



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

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

October 2, 2000

Mr. Robert R. Bistry
DeStefano and Partners
445 East Illinois Street
Suite 250
Chicago, IL 60611

Re: Site Plan Approval for RBPB No. 499 As
Amended, Sub-Area B Parcel G (Central Station)

Dear Mr. Bistry:

We have reviewed preliminary plans including a Site Plan, a Landscape Plan, a Terrace Landscape Plan, and Building Elevations, submitted by the Applicant for the construction of a 15-story, 187 unit condominium building and 6 townhome units in a separate 4-story structure. The condominium building would include 281 parking spaces (1.5 cars/units). These structures are proposed to be located in Subarea B Parcel G of Residential Business Planned Development No. 499, as Amended.

Upon review of the material that has been submitted, the Department of Planning and Development has determined that these plans, dated September 6, 2000 and submitted in accordance with Statement No. 13 of RBPB No. 499, as Amended, are consistent with and satisfy the requirements of the Plan of Development. Accordingly, this Site Plan submittal for RBPB No. 499 is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on September 1, 1999, and the drawings described above are made a part of this approval.

Very truly yours,

Christopher R. Hill
Commissioner

cc: Jack Swenson
Philip Levin
Mike Marmo

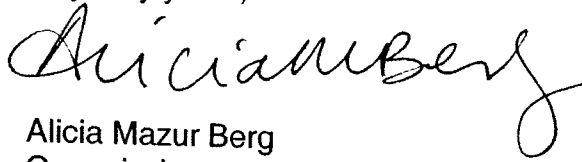


3A, it also allows for the transferring of units between parcels. You are proposing to increase the number of units on Parcel 3A from 200 to 210 and decrease the number of units on Parcel 3 from 410 to 400.

The Department has reviewed the request and has determined that the proposed modifications would be appropriate. Although detailed building elevations are not available at this time, building cross-sections submitted with this request depict a building which would have larger floor-plates and decreased number of floors thereby decreasing the height of the building from 220 feet to 203 feet. Please note that prior to the granting of any Part II approvals for this site, revised Building Elevations and the Site Plan would need to be submitted for Administrative Approval. Please note that residential balconies should not overhang the public right-of-way.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the requested minor changes to transfer available development square footage and units from Parcel 3 to Parcel 3A, but no other changes to this Planned Development..

Very truly yours,



Alicia Mazur Berg
Commissioner

CC: Jack Swenson
Philip Levin
Michael Marmo
Ed Kus



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August 21, 2000

Mr. John J. George
Attorney at Law
Two First National Plaza, Suite 400
20 North Clark Street
Chicago, Illinois 60603

Re: Site Plan Review for Residential-Business Planned
Development No. 499; Subarea A, Parcel 4 (Central
Station - Museum Park)

Dear Mr. George:

The Department of Planning and Development has reviewed the Site Plan, Landscape Plan, and Elevations submitted by you on behalf of your client, Central Station Development Corporation for the construction of a residential high-rise and townhouse development within Parcel 4, Subarea A of the Central Station Planned Development (RBDP No. 499). In accordance with Statement No. 13 of the Planned Development, these drawings and other supporting materials have been submitted for Site Plan Review. Please note that this Site Plan review is only for a portion of Parcel 4 which includes Tower 1 and the surrounding townhouse structures identified as Building Nos. 4E, 5E and 6E.

Upon review of the materials submitted, the Department has determined that these plans are consistent with and satisfy the requirements of the Plan of Development and of the Master Plan II for Central Station. Only two (2) curb-cut driveways, one on East 13th Street and one on East 14th Street would occur within Parcel 4 to serve all residences within this parcel. The buildings have been designed with rich detail in brick and stone masonry, with entrances that face and activate the surrounding public streets. The amount of private and common open space and the building spacing would meet the Townhouse Ordinance. All open space and parkway areas would be adequately landscaped and a decorative metal fence with masonry piers would line the development.

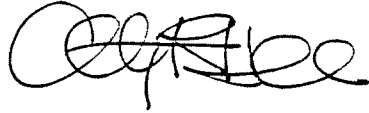
Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 499, as Amended, for the construction of Parcel 4 of

NEIGHBORHOODS



Subarea A, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on September 1, 1999. The Site Plans dated May 22, 2000 and June 27, 2000, the Exterior Elevations dated May 22, 2000 and June 27, 2000, and the Landscape Plan dated revised August 1, 2000, all prepared by Pappageorge Haymes Ltd., are hereby made a part of this approval.

Very truly yours,

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

Christopher R. Hill
Commissioner

cc: Paul Woznicki
Jack Swenson
Philip Levin
Michael Marmo



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Richard M. Daley, Mayor

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July 12, 2000

Mr. John J. George
Attorney at Law
Two First National Plaza, Suite 400
20 South Clark Street
Chicago, Illinois 60603

Re: Request for a minor change to
Residential-Business Planned
Development No. 499, As amended and
Master Plan II-Subarea A
Proposal: Minor change to Master Plan II
to permit rental dwelling units in Subarea A
Parcel 3
Location: Southwest corner of Indiana
Avenue and 13th Street

Dear Mr. George:

Please be advised that your request for a minor change to Residential
-Business Planned Development No. 499, has been considered by
the Department of Planning and Development pursuant to Section
11.11-3(c) of the Chicago Zoning Ordinance and statement No. 16 of
the Planned Development .

Specifically, you requested a minor change to Master Plan II (Subarea
A) in order to permit rental dwelling units as a permitted use within the
northern portion of Parcel 3 (extending approximately 130 feet south
of East 13th Street). As approved, Subarea A, Parcel 3 permits 'for-
sale' residential uses only except for senior residential uses which
could be rental. Instead of a previously proposed senior housing
building on this site, your client is currently proposing to construct a
36-story, 322- unit rental building with 336 parking spaces.

The intent of permitting for-sale residential units only on parcels 3 and
4 is to attract families to the second phase of development in Central
Station. In addition to 100% for sale units which have been or will be
constructed in Phase I south of 14th Street, plans are continuing to be
approved for 'for-sale' units on parcels 3 and 4 including large
townhouse units surrounding Webster Park. After reviewing the
proposal, the Department has concluded that the development of a
quality rental building at the northern end of Parcel 3 would add to the

GHBORHOODS

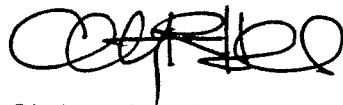


mix of housing types and would serve as as an appropriate transition to parcels 1 and 2 north of 13th Street which could be developed with offices, hotels, and retail spaces as well as condominiums and rental units.

With regard to your request, the Department of Planning and Development has determined that this revision would constitute a minor change pursuant to Section 11.11-3 (c) of the Chicago Zoning Ordinance.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and the Planned Development, I hereby approve the foregoing minor change, but no other changes to Residential-Business Planned Development No. 499.

Sincerely,

A handwritten signature in black ink, appearing to read "CHRISTOPHER HILL", written over a circular stamp or seal.

Christopher R. Hill
Commissioner

cc: Jack Swenson
Philip Levin
Paul Woznicki
Michael Marmo



of Chicago
Richard M. Daley, Mayor

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April 21, 2000

Mr. John J. George
Attorney At Law
Two First National Plaza, Suite 400
20 North Clark Street
Chicago, IL 60603

**Re: Site Plan Review for Planned Development No. 499
Subarea A, south portion of Parcel 3**

Dear Mr. George:

The Department of Planning and Development has reviewed the Site Plan, Landscape Plan, and Elevations submitted by you on behalf of your client, Central Station Development Corporation for the construction of two townhouse structures and three condominium buildings within Parcel 3, Subarea A of the Central Station Planned Development (RBP No. 499). In accordance with Statement No. 13 of the planned development, these drawings and other supporting materials have been submitted for Site Plan Review.

Upon review of the materials submitted, the Department has determined that these plans are consistent with and satisfy the requirements of the Plan of Development and of Master Plan II for Central Station. The total number of units (105) and the Floor Area Ratio of 2.22 would be well below what could be permitted in this parcel. Parking, provided at a ratio of 1.16 spaces per unit, would be hidden underground. Only one driveway and curb-cut on Indiana would occur within Parcel 3, which would be shared with the proposed high-rise building on the northern part of the parcel. The buildings have been designed with rich detail in brick and stone masonry, with entrances and raised ground floor living spaces that face and activate Indiana Avenue. The amount of private and common open space and the building spacing would meet the Townhouse Ordinance. All open spaces and parkway areas would be adequately landscaped and a decorative metal fence with masonry piers would line the development.

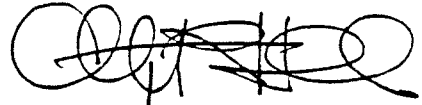
Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 499, as Amended, for the construction of two townhouse and three condominium buildings, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on

NEIGHBORHOODS



September 1, 1999. The Site Plan (dated April 11, 2000) and Exterior Elevations (dated January 17, 2000) prepared by Pappageorge Haymes Ltd., and the Preliminary Landscape Plan, prepared by Hayden Bulin Larson and dated April 11, 2000 are hereby made a part of this approval.

Very truly yours,

A handwritten signature in black ink, appearing to read 'C. Hill', with a large, stylized flourish at the end.

Christopher R. Hill
Commissioner

cc: Paul Woznicki
Jack Swenson
Philip Levin
Michael Marmo

(Continued from page 10818)

to those of a B4-2 Restricted Service District and a corresponding use district is hereby established in the area above described.

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

Reclassification Of Area Shown On Map Number 4-E.

(As Amended)

(Application Number 12335)

*RBPD No. 499
As Amended*

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 B7-5 General Central Business District and Residential-Business Planned Development Number 499, as amended, symbols and designations as shown on Map Number 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 550.58 feet; thence south continuing along said easterly right-of-way line a distance of 1,070.91 feet; thence west a distance of 86.64 feet; thence southwardly along the arc of a circle convex to the east with a radius of 2,448.29 feet a distance of 86.23 feet; thence south along a straight line, tangent to the last described arc of a circle, a distance of 436.27 feet; thence southwardly along the arc of a circle convex to the west with a radius of 1,343.75 feet, a distance of 278.82 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

(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; thence east along said eastward extension 92.14 feet to the point of beginning for that part of said land, property and space hereinafter described; thence south 16 degrees, 56 minutes, 46 seconds east 429.67 feet; thence southerly 517.08 feet along the arc of a circle convex to the east with a radius of 2,832.93 feet (the chord of said arc bearing south 11 degrees, 36 minutes, 38 seconds east 516.36 feet); thence south 06 degrees, 22 minutes, 54 seconds east 320.72 feet; thence southerly 150.73 feet along the arc of a circle convex to the east with a radius of 1,400.69 (chord of said arc bearing south 03 degrees, 17 minutes, 56 seconds east 150.65 feet); thence south 00 degrees, 13 minutes, 00 seconds east 165.79 feet; thence southerly 141.79 feet along the arc of a circle convex to the west with a radius of 1,464.69 feet (the chord of said arc bearing south 02 degrees, 59 minutes, 22 seconds east 141.74 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 north 89 degrees, 58 minutes, 42 seconds east along said parallel line a distance of 352.31 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 989.604 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 189.13 feet to the point of beginning, in Cook County, Illinois

Also

Parcel E: The land, property, and space of said Illinois Central Railroad

Together With

that part lying below a horizontal plane having an elevation of 42.58 feet above City of Chicago Datum described as follows:

the land, property and space of the Commuter Rail Division of the Regional Transportation Authority in fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, and lying within the boundaries, projected vertically, of that part of said land, property and space described as follows:

commencing at the intersection of the east line of South Prairie Avenue with the south line of East 16th Street extended east; thence north 89 degrees, 57 minutes, 41 seconds east 337.48 feet along said south line extended east; thence north 09 degrees, 50 minutes, 59 seconds west 236.80 feet; thence north 80 degrees, 09 minutes, 01 seconds east 19.20 feet to the point of beginning "A"; thence north 08 degrees, 26 minutes, 17 seconds west 620.00 feet; thence north 81 degrees, 33 minutes, 43 seconds east 179.00 feet; thence south 08 degrees, 26 minutes, 17 seconds east 96.67 feet; thence north 81 degrees, 33 minutes, 43 seconds east 32.25 feet; thence south 08 degrees, 26 minutes, 17 seconds east 378.33 feet; thence south 81 degrees, 33 minutes, 43 seconds west 32.25 feet; thence south 08 degrees, 26 minutes, 17 seconds east 145.00 feet; thence south 81 degrees, 33 minutes, 43 seconds west 179.00 feet to the point of beginning, in Cook County, Illinois,

Also

Parcel 1: The land, property and space in the north half of fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, lying west of the easterly right-of-way line of the Illinois Central Railroad as established in Schedule III of the ordinance of the City of Chicago passed July 21, 1919 and recorded March 5, 1920 as Document Number 6753370, described as follows:

commencing on said easterly right-of-way line of the Illinois Central Railroad at the intersection of said line with the eastward extension of the north line of East 18th Street, said intersection being a point 708.50 feet (as measured along said eastward extension) east from the westerly right-of-way line of the Illinois Central Railroad and running; thence north 16 degrees, 20 minutes, 59 seconds west along said easterly right-of-way line,

tangent with the 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 the 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 the 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 the 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 376.91 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 the 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 the 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 the 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 East 23rd Street viaduct; and thence westwardly along said parallel line, a distance of 208.29 feet to the point of beginning, in Cook County, Illinois),

Also

the land, property and space of the Commuter Rail Division of the Regional Transportation Authority in fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, lying above a horizontal plane having an elevation of 26.75 feet above City of Chicago Datum and lying below a horizontal plane of 39.25 feet above City of Chicago Datum described as follows:

commencing at the intersection of the east line of South Prairie Avenue

with the south line of Lake Park Place (East 11th Place); thence north 89 degrees, 55 minutes, 25 seconds east along the eastward extension of said south line of Lake Park Place, a distance of 234.71 feet to an intersection with a line which is 270.00 feet (measured perpendicularly) westerly from and parallel with the easterly right-of-way line of the Illinois Central Railroad, as said easterly line was established by ordinance of the City of Chicago passed July 21, 1919; thence south 16 degrees, 20 minutes, 59 seconds east along said parallel line a distance of 242.72 feet to a point on the south line of said fractional Section 15, which is 303.06 feet, measured along said line, east from the west line of said right-of-way; thence continuing south 16 degrees, 20 minutes, 59 seconds east, a distance of 630.54 feet; thence south 11 degrees, 35 minutes, 59 seconds east a distance of 1,062.99 feet to the point of beginning for that part of said land, property and space hereinafter described; thence southeasterly 199.83 feet along the arc of a curve convex westerly with a radius of 1,464.69 feet (the chord of said arc bearing south 04 degrees, 30 minutes, 22 seconds east 199.68 feet); thence south 08 degrees, 24 minutes, 46 seconds east 123.22 feet; thence south 89 degrees, 58 minutes, 41 seconds east 22.01 feet; thence north 09 degrees, 50 minutes, 59 seconds west 325.76 feet to the point of beginning, in Cook County, Illinois,

Also

the land, property and space in fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, described as follows:

the westerly 22.00 feet of the following described property:

a parcel of land in fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, described as follows:

commencing on the south line of said fractional Section 15, Township 39 North, Range 14, East of the Third Principal Meridian, at the intersection of said south line with the west right-of-way line of the Commuter Rail Division of the Regional Transportation Authority (being a line 400.00 feet east from and parallel with the west line of South Michigan Avenue, as established in said Section 15) and running; thence north 00 degrees, 00 minutes, 23 seconds east along said line, a distance of 233.00 feet to an intersection with the south line of Lake Park Place (East 11th Place); thence north 89 degrees, 55 minutes, 25 seconds east along the eastward extension of said south line of Lake Park Place, a distance of 234.71 feet to an intersection with a line which is 270.00 feet (measured perpendicularly) westerly

passage.

[Exhibit showing Revised Planned Development Legal Description attached to this ordinance printed on page 10840 of this Journal.]

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

*Residential-Business Planned Development Number 499,
As Amended.*

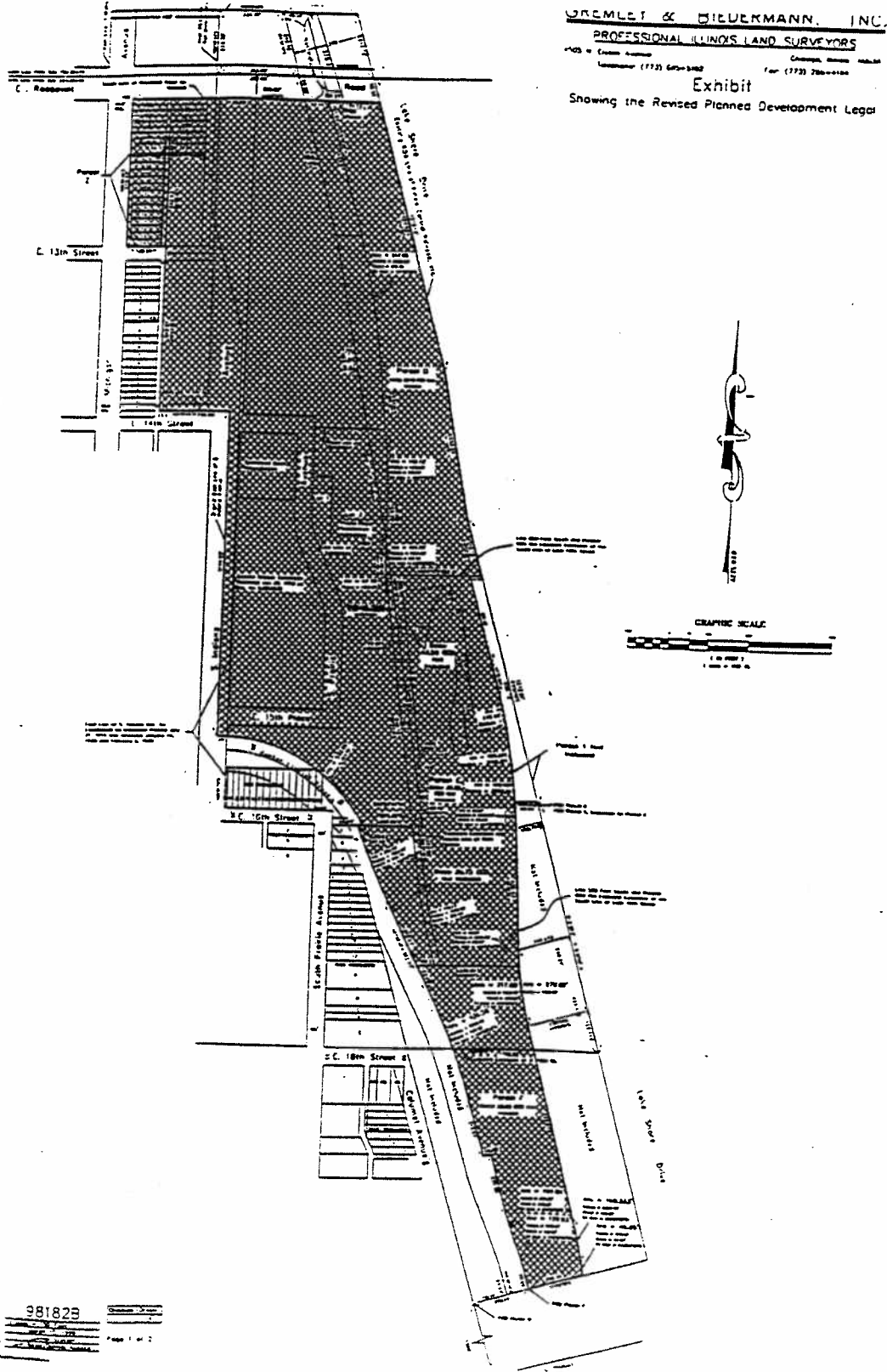
Plan Of Development Statements.

1. The area delineated herein as Residential-Business Planned Development Number 499, as amended, consists of approximately three million one hundred thirty-nine thousand five hundred fifty-four (3,139,554) gross square feet (seventy-two and seven-hundredths (72.07) acres) and is owned or controlled by the Applicant, Central Station Limited Partnership. Certain portions of the Property as depicted in the Air-Rights Parcels (Sub)Exhibit attached hereto (the "Air-Rights Parcels") consist of air rights. The property located below the Air-Rights Parcels (the "Metra Property") is not included within this Planned Development.
2. The Applicant or its successors, assignees or grantees shall obtain all applicable official reviews, approvals, licenses or permits required in connection with this Planned Development. Any dedication or vacation of streets or 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 and approval by the City Council.
3. The requirements, obligations and conditions within this Planned Development shall be binding upon the Applicant, its successors and assigns and, if different than the Applicant, the owners of record title to all of the Property 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, then to the owners of record title to all of the Property and any ground lessors. Furthermore, pursuant to the requirements of Section 11.11-1 of the Chicago Zoning Ordinance, the Property, at the time applications for

(Continued on page 10841)

See Pg 10866

Revised Planned Development Legal Description.



(Continued from page 10839)

amendments, modifications or changes (administrative, legislative or otherwise) to the Planned Development are made, shall be under single ownership or under single designated control. Single designated control for purposes of this paragraph shall mean that any application to the City for any amendment to this Planned Development or any other modification or change thereto (administrative, legislative or otherwise) shall be made or authorized by all the owners of the Property and any ground lessors.

An agreement among property owners, the board of directors or any property owners association, or a covenant binding property owners, may designate the authorized party for any future amendment, modification or change.

4. This Planned Development consists of these twenty (20) statements; an Existing Zoning Map; a Planned Development Boundary and Property Line Map; a Public Right-of-Way Adjustments Map; a Subareas and Generalized Land-Use Map; an Air Rights Parcels Map and a Table of Use and Bulk Regulations and Data. In addition, the Central Station Development Guidelines adopted by the Chicago Plan Commission on March 1, 1990, as they may be amended from time to time (the "Guidelines") are incorporated into this Planned Development. These Statements and attachments shall be construed and implemented in conformance with the Guidelines. The Planned Development is applicable to the area delineated herein and these and no other zoning controls shall apply. The 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. All use and development of the Property shall conform with the provisions of the Planned Development and the Guidelines; provided however, that in the event of any conflict between the provisions of the Planned Development and any subsequent amendment to the Guidelines, the provisions of this Planned Development shall govern. The Property is divided into three (3) subareas, as illustrated on the Subareas and Generalized Land-Use Map attached hereto, for the purpose of establishing use and density controls by subareas. The Table of Use and Bulk Regulations and Data describes the use and density controls applicable within each Subarea. For purposes of floor area controls and/or determining floor area ratio ("F.A.R."), the

provisions of the Chicago Zoning Ordinance shall apply, with the following exceptions:

- (1) Grade Level and Plaza Level shall be established at the time of Master Plan Approval. Plaza Level shall be considered "Curb Level" for purposes of the Chicago Zoning Ordinance, and floor area below the Plaza Level shall not be included in calculating the total number of square feet of development permitted under this Planned Development;
 - (2) Individual development sites may exceed the floor area controls established herein, provided that the floor area controls applicable to the entire development parcel in which any development site is located shall not be exceeded and floor area controls established by any Master Plan in accordance with this Planned Development shall govern. Transfer of floor area from one subarea to another subarea or from one development parcel to another development parcel may be approved by the Commissioner of the Department of Planning and Development if it meets the criteria for minor changes set forth in Statement 16 hereof;
 - (3) Floor area (for determining the total number of square feet of development permitted under this Planned Development, and for determining F.A.R. and off-street parking and loading requirements) shall not include any space devoted to mechanical equipment (including, without limitation, heating, ventilation and air conditioning equipment) where such space occupies the entire floor of any structure or consists of more than five thousand (5,000) square feet of contiguous floor area.
6. Uses of the Property which are permitted by this Planned Development shall be residential uses, business uses, office uses (business or professional), exhibition uses, institutional uses, and retail and commercial uses. Retail and commercial uses shall mean (a) all uses which are permitted uses within the C3-5 Zoning District, and (b) uses listed as special uses within the C3-5 Zoning District if such uses are determined at the time of Master Plan approval to be designed, located and proposed in a manner which will not have an adverse impact on public health, safety or welfare. In addition, the following structures and uses shall also be permitted: (1) earth station receiving and transmitting dishes, satellite dishes, earth station antennae, microwave relay dishes and transmitting or receiving dishes; (2) railroad rights-of-

maintenance facilities including, without limitation, service stations, auto laundries and underground storage tanks; (4) district and central heating and cooling systems and related equipment and appurtenances, such as boilers, turbines, chillers and piping for distribution and exhaust; (5) petroleum underground storage tanks; (6) day care facilities; and (7) dwelling units below the second (2nd) floor of buildings. All structures and uses shall be designed, located and operated in accordance with the provisions of the applicable Master Plan. Any Master Plan may include such conditions on the design, location or operation of any allowable structures or uses as may be appropriate or necessary to implement the intent of this Planned Development and the Guidelines.

7. The maximum allowable height of any structure upon the Property shall conform with the Guidelines, the height limitations applicable in Restricted Height Zones in accordance with Figure 5-1 of the Lakefront Protection Ordinance application, the height limitations applicable in approved Master Plans, and shall also be subject to height limitations established by the Federal Aviation Administration.
8. Open space and public parks upon the Property as identified in the Guidelines shall be addressed in applicable provisions of the Master Plans. The Applicant shall reserve all that portion of the Property identified in Figure 3-2 of the Lakefront Protection Ordinance application as open space in accordance with the Guidelines. In addition, the Applicant shall convey and dedicate or cause the conveyance and dedication to the Chicago Park District, at no cost, and free and clear of all encumbrances, of that approximately seventy-seven thousand five hundred (77,500) square foot parcel (land and air rights) which is located north of Roosevelt Road between Michigan Avenue and Columbus Drive and which is necessary to complete the southern portion of Grant Park. The parcel shall be conveyed and dedicated to the Chicago Park District within thirty (30) days from the effective date of this ordinance.

The park shall be publicly funded and designed and constructed under the leadership of the Chicago Park District. The design shall be pursuant to the Master Plan for Grant Park to be developed by the City and in accordance with the Chicago Park District's 1992 Grant Park Design Guidelines. In accordance with the basic policies which govern the Chicago Lakefront Protection Ordinance, no new above-ground structures will be permitted in this parcel with the exception of accessory buildings.

Further, within thirty (30) days from the effective date of this ordinance, the Applicant shall convey and dedicate to the City, at no cost, and free and clear of all encumbrances, the air rights parcel identified as Parcel 5, for purposes of construction by the City of a platform deck/park over the Metra facilities. The Applicant shall also convey and dedicate such easements or other interests as may be necessary for the construction of the deck structure, including easements for columns, caissons, beams, footings, et cetera. The Applicant and the City shall use best and reasonable efforts to coordinate the design and elevation of structures and open spaces on Parcels 2 and 4 located within Master Plan II and of open spaces in the Restricted Development Zones adjacent to the deck with the design of the deck and park space in order to provide convenient access to the park from buildings and from public and private rights of way.

The park will feature a greenway with pathways for pedestrian and bicycle use that will facilitate access between the developing and surrounding neighborhood and adjacent lakefront parks. Pathways will also be available for park district service or emergency vehicle use. The character and amenities of the park will complement the architecture and urban design of both the Museum Campus and the Central Station development. In addition, Master Plan II shall make provision for the Lakefront Busway Project. The Applicant shall convey and dedicate to the City at no cost, and free and clear of all encumbrances save and except for the conditions, restrictions and obligations contained in the conveyance documents, for the purposes of completing the Lakefront Busway Project the following real estate, generally described as follows:

A parcel starting at the north line of Roosevelt Road and extending north approximately two hundred ten (210) feet, which varies in width between approximately ten (10) and twenty-four (24) feet.

A parcel starting at the south edge of the Roosevelt Road bridge and extending approximately twenty (20) feet south of the south line of 13th Street, extended east, which varies in width between approximately one (1) and four (4) feet.

A parcel starting at the south line of 16th Street extended east and running north to the north line of the proposed Prairie House Development, between Weldon Yard and the proposed Prairie House Development, which varies in width between seven (7) feet and five (5) feet.

A parcel starting at the north edge of 18th Street extended east and extending approximately two hundred fifty (250) feet south, directly east of Calumet Avenue, which varies in width between approximately eighty-four (84) and ninety-four (94) feet.

A triangular shaped parcel east of Cullerton Avenue extended, with a base of approximately one hundred twenty-seven (127) feet and side of approximately one hundred sixty (160) feet.

A trapezoidal parcel at the south line of Cullerton Avenue extended east to the north line of Cermak Road, which varies in width between approximately one hundred twenty-seven (127) and forty (40) feet.

A thirty-two (32) foot wide strip of land across the former right-of-way of the Illinois Central Railroad Company as established by the City of Chicago Ordinance passed July 21, 1919, near the location of and approximately parallel with existing 18th Street Pedestrian Bridge. Said thirty-two (32) foot wide strip of land having the length of approximately two hundred seventy-nine (279) feet.

In addition, the Applicant shall dedicate and convey, at no cost, and free and clear of all encumbrances save and except for the conditions, restrictions and obligations contained in the conveyance documents, such easements or other interests in its adjoining property as are necessary and appropriate for the Lakefront Busway Project, including the City's replacement and rehabilitation of the pedestrian and Metra station access bridge at approximately 18th Street. Such dedications and conveyances shall be completed within thirty (30) days from the date of City Council approval of the amendment to Residential Business Planned Development Number 499.

Upon such dedication and conveyance, C.D.O.T. shall, in conjunction with the construction of the Busway provide decorative metal fencing along the western edge of the busway adjacent to Parcels 2 and 4, consistent with the Lakefront Protection Ordinance Application for the Busway Project that was approved by the Plan Commission on March 11, 1999.

9. Each year, no later than each anniversary date of the original adoption of this Planned Development (July 31, 1990), the Applicant shall file an Annual Development Report with the Commissioner of the Department of Planning and Development (the "Commissioner"). The report shall, at a minimum, contain the following information related to the Property:

- (1) the number of square feet of construction completed, under construction or approved for construction, identifying also the type of use and location;
 - (2) percentage occupancy of each structure;
 - (3) construction/development anticipated within the following year;
 - (4) status of all public improvements; and
 - (5) Traffic Mitigation Report which shall contain a report and analysis of traffic volumes and public transportation use upon the Property in accordance with traffic analysis industry standards.
10. The Applicant and the City anticipate the use of public funds or public financial participation for certain infrastructure improvements, which may include among other things, the Public Improvements described in Statement 11, within or in the vicinity of the Property. Therefore, the City will use its best efforts, solely to the extent it deems appropriate, to evaluate the appropriateness of using public funds for the aforesaid Public Improvements. In the event that the City determines such public funding to be appropriate, the City and the Applicant will use their best efforts to cooperate in the consideration of entering into a Redevelopment Agreement or other agreement which will address the schedule and manner in which those public funds are to be used or public financial participation is to be applied and may also address other tax incentives from other governmental bodies and coordinate those programs with infrastructure improvements. Said agreement may also address implementation of public and private improvements, land acquisitions, dispositions, additional traffic mitigation activities and other matters related to the orderly development of the Property so long as said agreement is not inconsistent with this Planned Development, the Guidelines or any approved Master Plans.

Notwithstanding the above, this does not constitute a public financing commitment by the City for any of the infrastructure improvements nor does it constitute a commitment by the City to execute any agreement for such funding.

The Applicant shall be allowed to develop the Property in accordance with all other applicable terms and provisions of this Planned Development, whether or not such a Redevelopment Agreement or other agreement is executed by the Applicant and the City, or whether or not public funds or public financing participation of any kind is obtained or available.

Any infrastructure costs advanced by the Applicant prior to an execution of the Redevelopment Agreement and prior to the granting of any forms of tax relief or tax increment financing shall not impair the Applicant's eligibility to request such forms of relief from local, state or federal agencies or impair the Applicant's ability to request reimbursement from said agencies for costs advanced by the Applicant; provided however that such relief, reimbursement and requests are not in conflict with any applicable laws.

11. The Property which is the subject of this Planned Development is a large tract of land located within the City's South Loop area and is currently partially improved. Some, but not all, Public Improvements and services (the "Public Improvements") such as roads, utilities and parks as hereinafter provided exist upon or near the Property to serve the development contemplated by this Planned Development. The Applicant and the City acknowledge that the development of the Property contemplated by this Planned Development necessitates that Public Improvements must exist in order to accommodate the expected impact of such development on the public health, safety and welfare. The Applicant further acknowledges that this Planned Development is adopted based upon the City's requirement that development of the Property or portion thereof shall be allowed only if, and to the extent that, such development is accompanied by the necessary Public Improvements as provided for hereinafter.

The description of the Public Improvements necessary or appropriate in connection with construction or development upon the Property, including the type, location and extent of such Public Improvements, shall be contained in the Master Plan applicable to the portion or portions of the Property upon which the construction or development is to be undertaken. Master Plans shall be adopted for each of the following sub-areas: (1) Subarea A fee property; (2) Subarea B fee property; (3) Subarea C air rights; and (4) the air-rights property of Subarea A and B. No application for Site Plan approval or for Part II

Approval shall be granted until and unless the property subject to such application is contained within the boundaries of an approved Master Plan. Master Plans are intended to implement the provisions of this Planned Development and, following approval as provided herein, shall have the same force and effect as this Planned Development.

The Chicago Plan Commission shall be responsible for the review, approval or disapproval of Master Plans in the manner provided herein. Applications for Master Plan approval shall be filed with the Department of Planning and Development (the "Department") and the Department shall prepare and file a written report in accordance with the provisions hereof. The Plan Commission, as well as the Department, may adopt such rules or procedures as either finds appropriate to carry out their respective responsibilities under this Planned Development.

After Submission of an application for Master Plan approval, together with all required documentation hereinafter described, a Master Plan shall be considered for approval by the Plan Commission in a public meeting. Such meeting shall be held only following (1) the publication of adequate notice thereof in the manner provided for in Section 11.11-3 of the Chicago Zoning Ordinance and (2) the filing with the Plan Commission of a written report prepared by the Commissioner which shall include the Commissioner's findings and recommendations with regard to the proposed Master Plan. The Commissioner's report, together with the Master Plan substantially in the form to be acted upon by the Plan Commission, shall be made available to the general public five (5) days before the Commission meeting. Said public meeting shall be held within ninety (90) days following the filing of a complete application for Master Plan approval. An application shall be complete when all materials necessary for review and approval have been submitted. The Commissioner or the Applicant may elect to extend the aforesaid ninety (90) day period where appropriate providing that such extension period does not exceed thirty (30) days. The Commission shall make a determination within the time hereinabove prescribed or as may be extended. The City and the Applicant shall cooperate to process the consideration of approval of any Master Plan in an expeditious manner. Failure of the Commission to make a determination within the time hereinabove prescribed shall be deemed a disapproval. The decision of the Plan Commission on a Master Plan shall be final.

Master Plans may include both narrative and graphic information. A Master Plan shall demonstrate the parameters for all future

development within the boundaries of the Master Plan. Said parameters shall be arranged and depicted in such format and manner as the Commissioner reasonably determines to be appropriate in order to best facilitate the administration of the development approval of the subject property.

A Master Plan shall include a description of the following Public Improvements:

- public roads and public roadway-related improvements including, without limitation, existing street widening, curbs, gutters, sidewalks, streetlights, street furnishings and appurtenances;
- public Transportation facilities, easements, rights-of-way, et cetera.
- public and quasi-public utilities, including without limitation, electric, telephone, gas, other energy-related facilities, water supply, storm water runoff facilities, sanitary sewer, and all lines, circuits, connectors and facilities related thereto;
- the availability by appropriate governmental agencies of police, fire, medical and emergency services and the facilities therefor, and public education and library facilities to service the Planned Development;
- public and quasi-public parks and recreational areas and open spaces such as Daniel Webster Park, the south end of Grant Park, 15th Street Neighborhood Park and the platform deck/park above the Metra property, as said parks are described by the Guidelines. The aforesaid parks and open spaces shall be constructed and dedicated to the Chicago Park District at such time as shall be provided by an approved Master Plan covering that portion of the Property where such park is located. Other parks and open spaces shall be constructed and where appropriate, dedicated to a public entity as shall be provided by the applicable Master Plan.

A Master Plan may also:

- describe the type, amount, extent and location of construction

or development of the Property which may be conditioned upon the completion and availability of specified Public Improvements;

- require that the construction and installation of such Public Improvements shall be in accordance with all applicable laws, including the requirements and standards of any affected public agency; and
- require that the owner of the Property upon, under, over or across which such Public Improvements or services may be constructed, installed or maintained shall dedicate such property or grant such easements and licenses to the public as may be necessary or appropriate in connection therewith.

The information and documentation contained within a proposed Master Plan shall, at a minimum, address each of the following considerations:

- (1) Site Conditions:
 - (i) Utilities.
 - (ii) Grading/drainage.
 - (iii) Easements and rights-of-way.
 - (iv) Development parcel boundaries/layout of blocks and street grid.
- (2) Use Controls:
 - (i) Type.
 - (ii) Location.
- (3) Vehicular Circulation:
 - (i) Public street layout.
 - (ii) Public parking.

- (iii) Curb-cut zones.
- (iv) Loading dock zones.

- (4) Pedestrian Circulation:
 - (i) On-street pedestrian routes.
 - (ii) Internal pedestrian routes.

- (5) Bulk:
 - (i) Density.
 - (ii) View Corridors in conformance with Figure 3-2 of the Lakefront Protection Ordinance Application.
 - (iii) Building height and setbacks as described in Figures 5-1, 5-2 and 5-3 of the Lakefront Protection Ordinance Application.
 - (iv) Shadow zones.
 - (v) Floor area ratio.

- (6) Public Open Space:
 - (i) Size.
 - (ii) Location.
 - (iii) Character.
 - (iv) Overall ratio of public open space as determined by the Guidelines.

The Plan Commission shall approve any Master Plan if the Commission finds the following:

- a. the proposed Master Plan is consistent with the Guidelines and this Planned Development; and
- b. after giving due consideration to the Guidelines contained in Section 11.11-2 of the Chicago Zoning Ordinance, the proposed Master Plan would have no adverse impact on the public health, safety or welfare; and
- c. the proposed Master Plan conforms with the fourteen (14) basic Policies and the thirteen (13) basic Purposes of the Lake Michigan and Chicago Lakefront Protection Ordinance.

No Master Plan shall be approved unless the Applicant and the subject Property are in compliance with the provisions of this Planned Development, including but not limited to all other previously approved Master Plans, Site Plans or Part II Approvals or any agreements entered into with the City as part of or in furtherance of this Planned Development. Following Master Plan approval, Master Plans shall be kept on permanent file with the Department of Planning and Development.

No Part II Approval or occupancy permits shall be granted or issued unless the Public Improvements specified in the proposed Master Plan as necessary or appropriate to accommodate such construction or development are in place and available for use or are otherwise committed and in compliance with a schedule for commencement and completion as specified by the Master Plan.

12. The total number of square feet of development permitted under this Planned Development has been fixed based upon the Applicant's commitment to a program which promotes the use of public transportation facilities in preference to the use of private automobiles as reflected in the Guidelines. The Master Plan shall provide, if and when appropriate in connection with development of all or any portion of the Property, as and when such portions are developed, that the Applicant shall:
 - a. Dedicate such property and grant such easements and licenses to the public as may be necessary, appropriate and reasonable to accommodate the expansion of public transportation facilities through or within the boundaries of the Property, if

the location and operation of such facilities are consistent with the Guidelines.

- b. Construct or cause the construction of public bus facilities where appropriate and reasonable; provided that appropriate public agencies have reasonably demonstrated that a need for such facilities exists in connection with the subject development. The foregoing shall include bus turn-around areas and bus shelters, where appropriate, in order to enhance and extend public bus service throughout the Property; provided, however that Applicant shall not be obligated to provide more than five (5) bus shelters.
- c. Provide or cause the provision of express bus service between Union Station and Northwestern Station to and from the Property during A.M. and P.M. rush hour periods when office development upon the Property has exceeded two hundred fifty thousand (250,000) square feet unless the Applicant reasonably demonstrates that a sufficient demand for such service does not exist and such services shall be provided and/or restored when and if such demand occurs or reoccurs.
- d. Establish and maintain a transportation management program within two (2) years of the approval of Master Plan II, unless otherwise determined by the Department of Transportation and the Department of Planning and Development. The intent of such program shall be to reduce the use of private automobiles by employees and customers traveling to and from the Property. Such a program shall, at a minimum, include the following:
 - (i) Creation of a traffic management association or similar organization, whose purpose will be to implement a traffic management plan for the office, retail and commercial development portion(s) of the Property utilizing the following devices:
 - all owners or tenants of property containing office, retail or commercial space will be required to maintain membership in this association and may be assessed to support said association.
 - the association will retain a Transportation Coordinator either as an employee or as a

consultant.

-- the association and the Transportation Coordinator shall design and implement the traffic management program (taking into account all development within the Property boundaries) working with all appropriate groups, including on-site owners, tenants and residents.

-- the association will report in the form of a Traffic Mitigation Report on the condition and characteristics of the plan and related programs to the appropriate local governmental body or designated agency on a regular basis but at least annually.

(ii) Implementation of a ride-sharing program for employees.

Implementation of programs for car-pooling or van-pooling.

Implementation of a transit service awareness program which promotes the use of the public transportation.

Implementation of a program to encourage and accommodate non-motorized commuting (bicycle and pedestrian).

Promotion of "variable working hours" programs among the various employers at Central Station as feasible.

Provision of transit services.

In connection with the development of Parcel 2 located in Master Plan II, the Applicant shall:

(i) Dedicate such property, grant such easements and licenses to the public or Metra as may be necessary or appropriate and reasonable to accommodate the

relocation of the existing Metra station to a location proximate to Roosevelt Road as contemplated by the Guidelines.

- (ii) Make provision within a building to be developed on the Property in the vicinity of Roosevelt Road as contemplated by the Guidelines, for an uncompleted "shell" space which is capable of accommodating complete construction by Metra or others of facilities for the installation and operation by Metra of a newly relocated Metra station.
13. Following Master Plan approval as provided above, all Site Plans for proposed development within the area covered by the applicable Master Plan shall be submitted to the Commissioner for Site Plan approval. Site Plan approval is intended to assure that specific development proposals conform with the applicable approved Master Plan and with this Planned Development and to assist the City in monitoring on-going development. No Part II Approval shall be granted until an applicable Site Plan has been approved.

If said Site Plan substantially conforms with the applicable approved Master Plan and with the other provisions of this Planned Development, the Commissioner shall approve said Site Plan and shall issue written approval thereof to the Applicant for such Site Plan approval within sixty (60) days of submission of the completed application. If the Commissioner determines within said sixty (60) day period that the Site Plan does not substantially conform with the applicable approved Master Plan and with the other provisions of this Planned Development, the Commissioner shall advise the Applicant for such Site Plan approval, in writing, regarding the reasons for such adverse determination. The Commissioner shall thereafter review any resubmission within fourteen (14) days and make his or her final determination, in writing, to the Applicant for such Site Plan within said period. Failure of the Commissioner to make a determination within the time hereinabove prescribed shall be deemed a disapproval. Following approval of a Site Plan by the Commissioner, the Site Plan shall be kept on permanent file with the Commissioner and shall be deemed to be an integral part of this Planned Development.

Changes or modifications to Site Plans may be made after approval of the Commissioner, so long as the Site Plan, as so changed or modified, substantially conforms with the approved applicable Master Plan and with the other provisions of this Planned Development. In the event of

any inconsistency between an approved Site Plan or any permitted modifications thereto and the terms of the Master Plan in effect at the time of approval of such Site Plan or of the modification thereto, then the terms of the Master Plan shall govern.

A Site Plan shall, at a minimum, provide the following information:

- Boundaries of development parcel or parcels.
- Building footprint or footprints.
- Building facade elevations and heights.
- Dimensions of all setbacks.
- Location and depiction of all parking spaces (including relevant dimensions).
- Location and depiction of all loading berths (including relevant dimensions).
- All drives, roadways and vehicular routes.
- All landscaping (including species and size).
- All pedestrian circulation routes and points of ingress/egress (including sidewalks).
- All site statistics applicable to the development parcel or parcels including:
 - F.A.R. Floor Area and Floor Area Ratio as represented on submitted drawings.
 - Lot coverage as represented on submitted drawings.
 - Number of parking spaces provided.
 - Number of loading berths provided.
- Uses of development parcel.
- Grading Plans for Restricted Development Zones and Parcels 2 and 4 located within Master Plan II.

A Site Plan shall include such other information as may be necessary, including a traffic study if so requested by the Department of Transportation, to illustrate conformance with the applicable approved Master Plan and with the other provisions of this Planned Development.

14. The Property is subject to certain of the provisions of an ordinance passed by the City Council of the City of Chicago on July 21, 1919 entitled "An Ordinance For The Establishment of Harbor District Number Three; The Construction By The Illinois Central Railroad Company Of A New Passenger Station; Electrification Of Certain Of The Lines Of The Illinois Central And Michigan Central Railroad Companies Within The City; And Development Of The Lake Front" as the same may have been from time to time amended (the "1919 Ordinance"). If the 1919 Ordinance is inconsistent with this Planned Development or any applicable approved Master Plan, then to the extent authorized by law the City shall take all necessary action to adopt such amendments to the 1919 Ordinance as may be necessary or appropriate to make the 1919 Ordinance consistent with any such Master Plan approved for the Property within sixty (60) days following Plan Commission approval of each Master Plan.
15. Unless substantial construction has commenced and been diligently pursued within Subarea A on a minimum of five hundred thousand (500,000) square feet of floor area within five (5) years from the date of City Council approval of this amendment to Residential Business Plan Development Number 499, one million five hundred thousand (1,500,000) square feet of floor area within ten (10) years from the date of City Council approval of this amendment to Residential Business Plan Development Number 499, two million five hundred thousand (2,500,000) square feet of floor area within fifteen (15) years from the date of City Council approval of this amendment to Residential Business Plan Development Number 499, and five million (5,000,000) square feet of floor area within twenty (20) years of City Council approval, the Department may decide to review and recommend modification of the provisions of this Planned Development in whole or in part. The Department's determination that the Planned Development ordinance must be reviewed shall be reflected in an application filed by the City for a Planned Development amendment, with the City being deemed the Applicant and providing such notice as may be required by law. Not less than thirty (30) days before filing any such application for amendment to the Planned Development, the Department shall provide the Applicant with a copy of the draft

application for amendment.

16. The terms, conditions and exhibits of this Planned Development Ordinance including any approved Master Plan or Site Plan, may be modified administratively by the Commissioner of the Department of Planning and Development, upon the application for such a modification by the Applicant and after a determination by the Commissioner that such a modification is minor, appropriate and consistent with the Guidelines and the nature of the improvements contemplated in this Planned Development. Any such modification of the requirements of this statement by the Commissioner shall be deemed to be a minor change in the Planned Development as contemplated by Section 11.11-3(c) of the Chicago Zoning Ordinance.
17. The Applicant acknowledges that it is in the public interest to design, construct and maintain all buildings in a manner which 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 this Planned Development in an energy efficient manner, generally consistent with most current energy efficiency standards published by the American Society of Heating, Refrigerating and Air-Conditioning Engineers ("A.S.H.R.A.E.") and the Illuminating Engineering Society ("I.E.S."). Copies of these standards may be obtained from the Department of Planning and Development.
18. A district heating-cooling feasibility study will be completed by the Applicant in the event that the Chicago Department of Environment determines that such study is necessary in connection with any Master Plan review. Such study, which shall be made available for use by the City, shall at a minimum address the following: existing proximate heat sources, environmental and legal concerns, potential relationships with existing utilities, regulatory issues, comparable systems, system staging and options, system costs and implementation.
19. The Applicant acknowledges that it is in the public interest to design, construct and maintain the project in a manner which promotes, enables and maximizes universal access throughout the property. Plans for all buildings and improvements on the property shall be reviewed and approved by the Mayor's Office for People with Disabilities ("M.O.P.D.") to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility. No approvals shall be granted pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance until the Director of M.O.P.D. has approved detailed construction drawings for each building or improvement.

20. This Planned Development is intended to include in its entirety, the terms and provisions of Statement 11 hereof and Statement 11 is not intended to be severable from this Planned Development. Accordingly, if Statement 11 of this Planned Development or any portion thereof or any other provision of this Planned Development or any portion thereof, shall to any extent be found to be invalid, void or unenforceable by any court having proper jurisdiction, then this Planned Development shall in its entirety be deemed invalid, void and unenforceable, ab initio, with respect to any portions of the Property which remain undeveloped or unimproved with any principal structures and also with respect to any rights, duties and obligations created by this Planned Development as said rights, duties and obligations relate to such portions of the Property. Property shall be considered to be developed or improved with principal structures if a proper building permit for any portion of said structures has been issued and remains in force or construction has been commenced. Said undeveloped or unimproved portions of the Property shall thereafter, without further City Council action, revert to the zoning district classifications applicable immediately prior to the adoption of this Planned Development.

[Existing Zoning Map; Planned Development Boundary and Property Line Map; Public Right-of-Way Adjustment Map; Subareas and Generalized Land-Use Map; and Map Showing Revised Legal Description referred to in these Plan of Development Statements printed on pages 10862 through 10866 of this Journal.]

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

Table Of Use And Bulk Regulations And Data.

*RBPD No. 499
As Amend.*

	A	B	C	Total
Net Site Area (Gross Site Area less Right-of-Way):	898,892	1,002,970	550,514	2,402,376
Net Site Acres:	20.64	23.03	11.49	55.15

	A	B	C	Total
Maximum Floor Area Ration (F.A.R.):	7.65	1.70	7.59	5.15
Permitted Floor Area:	6,850,000	1,641,198	3,800,000	12,291,198
Maximum Number of Residential Units:	3,900	485	2,000	6,385
Maximum Number of Hotel Rooms:	1,500	0	2,500	3,500
Maximum Office (Square Feet):	2,500,000	100,000	3,000,000	5,600,000
Maximum Retail and Commercial (Square Feet):	350,000	70,000	500,000	920,000
Maximum Exhibit, Mart and Institutional (Square Feet):	0	0	2,000,000	2,000,000

Gross Site Area (3,139,544 square feet or 72.07 acres) = Net Site Area (2,402,376 square feet or 55.15 acres) + Area in or Proposed to be Right-of-Way (737,178 square feet or 16.192 acres).

(1) Does not include additional dwellings permitted by conversion of hotel rooms.

The total number of square feet of development permitted under this Planned Development shall be fixed at 12,291,198 square feet. 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 or as set forth in a Master Plan.

The minimum required parking for office uses is 0.7 spaces/1,000 square feet.

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

The minimum required parking for retail and commercial uses is 0.4 space/1,000 square feet if retail uses are less than 5% of total developed floor area and 2.9 spaces/1,000 square feet if retail uses exceed 5% of total developed floor area.

The minimum required parking for exhibition, institutional, mart uses is 0.65 spaces/1,000 square feet.

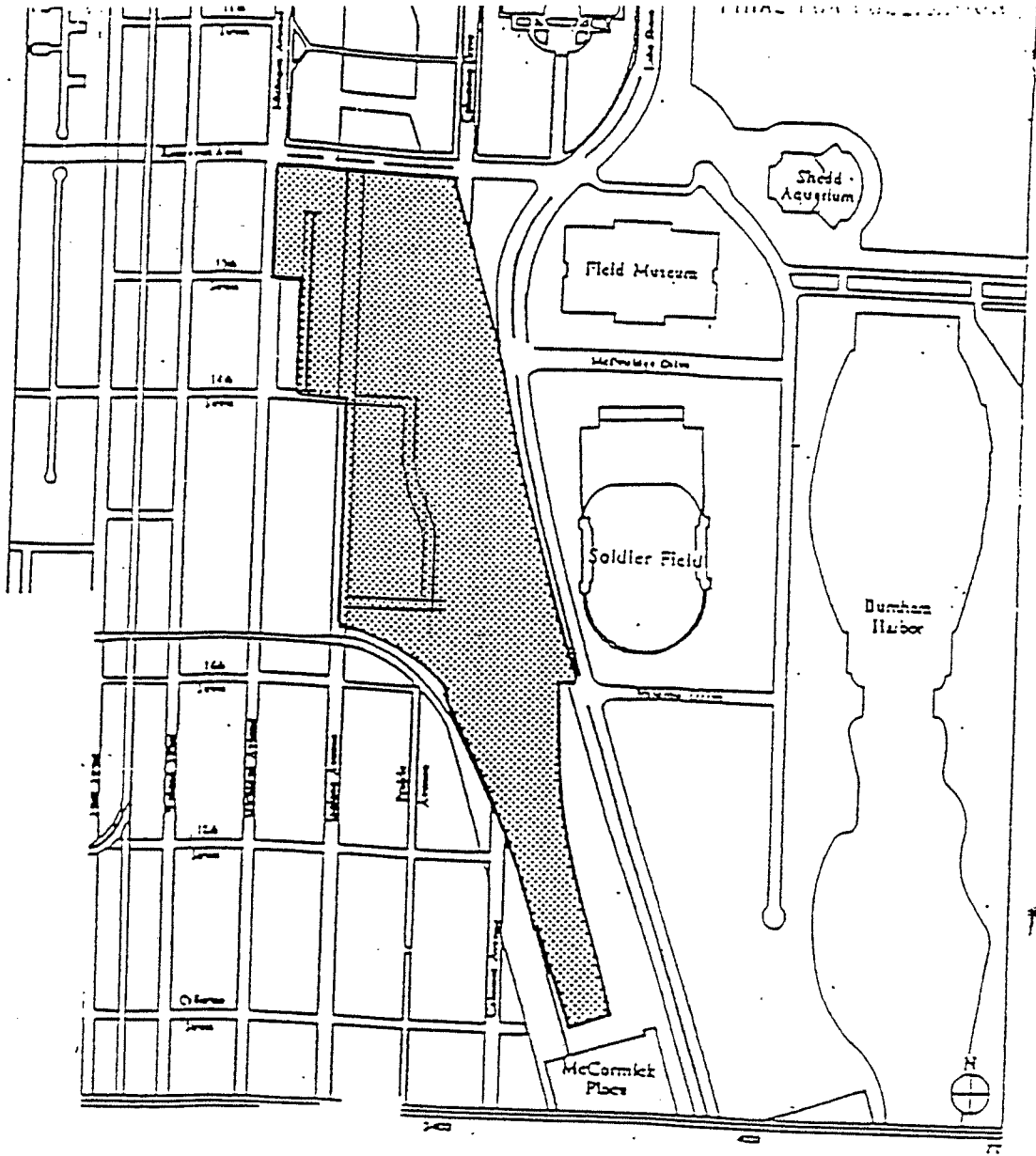
Minimum peripheral setback may be determined by Master Plan.

Open space required: 20% of the Net Site Area.

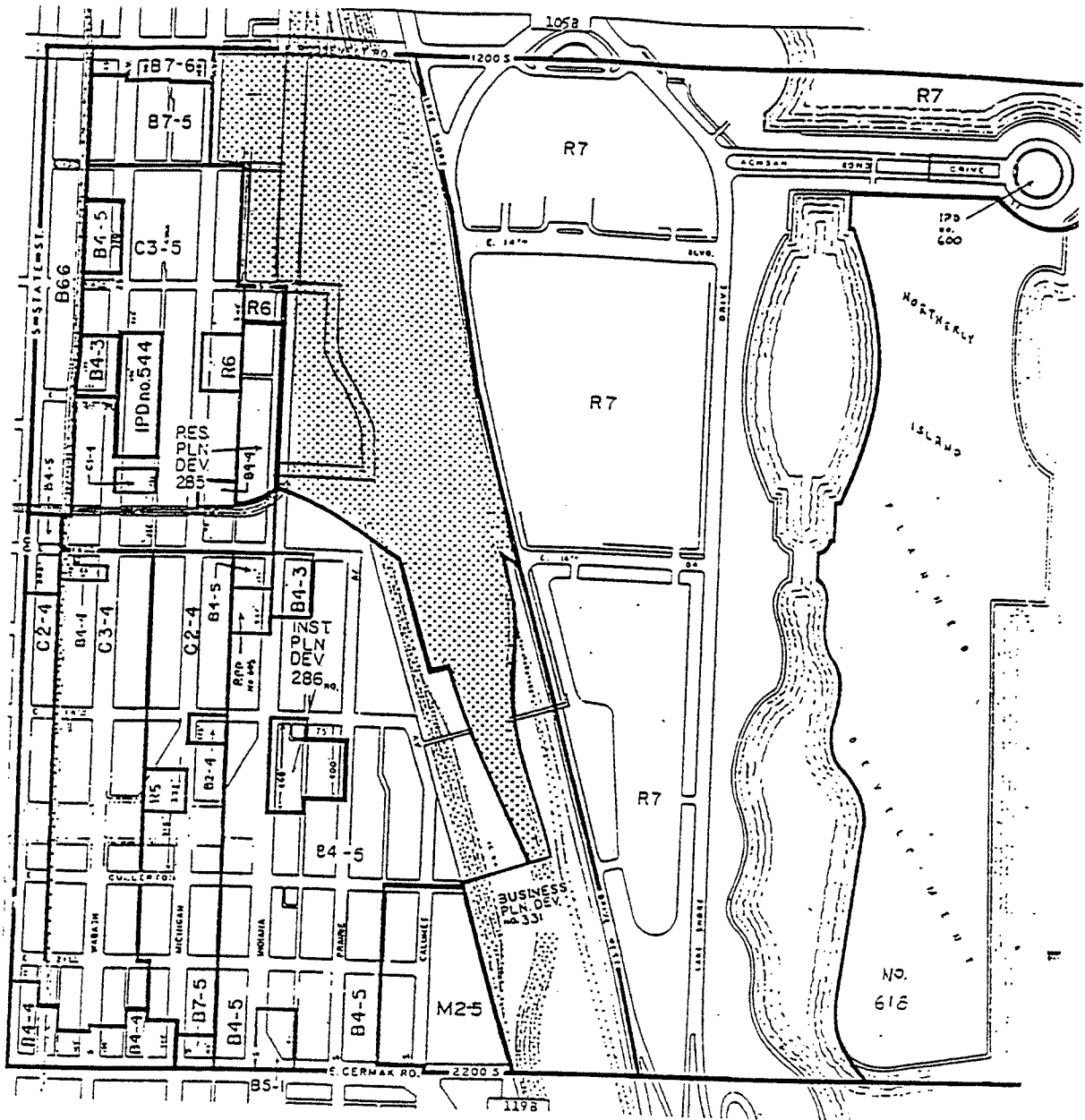
Notes:

1. The maximum hotel floor area for project: 1,925,000 square feet. Rooms figured at 550 square feet/room.
2. Hotel floor area, where permitted, may be converted to residential floor area in any subarea at the ratio of 1:1, except as may be further restricted in a Master Plan.
3. Office uses include office and related uses.
4. Dwelling units shall be permitted in all subareas of this Planned Development.
5. Off-street loading shall be provided in accordance with the requirements of the C3-5 Commercial Manufacturing District.
6. As it relates to Subarea C only, 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.

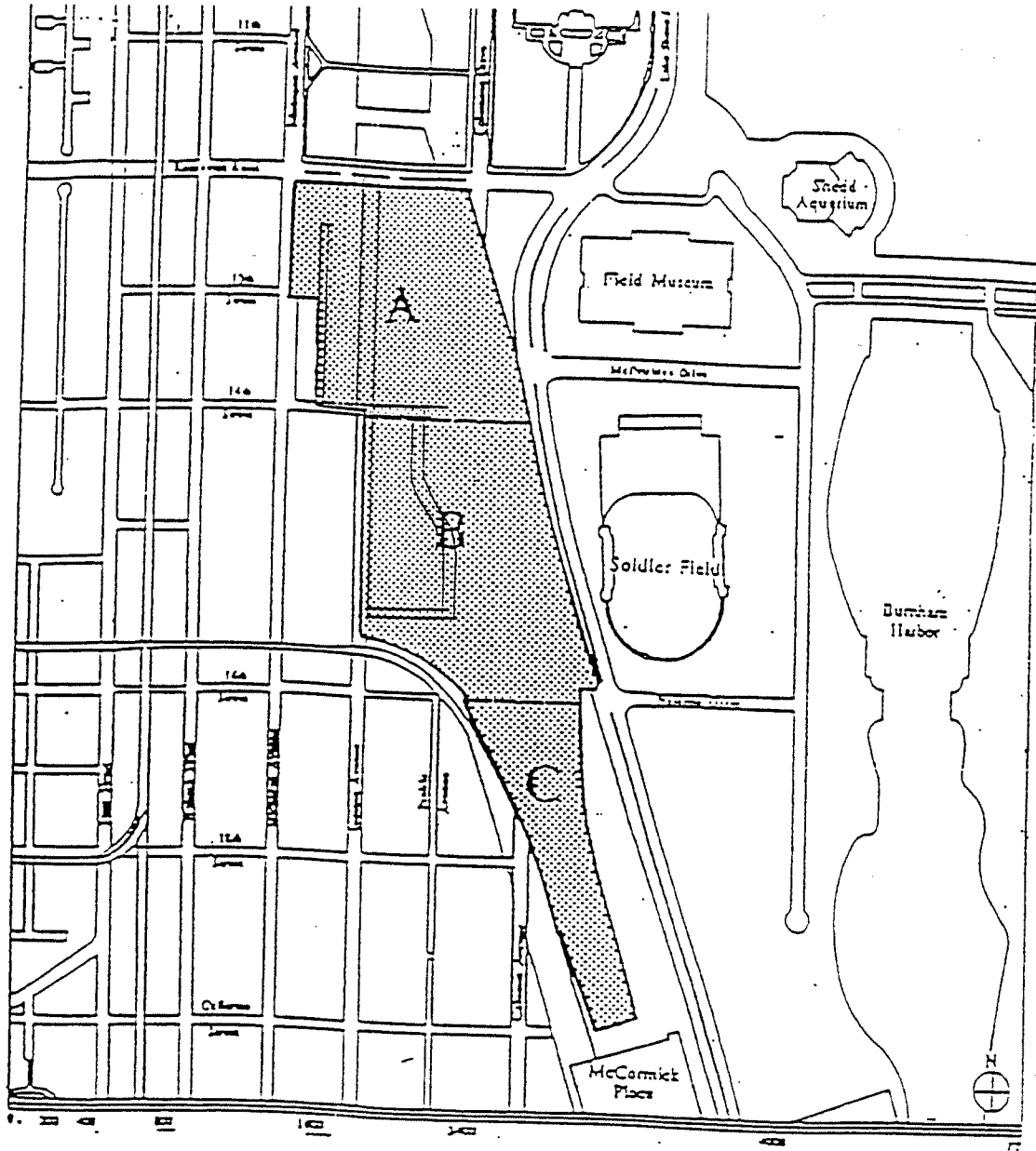
Planned Development Boundary
And Property Line Map.



Public Rights-Of-Way Adjustment Map.



Subareas And Generalized Land-Use Map.



Map Showing Revised Legal Description.

