

5/26/2021

REPORTS OF COMMITTEES

20673

30967

*Reclassification Of Area Shown On Map No. 1-H.*  
(Application No. A-8635)  
(Common Address: 2509 -- 2527 W. Ogden Ave.)

[O2021-622]

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

SECTION 1. Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by changing all the B2-5 Neighborhood Shopping District symbols and indications as shown on Map Number 1-H in the area bounded by:

West Devon Avenue; a line 82.74 feet west of and parallel to North Campbell Avenue; the alley next south of and parallel to West Devon Avenue; and a line 182.74 feet west of and parallel to North Campbell Avenue,

to those of a B1-2 Neighborhood Mixed-Use District.

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

*Reclassification Of Area Shown On Map No. 2-F. BPD 376, 99*  
(As Amended)  
(Application No. 20673)

(Common Address: 210 S. Canal St., 307 -- 309 S. Clinton St. And 310 S. Canal St.)

[SO2021-1499]

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

SECTION 1. Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by changing all of the Business Planned Development Number 376 symbols and indications as shown on Map Number 2-F in the area bounded by:

West Adams Street; South Canal Street; West Van Buren Street; and South Clinton Street,

to those of Business Planned Development Number 376, as amended, which is hereby established in the area described, subject to such use and bulk regulations as are set forth in the Plan of Development attached herewith 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:

*Planned Development Statements.*

1. The area delineated herein as Business Planned Development Number 376, as amended ("Planned Development") consists of approximately 254,074 square feet of land area which is depicted on the attached Planned Development Boundary and Property Line Map ("Property"). The Property consists of Subarea A, Subarea B and Subarea C. Subarea A is owned by National Railroad Passenger Corporation, doing business as ("Amtrak"). Subarea B is owned by the City of Chicago (the "City"). Subarea C is owned by 320 South Canal Titleholder LLC. 320 South Canal Titleholder LLC and the City have authorized Amtrak to be the Applicant for purposes of this Planned Development.
2. The requirements, obligations and conditions contained within this Planned Development shall be binding upon the Applicant, its successors and assigns 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 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 "Zoning Ordinance"), the Property, at the time of application for amendments, modifications or changes (administrative, legislative or otherwise) to this Planned Development are made, shall be under single ownership or designated control. Single designated control is defined in Section 17-8-0400 of the Zoning Ordinance; provided, however, that after the adoption of an ordinance wherein the property is divided into specifically delineated subareas or subparcels, each having its own bulk and density standards, or similar subarea specific or subparcel specific development controls or requirements, the owners of or designated controlling party for each subarea may seek amendments, changes, or modifications for that subarea without the consent of the owners or designated controlling party of the other subareas. The right to amendments, changes or modifications described in the preceding sentence shall be subject to the conditions and limitations contained in Section 17-8-0400 of the Zoning Ordinance.
3. All applicable official reviews, approvals or permits are required to be obtained by the Applicant 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 ("CDOT") on behalf of the Applicant or its successors, assignees or grantees.

The Applicant shall commit to provide and fully fund infrastructure improvements as described in the Traffic Management Plan ("TMP") (attached hereto as Exhibit A to this Planned Development Ordinance).

Physical infrastructure improvements specific to Subarea A shall include the improvements described in the "Vehicular Traffic and Parking Access" section of the TMP under the following subtitles:

- "Using the existing headhouse driveways to access the existing below grade parking";
- "Establish curbside standing zones for headhouse user drop-off and pick-up";
- "Use of existing headhouse below-grade loading docks for service, loading and delivery"; and
- "Restrict southbound right turns from Clinton Street to Quincy Street".

Prior to the issuance of the final Certificate of Occupancy ("Occupancy") for any of the anticipated hotel uses above the second floor of the Chicago Union Station Headhouse in Subarea A, the Applicant shall complete the physical infrastructure improvements specific to Subarea A as noted above. Prior to the issuance of the final Certificate of Occupancy of Subarea C, the Applicant shall complete all other infrastructure improvements described in the TMP, including but not limited to the improvements described in the "Curbside Management" and "Active Transportation Management" sections.

The Applicant shall be responsible for making the following signal improvements:

Intersection		Traffic Signal Upgrades	
Monroe	Jefferson Street	ATC 1000 Controller	Pedestrian Countdown Signals
	Clinton Street	ATC 1000 Controller	
	Canal Street	ATC 1000 Controller	
	Gateway Crossing (Riverside Plaza)	ATC 1000 Controller	
Adams	Jefferson Street		Pedestrian Countdown Signals
	Clinton Street	ATC 1000 Controller	
	Canal Street	ATC 1000 Controller	

Intersection		Traffic Signal Upgrades	
Jackson	Jefferson Street	ATC 1000 Controller	Pedestrian Countdown Signals
	Clinton Street	ATC 1000 Controller	
	Canal Street	ATC 1000 Controller	
	Gateway Crossing (Riverside Plaza)	ATC 1000 Controller	Pedestrian Countdown Signals
Van Buren	Jefferson Street	ATC 1000 Controller	Pedestrian Countdown Signals
	Clinton Street	ATC 1000 Controller	Pedestrian Countdown Signals
	Canal Street		Pedestrian Countdown Signals

The Applicant shall also convert the unused bus lane on the north side of West Adams Street, between South Canal Street and South Clinton Street, to a traffic lane with no parking tow zone signage and the Applicant will update the Traffic Management Plan exhibits to reflect this.

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 CDOT.

Pursuant to a negotiated and executed Perimeter Restoration Agreement ("Restoration Agreement") by and between CDOT'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 CDOT'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 CDOT and Planned Development Part II Review permitting. The Restoration Agreement shall reflect that all work must comply with current Rules and Regulations and must be designed and constructed in accordance with CDOT'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 CDOT'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 CDOT.

4. This Planned Development ordinance consists of 24 Statements and a Bulk Regulations Table. The Planned Development ordinance also consists of the following exhibits and plans:

Site Plan -- Subarea C; L1 Canal Street Level Plan -- Subarea C; Composite Landscape Plan -- Subarea C; and Street Sections -- Subarea C from site plan approval request dated May 18, 2021 to Rafael Carreira.

An Existing Zoning Map; an Existing Land-Use Map; a Planned Development Boundary and Property Line Map; LL1 Clinton Street Level Plan -- Subarea C; Lower Level 2 Plan -- Subarea C; Green Roof Plan -- Subarea C; North/South Building Section -- Subarea C; East, West, North and South Elevations for Subarea C; Facade System; Facade Detail; Planting Details -- Subarea C; Clinton Street Elevation and Clinton Street Perspective; and North Elevation at CTA Bus Station and Wall Section at CTA Bus Station prepared by SCB and Goettsch Partners dated May 20, 2020 (*Journal* pages 17478 -- 17498).

Site Plan -- Subarea A; Landscape Plans -- Subarea A; Building Sections (North/South and East/West) -- Subarea A; North, South, East, and West Elevations for Subarea A prepared by SCB and Goettsch Partners dated October 31, 2018; the Union Station Traffic Management Plan prepared by Kimley Horn dated October 2018 (Exhibit A); and a Memorandum of Understanding between the City of Chicago and the National Railroad Passenger Corporation (Exhibit B) dated October 31, 2018 (*Journal* pages 88215 -- 88259; 88263 -- 88275).

Full-sized copies of the Site Plan, Landscape Plan and Building Elevations are on file with the Department of Planning and Development ("DPD"). In any instance where a provision of this Planned Development conflicts with the Chicago Building Code, the Building Code shall control. This Planned Development ordinance conforms to the intent and purpose of the Zoning Ordinance, and all requirements thereto, and satisfies the established criteria for approval as a Planned Development. In case of a conflict between the terms of this Planned Development ordinance and the Zoning Ordinance, this Planned Development ordinance shall control.

5. In each of the following subareas of this Planned Development, the following uses shall be permitted in this Planned Development:

Subarea A:

Utilities and services, major (including passenger and commuter rail lines and activities directly related to the provision of passenger and commuter rail service, and accessory or related uses); hotel; office; indoor sports and recreation, participant; food and beverage retail sales; liquor store (packaged goods); eating and drinking establishments; retail sales; financial services; assisted living; day cares; personal service; artisanal manufacturing services; entertainment and spectator sports; indoor special event facilities; cultural exhibits/libraries; accessory parking; co-located wireless communication facilities; and uses accessory or incidental to any of the foregoing uses.

Subarea B:

Utilities and services, major.

Subarea C:

Utilities and services, major; office; parks and recreation, indoor sports and recreation, participant; food and beverage retail sales; liquor store (packaged goods); eating and drinking establishments; retail sales; financial services; day cares; personal service; indoor special event facilities; accessory parking; co-located wireless communication facilities; and related accessory uses.

6. On-premises signs and temporary signs, such as construction and marketing signs, shall be permitted within the Planned Development, subject to the review and approval of the Department of Planning and Development. Off-premises signs are prohibited within the boundary of the Planned Development.
7. For purposes of height measurement, the definitions in the Zoning Ordinance shall apply. The height of any building shall be measured from the top of the curb at the intersection of Jackson Boulevard and Canal Street and shall also be subject to height limitations, if any, established by the Federal Aviation Administration.
8. The maximum permitted floor area ratio ("FAR") for the Property shall be in accordance with the attached Bulk Regulations Table. For the purposes of Floor Area calculations and measurements, the General Terms and Measurements in the Zoning Ordinance shall apply. The permitted floor area identified in the Bulk Regulations Table has been based on the net site area of 254,074 square feet and the maximum permitted FAR identified in the Bulk Regulations Table.

The Applicant acknowledges that the project has received a bonus FAR of 0.5 calculated on the net site area of Subarea C, pursuant to Section 17-4-1000 of the Zoning Ordinance. With this bonus FAR, the total FAR for the Planned Development is 12.18. In exchange for the bonus FAR, the Applicant is required to make a corresponding payment, pursuant to Sections 17-4-1003-B and C, prior to the issuance of the first building permit for any building in the Planned Development; provided, however, if the Planned Development is constructed in phases, the bonus payment may be paid on a pro rata basis as the first building permit for each subsequent new building or phase of construction is issued. The bonus payment will be recalculated at the time of payment (including partial payments for phased developments) and may be adjusted based on changes in median land values in accordance with Section 17-4-1003-C.3. The bonus payment will be split between three separate funds, as follows:

80 percent to the Neighborhoods Opportunity Fund, 10 percent to the Citywide Adopt-a-Landmark Fund and 10 percent to the Local Impact Fund. In lieu of paying the City directly, the Department may: (a) direct developers to deposit a portion of the funds with a sister agency to finance specific local improvement projects; (b) direct developers to deposit a portion of the funds with a landmark property owner to finance specific landmark restoration projects; or (c) approve proposals for in-kind improvements to satisfy the Local Impact portion of the payment.

9. Upon review and determination, "Part II Review", pursuant to Section 17-13-0610 of the Zoning Ordinance, 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.
10. The Site and Landscape Plans shall be in substantial conformance with the Landscape Ordinance and any other corresponding regulations and guidelines, including Section 17-13-0800. Final landscape plan review and approval will be by the Department of Planning and Development. Any interim reviews associated with site plan review or Part II Reviews, shall be conditional until final Part II approval.
11. 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.
12. The terms and conditions of development under this Planned Development ordinance may be modified administratively, pursuant to Section 17-13-0611-A of the Zoning Ordinance 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 of the Property.

13. The Applicant acknowledges that it is in the public interest to design, construct and maintain the development 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 to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility.
14. 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 that is subject to the aforementioned policy and must provide documentation verifying compliance with said policy.
15. The Applicant and the Department of Planning and Development, at either party's request, may continue to evolve the design of the building elevations for the building to be located in Subarea C; changes to such elevations, if any, shall, if mutually agreed, be approved by the Department administratively as a minor change.
16. Pursuant to the Planned Development amendment on October 31, 2020, an FAR Building Area of 425,202 square feet was transferred from Subarea A to Subarea C. Subject to the terms and conditions contained in the Memorandum of Understanding between the City of Chicago and National Railroad Passenger Corporation regarding Chicago Union Station (the "MOU"), which the City and Amtrak entered into on October 18, 2018, a copy of the MOU is attached hereto as Exhibit B, Amtrak shall plan, design and use best efforts to complete certain improvements within Subarea A in connection with the Planned Development. Said improvements are described in the MOU (the "Improvements"). The City and Amtrak entered into the Right of First Offer Agreement dated May 1, 2015 (the "ROFO Agreement") which pertains to Subarea B. The City and Amtrak entered into the Second Amendment to Right of First Offer Agreement dated February 2, 2021 (the "Second Amendment"). The MOU, ROFO Agreement and Second Amendment to ROFO Agreement are hereby ratified pursuant to this Planned Development. Section 10 of the Second Amendment to ROFO Agreement authorizes the City, upon Amtrak's written request, to approve a minor change to the Planned Development pursuant to Section 17-13-0611-A(2) of the City's Zoning Ordinance (provided that such minor change will not result in an increase in the maximum permitted floor area ratio for the total net site area), such that an FAR Building Area of 417,344 square feet will be transferred from Subarea B to Subarea A upon Amtrak's exercise of its rights under the Second Amendment to ROFO Agreement; provided, however, that Amtrak acknowledges that subsequent additional development of Subarea A that increases the height of the Station more than 10 percent of the maximum height for Subarea A as stated in the Planned Development will require a major change to the Planned Development pursuant to Sections 17-13-0611-B and 17-13-1003-L of the City's Zoning Ordinance. Pursuant to Statement 16 of the Planned Development, concurrent with the aforementioned

transfer, the minor change shall also authorize the transfer of 7,868 square feet of FAR Building Area from Subarea C to Subarea A. The Applicant acknowledges that the Applicant and its successors shall be bound by the MOU, ROFO Agreement and Second Amendment to ROFO Agreement. After the adoption and publication of this amendment to the Planned Development, the Applicant may apply for the minor change described in this Statement 16 after Amtrak has provided the City with documentation showing that Amtrak has expended at least \$14,100,000 on the Improvements and/or the development, redevelopment or further improvement of Amtrak Properties (as defined in the ROFO Agreement) within the Union Station Area (as defined in the ROFO Agreement). In the event (a) Amtrak has provided the City with documentation showing that Amtrak has expended at least \$14,100,000 on the Improvements and/or the development, redevelopment or further improvement of Amtrak Properties within the Union Station Area; (b) Amtrak has applied for and received approval of the aforementioned minor change; and (c) the City has provided Amtrak with documentation showing the City's costs and expenditures actually incurred by the City for the Infrastructure Improvements (as defined in the Second Amendment to ROFO Agreement), then no later than thirty (30) days after Amtrak receives approval of the minor change and the City has provided Amtrak with documentation showing the City's costs and expenditures actually incurred by the City for the Infrastructure Improvements, Amtrak shall reimburse the City for the Infrastructure Improvements in a total amount not to exceed \$500,000.

17. The Applicant or its successors or assignees shall, at its own cost, construct the proposed public park as shown on the Composite Landscape Plan -- Subarea C (hereinafter the "Park"). The Applicant or its successors or assignees shall be responsible for maintaining, repairing, replacing, and managing the Park, including ensuring that the landscaping is well maintained, that the vegetation and plantings are kept in healthy condition, and that the Park facilities and areas are clean, well lit, litter free and clear of snow and debris. The Applicant shall provide sufficient liability insurance coverage necessary for the operation of the Park for public use. The Applicant shall also provide informational signage at all entries that the Park 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. Maintenance and management obligations shall be binding upon the Applicant, its successors and assigns.

Prior to issuance of building permits for Subarea C, the Applicant will enter into a development and maintenance agreement with the City of Chicago binding the Applicant, its successors and assigns for the construction, maintenance, and management of the Park. The Park is required to be substantially completed prior to issuance of final Certificate of Occupancy for the principal building within Subarea C, provided that planting may be delayed, if consistent with good landscape practice, but no longer than one year following receipt of the Occupancy certificate. Upon completion of the Park, the Applicant will memorialize the Park in a public access easement agreement with and for the benefit of the City of Chicago or a not-for-profit accredited land conservancy trust, as approved by the City, whose purpose is to hold open space public access easements. Any costs associated with establishing, monitoring, or stewardship of the public access easement shall be the responsibility of the Applicant and would need to be contributed at the time when the easement is granted.

18. The Applicant has expressed interest in relocating certain elements of the existing Union Station Transit Center (the "USTC Site") in Subarea B (the "CTA Service Facilities Building") to Subarea C in order to extend the plaza landscaping and access paths from Subarea C onto the USTC Site. The CDOT Commissioner is hereby granted authority to enter into and administer agreements related to the relocation of the CTA Service Facilities at the Applicant's expense.
19. The TMP, which is attached as an exhibit to this Planned Development ordinance, shall become effective after the issuance of the Certificate of Occupancy for Subarea A or Subarea C of the Planned Development, whichever occurs first. The Applicant's compliance with the TMP shall be a requirement of this Planned Development ordinance and shall be coordinated with CDOT. After the initial Occupancy of any subarea, and prior to the subsequent Occupancy of a different subarea, the Applicant may request CDOT to review the TMP, and CDOT may update the TMP as necessary.
20. CDOT and the Office of Emergency Management and Communications ("OEMC") have determined that the posting of Traffic Control Aides ("TCAs") and Parking Enforcement Aides ("PEAs" and, together with TCAs, "Aides") would help traffic operations at key intersections within and adjacent to the Planned Development during the A.M. and P.M. peak hours, Monday through Friday, and allow for strict enforcement of both curbside regulations and parking restrictions.

Accordingly, the Applicant agrees to meet with OEMC prior to construction start of each Planned Development subarea and to compensate the City, at the generally applicable part-time Aide rate, for the cost of Aides posted within or adjacent to the Planned Development as determined necessary by OEMC due to the Planned Development construction activities.

The Applicant further agrees to enter into an agreement (the "Aides Agreement") with OEMC upon the initial Occupancy of any Planned Development subarea, for a period of ten (10) years from the date of issuance of said Occupancy, in order to compensate the City for a portion of the cost of three (3) TCAs and two (2) PEAs posted within or adjacent to the Planned Development, as determined necessary by CDOT and OEMC. The Executive Director of OEMC or the Executive Director's designee (the "Executive Director") is authorized to negotiate, execute and deliver the Aides Agreement, and such other supporting documents as may be necessary or appropriate to carry out and comply with the provisions of the Aides Agreement, with such changes, deletions and insertions as shall be approved by the Executive Director.

The payment structure by which the Applicant compensates the City will be as follows: a) upon Occupancy of one of the Planned Development Subarea A or Subarea C, the Applicant will pay to the City the full cost of 1.5 TCAs, and the City will pay for 1.5 TCAs and 2 PEAs; b) upon the Occupancy of both the Planned Development Subarea A and Subarea C, the Applicant will pay to the City the full cost of 3 TCAs, and the City will pay for 2 PEAs; c) upon Occupancy of any portion of the block located at 303 South Canal Street (Permanent Index Number 17-16-121-003), which is

currently located outside but adjacent to this Planned Development, the Applicant will pay to the City the full cost of 3 TCAs and 2 PEAs.

Compensation amounts for the cost of the Aides will be based on actual Aide assignment to intersections or streets (if a roving Aide) within or adjacent to the Planned Development. Payments received from the Applicant under the Aides Agreement will be appropriated into a fund designated by the Director of the OEMC and the Director of the Office of Budget and Management (the "OBM"). The first payment will be made on a date designated by the Director of the OBM. The Aides Agreement shall be recorded against the Planned Development. The first payment will be made on a date as determined by OBM and will be pro-rated for the remaining number of months in that year. On a date as determined by OBM of the following year, the Applicant will provide the next payment, and each payment thereafter. The Aides Agreement will be reviewed annually to determine if the payment amount needs to be modified based on changes in wages. The Applicant may request the City's approval of changes to this statement, including specifically a reduction in the number of Aides and the amount of the Applicant's payment obligation based on evidence of changed circumstances. Such evidence shall include, as appropriate, traffic analyses and other technical data. The City agrees at a minimum, based on Applicant-supplied traffic analyses, OEMC/CDOT data and analyses and other evidence, to review the appropriateness of the Applicant's Aide payment obligation on the earlier to occur of (1) the date of the next requested comprehensive amendment of this Planned Development; or (2) on an annual basis.

21. The Applicant has expressed interest in relocating an existing State of Illinois Department of Transportation ("IDOT") drainage facility located in an easement held by the City in Subarea C to the adjacent City right-of-way in order to allow for the Subarea C parking to be located below grade. The CDOT Commissioner is hereby granted authority to enter into and administer agreements with IDOT and/or the Applicant related to the relocation of the facility at the Applicant's expense, the release of the easement, and the partial transfer of jurisdiction of the applicable portion of the adjacent City right-of-way to IDOT.
22. Pursuant to the Chicago Zoning Ordinance (Section 17-8-0911), Planned Developments are to give priority to the preservation and adaptive reuse of Chicago landmark buildings. The Planned Development includes the Union Station building at 210 South Canal Street, which is designated as a Chicago landmark. Proposed work to Union Station will require review and approval by the Commission on Chicago Landmarks and will need to meet the Commission/Permit Review Committee conditions of approval, pursuant to the Chicago Landmarks Ordinance, Section 2-120-740.
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 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 development 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 the development 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 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 development 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 a Certificate of Occupancy for the project or any phase thereof, 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. This Planned Development shall be governed by Section 17-13-0612 of the Zoning Ordinance. Should this Planned Development ordinance lapse, the Zoning Administrator shall initiate a zoning map amendment to rezone the Property to Planned Development Number 376, as amended May 30, 2020.

[Exhibit A (Traffic Management Plan ("TMP")) referred to in these Plan of Development Statements unavailable at time of printing.]

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

5/26/2021

## REPORTS OF COMMITTEES

30979

*Bulk Regulations And Data Table.*

	Subarea A	Subarea B	Subarea C	Total
Gross Site Area	189,686	58,189	131,790	379,665
Right-of-Way Area:	62,760	23,327	39,504	125,591
Net Site Area:	126,926	34,862	92,286	254,074
FAR Building Area:	1,097,910	418,344	1,578,777	3,095,031
Maximum FAR:	8.65	12.00	17.11	12.18
Maximum Height:	165 feet	40 feet	730 feet	730 feet maximum <sup>(1)</sup>
Maximum DU:	0	0	0	0 unit
Maximum Hotel Keys:	400	0	0	400 keys
Maximum Office and Retail Floor Area:	175,000	0	1,578,777	1,753,777
Maximum Parking:	265	0	400	665 stalls
Minimum Bike Parking:	50	0	50	100 bikes
Minimum Loading:	4	0	4	8 at 10 feet by 25 feet with 12 feet clear

---

<sup>(1)</sup> Measured from the top of curb at the intersection of Jackson and Canal Street adjacent to the property.



May 18, 2021

Rafael Carreira  
320 South Canal Titleholder LLC  
c/o Tyler Lamkey  
Riverside Investment & Development  
150 N. Riverside Plaza, Suite 1800  
Chicago, IL 60606

**Re: Revised site plan approval for PD No. 376, Subarea C, South Canal St. ROW**

Dear Mr. Carreira and Mr. Lamkey:

Please be advised that your request for a revised site plan approval to Business Planned Development No. 376 ("PD 376") has been considered by the Department of Planning and Development pursuant to Section 17-13-0800 of the Chicago Zoning Ordinance and Statement Number 10 of PD 376.

You have been requested to modify the South Canal Street right-of-way site plan by the Chicago Department of Transportation ("CDOT") to accommodate a future CDOT road alignment and replacement project that is currently planned on South Canal St. Revisions include the expansion of the Canal St. driving lanes to the west and a reduction of the planned sidewalk on the west side of Canal St. between Jackson and Van Buren Streets to accommodate these revisions. As a result of the coordination with CDOT, the planned Canal St. drop-off lanes in front of the Subarea C building has been shortened and tree planters have been revised to grates as depicted in the revised, attached site plan exhibits.

The attached Subarea C Site Plan, L1 Canal Street Level Plan, Composite Landscape Plan, and Street Sections are in accordance with and satisfy the requirements of PD 376 and have been approved by CDOT. Accordingly, this revised site plan approval is hereby approved.

Sincerely,

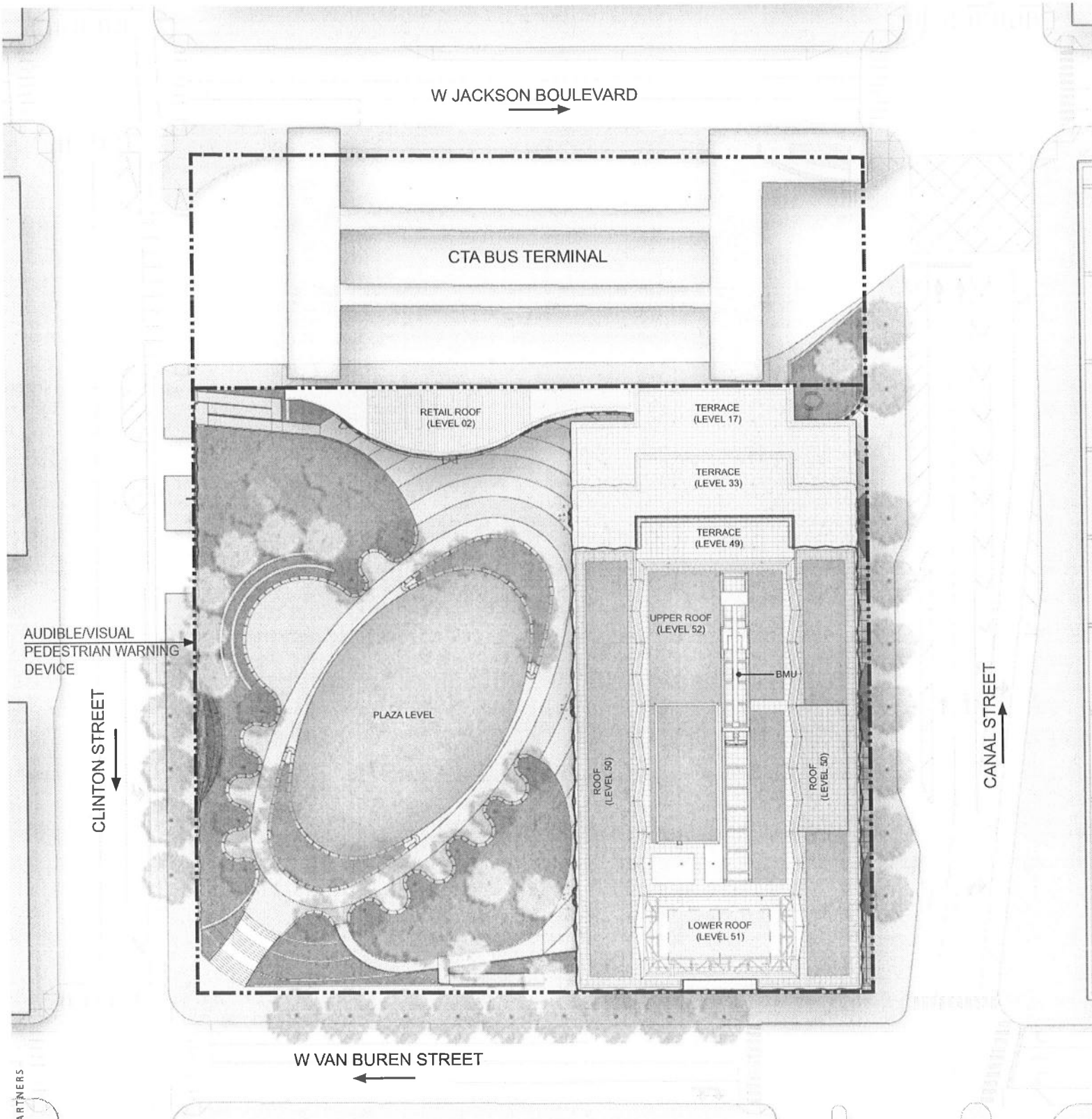


Patrick Murphey  
Zoning Administrator

PM:tm

C: Mike Marmo, Erik Glass, Noah Szafraniec, Emily Thrun, Bill Higgins, Main file

# SITE PLAN - SUB AREA 'C'



© 2018 GOETTSCHE PARTNERS

Applicant: 320 South Canal Titleholder LLC  
Address: 320 S Canal Street  
Introduced: February 19, 2020  
Plan Commission: TBD

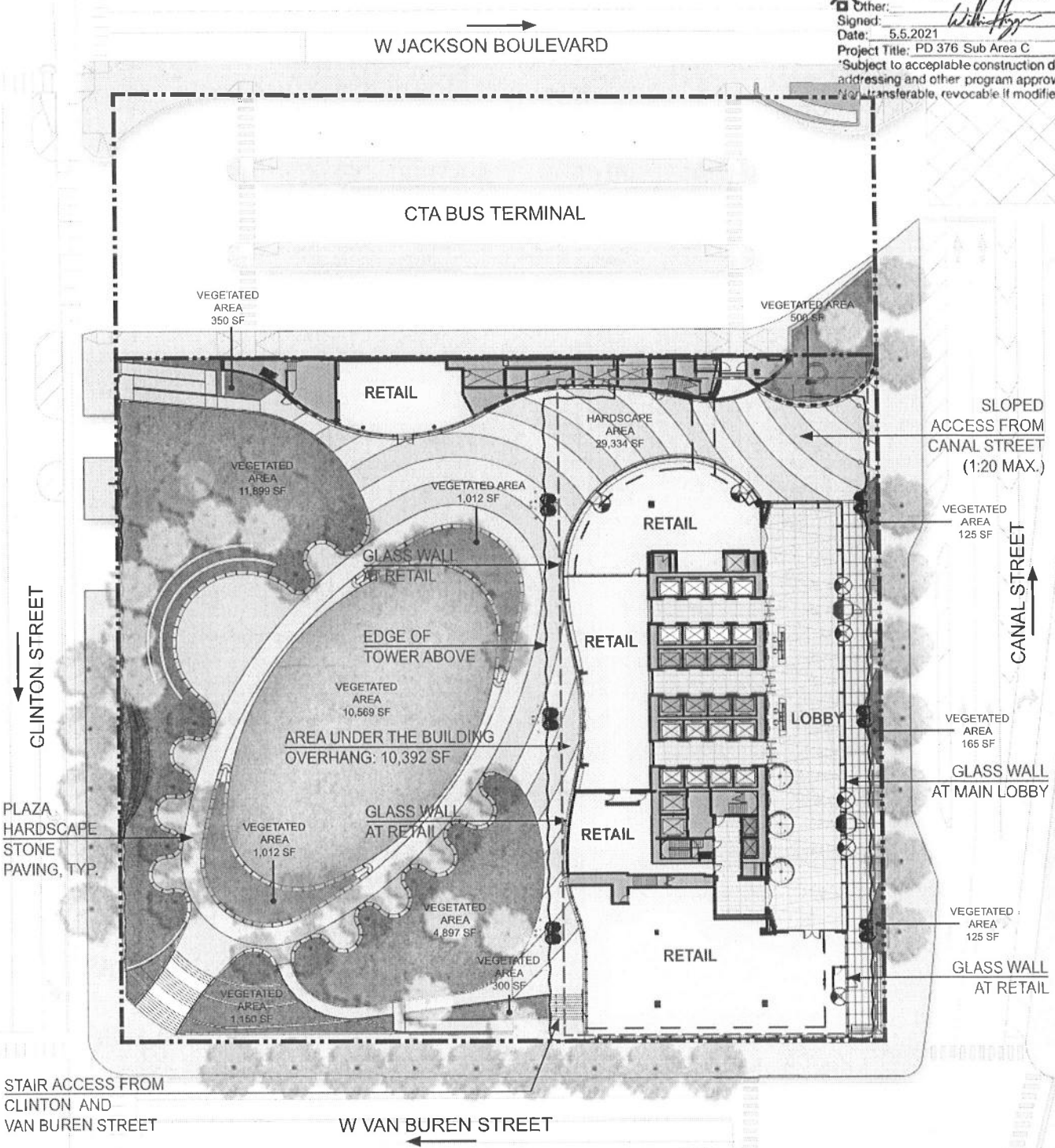
--- PROPERTY LINE

0 32' 64'



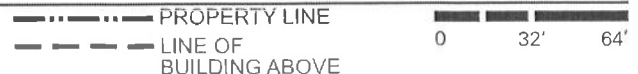
# L1 CANAL STREET LEVEL PLAN - SUB AREA 'C'

CITY OF CHICAGO  
 Department of Transportation  
 Plan Review Committee Approval  
 Site Plan  Over-sized Driveway  
 Other: \_\_\_\_\_  
 Signed: *William Hogg*  
 Date: 5.5.2021  
 Project Title: PD 376 Sub Area C  
 \*Subject to acceptable construction drawings,  
 addressing and other program approvals.  
 Not transferable, revocable if modified.



SITE AREA: 92,294 SF  
 TOTAL ENCLOSED AREA (BUILDING) : 30,856 SF (34%)  
 TOTAL OPEN AREA (HARDSCAPE+LANDSCAPE) : 29,334 SF + 32,104 SF = 61,438 SF (66%)  
 TOTAL BUILDING OVERHANG AREA (NORTH, WEST AND SOUTH) = 10,392 SF

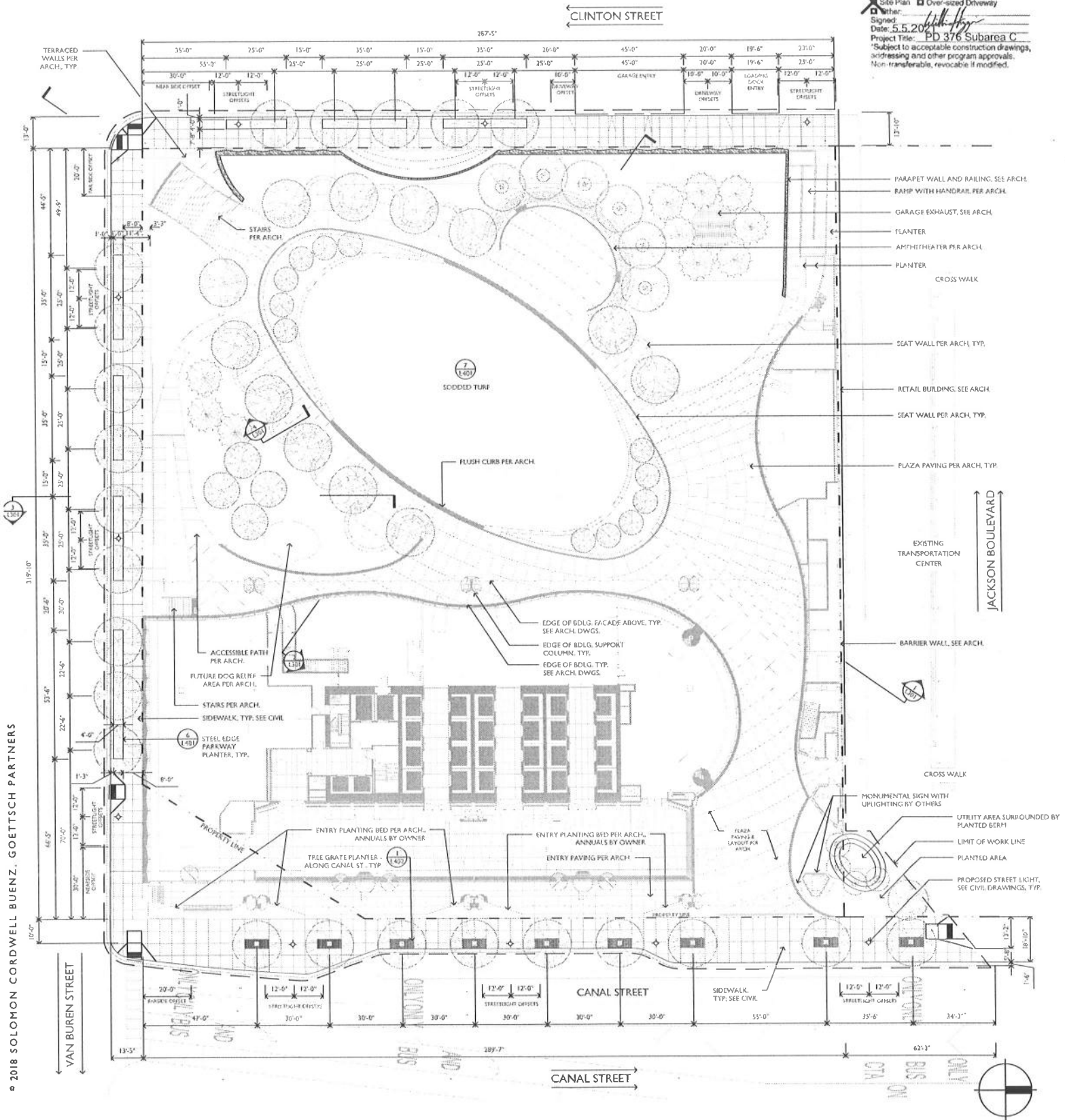
Applicant: 320 South Canal Titleholder LLC  
 Address: 320 S Canal Street  
 Introduced: February 19, 2020  
 Plan Commission: TBD



© 2018 GOETTSCHE PARTNERS

# COMPOSITE LANDSCAPE PLAN - SUB AREA 'C'

CITY OF CHICAGO  
 Department of Transportation  
 Draft Review Committee Approval  
 Site Plan  Over-sized Driveway  
 Other:   
 Signed: *[Signature]*  
 Date: 5.5.2021  
 Project Title: PD 376 Subarea C  
 Subject to acceptable construction drawings, engineering and other program approvals.  
 Non-transferable, revocable if modified.

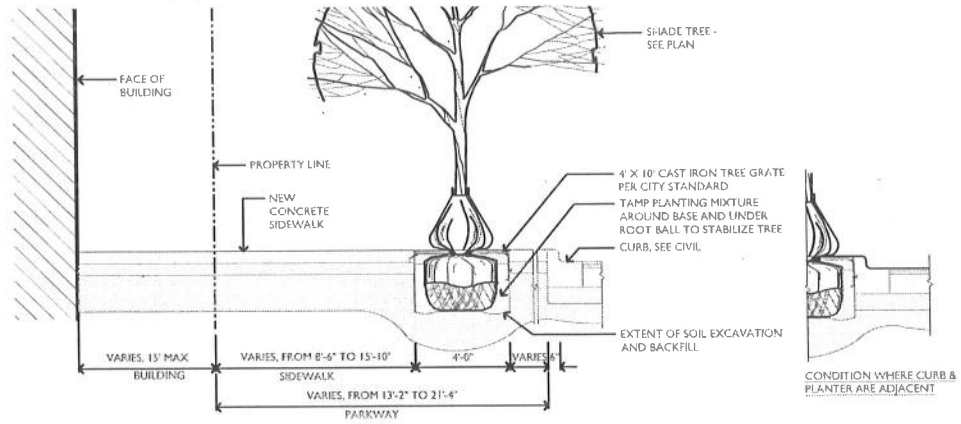


© 2018 SOLOMON CORDWELL BUENZ, GOETTSCHE PARTNERS

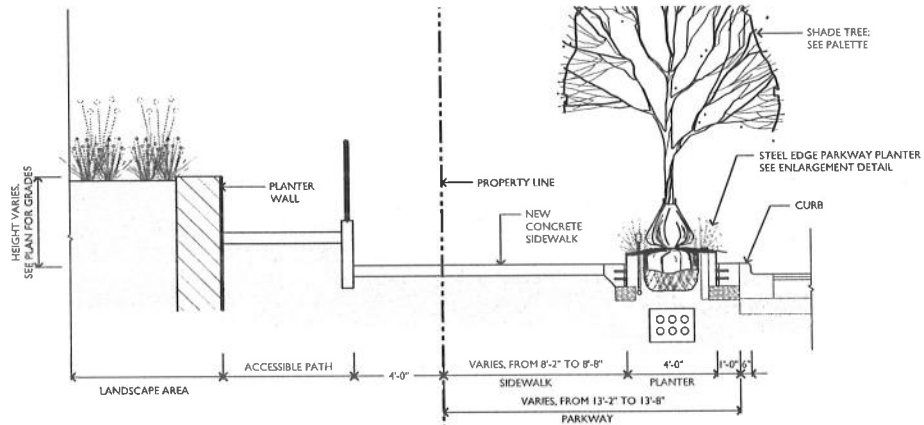
Applicant: 320 South Canal Titleholder LLC  
 Address: 320 S Canal Street  
 Introduced: February 19, 2020  
 Plan Commission: TBD



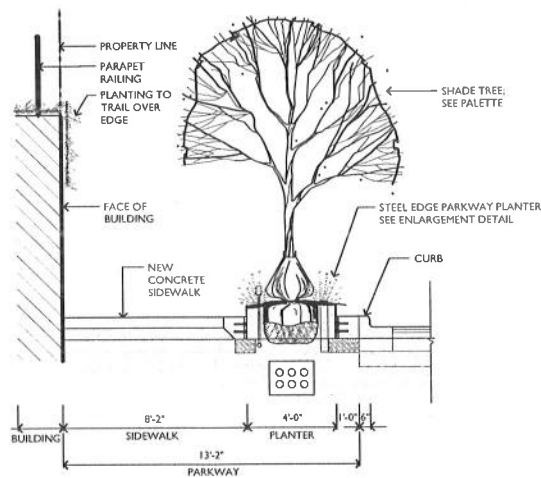
# STREET SECTIONS - SUB AREA 'C'



**1** TYPICAL PARKWAY SECTION @ SOUTH CANAL STREET  
SCALE: NOT TO SCALE



**2** TYPICAL PARKWAY SECTION @ WEST VAN BUREN STREET  
SCALE: NOT TO SCALE



**3** TYPICAL PARKWAY SECTION @ SOUTH CLINTON STREET  
SCALE: NOT TO SCALE

© 2018 SOLOMON CORDWELL BUENZ, GOETTSCHE PARTNERS

Applicant: 320 South Canal Titleholder LLC  
 Address: 320 S Canal Street  
 Introduced: February 19, 2020  
 Plan Commission: TBD

20348

17466

JOURNAL--CITY COUNCIL--CHICAGO

5/20/2020

*Reclassification Of Area Shown On Map No. 1-L.  
(Application No. 20366)  
(Common Address: 4848 W. Madison St.)*

[O2020-1864]

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

SECTION 1. Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by changing all of the B3-2 Community Shopping District symbols and indications as shown on Map Number 1-L in the area bounded by:

the alley next north of and parallel to West Madison Street; a line 425.00 feet east of and parallel to North Lamont Avenue; West Madison Street; and North Lamont Avenue, to those of a C1-2 Neighborhood Commercial District.

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

*Reclassification Of Area Shown On Map No. 2-F.  
(As Amended)  
(Application No. 20348)*

RBPD 376, AA

(Common Address: 200 -- 340 S. Canal St., 500 -- 530 W. Van Buren St.,  
201 -- 399 S. Clinton St. And 501 -- 531 W. Adams St.)

[SO2020-785]

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

SECTION 1. Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is amended by changing all the Residential-Business Planned Development Number 376 symbols and indications as shown on Map Number 2-F in the area bounded by:

West Adams Street; South Canal Street; West Van Buren Street; and South Clinton Street,

to those of Business Planned Development Number 376, as amended, which is hereby established in the area described, subject to such use and bulk regulations as are set forth in the Plan of Development attached herewith and made a part thereof and to no others.

SECTION 2. This ordinance shall take effect upon its passage and due publication.

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

*Planned Development Statements.*

1. The area delineated herein as Business Planned Development Number 376, as amended ("Planned Development") consists of approximately 254,074 square feet of land area which is depicted on the attached Planned Development Boundary and Property Line Map ("Property"). The Property consists of Subarea A, Subarea B and Subarea C. Subarea A is owned by National Railroad Passenger Corporation, doing business as ("Amtrak"). Subarea B is owned by the City of Chicago (the "City"). Subarea C is owned by 320 South Canal Titleholder LLC (the "Applicant"). Amtrak and the City have authorized 320 South Canal Titleholder LLC to be the Applicant for purposes of this Planned Development.
2. The requirements, obligations and conditions contained within this Planned Development shall be binding upon the Applicant, its successors and assigns 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 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 "Zoning Ordinance"), the Property, at the time of application for amendments, modifications or changes (administrative, legislative or otherwise) to this Planned Development are made, shall be under single ownership or designated control. Single designated control is defined in Section 17-8-0400 of the Zoning Ordinance; provided, however, that after the adoption of an ordinance wherein the property is divided into specifically delineated subareas or subparcels, each having its own bulk and density standards, or similar subarea specific or subparcel specific development controls or requirements, the owners of or designated controlling party for each subarea may seek amendments, changes, or modifications for that subarea without the consent of the owners or designated controlling party of the other subareas. The right to amendments, changes or modifications described in the preceding sentence shall be subject to the conditions and limitations contained in Section 17-8-0400 of the Zoning Ordinance.
3. All applicable official reviews, approvals or permits are required to be obtained by the Applicant 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 ("CDOT") on behalf of the Applicant or its successors, assignees or grantees.

The Applicant shall commit to provide and fully fund infrastructure improvements as described in the Traffic Management Plan ("TMP") (attached hereto as Exhibit A to this Planned Development Ordinance).

Physical infrastructure improvements specific to Subarea A shall include the improvements described in the "Vehicular Traffic and Parking Access" section of the TMP under the following subtitles:

- "Using the existing Headhouse driveways to access the existing below grade parking";
- "Establish curbside standing zones for Headhouse user drop-off and pick-up";
- "Use of existing Headhouse below-grade loading docks for service, loading and delivery"; and
- "Restrict southbound right turns from Clinton Street to Quincy Street".

Prior to the issuance of the final Certificate of Occupancy ("Occupancy") for any of the anticipated hotel uses above the second floor of the Chicago Union Station Headhouse in Subarea A, the Applicant shall complete the physical infrastructure improvements specific to Subarea A as noted above. Prior to the issuance of the final Certificate of Occupancy of Subarea C, the Applicant shall complete all other infrastructure improvements described in the TMP, including but not limited to the improvements described in the "Curbside Management" and "Active Transportation Management" sections.

The Applicant shall be responsible for making the following signal improvements:

Intersection		Traffic Signal Upgrades	
Monroe	Jefferson Street	ATC 1000 Controller	Pedestrian Countdown Signals
	Clinton Street	ATC 1000 Controller	
	Canal Street	ATC 1000 Controller	
	Gateway Crossing (Riverside Plaza)	ATC 1000 Controller	
Adams	Jefferson Street		Pedestrian Countdown Signals
	Clinton Street	ATC 1000 Controller	
	Canal Street	ATC 1000 Controller	
Jackson	Jefferson Street	ATC 1000 Controller	Pedestrian Countdown Signals
	Clinton Street	ATC 1000 Controller	
	Canal Street	ATC 1000 Controller	
	Gateway Crossing (Riverside Plaza)	ATC 1000 Controller	Pedestrian Countdown Signals
Van Buren	Jefferson Street	ATC 1000 Controller	Pedestrian Countdown Signals
	Clinton Street	ATC 1000 Controller	Pedestrian Countdown Signals
	Canal Street		Pedestrian Countdown Signals

The Applicant shall also convert the unused bus lane on the north side of West Adams Street, between South Canal Street and South Clinton Street, to a traffic lane with no parking tow zone signage and the Applicant will update the Traffic Management Plan exhibits to reflect this.

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 CDOT.

Pursuant to a negotiated and executed Perimeter Restoration Agreement ("Restoration Agreement") by and between CDOT'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 CDOT'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 CDOT and Planned Development Part II Review permitting. The Restoration Agreement shall reflect that all work must comply with current Rules and Regulations and must be designed and constructed in accordance with CDOT'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 CDOT'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 CDOT.

4. This Planned Development ordinance consists of 24 Statements; a Bulk Regulations Table; an Existing Zoning Map; an Existing Land-Use Map; a Planned Development Boundary and Property Line Map; Site Plan -- Subarea C; L1 Canal Street Level Plan -- Subarea C; LL1 Clinton Street Level Plan -- Subarea C; Lower Level 2 Plan

-- Subarea C; Green Roof Plan -- Subarea C; North/South Building Section -- Subarea C; East, West, North and South Elevations for Subarea C; Facade System; Facade Detail; Landscape Plan -- Subarea C; Planting Details -- Subarea C; Street Sections -- Subarea C; Clinton Street Elevation and Clinton Street Perspective; and North Elevation at CTA Bus Station and Wall Section at CTA Bus Station prepared by SCB and Goettsch Partners dated May 8, 2020.

The Planned Development ordinance also consists of the following exhibits and plans: Site Plan -- Subarea A; Landscape Plans -- Subarea A; Building Sections (North-South and East-West) -- Subarea A; North, South, East, and West Elevations for Subarea A prepared by SCB and Goettsch Partners dated October 18, 2018; the Union Station Traffic Management Plan prepared by Kimley Horn dated October 2018 (Exhibit A); and a Memorandum of Understanding between the City of Chicago and the National Railroad Passenger Corporation (Exhibit B) dated October 18, 2019.

Full-sized copies of the Site Plan, Landscape Plan and Building Elevations are on file with the Department of Planning and Development ("DPD"). In any instance where a provision of this Planned Development conflicts with the Chicago Building Code, the Building Code shall control. This Planned Development ordinance conforms to the intent and purpose of the Zoning Ordinance, and all requirements thereto, and satisfies the established criteria for approval as a Planned Development. In case of a conflict between the terms of this Planned Development ordinance and the Zoning Ordinance, this Planned Development ordinance shall control.

5. In each of the following Subareas of this Planned Development, the following uses shall be permitted in this Planned Development:

Subarea A:

utilities and services, major (including passenger and commuter rail lines and activities directly related to the provision of passenger and commuter rail service, and accessory or related uses); hotel; office; indoor sports and recreation, participant; food and beverage retail sales; liquor store (packaged goods); eating and drinking establishments; retail sales; financial services; assisted living; day cares; personal service; artisanal manufacturing services; entertainment and spectator sports; indoor special event facilities; cultural exhibits/libraries; accessory parking; co-located wireless communication facilities; and uses accessory or incidental to any of the foregoing uses.

Subarea B:

utilities and services, major.

Subarea C:

utilities and services, major; office; parks and recreation, indoor sports and recreation, participant; food and beverage retail sales; liquor store (packaged goods); eating and drinking establishments; retail sales; financial services; day cares; personal service; indoor special event facilities; accessory parking; co-located wireless communication facilities; and related accessory uses.

6. On-premises signs and temporary signs, such as construction and marketing signs, shall be permitted within the Planned Development, subject to the review and approval of the Department of Planning and Development. Off-premises signs are prohibited within the boundary of the Planned Development.
7. For purposes of height measurement, the definitions in the Zoning Ordinance shall apply. The height of any building shall be measured from the top of the curb at the intersection of Jackson and Canal and shall also be subject to height limitations, if any, established by the Federal Aviation Administration.
8. The maximum permitted Floor Area Ratio ("FAR") for the Properly shall be in accordance with the attached Bulk Regulations Table. For the purposes of Floor Area calculations and measurements, the General Terms and Measurements in the Zoning Ordinance shall apply. The permitted Floor Area identified in the Bulk Regulations Table has been based on the net site area of 254,074 square feet and the maximum permitted FAR identified in the Bulk Regulations Table.

The Applicant acknowledges that the project has received a bonus FAR of 0.5 calculated on the net site area of Subarea C, pursuant to Section 17-4-1000 of the Zoning Ordinance. With this bonus FAR, the total FAR for the Planned Development is 12.18. In exchange for the bonus FAR, the Applicant is required to make a corresponding payment, pursuant to Sections 17-4-1003-B and C, prior to the issuance of the first building permit for any building in the Planned Development; provided, however, if the Planned Development is constructed in phases, the bonus payment may be paid on a pro rata basis as the first building permit for each subsequent new building or phase of construction is issued. The bonus payment will be recalculated at the time of payment (including partial payments for phased developments) and may be adjusted based on changes in median land values in accordance with Section 17-4-1003-C.3. The bonus payment will be split between three separate funds, as follows:

80 percent to the Neighborhoods Opportunity Fund, 10 percent to the Citywide Adopt-a-Landmark Fund and 10 percent to the Local Impact Fund. In lieu of paying the City directly, the Department may: (a) direct developers to deposit a portion of the funds with a sister agency to finance specific local improvement projects; (b) direct developers to deposit a portion of the funds with a landmark property owner to finance specific landmark restoration projects; or (c) approve proposals for in-kind improvements to satisfy the Local Impact portion of the payment.

9. Upon review and determination, "Part II Review", pursuant to Section 17-13-0610 of the Zoning Ordinance, 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.
10. The Site and Landscape Plans shall be in substantial conformance with the Landscape Ordinance and any other corresponding regulations and guidelines, including Section 17-13-0800. Final landscape plan review and approval will be by the Department of Planning and Development. Any interim reviews associated with site plan review or Part II Reviews, shall be conditional until final Part II Approval.
11. 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.
12. The terms and conditions of development under this Planned Development ordinance may be modified administratively, pursuant to Section 17-13-0611-A of the Zoning Ordinance 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 of the Property.
13. The Applicant acknowledges that it is in the public interest to design, construct and maintain the development 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 to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility.
14. 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 of the Part II Review process is initiated for each improvement that is subject to the aforementioned policy and must provide documentation verifying compliance with said policy.
15. The Applicant and the Department of Planning and Development, at either party's request, may continue to evolve the design of the building elevations for the building to be located in Subarea C; changes to such elevations, if any, shall, if mutually agreed, be approved by the Department administratively as a Minor Change.
16. Pursuant to this Planned Development, an FAR Building Area of 425,202 square feet is being transferred from Subarea A to Subarea C. Subject to the terms and conditions contained in the Memorandum of Understanding between the City of Chicago and National Railroad Passenger Corporation Regarding Chicago Union Station (the "MOU"), which the City and Amtrak have entered into or shall enter into, a copy of the

final form which is attached hereto as an Exhibit B, Amtrak shall plan, design and use best efforts to complete certain improvements within Subarea A in connection with the Planned Development. Said improvements are described in the MOU (the "Improvements"). The MOU is hereby ratified pursuant to this Planned Development. Section 1A(iv) of the MOU authorizes the City, upon Amtrak's written request, to approve a minor change to the Planned Development pursuant to Section 17-13-0611-A(2) of the City's Zoning Ordinance (provided that such minor change will not result in an increase in the maximum permitted floor area ratio for the total net site area), such that an FAR Building Area of 417,344 square feet will be transferred from Subarea B to Subarea A upon Amtrak's exercise of its rights under the Rights of First Offer Agreement (the "ROFO Agreement") dated May 1, 2015, and the subsequent transfer of the Air Rights (as defined in the ROFO Agreement) comprising said 417,344 square feet of FAR Building Area, from the City to Amtrak; provided, however, that Amtrak acknowledges that subsequent additional development of Subarea A that increases the height of the Station more than 10 percent of the maximum height for Subarea as stated in the Planned Development will require a major change to the Planned Development pursuant to Sections 17-13-0611-B and 17-13-1003-L of the City's Zoning Ordinance. Pursuant to Statement 16 of the Planned Development, concurrent with the aforementioned transfers, the minor change shall also authorize the transfer of 7,868 square feet of FAR Building Area from Subarea C to Subarea A. The Applicant acknowledges (i) such Section 1A(iv) of the MOU and (ii) that the Applicant and its successors shall be bound thereby. After (a) the adoption and publication of this Planned Development, (b) the Applicant closes on the purchase of the Subarea C property, and (c) Amtrak closes on its purchase of the Air Rights from the City pursuant to the ROFO Agreement, Amtrak shall undertake the Improvements described in the MOU at the Station (which is located within Subarea A of the Planned Development) in connection with the Planned Development. Amtrak and the City agree that the Reimbursement Funds (as defined in the ROFO Agreement) shall be expended to pay for the Improvements; provided, however, that (x) Amtrak shall not be obligated to expend any sums in excess of the greater of \$11,500,000 or the Reimbursement Funds, (y) Amtrak shall not be obligated to expend any of its own funds to pay for the Improvements so long as a balance remains in the escrow referenced in the ROFO Agreement and (z) to the extent that the Reimbursement Funds are less than \$11,500,000, Amtrak shall be obligated to expend its own funds to pay for the Improvements only after all Reimbursement Funds have been disbursed to pay for said improvements.

17. The Applicant or its successors or assignees shall, at its own cost, construct the proposed public park as shown on the Composite Landscape Plan -- Subarea C (hereinafter the "Park"). The Applicant or its successors or assignees shall be responsible for maintaining, repairing, replacing, and managing the Park, including ensuring that the landscaping is well maintained, that the vegetation and plantings are kept in healthy condition, and that the Park facilities and areas are clean, well lit, litter free and clear of snow and debris. The Applicant shall provide sufficient liability insurance coverage necessary for the operation of the Park for public use. The Applicant shall also provide informational signage at all entries that the Park 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. Maintenance and management obligations shall be binding upon the Applicant, its successors and assigns.

Prior to issuance of building permits for Subarea C, the Applicant will enter into a development and maintenance agreement with the City of Chicago binding the Applicant, its successors and assigns for the construction, maintenance, and management of the Park. The Park is required to be substantially completed prior to issuance of final certificate of occupancy for the principal building within Subarea C, provided that planting may be delayed, if consistent with good landscape practice, but no longer than one year following receipt of the occupancy certificate. Upon completion of the Park, the Applicant will memorialize the Park in a public access easement agreement with and for the benefit of the City of Chicago or a not for profit accredited land conservancy trust, as approved by the City, whose purpose is to hold open space public access easements. Any costs associated with establishing, monitoring, or stewardship of the public access easement shall be the responsibility of the Applicant and would need to be contributed at the time when the easement is granted.

18. The Applicant has expressed interest in relocating certain elements of the existing Union Station Transit Center (the "USTC Site") in Subarea B (the "CTA Service Facilities Building") to Subarea C in order to extend the plaza landscaping and access paths from Subarea C onto the USTC site. The CDOT Commissioner is hereby granted authority to enter into and administer agreements related to the relocation of the CTA Service Facilities at the Applicant's expense.
19. The TMP, which is attached as an exhibit to this Planned Development ordinance, shall become effective after the issuance of the Certificate of Occupancy for Subarea A or Subarea C of the Planned Development, whichever occurs first. The Applicant's compliance with the TMP shall be a requirement of this Planned Development ordinance and shall be coordinated with CDOT. After the initial Occupancy of any Subarea, and prior to the subsequent Occupancy of a different subarea, the Applicant may request CDOT to review the TMP, and CDOT may update the TMP as necessary.
20. CDOT and the Office of Emergency Management and Communications ("OEMC") have determined that the posting of Traffic Control Aides ("TCAs") and Parking Enforcement Aides ("PEAs" and, together with TCAs, "Aides") would help traffic operations at key intersections within and adjacent to the Planned Development during the A.M. and P.M. peak hours, Monday through Friday, and allow for strict enforcement of both curbside regulations and parking restrictions.

Accordingly, the Applicant agrees to meet with OEMC prior to construction start of each Planned Development subarea and to compensate the City, at the generally applicable part-time Aide rate, for the cost of Aides posted within or adjacent to the Planned Development as determined necessary by OEMC due to the Planned Development construction activities.

The Applicant further agrees to enter into an agreement (the "Aides Agreement") with OEMC upon the initial Occupancy of any Planned Development subarea, for a period of ten (10) years from the date of issuance of said Occupancy, in order to compensate the City for a portion of the cost of three (3) TCAs and two (2) PEAs posted within or adjacent to the Planned Development, as determined necessary by CDOT and OEMC. The Executive Director of OEMC or the Executive Director's designee (the "Executive Director") is authorized to negotiate, execute and deliver the Aides Agreement, and

such other supporting documents as may be necessary or appropriate to carry out and comply with the provisions of the Aides Agreement, with such changes, deletions and insertions as shall be approved by the Executive Director.

The payment structure by which the Applicant compensates the City will be as follows: a) upon Occupancy of one of the Planned Development Subarea A or Subarea C, the Applicant will pay to the City the full cost of 1.5 TCAs, and the City will pay for 1.5 TCAs and 2 PEAs; b) upon the Occupancy of both the Planned Development Subarea A and Subarea C, the Applicant will pay to the City the full cost of 3 TCAs, and the City will pay for 2 PEAs; c) upon Occupancy of any portion of the block located at 303 South Canal Street (PIN Number 17-16-121-003), which is currently located outside but adjacent to this Planned Development, the Applicant will pay to the City the full cost of 3 TCAs and 2 PEAs.

Compensation amounts for the cost of the Aides will be based on actual Aide assignment to intersections or streets (if a roving Aide) within or adjacent to the Planned Development. Payments received from the Applicant under the Aides Agreement will be appropriated into a fund designated by the Director of the OEMC and the Director of the Office of Budget and Management (the "OBM"). The first payment will be made on a date designated by the Director of the OBM. The Aides Agreement shall be recorded against the Planned Development. The first payment will be made on a date as determined by OBM and will be pro-rated for the remaining number of months in that year. On a date as determined by OBM of the following year, the Applicant will provide the next payment, and each payment thereafter. The Aides Agreement will be reviewed annually to determine if the payment amount needs to be modified based on changes in wages. The Applicant may request the City's approval of changes to this statement, including specifically a reduction in the number of Aides and the amount of the Applicant's payment obligation based on evidence of changed circumstances. Such evidence shall include, as appropriate, traffic analyses and other technical data. The City agrees at a minimum, based on Applicant-supplied traffic analyses, OEMC/CDOT data and analyses and other evidence, to review the appropriateness of the Applicant's Aide payment obligation on the earlier to occur of (1) the date of the next requested comprehensive amendment of this Planned Development; or (2) on an annual basis.

21. The Applicant has expressed interest in relocating an existing State of Illinois Department of Transportation ("IDOT") drainage facility located in an easement held by the City in Subarea C to the adjacent City right-of-way in order to allow for the Subarea C parking to be located below grade. The CDOT Commissioner is hereby granted authority to enter into and administer agreements with IDOT and/or the Applicant related to the relocation of the facility at the Applicant's expense, the release of the easement, and the partial transfer of jurisdiction of the applicable portion of the adjacent City right-of-way to IDOT.
22. Pursuant to the Chicago Zoning Ordinance (Section 17-8-0911), Planned Developments are to give priority to the preservation and adaptive reuse of Chicago

landmark buildings. The Planned Development includes the Union Station building at 210 South Canal Street, which is designated as a Chicago landmark. Proposed work to Union Station will require review and approval by the Commission on Chicago Landmarks and will need to meet the Commission/Permit Review Committee conditions of approval, pursuant to the Chicago Landmarks Ordinance, Section 2-120-740.

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 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 development 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 the development 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 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 development 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 a Certificate of Occupancy for the project or any phase thereof, 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. This Planned Development shall be governed by Section 17-13-0612 of the Zoning Ordinance. Should this Planned Development ordinance lapse, the Zoning Administrator shall initiate a zoning map amendment to rezone the Property to Planned Development Number 376, as amended October 31, 2018.

[Existing Zoning Map; Existing Land-Use Map; Boundary and Property Line Map; Subarea C -- Site Plan; L1 Canal Street Level Plan; LL1 Clinton Street Level Plan; Lower Level 2 Plan; Green Roof Plan; North/South Building Section; North, South, East and West Building Elevations; Composite Landscape Plan; Planting Details and Street Sections; Clinton Street Elevation and Perspective; CTA North Building Elevation and A-A Wall Section; Facade System; and Facade Detail attached to this ordinance printed on pages 17478 through 17498 of this *Journal*.]

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

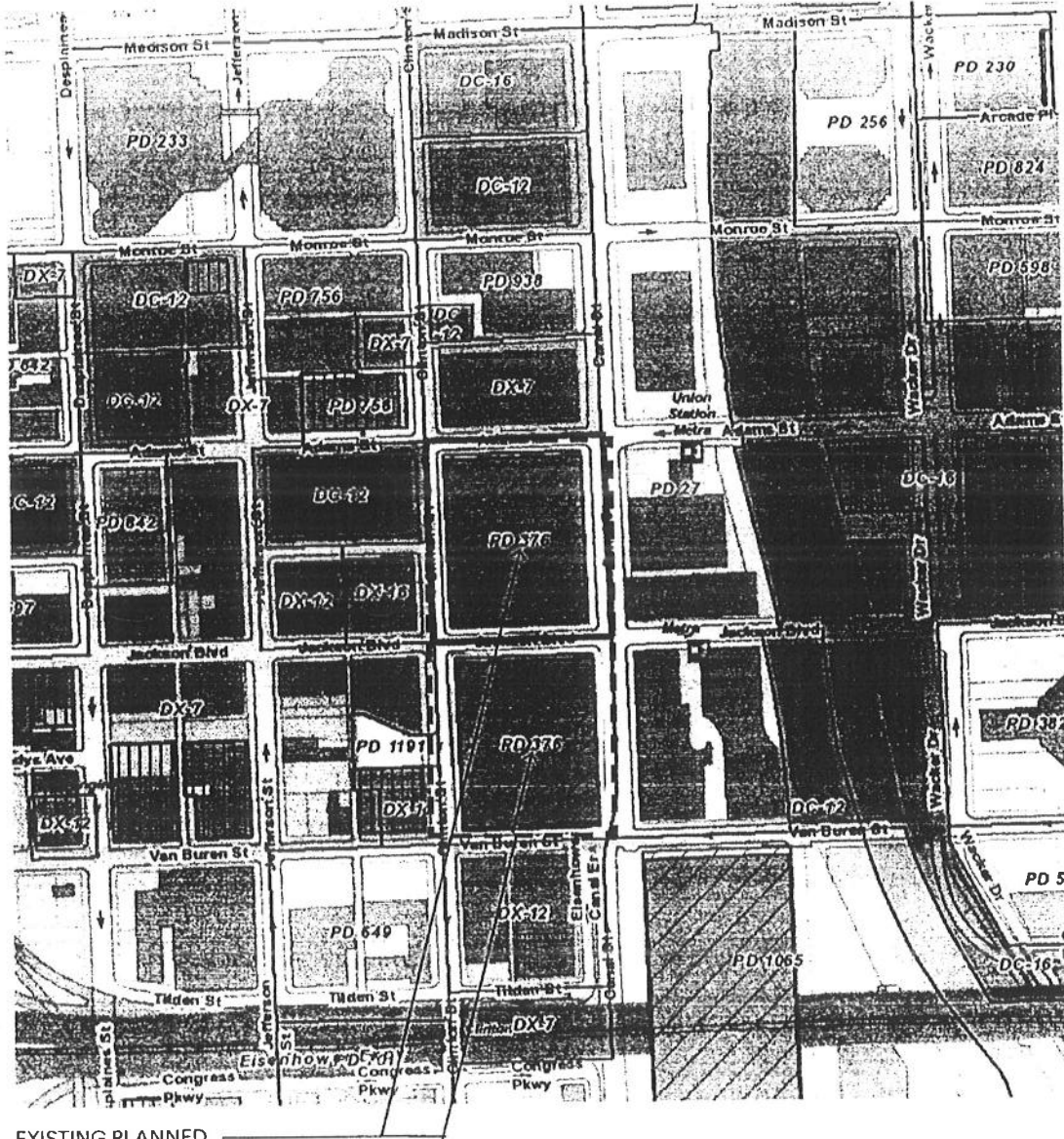
*Bulk Regulations And Data Table.*

	Subarea A	Subarea B	Subarea C	Total
Gross Site Area:	189,686	58,189	131,790	379,665
Right-of-Way Area:	62,760	23,327	39,504	125,591
Net Site Area:	126,926	34,862	92,286	254,074
FAR Building Area:	1,097,910	418,344	1,578,777	3,095,031
Maximum FAR:	8.65	12.00	17.11	12.18
Maximum Height:	165 feet	40 feet	730 feet	730 feet maximum <sup>(1)</sup>
Maximum DU:	0	0	0	0 units
Maximum Hotel Keys:	400	0	0	400 keys
Maximum Office and Retail Floor Area:	175,000	0	1,578,777	1,753,777
Maximum Parking:	265	0	400	665 stalls
Minimum Bike Parking:	50	0	50	100 bikes
Minimum Loading:	4	0	4	8 at 10 by 25 with 12 feet clear

(1) Measured from the top of curb at the intersection of Jackson and Canal Street adjacent to the property.

FINAL FOR PUBLICATION

# EXISTING ZONING MAP



EXISTING PLANNED DEVELOPMENT SITE

© 2018 SOLOMON CORDWELL BUENZ

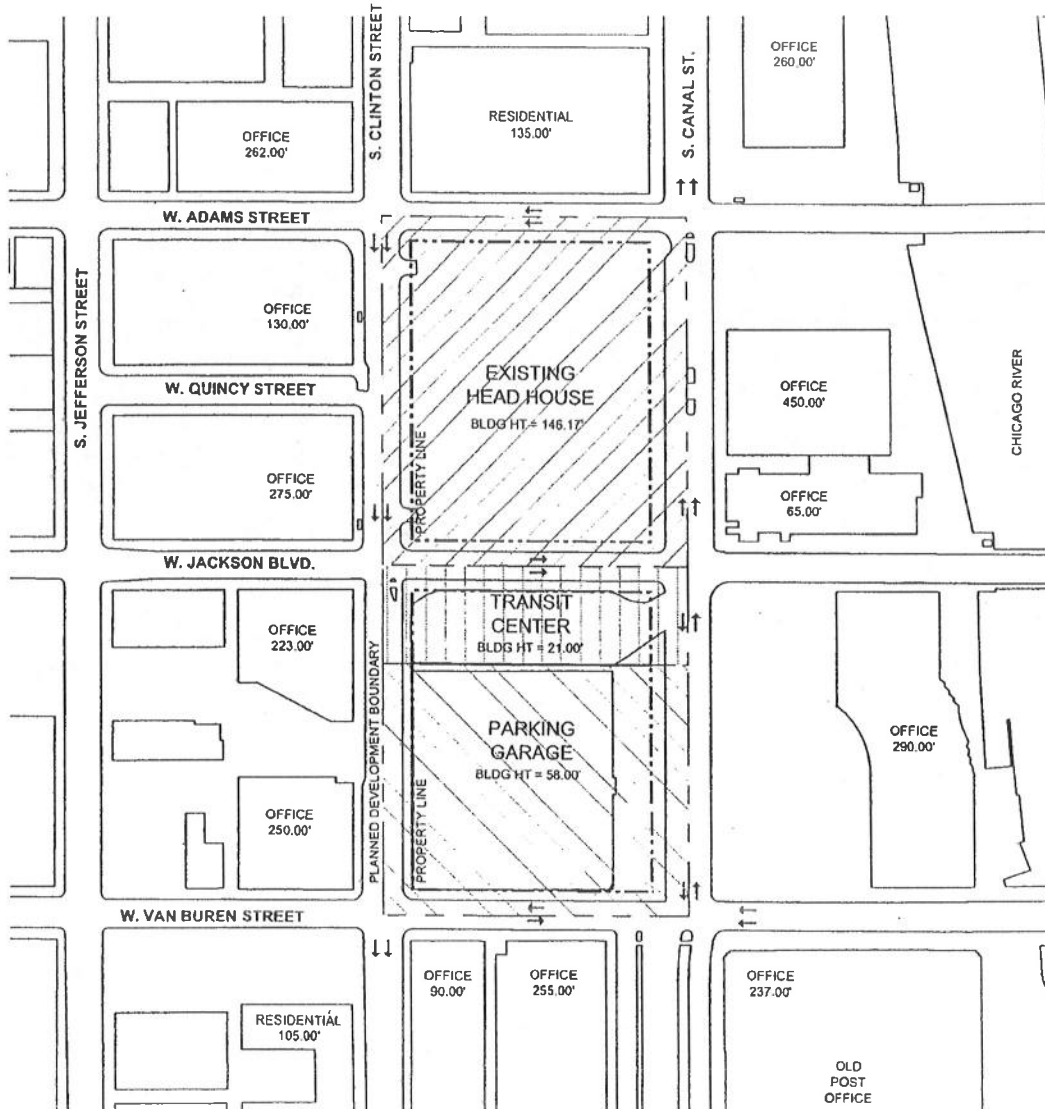


NTS

Applicant: 320 South Canal Titleholder LLC  
 Address: 320 S Canal Street  
 Introduced: February 19, 2020  
 Plan Commission: May 8, 2020

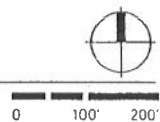
FINAL FOR PUBLICATION

# EXISTING LAND USE MAP



©2018 SOLOMON CORDWELL BUENZ

Applicant: 320 South Canal Titleholder LLC  
 Address: 320 S Canal Street  
 Introduced: February 19, 2020  
 Plan Commission: May 8, 2020



# PLANNED DEVELOPMENT BOUNDARY & PROPERTY LINE MAP

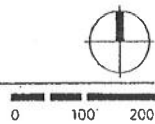
FINAL FOR PUBLICATION

	NET AREA	GROSS AREA
SUB AREA 'A'	126,926 SF	189,686 SF
SUB AREA 'B'	34,862 SF	58,189 SF
SUB AREA 'C'	92,286 SF	131,790 SF
<b>TOTAL</b>	<b>254,074 SF</b>	<b>379,665 SF</b>



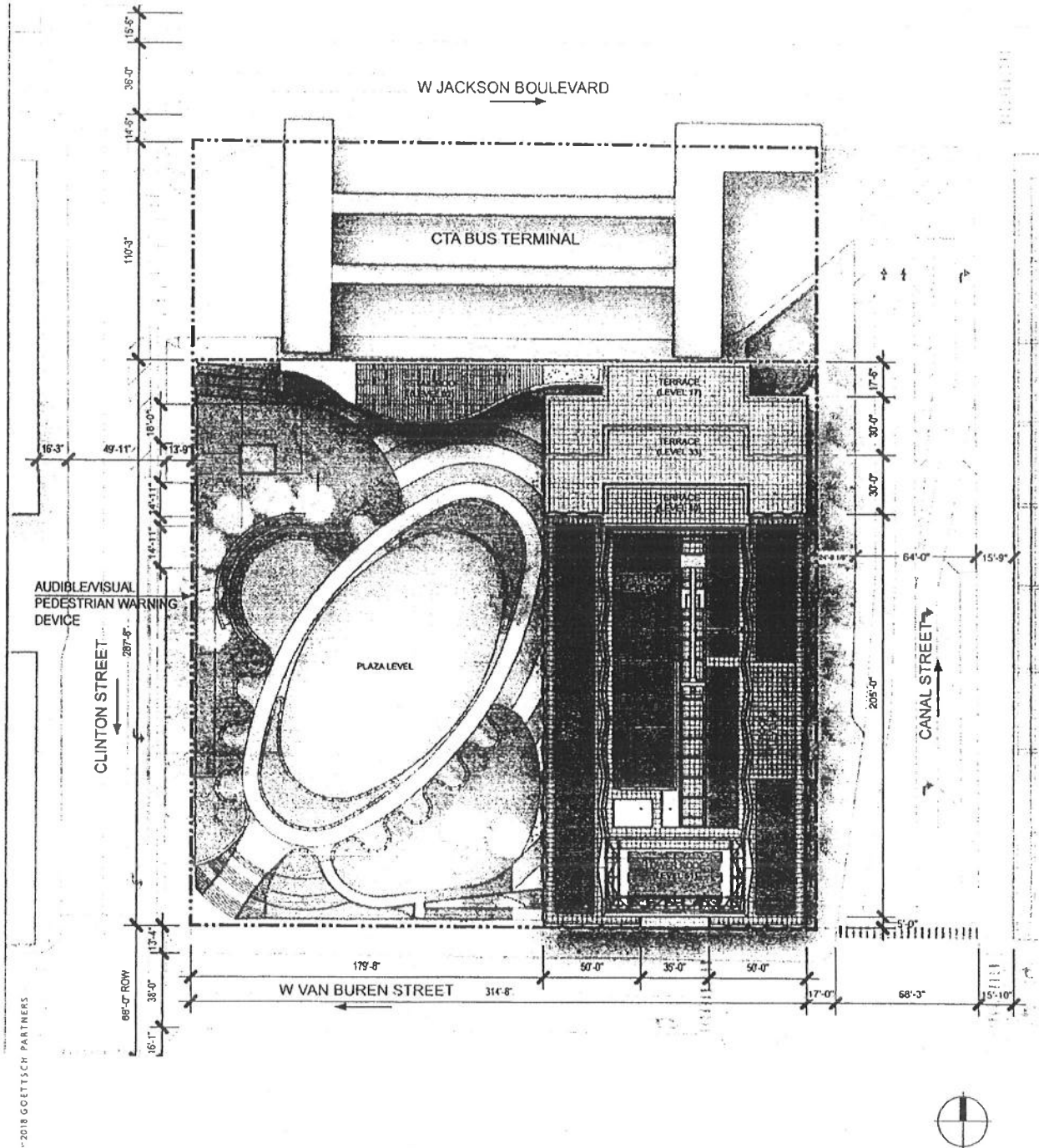
© 2019 SOLOMON CORDWELL BUENZ

Applicant: 320 South Canal Titleholder LLC  
 Address: 320 S Canal Street  
 Introduced: February 19, 2020  
 Plan Commission: May 8, 2020



FINAL FOR PUBLICATION

SITE PLAN - SUB AREA 'C'



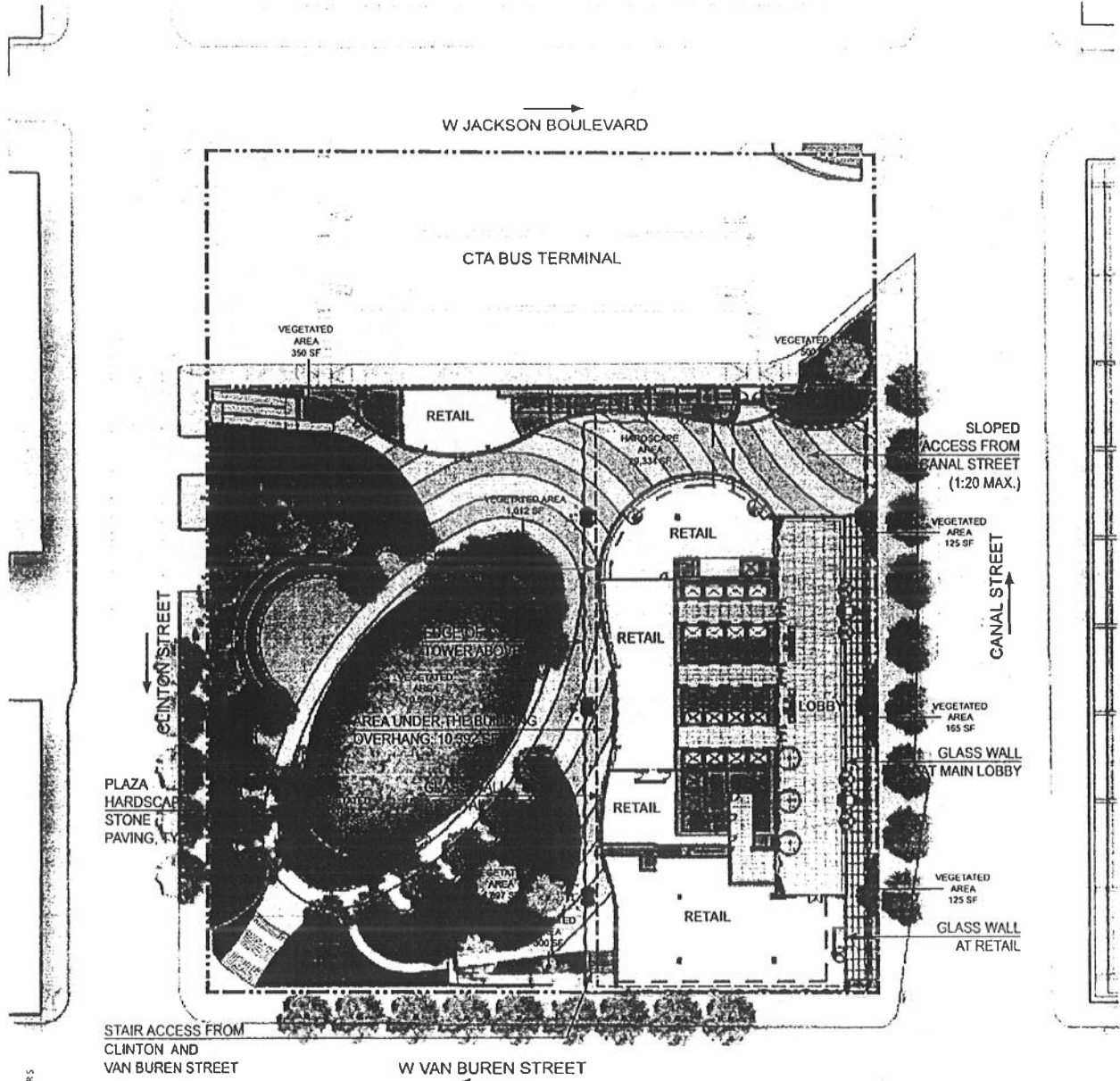
© 2018 GOETTSCHE PARTNERS

Applicant: 320 South Canal Titleholder LLC  
 Address: 320 S Canal Street  
 Introduced: February 19, 2020  
 Plan Commission: May 8, 2020

--- PROPERTY LINE  
 0 32 64'

FINAL FOR PUBLICATION

# L1 CANAL STREET LEVEL PLAN - SUB AREA 'C'



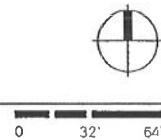
© 2018 GOETTSCHE PARTNERS

SITE AREA: 92,294 SF  
 TOTAL ENCLOSED AREA (BUILDING) : 30,856 SF (34%)  
 TOTAL OPEN AREA (HARDSCAPE+LANDSCAPE) : 29,334 SF + 32,104 SF = 61,438 SF (66%)

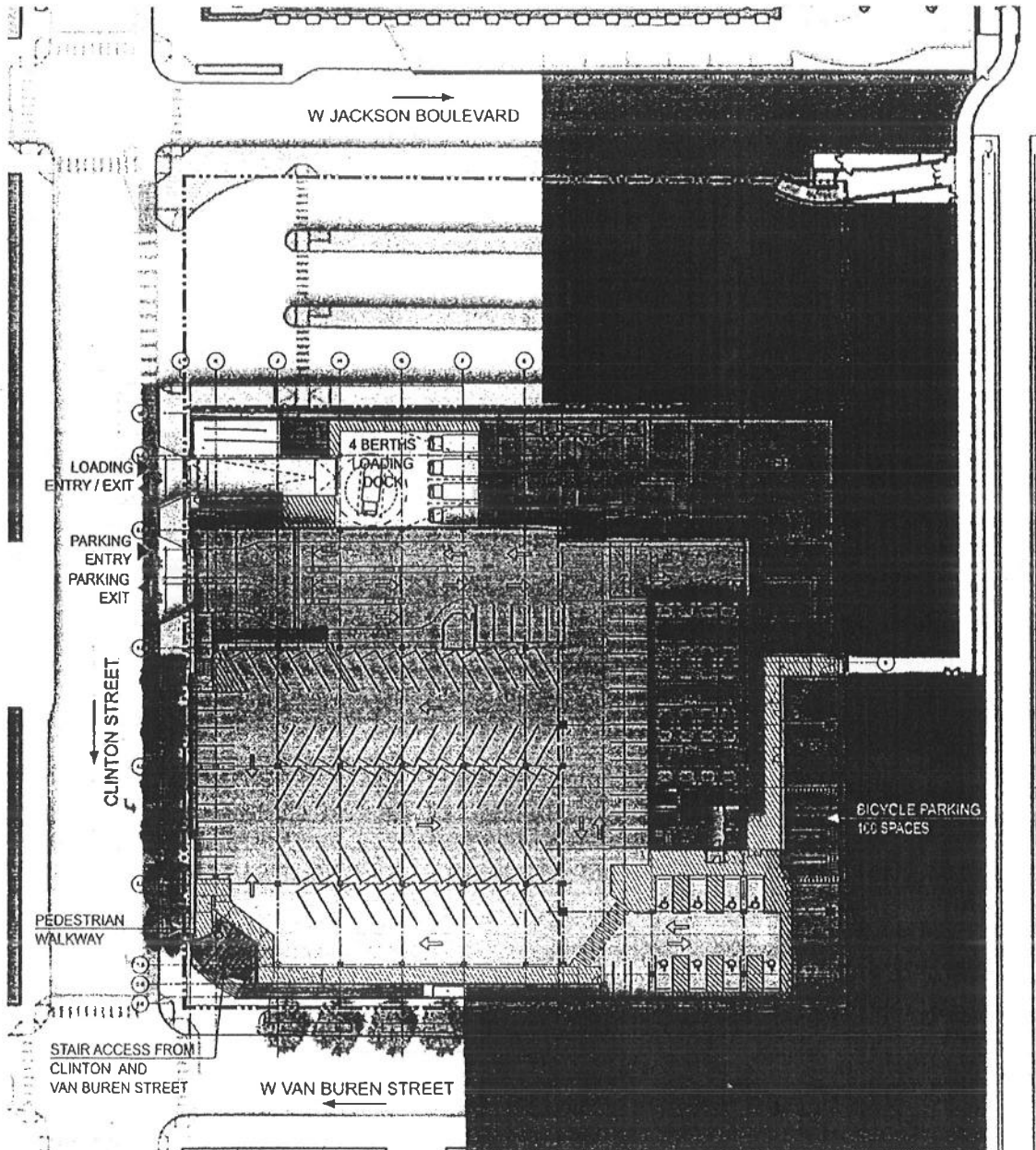
TOTAL BUILDING OVERHANG AREA (NORTH, WEST AND SOUTH) = 10,392 SF

Applicant: 320 South Canal Titleholder LLC  
 Address: 320 S Canal Street  
 Introduced: February 19, 2020  
 Plan Commission: May 8, 2020

--- PROPERTY LINE  
 - - - LINE OF BUILDING ABOVE



FINAL FOR PUBLICATION  
LL1 CLINTON STREET LEVEL PLAN - SUB AREA 'C'

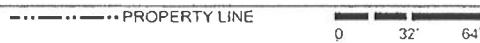


© 2018 GOETTISCH PARTNERS

TOTAL 324 PARKING SPACES  
P1: 106 PARKING (8 ACCESSIBLE PARKINGS)  
P2: 218 PARKING

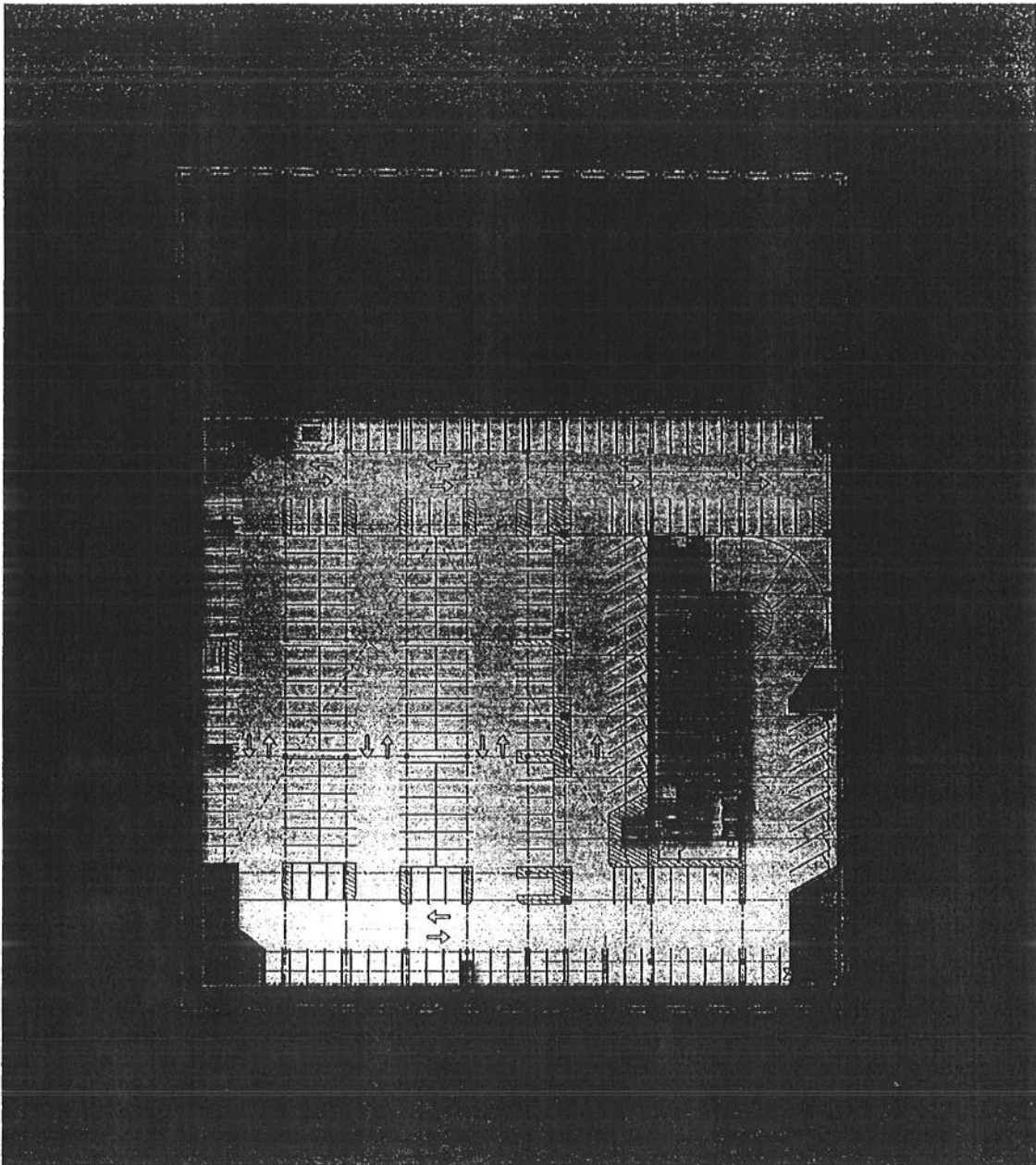


Applicant: 320 South Canal Titleholder LLC  
Address: 320 S Canal Street  
Introduced: February 19, 2020  
Plan Commission: May 8, 2020



FINAL FOR  
PUBLICATION

### LOWER LEVEL 2 PLAN - SUB AREA 'C'



© 2018 GOETTSCHE PARTNERS

TOTAL 324 PARKING SPACES  
P1: 106 PARKING (8 ACCESSIBLE PARKINGS)  
P2: 218 PARKING



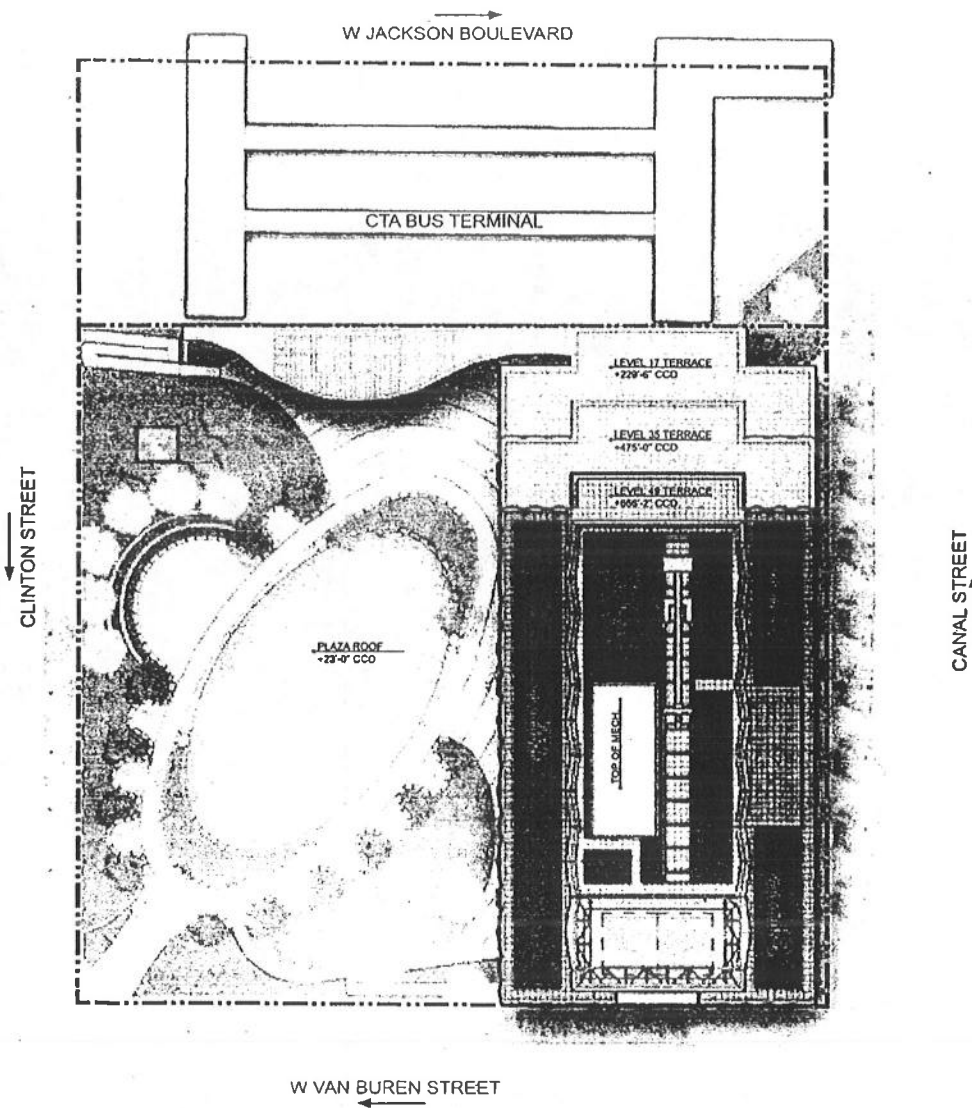
Applicant: 320 South Canal Titleholder LLC  
Address: 320 S Canal Street  
Introduced: February 19, 2020  
Plan Commission: May 8, 2020

--- PROPERTY LINE

0 32' 64'

FINAL FOR  
PUBLICATION

### GREEN ROOF PLAN - SUB AREA 'C'

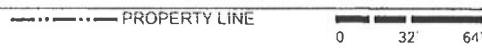


© 2018 GOETTISCH PARTNERS

GROSS ROOF AREA: 37,474 SF  
 ESTIMATED NET ROOF AREA: 26,986 SF  
 ESTIMATED GREEN ROOF AREA: 13,512 SF  
 (SHALL BE 50% OF NET ROOF AREA)

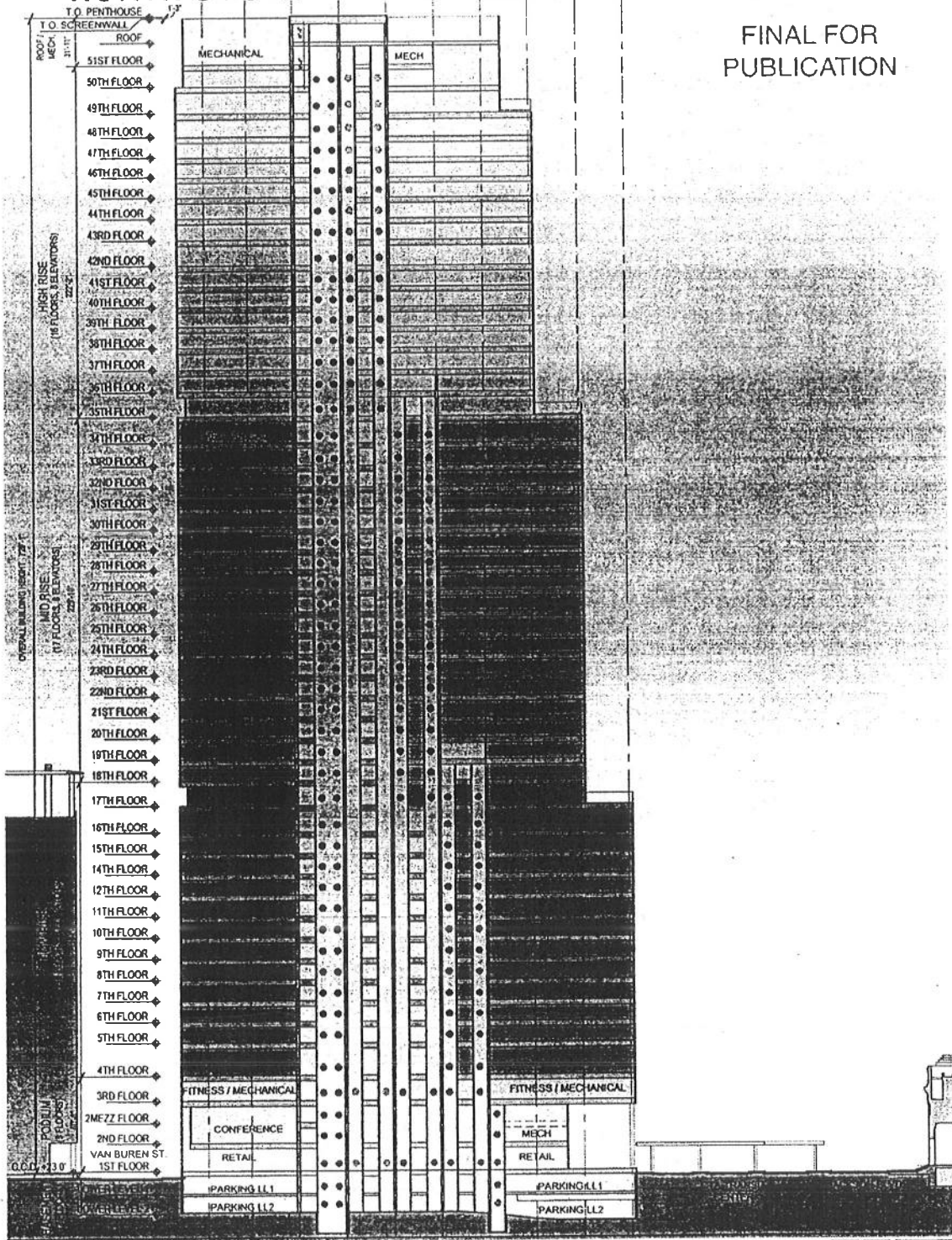


Applicant: 320 South Canal Titleholder LLC  
 Address: 320 S Canal Street  
 Introduced: February 19, 2020  
 Plan Commission: May 8, 2020



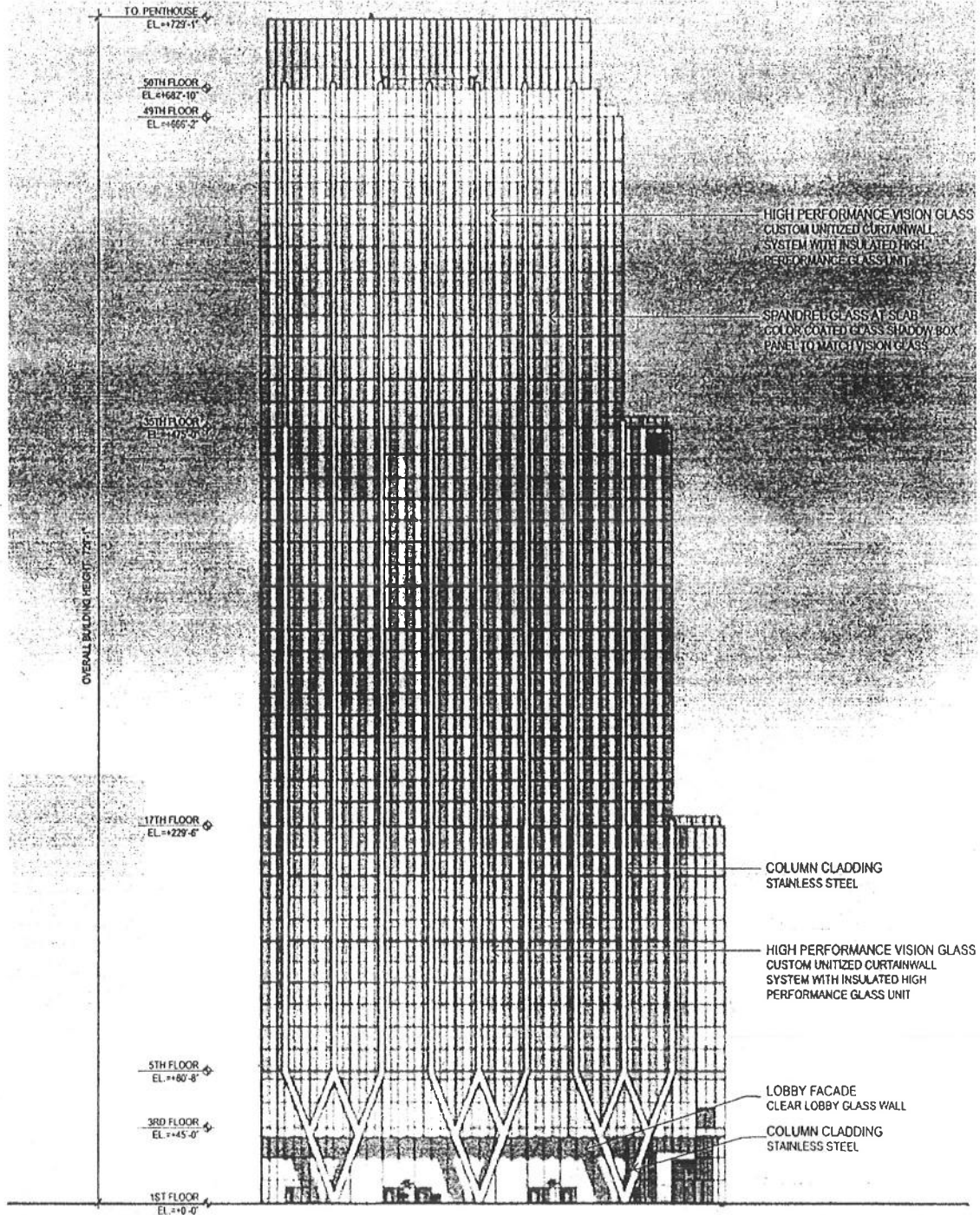
# NORTH SOUTH BUILDING SECTION - SUB AREA 'C'

FINAL FOR PUBLICATION



Applicant: 320 South Canal Titleholder LLC  
 Address: 320 S Canal Street  
 Introduced: February 19, 2020  
 Plan Commission: May 8, 2020

# FINAL FOR PUBLICATION EAST ELEVATION - SUB AREA 'C'

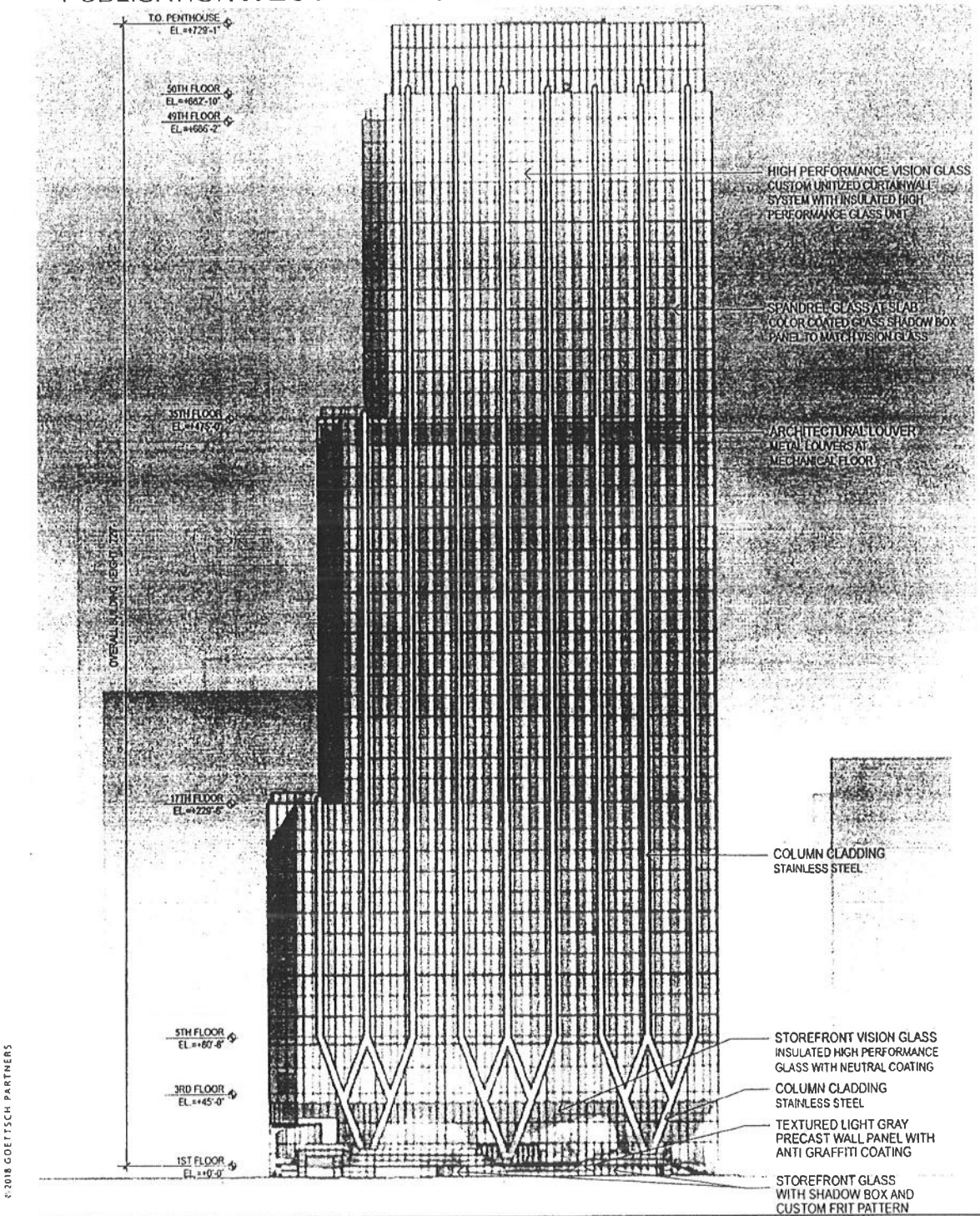


© 2018 GOETTSCHE PARTNERS

Applicant: 320 South Canal Titleholder LLC  
 Address: 320 S Canal Street  
 Introduced: February 19, 2020  
 Plan Commission: May 8, 2020

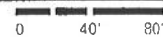
0 40' 80'

FINAL FOR PUBLICATION WEST ELEVATION - SUB AREA 'C'

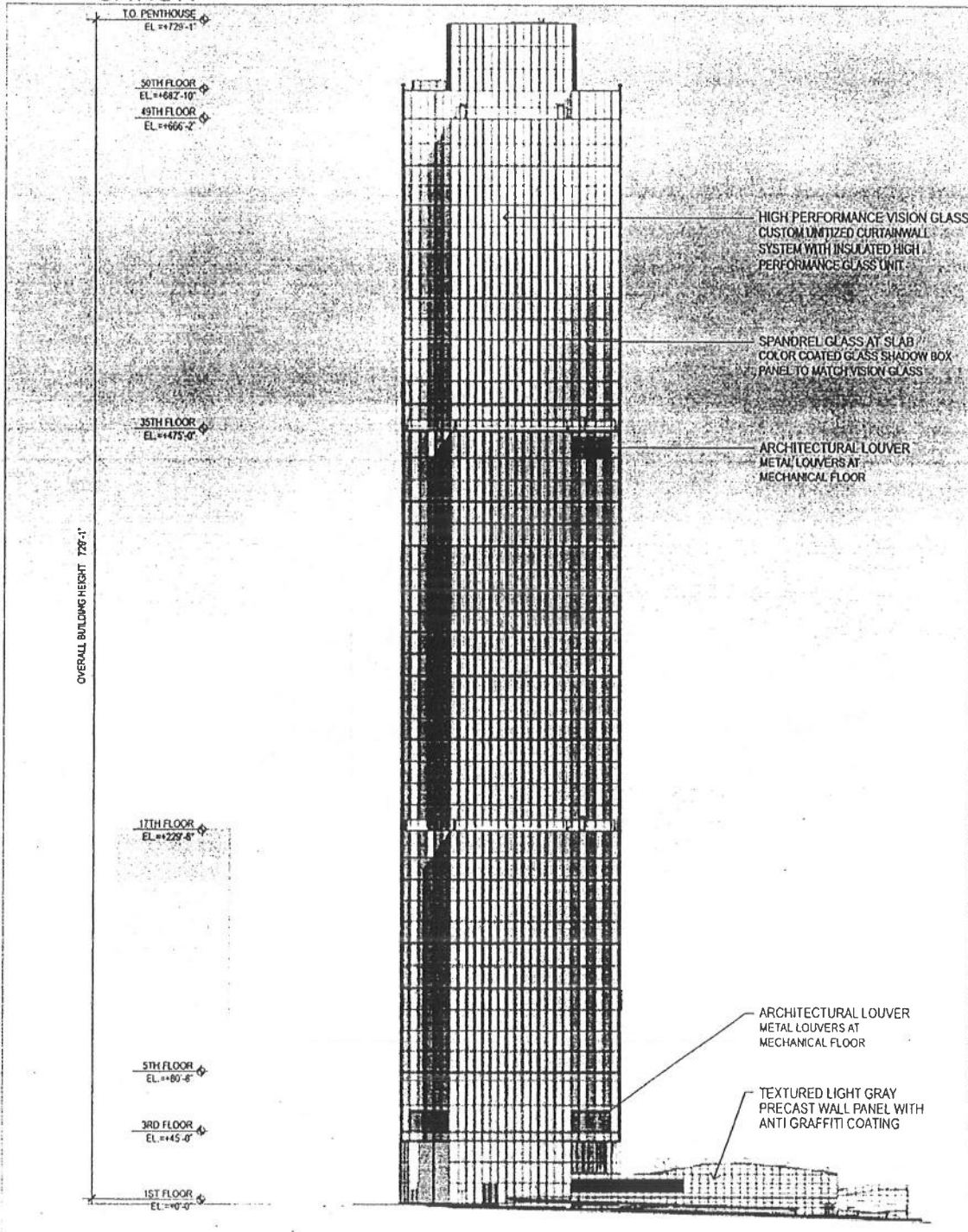


© 2018 GOETTSCHE PARTNERS

Applicant: 320 South Canal Titleholder LLC  
Address: 320 S Canal Street  
Introduced: February 19, 2020  
Plan Commission: May 8, 2020

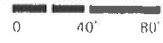


# FINAL FOR PUBLICATION NORTH ELEVATION - SUB AREA 'C'

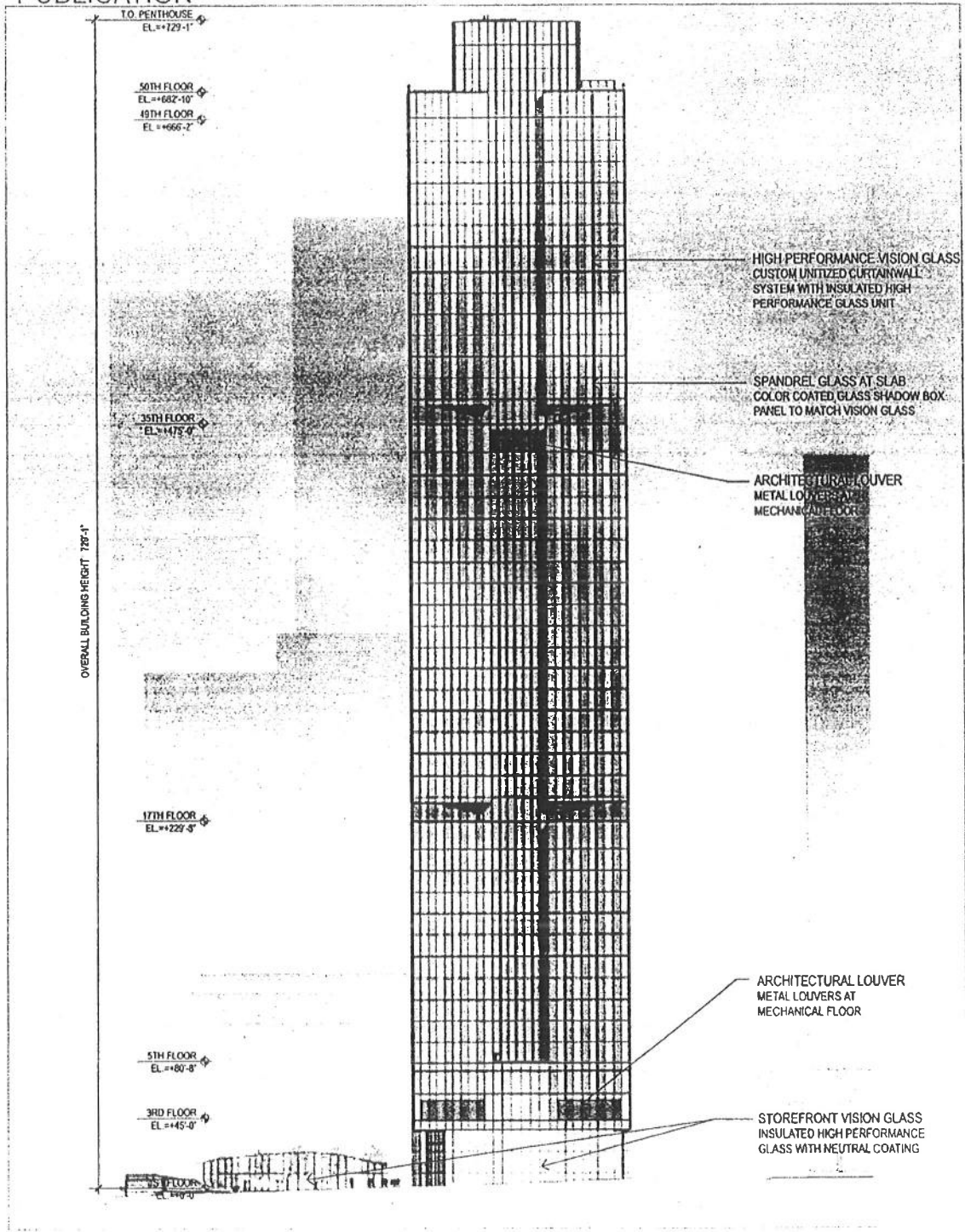


© 2018 GOETTSCHE PARTNERS

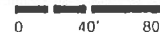
Applicant: 320 South Canal Titleholder LLC  
 Address: 320 S Canal Street  
 Introduced: February 19, 2020  
 Plan Commission: May 8, 2020



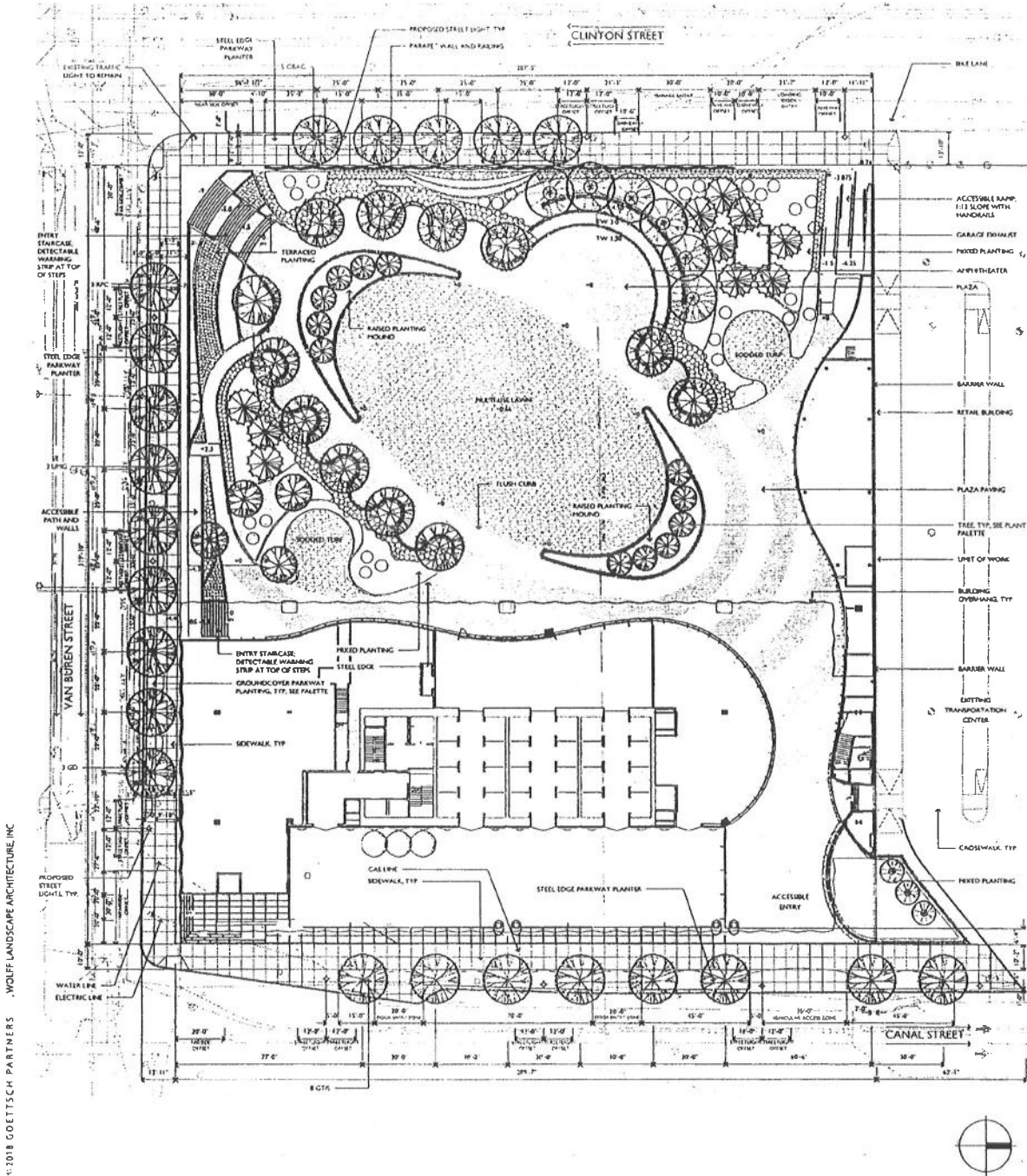
# FINAL FOR PUBLICATION SOUTH ELEVATION - SUB AREA 'C'



Applicant: 320 South Canal Titleholder LLC  
 Address: 320 S Canal Street  
 Introduced: February 19, 2020  
 Plan Commission: May 8, 2020



FINAL FOR PUBLICATION  
COMPOSITE LANDSCAPE PLAN - SUB AREA 'C'

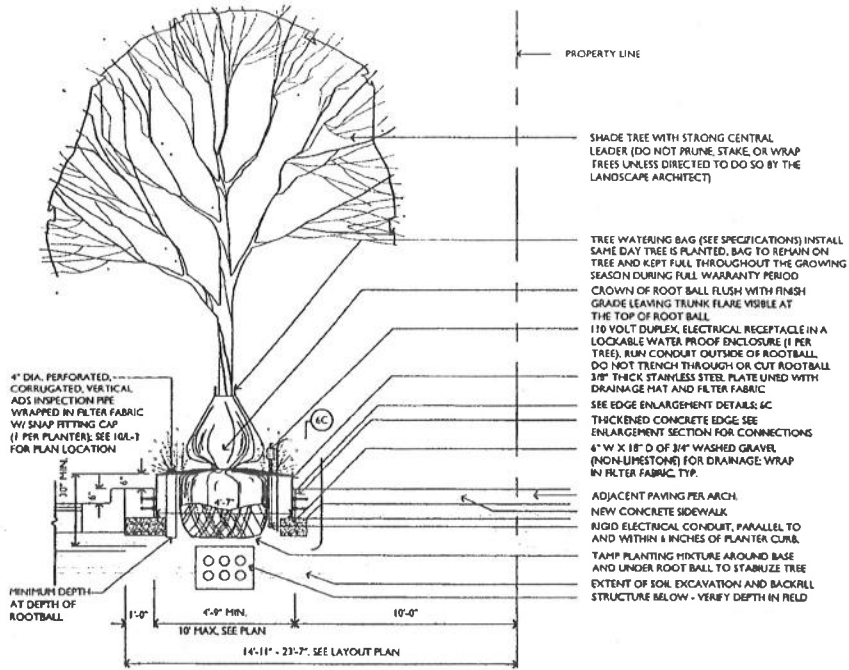


© 2018 GOETTSCHEK PARTNERS, WOLFF LANDSCAPE ARCHITECTURE, INC.

Applicant: 320 South Canal Titleholder LLC  
Address: 320 S Canal Street  
Introduced: February 19, 2020  
Plan Commission: May 8, 2020

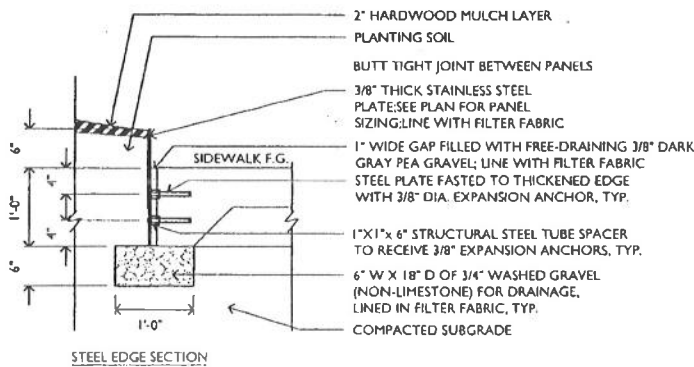
FINAL FOR PUBLICATION

PLANTING DETAILS - SUB AREA 'C'



1 STEEL EDGE PARKWAY PLANTER OVERALL SECTION

SCALE: 3/16" = 1'-0"



2 PARKWAY PLANTER TYPICAL STEEL EDGE SECTION

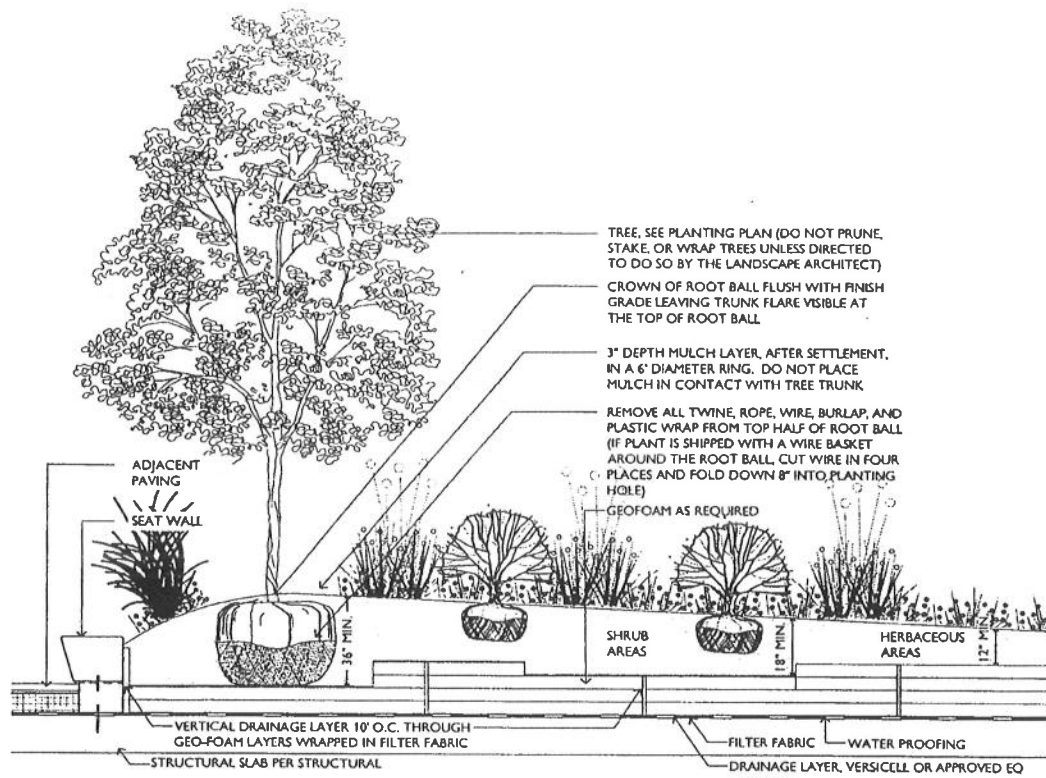
SCALE: 1/2" = 1'-0"

© 2018 GOETTSCHE PARTNERS WOLFF LANDSCAPE ARCHITECTURE, INC.

Applicant: 320 South Canal Titleholder LLC  
 Address: 320 S Canal Street  
 Introduced: February 19, 2020  
 Plan Commission: May 8, 2020

FINAL FOR PUBLICATION

### PLANTING DETAILS - SUB AREA 'C'

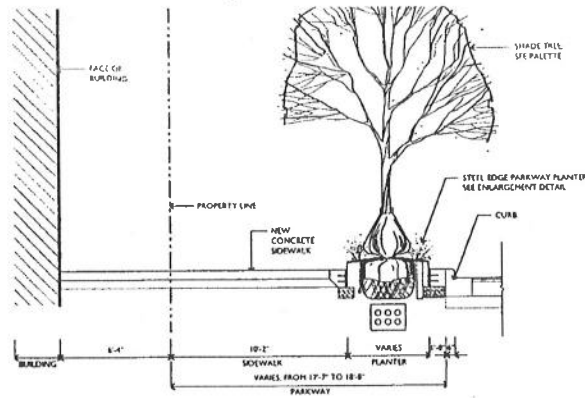


### 3 TREE PLANTING ON STRUCTURE

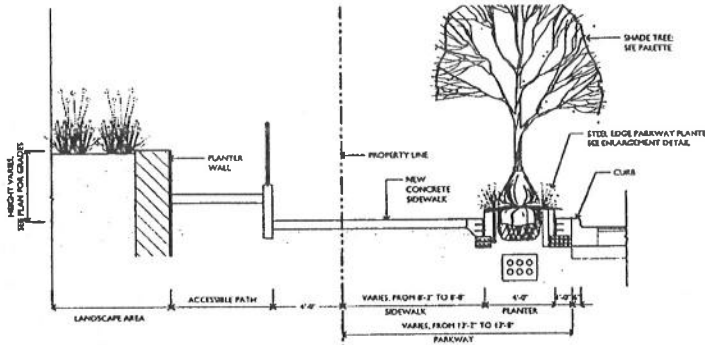
SCALE: 1/4" = 1'-0"

FINAL FOR PUBLICATION

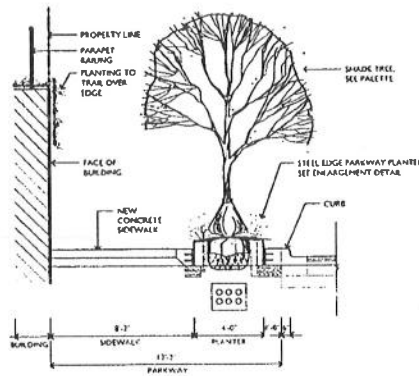
# STREET SECTIONS - SUB AREA 'C'



1 TYPICAL PARKWAY SECTION @ SOUTH CANAL STREET  
SCALE NOT TO SCALE



2 TYPICAL PARKWAY SECTION @ WEST VAN BUREN STREET  
SCALE NOT TO SCALE

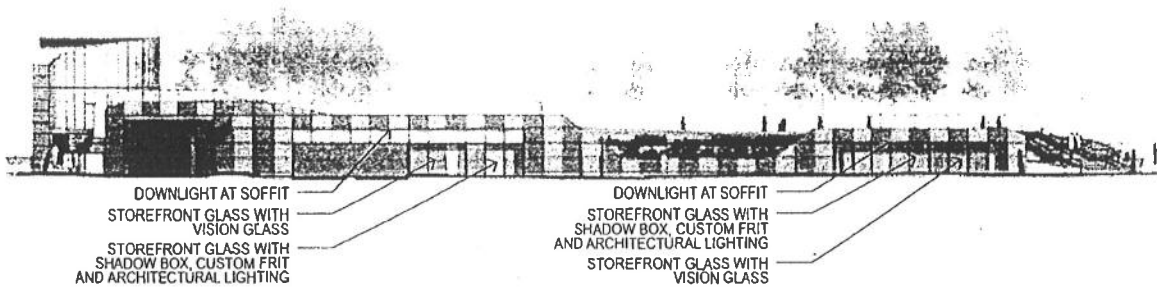


3 TYPICAL PARKWAY SECTION @ SOUTH CLINTON STREET  
SCALE NOT TO SCALE

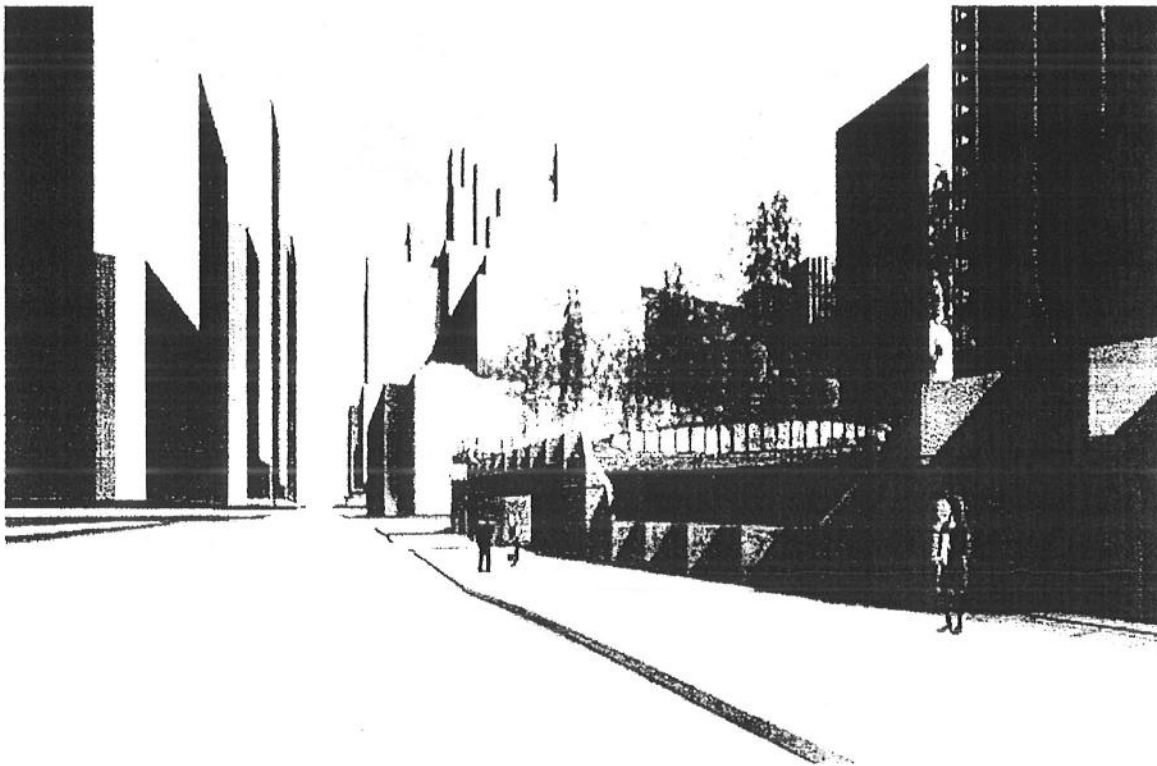
© 2018 GOETTSCHE PARTNERS, WOLFF LANDSCAPE ARCHITECTURE, INC.

Applicant: 320 South Canal Titleholder LLC  
Address: 320 S Canal Street  
Introduced: February 19, 2020  
Plan Commission: May 8, 2020

FINAL FOR  
PUBLICATION



CLINTON STREET ELEVATION

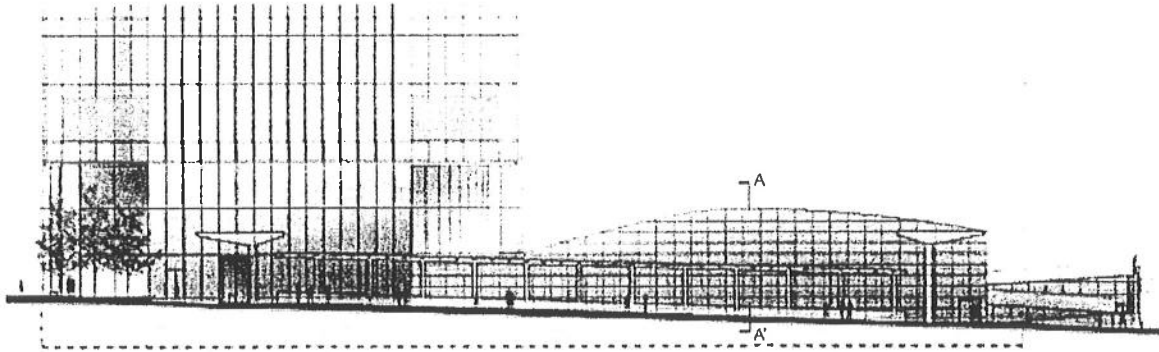


CLINTON STREET PERSPECTIVE

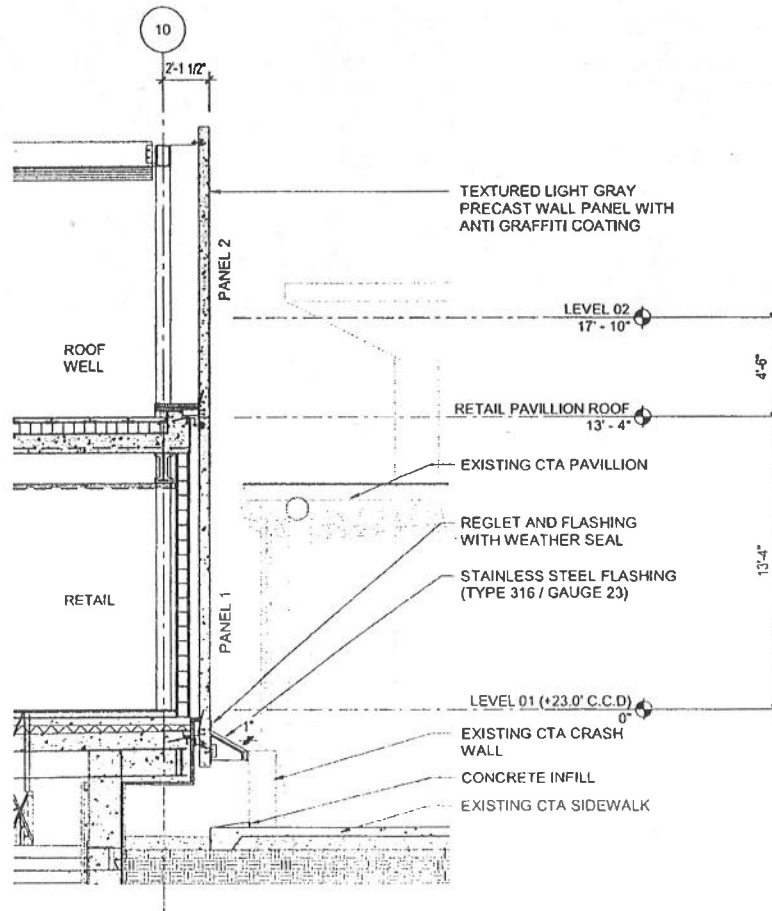
©2018 GOETTSCHE PARTNERS

Applicant: 320 South Canal Titleholder LLC  
Address: 320 S Canal Street  
Introduced: February 19, 2020  
Plan Commission: May 8, 2020

FINAL FOR PUBLICATION



NORTH ELEVATION AT CTA BUS STATION



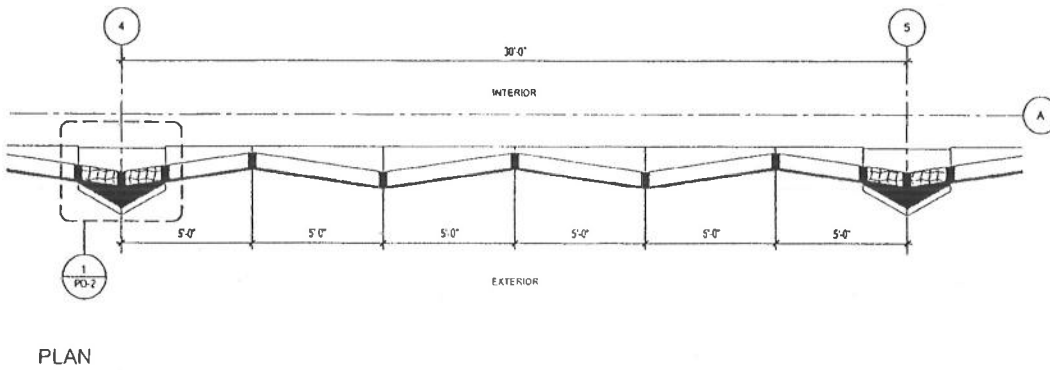
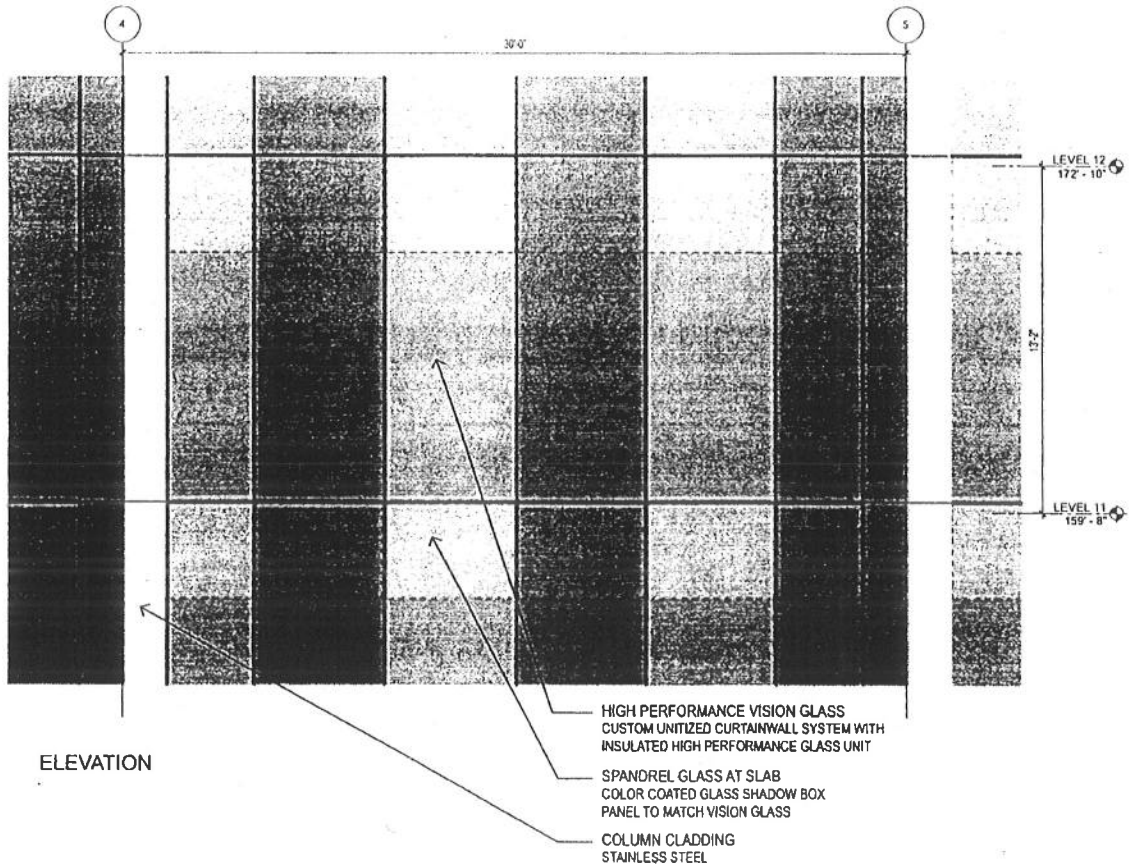
A-A' WALL SECTION AT CTA BUS STATION

©2018 GOETTTSCH PARTNERS

Applicant: 320 South Canal Titleholder LLC  
 Address: 320 S Canal Street  
 Introduced: February 19, 2020  
 Plan Commission: May 8, 2020

FINAL FOR  
PUBLICATION

# FACADE SYSTEM

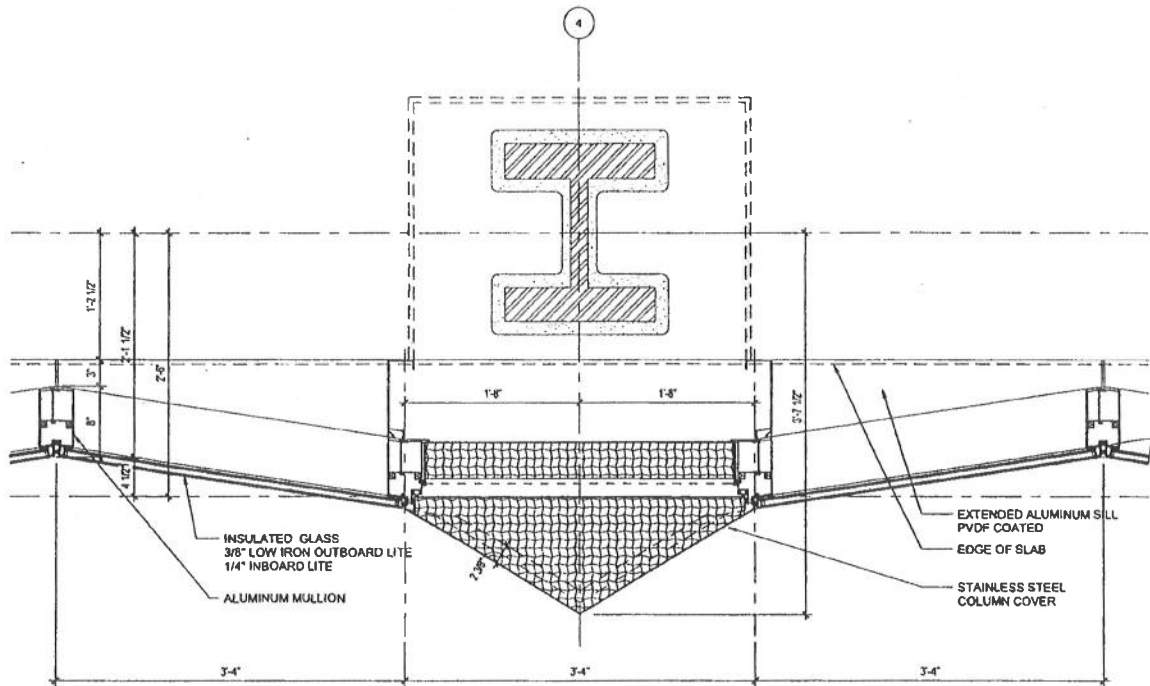


© 2018 GOETTISCH PARTNERS

Applicant: 320 South Canal Titleholder LLC  
Address: 320 S Canal Street  
Introduced: February 19, 2020  
Plan Commission: May 8, 2020

FINAL FOR  
PUBLICATION

### FACADE DETAIL



PLAN

©2018 GOETTSCHE PARTNERS

Applicant: 320 South Canal Titleholder LLC  
Address: 320 S Canal Street  
Introduced: February 19, 2020  
Plan Commission: May 8, 2020





DEPARTMENT OF PLANNING AND DEVELOPMENT

November 26, 2019

CITY OF CHICAGO

Jack George  
Akerman LLP  
71 S. Wacker Drive  
47<sup>th</sup> Floor  
Chicago, IL 60606

**Re: Minor change for PD No. 376, Subarea C, Park adjacent to 310 S. Canal St.**

Dear Mr. George:

Please be advised that your request for a minor change to Business Planned Development No. 376, ("PD 376") has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement Number's 12 and 17 of PD 376.

On June 27, 2019, a minor change was granted for modifications to both the proposed 46-story office building to be located at 310 S. Canal St. and the proposed public park/plaza to be located along Van Buren and Clinton Streets. Both of these sites are located within Subarea C of PD 376. Your client, 320 South Canal Titleholder LLC (the "Applicant"), the sole owner of Subarea C, is seeking a minor change to Statement 17 to allow for the issuance of a final certificate of occupancy for the 310 S. Canal St. building if the park is substantially completed rather than completed.

The Applicant is currently negotiating the terms of the Development, Easement and Maintenance Agreement ("DEMA") for the park, pursuant to Statement No. 17 of the PD, and is seeking this minor change so that the language in the PD and the language in the DEMA are consistent with one another. Statement No. 17 requires the park to be complete prior to the issuance of a certificate of occupancy for the principal building within Subarea C. You are seeking to change the language to: the park is required to be substantially completed prior to issuance of the final certificate of occupancy for the principal building within Subarea C, provided that planting may be delayed, if consistent with good landscape practice, but not longer than one year following receipt of the occupancy certificate.

With regard to your request, the Department of Planning and Development has determined that allowing the proposed modification to Statement No. 17 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 376, 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,



Patrick Murphey  
Zoning Administrator

C: Michael Gaynor, Nelson Chueng, Bob McKenna, Mike Marmo, Erik Glass, Emily Thrun,  
Ron Daye, Main file

April 30, 2019

**BY HAND DELIVERY**

Patrick Murphey  
Department of Planning and Development  
City Hall – Room 905  
121 North LaSalle Street  
Chicago, Illinois 60602

Re: Request for Administrative  
Business Planned Development No. 376

Dear Commissioner Murphy:

Pursuant to the provisions of Section 17-13-0611-A of the Chicago Zoning Ordinance; Statement No. 12 and Statement No. 15 of Business Planned Development No. 376 (the “Planned Development”), my client, RC Union Station Development Company LLC (“Applicant”), respectfully requests that the Commissioner of the Department of Planning and Development review and approve the following minor changes to the Planned Development:

As you know, Applicant has designed a new building for Subarea C of the Planned Development. Applicant has completed the design of the new building elevations for Subarea C of the Planned Development. In addition, Applicant has received feedback from the Department of Planning and Development for minor changes to the plaza and parkway landscaping for Subarea C of the Planned Development. Applicant is confirming that the Subarea C plaza will have signage at all corner access points identifying the plaza is open to the public, from 6AM-11PM per Statement No. 17 of the Planned Development. Applicant is confirming that the Subarea C plaza lighting will comply with Dark Sky and Chicago Park District Standards. Applicant is confirming that it is in progress with CDOT and the City to update the Subarea C Pedway agreement as a result of the Planned Development.

Enclosed herein please find drawings reflecting the proposed elevations and site plan for Subarea C. Also enclosed please find a check in the amount of \$1,500.00 made payable to the City of Chicago Department of Revenue for the planned development minor change processing fee. I respectfully submit that the proposed modifications are minor, appropriate and consistent with the nature of the improvements contemplated in the Planned Development.

Please note that Applicant has reviewed the proposed building elevations and site plan for Subarea C with Department of Planning and Development staff prior to this minor change request.

For the foregoing reasons, my client respectfully requests that the Commissioner of the Department of Planning and Development allow the proposed minor changes to Subarea C. I would appreciate it if you could please provide me with a letter indicating whether or not this change is acceptable to the Department of Planning and Development. Please feel free to contact me if you should have any questions. Applicant and the Project Architect are prepared to meet and explain the proposed minor changes in greater detail, if necessary. Thank you.

Sincerely,

John J. George



DEPARTMENT OF PLANNING AND DEVELOPMENT

June 27, 2019

CITY OF CHICAGO

Jack George  
Akerman LLP  
71 S. Wacker Drive  
47<sup>th</sup> Floor  
Chicago, IL 60606

**Re: Minor change request for PD No. 376, Subarea C, 310 S. Canal St.**

Dear Mr. George:

Please be advised that your request for a minor change to Business Planned Development No. 376, ("PD 376") has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement Number's 12 and 15 of PD 376.

Your client and the developer of the property, RC Union Station Development Company LLC, is seeking a minor change to allow for design revisions to the proposed 46-story office building to be located at 310 S. Canal St. The property owner, Amtrak, has provided their consent to this request. Further, this request is made pursuant to Statement 15 of PD 376, which allows the developer and the Department of Planning and Development, at either party's request, to evolve the design of the approved building and allow changes to the elevations to be approved administratively as a minor change.

Along with design modifications to the proposed building, there are also revisions to the public plaza/park along Van Buren and Clinton Streets and parkway landscaping surrounding the site. Pursuant to Statement 17 of the PD, your client will provide informational signage at all entries stating that the plaza/park is open to the public during normal park hours between 6:00 am to 11:00 pm every day of the year. Your client will also provide architectural lighting on the Clinton St. wall and at the plaza level and all lighting will comply with Dark Sky and Chicago Park District Standards. Finally, you have also confirmed that your client is working with CDOT and the City to update the Subarea C Pedway agreement as a result of the Planned Development.

The following revised drawings are attached: Site Plan - Sub Area 'C', L1 Canal Street Level Plan - Sub Area 'C', LL1 Clinton Street Level Plan - Sub Area 'C', Lower Level 2 Plan - Sub Area 'C', Green Roof Plan - Sub Area 'C', North South Building Section - Sub Area 'C', East Elevation - Sub Area 'C', West Elevation - Sub Area 'C', North Elevation - Sub Area 'C', South Elevation - Sub Area 'C', Façade System - Sub Area 'C', Façade Detail - Sub Area 'C', Composite Landscape Plan - Sub Area 'C', Planting Details - Sub Area 'C', Street Sections -

Sub Area 'C', West Elevation - Sub Area 'C', and North Elevation - Sub Area 'C'. All exhibits pertaining to Sub Area 'A' will remain unchanged.

With regard to 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 376, 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,



Patrick Murphey  
Zoning Administrator

C: Tyler Lamkey  
Mike Marmo  
Erik Glass  
Emily Thrun  
Cindy Roubik  
Robert McKenna  
Ron Daye  
Jeff Sriver  
Teresa McLaughlin  
Main file

# SITE PLAN - SUB AREA 'C'

W JACKSON BOULEVARD

CTA BUS TERMINAL

RETAIL ROOF  
(LEVEL 02)

TERRACE  
(LEVEL 17)

TERRACE  
(LEVEL 33)

TERRACE  
(LEVEL 49)

UPPER ROOF  
(LEVEL 52)

BMU

ROOF  
(LEVEL 59)

ROOF  
(LEVEL 50)

LOWER ROOF  
(LEVEL 51)

PLAZA LEVEL

AUDIBLE/VISUAL  
PEDESTRIAN WARNING  
DEVICE

CLINTON STREET

CANAL STREET

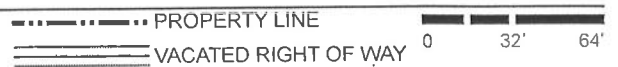
ROW  
VACATION

W VAN BUREN STREET

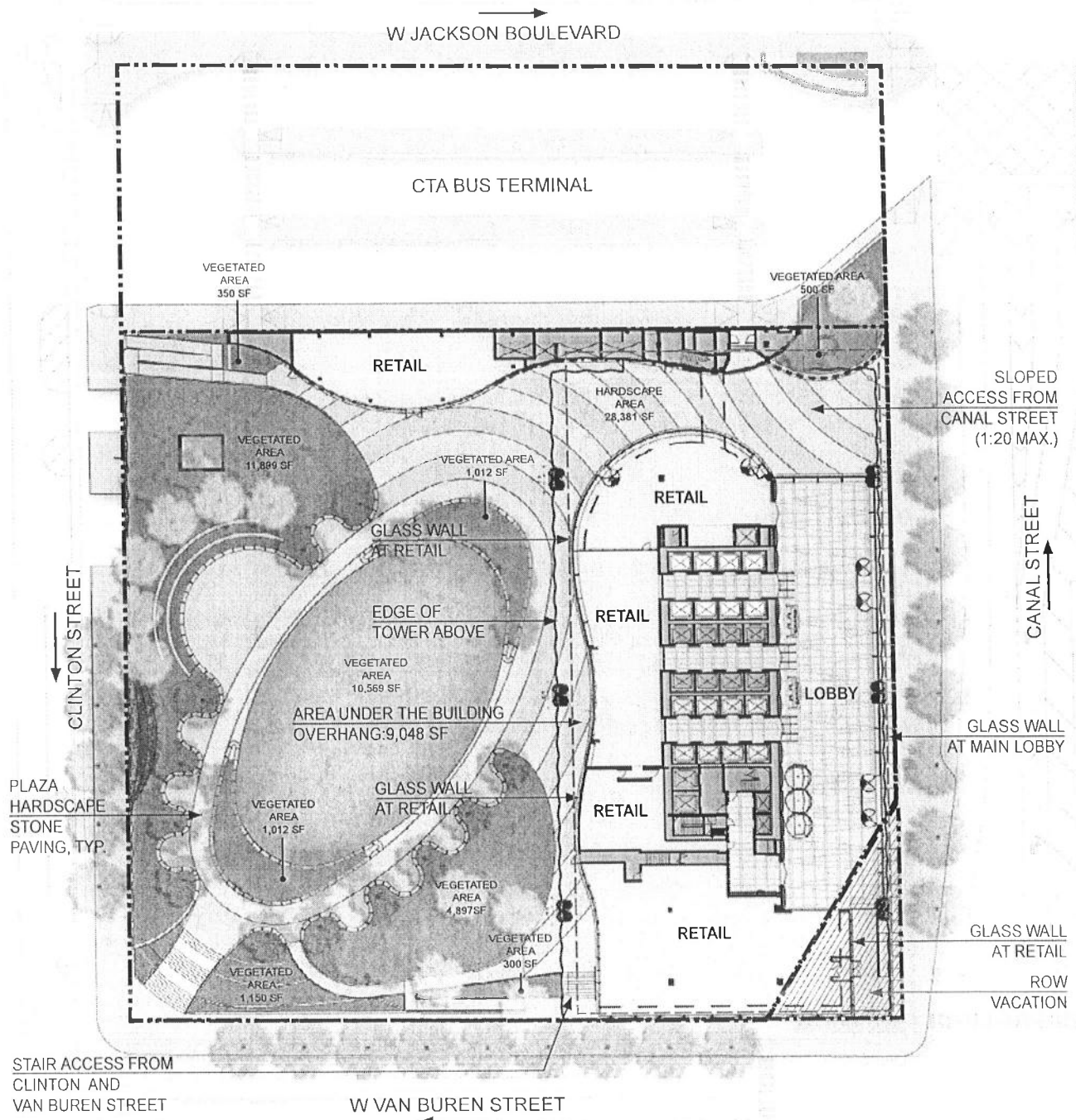
© 2018 GOETTSCHE PARTNERS



Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Minor Change: April 30, 2019



# L1 CANAL STREET LEVEL PLAN - SUB AREA 'C'



SITE AREA: 92,244 SF  
 TOTAL ENCLOSED AREA (BUILDING) : 32,174 SF (35%)  
 TOTAL OPEN AREA (HARDSCAPE+LANDSCAPE) : 28,381 SF + 31,689 SF = 60,070 SF (65%)

TOTAL BUILDING OVERHANG AREA (NORTH, WEST AND SOUTH) = 9,048 SF

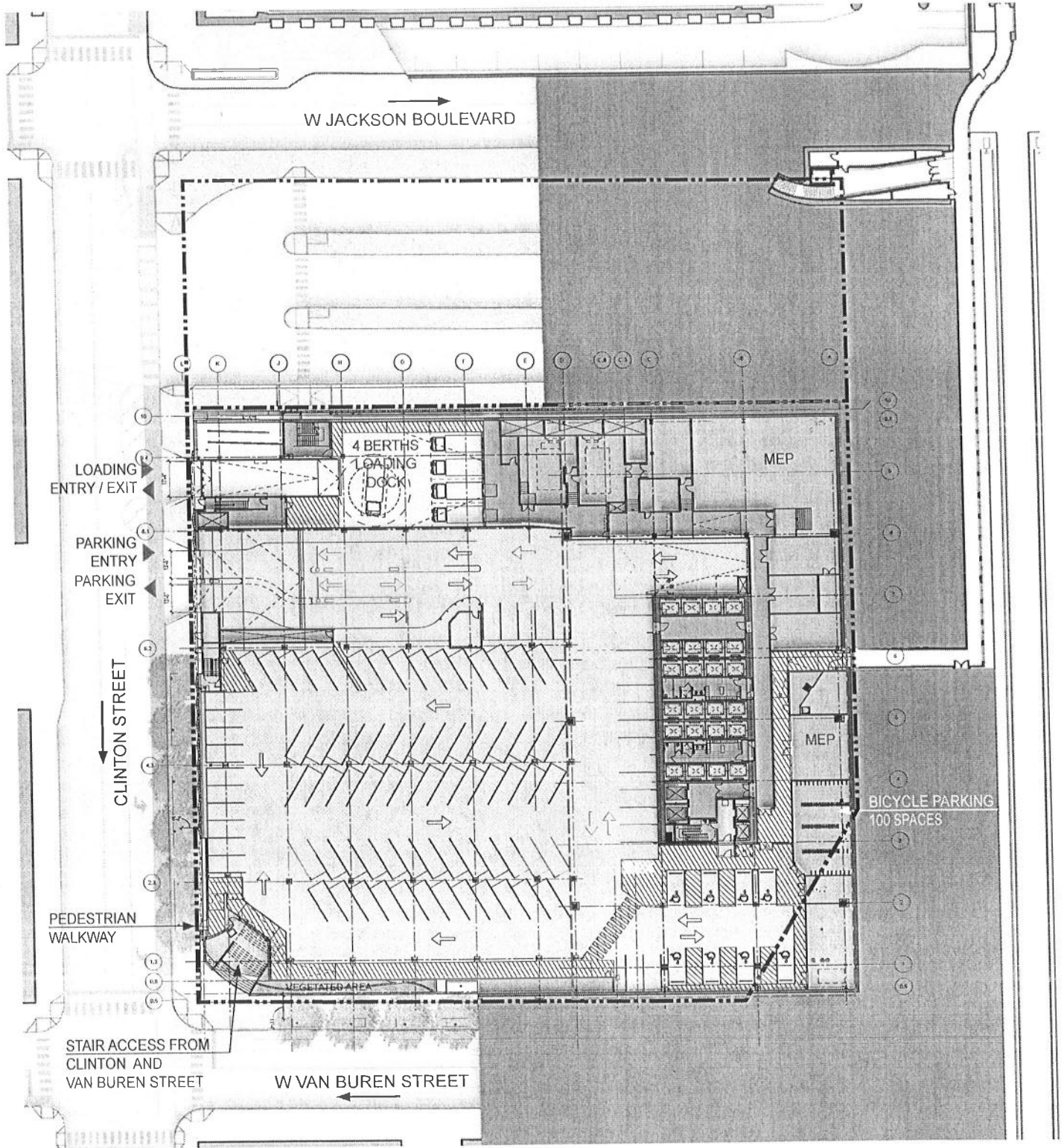


Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Minor Change: April 30, 2019

- PROPERTY LINE
- - - LINE OF BUILDING ABOVE
- ==== VACATED RIGHT OF WAY



# LL1 CLINTON STREET LEVEL PLAN - SUB AREA 'C'

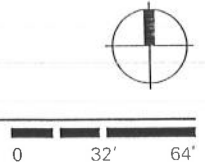


© 2018 GOETTSCHE PARTNERS

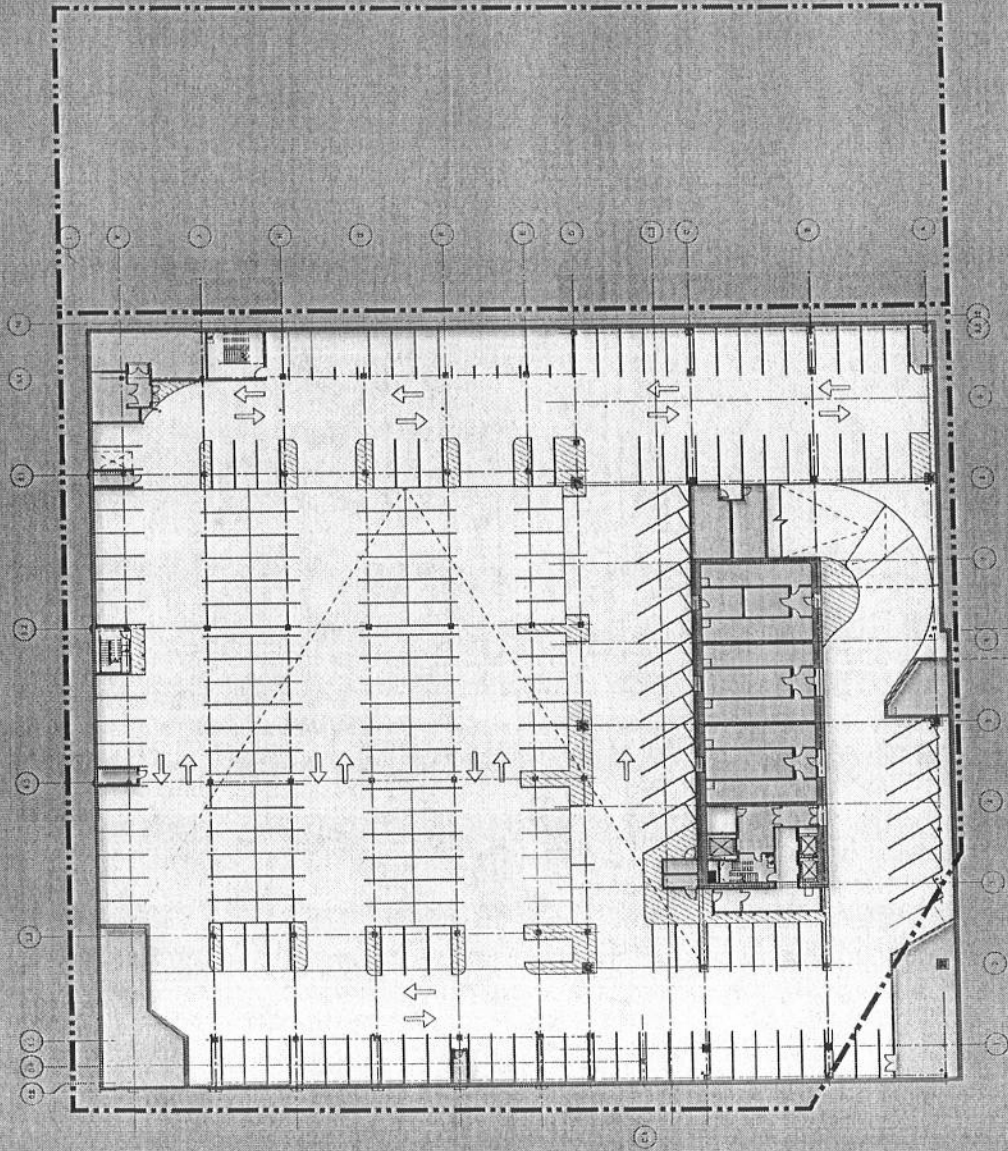
TOTAL 323 PARKING SPACES  
 P1: 106 PARKING (8 ACCESSIBLE PARKINGS)  
 P2: 217 PARKING

Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Minor Change: April 30, 2019

--- PROPERTY LINE



# LOWER LEVEL 2 PLAN - SUB AREA 'C'



©2018 GOETTSCHE PARTNERS

TOTAL 323 PARKING SPACES  
P1: 106 PARKING (8 ACCESSIBLE PARKINGS)  
P2: 217 PARKING

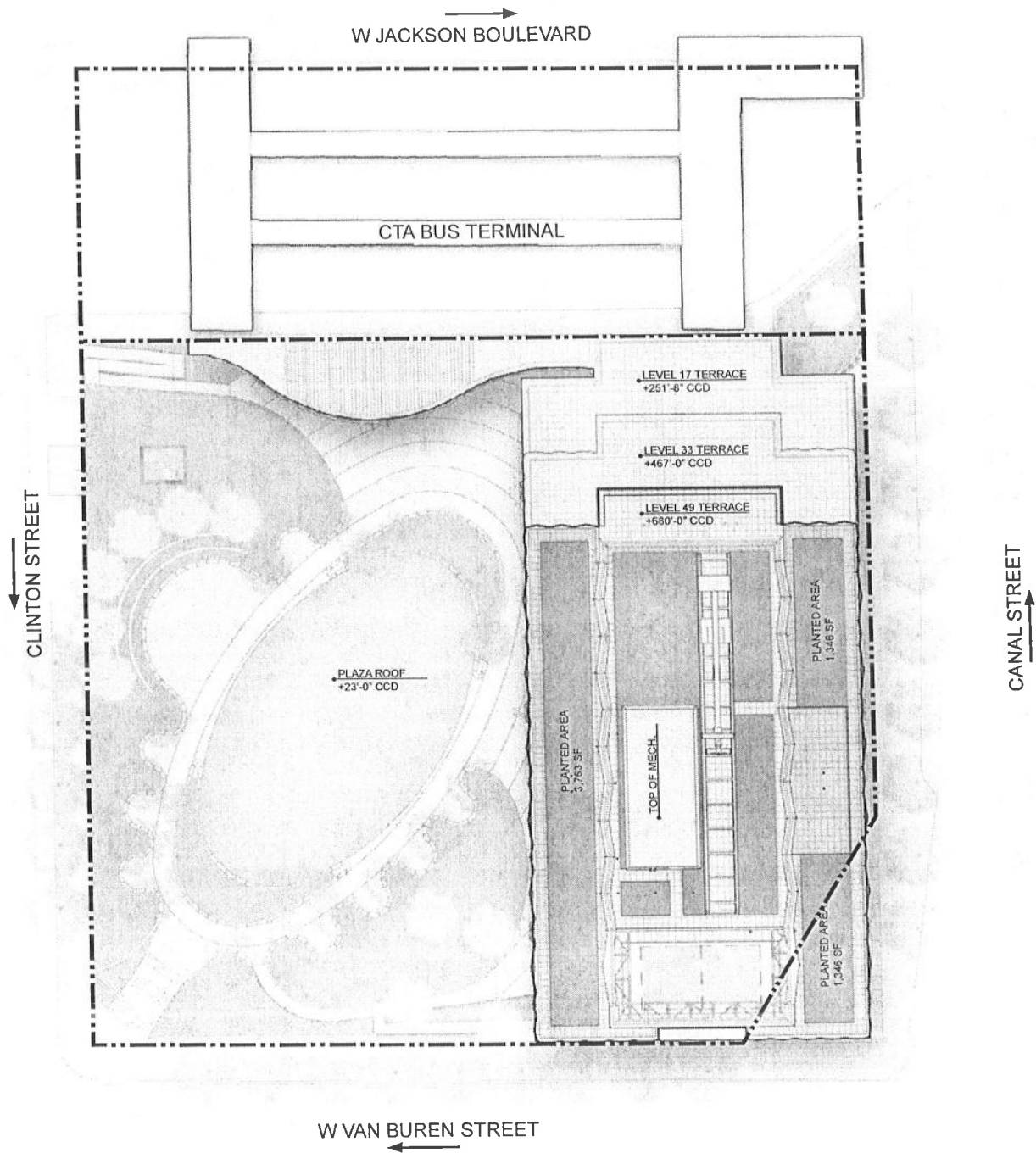


Applicant: RC Union Station Development Company, LLC  
Address: 500 W Jackson Boulevard / 310 S Canal Street  
Minor Change: April 30, 2019

----- PROPERTY LINE

0 32' 64'

# GREEN ROOF PLAN - SUB AREA 'C'



GROSS ROOF AREA: 37,474 SF  
 ESTIMATED NET ROOF AREA: 26,986 SF  
 ESTIMATED GREEN ROOF AREA: 13,512 SF  
 (SHALL BE 50% OF NET ROOF AREA)

© 2018 GOETTSCHE PARTNERS

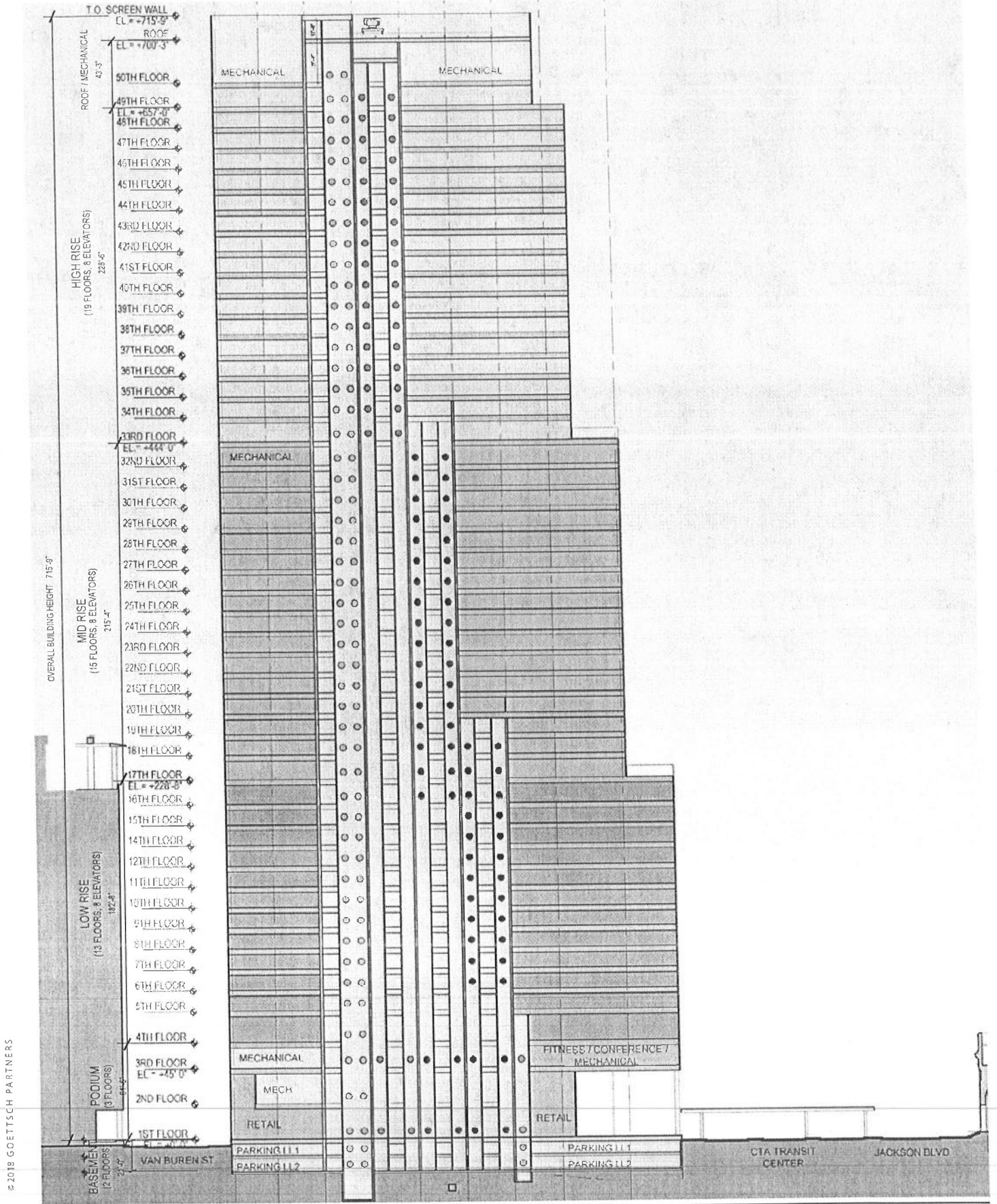


Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Minor Change: April 30, 2019

----- PROPERTY LINE

0 32' 64'

# NORTH SOUTH BUILDING SECTION - SUB AREA 'C'

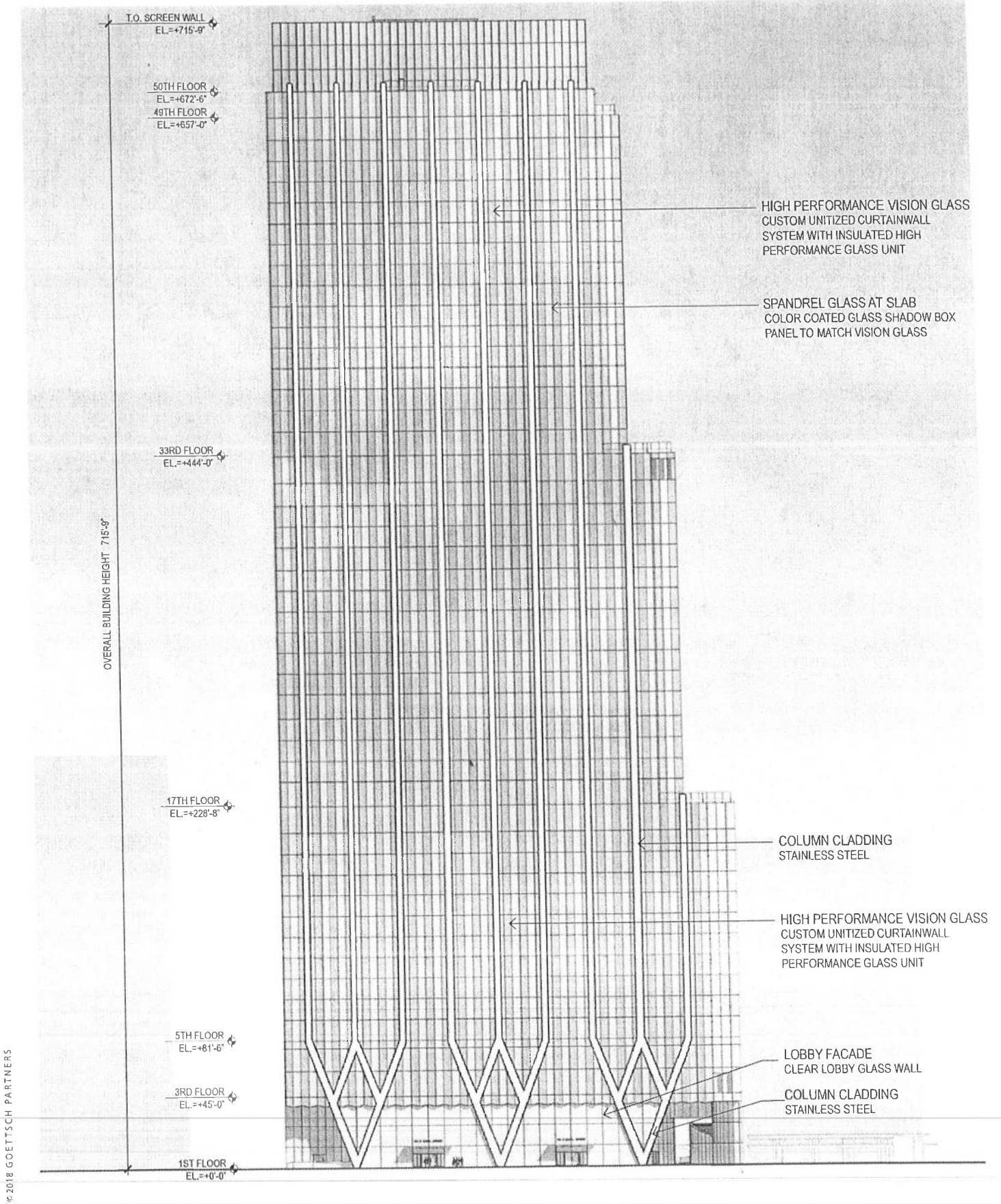


© 2018 GOETTSCHE PARTNERS

Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Minor Change: April 30, 2019



# EAST ELEVATION - SUB AREA 'C'

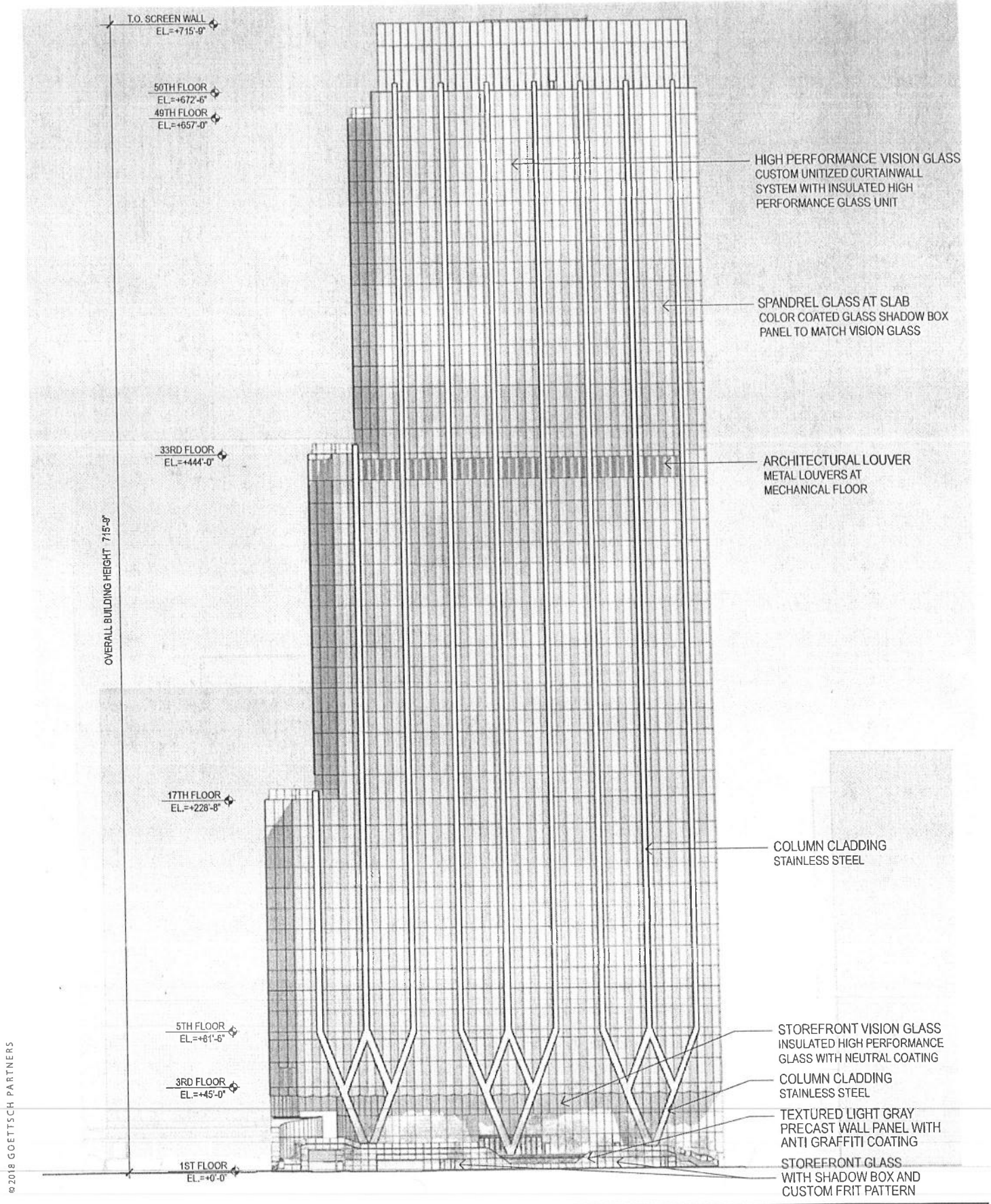


© 2018 GOETTSCHE PARTNERS

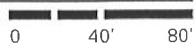
Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Minor Change: April 30, 2019



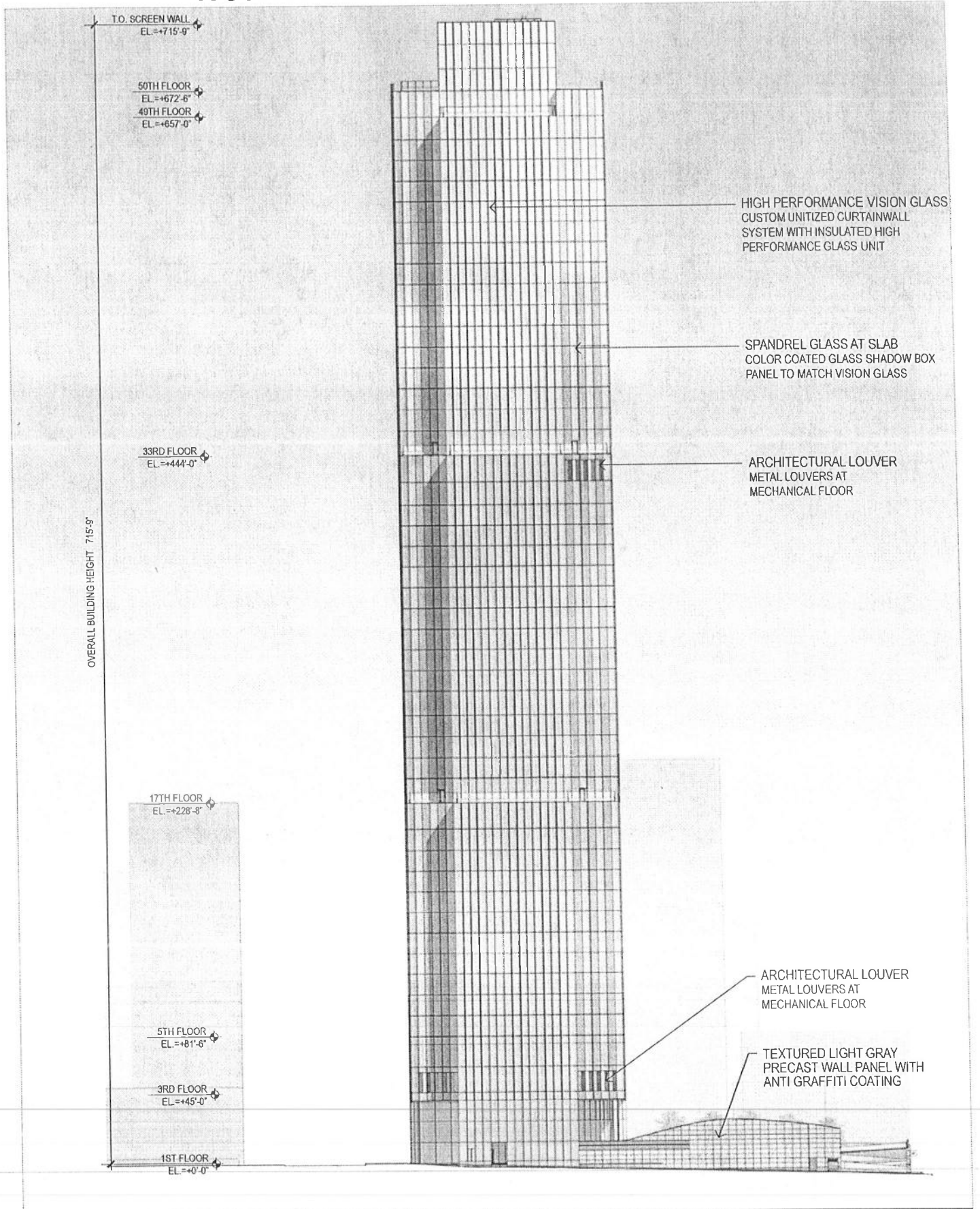
# WEST ELEVATION - SUB AREA 'C'



Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Minor Change: April 30, 2019



# NORTH ELEVATION - SUB AREA 'C'

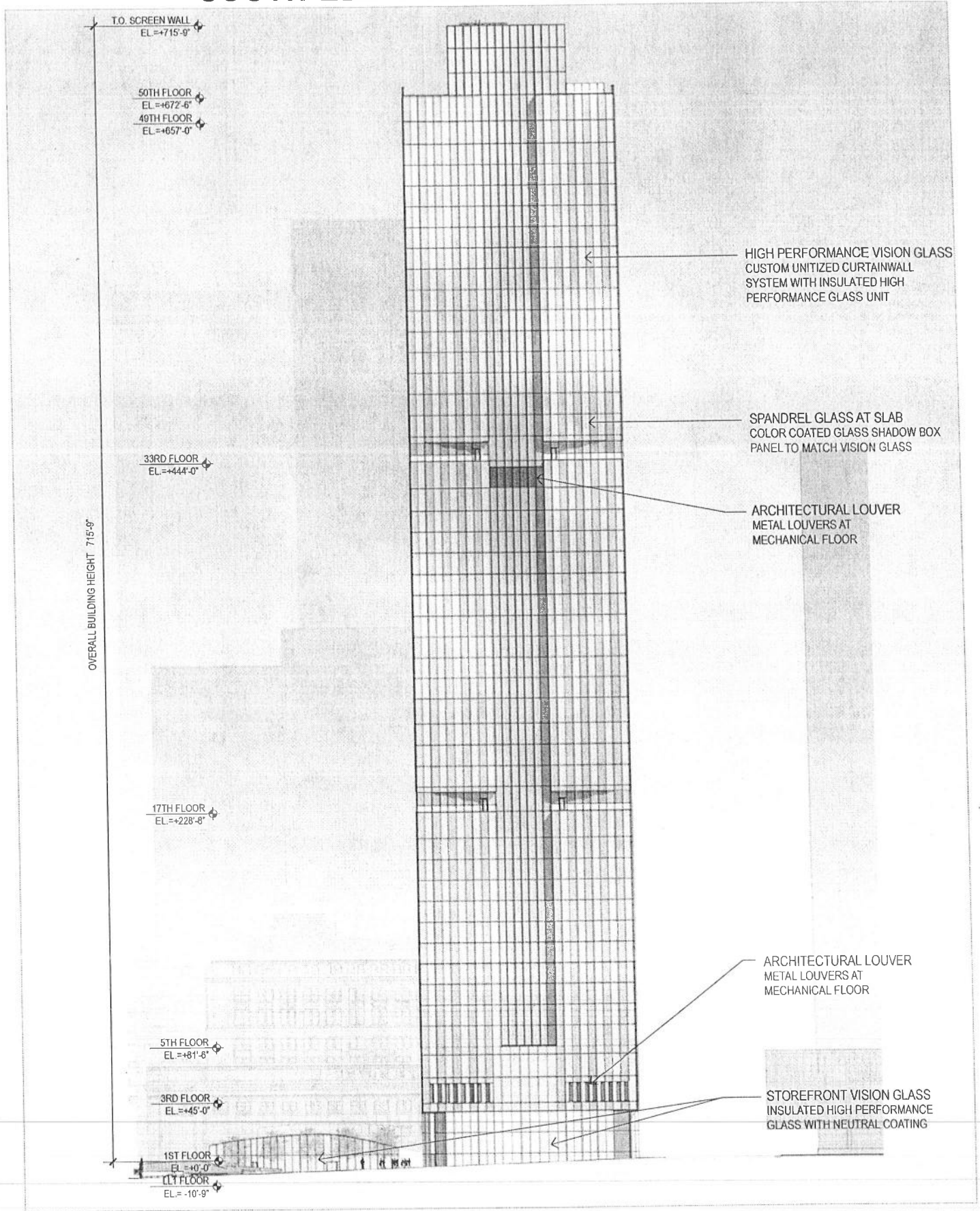


© 2018 GOETTSCHE PARTNERS

Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Minor Change: April 30, 2019

0 40' 80'

# SOUTH ELEVATION - SUB AREA 'C'

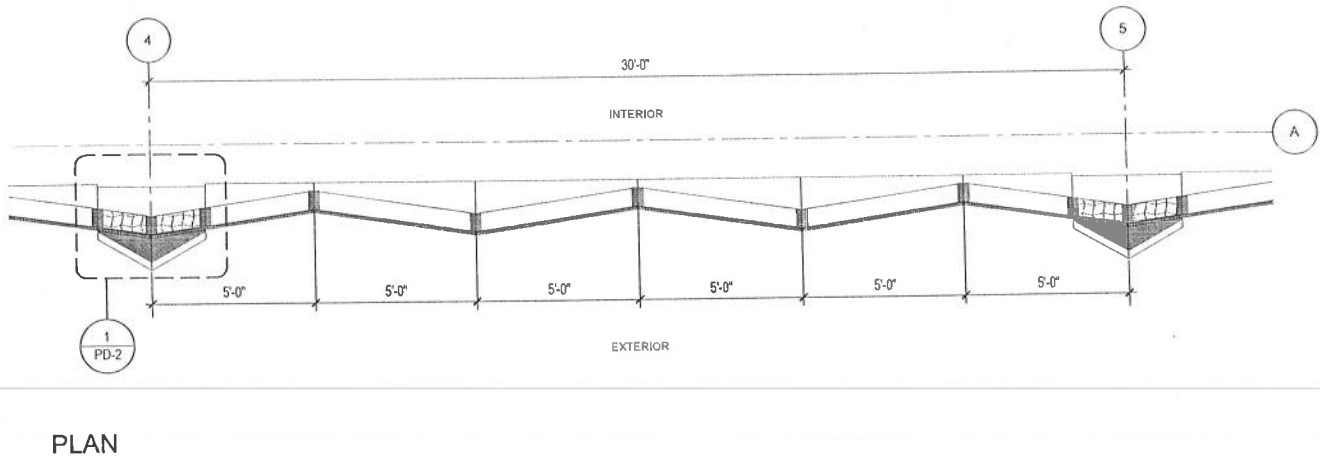
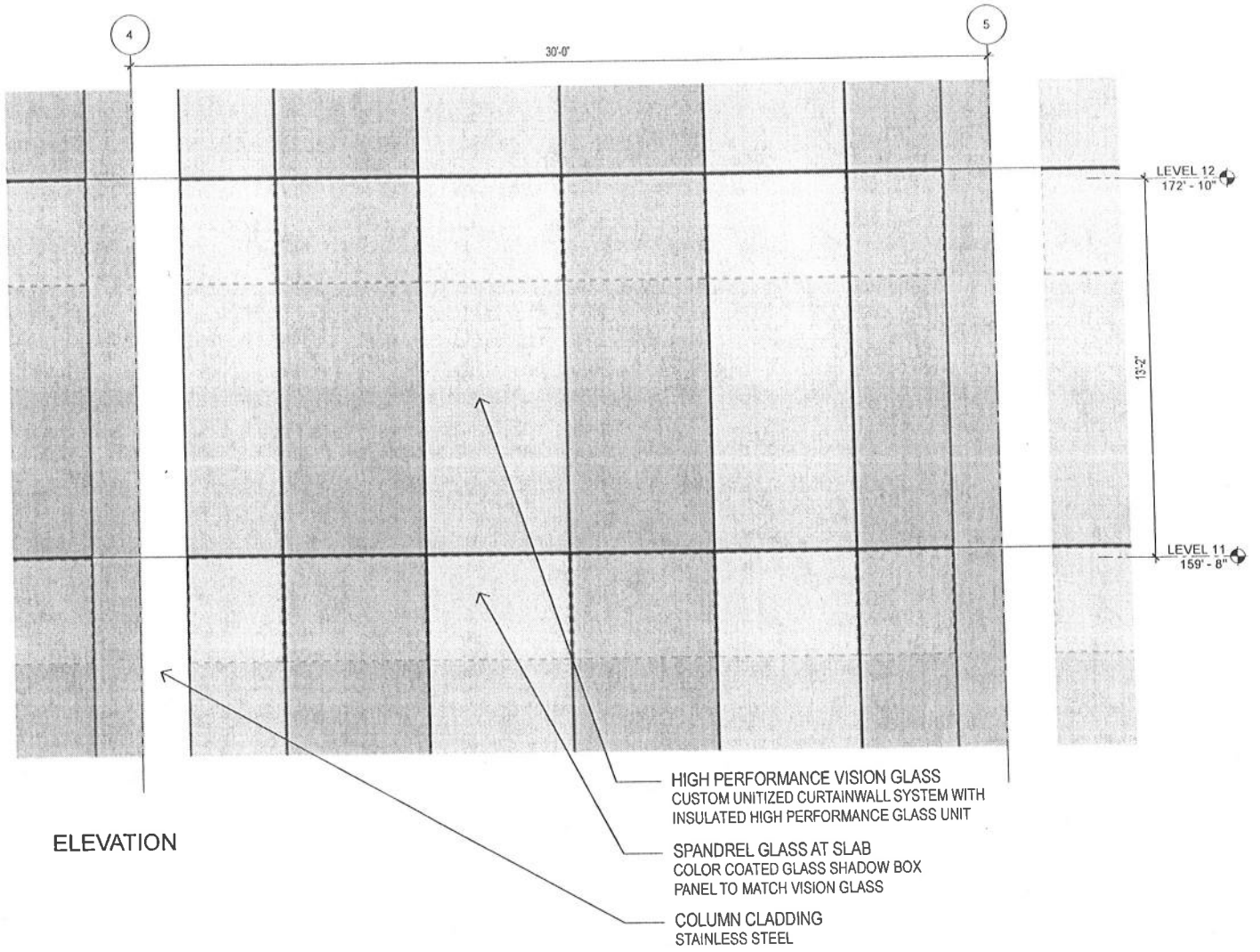


© 2018 GOETTSCHE PARTNERS

Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Minor Change: April 30, 2019



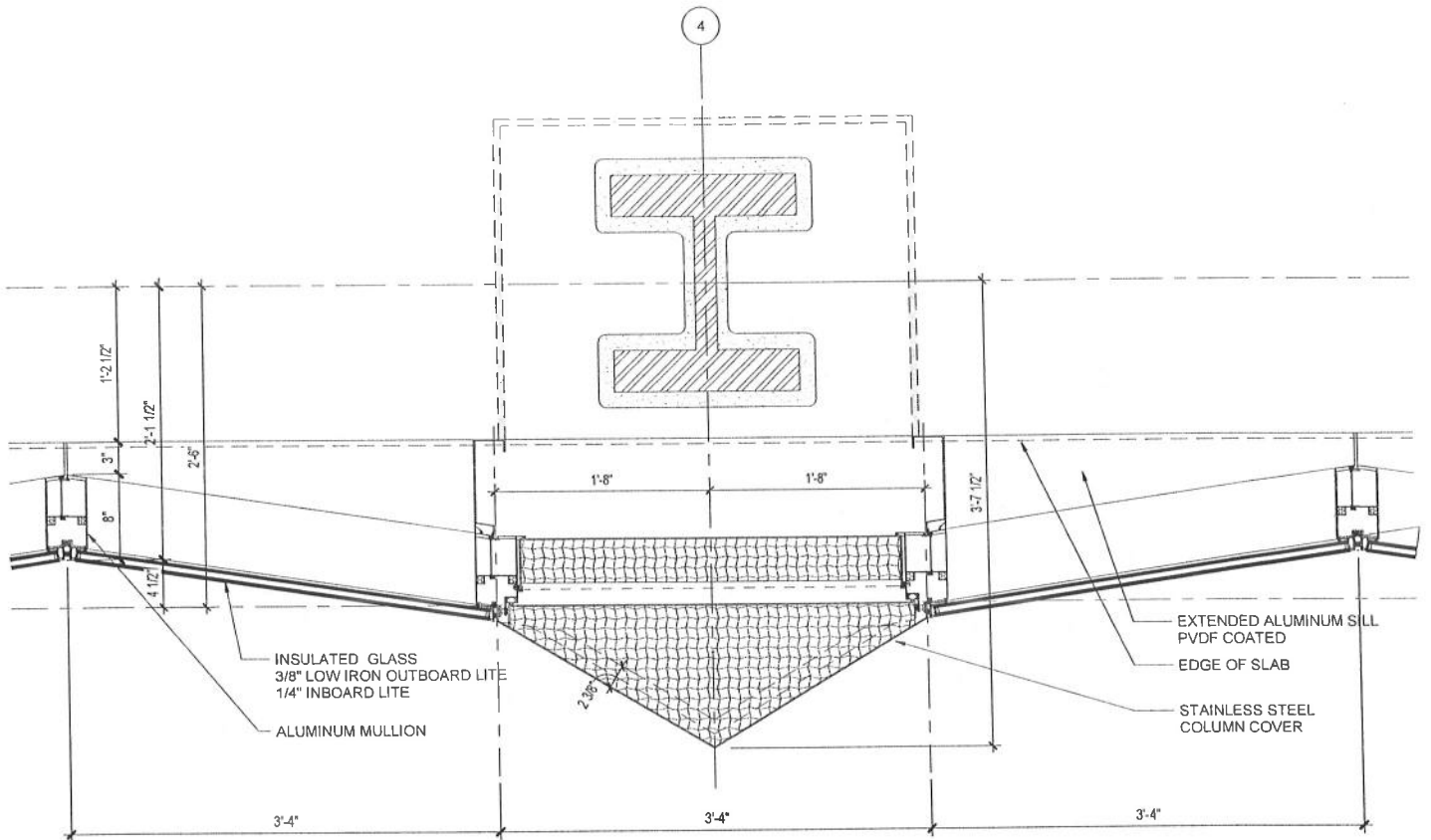
# FACADE SYSTEM - SUB AREA 'C'



© 2018 GOETTSCHE PARTNERS

Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Minor Change: April 30, 2019

# FACADE DETAIL - SUB AREA 'C'

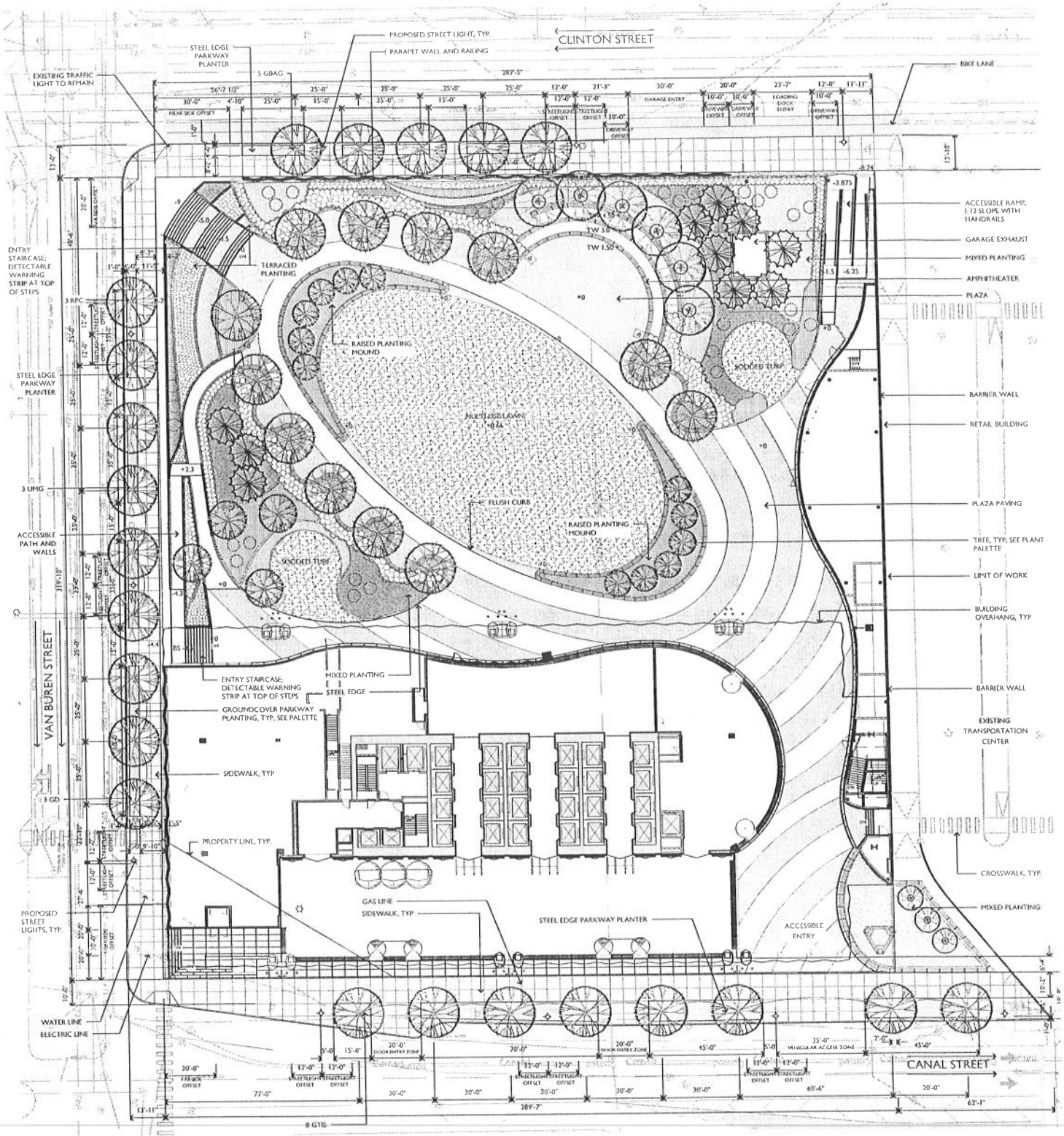


PLAN

© 2018 GOETTISCH PARTNERS

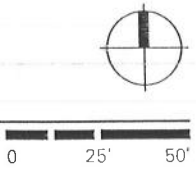
Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Minor Change: April 30, 2019

# COMPOSITE LANDSCAPE PLAN - SUB AREA 'C'

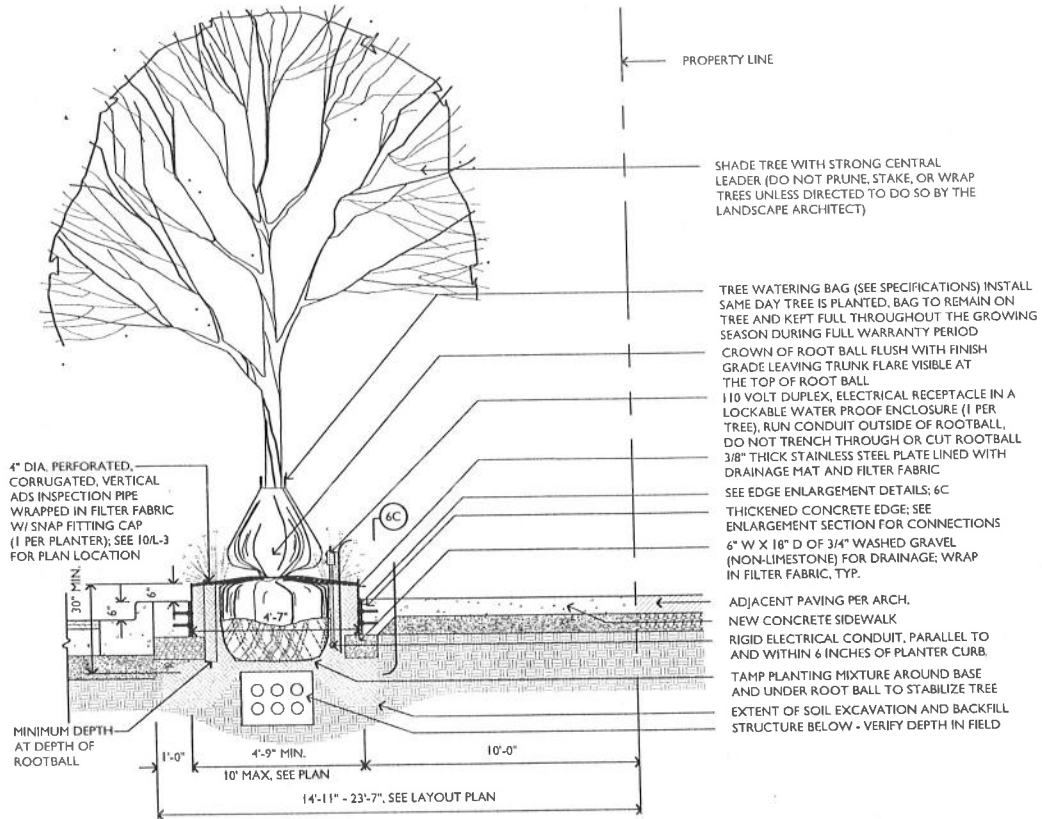


© 2018 GOETTSCHE PARTNERS WOLFF LANDSCAPE ARCHITECTURE, INC.

Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Minor Change: April 30, 2019

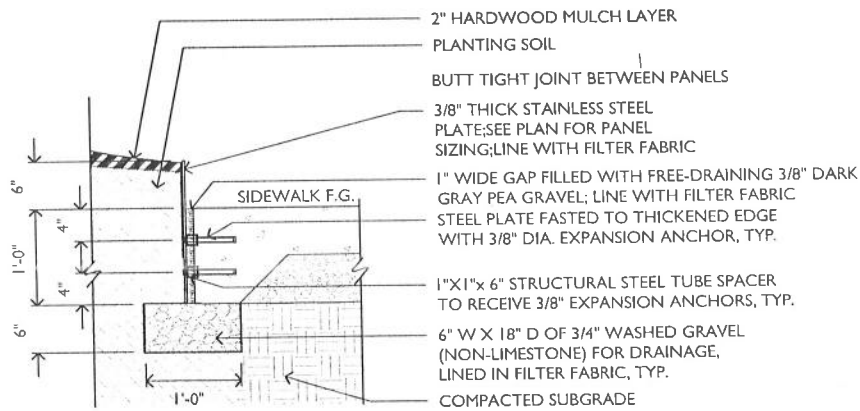


# PLANTING DETAILS - SUB AREA 'C'



## STEEL EDGE PARKWAY PLANTER OVERALL SECTION

SCALE: 3/16" = 1'-0"

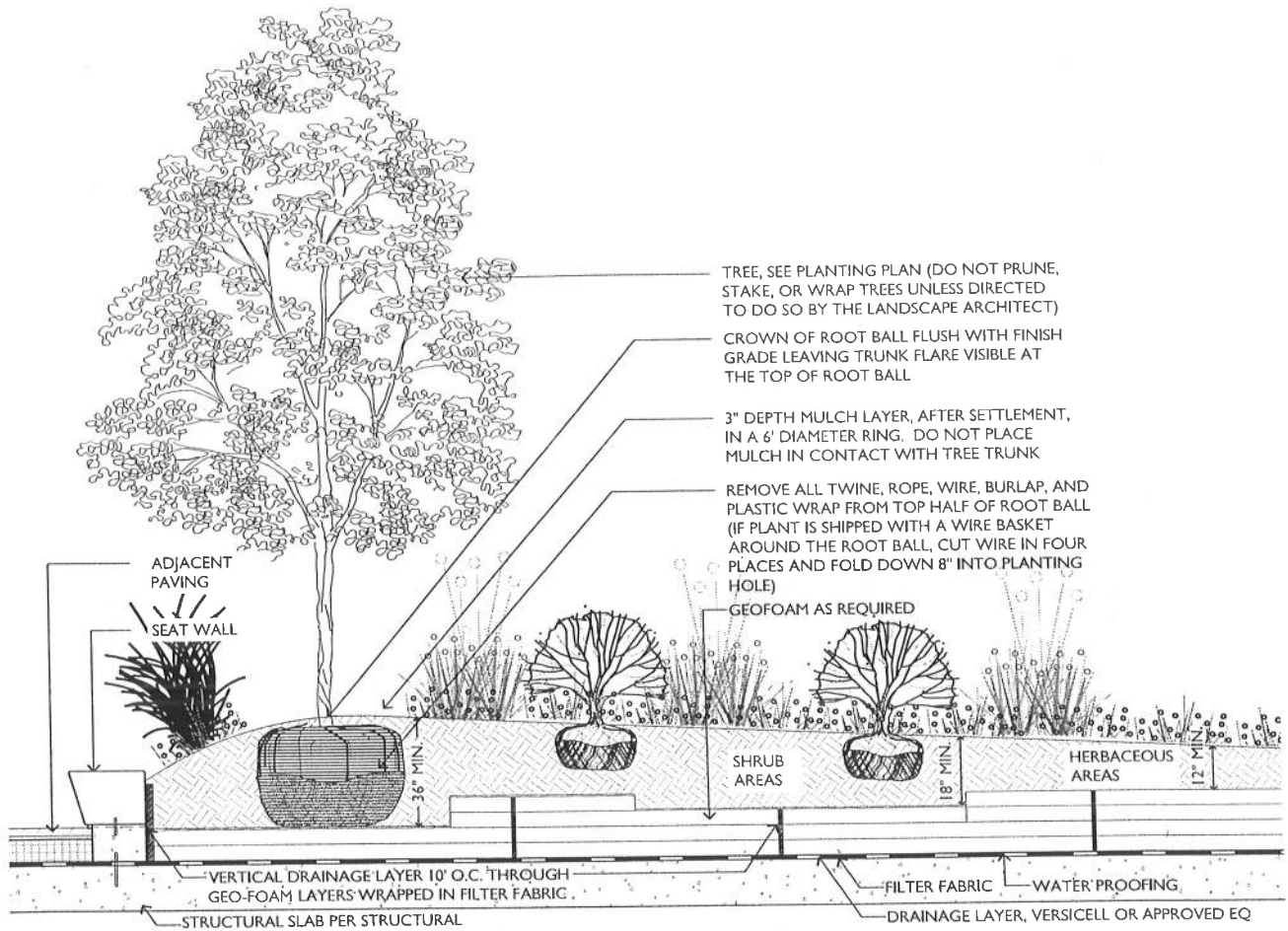


STEEL EDGE SECTION

## 2 PARKWAY PLANTER TYPICAL STEEL EDGE SECTION

SCALE: 1/2" = 1'-0"

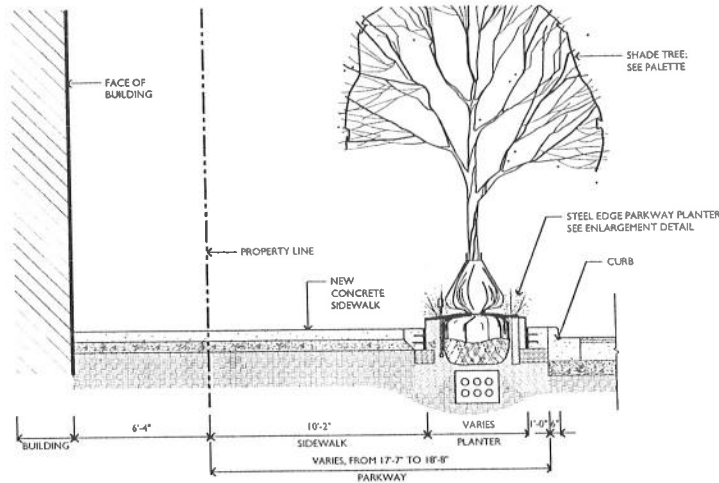
# PLANTING DETAILS - SUB AREA 'C'



## 3 TREE PLANTING ON STRUCTURE

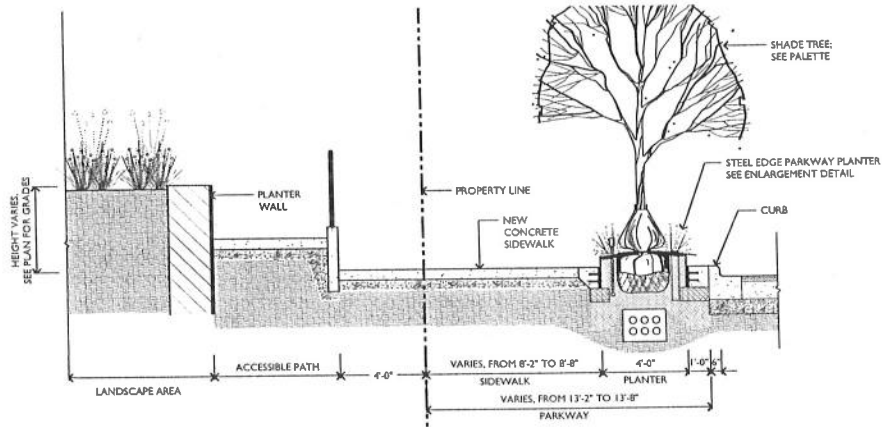
SCALE: 1/4" = 1'-0"

# STREET SECTIONS - SUB AREA 'C'



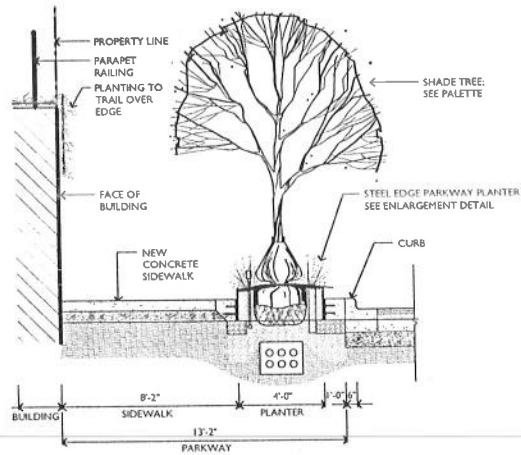
**1** TYPICAL PARKWAY SECTION @ SOUTH CANAL STREET

SCALE: NOT TO SCALE



**2** TYPICAL PARKWAY SECTION @ WEST VAN BUREN STREET

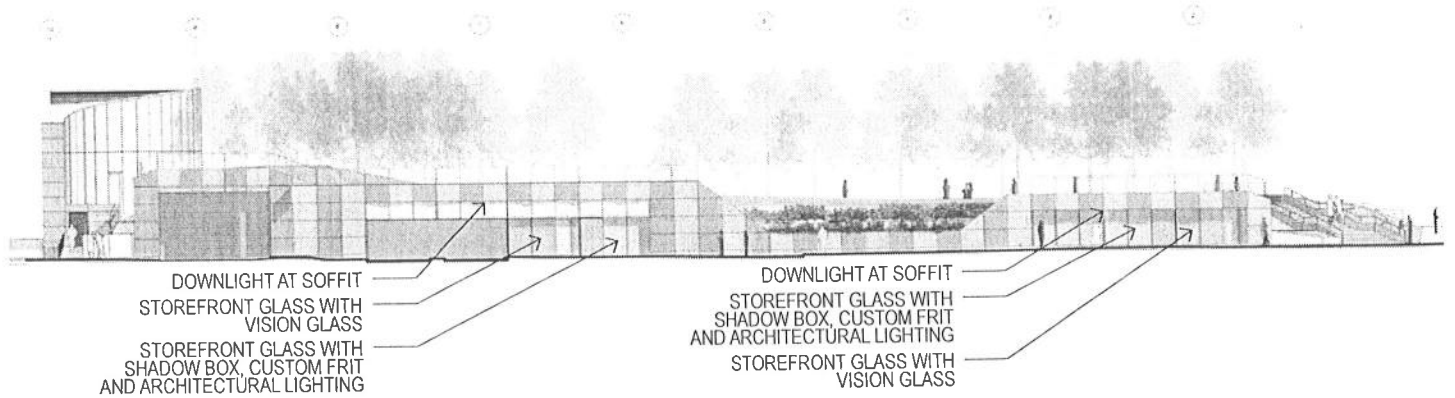
SCALE: NOT TO SCALE



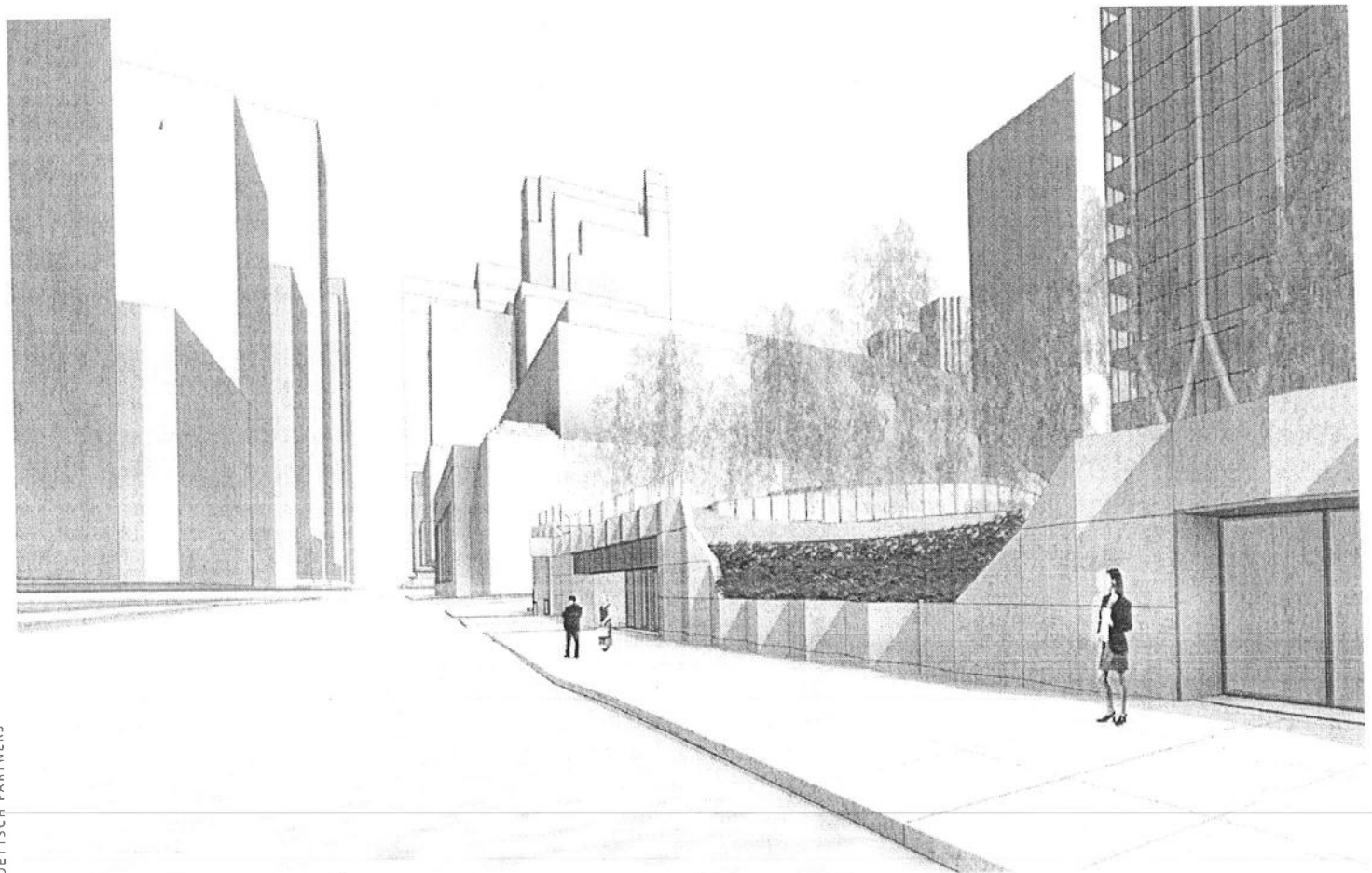
**3** TYPICAL PARKWAY SECTION @ SOUTH CLINTON STREET

SCALE: NOT TO SCALE

# WEST ELEVATION - SUB AREA 'C'

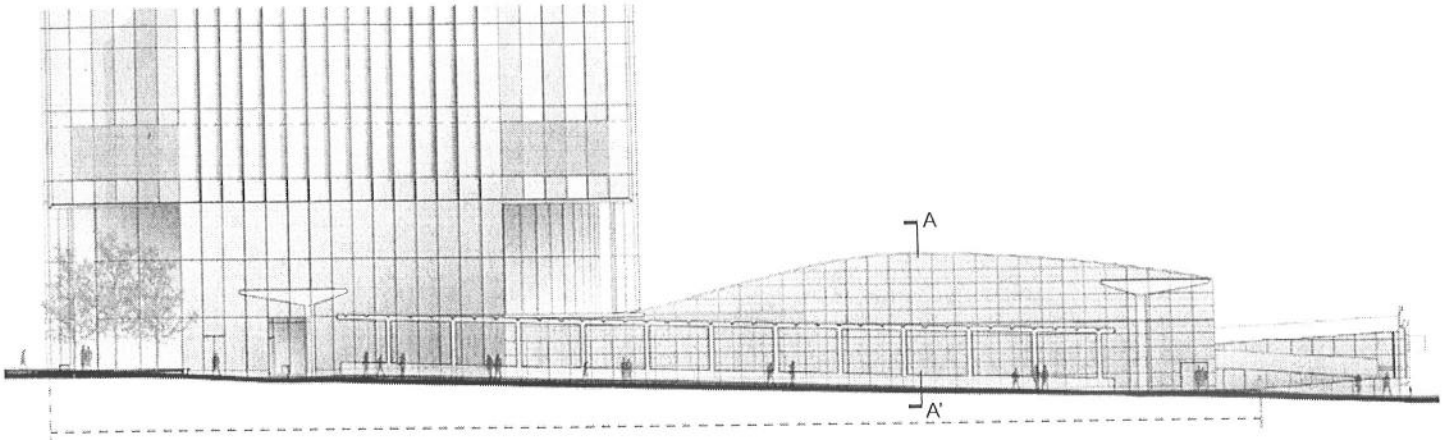


CLINTON STREET ELEVATION

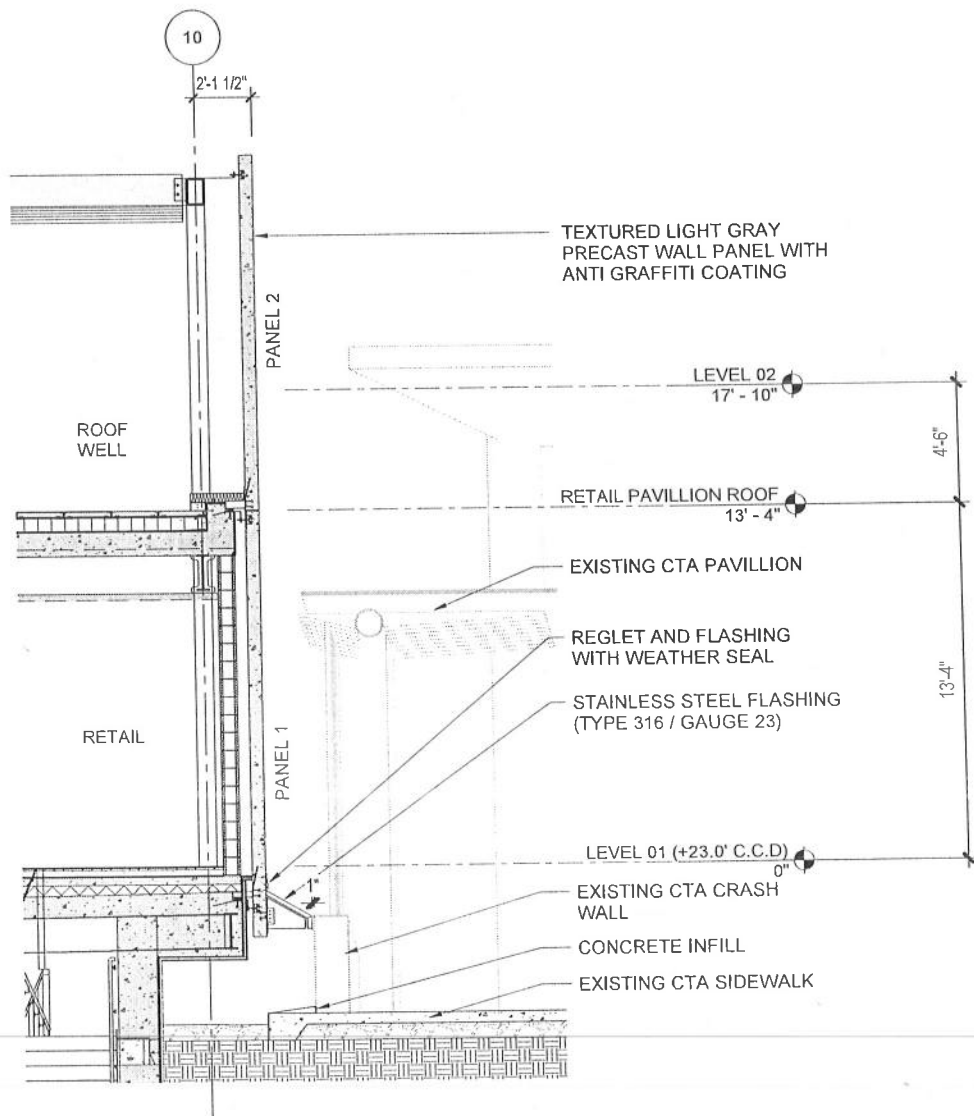


CLINTON STREET PERSPECTIVE

# NORTH ELEVATION - SUB AREA 'C'



NORTH ELEVATION AT CTA BUS STATION



A-A' WALL SECTION AT CTA BUS STATION

© 2018 GOETTSCHE PARTNERS

Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Minor Change: April 30, 2019

April 30, 2019

**BY HAND DELIVERY**

Patrick Murphey  
Department of Planning and Development  
City Hall – Room 905  
121 North LaSalle Street  
Chicago, Illinois 60602

Re: Request for Administrative  
Business Planned Development No. 376

Dear Commissioner Murphy:

Pursuant to the provisions of Section 17-13-0611-A of the Chicago Zoning Ordinance, Statement No. 12 and Statement No. 15 of Business Planned Development No. 376 (the “Planned Development”), my client, RC Union Station Development Company LLC (“Applicant”), respectfully requests that the Commissioner of the Department of Planning and Development review and approve the following minor changes to the Planned Development:

As you know, Applicant has designed a new building for Subarea C of the Planned Development. Applicant has completed the design of the new building elevations for Subarea C of the Planned Development. In addition, Applicant has received feedback from the Department of Planning and Development for minor changes to the plaza and parkway landscaping for Subarea C of the Planned Development. Applicant is confirming that the Subarea C plaza will have signage at all corner access points identifying the plaza is open to the public, from 6AM-11PM per Statement No. 17 of the Planned Development. Applicant is confirming that the Subarea C plaza lighting will comply with Dark Sky and Chicago Park District Standards. Applicant is confirming that it is in progress with CDOT and the City to update the Subarea C Pedway agreement as a result of the Planned Development.

Enclosed herein please find drawings reflecting the proposed elevations and site plan for Subarea C. Also enclosed please find a check in the amount of \$1,500.00 made payable to the City of Chicago Department of Revenue for the planned development minor change processing fee. I respectfully submit that the proposed modifications are minor, appropriate and consistent with the nature of the improvements contemplated in the Planned Development.

Please note that Applicant has reviewed the proposed building elevations and site plan for Subarea C with Department of Planning and Development staff prior to this minor change request.

For the foregoing reasons, my client respectfully requests that the Commissioner of the Department of Planning and Development allow the proposed minor changes to Subarea C. I would appreciate it if you could please provide me with a letter indicating whether or not this change is acceptable to the Department of Planning and Development. Please feel free to contact me if you should have any questions. Applicant and the Project Architect are prepared to meet and explain the proposed minor changes in greater detail, if necessary. Thank you.

Sincerely,

John J. George



DEPARTMENT OF PLANNING AND DEVELOPMENT

June 27, 2019

CITY OF CHICAGO

Jack George  
Akerman LLP  
71 S. Wacker Drive  
47<sup>th</sup> Floor  
Chicago, IL 60606

**Re: Minor change request for PD No. 376, Subarea C, 310 S. Canal St.**

Dear Mr. George:

Please be advised that your request for a minor change to Business Planned Development No. 376, ("PD 376") has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement Number's 12 and 15 of PD 376.

Your client and the developer of the property, RC Union Station Development Company LLC, is seeking a minor change to allow for design revisions to the proposed 46-story office building to be located at 310 S. Canal St. The property owner, Amtrak, has provided their consent to this request. Further, this request is made pursuant to Statement 15 of PD 376, which allows the developer and the Department of Planning and Development, at either party's request, to evolve the design of the approved building and allow changes to the elevations to be approved administratively as a minor change.

Along with design modifications to the proposed building, there are also revisions to the public plaza/park along Van Buren and Clinton Streets and parkway landscaping surrounding the site. Pursuant to Statement 17 of the PD, your client will provide informational signage at all entries stating that the plaza/park is open to the public during normal park hours between 6:00 am to 11:00 pm every day of the year. Your client will also provide architectural lighting on the Clinton St. wall and at the plaza level and all lighting will comply with Dark Sky and Chicago Park District Standards. Finally, you have also confirmed that your client is working with CDOT and the City to update the Subarea C Pedway agreement as a result of the Planned Development.

The following revised drawings are attached: Site Plan - Sub Area 'C', L1 Canal Street Level Plan - Sub Area 'C', LL1 Clinton Street Level Plan - Sub Area 'C', Lower Level 2 Plan - Sub Area 'C', Green Roof Plan - Sub Area 'C', North South Building Section - Sub Area 'C', East Elevation - Sub Area 'C', West Elevation - Sub Area 'C', North Elevation - Sub Area 'C', South Elevation - Sub Area 'C', Façade System - Sub Area 'C', Façade Detail - Sub Area 'C', Composite Landscape Plan - Sub Area 'C', Planting Details - Sub Area 'C', Street Sections -

Sub Area 'C', West Elevation - Sub Area 'C', and North Elevation - Sub Area 'C'. All exhibits pertaining to Sub Area 'A' will remain unchanged.

With regard to 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 376, 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,



Patrick Murphey  
Zoning Administrator

C: Tyler Lamkey  
Mike Marmo  
Erik Glass  
Emily Thrun  
Cindy Roubik  
Robert McKenna  
Ron Daye  
Jeff Sriver  
Teresa McLaughlin  
Main file

*Reclassification Of Area Shown On Map No. 1-L.  
(Application No. 19670)  
(Common Address: 600 N. Lockwood Ave.)*

[O2018-4169]

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

SECTION 1. Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by changing all of the RS3 Residential Single-Unit (Detached House) District symbols as shown on Map Number 1-L in the area bounded by:

a line 30 feet north of and parallel to West Ohio Street; North Lockwood Avenue; West Ohio Street; and the public alley next west of and parallel to North Lockwood Avenue,

to those of an RT4 Residential Two-Flat, Townhouse and Multi-Unit District.

SECTION 2. This ordinance takes effect after its passage and due publication.

*Reclassification Of Area Shown On Map No. 2-F.  
(As Amended)  
(Application No. 19825)*

BPD 376, 99

(Common Address: 501 -- 531 W. Adams St., 200 -- 328 S. Canal St., 506 -- 530 W. Van Buren St. And 201 -- 339 S. Clinton St.)

[SO2018-7756]

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

SECTION 1. Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is amended by changing all the Residential Business Planned Number 376 and Business Planned Development Number 506 symbols and indications as shown on Map Number 2-F in the area bounded by:

West Adams Street; South Canal Street; West Van Buren Street; and South Clinton Street,

to those of Residential Business Planned Number 376, as amended, which is hereby established in the area described, subject to such use and bulk regulations as are set forth in the Plan of Development attached herewith and made a part thereof and to no others.

SECTION 2. This ordinance shall take effect upon its passage and due publication.

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

## PLANNED DEVELOPMENT STATEMENTS

1. The area delineated herein as Business Planned Development Number 376, as Amended ("Planned Development") consists of approximately 251,499 square feet of land area which is depicted on the attached Planned Development Boundary and Property Line Map ("Property"). The Property consists of Sub-Area A, Sub-Area B and Sub-Area C. Sub-Area A and Sub-Area C are owned by National Railroad Passenger Corporation d/b/a Amtrak ("Amtrak"). Sub-Area B is owned by the City of Chicago (the "City"). Amtrak and the City have authorized RC Union Station Development Company, LLC (the "Applicant") to be the Applicant for purposes of this Planned Development.
2. The requirements, obligations and conditions contained within this Planned Development shall be binding upon the Applicant, its successors and assigns 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 and, if different than the Applicant, the legal title holder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 of the Chicago Zoning Ordinance (the "Zoning Ordinance"), the Property, at the time of application for amendments, modifications or changes (administrative, legislative or otherwise) to this Planned Development are made, shall be under single ownership or designated control. Single designated control is defined in Section 17-8-0400 of the Zoning Ordinance; *provided*, however, that after the adoption of an ordinance wherein the property is divided into specifically delineated subareas or subparcels, each having its own bulk and density standards, or similar subarea specific or subparcel specific development controls or requirements, the owners of or designated controlling party for each subarea may seek amendments, changes, or modifications for that subarea without the consent of the owners or designated controlling party of the other subareas. The right to amendments, changes or modifications described in the preceding sentence shall be subject to the conditions and limitations contained in Section 17-8-0400 of the Zoning Ordinance.
3. All applicable official reviews, approvals or permits are required to be obtained by the Applicant 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 ("CDOT") on behalf of the Applicant or its successors, assignees or grantees.

The Applicant shall commit to provide and fully fund infrastructure improvements as described in the Traffic Management Plan ("TMP") (attached hereto as Exhibit A to this Planned Development Ordinance).

Physical infrastructure improvements specific to Sub-Area A shall include the improvements described in the "Vehicular Traffic and Parking Access" section of the TMP under the following subtitles:

- "Using the existing Headhouse driveways to access the existing below grade parking;"
- "Establish curbside standing zones for Headhouse user drop-off and pick-up;"
- "Use of existing Headhouse below-grade loading docks for service, loading and delivery;" and

“Restrict southbound right turns from Clinton Street to Quincy Street.”

Prior to the issuance of the final Certificate of Occupancy (“Occupancy”) for any of the anticipated hotel uses above the second floor of the Chicago Union Station Headhouse in Sub-Area A, the Applicant shall complete the physical infrastructure improvements specific to Sub-Area A as noted above. Prior to the issuance of the final Certificate of Occupancy of Sub-Area C, the Applicant shall complete all other infrastructure improvements described in the TMP, including but not limited to the improvements described in the “Curbside Management” and “Active Transportation Management” sections.

The Applicant shall be responsible for making the following signal improvements:

Intersection	Traffic Signal Upgrades		
Monroe	JEFFERSON ST	ATC 1000 Controller	Pedestrian Countdown Signals
	CLINTON ST	ATC 1000 Controller	
	CANAL ST	ATC 1000 Controller	
	GATEWAY CROSSING (Riverside Plaza)	ATC 1000 Controller	
Adams	JEFFERSON ST		Pedestrian Countdown Signals
	CLINTON ST	ATC 1000 Controller	
	CANAL ST	ATC 1000 Controller	
Jackson	JEFFERSON ST	ATC 1000 Controller	Pedestrian Countdown Signals
	CLINTON ST	ATC 1000 Controller	
	CANAL ST	ATC 1000 Controller	
	GATEWAY CROSSING (Riverside Plaza)	ATC 1000 Controller	Pedestrian Countdown Signals
Van Buren	JEFFERSON ST	ATC 1000 Controller	Pedestrian Countdown Signals
	CLINTON ST	ATC 1000 Controller	Pedestrian Countdown Signals
	CANAL ST		Pedestrian Countdown Signals

The Applicant shall also convert the unused bus lane on the north side of West Adams Street, between South Canal Street and South Clinton Street, to a traffic lane with no parking tow zone signage and the Applicant will update the Traffic Management Plan Exhibits to reflect this.

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 CDOT.

Pursuant to a negotiated and executed Perimeter Restoration Agreement (“Restoration Agreement”) by and between CDOT’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 CDOT's Division of Infrastructure Management:

- Full width of streets
- Full width of alleys
- Curb and gutter
- Pavement markings
- Sidewalks
- ADA crosswalk ramps
- Parkway & landscaping

The Perimeter Restoration Agreement must be executed prior to any CDOT and Planned Development Part II review permitting. The Restoration Agreement shall reflect that all work must comply with current Rules and Regulations and must be designed and constructed in accordance with CDOT'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 CDOT'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 CDOT.

4. This Planned Development Ordinance consists of 23 Statements: a Bulk Regulations Table; an Existing Zoning Map; an Existing Land-Use Map; a Planned Development Boundary and Property Line Map; Site Plans (Sub Areas A & C); Sub Area Map; Landscape Plans (Sub Areas A & C); Planting Details, and Street Sections for Sub Area C; Building Sections (Sub Area A: North-South, East-West & Sub Area C: North-South); a Green Roof Plan (Sub Area C); Building Elevations (North, South, East and West for Sub Areas A & C); and Canal and Clinton Street Plans for Sub Area C prepared by SCB and Goettsch Partners dated October 18, 2018, the Union Station Traffic Management Plan prepared by Kimley Horn dated October 2018 (Exhibit A), and a Memorandum of Understanding between the City of Chicago and the National Railroad Passenger Corporation (Exhibit B), attached hereto. Full-sized copies of the Site Plan, Landscape Plan and Building Elevations are on file with the Department of Planning and Development ("DPD"). In any instance where a provision of this Planned Development conflicts with the Chicago Building Code, the Building Code shall control. This Planned Development Ordinance conforms to the intent and purpose of the Zoning Ordinance, and all requirements thereto, and satisfies the established criteria for approval as a Planned Development. In case of a conflict between the terms of this Planned Development Ordinance and the Zoning Ordinance, this Planned Development Ordinance shall control.
5. In each of the following Sub Areas of this Planned Development, the following uses shall be permitted in this Planned Development:

Sub-Area A: utilities and services, major (including passenger and commuter rail lines and activities directly related to the provision of passenger and commuter rail service, and accessory or related uses); hotel; office; indoor sports and recreation, participant; food and beverage retail sales; liquor store (packaged goods); eating and drinking establishments; retail sales; financial services; assisted living; day cares; personal service; artisanal manufacturing services; entertainment and spectator sports; indoor special event facilities; cultural exhibits/libraries;

accessory parking; co-located wireless communication facilities; and uses accessory or incidental to any of the foregoing uses.

Sub-Area B: utilities and services, major.

Sub-Area C: utilities and services, major; office; parks and recreation, indoor sports and recreation, participant; food and beverage retail sales; liquor store (packaged goods); eating and drinking establishments; retail sales; financial services; day cares; personal service; indoor special event facilities; accessory parking; co-located wireless communication facilities; and related accessory uses.

6. On-Premise signs and temporary signs, such as construction and marketing signs, shall be permitted within the Planned Development, subject to the review and approval of the Department of Planning and Development. Off-Premise signs are prohibited within the boundary of the Planned Development.
7. For purposes of height measurement, the definitions in the Zoning Ordinance shall apply. The height of any building shall be measured from the top of the curb at the intersection of Jackson and Canal and shall also be subject to height limitations, if any, established by the Federal Aviation Administration.
8. The maximum permitted Floor Area Ratio ("FAR") for the Property shall be in accordance with the attached Bulk Regulations Table. For the purposes of Floor Area calculations and measurements, the General Terms and Measurements in the Zoning Ordinance shall apply. The permitted Floor Area identified in the Bulk Regulations Table has been based on the Net Site Area of 251,498 square feet and the maximum permitted FAR identified in the Bulk Regulations Table.
9. Upon review and determination, "Part II Review", pursuant to Section 17-13-0610 of the Zoning Ordinance, 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.
10. The Site and Landscape Plans shall be in substantial conformance with the Landscape Ordinance and any other corresponding regulations and guidelines, including Section 17-13-0800. Final landscape plan review and approval will be by the Department of Planning and Development. Any interim reviews associated with site plan review or Part II reviews, shall be conditional until final Part II approval.
11. 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.
12. The terms and conditions of development under this Planned Development Ordinance may be modified administratively, pursuant to section 17-13-0611-A of the Zoning Ordinance 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 title holders and any ground lessors of the Property.

13. The Applicant acknowledges that it is in the public interest to design, construct and maintain the development 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 to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility.
14. 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 of the Part II review process is initiated for each improvement that is subject to the aforementioned policy and must provide documentation verifying compliance with said policy.
15. The Applicant and the Department of Planning and Development, at either party's request, may continue to evolve the design of the building elevations for the building to be located in Sub-Area C; changes to such elevations, if any, shall, if mutually agreed, be approved by the Department administratively as a Minor Change.
16. Pursuant to this Planned Development, an FAR Building Area of 425,202 square feet is being transferred from Sub-Area A to Sub-Area C. Subject to the terms and conditions contained in the Memorandum of Understanding between the City of Chicago and National Railroad Passenger Corporation Regarding Chicago Union Station (the "MOU"), which the City and Amtrak have entered into or shall enter into, a copy of the final form which is attached hereto as an Exhibit B, Amtrak shall plan, design and use best efforts to complete certain improvements within Sub-Area A in connection with the Planned Development. Said improvements are described in the MOU (the "Improvements"). The MOU is hereby ratified pursuant to this Planned Development. Section 1A(iv) of the MOU authorizes the City, upon Amtrak's written request, to approve a minor change to the Planned Development pursuant to Section 17-13-0611-A(2) of the City's Zoning Ordinance (provided that such minor change will not result in an increase in the maximum permitted floor area ratio for the total net site area), such that an FAR Building Area of 417,344 square feet will be transferred from Sub-Area B to Sub-Area A upon Amtrak's exercise of its rights under the Rights of First Offer Agreement (the "ROFO Agreement") dated May 1, 2015, and the subsequent transfer of the Air Rights (as defined in the ROFO Agreement) comprising said 417,344 square feet of FAR Building Area, from the City to Amtrak; *provided*, however, that Amtrak acknowledges that subsequent additional development of Sub-Area A that increases the height of the Station more than 10% of the maximum height for Sub-Area as stated in the Planned Development will require a major change to the Planned Development pursuant to Sections 17-13-0611-B and 17-13-1003-L of the City's Zoning Ordinance. Pursuant to Statement 16 of the Planned Development, concurrent with the aforementioned transfers, the minor change shall also authorize the transfer of 7,868 square feet of FAR Building Area from Sub-Area C to Sub-Area A. The Applicant acknowledges (i) such Section 1A(iv) of the MOU and (ii) that the Applicant and its successors shall be bound thereby. After (a) the adoption and publication of this Planned Development, (b) the Applicant closes on the purchase of the Sub-Area C property, and (c) Amtrak closes on its purchase of the Air Rights from the City pursuant to the ROFO Agreement, Amtrak shall

undertake the Improvements described in the MOU at the Station (which is located within Sub-Area A of the Planned Development) in connection with the Planned Development. Amtrak and the City agree that the Reimbursement Funds (as defined in the ROFO Agreement) shall be expended to pay for the Improvements; *provided*, however, that (x) Amtrak shall not be obligated to expend any sums in excess of the greater of \$11,500,000 or the Reimbursement Funds, (y) Amtrak shall not be obligated to expend any of its own funds to pay for the Improvements so long as a balance remains in the escrow referenced in the ROFO Agreement and (z) to the extent that the Reimbursement Funds are less than \$11,500,000, Amtrak shall be obligated to expend its own funds to pay for the Improvements only after all Reimbursement Funds have been disbursed to pay for said improvements.

17. The Applicant or its successors or assignees shall, at its own cost, construct the proposed public park as shown on the Composite Landscape Plan – Sub-Area C (hereinafter the “Park”). The Applicant or its successors or assignees shall be responsible for maintaining, repairing, replacing, and managing the Park, including ensuring that the landscaping is well maintained, that the vegetation and plantings are kept in healthy condition, and that the Park facilities and areas are clean, well lit, litter free and clear of snow and debris. The Applicant shall provide sufficient liability insurance coverage necessary for the operation of the Park for public use. The Applicant shall also provide informational signage at all entries that the Park is open to the public, free of charge, during normal park hours from 6:00am to 11:00pm every day of the year. Maintenance and management obligations shall be binding upon the Applicant, its successors and assigns.

Prior to issuance of building permits for Sub-Area C, the Applicant will enter into a development and maintenance agreement with the City of Chicago binding the Applicant, its successors and assigns for the construction, maintenance, and management of the Park. The Park is required to be complete prior to issuance of certificate of occupancy for the principal building within Sub-Area C. Upon completion of the Park, the Applicant will memorialize the Park in a public access easement agreement with and for the benefit of the City of Chicago or a not for profit accredited land conservancy trust, as approved by the City, whose purpose is to hold open space public access easements. Any costs associated with establishing, monitoring, or stewardship of the public access easement shall be the responsibility of the Applicant, and would need to be contributed at the time when the easement is granted.

18. The Applicant has expressed interest in relocating certain elements of the existing Union Station Transit Center (the “USTC Site”) in Sub-Area B (the “CTA Service Facilities Building”) to Sub-Area C in order to extend the plaza landscaping and access paths from Sub-Area C onto the USTC site. The CDOT Commissioner is hereby granted authority to enter into and administer agreements related to the relocation of the CTA Service Facilities at the Applicant’s expense.
19. The TMP, which is attached as an exhibit to this Planned Development Ordinance, shall become effective after the issuance of the Certificate of Occupancy for Sub-Area A or Sub-Area C of the Planned Development, whichever occurs first. The Applicant’s compliance with the TMP shall be a requirement of this Planned Development Ordinance and shall be coordinated with CDOT. After the initial Occupancy of any Sub-Area, and prior to the subsequent Occupancy of a different sub-area, the Applicant may request CDOT to review the TMP, and CDOT may update the TMP as necessary.

20. CDOT and the Office of Emergency Management & Communications ("OEMC") have determined that the posting of Traffic Control Aides ("TCAs") and Parking Enforcement Aides ("PEAs" and, together with TCAs, "Aides") would help traffic operations at key intersections within and adjacent to the Planned Development during the AM and PM peak hours, Monday through Friday, and allow for strict enforcement of both curbside regulations and parking restrictions.

Accordingly, the Applicant agrees to meet with OEMC prior to construction start of each Planned Development sub-area and to compensate the City, at the generally applicable part-time Aide rate, for the cost of Aides posted within or adjacent to the Planned Development as determined necessary by OEMC due to the Planned Development construction activities.

The Applicant further agrees to enter into an agreement (the "Aides Agreement") with OEMC upon the initial Occupancy of any Planned Development sub-area, for a period of ten (10) years from the date of issuance of said Occupancy, in order to compensate the City for a portion of the cost of three (3) TCAs and two (2) PEAs posted within or adjacent to the Planned Development, as determined necessary by CDOT and OEMC. The Executive Director of OEMC or the Executive Director's designee (the "Executive Director") is authorized to negotiate, execute and deliver the Aides Agreement, and such other supporting documents as may be necessary or appropriate to carry out and comply with the provisions of the Aides Agreement, with such changes, deletions and insertions as shall be approved by the Executive Director.

The payment structure by which the Applicant compensates the City will be as follows: a) upon Occupancy of one of the Planned Development Sub-Area A or Sub-Area C, the Applicant will pay to the City the full cost of 1.5 TCAs, and the City will pay for 1.5 TCAs and 2 PEAs; b) upon the Occupancy of both the Planned Development Sub-Area A and Sub-Area C, the Applicant will pay to the City the full cost of 3 TCAs, and the City will pay for 2 PEAs; c) upon Occupancy of any portion of the block located at 303 South Canal Street (PIN#17-16-121-003), which is currently located outside but adjacent to this Planned Development, the Applicant will pay to the City the full cost of 3 TCAs and 2 PEAs.

Compensation amounts for the cost of the Aides will be based on actual Aide assignment to intersections or streets (if a roving Aide) within or adjacent to the Planned Development. Payments received from the Applicant under the Aides Agreement will be appropriated into a fund designated by the Director of the OEMC and the Director of the Office of Budget and Management (the "OBM"). The first payment will be made on a date designated by the Director of the OBM. The Aides Agreement shall be recorded against the Planned Development. The first payment will be made on a date as determined by OBM and will be pro-rated for the remaining number of months in that year. On a date as determined by OBM of the following year, the Applicant will provide the next payment, and each payment thereafter. The Aides Agreement will be reviewed annually to determine if the payment amount needs to be modified based on changes in wages. The Applicant may request the City's approval of changes to this statement, including specifically a reduction in the number of Aides and the amount of the Applicant's payment obligation based on evidence of changed circumstances. Such evidence shall include, as appropriate, traffic analyses and other technical data. The City agrees at a minimum, based on Applicant-supplied traffic analyses, OEMC/CDOT data and analyses and other evidence, to review the appropriateness of the Applicant's Aide payment

obligation on the earlier to occur of (1) the date of the next requested comprehensive amendment of this Planned Development; or (2) on an annual basis.

21. Pursuant to the Chicago Zoning Ordinance (Sec. 17-8-0911), Planned Developments are to give priority to the preservation and adaptive reuse of Chicago Landmark buildings. The Planned Development includes the Union Station building at 210 S. Canal Street, which is designated as a Chicago Landmark. Proposed work to Union Station will require review and approval by the Commission on Chicago Landmarks and will need to meet the Commission/Permit Review Committee conditions of approval, pursuant to the Chicago Landmarks Ordinance, Section 2-120-740.
22. 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 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% MBE and 6% WBE participation (measured against the total construction budget for the development or any phase thereof), and (ii) 50% 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 the development 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 development 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 a Certificate of Occupancy for the project or any phase thereof, 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 forgoing, 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.
23. This Planned Development shall be governed by Section 17-13-0612 of the Zoning Ordinance. Should this Planned Development ordinance lapse, the Zoning Administrator shall initiate a Zoning Map Amendment to rezone the property to DC-12.

19825

[Exhibit A; Concourse Floor Plan Headhouse; New Clinton Street Entrance, New Stairs and Canopy; Conceptual Met Deli Space Activation APD Conversion to Retail; Existing Zoning Map; Existing Land-Use Map; Boundary and Property Line Map; Subarea A and C Site Plans; Landscape Plans Building Sections; Building Elevations; Street Level Plans; Subarea C Lower Level Two Plan; Green Roof Plan; and Subarea C Composite Landscape Plan; Planting Detail and Street Sections referred to in these Plan of Development Statements printed on pages 88223 through 88288 of this *Journal*.]

Bulk Regulations and Data Table and Exhibit B referred to in these Plan of Development Statements read as follows:

Bulk Regulations And Data Table

	Sub-Area A	Sub-Area B	Sub-Area C	Total
<b>Gross Site Area</b>	109,606	58,189	131,790	379,665
<b>ROW Area</b>	62,760	23,327	42,080	128,167
<b>Net Site Area</b>	126,926	34,962	89,710	251,498
<b>FAR Bldg. Area</b>	1,097,910	418,344	1,501,722	3,017,976
<b>Maximum FAR</b>	8.65	12.00	16.74	12.0
<b>Maximum Height</b>	165'	40'	715'	715' Max [1]
<b>Maximum DU</b>	0	0	0	0 units
<b>Max Hotel Keys</b>	400	0	0	400 keys
<b>Max Office &amp; Retail Floor Area</b>	175,000	0	1,500,000	1,675,000
<b>Max Parking</b>	265	0	400	665 stalls
<b>Minimum Bike Parking</b>	50	0	50	100 bikes
<b>Minimum Loading</b>	4	0	4	8 at 10 x 25 with 12' clear

[1] Measured from the top of curb at the intersection of Jackson and Canal Street adjacent to the Property

## Exhibit B

## Final for Publication

MEMORANDUM OF UNDERSTANDINGBETWEEN THE CITY OF CHICAGO AND NATIONAL RAILROAD PASSENGER CORPORATIONREGARDING CHICAGO UNION STATION

THIS MEMORANDUM OF UNDERSTANDING ("MOU") is made and entered into this 16<sup>th</sup> day of October, 2018, by and between the CITY OF CHICAGO, a municipal corporation (the "City"), and NATIONAL RAILROAD PASSENGER CORPORATION, a corporation of the District of Columbia ("Amtrak") (the City and Amtrak collectively referred to hereinafter as the "Parties").

For and in consideration of the covenants and agreements contained herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby covenant and agree as follows:

1. General.

A. Background.

(i) Chicago Union Station (the "Station") is an iconic landmark and destination in Chicago. Amtrak has made previous upgrades to the historic station Headhouse, including environmental abatement, sprinkler systems, and the installation of air conditioning. Amtrak and the City share the goals of transforming the existing Station, including the historic Headhouse structure, by promoting interaction with its users and the surrounding City, integrating successfully with the surrounding West Loop neighborhood, and continuing to function as a key driver of the Chicago economy, serving over 33 million travelers and commuters per year. Amtrak and the City share the view that the Station has potential to become a vibrant destination rather than just a pass-through facility - a commercial center and civic asset that welcomes and serves travelers, neighborhood residents, and downtown workers alike, while further enhancing the economic vitality of the West Loop, the City and the Midwest region.

(ii) Based in part on the shared goal of Amtrak and the City to transform the existing Station as described in the preceding paragraph, the City and Amtrak entered into the Right of First Offer Agreement on May 1, 2015, (the "ROFO Agreement"). In general, pursuant to the ROFO Agreement, (a) the City agreed to grant to Amtrak a right of first offer with respect to the Air Rights (as defined in the ROFO Agreement), (b) Amtrak agreed that upon the closing on its purchase of the Air Rights, the Sale Price (as defined in the ROFO Agreement) shall be paid into an escrow and subject to the Escrow Agreement (as defined in the ROFO Agreement) and (c) the monies held in said escrow may be disbursed to reimburse Amtrak for costs and expenses mutually approved by the parties and actually incurred by Amtrak for the development, redevelopment or further

## Final for Publication

improvement of the Amtrak Properties (as defined in the ROFO Agreement)(the "Reimbursement Funds").

(iii) As contemplated in Statement Number 16 and the Bulk Regulations and Data Table of that certain Business Planned Development Ordinance Number 376 (the "Planned Development") anticipated to be recommended by the Chicago Plan Commission on October 18, 2018 and adopted by the City Council of the City (the "City Council") on October 31, 2018, an FAR Building Area of 425,202 square feet will be transferred from Sub-Area A to Sub-Area C of the Planned Development.

(iv) As further contemplated in Statement Number 16 of the Planned Development, upon adoption of the Planned Development and publication thereof in the Journal of the Proceedings of the City Council, the City shall, upon Amtrak's written request, approve a minor change to the Planned Development pursuant to Section 17-13-0611-A(2) of the City's Zoning Ordinance (provided that such minor change will not result in an increase in the maximum permitted floor area ratio for the total net site area), such that an FAR Building Area of 417,344 square feet will be transferred from Sub-Area B to Sub-Area A upon Amtrak's exercise of its rights under the ROFO Agreement, and the subsequent transfer of the Air Rights (as defined in the ROFO Agreement) comprising said 417,344 square feet of FAR Building Area, from the City to Amtrak; *provided*, however, that Amtrak acknowledges that subsequent additional development of Sub-Area A that increases the height of the Station more than 10% of the maximum height for Sub-Area as stated in the Planned Development will require a major change to the Planned Development pursuant to Sections 17-13-0611-B and 17-13-1003-L of the City's Zoning Ordinance. Pursuant to Statement 16 of the Planned Development, concurrent with the aforementioned transfers, the minor change shall also authorize the transfer of 7,868 square feet of FAR Building Area from Sub-Area C to Sub-Area A.

(v) As further contemplated in Statement Number 16 of the Planned Development, after (a) the aforementioned adoption and publication of the Planned Development, (b) RC Union Station Development Company LLC ("RC Union," the Applicant under the Planned Development) closes on the purchase of the Sub-Area C property, and (c) Amtrak closes on its purchase of the Air Rights from the City, Amtrak shall undertake certain improvements (the "Improvements") at the Station (which is located within Sub-Area A of the Planned Development) in connection with the Planned Development. Amtrak and the City agree that the Reimbursement Funds shall be expended to pay for the Improvements; *provided*, however, that (x) Amtrak shall not be obligated to expend any sums in excess of the greater of \$11,500,000 or the Reimbursement Funds, (y) Amtrak shall not be obligated to expend any of its own funds to pay for the Improvements so long as a balance remains in the escrow referenced in the ROFO Agreement and (z) to the extent that the Reimbursement Funds are less than \$11,500,000, Amtrak shall be obligated to expend its own funds to pay for the Improvements only after all Reimbursement Funds have been disbursed to pay for said improvements.

## Final for Publication

B. Definitions. The capitalized terms used but not otherwise defined herein have the meanings so ascribed to those terms in the (a) Planned Development and (b) ROFO Agreement, both of which are hereby incorporated by reference and made a part of this MOU.

2. The Improvements.

During 2019-2021, Amtrak shall plan, design, and use best efforts to complete the Improvements at the Station, which shall include, but are not limited to, the following (substantially as depicted on Exhibit A hereto):

A. Renovation of the former Fred Harvey space within the Station's Headhouse to a leasable condition including a new station entrance from Clinton Street, restoration of windows on the west façade that are currently covered with blocks and such potential improvements as new structural mezzanine spaces, related vertical circulation, related interior finishes and related HVAC.

B. Renovation of the former Metro Deli and adjacent Amtrak Police Department spaces within the Station's Headhouse to a leasable condition including such potential improvements as related interior finishes and related HVAC.

C. To the extent deemed feasible by Amtrak, renovation of (i) commercial storefront spaces along Canal Street and (ii) other minor spaces, in both cases within the Station's Headhouse, to a leasable condition including such potential improvements as related interior finishes and related HVAC.

D. Amtrak affirms its intent, contingent on reaching satisfactory terms with the major Station Concourse tenants, to work cooperatively with major Concourse tenants to plan, design, and implement further improvements to the Concourse, platform, and track areas of the Station as contemplated in the Chicago Union Station Master Plan and as may be further refined in Phase 1A preliminary engineering.

E. Amtrak affirms its intent to the future full build-out of other currently unoccupied spaces within the Head House portion of the Station contingent on reaching satisfactory terms with prospective developers and/or tenants of these spaces.

F. While Amtrak and the City desire to complete the Improvements during 2019-2021, Amtrak and the City acknowledge that Amtrak's ability to complete said improvements during this period are contingent in part on RC Union closing on its purchase of the Sub-Area C property as stated in Section I(A)(v) of this MOU because Amtrak needs the proceeds from the closing to purchase the Air Rights from the City and the proceeds used to purchase the Air Rights are the proceeds that will constitute the Reimbursement Funds used to pay for the Improvements. Amtrak and the City further acknowledge that Amtrak needs to use the Reimbursement Funds to complete and pay for

## Final for Publication

the Improvements. Amtrak and the City further acknowledge that pursuant to the development agreement to be entered into by and between Amtrak and RC Union, RC Union is required to close on its purchase of the Sub-Area C property by October 1, 2022, or October 1, 2023, in the event RC Union extends the closing date. Based on the foregoing, the Reimbursement Funds might not be available to pay for the Improvements until after the 2019-2021 time period within which the City and Amtrak desire to complete the Improvements. In the event RC Union does not close on its purchase of the Sub-Area C property by June 1, 2021, Amtrak and the City agree to amend this MOU with respect to the time period within which Amtrak shall use best efforts to complete the Improvements.

3. So long as Amtrak has commenced the Improvements pursuant to this MOU and, thereafter, so long as Amtrak is acting in good faith pursuant to this MOU and exercising all due diligence to complete the Improvements or in the event of force majeure, the City and Amtrak agree that the time period within which Amtrak may obtain the Reimbursement Funds from the escrow pursuant to the ROFO Agreement shall be tolled so as to assure that Amtrak does not lose the right to obtain the Reimbursement Funds to pay for the Improvements. Amtrak and the City affirm its intent to preserve and use the Reimbursement Funds for the Improvements.

4. Assignment. Neither City nor Amtrak may assign or transfer in any manner its rights under this MOU without the prior consent of the other. Any attempted assignment or transfer by one party without the prior consent of the other party is null and void.

5. Notices. Except as otherwise provided in this MOU, all notices, demands, requests, consents, approvals and other communications (collectively, "Notices") required or permitted to be given hereunder, or which are to be given with respect to this MOU, shall be in writing and shall be personally delivered, or sent by registered or certified mail, postage prepaid, return receipt requested, or by overnight express courier, postage prepaid, addressed to the party to be so notified as follows:

City: City of Chicago  
 Department of Transportation  
 30 N. LaSalle Street, Suite 1100  
 Chicago, Illinois 60602  
 Attn: Commissioner

and

City of Chicago  
 Department of Planning and Development  
 171 N LaSalle Street, Room 1000  
 Chicago, Illinois 60602  
 Attn: Commissioner

## Final for Publication

with a copy to: City of Chicago  
 Department of Law  
 121 N. LaSalle Street, Room 600  
 Chicago, Illinois 60602  
 Attn: Deputy Corporation Counsel  
 Real Estate and Land Use Division

Amtrak: National Railroad Passenger Corporation  
 2955 Market Street  
 Philadelphia, Pennsylvania 19104  
 Box 25  
 Attn: Executive Vice President NEC Business  
 Development, or successor

with a copy to: National Railroad Passenger Corporation  
 60 Massachusetts Avenue, N.E.  
 Washington, D.C. 20002  
 Attn: General Counsel

with a copy to: National Railroad Passenger Corporation  
 2955 Market Street  
 Philadelphia, Pennsylvania 19104  
 Attn: Chief Engineer

Notice mailed by registered or certified mail shall be deemed received by the addressee three (3) days after mailing thereof. Notice personally delivered shall be deemed received when delivered. Notice mailed by overnight express courier shall be deemed received by the addressee on the business day following mailing thereof. Either party at any time may change the address for notice to such party or for any party receiving copies of Notices to such party hereunder by mailing, sending or delivering a Notice as aforesaid.

### 6. Miscellaneous.

A. Relationship. The relationship of the parties to this MOU is determined solely by the provisions of this MOU. Notwithstanding anything to the contrary in this MOU, the parties do not intend to create (and shall not be construed to have created) any agency, partnership, joint venture, trust or other relationship with duties or incidents different from those of parties to an arm's length contract.

B. Severability. The provisions of this MOU are intended to be severable and enforced to the maximum extent permitted by law. If for any reason any provision of this MOU shall be held invalid, illegal or unenforceable in whole or in part in any jurisdiction, then that provision shall be ineffective only to the

## Final for Publication

extent of the invalidity, illegality or unenforceability and in that jurisdiction only, without in any manner affecting the validity, legality or enforceability of the unaffected portion and the remaining provisions in that jurisdiction or any provision of the MOU in any other jurisdiction. The unaffected portion and provisions of the MOU will be enforced to the maximum extent permitted by law.

C. Waiver, Modification and Amendment. No amendment of, supplement to or waiver of any obligations under this MOU will be enforceable or admissible unless set forth in a writing signed by the party against which enforcement or admission is sought. No delay or failure to require performance of any provision of this MOU shall constitute a waiver of that provision as to that or any other instance. Any waiver granted shall apply solely to the specific instance expressly stated.

D. Governing Law. This MOU shall be governed by and construed in accordance with the laws of the United States and the State of Illinois without regard to its rules of conflicts of laws.

E. Time of the Essence. Time is of the essence under this MOU.

F. Counterparts. This MOU may be executed in any number of counterparts and each counterpart shall be deemed to be an original document. All executed counterparts together shall constitute one and the same document, and any counterpart signature pages may be detached and assembled to form a single original document.

# Final for Publication

IN WITNESS WHEREOF, the parties have executed this MOU as of the day and year first written above.

City:

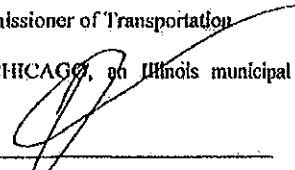
CITY OF CHICAGO, an Illinois municipal corporation

By: 

Name: Rebekah Scheinfeld

Its: Commissioner of Transportation

CITY OF CHICAGO, an Illinois municipal corporation

By: 

Name: David L. Reiffman

Its: Commissioner of Planning and Development

APPROVED AS TO FORM AND LEGALITY:

By: 

Name: MICHAEL L. GAYNES

Its: SUPERVISING ASST. CHIEF CLERK

Amtrak:

NATIONAL RAILROAD PASSENGER CORPORATION, a corporation of the District of Columbia

By: \_\_\_\_\_

Name: \_\_\_\_\_

Its: \_\_\_\_\_

# Final for Publication

IN WITNESS WHEREOF, the parties have executed this MOU as of the day and year first written above.

City:

CITY OF CHICAGO, an Illinois municipal corporation

By: \_\_\_\_\_

Name: Rebekah Scheinfeld

Its: Commissioner of Transportation

CITY OF CHICAGO, an Illinois municipal corporation

By: \_\_\_\_\_

Name: David L. Reifman

Its: Commissioner of Planning and Development

APPROVED AS TO FORM AND LEGALITY:

By: \_\_\_\_\_

Name: \_\_\_\_\_

Its: \_\_\_\_\_

Amtrak:

NATIONAL RAILROAD PASSENGER CORPORATION, a corporation of the District of Columbia

By: DJ. STARR

Name: DJ STARR

Its: VP AMTRAK

EXHIBIT A

THE IMPROVEMENTS

Exhibit A

Final for Publicatic  
**Union Station  
Transportation  
Management  
Plan**



Kimley»»Horn  
October 2018

Final for Publication

## TABLE OF CONTENTS

### INTRODUCTION

Purpose and Objectives .....	1
Existing Traffic Management and Area Planning .....	2

UNION STATION TRANSPORTATION PLANNING PRINCIPLES .....	3
--	---

### TRANSPORTATION MANAGEMENT ELEMENTS AND STRATEGIES

Vehicular Traffic and Parking Access .....	4
Pedestrian and Bicycle .....	6
Traffic Demand Management .....	6
Curbside Management .....	6
Active Transportation Management .....	7

### UNION STATION PLANNED PROJECTS

Union Station Redevelopment Overview .....	10
--	----

### COMMUNICATION + COORDINATION

City Agency Coordination .....	11
Commuter and Visitor Information .....	11
Community Organizations and Neighboring Properties .....	11
Stakeholder Coordination .....	11
Contact Information .....	12

## Final for Publication

### LIST OF EXHIBITS

- Exhibit 1 Union Station Subarea A & C Parking Access
- Exhibit 2 Union Station Subarea A & C Vehicular Circulation
- Exhibit 3 Union Station Subarea A & C Delivery / Loading Dock Access and Circulation
- Exhibit 4 Union Station Area Neighborhood Traffic Circulation Changes
- Exhibit 5 Union Station Area Bicycle Access and Circulation
- Exhibit 6 Union Station Area Curbside Standing / Loading Zones
- Exhibit 7 Union Station Area Taxi Accommodations
- Exhibit 8 Union Station Area Transportation Network Provider Accommodations
- Exhibit 9 Union Station Area CTA + Amtrak / Greyhound Bus Loading
- Exhibit 10 Union Station Area Commuter Shuttle Loading
- Exhibit 11 Union Station Area Active Transportation Management
- Exhibit 12 Union Station Redevelopment Phases
- Exhibit 13 Union Station Concept Roadway Plans

## Final for Publication

### INTRODUCTION

#### PURPOSE AND OBJECTIVES

The Union Station Transportation Management Plan (TMP) provides a comprehensive summary of current and proposed transportation planning strategies to manage multimodal access and circulation, parking, curbside loading, and delivery/service access for the Union Station area. The Union Station TMP is being created in conjunction with the Union Station Planned Development No. 376 which consists of two phases including the Subarea A Headhouse redevelopment (Sub-Area A of PD 376) which is located at the corner of Adams and Canal Streets and the Subarea C office development (Sub-Area C of PD 376) which is located at the corner of Clinton and Van Buren Street. The Union Station development includes an additional Future Phase apartment development which is located at the corner of Canal and Van Buren Street and will be filed under a separate PD at a later date. While a majority of the TMP's elements are focused at the Union Station Subarea A Headhouse and Subarea C office development including immediately adjacent streets, the TMP boundaries extend beyond the site to generally incorporate the subsequent Union Station Future Phase development and additional areas not associated with the Union Station development as bounded by the streets listed below:

- Madison Street (north)
- Chicago River (east)
- Van Buren Street (south)
- Jefferson Street (west)

Union Station is Chicago's largest train station and a regional intermodal hub serving hundreds of thousands of daily commuters and other travelers as they arrive, depart, and pass through the station and surrounding area via train, bus, car, bicycle, and on foot each day. Union Station currently houses service for Amtrak regional and long distance trains, Metra commuter rail trains and the CTA bus transit center operations. Additionally, Union Station and the surrounding West Loop neighborhood has a large and growing residential, office, retail and restaurant population that heavily utilize the existing transportation network surrounding Union Station.

This TMP is being prepared at the request of CDOT and Alderman Reilly's office in conjunction with the planned development of the Union Station Subarea A Headhouse and Subarea C office building (PD 376). Through the planning effort, in coordination with CDOT, CTA, Chicago Department of Planning, OEMC and Alderman Reilly's office, transportation considerations on-site at Union Station and in the surrounding area have been explored, reviewed, and adjusted to integrate the proposed Union Station development while also seeking to address the current existing transportation challenges and future development impacts in the area (please refer to the traffic study completed as part of PD 376). This TMP documents these plan elements derived from the group planning and outlines their roles in managing the existing transportation conditions and future development impacts at and around Union Station.

The TMP is intended to be a dynamic document that will be updated over time to reflect changing conditions at Union Station and in the surrounding West Loop area. As new construction or redevelopment proceed on blocks adjacent to Union Station, changes to nearby streets and other infrastructure improvements are constructed in the area, and operational conditions evolve over time in the surrounding blocks, the TMP should be updated in conjunction with affected parties, as appropriate. This TMP will be updated by the developer for the Future Phase Union Station development at the time of PD application for that Phase.

Final for Publication

#### EXISTING TRAFFIC MANAGEMENT & AREA PLANNING

In 2012 the Chicago Department of Transportation (CDOT) in conjunction with Amtrak, Metra, RTA, CMAP, IDOT, MPC, FRA and DHED produced the Union Station Master Plan which was a comprehensive study of Union Station and the surrounding area with the goal of identifying potential improvements to increase capacity at Union Station and improve the surrounding function of the public infrastructure. As part of this study, it is estimated that transit ridership is projected to nearly double at Union Station by the year 2060 and several infrastructure improvements were identified to be able to accommodate this increased traffic load on the surrounding street level infrastructure. Traffic management improvements identified in the plan and additional traffic management improvements in the surrounding Union Station area have been implemented by CDOT and other stakeholders since the 2012 master plan are as follows:

Project / Measure	Description	Reason	Status / (Responsible Party)
Remove Contraflow Lane on Canal Street	Remove the southbound contraflow lane and convert the Eastern most two lanes to bus only lanes for CTA. Taxi and passenger loading is on West side of Canal.	<ul style="list-style-type: none"> <li>Improved curbside management</li> <li>Reduced impact to traffic flow on Canal Street</li> </ul>	Completed / CDOT
Union Station Bus Transit Center	Construct an off-street bus loading and layover station on the property immediately south of Union Station which will be connected to the station and bus only loop link streets	<ul style="list-style-type: none"> <li>Provide intermodal connectivity for CTA, Metra and Amtrak</li> <li>Remove CTA on street layover and loading functions</li> <li>Free up curb space</li> </ul>	Completed / CDOT & CTA
Add Divvy Stations at Union Station	Add multiple Divvy stations at Union Station to promote alternative modes of transportation	<ul style="list-style-type: none"> <li>Reduce traffic impact by providing another mode of non-vehicular transportation</li> </ul>	Completed / CDOT
Two Way bike lane on Clinton Street	Create a two way north/south bike lane on Clinton Street and remove bike lane from Canal Street	<ul style="list-style-type: none"> <li>Reduced impact to traffic flow on Canal Street</li> </ul>	Completed / CDOT
Canal Street Viaduct Replacement	Replace Canal Street and associated viaduct due to age of structure. Potential to physically modify lane configuration and sidewalks	<ul style="list-style-type: none"> <li>Potential to provide additional curb loading area with new pedestrian island configuration</li> </ul>	Planning for 2019 Construction / CDOT

In addition to these completed and planned improvements, the City of Chicago sponsored pilot program run by OEMC during the summer of 2017 utilizing Traffic Control Aides (TCA) to regulate the existing traffic issues and enforce the curbside designations on Canal Street from Jackson Boulevard to Adams Street. Two TCAs were utilized to direct traffic and enforce curbside use on Canal Street focusing heavily on the Jackson and Canal intersection. This pilot program appeared to be successful in mitigating existing traffic issues around Union Station.

Final for Publication.

## UNION STATION TRANSPORTATION PLANNING PRINCIPLES

Recognizing the critical role Union Station plays as an intermodal transportation hub for the city while also balancing site specific needs for the growing West Loop area, the Union Station traffic management plan has established the following planning principles to guide transportation management programs, policies, and planning efforts. Referencing these principles is intended to lead to an informed planning and decision-making process in a way that considers multimodal transportation implications on Union Station, the redevelopment plan, and the surrounding area.

- Provide a safe environment for all residents, guests, employees, Amtrak passengers, and commuters traveling through Union Station and on the surrounding streets, including pedestrians, bicyclists, transit riders, and vehicle drivers/passengers
- Incorporate design elements that maintain or enhance pedestrian-scale characteristics of the surrounding area
- Promote orderly and efficient flow of traffic along adjacent streets
- Effectively manage curbside activities in a way that does not spillover into adjacent travel lanes or diminish safety of those loading into/unloading from transit, private vehicles, taxis, and TNPs
- Limit impacts on traffic congestion, as reasonably feasible, on the surrounding street while acknowledging Union Station's role as significant intermodal transportation hub serving downtown Chicago and surrounding neighborhoods, particularly during peak travel periods
- Seek opportunities to maximize use of existing site infrastructure to serve area redevelopment needs and limit traffic impacts on adjacent streets
- Support awareness and enforcement of key plan elements and strategies
- Coordinate closely with City staff and elected officials to address transportation-related challenges

## Final for Publication

### TRANSPORTATION MANAGEMENT ELEMENTS / STRATEGIES

Union Station is well-served by several modes of transportation, including private vehicles parking on and off-site, public transportation, taxis and ride share services, charter buses, pedestrians on foot, cyclists riding their own bicycle or Divvy bike share. The variety of transportation options for both visitors and employees is critical in serving a major intermodal destination such as Union Station.

This section of the Transportation Management Plan highlights how each mode of transportation accesses, circulates, and serves those arriving to and departing from the Union Station.

#### VEHICULAR TRAFFIC AND PARKING ACCESS

Employees and guests of the Union Station Headhouse can park on-site in the existing restricted access Headhouse below grade parking. Commuters and visitors to Union Station can either park in the limited street paid parking spots, the office building public parking garage or off-site area public parking garages. Standing zones will be established in the area for the loading of Union Station commuters, visitors and employees. Existing lower level loading docks and access driveways for the Headhouse will be utilized for delivery and service vehicles. The Union Station office building loading dock will be accessed off Clinton Street adjacent to the parking garage entrance. Several key strategies for vehicular traffic and parking access will be implemented for Union Station.

**Using the existing Headhouse driveways to access the existing below grade parking.** Restricted access parking for the hotel guests and employees of the Union Station Headhouse will use the existing below-grade parking within the Headhouse. Access to this parking will be provided via the existing Headhouse driveways on the east side of Clinton Street. The southern driveway will serve ingress and the northern driveway will serve egress, which is not changing from the current operation. Similar to how Union Station employee vehicles access the Headhouse today for parking, the future parking access will be pre-registered and vetted by Union Station security in order to gain access. **Exhibit 1** illustrates the Subarea A Union Station Headhouse parking access plan. This Union Station Headhouse parking access plan will be implemented by the Developer of the Union Station Headhouse.

**Establish curbside standing zones for Headhouse user drop-off and pick-up.** In order to accommodate curbside drop-off and pick-up activity for hotel guests (north and south sides of the Headhouse), separate curbside standing zones will be designated on the south side of Adams Street and north side of Jackson Boulevard, respectively. The hotel standing zone will serve hotel guests arriving or departing by taxi or TNP. Guests driving their own vehicle will arrive and allow a valet attendant to park on-site. Guests will pick up their vehicle from the valet within the Headhouse at the lower level rather than at the Adams Street or Jackson Boulevard curbside loading zone. Hotel staff will manage this curbside hotel guest loading zone during normal hotel operation hours which includes peak vehicle traffic hours. Displaced on-street metered parking (4 spaces) along the south side of Adams Street to accommodate the hotel guest loading can be swapped with currently unmetered parking along Clinton Street (just south of the Union Station Transit Center), Quincy Street (just west of Clinton Street), and Jefferson Street (between Quincy Street and Adams Street). **Exhibit 2** illustrates the Subarea A Headhouse hotel vehicular access and circulation plan. This Union Station Headhouse hotel vehicular access and circulation plan will be implemented by the Developer of the Union Station Headhouse.

**Use of existing Headhouse below-grade loading docks for service, loading and delivery.** Loading, delivery, and service vehicle access for the Headhouse uses will utilize the existing below-grade loading docks within the Headhouse. Similar to how delivery/service vehicles that access the Headhouse today, vendors will be pre-registered and vetted by

Final for Publication

Union Station security in order to gain access. Vehicles will enter at the southern access driveway on Clinton Street, where upon pulling in off the street, an internal security checkpoint will verify access. After completing their business, vehicles will exit to Clinton Street via the northern access driveway. **Exhibit 3** illustrates the Subarea A Headhouse loading/delivery access and circulation plan. The Union Station Headhouse loading/delivery access and circulation plan will be implemented by the Developer of the Union Station Headhouse.

To limit impacts of large delivery and service trucks on traffic conditions in the surrounding area, deliveries will be pre-scheduled and coordinated with vendors to avoid multiple delivery arrivals during peak periods. Any delivery vehicle stacking will be internal to the building and not on the street. A dock security manager will be posted at the headhouse entrance on Clinton Street, as currently in place, to coordinate vehicle deliveries and security of those deliveries within the building drives and loading dock.

**Restrict southbound right turns from Clinton Street to Quincy Street** in order to eliminate use of Quincy Street as a cut-through route to Jefferson Street and as a staging area for some commuter shuttle buses after dropping off passengers on Clinton Street, the southbound right-turn movement from Clinton Street to Quincy Street will be prohibited. A curb extension extending south from the intersection's northwest corner (to be integrated with an enhanced mid-block crossing on Clinton Street) will physically restrict the turn while maintaining the ability for eastbound traffic on Quincy Street to turn south onto Clinton Street. Eastbound traffic and deliveries on Quincy will be unaffected and will operate the same as currently exists today. **Exhibit 4** illustrates this change in neighborhood traffic circulation. The enhanced mid-block crossing on Clinton Street and Quincy curb extension will be implemented by the Developer of the Union Station Headhouse in coordination with CDOT.

**Using the existing Clinton Street parking garage curb cut for access to the office building parking.** Parking for the office employees of the Union Station office building and public parking for Union Station railroad users will use the new parking located below the office building. Access to this parking will be provided via the driveway located on the east side of Clinton Street. The parking driveway will accommodate both ingress and egress onto Clinton Street, there will be no vehicular parking entrance on Van Buren or Canal Street from the office building parking garage. **Exhibit 1** illustrates the Subarea C Union Station office building parking access plan. This Union Station office building parking access plan will be implemented by the Developer.

**Establish curbside standing zones for the office building user drop-off and pick-up.** In order to accommodate curbside drop-off and pick-up activity for office users and guests (east side of the office building), a curbside standing zone will be designated on the west side of Canal Street. The office building standing zone will serve office users and guests arriving or departing by taxi or TNP. This standing zone takes the place of the removed southbound contra flow lane on Canal Street that served the existing demolished parking garage. **Exhibit 2** illustrates the Subarea C Union Station office building vehicular access plan. This Union Station office building vehicular access and circulation plan will be implemented by the Developer.

**Use of existing Clinton Street existing curb cut for access to loading docks for service, loading and delivery.** Loading, delivery, and service vehicle access for the office building will utilize the loading dock below the office building. Vehicles will enter and exit to Clinton Street via this access driveway. **Exhibit 3** illustrates the Subarea C Union Station office building loading/delivery access plan. The Union Station office building loading/delivery access plan will be implemented by the Developer.

To limit impacts of large delivery and service trucks on traffic conditions in the surrounding area, deliveries will be pre-scheduled and coordinated with vendors to avoid multiple delivery arrivals during peak periods. Any delivery vehicle stacking will be internal to the building and not on the street. A dock security manager will be posted at the office building

## Final for Publication

entrance on Clinton Street, to coordinate vehicle deliveries and security of those deliveries within the building and loading dock.

### PEDESTRIAN AND BICYCLE

Due to the nature of Union Station being the busiest multi-modal transportation hub in Chicago, the area has some of the highest pedestrian volumes on streets in the city. Pedestrian traffic is year-round and is heaviest during rush hour. The majority of pedestrian traffic in the area is due to the Metra commuter rail passengers exiting the train station on foot and heading to their final destination. Currently, more than half of the pedestrian traffic during rush hour is using the 222 S. Riverside station entrances at Adams and Jackson along the river and walking East towards the loop. The remaining pedestrian traffic is split equally between the West Canal Street entrance at 222 S. Riverside and the West Clinton Street entrance of the Headhouse. The North, South, and East of the Headhouse will continue to have a much smaller amount of pedestrian traffic.

As bicycles have been gaining mode share across the city, so has the number of commuters and visitors using bicycles to access Union Station and the surrounding area. The main two-way north/south bicycle lane is currently located on the east side of Clinton Street. Several Divvy stations are located at Union Station. **Exhibit 5** illustrates the plan for Divvy stations and bike lanes adjacent to Union Station. The Divvy station locations will be implemented by CDOT in coordination with the Developer.

### TRAFFIC DEMAND MANAGEMENT

With the Union Station Development site's location above or across the street from an intermodal transit hub, its proximity to multiple transit options as a transit oriented development is a significant traffic demand management measure in itself. TDM measures for tenants/operators of the proposed hotel, office and residential components will largely be activated by the individual tenants and operators. Some of these tenant/operator strategies may include providing pre-tax transit payroll deductions, subsidized Divvy memberships, flexible work schedules, promoting carpools and providing bike storage within the building. The Union Station Developer will coordinate with tenants/operators to help them facilitate their desired TDM strategies for their workforce.

### CURBSIDE MANAGEMENT

Due to the nature of Union Station being the busiest multi-modal transportation hub in Chicago, the area has very high demand for curbside space from the various users of Union Station. These users utilize various modes of transportation including personal vehicles, taxis, TNP's, Amtrak busses, CTA busses, charter shuttles and others which all demand the limited curbside space. The highest demand for this curbside space occurs on Canal Street between Jackson and Adams Streets and is where the majority of the above modes of transportation operate. Several designated standing zones, taxi stands, TNP loading areas, CTA/Amtrak bus stops and commuter shuttle stop locations are to be established or reconfigured around Union Station to provide the best use of this curbside area.

**Standing zones will be established, reclassified or better defined on the North, South, East and West of the Headhouse.** The existing 15-minute standing zone on the East side of the Headhouse, North half of Canal is to remain and will be updated from the current 15 Minute standing zone to a drop-off zone only for Union Station vehicular drop-off. This will allow for greater ability to keep the vehicular traffic moving on Canal Street. **Exhibit 6** illustrates the Standing and Loading Zones in the Union Station area. The standing and loading zones will be managed by the active traffic management as discussed later in this document. The standing and loading zones surrounding the Union Station Headhouse will be implemented by CDOT in coordination with the Developer.

Final for Publication

**Better define the Union Station taxi stands.** Union Station is served by two taxi stands; one on the west side of Canal Street (7 vehicles) and one on the north side of Jackson Boulevard, just west of the Chicago River (5 vehicles). In addition, taxis regularly stage along the north side of Jackson Boulevard extending west from Canal Street. The extended taxi staging zone will be defined between Canal Street and the east end of the hotel Standing Zone 2. In addition to these locations, taxis are expected to pick up and drop off fares at the curbside Standing Zones although they are not permitted to stand and wait for new fares. The taxi stand zones and associated drop off zones will be managed by the active traffic management as discussed later in this document. Exhibit 7 illustrates the plan for taxi accommodations. The taxi loading zones surrounding the Union Station Headhouse will be implemented by CDOT in coordination with the Developer.

**Establish a defined TNP loading zone along Adams Street.** The north lane along Adams Street between Canal Street and Clinton Street is currently underutilized. The lane is marked as a Bus-Only lane; however CTA buses that are in service no longer use that lane. Thus, the lane and its underutilization provide an opportunity to create an additional traffic lane with no parking tow zone signage. Metered parking currently designated along the south side of Adams Street will need to be relocated elsewhere in the nearby area. CDOT and the Alderman's office will work with the Developer to relocate these metered parking spaces to a location that is acceptable to the parking meter operator in the nearby area. Moving the metered parking spaces from the south side of Adams Street will allow for the designation of a loading zone for TNP pickups at Union Station. Through new identification and wayfinding signage as well as coordination with TNPs such as Uber, Lyft, and Via to incorporate geofencing through their mobile apps and restrict loading elsewhere in the immediate vicinity, shifting TNP loading from Canal Street to the new designated on Adams Street will help to reduce congestion, double parking, and loading within travel lanes along Canal Street while still providing a proximate location to Union Station. The TNP loading zone will be managed by the active traffic management as discussed later in this document. Exhibit 8 illustrates the plan for designated TNP accommodations. The TNP loading zones surrounding the Union Station Headhouse will be implemented by CDOT in coordination with the Developer.

**Relocate and expand the commuter shuttle stops on Clinton and Canal Streets.** As another strategy to improve operations and reduce congestion along Canal Street between Jackson Boulevard and Adams Street, the commuter shuttle loading area on the east side of Canal Street immediately north of Jackson Boulevard will shift one block south to just north of Van Buren Street. This new commuter shuttle stop will be shared with the existing northbound far-side CTA bus stop on at the Canal Street/Van Buren Street intersection. In order to be effective, communication and coordination with each commuter shuttle operator and their tenant/client is critical. Commuter shuttle licensing and regulation, to be further explored with city officials, is strongly recommended to maximize compliance and provide a reasonable means of enforcing use of designated stops. The relocated commuter shuttle loading zones will be managed by the active traffic management as discussed later in this document. Exhibit 9 illustrates the existing CTA and Amtrak Charter bus stops along with designated Bus Stands. Exhibit 10 illustrates the commuter shuttle loading plan. The commuter shuttle loading zones surrounding the Union Station Headhouse will be implemented by CDOT in coordination with the Developer.

## ACTIVE TRANSPORTATION MANAGEMENT

**Active transportation management on Canal Street.** Based upon the success of the City pilot program as referenced above and the observations of curbside and lane utilization as documented in the Traffic Study performed for the Union Station Headhouse redevelopment (PD 376), active management personnel will be beneficial to help enforce regulations intended to improve transportation safety and mobility for all modes of transportation along Canal Street.

Due to the traffic issues on Canal Street between Jackson and Adams Street, three active traffic management traffic control aide (TCA) posts have been identified: one TCA at the corner of Jackson and Canal Street, one TCA roving along Clinton

## Final for Publication

Street between Jackson and Adams Street and along Jackson Boulevard between Clinton Street and the river, and one TCA roving along Adams Street between Canal and Clinton Street and along Canal Street between Jackson and Adams Street. The TCA's have been identified to assist during rush hour periods of traffic (7-10AM and 3:30-6:30PM) Monday through Friday.

Active traffic management TCA responsibilities will include:

- Direct northbound traffic into appropriate lanes and enforce bus-only access on the east side of Canal Street
- Prevent taxi staging around the corner and from blocking crosswalks
- Keep the intersection clear by preventing extended queues/blockages

Additionally, two Parking Enforcement Aides (PEA) will be dedicated to the streets immediately adjacent to Union Station to enforce curbside designations and uses. The PEA's have been identified to assist during rush hour periods of traffic (7-10AM and 3:30-6:30PM) Monday through Friday.

Active traffic management PEA responsibilities will include:

- Enforce curbside designations
- Direct TNP activity to north curb of Adams Street west of Canal Street

As part of the active management, several City of Chicago agencies will be involved with the management and implementation of the active management noted as part of this TMP. The City of Chicago OEMC will be involved overseeing the TCA and PEA workforce, CDOT will be working with other area stakeholders to implement this plan. **Exhibit 11** illustrates the planned posts and roles for TCAs at Union Station.

**Active transportation management cost sharing agreement between the City of Chicago and the Union Station Developer.** A cost sharing agreement has been reached between the City of Chicago and the Developer as it relates to the Developer's obligation to pay for certain active traffic management measures to be utilized in connection with the development of the Chicago Union Station and as outlined within this Union Station TMP. Accordingly, the Developer and the City agree to share the cost of these Aides under the following terms:

- There will be a ten (10) year agreement between the Developer and the City to share the costs of TCAs and PEAs, as outlined below. Such obligations will commence on the completion of Subarea A – Headhouse Construction or Subarea C – Office Construction (whichever comes first), and terminate on the ten (10) year anniversary thereafter.
- The Developer and the City will each be responsible for paying their portion of the actual costs of Aides, as adjusted over time, based on each party's specified share of the required positions. Any costs shown below are based on current wages, are provided for illustrative purposes only, and do not reflect the actual costs of TCAs and PEAs during the 10-year period of the agreement.
- The Developer agrees to pay its portion of the anticipated actual costs of TCAs and PEAs, as determined by the City, prior to the beginning of each payroll year. At the end of each payroll year, the Developer will receive or pay adjustments to these actual costs as determined by the City.
- Upon completion of one of either Subarea A – Headhouse Construction or the Subarea C – Office Construction, the Developer will pay for the full cost of 1.5 TCAs (approximately a \$90,500 current value cost, to be adjusted) and the City will pay for 1.5 TCAs and two (2) PEAs (approximately a current value cost of \$205,000, to be adjusted).

## Final for Publication

- Upon completion of both the Subarea A – Headhouse Construction and Subarea C – Office Building Site, the Developer will pay the full cost of three TCAs (approximately a \$181,000 current value cost, to be adjusted) and the City would continue to cover the cost of the PEAs (approximately a current value cost of \$114,000, to be adjusted).
- Upon completion of all Phases, including the Future Phase – Apartment site, the Developer would cover the full cost of all Traffic Control Aides and Parking Enforcement Aides.
- After the expiration of the ten (10) year agreement term, and completion of the Developer's full obligations under this agreement, including all required payments to the City, the obligation of the Developer to pay for traffic control aides, as outlined in this agreement, will end and there will no longer be an obligation of the Developer to pay for this service.
- During each January after the initial one-year period, CDOT, with the Developer, will make an annual review to determine if traffic management in and surrounding the Planned Development can be maintained with a reduced staffing level. This analysis could result in a lower cost for both parties, but under no circumstance will the Developer's obligation, regarding its agreed share of the number of aides required, be increased as a result of this annual review.

Final for Publication

## UNION STATION PLANNED PROJECTS

### UNION STATION DEVELOPMENT OVERVIEW

The Union Station development is comprised of three phases which include a mix of hotel, residential, office, and supporting retail uses on three separate blocks. Key current aspects of the phased Union Station development plan are outlined below:

#### SUBAREA A (PD 376 SUB-AREA A) – HEADHOUSE REDEVELOPMENT

- Anticipated Completion 2020
- 400-room hotel
- 33,000 square feet of retail/restaurant space at the base of the Headhouse
- Use existing below-grade parking and existing loading docks to serve hotel, Amtrak and retail uses

#### SUBAREA C (PD 376 SUB-AREA C) – OFFICE BUILDING DEVELOPMENT

- Anticipated Completion 2022
- 1.5 million square feet of office
- 10,000 square feet of ground-floor retail/restaurant space
- Replace the existing 1,700-space parking garage with a new reduced 400-space parking structure

#### FUTURE PHASE (EXISTING PD 27) – RESIDENTIAL DEVELOPMENT

- Anticipated Completion 2024
- 400 residential units
- 10,000 square feet of ground-floor retail/restaurant space

**Exhibit 12** illustrates the Union Station development parcels by phase. A traffic study has been completed for PD 376 which includes the Subarea A Headhouse redevelopment and Subarea C office building development and accounts for the future traffic from the Future Phase of the Union Station Development. The traffic study has been submitted to CDOT and the Alderman's office as part of the PD 376 amendment and provides the physical data for the improvements and management practices as noted within this traffic management plan.

**Union Station Development construction related traffic impacts.** During the permitting process for each of the Union Station Development construction phases, the Union Station Developer and/or its contractors will submit plans detailing expected traffic disruptions and how traffic will be maintained during these disruptions. The plan will be prepared in coordination with Alderman Reilly's office, CDOT, Amtrak and other stakeholders. The plan will be reviewed and anticipated traffic impacts/related considerations will be outlined with measures identified to address expected impacts. OEMC and other affected organizations will work with the developer to determine any costs associated with active traffic management that may be needed to maintain traffic due to construction, and these costs will be borne by the Union Station Developer.

Final for Publication

## COMMUNICATION + COORDINATION

This section summarizes methods for communication and coordination among stakeholders and the surrounding community.

### CITY AGENCY COORDINATION

As a continuation on the redevelopment planning process, representatives of the Union Station redevelopment team will maintain close working relationships and open dialogue with Alderman Reilly's office and a range of City of Chicago departments and agencies. This coordination will be necessary to effectively manage and address transportation-related challenges at Union Station and in the surrounding area. The Union Station redevelopment team values these relationships and will continue this ongoing cooperation and communication as phases of the redevelopment plan unfold and prevailing transportation conditions in the area evolve over time.

### COMMUTER AND VISITOR INFORMATION

Tens of thousands of commuters and other travelers pass through Union Station and along the adjacent streets each day and will be influenced in some manner by elements the Union Station improvements intended to address both existing and anticipated issues. Communication of these transportation improvements, new and adjusted access and circulation plans, and new curbside management strategies will require a range of communication methods to reach various population groups and convey news and updates that impact their individual mobility options. Communication tools include:

- Press Releases
- Public Notices / Advertising Posters / Flyer Handouts
- Social Media
- Mobile Apps (Amtrak, Metra, Ventra, Uber, Lyft, Via)
- Websites (Amtrak, Metra, CTA, Hotel, Residences, Employers with shuttle service)
- E-mail Notification

The Developer will work with CDOT, Amtrak and the various Union Station transit stakeholders to develop a public wayfinding signage plan for the planned development.

### COMMUNITY ORGANIZATIONS AND NEIGHBORING PROPERTIES

Similar to any major project in a dense urban neighborhood, the redevelopment team recognizes that although Union Station is a multimodal transportation hub for people traveling to and from downtown Chicago, it is situated among a mix of commercial office, residential, and retail/restaurant neighbors. As such, the redevelopment team will be accessible and maintain relationships with representatives of community organizations and neighboring buildings to communicate project updates, plans, and address issues that may arise over the course of the multi-phase redevelopment plan.

### STAKEHOLDER COORDINATION

It is recommended that a transportation stakeholder working group be formed by the developer of the planned Union Station Development. This group should be comprised of the public and private partners listed on Page 12. Meetings should be held once a year, with extra occurrences when necessary, and should include discussion of traffic management strategies within the TMP boundaries, gauge their effectiveness, and incorporate new strategies or objectives, if needed.

## Final for Publication

### CONTACT INFORMATION

The following is key stakeholder contact information related to the TMP.

#### CITY OF CHICAGO

##### 42<sup>nd</sup> Ward

Alderman

Brendan Reilly

brendan.reilly@cityofchicago.org

##### Chicago Department of Transportation

Director -- Transportation Planning and Programming

Jeffrey Sriver

jeffrey.sriver@cityofchicago.org

##### Office of Emergency Management and Communications

Traffic Control Aide Coordinator

Name

name@cityofchicago.org

##### Chicago Department of Planning and Development

Assistant Commissioner, Special Projects & Legislative Affairs

Robert McKenna

robert.mckenna@cityofchicago.org

##### Department of Finance

Parking Enforcement Aide Coordinator

Name

name@cityofchicago.org

##### Chicago Transit Authority

General Manager -- Service Planning

Elsa Gutierrez

egutierrez@transitchicago.com

#### UNION STATION

##### RC Union Station Development Company

Project Manager

Tyler Lamkey

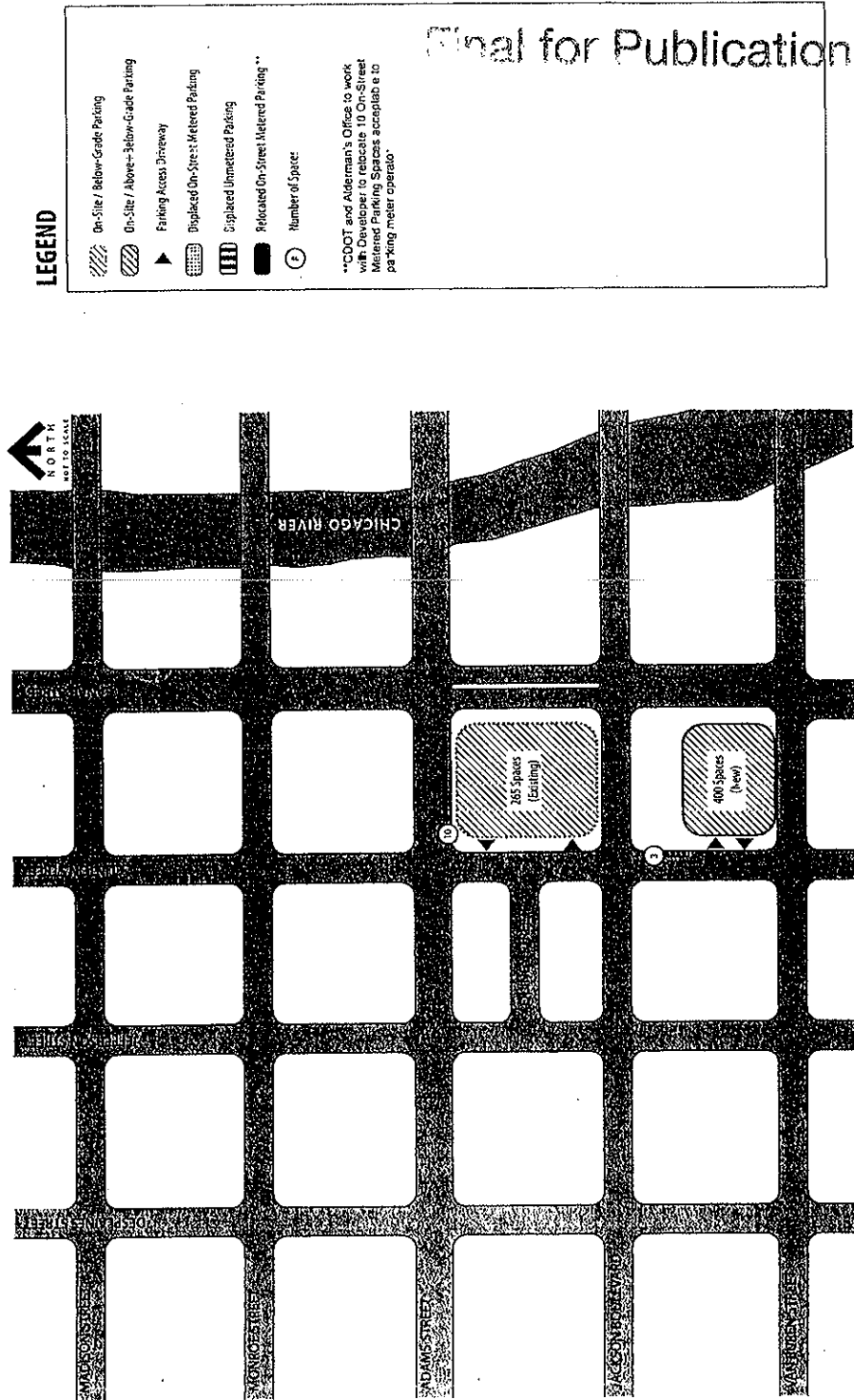
tlamkey@riversideid.com

##### Amtrak

Senior Program Manager -- Major Stations Development

Suzanne Mosher

suzanne.mosher@amtrak.com



Final for Publication

LEGEND

- On-Site / Below-Grade Parking
- On-Site / Above-Grade Parking
- Parking Access Driveway
- Displaced On-Street Metered Parking
- Displaced Unmetered Parking
- Relocated On-Street Metered Parking \*\*
- Number of Spaces

\*\*COOT and Alderman's Office to work with Developer to relocate 10 On-Street Metered Parking Spaces acceptable to parking meter operator.

EXHIBIT 1  
UNION STATION SUBAREA A & C PARKING ACCESS

Kimley»Horn

Final for Publication

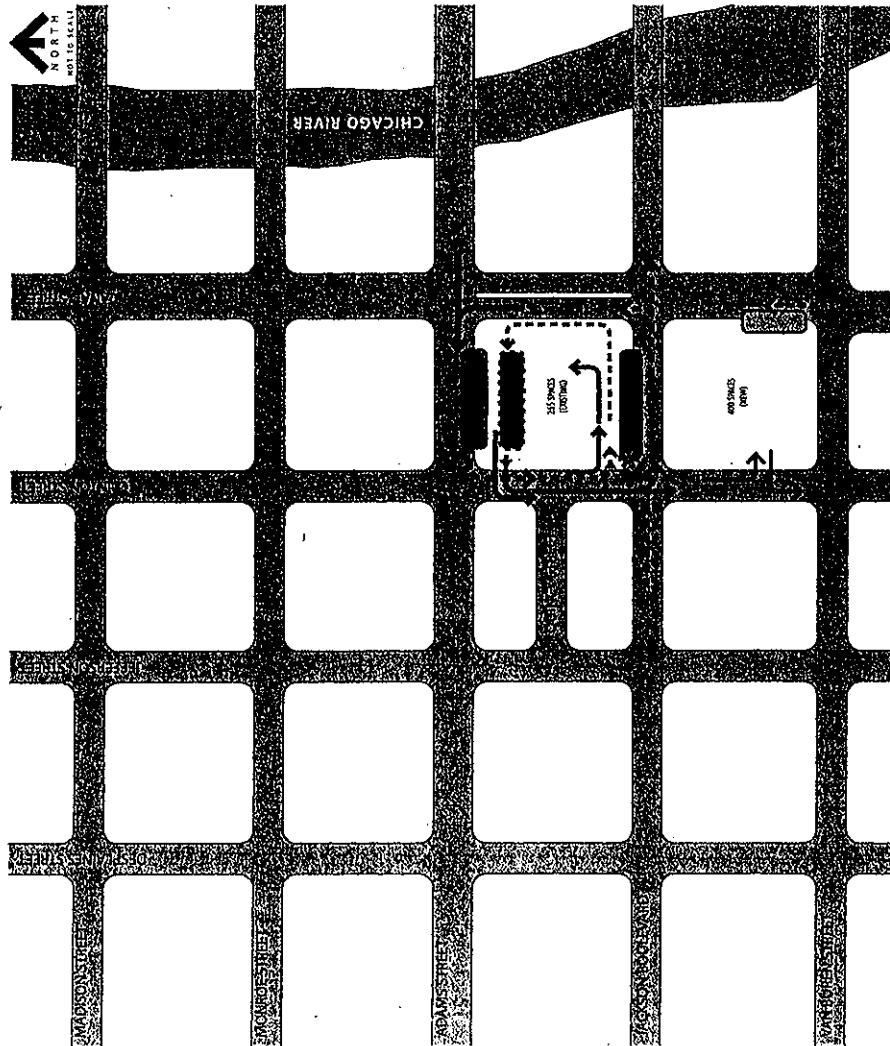
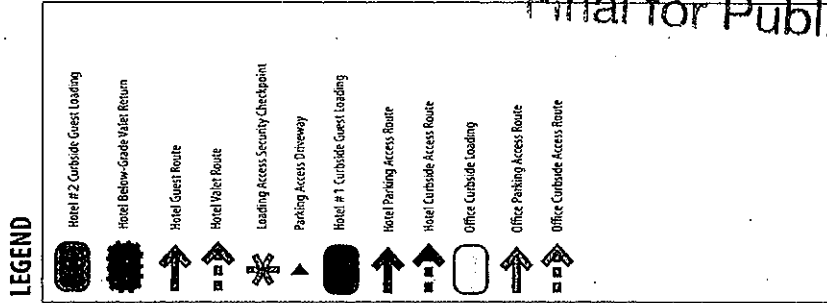
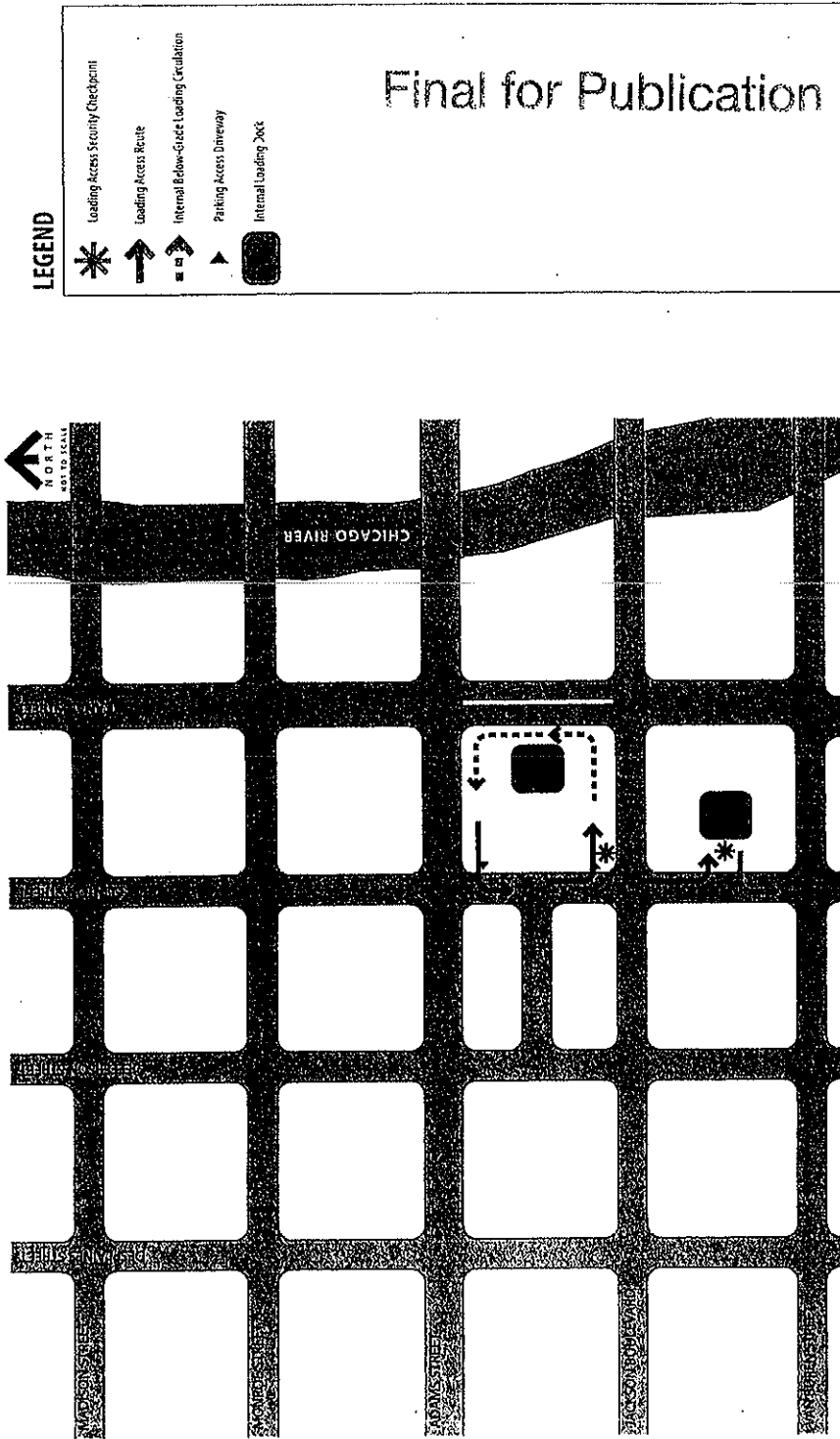


EXHIBIT 2  
UNION STATION SUBAREA A & C VEHICULAR CIRCULATION

Kimley»Horn



Final for Publication

LEGEND

- \* Loading Access Strenuity Checkpoint
- ↑ Loading Access Route
- ⬇ Internal Bidow-Guide Loading Circulation
- ▲ Parking Access Driveway
- Internal Loading Dock

EXHIBIT 3  
UNION STATION SUBAREA A & C  
DELIVERY / LOADING DOCK ACCESS AND CIRCULATION

Kimley»Horn

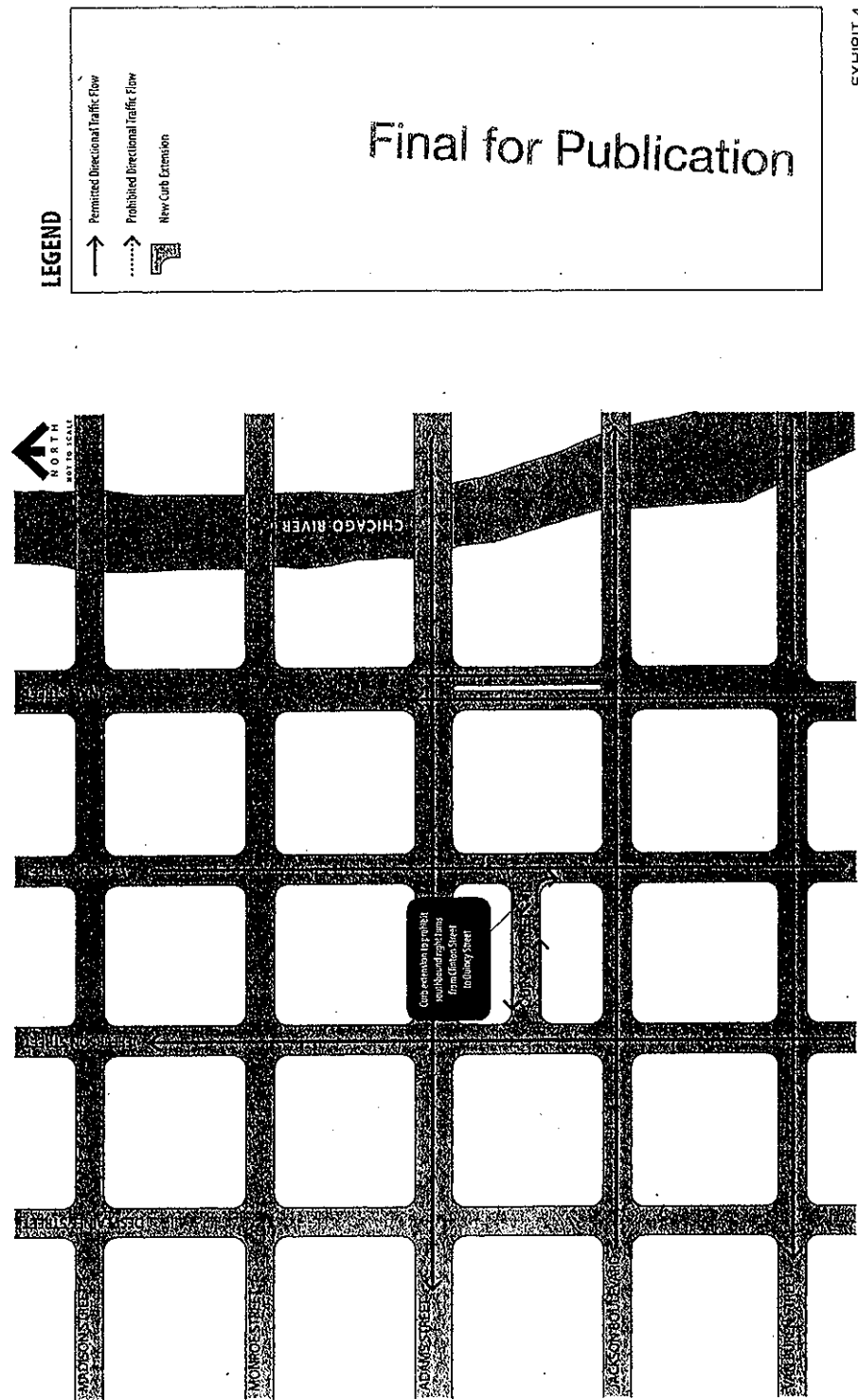





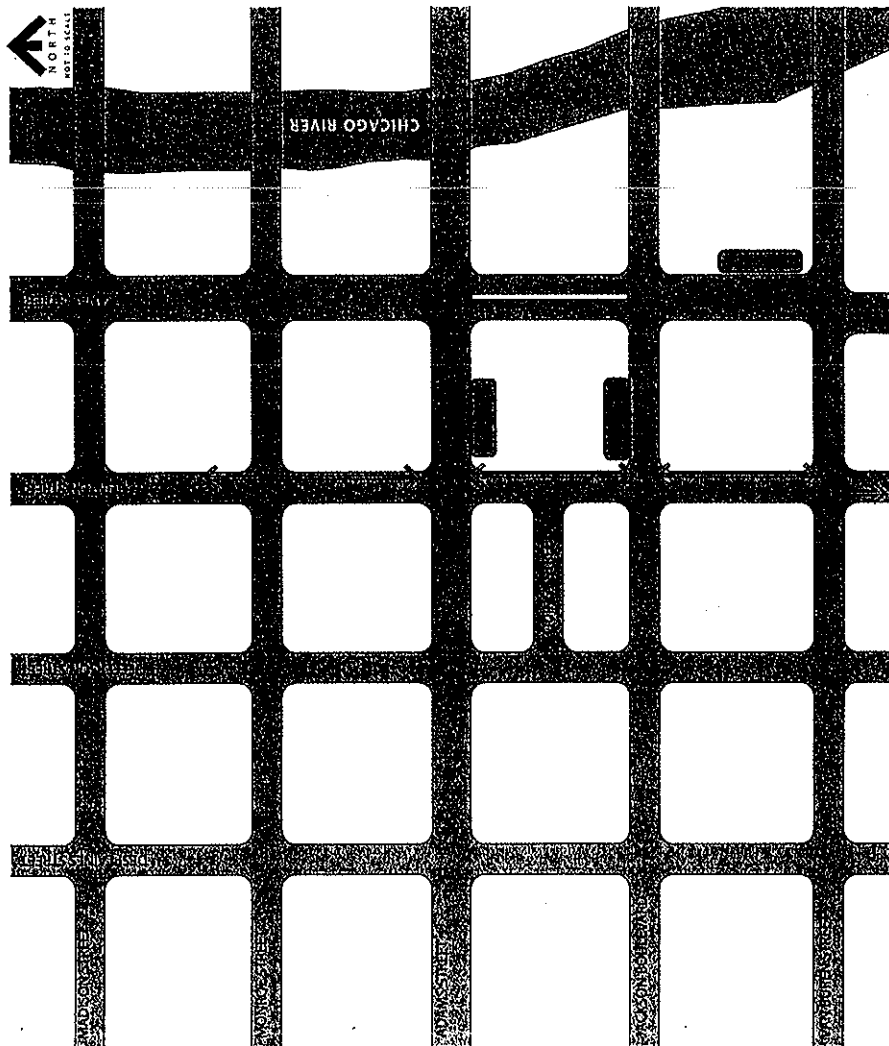
EXHIBIT 4  
UNION STATION AREA  
VEHICULAR TRAFFIC CIRCULATION CHANGES

**LEGEND**

-  Bumpy Station
-  Two-Way Bike Lane
-  One-Way Bike Lane

**Final for Publication**

EXHIBIT 5  
UNION STATION AREA  
BICYCLE ACCESS AND CIRCULATION



Kimley»Horn

Final for Publication

**LEGEND**




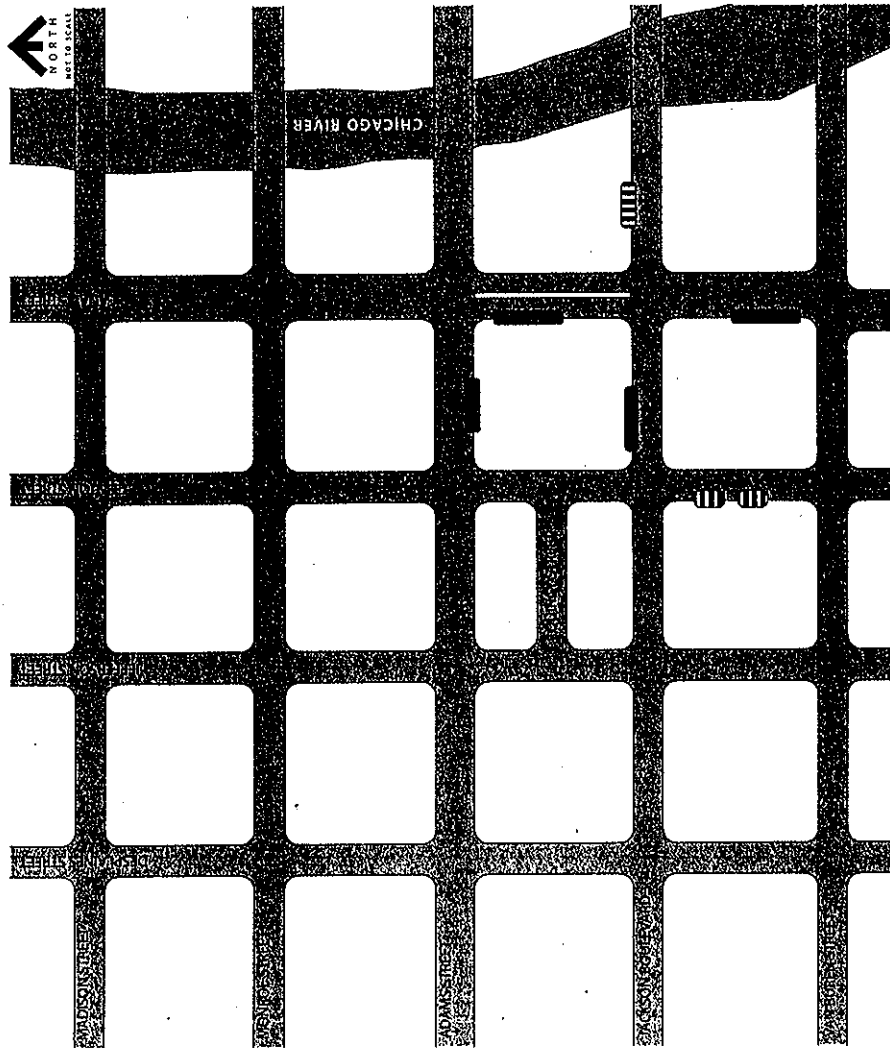
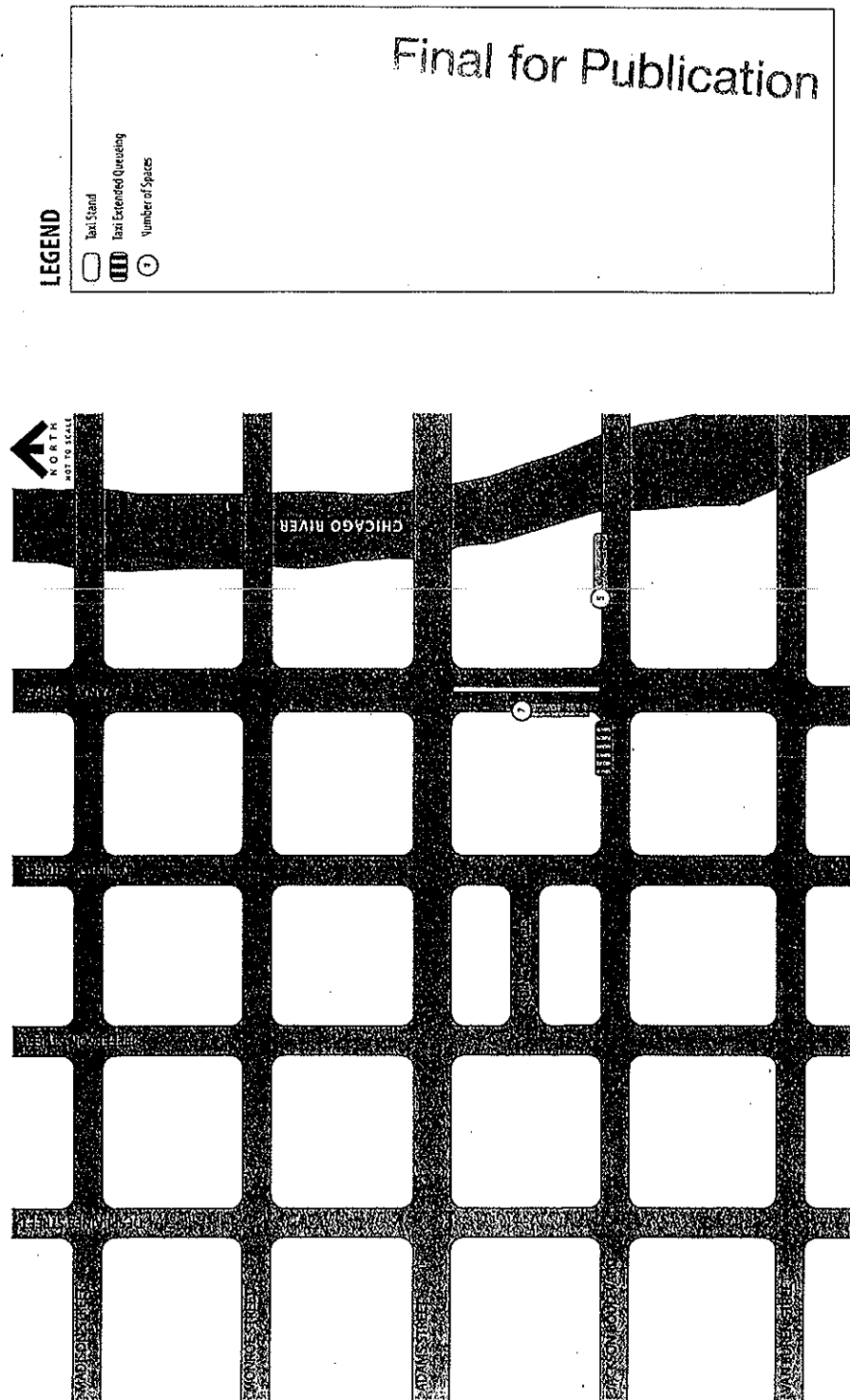
-  15-min Standing Zone
-  Commercial Loading Zone
-  Drop-Off/Pick-Up Zone Only

EXHIBIT 6  
UNION STATION AREA  
CURBSIDE STANDING AND LOADING ZONES





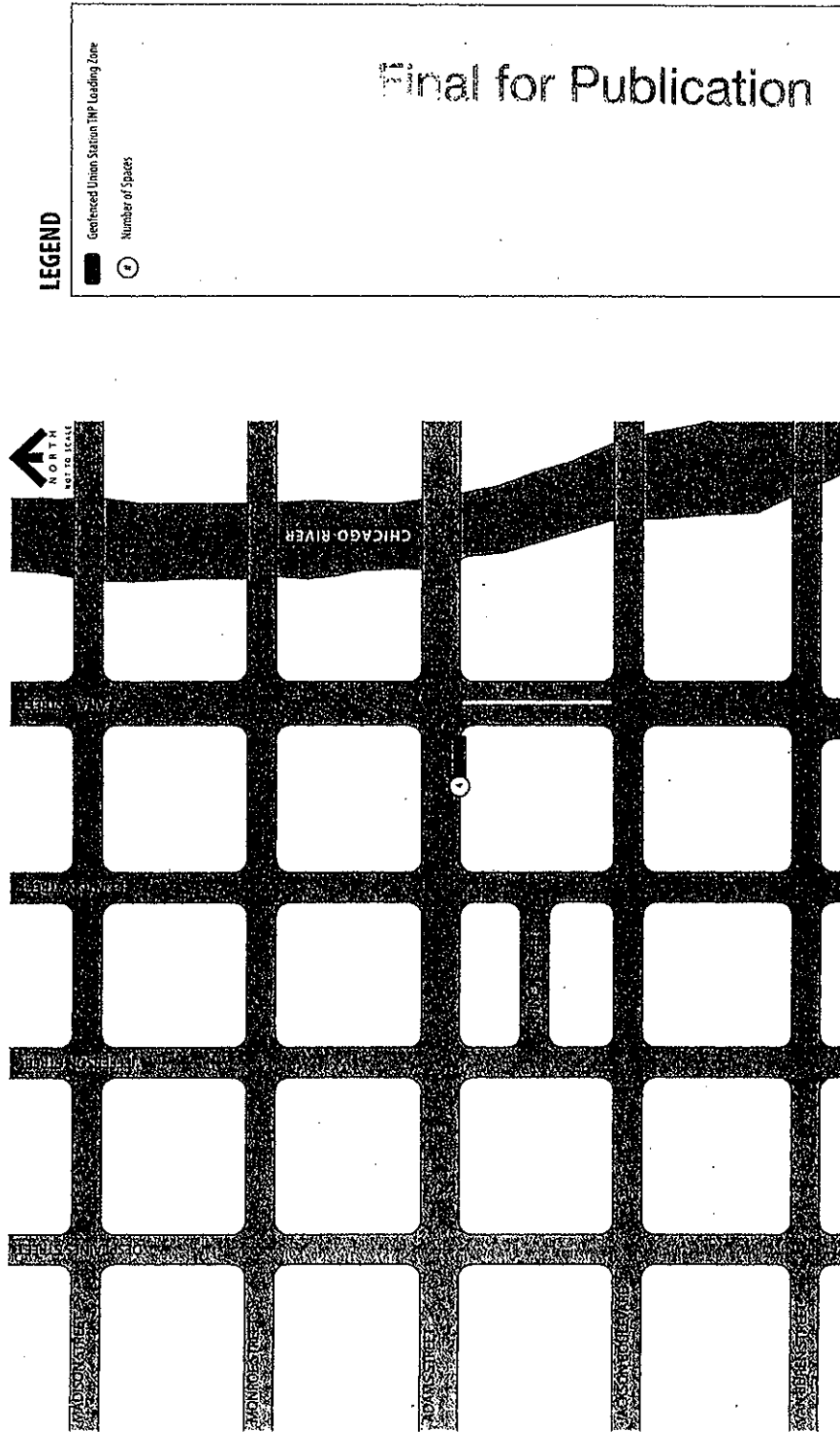
Final for Publication

LEGEND

- Taxi Stand
- ▤ Taxi Extended Queuing
- ⊙ Number of Spaces

EXHIBIT 7  
UNION STATION AREA TAXI ACCOMMODATIONS

Kimley»Horn



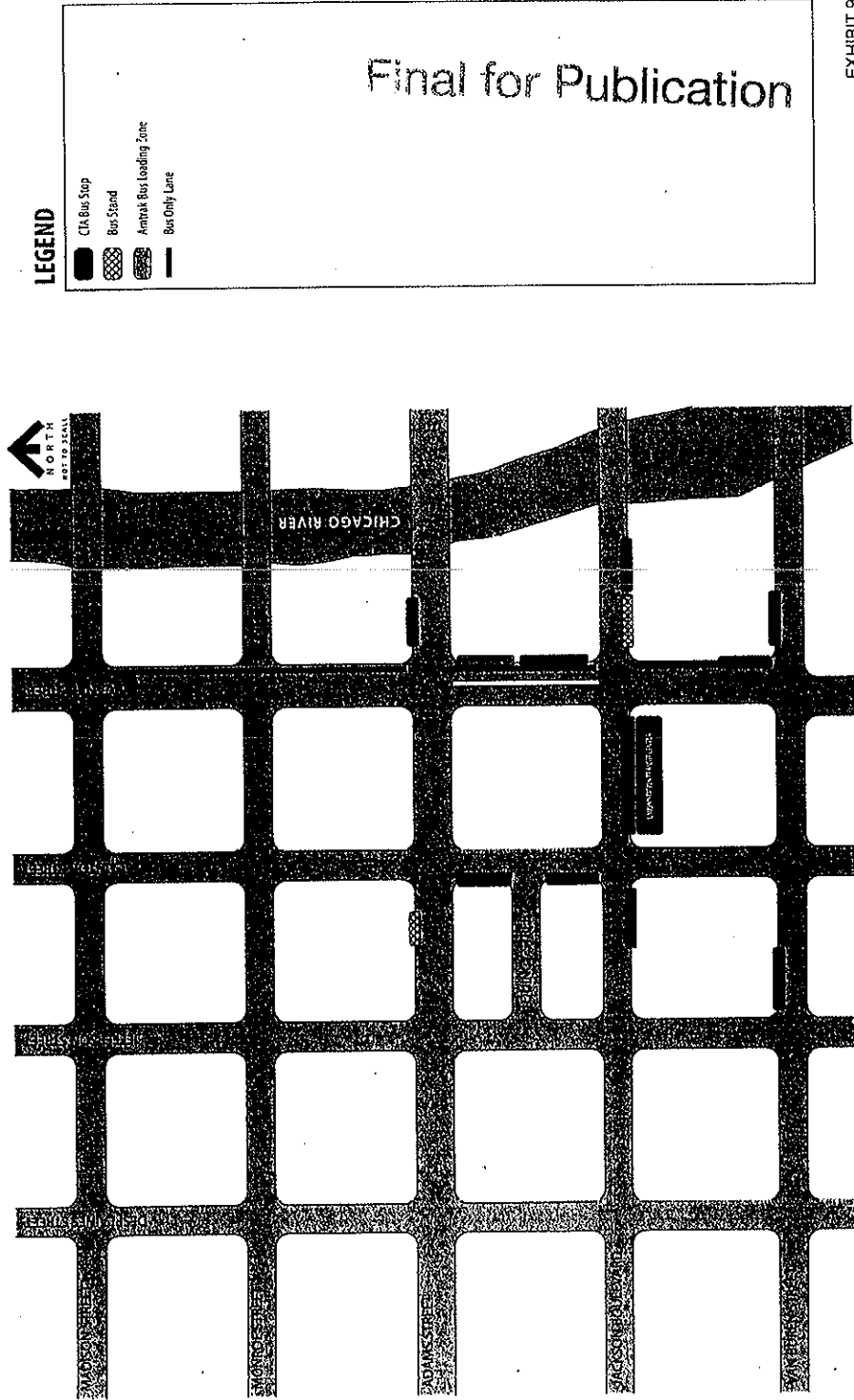




EXHIBIT 9  
 UNION STATION AREA  
 CTA + AMTRAK/GREYHOUND BUS LOADING

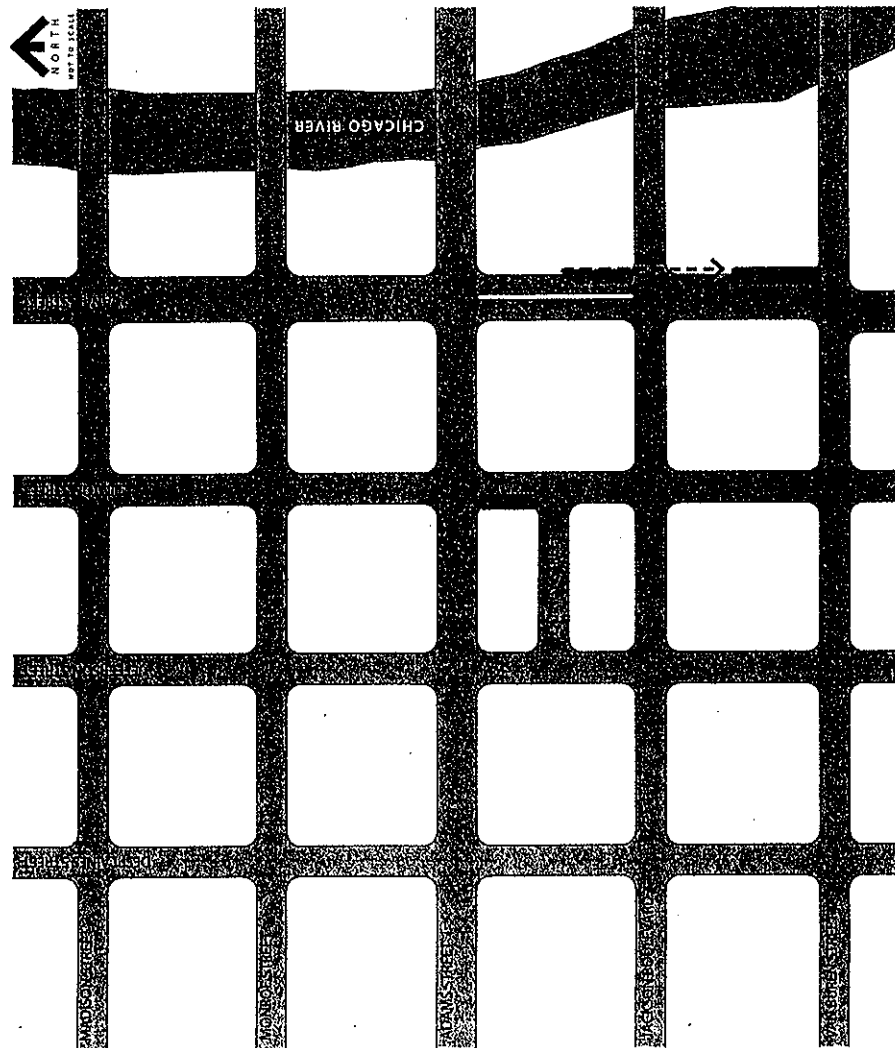
Kimley» Horn

**LEGEND**

-  Commuter Shuttle Loading
-  Relocated Commuter Shuttle Passenger Loading

Final for Publication

EXHIBIT 10  
UNION STATION AREA  
COMMUTER SHUTTLE LOADING



Kimley»»Horn

Final for Publication

LEGEND



Traffic Control Aide Post  
Monday - Friday  
7:00AM - 3:30 PM



Parking Enforcement Officers  
Monday - Friday  
7 - 10AM  
3:30 - 6:30 PM



Parking Enforcement Officer Patrol Area

Post

Role

- 1 • Direct northbound traffic into appropriate lanes and enforce bus-only access on the east side of Canal Street
- 2 • Prevent taxi staging around corner and from blocking crosswalks
- 3 • Keep the intersection clear by preventing extended queues and blockages
- 4 • Oversee activities of TTC's
- 5 • Fill in during breaks/absences
- 6 • Enforce curbside designations
- 7 • Direct TNP activity to north curb of Adams Street west of Canal Street
- 8 • Enforce curbside designations
- 9 • Direct TNP activity to north curb of Adams Street west of Canal Street

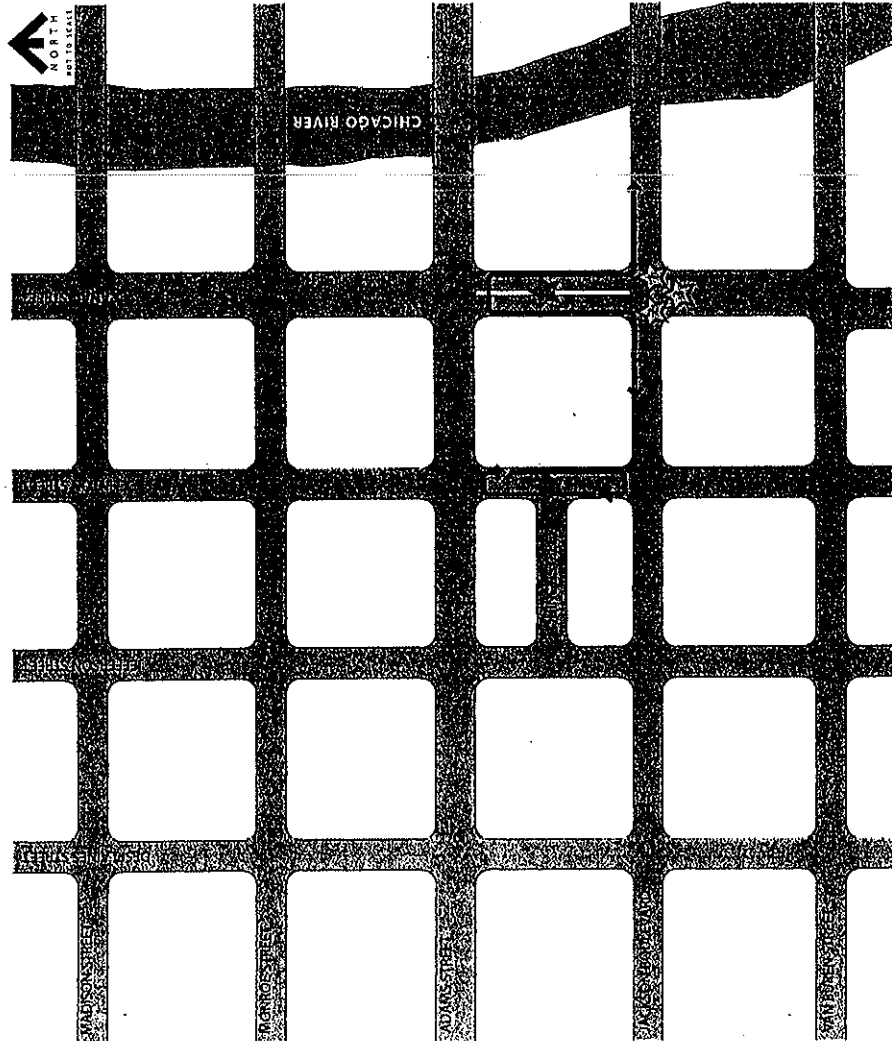


EXHIBIT  
UNION STATION AREA  
ACTIVE TRANSPORTATION MANAGEMENT

# Final for Publication

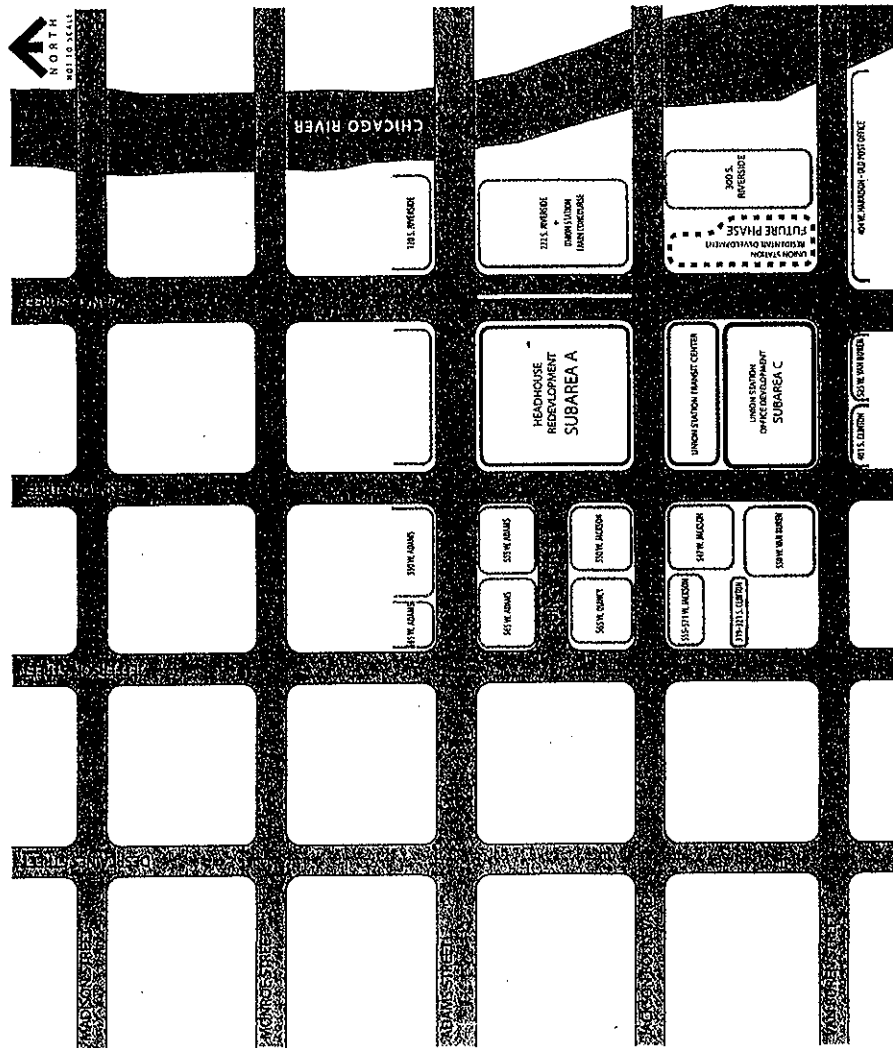
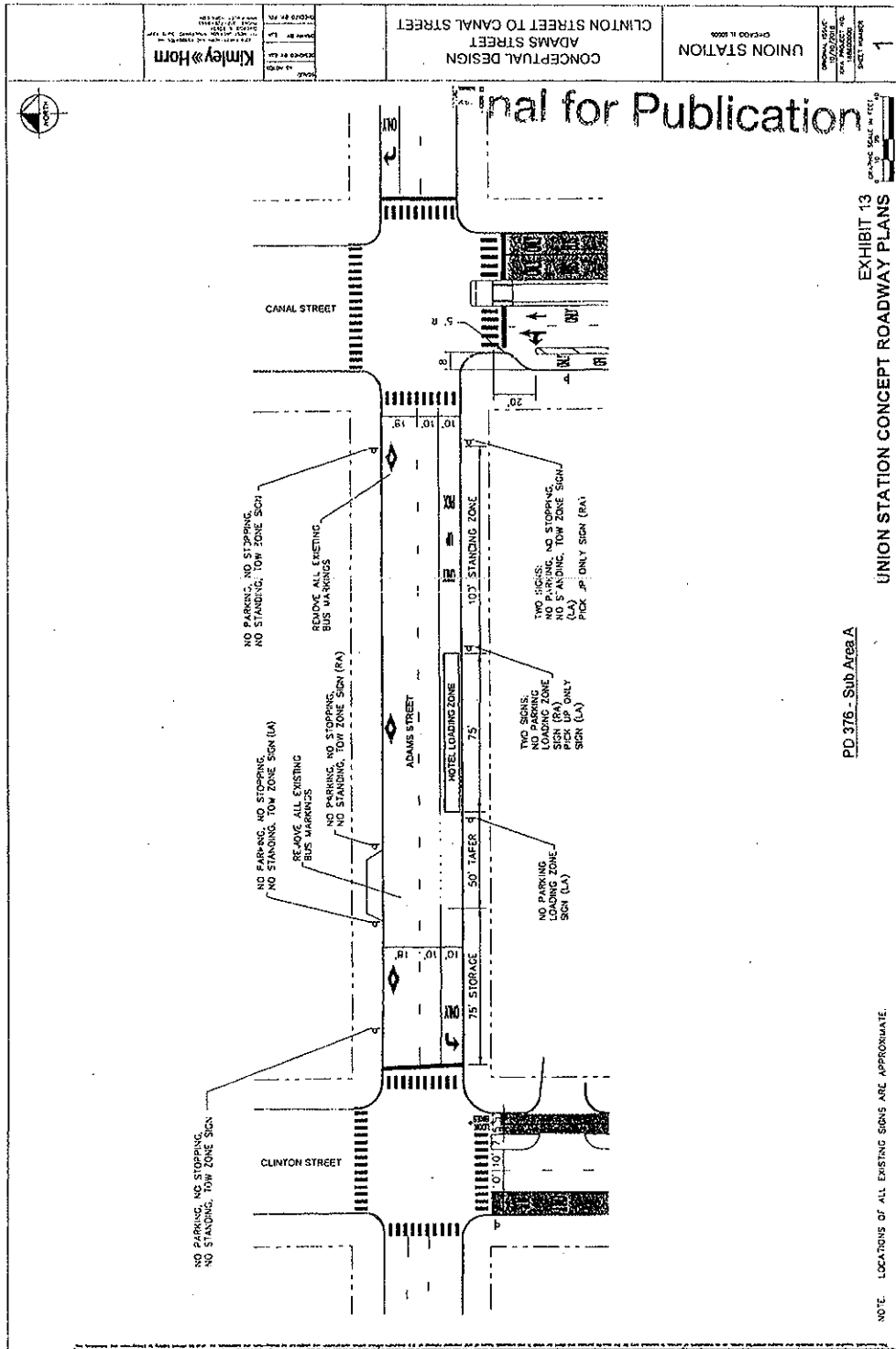


EXHIBIT 12  
UNION STATION DEVELOPMENT PHASES



DRAWN BY: [illegible]  
 CHECKED BY: [illegible]  
 DATE: [illegible]  
 PROJECT NO.: [illegible]  
 SHEET NO.: [illegible]

CONCEPTUAL DESIGN  
 ADAMS STREET  
 CLINTON STREET TO CANAL STREET

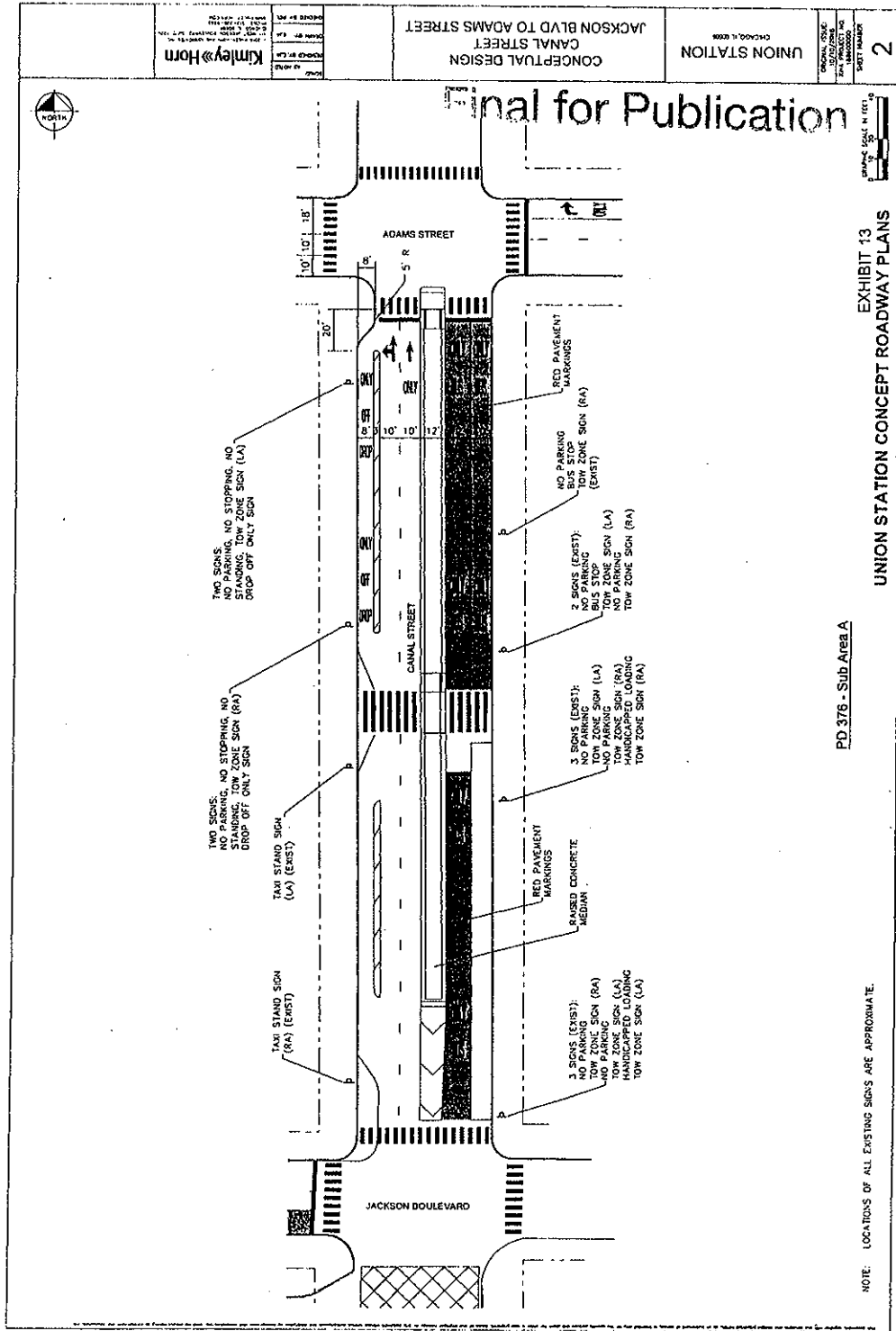
UNION STATION  
 CHICAGO ILL 60608  
 ORIGINAL SCALE: [illegible]  
 AS SHOWN: [illegible]  
 SHEET NUMBER: 1

Final for Publication

EXHIBIT 13  
 UNION STATION CONCEPT ROADWAY PLANS

PD 376 - Sub Area A

NOTE: LOCATIONS OF ALL EXISTING SIGNS ARE APPROXIMATE.



DATE: 10/31/18  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT NO.: [Number]  
 SHEET NO.: 2

CONCEPTUAL DESIGN  
 CANAL STREET  
 JACSON BLDV TO ADAMS STREET

UNION STATION  
 CHICAGO, IL 60608  
 ORIGINAL SCALE: 1"=40'-0"  
 AS SHOWN: 1"=40'-0"  
 SHEET NUMBER: 2

Canal for Publication

EXHIBIT 13  
 UNION STATION CONCEPT ROADWAY PLANS

PD 376 - Sub Area A

NOTE: LOCATIONS OF ALL EXISTING SIGNS ARE APPROXIMATE.



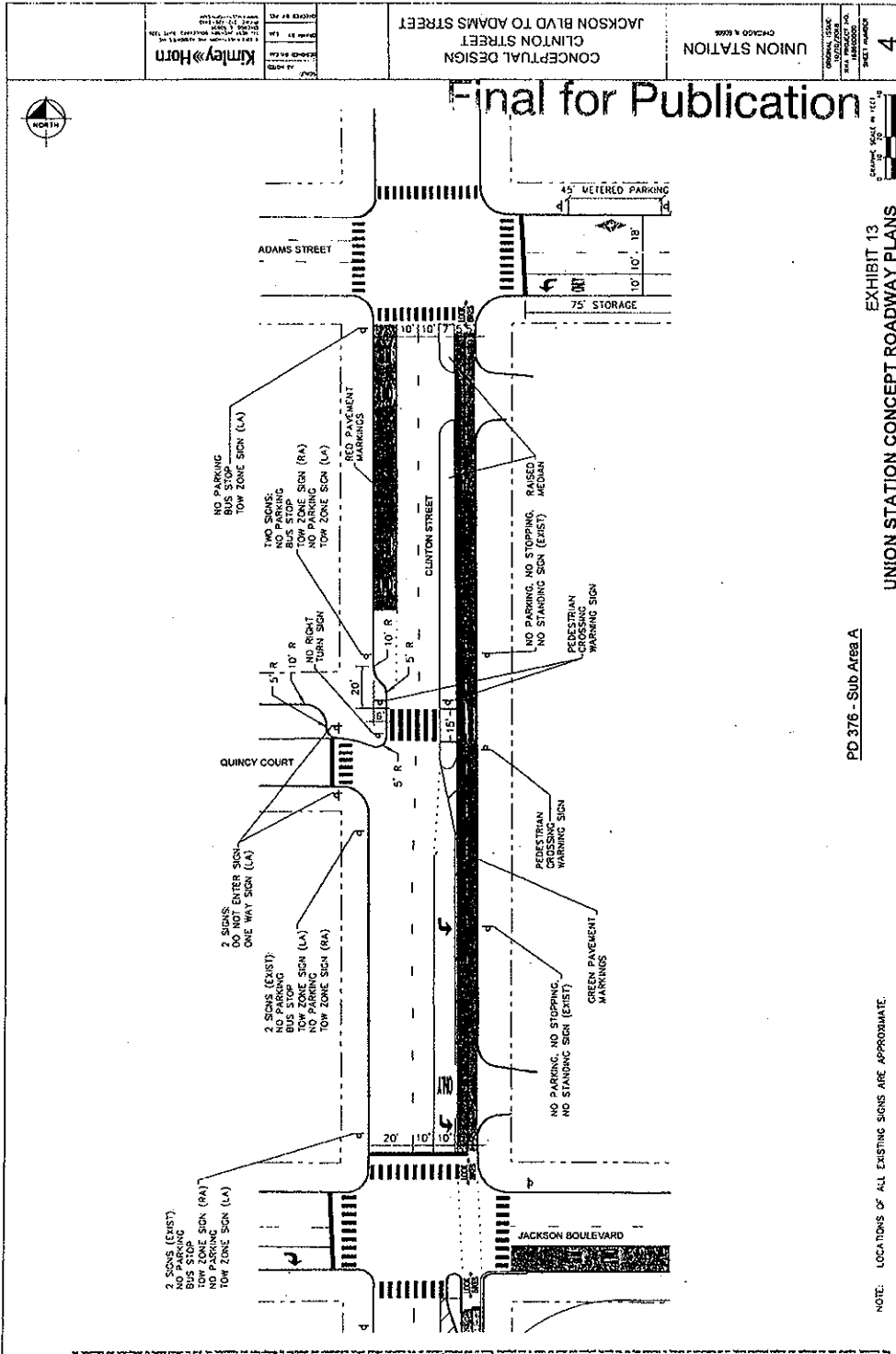
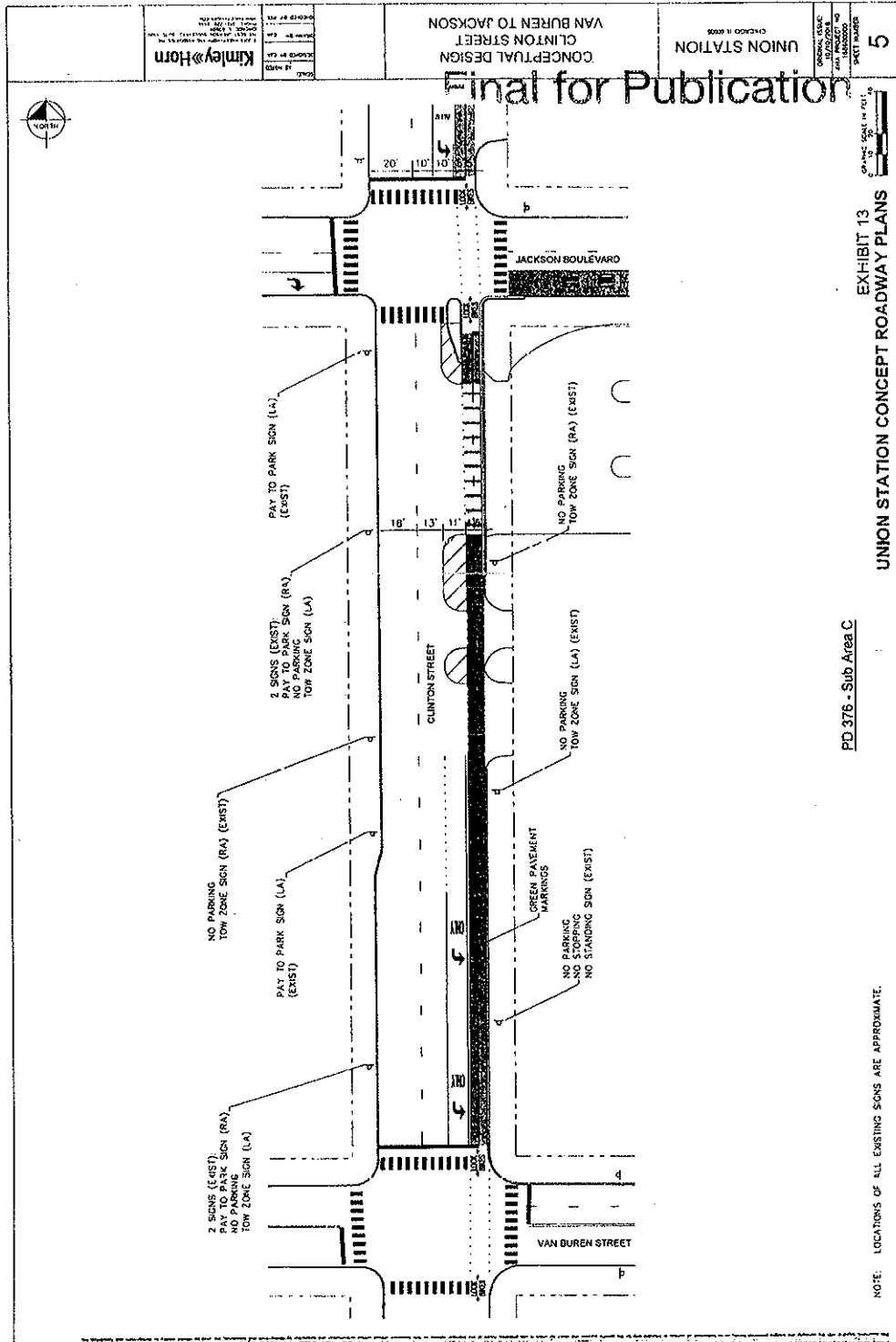


EXHIBIT 13  
 UNION STATION CONCEPT ROADWAY PLANS  
 PD 376 - Sub Area A

NOTE: LOCATIONS OF ALL EXISTING SIGNS ARE APPROXIMATE.



UNION STATION  
 CONCEPTUAL DESIGN  
 CLINTON STREET  
 VAN BUREN TO JACKSON

Kimley-Horn  
 CONSULTING ENGINEERS

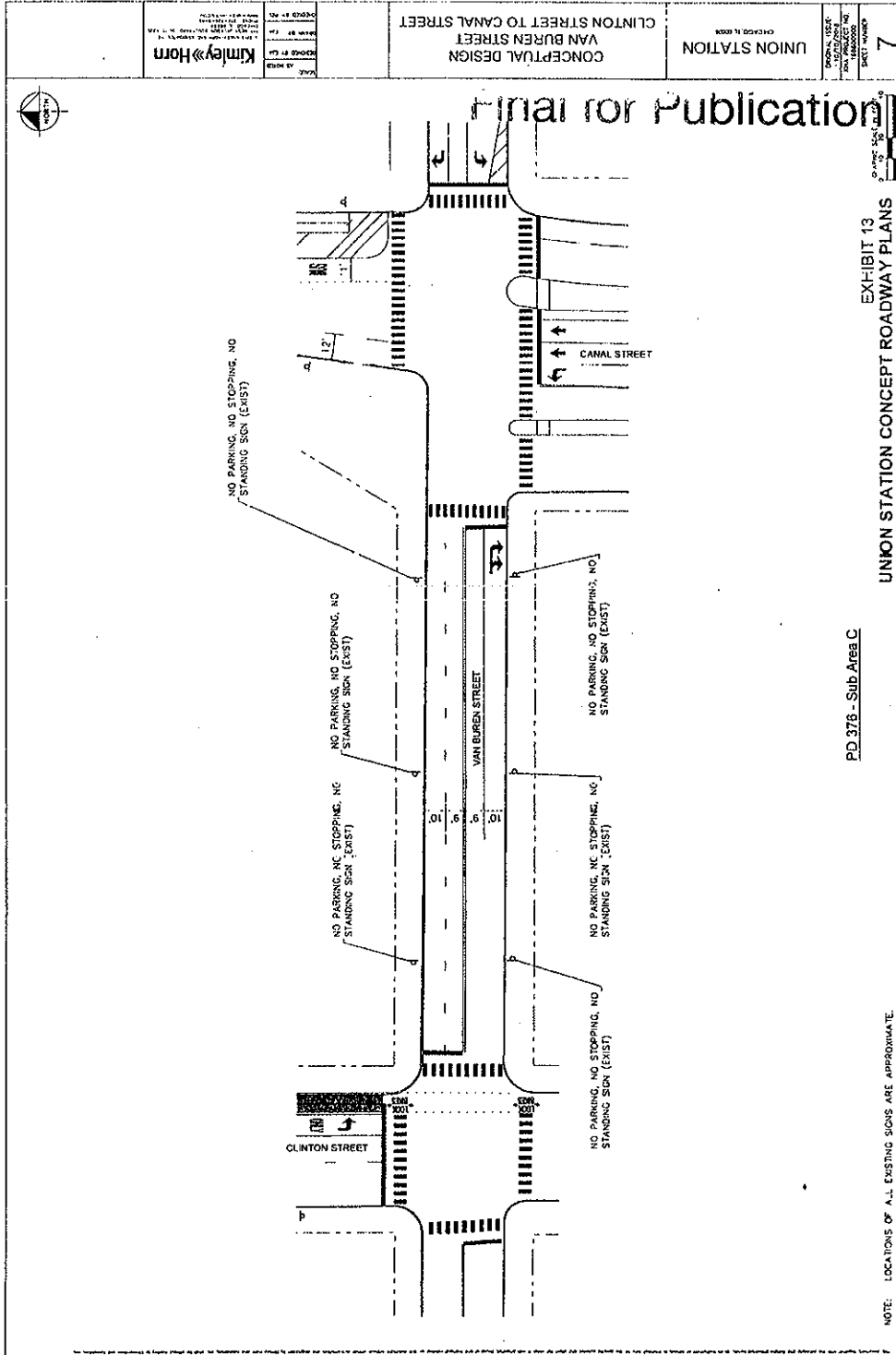
CHICAGO, ILLINOIS  
 PROJECT NO. 030218  
 SHEET NUMBER 5

EXHIBIT 13  
 UNION STATION CONCEPT ROADWAY PLANS

PD 376 - Sub Area C

NOTE: LOCATIONS OF ALL EXISTING SIGNS ARE APPROXIMATE.





Kimley»Horn

CONCEPTUAL DESIGN  
VAN BUREN STREET  
CLINTON STREET TO CANAL STREET

UNION STATION

DATE: 10/31/18  
PROJECT NO: 18000000  
SHEET NUMBER: 7

Final for Publication

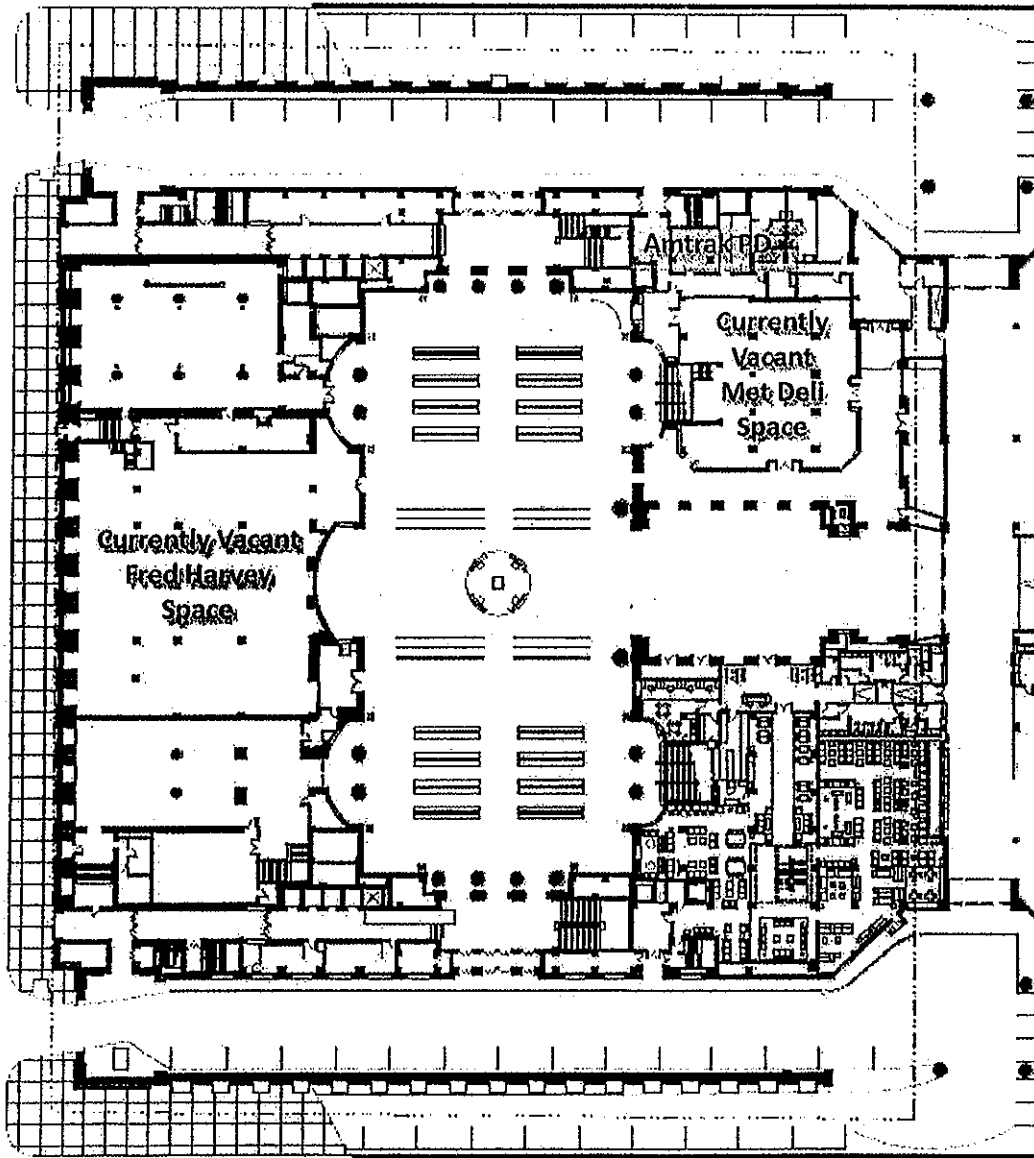
EXHIBIT 13  
UNION STATION CONCEPT ROADWAY PLANS

PD 378 - Sub Area C

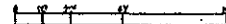
NOTE: LOCATIONS OF ALL EXISTING SIGNS ARE APPROXIMATE.

# Existing Head House – Concourse Level Final for Publication

*Adams Street*

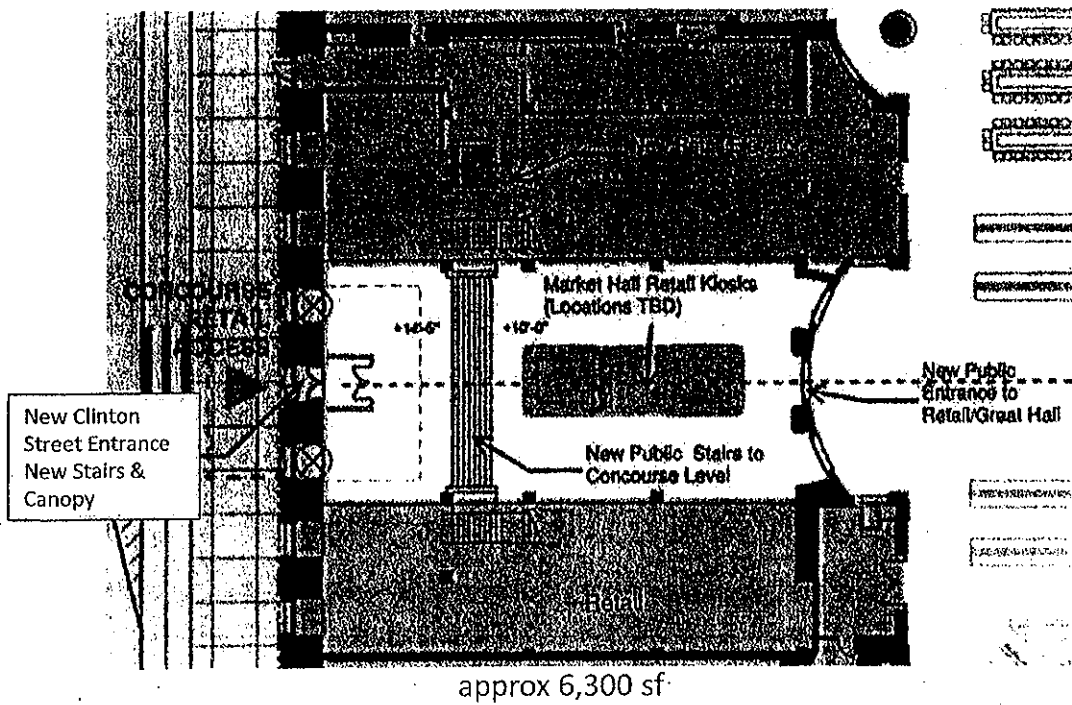
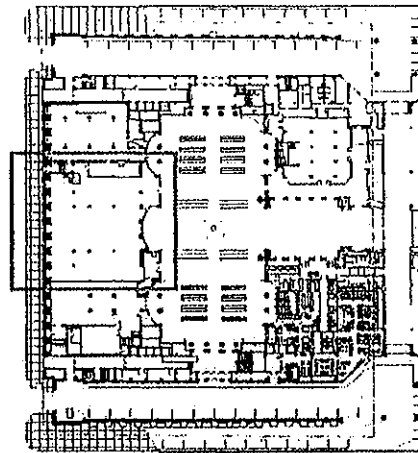


*Jackson Street*



Final for Publication

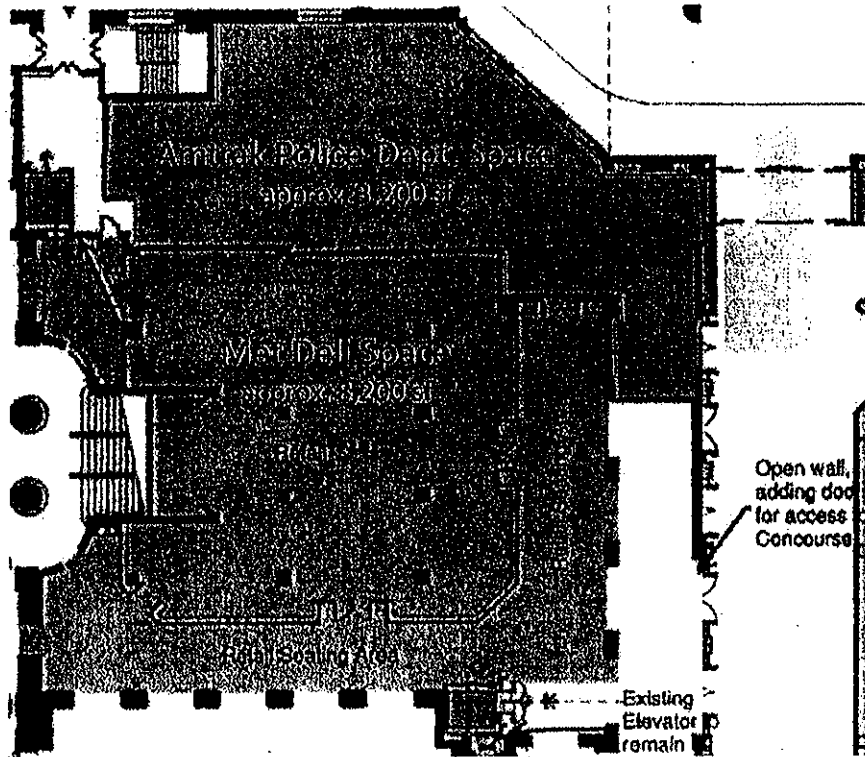
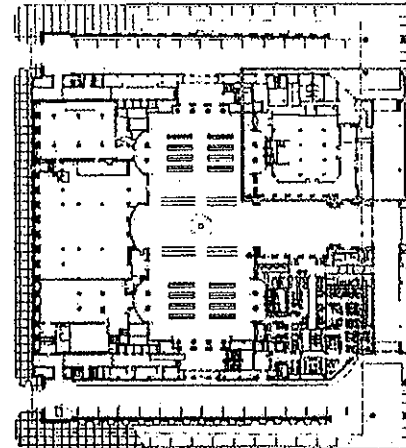
**Conceptual**  
**New Clinton Street Entrance & Fred Harvey Space Activation**  
- "Warm Vanilla" Shell  
- New Retail Balcony



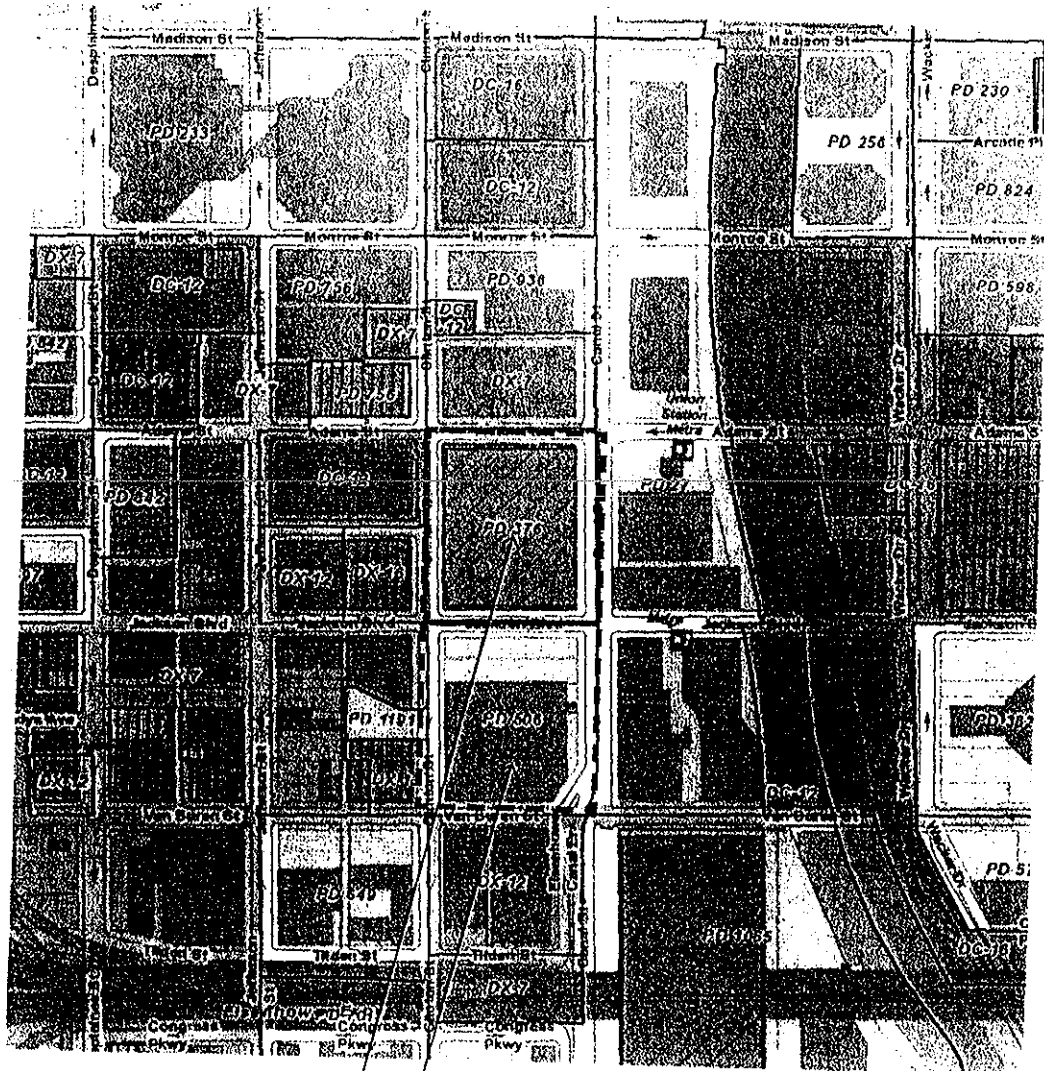
Final for Publication

**Conceptual  
Met Deli Space Activation  
APD Conversion to Retail  
(Specific layout TBD)**

- "Warm Vanilla" Shell
- Black Iron Installation



# Final for Publicatio EXISTING ZONING MAP



© 2018 SOLOMON CORDWELL BUENZ

EXISTING PLANNED DEVELOPMENT SITE

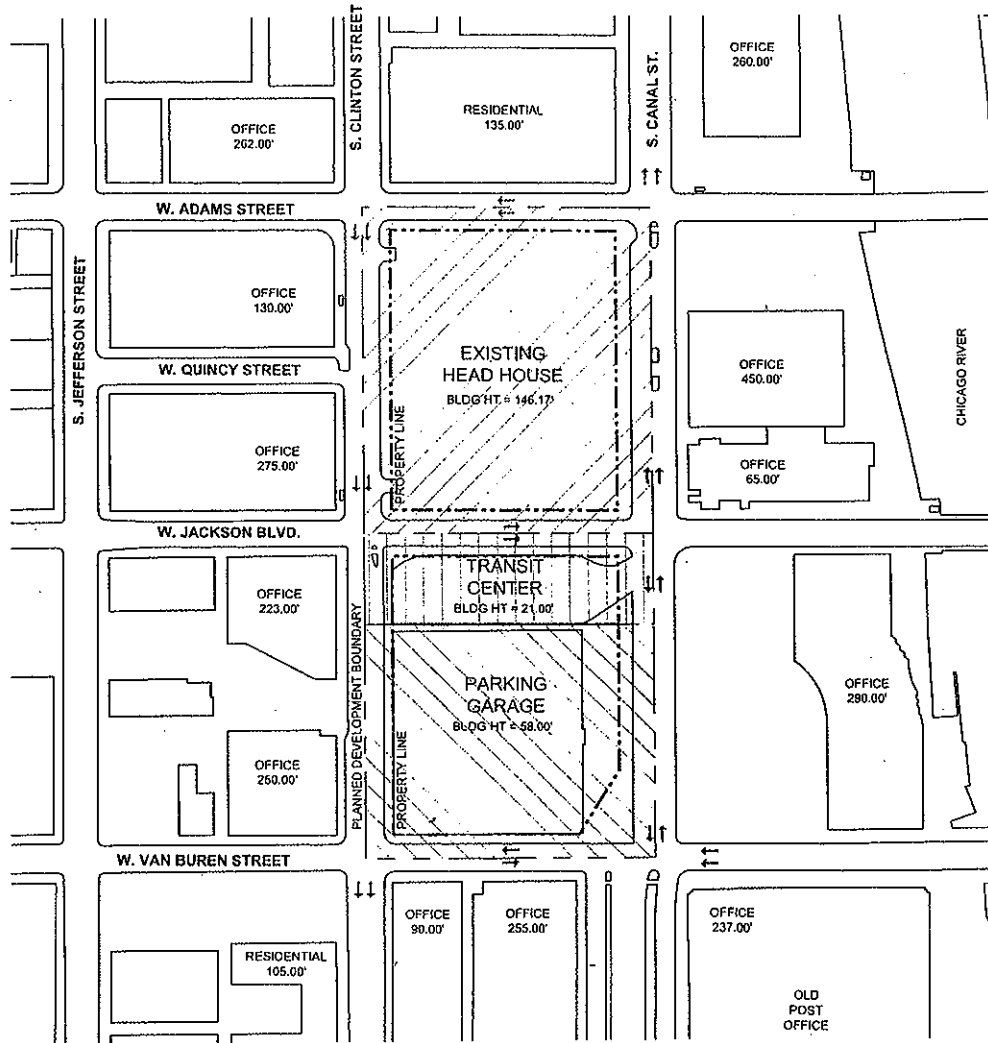
PD 376 BOUNDARY TO BE EXPANDED TO INCLUDE CURRENT PD #506



NTS

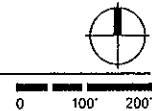
Applicant: RC Union Station Development Company, LLC  
 Address: 310 S. Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018

# EXISTING LAND USE MAP Final for Publication



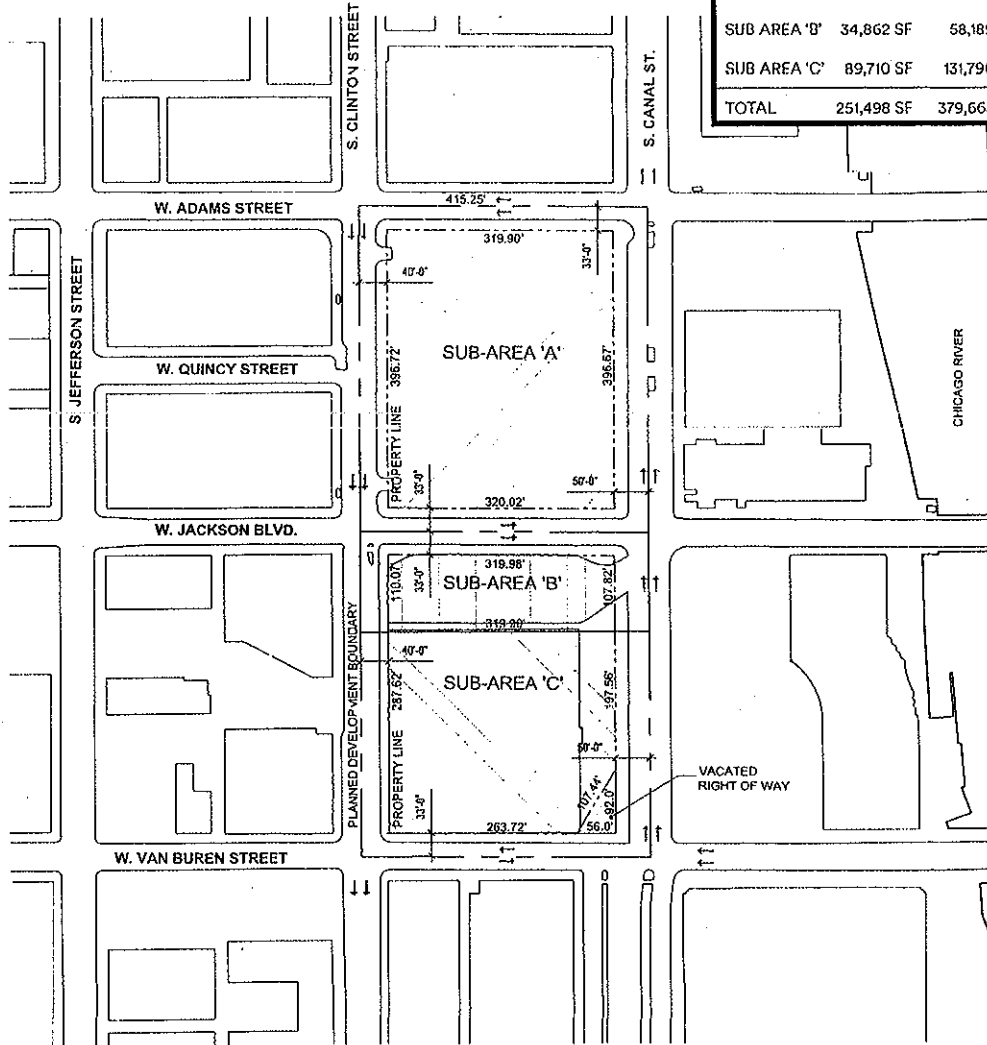
62318 SOLOMON CORDWELL BUENZ

Applicant: RC Union Station Development Company, LLC  
 Address: 310 S. Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018



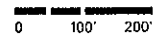
# Final for Publication PLANNED DEVELOPMENT BOUNDARY & PROPERTY LINE MAP

	NET AREA	GROSS AREA
SUB AREA 'A'	126,926 SF	189,686 SF
SUB AREA 'B'	34,862 SF	58,189 SF
SUB AREA 'C'	89,710 SF	131,790 SF
<b>TOTAL</b>	<b>251,498 SF</b>	<b>379,665 SF</b>



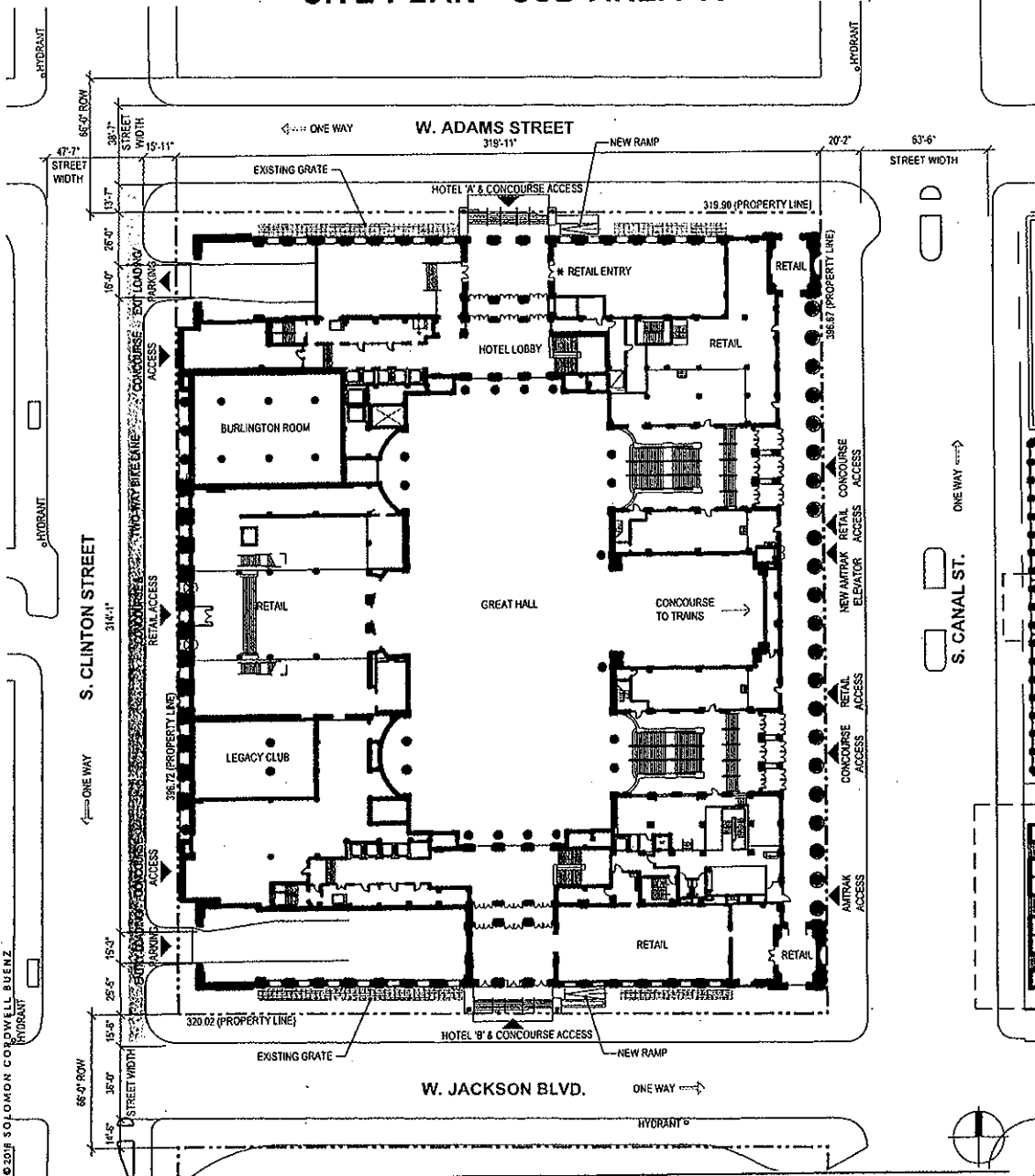
© 2018 SOLOMON CORDWELL BUENZ

Applicant: RC Union Station Development Company, LLC  
 Address: 310 S. Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018

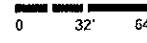


# Final for Publicatic

## SITE PLAN - SUB-AREA 'A'

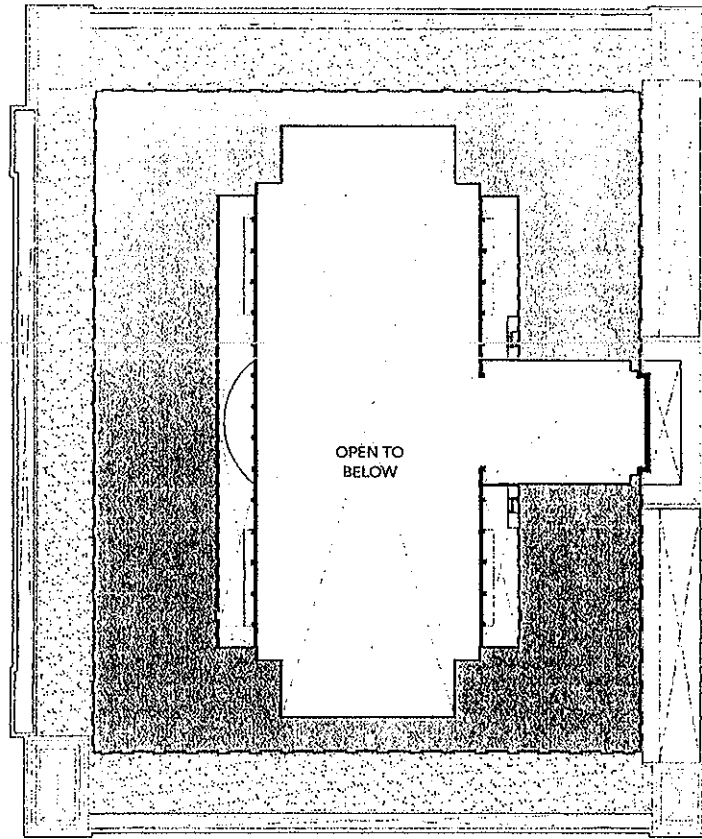


Applicant: RC Union Station Development Company, LLC  
 Address: 310 S. Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018



# LANDSCAPE PLAN - SUB AREA 'A' 4TH FLOOR ROOF TERRACE

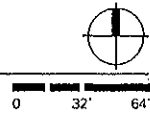
For Publication



LANDSCAPED AREA (AREA =20,650 SF)

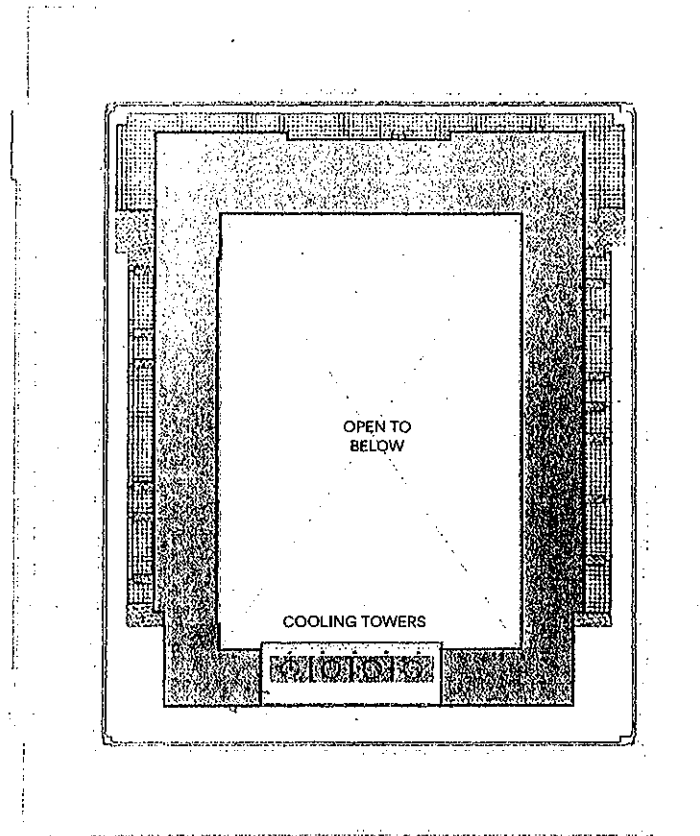
© 2018 SOLOMON CORDWELL BUENZ

Applicant: RC Union Station Development Company, LLC  
Address: 310 S. Canal Street  
Introduced: September 20, 2018  
Plan Commission: October 18, 2018





# LANDSCAPE PLAN - SUB AREA 'A' 9TH FLOOR HOTEL 'A' PENTHOUSE PLAN

Final for Publication



©2018 SOLOMON CORDWELL BUENZ

-  PAVED TERRACE - HOTEL (AREA = 6,850 SF)
-  LANDSCAPED AREA (AREA = 1,150 SF)

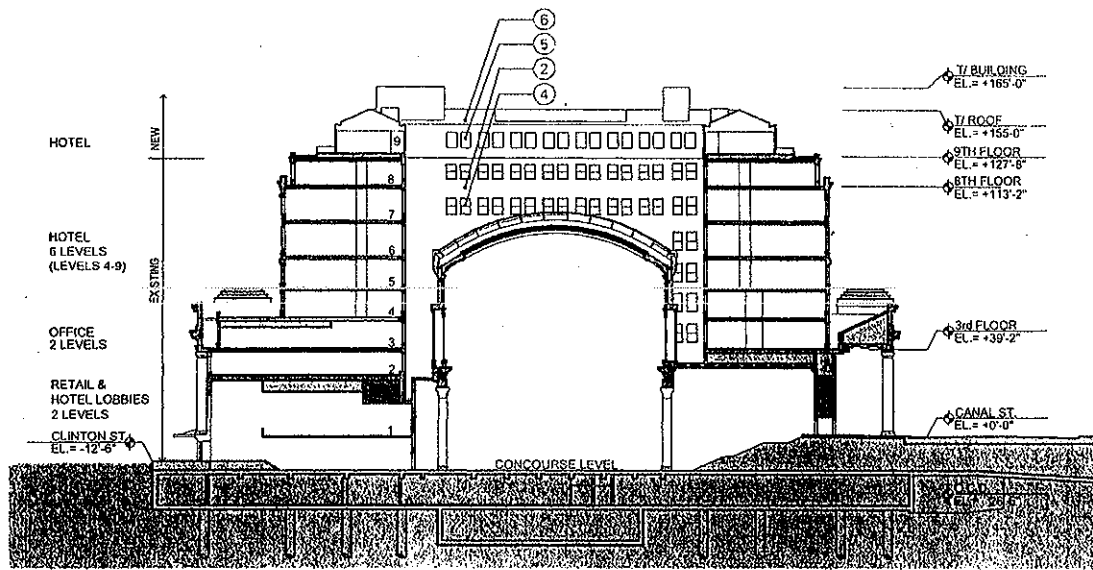


0 32' 64'

Applicant: RC Union Station Development Company, LLC  
Address: 310 S. Canal Street  
Introduced: September 20, 2018  
Plan Commission: October 18, 2018

### BUILDING SECTION - SUB-AREA 'A' EAST-WEST SECTION

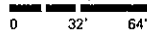
Final for Publication



- MATERIAL NOTES**
- ① EXISTING LIMESTONE EXTERIOR WALL
  - ② EXISTING BRICK WALL
  - ③ EXISTING WINDOW
  - ④ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS REPLACEMENT WINDOWS. PROFILES TO MATCH EXISTING.
  - ⑤ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW AND METAL WALL SYSTEM.
  - ⑥ NEW METAL ROOF SYSTEM
  - ⑦ NEW METAL AND GLASS CANOPY WITH INTEGRATED SIGNAGE
  - ⑧ NEW MASONRY STAIRS AND ACCESSIBLE RAMP
  - ⑨ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW WITH INTEGRATED SIGNAGE

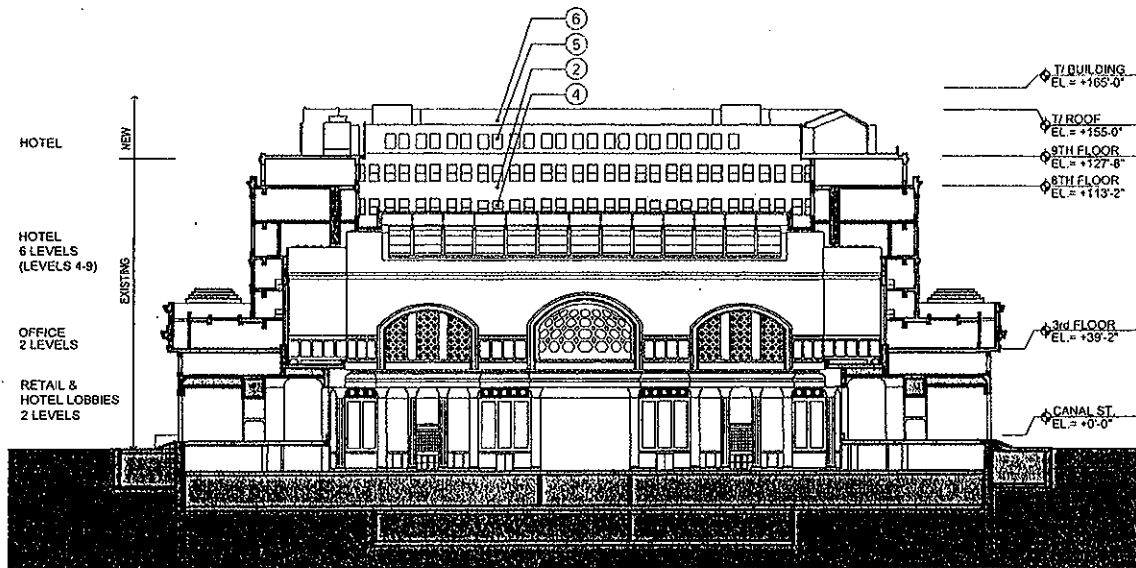
© 2018 SOLOMON CORDWELL SUENZ

Applicant: RC Union Station Development Company, LLC  
 Address: 310 S. Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018



### BUILDING SECTION - SUB-AREA 'A' NORTH-SOUTH SECTION

Final for Publication



- MATERIAL NOTES**
- ① EXISTING LIMESTONE EXTERIOR WALL
  - ② EXISTING BRICK WALL
  - ③ EXISTING WINDOW
  - ④ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS REPLACEMENT WINDOWS. PROFILES TO MATCH EXISTING.
  - ⑤ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW AND METAL WALL SYSTEM.
  - ⑥ NEW METAL ROOF SYSTEM
  - ⑦ NEW METAL AND GLASS CANOPY WITH INTEGRATED SIGNAGE
  - ⑧ NEW MASONRY STAIRS AND ACCESSIBLE RAMP
  - ⑨ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW WITH INTEGRATED SIGNAGE

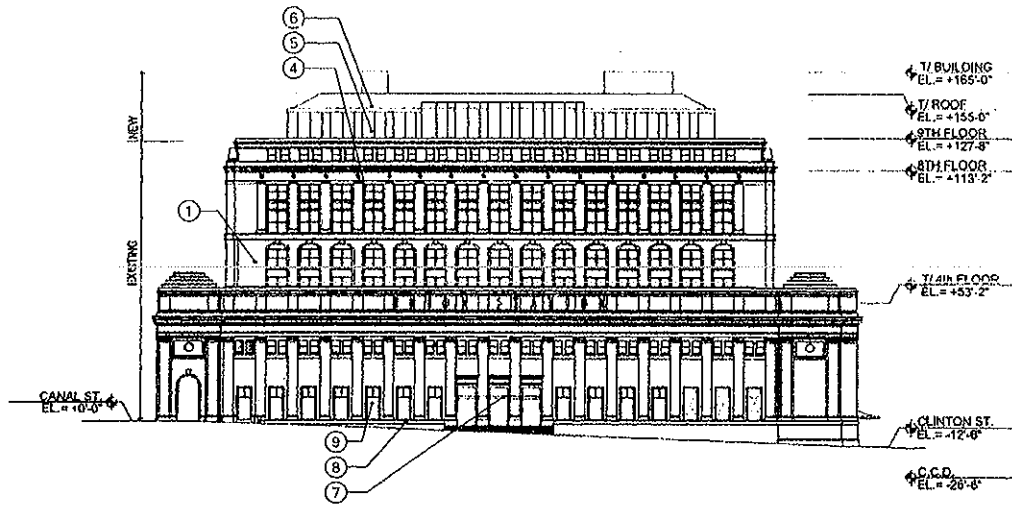
© 2018 SOLOMON CORDWELL BUENZ

Applicant: RC Union Station Development Company, LLC  
 Address: 310 S. Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018

0 32' 64'

# NORTH ELEVATION - SUB-AREA 'A' ADAMS STREET ELEVATION

## Final for Publication



MATERIAL NOTES	
①	EXISTING LIMESTONE EXTERIOR WALL
②	EXISTING BRICK WALL
③	EXISTING WINDOW
④	NEW, HIGH PERFORMANCE ALUMINUM AND GLASS REPLACEMENT WINDOWS. PROFILES TO MATCH EXISTING.
⑤	NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW AND METAL WALL SYSTEM.
⑥	NEW METAL ROOF SYSTEM
⑦	NEW METAL AND GLASS CANOPY WITH INTEGRATED SIGNAGE
⑧	NEW MASONRY STAIRS AND ACCESSIBLE RAMP
⑨	NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW WITH INTEGRATED SIGNAGE

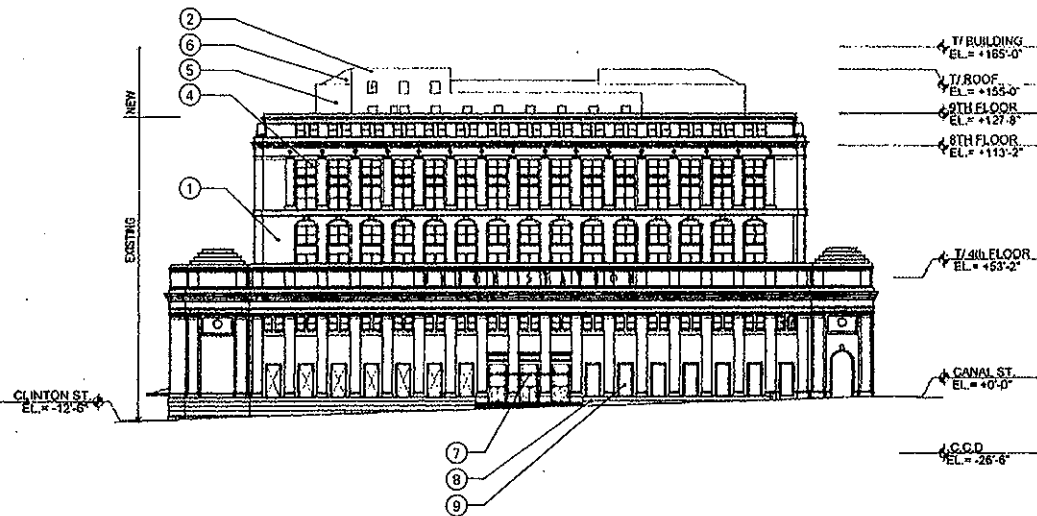
© 2018 SOLOMON CORDWELL BUENZ

Applicant: RC Union Station Development Company, LLC  
 Address: 310 S. Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018

0 32' 64'

**SOUTH ELEVATION - SUB-AREA 'A'**  
**JACKSON STREET ELEVATION**

Final for Publication



- MATERIAL NOTES**
- ① EXISTING LIMESTONE EXTERIOR WALL
  - ② EXISTING BRICK WALL
  - ③ EXISTING WINDOW
  - ④ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS REPLACEMENT WINDOWS. PROFILES TO MATCH EXISTING.
  - ⑤ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW AND METAL WALL SYSTEM.
  - ⑥ NEW METAL ROOF SYSTEM
  - ⑦ NEW METAL AND GLASS CANOPY WITH INTEGRATED SIGNAGE
  - ⑧ NEW MASONRY STAIRS AND ACCESSIBLE RAMP
  - ⑨ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW WITH INTEGRATED SIGNAGE

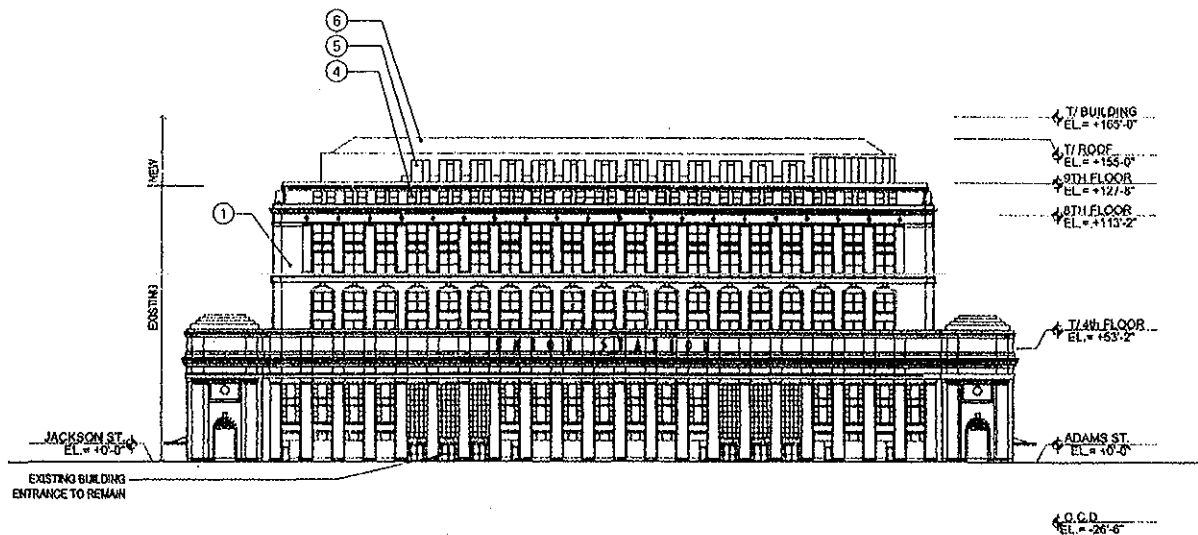
© 2018 SOLOMON CORDWELL BUENZ

Applicant: RC Union Station Development Company, LLC  
 Address: 310 S. Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018

DATE PLOTTED: 10/31/2018  
 0 32' 64'

### EAST ELEVATION - SUB-AREA 'A' CANAL STREET ELEVATION

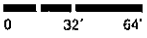
## Final for Publication



- MATERIAL NOTES**
- ① EXISTING LIMESTONE EXTERIOR WALL
  - ② EXISTING BRICK WALL
  - ③ EXISTING WINDOW
  - ④ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS REPLACEMENT WINDOWS. PROFILES TO MATCH EXISTING.
  - ⑤ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW AND METAL WALL SYSTEM.
  - ⑥ NEW METAL ROOF SYSTEM
  - ⑦ NEW METAL AND GLASS CANOPY WITH INTEGRATED SIGNAGE
  - ⑧ NEW MASONRY STAIRS AND ACCESSIBLE RAMP
  - ⑨ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW WITH INTEGRATED SIGNAGE

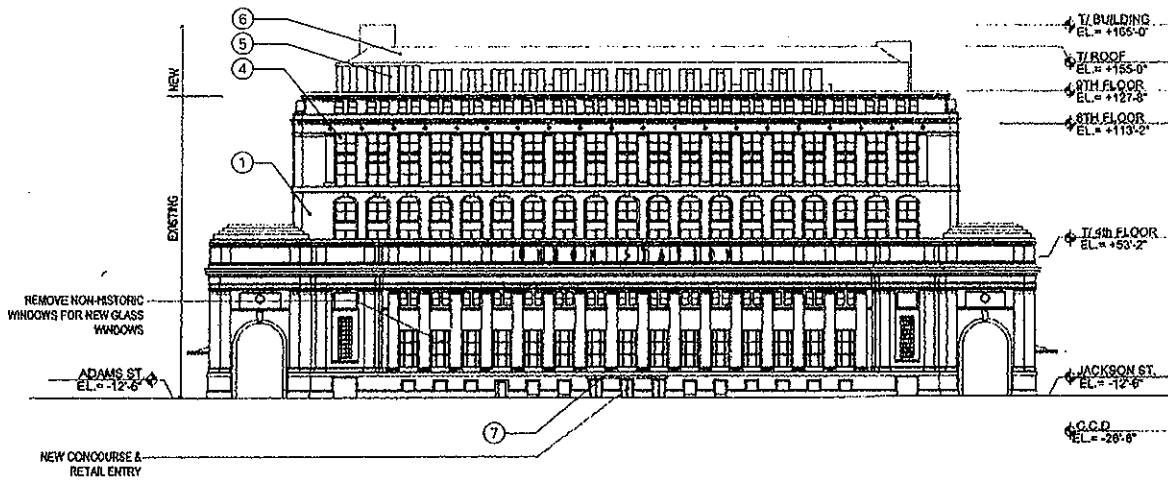
© 2018 SOLOMON CORDWELL BUENZ

Applicant: RC Union Station Development Company, LLC  
 Address: 310 S. Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018



### WEST ELEVATION - SUB-AREA 'A' CLINTON STREET ELEVATION

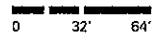
## Final for Publication



MATERIAL NOTES	
①	EXISTING LIMESTONE EXTERIOR WALL
②	EXISTING BRICK WALL
③	EXISTING WINDOW
④	NEW, HIGH PERFORMANCE ALUMINUM AND GLASS REPLACEMENT WINDOWS. PROFILES TO MATCH EXISTING.
⑤	NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW AND METAL WALL SYSTEM.
⑥	NEW METAL ROOF SYSTEM
⑦	NEW METAL AND GLASS CANOPY WITH INTEGRATED SIGNAGE
⑧	NEW MASONRY STAIRS AND ACCESSIBLE RAMP
⑨	NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW WITH INTEGRATED SIGNAGE

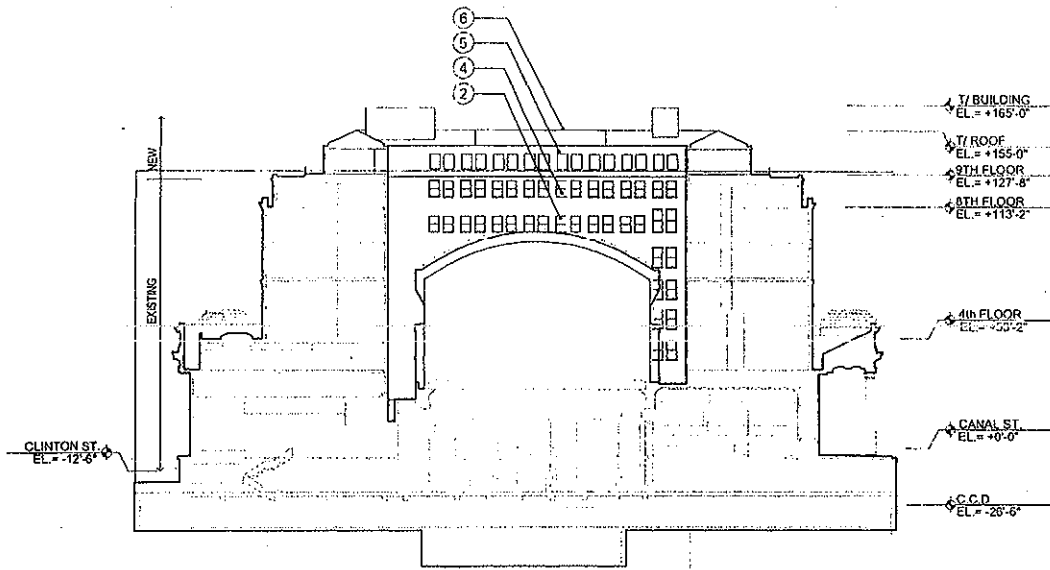
© 2018 SOLOMON CORDWELL BUENZ

Applicant: RC Union Station Development Company, LLC  
 Address: 310 S. Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018



# NORTH ELEVATION - SUB-AREA 'A' LIGHT COURT ELEVATION

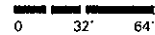
## Final for Publication



- MATERIAL NOTES**
- ① EXISTING LIMESTONE EXTERIOR WALL
  - ② EXISTING BRICK WALL
  - ③ EXISTING WINDOW
  - ④ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS REPLACEMENT WINDOWS. PROFILES TO MATCH EXISTING.
  - ⑤ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW AND METAL WALL SYSTEM.
  - ⑥ NEW METAL ROOF SYSTEM
  - ⑦ NEW METAL AND GLASS CANOPY WITH INTEGRATED SIGNAGE
  - ⑧ NEW MASONRY STAIRS AND ACCESSIBLE RAMP
  - ⑨ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW WITH INTEGRATED SIGNAGE

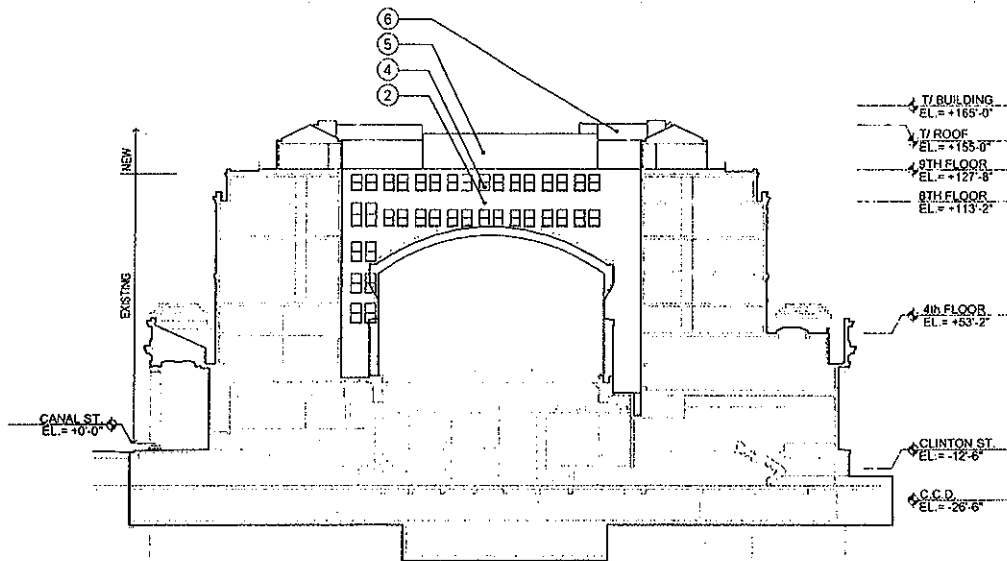
© 2018 SOLOMON CORDWELL BUENZ

Applicant: RC Union Station Development Company, LLC  
 Address: 310 S. Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018



### SOUTH ELEVATION - SUB-AREA 'A' LIGHT COURT ELEVATION

Final for Publication



- MATERIAL NOTES**
- ① EXISTING LIMESTONE EXTERIOR WALL
  - ② EXISTING BRICK WALL
  - ③ EXISTING WINDOW
  - ④ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS REPLACEMENT WINDOWS. PROFILES TO MATCH EXISTING.
  - ⑤ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW AND METAL WALL SYSTEM.
  - ⑥ NEW METAL ROOF SYSTEM
  - ⑦ NEW METAL AND GLASS CANOPY WITH INTEGRATED SIGNAGE
  - ⑧ NEW MASONRY STAIRS AND ACCESSIBLE RAMP
  - ⑨ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW WITH INTEGRATED SIGNAGE

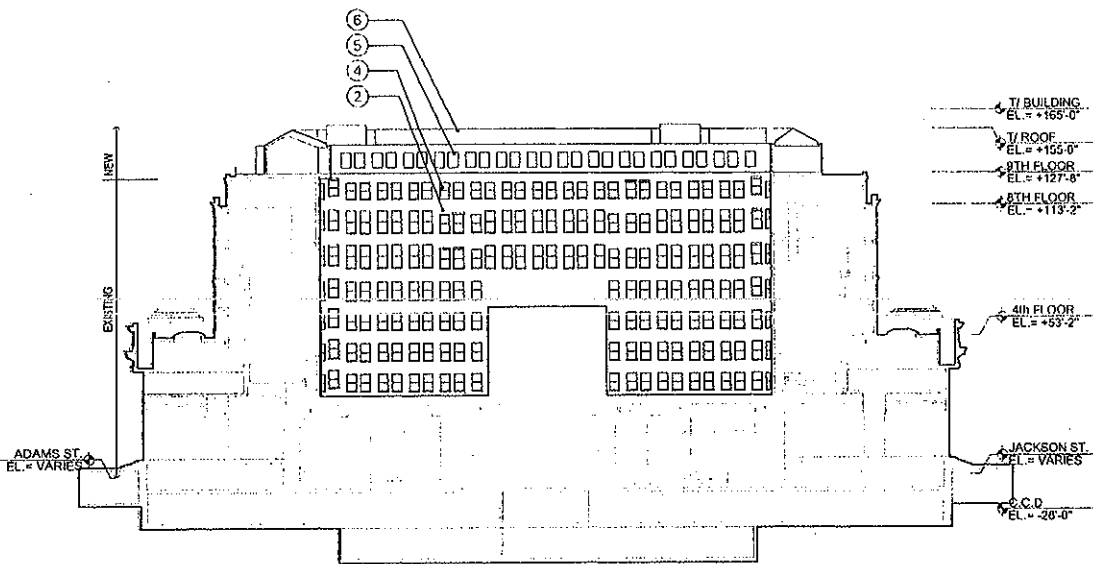
©2018 SOLOMON CORDWELL BUENZ

Applicant: RC Union Station Development Company, LLC  
 Address: 310 S. Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018

0 32' 64'

### EAST ELEVATION - SUB-AREA 'A' LIGHT COURT ELEVATION

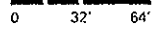
Final for Publication



MATERIAL NOTES	
①	EXISTING LIMESTONE EXTERIOR WALL
②	EXISTING BRICK WALL
③	EXISTING WINDOW
④	NEW, HIGH PERFORMANCE ALUMINUM AND GLASS REPLACEMENT WINDOWS. PROFILES TO MATCH EXISTING.
⑤	NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW AND METAL WALL SYSTEM.
⑥	NEW METAL ROOF SYSTEM
⑦	NEW METAL AND GLASS CANOPY WITH INTEGRATED SIGNAGE
⑧	NEW MASONRY STAIRS AND ACCESSIBLE RAMP
⑨	NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW WITH INTEGRATED SIGNAGE

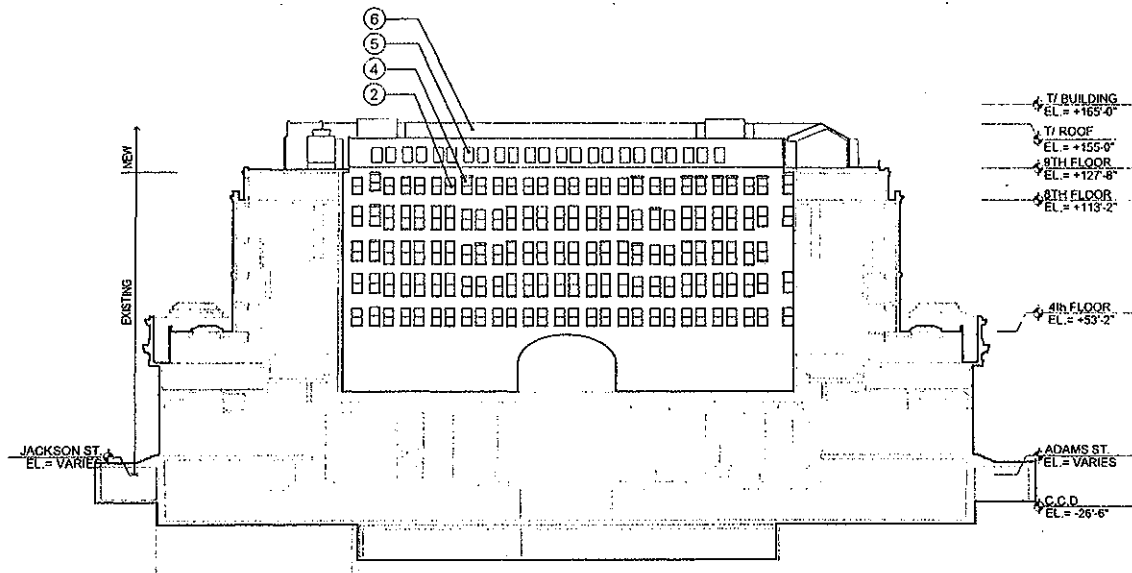
©2018 SOLOMON CORDWELL BUENZ

Applicant: RC Union Station Development Company, LLC  
 Address: 310 S. Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018



# WEST ELEVATION - SUB-AREA 'A' LIGHT COURT ELEVATION

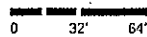
## Final for Publication



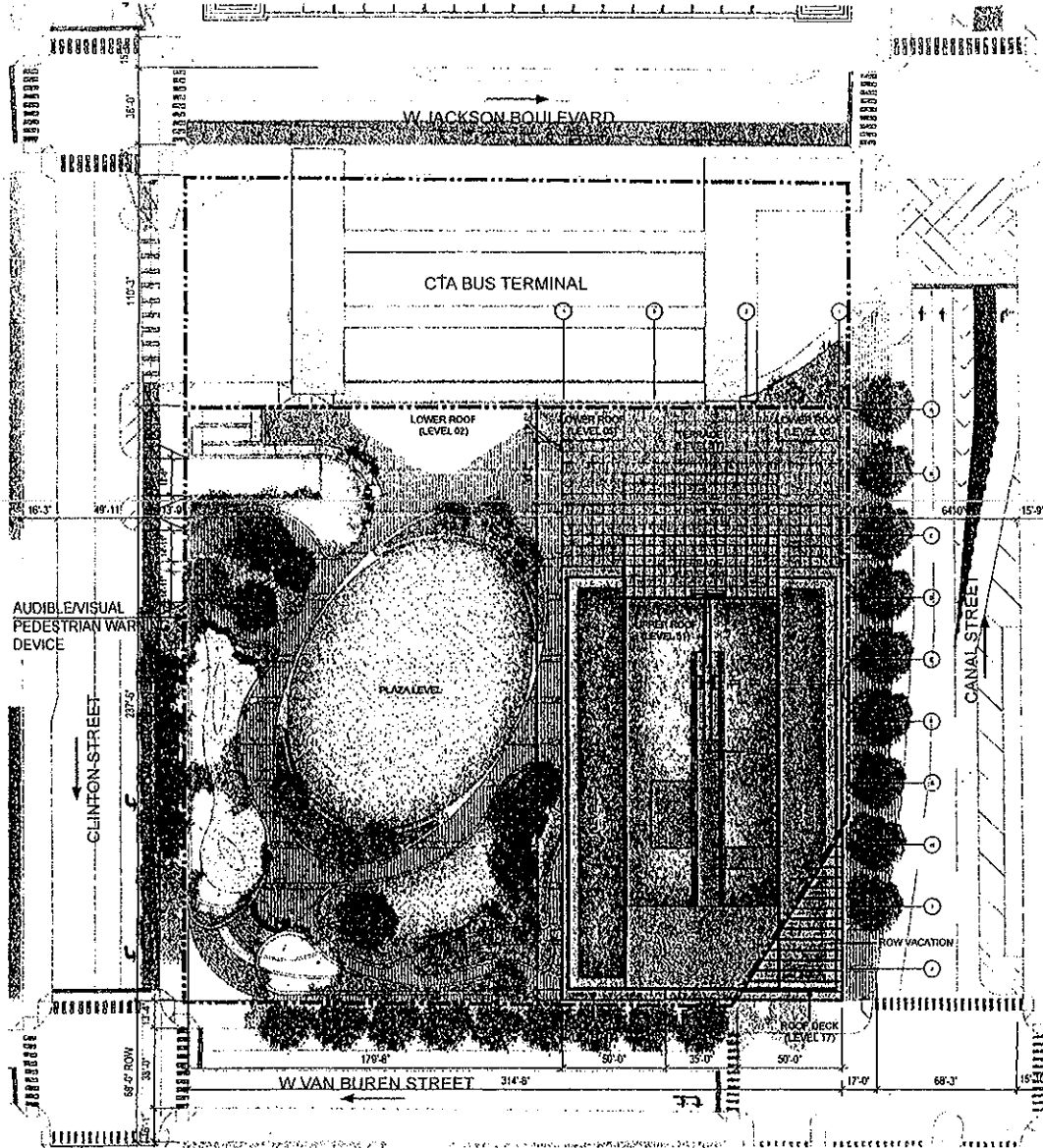
- MATERIAL NOTES**
- ① EXISTING LIMESTONE EXTERIOR WALL
  - ② EXISTING BRICK WALL
  - ③ EXISTING WINDOW
  - ④ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS REPLACEMENT WINDOWS. PROFILES TO MATCH EXISTING
  - ⑤ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW AND METAL WALL SYSTEM.
  - ⑥ NEW METAL ROOF SYSTEM
  - ⑦ NEW METAL AND GLASS CANOPY WITH INTEGRATED SIGNAGE
  - ⑧ NEW MASONRY STAIRS AND ACCESSIBLE RAMP
  - ⑨ NEW, HIGH PERFORMANCE ALUMINUM AND GLASS WINDOW WITH INTEGRATED SIGNAGE

©2018 SOLOMON CORDWELL BUENZ

Applicant: RC Union Station Development Company, LLC  
 Address: 310 S. Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018



# Final for Publicati SITE PLAN - SUB AREA 'C'

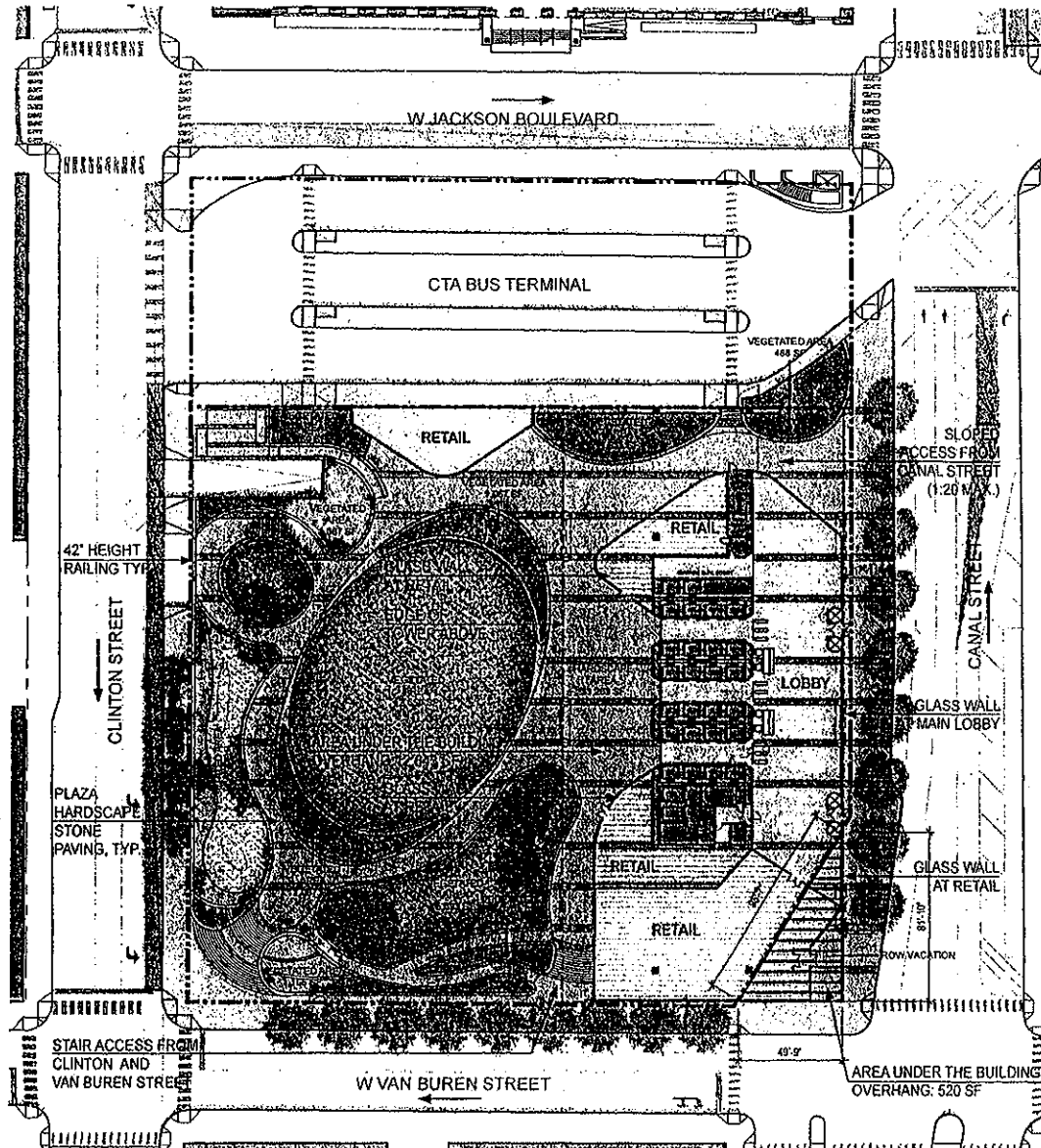


© 2018 GOETTSCHE PARTNERS

Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018

--- PROPERTY LINE  
 === VACATED RIGHT OF WAY  
 0 32' 64'

# Final for Publicatic L1 CANAL STREET LEVEL PLAN - SUB AREA 'C'

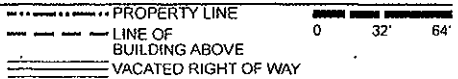


© 2018 GOETTSCHE PARTNERS

SITE AREA: 90,473 SF  
 TOTAL ENCLOSED AREA (BUILDING): 25,654 SF (28%)  
 TOTAL OPEN AREA (HARDSCAPE+LANDSCAPE): 33,269+31,550= 64,819 SF (72%)  
 TOTAL BUILDING OVERHANG AREA (NORTH, WEST AND SOUTH) = 13,163 SF

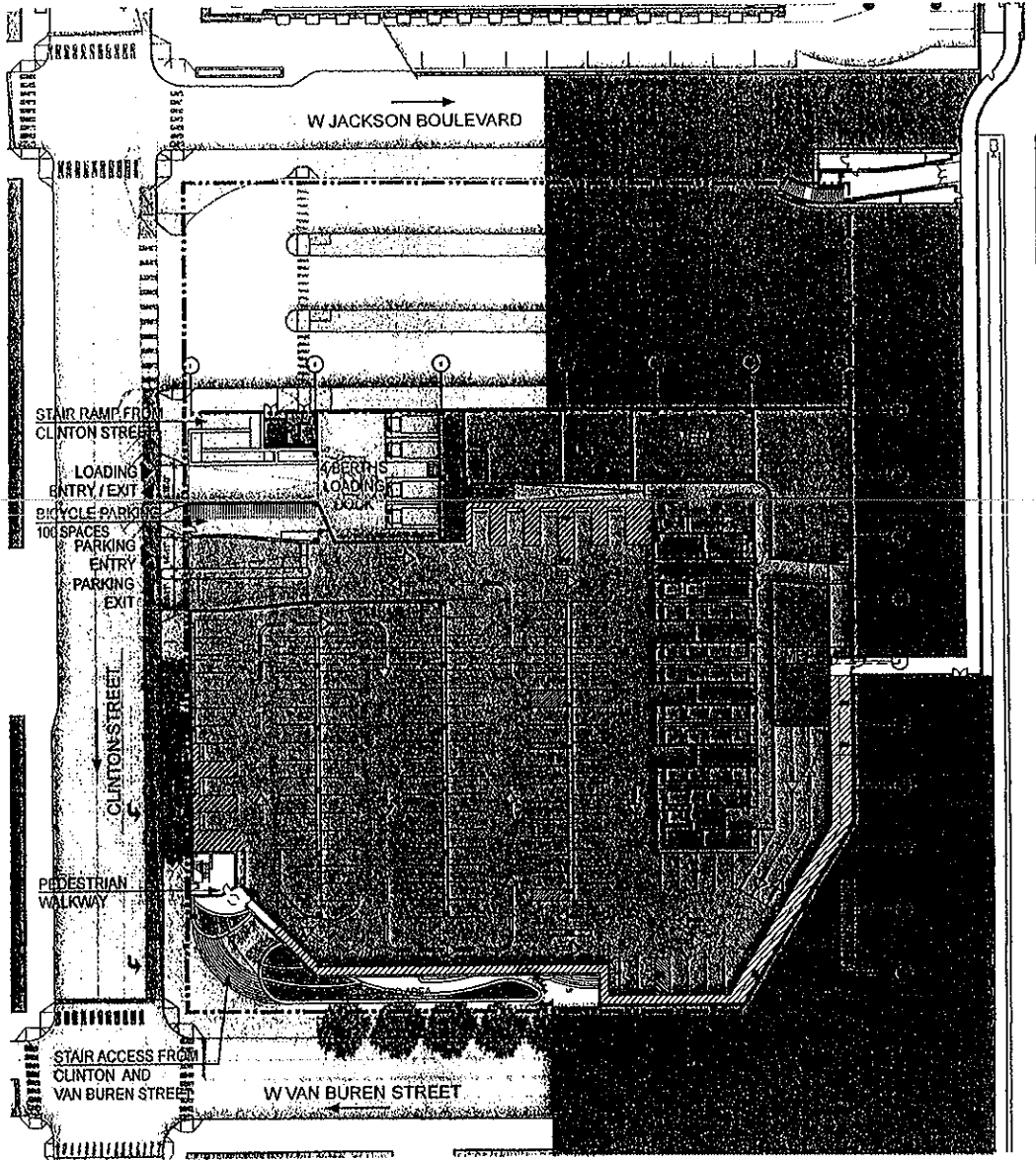


Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018



Final for Publication

LL1 CLINTON STREET LEVEL PLAN - SUB AREA 'C'



© 2018 GOETTSCHE PARTNERS

TOTAL 386 PARKING SPACES  
 P1: 127 PARKING (8 ACCESSIBLE PARKINGS)  
 P2: 239 PARKING

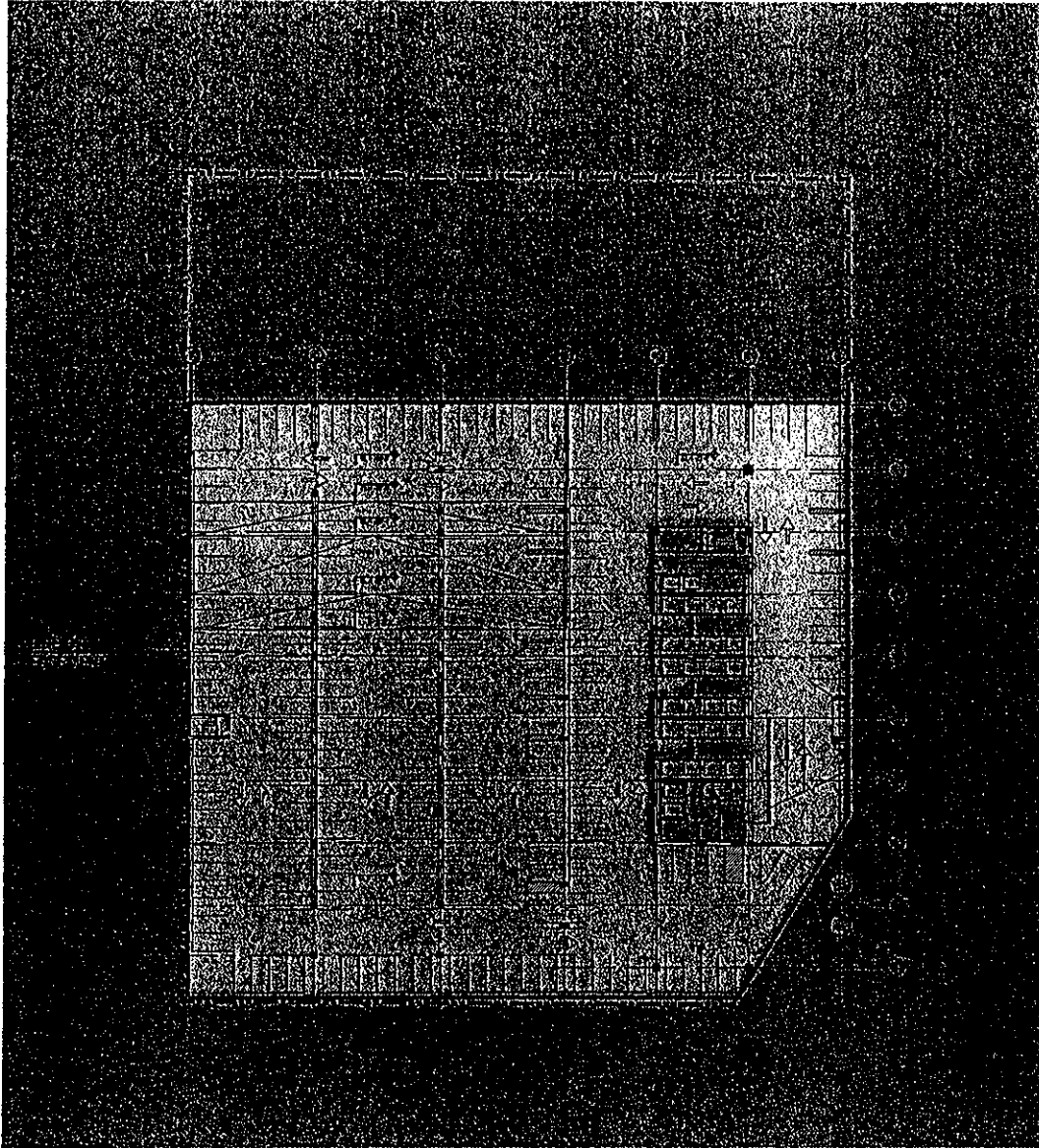


Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018

--- PROPERTY LINE

0 32' 64'

Final for Publicatic  
LOWER LEVEL 2 PLAN - SUB AREA 'C'



© 2018 GOETTSCHE PARTNERS

TOTAL 366 PARKING SPACES  
P1: 127 PARKING (8 ACCESSIBLE PARKINGS)  
P2: 239 PARKING



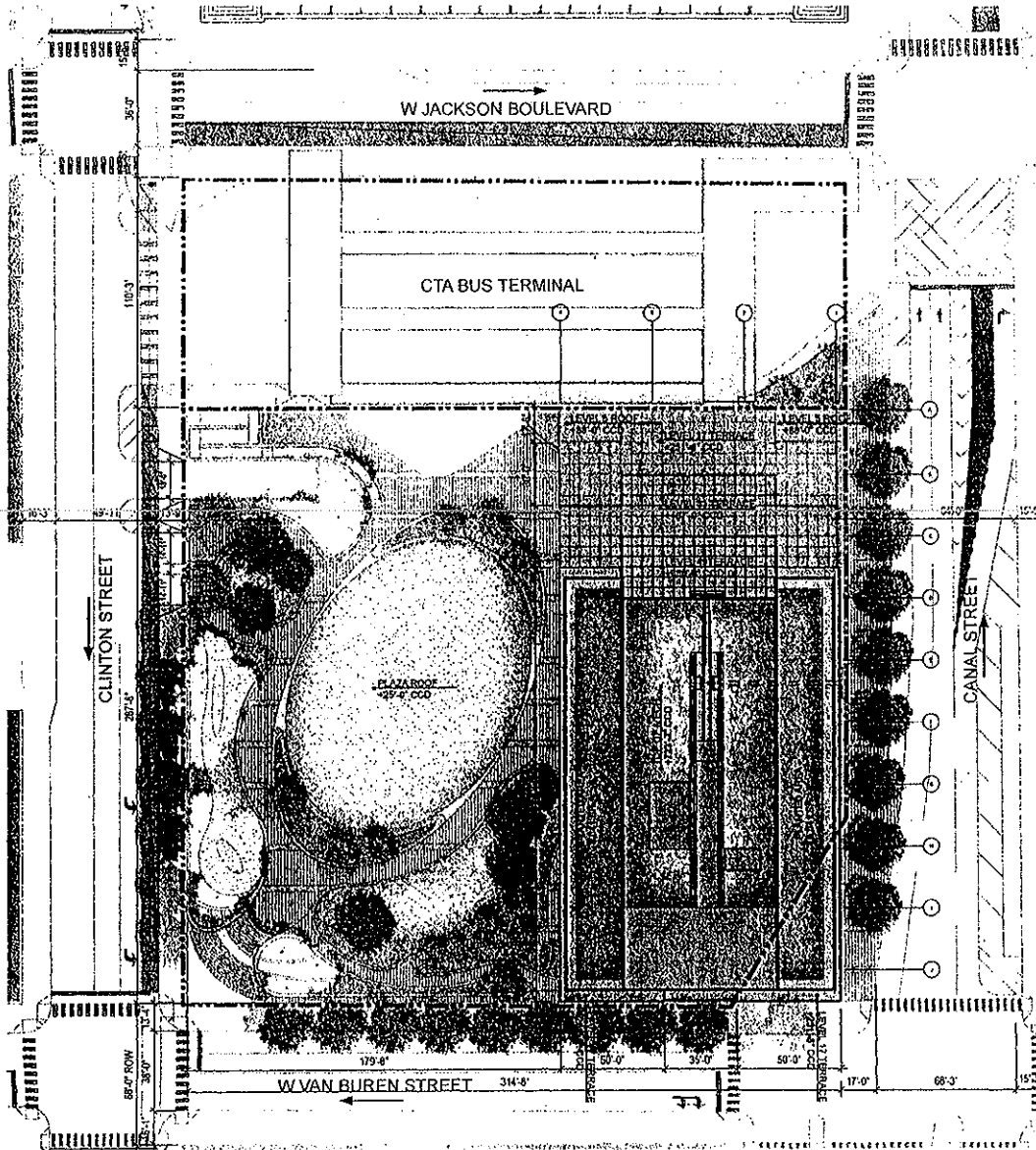
Applicant: RC Union Station Development Company, LLC  
Address: 500 W Jackson Boulevard / 310 S Canal Street  
Introduced: September 20, 2018  
Plan Commission: October 18, 2018

.....PROPERTY LINE

0 32' 64'

Material for Publication

### GREEN ROOF PLAN - SUB AREA 'C'



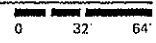
© 2018 GOETTSCHE PARTNERS

GROSS ROOF AREA: 38,812 SF  
 ESTIMATED NET ROOF AREA: 34,650 SF  
 ESTIMATED GREEN ROOF AREA: 17,325 SF  
 (SHALL BE 50% OF NET ROOF AREA)



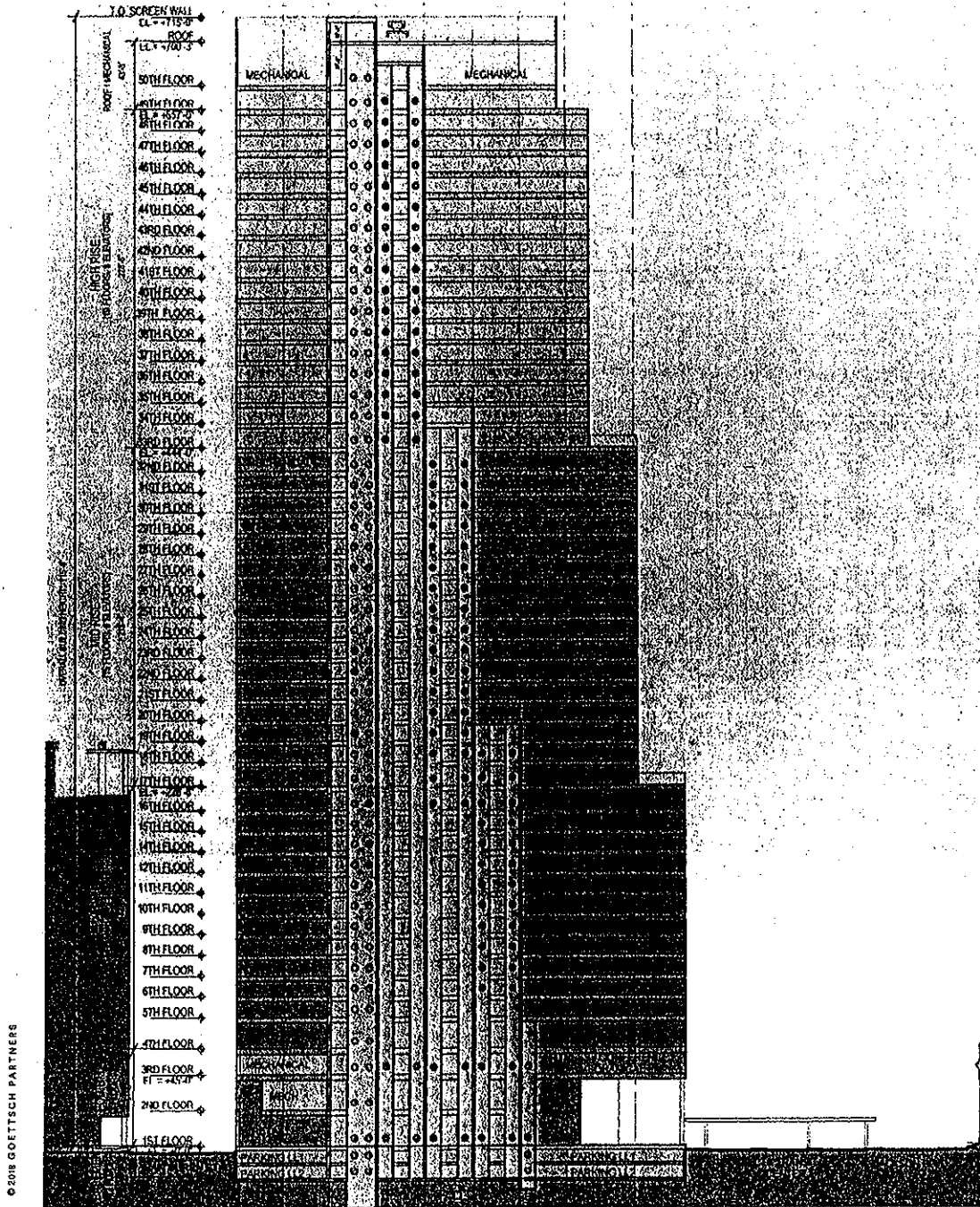
Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018

.....PROPERTY LINE



Final for Publication

### NORTH SOUTH BUILDING SECTION - SUB AREA 'C'



© 2018 GOETTSCHE PARTNERS

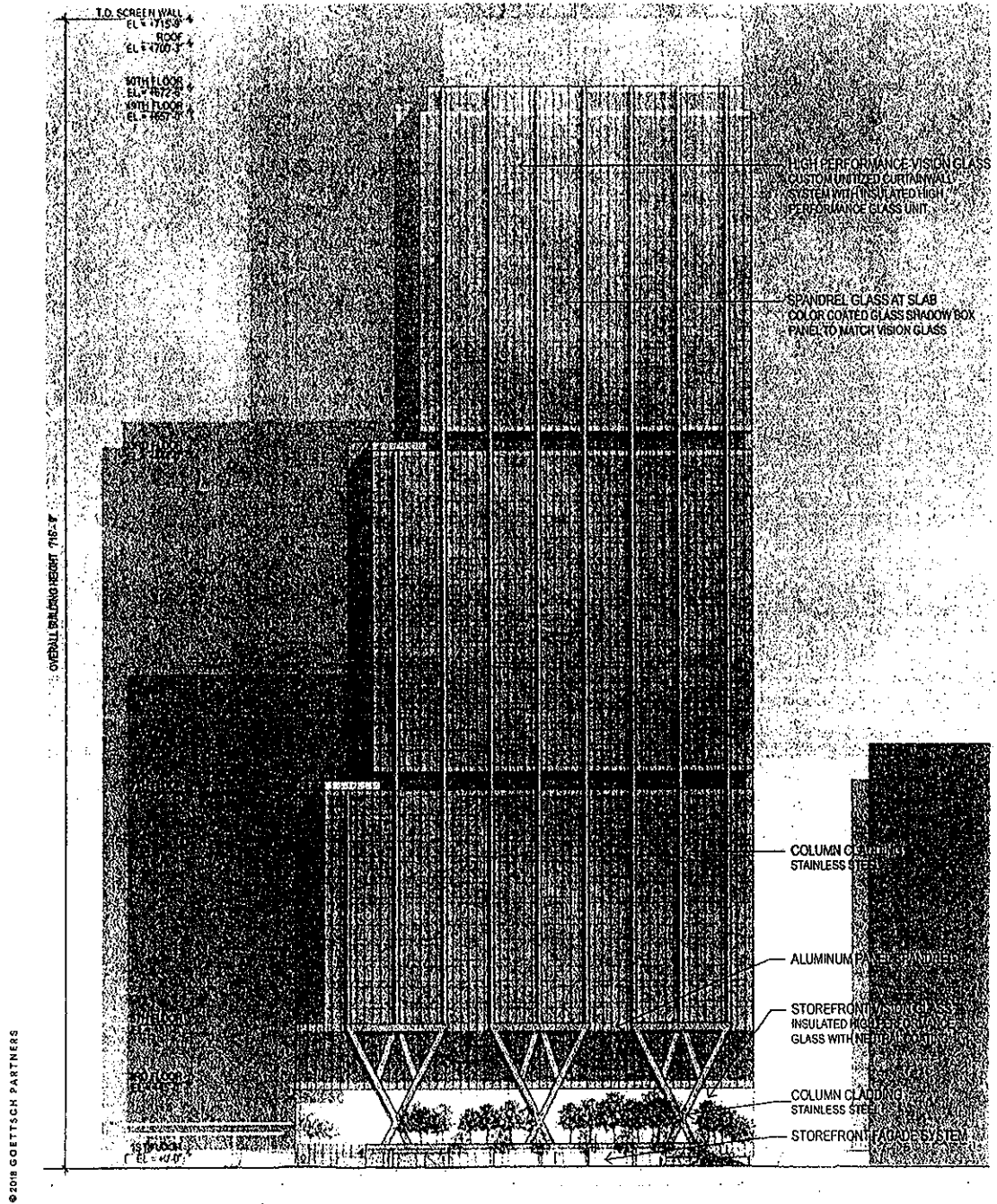
Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018

0 40' 80'



Final for Publication 2

WEST ELEVATION - SUB AREA 'C'



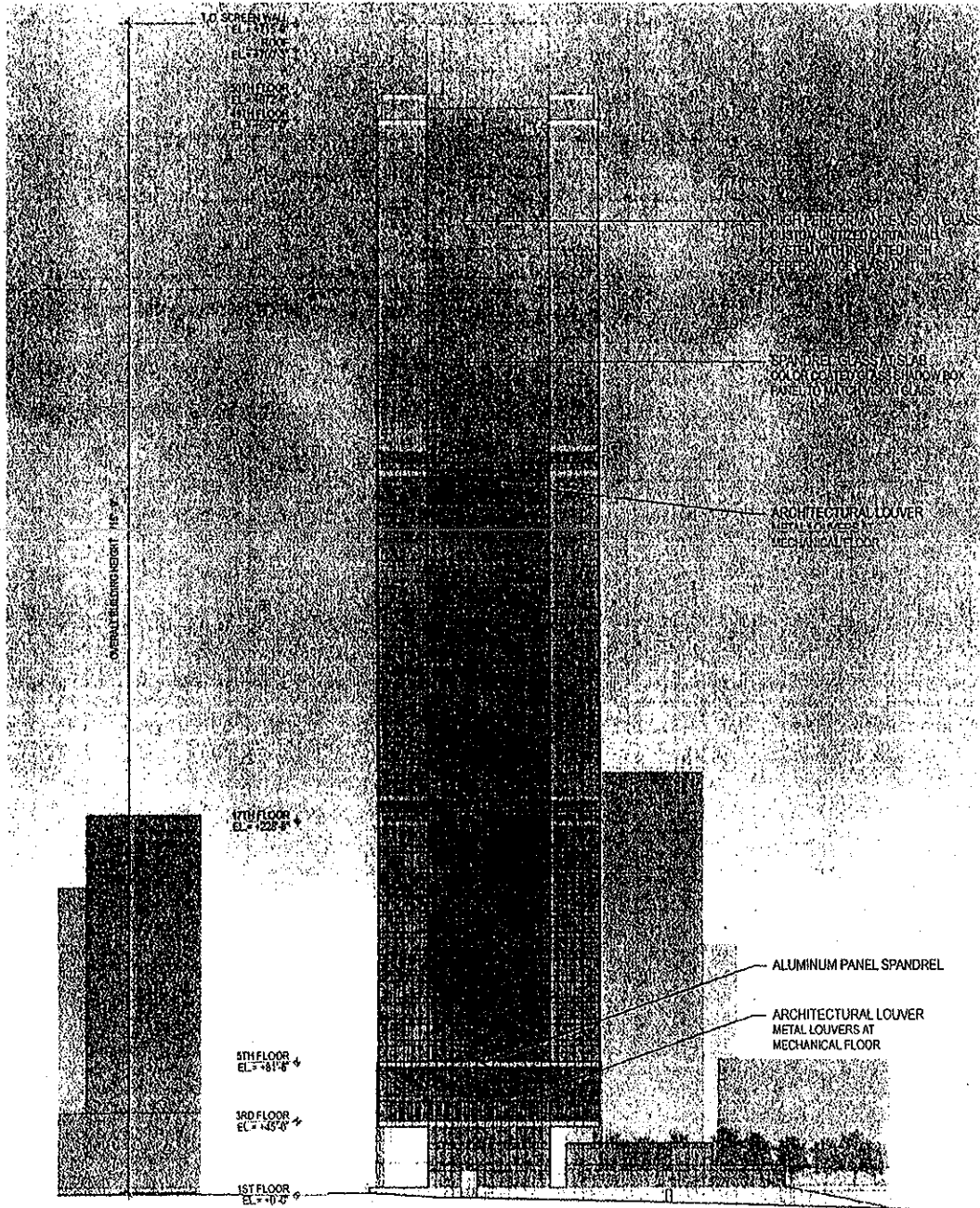
Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018

0 40' 80'

© 2018 GOETTSCHE PARTNERS

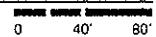
Final for Publication

NORTH ELEVATION - SUB AREA 'C'

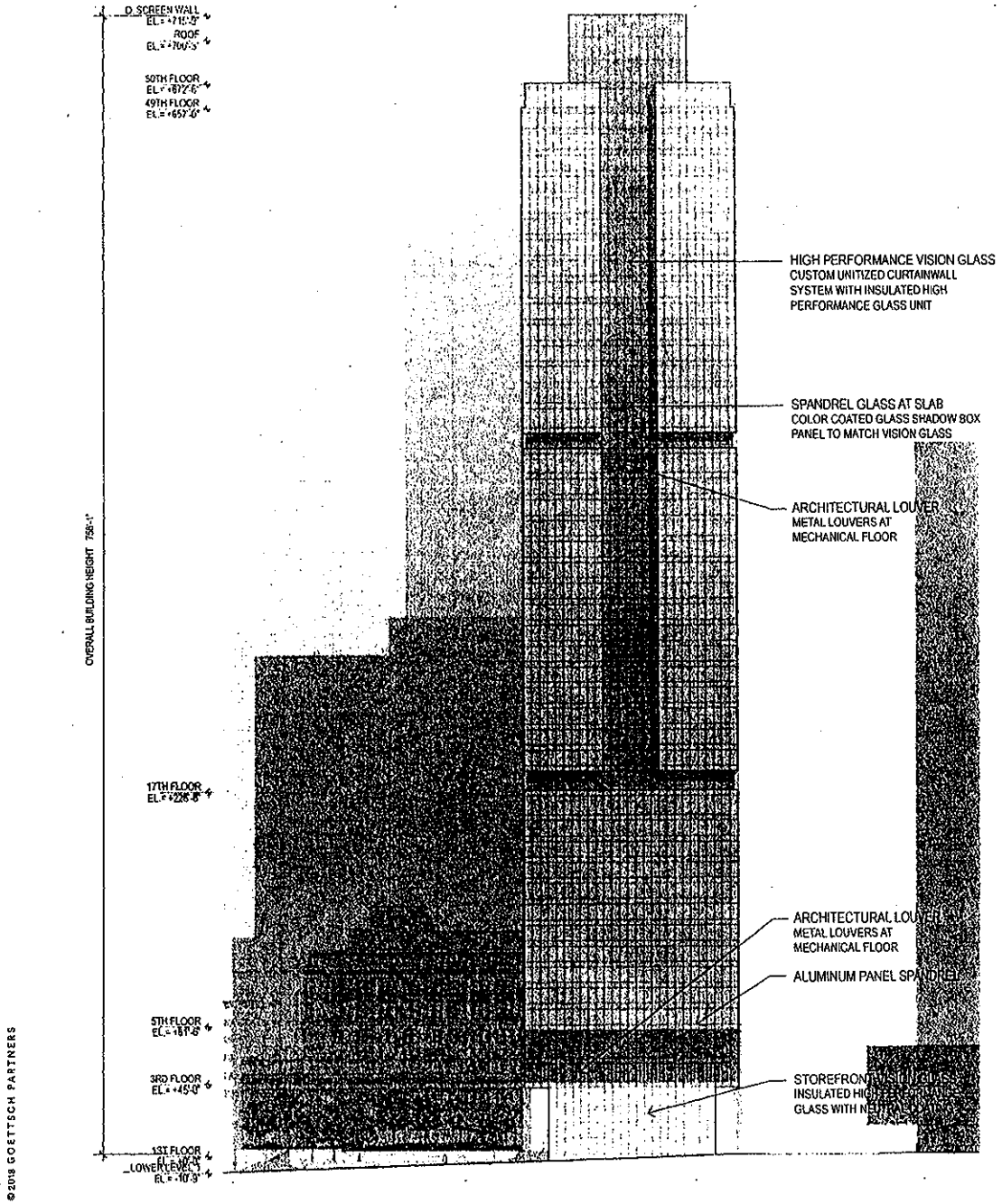


© 2018 GOETTSCHE PARTNERS

Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018

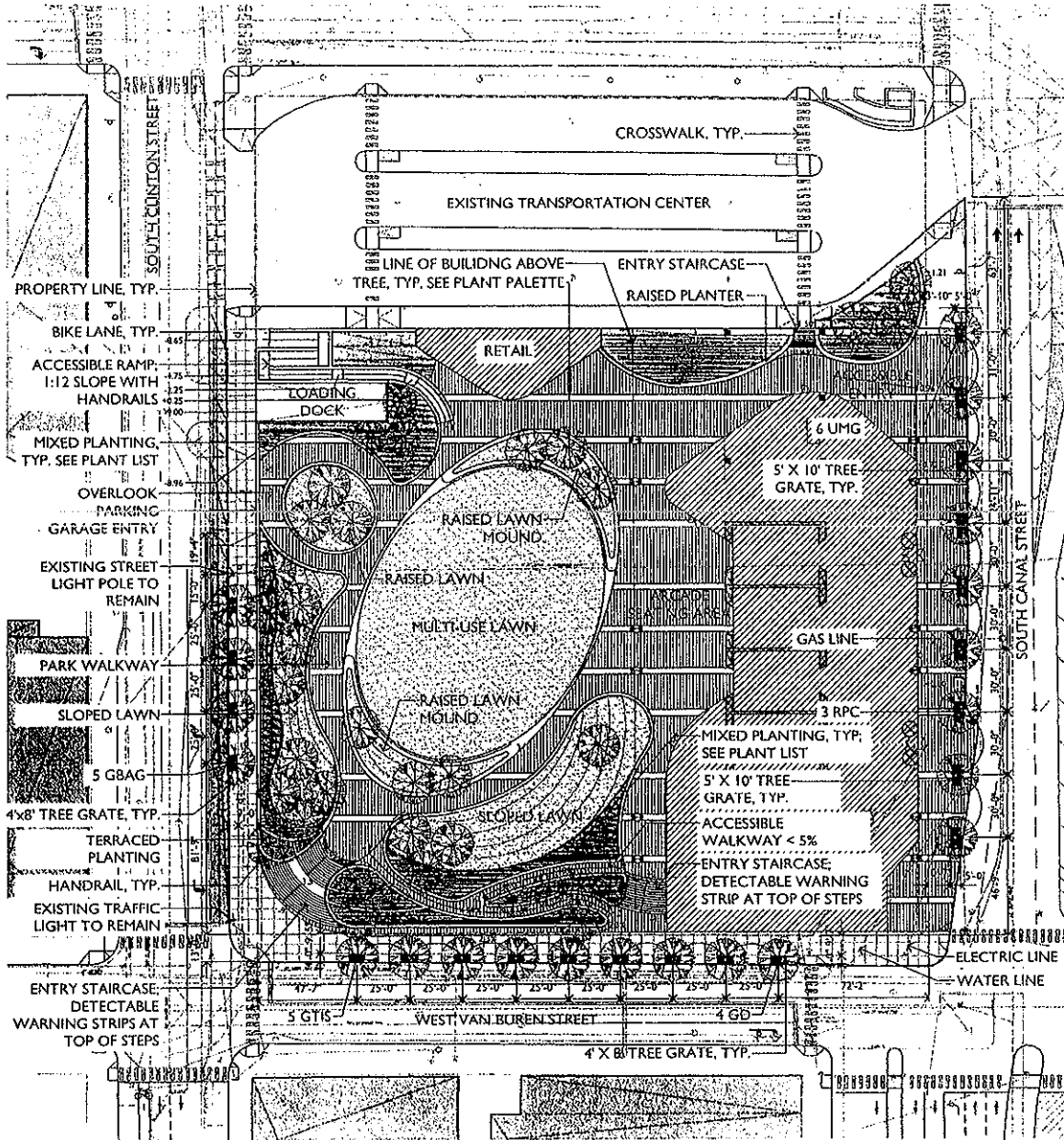


### SOUTH ELEVATION - SUB AREA 'C'



Applicant: RC Union Station Development Company, LLC  
 Address: 500 W Jackson Boulevard / 310 S Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018

# COMPOSITE LANDSCAPE PLAN - SUB AREA 'C'

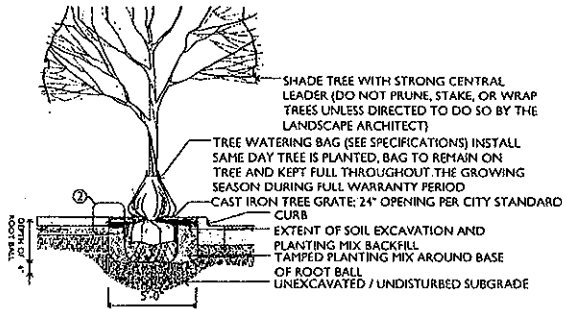


© 2018 GOETTSCHE PARTNERS, WOLFF LANDSCAPE ARCHITECTURE, INC.

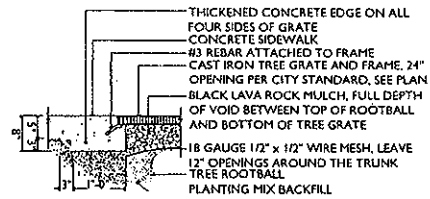
Applicant: Chicago Union Station  
 Address: 500 W Jackson Boulevard / 210 S Canal Street  
 Introduced: September 20, 2018  
 Plan Commission: October 18, 2018

INITIAL FOR PUBLICATION

### PLANTING DETAILS - SUB AREA 'C'



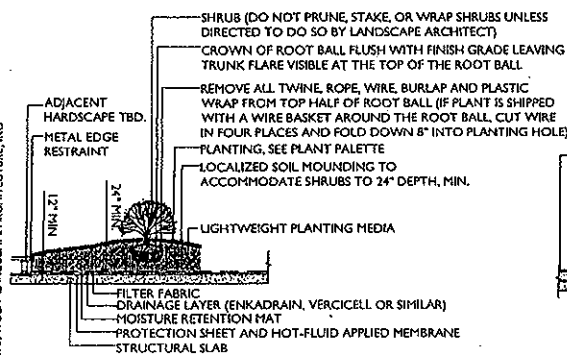
**1** NEW TREE IN TREE GRATE DETAIL  
SCALE: NOT TO SCALE



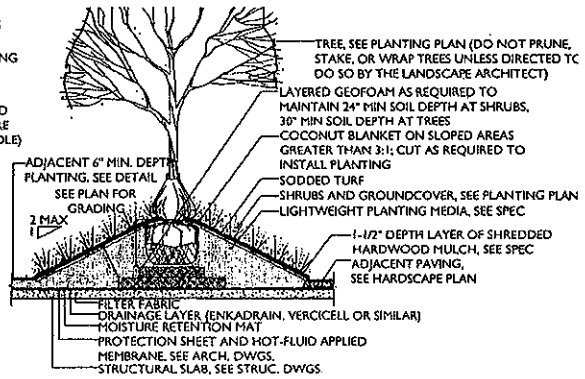
**2** TREE GRATE FRAME ENLARGEMENT  
SCALE: NOT TO SCALE



**3** TREE GRATE PLAN  
SCALE: NOT TO SCALE



**4** GREEN ROOF PLANTING  
SCALE: NOT TO SCALE



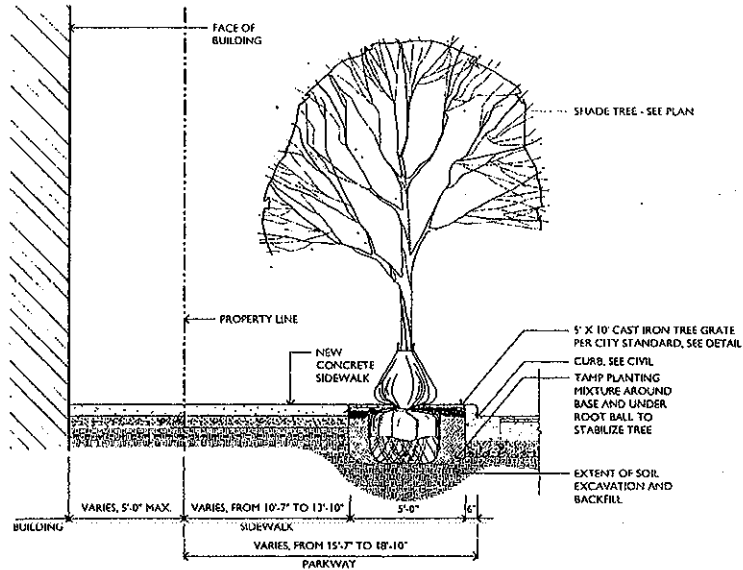
**5** RAISED TREE PLANTING ON STRUCTURE  
SCALE: NOT TO SCALE

© 2018 GOETTSCHE PARTNERS, WOLFF LANDSCAPE ARCHITECTURE, INC

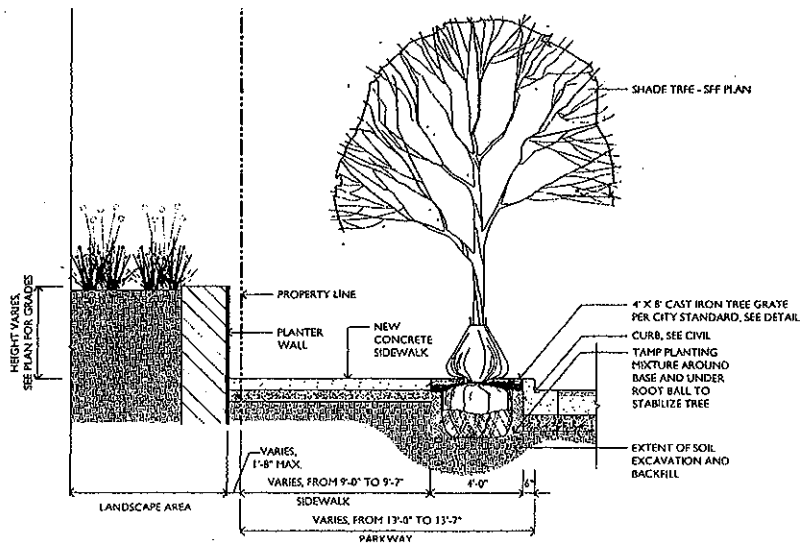
Applicant: Chicago Union Station  
Address: 500 W Jackson Boulevard / 210 S Canal Street  
Introduced: September 20, 2018  
Plan Commission: October 18, 2018

Final for Publication

### STREET SECTIONS - SUB AREA 'C'



1 TYPICAL PARKWAY SECTION @ SOUTH CANAL STREET  
SCALE: NOT TO SCALE



2 TYPICAL PARKWAY SECTION @ SOUTH CLINTON STREET AND WEST VAN BUREN STREET  
SCALE: NOT TO SCALE

© 2018 GOETTSCHE PARTNERS, WOLFF LANDSCAPE ARCHITECTURE, INC

Applicant: Chicago Union Station  
Address: 500 W Jackson Boulevard / 210 S Canal Street  
Introduced: September 20, 2018  
Plan Commission: October 18, 2018



City of Chicago  
Richard M. Daley, Mayor

Department of Planning and  
Development

Arnold L. Randall  
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>

April 30, 2008

Mr. Rick Wendy  
Freeborn & Peters LLP  
311 South Wacker Drive  
Suite 3000  
Chicago, Illinois 60606-6677

Re: One-year sunset extension for Residential Business Planned  
Development No. 376, as amended, Chicago Union Station Headhouse,  
210 South Canal Street

Dear Mr. Wendy:

Please be advised that your request for a one-year sunset extension to the six-year construction period for Residential Business Planned Development No. 376, as amended, 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. 15 of the Planned Development.

Residential Business Planned Development No. 376, as amended, was passed by the City Council on May 29, 2002. However, the rehabilitation and redevelopment of the Union Station Headhouse building will not begin prior to the amended Planned Development's expiration date of May 29, 2008.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Residential Business Planned Development No. 376, as amended, I hereby approve a one-year sunset extension from May 29, 2008 to May 29, 2009, to begin construction, as authorized by the issuance of a building permit.

Sincerely,

Arnold L. Randall  
Commissioner

ALR:HG:tm

cc: Brian Goeken, Kathy Caisley, Mike Marmo, Pat Haynes, Erik Glass, [REDACTED]



Again, please let the record reflect that I abstain from voting on Application Numbers 13612, 13613, 13611, 13304 and 13594 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 ordinance transmitted with the foregoing committee report was *Passed* by yeas and nays as follows:

*Yeas* -- Aldermen Granato, Tillman, Preckwinkle, Hairston, Lyle, Beavers, Stroger, Beale, Pope, Balcer, Frias, Olivo, T. Thomas, Coleman, L. Thomas, Murphy, Rugai, Troutman, DeVille, Munoz, Zalewski, Chandler, Solis, Ocasio, Burnett, E. Smith, Carothers, Wojcik, Matlak, Mell, Austin, Colom, Banks, Mitts, Allen, Laurino, O'Connor, Doherty, Natarus, Daley, Hansen, Levar, Shiller, Schuller, Moore, Stone -- 46.

*Nays* -- None.

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

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

The following is said ordinance as passed:

*Be It Ordained by the City Council of the City of Chicago: R BPD 376,00*

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the Business-Transportation Planned Development Number 376 and C3-6 Commercial-Manufacturing District symbols and indications, if applicable, as shown on Map Number 2-F in the area bounded by:

West Adams Street; South Canal Street; West Jackson Boulevard; and South Clinton Street,

to those of Residential-Business Planned Development Number 376, as amended, which is hereby established in the area described above, subject to such use and bulk regulations as are set forth in the Planned Development attached hereto and made a part hereof and to no others.

SECTION 2. This ordinance shall be in full 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 376, As Amended.*

*Plan Of Development Statements.*

1. The area delineated herein as a Residential-Business Planned Development Number 376, as amended, (the "Property"), consists of approximately one hundred twenty-four thousand nine hundred forty-six (124,946) square feet (two and eighty-six hundredths (2.86) acres) of land area and is depicted on the attached Planned Development Boundary and Property Line Map. The Property is owned by the Chicago Union Station Company, a wholly-owned subsidiary of the National Railroad Passenger Corporation ("C.U.S. Co."), which has authorized Prime Union Station, L.L.C. (the "Applicant") to be the Applicant for purposes of this planned development. These plan of development statements, together with the exhibits hereto, and this Ordinance, may hereafter be referred to as the "Planned Development".
2. The Applicant shall obtain all applicable official reviews, approvals or permits which are necessary to implement this Planned Development. Any dedication or vacation of streets or alleys or easements and any adjustment of rights-of-way shall require a separate submittal by the Applicant and approval by the City Council.

3. (a) The requirements, obligations and conditions contained within this Planned Development shall be binding upon the Applicant, its successors and assigns and, if different than the Applicant, the legal title holder(s), ground lessor(s) of the Property and any residential condominium association that may be formed on behalf of residential condominium owners of all or any portion of the Property. All rights granted hereunder to the Applicant shall inure to the benefit of the Applicant, its successors and assigns and, if different than the Applicant, the legal title holder(s), ground lessor(s) and any residential condominium association that may be formed.  
  
(b) Pursuant to the requirements of Section 11.11-1 of the Chicago Zoning Ordinance, at the time applications for amendments, modifications or changes (administrative, legislative or otherwise) to this Planned Development are made, the Property shall be under single ownership or under single designated control. Single designated control for purposes of this statement 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 all of the owners of the Property, except that to the extent residential condominium owners are represented by a condominium association, said association shall make or authorize said application on behalf of and in lieu of said residential condominium owners.
4. This Planned Development consists of fifteen (15) statements; a Bulk Regulations and Data Table; an Existing Zoning Map; an Existing Land-Use Map; a Planned Development Property and Boundary Map; a Site/Landscape Plan, an east elevation, a west elevation, a north elevation and a south elevation, all prepared by Lucien Lagrange & Associates and dated May 16, 2002. Full size sets are on file with the Department. These and no other zoning controls shall apply to the Property. This Planned Development conforms to the intent and purpose of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago and all requirements thereof, and satisfies the established criteria for approval as a planned development.
5. The following uses of the Property shall be permitted:  
  
retail, office, hotel, residential, accessory parking, energy efficiency appurtenances and devices, any use permitted in the C3-6 zoning district (other than manufacturing), broadcast and communication devices and antennae, and uses accessory to any of the foregoing uses.

6. (a) Business identification signs shall be permitted upon the Property, provided that the Department reviews proposals for such signs and determines that such signs would: (i) be compatible with the character of the existing Union Station Headhouse building (the "Headhouse"); (ii) not obscure significant architectural details; (iii) fit within architectural elements such as sign bands, fascias and glazed areas, where applicable; (iv) be located below the existing parapet of the Headhouse; and (v) not, in aggregate sign face area, exceed four (4) times the linear distance of all four (4) frontages of the Property, excluding the signs described in subsection (b) below.

(b) The existing "Union Station" signs located on the north, south, east and west facades of the Existing Improvements may, in the discretion of the Applicant, be removed, remain or be replaced with similarly sized signs; provided, however, that any replacement shall be limited to a project sign, i.e., a sign that identifies the overall project and not any individual businesses located therein. The design of said signs shall be subject to review and approval of the Department.

(c) Temporary signs such as construction signs, marketing signs, and temporary business identification signs shall be permitted, subject to the review and approval of the Department.

Signs may be illuminated upon review and approval by the Department; provided, however, that no such review and approval is required with respect to the sign described in Section 6(b). Advertising signs are not permitted, except on moveable retail kiosks. No restrictions are imposed herein on hanging banners, signs located within the building which are not facing and visible from the adjacent streets, external informational or directional signs.

7. (a) Any service drive or other ingress or egress shall be adequately designed and paved in accordance with the regulations of C.D.O.T. in effect at the time of construction and in compliance with the Municipal Code of the City of Chicago, to provide ingress and egress for motor vehicles, including emergency vehicles. There shall be no parking within such paved areas. Ingress and egress shall be subject to the reasonable review and approval of C.D.O.T. and of the Department. The internal service drives to the Headhouse shown on the plans attached hereto have been in existence for over seventy (70) years and also identified as significant features of a city landmark; accordingly, no changes to these

drives shall be required under this statement. This statement shall not be construed to prohibit parking spaces located along the perimeter of said internal drives. Applicant is authorized to install and use access control gates or other type of system to control ingress to and egress from the internal service drives.

(b) Off-street parking and loading facilities shall be provided in compliance with this Planned Development. A minimum of two percent (2%) of all parking spaces provided pursuant to this Planned Development shall be designated and designed for parking for the handicapped.

8. In addition to the maximum heights of the buildings and any appurtenances attached thereto described in this Planned Development, the height of any improvements shall also be subject to height limitations as certified and approved by the Federal Aviation Administration.
9. For purposes of floor area ratio calculations, the definitions in the Chicago Zoning Ordinance shall apply; provided, however, that such floor area shall not include floor area devoted to mechanical equipment in excess of one thousand five hundred (1,500) square feet in any single location, regardless of placement in the building.
10. (a) The improvements on the Property, including landscaping along the adjacent rights-of-way and all entrances and exits to and from the parking and loading areas, shall be designed, constructed and maintained in substantial conformance with the exhibits described in Statement Number 4 above and with the parkway tree planting provisions of the Chicago Zoning Ordinance and corresponding regulations and guidelines; provided, however, that no trees shall be required to be planted where such trees will be located on or above subsurface vaults.  
  
(b) Because the Headhouse is a Chicago Landmark pursuant to an ordinance adopted by the City Council (the "Designation Ordinance"), construction upon, and modifications or additions to, the Headhouse, must be approved by the Chicago Landmarks Commission (the "Landmarks Commission") pursuant to the provisions of Title 2, Chapter 120, Article XVII of the Municipal Code (the Chicago Landmarks Ordinance), the regulations adopted pursuant thereto and the Designation Ordinance (collectively the "Landmarks Requirements"). The Permit Review Committee of the Landmarks Commission, pursuant to resolution adopted on March 7, 2002, previously determined that the redevelopment

of the Property contemplated by this Planned Development is, in concept, in accordance with the Landmarks Requirements. In the event of any conflict between the provisions of this Planned Development and any determination of the Landmarks Commission regarding the Property that is made in accordance with the Landmarks Requirements, the determinations of the Landmarks Commission shall govern.

11. This Planned Development shall be subject to the following additional requirements:
  - (a) The "Great Hall", depicted on the exhibits attached hereto, shall be a multi-function space accommodating publicly available uses (such as moveable retail kiosks, special exhibits and programs, seating and access between other portions of the building including access to and from the Amtrak/Metra concourse) and private uses (such as hotel-related ballroom events and functions). The Applicant is encouraged to maximize the times during which the Great Hall is open and available for the aforesaid public uses; provided, however, that the availability of the Great Hall for such public uses shall remain solely within the discretion of the Applicant or its designees. Nothing herein shall be construed to permit interference with the Applicant's control over the operation of the building including, without limitation, the Great Hall and the areas connecting thereto.
  - (b) During regular business hours, defined below, the Headhouse shall be available for public, pedestrian access between the Amtrak/Metra rail concourse, located on the Great Hall level, and an entrance to the Headhouse from Canal Street and an entrance to the Headhouse from Clinton Street. Such access shall be through the Great Hall when open to the public as described in (a) above and through an alternative path when it is not. For purposes herein, regular business hours mean 6:00 A.M. to 7:00 P.M. everyday, unless agreed otherwise by the Applicant and the Department.
12. The terms, conditions and exhibits of this Planned Development may be modified administratively by the Commissioner of the Department upon the request of the Applicant and after a determination by the Commissioner that such a modification is minor, appropriate and consistent with the nature of the improvements contemplated by this Planned Development. Any such modification shall be deemed a minor change in the Planned Development as contemplated by Section 11.11-3(c) of the Chicago Zoning Ordinance.

13. 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 energy resources. The Applicant shall use best and reasonable efforts to design, construct and maintain all buildings located within the Property in an energy efficient manner, generally consistent with the most current energy efficiency standards published by the American Society of Heating, Refrigeration and Air-Conditioning Engineers ("A.S.H.R.A.E.") and the Illuminating Engineering Society ("I.E.S.").
14. 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.
15. Unless substantial construction on the rehabilitation of the Headhouse contemplated by this Planned Development has commenced within six (6) years of the effective date hereof and unless completion of those improvements is thereafter diligently pursued, then this Planned Development shall expire and the zoning of the Property shall automatically revert to the C3-6 Commercial-Manufacturing District classification. The six (6) year period may be extended for up to one (1) additional year if, prior to expiration, the Commissioner of the Department determines that good cause for an extension is shown.

[Existing Zoning Map; Existing Land-Use Map; Planned Development Property and Boundary Map; Site Plan; Landscape Plan; and Building Elevation Drawings referred to in these Plan of Development Statements printed on pages 86698 through 86706 of this *Journal*.]

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

*Residential-Business Planned Development.*

*Plan Of Development*

*Bulk Regulations And Data Table.*

Gross Site Area (191,700 square feet (4.4 acres)) = Net Site Area (124,946 square feet (2.86 acres)) + Area Remaining in Public Right-of-Way (66,754 square feet (1.53 acres)).

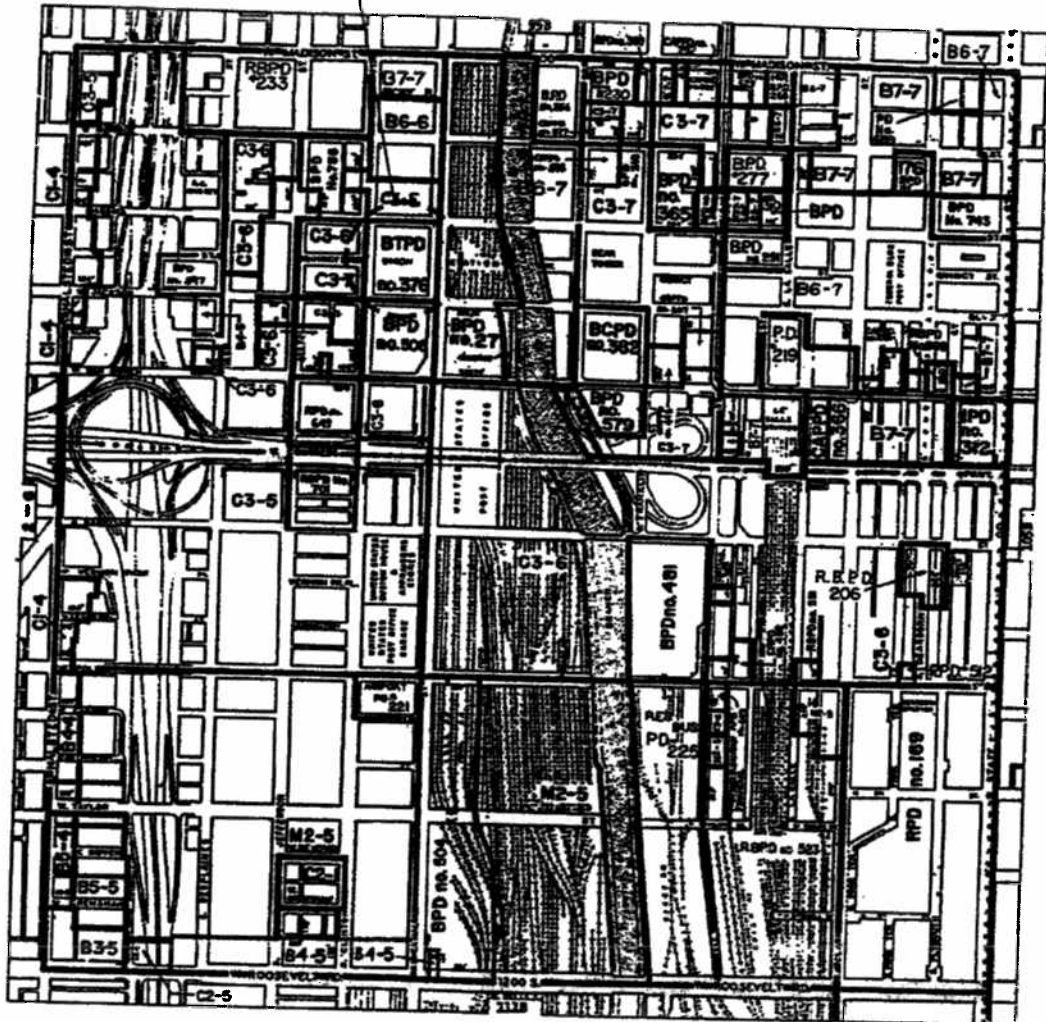
Maximum Floor Area Ratio:	12.0.
Minimum Property Line Setbacks:	In accordance with exhibits described in statement Number 4.
Maximum Building Height:	400 feet*.
Maximum Dwelling Units:	200.
Maximum Hotel Keys:	400.
Minimum Parking Spaces:	One space per dwelling unit.
Minimum Loading Berths:	6 (10 feet by 25 feet in size).

---

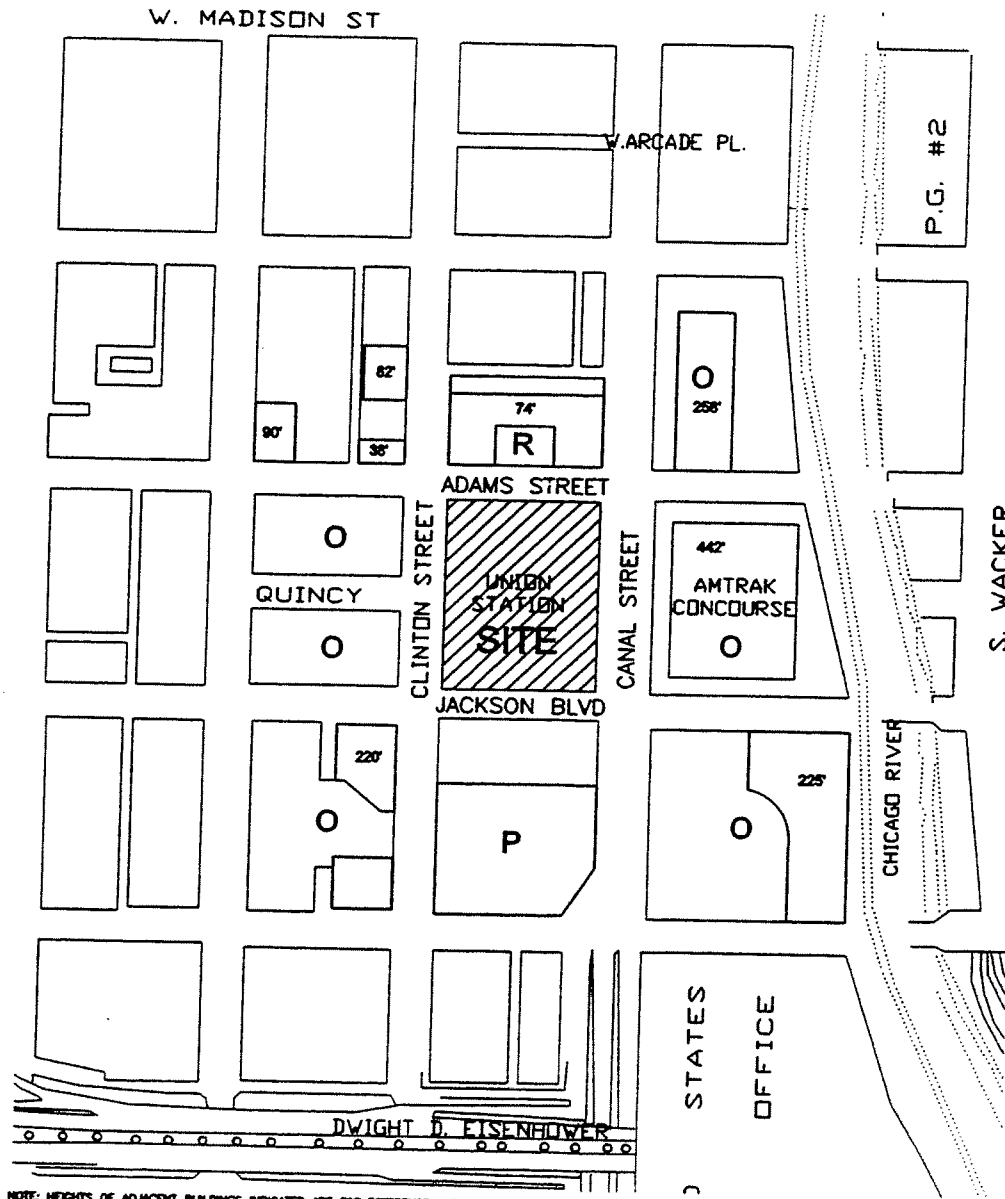
\* Measured from upper level Canal Street adjacent to the Property. Excludes parapets, flagpoles, lights, mechanical penthouses/equipment and other similar appurtenances.

Existing Zoning Map.

SITE ZONED PLAN DEVELOPMENT  
NO. 376

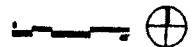


Existing Land-Use Map.

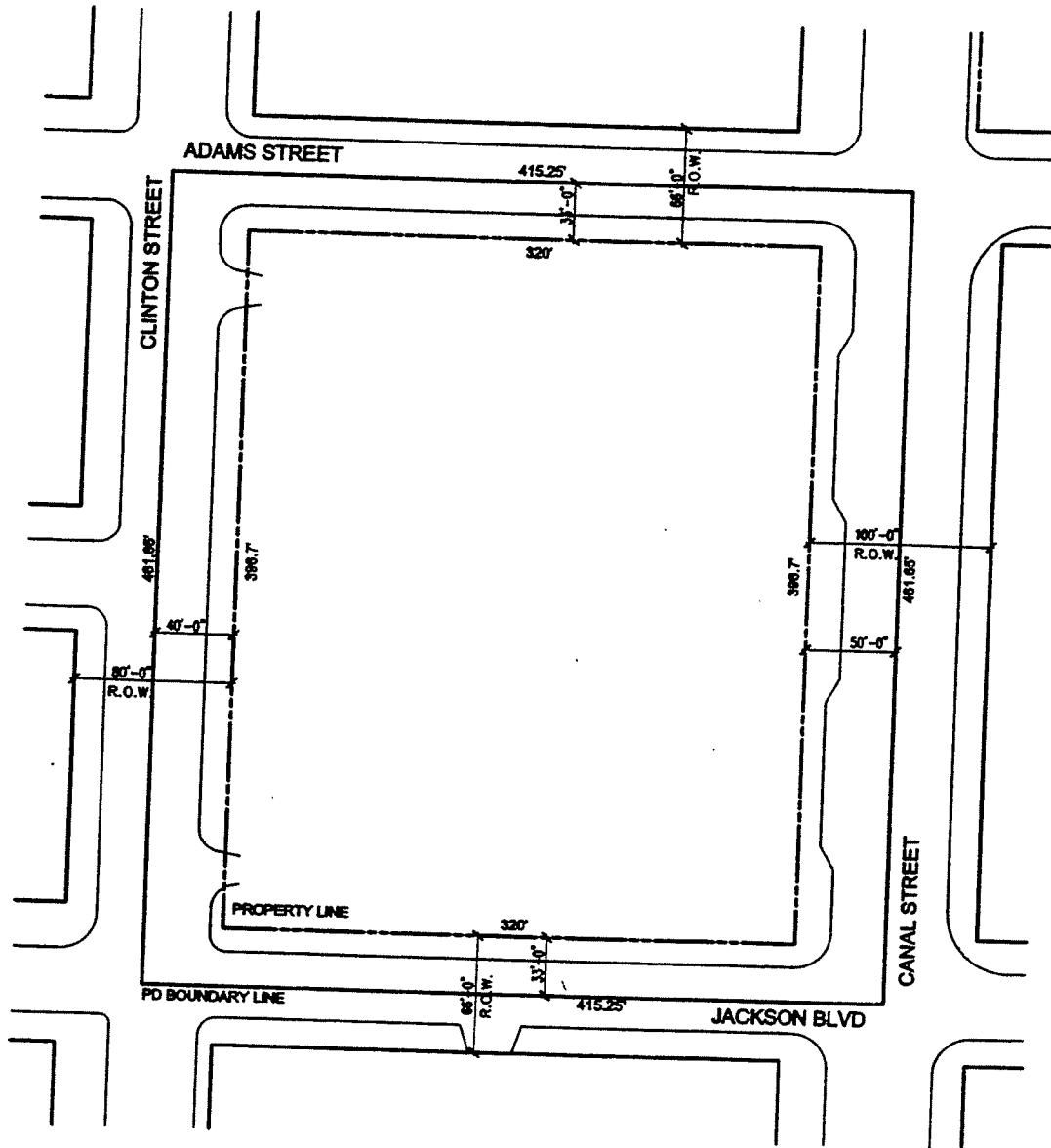


NOTE: HEIGHTS OF ADJACENT BUILDINGS INDICATED ARE FOR REFERENCE AND ARE APPROXIMATE

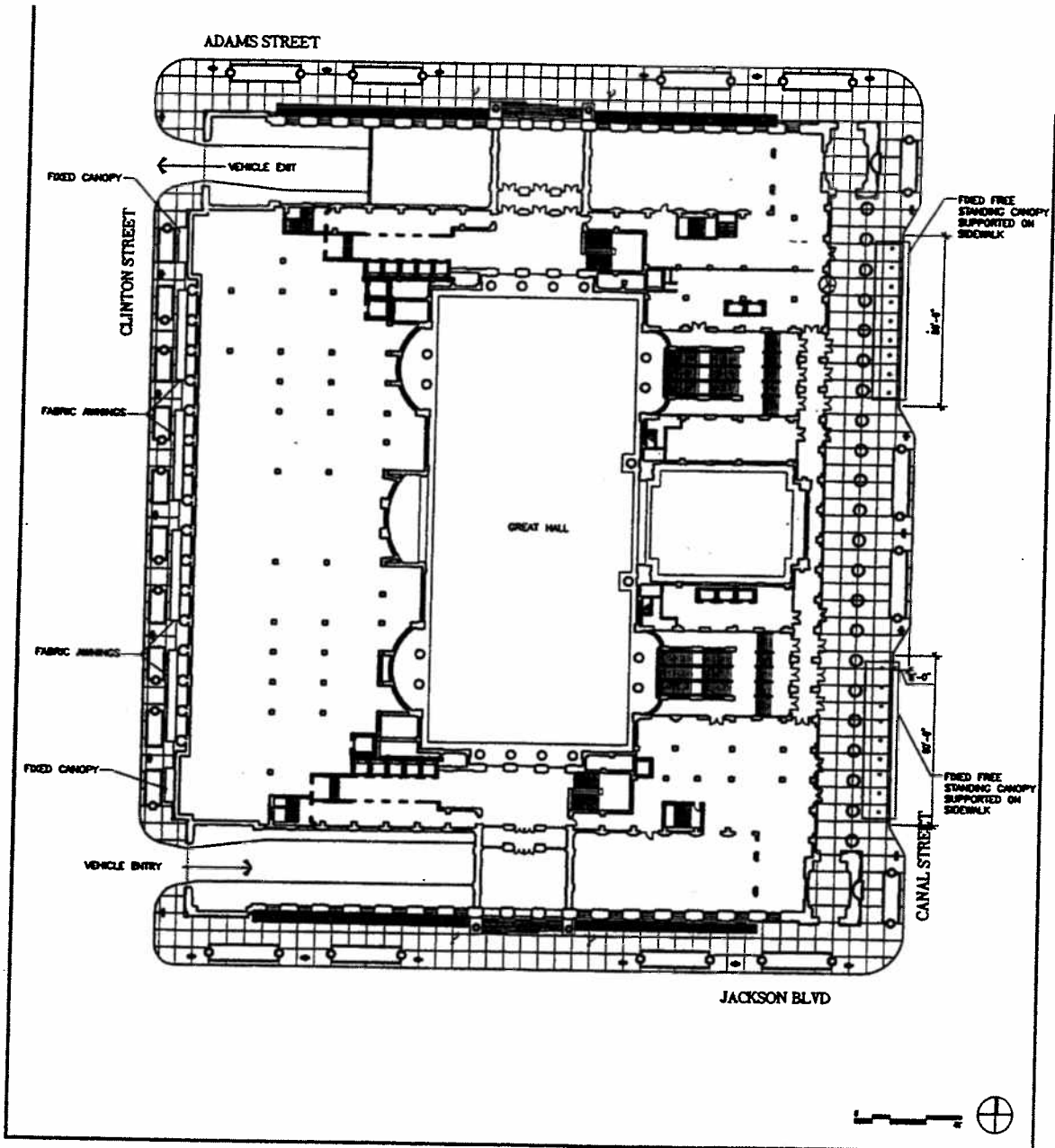
R = RESIDENTIAL : H = HOTEL : P = PARKING : O = OFFICE



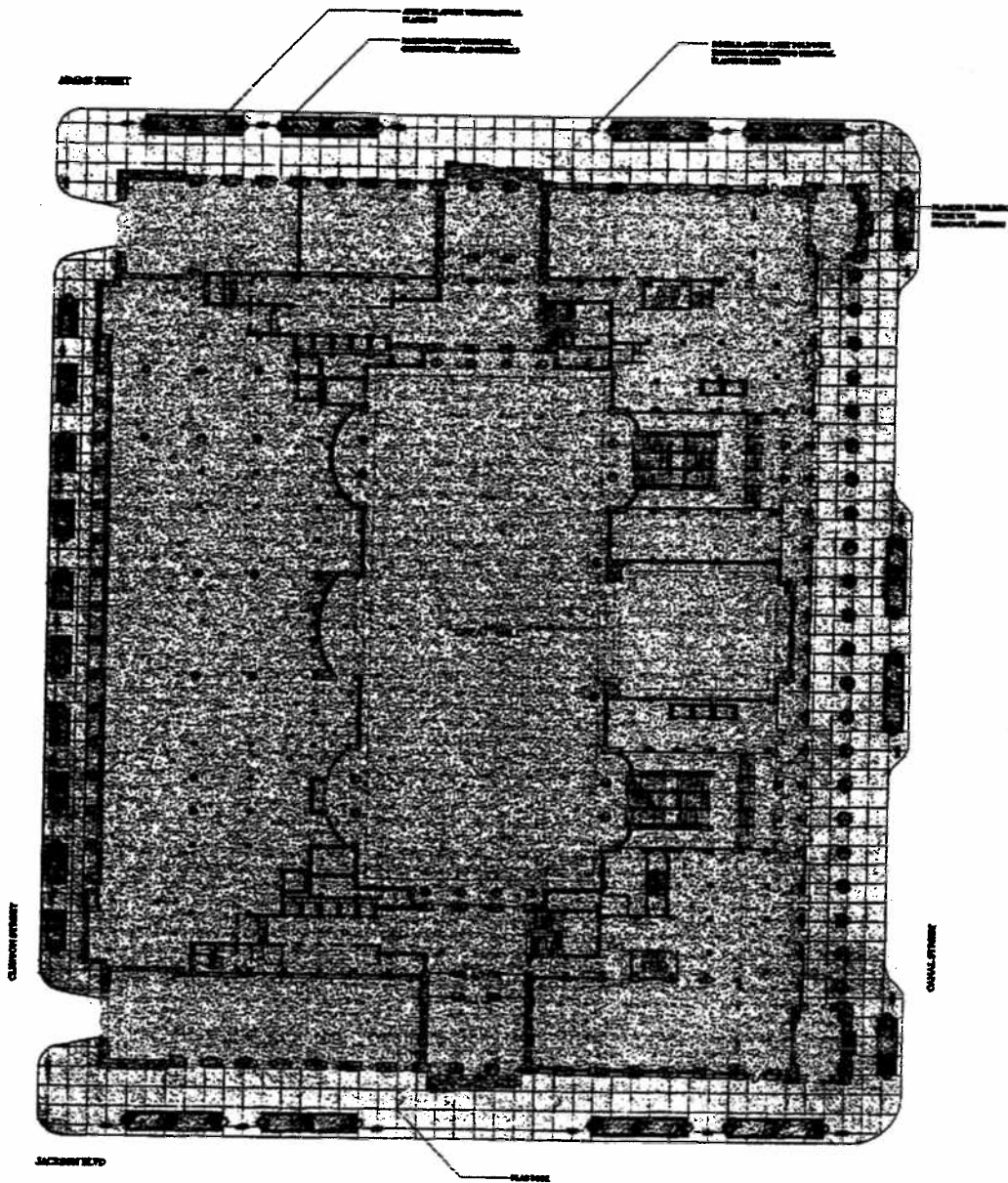
Planned Development Property And Boundary Map.



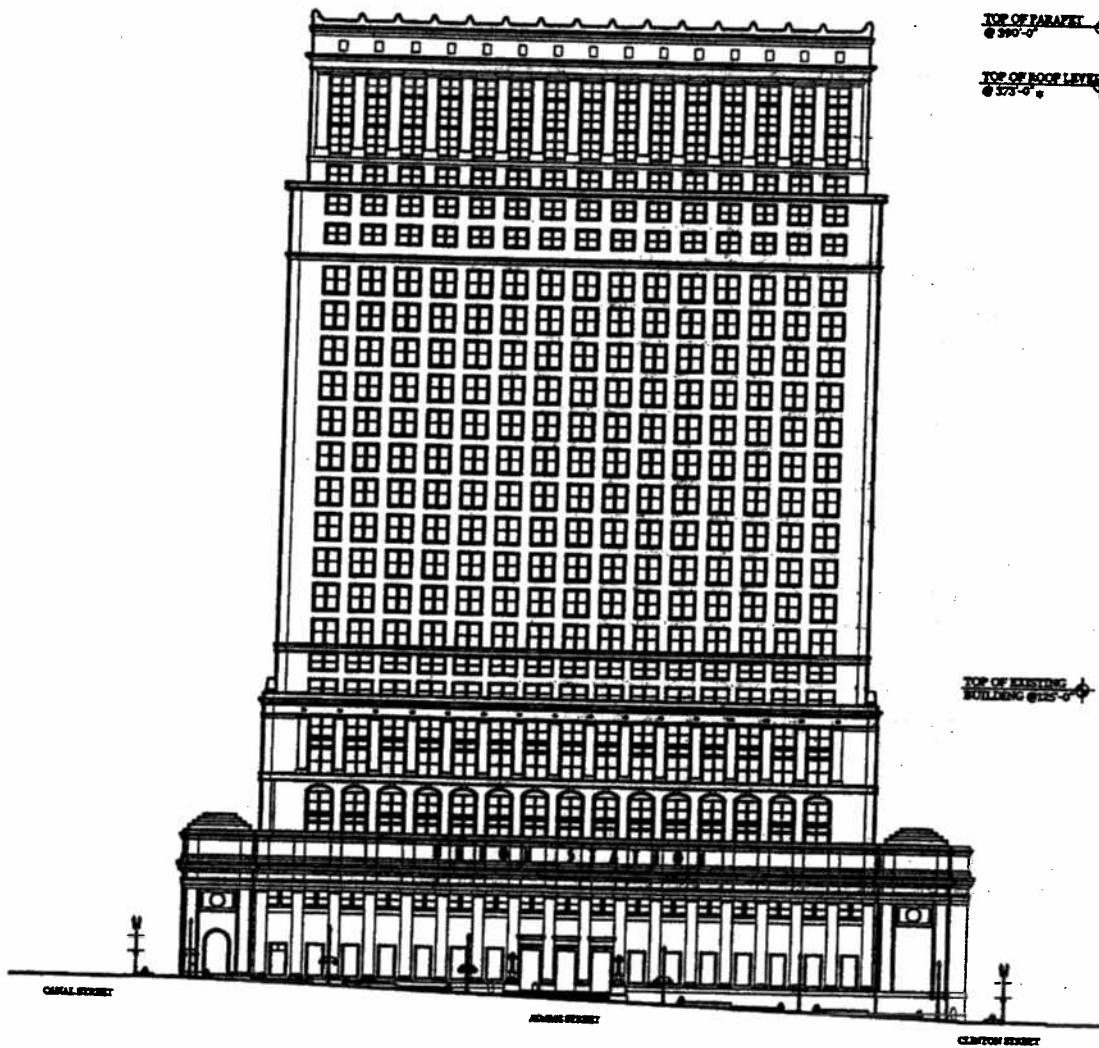
Site Plan.



Landscape Plan.



North Elevation.

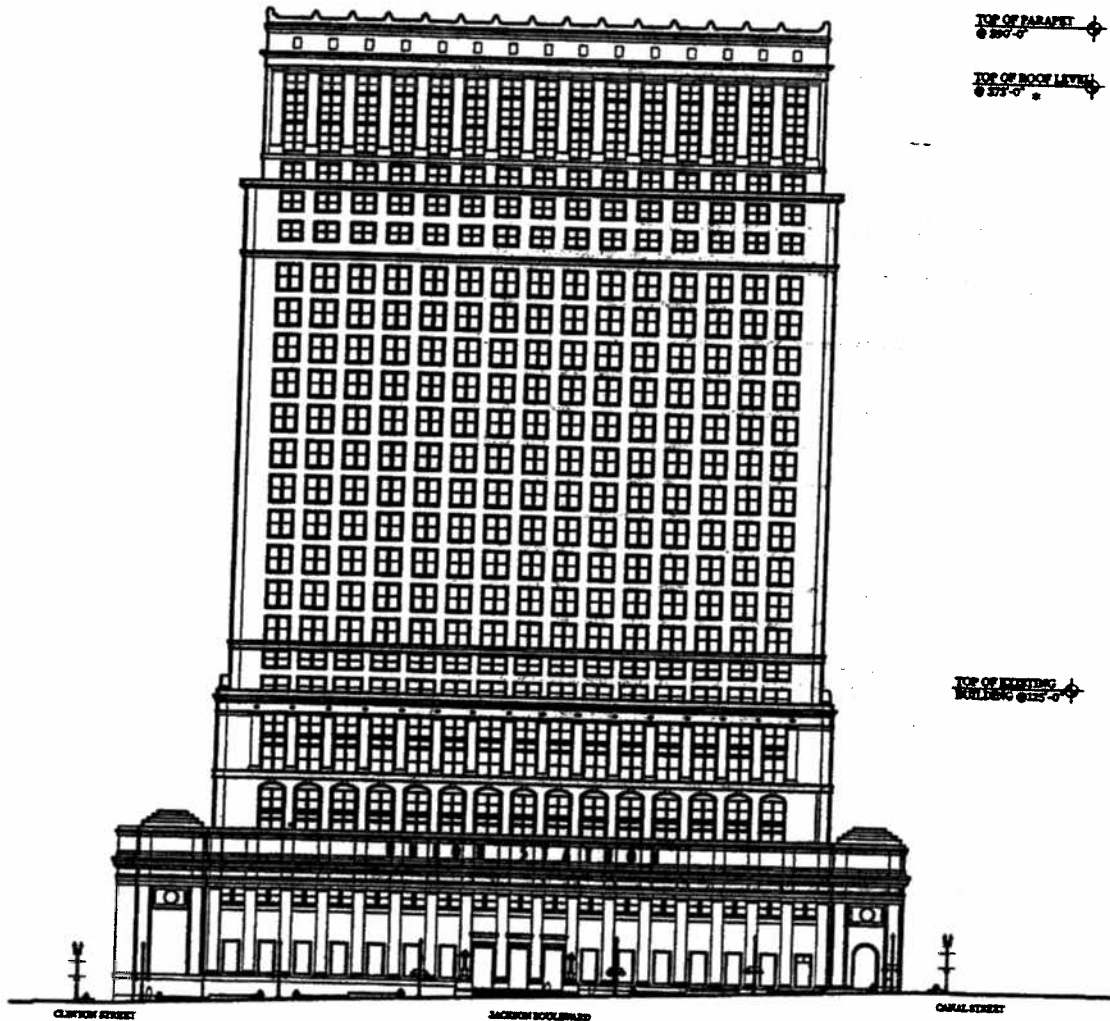


\* MEASURED FROM CANAL STREET GRADE. BUILDING HEIGHT MAY BE INCREASED TO MAXIMUM ALLOWED BY BULK REGULATIONS AND DATA TABLE

EXTERIOR ELEVATIONS MAY BE ADJUSTED AS NECESSARY TO ACCOMMODATE MODIFICATIONS REQUIRED OR APPROVED BY COMMISSION ON CHICAGO LANDMARKS



South Elevation.

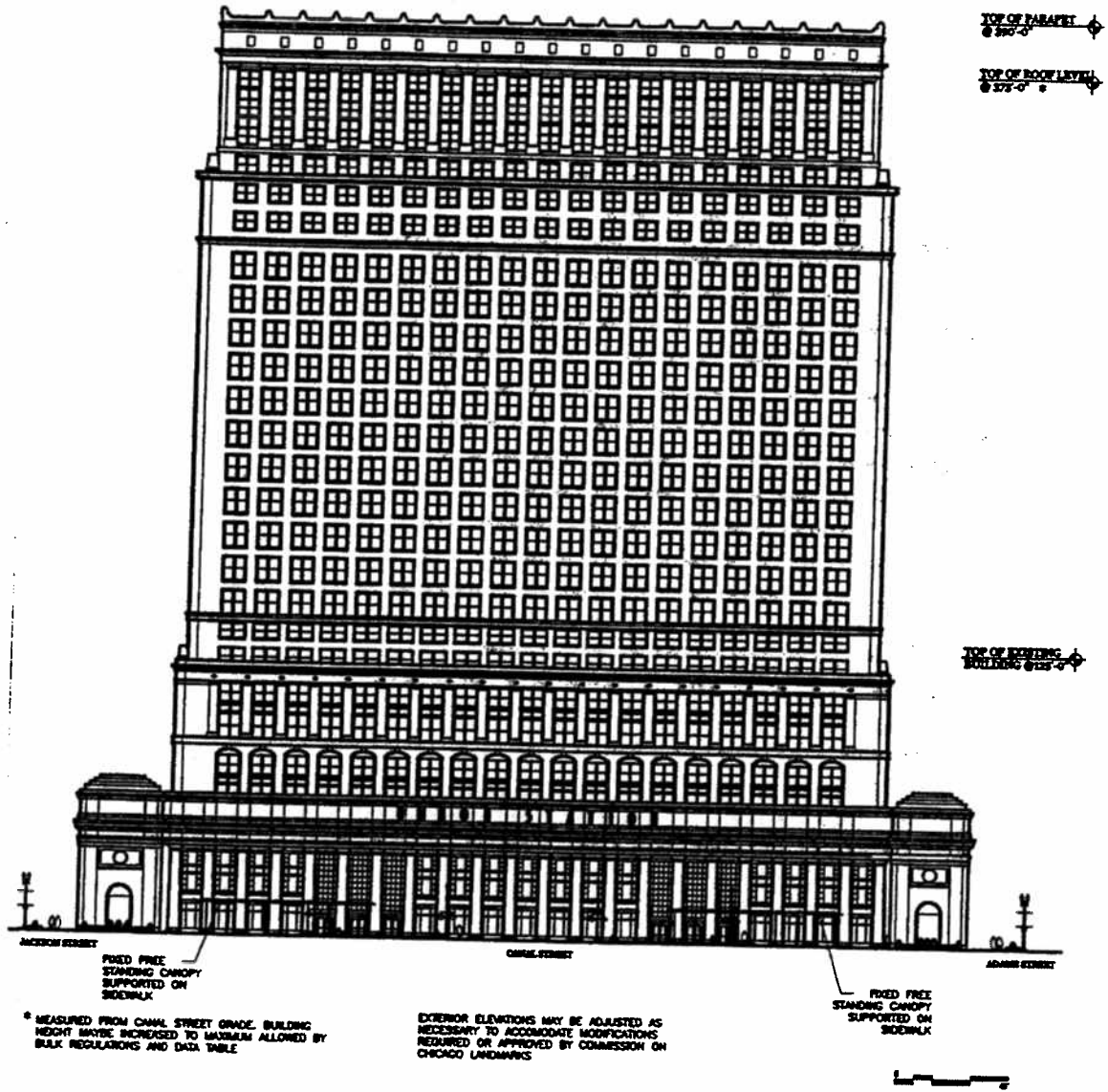


\* MEASURED FROM CANAL STREET GRADE. BUILDING HEIGHT MAY BE INCREASED TO MAXIMUM ALLOWED BY BULK REGULATIONS AND DATA TABLE

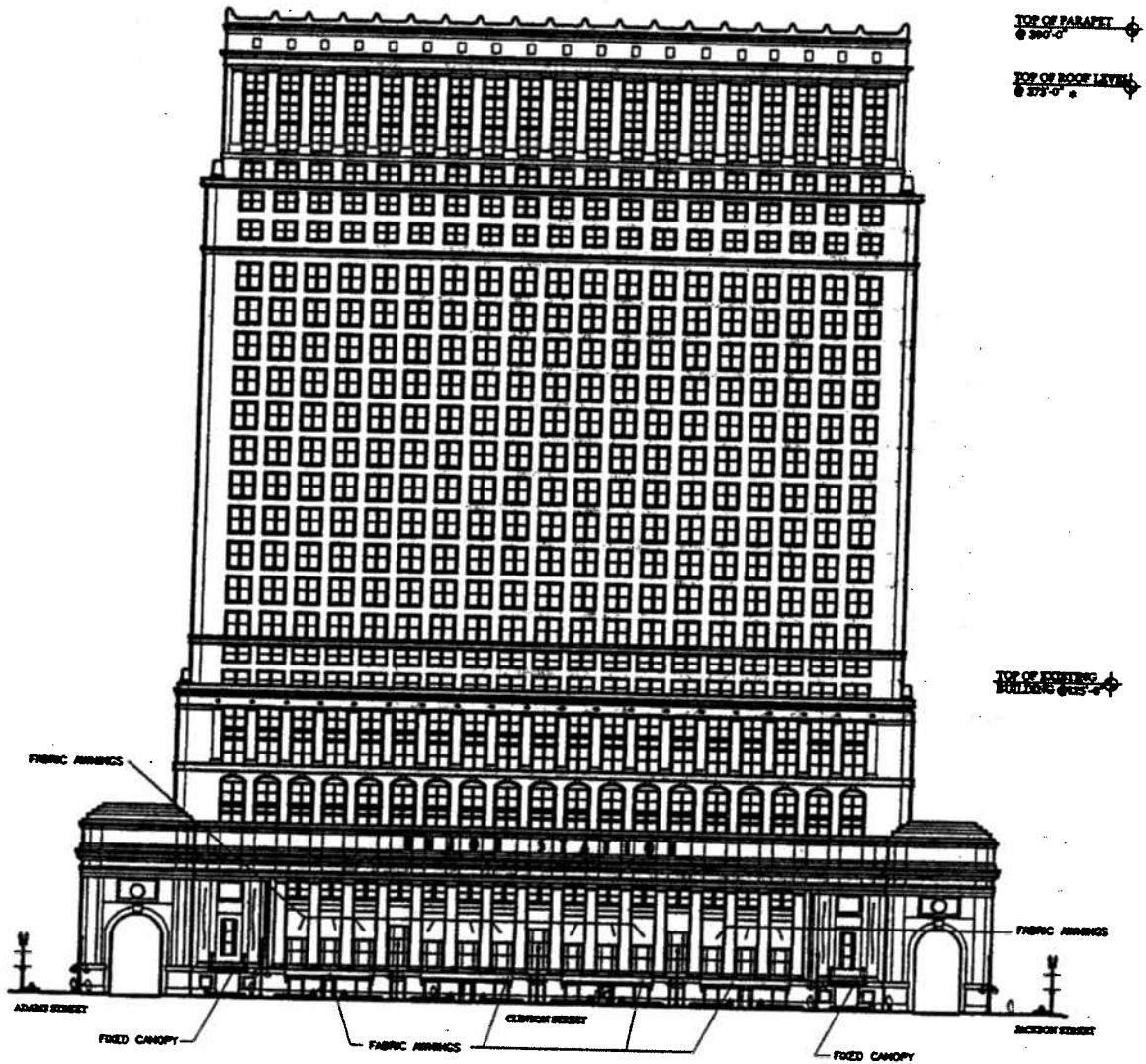
EXTERIOR ELEVATIONS MAY BE ADJUSTED AS NECESSARY TO ACCOMMODATE MODIFICATIONS REQUIRED OR APPROVED BY COMMISSION ON CHICAGO LANDMARKS



East Elevation.



West Elevation.



\* MEASURED FROM CHAL. STREET GRADE. BUILDING HEIGHT MAYBE INCREASED TO MAXIMUM ALLOWED BY BULK REGULATIONS AND DATA TABLE

EXTERIOR ELEVATIONS MAY BE ADJUSTED AS NECESSARY TO ACCOMMODATE MODIFICATIONS REQUIRED OR APPROVED BY COMMISSION ON CHICAGO LANDMARKS



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

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

**SECTION 1.** That the Chicago Zoning Ordinance be amended by changing all the No. 231 Business Planned Development symbols and indications as shown on Map No. 1-F in the area bounded by

North LaSalle Street (on the east); West Couch Place (on the south); North Wells Street (on the west); and West Lake Street (on the north),

to the designation of Business Planned Development No. 231, as amended, 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.

[Business Planned Development printed on pages 25776 through 25781 of this Journal.]

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

*Reclassification of Area Shown on Map No. 1-G.*

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

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

the alley next south of West Ohio Street; the alley next west of North Noble Street; the alley next south of West Ohio Street; North Noble Street; West Grand Avenue; and North Bishop Street,

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

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

*Reclassification of Area Shown on Map No. 2-F.*

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

(Continued on page 25782)

20 374

(Continued from page 25775)

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the C3-5 Commercial-Manufacturing District symbols and indications as shown on Map No. 2-F in the area bounded by

West Adams Street; South Canal Street; West Jackson Boulevard; and South Clinton Street,

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

SECTION 2. Further, that the Chicago Zoning Ordinance be amended by changing all the C3-6 Commercial-Manufacturing District symbols and indications as shown on Map No. 2-G in the area bounded by

West Adams Street; South Canal Street; West Jackson Boulevard; and South Clinton Street,

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

[Business-Transportation Planned Development printed on pages 25783 through 25790 of this Journal.]

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

*Reclassification of Area Shown on Map No. 3-F.*

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the C1-4 Restricted Commercial District symbols and indications as shown on Map No. 3-F in area bounded by

West Scott Street; North Wells Street; a line 133.21 feet south of and parallel to West Scott Street; and a line 240.94 feet west of and parallel to North Wells Street,

to those of a C2-3 General Commercial District, and a corresponding use district is hereby established in the area above described.

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

BUSINESS-TRANSPORTATION PLANNED DEVELOPMENT NO. 376

## PLAN OF DEVELOPMENT -- STATEMENTS

1. The area delineated herein as Business-Transportation Planned Development (the "Planned Development") consists of approximately 126,946 square feet (2.914 acres) of real property bounded on the north by West Adams Street, on the east by South Canal Street, on the south by West Jackson Boulevard and on the west by South Clinton Street (the "Property"), as shown on the attached "Property Lot Line Map." The property is currently owned by the Chicago Union Station Company. The applicant will be the developer of the site.

2. This Plan of Development consists of twelve (12) statements; an existing zoning map; a boundary and property line map; a generalized land use map; and a table of use and bulk regulations and related controls. The Plan of Development is applicable to the area delineated herein and these and no other controls shall apply to the delineated area. This Plan of Development conforms to 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 information in the Plan of Development attached hereto sets forth data concerning the generalized land use plan of the Planned Development, and illustrates that the development of such area will be in accordance with the intent and purpose of this Plan of Development.

4. The Applicant or its successors, assignees, grantees or such other person or entity as may then own or control the subject property shall obtain all required reviews, approvals, licenses and permits in connection with this Planned Development.

5. Any dedication or vacation of streets, alleys or easements or any adjustment of rights-of-way shall require a separate submittal on behalf of the Applicant or its successors, assignees or grantees and approval by the City Council.

6. The following uses shall be permitted within the Planned Development: railroad station and related uses, business, commercial, hotel, retail, restaurant and related uses, earth station receiving dishes and towers, and off-street parking. All other controls and regulations set forth herein apply within the general application of this statement.

7. Any service drive or other ingress or egress for motor vehicles 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.

8. The height restriction of the Planned Development and any appurtenance attached shall be subject to:

- (1) Height limitations as certified on Form F.A.-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.

9. Off-street parking and loading facilities will be provided in compliance with this Plan of Development

and shall be subject to the review and approval of the Commissioner of Planning.

10. Business and business identification signs shall be permitted on exterior building surfaces subject to the review and approval of the Departments of Planning, Zoning and Inspectional Services. Temporary signs, such as construction and marketing signs, may be permitted subject to the aforestated approvals.

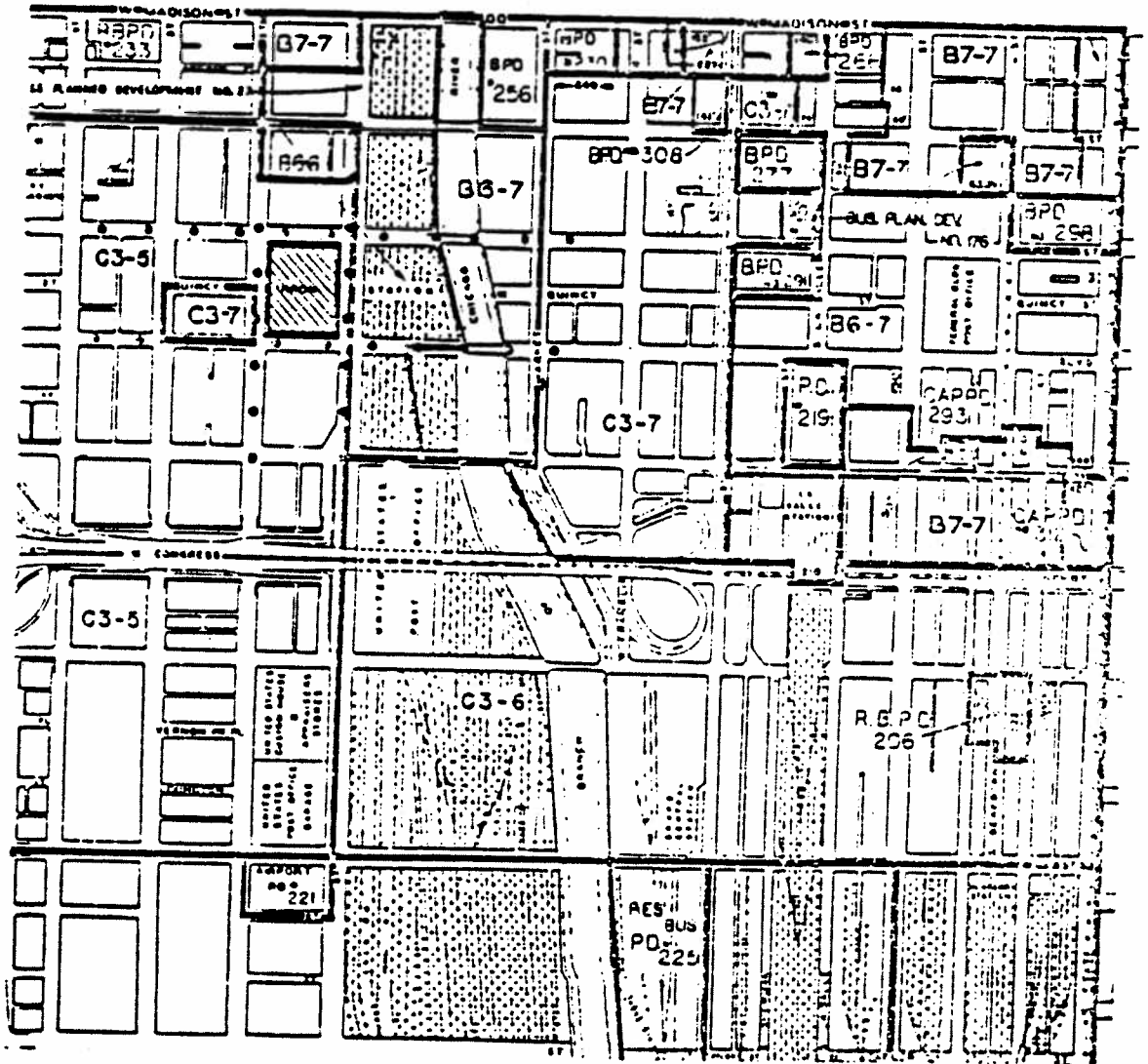
11. For purposes of floor area ratio (F.A.R.) calculations, the definitions in the Chicago Zoning Ordinance shall apply, provided, however, that space devoted to heating, ventilation, air conditioning, plumbing and electrical equipment, wherever located, shall not be included in F.A.R.

12. The Plan of Development hereby attached shall be subject to the "Rules, Regulations and Procedures in Relation to Planned Development Amendments" as promulgated by the Commissioner of the Department of Planning and in force on the date of this application.

APPLICANT: Robert A. Vislow  
340 North Michigan Avenue  
Chicago, Illinois 60611

DATE: October 7, 1985

FIGURE 1: EXISTING ZONING MAP



LEGEND



SUBJECT PROPERTY

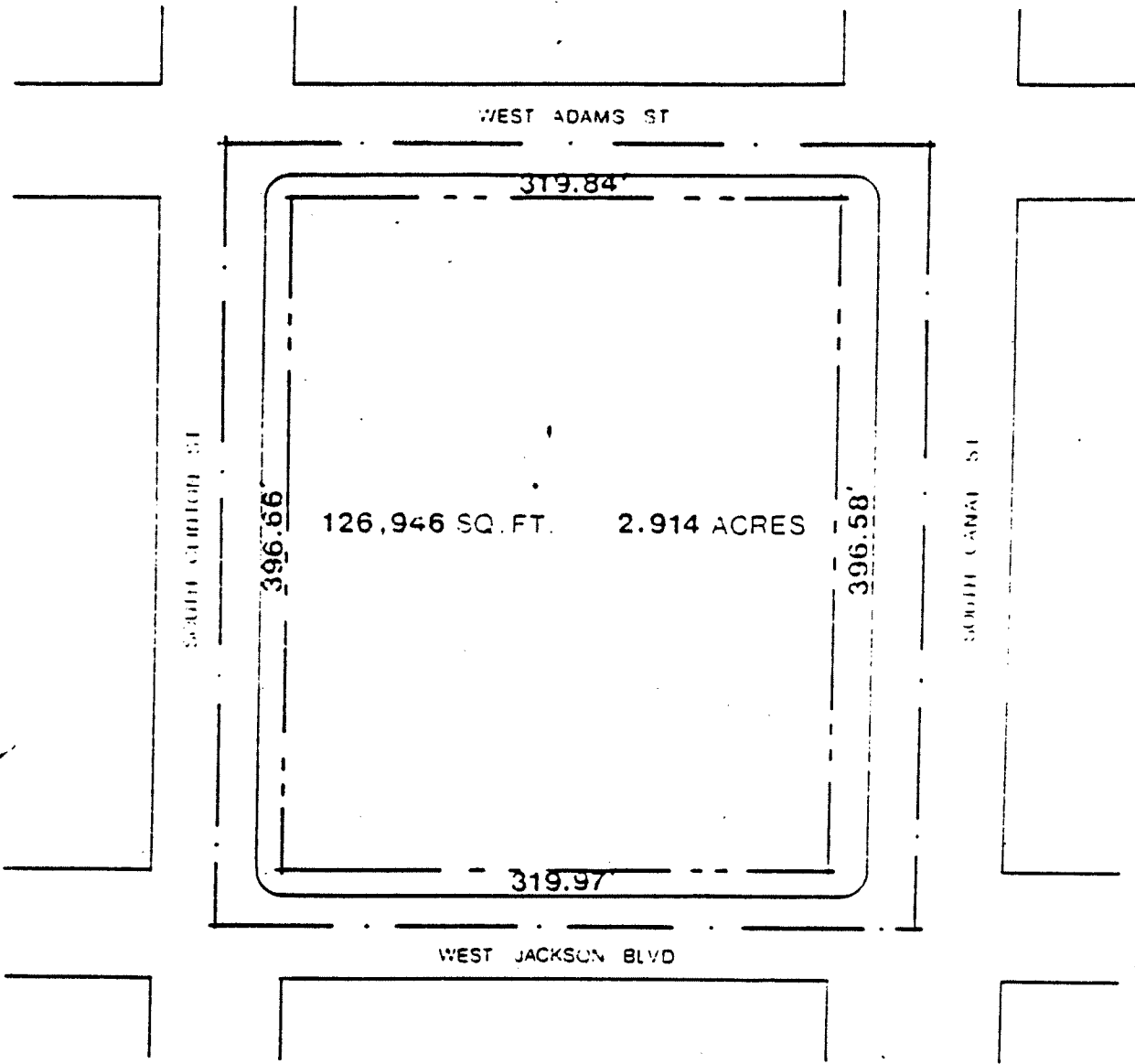


PREFERENTIAL STREETS

APPLICANT: Robert A. Wislow  
 840 North Michigan Avenue  
 Chicago, Illinois 60611

DATE: October 7, 1985

FIGURE 2: BOUNDARY & PROPERTY LINE MAP



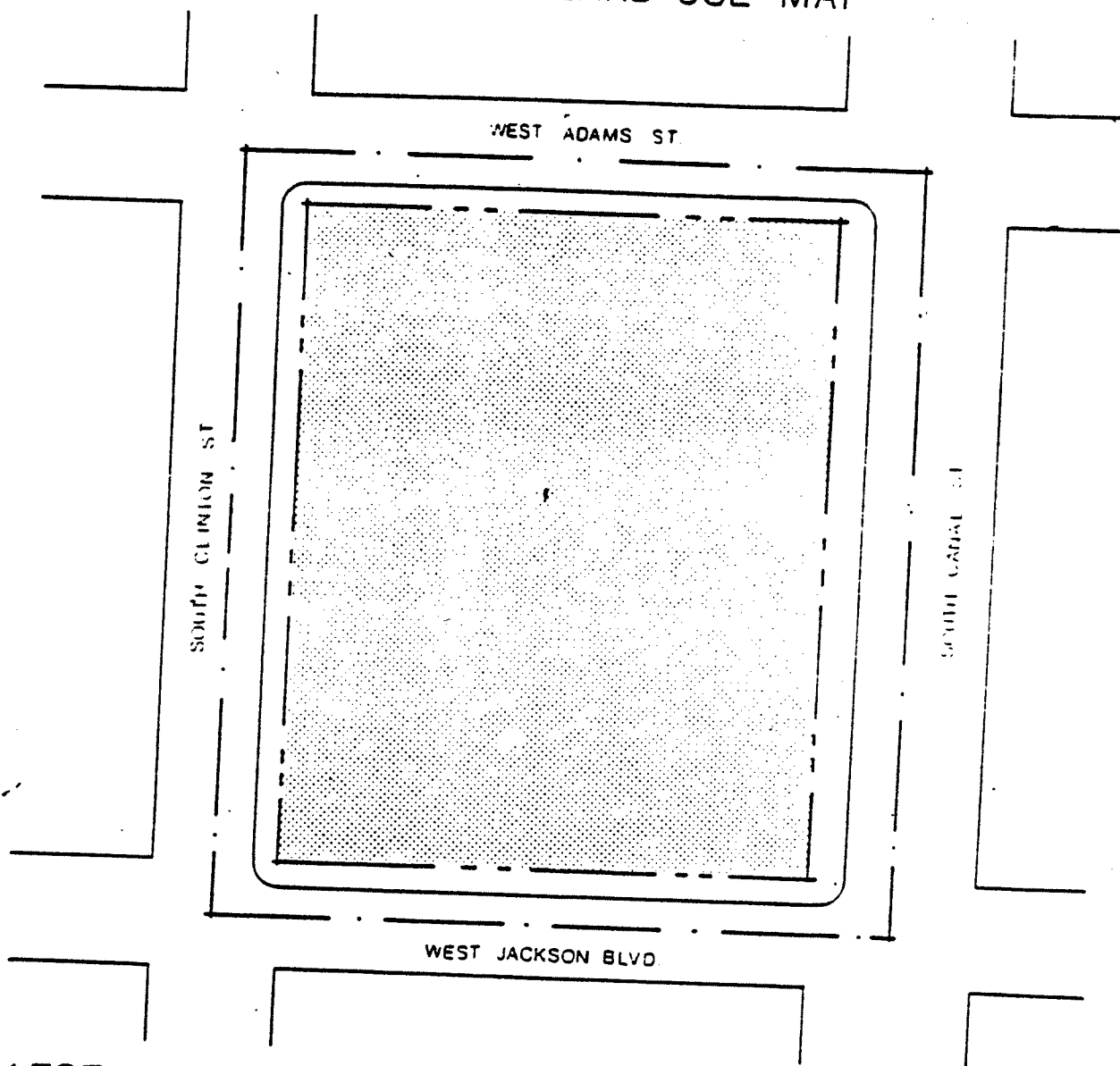
LEGEND

- PROPERTY LINE
- . - . - . - . PLANNED DEVELOPMENT BOUNDARY


APPLICANT: Robert A. Wislow  
 840 North Michigan Avenue  
 Chicago, Illinois 60611

DATE: October 7, 1985

FIGURE 3: GENERALIZED LAND USE MAP



LEGEND

- PROPERTY LINE
- - - - - PLANNED DEVELOPMENT BOUNDARY
-  RAILROAD STATION AND RELATED USES, BUSINESS, COMMERCIAL, HOTEL, RETAIL, RESTAURANT AND RELATED USES, EARTH STATION AND MICROWAVE RECEIVING TOWERS AND DISHES, AND OFF-STREET PARKING.

APPLICANT: Robert A. Wislow  
 840 North Michigan Avenue  
 Chicago, Illinois 60611

DATE: October 7, 1985

## BUSINESS-TRANSPORTATION PLANNED DEVELOPMENT NO. \_\_\_\_\_

FIGURE 4: USE AND BULK REGULATIONS AND DATA

NET SITE AREA SQ. FEET   ACRES		GENERAL DESCRIPTION OF LAND USE	MAXIMUM FLOOR AREA RATIO	MAXIMUM PERCENT OF SITE COVERAG AT GRADE
126,946	2.914	Railroad station and related uses, business, commercial, hotel, retail, restaurant and related uses, earth station receiving dishes and towers, and off-street parking.	12.5	94%  Maximum percent of site coverage above 9th floor 45%

NET SITE AREA = GROSS SITE AREA - AREA OF PUBLIC WAYS

126,946 sq. ft. = 189,711 sq. ft. - 62,765 sq. ft.

(2.914 acres) = (4.356 acres) - (1.44 acres)

## OFF STREET PARKING AND LOADING

Minimum number of parking spaces: 200

Minimum number of loading berths: 12

Minimum perimeter setbacks at grade = 0

Existing rail passenger facilities and accessory office, restaurant and retail uses: 527,442 Square Feet

Maximum rail passenger facilities, restaurant and retail uses: 234,736 Square Feet

Maximum office, hotel and commercial uses: 1,364,147 Square Feet

Maximum number of hotel rooms: 400

APPLICANT: Robert A. Wislow

ADDRESS: 840 North Michigan Avenue  
Chicago, Illinois 60611

DATE: October 7, 1985