

4/25/90

UNFINISHED BUSINESS

10595

15185

Reclassification Of Area Shown On Map Number 3-H.

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the B4-2 Restricted Service District symbols and indications as shown on Map No. 3-H in the area bounded by:

West North Avenue; a line 79.25 feet east of the alley next east of North Hoyne Avenue; the alley next south of West North Avenue; and the alley next east of North Hoyne Avenue,

to those of a B4-3 Restricted Service District and a corresponding use district is hereby established in the area above described.

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

— # 499 CENTRAL STATION

Reclassification Of Area Shown On Map Number 4-E.

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the C3-5 Commercial-Manufacturing District and B7-6 General Central Business District symbols and indications as shown on Map No. 4-E in the area bounded by:

part of the land, property and space of the Illinois Central Railroad Company in Fractional Section 22, Township 39 North, Range 14 East of the Third Principal Meridian, described as follows:

beginning on the south line of East Roosevelt Road, as widened, at the intersection of said south line with the east line of South Michigan Avenue, and running; thence east along said south line of West Roosevelt Road and along an eastward extension of said line, a distance of 919.02 feet to an intersection with the easterly right-of-way line of said railroad; thence south along said easterly right-of-way line, a distance of 989.604 feet; thence continuing south along said easterly right-of-way line, a distance of 550.575 feet; thence south continuing along said easterly right-of-way line, a distance of 1,070.91 feet; thence west, a distance of 86.641 feet;

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thence southwardly along the arc of a circle, convex to the east with a radius of 2,448.29 feet, a distance of 86.233 feet; thence south along a straight line, tangent to last described arc of a circle, a distance of 436.277 feet; thence southwardly along the arc of a circle, convex to the west, with a radius of 1,343.75 feet, a distance of 278.822 feet; thence south along a straight line, tangent to last described arc of a circle, a distance of 722.975 feet; thence southwardly along the arc of a circle, convex to the east, tangent to last described straight line with a radius of 2,008.70 feet, a distance of 160.333 feet; thence southwardly along the arc of a circle, convex to the east with a radius of 915.13 feet, a distance of 46.85 feet to an intersection with a line which is 1,500.00 feet northerly from and parallel with the northerly line of the 23rd Street viaduct; thence west along said parallel line, a distance of 208.28 feet to a point 210.14 feet easterly from the aforesaid westerly right-of-way line; thence north a distance of 49.95 feet; thence northwardly along the arc of a circle, convex to the east, tangent to last described straight line, and having a radius of 1,116.10 feet, a distance of 129.93 feet; thence northwardly along the arc of a circle, convex to the west, having a common tangent with last described arc of a circle, and a radius of 886.39 feet, a distance of 104.04 feet; thence north along a straight line, tangent to last described arc of a circle, a distance of 226.85 feet; thence west a distance of 28.00 feet; thence north a distance of 212.97 feet; thence northwardly along the arc of a circle, convex to the east, tangent to last described straight line with a radius of _____; thence northwestwardly along a straight line, tangent to last described arc of a circle, a distance of 362.89 feet; thence northwardly along the arc of a circle, convex to the west with a radius of 2,263.90 feet, a distance of 294.70 feet to an intersection with the eastward extension of the south line of East 16th Street; thence east along said eastward extension, a distance of 20.63 feet; thence northwestwardly along the arc of a circle, convex to the northeast, being 50.00 feet northeasterly from and concentric with the center line of said railroad track and having a radius of 623.70 feet, a distance of 633.80 feet to a point on the east line of South Indiana Avenue (as said east line was established by ordinance of the City of Chicago passed on July 21, 1919 as amended on January 14, 1920 and February 5, 1920); thence west along a line perpendicular to said east line established by ordinance, a distance of 34.00 feet to the original east line of South Indiana Avenue; thence north along said east line of South Indiana Avenue, a distance of 1,174.67 feet to an intersection with the eastward extension of the south line of Lot 32 in Block 15 in Herrington's Addition to Chicago in the northwest fractional quarter, aforesaid; thence west along said eastward extension, along the south line of said Lot 32 and along the westward extension of said south line, a distance of 258.78 feet to the east line of an alley (18 feet wide); thence north along the east line of said 18-foot wide alley, a distance of 567.17 feet to the south line of East 13th Street; thence north a distance of 50.00 feet to the north line of East 13th Street; thence continuing north a distance of 332.93 feet to the northwest corner of Lot 32 in Seaman and Busby's Subdivision; thence west along a westward extension of the north line of said Lot 32, a distance of 2.70 feet to the southwest corner of Lot 13 in Johnston and Sexton's Subdivision; thence north along the west line of Lots 12 and 13 in said Johnston and Sexton's Subdivision a distance of 54.30 feet to an intersection with the eastward extension

of the south line of Lot 16 in Johnston and Sexton's Subdivision aforesaid; thence west along said eastward extension and along the south line of said Lot 16, a distance of 145.30 feet to the east line of South Michigan Avenue; thence north along the east line of South Michigan Avenue, a distance of 138.34 feet to the point of beginning, in Cook County, Illinois,

excepting from the "Tract" hereinbefore described that part of the land, property and space falling within the following described parcels:

Parcel "D".

The land, property and space of said Illinois Central Railroad Company, in Fractional Section 22, aforesaid, lying below a horizontal plane having an elevation of 28.10 feet above Chicago City Datum and lying within the boundaries, projected vertically, of that part of said land, property and space described as follows:

commencing on the north line of said Fractional Section 22, at a point which is 303.06 feet, measured along said line, east from the west right-of-way line of said railroad, and running; thence southeastwardly along a line which is 270.00 feet (measured perpendicularly) westerly from and parallel with the easterly right-of-way line of said railroad, a distance of 88.55 feet to an intersection with the eastward extension of the south line of East Roosevelt Road, being the point of beginning for that part of said land, property and space hereinafter described; thence continuing southeastwardly a distance of 542.00 feet; thence southwardly a distance of 1,062.99 feet; thence south a distance of 133.76 feet, to an intersection with a line which is 500.00 feet south from and parallel with the eastward extension of the south line of East 14th Street; thence east along said parallel line, a distance of 336.75 feet to an intersection with the aforesaid easterly right-of-way line of said railroad; thence northwestwardly along said easterly line, a distance of 212.19 feet; thence northwardly continuing along said easterly line, a distance of 550.58 feet; thence northwestwardly a distance of 909.604 feet to an intersection with the aforesaid eastward extension of the south line of East Roosevelt Road; and thence west along said eastward extension, a distance of 281.27 feet to the point of beginning, in Cook County, Illinois, containing 512,649 square feet of land, more or less.

Parcel "E".

The land, property and space of said Illinois Central Railroad Company in Fractional Section 22 aforesaid, lying below a horizontal plane having an elevation of 65.00 feet above Chicago City Datum and lying within the boundaries, projected vertically, of that part of said land, property and space described as follows:

commencing on the easterly right-of-way line of said railroad, at the intersection of said line with the eastward extension of the north line of East 18th Street, and running; thence northwardly along said easterly right-of-way line, a distance of 919.963 feet to the point of beginning; thence continuing northwardly along said easterly line, a distance of 858.72 feet to an intersection with a line which is 500.00 feet south from and parallel with the eastward extension of the south line of East 14th Street; thence west along said parallel line, a distance of 336.75 feet; thence south a distance of 919.84 feet, to an intersection with the eastward extension of the south line of East 16th Street; thence west along said eastward extension, a distance of 242.53 feet; thence southwardly along the arc of a circle, convex to the west with a radius of 2,263.90 feet, a distance of 294.70 feet; thence southeastwardly along a straight line tangent to last described arc of a circle, a distance of 259.89 feet, to an intersection with a line which is 500.00 feet south from and parallel with the eastward extension of the south line of East 16th Street; thence east along said parallel line, a distance of 376.89 feet, to an intersection with a curved line, being the arc of a circle, convex to the west, with a radius of 1,343.75 feet, the southerly terminus of said arc being a point which is 230.646 feet westerly and 158.143 feet northerly of the intersection of the easterly right-of-way line of said railroad with the aforesaid eastward extension of the north line of East 18th Street, as measured along said easterly line and a line perpendicular thereto and the northerly terminus of said arc being a point which is 197.473 feet westerly and 434.475 feet northerly of the aforesaid intersection of the easterly right-of-way line with the eastward extension of the north line of East 18th Street, as measured along said easterly line and a line perpendicular thereto; thence northwardly along last described arc of a circle, a distance of 60.94 feet, to the aforesaid northerly terminus of said arc; thence northwestwardly along a straight line, tangent to last described arc of a circle, a distance of 436.277 feet; thence northwardly along the arc of a circle, convex to the east, tangent to last described straight line, with a radius of 2,448.29 feet, a distance of 86.233 feet; and thence east a distance of 86.641 feet, to the point of beginning, in Cook County, Illinois, containing 589,771 square feet (13.5393 acres) of land, more or less.

Parcel "F".

The land, property and space of said Illinois Central Railroad Company in Fractional Section 22 aforesaid, lying below a horizontal plane having an elevation of 30.68 feet above Chicago City Datum and lying within the boundaries, projected vertically, of that part of said land, property and space described as follows:

commencing on the westerly right-of-way line of said railroad, at the intersection of said line with the northerly line of the 23rd Street viaduct, and running; thence northwardly along said westerly right-of-way line, a distance of 1,500.00 feet; thence eastwardly parallel with said northerly line of the 23rd Street viaduct, a distance of 210.14 feet to the point of beginning; thence northwardly a distance of 49.95 feet; thence northwardly along the arc of a circle, convex to the east, tangent

to last described straight line, and having a radius of 1,116.10 feet, a distance of 129.93 feet; thence northwardly along the arc of a circle, convex to the west, having a common tangent with last described arc of a circle, and a radius of 886.39 feet, a distance of 104.04 feet; thence northwardly along a straight line, tangent to last described arc of a circle, a distance of 226.85 feet; thence westwardly, a distance of 28.00 feet; thence northwardly, a distance of 212.97 feet; thence northwardly along the arc of a circle, convex to the east, tangent to last described straight line, with a radius of 2,220.95 feet, a distance of 431.59 feet; thence northwestwardly along a straight line, tangent to last described arc of a circle, a distance of 103.00 feet to an intersection with a line which is 500.00 feet south from and parallel with the eastward extension of the south line of East 16th Street; thence east along said parallel line, a distance of 376.89 feet, to an intersection with a curved line, being the arc of a circle, convex to the west, with a radius of 1,343.75 feet, the southerly terminus of said arc being a point which is 230.646 feet westerly and 158.143 feet northerly of the intersection of the easterly right-of-way line of said railroad with the eastward extension of the north line of East 18th Street, as measured along said easterly line and a line perpendicular thereto, and the northerly terminus of said arc being a point which is 197.473 feet westerly and 434.475 feet northerly of the aforesaid intersection of the easterly right-of-way line with the eastward extension of the north line of East 18th Street, as measured along said easterly line and a line perpendicular thereto; thence southwardly along last described arc of a circle, a distance of 217.88 feet to the aforesaid southerly terminus of said arc; thence southwardly along a straight line, tangent to last described arc of a circle, a distance of 722.975 feet; thence southwardly along the arc of a circle, convex to the east, tangent to last described straight line with a radius of 2,008.70 feet, a distance of 160.333 feet; thence southwardly along the arc of a circle, convex to the east with a radius of 915.13 feet, a distance of 46.85 feet, to an intersection with the aforesaid line, which is 1,500.00 feet northerly from and parallel with the northerly line of said 23rd Street viaduct; and thence westwardly along said parallel line, a distance of 208.28 feet, to the point of beginning, in Cook County, Illinois, containing 319,858 square feet (7.3429 acres) of land, more or less,

to those of a Residential-Business Planned Development and a corresponding use district is hereby established in the area above described.

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

Reclassification Of Area Shown On Map Number 5-G.

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

TABLE OF USE AND BULK REGULATIONS AND DATA

SUBAREA	A	B	C	TOTAL
NET SITE AREA-sq. ft.	860,066	1,002,970	500,514	2,363,550
acres	19.74	23.03	11.49	54.26
MAX. F.A.R.	10.76	6.42	7.59	8.25
PERM. FL. AREA SQ. FT.	9,250,000	6,435,000	3,800,000	19,485,000
MAX. RES. UNITS	3,000	5,500	2,000	9,500
MAX. HOTEL ROOMS	2,500	1,320	2,500	3,500
MAX. OFFICE SQ. FT	7,500,000	600,000	3,000,000	7,500,000
MAX. RETAIL AND COMMERCIAL SQ. FT.	500,000	200,000	500,000	1,000,000
MAX. EXH., MART, INST.	1,000,000	-0-	2,000,000	3,000,000

Gross Site Area (3,060,144 sq. ft. or 70.25 ac) = Net Site Area
 (2,363,550 sq. ft. or 54.26 ac) + Area in or Proposed to be Public
 Right-Of-Way (696,594 sq. ft. or 15.99 ac)

The total number of square feet of development permitted under this Planned Development shall be fixed at 19,485,000 sq. ft., and the total number of square feet developed under this Planned Development shall not exceed 19,485,000 sq. ft of development except as limited by paragraphs 10 and 17 hereof. Notwithstanding a reduction in Net Site Area which results from an increase in the size of publicly-dedicated open area or rights-of-way contemplated by this Planned Development or any Master Plan, the total number of square feet of development permitted under this Planned Development shall not change.

The minimum required parking for residential uses is 0.55 spaces/unit.

The minimum required parking for office use is 0.7 spaces/1000 sq. ft.

The minimum required parking for hotels uses is 0.25 spaces/room.

The minimum required parking for retail and commercial uses is 0.4 spaces/1000 sq. ft. if retail uses are less than 5% of total developed floor area and 2.9 spaces/1000 sq. ft. if retail uses exceed 5% of total developed floor area.

The minimum required parking for exhibition, institutional, mart uses is 0.65 spaces/1000 sq. ft.

Minimum peripheral setback may be determined by Master Plan

Open space Required: 20% of Net Site Area

Notes:

1 - Development of air-rights parcels with frontage on Columbus Drive between 14th Street and 16th Street shall be restricted to residential, local retail and related uses. Office and related uses on any property between 14th Street and 16th Street shall be restricted to parcels fronting 14th Street between Indiana and Columbus Drive. Local retail uses shall be permitted along Indiana Avenue between 14th Street and 15th Street.

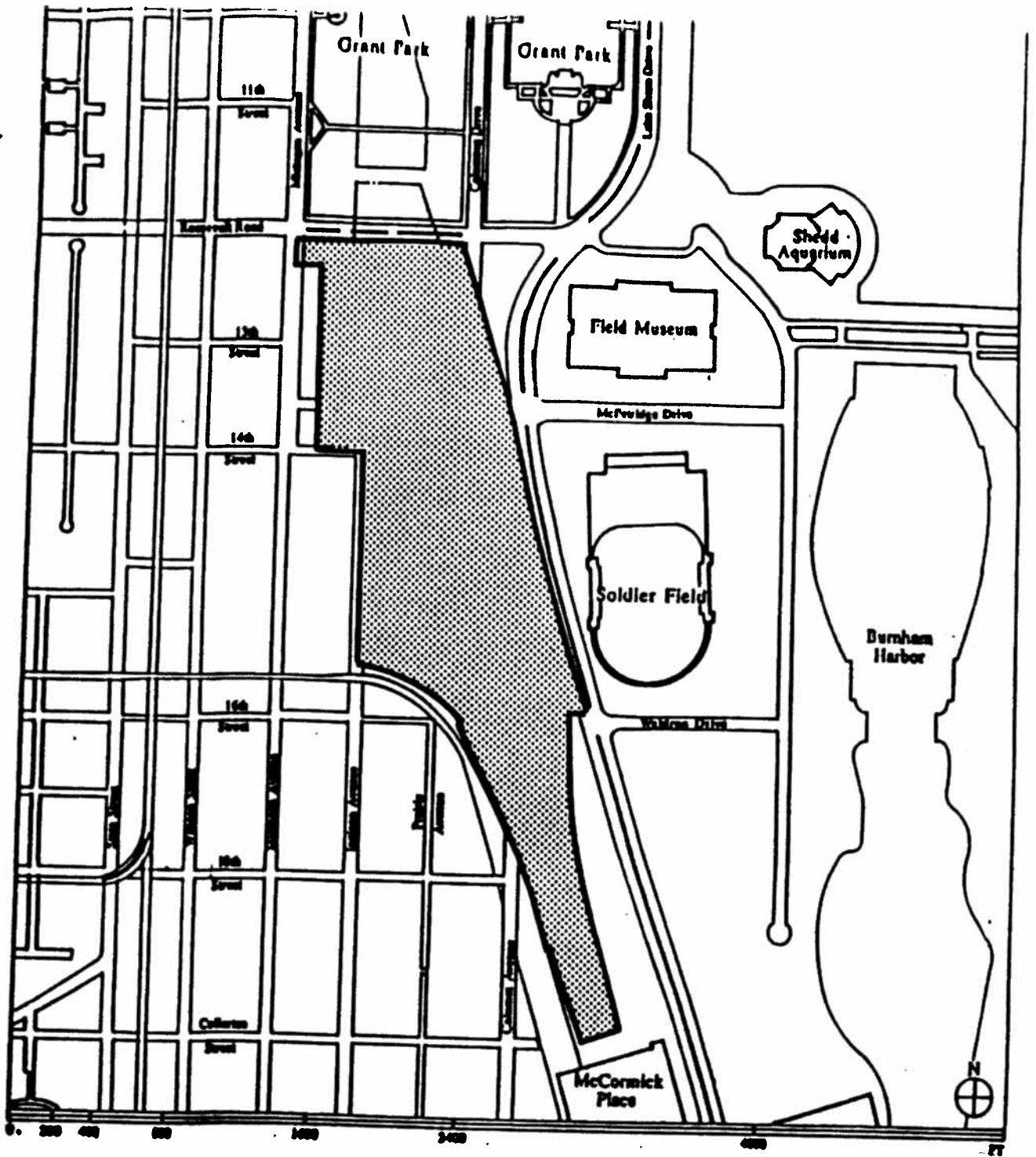
Applicant: Central Station Limited Partnership
 an Illinois Limited Partnership
 867 North Dearborn Parkway
 Chicago, Illinois 60610

Date: March 8, 1990

- 2 - The maximum residential floor area for project: 10,450,000 sq. ft. Dwelling units figured at 1,100 sq. ft./Unit.
- 3 - The maximum hotel floor area for project: 1,925,000 sq. ft. Rooms figured at 550 sq. ft./room.
- 4 - Hotel floor area, where permitted, may be converted to residential floor area in any subarea at the ratio of 1:1.
- 5 - Office uses include office and related uses.
- 6 - Dwelling units shall be permitted in all Subareas of this Planned Development.
- 7 - Off-street loading shall be provided in accordance with the requirements of the C3-5 Commercial Manufacturing District.
- 8 - In the event that a certificate of occupancy has been issued for any portion of the METRA Property exceeding 250,000 square feet which is developed with any use which utilizes floor area (as floor area is defined by the Chicago Zoning Ordinance for the purpose of determining Floor Area Ratio) save and except that property which is presently developed with a METRA facility or shall be developed with a METRA facility which is a continuation of the present use, then the maximum allowable floor area pursuant to this Planned Development shall be reduced by the number of square feet of floor area which is equivalent to the floor area for which said certificate in excess of 250,000 square feet has been issued for the development upon the METRA Property.

Applicant: Central Station Limited Partnership
an Illinois Limited Partnership
867 North Dearborn Parkway
Chicago, Illinois 60610

Date: March 8, 1990



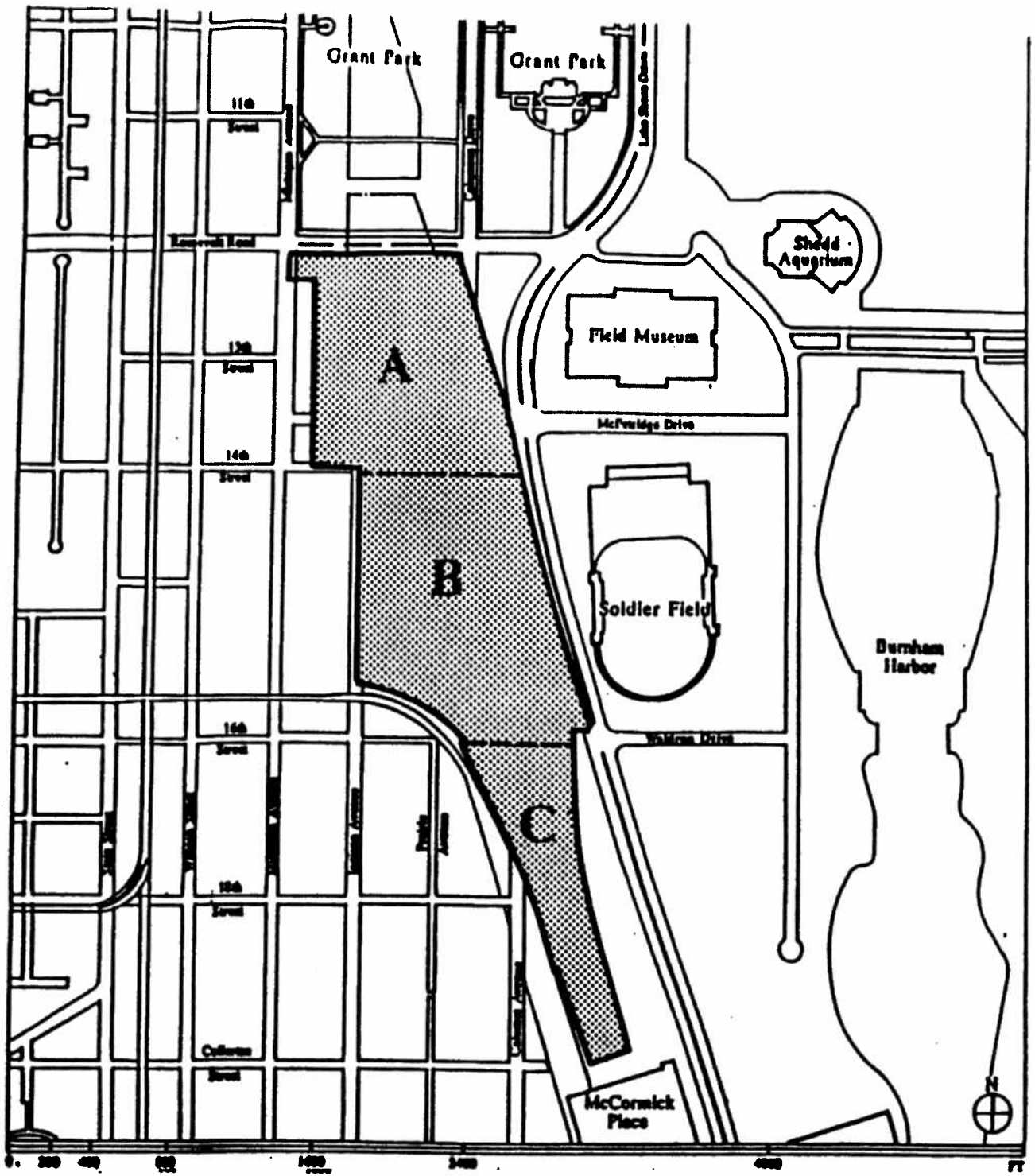
Applicant: **Central Station Limited Partnership,
an Illinois Limited Partnership**
887 North Dearborn Parkway
Chicago, Illinois 60610

Date: **March 8, 1990**

PROPERTY LINE MAP AND RIGHT-OF-WAY ADJUSTMENTS MAP

— PLANNED DEVELOPMENT BOUNDARY

NOTE: Where the Planned Development Boundary is within the right-of-way of Michigan Avenue, said boundary line is on the centerline of Michigan Avenue. Where the Planned Development Boundary is within the right-of-way of Indiana Avenue, said boundary line is parallel to and 33 feet east of the west line of Indiana Avenue. The Planned Development Boundary along the north edge of the Property is on the south line (extended) of Roosevelt Road.



**SUB-AREAS AND
GENERALIZED LAND-USE MAP**

Sub-Area A- Michigan/Columbus Gateway

Sub-Area B- 15th/Lake Shore Area

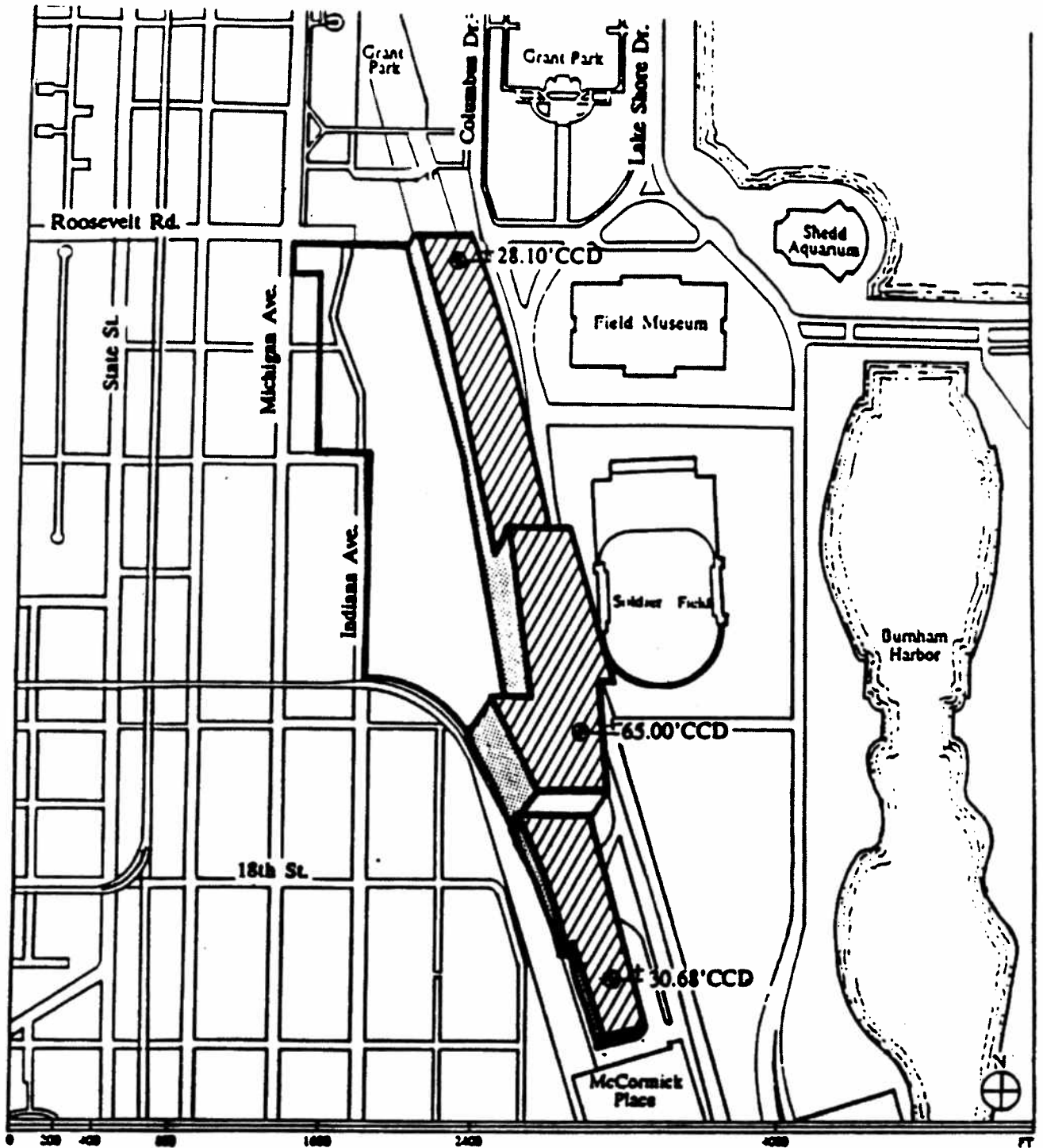
Sub-Area C- Harbor View Area

 Mixed Land-Use as Described in the Use and Bulk Regulations Table and Notes

Applicant: Central Station Limited Partnership,
an Illinois Limited Partnership
867 North Dearborn Parkway
Chicago, Illinois 60610

NOTE: The boundary line separating Subareas A and B is the south line of 16th Street (extended) as shown above. The boundary line separating Subareas B and C is the south line of 16th Street (extended) as shown above.


Date: March 8, 1990

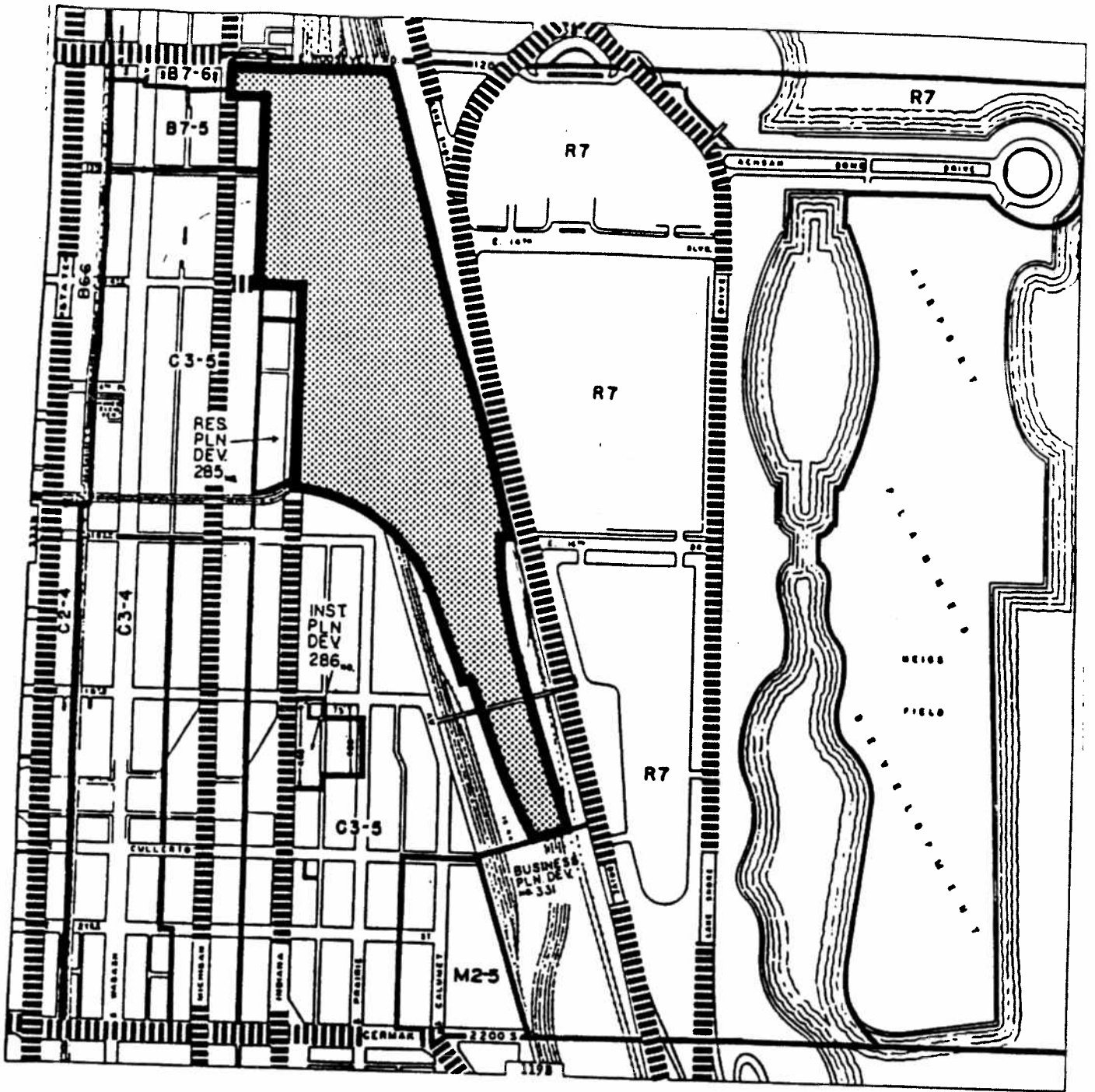


Applicant: Central Station Limited Partnership,
 an Illinois Limited Partnership
 887 North Dearborn Parkway
 Chicago, Illinois 60610

AIR RIGHTS PARCELS

Date: March 8, 1990

 Air Rights Parcels, showing the Elevation of the Bottom Plane of Each Such Parcel



ZONING DISTRICTS AND PREFERENTIAL STREETS MAP

Applicant: Central Station Limited Partnership,
an Illinois Limited Partnership
857 North Dearborn Parkway
Chicago, Illinois 60610

Date: March 8, 1990

 Preferential Streets

 Site