



City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Alicia Mazur Berg  
Commissioner

121 North LaSalle Street  
Chicago, Illinois 60602  
(312) 744-4190  
(312) 744-2271 (FAX)

<http://www.cityofchicago.org>

September 8, 2003

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

RE: Request for minor changes to Residential-Business Planned  
Development No. 499 (Central Station -1313 South Michigan  
Avenue)

Dear Mr. George:

Please be advised that your request for minor changes to Residential-Business Planned Development No. 499, and Amendment No.1 to Master Plan II (Sub Area A) on behalf of Central Station, LLC, has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of Chicago Zoning Ordinance and Statement No.16 of the Planned Development.

Specifically, you requested to transfer unused Floor Area Ratio from Parcel 3 to Parcel 3A in order to construct a condominium building with 202 units. Currently, Parcel 3A permits a maximum FAR of 11.9 and 210 units pursuant to an Administrative Approval granted on April 22, 2002. Parcel 3 permits a maximum FAR of 4.69 and has been approved for full build-out using a total FAR of 3.62 (346,381 square feet). Of the remaining 102,468 square feet in Parcel 3, you are requesting to transfer 0.1 FAR (2,288 square feet) to Parcel 3A thereby increasing the FAR on Parcel 3A from 11.9 to 12.0 and decreasing the FAR on Parcel 3 from 4.69 to 4.67.

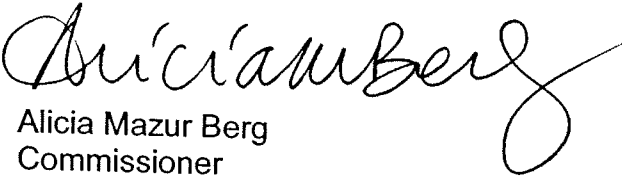
Although the Master Plan permits a maximum height of 225 feet on Parcel 3A, You are a requesting a minimal increase in height on Parcel 3A to 230 feet.



Finally, you are requesting that the Building Elevations, Site Plan and Landscape Plan as approved be substituted with plans dated August 14, 2003. These revised plans depict a more contemporary style residential building and the relocation of the parking garage entrance and exit from Michigan Avenue to the alley directly east of the site. This modification has been approved by the Department of Transportation. This revised building plan retains retail space fronting along Michigan Avenue.

The Department has reviewed the request and has determined that the proposed modifications would be appropriate. Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the requested minor changes, but no other changes to this Planned Development.

Very truly yours,

A handwritten signature in black ink that reads "Alicia Mazur Berg". The signature is written in a cursive, flowing style with a large loop at the end.

Alicia Mazur Berg  
Commissioner

CC: Jack Swenson  
Philip Levin  
Michael Marmo  
Ed Kus  
Terry Texley



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August 5, 2003

Mr. William Warman  
Legacy Development Group, LLC.  
Chicago, Illinois 60603-5600

**Re: Revised Site Plan Approval for Residential-Business Planned Development No.499, As Amended,(Museum Park); Subarea A; Block 1; Lakefront No. 420**

**Proposal:** The construction of a(14)story condominium building containing one-hundred and sixty-seven (167) dwelling units ad one-hundred and seventy (170) parking spaces located within an attached enclosed parking garage.

**Location:** Subarea A, Block 1 - The property located at the northwest corner of Indiana Avenue and 13<sup>th</sup> Street - **1250 South Indiana Avenue**

Dear Mr. Warman:

We have reviewed your request for a **Revision** to the Site Plan approval you received for the construction of a fourteen (14) story condominium building located at 1250 South Indiana Avenue. This revision would increase the number of units in the building from 164 to 167 and increase the number of parking spaces from 168 to 170. This revision would not result in any changes to the approved Site Plan, Landscape Plan or Building Elevations.

Upon review of this request, the Department of Planning and Development has determined that this revision would be consistent with and satisfy the requirements of the Plan of Development. Accordingly, this **revised** Site Plan Approval request submitted for Residential-Business planned Development No. 499, Subarea A, Block 1; Lakefront No. 420, for the construction of a fourteen (14) story condominium building with one-hundred and sixty-seven (167) dwelling units and one-hundred and seventy (170) parking spaces is hereby approved as conforming to the Plan of development as amended and passed by the Chicago City Council on October 31, 2001.

Sincerely,

Alicia Mazur Berg  
Commissioner

cc: Jack Swenson, Ed Kus, Philip Levin, Tim Bleuher, Michael Marmo, Terri Texley

EIGHBORHOODS





May 5, 2003

City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Alicia Mazur Berg  
Commissioner

121 North LaSalle Street  
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Mr. John J. George  
Two First National Plaza, Suite 400  
20 South Clark Street  
Chicago, IL 60603-1903

**Re:** Site Plan Approval for Residential-Business  
Planned Development No. 499, As Amended  
(Museum Park); Block 1

**Proposal:** The construction of a forty (40) story  
residential tower with four-hundred and twelve  
(412) rental units and a ten (10) story senior  
building with ninety-two (92) units with an  
attached enclosed parking garage which  
contains three-hundred and ninety-two (392)  
spaces.

**Location:** Subarea A, Block 1 - 1255 South  
Michigan Avenue - The property located at the  
northeast corner of Michigan Avenue and 13<sup>th</sup>  
Street

Dear Mr. George:

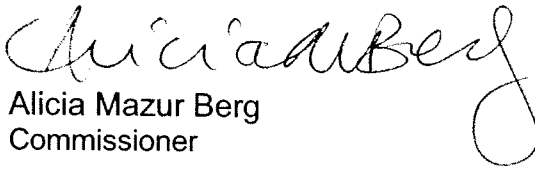
We have reviewed the Site Plan, Landscape Plan, and Building Elevation Plans submitted by you for the construction of a forty (40) story residential tower with four-hundred and twelve (412) rental units and a ten (10) story senior building with ninety-two (92) units with an attached enclosed parking garage which contains three-hundred and ninety-two (392) spaces and three (3) loading berths located within Subarea A, Block 1 of the Planned Development area. These plans prepared by Solomon Cordwell Buenz & Associates, Inc., dated April 10, 2003, are submitted in accordance with Statement No. 13 of Residential-Business Planned Development No. 499, as amended.

Upon review of the material submitted, the Department of Planning and Development has determined that these plans are consistent with and satisfy the requirements of the Plan of Development. Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 499, Subarea A, Block 1, for the construction of a forty (40) story residential tower with four-hundred and twelve (412) rental units and a ten (10) story senior building with ninety-two (92) units with an attached enclosed parking garage which contains three-hundred and ninety-two (392) spaces and three (3) loading berths, is hereby approved as conforming to the Plan of Development as



amended and passed by the Chicago City Council on October 31,  
2001.

Very truly yours,

  
Alicia Mazur Berg  
Commissioner

cc. Jack Swenson  
Ed Kus  
Philip Levin  
Tim Bleuher  
Michael Marmo  
Terri Texley



December 17, 2002

Mr. John J. George  
Two First National Plaza, Suite 400  
20 South Clark Street  
Chicago, IL 60603-1903

City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Alicia Mazur Berg  
Commissioner

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<http://www.cityofchicago.org>

**Re:** Site Plan Approval for Residential-Business Planned Development No. 499, As Amended (Museum Park); Subarea A, Block 1

**Proposal:** The construction of a fourteen (14) story condominium tower with one-hundred and sixty-four (164) dwelling units and one-hundred and sixty-eight (168) parking spaces located within an attached enclosed parking garage.

**Location:** Subarea A, Block 1 - The property located at the northwest corner of Indiana Avenue and 13<sup>th</sup> Street

Dear Mr. George:

We have reviewed the Site Plan, Landscape Plan, and Building Elevation Plans submitted by you for the construction of a fourteen (14) story condominium tower with one-hundred and sixty-four (164) dwelling units, one-hundred and sixty-eight (168) parking spaces and one (1) loading berth located within an attached enclosed parking garage within Subarea A, Block 1 of the Planned Development area. These plans prepared by Warman Olsen Warman, dated December 3, 2002, are submitted in accordance with Statement No. 13 of Residential-Business Planned Development No. 499, as amended.

Upon review of the material submitted, the Department of Planning and Development has determined that these plans are consistent with and satisfy the requirements of the Plan of Development. Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 499, Subarea A, Block 1, for the construction of a fourteen (14) story condominium tower with one-hundred and sixty-four (164) dwelling units, one-hundred and sixty-eight (168) parking spaces and one (1) loading berth located within an attached enclosed parking garage, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on October 31, 2001.

Very truly yours,

Alicia Mazur Berg  
Commissioner

cc. Jack Swenson, Ed Kus, Philip Levin, Tim Bleuher, Michael Marmo





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September 6, 2002

Mr. John J. George  
Two First National Plaza, Suite 400  
20 South Clark Street  
Chicago, IL 60603-1903

**Re:** Site Plan Approval for Residential-Business Planned Development No. 499, As Amended (Museum Park); Subarea A, Parcel 4 - Tower 3  
**Proposal:** The construction of two-hundred and fifteen (215) dwelling units and two-hundred and seventy-four (274) enclosed off-street parking spaces  
**Location:** Subarea A, Parcel 4 - The property located at the southeastern-most end of 13<sup>th</sup> Street

Dear Mr. George:

We have reviewed the Site Plan, Landscape Plan, and Building Elevation Plans submitted by you for the construction of two-hundred and fifteen (215) dwelling units and two-hundred and seventy-four (274) enclosed off-street parking spaces within a twenty-five (25) story highrise residential building within Subarea A of the Planned Development area. These plans prepared by PappaGeorge Haymes Ltd. Architects, dated June 21, 2002, are submitted in accordance with Statement No. 13 of Residential-Business Planned Development No. 499, as amended.

Upon review of the material submitted, the Department of Planning and Development has determined that these plans are consistent with and satisfy the requirements of the Plan of Development. Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 499, As Amended; Subarea A, Parcel 4 for the construction of two-hundred and fifteen (215) dwelling units and two-hundred and seventy-four (274) enclosed off-street parking spaces within a twenty-five (25) story highrise residential building, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on October 31, 2001.

Very truly yours,

Alicia Mazur Berg  
Commissioner

cc. Jack Swenson, Ed Kus, Philip Levin, Michael Marmo, Tim Bleuher

NEIGHBORHOODS  
*Alive!*  
BUILDING CHICAGO TOGETHER





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Richard M. Daley, Mayor

Department of Planning  
and Development

Alicia Mazur Berg  
Commissioner

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<http://www.cityofchicago.org>

July 24, 2002

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

RE: Request for a minor change to Residential-Business Planned  
Development No. 499 (Central Station -Amendment No. 1 to  
Master Plan II - Subarea A, Parcel 4 -Museum Park)

Dear Mr. George:

Please be advised that your request for a minor change to  
Residential-Business Planned Development No. 499, Amendment  
No. 1 to Master Plan II (Sub Area A -Parcel 4) on behalf of Central  
Station, LLC, has been considered by the Department of Planning  
and Development pursuant to Section 11.11-3(c) of Chicago Zoning  
Ordinance and Statement No.16 of the Planned Development.

Specifically, you requested a revision to the Administrative Relief  
granted by this Department on April 22, 2002 which permitted the  
establishment of a 1,500 square foot retail convenience store on the  
ground floor of the Club House to serve the residents within the  
development. You further indicated that this requested size for a retail  
store was underestimated and that a retail space of 2,800 square feet  
would be needed to serve the projected demand of the residents in  
the development. The additional space to be utilized by this store  
would be located in space for a business center for residents which  
was eliminated from the first floor and dry-cleaning delivery service  
area which was relocated into each of the three buildings.

The Department has reviewed the request and has determined that  
the proposed modification to increase the size of the small  
convenience store would be appropriate and would be a benefit to the  
residents of Central Station providing that the store be no greater  
than 2,800 square feet in size. Accordingly, pursuant to the authority  
granted by the Chicago Zoning Ordinance, I hereby approve the

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requested minor change, but no other changes to this Planned Development.

Very truly yours,

A handwritten signature in cursive script that reads "Alicia Mazur Berg". The signature is fluid and connects the letters together.

Alicia Mazur Berg  
Commissioner

CC: Jack Swenson  
Philip Levin  
Michael Marmo  
Ed Kus



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Richard M. Daley, Mayor

Department of Planning  
and Development

Alicia Mazur Berg  
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April 22, 2002

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

RE: Request for a minor change to Residential-Business Planned  
Development No. 499 (Central Station -Amendment No. 1 to  
Master Plan II - Subarea A, Parcel 4 -Museum Park)

Dear Mr. George:

Please be advised that your request for a minor change to  
Residential-Business Planned Development No. 499, Amendment  
No. 1 to Master Plan II (Sub Area A -Parcel 4) on behalf of Central  
Station, LLC, has been considered by the Department of Planning  
and Development pursuant to Section 11.11-3(c) of Chicago Zoning  
Ordinance and Statement No.16 of the Planned Development.

Specifically, you requested a modification to the permitted uses to  
allow the establishment of a small retail convenience store on the  
ground floor of the Club House to serve the residents within the  
development. The store would be approximately 1,500 square feet in  
size. Parcel 4 of Subarea A allows Residential and Related Uses.

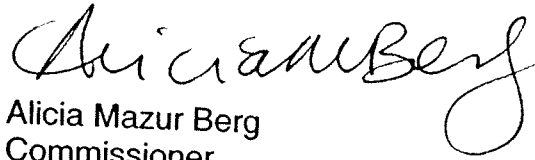
The Department has reviewed the request and has determined that  
the proposed modification to allow a small convenience store would  
be appropriate and would be a benefit to the residents of Central  
Station providing that the store be less than 1,600 square feet in size.  
Accordingly, pursuant to the authority granted by the Chicago Zoning

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Ordinance, I hereby approve the requested minor change, but no other changes to this Planned Development.

Very truly yours,

A handwritten signature in black ink, appearing to read "Alicia Mazur Berg". The signature is fluid and cursive, with a large loop at the end of the last name.

Alicia Mazur Berg  
Commissioner

CC: Jack Swenson  
Philip Levin  
Michael Marmo  
Ed Kus



City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Alicia Mazur Berg  
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<http://www.cityofchicago.org>

April 22, 2002

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

RE: Request for minor changes to Residential-Business Planned  
Development No. 499 (Central Station -1313 South Michigan  
Avenue)

Dear Mr. George:

Please be advised that your request for minor changes to Residential-Business Planned Development No. 499, Amendment No. 1 to Master Plan II (Sub Area A) on behalf of Central Station, LLC, has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of Chicago Zoning Ordinance and Statement No.16 of the Planned Development.

Specifically, you requested to transfer unused Floor Area Ratio and units from Parcel 3 to Parcel 3A in order to construct a condominium building with 210 units. Currently, Parcel 3A permits a maximum FAR of 11.0 ( 251,680 square feet). Parcel 3 permits a maximum FAR of 5.15 (495,826 square feet) and has been approved for full build-out using a total FAR of 3.62 (346,381 square feet). Of the remaining 149,445 square feet in Parcel 3, you are requesting to transfer 0.9 FAR (20,592 square feet) to Parcel 3A thereby increasing the FAR on Parcel 3A to 11.9 and decreasing the FAR on Parcel 3 to 4.69.

Although the Master Plan permits a maximum of 200 units on Parcel





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January 15, 2002

Mr. John J. George  
20 S. Clark St. - Suite 400  
Chicago, IL 60611

**Re:** Site Plan Approval for Residential Planned Development No. 499, As Amended; Master Plan II - Subarea A, Parcel 4, Tower 3, Museum Park  
**Proposal:** The construction of one (1) twenty-five-story residential building - 199 residential units with two (2) basements and 247 parking spaces

Dear Mr. George:

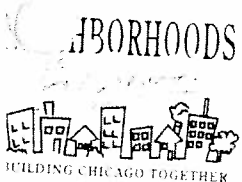
We have reviewed the Site Plan, Landscape Plan, and Building Elevation Plans submitted by you for the construction of one (1) twenty-five story residential building with 197 residential units within Master Plan II - Subarea A, Parcel 4 of the Planned Development area. All parking would be provided by an enclosed 2-level basement with 247 spaces. These plans prepared by Pappageorge/Haymes, Ltd. dated October 10, 2001, are submitted in accordance with Statement No.13 of Residential Planned Development No. 499, as amended.

Upon review of the material submitted, the Department of Planning and Development has determined that these plans are consistent with and satisfy the requirements of the Plan of Development. Accordingly, this Site Plan submittal for Residential Planned Development No. 499, as amended, Master Plan II - Subarea A, Parcel 4, for the construction of one (1) twenty-five story residential building with 197 residential units and a below grade parking garage with 247 spaces, is hereby approved. The submittal conforms to the August 10, 2001 Administrative Relief request for 250-foot of total height and the Plan of Development as amended and passed by the Chicago City Council on October 31, 2001.

Very truly yours,

*Alicia Mazur Berg*  
Alicia Mazur Berg  
Commissioner

cc. Jack Swenson, Ed Kus, Philip Levin, Michael Marmo, Tim Bleuher





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<http://www.cityofchicago.org>

November 9, 2001

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

**Re: Revised Site Plan Review for Planned Development No. 499; Subarea A; Lakefront No. 375, Parcel 4 Townhouses**

Dear Mr. George:

The Department of Planning and Development has reviewed the revised Site Plan and Building Elevations submitted by you on behalf of your client, Central Station Development Corporation, for the construction of a townhouse structure on Parcel 4 (Museum Homes). The proposed revision to the April 11, 2001 Site Plan approval is to increase the number of townhouse units from four to five.

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 revised total of 171 proposed dwelling units is well below what could be permitted in this parcel. The proposed townhouse building with five units, like the previously approved townhouse building, remains rich in detail and in brick and stone masonry. The amount of private and common open space within the Planned Development would meet the Townhouse Ordinance. All open spaces and parkway areas will be adequately landscaped and a decorative metal fence with masonry piers would line the development.

Accordingly, this revised Site Plan submittal for Residential-Business Planned Development No. 499, as Amended, Subarea A, reflecting the construction of a townhouse structure containing five units 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 Plan (dated July 9, 2001), the Building Elevations (dated October 11, 2001), and the Landscape Plan (dated November 1, 2001), prepared by

NEIGHBORHOODS



Pappageorge Haymes Ltd., are hereby made a part of this approval.

Sincerely,

  
Alicia Mazur Berg

Commissioner

cc: Ed Kus, Jack Swenson, Philip Levin, Michael Marmo

Reclassification Of Area Shown On Map Number 4-E.  
(As Amended)  
(Application Number 13353)

Be It Ordained by the City Council of the City of Chicago: *RBPID 499, as amended*

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the C3-5 Commercial Manufacturing 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:

par		
frac		Company in
Men	<i>PD# 499 (10/31/01)</i>	rd Principal
be		
in		ed, at the
ru:	<i>Ord, Stmnts, RBPID</i>	venue and
an		and along
wit		tersection
east	<i>1/2 Ex (6)</i>	along said
along		ing south
con		nce south
the		0.91 feet;
circ		e arc of a
ther		6.23 feet;

a distance of 436.27 feet; thence southwardly along the 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 parallel with the northerly line of the 23<sup>rd</sup> Street viaduct; thence west along said parallel line a distance of 208.29 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 the

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 the 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 431.59 feet along the arc of a circle convex to the east, tangent to last described straight line with a radius of 2,220.95 feet; thence northwestwardly along a straight line tangent to last described arc of a circle, a distance of 362.67 feet; thence northwardly along the arc of a circle convex to the west with a radius of 2,263.90 feet, a distance of 294.90 feet to an intersection with the eastward extension of the south line of East 16<sup>th</sup> 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 centerline 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 1,174.60 feet to an intersection with the eastward extension of 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 258.80 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 542.01 feet to the south line of the former East 13<sup>th</sup> Street; thence north a distance of 50.00 feet to the north line of the former of East 13<sup>th</sup> 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 53.82 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):

*Revised Planned Development Legal Description.*

## 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 14<sup>th</sup> 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 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 Company in Fractional Section 22 aforesaid, lying below a horizontal plane having an elevation of 39.25 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 18<sup>th</sup> 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 14<sup>th</sup> Street; thence south 89 degrees, 58 minutes, 42 seconds west along said parallel line, a distance of 352.31 feet; thence southerly 67.79 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 07 degrees, 05 minutes, 19 seconds east 67.79 feet); thence south 08 degrees, 24 minutes, 46 seconds east 848.16 feet to an intersection with the eastward extension of the south line of East 16<sup>th</sup> Street; thence south 89 degrees, 57 minutes, 41 seconds west along said eastward extension, a distance of 202.06 feet; thence southwardly along the arc of a circle convex to the west with a radius of 2,263.90 feet, a distance of 294.90 feet; thence southeastwardly along a straight line tangent to the last described arc of a circle, a distance of 259.67 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 16<sup>th</sup> 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 aforesaid eastward extension of the north line of East 18<sup>th</sup> 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 of the eastward extension of the north line of East 18<sup>th</sup> 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 436.27 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 86.23 feet; and thence east a distance of 86.64 feet to the point of beginning,

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 16<sup>th</sup> 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 second 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 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 18<sup>th</sup> 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, a distance of 919.963 feet to a point of

beginning for that part of said land, property and space hereinafter described; thence south 89 degrees, 58 minutes, 47 seconds west, a distance of 86.64 feet; thence northwardly along the arc of a circle, convex to the east, with a radius of 2,200.56 feet, the chord of said arc having a bearing of north 07 degrees, 07 minutes, 44 seconds west, an arc distance of 120.401 feet to the beginning of a compound curve; thence northwardly along the arc of a circle, convex to the east, with a radius of 3,198.311 feet, the chord of said arc having a bearing of north 09 degrees, 40 minutes, 32 seconds west, an arc distance of 109.324 feet to the beginning of a compound curve; thence northwardly along the arc of a circle, convex to the east with a radius of 1,800.572 feet, the chord of said arc having a bearing of north 13 degrees, 24 minutes, 03 seconds west, an arc distance of 172.58 feet; thence north 16 degrees, 08 minutes, 43 seconds west along a straight line tangent to the last described arc of a circle, a distance of 118.068 feet; thence north 16 degrees, 25 minutes, 59 seconds west along a straight line, a distance of 329.02 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 14<sup>th</sup> Street, as said street was opened by ordinance of the City Of Chicago passed August 11, 1864; thence north 89 degrees, 58 minutes, 42 seconds east along said parallel line, a distance of 44.10 feet to an intersection with the aforesaid easterly right-of-way line of the Illinois Central Railroad as established by said ordinance of July 21, 1919; thence south 16 degrees, 20 minutes, 59 seconds east along said easterly right-of-way line, a distance of 858.72 feet to the point of beginning, in Cook County, Illinois.

Also,

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 northerly line of the 23<sup>rd</sup> Street viaduct; 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 23<sup>rd</sup> 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 the 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 16<sup>th</sup> 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 18<sup>th</sup> 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 18<sup>th</sup> 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 23<sup>rd</sup> 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, 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 East 16<sup>th</sup> Street extended east; thence north 89 degrees, 57 minutes, 41 seconds east 94.95 feet along said south line to the point of beginning; thence continue north 89 degrees, 57 minutes, 41 seconds, east along said south line 224.30 feet; thence south 08 degrees, 24 minutes, 46 seconds east 173.08 feet; thence southerly 338.43 feet along the arc of a circle convex westerly and having a radius of 1,920.95 feet (the chord of said arc bears south 13 degrees, 27 minutes, 36 seconds east 337.99 feet) to a line 500 feet south from and parallel with the aforesaid eastward extension of the south

line of East 16<sup>th</sup> Street; thence south 89 degrees, 57minutes, 41 seconds west 89.22 feet along said parallel line; thence north 27degrees, 32 minutes, 43 seconds west 259.67 feet to a point of curve; thence northwardly along the arc of a circle convex to the west with a radius of 2,263.90 feet, the chord of said arc having a bearing of north 23 degrees, 48 minutes, 58 seconds west, a distance of 294.90 feet to the point of beginning, in Cook County, Illinois.

Also,

Parcel Z:

Lots 14 and 15 in Johnston and Sexton's Subdivision in the west part of Block 1 in Assessor's Division of the northwest fractional quarter of Section 22, Township 39 North, Range 14 East of the Third Principal Meridian, together with Lots 1 to 5, both inclusive, the west 130 feet of Block 6 in Seaman's Subdivision of Block 5 and the west half of Block 4 and the west 148 feet of Block 6 in Assessor's Division of the northwest fractional quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, (except that part thereof lying south of the north line of the 50 foot wide East 13<sup>th</sup> Street) in Cook County, Illinois.

Also,

Parcel AA:

Lots 5, 6 and 7 in Block 3 of Garrett's Subdivision of Assessor's Division of the northwest fractional quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois.

Also,

Parcel AB:

the south 21 feet of Lot 9 (except the north 3.00 feet thereof) and the north 5 feet of Lot 10 in the Subdivision of the west 130 feet of Block 3 in Garrett's Subdivision of land in the northwest fractional quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois.

Also,

that part of Lot 10 bounded by a line beginning at a point on the east line of Michigan Avenue 882.3 feet south of the north line of Section 22; thence east parallel with the north line of said Section 22, 130 feet to an alley; thence south on a line parallel with the east line of Michigan Avenue 3-1/12 feet; thence west parallel with the north line of Section 22, 130 feet to the east line of Michigan

Avenue; thence north on said east line 3-1/12 feet to the point of beginning aforesaid in Block 3, in Cook County, Illinois.

Also,

Parcel AC:

Lot 8 and the north 3 feet of Lot 9 in Block 3 in Garrett's Subdivision of Blocks 7 to 9 of a subdivision in the northwest quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, 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:

commencing on the south line of 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 11<sup>th</sup> 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 11<sup>th</sup> 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; thence south 09 degrees, 50 minutes, 59 seconds east 325.76 feet to the point of beginning for that part of said land, property and space hereinafter described; thence continuing south 09 degrees, 50 minutes, 59 seconds east 727.84 feet to the south line of East 16<sup>th</sup> Street extended east; thence south 89 degrees, 57 minutes, 41 seconds west 40.46 feet along said extension; thence north 08 degrees, 24 minutes, 46 seconds west 724.94 feet; thence south 89 degrees, 58 minutes, 41 seconds east 22.01 feet to the point of beginning, in Cook County, Illinois.

Also,

the vacated 14 foot alley lying south of the eastward extension of the south line of Lot 16 and lying east of and adjoining Lots 14 and 15 all in Johnston and Sexton's Subdivision in the west part of Block 1 in Assessor's Division of the

northwest fractional quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, together with the vacated 18 foot alley lying south of the south line and the eastward extension thereof, of the aforesaid Lot 14 in Johnston and Sexton's Subdivision, lying east of and adjoining Lots 1 to 14, both inclusive, in Seaman and Busby's Subdivision of the west 130 feet of Block 6 in Assessor's Division of the northwest fractional quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois,

Also,

Lot 3 in Block 3 in Garrett's Subdivision of Blocks 7 to 9 of a subdivision in the northwest quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois.

Also,

Lot 4 in Block 3 in Garrett's Subdivision of Blocks 7 to 9 of a subdivision in the northwest quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois. Containing 3,035,054 square feet or 69.67 acres of land, more or less,

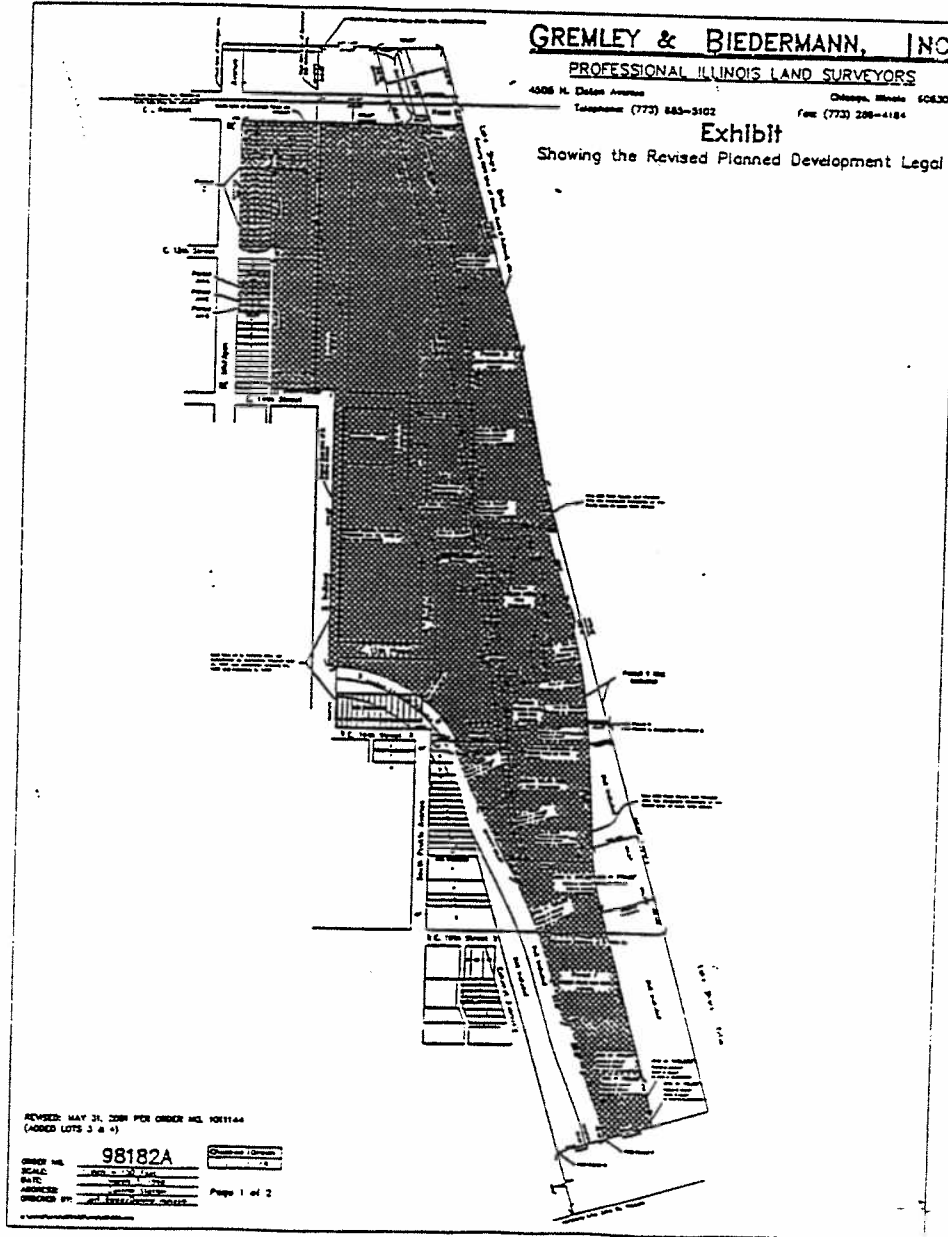
to the designation of a Residential-Business Planned Development Number 499, as amended, which is hereby established in the area above described, subject to such use and bulk regulations as are set forth in the Plan of Development herewith attached and made a part thereof and to no others.

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

[Revised Planned Development Legal Description attached to this ordinance printed on page 71635 of this Journal.]

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

Revised Planned Development Legal Description.



*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 sixty-two thousand two hundred thirty-four (3,162,234) gross square feet (seventy-two and fifty-nine hundredths (72.59) 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 rights-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 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 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-way and uses; (3) motor vehicle rental and related operation and 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 (2<sup>nd</sup>) 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. In addition, the applicant has conveyed and dedicated 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 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.

The applicant has conveyed and dedicated 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 has conveyed and dedicated 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 13<sup>th</sup> Street, extended east, which varies in width between approximately one (1) and four (4) feet.

A parcel starting at the south line of 16<sup>th</sup> 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 the 18<sup>th</sup> 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 Street 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 Street 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 18<sup>th</sup> 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 18<sup>th</sup> 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 subareas: (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, 15<sup>th</sup> 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 turnaround 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 travelling 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 and 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 Planned 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 Planned 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 Planned 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 the most current energy efficiency standards published by the American Society of Heating, Refrigeration and Air-Conditioning Engineers ("A.S.H.R.A.E.") and the Illuminating Engineering Society ("I.E.S."). 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.

[Revised Legal Description Map; Existing Zoning Map; Planned Development and Property Line Map; Public Rights-of-Way Adjustment Map; Subareas and Generalized Land-Use Map; and Air Rights Parcels referred to in these Plan of Development Statements printed on pages 71656 through 71661 of this Journal.]

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

*Table Of Use And Bulk Regulations And Data.*

Area	A	B	C	Total
Net Site Area (Gross Site Area less Rights-of-Way)	921,772	1,002,970	500,514	2,425,256
Net Site Acres	21.15	23.03	11.49	55.67
Maximum Floor Area Ratio (F.A.R.)	7.65	1.70	7.59	5.15
Permitted Floor Area	6,850,000	1,164,198	3,800,000	12,291,198
Maximum Number of Residential Units <sup>(1)</sup>	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 (3,162,234 square feet or 72.59 acres) = Net Site Area (2,425,256 square feet or 55.67 acres) + Area in or Proposed to be in Right-of-Way (737,178 square feet or 16.92 acres)

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.

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

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.

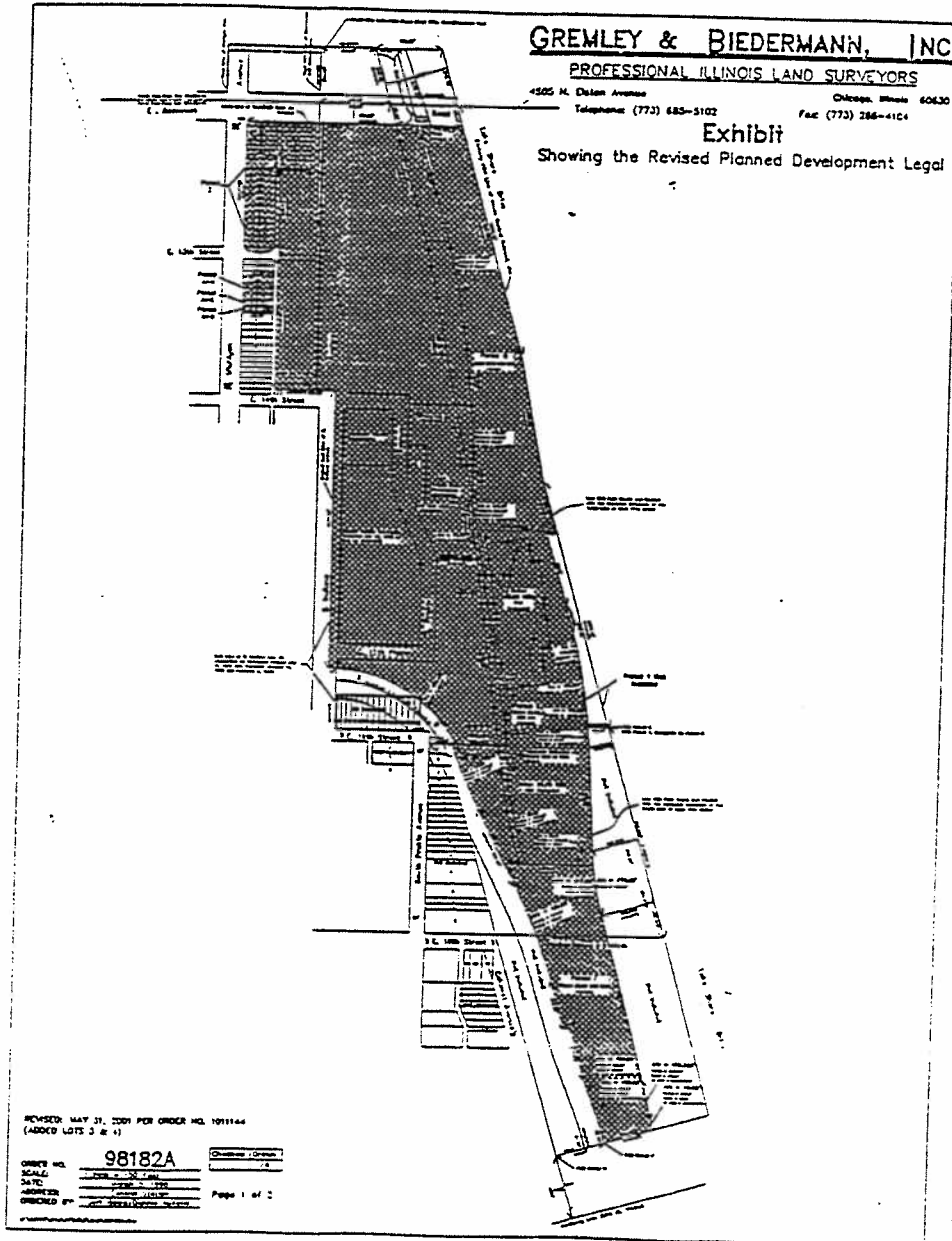
Minimum peripheral setback may be determined by Master Plan.

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

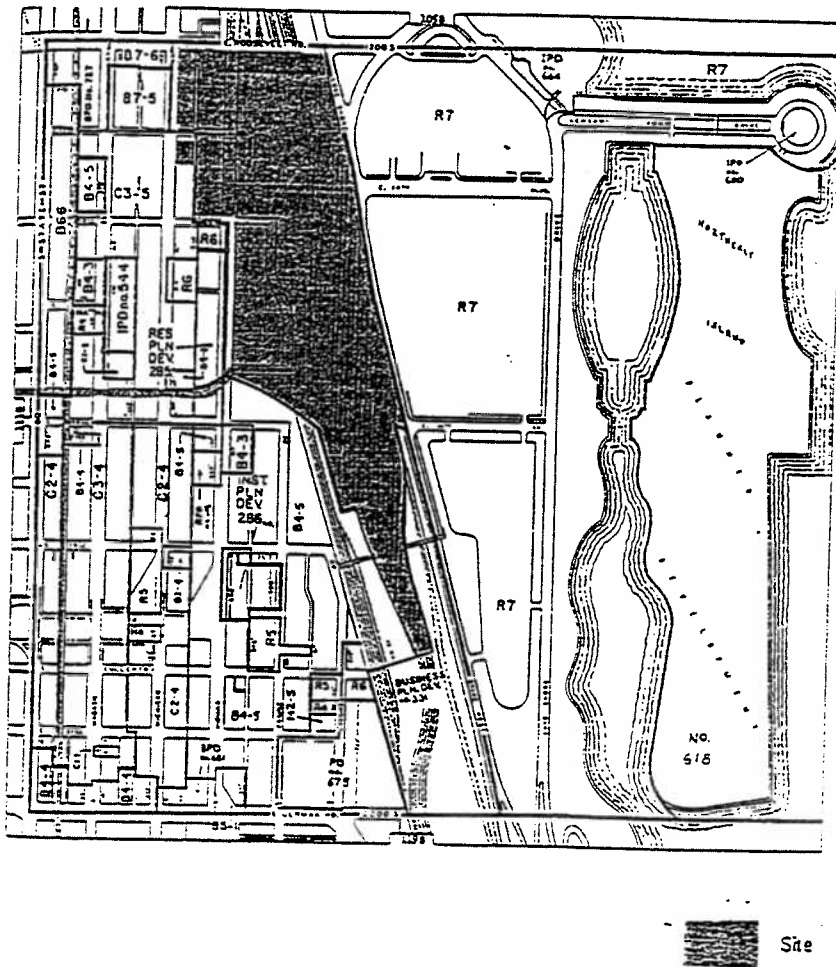
Notes:

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 subarea 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.

Revised Legal Description Map.



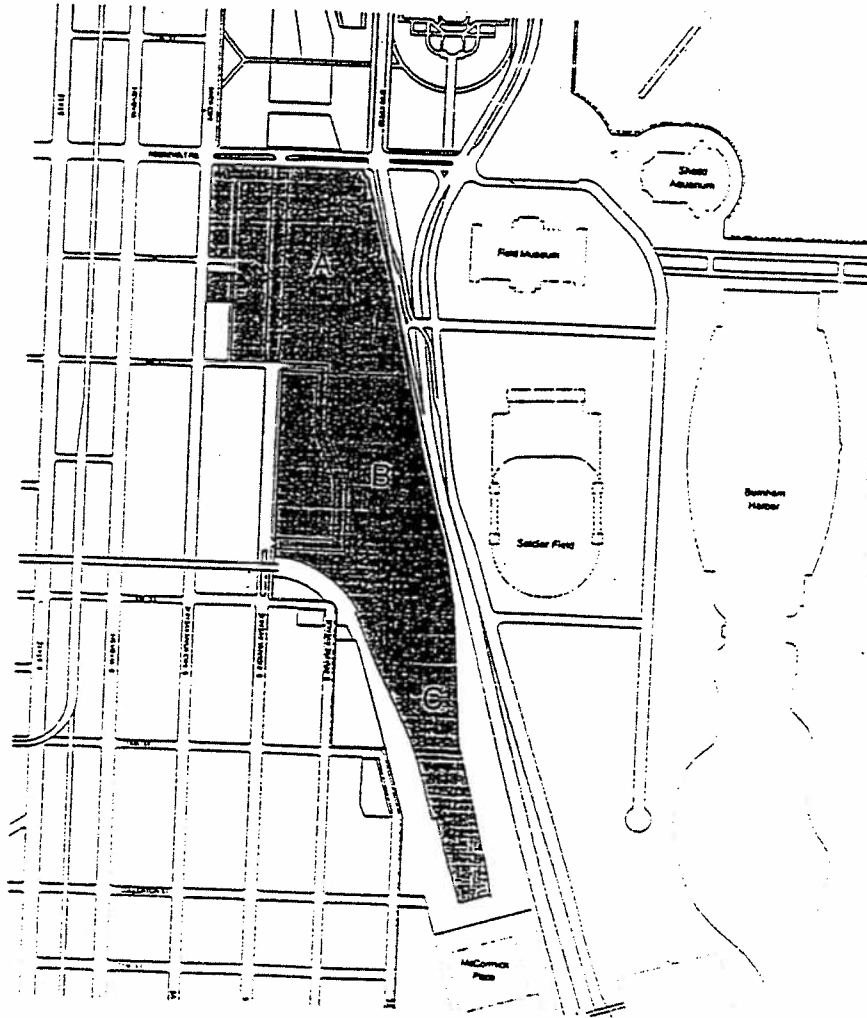
Existing Zoning Map.







Subareas And Generalized Land-Use Map.



Sub-Area A- Michigan/Columbus Gateway

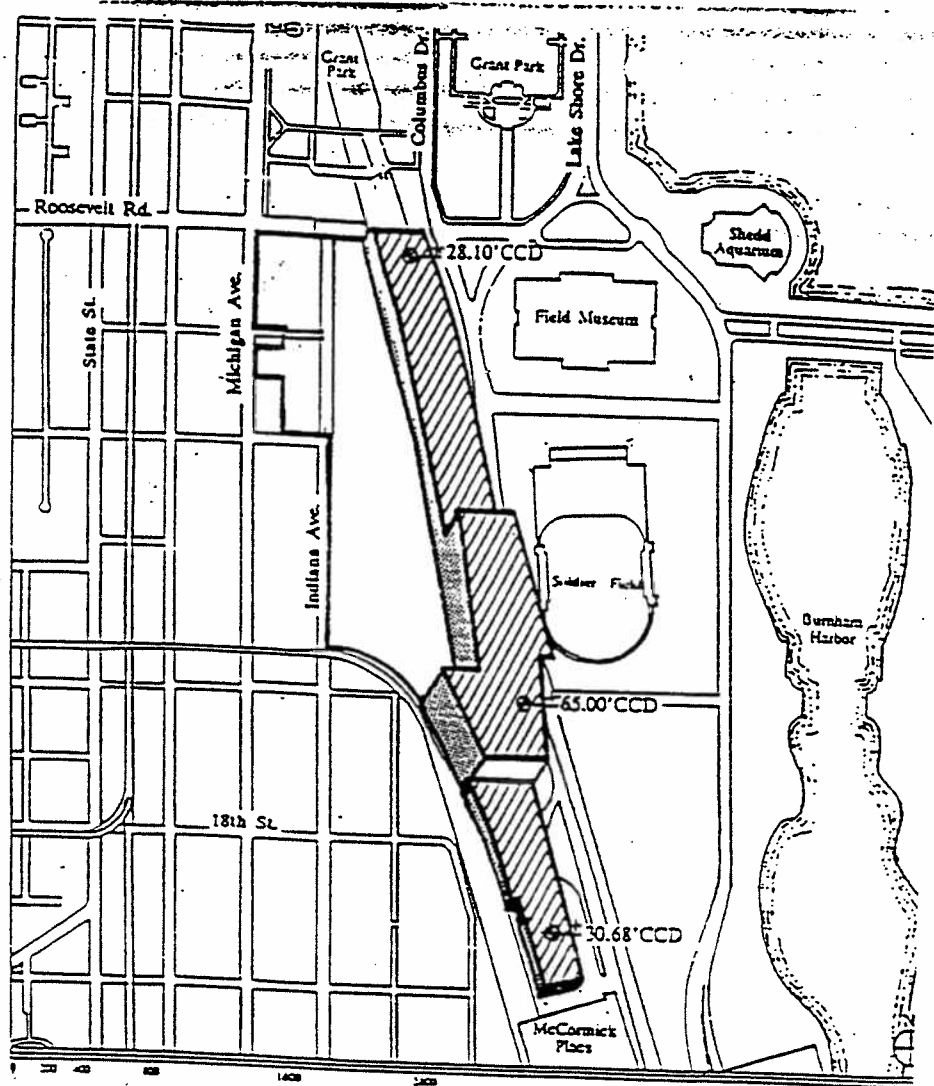
Sub-Area B- 15th/Lake Shore Area

Sub-Area C- Harbor View Area



Mixed Land-Use as Described In the Use and Bulk Regulations Table and Notes And in Master Plans

Air Rights Parcels.



PLICANT: CENTRAL STATION LIMITED PARTNERSHIP  
TE: JUNE 5, 2001  
VISED: OCTOBER 11, 2001

AIR RIGHTS PARCEL



City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Alicia Mazur Berg  
Commissioner

121 North LaSalle Street  
Chicago, Illinois 60602  
(312) 744-4190  
(312) 744-2271 (FAX)

<http://www.cityofchicago.org>

September 17, 2001

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

**Re:** Site Plan Approval for Residential-Business Planned  
Development No. 499; Master Plan II, Subarea A,  
Parcel 4 - six (6) townhouses (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 townhouses within Parcel 4, Subarea A of the Central Station Planned Development (RBPD 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 six (6) townhouses located along the eastern boundary of Webster Park.

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. The townhouses have been designed with rich detail in brick and stone masonry, with entrances that face Webster Park. 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 would line the development.

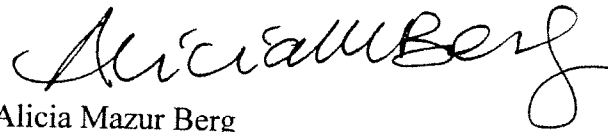
Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 499, as Amended, for the construction of Parcel 4 of Subarea A, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on September 1, 1999. The Site Plans, the Exterior Elevations, and the Landscape Plan dated July 31,

NEIGHBORHOODS



2001, all prepared by Pappageorge Haymes Ltd., are hereby made a part of this approval.

Very truly yours,

A handwritten signature in cursive script that reads "Alicia Mazur Berg". The signature is written in black ink and is positioned above the printed name and title.

Alicia Mazur Berg  
Commissioner

cc: Jack Swenson  
Philip Levin  
Ed Kus  
Michael Marmo



City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Alicia Mazur Berg  
Commissioner

121 North LaSalle Street  
Chicago, Illinois 60602  
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<http://www.cityofchicago.org>

August 10, 2001

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

RE: Request for a minor change to Residential-Business Planned Development No. 499, as amended (Central Station - Master Plan II, Subarea A - Parcel 4/Museum Park tower 3)

Dear Mr. George:

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

Specifically, you requested a modification to the maximum allowable height limit in Subarea A, Parcel 4, site of proposed tower 3, from 200 feet to 250 feet as delineated in Master Plan II, Exhibit 6 (Height Allowance Map).

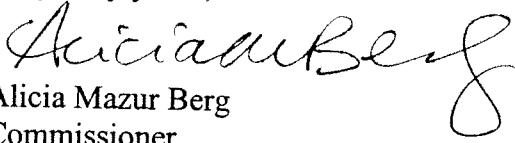
The Department has reviewed the proposed modification to the Planned Development and has determined that the proposed increase in building height on this development parcel would be compatible with the remainder of the Planned Development and with other buildings in the surrounding area. A maximum height of 250 feet would provide a suitable transition from the 350 foot building height limit on Parcel 2 to the north and the 200 foot height limit for the remaining portion of Parcel 4.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the requested minor change but no other changes to this Planned Development. In accordance with the Planned Development, please be advised that Site Plan approval will be required for



any proposed development on this parcel prior to Part II approval.

Very truly yours,

  
Alicia Mazur Berg  
Commissioner

cc: Jack Swenson , Paul Woznicki , Philip Levin, Michael Marmo



City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Alicia Mazur Berg  
Commissioner

121 North LaSalle Street  
Chicago, Illinois 60602  
(312) 744-4190  
(312) 744-2271 (FAX)

<http://www.cityofchicago.org>

April 11, 2001

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, Phase II development of Parcel 4

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 one high-rise residential structure (Tower 2) with three townhomes attached to its base (Chicago One Homes), a four unit townhouse structure (Museum Homes), and a Community Center within Parcel 4, Subarea A of the Central Station Planned Development (RBPD 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 (170), combined with the number that have already been approved in Phase I (257) would be permitted in this parcel. Parking would be provided at a ratio of 1.6 spaces per unit. The high-rise building adjacent to the proposed deck over the IC tracks and busway has been designed with concrete detailing at its first three levels facing east and north, which will be exposed only in the interim period before the deck is constructed. In addition, a stair will be constructed adjacent to the townhomes at the south end of the tower at this phase which will provide access to the deck when it is built. The developer has agreed to construct a connection from the stairway to the deck at the appropriate time.

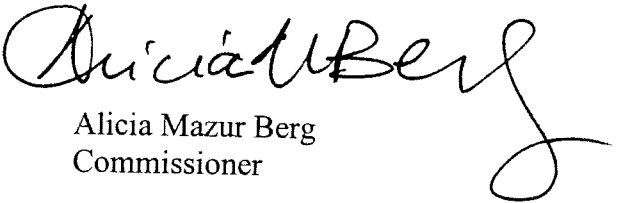
The high-rise is within the 200 foot height limit contained in Master Plan II for this planned development. The materials of the remainder of the tower (cast stone at the first three levels facing west, with poured-in-place articulated



concrete and glass above), the community center (pre-cast concrete) and of the townhouses (brick masonry with stone detailing) are in keeping with the Master Plan. CDOT has reviewed the vehicular access points of each building and has found the design to be acceptable.

Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 499, as Amended, for the construction of one high-rise structure and two townhome structures, 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 Plan, Floor Plans and Exterior Elevations dated 3-30-01 and prepared by Pappageorge Haymes Ltd., and the Preliminary Landscape Plan, prepared by Hayden Bulin Larson (1-10-01) are hereby made a part of this approval.

Sincerely,

A handwritten signature in black ink, appearing to read "Alicia Mazur Berg". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Alicia Mazur Berg  
Commissioner

originated by: Mary Fishman

cc: Paul Woznicki  
Jack Swenson  
Philip Levin  
Michael Marmo



City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Alicia Mazur Berg  
Commissioner

121 North LaSalle Street  
Chicago, Illinois 60602  
(312) 744-4190  
(312) 744-2271 (FAX)

<http://www.cityofchicago.org>

March 29, 2001

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 RBDP No. 499**  
Subarea A, Phase II development 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 one mid-rise residential structure (the Loft Building) in Parcel 3, 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.

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 134 proposed units, combined with the 58 units that have already been approved in Phase I, would create a total of 192 units in Parcel 3, well below the maximum number of 850 units permitted in this parcel. The total FAR of Parcel 3 would be 3.23, also well below the maximum FAR of 7.78 allowed in this parcel. 140 parking spaces would be provided for the Loft Building.

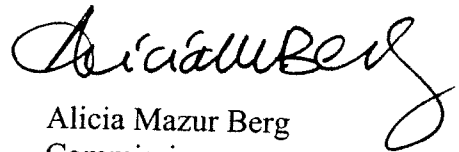
The 14 story, 173 foot-high mid-rise would be below the 350 foot height limit for Parcel 3 contained in Master Plan II. The materials of the Loft Building (brick masonry at the first two levels and poured-in-place articulated concrete above with a large proportion of glass) are in keeping with the Master Plan. The first floor would have active spaces facing the street on most of the 13<sup>th</sup> Street frontage and on over half of the Indiana Avenue frontage. The parking would be enclosed by articulated brick masonry walls, piers, and a vertical metal trellis system for vines. The building would have a landscaped area between it and the sidewalk, as well as a landscaped parkway. Access to the parking garage would occur from the alley, and one loading bay would be



accessed from 13<sup>th</sup> Street. CDOT has reviewed the project and has no objections.

Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 499, as Amended, for the construction of one mid-rise structure 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/Landscape Plan, Exterior Elevations, and Floor Plans prepared by Pappageorge Haymes Ltd. and dated March 21, 2001 are hereby made a part of this approval.

Sincerely,

A handwritten signature in cursive script that reads "Alicia Mazur Berg".

Alicia Mazur Berg  
Commissioner

originated by: Mary Fishman

cc: Paul Woznicki  
Jack Swenson  
Philip Levin  
Michael Marmo



City of Chicago  
Richard M. Daley, Mayor

Department of Planning  
and Development

Christopher R. Hill  
Commissioner

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

October 5, 2000

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

**Re: Revised Site Plan Review for Planned Development No. 499;  
Subarea A; Lakefront No. 375, south portion of Parcel 3 (City  
Homes - Park West Townhomes)**

Dear Mr. George:

The Department of Planning and Development has reviewed the revised Site Plan, Landscape Plan, and Elevations submitted by you on behalf of your client, Central Station Development Corporation, for the construction of a townhouse structure which is identified as three buildings (Buildings 1W, 2W and 3W), which are connected by common staircases and which contain a combined total of twenty-three (23) dwelling units. This revised Site Plan submittal is necessary as a result of a residential building type replacement along the western portion of the project site. Specifically, this proposed structure will be constructed in lieu of the three (3) previously approved four-story condominium buildings which each contained twenty-three (23) units for a total of sixty-nine (69) dwelling units. Please note that under the previous Site Plan approval of April 21, 2000 and subsequent Part II approval of May 3, 2000, two (2) townhouse structures (Buildings 4W and 5W) were constructed along the eastern portion of the project site. 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 revised total of (59) proposed dwelling units compared to the previously approved total of one hundred and five (105) dwelling units for Parcel 3, and a reduced Floor Area Ratio as a result in this revised site plan submittal is well below what could be permitted in this parcel. The newly proposed townhouse building like the previously approved condominium buildings, remains rich in detail and in brick and stone masonry. The amount of private and common open space within the Planned Development

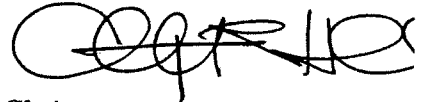
NEIGHBORHOODS



would meet the Townhouse Ordinance. All open spaces and parkway areas will be adequately landscaped and a decorative metal fence with masonry piers would line the development.

Accordingly, this revised Site Plan submittal for Residential-Business Planned Development No. 499, as Amended, Subarea A, reflecting the construction of a total of three townhouse structures as opposed to the previously approved two (2) townhouse structures and three (3) condominium buildings within the south portion of Parcel 3, 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 Plan, dated July 31, 2000, the Exterior Elevations, dated July 31, 2000 and October 4, 2000, and the Preliminary Landscape Plan (sheet L-1), dated revised September 27, 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 over a circular stamp or mark.

Christopher R. Hill  
Commissioner

cc: Paul Woznicki  
Jack Swenson  
Philip Levin  
Michael Marmo