

(Continued from page 19099)

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. 1-J.

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 R3 General Residence District symbols and indications as shown on Map No. 1-J in area bounded by

West Ferdinand Street; North Harding Avenue; a line 50.0 feet south of and parallel to West Ferdinand Street; the public alley next west of and parallel to North Harding Avenue,

to those of a B1-2 Local Retail 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:

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the C3-7 Commercial-Manufacturing District symbols and indications as shown on Map No. 2-F in the area bounded by

West Adams Street; South Wells Street; West Quincy Street; and South Franklin Street,

to the designation of a Business 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.

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

Plan of Development attached to this ordinance reads as follows:

Plan Of Development

Business Planned Development No. 459 (~~Amended~~)

Plan Of Development

Statements.

1. The area delineated herein as a Business Planned Development (the "Planned Development") consists of approximately 61,784 square feet of real property, exclusive of public rights-of-way, and is depicted on the attached Property Line Map. Homart Development Co., owns or controls the property which is the subject of this Planned Development.
2. This Plan of Development, consisting of seventeen (17) statements; an existing zoning map; a boundary and property line map including any proposed vacations or dedications of streets, alleys, or other public properties; a generalized land use map; and a table of use and bulk regulations and related controls, is applicable to the area delineated herein. These and no other controls shall apply to the area delineated herein.
3. The applicant's, its successors and assign, commitment, as expressed in a letter to the Commissioner of the Department of Planning dated July 15, 1987, to connect the development which is the subject of this Planned Development to the Sears Tower is made a part of this Planned Development, subject to the terms of that letter, which states as follows:

July 15, 1987.

Elizabeth Hollander, Commissioner
City of Chicago
Department of Planning
Room 1000 -- City Hall
Chicago, Illinois 60602

Re: Underground Tunnel connecting
the Sears Tower and the Proposed
Sears Franklin Center.

Dear Commissioner Hollander:

At the suggestion of the Department of Planning of the City of Chicago, Homart Development Co., an affiliate of Sears, Roebuck and Co., proposes to construct, as a separate project, an underground pedestrian tunnel of a utilitarian character and a width of approximately thirteen feet to connect the existing Sears Tower and the proposed Sears Franklin Center. The said tunnel shall be privately owned, constructed, maintained and managed, with public access during the normal business hours of the building. This tunnel will commence at the Sears Tower and terminate with stairs and an elevator with handicapped compliance at the proposed Sears Franklin Center. At this stage of planning, Homart considers such a pedestrian link to be in the best interest of both buildings and the City of Chicago, and Homart is committed to its construction within the terms of this letter.

It is understood that the authority to construct the tunnel shall be upon application to the City Council of the City of Chicago after consultation and approval from the City Departments of Planning and Public Works.

Without further engineering studies it is not possible to finally determine the feasibility of such a project or enter into a formal unconditional commitment to construct such a project. Underground utilities, unknown construction obstacles and requirements to obtain all necessary governmental approvals are some of the items which must be further investigated. Provided, that there are no extraordinary legal, budget or construction obstacles which arise as a result of this further investigation, and provided further, that the Sears Franklin Center is actually constructed, Homart Development Co., will work in cooperation with the Department of Public Works and

other city departments in proceeding with the development of the pedestrian tunnel project. Homart will spend up to the sum of \$1 Million Dollars in total costs for the development for the tunnel.

It is planned that the tunnel shall be constructed in conjunction with the construction of the proposed Sears Franklin Center.

In the event the proposed tunnel project is determined not to be feasible within the cost perimeters as outlined above, Homart shall consult with the Department of Planning in seeking alternative methods to accomplish the pedestrian connection between the two buildings.

Further, expenditure of funds and the final approval for this project will be subject to Homart obtaining approval from the appropriate corporate authorities, once the feasibility of the project has been finally determined.

We look forward to working out the details of this underground connection.

Very truly yours,
James S. Hogan,
First Vice President.

4. The development which is the subject of this application shall be designed so as not to preclude access to an underground pedestrian connection from the A.T.&T. Center, which connection shall proceed immediately across Adams Street to the subject development. The connection shall be at the northwest corner of the subject site, or if such location is determined by the owner of that site not to be feasible, then the connection shall be made to a point in the subject development as determined by the owner of the subject site, such relocation being subject to final approval by the Commissioner of the Department of Planning. The commitment to not preclude the underground pedway connection running from the subject development across Adams Street will expire if construction, by either party, of that connection is not commenced prior to January 1, 1995. Furthermore, the City of Chicago shall cooperate with the owner of the subject site in allowing usage of the sidewalk vault along Franklin Street for the pedway connection.
5. The subject development and the pedestrian connection beneath South Franklin Street referenced above in Statement No. 3 shall be designed so as not to preclude access to an underground pedestrian connection south of the subject site. Such

connection shall be located at the southwest corner of the subject site, or if such location is determined by the owner of the subject site not to be feasible, then the connection shall be made at such other point as determined by the owner of the subject site, such relocation being subject to final approval by the Commissioner of the Department of Planning.

6. The applicant commits up to \$1 Million toward one-half of all costs of completing the pedestrian link across Adams Street below grade, provided that the owner of the A.T.&T. Center on the north side of Adams Street commits to contribute an equal amount to complete the underground link below grade across Adams Street to the A.T.&T. Center and further agrees to cause the pedestrian link to continue below grade or at grade through the A.T.&T. Center so as to exit at the Monroe Street frontage of the A.T.&T. Center. In the event the City obtains funding toward the construction of the proposed pedway system across Adams Street, said funds shall be used to reduce the construction cost. To the extent the cost is reduced below \$2 Million, the reduction in cost shall be shared equally between the owner of the subject site and the owner of the A.T.&T. Center. Any special consideration given by the City to developers that construct underground pedway systems shall likewise be given to the applicant. The applicant's commitment is further subject to the City of Chicago cooperating in allowing usage of the sidewalk vault along Franklin Street for the proposed pedway connection and using its best efforts to assist in securing the lowest possible cost for the relocation, if any, of City owned and other utilities which may be found below Adams Street. Further, the applicant's commitment to expend the sum of up to \$1 Million will expire if construction on the underground pedestrian link across Adams Street is not commenced prior to January 1, 1995.
7. The applicant shall, if both pedestrian links referred to in statements 3 and 4 are completed, provide a pedestrian link between the two at or below grade, such link being subject to final approval by the Commissioner of the Department of Planning.
8. There shall be an arcade along the Adams Street frontage of the proposed development which will have a minimum width of 16.0 feet as measured from the property line to the face of the building, including within that 16.0 feet the columns which support the structure above the arcade. The arcade also shall have a minimum clear span of 9.5 feet as measured from the inside face of the columns which support the structure above to the face of the building.
9. For purposes of Floor Area Ratio (F.A.R.) calculations, the definitions in the Chicago Zoning Ordinance shall apply except that in addition to the other exclusions from Floor Area for purposes of determining F.A.R. permitted by the Chicago Zoning Ordinance, all floor space devoted to mechanical equipment and exceeding 5,000 square feet in a single location regardless of placement in the building also shall be excluded.
10. Off-street parking and loading facilities will be provided in compliance with the Plan of Development and shall be subject to the review and approval of the Commissioner of Planning and the Bureau of Traffic Engineering and Operations.

11. Of the minimum number of off-street parking spaces required under this planned development, 810 off-street parking spaces shall be dedicated to fulfill the required accessory off-street parking requirements for a development commonly known as the Sears Tower pursuant to Chicago Zoning Board of Appeals' orders, Cal. No. 2-75-S and Cal. No. 156-87-A.
12. Any service drive or other ingress or egress shall be adequately designed and paved, in accordance with the regulations of the Department of Streets and Sanitation in effect at the time of construction and in compliance with the Municipal Code of the City of Chicago, to provide ingress and egress for motor vehicles, including emergency vehicles. There shall be no parking within such paved areas. Ingress and egress shall be subject to the review and approval of the Bureau of Traffic Engineering and Operations and the approval of the Commissioner of Planning.
13. The height restriction of the improvements and any appurtenance attached thereto shall be subject to:
 - (1) Height limitations as certified and approved by the Federal Aviation Administration; and
 - (2) Airport Zoning Regulations as established by the Department of Planning, Department of Aviation and Department of Law and approved by the City Council.
14. Business and business identification signs shall be permitted within the Planned Development subject to the review and approval of the Departments of Planning and Zoning. Temporary signs such as construction and marketing signs also are permitted.
15. Any dedication or vacation of streets, alleys or easements or any adjustment of right-of-way shall require a separate submittal on behalf of the applicant or its successors, assignees or grantees and approval by the City Council.
16. The applicant or its successors, assignees or grantees shall obtain all official City reviews, approvals and permits required in connection with this Plan of Development.
17. This Plan of Development shall be subject to the "Rules, Regulations and Procedures in Relation to Planned Development Amendments" as promulgated by the Commissioner of the Department of Planning and in effect on the date hereof.

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

*Plan Of Development**Business Planned Development**Use And Bulk Regulations Data.*

Net Site Area Sq. Ft. (Acres)	Land Uses Permitted	Max. Floor Area Ratio	Max. % Of Site Coverage
61,684 (1.42)	Business and professional offices, retail uses, telecommunications and satellite receiving dishes, parking and related uses authorized as permitted and special uses in the C3-7 district.	26.95	99%

Gross Site Area = Net Site Area + Area Remaining in Public Right-of-Way
 94,214.74 square feet = 61,784 square feet + 32,430.74 square feet

**Off-Street Parking
And Loading**

Minimum number of off-street
parking spaces: 1,136 spaces

Minimum number of off-street
loading berths: 7 (10 feet x 25 feet)

Bulk Regulations

Minimum setbacks: none (see Plan of Development Statement No. 8)

[Generalized Land Use Plan, Boundary and Property Line Map and
Existing Zoning Map printed on pages 19111 through
19113 of this Journal.]

Reclassification Of Area Shown On Map No. 2-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 Central Area Parking Planned Development No. 312 symbols and indications as shown on Map No. 2-F in the area bounded by

West Van Buren Street; South State Street; West Congress Parkway; and South Plymouth Court,

to the designation of Institutional Planned Development No. 312, 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.

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

Plan of Development attached to this ordinance reads as follows:

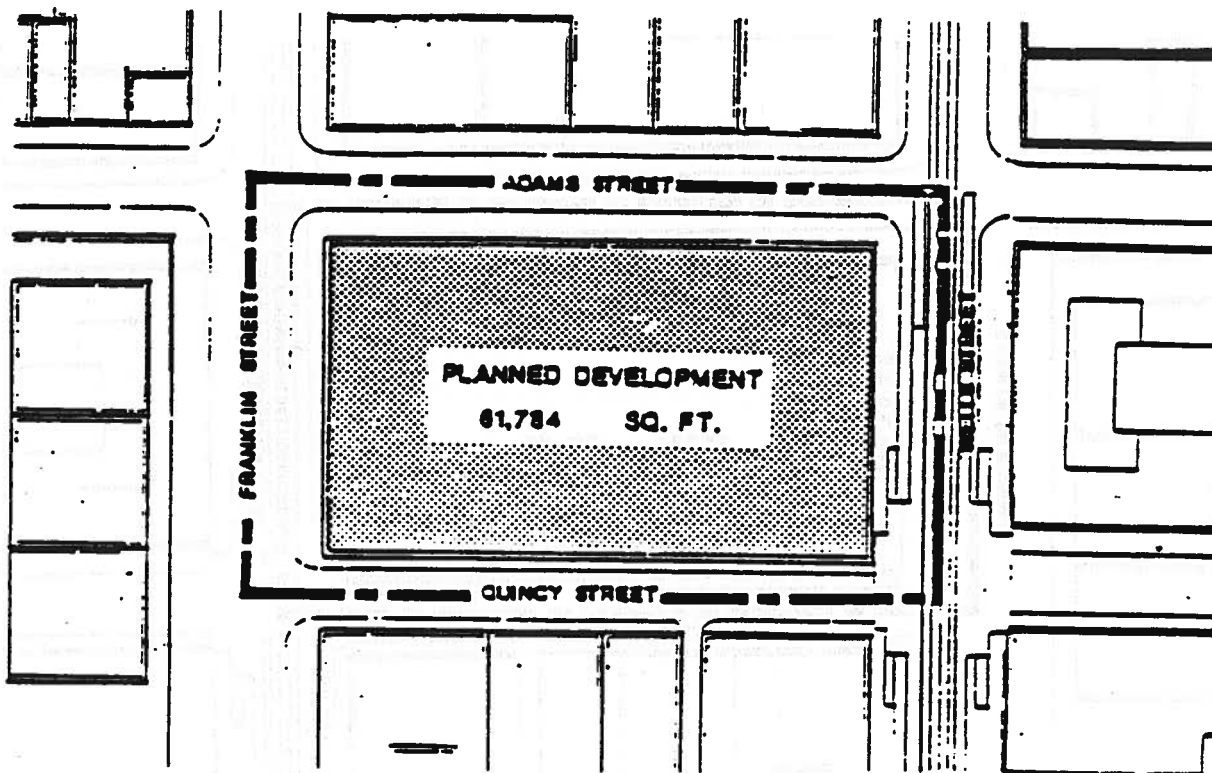
Institutional Planned Development No. 312 (As Amended).

Statements.


1. The area delineated herein as Institutional Planned Development No. 312, as amended, is bounded by West Van Buren Street; South State Street; West Congress Parkway and South Plymouth Court, is owned and controlled by the Department of Planning, City of Chicago.
2. Off-street parking and off-street loading facilities shall be provided in compliance with this plan of development, subject to the review of the Bureau of Traffic Engineering and Operations.

(Continued on page 19114)

GENERALIZED LAND USE PLAN

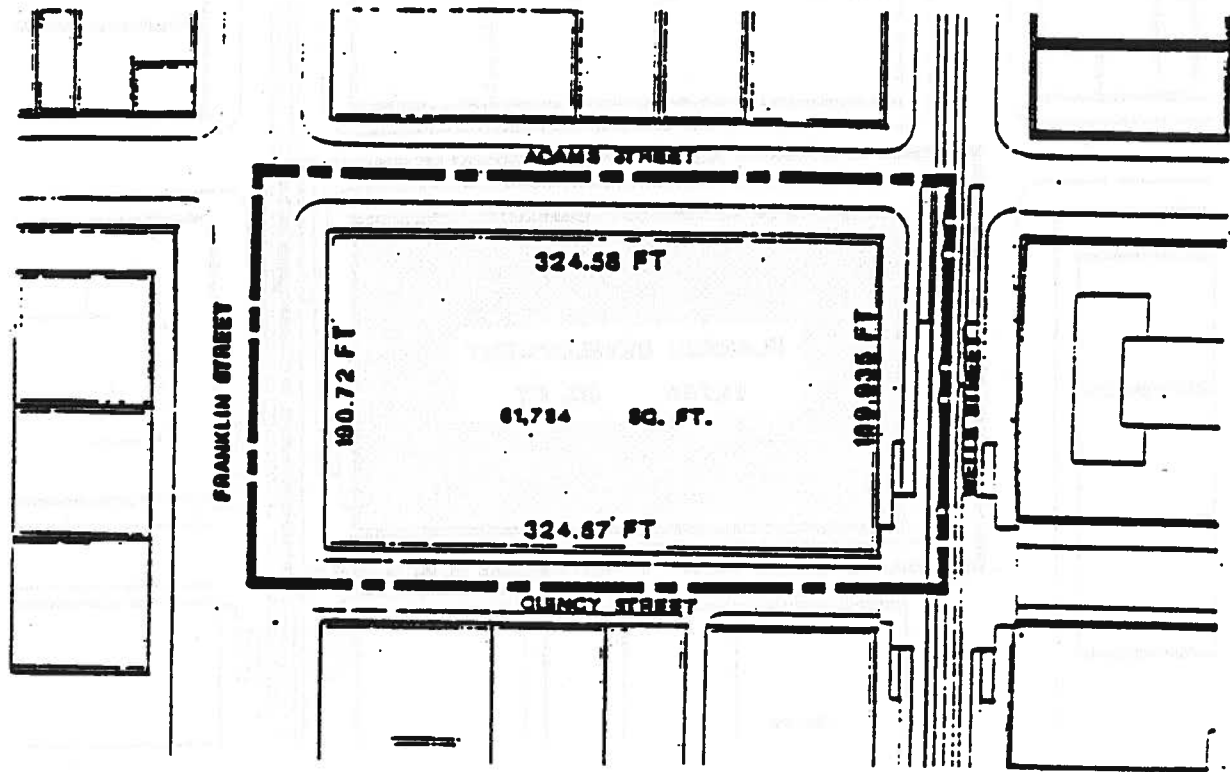


LEGEND

- PROPERTY LINE
- - - - - PLANNED DEVELOPMENT BOUNDARY
-  BUSINESS, OFFICE, RETAIL, AND RELATED USES AND OFF-STREET PARKING

Applicant: Homart Development Co.
Address: 55 W. Monroe Chicago, Ill.
Date: June 20, 1988

BOUNDARY AND PROPERTY LINE MAP

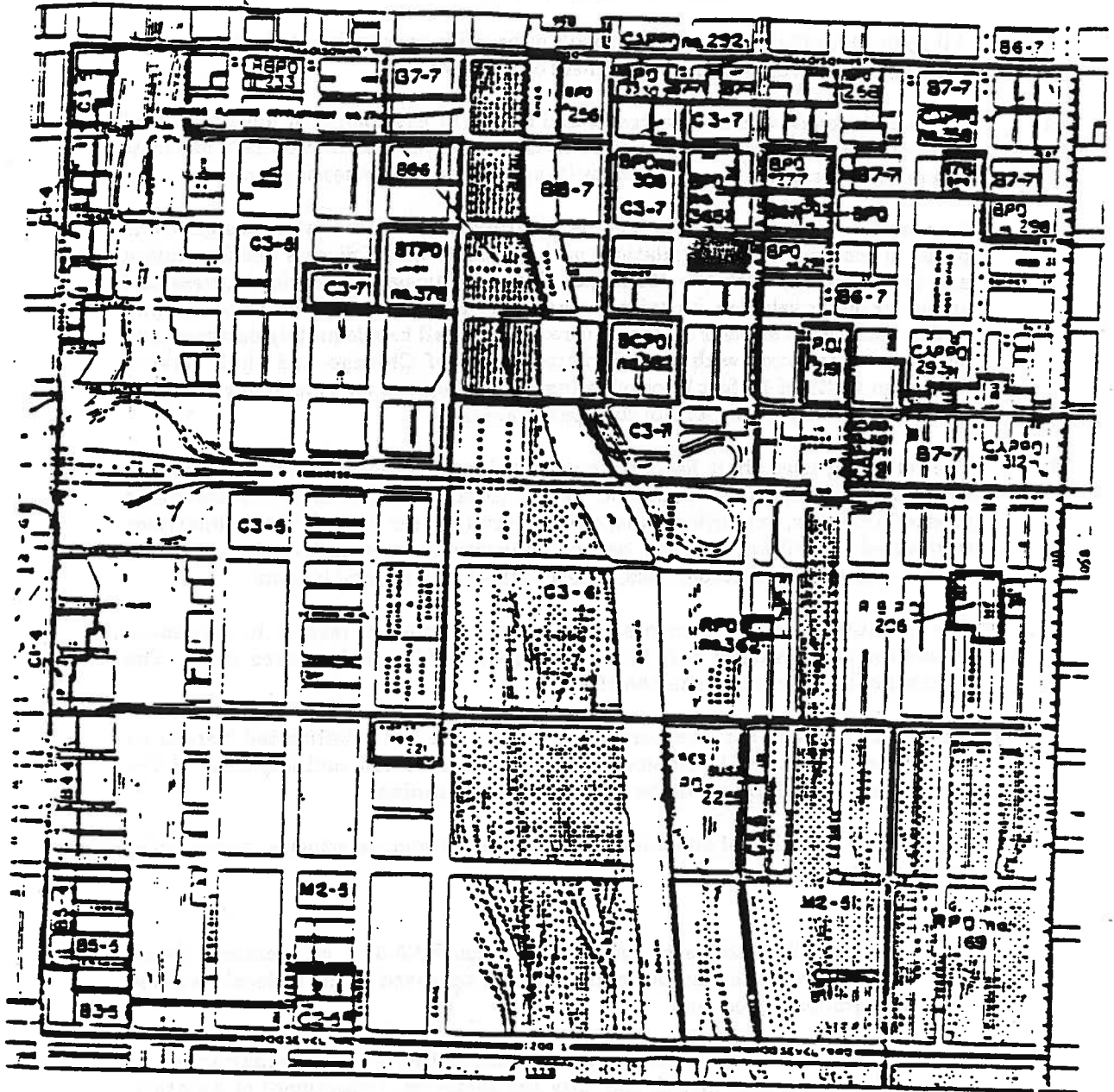


LEGEND



- PROPERTY LINE
- - - - - PLANNED DEVELOPMENT BOUNDARY

Applicant: Homart Development Co.
Address: 55 W. Monroe Chicago, Ill.
Date: June 20, 1988.

EXISTING ZONING MAP



LEGEND

-  PLANNED DEVELOPMENT
-  ZONING BOUNDARIES

Applicant: Homart Development Co.
 Address: 55 W. Monroe Chicago, Ill.
 Date: June 20, 1988

(Continued from page 19110)

3. All applicable official reviews, approvals or permits are required to be obtained by the Applicant or its successors, assignees or grantees.
4. Any dedication or vacation of streets and alleys, or easements, or adjustments of right-of-way or consolidation or resubdivision of parcels shall require a separate submittal on behalf of the applicant or its successors, assignees or grantees.
5. Any service drives or any other ingress or egress shall be adequately designed and paved in accord with the regulations of the Department of Streets and Sanitation and in compliance with the Municipal Code of Chicago, to provide ingress and egress for motor vehicles, including emergency vehicles; there shall be no parking within such paved areas. Fire lanes, if required, shall be adequately designed and paved in compliance with the Municipal Code of Chicago and shall have a minimum width of 18 feet to provide ingress and egress for emergency vehicles; there shall be no parking within such paved areas.
6. The following uses shall be permitted within the area delineated herein as Institutional Planned Development: public library, auditoriums, theatre-media production center, exhibition halls, offices, technical services, C.T.A. connections to elevated and subway stations, pedway connections, museum/gift shop, satellite dishes, related and accessory uses, with off-street parking and loading.
7. The Institutional establishments shall be unrestricted in respect to maximum gross floor areas, subject only to the aggregate maximum floor area ratio. The maximum floor area ratio shall be 16.0 feet.
8. Identification signs may be permitted within the area delineated herein as Institutional Planned Development, subject to the review and approval of the Department of Buildings and the Department of Planning.
9. The height restriction of any building or any appurtenance attached hereto shall be subject to:
 - a. Height limitations as certified on Form FAA-117, or successor forms involving the same subject matter, and approved by the Federal Aviation Administration; and
 - b. Airport zoning regulations as established by the Department of Planning, City and Community Development, Department of Aviation, and Department of Law, as approved by the City Council.
10. The information in the tables and maps attached hereto sets forth data concerning the Generalized Land Use Plan of the area delineated herein as Institutional