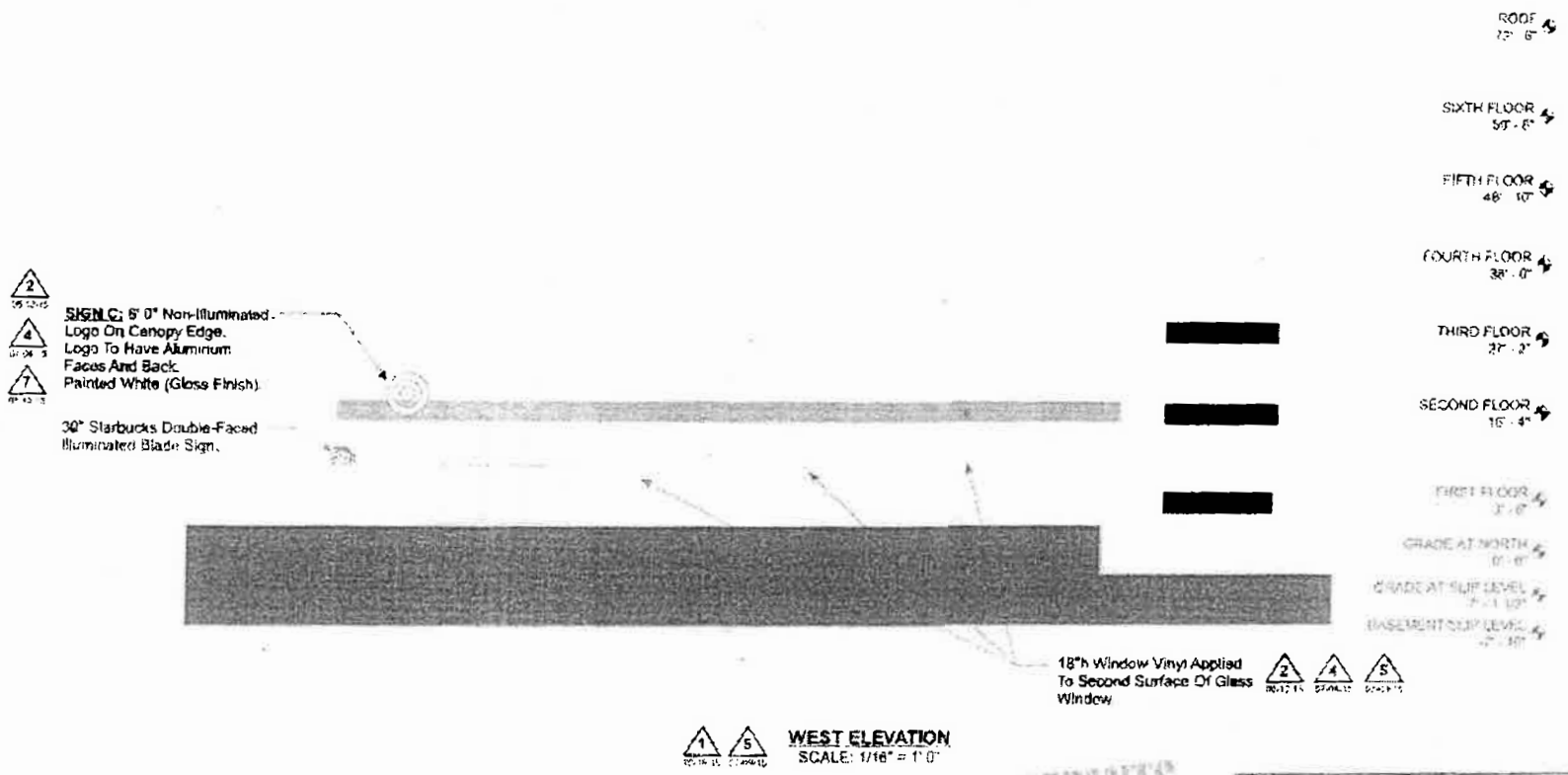
Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential-Business Planned Development No. 368, as amended, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

C: Mike Marmo, Erik Glass, Main file

ENGINEERING
SHOP
VINYL / LAYOUT
ROUTING / KNIFE



WEST ELEVATION
SCALE: 1/16" = 1'-0"

PERMITS ONLY

NOTE: All Dimensions And Field Conditions To Be Verified And Confirmed From Site Survey Prior To Releasing For Fabrication.

Note: This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

PHILADELPHIA SIGN
702 West Spring Garden Street
Palmyra, New Jersey 08065
Phone: 856.829.1488
Fax: 856.829.8519
www.philadelphiasign.com

CUSTOMER: TARGET
JOB NUMBER: T3207
SIGN TYPE: Various
LOCATION: 435 E. Illinois Street Chicago, IL 60611
DATE: 04/23/2015
DRAWN BY: JTR
REVISION:

Number	Date	By
6	07/21/2015	JTR

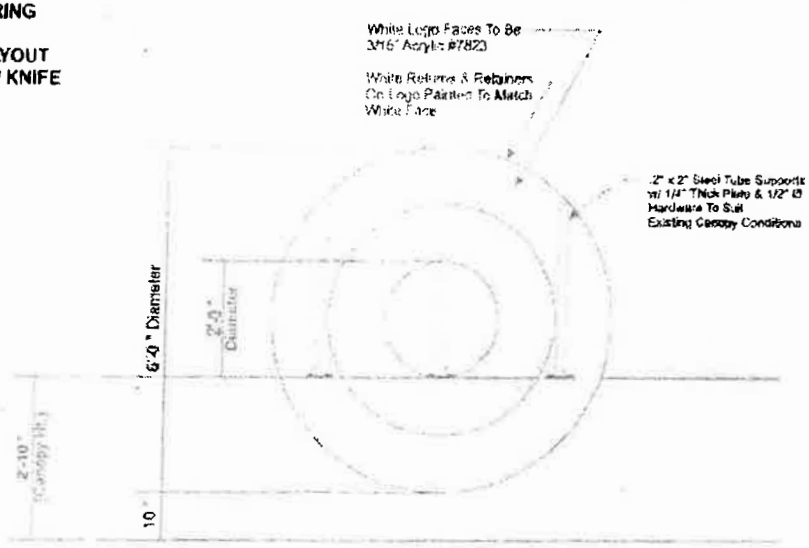
SHEET: 2 OF 14
DWG NUMBER: B60071
ENGINEER SEAL:

MAX DESIGN WIND SPEED 90 MPH
EXPOSURE C

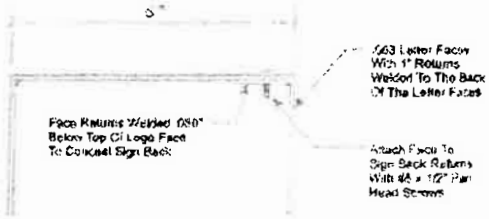
THIS IS AN ORIGINAL UNPUBLISHED DRAWING CREATED BY PSCA. IT IS SUBMITTED FOR YOUR PERSONAL USE IN CONJUNCTION WITH A PROJECT BEING PLANNED FOR YOU BY PSCA. IT IS NOT TO BE SHOWN TO ANYONE OUTSIDE YOUR ORGANIZATION NOR IS IT TO BE USED, COPIED, REPRODUCED, OR EXHIBITED IN ANY FASHION.

ENGINEERING
SHOP
VINYL / LAYOUT
ROUTING / KNIFE

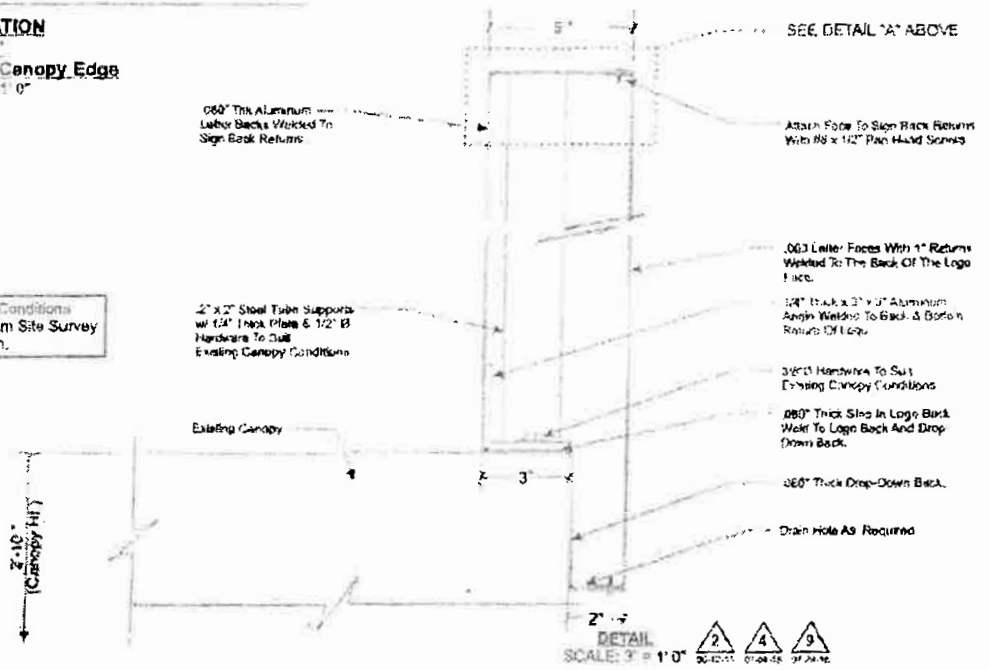
SQUARE FOOTAGE: 36.0



WEST ELEVATION
SIGN "C"
6' 0"h White Logo on Canopy Edge
SCALE: 1/2" = 1' 0"



DETAIL "A"
HALF SCALE



DETAIL
SCALE: 3" = 1' 0"

PERMITS ONLY

ELECTRICAL LOAD
6' LOGO
(5) Amps @ 120 Volts
ELECTRICAL REQ'MTS
(1) 20 Amp/120 Volt Circuits

NOTE: All Dimensions And Field Conditions To Be Verified And Confirmed From Site Survey Prior To Releasing For Fabrication.

STANDARD WALL SIGN NOTES:
1. Sufficient Primary Circuit In Vicinity Of Sign By Others.
2. Final Primary Hook-Up To The Power Distribution Board By Others.
3. Sign Shall Be U.L. Listed.
4. Mounting Hardware By Sign Installer.
5. This Sign has been Designed with the Criteria as set forth in the IBC 2003 & IBC 2006. The Design Meets or Exceeds those Requirements for the Geographical Location in Which it is to be Erected.

Note: This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

PHILADELPHIASIGN
747 West Spring Garden Street
Palmyra, New Jersey 08065
Phone: 856.829.1480
Fax: 856.829.8849
www.philadelphiasign.com

CUSTOMER:
TARGET

JOB NUMBER:
T3207

SIGN TYPE:
Various

LOCATION:
401 E. Illinois Street
Chicago, IL 60611

DATE:
04/23/2015

DRAWN BY:
JTR

REVISION:

Number	Date	By
0	07/29/2015	JTR

SHEET: 6 OF 14

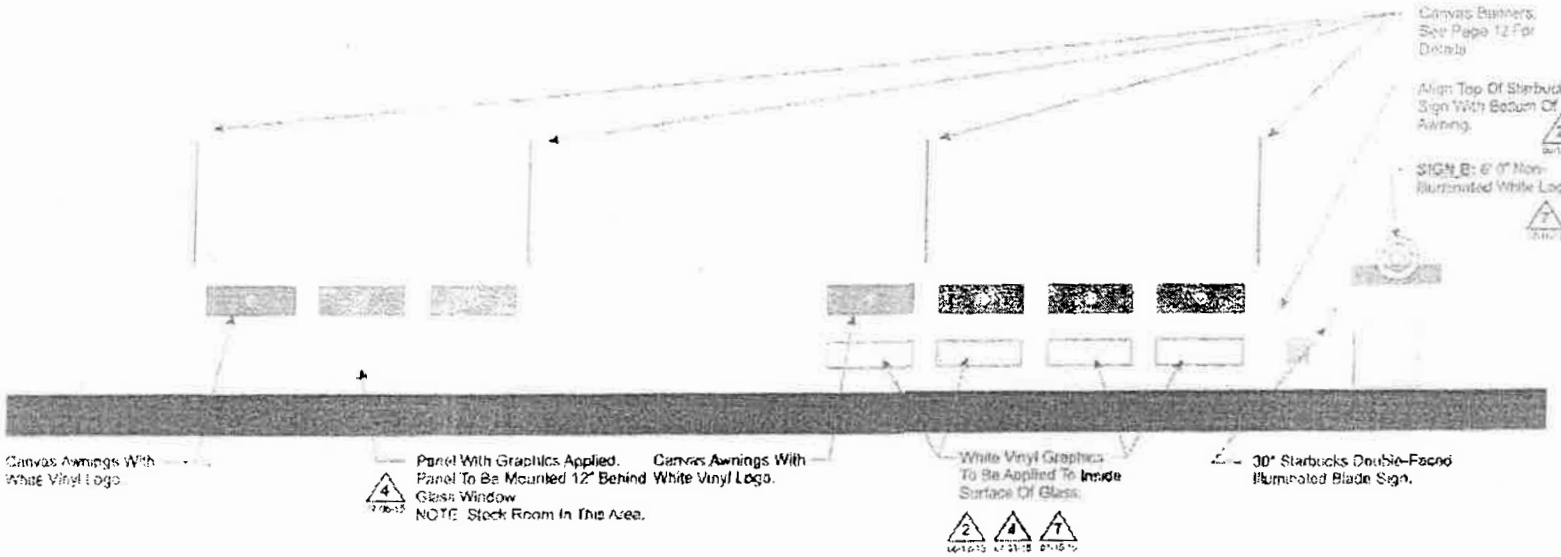
DWG NUMBER:
B60071

ENGINEER SEAL:

MAX DESIGN WIND SPEED 90 MPH
EXPOSURE C

THIS IS AN ORIGINAL UNPUBLISHED DRAWING CREATED BY PSIGN. IT IS SUBMITTED FOR YOUR PERSONAL USE IN CONNECTION WITH A PROJECT BEING PLANNED FOR YOU BY PSIGN. IT IS NOT TO BE SHOWN TO ANYONE OUTSIDE YOUR ORGANIZATION NOR IS IT TO BE USED, COPIED, REPRODUCED, OR EXHIBITED IN ANY MANNER.

ENGINEERING
SHOP
VINYL / LAYOUT
ROUTING / KNIFE



1 **NORTH ELEVATION**
SCALE: 1/16" = 1'-0"

NOTE: All Dimensions And Field Conditions To Be Verified And Confirmed From Site Survey Prior To Release For Fabrication.

PERMITS ONLY

Note: This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

PHILADELPHIASIGN
707 West Spring Garden Street
Palmyra, New Jersey 08065
Phone: 856.829.1466
Fax: 856.829.8849
steve.philadelphiasign.com

CUSTOMER:
TARGET

JOB NUMBER:
T3207

SIGN TYPE:
Various

LOCATION:
435 E. Illinois Street
Chicago, IL 60611

DATE:
04/23/2015

DRAWN BY:
JTR

REVISION

Number	Date	By
8	07/21/2015	JTR

SHEET: 3 OF 14

DWG NUMBER:
B60071

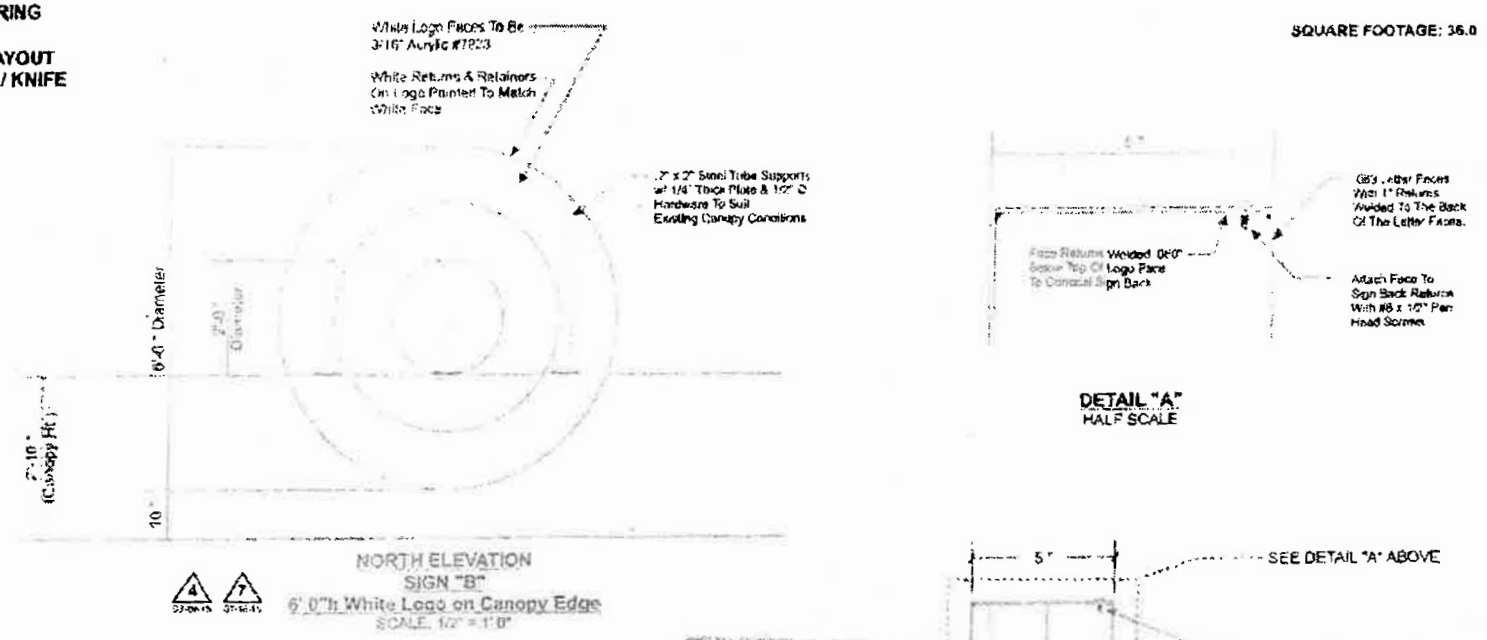
ENGINEER SEAL:

MAX DESIGN WIND SPEED 90 MPH
EXPOSURE C

THIS IS AN ORIGINAL UNPUBLISHED DRAWING CREATED BY PHILA. IT IS SUBMITTED FOR YOUR PERSONAL USE IN CONJUNCTION WITH A PROJECT BEING PLANNED FOR YOU BY PHILA. IT IS NOT TO BE SHOWN TO ANYONE OUTSIDE YOUR ORGANIZATION NOR IS IT TO BE USED, REPRODUCED OR SUBMITTED IN ANY FASHION

ENGINEERING
SHOP
VINYL / LAYOUT
ROUTING / KNIFE

SQUARE FOOTAGE: 36.0



NORTH ELEVATION
SIGN "B"
6'-0"h White Logo on Canopy Edge
SCALE: 1/2" = 1'-0"

PERMITS ONLY

NOTE: All Dimensions And Field Conditions To Be Verified And Confirmed From Site Survey Prior To Release For Fabrication.

ELECTRICAL LOAD
6' LOGO
(3) Amps @ 120 Volts
ELECTRICAL REQMTS
(1) 20 Amp 120 Volt Circuits

STANDARD WALL SIGN NOTES:
1. Sufficient Primary Circuit In Vicinity Of Sign By Others.
2. Final Primary Hook-Up To The Power Distribution Board By Others.
3. Sign Shall Be U.L. Listed.
4. Mounting Hardware By Sign Installer.
5. This Sign has been Designed with the Criteria as set forth in the IBC 2003 & IBC 2006. The Design Meets or Exceeds these Requirements for the Geographical Location in Which it is to be Erected.

Note: This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

PHILADELPHIASIGN

CUSTOMER: TARGET
JOB NUMBER: T3207
SIGN TYPE: Various
LOCATION: 401 E. Illinois Street Chicago, IL 60611
DATE: 04/23/2015
DRAWN BY: JTR
REVISION:

Number	Date	By
9	07/29/2015	JTR

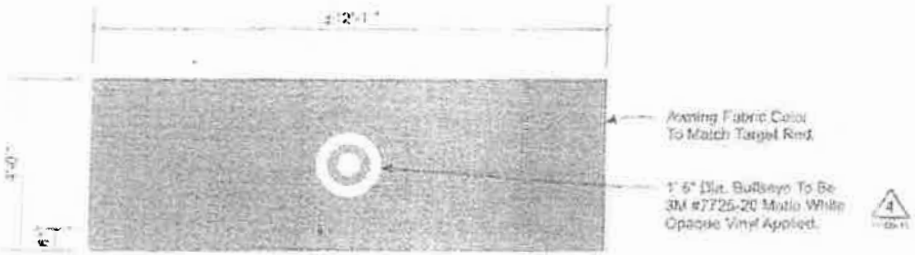
SHEET: 5 OF 14
DWG NUMBER: B60071
ENGINEER SEAL:

MAX DESIGN WIND SPEED 90 MPH EXPOSURE C

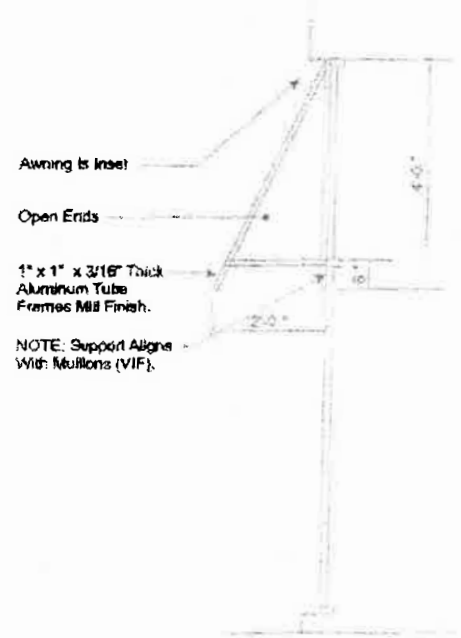
THIS IS AN ORIGINAL UNPUBLISHED DRAWING CREATED BY PSSI. IT IS SUBMITTED FOR YOUR PERSONAL USE IN CONJUNCTION WITH A PROJECT BEING PLANNED FOR YOU BY PSSI. IT IS NOT TO BE SHOWN TO ANYONE OUTSIDE YOUR ORGANIZATION NOR IS IT TO BE USED, REPRODUCED OR EXHIBITED IN ANY MANNER

ENGINEERING
SHOP
VINYL / LAYOUT
ROUTING / KNIFE

SQUARE FOOTAGE: 48.33



NORTH ELEVATION
Awning - 1' 6" Dia. Bullseye
(7) Required
SCALE: 3/8" = 1' 0"



SIDE VIEW
SCALE: 1/2" = 1' 0"

PERMITS ONLY

Note: This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

NOTE: All Dimensions And Field Conditions To Be Verified And Confirmed From Site Survey Prior To Releasing For Fabrication.

PHILADELPHIASIGN

707 West Spring Garden Street
Palmyra, New Jersey 08065
Phone: 206.825.1400
Fax: 856.829.6545
www.philadelphiasign.com

CUSTOMER:
TARGET

JOB NUMBER:
T3207

SIGN TYPE:
Various

LOCATION:
435 E. Illinois Street
Chicago, IL 60611

DATE:
04/23/2015

DRAWN BY:
JTR

REVISION:

Number	Date	By
0	07/21/2015	JTR

SHEET: 7 OF 14 ENG DEPT

DWG NUMBER:
B60071

ENGINEER SEAL:

MAX DESIGN WIND SPEED 90 MPH
EXPOSURE C

THIS IS AN ORIGINAL UNPUBLISHED DRAWING CREATED BY [illegible]. IT IS SUBMITTED FOR YOUR PERSONAL USE IN CONJUNCTION WITH A PROJECT BEING PLANNED FOR YOU BY PACO. IT IS NOT TO BE SHOWN TO ANYONE OUTSIDE YOUR ORGANIZATION NOR IS IT TO BE USED, COPIED, REPRODUCED, OR COMMITTED IN ANY FORMAT.

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

April 5, 2016

William W. Tippens
RMW Streeterville LLC
350 W. Hubbard St., Suite 300
Chicago, IL 60654

Re: Administrative Relief request for Residential Business Planned Development No. 368, Subarea F, Parcel 21B, Proposed Park between 451 E. Grand Ave. and 505 N. McClurg Ct.

Dear Mr. Tippens:

Please be advised that your request for a minor change to Residential Business Planned Development No. 368 ("PD 368"), as amended, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 18 of PD 368.

RMW Streeterville owns Parcel's 21B and 21C within Subarea F of PD 368. They are seeking administrative relief to modify the proposed 70,000 square foot park to be located on Parcel 21B, between 451 E Grand Ave. (Parcel 21C) and 505 N. McClurg Ct. (Parcel 21A), and as required pursuant to Statement No. 14. Specifically, the dog run has been enlarged and the children's play area within the pocket park has been enlarged. The attached revised drawings, dated March 23, 2016, shall be inserted into the main file: Site Plan, Landscape Plan, Pocket Park Landscape Plan, Landscape Sections, and Landscape Plant List.

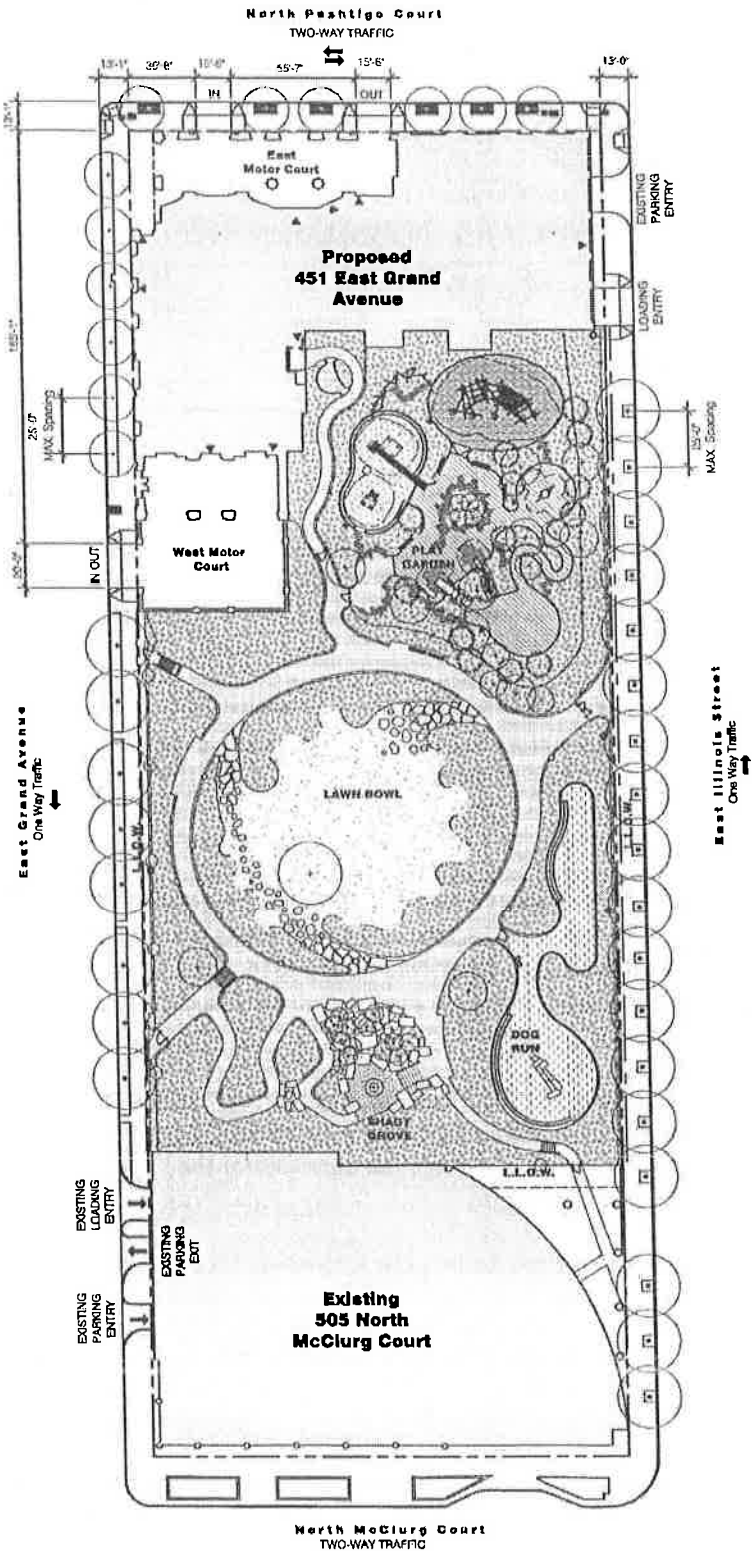
With regard to your request, the Department of Planning and Development has determined that the park revisions will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential-Business Planned Development No. 368, as amended, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

C: Mike Marmo, Erik Glass, Ron Daye, Main file



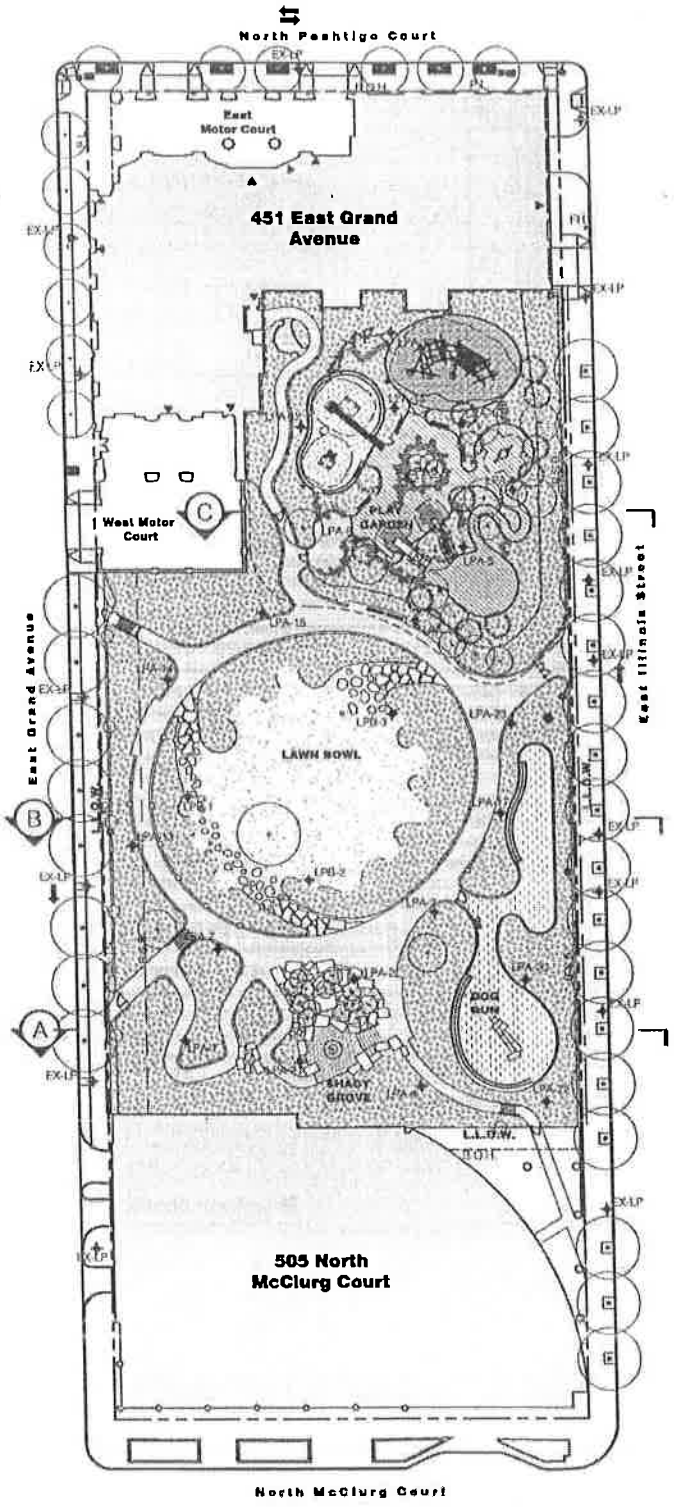
0 40 80 160 feet

Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Request for Minor Change, March 23, 2016

SITE PLAN

SCALE: 1"=80'-0"

N



Landscape Plan Legend

- L.O.W. — Limit of Work
- P.L. — Property Line
- B.O.H. — Building Overhang
- P.P.B. — Pocket Park Boundary
- Park Fence and Gate
- Chain Link Fence and Gate
- Plant Bed Rail, Type A
- Plant Bed Rail, Type B
- Play Rope Fence
- Building Entry
- EX-LP — Existing Light Pole
- LPA — Light Pole, Type A
- LPB — Light Pole, Type B
- Metal Bench
- CIP Concrete Seat Wall
- Timber Piles
- Exposed Aggregate Concrete Pavement
- PIP Play Surface
- Riverstone Pavement
- Sand Play Surface
- Mulch Play Surface
- Play Tile Surface
- Plant Bed
- Existing Street Tree
- Proposed Deciduous Tree (48 Trees)
- Proposed Evergreen Tree (13 Trees)

Landscape Information

Size: 70,220 SF

Landscape Area: 35,900 SF (51%)

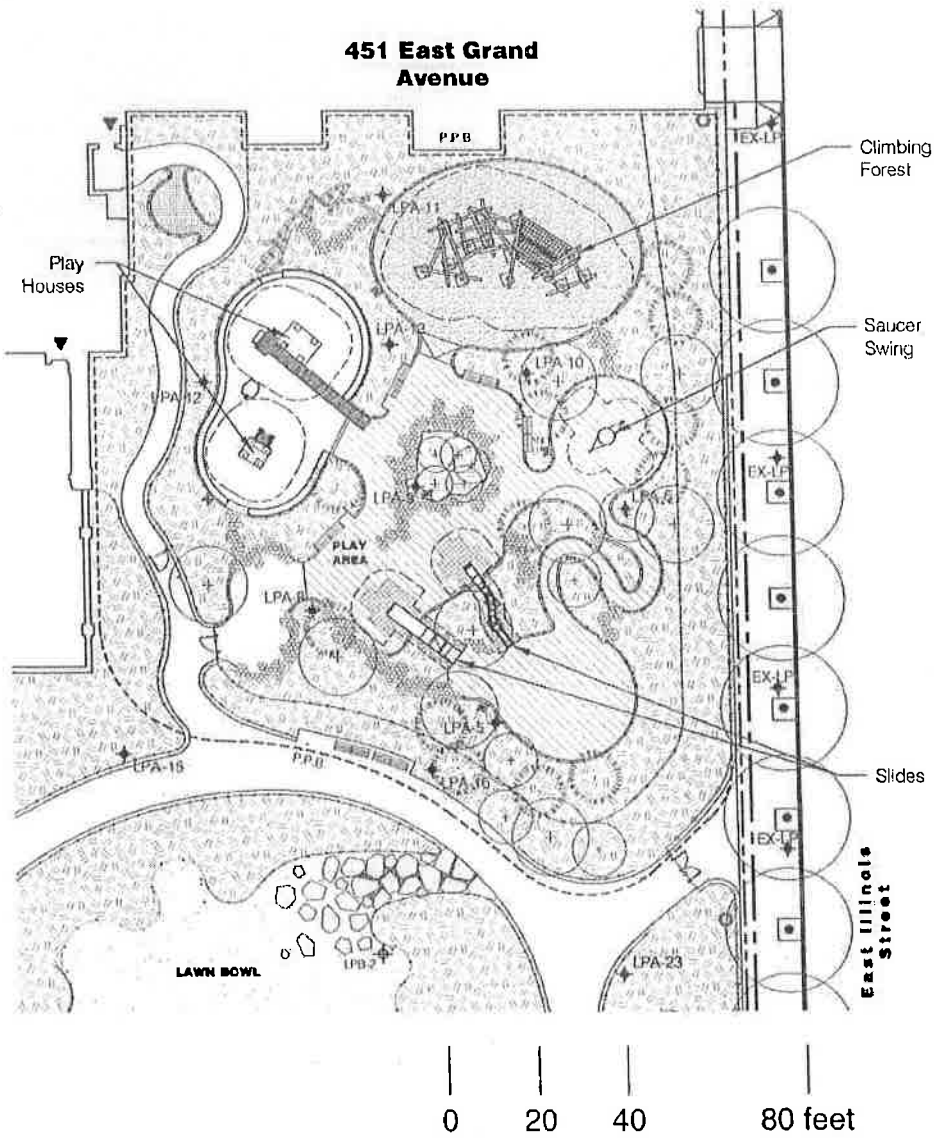
0 40 80 160 feet

Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Request for Minor Change, March 23, 2016

LANDSCAPE PLAN

SCALE: 1"=80'-0"

N



Pocket Park Legend

- L.O.W. — Limit of Work
- P.L. — Property Line
- B.O.H. — Building Overhang
- PPB — Pocket Park Boundary
- Park Fence and Gate
- Chain Link Fence and Gate
- Plant Bed Rail, Type A
- Plant Bed Rail, Type B
- Play Rope Fence
- Building Entry
- EX-LP — Existing Light Pole
- LPA — Light Pole, Type A
- LPB — Light Pole, Type B
- Metal Bench
- CIP Concrete Seat Wall
- Timber Piles
- Exposed Aggregate Concrete Pavement
- PIP Play Surface
- Riverstone Pavement
- Sand Play Surface
- Mulch Play Surface
- Play Tile Surface
- Plant Bed
- Existing Street Tree
- Proposed Deciduous Tree (19 Trees)
- Proposed Evergreen Tree (13 Trees)

Design Description

Containing a series of interconnected play areas for children of all ages and their families, the pocket park along E. Illinois Street will be an amenity for residents of the Streeterville neighborhood and for visitors. Conventional play equipment including slides and a swing will be coupled with opportunities for sensory play that engages children with the nature that surrounds the play area. Some areas will have topography to encourage different ways to play, while seating will provide a place for all to stop and rest. Planting is integrated to provide seasonal interest and shade.

Pocket Park Information

Size: 20,608 SF

Landscape Area: 11,520 SF (56%)

Tree Quantity: 32

Seating: 155 LF

Perimeter: 610 LF

Street Frontage: 154 LF (25% of Perimeter)

Length: 160 LF

Width: 140 LF

Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Request for Minor Change, March 23, 2016

POCKET PARK LANDSCAPE PLAN

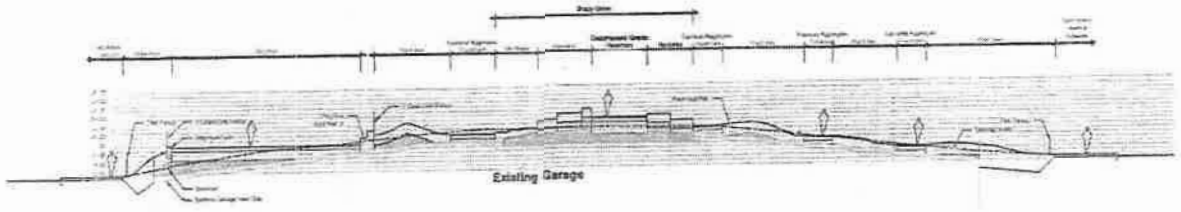
SCALE: 1"=40'-0"

N

Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Request for Minor Change, March 23, 2016

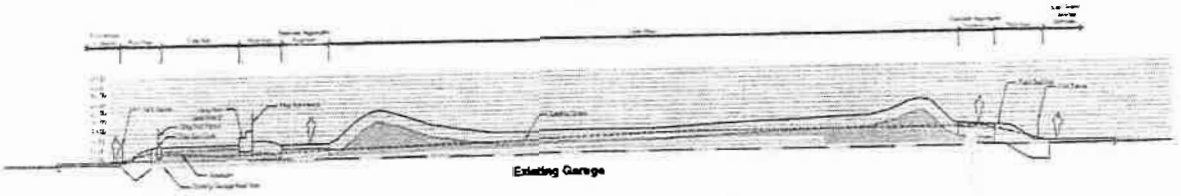
LANDSCAPE SECTIONS

SCALE: 1"=40'-0"



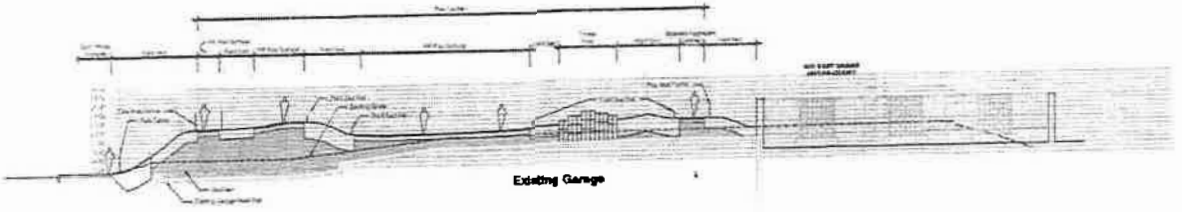
A Section

Scale: 1"=40'-0"



B Section

Scale: 1"=40'-0"



C Section

Scale: 1"=40'-0"

0 20 40 80 feet

DECIDUOUS TREES

BOTANICAL NAME	COMMON NAME
Carpinus caroliniana	American Hornbeam
Catalpa speciosa	Northern Catalpa
Celtis occidentalis	Common Hackberry
Cercis canadensis	Eastern Redbud
Crataegus viridis 'Winter King'	Winter King Hawthorn
Gleditsia triacanthos var. inermis	Thornless Honey Locust
Larix decidua	European Larch
Malus x zumi	Redbud Crabapple
Ostrya virginiana	Eastern Hophornbeam

EVERGREEN TREES

BOTANICAL NAME	COMMON NAME
Picea abies 'Pendula'	Weeping Norway Spruce
Xanthocyparis nootkatensis 'Pendula'	Weeping Alaska Cedar

Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Request for Minor Change, March 23, 2016

LANDSCAPE PLANT LIST

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

November 20, 2015

Patrick Wartan
Axia Law
1 N. LaSalle Street
Suite 1450
Chicago, IL 60602

Re: Advisory Opinion for Residential Business Planned Development No. 368 Subarea D, Proposed Winter's Jazz Club at 445 E. Illinois Street

Dear Mr. Wartan:

In response to your recent request, please be advised that the property located at 445 E. Illinois St. is zoned Residential Business Planned Development Number 368 ("PD 368"), Subarea D. Pursuant to Statement No. 5 of the Planned Development, the uses permitted shall be in general conformity with the permitted and special uses of the DX-12, Downtown Mixed-Use District.

You are seeking zoning confirmation that the establishment of a jazz club with live musical performances and liquor consumption on the premises ("Winter's Jazz Club"), to be located at 445 E. Illinois St., is in compliance with the Zoning Code, or if applicable, what steps must be taken to resolve any potential zoning issues. The jazz club will include an indoor and outdoor space and they will be seeking to apply for a tavern license, outdoor patio license and public place of amusement license (indoor).

Eating and drinking establishments, including taverns, are a permitted use in the DX, Downtown Mixed-Use District. Pursuant to Section 17-17-0104-K of the Zoning Ordinance, a tavern is defined as an establishment that is primarily engaged in serving alcoholic liquor for consumption on the premises and in which the serving of prepared food, live entertainment and dancing are permitted. An outdoor patio is also classified as an eating and drinking establishment

Therefore, the proposed Winter's Jazz Club is a permitted use at 445 E. Illinois St., within Subarea D of PD 368. If you have any questions, or need additional information, please contact Teresa McLaughlin at (312) 744-3509.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:HG:tm

C: Vicki Lozano, Janice Hill, Main file

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

November 16, 2015

Edward J. Kus
Taft Stettinius & Hollister LLP
111 East Wacker Drive
Suite 2800
Chicago, Illinois 60602

RE: Site Plan Approval for Residential-Business Planned Development No. 368, as amended – Subarea A

Location: 401 North Michigan Avenue

Dear Mr. Kus:

We have reviewed the plans submitted on behalf of Zeller-401 Property L.L.C., for the construction of a new glass-enclosed retail structure with descending stairs that will provide access from the southern portion of Pioneer Court, a privately-owned plaza, to existing space located below the plaza (concourse level). The proposed retail space will replace existing food service and commercial space that currently occupies the concourse level. As depicted on the drawings, the glass-enclosed entrance extends to the Riverwalk level. The submission includes the following drawings prepared by Foster and Partners dated November 3, 2015:

- General Site Plan;
- Existing Site Plan at the Plaza Level;
- Existing Site Plan at the Concourse Level;
- Proposed Site Plan at the Plaza Level;
- Proposed Site Plan at the Concourse Level;
- Proposed Tree Planting down to the Riverwalk;
- Proposed Cross Section;
- Perspective View from the Plaza Level;
- Perspective View from the Riverwalk Level;
- Perspective – "Bird's-eye-view;"
- Existing Public Space;
- Removed/Added Public Space; and
- New Public Space.

The materials are submitted in accordance with Statement No. 16 of Residential-Business Planned Development No. 368, as amended.

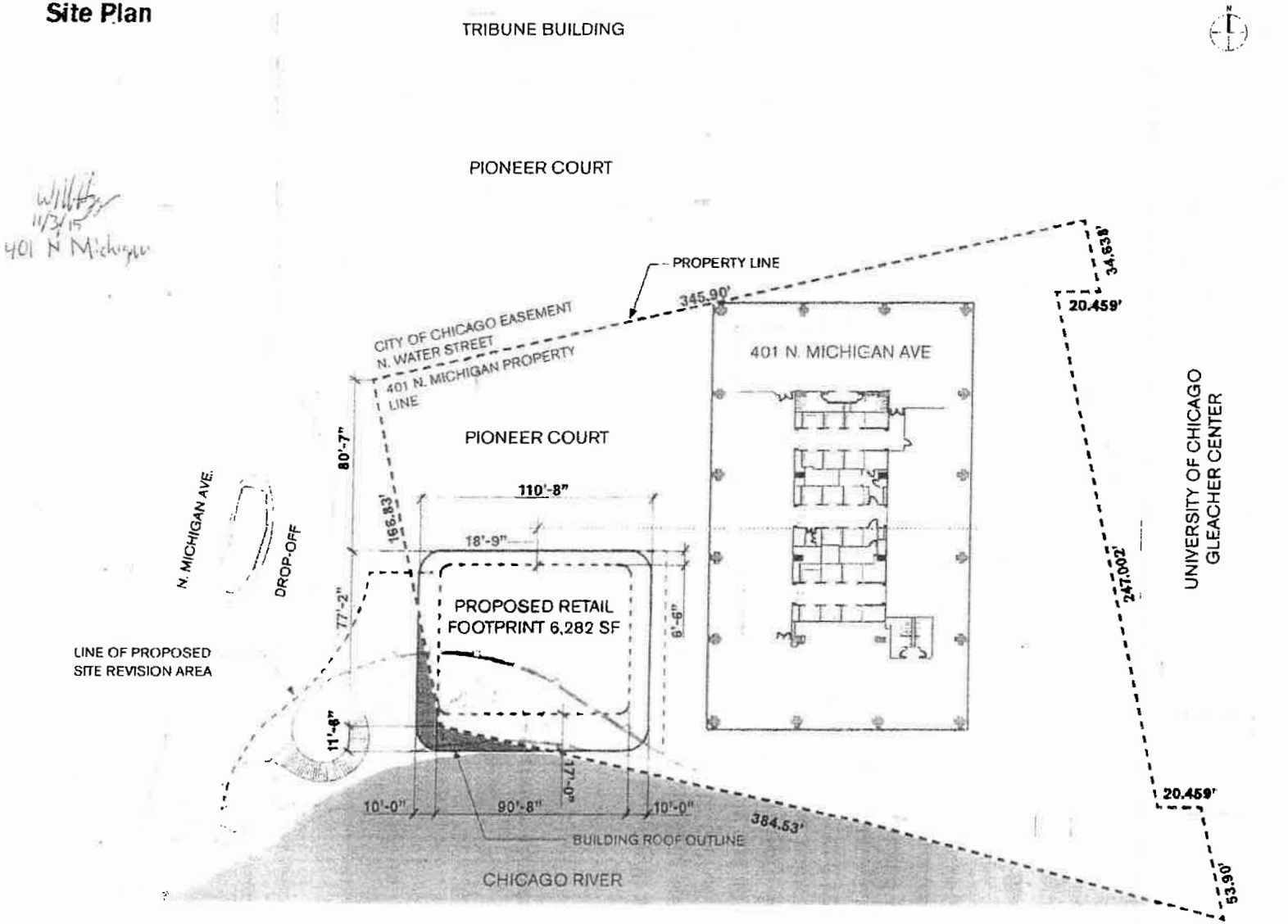
Upon review of the materials submitted, the Department of Planning and Development has determined that these plans are consistent with, and satisfy, the requirements of the Plan of Development. Accordingly, the Site Plan submittal for 401 North Michigan Avenue, for the construction of a new glass-enclosed entrance located on the southern portion of Pioneer Court with descending stairs to the Riverwalk Level, is hereby approved as conforming to the provisions of Residential-Business Planned Development No. 368, as amended. The drawings by Foster and Partners dated November 3, 2015 are hereby made a part of this approval.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

cc: Heather Gleason
Michael Marmo
Planned Development File

Site Plan



Zeller Realty Group
401 South Michigan Avenue, Chicago

November 3, 2015

Foster and Partners

Edward J. Kus

Direct: 312.836.4080
Facsimile: 312.275.7586
E-mail: ekus@taftlaw.com

Shefsky & Froelich has joined Taft/

111 East Wacker, Suite 2800
Chicago, Illinois 60601

Tel 312.527.4000 / Fax 312.527.4011
www.taftlaw.com

November 5, 2015

Patricia A. Scudiero
Zoning Administrator
Department of Planning and Development
121 North LaSalle Street
Room 905, City Hall
Chicago, Illinois 60602

RE: Request for Site Plan Approval at 401 North Michigan Avenue
Residential-Business Planned Development No. 368, as amended – Subarea A

Dear Ms. Scudiero:

Our firm represents Zeller Realty Group, the owner of the property located at 401 North Michigan Avenue (the "Property"). The Property is governed by the provisions of Residential-Business Planned Development No. 368, as amended, and is located within Subarea A ("PD 368"). Pursuant to Statement 16 of PD 368, we write to request Site Plan review and approval for a new glass-enclosed retail entrance structure with descending stairs that will provide access from the southern portion of the privately-owned plaza to existing space located below the plaza (concourse level). The proposed retail space will replace existing food service and retail space which currently occupies the area below the plaza. There will be a reconfigured transition between the plaza and Riverwalk levels with wide-terraced stairways on the east and west sides of the retail store. As depicted on the enclosed drawings, the glass entrance extends to the Riverwalk level.

This Site Plan review submittal includes all relevant information describing the proposed improvements. This includes exhibits which depict the improvements including data to be considered in determining compliance. Enclosed exhibits include the following:

- General Site Plan;
- Existing Site Plan at the Plaza Level;
- Existing Site Plan at the Concourse Level;
- Proposed Site Plan at the Plaza Level;
- Proposed Site Plan at the Concourse Level;
- Proposed Tree Planting down to the Riverwalk;
- Proposed Cross Section;

- Perspective View from the Plaza Level;
- Perspective View from the Riverwalk Level;
- Perspective – "Bird's-eye view;"
- Existing Public Space;
- Removed/Added Public Space; and
- New Public Space.

Technical Data

Floor Area Maximums

Pursuant to the definitions contained in the Chicago Zoning Ordinance ("CZO"), floor area of any floor located below grade or partially below-grade when the floor-to-ceiling height is more than one-half below grade, is excluded from FAR calculations (CZO, §17-17-0305-A). PD 368 expressly provides in Statement 6 that "in Subarea A, grade is herein established at plus thirty-five feet (+35) feet Chicago City Datum, plus or minus six (±6) feet in respect of design conditions (Plaza Level)." The majority of the floor area for the proposed retail tenant currently exists and is located below grade. As depicted on the cross-section exhibit, the height of the entrance structure from the concourse level to the underside of the roof is 32'-1½". The height of the structure above grade is 14' to the underside of the roof. Thus, more than one-half of the floor-to-ceiling height is below-grade and that floor area is excluded from the FAR calculations.

A portion of the glass entrance is located at the Plaza level, along with stairs and a small landing as depicted on the "Proposed Site Plan – Plaza Level" exhibit. The total square footage for this area is approximately 2,127 square feet, a *de minimis* amount of floor area. There is more than sufficient floor area available in Subarea A. PD 368 provides a maximum FAR of 13.81 for Subarea A. Based on a net site area of 380,796 square feet, Subarea A is allowed a maximum of 5,258,792.70 square feet of buildable floor area. Based on an assessment obtained from the Department of Planning and Development ("DPD"), approximately 3,624,736.50 square feet have been accounted for, thus leaving approximately 1,634,056.20 square feet of floor area remaining in Subarea A.

Use

PD 368 provides that uses below the Plaza Level shall be in general conformity with the permitted and special uses of the DX-12 Downtown Mixed-Use District, or the DX-16 District if within 200' of Michigan Avenue. The DX districts allow "general retail sales" as a permitted use, thus the proposed retail use of the below-grade space is permitted. There is no retail use proposed at the Plaza Level.

Parking and Loading

PD 368 requires one parking space for each 5,000 square feet of business uses. PD 368 assumes an allocation of 760,241 square feet of floor area to the Property. Based upon this allocation, 152 parking spaces are required for the Property. No additional parking is required for the proposed retail entrance structure as it does not increase the floor area by more than 5,000 square feet. The Property has 210 parking spaces located below-grade.

PD 368 imposes an off-street loading requirement in accord with the DX-12 requirements. Minimum off-street loading ratios in the DX-12 district are as follows: one loading berth for retail uses up to 24,999 square feet; and two loading berths for retail uses of between 25,000 and 49,999 square feet. The Property currently has approximately 10,388 square feet of retail space at grade in the 401 Tower. The concourse level space for the proposed tenant contains a total of 19,253 square feet. The concourse level space includes a 7,500 square foot sales floor; back-of-house space; and a dedicated mechanical room. Even if the entire concourse level was counted as retail, the total square footage is 29,641 square feet, thus requiring two loading berths. Commercial uses (including office use) require one loading berth per 500,000 square feet or portion thereof. The Property contains over 760,000 square feet, thus requiring two loading berths. The Property as constructed and completed in approximately 1965, is served by six loading berths located below-grade. Accordingly, there is no requirement for an additional loading berth.

Retail Area Maximums

PD 368 allows a maximum of 540,000 square feet of retail space among all of the properties in Subarea A, and assumes an allocation of 410,000 square feet to Parcels 4 and 5 and the residual 130,000 square feet to the remaining parcels, including the Property. PD 368 provides no direction as to how the 130,000 square feet of retail space is allocated to the individual parcels, and we are not aware of any private agreements between the parties. Moreover, based upon public records, Parcels 4 and 5 are well under their allocation of 410,000 square feet. The Property currently has approximately 10,388 square feet of retail space at grade in the 401 Tower and the proposed retail space located below-grade is 7,500 square feet as indicated on the enclosed "Proposed Site Plan – Concourse Level." Thus, this additional retail space does not exceed the maximum permitted in Subarea A. The remaining concourse level space of approximately 11,753 square feet will be utilized for back-of-house and a dedicated mechanical room for the proposed tenant.

Additional Information

The proposed plan and configuration of the glass-enclosed entrance structure will provide a new transition from the Plaza Level to the Riverwalk. There will be an increase of 60% more public area at the Riverwalk than currently exists. There is currently 5,200 square feet of public space and 1,100 square feet will be removed. There will be 4,300 square feet of public space added, thus producing 8,400 square feet of public space. A minimum 10' Riverwalk setback will be maintained. There will be new publicly accessible cascading stairs and seating areas at either side of the glass-enclosed structure connecting Michigan Avenue and the Chicago River, thus complementing the City's revitalization efforts of the Chicago River. There will also be improvements to the Michigan Avenue sidewalk area and to the Riverwalk Level on both the publicly-owned and 401-owned property. The improvements on the publicly-owned property are being coordinated with CDOT.

All of the improvements described above are depicted on the enclosed drawings and site plans. We suggest to you that this proposal conforms to PD 368 and is compatible with the character of the proposed improvements within PD 368. Accordingly, we request approval of the new glass-enclosed entrance located on the south portion of the Plaza Level with descending stairs to the Riverwalk Level.

Please feel free to contact the undersigned if you have any questions or if you require additional information.

Very truly yours,

TAFT STETTINIUS & HOLLISTER LLP

Edward J. Kus

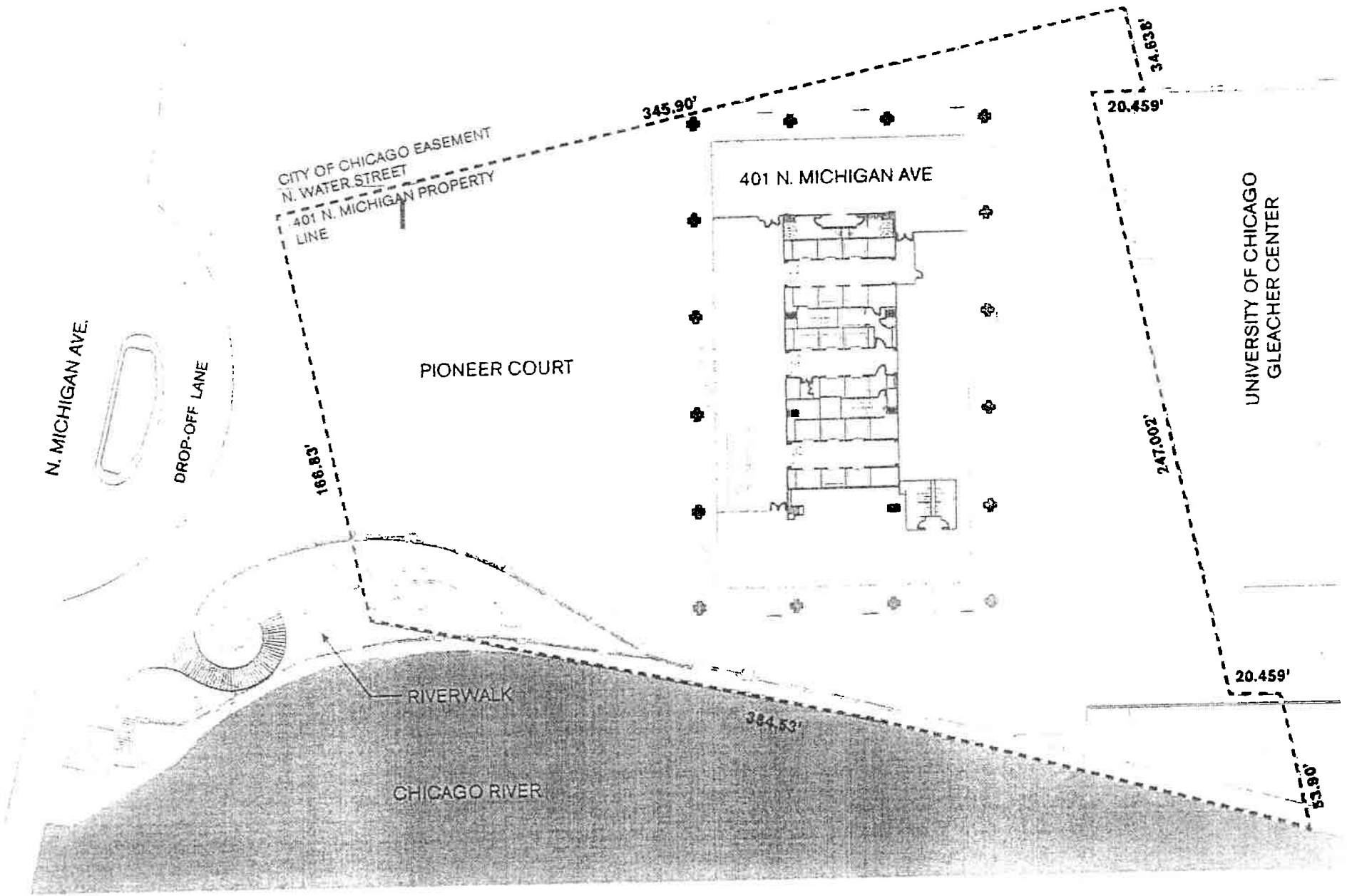
Edward J. Kus

EJK/nmm
13687044_1.docx
Enclosures

cc: Commissioner David Reifman
Jan Goldsmith
Peter Scales
Ted Novak

Existing Site Plan

Plaza Level



Zeller Realty Group

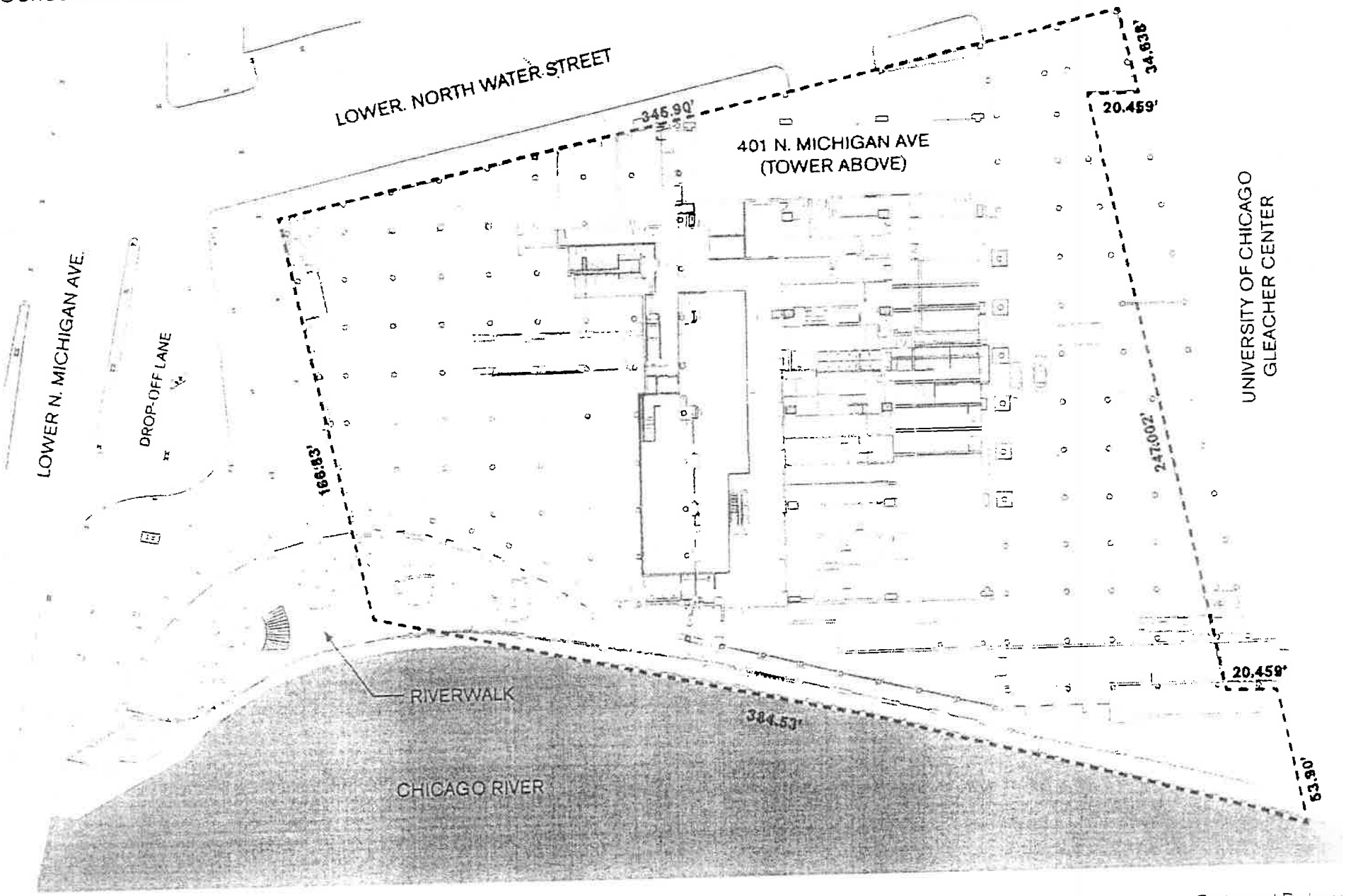
401 North Michigan Avenue Chicago

November 3 2015

Foster and Partners

Existing Site Plan

Concourse Level



Zeller Realty Group

401 North Michigan Avenue, Chicago

November 3, 2015

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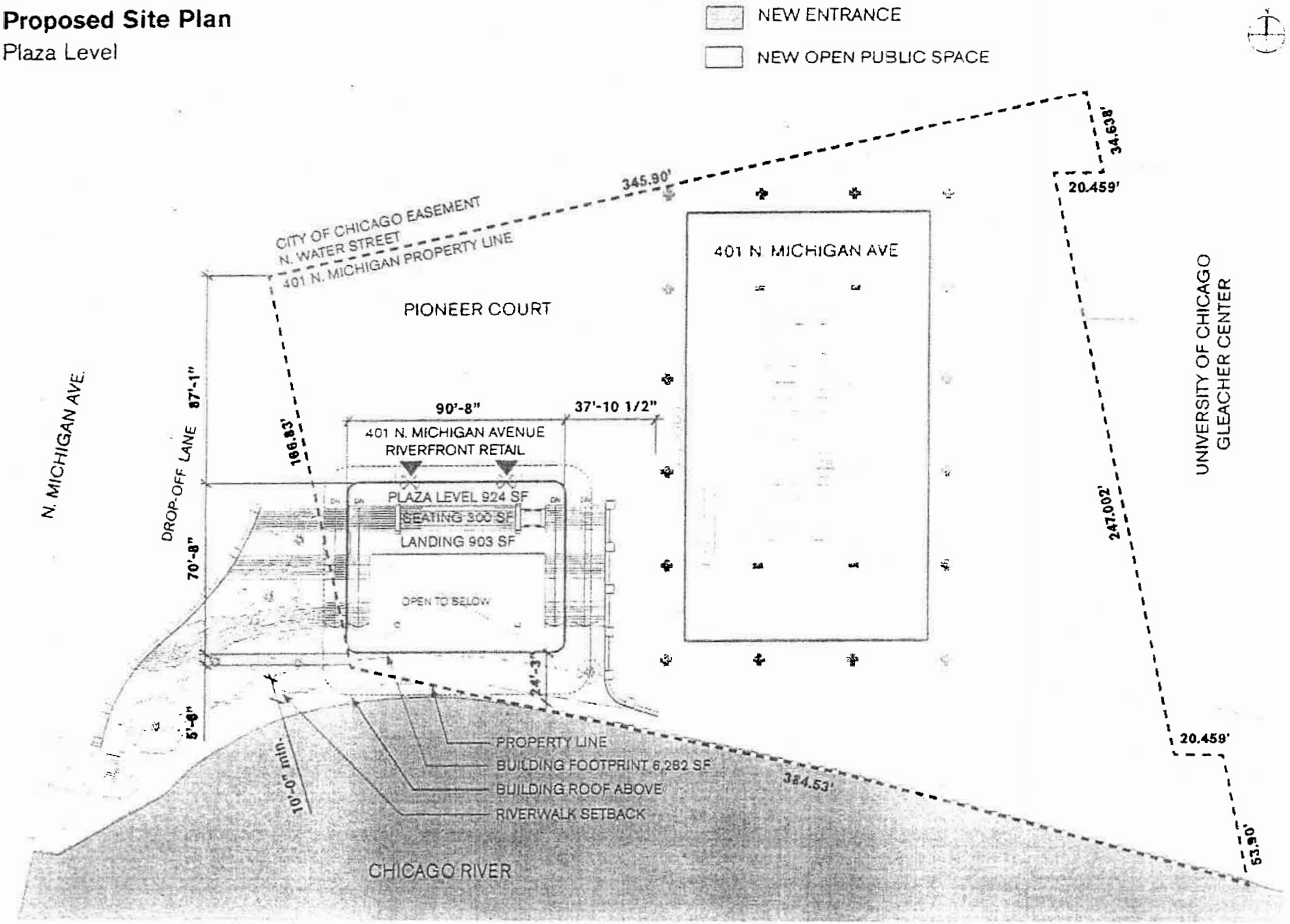
[redacted]

Proposed Site Plan

Plaza Level



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401 North Michigan Avenue Chicago

November 3, 2015

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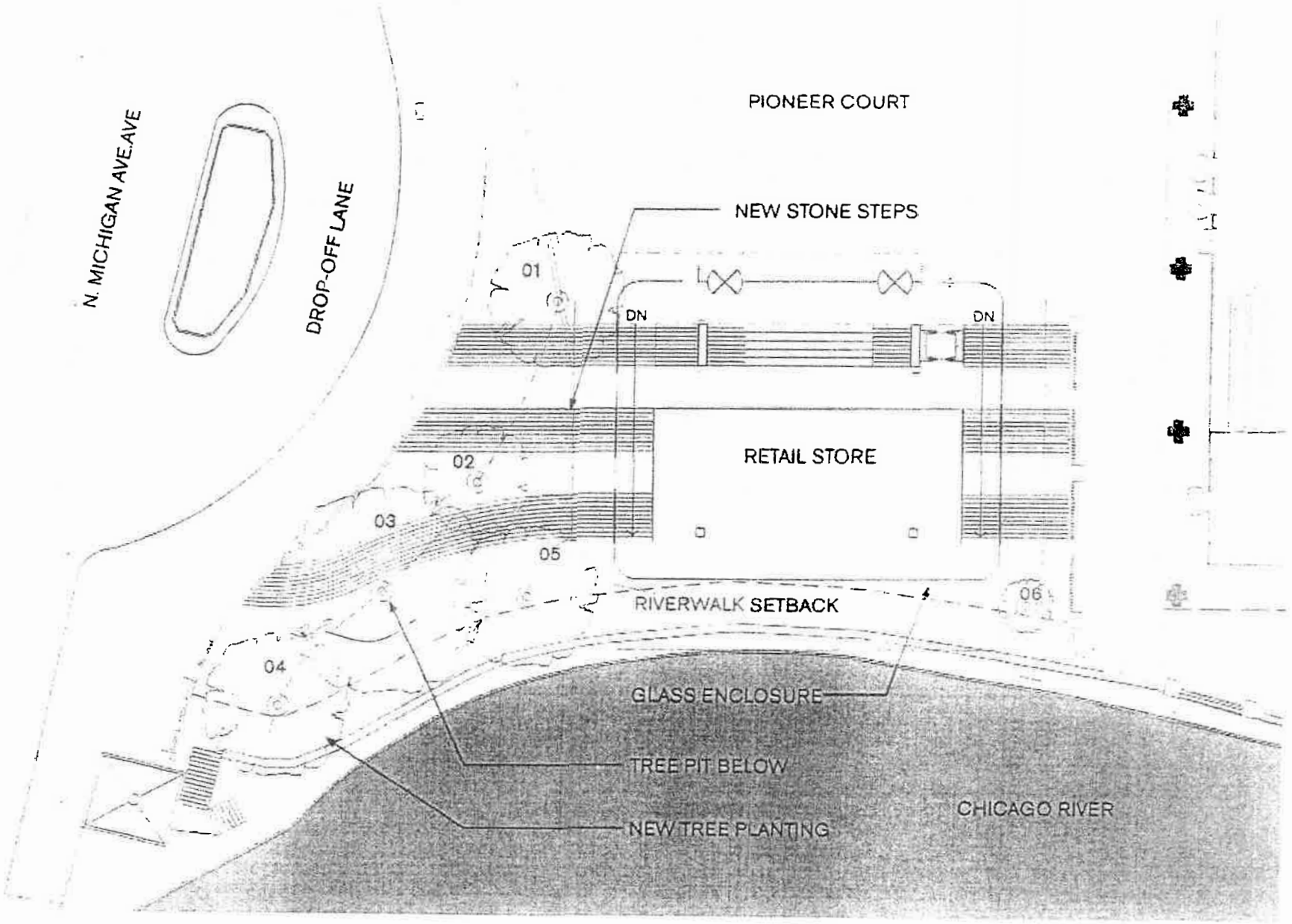
Proposed Tree Planting

Plaza Down to Riverwalk



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401 North Michigan Avenue, Chicago

November 3, 2015

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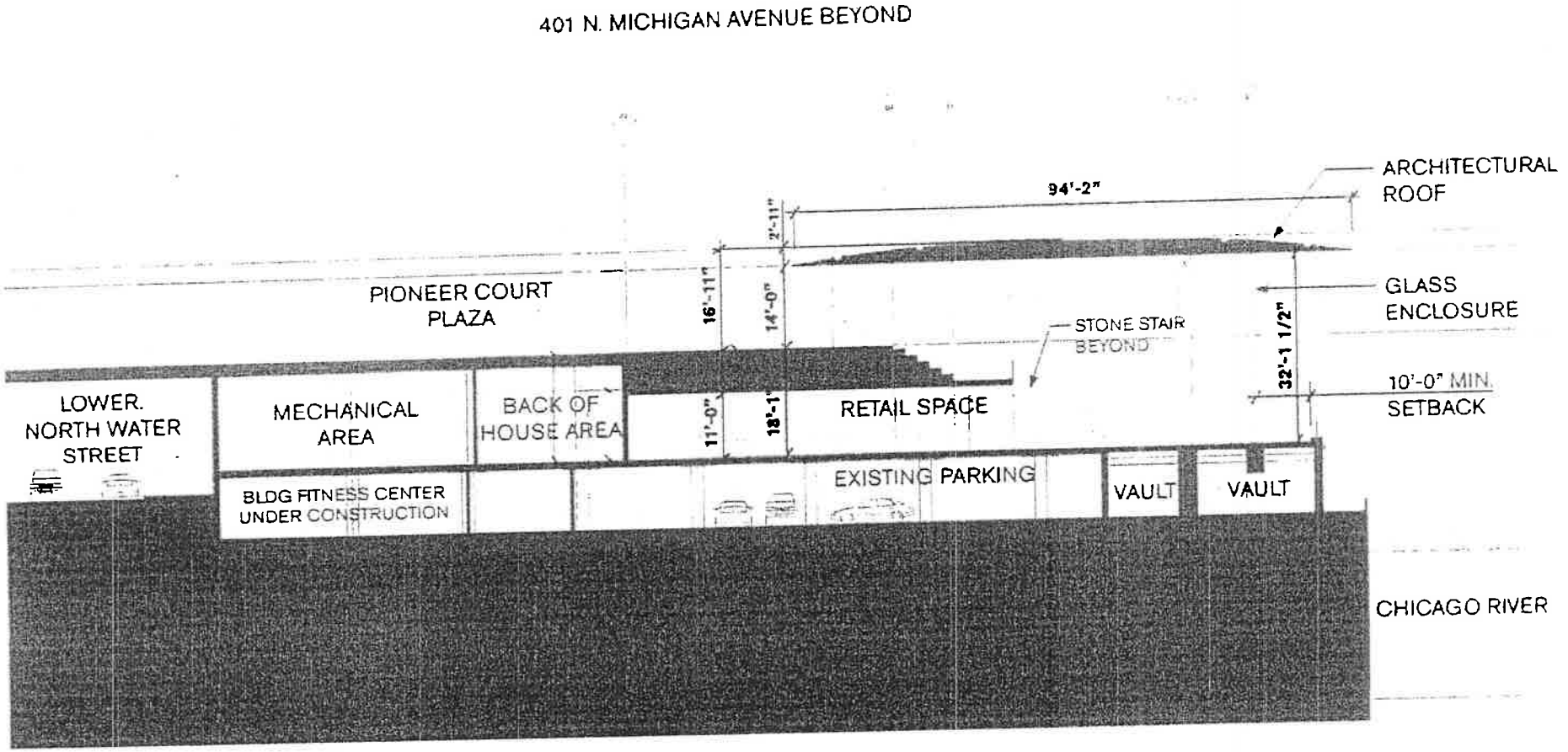
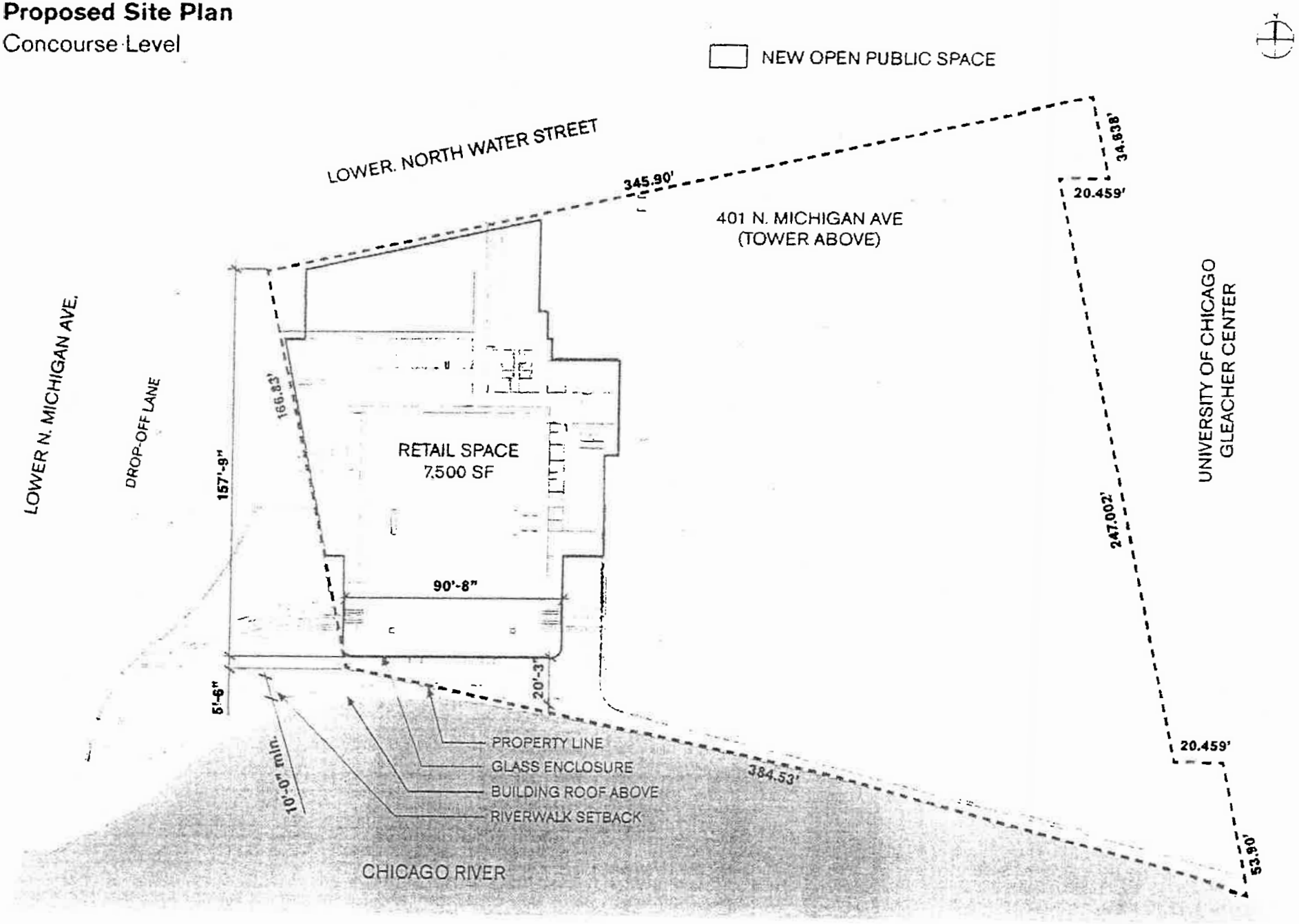
Proposed Section

Cross Section



Proposed Site Plan
Concourse Level



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November 3, 2015

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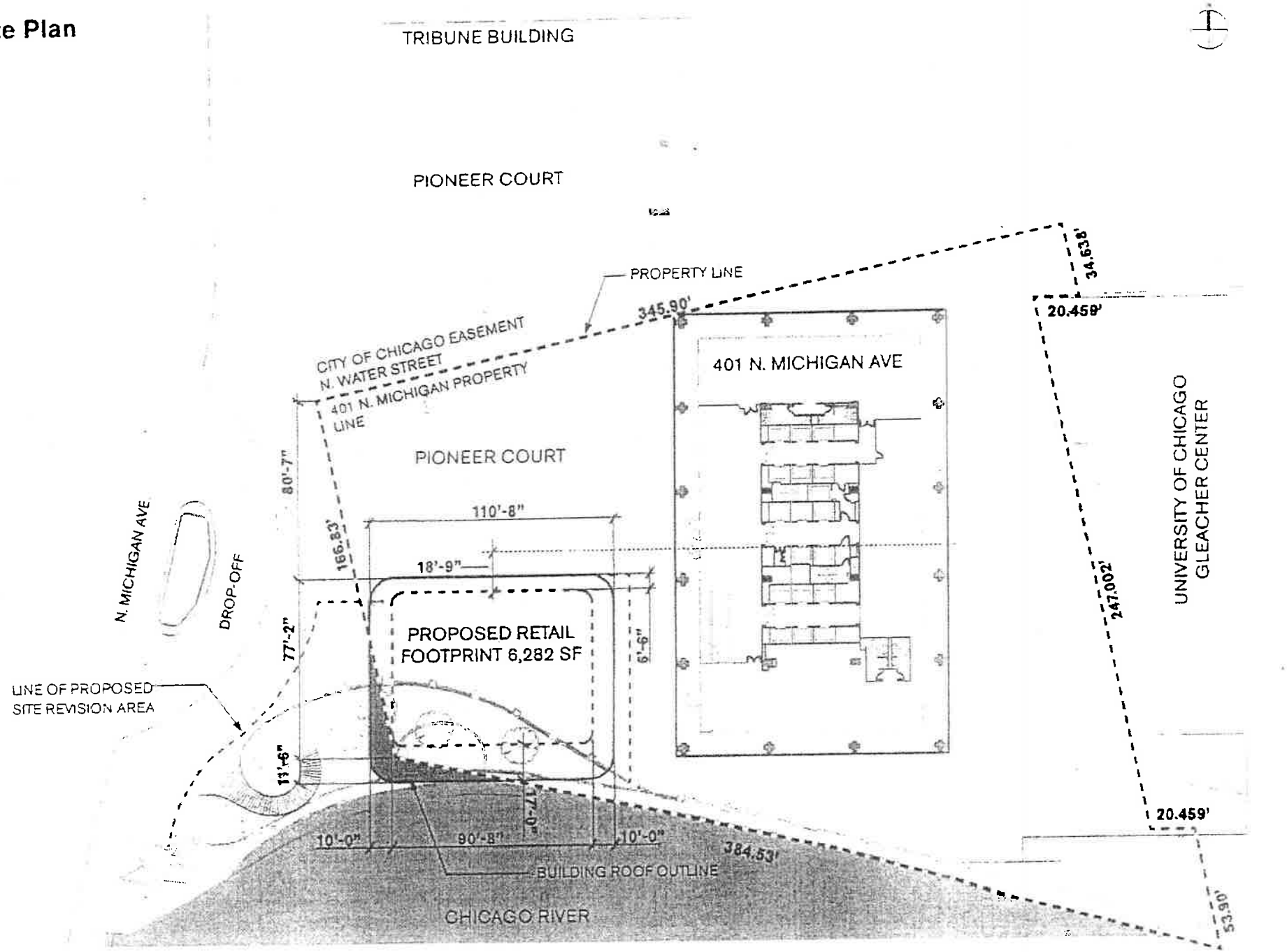
Site Plan



Zeller Realty Group

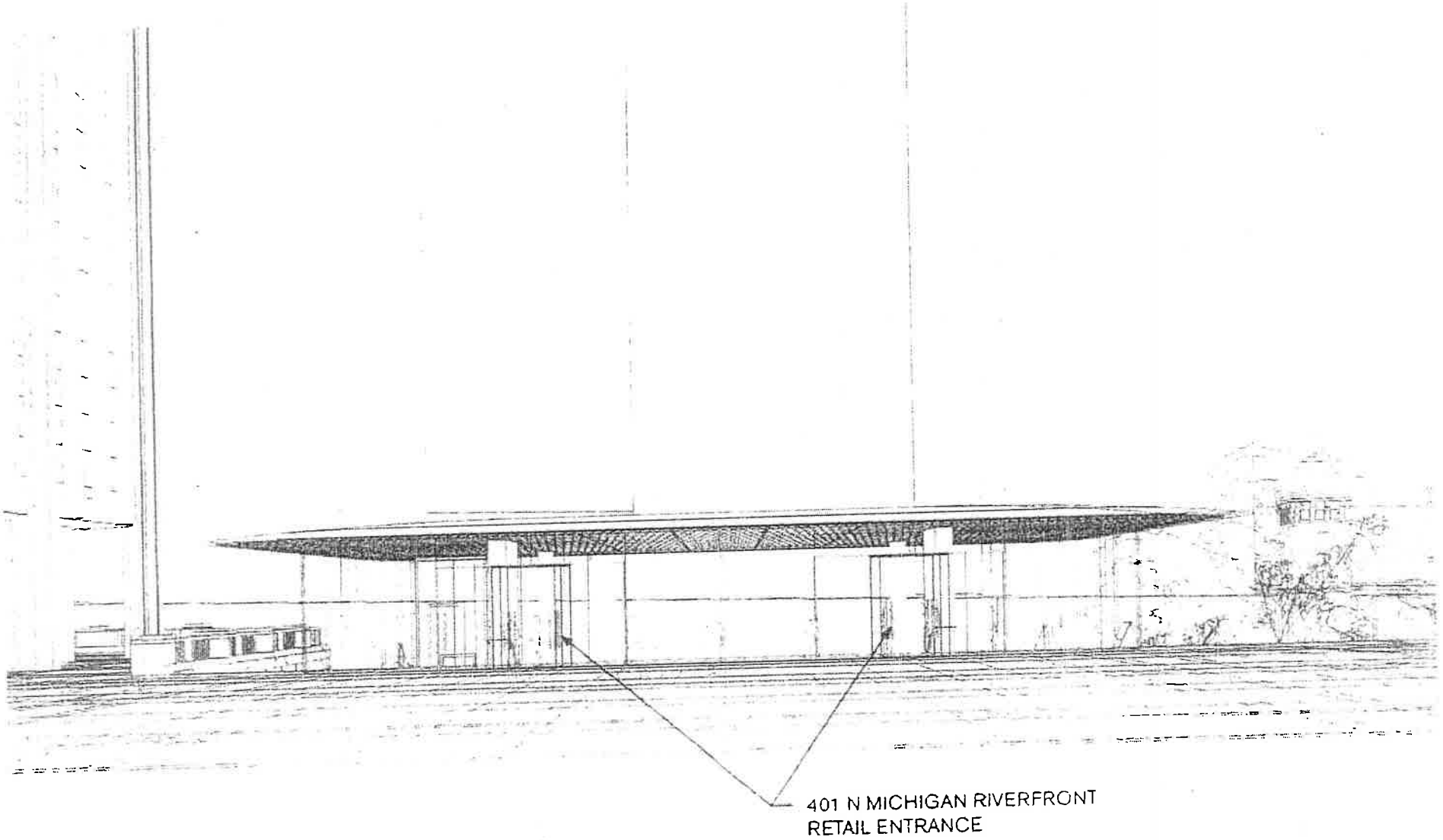
401 North Michigan Avenue, Chicago

November 3, 2015

Foster and Partners

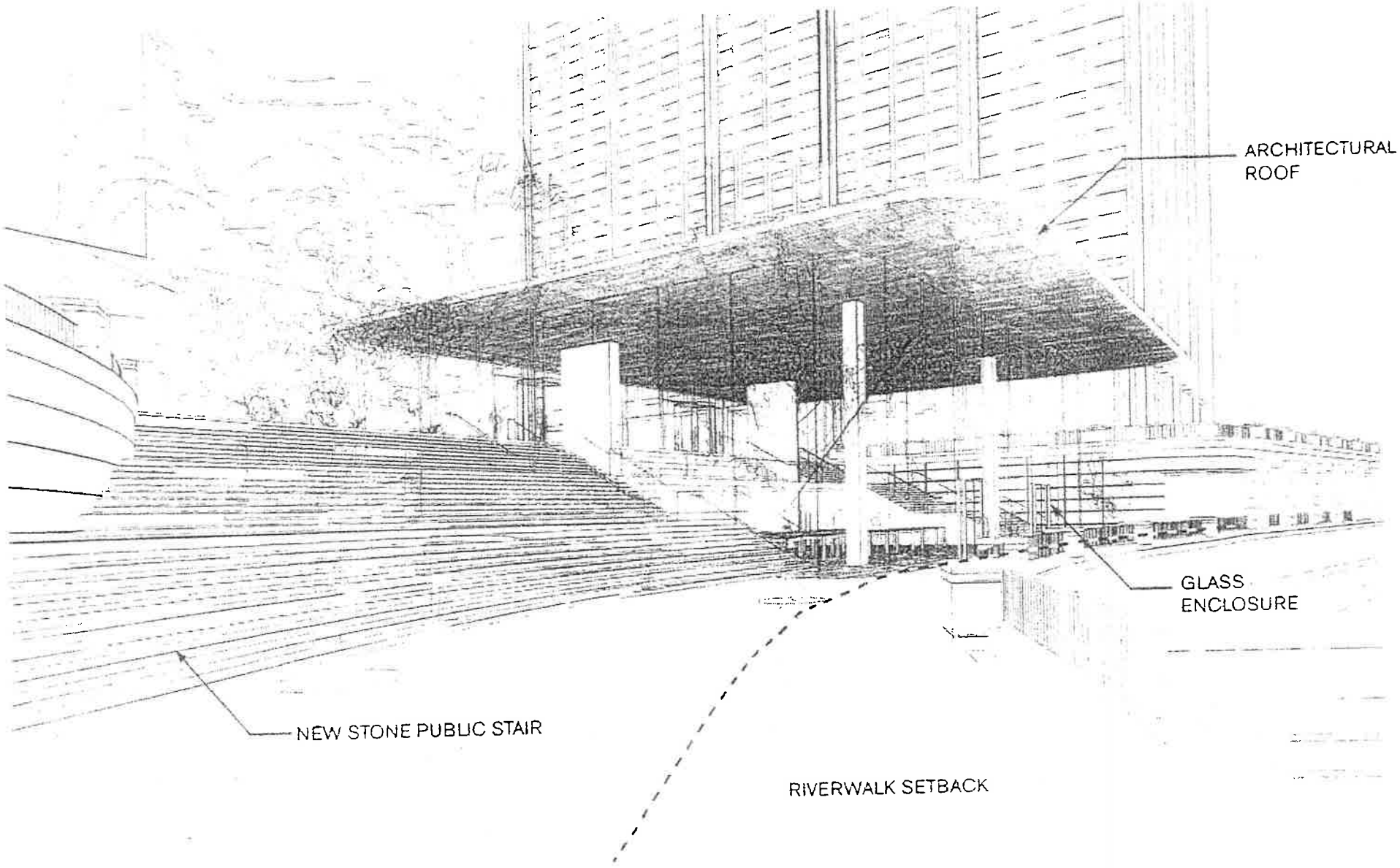
Perspective View

View From Plaza



Perspective View

View From Riverwalk



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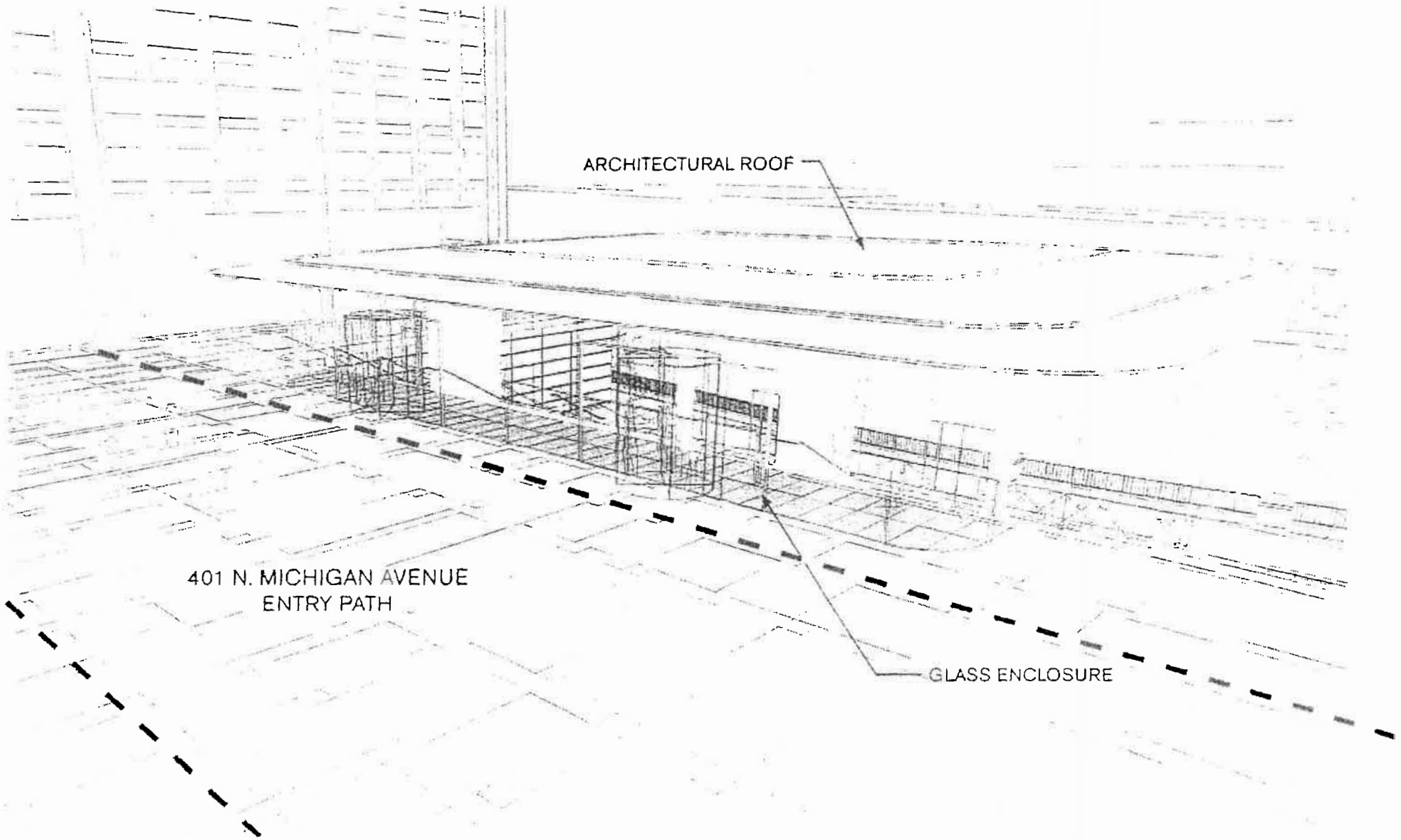
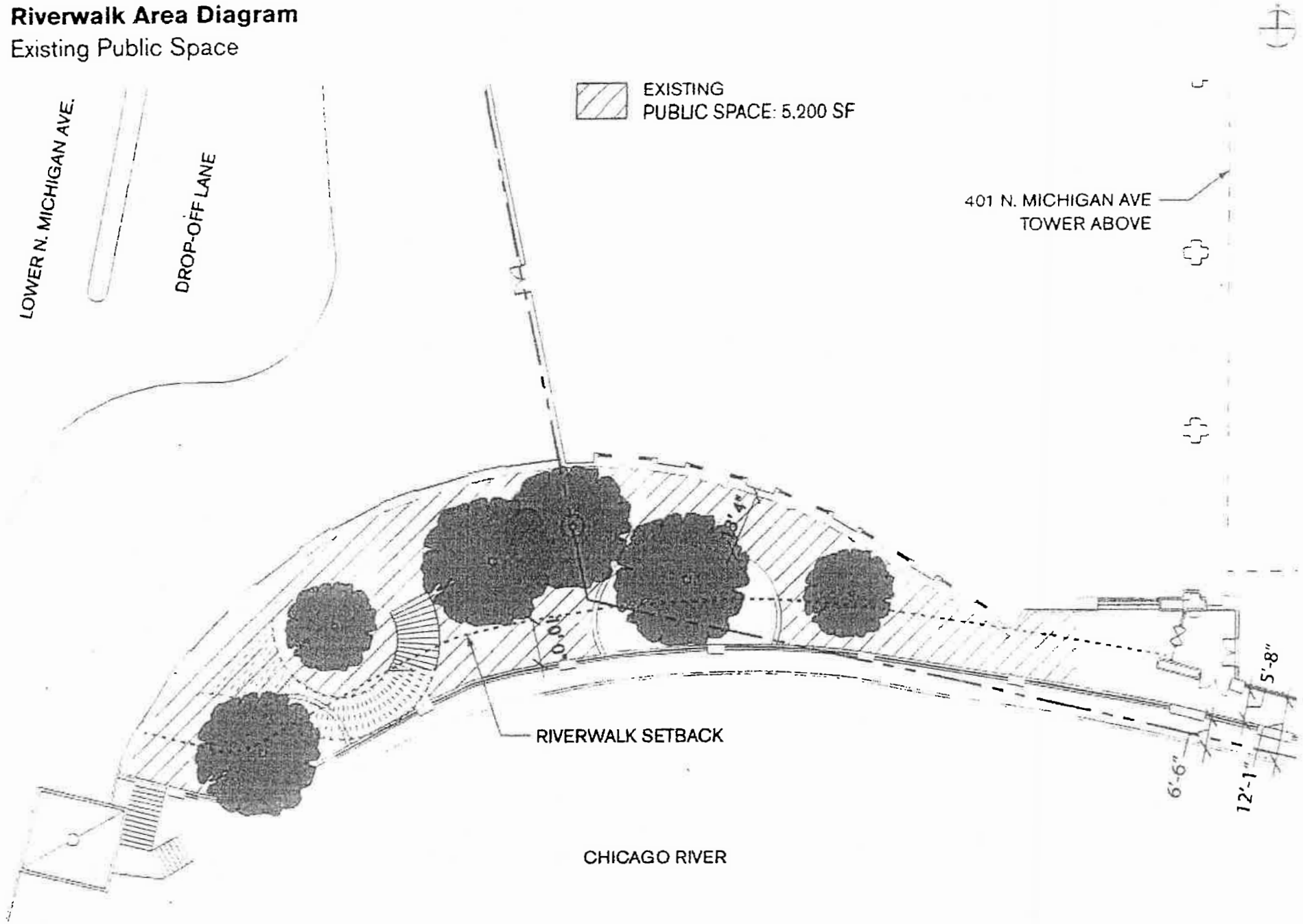
Perspective View

Bird's Eye View



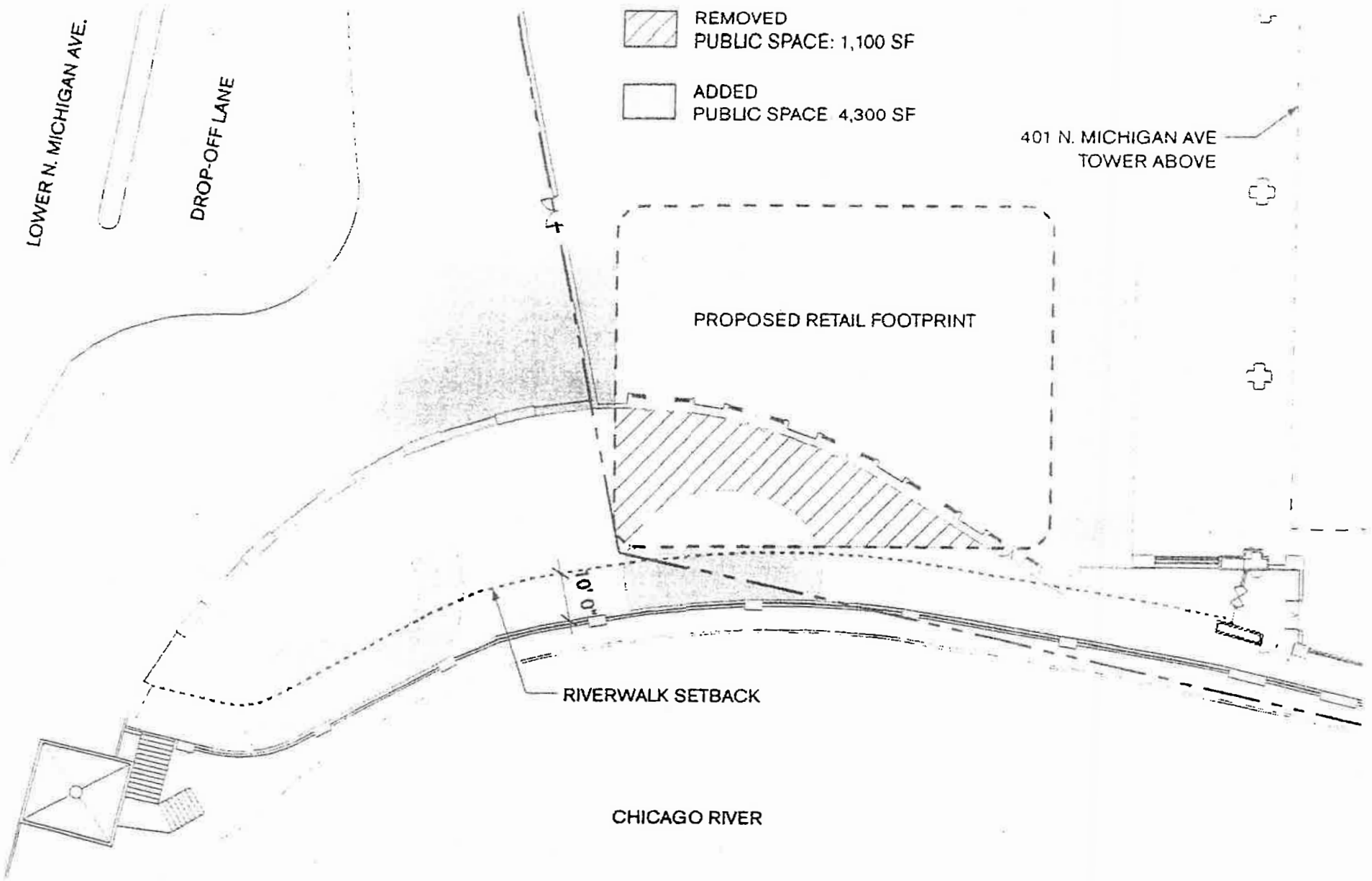
Riverwalk Area Diagram

Existing Public Space



Riverwalk Area Diagram

Removed / Added Public Space



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November 3, 2015

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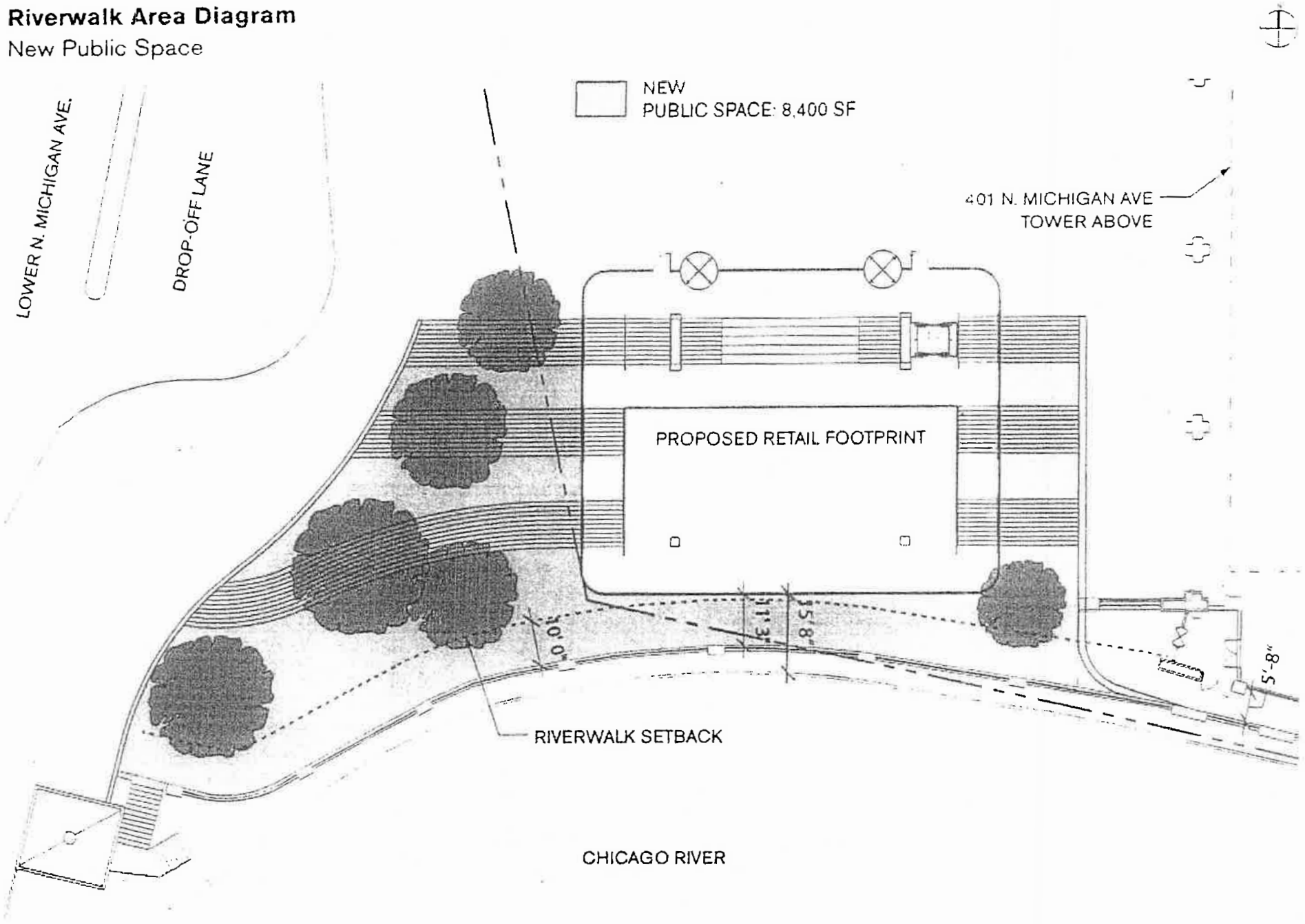
Riverwalk Area Diagram

New Public Space



Zeller Realty Group

November 3, 2015

Foster and Partners

CORRECTION OF THE OFFICIAL
JOURNAL OF PROCEEDINGS
(Residential Business Planned Development No. 368)

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHICAGO:

I hereby move to correct the Official Journal of Proceedings of the City Council of the City of Chicago at the regular meeting held on Wednesday, October 28, 2015, as follows:

Pages 12810 through 12879 shall be replaced in their entirety with the attached.

Daniel S. Solis
Chairman, Committee on Zoning

FINAL FOR PUBLICATION

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 No. 368 symbols and indications as shown on Map No. 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 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;

to the designation of a Residential-Business Planned Development No. 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.

Exhibit 1

Bulk Regulations and Data Table

(Page 1 of 5)

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	380,796 8.74	540 *See Note (5)*	5,259	1,800	Permitted *See Notes (2 & 3)*	13.81 *See Note (6)*
B *See Notes (11&13)*	183,449 4.21	40	2,482 *See Note (8)*	1,606 *See Note (8)*	842 *See Note (8)*	13.53 *See Note (7)*
C	122,303 2.81	140	850	540	630	12.72
D	361,234 8.29	170	500	0	2,350	8.60
E	346,038 7.94	110 *See Note (9)*	5 *See Note (4)*	0	1,200	6.83
E.1	232,841 5.34	0	5 *See Note (4)*	Not Permitted	Not Permitted	0.02
E.2	18,191.63 0.42	0	0	0	0	0
E.3	95,005 2.18	110 *See Note (9)*	0	0	1,200	25.000 *See Note (10)*
F *See Note (12)*	167,084 3.83 *See Note (12)*	150	0	0	1,118 *See Note (12)*	11.57 *See Note (12)*
TOTAL	**1,560,904 35.83**	**1,040**	**9,096**	**3,946 *See Note (8)***	**6,140 *See Note (2)***	**10.84**

Gross Site Area = Net Site Area: 1,560,904 sq. ft. (35.83 acres) plus area in or proposed to be in public right of way: 940,843 sq. ft. (21.60 acres) plus area in or proposed to be in public parks or open space: 302,479 sq. ft. (6.94 acres) = 2,804,226 sq. ft. (64.38 acres).

OFF STREET PARKING	MINIMUM	MAXIMUM
BUSINESS USES	1:5,000 sq. ft.	As determined by DPD in consultation with CDOT
HOTEL USES	1:4 Rooms	
RESIDENTIAL USES	55% d. u.	
NON-ACCESSORY PARKING (allowed in Sub-area F only)	200 spaces	600 spaces
OFF STREET LOADING:		Per DX-12 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

Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Introduced: June 17, 2015
Plan Commission: October 15, 2015

Exhibit 1

Bulk Regulations and Data Table

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 DX-16, Downtown Mixed-Use district classification. Any such units so built will not affect the total of 6,140 dwelling units permitted in Sub-Areas B, C, D, E 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 3,946 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.1 (DuSable Park) has been dedicated to public park uses, 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 sf allocated to development Parcels 4 and 5 and the remaining 130,000 sf 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 sf), University of Chicago Gleacher Center (240,000 sf), NBC Tower (912,000 sf); and, to future development as follows: Parcel 1 (776,250 sf); Parcel 3 (970,000 sf) and Parcels 4/5 (1,600,000 sf)
Note (7):	Assumes floor area allocated to existing Sheraton Hotel (Parcels P6A and P6B) at 860,379 sf and to Parcels P7 and P7A at 847,290 sf. pursuant to June 6, 2012 amendment.
Note (8):	For purposes of exchange of uses, a hotel room shall be equal to 0.5 dwelling units. The number of dwelling units listed for Subarea B (842) includes 197 dwelling units converted from 394 hotel rooms. The permissible number of hotel rooms within the planned development shall not exceed 3,946 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 7, 7A and 8 combined shall not exceed 50,000 square feet.
Note (9):	Residential support services, physical fitness/indoor recreation center, and small venue theater (for building residents only) are expressly permitted in Sub-Area E.3.

Applicant:	465 N. Park Drive, LLC
Address:	465-479 N. Park Drive; 315-335 E. Illinois Street 464-478 N. New Street
Introduced:	June 17, 2015
Plan Commission:	October 15, 2015

FINAL FOR PUBLICATION

Exhibit 1

Bulk Regulations and Data Table

FAR Bonus Calculations

Note (10): **Sub-Area E-3 (Parcels 18 and 19, combined)**
Net Site Area = 95,005 square feet

Base FAR	10.00
Downtown Affordable Housing Zoning Bonus	3.00 (a)
Offsite contribution to DuSable Park	2.16 (b)
Public Plazas	5.44 (c)
Chicago Riverwalk	0.40 (d)
Water Features	1.00 (e)
Underground Parking and Loading	3.00 (f)
Total FAR	25.00

a) Based on a contribution of $5,700,300.00 to the City of Chicago Affordable Housing Opportunity Fund.

b) Based on a contribution of $4,104,216.00 to City of Chicago for Off-Site Park Improvements (to DuSable Park).

c) Based on the provision of 51,730 square feet of on-site public plaza.

d) Based on the provision of improvements to 3,800 square feet at off-site open spaces.

e) Based on the provision of 48,669 square feet of water features in on-site public open spaces.

f) Based on the provision of 171 underground parking spaces on Lower Levels 1 and 2, at least 265 underground parking spaces on Lower Level 3 and lower, and 7 underground loading docks on lower level.

Bulk Regulations and Data Table

Note (11): **Sub-Area B (Parcels 7 & 7A)**
Net Site Area = 68,385 square feet

Maximum Floor Area Ratio (FAR):	12.39
Maximum Percentage of Land Coverage:	Per Site Plans
Maximum Number of Dwelling Units:	398
Maximum Number of Hotel Keys:	400
Maximum Number of Off-Street Parking Spaces (Residential):	219
Maximum Number of Off-Street Parking Spaces (Hotel):	11
Minimum Number of Bike Parking Spaces:	50
Minimum Periphery Setbacks:	Per Site Plans
Maximum Building Height:	590' (plus 45' for mechanical penthouse, roof mechanical units, roof access stairs, architectural elements and similar appurtenances)
Minimum Number of Off-Street Loading Berths, Residential:	2 (10' x 25') spaces
Minimum Number of Off-Street Loading Berths, Hotel:	2 (10' x 25') spaces

Applicant:	465 N. Park Drive, LLC
Address:	465-479 N. Park Drive; 315-335 E. Illinois Street 464-478 N. New Street
Introduced:	June 17, 2015
Plan Commission:	October 15, 2015

Exhibit 1

Bulk Regulations and Data Table

Note (12): **Sub-Area F**
Net Site Area = 167,104 sq. ft. (overall)

Maximum Floor Area Ratio (FAR):	11.57 (overall Sub-area F after Floor Area Bonuses)
Base FAR	8.98 (overall Sub-area F; see note (a) below)
Affordable Housing Bonus:	0.52 (See note (b) below)
Underground Parking Bonus:	1.00 (See note (c) below)
Plaza/Pocket Park Bonus:	1.07 (See note (d) below)
Total FAR	11.57
Bulk Regulations and Data Table For Parcel 21C:	
Maximum Number of Dwelling Units:	350
Minimum Number of Accessory Parking Spaces:	296
Minimum Number of Bike Parking Spaces:	50
Minimum Periphery Setbacks and Site Coverage:	Per site plan
Maximum Building Height:	785 feet
Minimum Number of Off-Street Loading Berths:	3 (10' x 25')

a) Base FAR of 8.98 results from an increase in net site area from 100,456 sf. to 167,104 sf. for the inclusion of Parcel P21B into the net site area by this amendment and a commensurate reduction of FAR from 14.93.

b) 86,720 sf. bonus floor area based on a contribution of $2,983,168 to the City of Chicago Housing Opportunity Fund as set forth in Statement 11(o).

c) 167,208 sf. bonus floor area based on 120 underground parking spaces on Levels -1 and -2 and 176 unground parking spaces on Levels -3 and -4.

d) 179,670 sf. bonus floor area based on providing or reconstructing 20,008 square feet of plaza/pocket park area on Parcel P21B in accordance with the Pocket Park Bonus Landscape Plan.

Exhibit 1

Bulk Regulations and Data Table

(Page 5 of 5)

Note (13):	**Bulk Regulations and Data Table** **Sub-Area B (Parcel 8)** **Net Site Area = 34,400 SF**	
	Maximum Floor Area Ratio (FAR):	14.50
	Maximum Percentage of Land Coverage:	Per Site Plan
	Maximum Number of Dwelling Units:	444
	Minimum Number of Off-Street Parking Spaces (Residential):	181
	Minimum Number of Bike Parking Spaces:	50
	Minimum Periphery Setbacks	Per Site Plans
	Maximum Building Height:	535' (Includes 35' for mechanical penthouse, roof mechanical units, roof access stairs, architectural elements and similar appurtenances)
	Minimum Number of Off-Street Loading Berths, Residential:	1 (10' x 25')
	Minimum Number of Off-Street Loading Berths, Retail:	1 (10' x 25')

Applicant:	465 N. Park Drive, LLC
Address:	465-479 N. Park Drive; 315-335 E. Illinois Street 464-478 N. New Street
Introduced:	June 17, 2015
Plan Commission:	October 15, 2015

FINAL FOR PUBLICATION

RESIDENTIAL-BUSINESS PLANNED DEVELOPMENT NO. 368, AS AMENDED

PLAN OF DEVELOPMENT

STATEMENTS

1. The area delineated herein as "Residential-Business Planned Development Number 368", as amended, consists of approximately 1,560,904 square feet or 35.83 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-one (21) statements and the following exhibits for the entire Planned Development: Bulk Regulations and Data Table for the entire Planned Development; an Existing Zoning Map; 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. 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. In any instance where a provision of the planned development conflicts with the Chicago Building Code, the Building Code shall control.

   This plan of development consists of the following exhibits related to the development of Subparcel E.3: Bulk Regulations and Data Table Note 10; Site Landscape Plan; DuSable Landscape Plan; Ground Floor Plan Overview; Lower Lake Shore Drive Plan Overview; Building Elevations; South Building Elevation; Partial Enlarged South Elevation; Partial East/West Site Section; Partial Enlarged East Elevation; North/South Site Section at Lake Shore Drive; North/South Tower and Parking Section; East/West Parking Section; North/South Overview Section; and Lake Front Trail Alignment Alternate 1 and Alternate 2.

   This plan of development consists of the following exhibits related to the development of Subarea B Parcels 7 and 7A: Bulk Regulations and Data Table Note 11; View Corridor Program; Overall Site Plan; Lower East North Water Street Plan, North Park Drive Street Plan, North Park Drive Wayfinding Plan; Upper East North Water Street Plan; Upper East North Water Street Wayfinding Plan; Terrace Level Plan; Landscape Plan; Green Roof Plan; Overall Section A Plan and Partial North Elevation; West Elevation at tower and Partial North/South Section B Plan; Building Elevations (North, South, East and West) prepared by Solomon Cordwell Buenz dated May 24, 2012.

   This plan of development consists of the following plans and exhibits related to the development of Parcels P21B and P21C (the Kraft Parcel): Bulk Regulations and Data Table Note 12; Site Plan; Ground Floor Plan; Recreation Deck Level Plan; Green Roof Plan; Building Elevations (North and East, and South and West); Landscape Plan; Pocket Park Bonus Landscape Plan; Landscape Sections (A/B and C/D); and Landscape Plant List prepared by GREC Architects, LLC and dated December 18, 2014 (the "Plans").

Applicant: 465 N. Park Drive, LLC
Address: 465-79 N. Park Dr.; 315-35 E. Illinois St.; 464-78 N. New St.
Introduced Date: June 17, 2015
Plan Commission Date: October 15, 2015

465 N. Park Drive, LLC (the "Applicant") owns or controls Sub-Area B Parcel 8 within this Planned Development. This Plan of Development consists of the following exhibits related to the development of Sub-Area B Parcel 8: Bulk Regulations and Data Table Note 13; Site Plan; Landscape Plan; Mezzanine, Second Floor, Third Floor, Fourth Floor, and Fourth Floor Mezzanine Plans; 5th Floor Amenity Landscape Plan; 6th Floor Balcony Landscape Plan; 37th Floor Sky Deck Landscape Plan; Plant List & Landscape Details; Green Roof Plan; and Building Elevations (North, South, East and West) prepared by pappageorgehaymes partners dated October 15, 2015.

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 each property owner, its successors and assigns (including any condominium association which is formed) and the legal titleholders and any ground lessors. All rights granted hereunder shall inure to the benefit of each property owner, its successors and assigns (including any condominium association which is formed) and the legal titleholder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 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. Subject to the subarea/subparcel control provisions of Section 17-8-0400 of the Chicago Zoning Ordinance, 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 DX-12, Downtown Mixed-Use 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 DX-12, Downtown Mixed-Use 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 DX-16, Downtown Mixed-Use District classification; uses permitted where no Plaza Level exists shall be in general conformity with the Permitted and Special Uses of the DX-12, Downtown Mixed-Use District Classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. Residential support services, physical fitness/indoor recreation center, and small venue theater are expressly permitted in Subparcel E.3. Non-accessory parking shall be a permitted use in Subarea F only. Underground accessory parking related to the improvements constructed upon Subparcel E.3 shall be a permitted use in Subparcel E.2. All other controls and regulations set forth herein are made applicable within the general application of this statement. Uses permitted in DuSable Park (Subparcel E.1) shall be recreational and related uses including but not limited to marinas; tennis courts; and similar facilities. Temporary staging of construction materials and related equipment shall be a permitted use in Subparcel E.1 subject to the review and approval of the Commissioner of the Department of Planning and Development and the Chicago Park District. Daycare 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 daycare center shall be provided within Subareas B, D or Subparcel E.3 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 improvement on Parcels P1, P3, P7, P7A, P8, P18, or P19.

6. For purposes of Floor Area Ratio ("FAR") 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 the building entrance on upper East North Water Street 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 FAR 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 Chicago Department of Transportation 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 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 600 feet walking distance, or (ii) if a non-residential use, within 1,200 feet walking distance. Parking to serve uses in Subarea E.1 or E.3 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). Off-premises signage is prohibited. Temporary signs such as construction and marketing signs may be permitted subject to the aforestated 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, grade, or its equivalent, opposite the center of the front of a building to the highest point of the underside 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 in Subarea B Parcels 7 and 7A, grade is herein established as the curb level of the building entrance on upper East North Water Street plus or minus 6 feet in respect of design conditions. (For the purpose of determining height, building tops of 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.

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 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 17-13-0611 of the Chicago Zoning Ordinance. This 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. Notwithstanding any statement to the contrary, this planned development shall be subject to the provisions of Chapter 17-11 of the Chicago Zoning Ordinance governing landscaping and screening. In any instance where a provision of this planned development conflicts with landscape and screening provisions of the Chicago Zoning Ordinance, the Chicago Zoning Ordinance shall control. Nothing in this planned development is intended to waive the applicability of the landscape and screening provisions of the Chicago Zoning Ordinance.

(c) Buildings shall be setback from the property line, if necessary, to achieve a minimum of 12 feet, 6 inches (except the building column may be setback 10 feet, 0 inches in Subarea E-3 along Ogden Slip and the building located in Subarea B, Parcels 7 and 7A, may be located at the property line along North New Street, North Park Drive, Upper East North Water Street and Lower East North Water Street and the building located in Sub-Area B, Parcel 8, may be located at the property line along North New Street, North Park Drive, and East Illinois Street) 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, residential entrances 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 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 Zoning Administrator, shall be allowed. No surface parking lot shall be allowed on the Parcel P21B ("Kraft") park site in Subarea F. 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, 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 for pedestrian access to DuSable Park from Parcel 18 shall be subject to detailed review and approval by the Department of Planning and Development before the issuance of any superstructure 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 20 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 and Development.

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 owner(s) of Parcel 19 shall be solely responsible for the cost 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, at the time of application for superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the Developer of Parcel E.3 and the Chicago Park District as referenced in Statement Number 11(m) below provides otherwise.

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.

(k) All improvements to be constructed within this planned development for which Part II approval letters are issued after the March 29, 2006, date of City Council approval of the amended planned development shall comply with the Department of Planning and Development Chicago Sustainable Development Policy in effect at the time of application for Part II approval, and the owners shall use best and reasonable efforts to design, construct and maintain all buildings located within this Planned Development in a manner generally consistent with the Leadership in Energy and Environmental Design Green Building Rating System (LEED). A dog-run shall be located within or adjacent to Subparcel E.3. As a result of the architectural design of

the tower to be constructed within Subparcel E.3, a green roof is not feasible. The development of the improvements on Parcel P21C contemplated by this Planned Development amendment shall be LEED certified and have a green roof of approximately 2,177 square feet and a rain water collection system as described in the attached Green Roof Plan.

(l) Pursuant to the Affordable Housing provision of the City of Chicago Zoning Ordinance, Title 17, Chapter 17-4-1004, et seq. ("Zoning Ordinance") Developer of Parcel E.3 has asked for an increase in the Floor Area Ratio of 3.00 FAR for the Property. The Developer of Parcel E.3 hereby acknowledges that according to Section 17-4-1004D of the Zoning Ordinance, the total floor area devoted to affordable housing units must equal at least 25 percent of the total increase in floor area allowed under the Affordable Housing Bonus or a cash payment must be made to the City of Chicago Affordable Housing Opportunity Fund based on the increase in allowable floor area multiplied by 80 percent of the median cost of land per buildable square foot. Based on Section 17-4-1004D, the Developer of Parcel E.3 has agreed to provide a cash payment to the City of Chicago Affordable Housing Opportunity Fund in the amount of $5,700,300.00. Prior to the issuance of permits, the Developer of Parcel E.3 will enter into an Affordable Housing Agreement with the Chicago Department of Planning and Development or provide a letter of credit or other security device in an amount equal to the cash contribution. The Developer of Parcel E.3 must comply with all of the applicable sections of the Affordable Housing Provision of the Zoning Ordinance which sections are hereby incorporated into this planned development. The Affordable Housing Agreement required by Section 17-4-1004-E9 is also incorporated into this planned development.

Pursuant to the Off-Site Park and Open Space Contributions provision of the City of Chicago Zoning Ordinance, Title 17, Chapter 17-4-1018, et seq., the Developer of Parcel E.3 has asked for an increase in the Floor Area Ratio of 2.16 FAR for the Property. The Developer of Parcel E.3 hereby acknowledges that according to Section 17-4-1018-C of the Zoning Ordinance, a cash payment must be made to the City of Chicago based on the increase in allowable floor area multiplied by 80 percent of the median cost of land per buildable square foot. Based on Section 17-4-1018-C, the Developer of Parcel E.3 has agreed to provide a cash payment to the City of Chicago in the amount of $4,104,216.00. Prior to the issuance of permits, the Developer of Parcel E.3 will provide a letter of credit or other security device in an amount equal to the cash contribution. The Developer of Parcel E.3 must comply with all of the sections of the Off-Site Park and Open Space Contributions provisions of the Zoning Ordinance which sections are hereby incorporated into this planned development. The Off-Site Park and Open Space Contribution Agreement required by Section 17-4-1018-B3 is also incorporated into this planned development.

(m) The Developer of Parcel E.3, the City of Chicago, and the Chicago Park District shall enter into an agreement relating, in part, to the responsibility for the design, funding and construction phasing of DuSable Park, the pedestrian connections to DuSable Park and the Lakefront Trail.

(n) The improvements contemplated for DuSable Park (Subparcel E.1) must be substantially completed by the Developer of Parcel E.3 prior to the issuance of Certificate of Occupancy for any dwelling unit exceeding the three hundredth (300th) dwelling unit constructed with Subparcel E.3.

(o) The amendment of this Planned Development concerning development of Parcels P21B and P21C triggers the requirements of Section 2-45-110 of the Municipal Code (the "Affordable Requirements Ordinance" or "ARO"). Any developer of a "residential housing project" within the meaning of the Affordable Requirements Ordinance ("Residential Project") must: (i) develop affordable housing units as part of the Residential Project; (ii) pay a fee in lieu of the development of affordable housing units; or (iii) any combination of (i) and (ii). Further, the amendment of this Planned Development is subject to Section 17-4-1004-D of the Zoning Code, which also requires on-site affordable housing or payment of a fee in lieu of providing affordable housing for rezonings in DC, DX and DR districts that increase the base floor area ratio. If a planned development is subject to the requirements of both sections (2-45-110 and 17-4-1004-D), the developer may elect to satisfy the ARO requirements by complying with the affordable housing floor area bonus provided for in Section 17-4-1004. The owner of Parcels P21B and P21C has elected to comply with Section 17-4-1004. Pursuant to Section 17-4-1004-B of the Zoning Ordinance, the owner of Parcels P21B and P21C has requested an increase in the floor area ratio for the Property, as set forth in the bonus worksheet required under Section 17-4-1003-D and attached hereto as an Exhibit ("Bonus Worksheet"). In accordance with the formulas set forth in Section 17-4-1004-C and the Bonus Worksheet, the owner of Parcels P21B and P21C acknowledges and agrees that it must provide either a minimum of at least 21,680 square feet of floor area (the "Affordable Units") in the building receiving the affordable housing floor area bonus ("Eligible Building"), with an affordable unit mix comparable to the overall mix and approved by the Department of Planning and Development prior to issuance of the first building permit, or make a cash payment in lieu of providing affordable housing in the amount of $2,983,168 ("Cash Payment"), or $100,000 per unit ("Pro Rata Amount"). Prior to the issuance of any building permits for the Eligible Building, including, without limitation, excavation or foundation permits, the owner of Parcels P21B and P21C must either make the required Cash Payment or provide a performance bond or other security in the amount of the Cash Payment ensuring construction of the Affordable Units. If the owner of Parcels P21B and P21C elects to construct the Affordable Units, it must also enter into an Affordable Housing Agreement with the City pursuant to Section 17-4-1004-E9 prior to the issuance of any building permits for

the Eligible Building, including, without limitation, excavation or foundation permits. The terms of the Affordable Housing Agreement and any amendments thereto would be incorporated herein by this reference. The owner of Parcels P21B and P21C acknowledges and agrees that the Affordable Housing Agreement would be recorded against the Eligible Building and would constitute a lien against each Affordable Unit in an amount equal to the Pro Rata Amount. The City shall execute partial releases of the Affordable Housing Agreement prior to or at the time of the sale of each Affordable Unit to an income-eligible buyer at an affordable price, subject to the simultaneous execution and recording of a mortgage, restrictive covenant or similar instrument against such Affordable Unit. In addition to the Affordable Housing Agreement, the owner of Parcels P21B and P21C acknowledges and agrees that, pursuant to Section 17-4-1003-D3, the Bonus Worksheet will serve as an official record of bonuses and amenities. The owner of Parcels P21B and P21C must comply with the applicable affordable housing standards and requirements set forth in Section 17-4-1004, the terms of which are incorporated herein by this reference. Notwithstanding anything to the contrary contained in Section 17-4-1003-E, the Commissioner of the Department of Planning and Development may enforce remedies for breach of the Affordable Housing Agreement, and enter into settlement agreements with respect to any such breach, subject to the approval of the Corporation Counsel, without amending the Planned Development.

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.

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). 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 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 to 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 owner(s) of Parcel 18 shall

be solely responsible for 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, at the time of application for superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the Developer of Parcel E.3 and the Chicago Park District as referenced in Statement Number 11(m) above provides otherwise.

14. The developer of Parcels P21B and P21C (the Kraft Parcel), shall substantially renovate the existing 70,000 square foot park on Parcel P21B in accordance with the Landscape Plan, the Landscape Sections, and the Landscape Plant list. Such renovation shall be commenced no later than three (3) months following issuance of the first occupancy permit for the residential building to be constructed on Parcel P21C as permitted by this Planned Development, and shall be completed no later than one (1) year thereafter. The park, as renovated, shall continue to be privately owned, maintained and subject to occasional partial closure for private use but, subject to the foregoing, shall remain accessible to the public during hours in which public parks are accessible to the public. The public shall have use of the Dog Run indicated on the Landscape Plan subject to any regulations, if imposed, that conform to the protocols of the Chicago Park District for Dog Friendly Areas. The owner(s) of Parcels P21B and P21C (the Kraft Parcel) shall be responsible for the costs and performance of maintenance of the park in conformance with the Landscape Plan and the Open Space Plan. Nothing contained herein shall preclude residents or other individuals from using the park for other private uses, provided that they obtain permission from the owner(s) of the Kraft Parcel and all necessary governmental approvals and permits.

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 17-13-0610 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 or construction in accordance with the Plans approved herein, a site plan for the proposed development, including parking areas, shall be submitted to the Zoning Administrator for approval. Review and approval of the site plan by the Zoning Administrator 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 Zoning Administrator shall be granted until the Site Plan has been approved by the Zoning Administrator. Further, all Part II submittals shall be in compliance with the Chicago Landscape Ordinance. At least thirty (30) days prior to the filing of the Developer of Parcel E.3's request for Part II approval for the construction of the superstructure upon Subparcel E.3, the Developer of Parcel E.3 Applicant shall submit a detailed Landscape Plan and Elevations for the Subparcel E.3 property to the Department of Planning and Development for review and approval.

Following approval of a Site Plan by the Zoning Administrator, 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 17-13-0611 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.

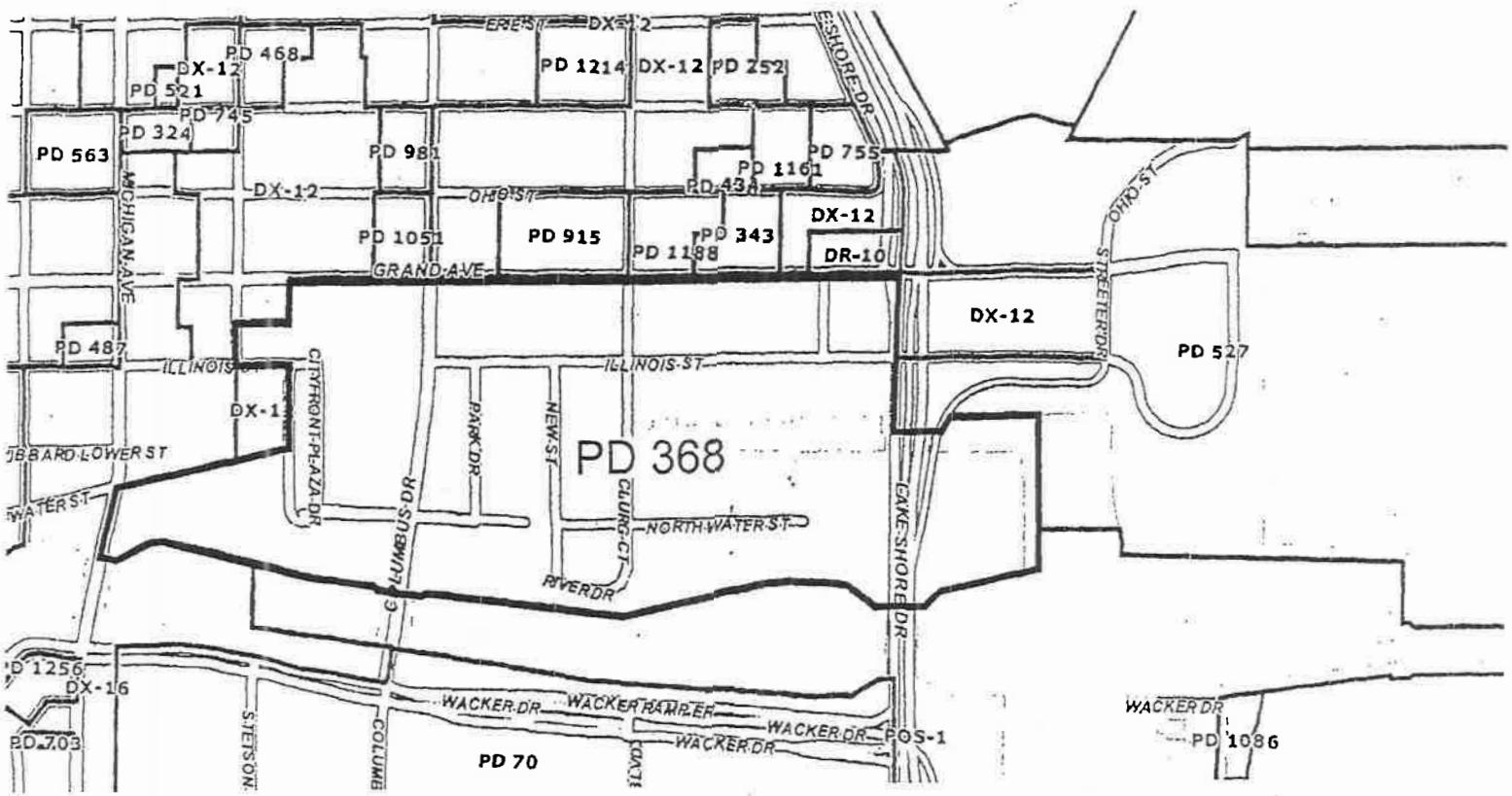
18. The terms, conditions and exhibits of this Planned Development Ordinance or of an approved Site Plan may be modified administratively by the Zoning Administrator upon the request of the applicant and after a determination by the Zoning Administrator that such a modification is minor, appropriate 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 17-13-0611 of the Chicago Zoning Ordinance.

19. 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 improvement on the Property shall be reviewed and approved by the Mayor's Office for People with Disabilities ("MOPD") to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility.

20. 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. All improvements to be constructed within this Planned Development for which Part II approval letters are issued after the March 29, 2006, date of the City Council approval of the amended Planned Development shall comply with the Department of Planning and Development Chicago Sustainable Development Policy in effect at the time of application for Part II approval. The owners of all such improvements shall use best and reasonable efforts to design, construct and maintain all buildings located within the Planned Development in a manner generally consistent with the Leadership in Energy and Environmental Design ("LEED") Green Building Rating System. Copies of these standards may be obtained from the Department of Planning and Development. The development of the improvements on Parcel P21C contemplated by this Planned Development amendment shall be LEED certified and have a green roof of approximately 2,177 square feet and a rain water collection system as described

in the attached Green Roof Plan. The development of the improvements on Parcel P8 contemplated by this Planned Development amendment shall be LEED certified and have a Total Green Roof Area of approximately 13,482 square feet, including approximately 1,350 square feet of roof-top pool surface area, as described in the attached Green Roof Plan.

21. Unless substantial construction of the improvements contemplated within Subparcel E.3 has commenced within three (3) years following adoption of Residential-Business Planned Development Number 368, as amended May 6, 2015, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Subparcel E.3 and the zoning of Subparcel E.3 of the planned development shall automatically revert to Residential-Business Planned Development Number 368, as amended on March 29, 2006. Unless substantial construction of the improvements contemplated within Parcels 7 and 7A has commenced within six (6) years following adoption of Residential-Business Planned Development Number 368, as amended on June 6, 2012, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Parcels 7 and 7A and the zoning of Parcels 7 and 7A of the planned development shall automatically revert to Residential-Business Planned Development Number 368, as amended on July 9, 2008. Unless substantial construction of the improvements contemplated within Parcels 21B and 21C (the Kraft Parcel) has commenced within three (3) years following adoption of Residential-Business Planned Development Number 368, as amended on January 21, 2015, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Parcels 21B and 21C (the Kraft Parcel) and the zoning of Parcels 21B and 21C (the Kraft Parcel) shall automatically revert to Residential-Business Planned Development Number 368, as amended on June 6, 2012. Unless substantial construction of the improvements contemplated within Sub-Area B Parcel 8 has commenced within six (6) years following adoption of this planned development amendment, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Sub-Area B Parcel 8 and the zoning of Sub-Area B Parcel 8 of the Planned Development shall automatically revert to Residential-Business Planned Development No. 368, as amended on May 6, 2015.



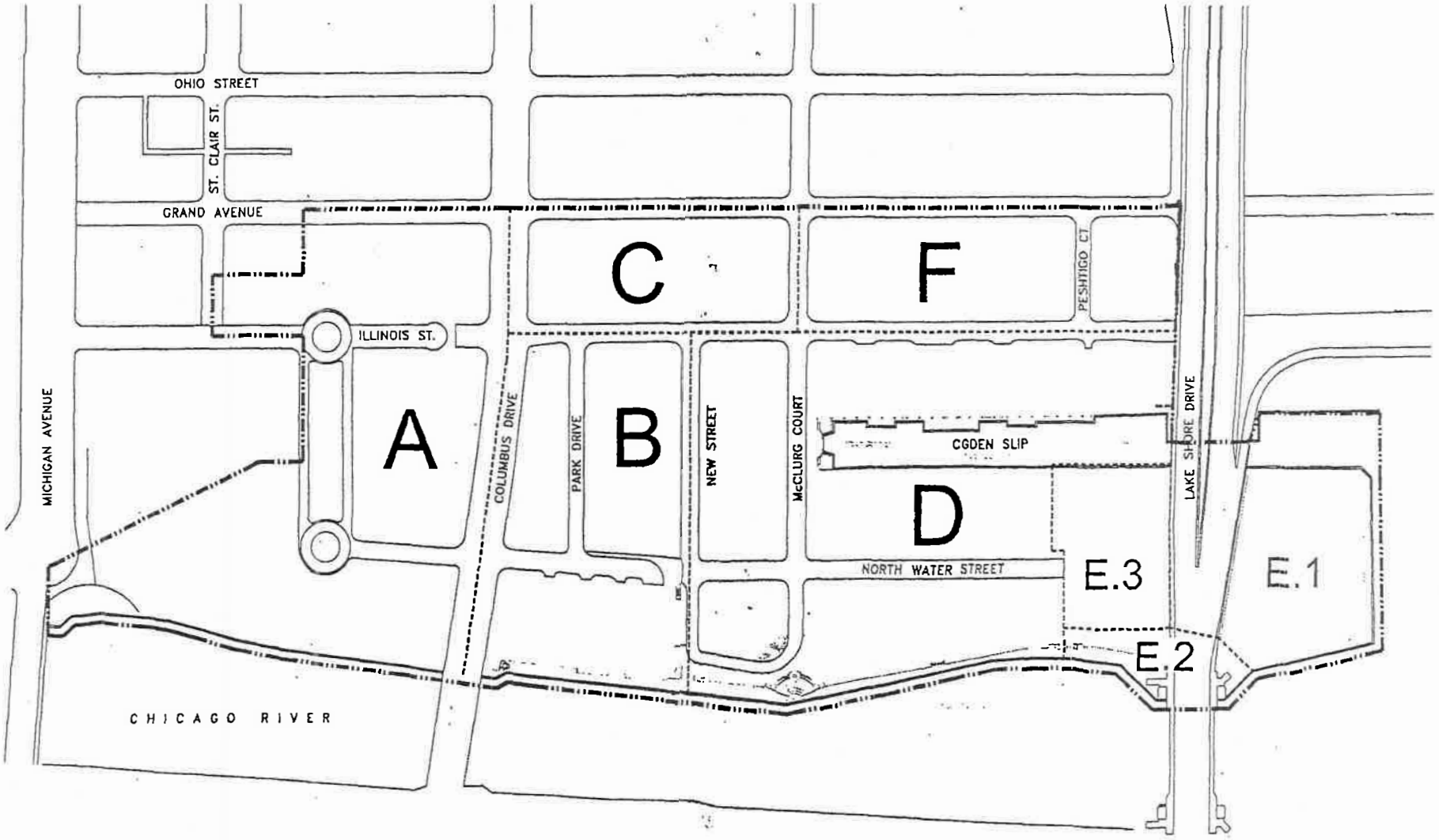
Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: TBD

EXHIBIT 2
EXISTING ZONING MAP

SCALE: NTS

N

THIS IS NOT A PLAT

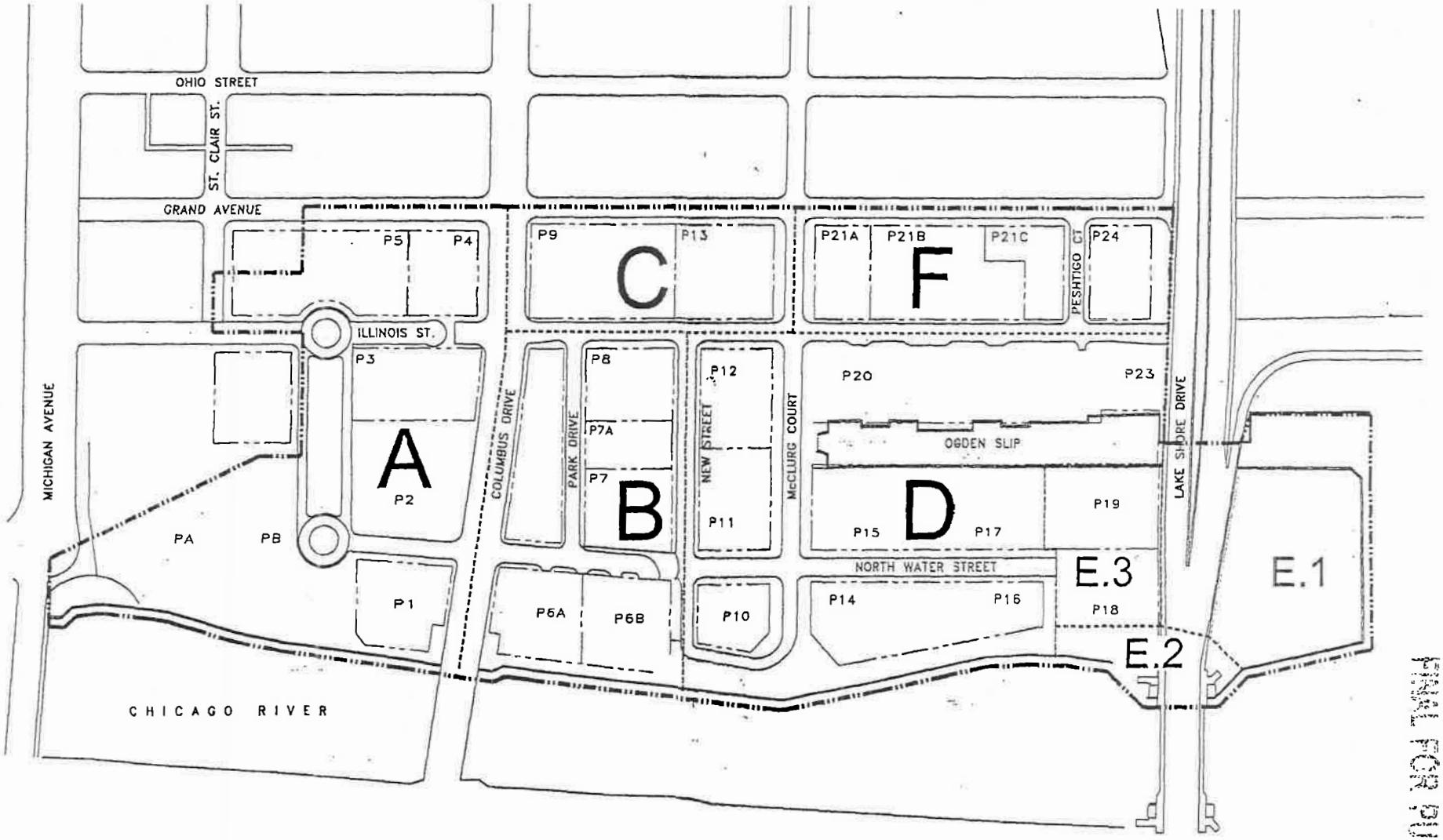


Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: TBD

EXHIBIT 3
PD BOUNDARY & SUB AREA MAP

SCALE: NTS

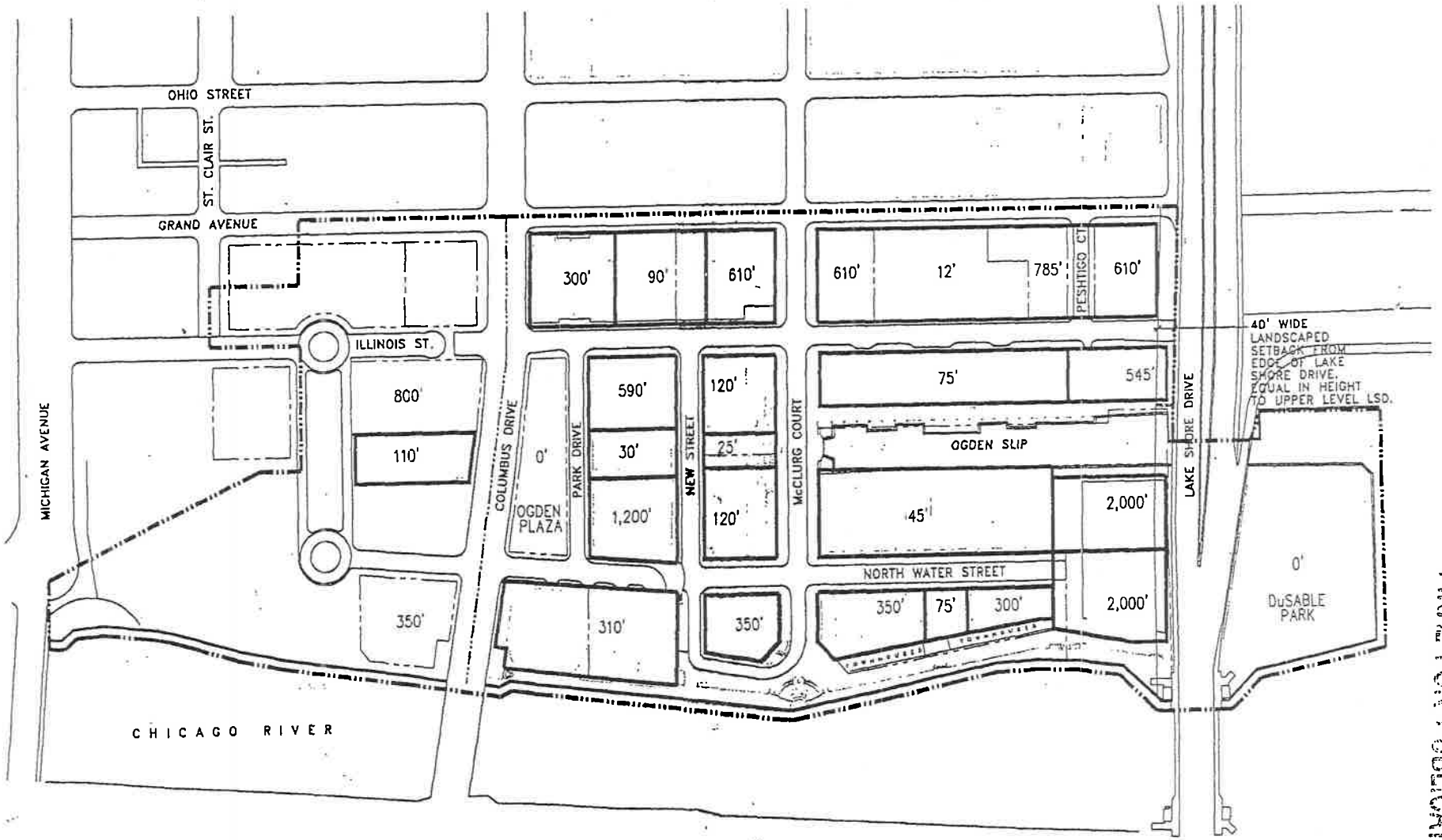
N



Applicant RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: TBD

EXHIBIT 4
PD PARCELS MAP
SCALE: NTS

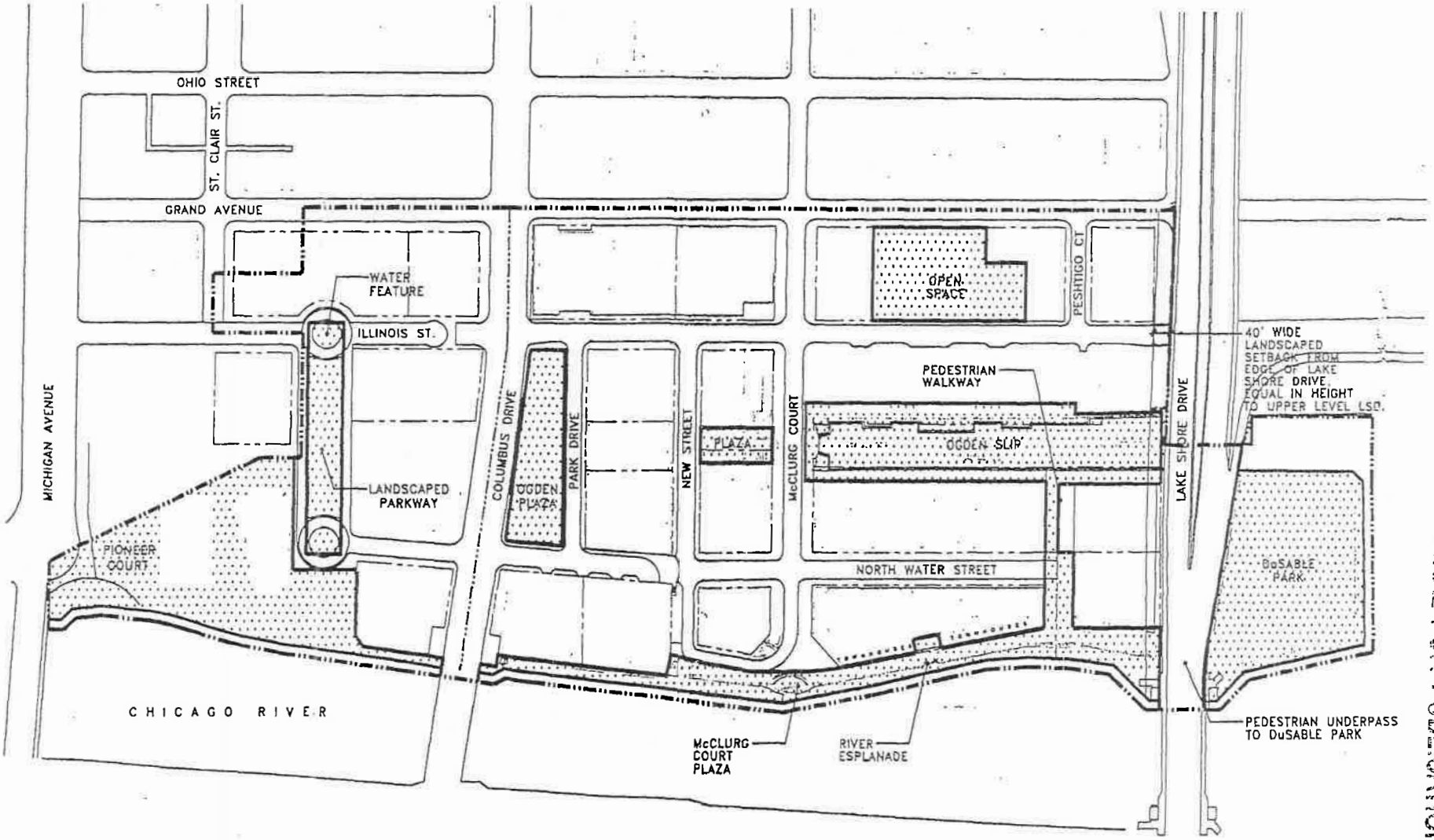
FINAL FOR PUBLICATION



MODIFIED FOR PUBLICATION

Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: TBD

EXHIBIT 5
MAXIMUM HEIGHT ZONES
SCALE: NTS



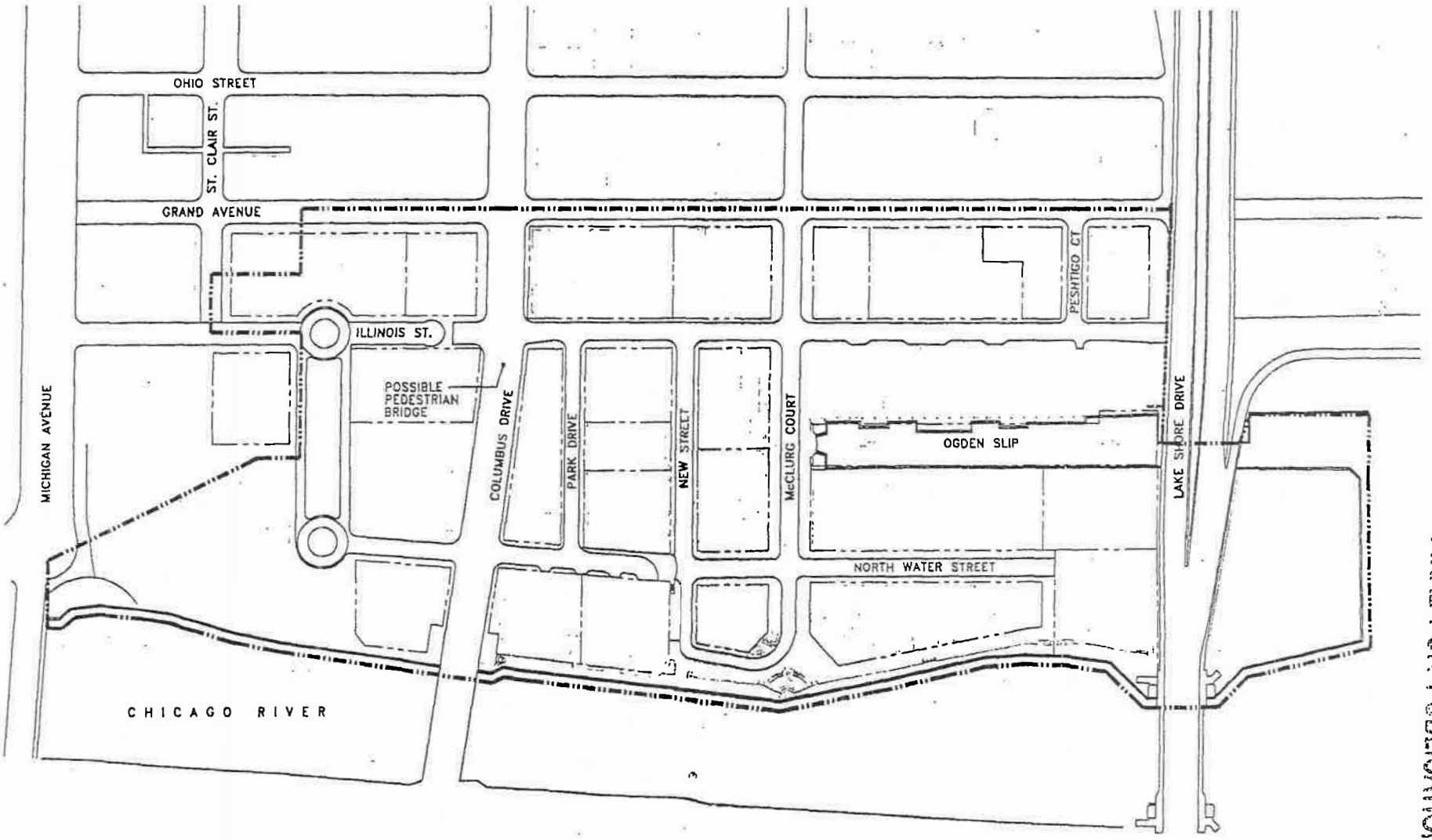
FINAL FOR PUBLICATION

Applicant: RMW Streeterville, LLC
Address 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: TBD

EXHIBIT 6
EXISTING AND PLANNED OPEN SPACES

SCALE: NTS

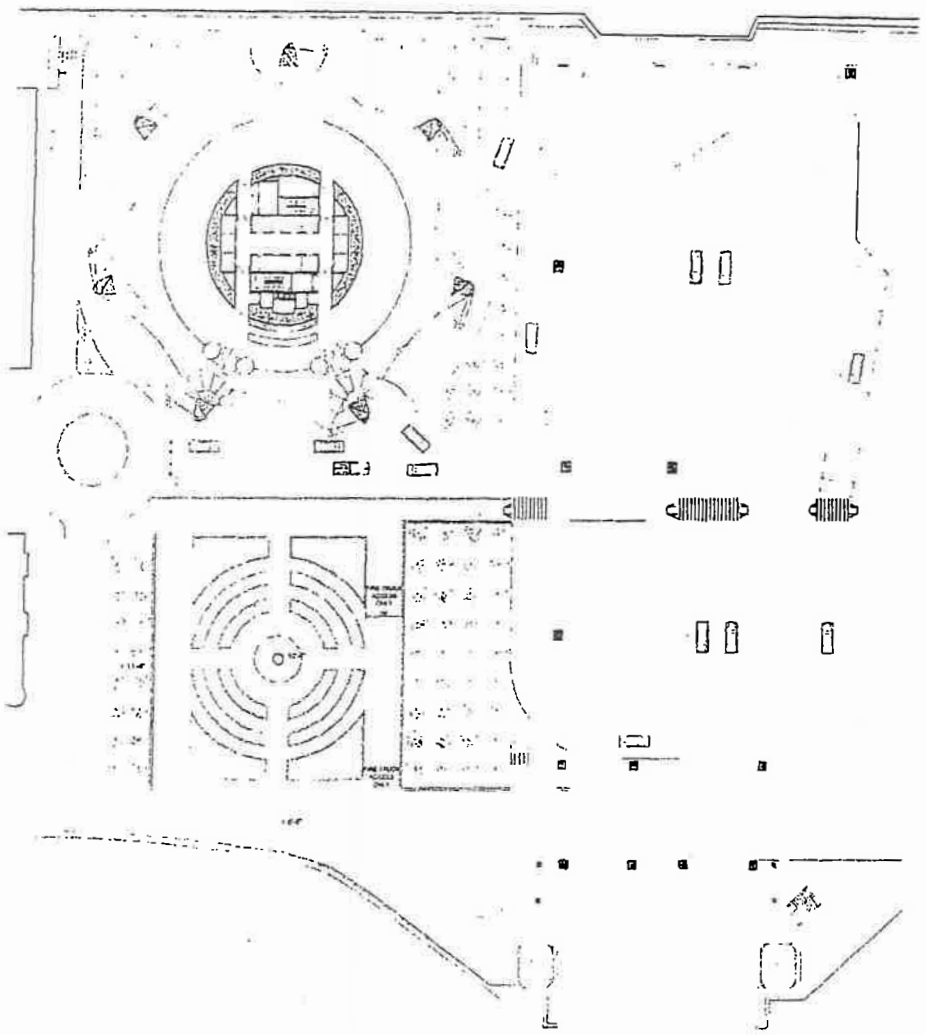
N



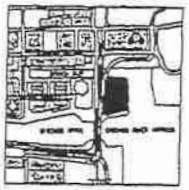
FINAL FOR PUBLICATION

Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: TBD

EXHIBIT 7
PATTERN OF VEHICULAR ROADWAYS
SCALE: NTS



SITE PLAN
GROUND LEVEL
Scale: 0 16 32 64feet 1/32"=1'-0"



LOCATION MAP
PROJECT SITE
NTS

OWNER'S STATEMENT:

1 Existing Parkway and interior trees to be protected while project is under construction and will be replaced, if damaged, by Owner.

Owner Name, Title, Company, Address phone number (date)

2 The undersigned acknowledges that the landscape planting shown in the landscape plan(s) for the Project Property CHICAGO SPIRE, CHICAGO, IL, USA, to the best of the undersigned applicant's knowledge has been designed and will be installed, maintained, and replaced, as required, by current and subsequent owners in accordance with the requirements of Chapter 32 of the Chicago Municipal Code, The Landscape Standards of the Chicago Zoning Ordinance, and the "Guide to Chicago Landscape Ordinance".

Owner Name, Title, Company, Address phone number (date)

LANDSCAPE ARCHITECT'S STATEMENT:

The Undersigned Landscape Architect, registered in the state of Illinois, acknowledges that the landscape planting plan and construction details shown on the attached landscape plan(s) for the property Project Property, CHICAGO SPIRE, CHICAGO, IL, USA, has been designed in accordance with the requirements of Title 10, Chapter 32 of the Chicago Municipal Code, the Landscaping Standards of the Chicago Zoning Ordinance, and the Guide to the Chicago Landscape Ordinance.

(Landscape Architect) (date)
TERRY GUEN
TERRY GUEN DESIGN ASSOCIATES, INC.;
521 W SUPERIOR ST #327; CHICAGO, IL 60610
(312) 337-9145

PLANT LIST							
CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	COMMENTS	
ACSA	14	ACER SACCHARUM	SUGAR MAPLE	3.5"	B&B		
ACRU	21	ACER RUBRUM	RED MAPLE	3.5"	B&B		
ACSA	21	ACER SACCHARUM	SUGAR MAPLE	3.5"	B&B		
CELO	14	CELTIS OCCIDENTALIS	HACKBERRY	3.5"	B&B		
GLTR	14	GLEDITSIA TRIACANTHOS INERMIS	THORNLESS HONEYLOCUST	3.5"	B&B		
GYDI	14	GYMNOCLADUS DIOICUS	KENTUCKY COFFEETREE	3.5"	B&B		
PLAC	14	PLATANUS ACERIFOLIA	LONDON PLANETREE	3.5"	B&B		
QUBI	14	QUERCUS BICOLOR	SWAMP WHITE OAK	3.5"	B&B		
QUMA	14	QUERCUS MACROCARPA	BURR OAK	3.5"	B&B		
QURU	14	QUERCUS RUBRA	RED OAK	3.5"	B&B		
TICO	14	TILIA CORDATA	LITTLELEAF LINDEN	3.5"	B&B		
ULAM	14	ULMUS AMERICANA	AMERICAN ELM	3.5"	B&B		
ULPA	14	ULMUS PARVIFOLIA	LACEBARK ELM	3.5"	B&B		
ULPU	14	ULMUS PUMILA	SIBERIAN ELM	3.5"	B&B		
ULRU	14	ULMUS RUBRA	SLIPPERY ELM	3.5"	B&B		
ULSP	14	ULMUS SPP.	ELM SPP.	3.5"	B&B		
ZESE	14	ZELKOVA SERRATA	JAPANESE ZELKOVA	3.5"	B&B		
ACGR	14	ACER GRISEUM	PAPERBARK MAPLE	2.5"	B&B		
AMLA	14	AMELANCHIER LAEVIS	ALLEGHENY SERVICEBERRY	2.5"	B&B		
CACO	14	CARPINUS CAROLINIANA	AMERICAN HORNBEAM	2.5"	B&B		
CEOC	14	CERCIS CANADENSIS	EASTERN REDBUD	2.5"	B&B		
CRVI	14	CRATAEGUS VIRIDIS	GREEN HAWTHORN	2.5"	B&B		
MAVI	14	MALUS SPP.	CRABAPPLE SPP.	2.5"	B&B		
OSVI	14	OSTRYA VIRGINIANA	IRONWOOD	2.5"	B&B		
PRSE	14	PRUNUS SEROTINA	BLACK CHERRY	2.5"	B&B		
PYCA	14	PYRUS CALLERYANA	CALLERY PEAR	2.5"	B&B		
SYRE	14	SYRINGA RETICULATA	JAPANESE TREE LILAC	2.5"	B&B		

EVERGREEN DECIDUOUS SHRUB							
CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	COMMENTS	
ACPA	14	ACER PALMATUM	JAPANESE MAPLE	2.5"	B&B		
AMLA	14	AMELANCHIER LAEVIS	ALLEGHENY SERVICEBERRY	2.5"	B&B		
CACO	14	CARPINUS CAROLINIANA	AMERICAN HORNBEAM	2.5"	B&B		
CEOC	14	CERCIS CANADENSIS	EASTERN REDBUD	2.5"	B&B		
CRVI	14	CRATAEGUS VIRIDIS	GREEN HAWTHORN	2.5"	B&B		
MAVI	14	MALUS SPP.	CRABAPPLE SPP.	2.5"	B&B		
OSVI	14	OSTRYA VIRGINIANA	IRONWOOD	2.5"	B&B		
PRSE	14	PRUNUS SEROTINA	BLACK CHERRY	2.5"	B&B		
PYCA	14	PYRUS CALLERYANA	CALLERY PEAR	2.5"	B&B		
SYRE	14	SYRINGA RETICULATA	JAPANESE TREE LILAC	2.5"	B&B		

NOTES
1. PLANT LIST IS PRELIMINARY. FINAL SELECTION TO BE INCLUDED IN LATER SUBMITTAL.
2. ALL PLANTS SPECIFIED BY LANDSCAPE ARCHITECT TO COMPLY WITH REQUIREMENTS OF THE FOLLOWING AGENCIES:
CITY OF CHICAGO - DOH
CITY OF CHICAGO - CDOT
CITY OF CHICAGO - FORESTRY
CHICAGO PARK DISTRICT
3. PLANT SELECTION TO BE APPROPRIATE TO SITE AND ENGINEERING CONDITIONS.

SELECTED PLANT SCHEDULE
NTS

Shelbourne

CHICAGO SPIRE
CHICAGO, USA

SANTIAGO CALATRAVA

PERKINS WILL

Thornton Tomasetti

Terry Guen Design Associates, Inc

PLAN DEVELOPMENT SUBMITTAL
04.19.2007

SITE LANDSCAPE PLAN
EXHIBIT # 9

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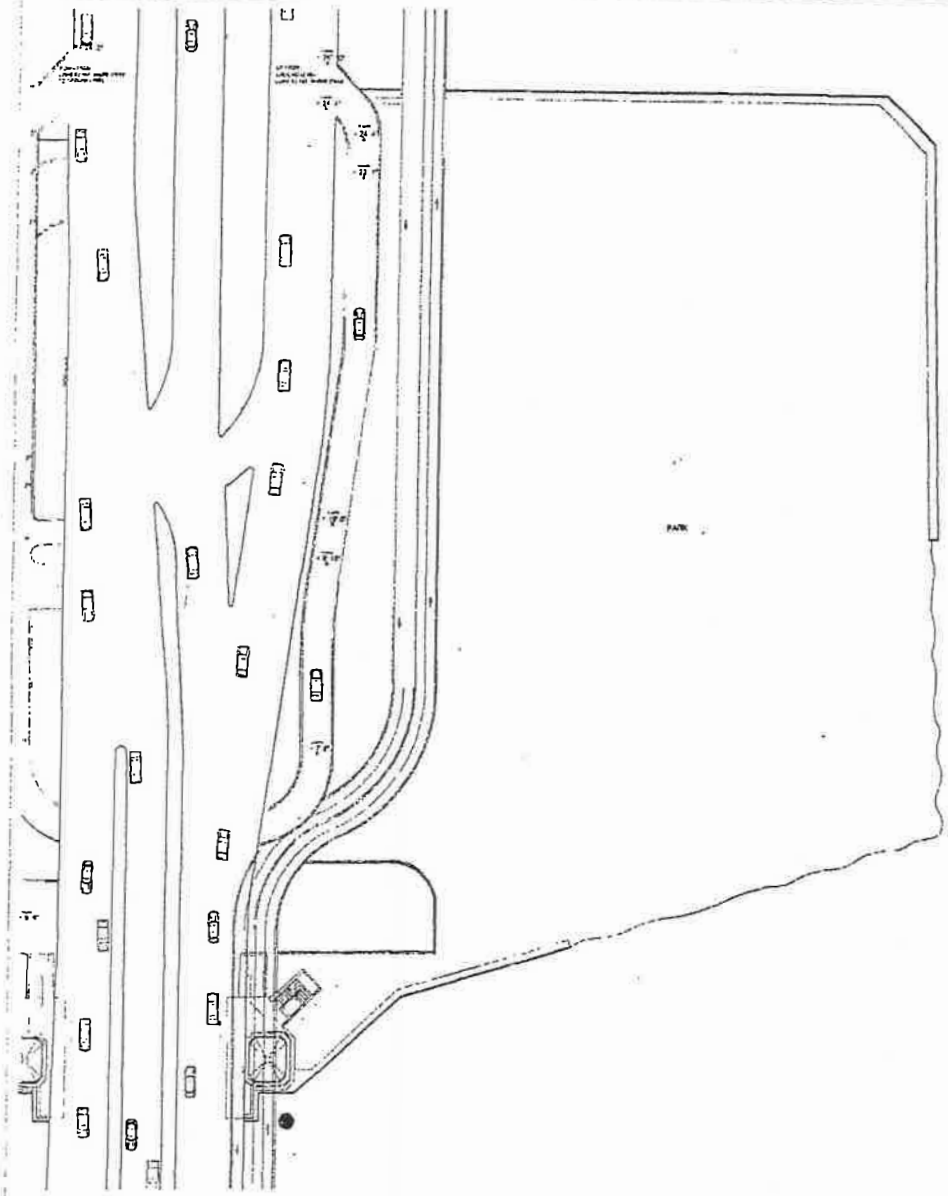
FINAL FOR PUBLICATION



SITE PLAN
LOWER LAKESHORE DRIVE
Scale: 0 16 32 64 feet 1/32"=1'-0"



SELECTED
PLANT SCHEDULE
NTS



LOCATION MAP
PROJECT SITE
NTS

OWNER'S STATEMENT:

1. Existing Parkway and interior trees to be protected while project is under construction and will be replaced, if damaged, by Owner.

Owner Name, Title, (date)
Company, Address
phone number

2. The undersigned acknowledges that the landscape planting shown in the landscape plan(s) for the Project Property CHICAGO SPIRE, CHICAGO, IL, USA, to the best of the undersigned applicant's knowledge has been designed and will be installed, maintained, and replaced, as required, by current and subsequent owners in accordance with the requirements of Chapter 32 of the Chicago Municipal Code, The Landscape Standards of the Chicago Zoning Ordinance, and the "Guide to Chicago Landscape Ordinance".

Owner Name, Title, (date)
Company, Address
phone number

LANDSCAPE ARCHITECT'S STATEMENT:

The Undersigned Landscape Architect, registered in the state of Illinois, acknowledges that the landscape planting plan and construction details shown on the attached landscape plan(s) for the property Project Property, CHICAGO SPIRE, CHICAGO, IL, USA, has been designed in accordance with the requirements of Title 10, Chapter 32 of the Chicago Municipal Code, the Landscaping Standards of the Chicago Zoning Ordinance, and the Guide to the Chicago Landscape Ordinance.

(Landscape Architect) (date)
TERRY GUEN
TERRY GUEN DESIGN ASSOCIATES, INC.;
521 W. SUPERIOR ST #327; CHICAGO, IL 60610
(312) 337-9145

NOTE:
PARK DESIGN WILL INCLUDE ACCESSIBLE CONNECTION TO LAKEFRONT PATH.

Shelbourne

CHICAGO SPIRE
CHICAGO USA



SANTIAGO CALATRAVA

PERKINS + WILL

Thornton Tomasetti

Terry Guen Design Associates, Inc.

PLAN DEVELOPMENT SUBMITTAL
04.19.2007

DUSABLE LANDSCAPE PLAN
EXHIBIT # 10

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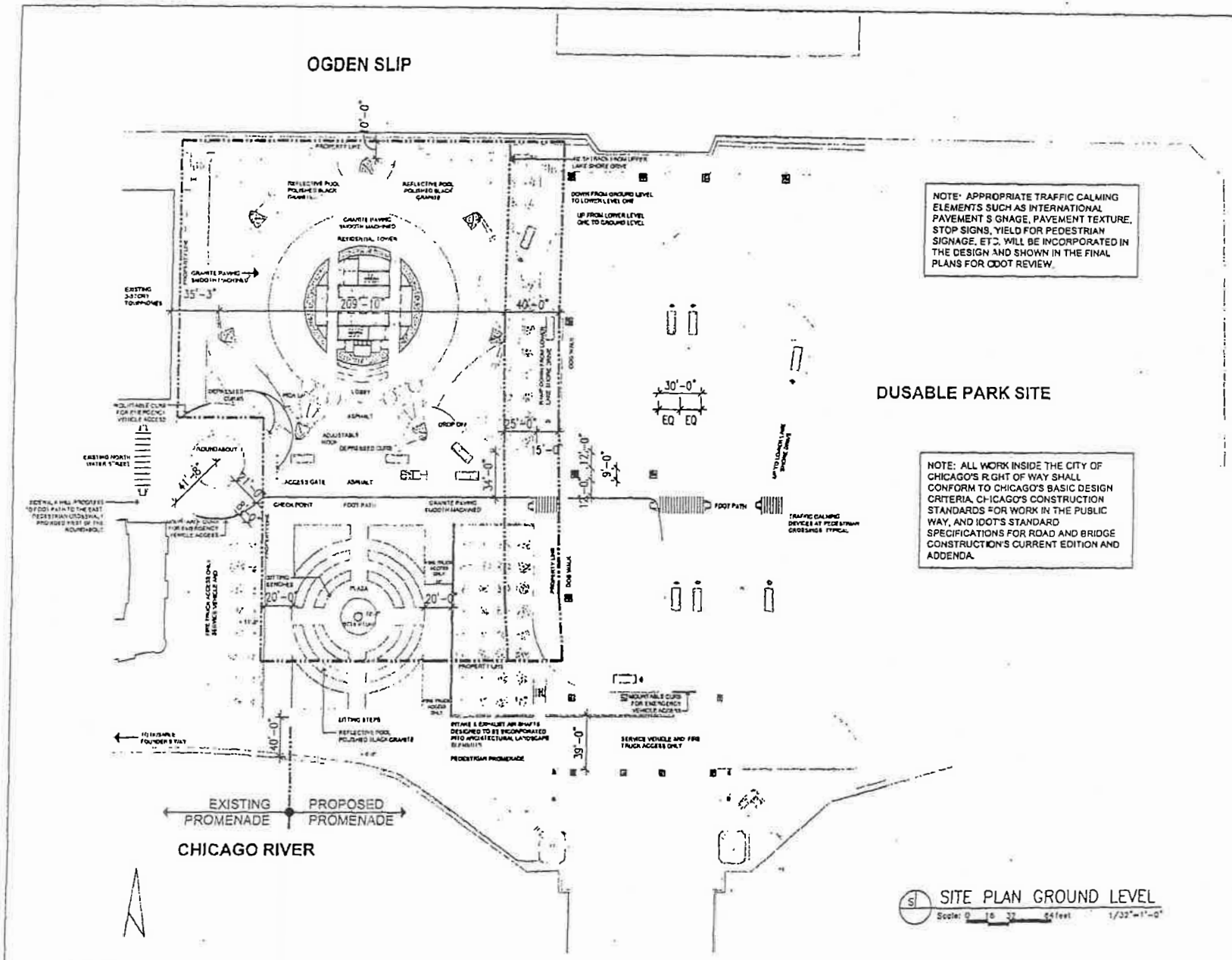
- FINAL FOR PUBLICATION -



Shelbourne

CHICAGO SPIRE
CHICAGO, USA

SANTIAGO CALATRAVA
ARCHITECT AND ENGINEER

PERKINS WILL

Thornton Tomasetti

PLAN DEVELOPMENT SUBMITTAL
04.19.2007

GROUND FLOOR PLAN OVERVIEW
EXHIBIT # 11

SCHEMATIC DESIGN

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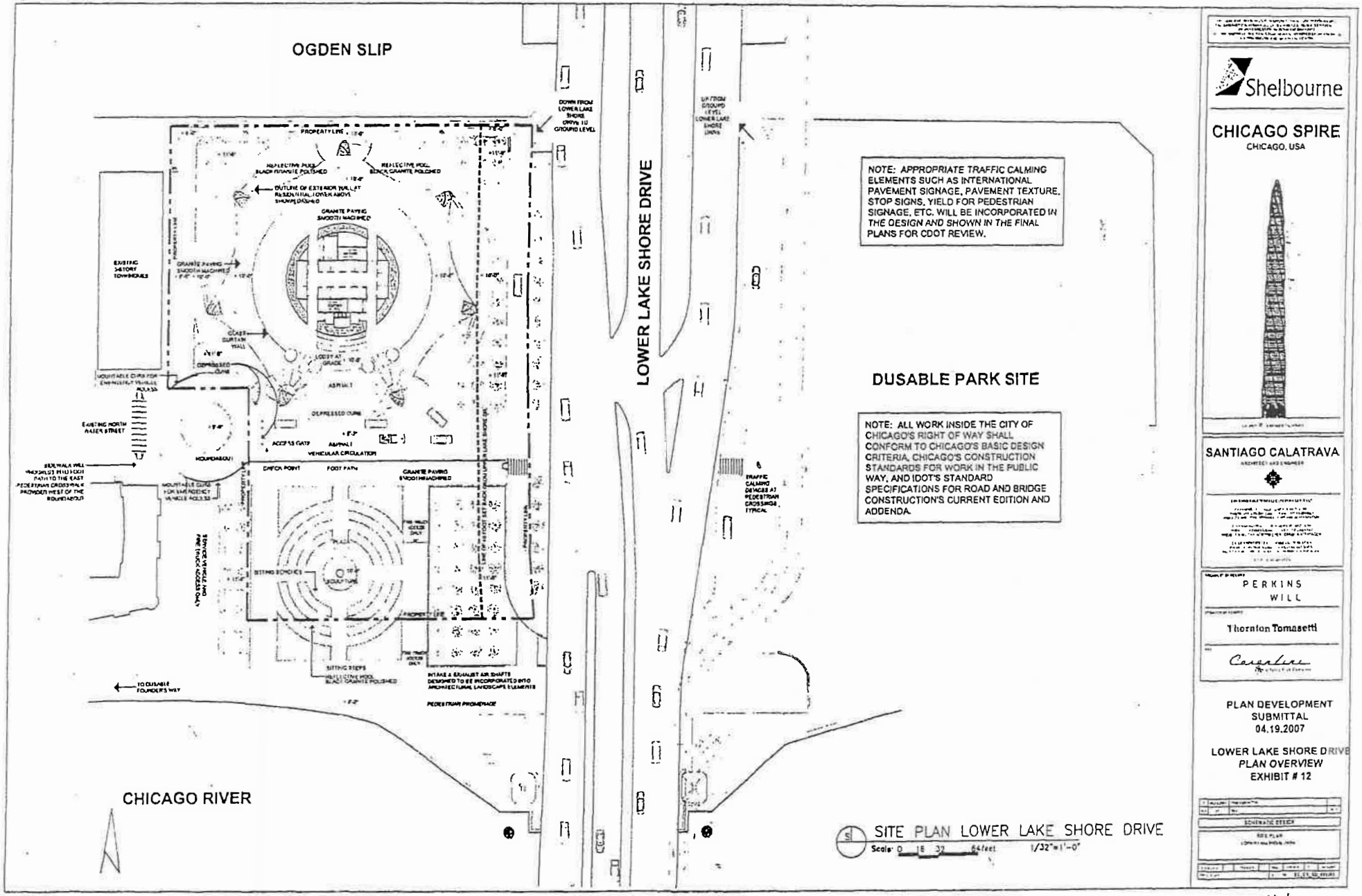

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CHICAGO SPIRE
CHICAGO, USA

SANTIAGO CALATRAVA

PERKINS WILL

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04.19.2007

LOWER LAKE SHORE DRIVE
PLAN OVERVIEW
EXHIBIT # 12

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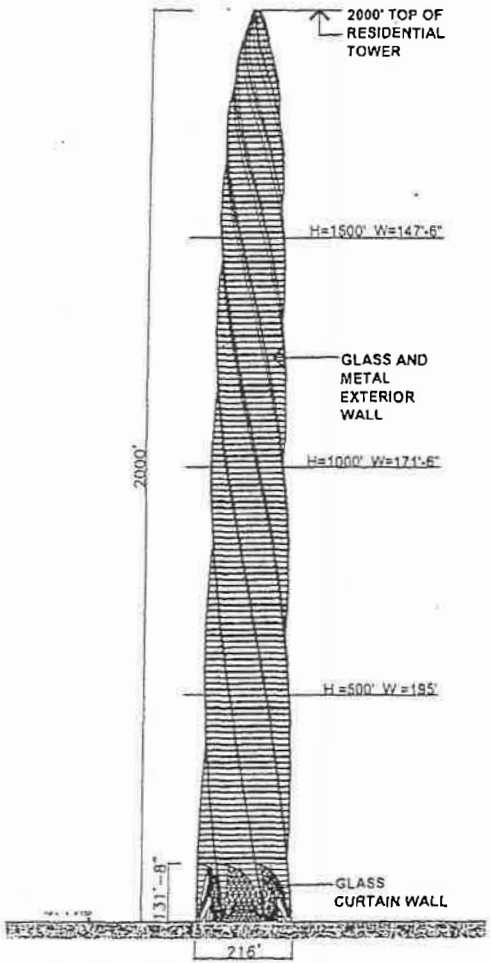
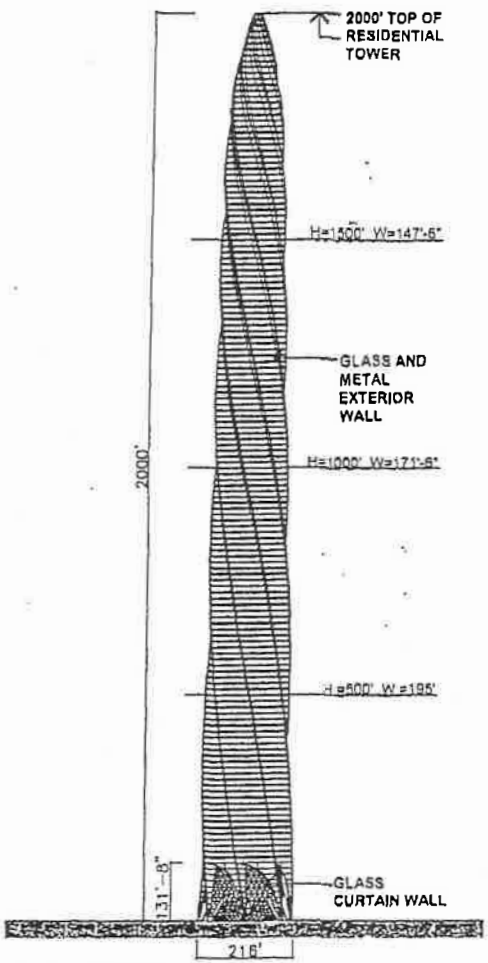
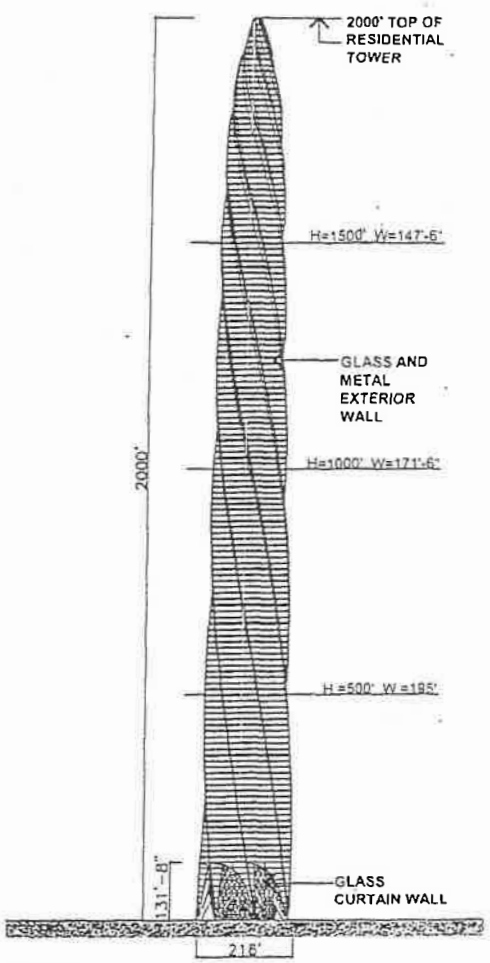


view from the south



view from the north



view from the west
and the east

ELEVATIONS MODEL L

Shelbourne

CHICAGO SPIRE
CHICAGO, USA



SANTIAGO CALATRAVA

PERKINS WILL

Thornton Tomasetti

Cosentini

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04.19.2007

BUILDING ELEVATIONS
EXHIBIT # 13

DESIGN DEVELOPMENT

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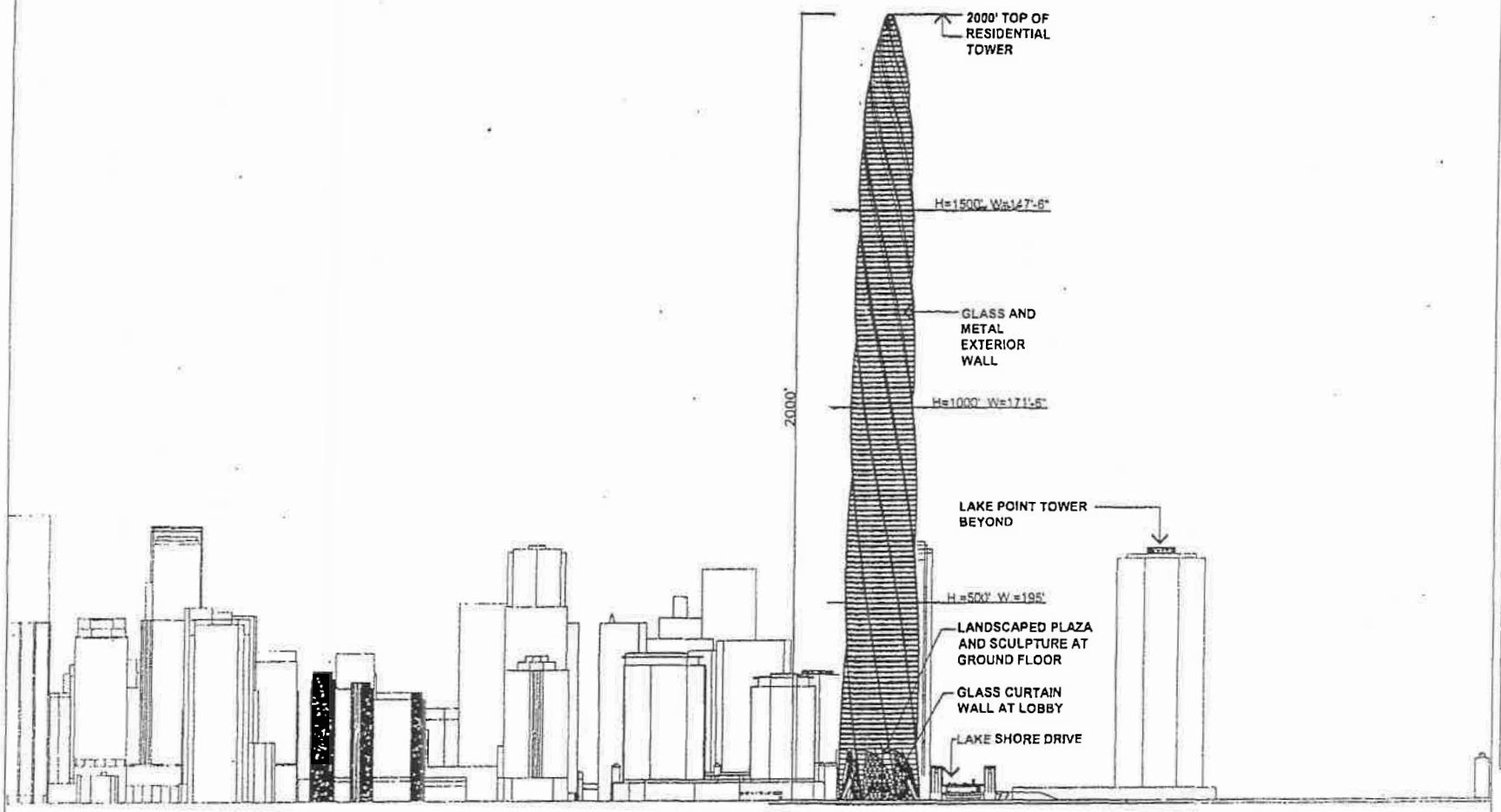

view from the south

ELEVATION SOUTH

0 64 128 256 FEET

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CHICAGO SPIRE

CHICAGO, USA



SANTIAGO CALATRAVA

PERKINS WILL

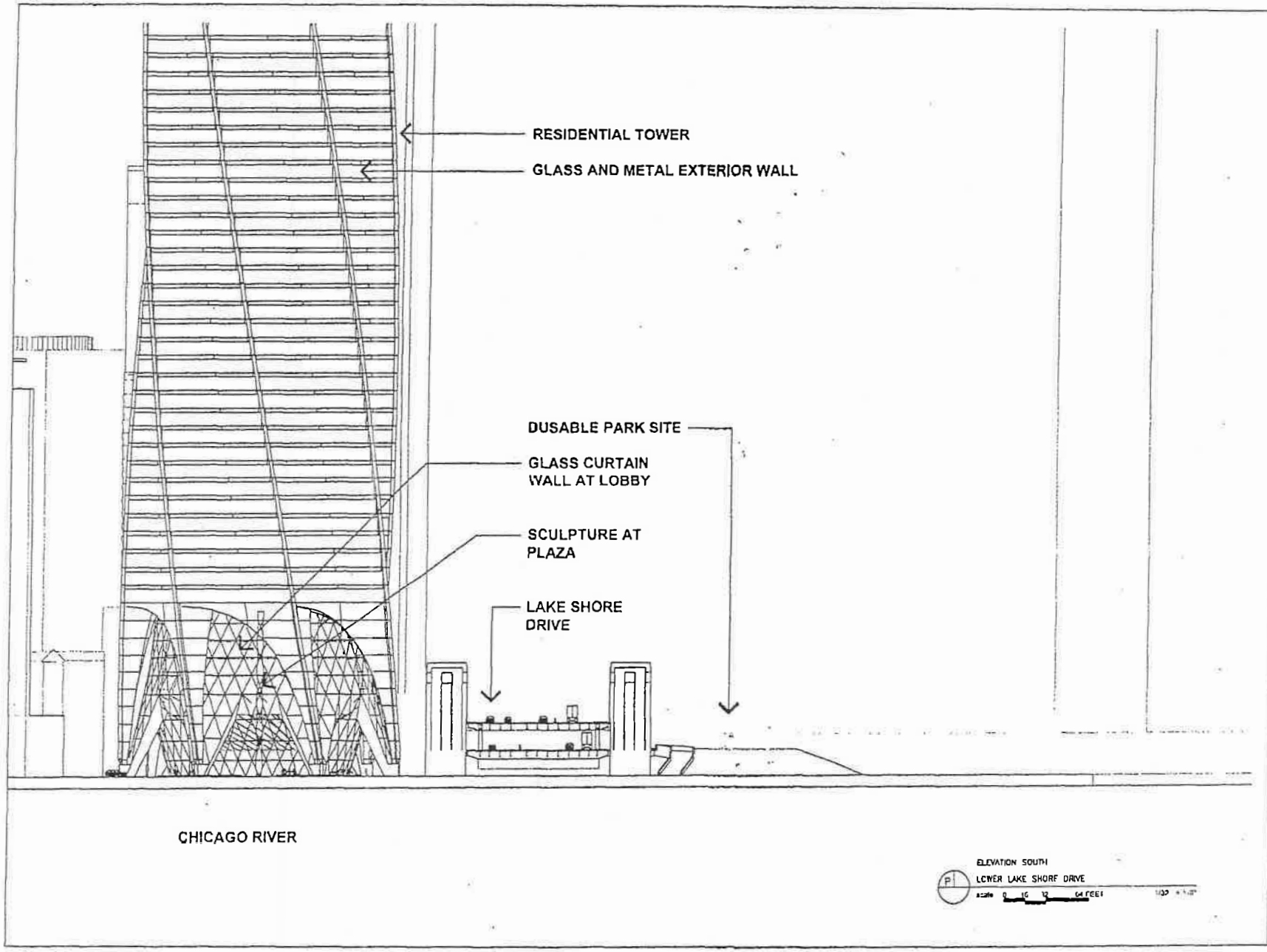
Thornton Tomasetti

Cousins

PLAN DEVELOPMENT SUBMITTAL
04.19.2007

SOUTH BUILDING ELEVATION
EXHIBIT # 14

FINAL FOR PUBLICATION



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CHICAGO SPIRE

CHICAGO USA

SANTIAGO CALATRAVA

ARCHITECT AND ENGINEER

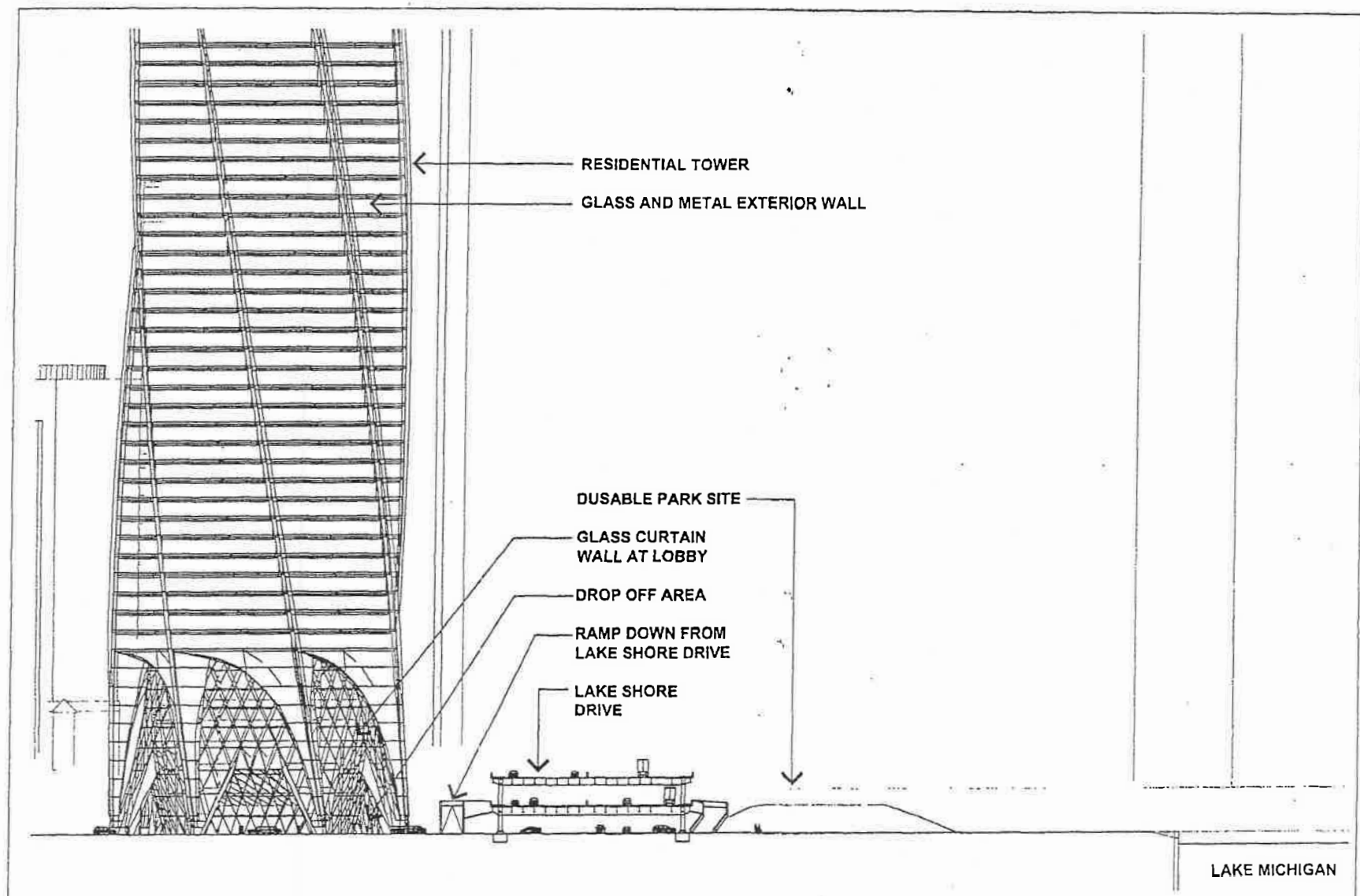
PERKINS WILL

Thornton Tomasetti

PLAN DEVELOPMENT SUBMITTAL 04.19 2007

PARTIAL ENLARGED SOUTH ELEVATION EXHIBIT # 15

FINAL FOR PUBLICATION



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CHICAGO SPIRE
CHICAGO, USA

SANTIAGO CALATRAVA

PERKINS WILL

Thornton Tomasetti

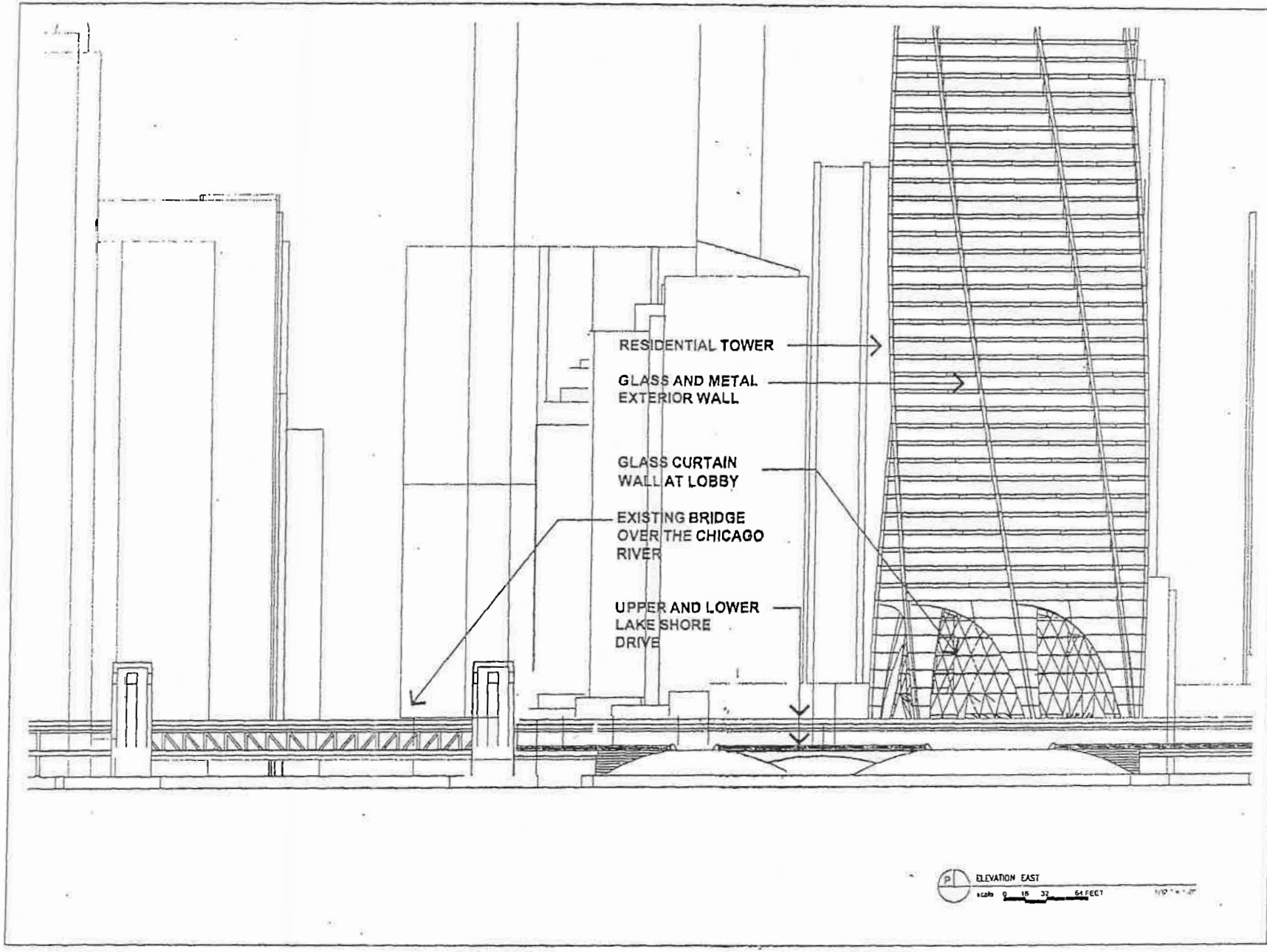
Cosentini

PLAN DEVELOPMENT SUBMITTAL
04.19.2007

PARTIAL WEST-EAST SITE SECTION
EXHIBIT # 16

DESIGN DEVELOPMENT

FINAL FOR PUBLICATION



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CHICAGO USA

SANTIAGO CALATRAVA

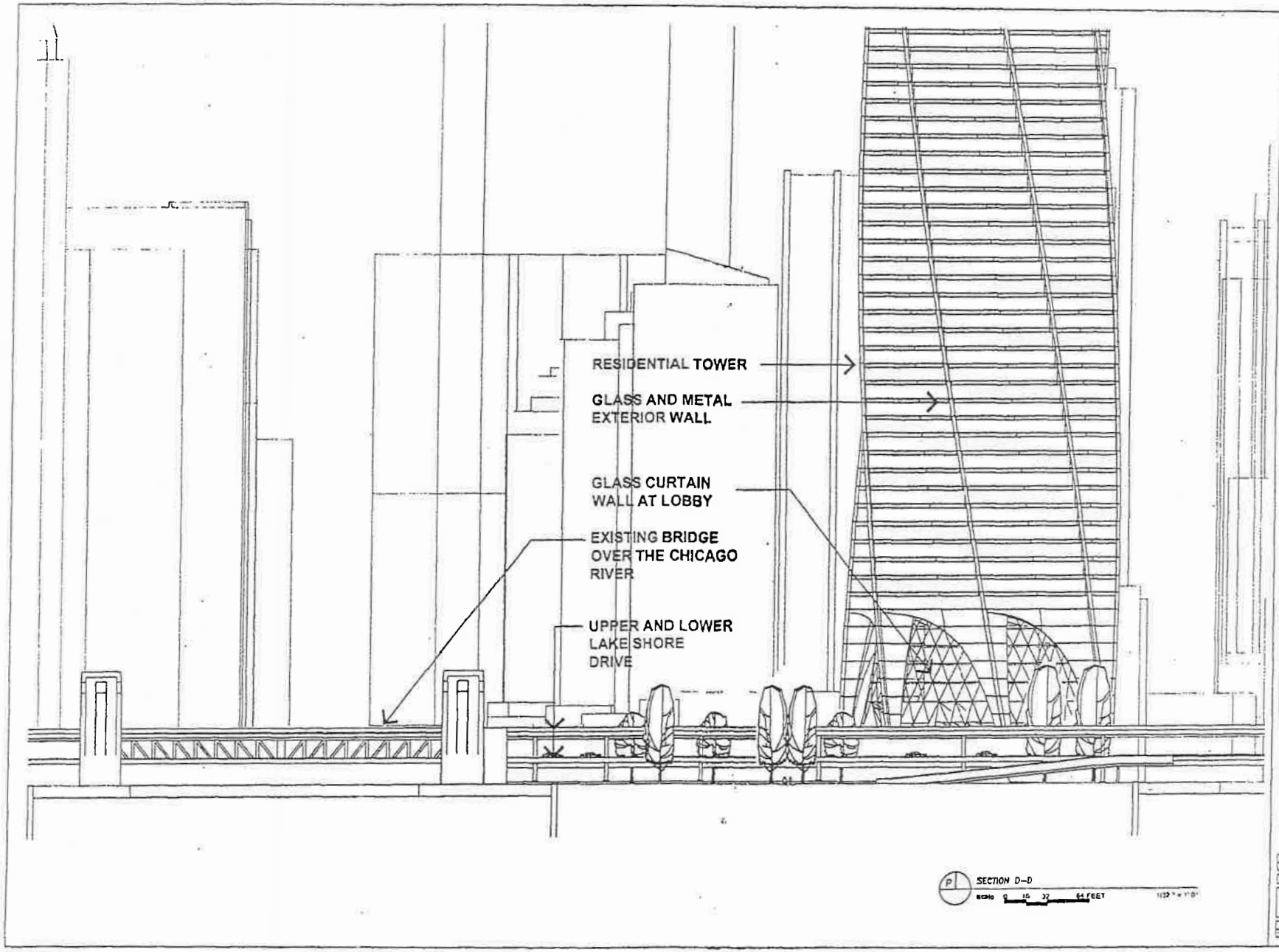
PERKINS WILL

Thornton Tomasetti

PLAN DEVELOPMENT SUBMITTAL 04.19.2007

PARTIAL ENLARGED EAST ELEVATION EXHIBIT # 17

FINAL FOR PLAN COMMISSION



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CHICAGO SPIRE
CHICAGO USA

SANTIAGO CALATRAVA

PERKINS WILL

Thornton Tomasetti

Cauldron

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NORTH-SOUTH SITE SECTION AT LAKE SHORE DRIVE
EXHIBIT # 18

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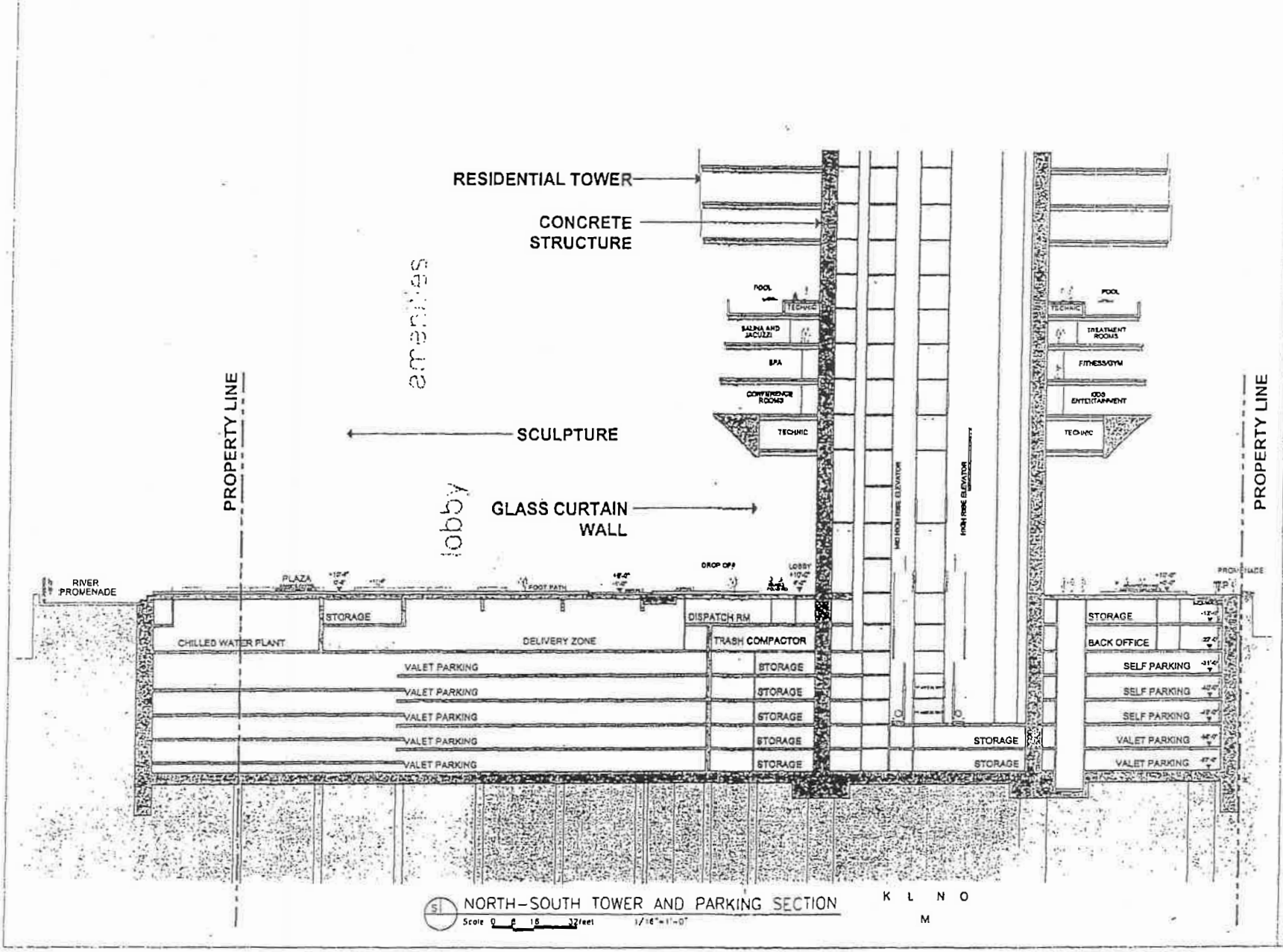

NORTH–SOUTH TOWER AND PARKING SECTION

Scale 0 8 16 32 feet 1/16"=1'-0"

K L N O M

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CHICAGO SPIRE

CHICAGO USA

SANTIAGO CALATRAVA

PERKINS WILL

Thornton Tomasetti

PLAN DEVELOPMENT SUBMITTAL
04.19.2007

NORTH-SOUTH TOWER AND PARKING SECTION
EXHIBIT # 19

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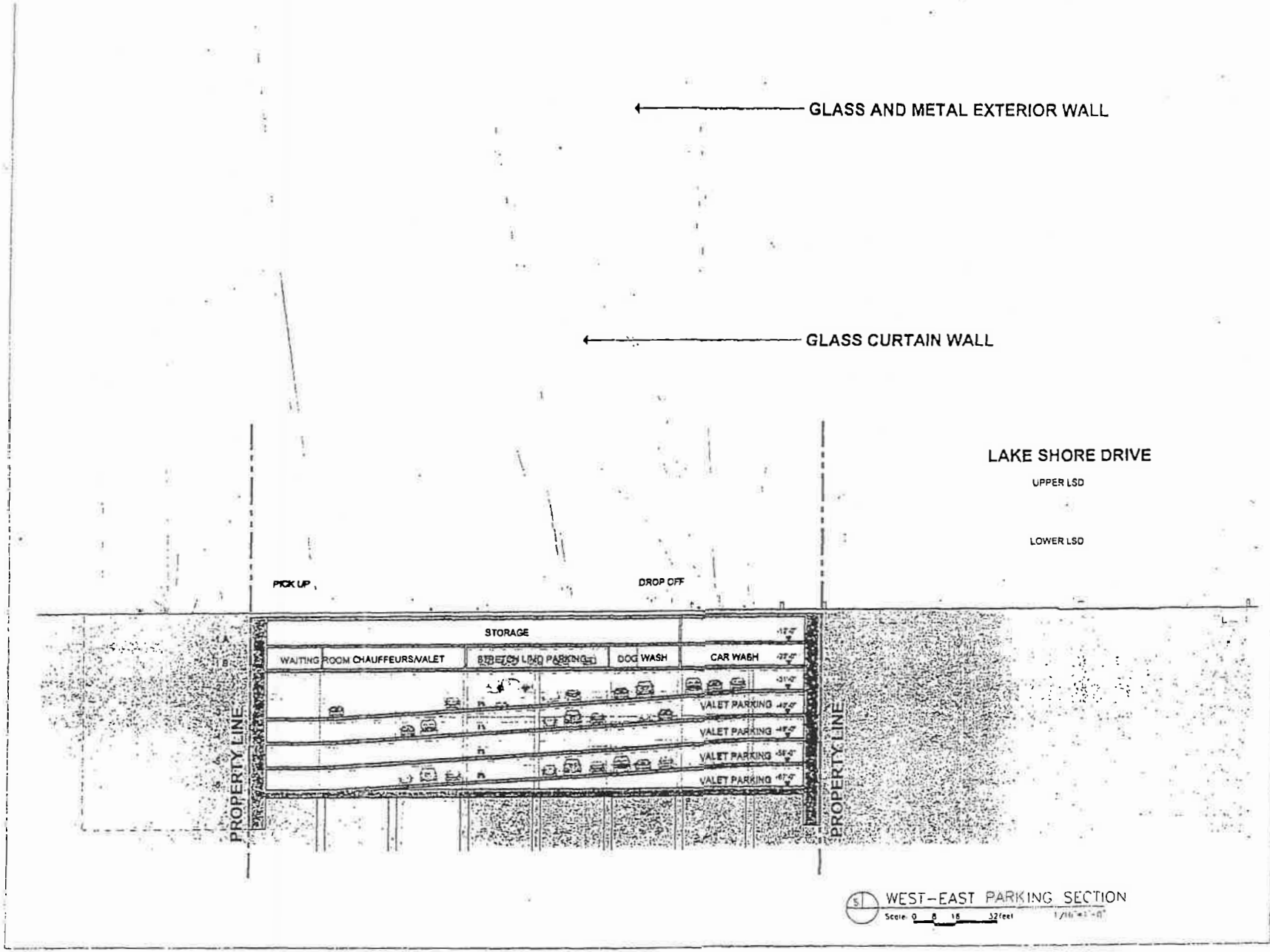

WEST-EAST PARKING SECTION

Scale: 0 8 16 32 feet

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CHICAGO SPIRE

CHICAGO USA

SANTIAGO CALATRAVA

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Thornton Tomasetti

PLAN DEVELOPMENT
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04.19 2007

WEST-EAST PARKING SECTION
EXHIBIT # 20

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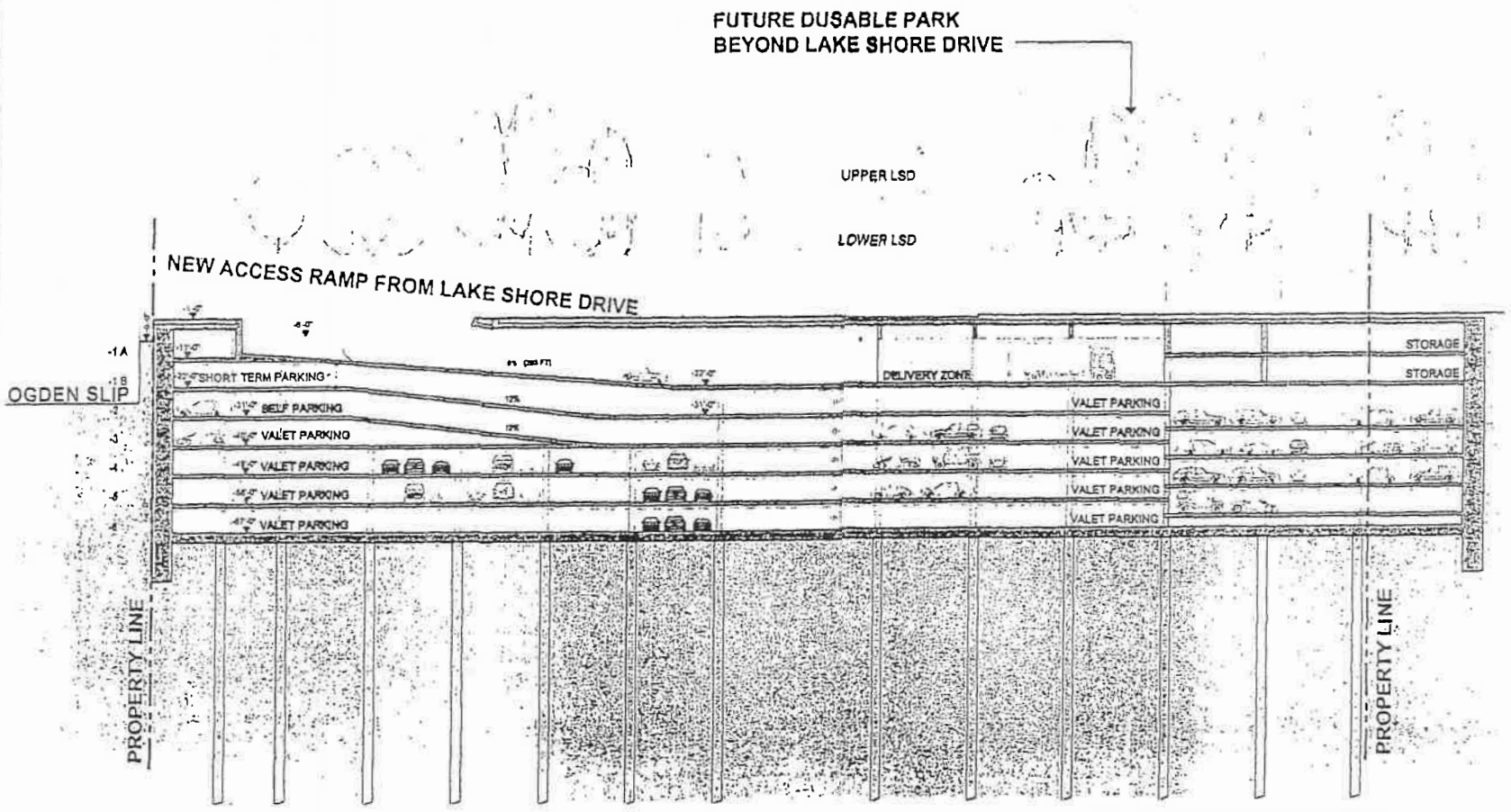
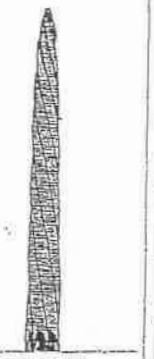


S1 NORTH–SOUTH PARKING SECTION

Scale 0 8 16 32 feet 1/16"=1'-0"

Shelbourne

CHICAGO SPIRE
CHICAGO USA



SANTIAGO CALATRAVA

PERKINS WILL

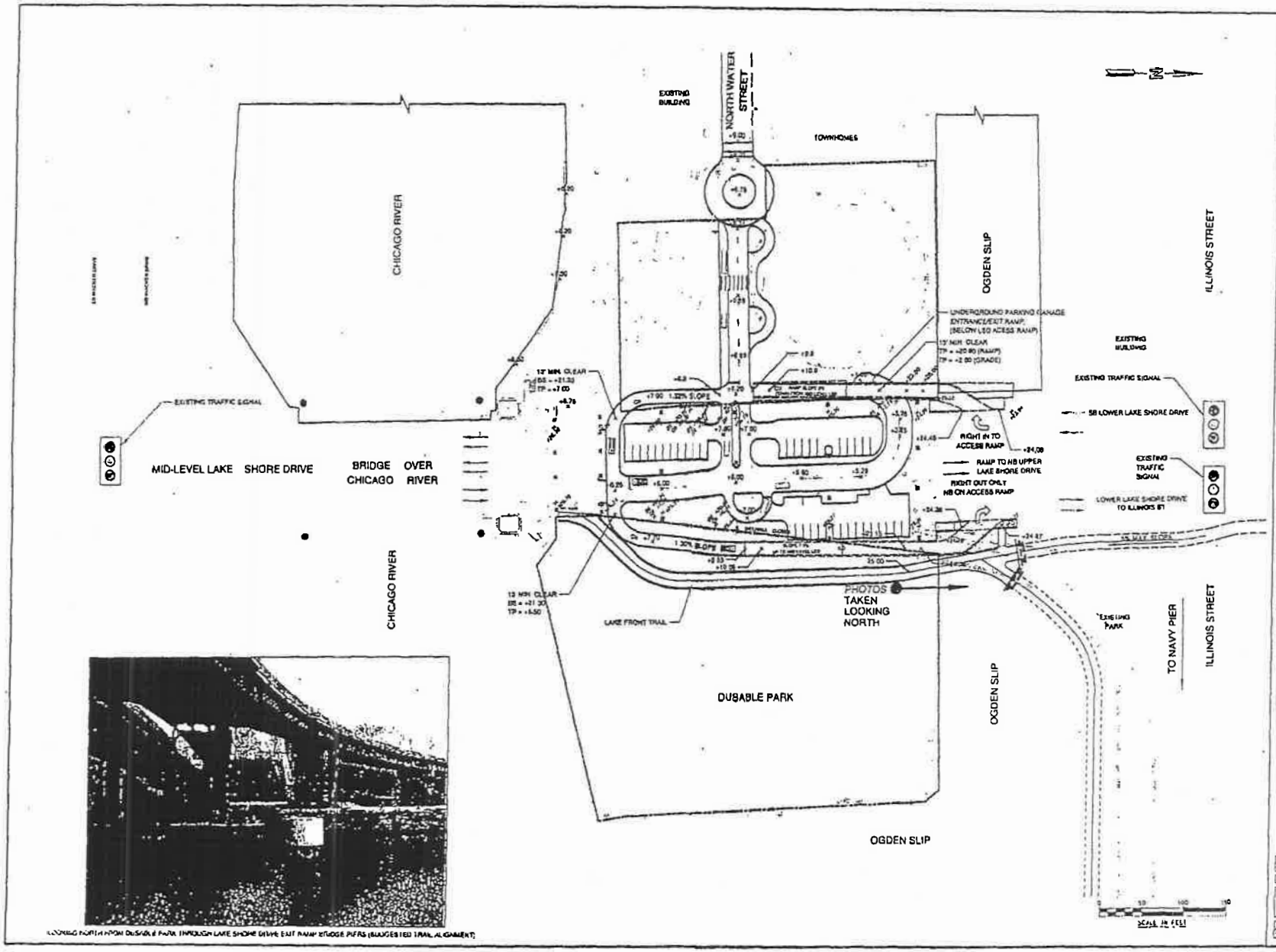
Thornton Tomasetti

Cosentini

PLAN DEVELOPMENT SUBMITTAL
04.19.2007

NORTH-SOUTH OVERVIEW SECTION
EXHIBIT # 21

FINAL FOR PUBLICATION

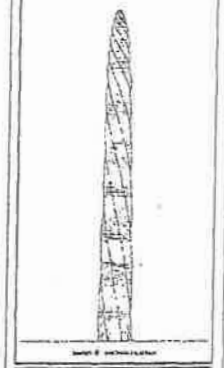


LOOKING NORTH UPON DUSABLE PARK THROUGH LAKE SHORE DRIVE EXIT RAMP BRIDGE PIERS (SUGGESTED TRAIL ALIGNMENT)

Shelbourne

CHICAGO SPIRE

CHICAGO, USA



SANTIAGO CALATRAVA

ARCHITECT AND ENGINEER

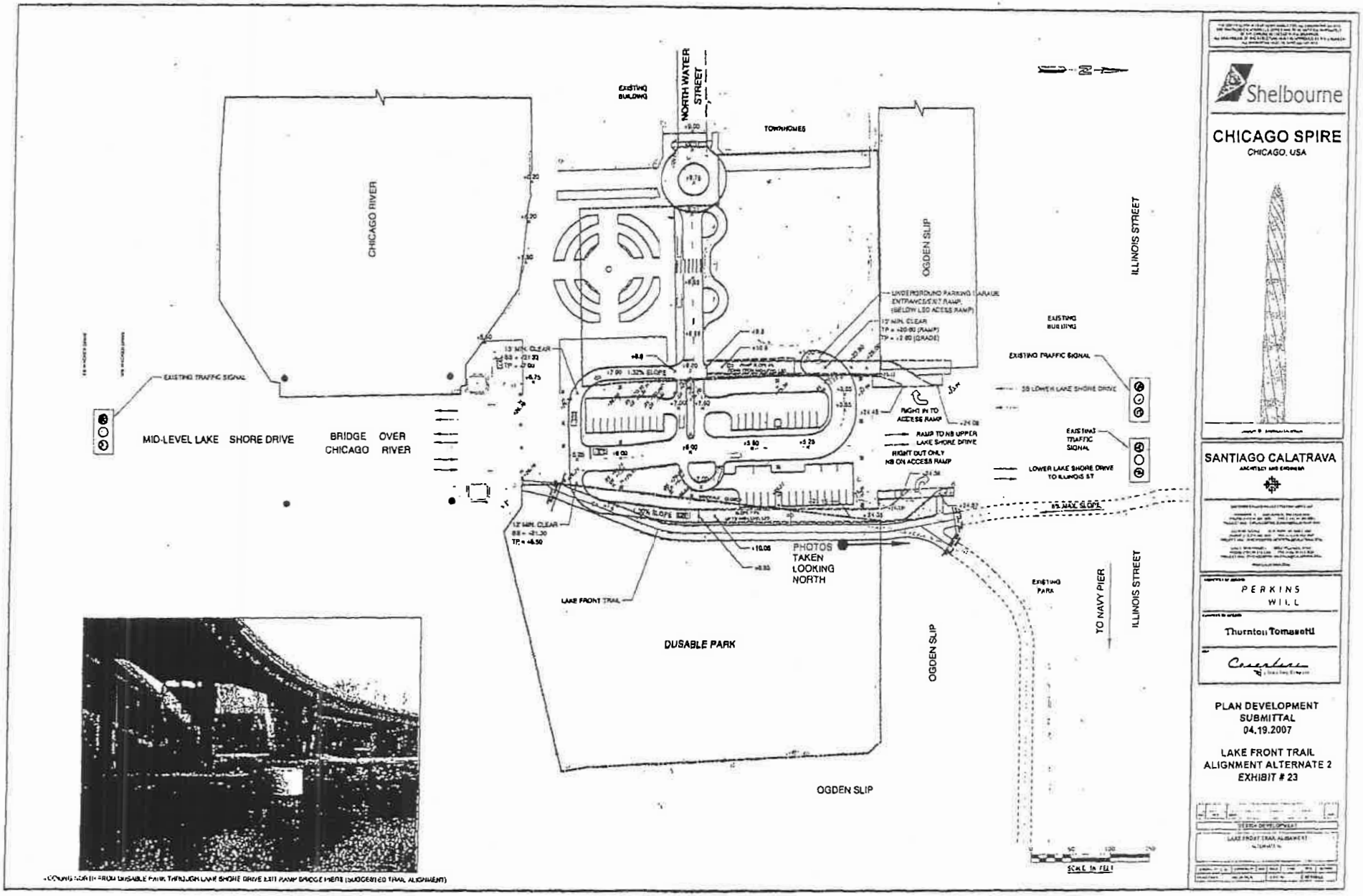
PERKINS WILL

Thornton Tomasetti

PLAN DEVELOPMENT SUBMITTAL
04.19.2007

LAKE FRONT TRAIL ALIGNMENT ALTERNATE 1
EXHIBIT # 22

FINAL FOR PUBLICATION



LOOKING NORTH FROM DUSABLE PARK THROUGH LAKE SHORE DRIVE EXIT RAMP BRIDGE HERE (SUGGESTED TRAIL ALIGNMENT)

Shelbourne

CHICAGO SPIRE
CHICAGO, USA

SANTIAGO CALATRAVA
ARCHITECT AND ENGINEER

PERKINS WILL

Thornton Tomasetti

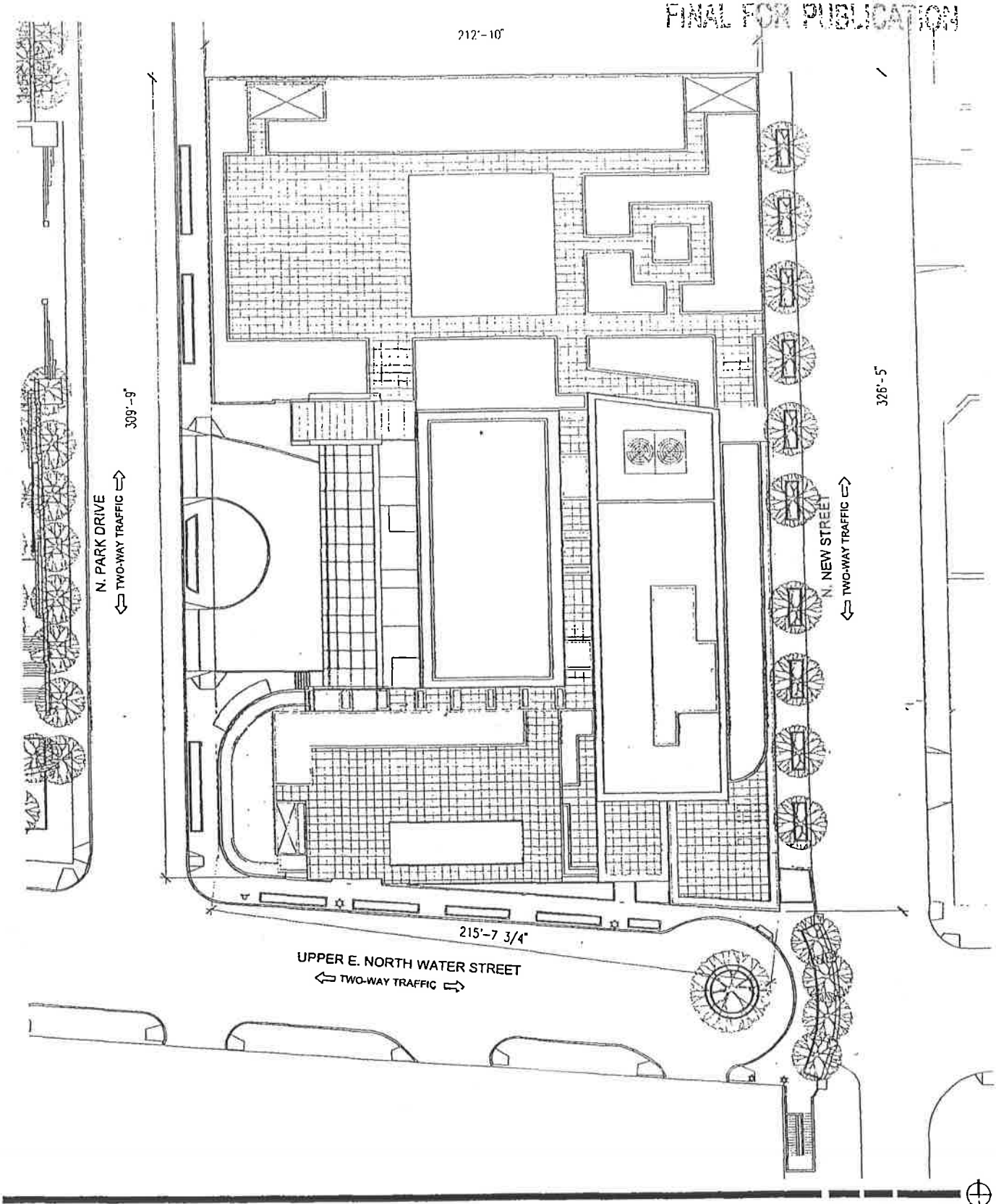
Cosentini

PLAN DEVELOPMENT SUBMITTAL
04.19.2007

LAKE FRONT TRAIL ALIGNMENT ALTERNATE 2
EXHIBIT # 23

FINAL FOR PUBLICATION

FINAL FOR PUBLICATION



OVERALL SITE PLAN

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

SCB

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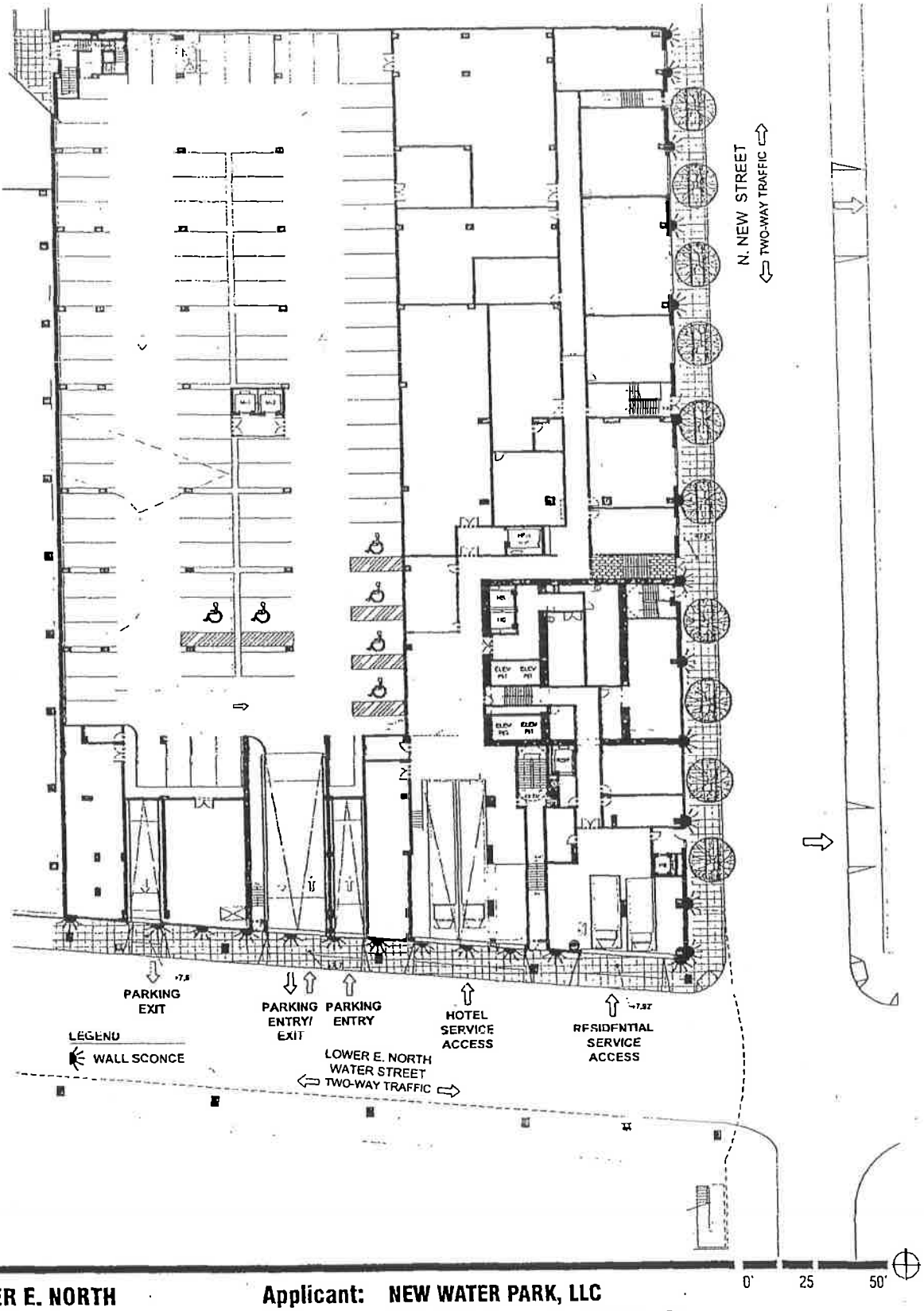

LOWER E. NORTH WATER STREET PLAN

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

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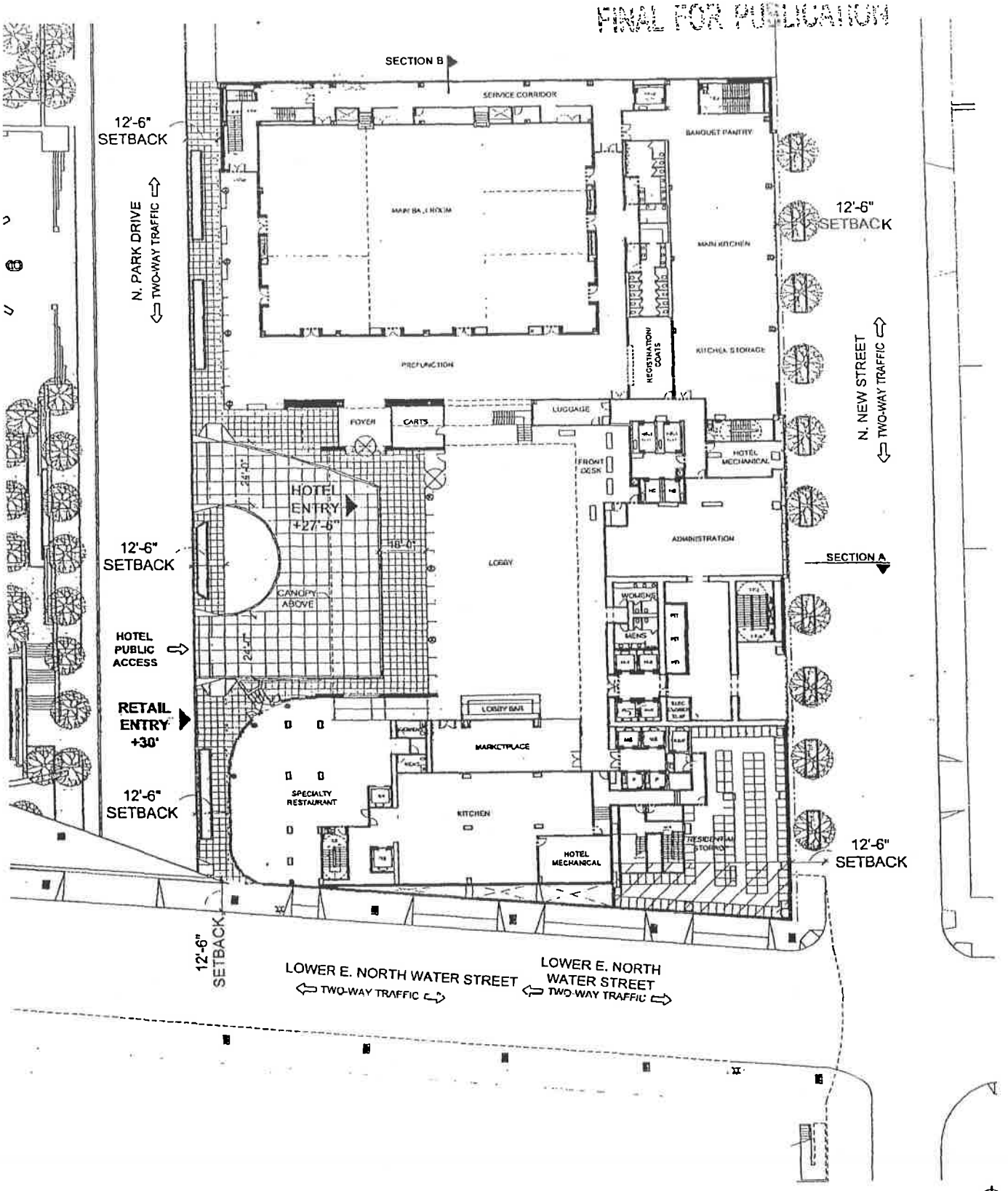
FINAL FOR PUBLICATION



NORTH PARK DRIVE STREET PLAN

SCB

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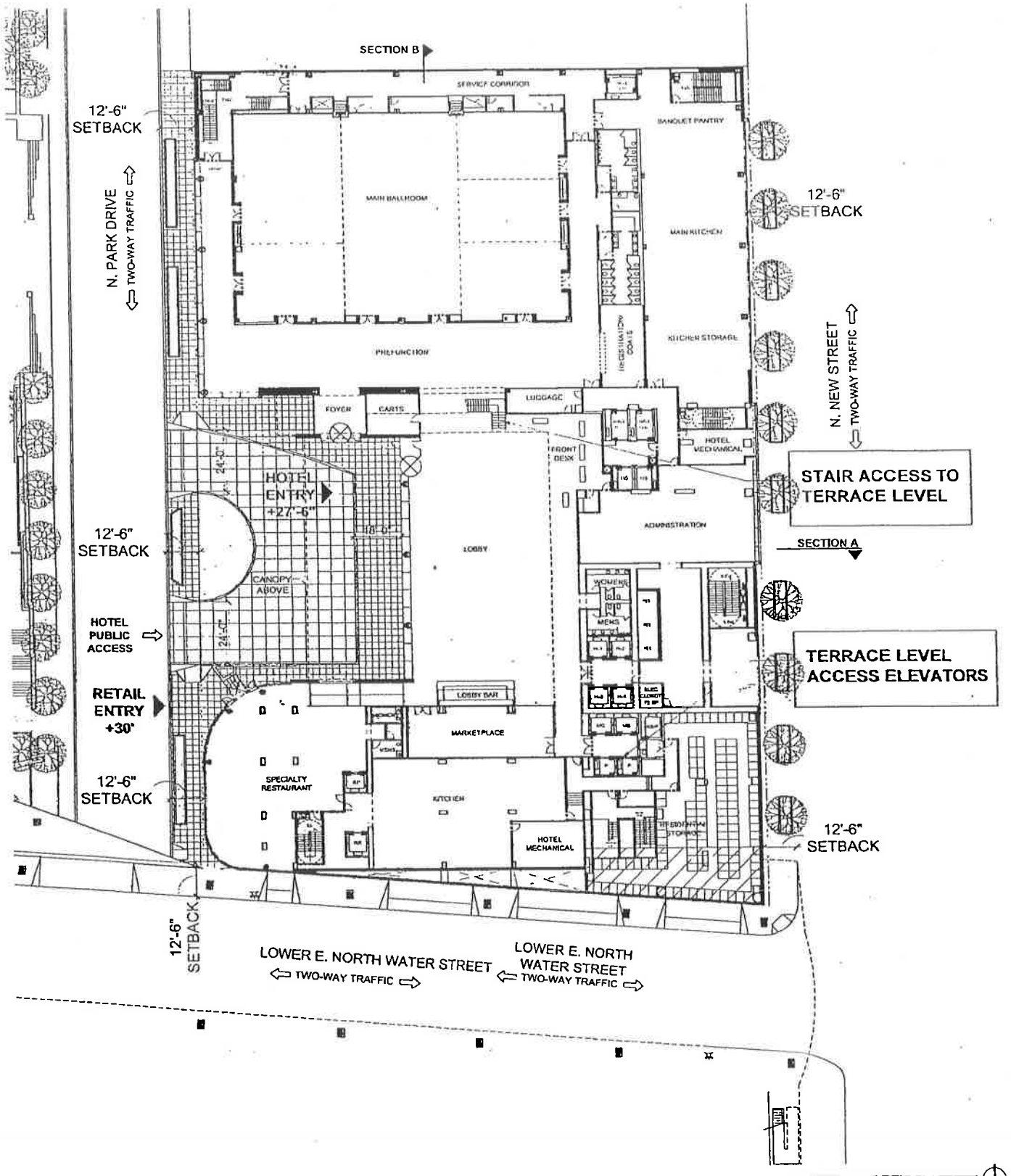
Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:



NORTH PARK DRIVE STREET WAYFINDING PLAN

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

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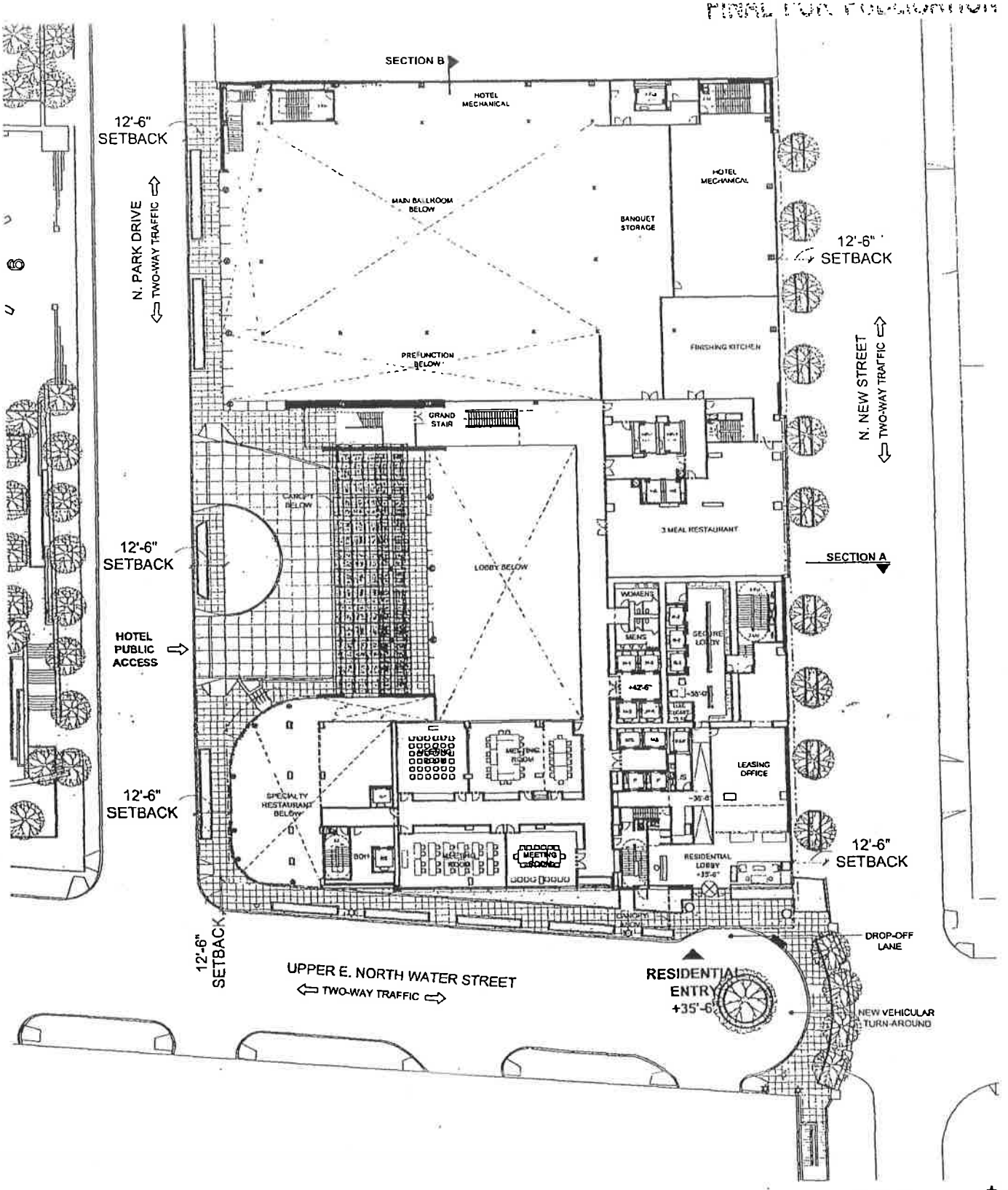

UPPER E. NORTH WATER STREET PLAN

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

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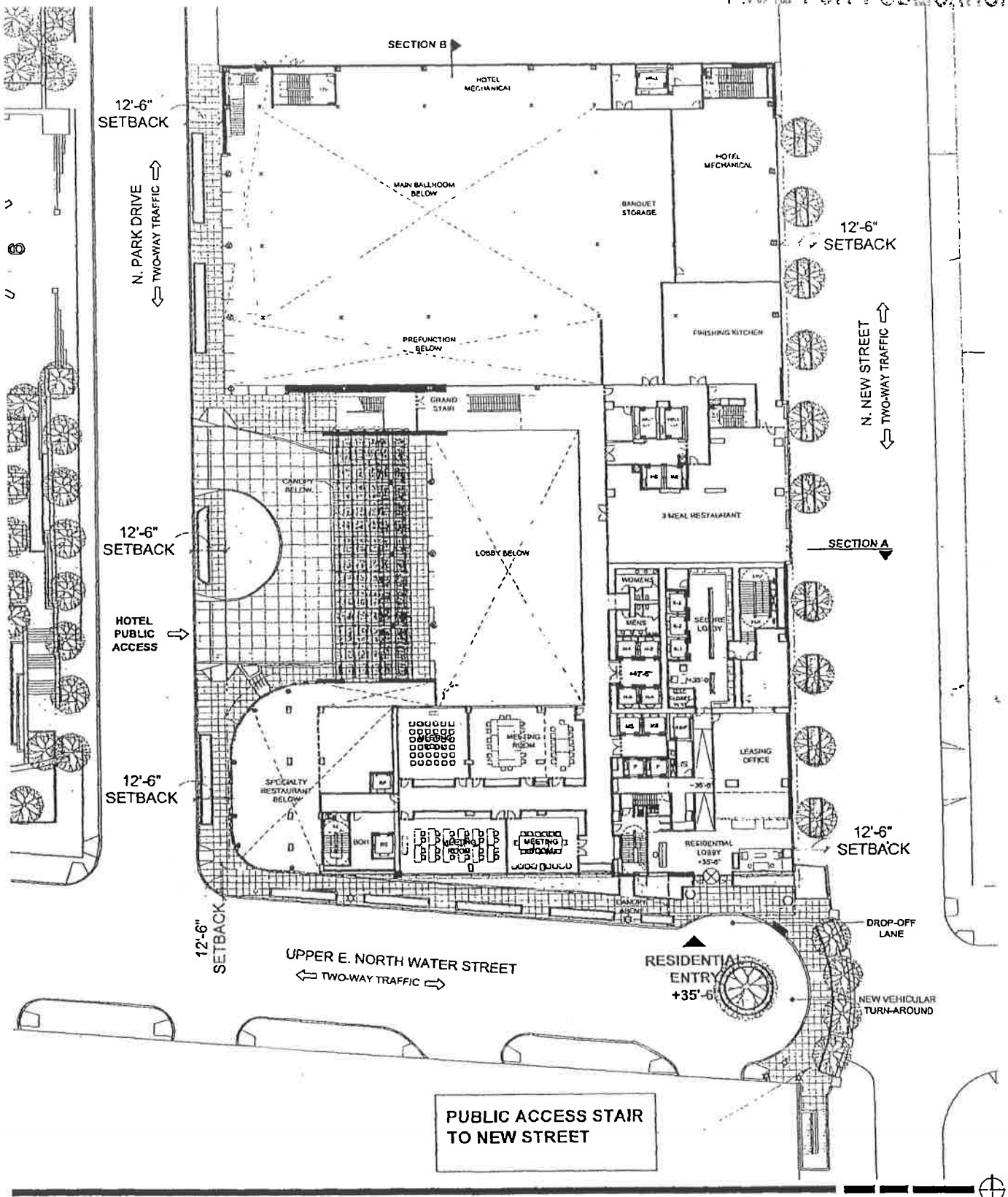

UPPER E. NORTH WATER STREET WAYFINDING PLAN

SCB

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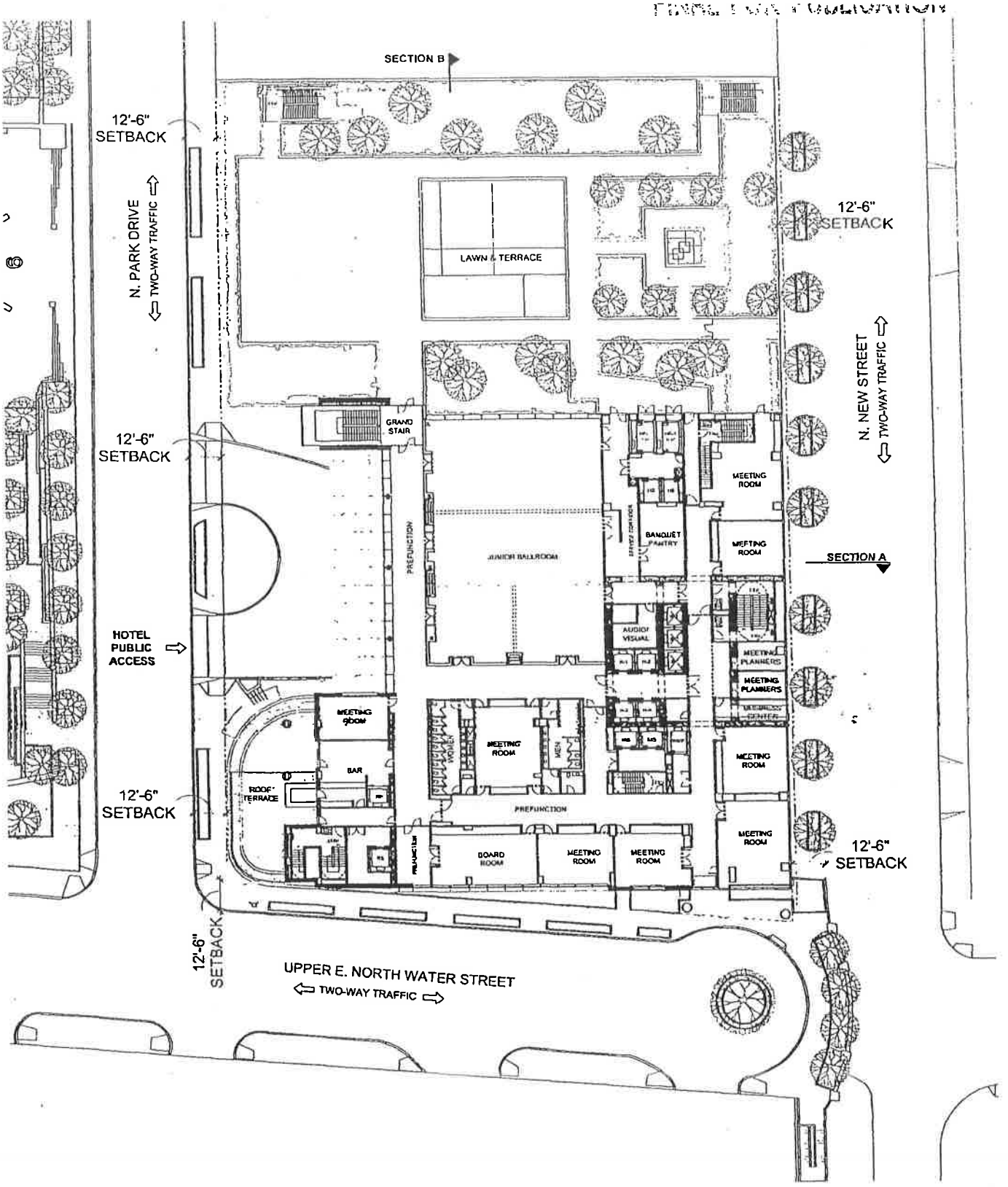
Date: May 24, 2012
Revised:



TERRACE LEVEL PLAN

Applicant:	**NEW WATER PARK, LLC**
Address:	**320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.**
Date:	**May 24, 2012**
Revised:	

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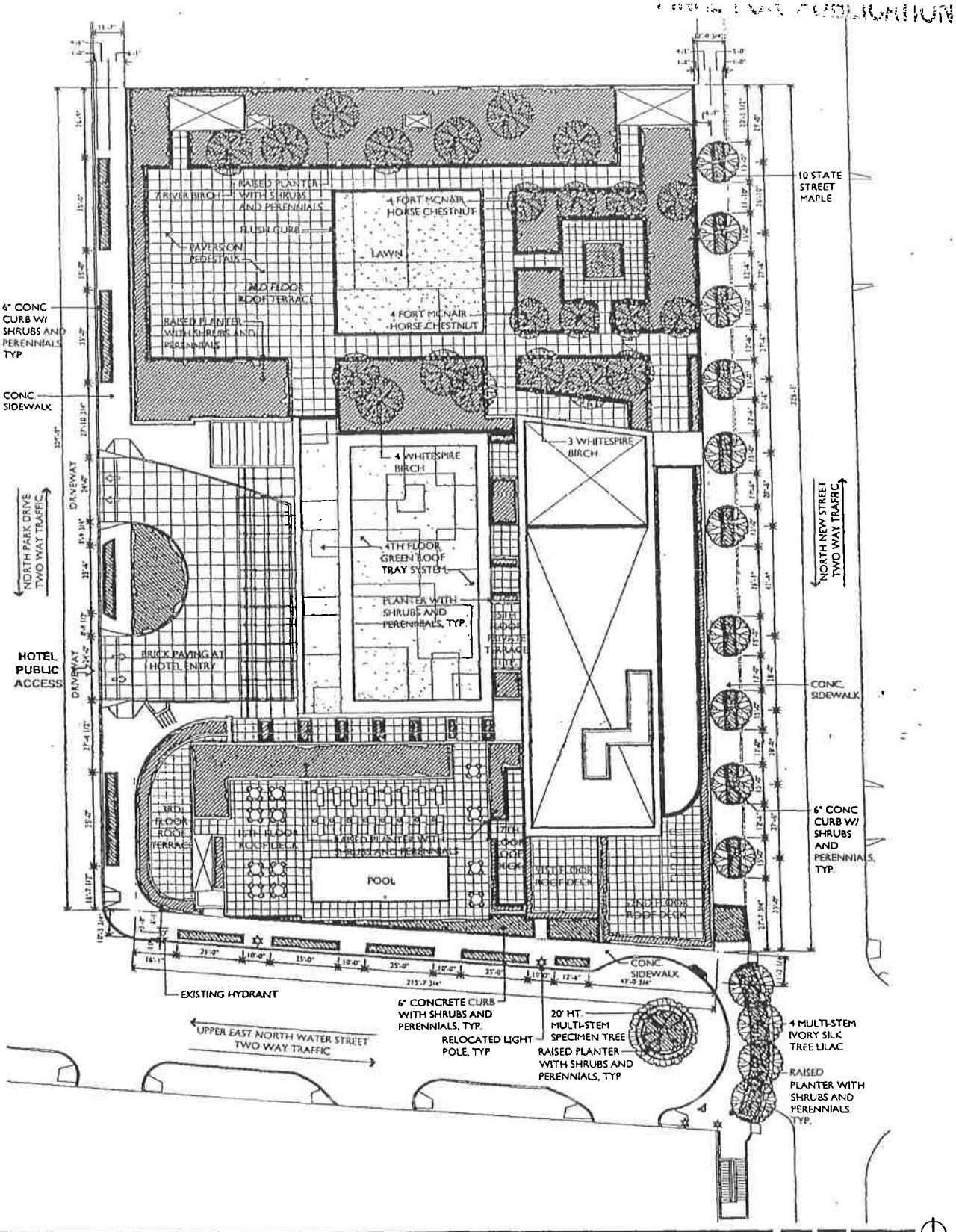

LANDSCAPE PLAN

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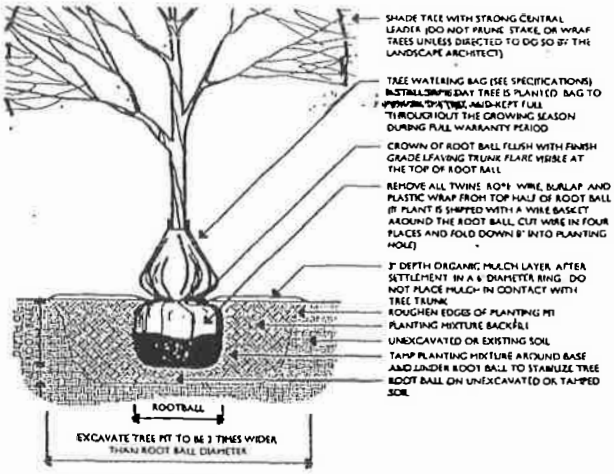
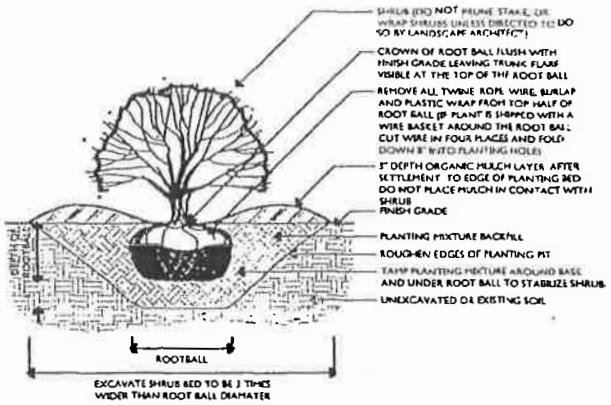
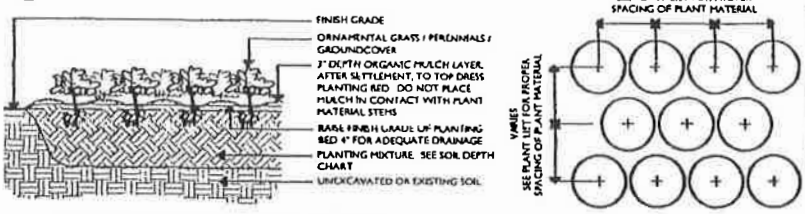


1 TREE INSTALLATION DETAIL



2 SHRUB INSTALLATION DETAIL



3 GROUNDCOVER AND PERENNIAL INSTALLATION DETAIL

SOIL DEPTH CHART

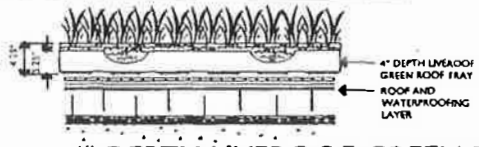
NOTE: THE CONTRACTOR IS TO SUPPLY SOIL FILL MATERIAL TO THE DEPTHS INDICATED ON THE CHART BELOW

LANDSCAPE AREAS	DEPTH IN INCHES
LAWN AREAS (SOD)	12
LAWN AREAS (SEED)	NA
PLANTING BEDS - PERENNIALS	18 PLANTING MIX
PLANTING BEDS - MEDIUM AND SMALL SHRUBS	18 PLANTING MIX
RAISED PLANTERS	48 PLANTING MIX
SHADE AND ORNAMENTAL TREES	PER TREE INSTALLATION DETAIL

PLANT LIST

NOTE: QUANTITIES ON THE PLANT LIST ARE PROVIDED FOR INFORMATION ONLY. PLANT QUANTITIES UNDER THE CONTRACT ARE INDICATED ON THE PLANS. IN THE EVENT OF ANY DISCREPANCIES, THE CONTRACT SHALL BE BASED ON THE QUANTITIES SHOWN ON THE PLANS.

	CODE	BOTANICAL NAME	COMMON NAME	QTY	CAL	HT	SPRD	ROOT	REMARKS
TREES	ACFM	AESCULUS X CARNEA 'FORT MCNAIR'	FORT MCNAIR HORSECHESTNUT	8	4"	-	-	B&B	SINGLE STRAIGHT TRUNK, SPECIMEN QUALITY
	AMMO	ACER MIYABEI 'MORTON'	STATE STREET MAPLE	10	4"	-	-	B&B	
	APEQ	ACER PLATANOIDES 'EMERALD QUEEN'	EMERALD QUEEN NORWAY MAPLE	-	4"	-	-	B&B	
	BN	BETULA NIGRA	RIVER BIRCH	7	-	16'	-	B&B	MULTI-STEM, 4-5 STEMS MINIMUM
	BPJW	BETULA PLATYPHYLLA VAR. JAPONICA 'WHITESPIRE'	WHITESPIRE JAPANESE WHITE BIRCH	7	-	16'	-	B&B	
	SRIS	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK TREE LILAC	4	-	12'	-	B&B	
SHRUBS	DS	DIERVILLA SESSILIFOLIA	SOUTHERN BUSH HONEYSUCKLE	-	-	24"	-	#5	4'-0" ON CENTER
	JCSG	JUNIPERUS CHINENSIS SEA GREEN	SEA GREEN JUNIPER	-	-	-	24"	#5	4'-0" ON CENTER
	JHP	JUNIPERUS HORIZONTALIS	ANDORRA COMPACT JUNIPER	-	-	-	18"	#5	1'-0" ON CENTER
	POS	PHYSOCARPUS OPULIFOLIUS 'SEWARD'	SUMMER WINE NINEBARK	-	-	36"	-	#5	4'-0" ON CENTER
	RAE	RIBES ALPINUM	ALPINE CURRANT	-	-	24"	-	#5	4'-0" ON CENTER
	RAGL	RHUS AROMATICA 'GRO-LOW'	GRO-LOW SUMAC	-	-	-	24"	#5	3'-0" ON CENTER
	RPKO	ROSA X 'PINK KNOCK OUT'	PINK KNOCKOUT ROSE	-	-	-	24"	#3	3'-0" ON CENTER
	RRKO	ROSA X 'RED KNOCK OUT'	RED KNOCKOUT ROSE	-	-	-	24"	#3	3'-0" ON CENTER
	SBG	SPIREA X BUMALDA 'GOLDFLAME'	GOLDFLAME SPIREA	-	-	-	24"	#3	3'-0" ON CENTER
	TMW	TAXUS X MEDIA 'WARDII'	WARDS YEW	-	-	-	30"	B&B	3'-0" ON CENTER
GRASSES	CAKF	CALAMAGROSTIS ACUTIFLORA 'KARL FORESTER'	KARL FORESTER FEATHER REED GRASS	-	-	-	-	#3	2'-0" ON CENTER
	MCM	MOLINIA CAERULEA 'MOORFLAMME'	MOORFLAMME PURPLE MOOR GRASS	-	-	-	-	#1	1'-6" ON CENTER
	MSP	MISCANTHUS SINENSIS 'PURPURASCENS'	PURPLE MAIDEN GRASS	-	-	-	-	#3	3'-0" ON CENTER
	PVS	PANICUM VIRGATUM 'SHENANDOAH'	SHENANDOAH RED SWITCH GRASS	-	-	-	-	#1	2'-0" ON CENTER
	PAH	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN DWARF FOUNTAIN GRASS	-	-	-	-	#1	2'-0" ON CENTER
	SH	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	-	-	-	-	#1	1'-6" ON CENTER
PERENNIALS / GROUNDCOVER	EFC	EUONYMUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	-	-	-	-	QT	1'-0" ON CENTER
	EPM	ECHINACEA PURPUREA 'MAGNUS'	MAGNUS PURPLE CONEFLOWER	-	-	-	-	#1	1'-6" ON CENTER
	HSM	HEMEROCALLIS SPECIES MIX	DAYLILY	-	-	-	-	#1	1'-6" ON CENTER
	NF	NEPETA X FAASSENII	CATMINT	-	-	-	-	#1	1'-6" ON CENTER
	PQ	PARTHENOCISSUS QUINQUEFOLIA	VIRGINIA CREEPER	-	-	-	-	#1	3'-0" ON CENTER



4 4" DEPTH LIVEROOF GREEN ROOF TRAY

L-2
PLANT LIST AND DETAILS

PLANT LIST & LANDSCAPE DETAILS

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Date: May 24, 2012
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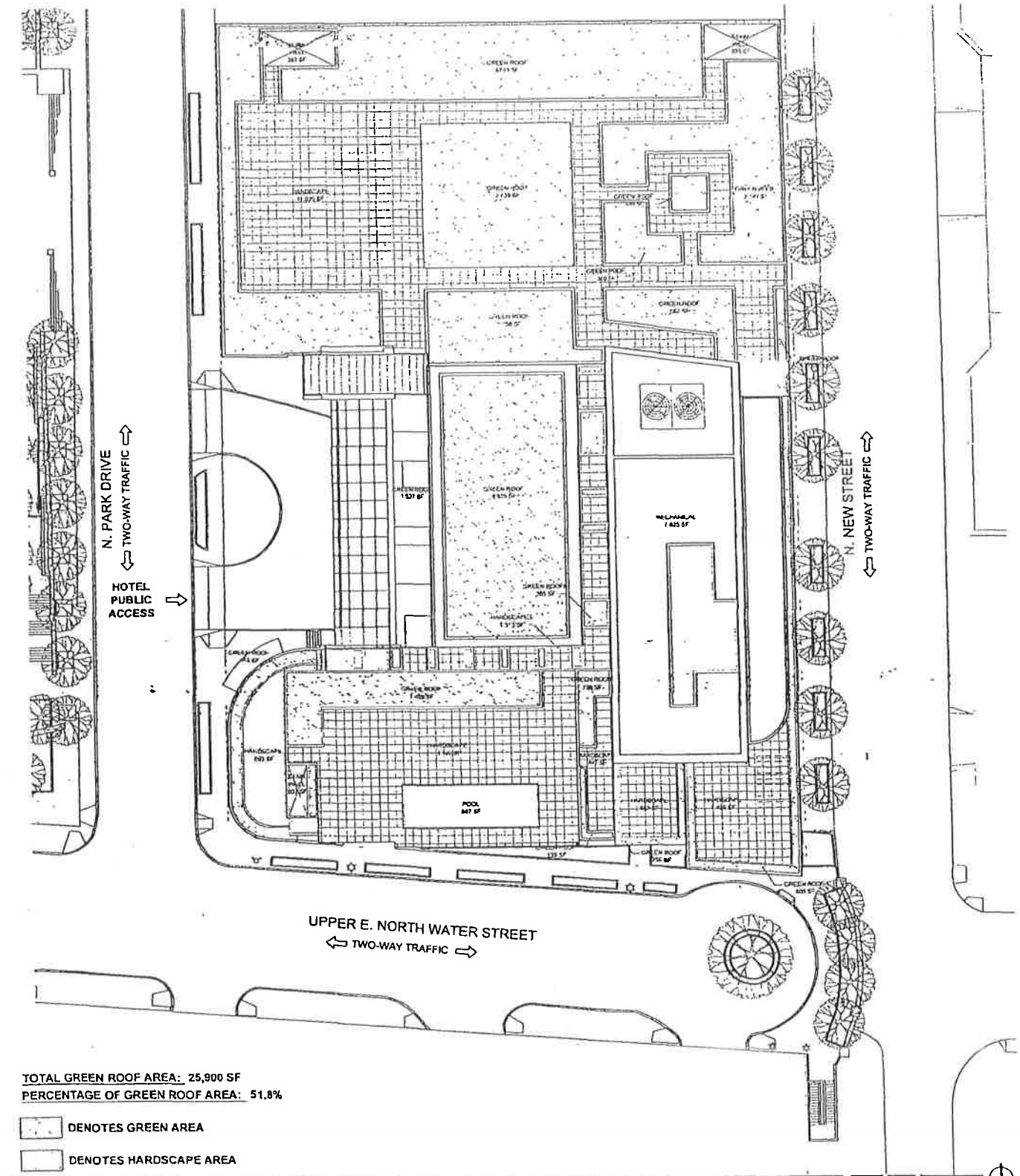

GREEN ROOF PLAN

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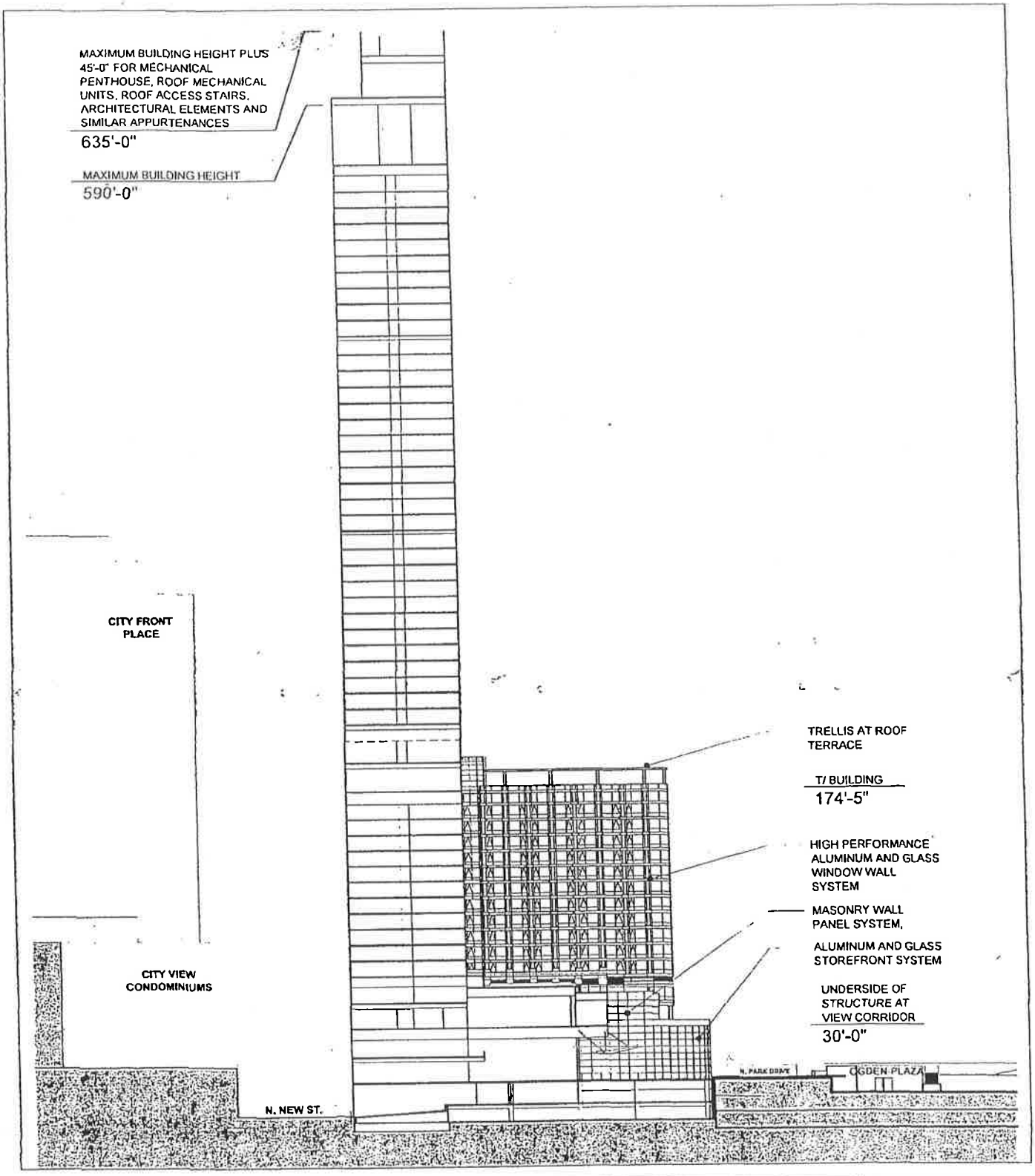

OVERALL SECTION A AND PARTIAL NORTH ELEVATION

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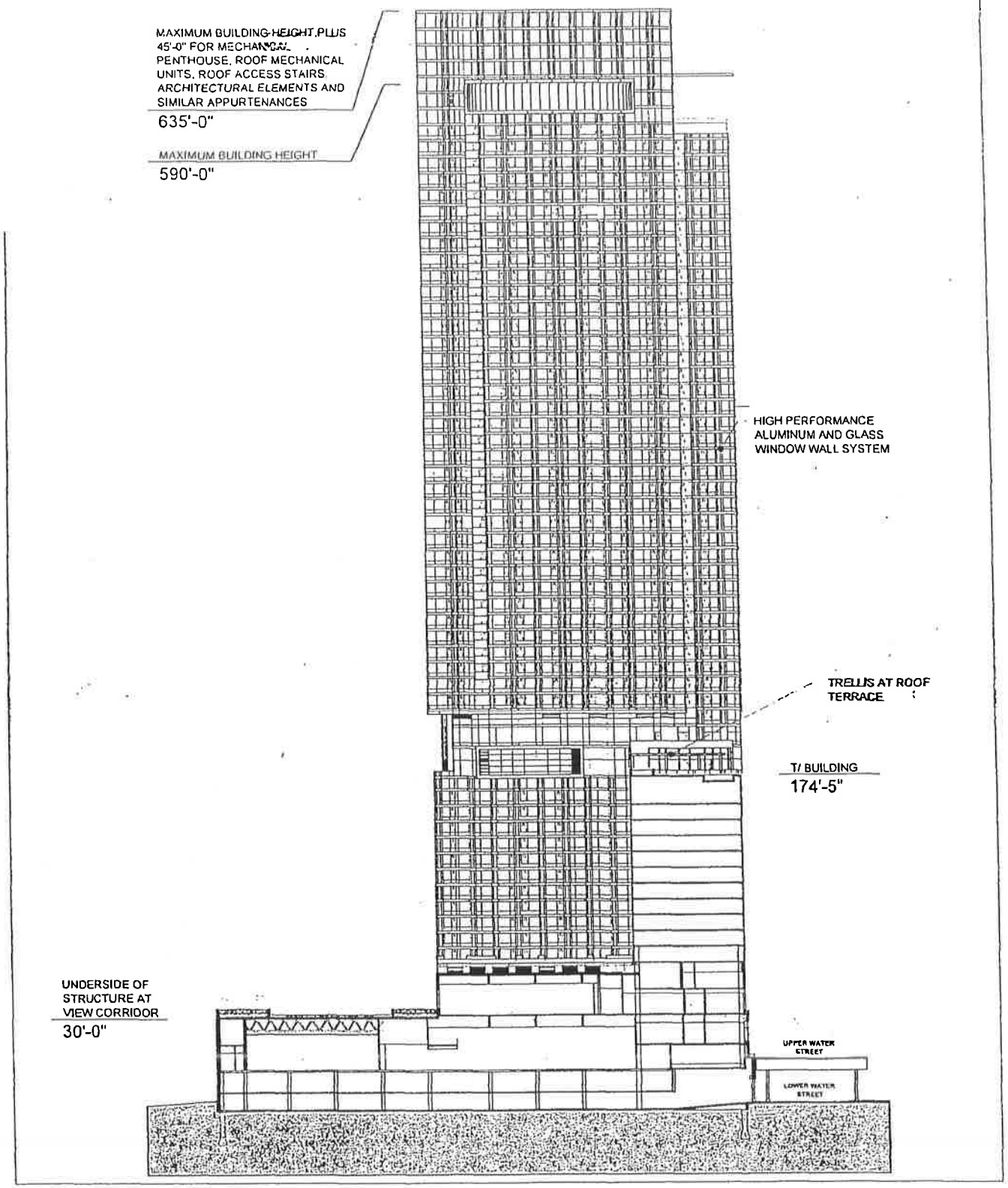

WEST ELEVATION AT TOWER AND PARTIAL NORTH-SOUTH SECTION B

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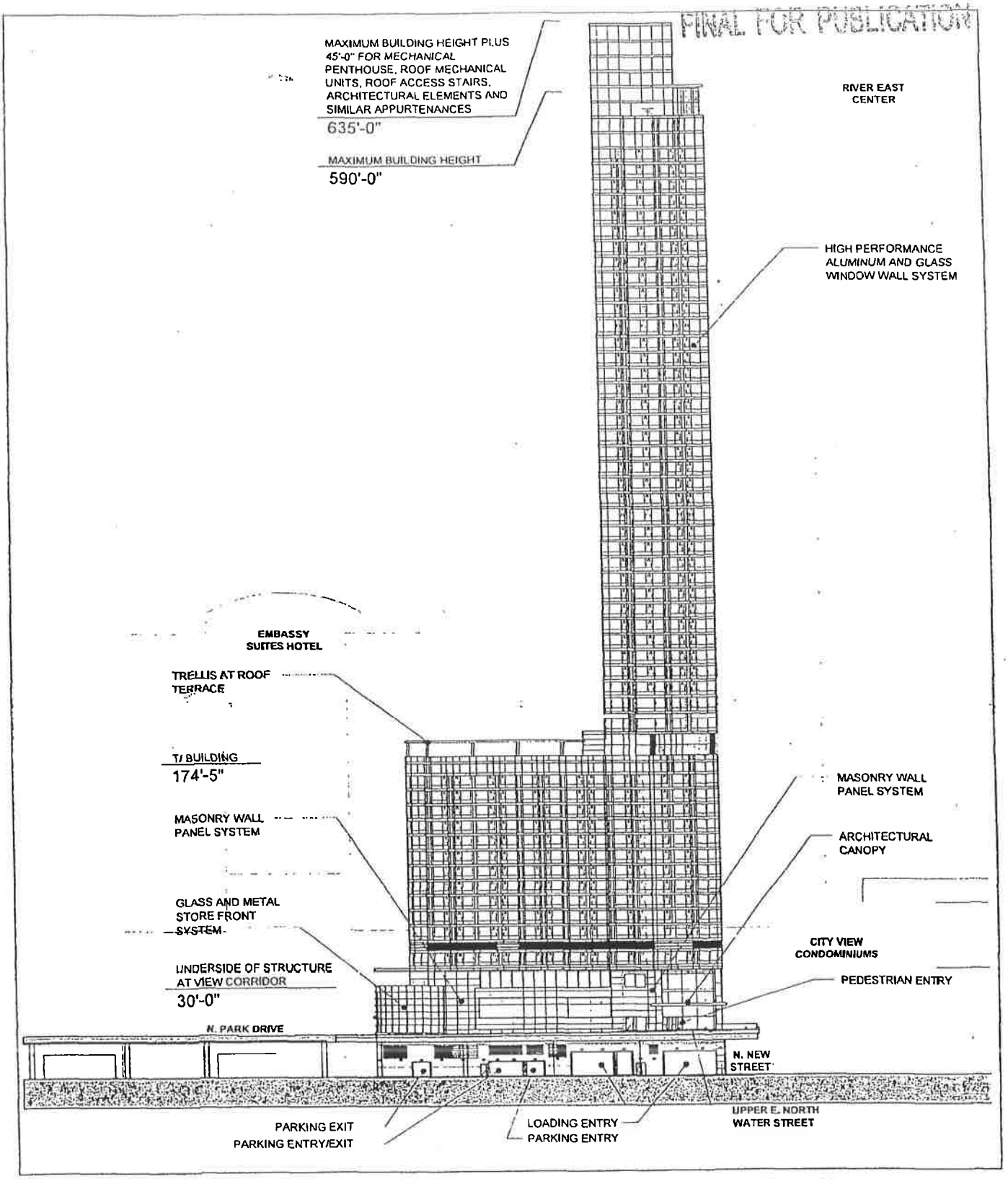

SOUTH ELEVATION

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Date: May 24, 2012
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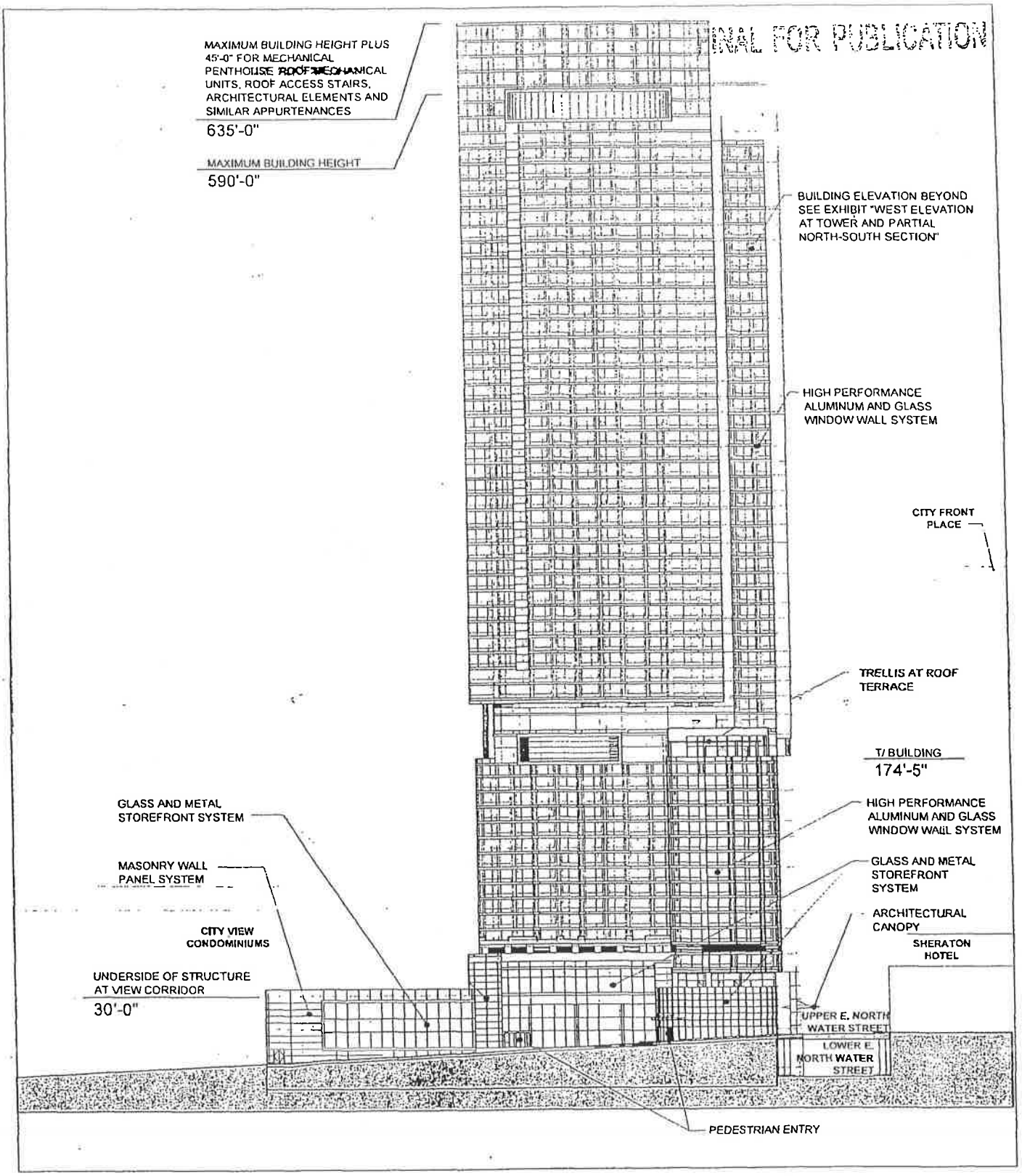

0' 40 80'

WEST ELEVATION AT NORTH PARK DRIVE

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Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
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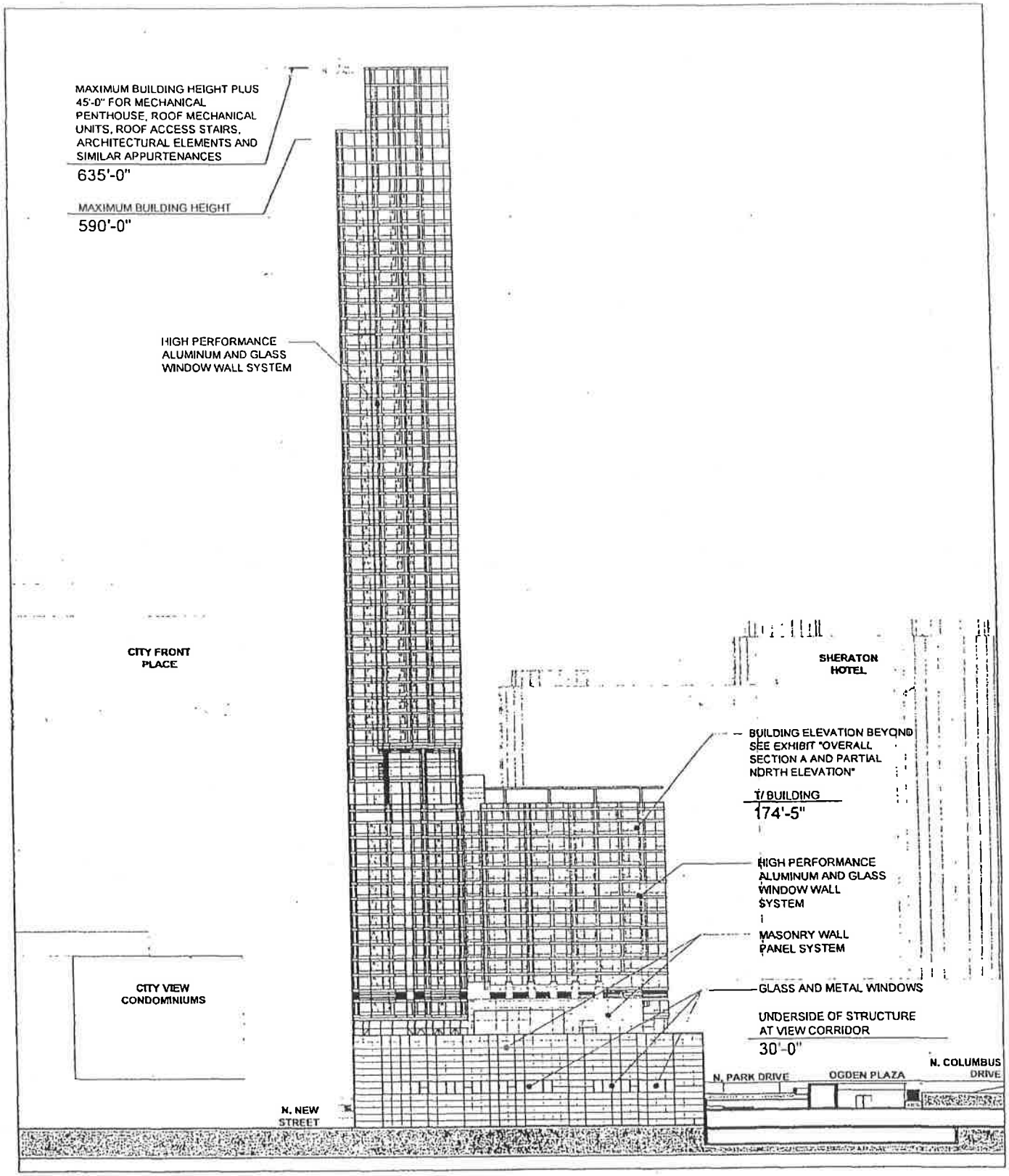

NORTH ELEVATION

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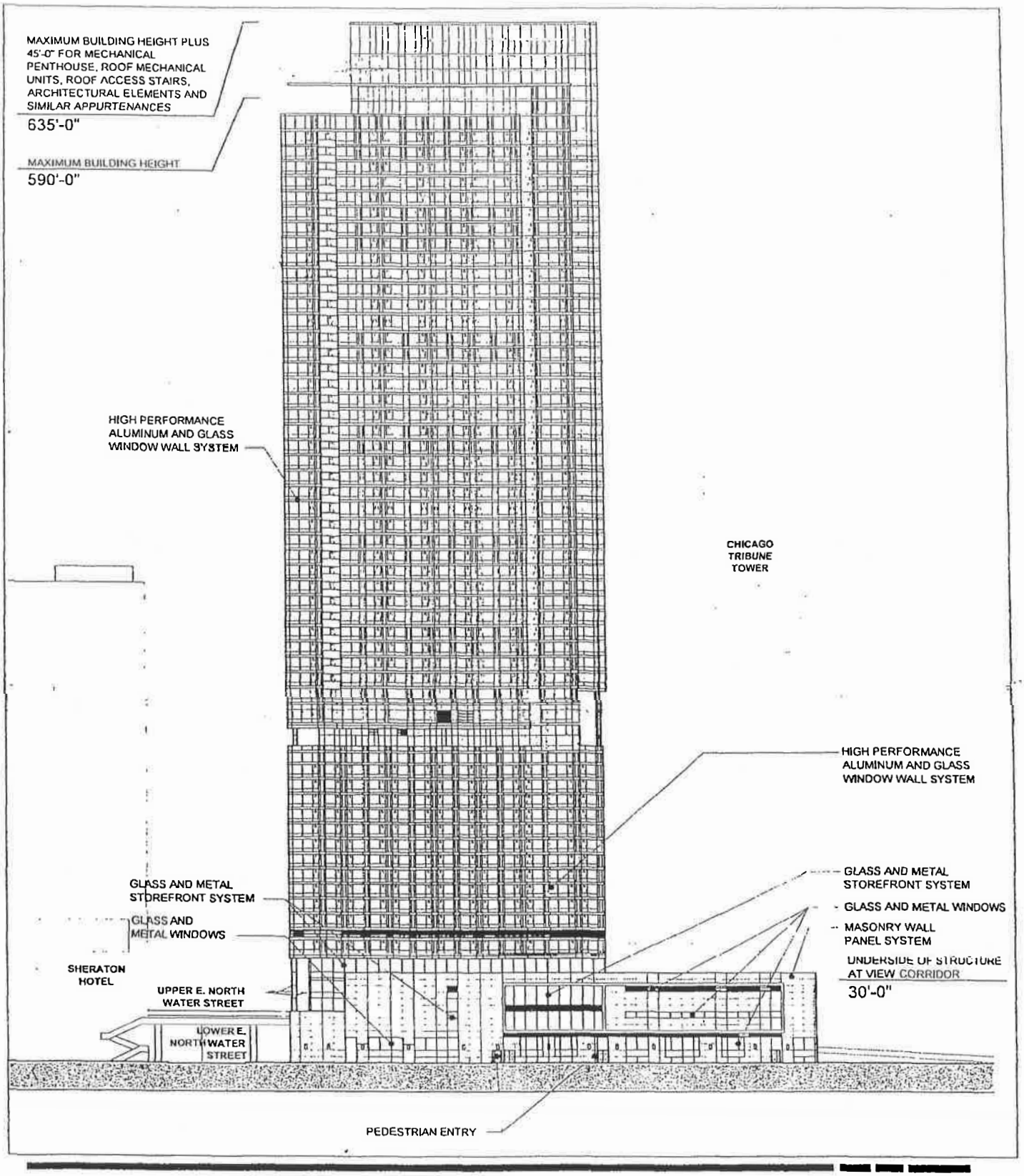

EAST ELEVATION

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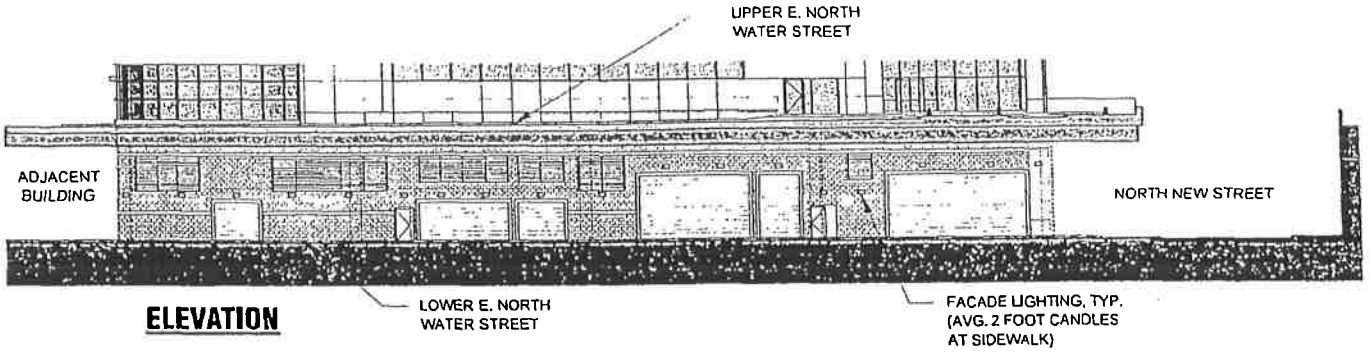
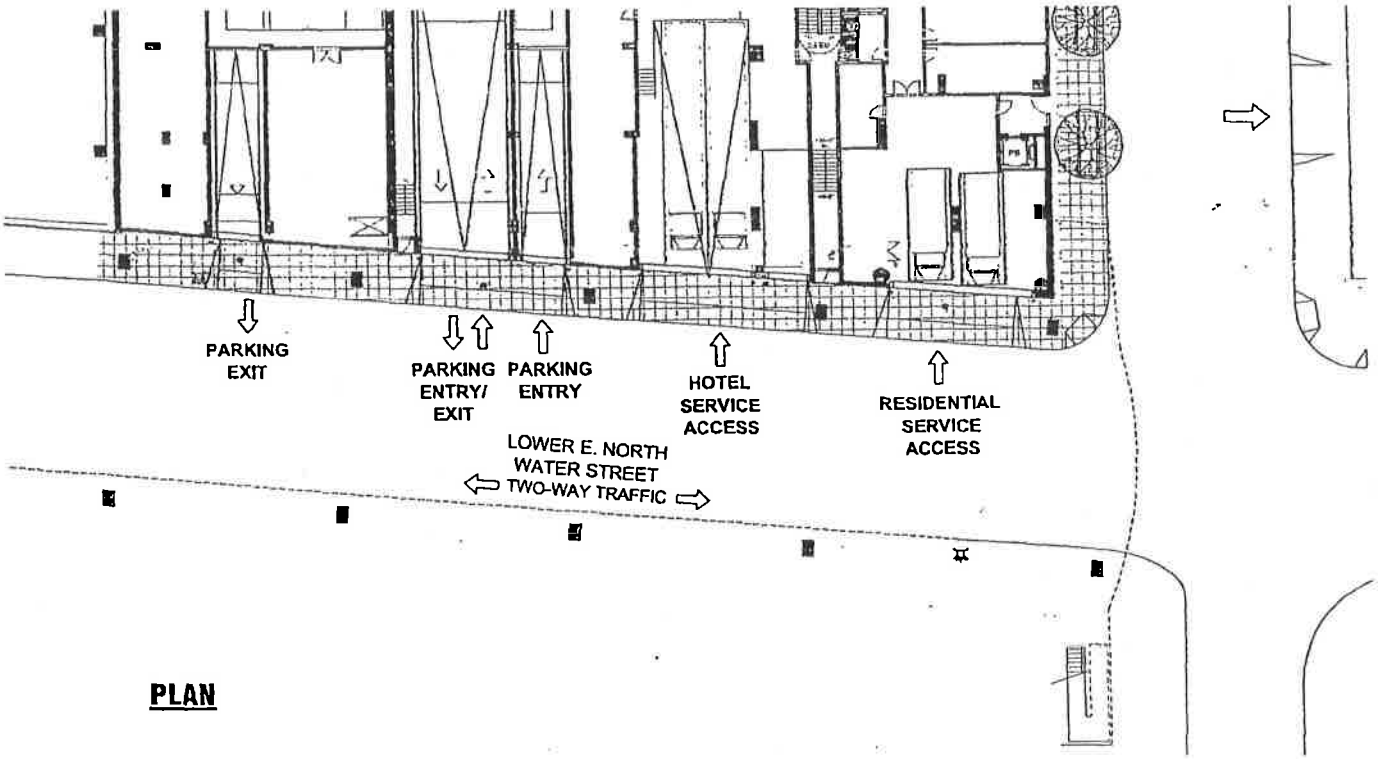


ELEVATION



PLAN

PROPOSED LOWER E. NORTH WATER STREET PLAN & ELEVATION WITH LIGHTING CONCEPT

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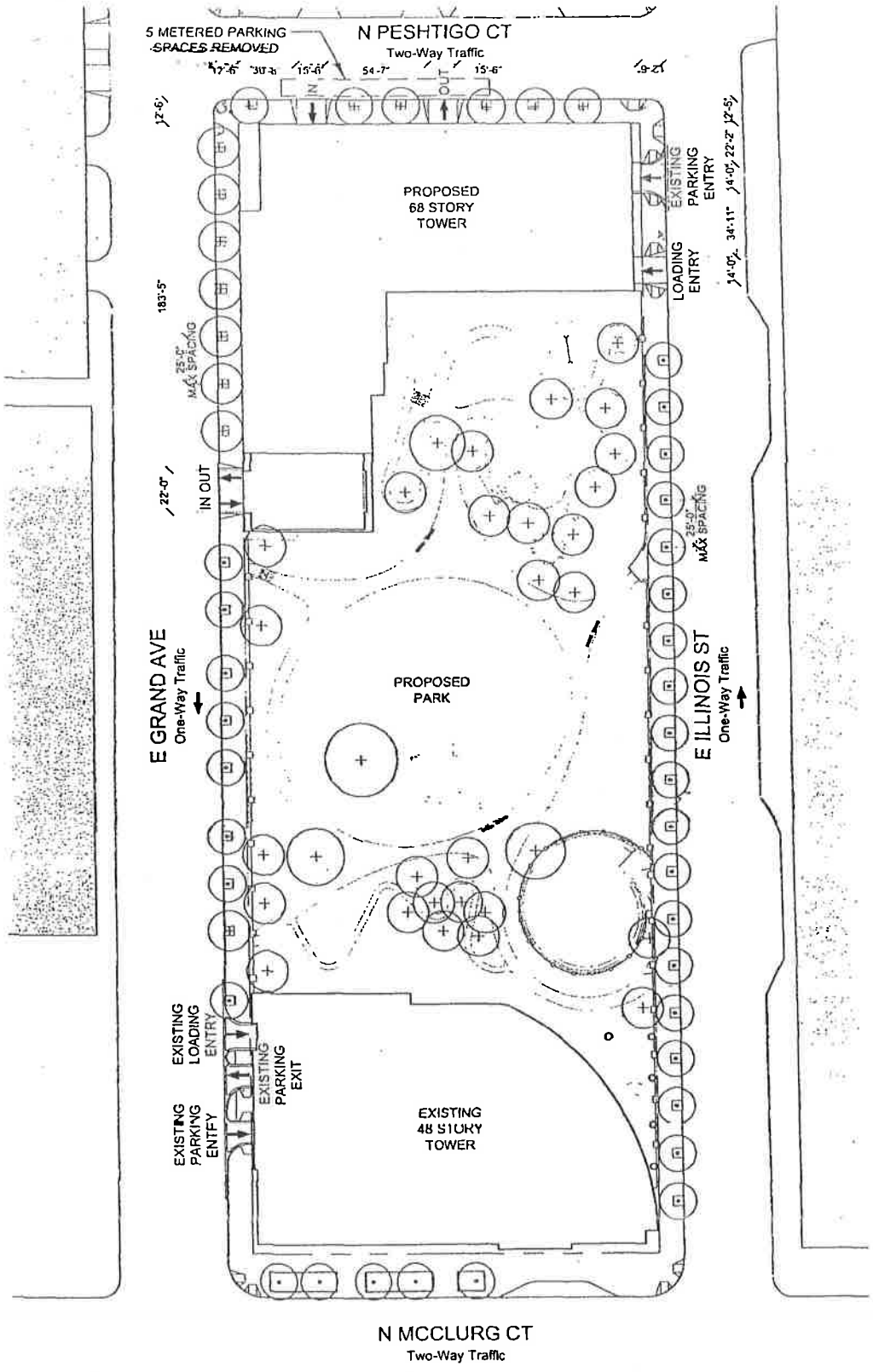

Applicant RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: December 18, 2014

SITE PLAN

SCALE: NTS

N

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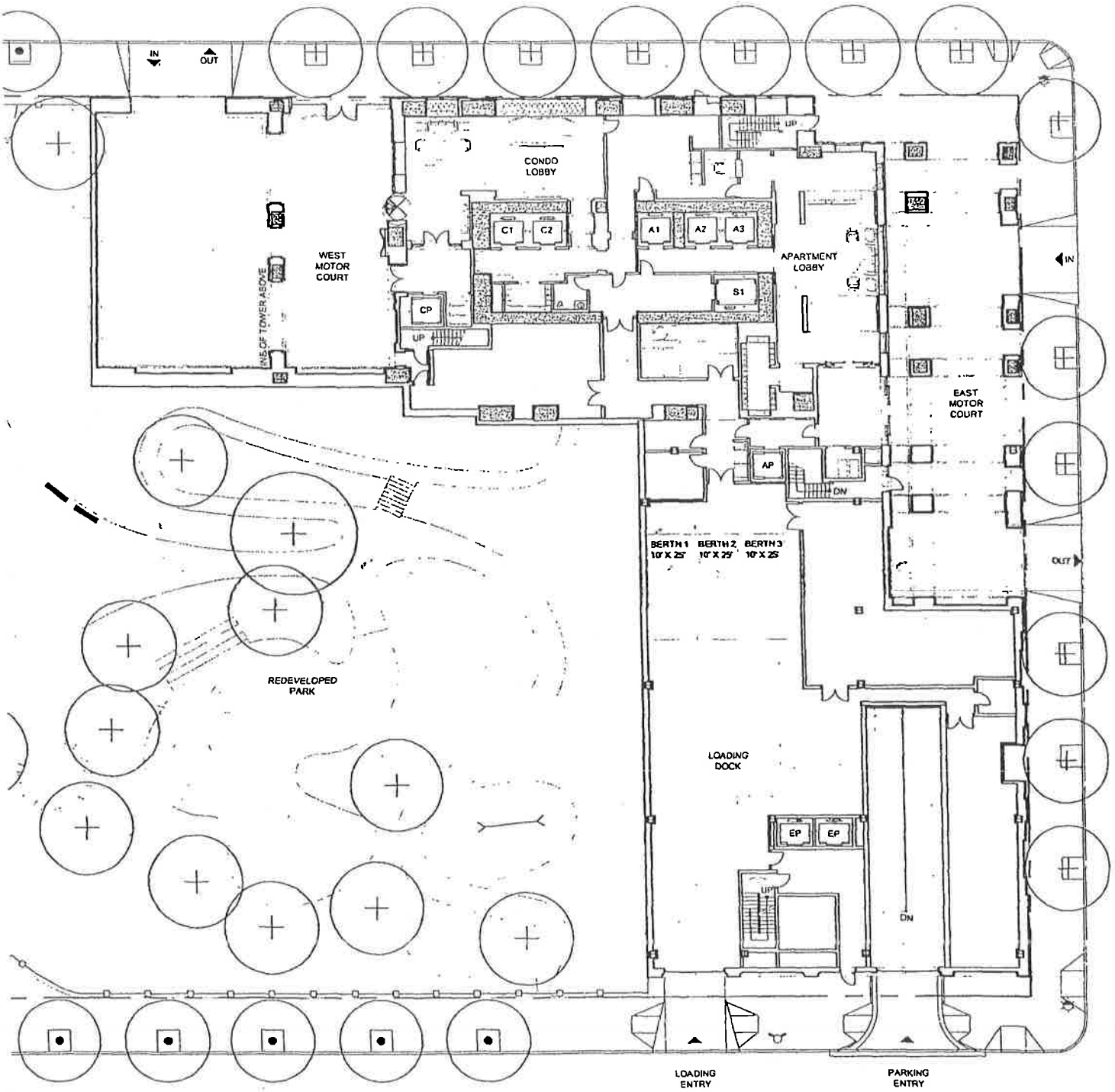

icant. RMW Streeterville, LLC
ress: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: December 18, 2014

GROUND FLOOR

SCALE: 1/32"=1'-0"

N

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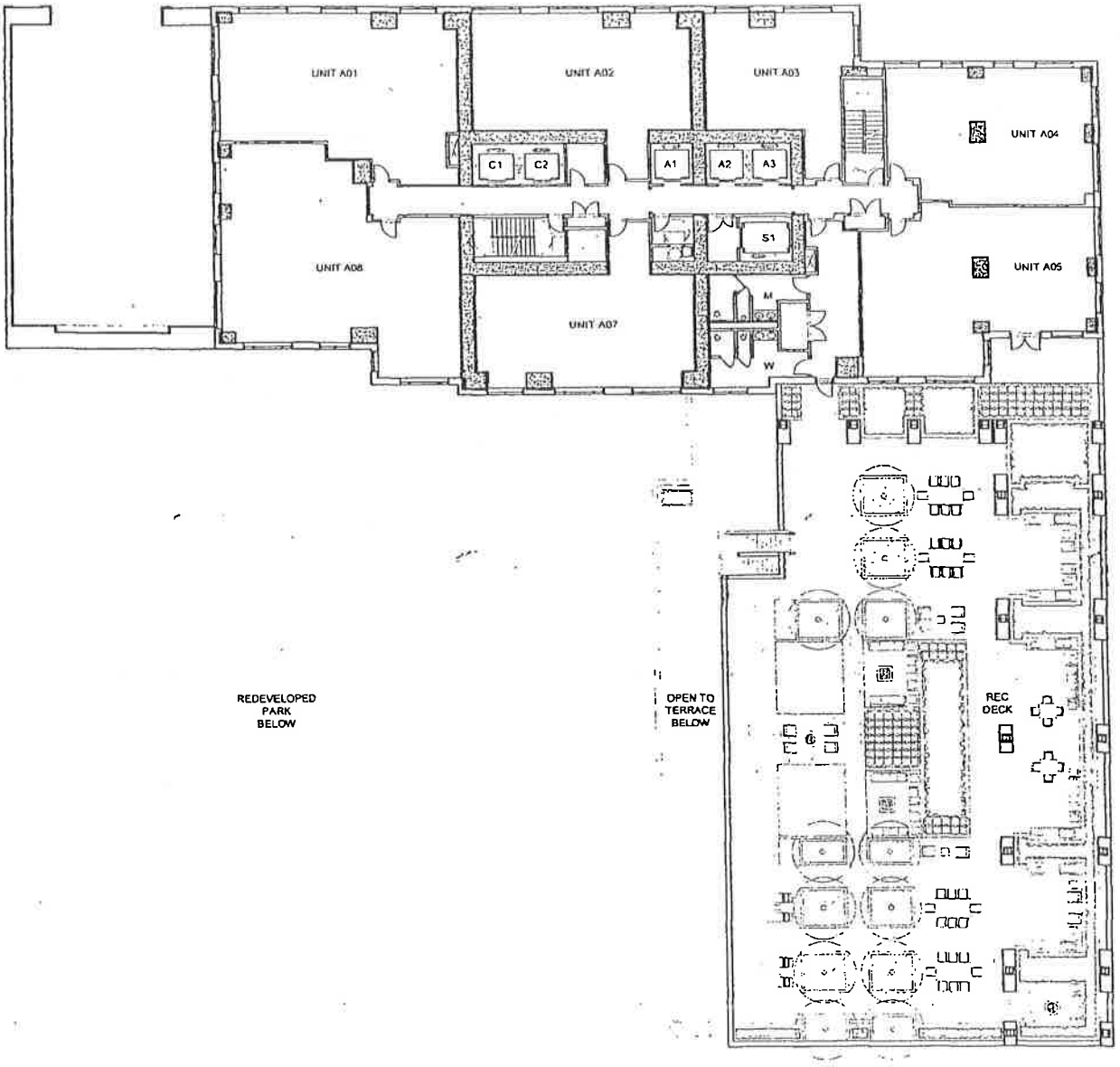

Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: December 18, 2014

REC DECK LEVEL +44'

SCALE: 1/32"=1'-0"

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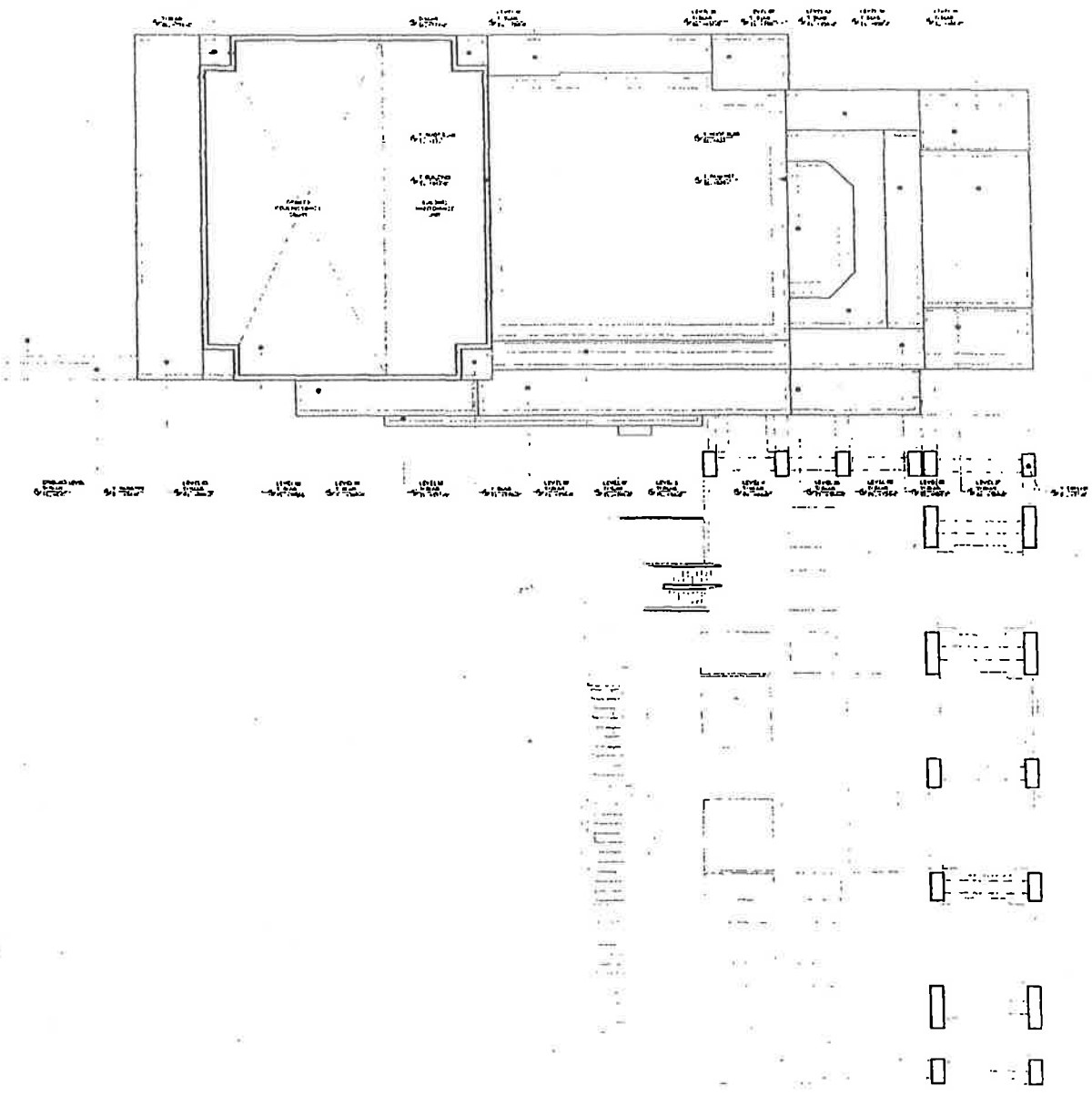

GREEN ROOF CALCULATION FOR TOWER

TOTAL GROSS AREA OF ROOF = 21,325 SF

NET AREA OF ROOF = 16,589 SF

TOTAL AREA OF GREEN ROOF PROVIDED ON TOWER = 5,805 SF
(FOR GARAGE GREEN ROOF, SEE LANDSCAPE PLAN)

ficant: RMW Streeterville, LLC
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GREEN ROOF PLAN

SCALE: 1/32"=1'-0"

N

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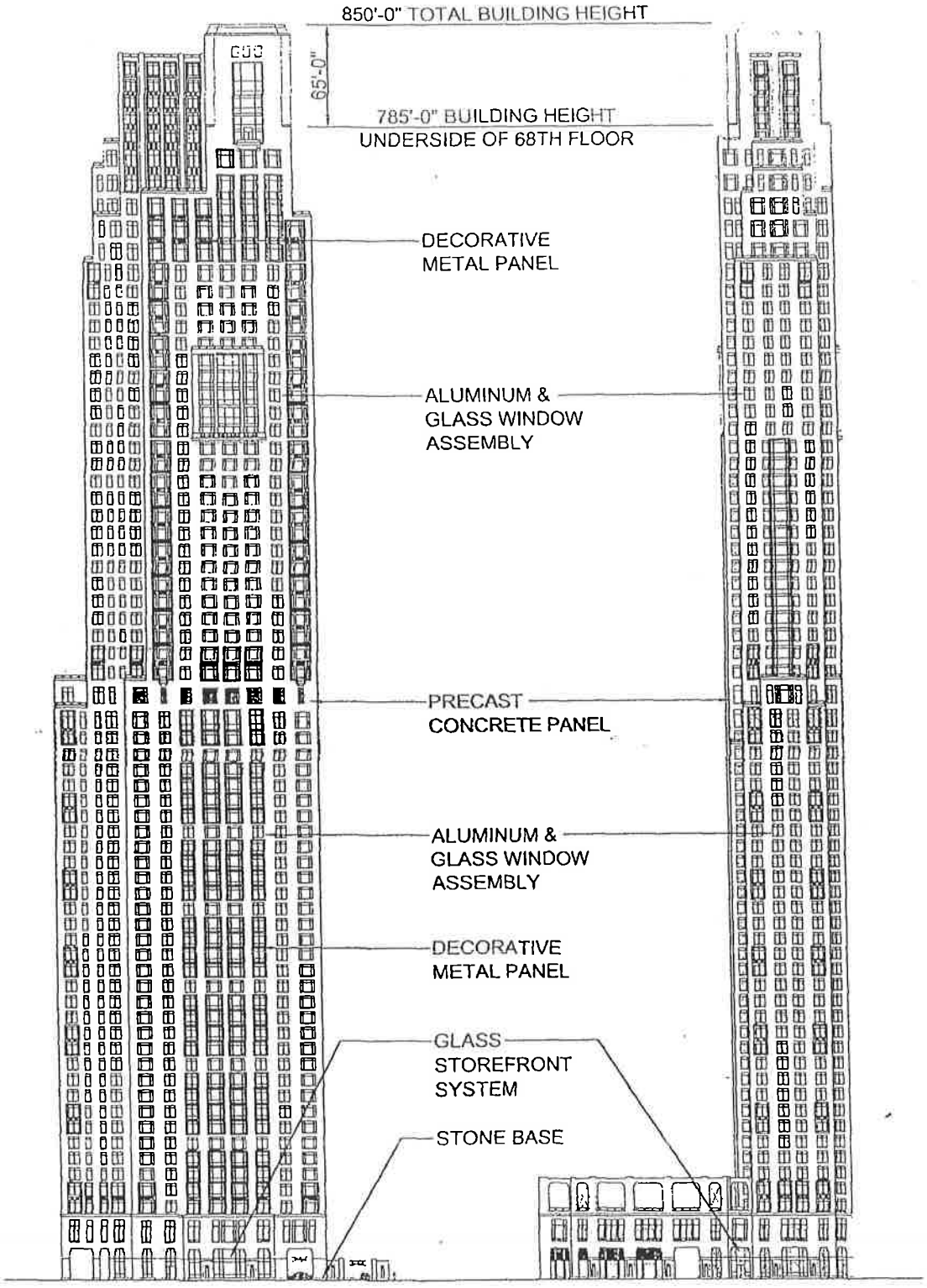
NORTH

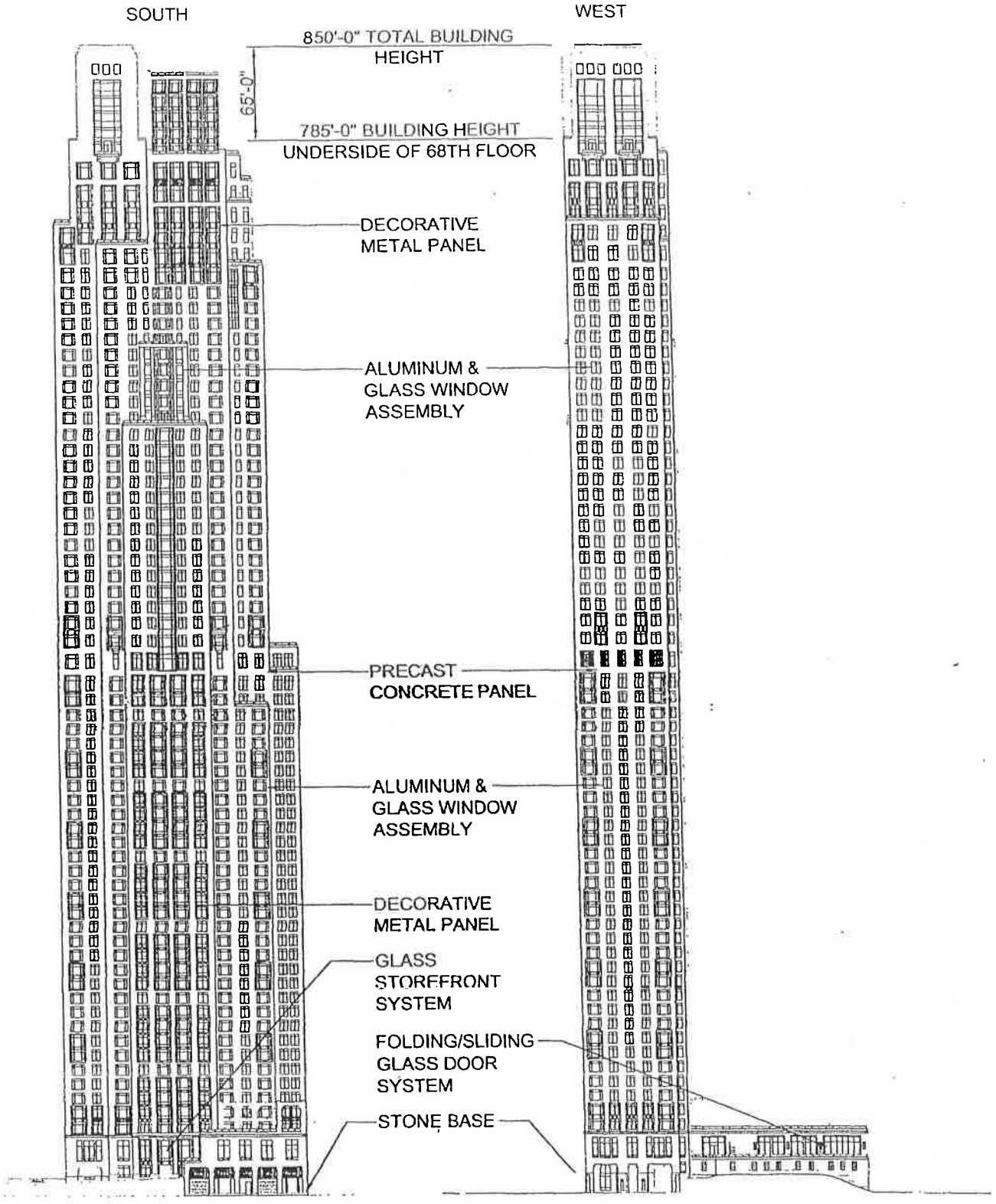
EAST



Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission December 18, 2014

NORTH & EAST ELEVATIONS

SCALE: 1"=100'-0"



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Introduction Date: September 10, 2014
Plan Commission: December 18, 2014

SOUTH & WEST ELEVATIONS

SCALE: 1"=100'-0"

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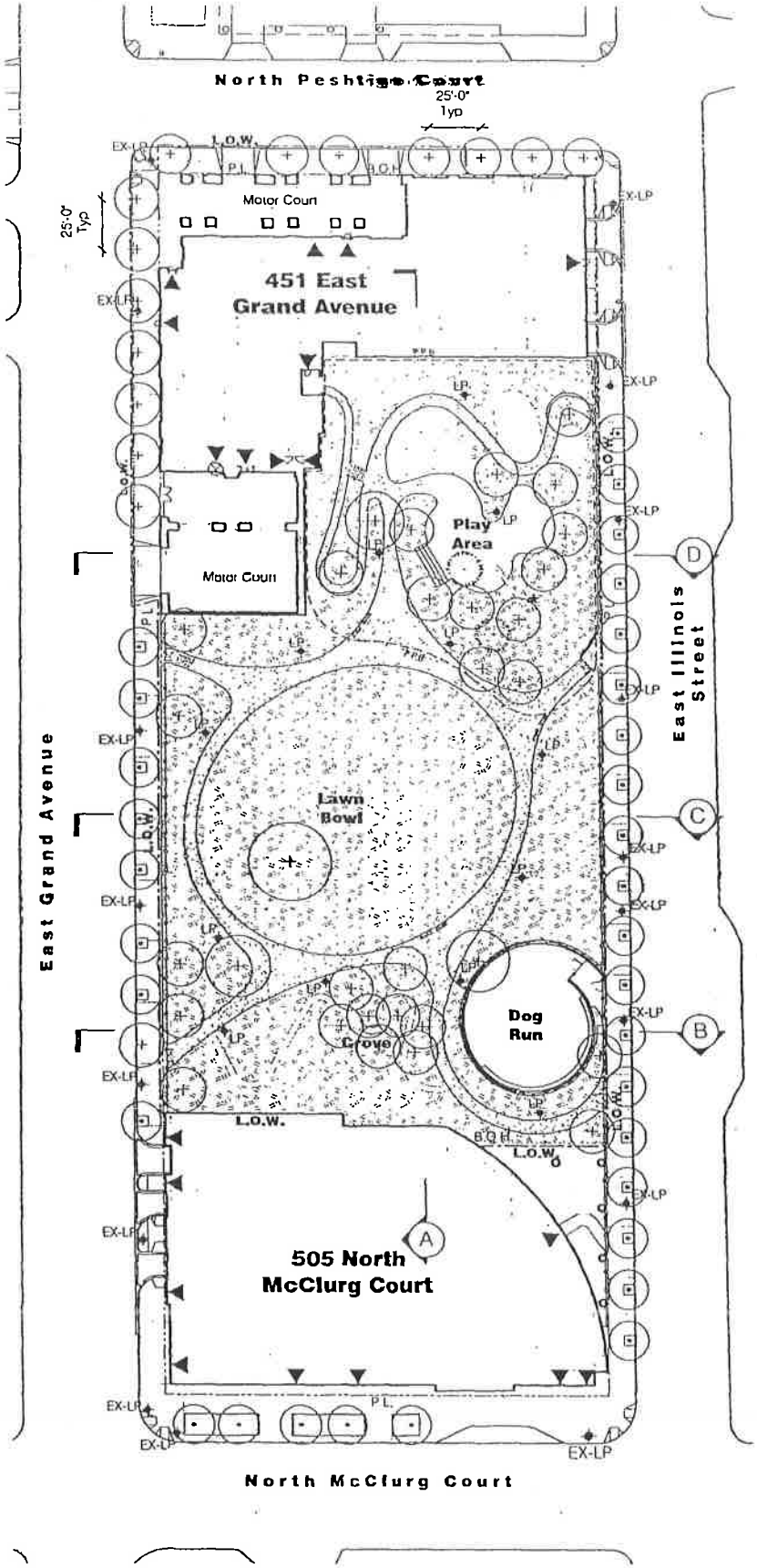

Landscape Plan Legend

- L.O.W. — Limit of Work
- P.L. — Property Line
- B.O.H. — Building Overhang
- PPB — Pocket Park Boundary
- 4'H Metal Fence
- 4'H Metal Gate
- Dog Run Chain Link Fence
- Dog Run Chain Link Gate
- Building Entry
- Play Equipment - Slide
- Steps
- Bike Racks
- EX-LP — Existing Light Pole
- LP — Light Pole
- Bleacher Seating
- Bench Seating
- Asphalt Pavement, <5% Slope
- Concrete Pavement
- Decomposed Granite Pavement
- Play Mulch
- Lawn
- Existing Street Tree
- Proposed Deciduous Tree (48 Trees)
- Proposed Coniferous Tree (2 Trees)

Landscape Information

Total Site Area: 70,250 SF
Landscape Area: 50,950 SF

0 40 80 160 feet

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Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: December 18, 2014

LANDSCAPE PLAN

SCALE: 1"=80'

N

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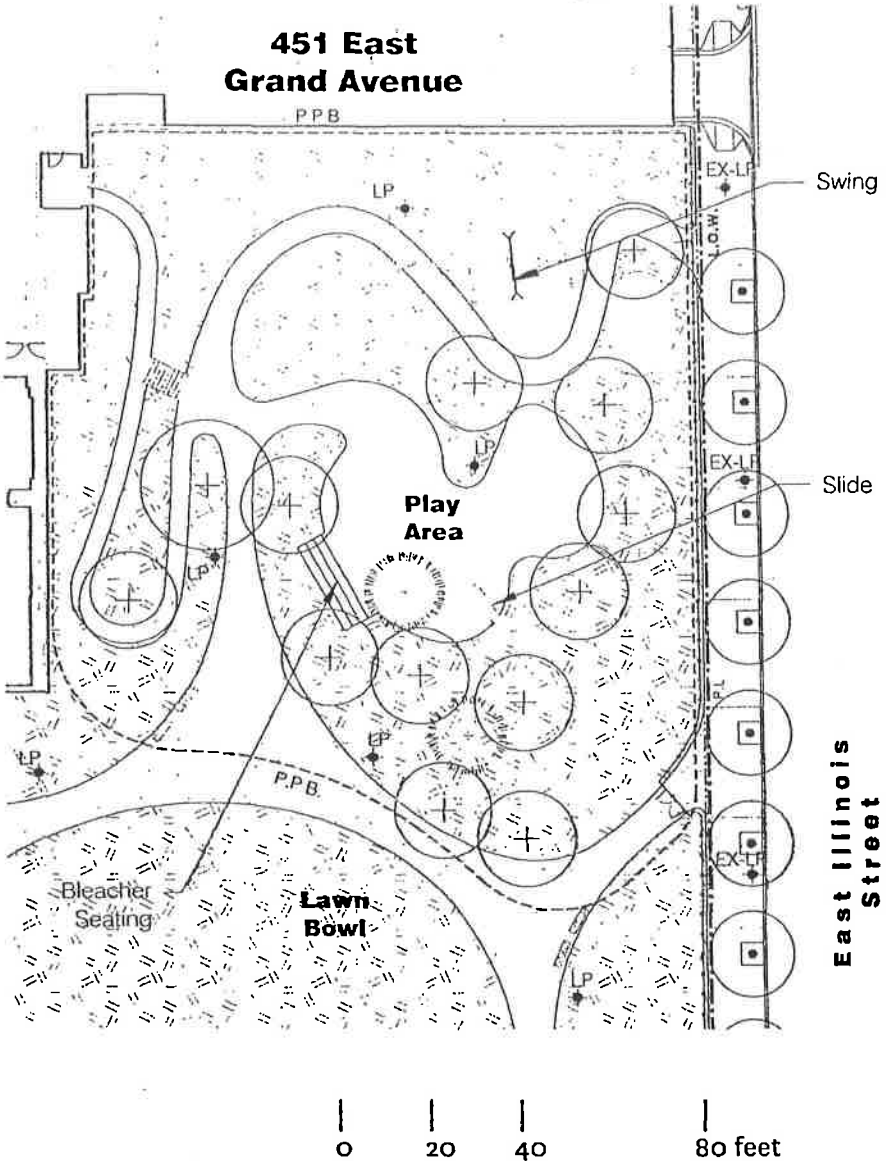

Pocket Park Legend

- L.O.W. — Limit of Work
- P.L. — Property Line
- BOH — Building Overhang
- PPB — Pocket Park Boundary
- 4'H Metal Fence
- 4'H Metal Gate
- Building Entry
- Steps
- Bike Racks
- EX-LP — Existing Light Pole
- LP — Light Pole
- Bench Seating
- Asphalt Pavement, <5% Slope
- Concrete Pavement
- Decomposed Granite Pavement
- Play Mulch
- Lawn
- Existing Street Tree
- Proposed Deciduous Tree (13 Trees)
- Proposed Coniferous Tree (2 Trees)

Pocket Park Information

Size: 20,608 SF
Landscape Area: 13,300 SF (64%)
Tree Quantity: 15
Seating: 100 LF
Perimeter: 575 LF
Street Frontage: 154 LF (27% of Perimeter)
Length: 160 LF
Width: 140 LF

Design Description

Containing a series of interconnected play areas for children of all ages and their families, the pocket park along E. Illinois Street will be an amenity for residents of the Streeterville neighborhood and for visitors. Conventional play equipment including swings and a slide will be coupled with opportunities for sensory play that engages children with the nature that surrounds the play area. Some areas will have topography to encourage different ways to play, while bleacher-style seating will provide a place for all to stop and rest or to gather groups together for more structured activities. Planting is integrated to provide seasonal interest and shade.

olicant: RMW Streeterville, LLC
dress: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: December 18, 2014

POCKET PARK LANDSCAPE PLAN

SCALE: 1"=40'

N

Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
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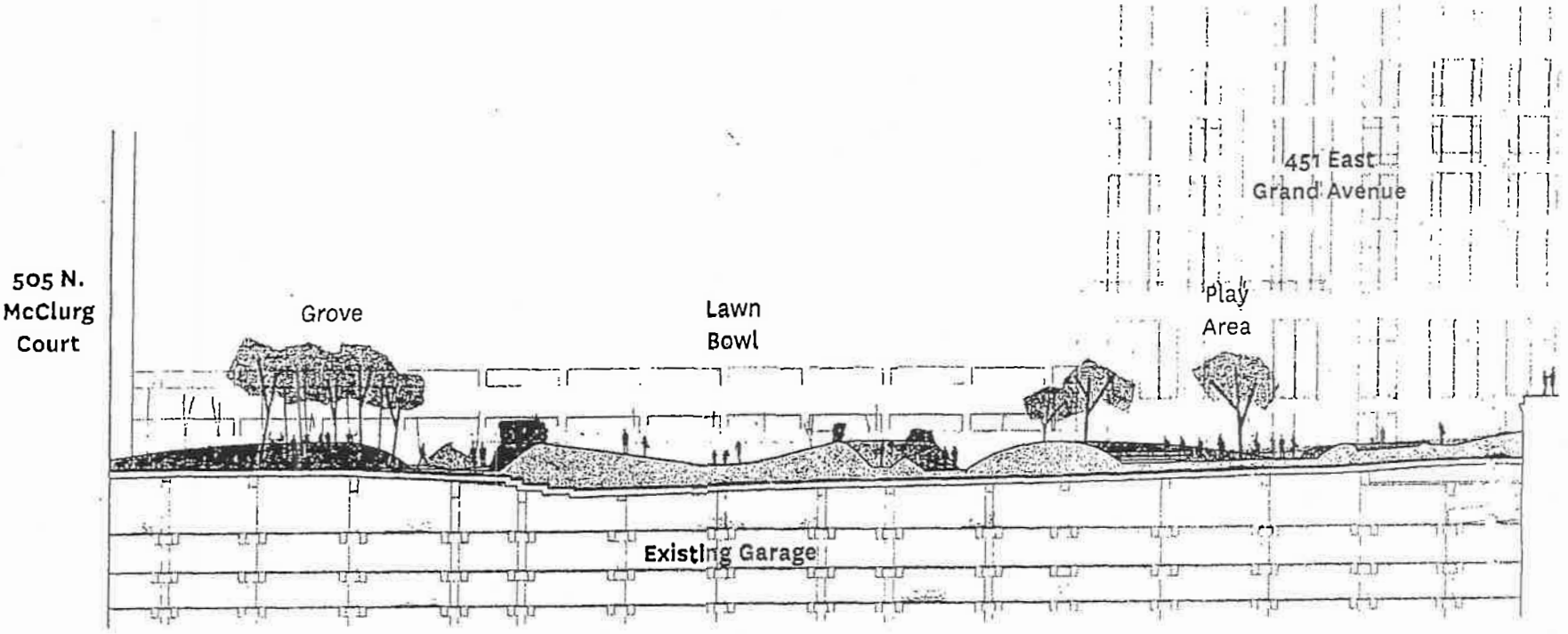
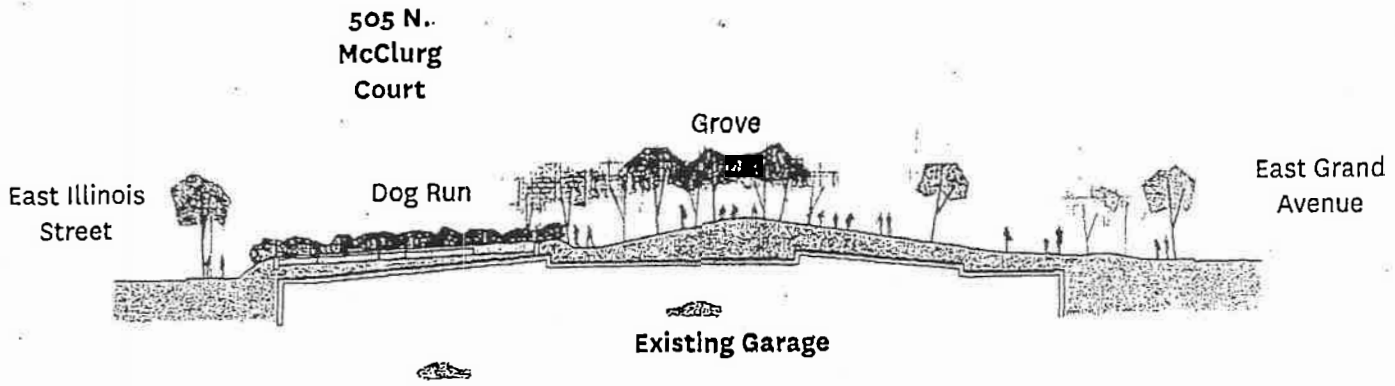


A - Section



B - Section

0 20 40 80 feet

LANDSCAPE SECTIONS

SCALE: 1" = 40'

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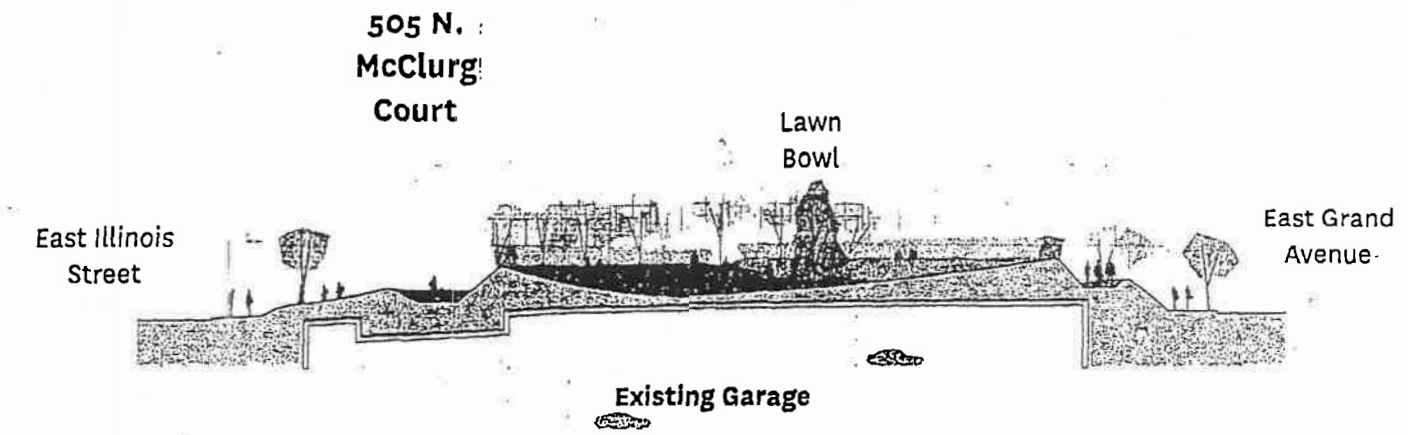
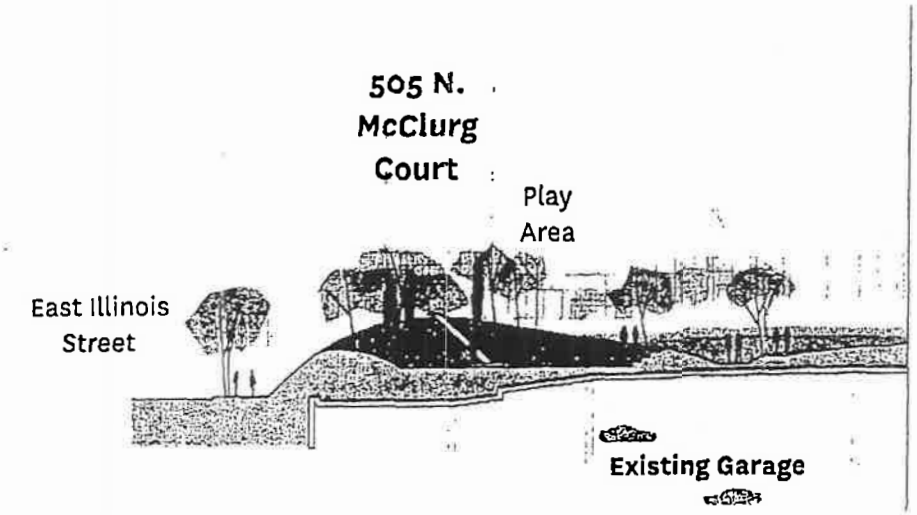
Introduction Date: September 10, 2014
Plan Commission: December 18, 2014



C - Section



D - Section

LANDSCAPE SECTIONS

SCALE: 1" = 40'

0 20 40 80 feet

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LIST OF POSSIBLE TREE SPECIES

Shade Trees

Scientific Name	Common Name
Quercus robur 'Pyramich'	Skymaster English Oak
Acer campestre	Hedge Maple
Acer ginnala	Amur Maple
Acer saccharum 'Fall Fiesta'	Fall Fiesta Sugar Maple
Aesculus hippocastanum 'Baumannii'	Baumann Horsechestnut
Aesculus octandra	Yellow Buckeye
Carpinus caroliniana	American Hornbeam
Catalpa ovata	Chinese Catalpa
Catalpa speciosa	Northern Catalpa
Celtis laevigata	Sugarberry
Celtis occidentalis 'Chicagoland'	Chicagoland Hackberry
Cladrastis kentukea	American Yellowood
Fagus grandifolia	American Beech
Fagus sylvatica 'Purpurea'	Copper Beech
Ginkgo biloba	Ginkgo (Male Only)
Ginkgo biloba 'Magyar'	Magyar Ginkgo
Gleditsia triacanthos var. inermis 'Skyline'	Skyline Honeylocust
Gymnocladus dioicus	Kentucky Coffeetree
Nyssa sylvatica	Black Gum, Tupelo
Platanus occidentalis	American Sycamore
Platanus x acerifolia 'Morton Euclid'	Ovation London Planetree
Populus tremuloides	Quaking Aspen
Quercus bicolor	Swamp White Oak
Quercus 'Fastigiata' x *Q. bicolor* 'Long'	Regal Prince English Oak
Quercus macrocarpa	Bur Oak
Quercus prinus	Chesnut Oak
Quercus robur	English Oak
Robinia pseudoacacia 'Chicago Blues'	Chicago Blues Black Locust
Tilia americana	American Linden
Ulmus americana 'Princeton'	Princeton Elm
Zelkova serrata ' Musashino'	Village Green Japanese Zelkova

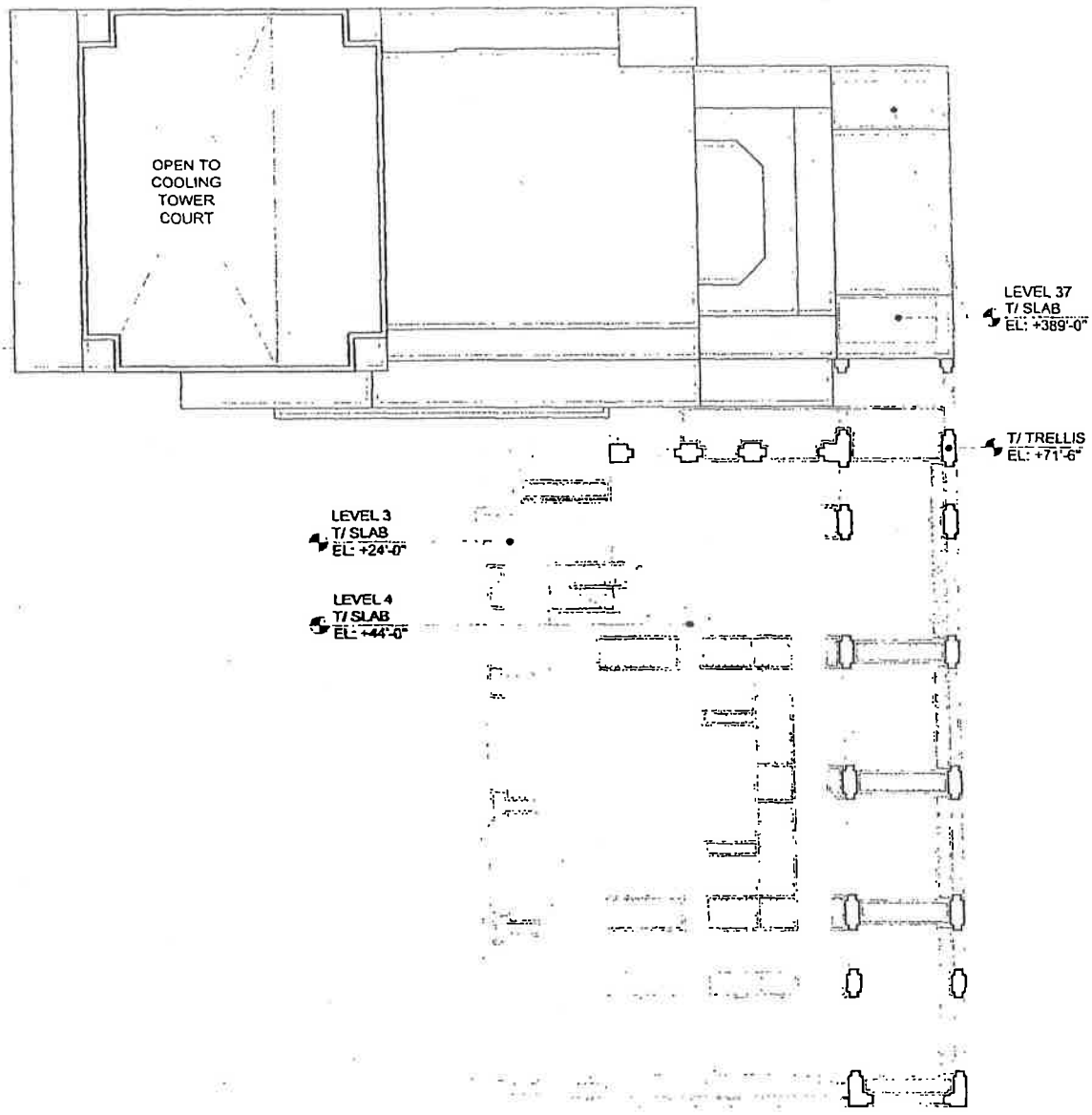
Coniferous Trees

Scientific Name	Common Name
Abies concolor	White Fir
Larix decidua	European Larch
Taxodium distichum	Baldcypress
Thuja occidentalis	Eastern Arborvitae

Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: December 18, 2014

LANDSCAPE PLANT LIST

FINAL FOR PUBLICATION



GREEN ROOF CALCULATION

TOTAL GROSS AREA OF ROOF = 21,325 SF

NET AREA OF ROOF = 16,589 SF

TOTAL AREA OF GREEN ROOF PROVIDED ON TOWER = 2,177 SF

RAINWATER HARVESTING WILL BE AN INTEGRAL PART OF PROJECT IRRIGATION. A SEPARATE RAINWATER COLLECTION TANK WILL BE PROVIDED AND WILL PROVIDE WATER FOR THE IRRIGATION OF THE AMENITY DECK LANDSCAPE.

GREEN ROOF PLAN

SCALE: 1/32"=1'-0"

N

Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: December 18, 2014

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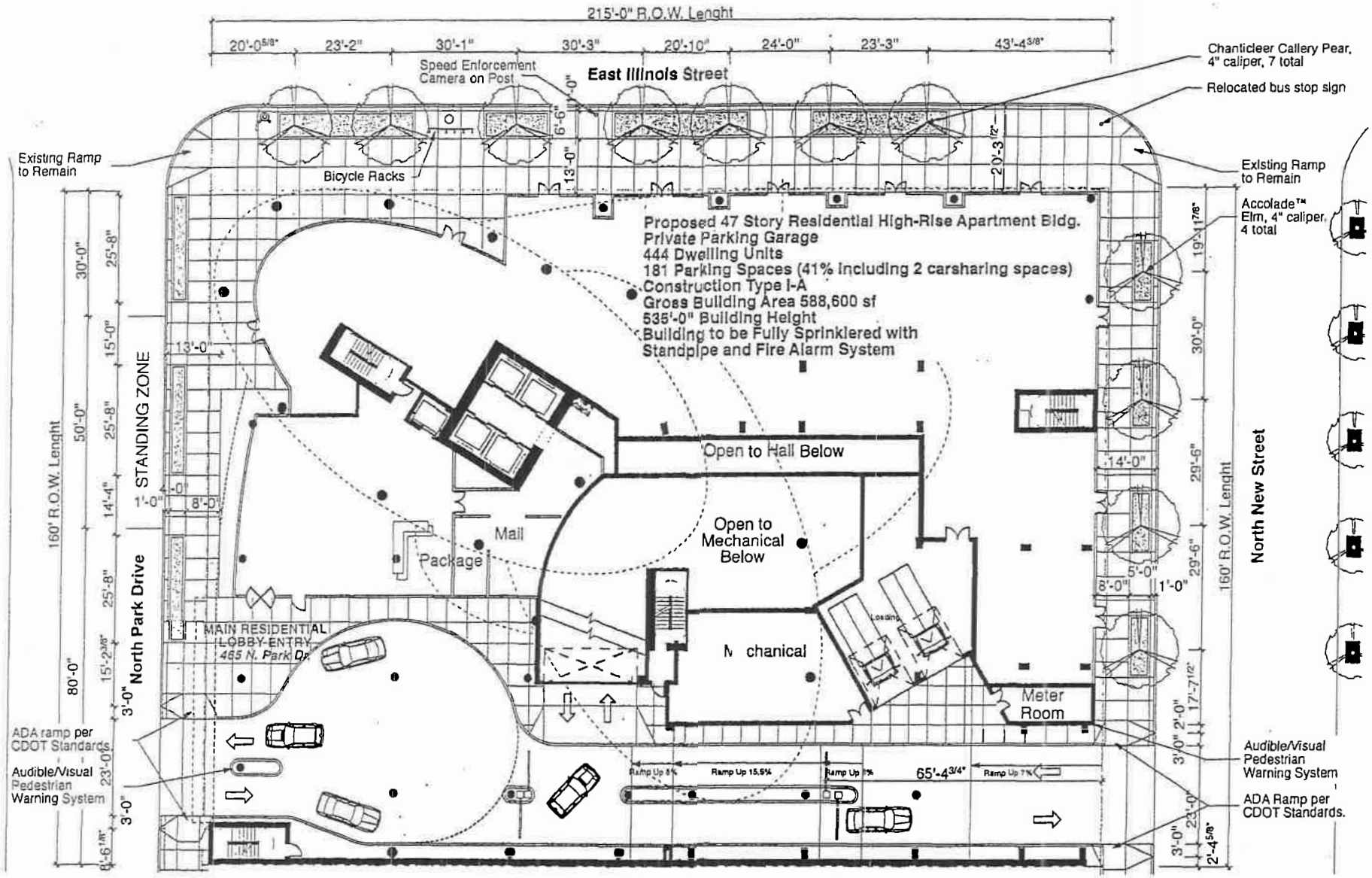
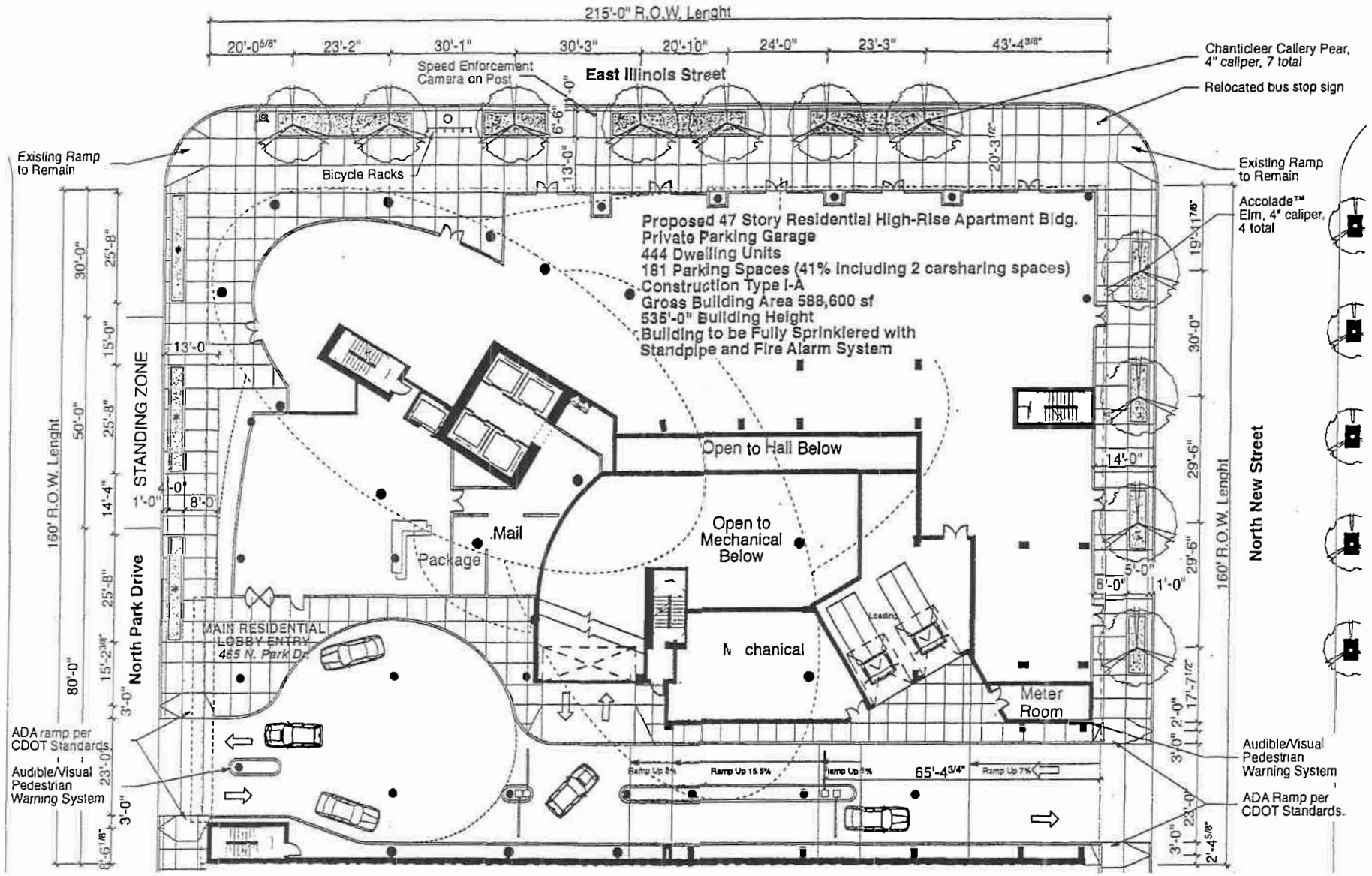


Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC Date: October 15th, 2015

Site Plan

N

FINAL FOR PUBLICATION

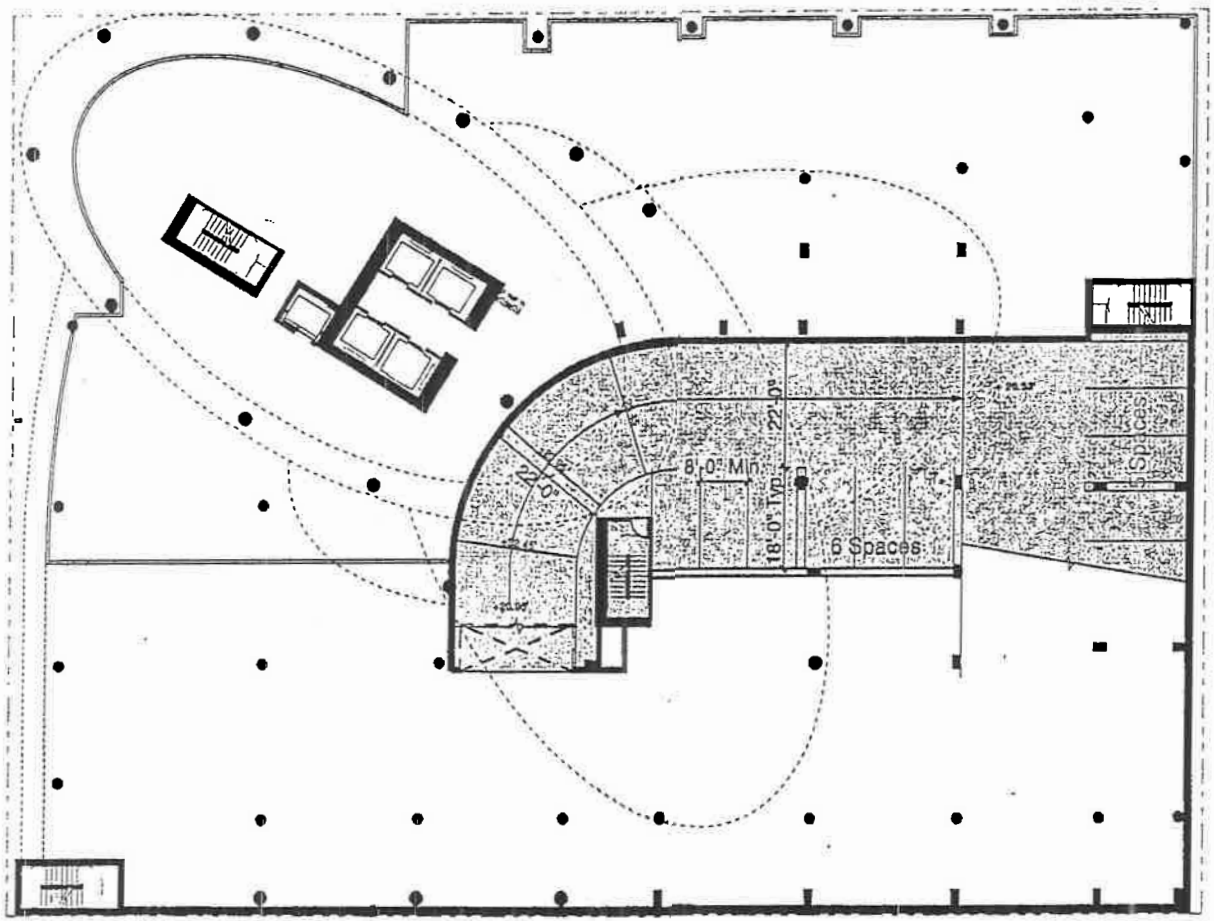


*Note: No Parkway Trees where Sidewalk in on Parking Structure

Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC Da' ctober 15th, 2015

Landscape Plan

FINAL FOR PUBLICATION



Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC Date: October 15th, 2015

Mezzanine Floor Plan

N

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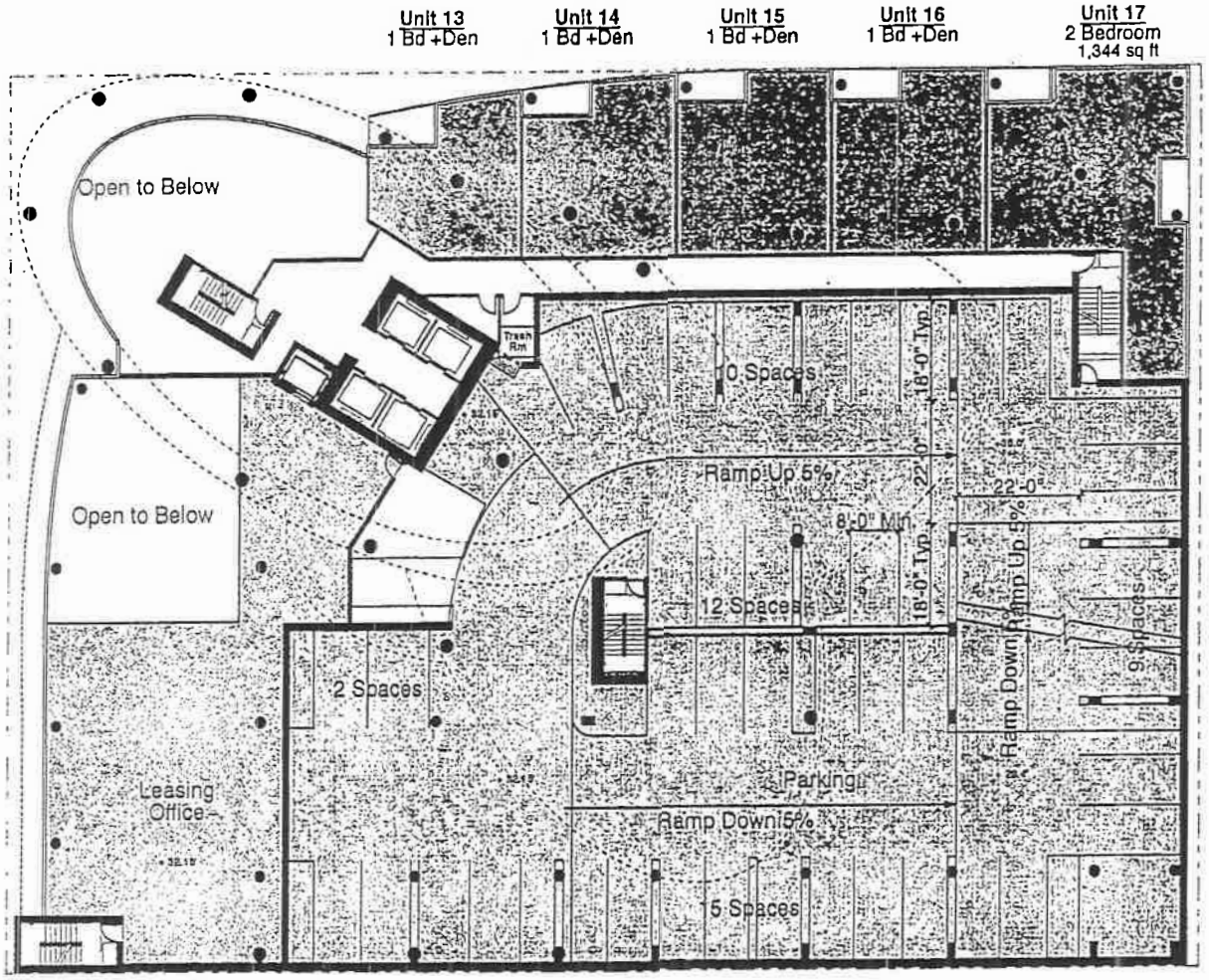
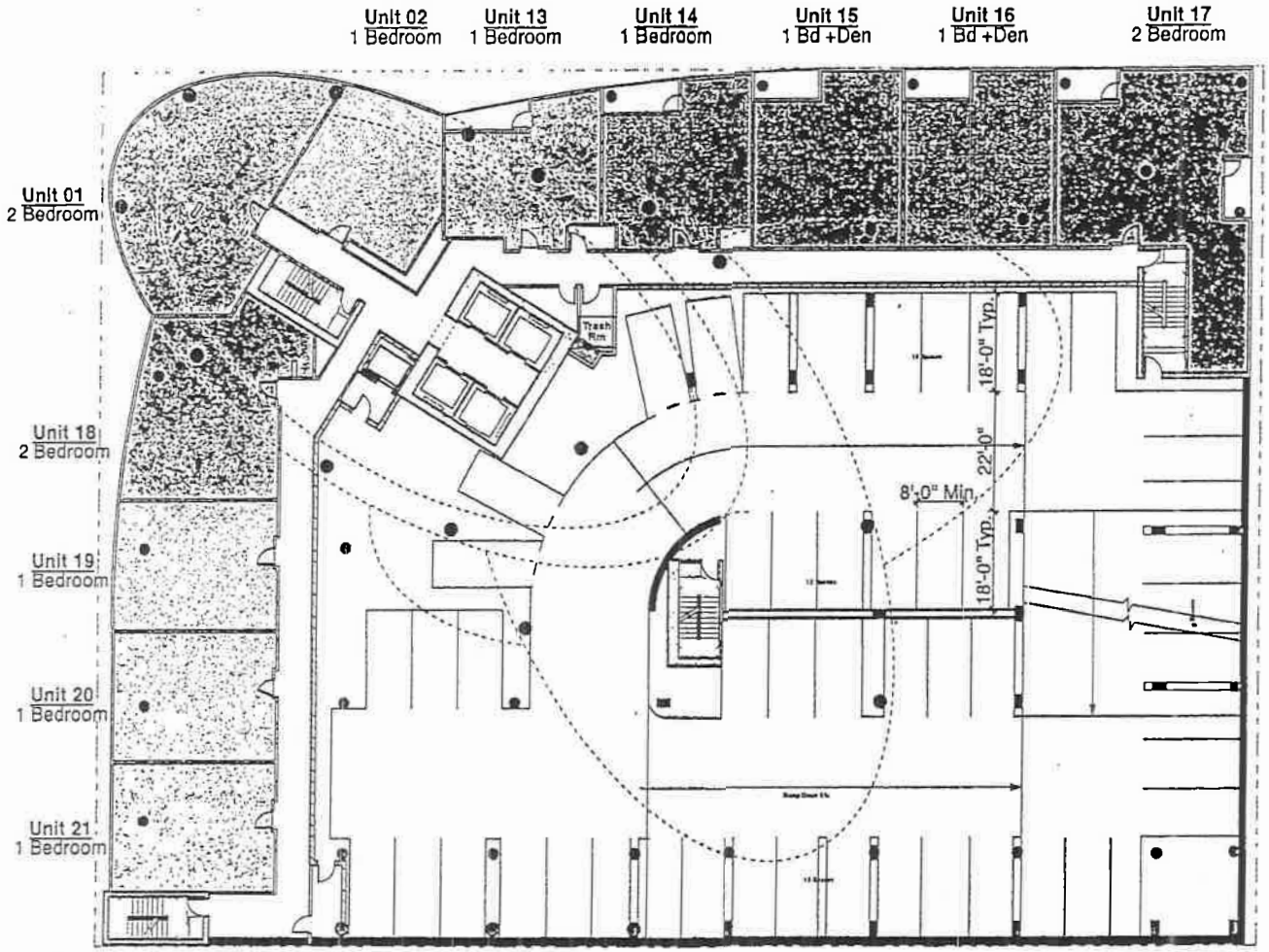


Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC D. October 15th, 2015

Second Floor Plan

N

FINAL FOR PUBLICATION

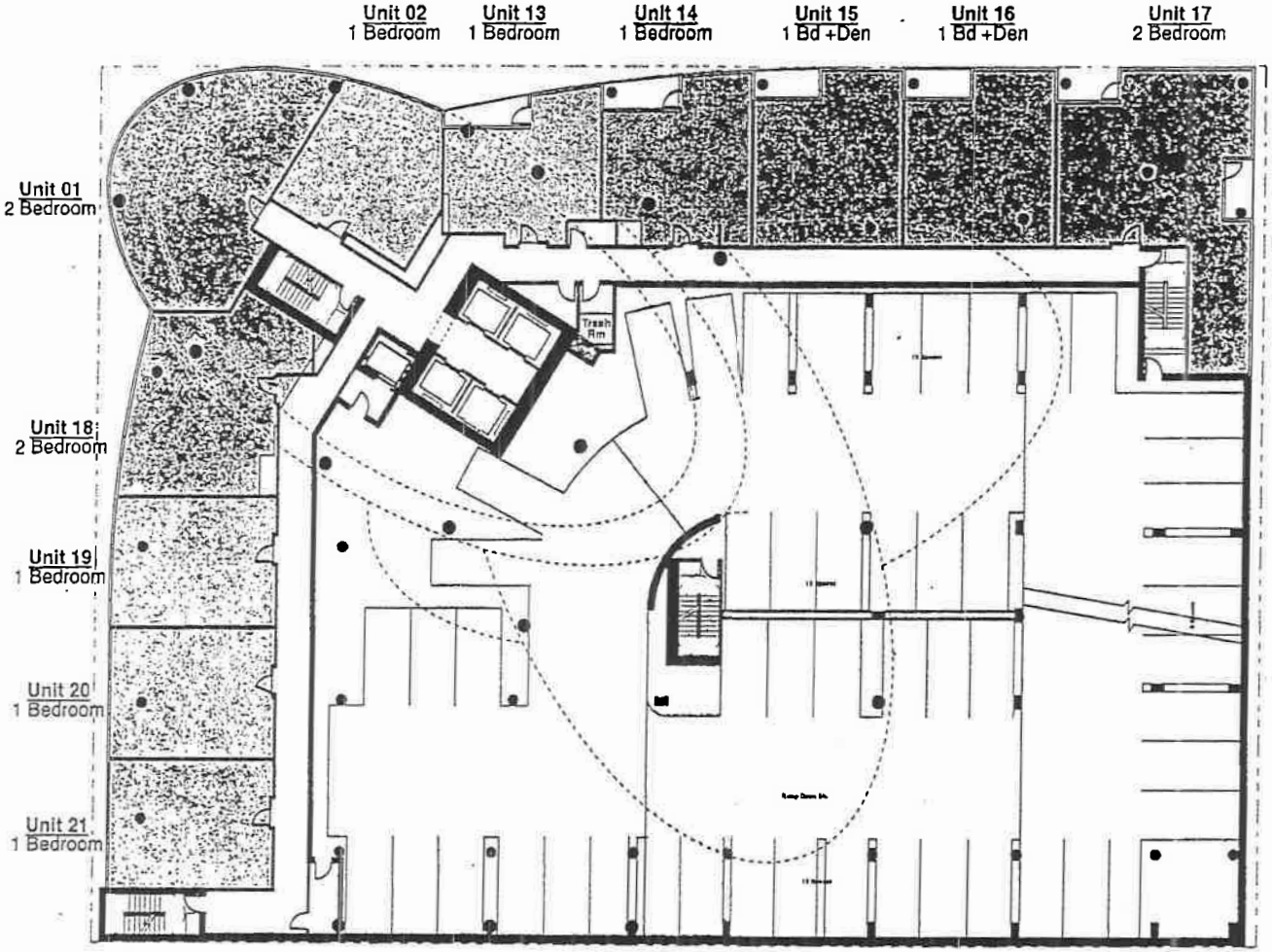


Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC Date: October 15th, 2015

Third Floor Plan

N

FINAL FOR PUBLICATION



Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC Date: October 15th, 2015

Fourth Floor Plan

N

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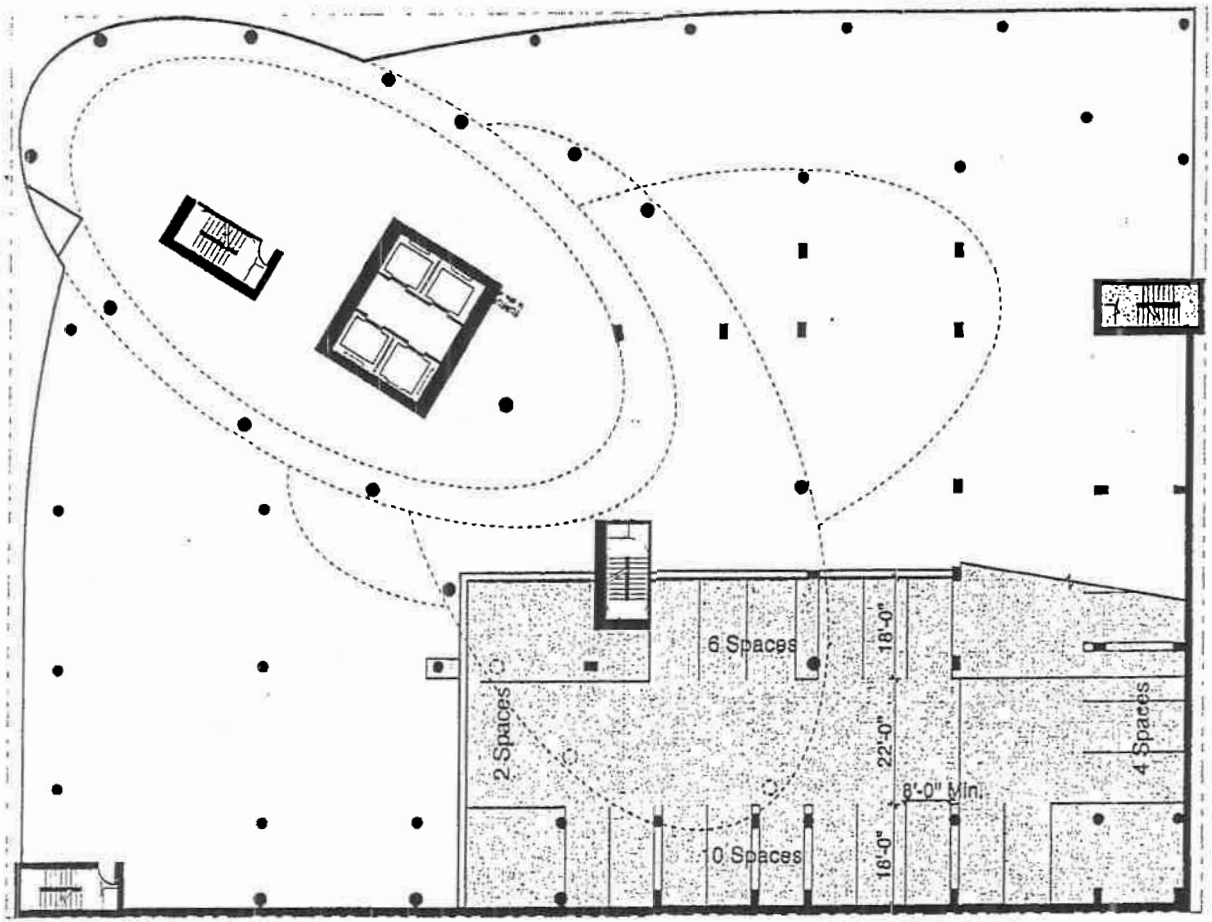


Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC Date: October 15th, 2015

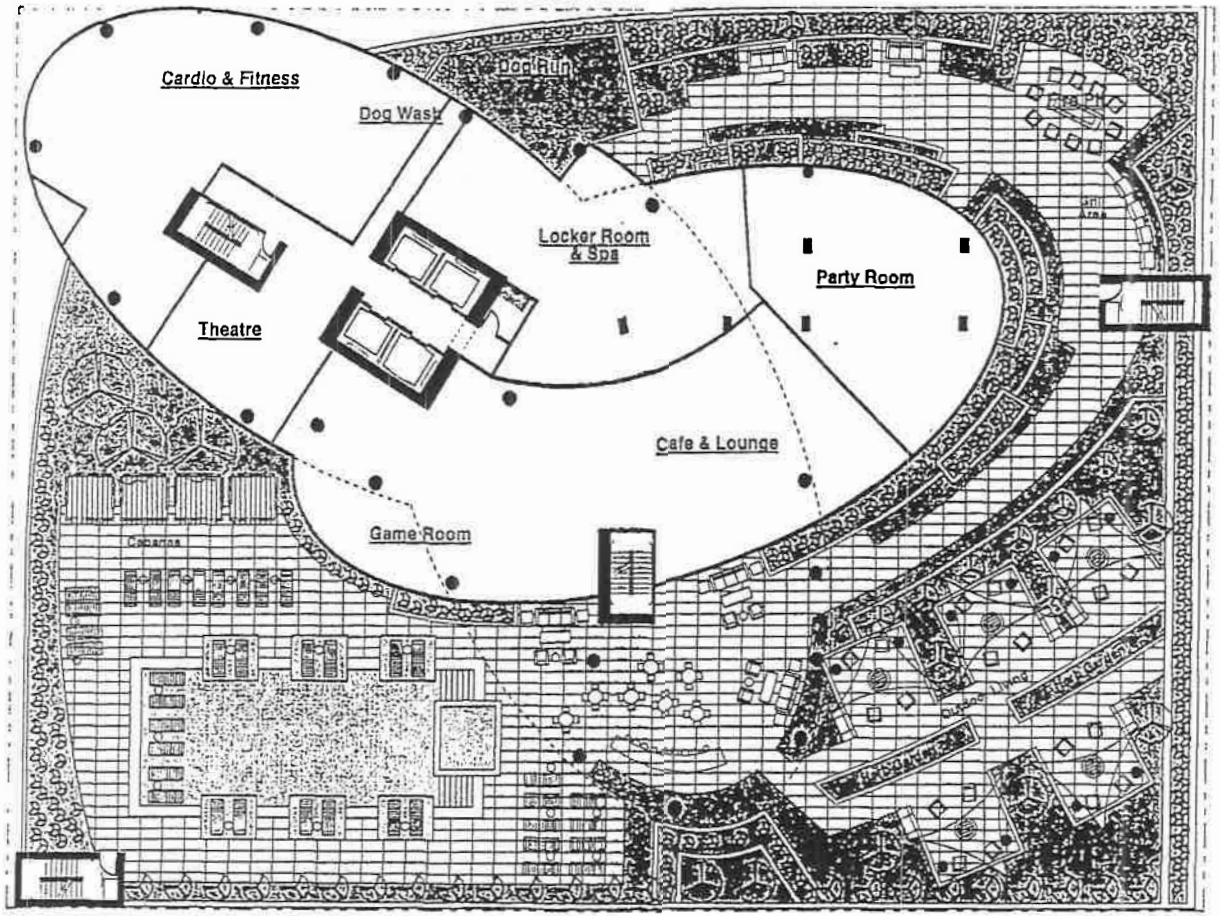
Fourth Floor Mezzanine Plan

N

FINAL FOR PUBLICATION

Denotes Hardscape Area

Denotes Landscaped Area



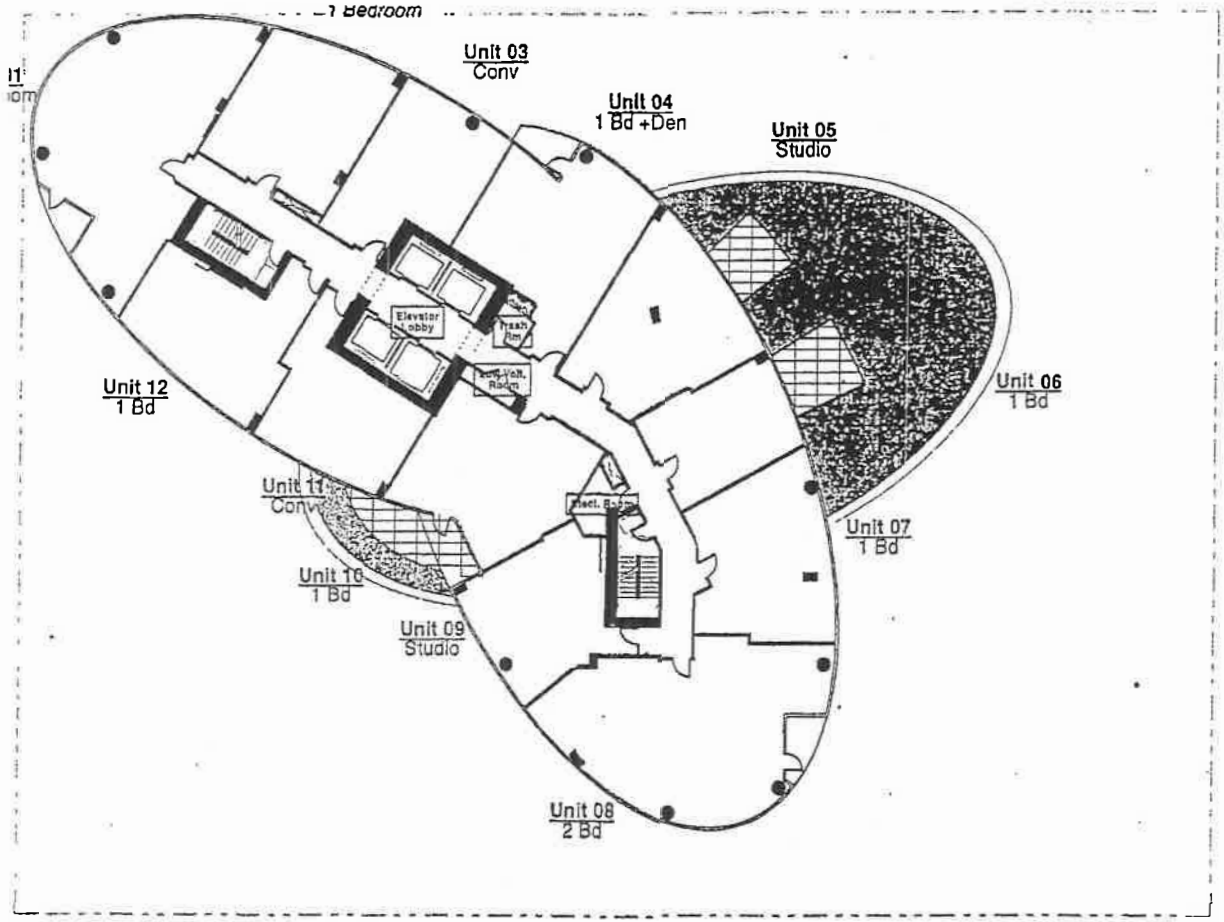
Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC Date: October 15th, 2015

5th Floor Plan - Amenity Landscape Plan

N

Denotes Hardscape Area

Denotes Landscaped Area



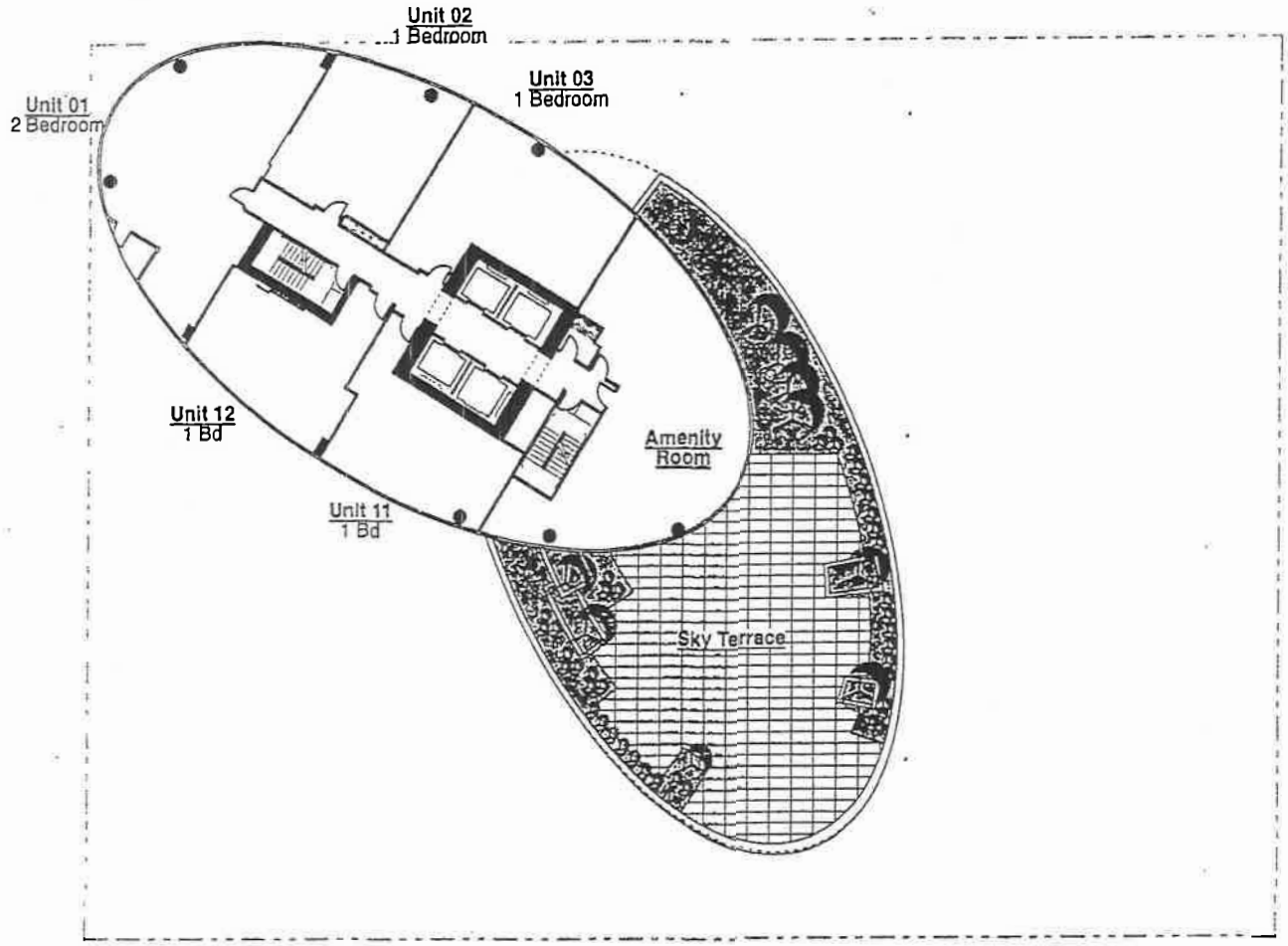
Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC Date: October 15th, 2015

6th Floor Plan - Balcony Landscape Plan

N

Denotes Hardscape Area

Denotes Landscaped Area



Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC Date: October 15th, 2015

37th Floor - Sky Deck Landscape Plan

N

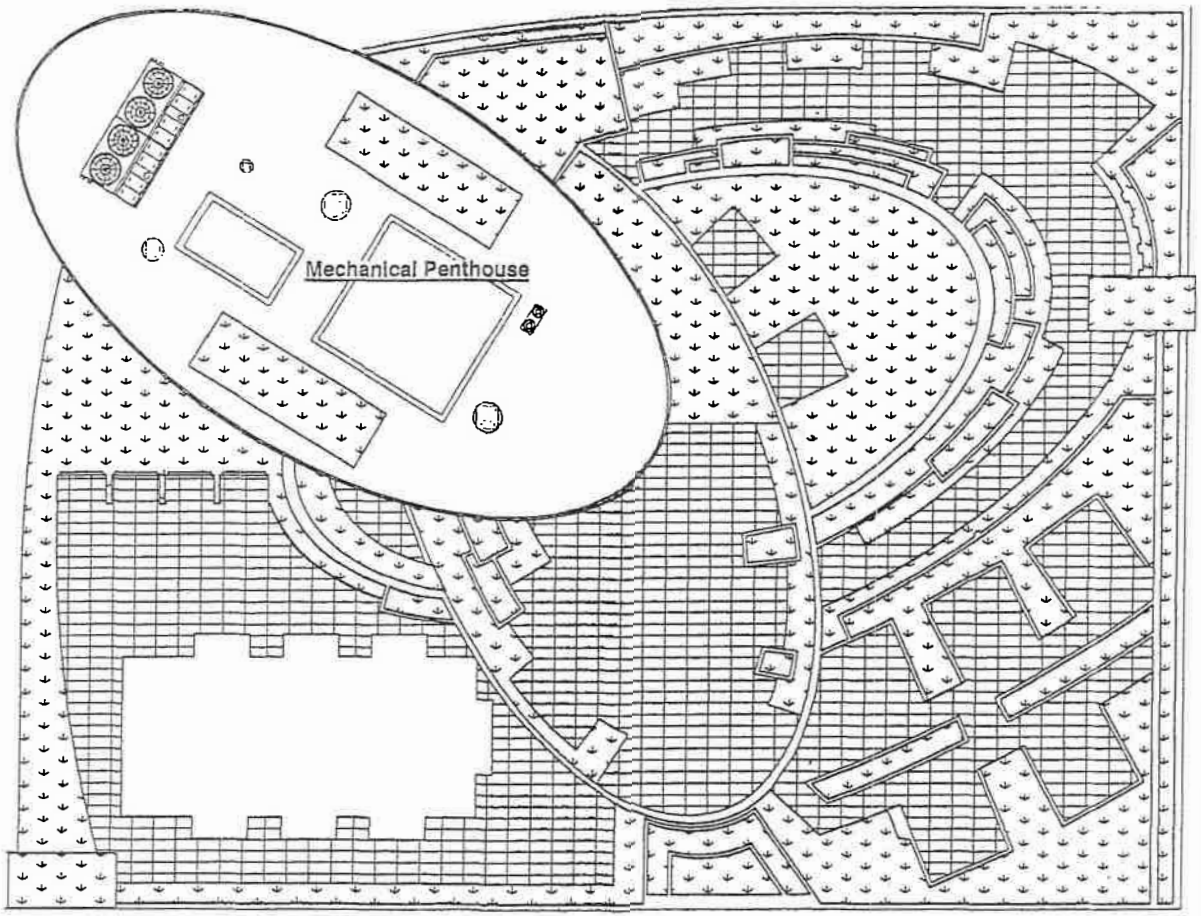
GREEN ROOF AREA: 56% OF NET ROOF AREA

Denotes Hardscape Area

Denotes Green Area

GREEN ROOF AREA CALCULATIONS

GROSS ROOF AREA:	33,102 SQ. FT.
NET ROOF AREA:	24,264 SQ. FT.
GREEN ROOF AREA:	12,132 SQ. FT.
POOL SURFACE AREA:	1,350 SQ. FT.
TOTAL GREEN ROOF AREA:	13, 482 SQ. FT.

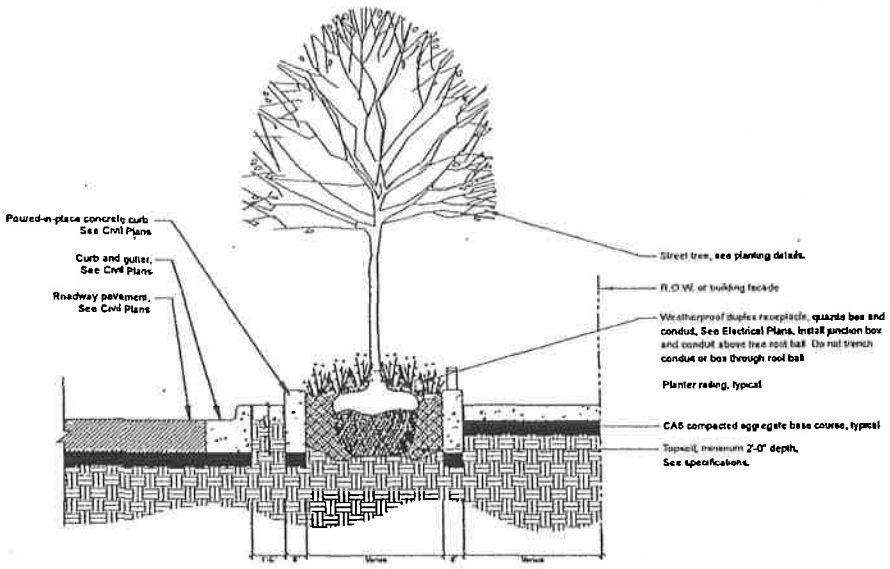


Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC Date: October 15th, 2015

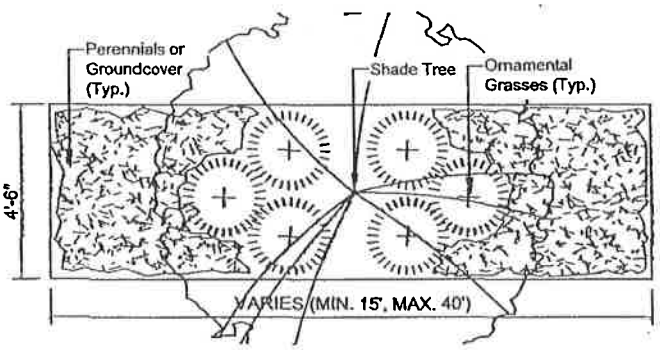
Green Roof Plan

N

FINAL FOR PUBLICATION



2 Typical Sidewalk Through Planter - Section
Scale: N.T.S



1 PLANTER - TYPICAL PLAN
NTS

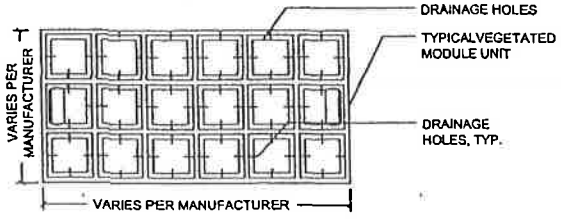
Preliminary Plant Palette

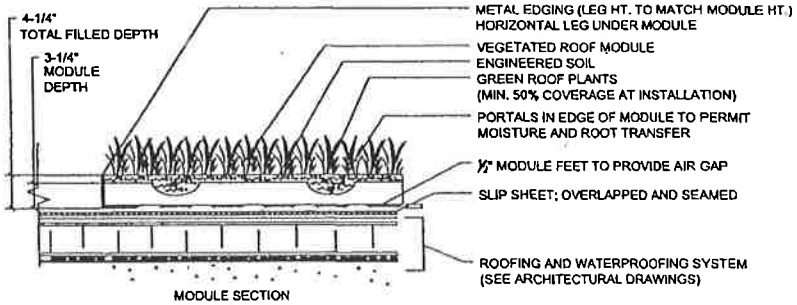
Note: This list is preliminary and may be revised as the project develops. Not all plants will be used and depending on the evolution of the design, other plants may be added to address specific design issues.

Botanical name	Common name	Size	Notes
Shade Trees			
Pyrus calleryana 'Chanticleer'	Callery Pear	2-1/2" cal.	B&B
Celtis Occidentalis	Prairie Sentinel	4" Cal.	along E. Illinois St.
Ulmus Minor	New Horizon	4" Cal.	along N. New St.
Deciduous Shrubs			
Aronia melanocarpa	Black Chokeberry	36" Ht.	B&B
Ribes alpinum 'Green Mound'	Green Mound Alpine Currant	24" Ht.	B&B
Rosa var 'Noala'	Flower Carpet Coral Rose	#3 Container	
Syringa patula 'Miss Kim'	Miss Kim Dwarf Lilac	24" Ht.	B&B
Perennials			
Coreopsis verticillata 'Zagreb'	Zagreb Coreopsis	1 gal container	12" o.c.
Echinacea purpurea 'Alba'	White Coneflower	1 gal container	12" o.c.
Echinacea purpurea 'Magnus'	Magnus Purple Coneflower	1 gal container	12" o.c.
Hemerocallis 'Happy Returns'	Happy Returns Daylily	1 gal container	12" o.c.
Hemerocallis 'Rocket City'	Rocket City Daylily	1 gal container	12" o.c.
Nepeta faassenii	Faassenii Catmint	1 gal container	12" o.c.
Ornamental Grasses			
Calamagrostis acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	#3 Container	
Pennisetum alopecuroides 'Hameln'	Hameln Dwarf Fountain Grass	#3 Container	
Groundcovers			
Liriope spicata	Creeping Lilyturf	4" pots	12" o.c.
Pachysandra terminalis 'Green Carpet'	Green Carpet Japanese Spurge	4" pots	12" o.c.
Waldsteinia fragata	Barren Strawberry	4" pots	12" o.c.

GREEN ROOF PLANT MIX

Allium schoenoprasum 'Forescate'
Allium senescens var. montanum
Sedum album 'Coral Carpet'
Sedum cauticola 'Bertram Anderson'
Sedum reflexum
Sedum sexangulare
Sedum spurium 'Royal Pink'





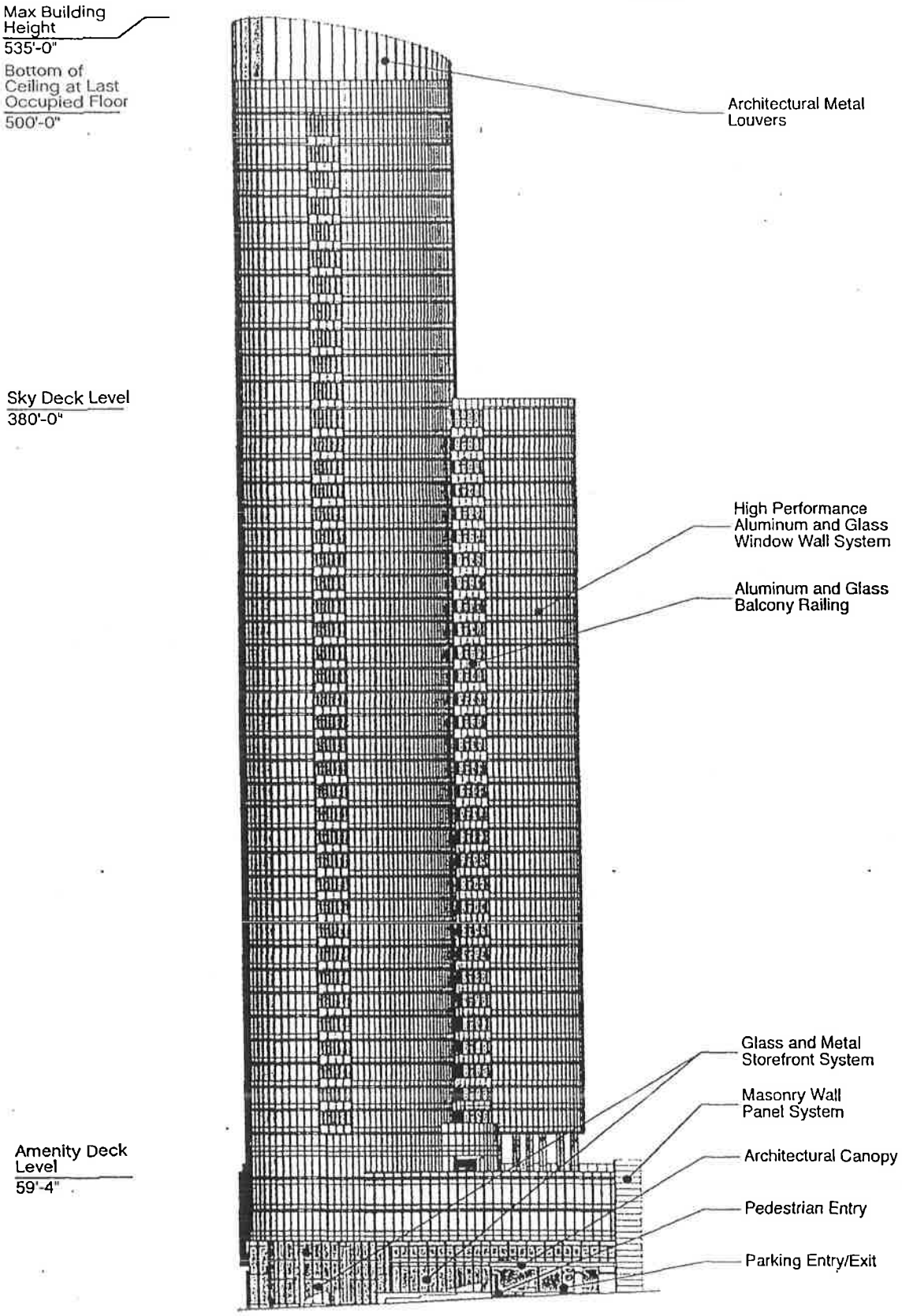
MODULE SECTION

Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC Date: October 15th, 2015

Plant List & Landscape Details

N

FINAL FOR PUBLICATION



Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC Date: October 15th, 2015

West Elevation

N

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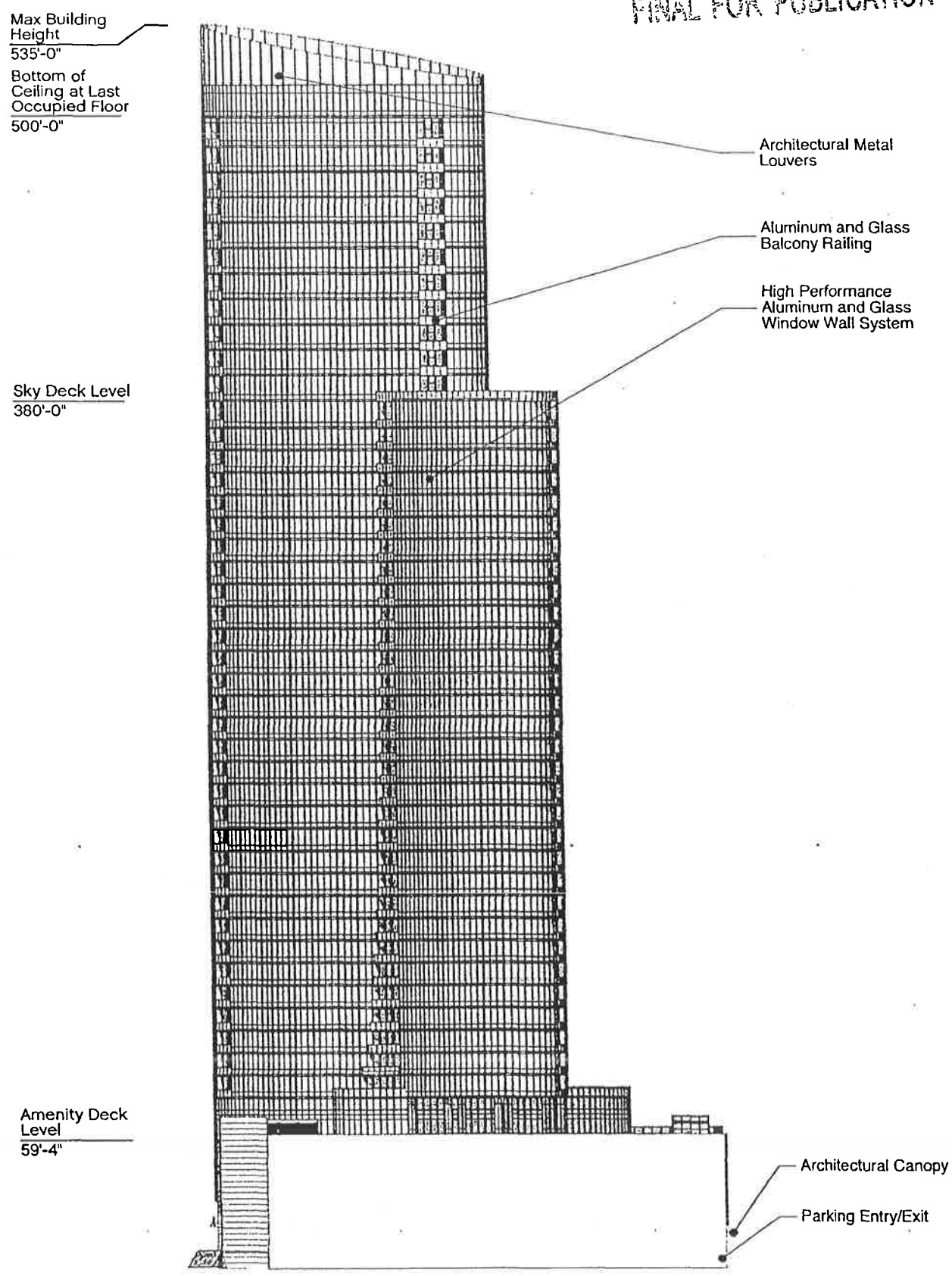
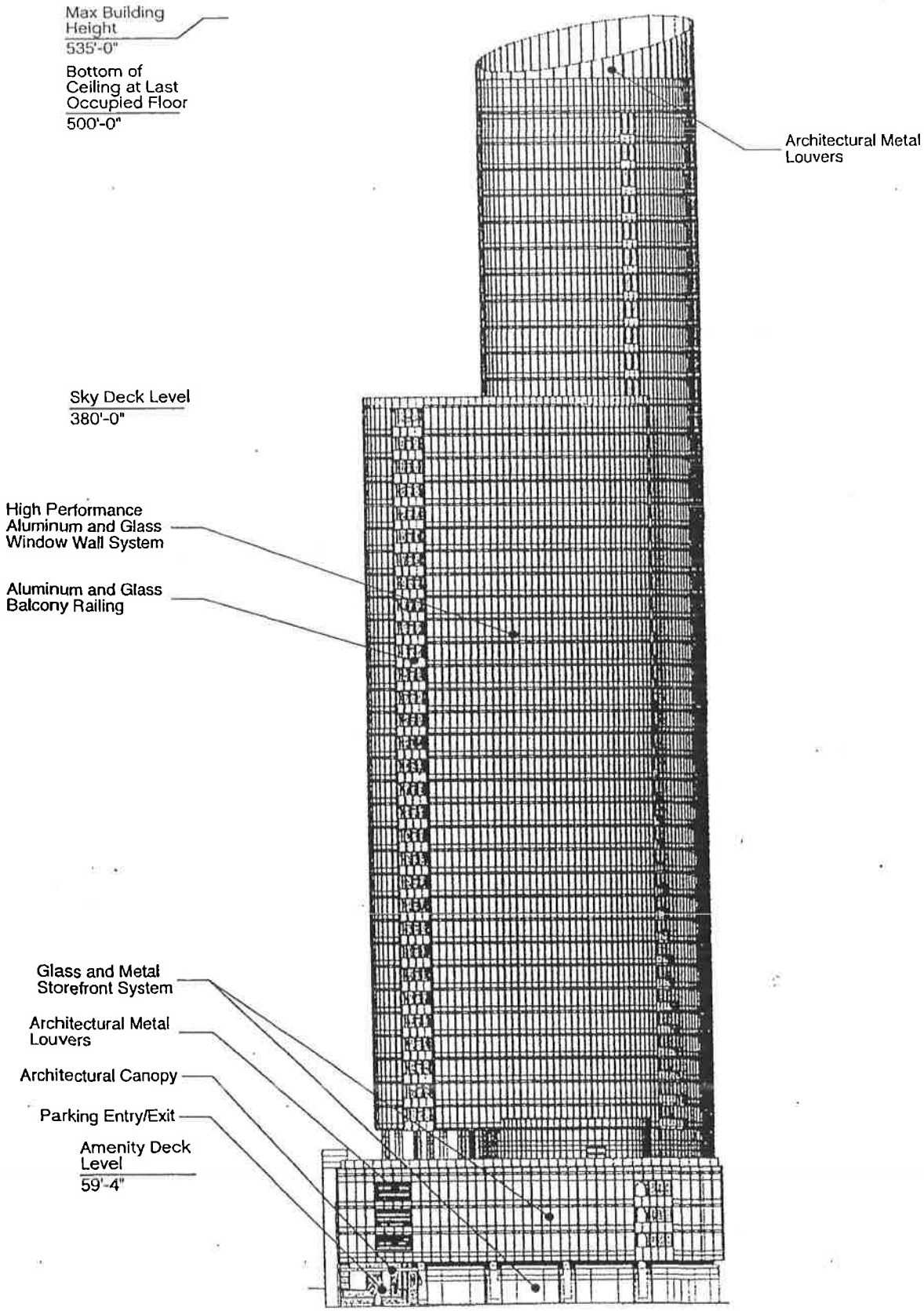


Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC Date: October 15th, 2015

South Elevation

N

FINAL FOR PUBLICATION



Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC Date: October 15th, 2015

East Elevation

N

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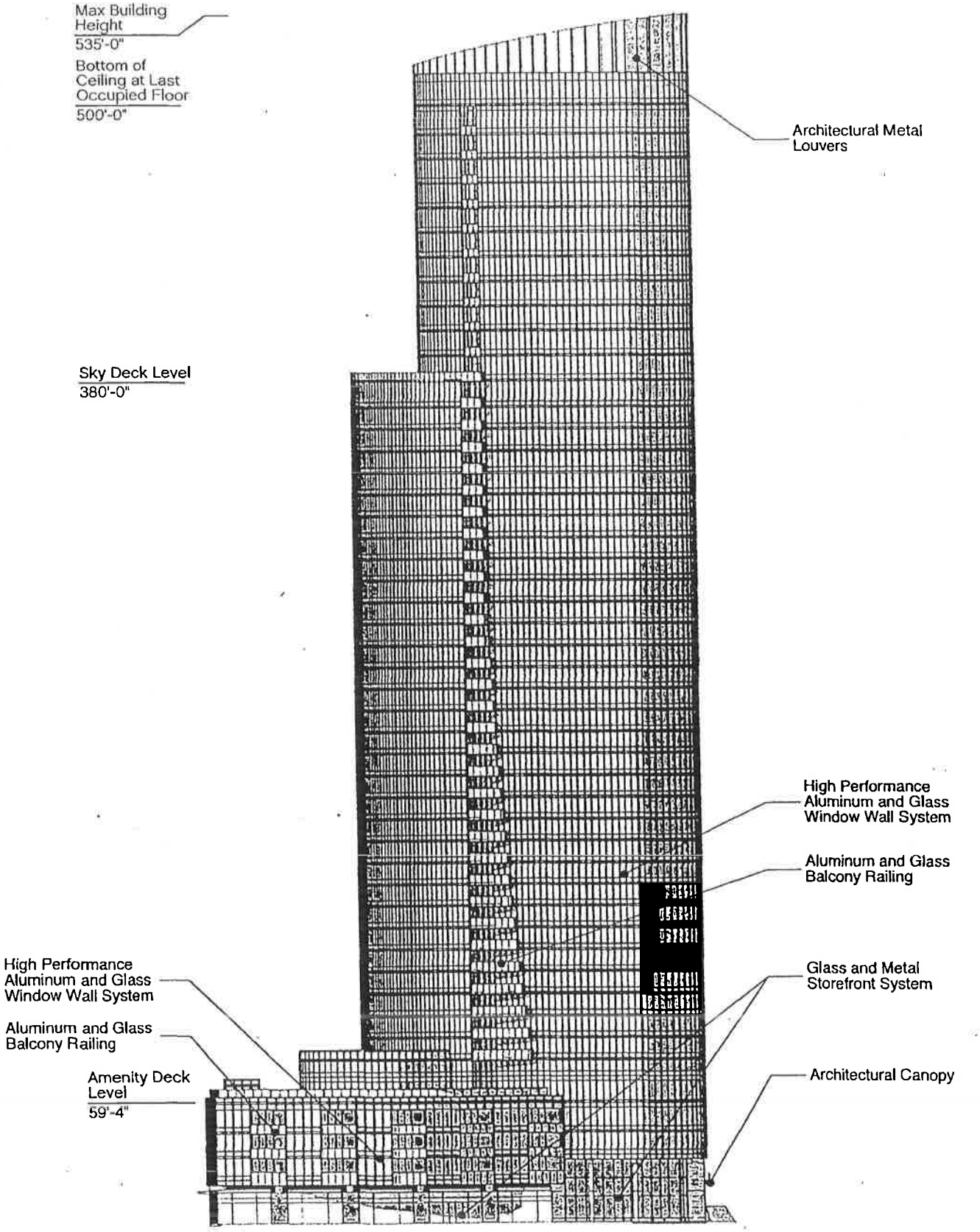
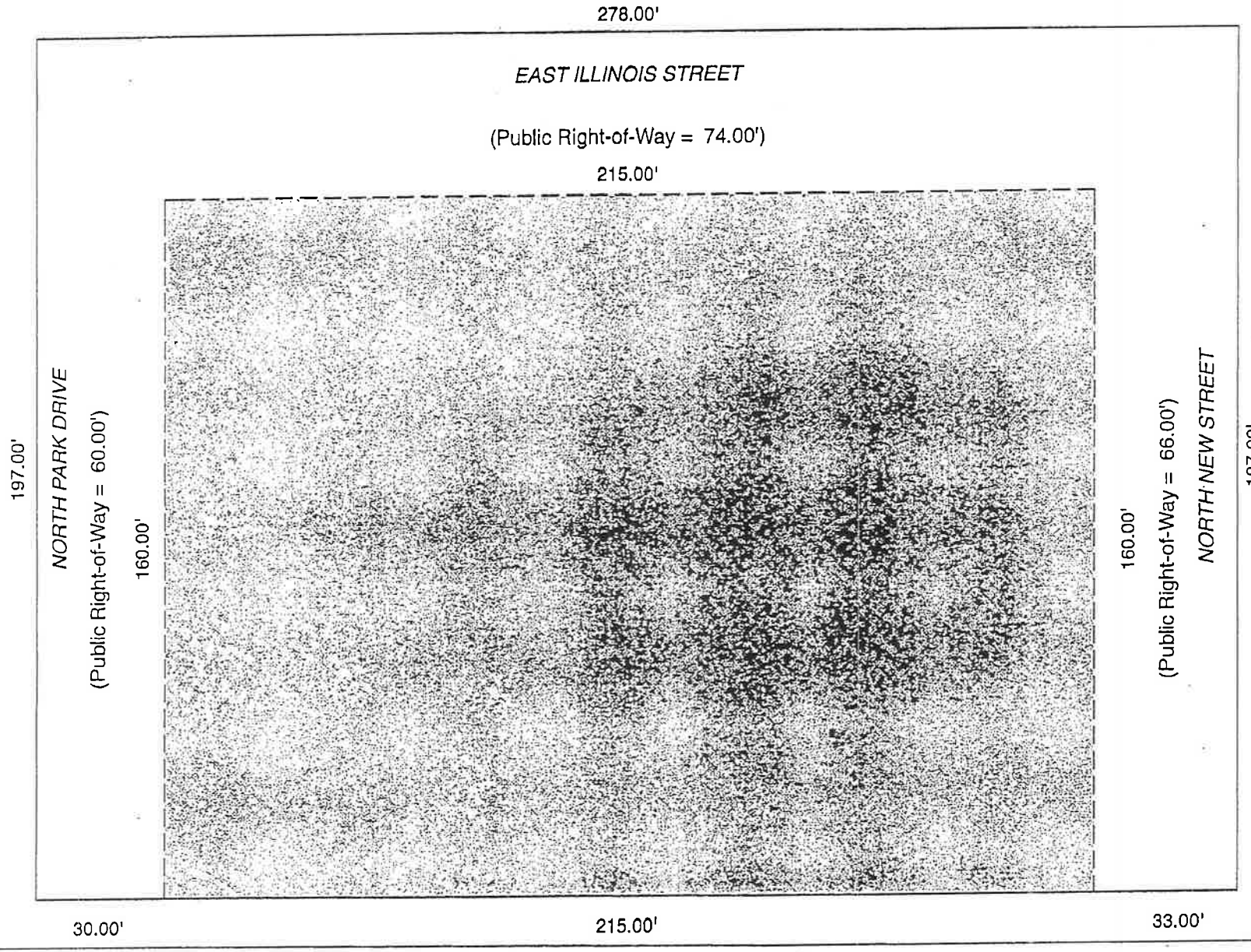


North Elevation

Applicant: 465 N. Park Drive, LLC
ddress: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC Date: October 15th, 2015

N

FINAL FOR PUBLICATION



PD Boundry Map

Applicant: 465 N. Park Drive, LLC
Address: 465-479 N. Park Drive; 315-335 E. Illinois Street
464-478 N. New Street
Date: June 10th, 2015
CPC Date: October 15th, 2015

N

MA-192

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.
(As Amended)
(Application No. MA-192)
(Common Address: 400 N. Lake Shore Dr.)

RBPD 368, as

[SO2015-1419]

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 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 at the Plan of Development Statements herewith attached and made a part thereof and to the Bulk Regulations and Data Table and Planned Development Exhibits approved and attached to Residential-Business Planned Development Number 368, as amended January 21, 2015, to no others.

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

Planned Development Statements referred to in this ordinance read as follows:

Residential-Business Planned Development No 368, As Amended.

Plan Of Development Statements.

1. The area delineated herein as "Residential-Business Planned Development Number 368", as amended, consists of approximately 1,560,904 square feet or 35.83 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-one (21) statements and the following exhibits for the entire Planned Development: Bulk Regulations and Data Table for the entire Planned Development; an Existing Zoning Map; 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. 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. In any instance where a provision of the planned development conflicts with the Chicago Building Code, the Building Code shall control.

   This plan of development consists of the following exhibits related to the development of Subparcel E.3: Bulk Regulations and Data Table Note 10; Site Landscape Plan; DuSable Landscape Plan; Ground Floor Plan Overview; Lower Lake Shore Drive Plan Overview; Building Elevations; South Building Elevation; Partial Enlarged South Elevation; Partial East/West Site Section; Partial Enlarged East Elevation; North/South Site Section at Lake Shore Drive; North/South Tower and Parking Section; East/West Parking Section; North/South Overview Section; and Lake Front Trail Alignment Alternate 1 and Alternate 2.

   This plan of development consists of the following exhibits related to the development of Subarea B Parcels 7 and 7A: Bulk Regulations and Data Table Note 11; View Corridor Program; Overall Site Plan; Lower East North Water Street Plan, North Park Drive Street Plan, North Park Drive Wayfinding Plan; Upper East North Water Street Plan; Upper East North Water Street Wayfinding Plan; Terrace Level Plan; Landscape Plan; Green Roof Plan; Overall Section A Plan and Partial North Elevation; West Elevation at tower and Partial North/South Section B Plan; Building Elevations (North, South, East and West) prepared by Solomon Cordwell Buenz dated May 24, 2012.

   This plan of development consists of the following plans and exhibits related to the development of Parcels P21B and P21C (the Kraft Parcel): Bulk Regulations and Data Table Note 12; Site Plan; Ground Floor Plan; Recreation Deck Level Plan; Green Roof Plan; Building Elevations (North and East, and South and West); Landscape Plan; Pocket Park Bonus Landscape Plan; Landscape Sections (A/B and C/D); and Landscape Plant List prepared by GREC Architects, LLC and dated December 18, 2014 (the "Plans").

   All of the exhibits cited, above, shall be those approved with Residential-Business Planned Development Number 368, as amended January 21, 2015.

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 each property owner, its successors and assigns

(including any condominium association which is formed) and the legal titleholders and any ground lessors. All rights granted hereunder shall inure to the benefit of each property owner, its successors and assigns (including any condominium association which is formed) and the legal titleholder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 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. Subject to the subarea/subparcel control provisions of Section 17-8-0400 of the Chicago Zoning Ordinance, 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 +35 feet Chicago City Datum plus or minus 6 feet in respect of design conditions ("Plaza Level") shall be in general conformity with the Permitted and Special Uses of the DX12, Downtown Mixed-Use 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 DX12, Downtown Mixed-Use 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 DX16, Downtown Mixed-Use District classification; uses permitted where no Plaza Level exists shall be in general conformity with the Permitted and Special Uses of the DX12, Downtown Mixed-Use District Classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. Residential support services, physical fitness/indoor recreation center, and small venue theater are expressly permitted in Subparcel E.3. Non-accessory parking shall be a permitted use in Subarea F only.

   Underground accessory parking related to the improvements constructed upon Subparcel E.3 shall be a permitted use in Subparcel E.2. All other controls and regulations set forth herein are made applicable within the general application of this statement. Uses permitted in DuSable Park (Subparcel E.1) shall be recreational and related uses including but not limited to marinas; tennis courts; and similar facilities. Temporary staging of construction materials and related equipment shall be a permitted use in Subparcel E.1 subject to the review and approval of the Commissioner of the Department of Planning and Development and the Chicago Park District. Daycare 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 daycare center shall be provided within Subareas B, D or Subparcel E.3 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 improvement on Parcels P1, P3, P7, P7A, P8, P18, or P19.

6. For purposes of Floor Area Ratio ("FAR") 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 the building entrance on upper East North Water Street 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 FAR 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 Chicago Department of Transportation 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 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 600 feet walking distance, or (ii) if a non-residential use, within 1,200 feet walking distance. Parking to serve uses in Subarea E.1 or E.3 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). Off-premises signage is prohibited. Temporary signs such as construction and marketing signs may be permitted subject to the aforestated 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, grade, or its equivalent, opposite the center of the front of a building to the highest point of the underside 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 in Subarea B Parcels 7 and 7A, grade is herein established as the curb level of the building entrance on upper East North Water Street plus or minus 6 feet in respect of design conditions. (For the purpose of determining height, building tops of 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.

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 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 17-13-0611 of the Chicago Zoning Ordinance. This 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. Notwithstanding any statement to the contrary, this planned development shall be subject to the provisions of Chapter 17-11 of the Chicago Zoning Ordinance governing landscaping and screening. In any instance where a provision of this planned development conflicts with landscape and screening provisions of the Chicago Zoning Ordinance, the Chicago Zoning Ordinance shall control. Nothing in this planned development is intended to waive the applicability of the landscape and screening provisions of the Chicago Zoning Ordinance.

(c) Buildings shall be setback from the property line, if necessary, to achieve a minimum of 12 feet, 6 inches (except the building column may be setback 10 feet, 0 inches in Subarea E-3 along Ogden Slip and the building located in Subarea B, Parcels 7 and 7A, may be located at the property line along North New Street, North Park Drive, Upper East North Water Street and Lower East North Water Street) 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, residential entrances 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 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 Zoning Administrator, shall be allowed. No surface parking lot shall be allowed on the Parcel P21B ("Kraft") park site in Subarea F. 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, 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 for pedestrian access to DuSable Park from Parcel 18 shall be subject to detailed review and approval by the Department of Planning and Development before the issuance of any superstructure 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 20 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 and Development.

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 owner(s) of Parcel 19 shall be solely responsible for the cost 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, at the time of application for superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the Developer of Parcel E.3 and the Chicago Park District as referenced in Statement Number 11(m) below provides otherwise.

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.

(k) All improvements to be constructed within this planned development for which Part II Approval letters are issued after the March 29, 2006 date of City Council approval of the amended planned development shall comply with the Department of Planning and Development Chicago Sustainable Development Policy in effect at the time of application for Part II Approval, and the owners shall use best and reasonable efforts to design, construct and maintain all buildings located within this Planned Development in a manner generally consistent with the Leadership in Energy and Environmental Design Green Building Rating System (LEED). A dog-run shall be located within or adjacent to Subparcel E.3. As a result of the architectural design of the tower to be constructed within Subparcel E.3, a green roof is not feasible. The development of the improvements on Parcel P21C contemplated by this Planned Development amendment shall be LEED certified and have a green roof of approximately 2,177 square feet and a rain water collection system as described in the attached Green Roof Plan.

(l) Pursuant to the Affordable Housing provision of the City of Chicago Zoning Ordinance, Title 17, Section 17-4-1004, et seq. ("Zoning Ordinance") Developer of Parcel E.3 has asked for an increase in the Floor Area Ratio of 3.00 FAR for the Property. The Developer of Parcel E.3 hereby acknowledges that according to Section 17-4-1004D of the Zoning Ordinance, the total floor area devoted to affordable housing units must equal at least 25 percent of the total increase in floor area allowed under the Affordable Housing Bonus or a cash payment must be made to the City of Chicago Affordable Housing Opportunity Fund based on the increase in allowable floor area multiplied by 80 percent of the median cost of land per buildable square foot. Based on Section 17-4-1004D, the Developer of Parcel E.3 has agreed to provide a cash payment to the City of Chicago Affordable Housing Opportunity Fund in the amount of $5,700,300.00. Prior to the issuance of permits, the Developer of Parcel E.3 will enter into an Affordable Housing Agreement with the Chicago Department of Planning and Development or provide a letter of credit or other security device in an amount equal to the cash contribution. The Developer of Parcel E.3 must comply with all of the applicable sections of the Affordable Housing Provision of the Zoning Ordinance which sections are hereby incorporated into this planned development. The Affordable Housing Agreement required by Section 17-4-1004-E9 is also incorporated into this planned development.

Pursuant to the Off-Site Park and Open Space Contributions provision of the City of Chicago Zoning Ordinance, Title 17, Section 17-4-1018, et seq., the Developer of Parcel E.3 has asked for an increase in the Floor Area Ratio of 2.16 FAR for the Property. The Developer of Parcel E.3 hereby acknowledges that according to Section 17-4-1018-C of the Zoning Ordinance, a cash payment

must be made to the City of Chicago based on the increase in allowable floor area multiplied by 80 percent of the median cost of land per buildable square foot. Based on Section 17-4-1018-C, the Developer of Parcel E.3 has agreed to provide a cash payment to the City of Chicago in the amount of $4,104,216.00. Prior to the issuance of permits, the Developer of Parcel E.3 will provide a letter of credit or other security device in an amount equal to the cash contribution. The Developer of Parcel E.3 must comply with all of the sections of the Off-Site Park and Open Space Contributions provisions of the Zoning Ordinance which sections are hereby incorporated into this planned development. The Off-Site Park and Open Space Contribution Agreement required by Section 17-4-1018-B3 is also incorporated into this planned development.

(m) The Developer of Parcel E.3, the City of Chicago, and the Chicago Park District shall enter into an agreement relating, in part, to the responsibility for the design, funding and construction phasing of DuSable Park, the pedestrian connections to DuSable Park and the Lakefront Trail.

(n) The improvements contemplated for DuSable Park (Subparcel E.I) must be substantially completed by the Developer of Parcel E.3 prior to the issuance of Certificate of Occupancy for any dwelling unit exceeding the three hundredth (300th) dwelling unit constructed with Subparcel E.3.

(o) The amendment of this Planned Development concerning development of Parcels P21B and P21C triggers the requirements of Section 2-45-110 of the Municipal Code (the "Affordable Requirements Ordinance" or "ARO"). Any developer of a "residential housing project" within the meaning of the Affordable Requirements Ordinance ("Residential Project") must: (i) develop affordable housing units as part of the Residential Project; (ii) pay a fee in lieu of the development of affordable housing units; or (iii) any combination of (i) and (ii). Further, the amendment of this Planned Development is subject to Section 17-4-1004-D of the Zoning Code, which also requires on-site affordable housing or payment of a fee in lieu of providing affordable housing for rezonings in DC, DX and DR districts that increase the base floor area ratio. If a planned development is subject to the requirements of both sections (2-45-110 and 17-4-1004-D), the developer may elect to satisfy the ARO requirements by complying with the affordable housing floor area bonus provided for in Section 17-4-1004. The owner of Parcels P21B and P21C has elected to comply with Section 17-4-1004. Pursuant to Section 17-4-1004-B of the Zoning Ordinance, the owner of Parcels P21B and P21C has requested an increase in the floor area ratio for the Property, as set forth in the bonus worksheet required under Section 17-4-1003-D and attached hereto as an Exhibit ("Bonus Worksheet"). In accordance with the formulas set forth in Section 17-4-1004-C and the Bonus Worksheet, the owner of Parcels P21B and P21C acknowledges and agrees

that it must provide either a minimum of at least 21,680 square feet of floor area (the "Affordable Units") in the building receiving the affordable housing floor area bonus ("Eligible Building"), with an affordable unit mix comparable to the overall mix and approved by the Department of Planning and Development prior to issuance of the first building permit, or make a cash payment in lieu of providing affordable housing in the amount of $2,983,168 ("Cash Payment"), or $100,000 per unit ("Pro Rata Amount"). Prior to the issuance of any building permits for the Eligible Building, including, without limitation, excavation or foundation permits, the owner of Parcels P21B and P21C must either make the required Cash Payment or provide a performance bond or other security in the amount of the Cash Payment ensuring construction of the Affordable Units. If the owner of Parcels P21B and P21C elects to construct the Affordable Units, it must also enter into an Affordable Housing Agreement with the City pursuant to Section 17-4-1004-E9 prior to the issuance of any building permits for the Eligible Building, including, without limitation, excavation or foundation permits. The terms of the Affordable Housing Agreement and any amendments thereto would be incorporated herein by this reference. The owner of Parcels P21B and P21C acknowledges and agrees that the Affordable Housing Agreement would be recorded against the Eligible Building and would constitute a lien against each Affordable Unit in an amount equal to the Pro Rata Amount. The City shall execute partial releases of the Affordable Housing Agreement prior to or at the time of the sale of each Affordable Unit to an income-eligible buyer at an affordable price, subject to the simultaneous execution and recording of a mortgage, restrictive covenant or similar instrument against such Affordable Unit. In addition to the Affordable Housing Agreement, the owner of Parcels P21B and P21C acknowledges and agrees that, pursuant to Section 17-4-1003-D3, the Bonus Worksheet will serve as an official record of bonuses and amenities. The owner of Parcels P21B and P21C must comply with the applicable affordable housing standards and requirements set forth in Section 17-4-1004, the terms of which are incorporated herein by Ibis reference. Notwithstanding anything to the contrary contained in Section 17-4-1003-E, the Commissioner of the Department of Planning and Development may enforce remedies for breach of the Affordable Housing Agreement, and enter into settlement agreements with respect to any such breach, subject to the approval of the Corporation Counsel, without amending the Planned Development.

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.

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). 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 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 to 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 owner(s) of Parcel 18 shall be solely responsible for 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, at the time of application for superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the Developer of Parcel E.3 and the Chicago Park District as referenced in Statement Number 11(m) above provides otherwise.

14. The developer of Parcels P21B and P21C (the Kraft Parcel), shall substantially renovate the existing 70,000 square foot park on Parcel P21B in accordance with the Landscape Plan, the Landscape Sections, and the Landscape Plant list. Such renovation shall be commenced no later than three (3) months following issuance of the first occupancy permit for the residential building to be constructed on Parcel P21C as permitted by this Planned Development, and shall be completed no later than one (1) year thereafter. The park, as renovated, shall continue to be privately owned, maintained and subject to occasional partial closure for private use but, subject to the foregoing, shall remain accessible to the public during hours in which public parks are accessible to the public. The public shall have use of the Dog Run indicated on the Landscape Plan subject to any regulations, if imposed, that conform to the protocols of the Chicago Park District for Dog Friendly Areas. The owner(s) of Parcels P21B and P21C (the Kraft Parcel) shall be responsible for the costs and performance of maintenance of the park in conformance with the Landscape Plan and the Open Space Plan. Nothing contained herein shall preclude residents or other individuals from using the park for other private uses, provided that they obtain permission from the owner(s) of the Kraft Parcel and all necessary governmental approvals and permits.

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 17-13-0610 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 or construction in accordance with the Plans approved herein, a site plan for the proposed development, including parking areas, shall be submitted to the Zoning Administrator for approval. Review and approval of the site plan by the Zoning Administrator 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 Zoning Administrator shall be granted until the Site Plan has been approved by the Zoning Administrator. Further, all Part II submittals shall be in compliance with the Chicago Landscape Ordinance. At least thirty (30) days prior to the filing of the Developer of Parcel E.3's request for Part II approval for the construction of the superstructure upon Subparcel E.3, the Developer of Parcel E.3 Applicant shall submit a detailed Landscape Plan and Elevations for the Subparcel E.3 property to the Department of Planning and Development for review and approval.

    Following approval of a Site Plan by the Zoning Administrator, 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 17-13-0611 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 lathe fullest extent of the law.

18. The terms, conditions and exhibits of this Planned Development Ordinance or of an approved Site Plan may be modified administratively by the Zoning Administrator upon the request of the applicant and after a determination by the Zoning Administrator 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 17-13-0611 of the Chicago Zoning Ordinance.

19. 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 improvement on the Property shall be reviewed and approved by the Mayor's Office for People with Disabilities ("MOPD") to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility.

20. 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. All improvements to be constructed within this Planned Development for which Part II Approval letters are issued after the March 29, 2006, date of the City Council approval of the amended Planned Development shall comply with the Department of Planning and Development Chicago Sustainable Development Policy in effect at the time of application for Part II Approval. The owners of all such improvements shall use best and reasonable efforts to design, construct and maintain all buildings located within the Planned Development in a manner generally consistent with the Leadership in Energy and Environmental Design ("LEED") Green Building Rating System. Copies of these standards may be obtained from the Department of Planning and Development. The development of the improvements on Parcel P21C contemplated by this Planned Development amendment shall be LEED certified and have a green roof of approximately 2,177 square feet and a rain water collection system as described in the attached Green Roof Plan.

21. Unless substantial construction of the improvements contemplated within Subparcel E.3 has commenced within three (3) years following adoption of this planned development amendment, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Subparcel E.3 and the zoning of Subparcel E.3 of the planned development shall automatically revert to Residential-Business Planned Development Number 368, as amended on March 29, 2006. Unless substantial construction of the improvements contemplated within Subparcels 7 and 7A has commenced within six (6) years following adoption of this planned development on May 6, 2012, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Subparcels 7 and 7A and the zoning of Subparcels 7 and 7A of the planned development shall automatically revert to Residential-Business Planned Development Number 368, as amended on July 9, 2008. Unless substantial construction of the improvements contemplated within Parcels P21B and P21C (the Kraft Parcel) has commenced within three (3) years following adoption of this planned development on January 21, 2015, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Parcels P21B and P21C (the Kraft Parcel) and the zoning of Parcels P21B and P21C (the Kraft Parcel) shall automatically revert to Residential-Business Planned Development Number 368, as amended on May 6, 2012.

(Exhibits referred to in this Residential-Business Planned Development Number 368, as amended (Statement 2) printed in the *Journal of the Proceedings of the City Council of the City of Chicago* of January 21, 2015, pages 102108 -- 102182.)

[Exhibit 4 -- Parcels Map referred to in these Plan of Development Statements printed on page 109093 of this *Journal*.]

Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: TBD

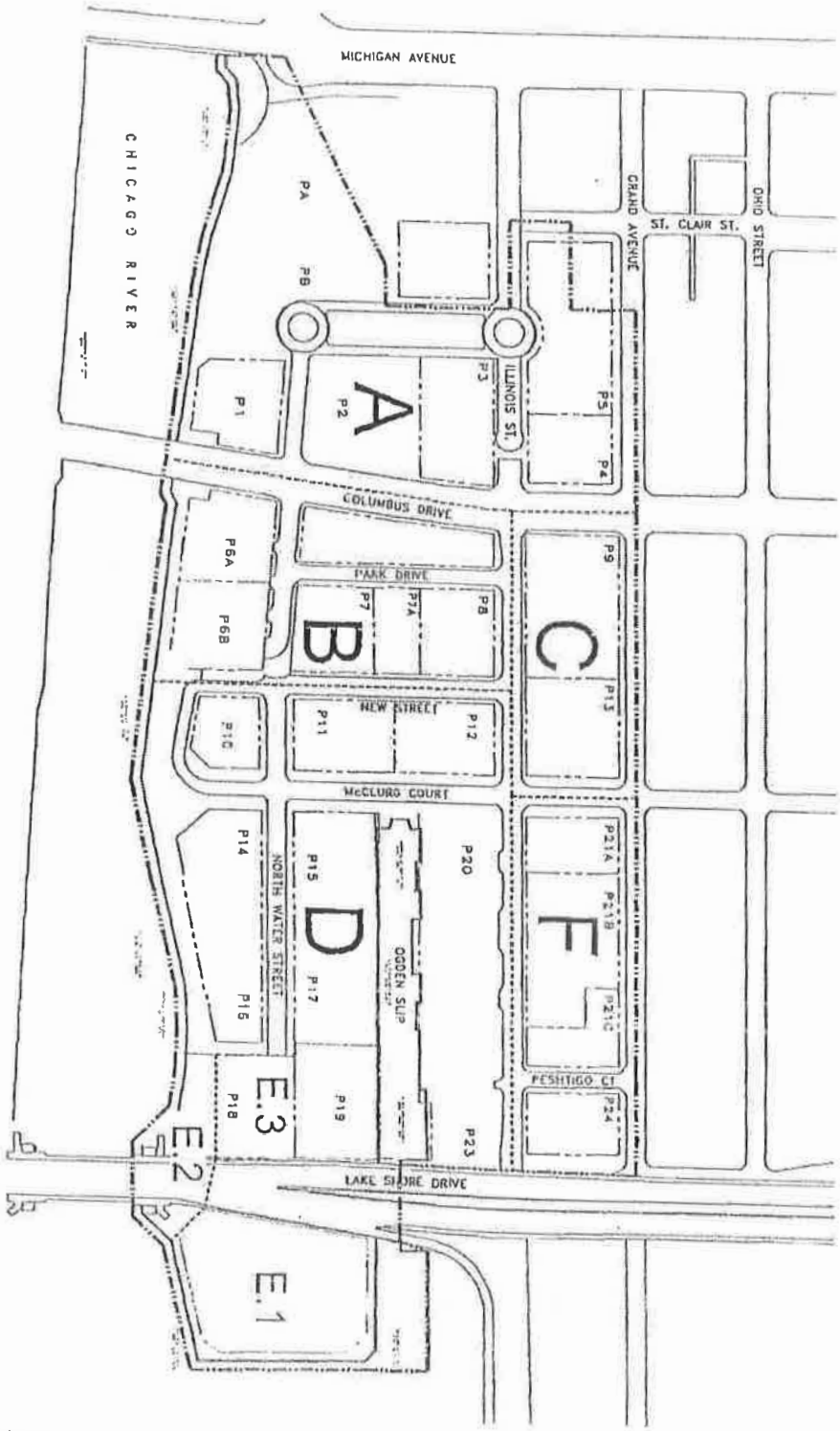


EXHIBIT 4
PD PARCELS MAP
SCALE: NTS

FINAL FOR PUBLICATION

18163

Alderman Burke invoked Rule 14 of the City Council's Rules of Order and Procedure, disclosing that he had represented parties to these ordinances in previous and unrelated matters.

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. RBPD 368, 99
(As Amended)
(Application No. 18163)
(Common Address: 451 E. Grand Ave.)

[SO2014-6807]

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 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 those of Residential-Business Planned Development Number 368, as amended.

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

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

Residential-Business Planned Development No. 368, As Amended.

Plan Of Development Statements.

1. The area delineated herein as "Residential-Business Planned Development Number 368", as amended, consists of approximately 1,560,904 square feet or 35.83 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-one (21) Statements and the following exhibits for the entire Planned Development: Bulk Regulations and Data Table for the entire Planned Development; an Existing Zoning Map; 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. 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. In any instance where a provision of the planned development conflicts with the Chicago Building Code, the Building Code shall control.

   This plan of development consists of the following exhibits related to the development of Subparcel E.3: Bulk Regulations and Data Table Note 10; Site Landscape Plan; DuSable Landscape Plan; Ground Floor Plan Overview; Lower Lake Shore Drive Plan Overview; Building Elevations; South Building Elevation; Partial Enlarged South Elevation; Partial East/West Site Section; Partial Enlarged East Elevation; North/South Site Section at Lake Shore Drive; North/South Tower and Parking Section; East/West Parking Section; North/South Overview Section; and Lake Front Trail Alignment Alternate 1 and Alternate 2.

   This plan of development consists of the following exhibits related to the development of Subarea B Parcels 7 and 7A: Bulk Regulations and Data Table Note 11; View Corridor Program; Overall Site Plan; Lower East North Water Street Plan; North Park Drive Street Plan; North Park Drive Wayfinding Plan; Upper East North Water Street Plan; Upper East North Water Street Wayfinding Plan; Terrace Level Plan; Landscape Plan; Green Roof Plan; Overall Section A Plan and Partial North Elevation; West Elevation at tower and Partial North/South Section B Plan; Building Elevations (North, South, East and West) prepared by Solomon Cordwell Buenz dated May 24, 2012.

   The applicant for purposes of this amendment, RMW Streeterville LLC (the "Applicant"), owns or controls Parcels P21B and P21C, also known as the Kraft Parcel, in Subarea F within this planned development (the "Kraft Parcel"). This plan of development consists of the following plans and exhibits related to the development of Parcels P21B and P21C (the Kraft Parcel): Bulk Regulations and Data Table Note 12; Site Plan; Ground Floor Plan; Recreation Deck Level Plan; Green Roof Plan; Building Elevations (North and East, and South and West); Landscape Plan; Pocket Park Bonus Landscape Plan; Landscape Sections (A/B and C/D); and Landscape Plant List prepared by GREC Architects, LLC and dated December 18, 2014 (the "Plans").

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 titleholders 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 titleholder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 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. Subject to the subarea/subparcel control provisions of Section 17-8-0400 of the Chicago Zoning Ordinance, 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 +35 feet Chicago City Datum plus or minus 6 feet in respect of design conditions ("Plaza Level") shall be in general conformity with the Permitted and Special Uses of the DX-12 Downtown Mixed-Use 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 DX-12 Downtown Mixed-Use 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 DX-16 Downtown Mixed-Use District classification; uses permitted where no Plaza Level exists shall be in general conformity with the Permitted and Special Uses of the DX-12 Downtown Mixed-Use District Classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. Residential support services, physical fitness/indoor recreation center, and small venue theater are expressly permitted in Subparcel E.3. Non-accessory parking shall be a permitted use in Subarea F only. Underground accessory parking related to the improvements constructed upon Subparcel E.3 shall be a permitted use in Subparcel E.2. All other controls and regulations set forth herein are made applicable within the general application of this statement. Uses permitted in DuSable Park (Subparcel E.1) shall be recreational and related uses including but not limited to marinas; tennis courts; and similar facilities. Temporary staging of construction materials and related equipment shall be a permitted use in Subparcel E.1 subject to the review and approval of the Commissioner of the Department of Planning and Development and the Chicago Park District. Daycare 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 daycare center shall be provided within Subareas B, D or Subparcel E.3 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 improvement on Parcels P1, P3, P7, P7A, P8, PI8, or P19.

6. For purposes of Floor Area Ratio ("FAR") 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 the building entrance on upper East North Water Street 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 FAR 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 Chicago Department of Transportation 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 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 600 feet walking distance, or (ii) if a non-residential use, within 1,200 feet walking distance. Parking to serve uses in Subarea E.1 or E.3 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). Off-premises signage is prohibited. Temporary signs such as construction and marketing signs may be permitted subject to the aforestated 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, grade, or its equivalent, opposite the center of the front of a building to the highest point of the underside 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 in Subarea B Parcels 7 and 7A, grade is herein established as the curb level of the building entrance on upper East North Water Street plus or minus 6 feet in respect of design conditions. (For the purpose of determining height, building tops of 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.

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 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 17-13-0611 of the Chicago Zoning Ordinance. This 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. Notwithstanding any statement to the contrary, this planned development shall be subject to the provisions of Chapter 17-11 of the Chicago Zoning Ordinance governing landscaping and screening. In any instance where a provision of this planned development conflicts with landscape and screening provisions of the Chicago Zoning Ordinance, the Chicago Zoning Ordinance shall control. Nothing in this planned development is intended to waive the applicability of the landscape and screening provisions of the Chicago Zoning Ordinance.

(c) Buildings shall be setback from the Property line, if necessary, to achieve a minimum of 12 feet, 6 inches (except the building column may be setback 10 ~~feet~~, 0 inches in Subarea E.3 along Ogden Slip and the building located in Subarea B, Parcels 7 and 7A, may be located at the property line along North New Street, North Park Drive, Upper East North Water Street and Lower East North Water Street) 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, residential entrances 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 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 Zoning Administrator, shall be allowed. No surface parking lot shall be allowed on the Parcel P21B ("Kraft") park site in Subarea F. 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, 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 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 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 for pedestrian access to DuSable Park from Parcel 18 shall be subject to detailed review and approval by the Department of Planning and Development before the issuance of any superstructure 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 20 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 and Development.

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 owner(s) of Parcel 19 shall be solely responsible for the cost 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, at the time of application for superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the developer of Parcel E.3 and the Chicago Park District as referenced in Statement Number 11(m) below provides otherwise.

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.

(k) All improvements to be constructed within this planned development for which Part II Approval letters are issued after the March 29, 2006 date of City Council Approval of the amended planned development shall comply with the Department of Planning and Development Chicago Sustainable Development Policy in effect at the time of application for Part II Approval, and the owners shall use best and reasonable efforts to design, construct and maintain all buildings located within this planned development in a manner generally consistent with the Leadership in Energy and Environmental Design Green Building Rating System (LEED). A dog-run shall be located within or adjacent to Subparcel E.3. As a result of the architectural design of the tower to be constructed within Subparcel E.3, a green roof is not feasible. The development of the improvements on Parcel P21C contemplated by this planned development amendment shall be LEED certified and have a green roof of approximately 2,177 square feet and a rain water collection system as described in the attached Green Roof Plan.

(l) Pursuant to the Affordable Housing Provision of the City of Chicago Zoning Ordinance, Title 17, Chapter 17-4-1004, et seq. ("Zoning Ordinance") developer of Parcel E.3 has asked for an increase in the Floor Area Ratio of 3.00 FAR for the Property. The developer of Parcel E.3 hereby acknowledges that according to Section 17-4-1004D of the Zoning Ordinance, the total floor area devoted to affordable housing units must equal at least 25 percent of the total increase in floor area allowed under the Affordable Housing Bonus or a cash payment must be made to the City of Chicago Affordable Housing Opportunity Fund based on the increase in allowable floor area multiplied by 80 percent of the median cost of land per buildable square foot. Based on Section 17-4-1004D, the developer of Parcel E.3 has agreed to provide a cash payment to the City of Chicago Affordable Housing Opportunity Fund in the amount of $5,700,300.00. Prior to the issuance of permits, the developer of Parcel E.3 will enter into an Affordable Housing Agreement with the Chicago Department of Planning and Development or provide a letter of credit or other security device in an amount equal to the cash contribution. The developer of Parcel E.3 must comply with all of the applicable sections of the Affordable Housing Provision of the Zoning Ordinance which sections are hereby incorporated into this planned development. The Affordable Housing Agreement required by Section 17-4-1004-E9 is also incorporated into this planned development.

Pursuant to the Off-Site Park and Open Space Contributions provision of the City of Chicago Zoning Ordinance, Title 17, Chapter 17-4-1018, et seq., the developer of Parcel E.3 has asked for an increase in the Floor Area Ratio of 2.16 FAR for the Property. The developer of Parcel E.3 hereby acknowledges that according to Section 17-4-1018-C of the Zoning Ordinance, a cash payment must be made to the City of Chicago based on the increase in allowable floor area multiplied by 80 percent of the median cost of land per buildable square foot. Based on Section 17-4-1018-C, the developer, of Parcel E.3 has agreed to provide a cash payment to the City of Chicago in the amount of $4,104,216.00. Prior to the issuance of permits, the developer of Parcel E.3 will provide a letter of credit or other security device in an amount equal to the cash contribution. The developer of Parcel E.3 must comply with all of the sections of the Off-Site Park and Open Space Contributions provisions of the Zoning Ordinance which sections are hereby incorporated into this planned development. The Off-Site Park and Open Space Contribution Agreement required by Section 17-4-1018-B3 is also incorporated into this planned development.

(m) The developer of Parcel E.3, the City of Chicago, and the Chicago Park District shall enter into an agreement relating, in part, to the responsibility for the design, funding and construction phasing of DuSable Park, the pedestrian connections to DuSable Park and the Lakefront Trail..

(n) The improvements contemplated for DuSable Park (Subparcel E.1) must be substantially completed by the developer of Parcel E.3 prior to the issuance of Certificate of Occupancy for any dwelling unit exceeding the three hundredth (300th) dwelling unit constructed with Subparcel E.3.

(o) The Applicant acknowledges and agrees that the amendment of this planned development concerning development of Parcels P21B and P21C triggers the requirements of Section 2-45-110 of the Municipal Code (the "Affordable Requirements Ordinance" or "ARO"). Any developer of a "residential housing project" within the meaning of the Affordable Requirements Ordinance ("Residential Project") must: (i) develop affordable housing units as part of the Residential Project; (ii) pay a fee in lieu of the development of affordable housing units; or (iii) any combination of (i) and (ii). The Applicant further acknowledges and agrees that the amendment is subject to Section 17-4-1004-D of the Zoning Code, which also requires on-site affordable housing or payment of a fee in lieu of providing affordable housing for rezonings in DC, DX and DR districts that increase the base floor area ratio. If a planned development is subject to the requirements of both sections (2-45-110 and 17-4-1004-D), the developer may elect to satisfy the ARO requirements by complying with the affordable housing floor area bonus provided for in Section 17-4-1004. Applicant has elected to comply with Section 17-4-1004. Pursuant to Section 17-4-1004-B of the Zoning Ordinance, the Applicant has requested an increase in the floor area ratio for the Property, as set forth in the

bonus worksheet required under Section 17-4-1003-D and attached hereto as an exhibit ("Bonus Worksheet"). In accordance with the formulas set forth in Section 17-4-1004-C and the Bonus Worksheet, the Applicant acknowledges and agrees that it must provide either a minimum of at least 21,680 square feet of floor area (the "Affordable Units") in the building receiving the affordable housing floor area bonus ("Eligible Building"), with an affordable unit mix comparable to the overall mix and approved by the Department of Planning and Development prior to issuance of the first building permit, or make a cash payment in lieu of providing affordable housing in the amount of $2,983,168 ("Cash Payment"), or $100,000 per unit ("Pro Rata Amount"). Prior to the issuance of any building permits for the Eligible Building, including, without limitation, excavation or foundation permits, the Applicant must either make the required Cash Payment or provide a performance bond or other security in the amount of the Cash Payment ensuring construction of the Affordable Units. If the Applicant elects to construct the Affordable Units, it must also enter into an Affordable Housing Agreement with the City pursuant to Section 17-4-1004-E9 prior to the issuance of any building permits for the Eligible Building, including, without limitation, excavation or foundation permits. The terms of the Affordable Housing Agreement and any amendments thereto would be incorporated herein by this reference. The Applicant acknowledges and agrees that the Affordable Housing Agreement would be recorded against the Eligible Building and would constitute a lien against each Affordable Unit in an amount equal to the Pro Rata Amount. The City shall execute partial releases of the Affordable Housing Agreement prior to or at the time of the sale of each Affordable Unit to an income-eligible buyer at an affordable price, subject to the simultaneous execution and recording of a mortgage, restrictive covenant or similar instrument against such Affordable Unit. In addition to the Affordable Housing Agreement, the Applicant acknowledges and agrees that, pursuant to Section 17-4-1003-D3, the Bonus Worksheet will serve as an official record of bonuses and amenities. The Applicant must comply with the applicable affordable housing standards and requirements set forth in Section 17-4-1004, the terms of which are incorporated herein by this reference. Notwithstanding anything to the contrary contained in Section 17-4-1003-E, the Commissioner of the Department of Planning and Development may enforce remedies for breach of the Affordable Housing Agreement, and enter into settlement agreements with respect to any such breach, subject to the approval of the Corporation Counsel, without amending the planned development.

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.

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). 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 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 to 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 owner(s) of Parcel 18 shall be solely responsible for 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, at the time of application for superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the developer of Parcel E.3 and the Chicago Park District as referenced in Statement Number 11(m) above provides otherwise.

14. Applicant, as developer of Parcels P21B and P21C (the Kraft Parcel), shall substantially renovate the existing 70,000-square foot park on Parcel P21B in accordance with the Landscape Plan, the Landscape Sections, and the Landscape Plant list. Such renovation shall be commenced no later than three (3) months following issuance of the first occupancy permit for the residential building to be constructed on Parcel P21C as permitted by this amendment, and shall be completed no later than one (1) year thereafter. The park, as renovated, shall continue to be privately owned, maintained and subject to occasional partial closure for private use but, subject to the foregoing, shall remain accessible to the public during hours in which public parks are accessible to the public. The public shall have use of the Dog Run indicated on the Landscape Plan subject to any regulations, if imposed, that conform to the protocols of the Chicago Park District for Dog Friendly Areas. The owner(s) of Parcels P21B and P21C (the Kraft Parcel) shall be responsible for the costs and performance of maintenance of the park in conformance with the Landscape Plan and the Open Space Plan. Nothing contained herein shall preclude residents or other individuals from using the park for other private uses, provided that they obtain permission from the owner(s) of the Kraft Parcel and all necessary governmental approvals and permits.

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 17-13-0610 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 or construction in accordance with the plans approved herein, a site plan for the proposed development, including parking areas, shall be submitted to the Zoning Administrator for approval. Review and approval of the site plan by the Zoning Administrator 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 Zoning Administrator shall be granted until the Site Plan has been approved by the Zoning Administrator. Further, all Part II Submittals shall be in compliance with the Chicago Landscape Ordinance. At least thirty (30) days prior to the filing of the developer of Parcel E.3's request for Part II Approval for the construction of the superstructure upon Subparcel E.3, the developer of Parcel E.3 Applicant shall submit a detailed Landscape Plan and Elevations for the Subparcel E.3 property to the Department of Planning and Development for review and approval.

    Following approval of a Site Plan by the Zoning Administrator, 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 17-13-0611 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 or of an approved Site Plan may be modified administratively by the Zoning Administrator upon the request of the Applicant and after a determination by the Zoning Administrator 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 17-13-0611 of the Chicago Zoning Ordinance.

19. 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 improvement on the Property shall be reviewed and approved by the Mayor's Office for People with Disabilities ("MOPD") to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility.

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. All improvements to be constructed within this planned development for which Part II Approval letters are issued after the March 29, 2006 date of the City Council approval of the amended planned development shall comply with the Department of Planning and Development Chicago Sustainable Development Policy in effect at the time of application for Part II Approval. The owners of all such improvements shall use best and reasonable efforts to design, construct and maintain all buildings located within the planned development in a manner generally consistent with the Leadership in Energy and Environmental Design ("LEED") Green Building Rating System. Copies of these standards may be obtained from the Department of Planning and Development. The development of the improvements on Parcel P21C contemplated by this planned development amendment shall be LEED certified and have a green roof of approximately 2,177 square feet and a rain water collection system as described in the attached Green Roof Plan.

21. Unless substantial construction of the improvements contemplated within Subparcel E.3 has commenced within six years following adoption of this planned development on July 9, 2008, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Subparcel E.3 and the zoning of Subparcel E.3 of the planned development shall automatically revert to Residential-Business Planned Development Number 368, as amended on March 29, 2006. Unless substantial construction of the improvements contemplated within Subparcels 7 and 7A has commenced within six years following adoption of this planned development on May 6, 2012, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Subparcels 7 and 7A and the zoning of Subparcels 7 and 7A of the planned development shall automatically revert to Residential-Business Planned Development Number 368, as amended on July 9, 2008. Unless substantial construction of the improvements contemplated within Parcels P21B and P21C (the Kraft Parcel) has commenced within three (3) years following adoption of this planned development, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Parcels P21B and P21C (the Kraft Parcel) and the zoning of Parcels P21B and P21C (the Kraft Parcel) shall automatically revert to Residential-Business Planned Development Number 368, as amended on May 6, 2012.

[Exhibits 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22 and 23; View Corridor Program; Overall Site Plan; Street Plans; Wayfinding Plans; Terrace Level Plan; Landscape Plans; Plant List and Landscape Details; Green Roof Plan; Building Elevations; Plan and Elevations with Lighting Concept; Site Plan; Ground Floor, Rec Deck Level+44 and Green Roof Plans; and Application for Zoning Bonus Review referred to in these Plan of Development Statements printed on pages 102131 through 102182 of this *Journal*.]

Exhibit 1 -- Bulk Regulation and Data Table and Exhibit 8 -- Recommended Traffic Improvements referred to in these Plan of Development Statements read as follows:

Exhibit 1.
(To Plan Of Development Statements)

Bulk Regulations And Data Table.

Subarea	Net Site Area See Note (1) Square Feet Acres	Maximum Retail Square Feet (1000s)	Maximum Commercial Square Feet (1000s)	Maximum Hotel Rooms	Maximum Dwelling Units	Maximum F.A.R.
A	380,796 8.74	5.40 See Note (5)	5,259	1,800	Permitted See Notes (2) & (3)	13.81 See Note (6)
B See Note (11)	183,449 4.21	40	2,482	1,606	671 See Note (8)	13.53 See Note (7)
C	122,303 2.81	140	850	540	630	12.72
D	361,234 8.29	170	500	0	2,350	8.60
E	346,038 7.94	110 See Note (9)	5 See Note (4)	0	1,200	6.83
E.1	232,841 5.34	0	5 See Note (4)	Not Permitted	Not Permitted	0.02
E.2	18,191.63 0.42	0	0	0	0	0
E.3	95,005 2.18	110 See Note (9)	0	0	1,200	25,000 See Note (10)
F See Note (12)	167,104 3.83	150	0	0	1,118	11.57
Total	1,560,904 35.83	1,040	9,096	3,946	5,969 See Note (2)	10.84

Gross Site Area = Net Site Area: 1,560,904 square feet (35.83 acres) plus area in or proposed to be in public right-of-way: 940,843 square feet (21.60 acres) plus area in or proposed to be in public parks or open space: 302,531 square feet (6.94 acres) = 2,804,226 square feet (64.38 acres).

Off-Street Parking	Minimum	Maximum
Business Uses	1:5,000 square feet	As determined by DHED in consultation with CDOT
Hotel Uses	1:4 Rooms	
Residential Uses	55% dwelling units	
Non-accessory Parking (Allowed in Subarea F only)	200 spaces	600 spaces

Off-Street Loading: Per DX12 requirements

Minimum Peripheral Setbacks: Sufficient to allow for street trees and pedestrian walkways (minimum 12 feet, 6 inches from building lo curb face)

Minimum Upper Level Setbacks: 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 Subarea A of this planned development subject to the provisions of the DX-16 Downtown Mixed-Use district classification. Any such units so built will not affect the total of 5,654 dwelling units permitted in Subareas B, C, D, E 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 0.5 dwelling units. This permissible number of hotel rooms within the planned development shall not exceed 3,946 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 uses, it is included in Net Site Area because a maximum of 5,000 square feet of park and recreation-relaled floor area may be constructed within its boundaries.

Note (5): Assumes 410,000 square feet allocated to development Parcels 4 and 5 and the remaining 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 Avenue (760,241 square feet), University of Chicago Gleacher Center (240,000 square feet), NBC Tower (912,000 square feet); and, to future development as follows: Parcel 1 (776,250 square feet); Parcel 3 (970,000 square feet) and Parcels 4/5 (1,600,000 square feet).

Note (7): Assumes floor area allocated to existing Sheraton Hotel at 860,379 square feet and 497,634 square feet allocated to Parcel 8 pursuant to a Part II Approval dated August 19, 2008 and 847,290 square feet allocated, via the May 24, 2012 amendment to Parcels 7 and 7A.

Note (8): For purposes of exchange of uses, a hotel room shall be equal to 0.5 dwelling units above 400. The permissible number of hotel rooms within the planned development shall not exceed 3,946 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 7, 7A and 8 combined shall not exceed 50,000 square feet.

Note (9): Residential support services, physical fitness/indoor recreation center, and small venue theater (for building residents only) are expressly permitted in Subarea E.3.

Note (10): FAR Bonus Calculations

Subarea E.3 (Parcels 18 and 19, combined)

Net Site Area = 95,005 square feet

Base FAR	10.00
Downtown Affordable Housing Zoning Bonus	3.00 (a)
Offsite contribution to DuSable Park	2.16 (b)
Public Plazas	5.44 (c)
Chicago Riverwalk	0.40 (d)
Water Features	1.00 (e)
Underground Parking and Loading	3.00 (f)
Total FAR:	25.00

a) Based on a contribution of $5,700,300.00 to the City of Chicago Affordable Housing Opportunity Fund.

b) Based on a contribution of $4,104,216.00 to City of Chicago for Off-Site Park Improvements (to DuSable Park).

c) Based on the provision of 51,730 square feet of on-site public plaza.

d) Based on the provision of improvements to 3,800 square feet at off-site open spaces.

e) Based on the provision of 48,669 square feet of water features in on-site public open spaces.

f) Based on the provision of 171 underground parking spaces on Lower Levels 1 and 2, at least 265 underground parking spaces on Lower Level 3 and lower, and 7 underground loading docks on lower level.

Note (11): Bulk Regulations and Data Table Subarea B (Parcels 7 and 7A) Net Site Area = 68,385 square feet

Maximum Floor Area Ratio (FAR):	12.39
Maximum Percentage of Land Coverage:	Per Site Plans
Maximum Number of Dwelling Units:	398
Maximum Number of Hotel Keys:	400
Maximum Number of Off-Street Parking Spaces (Residential):	219
Maximum Number of Off-Street Parking Spaces (Hotel):	11
Minimum Number of Bike Parking Spaces:	50
Minimum Periphery Setbacks:	Per Site Plans
Maximum Building Height:	590 feet (plus 45 feet for mechanical penthouse, roof mechanical units, roof access stairs, architectural elements and similar appurtenances)

Minimum Number of Off-Street Loading Berths, Residential:	2 (10 feet by 25 feet) spaces
Minimum Number of Off-Street Loading Berths, Hotel:	2 (10 feet by 25 feet) spaces

Note (12): Bulk Regulations and Data Table

Subarea F Net Site Area:	167,104 square feet (overall)
Maximum Floor Area Ratio (FAR):	11.57 (overall Subarea F after Floor Area Bonuses)
Base FAR:	8.98 (overall Subarea F; see note (a) below
Affordable Housing Bonus:	0.52 (See note (b) below)
Underground Parking Bonus:	1.00 (See note (c) below)
Plaza/Pocket Park Bonus:	1.07 (See note (d) below)
Total FAR:	11.57

For Parcel P21C:

Maximum Number of Dwelling Units:	350
Minimum Number of Accessory Parking Spaces:	296
Minimum Number of Bike Parking Spaces:	50
Minimum Periphery Setbacks and Site Coverage:	Per Site Plan
Maximum Building Height:	785 feet
Minimum Number of Off-Street Loading Berths:	3 (10 feet by 25 feet)

a) Base FAR of 8.98 results from an increase in net site area from 100,456 square feet to 167,104 square feet for the inclusion of Parcel P21B into the net site area by this amendment and a commensurate reduction of FAR from 14.93.

b) 86,720 square feet bonus floor area based on a contribution of $2,983,168 to the City of Chicago Housing Opportunity Fund as set forth in Statement 11(o).

c) 167,208 square feet bonus floor area based on 120 underground parking spaces on Levels -1 and -2 and 176 underground parking spaces on Levels -3 and -4.

d) 179,670 square feet bonus floor area based on providing or reconstructing 20,008 square feet of plaza/pocket park area on Parcel P21B in accordance with the Pocket Park Bonus Landscape Plan.

Exhibit 8.
(To Plan Of Development 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 Barlon-Aschman, respectively):

General Impacts:

The three developments will generate roughly 3,000 trips (1,600 inbound and 1,400 outbound) during the PM peak hour. About 1,350 trips (750 inbound, 600 outbound) will be generated during AM peak hour.

There will be traffic volume increases on Illinois and Grand, between State Street and Lake Shore Drive, of roughly 500 to 700 vehicles per hour during the PM peak hour. During the AM peak hour, traffic volume will increase on Illinois and Grand by roughly 200 to 300 vehicles per hour. Existing peak volumes on Illinois and Grand range between 1,000 and 1,500 vehicles per hour; with these developments, volumes would range between 1,500 and 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 CTA 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 westbound lanes compared with the three 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 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 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 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 Street at Fairbanks Court in order to provide a westbound left turn lane on 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 Transportation Management Association 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 Chicago Department of Transportation, Planning, Police, Streets and Sanitation, and the CTA, 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. Chicago Department of Transportation and the Transportation Management Association will be reviewing service needs and developing strategies for best providing public transportation, whether through modifications of CTA 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 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 to eight 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 44 feet from its existing 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 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 Street at North Pier terminal. If Peshtigo Court is retained, adding another north/south street between Peshtigo Court and McClurg Court 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 ADA accessibility of any pedestrian bridge built across Ogden Slip should be reviewed.

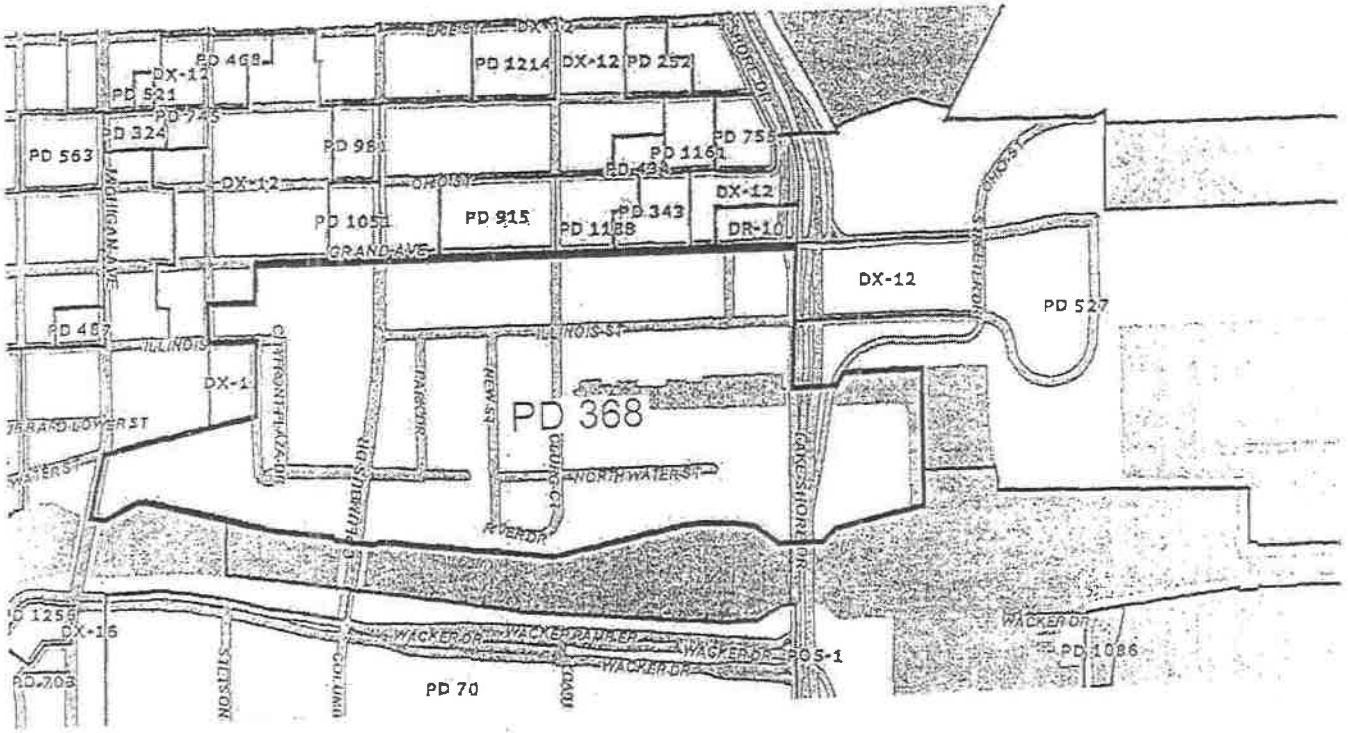
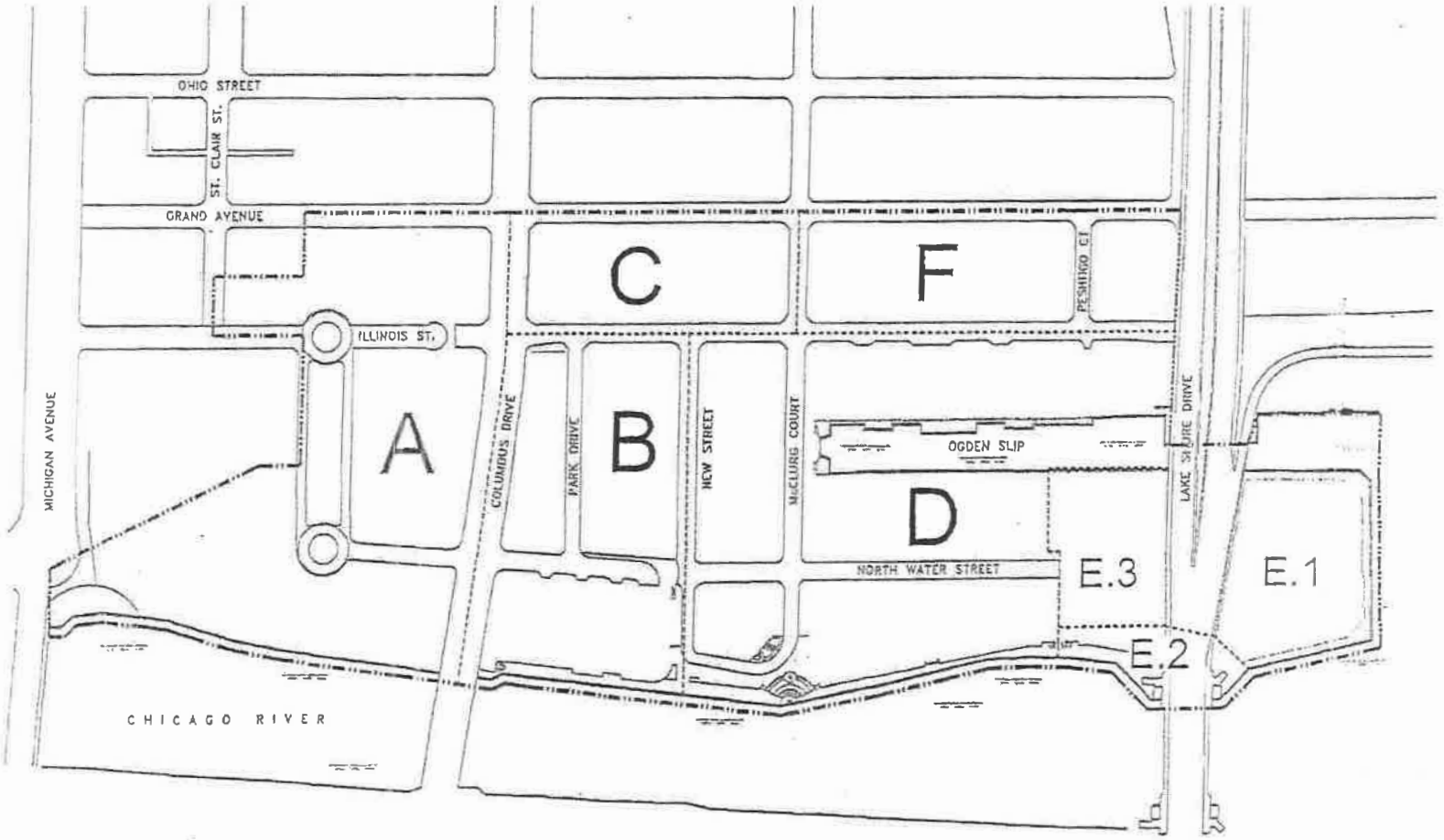


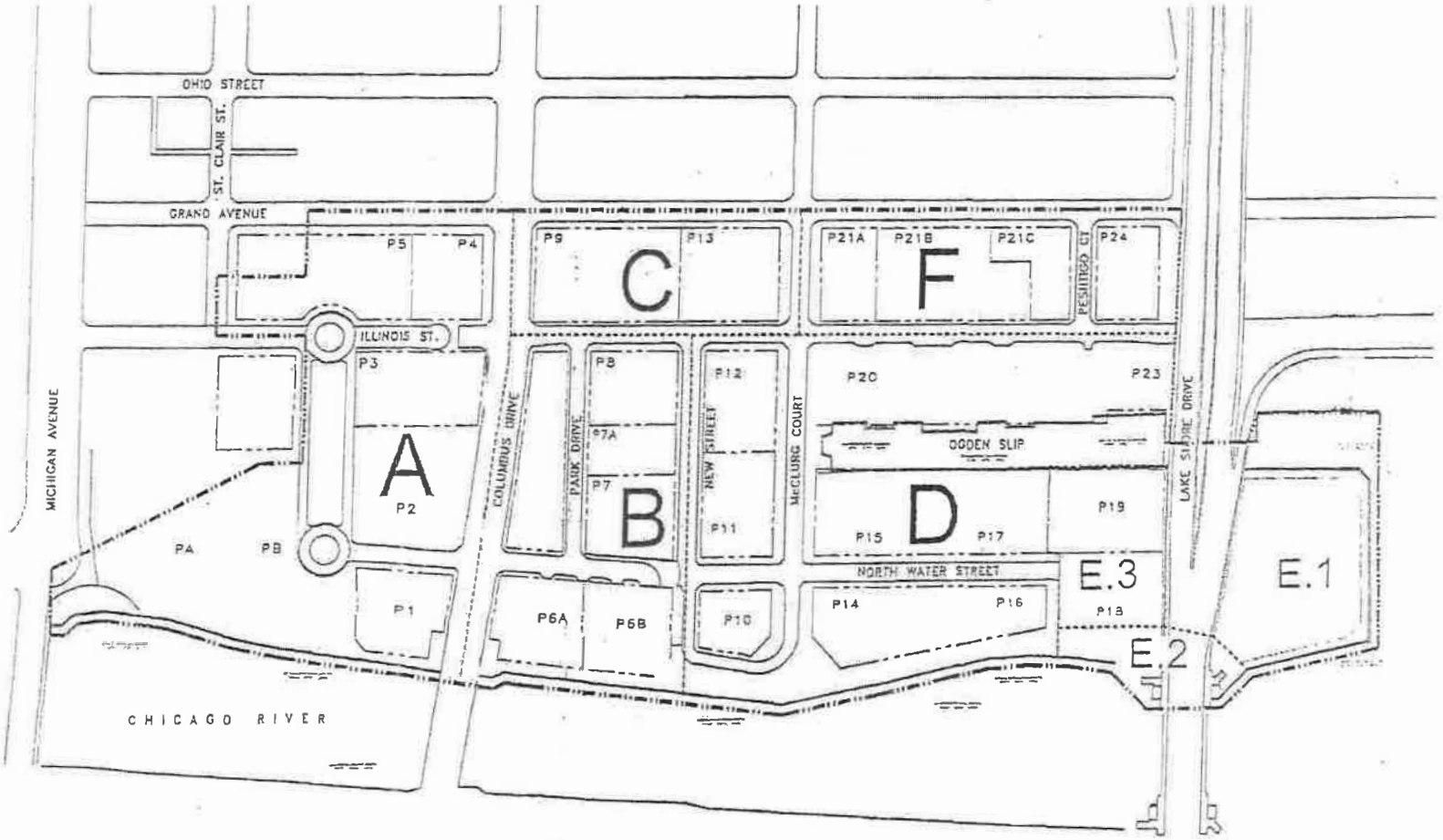
EXHIBIT 2
EXISTING ZONING MAP
SCALE: NTS

Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: TBD



Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: TBD

EXHIBIT 3
PD BOUNDARY & SUB AREA MAP
SCALE: NTS



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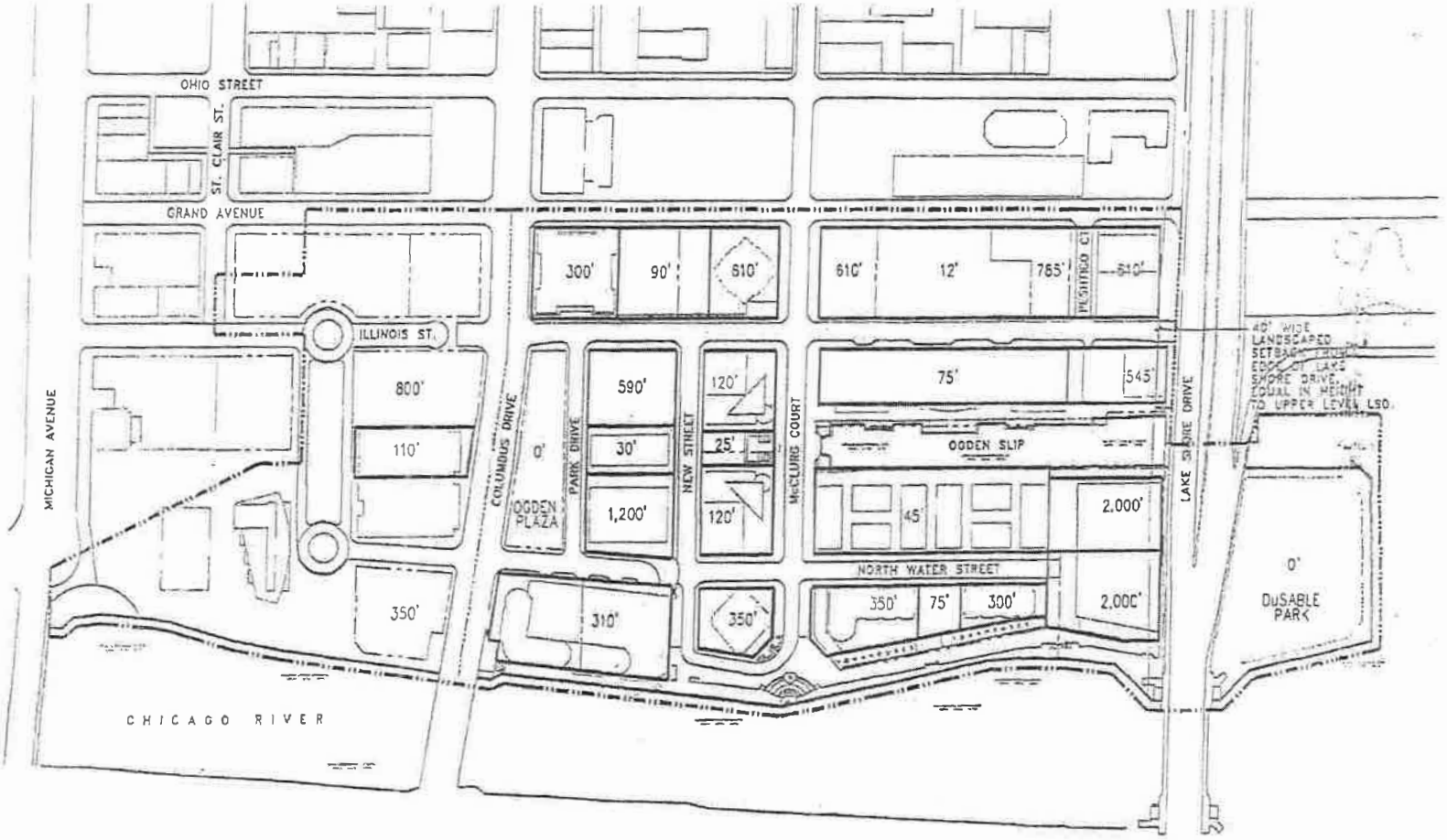
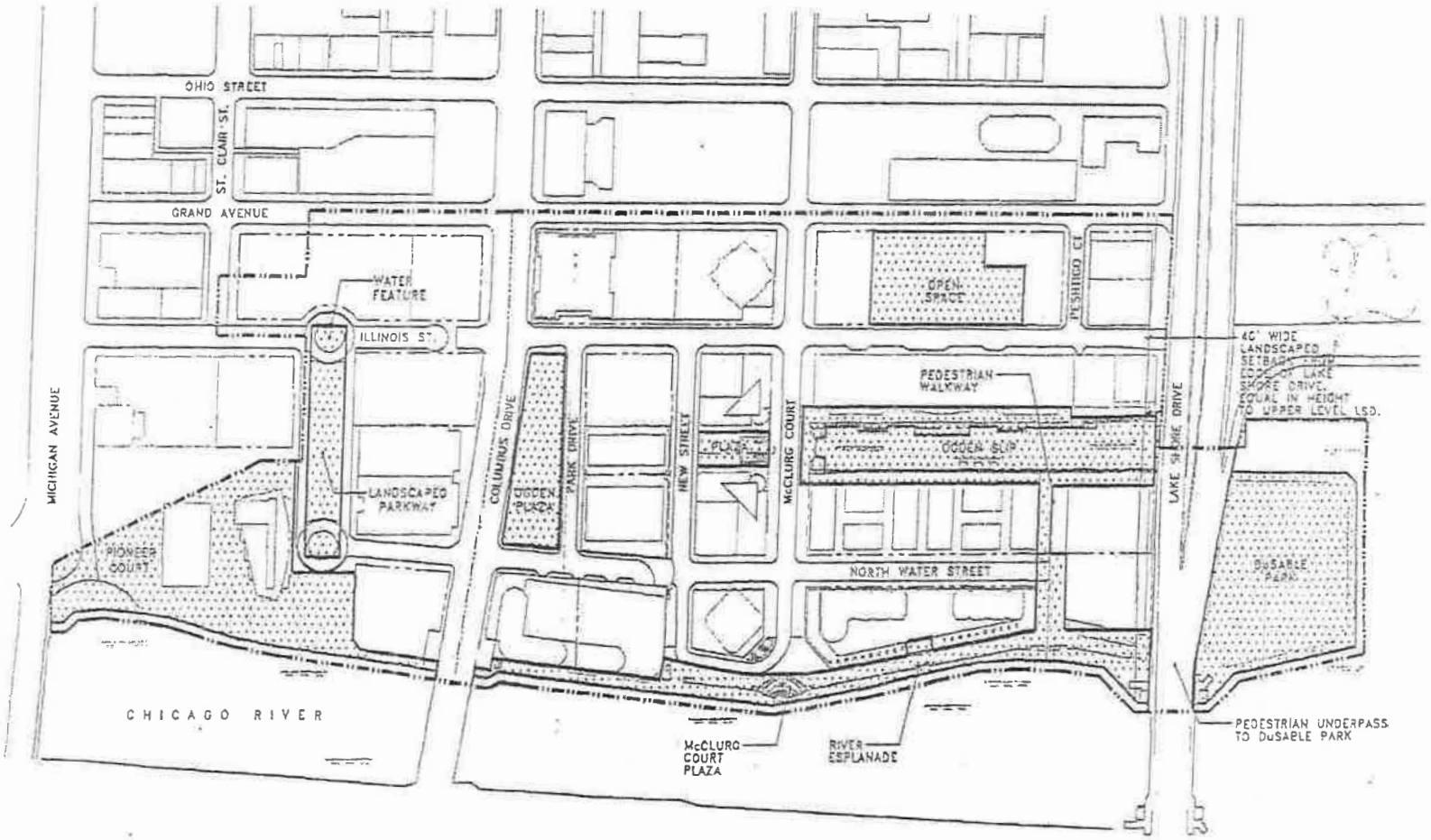
Introduction Date: September 10, 2014
Plan Commission: TBD

EXHIBIT 4
PD PARCELS MAP
SCALE: NTS



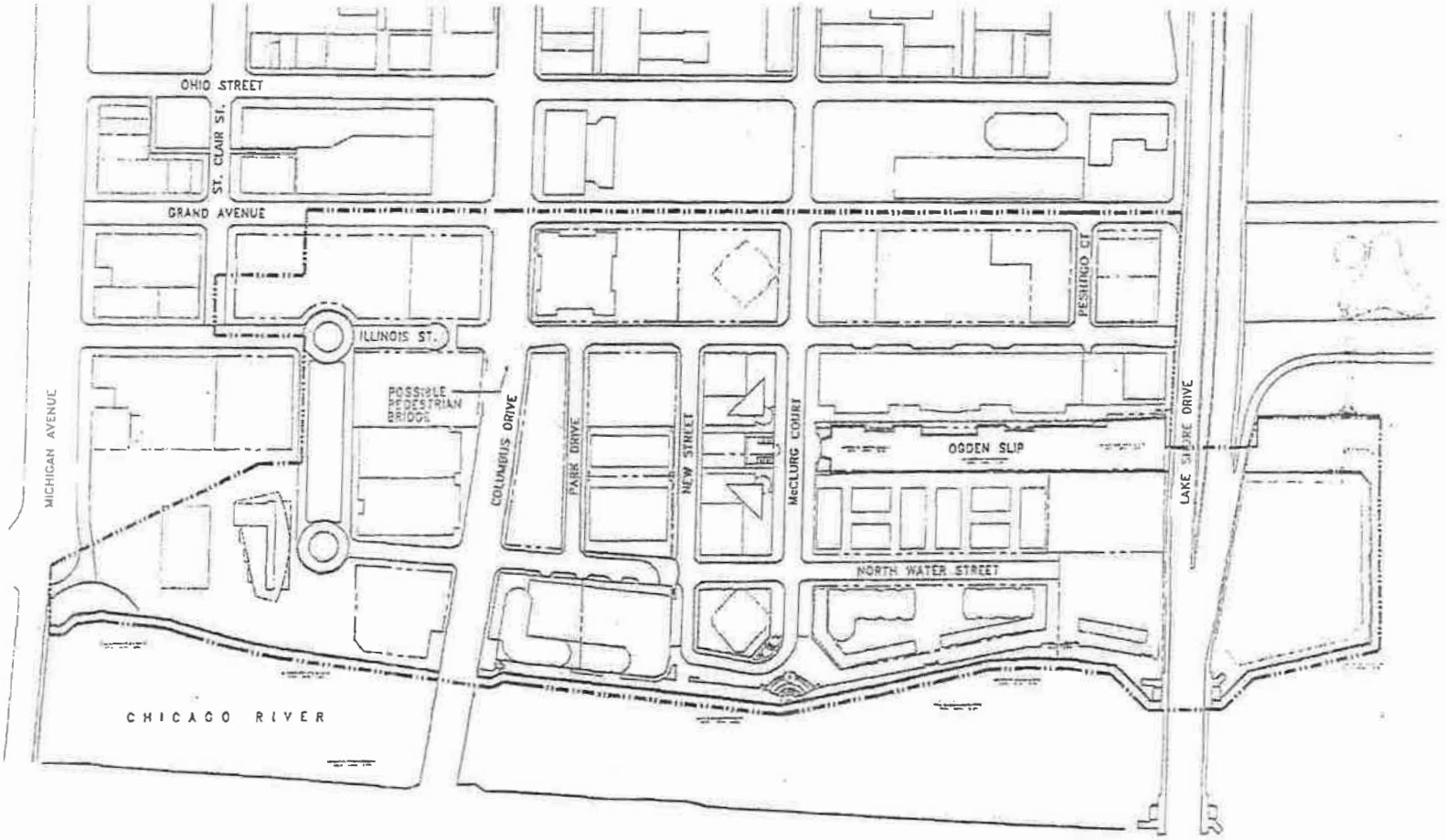
Apolicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: TBD

EXHIBIT 5
MAXIMUM HEIGHT ZONES
SCALE: NTS



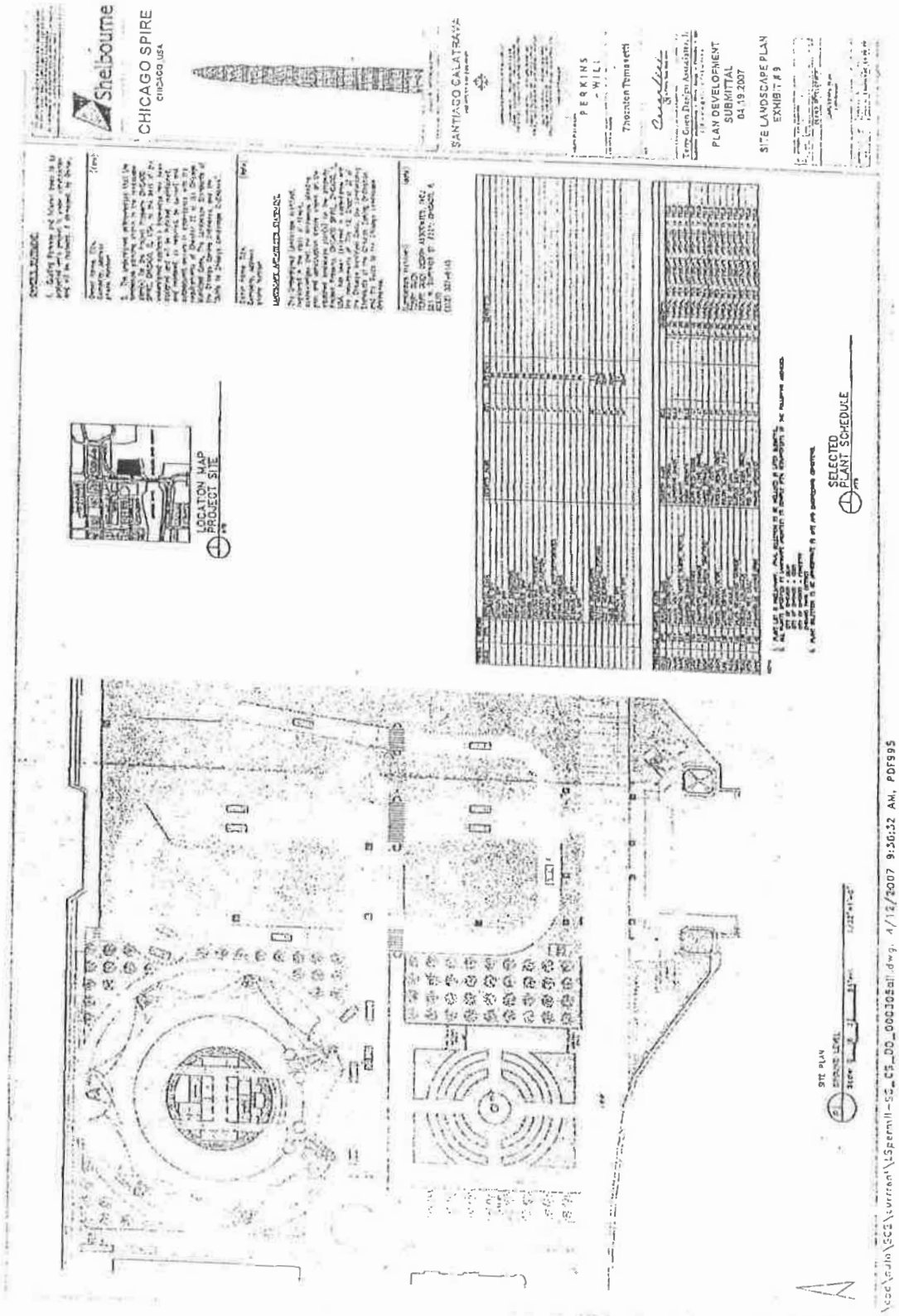
Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: TBD

EXHIBIT 6
EXISTING AND PLANNED OPEN SPACES
SCALE: NTS



Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: TBD

EXHIBIT 7
PATTERN OF VEHICULAR ROADWAYS
SCALE: NTS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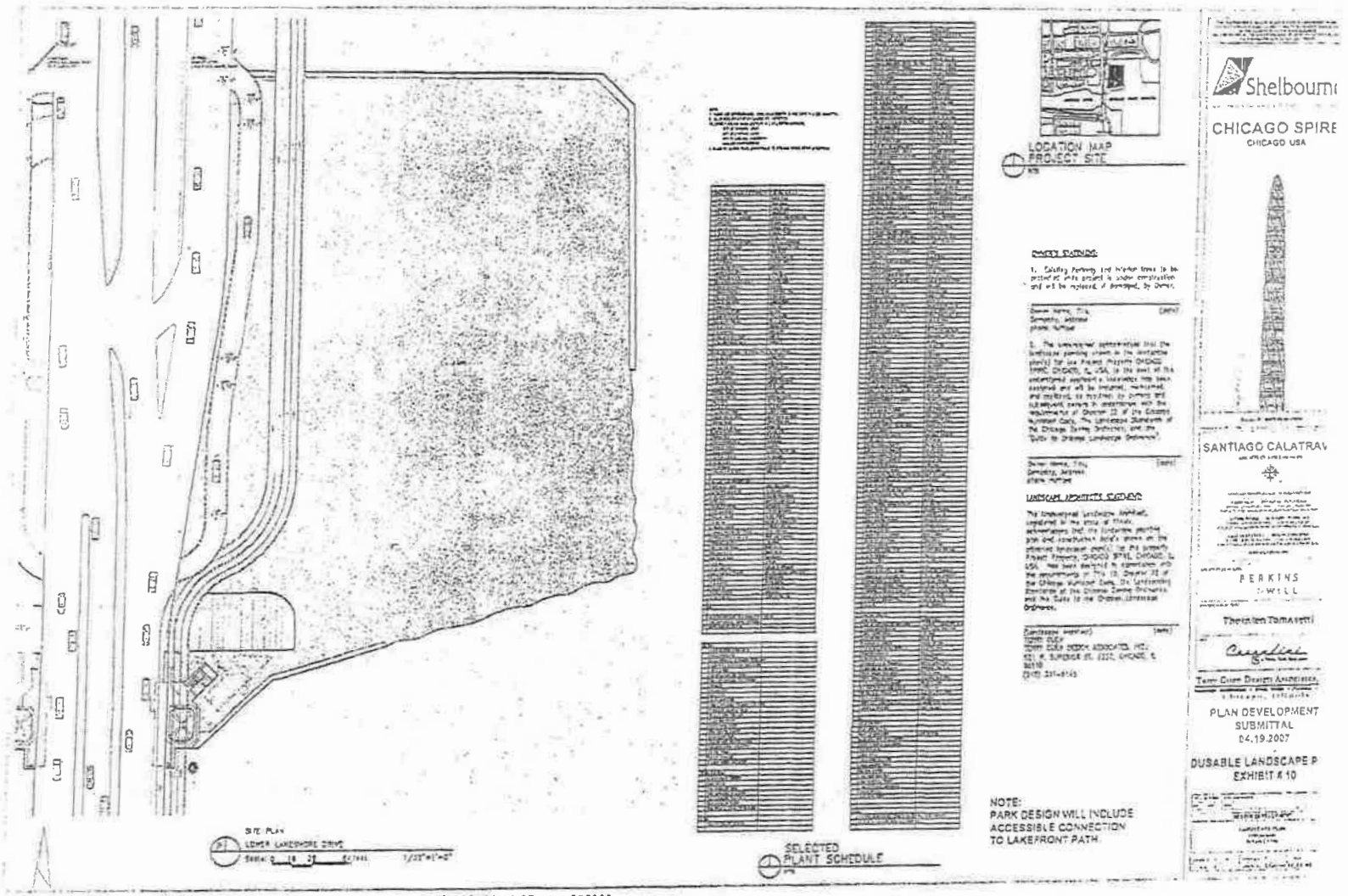
CHICAGO, USA
SANTIAGO CALATRAVA
PERKINS + WILL
Thornton Tomasetti
PLAN DEVELOPMENT SUBMITTAL 04.19.2007
SITE LANDSCAPE PLAN EXHIBIT #3
LOCATION MAP PROJECT SITE
SELECTED PLANT SCHEDULE
SITE PLAN


SITE PLAN
LOWER LAKESHORE DRIVE
LOCATION MAP
PROJECT SITE
SELECTED
PLANT SCHEDULE
NOTE:
PARK DESIGN WILL INCLUDE
ACCESSIBLE CONNECTION
TO LAKEFRONT PATH
Shelbourn
CHICAGO SPIRE
CHICAGO USA
SANTIAGO CALATRAV
PERKINS
WILL
Thornton Tomasetti
PLAN DEVELOPMENT
SUBMITTAL
04.19.2007
EXHIBIT A 10
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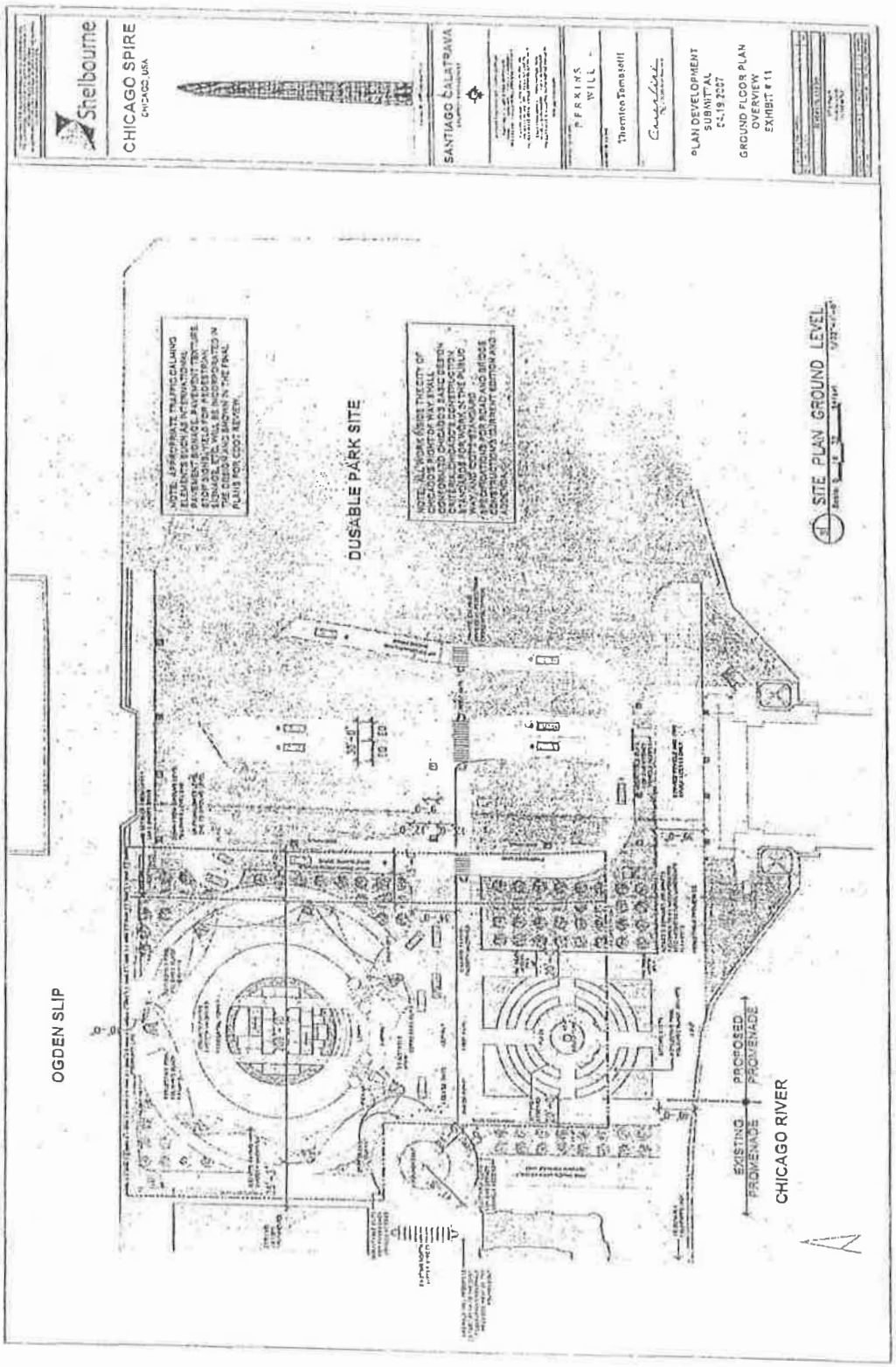
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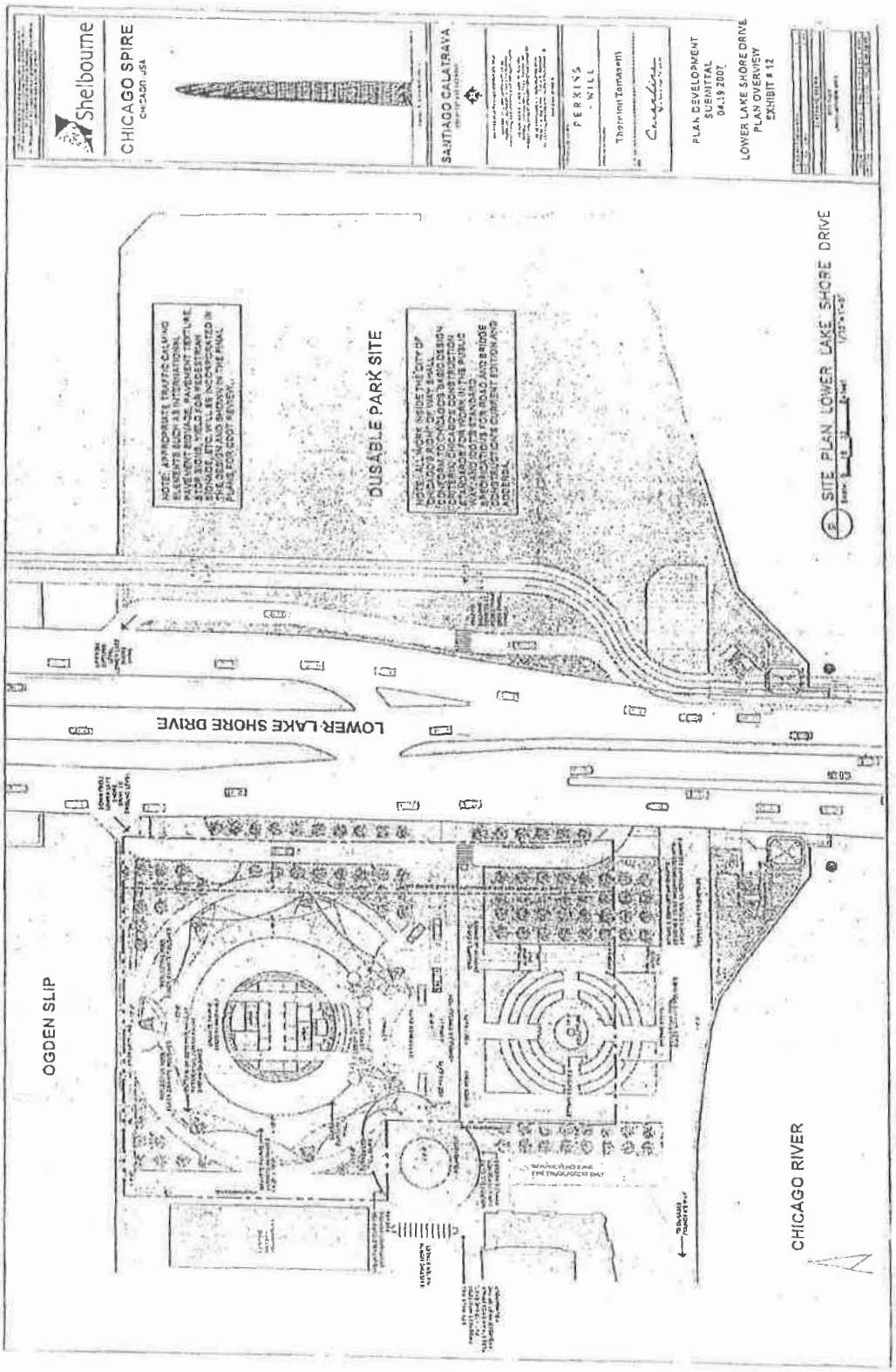
SANTIAGO CALATRAVA
PERKINS WILL - Thornton Tomasetti
PLAN DEVELOPMENT SUBMITTAL 04.19.2007
GROUND FLOOR PLAN OVERVIEW
EXHIBIT # 11
DUSABLE PARK SITE
SITE PLAN GROUND LEVEL
OGDEN SLIP
EXISTING PROMENADE
PROPOSED PROMENADE
CHICAGO RIVER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Thornton Tomasetti
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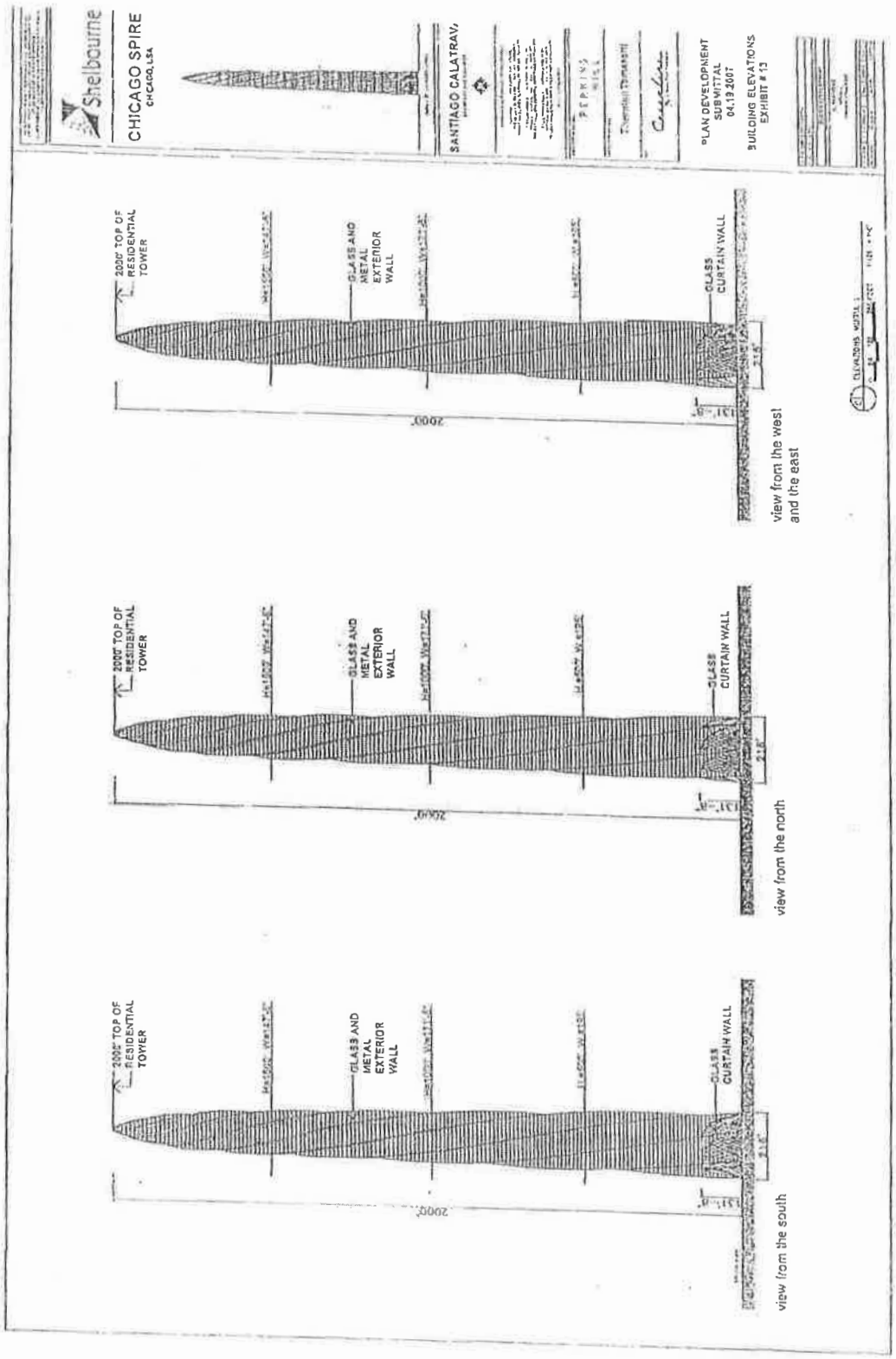
LOWER LAKE SHORE DRIVE PLAN OVERVIEW EXHIBIT # 12
SITE PLAN LOWER LAKE SHORE DRIVE
DUSABLE PARK SITE
LOWER LAKE SHORE DRIVE
OGDEN SLIP
CHICAGO RIVER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PERKINS
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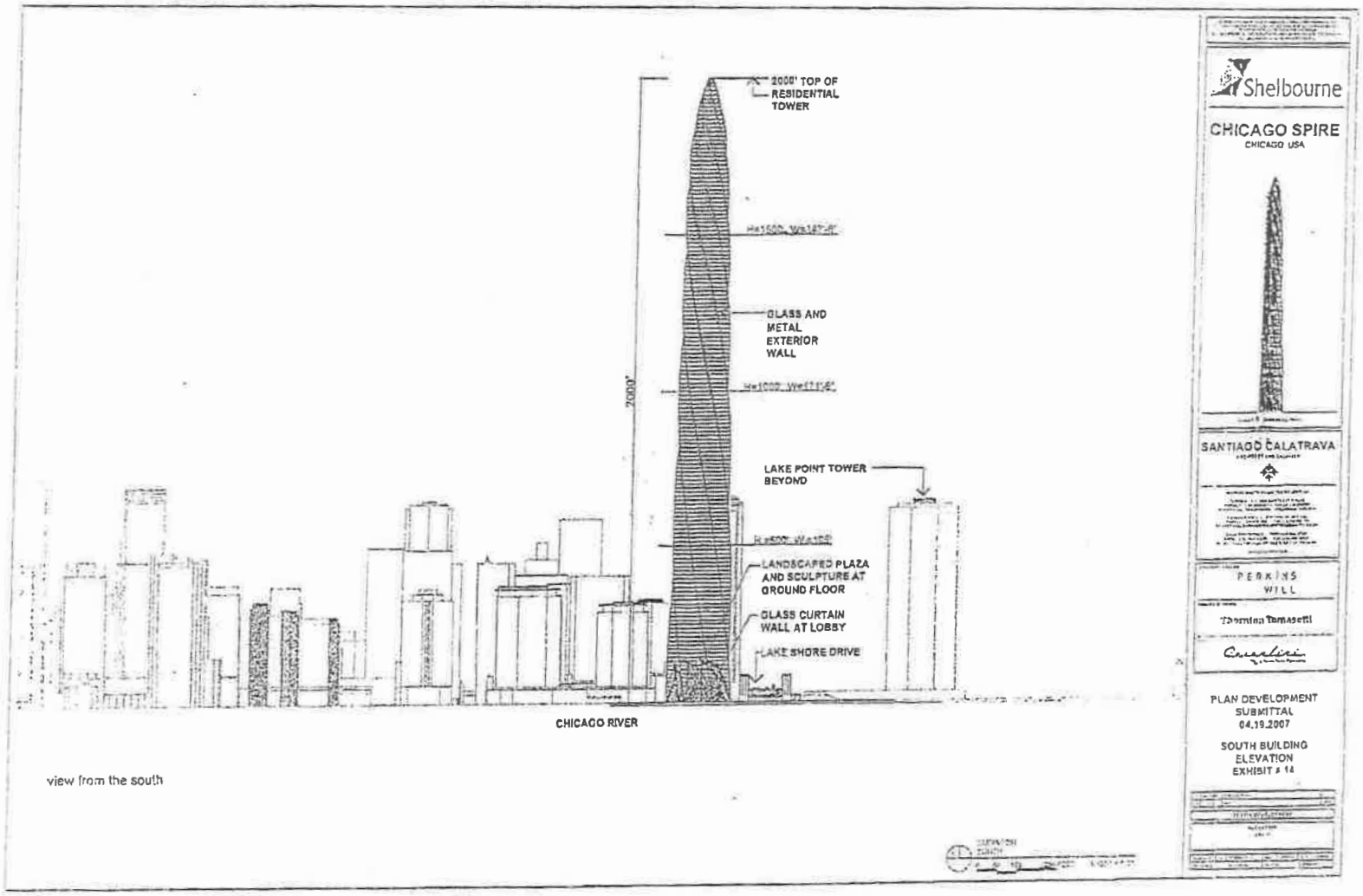
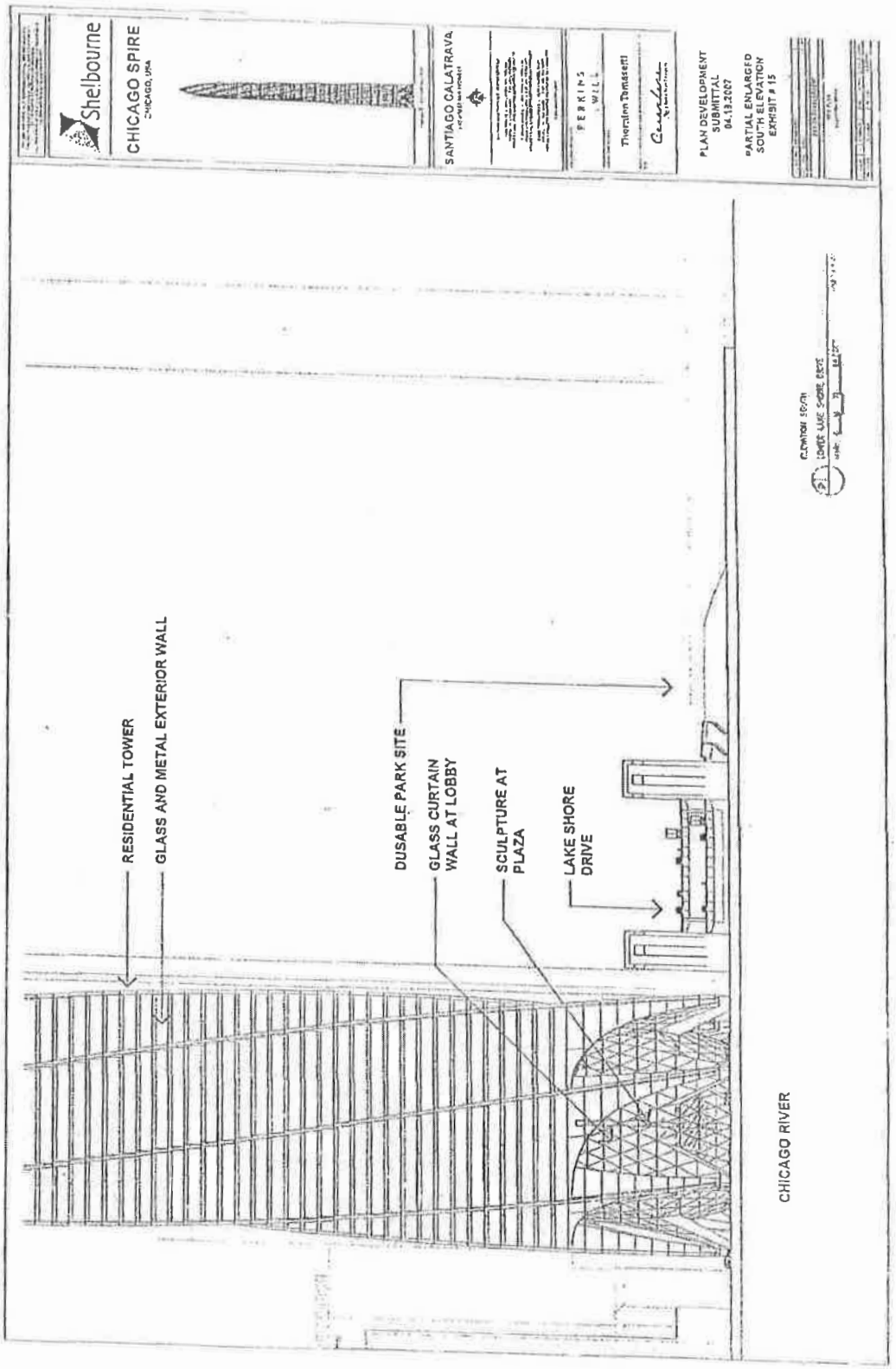
BUILDING ELEVATIONS EXHIBIT # 13
2000' TOP OF RESIDENTIAL TOWER
GLASS AND METAL EXTERIOR WALL
GLASS CURTAIN WALL
2000'
view from the west and the east
2000' TOP OF RESIDENTIAL TOWER
GLASS AND METAL EXTERIOR WALL
GLASS CURTAIN WALL
2000'
view from the north
2000' TOP OF RESIDENTIAL TOWER
GLASS AND METAL EXTERIOR WALL
GLASS CURTAIN WALL
2000'
view from the south


2000' TOP OF RESIDENTIAL TOWER
GLASS AND METAL EXTERIOR WALL
2000'
LAKE POINT TOWER BEYOND
LANDSCAPED PLAZA AND SCULPTURE AT GROUND FLOOR
GLASS CURTAIN WALL AT LOBBY
LAKE SHORE DRIVE
CHICAGO RIVER
view from the south
Shelbourne
CHICAGO SPIRE
CHICAGO USA
SANTIAGO CALATRAVA
PERKINS WILL
Thornton Tomasetti
PLAN DEVELOPMENT SUBMITTAL
04.19.2007
SOUTH BUILDING ELEVATION
EXHIBIT # 14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PERKINS WILL
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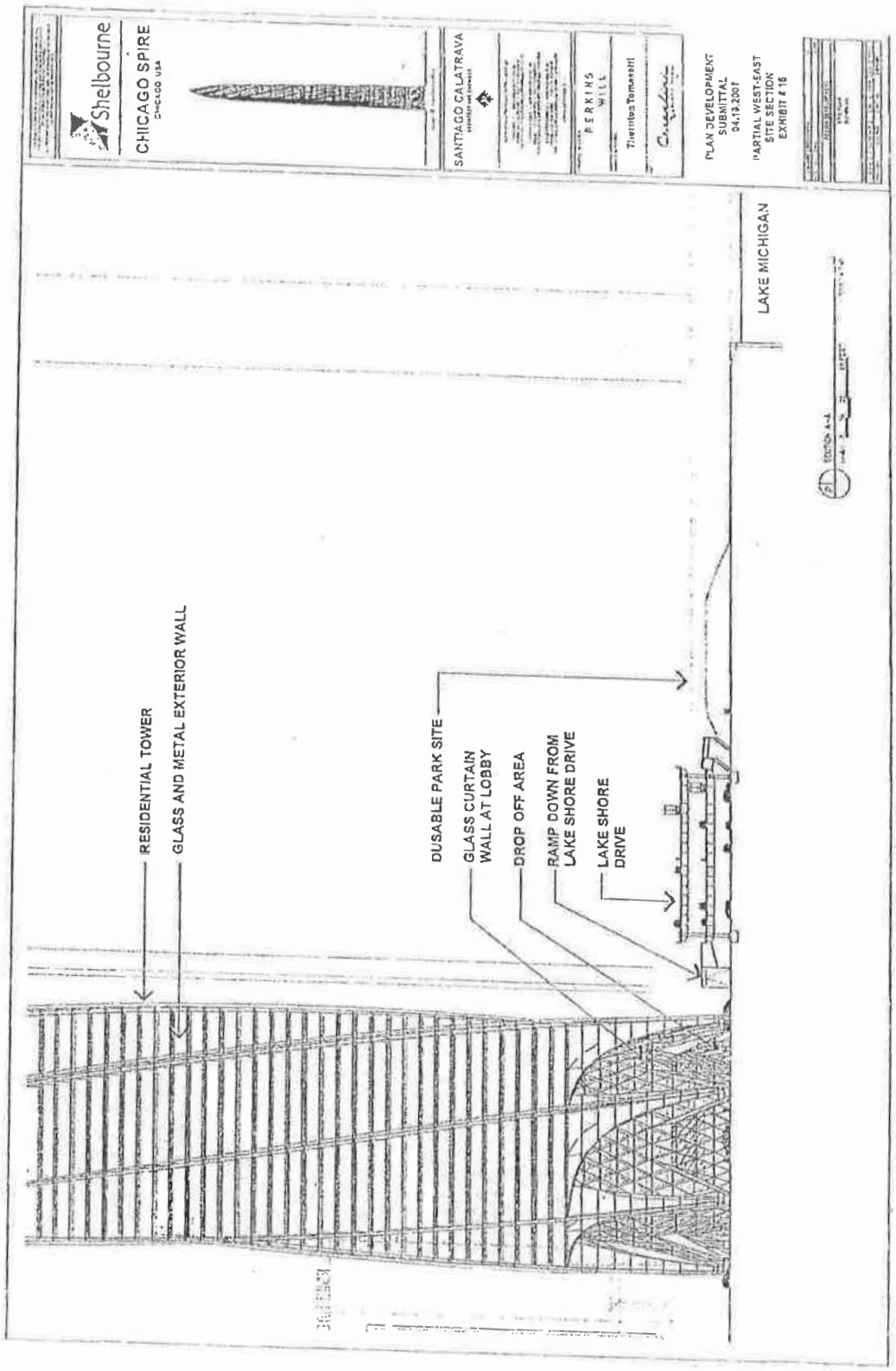
PLAN DEVELOPMENT SUBMITTAL 04.19.2007
PARTIAL ENLARGED SOUTH ELEVATION EXHIBIT # 15
RESIDENTIAL TOWER
GLASS AND METAL EXTERIOR WALL
DUSABLE PARK SITE
GLASS CURTAIN WALL AT LOBBY
SCULPTURE AT PLAZA
LAKE SHORE DRIVE
CHICAGO RIVER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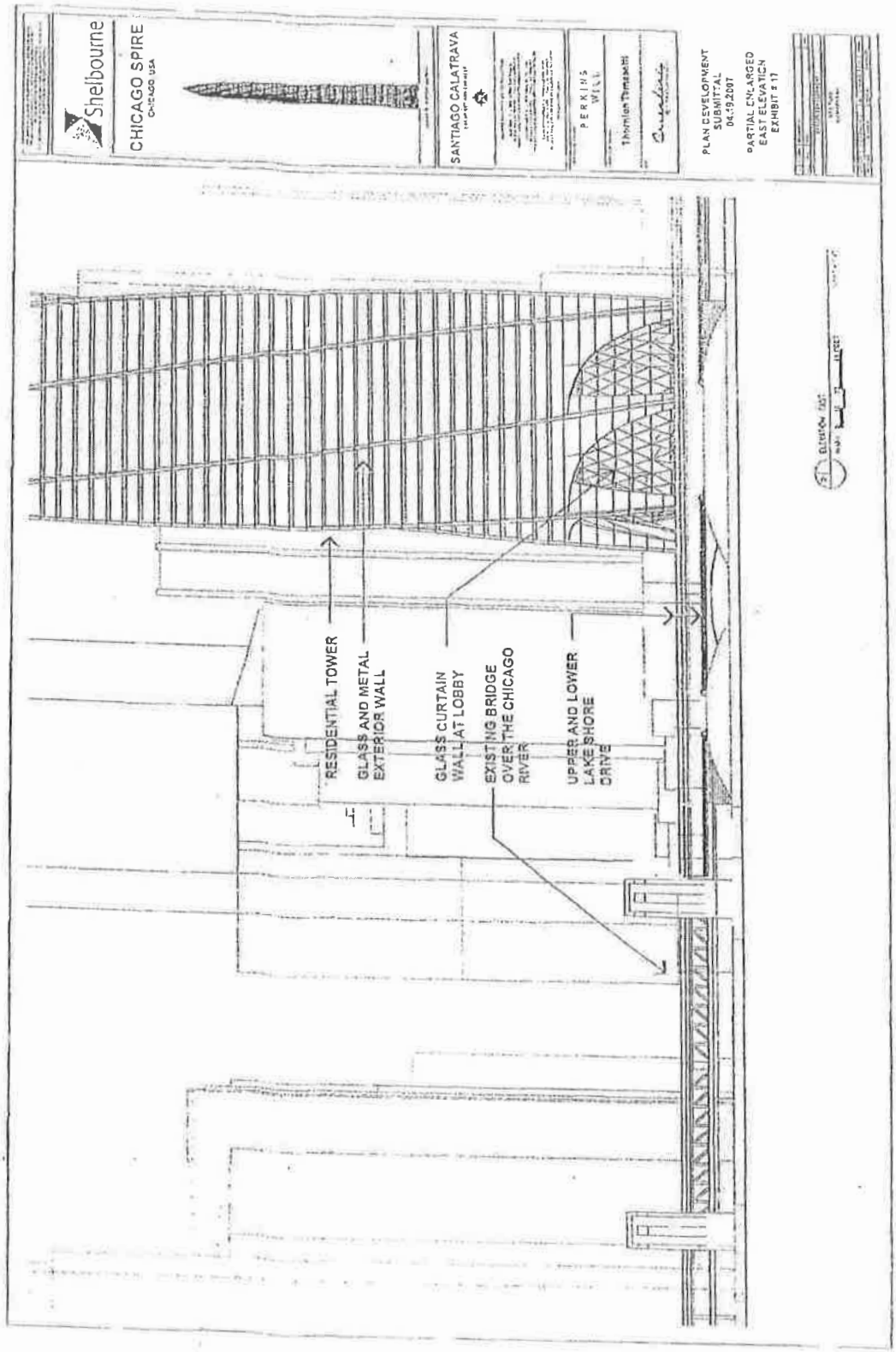
Thornton Tomasetti
PLAN DEVELOPMENT SUBMITTAL 04.19.2007
PARTIAL WEST-EAST SITE SECTION EXHIBIT # 16
LAKE MICHIGAN
RESIDENTIAL TOWER
GLASS AND METAL EXTERIOR WALL
DUSABLE PARK SITE
GLASS CURTAIN WALL AT LOBBY
DROP OFF AREA
RAMP DOWN FROM LAKE SHORE DRIVE
LAKE SHORE DRIVE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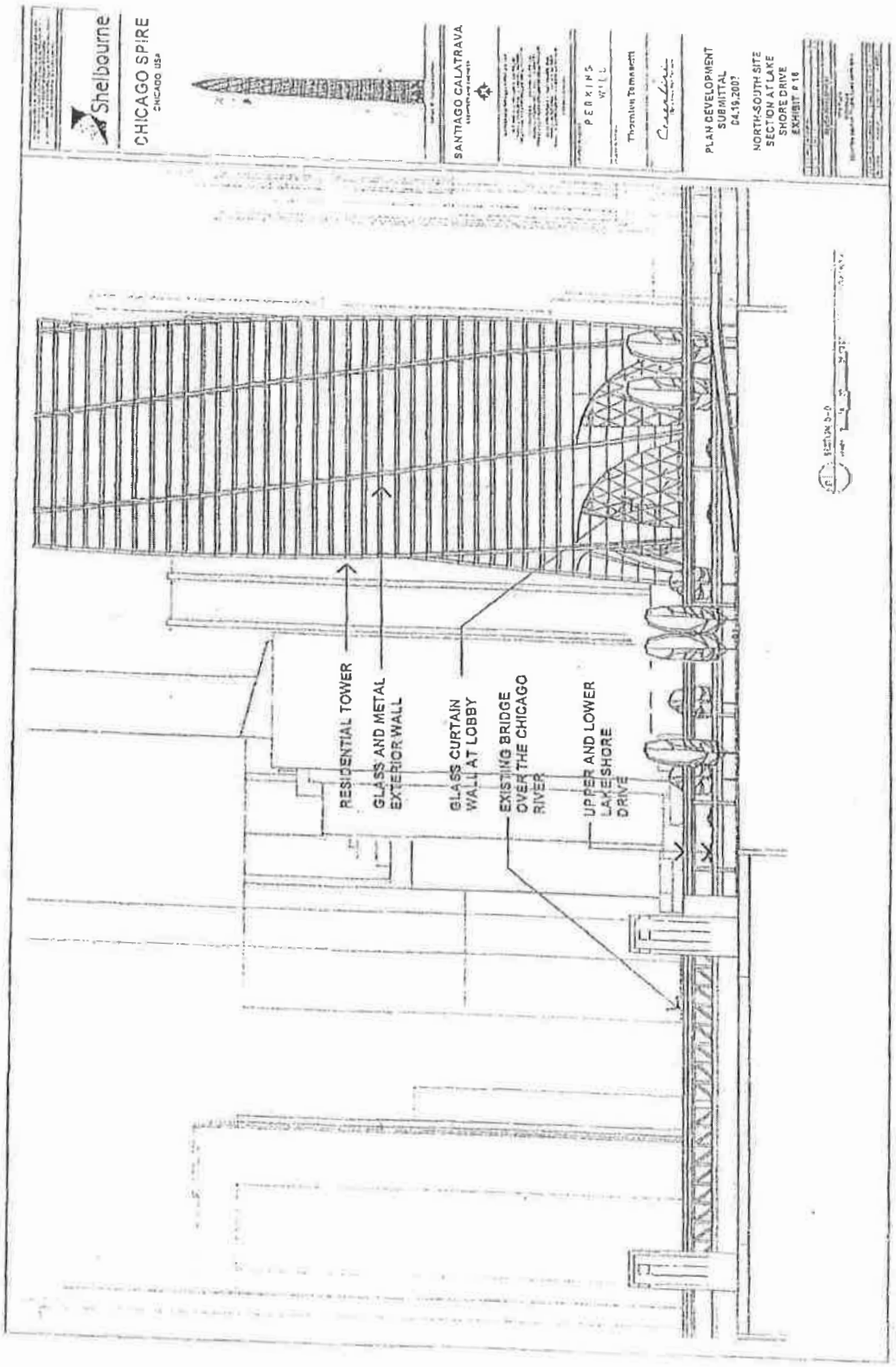
CHICAGO SPIRE
SANTIAGO CALATRAVA
PERKINS WILL
PLAN DEVELOPMENT SUBMITTAL 04.19.2007
PARTIAL ENLARGED EAST ELEVATION EXHIBIT # 17
RESIDENTIAL TOWER
GLASS AND METAL EXTERIOR WALL
GLASS CURTAIN WALL AT LOBBY
EXISTING BRIDGE OVER THE CHICAGO RIVER
UPPER AND LOWER LAKE SHORE DRIVE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SUBMITTAL
04.19.2007
NORTH-SOUTH SITE
SECTION AT LAKE
SHORE DRIVE
EXHIBIT # 16
RESIDENTIAL TOWER
GLASS AND METAL
EXTERIOR WALL
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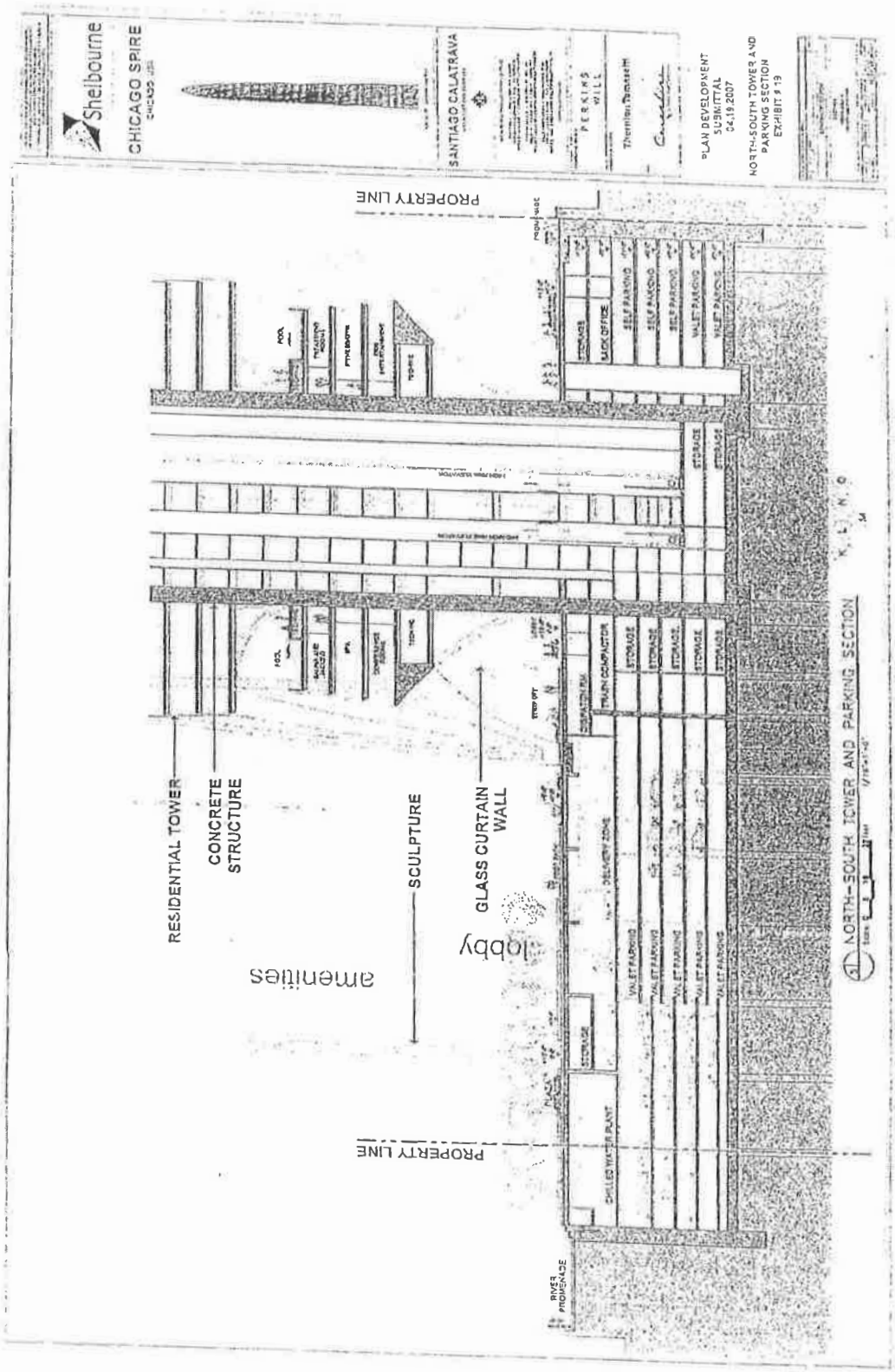
WALL AT LOBBY
EXISTING BRIDGE
OVER THE CHICAGO
RIVER
UPPER AND LOWER
LAKESHORE
DRIVE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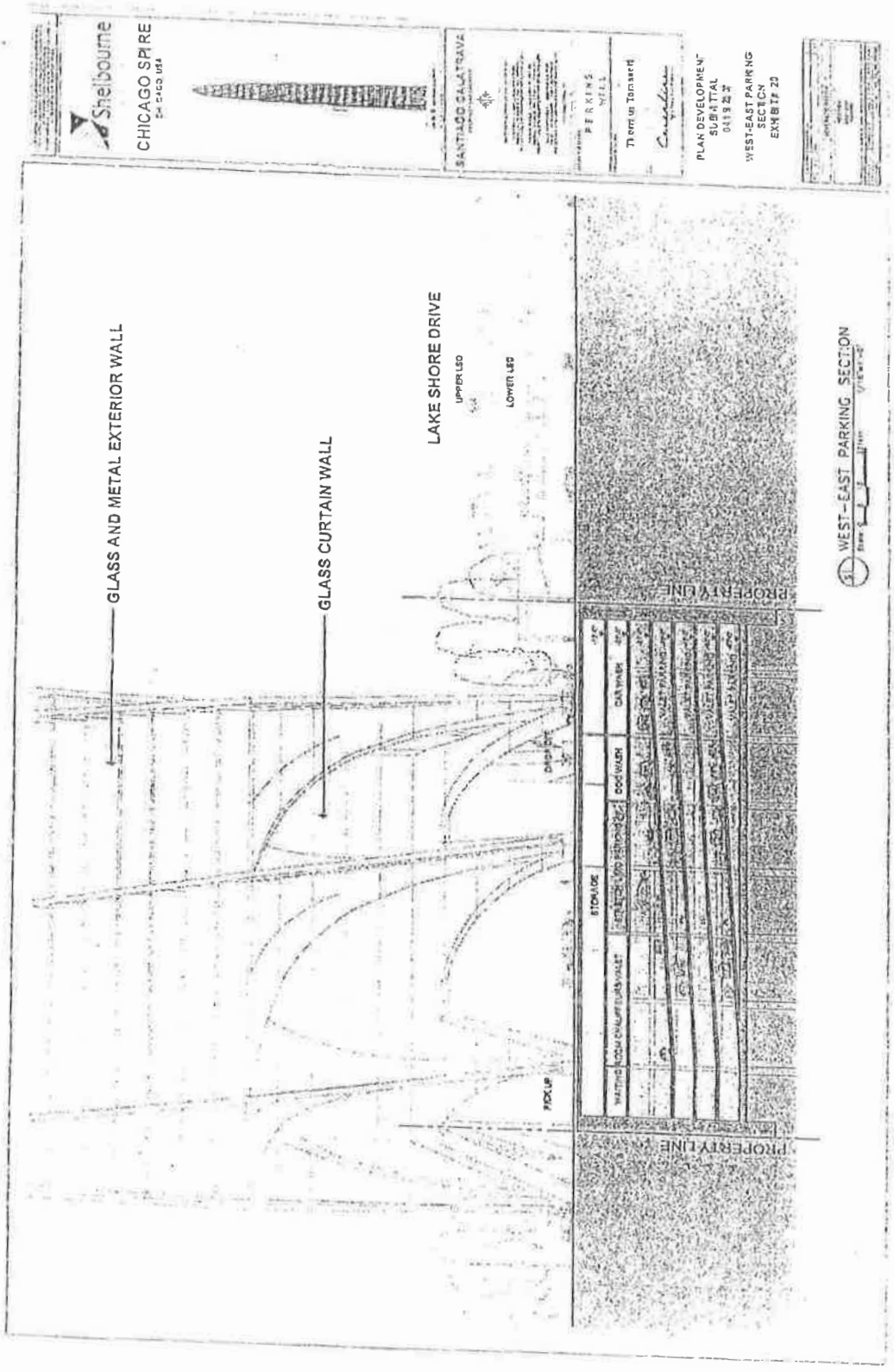
PLAN DEVELOPMENT SUBMITTAL 04.19.2007
NORTH-SOUTH TOWER AND PARKING SECTION EXHIBIT 9.19
PROPERTY LINE
RESIDENTIAL TOWER
CONCRETE STRUCTURE
SCULPTURE
GLASS CURTAIN WALL
lobby
amenities
PROPERTY LINE
NORTH-SOUTH TOWER AND PARKING SECTION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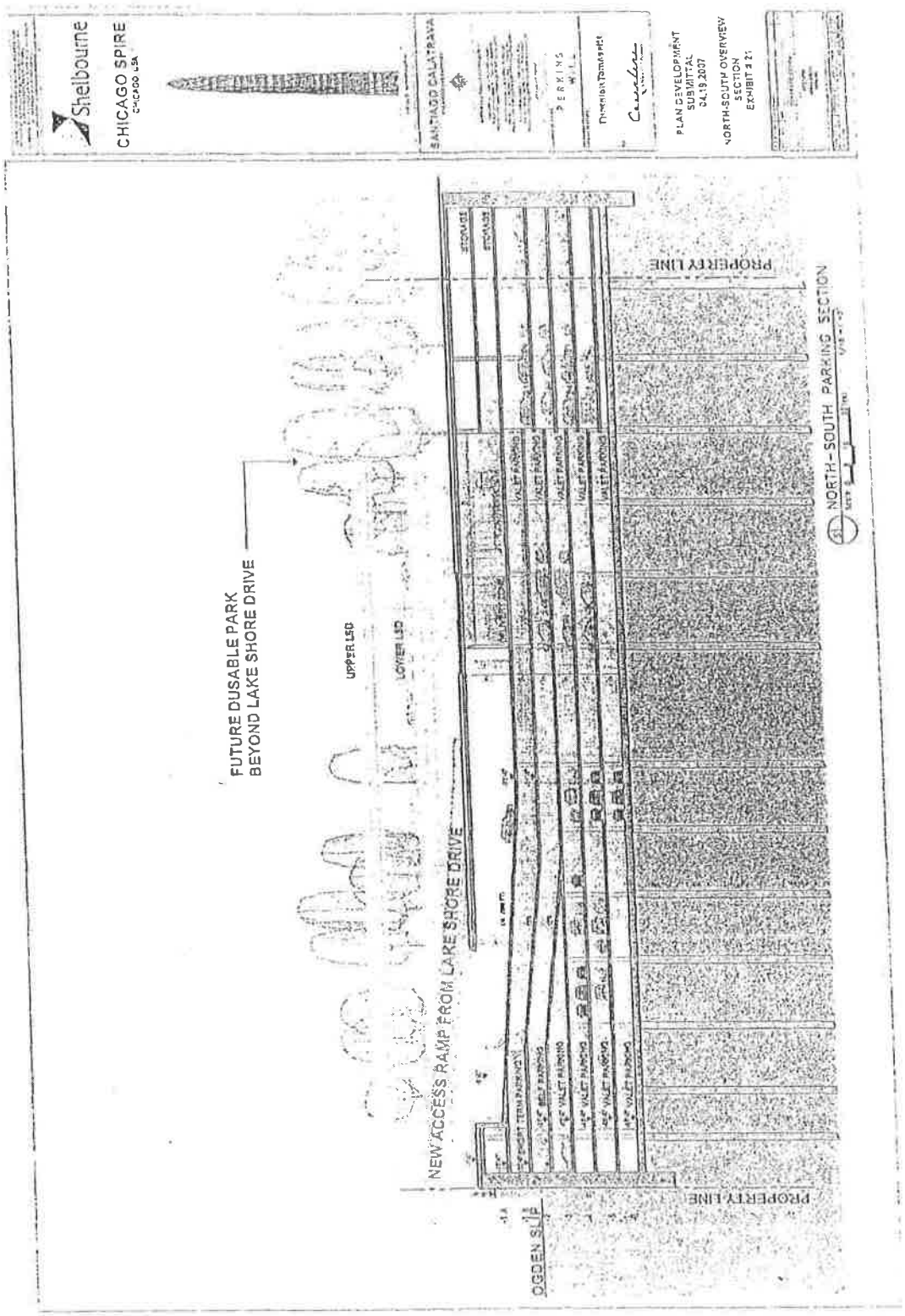
PLAN DEVELOPMENT SUBMITTAL 04192.27
WEST-EAST PARKING SECTION EXHIBIT 23
GLASS AND METAL EXTERIOR WALL
GLASS CURTAIN WALL
LAKE SHORE DRIVE
UPPER LSD
LOWER LSD
PROPERTY LINE
PROPERTY LINE
WEST-EAST PARKING SECTION
STORAGE
DOG WASH
DAY WASH
PICK UP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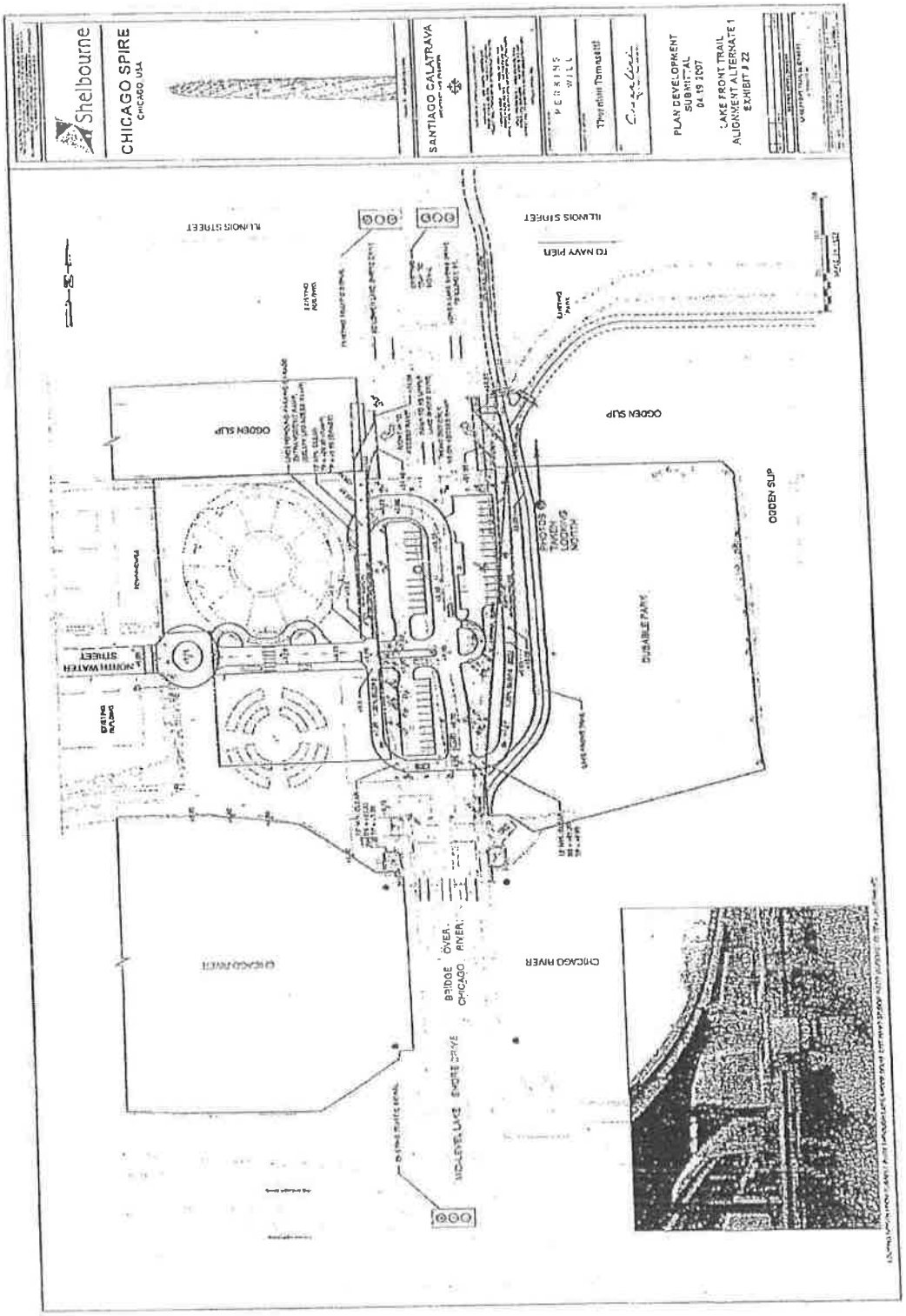
PLAN DEVELOPMENT SUBMITTAL 04.19.2007
NORTH-SOUTH OVERVIEW SECTION
EXHIBIT 3.21
FUTURE DUSABLE PARK BEYOND LAKE SHORE DRIVE
UPPER LSD
LOWER LSD
NEW ACCESS RAMP FROM LAKE SHORE DRIVE
OGDEN SLIP
PROPERTY LINE
PROPERTY LINE
NORTH-SOUTH PARKING SECTION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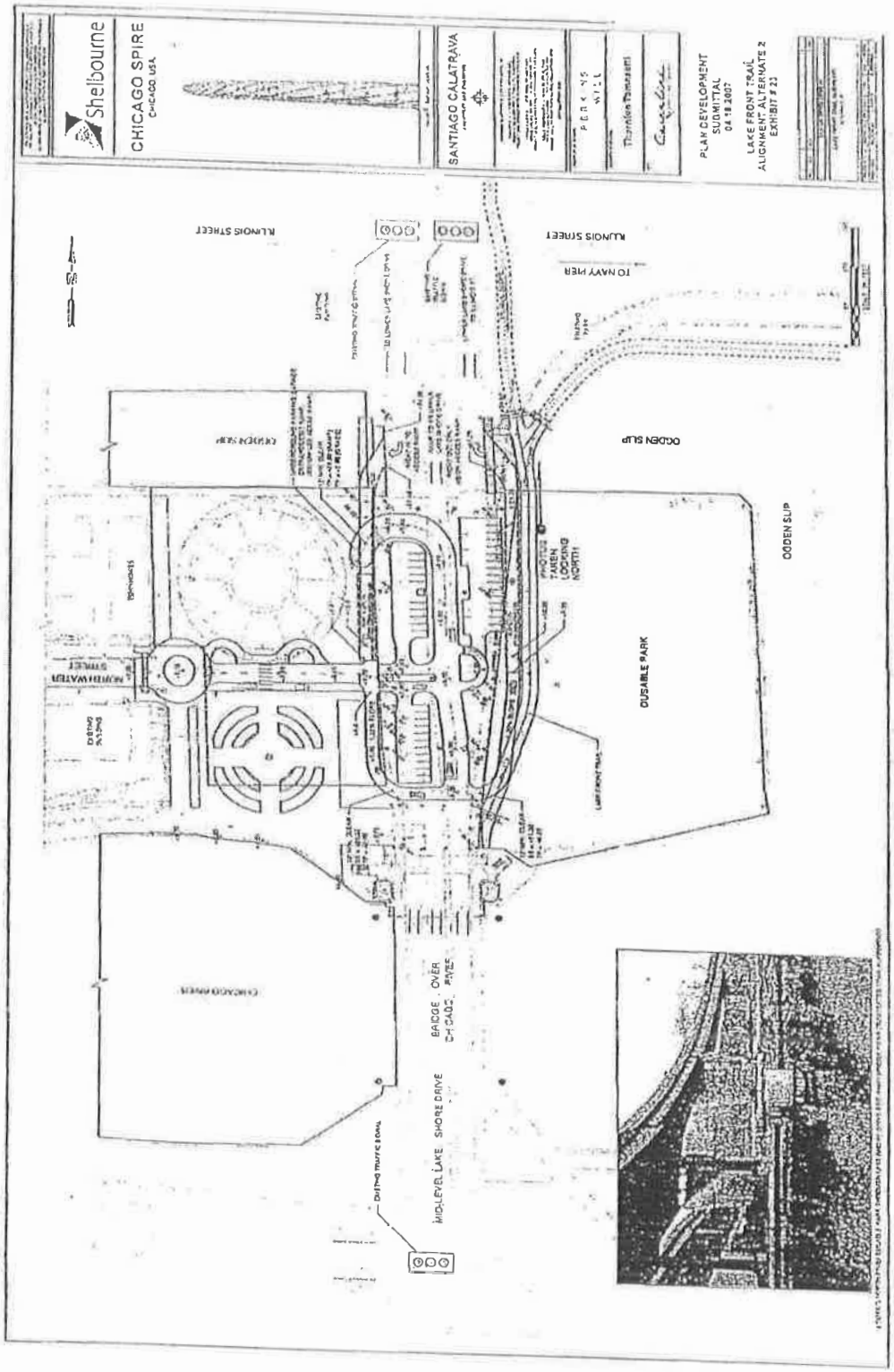
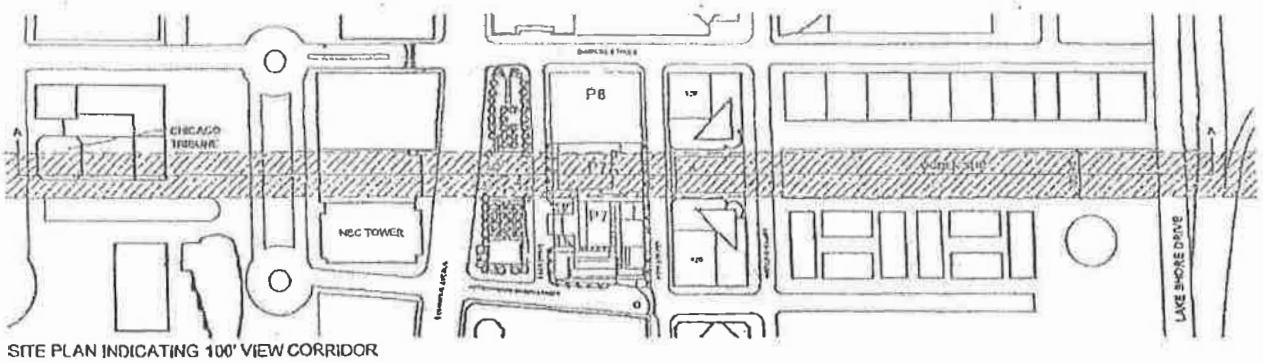
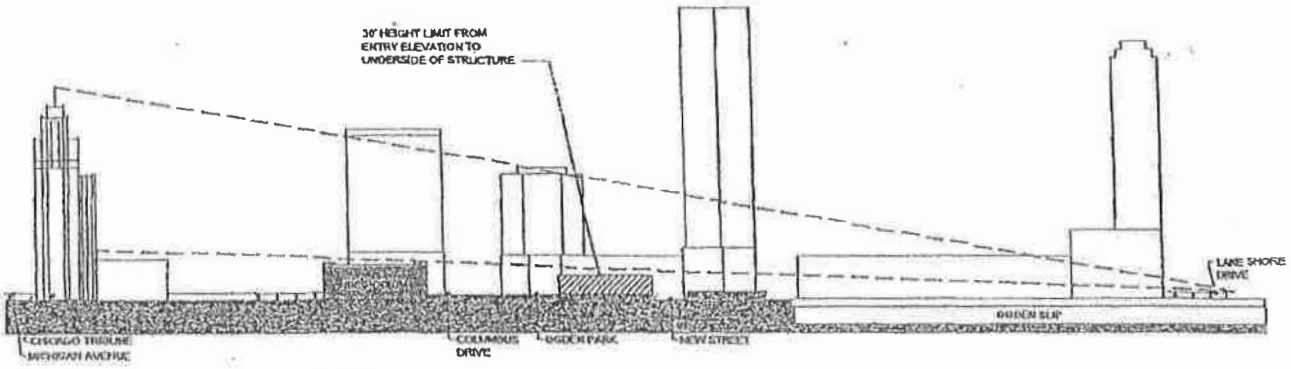
CHICAGO SPIRE
CHICAGO USA
SANTIAGO CALATRAVA
PERKINS WILL
Thornton Tomasetti
PLAN DEVELOPMENT SUBMITTAL 04.19.2007
LAKE FRONT TRAIL ALIGNMENT ALTERNATE 1 EXHIBIT 1 22
ILLINOIS STREET
TO NAVY PIER
OGDEN SLIP
NORTH WATER STREET
DUSABLE PARK
CHICAGO RIVER
BRIDGE OVER CHICAGO RIVER
NORTH LAKE SHORE DRIVE


Shelbourne
CHICAGO SPIRE
CHICAGO USA
SANTIAGO CALATRAVA
PLAN DEVELOPMENT SUBMITTAL 04.18.2007
LAKE FRONT TRAIL ALIGNMENT: ALTERNATE 2 EXHIBIT # 23
ILLINOIS STREET
TO NAVY PIER
OGDEN SLIP
DUSABLE PARK
PHOTO TAKEN LOOKING NORTH
BARGE OVER CHICAGO RIVER
MID-LEVEL LAKE SHORE DRIVE



SITE PLAN INDICATING 100' VIEW CORRIDOR



SITE SECTION "A" THROUGH VIEW CORRIDOR

VIEW CORRIDOR PROGRAM

NTS

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Date: May 24, 2012
Revised:

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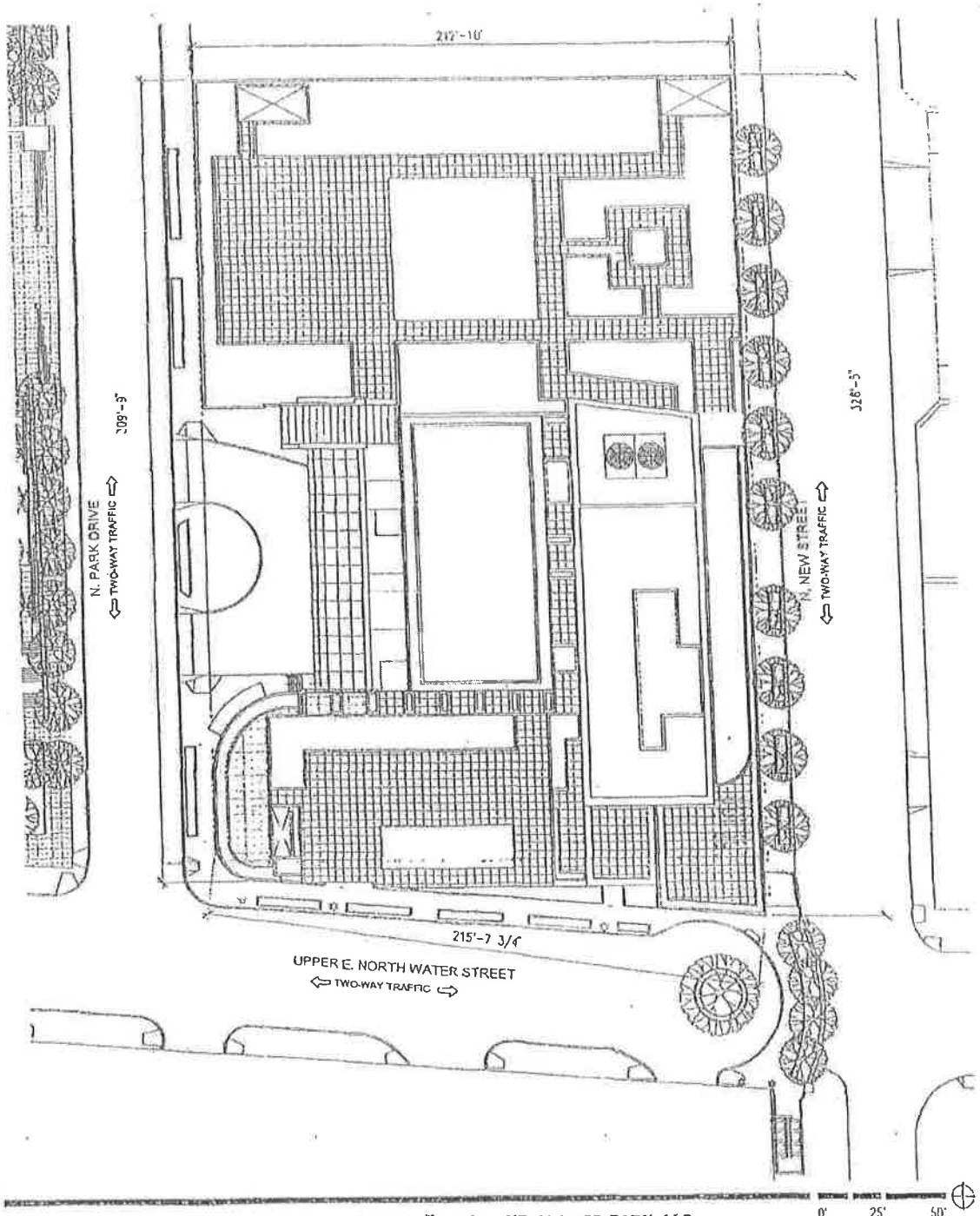

OVERALL SITE PLAN

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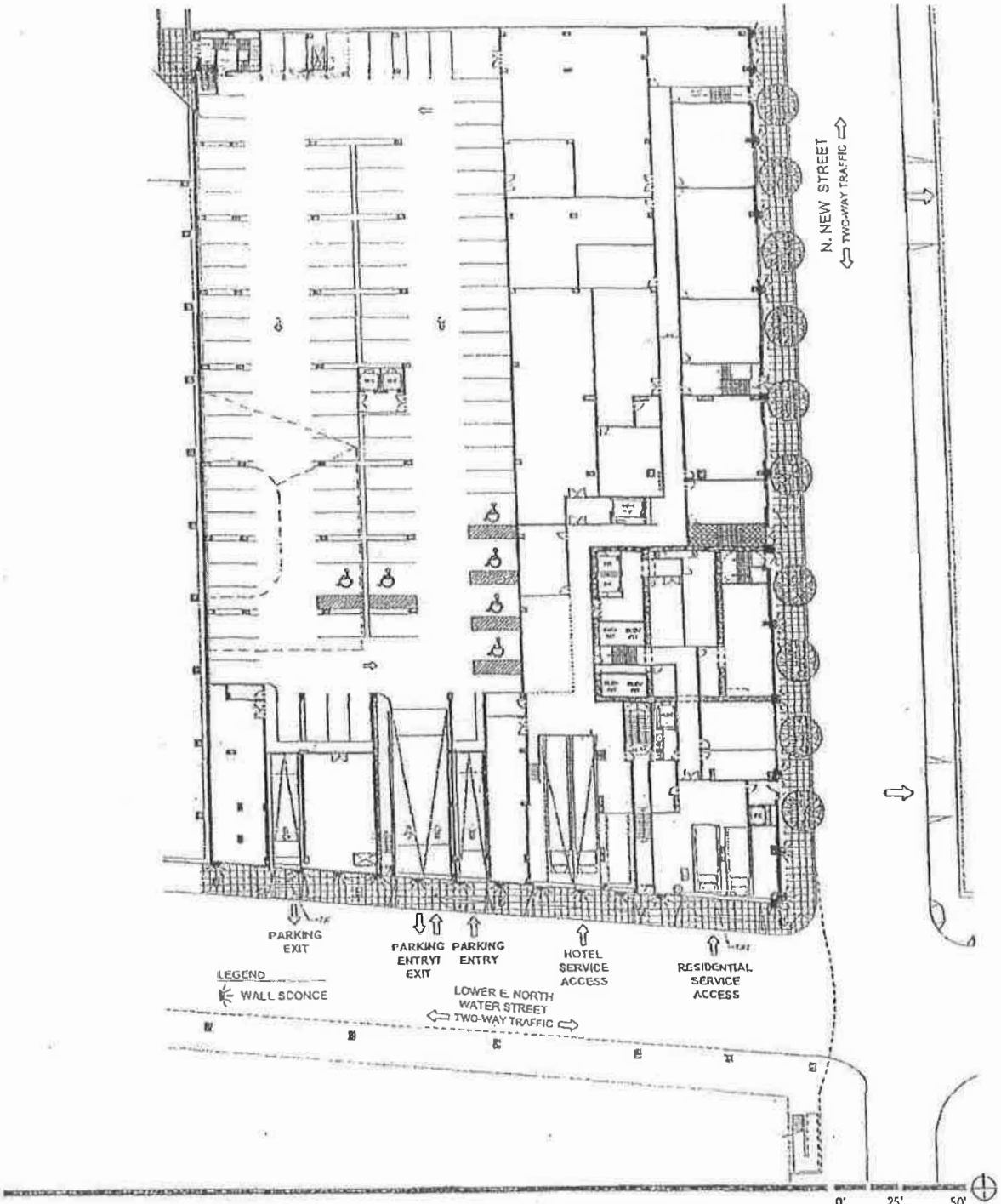

LOWER E. NORTH WATER STREET PLAN

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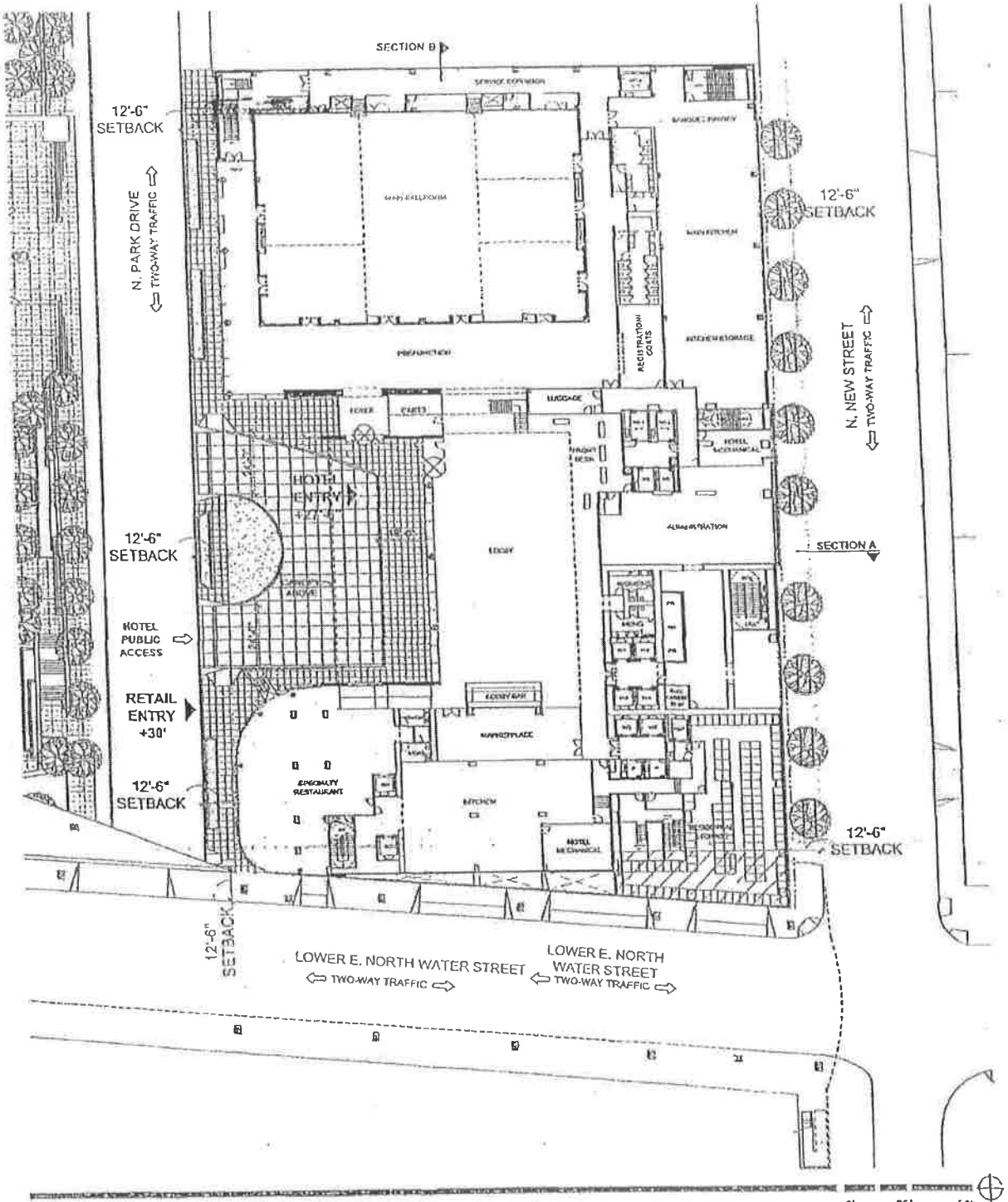

NORTH PARK DRIVE STREET PLAN

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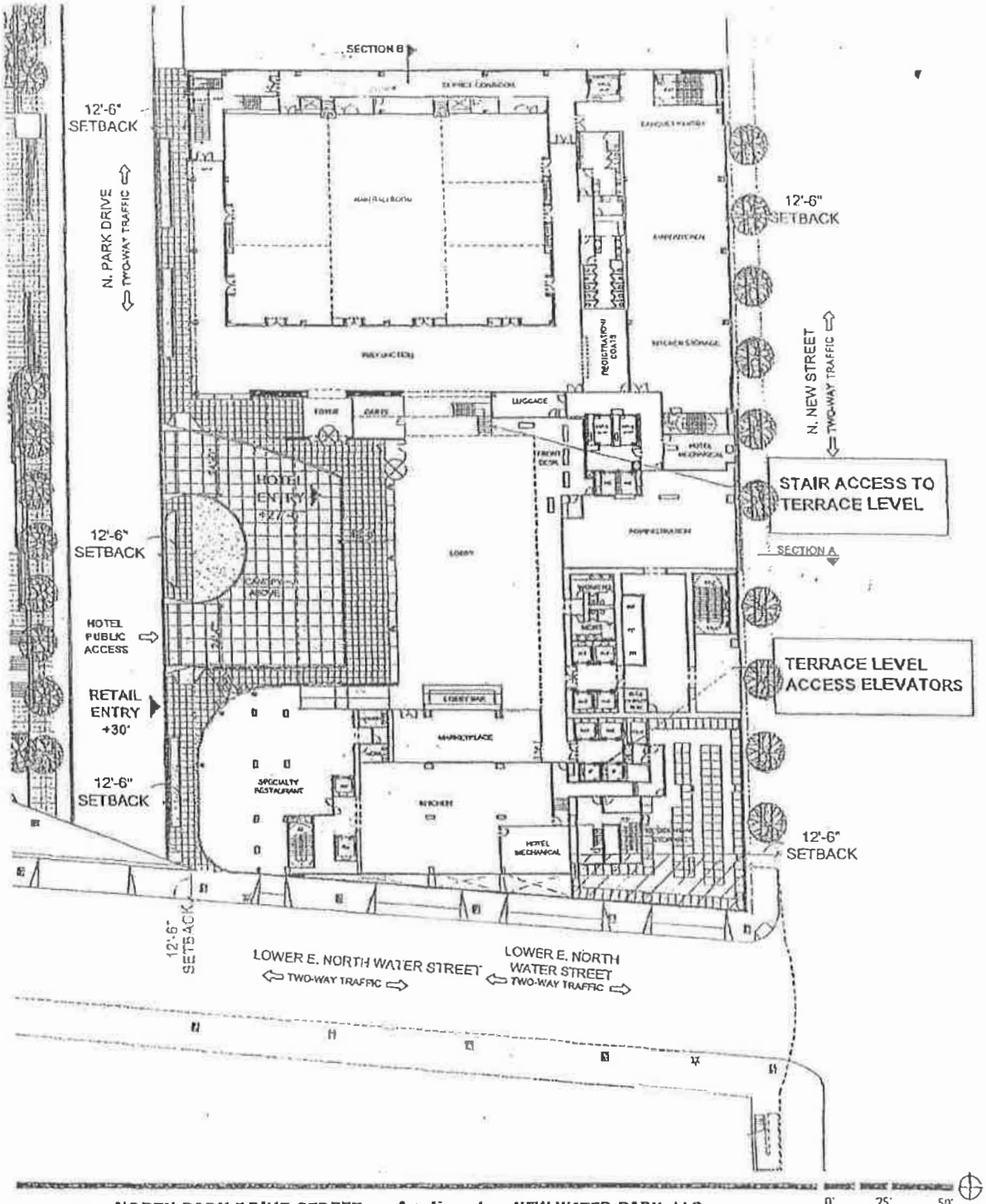
Date: May 24, 2012
Revised:



NORTH PARK DRIVE STREET WAYFINDING PLAN

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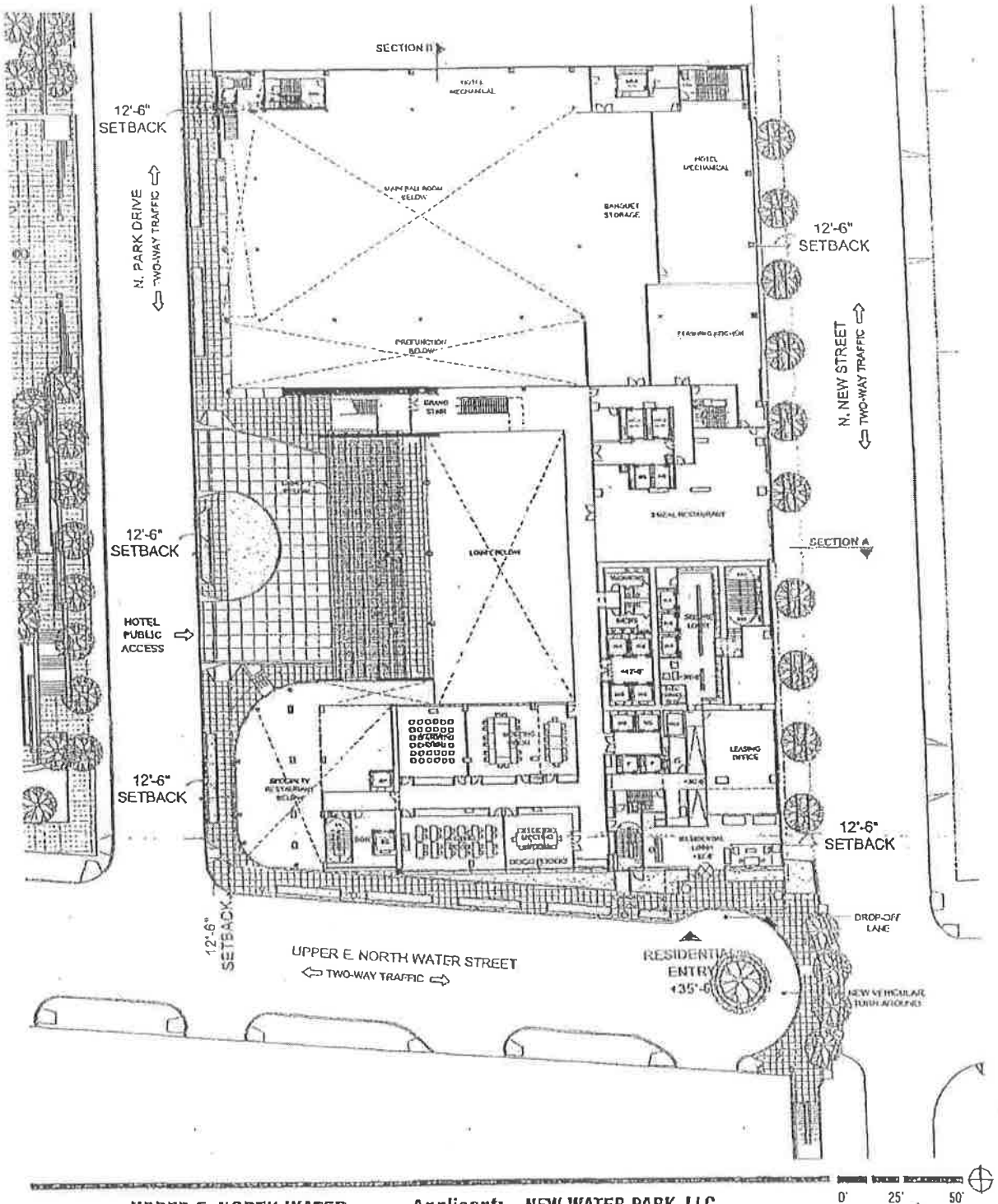

UPPER E. NORTH WATER STREET PLAN

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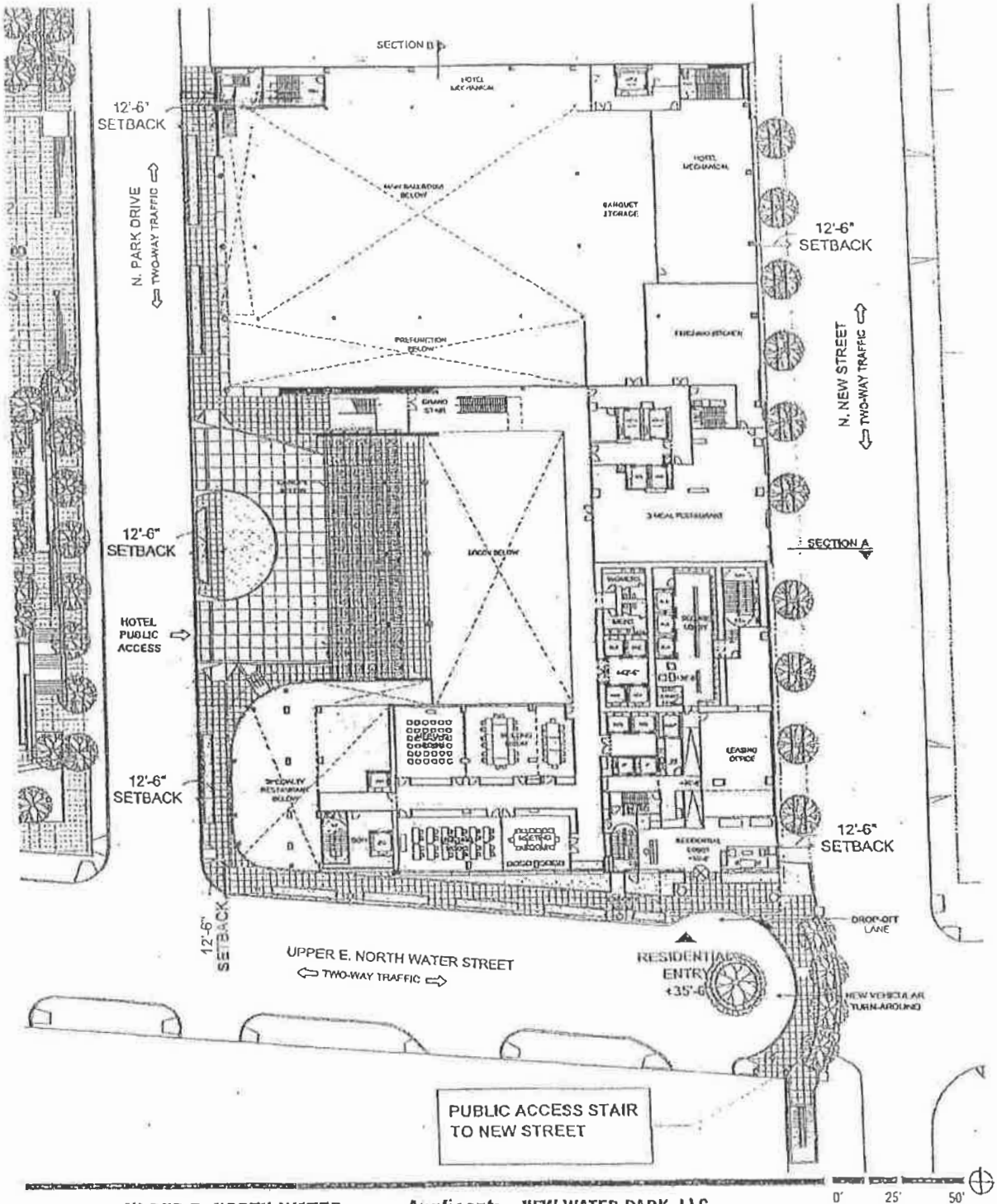

UPPER E. NORTH WATER STREET WAYFINDING PLAN

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Date: May 24, 2012
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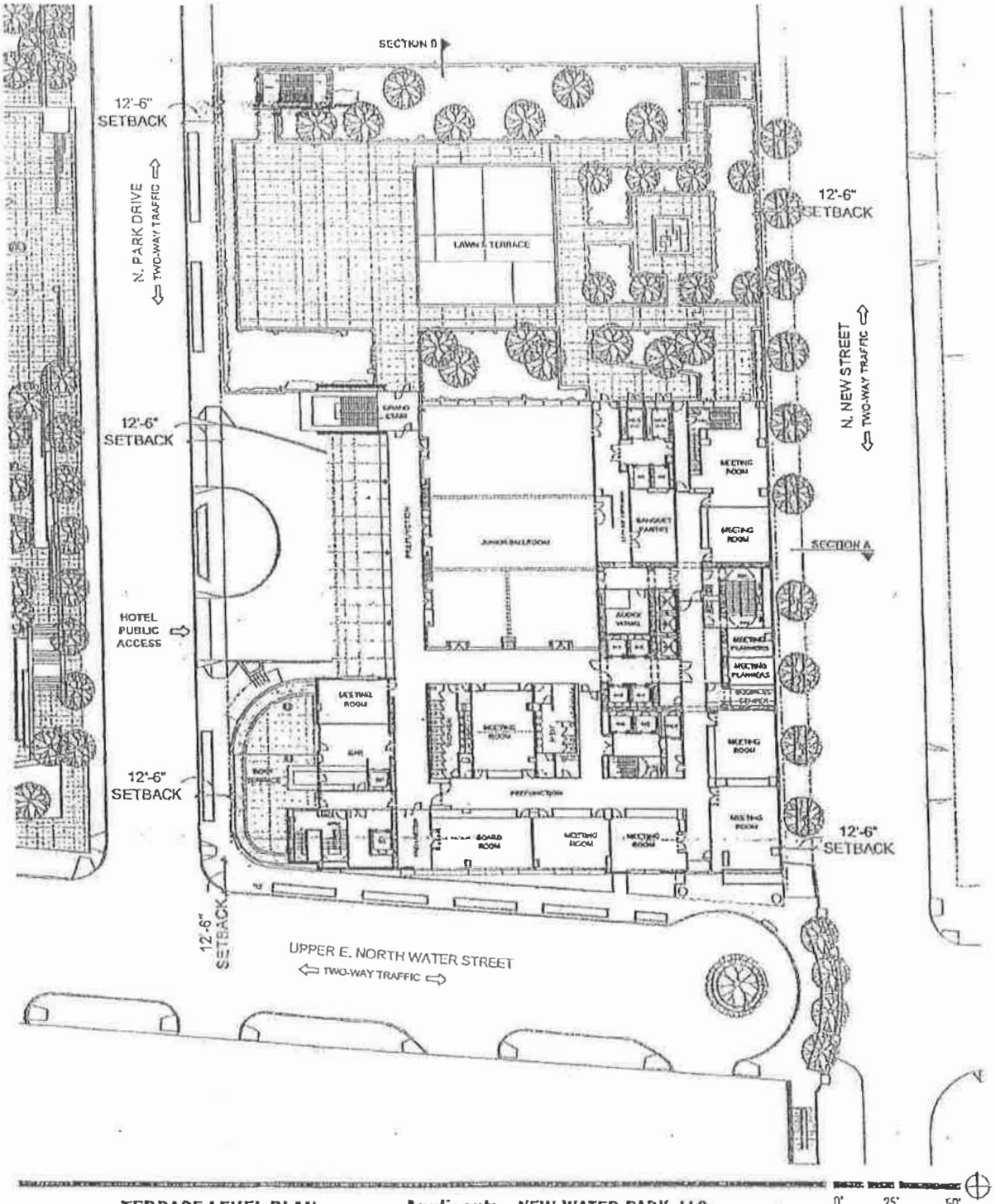

TERRACE LEVEL PLAN

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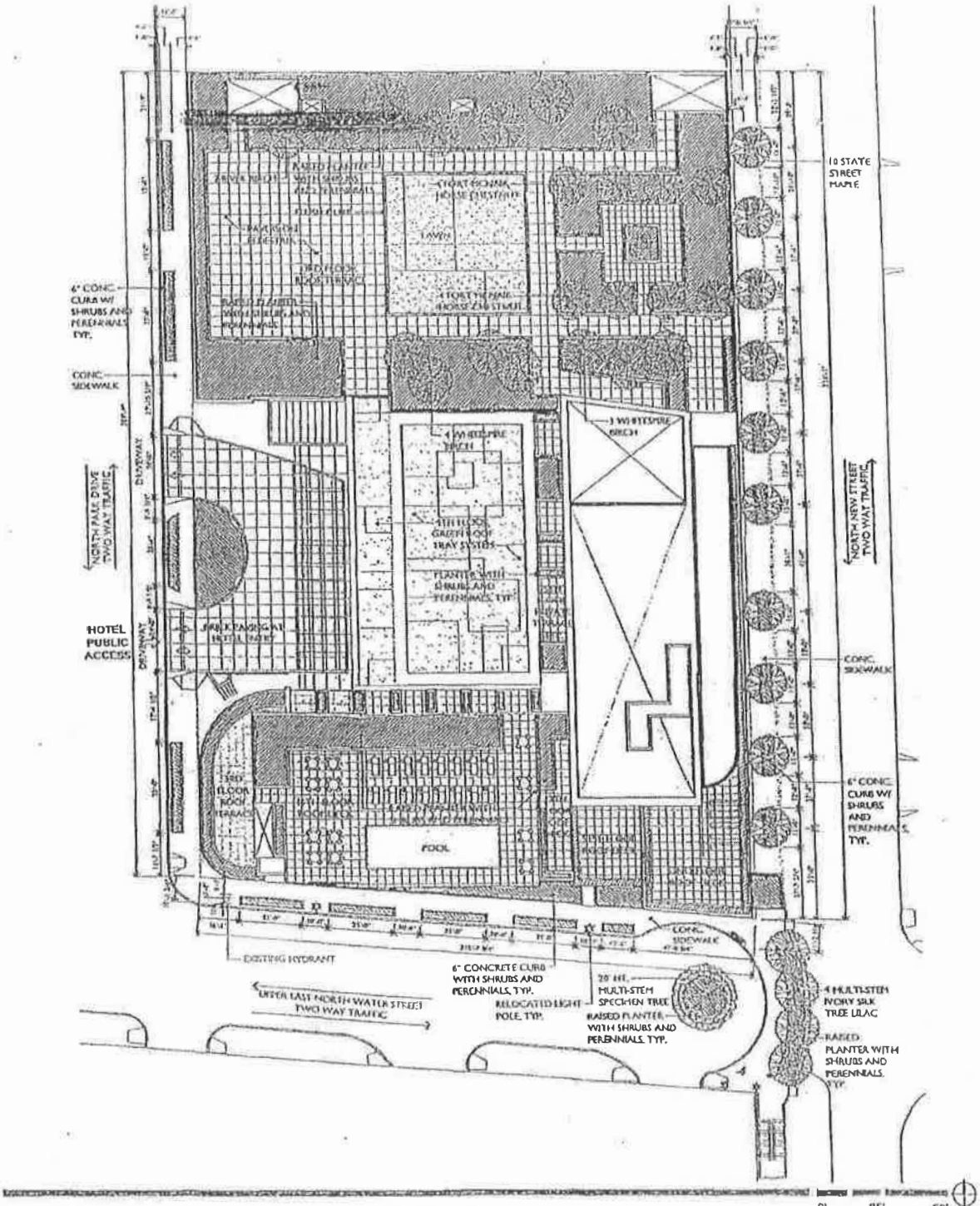

LANDSCAPE PLAN

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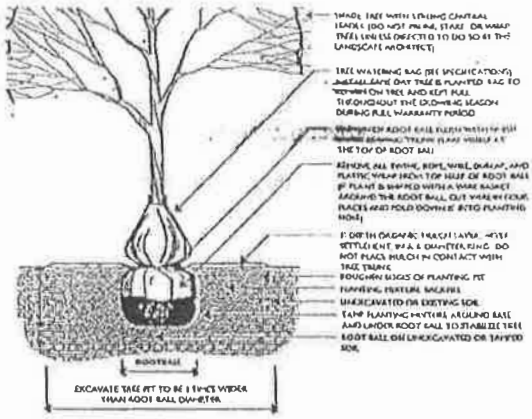
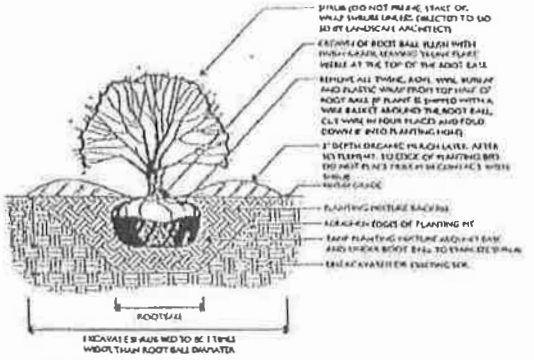


1 TREE INSTALLATION DETAIL



2 SHRUB INSTALLATION DETAIL



3 GROUNDCOVER AND PERENNIAL INSTALLATION DETAIL

SOIL DEPTH CHART

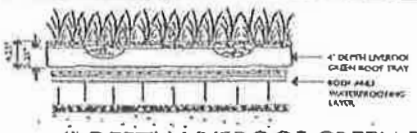
NOTE: THE CONTRACTOR IS TO SUPPLY SOIL FILL MATERIAL TO THE DEPTHS INDICATED ON THE CHART BELOW.

LANDSCAPE AREAS	DEPTH IN INCHES
LAWN AREAS (SOD)	12
LAWN AREAS (SEED)	NA
PLANTING BEDS - PERENNIALS	18 PLANTING MIX
PLANTING BEDS - SHRUBS AND SMALL TREES	18 PLANTING MIX
RAISED PLANTERS	48 PLANTING MIX
SHADE AND ORNAMENTAL TREES	PER TREE INSTALLATION DETAIL

PLANT LIST

NOTE: QUANTITIES ON THE PLANT LIST ARE PROVIDED FOR INFORMATION ONLY. PLANT QUANTITIES UNDER THE CONTRACT ARE INDICATED ON THE PLANS. IN THE EVENT OF ANY DISCREPANCIES, THE CONTRACT SHALL BE BASED ON THE QUANTITIES SHOWN ON THE PLANS.

	CODE	BOTANICAL NAME	COMMON NAME	QTY	CAL	HT	SPRD	ROOT	REMARKS
TREES	ACFH	AESCULUS X CARNEA 'FORT MCNAIR'	FORT MCNAIR HORSECHESTNUT	8	4"	-	-	B&B	SINGLE STRAIGHT TRUNK, SPECIMEN QUALITY
	ACFSTD	ACER FREMANII 'HORTON'	STATE STREET MAPLE	18	4"	-	-	B&B	
	APEQ	ACER PLATANOIDES 'EMERALD QUEEN'	EMERALD QUEEN NORWAY MAPLE	-	4"	-	-	B&B	
	BN	BETULA NIGRA	RIVER BIRCH	7	-	14'	-	B&B	MULTI-STEM, 4-5 STEMS MINIMUM
	BPJW	BETULA PLATYPHYLLA VAR. JAPONICA 'WHITESPIRE'	WHITESPIRE JAPANESE WHITE BIRCH	7	-	14'	-	B&B	
	SRJS	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK TREE LILAC	4	-	12'	-	B&B	
SHRUBS	DS	DIERVILLA SESSILIFOLIA	SOUTHERN BUSH HONEYSUCKLE	-	-	24"	-	#5	4'-0" ON CENTER
	JCSG	JUNIPERUS CHINENSIS SEA GREEN	SEA GREEN JUNIPER	-	-	-	24"	#5	4'-0" ON CENTER
	JHP	JUNIPERUS HORIZONTALIS	ANDORRA COMPACT JUNIPER	-	-	-	18"	#5	3'-0" ON CENTER
	POS	PHYSOCARPUS OPULIFOLIUS 'SEWARD'	SUMMER WINE NINEBARK	-	-	36"	-	#5	4'-0" ON CENTER
	RAE	RIBES ALPINUM	ALPINE CURRANT	-	-	24"	-	#5	4'-0" ON CENTER
	RAGL	RHUS AROMATICA 'GRO-LOW'	GRO-LOW SUMAC	-	-	-	24"	#5	3'-6" ON CENTER
	RPKO	ROSA X 'PINK KNOCK OUT'	PINK KNOCKOUT ROSE	-	-	-	24"	#3	3'-0" ON CENTER
	RRKO	ROSA X 'RED KNOCK OUT'	RED KNOCKOUT ROSE	-	-	-	24"	#3	3'-0" ON CENTER
	SBG	SPIREA X BUMALDA 'GOLDFLAME'	GOLDFLAME SPIREA	-	-	-	24"	#3	3'-0" ON CENTER
	TMW	TAXUS X MEDIA 'WARDII'	WARDS YEW	-	-	-	30"	B&B	3'-0" ON CENTER
GRASSES	CAKF	CALAMAGROSTIS ACUTIFLORA 'KARL FORESTER'	KARL FORESTER FEATHER REED GRASS	-	-	-	-	#3	3'-0" ON CENTER
	MDH	MOLINIA CAERULEA 'MOORHEXE'	MOORFLAME PURPLE MOOR GRASS	-	-	-	-	#1	1'-6" ON CENTER
	MSP	MISCANTHUS SINENSIS 'PURPURASCENS'	PURPLE MAIDEN GRASS	-	-	-	-	#3	3'-0" ON CENTER
	PVS	PANICUM VIRGATUM 'SHENANDOAH'	SHENANDOAH RED SWITCH GRASS	-	-	-	-	#1	3'-0" ON CENTER
	PNH	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN DWARF FOUNTAIN GRASS	-	-	-	-	#1	3'-0" ON CENTER
	SH	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	-	-	-	-	#1	1'-6" ON CENTER
PERENNIALS/ GROUNDCOVER	EFC	EUONYMUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	-	-	-	-	QT	1'-0" ON CENTER
	EPM	ECHINACEA PURPUREA 'MAGNUS'	MAGNUS PURPLE CONEFLOWER	-	-	-	-	#1	1'-6" ON CENTER
	HEH	HEMEROCALLIS SPECIES HYB	DAYLILY	-	-	-	-	#1	1'-6" ON CENTER
	NF	NEPETA X FAASSENII	CATMINT	-	-	-	-	#1	1'-6" ON CENTER
	PQ	PARTHENOCISSUS QUINQUEFOLIA	VIRGINIA CREEPER	-	-	-	-	#3	3'-0" ON CENTER



4 4" DEPTH LIVEROOF GREEN ROOF TRAY

L-2
PLANT LIST AND DETAILS

PLANT LIST & LANDSCAPE DETAILS

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Date: May 24, 2012
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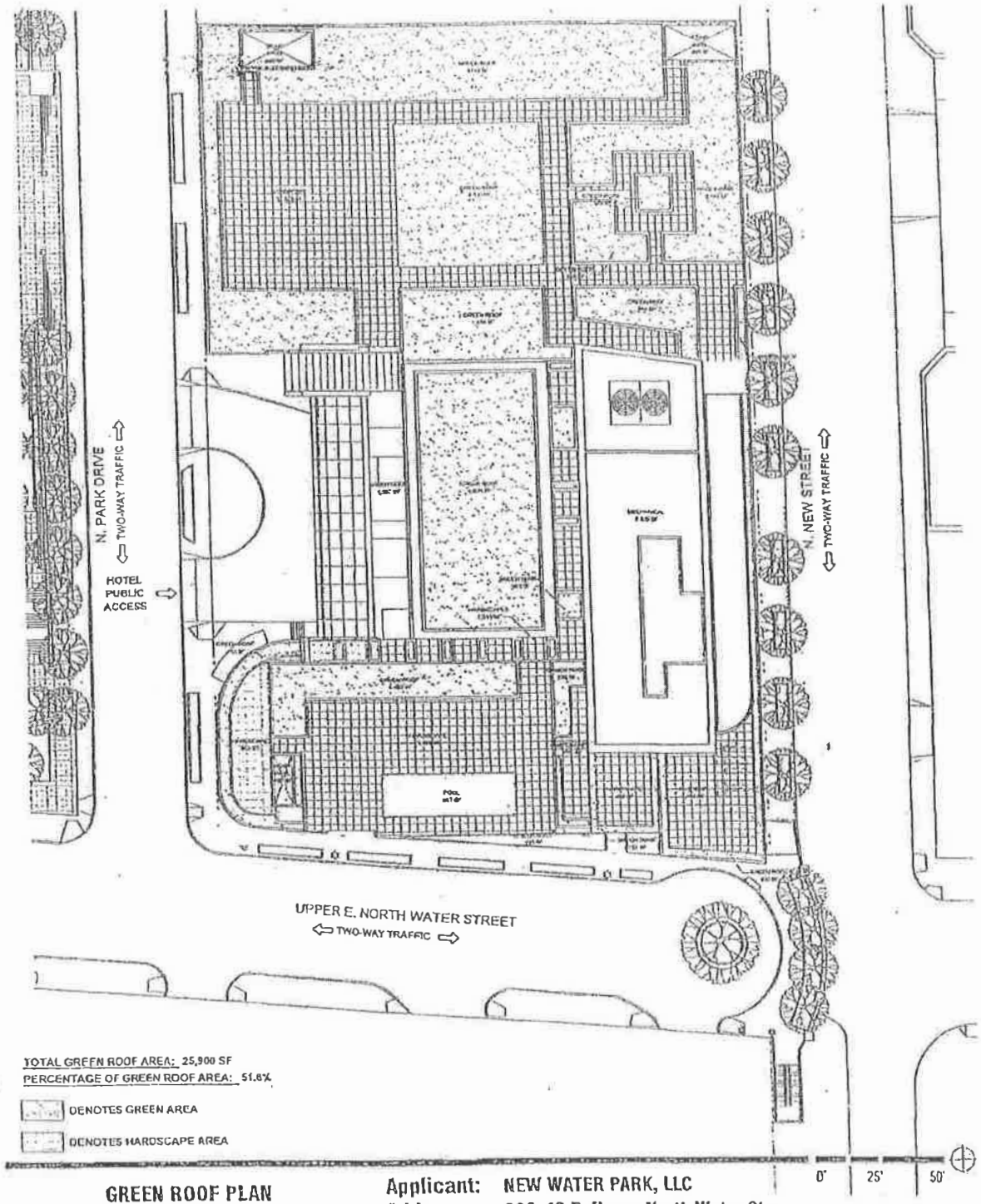

GREEN ROOF PLAN

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435-463 N. Park Dr.; &
432-62 N. New St.

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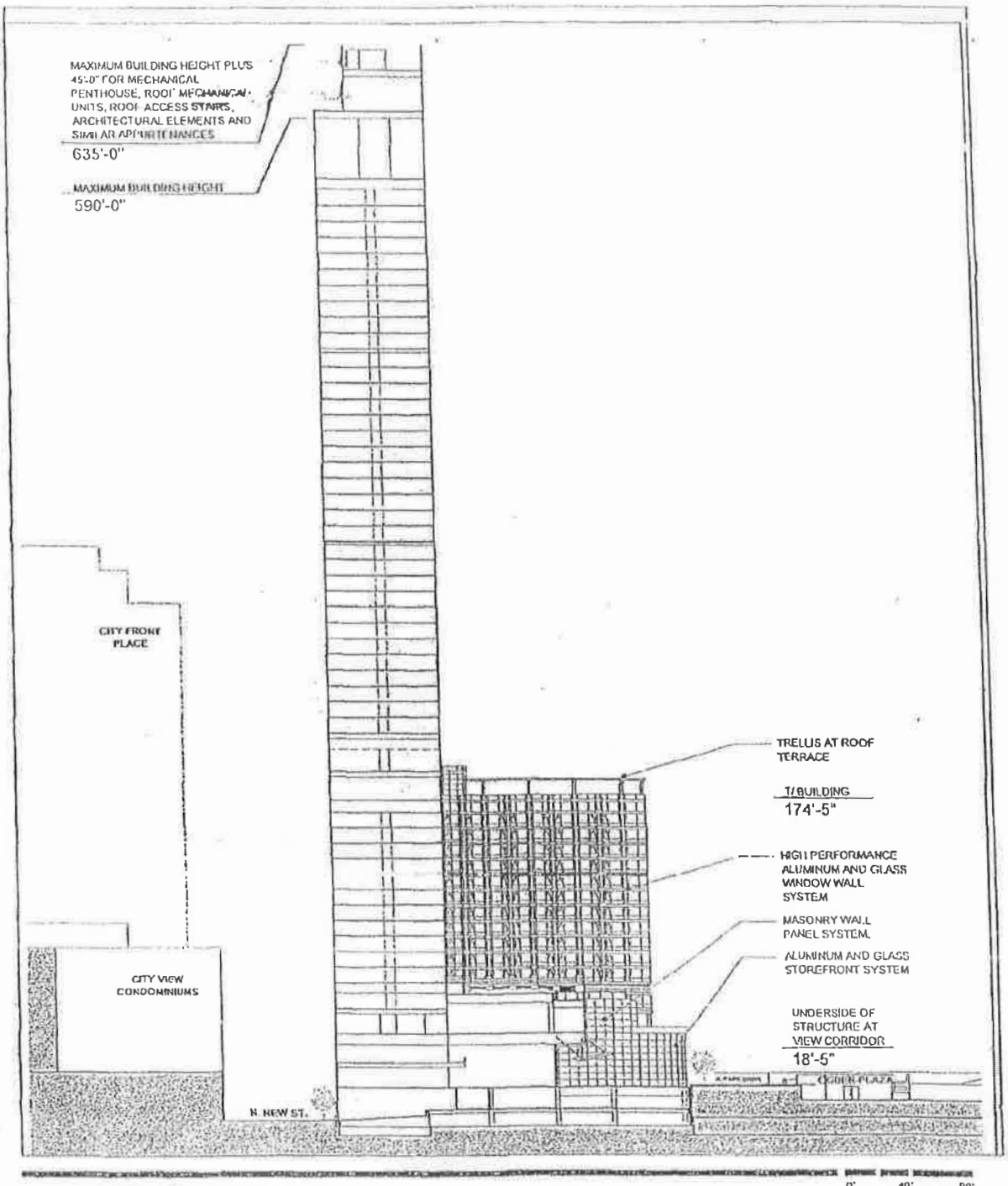

OVERALL SECTION A AND PARTIAL NORTH ELEVATION

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Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

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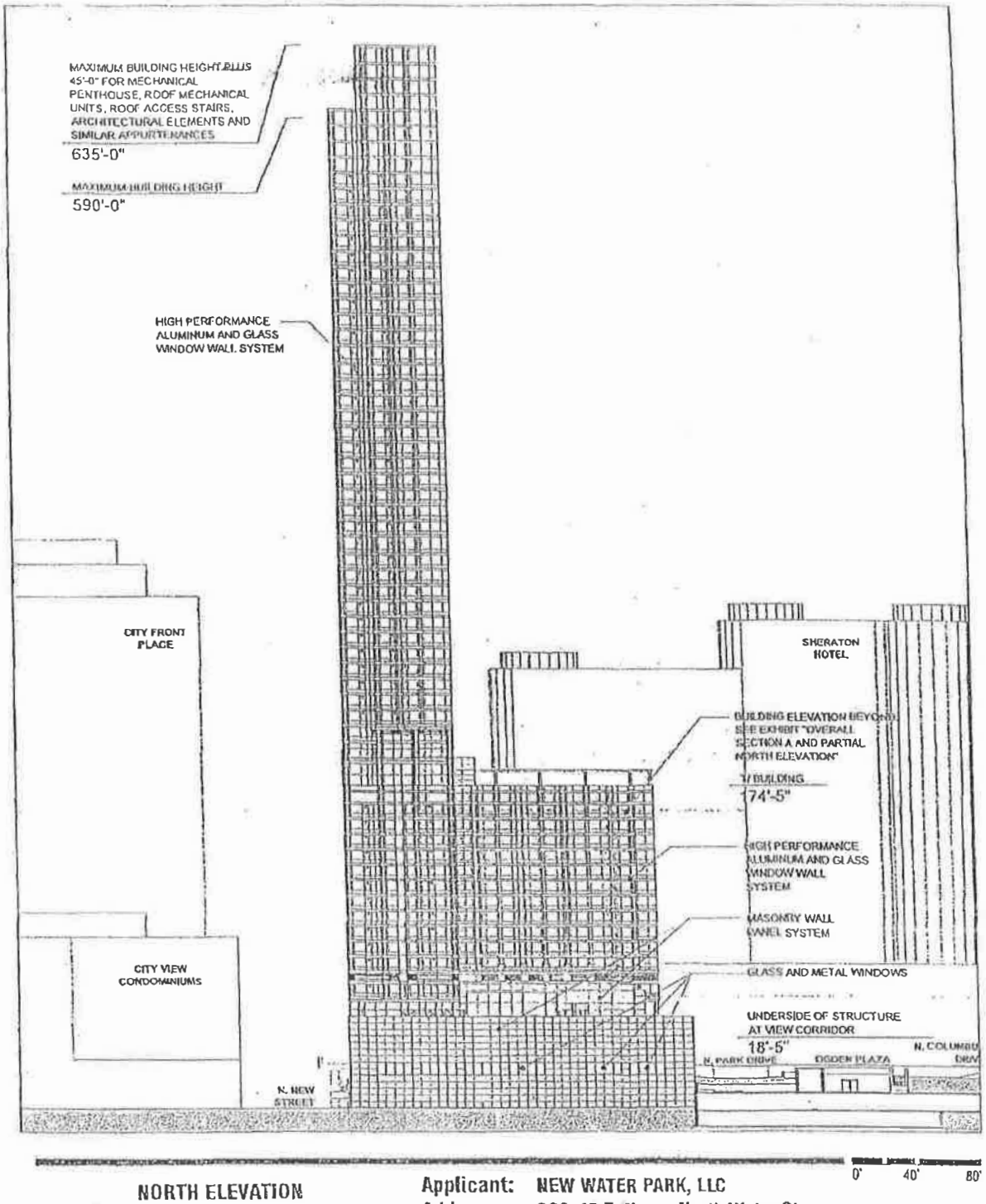

NORTH ELEVATION

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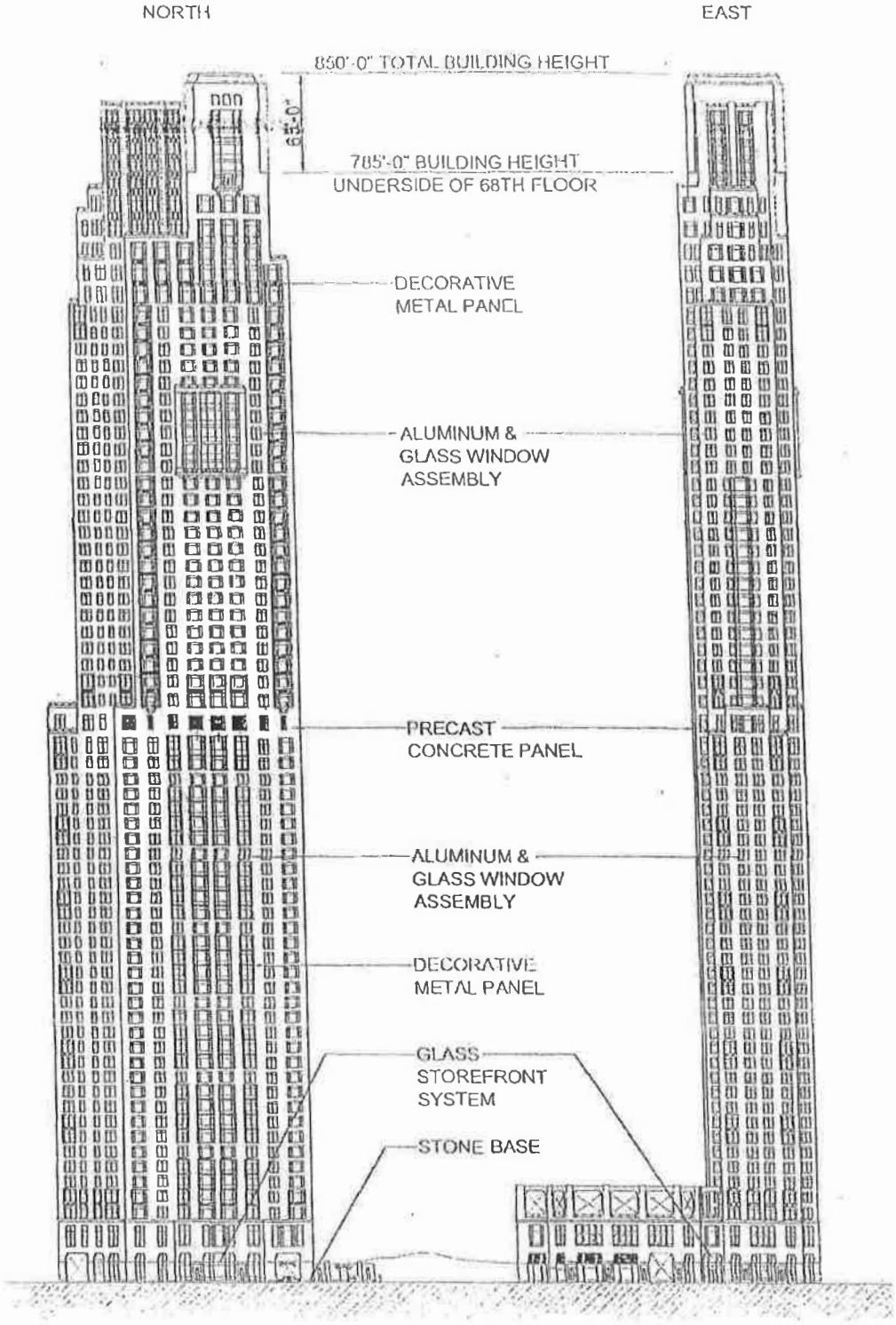
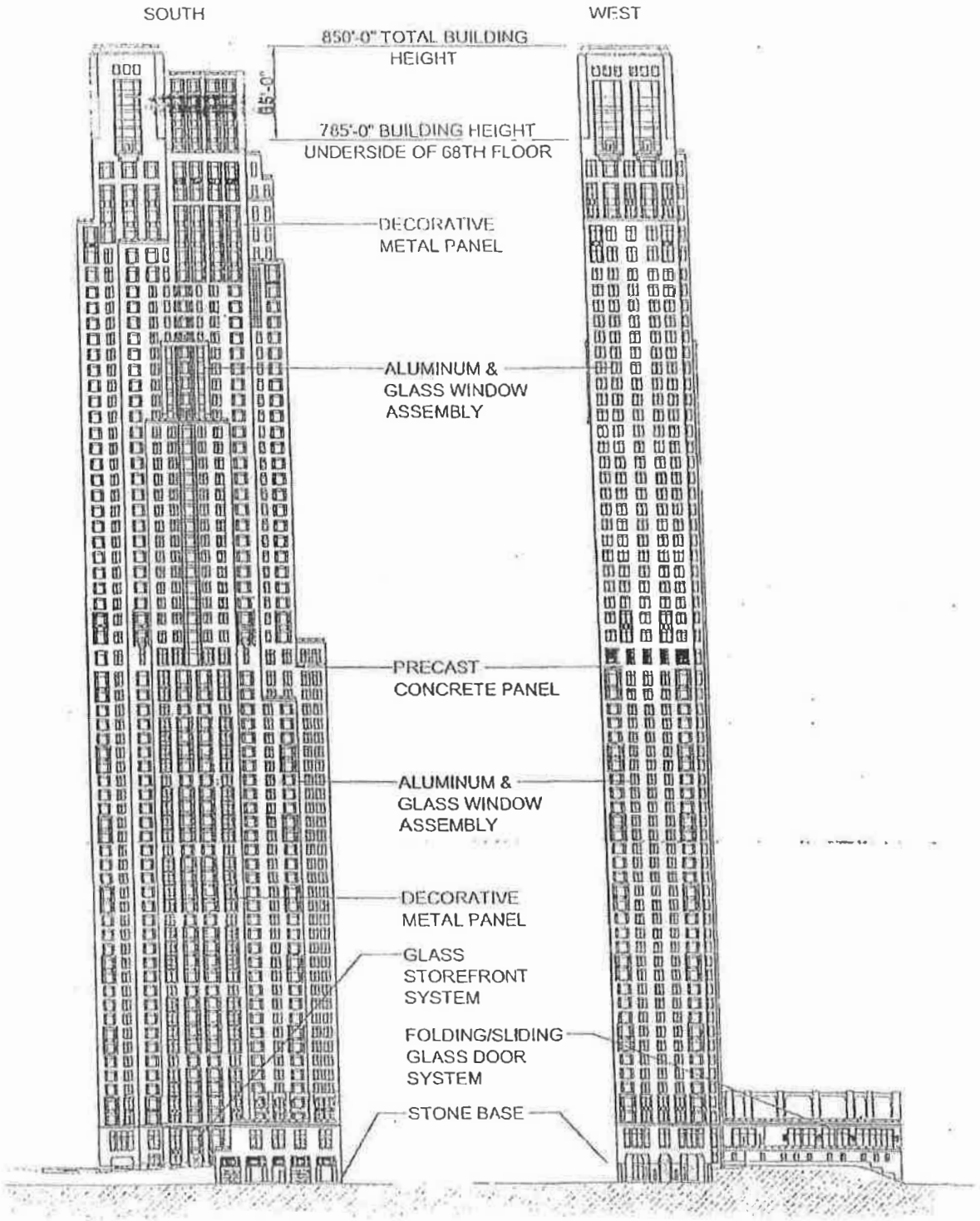
Date: May 24, 2012
Revised:



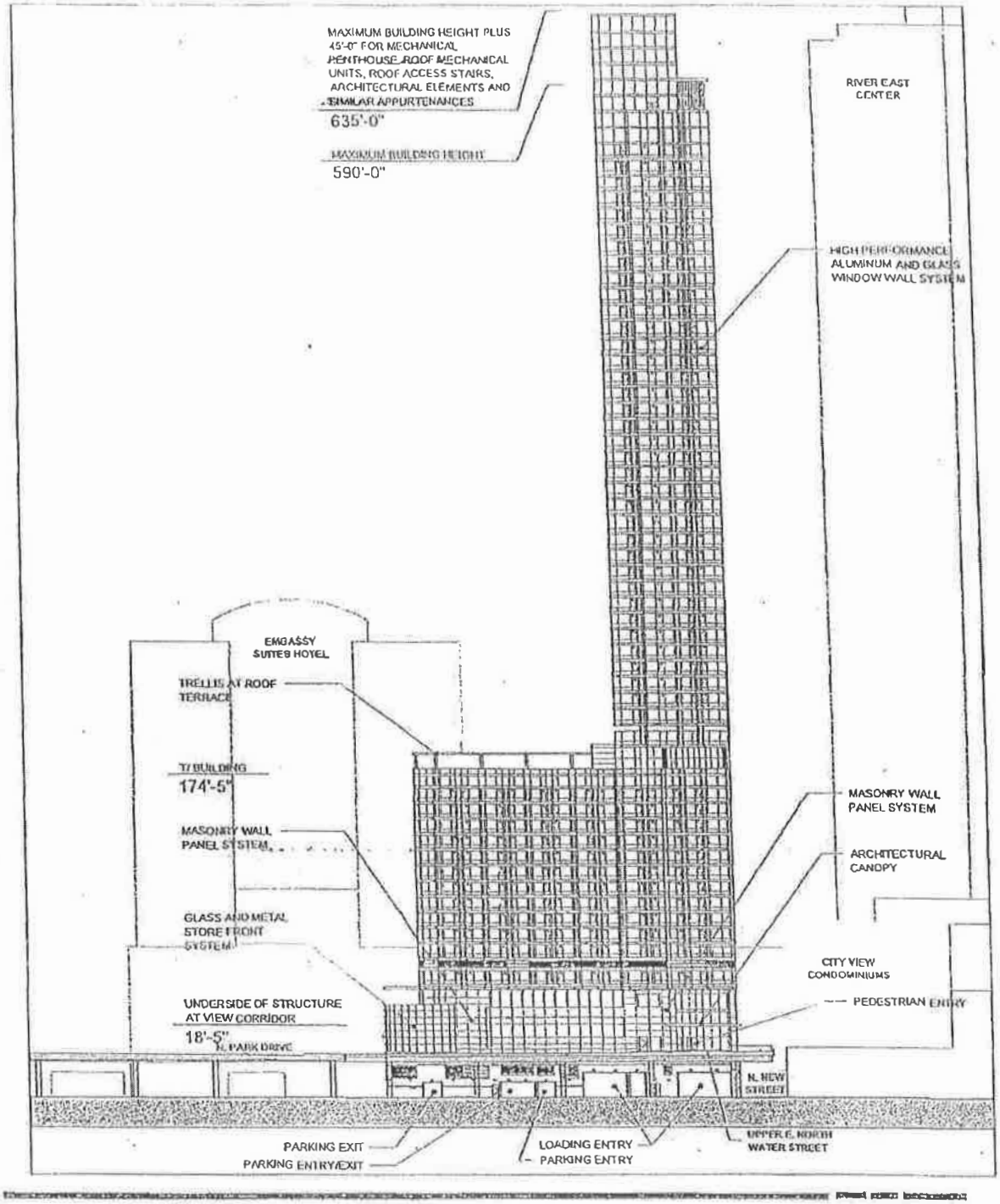
Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014

NORTH & EAST ELEVATIONS



Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: December 18, 2014

SOUTH & WEST ELEVATIONS



SOUTH ELEVATION

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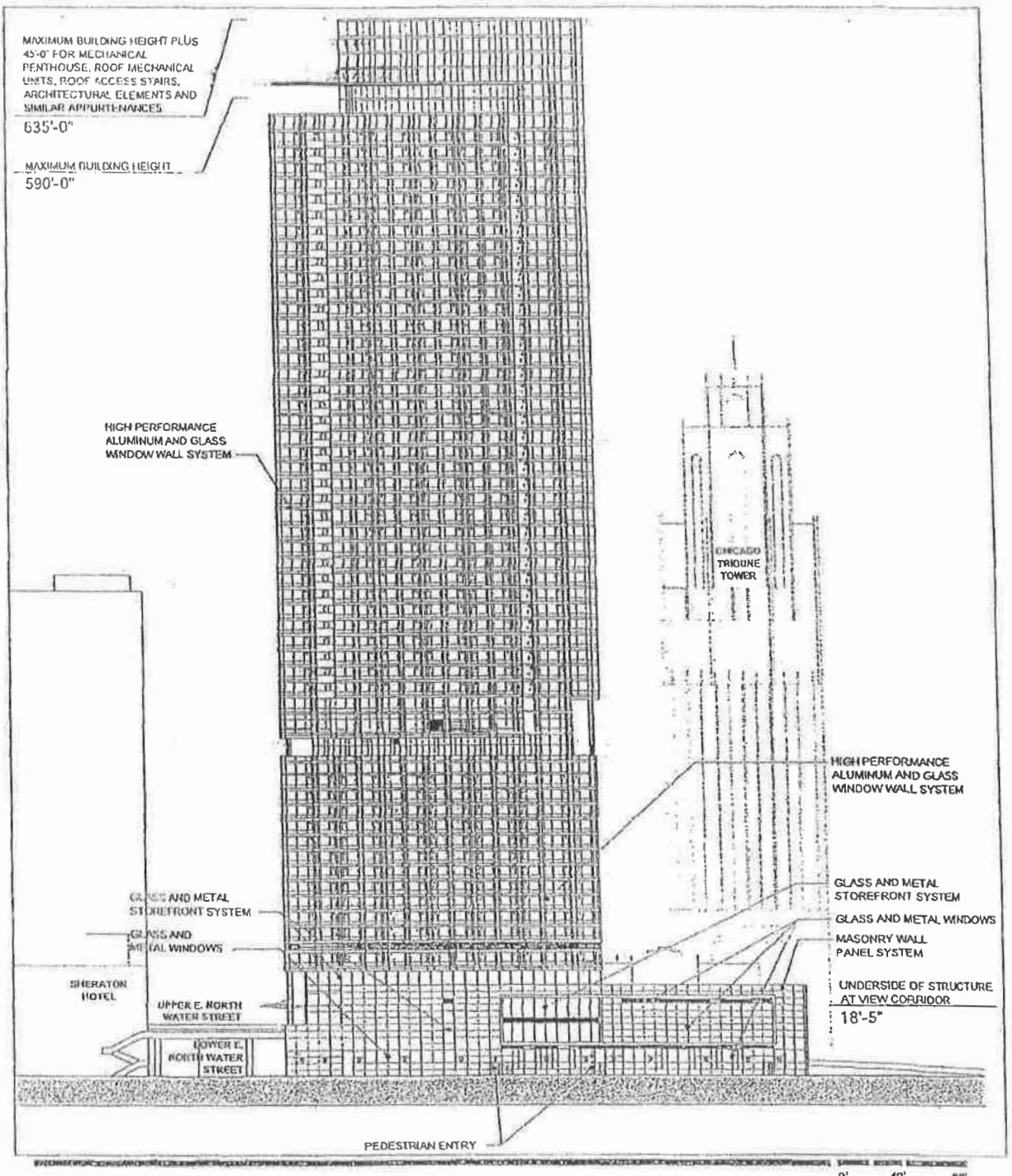
Date: May 24, 2012
Revised:



EAST ELEVATION

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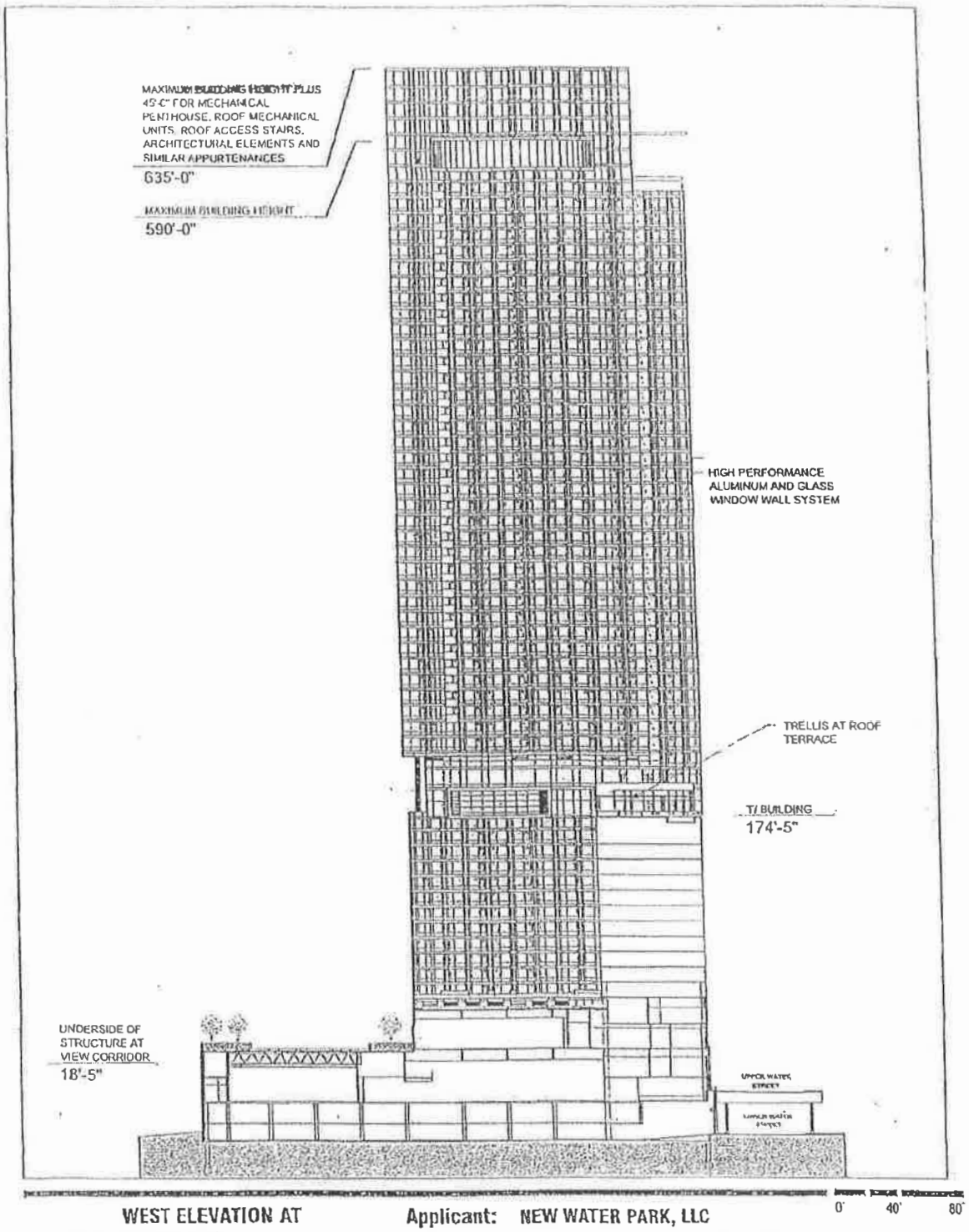
Date: May 24, 2012
Revised:



WEST ELEVATION AT TOWER AND PARTIAL NORTH-SOUTH SECTION B

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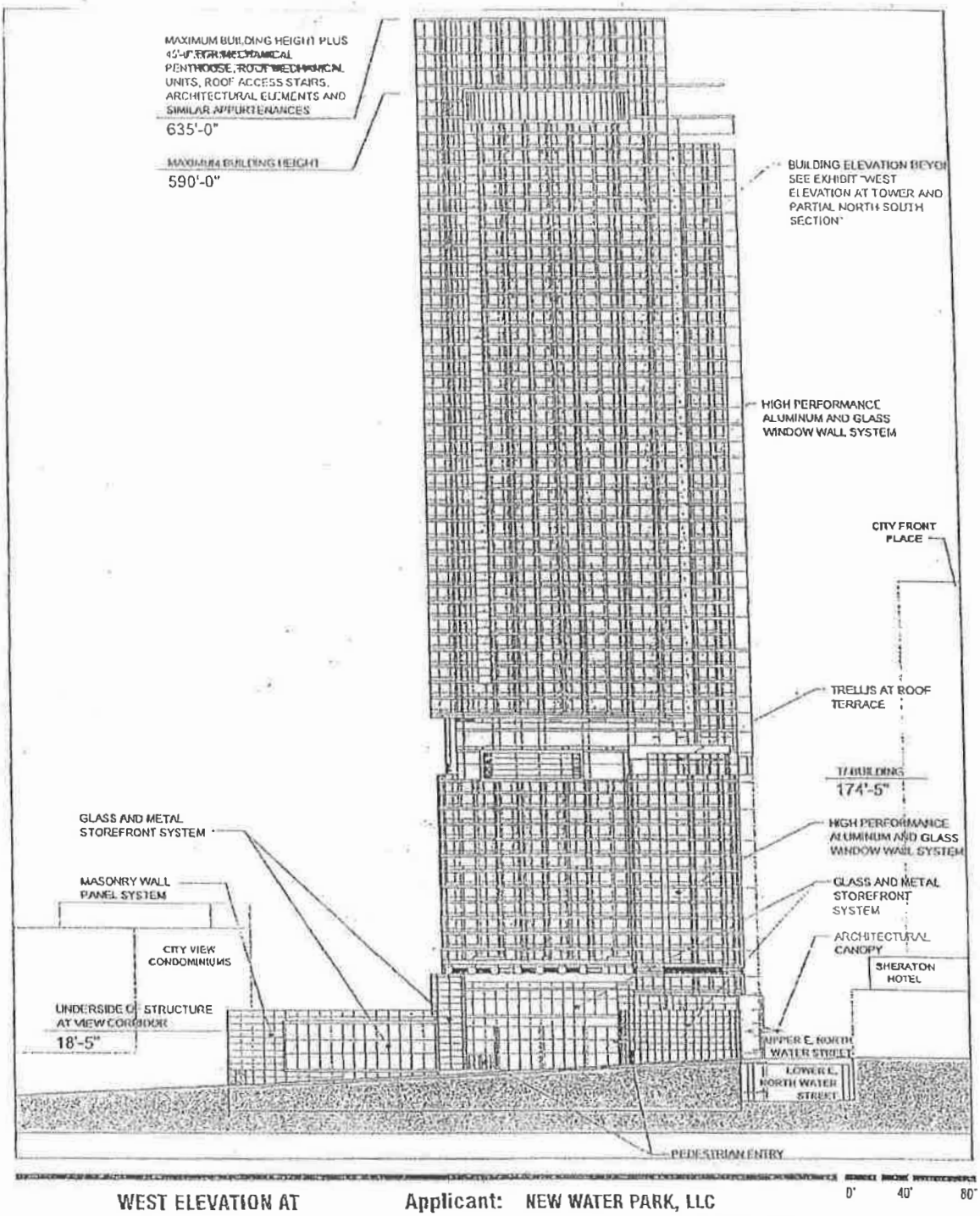

WEST ELEVATION AT NORTH PARK DRIVE

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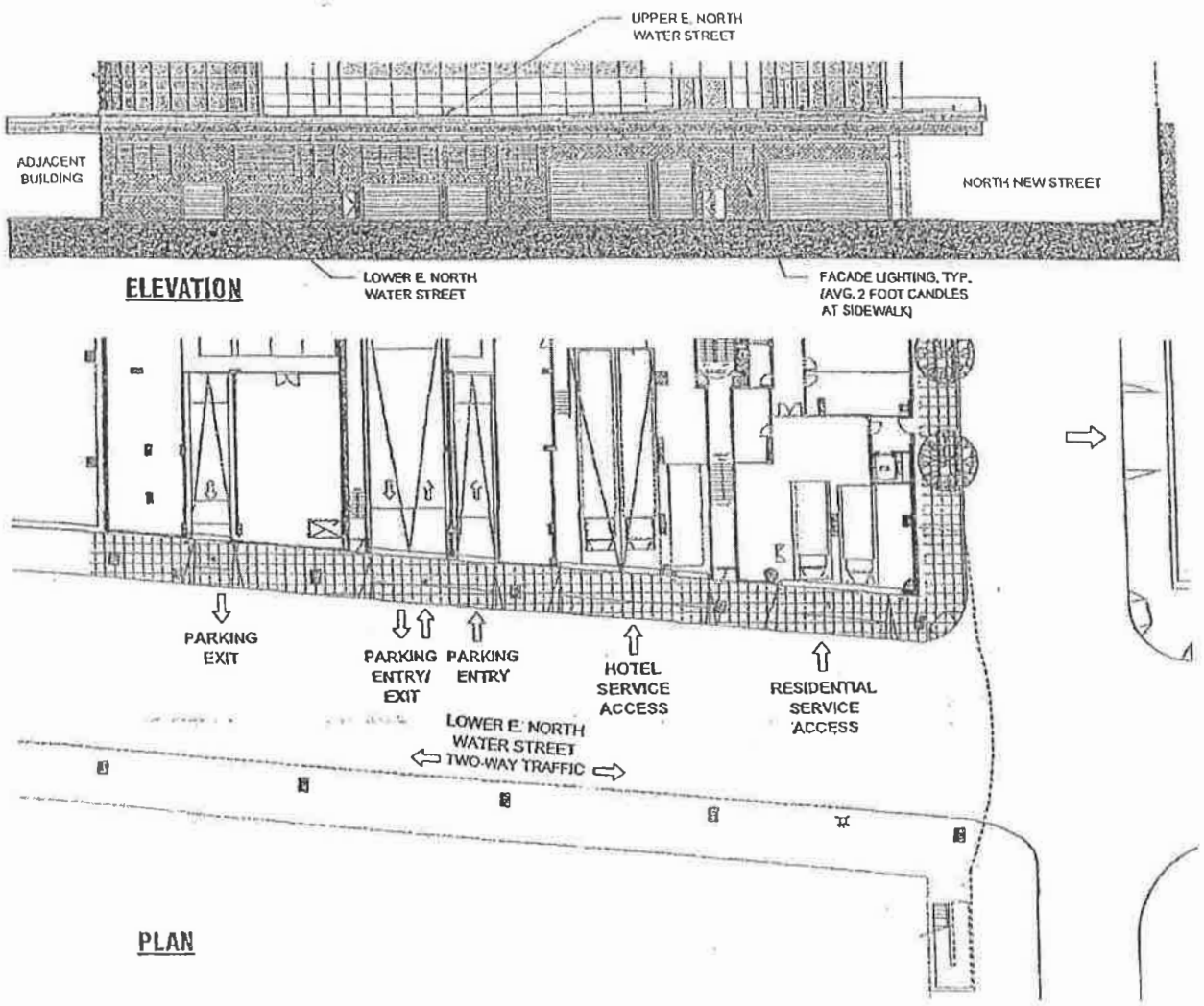
Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:



PROPOSED LOWER E. NORTH WATER STREET PLAN & ELEVATION WITH LIGHTING CONCEPT

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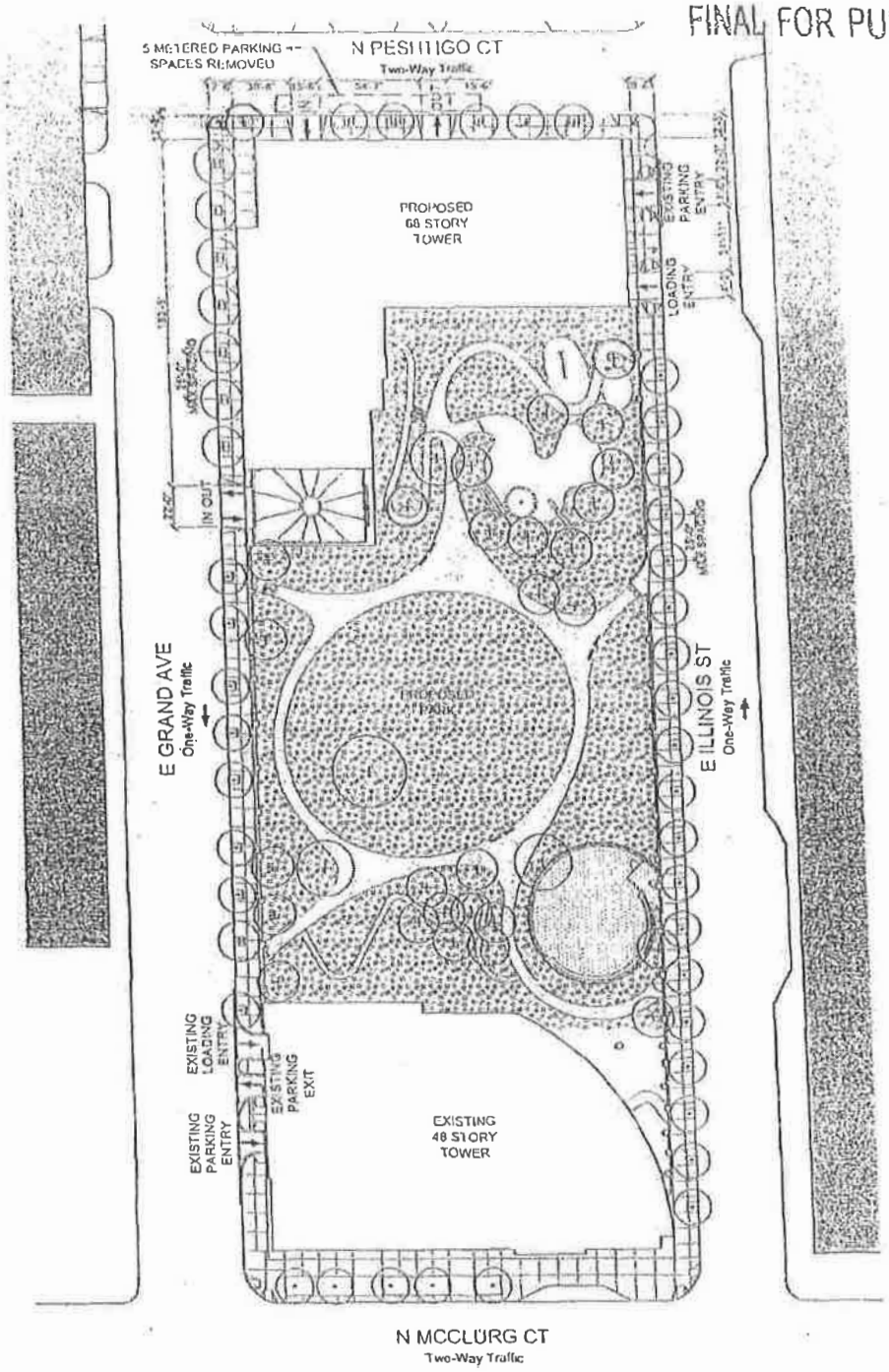
Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

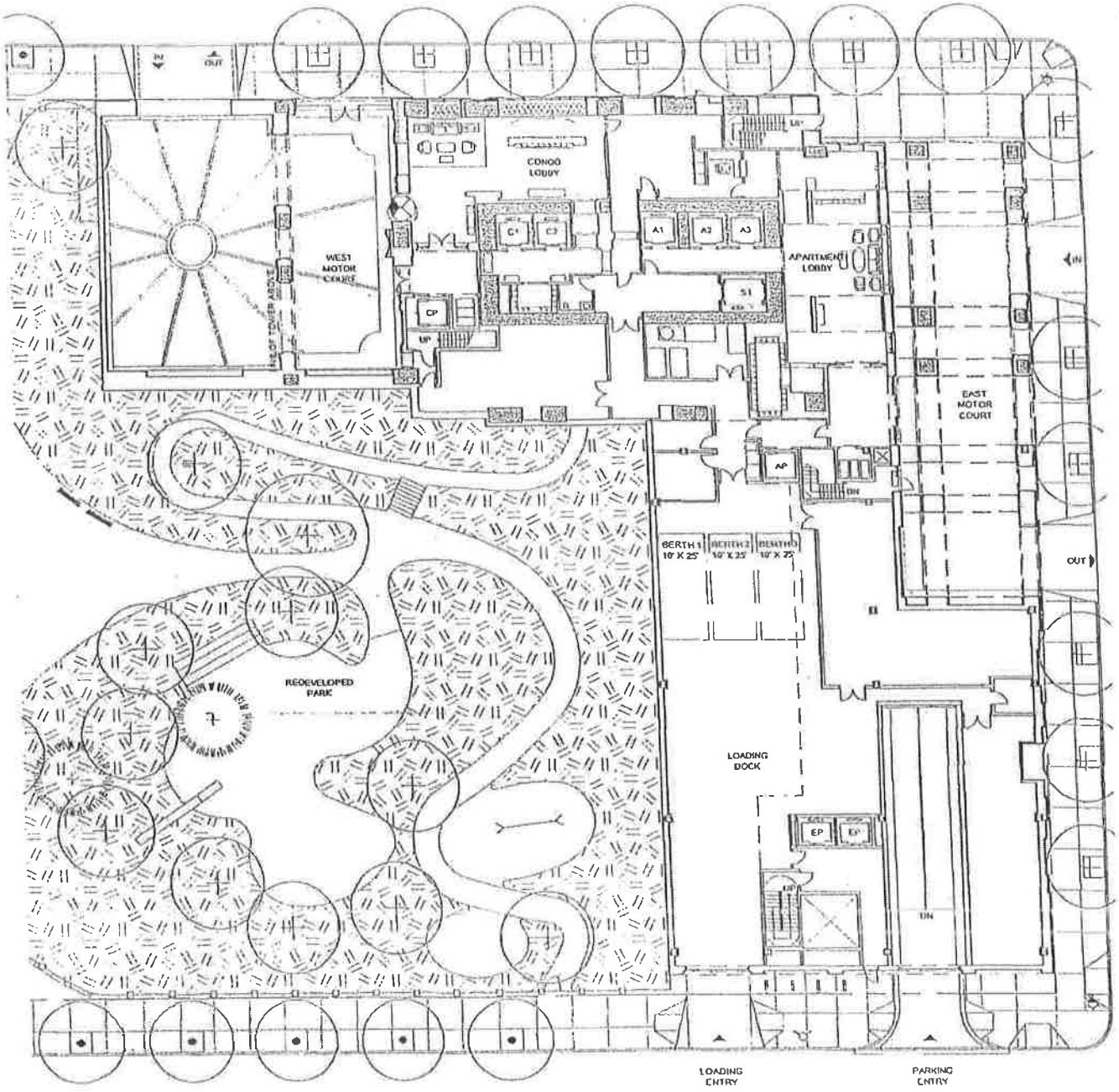
Date: May 24, 2012
Revised:

FINAL FOR PUBLICATI



Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: December 18, 2014

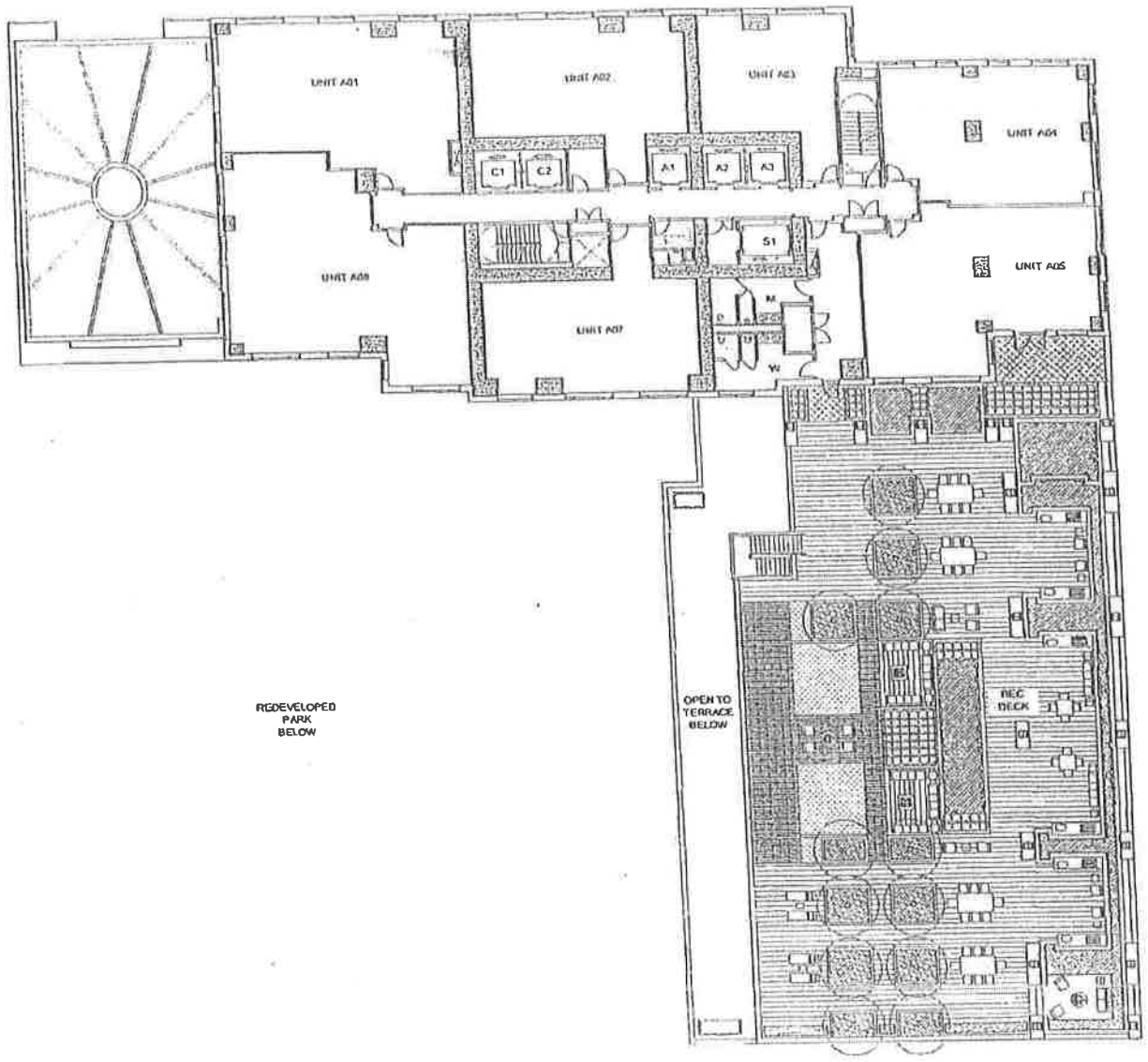
SITE PLAN
SCALE: NTS



Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: December 18, 2014

GROUND FLOOR

SCALE 1/32"=1'-0"

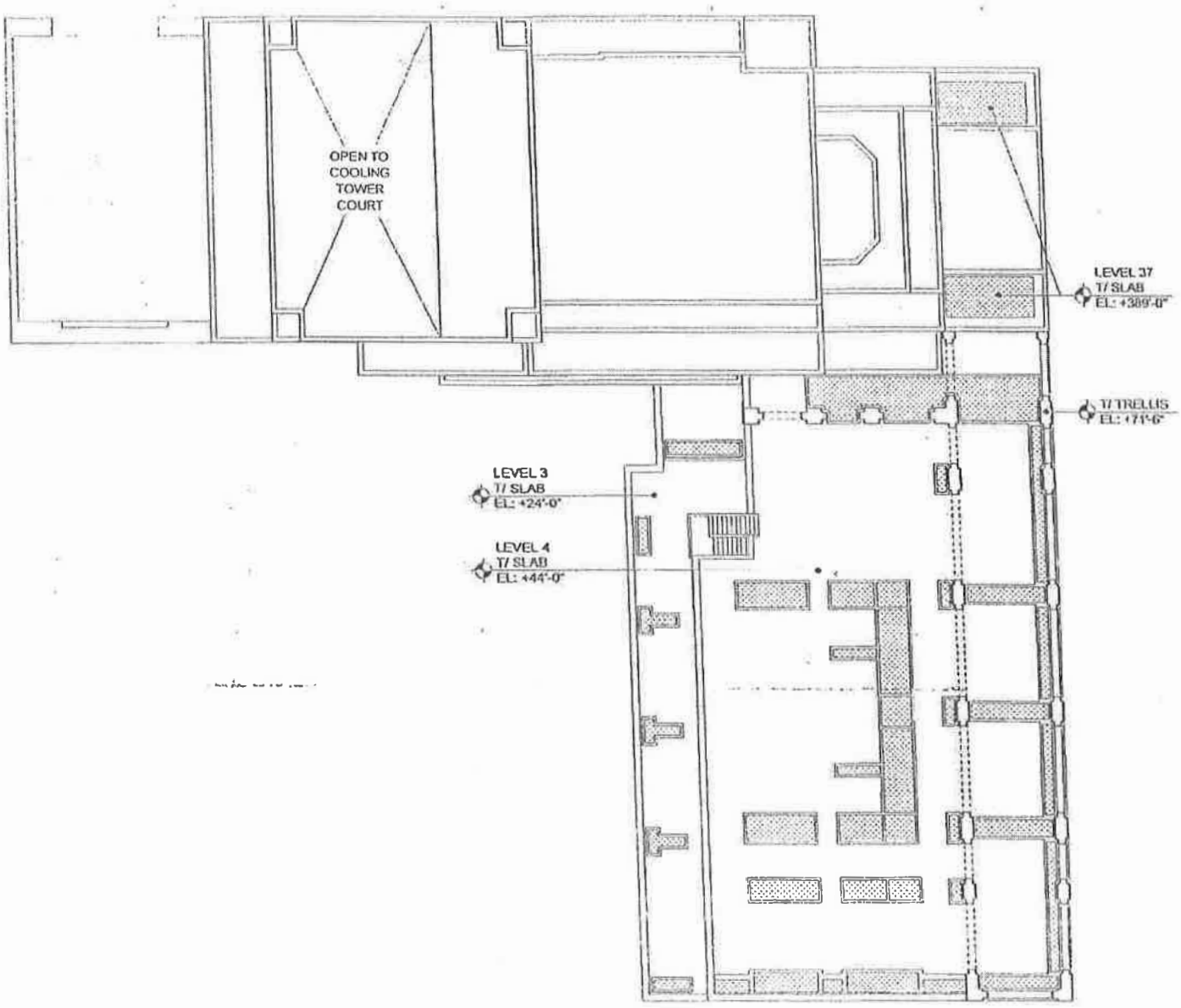


Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: December 18, 2014

REC DECK LEVEL +44'

SCALE: 1/32"=1'-0"

N



GREEN ROOF CALCULATION

TOTAL GROSS AREA OF ROOF = 21,325 SF

NET AREA OF ROOF = 16,589 SF

TOTAL AREA OF GREEN ROOF PROVIDED ON TOWER = 2,177 SF

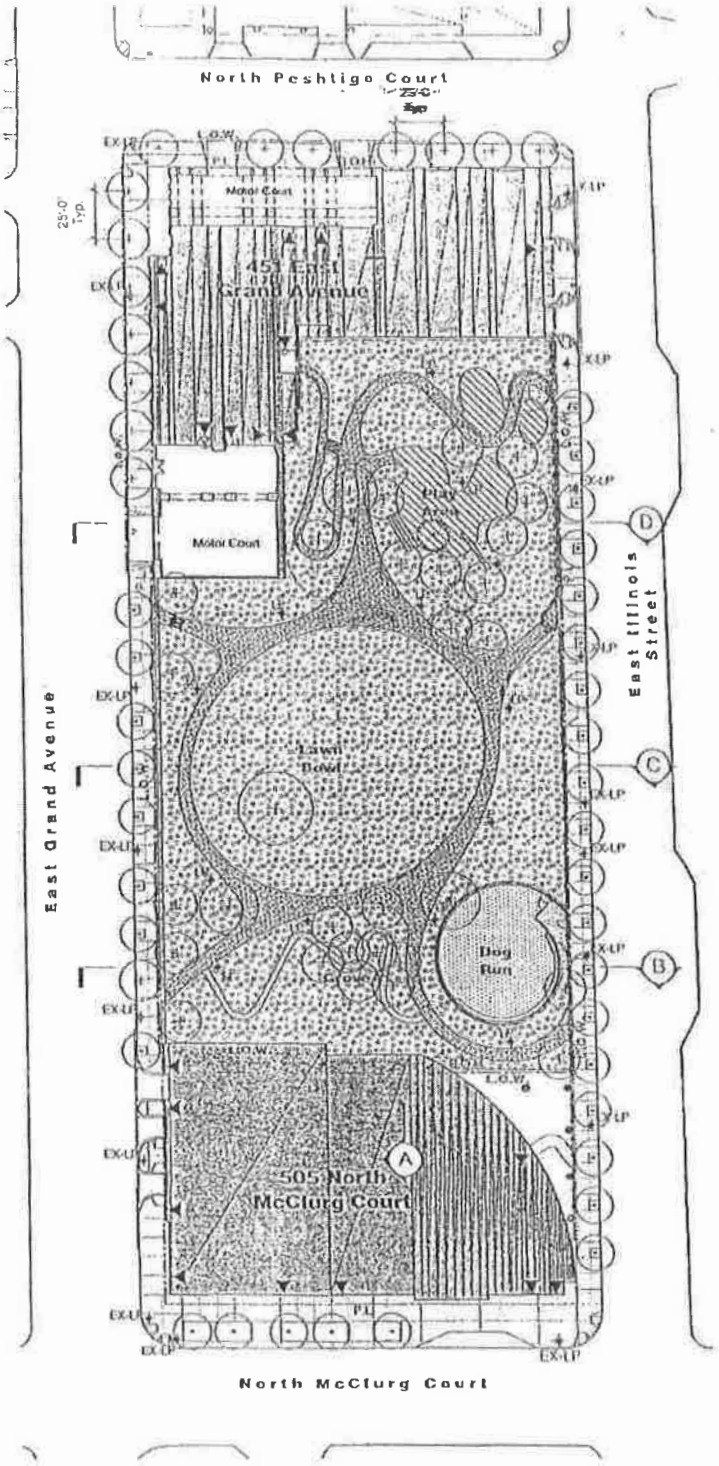
RAINWATER HARVESTING WILL BE AN INTEGRAL PART OF PROJECT IRRIGATION. A SEPARATE RAINWATER COLLECTION TANK WILL BE PROVIDED AND WILL PROVIDE WATER FOR THE IRRIGATION OF THE AMENITY DECK LANDSCAPE

plicant: RMW Streeterville, LLC
ldress: 451 East Grand Avenue, Chicago IL 60611
roduction Date: September 10, 2014
in Commission: December 18, 2014

GREEN ROOF PLAN

SCALE: 1/32"=1'-0"

N



Landscape Plan Legend

- L.O.W. — Limit of Work
- P.L. — Property Line
- B.O.H. — Building Overhang
- P.O.S. — Pocket Park Boundary
- 4'H Metal Fence
- 4'H Metal Gate
- Dog Run Chain Link Fence
- Dog Run Chain Link Gate
- Building Entry
- Play Equipment - Slide
- Steps
- Bike Racks
- EX-LP Existing Light Pole
- LP Light Pole
- Bleacher Seating
- Bench Seating
- Asphalt Pavement, <5% Slope
- Concrete Pavement
- Decomposed Granite Pavement
- Play Mulch
- Lawn
- Existing Street Tree
- Proposed Deciduous Tree (48 Trees)
- Proposed Coniferous Tree (2 Trees)

Landscape Information

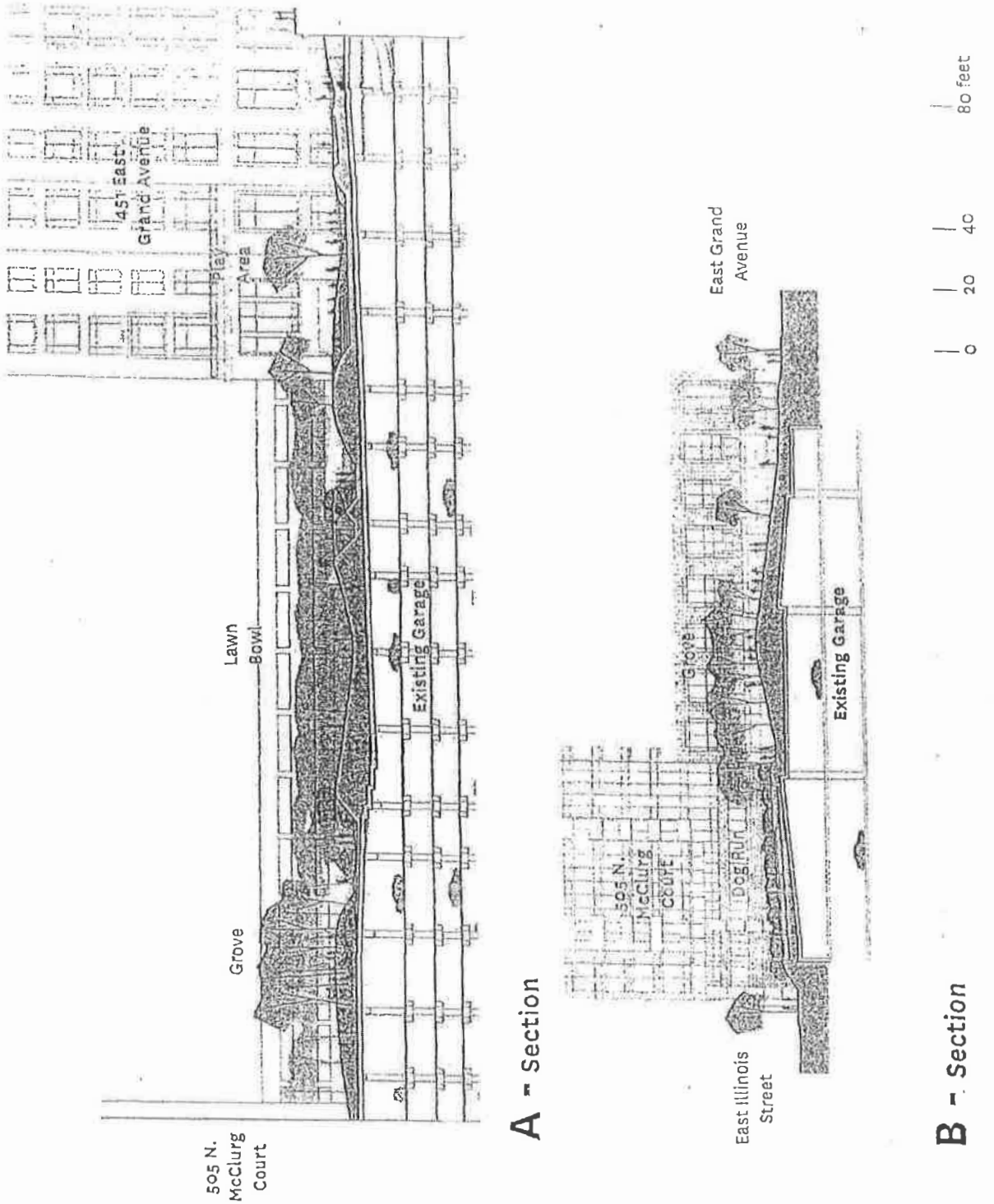
Total Site Area: 70,250 SF
Landscape Area: 50,950 SF

0 40 80 160 feet

Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: December 18, 2014

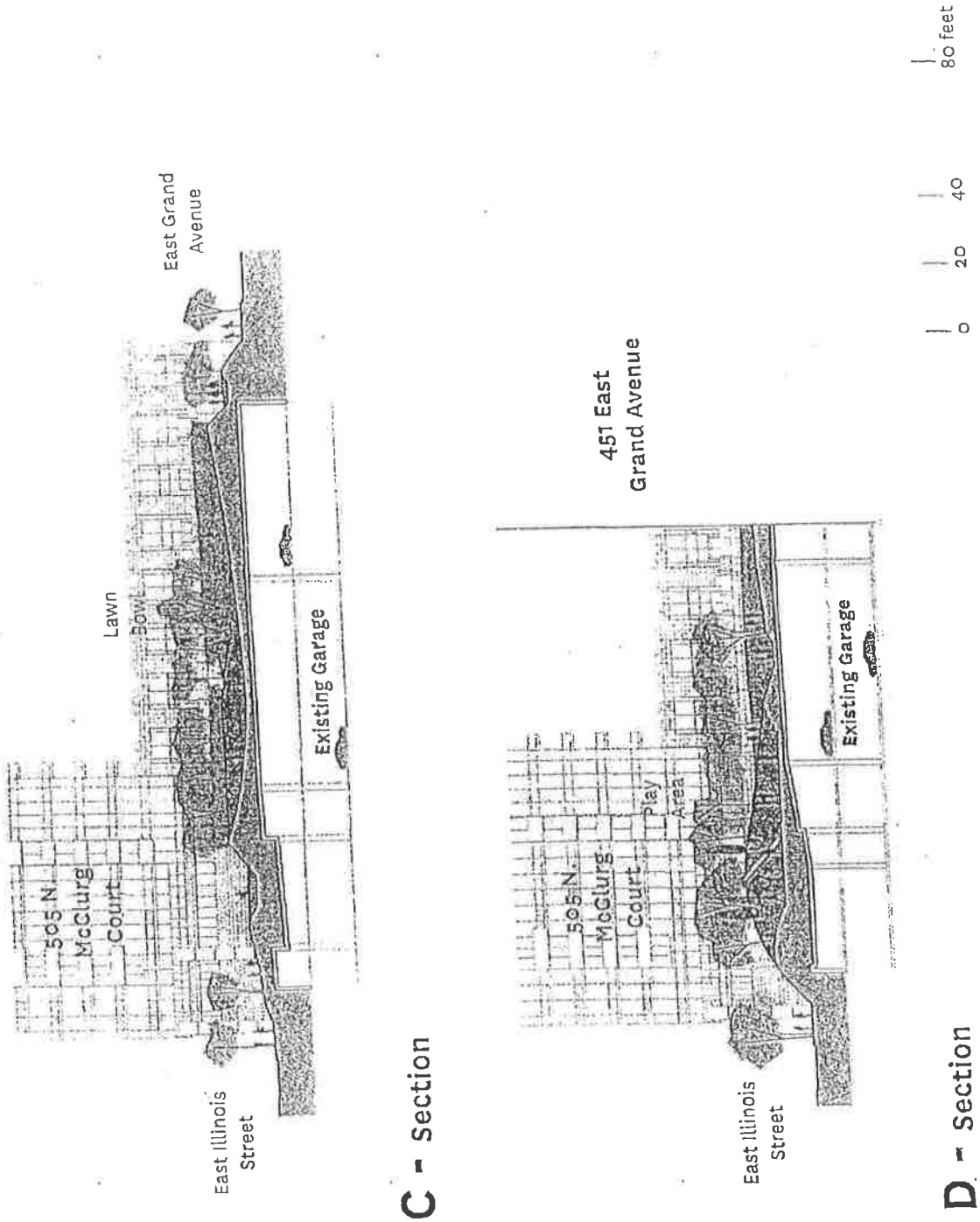
LANDSCAPE PLAN

SCALE: 1"=80'



Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: December 18, 2014

LANDSCAPE SECTIONS
SCALE: 1"=40'



Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: December 10, 2014

LANDSCAPE SECTIONS
SCALE: 1" = 40'

LIST OF POSSIBLE TREE SPECIES

Shade Trees

Scientific Name	Common Name
Quercus robur 'Pyramich'	Skymaster English Oak
Acer compestre	Hedge Maple
Acer ginnala	Amur Maple
Acer saccharum 'Fall Fiesta'	Fall Fiesta Sugar Maple
Aesculus hippocastanum 'Baumannii'	Baumann Horsechestnut
Aesculus octandra	Yellow Buckeye
Carpinus caroliniana	American Hornbeam
Catalpa ovata	Chinese Catalpa
Catalpa speciosa	Northern Catalpa
Celtis laevigata	Sugarberry
Celtis occidentalis 'Chicagoland'	Chicagoland Hackberry
Cladrastis kentukea	American Yellowood
Fagus grandifolia	American Beech
Fagus sylvatica 'Purpurea'	Copper Beech
Ginkgo biloba	Ginkgo (Male Only)
Ginkgo biloba 'Magyar'	Magyar Ginkgo
Gleditsia triacanthos var. inermis 'Skyline'	Skyline Honeylocust
Gymnocladus dioicus	Kentucky Coffeetree
Nyssa sylvatica	Black Gum, Tupelo
Platanus occidentalis	American Sycamore
Platanus x acerifolia 'Morton Euclid'	Ovation London Planetree
Populus tremuloides	Quaking Aspen
Quercus bicolor	Swamp White Oak
Quercus 'Fastigiata' *x Q. bicolor* 'Long'	Regal Prince English Oak
Quercus macrocarpa	Bur Oak
Quercus prinus	Chesnut Oak
Quercus robur	English Oak
Robinia pseudoacacia 'Chicago Blues'	Chicago Blues Black Locust
Tilia americana	American Linden
Ulmus americana 'Princeton'	Princeton Elm
Zelkova serrata ' Musashino'	Village Green Japanese Zelkova

Coniferous Trees

Scientific Name	Common Name
Abies concolor	White Fir
Larix decidua	European Larch
Taxodium distichum	Baldcypress
Thuja occidentalis	Eastern Arborvitae

Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
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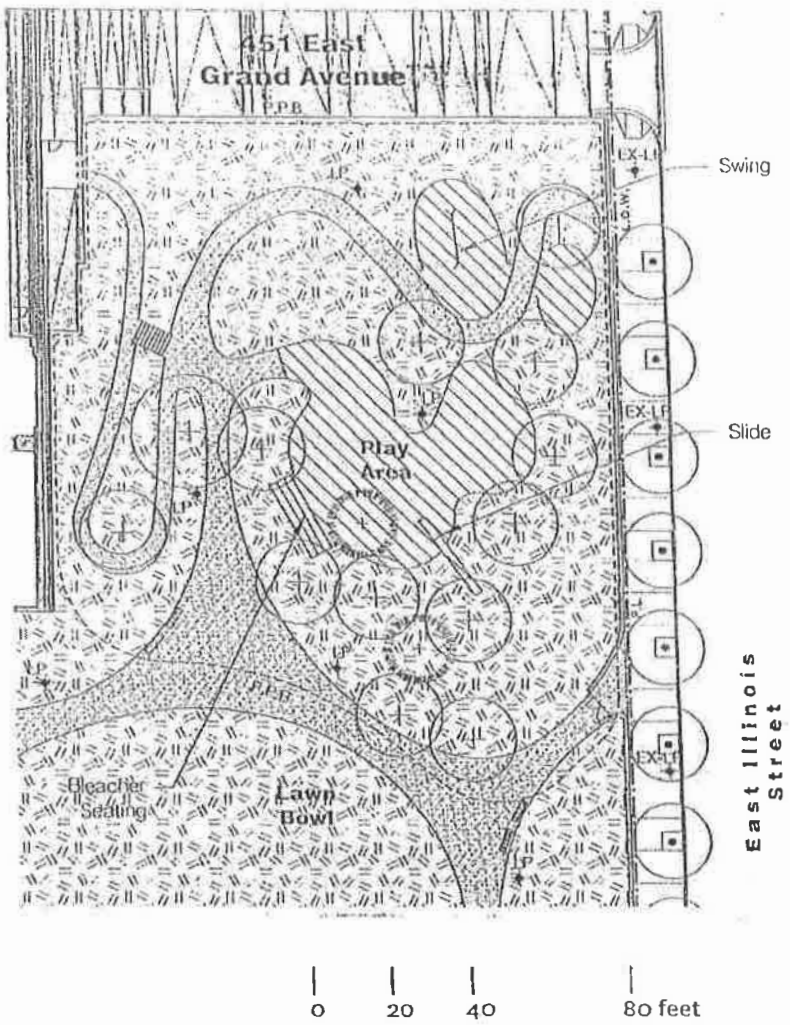
LANDSCAPE
PLANT LIST



Pocket Park Legend

- L.O.W. — Limit of Work
- P.L. — Property Line
- B.O.H. — Building Overhang
- P.P.B. — Pocket Park Boundary
- 4'H Metal Fence
- 4'H Metal Gate
- Building Entry
- Steps
- Bike Racks
- EX-LP — Existing Light Pole
- LP — Light Pole
- Bench Seating
- Asphalt Pavement, <5% Slope
- Concrete Pavement
- Decomposed Granite Pavement
- Play Mulch
- Lawn
- Existing Street Tree
- Proposed Deciduous Tree (13 Trees)
- Proposed Coniferous Tree (2 Trees)

Pocket Park Information

Size: 20,608 SF
Landscape Area: 13,300 SF (64%)
Tree Quantity: 15
Seating: 100 LF
Perimeter: 575 LF
Street Frontage: 154 LF (27% of Perimeter)
Length: 160 LF
Width: 140 LF

Design Description

Containing a series of interconnected play areas for children of all ages and their families, the pocket park along E. Illinois Street will be an amenity for residents of the Streeterville neighborhood and for visitors. Conventional play equipment including swings and a slide will be coupled with opportunities for sensory play that engages children with the nature that surrounds the play area. Some areas will have topography to encourage different ways to play, while bleacher-style seating will provide a place for all to stop and rest or to gather groups together for more structured activities. Planting is integrated to provide seasonal interest and shade.

Applicant: RMW Streeterville, LLC
Address: 451 East Grand Avenue, Chicago IL 60611
Introduction Date: September 10, 2014
Plan Commission: December 18, 2014

POCKET PARK
LANDSCAPE PLAN
SCALE: 1" = 40'

N

CITY OF CHICAGO
DEPARTMENT OF PLANNING AND DEVELOPMENT
BUREAU OF ZONING AND LAND USE
APPLICATION FOR ZONING BONUS REVIEW

WORKSHEET: FAR BONUS CALCULATION

Property Address: 451 East Grand *Zoning District:* RBPD No. 368 (Underlying DX-12)

ON-SITE BONUSES

Amenity	Amenity area (in sq.ft.)	Lot area (in sq.ft.)	Premium Factor	Base FAR	FAR Bonus calculated	FAR Bonus Cap
Formula:	A	B	C	D	(A/B) * C * D	compare with
Affordable Housing – On-Site			4	(1)		1.00 (-5) 1.75 (-7) 2.50 (-10) 3.60 (-12) 4.80 (-16)
Public Plaza and Pocket Park	20,008	167,104	1	8.98	1.07	6
Chicago Riverwalk			1			–
Winter Garden			1			3
Through-Block Connection (Indoor)			0.66			–
Through-Block Connection (Outdoor)			1			–
Sidewalk Widening			2			–
Arcade			1.25			2
Water Feature			0.3			1
Upper-Level Setbacks (-7 & -10 Districts)			0.3			1
Upper-Level Setbacks (-12 & -16 Districts)			0.4			25% of D
Lower-Level Planting Terrace			1			–
Green Roofs			0.3			2
Underground Parking (Levels -1 & -2)	42,000	167,104	0.15	8.98	0.3	30% of D
Underground Parking (Level -3 or lower)	61,600	167,104	0.2	8.98	0.7	30% of D
Underground Loading			0.15			30% of D
Parking Concealed by Occupiable Space			0.4			25% of D

Total FAR Bonus On-Site Improvements		2.08

OFF-SITE BONUSES

Calculation of Financial Contribution

Formula: Cash contribution for 1 sq.ft. of FAR bonus = 0.8 x median cost of 1 sq. ft. of buildable floor area

Amenity	Bonused Square Feet Desired	Discount Factor	median cost of 1 sqft. of buildable floor area (in $): See City Survey of Land Cost	Base FAR	Financial Contribution
Formula:	A	B	C	D	E=A*B*C
Off-Site Park or Riverwalk		0.8			
Street Lighting and Landscaping		0.8			
Transit Station Improvements		0.8			
Pedway Improvements		0.8			
Adopt-A-Landmark		0.8			
Affordable Housing	86,720	0.8	$43	8.98	$2,983,168
Education		0.8			
Totals	86,720				$2,983,168

Comparison to FAR Bonus Cap

Amenity	Total Bonused Square Feet Desired	Lot Area (in sq. ft.)	Base FAR	FAR Bonus calculated	FAR Bonus Cap:
Formula:	F	G	H	I = (F/G) * H	Compare with
Off-Site Park or Riverwalk					20% of H
Street Lighting and Landscaping					20% of H
Transit Station Improvements					20% of H
Pedway Improvements					20% of H
Adopt-A-Landmark					20% of H
Affordable Housing	86,720	167,104	8.98	0.52	20% of H (-5) 25% of H (-7, -10) 30% of H (-12, -16)
Education					25% of H (-10) 30% of H (-12, -16)

If FAR Bonus calculated exceeds FAR Bonus Cap, the effective FAR Bonus for Off-Site Improvements is equal to the FAR Bonus Cap

Summary

Base FAR	8.98
FAR Bonus for On-Site Improvements	2.07
FAR Bonus for Off-Site Improvements	0.52
Total FAR	11.57

Total Financial Contribution	$2,983,168

Maximum Floor Area with Base FAR	1,499,510
Floor Area with FAR Bonus On-Site Improvements	346,878
Floor Area with FAR Bonus Off-Site Improvements	86,720
Total Maximum Floor Area	1,933,108

Signature of Applicant Date Received by (Dept. of Planning & Dev.) Date

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

January 7, 2015

Mitchel A. Carrel
Freeborn & Peters LLP
311 South Wacker Drive; Suite 3000
Chicago, IL 60606

Re: Request for Minor Change to the April 22, 2005 Site Plan Approval for Parcels P4 and P5 of Subarea A of Residential Business Planned Development No. 368, as it pertains to Subparcels C/D (214-236 East Illinois Street/215-237 East Grand Avenue) thereof. Commonly known as 220 East Illinois Street and 221 East Grand Avenue.

Dear Mr. Carrel:

Please be advised that your request on behalf of Optima, Inc. and the applicant hereunder, Optima Center Chicago II, LLC, for Minor Change approval in connection with the development of Subparcels C/D has been considered by the Department of Planning and Development. This Minor Change letter would supersede that approved on September 9, 2014.

On April 22, 2005, the Department of Planning and Development, pursuant to the provisions of the Statement No. 16 of the Planned Development #368, issued a Site Plan Approval letter pertaining to Parcels P4 and P5 of Subarea A, setting forth development parameters and requirements for three high-rise buildings to be constructed on Subparcels A, B and C/D. Subparcel A, the easternmost of the three parcels, Subparcel B, the westernmost of the three parcels, and Subparcel C below Upper Illinois Street have since been developed.

Optima seeks changes to the approved Site Plan as it pertains to Subparcel C at Upper Illinois Street, and above, and to Subparcel D, both in the middle development parcel. Optima's proposed building consists of a tower atop a parking base, both enclosed with a glass exterior to be constructed in accordance with the plans, elevations and project data (collectively, the "Plans") prepared by Optima, Inc., and dated October 24, 2014.

The project involves a mixed-use residential/commercial tower that is approximately 560 feet tall, as measured from Upper Illinois Street to the underside of the top ceiling joist which is exclusive of non-habitable rooftop improvements, a maximum of 710,000 square feet of floor area, a maximum of 498 residential units, approximately 65,000 square feet of commercial/retail/office space located above and below Upper Illinois Street (exclusive of existing grocery or other uses), 353 accessory parking spaces, two loading spaces, and 50 bicycle parking spaces. This is generally smaller than the building for Subparcels C/D approved on

121 NORTH LASALLE STREET, ROOM 1000, CHICAGO, ILLINOIS 60602

April 22, 2005. That building was 694 feet high and contained 350 residential units and 300 hotel keys.

Features of the proposal for Subparcels C/D (220 East Illinois Street/221 East Grand Avenue) include:

- A tower generally located on Subparcel D along East Grand Avenue extending fifty-three habitable floors above Upper East Illinois Street; a plaza on Subparcel C fronting on Upper East Illinois Street; and an eight-level plus mezzanine wing along the east side of Subparcels C/D abutting the parking structure on Subparcel A.
- A landscaped plaza at Upper East Illinois Street with a curbside drop-off lane.
- Plaza-level residential, commercial/office, and/or retail space.
- Five levels of accessory parking spaces for the residential, hotel and related retail, commercial, and office uses accessed from the existing parking structure to the east on Subparcel A and from an existing curb cut on East Grand Avenue.
- Forty-three residential unit floors, two full and two partial amenity floors, as well as mechanical penthouses and other uses.
- Glass cladding on all four sides: gray with red-colored ceramic frit on the five parking floors, clear, opaque or other colored glass on the other floors.
- 498 residential dwelling units, at least 63 of which must be efficiency units.
- Approximately 65,000 total square feet of commercial/office/retail floor space.
- 353 accessory parking spaces (which equates to 0.68 spaces per residential unit and 1 space per 5000 square feet of commercial/retail/office space).
- 2 loading docks @ 10' x 25' accessible from the alley north of Lower East Illinois Street.
- 50 bicycle storage spaces.
- A dog run located on the Level 8 terrace along the west side of the building.
- A green roof of approximately 8,059 square feet (exceeding 50% of net roof area) and LEED certification.
- Common open space on the first (Upper Illinois) and eighth floors, containing a total 24,982 square feet (which equates to approximately 50 square feet per dwelling unit).

I have reviewed the Plans, the 2005 Site Plan Letter and the applicable requirements of the Planned Development, as amended, and find that:

(i) The Plans substantially conform with the 2005 Site Plan Letter and the applicable provisions of the Planned Development.

(ii) As required by Statement No. 11(f) of the Planned Development, the materials of the exterior enclosure of the structure's parking base are similar in terms of finish materials, the shape and scale of openings and the screening of ramps, car lights and ceiling fixtures to the exterior enclosure of the habitable spaces of the tower above.

(iii) Approval of the proposed Plans is permitted as a Minor Change pursuant to 17-13-0611 because it does not change the character of the approved Planned Development, does not increase the floor area ratio or number of dwelling units permitted in the overall Planned Development or Subarea A of the Planned Development, does not reduce the minimum distance between buildings and does not reduce the periphery setbacks.

Accordingly, for the reasons stated above, I hereby approve the requested Minor Changes to the April 22, 2005, Site Plan Approval Letter for Subparcels C/D of Parcels P4 and P5 of Subarea A of Planned Development No. 368, but no others. These Minor Changes supersede those approved on September 9, 2014. The following Plans, prepared by Optima, Inc., dated October 24, 2014, are hereby made part of the Parcel P4 and P5 Site Plan Approval:

- SPD-A102 Landscape Plan;
- SPD-A103 Landscape Plan;
- SPD-A104 Landscape Plan;
- SPD-A201 Site Plan – Roof Level;
- SPD-A202 Level 1 – Upper Illinois;
- SPD-A203 Lower Illinois Level;
- SPD-A204 Level 2 – Hotel Parking;
- SPD-A205 Level 3 - Parking;
- SPD-A206 Level 4-5 - Parking;
- SPD-A207 Level 6 - Parking;
- SPD-A208 Level 9;
- SPD-A209 Level 20;
- SPD-A210 Level 53;
- SPD-A401 South Elevation;
- SPD-A402 North Elevation;
- SPD-A403 East Elevation;
- SPD-A404 West Elevation;
- SPD-A405 West Elevation Hotel Entrance; and
- SPD-A406 South Elevation at Courtyard.

In addition to granting amended Site Plan approval to the above described building, I hereby grant amended Site Plan approval to the following:

a) Revision of the phase-related scheduling in the April 22, 2005 Site Plan Approval letter to allow combination of the project improvements of Subparcels C and D into Phase III;
b) Substitution of the proposed building façade to allow the materials and articulation consistent with the adjacent 200 E. Illinois project (Subparcel B) including glass cladding on all sides: gray glass with red-colored ceramic frit on the parking floors and clear, opaque, or other colored glass on the other floors as shown on the plans, notwithstanding Statements No. 11 (d) and (f) in the Planned Development;
c) Retention and permanent continued operation of the E. Grand Avenue parking ramps and curb cut, notwithstanding the Minor Change letter of May 19, 2004;
d) Provision of a building setback along E. Grand Avenue which allows a sidewalk of 10'-2", more nearly matching the sidewalks provided at buildings to either side, approximately 9'-4", or less; although this sidewalk would be less than the 12'-6" called for in the Planned Development, it would still allow for street trees and would provide a consistent sidewalk width on this block; and
e) Creation of a drop-off zone along Upper Illinois Street and relocation, subject to all applicable City of Chicago approvals, of nine existing landscape planters to a location along Upper Illinois Street west of the property.

This Minor Change approval to the April 22, 2005 Site Plan Approval for Parcels P4 & P5 supersedes that issued on September 9, 2014, and is subject to the following provisions:

1) The development of Subparcels C/D shall have a green roof of at least 8,059 square feet and shall be LEED certified.
2) The 498 dwelling units on Subparcels C/D must include at least 63 efficiency units as defined by Section 17-17-0249 of the Zoning Code.
3) Signage on all Subparcels (A, B, C, & D), including temporary signs for construction and marketing, shall be reviewed and approved separately subject to Statements No. 9 and 11(e) of the Planned Development. This supersedes any signage provisions of the April 22, 2005 Site Plan Approval letter.
4) A maximum of 281 non-accessory parking spaces may remain as a legal non-conforming use in the above-Plaza-level parking garage on Subparcel A as permitted by the Minor Change letter dated July 12, 2000.
5) On a Planned Development Minor Change letter, dated June 6, 2014, I waived the requirement of the Planned Development's Statement No. 15 for membership and participation in the Illinois-Grand Corridor Traffic Management Association (the "TMA") until and unless the TMA is reinstated or reconstituted pursuant to applicable law.

The following table summarizes the development on Parcels P4 & P5, as authorized by PD #368, the Site Plan Minor Change of April 22, 2005, subsequent revisions, and Part II approvals:

Parameter	PD #368 requirements	Existing and Proposed Actual Total – Parcels P4 &P5	Existing and Proposed Actual Total – Subparcels A-D		
			A and C (below Plaza level)	B	C (Plaza level & above) and D
Net Site Area		108,215 s.f.			
FAR	14.785	14.100			
FAR Floor Area	1,600,000 s.f. a)	1,525,846 s.f.	420,947 s.f.	394,899 s.f.	710,000 s.f.
Building Height	na	na	420'	410'	560'
Dwelling Units	1,082 b)	1,104	281	325	498 b)
Hotel Keys	1,800 c)	none	na	na	None
Commercial Floor Area	5,259,000 s.f. d)	136,422 s.f.	0	0	65,000 s.f. g)
Retail Floor Area	410,000 e)		62,000 s.f.	9,422 s.f. f)	
Accessory Parking Spaces	635 h)	931	340	238	353
Non-accessory Parking Spaces	281 i)	281	281	0	0
Loading Berths		11	7	2	2
Bicycle Parking Spaces		313	83	180	50

Notes:

a) As per Bulk Regulations and Data Table, Note (6).
b) As per Bulk Regulations and Data Table, Notes (2) and (3), units are allowed on DX-16 standards: 1 unit per 100 square feet of Net Site Area for non-efficiency units and 1 unit per 65 square feet of Net Site Area for efficiency units as defined by Section 17-17-0249 of the Zoning Code. Hotel rooms may be interchanged at the rate of 0.5 residential unit per hotel room.
c) Maximum hotel rooms for the entire Subarea A, absent any hotel room/residential unit conversions.
d) Maximum commercial/office floor area for the entire Subarea A.
e) As per Bulk Regulations and Data Table, Note (5).
f) As per Part II of Dec. 11, 2011. Up to 26,500 s.f. permitted by Site Plan Minor Change of Dec. 5, 2011.
g) This square footage may be split between commercial, office and retail uses.
h) 1,104 residential units @ 0.55 spaces per unit; 136,422 s.f. business (commercial & retail) @ 1 space per 5,000 s.f..
i) Although non-accessory parking has not been permitted in Subarea A since the Feb. 27, 2002, approval of the amended Planned Development, up to 281 non-accessory parking spaces as permitted by the Minor Change letter of July 12, 2000, may continue in Subarea A, Parcel P4/P5 as a legal nonconforming use.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:HG.fd
cc: Heather Gleason, Mike Marmo, Erik Glass, Planned Development Files

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

October 28, 2014

Mara S. Georges
Daley and Georges, Ltd.
20 South Clark Street
Suite 400
Chicago, IL 60603-1835

Re: Advisory Opinion for Residential Business Planned Development No. 368 Built and remaining floor Area within Sub area A

Dear Ms. Georges:

This letter is in response to your recent request regarding the remaining floor area available within Sub area A of Planned Development No. 368, ("PD 368") as amended. You also state in your request that you are particularly interested in allocations for 401 N. Michigan Avenue, which is located within Sub area A.

The table below includes several square footage estimates for three existing buildings and one building recently issued a caisson permit. Therefore, the total built and remaining floor area are estimates only. In regards to 401 N. Michigan Ave., we do not know the actual built floor area, therefore, we include the assumed amount of 760,241 square feet ("SF") identified within Note 6 of the Bulk Regulations and Data Table for PD 368, as amended. Also, please note that the building to be located at 214-236 E. Illinois St. and 221 E. Grand Ave. has an estimated total square footage of 710,000 SF. However, a more precise number will be assigned when a Part II is issued for the entire building's construction, rather than just the caissons.

Sub area A Address	Floor Area	Comments
401 N Michigan (Equitable)	760,241.00	*Per PD Bulk Table, Note 6 assumption
455 N Cityfront Plaza Dr. (NBC)	912,000.00	*Per PD Bulk Table, Note 6 assumption
450 N Cityfront Plaza Dr. (U of C)	240,000.00	*Per PD Bulk Table, Note 6 assumption
200 E Illinois (Phase 1 only)	186,649.00	Part II issued 2/11/2004
240 E Illinois (Parcels 4 and 5)	417,737.00	Part II issued 8/31/2005
240 E Illinois (Floor expansion)	3,210.51	Part II issued 7/25/2008
200-215 E IL/500-09 N St Clair	394,899.00	Part II issued 12/5/2011
214-236 E IL/221 E Grand	710,000.00	*Caisson Part II only issued 9/18/2014
Total Estimated Floor Area Used	**3,624,736.50**	***Estimate only**

Sub Area A Total Floor Area Allowed	5,258,792.70	Net site Area x Maximum FAR
Total Estimated Floor Area Used	3,624,736.50	
Total Estimated Floor Area Remaining	**1,634,056.20**	

Based on a net site area of 380,796 SF and a maximum floor area ratio of 13.81, Sub area A is allowed a total of 5,258,792.7 SF of buildable floor area. Based on an estimate of 3,624,736.50 SF used, there is approximately 1,634,056.2 SF of floor area remaining within Sub area A. If you have any questions or require additional information, please contact Teresa McLaughlin (312 744-4891) or Mike Marmo (312 744-9238) of my staff.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:HG:tm
C: Heather Gleason, Mike Marmo, Fred Deters, Vicki Lozano, Main file

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

September 9, 2014

Mitchel A. Carrel
Freeborn & Peters LLP
311 South Wacker Drive; Suite 3000
Chicago, IL 60606

Re: Request for Minor Change to the April 22, 2005 Site Plan Approval for Parcels P4 and P5 of Subarea A of Residential Business Planned Development No. 368, as it pertains to Subparcels C/D (214-236 East Illinois Street/215-237 East Grand Avenue) thereof. Commonly known as 220 East Illinois Street and 221 East Grand Avenue.

Dear Mr. Carrel:

Please be advised that your request on behalf of Optima, Inc. and the applicant hereunder, Optima Center Chicago II, LLC, for Minor Change approval in connection with the development of Subparcels C/D has been considered by the Department of Planning and Development.

On April 22, 2005, the Department of Planning and Development, pursuant to the provisions of the Statement No. 16 of the Planned Development #368, issued a Site Plan Approval letter pertaining to Parcels P4 and P5 of Subarea A, setting forth development parameters and requirements for three high-rise buildings to be constructed on Subparcels A, B and C/D. Subparcel A, the easternmost of the three parcels, Subparcel B, the westernmost of the three parcels, and Subparcel C below Upper Illinois Street have since been developed.

Optima seeks changes to the approved Site Plan as it pertains to Subparcel C at Upper Illinois Street, and above, and to Subparcel D, both in the middle development parcel. Optima's proposed building consists of a tower atop a parking base, both enclosed with a glass exterior to be constructed in accordance with the plans, elevations and project data (collectively, the "Plans") prepared by Optima, Inc., and dated March 10, 2014.

The project involves a mixed-use hotel/residential/commercial tower that is approximately 560 feet tall, as measured from Upper Illinois Street to the underside of the top ceiling joist which is exclusive of non-habitable rooftop improvements, a maximum of 710,000 square feet of floor area, a maximum of 381 residential units, 270 hotel keys, approximately 37,300 square feet of accessory hotel uses, an additional approximately 10,000 square feet of commercial/retail/office space located above and below Upper Illinois Street (exclusive of existing grocery or other uses), 329 accessory parking spaces, two loading spaces, and 50 bicycle parking spaces. This is generally smaller than the building for Subparcels C/D approved on April 22, 2005. That building was 694 feet high and contained 350 residential units and 300 hotel keys.

121 NORTH LASALLE STREET, ROOM 1000, CHICAGO, ILLINOIS 60602

Features of the proposal for Subparcels C/D (220 East Illinois Street/221 East Grand Avenue) include:

- A tower generally located on Subparcel D along East Grand Avenue extending fifty-three habitable floors above Upper East Illinois Street; a plaza on Subparcel C fronting on Upper East Illinois Street; and a nine-level wing along the east side of Subparcels C/D abutting the parking structure on Subparcel A.
- A landscaped plaza at Upper East Illinois Street with a curbside drop-off lane and covered walkways to the residential and hotel entrances.
- Plaza-level residential and hotel lobbies, hotel accessory/support spaces and commercial/office and/or retail space.
- Five levels of accessory parking spaces for the residential, hotel and related retail, commercial, and office uses accessed from the existing parking structure to the east on Subparcel A and from an existing curb cut on East Grand Avenue.
- Twelve hotel room floors, 32 residential unit floors, three amenity floors, as well as mechanical penthouses and other uses.
- Glass cladding on all four sides, dark or gray on the five parking floors, clear or opaque on the other floors.
- 381 residential dwelling units and 270 hotel keys.
- Approximately 47,300 total square feet of commercial/office/retail floor space (approximately 37,300 square feet of hotel accessory support space, counted as commercial space; and approximately 10,000 square feet of commercial/retail/office floor space. This number is exclusive of any residential accessory, related or support space.
- 329 accessory parking spaces (which equates to 0.66 spaces per residential unit, 0.25 spaces per hotel key, and 1 space per 5000 square feet of commercial/retai/office space).
- 2 loading docks @ 10' x 25' accessible from the alley north of Lower East Illinois Street.
- 50 bicycle storage spaces.
- A dog run located on the Level 9 terrace along the north side of the building.
- A green roof of approximately 8,187 square feet (approximately 60% of net root area) and LEED certification.
- Common open space on the first (Upper Illinois) and ninth floors, containing a total 16,493 square feet (which equates to approximately 43 square feet per dwelling unit).

I have reviewed the Plans, the 2005 Site Plan Letter and the applicable requirements of the Planned Development, as amended, and find that:

(i) The Plans substantially conform with the 2005 Site Plan Letter and the applicable provisions of the Planned Development.

(ii) As required by Statement No. 11(f) of the Planned Development, the materials of the exterior enclosure of the structure's parking base are similar in terms of finish materials, the shape and scale of openings and the screening of ramps, car lights and ceiling fixtures to the exterior enclosure of the habitable spaces of the tower above.

(iii) Approval of the proposed Plans is permitted as a Minor Change pursuant to 17-13-0611 because it does not change the character of the approved Planned Development, does not

increase the floor area ratio or number of dwelling units permitted in the overall Planned Development or Subarea A of the Planned Development, does not reduce the minimum distance between buildings and does not reduce the periphery setbacks.

Accordingly, for the reasons stated above, I hereby approve the requested Minor Changes to the April 22, 2005, Site Plan Approval Letter for Subparcels C/D of Parcels P4 and P5 of Subarea A of Planned Development No. 368, but no others. The following Plans, prepared by Optima, Inc., dated March 10, 2014, are hereby made part of the Parcel P4 and P5 Site Plan Approval:

- SPD-A102 Landscape Plan;
- SPD-A103 Landscape Plan;
- SPD-A104 Landscape Plan;
- SPD-A201 Site Plan – Roof Level;
- SPD-A202 Level 1 – Upper Illinois;
- SPD-A203 Lower Illinois Level;
- SPD-A204 Level 2 – Hotel Parking;
- SPD-A205 Level 3 - Parking;
- SPD-A206 Level 4-5 - Parking;
- SPD-A207 Level 6 - Parking;
- SPD-A208 Level 9;
- SPD-A209 Level 20;
- SPD-A210 Level 53;
- SPD-A401 South Elevation;
- SPD-A402 North Elevation;
- SPD-A403 East Elevation;
- SPD-A404 West Elevation;
- SPD-A405 West Elevation Hotel Entrance; and
- SPD-A406 South Elevation at Courtyard.

In addition to granting amended Site Plan approval to the above described building, I hereby grant amended Site Plan approval to the following:

a) Revision of the phase-related scheduling in the April 22, 2005 Site Plan Approval letter to allow combination of the project improvements of Subparcels C and D into Phase III;
b) Substitution of the proposed building façade to allow the materials and articulation consistent with the adjacent 200 E. Illinois project (Subparcel B) including glass cladding on all sides, gray on the parking floors and clear on the other floors as shown on the plans, notwithstanding Statements No. 11 (d) and (f) in the Planned Development;
c) Retention and permanent continued operation of the E. Grand Avenue parking ramps and curb cut, notwithstanding the Minor Change letter of May 19, 2004;
d) Provision of a building setback along E. Grand Avenue which allows a sidewalk of 10'-2", more nearly matching the sidewalks provided at buildings to either side, approximately 9'-4", or less; although this sidewalk would be less than the 12'-6" called for in the Planned Development, it would still allow for street trees and would provide a consistent sidewalk width on this block; and

c) Creation of a drop-off zone along Upper Illinois Street and relocation, subject to all applicable City of Chicago approvals, of nine existing landscape planters to the median strip along Upper Illinois Street east of the property.

This Minor Change approval to the April 22, 2005 Site Plan Approval for Parcels P4 & P5 is subject to the following provisions:

1) The development of Subparcels C/D shall have a green roof of at least 8,187 square feet and shall be LEED certified.
2) Signage on all Subparcels (A, B, C, & D), including temporary signs for construction and marketing, shall be reviewed and approved separately subject to Statements No. 9 and 11(e) of the Planned Development. This supersedes any signage provisions of the April 22, 2005 Site Plan Approval letter.
3) A maximum of 281 non-accessory parking spaces may remain as a legal non-conforming use in the above-Plaza-level parking garage on Subparcel A as permitted by the Minor Change letter dated July 12, 2000.
4) On a Planned Development Minor Change letter, dated June 6, 2014, I waived the requirement of the Planned Development's Statement No. 15 for membership and participation in the Illinois-Grand Corridor Traffic Management Association (the "TMA") until and unless the TMA is reinstated or reconstituted pursuant to applicable law.

The following table summarizes the development on Parcels P4 & P5, as authorized by PD # 368, the Site Plan Minor Change of April 22, 2005, subsequent revisions, and Part II approvals:

Parameter	PD #368 requirements	Existing and Proposed Actual Total – Parcels P4 &P5	Existing and Proposed Actual Total – Subparcels A-D		
			A and C (below Plaza level)	B	C (Plaza level & above) and D
Net Site Area		108,215 s.f.			
FAR	14.785	14.100			
FAR Floor Area	1,600,000 s.f. a)	1,525,846 s.f.	420,947 s.f.	394,899 s.f.	710,000 s.f.
Building Height	na	na	420'	410'	560'
Dwelling Units	1,082 b)	987	281	325	381
Hotel Keys	1,800 c)	270	na	na	270
Commercial Floor Area	5,259,000 s.f. d)	37,300 s.f.	0	0	37,300 s.f. f)
Retail Floor Area	410,000 e)	81,422 s.f.	62,000 s.f.	9,422 s.f. g)	10,000 s.f. h)
Accessory Parking Spaces	635 i)	907	340	238	329
Non-accessory Parking Spaces	281 j)	281	281	0	0
Loading Berths		11	7	2	2
Bicycle Parking Spaces		313	83	180	50

Notes:

a) As per Bulk Regulations and Data Table, Note (6).
b) As per Bulk Regulations and Data Table, Notes (2) and (3), units are allowed on DX-16 standards, 1 unit per 100 square feet of Net Site Area and residential units and hotel rooms may be interchanged at the rate of 0.5 residential unit per hotel room.
c) Maximum hotel rooms for the entire Subarea A, absent any hotel room/residential unit conversions.
d) Maximum commercial/office floor area for the entire Subarea A.
e) As per Bulk Regulations and Data Table, Note (5).
f) Accessory hotel uses charged against Commercial space, as per Bulk Regulations and Data Table, Note (3).
g) As per Part II of Dec. 11, 2011. Up to 26,500 s.f. permitted by Site Plan Minor Change of Dec. 5, 2011.
h) This square footage may be split between commercial, office and retail uses.
i) 987 residential units @ 0.55 spaces per unit; 118,722 s.f. business (commercial & retail) @ 1 space per 5,000 s.f.; 270 hotel rooms @ 0.25 space per room.
j) Although non-accessory parking has not been permitted in Subarea A since the Feb. 27, 2002, approval of the amended Planned Development, up to 281 non-accessory parking spaces as permitted by the Minor Change letter of July 12, 2000, may continue in Subarea A, Parcel P4/P5 as a legal nonconforming use.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:HG.fd
cc: Heather Gleason, Mike Marmo, Erik Glass, Planned Development Files

MAIN FILE

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

July 15, 2014

Richard F. Klawiter
DLA Piper LLP
203 North LaSalle Street
Suite 1900
Chicago, IL 60601-1293

Re: Advisory Opinion for Residential Business Planned Development No. 368 Sub Area F, Kraft Parcel

Dear Mr. Klawiter:

We have reviewed your request seeking confirmation that the privately-owned and maintained park in Sub Area F of Residential Business Planned Development No. 368 ("PD 368"), and known as the Kraft Parcel, may be included in the net site area of Sub Area F through a legislative amendment to the Planned Development. You are seeking this on behalf of RMW Streeterville LLC ("RMW"), the owner of the Kraft Parcel. According to your request letter, RMW intends to construct a residential project on the Kraft Parcel and, in connection therewith, renovate the park.

The Planned Development can be amended to include the park square footage within the Sub Area F net site area; however, there would have to be a corresponding reduction in the FAR to maintain the current amount of developable floor area. On July 8, 1998, PD 368 was amended and Sub Area F was added with a net site area of 143,516 s.f. and an FAR of 10.45, permitting 1,499,732 s.f. of developable floor area. On February 27, 2002, PD 368 was amended and the net site area of Sub Area F was decreased to 100,436 s.f. and its FAR was increased to 14.93, retaining the same amount of developable floor area (1,499,509 s.f.). Increasing the net site area of Sub Area F and an accompanying reduction in FAR would not, in itself, result in an increase in the amount of developable floor area in Sub Area F. Any increase in developable floor area would have to be the result of separate action in legislative amendment of the Planned Development. The same applies to the permitted number of residential units.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:HG:fd
cc: Heather Gleason, Fred Deters, Vicki Lozano, Main file

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

June 20, 2014

Thomas J. Murphy, P.C.
111 West Washington Street
Suite 1920
Chicago, IL 60602

Re: **One-year sunset extension for Residential Business Planned Development Number 368 Subarea E.3, 400 North Lake Shore Drive, Chicago Spire Site**

Dear Mr. Murphy:

Please be advised that your request for a one-year sunset extension to the six-year construction period for Subarea E.3 of Residential Business Planned Development No. 368 has been considered by the Department of Planning and Development pursuant to Section 17-13-0612-B of the Chicago Zoning Ordinance and Statement No. 21 of the Planned Development.

Residential Business Planned Development No. 368 was last amended by the Chicago City Council on June 6, 2012. Statement No. 21 of the Planned Development states that unless substantial construction of the improvements contemplated within Subarea E.3 has commenced within six (6) years following adoption of this planned development on July 9, 2008, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Subarea E.3 and the zoning of Subarea E.3 of the planned development shall automatically revert to Residential Business Planned Development Number 368, as amended on March 29, 2006.

You are requesting, on behalf of the property owner of Subarea E.3, Shelbourne North Water Street LP, a one year extension as it relates to Subarea E.3, 400 N. Lake Shore Drive, and the site of the Chicago Spire. According to your request letter, $135 million in funds have been pledged under a Planned Investment Agreement that will allow the owner to emerge from bankruptcy and resume construction in 12 months.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential Business Planned Development No. 368, I hereby approve a one-year sunset extension from July 9, 2014 to July 9, 2015 for Subarea E.3 only.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:HG:tm
C: Patti Scudiero, Heather Gleason, Fred Deters, Mike Marmo, Erik Glass, Main file

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

June 6, 2014

Mitchell A. Carrel
Freeborn & Peters LLP
311 South Wacker Drive
Suite 3000
Chicago, IL 60606

Re: Administrative Relief request for Residential Business Planned Development No. 368, Sub parcels C and D within Subarea A, 214-236 E. Illinois St./215-237 E. Grand Ave.; Illinois-Grand Corridor Traffic Management Association

Dear Mr. Carrel:

Please be advised that your request for a minor change to Residential Business Planned Development No. 368 ("PD 368"), as amended, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 18 of PD 368.

Your firm represents Optima, Inc. and the applicant, Optima Center Chicago II, LLC. You are seeking administrative relief from the requirement in Statement No. 15 of the Planned Development which requires membership and participation in the Illinois-Grand Corridor Transportation Management Association ("TMA") prior to the issuance of any Part II approval. You are also seeking acknowledgement that the TMA cannot carry out the public functions identified within Exhibit 8 of the PD. To the best of everyone's knowledge, TMA is no longer a functioning organization.

Optima Center Chicago II, LLC, is the owner of all the land within Sub parcels C and D that comprise the project as identified in a related, revised Site Plan Approval request dated May 29, 2014. The project and ownership does not include those portions of Sub parcel C that comprise the existing grocery store's parking and loading area lying between +11.34 and +25.67 CCD and below +36 CCD, serving the adjacent grocery store located on the adjacent property. Optima is the zoning control party for its project and no consents are required pursuant to submitted excerpts of the Declaration of Covenants, Conditions, Restrictions, and Easements. While there is also a Declaration of Zoning Rights, dated October 3, 2008, the parties to that agreement are both Optima-related entities (the agreement was executed prior to the time that Optima purchased the property that comprises the current project).

With regard to your request, the Department of Planning and Development has determined that compliance with the last sentence of Statement No. 15 requiring membership and participation in the TMA is not required, and that compliance shall not be a condition of Part II approval, until and unless the TMA is reinstated or reconstituted pursuant to applicable law. We also acknowledge that the TMA cannot carry out the functions identified within Exhibit 8 of the PD. If the TMA is reconstituted, Optima Center Chicago II, LLC, or it successors shall join as full participating members. This relief and acknowledgement will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential-Business Planned Development No. 368, as amended, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

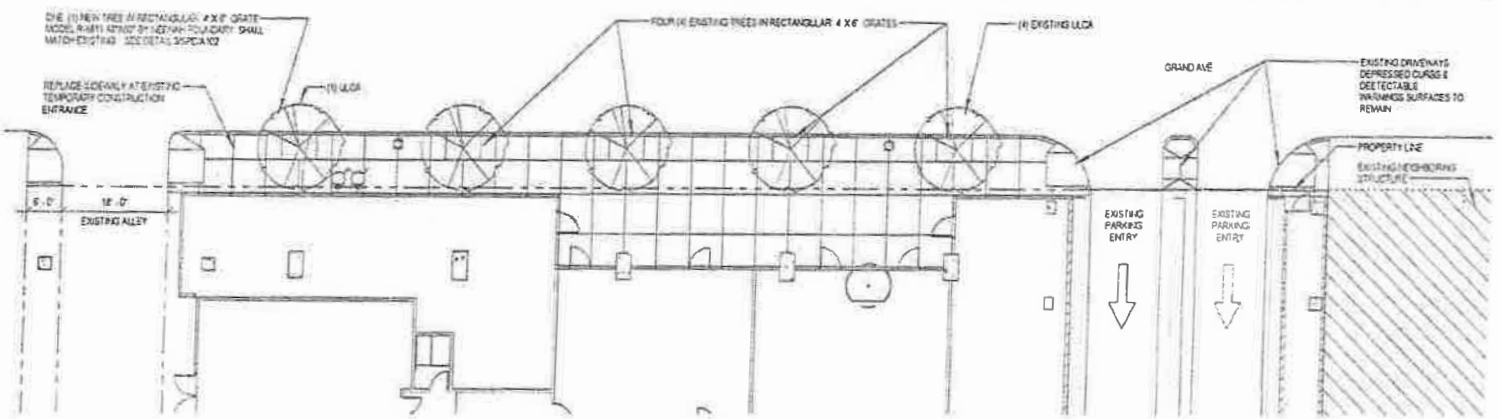
PAS:HG:tm

C: Fred Deters, Mike Marmo, Erik Glass, Main file

PROJECT PLANS

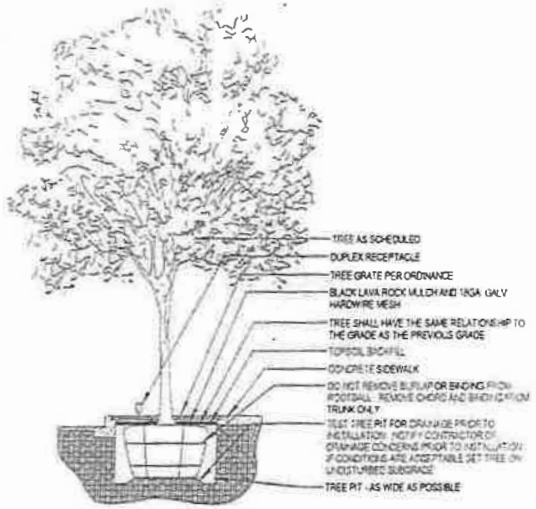
(The Following Plans are Attached)

Drawing	Date	Description
SPD-A102	03/10/14	Landscape Plan
SPD-A103	03/10/14	Landscape Plan
SPD-A104	03/10/14	Landscape Plan
SPD-A201	03/10/14	Site Plan - Roof Level
SPD-A202	03/10/14	Level 1 - Upper Illinois
SPD-A203	03/10/14	Lower Illinois Level
SPD-A204	03/10/14	Level 2 – Hotel Parking
SPD-A205	03/10/14	Level 3 - Parking
SPD-A206	03/10/14	Level 4-5 - Parking
SPD-A207	03/10/14	Level 6 - Parking
SPD-A208	03/10/14	Level 9
SPD-A209	03/10/14	Level 20
SPD-A210	03/10/14	Level 53
SPD-A401	03/10/14	South Elevation
SPD-A402	03/10/14	North Elevation
SPD-A403	03/10/14	East Elevation
SPD-A404	03/10/14	West Elevation
SPD-A405	03/10/14	West Elev. Hotel Entrance
SPD-A406	03/10/14	South Elev. At Courtyard

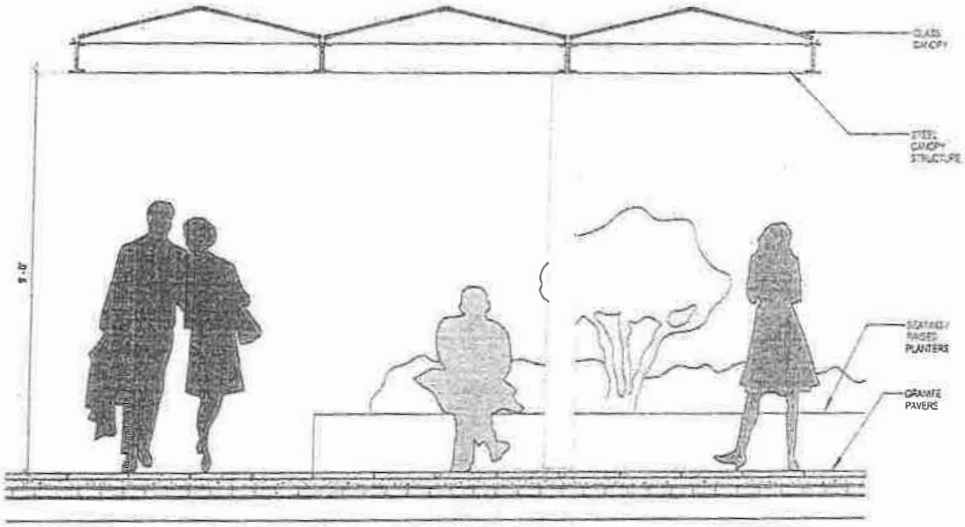


** REFER TO PLANT LIST ON SHEET SDP-A103 **

1 LANDSCAPE PLAN - GRADE LEVEL
SPD-A102 1" = 20'-0"



3 PARKWAY TREE IN GRATE
SPD-A102 3/16" = 1'-0"



2 LEVEL 1 CANOPY DETAIL
SPD-A102 3/8" = 1'-0"

SPD-A102
LANDSCAPE PLAN

N

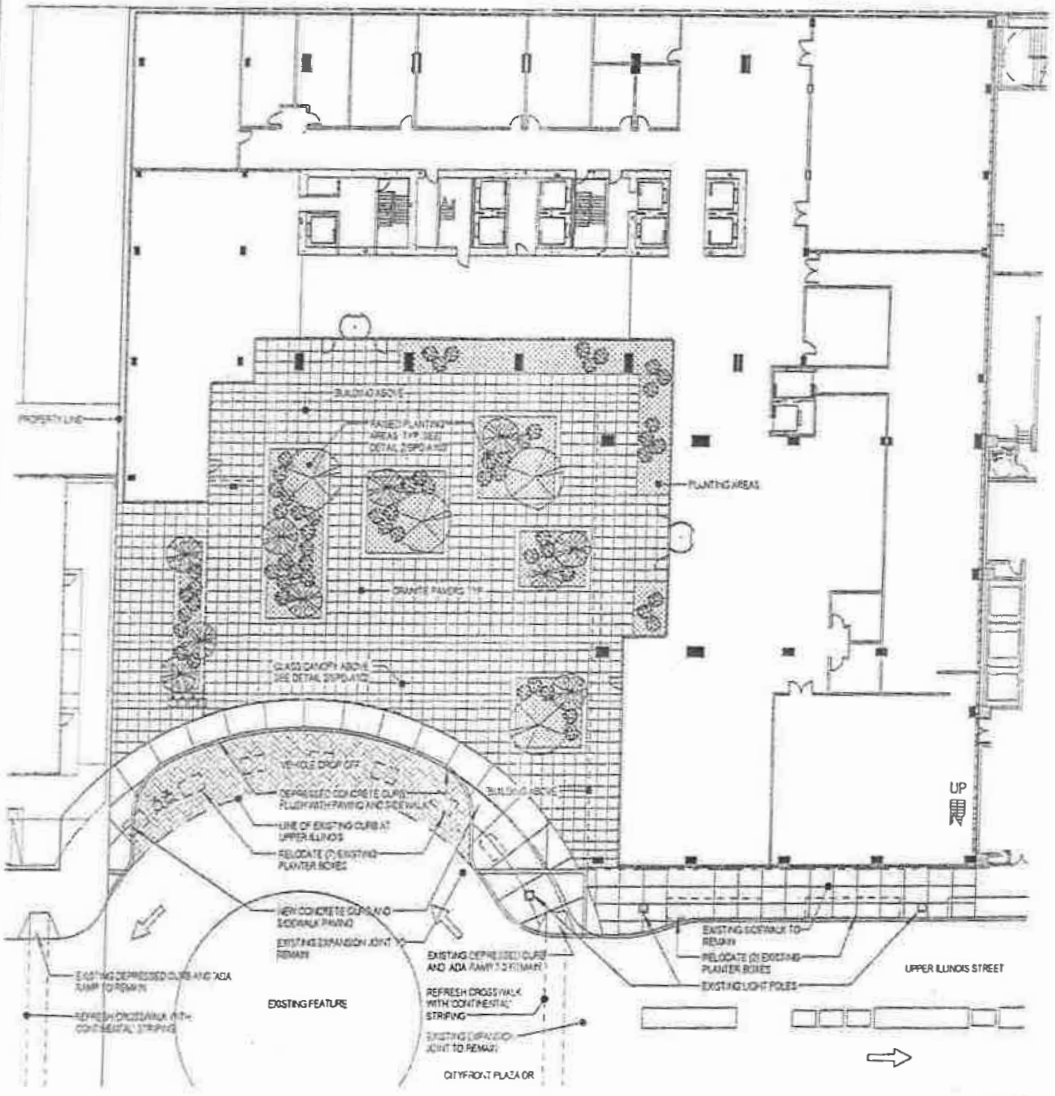
0 20 40 80

optima

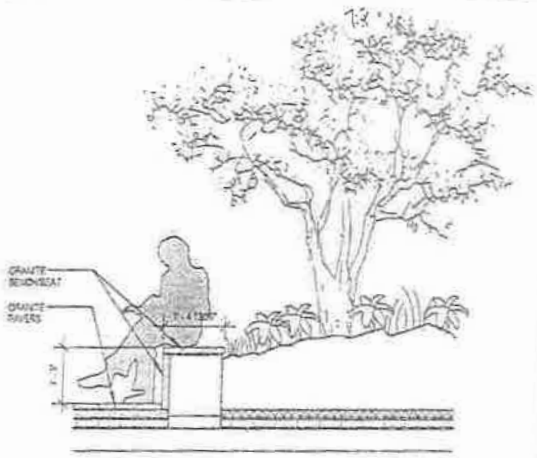
03/10/14

OPTIMA CHICAGO CENTER II

Optima Inc. 630 Vernon Ave. Glencoe, IL 60022 - 847-835-8400



1 LANDSCAPE PLAN - LEVEL 1
SPD-A103 1" = 30'-0"



2 RAISED PLANTER & SEATING
SPD-A103 3/8" = 1'-0"

PLANT LIST

SYM		BOTANIC NAME	COMMON NAME	INST SIZE	MAT SIZE Width	FLOWR COLOR	BLOOM TIME	NOTES	QTY
		SHADE TREES							
	ACFA	Acer x freemanii 'Autumn Blaze'	Red Maple	6"	20x60'			Red Fall Color	
	PLAC	Platanus acerifolia 'Bloodgood'	London Plane Tree	6"	20x60'			Yellow Fall Color	
	ULCA	Ulmus carpinifolia 'Homestead'	Homestead Elm	6"	30x60'			Yellow Fall Color	
		ORNAMENTAL TREES							
	CRDS	Crataegus crus-galli 'Inermis'	Thornless Cockspur Hawthorn	8'	25'x25'	White	May	Orange Fruit	
	MASP	Malus 'Spring Snow'	Spring Snow Crabapple	8'	15'x15'	White	May	Red Fruit	
	SYPE	Syringa pekinensis 'Morton'	Pekung Lilac	8'	15'x25'	White	May	No Fruit	
		SHRUBS							
	BUDA	Buddleia davidii 'Blue Chip'	Dwarf Butterfly Bush	12"	4x3'	Blue	Mid-Late		
	DILO	Diervilla lonicera 'Northern'	Northern Bush Honeysuckle	12"	3x3'	Yellow	Jun		
	HYAR	Hydrangea arborescens 'Pink Annabelle'	Pink Annabelle Hydrangea	18"	3x3'	Pink	Mid-Late		
	ROPA	Rosa 'Pink Drift'	Pink Drift Rose	18"	3x3'	Purple	Mid-Late		
	ROWE	Rosa 'Wekroshwin'	Home Run Rose	12"	3x3'	Red	Mid-Late		
	RHAR	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	3x3'	3x6'	Yellow	Fall		
		GROUNDCOVERS							
	VIMI	Vinca Minor 'Traditional'	Periwinkle	2"		Purple	Mid-Late		

SPD-A103
N LANDSCAPE PLAN
0 20 40 80

OPTIMA CHICAGO CENTER II

Optima Inc. 630 Vernon Ave, Glencoe, IL 60022 - 847-835-8400

optima

03/10/14

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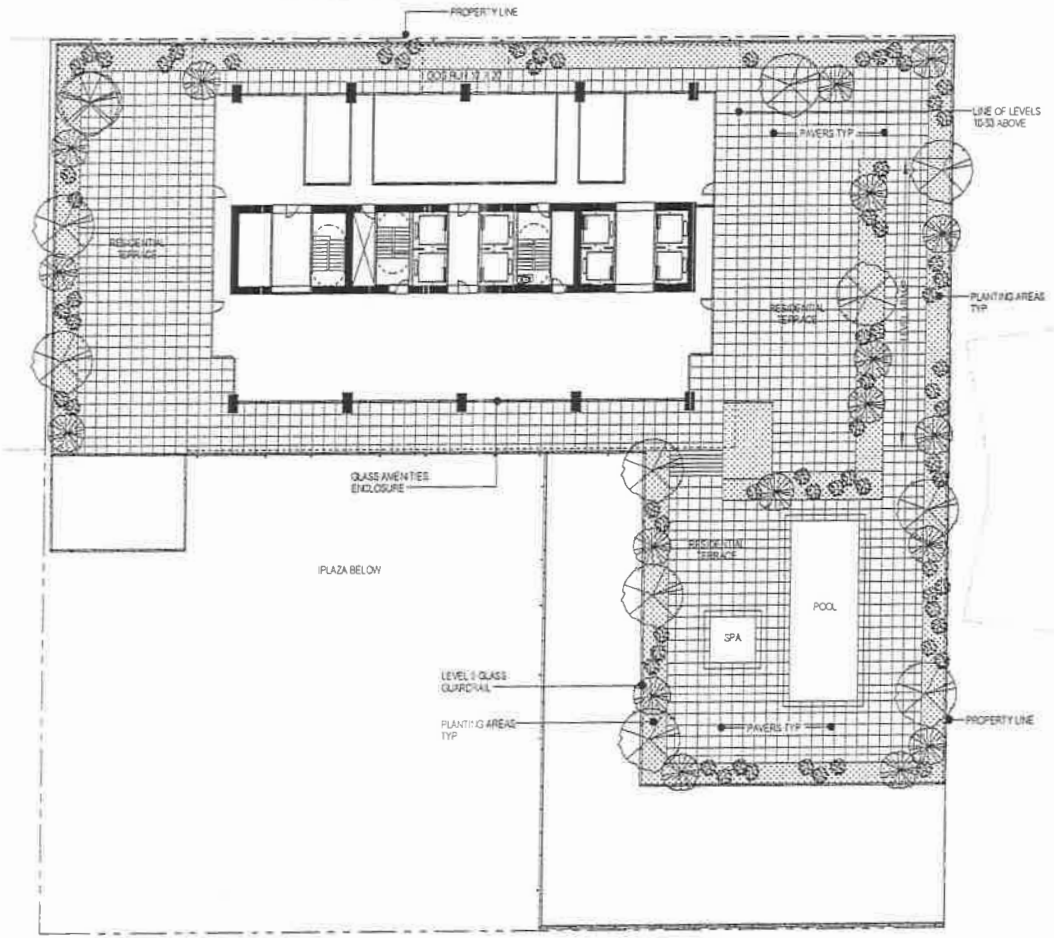

1 LANDSCAPE PLAN - LEVEL 9
SPD-A104 1" = 30'-0"

PLANT LIST

SYM		BOTANIC NAME	COMMON NAME	INST SIZE	MAT SIZE WxH	FLOWR COLOR	BLOOM TIME	NOTES	QTY
		SHADE TREES							
	ACFR	Acer x freemani 'Autumn Blaze'	Red Maple	4"	30x50			Red Fall Color	-
	PLAC	Platanus acerifolia 'Bloodgood'	London Plane Tree	4"	30x50			Yellow Fall Color	-
	ULCA	Ulmus carpinifolia 'Homestead'	Homestead Elm	4"	30x50			Yellow Fall Color	-
		ORNAMENTAL TREES							
	CRCR	Crataegus crus-galli 'Inermis'	Thornless Cockspur Hawthorn	6'	12x12	White	May	Orange Fruit	-
	MASP	Malus 'Spring Snow'	Spring Snow Crabapple	6'	10x15	White	May	No Fruit	-
	SYPE	Syringa pekinensis 'Morton'	Peking Lilac	8'	15x25	Ivory	May	No Fruit	-
		SHRUBS							
	BUDA	Buddleja davidii 'Blue Chip'	Dwarf Butterfly Bush	1.5'	4x3	Blue	MJJAS	-	-
	DILO	Diervilla lonicera - 'Northern'	Northern Bush Honeysuckle	1.5'	3x3	Yellow	JJA	-	-
	HYAR	Hydrangea arborescens 'P.IHA-1'	Bella Anna Hydrangea	1.5'	3x3	Pink	MJJAS	-	-
	ROPA	Rosa 'Frau Dagmar Hastrup'	Frau Dagmar Hastrup Rose	1.5'	3x3	Purple	MJJAS	-	-
	ROWE	Rosa 'WEKcesbeki'	Home Run Rose	1.5'	3x3	Red	MJJAS	-	-
	RHAR	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	2x3	3x6	Yellow	AM	-	-
		GROUNDCOVERS							
	VIMI	Vinca Minor 'Traditional'	Periwinkle	3"	-	Purple	MJJAS	-	-

SPD-A104
LANDSCAPE PLAN

N

0 15' 30' 60'

optima®

03/10/14

OPTIMA CHICAGO CENTER II

Optima Inc. 630 Vernon Ave. Glencoe, IL 60022 - 847-835-8400

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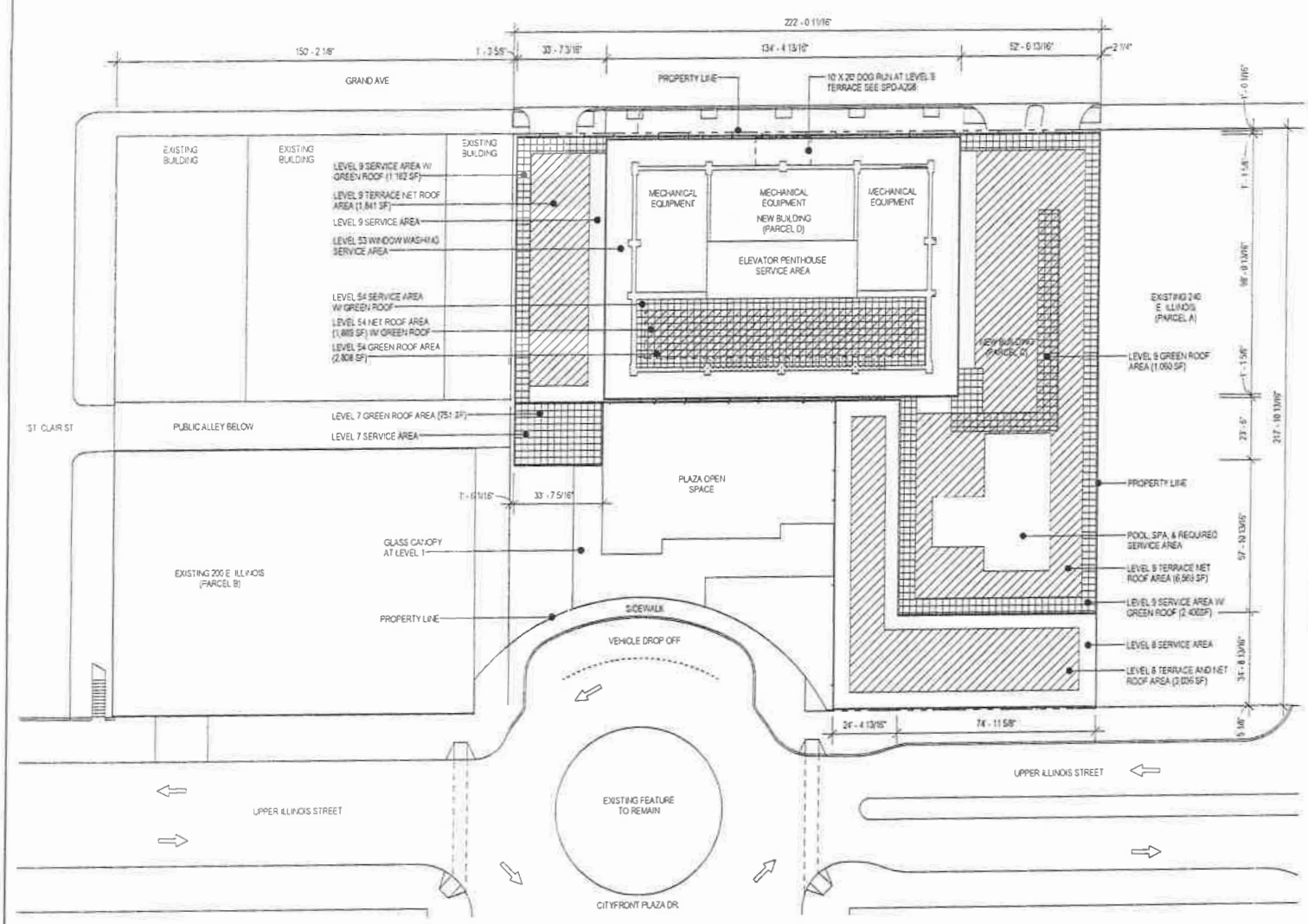

Project Data	
Optima Chicago Center Tower II	
Parcel C + D in Cityfront Plaza	
	Proposed
Uses	Residential, Hotel, Office/Commercial, Retail, and Accessory Parking
Parcel C/D Site Area	46,385 sf
Floor Area	710,000 sf
Building Height *	560 ft
Hotel Rooms	270
Residential Dwellings	361
Commercial, Office, and/or Retail Floor Area	10,000 sf
Accessory Hotel, Meeting, Exhibition, Restaurant, Retail Floor Area	37,300 sf
Accessory Parking Spaces	329
Standard	321
Accessible	6
Van Accessible	2
Loading Berths	2
Bicycle Parking Spaces	50

Green Roof	Proposed
Net Roof Area (Level 7)	228 sf
Net Roof Area (Level 8)	3,036 sf
Net Roof Area (Level 9)	8,410 sf
Net Roof Area (Level 54)	1,889 sf
Total	13,563 sf
50% of Net Roof Area (13,563 x 50%)	6,782 sf
Green Roof Area Pursuant to City of Chicago Letter 5/7/08	950 sf
Total Required Green Roof Area	7,732 sf
Green Roof Area (Level 7)	751 sf
Green Roof Area (Level 8)	0 sf
Green Roof Area (Level 9)	4,628 sf
Green Roof Area (Level 54)	2,808 sf
Total Proposed Green Roof Area	8,187 sf

Open Space	Required/Allowed	Proposed
Open Space Combined at Levels 1-6, 9 (36 sf per unit x 381 units = 13,716)	13,716 sf	16,493 sf

*In accordance with Statement 10 of PD 368 and Section 17-17-0242 of the Chicago Zoning Ordinance, Building Height upon the Property is measured as follows: the vertical distance from finished building grade adjacent to the Upper Illinois Street right of way to the highest point of the underside of the ceiling beams of the highest habitable floor, which is exclusive of non-habitable rooftop improvements (e.g. stairway enclosures, elevator penthouses, parapets, architectural features, etc.); provided, however, that the height of the rooftop improvements shall not exceed sixty five (65) feet above the Building Height.

SITE PLAN HATCHING LEGEND

NET ROOF AREA

GREEN ROOF

NET ROOF AREA W/ GREEN ROOF

SPD-A201

N SITE PLAN - ROOF LEVEL

0 20 40 80

optima

03/10/14

OPTIMA CHICAGO CENTER II

Optima Inc. 630 Vernon Ave. Glencoe, IL 60022 - 847-835-8400

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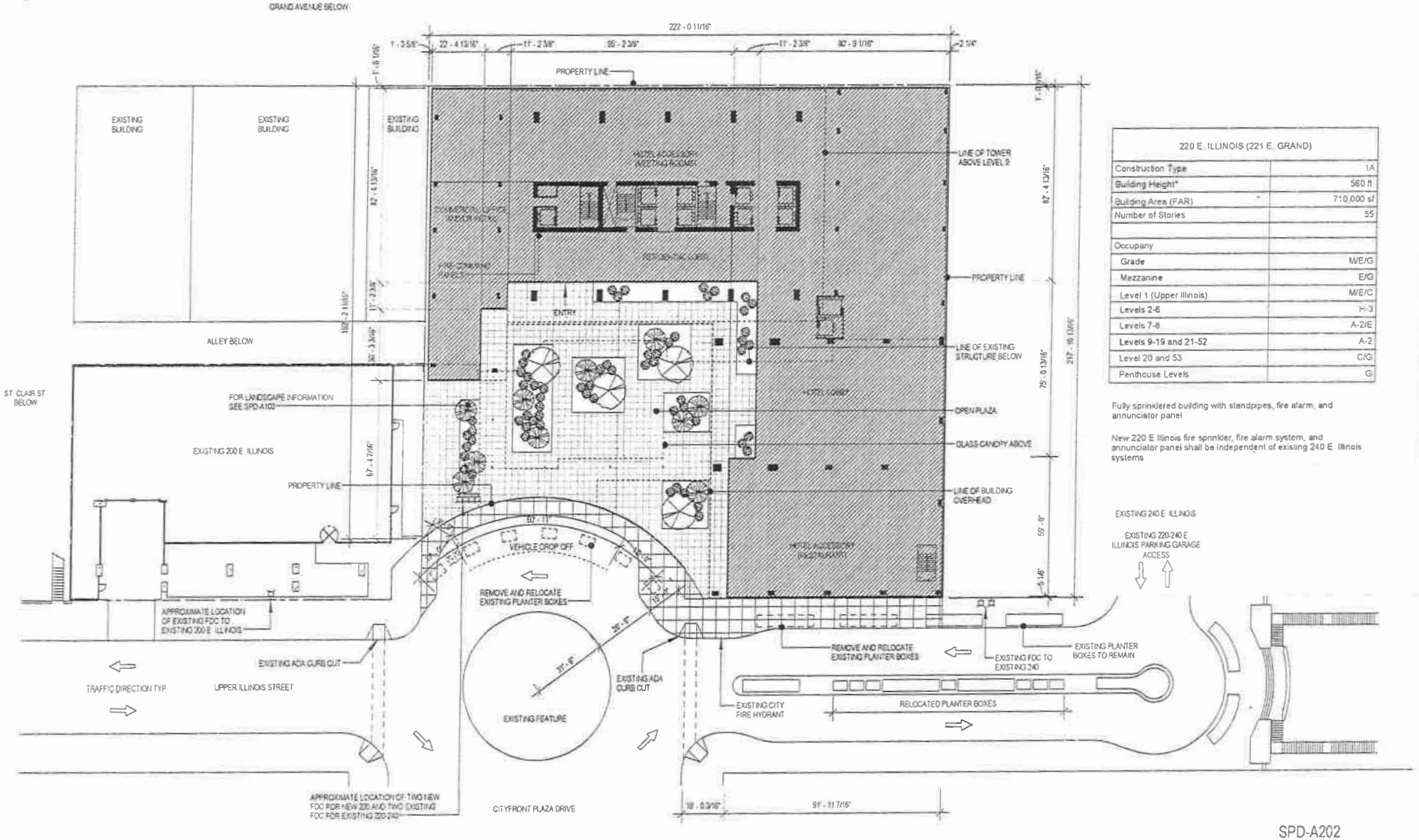

220 E. ILLINOIS (221 E. GRAND)	
Construction Type	1A
Building Height*	560 ft
Building Area (FAR)	710,000 sf
Number of Stories	55
Occupancy	
Grade	M/E/G
Mezzanine	E/G
Level 1 (Upper Illinois)	M/E/C
Levels 2-6	H-3
Levels 7-8	A-2/E
Levels 9-19 and 21-52	A-2
Level 20 and 53	C/G
Penthouse Levels	G

Fully sprinklered building with standpipes, fire alarm, and annunciator panel

New 220 E Illinois fire sprinkler, fire alarm system, and annunciator panel shall be independent of existing 240 E Illinois systems

SPD-A202

N LEVEL 1 - UPPER ILLINOIS

0 20 40 80

optima

03/10/14

OPTIMA CHICAGO CENTER II

Optima Inc, 630 Vernon Ave, Glencoe, IL 60022 - 847-835-8400

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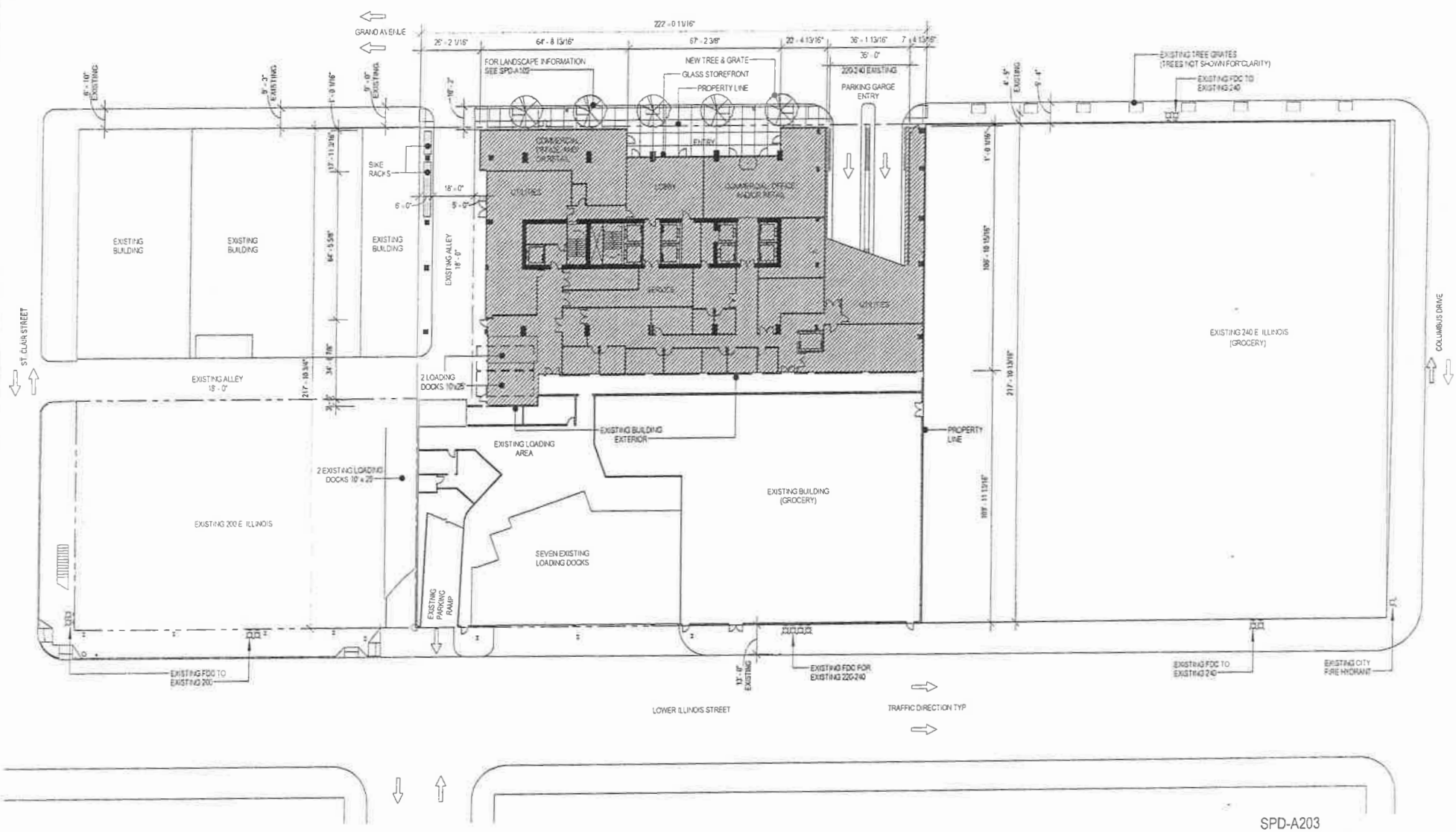

SPD-A203
LOWER ILLINOIS LEVEL

N

0 20 40 80

optima

03/10/14

OPTIMA CHICAGO CENTER II

Optima Inc. 630 Vernon Ave. Glencoe, IL 60022 - 847-835-8400

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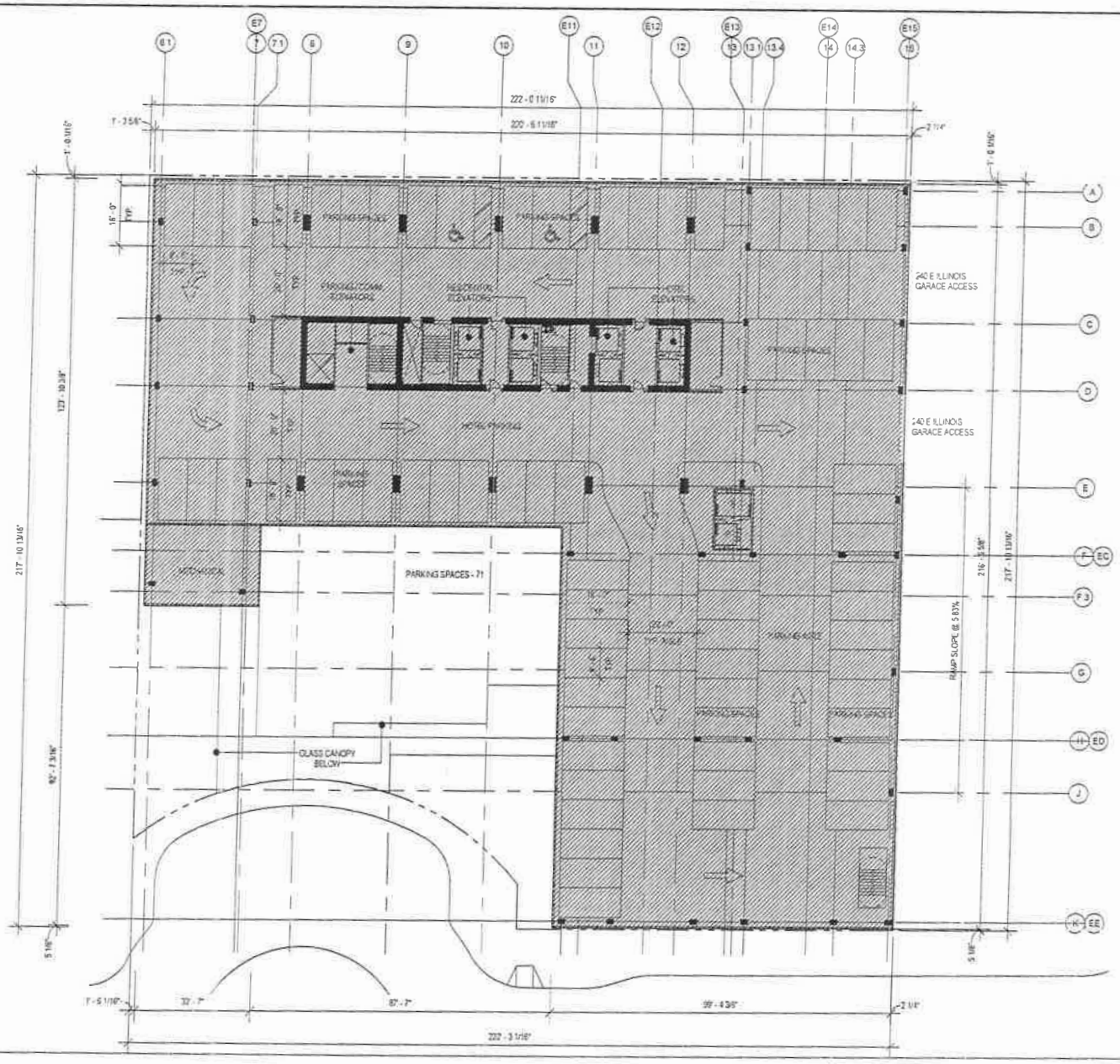

SPD-A204
LEVEL 2 - HOTEL PARKING

N

0 20 40 80

OPTIMA CHICAGO CENTER II

Optima Inc. 630 Vernon Ave. Glencoe, IL 60022 - 847-835-8400

optima

03/10/14

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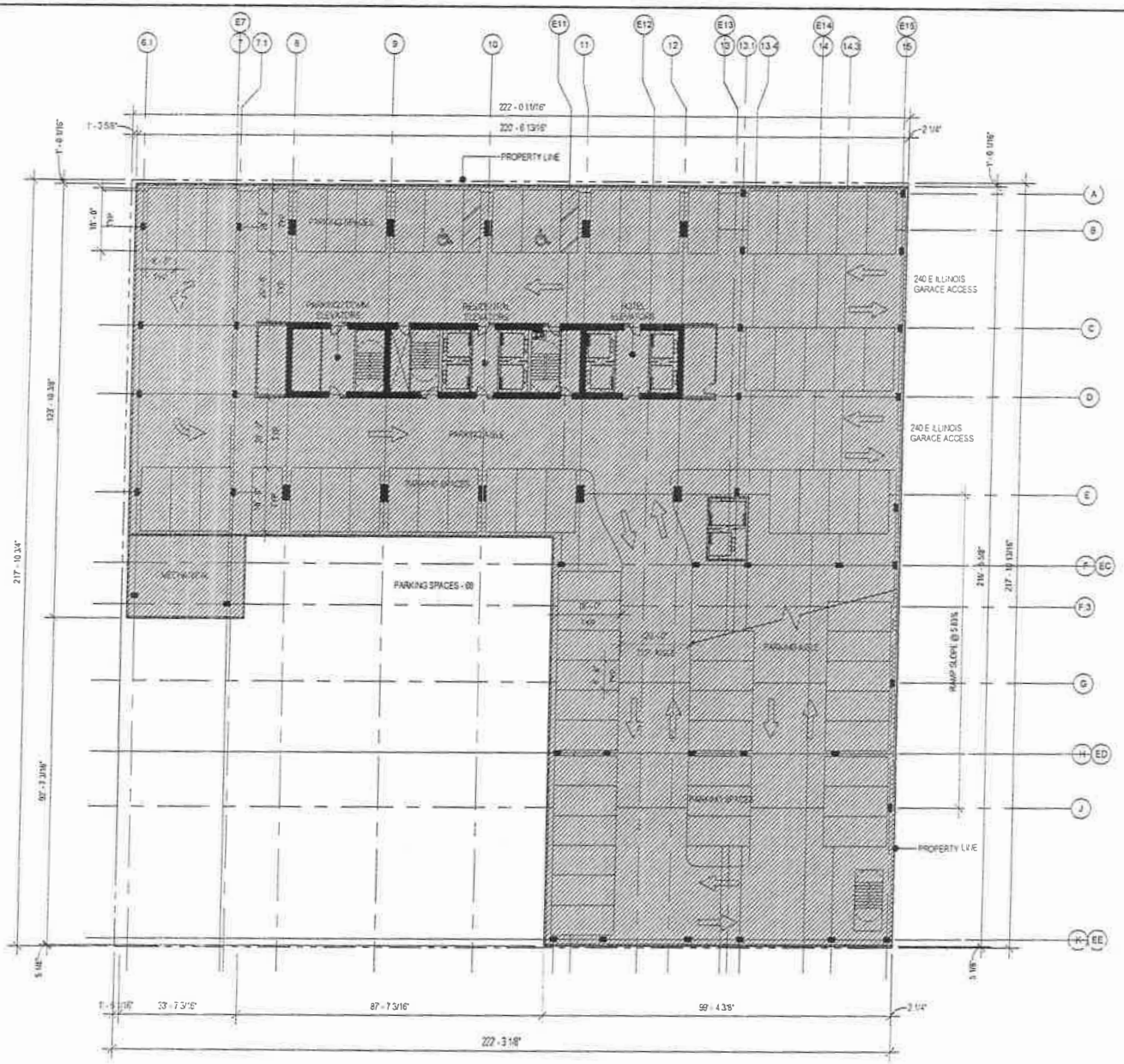


SPD-A205
LEVEL 3 - PARKING

N

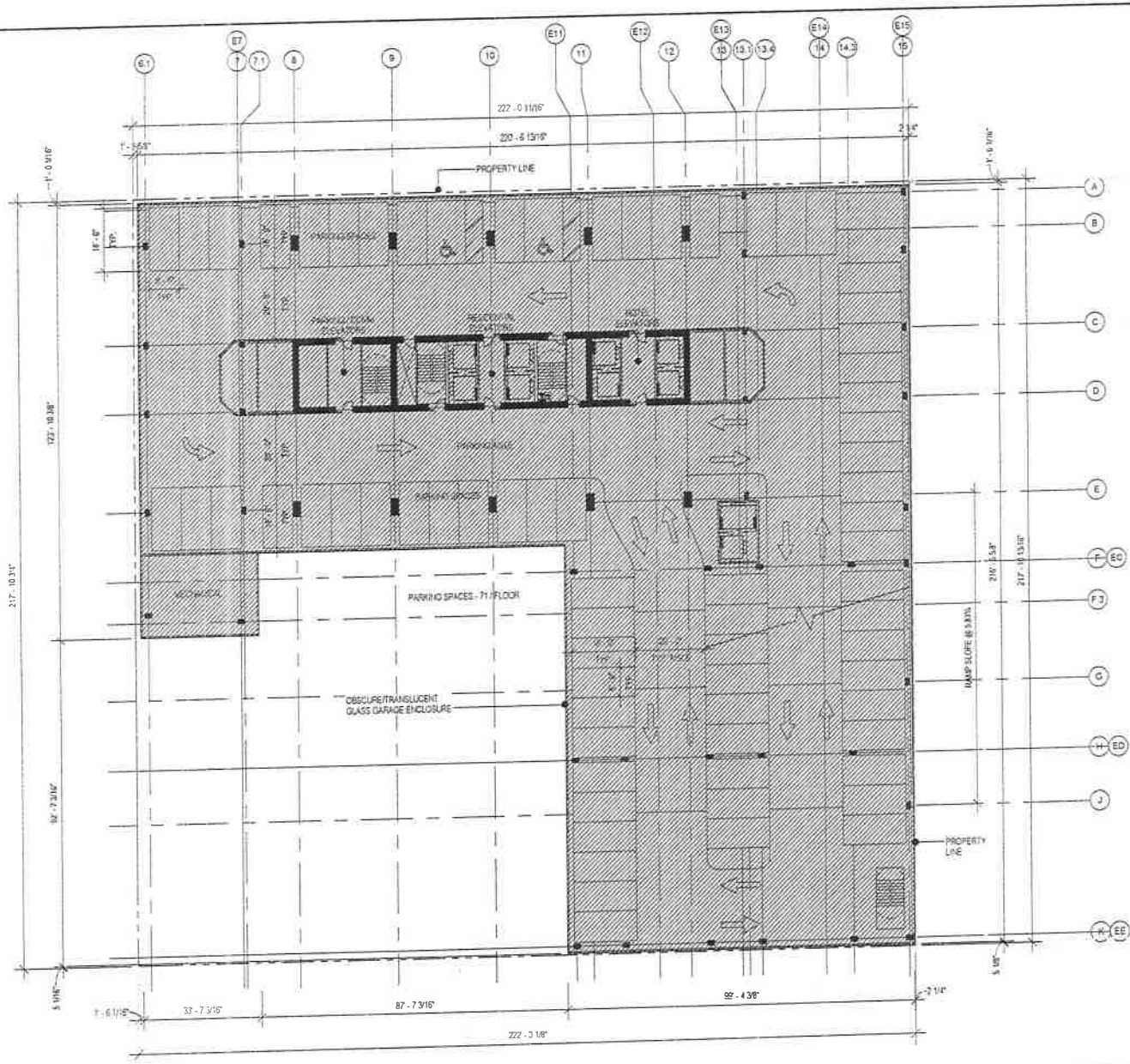
0 20 40 80

OPTIMA CHICAGO CENTER II

Optima Inc. 630 Vernon Ave. Glencoe, IL 60022 - 847-835-8400

optima

03/10/14



_W - Parking Schedule		
Level	Type	Count
Level 2	Accessible	2
Level 2	Standard	69
Level 3	Accessible	2
Level 3	Standard	67
Level 4	Accessible	2
Level 4	Standard	69
Level 5	Accessible	2
Level 5	Standard	69
Level 6	Accessible	2
Level 6	Standard	45
Grand total		329

Standard Total	321
Accessible Total	6
Van Accessible Total	3
Total	329

SPD-A206
LEVEL 4-5 - PARKING

N

0 20 40 80

OPTIMA CHICAGO CENTER II

Optima Inc. 630 Vernon Ave. Glencoe, IL 60022 - 847-835-8400

optima

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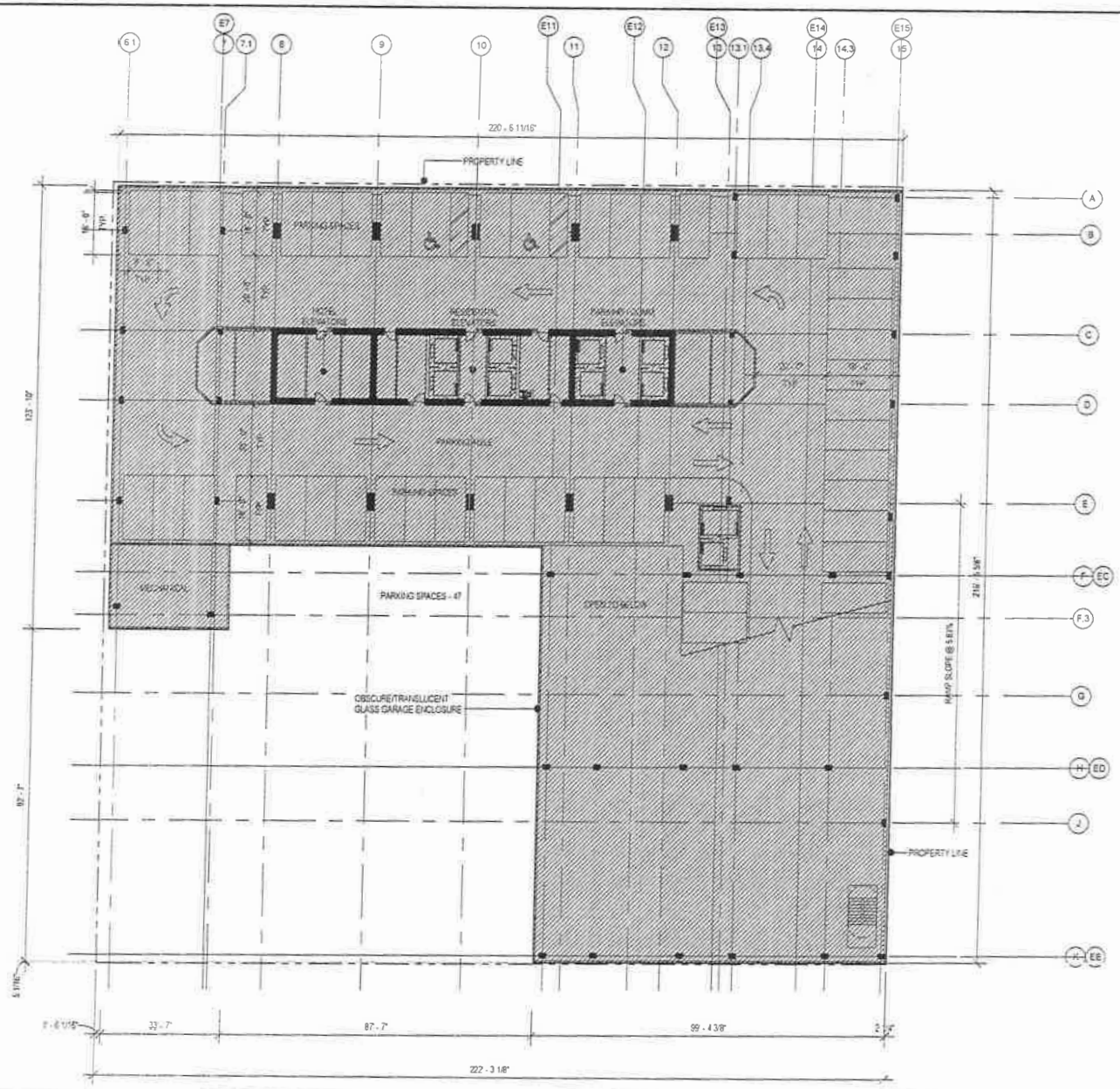

SPD-A207
LEVEL 6 - PARKING

N

0 20 40 80

OPTIMA CHICAGO CENTER II

Optima Inc. 630 Vernon Ave. Glencoe, IL 60022 - 847-835-8400

optima

03/10/14

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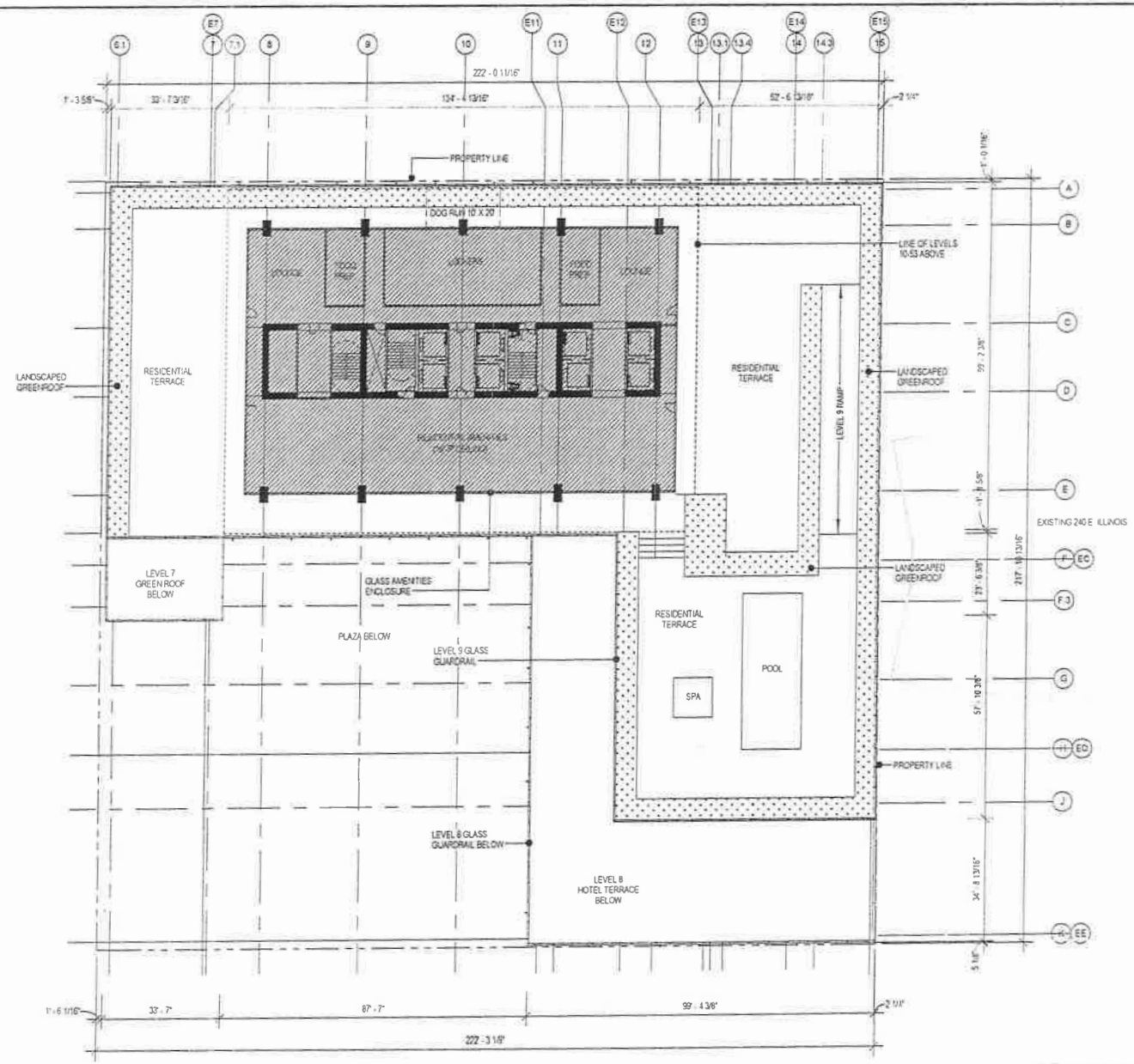


SPD-A208
LEVEL 9

N

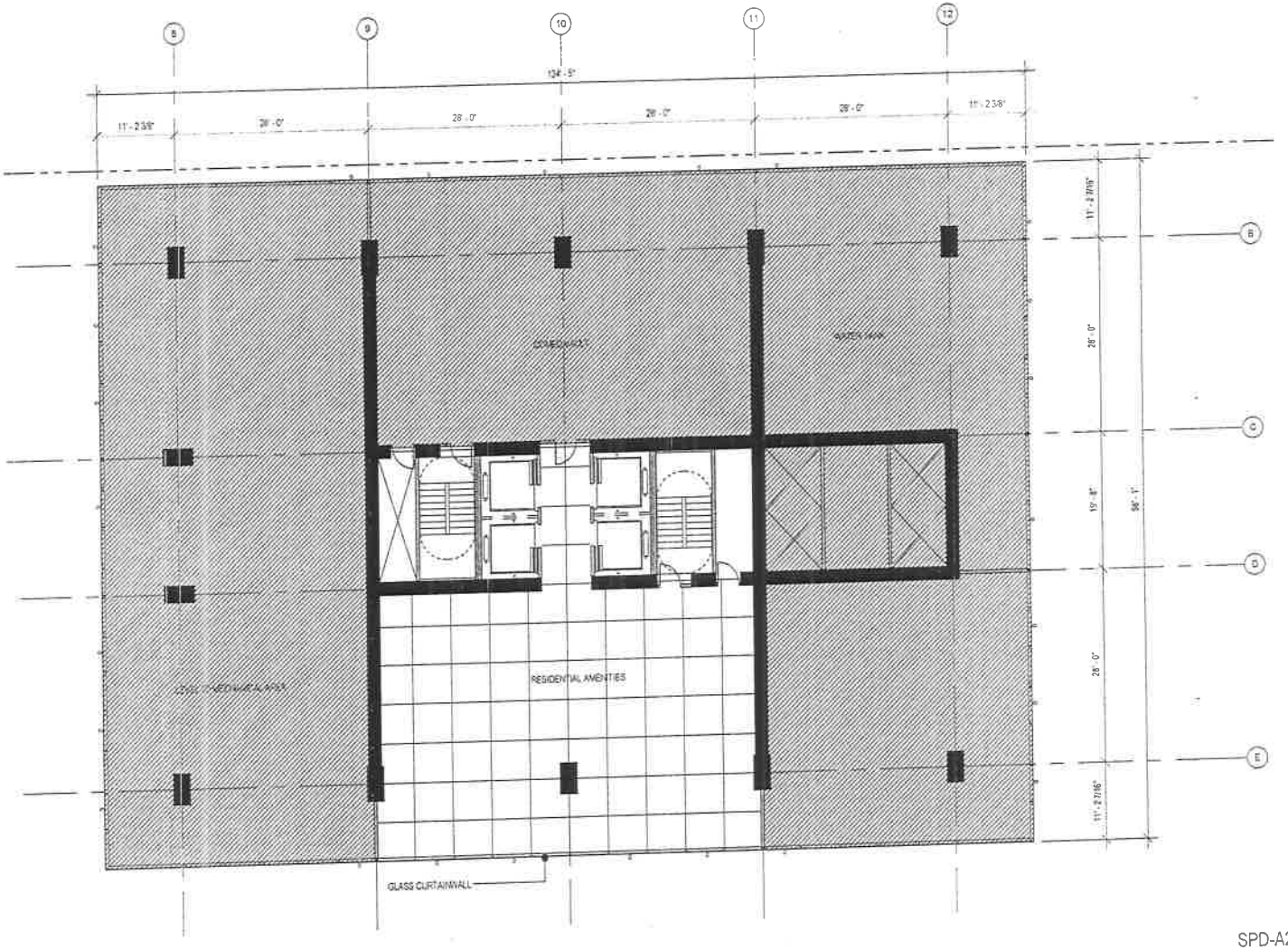
0 20 40 80

OPTIMA CHICAGO CENTER II

Optima Inc. 630 Vernon Ave. Glencoe, IL 60022 - 847-835-8400

optima

03/10/14



SPD-A209
LEVEL 20

N

0 20 40 80

OPTIMA CHICAGO CENTER II

Optima Inc. 630 Vernon Ave. Glencoe, IL 60022 - 847-835-8400

optima

03/10/14

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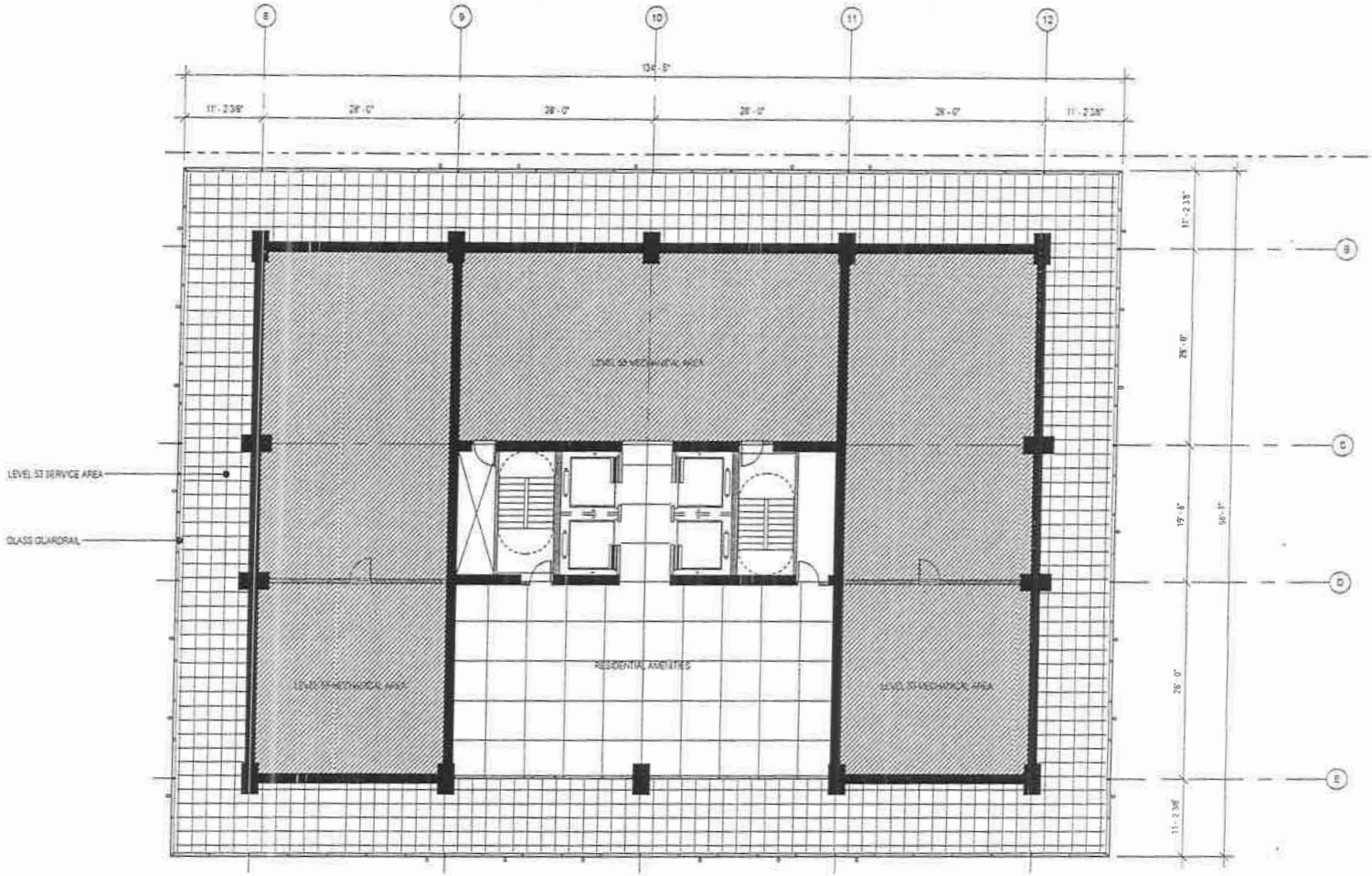

SPD-A210
LEVEL 53

N

0 20 40 80

optima

03/10/14

OPTIMA CHICAGO CENTER II

Optima Inc, 630 Vernon Ave, Glencoe, IL 60022 - 847-835-8400

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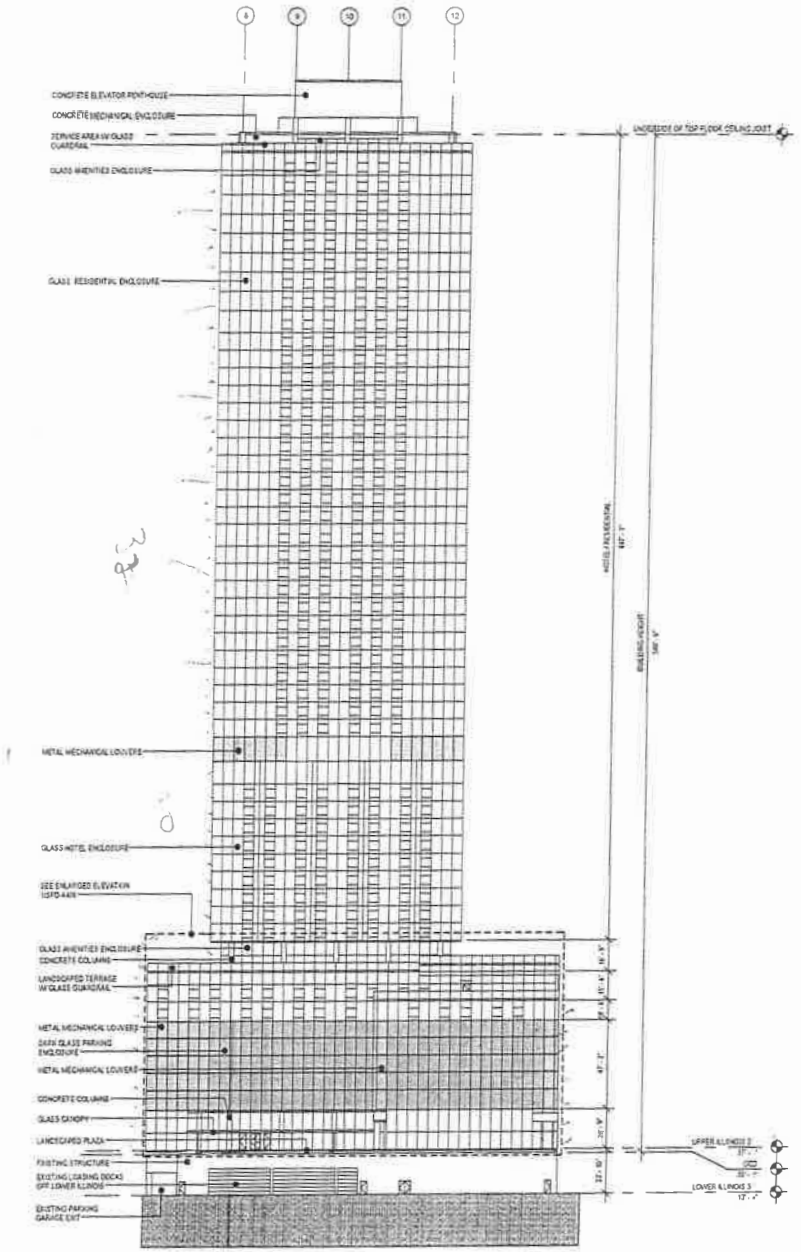


SPD-A401
SOUTH ELEVATION

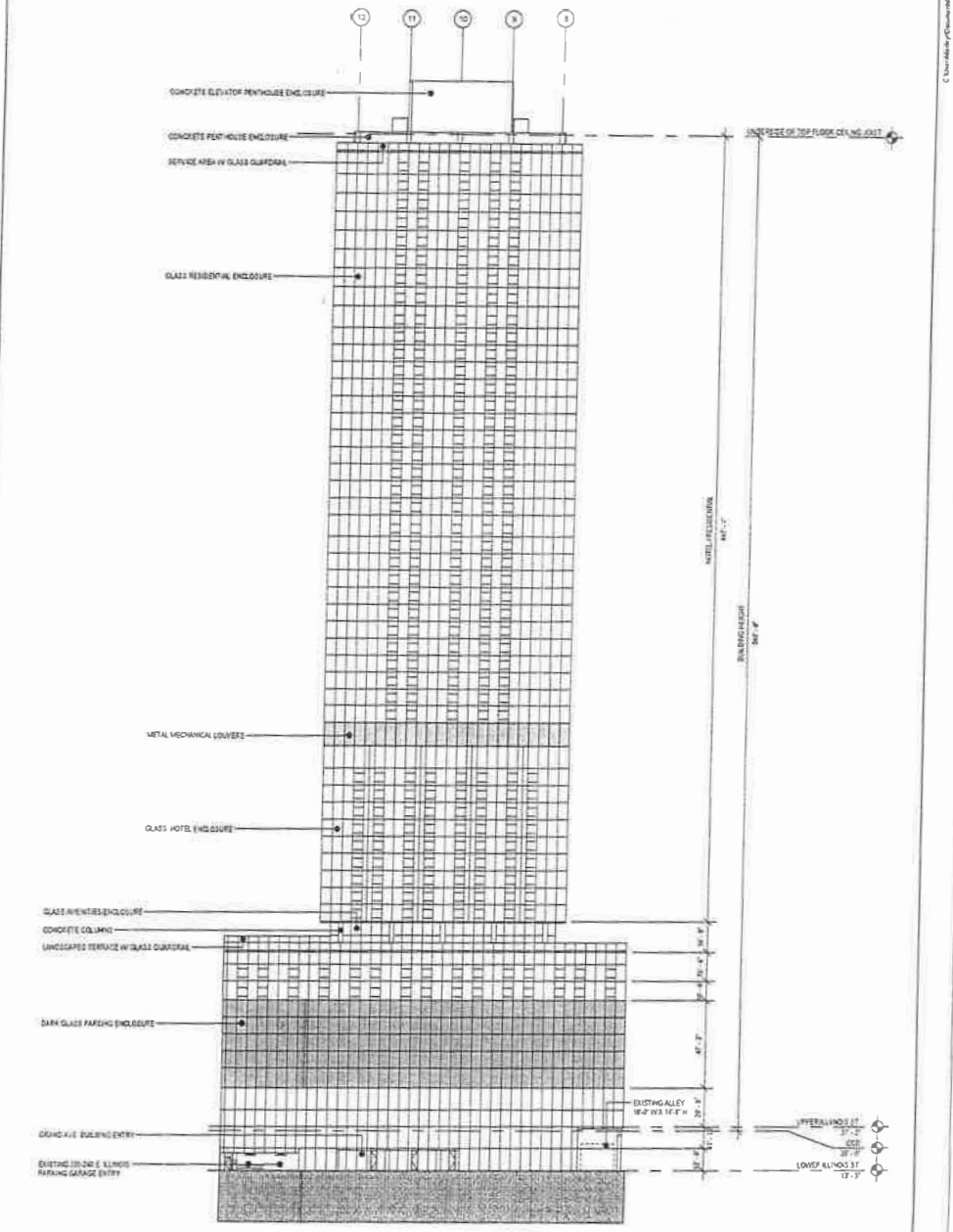
0 20 40 80

optima

03/10/14

OPTIMA CHICAGO CENTER II

Optima Inc. 630 Vernon Ave. Glencoe, IL 60022 - 847-835-8400



SPD-A402
NORTH ELEVATION

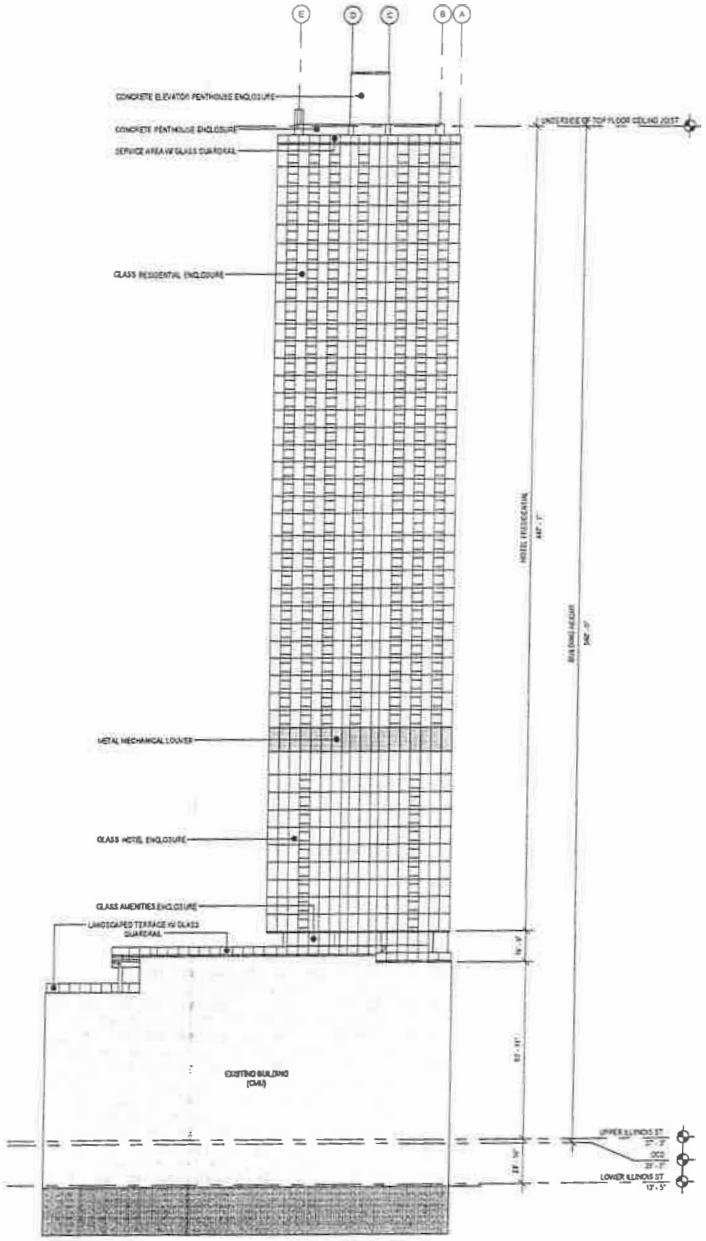
0 20 40 80

optima

03/10/14

OPTIMA CHICAGO CENTER II

Optima Inc 630 Vernon Ave. Glencoe, IL 60022 - 847-835-8400



SPD-A403
EAST ELEVATION

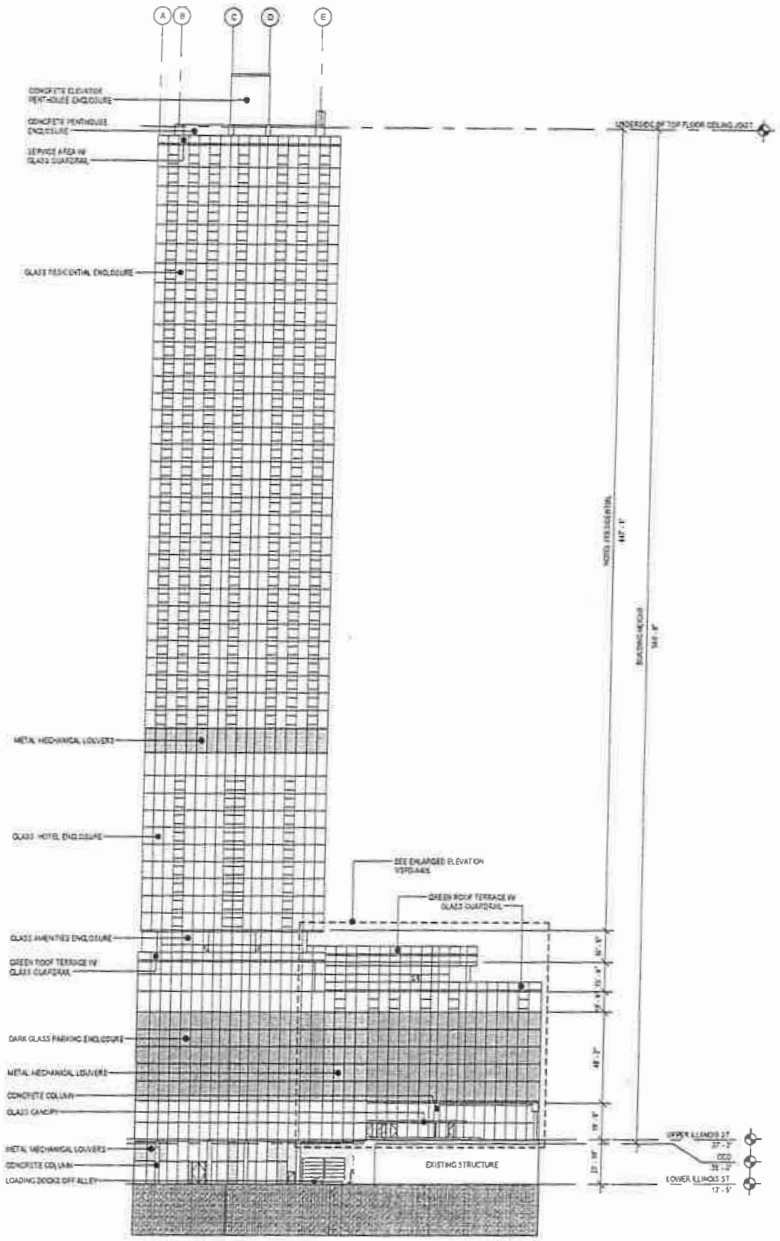
0 20 40 80

optima

03/10/14

OPTIMA CHICAGO CENTER II

Optima Inc. 600 Vernon Ave. Glencoe, IL 60022 - 847-835-8400



SPD-A404
WEST ELEVATION

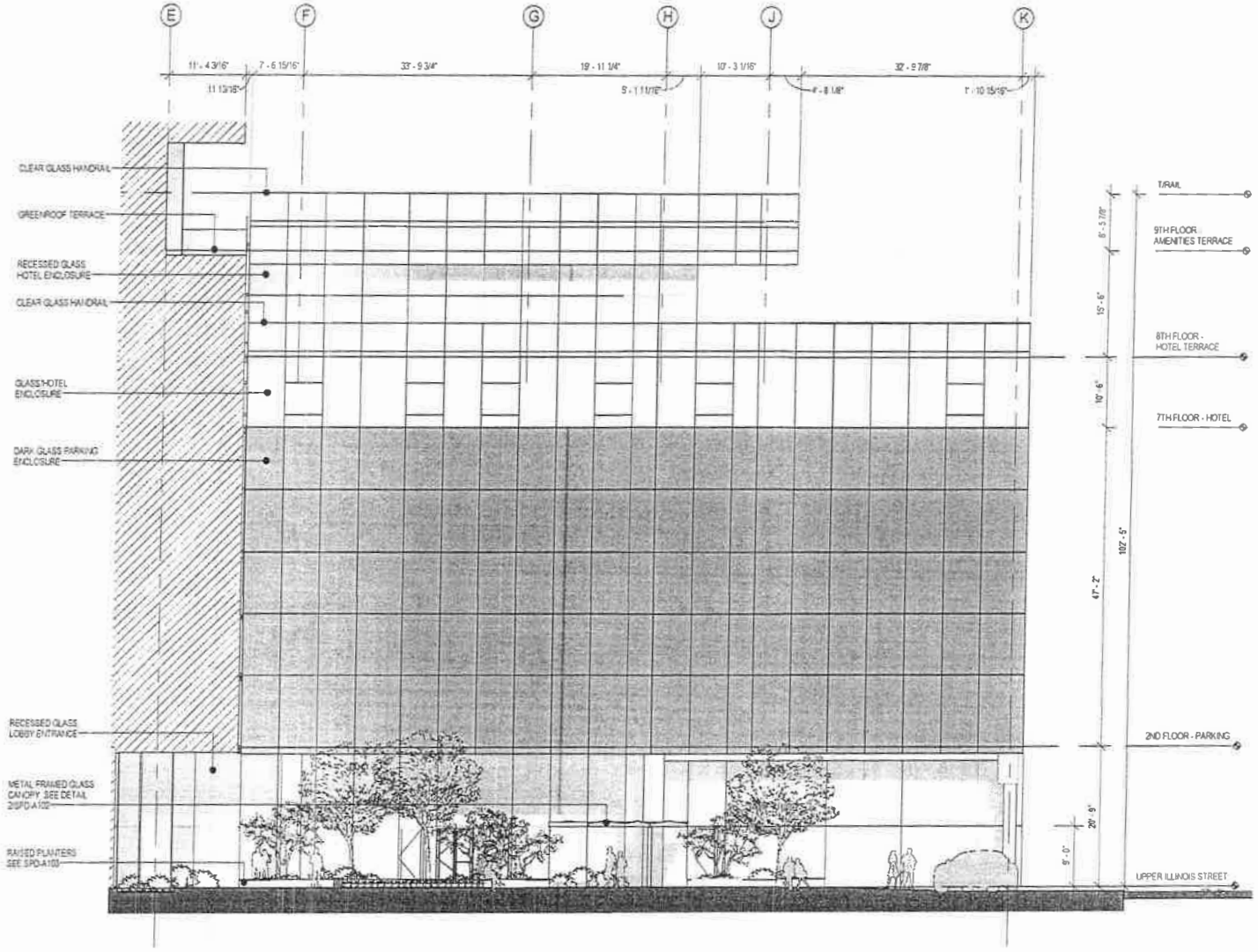
0 20 40 80

optima

03/10/14

OPTIMA CHICAGO CENTER II

Optima Inc. 630 Vernon Ave. Glencoe, IL 60022 - 847-835-8400



SPD-A405
WEST ELEV. HOTEL ENTRANCE

N

0 20 40 80

optima

03/10/14

OPTIMA CHICAGO CENTER II

Optima Inc. 630 Vernon Ave. Glencoe, IL 60022 - 847-835-8400

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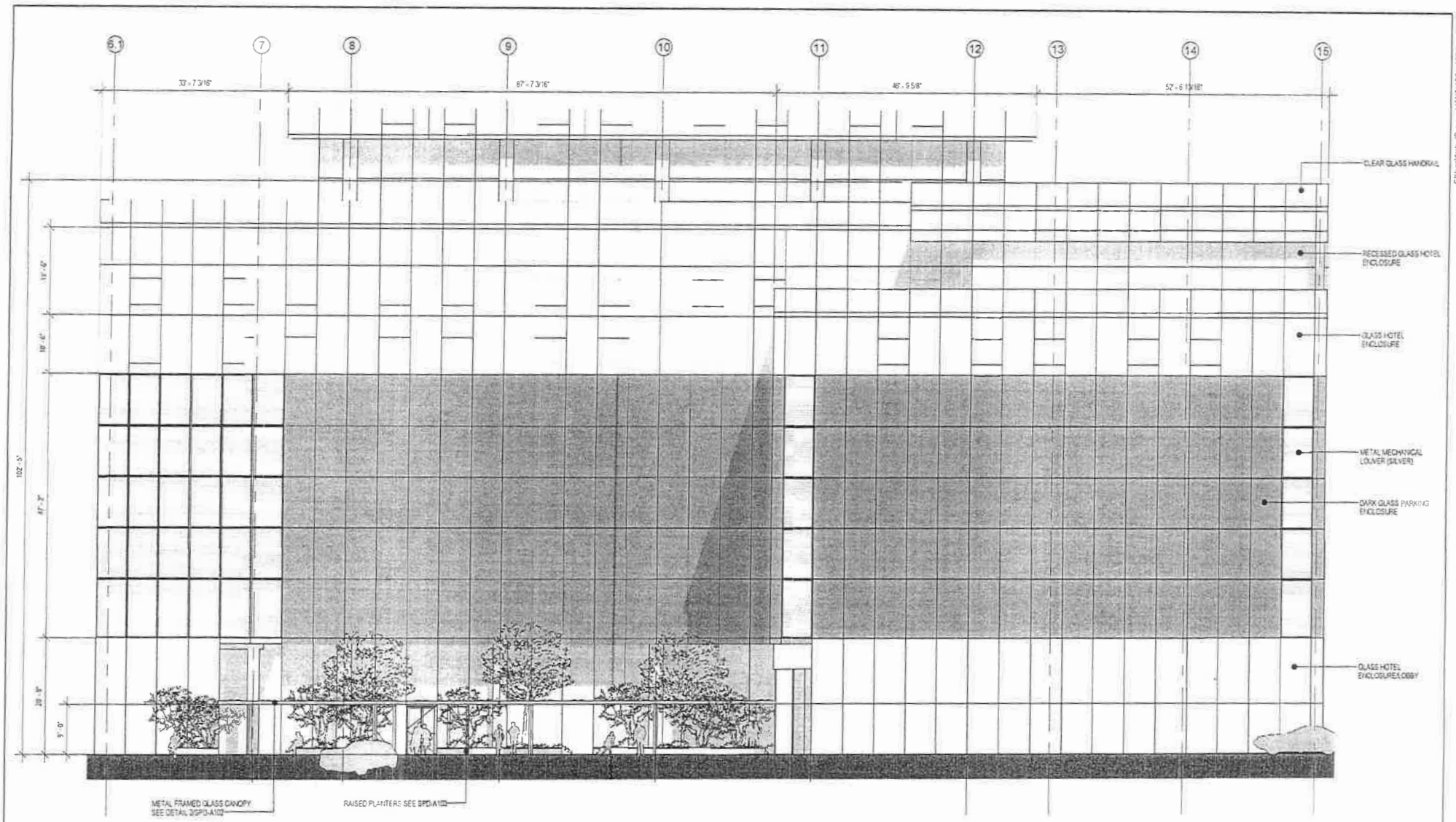

SPD-A406

N SOUTH ELEV. AT COURTYARD

0 20 40 80

optima

03/10/14

OPTIMA CHICAGO CENTER II

Optima Inc: 630 Vernon Ave, Glencoe, IL 60022 - 847-835-8400

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4/10/2014 4:54:41 PM

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

CITY OF CHICAGO

November 2, 2012

John J. George
Daley and George, Ltd.
Two First National Plaza, Suite 400
20 South Clark Street
Chicago, IL 60603-1835

Re: Administrative Relief request for Residential Business Planned Development No. 368 Sub-Area B, Parcel 7 and 7A, Proposed hotel at 455 North Park Drive

Dear Mr. George:

Please be advised that your request for a minor change to Residential Business Planned Development No. 368, as amended, has been considered by the Department of Housing and Economic Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 18 of the Planned Development ("PD").

You are requesting, on behalf of the property owner, New West Park LLC (the "Applicant"), to decrease the amount of hotel meeting space from 26,000 square feet to 20,470 square feet and a corresponding reduction from 11 hotel parking spaces to 6 spaces. The space which was to be used for the additional parking shall be used for a larger tenant storage area, bicycle storage and repair area. The following drawings, prepared by Solomon Cordwell Buenz, and dated October 19, 2012, shall be inserted into the main file: Level 1 Floor Plan-Hotel Lobby and Main Ballroom, Level 2 Floor Plan-Residential Lobby & Meeting Rooms, Level B1-Floor Plan-Hotel BOH & Parking, and Level B2-Floor Plan-Parking.

With regard to your request, the Department of Housing and Economic Development has determined that allowing these reductions will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential Business Planned Development No. 368, I hereby approve the foregoing minor change, but no other changes to this Planned Development. **This minor change is valid for 12 months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.**

Sincerely,

Patricia A. Scudiero
Zoning Administrator

C: Mike Marmo, Erik Glass, Main file

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

CITY OF CHICAGO

August 31, 2012

Donna J. Pugh
Foley & Lardner LLP
321 North Clark Street
Suite 2800
Chicago, IL 60654-5313

Re: REVISED Administrative Relief request for Residential Business Planned Development No. 368 Sub area D, Pedestrian circulation between McClurg Court Boulevard and New Street

Dear Ms. Pugh:

Please be advised that your request for a minor change to Residential Business Planned Development No. 368, as amended, has been considered by the Department of Housing and Economic Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 18 of the Planned Development ("PD").

You are requesting, on behalf of the property owner, City View Condominium Association, ("City View"), located at 440 N. McClurg Court, to eliminate the pedestrian circulation from McClurg Court Boulevard to the pedestrian connection that spans New Street. The circulation was to be provided to the public after the pedestrian bridge above New Street was open, however, the once proposed pedestrian bridge will no longer be built. In addition, as a result of this circulation requirement, City View has experienced security and maintenance issues. In lieu of the pedestrian circulation, City View will provide landscaping improvements along the entire length of New Street as shown on the attached.

With regard to your request, the Department of Housing and Economic Development has determined that allowing the elimination of the above-referenced pedestrian connection will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

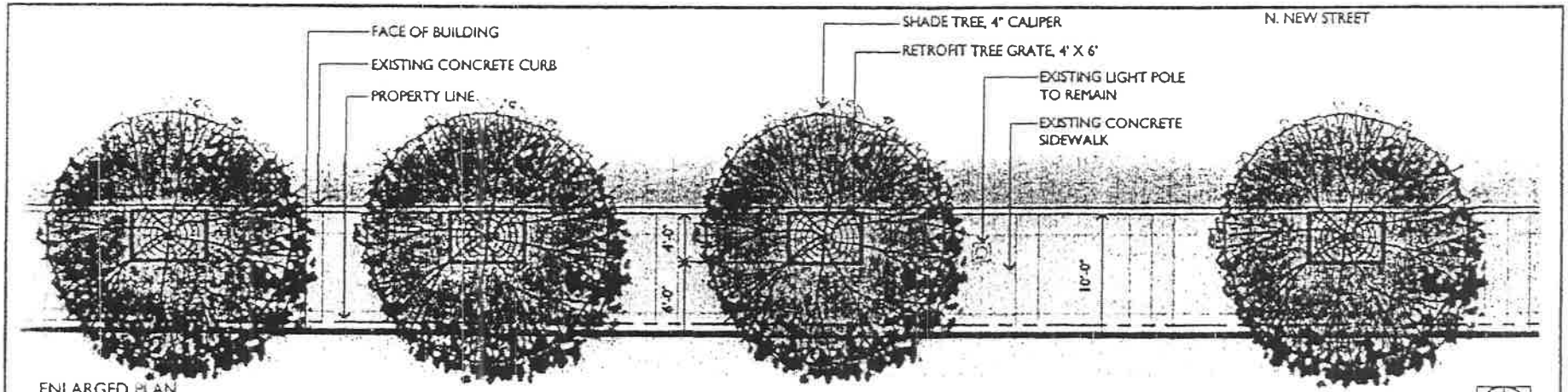
Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential Business Planned Development No. 368, I hereby approve the foregoing minor change, but no other changes to this Planned Development.

This minor change is valid for 12 months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

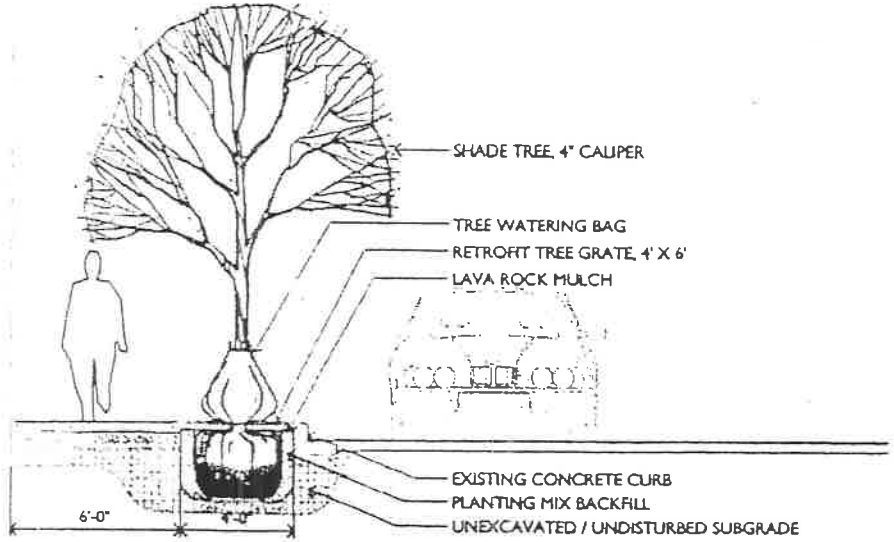
Patricia A. Scudiero
Zoning Administrator

PAS: HG: tm
C: Mike Marmo, Erik Glass, Main file



ENLARGED PLAN
SCALE: 1/8" = 1'-0"





SECTION
SCALE: 1/4" = 1'-0"

WOLFF LANDSCAPE ARCHITECTURE

CITY VIEW CONDOMINIUMS, NEW STREET STREETSCAPE

JUNE 25, 2012

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

CITY OF CHICAGO

August 20, 2012

Donna J. Pugh
Foley & Lardner LLP
321 North Clark Street
Suite 2800
Chicago, IL 60654-5313

Re: Administrative Relief request for Residential Business Planned Development No. 368 Sub area D, Pedestrian circulation between McClurg Court Boulevard and New Street

Dear Ms. Pugh:

Please be advised that your request for a minor change to Residential Business Planned Development No. 368, as amended, has been considered by the Department of Housing and Economic Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 18 of the Planned Development ("PD").

You are requesting, on behalf of the property owner, City View Condominium Association, ("City View"), located at 440 N. McClurg Court, to eliminate the pedestrian circulation from McClurg Court Boulevard to the pedestrian connection that spans New Street. The circulation was to be provided to the public after the pedestrian bridge above New Street was open, however, the once proposed pedestrian bridge will no longer be built. In addition, as a result of this circulation requirement, City View has experienced security and maintenance issues. In lieu of the pedestrian circulation, City View will provide landscaping improvements along the entire length of New Street as shown on the attached. Also, to avoid confusion, please replace any existing gates with a fence and remove any identification which indicates the existence of a pedestrian connection.

With regard to your request, the Department of Housing and Economic Development has determined that allowing the elimination of the above-referenced pedestrian connection will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

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

This minor change is valid for 12 months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS: HG: tm
C: Mike Marmo, Erik Glass, Main file

Reclassification Of Area Shown On Map No. 1-E.
(As Amended)
(Application No. 17419)
(Common Address: 320 E. Upper North Water St.)

RBPD 368, 00

[SO2012-603]

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 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 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 No. 368, As Amended.

Plan Of Development Statements.

1. The area delineated herein as "Residential-Business Planned Development Number 368", as amended, consists of approximately 1,494,256 square feet or 34.30 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-one (21) statements and the following exhibits: Bulk Regulations and Data Table for the entire Planned Development; an Existing Zoning Map; 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. In any instance where a provision of the planned development conflicts with the Chicago Building Code, the Building Code shall control.

Shelbourne North Water Street, LP (the "Developer of Parcel E.3") owns or controls Subparcel E.3 within this planned development. This plan of development consists of the following exhibits related to the development of Subparcel E.3: Site Landscape Plan; DuSable Landscape Plan; Ground Floor Plan Overview; Lower Lake Shore Drive Plan Overview; Building Elevations; South Building Elevation; Partial Enlarged South Elevation; Partial East/West Site Section; Partial Enlarged East Elevation; North/South Site Section at Lake Shore Drive; North/South Tower and Parking Section; East/West Parking Section; North/South Overview Section; and Lake Front Trail Alignment Alternate 1 and Alternate 2.

New Water Park, LLC (the "Applicant") owns or controls Subarea B Parcels 7 and 7A within this planned development. This plan of development consists of the following exhibits related to the development of Subarea B Parcels 7 and 7A: Bulk Regulations and Data Table; an Existing Zoning Map; Existing Land-Use Map; a Planned Development Boundary and Subareas Map; Development Parcel Map; View Corridor Program; Overall Site Plan; Lower East North Water Street Plan, North Park Drive Street Plan, North Park Drive Wayfinding Plan; Upper East North Water Street Plan; Upper East North Water Street Wayfinding Plan; Terrace Level Plan; Landscape Plan; Green Roof Plan; Overall Section A Plan and Partial North Elevation; West Elevation at tower and Partial North/South Section B Plan; Building Elevations (North, South, East and West) prepared by Solomon Cordwell Buenz dated May 24, 2012.

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 titleholders 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 titleholder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 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. Subject to the subarea/subparcel control provisions

of Section 17-8-0400 of the Chicago Zoning Ordinance, '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 +35 feet Chicago City Datum plus or minus 6 feet in respect of design conditions ("Plaza Level") shall be in general conformity with the Permitted and Special Uses of the DX-12, Downtown Mixed-Use 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 DX-12, Downtown Mixed-Use 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 DX-16, Downtown Mixed-Use District classification; uses permitted where no Plaza Level exists shall be in general conformity with the Permitted and Special Uses of the DX-12, Downtown Mixed-Use District Classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. Residential support services, physical fitness/indoor recreation center, and small venue theater are expressly permitted in Subparcel E.3. Non-accessory parking shall be a permitted use in Subarea F only. Underground accessory parking related to the improvements constructed upon Subparcel E.3 shall be a permitted use in Subparcel E.2. All other controls and regulations set forth herein are made applicable within the general application of this statement. Uses permitted in DuSable Park (Subparcel E.1) shall be recreational and related uses including but not limited to marinas; tennis courts; and similar facilities. Temporary staging of construction materials and related equipment shall be a permitted use in Subparcel E.1 subject to the review and approval of the Commissioner of the Department of Planning and Development and the Chicago Park District. Daycare 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 daycare center shall be provided within Subareas B, D or Subparcel E.3 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 improvement on Parcels P1, P3, P7, P7A, P8, P18, or P19.

6. For purposes of Floor Area Ratio ("FAR") calculations, the definitions in the Chicago Zoning Ordinance shall apply, with the following exceptions: (1) in Subarea B, grade

is herein established as the curb level of the building entrance on upper East North Water Street plus or minus 6 feet in respect of design conditions; (2) space devoted to heating, ventilation, and air-conditioning equipment shall not be included in FAR 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 Chicago Department of Transportation 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 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 Housing and Economic 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 600 feet walking distance, or (ii) if a non-residential use, within 1,200 feet walking distance. Parking to serve uses in Subarea E.1 or E.3 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 Housing and Economic Development and to the conditions of Statement 11(e). Off-premises signage is prohibited. Temporary signs such as construction and marketing signs may be permitted subject to the aforestated 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, grade, 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 in Subarea B Parcels 7 and 7A, grade is herein established as the curb level of the building entrance on upper East North Water Street plus or minus 6 feet in respect of design conditions. (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.

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 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 17-13-0611 of the Chicago Zoning Ordinance. This 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. Notwithstanding any statement to the contrary, this planned development shall be subject to the provisions of Chapter 17-11 of the Chicago Zoning Ordinance governing landscaping and screening. In any instance where a provision of this planned development conflicts with landscape and screening provisions of the Chicago Zoning Ordinance, the Chicago Zoning Ordinance shall control. Nothing in this planned development is intended to waive the applicability of the landscape and screening provisions of the Chicago Zoning Ordinance.

(c) Buildings shall be setback from the property line, if necessary, to achieve a minimum of 12 feet, 6 inches (except the building column may be setback 10 feet, 0 inches in Subarea E-3 along Ogden Slip and the building located in Subarea B, Parcels 7 and 7A, may be located at the property line along North New Street, North Park Drive, Upper East North Water Street and Lower East North Water Street) 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, residential entrances 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 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 Housing and Economic Development, shall be allowed. No surface parking lot shall be allowed on the 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 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, 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 for pedestrian access to DuSable Park from Parcel 18 shall be subject to detailed review and approval by the Department of Housing and Economic Development before the issuance of any superstmcture 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 20 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 Housing and Economic Development.

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 owner(s) of Parcel 19 shall be solely responsible for the cost 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, at the time of application for superstructure Part II, place in

escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the Developer of Parcel E.3 and the Chicago Park District as referenced in Statement Number 11(m) below provides otherwise.

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.

(k) All improvements to be constructed within this planned development for which Part II approval letters are issued after the March 29, 2006 date of City Council approval of the amended planned development shall comply with the Department of Housing and Economic Development Building Green/Green Roof Matrix and the owners shall use best and reasonable efforts to design, construct and maintain all buildings located within this Planned Development in a manner generally consistent with the Leadership in Energy and Environmental Design Green Building Rating System (LEED). A dog-run shall be located within or adjacent to Subparcel E.3. As a result of the architectural design of the tower to be constructed within Subparcel E.3, a green roof is not feasible.

(l) Pursuant to the Affordable Housing provision of the City of Chicago Zoning Ordinance, Title 17, Chapter 17-4-1004, et seq. ("Zoning Ordinance") Developer of Parcel E.3 has asked for an increase in the Floor Area Ratio of the Property. The Developer of Parcel E.3 hereby acknowledges that according to Section 17-4-1004D of the Zoning Ordinance, the total floor area devoted to affordable housing units must equal at least 25 percent of the total increase in floor area allowed under the Affordable Housing Bonus or a cash payment must be made to the City of Chicago Affordable Housing Opportunity Fund based on the increase in allowable floor area multiplied by 80 percent of the median cost of land per buildable square foot. Based on Section 17-4-1004D, the Developer of Parcel E.3 has agreed to provide a cash payment to the City of Chicago Affordable Housing Opportunity Fund in the amount of $5,700,300.00. Prior to the issuance of permits, the Developer of Parcel E.3 will enter into an Affordable Housing Agreement with the Chicago Department of Housing or provide a letter of credit or other security device in an amount equal to the cash contribution. The Developer of Parcel E.3 must comply with all of the applicable sections of the Affordable Housing Provision of the Zoning Ordinance which sections are hereby incorporated into this planned development. The Affordable Housing Agreement required by Section 17-4-1004-E9 is also incorporated into this planned development.

Pursuant to the Off-Site Park and Open Space Contributions provision of the City of Chicago Zoning Ordinance, Title 17, Chapter 17-4-1018, et seq., the

Developer of Parcel E.3 has asked for an increase in the Floor Area Ratio of 2.16 FAR for the Property. The Developer of Parcel E.3 hereby acknowledges that according to Section 17-4-1018-C of the Zoning Ordinance, a cash payment must be made to the City of Chicago based on the increase in allowable floor area multiplied by 80 percent of the median cost of land per buildable square foot. Based on Section 17-4-1018-C, the Developer of Parcel E.3 has agreed to provide a cash payment to the City of Chicago in the amount of $4,104,216.00. Prior to the issuance of permits, the Developer of Parcel E.3 will provide a letter of credit or other security device in an amount equal to the cash contribution. The Developer of Parcel E.3 must comply with all of the sections of the Off-Site Park and Open Space Contributions provisions of the Zoning Ordinance which sections are hereby incorporated into this planned development. The Off-Site Park and Open Space Contribution Agreement required by Section 17-4-1018-B3 is also incorporated into this planned development.

(m) The Developer of Parcel E.3, the City of Chicago, and the Chicago Park District shall enter into an agreement relating, in part, to the responsibility for the design, funding and construction phasing of DuSable Park, the pedestrian connections to DuSable Park and the Lakefront Trail.

(n) The improvements contemplated for DuSable Park (Subparcel E.1) must be substantially completed by the Developer of Parcel E.3 prior to the issuance of Certificate of Occupancy for any dwelling unit exceeding the three hundredth (300th) dwelling unit constructed with Subparcel E.3.

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.

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). 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 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 to 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 owner(s) of Parcel 18 shall be solely responsible for 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, at the time of application for superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the Developer of Parcel E.3 and the Chicago Park District as referenced in Statement Number 11(m) above provides otherwise.

14. The Open Space Plan attached hereto (Exhibit 6) calls for a new 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 Parcel 21. 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 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 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 12 feet from the west curb of North Peshtigo Court. The interim park is to be no less than 50,000 square feet in size and is to be covered by at least 75 percent 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 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 an 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 P21. 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 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 Housing and Development of a determination pursuant to Section 17-13-0610 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 Housing and Economic 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. At least thirty (30) days prior to the filing of the Developer of Parcel E.3's request for Part II approval for the construction of the superstructure upon Subparcel E.3, the Developer of Parcel E.3 Applicant shall submit a detailed Landscape Plan and Elevations for the Subparcel E.3 property to the Department of Housing and Economic Development for review and approval.

    Following approval of a Site Plan by the Commissioner, the approved plan shall be kept on permanent file with the Department of Housing and Economic 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 17-13-0611 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 or of an approved Site Plan may be modified administratively by the Commissioner of the Department of Housing and Economic Development upon the request of the applicant and after a determination by the Commissioner of the Department of Housing and Economic 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 17-13-0611 of the Chicago Zoning Ordinance.

19. 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 improvement on the Property shall be reviewed and approved by the Mayor's Office for People with Disabilities ("MOPD") to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility.

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 ("LEED") Green Building Rating System. Copies of these standards may be obtained from the Department of Planning and Development.

21. Unless substantial construction of the improvements contemplated within Subparcel E.3 has commenced within six (6) years following adoption of this planned development on July 9, 2008, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Subparcel E.3 and the zoning of Subparcel E.3 of the planned development shall automatically revert to Residential-Business Planned Development Number 368, as amended on March 29, 2006. Unless substantial construction of the improvements contemplated within Subparcels 7 and 7A has commenced within six (6) years following adoption of this planned development, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Subparcels 7 and 7A and the zoning of Subparcels 7 and 7A of the planned development shall automatically revert to Residential-Business Planned Development Number 368, as amended on July 9, 2008.

[Exhibit 1: Bulk Regulations and Data Table; Exhibits 2 -- 23; View Corridor Program; Overall Site Plan; Lower East North Water Street Plan; North Park Drive Street Plan; North Park Drive Street Wayfinding Plan; Upper East North Water Street Plan; Upper East North Water Street Wayfinding Plan; Terrace Level Plan; Landscape Plan; Plant List and Landscape Details; Green Roof Plan; Overall Section A and Partial North Elevation; West Elevation at Tower and Partial North/South Section B; North, South and East Elevations; West Elevation at North Park Drive; Proposed Lower East North Water Street Plan and Elevation with Lighting Concept and Chicago Builds Green Form referred to in these Plan of Development Statements printed on pages 28880 through 28927 of this *Journal*.]

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Exhibit 1.

Bulk Regulations And Data Table.
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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	380,796 8.74	540 See Note (5)	5,259	1,800	Permitted see Notes (2) & (3)	13.81 See Note (6)
B See Note (11)	183,449 4.21	40	2,482	2,000	474 See Note (8)	13.53 See Note (7)
C	122,303 2.81	140	850	540	630	12.72
D	361,234 8.29	170	500	0	2,350	8.60
E	346,038 7.94	110 See Note (9)	5 See Note (4)	0	1,200	6.83
E.1	232,841 5.34	0	5 See Note (4)	Not Permitted	Not Permitted	0.02
E.2	18,191.63 0.42	0	0	0	0	0
E.3	95,005 2.18	110 See Note (9)	0	0	1,200	25.00 See Note (10)
F	100,456 2.31	150	0	0	1,000	14.93
TOTAL	1,494,256 34.30	1,040	9,096	4,340	5,654 See Note (2)	11.03

Gross Site Area = Net Site Area: 1,494,256 sq. ft. (34.30 acres) plus area in or proposed to be in public right of way: 940,843 sq. ft. (21.60 acres) plus area in or proposed to be in public parks or open space: 369,127 sq. ft. (8.48 acres) = 2,804,226 sq. ft. (64.38 acres).

OFF STREET PARKING	MINIMUM	MAXIMUM
BUSINESS USES	1:5,000 sq. ft.	As determined by DHED in consultation with CDOT
HOTEL USES	1:4 Rooms	
RESIDENTIAL USES	55% d. u.	
NON-ACCESSORY PARKING (Allowed in Sub-area F only)	200 spaces	500 spaces

OFF STREET LOADING: Per DX-12 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

APPLICANT: New Water Park LLC
DATE: May 24, 2012

Exhibit 1.

Bulk Regulations And Data Table.
(Page 2 of 3)

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 DX-16, Downtown Mixed-Use district classification. Any such units so built will not affect the total of 5,654 dwelling units permitted in Sub-Areas B, C, D, E 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. This 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 uses, 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 sf allocated to development Parcels 4 and 5 and the remaining 130,000 sf 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 sf), University of Chicago Gleacher Center (240,000 sf), NBC Tower (912,000 sf); and, to future development as follows: Parcel 1 (776,250 sf); Parcel 3 (970,000 sf) and Parcels 4/5 (1,600,000 sf).
Note (7):	Assumes floor area allocated to existing Sheraton Hotel at 860,379 sf and 497,634 sf allocated to Parcel 8 pursuant to a Part II Approval dated August 19, 2008 and 847,290 sf allocated, via the May 24, 2012 amendment to Parcels 7 and 7A.
Note (8):	For purposes of exchange of uses, a hotel room shall be equal to 0.5 dwelling units above 400. 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 7, 7A and 8 combined shall not exceed 50,000 square feet.
Note (9):	Residential support services, physical fitness/indoor recreation center, and small venue theater (for building residents only) are expressly permitted in Sub-Area E.3.
APPLICANT:	New Water Park LLC
DATE:	May 24, 2012

Exhibit 1.

Bulk Regulations And Data Table.
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Note (10): FAR Bonus Calculations
Sub-Area E.3 (Parcels 18 and 19, combined)
Net Site Area = 95,005 square feet

Base FAR	10.00
Downtown Affordable Housing Zoning Bonus	3.00 (a)
Offsite contribution to DuSable Park	2.16 (b)
Public Plazas	5.44 (c)
Chicago Riverwalk	0.40 (d)
Water Features	1.00 (e)
Underground Parking and Loading	3.00 (f)
Total FAR	25.00

a) Based on a contribution of $5,700,300.00 to the city of Chicago Affordable Housing Opportunity Fund.

b) Based on a contribution of $4,104,216.00 to City of Chicago for Off-Site Park Improvements (to DuSable Park).

c) Based on the provision of 51,730 square feet of on-site public plaza.

d) Based on the provision of improvements to 3,800 square feet at off-site open spaces.

e) Based on the provision of 48,669 square feet of water features in on-site public open spaces.

f) Based on the provision of 171 underground parking spaces on Lower Levels 1 and 2, at least 265 underground parking spaces on Lower Level 3 and lower, and 7 underground loading docks on lower level.

Note (11): Bulk Regulations and Data Table
Sub-Area B (Parcels 7 & 7A)
Net Site Area = 68,385 square feet

Maximum Floor Area Ratio (FAR):	12.39
Maximum Percentage of Land Coverage:	Per Site Plans
Maximum Number of Dwelling Units:	398
Maximum Number of Hotel Keys:	400
Maximum Number of Off-Street Parking Spaces (Residential):	219
Maximum Number of Off-Street Parking Spaces (Hotel):	11
Minimum Number of Bike Parking Spaces:	50
Minimum Periphery Setbacks:	Per Site Plans
Maximum Building Height:	590' (plus 45' for mechanical penthouse, roof mechanical units, roof access stairs, architectural elements and similar appurtenances)
Minimum Number of Off-Street Loading Berths, Residential:	2 (10' x 25') spaces
Minimum Number of Off-Street Loading Berths, Hotel:	2 (10' x 25') spaces

APPLICANT: New Water Park LLC
DATE: May 24, 2012

Exhibit 2.

Planned Development No. 368, As Amended.

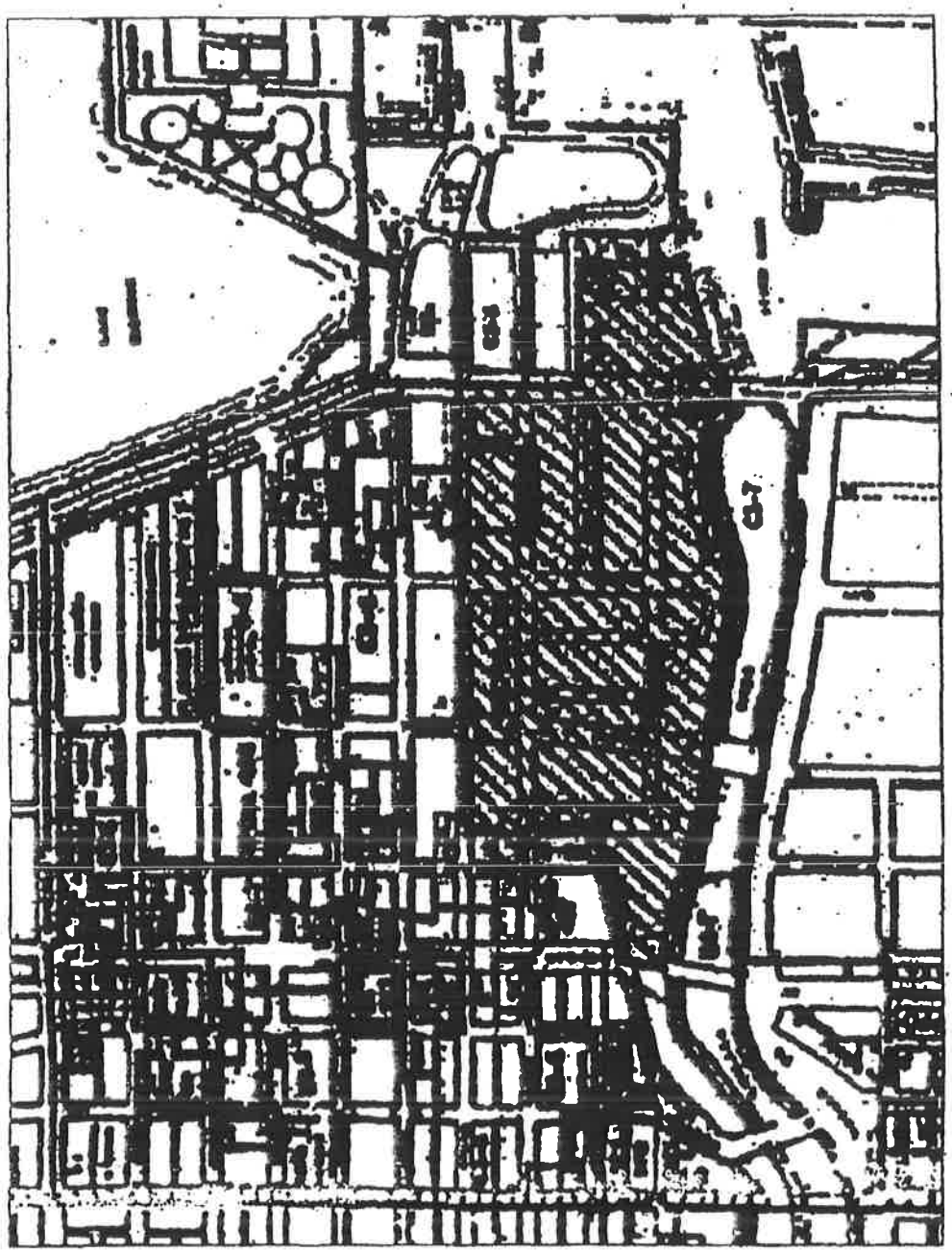


Exhibit 3.

Planned Development Boundary And Subarea Map.

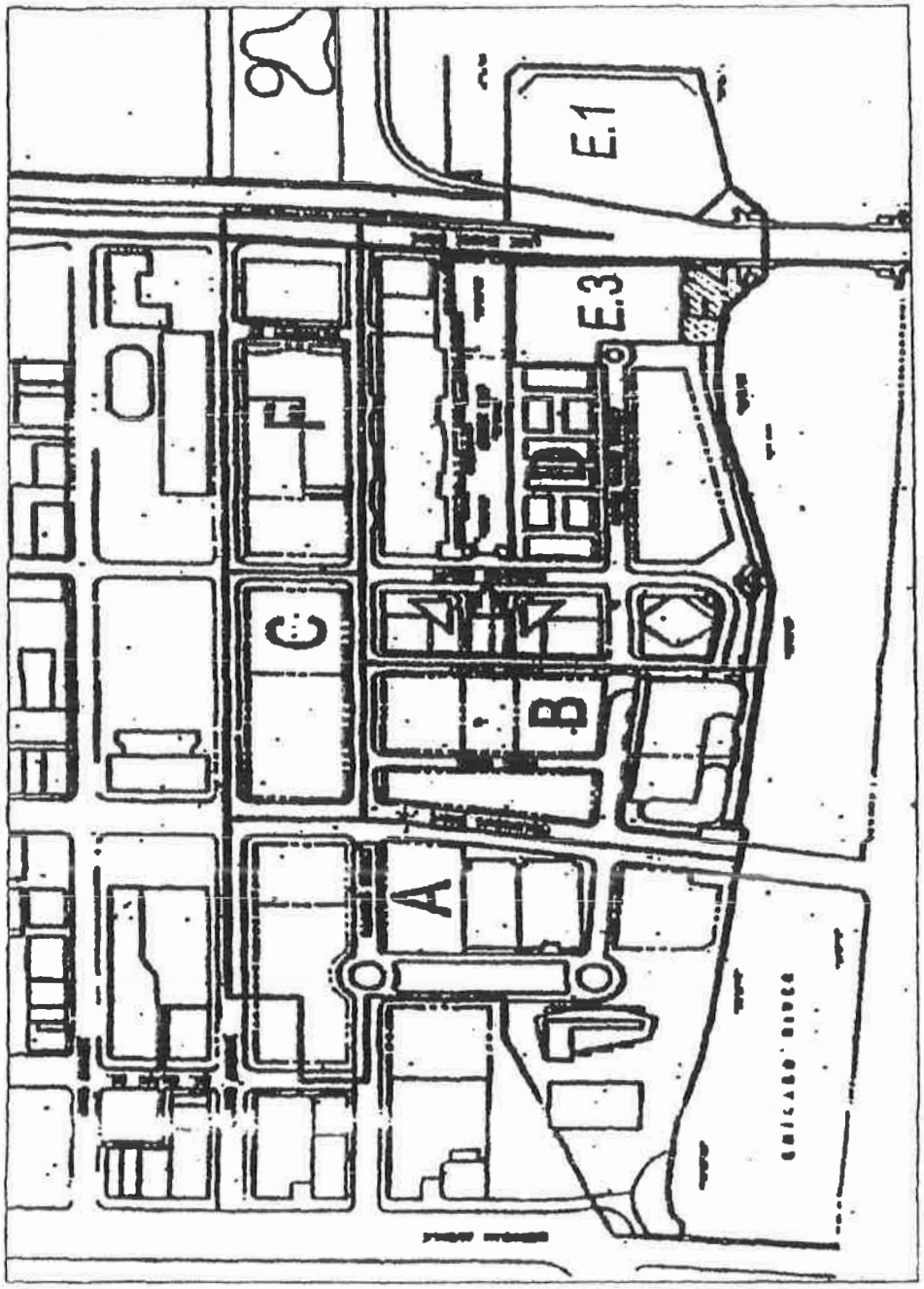


Exhibit 4.

Planned Development Parcels Map.

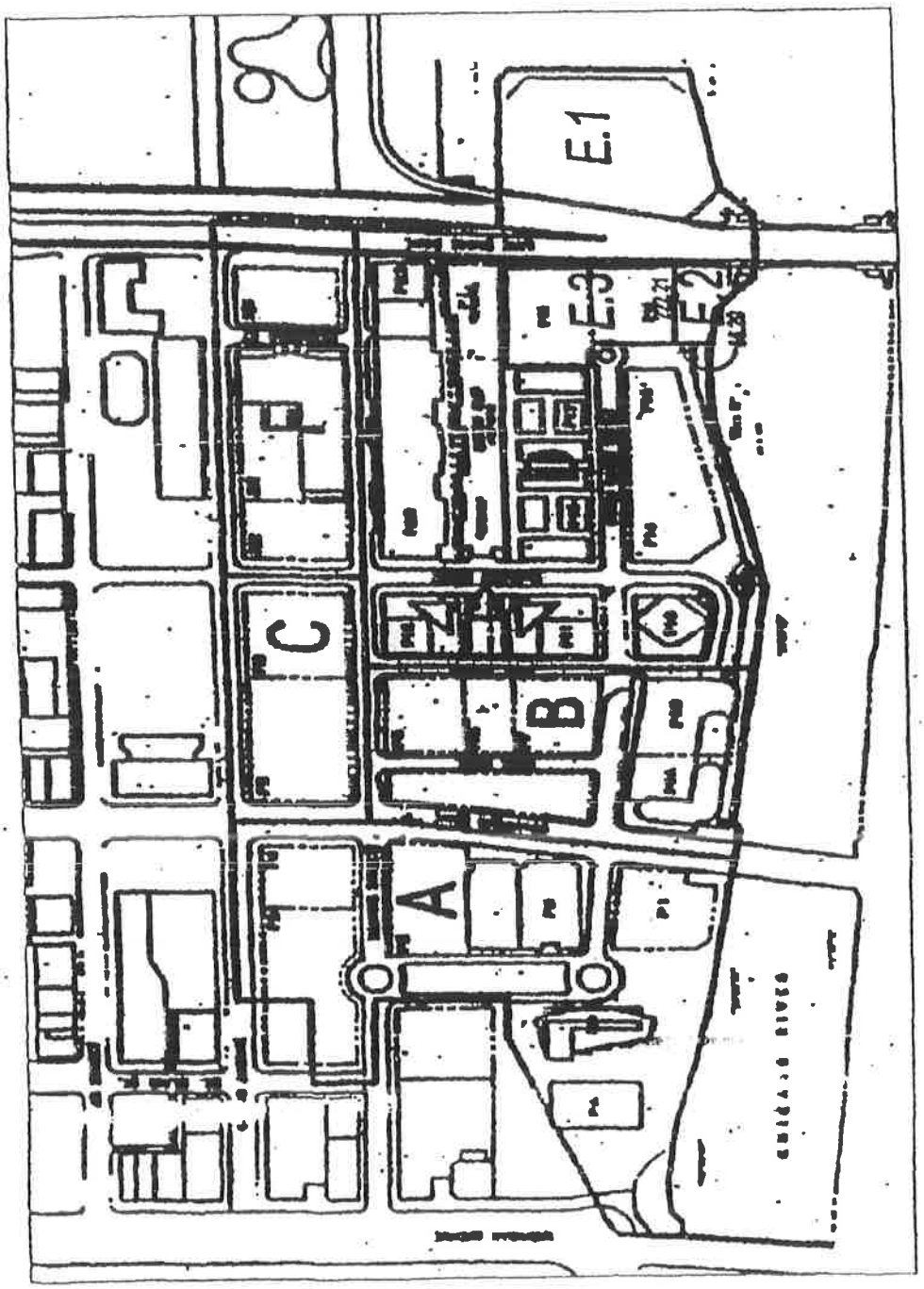


Exhibit 5.

Maximum Height Zones.

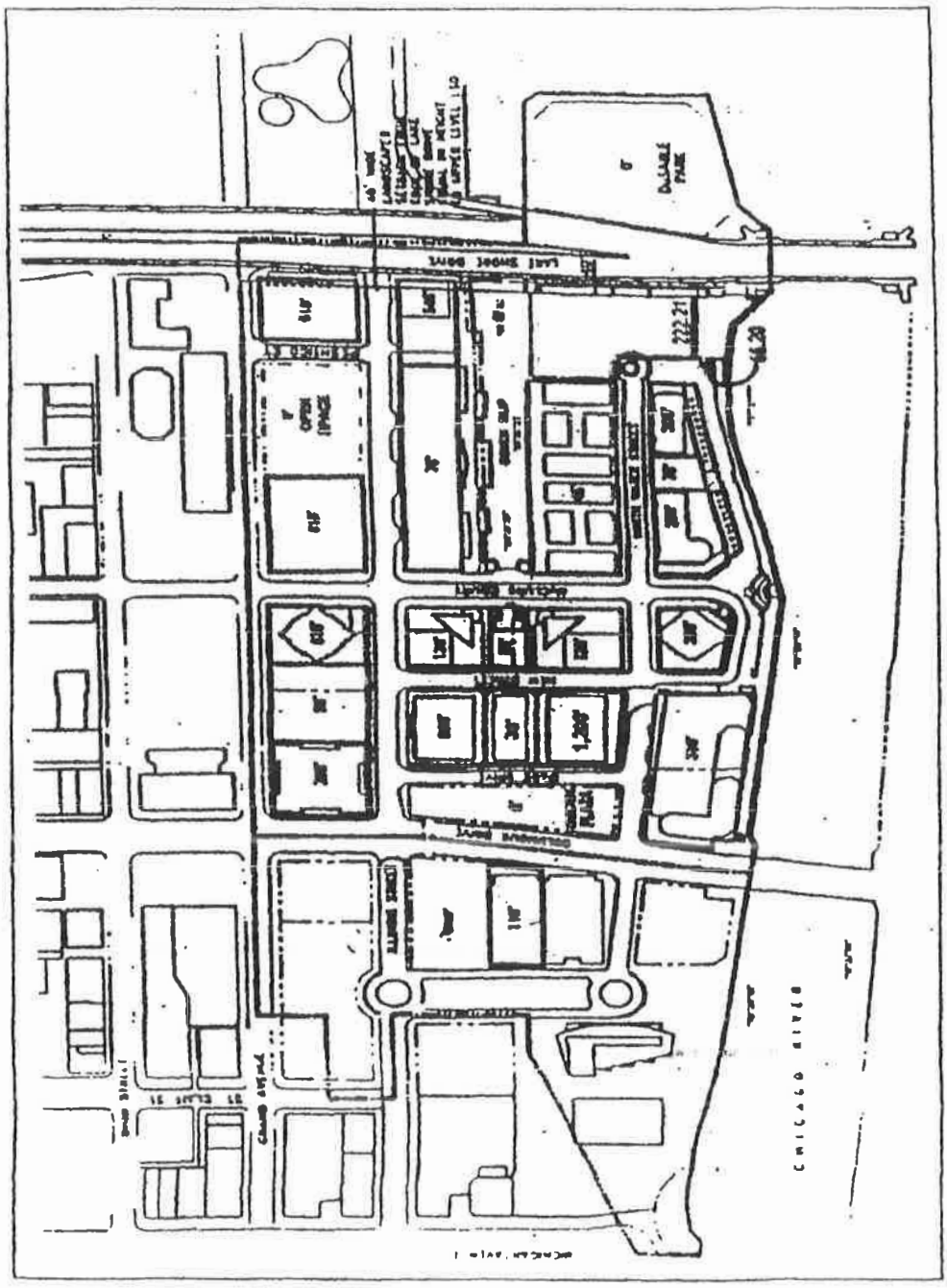


Exhibit 6.

Existing And Planned Open Spaces.

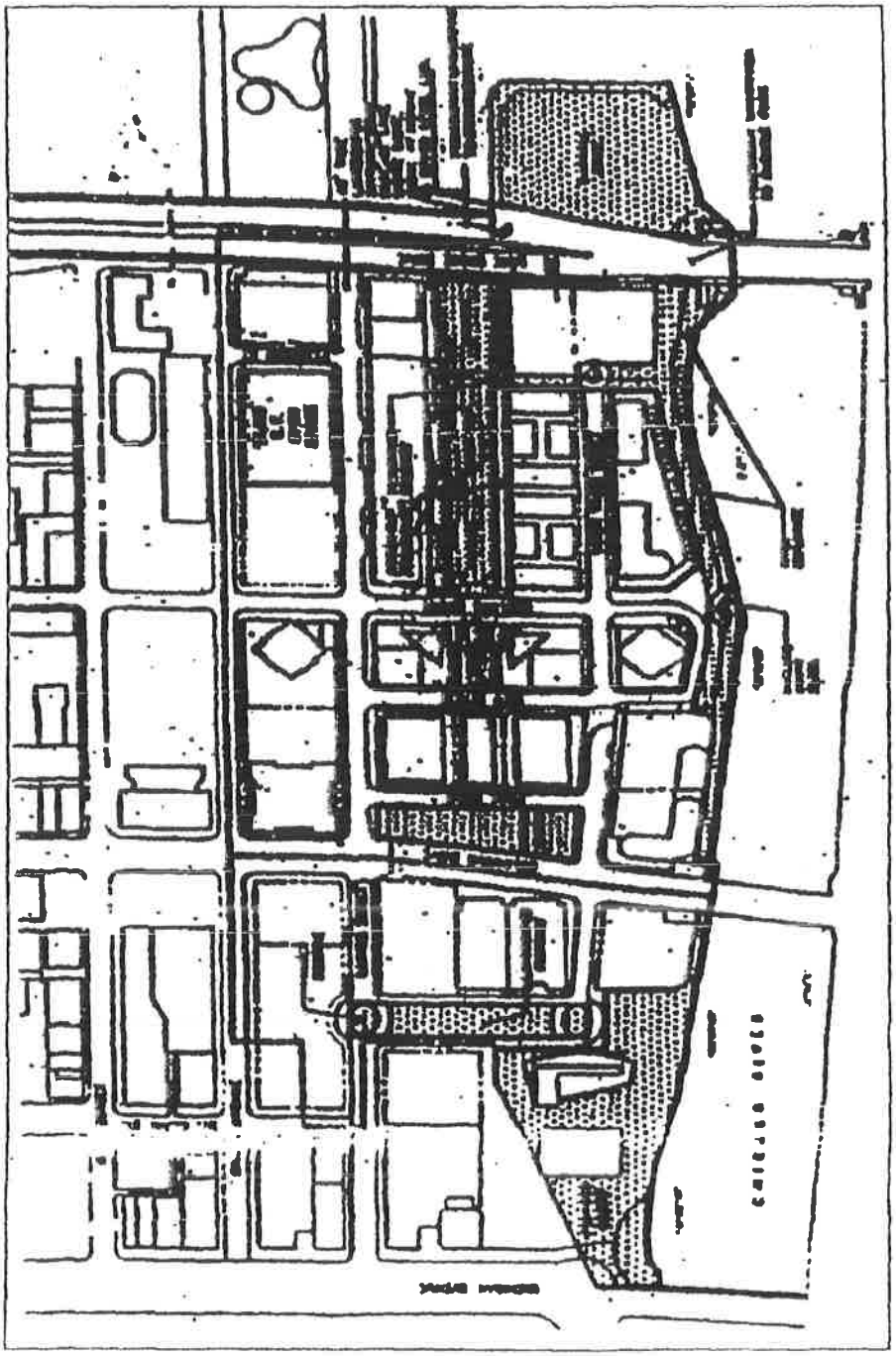


Exhibit 7.

Pattern Of Vehicular Roadways.

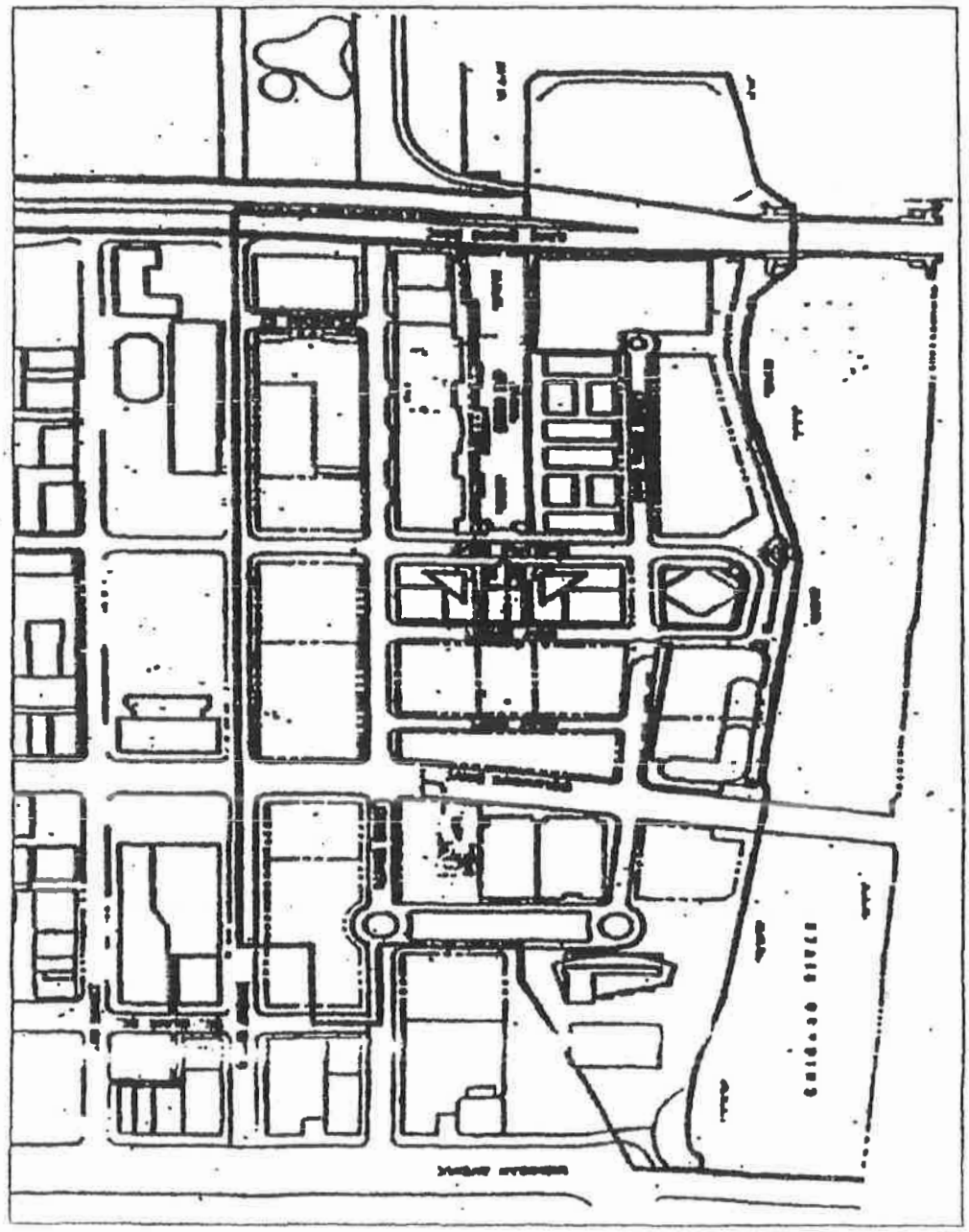


Exhibit 8.

Recommended Traffic Improvements.
(Page 1 of 3)

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 sand the City (KLOA) and Barton-Aschman, respectively):

General Impacts: The three developments will generate roughly 3000 trips (1600 inbound and 1400 outbound) during the PM peak hour. About 1350 tips (750 inbound, 600 outbound) will be generated during AM peak hour.

There will be traffic volume increases on Illinois and Grand, between State Street and Lake Shore Drive, of roughly 500 to 700 vehicles per hour during the PM peak hour. During the AM peak hour, traffic volume will increase on Illinois and Grand by roughly 200 to 300 vehicles per hour. Existing peak volumes on Illinois and Grand range between 1000 and 1500 vehicle per hour; with these developments, volumes would range between 1500 and 2000 vehicle 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 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 CTA 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 westbound lanes compared with the three lanes currently available at this "bottleneck" location.

Exhibit 8.

Recommended Traffic Improvements.
(Page 2 of 3)

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 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/drop-off 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 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 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 eliminate 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 TMA will meet to exchange information of traffic operations needs and problems, with changing development conditions, construction activities, special events, and other factors which may affect transportation in the corridor. Various City agencies, including CDOT, Planning, Police, Streets and Sanitation, and the CTA, will coordinate efforts with corridor property managers to address evolving transportation demands.

Exhibit 8.

Recommended Traffic Improvements.
(Page 3 of 3)

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 clear, east of Columbus; Grand Avenue, west of Michigan; Ohio Street, west of Michigan; and Ontario Street, west of St. Clair.

Improved public transit serve as appropriate to serve the needs of the corridor will be developed. CDOT and the TMA will be reviewing service needs and developing strategies for best providing public transportation, whether through modifications of CTA 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 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 signal cul-de-sac street, North Water Street east of McClurg. The sewer on North Water is seven to eight feet below the pavement, and its reconstruction at some time in the future, or any other significant utility maintenance, could severely restrict access these residences. Widening of North Water to 44 feet from its existing 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 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: ADA accessibility of any pedestrian bridge which may be built across Ogden Slip should be reviewed.

Exhibit 9.

Site Landscape Plan.

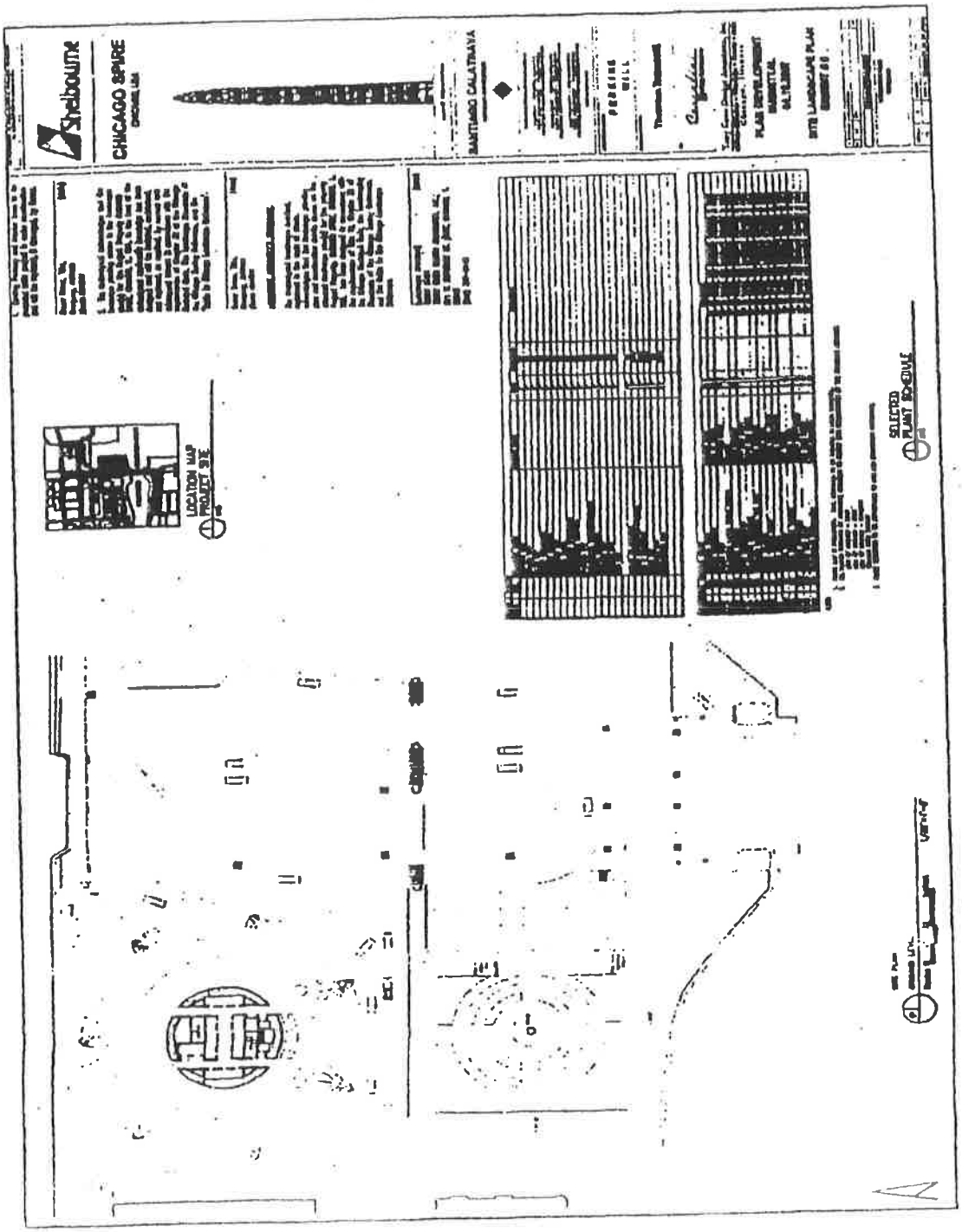


Exhibit 10.

Site Plan And Selected Plant Schedule.

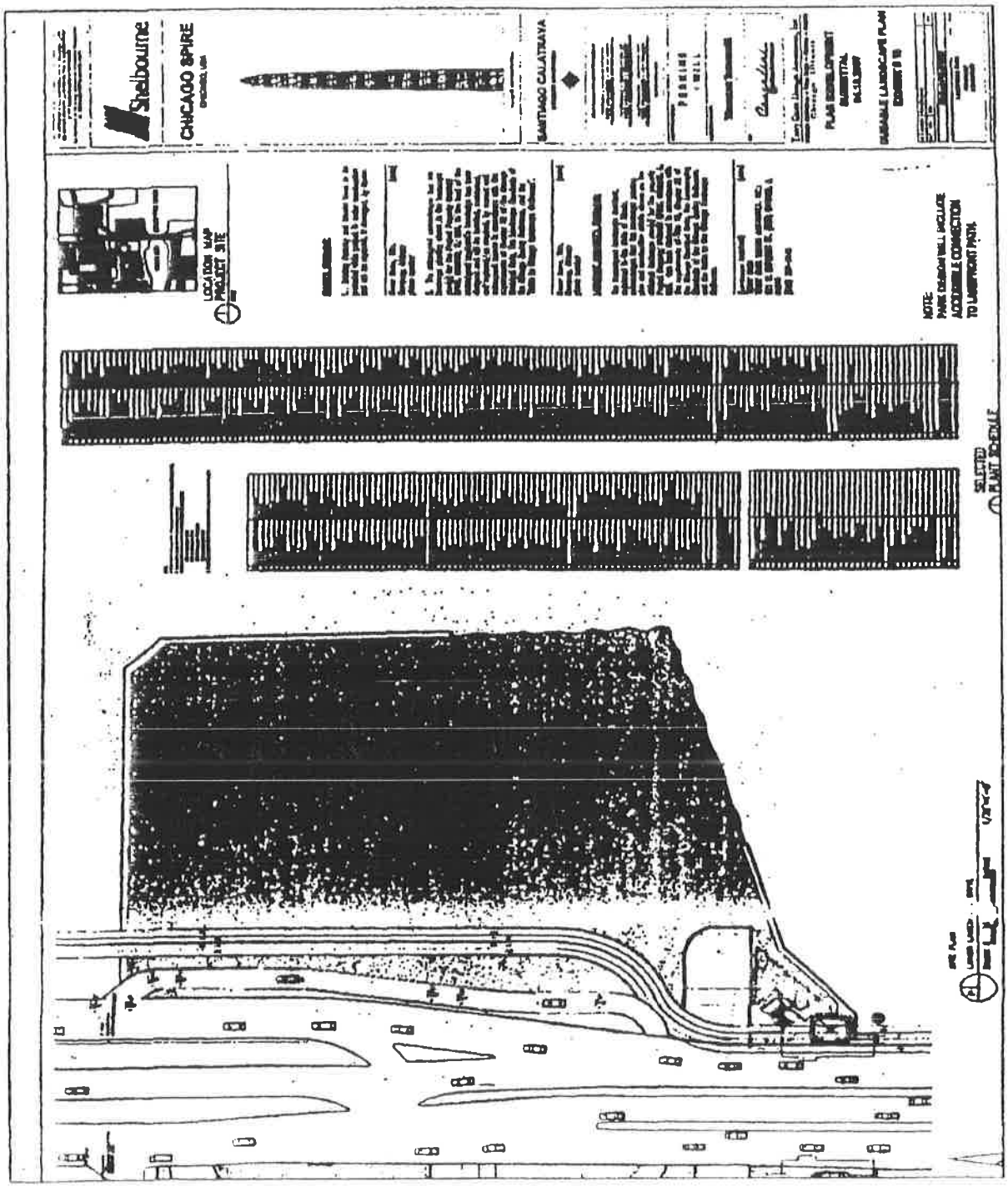


Exhibit 11.

Ground Floor Plan.

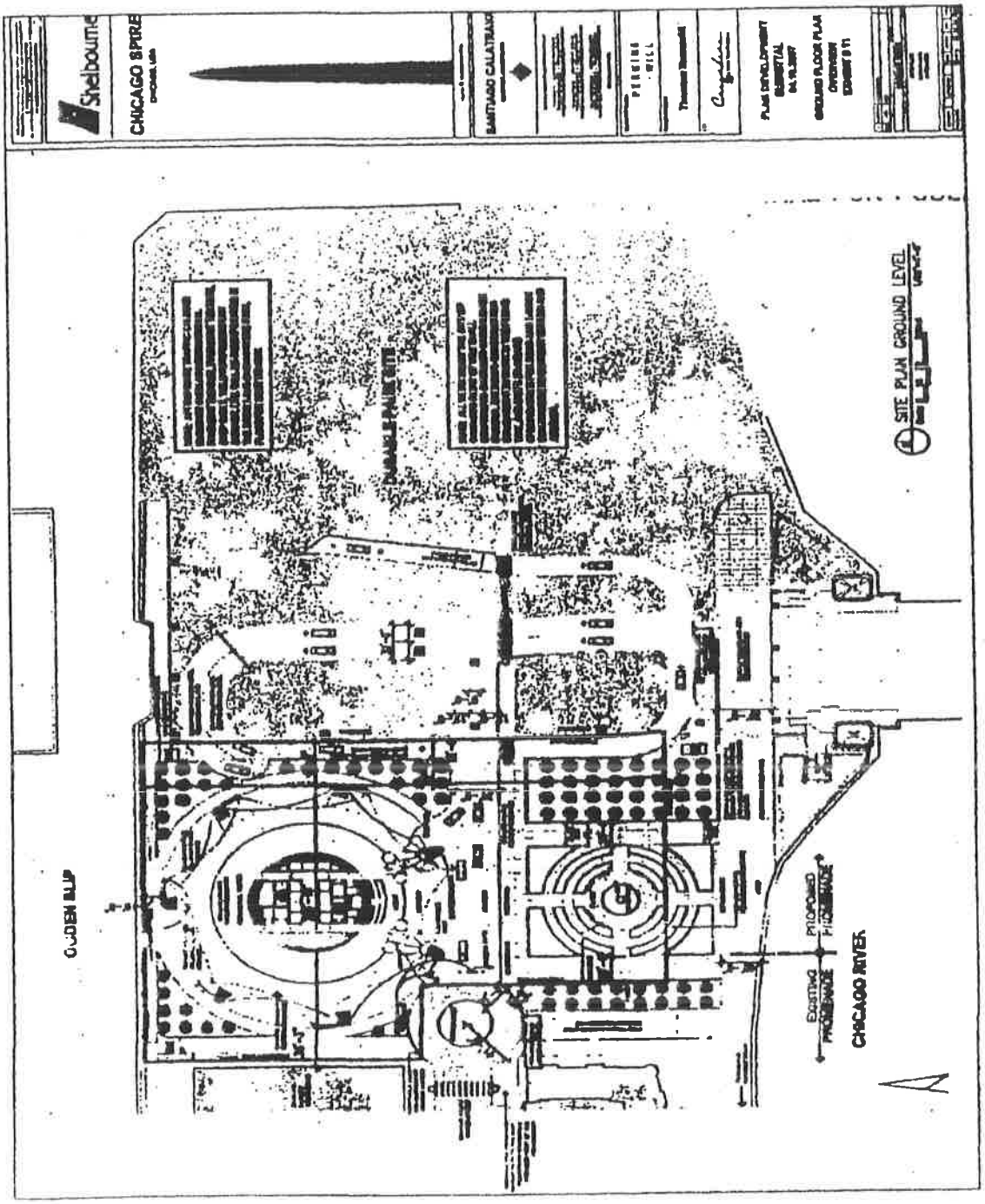


Exhibit 12.

Lower Lake Shore Drive Plan Review.

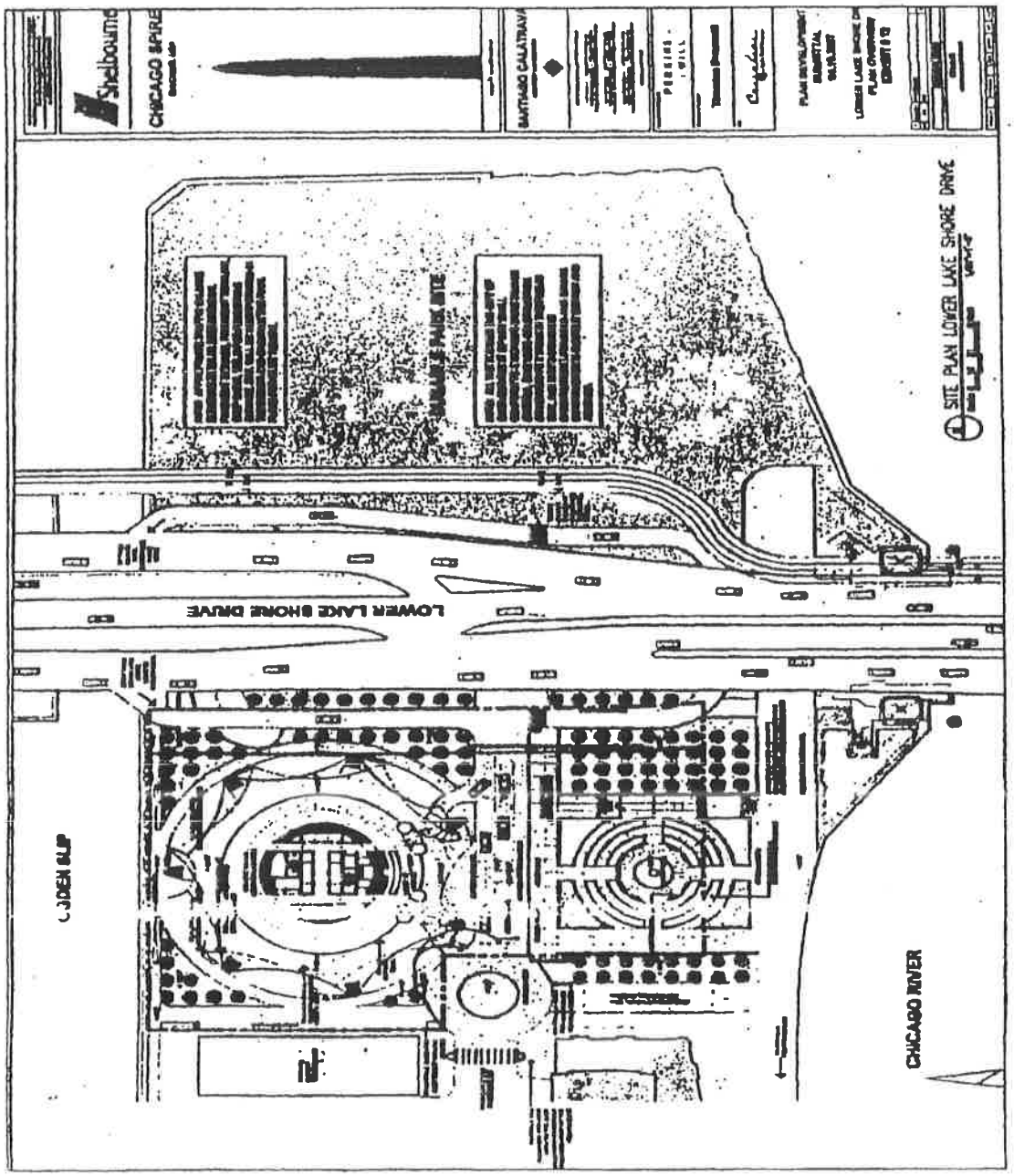


Exhibit 13.

Views From North, South, East And West.

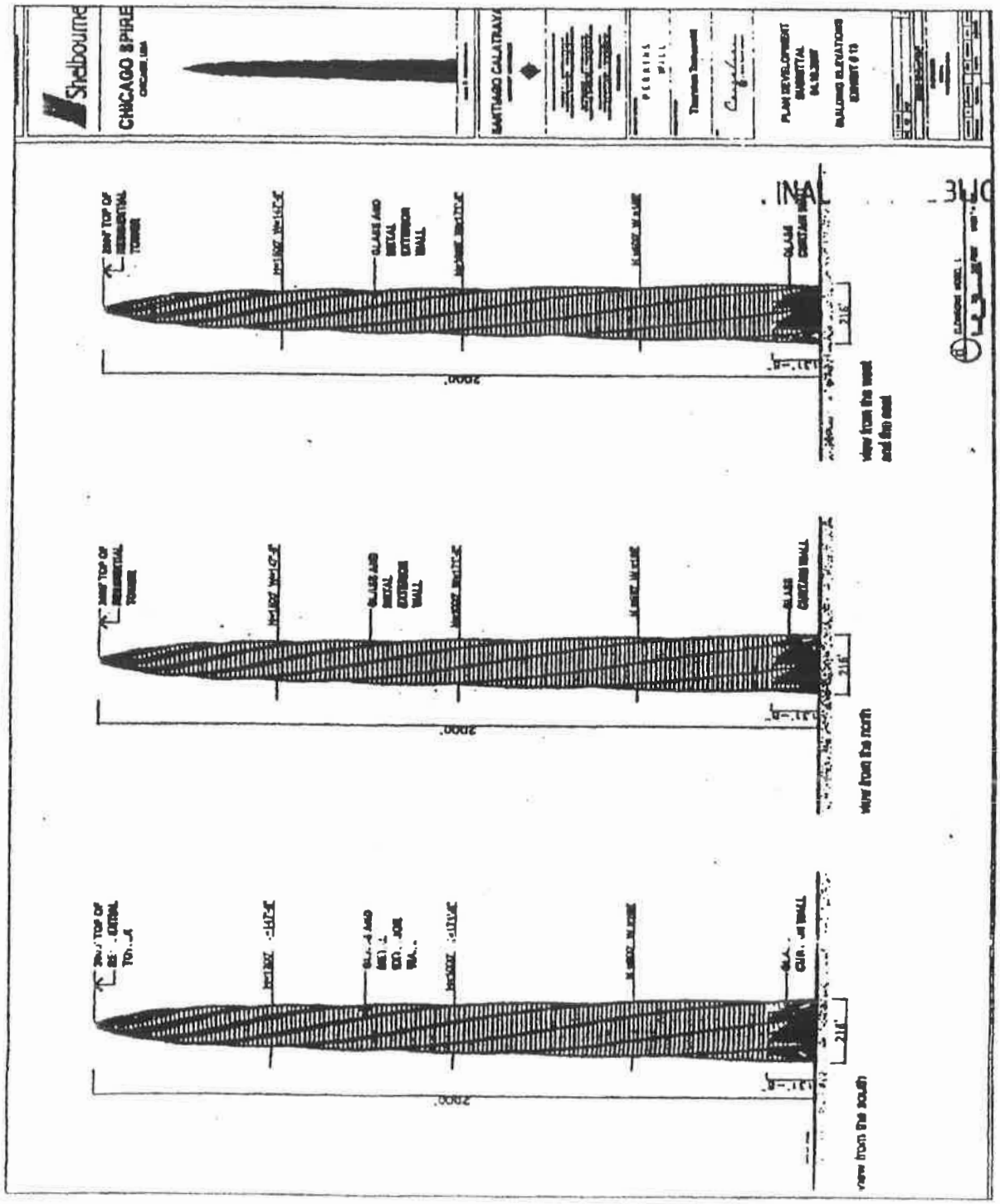


Exhibit 14.

South Building Elevations.

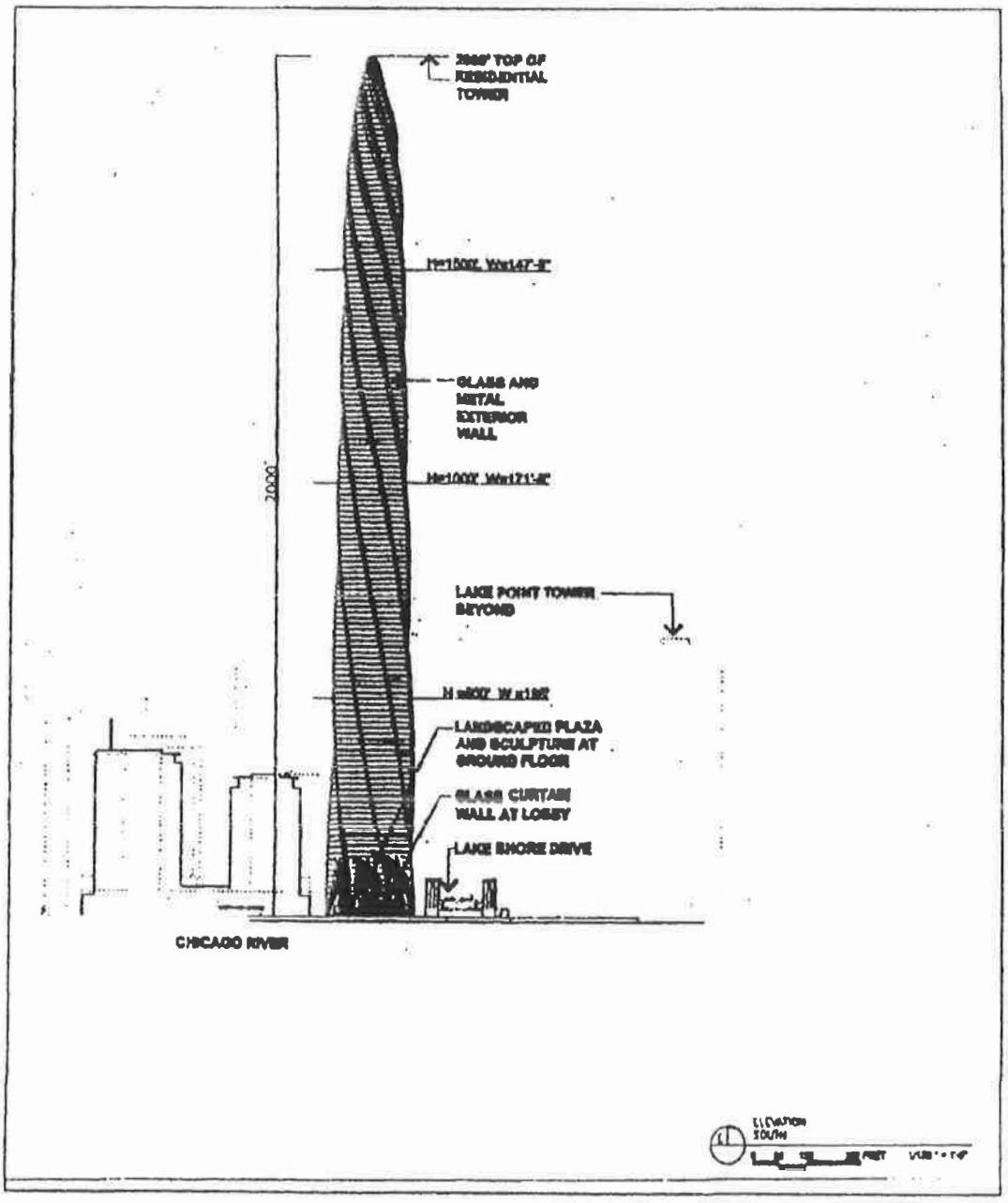


Exhibit 15.

Partial Enlarged South Elevation.

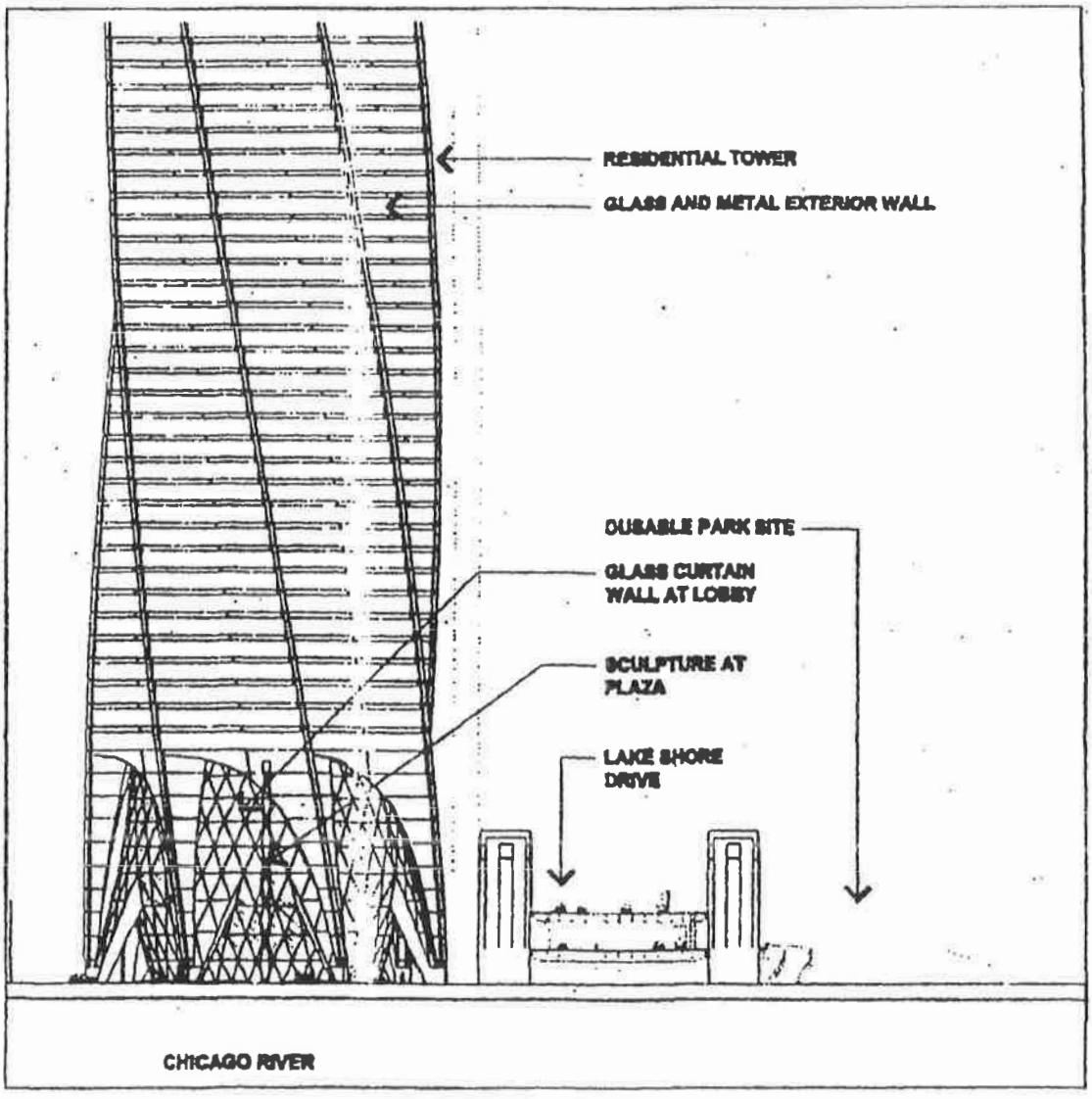


Exhibit 16.

Partial East/West Site Section.

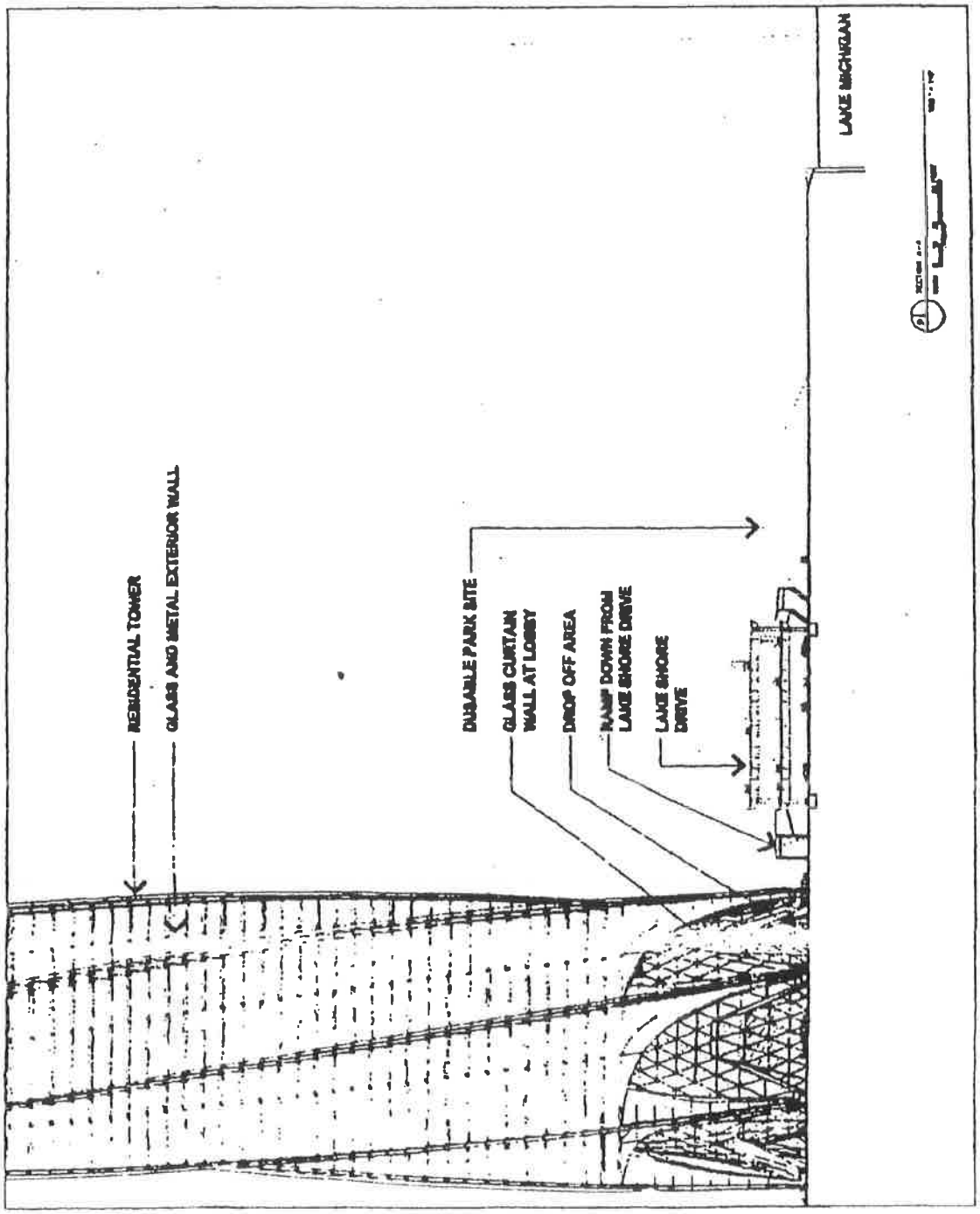


Exhibit 17.

Partial Enlarged East Elevation.

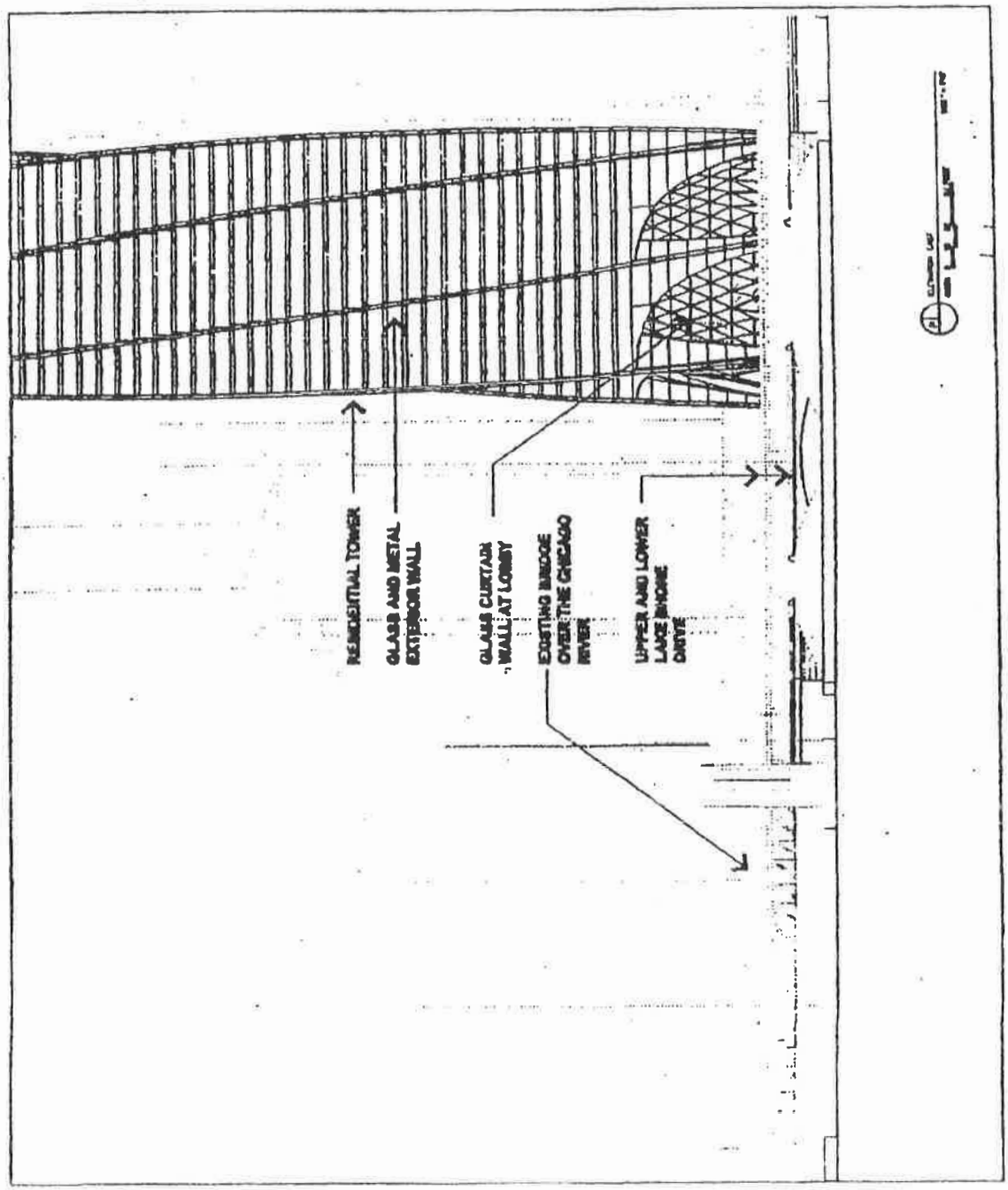


Exhibit 18.

North/South Site Section At Lake Shore Drive.

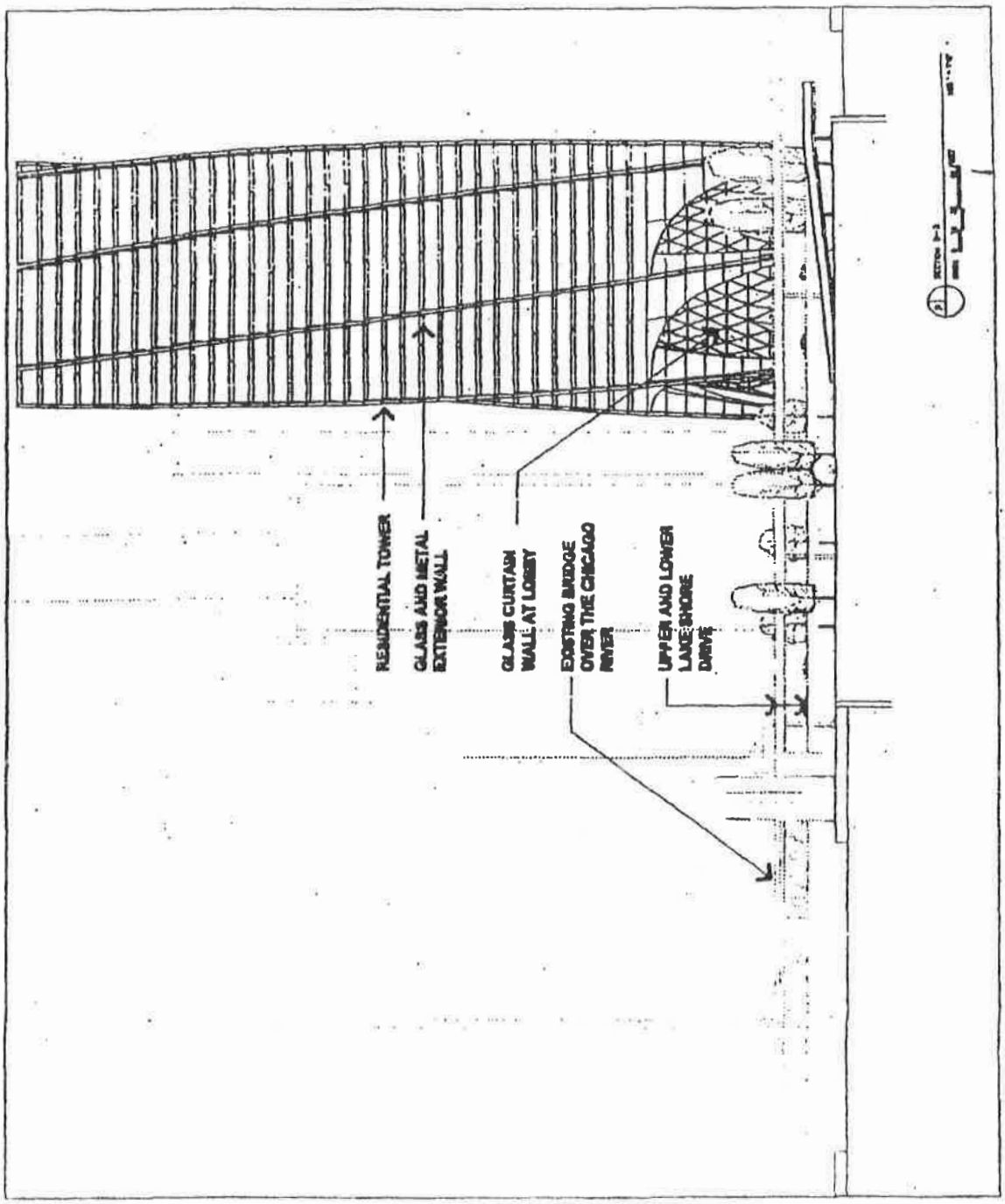


Exhibit 19.

North/South Tower And Parking Section.

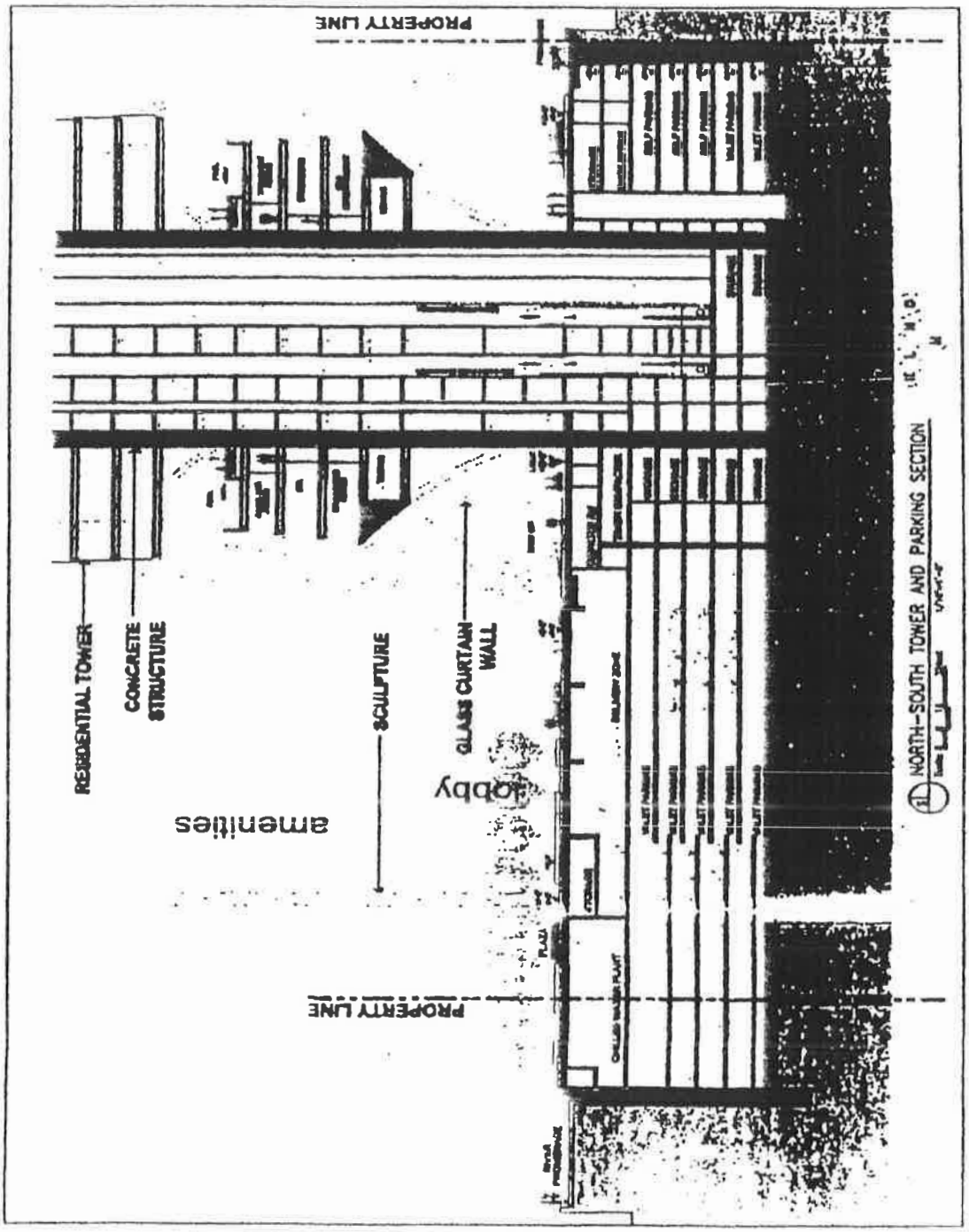


Exhibit 20.

East/West Parking Section.

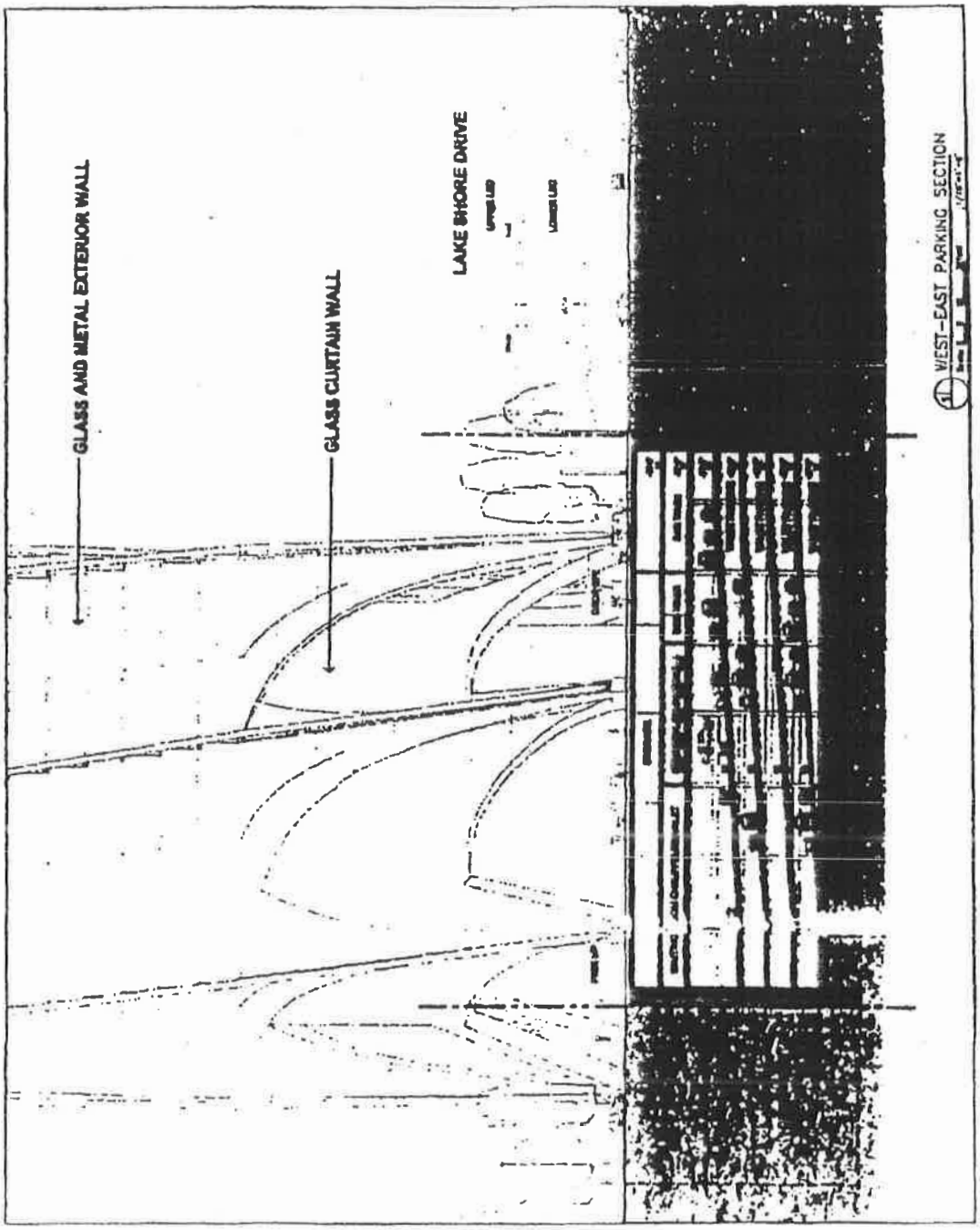


Exhibit 21.

North/South Parking Section.

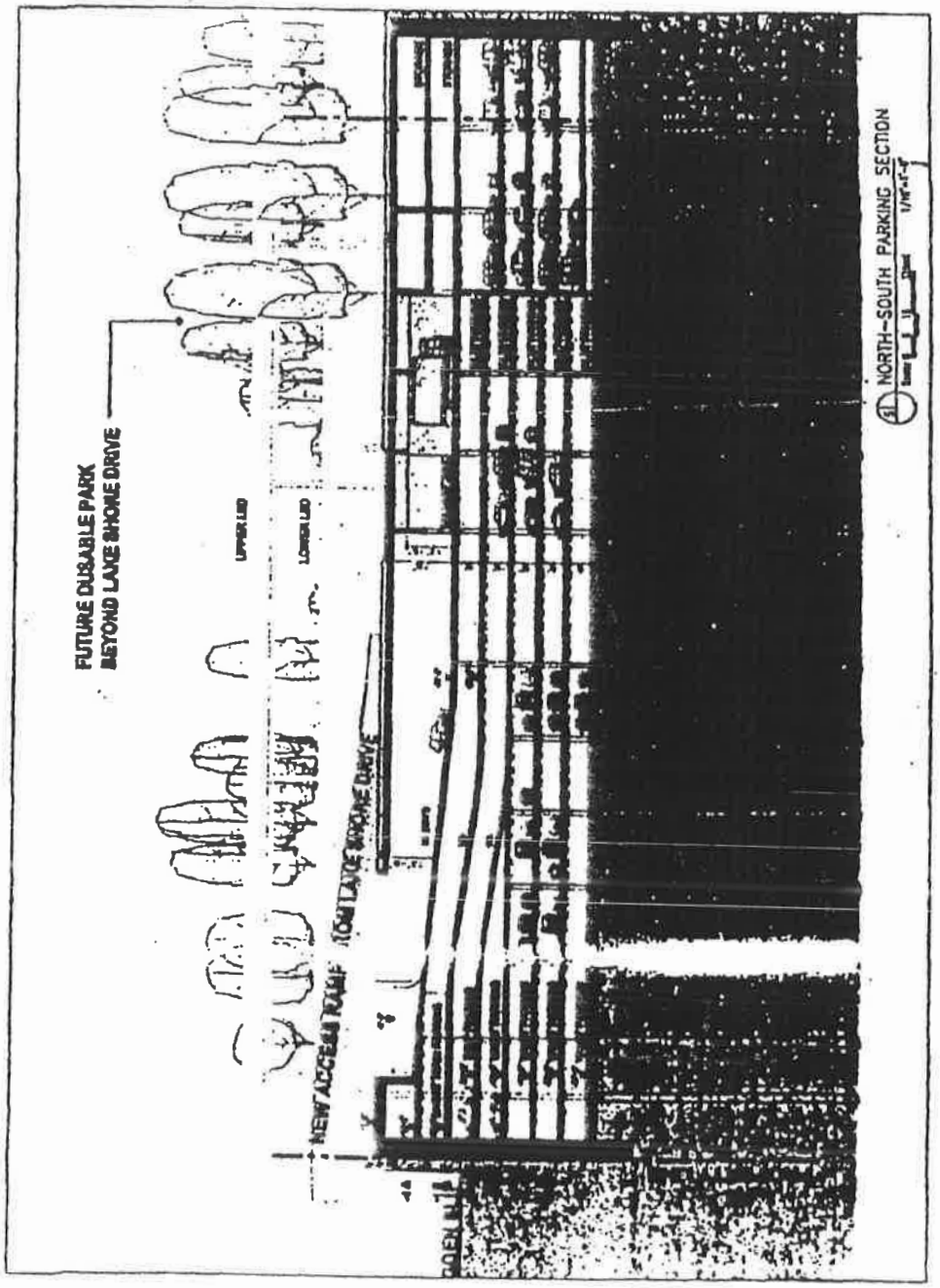


Exhibit 22.

Lake Point Trail Alignment Alternate 1.

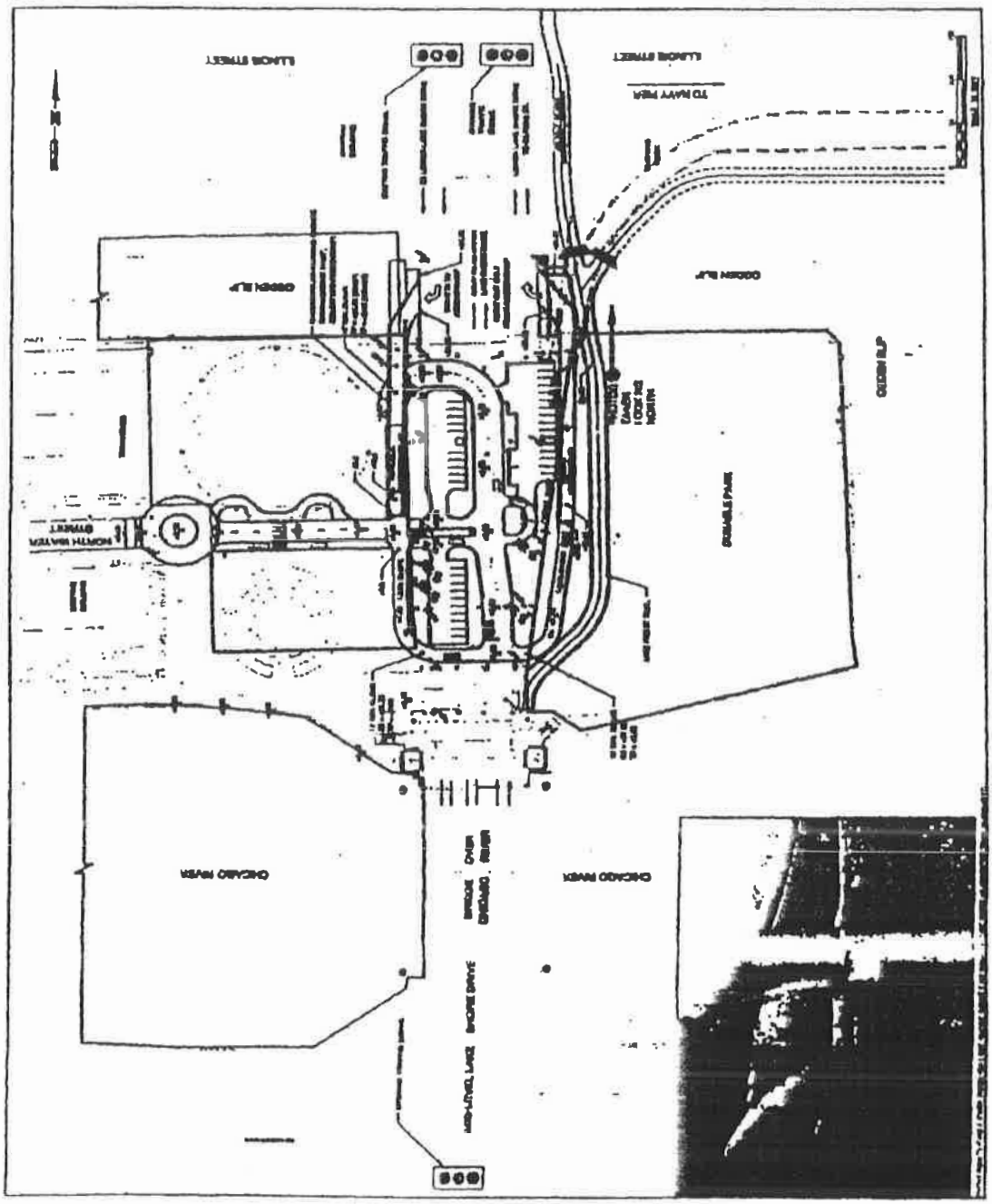
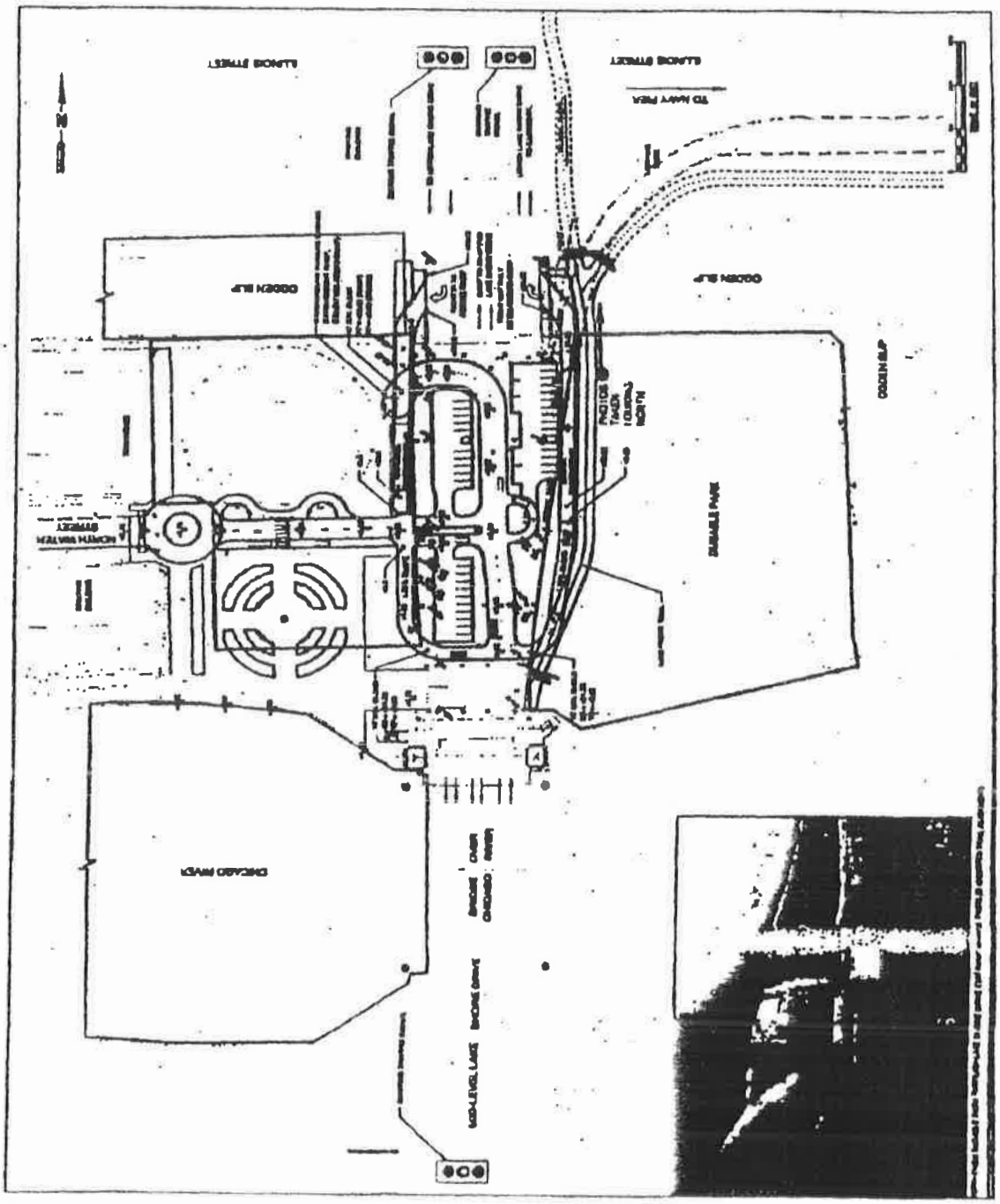
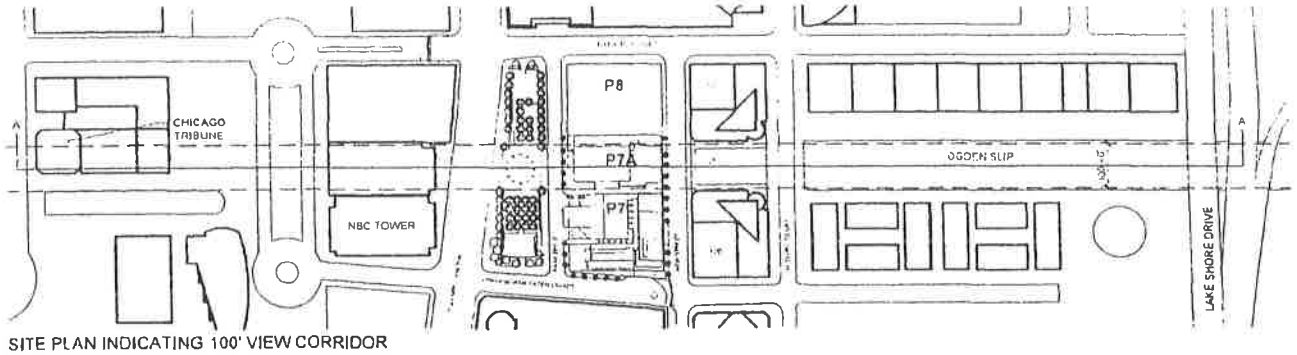


Exhibit 23.

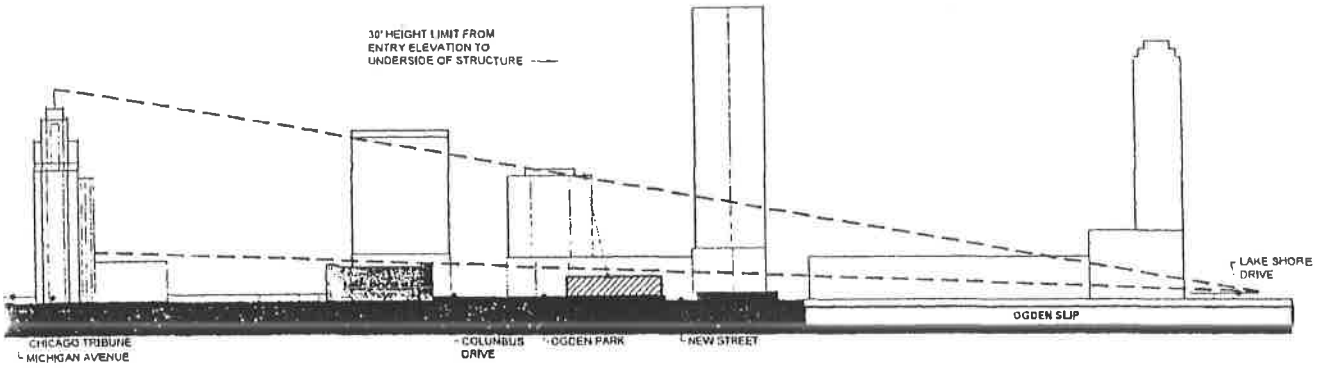
Lake Front Trail Alignment Alternate 2.



View Corridor Program.



SITE PLAN INDICATING 100' VIEW CORRIDOR



SITE SECTION "A" THROUGH VIEW CORRIDOR

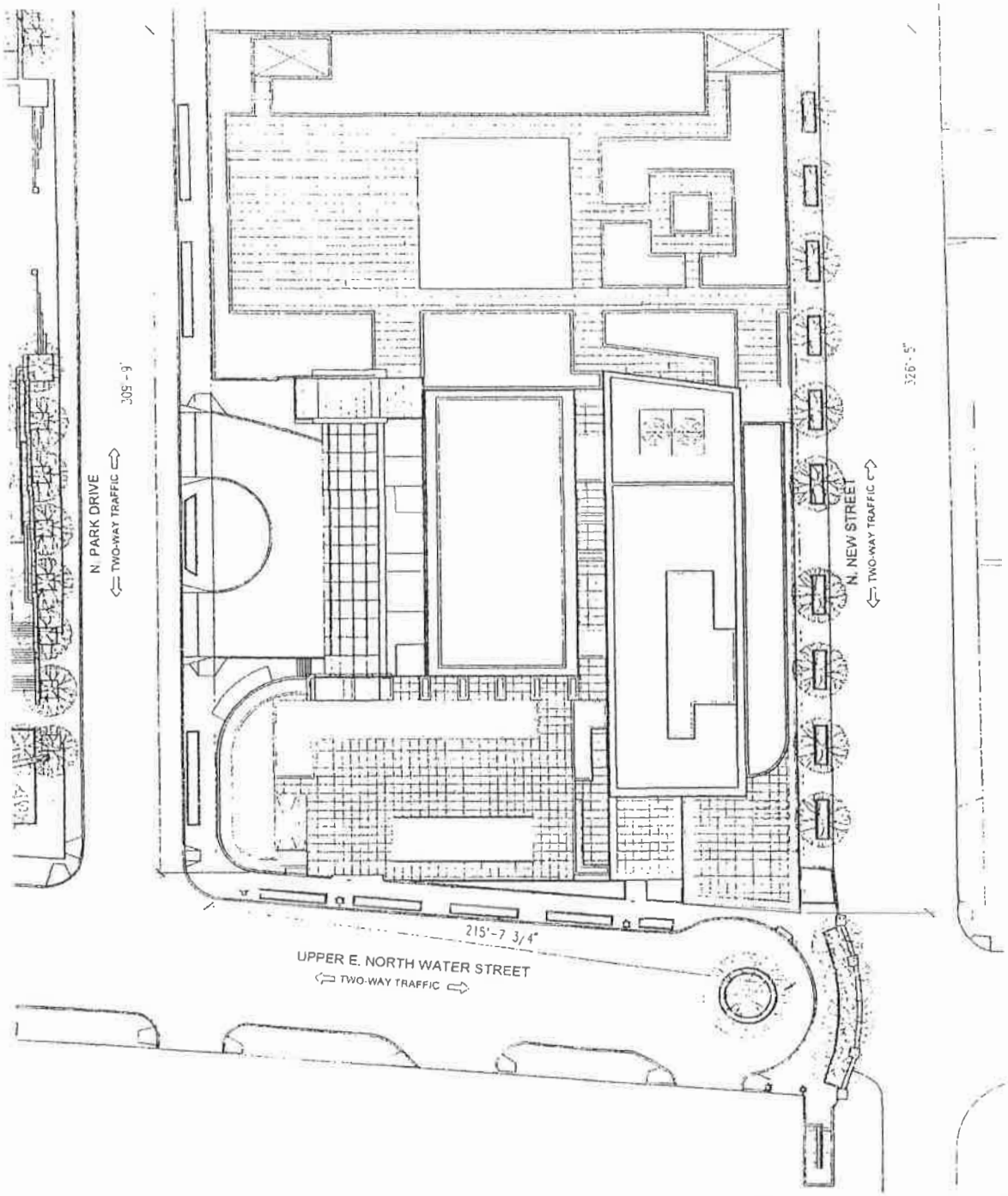
VIEW CORRIDOR PROGRAM

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

NTS

Overall Site Plan.

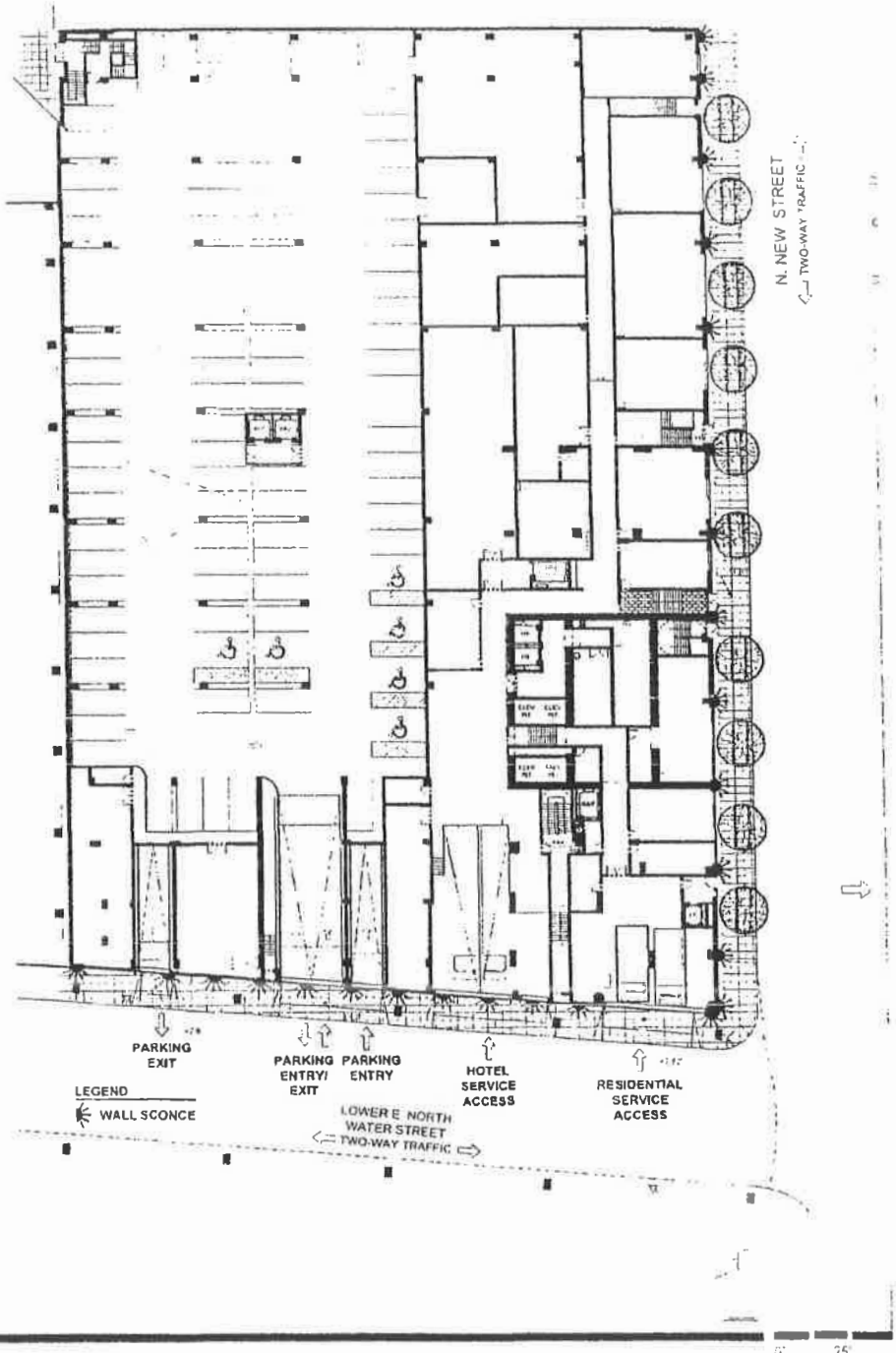


OVERALL SITE PLAN

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

Lower East North Water Street Plan.

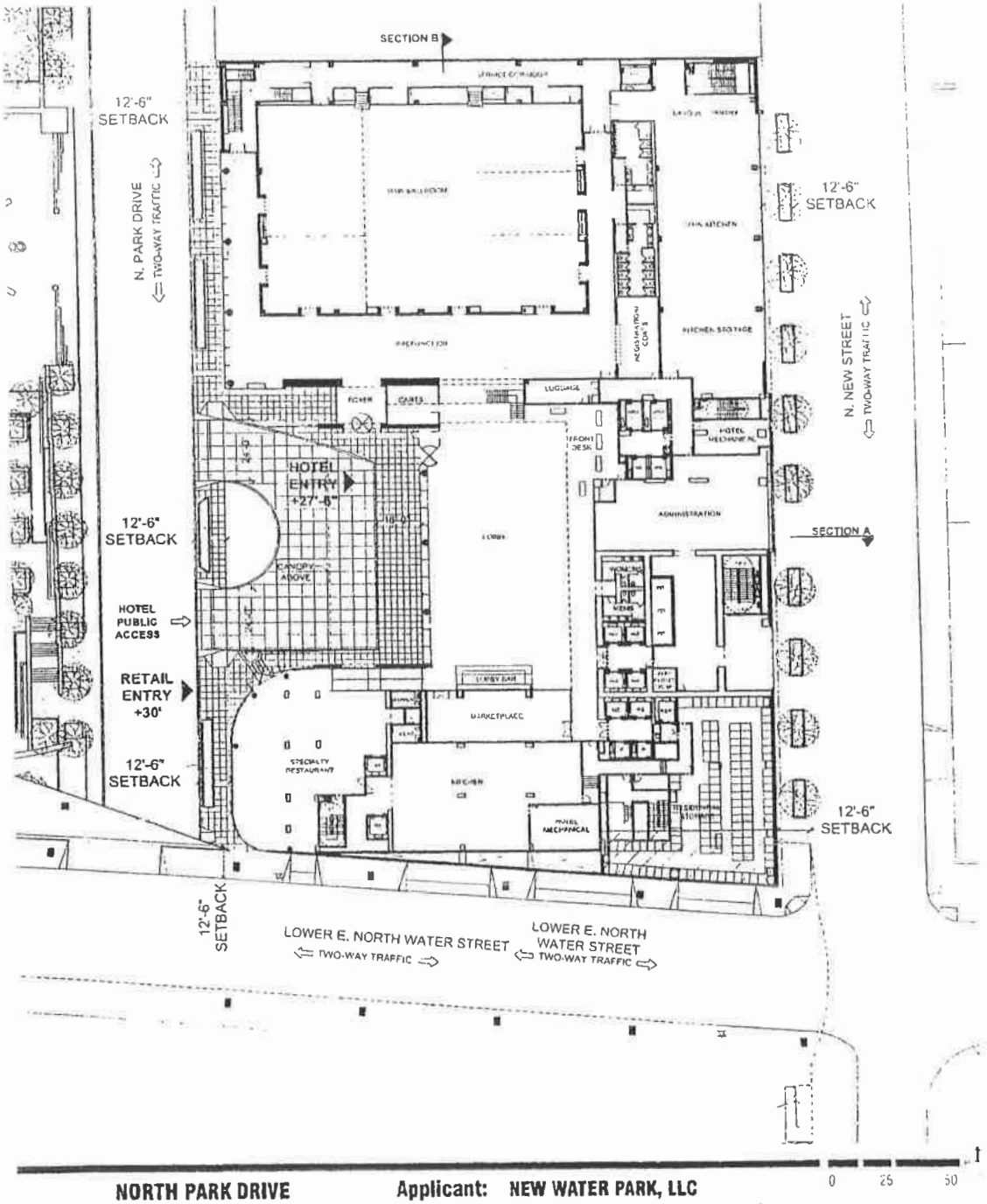


LOWER E. NORTH WATER STREET PLAN

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

North Park Drive Street Plan.

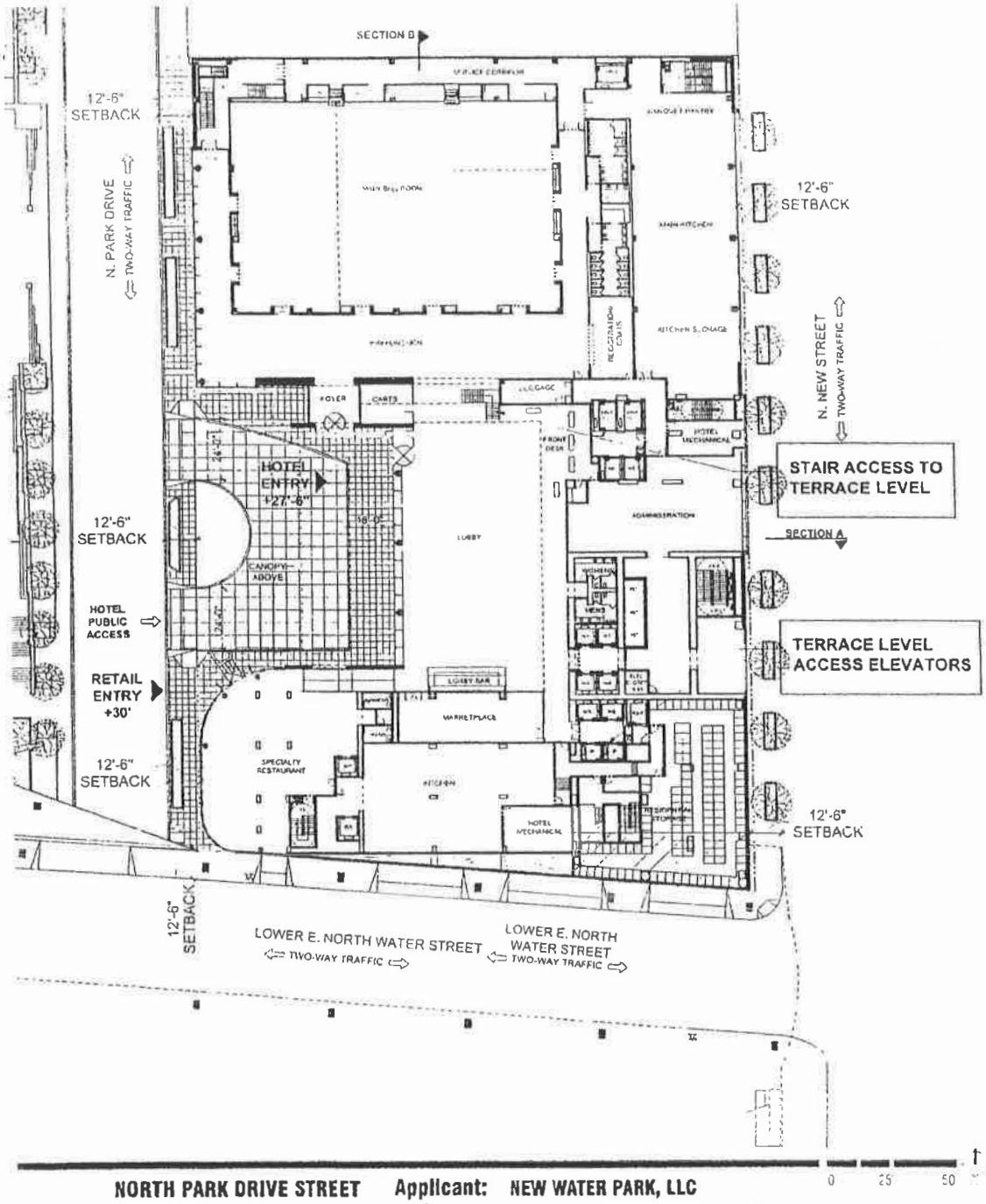


NORTH PARK DRIVE STREET PLAN

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

North Park Drive Street Wayfinding Plan.



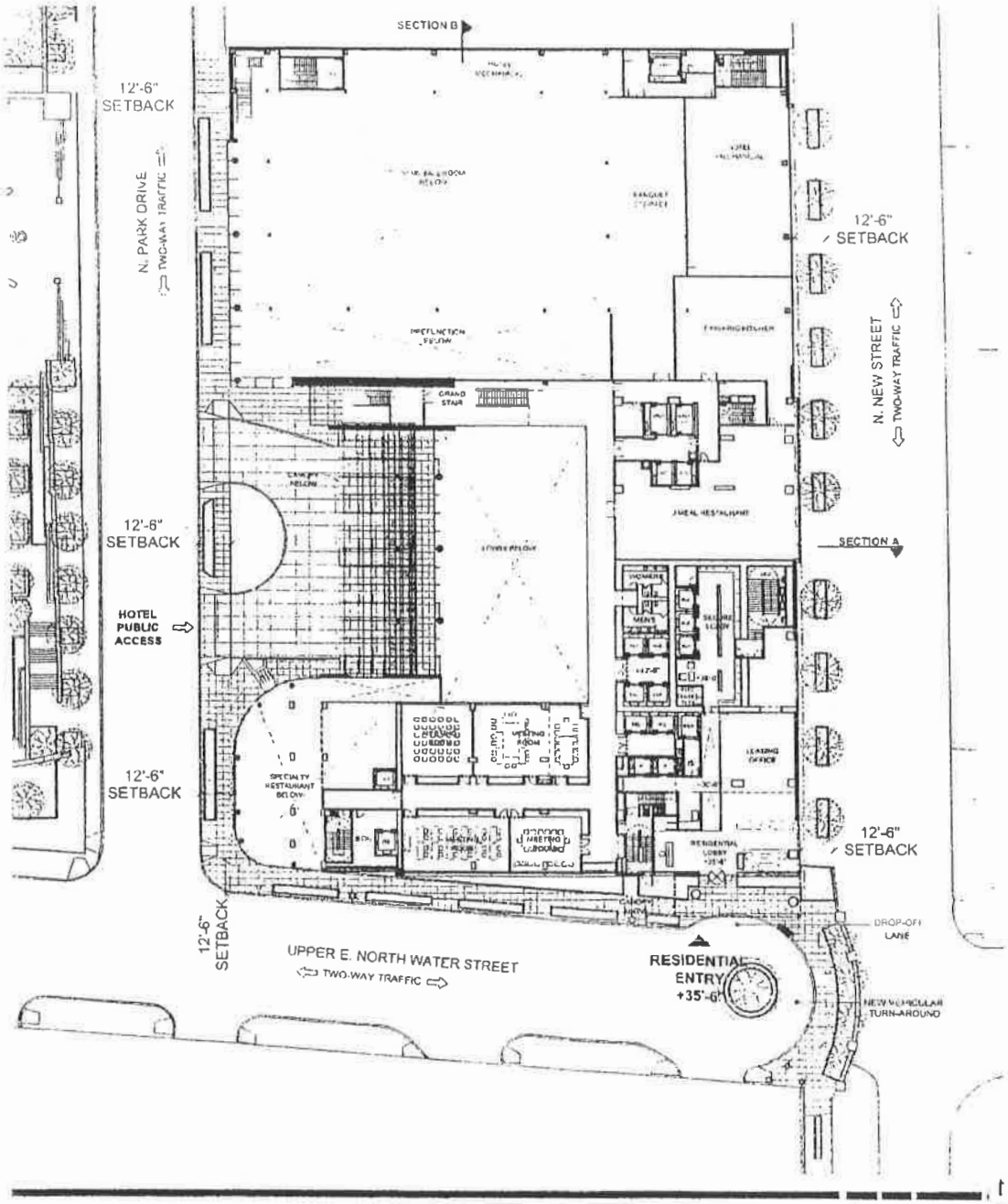
NORTH PARK DRIVE STREET WAYFINDING PLAN

SCB

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

Upper East North Water Street Plan.

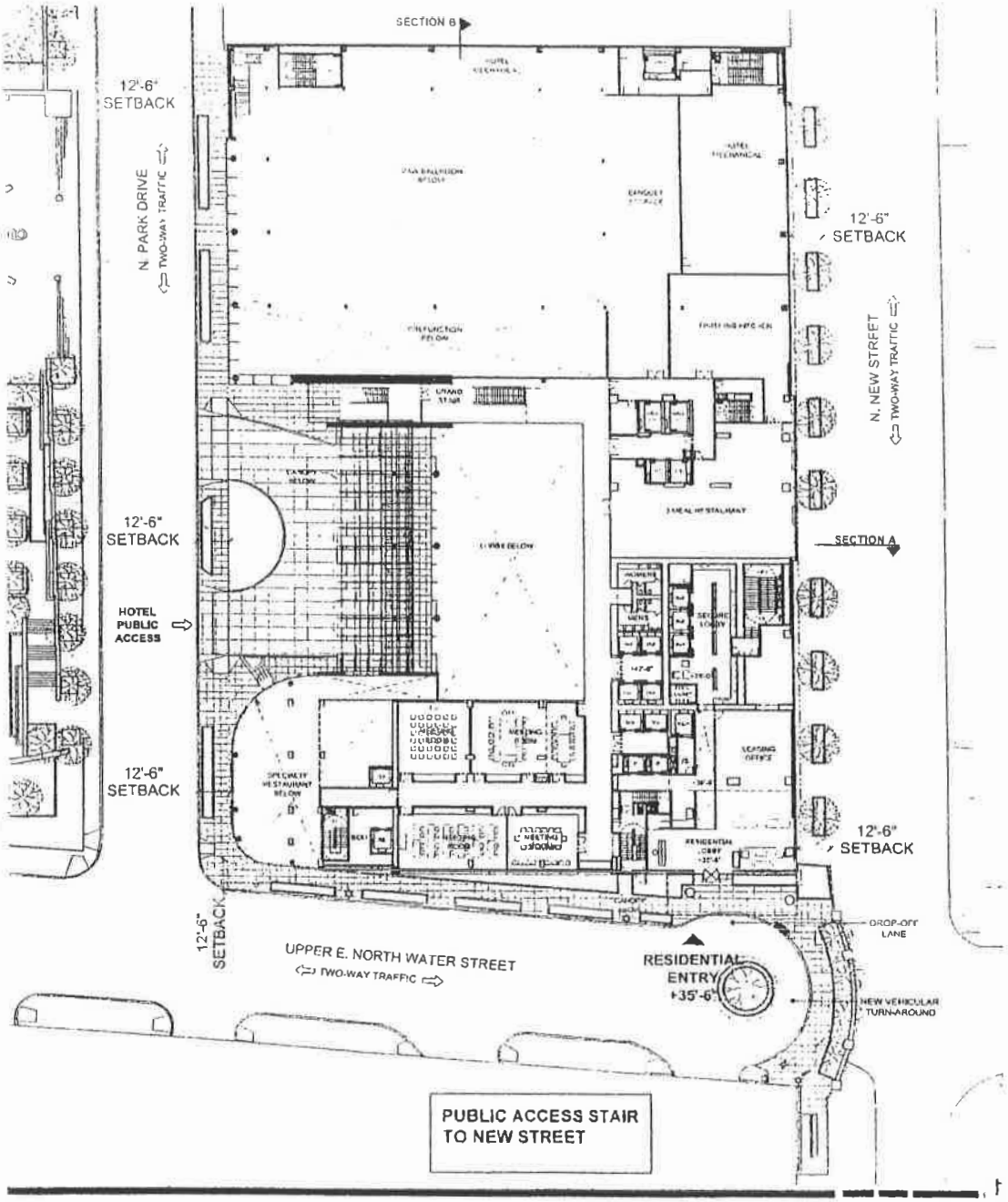


UPPER E. NORTH WATER STREET PLAN

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

Upper East North Water Street Wayfinding Plan.

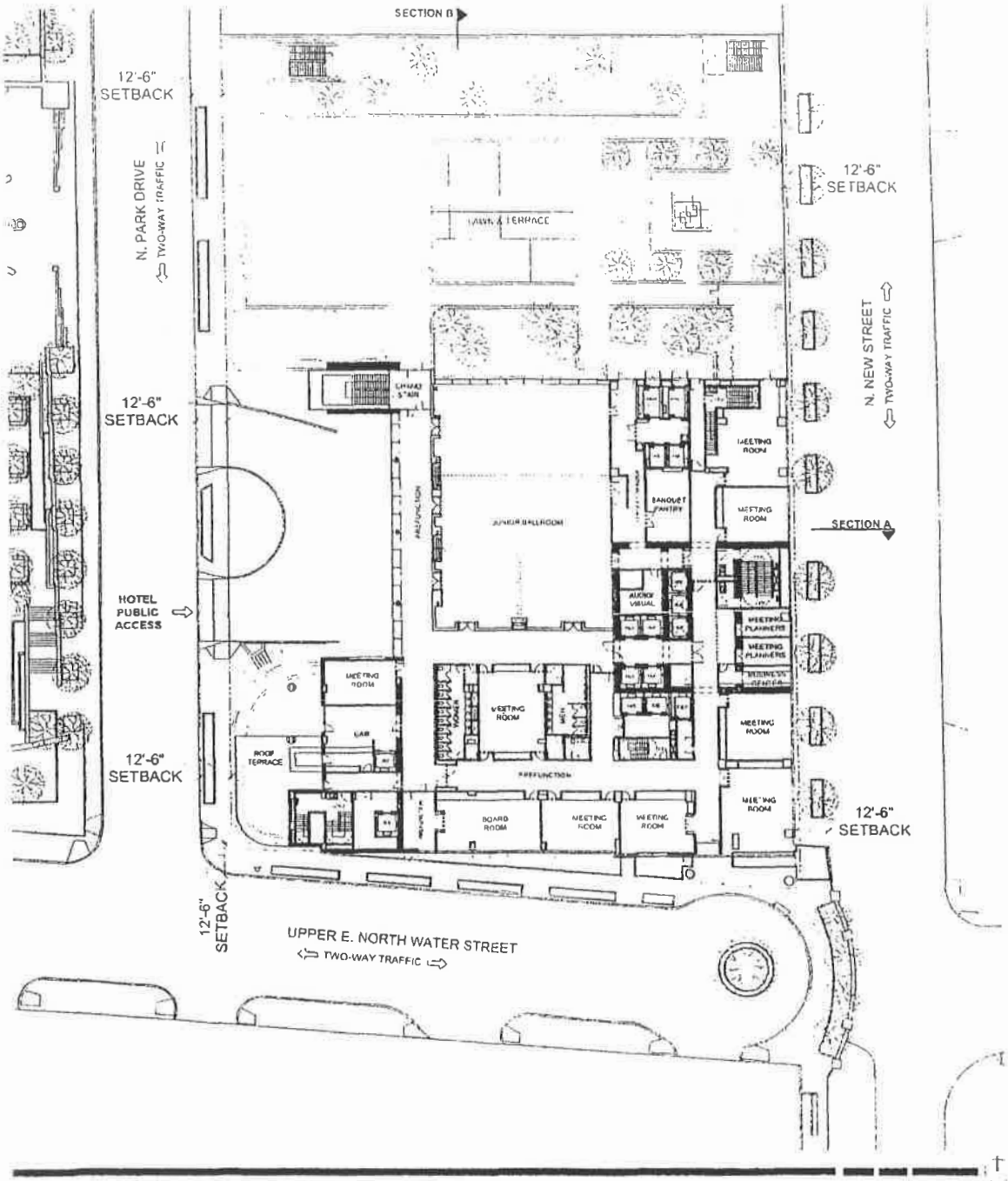


UPPER E. NORTH WATER STREET WAYFINDING PLAN

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

Terrace Level Plan.

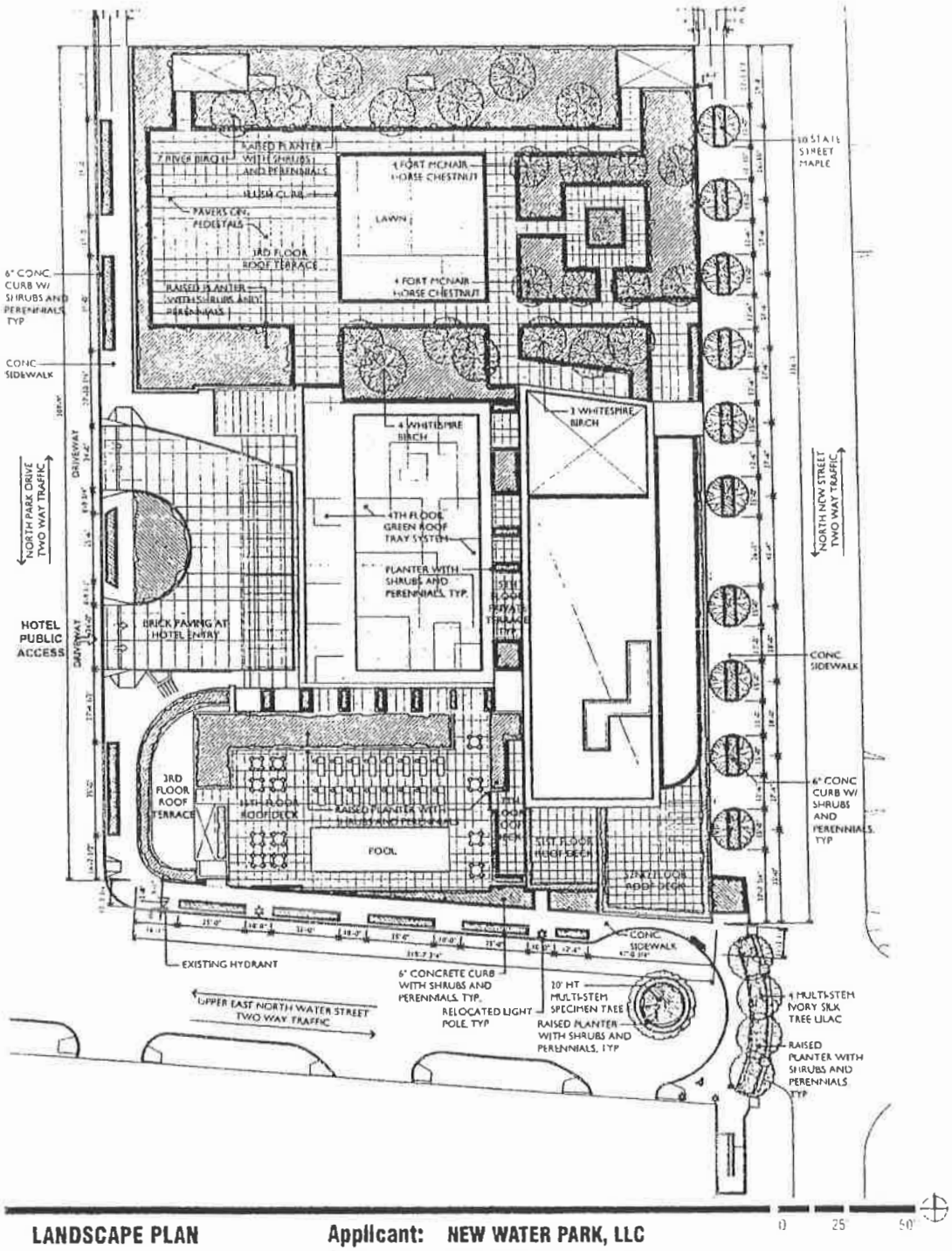


TERRACE LEVEL PLAN

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

Landscape Plan.



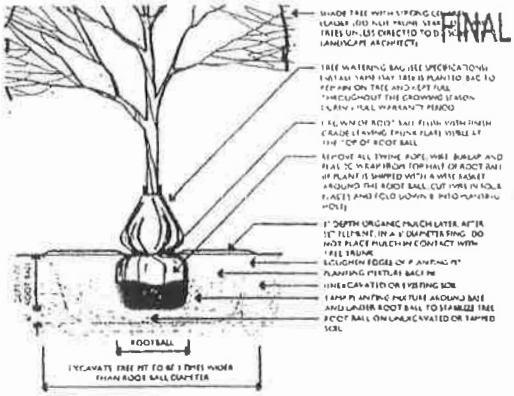
LANDSCAPE PLAN

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

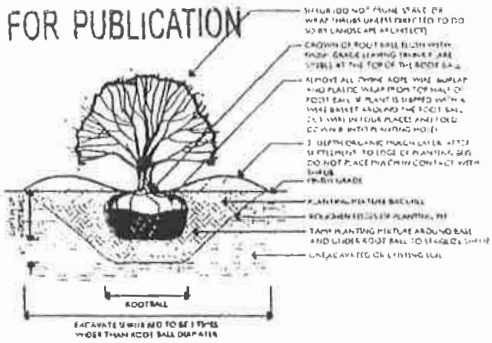
Date: May 24, 2012
Revised:

Plant List And Landscape Details.

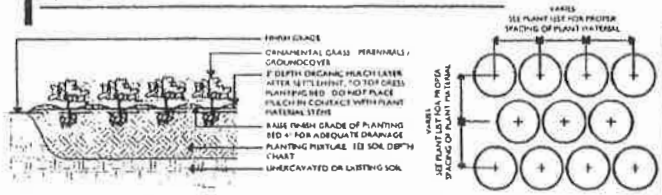
FINAL FOR PUBLICATION



1 TREE INSTALLATION DETAIL



2 SHRUB INSTALLATION DETAIL



3 GROUNDCOVER AND PERENNIAL INSTALLATION DETAIL

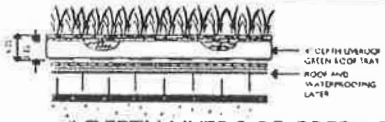
NOTE: THE CONTRACTOR IS TO SUPPLY SOIL FILL MATERIAL TO THE DEPTHS INDICATED ON THE CHART BELOW.

SOIL DEPTH CHART

LANDSCAPE AREAS	DEPTH IN INCHES
LAWN AREAS (SOD)	12
LAWN AREAS (SEED)	NA
PLANTING BEDS - PERENNIALS	18 PLANTING MIX
PLANTING BEDS - MEDIUM AND SMALL SHRUBS	18 PLANTING MIX
RAISED PLANTERS	48 PLANTING MIX
SHADE AND ORNAMENTAL TREES	PER TREE INSTALLATION DETAIL

PLANT LIST NOTE: QUANTITIES ON THE PLANT LIST ARE PROVIDED FOR INFORMATION ONLY. PLANT QUANTITIES UNDER THE CONTRACT ARE INDICATED ON THE PLANS. IN THE EVENT OF ANY DISCREPANCIES, THE CONTRACT SHALL BE BASED ON THE QUANTITIES SHOWN ON THE PLANS.

	CODE	BOTANICAL NAME	COMMON NAME	QTY	CAL	HT	SPRD	ROOT	REMARKS
TREES	AESFM	AESCULUS X CARNEA 'FORT MCNAIR'	FORT MCNAIR HORSECHESTNUT	6	4"	-	-	B&B	SINGLE STRAIGHT TRUNK, SPECIMEN QUALITY
	ACEMO	ACER PYRAMIDALE 'MORTON'	STATE STREET MAPLE	10	4"	-	-	B&B	
	ACEQ	ACER PLATANOIDES 'EMERALD QUEEN'	EMERALD QUEEN NORWAY MAPLE	-	4"	-	-	B&B	
	BN	BETULA NIGRA	RIVER BIRCH	7	-	14'	-	B&B	MULTI-STEM, 4-5 STEMS MINIMUM
	BHW	BETULA PLATYPHYLLA VAR. JAPONICA 'WHITESPIRE'	WHITESPIRE JAPANESE WHITE BIRCH	7	-	14'	-	B&B	
	SRS	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK TREE LILAC	4	-	12'	-	B&B	
SHRUBS	DS	DIERVILLA SESSILIFOLIA	SOUTHERN BUSH HONEYSUCKLE	-	-	24"	-	#5	4'-0" ON CENTER
	JCSG	JUNIPERUS CHINENSIS SEA GREEN	SEA GREEN JUNIPER	-	-	-	24"	#5	4'-0" ON CENTER
	JHP	JUNIPERUS HORIZONTALIS	ANDORRA COMPACT JUNIPER	-	-	-	18"	#5	3'-0" ON CENTER
	POS	PHYSOCARPUS OPULIFOLIUS 'SEWARD'	SUMMER WINE NINEBARK	-	-	36"	-	#5	4'-0" ON CENTER
	RAE	RIBES ALPINUM	ALPINE CURRANT	-	-	24"	-	#5	4'-0" ON CENTER
	RAGL	RHUS AROMATICA 'GRO-LOW'	GRO-LOW SUMAC	-	-	-	24"	#5	3'-0" ON CENTER
	RRKO	ROSA X 'PINK KNOCK OUT'	PINK KNOCKOUT ROSE	-	-	-	24"	#3	3'-0" ON CENTER
	RRKO	ROSA X 'RED KNOCK OUT'	RED KNOCKOUT ROSE	-	-	-	24"	#3	3'-0" ON CENTER
	SMT	SPIREA X BUMALDA 'GOLDFLAME'	GOLDFLAME SPIREA	-	-	-	24"	#3	3'-0" ON CENTER
	THW	TAXUS X MEDIA 'WARDII'	WARDS YEW	-	-	-	30"	B&B	3'-0" ON CENTER
GRASSES	CAKF	CALAMAGROSTIS ACUTIFLORA 'KARL FORESTER'	KARL FORESTER FEATHER REED GRASS	-	-	-	-	#3	2'-0" ON CENTER
	MCM	MOLINIA CAERULEA 'MOORFLAMME'	MOORFLAMME PURPLE MOOR GRASS	-	-	-	-	#1	1'-4" ON CENTER
	MSP	MISCANTHUS SINENSIS 'PURPURASCENS'	PURPLE MAIDEN GRASS	-	-	-	-	#3	3'-0" ON CENTER
	PVS	PANICUM VIRGATUM 'SHENANDOAH'	SHENANDOAH RED SWITCH GRASS	-	-	-	-	#1	2'-0" ON CENTER
	PAH	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN DWARF FOUNTAIN GRASS	-	-	-	-	#1	2'-0" ON CENTER
	SH	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	-	-	-	-	#1	1'-4" ON CENTER
PERENNIALS / GROUNDCOVER	EFC	EUONYMUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	-	-	-	-	QT	1'-0" ON CENTER
	EPM	ECHINACEA PURPUREA 'MAGNUS'	MAGNUS PURPLE CONEFLOWER	-	-	-	-	#1	1'-4" ON CENTER
	HSM	HEMEROCALLIS SPECIES MIX	DAYLILY	-	-	-	-	#1	1'-4" ON CENTER
	NF	NEPETA X FAASSENII	CATMINT	-	-	-	-	#1	1'-4" ON CENTER
	PD	PARTHENOCISSUS QUINQUEFOLIA	VIRGINIA CREEPER	-	-	-	-	#1	3'-0" ON CENTER



4 4" DEPTH LIVEROOF GREEN ROOF TRAY

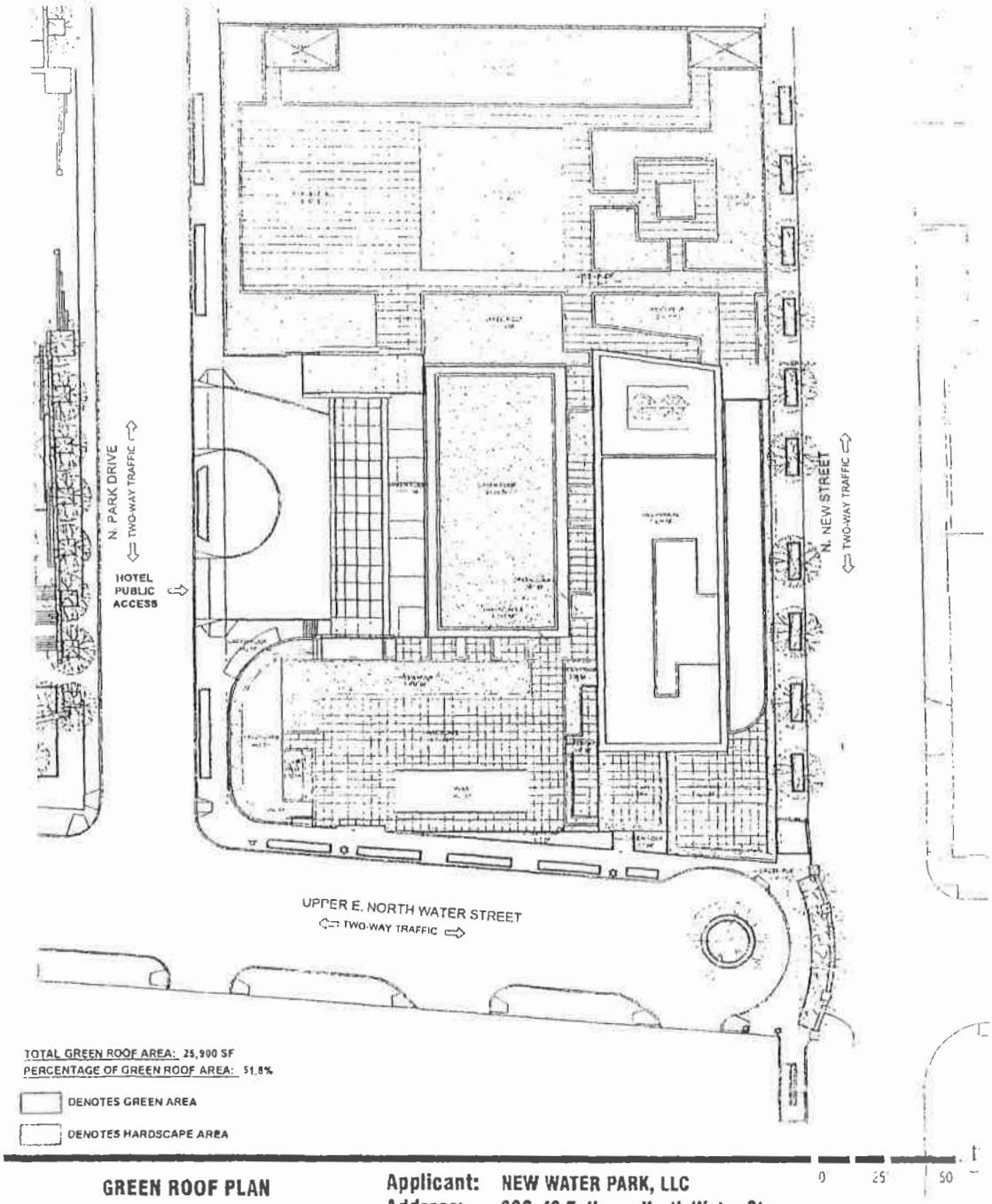
L-2
PLANT LIST AND DETAILS

PLANT LIST & LANDSCAPE DETAILS

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

Green Roof Plan.



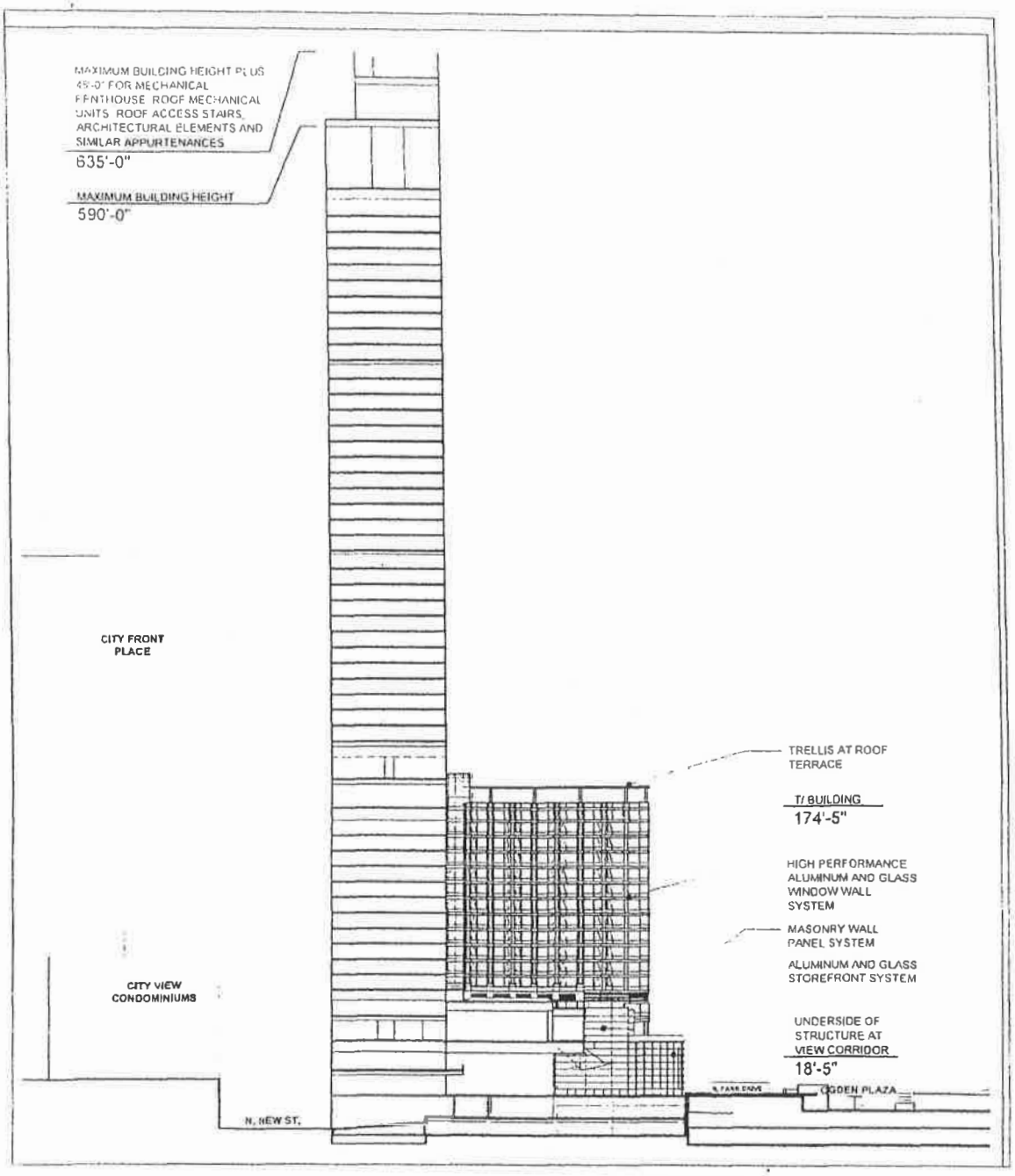
GREEN ROOF PLAN

SCB

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.;
435-463 N. Park Dr.; &
432-62 N. New St.

Date: May 24, 2012
Revised:

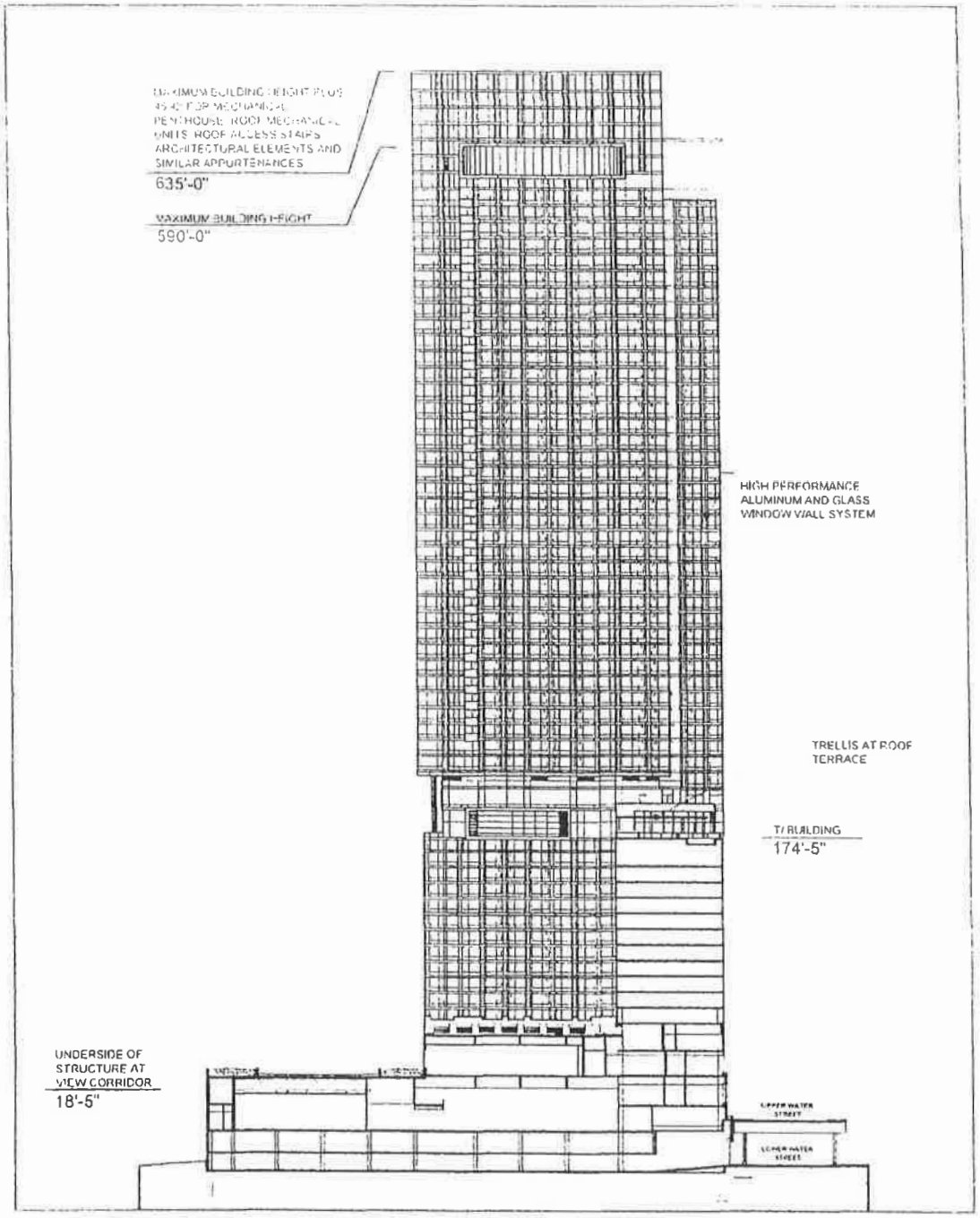
Overall Section A And Partial North Elevation.



OVERALL SECTION A AND PARTIAL NORTH ELEVATION

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.
Date: May 24, 2012
Revised:

West Elevation At Tower And Partial North/South Section B.

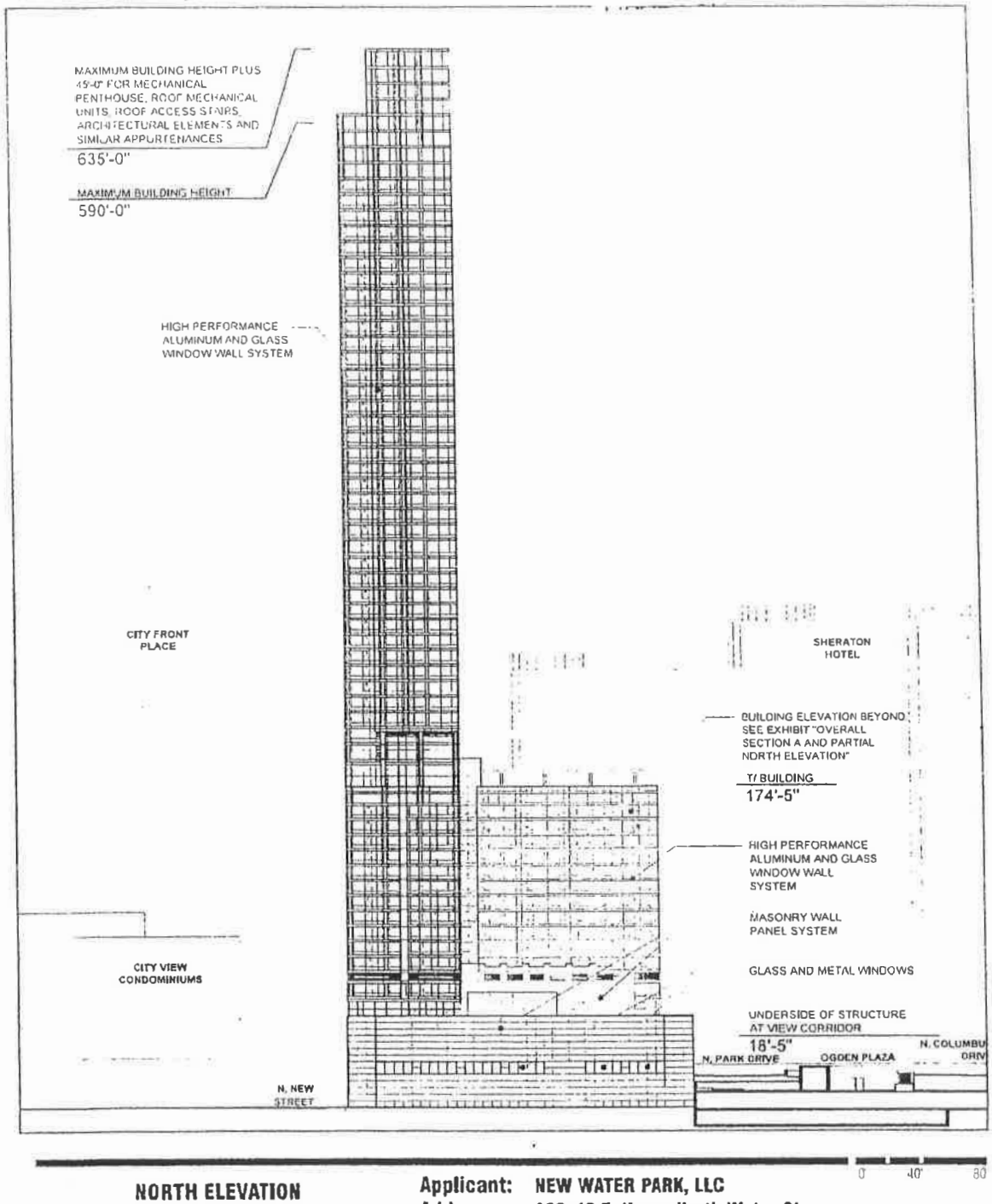


WEST ELEVATION AT TOWER AND PARTIAL NORTH-SOUTH SECTION B

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

North Elevation.



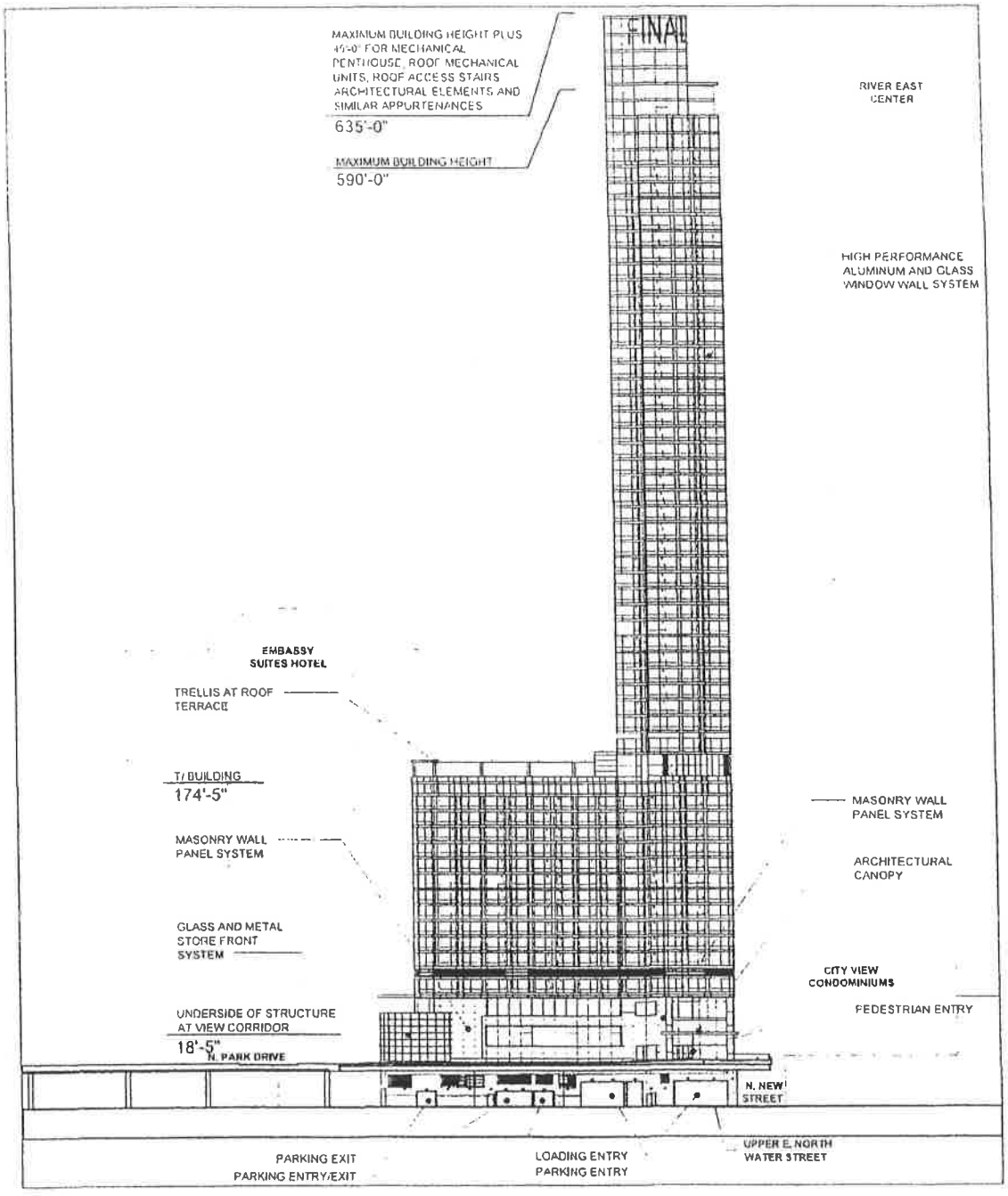
NORTH ELEVATION

SCB

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

South Elevation.



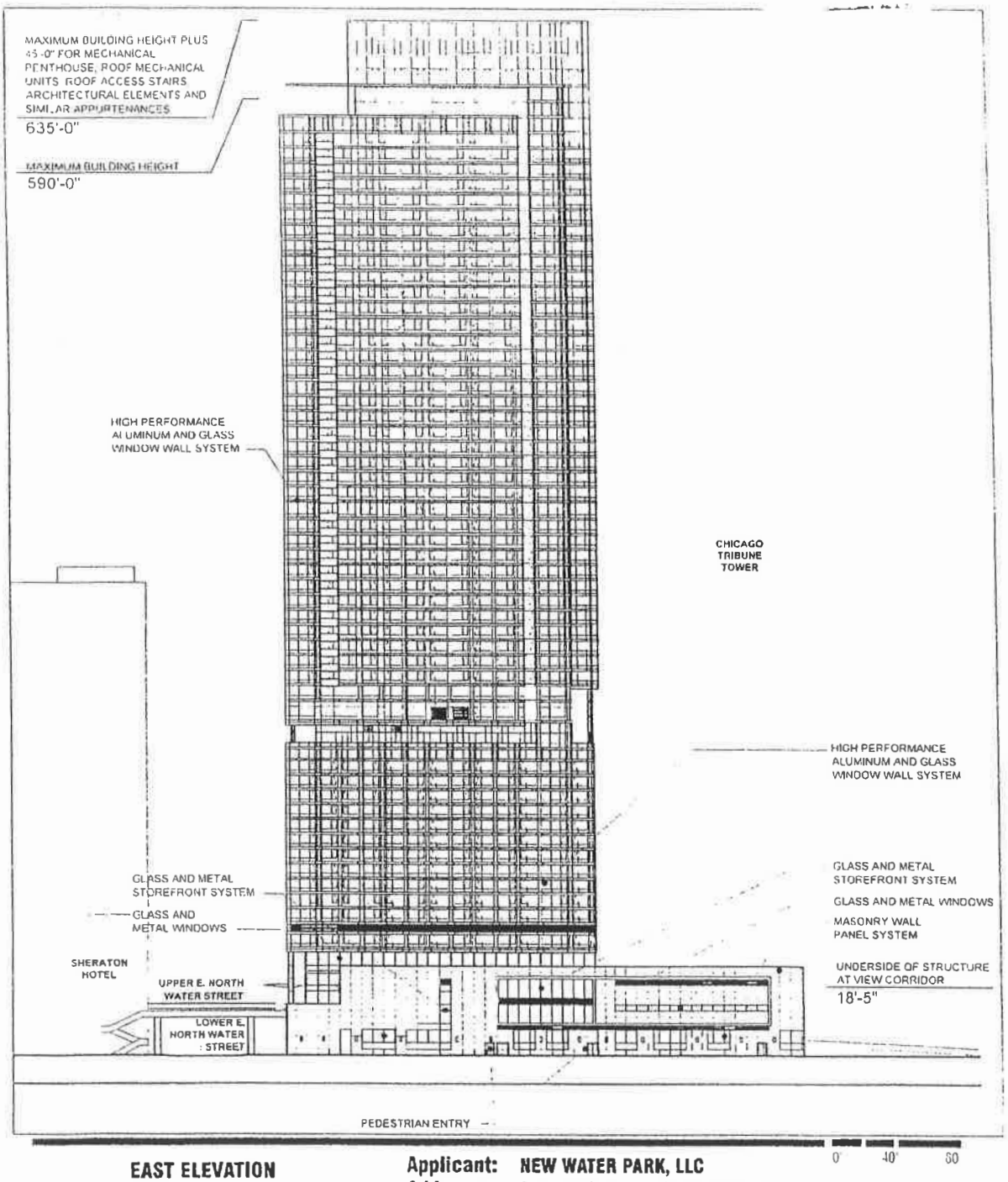
SOUTH ELEVATION

SCB

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

East Elevation.



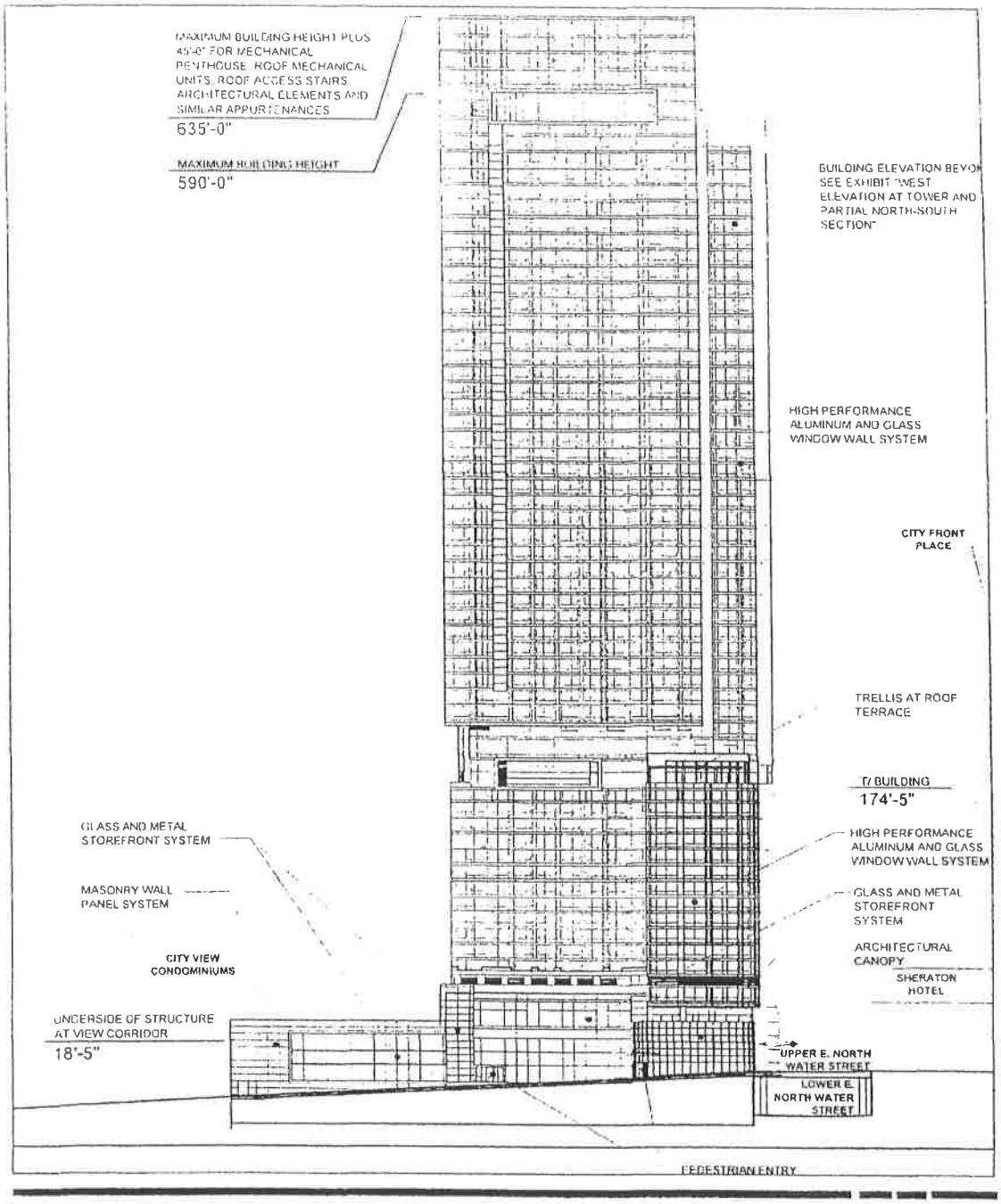
EAST ELEVATION

SCB

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

West Elevation At North Park Drive.

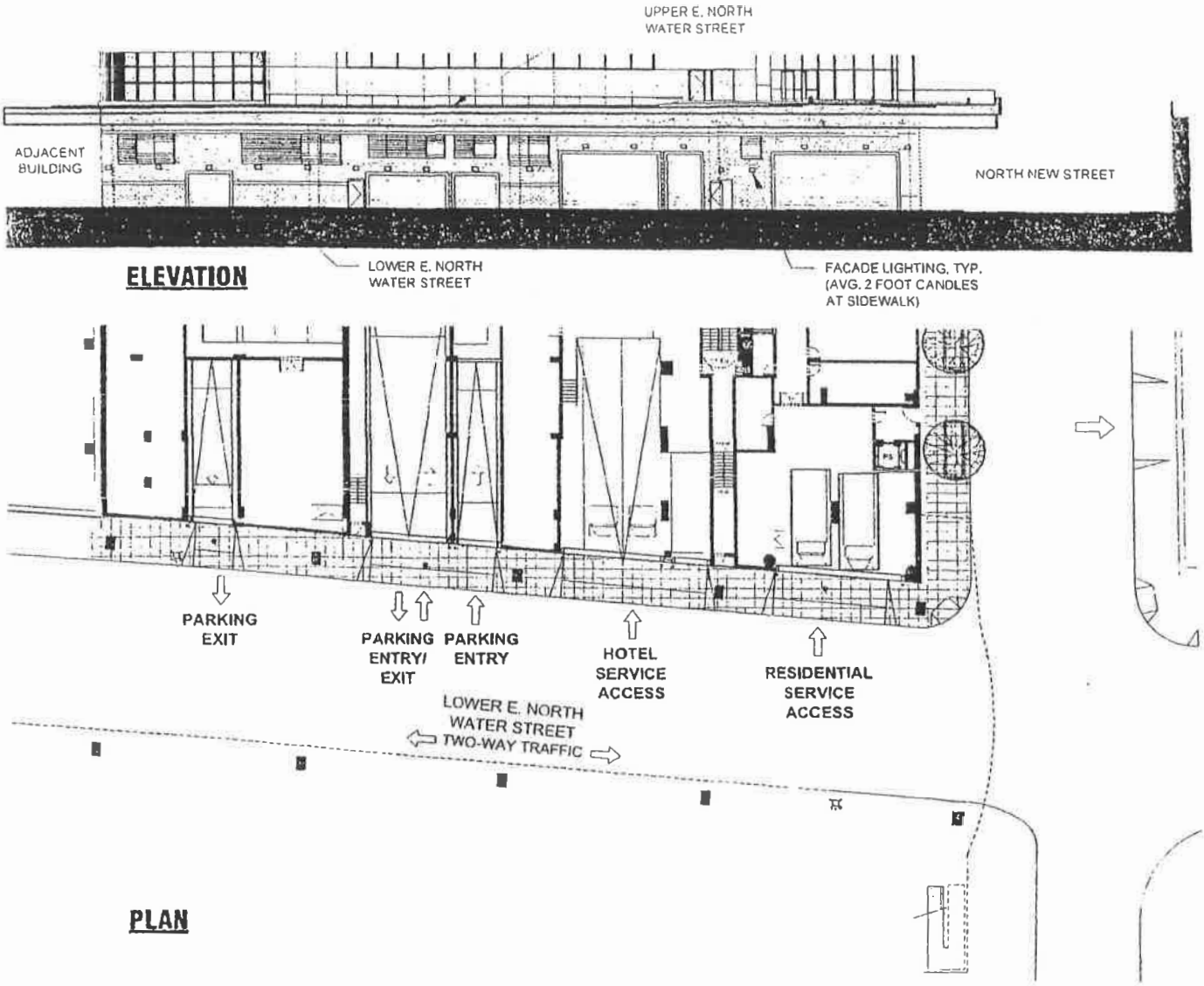


WEST ELEVATION AT NORTH PARK DRIVE

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

Proposed Lower East North Water Street Plan And
Elevation With Lighting Concept.



PROPOSED LOWER E. NORTH WATER STREET PLAN & ELEVATION WITH LIGHTING CONCEPT

© 2012 Solomon Cordwell Buenz

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.; 435-463 N. Park Dr.; & 432-62 N. New St.

Date: May 24, 2012
Revised:

Chicago Builds Green.
(Page 1 of 3)

GREEN

Project Name: North Park Drive Development

Project Location:

* Street Number (if the address only includes one street number, please fill only the cell 'From')

From*	To*	Direction	Street Name	Select Street Type
435	463	N	Park	Dr

Ward No:	Community Area No:
42	

Project Type: Check applicable:

- ☒ Planned Development — PD No: 368
- ☐ Redevelopment Agreement — RDA No:
- ☐ Zoning Change — From: To:
- ☐ Public project
- ☐ Landmark

Project Size:

Total land area in sq.ft.:	Total building(s) footprint in sq.ft.:	Total vehicular use area in sq.ft.:
68,385	58,917 @ hotel entry level	80,419

DPD Project Manager: Enter First Name Last Name: Patrick Murphey

BG/GR Matrix: Select project category: Res. 4 or more Market Rate

Financial Incentives: Check applicable:

- ☐ TIF
- ☐ GRIF
- ☐ SBIF
- ☐ Land Sale Write Down
- ☐ Empowerment Zone Grant
- ☐ Ind. Dev. Revenue Bonds
- ☐ Bank Participation Loan
- ☐ Class L
- ☐ Class 6b
- ☐ DOH

Density Bonus: Check applicable:

- ☐ Public plaza & pocket park
- ☐ Chicago Riverwalk improvements
- ☐ Winter gardens
- ☐ Indoor through-block connection
- ☐ Sidewalk widening
- ☐ Arcades
- ☐ Water features in a plaza or pocket park
- ☐ Setbacks above the ground floor
- ☐ Lower level planting terrace
- ☐ Green roof
- ☐ Underground parking and loading
- ☐ Concealed above-ground parking

Chicago Builds Green.
(Page 2 of 3)

		Required per Zoning Code or Green Roof/Building Green Bonus	To be Provided by the development:
		Please fill, if applicable	
Landscaping:			
7' Landscape Setback	*Square footage:*	0	0
Interior Landscape Area	*Square footage:*	0	0
No. of Interior Trees		0	0
No. of Parkway Trees		8	8
Open Space:			
River Setback	*Square footage:*	0	NA
Private Open Space	*Square footage:*	0	35,324
Privately developed Public Open Space	*Square footage:*	0	0
Stormwater Management (At-grade volume control):			
Permeable paving	*Square footage:*		0
Raingarden	*Check applicable:*		☐
Filter strip			☐
Bioswale			☐
Detention pond			☐
Native landscaping	*Square footage:*		0
Rain-water collection cistern/barrel	*Gallons:*		0
Total impervious area reduction	*Square footage:*		24,030
Other sustainable surface treatments:			
Green roof	*Square footage:*	25,021	25,900
Energy Star roof	*Square footage:*	0	9,800
High-albedo pavement	*Square footage:*		20,694
Transportation:			
No. of accessory parking spaces		230	230
Total no. of parking spaces (Accessory + Non- Acc.)			0
No. of parking spaces dedicated to car sharing services (E.g.: I-Go, Zip-Car)		0	0
No. of bicycle parking		50	50
Within 600 ft of CTA or Metra station entrance	*Check if applicable:*		☐

Chicago Builds Green.
(Page 3 of 3)

Building Certification:

Energy Star building	☐	☐
LEED certification	☒	
LEED Certified		☐
LEED Silver		☐
LEED Gold		☐
LEED Platinum		☐
Chicago Green Homes	☐	
Chicago Green Homes [one-star]		☐
Chicago Green Homes [two-star]		☐
Chicago Green Homes [three-star]		☐

Energy efficiency strategies not captured above:

-IE. Other than Energy Star Roof – or Energy Star Building Certification-

The project shall use best and reasonable efforts to design, construct and maintain all buildings located within this Planned Development in a manner generally consistent with the Leadership in Energy and Environmental Design Green Building Rating System (LEED).

-High performance exterior enclosure
-Interior Shades
-High SRI light colored roofing reduces heat island effect
-Operable Windows
-Use of zero-CFC based refrigerants for building MEP systems
-Thermostats and operable windows give individuals some thermal control
-Energy Star compliant appliances
-Minimize Exterior Lighting
-Water efficient landscaping

Other sustainable strategies *and/or* Project Notes:

-Secure bike storage
-Recycled and regional materials specified for a minimum of 10% of total materials
-No / low VOC adhesives, sealants, paints, coating and flooring systems specified
-System Commissioning
-Storage/collection of recycling
-Site remediation

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

CITY OF CHICAGO

December 2, 2011

Richard A. Wendy
Freeborn & Peters
311 South Wacker Drive
Suite 3000
Chicago, IL 60606

Re: **Request for a Minor Change to the May 17, 2011 Minor Change to the April 22, 2005 Site Plan Approval for Parcels P4 and P5 of Subarea A of Residential Business Planned Development No. 368, as it pertains to Subparcel B (200-212 East Illinois Street/500-509 North St. Clair Street**

Dear Mr. Wendy:

Please be advised that your request on behalf of Optima, Inc. and the applicant hereunder, Optima Center Chicago, LLC, for a minor change to the May 17, 2011 minor change to the April 22, 2005 Site Plan Approval for Residential Business Planned Development No. 368, Subarea A has been considered by the Department of Housing and Economic Development.

On May 17, 2011, the Department issued a minor change to the April 22, 2005 Site Plan Approval Letter for Subparcel B of Parcels P4 and P5 of Subarea A of the Planned Development. The proposed building consists of a tower atop a parking base, both enclosed with a glass exterior. Optima now seeks changes to the May 17th approval to allow an increase in the amount of floor area associated with retail uses from 6,000 square feet to a maximum of 26,500 square feet in order to better accommodate its anticipated development.

Optima's plans include retail and its accessory uses located at Upper Level Illinois Street and also at the two levels below (B-1 and B-2), which face Lower East Illinois Street and North St. Clair Street. Retail uses are permitted in Subparcel B pursuant to the Planned Development and under the 2005 approval, Subparcel B was allowed retail uses up to a maximum of 29,685 square feet.

The limitation to 26,500 square feet would apply only to retail and its accessory uses; it will not apply to residential or its accessory uses such as, among other uses, property management offices; common and other areas limited to residents only; loading, mechanical and storage areas; and lobby, front desk, and mail/receiving areas.

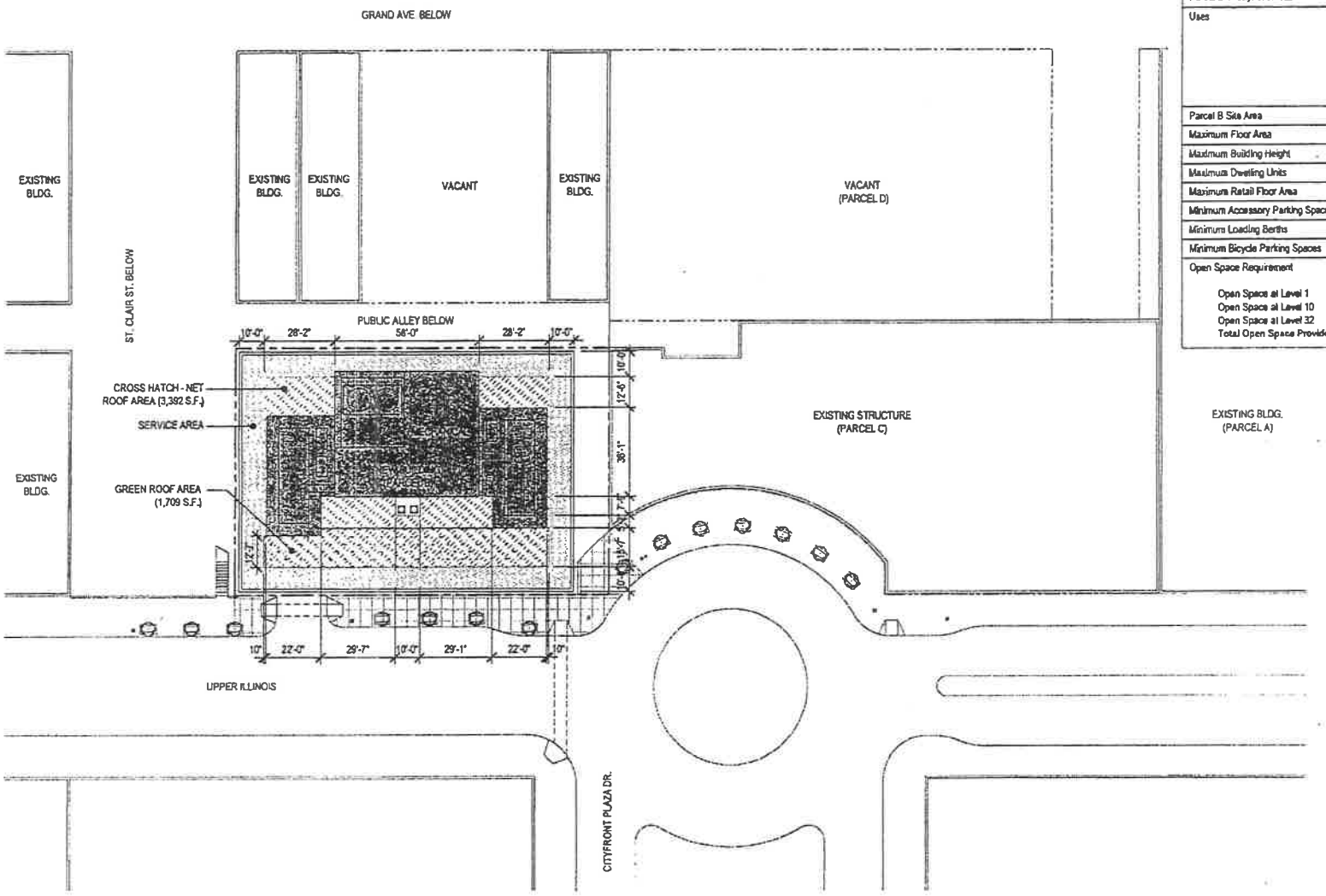
A revised Site Plan-Roof Level, Level 1-Upper Illinois, Level B2-Lower Illinois, and Level B1 Plans, dated November 22, 2011 shall be inserted into the main file.

With regard to your request, the proposed modifications would not create an adverse impact on the Planned Development or surrounding neighborhood, would not change the character of the development, would not result in an increase in the bulk or density, and therefore, would constitute a minor change. Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential Business Planned Development No. 368, I hereby approve these changes but no other changes to this Planned Development.

Sincerely,

Patricia A. Soudiero
Zoning Administrator

PAS: HG: tm
C: Mike Marmo, Erik Glass, Fred Deters, Main file



Project Data Optima Center Chicago Parcel B in Cityfront Plaza	Required / Allowed	Proposed
Uses	Permitted and special uses in conformity with DX-12 district and other uses permitted by PD 368.	Residential; Retail; Accessory Parking; and Accessory Uses (including without limitation Accessory Office uses).
Parcel B Site Area	-	14,992 s.f.
Maximum Floor Area	395,000 s.f.	395,000 s.f.
Maximum Building Height	466 feet	430 feet
Maximum Dwelling Units	325	325
Maximum Retail Floor Area	29,685 s.f.	26,500 s.f.
Minimum Accessory Parking Spaces	179	235
Minimum Loading Berths	2	2
Minimum Bicycle Parking Spaces	50	50
Open Space Requirement	36 s.f. per unit x 325 units = 11,700 s.f	
Open Space at Level 1		3,586 s.f.
Open Space at Level 10		4,978 s.f.
Open Space at Level 32		3,513 s.f.
Total Open Space Provided		12,077 s.f.

Green Roof Required - 50% of Net Roof Area	Proposed
Net Roof Area	3,392 s.f. x 50% = 1,696 s.f.
Green Roof Area Provided	1,708 s.f.

AS-100
SITE PLAN - ROOF LEVEL

N

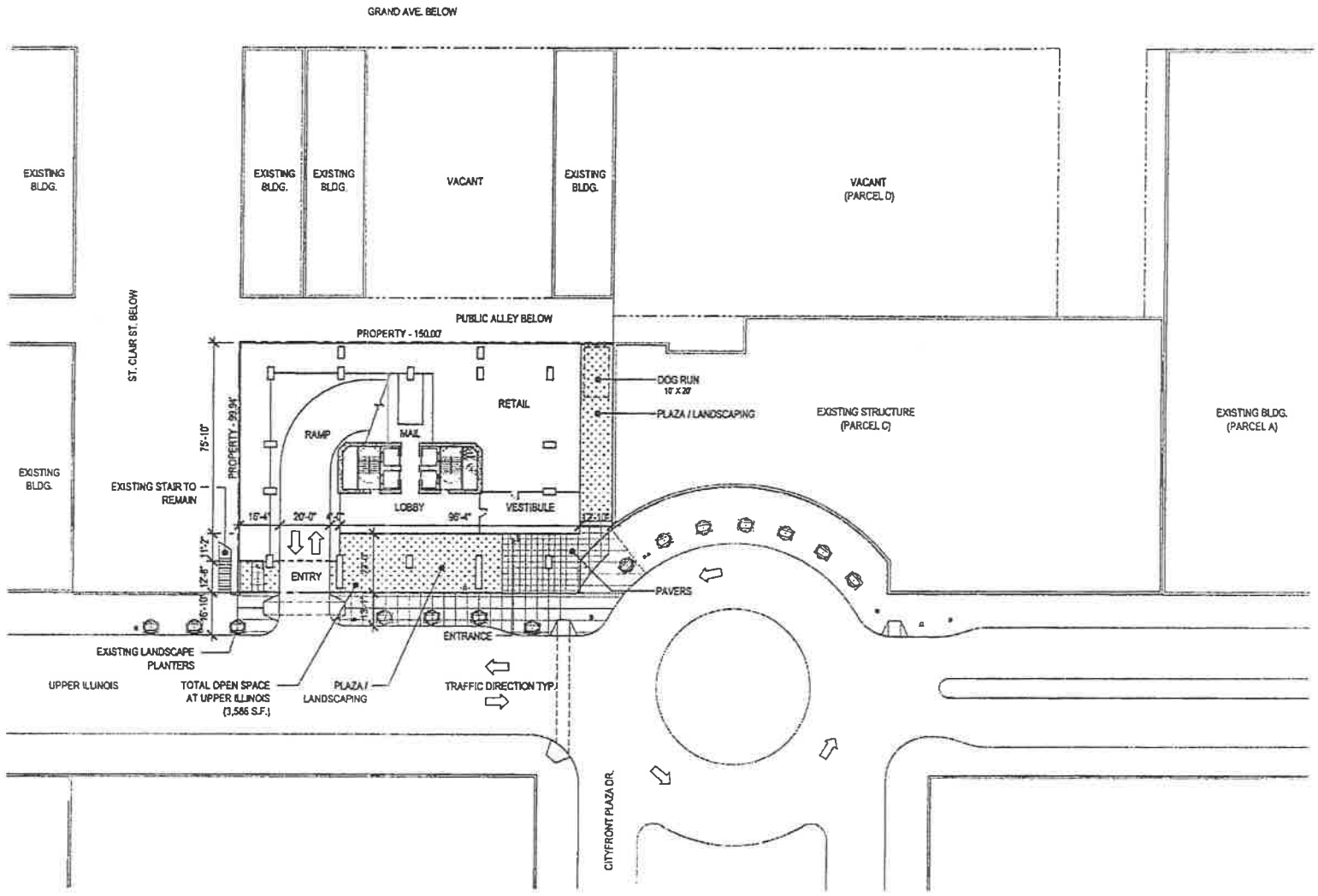
0 20' 40' 80'

optima

11.22.11

OPTIMA CENTER CHICAGO

Optima Inc, 630 Vernon Ave, Glencoe, IL 60022 - 847835-8400



optima

11.22.11

AS-101

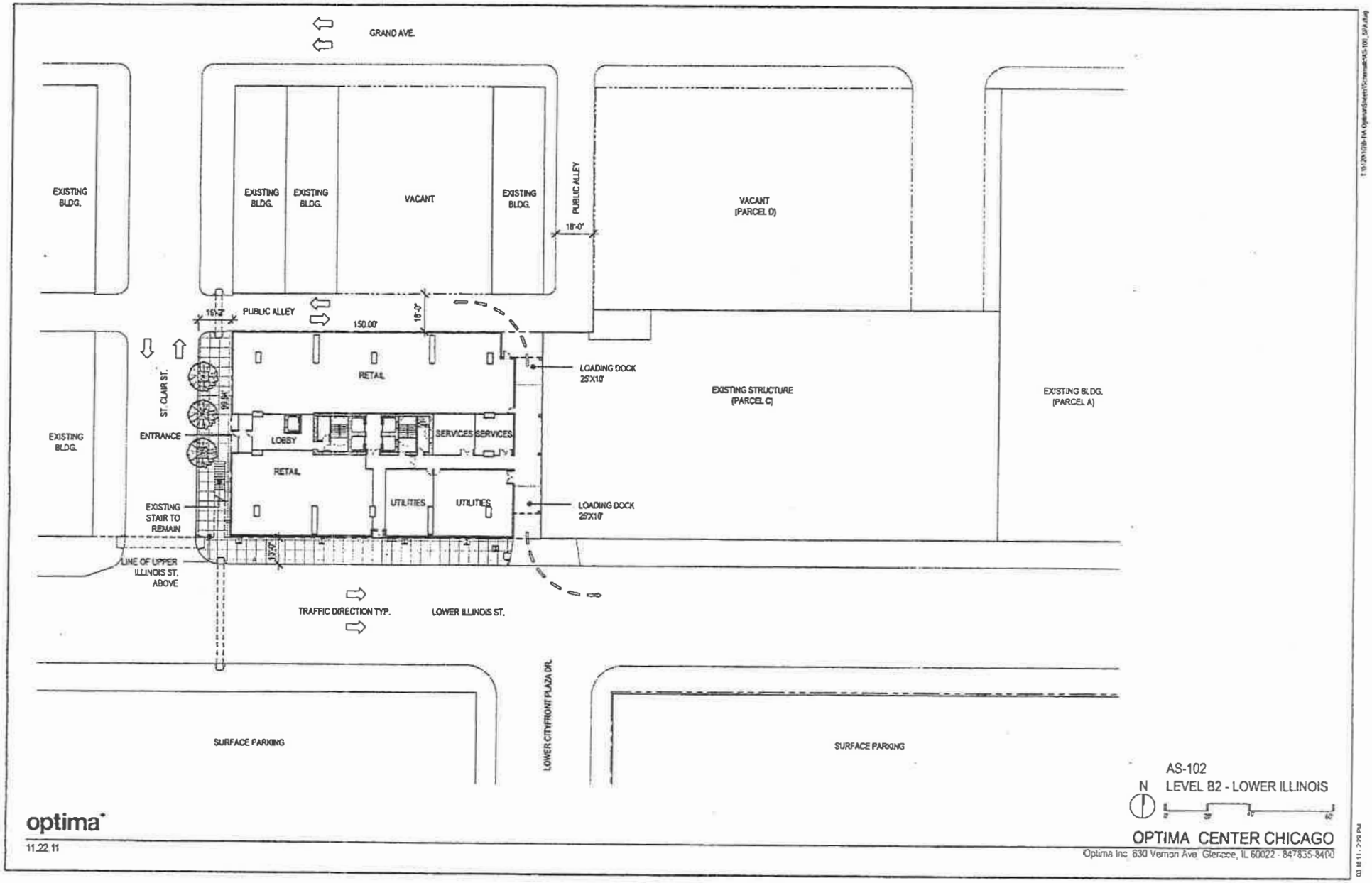
N

LEVEL 1 - UPPER ILLINOIS

0 20 40 80

OPTIMA CENTER CHICAGO

Optima Inc 630 Vernon Ave. Glencoe, IL 60022 - 847835-8400



optima

11.22.11

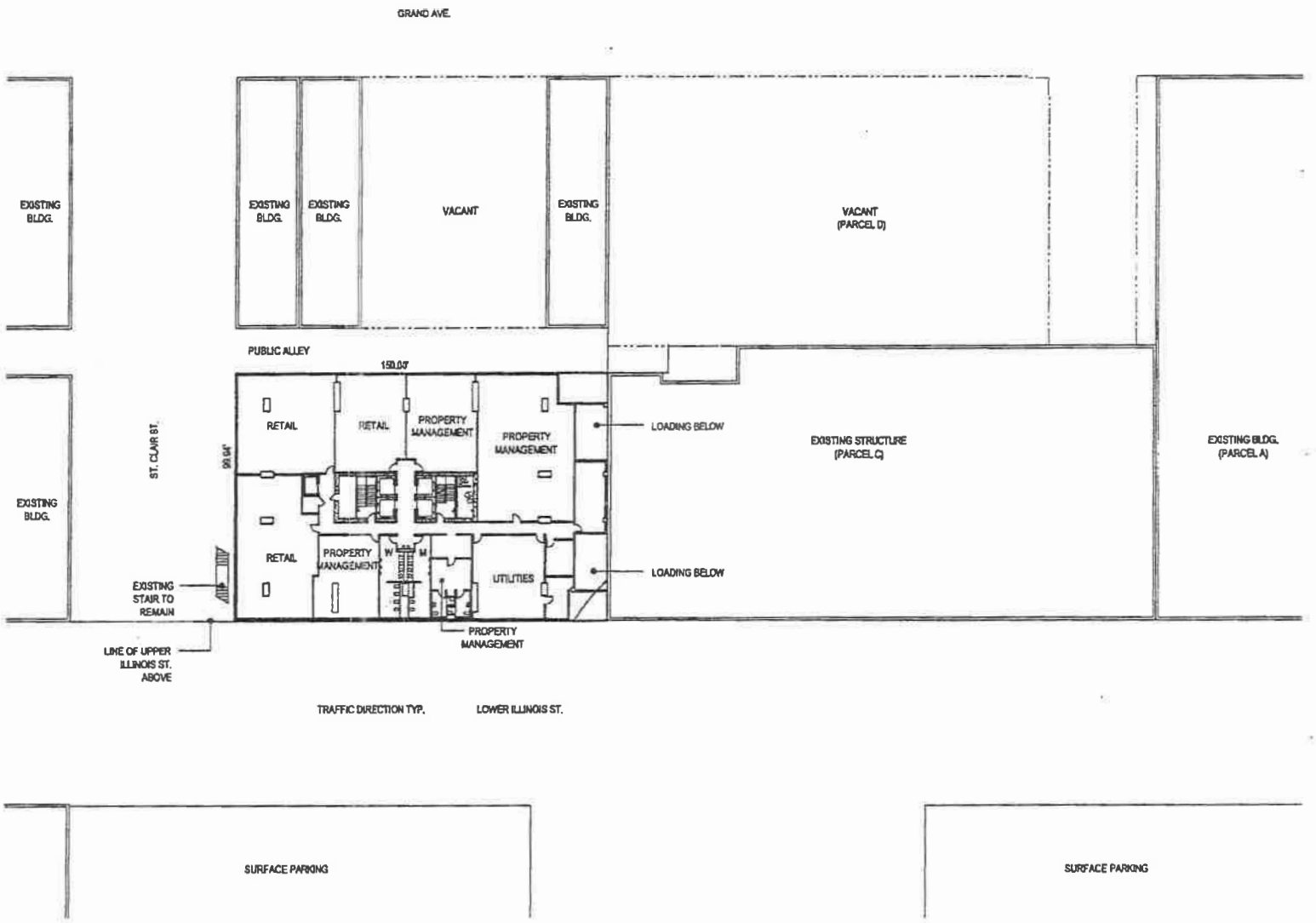
AS-102

N

LEVEL B2 - LOWER ILLINOIS

OPTIMA CENTER CHICAGO

Optima Inc 630 Vernon Ave Glencoe, IL 60022 - 847835-8400



AS-103

N LEVEL B1

0' 20' 40' 80'

optima

11.22.11

OPTIMA CENTER CHICAGO

Optima Inc. 630 Vernon Ave., Glencoe, IL 60022 - 847835-8400

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

CITY OF CHICAGO

June 30, 2011

Richard F. Klawiter
DLA Piper LLP US
203 North LaSalle Street; Suite 1900
Chicago, IL 60601-1293

Re: Minor Change request for Planned Development No. 368, Subarea F, Parcel 24, 516 North Lake Shore Drive

Dear Mr. Klawiter:

Please be advised that your request on behalf of River East P24, LLC, for Minor Changes to Planned Development No. 368 for Parcel P24 in Subarea F has been considered by the Department of Housing and Economic Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 18 of the Planned Development.

You are seeking minor changes to allow:

1. An encroachment into the required 40-foot setback from Lake Shore Drive;
2. Limited use of exposed structural concrete;
3. An alternative to the requirement that above-grade parking structures be enclosed, fronted by habitable space or designed so as to have a similar appearance to habitable spaces; and
4. Relief from the requirement that the applicant join the Illinois-Grand Corridor Transportation Management Association.

Setback from Lake Shore Drive

Statement No. 11(a) of the Planned Development requires that the base of any structure along Lake Shore Drive be limited to the height of Lake Shore Drive and that any tower be set back at least forty feet from Lake Shore Drive. You have requested that a building protrusion, no higher than 55 feet above Chicago City Datum, be allowed to encroach into that forty-foot setback along approximately the southern half of the parcel's Lake Shore Drive frontage, as illustrated in the attached 40' Setback Diagram, dated March 22, 2011.

The applicant has committed to heavily landscape the proposed protrusion into the setback. This landscaping includes planters around the perimeter parapet of the protrusion so that vines would hang down the front of the structure, metal trellises extending down from the structure to support the hanging vines, and an intensive green roof with several large canopy-type trees on top of the structure. These features are illustrated in the attached Fig. 1 South East Bustle View, Fig. 2 North East Lobby/ Bustle View, and Fig.4 Section and Detail, all dated February 21, 2011.

121 NORTH LASALLE STREET, ROOM 1000, CHICAGO, ILLINOIS 60602

After reviewing the provided plans and landscape documents, I find that the proposed landscaping, planters, vines, trellises, intensive green roof, and roof-top trees as illustrated would mitigate any negative effects caused by the minor protrusion into the required forty-foot setback. I hereby approved a Minor Change in conformity with the above-referenced plans.

Exposed structural concrete

Statement No. 11(d) of the Planned Development states, "Exposed structural concrete, dryvit or other stucco-like material, or reflective glass shall not be allowed." You have requested that a limited amount of exposed structural concrete be allowed on the lower levels of the parking garage.

The revised North, South, West, and East Building Elevations, prepared by Solomon Cordwell Buenz and dated June 16, 2011, indicate that all structural concrete in the building, including the garage, will be covered by either metal panels, metal column covers, metal slab edge covers, metal trellis, metal louvers, or concrete skim coat. I find that this design satisfies the requirements of Statement No. 11(d) of the Planned Development. No minor change is required and no action is taken.

Above-grade parking structures

Statement No. 11(f) of the Planned Development states, "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." You have requested that habitable space not be required to front the proposed parking garage.

The proposed parking structure as illustrated in the North, South, West, and East Building Elevations, prepared by Solomon Cordwell Buenz and dated June 16, 2011, although not fronted by habitable space, is enclosed, is clad with translucent and opaque glass, features ground-floor retail space and incorporates a large green area on the east façade. I find that this design satisfies the requirements of Statement No. 11(f) of the Planned Development. No minor change is required and no action is taken.

Membership in the Illinois-Grand Corridor Transportation Management Association

Statement No. 15 of the Planned Development states, "Membership and participation in the Illinois-Grand Corridor Transportation Management Association (TMA) shall be required prior to the issuance of any Part II development approval." You have requested relief from this requirement since the TMA is not currently an active organization.

The Department acknowledges that the TMA is not a functioning organization at this time and cannot carry out the functions for which it was originally intended. As a result, the requirement of the last sentence of Statement No. 15 of the Planned Development that owners must be members of, and participate in, the TMA cannot be complied with. Moreover, we acknowledge that the TMA cannot carry out the functions to serve the public described in the 15th paragraph of Exhibit 8 to the Planned Development.

I hereby grant the following Minor Change to Planned Development No. 368 pursuant to my authority under Section 17-13-0611 of the Zoning Ordinance and Statement No. 18 of the Planned Development:

> Compliance with the last sentence of Statement No. 15 of the Planned Development is not required, and compliance shall not be a condition of Part II approval, until and unless the Illinois-Grand Corridor Transportation Management Association is reinstated or reconstituted pursuant to applicable law, and also carrying out the functions to serve the public intended by the 15th paragraph of Exhibit 8 to the Planned Development. However, if and when the Illinois-Grand Corridor Transportation Management Association is reconstituted, River East P24, LLC, or its successors shall join as full participating members.

With regard to your request, the Department of Housing and Economic Development has determined that allowing the revisions will not create an adverse impact on the Planned Development or surrounding neighborhood, will not change the character of the development, and therefore, would constitute Minor Changes.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Planned Development No. 368, I hereby approve the foregoing Minor Changes for Parcel P24 of Subarea F of Planned Development No 368, regarding the forty-foot setback from Lake Shore Drive and the requirement for membership and participation in the Illinois-Grand Corridor Transportation Management Association, but no other changes to this Planned Development. This letter supercedes and replaces the Minor Change letter dated October 7, 2005.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS: HG: fd
cc: Mike Marmo, Erik Glass, Main file

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

CITY OF CHICAGO

June 30, 2011

Mr. Richard F. Klawiter
DLA Piper LLP (US)
203 North La Salle Street, Suite 1900
Chicago, Illinois 60601-1293

Re: Site Plan Approval for Residential-Business Planned Development No. 368, as Amended
Proposal: The construction of a forty-five (45) story residential tower with five hundred (500) dwelling units, approximately 5,000 square feet of retail space, and an enclosed four hundred (400) or more space parking garage.
Location: 516 N. Lake Shore Drive (Sub-Area F, Parcel P24)

Dear Mr. Klawiter:

We have reviewed the Project Data Sheet and plans submitted on behalf of River East P24 LLC for the construction of a forty-five (45) story residential tower with five hundred (500) dwelling units, approximately 5,000 square feet of ground-floor retail space, and an enclosed four hundred (400) or more space parking garage within Sub-Area F, Parcel P24 of the Planned Development. This submission consists of the following by Solomon Cordwell Buenz:

- Project Data Comparison Sheet (March 9,2011);
- Proposed Ground Level Landscape Plan (June 16, 2011);
- Section at East Grand Avenue (June 16, 2011);
- Section at East Illinois Avenue (June 16, 2011);
- Proposed Green Roof/Landscape Plan (June 16, 2011);
- Proposed Ground Floor Plan/Site Plan (June 16, 2011);
- Truck Turning Movement Diagram (June 16, 2011);
- Proposed Mezzanine Plan (June 16, 2011);
- Proposed Lower Tier Plan (June 16, 2011);
- Proposed Amenity Floor Plan (June 16, 2011);
- Proposed Typical Residential Floor Plans (June 16, 2011);
- Proposed Penthouse and Club Level Plan (June 16, 2011);
- Proposed North Elevation (June 16, 2011);
- Proposed South Elevation (June 16, 2011);
- Proposed West Elevation (June 16, 2011);

- Proposed East Elevation (June 16, 2011);
- Proposed Building Section (June 16, 2011); and
- A1.01 Site Plan (April 21, 2011).

The materials are submitted in accordance with Statement No. 16 of Residential-Business Planned Development No. 368, as amended.

The following are features of the plans submitted:

Floor Area and Dwelling Units. The plans represent a building with approximately 550,000 square feet of floor area, 500 dwelling units, and approximately 5,000 square feet of retail floor area. This conforms to the terms of the Development Rights Allocation Agreement, dated February 26, 2004, which allocates to Parcel P24 749,755 square feet of total floor area, 500 dwelling units, and 75,000 square feet of retail floor area from the maximums permitted in Sub-area F by the Planned Development's Bulk Regulations and Data Table (1,499,510 square feet of total floor area; 1,000 dwelling units; and 150,000 square feet of retail floor area).

Parking. A minimum of 275 accessory parking spaces must be maintained for the residential use (55% of the proposed 500 dwelling units). Spaces in excess of the required 275 accessory spaces may be used for non-accessory parking.

Exposed Structural Concrete. The plans indicate that all structural concrete in the building, including the garage, will be covered by either metal panels, metal column covers, metal slab edge covers, metal trellis, metal louvers, or concrete skim coat. This design satisfies the requirements of Statement No 11(d) of the Planned Development.

Above-grade Parking Structure. The plans indicate that the above-grade parking structure is enclosed, is clad with translucent and opaque glass, features ground-floor retail, and incorporates a large green area on the east facade. This design satisfies the requirements of Statement No. 11(f) of the Planned Development.

Height. The ceiling height of the highest habitable floor (45th) is 483 feet; the "actual" height of the building is 490 feet at the top of the elevator machine room. These heights are measured from the floor of the Lobby Level (+11.75' CCD). This conforms to the Planned Development (Exhibit No. 5 Maximum Height Zones and Statement No. 10) which allows a maximum height of 610' and an "actual" height of 675'.

Setback - Lake Shore Drive. Statement No. 11(a) requires a 40-foot setback from Lake Shore Drive above the level of Lake Shore Drive's elevated roadway. These plans show the projections into that 40-foot setback as permitted by the Minor Change letter dated June 30, 2011.

Setbacks - Sidewalk. Statement No. 13 (c) of the amended Planned Development requires a minimum 12' 6"-wide sidewalk to accommodate street trees. Along E. Illinois Street, the plans indicate a 4' 10 building setback, creating a minimum 14' 2"-wide sidewalk as measured from the building face to the curb. Along E. Grand Avenue, the plans indicate a minimum 34' 6" building setback from the property line, which, when combined with the existing 11' 7" parkway, would create a minimum 46' 1"-wide landscaped area as measured from the building face to the curb. Along N. Peshtigo Court, the applicant has committed to a building setback and grant of easement sufficient to provide a 13' 0"-wide sidewalk. While most of the public sidewalk along N. Lake Shore Drive is located beneath the elevated Lake Shore Drive roadway, eliminating the possibility of street trees, the project is providing a building setback of at least 8' 2" from the property line and 20' 7" from the curb line, which will be extensively landscaped.

Other Features. The plans provide for a dog run at ground level along the east side of the building. The Proposed Green Roof/Landscape Plan provides for vegetated ("green") roof area of at least 10,463 square feet, equivalent to 50% of the calculated net roof area. The building will be LEED-certified. As noted on the April 21, 2011, Site Plan, the applicant will make certain specified intersection improvements at the intersections of both E. Grand Avenue and N. Peshtigo Court and at E. Illinois Street and N. Peshtigo Court.

Upon review of the material submitted, the Department of Housing and Economic Development has determined that these plans are consistent with, and satisfy, the requirements of the Plan of Development. Accordingly, the Site Plan submittal for Residential-Business Planned Development No. 368, as amended; Subarea F, Parcel P24, 515 N. Peshtigo Court/ 500 N. Lake Shore Drive for the construction of a forty-five (45) story residential tower with five hundred (500) dwelling units, approximately 5,000 square feet of retail space, and an enclosed four hundred (400) space parking garage, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on July 9, 2008. This Site Plan Approval supercedes and replaces the Site Plan Approval dated December 8, 2006.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

Originated by: Fred Deters

cc: Michael Marmo, Planned Development files

City of Chicago
Richard M. Daley, Mayor

Department of Housing
and Economic Development

City Hall, Room 1000
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May 17, 2011

Richard A. Wendy
Freeborn & Peters
311 South Wacker Drive; Suite 3000
Chicago, IL 60606

Re: Request for Minor Change to the April 22, 2005 Site Plan Approval for Parcels P4 and P5 of Subarea A of Residential Business Planned Development No. 368, as it pertains to Subparcel B (200-212 East Illinois Street/500-509 North St. Clair Street) thereof.

Dear Rick:

Please be advised that your request on behalf of Optima, Inc. and the applicant hereunder, Optima Center Chicago, LLC, for Minor Change approval in connection with the development of Subparcel B has been considered by the Department of Housing and Economic Development.

On April 22, 2005, the former Department of Planning and Development, pursuant to the provisions of the Statement No. 16 of the Planned Development #368, issued a Site Plan Approval letter pertaining Parcels P4 and P5 of Subarea A, setting forth development parameters and requirements for three high-rise buildings to be constructed on Subparcels A, B and C/D. Subparcel A, the easternmost of the three parcels, has since been developed.

Optima seeks changes to the approved Site Plan as it pertains to Subparcel B, the westernmost of the development parcels. Optima's proposed building consists of a tower atop a parking base, both enclosed with a glass exterior to be constructed in accordance with the plans, elevations and project data (collectively, the "Plans") prepared by Optima, Inc., and dated March 18, 2011.

The project involves a residential tower that is between 389 and 430 feet tall, as measured from Upper Illinois Street to the underside of the top ceiling joist, a maximum of 395,000 square feet of floor area, a maximum of 325 residential units, approximately 6,000 square feet of retail or office space located on North St. Clair Street and on Lower and Upper East Illinois Street, and 235 parking spaces. This is generally smaller than the building for Subparcel B approved on April 22, 2005. That building was 466 feet high and contained 325 residential units.

Features of the proposal for Subparcel B (200-212 East Illinois Street/500-509 St. Clair Street) include:

- Forty-one floors above Upper East Illinois Street – ground-floor lobby, eight parking levels, twenty-nine residential floors, two amenity floors, and a mechanical penthouse.
- Glass cladding on all four sides, gray on the eight parking floors, clear or opaque on the other floors.
- 325 residential dwelling units.
- Approximately 6,000 square feet of retail/office floor space located on North St. Clair Street and Lower and Upper East Illinois Street.
- 235 accessory parking spaces (0.72 spaces per residential unit).
- 2 loading docks @ 10' x 25' accessible from Lower East Illinois Street and the alley north of Lower East Illinois Street.
- 50 bicycle storage spaces.
- A dog run located at the Upper East Illinois Street level along the east side of the building .
- A 50% green roof, approximately 1,709 square feet, and LEED certification.
- Recessed setbacks at the first, tenth, and thirty-second floors, containing a total 12,077 square feet of common open space (37 square feet per dwelling unit).

I have reviewed the Plans, the 2005 Site Plan Letter and the applicable requirements of the Planned Development, as amended, and find that:

(i) The Plans substantially conform with the 2005 Site Plan Letter and the applicable provisions of the Planned Development.

(ii) As required by Statement No. 11(f) of the Planned Development, the materials of the exterior enclosure of the structure's parking base are similar in terms of finish materials, the shape and scale of openings and the screening of ramps, car lights and ceiling fixtures to the exterior enclosure of the habitable spaces of the tower above.

(iii) Approval of the proposed Plans is permitted as a Minor Change pursuant to 17-13-0611 because it does not change the character of the approved Planned Development, does not increase the floor area ratio or number of dwelling units permitted in the overall Planned Development or Subarea A of the Planned Development, does not reduce the minimum distance between buildings and does not reduce the periphery setbacks.

Accordingly, for the reasons stated above, I hereby approve the requested Minor Changes to the April 22, 2005, Site Plan Approval Letter for Subparcel B of Parcels P4 and P5 of Subarea A of Planned Development No. 368, but no others. The following Plans, prepared by Optima, Inc., dated March 18, 2011, are hereby made part of the Parcel P4 and P5 Site Plan Approval:

- AS-100 Site Plan – Roof Level;
- AS-101 Level 1 – Upper Illinois;
- AS-102 Level B2 – Lower Illinois;
- AS-205 Typical Parking Level;
- AS-207 Level 10 Fitness Center;
- AS-209 Level 32 Residence Club;
- AS-400 South Elevation;
- AS-401 East Elevation;
- AS-402 North Elevation; and
- AS-403 West Elevation.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:HG.fd
cc: Heather Gleason, Mike Marmo, Erik Glass, Planned Development Files

City of Chicago
Richard M. Daley, Mayor

Department of Housing
and Economic Development

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May 17, 2011

Richard A. Wendy
Freeborn & Peters
311 South Wacker Drive: Suite 3000
Chicago, IL 60606

Re: Parcel B within Parcels 4 and 5 of Subarea A ("Cityfront Plaza") within Residential Business Planned Development No. 368 ("Planned Development"); Illinois-Grand Corridor Transportation Management Association ("TMA") requirements.

Dear Rick:

Please be advised that the Department of Housing and Economic Development has considered your request on behalf of Optima, Inc. and the applicant hereunder, Optima Center Chicago, LLC, for acknowledgement and relief regarding the Planned Development's requirement of membership and participation in the Illinois-Grand Corridor Traffic Management Association (the "TMA") as a condition to Part II approval.

The Department acknowledges that the TMA is not a functioning organization at this time and cannot carry out the functions for which it was originally intended. As a result, the requirement of the last sentence of Statement No. 15 of the Planned Development that owners must be members of, and participate in, the TMA cannot be complied with. Moreover, we acknowledge that the TMA cannot carry out the functions to serve the public described in the 15th paragraph of Exhibit 8 to the Planned Development.

Relief from the TMA requirement until, if at all, the TMA becomes operational again is eligible for a Minor Change because it would not result in an increase in the maximum Floor Area Ratio, an increase in the number of dwelling units, a decrease in required building separations or periphery setbacks, or a change in the character of the development. Accordingly, in order to avoid confusion and maintain fairness, I hereby grant the following Minor Change and no others to Planned Development No. 368 pursuant to my authority under Section 17-13-0611 of the Zoning Ordinance and Statement No. 18 of the Planned Development:

> Compliance with the last sentence of Statement No. 15 of the Planned Development is not required, and compliance shall not be a condition of Part II approval, until and unless the Illinois-Grand Corridor Traffic Management Association is reinstated or reconstituted pursuant to applicable law, and also carrying out the functions to serve the public intended by the 15th paragraph of Exhibit 8 to the Planned Development. However, if and when the Illinois-Grand Corridor Traffic Management Association is reconstituted, Optima Center Chicago, LLC, or its successors shall join as full participating members.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS: HG. fd
cc: Heather Gleason, Mike Marmo, Eric Glass, Fred Deters, Main Files

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Richard M. Daley, Mayor

Department of Zoning and
Land Use Planning

Patricia A. Scudiero
Commissioner

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September 7, 2010

Mr. Bruce Lindner
Property Manager
Park View at River East Condominiums
505 North McClurg Court
Chicago, IL

Re: **Minor change to the Site Plan Approval for Residential Business Planned Development No. 368, as amended, Sub area F, Parcels P21A and P21B, Park View Condominiums, 505 North McClurg Court**

Dear Mr. Lindner:

Please be advised that your request for a minor change to the Site Plan Approval for Residential Business Planned Development No. 368, Sub area F, Parcels P21A and P21B, Park View Condominiums, at 505 N. McClurg Court, has been considered by the Department of Zoning and Land Use Planning pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 18 of the Planned Development.

Park View Condominiums is requesting to fill-in two small parkway islands (which measure approximately 50 square feet in total) along Grand Avenue with concrete. One of the islands is located between the loading dock and the garage exit and the other is between the garage exit and entrance. The entrance and exit are located very close too each other and as a result, trucks backing into the loading dock drive over the islands. As shown on the photographs submitted, due to the amount of traffic driving over the islands, the ground has sunken, making it difficult for the existing grass to grow.

With regard to your request, the placement of concrete within these two small islands would not create an adverse impact on the Planned Development or surrounding neighborhood, would not change the character of the development, and would constitute a minor change. Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential Business Planned Development No. 368, I hereby approve these changes but no other changes to this Planned Development.

Sincerely,

Patricia A. Scudiero
Commissioner

PAS: HG: tm
C: Mike Marmo, Erik Glass, Main file

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April 2, 2010

Mr. Gregory J. Gobel
Fujikawa Johnson Gobel Architects, Inc.
111 East Wacker Drive
Suite 3015
Chicago, IL 60601

Re: **Administrative Relief request for Residential Business Planned Development No. 368, as amended, Subarea A, Cityfront Plaza**

Dear Mr. Gobel:

Please be advised that your request for a minor change to Residential Business Planned Development No. 368, as amended, has been considered by the Department of Zoning and Land Use Planning pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 18 of the Planned Development.

Specifically, you are requesting the following changes:

1. Replace the existing solid pre cast concrete tree pit covers within Cityfront Plaza with new cast iron tree pit covers.

2. Replace the existing perimeter concrete pavement, granite border and waterproofing within Cityfront Plaza with new concrete, waterproofing and drainage mat. The proposed work is shown on the Cityfront Plaza Exterior Maintenance and Renovation Plan, prepared by Fujikawa Johnson Gobel Architects and dated November 12, 2009.

With regard to your request, the replacement of concrete with cast iron tree grates will result in a more durable material which provides greater natural water percolation. In regards to the pavement surface, the existing granite border currently represents approximately 40% of the pavement surface. Since approximately 60% of the plaza is already concrete, replacing the remaining 40% with concrete will result in a more resilient, non-slip surface with fewer joints. It will also be more visually cohesive with the sidewalks across the street to the east and west.

Therefore, the Department of Zoning and Land Use Planning has determined that these material substitutions would not create an adverse impact on the Planned Development or surrounding neighborhood, would not change the character of the development, and would constitute a minor change. Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential Business Planned Development No. 368, I hereby approve these changes but no other changes to this Planned Development.

Sincerely,

Patricia A. Scudiero
Commissioner

PAS:HG:tm
cc: Mike Marmo, Erik Glass, Mike Hoskins, Noah Szafranice, Main file

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Richard M. Daley, Mayor

Department of Planning and Development

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December 22, 2008

Carmine Mattozi
MCL Companies
401 East Illinois Street
Suite 210
Chicago, IL 60611

Re: **Residential Business Planned Development No. 368**
Park View Phase II Design and Construction Schedule

Dear Mr. Mattozi:

In response to your letter dated December 3, 2008, we look forward to the successful completion of your project. You anticipate marketing and schematic design drawings to begin within the next six to eight months and completion by August 2010. The duration of construction should take approximately thirty months. The Tower and the Phase II portion of the project will be completed in approximately February 2013.

Based on this information you have provided, the Department has no objection you delaying installation of the landscaping in the Phase Two area until after the construction of the Phase Two Tower in order to use the Phase Two area for construction staging. However, please contact Noah Szafraniec at 312-744-6481 in the Department of Zoning to discuss the structure and timing of your landscape bond related to the this project.

If there are any substantial changes to this time line, please let us know. If you need any assistance or have further questions, please contact me at 312.744.0063.

Sincerely,

Heather Gleason

Heather Gleason
Assistant Commissioner

cc: DPD files
Patti Scudiero
Noah Szfaniec
Ron Daye

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16430

Please let the record reflect that I abstain from voting on Application Numbers 16390, 16606, 16607, 16611, 16605, 16604 and 16495 under the provisions of Rule 14 of the City Council's Rules of Order and Procedure.

Respectfully submitted,

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

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

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

Nays -- None.

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

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

Reclassification Of Area Shown On Map Number 1-E.
(As Amended)
(Application Number 16430) RBPD 368, GG

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 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 ninety-four thousand two hundred fifty-six (1,494,256) square feet or thirty-four and thirty-hundredths (34.30) 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-two (22) 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. In any instance where a provision of the planned development conflicts with the Chicago Building Code, the Building Code shall control.

   Shelbourne North Water Street, L.P. (the "Subparcel E.3 Applicant") owns or controls Subparcel E.3 within this planned development. This plan of development consists of the following exhibits related to the development of Subparcel E.3: Site Landscape Plan; DuSable Landscape Plan; Ground Floor Plan Overview; Lower Lake Shore Drive Plan Overview; Building Elevations; South Building Elevation; Partial Enlarged South Elevation; Partial West/East Site Section; Partial Enlarged East Elevation; North/South Site Section at Lake Shore Drive; North/South Tower and Parking Section; West/East Parking Section; and North/South Overview Section.

   TFC Park Street L.L.C. (the "Subparcels 7 and 7A Applicant") owns or controls Subparcels 7 and 7A within this planned development. This plan of development consists of the following exhibits related to the development of Subparcels 7 and 7A: Site Plan, Landscape Plan, Building Elevations.

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 titleholders 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 titleholder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 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. Subject to the subarea/subparcel control provisions of Section 17-8-0400 of the Chicago Zoning Ordinance, 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 DX-12, Downtown Mixed-Use 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 DX-12, Downtown Mixed-Use 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 DX-16, Downtown Mixed-Use District classification; uses permitted where no Plaza Level exists shall be in general conformity with the Permitted and Special Uses of the DX-12, Downtown Mixed-Use District classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. Residential support services, physical fitness/indoor recreation center, and small venue theater are expressly permitted in Subparcel E.3. Non-accessory parking shall be a permitted use in Subarea F only. Underground accessory parking related to the improvements constructed upon Subparcel E.3 shall be a permitted use in Subparcel K2. All other controls and regulations set forth herein are made applicable within the general application of this statement. Uses permitted in

DuSable Park (Subparcel E.1) shall be recreational and related uses including but not limited to marinas; tennis courts; and similar facilities. Temporary staging of construction materials and related equipment shall be a permitted use in Subparcel E.1 subject to the review and approval of the Commissioner of the Department of Planning and Development and the Chicago Park District. 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 daycare center shall be provided within Subareas B, D or Subparcel E.3 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 improvement on Parcels P1, P3, P7, P7 A, P8, P18, or P19.

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 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 Chicago Department of Transportation 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 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 nonresidential use, within twelve hundred (1,200) feet walking distance. Parking to serve uses in Subarea E.1 or E.3 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). Off-premises signage is prohibited. Temporary signs such as construction and marketing signs may be permitted subject to the aforestated 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 underside 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 17-13-0611 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. Notwithstanding any statement to the contrary, this planned development shall be subject to the provisions of Chapter 17-11 of the Chicago Zoning Ordinance governing landscaping and screening. In any instance where a provision of this planned development conflicts with landscape and

screening provisions of the Chicago Zoning Ordinance, the Chicago Zoning Ordinance shall control. Nothing in this planned development is intended to waive the applicability of the landscape and screening provisions of the Chicago Zoning Ordinance.

(c) Buildings shall be setback from the Property line, if necessary, to achieve a minimum of 12 feet, 6 inches (except the building column may be setback 10 feet, 0 inches in Subarea E-3 along Ogden Slip and also except the building located in Subarea B, Parcels 7 and 7A, may be located at the Property line along North New Street and Lower East North Water Street) 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. 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 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, 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 for pedestrian access to DuSable Park from Parcel 18 shall be subject to detailed review and approval by the Department of Planning before the issuance of any superstructure 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 twenty (20) 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 and Development.

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 owner(s) of Parcel 19 shall be solely responsible for the cost 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, at the time of application for superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the applicant and the Chicago Park District as referenced in Statement Number 11(m) below provides otherwise.

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.

(k) All improvements to be constructed within this planned development for which Part II approval letters are issued after the March 29, 2006, date of City Council approval of the amended planned development shall comply with the Department of Planning and Development Building Green/Green Roof Matrix and the owners shall use best and reasonable efforts to design, construct and maintain all buildings located within this planned development in a manner generally consistent with the Leadership in Energy and Environmental Design Green Building Rating System ("L.E.E.D."). A dog-run shall be located within or adjacent to Subparcel E.3. As a result of the architectural design of the tower to be constructed within Subparcel E.3, a green roof is not feasible.

(l) Pursuant to the Affordable Housing provision of the City of Chicago Zoning Ordinance, Title 17, Chapter 17-4-1004, et seq. ("Zoning Ordinance") the Subparcel E.3 Applicant has asked for an increase in the Floor Area Ratio of the property. The Subparcel E.3 Applicant hereby acknowledges that according to Section 17-4-1004D of the Zoning Ordinance, the total floor area devoted to affordable housing units must equal at least twenty-five percent (25%) of the total increase in floor area allowed under the

Affordable Housing Bonus or a cash payment must be made to the City of Chicago Affordable Housing Opportunity Fund based on the increase in allowable floor area multiplied by eighty percent (80%) of the median cost of land per buildable square foot. Based on Section 17-4-1004D the Subparcel E.3 Applicant has agreed to provide a cash payment of the City of Chicago Affordable Housing Opportunity Fund in the amount of Five Million Seven Thousand Three Hundred and no/100 Dollars ($5,700,300.00). Prior to the issuance of permits, the Subparcel E.3 Applicant will enter into an Affordable Housing Agreement with the Chicago Department of Housing or provide a letter of credit or other security device in an amount equal to the cash contribution. The Subparcel E.3 Applicant must comply with all of the applicable Sections of the Affordable Housing Provision of the Zoning Ordinance which sections are hereby incorporated into this Planned Development. The Affordable Housing Agreement required by Section 17-4-1004-E9 is also incorporated into this planned development. Pursuant to the Off-Site Park and Open Space Contributions provision of the City of Chicago Zoning Ordinance, Title 17, Chapter 17-4-1018, et seq., the Subparcel E.3 Applicant has asked for an increase in the Floor Area Ratio of 2.16 F.A.R. for the Property. The Subparcel E.3 Applicant hereby acknowledges that according to Section 17-4-1018-C of the Zoning Ordinance, a cash payment must be made to the City of Chicago based on the increase in allowable floor area multiplied by eighty (80%) of the median cost of land per buildable square foot. Based on Section 17-4-1018-C, the Subparcel E.3 Applicant has agreed to provide a cash payment to the City of Chicago in the amount of Four Million One Hundred Four Two Hundred Sixteen and no/100 Dollars ($4,104,216.00). Prior to the issuance of permits, the Subparcel E.3 Applicant will provide a letter of credit or other security device in an amount equal to the cash contribution. The Subparcel E.3 Applicant must comply with all of the Sections of the Off-Site Park and Open Space contributions provisions of the Zoning Ordinance which Sections are hereby incorporated into this Planned Development. The Off- Site Park and Open Space contribution agreement required by Section 17- 4-1018-B3 is also incorporated into this planned development.

(m) The Subparcel E.3 Applicant, the City of Chicago, and the Chicago Park District shall enter into an agreement relating, in part, to the responsibility for the design, funding and construction phasing of DuSable Park, the pedestrian connections to DuSable Park and the Lakefront Trail.

(n) The improvements contemplated in Subparcel E.3 for DuSable Park (Subparcel E.1) must be substantially completed by the applicant prior to the issuance of Certificate of Occupancy for any dwelling unit exceeding the three-hundredth (300th) dwelling unit constructed with Subparcel E.3.

(o) The Subparcels 7 and 7A Applicant, or its assignee, shall be responsible for the construction, management and maintenance of the Open Space identified on the Landscape Plan and such construction, management and maintenance shall not be the responsibility of the City of Chicago or any other governmental agency. The Subparcels 7 and 7A Applicant shall permit ungated public access to the Open Space and pedestrian bridge over New Street during typical Chicago Park District hours. All improvements within the Open Space and the pedestrian bridge over New Street must be substantially completed prior to receipt of the occupancy certificate for the principal building on the property, provided that planting may be delayed if consistent with good landscaping practices, but no longer than one year following the receipt of the occupancy certificate. The Subparcels 7 and 7A Applicant acknowledges and agrees that no columns (or other supports) will be allowed in the public way to service the entrance canopy of the hotel entrance lobby structure. The Subparcels 7 and 7 A Applicant acknowledges and agrees that it is responsible for the cost of constructing the pedestrian bridge over North New Street depicted upon the Site Plan. The Subparcels 7 and 7A Applicant acknowledges and agrees that the design and construction of the pedestrian bridge shall be subject to the following conditions (1) review and approval of the bridge plans and specifications by the Chicago Department of Transportation to ensure adequate clearance above New Street and to minimize the location of support columns in the public right-of-way: (2) the bridge decking/paving materials shall be consistent with the materials utilized on the Plaza area of the high-rise building; and (3) the bridge should contain an open-metal railing system consistent with the railings utilized on the high-rise Plaza.

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.

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). 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 to 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 owner(s) of Parcel 18 shall be solely responsible for 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, at the time of application for superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the applicant and the Chicago Park District as referenced in Statement Number 11(m) above provides otherwise.

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 Parcel 21. 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 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 P21. 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 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 17-13-0610 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. At least thirty (30) days prior to the filing of the Subparcel E.3 Applicant's request for Part II approval for the construction of the superstructure upon Subparcel E.3, the Subparcel E.3 Applicant shall submit a detailed Landscape Plan and Elevations for the Subparcel E.3 property to the Department of Planning and Development for review and approval.

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 17-13-0611 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 or of an approved Site Plan 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 17-13-0611 of the Chicago Zoning Ordinance.

19. 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 improvement 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.

20. The Subparcel E.3 Applicant and the Subparcels 7 and 7A Applicant acknowledge 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 Subparcel E.3 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. All principal buildings located on Subparcels 7 and 7A shall be Leadership in Energy and Environmental Design ("L.E.E.D.") Green Building Rating System certified. Copies of these standards maybe obtained from the Department of Planning and Development.

21. Unless substantial construction of the improvements contemplated within Subparcel 3E has commenced within six (6) years from May 9, 2007 and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Subparcel E.3 and the zoning of Subparcel E.3 of the planned development shall automatically revert to Residential-Business Planned Development Number 368, as amended on March 29, 2006.

22. Unless substantial construction of the improvements contemplated within Subparcels 7 and 7A has commenced within six (6) years following adoption of this planned development, and unless completion is thereafter diligently pursued, then this planned development shall expire as it relates to Subparcels 7 and 7A and the zoning of Subparcels 7 and 7A of the planned development shall automatically revert to Residential-Business Planned Development Number 368, as amended on May 9, 2007.

[Existing Zoning Map referred to in these Plan of Development Statements unavailable at time of printing.]

[Exhibits 1 through 23; Building Elevations; Tower Parking Sections; Lake Front Trail Alignment Alternate Maps; View Corridor Diagram; Landscape Plan; Lower and Upper Water Street Maps; Building Sections Map; and E.D.S. Recertification referred to in these Plan of Development Statements printed on pages 33379 through 33417 of this *Journal*.]

PD 368

Exhibit 1.

Bulk Regulations And Data Table.
(Page 1 of 3)

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	380, 796 8.74	540 See note (5)	5,259	1,800	Permitted see Notes (2) & (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	361,234 8.29	170	500	0	2,350	8.60
E	346,038 7.94	110 See note (9	5 See note (4)	0	1,200	6.88
E.1	232,841 5.34	0	5 See note (4)	Not permitted	Not permitted	0.02
E.2	18,191.63 0.42	0	0	0	0	0
E.3	95,005 2.18	110 See note (9)	0	0	1,200	25.00 See note (10)
F	100,436 2.31	150	0	0	1,000	14.93
Total	1,494,256 34.30	1,040	9,096	4,340	5,580 See note (2)	11.03

Gross site Area = Net Site Area: 1,494,256 sq. ft. (34.30 acres) plus area in or proposed to be in public right of way: 940,843 sq. ft. (21.60 acres) plus area in or proposed to be in public parks or open space: 369,127 sq. ft. (8.48 acres) = 2,804,226 sq. ft. (64.38 acres).

OFF STREET PARKING	MINIMUM	MAXIMUM
BUSINESS USES	1:5,000 sq. ft.	As determined by DPD in consultation with CDOT
HOTEL USES	1:4 Rooms	
RESIDENTIAL USES	55% d.u.	
NON-ACCESSORY PARKING (Allowed in Sub-area F only)	200 spaces	500 spaces

OFF STREET LOADING:	Per DX-12 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

APPLICANT: Shelbourne North Water Street LP
DATE: December 8, 2006
REVISED: March 15, 2007
April 19, 2007

Exhibit 1.

Bulk Regulations And Data Table.
(Page 2 of 3)

Exhibit 1: Bulk Regulations and Data Table ----cont.

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 DX-16, Downtown Mixed-Use district classification. Any such units so built will not affect the total of 5,580 dwelling units permitted in Sub-Areas B, C, D, E 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. This 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 hall be charged against commercial uses.

Note (4): Although Sub-Area E.1 (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 (1,6000,000 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.

Note (9): Residential support services, physical fitnes/indoor recreation center, and small ven theater (for building residents only) are expressly permitted in Sub-Area E.3.

APPLICANT: Shelbourne North Water Street, LP
DATE: December 8, 2006
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Exhibit 1.

Bulk Regulations And Data Table.
(Page 3 of 3)

Exhibit 1: Bulk Regulations and Data Table ----cont.

Note (10) FAR Bonus Calculations
Sub-Area E.3
(Parcels P18 and P 19, combined)
Net Site Area = 95,005 square feet

Base FAR	10.00
Downtown Affordable Housing Zoning Bonus	3.00 (a)
Offsite contribution to DuSable Park	2.16 (b)
Public Plazas	5.44 (c)
Chicago Riverwalk	0.40 (d)
Water Features	1.00 (e)
Underground Parking and Loading	3.00 (f)
Total FAR	25.00

a) Based on a contribution of $5,700,300.00 to the City of Chicago Affordable Housing Opportunity Fund.

b) Based on a contribution of $4,104,216.00 to City of Chicago for Off-Site Park Improvements (to DuSable Park).

c) Based on the provision of 51,730 square feet of on-site public plaza.

d) Based on the provision of improvements to 3,800 square feet at off-site open spaces.

e) Based on the provision of 48,669 square feet of water features in on-site public open spaces.

f) Based on the provision of 171 underground parking spaces on Lower Levels 1 and 2, at least 265 underground parking spaces on Lower Level 3 and lower, and 7 underground loading docks on Lower Level.1

APPLICANT: Shelbourne North Water Street, LP
DATE: December 8, 2006
REVISED: April 19, 2007

Exhibit 2.

Planned Development Number 368, As Amended.

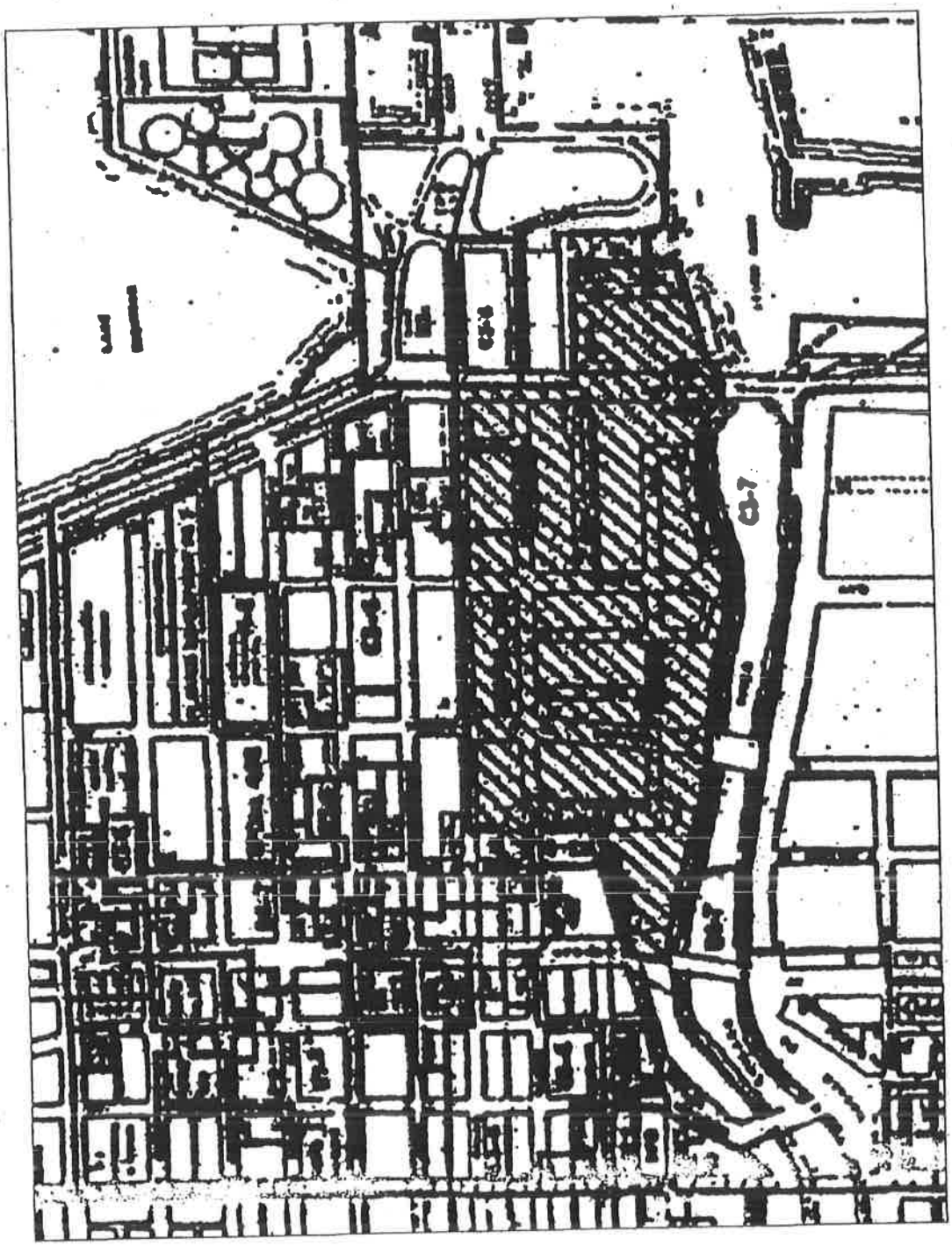


Exhibit 3.

Planned Development Boundary And Subarea Map.

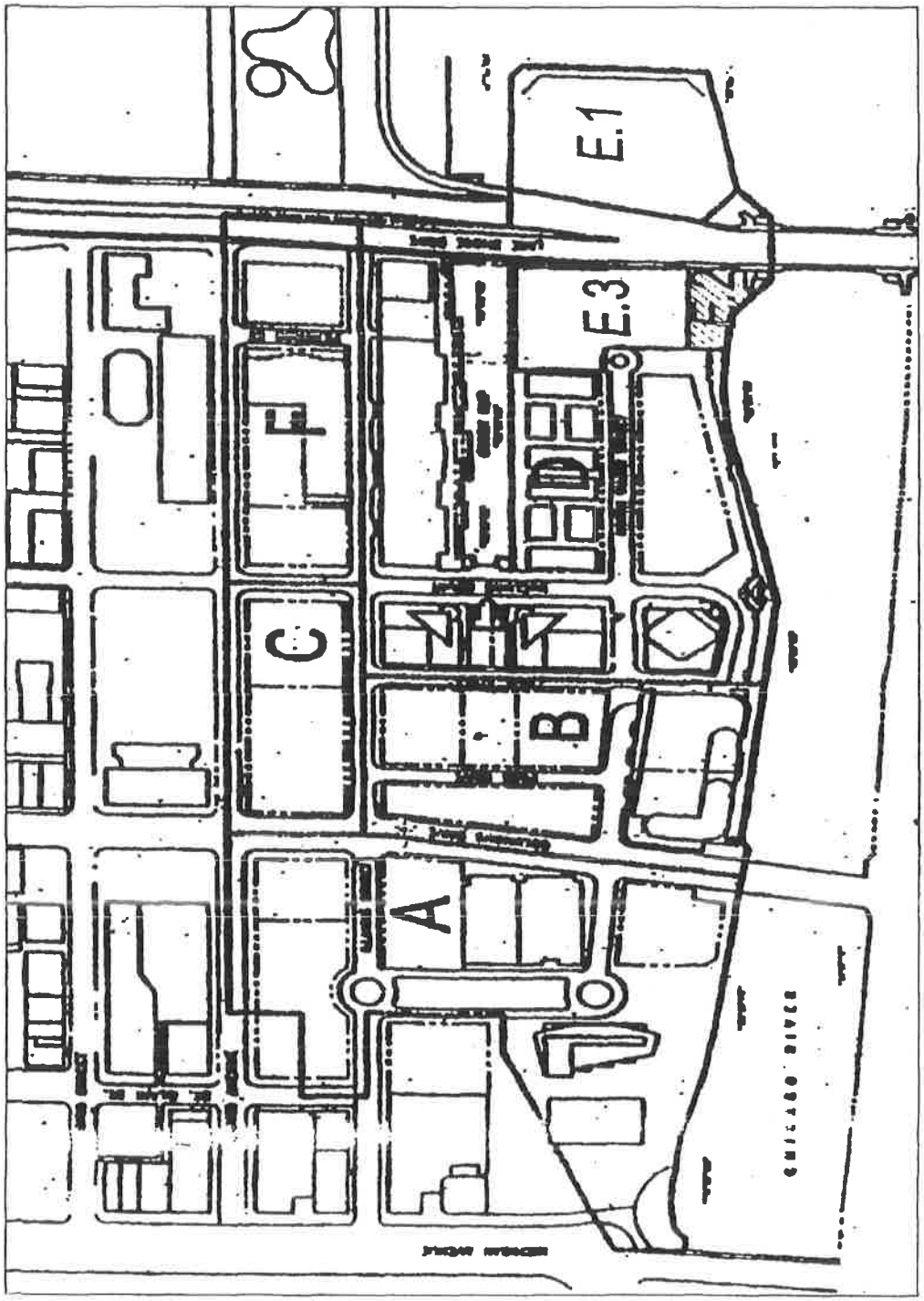


Exhibit 4.

Planned Development Parcels Map.

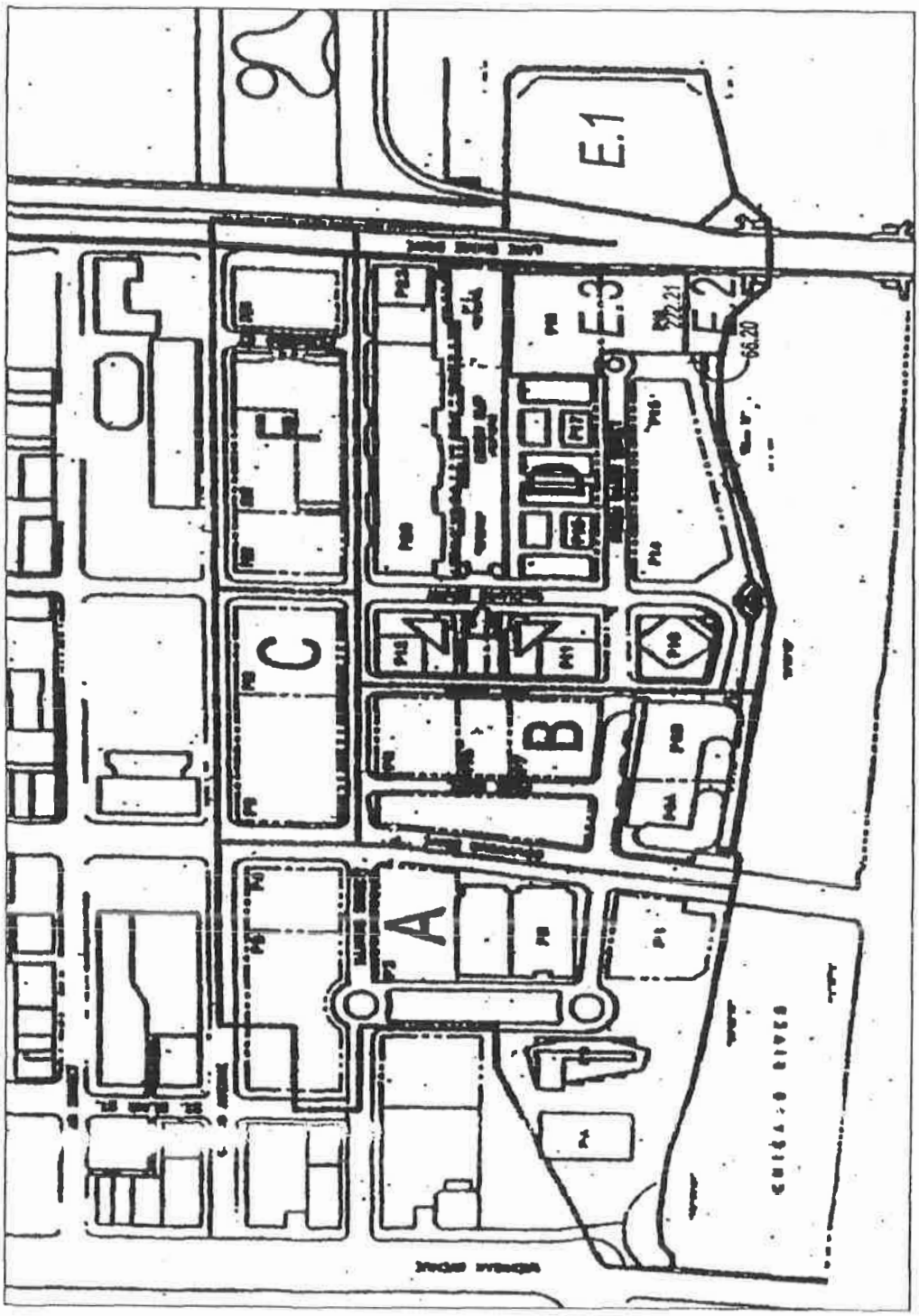


Exhibit 5.

Maximum Height Zones.

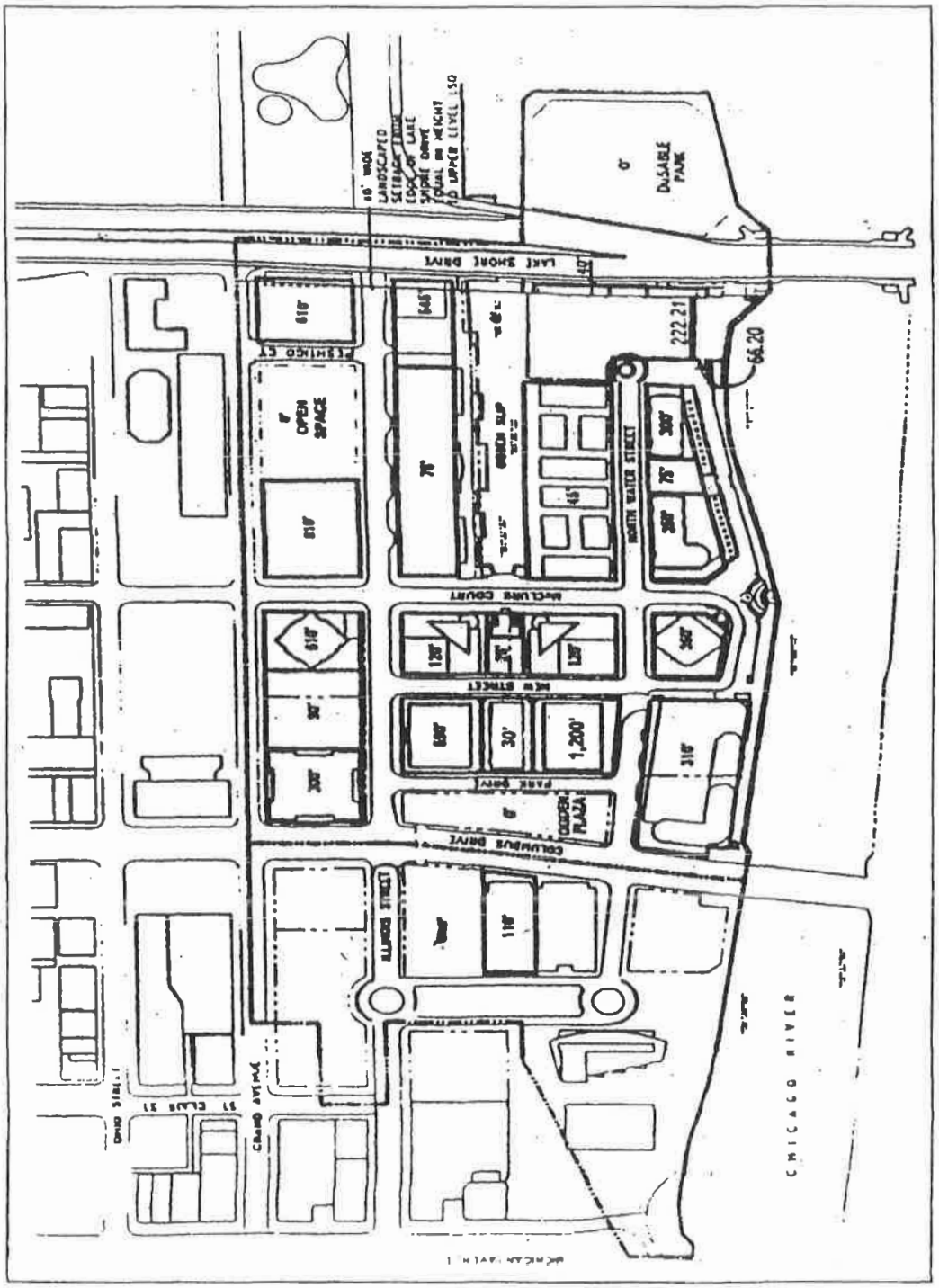


Exhibit 6.

Existing And Planned Open Spaces.

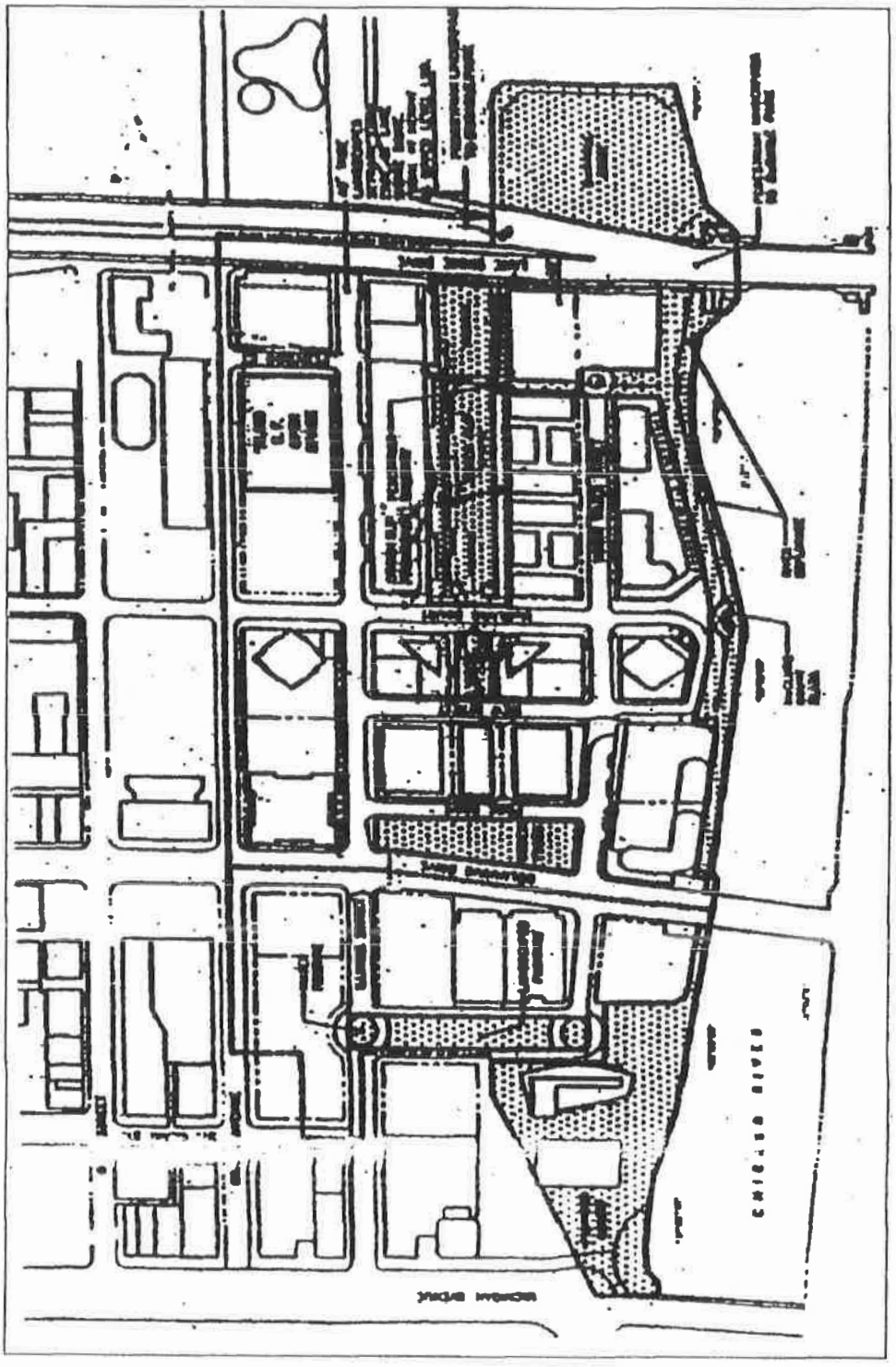


Exhibit 7.

Pattern Of Vehicular Roadways.

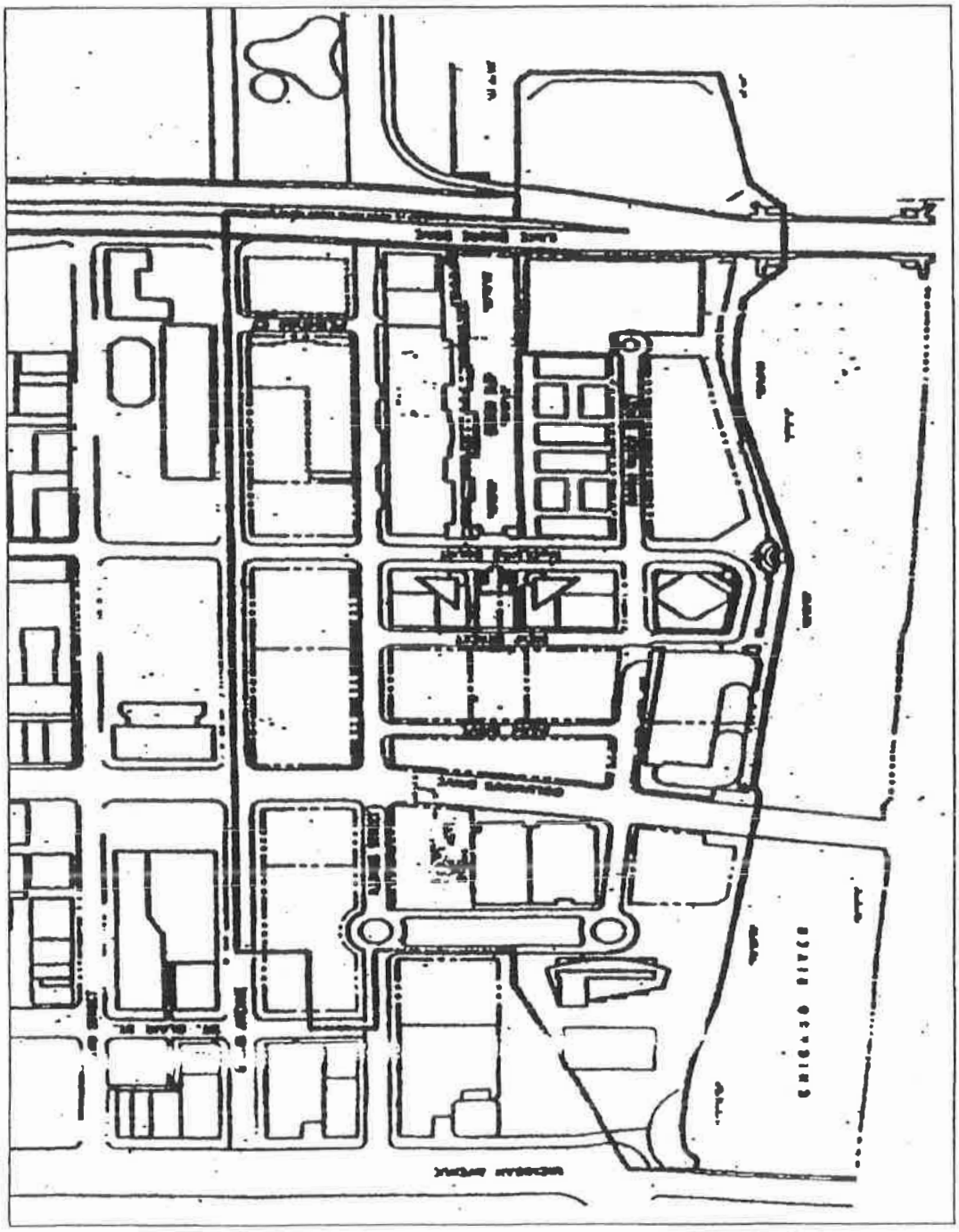


Exhibit 8.

Recommended Traffic Improvements.
(Page 1 of 3)

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 sand the City (KLOA) and Barton-Aschman, respectively):

General Impacts: The three developments will generate roughly 3000 trips (1600 inbound and 1400 outbound) during the PM peak hour. About 1350 tips (750 inbound, 600 outbound) will be generated during AM peak hour.

There will be traffic volume increases on Illinois and Grand, between State Street and Lake Shore Drive, of roughly 500 to 700 vehicles per hour during the PM peak hour. During the AM peak hour, traffic volume will increase on Illinois and Grand by roughly 200 to 300 vehicles per hour. Existing peak volumes on Illinois and Grand range between 1000 and 1500 vehicle per hour; with these developments, volumes would range between 1500 and 2000 vehicle 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 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 CTA 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 westbound lanes compared with the three lanes currently available at this "bottleneck" location.

Exhibit 8.

Recommended Traffic Improvements.
(Page 2 of 3)

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 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/drop-off 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 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 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 eliminate 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 TMA will meet to exchange information of traffic operations needs and problems, with changing development conditions, construction activities, special events, and other factors which may affect transportation in the corridor. Various City agencies, including CDOT, Planning, Police, Streets and Sanitation, and the CTA, will coordinate efforts with corridor property managers to address evolving transportation demands.

Exhibit 8.

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 clear, east of Columbus; Grand Avenue, west of Michigan; Ohio Street, west of Michigan; and Ontario Street, west of St. Clair.

Improved public transit serve as appropriate to serve the needs of the corridor will be developed. CDOT and the TMA will be reviewing service needs and developing strategies for best providing public transportation, whether through modifications of CTA 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 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 signal cul-de-sac street, North Water Street east of McClurg. The sewer on North Water is seven to eight feet below the pavement, and its reconstruction at some time in the future, or any other significant utility maintenance, could severely restrict access these residences. Widening of North Water to 44 feet from its existing 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 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: ADA accessibility of any pedestrian bridge which may be built across Ogden Slip should be reviewed.

Exhibit 9.

Site Landscape Plan.

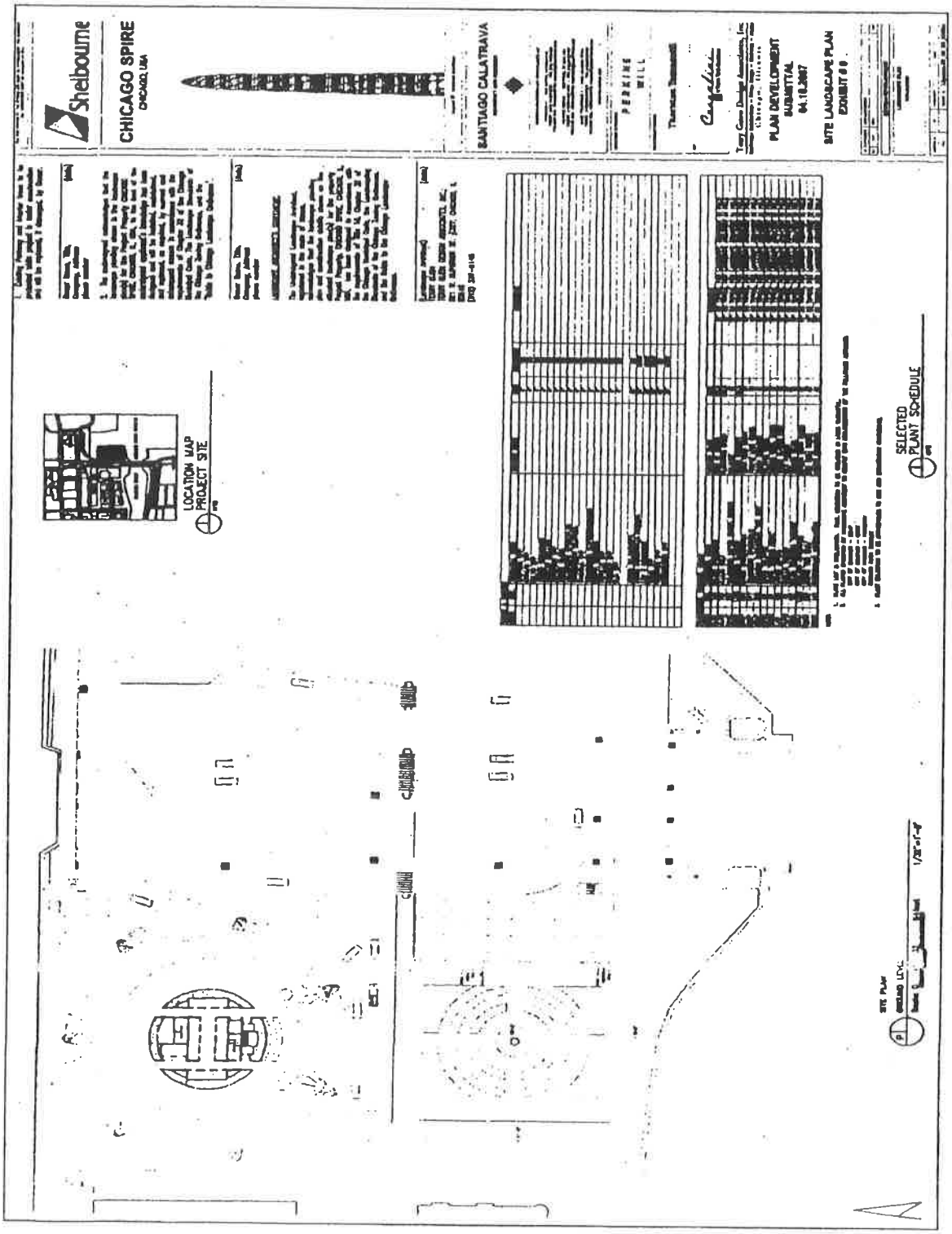


Exhibit 10.

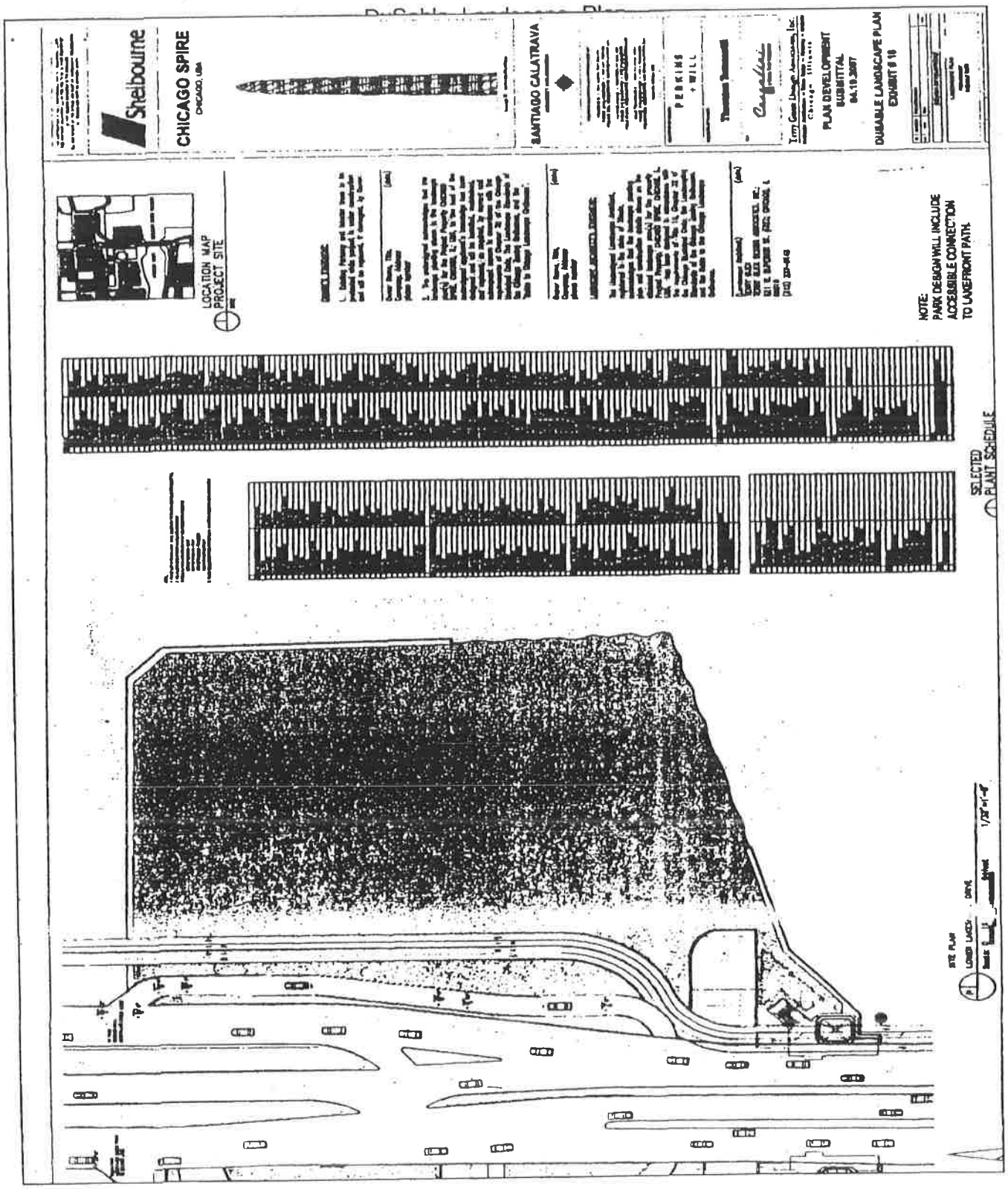

Shelbourne
CHICAGO SPIRE
SANTIAGO CALATRAVA
PERKINS + WILL
Terry Guen Design Associates, Inc.
PLAN DEVELOPMENT SUBMITTAL
04.10.2007
DURABLE LANDSCAPE PLAN
EXHIBIT 9.10
LOCATION MAP PROJECT SITE
NOTE:
PARK DEBOW WILL INCLUDE ACCESSIBLE CONNECTION TO LAKEFRONT PATH.
SELECTED PLANT SCHEDULE
SITE PLAN

Exhibit 11.

Ground Floor Plan.

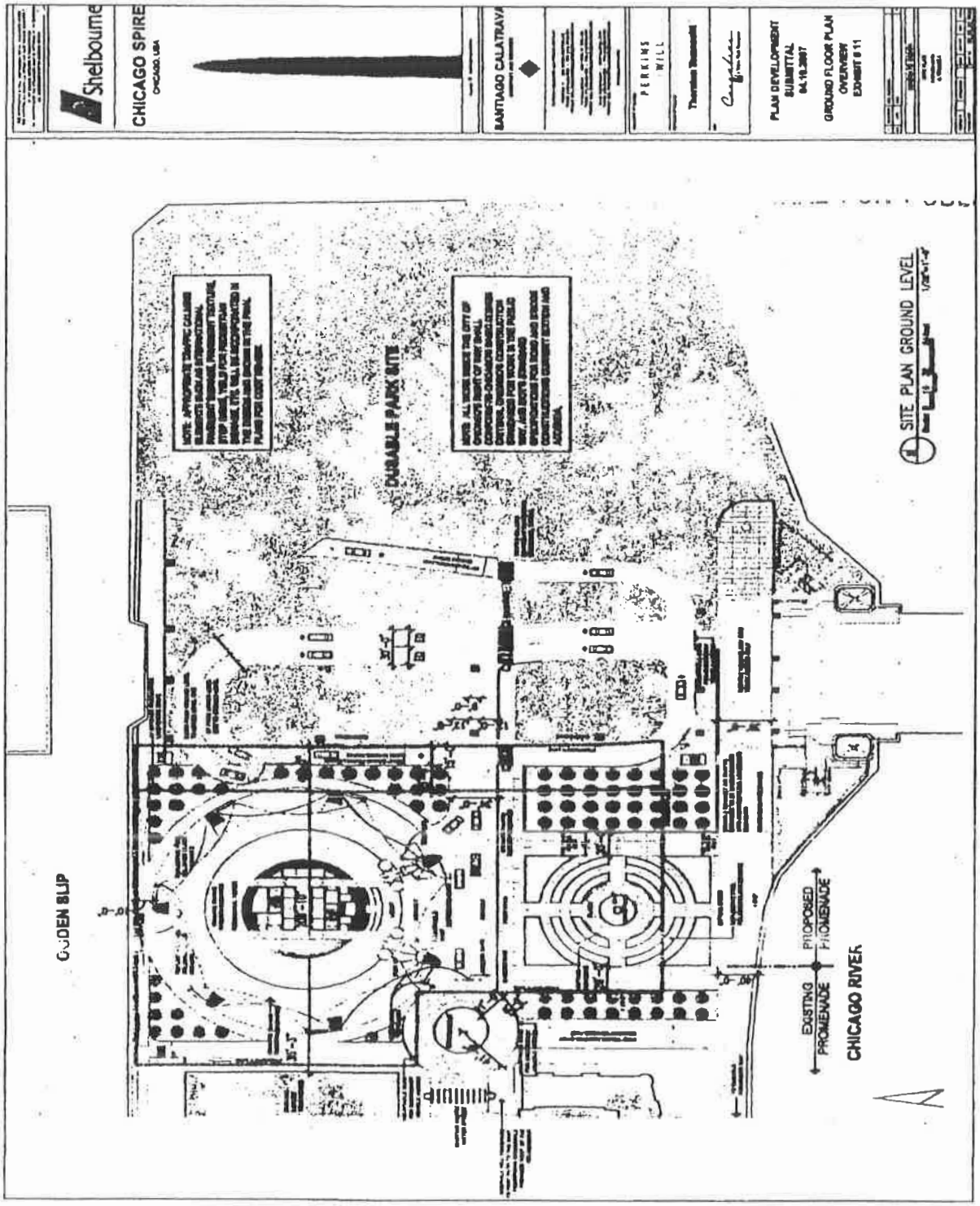


Exhibit 12.

Lower Lake Shore Drive Plan Overview.

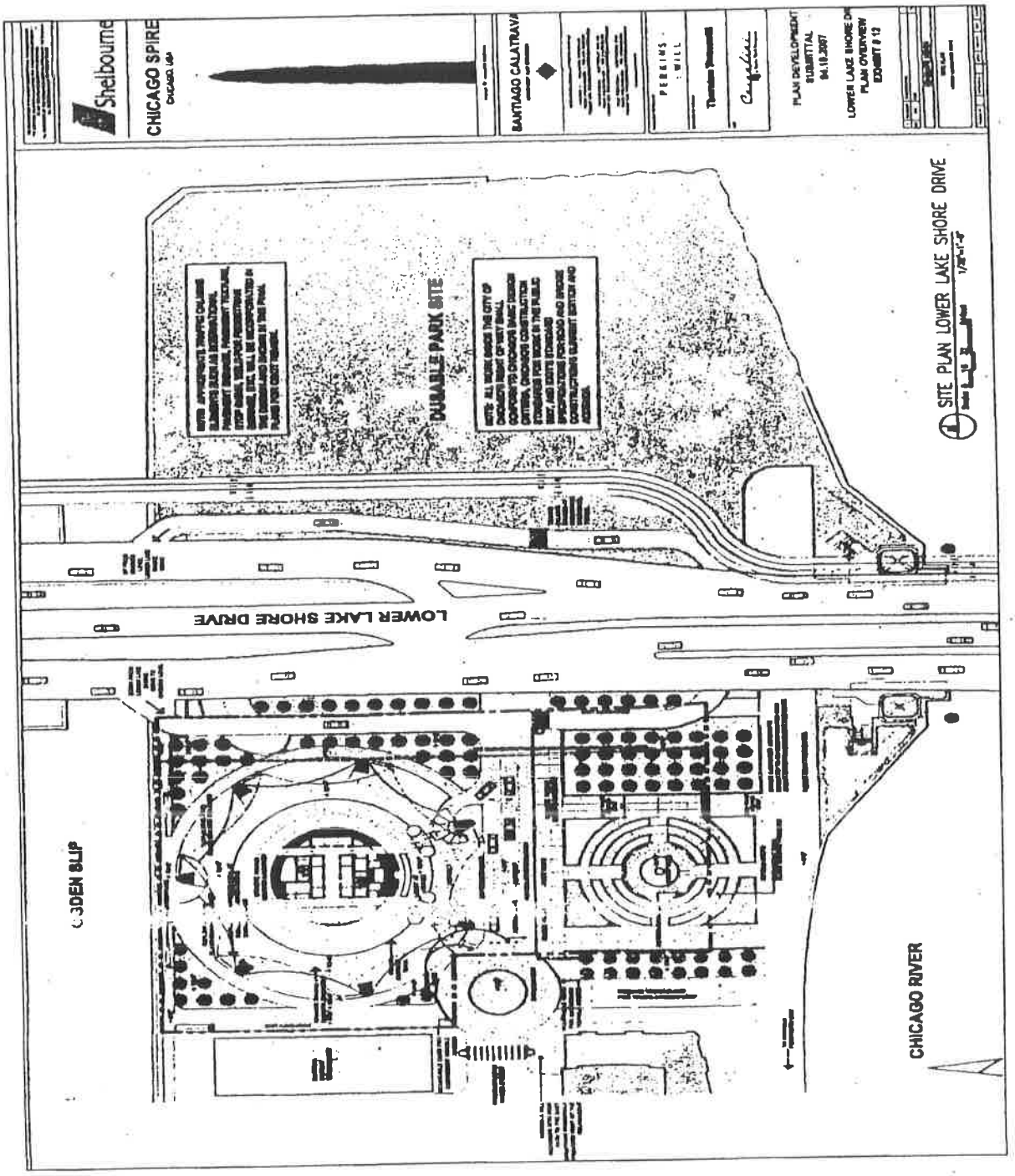


Exhibit 13.

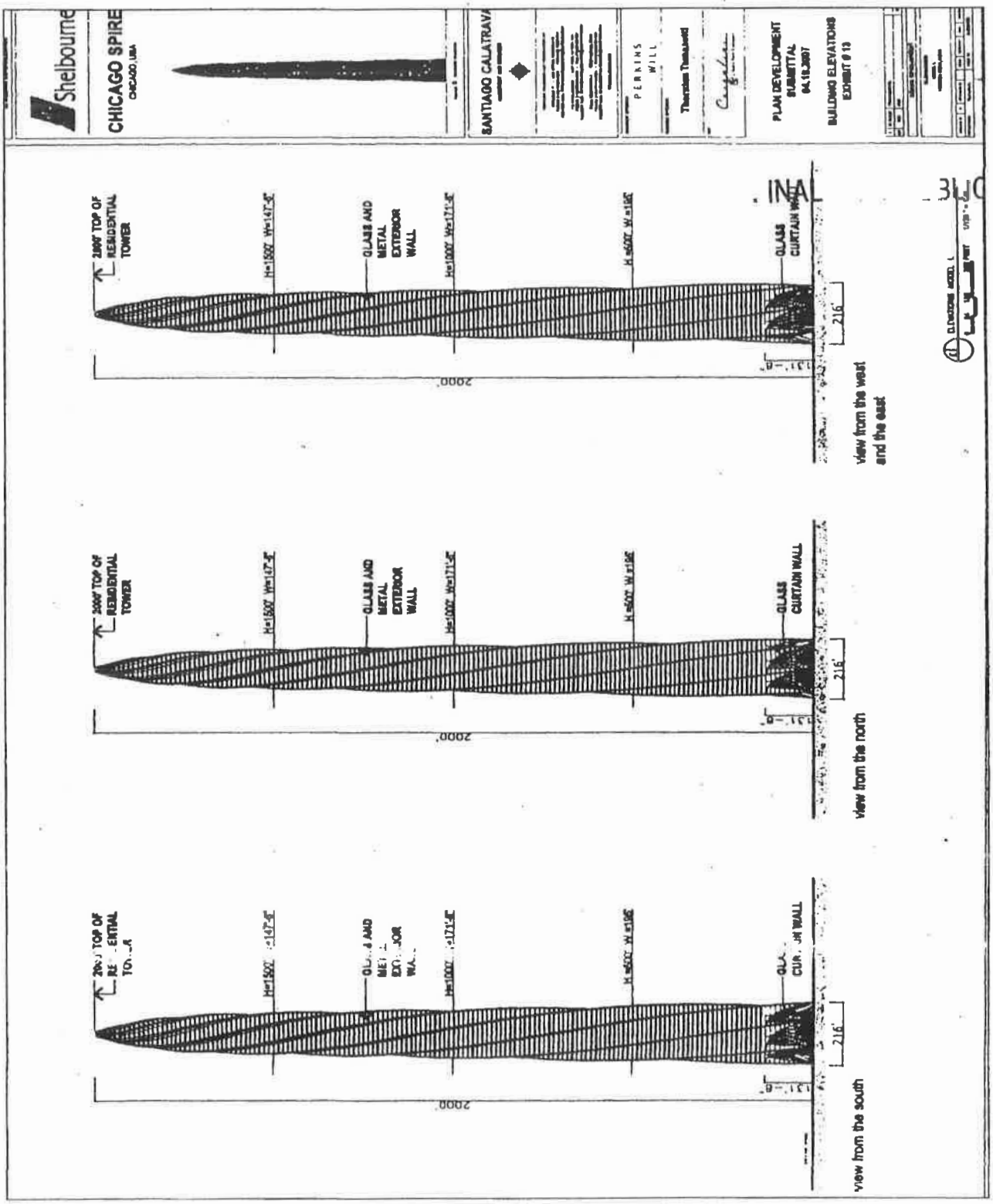

Shelbourne
CHICAGO SPIRE
CHICAGO, USA
SANTIAGO CALATRAVA
PERKINS WILL
Thornton Tomasetti
PLAN DEVELOPMENT SUBMITTAL 04.18.2007
BUILDING ELEVATIONS EXHIBIT # 13
200' TOP OF RESIDENTIAL TOWER
GLASS AND METAL EXTERIOR WALL
GLASS CURTAIN WALL
2000'
216'
view from the west and the east
view from the north
view from the south

Exhibit 14.

South Building Elevations.

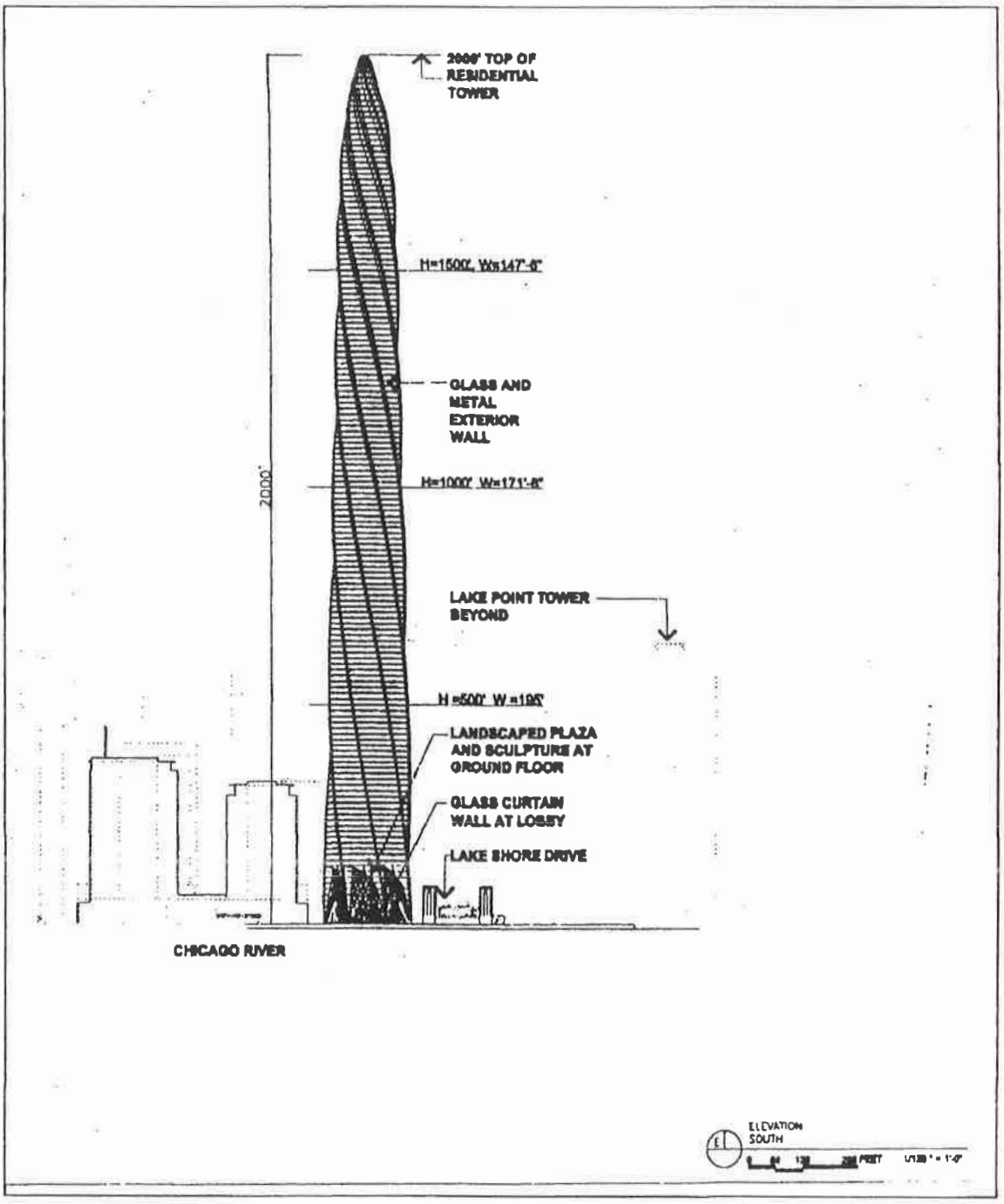


Exhibit 15.

Partial Enlarged South Elevation.

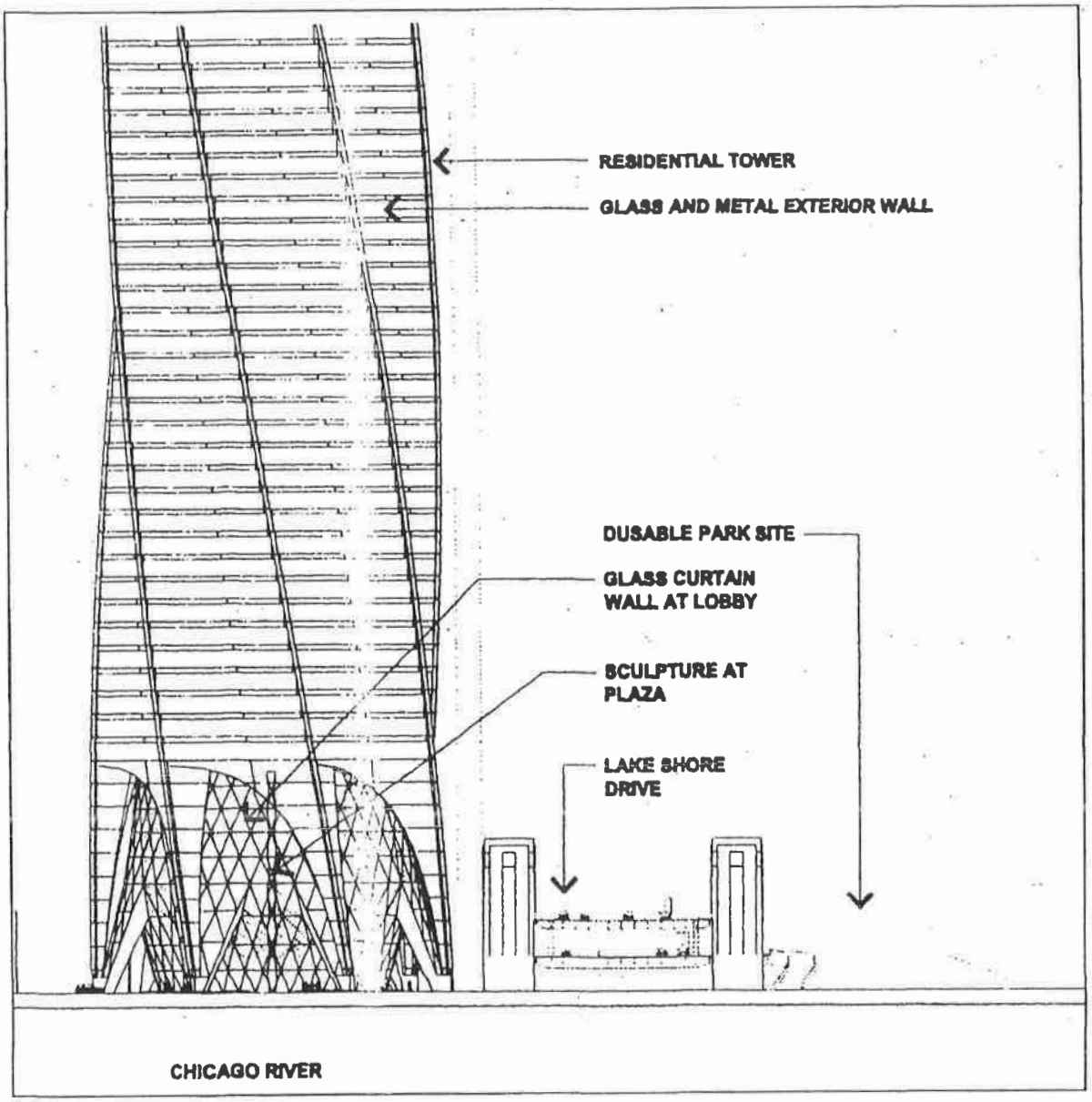


Exhibit 16.

Partial East/West Site Section.

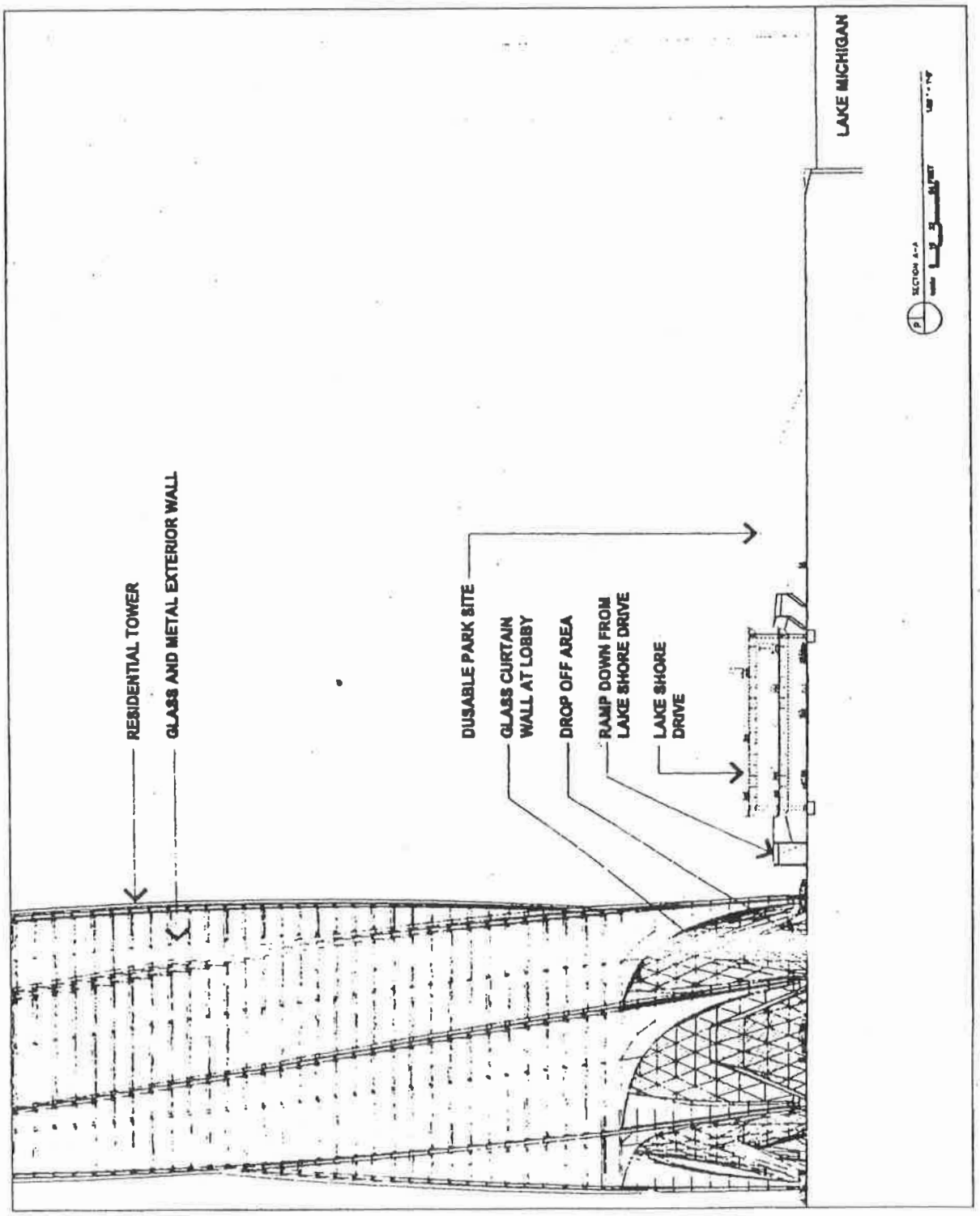


Exhibit 17.

Partial Enlarged East Elevation.

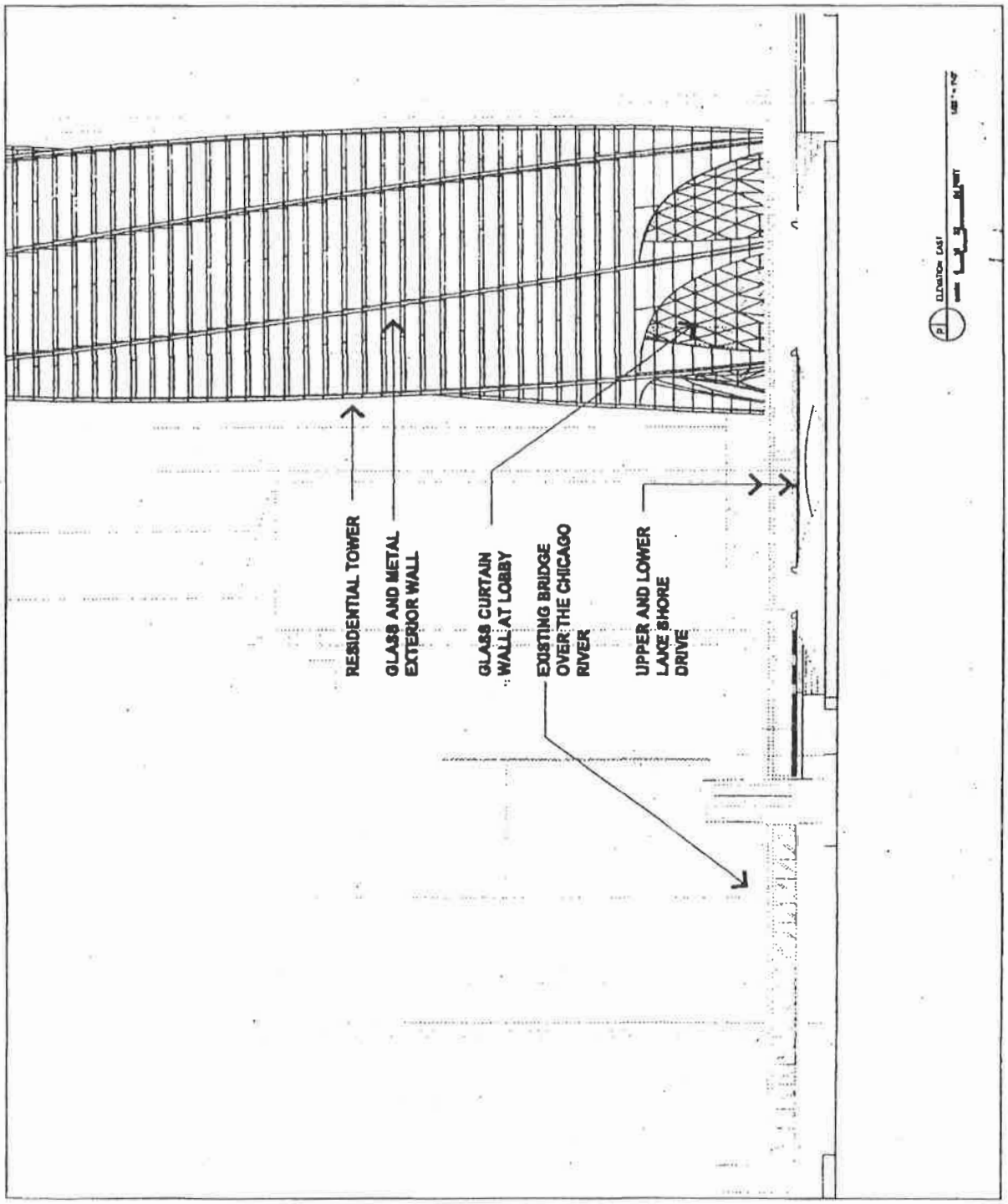


Exhibit 18.

North/South Site Section At Lake Shore Drive.

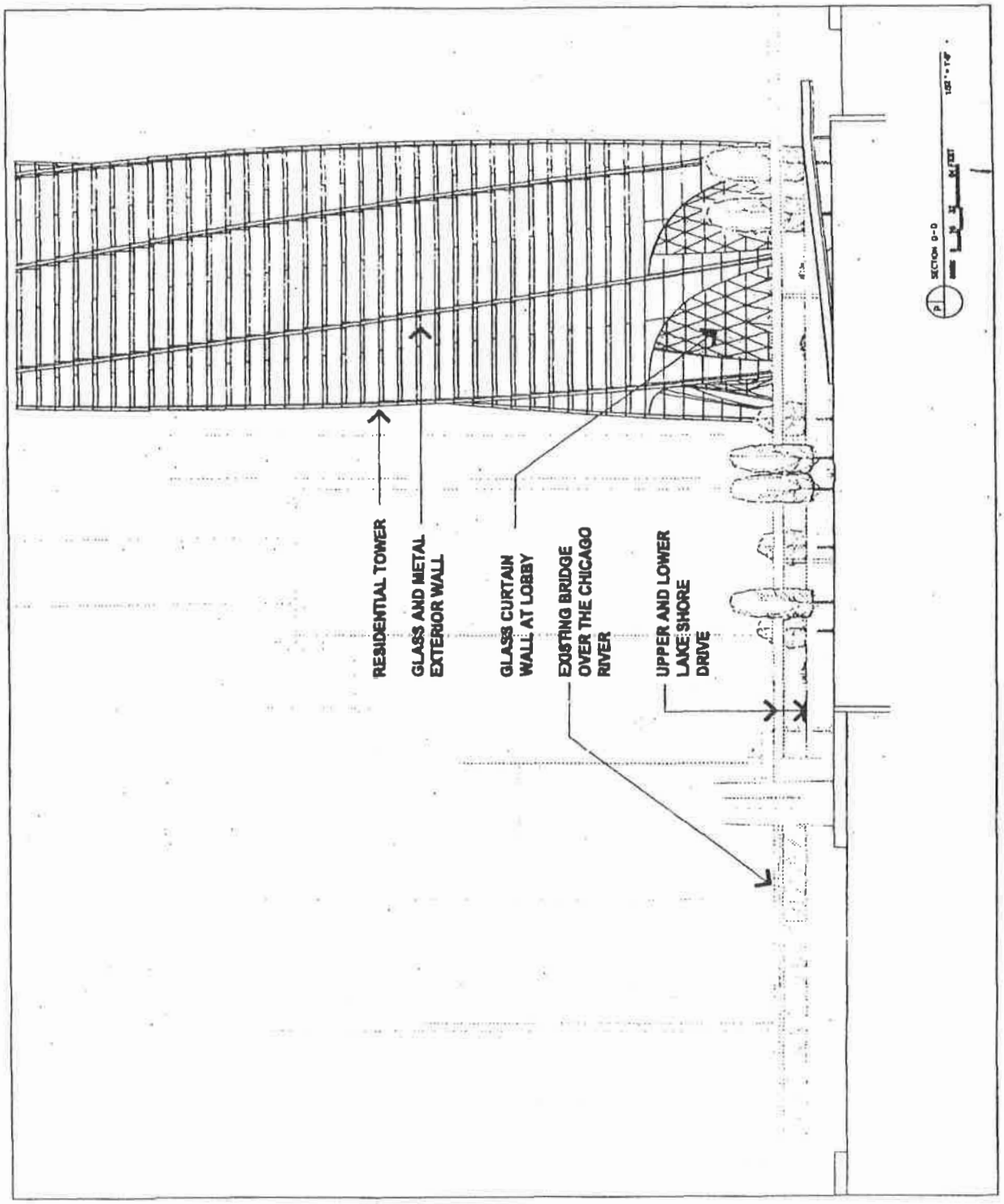


Exhibit 19.

North/South Tower And Parking Section.

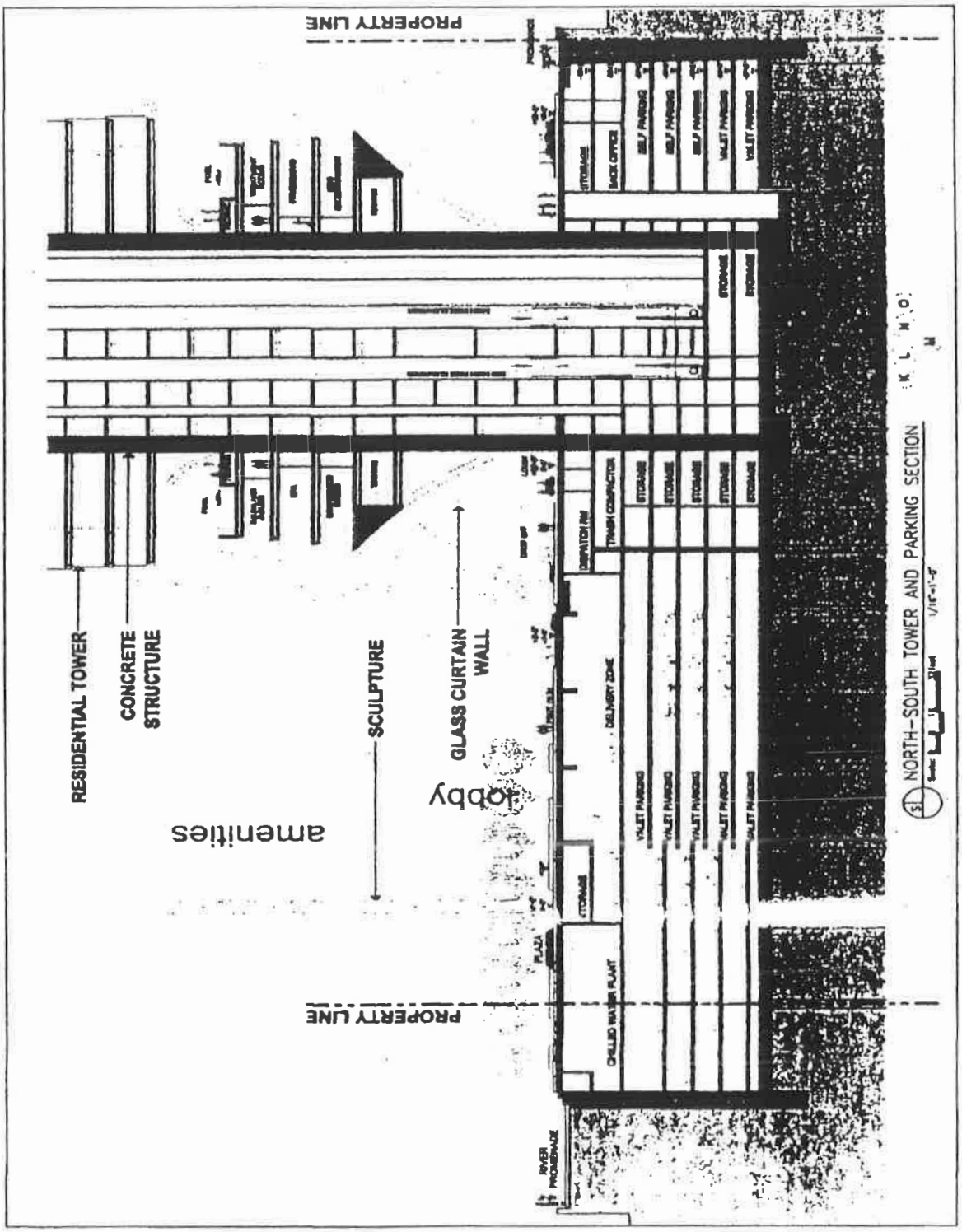


Exhibit 20.

East/West Parking Section.

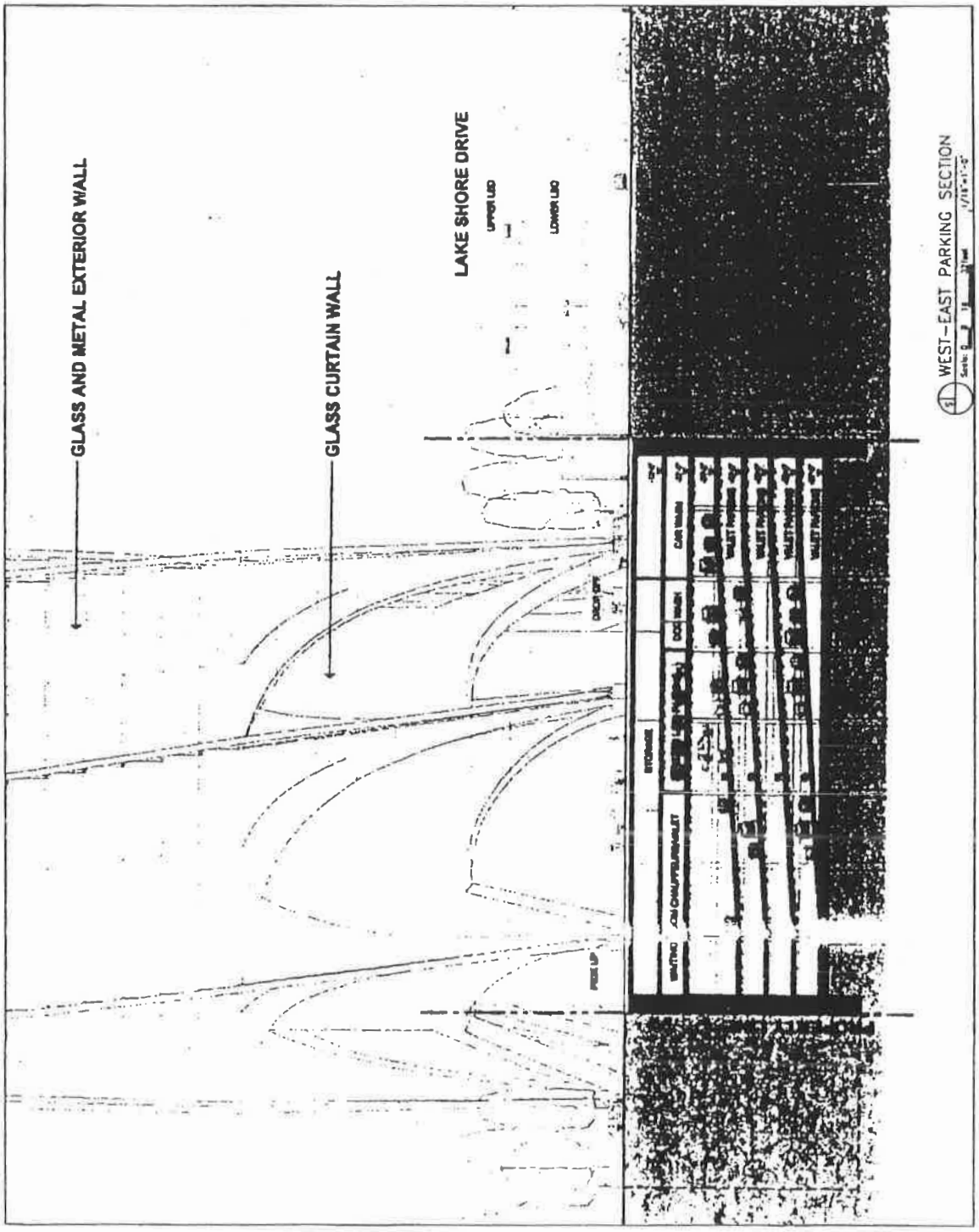


Exhibit 21.

North/South Overview Section.

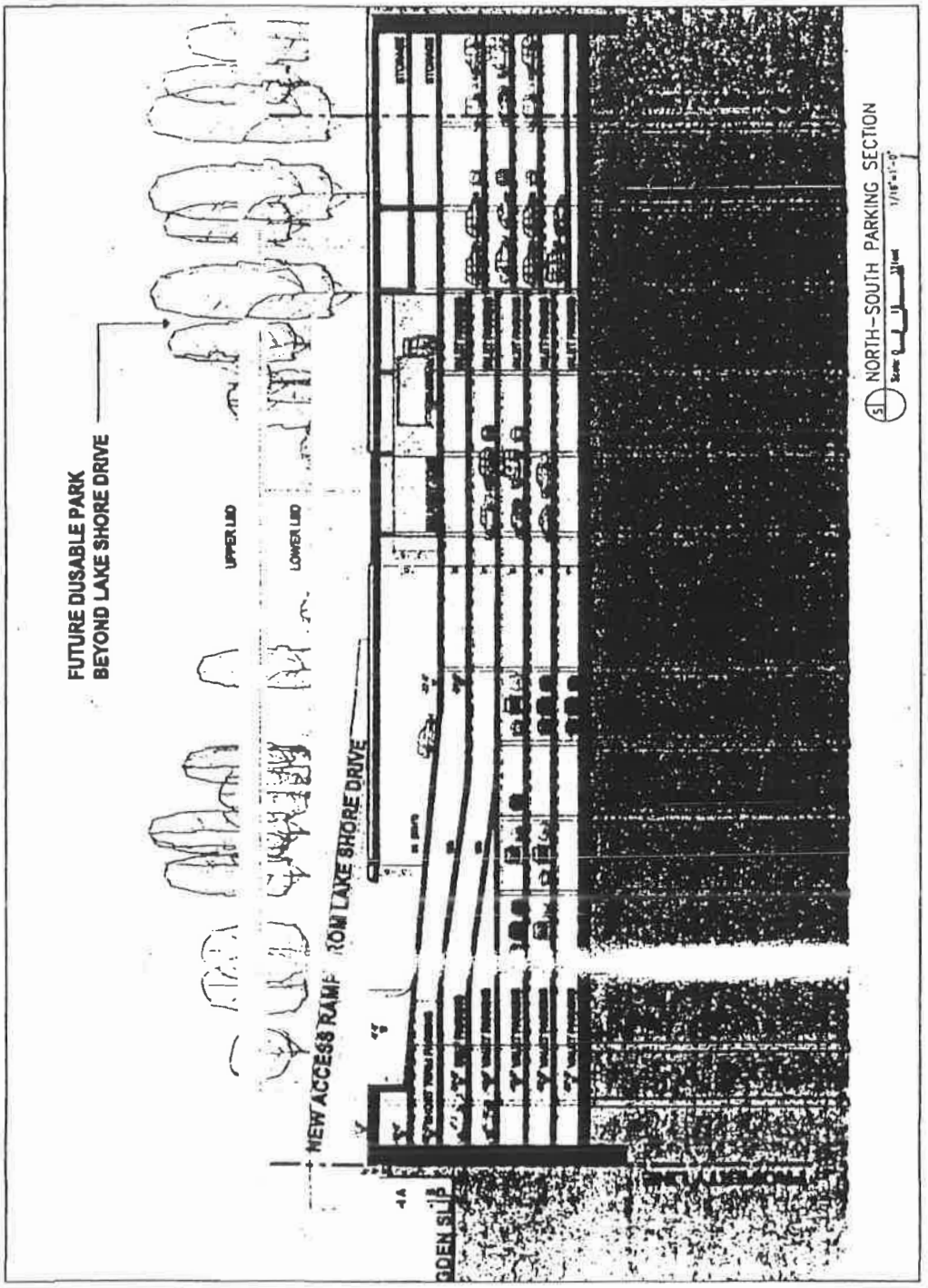


Exhibit 22.

Lake Point Trail Alignment Alternate 1.

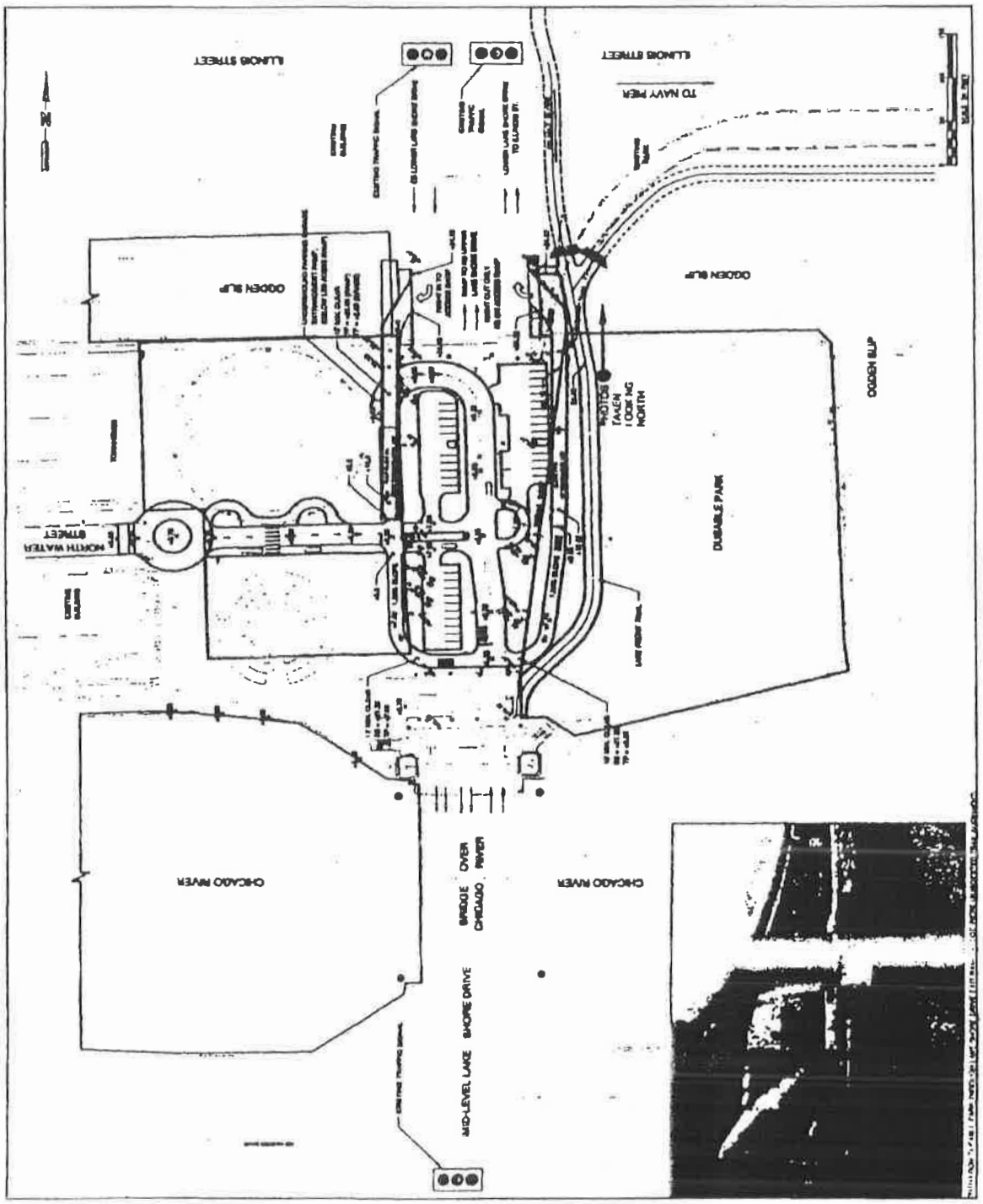
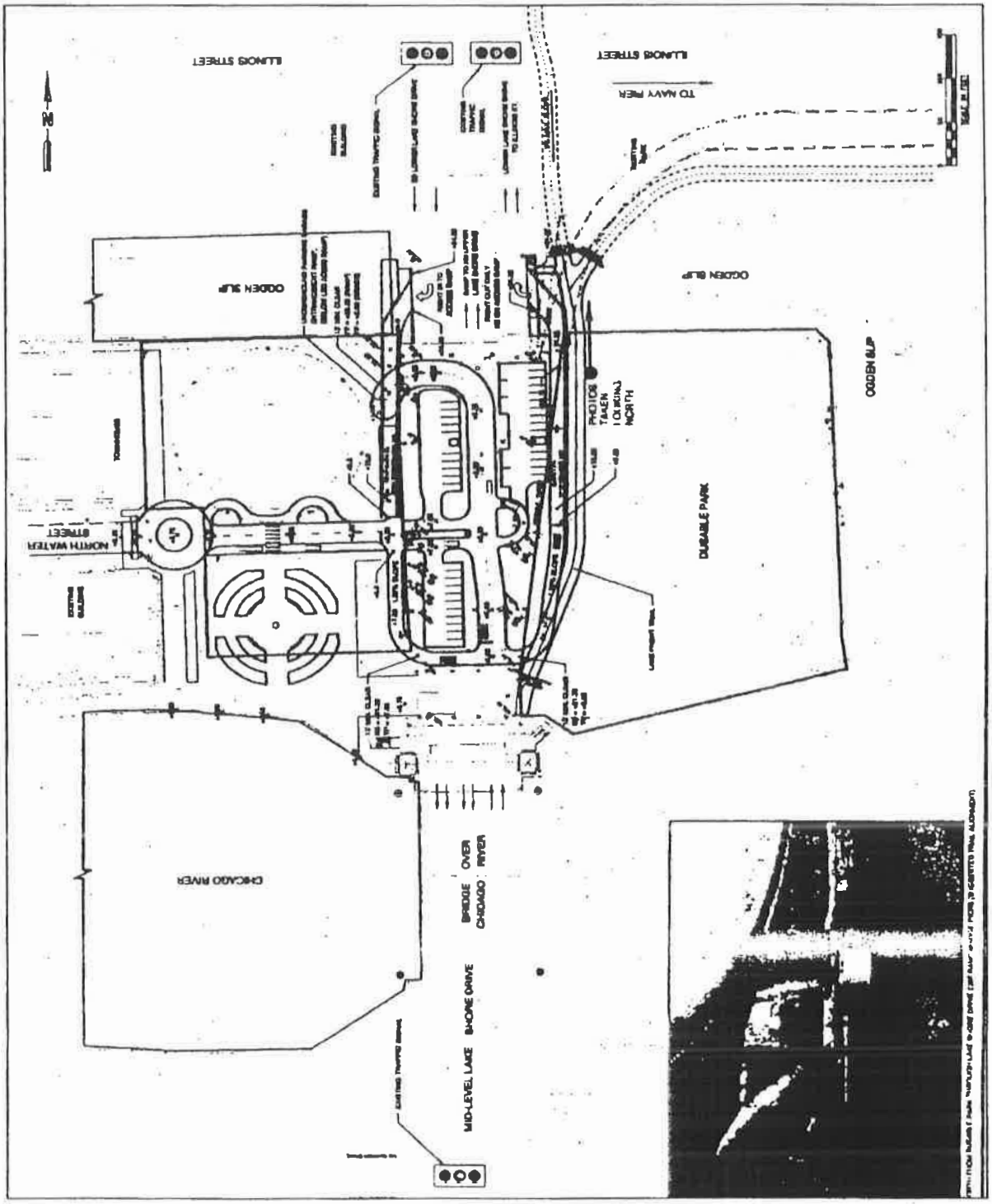
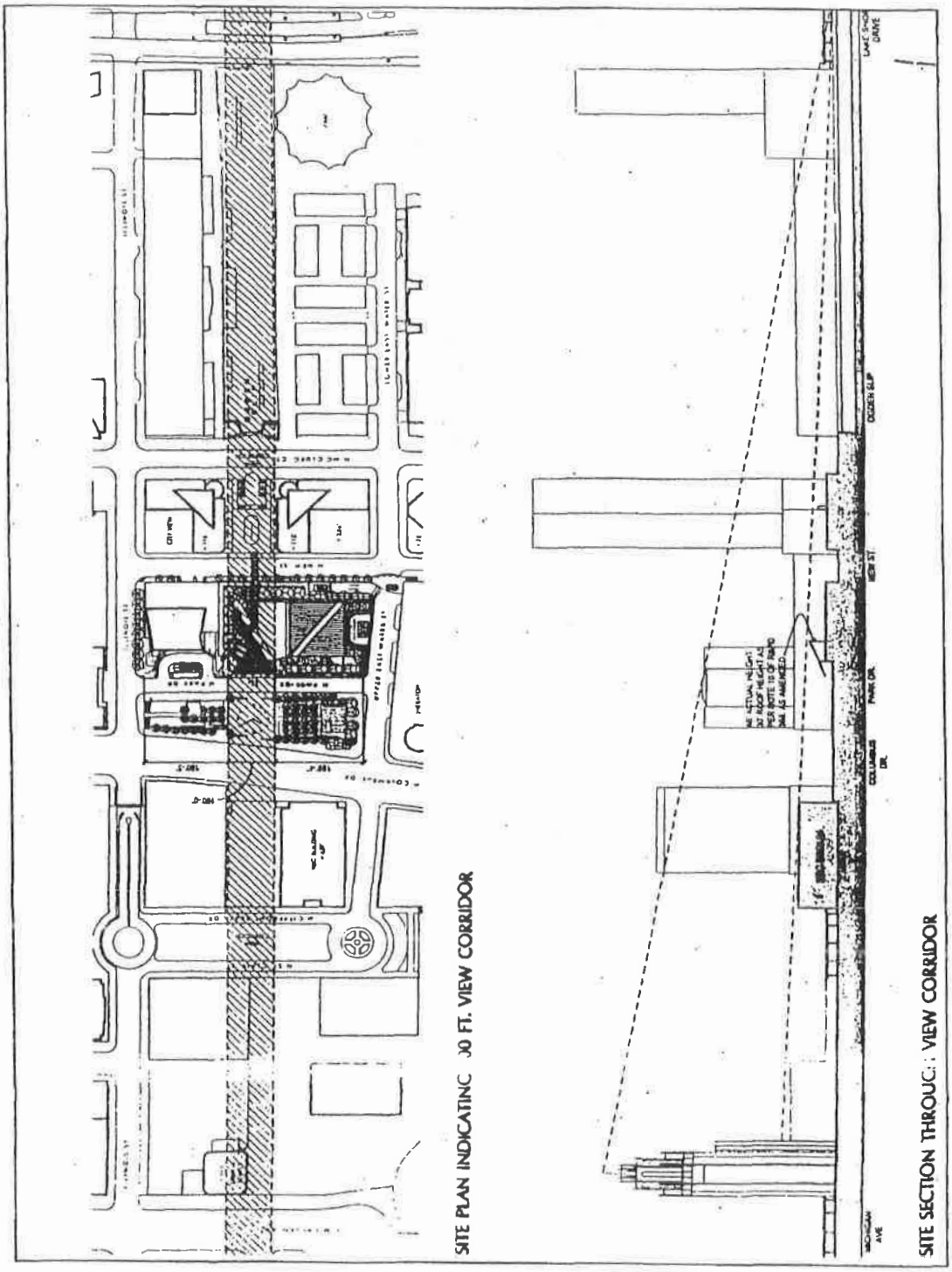


Exhibit 23.

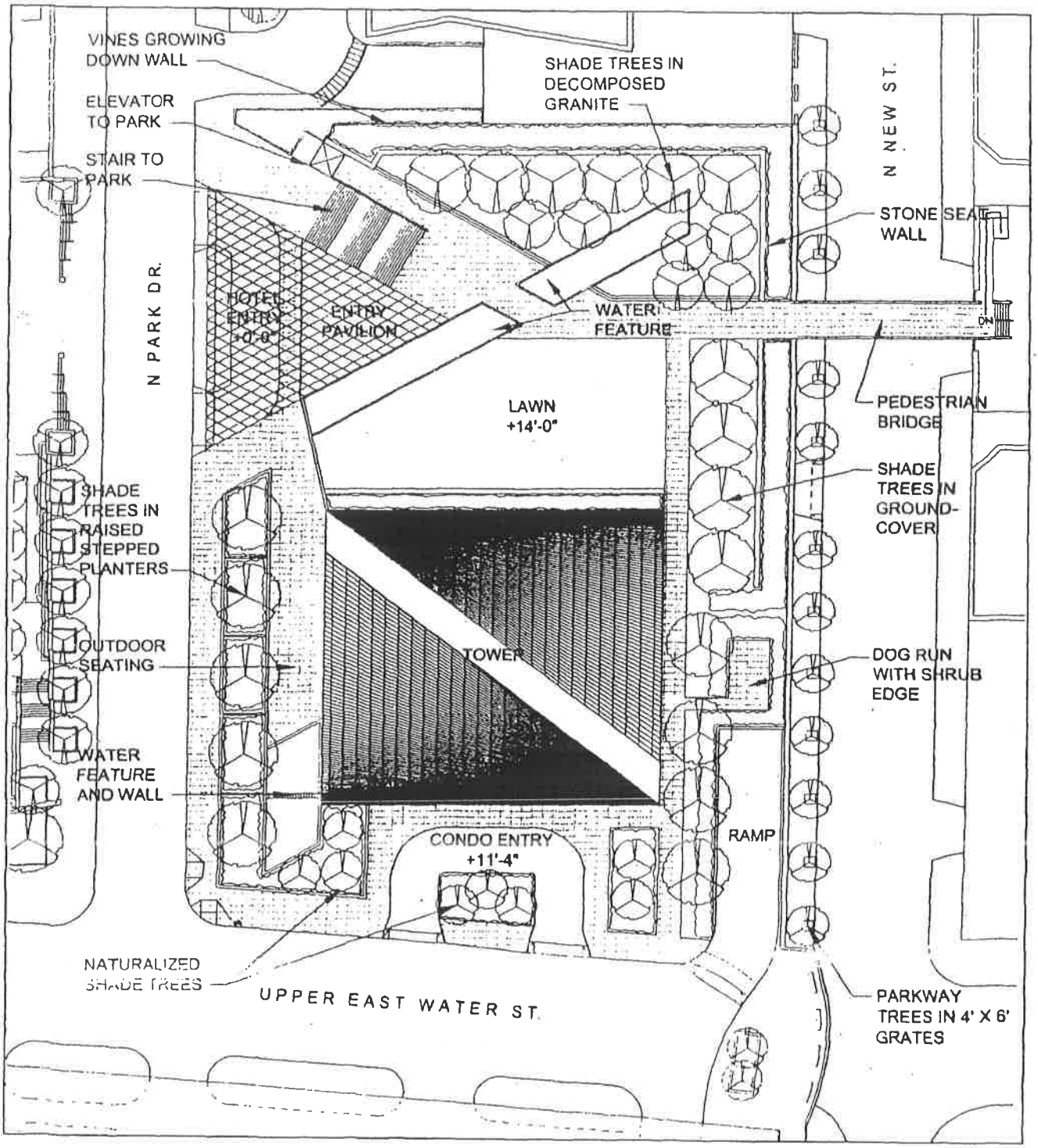
Lake Front Trail Alignment Alternate 2.



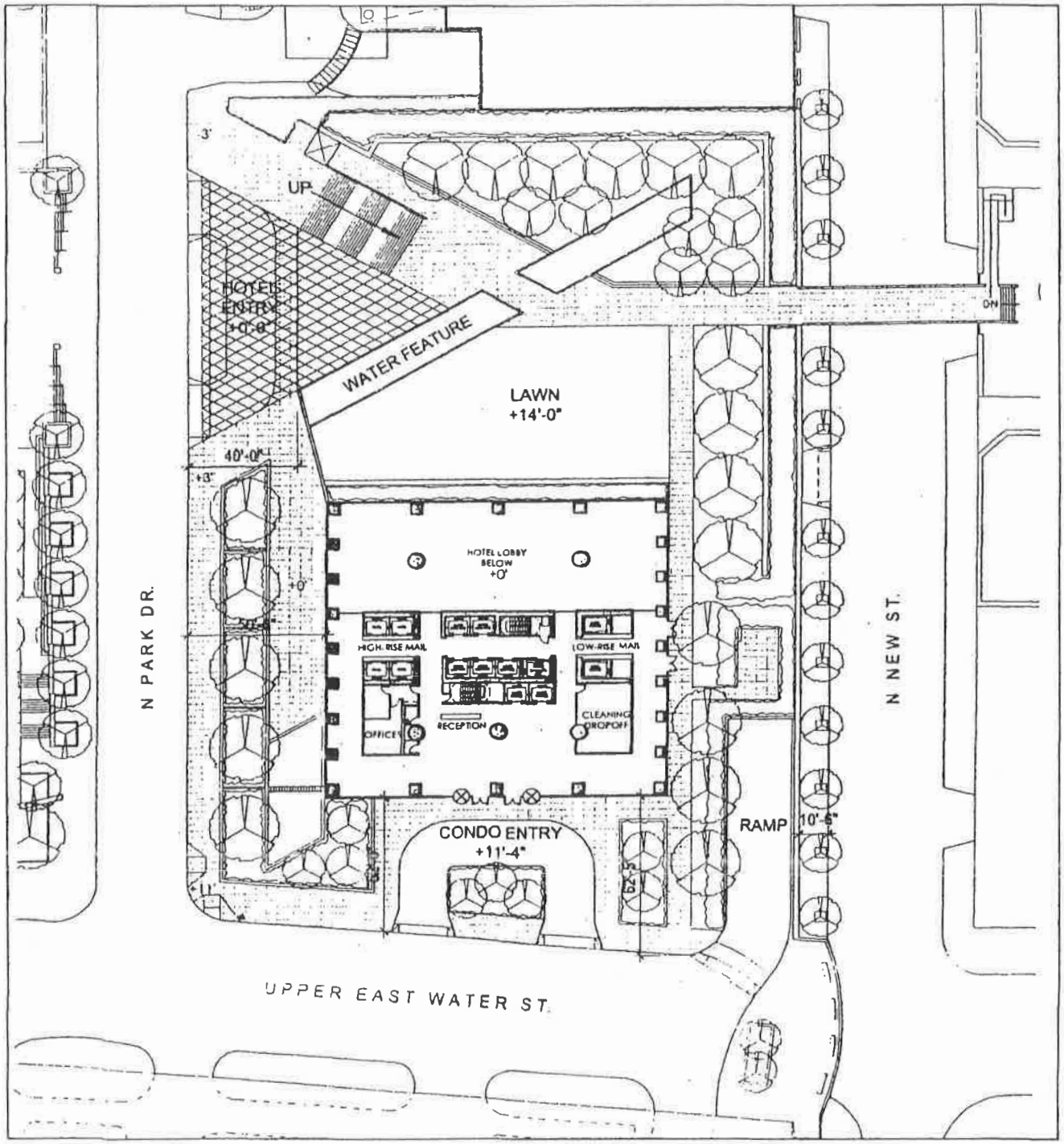
View Corridor Program.



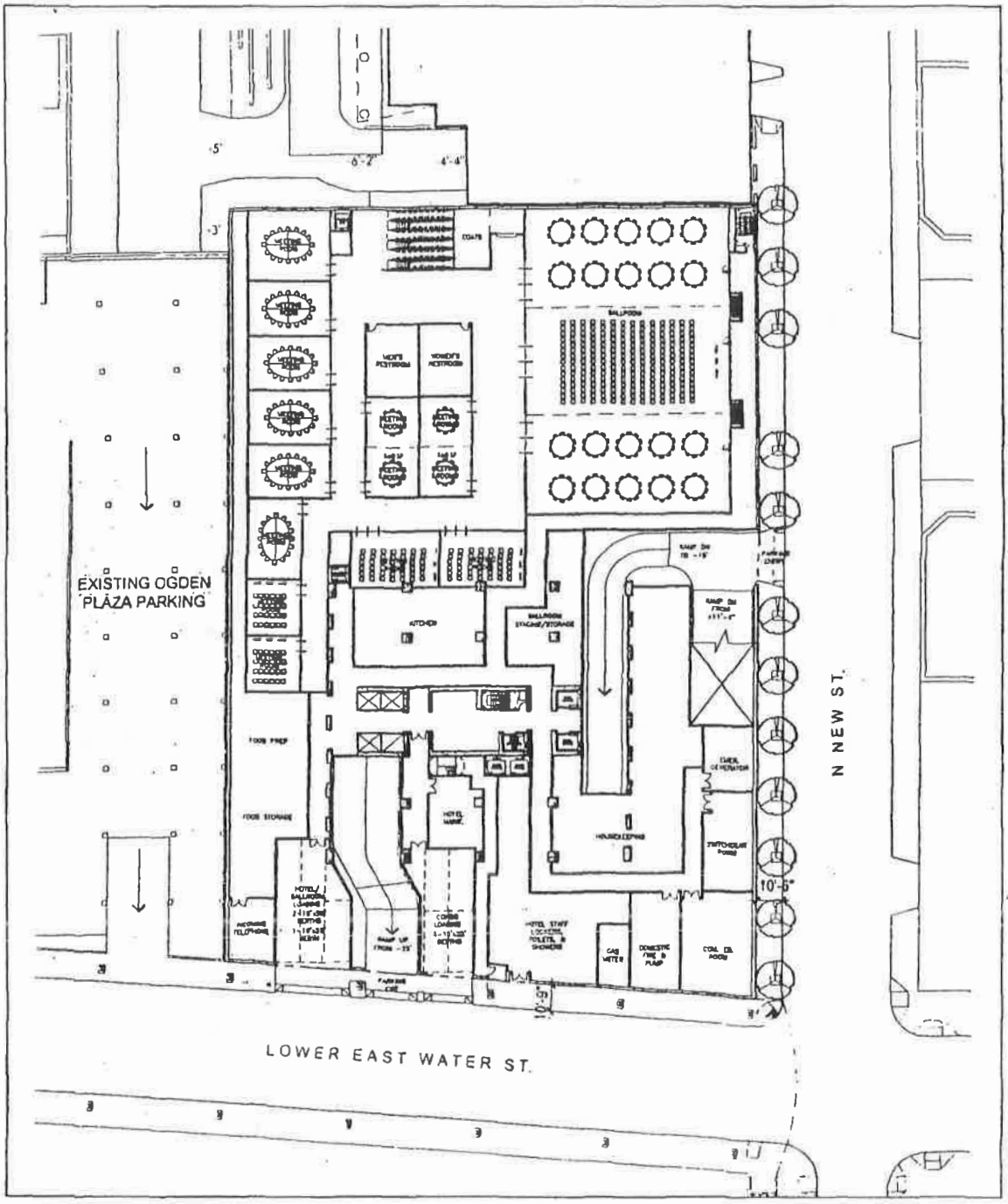
Landscape Plan.



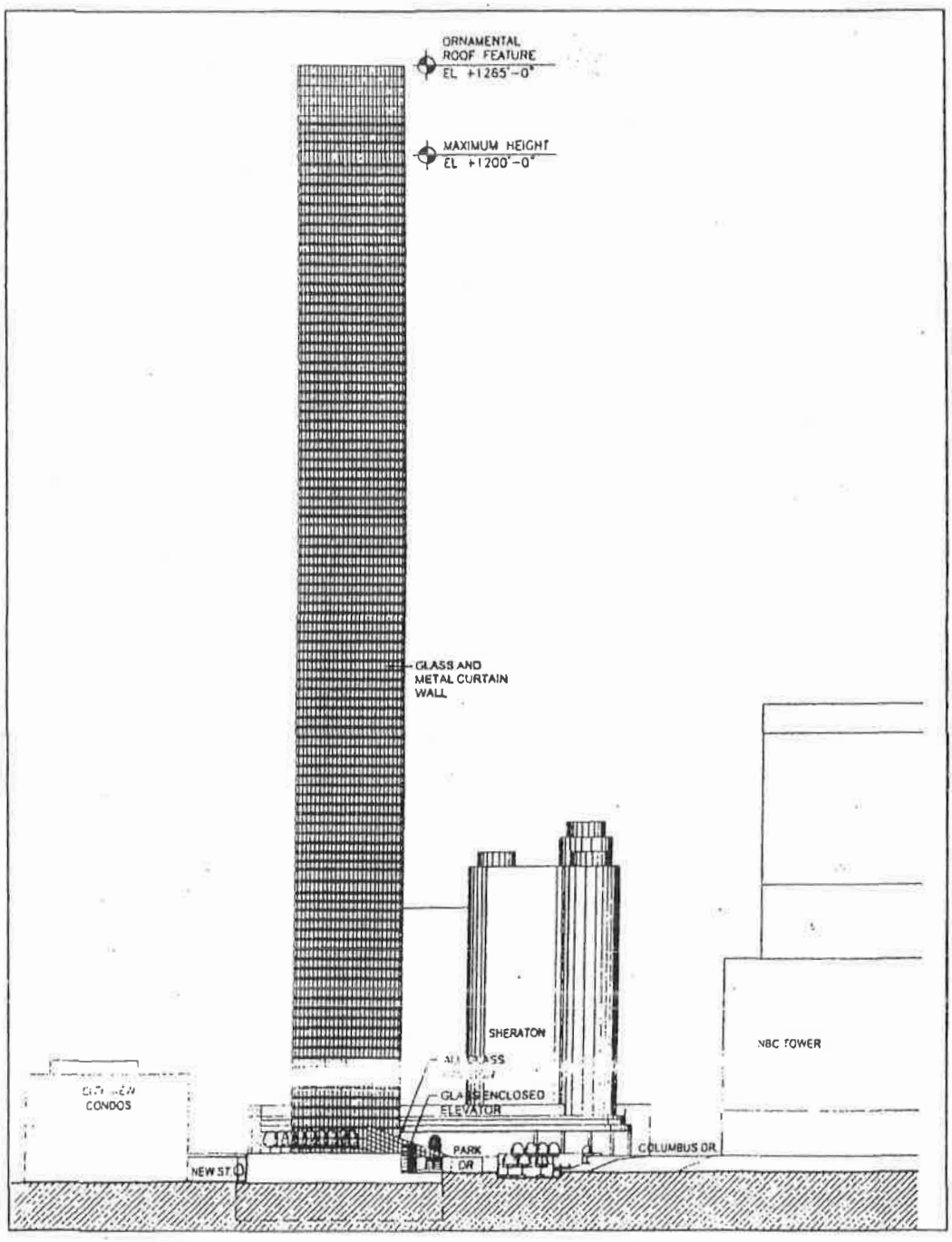
Upper East Water Street Plan.



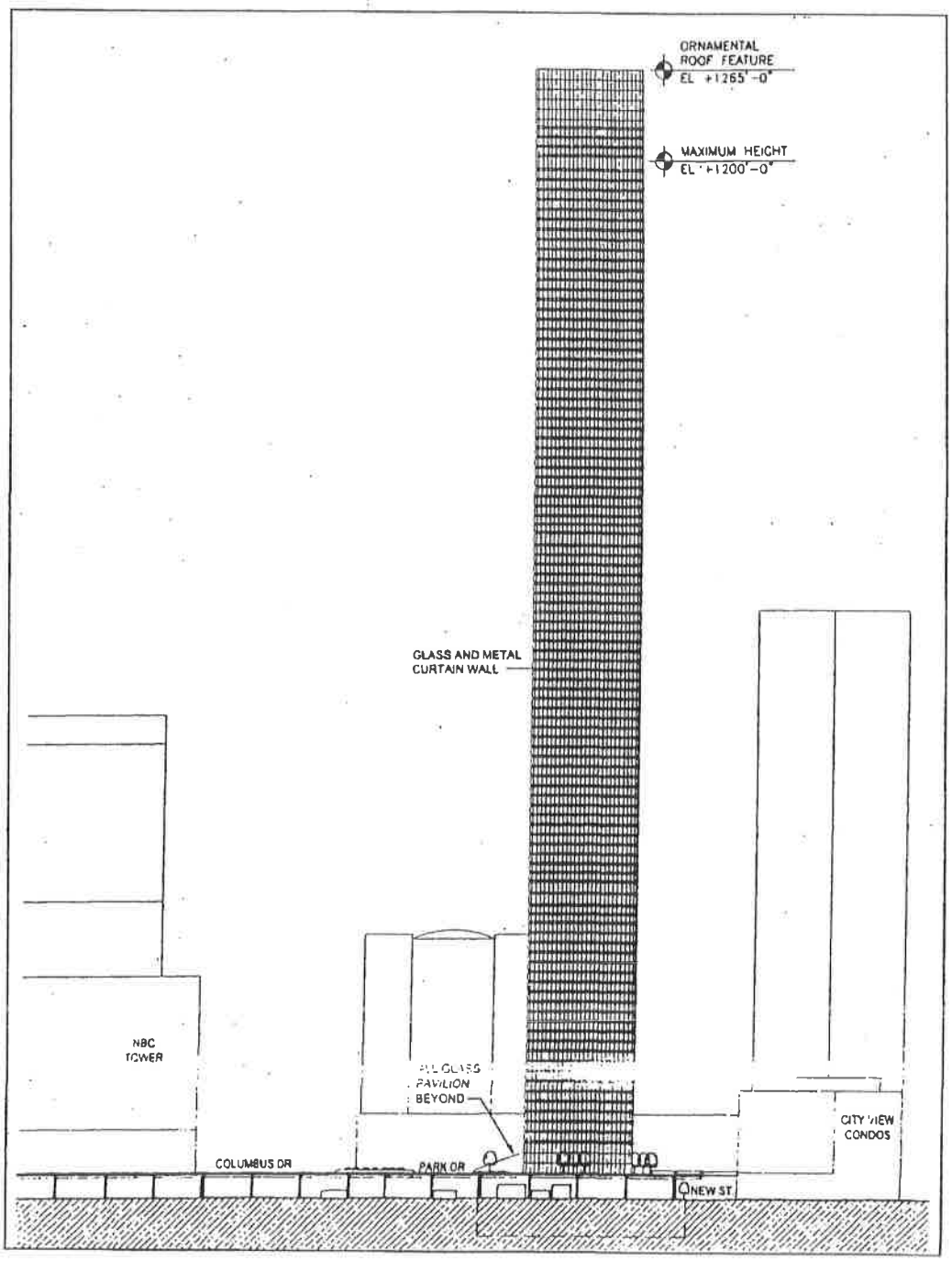
Lower East Water Street Plan.



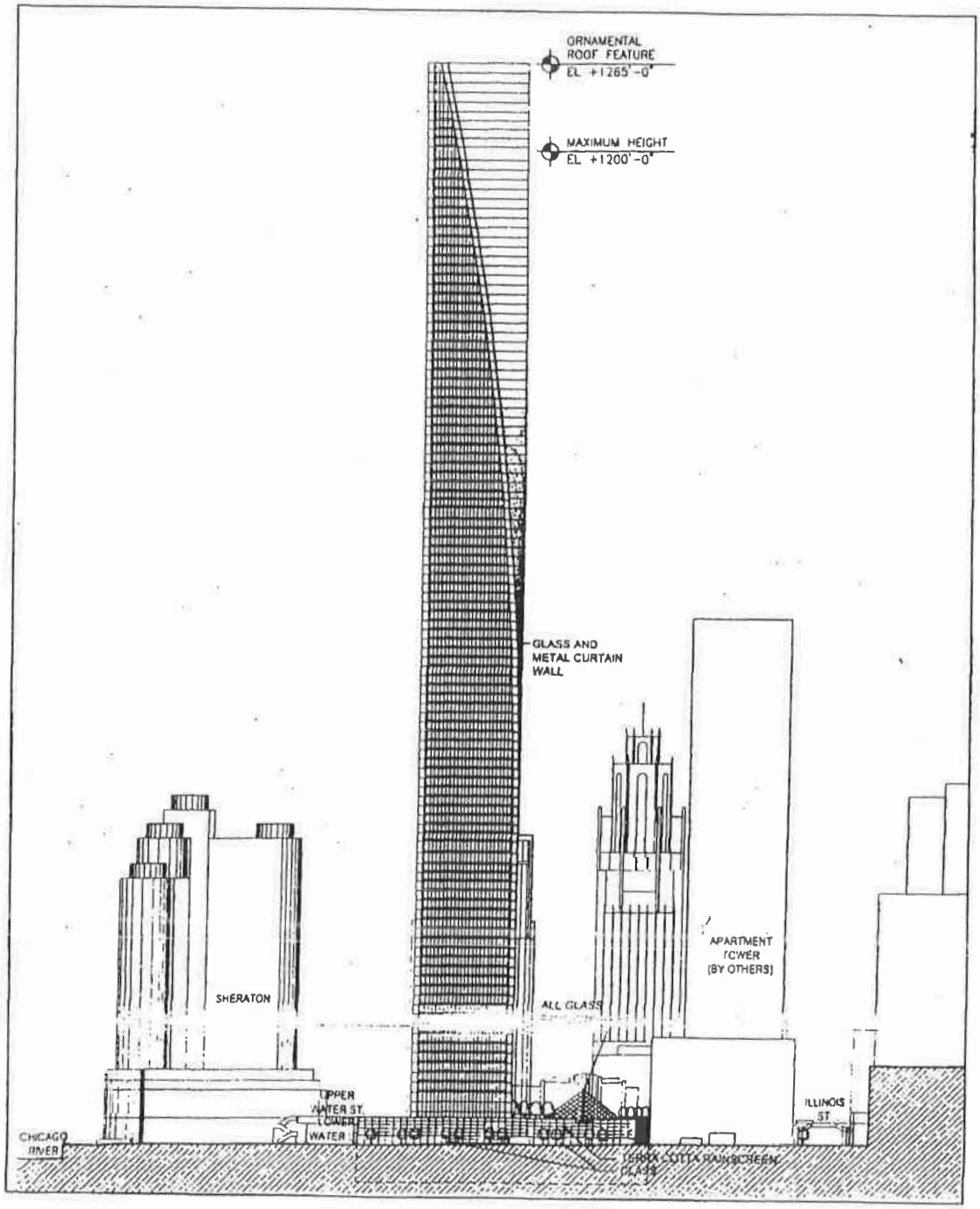
North Elevation.



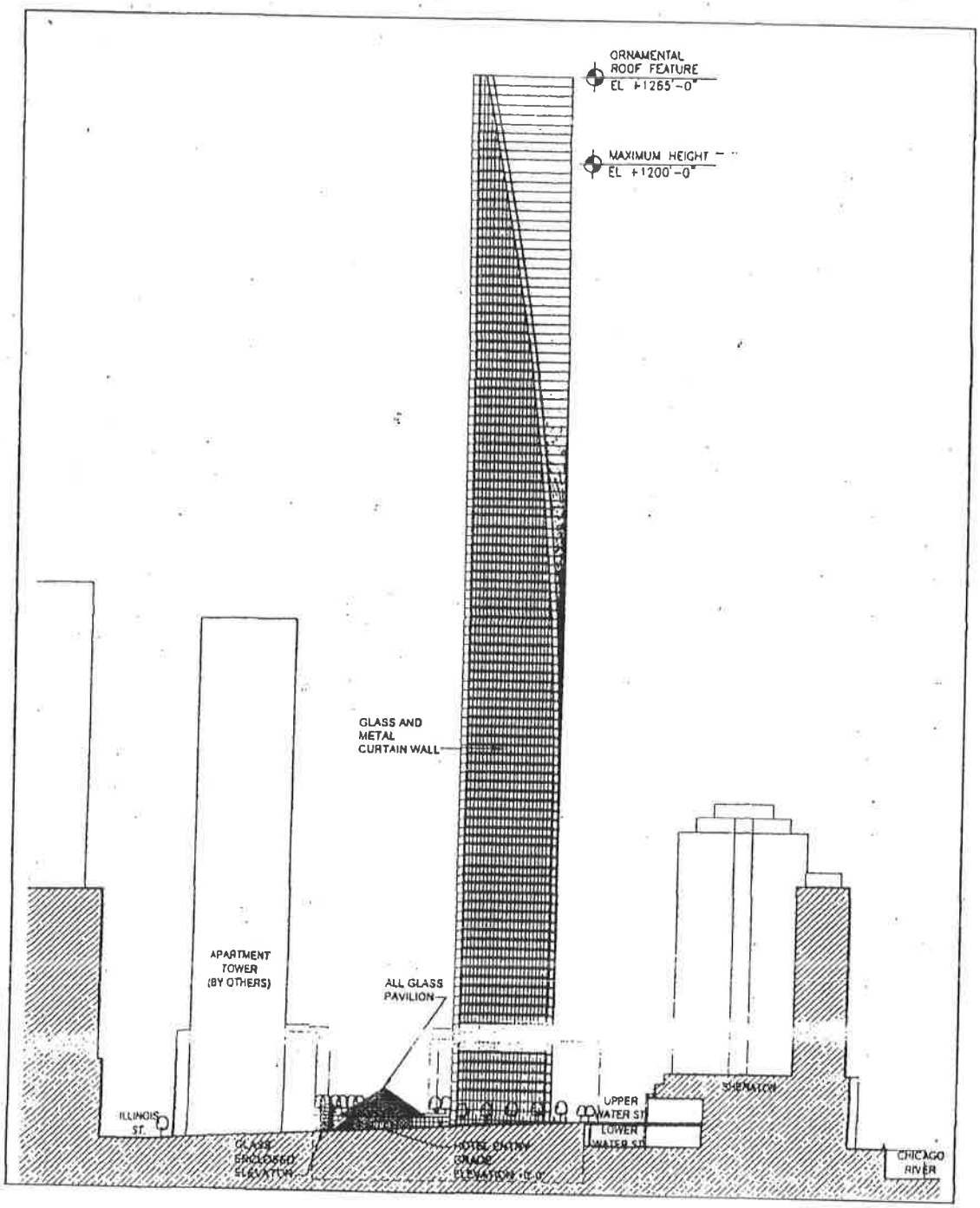
South Elevation.



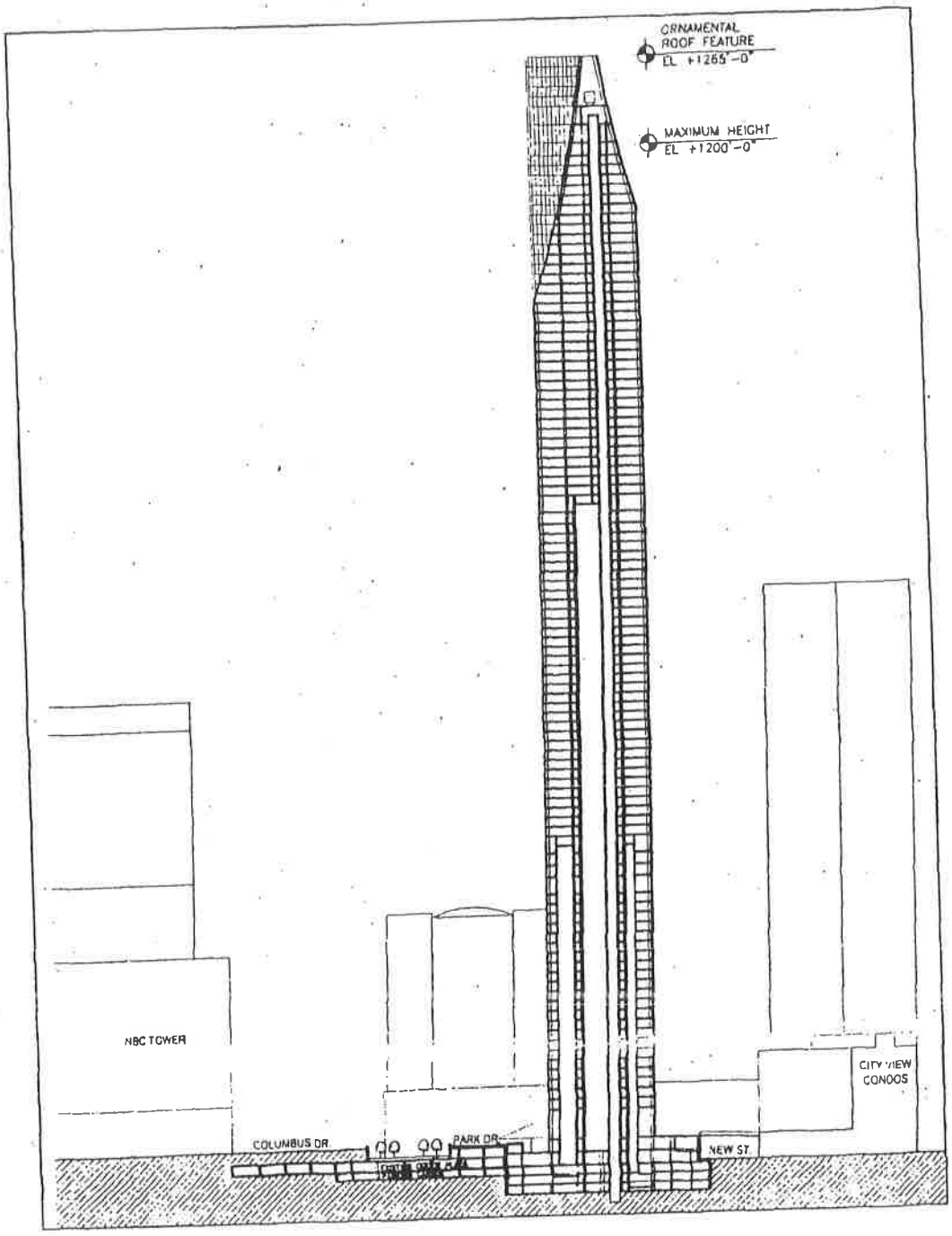
East Elevation.



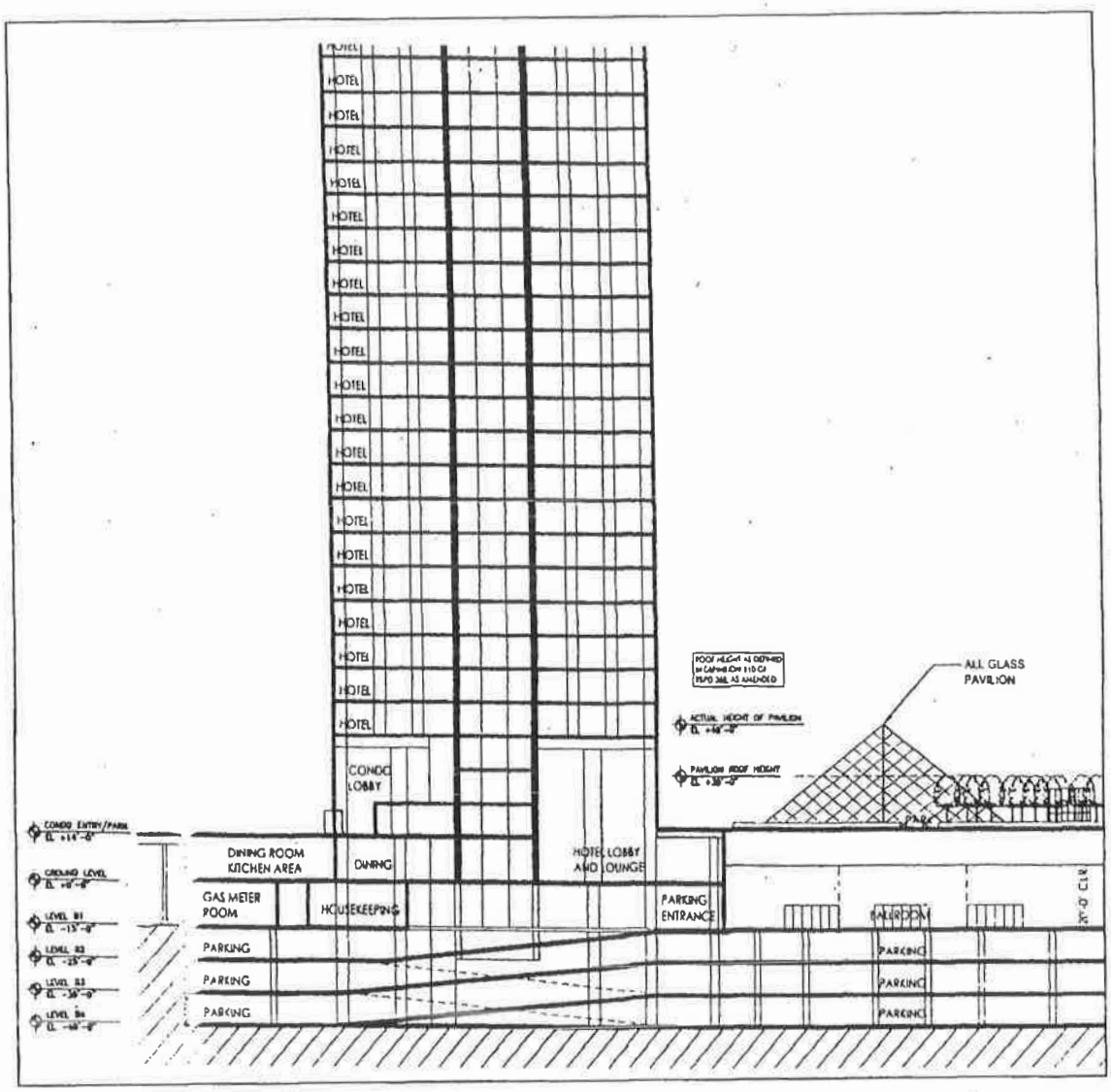
West Elevation.



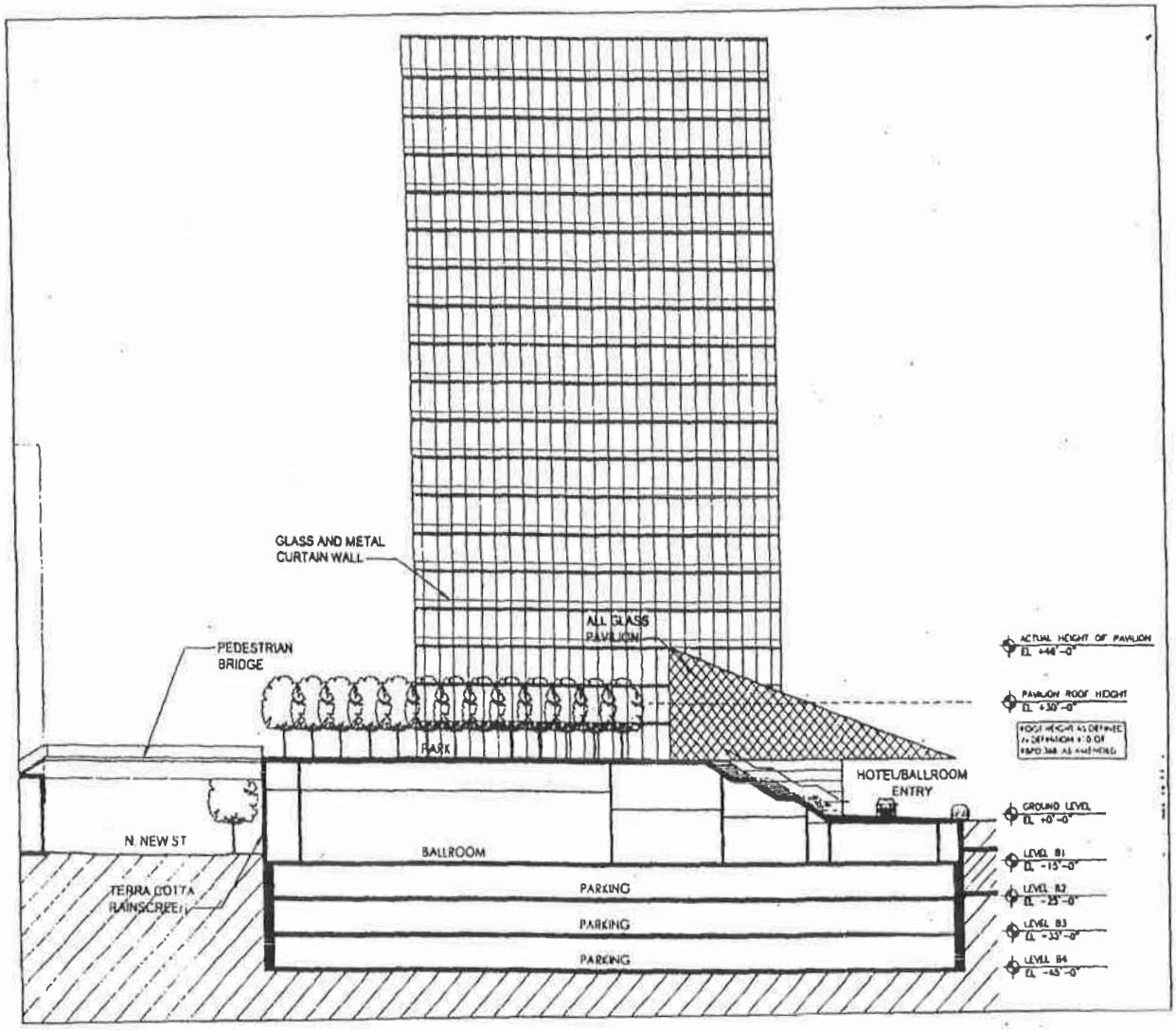
Building Section.



Partial North/South Section.



Partial East/West Section.



E.D.S. Recertification.

(DO NOT SUBMIT THIS PAGE WITH YOUR EDS. The purpose of this page is for you to recertify your EDS prior to submission to City Council or on the date of closing. If unable to recertify truthfully, the Disclosing Party must complete a new EDS with correct or corrected information)

RECERTIFICATION

Generally, for use with City Council matters. Not for City procurements unless requested.

This recertification is being submitted in connection with Zoning amendment & lakefront approval for parcel 7 & 7A of P.D. 368 [identify the Matter]. Under penalty of perjury, the person signing below: (1) warrants that he/she is authorized to execute this EDS recertification on behalf of the Disclosing Party, (2) warrants that all certifications and statements contained in the Disclosing Party's original EDS are true, accurate and complete as of the date furnished to the City and continue to be true, accurate and complete as of the date of this recertification, and (3) reaffirms its acknowledgments.

TFC Park Street LLC
(Print or type legal name of Disclosing Party)

Date: 4/18/08

By: Chris Carley
(sign here)

Print or type name of signatory:
Chris Carley

Title of signatory:
Managing AR

Signed and sworn to before me on [date] April 16, 2008, by Vin Keia Berry, at Cook County, Illinois [state].

Vin Keia Berry Notary Public.

Commission expires: 11/29/09.

OFFICIAL SEAL
VIN KEIA BERRY
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:11/29/09

Ver. 11-01-05

ity of Chicago
ichard M. Daley, Mayor

epartment of Planning and
evelopment

rnold L. Randall
ommissioner

ity Hall, Room 1000
21 North LaSalle Street
hicago, Illinois 60602
12 744-4190
12 744-2271 (FAX)
12 744-2578 (TTY)
ttp://www.cityofchicago.org

May 7, 2008

Mr. Paul Ozaki
Project Manager
Centrum Properties Inc.
The Fairbanks at Cityfront Plaza
240 East Illinois
Suite 100
Chicago, IL 60611

Re: **Administrative Relief request for Residential Business Planned Development No. 368, as amended, 200 East Illinois Street**

Dear Mr. Ozaki:

Please be advised that your request for a minor change to Residential Business Planned Development No. 368, as amended, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 18 of the Planned Development.

According to the Planned Development, 25% of the roof area of Phase I (240 E. Illinois St.) and Phase II (200 E. Illinois St.) was to be a green roof. Furthermore, this area was allowed to be treated as a cumulative amount located on the Level 9 and 10 terrace areas of the Phase I building. However, the new green roof is approximately 13,900 square feet, or 950 square feet less than the 14,850 square feet required. Since it is not possible to fit an additional 950 square feet of planting on the Phase II building, you are requesting an Administrative Relief to allow the additional 950 square feet to be added to the Phase III planting area.

With regard to your request, the Department of Planning and Development has reviewed this request and has determined that the relocation of 950 square feet of green roof does not create an adverse impact on the Planned Development or surrounding neighborhood, does not result in an increase in the bulk or density, does not change the character of the development and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential Business Planned Development No. 368, as amended, I hereby approve the foregoing minor change, but no other changes to this Planned Development. **In the event the Phase III building is not constructed, the required 950 square feet of planting must be relocated somewhere on the site.**

Sincerely,

Arnold L. Randall
Commissioner

ALR:SA:HG:tm
cc: Robert McKenna, Mike Marmo, Pat Haynes, Erik Glass, DPD files

NEIGHBORHOODS Alive!
BUILDING CHICAGO TOGETHER

CHICAGO WORKS

Once again, please let the record reflect that I abstain from voting on Application Numbers 16116, 16117, 16132, 16121, 16111, 16109, 16108, 15980 and 15665 under the provisions of Rule 14 of the City Council's Rules of Order and Procedure.

Respectfully submitted,

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

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

Yeas -- Aldermen Flores, Haithcock, Tillman, Preckwinkle, Hairston, Lyle, Beavers, Beale, Pope, Balcer, Cárdenas, Olivo, Burke, T. Thomas, Coleman, L. Thomas, Lane, Rugai, Brookins, Muñoz, Zalewski, Solis, Ocasio, Burnett, E. Smith, Reboyras, Suarez, Matlak, Mell, Austin, Colón, Banks, Allen, Laurino, O'Connor, Doherty, Natarus, Daley, Tunney, Levar, Shiller, M. Smith, Moore, Stone -- 44.

Nays -- None.

Alderman O'Connor moved to reconsider the foregoing vote. The motion was lost.

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

Reclassification Of Area Shown On Map Number 1-E.
(As Amended)
(Application Number 15979) RBPD 368, GC

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 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 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 ninety-four thousand two hundred fifty-six (1,494,256) square feet or thirty-four and thirty-hundredths (34.30) 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-one (21) 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. In any instance where a provision of the Planned Development conflicts with the Chicago Building Code, the Building Code shall control.

   Shelbourne North Water Street, L.P. (the "Applicant") owns or controls Subparcel E.3 within this Planned Development. This Plan of Development consists of the following exhibits related to the development

of Subparcel E.3: Site Landscape Plan; DuSable Landscape Plan; Ground Floor Plan Overview; Lower Lake Shore Drive Plan Overview; Building Elevations; South Building Elevation; Partial Enlarged South Elevation; Partial West/East Site Section; Partial Enlarged East Elevation; North/South Site Section at Lake Shore Drive; North/South Tower and Parking Section; West/East Parking Section; North/South Overview Section.

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 titleholders 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 titleholder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 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. Subject to the subarea/subparcel control provisions of Section 17-8-0400 of the Chicago Zoning Ordinance, 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 DX-12, Downtown Mixed-Use 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 DX-12, Downtown Mixed-Use 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 DX-16, Downtown Mixed-Use District classification; uses permitted where no Plaza Level exists shall be in general conformity with the Permitted and Special Uses of the DX-12, Downtown Mixed-Use District Classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. Residential support services, physical fitness/indoor recreation center, and small venue theater are expressly permitted in Subparcel E.3. Non-accessory parking shall be a permitted use in Subarea F only. Underground accessory parking related to the improvements constructed upon Subparcel E.3 shall be a permitted use in Subparcel E.2. All other controls and regulations set forth herein are made applicable within the general application of this Statement. Uses permitted in DuSable Park (Subparcel E.1) shall be recreational and related uses including but not limited to marinas; tennis courts; and similar facilities. Temporary staging of construction materials and related equipment shall be a permitted use in Subparcel E.1 subject to the review and approval of the Commissioner of the Department of Planning and Development and the Chicago Park District. 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 within Subareas B, D or Subparcel E.3 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 improvement on Parcels P1, P3, P7, P7A, P8, P18, or P19.

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 Chicago Department of Transportation and in compliance with the Municipal Code of the City of Chicago to provide ingress and ingress 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 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.1 or E.3 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). Off-premises signage is prohibited. Temporary signs such as construction and marketing signs may be permitted subject to the aforestated 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 17-13-0611 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. Notwithstanding any statement to the contrary, this Planned

Development shall be subject to the provisions of Chapter 17-11 of the Chicago Zoning Ordinance governing landscaping and screening. In any instance where a provision of this Planned Development conflicts with landscape and screening provisions of the Chicago Zoning Ordinance, the Chicago Zoning Ordinance shall control. Nothing in this Planned Development is intended to waive the applicability of the landscape and screening provisions of the Chicago Zoning Ordinance.

(c) Buildings shall be setback from the property line, if necessary, to achieve a minimum of twelve (12) feet, six (6) inches (except the building column may be setback ten (10) feet in Subarea E-3 along Ogden Slip) 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. 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 finished 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, 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 for pedestrian access to DuSable Park from Parcel 18 shall be subject to detailed review and approval by the Department of Planning before the issuance of any superstructure 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 twenty (20) 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 and Development.

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 owner(s) of Parcel 19 shall be solely responsible for the cost 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, at the time of application for superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the applicant and the Chicago Park District as referenced in Statement Number 11(m) below provides otherwise.

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.

(k) All improvements to be constructed within this Planned Development for which Part II approval letters are issued after the March 29, 2006, date of City Council approval of the amended Planned Development shall comply with the Department of Planning and Development Building Green/Green Roof Matrix and the owners shall use best and reasonable efforts to design, construct and maintain all buildings located within this Planned Development in a manner generally consistent with the Leadership in Energy and Environmental Design Green Building Rating System ("L.E.E.D."). A dog-run shall be located within or adjacent to Subparcel E.3. As a result of the architectural design of the tower to be constructed within Subparcel E.3, a green roof is not feasible.

(l) Pursuant to the Affordable Housing provision of the City of Chicago Zoning Ordinance, Title 17 Chapter 17-4-1004 et seq. ("Zoning Ordinance") the applicant has asked for an increase in the Floor Area Ratio of the Property. The Applicant hereby acknowledges that according to Section 17-4-1004D of the Zoning Ordinance, the total floor area devoted to affordable housing units must equal at least twenty-five percent (25%) of the total increase in floor area allowed under the Affordable Housing Bonus or a cash payment must be made to the City of Chicago Affordable Housing Opportunity Fund based on the increase in allowable floor area x eighty percent (80%) of the median cost of land per buildable

square foot. Based on Section 17-4-1004D the Applicant has agreed to provide a cash payment of the City of Chicago Affordable Housing Opportunity Fund in the amount of Five Million Seven Hundred Thousand Three Hundred and no/100 Dollars ($5,700,300.00). Prior to the issuance of permits, the Applicant will enter into an Affordable Housing Agreement with the Chicago Department of Housing or provide a letter of credit or other security device in an amount equal to the cash contribution. The Applicant must comply with all of the applicable sections of the Affordable Housing Provision of the Zoning Ordinance which sections are hereby incorporated into this Planned Development. The Affordable Housing Agreement required by Section 17-4-1004-E9 is also incorporated into this Planned Development.

Pursuant to the Off-Site Park and Open Space Contributions provision of the City of Chicago Zoning Ordinance, Title 17, Chapter 17-4-1018, et seq., the Applicant has asked for an increase in the floor area ratio of 2.16 F.A.R. for the Property. The Applicant hereby acknowledges that according to Section 17-4-1018-C of the Zoning Ordinance, a cash payment must be made to the City of Chicago based on the increase in allowable floor area multiplied by eighty percent (80%) of the median cost of land per buildable square foot. Based on Section 17-4-1018-C, the Applicant has agreed to provide a cash payment to the City of Chicago in the amount of Four Million One Hundred Four Thousand Two Hundred Sixteen and no/100 Dollars ($4,104,216.00). Prior to the issuance of permits, the Applicant will provide a letter of credit or other security device in an amount equal to the cash contribution. The Applicant must comply with all of the sections of the Off-Site Park and Open Space contributions provisions of the Zoning Ordinance which sections are hereby incorporated into this Planned Development. The Off-Site Park and Open Space contribution Agreement required by Section 17-4-1018-B3 is also incorporated into this Planned Development.

(m) The Applicant, the City of Chicago and the Chicago Park District shall enter into an agreement relating, in part, to the responsibility for the design, funding and construction phasing of DuSable Park, the pedestrian connections to DuSable Park and the Lakefront Trail.

(n) The improvements contemplated for DuSable Park (Subparcel E.1) must be substantially completed by the Applicant prior to the issuance of Certificate of Occupancy for any dwelling unit exceeding the three-hundredth (300th) dwelling unit constructed with Subparcel E.3.

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.

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). 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 to 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 owner(s) of Parcel 18 shall be solely responsible for 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, at the time of application for superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the applicant and the Chicago Park District as referenced in Statement Number 11(m) above provides otherwise.

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 Parcel 21. 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 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 P21. 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 Sub-Area F shall be landscaped in accord with the Landscape Ordinance. All sidewalks in Sub-Area 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 17-13-0610 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. At least thirty (30) days prior to the filing of the Applicant's request for Part II approval for the construction of the superstructure upon Subparcel E.3, the Applicant shall submit a detailed Landscape Plan and Elevations for the Subparcel E.3 property to the Department of Planning and Development for review and approval.

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 17-13-0611 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 or of an approved Site Plan 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 17-13-0611 of the Chicago Zoning Ordinance.

19. 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 improvement 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.

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.

21. Unless substantial construction of the improvements contemplated within Subparcel E.3 has commenced within six (6) years following adoption of this Planned Development, and unless completion is thereafter diligently pursued, then this Planned Development shall expire and the zoning of the Planned Development shall automatically revert to Residential-Business Planned Development Number 368, as amended on March 29, 2006.

[Existing Zoning Map referred to in these Plan of Development Statements unavailable at time of printing.]

[Exhibit 1 referred to in these Plan of Development Statements printed on page 105979 of this *Journal*.]

[Exhibits 3 through 6, Exhibit 7, Exhibit 9 and Exhibits 10 through 23 referred to in these Plan of Development Statements printed on pages 105983 through 106002 of this *Journal*.]

Exhibit 8 -- 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 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 hundred (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 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/drop-off 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 eliminated 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 of traffic operations needs and problems, with 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 clear, east of Columbus; Grand Avenue, west of Michigan; Ohio Street, west of Michigan; and Ontario Street, west of St. Clair.

Improved public transit serve 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 signal cul-de-sac street, North Water Street east of McClurg. The sewer on North Water is seven to eight 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-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. A.D.A. accessibility of any pedestrian bridge which may be built across Ogden Slip should be reviewed.

Exhibit 1.

Residential Business Planned Development Number 368, As Amended. Bulk Regulations And Data Table.

RESIDENTIAL BUSINESS PLANNED DEVELOPMENT No. 368, AS AMMENDED

EXHIBIT 1: BULK REGULATIONS AND DATA TABLE

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	380, 796 8.74	540 See note (5)	5,259	1,800	Permitted see Notes (2) & (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	361,234 8.29	170	500	0	2,350	8.60
E	346,038 7.94	110 See note (9	5 See note (4)	0	1,200	6.88
E.1	232,841 5.34	0	5 See note (4)	Not permitted	Not permitted	0.02
E.2	18,191.63 0.42	0	0	0	0	0
E.3	95,005 2.18	110 See note (9)	0	0	1,200	25.00 See note (10)
F	100,436 2.31	150	0	0	1,000	14.93
Total	1,494,256 34.30	1,040	9,096	4,340	5,580 See note (2)	11.03

Gross site Area = Net Site Area: 1,494,256 sq. ft. (34.30 acres) plus area in or proposed to be in public right of way: 940,843 sq. ft. (21.60 acres) plus area in or proposed to be in public parks or open space: 369,127 sq. ft. (8.48 acres) = 2,804,226 sq. ft. (64.38 acres).

OFF STREET PARKING	MINIMUM	MAXIMUM
BUSINESS USES	1:5,000 sq. ft.	As determined by DPD in consultation with CDOT
HOTEL USES	1:4 Rooms	
RESIDENTIAL USES	55% d.u.	
NON-ACCESSORY PARKING (Allowed in Sub-area F only)	200 spaces	500 spaces

OFF STREET LOADING: Per DX-12 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

APPLICANT: Shelbourne North Water Street, LP
DATE: December 8, 2006
REVISED: March 15, 2007
April 19, 2007

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 DX-16 Downtown Mixed-Use District classification. Any such units so built will not affect the total of 5,580 dwelling units permitted in Subareas B, C, D, E and F dwelling units are permitted below the second (2) floor in all subareas except Subarea E.

Note (3) For purposes of exchange of uses, a hotel room shall be equal to 0.5 dwelling units. This 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 Subarea E.1 (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 Subarea A.

Note (6) Assumes floor area allocated to existing buildings as follows: 401 North Michigan Avenue (760,241 square feet), University of Chicago Gleacher Center (240,000 square feet), NBC Tower (912,000 square feet); and to future development parcels as follows: P1 (776,250 square feet); P3 (970,000 square feet) and P4/P5 (1,600,000 square feet).

Note (7) Assumes floor area allocated to existing Sheraton Hotel at 860,379 square feet and future development Parcels P7, P7A and P8 at 1,621,290 square feet.

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 square feet

Note (9) Residential support services, physical fitness/indoor recreation center, and small venue theater (for building residents only) are expressly permitted in Subarea E.3.

Note (10) F.A.R. Bonus Calculations

Subarea E.3

(Parcels P18 and P19, combined)

Net Site Area = 95,005 square feet

Base F.A.R.	10.00
Downtown Affordable Housing Zoning Bonus	3.00(a)
Off-site contribution to DuSable Park	2.16(b)
Public Plazas	5.44(c)
Chicago Riverwalk	0.40(d)
Water Features	1.00
Underground Parking and Loading	3.00
Total F.A.R.	25.00

(a) Based on a contribution of $5,700,300.00 to the City of Chicago Affordable Housing Opportunity Fund.

(b) Based on a contribution of $4,104,216.00 to City of Chicago for Off-Site Park Improvements (to DuSable Park).

(c) Based on the provision of 51,730 square feet of on-site public plaza.

(d) Based on the provision of improvements to 3,800 square feet at off-site open spaces.

(e) Based on the provision of 48,669 square feet of water features in on-site public open spaces.

(f) Based on the provision of 171 underground parking spaces on Lower Levels 1 and 2, at least 265 underground parking spaces on Lower Level 3 and lower, and 7 underground loading docks on Lower Level 1.

Exhibit 2.

Planned Development Number 368, As Amended.

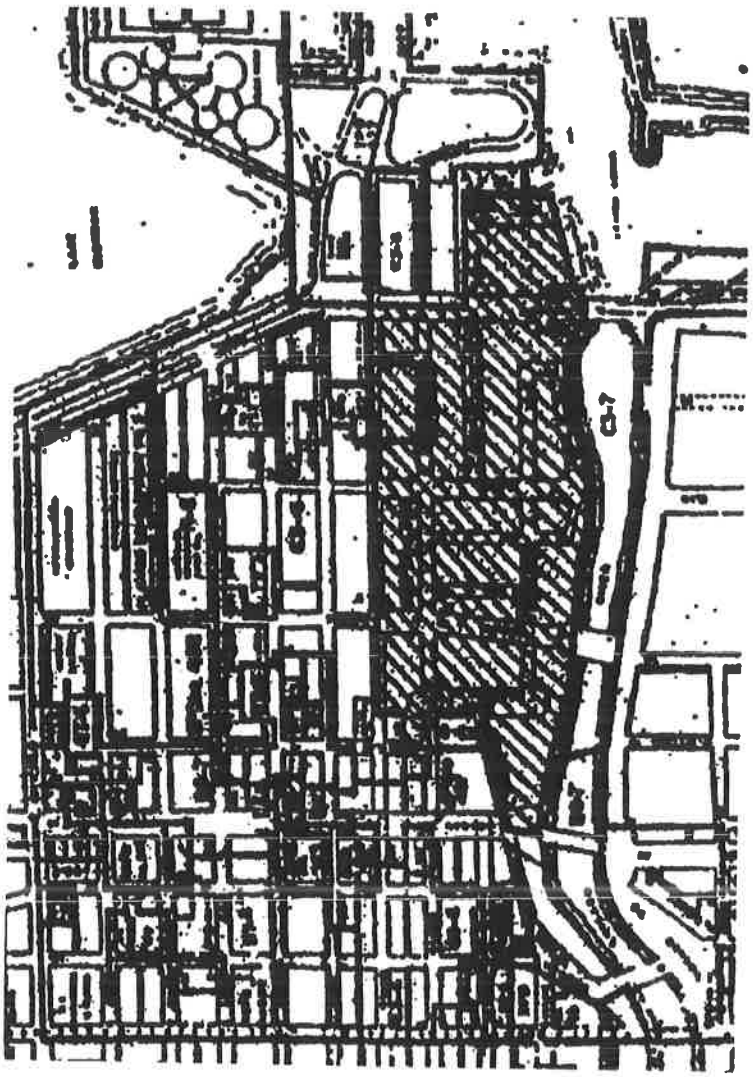


Exhibit 3.

Planned Development, Boundary
And Subarea Map.

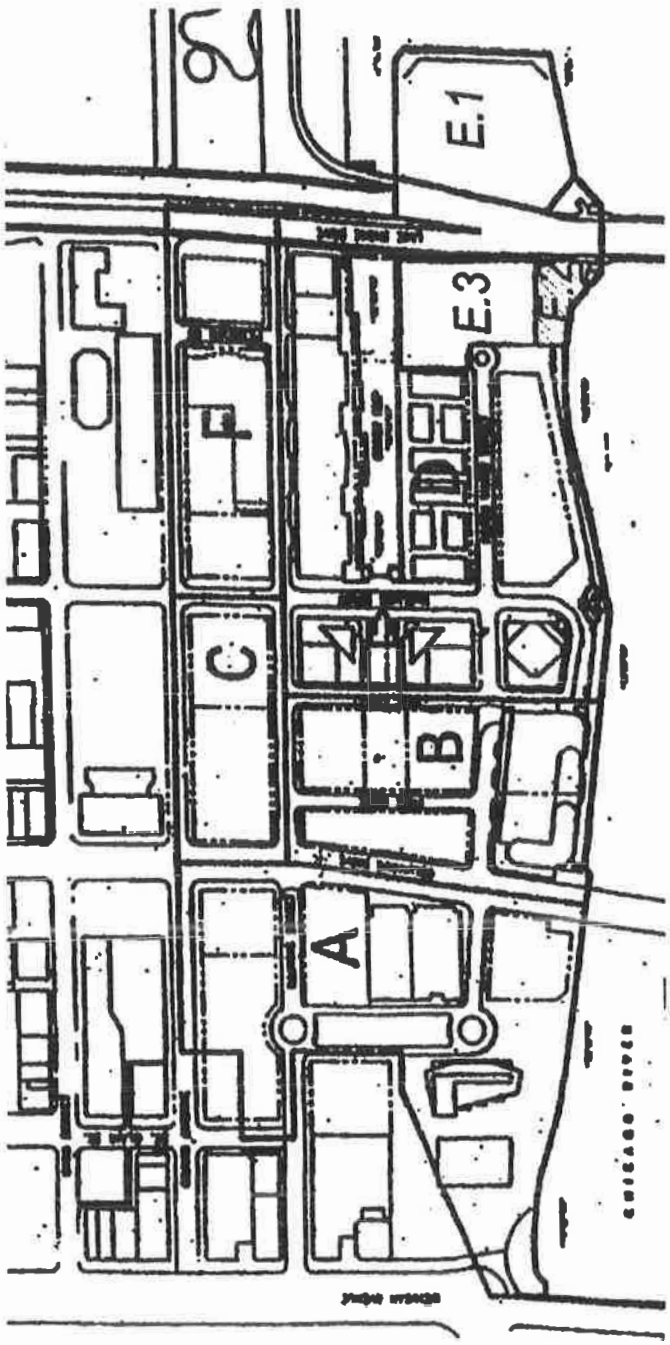


Exhibit 4.

Planned Development Parcels Map.

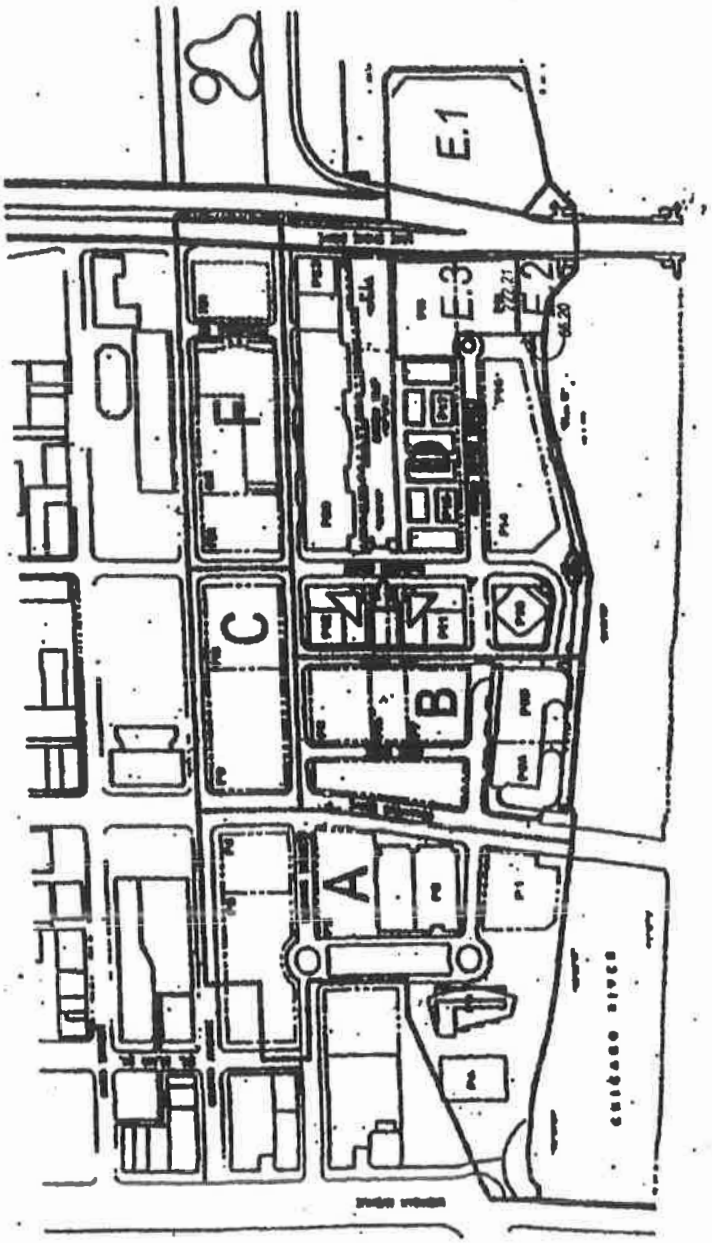


Exhibit 5.

Maximum Height Zones.

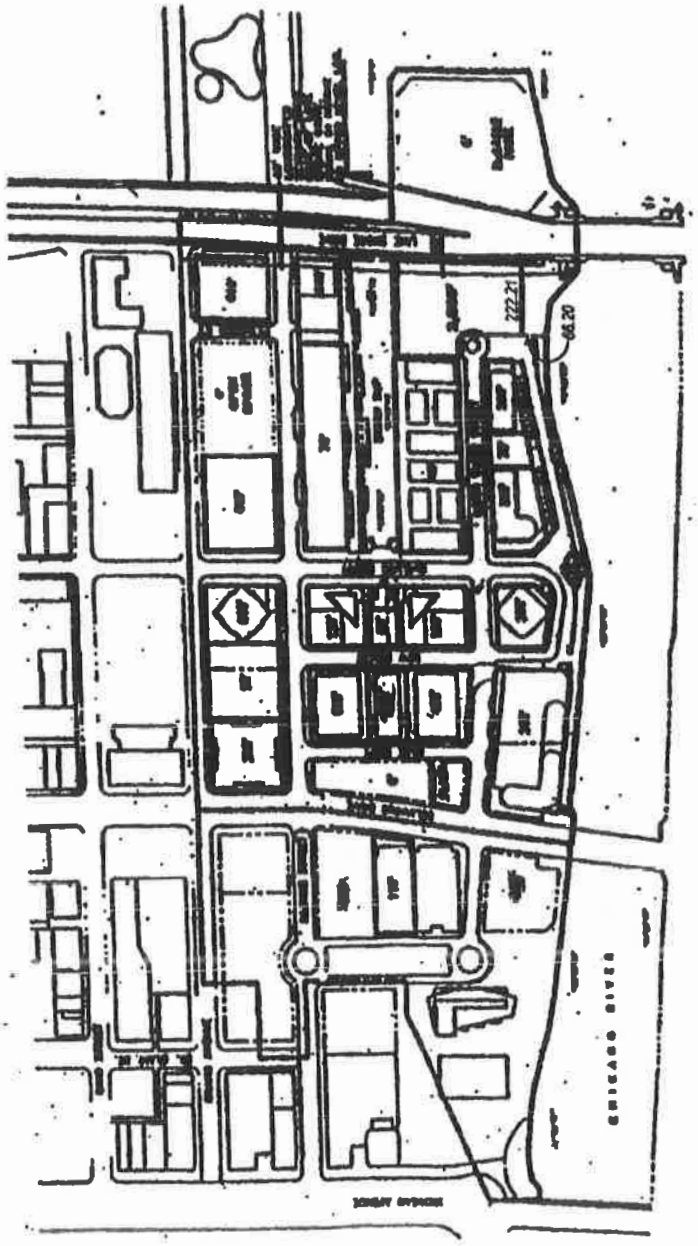


Exhibit 6.

Existing And Planned Open Spaces.

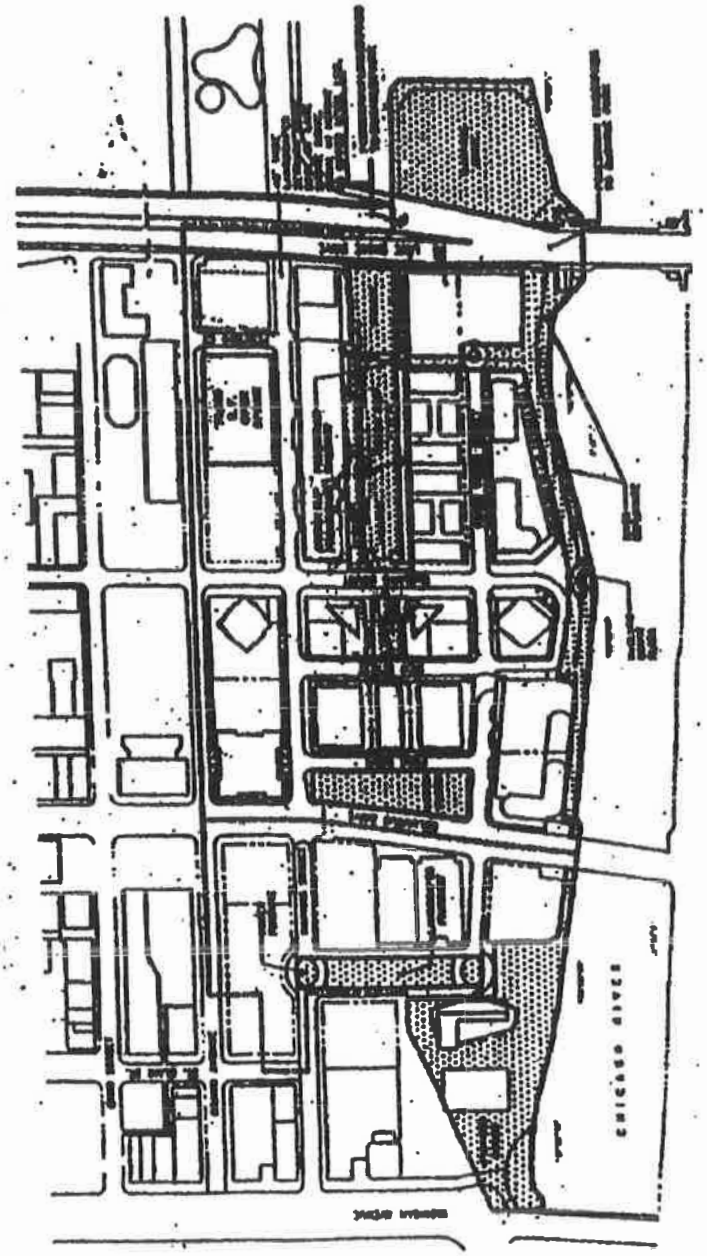


Exhibit 7.

Pattern Of Vehicular Roadways.

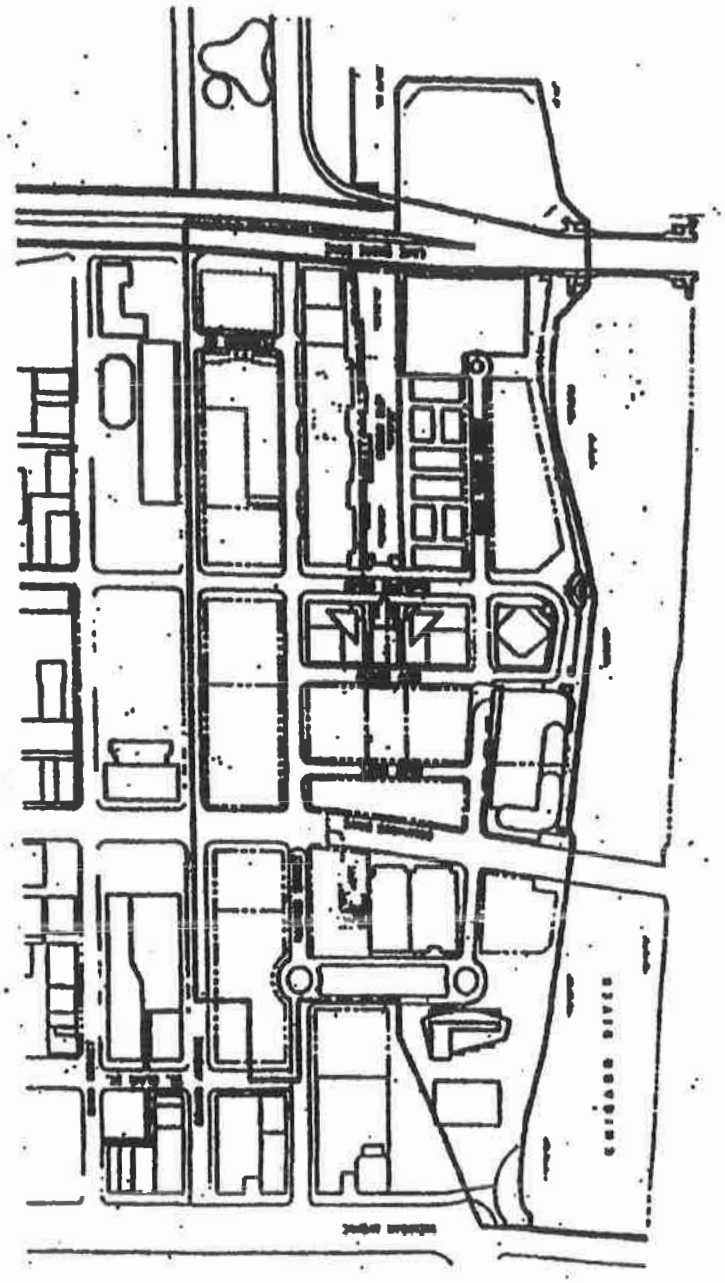


Exhibit 9.

Site/Landscape Plan.

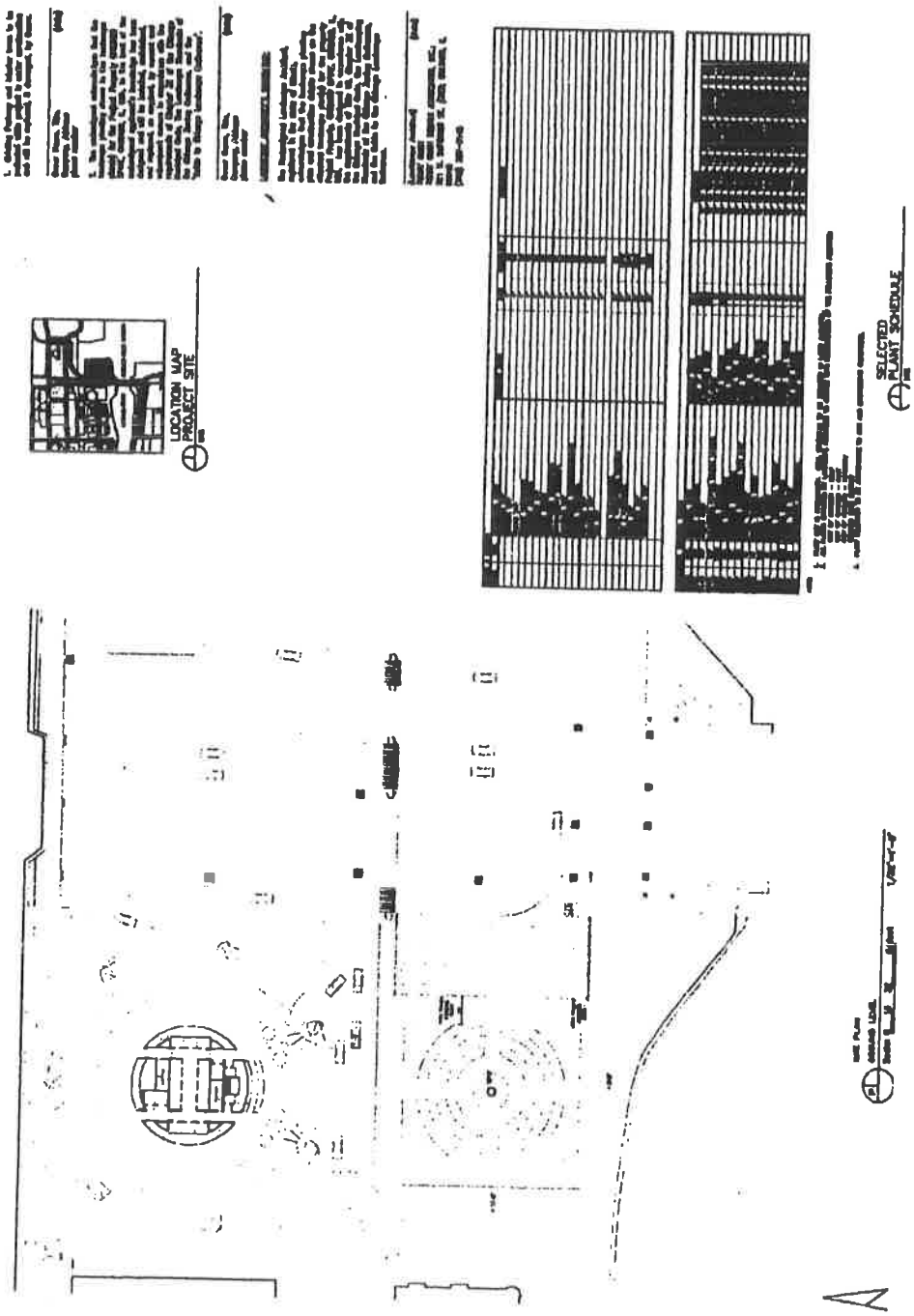


Exhibit 10.

DuSable Landscape Plan.

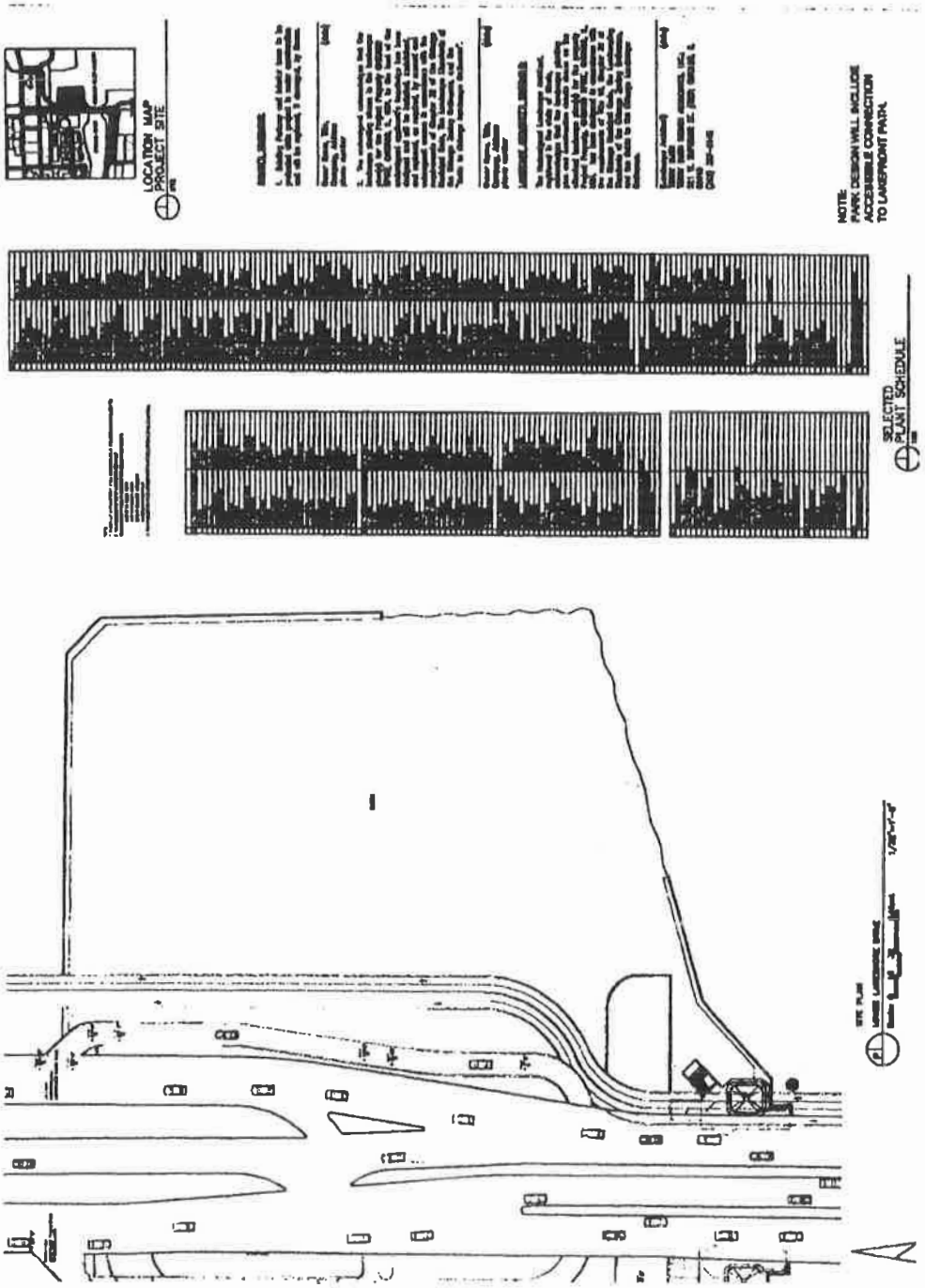


Exhibit 11.

Ground Floor Plan Overview.

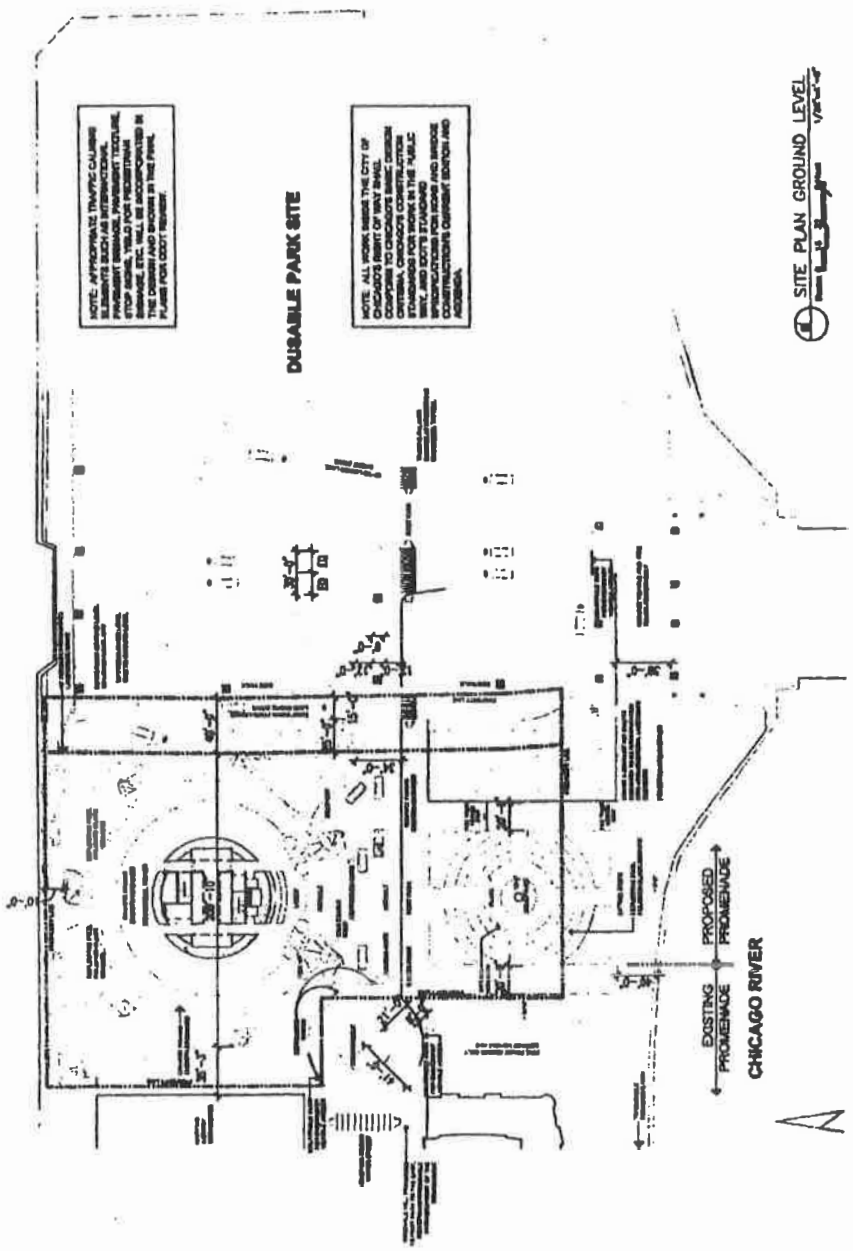


Exhibit 12.

Lower Lake Shore Drive
Plan Overview.

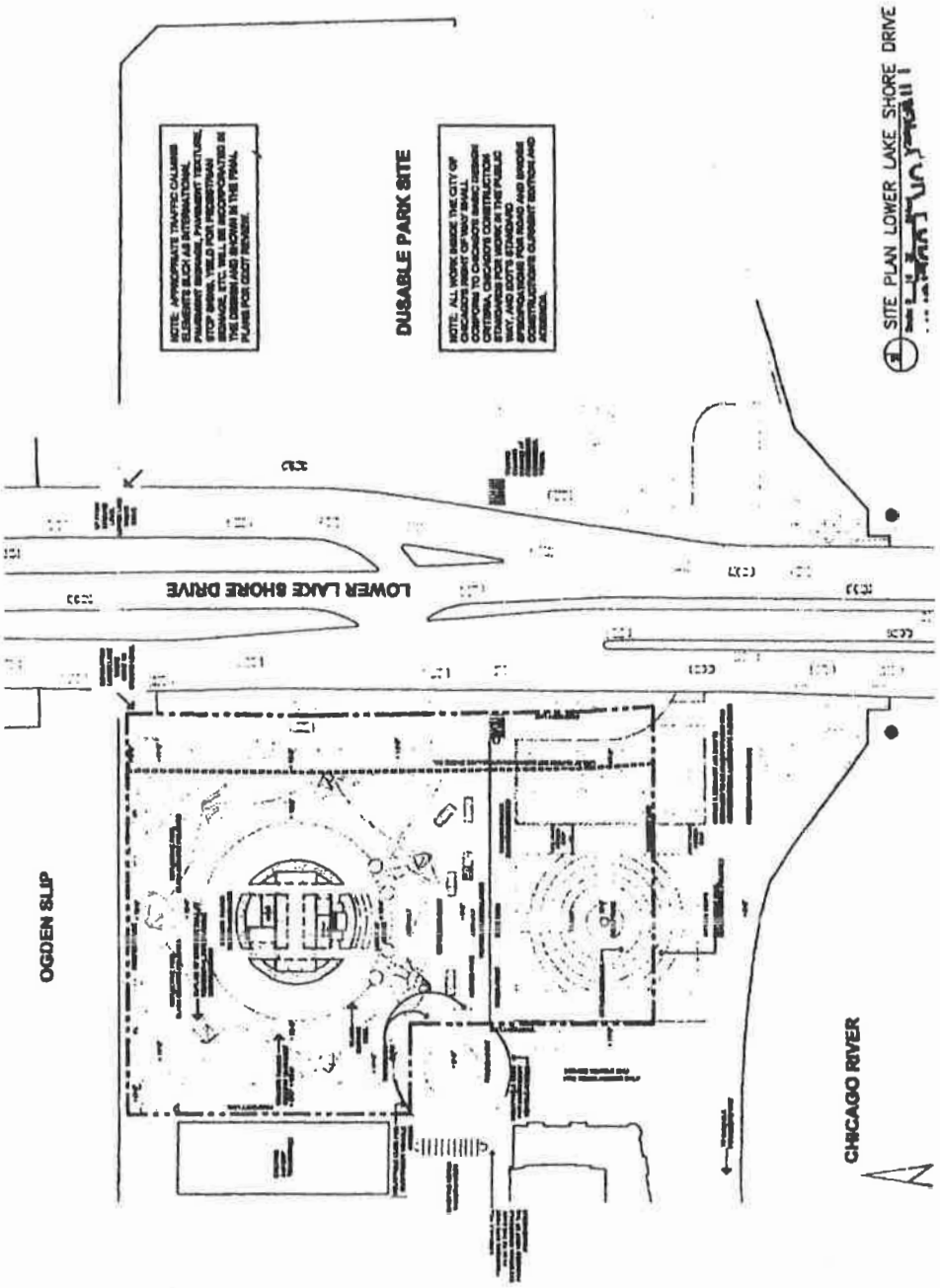


Exhibit 13.

Building Elevations.

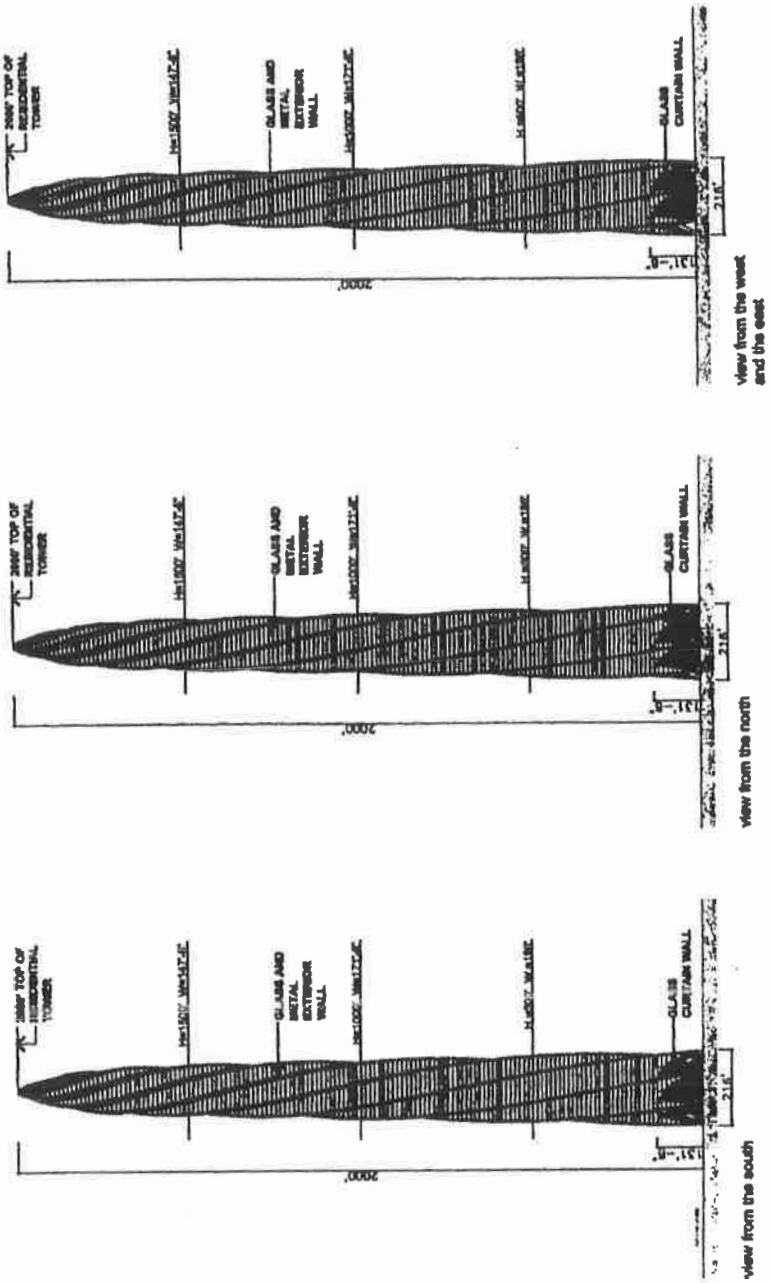


Exhibit 14.

South Building Elevation.

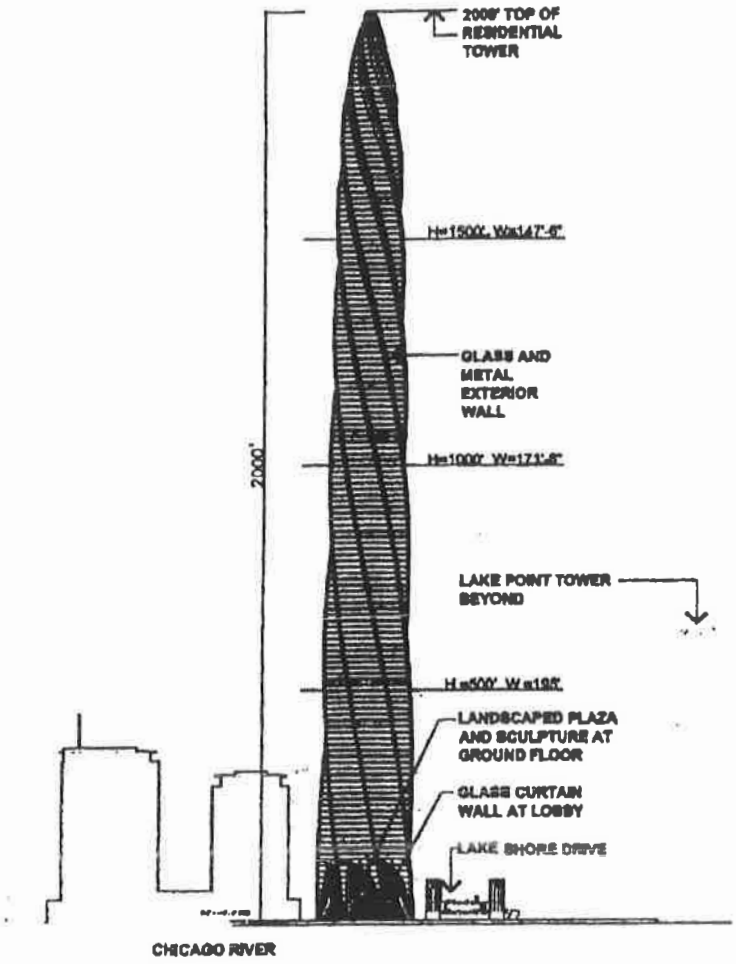


Exhibit 15.

Partial Enlarged South Elevation.

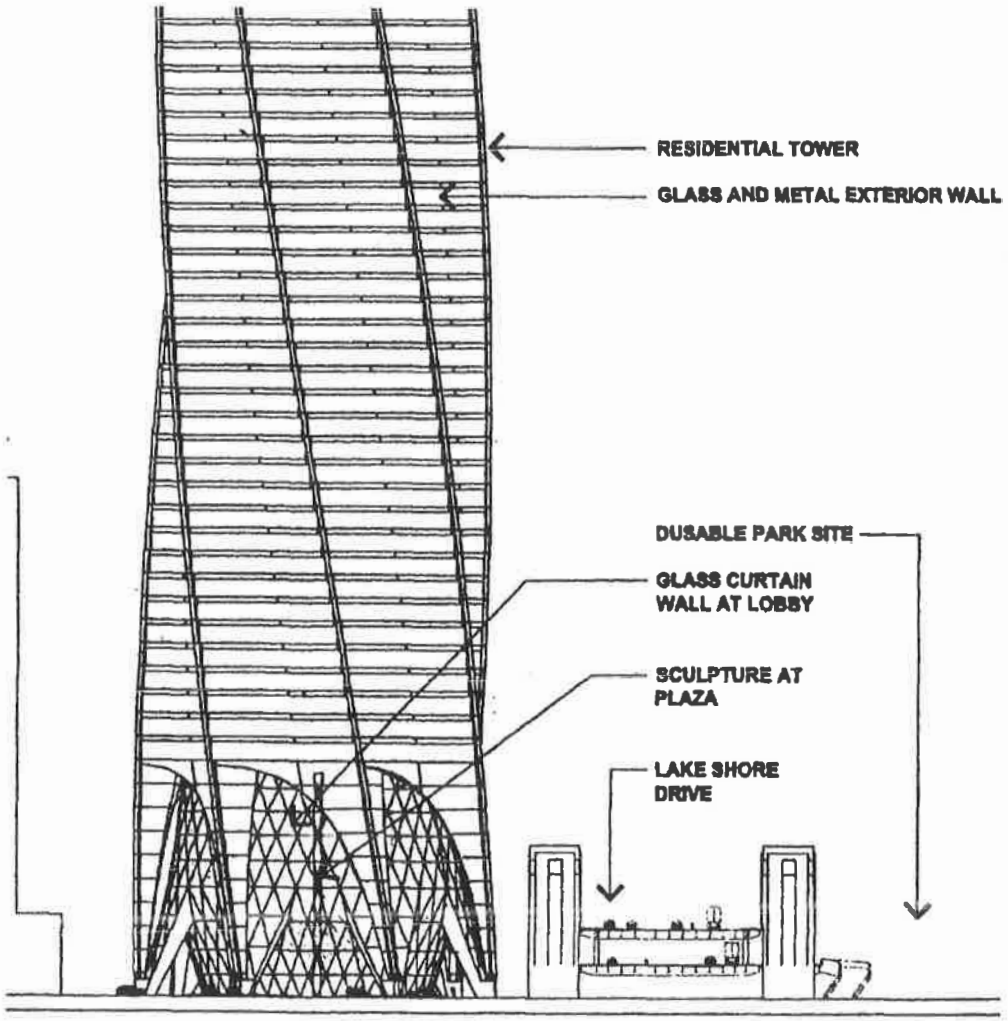


Exhibit 16.

Partial West/East Site Section.

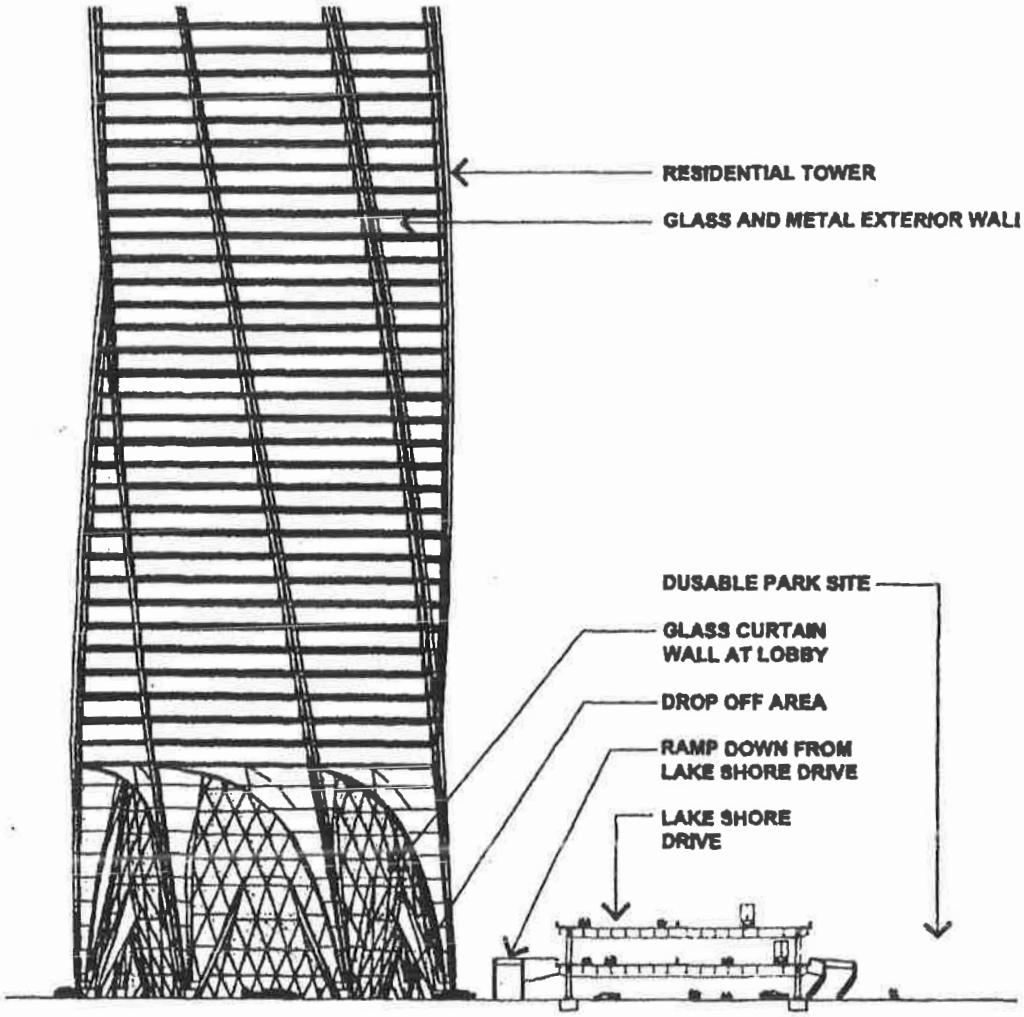


Exhibit 17.

Partial Enlarged East Elevation.

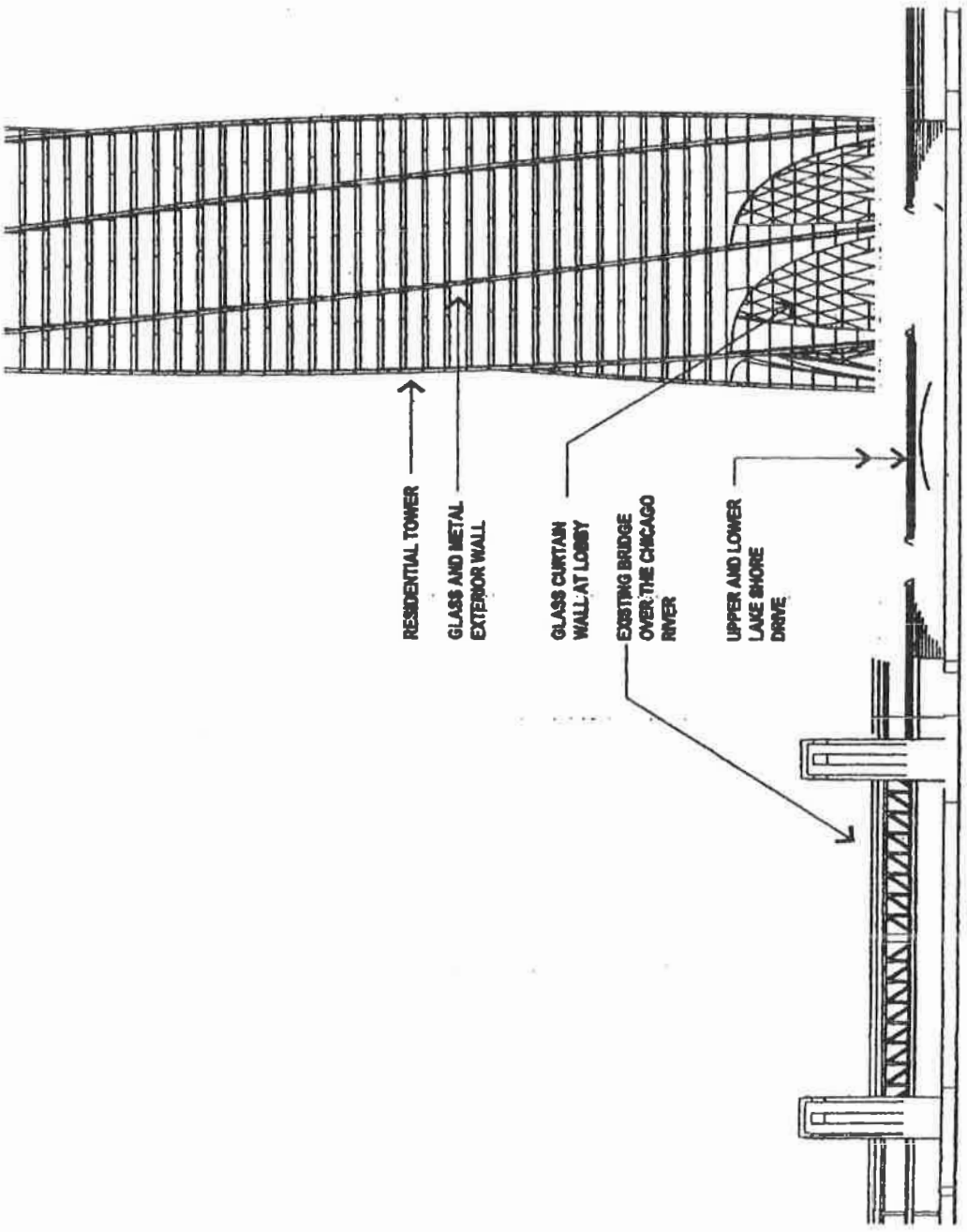


Exhibit 18.

North/South Site Section
At Lake Shore Drive.

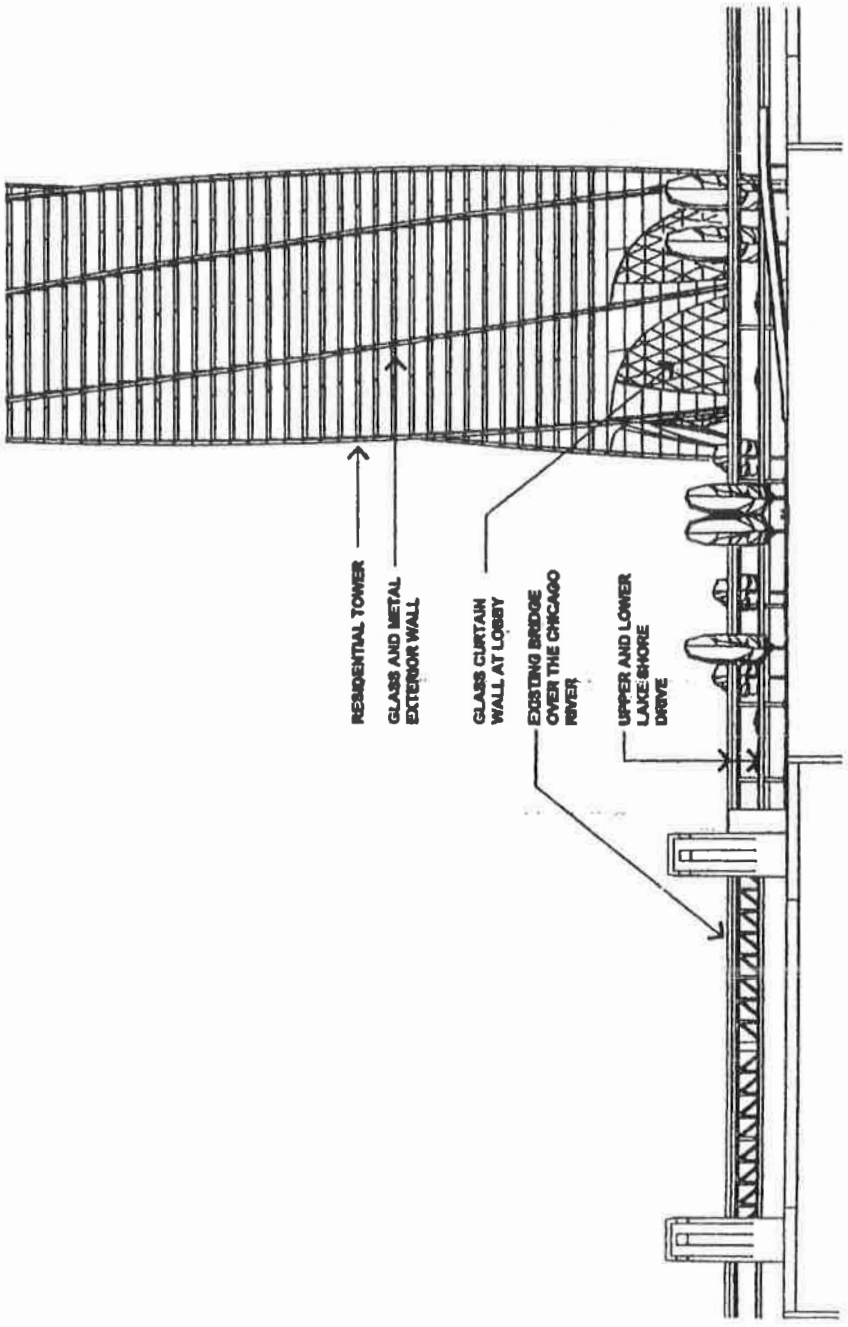


Exhibit 19.

North/South Tower And
Parking Section.

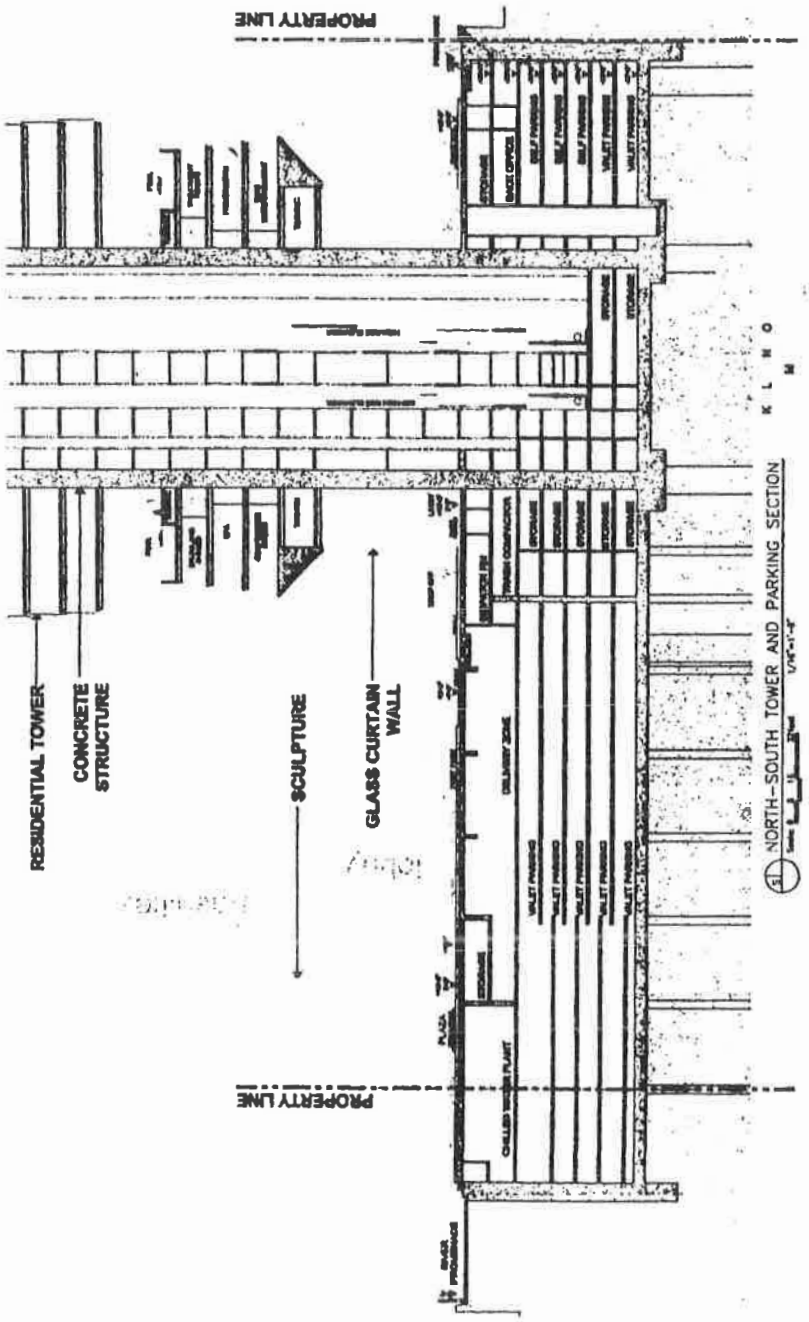


Exhibit 20.

West/East Parking Section.

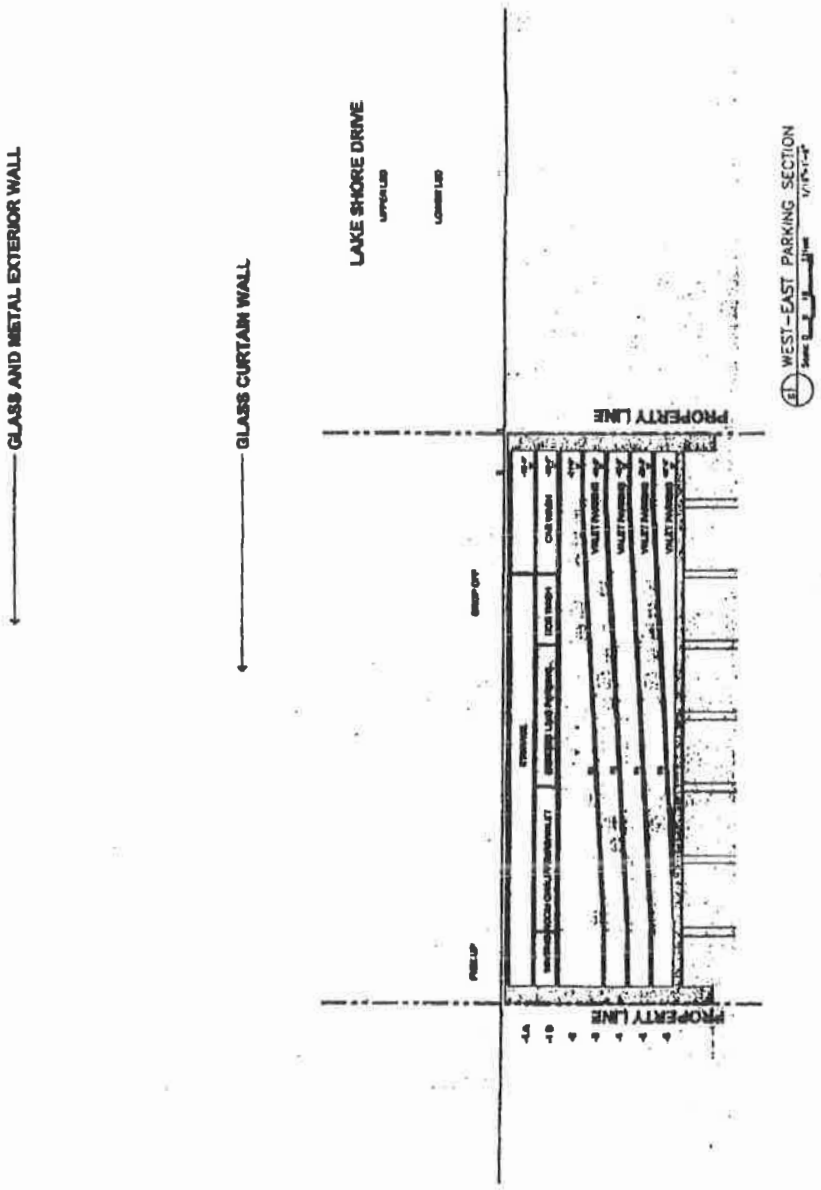


Exhibit 21.

North/South Overview Section.

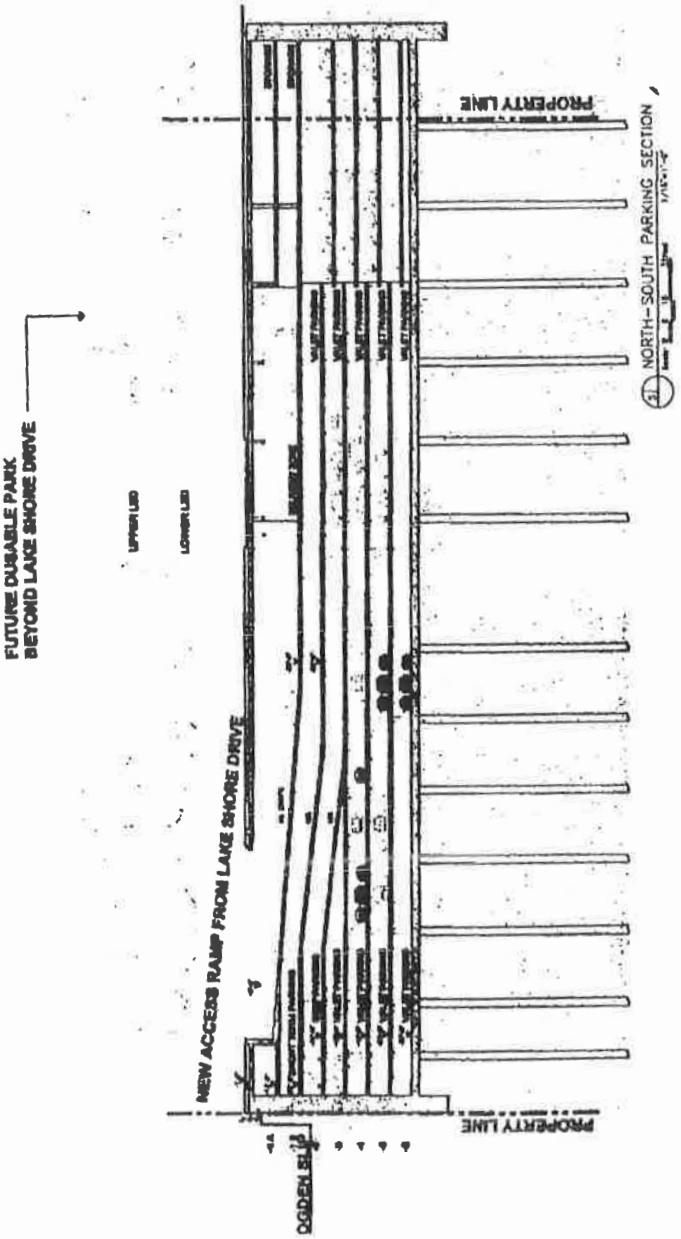


Exhibit 22.

Lake Front Trail Alignment Alternate 1.

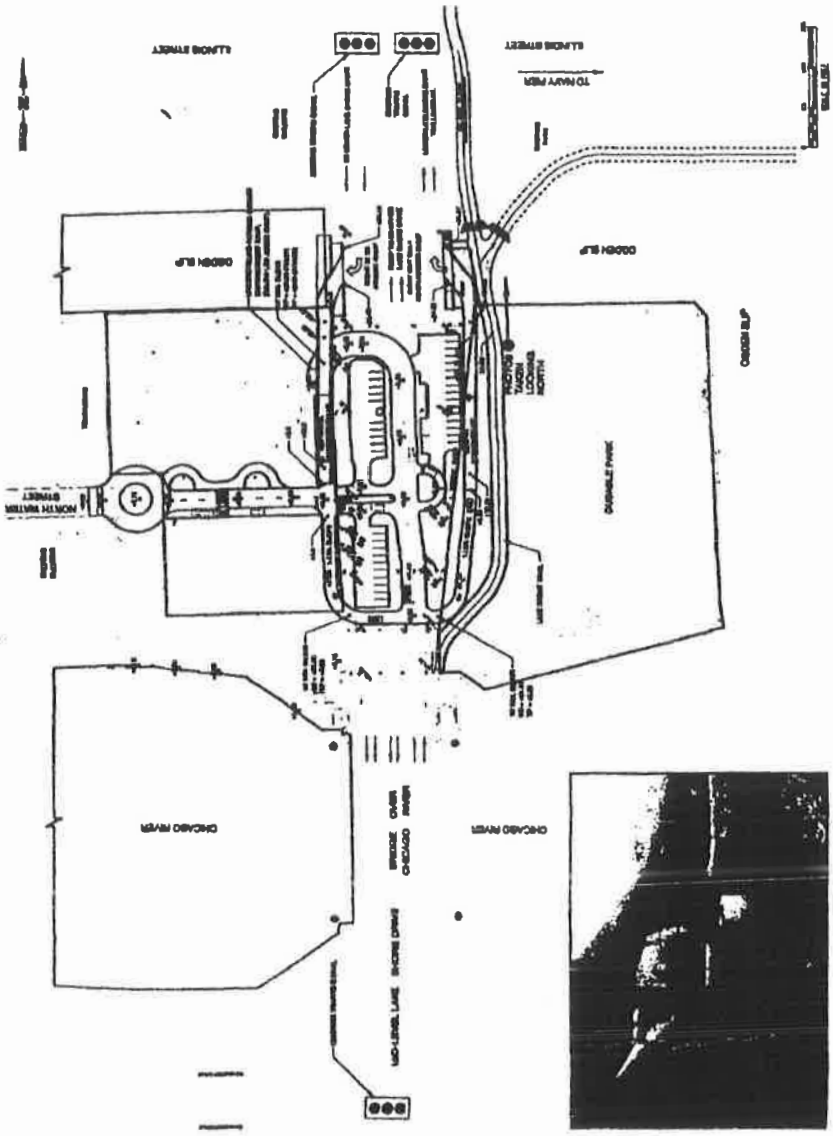
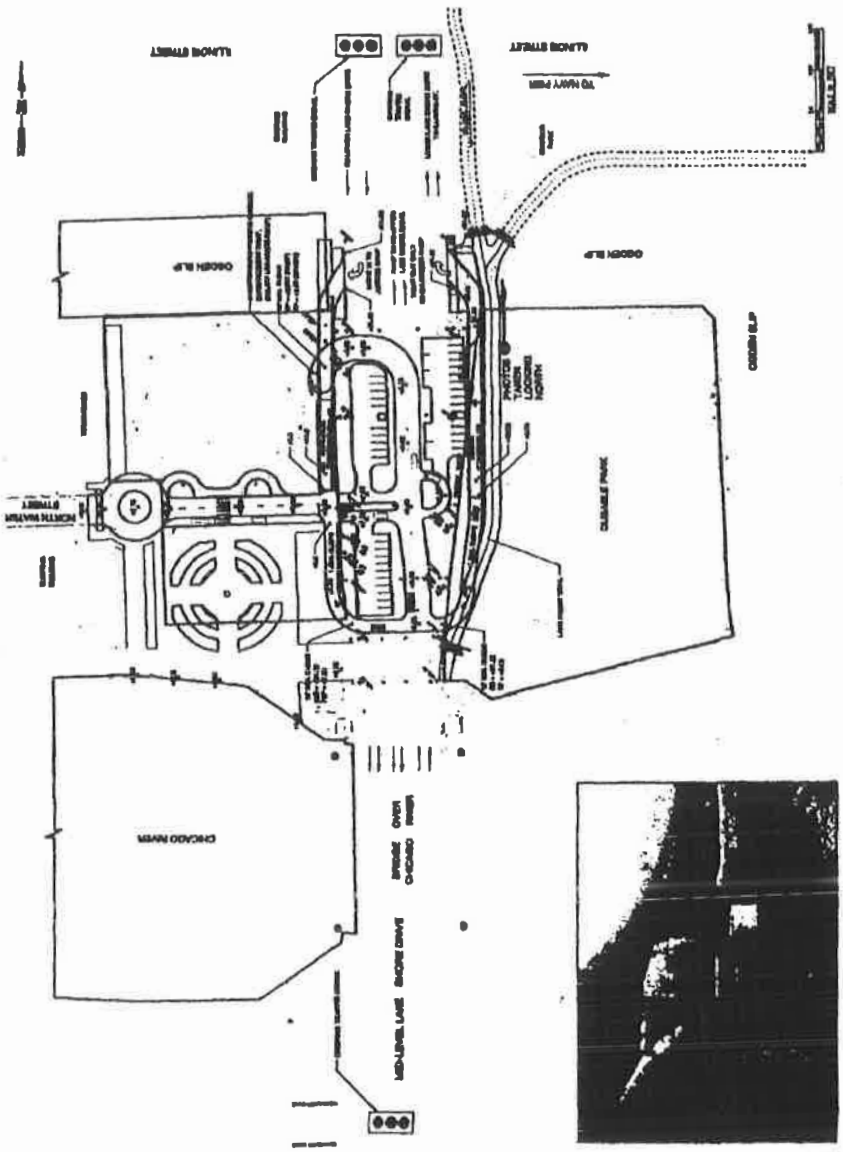


Exhibit 23.

Lake Front Trail Alignment Alternate 2.



City of Chicago
Richard M. Daley, Mayor

Department of Planning and Development

Lori T. Healey
Commissioner

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

http://www.cityofchicago.org

December 8, 2006

Mr. Kerry Dickson, Senior Vice President
Related Midwest
350 West Hubbard Street, Suite 301
Chicago, Illinois 60610

Re: Site Plan Approval for Residential-Business Planned Development No. 368, as Amended; Lakefront Application No. 492
Proposal: The construction of a fifty-eight (58) story residential tower with three hundred fifty-eight (358) dwelling units, 4,861 square feet of retail space, and an enclosed three hundred ninety-six (396) space parking garage.
Location: 515 N. Peshtigo Court (Sub-Area F, Parcel P24)

Dear Mr. Dickson:

We have reviewed the Project Data Sheet and plans submitted on behalf of JER RV2, L.L.C. for the construction of a fifty-eight (58) story residential tower with three hundred fifty-eight (358) dwelling units, 4,861 square feet of ground-floor retail space, and an enclosed three hundred ninety-six (396) space parking garage within Sub-Area F, Parcel P24 of the Planned Development. This submission consists of the following by Perkins + Will:

- Project Data Sheet (October 3, 2005);
- First Floor Site Plan (October 5, 2005);
- 9th Floor Plan (August 2, 2005);
- Tier 1A Floor Plan (August 2, 2005);
- Tier 2A Floor Plan (August 2, 2005);
- Tier 3B Floor Plan (August 2, 2005);
- West Elevation (August 2, 2005);
- West Elevation - Floors 1-13 (August 2, 2005);
- South Elevation (August 2, 2005);
- South Elevation - Floors 1-13 (August 2, 2005);
- East Elevation (August 2, 2005);
- East Elevation - Floors 1-13 (August 2, 2005);
- North Elevation (August 2, 2005);
- North Elevation - Floors 1-13 (August 2, 2005);
- Composite Roof Plan (October 20, 2006); and
- Landscape Plan by Wolff Clements and Associates (August 2, 2005).

CHBORHOODS

CHICAGO WORKS

The materials are submitted in accordance with Statement No. 16 of Residential-Business Planned Development No. 368, as amended.

The following are features of the plans submitted:

Floor Area and Dwelling Units. The plans represent a building with 744,959 square feet of floor area and 358 dwelling units. This conforms to the terms of the Development Rights Allocation Agreement, dated February 26, 2004, which allocates to Parcel P24 749,755 square feet of total floor area, 500 dwelling units, and 75,000 square feet of retail floor area from the maximums permitted in Sub-area F by the Planned Development's Bulk Regulations and Data Table (1,499,510 square feet of total floor area; 1,000 dwelling units; and 150,000 square feet of retail floor area).

Height. The ceiling height of the highest habitable floor (57th) is 592' 3"; the "actual" height of the building is 622' 5" at the top of the elevator machine room. This conforms to the Planned Development (Exhibit No. 5 Maximum Height Zones and Statement No. 10) which allows a maximum height of 610' and an "actual" height of 675'.

Setback - Lake Shore Drive. Statement No. 11(a) requires a 40-foot setback from Lake Shore Drive above the level of Lake Shore Drive's elevated roadway. These plans show the projections into that 40-foot setback as permitted by the Minor Change letter dated October 7, 2005.

Setbacks - Sidewalk. Statement No. 13 (c) of the amended Planned Development requires a minimum 12' 6"-wide sidewalk to accommodate street trees. Along E. Illinois Street, the plans indicate a 2' 4" building setback, creating a minimum 12' 6"-wide sidewalk as measured from the building face to the curb. Along E. Grand Avenue, the plans indicate a minimum 1' 10" building setback, creating a minimum 13' 8"-wide sidewalk as measured from the building face to the curb. Along N. Peshtigo Court there is a short distance where the building is setback 1' 4", creating only a 9' 8"-wide sidewalk; however, the vast majority of the Peshtigo frontage maintains at least the required 12' 6"-wide sidewalk. While most of the public sidewalk along N. Lake Shore Drive is located beneath the elevated Lake Shore Drive roadway, eliminating the possibility of street trees, the project is providing extensive landscaping with trees as part of the 40'-setback along the street.

Other Features. The plans provide for a dog run at ground level along the east side of the building. The Composite Roof Plan provides for vegetated ("green") roof area of at least 6,219 square feet, equivalent to 25% of the calculated net roof area.

Upon review of the material submitted, the Department of Planning and Development has determined that these plans are consistent with, and satisfy, the requirements of the Plan of Development and Lakefront Application No. 492. Accordingly, the Site Plan submittal for Residential-Business Planned Development No. 368, as amended; Subarea F, Parcel P24, 515 N. Peshtigo Court for the construction of a fifty-eight (58) story residential tower with three hundred fifty-eight (358) dwelling units, 4,861 square feet of retail space, and an enclosed three hundred ninety-six (396) space parking garage, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on March 29, 2006.

Very truly yours,

Lori T. Healey
Commissioner

Originated by: Fred Deters

cc: Michael Marmo, Terri Haymaker, Kathleen Nelson, Planned Development files

City of Chicago
Richard M. Daley, Mayor

Department of Planning and Development

Lori T. Healey
Commissioner

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Chicago, Illinois 60602
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(312) 744-2578 (TTY)

http://www.cityofchicago.org

September 28, 2006

John J. George
Attorney At Law
Two First National Plaza
20 South Clark Street
Chicago, Illinois 60603-1903

PD # 368

Re: **Lake Michigan and Chicago Lakefront Protection Ordinance Waiver, River East Plaza, 415-465 East Illinois Street**

Dear Mr. George:

In response to your letter dated September 27, 2006, please be advised that your request for a Lakefront Protection Ordinance waiver has been considered by the Department of Planning and Development.

On September 13, 2006, an ordinance was introduced into the Chicago City Council as TAD 319 that amends portions of the Lake Michigan and Chicago Lakefront Protection Ordinance. In particular, TAD 319 provides that an Applicant shall provide written notice by *regular* mail upon property owners of the filing of an application instead of the written notice by *certified* or *registered* mail previously required by the Lakefront Ordinance.

On September 14, 2006, an Application was filed under the Lakefront Ordinance regarding River East Plaza at 415-465 E. Illinois St. Pursuant to the provisions of the Chicago Zoning Ordinance, written notice was provided by *regular* mail to property owners within 400 feet of the subject property.

Accordingly, I hereby approve your request for a waiver from the certified or registered mail notice provisions of the Lake Michigan and Chicago Lakefront Protection Ordinance.

Sincerely,

Lori T. Healey

Lori T. Healey
Commissioner

LTH:MRD:tm
cc: Kathleen Nelson, Terri Haymaker, Mike Marmo, DPD files

NEIGHBORHOODS Alive!
BUILDING CHICAGO TOGETHER

CHICAGO WORKS TOGETHER

City of Chicago
Richard M. Daley, Mayor

Department of Planning and Development

Lori T. Healey
Commissioner

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

http://www.cityofchicago.org

June 6, 2006

Chip Collopy
Shoreline Sightseeing
474 N. Lake Shore Dr., Suite 3511
Chicago, Illinois 60611

RE: 401 N Michigan Avenue (Planned Development #368)
Proposal for Water Taxi Boat Dock

Dear Mr. Collopy:

The Department of Planning and Development (DPD) has reviewed your proposal for boat dock and lower river dock level improvements to 401 N Michigan Avenue that was submitted by the Zeller Realty Group.

Located within zoning planned development #368, the proposed improvements require approval from DPD for accordance within the approved planned development.

Additional clarification is required for the following:

(1) The only allowed use of the boat dock is for water taxi service.

(2) The proposed lower dock level riverwalk railing should match the existing river esplanade level ornamental railing, and should be installed with integrated planters planted with seasonal plantings.

(3) Additional detail and material specifications is required for the proposed staircase that provides access from the river esplanade level to the lower dock level. The base of the staircase should not be anchored to the bridge house, and should match the existing esplanade level articulated fascia. The staircase railing should match the river esplanade level railing.

(4) Based on our understanding that water taxi boats are not ADA accessible, and that Shoreline has the capacity to transport individuals that require ADA access to an alternate ADA accessible dock, DPD will not require the installation of an exposed chairlift on the lower dock level, unless otherwise directed by the Mayor's Office for People with Disabilities.

(5) Safety ladder and life rings are required.

Please contact me if you have any questions or need further clarification.

Sincerely,

Nelson Chueng
Coordinating Planner

Cc: M. Doering
T. Haymaker
K. Caisley

NEIGHBORHOODS Alive!
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CHICAGO WORKS TOGETHER

A-5947

Yeas -- Aldermen Flores, Preckwinkle, Hairston, Lyle, Beavers, Stroger, Beale, Pope, Balcer, Cárdenas, Olivo, Burke, T. Thomas, Coleman, L. Thomas, Murphy, Rugai, Troutman, Brookins, Muñoz, Zalewski, Chandler, Solis, Ocasio, E. Smith, Carothers, Reboyras, Suarez, Matlak, Austin, Colón, Mitts, Allen, Laurino, Doherty, Natarus, Daley, Tunney, Levar, Shiller, Schulter, M. Smith, Moore, Stone -- 44.

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.
(As Amended)
(Application Number A-5947) RBPD 368, 99

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 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 titleholders 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 titleholder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 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. Subject to the subarea/subparcel control provisions of Section 17-8-0400 of the Chicago Zoning Ordinance, 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 DX-12, Downtown Mixed-Use 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 DX-12, Downtown Mixed-Use 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 DX-16, Downtown Mixed-Use District classification; uses permitted where no Plaza Level exists shall be in general conformity with the Permitted and Special Uses of the DX-12, Downtown Mixed-Use District Classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. Communication antennas are expressly permitted in Subarea G. In Subarea G, public assembly uses (e.g. observation deck, restaurant, conference rooms) located at an elevation in excess of three hundred fifty (350) feet C.C.D. shall not be permitted uses; between one hundred ten (110) feet C.C.D. and three hundred fifty (350) feet C.C.D., the only permitted public assembly uses shall be a maximum total of five thousand (5,000) square feet of restaurant and a maximum total of five thousand (5,000) square feet of conference rooms. 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 new day care center shall be provided within Subareas B, D or G to service new residents and employees of those subareas must be submitted to, and approved by, the Department of Planning and Development prior to the issuance of any Part II approval for any improvement on Parcels P1, P3, P7, P7A, P8, P18 or P19.

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 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 11(e). Temporary signs such as construction and marketing signs may be permitted subject to the aforestated 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 17-13-0611 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, E.I.F.S. 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. 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, 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 N.B.C. 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 for pedestrian access to DuSable Park from Parcel 18 shall be subject to detailed review and approval by the Department of Planning before the issuance of any Part II approval letters. Further, the owner(s) of Parcel 18 shall cooperate with the Department of Planning and Development, the Chicago Department of Transportation and the Chicago Park District in order to acquire any rights and/or privileges necessary in the north/south section of vacated East River Drive in order to provide vehicular access from the terminus of East North Water Street to DuSable Park. The owner(s) of Parcel 18 shall pay all the costs incurred in such an acquisition.

(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 twenty (20) feet in width. The path shall be increased in width to thirty (30) feet during the construction of DuSable Park. Metal railings shall be installed along either side of the pedestrian walkway near the slip edge and on the side adjacent to Parcel 19. In the event that vehicular access from the terminus of East North Water Street to DuSable Park is acquired as described in paragraph 11(i) hereinabove then the pedestrian path along Ogden Slip shall be reduced in width to twelve (12) feet. The design of these improvements shall be subject to the approval of the Commissioner of Planning and Development.

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 (½) 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.

(k) All improvements to be constructed within this planned development for which Part II approval letters are issued after the date of City Council approval of this amended planned development shall comply with the Department of Planning and Development Building Green/Green Roof Matrix and the owners shall use best and reasonable efforts to design, construct and maintain all buildings located within this planned development in

a manner generally consistent with the Leadership in Energy and Environmental Design Green Building Rating System ("L.E.E.D."). A dog-run shall be located within Subarea G.

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.

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). 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 to 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 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 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 Parcel 21. 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 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 (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 an 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 P21. 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 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 17-13-0610 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. Notwithstanding the foregoing provisions, a site plan for the proposed development of Parcel 18 and Parcel 19 shall be submitted to the Chicago Plan Commission for approval prior to Part II approval. The approved Site Plan may be changed or modified pursuant to the minor change provisions of Section 17-13-0610 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 17-13-0611 of the Chicago Zoning Ordinance.

19. 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.

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.

[Existing Zoning Map; Planned Development Boundary and Subarea Map; Planned Development Parcels Map; Maximum Height Zones; Existing and Planned Open Spaces; Pattern of Vehicular Roadways; General Site and Floor Plans; Landscape Plans; and Building Elevations referred to in these Plan of Development Statements printed on pages 74091 through 74115 of this *Journal*.]

Bulk Regulations and Data Table and Recommended Traffic Improvements referred to in these Plan of Development Statements read as follows:

Residential-Business Planned Development Number 368, As Amended.

Exhibit 1.

Bulk Regulations And Data Table.

Subarea	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 Floor Area Ratio
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	361,234 / 8.29	170	500	0	2,350	8.60

Subarea	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 Floor Area Ratio
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
G	95,005 2.18	50	350	150	300	10.00
TOTAL	1,476,064 33.89	1,090	9,446	4,490	4,680 see note (2)	9.97

Gross Site Area = Net Site Area: 1,476,064 square feet (33.89 acres) plus area in or proposed to be in public right-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 unit	
Non-Accessory Parking (allowed in Subarea F only):	200 spaces	500 spaces

Off-Street Loading:	Per DX-12 requirements
Minimum Peripheral Setbacks:	Sufficient to allow for street trees and pedestrian walkways (minimum of 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.

Footnotes:

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 DX-16, Downtown Mixed-Use District classification. Any such units so built will not affect the total of four thousand six hundred eighty (4,680) dwelling units permitted in Subareas B, C, D, F and G. Dwelling units are permitted below the second (2nd) floor in all subareas except Subarea B.

Note (3): For purposes of exchange of uses, a hotel room shall be equal to zero and five-tenths (0.5) dwelling unit. The permissible number of hotel rooms within the planned development shall not exceed four thousand four hundred ninety (4,490) 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 unit above the four hundred (400) permitted. The permissible number of hotel rooms within the planned development shall not exceed four thousand four hundred ninety (4,490) 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 (50,000) square feet.

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, one thousand four hundred (1,400) outbound during the P.M. peak hours. 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 hours.

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 hours. During the A.M. peak hours, 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 North Illinois Street and East Grand Avenue to provide double left turn lanes northbound at Grand and southbound at East 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 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 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 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 Illinois Street, East Grand Avenue, East Ohio Street and East Ontario Street. East Illinois Street would be restriped at North 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 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/drop-off 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 State Street to North 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 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 Columbus; East Grand Avenue, west of North Michigan Avenue; East Ohio Street, west of North Michigan; and East Ontario Street, west of North 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 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-Grand Corridor Transportation Management Association.

Parcels P7, P7A and P8: There should be no curb cuts on East Illinois Street. Curb cuts providing access to loading docks should be located only on Lower North Water Street or North New Street.

Parcels P9 and P13: The increase in hotel development along East Columbus Drive between East Grand Avenue and East Illinois Street and along North Park Drive between Illinois and North Water Streets will concentrate taxi and other traffic movement in this area. Signing and stripping 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 East McClurg Court may result in hundreds of residential units being accessed from a single cul-de-sac street, North Water Street east of East 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 East 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 East 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: A.D.A. accessibility of any pedestrian bridge which may be built across Ogden Slip should be reviewed.

Exhibit 2.

Existing Zoning Map.

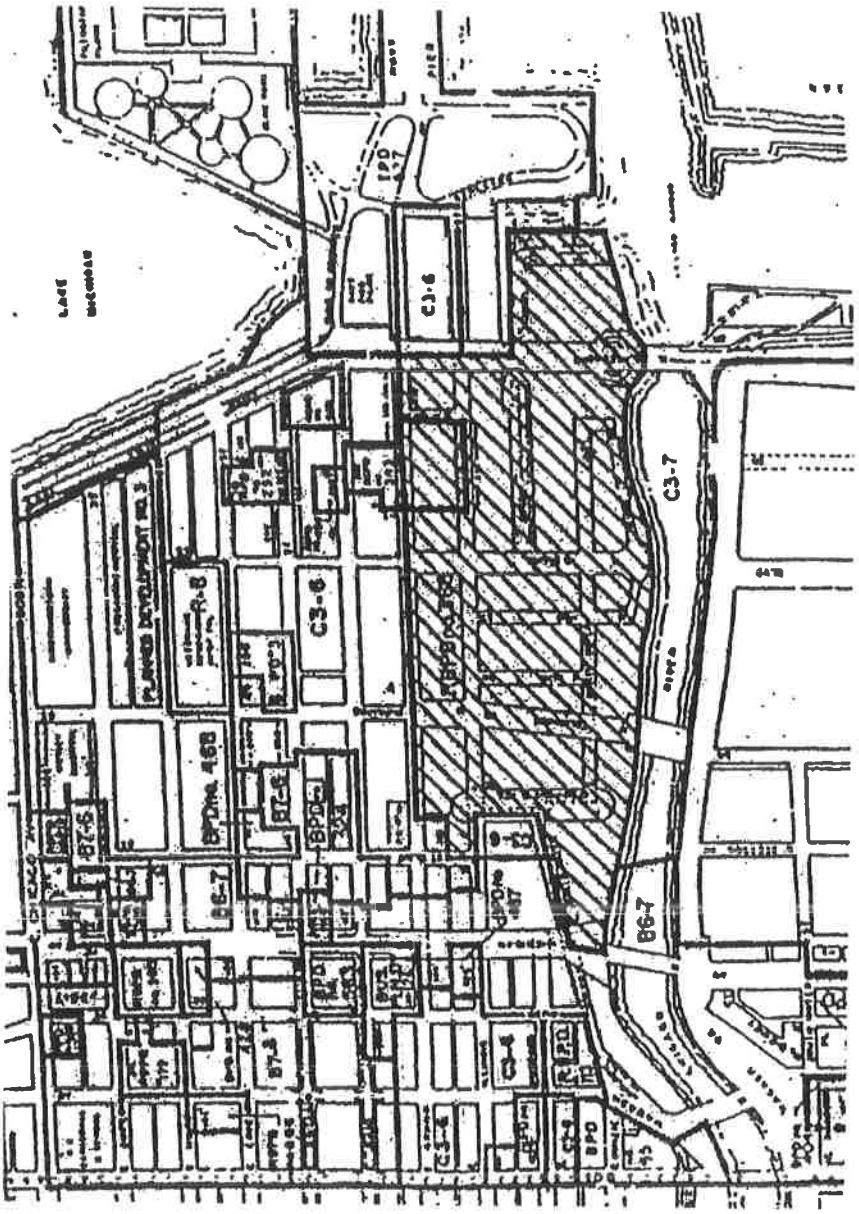


Exhibit 3.

Planned Development Boundary And Subarea Map.

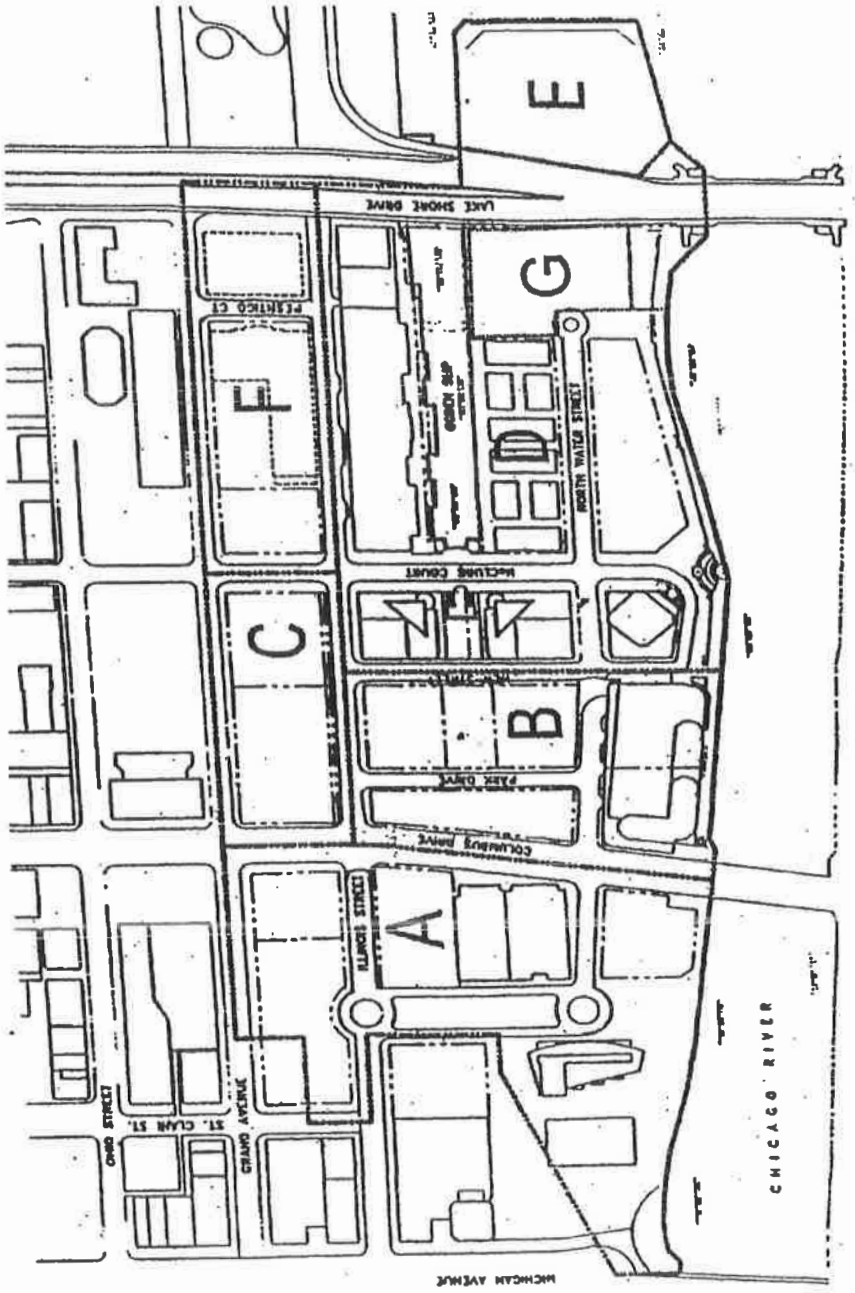


Exhibit 4.

Planned Development Parcels Map.

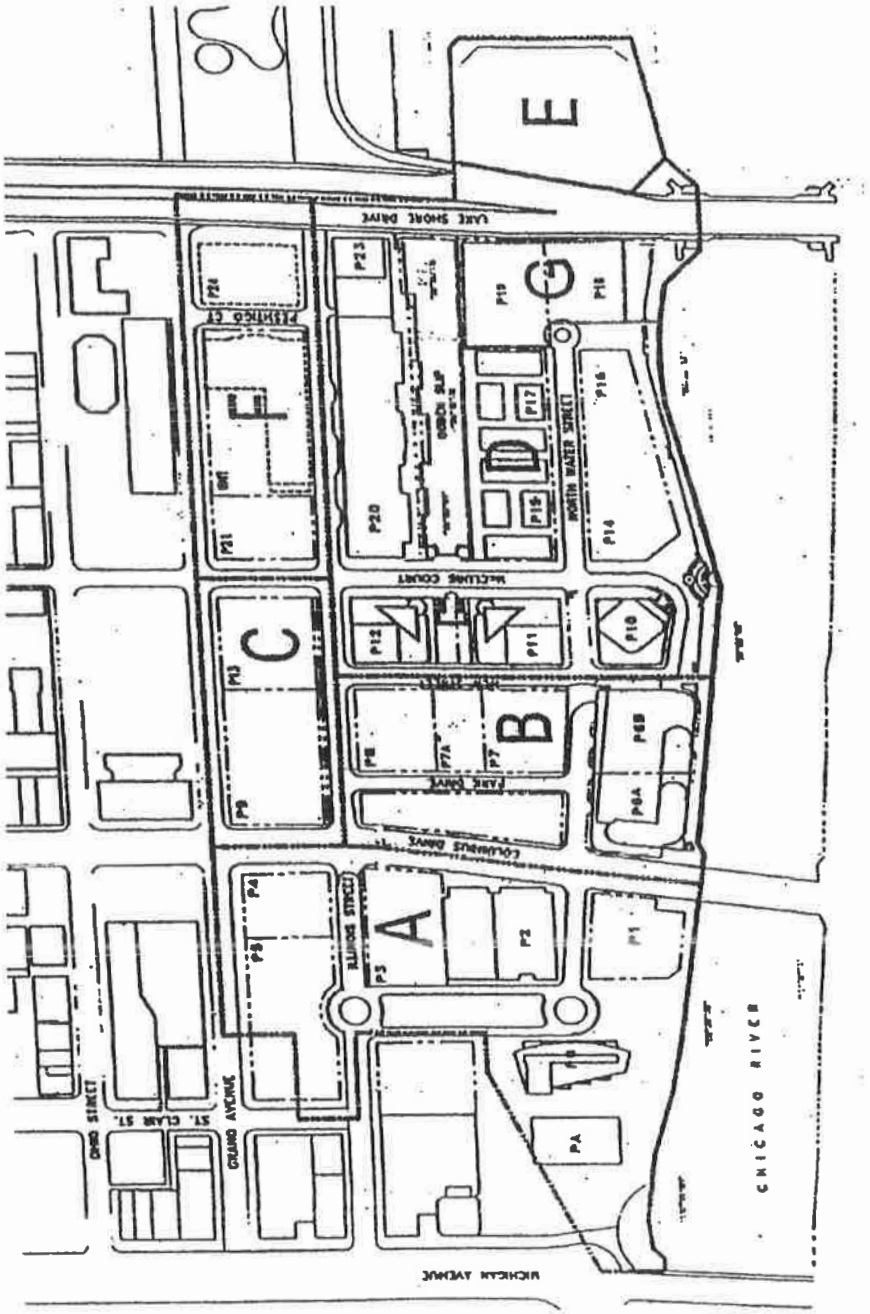


Exhibit 5.

Maximum Height Zones.

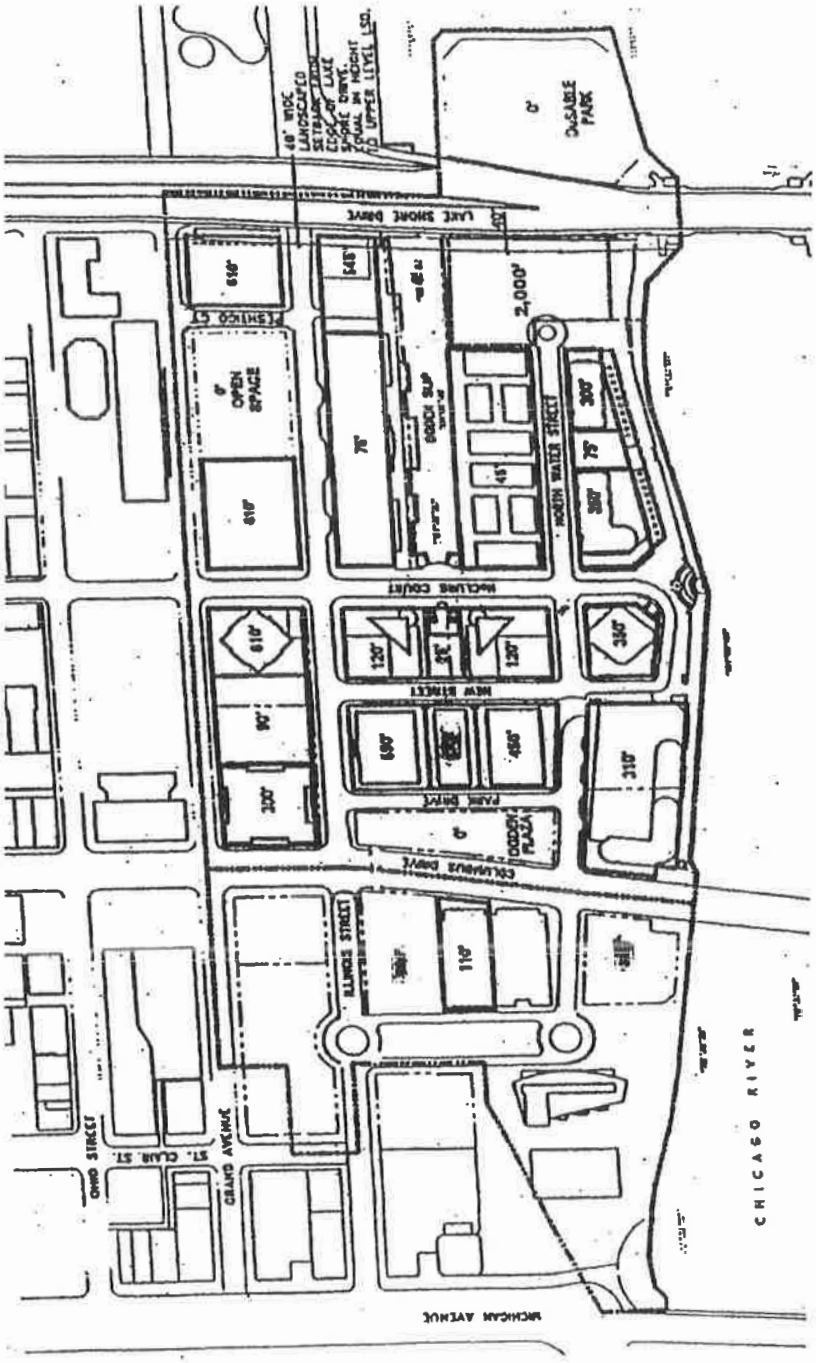


Exhibit 6.

Existing And Planned Open Spaces.

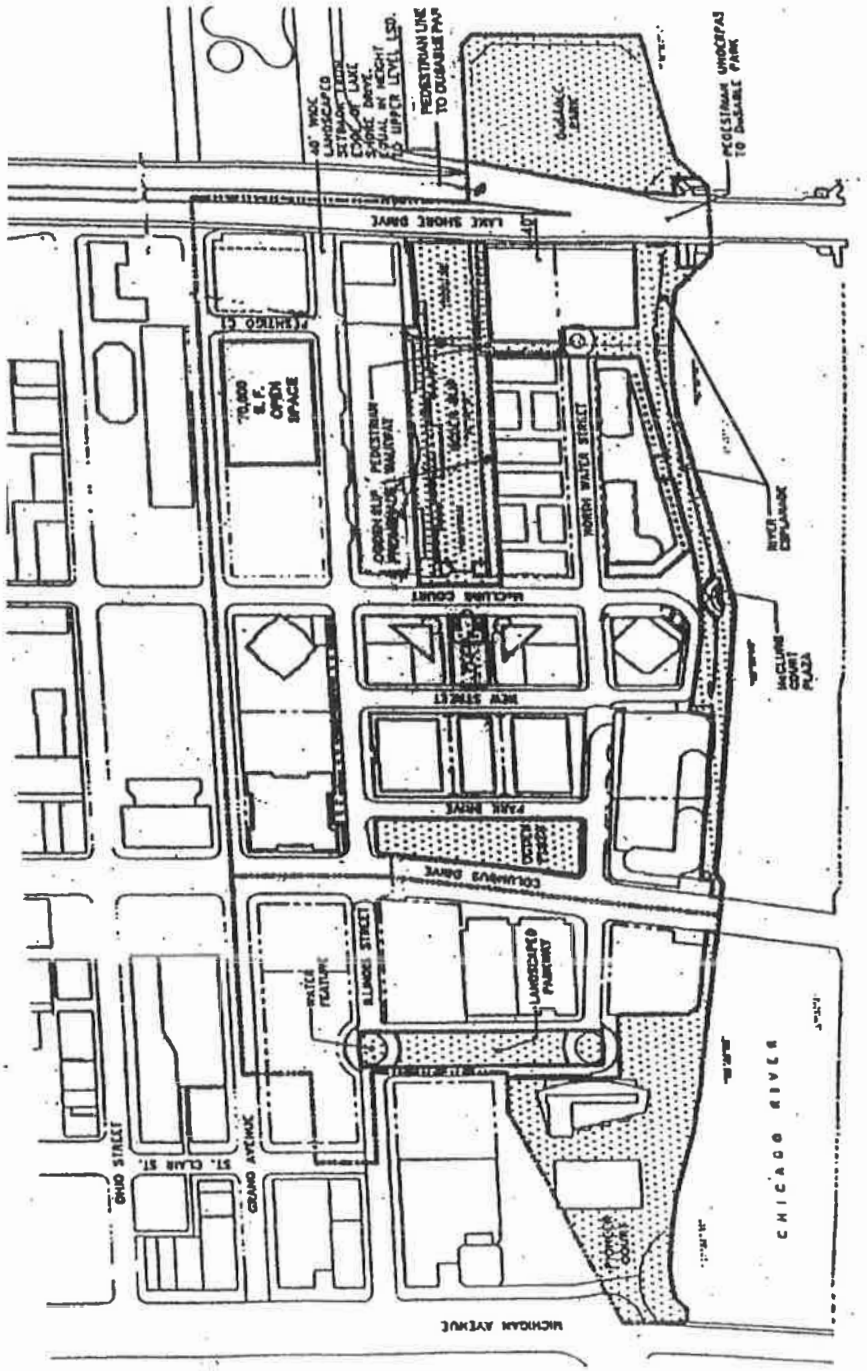
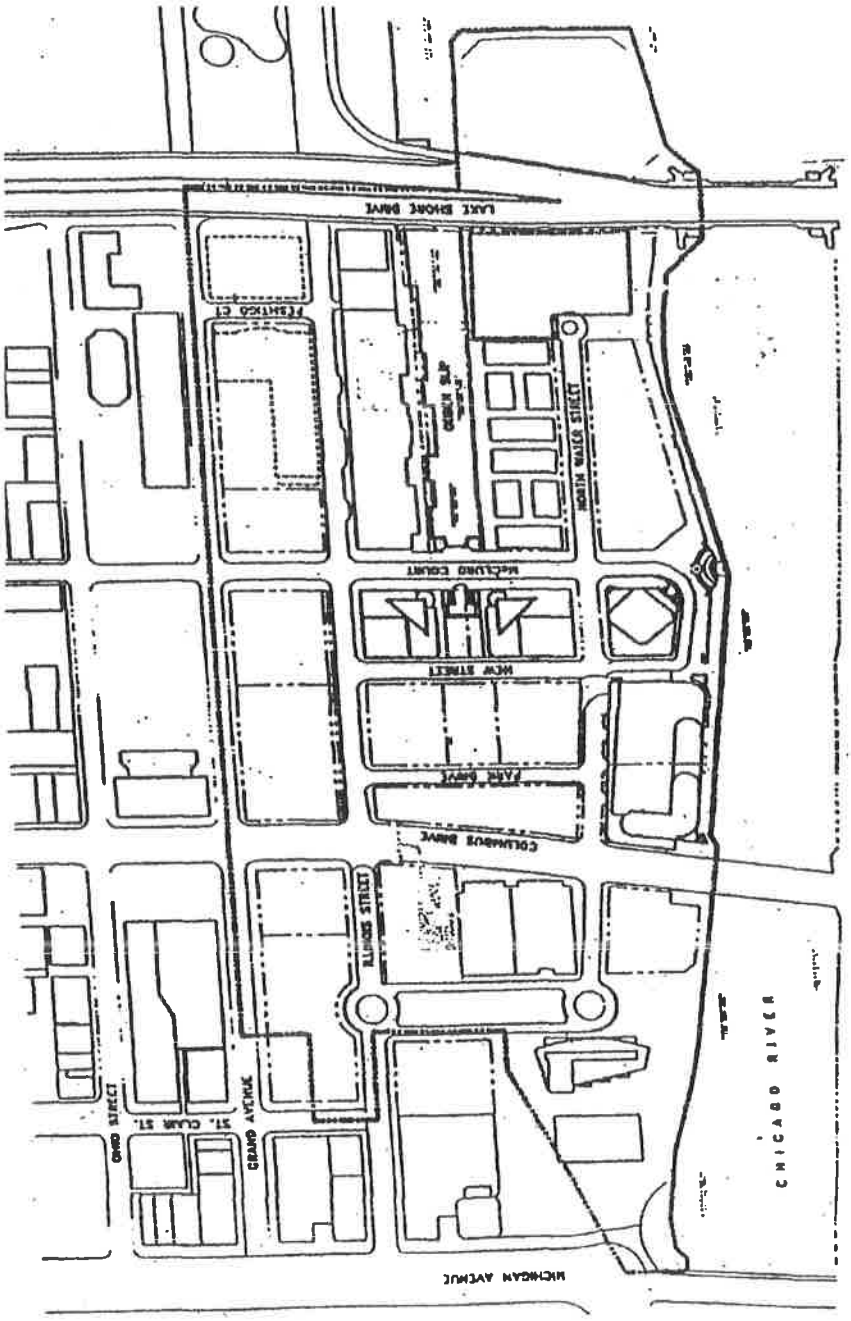
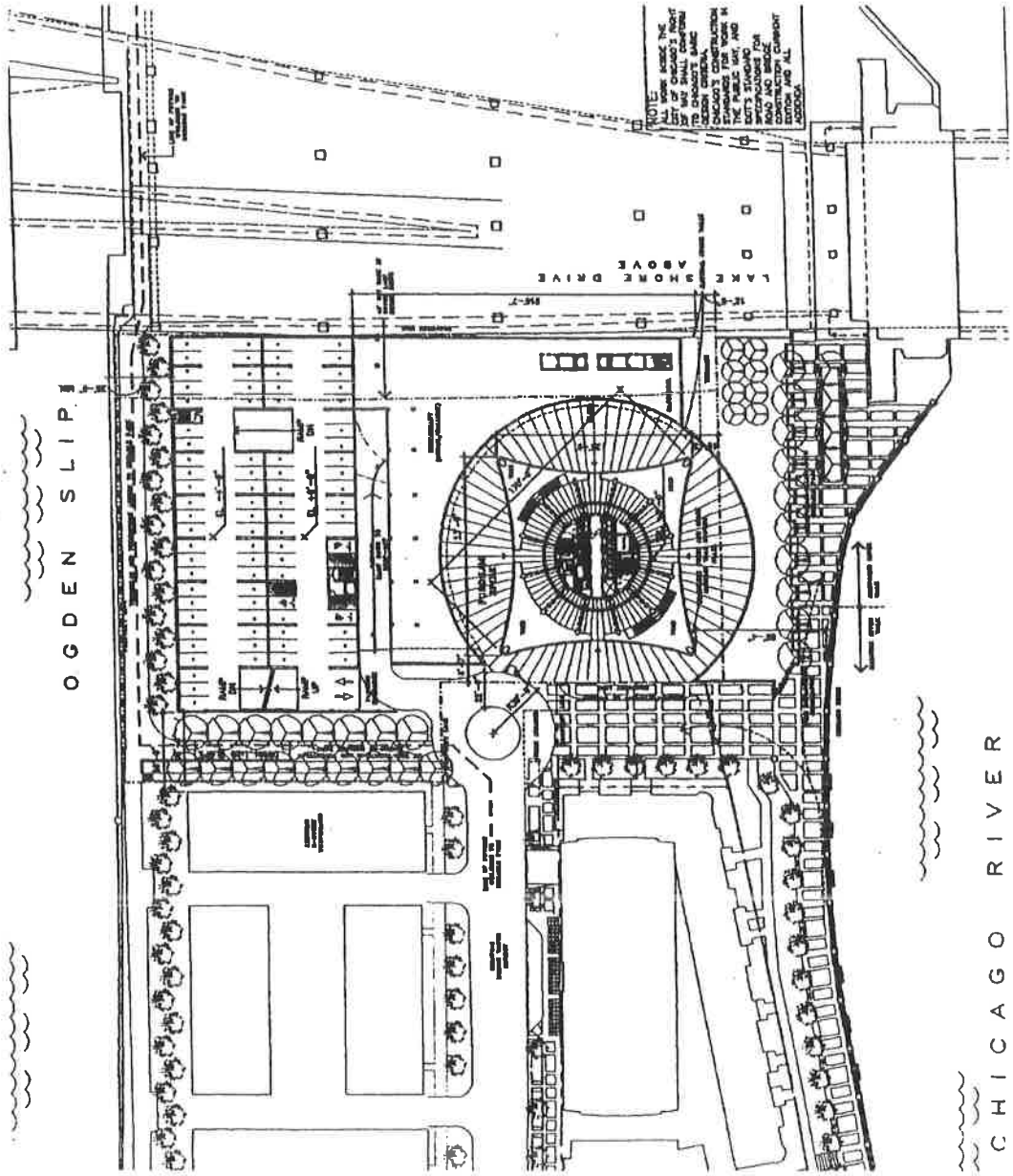


Exhibit 7.

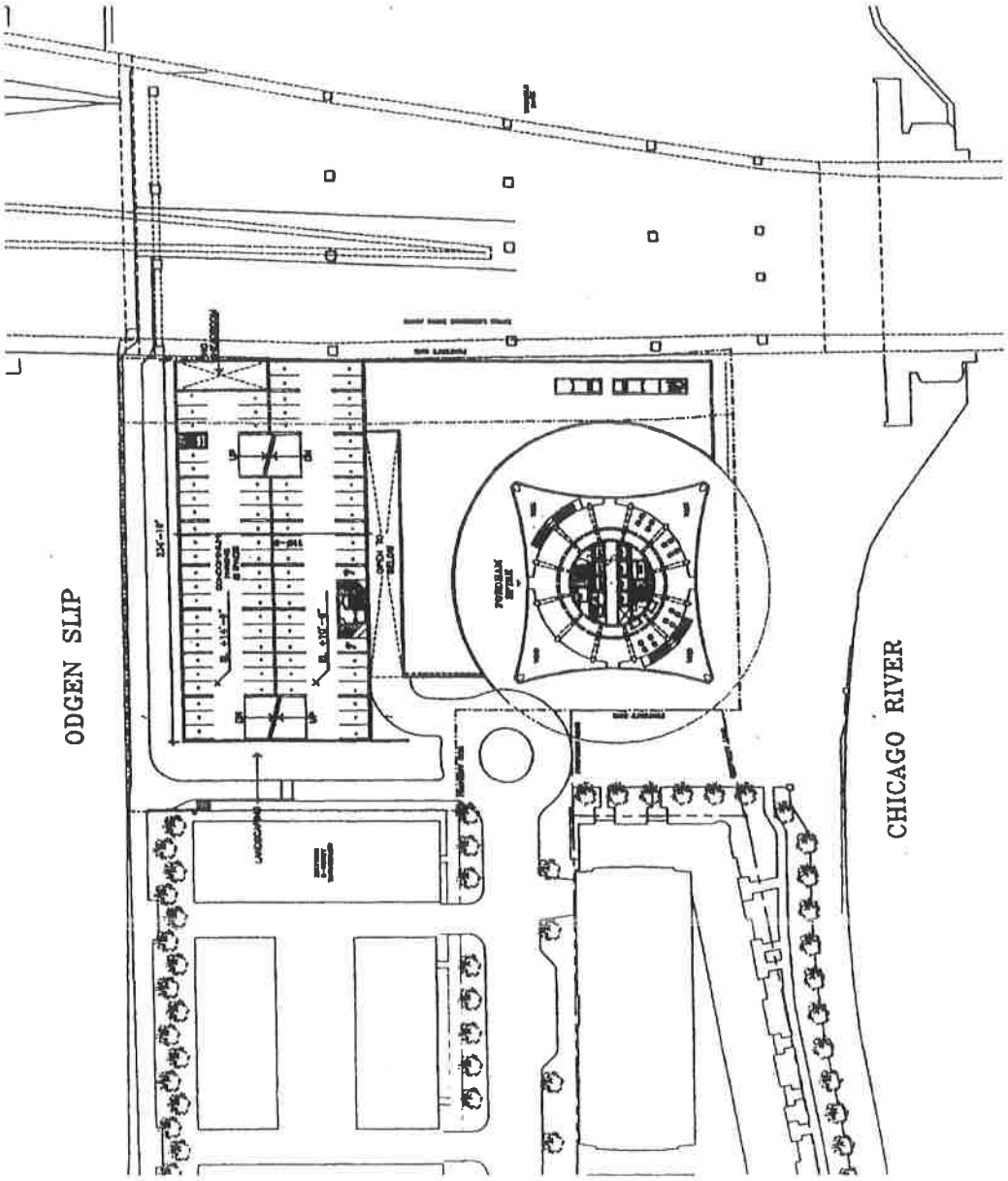
Pattern Of Vehicular Roadways.



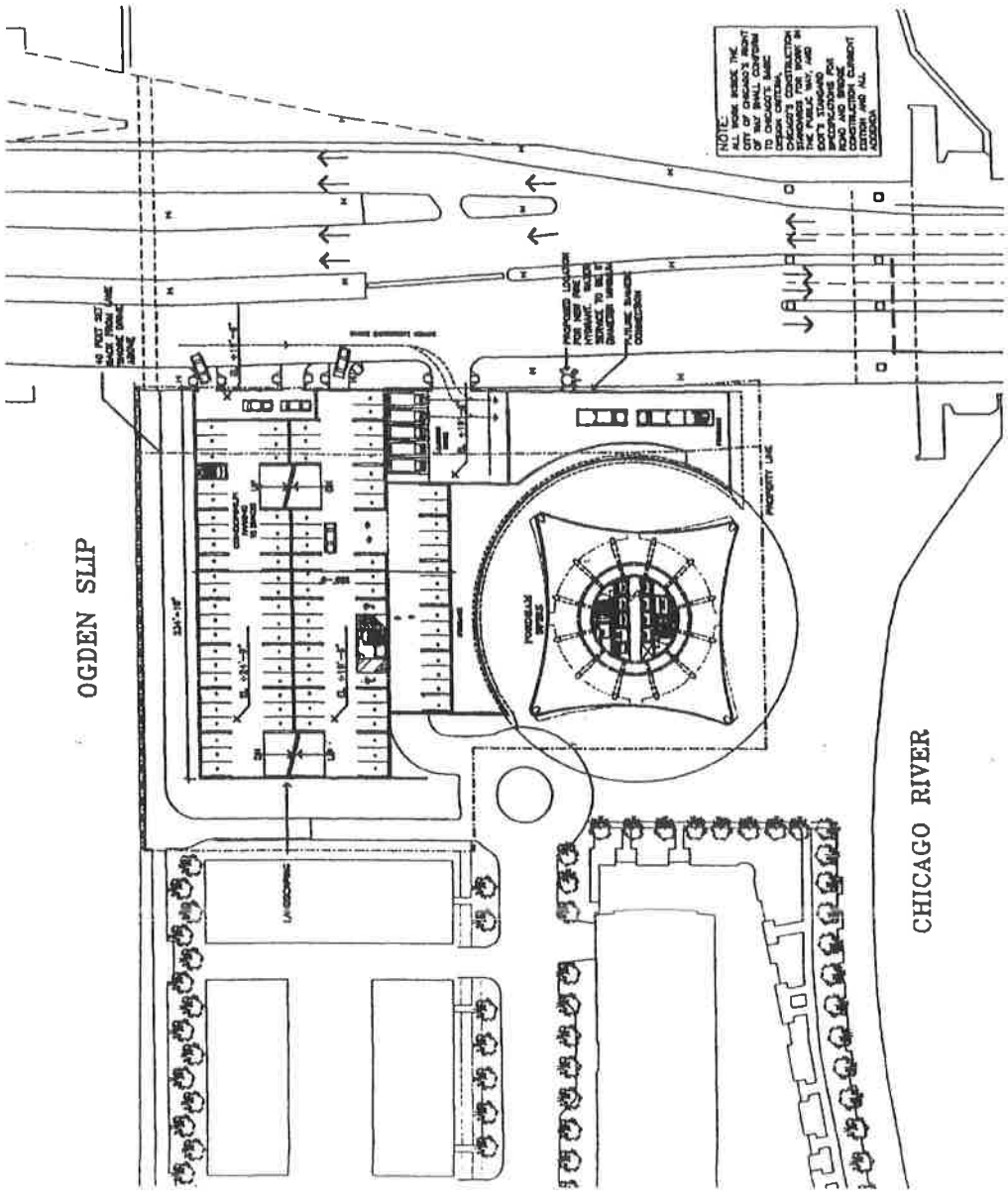
Site Plan.



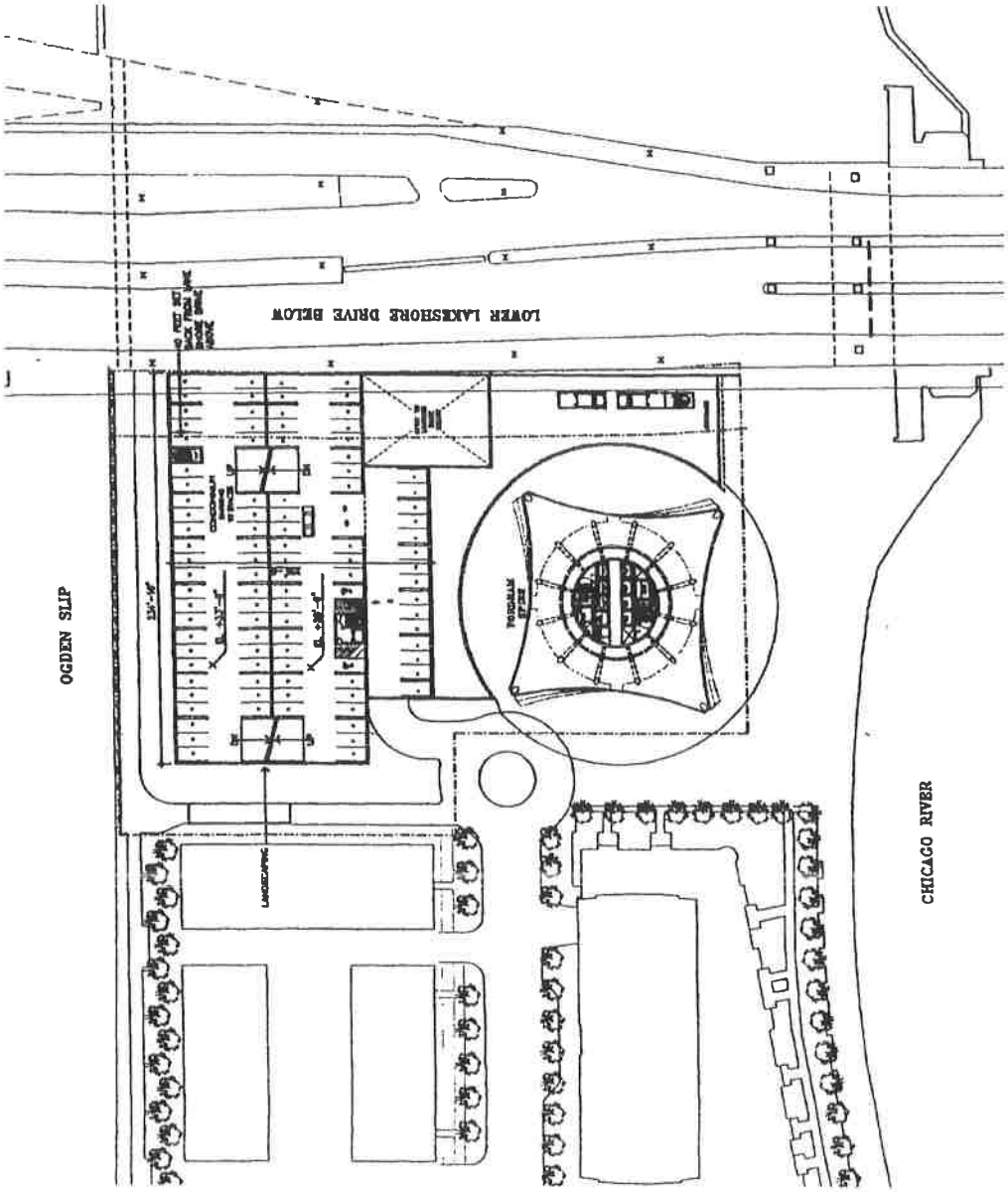
Second Floor Plan.



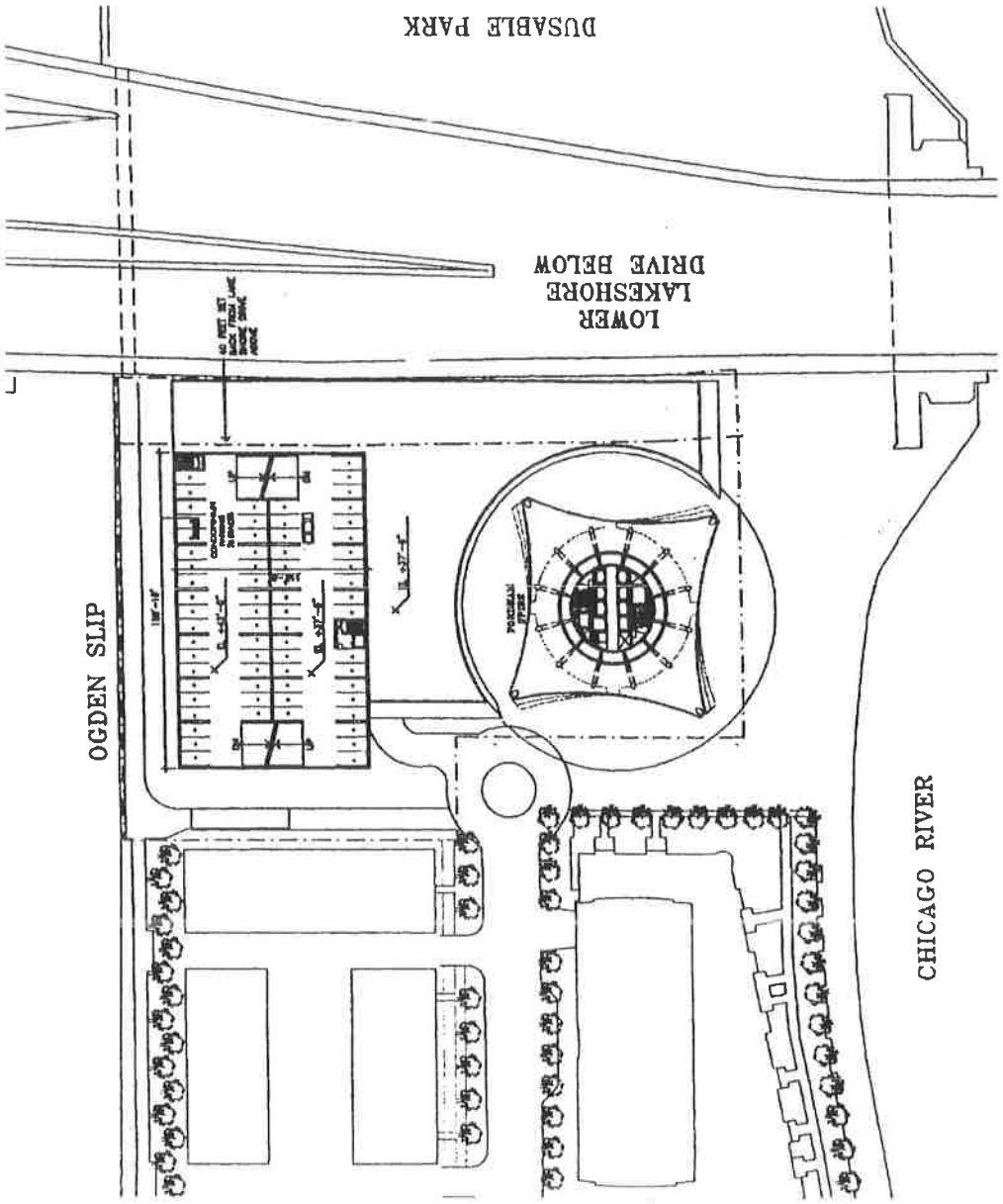
Third Floor Plan.



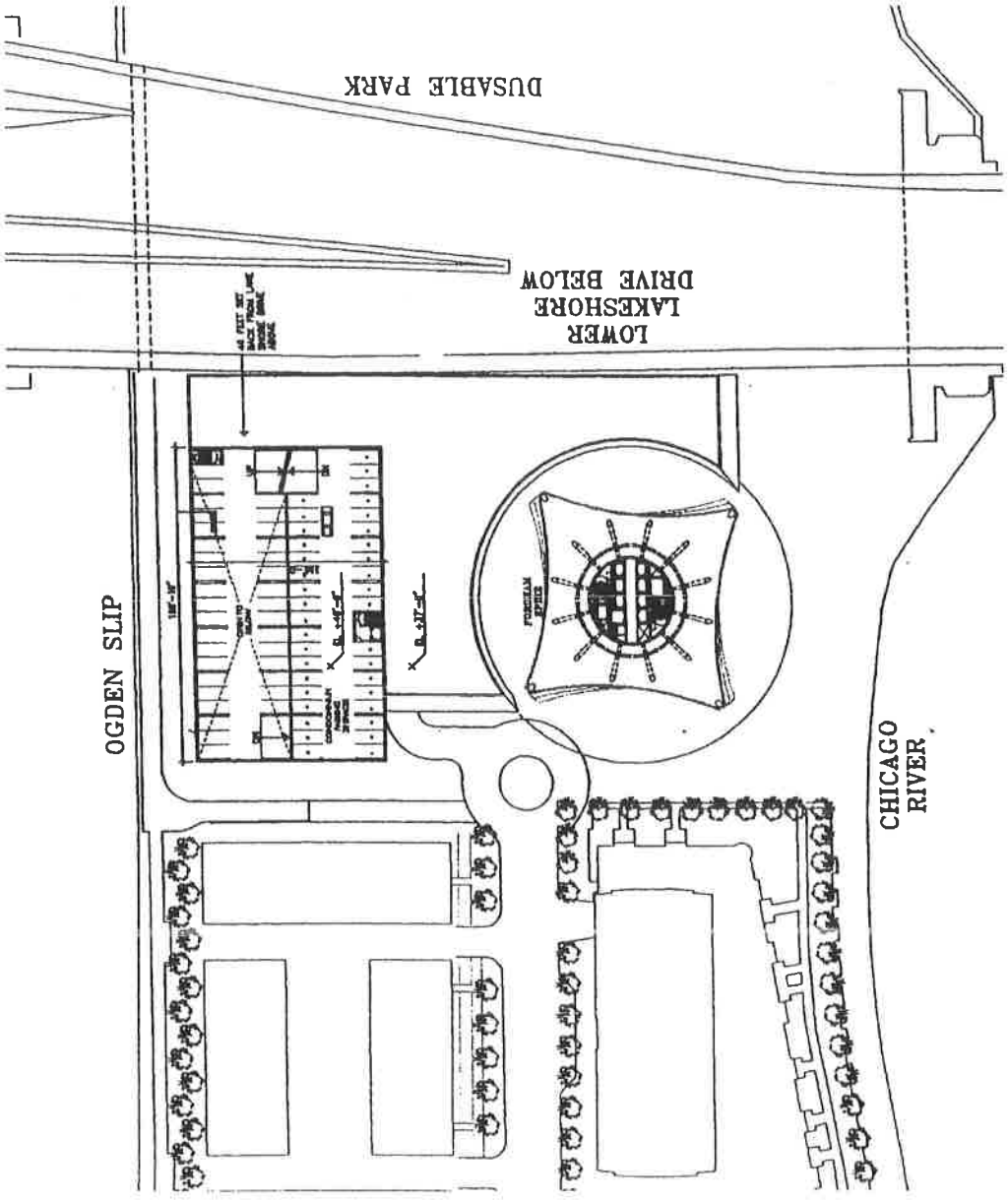
Fourth Floor Plan.



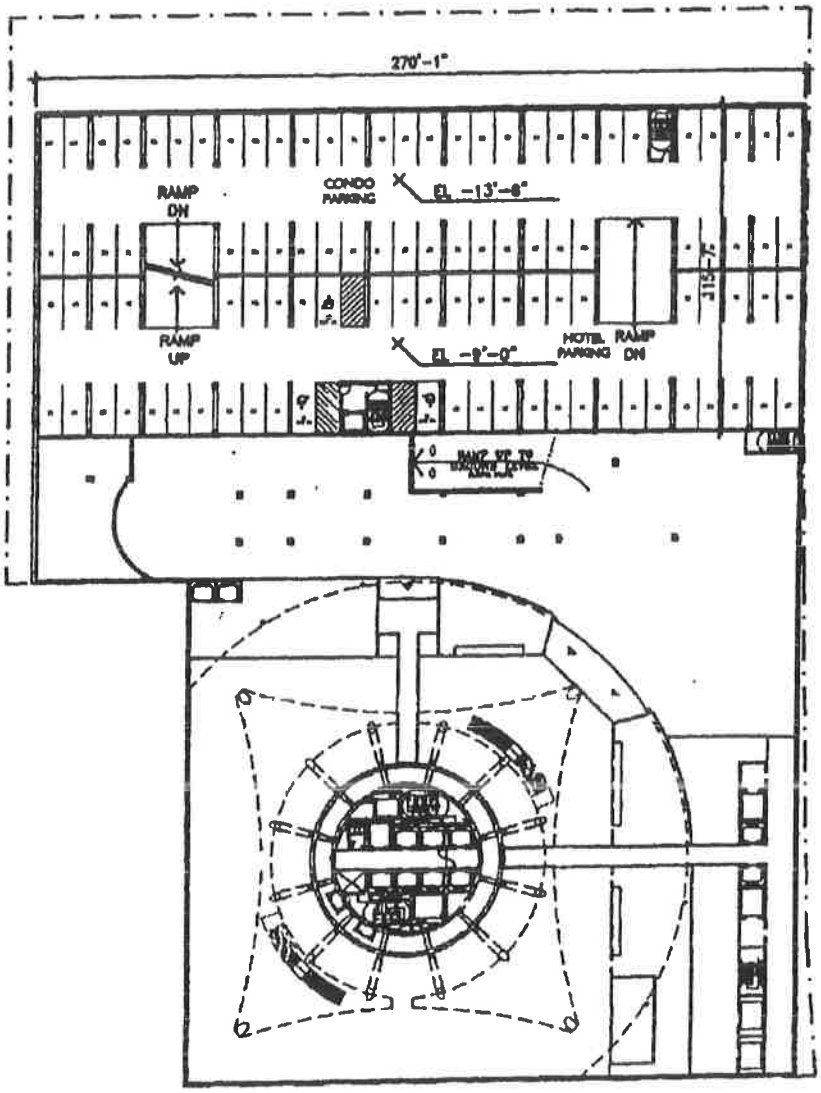
Fifth Floor Plan.



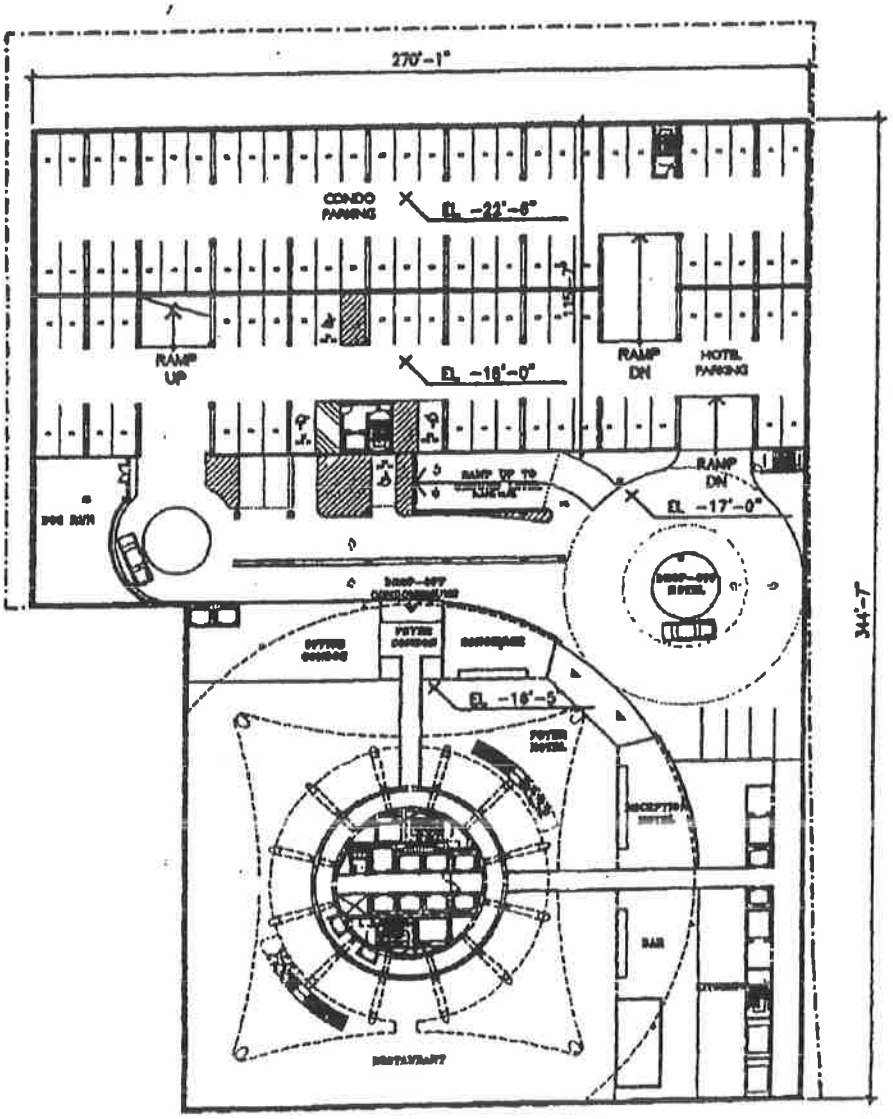
Sixth Floor Plan.



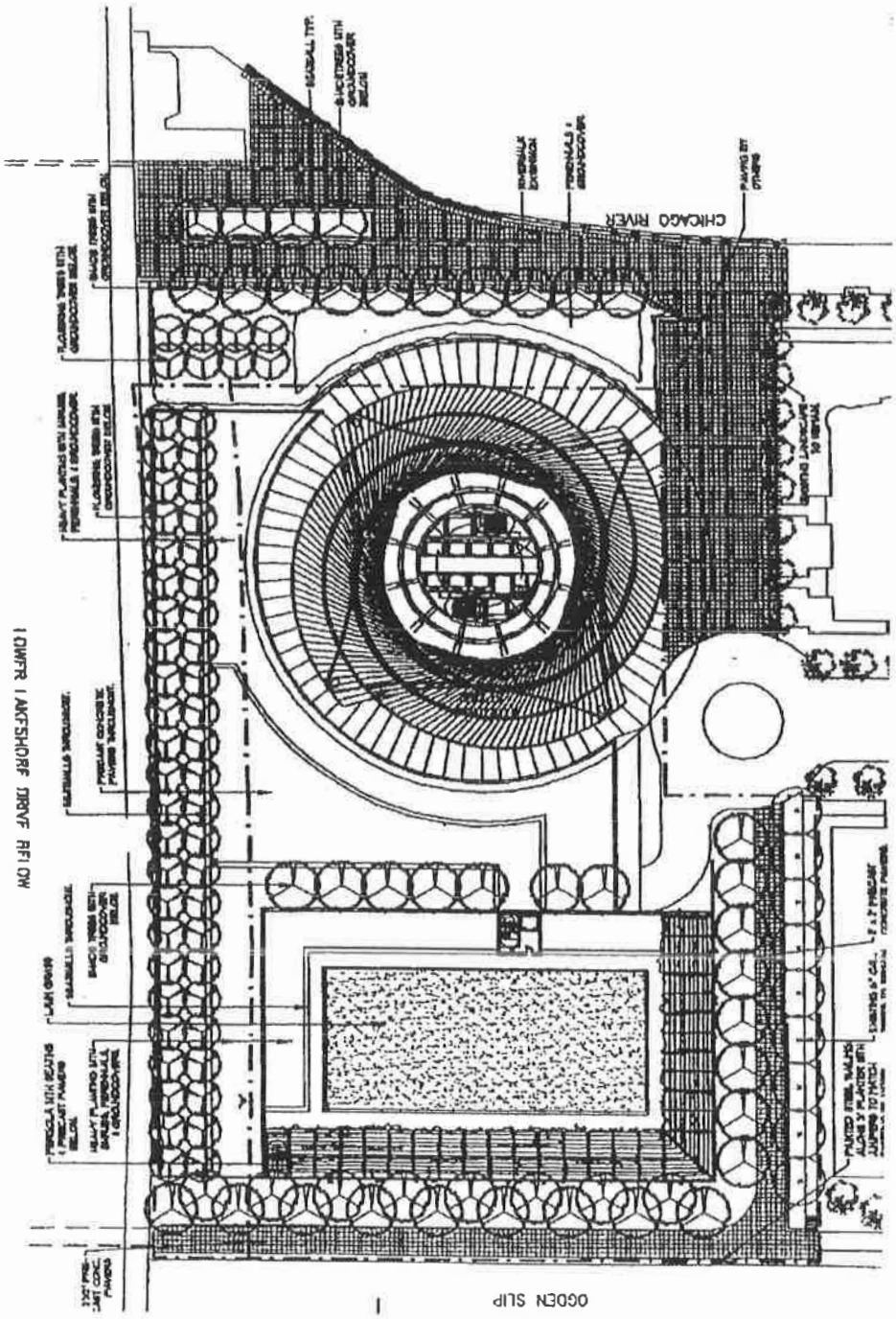
Lower Level Plan -- 01.



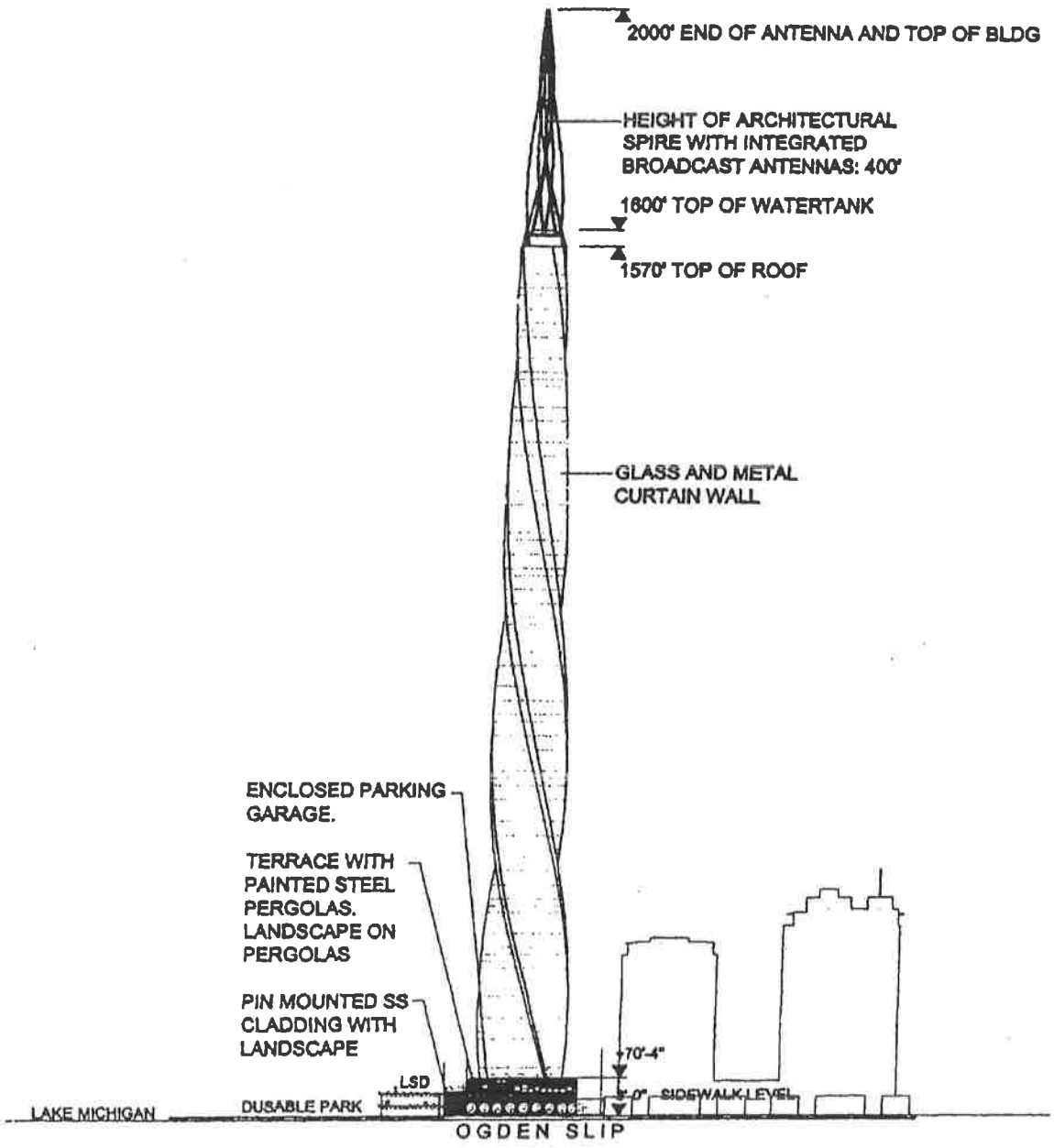
Lower Level Plan -- 02.



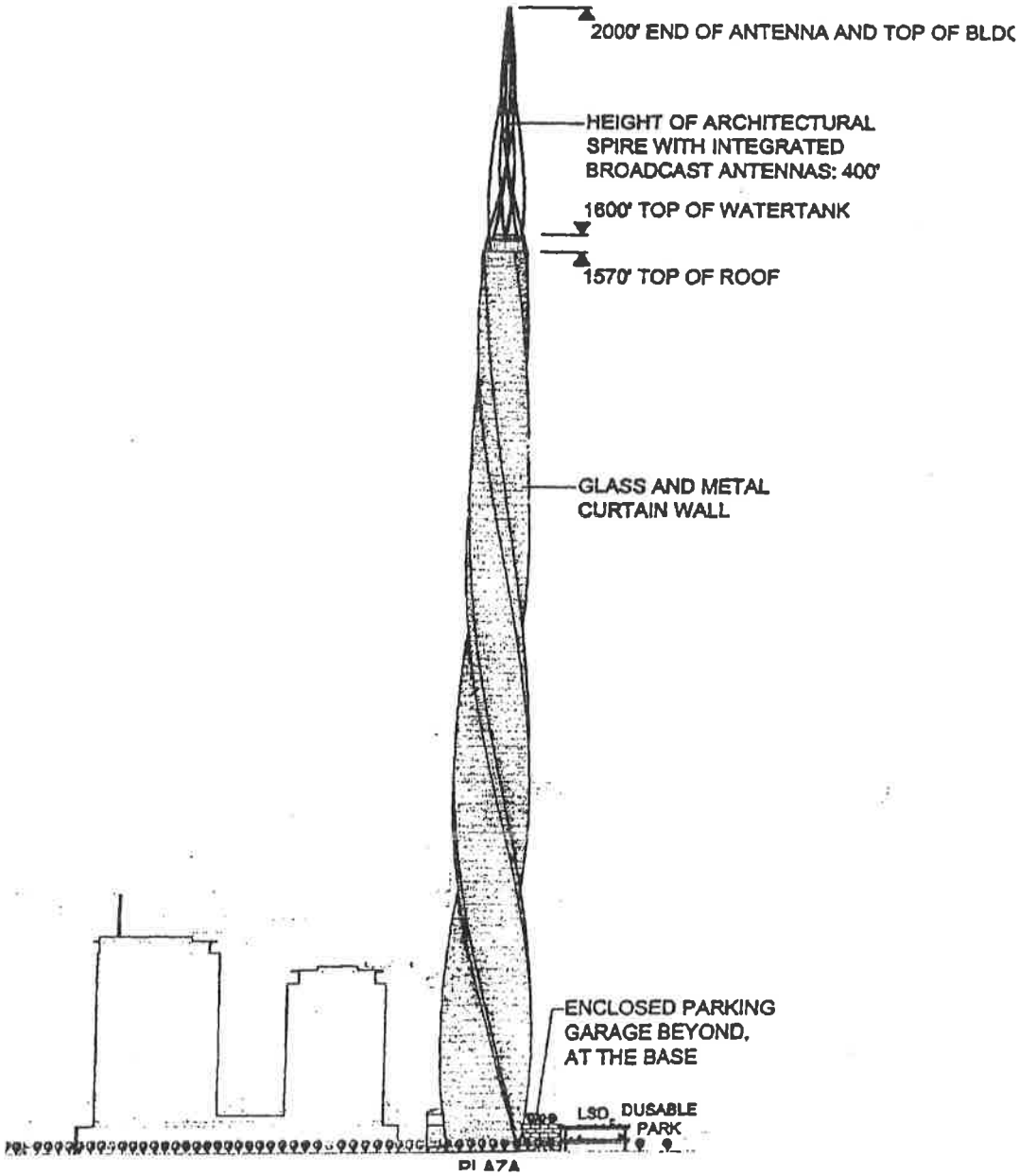
Landscape Plan.



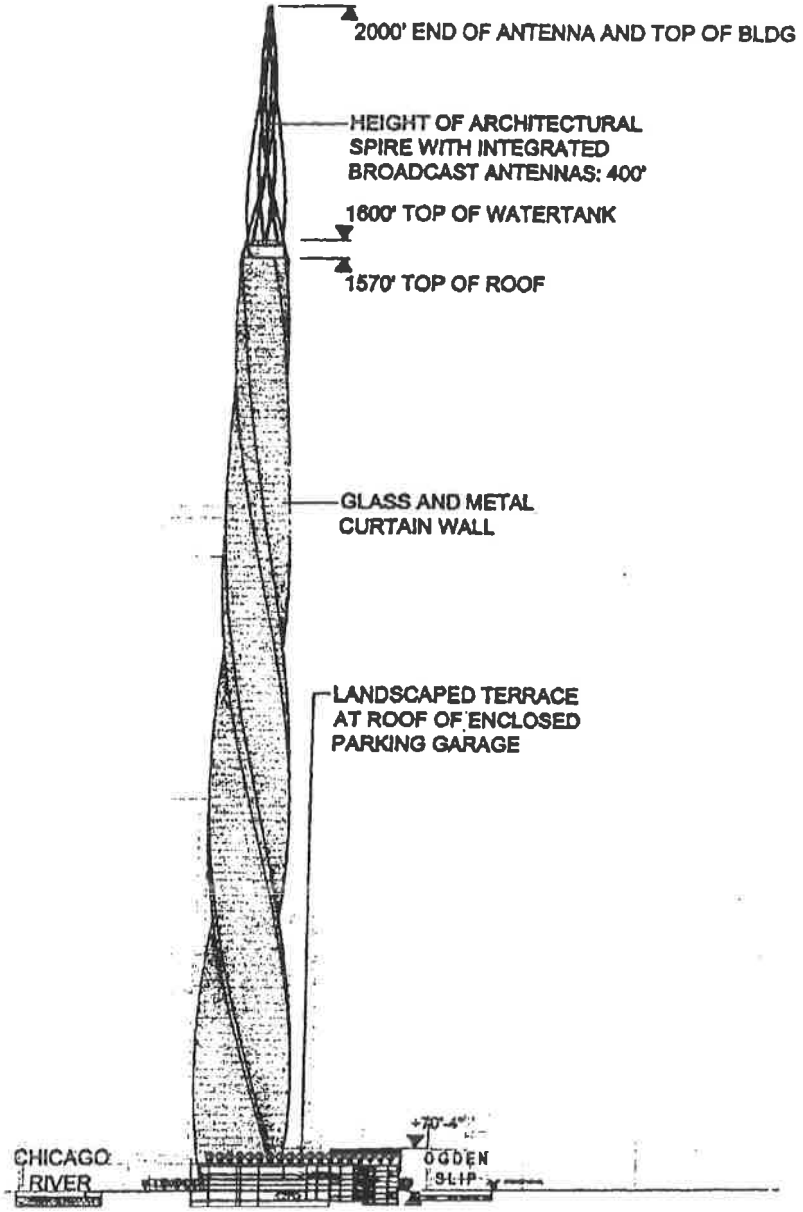
North Elevation.



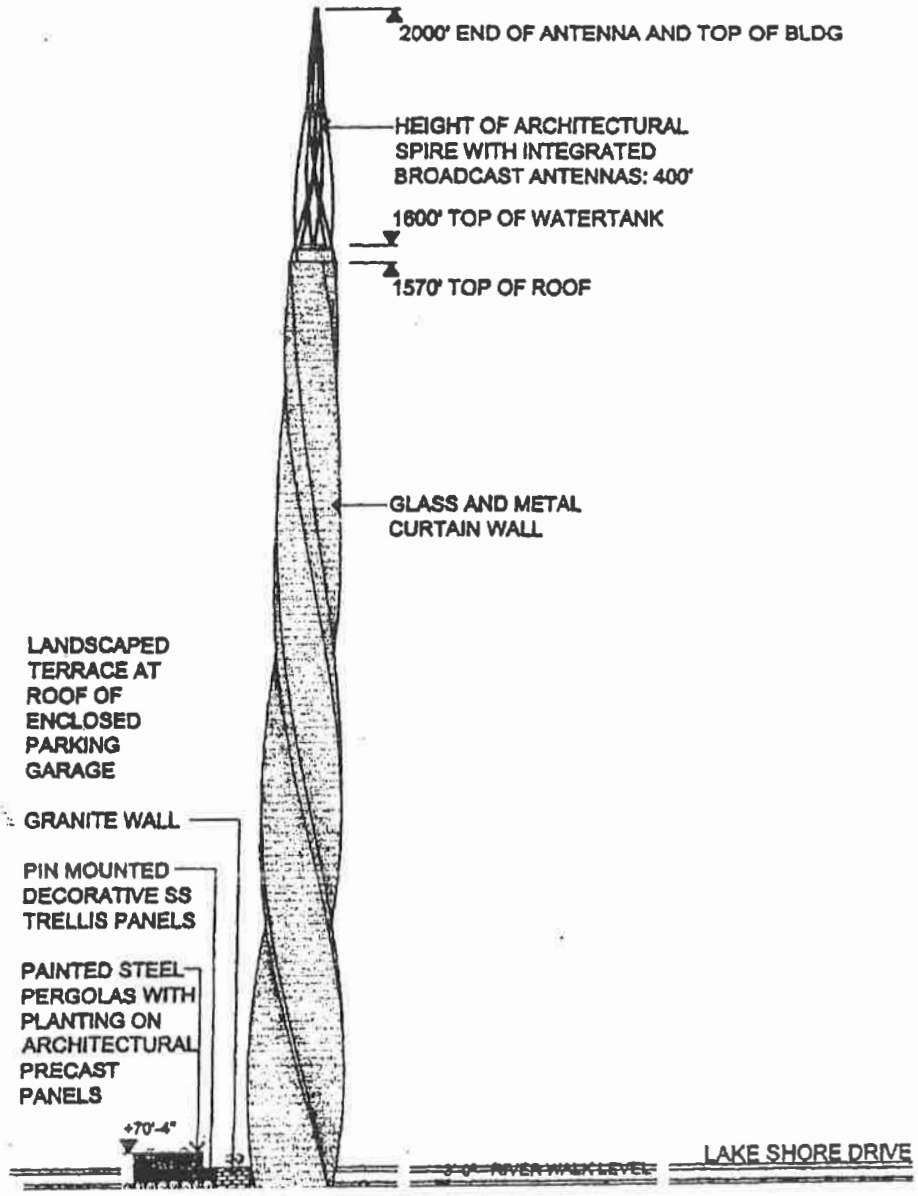
South Elevation.



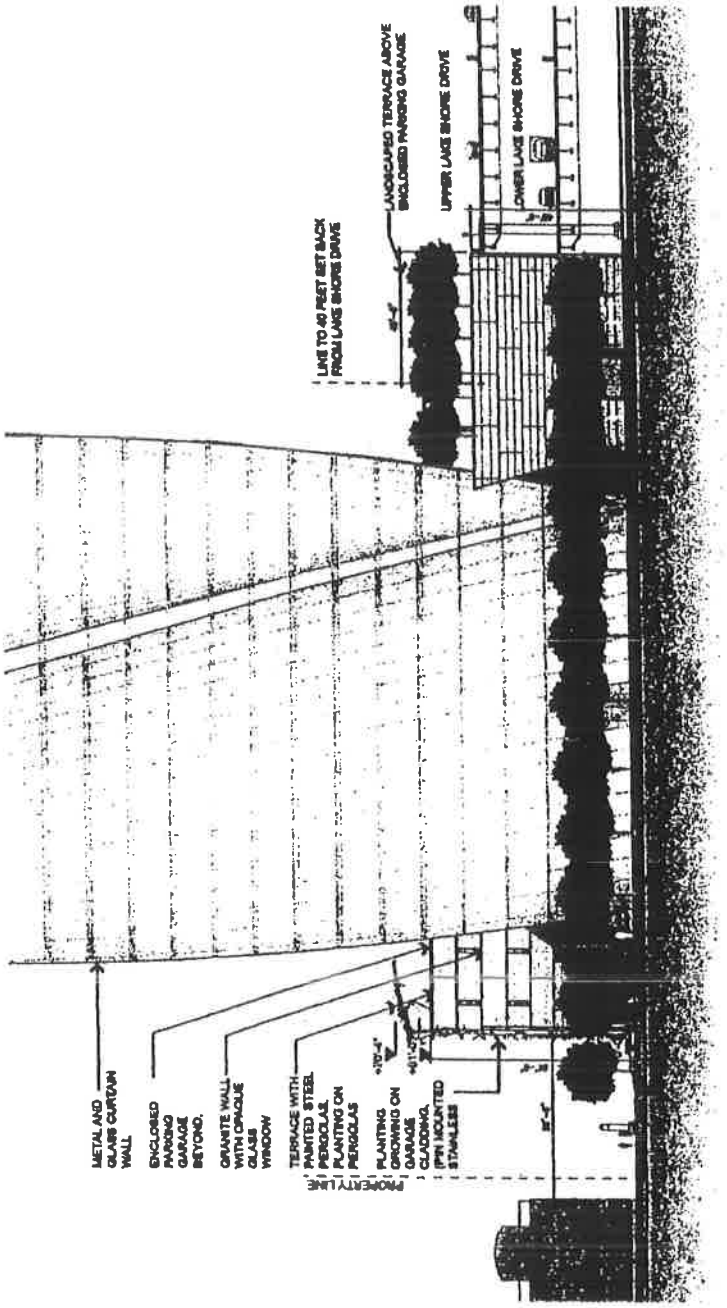
East Elevation.



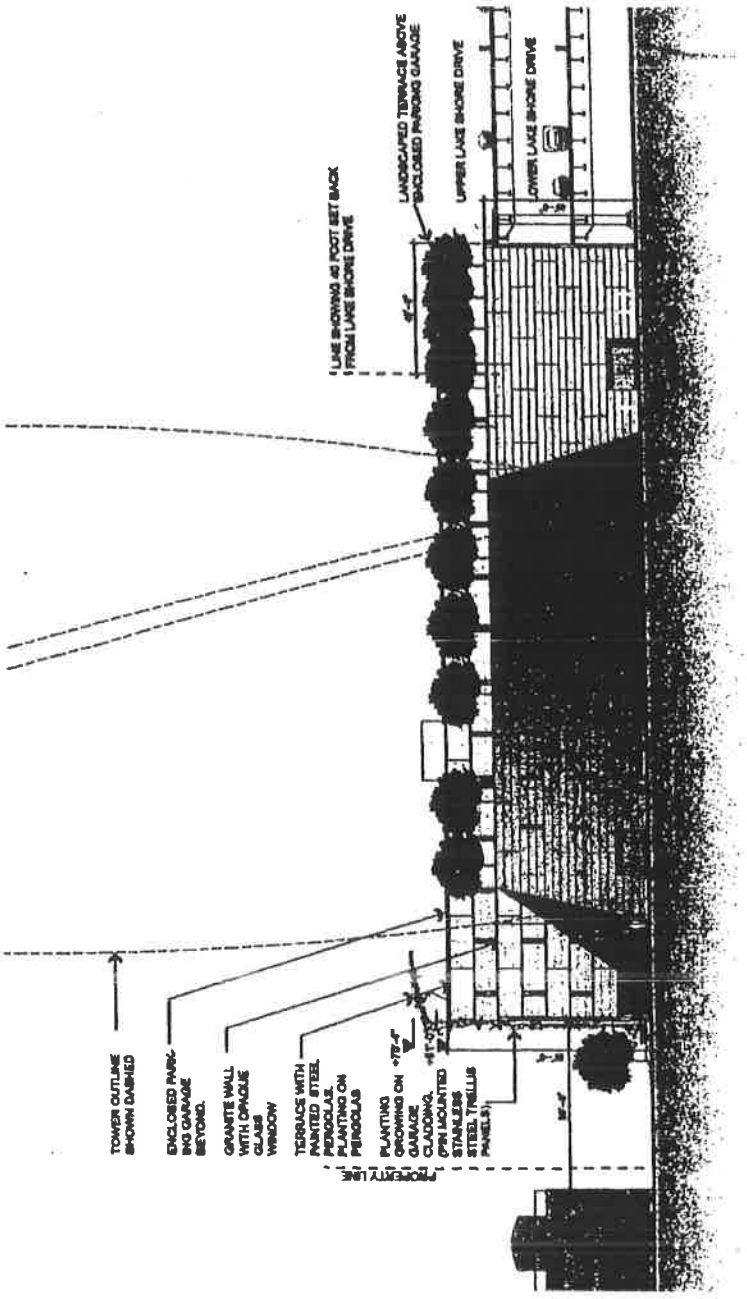
West Elevation.



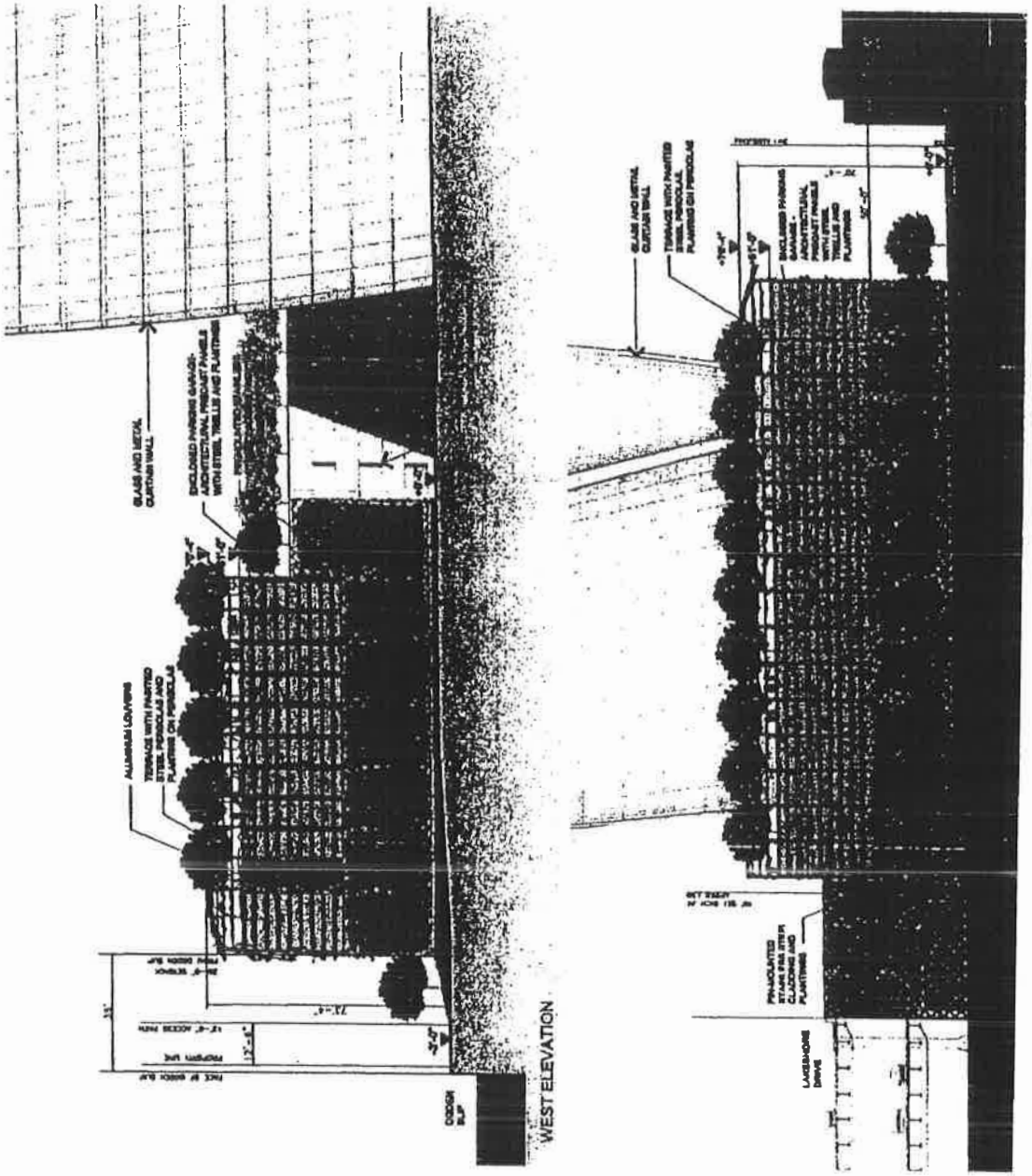
South Elevation -- Riverwalk.



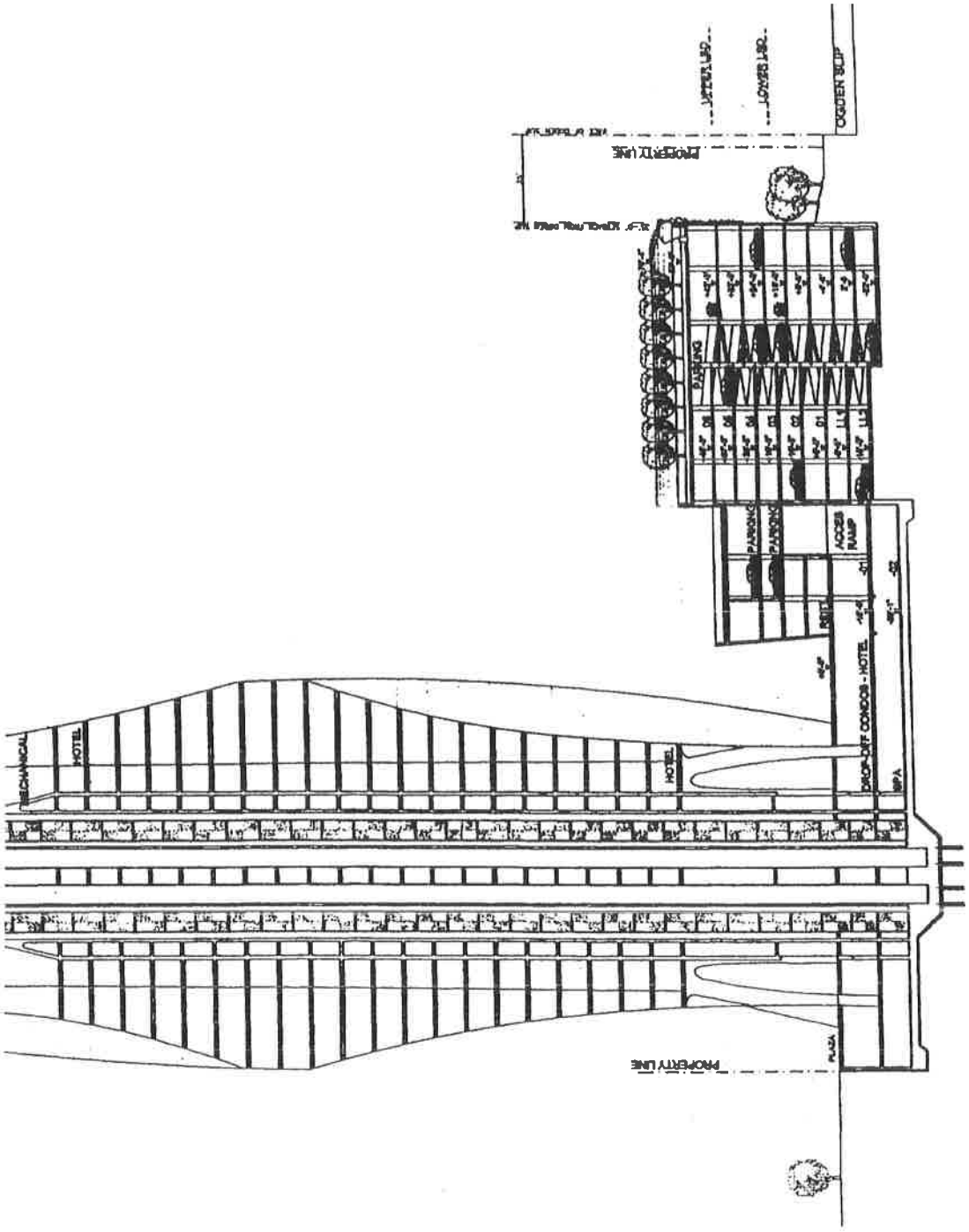
South Elevation -- Garage.



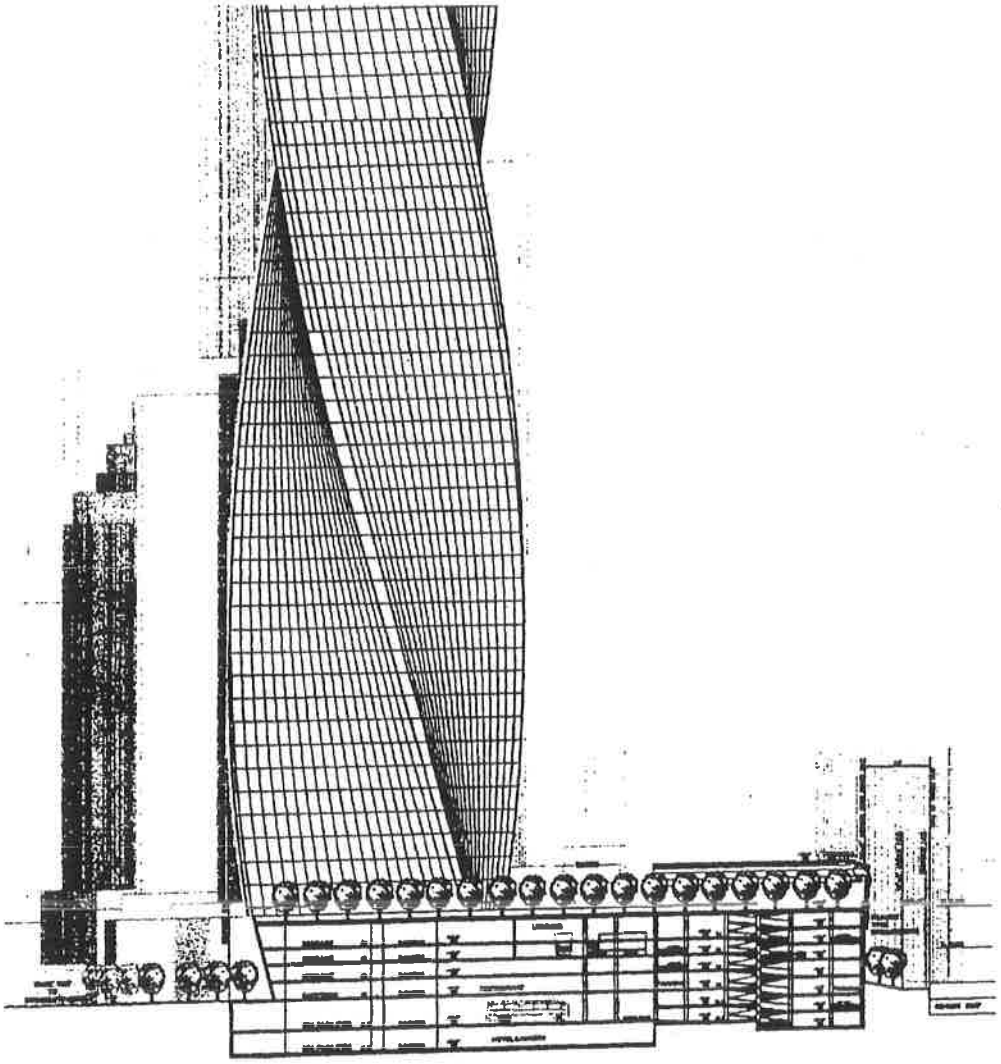
North And West Parking Elevation.



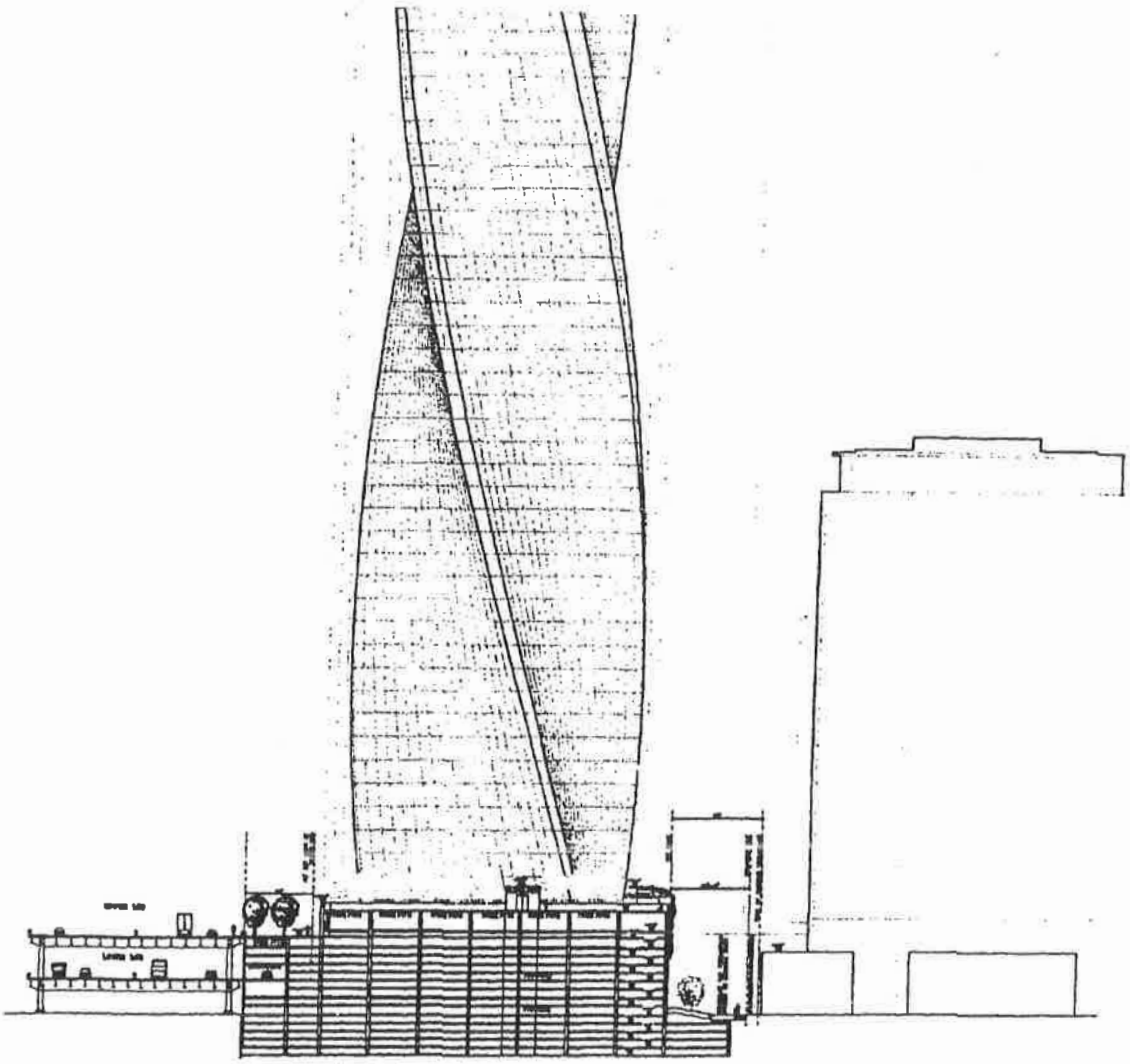
Basement Section A-A.



Basement Section C-C.



Basement Section D-D.



City of Chicago
Richard M. Daley, Mayor

Department of Planning and Development

Lori T. Healey
Commissioner

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Chicago, Illinois 60602
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(312) 744-2578 (TTY)

http://www.cityofchicago.org

January 25, 2006

John J. George
Daley and George
20 South Clark Street, Suite 400
Chicago, Illinois 60603-1903

Re: Residential-Business Planned Development No. 368, as amended December 17, 2003, Sub-Area F, Parcels P21A and P21B
(Parkview West - 505 N. McClurg Ct. and Neighborhood Park and Underground Garage - 456 E. Illinois St.)
Lake Michigan and Chicago Lakefront Application No. 374

Dear Mr. George:

We have reviewed your request submitted on behalf of your client for Site Plan approval for development of a 48-story, 490 feet high residential tower with 268 dwelling units and approximately 446,570 square feet of F.A.R. Floor Area, including approximately 1,000 square feet of ground-floor retail space. In addition you propose to construct a four-level underground garage with 916 parking spaces with a 75,300 square-foot park on top. The proposed development is to be located on Parcels P21A and P21B in Sub-area F of Residential-Business Planned Development No. 368, as amended.

Site Plan approval for the proposed Project is hereby approved, subject to the provisions of this letter and based on the following exhibits:

EXHIBITS

Civil Exhibits	
C-2	Dimension Plan
C-3	Grading Plan
Architectural Exhibits	
A2.00	Roof Plan w/ Greenspace Calculation
A2.01	First Floor Plan
A3.01	North & East Building Elevations
A3.02	South & West Building Elevations
A3.03	Building Sections
A3.04	Building Sections
ASK-1	Building Perspectives
ASK-2	Building Perspectives
ASK-3	Building Perspectives
ASK-4	Building Perspectives

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CHICAGO WORKS TOGETHER

Landscape Exhibits

L0.0	Notes/ Legends/ Abbreviations
L0.1	Site Plan
L1.0	Grading Plan
L2.0	Layout Plan
L3.0	Materials Plan
L3.1	Site Furnishings & Lighting
L4.1	Garden Schedule
L4.2	Planting Plan
L5.0	Site Sections
L5.1	Site Sections
L5.2	Site Sections

All of the above Exhibits were created by Solomon Cordwell Buenz & Associates, Hargreaves Associates, and/or Terra Engineering Ltd., and are dated November 29, 2005.

PROVISIONS

1. There shall be a vegetated ("green") roof over at least 25% of the net roof area of the residential building. "Net roof area" is defined as total roof area minus any required perimeter setbacks, roof top structures, and roof-mounted equipment. Exhibit A2.00 Roof Plan & Greenspace Calculations indicates a Net Roof Area of 15,944 square feet and Green Roof Area of 4,035 square feet, or 25.2%.

2. A dog run shall be provided in the residential building. Exhibit A2.01 First Floor Plan indicates a dog run on the first floor of the residential building.

3. There shall be at least 12' 6" of sidewalk on all street frontages, requiring building setbacks, if necessary. Exhibit C-2 Dimension Plan indicates minimum sidewalk widths of 12' 6" along E. Illinois Street, 12' 9" along E. Grand Avenue, and 19' 9" along N. McClurg Court.

4. There shall be at least 200 spaces dedicated to public parking. The letter dated October 27, 2005, from Mr. Edward D. Williams, AIA, Senior Vice President of Solomon Cordwell Buenz & Associates, Inc. indicated there will be 201 parking spaces dedicated to the general public and retail parking, the remaining 715 spaces to be deeded to residential occupants.

5. There shall be a park of at least 70,000 square feet, privately owned and maintained, but open to the public during Park District hours. The October 27, 2005, letter from Mr. Williams certifies that the area of the proposed park in 75,305 square feet.

6. This letter acknowledges that small portions of the proposed development lie within the boundaries of Parcel P21C, namely parts of the underground garage and its entrance structure. Any further development on Parcel P21C shall require its own Site Plan submission and approval.

7. Parcel P21C currently contains a temporary park. The Department of Planning and Development acknowledges that the site of the temporary park may be needed for staging and storage during construction of the improvements proposed for Parcels P21A and P21B. Upon completion of those improvements and within six (6) months of the issuance of Certificate of Occupancy for those improvements, the grade-level portions of Parcel P21C shall be at least graded and seeded to grass. This requirement shall be waived if Site Plan Approval has been sought at that time for permanent development of Parcel P21C.

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,

Lori T. Healey
Commissioner

Originated by Fred Deters

cc: Mike Marmo, Terri Haymaker, Planned Development files

go
.. Daley, Mayor

tment of Planning
evelopment

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//www.cityofchicago.org

January 11, 2006

Mr. John J. George
Daley and George
20 South Clark Street
Chicago, IL 60603

RE: Request for Minor Change to Residential Business Planned Development No. 368, as amended; Sub-area F

Dear Mr. George:

Please be advised that your request for Minor Change to Residential Business Planned Development No. 368, on behalf of MCL CDC P21, LLC, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of Chicago Zoning Ordinance and Statement No.18 of the Planned Development.

Specifically, you requested to add the attached Supplemental Exhibits 4, 5, and 6, dated January 4, 2006, to those approved in the Planned Development to reflect the reconfiguration of the parcels on the block bounded by E. Illinois Street, N. Peshtigo Court, E. Grand Avenue, and N. McClurg Court within Sub-area F of the Planned Development.

Supplemental Exhibit 4 reflects the revised parcelization of the block into Parcels P21A, P21B, and P21C, dividing the original Parcel P21 into two smaller development parcels at either end of the block, designated Parcels P21A and P21C. Supplemental Exhibit 5 reflects the revised maximum height zones: 468 feet in Parcel P21A, 12 feet in Parcel P21B, and 280 feet in Parcel P21C. Supplemental Exhibit 6 reflects the relocation of the 70,000 square-foot open space to the middle of the block from the eastern end of the block.

The Department has reviewed the request and has determined that the proposed modifications would be appropriate. They would not change the character of the development, nor would they increase the maximum number of dwelling units or the maximum F.A.R. permitted in the Planned Development, nor would they reduce the minimum distance required between structures. The maximum permitted heights of the buildings measured as per Statement No. 10 of the Planned Development (468 feet and 280 feet), would be less than previously permitted (610 feet). The public open space would remain at 70,00 square feet.

NEIGHBORHOODS
BUILDING CHICAGO TOGETHER

CHICAGO WORKS TOGETHER

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the requested Minor Changes to this Planned Development.

Very truly yours,

Lori T. Healey
Commissioner

attachments

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

PLANNED DEVELOPMENT NO. 368, AS AMENDED

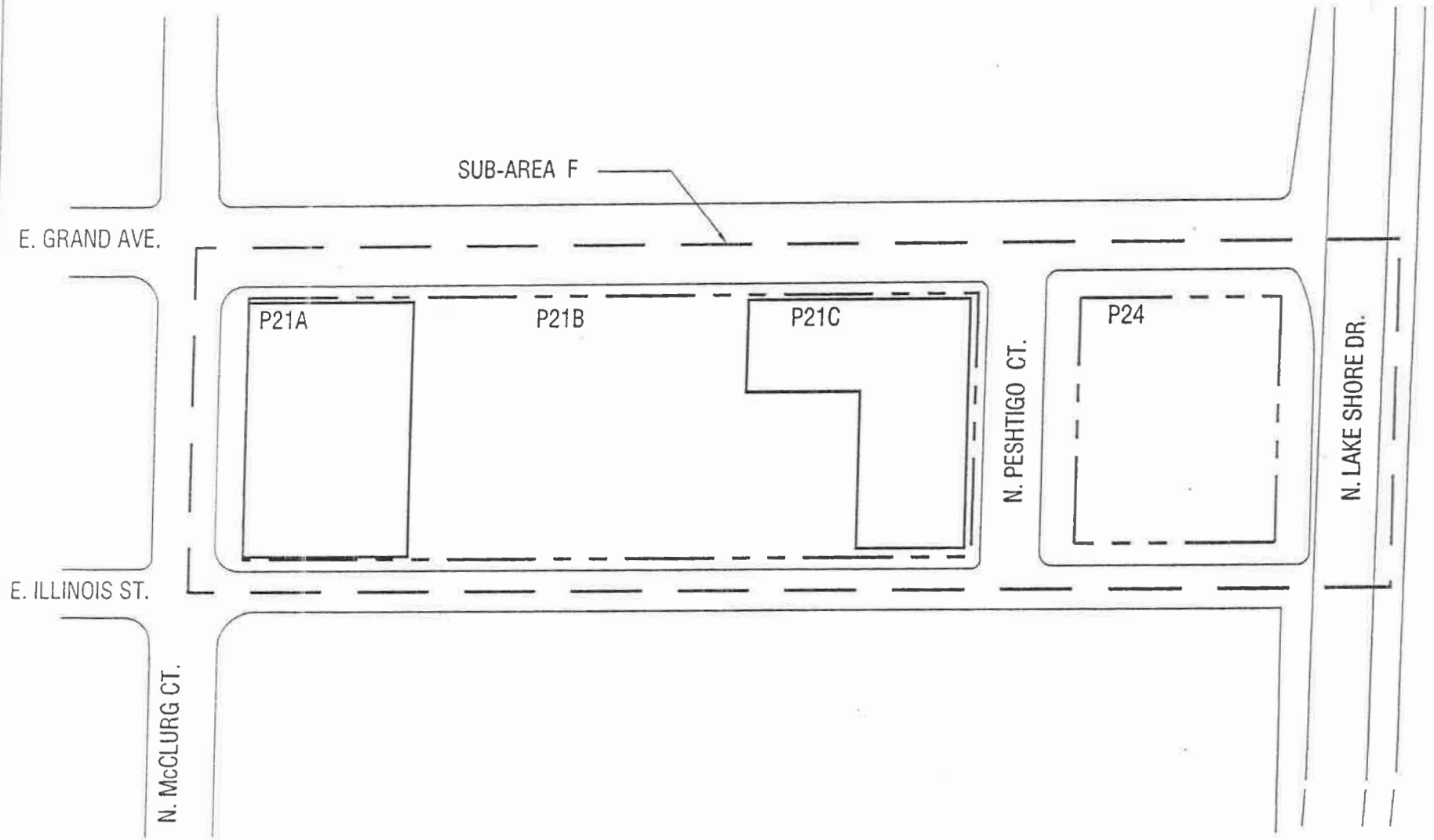

EXHIBIT 4 **PLANNED DEVELOPMENT PARCELS MAP - SUB- AREA F DETAIL** **1/4/2006**

P.3/5

PLANNED DEVELOPMENT NO. 368, AS AMENDED

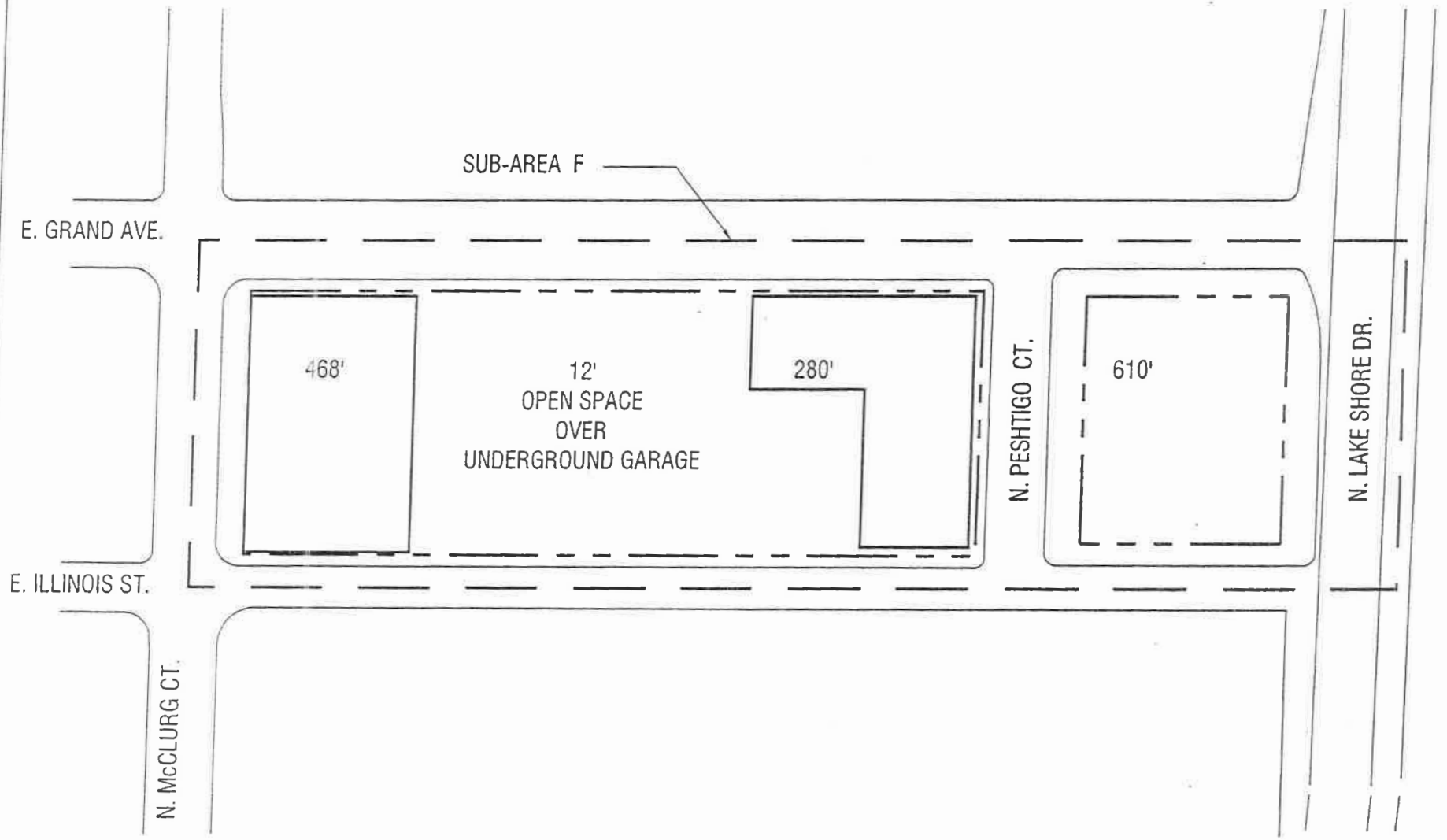

EXHIBIT 5 **MAXIMUM HEIGHT ZONES - SUB- AREA F DETAIL** **1/4/2006**

PLANNED DEVELOPMENT NO. 368, AS AMENDED

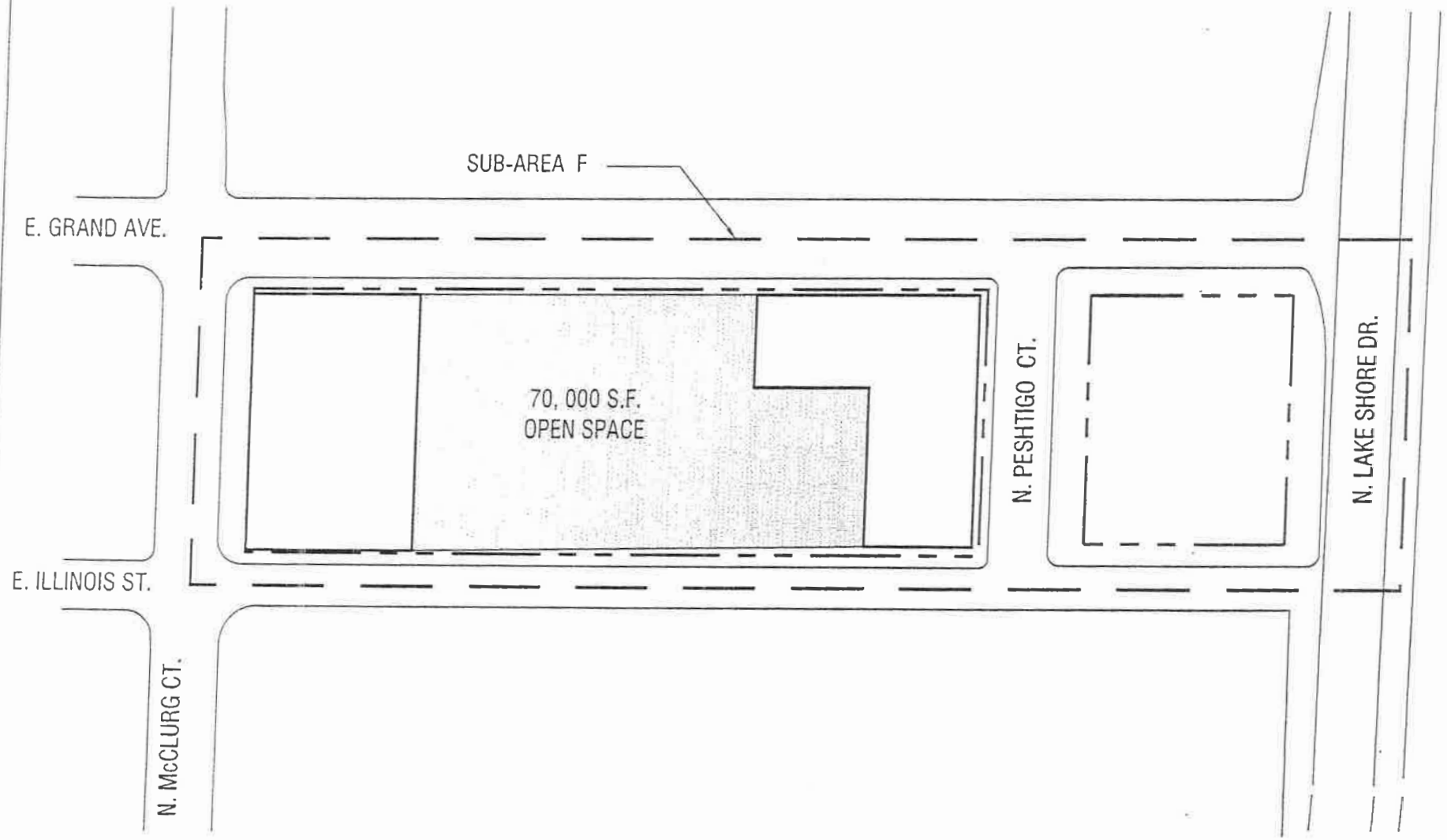

EXHIBIT 6 **EXISTING AND PLANNED OPEN SPACES - SUB- AREA F DETAIL** **1/4/2006**

ity of Chicago
ichard M. Daley, Mayor

epartment of Planning
nd Development

enise M. Casalino, P.E.
ommissioner

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October 7, 2005

Mr. John J. George
Daley and George
20 South Clark Street
Chicago, IL 60603

RE: Request for Minor Change to Residential Business Planned Development No. 368, as amended; Sub-area F; Parcel P24 (515 N. Peshtigo Court)

Dear Mr. George:

Please be advised that your request for minor change to Residential Business Planned Development No. 368, on behalf of JER RV2, LLC, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of Chicago Zoning Ordinance and Statement No.18 of the Planned Development.

Specifically, you requested the following:

1. To approve encroachments into the 40-foot setback from North Lake Shore Drive required by Statement 11(a) of the Planned Development. These encroachments were requested for design reasons and would be limited to those illustrated in the drawing titled 40' Setback Diagram, dated October 5, 2005;

2. To exempt development on Parcel P24 from the provision contained in the Bulk Regulations and Data Table requiring minimum of 200 non-accessory parking spaces within Sub-area F; those spaces are to be provided elsewhere in the sub-area; and

3. To allow the use of painted structural concrete as a minor deviation from the provision of Statement 11(d) of the Planned Development prohibiting any use of exposed structural concrete. This use of exposed structural concrete would be limited to spandrels and columns as an architectural feature on all four elevations above the 8th floor of the building as illustrated in the drawing East Elevation, River East Parcel 24, dated August 2, 2005.

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The Department has reviewed the request and has determined that the proposed modifications would be appropriate. They would not change the character of the development, nor would they increase the maximum number of dwelling units or the maximum F.A.R. permitted in the Planned Development, nor would they reduce the minimum distance required between structures. The heights of the buildings, as measured according to the Zoning Ordinance, would remain within the maximum permitted by the Planned Development.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the requested Minor Changes to this Planned Development.

Very truly yours,

Denise M. Casalino, P.E.
Commissioner

DMC:SRP:fwd

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

Residential-Business Planned Development Number 368, As Amended, December 17, 2003
Chicago Zoning Ordinance – Title 17 Municipal Code of Chicago – 2004

Parcel 24 is part of Sub-Area F within the Planned Development
(Sub-Area F includes Parcel 24 and Parcel 21)

Requirements	Design Development Plan
I. AREA & HEIGHT	
A. Gross Site Area = 41,627 s.f.	
B. Maximum Site FAR = 18.01 = 749,703 s.f.	744,959 s.f.
C. Maximum Height = 610' (Zoning Height)	592'-6"
II. USES	
A. Maximum Site Retail = 150,000 s.f. for Sub-Area F x 50% = 75,000 s.f.	4,641 s.f.
B. Maximum Site Commercial = 0 for Sub-Area F	0 s.f.
C. Maximum Site Hotel Rooms = 0 for Sub-Area F	0 s.f.
D. Maximum Site Dwelling Units = 1,000 for Sub-Area F x 50% = 500	358 units
III. PARKING & LOADING REQUIREMENTS	
A. Off Street Parking	
Residential – Minimum = 55% of 359 d.u. = 197 spaces	396 accessory spaces 5 compact spaces 28 tandem spaces 429 total parking spaces
Non-Accessory Parking – Minimum – 200 spaces for Sub-Area F Maximum – 500 spaces for Sub-Area F	0 non-accessory spaces
B. Off Street Loading	
Multi-Unit Residential = 1 berth per 200,000 GRSF = 4	2 - 10' x 25' spaces
Retail – 0 to 9,999 s.f. = 0	0 spaces
C. Bike Parking	
Downtown Residential = 1 bike sp. / 2 accessory auto sp. Or 50 max.	540 bike spaces
Non-accessory Parking = 2 if more than 250 auto spaces	0 bike spaces
IV. SETBACK LIMITATIONS	
A. Minimum Peripheral Setbacks = 12'-6" from curb Sufficient to allow for street trees and pedestrian walkways (min. 12'-6" from building to curb face)	See site plan
B. Minimum Upper Level Setbacks = 40'-0" at Upper Lake Shore Drive 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 in to such setback area for design reasons may be allowed by the Commissioner of Planning and Development as a minor change. This forty (40) foot setback shall be heavily landscaped with trees and other greenery so as to be visible from the Drive.	See site plan

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
Commissioner

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April 22, 2005

Richard Wendy
DLA Piper Rudnick Gray Cary US LLP
203 North LaSalle Street, Suite 1900
Chicago, Illinois 60601

Re: Residential-Business Planned Development No. 368, as amended December 17, 2003, Sub-Area A, Parcels P4 and P5 (the Property")
(Cityfront Plaza, 200 East Illinois Street)

Dear Mr. Wendy:

We reviewed your request, submitted on January 12, 2005 on behalf of the Applicant, CPLB Cityfront.LLC, for Site Plan approval for the Property. Site Plan approval for the Property and the proposed Project is hereby approved, subject to the provisions of, and attachments to, this letter. The following sections of this letter describe relevant prior development approvals for the Property, the parameters of the proposed Project, the applicable plans and documents and supplemental conditions.

A. Background

DPD previously granted and issued the following approvals for the Property:

- February 18, 1998/July 12, 2000: Administrative amendments ("Minor Changes") applicable solely to the Property relating to parking and retail requirements.
- July 12, 2000/July 17, 2000: Site Plan and Part II approval for a mixed-use project to be developed in a single phase on the Property, consisting of residential, hotel, cinema, retail, accessory parking and non-accessory parking uses.
- February 11, 2004: Revision No. 1 to the Site Plan/Part II authorizing the Project to be developed in separate phases and approving certain design modifications generally involving the easternmost parking garage.
- April 6, 2004: Minor Change approval establishing procedures for the review and approval of phased development of the Property.
- May 19, 2004/May 24, 2004: Revision No. 2 to the Site Plan/Part II authorizing modifications to the Project for construction of an interim ramp to access parking spaces on the Property from Grand Avenue.

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(The Site Plan and Part II described above, as they were amended, are collectively referred to as the "Original Site Plan/Part II Approval".)

The following improvements have been constructed on the Property and the adjacent rights-of-way pursuant to the Original Site Plan/Part II Approval:

- an eight-story, 748-space parking garage located at Plaza Level and above
- a grocery store (for Dominick's) and additional parking located below Plaza Level
- the Upper Illinois Street roadway extension (including landscaping, water feature and stairs/escalator/elevator to Lower Illinois Street)
- Lower Level streetscape improvements (including sidewalks, planters, street lighting and curb cuts) on Illinois, Columbus and Grand.

(The existing improvements described are collectively referred to herein as the "Existing Improvements".)

B. The Project

The Applicant now proposes a comprehensively revised development plan for the entire Property that differs from the previously approved Project Site Plan/Part II. The overall Project, when completed, will contain 1.6 million square feet of floor area (14.785 FAR), 975 dwelling units, 300 hotel keys (or, alternatively, 300,000 square feet of office floor area), 110,376 square feet of retail floor area, 1,329 accessory parking spaces, 11 loading berths and 268 bicycle parking spaces. The Existing Improvements will be integrated into the Project.

The Project will be developed in three phases:

- Phase I: 258-unit residential tower above the Parcel A Existing Improvements located within Parcel A, including the conversion of a portion of the existing parking garage facing Upper Illinois Street in Parcel A to 42 dwelling units, resulting in a total of 300 dwelling units in Phase I.
- Phase II: 325-unit residential tower, including parking and retail uses on Parcel B, and future hotel and related uses on Parcel C.
- Phase III: 350 dwelling units built above 300 hotel units (or, alternatively, 350 dwelling units built above approximately 300,000 square feet of office uses) on Parcel D.

C. Plans and Documents

The Project must be constructed in substantial conformance with the following plans and documents:

(1) Planned Development No. 368, as amended.
(2) The approved plans listed on Exhibit A attached hereto, which plans are incorporated into this letter by reference and full size copies of which are on file with DPD.
(3) The Parcel Phasing Diagram, attached hereto as Exhibit B.
(4) The Project Data Table, attached hereto as Exhibit C.
(5) The Anticipated Project Timeline, attached hereto as Exhibit D.

(6) The PD compliance analysis, attached hereto as Exhibit E.
(7) The Phasing Procedures, pursuant to the April 6, 2004 Minor Change approval, modified for the revised Project, a copy of which is attached hereto as Exhibit F
(8) The Temporary Marketing Signs Data Table, attached hereto as Exhibit G.
(9) The Landscaping Compliance Data Table, attached hereto as Exhibit H.

D. Supplemental Conditions

The Project is subject to the following supplemental conditions:

(1) This Site Plan approval governs the entire Project and supersedes the Original Project Site Plan/Part II Approval to the extent the latter is inconsistent with this Site Plan approval.

(2) The temporary marketing signs depicted in the Project Plans shall be allowed to remain in place until Part II approval is issued for next phase of the Project or 2½ years from the date of this Site Plan approval letter, whichever is later, unless an extension of the period or a modified temporary sign program with a revised schedule is approved by the Department of Planning and Development.

(3) Pursuant to May 19, 2004 Minor Change approval, the interim parking ramp from Grand Avenue may remain in place and in operation until the permanent ramp in accordance with the Project Plans is constructed and in operation, at which time the interim parking ramp and associated curb cut must be permanently closed and the curb and sidewalk restored at the Applicant's expense.

(4) The Applicant shall provide landscaped areas ("green roof") on at least twenty-five percent (25%) of the net roof area of the Project. "Net roof area" is defined as total roof area minus areas devoted to any required perimeter setbacks, roof top structures (including mechanical equipment penthouses), and roof-mounted equipment. This requirement shall apply cumulatively to the total Project at the completion of each phase. So long as the minimum requirement is provided for each phase, green roof areas attributable to any one phase may be located on roof areas of other Phases. At the completion of Phase III, the green roof shall comprise at least 25% of net roof area or 10,000 square feet, whichever is greater.

(5) Dog runs shall be provided for each of the residential buildings. However, this requirement may be reduced to two dog runs, with the approval of the Department of Planning and Development, if the two dog runs are sufficiently large and are to be shared among the buildings.

(6) Non-accessory Parking shall be permitted in the Project in accord with the attached exhibit "Table 2 - Parking Data and Calculations."

(7) Prior to issuance of Part II approval for Phase I of the Project, the Applicant shall have obtained approval from the Department of Planning and Development for the location and configuration of landscaping planters to be installed along Upper Illinois Street adjacent to the Property.

(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

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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.

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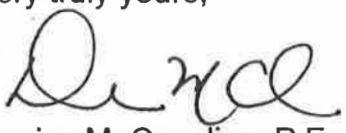
The Department has also reviewed the proposed Site Plan for the interim park and finds it acceptable within the terms of the above-mentioned modifications to Statement No. 14. I wish to call attention to the provisions of Statement No. 14 that the interim park shall be open to the public from sunrise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



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 RBPD 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 RBPD 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 RBPD 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

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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 Loebl, 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.

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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,

Denise M. Casalino, P.E.
Commissioner

Originated By: Tim Bleuher

cc: Jack Swenson
Mike Marmo
C. Benet Haller

...y of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
Commissioner

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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.

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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,

Denise Casalino
Commissioner

Attachments
Originated By: Tim Bleuher

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 shah 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 aforestated 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 shah 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 shah 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 shah 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 shah 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 shah 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 shah be strictly controlled. The total square footage displayed on any building shah 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 ofimprovements 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 (½) 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 (½) 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 ofpedestrian 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.

A5290

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	380,796 8.74	540 see note (5)	5,259	1,800	Permitted see notes (2) & (3)	13.81 see note (6)
B	183,449 4.21	40	2,402	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

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. fl. (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:	MINIMUM	MAXIMUM
BUSINESS USES	1:5000 sq. ft.	As determined by DPD in consultation with CDOT
HOTEL USES	1:4 Rooms	
RESIDENTIAL USES	55%/d.u.	
NON-ACCESSORY PARKING (Allowed in Sub-area 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 (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 moms. 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.

Exhibit 2.

Existing Zoning Map.

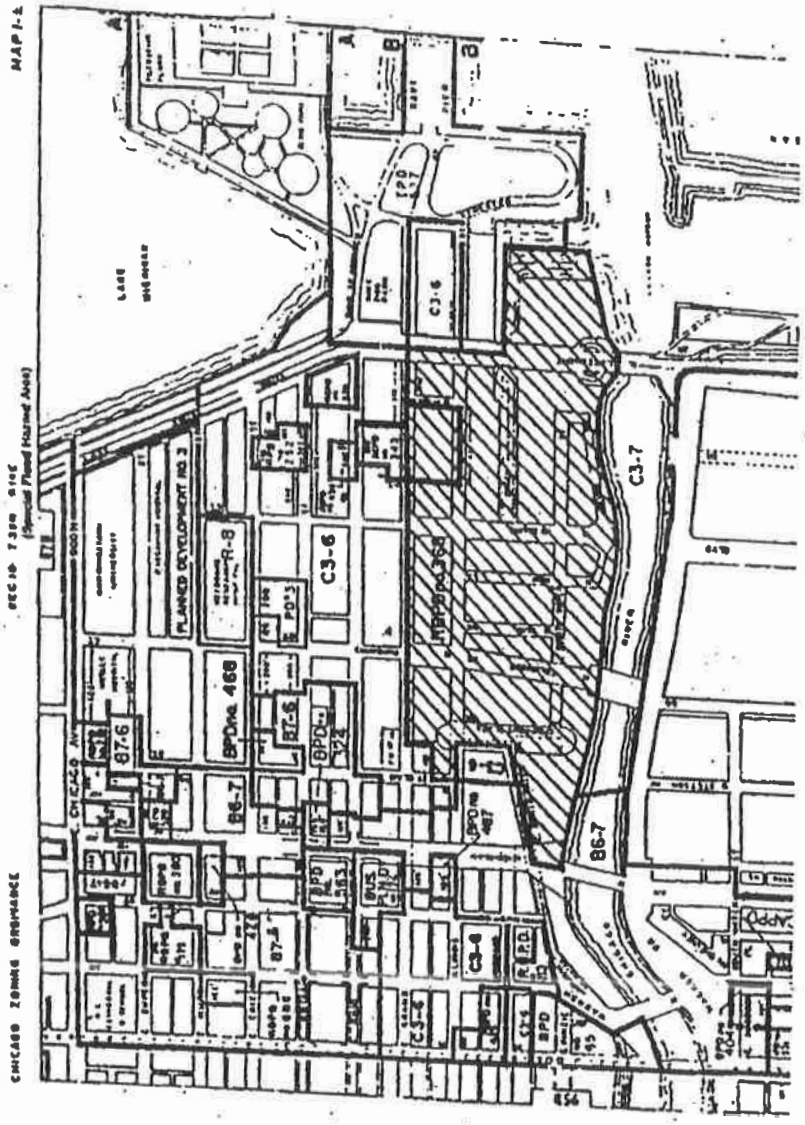


Exhibit 3.

Planned Development Boundary
And Subarea Map.

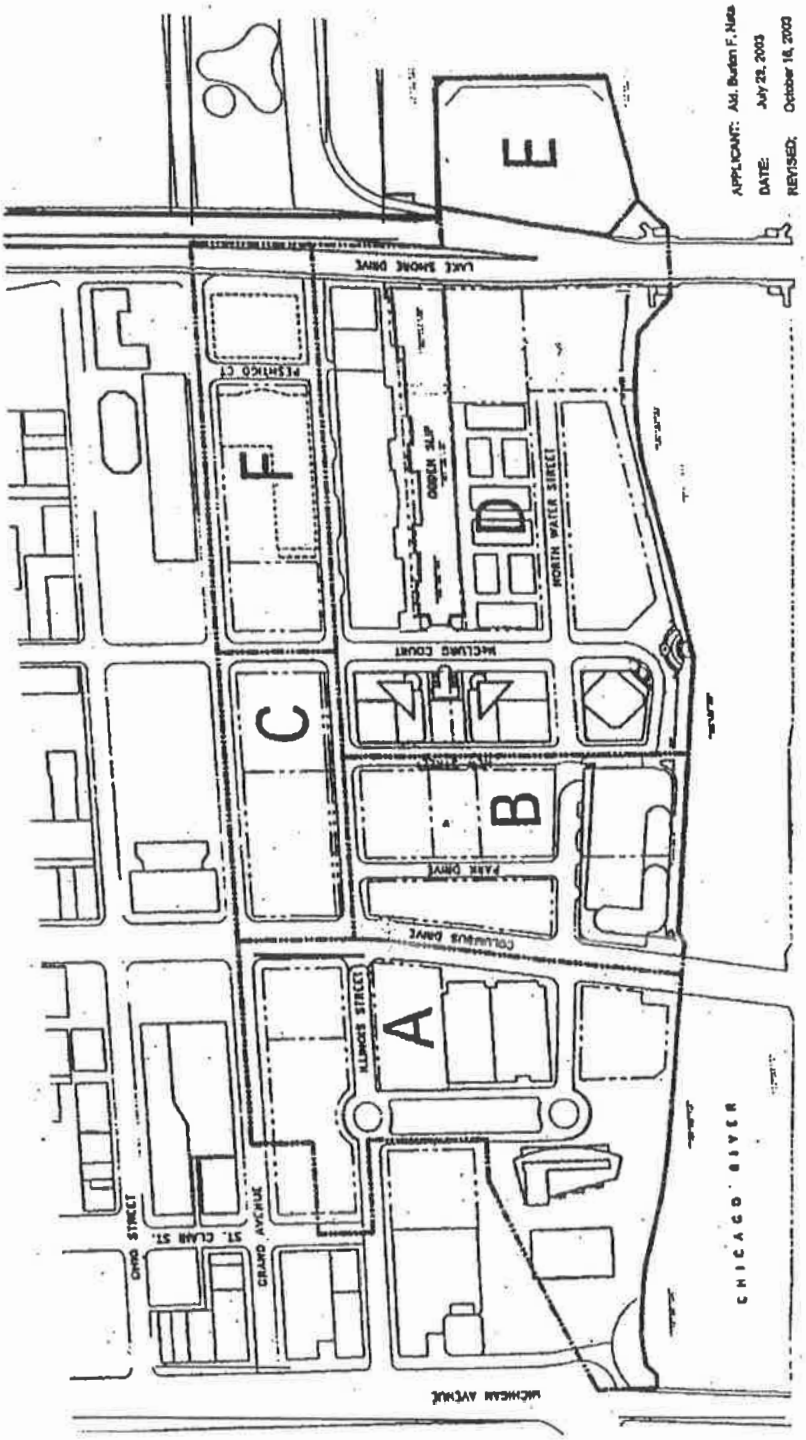


Exhibit 4.

Planned Development Parcels Map.

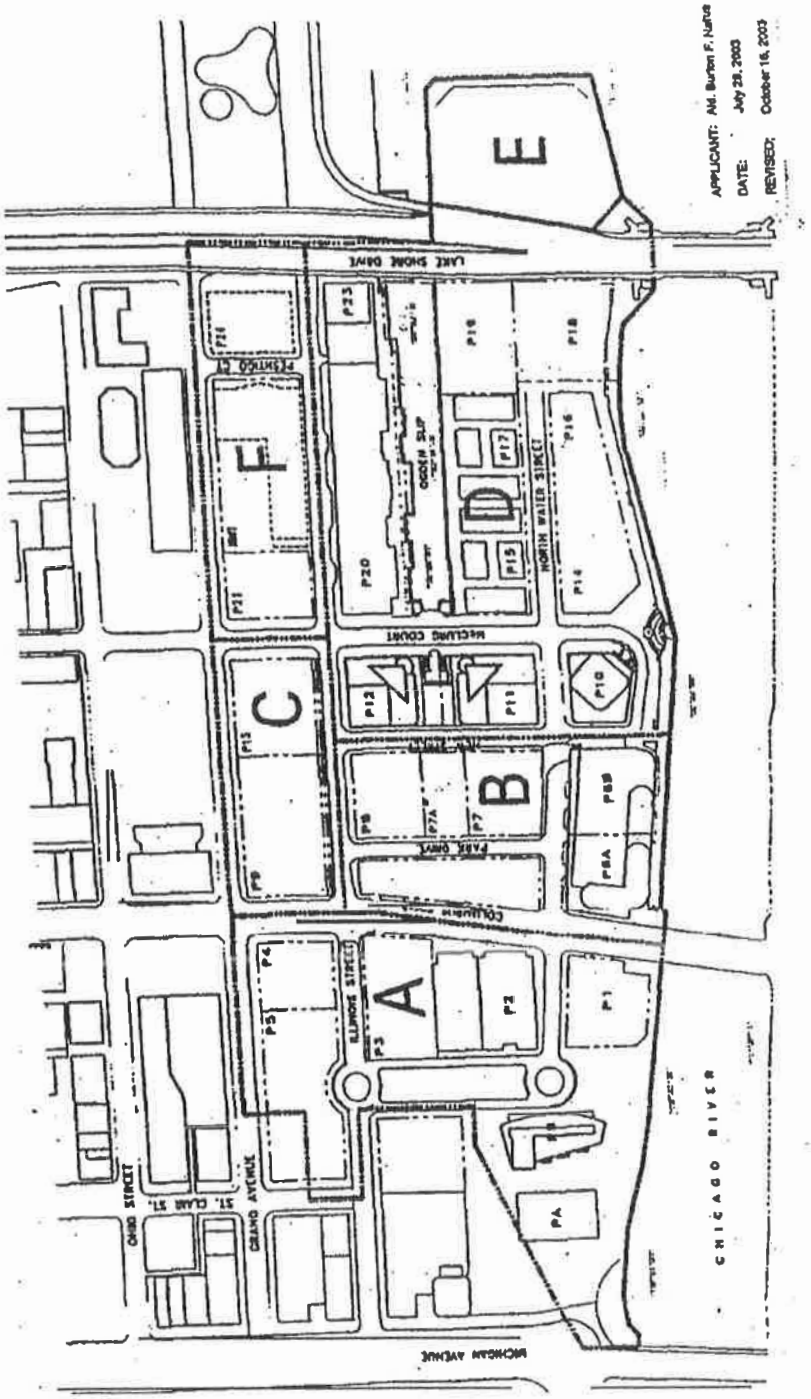


Exhibit 5.

Maximum Height Zones.

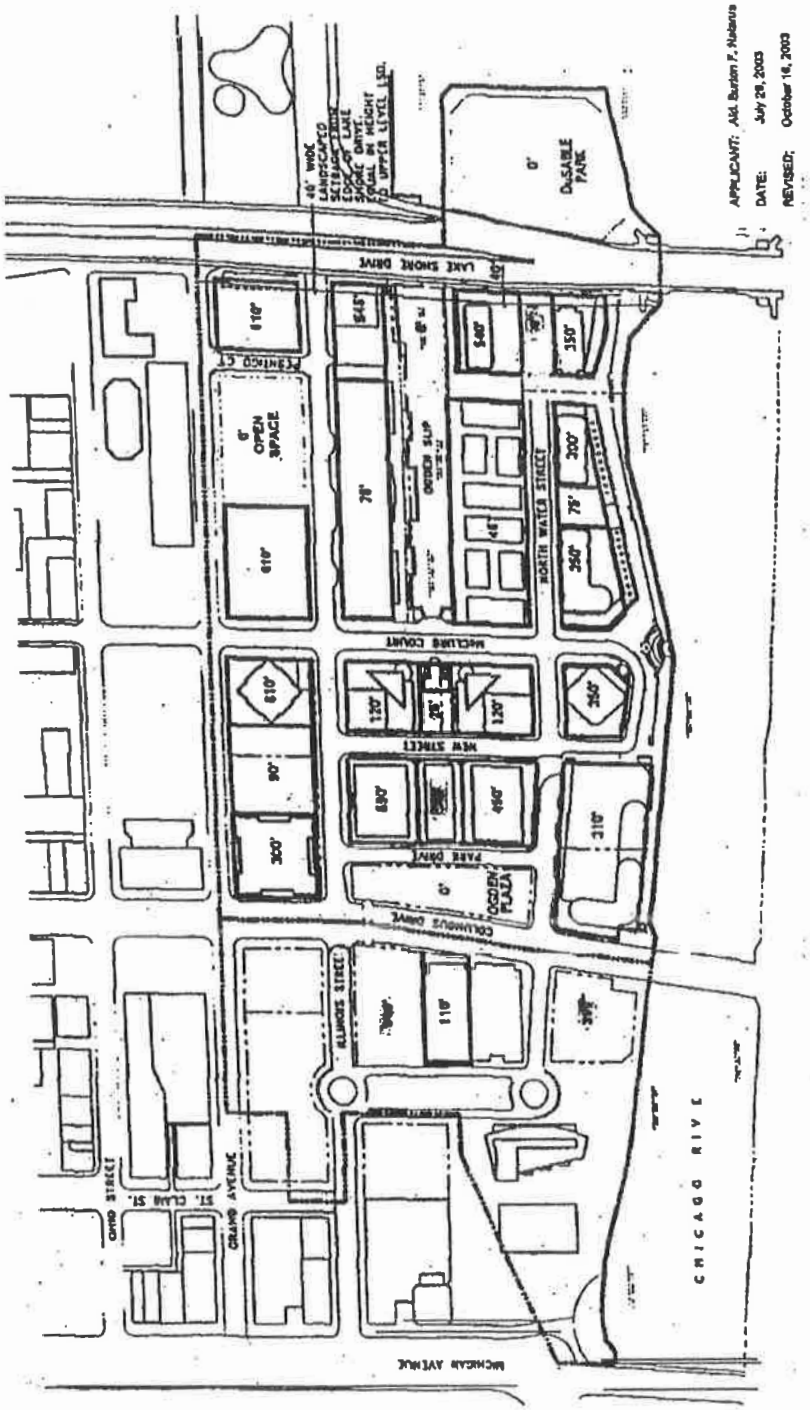


Exhibit 6.

Existing And Planned Open Spaces.

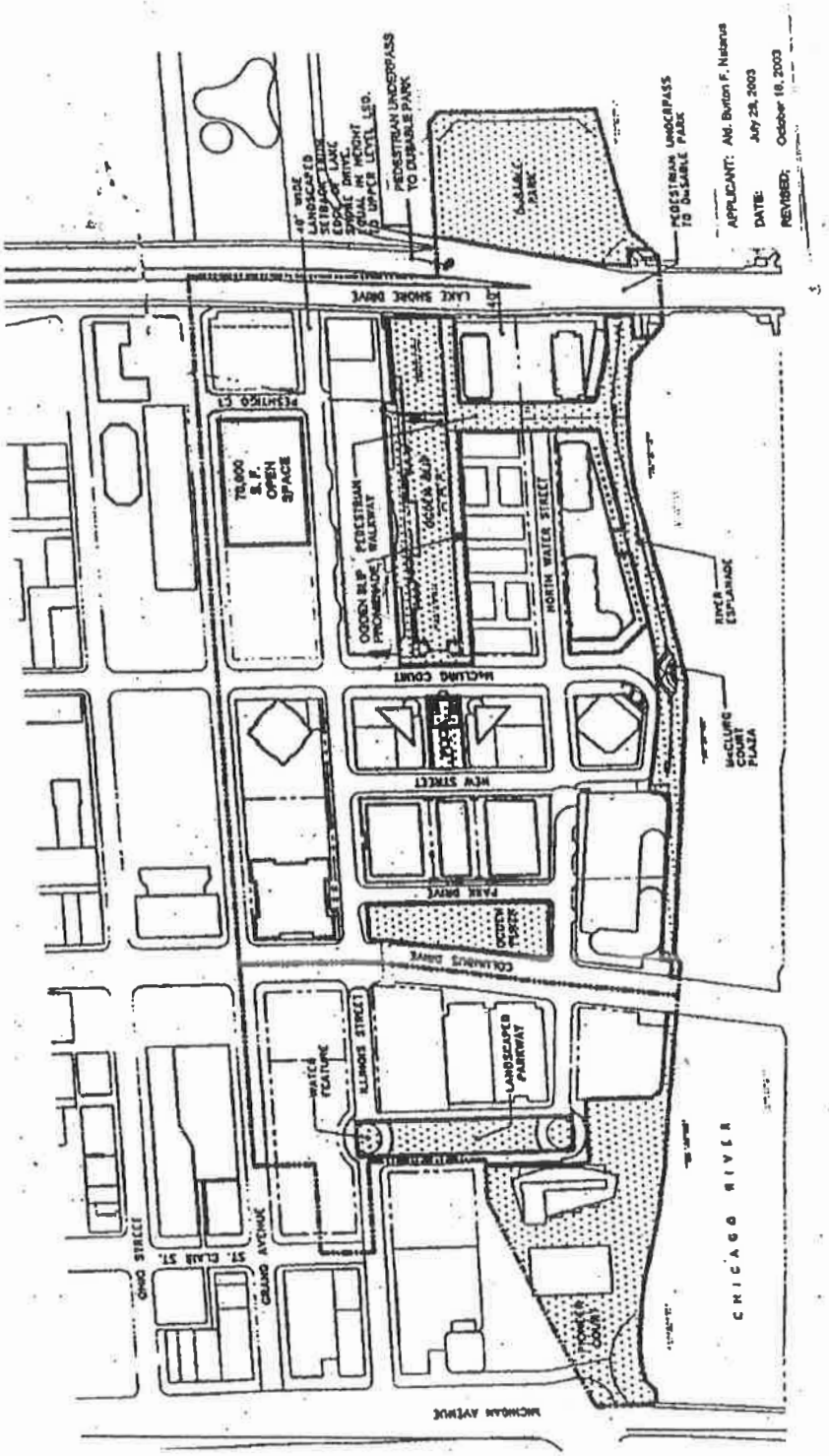
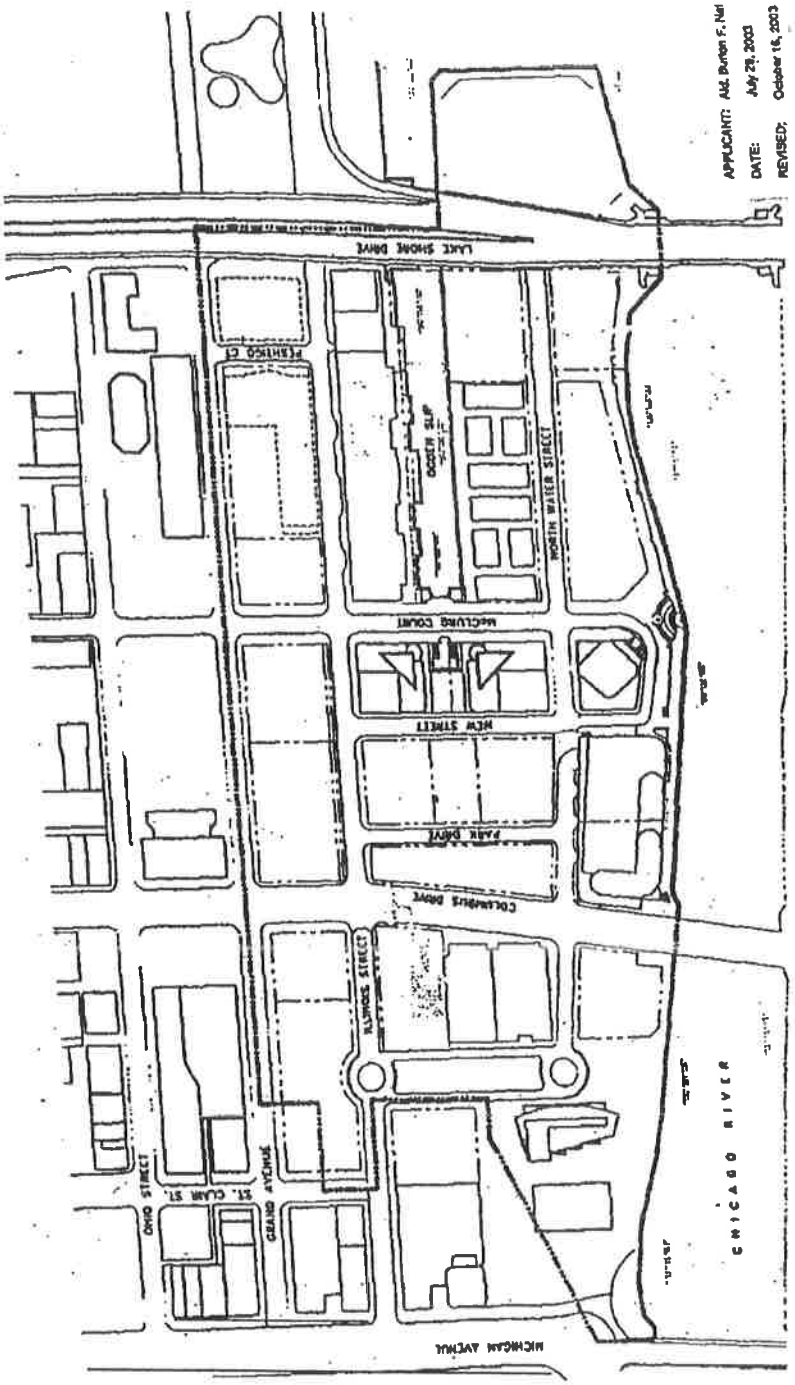


Exhibit 7.

Pattern Of Vehicular Roadways.



A 4744

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 aforestated 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.

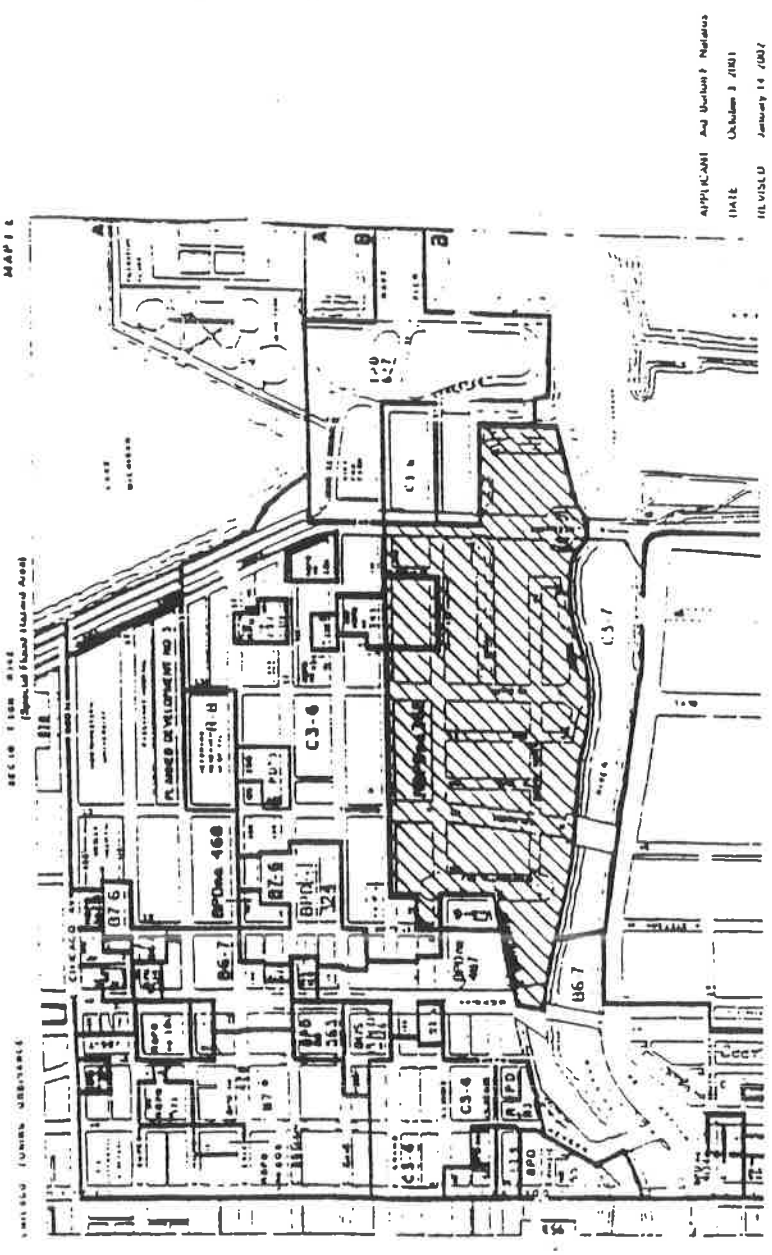


Exhibit 3.
(To Plan Of Developments Statements)

Planned Development Boundary
And Subarea Map.

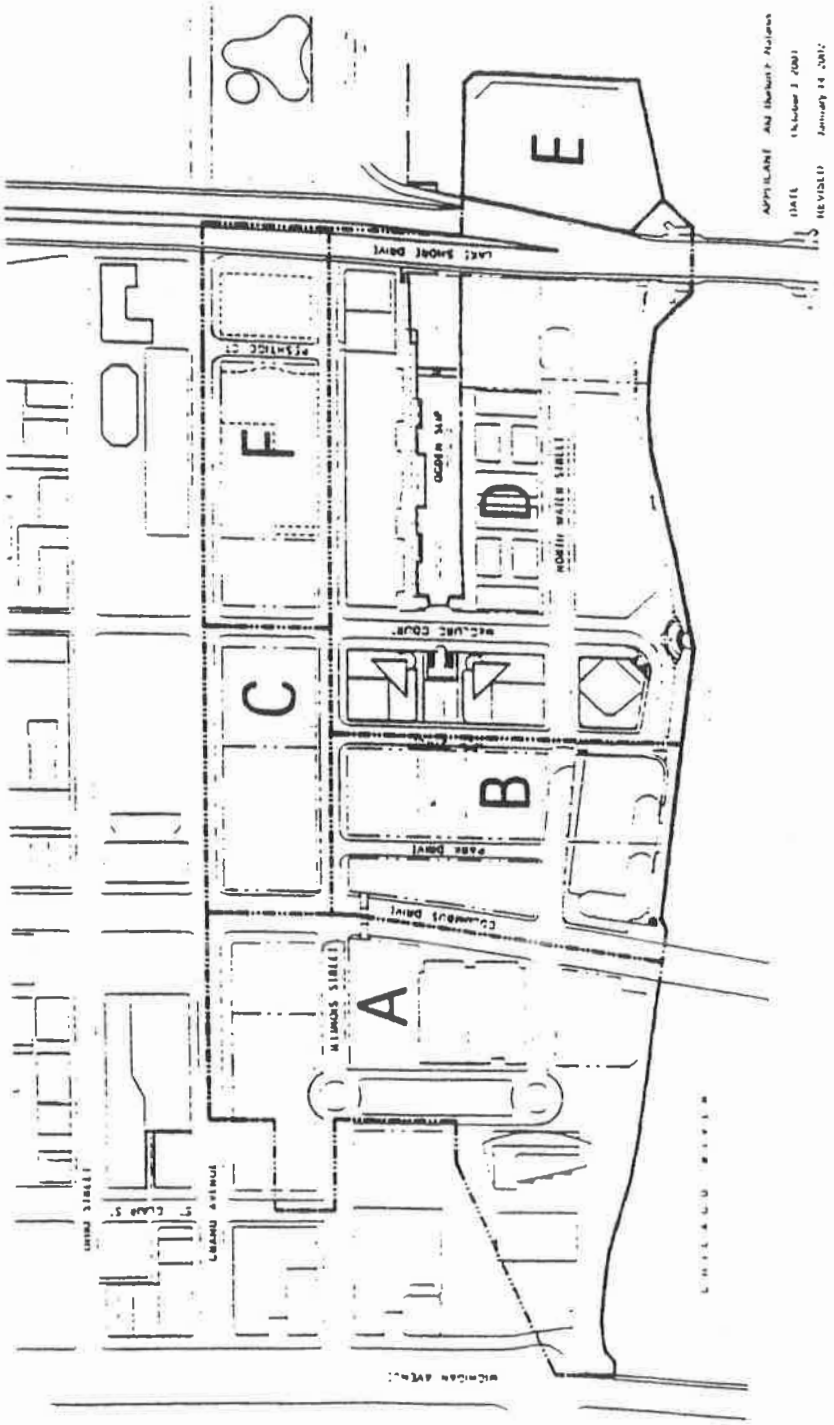


Exhibit 4.
(To Plan Of Developments Statements)

Planned Development Parcels Map.

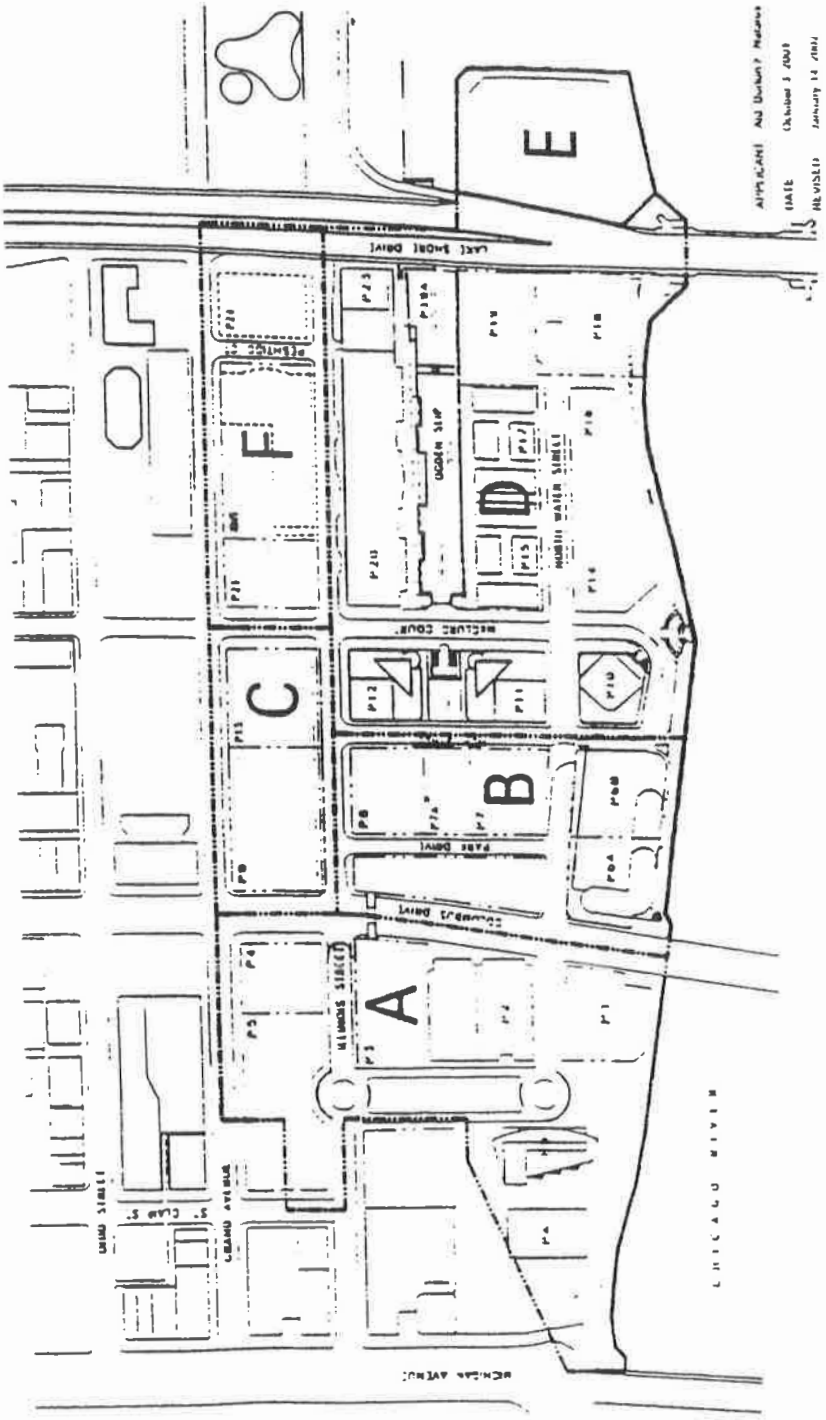


Exhibit 5.
(To Plan Of Developments Statements)

Maximum Height Zones.

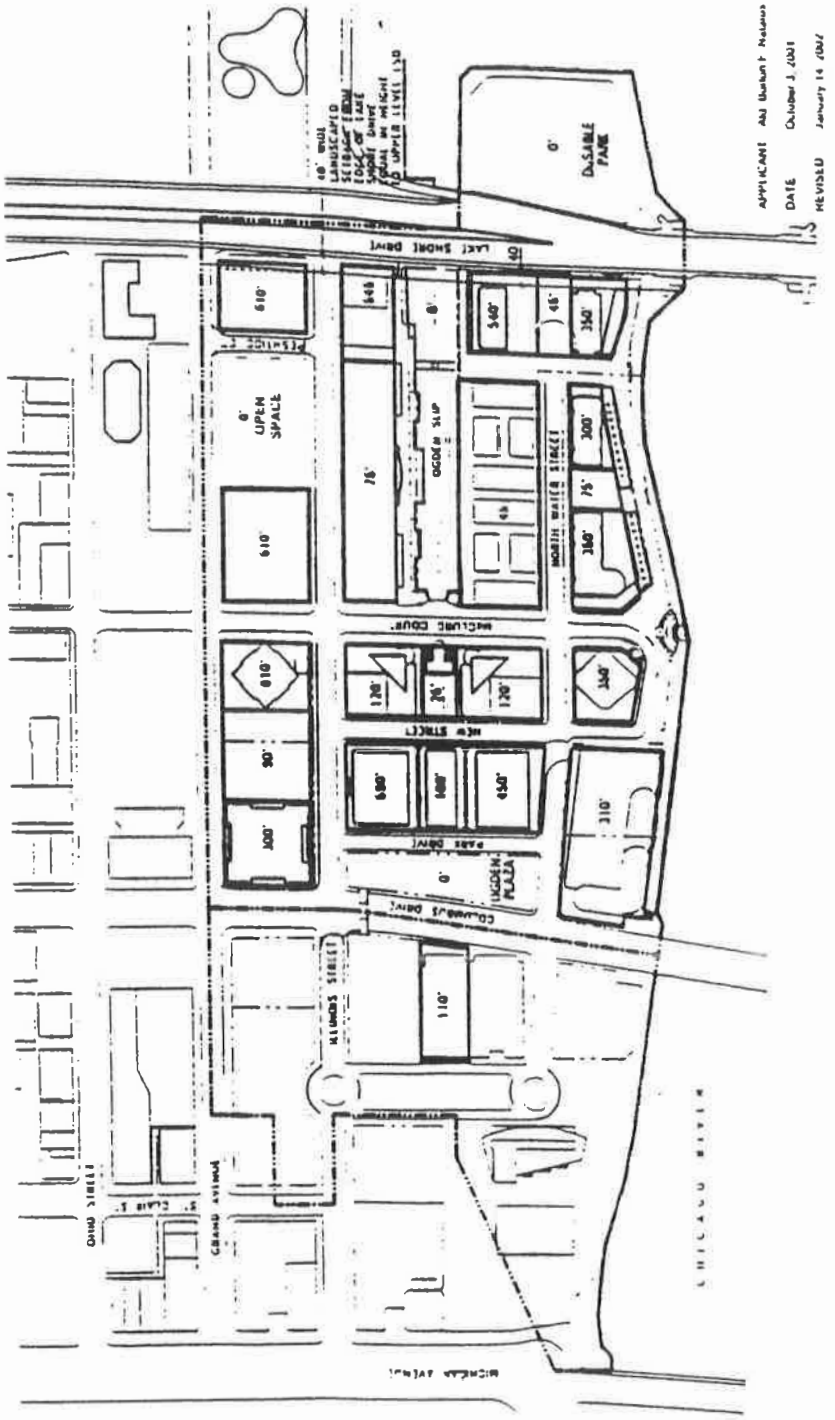


Exhibit 6.
(To Plan Of Developments Statements)

Existing And Planned Open Spaces.

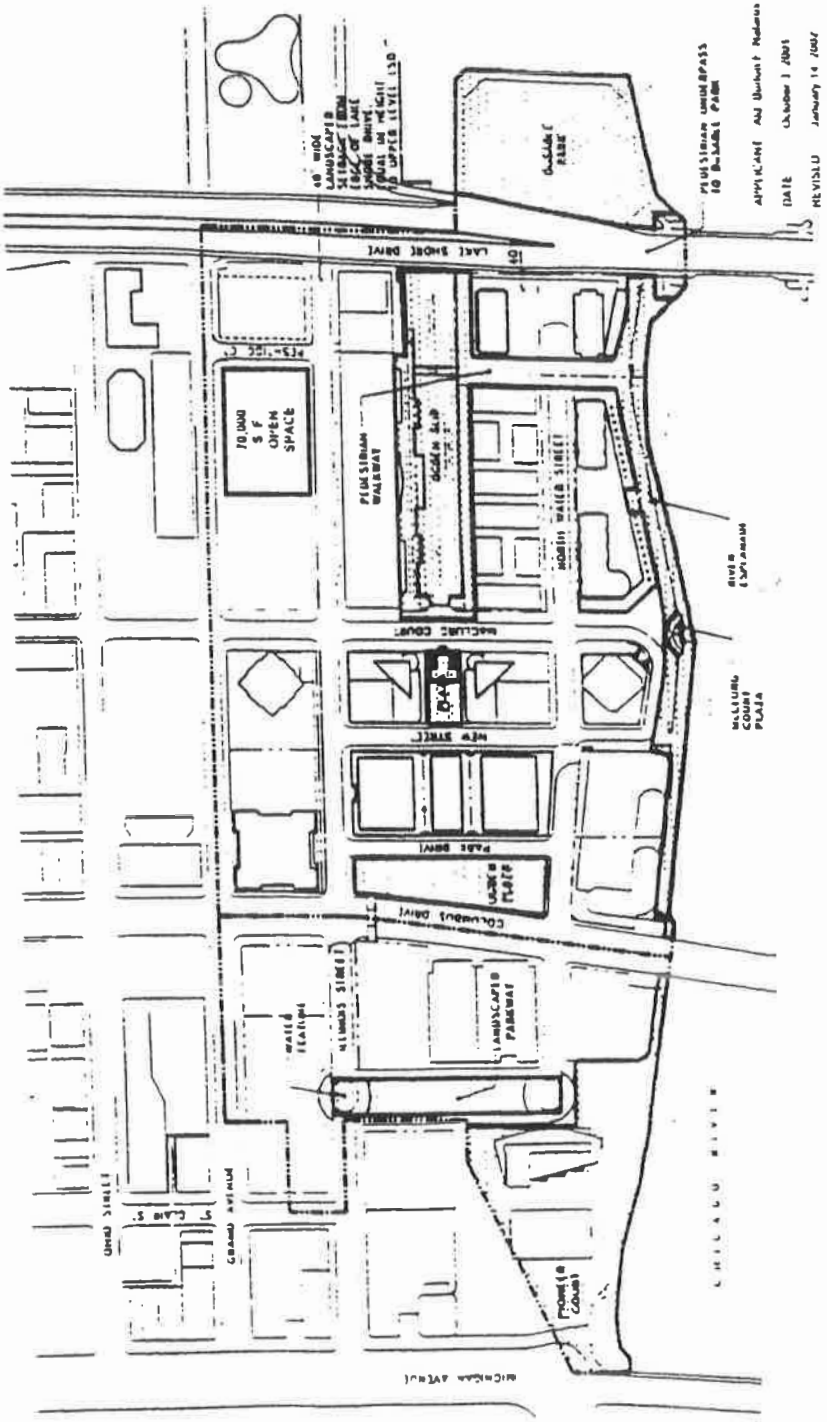
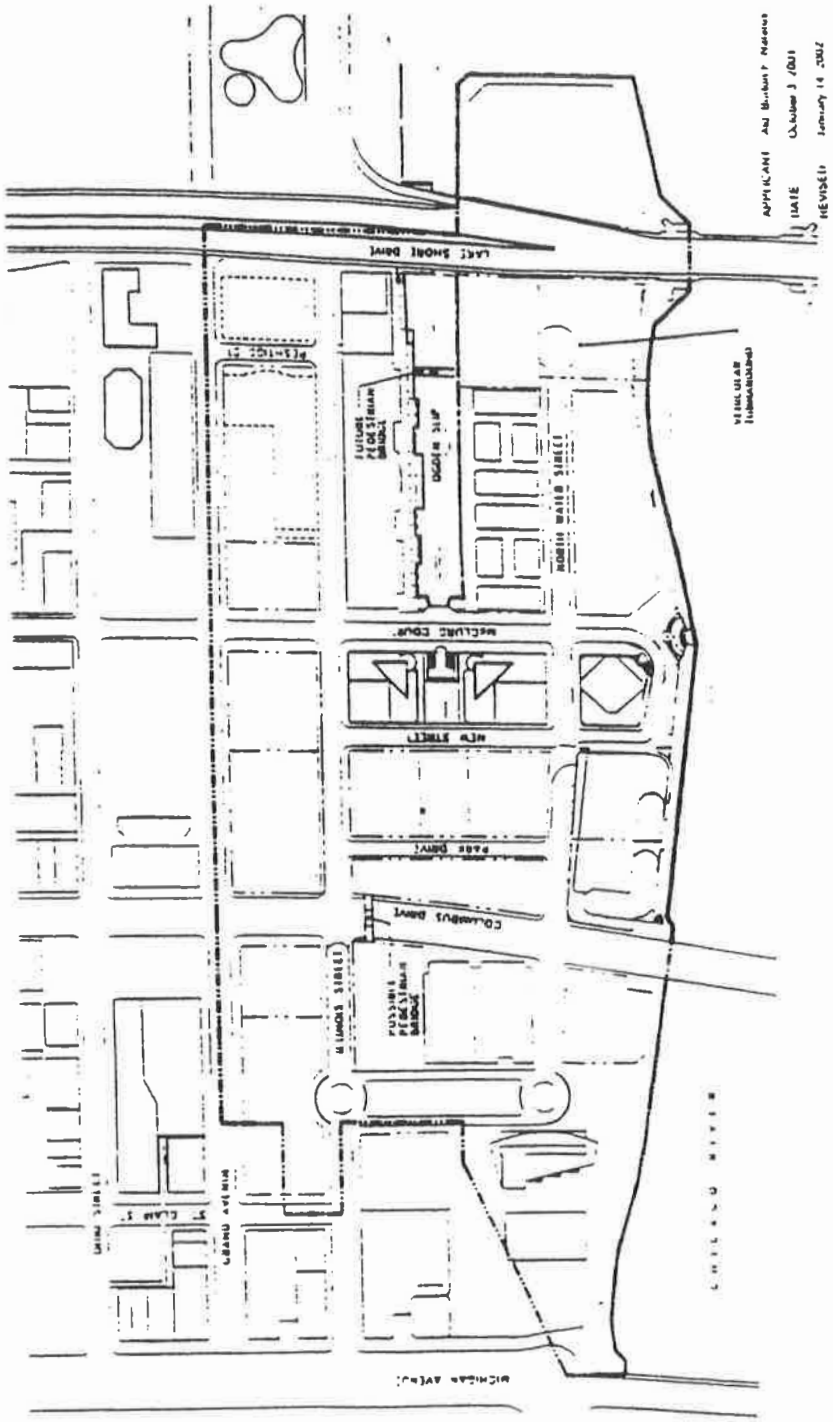


Exhibit 7.
(To Plan Of Developments Statements)

Patterns Of Vehicular Roadways.



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

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Chicago, Illinois 60602
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August 30, 2000

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

RE: RBPD 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 RBPD No. 368, As Amended, are consistent with and satisfy the requirements of the Plan of Development. Accordingly, this Site Plan submittal for RBPD 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

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July 12, 2000

Ms. Bridget O'Keefe
Altheimer 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

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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,

Christopher R. Hill
Commissioner

cc: Paul Woznicki
Jack Swenson
Philip Levin
Michael Marmo

ity of Chicago
Richard M. Daley, Mayor

epartment of Planning
nd Development

hristopher R. Hill
ommissioner

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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

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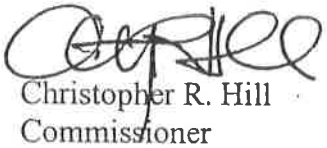
are hereby made a part of this approval.

Very truly yours,



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

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Site Plan Approval
Subarea C
300 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

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submitted in accordance with Statement No. 16 of RBPD 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

. Chicago
ichard M. Daley, Mayor

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ommissioner

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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.

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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,

Christopher R. Hill
Commissioner

Originated by:

Christine Slattery
Deputy Commissioner

cc: Paul Woznicki
Philip Levin
Mary Fishman
Michael Marmo

A-3912

(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, DeVille, 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, Schulter, 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):

A-3912

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 engress 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 aforestated 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	Maximum Retail Sq. Ft. 1000's	Maximum Commercial Sq. Ft. 1000's	Maximum Hotel Rooms	Maximum Dwelling Units	Maximum F.A.R.
A	380,796 8.74	540 see note (5)	5259	1800	Permitted see notes (2) & (3)	13.81 see note (6)
B	183,449 4.21	40	2483	2800		13.53 see note (7)
C	122,103 2.81	140	850	560	630	12.72
D	456,239 10.47	170	500	0	2350	8.60
E	232,841	0	5 see note (4)	not permitted	not permitted	0.02
F	143,516 3.29	350	850	560	430	10.65
Total	1,519,144 34.87	1240	9,946	5680	3410 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. inconsultation 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.

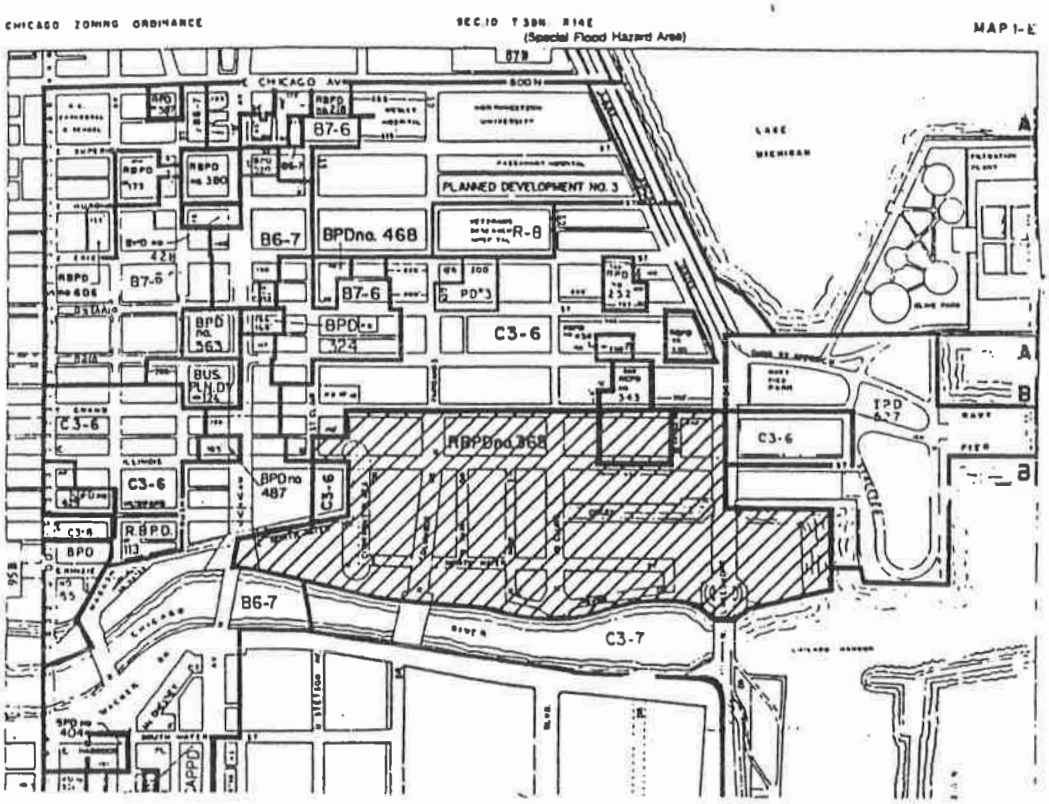
Parcels P14 and P16: The vacation of East River Drive east of North McClurg Court may result in hundreds of residential units being accessed from a single cul-de-sac street, North Water Street east of North McClurg Court. The sewer on North Water Street is seven (7) to eight (8) feet below the pavement, 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 pedestrain bridge built across Ogden Slip should be reviewed.

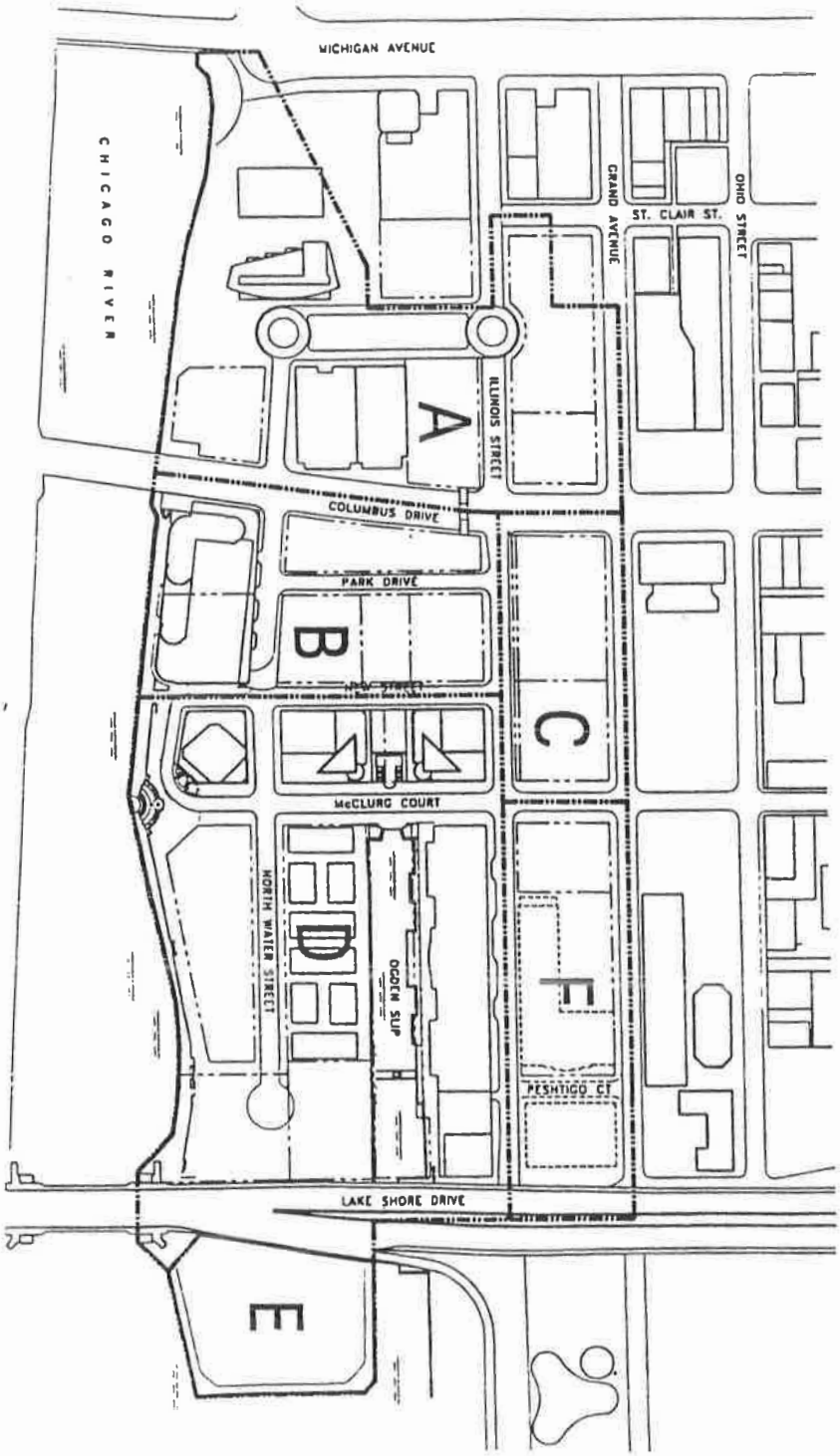
(Sub)Exhibit 2.
(To Plan Of Development Statements)

Existing Zoning Map.



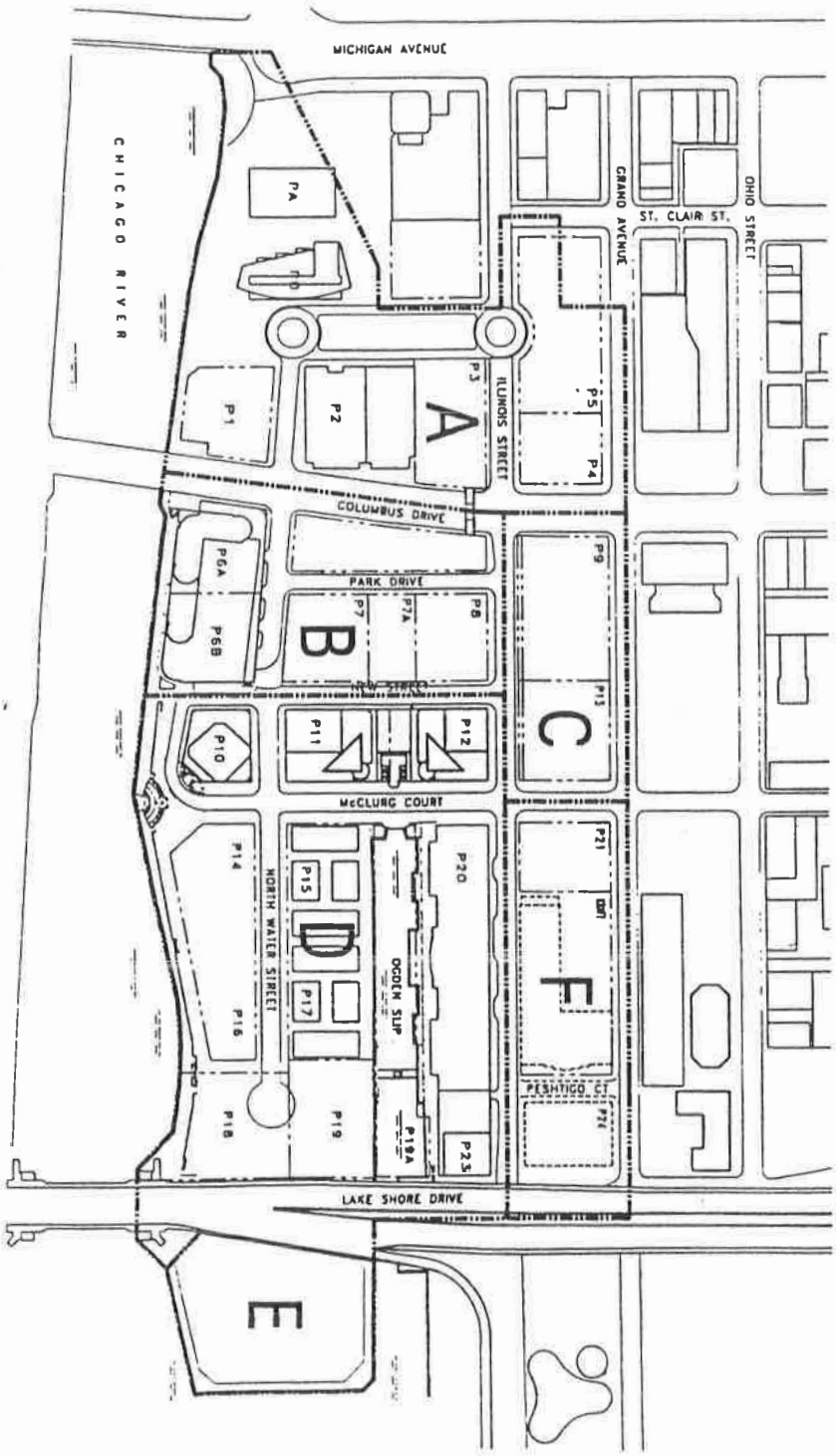
(Sub)Exhibit 3.
(To Plan Of Development Statements)

Planned Development Boundaries
And Subarea Map.



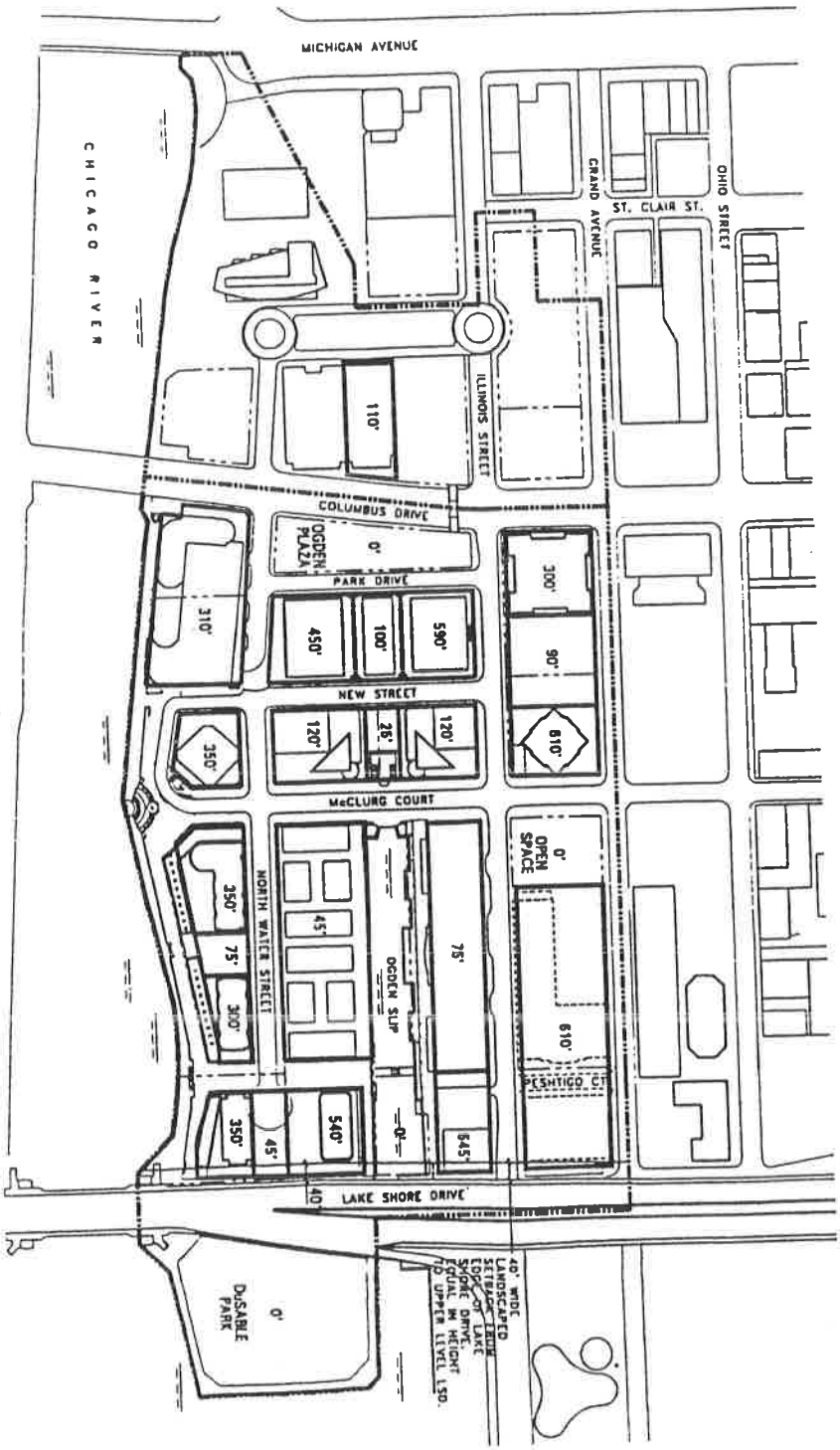
(Sub)Exhibit 4.
(To Plan Of Development Statements)

Planned Development Parcels Map.



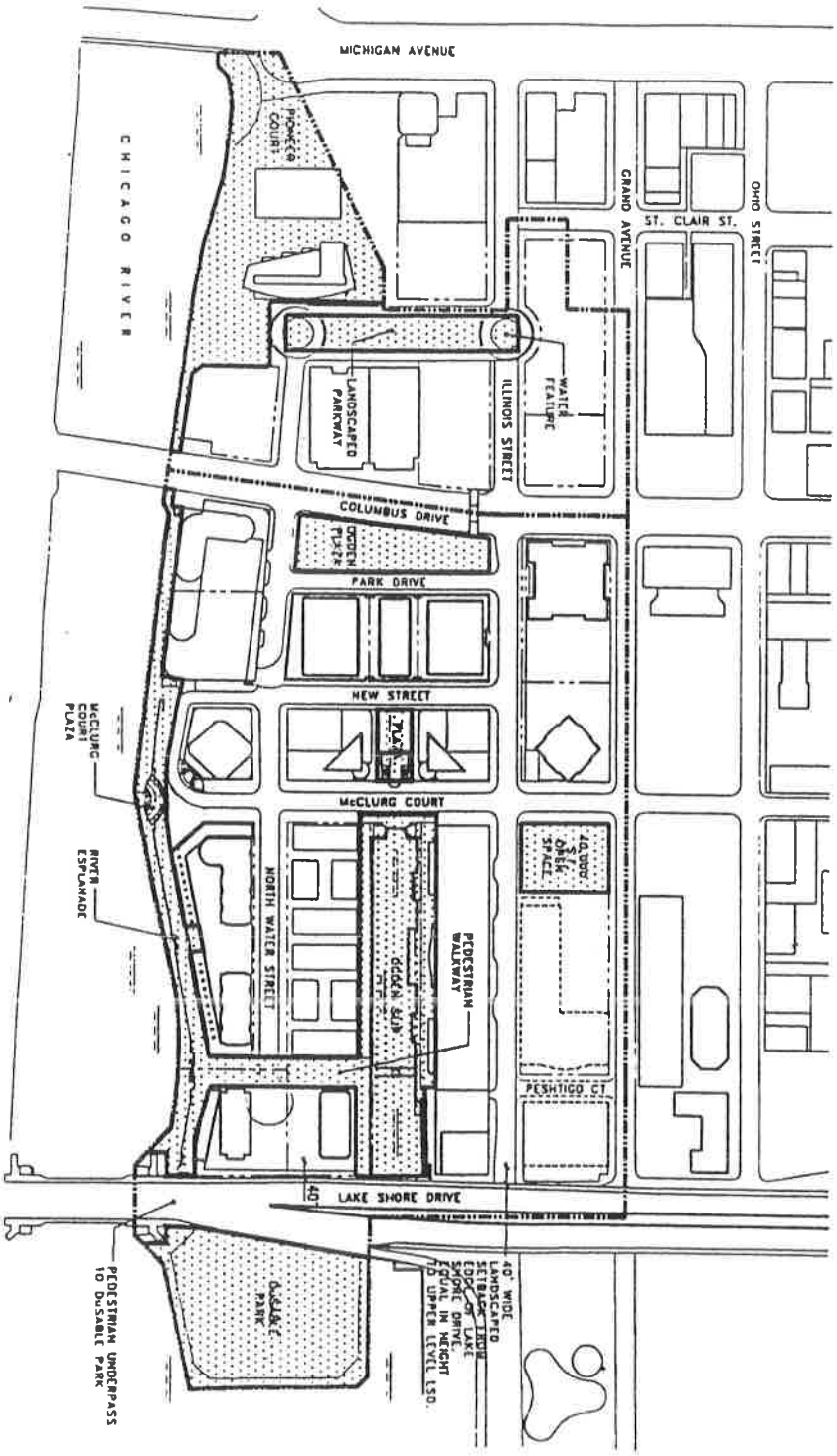
(Sub)Exhibit 5.
(To Plan Of Development Statements)

Maximum Height Zones.



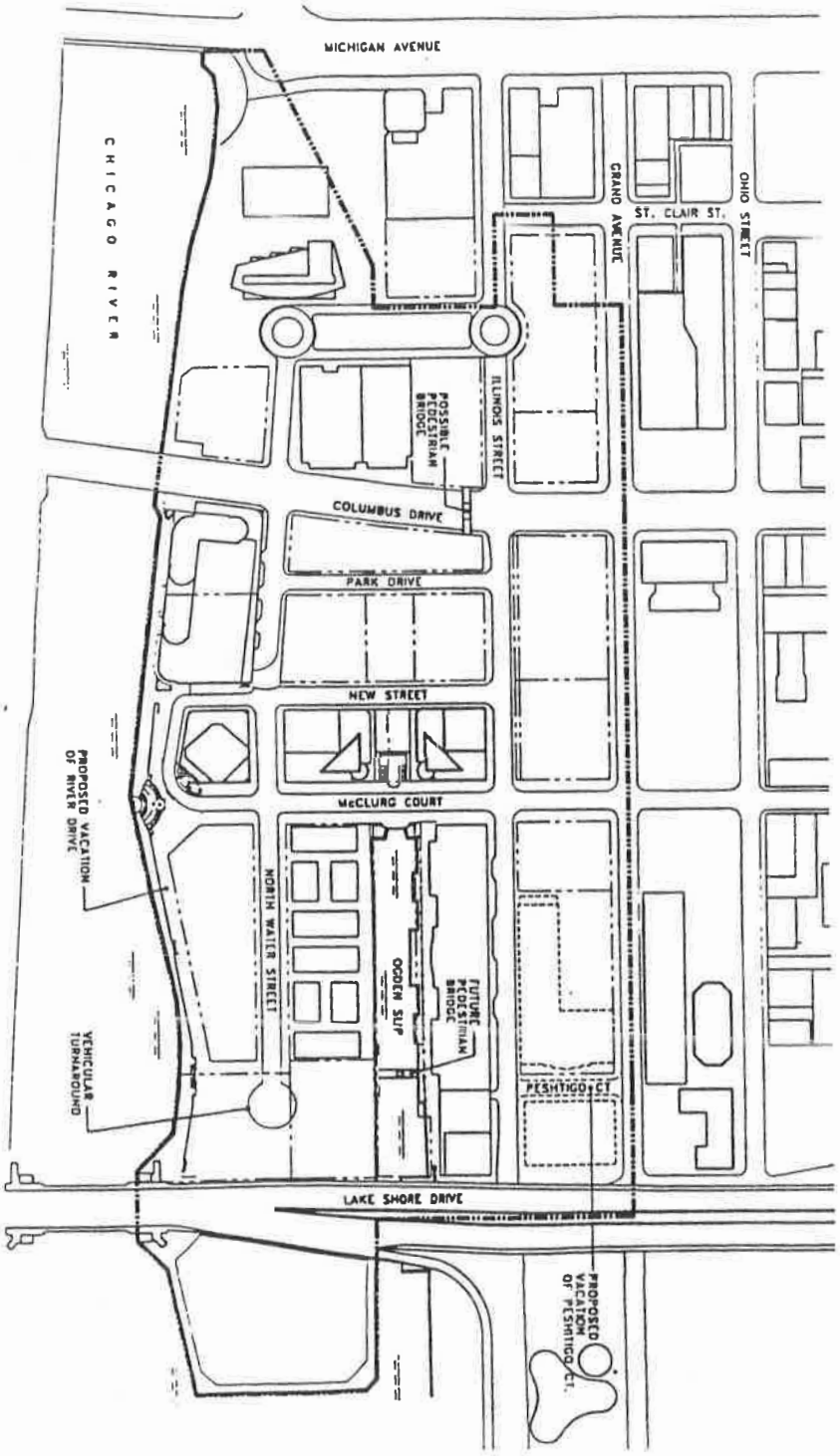
(Sub)Exhibit 6.
(To Plan Of Development Statements)

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
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(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

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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:

Chris 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

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(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
Chicago '96

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.

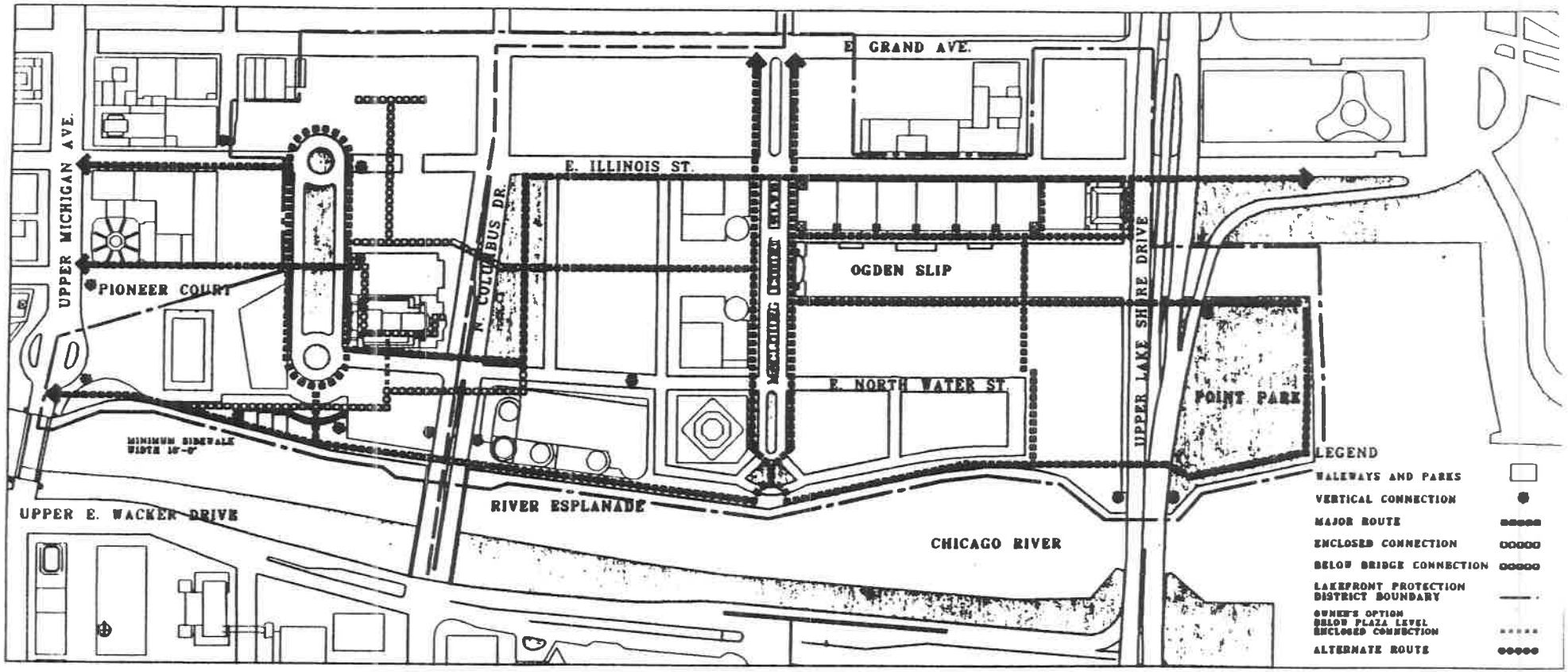
The Section I Internal Design Standards require that any changes to the Standards be approved by all the initiating parties (Chicago Dock & Canal Trust, Equitable and the Chicago Department of Planning and Development). The Department has received a copy of a letter from Chicago Dock & Canal approving 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 19, 1996

THE CHICAGO DOCK & CANAL TRUST

ity of Chicago
ichard M. Daley, Mayor

epartment of Planning
id Development

lerie B. Jarrett
ommissioner

ty Hall, Room 1000
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icago, Illinois 60602
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12) 744-2578 (TDD)
12) 744-6550 (FAX)

December 22, 1994

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

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

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 Standards[1] 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

City of Chicago
Richard M. Daley, Mayor

Department of Planning and Development

Valerie B. Jarrett
Commissioner

City Hall, Room 1000
121 North LaSalle Street
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November 1, 1993

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

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

RMCA
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

Telephone 312-644-0125 • Fax 312-644-0000

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

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Valerie B. Jarrett
Commissioner

City Hall, Room 1000
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Chicago, Illinois 60602
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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 reconfigurated 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,

Valerie B. Jarrett

Valerie B. Jarrett
Commissioner

cc: Jack Guthman
Ray Chin
Al Novickas

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

January 24, 1989

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
121 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 (DRM)

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

BY: Elizabeth C. Hollander
Elizabeth Hollander
Commissioner

THE CHICAGO DOCK AND CANAL TRUST

BY: Charles R. Gardner
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.

(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, Schulter, 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 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.

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 aforestated 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 ansportation Recommendations Chapter of the Guidelines, licant will coordinate with the City and CTA to insure n of appropriate public transportation improvements :he site.

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

(a) Michigan Avenue to the west right-of-way line bus Drive concurrently with development of the site y improved with the Mandel Building or rehabilitation Building or rehabilitation of that Building, but in later than four (4) years after vacation of that the Chicago Public Library;

(b) The east right-of-way line of Columbus Drive to right-of-way line of Lake Shore Drive (i) when five square feet of development in Sub Areas B, C, and D ire 3) is available for occupancy; (ii) with develop- parcels south of east North Water Street; or (iii))0 dwelling units are available for occupancy in 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.

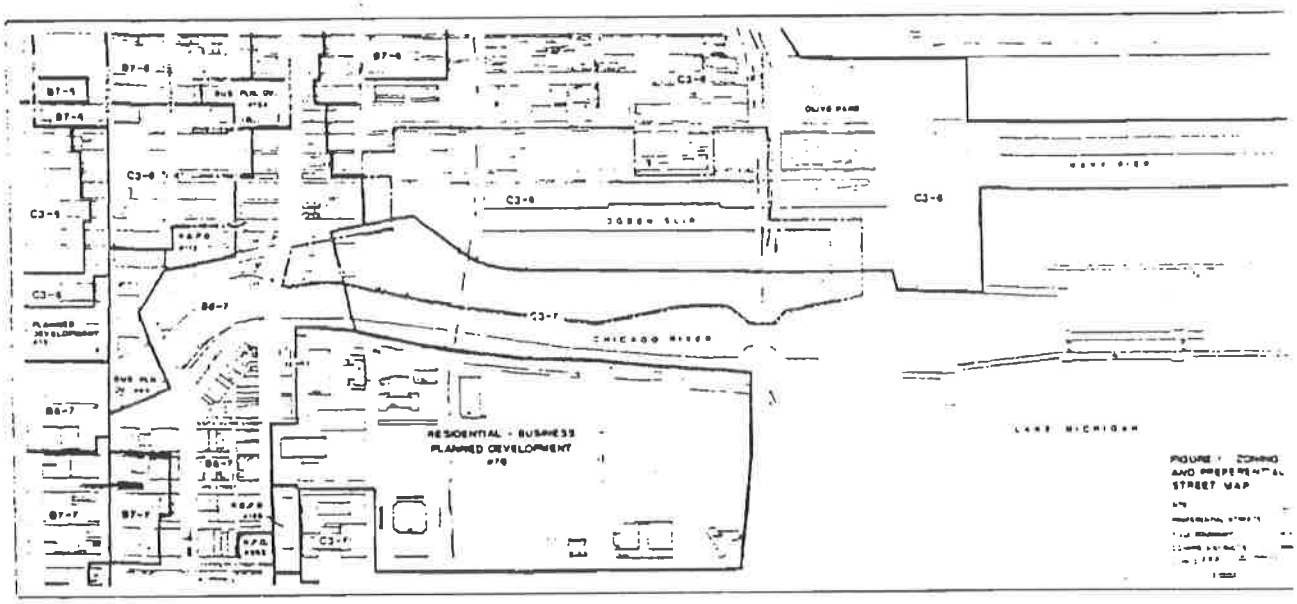
19. The Applicant shall have completed development of and provide adequate access to the approximately three (3) acre peninsula east of Lake Shore Drive as public park land when (i) 2,500 dwelling units are available for occupancy in Sub-Area D or (ii) ten (10) years following commencement of construction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

RESIDENTIAL - BUSINESS PLANNED DEVELOPMENT NO. ___
PROPERTY LINE MAP AND RIGHT-OF-WAY ADJUSTMENTS

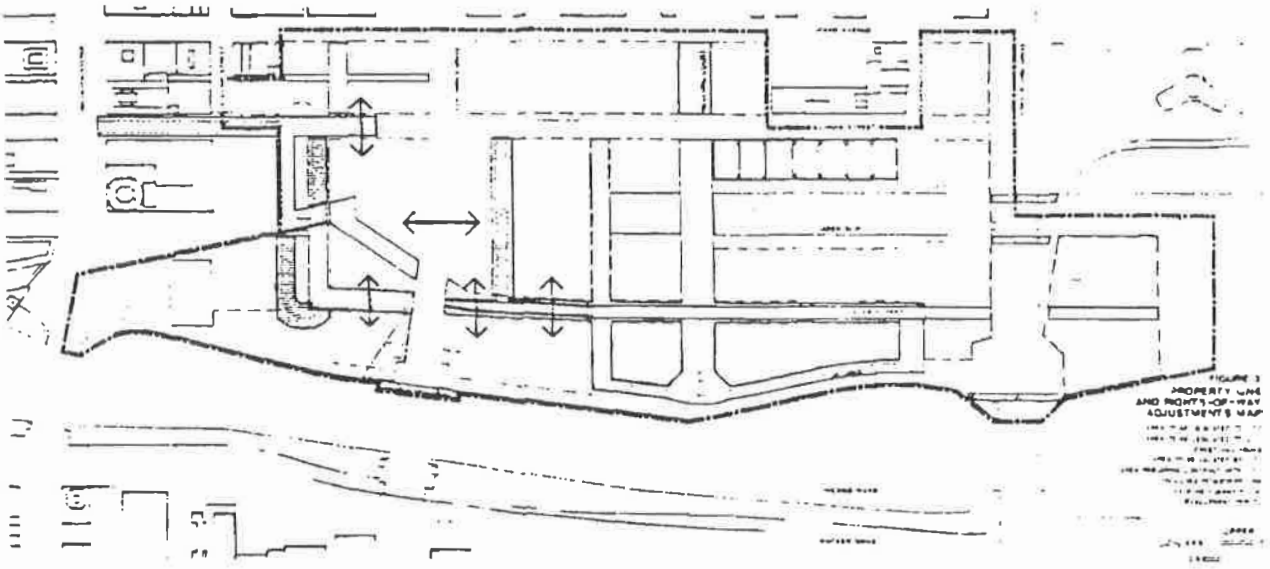


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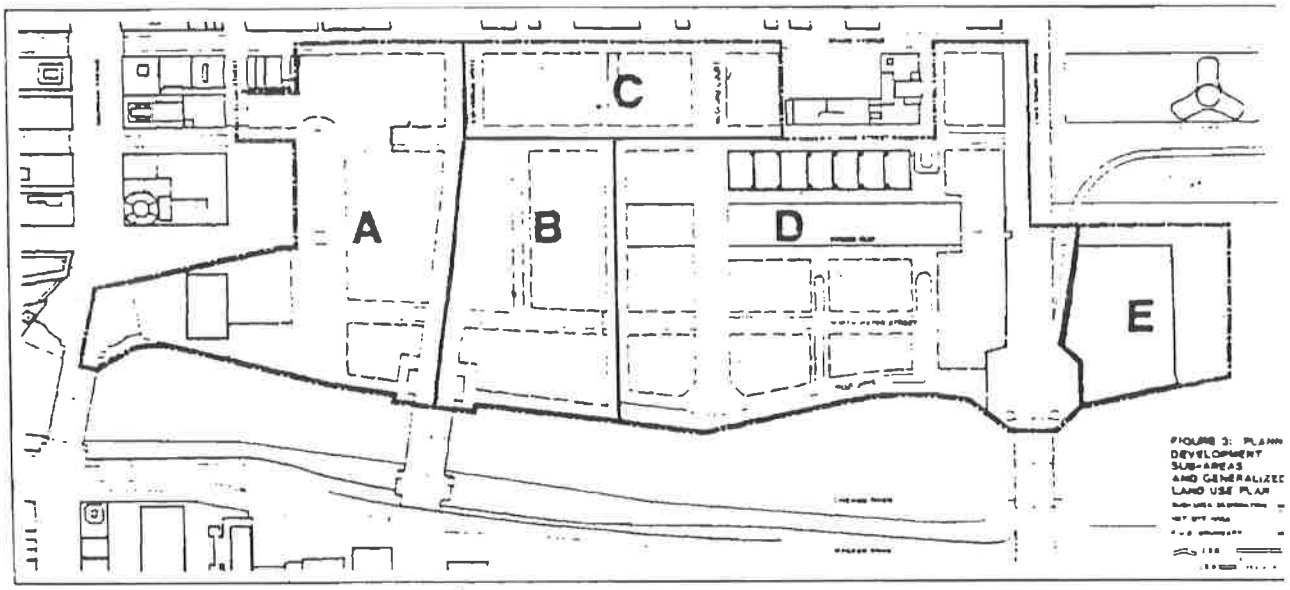
FIGURE 3:

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."

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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 DWELLING UNITS	MAXIMUM F.A.R.	MAXIMUM SITE COVERAGE
A	418,884 / 9.62	500	7300	3000	Permitted see note (3)	17.43	90%
B	274,835 / 6.31		3850			14.01	75%
C	162,867 / 3.74		3050		500	21.49	100%
D	710,241 / 16.30		see note (4)	1000	5400	7.04	85%
E	232,841 / 5.35	see note (5)	100	Not Permitted	Not Permitted	0.43	45%
TOTAL	1,799,668 / 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

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