PD 499

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CITY OF CHICAGO

DEPARTMENT OF PLANNING AND DEVELOPMENT

November 12, 2025

VIA EMAIL
Robert C Acri
Law Office of Robert C. Acri
118 17th Street
Wilmette, IL 60091

Re: Site Plan Review and Minor Change Request for Residential Business Planned Development No. 499, 1225 S Indiana Street

Dear Mr. Acri:

Please be advised that your request for a minor change to Planned Development No. 499 ("PD 499") has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement 16 of PD 499. 1200 South Indiana, LLC, the owner of the subject property located at 1225 S. Indiana Parkway, identified as Parcels 2A and 2A-1 in PD 499, is seeking a minor change to allow a transfer of 1,930 square feet of available floor area from Parcel 1B to 2A, and to modify the Note 9 in the bulk table to state that "The Applicant agrees to provide a minimum of one (1) day care center within one (1) of the buildings to be constructed with Parcel 1B", removing the daycare obligation from Parcel 2A. Unbuilt floor area may be allocated among the Parcels with consent of the property owners of the affected Parcels per Note 2 in the bulk table. The owner of Parcel 1B, S Loop Chicago Development, LLC, provided written consent for the proposed floor area transfer and to modify the bulk table note. The elimination of the daycare obligation to Parcel 2A as mentioned above will go in effect only upon issuance of a Certificate of Occupancy for the Parcel 2A improvements described in this letter. If Parcel 2A isn't built or is built but not according to this approval by way of additional minor change and or amendment, then the obligation option of the daycare going into Parcel 2A would remain in effect or as specifically described in the subsequent minor change or amendment documentation.

1200 South Indiana, LLC is proposing to develop Parcel 2A with a new five-story residential building that will contain one hundred (100) dwelling units and 87 accessory parking spaces. They are also proposing to develop Parcel 2A-1 with open space consistent with the restrictions within PD 499. 1200 South Indiana, LLC is seeking Site Plan approval and Lake Michigan and Lakefront Protection approval for this proposal.

Included with this letter are two updated exhibits:

- Updated "Table of Bulk Regulations" for Sub-Area A

- Updated "Notes to Table of Bulk Regulations"

Regarding your request, the Department of Planning and Development has determined that allowing the proposed modifications will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change. Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Statement 16 of PD 499, I hereby approve the foregoing minor change, but no other changes to this Planned Development.

This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Pursuant to Statement 13 of PD 499, prior to any Part II approval for new construction, site plan approval is required. The request for site plan approval includes the following exhibits, received on November 4, 2025, prepared by 2RZ:

- Zoning Analysis, Zoning Map, Context Site Plan
- Site Photos
- Site Plan
- Basement + Floor Plan
- 2nd, 3rd – 5th Floor Plans + Roof Level
- Typical Duplex Enlarged Plans
- Typical Enlarged Plans
- Pedestrian Setback Floor Plans
- Pedestrian Street Setback Sections (2 pages)
- Indiana Ave Setbacks
- Exterior Building Materials
- Elevations (2 pages)
- Building Section (2 pages)
- Northeast View
- View Along Indiana at Residential Entry
- View Within Park
- View Along Prairie Avenue
- View North at Park Entrance
- Residential Entries
- Vehicular + Pedestrian Paths
- Gross Area Plans
- Rental Area Plans
- Landscape Plan

CITY OF CHICAGO

DEPARTMENT OF PLANNING AND DEVELOPMENT

Upon review of the material submitted, the Department of Planning and Development has determined that the material submitted is consistent with and satisfies the requirements of Residential Business Planned Development No. 499, as amended. Additionally, the Site Plan has been approved by the Chicago Department of Transportation (CDOT), the Chicago Fire Department (CFD), the Mayor's Office for People with Disabilities (MOPD), and Stormwater. Accordingly, this Site Plan submittal for Parcels 2A and 2A-1 within Residential Business Planned Development No. 499 is hereby approved with the following conditions:

1. A Development, Easement, and Maintenance Agreement (DEMA) for the open space on Parcel 2A-1 must be executed prior to permit issuance for the building on Parcel 2A.

2. In accordance with paragraph 7.E(i) of the Master Plan, the open space on Parcel 2A-1 must be completed and available when the final Certificate of Occupancy is issued for the building on Parcel 2A.

If you have any questions or concerns, please contact Louis Clayton (louis.clayton@cityofchicago.org).

Sincerely,

Noah Szafraniec
Assistant Commissioner

cc: Louis Clayton, Mike Marmo, Janice Hill, Stephen Nutt, Teresa Mc Laughlin, Main File

March 22, 2023 Reallocation of Unused Far Approval (Parcel 1B – Parcel 2A Far Transfer)

Central Station
Subarea A
Table of Bulk Regulations
Parcels 1-6

	Parcel 1	Parcel 1A	Parcel 1B	Parcel 2	Parcel 2A	Parcel 2A-1	Parcel 3
Net Site Area (1)	85,207	43,147	43,122	176,392 (1)	31,933	12,255	95,764
Maximum Dwelling Units (5, 7, 8)	669	800	621	867	120	0	208
Maximum SF Retail/ Commercial (11)	350,000	350,000	350,000	350,000	20,000	0	0
Maximum Hotel Rooms (4, 10)	0	0	0	0	0	0	0
Maximum SF Office (12)	796,785	996,164	883,486	0	15,000	0	0
Maximum Floor Area (6)	796,785	1,023,022	883,486	1,892,233	109,822	0	345,783
Maximum FAR (2)	9.35	23.71	20.47	10.76	3.44	0.00	3.61
Maximum Building Height (3)	400 ft/ 350 ft	810 ft	900 ft	650 ft / 720 ft / 375 ft	180 ft	Not Applicable	350 ft/ 225 ft

	Parcel 3A	Parcel 3B	Parcel 4	Parcel 5	Parcel 6	Total 1, 1A, 1B, 2, 2A, 2A-1, 3, 3A, 3B, 4, 5
				Air Rights	Webster Park	
Net Site Area (1)	22,880	24,207	239,480	171,952	44,800	946,339 (1)
Maximum Dwelling Units (5, 7, 8, 9)	202	260	653	0	0	4,400
Maximum SF Retail/ Commercial (11)	100,000	10,000	0	0	0	350,000
Maximum Hotel Rooms (4, 10)	0	0	0	0	0	0
Maximum SF Office (12)	10,000	10,000	0	0	0	2,000,000
Maximum Floor Area (6)	274,331	416,474	1,108,064	0	0	6,850,000
Maximum FAR (2)	11.99	17.20	4.63	0.00	0.00	7.24
Maximum Building Height (3)	225 ft	350 ft	275 ft/ 200 ft / 50 ft	Not Applicable	Not Applicable	

UPDATED NOTES TO TABLE OF BULK REGULATIONS

(1) Net Site Area equals gross area less area in existing right-of-way, right-of-way to be dedicated and Webster Park. Includes an additional 360 square feet vacated in South Indiana Avenue.

(2) Floor area for FAR calculation purposes shall be determined pursuant to the Planned Development Ordinance No. 499, as amended. Unbuilt floor area may be reallocated among the Parcels with the consent of the property owners of the affected Parcels and with the approval of the Department of Planning and Development. Parcel Floor Area Ratios (FAR) would then be recalculated, accordingly.

(3) Height limitations for specific areas of parcels are illustrated on Exhibit 6. All heights are measured from the curb level, or its equivalent, opposite the center of the front of a building to the ceiling of the last habitable floor.

(4) All of the hotel rooms permitted by the Planned Development (1,500) have been converted to residential units (500) at the ratio of three (3) hotel rooms to one (1) residential unit.

(5) Unbuilt residential units may be reallocated among the Parcels with the consent of the property owners of the affected Parcels and with the approval of the Department of Planning and Development. The total number of residential units in all parcels, combined, shall not exceed 4,400.

(6) The total number of square feet of development permitted under this Master Plan II shall be fixed at 6,850,000 square feet.

(7) Only "For Sale" dwelling units shall be permitted within Parcel 4. A minimum of sixty percent (60%) of the dwelling units constructed within Parcel 4 shall contain two (2) or more bedrooms.

(8) Rental dwelling units are not permitted within Parcel 4.

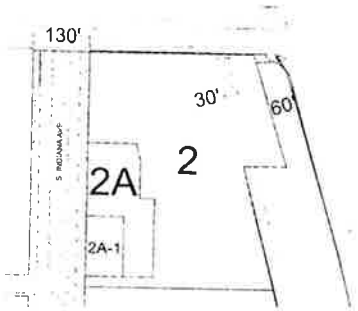
(9) The Applicant agrees to provide a minimum of one (1) day care center within one (1) of the buildings to be constructed with Parcel 1B.

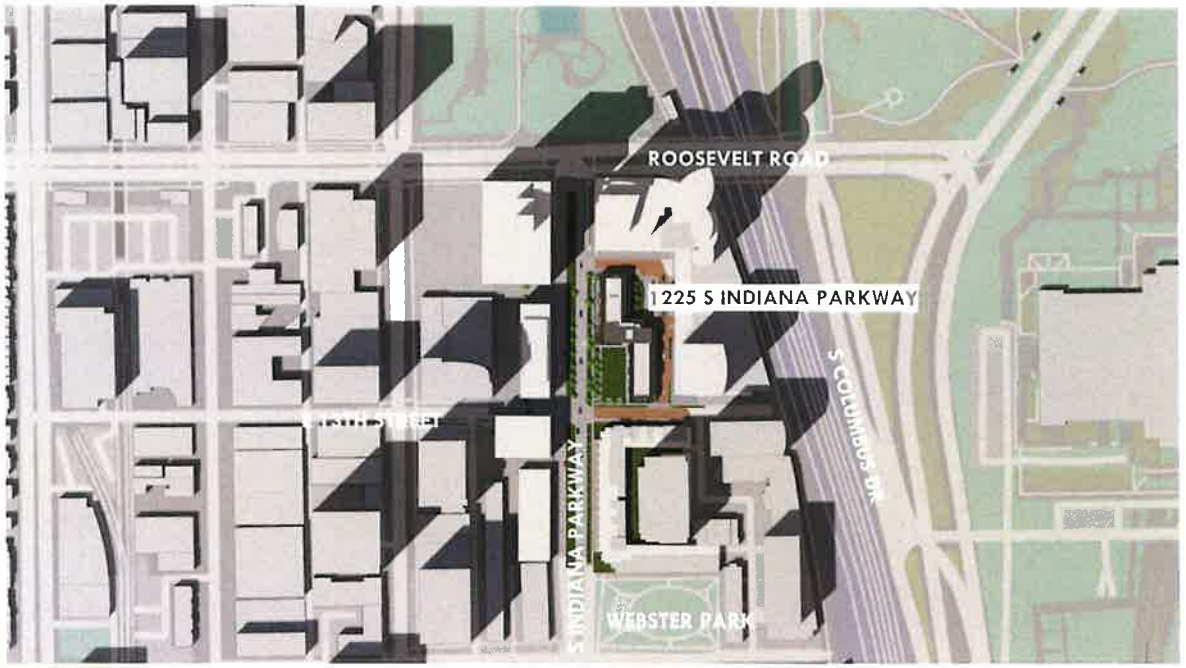
(10) All of the hotel rooms permitted by the Planned Development (1,500) have been converted to residential units (500) at the rate of three (3) hotel rooms to one (1) residential unit. The total number of residential units permitted with Master Plan II has been increased from 3,900 to 4,400, accordingly.

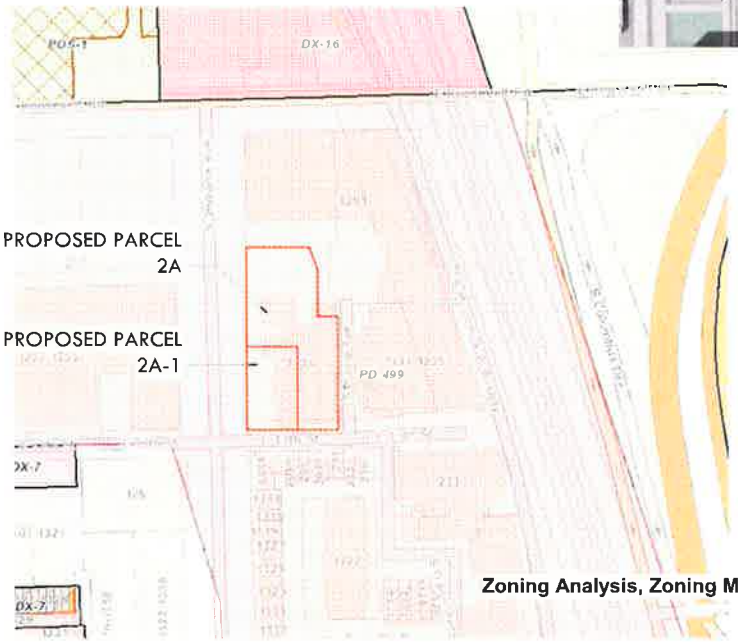
(11) Retail/Commercial floor area may be distributed among Parcel 1, Parcel 1A, Parcel 1B, Parcel 2, Parcel 2A, Parcel 3A and Parcel 3B with the consent of the property owners of the affected Parcels and with the approval of the Department of Planning and Development. The total square feet of retail/commercial floor area in Parcel 1, Parcel 1A, Parcel 1B, Parcel 2, Parcel 3A and Parcel 3B combined cannot exceeded 350,000.

(12) Office floor area may be distributed between Parcel 1, Parcel 1A, Parcel 1B, and Parcel 2A, only, provided: (i) that the total square feet of office floor area in Parcel 1A, Parcel 1B, and Parcel 2A combined does not exceed two million (2,000,000) square feet, and (ii) that the total square feet of office floor area in Parcel 1A and Parcel 1B does not exceed 1,980,000 square feet, and (ii) that the total square feet of office floor area in Parcel 2A does not exceed 15,000 square feet.

(13) The total amount of public open space required within Subarea A shall be a minimum of 24% of the Net Site Area of Subarea.







Drawing Sheet Revison

PARKWAY RESIDENCES

1225 S INDIANA PARKWAY
CHICAGO, IL 60605

Zoning Analysis, Zoning Map, Context Site Plan

DPD 1.0

Dwg Scale As Indicated

2RZ architecture



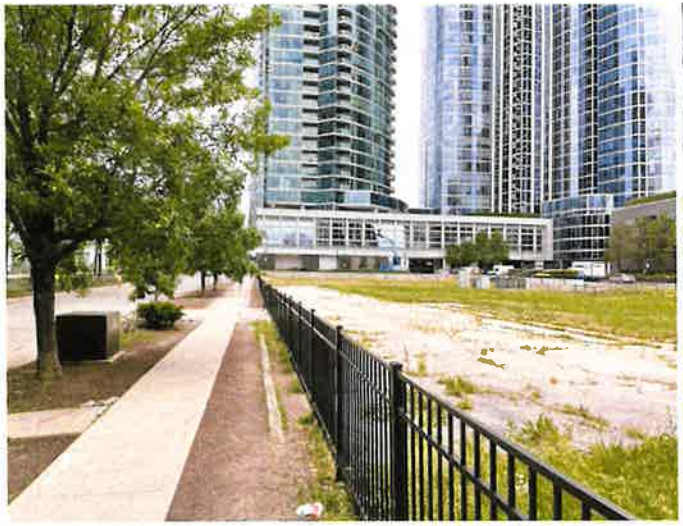
VIEW LOOKING SOUTH



VIEW LOOKING SOUTHWEST



VIEW OF 32ND STREET



VIEW LOOKING NORTH AT INDIANA PARKWAY SIDEWALK



VIEW LOOKING NORTH



VIEW LOOKING SOUTHEA

PARKWAY RESIDENCES

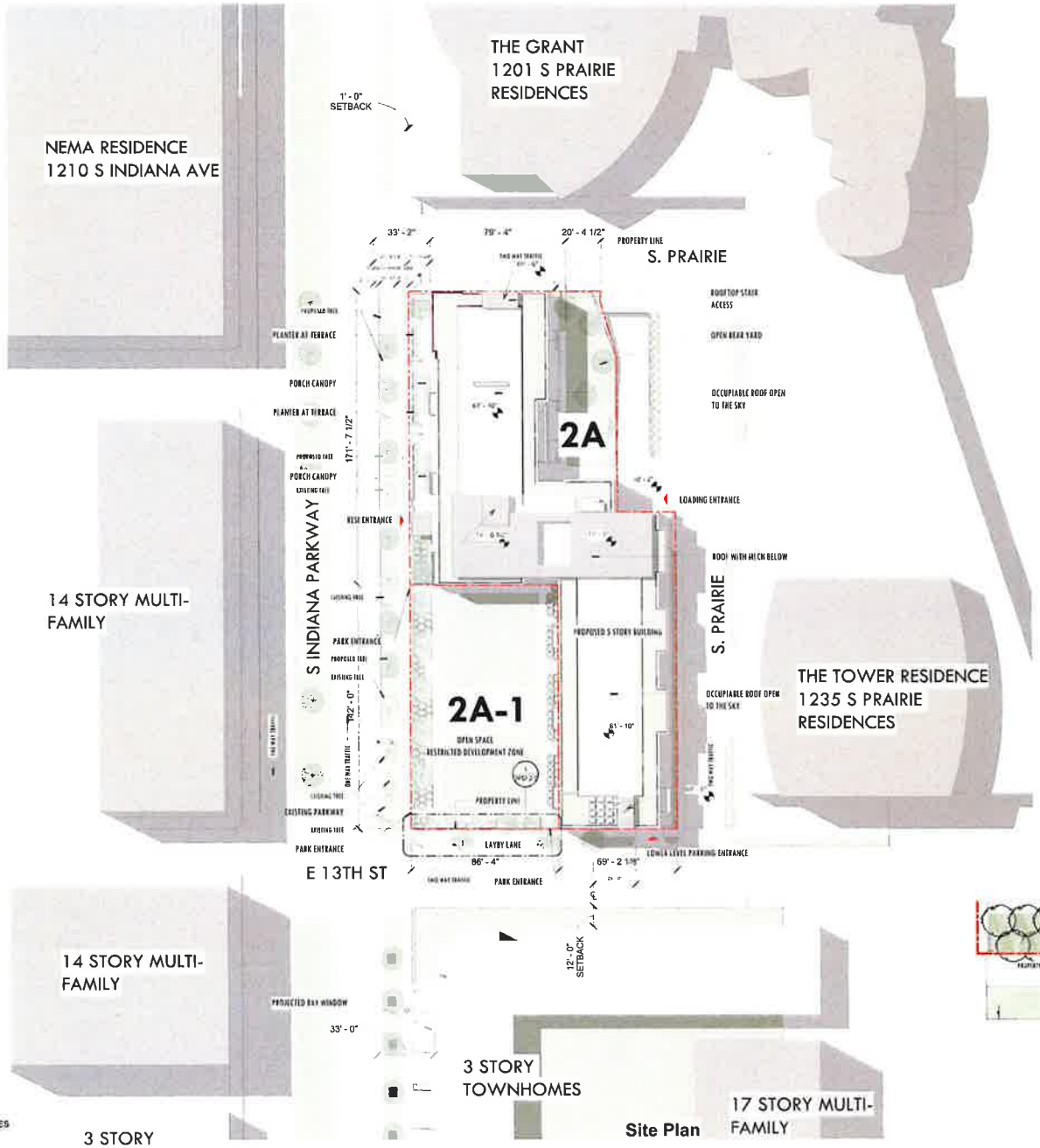
1225 S INDIANA PARKWAY
CHICAGO IL 60605

Site Photos

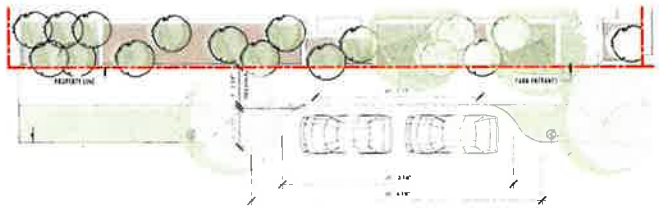
DPD 1.1

Dwg Scale

2RZ architecture
1629 N ELSTON CHICAGO IL 60642
P 773 384 4400 F 773 384 4404



Site Plan



1 Site Plan - Layby Lane Enlarged Plan
1/8" = 1'-0"

Drawing Sheet Revision

PARKWAY RESIDENCES

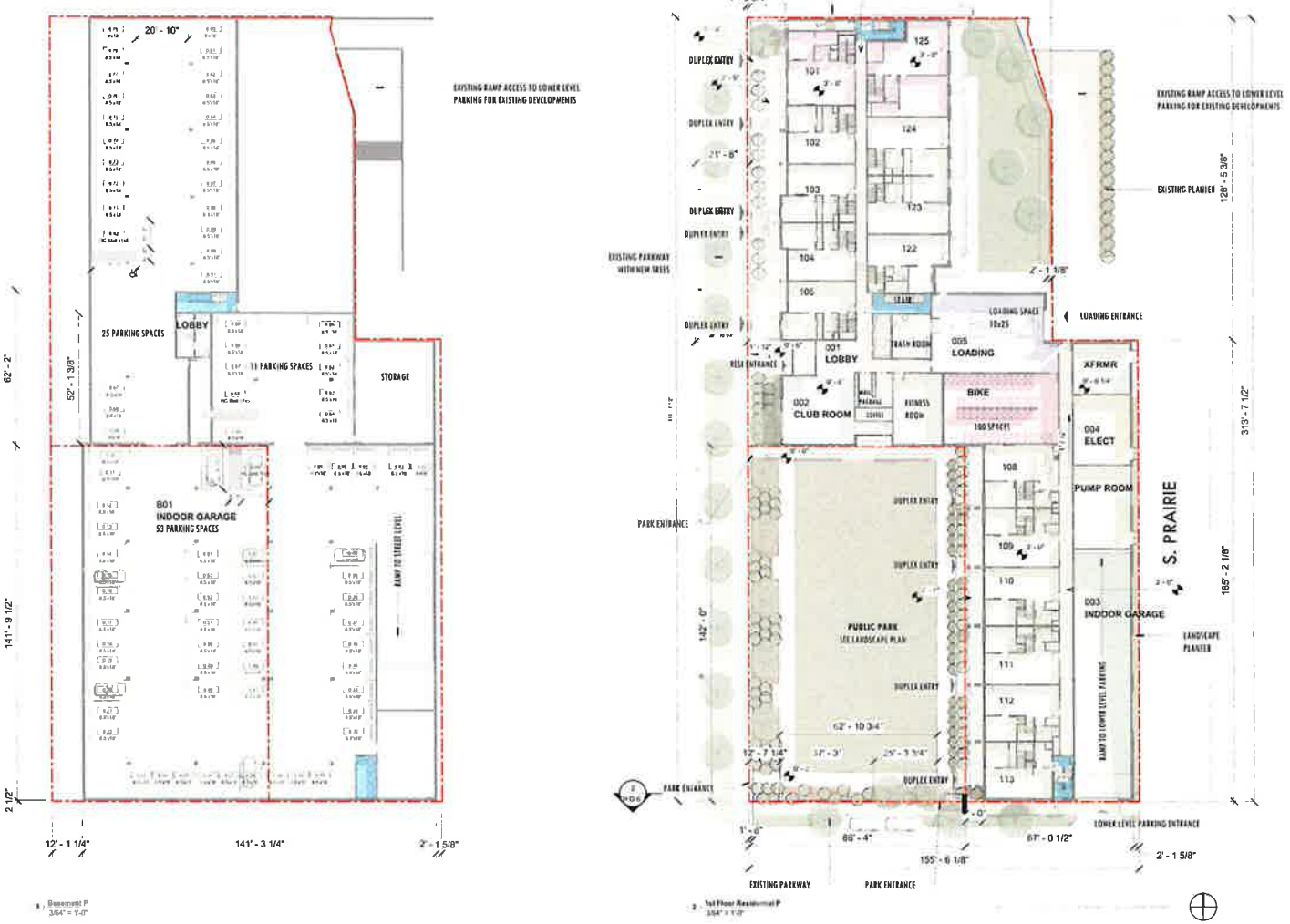
1225 S INDIANA PARKWAY
CHICAGO, IL 60605

1 Site Plan DPD
1" = 30'-0"

DPD 2.0

Orig Scale As indicated

2RZ architecture
1629 N ELSTON CHICAGO, IL 60642
P 773 384 4400 F 773 384 4404



1 Basement P
3/64" = 1'-0"

2 1st Floor Residential P
3/64" = 1'-0"

Parking Schedule	
Type	Count
Basement	
8.5 x 18'	78
9'x18'	1
HC Stall 11x1	4
Grand total	87

Drawing Sheet Revison

PARKWAY RESIDENCES

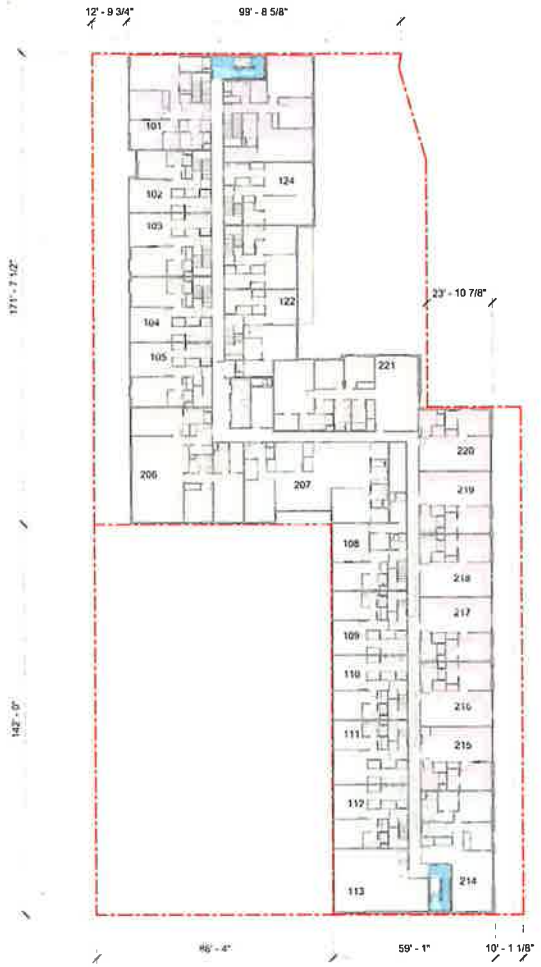
1225 S INDIANA PARKWAY
CHICAGO IL 60605

Basement + 1st Floor Plan

DPD 3.0

Dwg Scale As Indicated

2RZ architecture
1629 N ELSTON CHICAGO IL 60642
P 773 384 4400 F 773 384 4404



1 2nd Floor P
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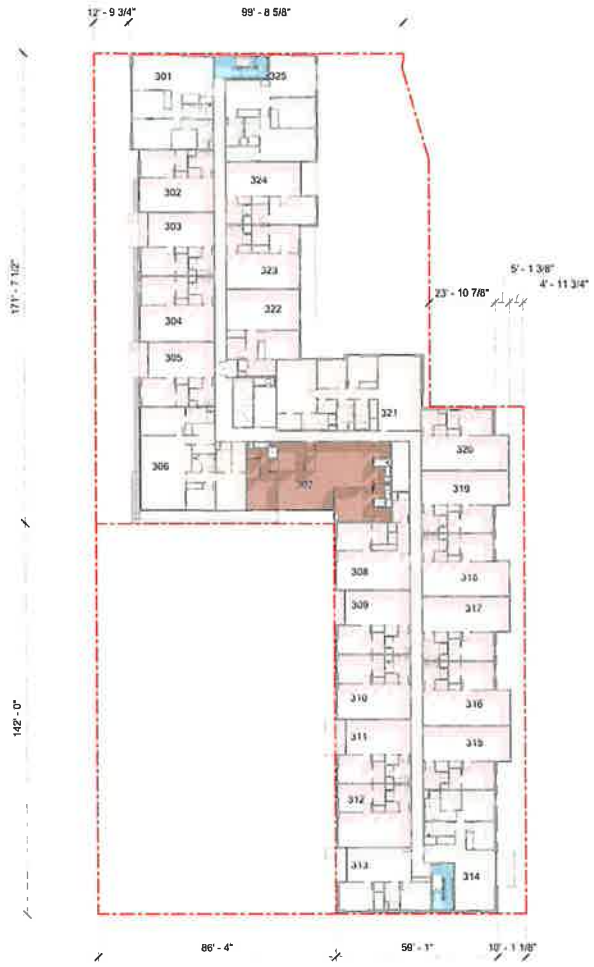
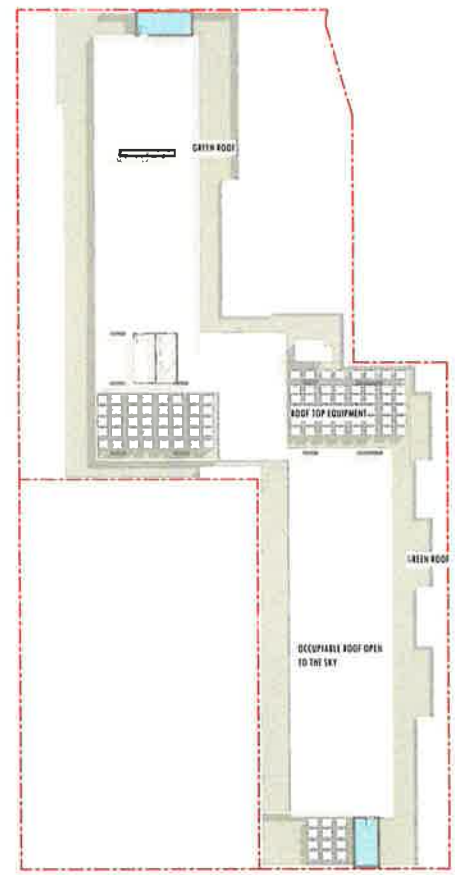


2 3rd + 4th + 5th Floor Typical
3/64" = 1'-0"



1 Roof Plan P
3/64" = 1'-0"

Drawing Sheet Revison

1 CHANGE REVIEW	03 31 31
2 MODIFIED AMMED REV	06 18 21
3 MODIFIED AMMED REV 2	02 18 21
4 DPD SUBMISSION 2	11 07 21
5 REVISION REV	01 17 22
6 DPD SUBMISSION 4	02 26 22
7 DPD SUBMISSION 5	02 26 22
8 DPD SUBMISSION 6	03 12 22

PARKWAY RESIDENCES

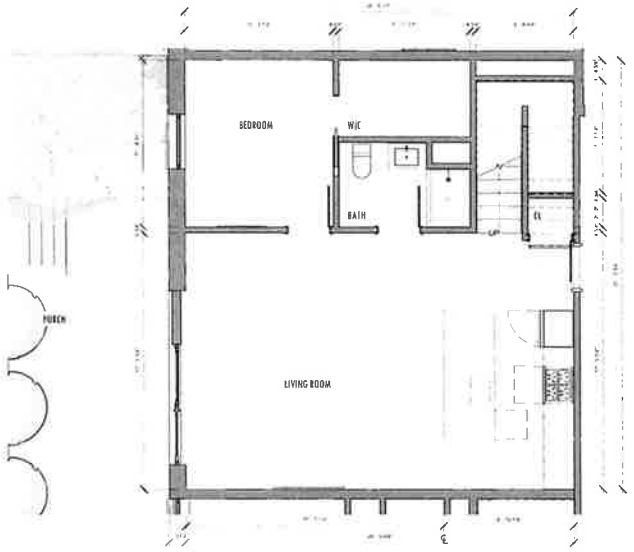
1225 S INDIANA PARKWAY
CHICAGO IL 60605

2nd, 3rd - 5th Floor Plans + Roof Level

DPD 3.1

Dwg Scale As Indicated

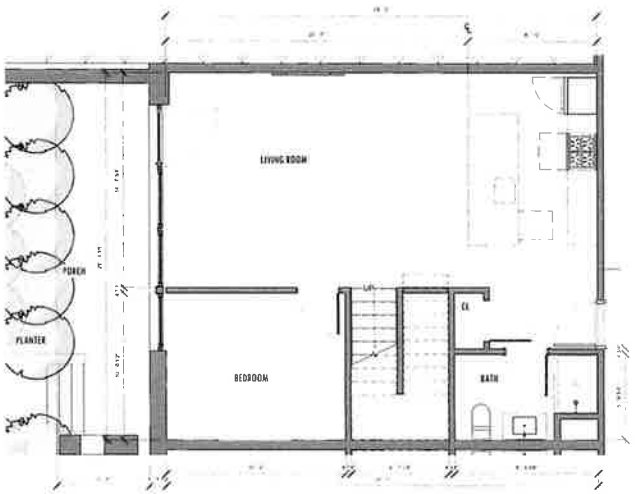
2RZ architecture
1628 N ELSTON CHICAGO IL 60642
P 773 384 4400 F 773 384 4404



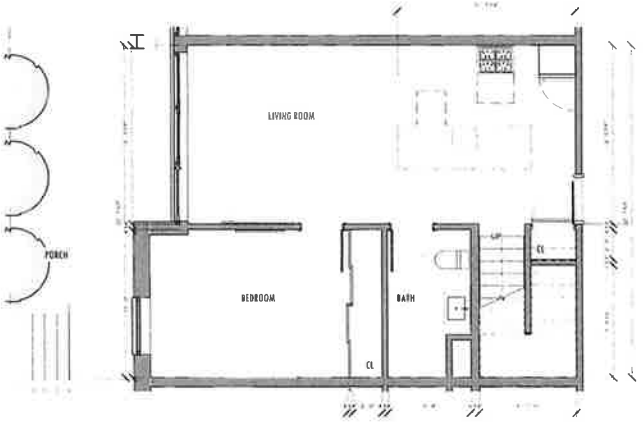
2 | 4 Bed Duplex - 1st Level Floor Plan
1/4" = 1'-0"



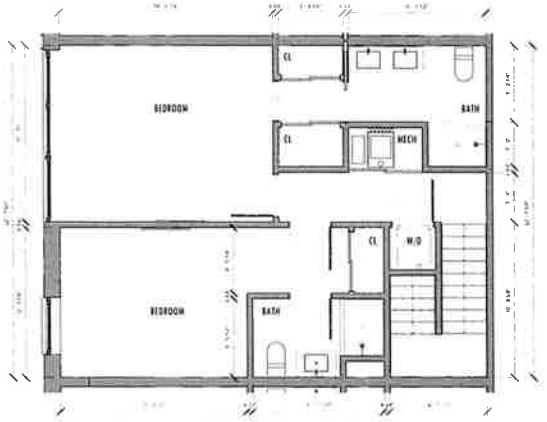
1 | 4 Bed Duplex - 2nd Level Floor Plan
1/4" = 1'-0"



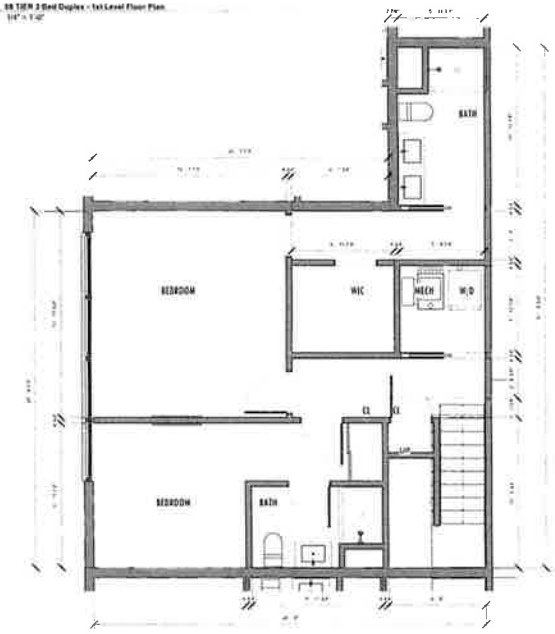
3 | 98 TIER 3 Bed Duplex - 1st Level Floor Plan
1/4" = 1'-0"



5 | 3 Bed Duplex - 1st Level Floor Plan
1/4" = 1'-0"



4 | 3 Bed Duplex - 2nd Level Floor Plan
1/4" = 1'-0"



6 | 98 TIER 3 Bed Duplex - 2nd Level Floor Plan
1/4" = 1'-0"

PARKWAY RESIDENCES

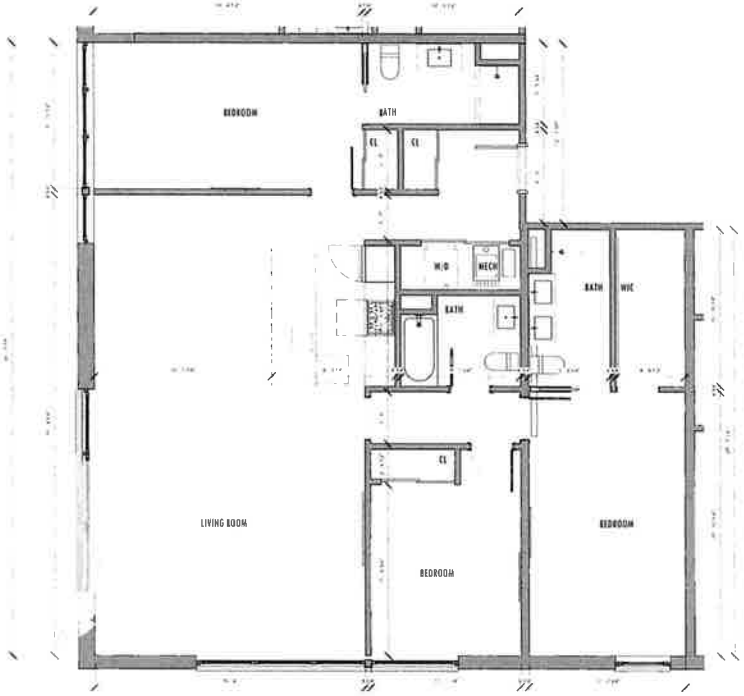
1225 S INDIANA PARKWAY
CHICAGO IL 60605

Typical Duplex Enlarged Plans

DPD 3.2

Dwg Scale 1/4" = 1'-0"

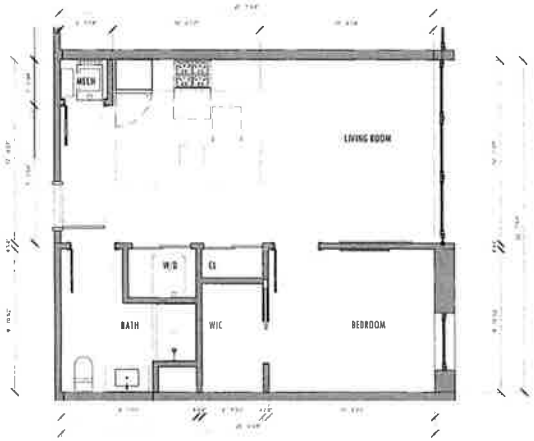
2RZ architecture
1629 N ELSTON CHICAGO IL 60642
P 773.384.4400 F 773.384.4404



05 Tier - 3 Bed Corner
3/4" = 1'-0"



07 Tier - 3 Bed
3/4" = 1'-0"



10 Tier - Typical 1 Bed
3/4" = 1'-0"



01 Tier - 3 Bed
3/4" = 1'-0"

PARKWAY RESIDENCES

1225 S INDIANA PARKWAY
CHICAGO, IL 60605

Typical Enlarged Plans

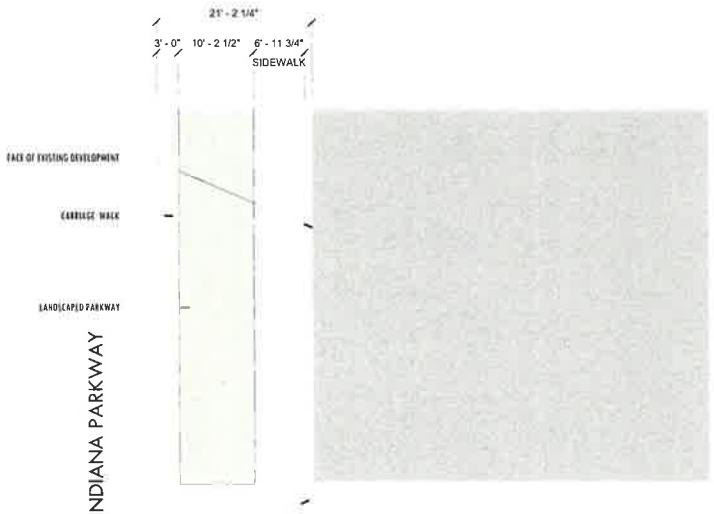
DPD 3.3

Drwg Scale 1/4" = 1'-0"

2RZ architecture
1629 N ELSTON CHICAGO, IL 60642
P 773 384 4400 F 773 384 4404



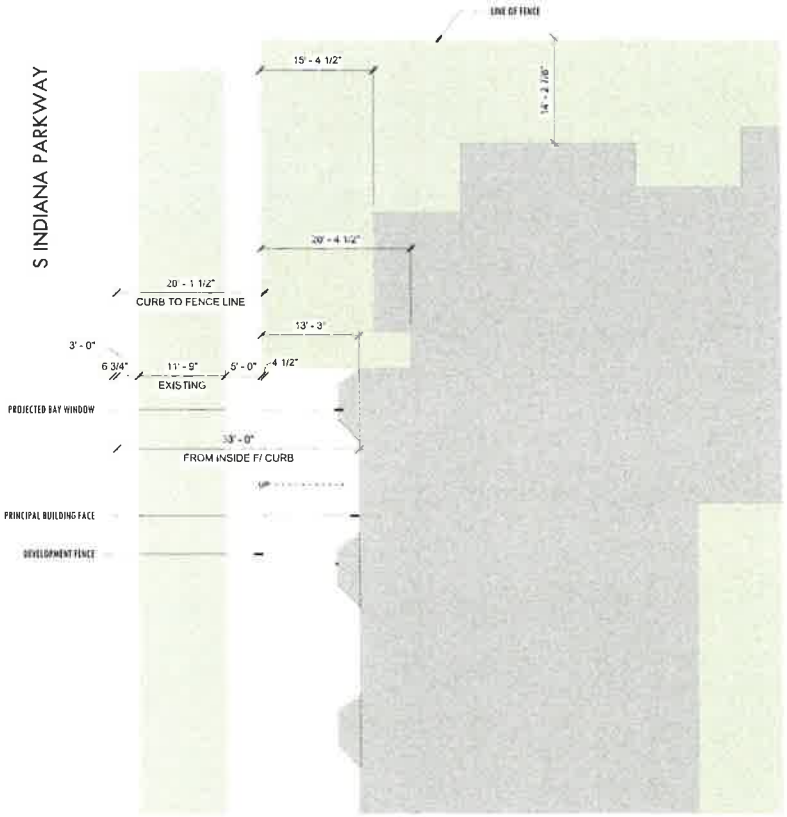
Site Key Plan



Site Plan Parkway @ 1201 S Prairie

S. PRAIRIE





Site Plan Parkway @ S Indiana Parkway



PARKWAY RESIDENCES

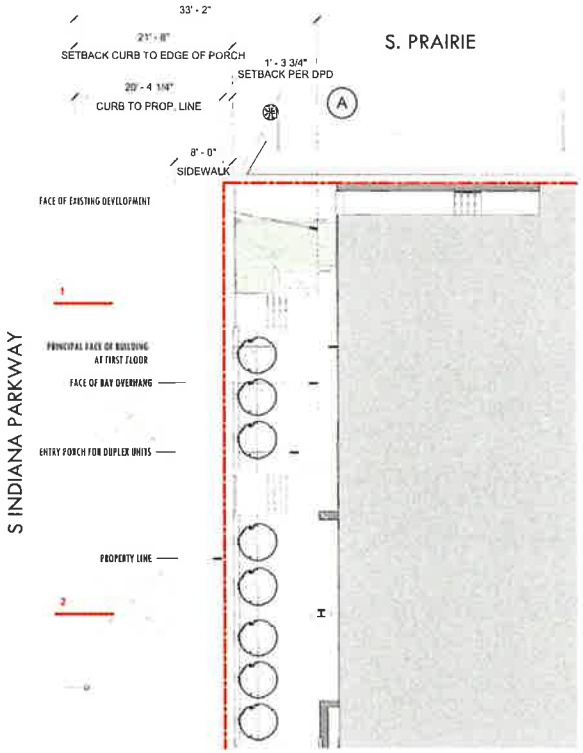
1225 S INDIANA PARKWAY
CHICAGO, IL 60605

Pedestrian Setback Floor Plans

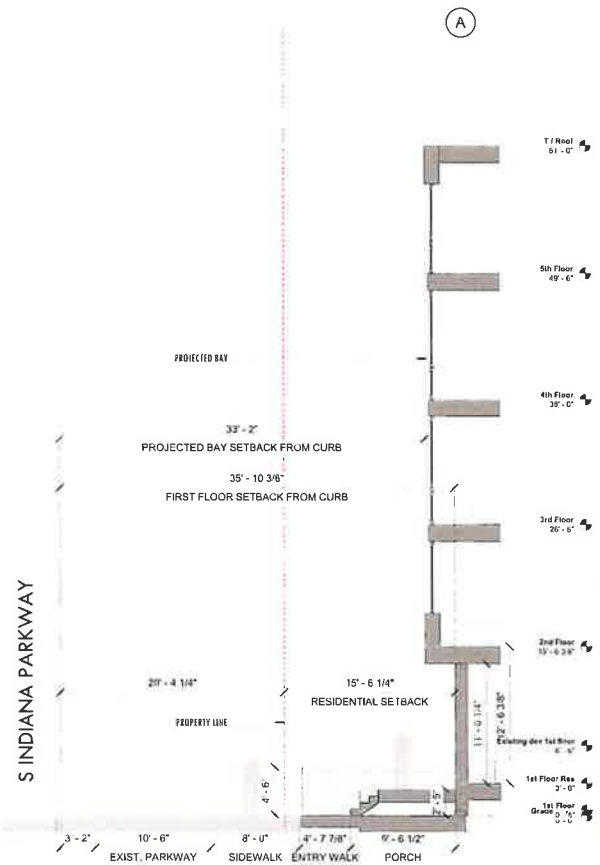
DPD 4.0

Dwg Scale As indicated

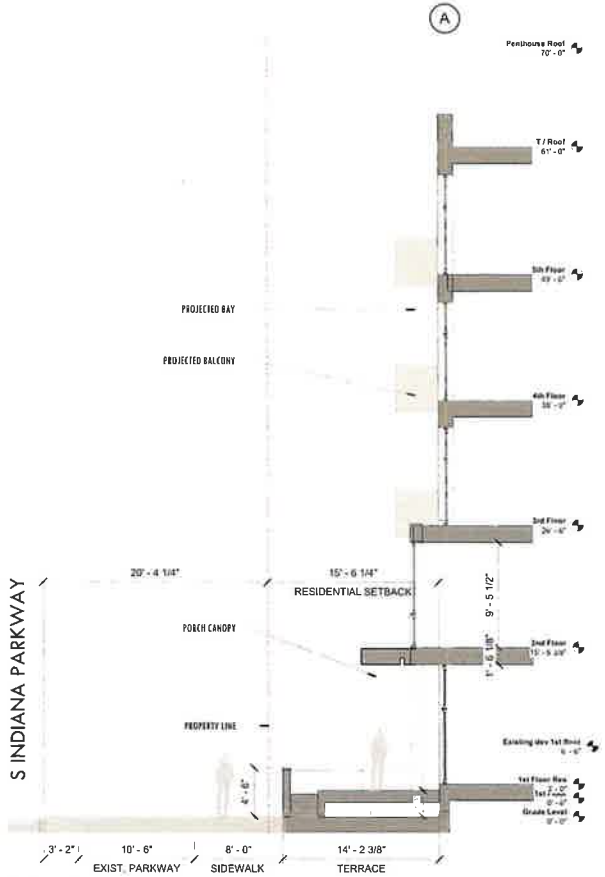
2RZ architecture
1629 N ELSTON CHICAGO, IL 60642
P 773 384 4400 F 773 384 4404



1 Site Plan Parkway Detail
1/8" = 1'-0"



2 Street Section @ Duplex 101
3/16" = 1'-0"



1 Street Section @ Duplex 104
3/16" = 1'-0"

Drawing Sheet Revison



4 Setback Diagram Per DPD Recommendation
3/8" = 1'-0"

PARKWAY RESIDENCES

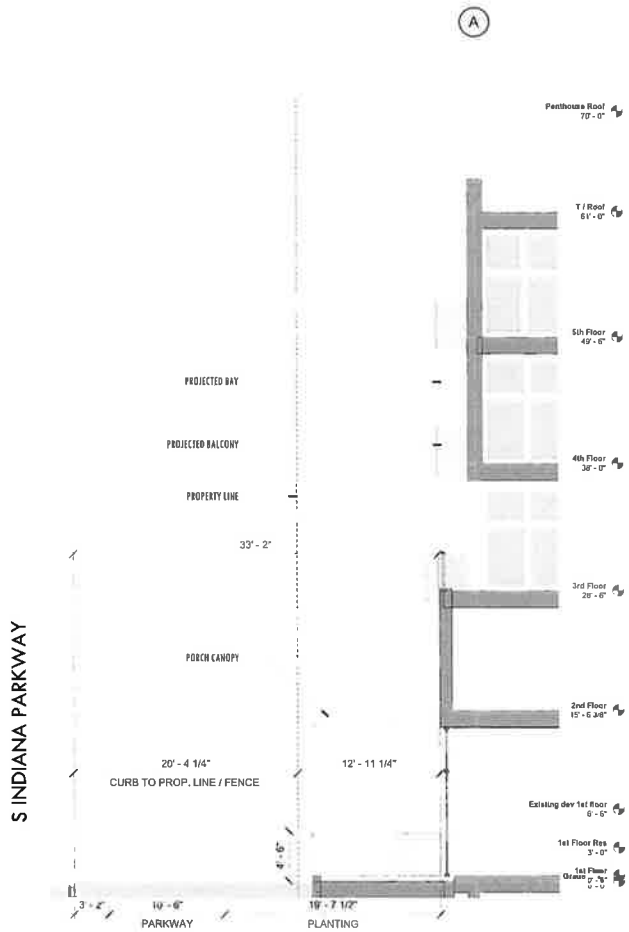
1225 S INDIANA PARKWAY
CHICAGO IL 60605

Pedestrian Street Setback Sections

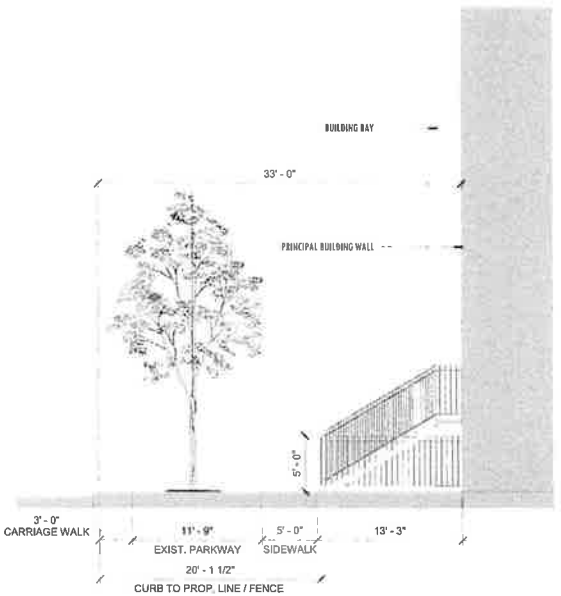
DPD 4.1

Orig Scale As Indicated

2RZ architecture
1629 N ELSTON CHICAGO, IL 60642
P 773.384.4408 F 773.384.4404



3 Street Section Through Residential Entry
3/16" = 1'-0"



4 Street Section @ Existing Development
3/16" = 1'-0"

Drawing Sheet Revison

1 OWNER'S REVIEW	02 2 21
2 PROGRAMMING REV	03 10 21
3 PROGRAMMING REV 2	03 14 21
4 DPD SUBMISSION 3	11 8 21
5 DESIGN REV	01 17 22
6 DPD SUBMISSION 4	01 26 22
7 DPD SUBMISSION 5	01 28 22
8 DPD SUBMISSION 6	03 13 22

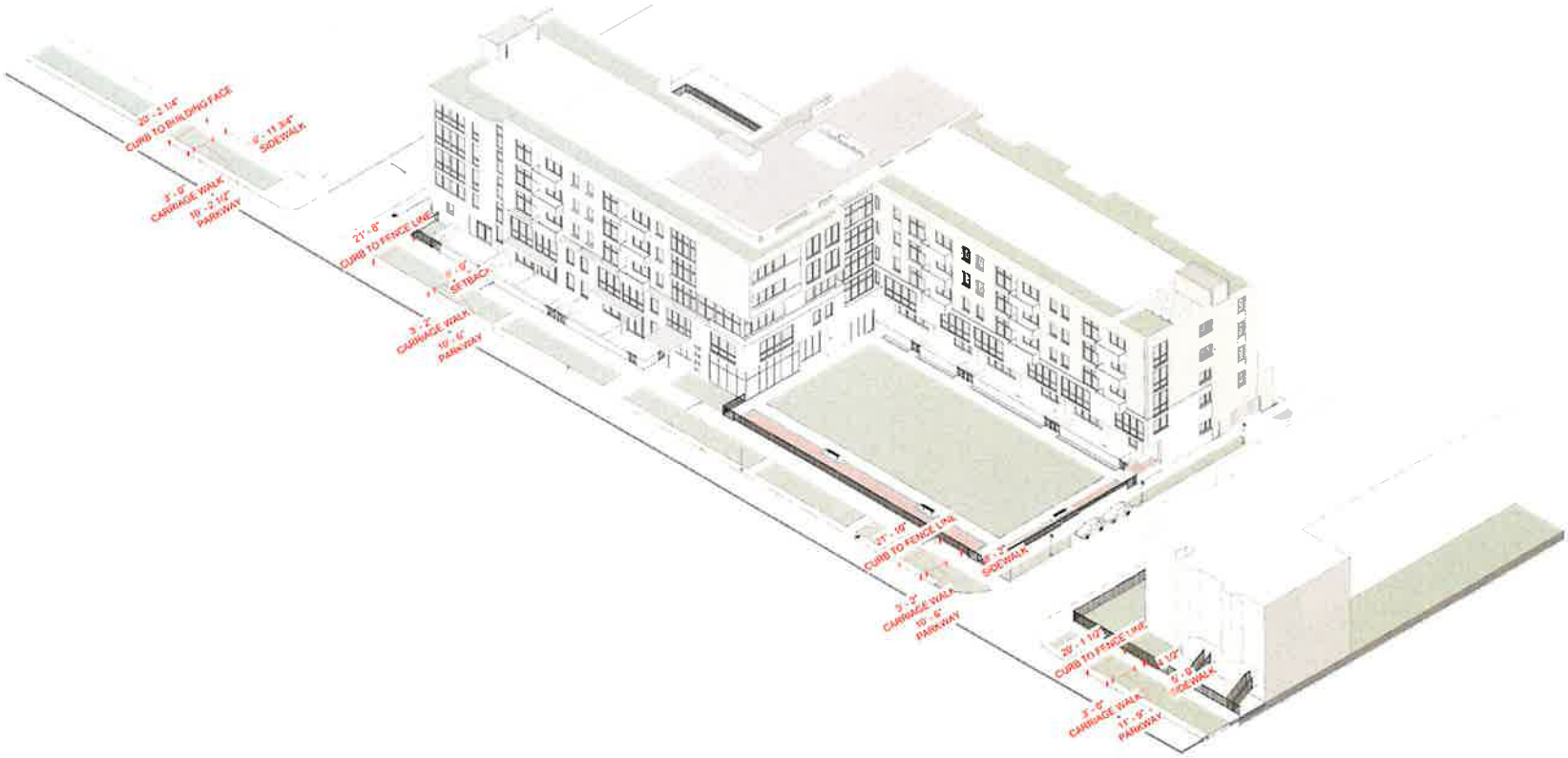
PARKWAY RESIDENCES
1225 S INDIANA PARKWAY
CHICAGO, IL 60605

Pedestrian Street Setback Sections

DPD 4.2

Dwg Scale: As Indicated

2RZ architecture
1829 N ELSTON CHICAGO, IL 60642
P 773 384 4400 F 773 384 4404



PARKWAY RESIDENCES

1225 S INDIANA AVE

Indiana Ave Setbacks

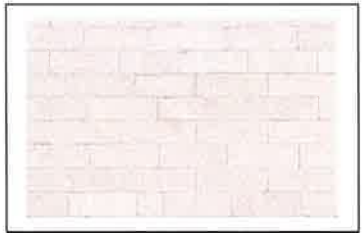
DPD 4.3

Dwg Scale

2RZ architecture
1628 N ELSTON CHICAGO, IL 60642
P 773 384 4400 F 773 384 4404



M-1 MASONRY BRICK



M-3 CAST STONE



MTL-2 METAL STANDING SEAM PANEL



MTL-1 METAL COPPER PANEL



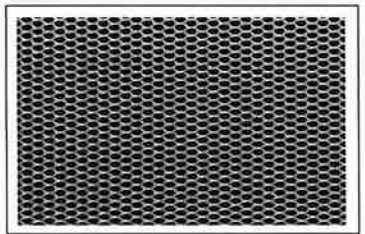
MTL-3 ALUMINUM BRAKE METAL



WD-1 WOOD CEILING



WDW-1 WINDOW SYSTEM



MTL-4 PERFORATED METAL

Materials Legend-Exterior

M-1	MASONRY BRICK, EDGED CERAMICS, COLOR: WINTER BLEND, TEXTURE, VELOUR, NORMAN SIZE WITH RAKED MORTAR JOINT, PATTERN: 1:3 OFFSET
M-2	MASONRY ENG (INTERIOR USE ONLY) TO BE PAINTED
M-3	CAST STONE, 3 5/8" X 7 5/8" X 23 5/8" PANEL SIZE, RUNNING BOND PATTERN SMOOTH CHARLOTTE TAN FINISH
PANEL	GUARDRAIL - METAL W/ PERFORATED PANELS MTL-4
MTL-1	ATAS METAL PANEL, 17 3/8" PANEL RIB, COPPERTONE FINISH
MTL-2	STANDING SEAM METAL PANEL, PETERSON ALUMINUM, 18" PANEL RIB, COLOR: DARK GRAY
MTL-3	ALUMINUM BRAKE METAL FLASHING, COLOR TO MATCH WINDOW COLOR WITH COPING FLOOR SEAM EDGES, COLUMN PASSAGEWAY
MTL-4	PERFORATED METAL PANEL COLOR TO MATCH MTL-3 WITH EXTERIOR BALCONIES
MTL-5	2 1/4" LIMESTONE TILE + COPING
WD-1	WOOD CEILING, CAB LAM MPC ALUM CLAD PANELS, COLOR: TEAK
WDW-1	WINDOW PUNCHED OPENING, COLOR TO MATCH MTL-2
WDW-2	ALUMINUM STOREFRONT INSUL GLAZING, CLEAR GLASS FULL HEIGHT OPENING, ALUM COLOR TO MATCH MTL-3
WDW-3	ALUMINUM STOREFRONT INSUL GLAZING, ETCHED GLASS, FULL HEIGHT OPENING, ALUM COLOR TO MATCH MTL-3
WDW-4	ALUMINUM STOREFRONT ENTRY DOOR W INSUL GLAZING, CLEAR GLASS, ALUM COLOR TO MATCH MTL-3

M-1

M-3

WDW-1

M-3



Drawing Sheet Revison

OWNER REVIEW	[illegible]
PROGRAMMING REV	[illegible]
PROGRAMMING REV	[illegible]
DPD SUBMISSION	[illegible]
DESIGN REV	[illegible]
DPD SUBMISSION	[illegible]
DPD SUBMISSION	[illegible]
DPD SUBMISSION	[illegible]

PARKWAY RESIDENCES

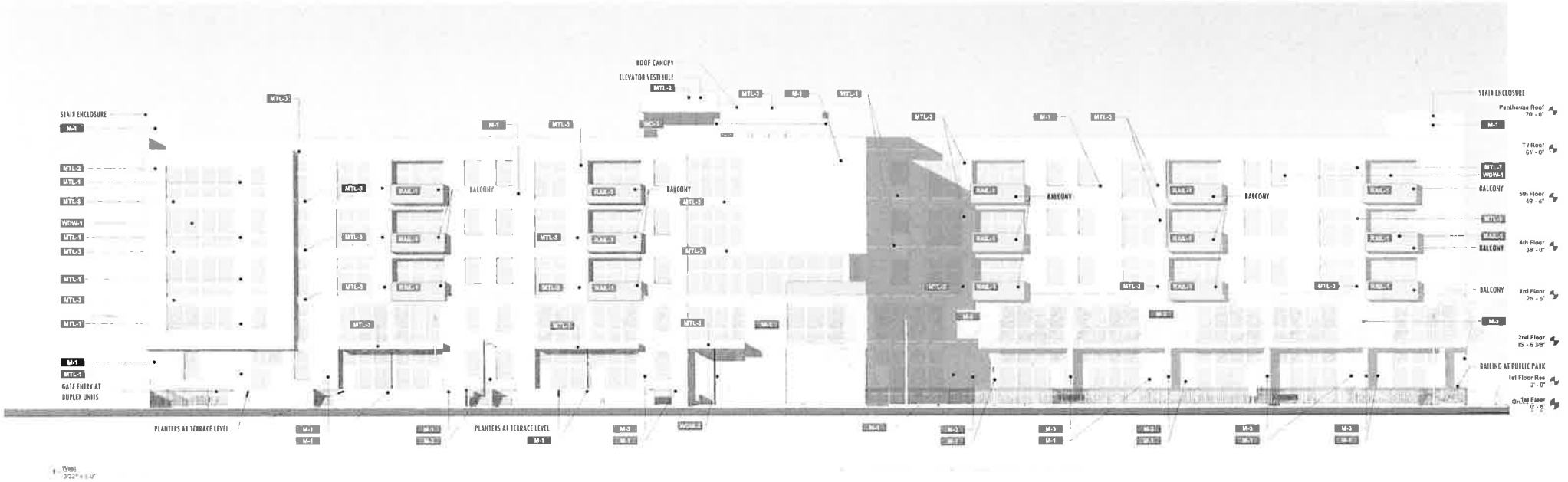
1275 S INDIANA PARKWAY
CHICAGO, IL 60605

Exterior Building Materials

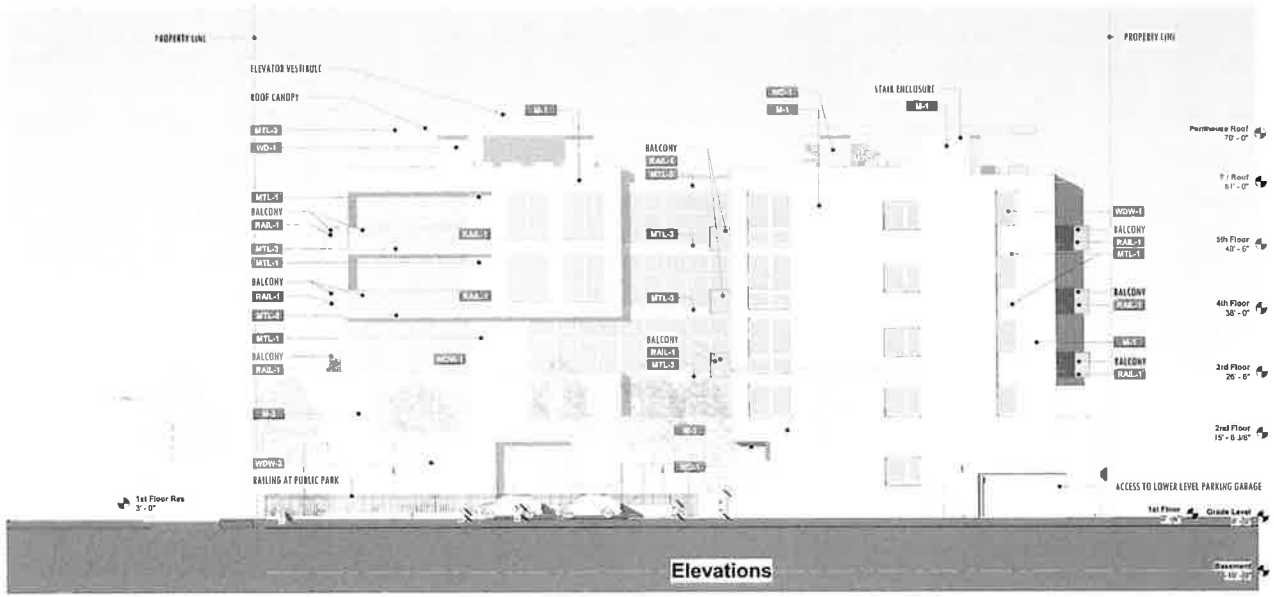
DPD 5.0

Dwg Scale: As indicated

2RZ architecture
1629 N ELSTON CHICAGO, IL 60642
P 773 384 4400 F 773 384 4404



West
3/32" = 1'-0"



South
3/32" = 1'-0"

Materials Legend-Exterior

M-1	MASONRY BRICK, CLOUD CERAMICS, COLOR WINTER BLEND, RESTLIFE VELOUR NORMAN SIZE WITH RAKED MORTAR JOINT PATTERN 1/3 OFFSET
M-2	MASONRY END ENTERIOR USE ONLY TO BE PAINTED
M-3	CAST STONE 3 5/8" x 7 5/8" x 23 5/8" PANEL SIZE RUNNING BOND PATTERN SMOOTH CHARLOTTE TAN FINISH
RAIL-1	GUARDRAIL METAL W/ PERFORATED PANELS MTL-4
MTL-1	ATAS METAL PANEL 12 3/8" PANEL SIZE COPPERTONE FINISH
MTL-2	STANDING SEAM METAL PANEL PETERSON ALUMINUM 18" PANEL SIZE COLOR DARK GRAY
MTL-3	ALUMINUM BEARE METAL FLASHING COLOR TO MATCH WINDOW COLOR USES COPING FLOOR SLAB EDGES, COLUMN ENCLOSURES
MTL-4	PERFORATED METAL PANEL COLOR TO MATCH MTL-3 USES EXTERIOR RAILINGS
STN-1	2 1/4" LIMESTONE SILL + COPING
WD-1	WOOD CEILING GEO LAM WPC ALUM CLAD PANELS COLOR TEAK
WDW-1	WINDOW PUNCHED OPENING COLOR TO MATCH MTL-3
WDW-2	ALUMINUM STOREFRONT INSUL GLAZING CLEAR GLASS FULL HEIGHT OPENING ALUM COLOR TO MATCH MTL-3
WDW-3	ALUMINUM STOREFRONT INSUL GLAZING ETCHED GLASS FULL HEIGHT OPENING ALUM COLOR TO MATCH MTL-3
WDW-4	ALUMINUM STOREFRONT ENTRY DOOR W INSUL GLAZING CLEAR GLASS ALUM COLOR TO MATCH MTL-3

Drawing Sheet Revison

1 OWNER REVIEW	[illegible]
2 PROGRAMMING REV	[illegible]
3 PROGRAMMING REV 2	[illegible]
4 PRE-SUBMISSION 2	[illegible]
5 PRE-SUBMISSION 3	[illegible]
6 PRE-SUBMISSION 4	[illegible]
7 PRE-SUBMISSION 5	[illegible]
8 PRE-SUBMISSION 6	[illegible]

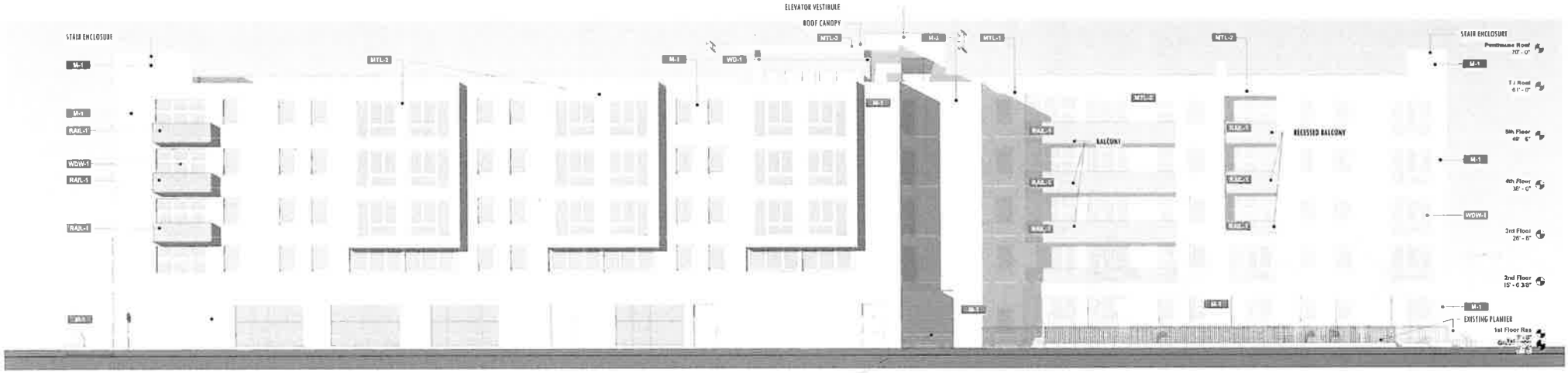
PARKWAY RESIDENCES

1725 S INDIANA PARKWAY
CHICAGO, IL 60605

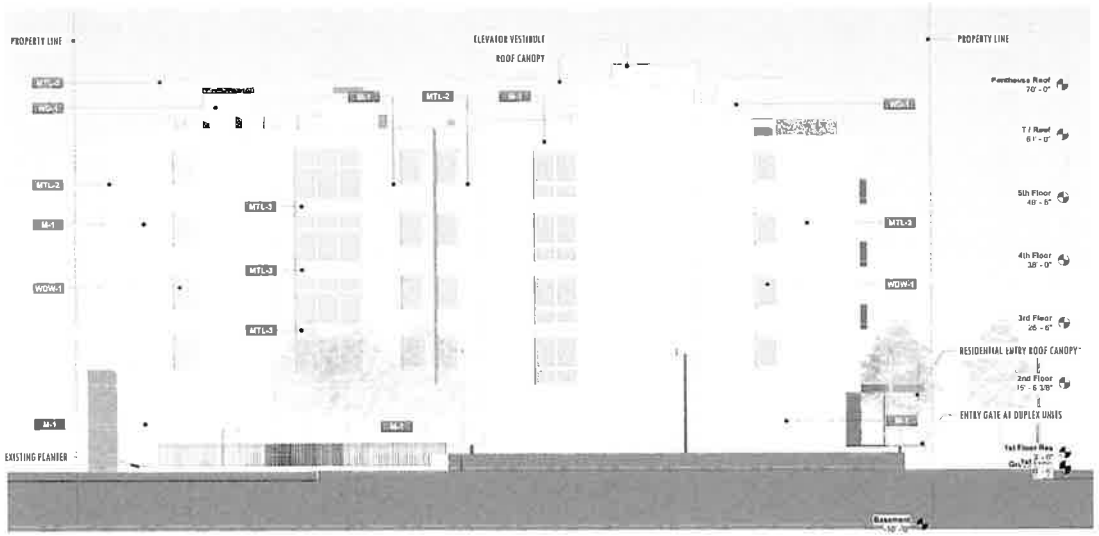
DPD 5.1

Dwg Scale As Indicated

2RZ architecture
1629 N ELSTON CHICAGO, IL 60642
P 773 384 4400 F 773 384 4404



East
3/32" = 1'-0"



North
3/32" = 1'-0"

Materials Legend-Exterior

M-1	MASONRY BRICK, KLINKER CERAMICS, COLOR: WINTER BLEND, TEXTURE: VELOUR MODULAR SIZE WITH RAKED MORTAR JOINT, PATTERN: 1/3 OFFSET
M-2	MASONRY CMU (INTERIOR USE ONLY) TO BE PAINTED
M-3	CAST STONE 3'-5.0" X 7'-5/4" X 23'-5.0" PANEL CUT, RUNNING BOND PATTERN MODERN CHARLOTTE TAN FINISH
RAIL-1	GUARDRAIL - METAL W/ PERFORATED PANELS MTL-4
MTL-1	ATAS METAL PANEL: 12 3/4" PANEL W/ CORRUGATED FINISH
MTL-2	STANDING SEAM METAL PANEL, PERFORM ALUMINUM 16" PANEL W/ COLOR DARK GRAY
MTL-3	ALUMINUM BRAKE METAL FLASHING, COLOR TO MATCH WINDOW (COLOR USE) COPING, FLOOR SLAB EDGES, COLUMN ENCASEMENT)
MTL-4	PERFORATED METAL PANEL (COLOR TO MATCH MTL-2 USES EXTERIOR RAILINGS
STN-1	2 1 4" LIMESTONE SILL + COPING
WD-1	WOOD SIDING, SOLID SAW KIPT, ALLOW CLEAR FINISH, COLOR: TEAK
WDW-1	WINDOW PUNCHED OPENING, COLOR TO MATCH MTL-2
WDW-2	ALUMINUM STOREFRONT INSUL GLAZING, CLEAR GLASS FULL HEIGHT OPENING, ALUM COLOR TO MATCH MTL-3
WDW-3	ALUMINUM STOREFRONT INSUL GLAZING, ETCHED GLASS FULL HEIGHT OPENING ALUM COLOR TO MATCH MTL-3
WDW-4	ALUMINUM STOREFRONT ENTRY DOOR W INSUL GLAZING, CLEAR GLASS, ALUM COLOR TO MATCH MTL-3

Drawing Sheet Revison

1 Owner's review	02.21.21
2 Pre-LR Meeting Plan	03.19.21
3 Pre-LR Meeting Plan 2	05.14.21
4 Pre-LR Meeting Plan 3	06.11.21
5 Design Update	07.16.21
6 Zoning Submission	01.14.22
7 DPD Submission	11.28.22
8 DPD Submission	02.3.23

PARKWAY RESIDENCES

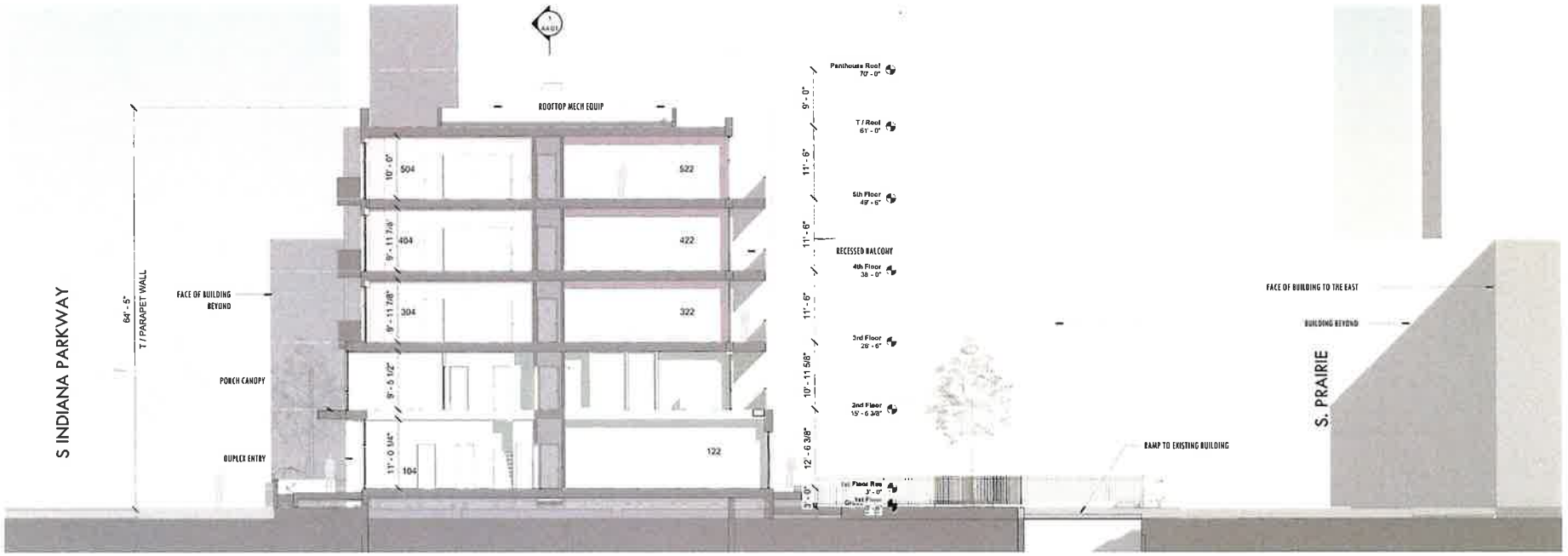
1225 S INDIANA PARKWAY
CHICAGO, IL 60605

Elevations

DPD 5.2

Dwg Scale As Indicated

2RZ architecture
1629 N ELSTON CHICAGO IL 60642
P 773 384 4400 F 773 384 4404



Drawing Sheet Revison

PARKWAY RESIDENCES

1225 S INDIANA PARKWAY
CHICAGO IL 60605

Building Section

DPD 6.0

Dwg Scale As Indicated

2RZ architecture
1629 N ELSTON CHICAGO IL 60642
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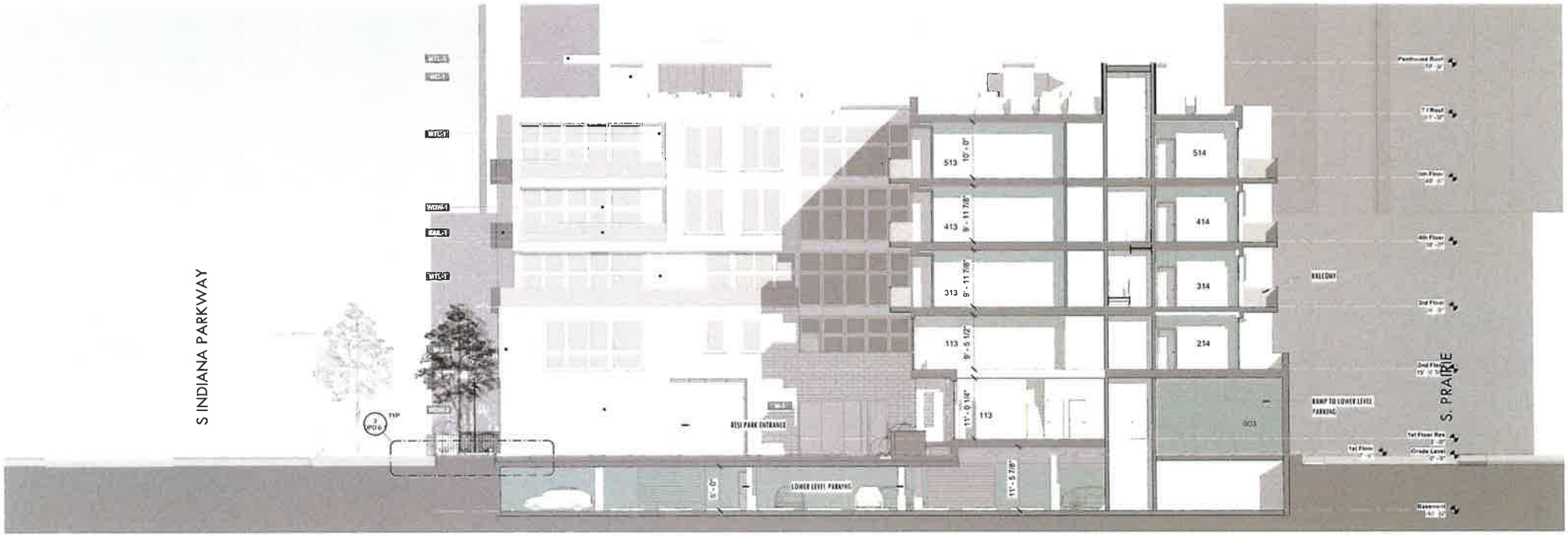


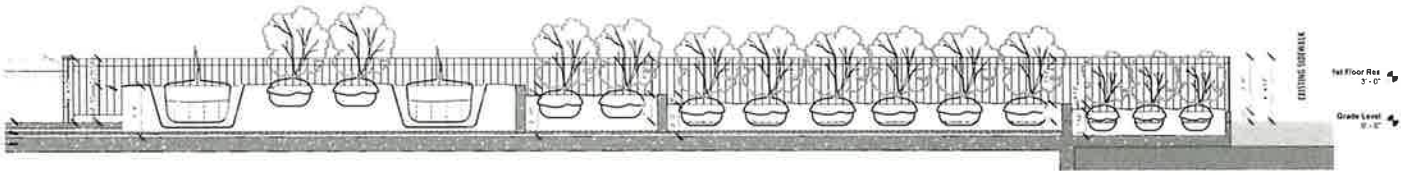
1 Building Section 3
1/8" = 1'-0"

STEPPED PLANTER, HEIGHT TO ALIGN WITH TERRACE LEVEL OF ADJACENT DUPLEX UNITS

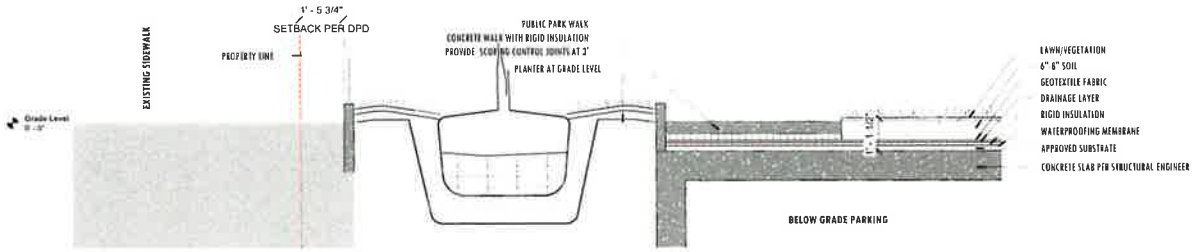
PUBLIC PARK WALK
CONCRETE WALK WITH RIGID INSULATION
PROVIDE SCORING CONTROL JOINTS AT 3'

GEOTEXTILE FABRIC AND DRAINAGE LAYER PROVIDED

CONCRETE SLAB PER STRUCTURAL ENGINEER



2 Stepped Planter Section
1/4" = 1'-0"



3 Section of Lawn over Parking Garage
1/2" = 1'-0"

Drawing Sheet Revison

PARKWAY RESIDENCES

1225 S INDIANA PARKWAY
CHICAGO, IL 60605

Building Section

DPD 6.1

Dwg Scale As Indicated

2RZ architecture
1629 N ELSTON CHICAGO, IL 60642
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PARKWAY RESIDENCES

1237 S INDIANA PARKWAY
CHICAGO, IL 60605

Northeast View

DPD 7.0

Dwg Scale

2RZ architecture
1529 N ELSTON CHICAGO IL 60642
P 773 384 4400 F 773 384 4404



PARKWAY RESIDENCES

1225 S INDIANA PARKWAY
CHICAGO IL 60605

View Along Indiana at Residential Entry

DPD 7.1

dwg Store

2RZ architecture
1629 N ELSTON CHICAGO IL 60642
P 773 384 4400 F 773 384 4434



PARKWAY RESIDENCES

1225 S INDIANA PARKWAY
CHICAGO, IL 60605

View Within Park

DPD 7.2

Dwg Scale

2RZ architecture
1629 N ELSTON, CHICAGO, IL 60642
P 773.384.4400 F 773.384.4404



PARKWAY RESIDENCES

1245 S INDIANA PARKWAY
CHICAGO IL 60605

View along Prairie Avenue

DPD 7.3

Dwg Scale

2RZ architecture
1639 N ELSTON CHICAGO IL 60642
P 773 384 4400 F 773 384 4404



PARKWAY RESIDENCES

1225 S INDIANA PARKWAY
CHICAGO IL 60605

View North at Park Entrance

DPD 7.4

2RZ architecture
1629 N ELSTON CHICAGO IL 60642
P 773 384 4400 F 773 384 4404



DUPLEX APARTMENT ENTRANCES LOCATED ALONG INDIANA



VIEW OF PARK ALONG INDIANA AND 13TH STREET

PARKWAY RESIDENCES

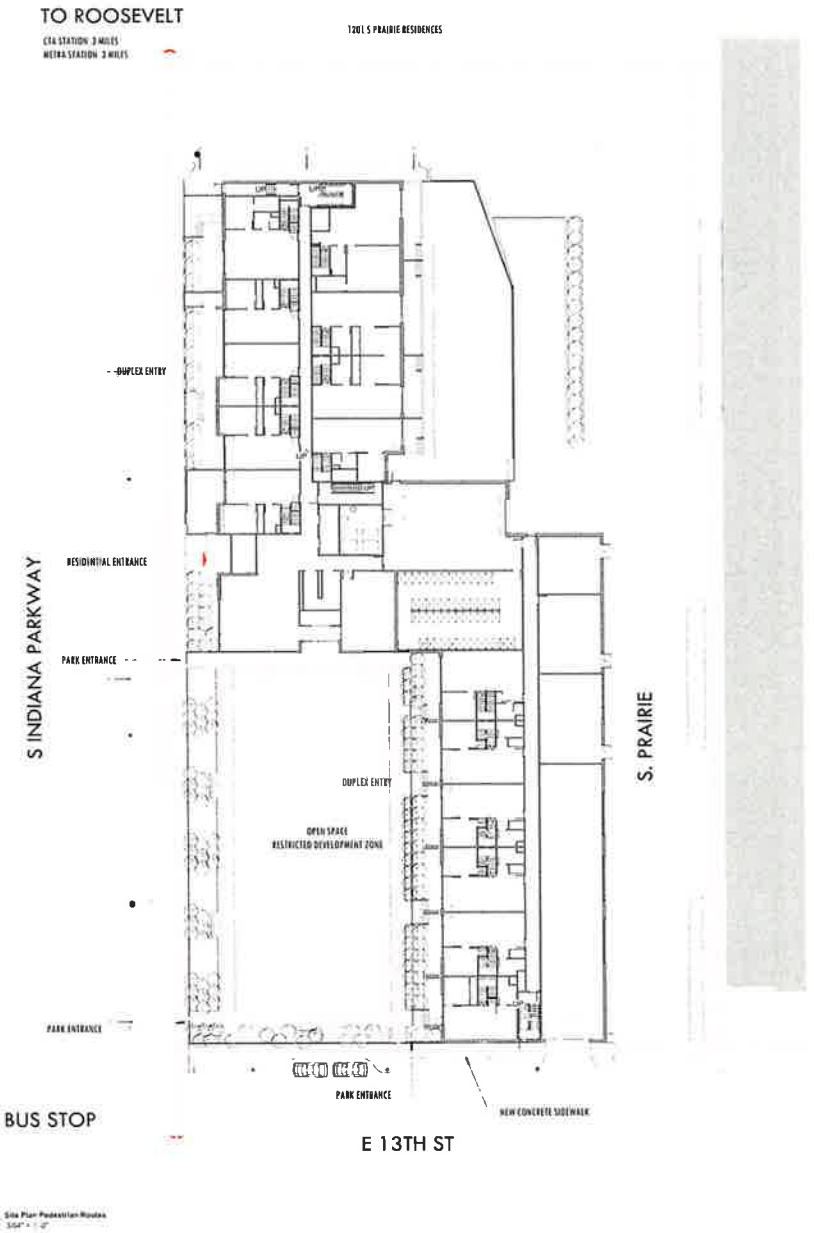
1225 S INDIANA PARKWAY
CHICAGO, IL 60605

Residential Entries

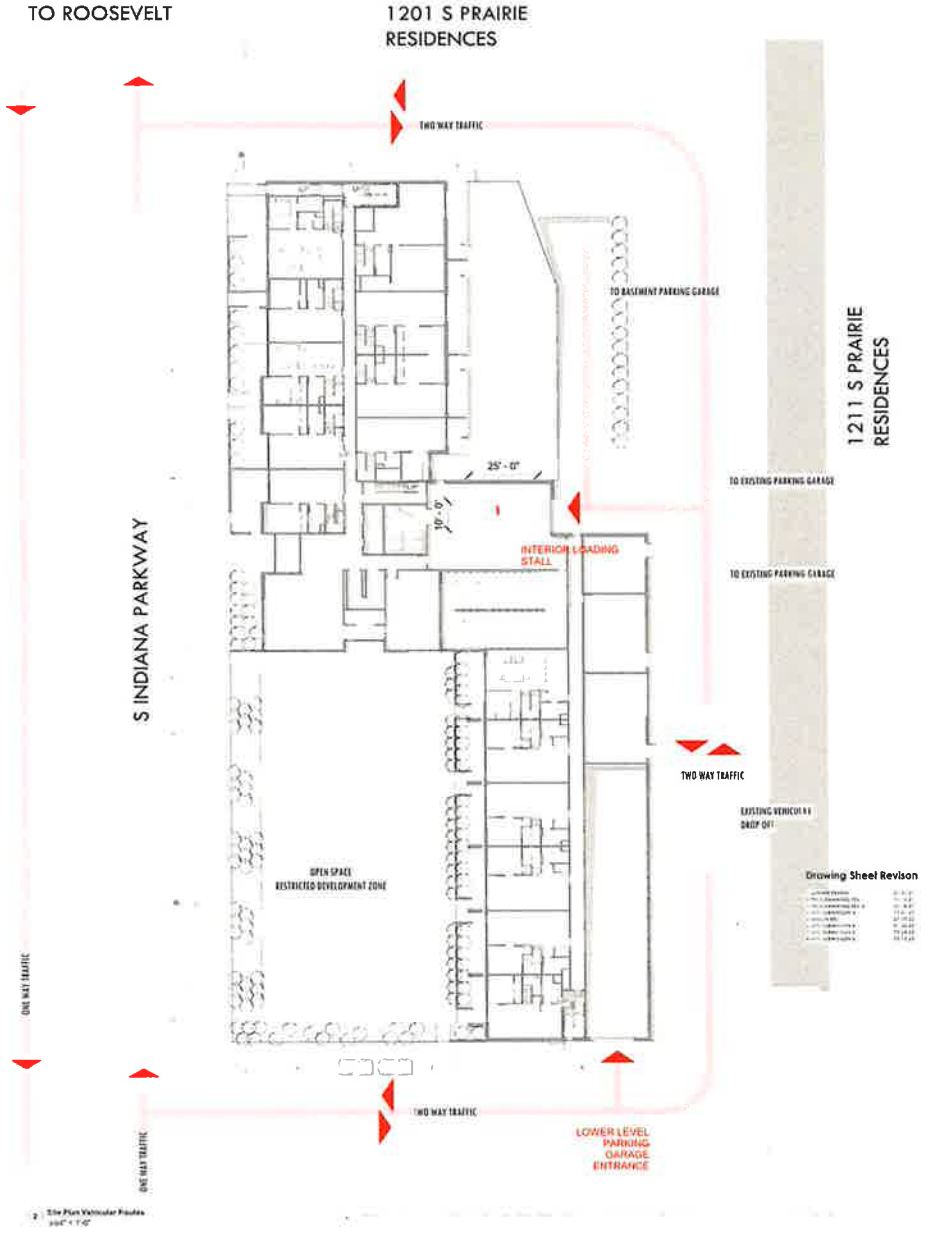
DPD 7.5

Dwg Scale

2 RZ architecture
1639 N ELSTON CHICAGO IL 60642
P 773 384 4400 F 773 384 4404



1 Site Plan Pedestrian Routes
3/64" = 1'-0"



2 Site Plan Vehicular Routes
3/64" = 1'-0"

PARKWAY RESIDENCES

1225 S INDIANA PARKWAY
CHICAGO, IL 60605

Vehicular + Pedestrian Paths

DPD 8.0

Dwg Scale As Indicated

2RZ architecture
1529 N ELSTON CHICAGO, IL 60642
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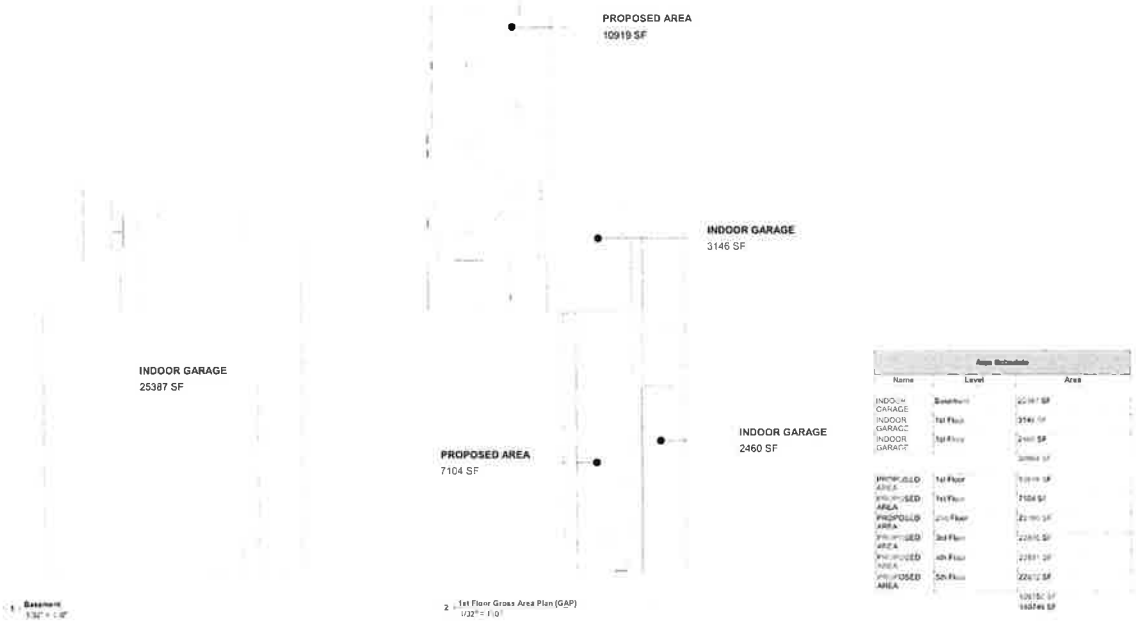
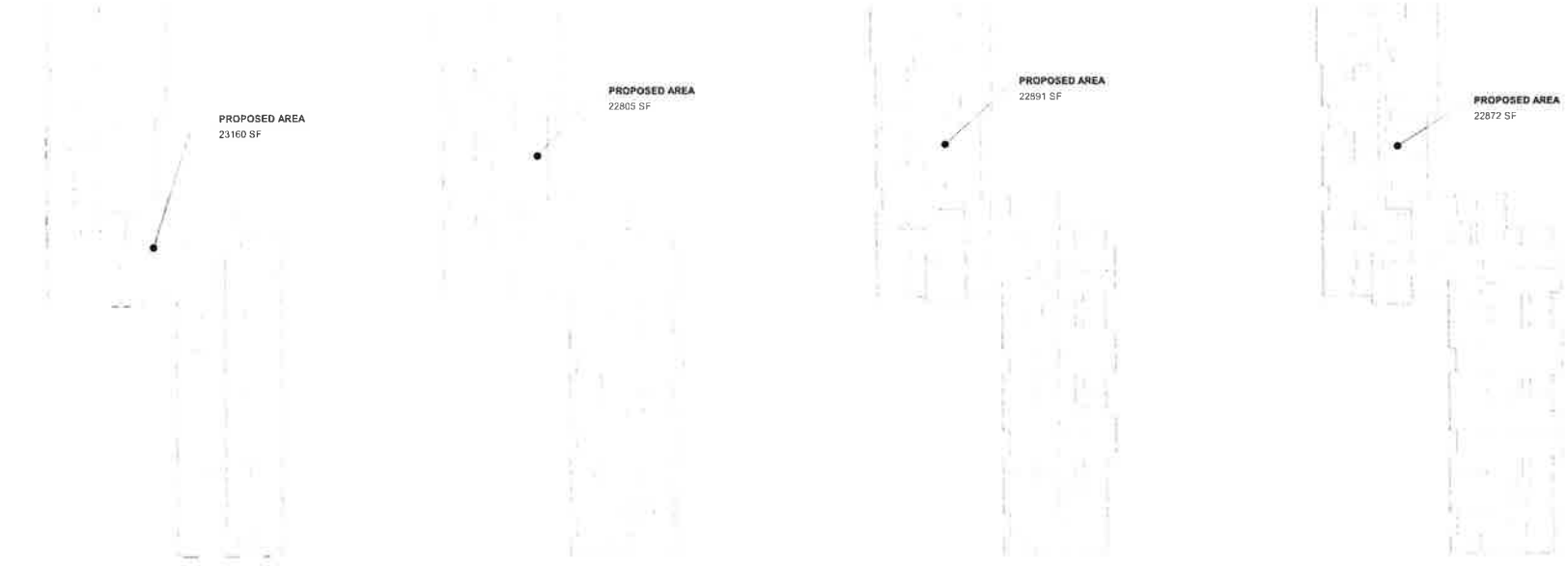




PARKWAY RESIDENCES

1223 S INDIANA PARKWAY
CHICAGO, IL 60605

Gross Area Plans

Drawing Sheet Revison

DPD 9.0

Dwg Scale As indicated

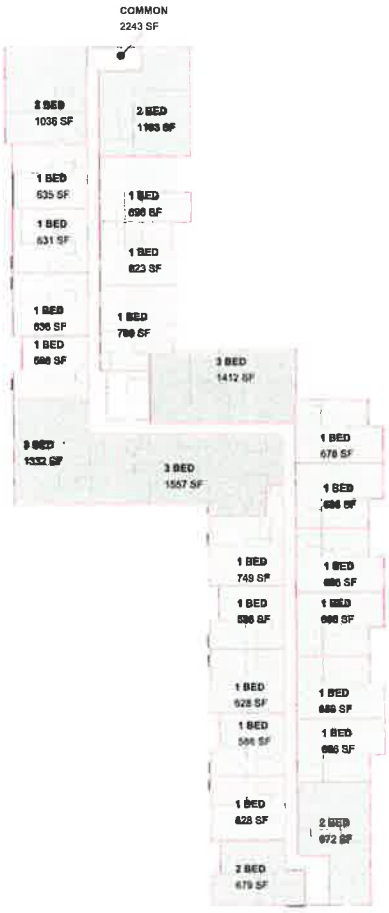
2RZ architecture
1629 N ELSTON, CHICAGO, IL 60642
P 773.384.4400 F 773.384.4404



1 1st Floor Rentable Area Plan (RAP)
3/64" = 1'-0"



2 2nd Floor RAP
3/64" = 1'-0"



3 3rd Floor RAP
3/64" = 1'-0"

1ST FLOOR DUPLEX UNIT TYPES W/ AVERAGES:

(13) 3 BED DUPLEX UNITS AVERAGE = 1,366 SF
(2) 4 BED DUPLEX UNITS AVERAGE = 2,089 SF

Area Schedule Unit Types w Average 2ND FLOOR			
Name	Area	Count	Average
1 BED	3,677 SF	6	613 SF
2 BED	974 SF	1	974 SF
3 BED	4,616 SF	3	1539 SF
10	9,267 SF	10	3125 SF

Area Schedule Unit Types w Average FLOORS 3-5 TYP.			
Name	Area	Count	Average
1 BED	11,694 SF	19	661 SF
2 BED	3,650 SF	4	963 SF
3 BED	4,301 SF	3	1434 SF
25	20,046 SF	26	3057 SF

Drawing Sheet Revison

1 OWNER REVIEW	02.2.21
2 PROGRAMMING REV	02.10.21
3 PROGRAMMING REV 2	03.17.21
4 DPR SUBMISSION 2	11.17.21
5 DESIGN REV	01.17.22
6 DPR SUBMISSION 4	01.26.22
7 DPR SUBMISSION 3	02.24.22
8 DPR SUBMISSION 5	03.10.22

PARKWAY RESIDENCES
1225 S INDIANA PARKWAY
CHICAGO, IL 60605

Rental Area plans

DPD 10.1

Dwg Scale As Indicated

2RZ architecture
NEW BELSTON, CHICAGO IL 60642
P 773 384 4400 F 773 384 4404



EX. 1



EX. 2



EX. 3



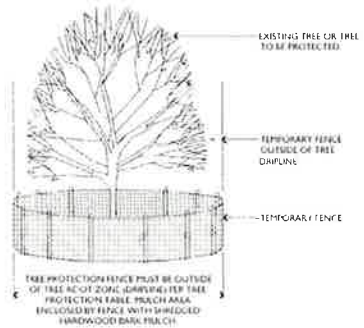
EX. 4



EX. 5

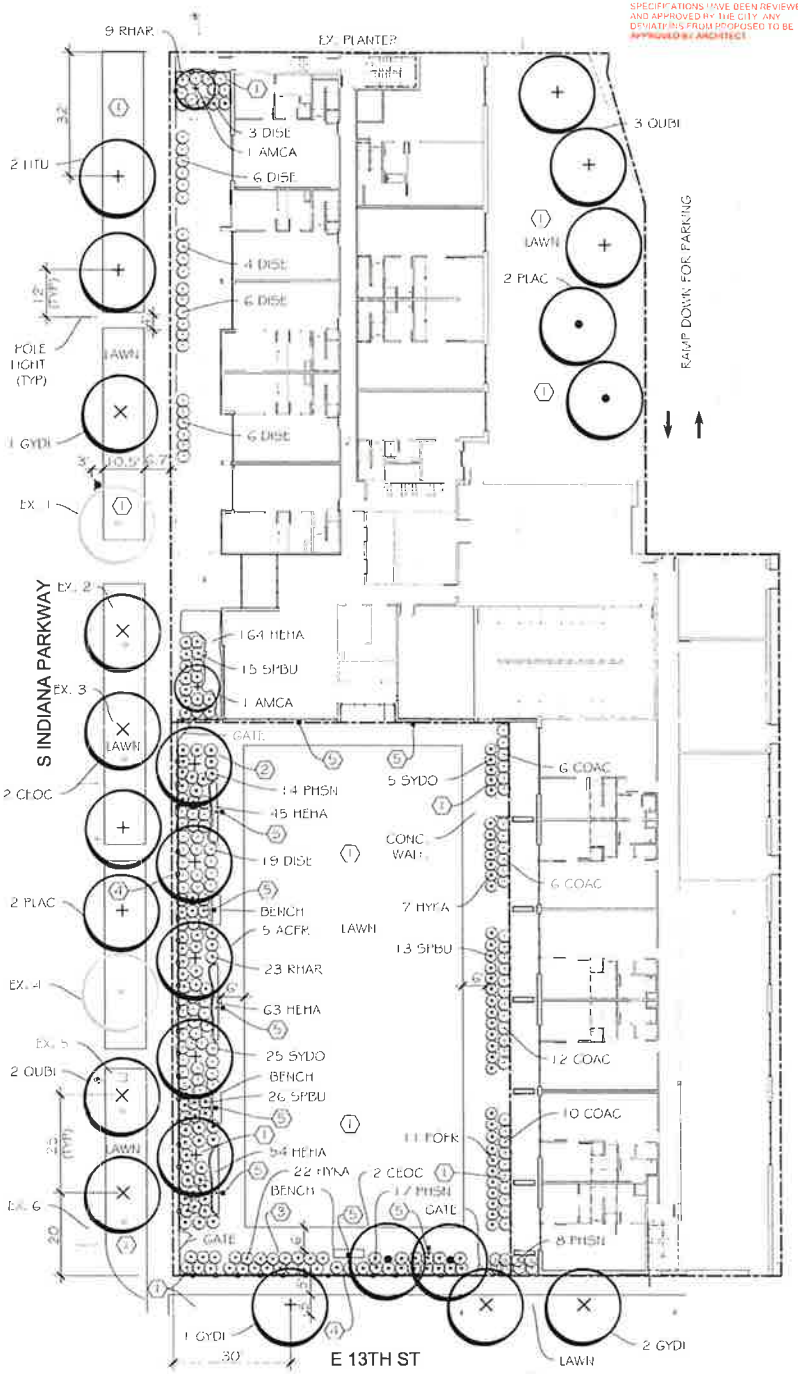


EX. 6



TYPICAL TREE PROTECTION ENTIRELY WITHIN CONSTRUCTION AREA

NOTE
ALL PLANTING AND PARK SPECIFICATIONS HAVE BEEN REVIEWED AND APPROVED BY THE CITY. ANY DEVIATIONS FROM PROPOSED TO BE APPROVED BY ARCHITECT



Preliminary Landscape Plan

NT LIST

BOTANIC NAME	COMMON NAME	INST SIZE	BLM PERIOD	FLWR COLOR	H x W SIZE
TREES					
Acer freemanii 'Jeffersred'	Autumn Blaze Maple	4"	M	Red	50x40'
Celtis occidentalis 'Prairie Pride'	Hackberry	4"			45x35'
Gymnocladus dioicus 'Espresso'	Kentucky Coffeetree	4"			50x35'
Liriodendron tulipifera	Tulip Tree	4"	M	Yellow	60x30'
Platanus acerifolia 'Morton Circle'	Exclamation London Planetree	4"			60x30'
Quercus bicolor	Swamp White Oak	4"	M	Yellow	45x45'
ORNAMENTAL TREES					
Amelanchier canadensis	Serviceberry	6'	AM	White	16x10'
SHRUBS					
Chaenomeles speciosa 'Pink Storm'	Flowering Quince	15'	A	Pink	3x4'
Cotoneaster acutifolius	Peking Cotoneaster	25'	J	Pink	6x6'
Diervilla sessilifolia 'Butterfly'	Butterfly Bush Honeysuckle	15'	AMJ	Yellow	3x4'
Hydrangea macrophylla 'Bailmer'	Endless Summer Hydrangea	15'	JJAS	Pink	3x4'
Hypericum kalmianum 'SMHKHI'	Hypericum Blues Festival	15'	JAS	Yellow	3x4'
Philadelphus 'Snow White Fantasy'	Mock Orange	15'	MJJA	White	4x4'
Potentilla fruticosa 'Jackmanii'	Jackman's Potentilla	15'	JJAS	Yellow	3x4'
Rhus aromatica 'Grow Low'	Grow Low Sumac	15'	A	Yellow	3x5'
Spiraea x bumalda 'Froebelii'	Froebel Spiraea	15'	JJAS	Pink	3x4'
Spiraea alba	Meadowsweet	15'	JJAS	White	3x4'
Symphoricarpos x doorenbosii 'Kolmagala'	Coralberry	15'	MJ	White	3x3'
PERENNIALS					
Hemerocallis 'Happy Returns	DayLily	1gal	JJA	Yellow	12x18"

2RZ architecture
CHICAGO, IL
1620 N ELSTON CHICAGO IL 60642
CHARLESTON, SC
42 ROAD ST CHARLESTON, SC 294

nt beds and turf areas are flush with the top of curb or walkways and have 30" of topsoil. All construction spill such as debri
rreades, limestone, blacktop and all other non-topsoil items must be removed from each planter prior to soil installation
edded bark mulch for plant beds and tree rings. All plants and trees will be installed per the City of Chicago's, Guide to the Landscape
1, Appx. D
ib, 6x18" concrete, top is 6-8" above grade of adjacent walkway
nwall along south side of park. See architects drawings
nce, 5' high, install behind back of curb. Provide gates at all 3 entry points to the Park and at each patio entry located along
hana Parkway
le lights (12') along the west and south sides of the park. Wall mounted light along the north side of the park
wner or subsequent owner shall replace all right of way landscaping, as needed, for a period of 5 years from date of approval



5' FENCE



5'-6' BENCH



12' POLE LIGHT



WALL MOUNTED FIXTURE

GRIEF PROPERTIES

PARKWAY RESIDENCES

Drawing Sheet Revison

BLUE STEM DESIGN, INC.
Planning – Urban Design – Landscape Architecture
503 S 16th Street, St Charles IL 60174
630.618.8316

Landscape Plan

Date 3.30.21

Drwg Scale 1/2" = 1'-0"

LPO 1

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

May 19, 2025

Mariah F. DiGrino
DLA Piper
444 W. Lake St., Suite 900
Chicago, IL 60606

Re: Opinion response for PD 499

Dear Ms. DiGrino:

This letter is in response to your recent opinion request. On behalf of Landmark Chicago Interests, LLC, who is affiliated with the owners of certain subareas within Residential-Business Planned Development Number 499 ("PD 499"), you seek to verify that:

- PD 499 was most recently amended by ordinance of the City Council on September 14, 2005;
- The bulk and density standards allowed within PD 499 have not been modified since the 2005 amendment;
- Any modifications of PD 499 since 2005 have been administrative in nature and have not increased the overall entitlements granted by the 2005 legislative amendment; and
- There are no pending applications to amend PD 499.

PD 499 was most recently amended by ordinance of the City Council on September 14, 2005. There have been site plan and minor change approvals since the PD was amended in 2005 that have affected parcel bulk and density standards, as reflected on revised Parcel Bulk Regulations and Data Tables. Some of these approvals have modified the entitlements granted by the 2005 legislative amendment, including height increase allowances in 2005 and 2006, and the transfer of floor area and dwelling units among parcels in 2017, 2019, and 2023. We are not aware of any pending applications to amend PD 499.

Sincerely,

Kyle Bartlett
Assistant Zoning Administrator

KB:tm
C: Kyle Bartlett, Noah Szafraniec, Mike Marmo, Janice Hill

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

March 22, 2023

Nicholas Ftikas
Law Offices of Sam Banks
221 N. LaSalle Street, 28th Floor
Chicago, Illinois 60602

Re: Minor Change to Planned Development No. 499, FAR transfer between Parcel 1B and 2A both of which are within Sub-Area A.

Dear Mr. Ftikas,

Please be advised that your request for a minor change to Planned Development No. 499 ("PD 499") has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement 16 of PD 499. 1200 South Indiana, LLC, the owner of the subject property located at 1225 S. Indiana Parkway, identified as Parcels 2A and 2A-1 in PD 499, is seeking a minor change to allow a transfer of 1,930 square feet of available floor area from Parcel 1B to 2A, and to modify the Note 9 in the bulk table to state that "The Applicant agrees to provide a minimum of one (1) day care center within one (1) of the buildings to be constructed with Parcel 1B", removing the daycare obligation from Parcel 2A. Unbuilt floor area may be allocated among the Parcels with consent of the property owners of the affected Parcels per Note 2 in the bulk table. The owner of Parcel 1B, S Loop Chicago Development, LLC, provided written consent for the proposed floor area transfer and to modify the bulk table note. The elimination of the daycare obligation to parcel 2A as mentioned above will go in effect only upon issuance of a Certificate of Occupancy for the parcel 2A improvements described in this letter. If parcel 2A isn't built or is built but not according to this approval by way of additional minor change and or amendment, then the obligation option of the daycare going into parcel 2A would remain in effect or as specifically described in the subsequent minor change or amendment documentation.

1200 South Indiana, LLC is proposing to develop Parcel 2A with a new five-story residential building that will contain one hundred (100) dwelling units and 87 accessory parking spaces. They are also proposing to develop Parcel 2A-1 with open space consistent with the restrictions within PD 499. 1200 South Indiana, LLC is seeking Site Plan approval and Lake Michigan and Lakefront Protection approval for this proposal.

Included with this letter are two updated exhibits:

- Updated "Table of Bulk Regulations" for Sub-Area A
- Updated "Notes to Table of Bulk Regulations"

Regarding your request, the Department of Planning and Development has determined that allowing the proposed modifications will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change. Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Statement 16 of PD 499, I hereby approve the foregoing minor change, but no other changes to this Planned Development.

This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void. Finally, pursuant to Statement 13 of PD 499, prior to any Part II approval for new construction, site plan approval is required.

Sincerely,



Noah Szafraniec,
Assistant Commissioner

CC: Emily Thrun, Mike Marmo, Erik Glass, Main File

March 22, 2023 Reallocation of Unused Far Approval (Parcel 1B – Parcel 2A Far Transfer)

Central Station
Subarea A
Table of Bulk Regulations
Parcels 1-6

	Parcel 1	Parcel 1A	Parcel 1B	Parcel 2	Parcel 2A	Parcel 2A-1	Parcel 3
Net Site Area (1)	85,207	43,147	43,122	176,392 (1)	31,933	12,255	95,764
Maximum Dwelling Units (5, 7, 8)	669	800	621	867	120	0	208
Maximum SF Retail/ Commercial (11)	350,000	350,000	350,000	350,000	20,000	0	0
Maximum Hotel Rooms (4, 10)	0	0	0	0	0	0	0
Maximum SF Office (12)	796,785	996,164	883,486	0	15,000	0	0
Maximum Floor Area (6)	796,785	1,023,022	883,486	1,892,233	109,822	0	345,783
Maximum FAR (2)	9.35	23.71	20.47	10.76	3.44	0.00	3.61
Maximum Building Height (3)	400 ft/ 350 ft	810 ft	900 ft	650 ft / 720 ft / 375 ft	180 ft	Not Applicable	350 ft/ 225 ft

	Parcel 3A	Parcel 3B	Parcel 4	Parcel 5	Parcel 6	Total 1, 1A, 1B, 2, 2A, 2A-1, 3, 3A, 3B, 4, 5
				Air Rights	Webster Park	
Net Site Area (1)	22,880	24,207	239,480	171,952	44,800	946,339 (1)
Maximum Dwelling Units (5, 7, 8, 9)	202	260	653	0	0	4,400
Maximum SF Retail/ Commercial (11)	100,000	10,000	0	0	0	350,000
Maximum Hotel Rooms (4, 10)	0	0	0	0	0	0
Maximum SF Office (12)	10,000	10,000	0	0	0	2,000,000
Maximum Floor Area (6)	274,331	416,474	1,108,064	0	0	6,850,000
Maximum FAR (2)	11.99	17.20	4.63	0.00	0.00	7.24
Maximum Building Height (3)	225 ft	350 ft	275 ft/ 200 ft / 50 ft	Not Applicable	Not Applicable	

UPDATED NOTES TO TABLE OF BULK REGULATIONS

(1) Net Site Area equals gross area less area in existing right-of-way, right-of-way to be dedicated and Webster Park. Includes an additional 360 square feet vacated in South Indiana Avenue.

(2) Floor area for FAR calculation purposes shall be determined pursuant to the Planned Development Ordinance No. 499, as amended. Unbuilt floor area may be reallocated among the Parcels with the consent of the property owners of the affected Parcels and with the approval of the Department of Planning and Development. Parcel Floor Area Ratios (FAR) would then be recalculated, accordingly.

(3) Height limitations for specific areas of parcels are illustrated on Exhibit 6. All heights are measured from the curb level, or its equivalent, opposite the center of the front of a building to the ceiling of the last habitable floor.

(4) All of the hotel rooms permitted by the Planned Development (1,500) have been converted to residential units (500) at the ratio of three (3) hotel rooms to one (1) residential unit.

(5) Unbuilt residential units may be reallocated among the Parcels with the consent of the property owners of the affected Parcels and with the approval of the Department of Planning and Development. The total number of residential units in all parcels, combined, shall not exceed 4,400.

(6) The total number of square feet of development permitted under this Master Plan II shall be fixed at 6,850,000 square feet.

(7) Only "For Sale" dwelling units shall be permitted within Parcel 4. A minimum of sixty percent (60%) of the dwelling units constructed within Parcel 4 shall contain two (2) or more bedrooms.

(8) Rental dwelling units are not permitted within Parcel 4.

(9) The Applicant agrees to provide a minimum of one (1) day care center within one (1) of the buildings to be constructed with Parcel 1B.

(10) All of the hotel rooms permitted by the Planned Development (1,500) have been converted to residential units (500) at the rate of three (3) hotel rooms to one (1) residential unit. The total number of residential units permitted with Master Plan II has been increased from 3,900 to 4,400, accordingly.

(11) Retail/Commercial floor area may be distributed among Parcel 1, Parcel 1A, Parcel 1B, Parcel 2, Parcel 2A, Parcel 3A and Parcel 3B with the consent of the property owners of the affected Parcels and with the approval of the Department of Planning and Development. The total square feet of retail/commercial floor area in Parcel 1, Parcel 1A, Parcel 1B, Parcel 2, Parcel 3A and Parcel 3B combined cannot exceeded 350,000.

(12) Office floor area may be distributed between Parcel 1, Parcel 1A, Parcel 1B, and Parcel 2A, only, provided: (i) that the total square feet of office floor area in Parcel 1A, Parcel 1B, and Parcel 2A combined does not exceed two million (2,000,000) square feet, and (ii) that the total square feet of office floor area in Parcel 1A and Parcel 1B does not exceed 1,980,000 square feet, and (ii) that the total square feet of office floor area in Parcel 2A does not exceed 15,000 square feet.

(13) The total amount of public open space required within Subarea A shall be a minimum of 24% of the Net Site Area of Subarea.

DPD
Department of Planning and Development

October 1, 2021

Mariah F. DiGrino
DLA Piper LLP
444 West Lake Street
Suite 900
Chicago, Illinois 60606

Re: PD 499, Subarea A, Parcels 2A and 2A-1, 1225 South Indiana Avenue (the "Subject Property")

Dear Ms. DiGrino:

In response to your recent request, please be advised that the Subject Property is currently zoned Residential-Business Planned Development Number 499 (PD 499). You are seeking clarification as to the following: (1) Does the PD require a daycare to be provided on the Subject Property; and, (2) Could a minor change be approved to permit construction of the publicly accessible open space in Parcel 2A-1 in a manner that does not allow uses below grade (street) level?

The Subject Property is located within Subarea A, which is the subject of Amendment No. 4 to Master Plan II (Master Plan), dated November 19, 2015. Exhibit 8 of the Master Plan, titled "Notes to Table of Bulk Regulations" includes Note 9, which states "The Applicant agrees to provide a minimum of one (1) day care center within one (1) of the buildings to be constructed within Parcel 1B or Parcel 2A". Exhibit 7 of the Master Plan identifies the permitted uses in Parcel 2A as residential and accessory parking uses and within Parcel 2A-1's Restricted Development Zone as pedestrian way, below grade parking and service, and open spaces. Statement No. 6 of the PD identifies day care facilities as a permitted use. Pursuant to Statement No. 5 of the PD, for conflicts between the provisions of the Planned Development and the Guidelines for Master Plan Approval, the provisions of the Planned Development shall govern. Therefore, while a daycare could be permitted within Parcel 2A, it may be provided within Parcel 1B or Parcel 2A, and, therefore, is not required to be located on the Subject Property.

As noted above, the Master Plan identifies Parcel 2A-1 as a "Restricted Development Zone" which is to be developed with publicly accessible open space. Paragraph 7.E(i) of the Master Plan states that the publicly accessible open space in Parcel 2A-1 "shall be constructed in a manner to allow uses (e.g. parking, etc.) below grade (street) level and shall be completed and available as open space upon the issuance of the final Certificate of Occupancy for the building improvements constructed on Parcel 2A." While a minor change request could be approved to permit construction of the publicly accessible open space identified in Parcel 2A-1 in a manner that does not allow uses below grade (street) level, the Department cannot, at this time, confirm that such a minor change would be approved. Review of such a requested minor change would require submittal of a complete request including plans depicting the proposed development of Parcel 2A-1.

Sincerely,

Patrick Murphey
Zoning Administrator

C: Noah Szafraniec, Emily Thrun, Main file

DPD
Department of Planning and Development

March 11, 2021

Mariah F. DiGrino
DLA Piper LLP
444 West Lake Street
Suite 900
Chicago, IL 60606-0089

Re: Minor change for PD No. 499, Subarea A - Parcel 1A
1210 S. Indiana Avenue

Dear Ms. DiGrino:

Please be advised that your request for a minor change to Residential-Business Planned Development No. 499 ("PD 499"), Subarea A, Parcel 1A, has been considered by the Department of Planning and Development ("DPD") pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement Number 16 of PD 499.

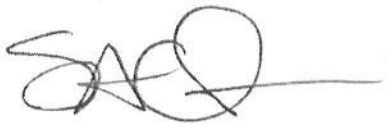
Your client and the sole owner of Parcel 1A, S Loop Chicago Development II, LLC, is seeking a minor change to modify the proposed garage cladding material on the south and west elevations of the existing building at 1210 S. Indiana Avenue. The building was approved with a prefinished metal louver system to clad the parking garage floors. On June 1, 2020 DPD approved a substitution of custom fabricated stainless steel, laser cut corrugated panels. Per your request letter, during advanced design and construction, it was determined that the approved panels would result in noise impacts on windy days. To avoid these impacts, your client is now seeking to use vertical louver panels, as depicted on the attached exhibits. The louver panels will be mounted within the openings of the crash barriers, so as to appear flush with the concrete ramps. The proposed panels meet the required free area necessary to properly vent the garage, while also preventing more light leakage than the laser cut panels. Per our request, your client will paint the exterior of the garage ramps to match the color of the louver panels.

With regard to your request, DPD has determined that allowing the garage cladding material substitution will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and PD 499, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit.

If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

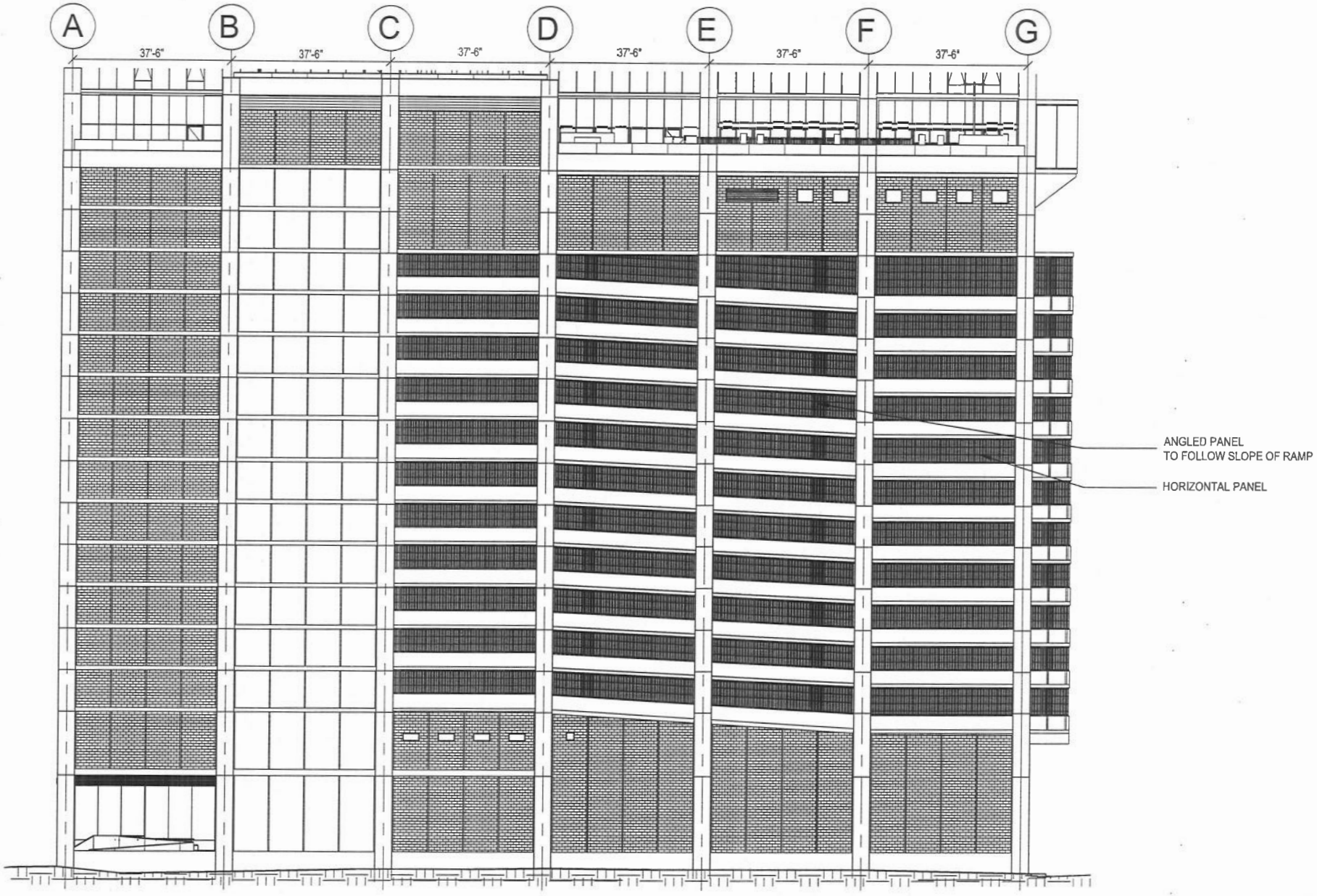
Sincerely,



Steven Valenziano
Assistant Zoning Administrator

SV:tm

C: Mike Marmo, Erik Glass, Noah Szafraniec, Heidi Sperry, Main file



PARTIAL WEST ELEVATION

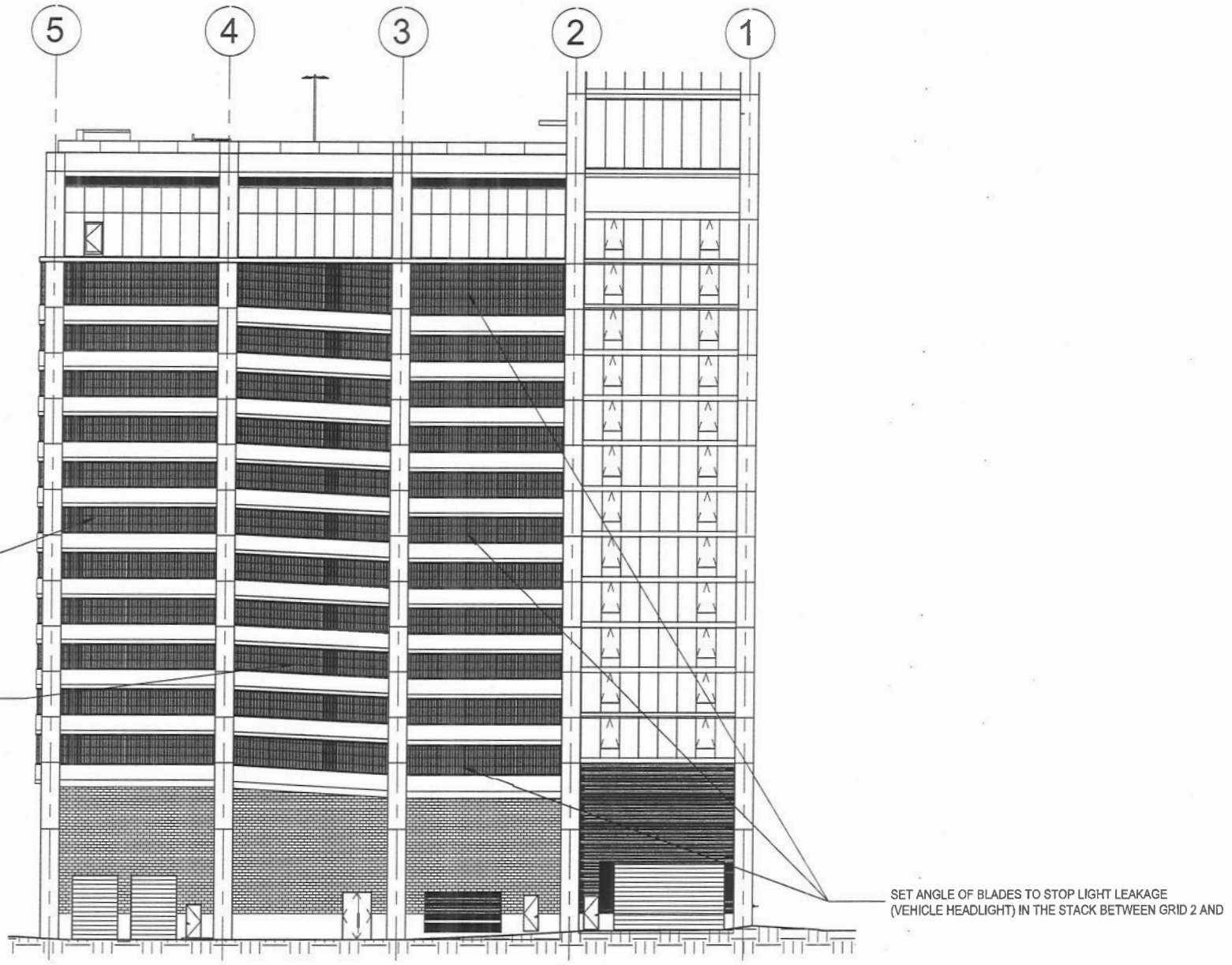
1200 S. INDIANA

S LOOP CHICAGO DEVELOPMENT II LLC

SCALE 3/64" = 1'-0"

DESIGN REVISION 01/29/2021

RAFAEL VINOLY ARCHITECTS PC.



PARTIAL SOUTH ELEVATION

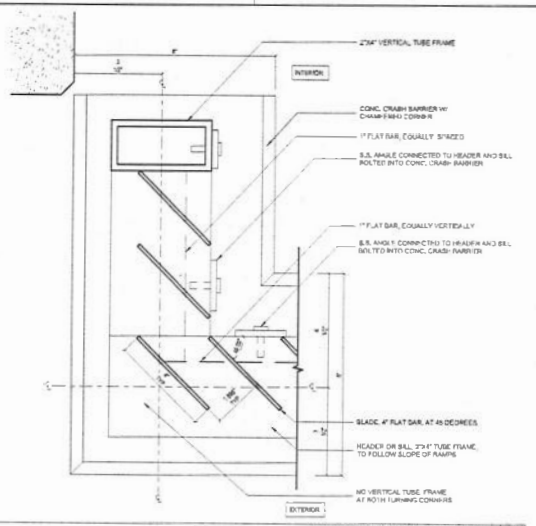
1200 S. INDIANA

S LOOP CHICAGO DEVELOPMENT II LLC

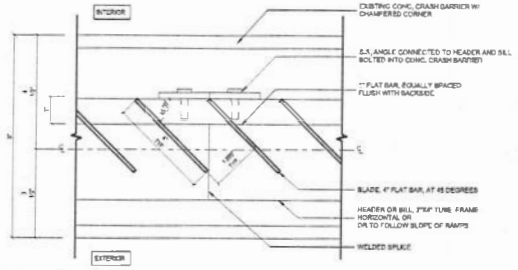
SCALE 3/64" = 1'-0"

DESIGN REVISION 01/29/2021

RAFAEL VINOLY ARCHITECTS PC.



GARAGE SCREEN CORNER PLAN DETAIL 6
6" = 1'-0"



GARAGE SCREEN INTERMEDIATE PLAN DETAIL 5
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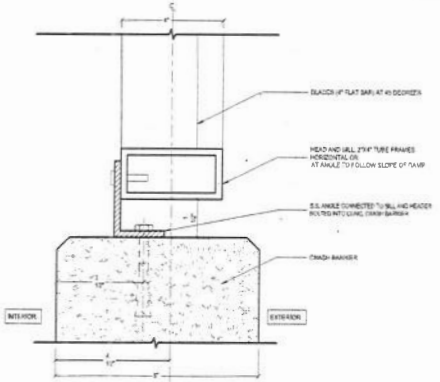

GARAGE SCREEN SILL DETAIL 4
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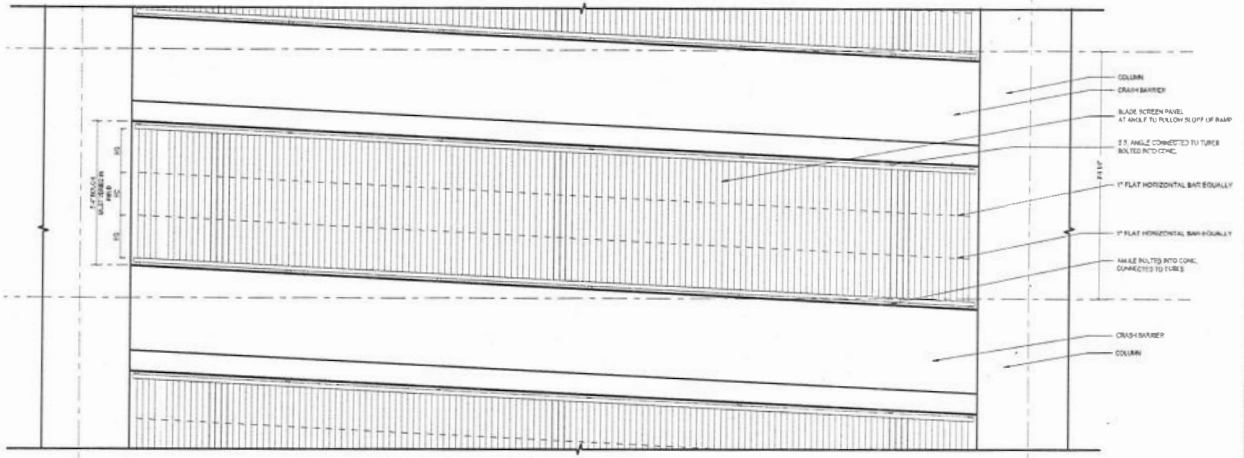
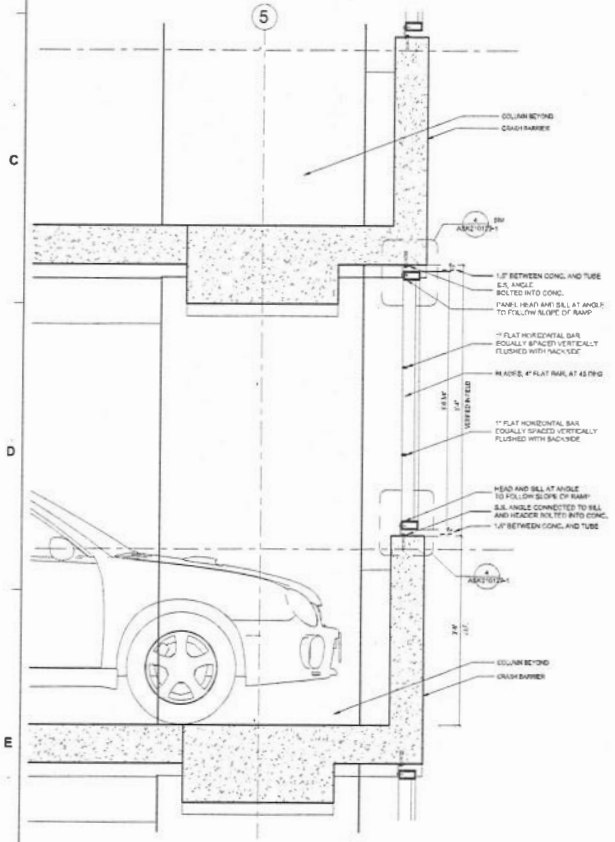
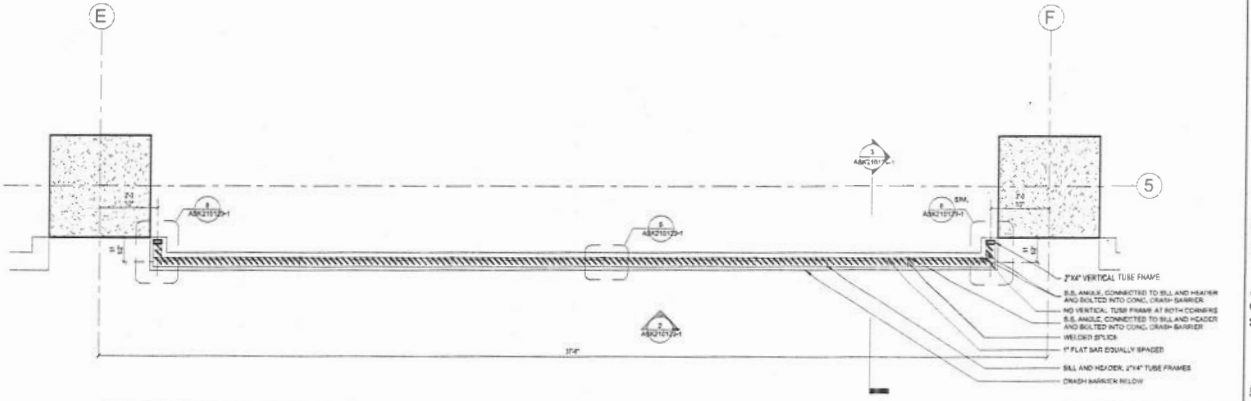


GARAGE SCREEN SYSTEM - ELEVATION 2
1/2" = 1'-0"



GARAGE SCREEN SYSTEM - SECTION 3
1" = 1'-0"



GARAGE SCREEN SYSTEM - PLAN 1
1/2" = 1'-0"

1200 S. INDIANA AVENUE

1200 S. INDIANA AVENUE
CHICAGO, IL, 60605

OWNER:
S LOOP CHICAGO DEVELOPMENT II LLC
2300 S BCAYNE BLVD
MIAMI, FL 33137
TEL: (305) 374-4700

ARCHITECT:
RAFAEL VINOLY ARCHITECTS PC.
50 VANDAM ST
NEW YORK, NY 10013
TEL: (212) 924-6950 FAX: (212) 924-6956

PLUMBING & MECHANICAL ENGINEERS OF RECOR

ABS MECHANICAL SYSTEMS, INC.
140 E. TOWER DRIVE
BURR RIDGE, IL 60527-0754
TEL: (630) 567-7700

ELECTRICAL ENGINEER OF RECORD:

QUIETZ ELECTRIC COMPANY
77 WEST WASHERS ROAD,
ARLINGTON HEIGHTS, IL 60005
TEL: (847) 734-8472

STRUCTURAL ENGINEER:

MAGNUSSON KLEMENCIC ASSOCIATES
1301 FIFTH AVENUE, SUITE 3200
SEATTLE, WA 98101-2699
TEL: (206) 292-1200

CIVIL ENGINEER:

V3 COMPANIES OF ILLINOIS, LTD.
7325 JANES AVE #100
WOODRIDGE, IL 60517
TEL: (630) 724-9200

AQUATIC ENGINEER:

INNOVATIVE AQUATIC DESIGN, LLC.
2975 PRATUM AVE,
HOFFMAN ESTATES, IL 60192
TEL: (224) 293-6460

CONTRACTOR:

JAMES McHUGH CONSTRUCTION CO.
1737 SOUTH MICHIGAN AVENUE
CHICAGO, IL 60616
TEL: (312) 939-6000

PROJECT STATUS

NO.	DESCRIPTION	DATE

ISSUANCES

KEY PLAN AND NORTH ARROW

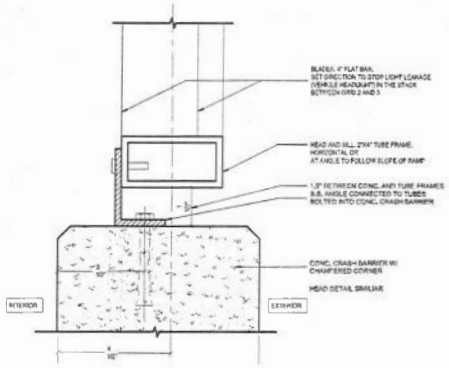
IF THIS DRAWING IS NOT 30"x42" IT IS A REDUCED PRINT; REFER TO GRAPHIC SCALE

GARAGE SCREEN SYSTEM

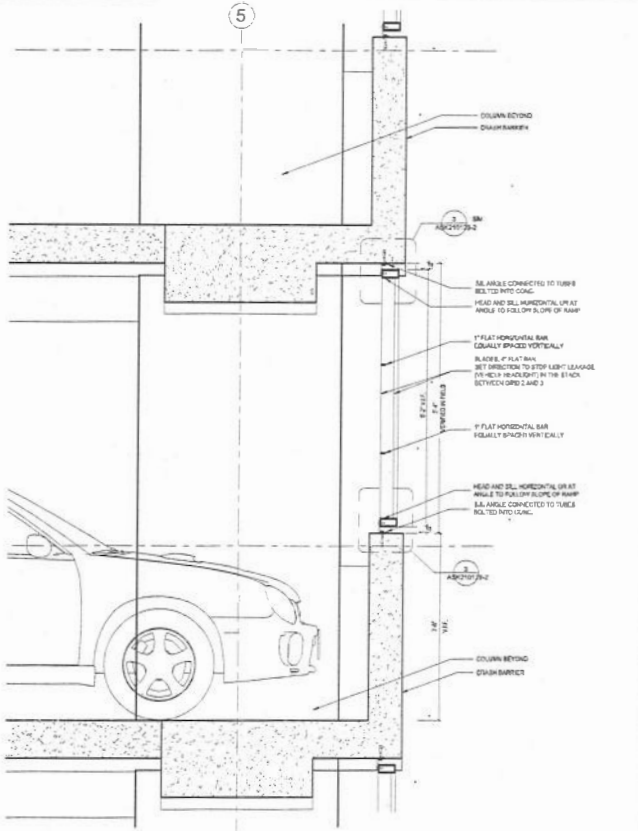
SHEET TITLE:

ASK210129-1

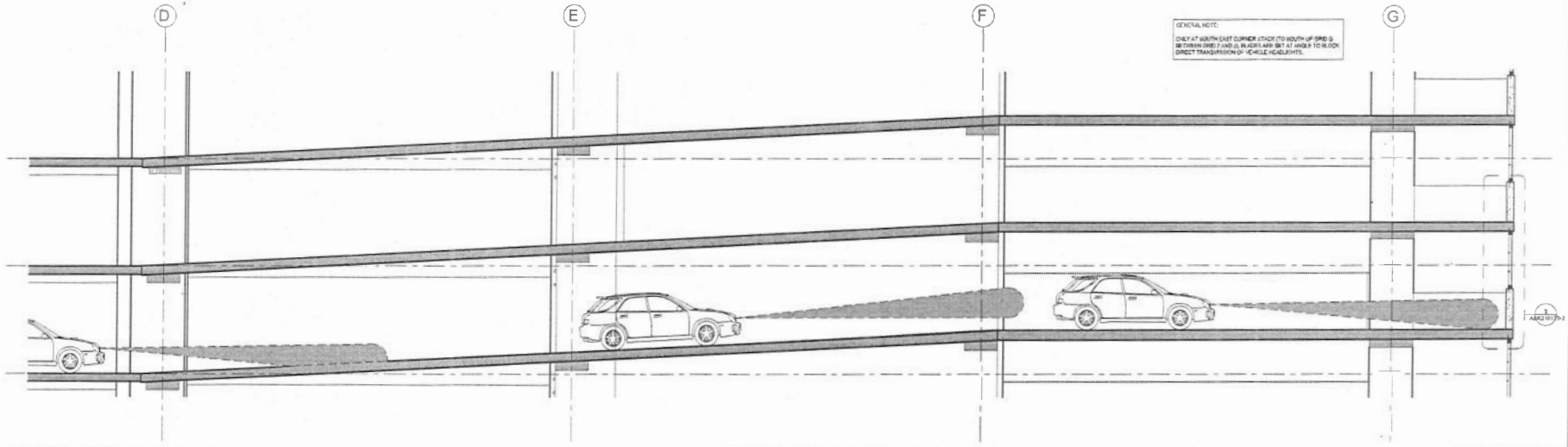
SHEET NUMBER:



GARAGE SCREEN SILL DETAIL - OFFSET 3
6" = 1'-0"



GARAGE SCREEN SYSTEM - SECTION OFFSET 2
1" = 1'-0"



CROSS SECTION BETWEEN GRID 2 AND GRID 3 - CAR HEADLIGHT 1
1/4" = 1'-0"

1200 S. INDIANA AVENUE

1200 S INDIANA AVENUE
CHICAGO, IL 60605

OWNER:
S LOOP CHICAGO DEVELOPMENT S LLC
2200 BISCAYNE BLVD
MIAMI, FL 33137
TEL: (305) 374-6799

ARCHITECT:
RAFAEL VINOLY ARCHITECTS PC
50 VANDAM ST
NEW YORK, NY 10013
TEL: (212) 924-6868 FAX: (212) 924-6850

PLUMBING & MECHANICAL ENGINEERS OF RECO
AMS MECHANICAL SYSTEMS, INC.
140 S. TOWER DRIVE,
BURR RIDGE, IL 60521-5794
TEL: (630) 887-7766

ELECTRICAL ENGINEER OF RECORD:
GURTZ ELECTRIC COMPANY
77 WEST BEEDERS ROAD,
ARLINGTON HEIGHTS, IL 60005
TEL: (847) 734-2472

STRUCTURAL ENGINEER:
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1301 FIFTH AVENUE, SUITE 3200
SEATTLE, WA 98101-4699
TEL: (206) 292-1200

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AQUATIC ENGINEER:
INNOVATIVE AQUATIC DESIGN, LLC
2875 PRAIRIE AVE.
HOFFMAN ESTATES, IL 60192
TEL: (224) 293-0440

CONTRACTOR:
JAMES McHUGH CONSTRUCTION CO.
1757 SOUTH MICHIGAN AVENUE
CHICAGO, IL 60616
TEL: (312) 664-8200

PROJECT STATUS

NO.	DESCRIPTION	DATE

ISSUANCES

KEY PLAN AND NORTH ARROW

IF THIS DRAWING IS NOT 30"x42" IT IS A REDUCED PRINT; REFER TO GRAPHIC SCALE

GARAGE SCREEN SYSTEM AT SOUTH-EAST CONER STACK

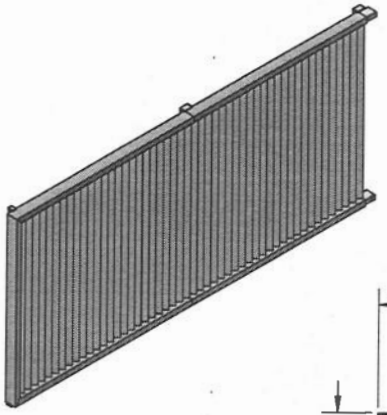
SHEET TITLE:

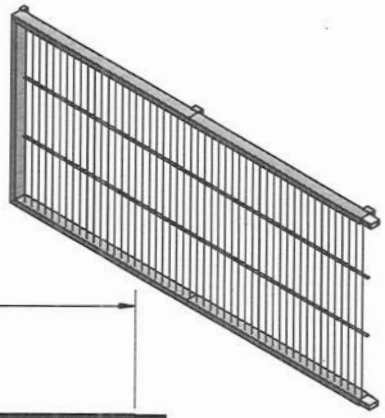
ASK210129-2

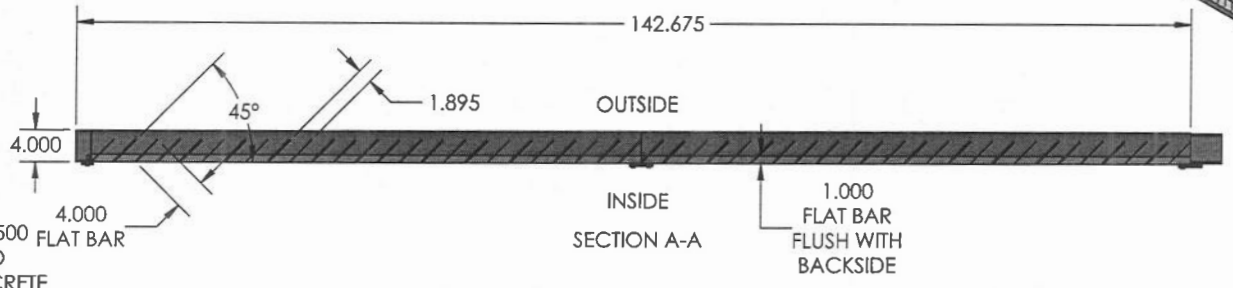
SHEET NUMBER:

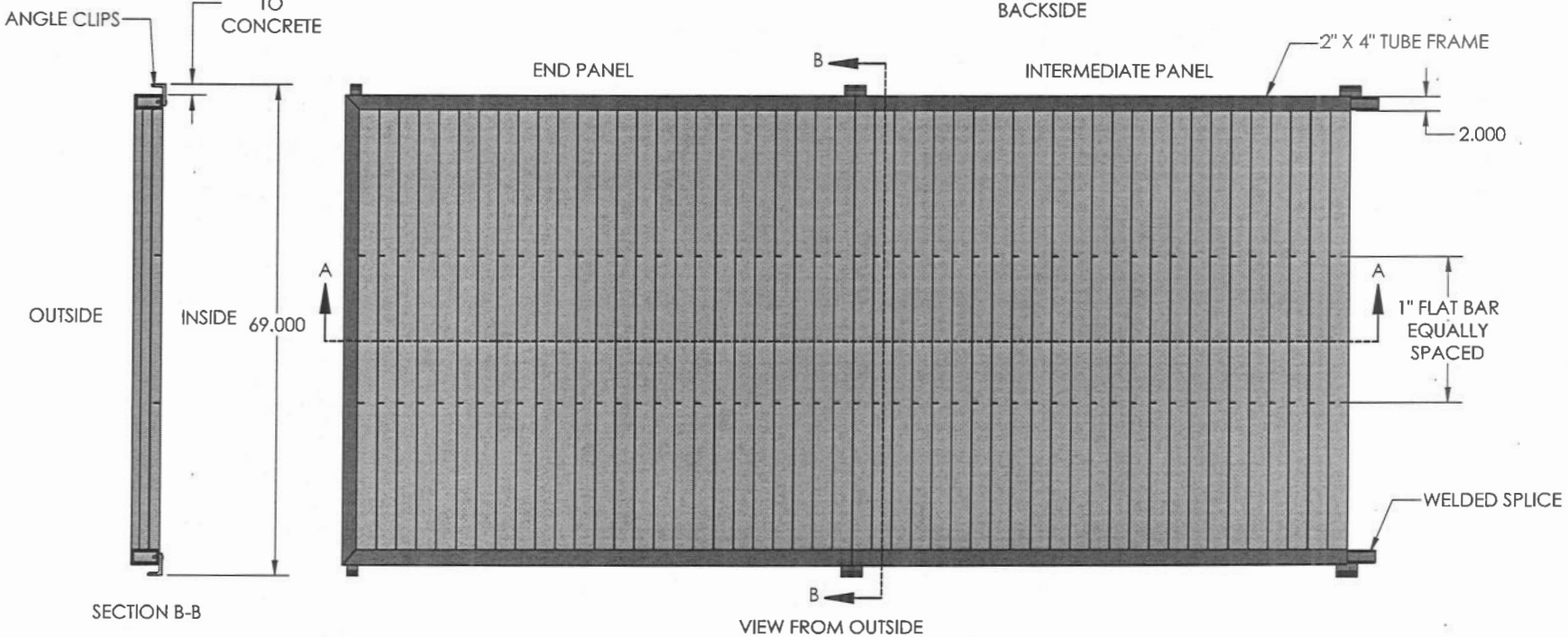
APPROVER NOTE:

BLADES ARE VISUALLY OBSCURING FROM DIRECTLY ON TO 90 DEGREES - ONE DIRECTION ONLY. BLADE ORIENTATION TO BE DETERMINED BY OWNER WITH RESPECT TO TURNS ABOUT THE RAMP.









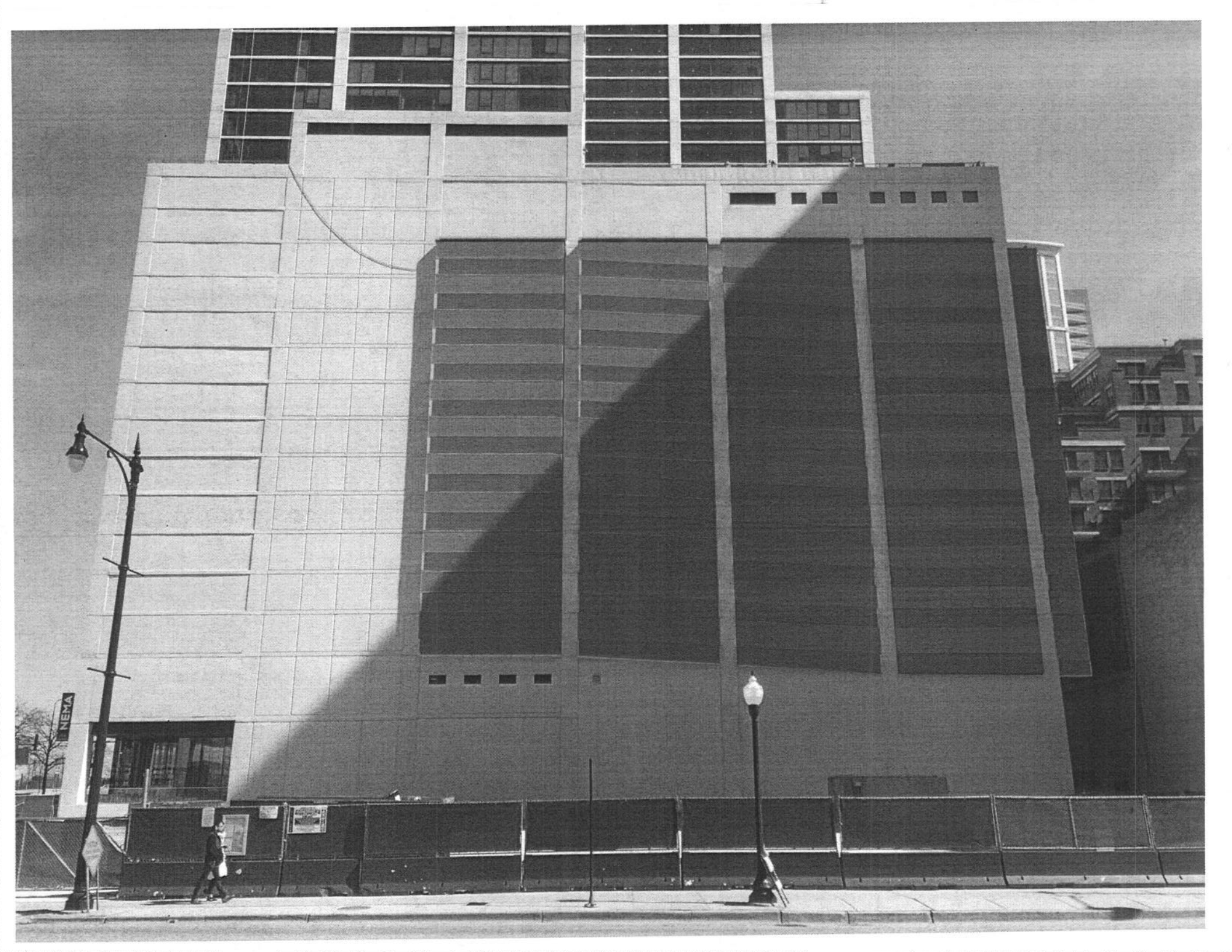
ENGINEER

PREMIER MANUFACTURER OF RAILINGS & ARCHITECTURAL METAL PRODUCTS

POMA METALS CORP.
www.pomametals.com

Project Name: NEMA CHICAGO
Location: 1210 SOUTH INDIAN AVE. CHICAGO
Submittal: VERTICAL BLADE PANELS
Contractor: -
Architect: -
Location: -

Job No.: -
Drawn By: THP
Checked By: JP
Scale: 1:50
Date: 12/2/2020
Sheet No.: 1 OF 1


NEMA


NEMA
NEMA

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

June 1, 2020

Mariah DiGrino
DLA Piper LLP (US)
444 W. Lake St., Suite 900
Chicago, Illinois 60606

Re: Amended Site Plan Approval – Planned Development No. 499, Subarea A (Parcel 1A)
1210 S. Indiana Avenue (NEMA)

Ms. DiGrino:

Please be advised that your request on behalf of S Loop Chicago Development II, LLC ("Applicant") for amended Site Plan approval in connection with the development of Subarea A (Parcel 1A) has been considered by the Department of Planning and Development (DPD).

The Applicant seeks approval of the attached revised south and west elevations which propose to replace the multi-story metal louver proposed to be located from the 14th floor garage cantilever roof to the underside of the 3rd floor (south and west elevations only) with custom fabricated stainless-steel laser cut corrugated panels. The panels will be mounted within the sloped openings of the parking garage above the concrete crash rails. The concrete crash rails are proposed to be painted in a medium gray to match the overall color and tone of the corrugated stainless steel material. The medium gray would be applied only to the concrete crash rails while maintaining the existing lighter color along the vertical columns. This color scheme is intended to treat the concrete crash rails and the corrugated stainless steel material as one volumetric shape without making it look heavy or massive. The proposed elevations, sections, details and renderings (collectively, the "Plans") as prepared by Rafael Vinoly Architects and dated as of May 4, 2020, are attached.

No changes are proposed to the number of floors of enclosed parking. No height increases are proposed. No change or addition of permitted uses is proposed. The proposed change does not result in an increase in bulk or density, and will not change the character of the development in the Planned Development.

With regard to the Site Plan Approval request DPD has determined the revised plans meet the applicable requirements of the Planned Development and Section 17-11-0206 of the Municipal Code which requires the exterior elevations of the parking structure to be architecturally integrated with the building to which it is accessory by utilizing screening or other architectural elements to make the parking structure more architecturally compatible with the surrounding buildings. Further the proposed screening and painted treatment of the concrete crash rails serves to minimize the appearance of the sloped floors from the street. Accordingly, I hereby approve the requested Site Plan Approval Letter for Subarea A, Parcel 1A of Planned Development No. 499, but no others. The following Plans, prepared by Rafael Vinoly Architects, and dated as of May 4, 2020, are hereby made part of the planned development:

- Garage Screen System;
- Garage Screen System – Section at southeast corner stack;
- Partial West Elevation;
- Partial South Elevation;

- Overall South and West Elevations;
- Rendering – Northwest;
- Rendering – West;
- Rendering – Southeast; and
- Corrugated Metal Panel Profile.

Upon review of the material submitted, DPD has determined that these Plans are consistent with and satisfy the requirements of Residential Planned Development No. 499, Subarea A. Accordingly, this site plan submittal is hereby approved as conforming to PD 499. This site plan approval does not cover any signage, which requires the submission of a sign permit application.

If you have any questions or need further clarification on these comments, please contact Heidi Sperry at (312) 744-0879 or at heidi.sperry@cityofchicago.org.

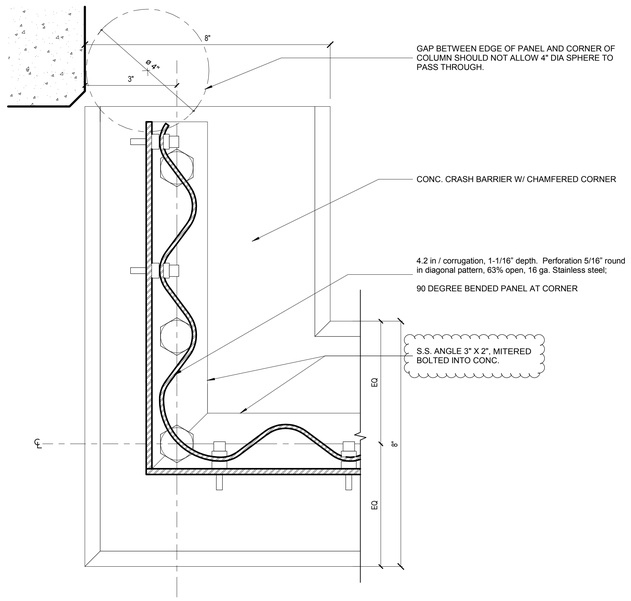
Sincerely,

Patrick Murphey
Zoning Administrator

Originated by: Heidi Sperry

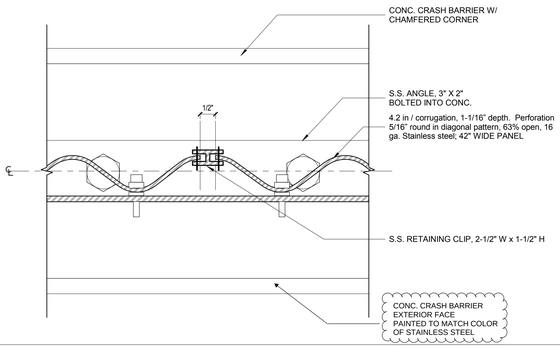
cc: Erik Glass, DPD
Janice Hill, DPD
Mike Marmo, DPD
Heidi Sperry, DPD
Planned Development files

© 2017 RAFAEL VINOLY ARCHITECTS PC

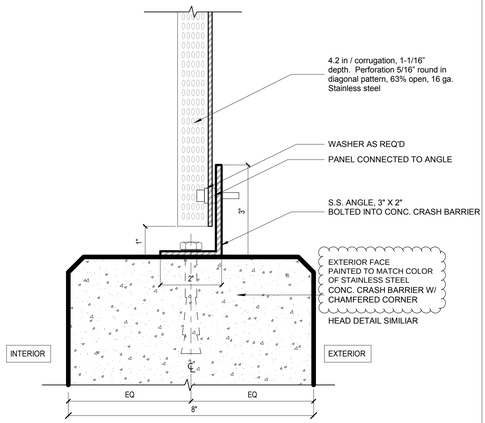


GARAGE SCREEN CORNER PLAN DETAIL 6
6" = 1'-0"

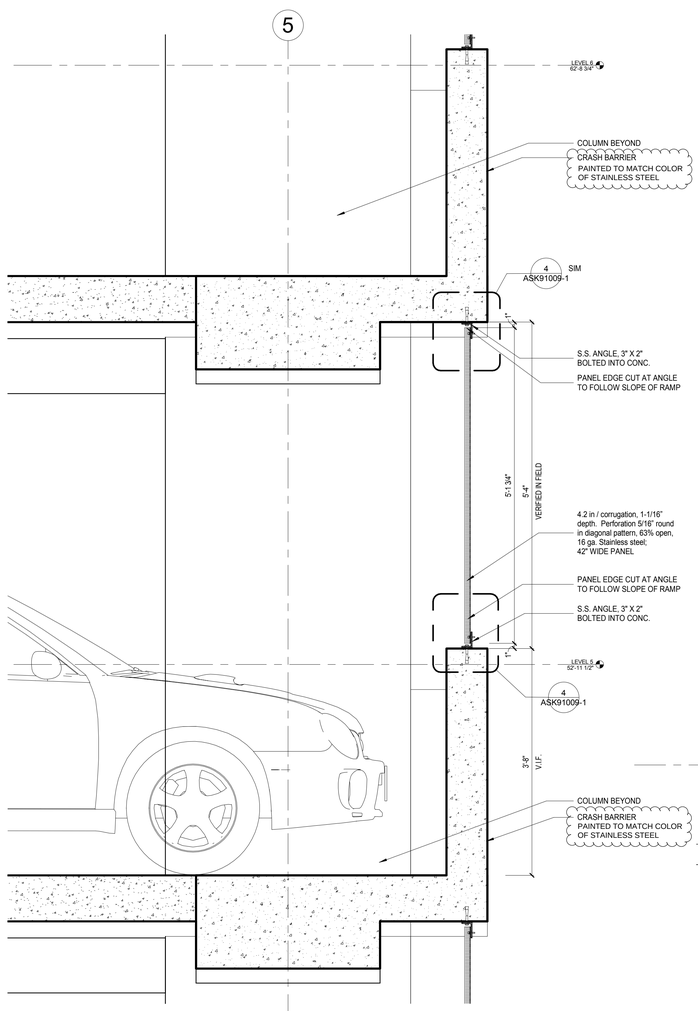
NOTE: CRASH BARRIER PAINTED COLOR TO BE APPROVED BY THE ARCHITECT FROM IN-PLACE MOCK-UP.



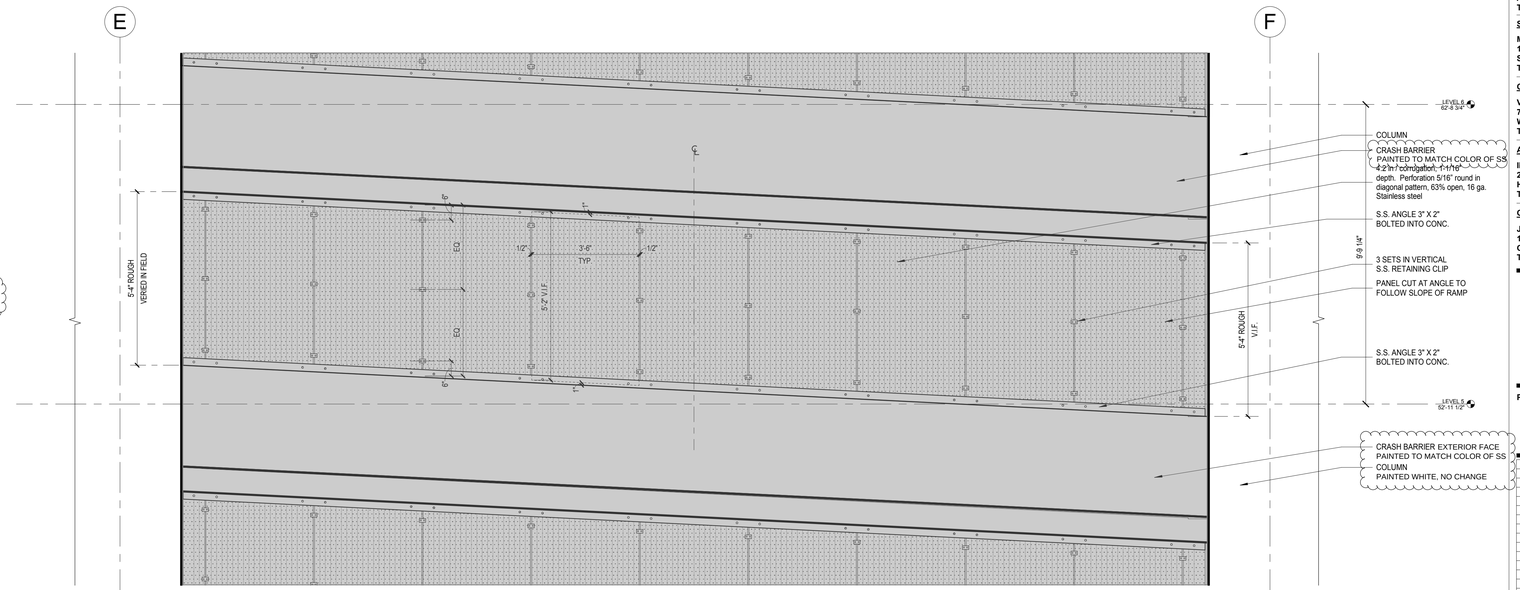
GARAGE SCREEN INTERMEDIATE PLAN DETAIL 5
6" = 1'-0"



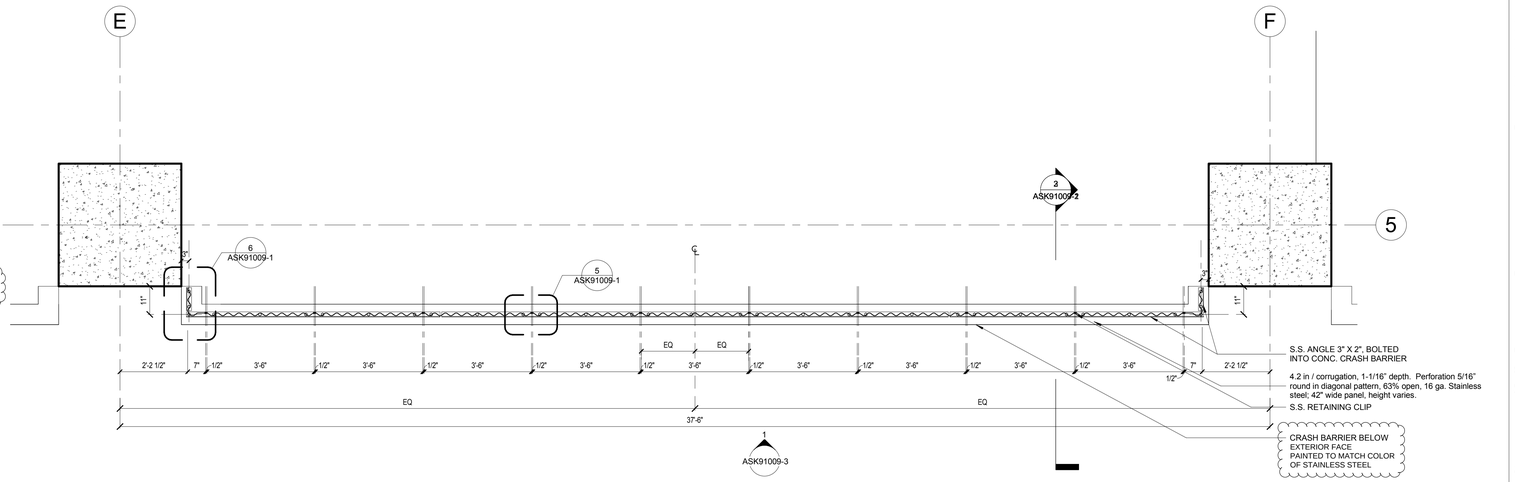
GARAGE SCREEN SILL DETAIL 4
6" = 1'-0"



GARAGE SCREEN SYSTEM - SECTION 3
1" = 1'-0"



GARAGE SCREEN SYSTEM - ELEVATION 2
1/2" = 1'-0"



GARAGE SCREEN SYSTEM - PLAN 1
1/2" = 1'-0"

1200 S. INDIANA AVENUE

1200 S. INDIANA AVENUE
CHICAGO, IL 60605

OWNER:
S LOOP CHICAGO DEVELOPMENT II LLC
2200 BISCAYNE BLVD
MIAMI, FL 33137
TEL: (305) 374-5700

ARCHITECT:
RAFAEL VINOLY ARCHITECTS PC.
50 VANDAM ST
NEW YORK, NY 10013
TEL: (212) 924-5060 FAX: (212) 924-5858

PLUMBING & MECHANICAL ENGINEERS OF RECORD:
AMS MECHANICAL SYSTEMS, INC.
140 E. TOWER DRIVE,
BURR RIDGE, IL 60527-5784
TEL: (630) 887-7700

ELECTRICAL ENGINEER OF RECORD:
GURTZ ELECTRIC COMPANY
77 WEST SEEGERS ROAD,
ARLINGTON HEIGHTS, IL 60005
TEL: (847) 734-2472

STRUCTURAL ENGINEER:
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1301 FIFTH AVENUE, SUITE 3200
SEATTLE, WA 98101-2699
TEL: (206) 292-1200

CIVIL ENGINEER:
V3 COMPANIES OF ILLINOIS, LTD.
7325 JANES AVE #100
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TEL: (630) 724-9200

AQUATIC ENGINEER:
INNOVATIVE AQUATIC DESIGN, LLC.
2675 PRATUM AVE.
HOFFMAN ESTATES, IL 60192
TEL: (224) 293-6460

CONTRACTOR:
JAMES McHUGH CONSTRUCTION CO.
1737 SOUTH MICHIGAN AVENUE
CHICAGO, IL 60616
TEL: (312) 986-8000

LICENSED ARCHITECT — No. 001-017460 — STATE OF ILLINOIS

PROJECT STATUS

NO.	DESCRIPTION	DATE
2	CCD No. 025	03/09/2018
1	DESIGN REVISIONS	10/05/2016

ISSUANCES

KEY PLAN AND NORTH ARROW

IF THIS DRAWING IS NOT 30"x42" IT IS A REDUCED PRINT; REFER TO GRAPHIC SCALE

GARAGE SCREEN SYSTEM

SHEET TITLE:
ASK00504-1
SHEET NUMBER:

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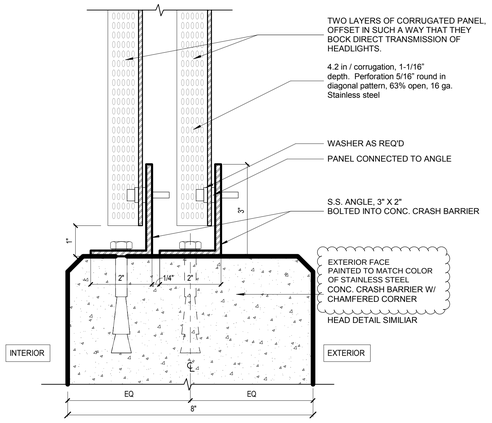
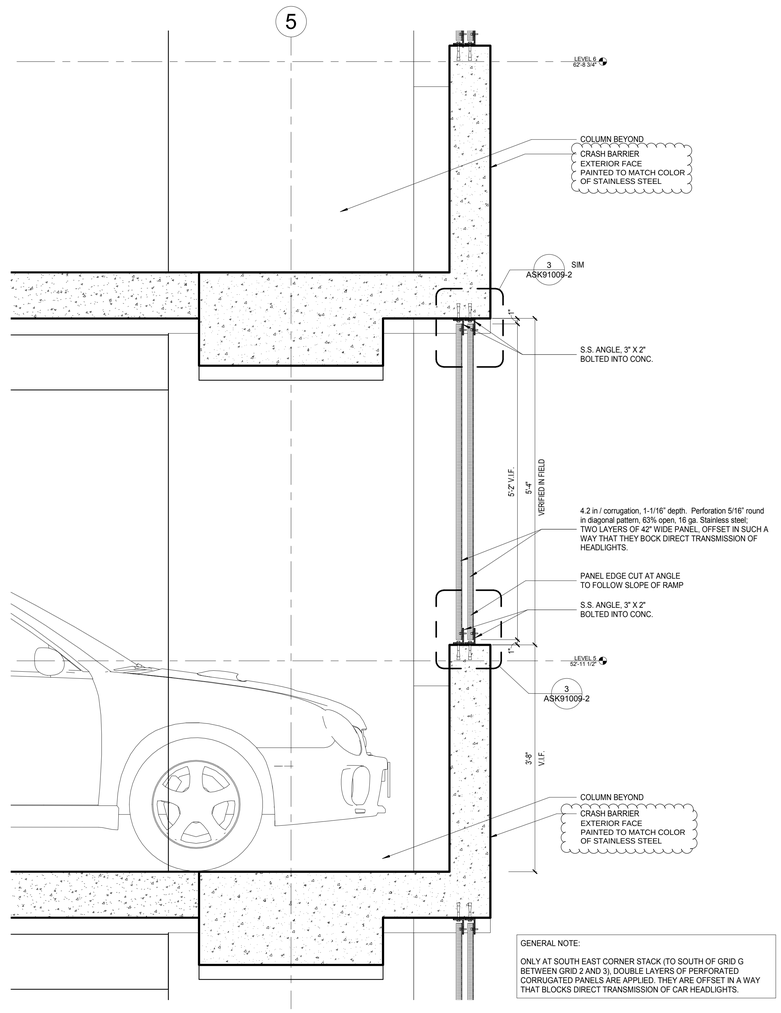
NOTE: CRASH BARRIER PAINTED COLOR TO BE APPROVED BY THE ARCHITECT FROM IN-PLACE MOCK-UP.



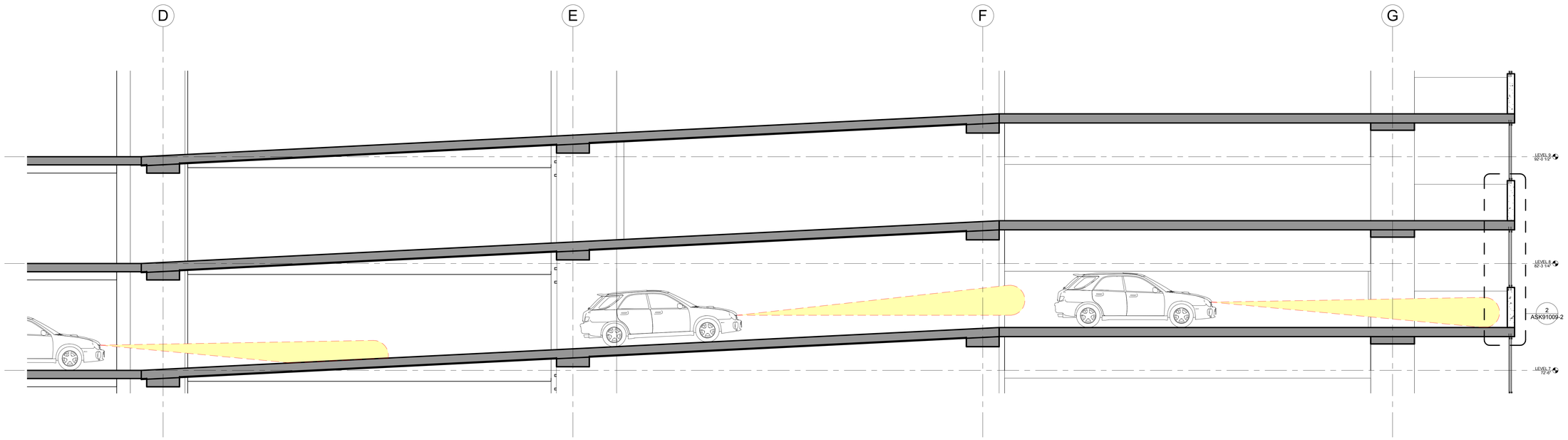
GARAGE SCREEN SILL DETAIL - OFFSET 3
6" = 1'-0"



GENERAL NOTE:

ONLY AT SOUTH EAST CORNER STACK (TO SOUTH OF GRID G BETWEEN GRID 2 AND 3), DOUBLE LAYERS OF PERFORATED CORRUGATED PANELS ARE APPLIED. THEY ARE OFFSET IN A WAY THAT BLOCKS DIRECT TRANSMISSION OF CAR HEADLIGHTS.

GARAGE SCREEN SYSTEM - SECTION OFFSET 2
1" = 1'-0"



CROSS SECTION BETWEEN GRID 2 AND GRID 3 - CAR HEADLIGHT 1
1/4" = 1'-0"

1200 S. INDIANA AVENUE

1200 S. INDIANA AVENUE
CHICAGO, IL. 60605

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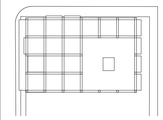
LICENSED ARCHITECT — No. 001-017460 — STATE OF ILLINOIS

PROJECT STATUS

NO.	DESCRIPTION	DATE

ISSUANCES



KEY PLAN AND NORTH ARROW

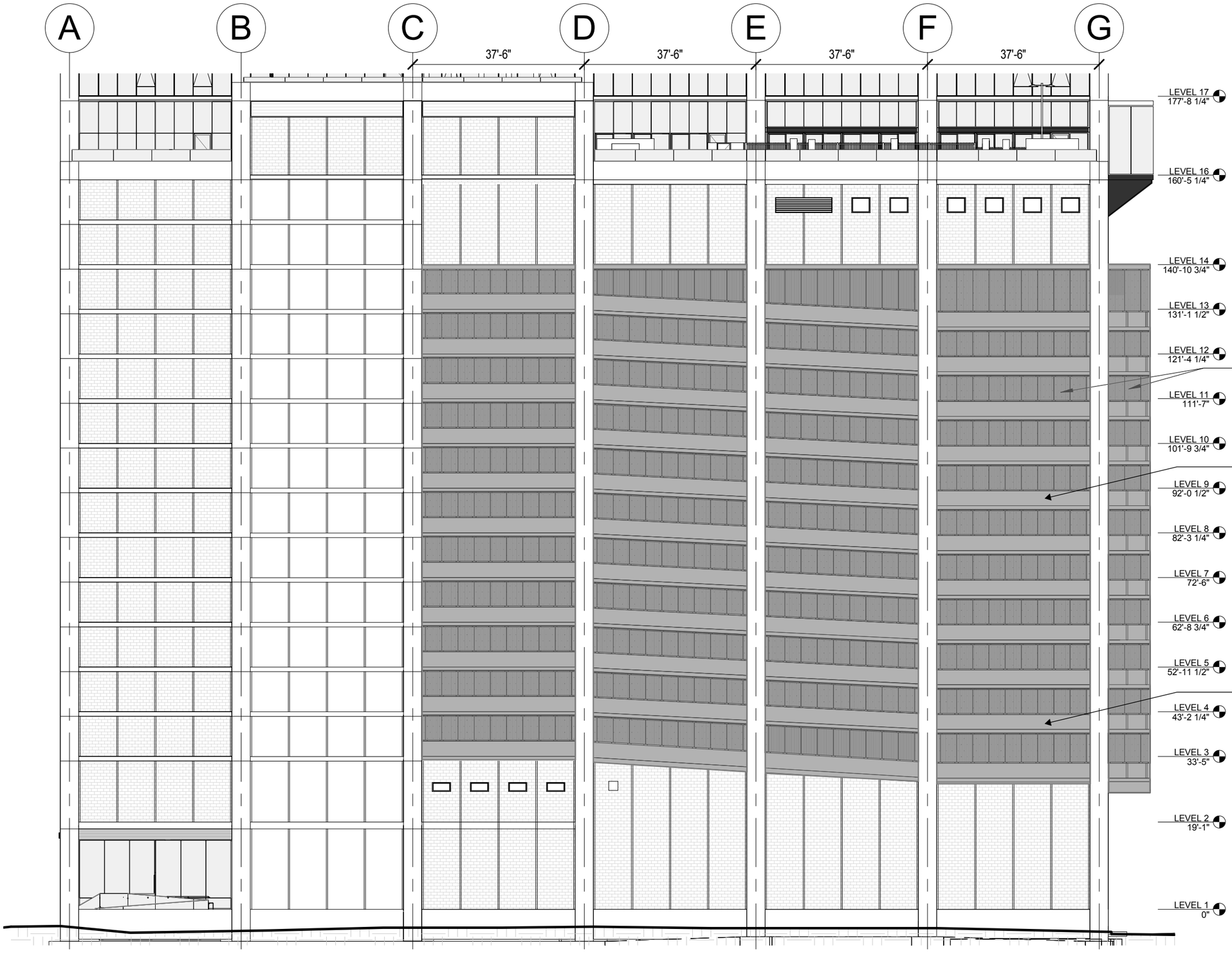
IF THIS DRAWING IS NOT 30"x42" IT IS A REDUCED PRINT;
REFER TO GRAPHIC SCALE

GARAGE SCREEN SYSTEM AT SOUTH-EAST CONER STACK

SHEET TITLE:

ASK00504-2

SHEET NUMBER:



NOTE: CRASH BARRIER PAINTED COLOR TO BE APPROVED BY THE ARCHITECT FROM IN-PLACE MOCK-UP.

4.2 in / corrugation, 1-1/16" depth. Perforation 5/16" round in diagonal pattern, 63% open, 16 ga. Stainless steel;
42" WIDE PANEL, HEIGHT VARIES

EXTERIOR FACE OF CONC. CRASH BARRIER TO BE PAINTED TO MATCH COLOR OF STAINLESS STEEL SCREEN

EXTERIOR FACE OF CONC. CRASH BARRIER TO BE PAINTED TO MATCH COLOR OF STAINLESS STEEL SCREEN

PARTIAL WEST ELEVATION

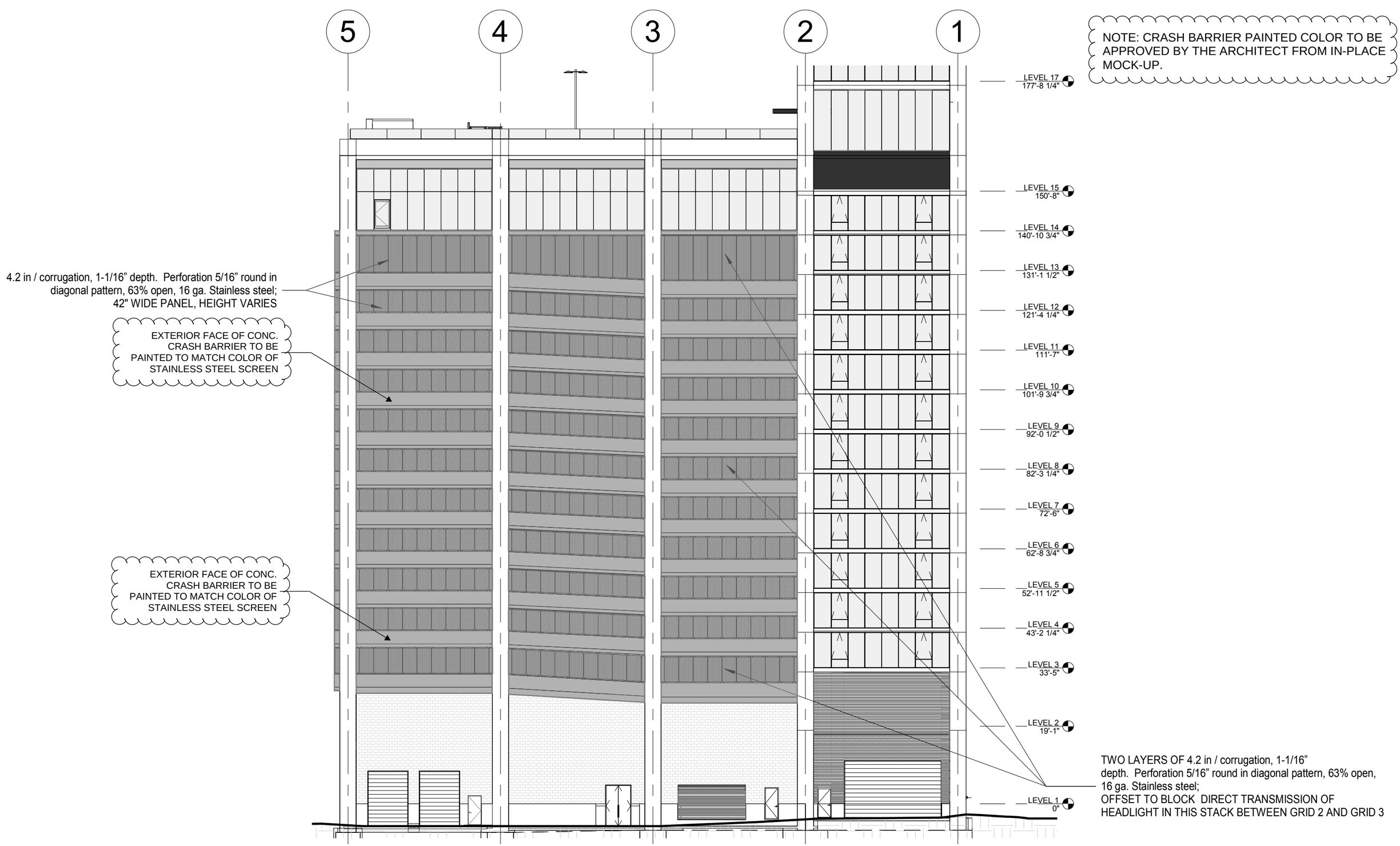
1200 S. INDIANA

05/04/2020

S LOOP CHICAGO DEVELOPMENT II LLC

SCALE 3/64" = 1'-0"

RAFAEL VINOLY ARCHITECTS PC.



NOTE: CRASH BARRIER PAINTED COLOR TO BE APPROVED BY THE ARCHITECT FROM IN-PLACE MOCK-UP.

PARTIAL SOUTH ELEVATION

1200 S. INDIANA

05/04/2020

S LOOP CHICAGO DEVELOPMENT II LLC

SCALE 3/64" = 1'-0"

RAFAEL VINOLY ARCHITECTS PC.

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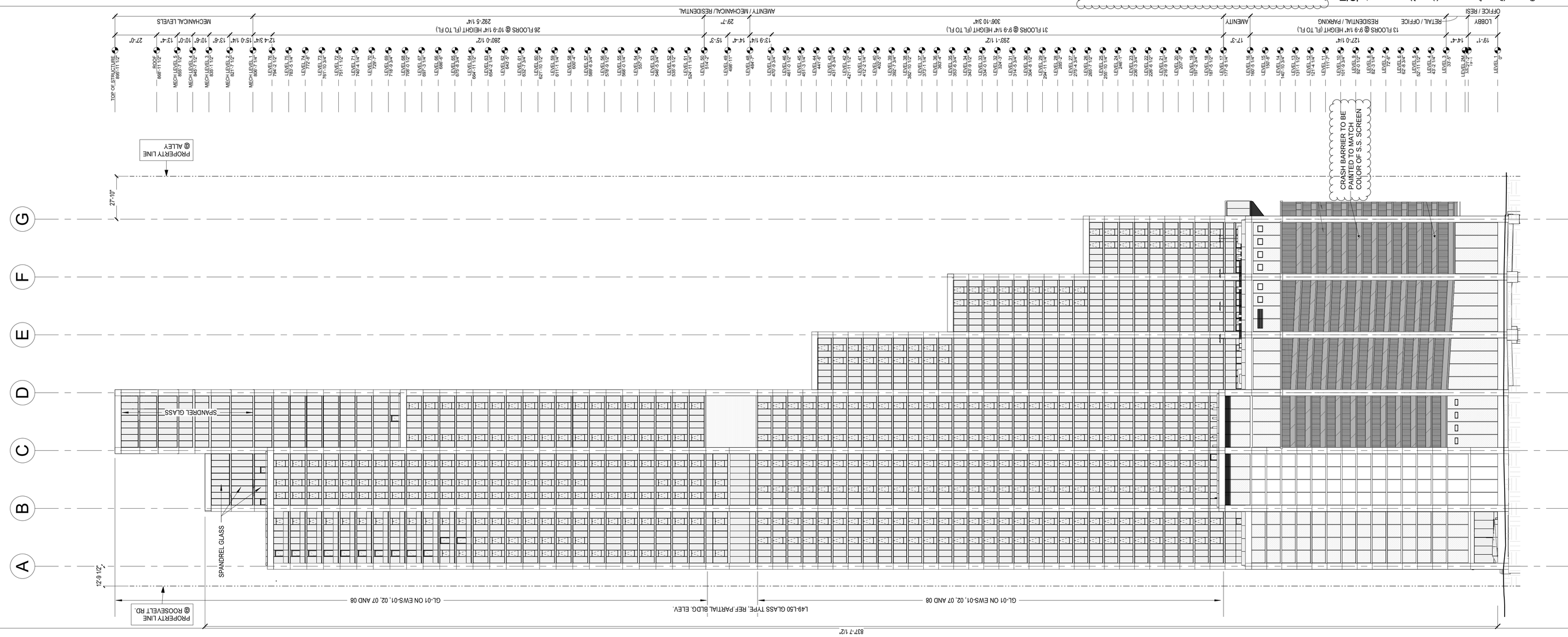
NOTE:

The concrete crash rails (barrier) is to be painted in a medium gray to match the overall color and tone of the corrugated stainless steel material.

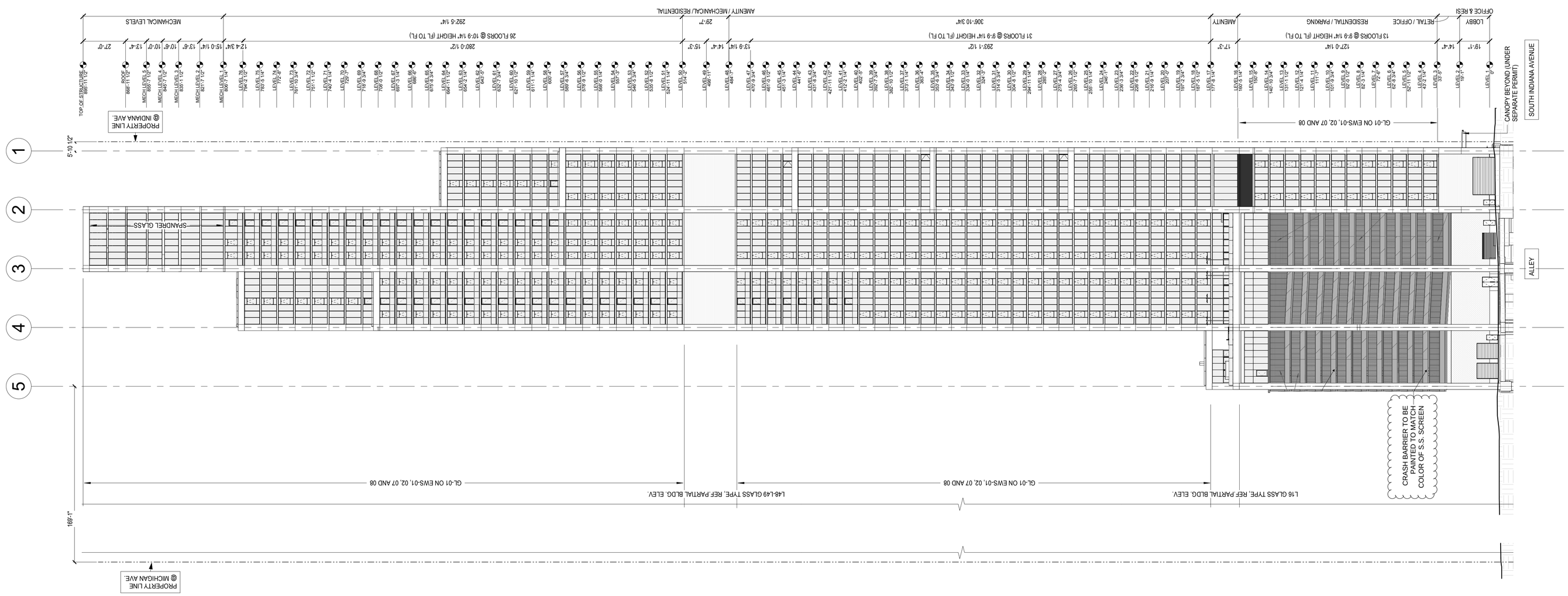
The medium gray would be applied only to the concrete crash rails while maintaining the existing lighter color along the vertical columns. This color scheme helps treat the concrete crash rails and the corrugated stainless steel material as one volumetric shape without making it look heavy or massive.

BUILDING ELEVATION GENERAL NOTES

1. REFER TO A4300 SERIES - EXTERIOR WALL SYSTEM PLAN AND DETAILS AND A3000 SERIES WALL SYSTEM SHEETS FOR GLAZING WALL SCHEDULE AND DETAILS AND NOTES.
2. SEE A3500 TO A3900 FOR PARTIAL BUILDING ELEVATIONS AND WALL SECTIONS.
3. ALL EXPOSED CONCRETE SURFACES ABOVE GRADE TO BE LATEX PRIMER/SEALER, REF. A7000 SERIES FOR MATERIAL AND FINISH SCHEDULE.
4. REFER TO A7000 SERIES 'EXTERIOR MATERIAL AND FINISH SCHEDULE FOR GLASS TYPES.
5. BUILDING ELEVATION EL. 0'-0" FFE= 715.00' (SEE CIVIL DRAWING GEOMETRY PLAN) VERTICAL CONTROL PLAN.
6. TYPICAL EXPOSED CONCRETE SURFACE PREPARE AND FINISH: CONCRETE CRACKS TO BE CAULKED AND ALL EXPOSED CONCRETE TO BE COATED WITH WATERPROOF SEALER (PNT-21).
7. REFER TO A7000 SERIES FOR MATERIAL AND FINISH SCHEDULE SINGLE WYTHE MASONRY WALLS TO CONSIST OF MODULAR BRICK WITH A RATING OF 'EXCELLENT' JOINT MIXED MORTAR
8. GUARDRAIL MATERIAL AND GUARDRAILS ON BALCONY AND TERRACE DESIGNED TO RESIST A SINGLE CONCENTRATED LOAD OF 200 lbs/ft APPLIED AT TOP OF RAILING OR A UNIFORM LOAD OF 50 lbs/ft APPLIED AT TOP OF RAILING OR A HORIZONTAL THRUST OF 50 lbs/ft IN ANY DIRECTION.



OVERALL WEST ELEVATION 1/32" = 1'-0" — 1



OVERALL SOUTH ELEVATION 1/32" = 1'-0" — 2

1200 S. INDIANA AVENUE

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CHICAGO, IL. 60605

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CONTRACTOR:
JAMES McHUGH CONSTRUCTION CO.
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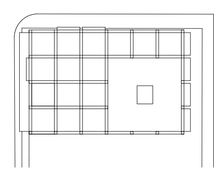
CHICAGO, IL 60616
TEL: (312) 986-8000

LICENSED ARCHITECT — No. 001-017460 — STATE OF ILLINOIS

PROJECT STATUS

NO.	DESCRIPTION	DATE
15	CCD No. 025	03/09/2018
14	CCD No. 015	09/07/2017
13	196-010 LEVELS 39,48,71 REVISIONS	07/21/2017
12	BLDG PERMIT RESUBMITTAL	06/14/2017
11	BUILDING PERMIT	03/31/2017
10	RESUBMIT FOR PERMIT	10/05/2016
9	DESIGN REVISIONS	10/05/2016
8	BUILDING PERMIT	08/12/2016
7	50% CD IN-PROGRESS	07/15/2016
6	40% CD IN-PROGRESS	06/10/2016
5	30% CD	03/15/2016
4	100% DD	02/15/2016
3	FOUNDATION PERMIT	02/15/2016
2	50% DD	01/15/2016
1	100% SD	09/30/2015

ISSUANCES



KEY PLAN AND NORTH ARROW

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OVERALL BUILDING ELEVATIONS - WEST & SOUTH

SHEET TITLE:

ASK0504-5

SHEET NUMBER:



RENDERING - NORTHWEST

1200 S. INDIANA

05/04/2020

S LOOP CHICAGO DEVELOPMENT II LLC

SCALE 3/64" = 1'-0"

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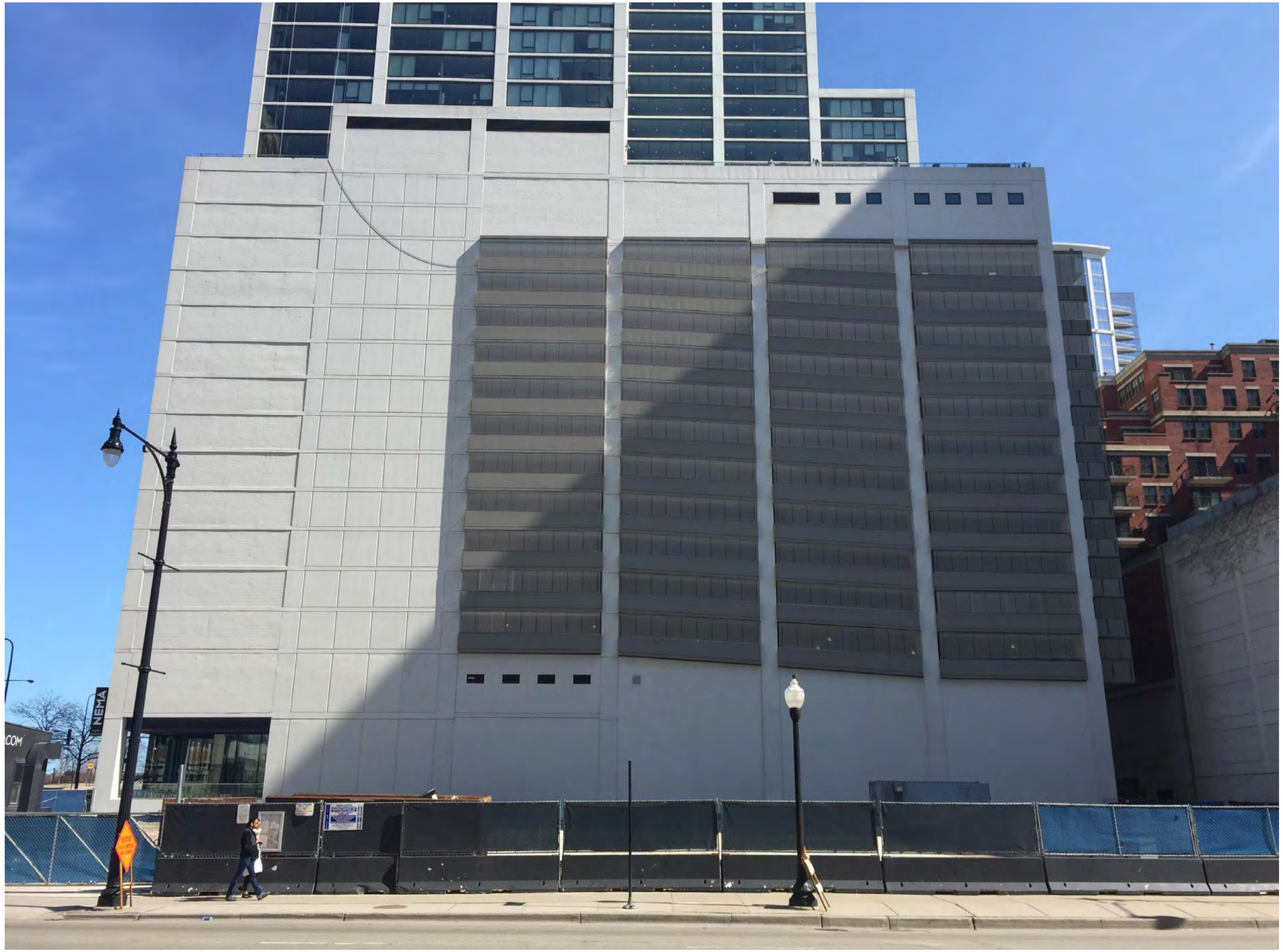

RENDERING - WEST

1200 S. INDIANA

05/04/2020

S LOOP CHICAGO DEVELOPMENT II LLC

SCALE 3/64" = 1'-0"

RAFAEL VINOLY ARCHITECTS PC.



RENDERING - SOUTHEAST

1200 S. INDIANA

05/04/2020

S LOOP CHICAGO DEVELOPMENT II LLC

SCALE 3/64" = 1'-0"

RAFAEL VINOLY ARCHITECTS PC.

Corrugated Perforated Sample.
Finish to be specified as
Stainless Steel

Profile of corrugated sample



CURRENT PROPOSAL

ELEVATION AND PROFILE SAMPLE

1200 S. INDIANA

S LOOP CHICAGO DEVELOPMENT II LLC

SCALE 3/64" = 1'-0"

RAFAEL VINOLY ARCHITECTS PC.

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

April 6, 2020

C. Harrison Cooper
Akerman LLP
71 S. Wacker Dr., 47th Floor
Chicago, IL 60606
harrison.cooper@akerman.com

Re: Opinion response for proposed sign at 1210 S. Indiana Ave., PD 499

Dear Mr. Cooper:

In response to your recent request, please be advised that the subject property is zoned Planned Development Number 499 ("PD 499"). Your client is seeking to install a sign reading "Made in Chicago" on the west elevation at 1210 S. Indiana Ave. On January 29, 2020, sign application number 100857094, for the proposed sign measuring 68' by 124'-6" (8,466 sq. ft.) was denied by our Department. The sign exceeds the maximum total sign area permitted in Section 17-12-1003-A of the Zoning Ordinance. Additionally, the sign was defined as both an advertising sign on page 2 of the application and an on-premise (business identification) sign on page 3 of the supplemental application.

You are now asking us to reconsider the proposed sign as a work of art with no commercial message and therefore, exempt from zoning regulation.

We have reviewed your request and the sign application, and it is our opinion that the sign is an advertising sign containing a commercial message, and not a work or art. Therefore, it is subject to zoning review and since it does not comply with the Zoning Ordinance, the sign application remains denied.

Sincerely,

Patrick Murphey
Zoning Administrator
Bureau of Zoning

C: Teresa McLaughlin, Main file

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

October 7, 2019

Mariah F. DiGrino
DLA Piper
444 W. Lake St., Suite 900
Chicago, IL 60606-0089

Re: Minor change request for PD No. 499, Central Station, Subarea A, Parcels 1B and 2A

Dear Ms. DiGrino:

Please be advised that your request for a minor change to Residential-Business Planned Development No. 499, ("PD 499"), Subarea A, Parcels 1B and 2A, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement Number 16 of PD 499.

Your client and the owner of both parcels 1B and 2A within Subarea A, S Loop Chicago Development, LLC, is seeking a minor change to allow for a transfer of 20 unbuilt residential units from Parcel 1B to Parcel 2A. As shown on the attached, Subarea A Bulk Regulations and Data Table, dated October 3, 2019, the maximum number of dwelling units within Parcel 1B decreases from 641 to 621 units and the maximum number in Parcel 2A increases from 100 to 120 units. Note 5 of the attached Bulk Regulations notes allows the reallocation of unbuilt residential units among parcels with the consent of the affected property owners and with our approval.

The Department of Planning and Development has determined that allowing the proposed reallocation of dwelling units will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and PD 499, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void. Finally, pursuant to Statement No. 13 of PD 499, prior to any Part II approval for new construction, site plan review and approval is required.

Sincerely,

Patrick Murphey
Zoning Administrator

PM:tm
C: Mike Marmo, Erik Glass, Emily Thrun, Main file

Exhibit 8 – October 3, 2019 Reallocation of Unbuilt Units Approval (Parcel 1B - Parcel 2A Unit Transfer)

Central Station
Subarea A
Table of Bulk Regulations
Parcels 1-6

	Parcel 1	Parcel 1A	Parcel 1B	Parcel 2	Parcel 2A	Parcel 2A-1	Parcel 3
Net Site Area (1)	85,207	43,147	43,122	176,392 (1)	31,933	12,255	95,764
Maximum Dwelling Units (5, 7, 8,)	669	800	621	867	120	0	208
Maximum SF Retail / Commercial (11)	350,000	350,000	350,000	350,000	20,000	0	0
Maximum Hotel Rooms (4, 10)	0	0	0	0	0	0	0
Maximum SF Office (12)	796,785	996,164	885,486	0	15,000	0	0
Maximum Floor Area (6)	796,785	1,023,022	885,486	1,892,233	107,822	0	345,783
Maximum FAR (2)	9.35	23.71	20.53	10.76	3.38	0.00	3.61
Maximum Building Height (3)	400 ft/ 350 ft	810 ft	900 ft	650 ft / 720 ft/ 375 ft	180 ft.	Not Applicable	350 ft/ 225 ft

(*) Refer to "Notes to Table of Bulk Regulations

	Parcel 3A	Parcel 3B	Parcel 4	Parcel 5	Parcel 6	Total 1,1A,1B,2,2A,2A-1,3,3A, 3B,4,5
				Air Rights	Webster Park	
Net Site Area (1)	22,880	24,207	239,480	171,952	44,800	946,339 (1)
Maximum Dwelling Units (5, 7, 8, 9)	202	260	653	0	0	4,400
Maximum SF Retail / Commercial (11)	100,000	10,000	0	0	0	350,000
Maximum Hotel Rooms (4, 10)	0	0	0	0	0	0
Maximum SF Office (12)	10,000	10,000	0	0	0	2,000,000
Maximum Floor Area (6)	274,331	416,474	1,108,064	0	0	6,850,000
Maximum FAR (2)	11.99	17.20	4.63	0.00	0.00	7.24
Maximum Building Height (3)	225 ft	350 ft	275 ft/ 200 ft/ 50 ft	Not Applicable	Not Applicable	

EXHIBIT 8

NOTES TO TABLE OF BULK REGULATIONS

(1) Net Site Area equals gross area less area in existing right-of-way, right-of-way to be dedicated and Webster Park. Includes an additional 360 square feet vacated in South Indiana Avenue.

(2) Floor area for FAR calculation purposes shall be determined pursuant to the Planned Development Ordinance No. 499, as amended. Unbuilt floor area may be reallocated among the Parcels with the consent of the property owners of the affected Parcels and with the approval of the Department of Planning and Development. Parcel Floor Area Ratios (FAR) would then be recalculated, accordingly.

(3) Height limitations for specific areas of parcels are illustrated on Exhibit 6. All heights are measured from the curb level, or its equivalent, opposite the center of the front of a building to the ceiling of the last habitable floor.

(4) All of the hotel rooms permitted by the Planned Development (1,500) have been converted to residential units (500) at the ratio of three (3) hotel rooms to one (1) residential unit.

(5) Unbuilt residential units may be reallocated among the Parcels with the consent of the property owners of the affected Parcels and with the approval of the Department of Planning and Development. The total number of residential units in all parcels, combined, shall not exceed 4,400.

(6) The total number of square feet of development permitted under this Master Plan II shall be fixed at 6,850,000 square feet.

(7) Only "For Sale" dwelling units shall be permitted within Parcel 4. A minimum of sixty percent (60%) of the dwelling units constructed within Parcel 4 shall contain shall contain two (2) or more bedrooms.

(8) Rental dwelling units are not permitted within Parcel 4.

(9) The Applicant agrees to provide a minimum of one (1) day care center within one (1) of the buildings to be constructed within Parcel 1B or Parcel 2A.

(10) All of the hotel rooms permitted by the Planned Development (1,500) have been converted to residential units (500) at the rate of three (3) hotel rooms to one (1) residential unit. The total number of residential units permitted within Master Plan II has been increased from 3,900 to 4,400, accordingly.

(11) Retail/Commercial floor area may be distributed among Parcel 1, Parcel 1A, Parcel 1B, Parcel 2, Parcel 2A, Parcel 3A and Parcel 3B with the consent of the property owners of the affected Parcels and with the approval of the Department of Planning and Development. The total square feet of retail/commercial floor area in Parcel 1, Parcel 1A, Parcel 1B, Parcel 2, Parcel 3A and Parcel 3B combined cannot exceed 350,000.

(12) Office floor area may be distributed between Parcel 1, Parcel 1A, Parcel 1B, and Parcel 2A, only, provided: (i) that the total square feet of office floor area in Parcel 1A, Parcel 1B, and Parcel 2A combined does not exceed two million (2,000,000) square feet, and (ii) that the total square feet of office floor area in Parcel 1A and Parcel 1B does not exceed 1,985,000 square feet, and (iii) that the total square feet of office floor area in Parcel 2A does not exceed 15,000 square feet.

(13) The total amount of public open space required within Subarea A shall be a minimum of 24% of the Net Site Area of Subarea.

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

June 20, 2017

Theodore J. Novak
DLA Piper LLP (US)
444 W. Lake St., Suite 900
Chicago, Illinois 60606

Re: Amended Site Plan Approval-Planned Development No. 499, Subarea A (Parcel 1A)

Mr. Novak:

Please be advised that your request on behalf of S Loop Chicago Development II, LLC ("Applicant") for amended Site Plan approval in connection with the development of Subarea A (Parcel 1A) has been considered by the Department of Planning and Development (DPD). The Applicant seeks approval of the attached Site Plan, revised elevations, a transfer of 4,051 square feet from Subarea A-Parcel 1B, an increase in dwelling units from 792 to 800, and authorization to transfer of 8 dwelling units from Parcel 1B to Parcel 1A. The proposed building consists of a mixed use building, to be constructed in accordance with the plans, elevations and project data (collectively, the "Plans") prepared by Rafael Vinoly Architects and dated as of June 15, 2017.

The Applicant and architect have provided the following summary of minor revisions to the Approved Plans:

- Increase in FAR floor area is a result of an extension of the exterior slab edge of the amenity floors and the conversion of 11 balconies to enclosed residential floor area;
- Increase in dwelling units is a result of portions of amenity and retail area having been converted to residential area;
- Minor revisions made to the shoulder and overall building heights as follows: height of Level 48 increased by approximately 2'-1", the height of Level 76 increased by approximately 1'-6", and an increase in the overall building height to 896' to accommodate the installation of a slosh damper (no changes are approved to the zoning height of the tower which is identified as 810');
- Proposed parking spaces have been reduced to 442 spaces.
- Retail floor area has been reduced to approximately 7,436 square feet; and
- Retail space was shifted slightly east to provide retail frontage on Roosevelt Rd. while also providing a covered entry on the west.

With regard to the Site Plan Approval request DPD has determined the revised plans meet the applicable requirements of the Planned Development and associated Master Plan. Accordingly, for the reasons stated above, I hereby approve the requested Site Plan Approval Letter for Subarea A, Parcel 1A of Planned Development No. 499, but no others. The following Plans, prepared by Rafael Vinoly Architects, and dated June 15, 2017, are hereby made part of the planned development:

- Site Plan, Landscape/First Floor Plan; Landscape Plan; Enlarged Landscape Plan, Planting Details; Roof Plan
- Typical Residential Floor with Parking Garage (Level 3) Plan; Amenity Plan - Level 16;

- Amenity Plan - Level 48/49; Lower Level (LV 18) Residential Floor Plan;
- Upper Level (LV 55) Residential Floor Plan; North Elevation; South, North, East and West Elevations and Building Section

Please note that your request to 1) increase the total buildable F.A.R. square footage of Parcel 1A by 4,051 square feet to a total 1,023,022 square feet of buildable F.A.R. and 2) to transfer 8 dwelling units from Parcel 1B to Parcel 1A for a total of 800 dwelling units was considered. Although the request exceeds the approved square footage and the number of dwelling units established in the Bulk Table Regulations (Exhibit 8), the provisions of P.D. No. 499 allow for a transfer of F.A.R. and dwelling units between subareas. In addition to the provision that allow for this transfer the applicant has provided an executed authorization form to transfer the Floor Area between subareas. Accordingly, for the reasons stated above, I hereby approve the requested transfer of F.A.R. from Subarea A (Parcel 1B) to Subarea A (Parcel 1A) and the transfer of 8 dwelling units from Parcel 1B to Parcel 1A of Planned Development No. 499, but no other. The revised Table of Bulk Regulations (Exhibit 8), dated May 26, 2017, is hereby made part of the planned development.

Sincerely,

Patricia A. Scudiero
Zoning Administrator
PAS:hs

cc: Fernando Espinoza
Erik Glass
Michael Marmo
Heidi Sperry
Planned Development Files

Exhibit 8 – Revised May 26, 2017 for Parcel 1A Site Plan Approval.

Central Station
Subarea A
Table of Bulk Regulations
Parcels 1-6

	Parcel 1	Parcel 1A	Parcel 1B	Parcel 2	Parcel 2A	Parcel 2A-1	Parcel 3
Net Site Area (1)	85,207	43,147	43,122	176,392 (1)	31,933	12,255	95,764
Maximum Dwelling Units (5, 7, 8,)	669	800	641	867	100	0	208
Maximum SF Retail / Commercial (11)	350,000	350,000	350,000	350,000	20,000	0	0
Maximum Hotel Rooms (4, 10)	0	0	0	0	0	0	0
Maximum SF Office (12)	796,785	996,164	885,486	0	15,000	0	0
Maximum Floor Area (6)	796,785	1,023,022	885,486	1,892,233	107,822	0	345,783
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(*) Refer to "Notes to Table of Bulk Regulations

	Parcel 3A	Parcel 3B	Parcel 4	Parcel 5	Parcel 6	Total 1,1A,1B,2,2A,2A-1,3,3A, 3B,4,5
				Air Rights	Webster Park	
Net Site Area (1)	22,880	24,207	239,480	171,952	44,800	946,339 (1)
Maximum Dwelling Units (5, 7, 8, 9)	202	260	653	0	0	4,400
Maximum SF Retail / Commercial (11)	100,000	10,000	0	0	0	350,000
Maximum Hotel Rooms (4, 10)	0	0	0	0	0	0
Maximum SF Office (12)	10,000	10,000	0	0	0	2,000,000
Maximum Floor Area (6)	274,331	416,474	1.108.064	0	0	6,850,000
Maximum FAR (2)	11.99	17.20	4.63	0.00	0.00	7.24
Maximum Building Height (3)	225 ft	350 ft	275 ft/ 200 ft/ 50 ft	Not Applicable	Not Applicable	

EXHIBIT 8

NOTES TO TABLE OF BULK REGULATIONS

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(3) Height limitations for specific areas of parcels are illustrated on Exhibit 6. All heights are measured from the curb level, or its equivalent, opposite the center of the front of a building to the ceiling of the last habitable floor.

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(5) Unbuilt residential units may be reallocated among the Parcels with the consent of the property owners of the affected Parcels and with the approval of the Department of Planning and Development. The total number of residential units in all parcels, combined, shall not exceed 4,400.

(6) The total number of square feet of development permitted under this Master Plan II shall be fixed at 6,850,000 square feet.

(7) Only "For Sale" dwelling units shall be permitted within Parcel 4. A minimum of sixty percent (60%) of the dwelling units constructed within Parcel 4 shall contain shall contain two (2) or more bedrooms.

(8) Rental dwelling units are not permitted within Parcel 4.

(9) The Applicant agrees to provide a minimum of one (1) day care center within one (1) of the buildings to be constructed within Parcel 1B or Parcel 2A.

(10) All of the hotel rooms permitted by the Planned Development (1,500) have been converted to residential units (500) at the rate of three (3) hotel rooms to one (1) residential unit. The total number of residential units permitted within Master Plan II has been increased from 3,900 to 4,400, accordingly.

(11) Retail/Commercial floor area may be distributed among Parcel 1, Parcel 1A, Parcel 1B, Parcel 2, Parcel 2A, Parcel 3A and Parcel 3B with the consent of the property owners of the affected Parcels and with the approval of the Department of Planning and Development. The total square feet of retail/commercial floor area in Parcel 1, Parcel 1A, Parcel 1B, Parcel 2, Parcel 3A and Parcel 3B combined cannot exceed 350,000.

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(13) The total amount of public open space required within Subarea A shall be a minimum of 24% of the Net Site Area of Subarea.

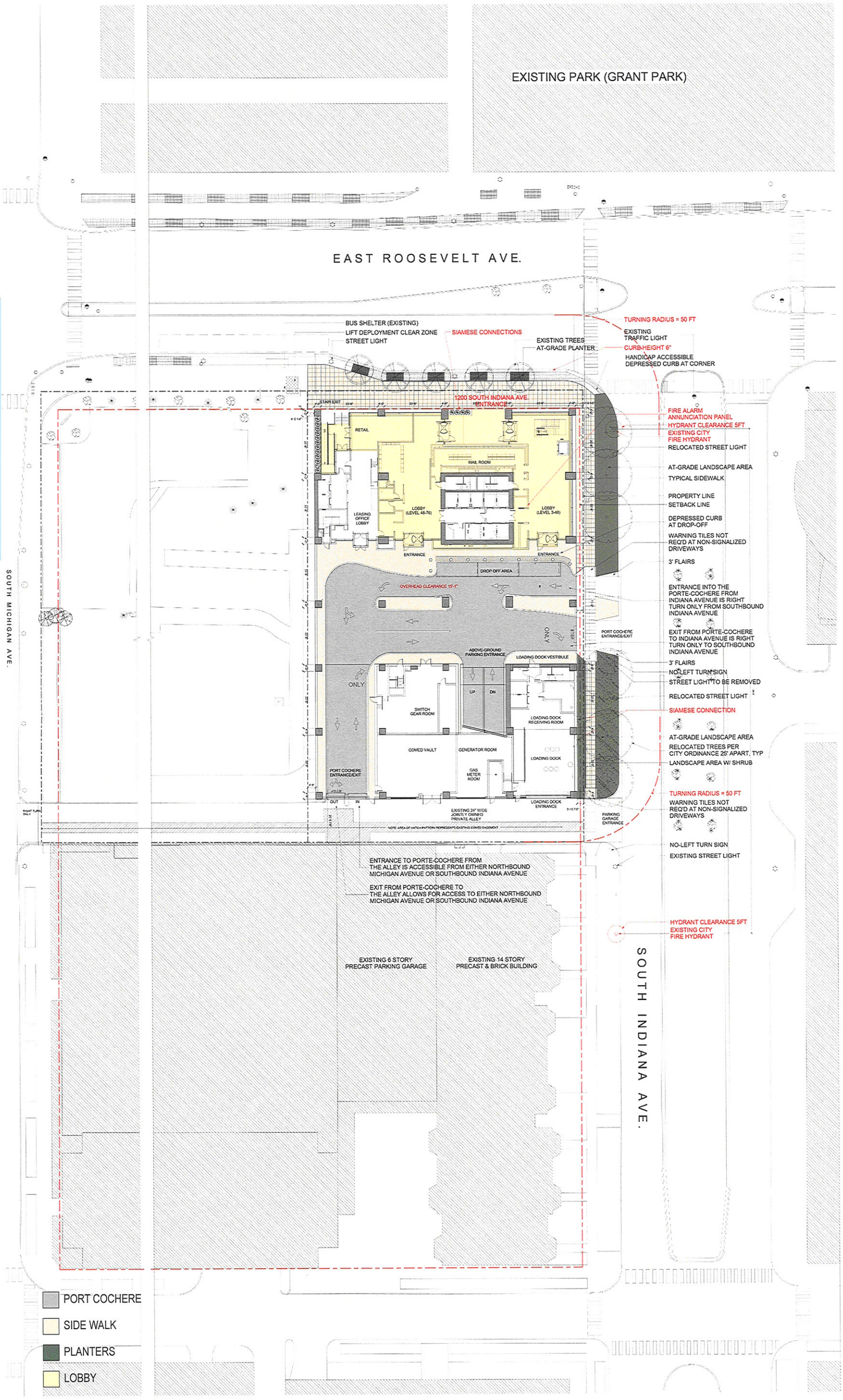

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FIGURE 1.1
PROPOSED SITE PLAN

Project Address: 1200 S. Indiana Ave
Applicant: S Loop Chicago Development II, LLC
Project: 1200 S. Indiana Ave
Date: Revised 06.15.2017

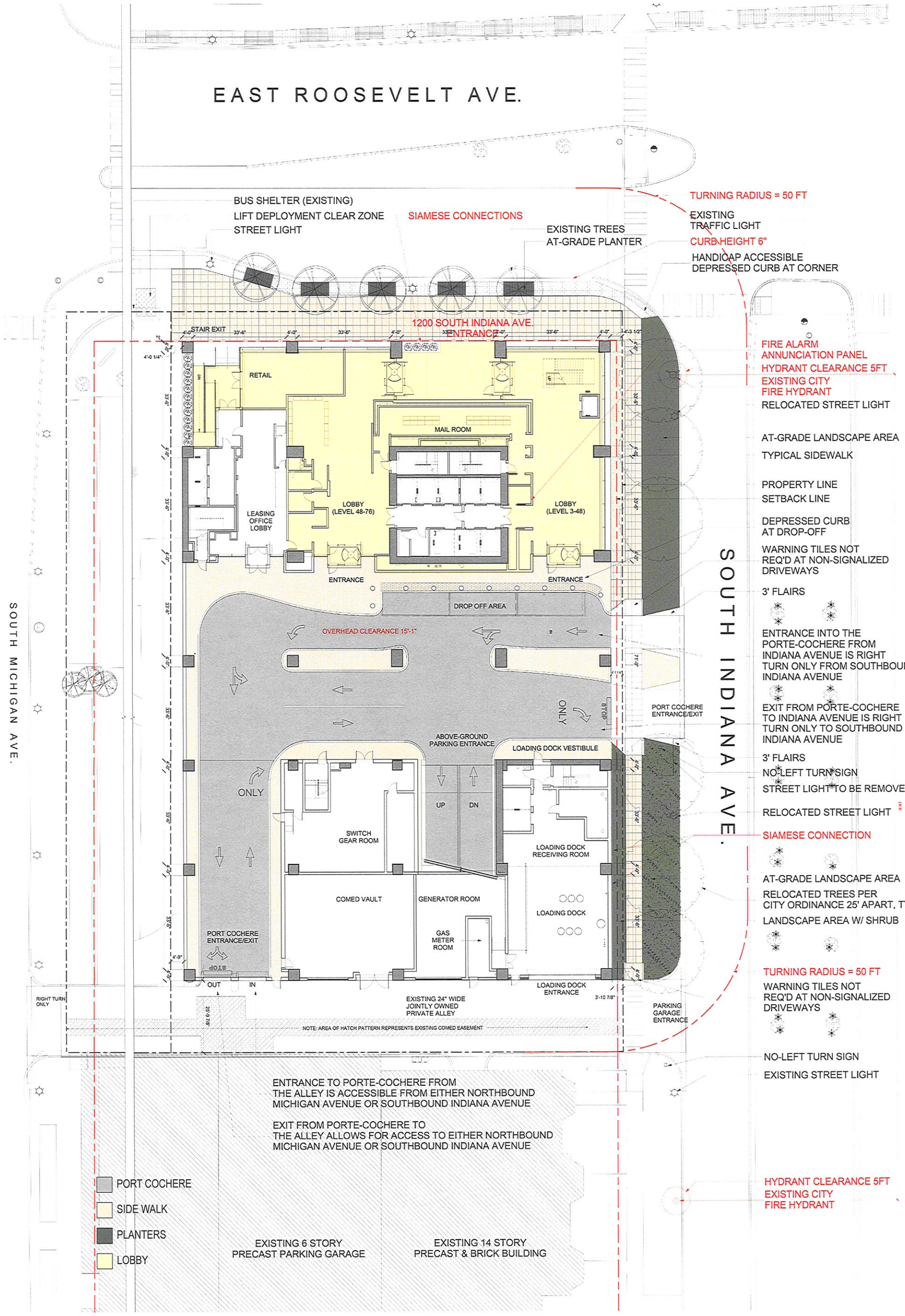

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FIGURE 1.1A
PROPOSED GROUND LEVEL LANDSCAPE PLAN

Project Address: 1200 S. Indiana Ave
Applicant: S Loop Chicago Development II, LLC
Project: 1200 S. Indiana Ave
Date: Revised 06.15.2017

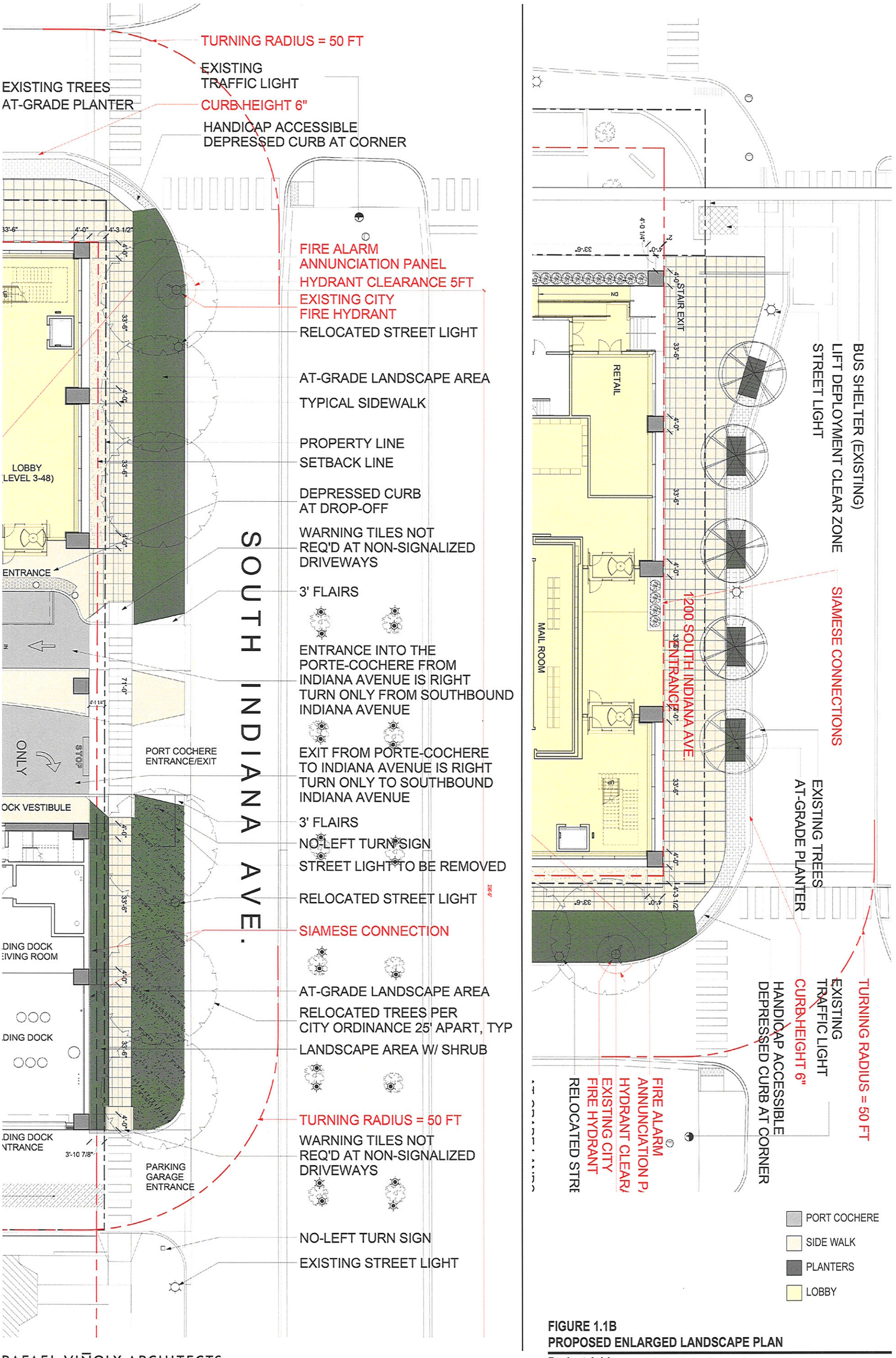

FIGURE 1.1B
PROPOSED ENLARGED LANDSCAPE PLAN

Project Address:	1200 S. Indiana Ave
Applicant:	S Loop Chicago Development II, LLC
Project:	1200 S. Indiana Ave
Date:	Revised 06.15.2017

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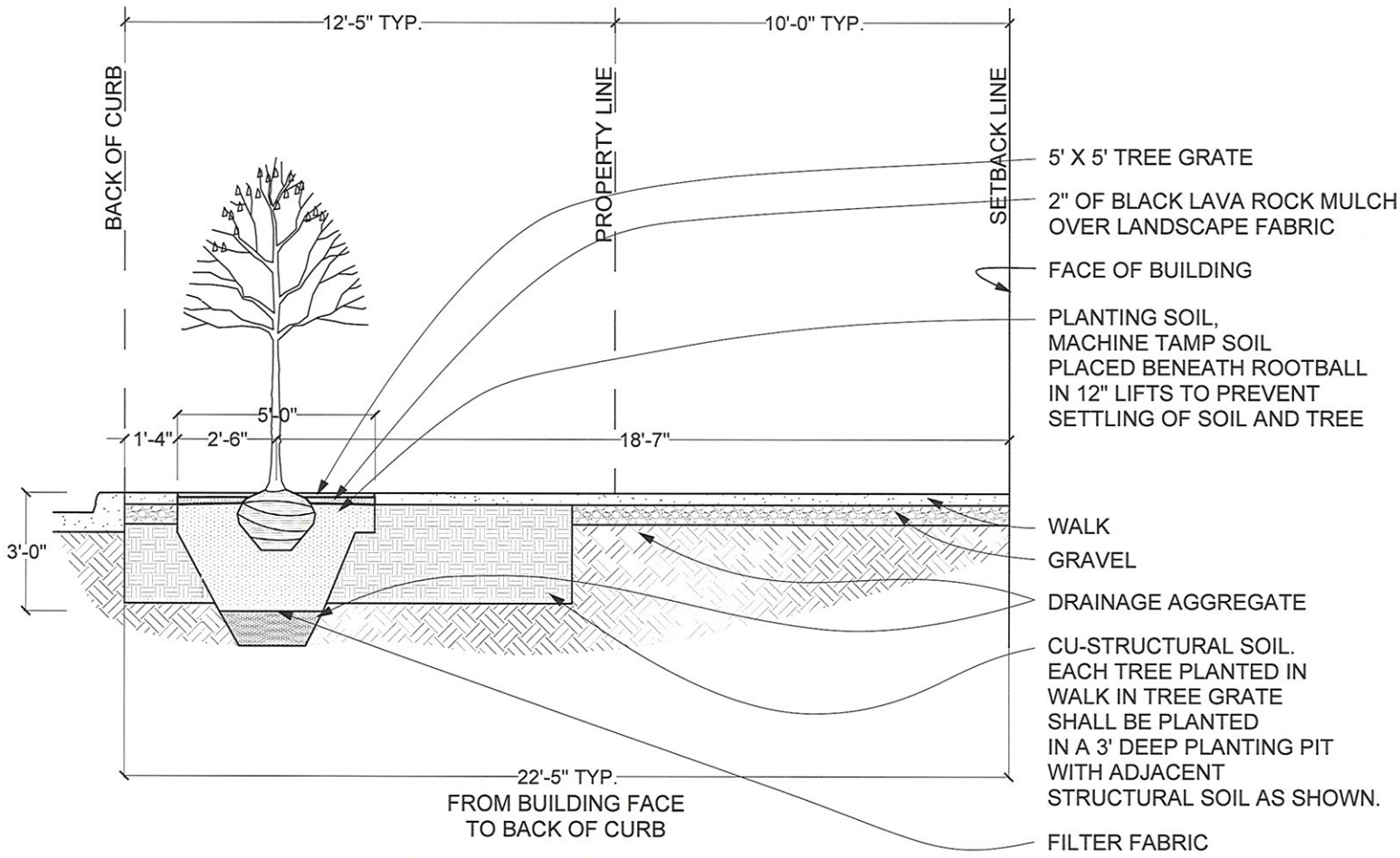
SECTION AT EAST ROOSEVELT ROAD



SECTION AT SOUTH INDIANA AVENUE

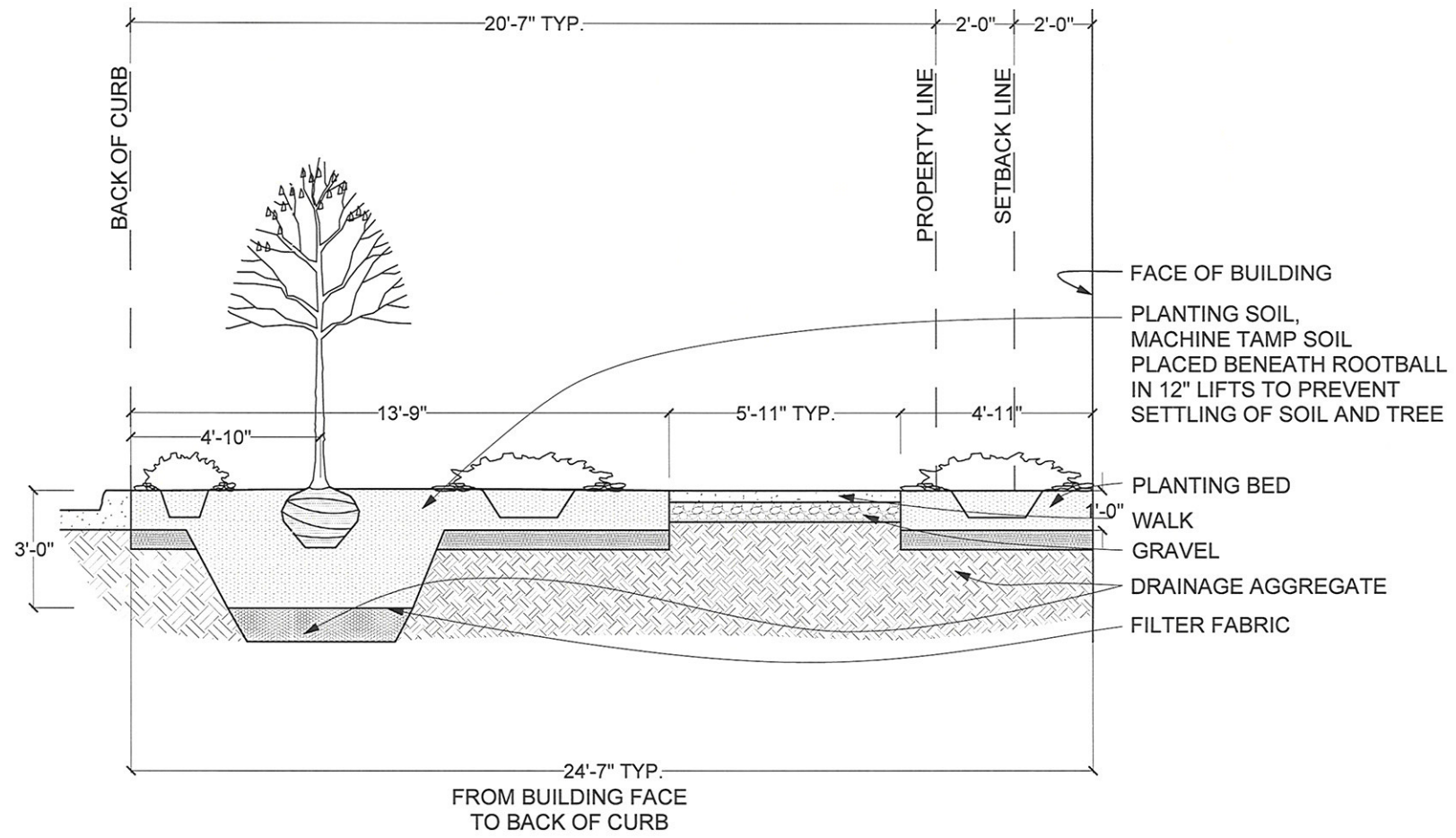


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FIGURE 1.1C
PLANTING DETAILS

Project Address: 1200 S. Indiana Ave
Applicant: S Loop Chicago Development II, LLC
Project: 1200 S. Indiana Ave
Date: Revised 06.15.2017

EAST ROOSEVELT ROAD

BUS SHELTER (EXISTING)

SOUTH INDIANA AVENUE

GREEN RF: 467 SF

AMENITY DECK: 896 SF

AMENITY DECK: 982 SF

GREEN RF: 617 SF

LANDSCAPE PLANTER 2,227 SF

POOL AND SPA 1,105 SF

HARDSCAPE 11,396 SF

160'-5 1/4"
AMENITY DECK

DOG RUN
177'-8 1/4"
AMENITY DECK

ROOF
794'-2 1/2"
GREEN RF: 1,548 SF

ROOF
740'-4 1/4"
GREEN RF: 651 SF

ROOF
664'-11 1/2"
GREEN RF: 1,544 SF

T.O.MECH SLAB
834'-5 1/2"
MECH ROOF 3,289 SF

ROOF
708'-0 1/2"
GREEN RF: 654 SF

T.O.MECH SLAB
868'-11 1/2"
895'-11 1/2"

ROOF
589'-6 3/4"
GREEN RF: 612 SF

160'-5 1/4"
OUTDOOR TERRACE

ROOF
442'-5"
GREEN RF: 775 SF

ROOF
354'-5 3/4"
GREEN RF: 775 SF

ROOF
266'-6 1/2"
GREEN RF: 775 SF

177'-8 1/4"

PRIVATE TERRACE

PRIVATE TERRACE

MEP ROOF

SETBACK LINE

PROPERTY LINE

MEP ROOF

UNDERSIDE OF SLAB OVER HIGHEST HABITABLE FLOOR (BELOW) 810'-2"

NON ACCESSIBLE ROOF

NON ACCESSIBLE ROOF

NON ACCESSIBLE ROOF

INDOOR SWIMMING POOL ROOF

GREEN ROOF

MECH BMU ROOF

MECH ROOF

HARDSCAPE PAVING

TERRACE PAVING

POOL AND SPA

NEIGHBORING BUILDING

36,893 SF TOTAL ROOF AREA

31,726 SF NET ROOF AREA
(EXCLUDING AMENITY DECK & MEP)

10,645 SF GREEN ROOF AREA
(= 33.6 % OF NET ROOF AREA OF 31,726 SF)

0 10 25 50FT

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FIGURE 1.2
PROPOSED GREEN ROOF/LANDSCAPE PLAN

Project Address: 1200 S. Indiana Ave
Applicant: S Loop Chicago Development II, LLC
Project: 1200 S. Indiana Ave
Date: Revised 06.15.2017

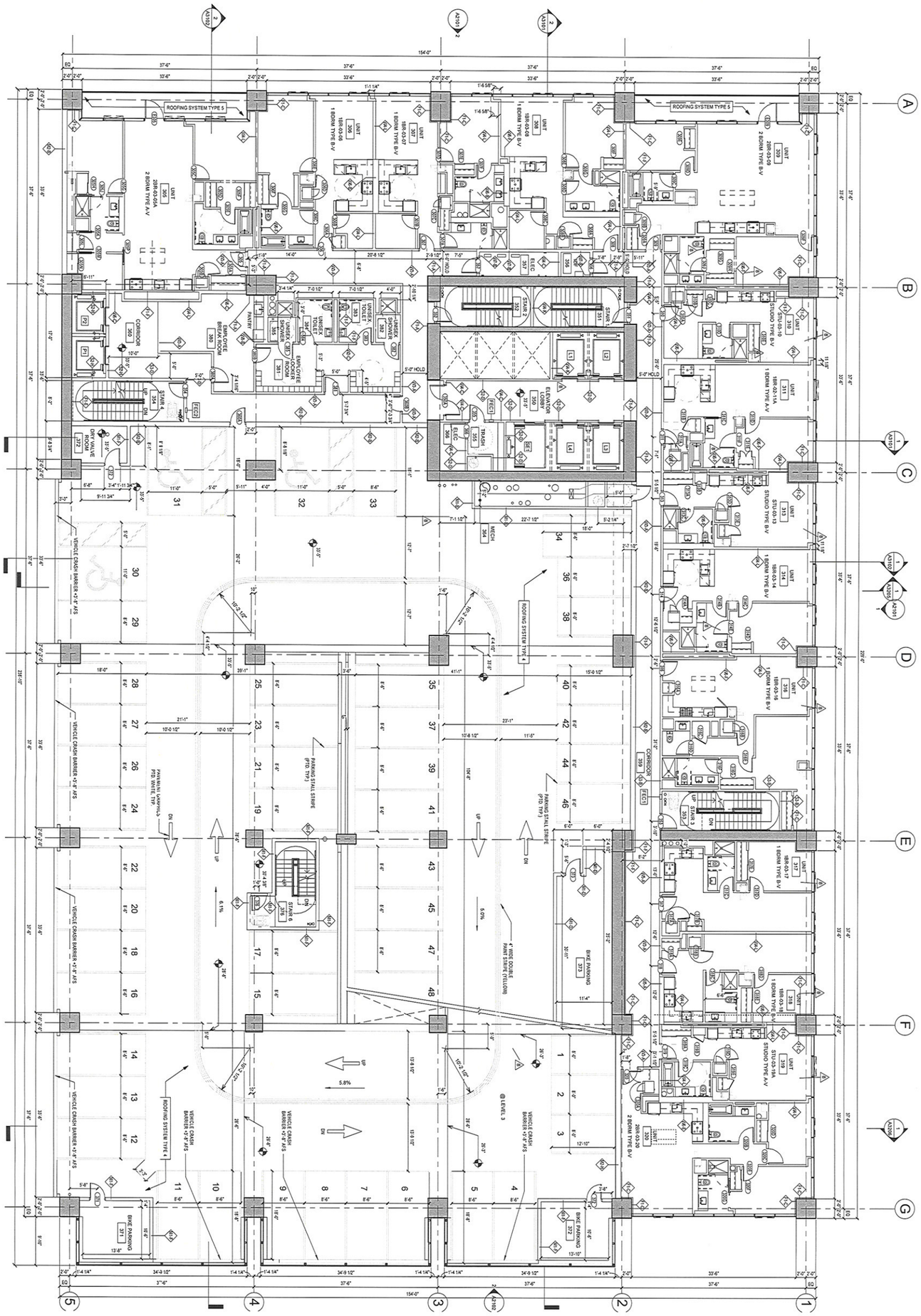

FIGURE 2.1
PROPOSED LOWER TIER (LV 3) PLAN

Project Address: 1200 S. Indiana Ave
Applicant: S Loop Chicago Development II, LLC
Project: 1200 S. Indiana Ave
Date: Revised 06.15.2017

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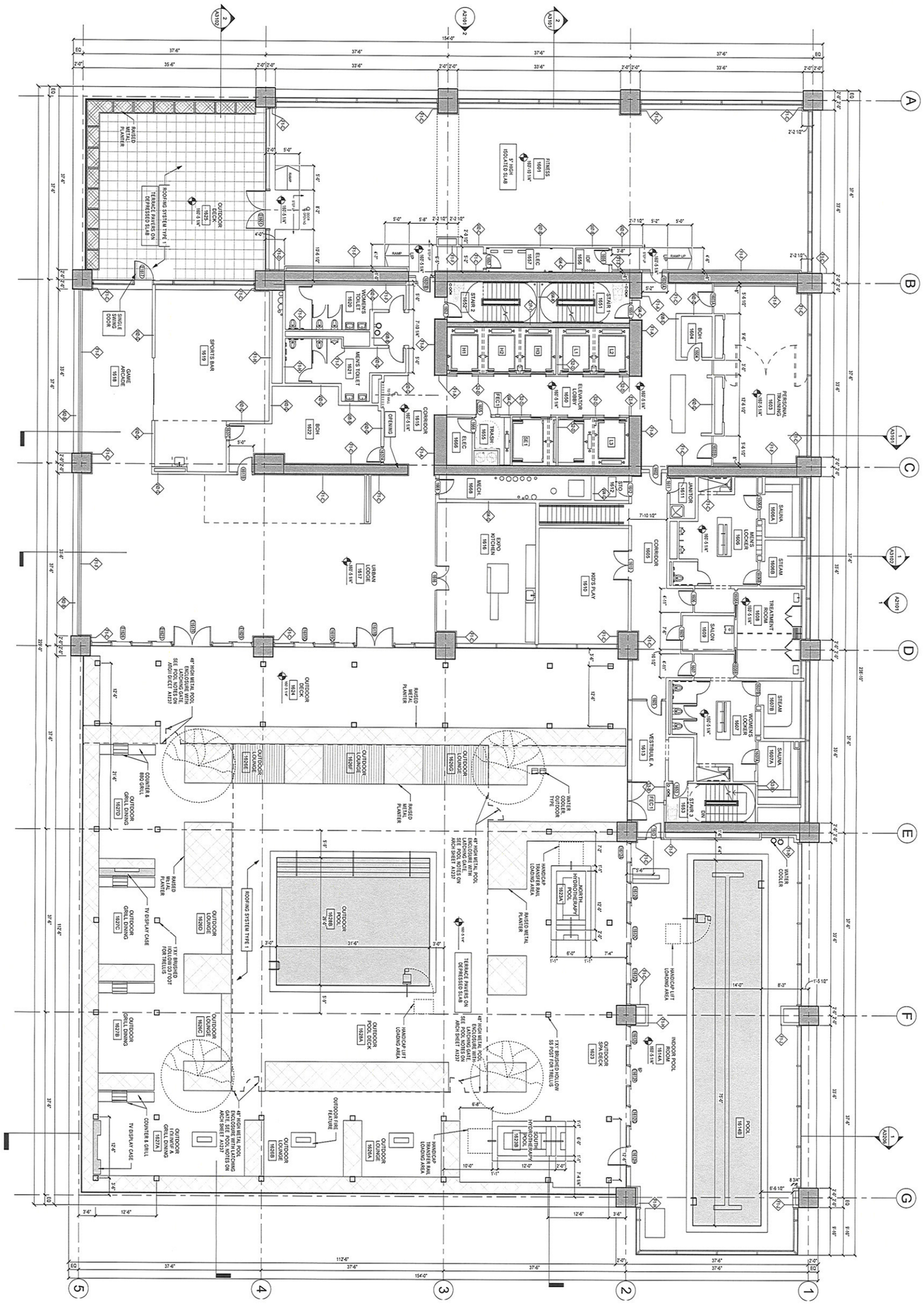

FIGURE 2.2.1
PROPOSED AMENITY FLOOR (LV 16) PLAN

Project Address:	1200 S. Indiana Ave
Applicant:	S Loop Chicago Development II, LLC
Project:	1200 S. Indiana Ave
Date:	Revised 06.15.2017

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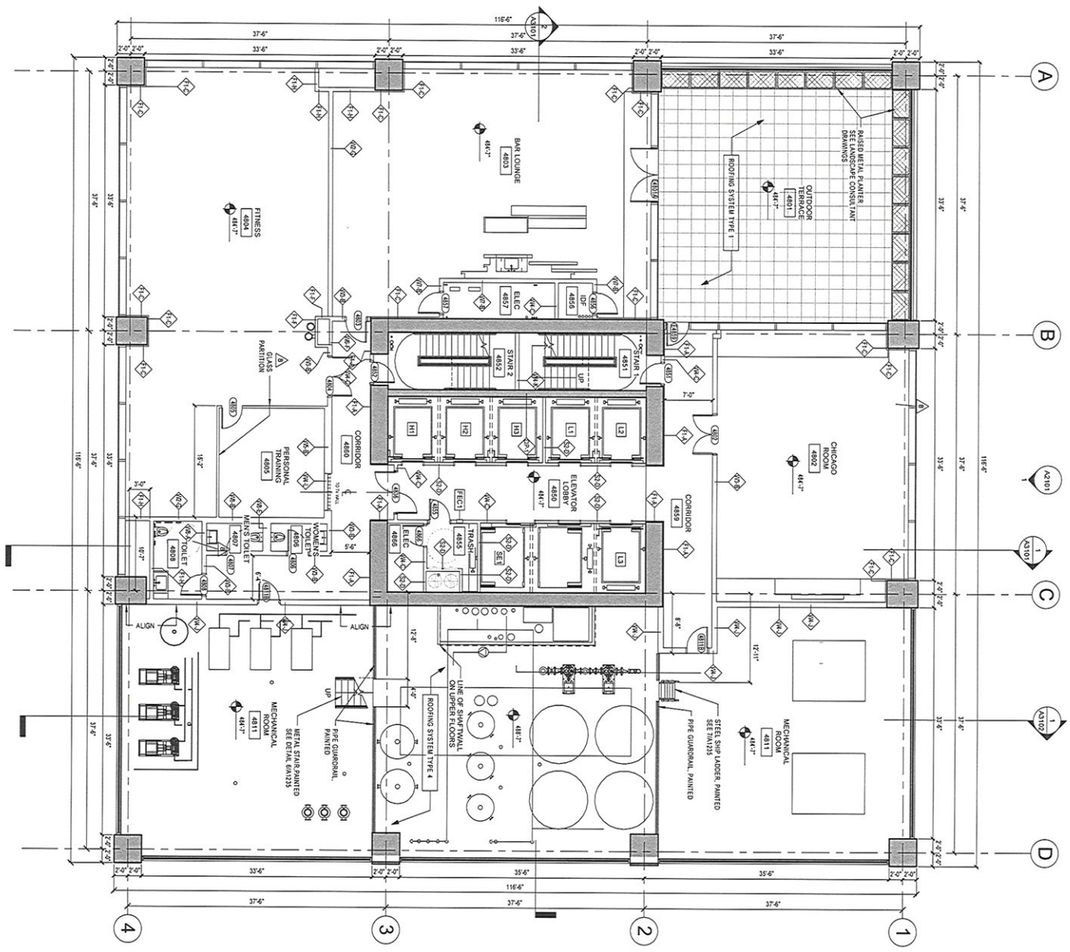
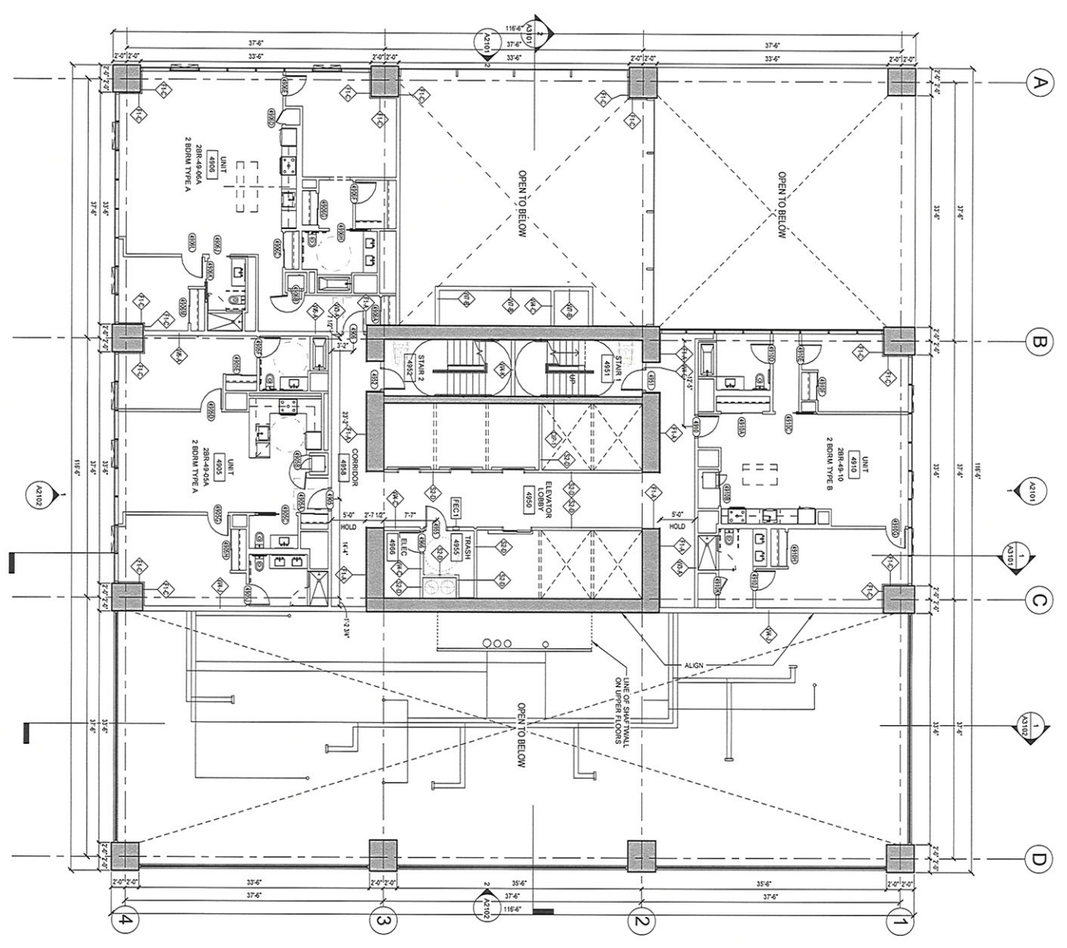


LEVEL 48



LEVEL 49

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FIGURE 2.2.2
PROPOSED AMENITY FLOOR (LV 48&49)PLANS

Project Address:	1200 S. Indiana Ave
Applicant:	S Loop Chicago Development II, LLC
Project:	1200 S. Indiana Ave
Date:	Revised 06.15.2017

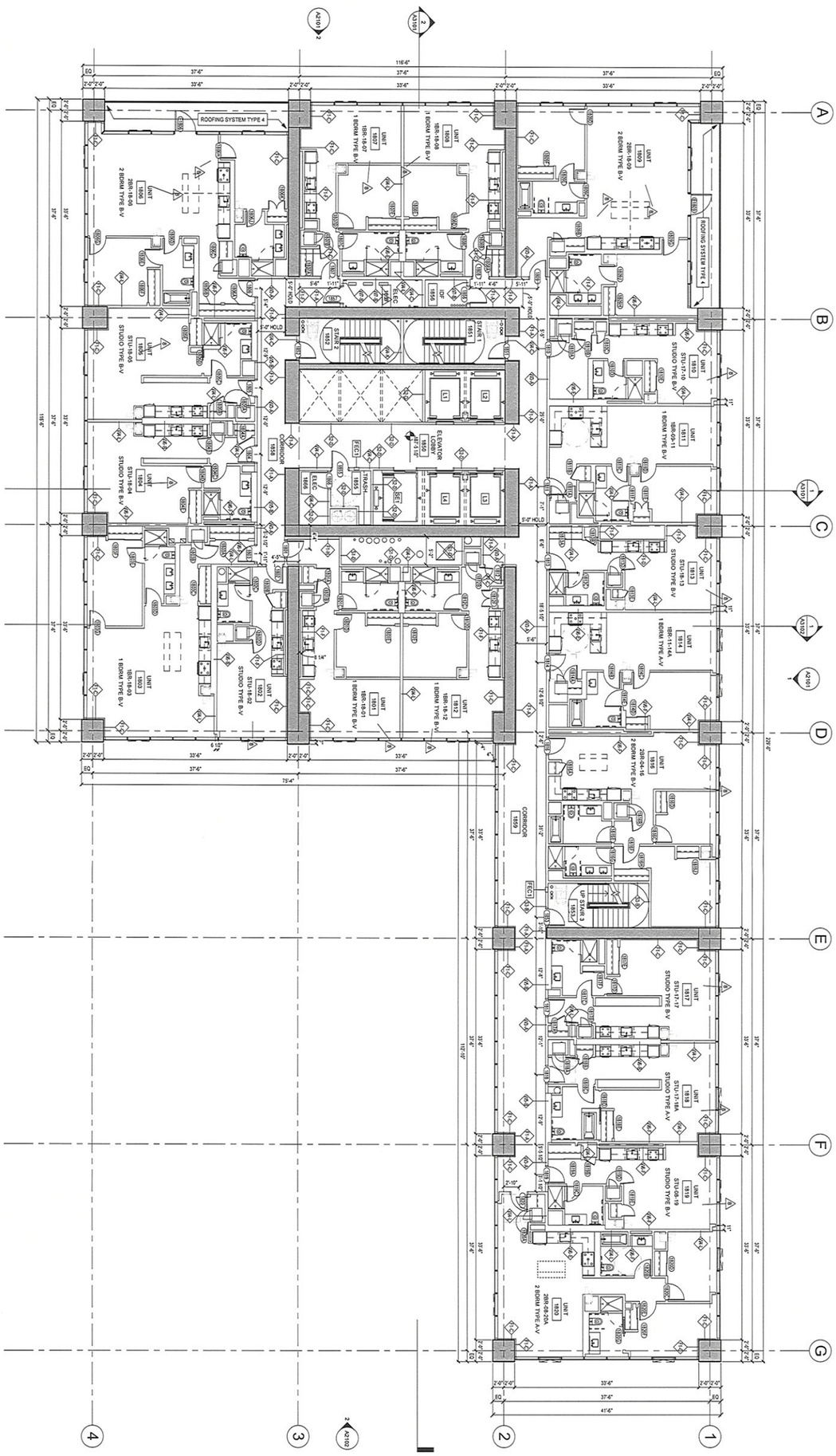

FIGURE 2.3.1
PROPOSED TYPICAL RESIDENTIAL FLOOR(LV 18) PLANS

Project Address:	1200 S. Indiana Ave
Applicant:	S Loop Chicago Development II, LLC
Project:	1200 S. Indiana Ave
Date:	Revised 06.15.2017

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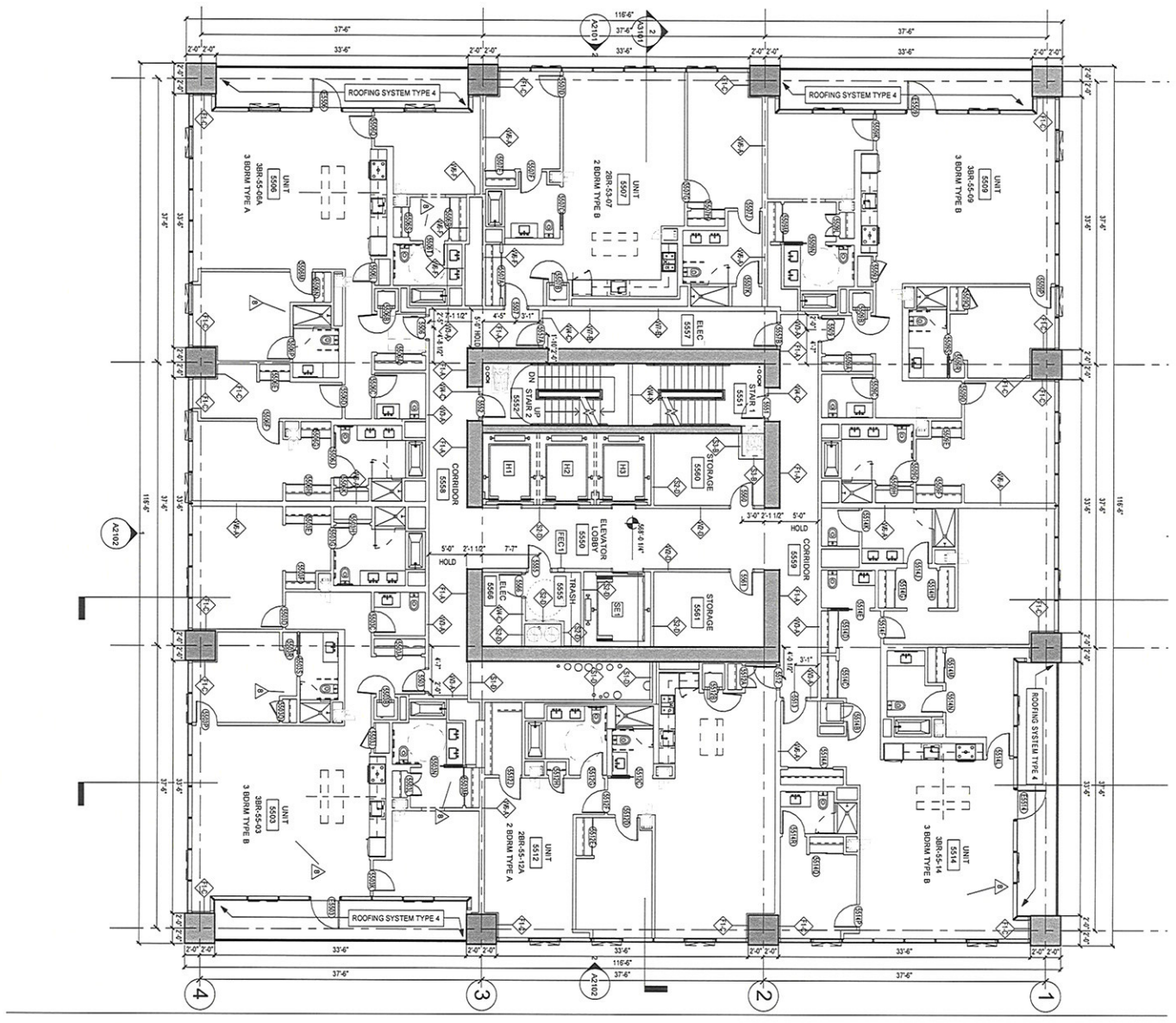

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FIGURE 2.3.2
PROPOSED TYPICAL RESIDENTIAL (LV 55) PLANS

Project Address: 1200 S. Indiana Ave
Applicant: S Loop Chicago Development II, LLC
Project: 1200 S. Indiana Ave
Date: Revised 06.15.2017

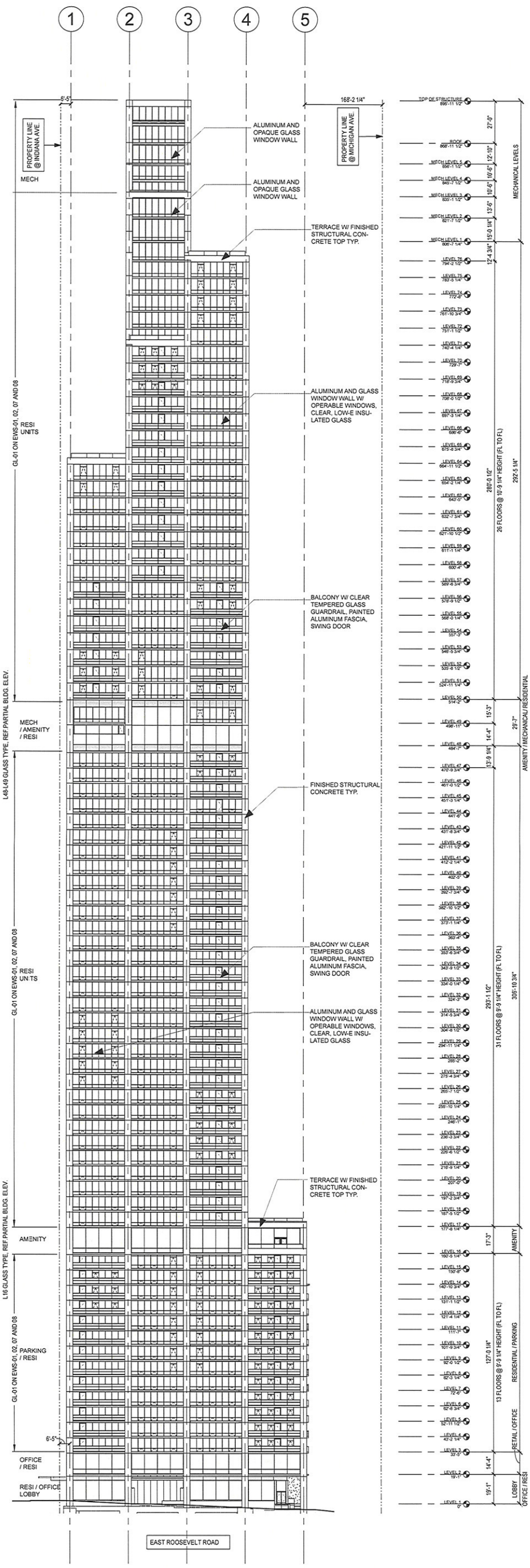

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FIGURE 3.1
PROPOSED NORTH ELEVATION

Project Address: 1200 S. Indiana Ave
Applicant: S Loop Chicago Development II, LLC
Project: 1200 S. Indiana Ave
Date: Revised 06.15.2017

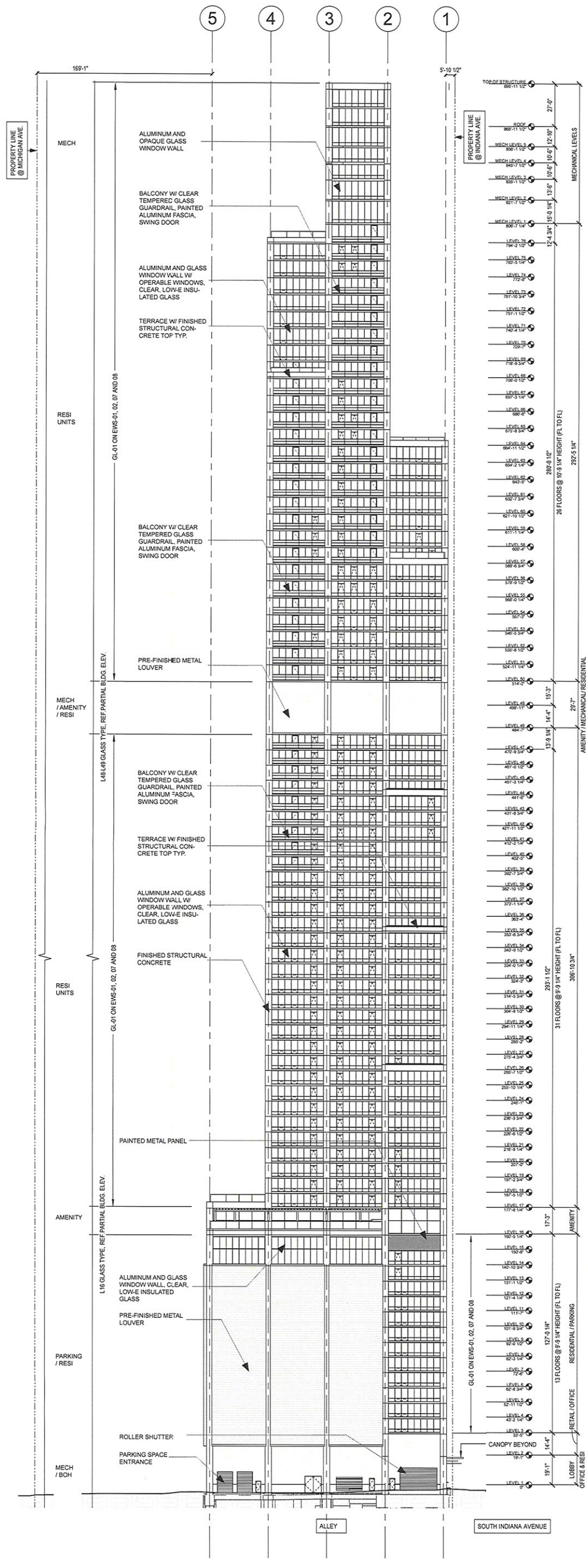

FIGURE 3.2
PROPOSED SOUTH ELEVATION

Project Address: 1200 S. Indiana Ave
Applicant: S Loop Chicago Development II, LLC
Project: 1200 S. Indiana Ave
Date: Revised 06.15.2017

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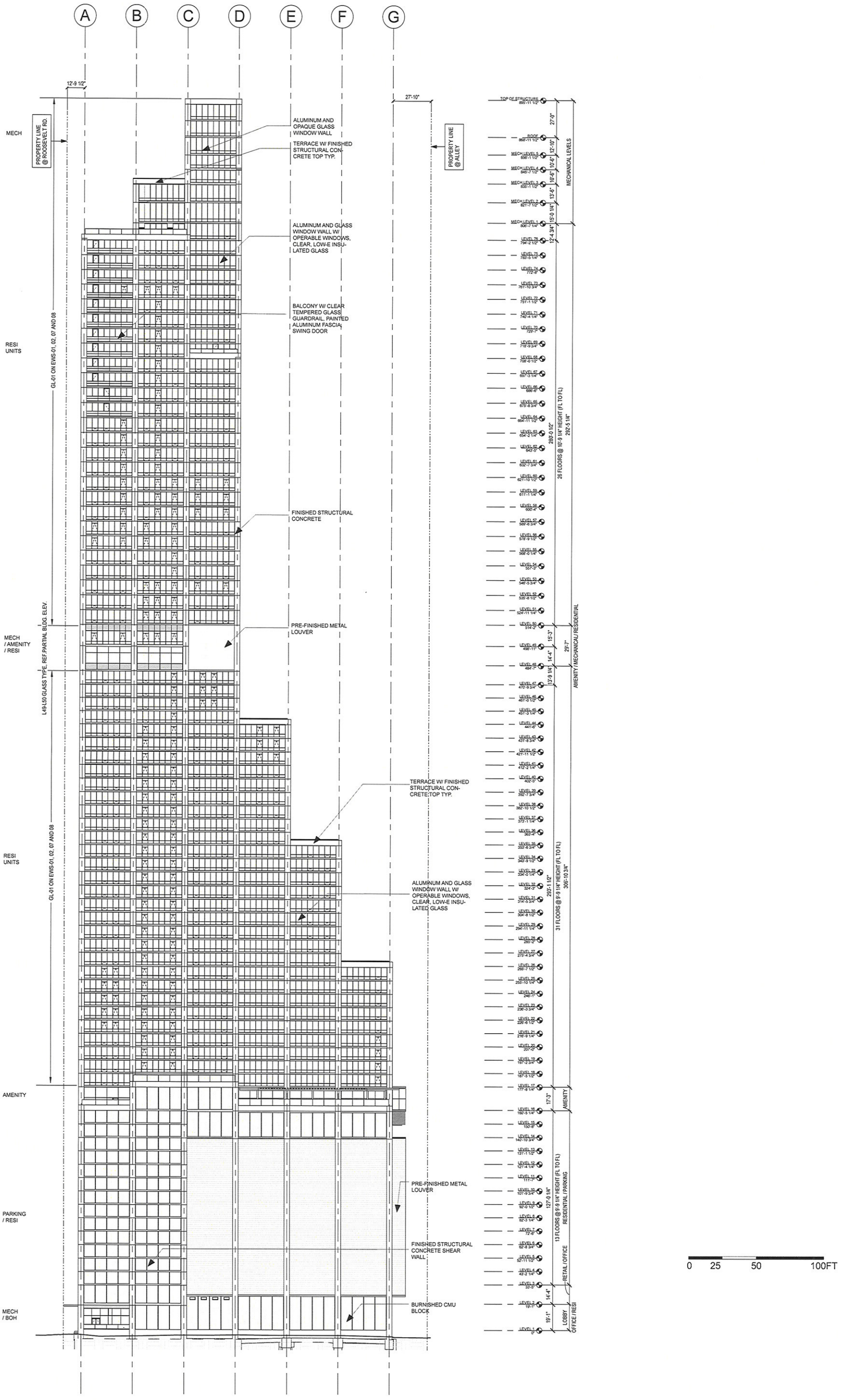

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FIGURE 3.3
PROPOSED WEST ELEVATION

Project Address: 1200 S. Indiana Ave
Applicant: S Loop Chicago Development II, LLC
Project: 1200 S. Indiana Ave
Date: Revised 06.15.2017

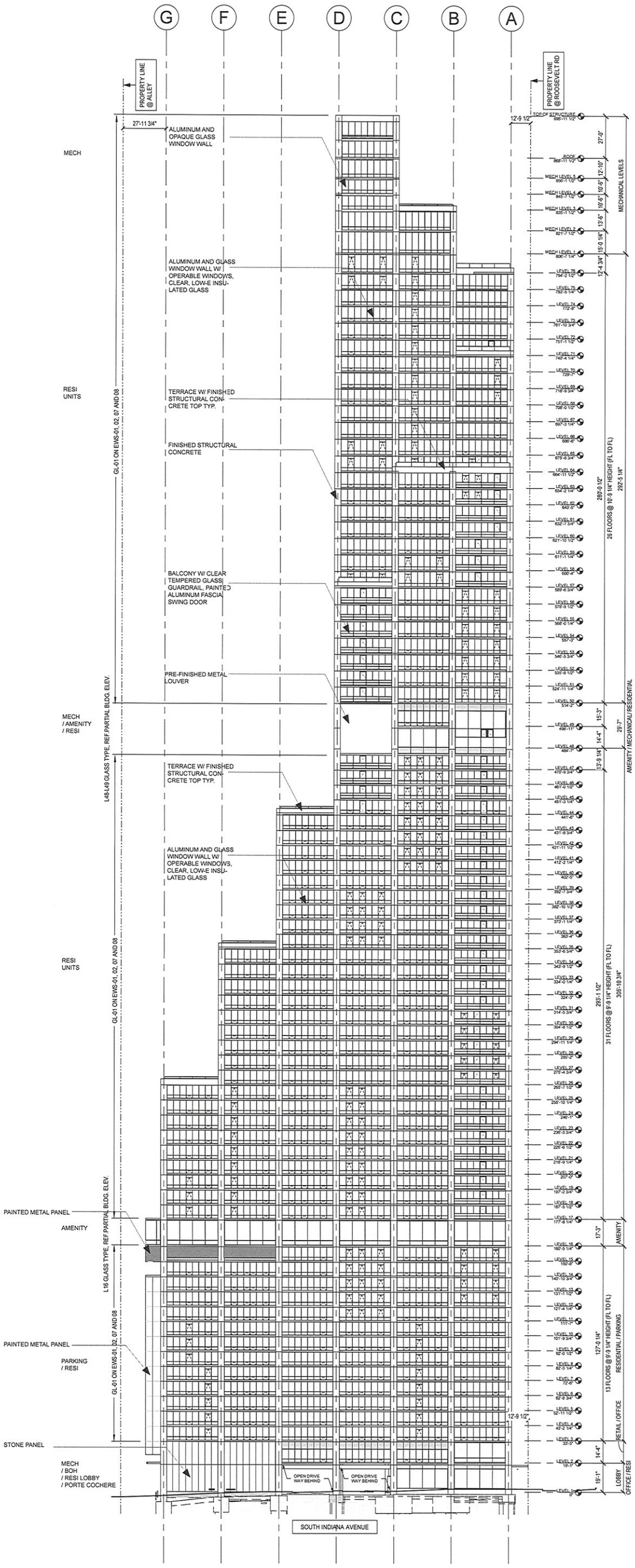

FIGURE 3.4
PROPOSED EAST ELEVATION

Project Address:	1200 S. Indiana Ave
Applicant:	S Loop Chicago Development II, LLC
Project:	1200 S. Indiana Ave
Date:	Revised 06.15.2017

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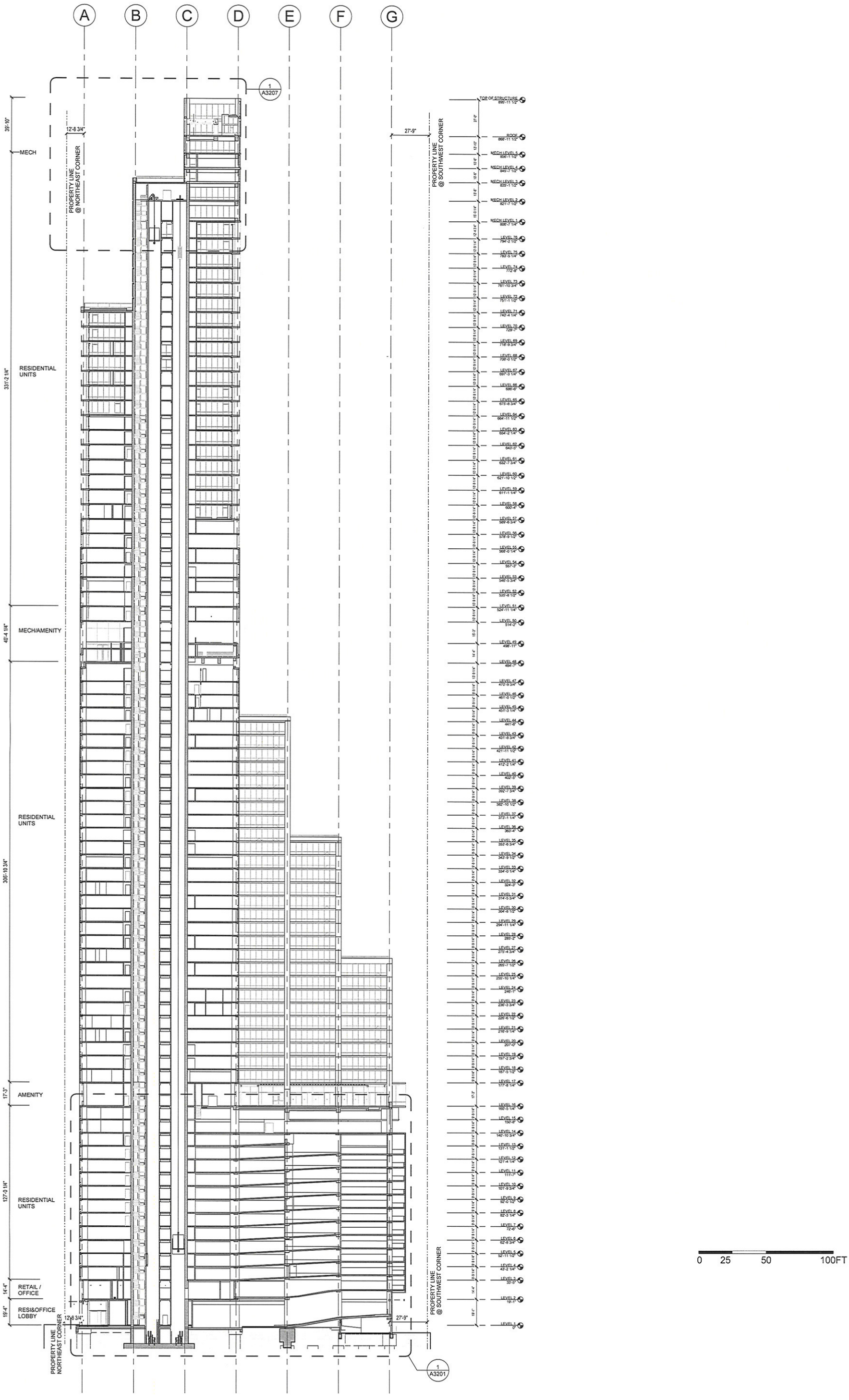
A
B
C
D
E
F
G
1
A3207
1
A3201
12'-8 3/4"
PROPERTY LINE
@ NORTHEAST CORNER
27'-9"
PROPERTY LINE
@ SOUTHWEST CORNER
39'-10"
MECH
331'-2 1/4"
RESIDENTIAL
UNITS
40'-4 1/4"
MECH/AMENITY
306'-10 3/4"
RESIDENTIAL
UNITS
17'-3"
AMENITY
127'-0 1/4"
RESIDENTIAL
UNITS
14'-4"
RETAIL /
OFFICE
19'-4"
RESI&OFFICE
LOBBY
TOP OF STRUCTURE
899'-11 1/2"
ROOF
868'-11 1/2"
MECH LEVEL 5
856'-1 1/2"
MECH LEVEL 4
845'-7 1/2"
MECH LEVEL 3
835'-1 1/2"
MECH LEVEL 2
821'-7 1/2"
MECH LEVEL 1
806'-7 1/4"
LEVEL 76
794'-2 1/2"
LEVEL 75
783'-5 1/4"
LEVEL 74
772'-8"
LEVEL 73
761'-10 3/4"
LEVEL 72
751'-1 1/2"
LEVEL 71
740'-4 1/4"
LEVEL 70
729'-7"
LEVEL 69
718'-9 3/4"
LEVEL 68
708'-0 1/2"
LEVEL 67
697'-3 1/4"
LEVEL 66
686'-6"
LEVEL 65
675'-8 3/4"
LEVEL 64
664'-11 1/2"
LEVEL 63
654'-2 1/4"
LEVEL 62
643'-5"
LEVEL 61
632'-7 3/4"
LEVEL 60
621'-10 1/2"
LEVEL 59
611'-1 1/4"
LEVEL 58
600'-4"
LEVEL 57
589'-6 3/4"
LEVEL 56
578'-9 1/2"
LEVEL 55
568'-0 1/4"
LEVEL 54
557'-3"
LEVEL 53
546'-5 3/4"
LEVEL 52
539'-8 1/2"
LEVEL 51
524'-11 1/4"
LEVEL 50
514'-2"
LEVEL 49
499'-11"
LEVEL 48
484'-7"
LEVEL 47
470'-9 3/4"
LEVEL 46
461'-0 1/2"
LEVEL 45
451'-3 1/4"
LEVEL 44
441'-6"
LEVEL 43
431'-8 3/4"
LEVEL 42
421'-11 1/2"
LEVEL 41
412'-2 1/4"
LEVEL 40
402'-5"
LEVEL 39
392'-7 3/4"
LEVEL 38
382'-10 1/2"
LEVEL 37
373'-1 1/4"
LEVEL 36
363'-4"
LEVEL 35
352'-8 3/4"
LEVEL 34
343'-9 1/2"
LEVEL 33
334'-0 1/4"
LEVEL 32
324'-3"
LEVEL 31
314'-5 3/4"
LEVEL 30
304'-8 1/2"
LEVEL 29
294'-11 1/4"
LEVEL 28
285'-2"
LEVEL 27
275'-4 3/4"
LEVEL 26
265'-7 1/2"
LEVEL 25
250'-10 1/4"
LEVEL 24
246'-1"
LEVEL 23
236'-3 3/4"
LEVEL 22
226'-6 1/2"
LEVEL 21
216'-9 1/4"
LEVEL 20
207'-0"
LEVEL 19
197'-2 3/4"
LEVEL 18
187'-5 1/2"
LEVEL 17
177'-8 1/4"
LEVEL 16
160'-5 1/4"
LEVEL 15
150'-8"
LEVEL 14
140'-10 3/4"
LEVEL 13
131'-1 1/2"
LEVEL 12
121'-4 1/4"
LEVEL 11
111'-7"
LEVEL 10
101'-9 3/4"
LEVEL 9
92'-0 1/2"
LEVEL 8
82'-3 1/4"
LEVEL 7
72'-6"
LEVEL 6
62'-8 3/4"
LEVEL 5
52'-11 1/2"
LEVEL 4
43'-2 1/4"
LEVEL 3
33'-5"
LEVEL 2
19'-1"
LEVEL 1
0'
12'-0"
12'-0"
12'-0"
12'-0"
13'-6"
15'-5 1/4"
14'-4"
14'-4"
14'-

City of Chicago
Richard M. Daley, Mayor

Department of Planning and Development

Arnold L. Randall
Commissioner

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October 17, 2007

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

Re: **Revision to Site Plan Approval for Residential Business Planned Development No. 499, Central Station, One Museum Park East**
Proposal: The construction of One Museum Park East, including the substitution of materials for the facade of the East base wall.
Location: 1211 South Prairie Avenue

Dear Mr. George:

We have reviewed the plans and building elevations for the construction of One Museum Park East, including the revisions to the East base wall. These plans are submitted in accordance with Statement No. 13 of Residential Business Planned Development No. 499.

On August 15, 2007, an Administrative Relief was granted to allow the substitution of Trendstone, a concrete masonry unit product for the facade of the East base wall of One Museum Park East. This substitution was allowed for the portion of the wall below the cornice line only. The upper part of the East base wall (above the cornice line at an elevation of 20'-5") will remain clad in stone masonry, as previously approved.

The revised plan for the base would clad the east elevation entirely in pre-cast panels with upper and lower rows of recessed openings. The upper row of openings would be filled with blue glass, the lower with darker, grey pre-cast panels. Architectural metal louvers will be used in the recessed areas at the north and south ends of this eastern base elevation. This revised design is complementary to the existing base elevation of Museum Park 4 to the south.

The following drawings, prepared by Pappageorge Haymes Ltd. Architects, and dated October 10, 2007, were reviewed and will be added to the main file within The Department of Planning and Development:

- Site Plan
- Landscape Plans
- East Elevation
- East Elevation Enlarged
- Base
- Wall Sections

EIGHBORHOODS

- Basement-1 Floor Plan
- 1st Floor Plan
- 2nd Floor Plan
- 3rd Floor Plan
- 4th Floor Plan
- 5th Floor (Plaza) Plan

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. Any minor change to the above-mentioned plans must be submitted for approval by the Commissioner of the Department of Planning and Development. Accordingly, this Site Plan submittal for Residential Business Planned Development No. 499, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council.

Sincerely,

Arnold L. Randall
Commissioner

ALR:MRD:tm
cc: Kathleen Nelson, Terri Haymaker, Mike Marmo, Pat Haynes, DPD Files

City of Chicago
Richard M. Daley, Mayor

Department of Planning and Development

Lori T. Healey
Commissioner

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April 23, 2007

Mr. John J. George
Daley and George LLP
Two First National Plaza
Suite 400
20 S. Clark Street
Chicago, IL 60603-18353

Re: Administrative Relief request for Residential Business Planned Development No. 499, Sub-Area A, Parcel 3B, 1400 Museum Park

Dear Mr. George:

Please be advised that your request for a minor change to Residential Business Planned Development No. 499 has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 16 of the Planned Development.

Specifically, you are requesting a material change to the north and east walls of the parking garage. The entire east wall along the public alley, with the exception of the southernmost 26 feet, and the entire length of the north wall above the Third Floor had been shown with ground-face polished cementitious masonry units (CMU), or blocks. During the site plan approval process, the Department of Planning and Development requested a change to a clay-based masonry product. However, a clay-based product with a color and finish similar to the upgraded concrete panels is not available. Therefore, you are requesting to keep the original design, using the ground-face polished block.

The following drawings, dated March 21, 2007, shall be inserted into the main file:

- Partial East Elevation with Ground-Face Polished CMU
- Partial North Elevation with Ground-Face Polished CMU

With regard to your request, the Department of Planning and Development has determined that this material substitution would not create an adverse impact on the Planned Development or surrounding neighborhood, would not change the character of the development and therefore, would constitute a minor change.

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

Sincerely,

Lori T. Healey
Commissioner

LTH:MRD:tm
cc: Kathleen Nelson, Terri Haymaker, Mike Marmo, Pat Haynes, DPD files

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Department of Planning and Development

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February 28, 2007

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

Re: Administrative Relief request for Residential Business Planned Development No. 499, Parcel 2, One Museum Park West (Grant Park Tower 2)

Dear Mr. George:

Please be advised that your request for a minor change to Residential Business Planned Development No. 499 has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 16 of the Planned Development.

Specifically, you are requesting to allow an overhang that will begin twenty-four (24) feet above the public sidewalk and extend to the top of the above-referenced building along the Indiana Avenue elevation.

Exhibit 10b of Master Plan II, approved August 18, 2005, allows for the construction of buildings with a zero (0) lot line setback along Indiana Avenue. Additionally, Statement 7E of Master Plan II, provides that buildings along Indiana Avenue shall be built to a consistent setback necessary to create a minimum sidewalk planter area and carriage walk of twenty-one (21) feet on Indiana Avenue. The proposed building will overhang the property line along Indian Avenue by approximately eight (8) feet in an east/west direction, forty-five (45) feet in a north/south direction, beginning forty (40) feet south of the north property line along Roosevelt Road.

The following drawings, prepared by Pappageorge/Haymes Ltd., and dated January 24, 2006, shall be substituted in place of the previously approved drawings:

- Sheet #1 Site Plan-Block 2
- Sheet #2 Enlarged Site Plan
- Sheet #5 Partial Building Section

With regard to your request, the Department of Planning and Development, has determined that this proposed overhang would not create an adverse impact on the Planned Development or surrounding neighborhood, would not change the character of the development and therefore, would constitute a minor change.

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

Sincerely,

Lori T. Healey

Lori T. Healey
Commissioner

LTH:MRD:tm
cc: Kathleen Nelson, Terri Haymaker, Mike Marmo, Pat Haynes, DPD files

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July 25, 2006

Mr. David Earnhart
Papageorge/Haymes Ltd.
814 North Franklin Street; Suite 400
Chicago, IL 60610

Re: **Site Plan Approval for Residential-Business Planned Development No. 499, as amended (Central Station):** Subarea A, Parcel B3, ("1400 Museum Park")
Proposal: The construction of a new, thirty-six (36) story, two hundred sixty (260) unit residential building and a three hundred fifteen (315) space parking structure.
Location: Subarea A, Parcel B3,
100 East 14th Street ("1400 Museum Park")

Dear Mr. Earnhart:

We have reviewed the Site Plan and Building Elevations dated December 1, 2005, and the Landscape Plan dated December 5, 2005, prepared by Papageorge/Haymes, Ltd. submitted by you for the construction of a thirty-six (36) story residential high-rise building containing two hundred sixty (260) dwelling units, three hundred fifteen (315) parking spaces, and eight thousand nine hundred ninety-eight (8,998) square feet of ground floor retail space. The plans also indicate a 6,328 square-foot vegetated ("green") roof on the seventh floor (equivalent to 27% of the building's net roof area) and a dog run on the sixth floor. These plans 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, Parcel B3) is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on September 14, 2005.

Sincerely,

Lori T. Healey,
Commissioner

Originated by: Fred Deters

cc: Terri Haymaker, Mike Marmo, Planned Development files

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Department of Planning and Development

Lori T. Healey
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July 25, 2006

Mr. David E. Earnhart
Papageorge/Haymes Ltd.
814 North Franklin Street, Suite 400
Chicago, Illinois 60610

Re: Minor Change Request for Residential Planned Development No. 499, Master Plan II - Subarea A, Parcel 3B
100 East 14th Street ("1400 Museum Park")

Please be advised that your request for minor changes to Master Plan II, Amendment No. 2 of Residential Planned Development No. 499 as amended, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance, and Statement No. 16 of the Planned Development.

Specifically, you requested to change:

1. Exhibit 6 - Height Allowance Map: revise the maximum permitted height in Parcel 3B from 350' to 370';
2. Exhibit 8 - Table of Bulk Regulations: revise the Maximum Building Height for Parcel 3B from 350' to 370';
3. Parcel 3B - West, East, South and North Elevations: substitute elevation sheets dated July 25, 2006 for those in the August 18, 2005 Master Plan II Amendment No. 2.

The requested changes would increase the indicated allowable height on the property in Parcel 3B of Sub-area A at the northeast corner of East 14th Street and South Michigan Avenue from 350 feet to 370 feet.

These particular heights are to be measured from grade, Section 7.F. of Master Plan II Amendment No. 2, which stipulates that allowable heights indicated in the Master Plan are to be measured from Chicago City Datum (CCD), notwithstanding.

The Department of Planning and Development has reviewed the request and has determined that the revisions to Master Plan II Amendment No. 2 of Planned Development No. 499 would constitute minor changes under provisions of the Chicago Zoning Ordinance and Planned Development No. 499, as amended. The requested changes will not change the character of the development nor have any adverse impact on the surrounding area.

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Denise M. Casalino, P.E.
Commissioner

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October 7, 2005

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

Re: Residential Planned Development No. 499, Master Plan II - Subarea A, Parcel 2 and Lake Michigan and Chicago Lakefront Protection Application No. 485
(Southeast corner of E. Roosevelt Road and S. Indiana Avenue - One Museum Park West)

Please be advised that your request for minor changes to Master Plan II Amendment No. 2 of Residential Planned Development No. 499 as amended, and to Lakefront Protection Application No. 485 has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance, Section 16-4-150 of the Lake Michigan and Chicago Lakefront Protection Ordinance and Statement No. 16 of the Planned Development.

Specifically, you requested to change both:

1. Exhibit 6 - Height Allowance Map in Chicago Lakefront Application No. 485 and
2. Exhibit 6 - Height Allowance Map in Master Plan II Amendment No. 2.

The requested change would increase the indicated allowable height on the property in Parcel 2 of Sub-area A at the southeast corner of East Roosevelt Road and South Indiana Avenue from 520 feet to 540 feet.

Section 7.F. of Master Plan II Amendment No. 2 stipulates that allowable heights indicated in the Master Plan are to be measured from Chicago City Datum (CCD); nevertheless, maximum allowable heights for properties on East Roosevelt Road should be measured from the grade of East Roosevelt Road at the property to the ceiling of a building's highest floor.

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September 23, 2005

Mr. John J. George
20 South Clark Street, Suite 400
Chicago, Illinois 60603-1903

Re: Site Plan Approval for Residential-Business Planned Development No. 499, as Amended; Lakefront Application No. 485
Proposal: The construction of a sixty-two (62) story residential tower with two hundred eighty-nine (289) dwelling units and an enclosed three hundred seventy-one (371) space parking garage.
Location: Sub-Area A, Parcel 2, 1211 S. Prairie Avenue (One Museum Park East), Phase 1

Dear Mr. George:

We have reviewed the Project Data Sheet and plans submitted by you on behalf of Central Station, L.L.C. for the construction of a sixty-two (62) story residential tower with two hundred eighty-nine (289) dwelling units and an enclosed three hundred seventy-one (371) space parking garage within Sub-Area A, Parcel 2 of the Planned Development. These plans, consisting of a Project Data Sheet; Site Plan (Phase 1); Typical Floor Plan; Landscape Calculations; 5th Floor Landscape Plan; Landscape Plan (Phase 1); and North, East, South, and West Elevations, dated June 24, 2005, and Dog Run Area at Basement 01 - Busway Level, dated September 21, 2005, all prepared by Papageorge/ Haymes, Ltd. and Daniel Weinbach & Partners, Ltd., 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, Lakefront Application No. 485, and Master Plan II Amendment 2. Accordingly, the Site Plan submittal for Residential-Business Planned Development No. 499, as Amended; Sub-Area A, Parcel 2, 1211 S. Prairie Avenue (One Museum Park East) Phase 1 for the construction of a sixty-two (62) story residential tower with two hundred eighty-nine (289) dwelling units and an enclosed three hundred seventy-one (371) space parking garage, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on September 14, 2005.

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Reclassification Of Area Shown On Map Number 4-E.
(As Amended)
(Application Number 15024) RBPD 499, 99

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the DX-7 Downtown Mixed-Use District and Residential-Business Planned Development Number 499, as amended, symbols and designations as shown on Map Number 4-E in the area bounded by:

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

beginning on the south line of East Roosevelt Road, as widened, at the intersection of said south line with the east line of South Michigan Avenue and running; thence east along said south line of West Roosevelt Road and along an eastward extension of said line, a distance of 919.02 feet to an intersection with the easterly right-of-way line of said railroad; thence south along said easterly right-of-way line a distance of 989.604 feet; thence continuing south along said easterly right-of-way line a distance of 550.58 feet; thence south continuing along said easterly right-of-way line a distance of 1,070.91 feet; thence west a distance of 86.64 feet; thence southward along the arc of a circle convex to the east with a radius of 2,448.29 feet a distance of 86.23 feet; thence south along a straight line, tangent to the last described arc of a circle, a distance of 436.27 feet; thence southwardly along the arc of a circle convex to the west with a radius of 1,343.75 feet, a distance of 278.82 feet; thence south along a straight line tangent to last described arc of a circle a distance of 722.975 feet; then 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 southward 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 East 23rd 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 16th Street; thence east along said eastward extension, a distance of 20.63 feet; thence northwestwardly along the arc of a circle convex to the northeast, being 50.00 feet northeasterly from and concentric with the center line of said railroad track and having a radius of 623.70 feet, a distance of 633.80 feet to a point on the east line of South Indiana Avenue (as said east line was established by ordinance of the City of Chicago passed on July 21, 1919 as amended on January 14, 1920 and February 5, 1920); thence west along a line perpendicular to said east line established by ordinance, a distance of 34.00 feet to the original east line of South Indiana Avenue; thence North along said east line of South Indiana Avenue a distance of 1,174.60 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 13th Street; thence north a distance of 50.00 feet to the north line of the former of East 13th Street; thence continuing north a distance of 332.93 feet to the northwest corner of Lot 32 in Seaman and Busby's Subdivision; thence west along a westward extension of the north line of said Lot 32, a distance of 2.70 feet to the southwest corner of Lot 13 in Johnston and Sexton's Subdivision; thence north along the west line of Lots 12 and 13 in said Johnston and Sexton's Subdivision, a distance of 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:

Parcel D:

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

commencing on the north line of said fractional Section 22, at a point which is 303.06 feet measured along said line, east from the west right-of-way line of said railroad and running; thence southeastwardly along a line which is 270.00 feet (measured perpendicularly) westerly from and parallel with the easterly right-of-way line of said railroad, a distance of 88.55 feet to an intersection with the eastward extension of the south line of East Roosevelt Road; thence east along said eastward extension 92.14 feet to the point of beginning for that part of said land property and space hereinafter described; thence south 16 degrees, 56 minutes, 46 seconds east 429.67 feet; thence southerly 517.08 feet along the arc of a circle convex to the east with a radius of 2,832.93 feet (the chord of said arc bearing south 11 degrees, 36 minutes, 38 seconds east 516.36 feet); thence south 06 degrees, 22 minutes, 54 seconds east 320.72 feet; thence southerly 150.73 feet along the arc of a circle convex to the east with a radius of 1,400.69 (chord of said arc bearing south 03 degrees, 17 minutes, 56 seconds east 150.65 feet); thence south 00 degrees, 13 minutes, 00 seconds east 165.79 feet; thence southerly 141.79 feet along the arc of a circle convex to the west with a radius of 1,464.69 feet (the chord of said arc bearing south 02 degrees, 59 minutes, 22 seconds east 141.74 feet) to an intersection with a line which is 500.00 feet south from and parallel with the eastward extension of the south line of East 14th Street; thence north 89 degrees, 58 minutes, 42 seconds east along said parallel line a distance of 352.31 feet to an intersection with the aforesaid easterly right-of-way line of said railroad; thence northwestwardly along said easterly line a distance of 212.19 feet; thence northwardly continuing along said easterly line a distance of 550.58 feet; thence northwestwardly a distance of 989.604 feet to an intersection with the aforesaid eastward extension of the south line of East Roosevelt Road and thence west along said eastward extension a distance of 189.13 feet to the point of beginning, in Cook County, Illinois,

Also,

Parcel E:

The land, property and space of said Illinois Central Railroad 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 18th Street and running; thence northwardly along said easterly right-of-way line a distance of 919.963 feet to the point of beginning; thence

continuing northwardly along said easterly line a distance of 858.72 feet to an intersection with a line which is 500.00 feet south from and parallel with the eastward extension of the south line of East 14th Street; thence 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 16th 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 16th Street; thence east along said parallel line a distance of 376.91 feet to an intersection with a curved line being the arc of a circle convex to the west with a radius of 1,343.75 feet, the southerly terminus of said arc being a point which is 230.646 feet westerly and 158.143 feet northerly of the intersection of the easterly right-of-way line of said railroad with the aforesaid eastward extension of the north line of East 18th Street, as measured along said easterly line and a line perpendicular thereto and the northerly terminus of said arc being a point which is 197.473 feet westerly and 434.475 feet northerly of the aforesaid intersection of the easterly right-of-way line of the eastward extension of the north line of East 18th Street, as measured along said easterly line and a line perpendicular thereto; thence northwardly along last described arc of a circle a distance of 60.94 feet to the aforesaid northerly terminus of said arc; thence northwestwardly along a straight line, tangent to last described arc of a circle a distance of 436.27 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 16th Street extended east; thence north 89 degrees, 57 minutes, 41 seconds east 337.48 feet along said south line extended east; thence north 09 degrees, 50 minutes 59 seconds west 236.80 feet; thence north 80 degrees, 09 minutes, 01 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 18th Street, said intersection being a point 708.50 feet (as measured along said eastward extension) east from the westerly right-of-way line of the Illinois Central Railroad and running; thence north 16 degrees, 20 minutes, 59 seconds west along said easterly right-of-way line, 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 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 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 hearing 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 14th 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 the northerly line of the East 23rd 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 East 23rd Street viaduct a distance of 210.14 feet to the point of beginning; thence northwardly a distance of 49.95 feet; thence northwardly along the arc of a circle convex to the east tangent to 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 the last described arc of a circle and a radius of 886.39 feet, a distance of 104.04 feet; thence northwardly along a straight line tangent to the last described arc of a circle a distance of 226.85 feet; thence westwardly, a distance of 28.00 feet; thence northwardly a distance of 212.97 feet; thence northwardly along the arc of a circle, convex to the east tangent to the last described straight line, with a radius of 2,220.95 feet, a distance of 431.59 feet; thence northwestwardly along a straight line tangent to the last described arc of a circle, a distance of 103.00 feet to an intersection with a line which is 500.00 feet south from and parallel with

the eastward extension of the south line of East 16th Street; thence east along said parallel line a distance of 376.91 feet, to an intersection with a curved line, being the arc of a circle convex to the west with a radius of 1,343.75 feet, the southerly terminus of said arc being a point which is 230.646 feet westerly and 158.143 feet northerly of the intersection of the eastly right-of-way line of said railroad with the eastward extension of the north line of East 18th Street (as measured along said easterly line and a line perpendicular thereto) and the northerly terminus of said arc being a point which is 197.473 feet westerly and 434.475 feet northerly of the aforesaid intersection of the easterly right-of-way line with the eastward extension of the north line of East 18th Street (as measured along said easterly line and a line perpendicular thereto); thence southwardly along the last described arc of a circle, a distance of 217.88 feet to the aforesaid southerly terminus of said arc; thence southwardly along a straight line tangent to the last described arc of a circle, a distance at 722.975 feet; thence southwardly along the arc of a circle, convex to the east tangent to the last described straight line with a radius of 2,008.70 feet, a distance of 160.333 feet; thence southwardly along the arc of circle, convex to the east with a radius of 915.13 feet a distance of 46.85 feet to an intersection with the aforesaid line which is 1,500.00 feet northerly from and parallel with the northerly line of said East 23rd Street viaduct; and thence westwardly along said parallel line a distance of 208.29 feet to the point of beginning, in Cook County, Illinois),

Also,

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

commencing at the intersection of the east line of South Prairie Avenue with the south line of East 16th 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 16th Street; thence south 89 degrees, 57 minutes, 41 seconds west 89.22 feet along said

parallel line; thence north 27 degrees, 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 13th Street) in Cook County, Illinois,

Also,

Parcel AA:

Lots 5, 6 and 7 in Block 3 of Garrett's Subdivision of Assessors' 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 Garretts' 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 South 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 South Michigan Avenue 3-1/12 feet; thence west parallel with the north line of Section 22, 130 feet to the east line of South 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 11th Place); thence north 89 degrees, 55 minutes, 25 seconds east along the eastward extension of said south line of Lake Park Place, a distance of 234.71 feet to an intersection with a line which is 270.00 feet (measured perpendicularly) westerly from and parallel with the easterly right-of-way line of the Illinois Central Railroad, as said easterly line was established by ordinance of the City of Chicago passed July 21, 1919; thence south 16 degrees, 20 minutes, 59 seconds east along said parallel line a distance of 242.72 feet to a point on the south line of said fractional

Section 15, which is 303.06 feet, measured along said line, east from the west line of said right-of-way; thence continuing south 16 degrees, 20 minutes, 59 seconds east a distance of 630.54 feet; thence south 11 degrees, 35 minutes, 59 seconds east a distance of 1,062.99 feet to the point of beginning for that part of said land, property and space hereinafter described; thence southeasterly 199.83 feet along the arc of a curve convex westerly with a radius of 1,469.69 feet (the chord of said arc bearing south 04 degrees, 30 minutes, 22 seconds east 199.68 feet); thence south 08 degrees, 24 minutes, 46 seconds east 123.22 feet; thence south 89 degrees, 58 minutes, 41 seconds east 22.01 feet; thence north 09 degrees, 50 minutes, 59 seconds west 325.76 feet to the point of beginning, in Cook County, Illinois,

Also,

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

the westerly 22.00 feet of the following described property:

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

commencing on the south line of said fractional Section 15, Township 39 North, Range 14, East of the Third Principal Meridian, at the intersection of said south line with the west right-of-way line of the Commuter Rail Division of the Regional Transportation Authority (being a line 400.00 feet east from and parallel with the west line of South Michigan Avenue, as established in said Section 15) and running; thence north 00 degrees, 00 minutes, 23 seconds east along said line, a distance of 233.00 feet to an intersection with the south line of Lake Park Place (East 11th Place); thence north 89 degrees, 55 minutes, 25 seconds east along the eastward extension of said south line of Lake Park Place, a distance of 234.71 feet to an intersection with a line which is 270.00 feet (measured perpendicularly) westerly 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 16th 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,

Parcel 1:

Lot 6 in Sherman's Subdivision of Block 12 in the Assessor's Division of part of the northwest fractional quarter of Section 22, Township 39 North,

Range 14, and Lots 1 and 2 in Blocks 15 in Herrington's Addition to Chicago in Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois,

Parcel 2:

Lots 1, 2 and 3 in Charles Busby's Subdivision of Lots 1 to 5 of Sherman's Subdivision of Block 12 in the Assessor's Division of the northwest fractional quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian with Lots 1 and 2 in Blocks 15 in Herrington's Addition to Chicago, in Cook County, Illinois,

Parcel 3:

Lots 4, 5, 6 and 7 in Charles Busby's Subdivision of Lots 1 to 5 of Sherman's Subdivision of Block 12 in the Assessor's Division of the northwest fractional quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian with Lots 1 and 2 in Block 15 in Herrington's Addition to Chicago, in Cook County, Illinois,

to the designation of 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.

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

Residential-Business Planned Development Number 499, As Amended.

Plan Of Development Statements.

1. The area delineated herein as Residential-Business Planned Development Number 499, as amended, consists of approximately three million one hundred eighty-six thousand six hundred forty-one (3,186,641) gross square feet (seventy-three and sixteen hundredths (73.16) acres) and is owned or controlled by the applicant, Central Station, L.L.C.. Certain portions of the property as depicted in the Air-Rights Parcels (Sub)Exhibit attached hereto (the "Air-Rights Parcels") consist of air rights. The

property located below the Air-Rights Parcels (the "Metra Property") is not included within this planned development.

2. The applicant or its successors, assignees, or grantees shall obtain all applicable official reviews, approvals, licenses or permits required in connection with this planned development. Any dedication or vacation of streets or alleys, or easements, or adjustments of right-of-way, or consolidation or resubdivision of parcels, shall require a separate submittal on behalf of the applicant or its successors, assignees or grantees and approval by the City Council.

3. The requirements, obligations and conditions within this planned development shall be binding upon the applicant, its successors and assigns and, if different than the applicant, the owners of record title to all of the property and any ground lessors. All rights granted hereunder to the applicant shall inure to the benefit of the applicant's successors and assigns and if different than the applicant, then to the owners of record title to all of the property and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 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 Master Plan Approval. Plaza Level shall be considered "Curb Level" for purposes of the Chicago Zoning Ordinance, and floor area below the Plaza Level shall not be included in calculating the total number of square feet of development permitted under this planned development.

   (2) Individual development sites may exceed the floor area controls established herein, provided that the floor area controls applicable to the entire development parcel in which any development site is located shall not be exceeded, and floor area controls established by any Master Plan in accordance with this planned development shall govern. Transfer of floor area from one (1) subarea to another subarea or from one (1) 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 DX-7 Downtown Mixed-Use District, and (b) uses listed as special uses within the DX-7 Downtown Mixed-Use 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 (2nd) floor of buildings. All structures and uses shall be designed, located and operated in accordance with the provisions of the applicable Master Plan. Any Master Plan may include such conditions on the design, location or operation of any allowable structures or uses as may be appropriate or necessary to implement the intent of this planned development and the Guidelines.

7. The maximum allowable height of any structure upon the property shall conform with the Guidelines, the height limitations applicable in Restricted Height Zones in accordance with Figure 5-1 of the Lakefront Protection Ordinance application, the height limitations applicable in approved Master Plans, and shall also be subject to height limitations established by the Federal Aviation Administration.

8. Open space and public parks upon the property as identified in the Guidelines shall be addressed in applicable provisions of the Master Plans. 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 East Roosevelt Road between South 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, the property necessary for the purposes of completing the Lakefront Busway Project.

In addition, the applicant has dedicated and conveyed, at no cost, and free and clear of all encumbrances save and except for the conditions, restrictions and obligations contained in the conveyance documents, such easements or other interests in its adjoining property as are necessary and appropriate for the Lakefront Busway Project, including the City's replacement and rehabilitation of the pedestrian and Metra station access bridge at approximately 18th Street.

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.

The applicant shall construct the townhomes along the east elevation of the building known as One Museum Park East at such time that the adjacent decks spanning the railroad tracks are constructed by the City of Chicago.

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 Subareas 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 17-13-0107 of the Chicago Zoning Ordinance and (2) the filing with the Plan Commission of a written report prepared by the Commissioner which shall include the Commissioner's findings and recommendations with regard to the proposed Master Plan. The Commissioner's report, together with the Master Plan substantially in the form to be acted upon by the Plan Commission, shall be made available to the general public five (5) days before the Commission meeting. Said public meeting shall be held within ninety (90) days following the filing of a complete application for Master Plan approval. An application shall be complete when all materials necessary for review and approval have been submitted. The Commissioner or the applicant may elect to extend the aforesaid ninety (90) day period where appropriate providing that such extension period does not exceed thirty (30) days. The Commission shall make a determination within the time hereinabove prescribed or as may be extended. The City and the applicant shall cooperate to process the consideration of approval of any Master Plan in an expeditious manner. Failure of the Commission to make a determination within the time hereinabove prescribed shall be deemed a disapproval. The decision of the Plan Commission on a Master Plan shall be final.

Master Plans may include both narrative and graphic information. A Master Plan shall demonstrate the parameters for all future development within the boundaries of the Master Plan. Said parameters shall be arranged and depicted in such format and manner as the Commissioner reasonably determines to be appropriate in order to best facilitate the administration of the development approval of the subject property.

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

-- public roads and public roadway-related improvements, including without limitation, existing street widening, curbs, gutters, sidewalks, streetlights, street furnishings and appurtenances;

-- public transportation facilities, easements, rights-of-way, et cetera;

-- public and quasi-public utilities, including without limitation, electric, telephone, gas, other energy-related facilities, water supply, storm water runoff facilities, sanitary sewer, and all lines, circuits, connectors and facilities related thereto;

-- the availability by appropriate governmental agencies of police, fire, medical and emergency services and the facilities therefor, and public education and library facilities to service the planned development;

-- public and quasi-public parks and recreational areas and open spaces such as Daniel Webster Park, the south end of Grant Park, 15th Street Neighborhood Park and the platform deck/park above the Metra Property, as said parks are described by the Guidelines. The aforesaid parks and open spaces shall be constructed and dedicated to the Chicago Park District at such time as shall be provided by an approved Master Plan covering that portion of the property where such park is located. Other parks and open spaces shall be constructed and where appropriate, dedicated to a public entity as shall be provided by the applicable Master Plan.

A Master Plan may also:

-- describe the type, amount, extent and location of construction or development of the property which may be conditioned upon the completion and availability of specified Public Improvements;

-- require that the construction and installation of such Public Improvements shall be in accordance with all applicable laws, including the requirements and standards of any affected public agency; and

-- require that the owner of the property upon, under, over or across which such Public Improvements or services may be constructed, installed or maintained shall dedicate such property or grant such easements and licenses to the public as may be necessary or appropriate in connection therewith.

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

(1) Site Conditions:

(i) Utilities.

(ii) Grading/Drainage.

(iii) Easements and Rights-of-Way.

(iv) Development parcel boundaries/ layout of blocks and street grid.

(2) Use Controls:

(i) Type.

(ii) Location.

(3) Vehicular Circulation:

(i) Public Street Layout.

(ii) Public Parking.

(iii) Curb-Cut Zones.

(iv) Loading Dock Zones.

(4) Pedestrian Circulation:

(i) On-Street Pedestrian Routes.

(ii) Internal Pedestrian Routes.

(5) Bulk:

(i) Density.

(ii) View Corridors in conformance with Figure 3-2 of the Lakefront Protection Ordinance Application.

(iii) Building Height and Setbacks as described in Figures 5-1, 5-2 and 5-3 of the Lakefront Protection Ordinance Application.

(iv) Shadow Zones.

(v) Floor Area Ratio.

(6) Public Open Space:

(i) Size.

(ii) Location.

(iii) Character.

(iv) Overall Ratio of Public Open Space as determined by the Guidelines.

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

a. the proposed Master Plan is consistent with the Guidelines and this planned development; and

b. after giving due consideration to the Guidelines contained in Section 17-13-0609 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 West Roosevelt Road as contemplated by the Guidelines.

(ii) Make provision within a building to be developed on the property in the vicinity of West Roosevelt Road as contemplated by the Guidelines, for an uncompleted "shell" space which is capable of accommodating complete construction by Metra or others of facilities for the installation and operation by Metra of a newly relocated Metra station.

13. Following Master Plan approval as provided above, all Site Plans for proposed development within the area covered by the applicable Master Plan shall be submitted to the Commissioner for Site Plan approval. Site Plan approval is intended to assure that specific development proposals conform with the applicable approved Master Plan and with this planned development and to assist the City in monitoring on-going development. No Part II Approval shall be granted until an applicable Site Plan has been approved.

If said Site Plan substantially conforms with the applicable approved Master Plan and with the other provisions of this planned development, the Commissioner shall approve said Site Plan and shall issue written approval thereof to the applicant for such Site Plan approval within sixty (60) days of submission of the completed application. If the Commissioner determines within said sixty (60) day period that the Site Plan does not substantially conform with the applicable approved Master Plan and with the other provisions of this planned development, the Commissioner shall advise the applicant for such Site Plan approval, in writing, regarding the reasons for such adverse determination. The Commissioner shall thereafter review any resubmission within fourteen (14) days and make his or her final determination, in writing, to the applicant for such Site Plan

within said period/failure of the Commissioner to make a determination within the time hereinabove prescribed shall be deemed a disapproval. Following approval of a Site Plan by the Commissioner, the Site Plan shall be kept on permanent file with the Commissioner and shall be deemed to be an integral part of this planned development.

Changes or modifications to Site Plans may be made after approval of the Commissioner, so long as the Site Plan, as so changed or modified, substantially conforms with the approved applicable Master Plan and with the other provisions of this planned development. In the event of any inconsistency between an approved Site Plan or any permitted modifications thereto and the terms of the Master Plan in effect at the time of approval of such Site Plan or of the modification thereto, then the terms of the Master Plan shall govern.

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

-- boundaries of development parcel or parcels;

-- building footprint or footprints;

-- building facade elevations and heights;

-- dimensions of all setbacks;

-- location and depiction of all parking spaces (including relevant dimensions);

-- location and depiction of all loading berths (including relevant dimensions);

-- all drives, roadways and vehicular routes;

-- all landscaping (including species and size);

-- all pedestrian circulation routes and points of ingress/egress (including sidewalks);

-- all site statistics applicable to the development parcel or parcels including:

    -- F.A.R. floor area and floor area ratio as represented on submitted drawings;

-- lot coverage as represented on submitted drawings;

-- number of parking spaces provided;

-- number of loading berths provided;

-- uses of development parcel;

-- grading plans for restricted development zones and Parcels 2 and 4 located within Master Plan II.

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

14. The property is subject to certain of the provisions of an ordinance passed by the City Council of the City of Chicago on July 21, 1919 entitled "An Ordinance For the Establishment of Harbor District Number Three; the Construction By The Illinois Central Railroad Company Of A New Passenger Station; Electrification Of Certain Of The Lines Of The Illinois Central And Michigan Central Railroad Companies Within The City; And Development Of The Lake Front" as the same may have been from time to time amended (the "1919 Ordinance"). If the 1919 Ordinance is inconsistent with this planned development or any applicable approved Master Plan, then to the extent authorized by law the City shall take all necessary action to adopt such amendments to the 1919 Ordinance as may be necessary or appropriate to make the 1919 Ordinance consistent with any such Master Plan approved for the Property within sixty (60) days following Plan Commission approval of each Master Plan.

15. Unless substantial construction has commenced and been diligently pursued within Subarea A on a minimum of five hundred thousand (500,000) square feet of floor area within five (5) years from the date of City Council approval of this amendment to Residential-Business 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 17-13-0611 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 that promotes and maximizes the conservation of natural resources. The applicant shall use best and reasonable efforts to design, construct and maintain all buildings located within the property in a manner generally consistent with the Leadership in Energy and Environmental Design ("L.E.E.D.") Green Building Rating System. Copies of these standards may be obtained from the Department of Planning and Development.

    The applicant shall provide a vegetated ("green") roof on at least twenty-five percent (25%) of the net roof area of each building to be constructed henceforth within this planned development. "Net roof area" is defined as total roof area minus any required perimeter setbacks, rooftop structures, and roof-mounted equipment.

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 17-13-0610 of the Chicago Zoning Ordinance until the Director of M.O.P.D. has approved detailed construction drawings for each building or improvement.

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

[Existing Zoning Map; Planned Development Boundary and Property Line Map; Public 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 56089 through 56093 of this *Journal*.]

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

15024

Residential-Business Planned Development Number 499, As Amended.

Table Of Use And Bulk Regulations And Data.

Area	A	B	C	Total
Net Site Area (Gross Site Area less Rights-of-Way)	945,979	1,002,970	500,514	2,449,463
Net Site Acres	21.72	23.03	11.49	56.24
Maximum Floor Area Ratio (F.A.R.)	7.24	1.70	7.59	5.02
Permitted Floor Area	6,850,000	1,164,198	3,800,000	12,291,198
Maximum Number of Residential Units*	3,900	485	2,000	6,385
Maximum Number of Hotel Rooms	1,500	0	2,500	3,500
Maximum Office (square feet)	2,500,000	100,000	3,000,000	5,600,000
Maximum Retail and Commercial (square feet)	350,000	70,000	500,000	920,000
Maximum Exhibit, Mart and Institutional (square feet)	0	0	2,000,000	2,000,000

Gross Site Area (3,186,641 square feet or 73.16 acres) = Net Site Area (2,449,463 square feet or 56.24 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 twelve million two hundred ninety-one thousand one hundred ninety-eight (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.

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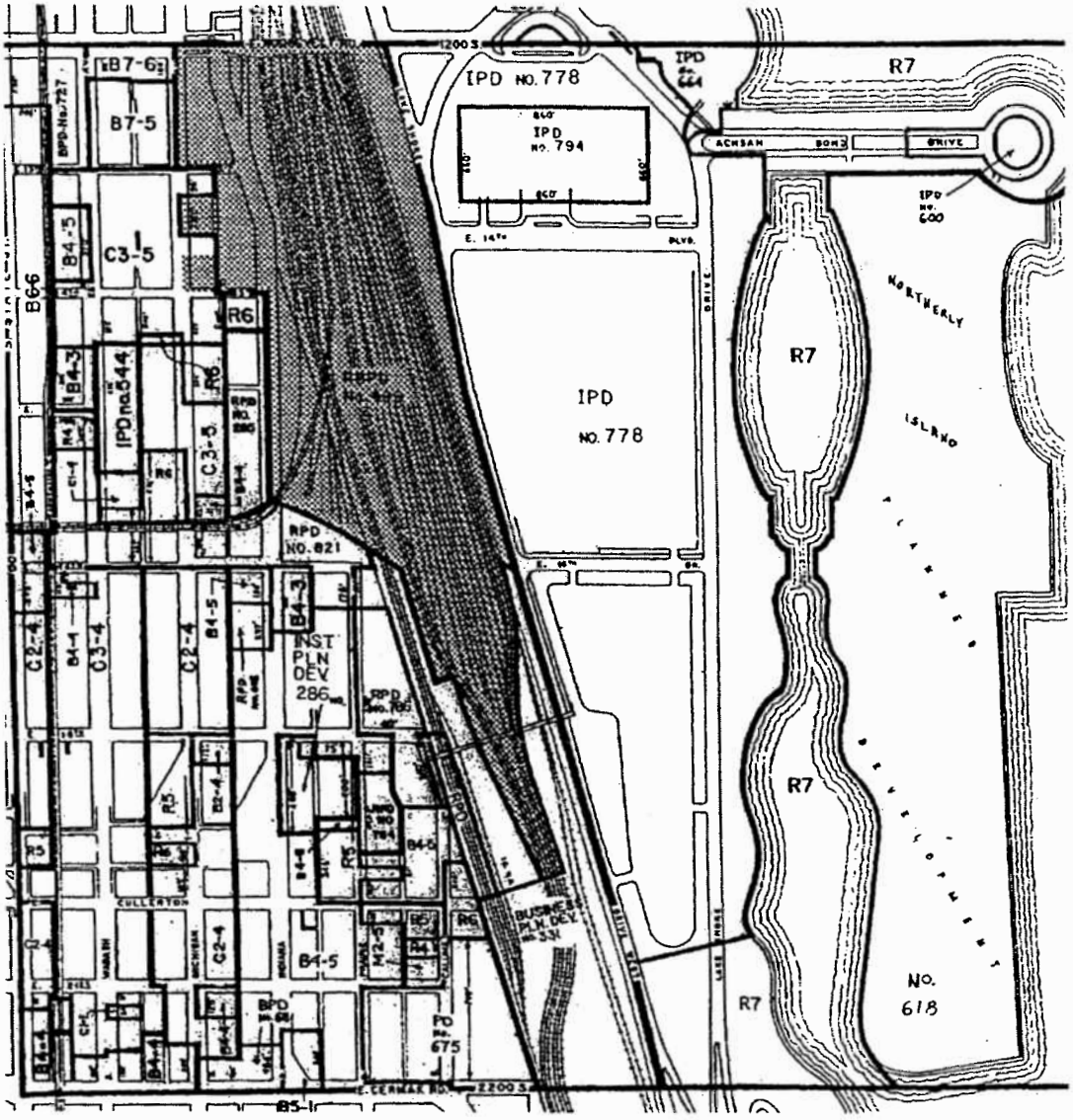
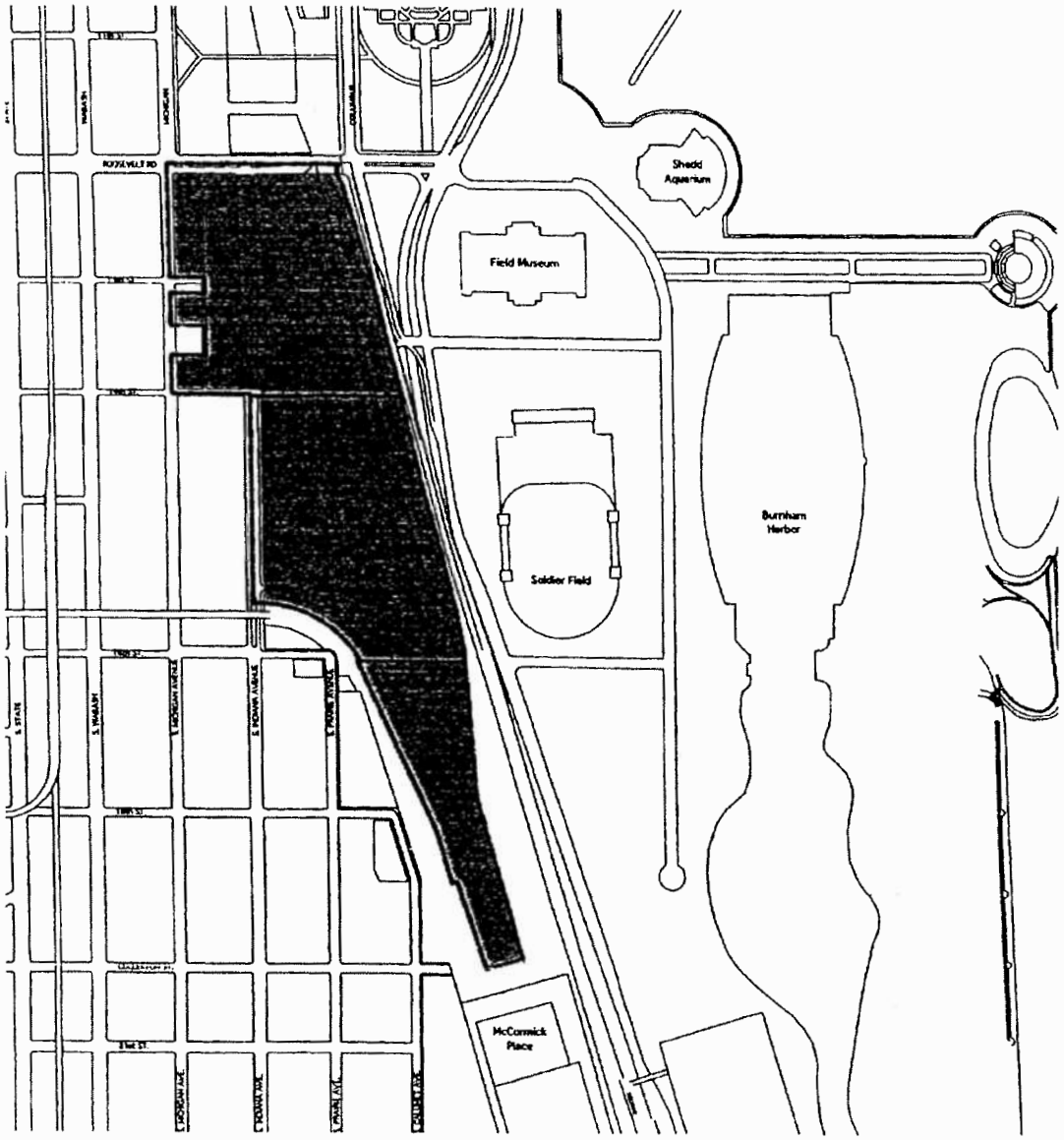
* Does not include additional dwellings permitted by conversion of hotel rooms.

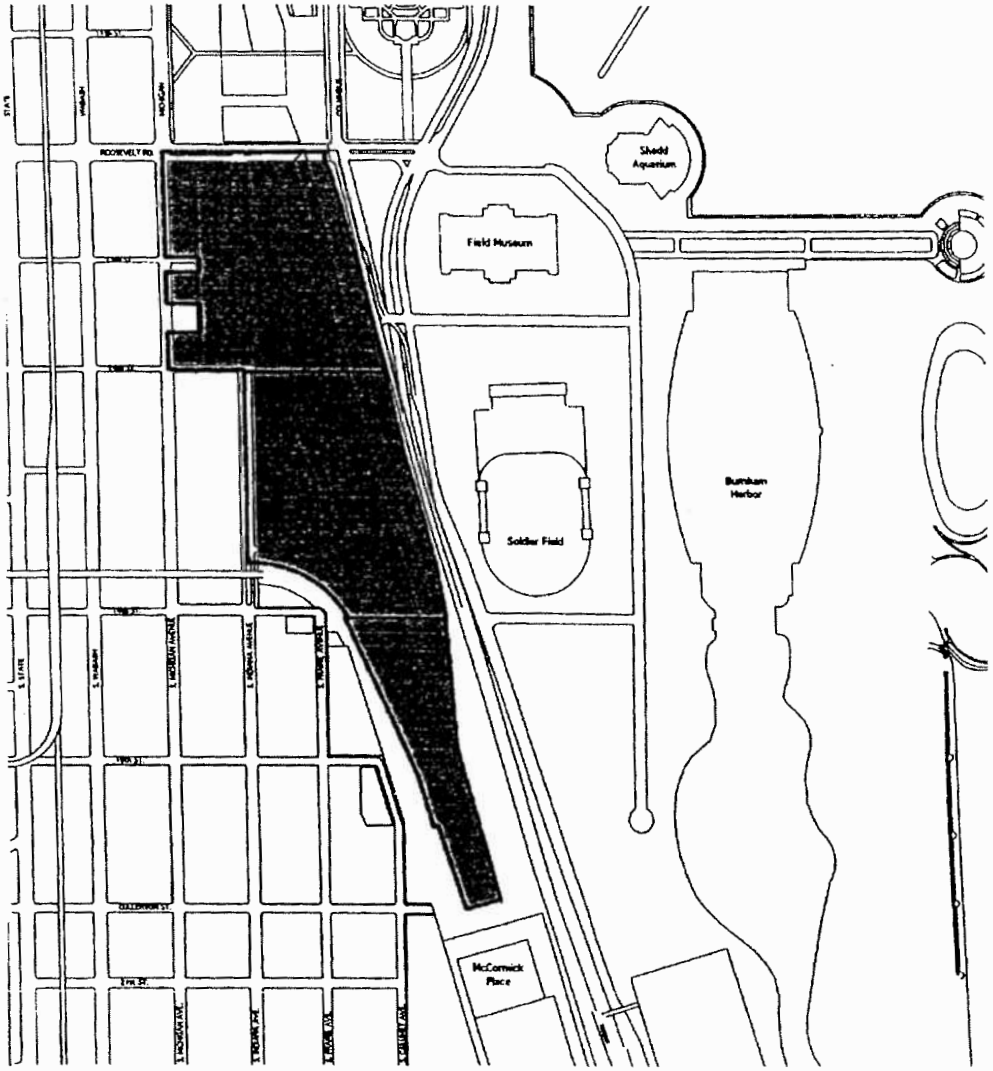
Existing Zoning Map.



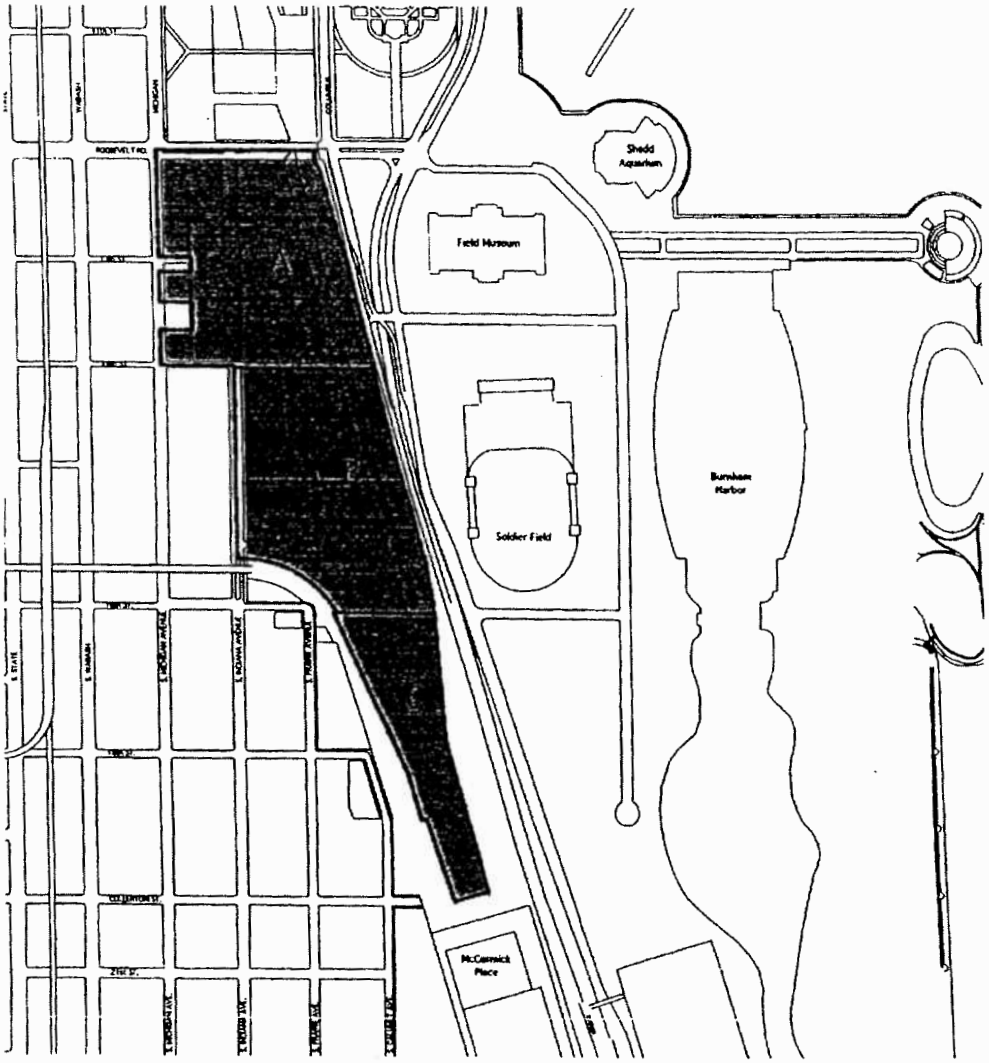
Planned Development Boundary
And Property Line Map.



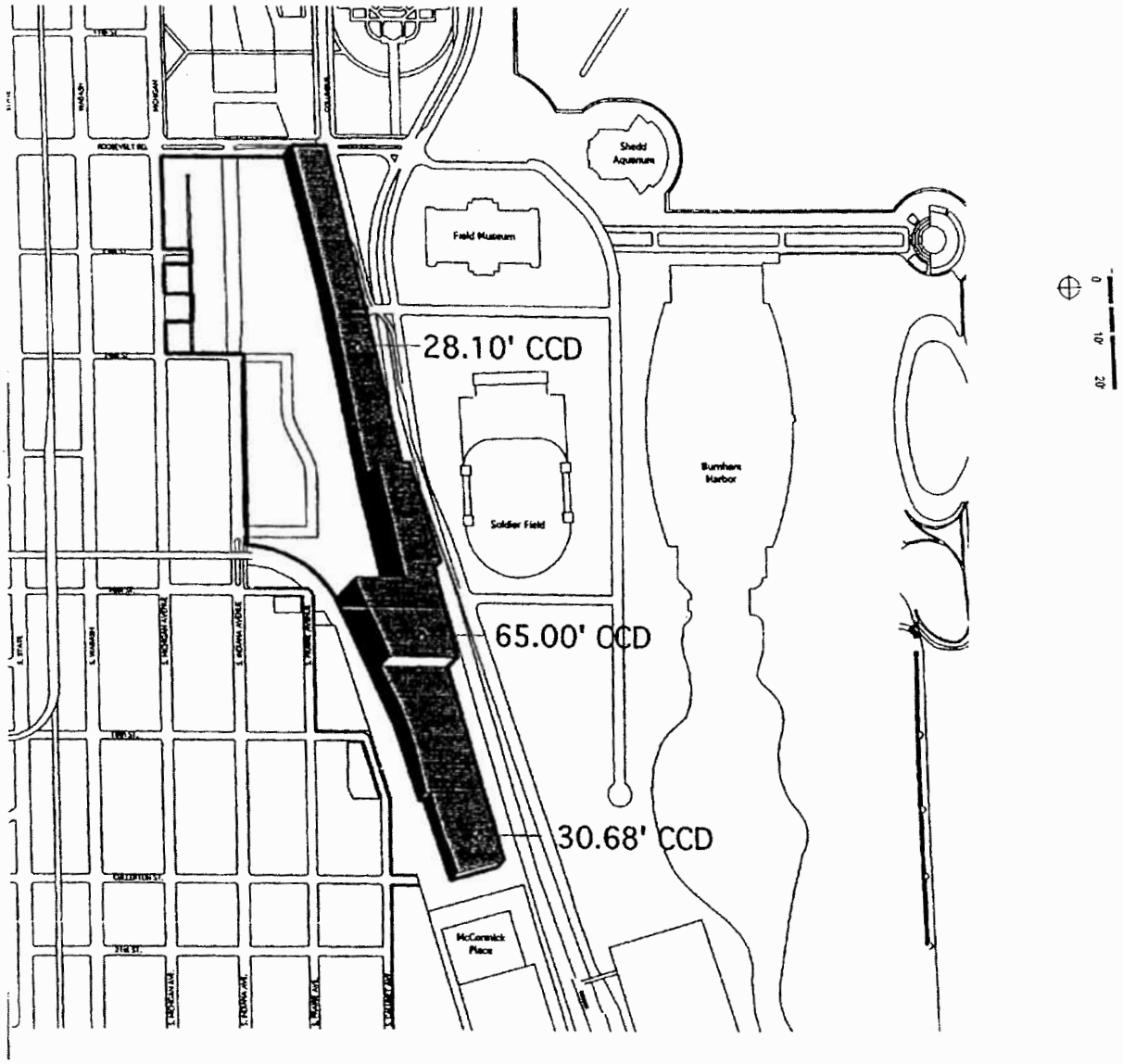
Public Rights-of-Way Adjustments Map.



Subareas And Generalized
Land-Use Map.



Air Rights Parcels.



Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
Commissioner

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http://www.cityofchicago.org

April 27, 2005

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

Re: Request for Minor Change: Residential Planned Development No. 499, Master Plan II - Subarea A, Parcels 1 and 2; Lake Michigan and Chicago Lakefront Protection Application No. 420
(One Museum Park - OMP)

Please be advised that your request for minor changes to Residential Planned Development No. 499 (the "PD") and Lakefront No. 420 (the "Lakefront") has been considered by the Department of Planning and Development ("DPD") pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance, Section 16-4-150 of the Lake Michigan and Chicago Lakefront Protection Ordinance and Statement No. 16 of the PD.

Specifically, you requested the following minor changes:

1. An increase in the height limitations, measured from Roosevelt Road rather than Chicago City Datum (CCD), in Parcels 1 and 2 as illustrated in the attached exhibit, Site Section Through Roosevelt Road/ Drawing #1 by Papageorge/ Haymes, Ltd., dated December 9, 2004:
   a. OMP 1, SW corner of Roosevelt Road and Columbus Drive - 720';
   b. OMP 2, SE corner of Roosevelt Road and Indiana Blvd - 520';
   c. OMP 3, SW corner of Roosevelt Road and Indiana Blvd - 520'; and
   d. OMP 4, SE corner of Roosevelt Road and Michigan Avenue - 650'.

2. A decrease in the minimum height limitation of the Roosevelt Road streetwall to 50', also to be measured from Roosevelt Road, in the spaces between pairs of towers; otherwise to remain at 100'.

3. A reduction of the 10-foot minimum setback along Roosevelt Road for the OMP 1 tower as illustrated in the attached exhibit, Site Plan/ Drawing #2 by Papageorge/ Haymes Ltd., dated December 9, 2004.

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DPD has reviewed the request and has determined that the revisions to the PD and Lakefront No. 420 would constitute minor changes under the Chicago Zoning Ordinance, the PD, Master-Plan II, the Central Station Guidelines, the Lake Michigan and Chicago Lakefront Protection Ordinance and Lakefront No. 420. The requested changes will not change the character of the development nor have any adverse impact on the surrounding area.

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

Very truly yours,

Denise M. Casalino, P.E.
Commissioner

DMC: SRP: srp

cc: Mike Marmo, Terri Haymaker, Planned Development Files

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
Commissioner

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August 23, 2004

Mr. John J. George
20 South Clark Street, Suite 400
Chicago, Illinois 60603

Re: **Revised** Site Plan Approval for Residential-Business Planned Development No. 499, as amended, (Museum Park); Subarea A; Block 1; Lakefront No. 420.
Proposal: Increase the maximum number of permitted dwelling units in the fourteen (14) story condominium building under construction from 167 to 168.
Location: Subarea A, Block 1 - The property located at the northwest corner of Indiana Avenue and 13th Street - **1250 South Indiana Avenue**

Dear Mr. George:

We have review your request for a revision to the Site Plan approval received for the construction of a fourteen (14) story condominium building located at 1250 South Indiana Avenue, as previously revised August 5, 2003. This revision would increase the number of units in the building from 167 to 168 by dividing one of the first-floor units. 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 168 dwelling units and 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,

Denise M. Casalino, P.E.
Commissioner

cc: Bob Kunze, Steve Patterson, Michael Marmo, Tom Smith, Terri Haymaker

NEIGHBORHOODS Alive!
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City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
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August 5, 2004

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

Re: Request for Administrative Relief to Residential-Business Planned Development No. 499, as amended - Subarea A - Block 1 ("Central Station") -1250 South Indiana Avenue

Dear Mr. George:

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

As part of your request for a minor change, you submitted plans dated June, 2004 which depict a fourteen-story condominium building containing a total of one-hundred and sixty-eight (168) dwelling units. This is a change based on the Site Plan Approval letter issued by this Department on August 5, 2003 which referenced a fourteen-story condominium building containing a total of one-hundred and sixty-seven (167) dwelling units.

Specifically, you requested the following modification:

- An increase in the total number of dwelling units from one-hundred and sixty-seven (167) to one-hundred and sixty-eight (168). The increase by one (1) unit is the result of splitting one (1) large first-floor unit into two (2) units.

NEIGHBORHOODS Alive!
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CHICAGO WORKS TOGETHER

The Department of Planning and Development has determined that the above requested item constitutes a minor change. Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, your request, outlined above, is hereby deemed approved.

Very truly yours,

Denise M. Casalino, P.E.
Commissioner

cc: Terri Haymaker
Kristin Groce
Mike Marmo

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
Commissioner

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http://www.cityofchicago.org

May 10, 2004

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
Proposal: The construction of four (4) dwelling unit towhomes.
Location: Subarea A, Parcel 4 - 1319-1325 South Prairie Avenue

Dear Mr. George:

We have reviewed the Site Plan, Landscape Plan, and Building Elevation Plans submitted by you for the construction of four (4) dwelling unit townhomes and eight (8) designated parking spaces within the previously approved Tower 3 of the overall "Museum Park" development. These plans prepared by PappaGeorge/Haymes Ltd., dated September 9, 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, Parcel 4, for the construction of four (4) dwelling unit townhomes and eight (8) designated parking spaces within the previously approved Tower 3, 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,

Denise M. Casalino, P.E.
Commissioner

Originated By: Tim Bleuher

cc. Ed Kus, Jack Swenson, Terri Texley, Michael Marmo

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of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
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http://www.cityofchicago.org

March 29, 2004

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

Re: Revised Site Plan Approval for Residential-Business Planned Development No. 499, As Amended (Museum Park); Parcel 2, Tower 4
Proposal: The construction of a thirty-seven (37) story mixed-use tower with two-hundred and eighty-six (286) dwelling units, two-thousand six-hundred and five (2,605) feet of retail space and an attached four-hundred and two (402) space enclosed parking garage.
Location: Subarea A, Parcel 2, Tower 4 - The property commonly known as 220 East 13th Street.

Dear Mr. George:

On January 9, 2004, the Commissioner of the Department of Planning and Development granted Site Plan Approval relating to the construction of a thirty-six (36) story mixed use building containing two hundred and fifty-five (255) dwelling units, two thousand six-hundred and five (2,605) feet of retail space and an attached three hundred and fifty-three (353) space enclosed parking garage.

The Department has reviewed your March 19, 2004 letter in which you stated on behalf of your client, Central Station LLC, that since January 9, 2004 certain programming changes due to marketing and sales of specific units have occurred within the subject building which include the following:

1. The enclosed plans reflect one (1) additional level of parking which increases the number of parking spaces by 49 from the original 353 parking spaces to 402 spaces under the revised plans.

2. The additional story of parking increases the height of the building as measured at the ceiling of the highest occupied level by 9 0 (Approved 360'-0" ; Revised 369'-0") and increases the total number of floors from 36 to 37 floors.

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3. The floor area calculation for purposes of F.A.R. increases by 12,894 square feet (Approved 432,715 SF; Revised 445,609 SF). The Floor Area Ratio increases by 0.29 (Approved 9.80 FAR; Revised 10.09 FAR). The floor area as revised (10.09 FAR) is still lower than the Maximum F.A.R. permitted for Parcel 2 (11.92 FAR).

4. The gross building increases by 30,354 square feet (Approved 584,542 SF; Revised 614,896 SF).

5. The number of units per floor increases from 8 units to 9 units for a total additional 31 units (Approved 255 units; Revised 286 units).

This subject property is located within Parcel 2 of the Master Plan for Central Station and is the first development within said Parcel. Therefore, the numbers for the current proposal in terms of parking, number of units and Floor Area Ratio would not exceed those established within the Master Plan, but would set a precedent.

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 Revised Site Plan submittal for Residential-Business Planned Development No. 499, As Amended; Subarea A, Tower 4 for the construction of a thirty-seven (37) story mixed-use tower with two-hundred and eighty-six (286) dwelling units, two-thousand six-hundred and five (2,605) feet of retail space and an attached four-hundred and two (402) space 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,

Denise M. Casalino
Commissioner

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

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Alicia Mazur Berg
Commissioner

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http://www.cityofchicago.org

January 9, 2004

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); Parcel 2, Tower 4
Proposal: The construction of a thirty-six (36) story mixed-use tower with two-hundred and fifty-five (255) dwelling units, two-thousand six-hundred and five (2,605) feet of retail space and an attached three-hundred and fifty-three (353) space enclosed parking garage.
Location: Subarea A, Parcel 2, Tower 4 - The property commonly known as 220 East 13th Street.

Dear Mr. George:

We have reviewed the Site Plan, Landscape Plan, and Building Elevation Plans submitted by you for the construction of a thirty-six (36) story mixed-use tower with two-hundred and fifty-five (255) dwelling units, two-thousand six-hundred and five (2,605) feet of retail space and an attached three-hundred and fifty-three (353) space enclosed parking garage within Subarea A, Parcel 2 of the Planned Development area. These plans prepared by PappaGeorge/Haymes Ltd., dated October 22, 2003 and January 8, 2004, 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, Tower 4 for the construction of a thirty-six

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(36) story mixed-use tower with two-hundred and fifty-five (255) dwelling units, two-thousand six-hundred and five (2,605) feet of retail space and an attached three-hundred and fifty-three (353) space 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. Ed Kus
Jack Swenson
Terri Texley
Philip Levin
Tim Bleuher
Michael Marmo

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Alicia Mazur Berg
Commissioner

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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 to12.0 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.

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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,

Alicia Mazur Berg
Commissioner

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

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Alicia Mazur Berg
Commissioner

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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 a t the northwest corner of Indiana Avenue and 13th Street - **1250 South Indiana Avenue**

Dear Mr. Warman:

We have reviewed your request for a **Revision** the 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

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May 5, 2003

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 13th 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

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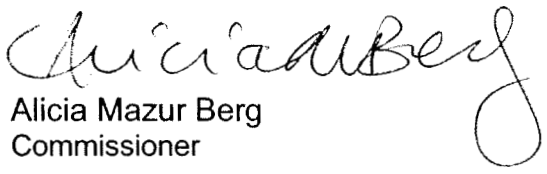
amended and passed by the Chicago City Council on October 31, 2001.

Very truly yours,



Alicia Mazur Berg
Commissioner

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

City of Chicago
Richard M. Daley, Mayor

Department of Planning
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Alicia Mazur Berg
Commissioner

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December 17, 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, 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 13th 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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Commissioner

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http://www.cityofchicago.org

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 13th 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

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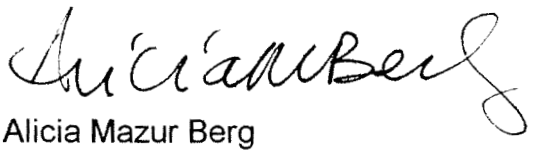
requested minor change, but no other changes to this Planned Development.

Very truly yours,



Alicia Mazur Berg
Commissioner

cc: Jack Swenson
Philip Levin
Michael Marmo
Ed Kus

f Chicago
ard M. Daley, Mayor

Department of Planning and Development

Alicia Mazur Berg
Commissioner

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Chicago, Illinois 60602
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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 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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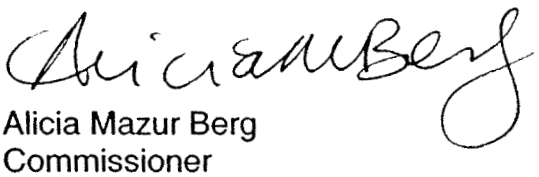
Ordinance, I hereby approve the requested minor change, but no other changes to this Planned Development.

Very truly yours,



Alicia Mazur Berg
Commissioner

CC: Jack Swenson
Philip Levin
Michael Marmo
Ed Kus

of Chicago
ard M. Daley, Mayor

Department of Planning and Development

Alicia Mazur Berg
Commissioner

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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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Department of Planning and Development

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http://www.cityofchicago.org

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-feet 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
Commissioner

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

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Richard M. Daley, Mayor

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Alicia Mazur Berg
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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

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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: RBPD 499, as amend

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 ...Company in
frac ...rd Principal
Mer

be ...ed, at the
int ...venue and
ru: ...and along
an ...tersection
wit ...along said
eas ...ing south
alo: ...nce south
con ...0.91 feet;
the ...e arc of a
circ ...6.23 feet;
ther ...to the last described arc of a circle,
a distance of 436.27 feet; thence southwardly along the arc of a circle convex to the west with a radius of 1,343.75 feet, a distance of 278.82 feet; thence south along a straight line tangent to last described arc of a circle, a distance of 722.975 feet; thence southwardly along the arc of a circle convex to the east tangent to last described straight line with a radius of 2,008.70 feet a distance of 160.333 feet; thence southwardly along the arc of a circle convex to the east with a radius of 915.13 feet, a distance of 46.85 feet to an intersection with a line which is 1,500.00 feet northerly from and parallel with the northerly line of the 23rd 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

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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 16th Street; thence east along said eastward extension, a distance of 20.63 feet; thence northwestwardly along the arc of a circle convex to the northeast, being 50.00 feet northeasterly from and concentric with the 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 13th Street; thence north a distance of 50.00 feet to the north line of the former of East 13th Street; thence continuing north, a distance of 332.93 feet to the northwest corner of Lot 32 in Seaman and Busby's Subdivision; thence west along a westward extension of the north line of said Lot 32, a distance of 2.70 feet to the southwest corner of Lot 13 in Johnston and Sexton's Subdivision; thence north along the west line of Lots 12 and 13 in said Johnston and Sexton's Subdivision, a distance of 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 14th Street; thence north 89 degrees, 58 minutes, 42 seconds east along said parallel line, a distance of 352.31 feet to an intersection with the aforesaid easterly right-of-way line of said railroad; thence northwestwardly along said easterly line, a distance 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 18th Street and running; thence northwardly along said easterly right-of-way line, a distance of 919.963 feet to the point of beginning; thence continuing northwardly along said easterly line, a distance of 858.72 feet to an intersection with a line which is 500.00 feet south from and parallel with the eastward extension of the south line of East 14th Street; thence 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 16th 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 16th Street; thence east along said parallel line, a distance of 376.91 feet to an intersection with a curved line being the arc of a circle convex to the west with a radius of 1,343.75 feet, the southerly terminus of said arc being a point which is 230.646 feet westerly and 158.143 feet northerly of the intersection of the easterly right-of-way line of said railroad with the aforesaid eastward extension of the north line of East 18th Street, as measured along said easterly line and a line perpendicular thereto and the northerly terminus of said arc being a point which is 197.473 feet westerly and 434.475 feet northerly of the aforesaid intersection of the easterly right-of-way line of the eastward extension of the north line of East 18th Street, as measured along said easterly line and a line perpendicular thereto; thence northwardly along last described arc of a circle, a distance of 60.94 feet to the aforesaid northerly terminus of said arc; thence northwestwardly along a straight line, tangent to last described arc of a circle, a distance of 436.27 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 16th Street extended east; thence north 89 degrees, 57 minutes, 41 seconds east 337.48 feet along said south line extended east; thence north 09 degrees, 50 minutes, 59 seconds west 236.80 feet; thence north 80 degrees, 09 minutes, 01 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 18th Street, said intersection being a point 708.50 feet (as measured along said eastward extension) east from the westerly right-of-way line of the Illinois Central Railroad and running; thence north 16 degrees, 20 minutes, 59 seconds west along said easterly right-of-way line, 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 14th 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 23rd 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 23rd Street viaduct, a distance of 210.14 feet to the point of beginning; thence northwardly, a distance of 49.95 feet; thence northwardly along the arc of a circle convex to the east tangent to 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 16th Street; thence east along said parallel line, a distance of 376.91 feet, to an intersection with a curved line, being the arc of a circle convex to the west with a radius of 1,343.75 feet, the southerly terminus of said arc being a point which is 230.646 feet westerly and 158.143 feet northerly of the intersection of the easterly right-of-way line of said railroad with the eastward extension of the north line of East 18th Street, as measured along said easterly line and a line perpendicular thereto and the northerly terminus of said arc being a point which is 197.473 feet westerly and 434.475 feet northerly of the aforesaid intersection of the easterly right-of-way line with the eastward extension of the north line of East 18th Street as measured along said easterly line and a line perpendicular thereto; thence southwardly along 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 circle, convex to the east with a radius of 915.13 feet, a distance of 46.85 feet to an intersection with the aforesaid line which is 1,500.00 feet northerly from and parallel with the northerly line of said 23rd Street viaduct; and thence westwardly along said parallel line, a distance of 208.29 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 16th 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 16th 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 13th 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 Section15, Township 39 North, Range 14, East of the Third Principal Meridian, at the intersection of said south line with the west right-of-way line of the Commuter Rail Division of the Regional Transportation Authority (being a line 400.00 feet east from and parallel with the west line of South Michigan Avenue, as established in said Section 15) and running; thence north 00 degrees, 00 minutes, 23 seconds east along said line, a distance of 233.00 feet to an intersection with the south line of Lake Park Place (East 11th Place); thence north 89 degrees, 55 minutes, 25 seconds east along the eastward extension of said south line of Lake Park Place, a distance of 234.71 feet to an intersection with a line which is 270.00 feet (measured perpendicularly) westerly from and parallel with the easterly right-of-way line of the Illinois Central Railroad, as said easterly line was established by ordinance of the City of Chicago passed July 21, 1919; thence south 16 degrees, 20 minutes, 59 seconds east along said parallel line, a distance of 242.72 feet to a point on the south line of said fractional Section 15, which is 303.06 feet, measured along said line, east from the west line of said right-of-way; thence continuing south 16 degrees, 20 minutes, 59 seconds east, a distance of 630.54 feet; thence south 11 degrees, 35 minutes, 59 seconds east a distance of 1,062.99 feet to the point of beginning for that part of said land, property and space hereinafter described; thence southeasterly 199.83 feet along the arc of a curve convex westerly with a radius of 1,464.69 feet (the chord of said arc bearing south 04 degrees, 30 minutes, 22 seconds east 199.68 feet); thence south 08 degrees, 24 minutes, 46 seconds east 123.22 feet; thence south 89 degrees, 58 minutes, 41 seconds east 22.01 feet; thence north 09 degrees, 50 minutes, 59 seconds west 325.76 feet to the point of beginning, in Cook County, Illinois.

Also,

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

the westerly 22.00 feet of the following described property: a parcel of land in fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, described as follows:

commencing on the south line of said fractional Section 15, Township 39 North, Range 14, East of the Third Principal Meridian, at the intersection of said south line with the west right-of-way line of the Commuter Rail Division of the Regional Transportation Authority (being a line 400.00 feet east from and parallel with the west line of South Michigan Avenue, as established in said Section 15) and running; thence north 00 degrees, 00 minutes, 23 seconds east along said line, a distance of 233.00 feet to an intersection with the south line of Lake Park Place (East 11th Place); thence north 89 degrees, 55 minutes, 25 seconds east along the eastward extension of said south line of Lake Park Place, a distance of 234.71 feet to an intersection with a line which is 270.00 feet (measured perpendicularly) westerly 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 16th 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,

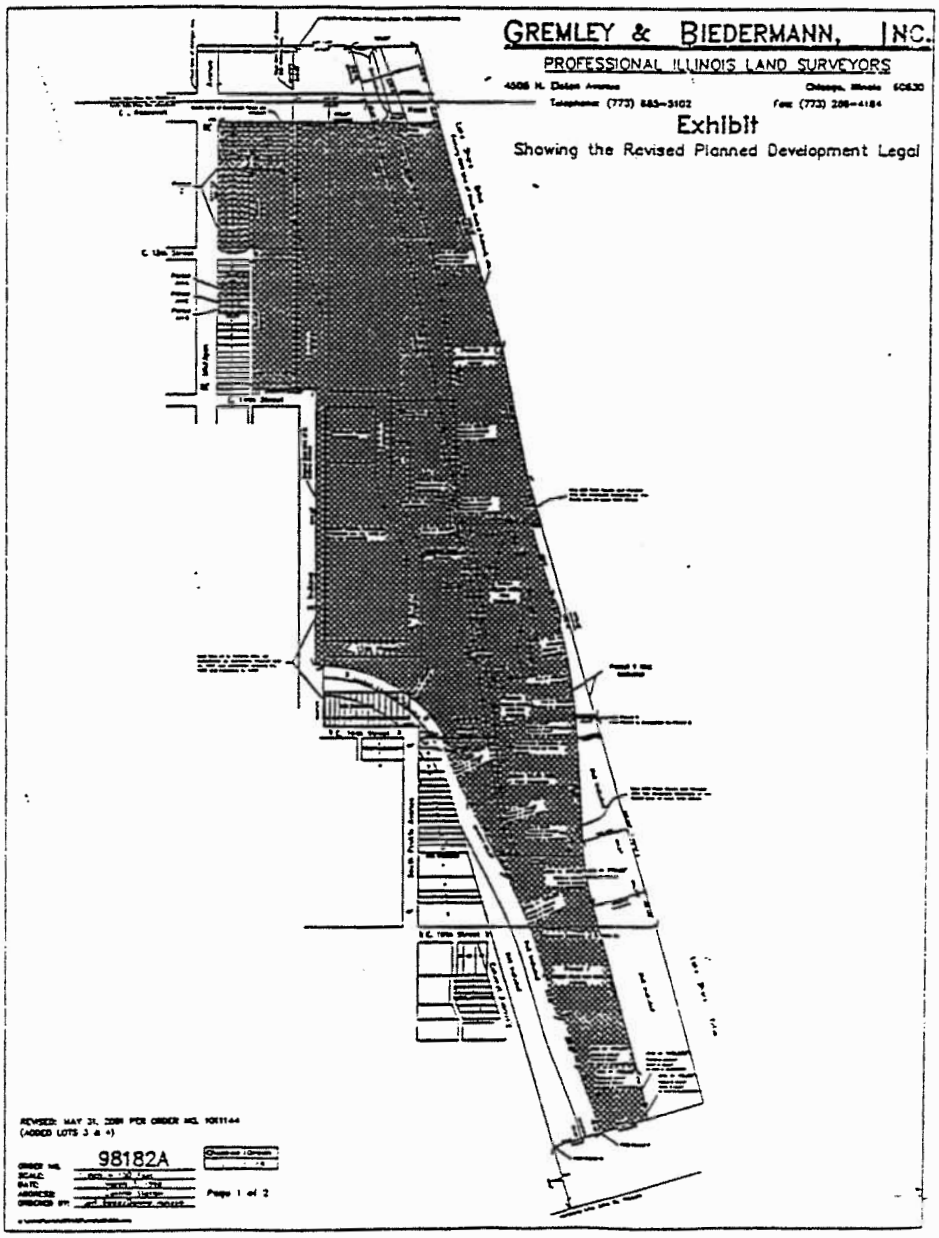
to the designation of a Residential-Business Planned Development Number 499, as amended, which is hereby established in the area above described, subject to such use and bulk regulations as are set forth in the Plan of Development herewith attached and made a part thereof and to no others.

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 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 (2nd) floor of buildings. All structures and uses shall be designed, located and operated in accordance with the provisions of the applicable Master Plan. Any Master Plan may include such conditions on the design, location or operation of any allowable structures or uses as may be appropriate or necessary to implement the intent of this planned development and the Guidelines.

7. The maximum allowable height of any structure upon the property shall conform with the Guidelines, the height limitations applicable in restricted height zones in accordance with figure 5-1 of the Lakefront Protection Ordinance application, the height limitations applicable in approved Master Plans, and shall also be subject to height limitations established by the Federal Aviation Administration.

8. Open Space and public parks upon the property as identified in the Guidelines shall be addressed in applicable provisions of the Master Plans. 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 13th Street, extended east, which varies in width between approximately one (1) and four (4) feet.

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

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

A triangular shaped parcel east of Cullerton 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 18th Street Pedestrian Bridge. Said thirty-two (32) foot wide strip of land having the length of approximately two hundred seventy-nine (279) feet.

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

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

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

   (1) the number of square feet of construction completed, under construction or approved for construction, identifying also the type of use and location;

   (2) percentage occupancy of each structure;

   (3) construction/development anticipated within the following year;

   (4) status of all public improvements; and

   (5) Traffic Mitigation Report which shall contain a report and analysis of traffic volumes and public transportation use upon the property in accordance with traffic analysis industry standards.

10. The applicant and the City anticipate the use of public funds or public financial participation for certain infrastructure improvements, which may include among other things, the public improvements described in Statement 11, within or in the vicinity of the property. Therefore, the City will use its best efforts, solely to the extent it deems appropriate, to evaluate the appropriateness of using public funds for the aforesaid public improvements. In the event that the City determines such public funding to be appropriate, the City and the applicant will use their best efforts to cooperate in the consideration of entering into a redevelopment agreement or other agreement which will address the schedule and manner in which those public funds are to be used or public financial participation is to be applied and may also address other tax incentives from other governmental bodies and coordinate those programs with infrastructure improvements. Said agreement may also address implementation of public and private improvements, land acquisitions, dispositions, additional traffic mitigation activities and other matters related to the orderly development of the property so long as said agreement is not inconsistent with this planned development, the Guidelines or any approved master plans.

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

The applicant shall be allowed to develop the property in accordance with all other applicable terms and provisions of this planned development, whether or not such a redevelopment agreement or other agreement is executed by the applicant and the City, or whether or not public funds or public financing participation of any kind is obtained or available.

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

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

The description of the Public Improvements necessary or appropriate in connection with construction or development upon the property, including the type, location and extent of such Public Improvements, shall be contained in the Master Plan applicable to the portion or portions of the property upon which the construction or development is to be undertaken. Master Plans shall be adopted for each of the following 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, 15th Street Neighborhood Park and the platform deck/park above the Metra Property, as said parks are described by the Guidelines. The aforesaid parks and open spaces shall be constructed and dedicated to the Chicago Park District at such time as shall be provided by an approved Master Plan covering that portion of the property where such park is located. Other parks and open spaces shall be constructed and where appropriate, dedicated to a public entity as shall be provided by the applicable Master Plan.

A Master Plan may also:

-- Describe the type, amount, extent and location of construction or development of the property which may be conditioned upon the completion and availability of specified Public Improvements; Require that the construction and installation of such Public Improvements shall be in accordance with all applicable laws, including the requirements and standards of any affected public agency; and

-- Require that the owner of the property upon, under, over or across which such Public Improvements or services may be constructed, installed or maintained shall dedicate such property or grant such easements and licenses to the public as may be necessary or appropriate in connection therewith.

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

(1) Site Conditions.

(i) Utilities

(ii) Grading/Drainage

(iii) Easements and Rights-of-Way

(iv) Development parcel boundaries layout of blocks and street grid

(2) Use Controls.

(i) Type

(ii) Location

(3) Vehicular Circulation.

(i) Public Street Layout

(ii) Public Parking

(iii) Curb Cut Zones

(iv) Loading Dock Zones

(4) Pedestrian Circulation.

(i) On-Street Pedestrian Routes

(ii) Internal Pedestrian Routes

(5) Bulk.

(i) Density

(ii) View Corridors in conformance with Figure 3-2 of the Lakefront Protection Ordinance Application

(iii) Building Height and Setbacks as described in Figures 5-1, 5-2 and 5-3 of the Lakefront Protection Ordinance Application

(iv) Shadow Zones

(v) Floor Area Ratio

(6) Public Open Space.

(i) Size

(ii) Location

(iii) Character

(iv) Overall Ratio of Public Open Space as determined by the Guidelines

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

a. The proposed Master Plan is consistent with the Guidelines and this planned development; and

b. After giving due consideration to the Guidelines contained in Section 11.11-2 of the Chicago Zoning Ordinance, the proposed Master Plan would have no adverse impact on the public health, safety or welfare; and

c. The proposed Master Plan conforms with the fourteen (14) basic Policies and the thirteen (13) basic purposes of the Lake Michigan and Chicago Lakefront Protection Ordinance.

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

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

12. The total number of square feet of development permitted under this planned development has been fixed based upon the applicant's commitment to a program which promotes the use of public transportation facilities in preference to the use of private automobiles as reflected in the Guidelines. The Master Plan shall provide, if and when appropriate in connection with development of all or any portion of the property, as and when such portions are developed, that the applicant shall:

a. Dedicate such property and grant such easements and licenses to the public as may be necessary, appropriate and reasonable to accommodate the expansion of public transportation facilities through or within the boundaries of the property, if the location and operation of such facilities are consistent with the Guidelines.

b. Construct or cause the construction of public bus facilities where appropriate and reasonable; provided that appropriate public agencies have reasonably demonstrated that a need for such facilities exists in connection with the subject development. The foregoing shall include bus 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 (1)	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.

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(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 minium 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 is retail uses exceed 5% of total developed floor area.

The minium 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.

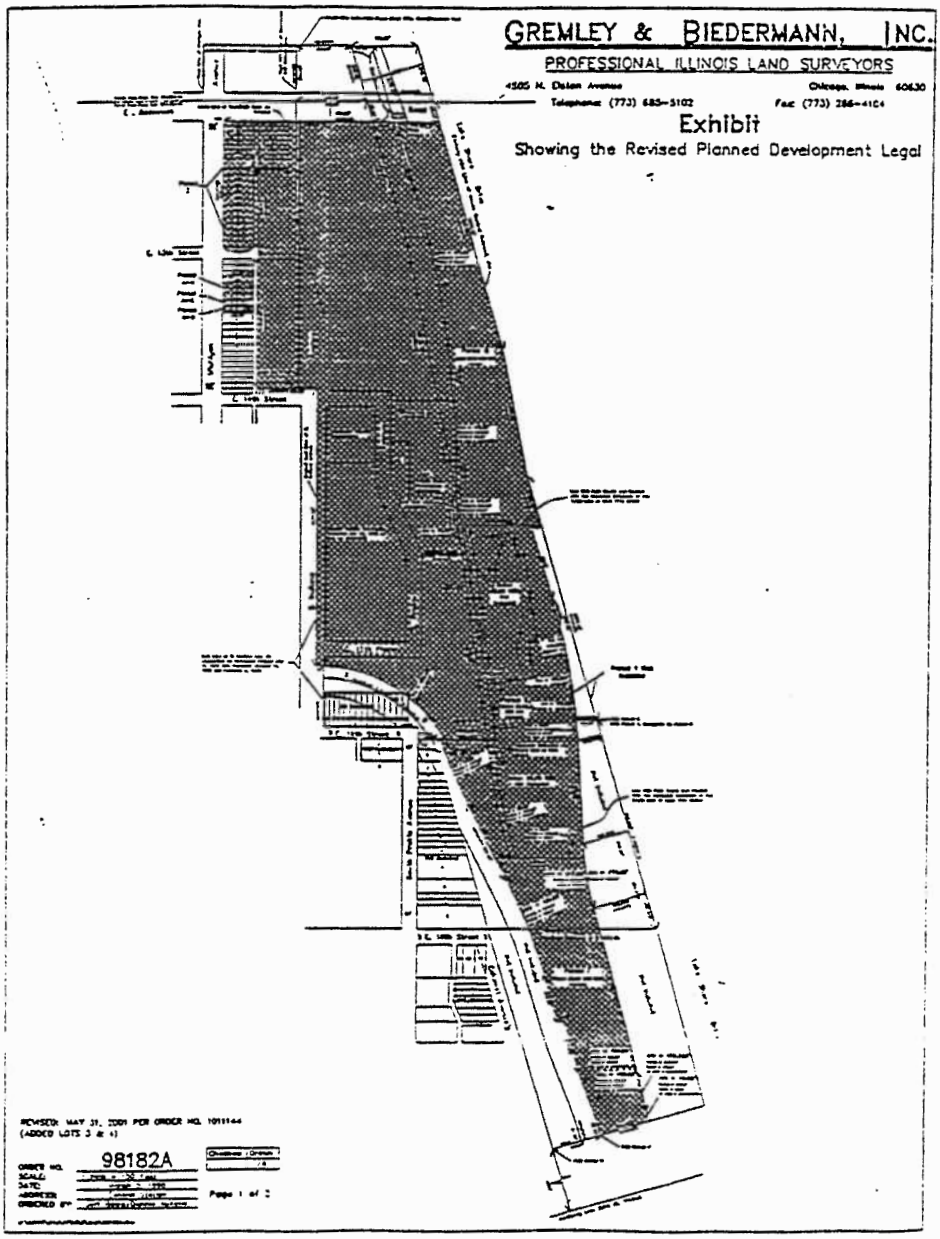
3. Office uses include office and related uses.

4. Dwelling units shall be permitted in all subarea of this Planned Development.

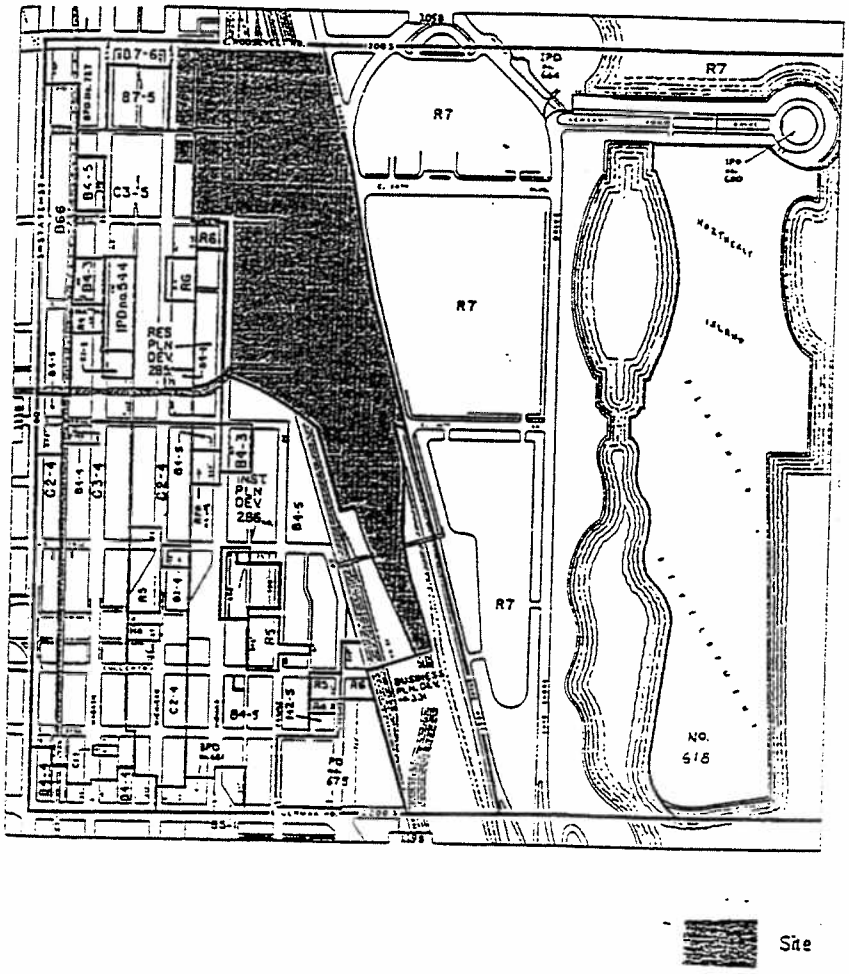
5. Off-street loading shall be provided in accordance with the requirements of the C3-5 Commercial-Manufacturing District.

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 if 250,000 square feet has been issued for the development upon the Metra property.

Revised Legal Description Map.



Existing Zoning Map.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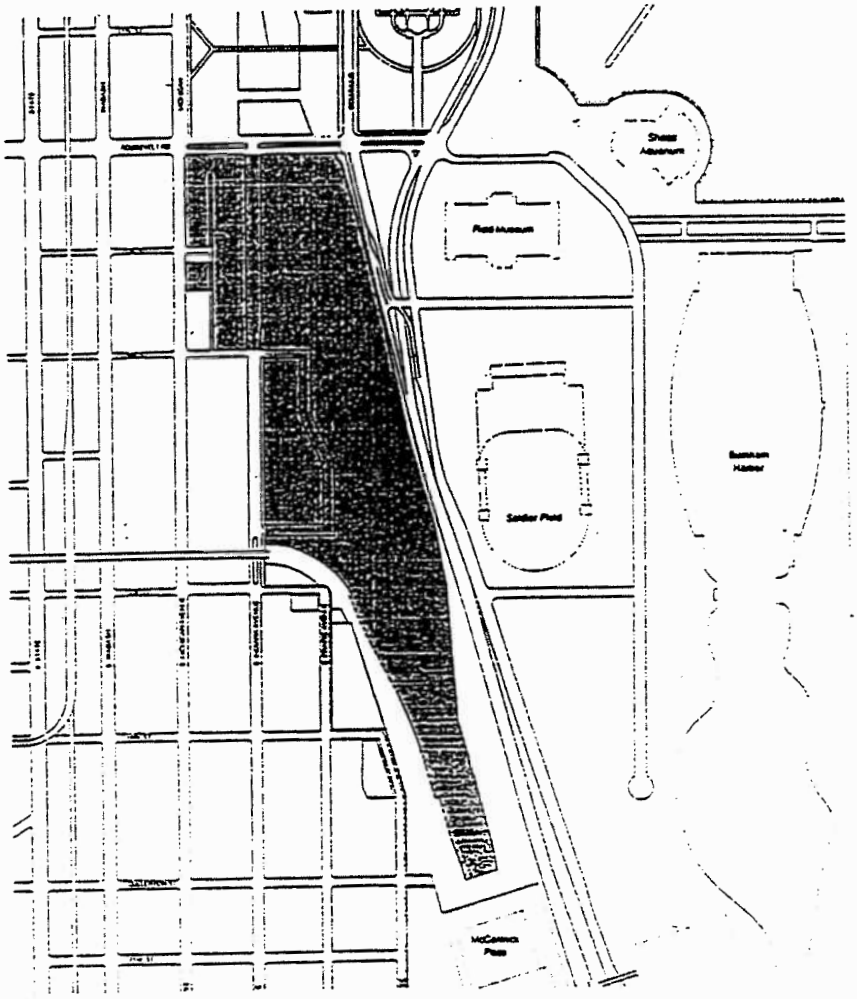
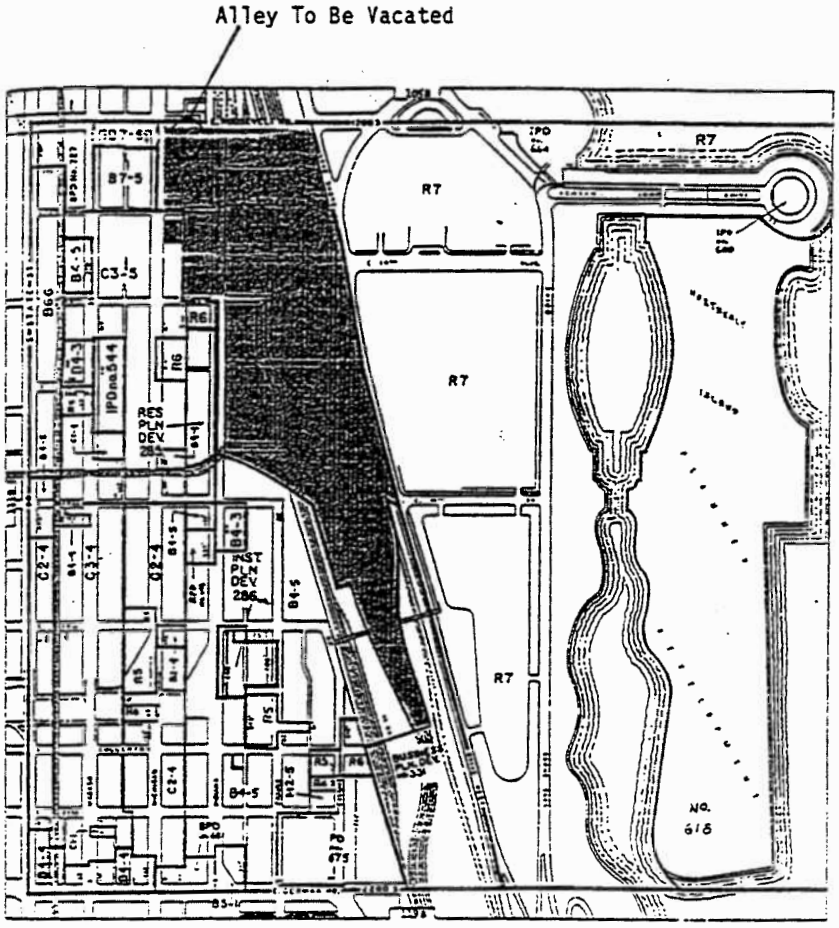
C2-4

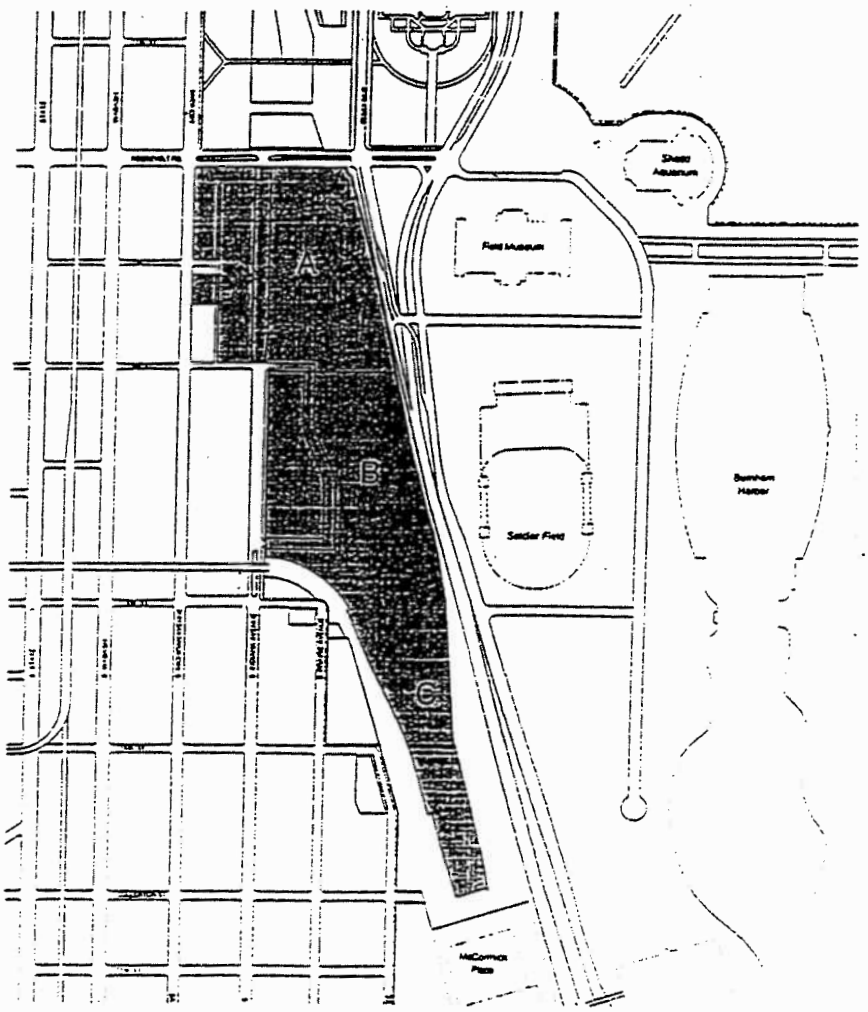
Planned Development Boundary
And Property Line Map.



Public Rights-Of-Way Adjustment Map.



Subareas And Generalized Land-Use Map.



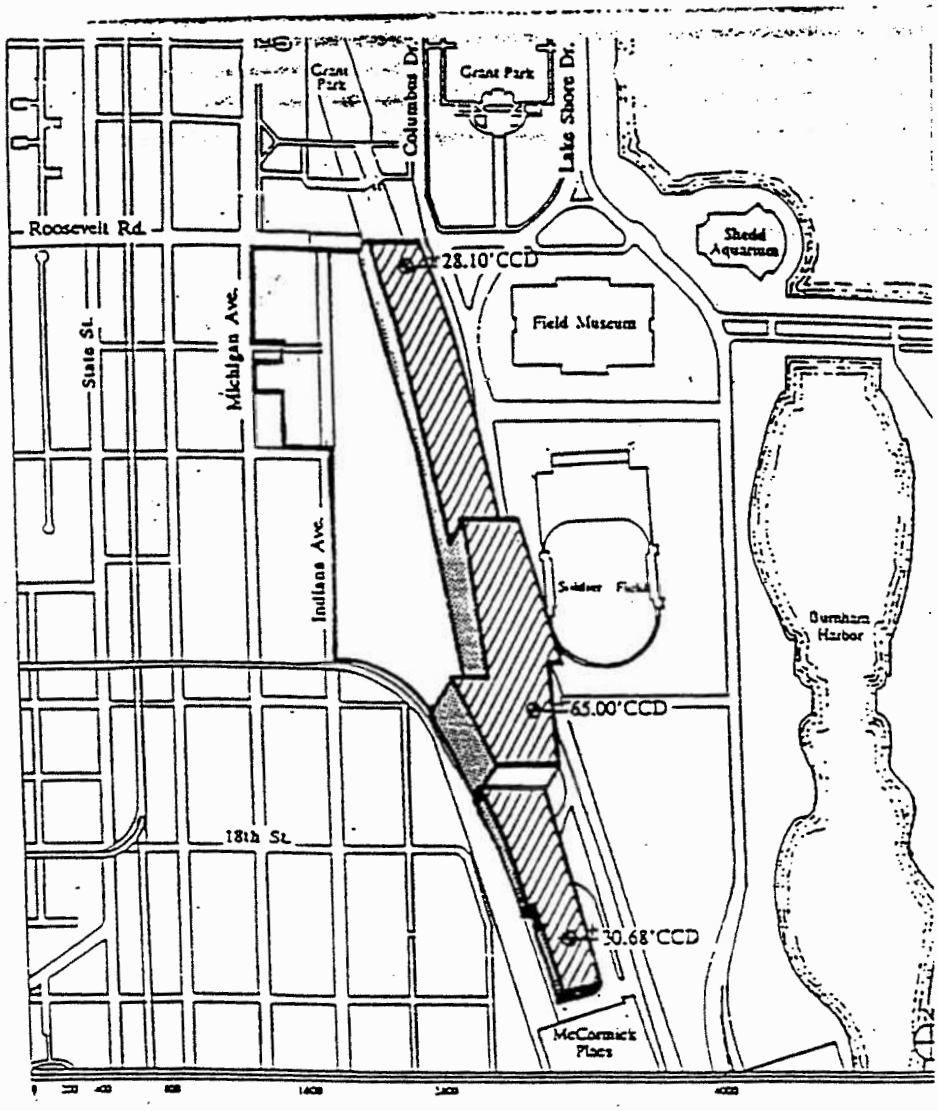
Sub-Area A- Michigan/Columbus Gateway

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 AIR RIGHTS PARCEL
TE: JUNE 5, 2001
VISED: OCTOBER 11, 2001

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,

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

Very truly yours,

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

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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

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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

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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

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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,

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

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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 RBPD 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 (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 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 13th 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

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accessed from 13th 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,

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

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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 (Building s 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

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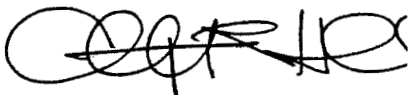
would meet the Townhouse Ordinance. All open spaces and parkway areas will be adequately landscaped and a decorative metal fence with masonry piers would line the development.

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,



Christopher R. Hill
Commissioner

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

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http://www.ci.chi.il.us

October 2, 2000

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

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

Dear Mr. Bistry:

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

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

Very truly yours,

Christopher R. Hill
Commissioner

cc: Jack Swenson
Philip Levin
Mike Marmo

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

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

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

Very truly yours,

Alicia Mazur Berg
Commissioner

cc: Jack Swenson
Philip Levin
Michael Marmo
Ed Kus

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

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August 21, 2000

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

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

Dear Mr. George:

The Department of Planning and Development has reviewed the Site Plan, Landscape Plan, and Elevations submitted by you on behalf of your client, Central Station Development Corporation for the construction of a residential high-rise and townhouse development within Parcel 4, Subarea A of the Central Station Planned Development (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 Tower 1 and the surrounding townhouse structures identified as Building Nos. 4E, 5E and 6E.

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

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

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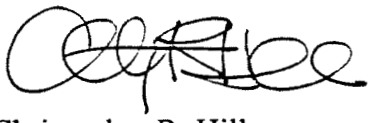
Subarea A, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on September 1, 1999. The Site Plans dated May 22, 2000 and June 27, 2000, the Exterior Elevations dated May 22, 2000 and June 27, 2000, and the Landscape Plan dated revised August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

Very truly yours,



Christopher R. Hill
Commissioner

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

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July 12, 2000

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

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

Dear Mr. George:

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

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

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

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

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

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

Sincerely,

Christopher R. Hill
Commissioner

cc: Jack Swenson
Philip Levin
Paul Woznicki
Michael Marmo

of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

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April 21, 2000

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

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

Dear Mr. George:

The Department of Planning and Development has reviewed the Site Plan, Landscape Plan, and Elevations submitted by you on behalf of your client, Central Station Development Corporation for the construction of two townhouse structures and three condominium buildings within Parcel 3, Subarea A of the Central Station Planned Development (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 (105) and the Floor Area Ratio of 2.22 would be well below what could be permitted in this parcel. Parking, provided at a ratio of 1.16 spaces per unit, would be hidden underground. Only one driveway and curb-cut on Indiana would occur within Parcel 3, which would be shared with the proposed high-rise building on the northern part of the parcel. The buildings have been designed with rich detail in brick and stone masonry, with entrances and raised ground floor living spaces that face and activate Indiana Avenue. The amount of private and common open space and the building spacing would meet the Townhouse Ordinance. All open spaces and parkway areas would be adequately landscaped and a decorative metal fence with masonry piers would line the development.

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

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

Very truly yours,

Christopher R. Hill
Commissioner

cc: Paul Woznicki
Jack Swenson
Philip Levin
Michael Marmo

(Continued from page 10818)

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

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

Reclassification Of Area Shown On Map Number 4-E.
(As Amended)
(Application Number 12335)

RBPD No. 499, As Amended

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the B7-5 General Central Business District and Residential-Business Planned Development Number 499, as amended, symbols and designations as shown on Map Number 4-E in the area bounded by:

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

beginning on the south line of East Roosevelt Road, as widened, at the intersection of said south line with the east line of South Michigan Avenue and running; thence east along said south line of West Roosevelt Road and along an eastward extension of said line, a distance of 919.02 feet to an intersection with the easterly right-of-way line of said railroad; thence south along said easterly right-of-way line a distance of 989.604 feet; thence continuing south along said easterly right-of-way line a distance of 550.58 feet; thence south continuing along said easterly right-of-way line a distance of 1,070.91 feet; thence west a distance of 86.64 feet; thence southwardly along the arc of a circle convex to the east with a radius of 2,448.29 feet a distance of 86.23 feet; thence south along a straight line, tangent to the last described arc of a circle, a distance of 436.27 feet; thence southwardly along the arc of a circle convex to the west with a radius of 1,343.75 feet, a distance of 278.82 feet; thence south along a straight line tangent to last described arc of a circle a distance of 722.975 feet; thence southwardly along the arc of a circle convex to the east tangent to last described straight line with a radius of 2,008.70 feet, a distance of 160.333 feet; thence southwardly along the arc of a circle convex to the east with a radius of 915.13 feet, a distance of 46.85 feet to an intersection with a line which is 1,500.00 feet northerly from and

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

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

commencing on the north line of said fractional Section 22, at a point which is 303.06 feet measured along said line, east from the west right-of-way line of said railroad and running; thence southeastwardly along a line which is 270.00 feet (measured perpendicularly) westerly from and parallel with the easterly right-of-way line of said railroad, a distance of 88.55 feet to an intersection with the eastward extension of the south line of East Roosevelt Road; thence east along said eastward extension 92.14 feet to the point of beginning for that part of said land, property and space hereinafter described; thence south 16 degrees, 56 minutes, 46 seconds east 429.67 feet; thence southerly 517.08 feet along the arc of a circle convex to the east with a radius of 2,832.93 feet (the chord of said arc bearing south 11 degrees, 36 minutes, 38 seconds east 516.36 feet); thence south 06 degrees, 22 minutes, 54 seconds east 320.72 feet; thence southerly 150.73 feet along the arc of a circle convex to the east with a radius of 1,400.69 (chord of said arc bearing south 03 degrees, 17 minutes, 56 seconds east 150.65 feet); thence south 00 degrees, 13 minutes, 00 seconds east 165.79 feet; thence southerly 141.79 feet along the arc of a circle convex to the west with a radius of 1,464.69 feet (the chord of said arc bearing south 02 degrees, 59 minutes, 22 seconds east 141.74 feet) to an intersection with a line which is 500.00 feet south from and parallel with the eastward extension of the south line of East 14th Street; thence north 89 degrees, 58 minutes, 42 seconds east along said parallel line a distance of 352.31 feet to an intersection with the aforesaid easterly right-of-way line of said railroad; thence northwestwardly along said easterly line a distance of 212.19 feet; thence northwardly continuing along said easterly line a distance of 550.58 feet; thence northwestwardly a distance of 989.604 feet to an intersection with the aforesaid eastward extension of the south line of East Roosevelt Road; and thence west along said eastward extension a distance of 189.13 feet to the point of beginning, in Cook County, Illinois

Also

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

Together With

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

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

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

Also

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

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

tangent with the last described arc of a circle and a radius of 886.39 feet, a distance of 104.04 feet; thence northwardly along a straight line tangent to the last described arc of a circle a distance of 226.85 feet; thence westwardly, a distance of 28.00 feet; thence northwardly, a distance of 212.97 feet; thence northwardly along the arc of a circle, convex to the east tangent to the last described straight line, with a radius of 2,220.95 feet, a distance of 431.59 feet; thence northwestwardly along a straight line tangent to the last described arc of a circle, a distance of 103.00 feet to an intersection with a line which is 500.00 feet south from and parallel with the eastward extension of the south line of East 16th Street; thence east along said parallel line a distance of 376.91 feet, to an intersection with a curved line, being the arc of a circle convex to the west with a radius of 1,343.75 feet, the southerly terminus of said arc being a point which is 230.646 feet westerly and 158.143 feet northerly of the intersection of the easterly right-of-way line of said railroad with the eastward extension of the north line of East 18th Street, as measured along said easterly line and a line perpendicular thereto and the northerly terminus of said arc being a point which is 197.473 feet westerly and 434.475 feet northerly of the aforesaid intersection of the easterly right-of-way line with the eastward extension of the north line of East 18th Street, as measured along said easterly line and a line perpendicular thereto; thence southwardly along the last described arc of a circle, a distance of 217.88 feet to the aforesaid southerly terminus of said arc; thence southwardly along a straight line tangent to the last described arc of a circle, a distance of 722.975 feet; thence southwardly along the arc of a circle, convex to the east tangent to the last described straight line with a radius of 2,008.70 feet, a distance of 160.333 feet; thence southwardly along the arc of a circle, convex to the east with a radius of 915.13 feet, a distance of 46.85 feet to an intersection with the aforesaid line which is 1,500.00 feet northerly from and parallel with the northerly line of said East 23rd Street viaduct; and thence westwardly along said parallel line, a distance of 208.29 feet to the point of beginning, in Cook County, Illinois),

Also

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

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

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

Also

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

the westerly 22.00 feet of the following described property:

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

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

passage.

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

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

Residential-Business Planned Development Number 499, As Amended.

Plan Of Development Statements.

1. The area delineated herein as Residential-Business Planned Development Number 499, as amended, consists of approximately three million one hundred thirty-nine thousand five hundred fifty-four (3,139,554) gross square feet (seventy-two and seven-hundredths (72.07) acres) and is owned or controlled by the Applicant, Central Station Limited Partnership. Certain portions of the Property as depicted in the Air-Rights Parcels (Sub)Exhibit attached hereto (the "Air-Rights Parcels") consist of air rights. The property located below the Air-Rights Parcels (the "Metra Property") is not included within this Planned Development.

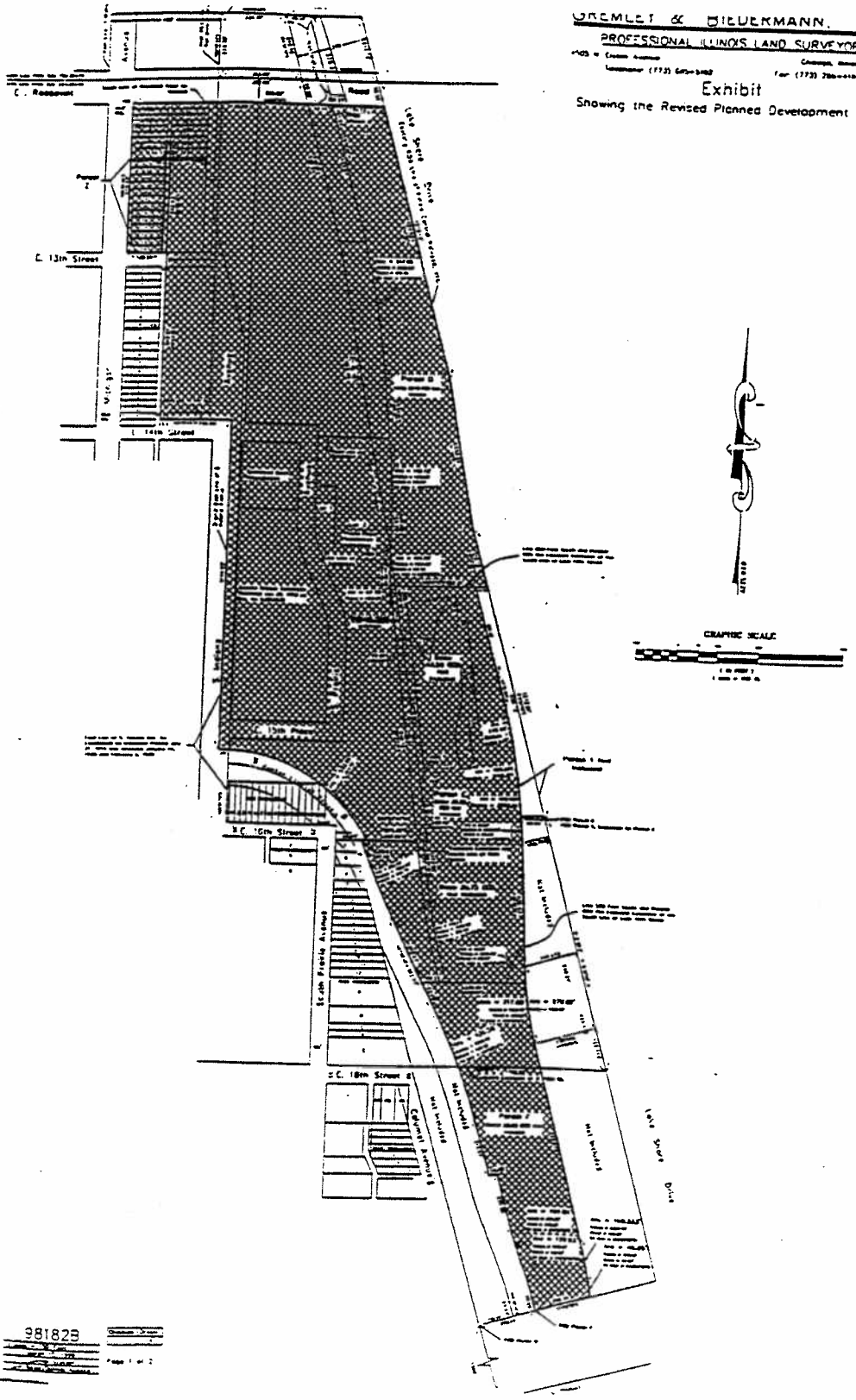
2. The Applicant or its successors, assignees or grantees shall obtain all applicable official reviews, approvals, licenses or permits required in connection with this Planned Development. Any dedication or vacation of streets or alleys, or easements, or adjustments of right-of-way, or consolidation or resubdivision of parcels, shall require a separate submittal on behalf of the Applicant or its successors, assignees or grantees and approval by the City Council.

3. The requirements, obligations and conditions within this Planned Development shall be binding upon the Applicant, its successors and assigns and, if different than the Applicant, the owners of record title to all of the Property and any ground lessors. All rights granted hereunder to the Applicant shall inure to the benefit of the Applicant's successors and assigns and if different than the Applicant, then to the owners of record title to all of the Property and any ground lessors. Furthermore, pursuant to the requirements of Section 11.11-1 of the Chicago Zoning Ordinance, the Property, at the time applications for

(Continued on page 10841)

See Pg 10866

Revised Planned Development Legal Description.



(Continued from page 10839)

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

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

4. This Planned Development consists of these twenty (20) statements; an Existing Zoning Map; a Planned Development Boundary and Property Line Map; a Public Right-of-Way Adjustments Map; a Subareas and Generalized Land-Use Map; an Air Rights Parcels Map and a Table of Use and Bulk Regulations and Data. In addition, the Central Station Development Guidelines adopted by the Chicago Plan Commission on March 1, 1990, as they may be amended from time to time (the "Guidelines") are incorporated into this Planned Development. These Statements and attachments shall be construed and implemented in conformance with the Guidelines. The Planned Development is applicable to the area delineated herein and these and no other zoning controls shall apply. The Planned Development conforms to the intent and purpose of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago, and all requirements thereof, and satisfies the established criteria for approval as a Planned Development.

5. All use and development of the Property shall conform with the provisions of the Planned Development and the Guidelines; provided however, that in the event of any conflict between the provisions of the Planned Development and any subsequent amendment to the Guidelines, the provisions of this Planned Development shall govern. The Property is divided into three (3) subareas, as illustrated on the Subareas and Generalized Land-Use Map attached hereto, for the purpose of establishing use and density controls by subareas. The Table of Use and Bulk Regulations and Data describes the use and density controls applicable within each Subarea. For purposes of floor area controls and/or determining floor area ratio ("F.A.R."), the

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

(1) Grade Level and Plaza Level shall be established at the time of Master Plan Approval. Plaza Level shall be considered "Curb Level" for purposes of the Chicago Zoning Ordinance, and floor area below the Plaza Level shall not be included in calculating the total number of square feet of development permitted under this Planned Development;

(2) Individual development sites may exceed the floor area controls established herein, provided that the floor area controls applicable to the entire development parcel in which any development site is located shall not be exceeded and floor area controls established by any Master Plan in accordance with this Planned Development shall govern. Transfer of floor area from one subarea to another subarea or from one development parcel to another development parcel may be approved by the Commissioner of the Department of Planning and Development if it meets the criteria for minor changes set forth in Statement 16 hereof;

(3) Floor area (for determining the total number of square feet of development permitted under this Planned Development, and for determining F.A.R. and off-street parking and loading requirements) shall not include any space devoted to mechanical equipment (including, without limitation, heating, ventilation and air conditioning equipment) where such space occupies the entire floor of any structure or consists of more than five thousand (5,000) square feet of contiguous floor area.

6. Uses of the Property which are permitted by this Planned Development shall be residential uses, business uses, office uses (business or professional), exhibition uses, institutional uses, and retail and commercial uses. Retail and commercial uses shall mean (a) all uses which are permitted uses within the C3-5 Zoning District, and (b) uses listed as special uses within the C3-5 Zoning District if such uses are determined at the time of Master Plan approval to be designed, located and proposed in a manner which will not have an adverse impact on public health, safety or welfare. In addition, the following structures and uses shall also be permitted: (1) earth station receiving and transmitting dishes, satellite dishes, earth station antennae, microwave relay dishes and transmitting or receiving dishes; (2) railroad rights-of-

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

7. The maximum allowable height of any structure upon the Property shall conform with the Guidelines, the height limitations applicable in Restricted Height Zones in accordance with Figure 5-1 of the Lakefront Protection Ordinance application, the height limitations applicable in approved Master Plans, and shall also be subject to height limitations established by the Federal Aviation Administration.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) the number of square feet of construction completed, under construction or approved for construction, identifying also the type of use and location;

(2) percentage occupancy of each structure;

(3) construction/development anticipated within the following year;

(4) status of all public improvements; and

(5) Traffic Mitigation Report which shall contain a report and analysis of traffic volumes and public transportation use upon the Property in accordance with traffic analysis industry standards.

10. The Applicant and the City anticipate the use of public funds or public financial participation for certain infrastructure improvements, which may include among other things, the Public Improvements described in Statement 11, within or in the vicinity of the Property. Therefore, the City will use its best efforts, solely to the extent it deems appropriate, to evaluate the appropriateness of using public funds for the aforesaid Public Improvements. In the event that the City determines such public funding to be appropriate, the City and the Applicant will use their best efforts to cooperate in the consideration of entering into a Redevelopment Agreement or other agreement which will address the schedule and manner in which those public funds are to be used or public financial participation is to be applied and may also address other tax incentives from other governmental bodies and coordinate those programs with infrastructure improvements. Said agreement may also address implementation of public and private improvements, land acquisitions, dispositions, additional traffic mitigation activities and other matters related to the orderly development of the Property so long as said agreement is not inconsistent with this Planned Development, the Guidelines or any approved Master Plans.

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

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

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

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

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

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

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

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

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

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

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

-- public roads and public roadway-related improvements including, without limitation, existing street widening, curbs, gutters, sidewalks, streetlights, street furnishings and appurtenances;

-- public Transportation facilities, easements, rights-of-way, et cetera.

-- public and quasi-public utilities, including without limitation, electric, telephone, gas, other energy-related facilities, water supply, storm water runoff facilities, sanitary sewer, and all lines, circuits, connectors and facilities related thereto;

-- the availability by appropriate governmental agencies of police, fire, medical and emergency services and the facilities therefor, and public education and library facilities to service the Planned Development;

-- public and quasi-public parks and recreational areas and open spaces such as Daniel Webster Park, the south end of Grant Park, 15th Street Neighborhood Park and the platform deck/park above the Metra property, as said parks are described by the Guidelines. The aforesaid parks and open spaces shall be constructed and dedicated to the Chicago Park District at such time as shall be provided by an approved Master Plan covering that portion of the Property where such park is located. Other parks and open spaces shall be constructed and where appropriate, dedicated to a public entity as shall be provided by the applicable Master Plan.

A Master Plan may also:

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

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

-- require that the construction and installation of such Public Improvements shall be in accordance with all applicable laws, including the requirements and standards of any affected public agency; and

-- require that the owner of the Property upon, under, over or across which such Public Improvements or services may be constructed, installed or maintained shall dedicate such property or grant such easements and licenses to the public as may be necessary or appropriate in connection therewith.

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

(1) Site Conditions:

(i) Utilities.

(ii) Grading/drainage.

(iii) Easements and rights-of-way.

(iv) Development parcel boundaries/layout of blocks and street grid.

(2) Use Controls:

(i) Type.

(ii) Location.

(3) Vehicular Circulation:

(i) Public street layout.

(ii) Public parking.

(iii) Curb-cut zones.

(iv) Loading dock zones.

(4) Pedestrian Circulation:

(i) On-street pedestrian routes.

(ii) Internal pedestrian routes.

(5) Bulk:

(i) Density.

(ii) View Corridors in conformance with Figure 3-2 of the Lakefront Protection Ordinance Application.

(iii) Building height and setbacks as described in Figures 5-1, 5-2 and 5-3 of the Lakefront Protection Ordinance Application.

(iv) Shadow zones.

(v) Floor area ratio.

(6) Public Open Space:

(i) Size.

(ii) Location.

(iii) Character.

(iv) Overall ratio of public open space as determined by the Guidelines.

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

a. the proposed Master Plan is consistent with the Guidelines and this Planned Development; and

b. after giving due consideration to the Guidelines contained in Section 11.11-2 of the Chicago Zoning Ordinance, the proposed Master Plan would have no adverse impact on the public health, safety or welfare; and

c. the proposed Master Plan conforms with the fourteen (14) basic Policies and the thirteen (13) basic Purposes of the Lake Michigan and Chicago Lakefront Protection Ordinance.

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

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

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

a. Dedicate such property and grant such easements and licenses to the public as may be necessary, appropriate and reasonable to accommodate the expansion of public transportation facilities through or within the boundaries of the Property, if

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

b. Construct or cause the construction of public bus facilities where appropriate and reasonable; provided that appropriate public agencies have reasonably demonstrated that a need for such facilities exists in connection with the subject development. The foregoing shall include bus turn-around areas and bus shelters, where appropriate, in order to enhance and extend public bus service throughout the Property; provided, however that Applicant shall not be obligated to provide more than five (5) bus shelters.

c. Provide or cause the provision of express bus service between Union Station and Northwestern Station to and from the Property during A.M. and P.M. rush hour periods when office development upon the Property has exceeded two hundred fifty thousand (250,000) square feet unless the Applicant reasonably demonstrates that a sufficient demand for such service does not exist and such services shall be provided and/or restored when and if such demand occurs or reoccurs.

d. Establish and maintain a transportation management program within two (2) years of the approval of Master Plan II, unless otherwise determined by the Department of Transportation and the Department of Planning and Development. The intent of such program shall be to reduce the use of private automobiles by employees and customers traveling to and from the Property. Such a program shall, at a minimum, include the following:

(i) Creation of a traffic management association or similar organization, whose purpose will be to implement a traffic management plan for the office, retail and commercial development portion(s) of the Property utilizing the following devices:

-- all owners or tenants of property containing office, retail or commercial space will be required to maintain membership in this association and may be assessed to support said association.

-- the association will retain a Transportation Coordinator either as an employee or as a

consultant.

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

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

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

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

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

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

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

Provision of transit services.

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

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

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

(ii) Make provision within a building to be developed on the Property in the vicinity of Roosevelt Road as contemplated by the Guidelines, for an uncompleted "shell" space which is capable of accommodating complete construction by Metra or others of facilities for the installation and operation by Metra of a newly relocated Metra station.

13. Following Master Plan approval as provided above, all Site Plans for proposed development within the area covered by the applicable Master Plan shall be submitted to the Commissioner for Site Plan approval. Site Plan approval is intended to assure that specific development proposals conform with the applicable approved Master Plan and with this Planned Development and to assist the City in monitoring on-going development. No Part II Approval shall be granted until an applicable Site Plan has been approved.

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

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

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

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

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

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

14. The Property is subject to certain of the provisions of an ordinance passed by the City Council of the City of Chicago on July 21, 1919 entitled "An Ordinance For The Establishment of Harbor District Number Three; The Construction By The Illinois Central Railroad Company Of A New Passenger Station; Electrification Of Certain Of The Lines Of The Illinois Central And Michigan Central Railroad Companies Within The City; And Development Of The Lake Front" as the same may have been from time to time amended (the "1919 Ordinance"). If the 1919 Ordinance is inconsistent with this Planned Development or any applicable approved Master Plan, then to the extent authorized by law the City shall take all necessary action to adopt such amendments to the 1919 Ordinance as may be necessary or appropriate to make the 1919 Ordinance consistent with any such Master Plan approved for the Property within sixty (60) days following Plan Commission approval of each Master Plan.

15. Unless substantial construction has commenced and been diligently pursued within Subarea A on a minimum of five hundred thousand (500,000) square feet of floor area within five (5) years from the date of City Council approval of this amendment to Residential Business Plan Development Number 499, one million five hundred thousand (1,500,000) square feet of floor area within ten (10) years from the date of City Council approval of this amendment to Residential Business Plan Development Number 499, two million five hundred thousand (2,500,000) square feet of floor area within fifteen (15) years from the date of City Council approval of this amendment to Residential Business Plan Development Number 499, and five million (5,000,000) square feet of floor area within twenty (20) years of City Council approval, the Department may decide to review and recommend modification of the provisions of this Planned Development in whole or in part. The Department's determination that the Planned Development ordinance must be reviewed shall be reflected in an application filed by the City for a Planned Development amendment, with the City being deemed the Applicant and providing such notice as may be required by law. Not less than thirty (30) days before filing any such application for amendment to the Planned Development, the Department shall provide the Applicant with a copy of the draft

application for amendment.

16. The terms, conditions and exhibits of this Planned Development Ordinance including any approved Master Plan or Site Plan, may be modified administratively by the Commissioner of the Department of Planning and Development, upon the application for such a modification by the Applicant and after a determination by the Commissioner that such a modification is minor, appropriate and consistent with the Guidelines and the nature of the improvements contemplated in this Planned Development. Any such modification of the requirements of this statement by the Commissioner shall be deemed to be a minor change in the Planned Development as contemplated by Section 11.11-3(c) of the Chicago Zoning Ordinance.

17. The Applicant acknowledges that it is in the public interest to design, construct and maintain all buildings in a manner which promotes and maximizes the conservation of energy resources. The Applicant shall use best and reasonable efforts to design, construct and maintain all buildings located within this Planned Development in an energy efficient manner, generally consistent with most current energy efficiency standards published by the American Society of Heating, Refrigerating and Air-Conditioning Engineers ("A.S.H.R.A.E.") and the Illuminating Engineering Society ("I.E.S."). Copies of these standards may be obtained from the Department of Planning and Development.

18. A district heating-cooling feasibility study will be completed by the Applicant in the event that the Chicago Department of Environment determines that such study is necessary in connection with any Master Plan review. Such study, which shall be made available for use by the City, shall at a minimum address the following: existing proximate heat sources, environmental and legal concerns, potential relationships with existing utilities, regulatory issues, comparable systems, system staging and options, system costs and implementation.

19. The Applicant acknowledges that it is in the public interest to design, construct and maintain the project in a manner which promotes, enables and maximizes universal access throughout the property. Plans for all buildings and improvements on the property shall be reviewed and approved by the Mayor's Office for People with Disabilities ("M.O.P.D.") to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility. No approvals shall be granted pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance until the Director of M.O.P.D. has approved detailed construction drawings for each building or improvement.

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

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

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

Table Of Use And Bulk Regulations And Data. RBPD No. 499, As Amend.

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

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

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

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

The total number of square feet of development permitted under this Planned Development shall be fixed at 12,291,198 square feet. Notwithstanding a reduction in Net Site Area which results from an increase in the size of publicly-dedicated open area or rights-of-way contemplated by this Planned Development or any Master Plan, the total number of square feet of development permitted under this Planned Development shall not change.

The minimum required parking for residential uses is 0.55 spaces/unit or as set forth in a Master Plan.

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

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

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

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

Minimum peripheral setback may be determined by Master Plan.

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

Notes:

1. The maximum hotel floor area for project: 1,925,000 square feet. Rooms figured at 550 square feet/room.

2. Hotel floor area, where permitted, may be converted to residential floor area in any subarea at the ratio of 1:1, except as may be further restricted in a Master Plan.

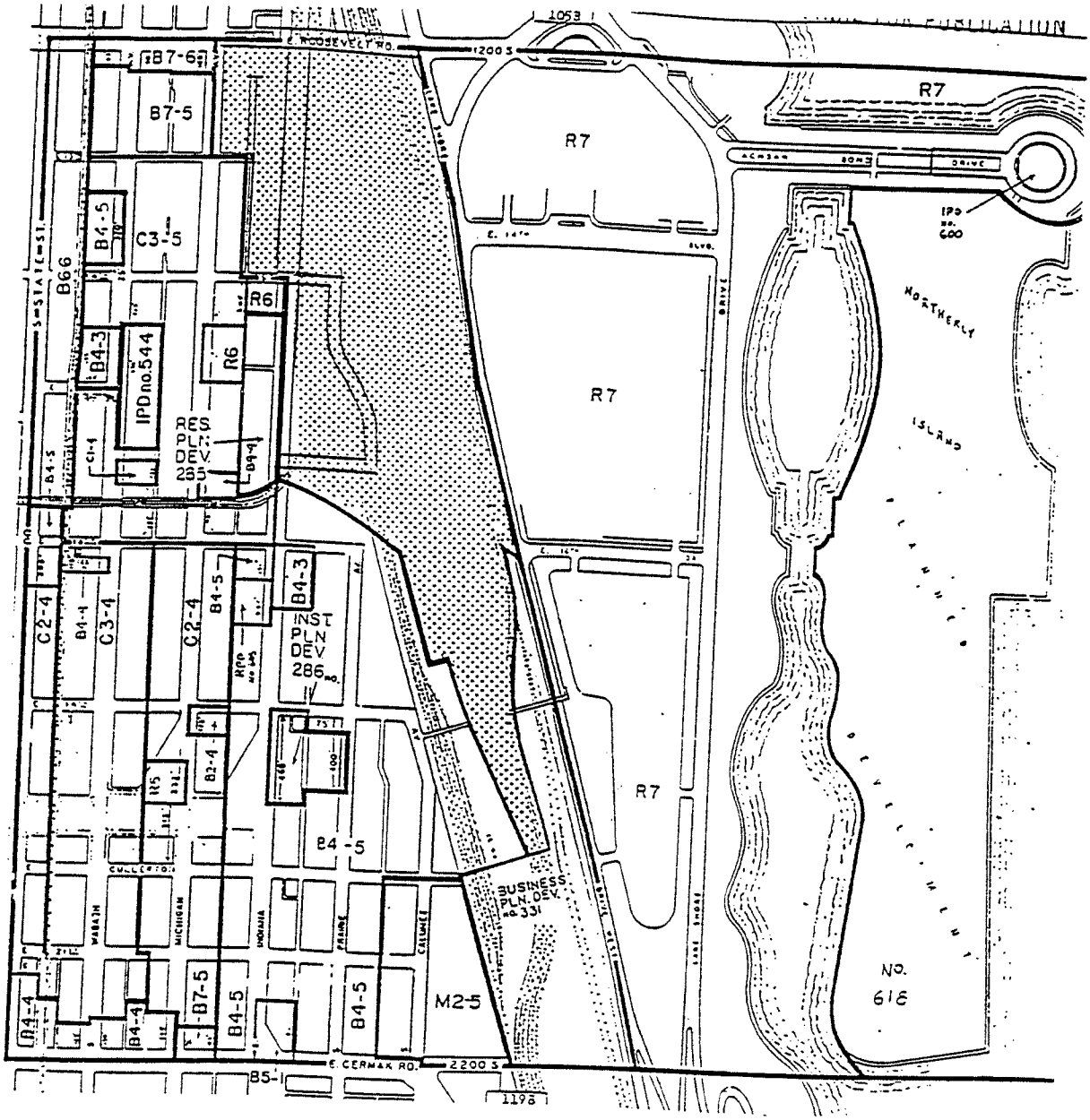
3. Office uses include office and related uses.

4. Dwelling units shall be permitted in all subareas of this Planned Development.

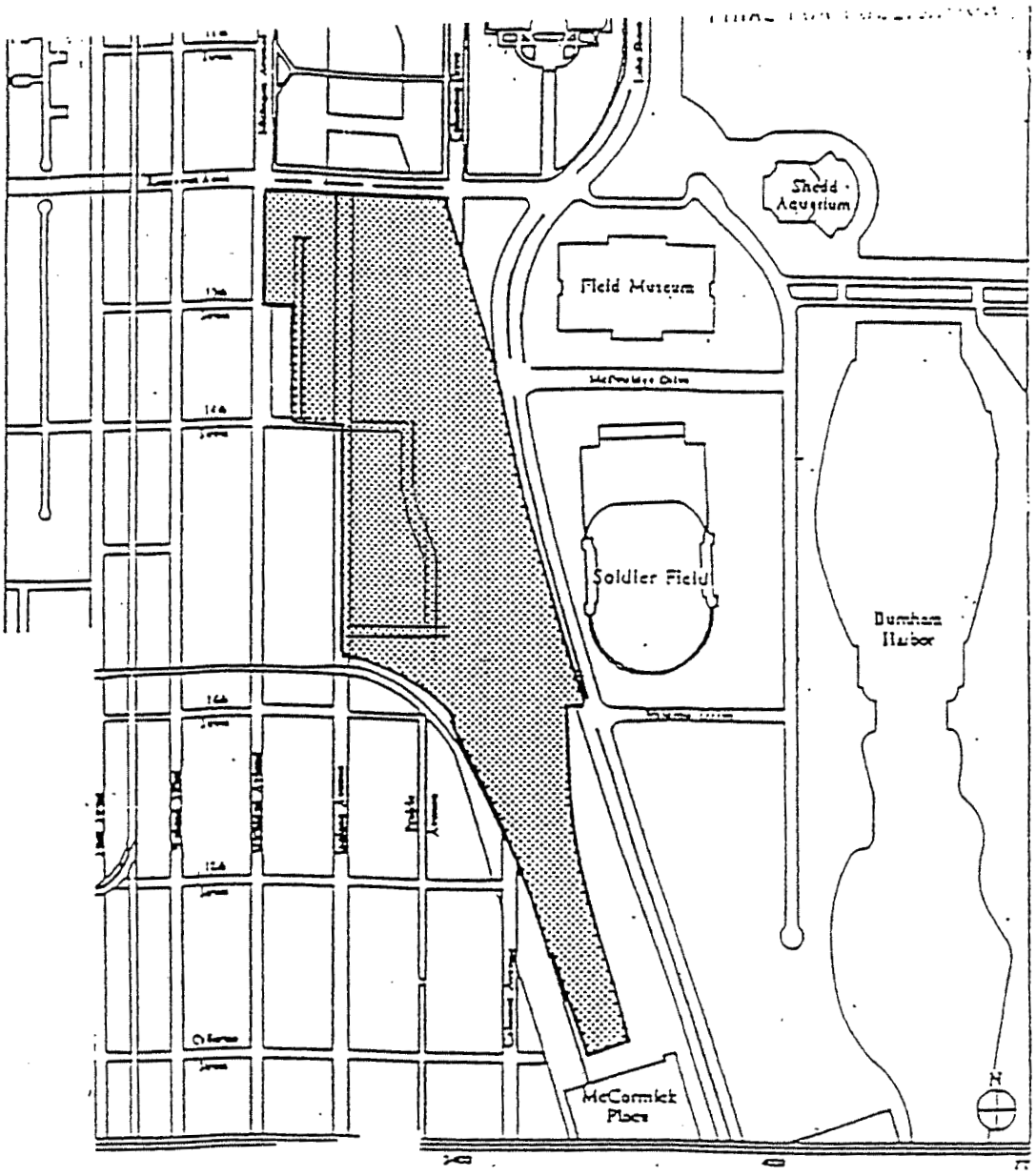
5. Off-street loading shall be provided in accordance with the requirements of the C3-5 Commercial Manufacturing District.

6. As it relates to Subarea C only, in the event that a certificate of occupancy has been issued for any portion of the Metra property exceeding 250,000 square feet which is developed with any use which utilizes floor area (as floor area is defined by the Chicago Zoning Ordinance for the purpose of determining Floor Area Ratio) save and except that property which is presently developed with a Metra facility or shall be developed with a Metra facility which is a continuation of the present use, then the maximum allowable floor area pursuant to this Planned Development shall be reduced by the number of square feet of floor area which is equivalent to the floor area for which said certificate in excess of 250,000 square feet has been issued for the development upon the Metra property.

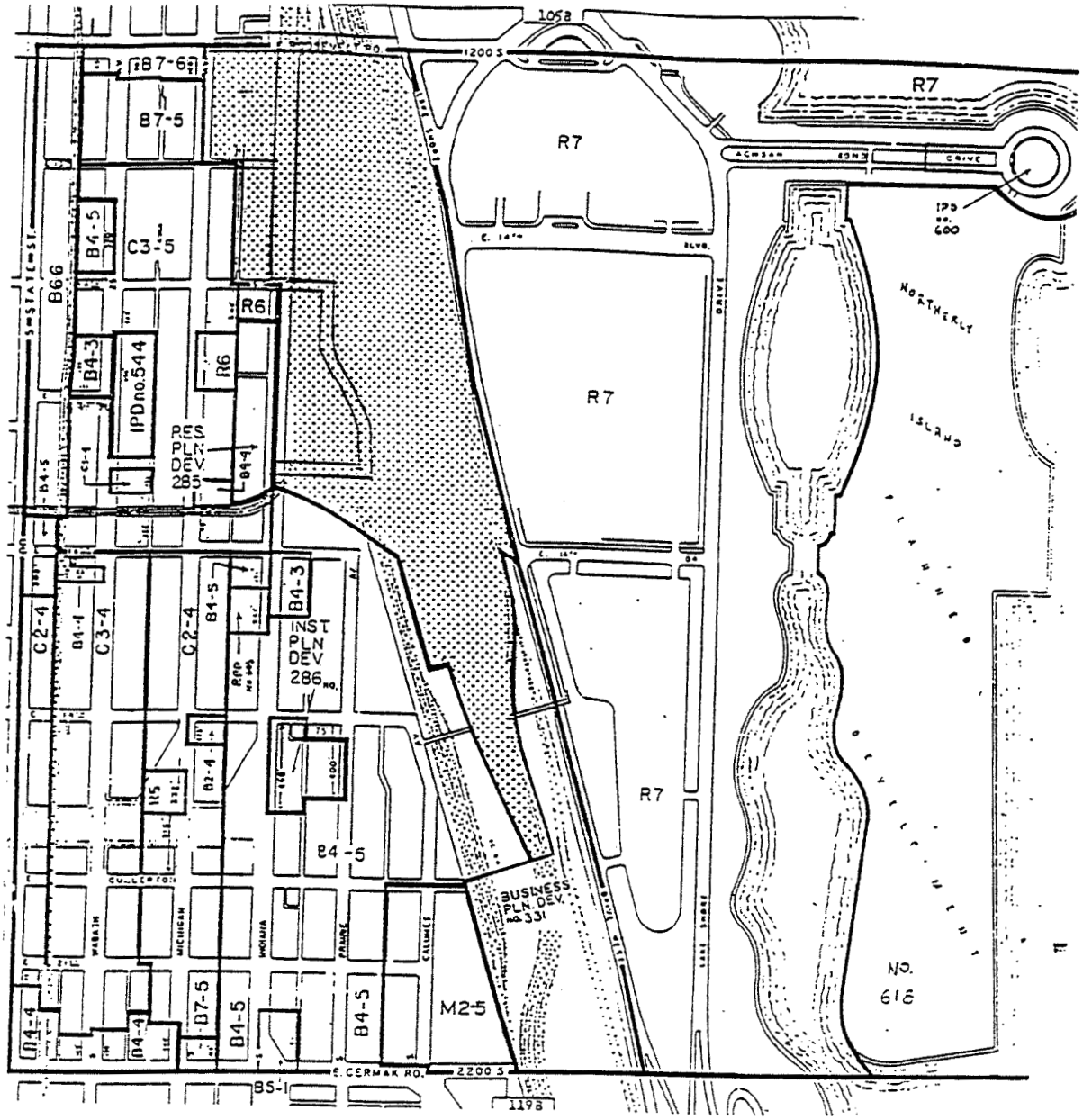
Existing Zoning Map.



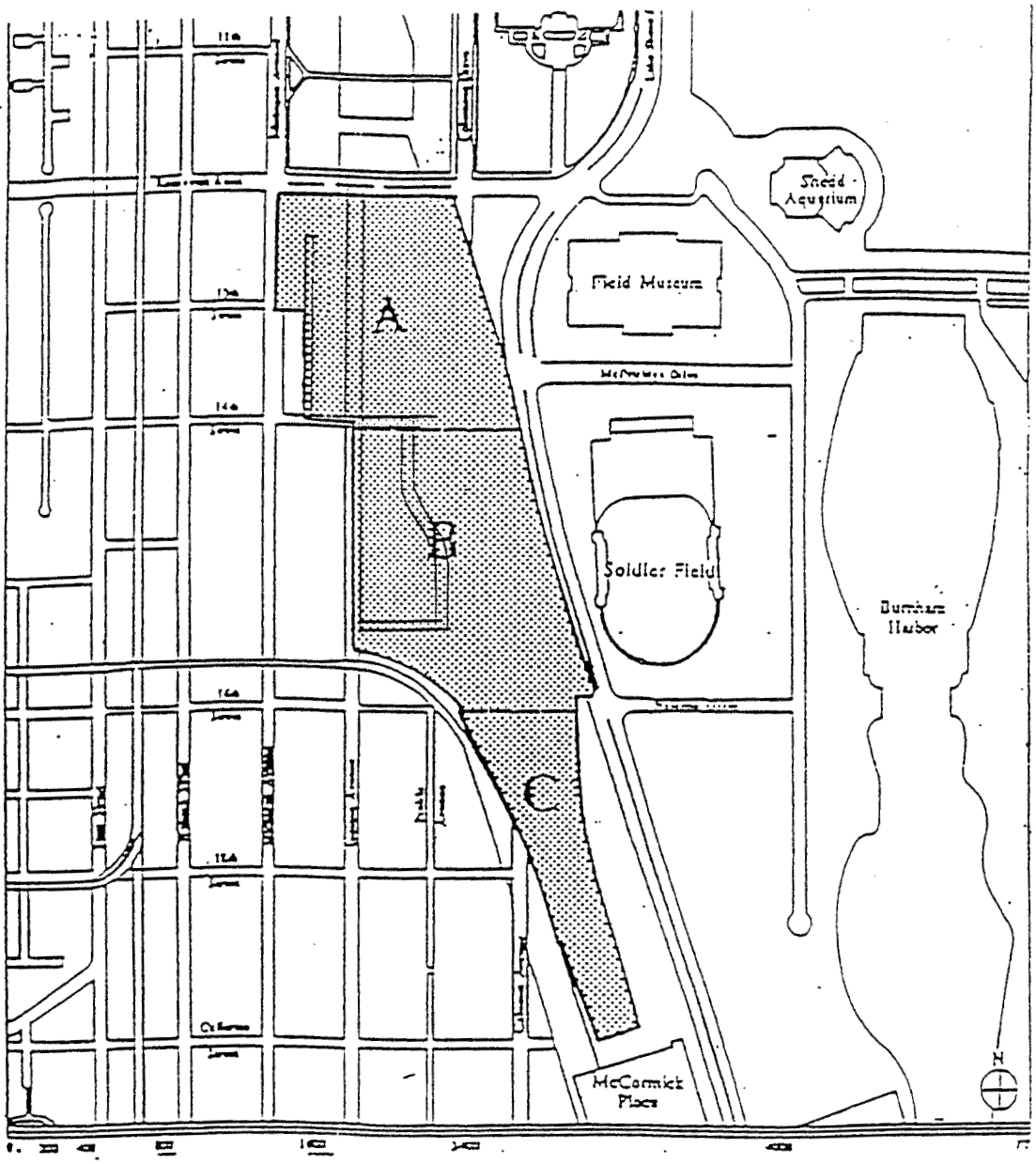
Planned Development Boundary
And Property Line Map.



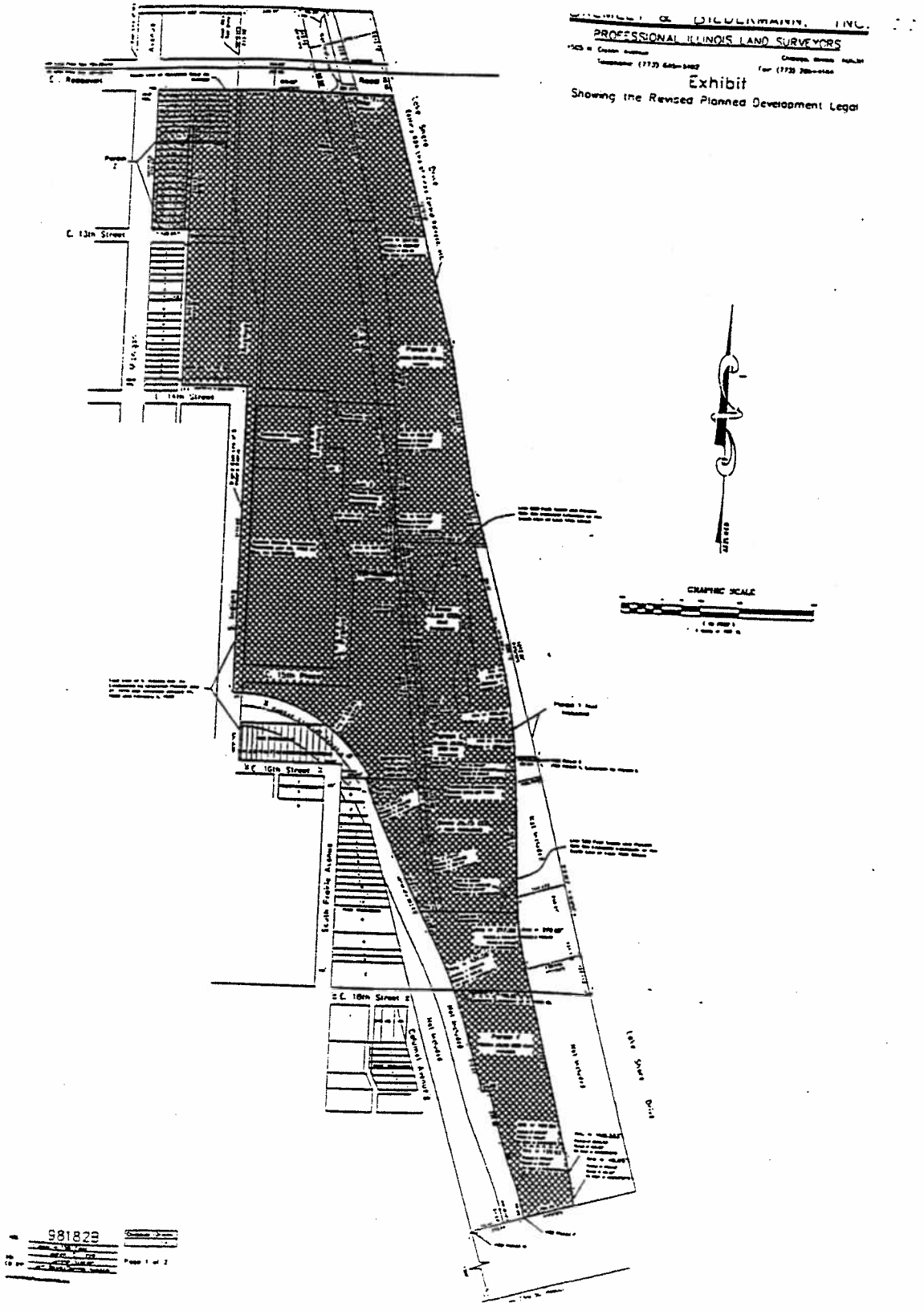
Public Rights-Of-Way Adjustment Map.



Subareas And Generalized Land-Use Map.



Map Showing Revised Legal Description.



DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

May 19, 2014

Michael P. Kelly
General Superintendent & CEO
Attn: Rob Rejman
Chicago Park District
541 N. Fairbanks
Chicago IL 60611

RE: Proposed Daniel Burnham Memorial, 1400 South Lake Shore Drive
Lakefront Application Number 586

Dear Mr. Kelly:

In response to a recent request from Falona Joy of SNP Strategies, we have reviewed the proposed changes to the Burnham Memorial as they relate to the project as approved by the Chicago Plan Commission on May 20, 2010. The proposed changes do not require additional Lakefront review and approval before the Plan Commission, since they are in substantial compliance with what was previously approved. Additionally, the current proposal is smaller in scale than what was originally approved and the amount of hardscape has been reduced, thereby resulting in a lesser impact on the Lakefront overall. If you have any questions or require additional information, please contact Heather Gleason of my staff at (312) 744-0063.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:HG:tm

C: Heather Gleason, Falona Joy, Main file

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Valerie B. Jarrett
Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4471 (Voice)
(312) 744-2578 (TDD)
(312) 744-6550 (FAX)

January 26, 1995

Mr. Michael A. Tobin
Central Station Development Corporation
867 North Dearborn Street
Chicago, Il 60610

Re: Revised Site Plan Submittal for Central Station Residential-Business Planned Development No. 499, as Amended; Lakefront No. 299.

Proposal: Site Plan Approval for Parcel F; Central Station Master Plan; Area I.

Location: An Area Bounded by the east line of South Prairie Avenue, the south line of restricted Development Zone B, the west line of the Railroad right-of-way and the north line of Restricted Development Zone C.

Dear Mr. Tobin:

We have reviewed the plans and elevations submitted by you for the 115 dwelling units to be constructed on Parcel F of the Central Station Master Plan Area I. This approval supersedes the Site Plan approval for Parcel F granted on June 14, 1994. The current Site Plan reflects the expansion of Parcel F as described in Master Plan Area I as amended on October 13, 1994. The Site Plan and Elevations have been prepared by DeStefano and Partners and are in accord with the provisions of Section 12 of Residential-Business Planned Development No. 499, as amended and the requirements of the Central Station Master Plan Area I, as amended.

The Site Plan submitted to this Department indicates that the development of Parcel F will consist of three (3) buildings with a total of 115 townhouse units. The Site Plan and Elevations prepared by DeStefano and Partners and dated December 15, 1994 are made part of this letter by reference.

We have determined that the Site Plan and Elevations are consistent with and satisfy the requirements of the Plan of Development, the terms and conditions of the Central Station Master Plan I, as amended and the administrative relief granted on January 25, 1995.

Accordingly, the submitted Parcel F Site Plan and Elevation drawings for Residential-Business Planned Development No. 499, as amended are hereby approved as conforming to the Plan of Development approved by the Chicago City Council on November 30, 1994 and as being consistent with Master Plan I, as amended, approved by the Chicago Plan Commission on October 13, 1994 as well as the administrative relief granted on January 25, 1995.

Sincerely,

Valerie B. Jarrett
Commissioner

of Chicago
rd M. Daley, Mayor

Department of Planning
nd Development

alerie B. Jarrett
ommissioner

ity Hall, Room 1000
21 North LaSalle Street
hicago, Illinois 60602
312) 744-4471 (Voice)
312) 744-2578 (TDD)
312) 744-6550 (FAX)

January 25, 1995

Michael A. Tobin
Central Station Development Corporation
867 North Dearborn Street
Chicago, Illinois 60610

Re: Request for minor change to Central Station Residential-Business Planned Development No. 499, as amended, Master Plan Area 1/ Lakefront No. 254

Dear Mr. Tobin:

Please be advised that your request for a minor change to Residential-Business Planned Development No. 499, as amended has been considered by the Department of Planning and Development pursuant to Statement 12 of Planned Development 499 and Section 11.11-3(c) of the Chicago Zoning Ordinance and is hereby approved.

Specifically, you have requested that the Restricted Development Zone B be reduced in width from 66 feet to 52 feet to reflect the Prairie Place Site Plan which was approved prior to the October 13, 1994 amendment to Master Plan 1.

The Department has determined that the requested change is technical only and does not in any way change the contemplated development of the site or the intended character of Restricted Development Zone B and thus, the change is minor in nature.

Therefore, the Department of Planning and Development hereby approves the proposed minor change under Statement 12 of Planned Development No. 499, as amended adopted on November 30,1994 and Section 11.11-3(c) of the Chicago Zoning Ordinance.

Sincerely,

Valerie B. Jarrett
Commissioner

CHICAGO WORKS TOGETHER

11387

CHICAGO ZONING ORDINANCE AMENDED TO RECLASSIFY PARTICULAR AREAS.

On motion of Alderman Banks, the City Council took up for consideration the report of the Committee on Zoning, deferred and published in the Journal of the Pr[illegible] November 16, 1994, pages 61316 through 61424, recomme[illegible] the said proposed ordinances which amend th[illegible]ticular areas.

On mo[illegible]ssed by yeas and[illegible]

Yeas [illegible] Steele, Beaver[illegible]bleman, Streete[illegible] Ocasio, Watsor[illegible] Wojcik, Banks[illegible], Levar, Schult[illegible]

Na[illegible]

Alde[illegible]otion was lost.

PD #499 (11/30/94)
Ord, Stmnts, BRKDT
iEX (4)

The following are said ordinances as passed (the [illegible] each case not being a part of the ordinance):

5536090

Reclassification Of Area Shown On Map Number 1-F.
(As Amended)

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the M1-5 Restricted Manufacturing District symbols and indications as shown on Map No. 1-F in the area bounded by:

> the alley next north of and parallel to West Superior Street; North Franklin Street; West Superior Street; and a line 100 feet west of and parallel to North Franklin Street,

to those of a B7-5 General Central Business District and a corresponding use district is hereby established in the area above described.

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

11.11-1 of the Chicago Zoning Ordinance, the Property, throughout the period this Planned Development is in effect and at the time applications for amendments, modifications or changes (administrative, legislative or otherwise) to this 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 a single person, corporation, association or other entity has been designated and authorized by the owner or owners of all of the Property as Authorized Agent of the Property for the limited purposes of (1) receiving any and all zoning enforcement-related or other zoning-related communication from the City in relation to and on behalf of the effected property owner or owners and (2) making application to the City for any subsequent amendment to this Planned Development or any other modification or change thereto (administrative, legislative or otherwise) on behalf and in the name of the affected owner or owners of the property. Nothing herein shall be construed to mean that any individual owner, any ground lessors, or any property owners association, of the Property or any portion thereof is relieved of obligations imposed hereunder or rights granted herein or is not subject to City action pursuant to this Planned Development. In addition, nothing herein shall prohibit or in any way restrict the alienation, sale or any other transfer of all or any portion of the Property or any rights, interests or obligations therein. Upon alienation, sale or any other transfer of all or any portion of the Property or the rights therein, except any assignment or transfer of rights pursuant to a mortgage or otherwise as collateral for any indebtedness, and solely with respect to the portion of the Property so transferred, the term Applicant shall be deemed amended to apply to the transferee thereof (and its beneficiaries if such transferee is a land trust) and the seller or transferor thereof (and its beneficiaries if such seller or transferor is a land trust) shall thereafter be released from any and all obligations or liability hereunder.

4. This Planned Development consists of these nineteen (19) statements; a Zoning Districts and Preferential Street Map; a Property Line and Right-of-Way Adjustment 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 subareas, as illustrated on the subareas and Generalized Land-Use Map attached hereto, for the purpose of establishing use and density controls by subareas. The Table of Use and Bulk Regulations and Data describes the use and density controls applicable within each subarea. For purposes of floor area controls and/or determining Floor Area Ratio ("F.A.R."), the provisions of the Chicago Zoning Ordinance shall apply, with the following exceptions:

   (1) Grade Level and Plaza Level shall be established at the time of Master Plan Approval. Plaza Level shall be considered "Curb Level" for purposes of the Chicago Zoning Ordinance, and floor area below the Plaza Level shall not be included in calculating the total number of square feet of development permitted under this Planned Development;

   (2) Individual development parcels may exceed the floor area controls established herein, provided that (1) the floor area controls applicable to the entire subarea in which any development parcel is located shall not be exceeded, (2) the floor area controls applicable to the overall Property shall not be exceeded, and (3) floor area controls established by any Master Plan in accordance with this Planned Development shall govern;

   (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 5,000 square feet of contiguous floor area.

6. Uses of the Property which are permitted by this Planned Development shall be residential 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 other than residential, office, exhibition and institutional use, 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 vehicles 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 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 and the height limitations applicable in Restricted Height Height Zones in accordance with Figures 5-1, 5-2 and 5-3 of the Lakefront Protection Ordinance application and shall also be subject to the following:

   a. Height limitations as certified on Form FAA-117 (or successor forms involved in the same subject matter) and approved by the Federal Aviation Administration; and

   b. Airport zoning regulations as established by the Department of Planning and Development, Department of Aviation and Department of Law and approved by the City Council.

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 and in accordance with the Guidelines, the Applicant shall promptly upon completion of the Roosevelt Road extension from Michigan Avenue to its intersection with Columbus Drive and completion of the Columbus Drive extension to its intersection with 14th Street (all as contemplated in the Guidelines), convey and dedicate or cause the conveyance and dedication to the Park District, free and clear of all improvements and encumbrances

of any kind whatsoever (other than the standard exceptions contained within the standard owner's title policy issued by Near North National Title Corporation), that approximately 70,000 square foot parcel 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 as provided by the Guidelines. However, that parcel shall be conveyed and dedicated to the Park District prior to the completion of said roadway extensions upon provision to Applicant of written binding commitments accompanied by a timely schedule for complete construction of all the aforementioned street improvements, which commitments shall be in such form and text and from such parties and/or governmental authorities as demonstrated with reasonable certainty the construction and completion of the aforesaid street improvements. Further, the Applicant commits to keep said Property free and clear of all temporary or permanent structures, other than temporary construction related facilities, and of all development whatsoever, except for public facilities or temporary surface parking facilities as may be agreed to from time to time by the Applicant, the City and the Park District. Within ninety (90) days following adoption of this Planned Development, the Applicant and the City shall enter into an agreement which reflects the foregoing in a form reasonably acceptable to the City's Corporation Counsel and the Applicant. The Agreement shall provide that the City is entitled to the remedy of specific performance or any other remedy provided by law to insure the Applicant's performance under said agreement.

Applicant shall reserve all that portion of the Property east of Columbus Drive proposed to be or actually extended south to 16th Street as open space in accordance with the Guidelines. Furthermore, Applicant shall properly offer for dedication to the City (or other relevant public agency) said Property or any portion thereof at such time as such dedication is requested by the City in order to accommodate the relocation of portions of Lake Shore Drive as contemplated by the Guidelines as defined herein.

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 (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) The 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 mostly vacant. Few, if any, Public Improvements and services ("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 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 Subareas 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 the Department of Planning shall prepare and file a written report in accordance with the provisions hereof. The Plan Commission, as well as the Department of Planning, 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, for not to exceed one (1) period providing that such extension period does not exceed thirty (30) days. The Commissioner 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 Commissioner 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, etc.;

- 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 McFetridge Park, 15th Street Neighborhood Park and Columbus-Lake Shore Drive Park, as said parks are described by the Guidelines. The aforesaid specifically named three (3) parks 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.

Utilities.

Grading/Drainage.

Easements and Rights-of-Way.

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.

(vi) Criteria for Lot Area per Dwelling Unit.

(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 basic Policies and the thirteen basic Purposes of the Lake Michigan and Chicago Lakefront Protection Ordinance.

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

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

12. The total number of square feet of development permitted under this Planned Development has been fixed based upon the Applicant's commitment to a program which promotes the use of public transportation facilities in preference to the use of private

automobiles as reflected in the Guidelines. The Master Plan shall provide, if and when appropriate in connection with development of all or any portion of the Property, as and when such portions are developed, that the Applicant shall:

a. Dedicate such Property and grant such easements and licenses to the public as may be necessary, appropriate and reasonable to accommodate the expansion of public transportation facilities through or within the boundaries of the Property, if the location and operation of such facilities are consistent with the Guidelines.

b. Construct or cause the construction of public bus facilities where appropriate and reasonable; provided that appropriate public agencies have reasonably demonstrated that a need for such facilities exists in connection with the subject development. The foregoing shall include bus turn-around areas and bus shelters, where appropriate, in order to enhance and extend public bus service throughout the Property; provided, however, that Applicant shall not be obligated to provide more than five (5) bus shelters. Additional bus shelters may be required in connection with development which exceeds 17,250,000 square feet in the aggregate or 4,000,000 square feet of office use, provided that need is established.

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 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 intended to reduce the use of private automobiles by office employees traveling to and from the Property. Such a program shall, at a minimum, include the following:

(i) Creation of a traffic management association or similar organization, whose purpose will be to implement a traffic management plan for the office development portion(s) of the Property utilizing the following devices:

-- All owners or tenants of property containing office 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.

Where development of the Property exceeds a total of 17,250,000 square feet of floor area (consisting of any use or uses) or 4,000,000 square feet of office floor area, if and when appropriate in connection

with development of all or any portion of the Property, the applicable Master Plan shall provide that 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 provisions 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.

(iii) Construct or cause the construction, in cooperation with the City and in compliance with all applicable laws and regulations, of such improvements along the pedestrian walks on both sides of Roosevelt Road between State Street and Columbus Drive as may be necessary or appropriate to promote and enhance the use by pedestrians of the Roosevelt Road/State Street C.T.A. facility, providing such improvements shall be limited to enhancements to work to be performed by the City or other governmental agencies and shall be limited generally to paving, landscaping, lighting, and signage. This obligation need not be undertaken by Applicant until the aggregate development of the Property has reached 17,250,000 square feet notwithstanding the amount of office floor area developed.

(iv) Dedicate such Property, grant such easements and licenses as may be necessary, appropriate and reasonable to accommodate the extension of a Central Area Circulator through or within the boundaries of the Property; provided that provision is made by others to extend the Circulator to the Property boundaries, and provided further that the route will be designated so that it does not unreasonably interfere with the proposed Planned Development.

13. Following Master Plan approval as provided above, all Site Plans for proposed development within the area covered by the applicable Master Plan shall be submitted to the Commissioner for Site Plan approval. Site Plan approval is intended to assure that specific development proposals conform with the applicable approved Master Plan and with this Planned Development and to assist the City in monitoring on-going development. No Part II Approval shall be granted until an applicable Site Plan has been approved.

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

Changes or modifications to Site Plans may be made after approval of the Commissioner, so long as the Site Plan, as so changed or modified, substantially conforms with the approved applicable Master Plan and with the other provisions of this Planned Development. In the event of any inconsistency between an approved Site Plan or any permitted modifications thereto and the terms of the Master Plan in effect at the time of approval of such Site Plan or of the modification thereto, then the terms of the Master Plan shall govern.

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

- Boundaries of development parcel or parcels
- Building footprint or footprints
- 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

Parameters of the building envelope including:

  -- Maximum Building height

  -- Vertical setbacks, if any

A Site Plan shall include such other information as may be necessary 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 Lakefront" 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 Property within sixty (60) days following Plan Commission approval of each Master Plan.

15. Within five (5) years of the effective date of this Planned Development, the Applicant, its successors or assignees must commence construction of 500,000 gross square feet (G.S.F.) of improvements. Within ten (10) years of the effective date of this

Planned Development, the Applicant, its successors or assignees must commence construction of a total of 1,500,000 G.S.F. of improvements. Within fifteen (15) years of the effective date of this Planned Development, the Applicant, it successors or assignees must commence construction of a total of 2,500,000 G.S.F. of improvements. The Applicant, its successors or assignees must commence construction of a total of 5,000,000 G.S.F. of improvements within twenty (20) years of the effective date of this Planned Development. Commencement of construction, for purposes of this section, shall mean any combination of the following: (1) the required floor area has been substantially completed or (2) building permits for plans including the required floor area have been issued, construction has commenced upon the structure for which the permit has been issued, and substantial completion of such structure being improved is pursued with reasonable diligence and in good faith. The time for compliance shall be suspended, tolled and abated during any moratorium on the issuance of building permits or other such federal, state or local government restriction on development. Each of the above compliance periods is subject to two (2) one (1) year extensions upon application to the Commissioner. Cause for extension may include, but is not limited to, a showing that compliance is impossible due to circumstances beyond or out of the reasonable control of the Applicant, its successors or assignees. However, should the Applicant, its successors or assignees fail to achieve compliance with the above requirements within the prescribed time periods, including any extension periods which may be granted, the total number of square feet of development permitted under this Planned Development shall not exceed 17,250,000 square feet (7.30 F.A.R.).

Notwithstanding the above stated requirement of the commencement of construction within five (5) years following the adoption of this Planned Development, the total number of square feet of development permitted under this Planned Development will be restored to 19,485,000 square feet (8.25 F.A.R.) if the Applicant, its successors or assignees meet the 500,000 square foot requirement within ten (10) years of the effective date of this Planned Development.

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 of the Department of Planning and Development that such a modification is minor in nature 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 of the Department of Planning and Development shall be deemed to be a minor change in the Planned Development as contemplated by Section 11.11-3(c) of the Chicago Zoning Ordinance.

17. The Applicant acknowledges that it is in the public interest to design, construct and maintain all buildings in a manner which promotes and maximizes the conservation of energy resources. The Applicant shall use best and reasonable efforts to design, construct and maintain all buildings located within this Planned Development in an energy efficient manner, generally consistent with most current energy efficiency standards published by the American Society of Heating, Refrigerating and Air-Conditioning Engineers ("A.S.H.R.A.E.") and the Illuminating Engineering Society ("I.E.S."). Copies of these standards may be obtained from the Department of Planning and Development.

18. A district heating-cooling feasibility study will be completed by the Applicant prior to approval of the first Master Plan, but no later than September 30, 1990. 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. 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.

[Zoning Districts and Preferential Streets Map; Property Line and Right-of-Way Adjustment Map; Subareas and Generalized Land-Use Map; and Air Rights Parcel Map referred to in these Plan of Development Statements printed on pages 63308 through 63311 of this Journal.]

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

Table Of Use And Bulk Regulations And Data.

Subarea	A	B	C	Total
Net Site Area Square Feet:	860,066	1,002,970	500,514	2,363,550
Acres:	19.74	23.03	11.49	54.26
Maximum Floor Area Ratio:	10.76	6.42	7.59	8.25
Permanent Floor Area Square Feet:	9,250,000	6,435,000	3,800,000	19,485,000
Maximum Residential Units:	3,000	5,500	2,000	9,500
Maximum Hotel Rooms:	2,500	1,320	2,500	3,500
Maximum Office Square Feet:	7,500,000	600,000	3,000,000	7,500,000
Maximum Retail and Commercial Square Feet:	500,000	200,000	500,000	1,000,000
Maximum Exhibition, Institutional and Mart	1,000,000	0	2,000,000	3,000,000

Gross Site Area, 3,060,144 square feet (70.25 acres) = Net Site Area, 2,363,550 square feet (54.26 acres) + Area In or Proposed To Be Public Right-of-Way, 696,594 square feet (15.99 acres).

The total number of square feet of development permitted under this Planned Development shall be fixed at 19,485,000 square feet, and the total number of square feet developed under this Planned Development shall not exceed 19,485,000 square feet of development except as limited by Paragraphs 12 and 15 hereof. Notwithstanding a reduction in the Net Site Area which results from an increase in the size of publicly-dedicated open area or rights-of-way contemplated by this Planned Development or any Master Plan, the total number of square feet of development permitted under this Planned Development shall not change.

The Minimum Required Parking for Residential Use is :	0.55 spaces per unit.
The Minimum Required Parking for Office Use is:	0.7 spaces per 1,000 square feet.
The Minimum Required Parking for Hotel Use is:	0.25 spaces per room.
The Minimum Required Parking for Retail and Commercial Uses is:	0.4 spaces per 1,000 square feet if retail uses are less than 5% of total developed floor area and 2.9 spaces per 1,000 square feet if retail uses exceed 5% of total developed floor area.
The Minimum Required Parking for Exhibition, Institutional and Mart Uses is:	0.65 spaces per 1,000 square feet.

Minimum Peripheral Setback may be determined by Master Plan.

Open spaces required:	20 percent of Net Site Area.

Notes.

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

2. The Maximum Residential Floor Area for project: 10,450,000 square feet. Dwelling units figured at 1,100 square feet per unit.

3. The Maximum Hotel Floor Area for project: 1,925,000 square feet. Rooms figured at 550 square feet per room.

4. Hotel Floor Area, where permitted, may be converted to Residential Floor Area in any subarea at the ratio of 1:1.

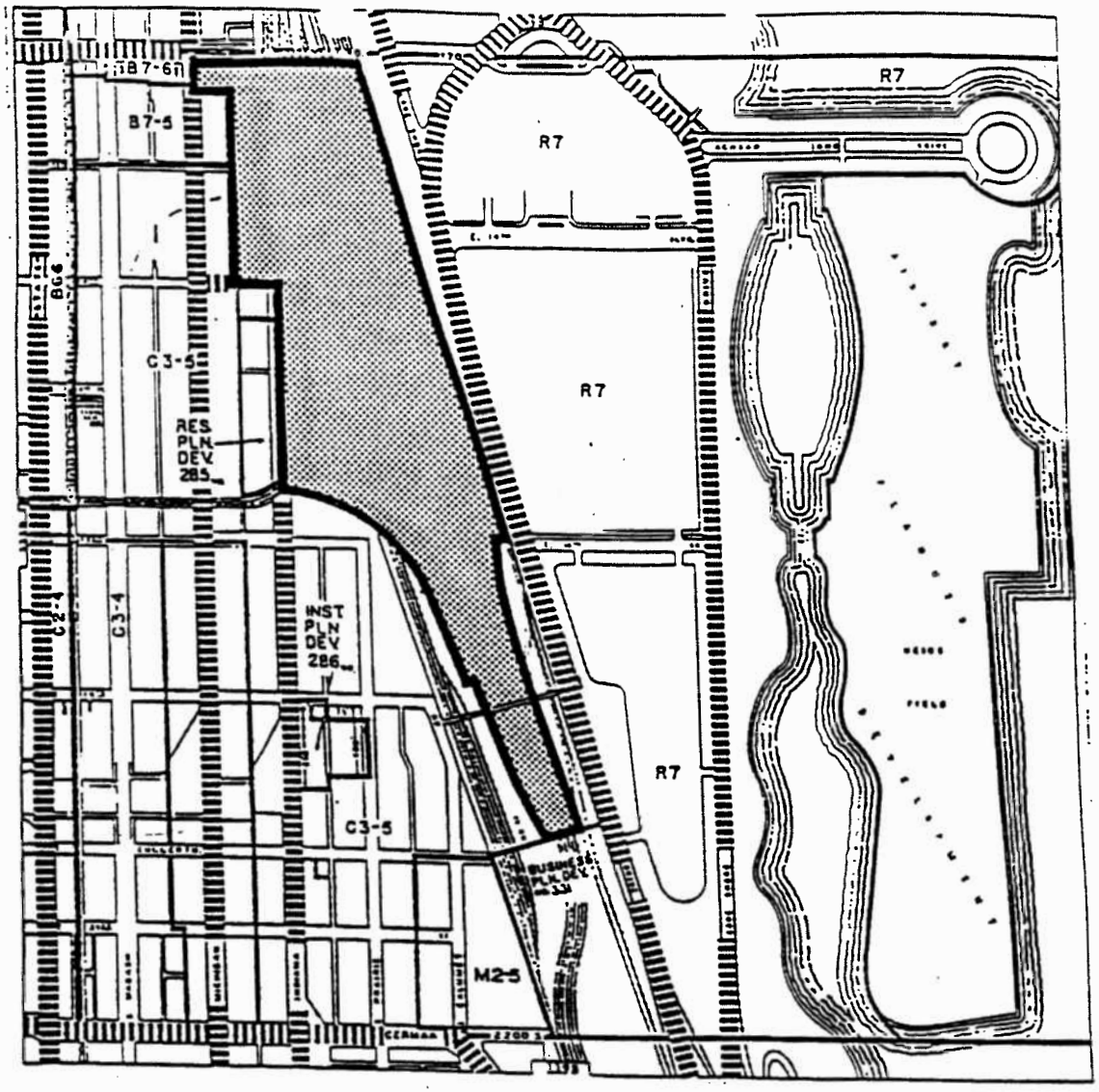
5. Office uses include office and related uses.

6. Dwelling units shall be permitted in all subareas of this Planned Development.

7. Off-street loading shall be provided in accordance with the requirements of a C3-5 Commercial Manufacturing District.

8. In the event that a certificate of occupancy has been issued for any portion of the METRA property exceeding 250,000 square feet which is developed with any use which utilizes floor area (as floor area is defined by the Chicago Zoning Ordinance for the purpose of determining Floor Area Ratio) save and except that property which is presently developed with a METRA facility or shall be developed with a METRA facility which is a continuation of the present use, then the maximum allowable floor area pursuant to this Planned Development shall be reduced by the number of square feet of floor area which is equivalent to the floor area for which said certificate in excess of 250,000 square feet has been issued for the development upon the METRA property.

Zoning Districts And Preferential Streets Map.



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

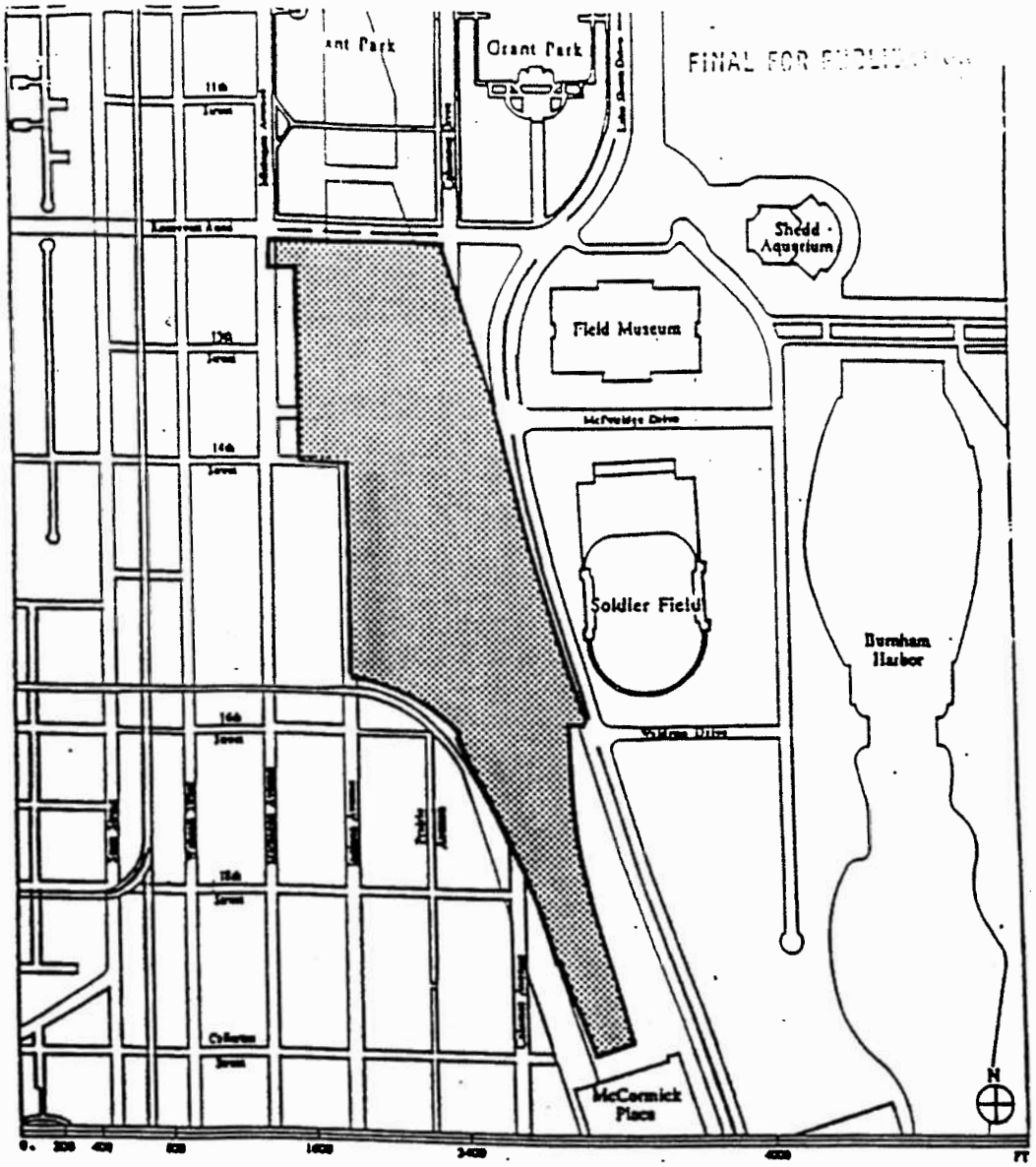
Date: March 8, 1990

Revised: October 13, 1994

Preferential Streets

Site

Property Line And Right-Of-Way Adjustment Map.



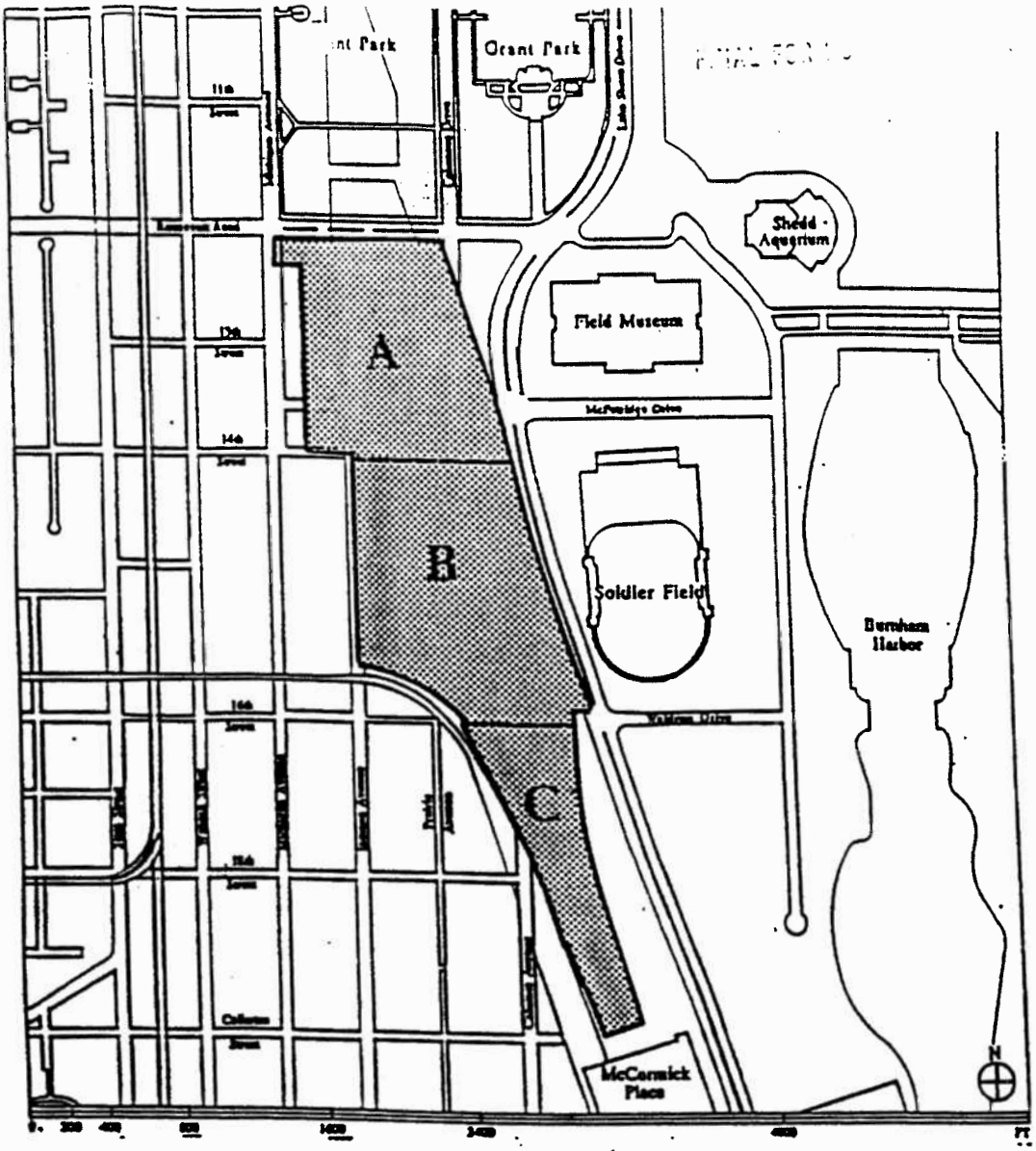
Applicant: Central Station Limited Partnership, an Illinois Limited Partnership
857 North Dearborn Parkway
Chicago, Illinois 60610

Date: March 8, 1990
Revised: October 13, 1994

PLANNED DEVELOPMENT BOUNDARY

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

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

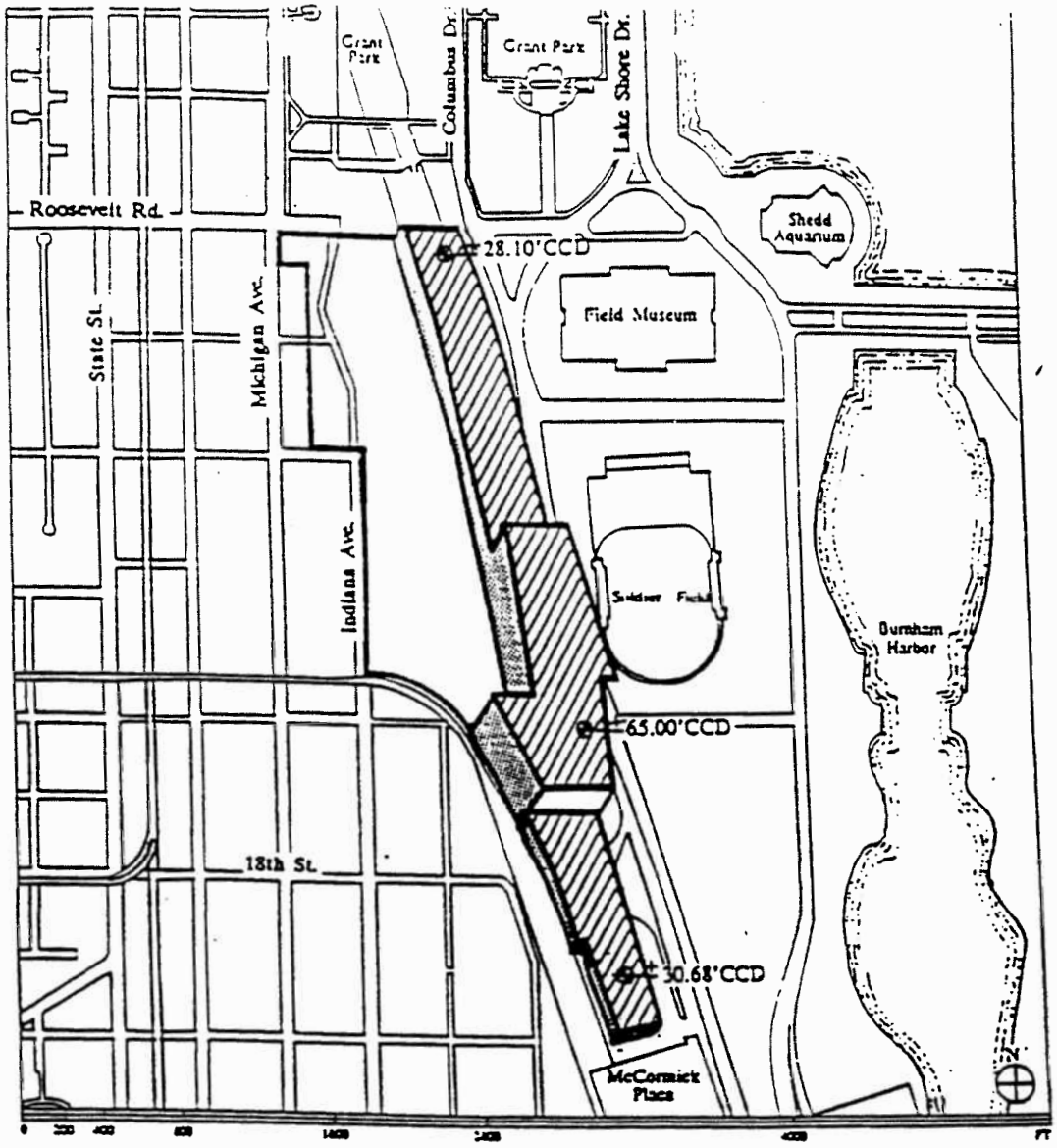
Mixed Land-Use as Described in the Use and Bulk Regulations Table and Notes

NOTE: The boundary line separating Subareas A and B is the south line of 14th Street (extended) as shown above. The boundary line separating Subareas B and C is the south line of 16th Street (extended) as shown above.

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

Date: March 8, 1990
Revised: October 13, 1994

Air Rights Parcels Map.



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

Date: March 8, 1990
Revised: October 13, 1994

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

Thereupon, Alderman Burke moved to *Approve* said printed Official Journal as corrected and to dispense with the reading thereof. The question being put, the motion *Prevailed.*

Alderman Laurino moved to *Correct* said printed Official Journal as follows:

Page 18723 -- by deleting the word "North" appearing on the second line from the bottom of the page and inserting in lieu thereof the word "South".

The motion to correct *Prevailed.*

(February 7, 1990).

Alderman Laurino moved to *Correct* the printed Official Journal of the Proceedings of the regular meeting held on Wednesday, February 7, 1990, as follows:

Page 11535 -- by inserting the language " -- for public benefit" immediately after the phrase "handicapped loading zone" appearing on the eleventh line from the bottom of the page.

The motion to correct *Prevailed.*

JOURNAL CORRECTIONS.

(April 25, 1990).

PO 499 CORRECTION

Alderman Banks moved to *Correct* the printed Official Journal of the Proceedings of the regular meeting held on Wednesday, April 25, 1990 as follows:

Page 15201 -- by inserting the following language immediately below the fourth line from the bottom of the page:

Plan of Development attached to this ordinance reads as follows:

Residential-Business Planned Development No. _____

Plan Of Development

Statements.

1. The entire tract of real property (exclusive of the METRA Property hereinafter defined) located within the Planned Development Boundary as shown on the Property Line Map and Right-Of-Way Adjustments Map attached hereto and consisting of approximately 3,060,144 Gross Square Feet, portions of which are located at grade level and portions of which are located at Plaza Level as hereinafter defined (the "Property") is hereby designated a Residential-Business Planned Development. Central Station Limited Partnership, an Illinois limited partnership (the "Applicant"), controls the Property for purposes of the Chicago Zoning Ordinance.

Legal title to that portion of the Property (the "1304 South Indiana Avenue Parcel") bounded by East 13th Street on the north, East 14th Street on the south, South Indiana Avenue on the east and the alley to the west of South Indiana Avenue on the west, is held by Chicago Title and Trust Company, as Trustee under Trust Agreement dated June 27, 1989 and known as Trust No. 1093252. The 1304 South Indiana Avenue Limited Partnership, an Illinois limited partnership, and Forest City Central Station, Inc., an Ohio corporation, are the sole beneficiaries of said trust. Applicant is the authorized agent of the owner of the 1304 South Indiana Avenue Parcel for the purpose of submitting the Application and this Planned Development.

Legal title to the remainder of the Property, exclusive of public rights-of-way (the "Remaining Property"), is held by Chicago Title and Trust Company, as Trustee under Trust Agreement dated May 1, 1917 and known as Trust No. 7024. The Illinois Central Railroad Company, a Delaware corporation, is the sole beneficiary of said trust. The Applicant is the successor-in-interest to the purchaser under a purchase contract by which the Illinois Central Railroad Company has agreed to sell its interest in the Remaining Property. The Applicant is the authorized agent of the owner of the Remaining Property for the purpose of submitting the Application and this Planned Development.

Certain portions of the Property as depicted in the Air- Rights Parcels 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. This Planned Development consists of: (1) these Statements; (2) the following attachments (the "Attachments"): (i) Zoning District and Preferential Streets Map; (ii) Property Line Map and Right-Of-Way Adjustments Map; (iii) Subareas and Generalized Land Use Map; (iv) Table of Planned Development Use and Bulk Regulations; (v) the Air Rights Parcels Exhibit; and (3) 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"), which are incorporated into and made a part of this Planned Development by reference. The Statements and Attachments shall be construed and implemented in conformance with the Guidelines. These and no other zoning controls shall apply to the Property.

3. All use and development of the Property shall conform with the provisions of 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 Subareas, as illustrated on the Subareas and Generalized Land Use Map attached hereto, for the purpose of establishing use and density controls by Subareas. The Table of Use and Bulk Regulations and Data describes the use and density controls applicable within each subarea. For purposes of floor area controls and/or determining Floor Area Ratio ("F.A.R."), the provisions of the Chicago Zoning Ordinance shall apply, with the following exceptions:

(1) Grade Level and Plaza Level shall be established at the time of Master Plan Approval. Plaza Level shall be considered "Curb Level" for purposes of the Chicago Zoning Ordinance, and floor area below the Plaza Level shall not be included in calculating the total number of square feet of development permitted under this Planned Development;

(2) Individual development parcels may exceed the floor area controls established herein, provided that (1) the floor area controls applicable to the entire Subarea in which any development parcel is located shall not be exceeded, (2) the floor area controls applicable to the overall Property shall not be exceeded, and (3) floor area controls established by any Master Plan in accordance with this Planned Development shall govern;

(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 5,000 square feet of contiguous floor area.

4. Uses of the Property which are permitted by this Planned Development shall be residential 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 other than residential, office, exhibition and institutional use, 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 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.

5. The maximum allowable height of any structure upon the Property shall conform with the Guidelines and shall also be subject to the following:

(1) Height limitations as certified on Form FAA-117 (or on successor form or forms covering the same subject matter) and approved by the Federal Aviation Administration pursuant to Part 77 of the Regulations of the Administrator, Federal Aviation Administration; and

(2) Airport Zoning Regulations as established by the Department of Planning, Department of Aviation and Department of Law and approved by the City Council.

6. 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 and in accordance with the Guidelines, the applicant shall promptly upon completion of the Roosevelt Road extension from Michigan Avenue to its intersection with Columbus Drive and completion of the Columbus Drive extension to its intersection with 14th Street (all as comtemplated in the Guidelines), convey and dedicate or cause the conveyance and dedication to the Park District, free and clear of all improvements and encumbrances (other than the standard exceptions contained within the standard owner's title policy issued by Chicago Title Insurance Company) of any kind whatsoever, that approximately 70,000 square foot parcel 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 as provided by the Guidelines which parcel is owned by Chicago Title & Trust Company as Trustee under Trust Agreement dated May 1, 1917 and known as Trust No. 7024. However, that parcel shall be conveyed and dedicated to the Park District prior to the completion of said roadway extensions upon provision to applicant of written binding commitments accompanied by a timely schedule for complete construction of all the aforementioned street improvements, which commitments shall be in such form and text and from such parties and/or governmental authorities as demonstrated with reasonable certainty the construction and completion of the aforesaid street improvements. Further, the applicant commits to keep said property free and clear of all temporary or permanent structures, other than temporary construction related facilities or temporary surface parking facilities, and of all development whatsoever, except for public facilities as may be agreed to from time to time by the applicant, the City and the Park District. Within ninety (90) days following adoption of this Planned Development, the applicant and the City shall enter into an agreement which reflects the foregoing in a form reasonably acceptable to the City's Corporation Counsel and the applicant. The agreement shall provide that the City is entitled to the remedy of specific performance or any other remedy provided by law too insure the applicant's performance under said agreement.

Applicant shall reserve all that portion of the Property east of Columbus Drive proposed to be or actually extended south to 16th Street as open space in accordance with the Guidelines. Furthermore, applicant shall properly offer for dedication to the City (or other relevant public agency) said Property or any portion thereof at such time as such dedication is requested by the City in order to

accommodate the relocation of portions of Lake Shore Drive as contemplated by the Guidelines as defined herein.

7. Each year, no later than each anniversary date of the adoption of this Planned Development, the applicant shall file an Annual Development Report with the Commissioner of the Department of Planning (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.

8. The applicant or its successors, assigns or grantees shall obtain all required reviews, approvals, licenses and permits in connection with this Planned Development, including those required by Statements 11, 12 and 13 of this Planned Development also including such City Council approvals as may be mandated by the Municipal Code of Chicago.

9. (a) 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 mostly vacant. Few, if any, 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. Public Improvements appropriate to the area for which a Master Plan has been submitted shall include the following:

-- 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, etc.;

-- 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 McFetridge Park, 15th Street Neighborhood Park and Columbus-Lake Shore Drive Park, as said parks are described by the Guidelines. The aforesaid specifically named three (3) parks 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.

The Master Plan may also include without limitation:

-- Description of 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;

-- Requirements 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

-- Requirement 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.

No Part II Approval, as defined in paragraph 13 hereof, or occupancy permits shall be granted or issued unless the Public Improvements specified in the applicable 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.

(b) 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 discussed above, 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 an Infrastructure Phasing 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, in particular the Guidelines and any approved Master Plans.

Notwithstanding the above, this Statement 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 including but not limited to the provisions of Statement 9(a) hereof, whether or not such an Infrastructure Phasing 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 Infrastructure Phasing 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.

10. The total of square feet of development under this Planned Development has been fixed based upon the applicant's commitment to a program which promotes the use of public transportation facilities in preference to the use of private automobiles as reflected in the Guidelines. The Master Plan shall provide, if and when appropriate in connection with development of all or any portion of the Property, as and when such portions are developed, that the applicant shall:

a. Dedicate such property and grant such easements and licenses to the public as may be necessary, appropriate and reasonable to accommodate the expansion of public transportation facilities through or within the boundaries of the Property, if the location and operation of such facilities are consistent with the Guidelines.

b. Construct or cause the construction of public bus facilities where appropriate and reasonable; provided that appropriate public agencies have reasonably demonstrated that a need for such facilities exists in connection with the subject development. The foregoing shall include bus turn-around areas and bus shelters, where appropriate, in order to enhance and extend public bus service throughout the Property; provided, however, that applicant shall not be obligated to provide more than five (5) bus shelters. Additional bus shelters may be required in connection with development which exceeds 17,250,000 square feet in the aggregate or 4,000,000 square feet of office use, provided that need is established.

c. Provide or cause the provisions 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 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 intended to reduce the use of private automobiles by office employees traveling to and from the Property. Such a program shall, at a minimum, include the following:

(i) Creation of a traffic management association or similar organization, whose purpose will be to implement a traffic management plan for the office development portion(s) of the Property utilizing the following devices:

-- all owners or tenants of property containing office 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 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.

The Master Plan shall provide that where development of the Property exceeds a total of 17,250,000 square feet of floor area (consisting of any use or uses) or 4,000,000 square feet of office floor area, if and when appropriate in connection with development of all or any portion of the Property, that the applicant shall:

(i) Dedicate such property, grant such easements and licenses to the public or M.E.T.R.A. as may be necessary or appropriate and reasonable to accommodate the relocation of the existing M.E.T.R.A. 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 and Columbus Drive as contemplated in the Guidelines, for an uncompleted "shell" space which is capable of accommodating complete construction by M.E.T.R.A. or others of facilities for the installation and operation by M.E.T.R.A. of a newly relocated M.E.T.R.A. station.

(iii) Construct or cause the construction, in cooperation with the City and in compliance with all applicable laws and regulations, of such improvements along the pedestrian walks on both sides of Roosevelt Road between State Street and Columbus Drive as may be ncecessary or appropriate to promote and enhance the use by pedestrians of the Roosevelt Road/State Street C.T.A. facility, providing such improvements shall be limited to enhancements to work to be performed by the City or other governmental agencies and shall be limited generally to paving, landscaping, lighting and signage. This obligation need not be undertaken by applicant until the aggregate development of the Property has reached 17,250,000 square feet notwithstanding the amount of office floor area developed.

(iv) Dedicate such property, grant such easements and licenses as may be necessary, appropriate and reasonable to accomodate the extension of a Central Area Circulator through or within the boundaries of the Property; provided that this provision is made by others to extend the Circulator to the Property boundaries, and provided further that the route will be designated so that it does not unreasonably interfere with the proposed Planned Development.

11. All development upon the three subareas of the Property shall occur in substantial conformance with one or more Master Plans approved as authorized and provided for in this Statement. No application for Site Plan approval (as provided for by Statement 12 hereof) nor for Part II Approval (as described by Statement 13 hereof) 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 the Department of Planning shall prepare and file a written report in accordance with the provisions hereof. The Plan Commission, as well as the Department of Planning, may adopt such rules or procedures as either finds appropriate to carry out their respective responsiblities under this Planned Development.

All or any portion of the Property may be submitted for Master Plan approval at any time, separately or in any combination; provided, however, that Master Plan approval shall not be granted for less than a ten-acre contiguous area.

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 5 days before the Commission

meeting. Said public meeting shall be held within 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, for not to exceed one (1) period 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.

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 basic policies and the thirteen 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.

Changes or modifications to an approved Master Plan may be approved by the Commissioner provided that such changes are minor in nature and that the Master Plan as so changed remains consistent with the Guidelines. In the event of any inconsistency between an approved Master Plan or any permitted modifications thereto and the terms of this Planned Development in effect at the time of approval of such Master Plan or of the modification thereto, then the terms of this Planned Development shall govern.

Master Plans may include both narrative and graphic information. A Master Plan shall demonstrate in detailed fashion 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. The information and documentation contained within a proposed Master Plan shall, at a minimum, address each of the following considerations:

(1) Site conditions

Utilities

Grading/Drainage

Easements and Rights-of-way

Development parcel boundaries/layout of blocks and street
grid

(2) Use Controls

Density

Type

Location

Ground Floor Uses/Upper Floor Uses

(3) Vehicular Circulation

Street Layout (Public and Private)

Parking

Curb-Cuts

Loading Docks

Number of Parking/Loading Spaces Required

(4) Pedestrian Circulation

Building Entrances

Easements

Arcades

Criteria for Street Furniture, Paving, Lighting, Character

(5) Bulk

Density

Streetwall, Building Heights and Building Setbacks

View Corridors

Shadow Zones

Lot Coverage

Floor Area Ratios
Criteria for Lot Area Per Dwelling Unit

(6) Architectural Features

Materials

Expression Lines

Signs and Lighting

(7) Open Space

Use, Size, Location and Character

Surface Treatment, Paving, Landscaping

Furnishings, Benches, Fountains and Artwork

(8) Building Energy Efficiency Standards

Lighting

Building Envelope

Building Orientation

(9) Compliance With Applicable Governmental Requirements

(a) Information and documentation necessary or appropriate to demonstrate compliance with all applicable provisions of the Guidelines and the Planned Development.

(b) Information, documentation and studies if any are necessary or appropriate (such as those items described as supplemental submittals by the Chicago Department of Planning Planned Development Handbook adopted March 16, 1989) to demonstrate that the proposed development will not harm public health, safety or welfare in light of the considerations contained in Section 11.11-2 of the Chicago Zoning Ordinance and to demonstrate that the proposed development is compatible with any previously approved Master Plans.

(c) Information, documentation and studies if any are necessary or appropriate to demonstrate compliance with the Policies and Purposes of the Lake Michigan and Chicago Lakefront Protection Ordinance.

(d) Description of public improvements and services necessary or appropriate in connection with construction or development within the boundaries of the Master Plan and any conditions thereto, as provided by paragraph nine (9) of this Planned Development.

(e) Description of the undertakings required of the applicant for traffic mitigation as provided by Statement ten (10) of this Planned Development.

12. Following Master Plan approval as provided above, all Site Plans for proposed development on property within the area covered by the applicable Master Plan shall be sumitted 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. A Site Plan may be submitted for all or any part of the Planned Development provided that all such submissions are for property within an area covered by an approved Master Plan. No Part II Approval (as described by Statement 13 hereof) shall be granted until an applicable Site Plan has been approved.

If a 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 final determination, in writing, to the applicant for such Site Plan within said period. Failure of the Commissioner to make a determination within the time hereinabove prescribed shall be deemed a disapproval. Following approval of a Site Plan by the Commissioner, the Site Plan shall be kept on permanent file with the Commissioner and shall be deemed to be an integral part of this Planned Development.

Changes or modifications to Site Plans may be made after approval of the Commissioner, so long as the Site Plan, as so changed or modified, substantially conforms with the approved applicable Master Plan and with the other provisions of this Planned Development. In the event of any inconsistency between an approved Site Plan or any permitted modifications thereto and the terms of the Master Plan in effect at the time of approval of such Site Plan or of the modification thereto, then the terms of the Master Plan shall govern.

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

- Boundaries of development parcel or parcels
- Building footprint or footprints
- 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
    - -- Parameters of the building envelope including:
      - -- Maximum building height
      - -- Vertical setbacks, if any.

A Site Plan shall include such other information as may be necessary to illustrate conformance with the applicable approved Master Plan and with the other provisions of this Planned Development.

13. Following Master Plan approval and Site Plan approval as set forth above, construction plans relating to development of a specific site or development parcel(s) may be submitted to the Commissioner for approval pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance ("Part II Approval").

14. This Planned Development shall be subject to all applicable federal and state laws and regulations regarding environmental quality.

15. The Applicant and the City shall be subject to the existing "Rules, Regulations and Procedures Related to Planned Development Amendments" dated March 16, 1989 as promulgated by the Commissioner of the Department of Planning.

16. 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 60 days following Plan Commission approval of each Master Plan.

17. Within five (5) years of the effective date of this Planned Development, the applicant, its successors or assignees must commence construction of 500,000 gross square feet (G.S.F.) of improvements. Within ten (10) years of the effective date of this Planned Development, the applicant, its successors or assignees must commence construction of a total of 1,500,000 G.S.F. of improvements. Within fifteen (15) years of the effective date of this Planned Development, the applicant, its successors or assignees must commence construction of a total of 2,500,000 G.S.F. of improvements. The applicant, its successors or assignees must commence construction of a total of 5,000,000 G.S.F. improvements within twenty (20) years of the effective date of this Planned Development. Commencement of construction, for purposes of this section, shall mean any combination of the following: (1) the required floor area has been substantially completed or (2) building permits for plans including the required floor area have been issued, construction has commenced upon the structure for which the permit has been issued, and substantial completion of such structure being improved is pursued with reasonable diligence and in good faith. The time for compliance shall be suspended, tolled and abated during any moratorium on the issuance of building permits or other such federal, state or local governmental restriction on development. Each of the above compliance periods is subject to two (2) one (1) year extensions upon application to the Commissioner. Cause for extension may include, but is not limited to, a showing that compliance is impossible due to circumstances beyond or out of the reasonable control of the applicant, its successors or assignees. However, should the applicant, its successors or assignees fail to achieve compliance with the above requirements within the prescribed time periods, including any extension periods which may be granted, the total number of square feet of development permitted under this Planned Development shall not exceed 17,250,000 square feet (7.30 F.A.R.). Notwithstanding the

above stated requirement of the commencement of construction within 5 years following the adoption of this Planned Development, the total number of square feet of development permitted under this Planned Development will be restored to 19,485,000 square feet (8.25 F.A.R.) if the applicant, its successors or assignees meets the 500,000 square foot requirement within 10 years of the effective date of this Planned Development.

18. A district heating-cooling feasibility study will be completed by the applicant prior to approval of the first Master Plan, but no later than September 30, 1990. 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 requirements, obligations and conditions contained within this Planned Development shall be binding upon the successors and assigns of the applicant and the Property's owners of record title. Furthermore, pursuant to the requirements of Section 11.11-1 of the Chicago Zoning Ordinance, the Property and all portions thereof shall, throughout the period this Planned Development is in effect, be held under single ownership or under single designated control. Single designated control for purposes of this paragraph shall mean that a single person, corporation, association or other entity has been designated and authorized by the owner or owners of all of the Property as Authorized Agent of the Property for the limited purposes of (1) receiving any and all zoning enforcement-related or other zoning-related communication from the City in relation to and on behalf of the affected property owner or owners (provided, however, that nothing herein shall be construed to mean that any owner of the Property or any portion thereof is relieved of any obligation hereunder or any rights in relation thereto, or may not receive directly such communications or is not subject to City action pursuant to this Planned Development) and (2) making application to the City for any subsequent amendment to this Planned Development or any other modification or change thereto (adminstrative, legislative or otherwise) on behalf and in the name of the affected owner or owners of the Property. Nothing herein shall, however, prohibit or in any way restrict the alienation, sale, or any other transfer of all or any portion of the Property or any rights therein.

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 provisions of this Planned Development

the terms and conditions of Statement 11, 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 relating 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.

[Preferential Streets Map, Property Line Map and Right-Of-Way Adjustments Map, Subareas and Generalized Land-Use Map, Air Rights Parcels and Table of Use and Bulk Regulations and Data attached to this Plan of Development printed on pages 19915 through 19921 of this Journal.*]

The motion to correct *Prevailed.*

(June 27, 1990)

Alderman Shiller moved to Correct the printed Official Journal of the Proceedings of the regular meeting held on Wednesday, June 27, 1990 as follows:

Page 17182 -- by deleting the address "2507 North Greenview Avenue" appearing on the third and eleventh lines from the bottom of the page and inserting in lieu thereof the address "4303 North Kenmore Avenue".

*Page numbers are for reference purposes only and do not correspond to Council Journal of Proceedings of April 25, 1990.

The motion to correct *Prevailed*.

UNFINISHED BUSINESS.

RE-ACCEPTANCE OF BID FOR PURCHASE OF CITY-OWNED VACANT PROPERTY AT 3008 -- 3018 WEST WASHINGTON BOULEVARD.

On motion of Alderman Burke, the City Council took up for consideration the report of the Committee on Housing, Land Acquisition, Disposition and Leases, deferred and published in the Journal of the Proceedings of July 12, 1990, pages 18386 and 18387, recommending that the City Council pass a proposed ordinance authorizing the re-acceptance of a bid for the purchase of city-owned vacant property at 3008 -- 3018 West Washington Boulevard.

On motion of Alderman Banks, the said proposed ordinance was *Passed* by yeas and nays as follows:

Yeas -- Aldermen Roti, Rush, Tillman, T. Evans, Bloom, Beavers, Dixon, Shaw, Huels, Fary, Madrzyk, Burke, Carter, Langford, Streeter, Kellam, Sheahan, Troutman, J. Evans, Garcia, Krystyniak, Henry, Soliz, Gutierrez, Butler, E. Smith, Davis, Bialczak, Figueroa, Gabinski, Mell, Austin, Kotlarz, Banks, Cullerton, Laurino, O'Connor, Pucinski, Natarus, Eisendrath, Hansen, Levar, Shiller, Schulter, M. Smith, Orr, Stone -- 47.

Nays -- None.

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

The following is said ordinance as passed:

(Continued on page 19922)

Table of Use and Bulk Regulations and Data
(Page 1 of 3)

SUBAREA	A	B	C	TOTAL
NET SITE AREA-sq.ft.	860,066	1,002,970	500,514	2,363,55
acres	19.74	23.03	11.49	54.2
MAX. F.A.R.	10.76	6.42	7.59	8.2
PERM. FL. AREA SQ. FT.	9,250,000	6,435,000	3,800,000	19,485,00
MAX. RES. UNITS	3,000	5,500	2,000	9,50
MAX. HOTEL ROOMS	2,500	1,320	2,500	3,50
MAX. OFFICE SQ. FT	7,500,000	600,000	3,000,000	7,500,00
MAX. RETAIL AND	500,000	200,000	500,000	1,000,00
COMMERCIAL SQ. FT.				
MAX. EXH., MART, INST.	1,000,000	-0-	2,000,000	3,000,00

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

Table of Use and Bulk Regulations and Data
(Page 2 of 3)

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

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

The minimum required parking for office use is 0.7 spaces/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 spaces/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 Net Site Area.

Table of Use and Bulk Regulations and Data
(Page 3 of 3)

Notes:

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

2. The maximum residential floor area for project: 10,450,000 square feet. Dwelling units figured at 1,100 square feet/unit.

3. The maximum hotel floor area for project: 1,925,000 square feet. Rooms figured at 550 square feet/room.

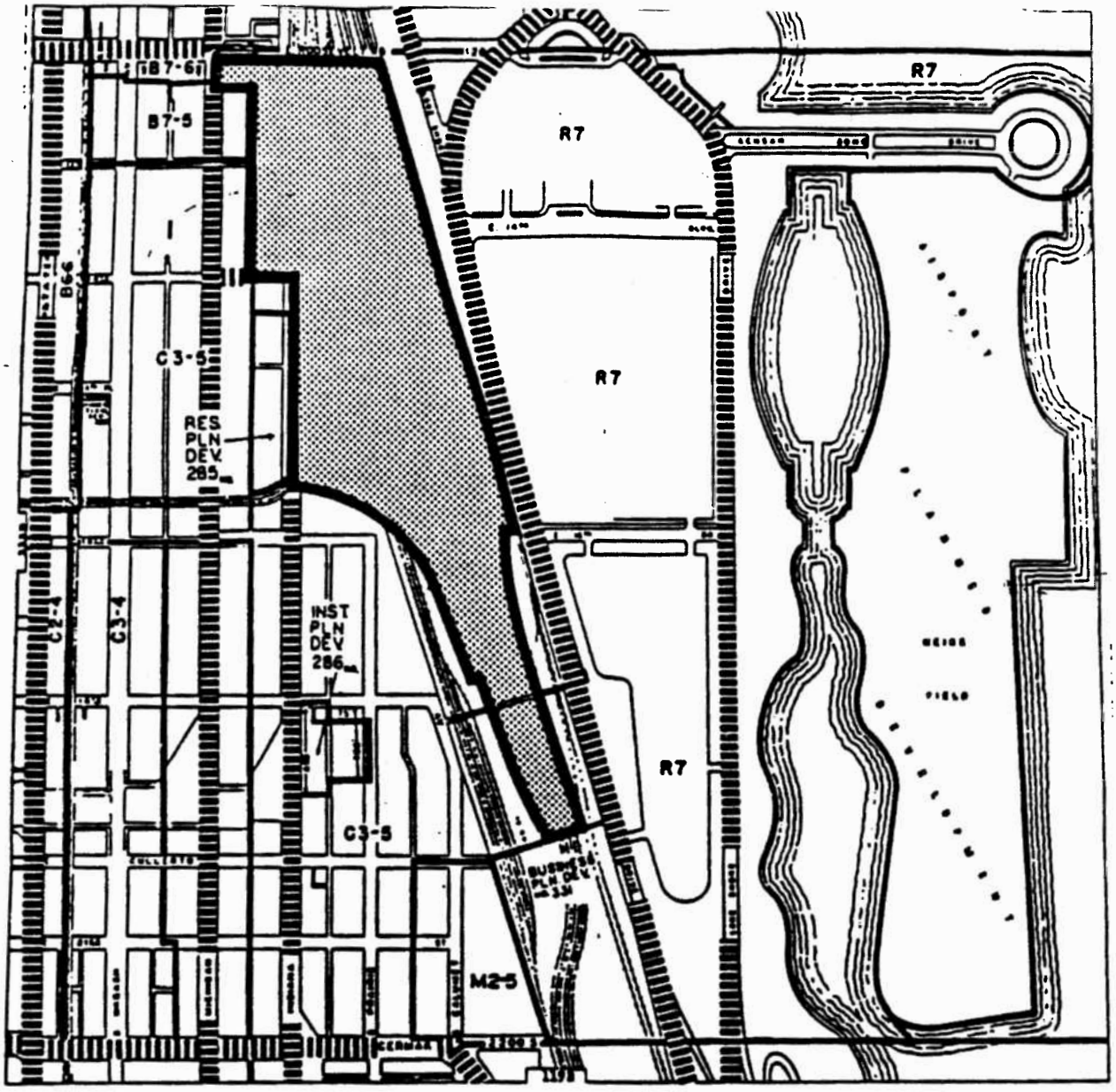
4. Hotel floor area, where permitted, may be converted to residential floor area in any subarea at the ratio of 1 : 1.

5. Office uses include office and related uses.

6. Dwelling units shall be permitted in all subareas of this Planned Development.

7. Off-street loading shall be provided in accordance with the requirements of the C3-5 Commercial Manufacturing District.

8. In the event that a certificate of occupancy has been issued for any portion of the METRA property exceeding 250,000 square feet which is developed with any use which utilizes floor area (as floor area is defined by the Chicago Zoning Ordinance for the purpose of determining Floor Area Ratio) save and except that property which is presently developed with a METRA facility or shall be developed with a METRA facility which is a continuation of the present use, then the maximum allowable floor area pursuant to this Planned Development shall be reduced by the number of square feet of floor area which is equivalent to the floor area for which said certificate in excess of 250,000 square feet has been issued for the development upon the METRA property.



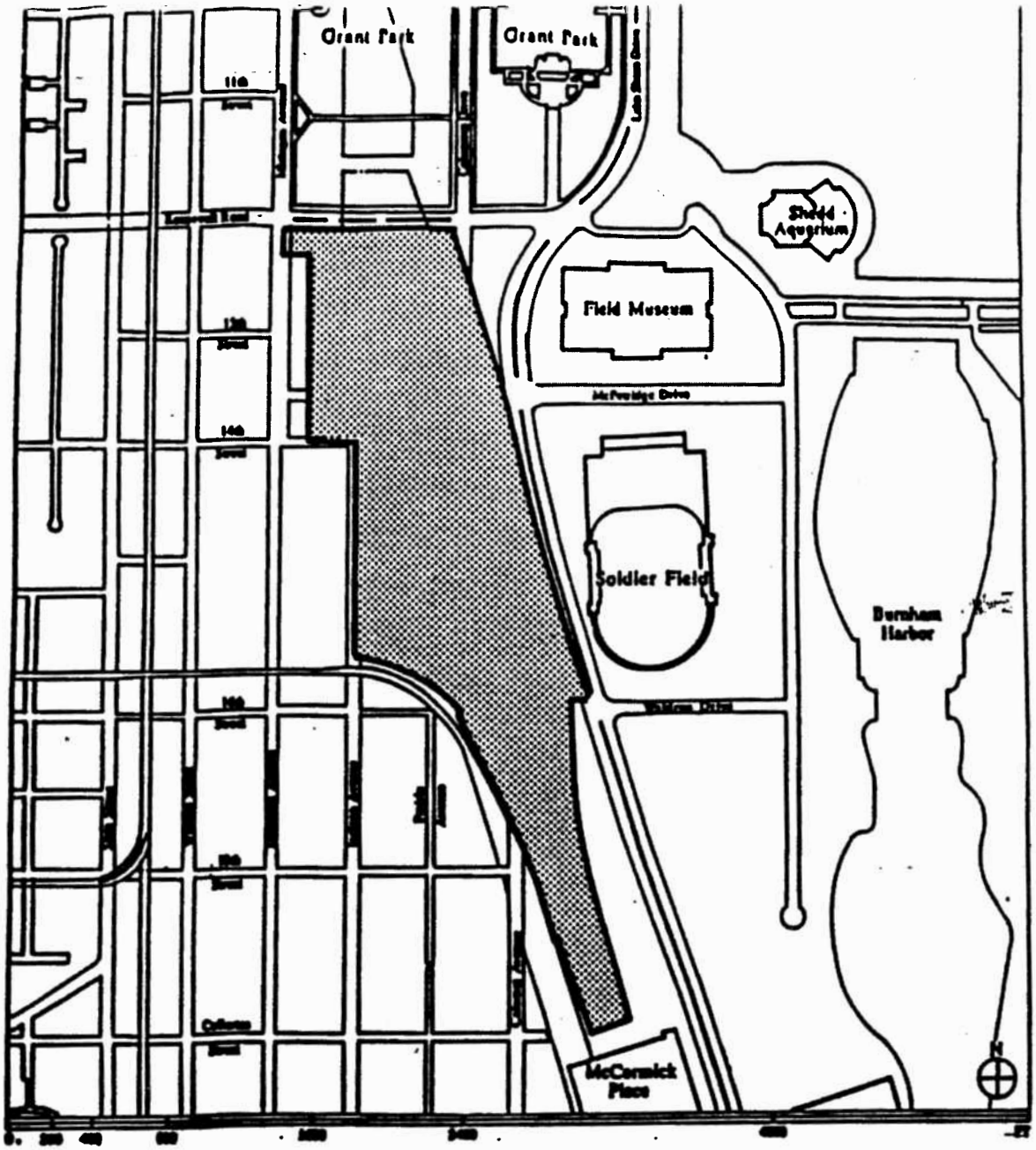
ZONING DISTRICTS AND PREFERENTIAL STREETS MAP

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

Date: March 8, 1990

Preferential Streets

Site



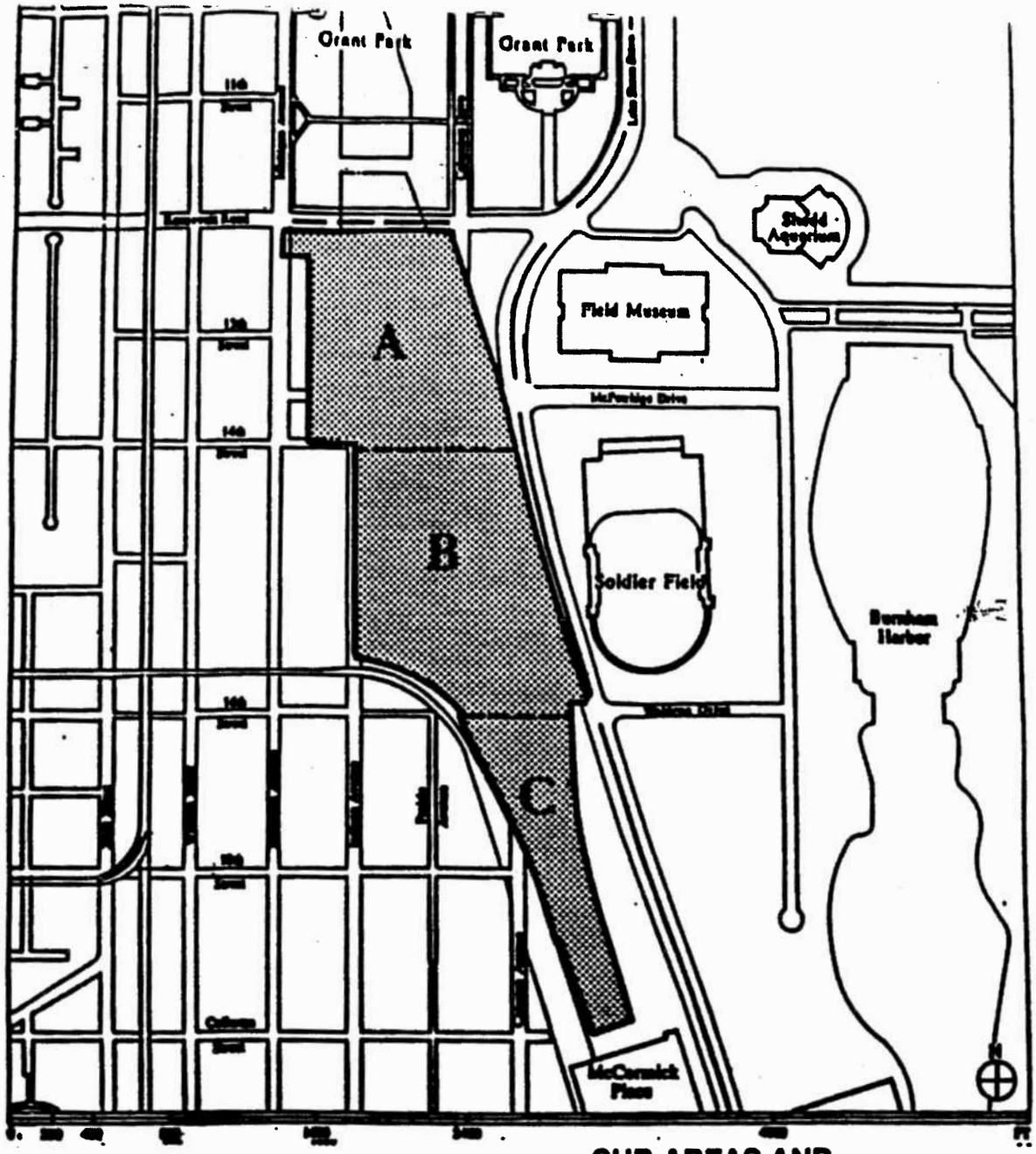
Applicant: Central Station Limited Partnership, an Illinois Limited Partnership
857 North Dearborn Parkway
Chicago, Illinois 60610

Date: March 8, 1990

PROPERTY LINE MAP AND RIGHT-OF-WAY ADJUSTMENTS MAP

——— PLANNED DEVELOPMENT BOUNDARY

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



SUB-AREAS AND GENERALIZED LAND-USE MAP

Sub-Area A- Michigan/Columbus Gateway

Sub-Area B- 15th/Lake Shore Area

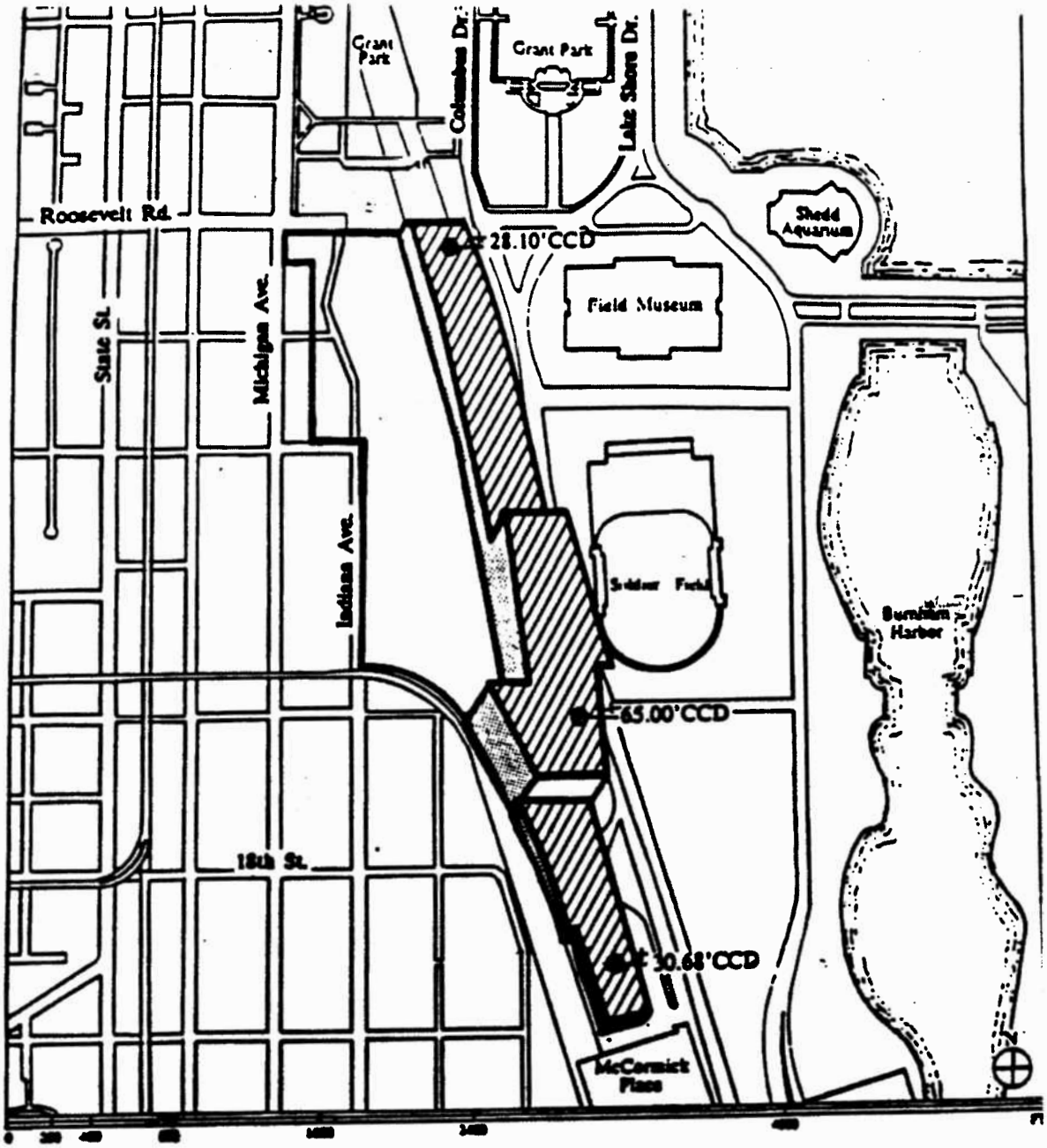
Sub-Area C- Harbor View Area

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

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

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

Date: March 8, 1990



AIR RIGHTS PARCELS

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

Date: March 8, 1990

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

(Continued from page 19914)

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

SECTION 1. The City of Chicago hereby accepts the bid of Mt. Sinai Baptist Church, 2841 West Washington Boulevard, Chicago, Illinois 60612, to purchase for the sum of $30,000.00, the city-owned vacant property, approved to advertise for sale pursuant to Council ordinance passed February 4, 1985, page 13386, described as follows:

> Lots 130, 131, 132, 133 and 134 in Flint's Addition to Chicago, in the southwest quarter of Section 12, Township 39 North, Range 13, East of the Third Principal Meridian, in Cook County, Illinois (commonly known as 3008 -- 3018 West Washington Boulevard, Permanent Tax Nos. 16-12-320-014, 015, 016 and 017)

subject to covenants, zoning and building restrictions, easements and conditions, if any, of record.

SECTION 2. The Mayor or his proxy is authorized to execute and the City Clerk to attest a quitclaim deed conveying the property to the purchaser.

SECTION 3. The City Clerk is authorized to deliver the deposit check of $(none) submitted by said bidder to the Department of General Services, Asset Management, Real Estate Section, who is authorized to deliver said deed to the purchaser upon receipt of the balance of the purchase price of said property.

SECTION 4. The City Clerk is further authorized and directed to return the deposit checks to the unsuccessful bidders for the purchase of said property.

SECTION 5. This ordinance shall be in effect from and after its passage.

AMENDMENT OF MUNICIPAL CODE CHAPTER 194A (CHICAGO ZONING ORDINANCE) VARIOUS ARTICLES, BY ESTABLISHING PROVISIONS ALLOWING FOR SUBSTITUTION OF, OR EXCEPTIONS TO, NON-CONFORMING TAVERN LICENSES.

On motion of Alderman Burke, the City Council took up for consideration the report of the Committee on Zoning, deferred and published in the Journal of the Proceedings of July 12, 1990, pages 18752 through 18754, recommending that the City Council pass a proposed ordinance amending Chapter 194A (Chicago Zoning Ordinance) of the Municipal Code, various articles, by establishing provisions allowing for the substitution of, or exception to, non-conforming tavern licenses.

Reclassification Of Area Shown On Map Number 3-H.

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

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

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

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

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

— #499 CERTIFIED

Reclassification Of Area Shown On Map Number 4-E.

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

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

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

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

(Continued on page 15198)

(Continued from page 15185)

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

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

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

Parcel "D".

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

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

Parcel "E".

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

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

Parcel "F".

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

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

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

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

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

Reclassification Of Area Shown On Map Number 5-G.

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

TABLE OF USE AND BULK REGULATIONS AND DATA

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

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

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

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

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

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

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

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

Minimum peripheral setback may be determined by Master Plan

Open space Required: 20% of Net Site Area

Notes:

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

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

Date: March 8, 1990

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

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

Date: March 8, 1990

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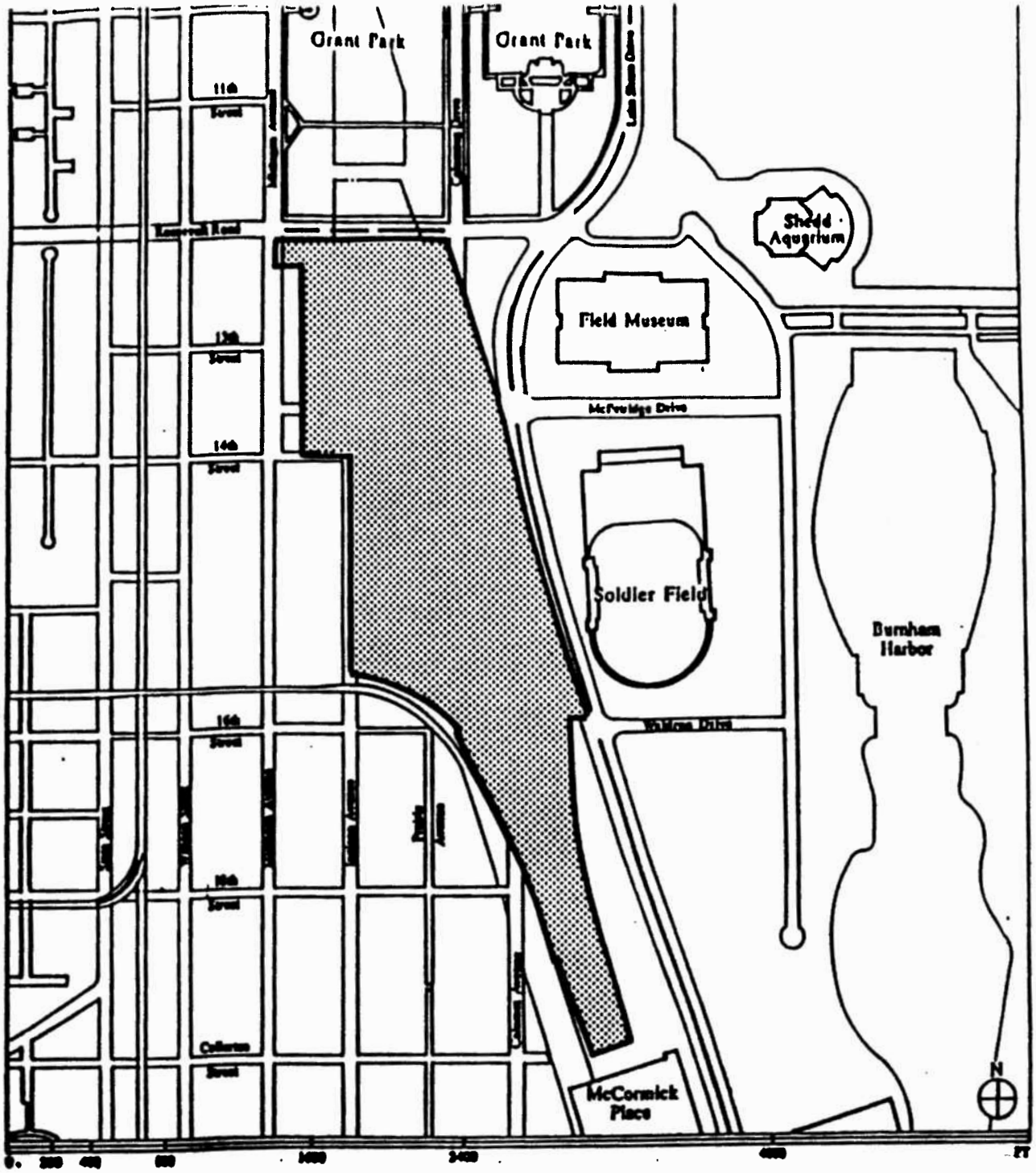


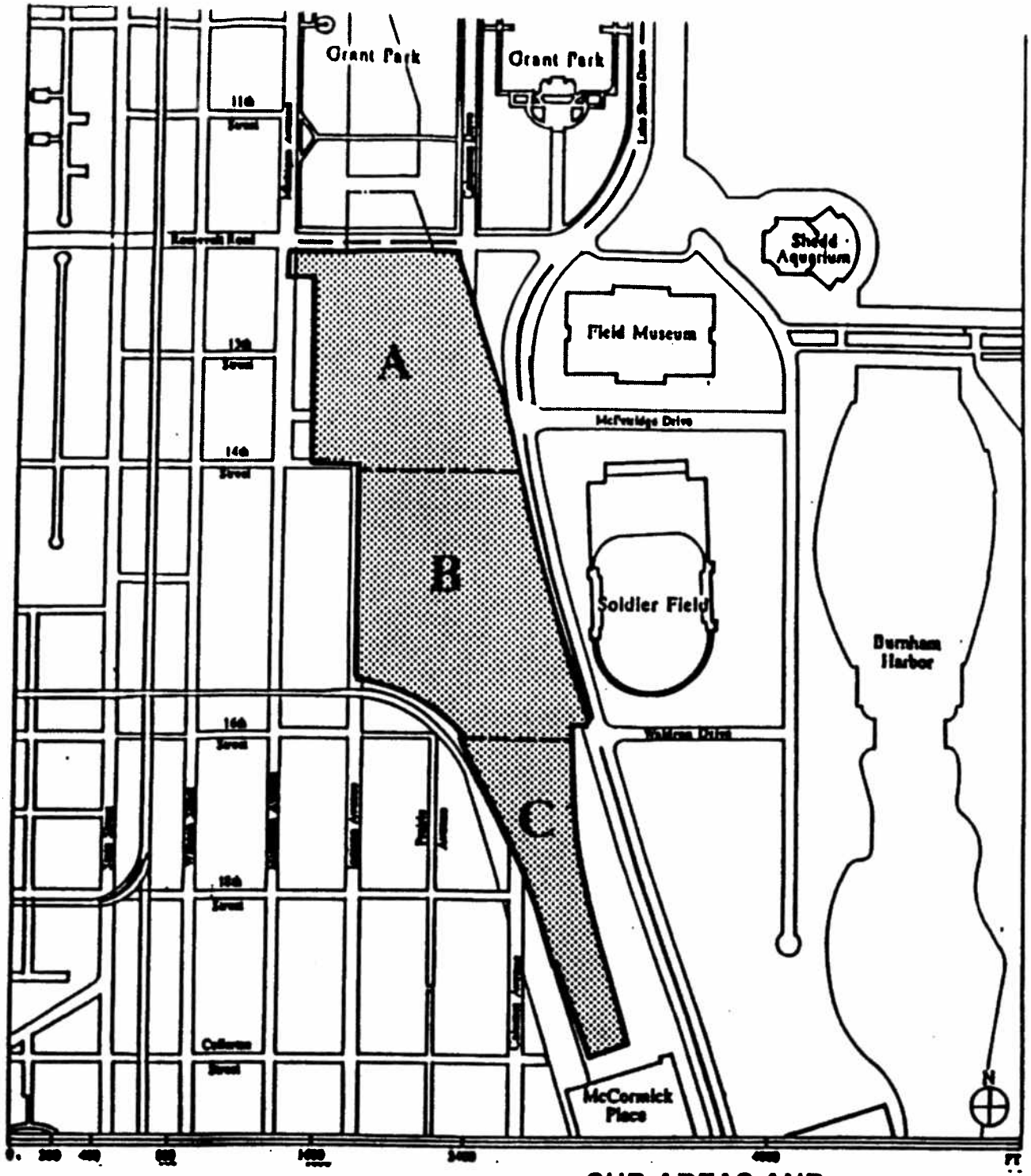
Applicant: Central Station Limited Partnership, an Illinois Limited Partnership
857 North Dearborn Parkway
Chicago, Illinois 60610

Date: March 8, 1990

PROPERTY LINE MAP AND RIGHT-OF-WAY ADJUSTMENTS MAP

——— PLANNED DEVELOPMENT BOUNDARY

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



SUB-AREAS AND GENERALIZED LAND-USE MAP

Sub-Area A- Michigan/Columbus Gateway

Sub-Area B- 15th/Lake Shore Area

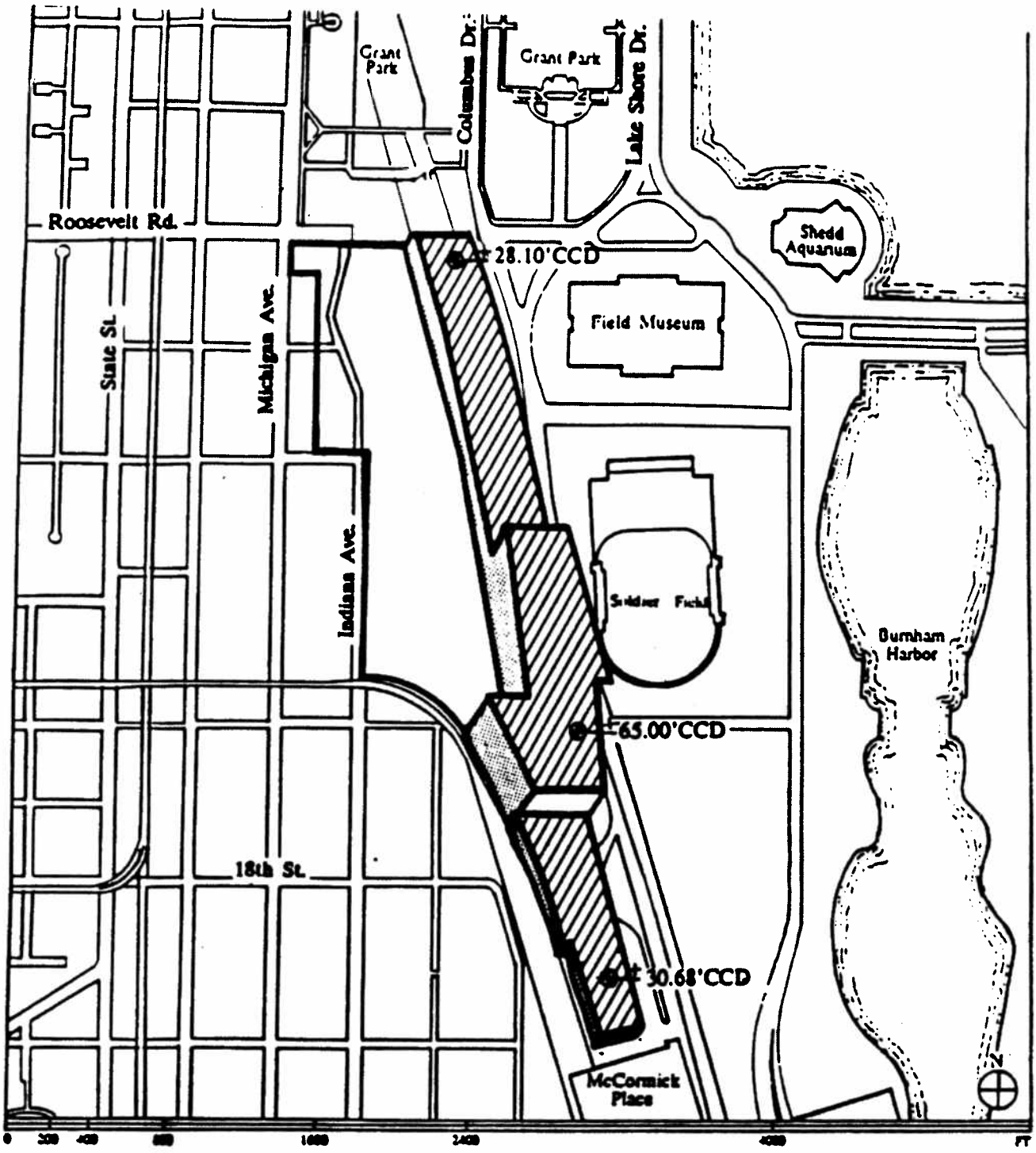
Sub-Area C- Harbor View Area

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

NOTE: The boundary line separating Subareas A and B is the south line of 14th Street (extended) as shown above. The boundary line separating Subareas B and C is the south line of 16th Street (extended) as shown above.

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

Date: March 8, 1990

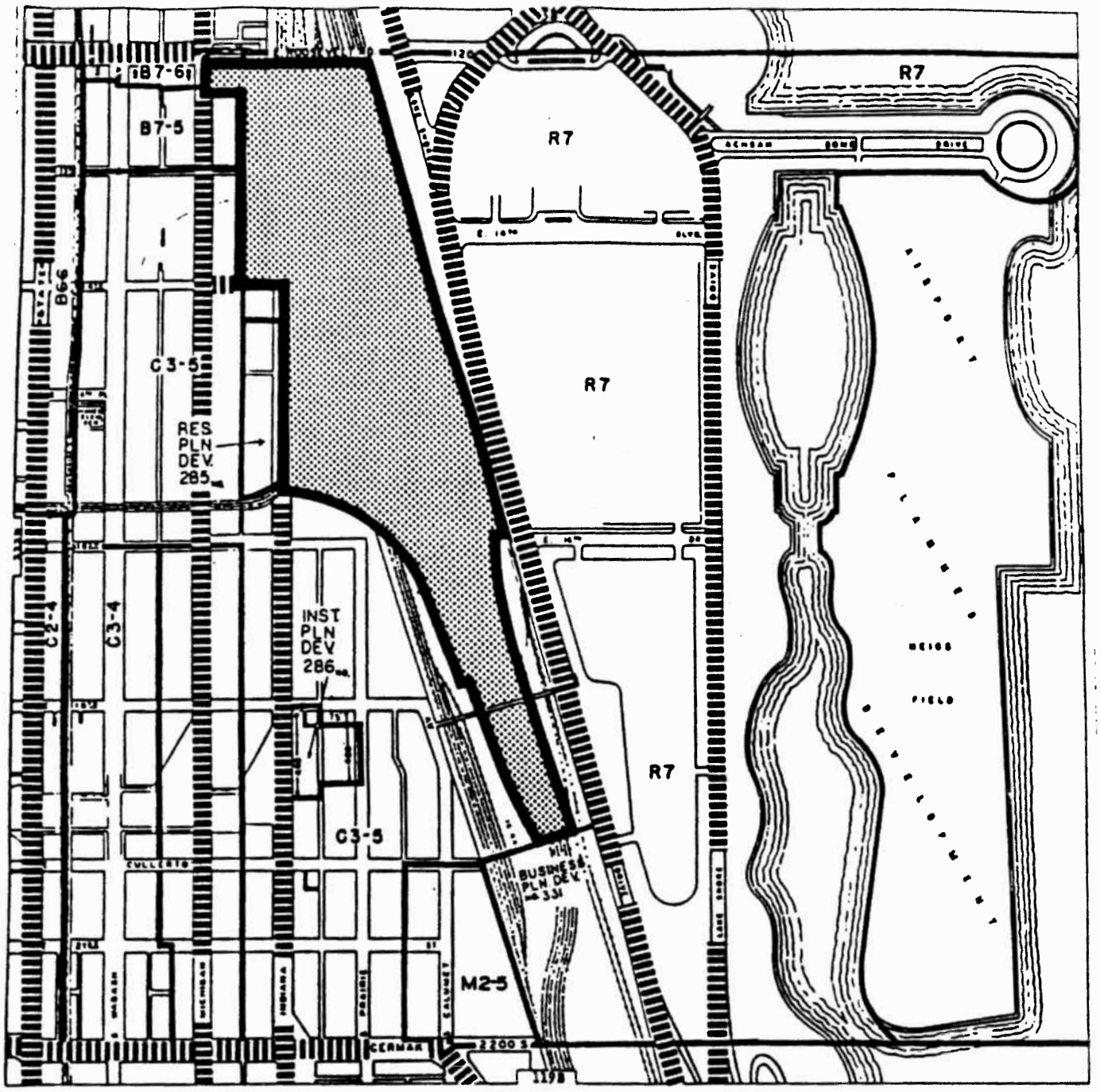


Applicant: Central StatCon Limited Partnership,
an Illinois Limited Partnership
227 North Dearborn Parkway
Chicago, Illinois 60610

AIR RIGHTS PARCELS

Date: March 8, 1990

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



ZONING DISTRICTS AND PREFERENTIAL STREETS MAP

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

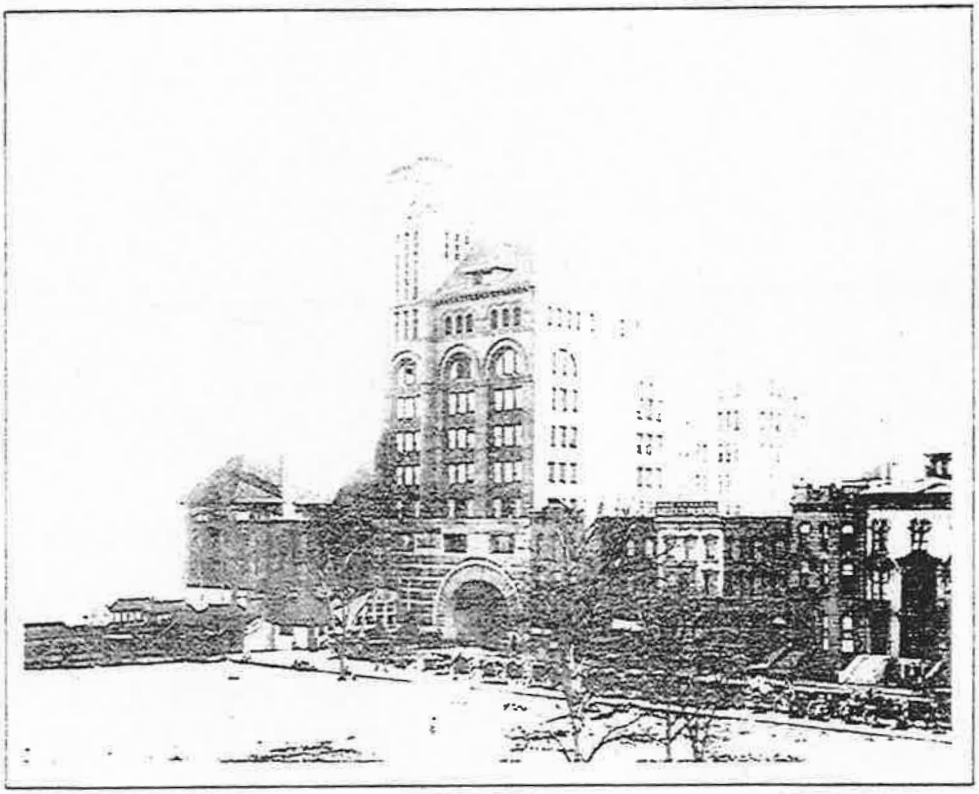
Date: March 8, 1990

Preferential Streets

Site

CENTRAL STATION
Development Guidelines

Adopted by the
Chicago Plan Commission
March 1, 1990



CITY OF CHICAGO

Richard M. Daley, Mayor

CHICAGO PLAN COMMISSION
Reuben L. Hedlund, Chairman

DEPARTMENT OF PLANNING
David R. Mosena, Commissioner

GL 29

COVER PHOTO:
The Central Station of the Illinois Central Railroad at 11th Place, Chicago, Illinois. Now demolished. Photo courtesy of the Chicago Historical Society.

NOTICE

The adoption of these Central Station Development Guidelines does not constitute the City of Chicago's or other public agencies' commitment to finance infrastructure required for this development. These guidelines represent the first step in the overall planning for the site. The City recognizes that the plan envisioned by these guidelines requires extensive infrastructure investments. If these investments are not made, the concepts presented in these guidelines may be substantially revised.

City of Chicago
Richard M. Daley, Mayor

Chicago Plan Commission

Reuben L. Hedlund
Chairman

Edwin W. Meyerson
Vice-Chairman

David R. Mosena
Secretary

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4179
(312) 744-2578 (TDD)
(312) 744-6550 (FAX)

RESOLUTION

Whereas, The property generally known as Central Station is generally bounded by Grant Park, South Lake Shore Drive, McCormick Place North, and South Indiana and Calumet Avenues; and

Whereas, The Central Station property is a blight on Chicago's lakefront; and

Whereas, The Central Station property lies in a highly sensitive location on Chicago's lakefront, adjacent to Grant Park, Burnham Park with its world-renowned museums, the McCormick Place exhibition facilities with their millions of annual visitors, the Prairie Avenue Historic District, and the emerging residential neighborhood in the Near South Side; and

Whereas, Chicago Department of Planning staff produced a draft *Central Station Development Guidelines* in October 1989, in cooperation with the development team and in consultation with other interested public agencies and private parties; and

Whereas, The draft *Central Station Development Guidelines* were the subject of numerous public meetings and forums at which both oral and written comment were solicited and received on the Guidelines from other public agencies, civic groups, and individual citizens; and

Whereas, A revised draft of the *Central Station Development Guidelines* was released to the public in February 1990; and

Whereas, A Public Hearing was held before this Chicago Plan Commission on February 15, 1990 following public notice thereof, at which testimony was received from the public regarding the revised draft *Central Station Development Guidelines*; and

Whereas, The *Central Station Development Guidelines*, identify the amenities, strengths, opportunities, and limitations of the Central Station property; and set forth general land use, transportation, open space and urban design policies for the property; and propose an implementation strategy and process well suited to the property's size, sensitive location, and development schedule; and

Whereas, The *Central Station Development Guidelines* are consistent with, and promote, the policies and recommendations of the *Lakefront Plan of Chicago* (1972);

Whereas, This Chicago Plan Commission, at a Special Meeting held on March 1, 1990, following due consideration, unanimously approved the revised draft of the *Central Station Development Guidelines*, subject to certain changes; and

Whereas, The attached *Central Station Development Guidelines* represent the approved version incorporating all changes requested by the Chicago Plan Commission; and

CHICAGO WORKS

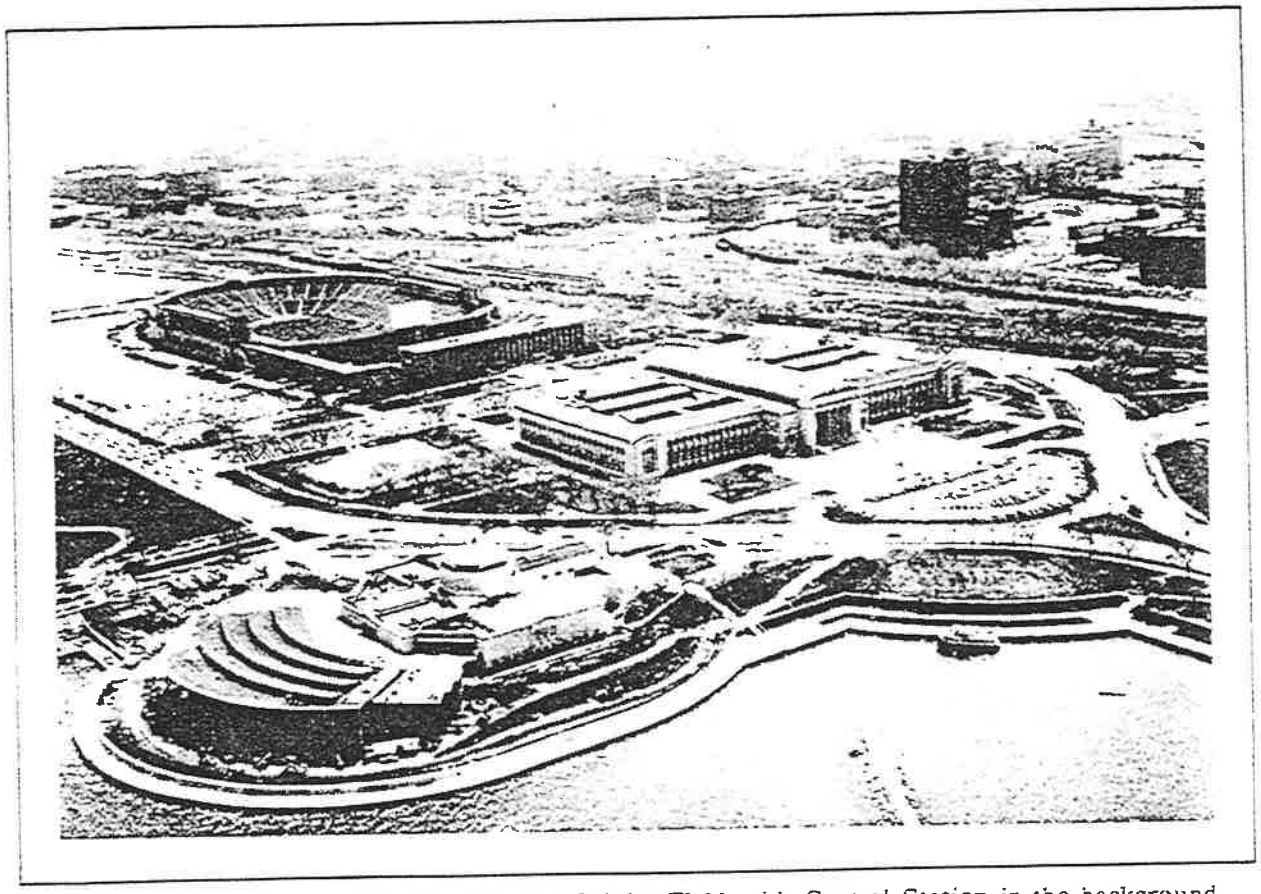
NOW THEREFORE BE IT RESOLVED BY THE CHICAGO PLAN COMMISSION

THAT the *Central Station Development Guidelines*, approved by the Chicago Plan Commission on March 1, 1990, subject to certain changes which are incorporated in the version attached hereto, are hereby adopted as policy and plan of the Chicago Plan Commission for the consideration of the development of any portion of the Central Station property and of any other relevant private or public matter which may come before the Chicago Plan Commission and also for the purpose of urging its implementation to all other public agencies and bodies.

Reuben L. Hedlund
Chairman
Chicago Plan Commission

Resolution date: April 12, 1990

Effective date
of Guidelines: March 1, 1990



The Shedd Aquarium, Field Museum, and Soldier Field, with Central Station in the background

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I. PURPOSE

Central Station is a 72-acre development site located in Chicago's Near South Side. The site is framed by some of the city's premier public amenities: the lakefront, Burnham Park, Grant Park, McCormick Place and the museum complex. Because of the project's scale and strategic location, Central Station can become a major catalyst to the redevelopment of the Near South Side.

The *Central Station Development Guidelines* are intended to protect the public interest. In this sense, guidelines are distinct from a master plan. Where a master plan must deal with specifics, guidelines identify the amenities, strengths, opportunities, and limitations of the site. They also recognize that the pace of development is usually determined by market forces affecting the building industry.

These Guidelines suggest a long-term vision of how the site could be developed to maximize public benefit for the surrounding Near South Side and for the city as a whole. They are meant to take account of public comment received on the initial draft document of October, 1989.

These Guidelines set forth general land use, transportation, open space and urban design policies. Any Planned Development Application, Lakefront Protection Application, 1919 Lakefront Ordinance Amendments and Master Plans for the site will be reviewed for their consistency with these Guidelines.

The adoption of the *Central Station Development Guidelines* by the Chicago Plan Commission does not constitute the City of Chicago's or other public agencies' commitment to finance any or all of the development and infrastructure. It represents the first step in the overall planning for the site.

While the Guidelines address issues pertinent to the community adjacent to the Central Station site, they are intended to affect only the property located within the boundaries of the Central Station site. It is recognized that other public and private parties need to coordinate their efforts to accomplish recommendations for the adjacent community.

Drawings included with these guidelines are for illustration only and are not intended to represent actual improvements.

II. ANALYSIS

A. REGIONAL CONTEXT

The Central Station site lies on Chicago's south lakefront, immediately south of the Loop business district and Grant Park. It is just west of the major cultural complex of the Field Museum, Shedd Aquarium, and Adler Planetarium. It is immediately north of the McCormick Place exposition halls.

The site contains approximately 72 acres, 38 acres of land and 34 acres of air rights over Metra's Lakefront Electric Line.

B. HISTORICAL PERSPECTIVE

The Central Station site was "created" by the Illinois Central Railroad through landfill and development activity between 1860 and 1930. The railroad built a protective breakwater along the lakefront and extended its tracks northward through the Central Station site to a freight terminal located between Randolph Street and the Chicago River. As Chicago grew, the railroad expanded its freight and passenger services, and both the Randolph Terminal facilities and a new passenger terminal at Roosevelt Road were developed. These terminal development efforts followed major landfill activity along the lakefront which first created the railroad right-of-way property and later Grant Park.

Daniel Burnham's *Plan of Chicago* (1909) envisioned Grant Park as the city's front yard, with cultural and recreational facilities tied into the lakefront parks and the city through a system of boulevards, parks and open spaces.

In July, 1919, the City Council adopted the Lakefront Ordinance approving a contract between the City, the South Park Commissioners (later consolidated into the Chicago Park District) and the Illinois Central Railroad in which the Central Station site was a principal focus. Most of the provisions of the Ordinance were designed to implement concepts generated out of the 1909 plan.

The *Lakefront Plan of Chicago* was published by the City late in 1972. This Plan presented policies and recommendations for public improvements and cited the need to consider the interrelationships between new private development and adjacent areas of the lakefront. This plan also recommended the adoption of the Lakefront Protection Ordinance (approved by the City Council in 1973) as the process through which all development proposals at the lakefront are reviewed.

The *Near South Development Plan* (1986, Draft for Public Review and Discussion) laid down principles for development of the Central Station site, including: mixture of uses; completion of the south end of Grant Park; and creation of more east-west links to the lakefront.

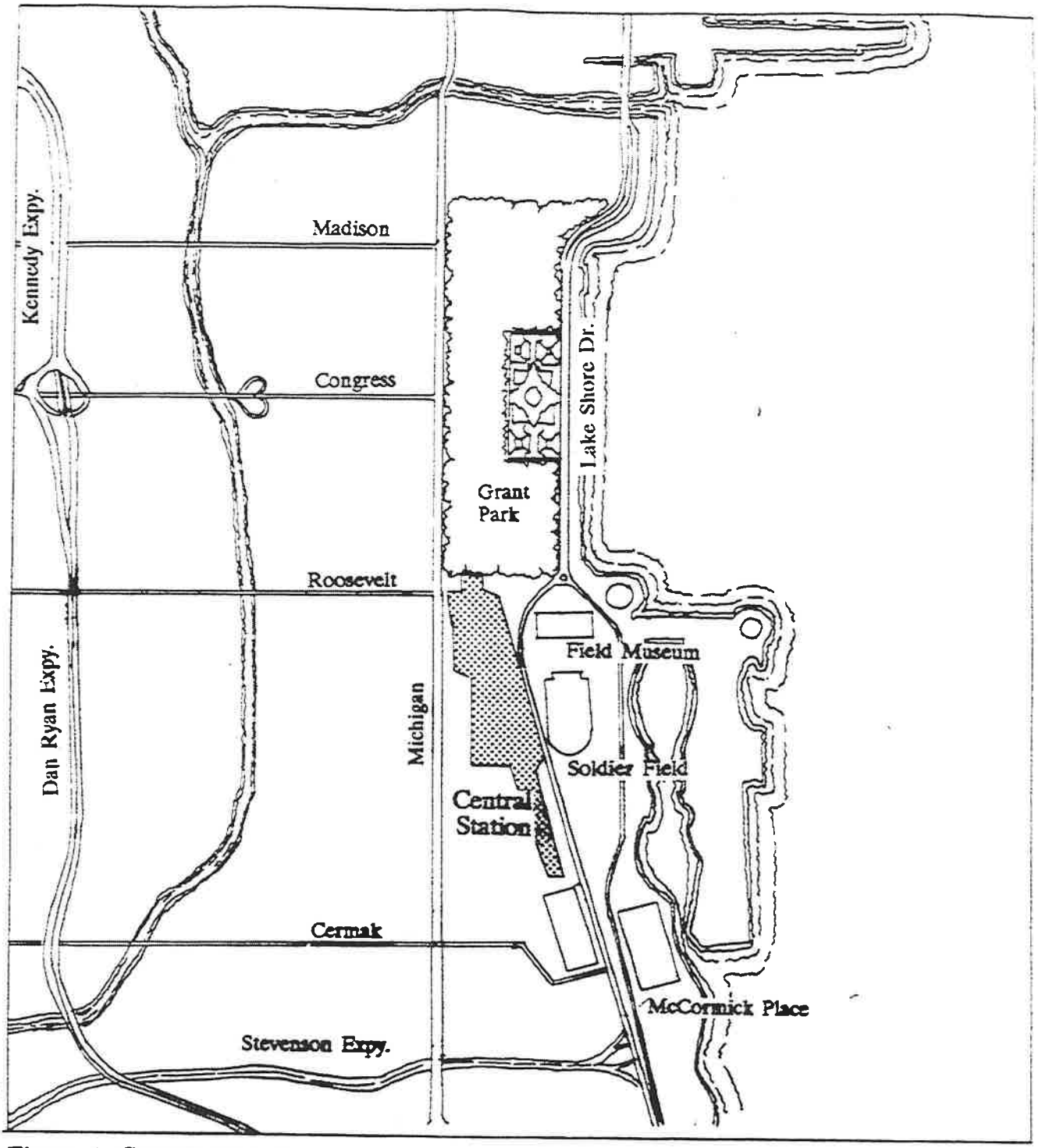


Figure 1. Central Area Context

Central Station site

C. LOCAL CONTEXT

1. SURROUNDING LAND USES

Central Station lies at the meeting point of many different land uses. Each of these will have some impact on the development of Central Station. And each of these, in turn, will be touched by what takes place on the Central Station site.

a. South Michigan Avenue, between Congress and Roosevelt, is a wide avenue featuring hotels, cultural institutions, and apartments. It also forms part of the striking western edge of Grant Park.

b. Grant Park is the front yard of downtown Chicago. Its formal gardens and broad vistas reach from Michigan Avenue to the lake, and from Randolph Street to Roosevelt Road. South of 11th Place, the park is unfinished and flows out into a formless expanse of parking lots, railroad tracks, and open storage.

c. The cultural complex formed by the Field Museum, Shedd Aquarium, and Adler Planetarium is one of the great cultural facilities of the world. The formal, monumental architectural style of the buildings demands respect and focus. Unfortunately, the complex is internally divided and separated from the rest of the city by the lanes of Lake Shore Drive and the tracks of the Metra Lakeshore Electric Line.

d. Soldier Field is a monumental stadium and home of the Chicago Bears. Though used only 10-12 times a year, the traffic associated with the Bears games can tie up the lakefront and adjacent museums for a whole day. The acres of lakefront parking needed for the stadium lie empty most of the year and waste valuable lakefront park space.

e. The McCormick Place exhibition complex contains over 1.5 million square feet of exhibition space and is the largest facility of its kind in the nation. The potential for further expansion is being studied.

f. The Prairie Avenue Historic District celebrates Chicago's great architectural heritage and commemorates the period when the Near South Side was the neighborhood of choice for Chicago's elite.

g. Surrounding the Prairie Avenue Historic District is a district of underutilized commercial and loft buildings which have been proposed as the home for a Near South Arts District. Artists and art organizations might be able to find a permanent, affordable home here.

h. Dearborn Park, between Clark and State streets, is a pioneering residential development built on former railroad land. A second phase is now being developed from Roosevelt Road to 15th Street.

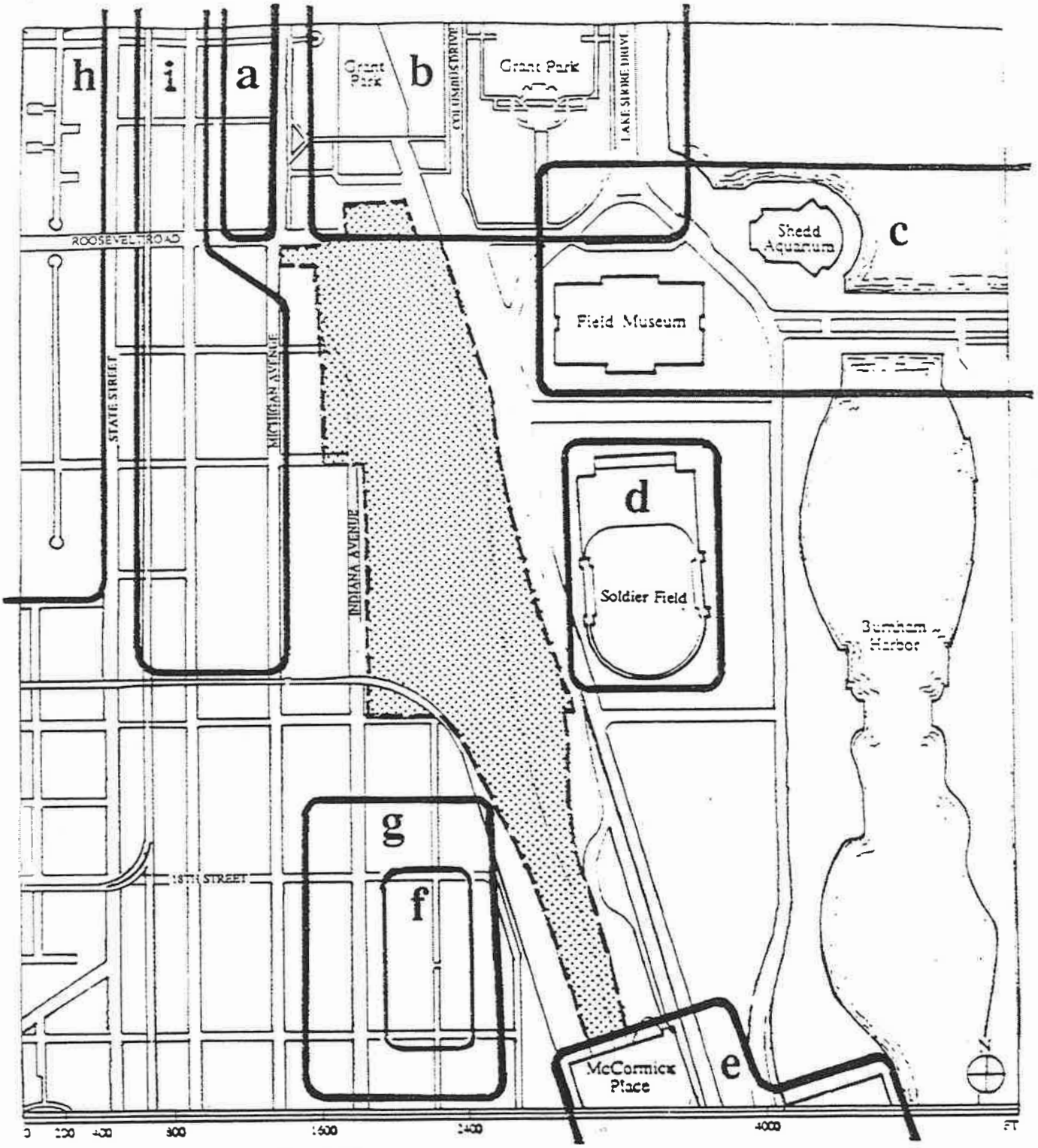


Figure 2. Surrounding Land Uses

a. South Michigan Avenue
b. Grant Park
c. Museum complex
d. Soldier Field
e. McCormick Place
f. Prairie Avenue Historic District
g. Proposed Arts District
h. Dearborn Park
i. Commercial corridor

i. Between Dearborn Park and the Central Station site lies a corridor of old underused commercial buildings and vacant lots. For many years this area has been in need of direction and investment. Its redevelopment is necessary to link Dearborn Park with the Central Station site and the lakefront.

2. ACCESS ON EXISTING STREET NETWORK

The Central Station site is served by many arterial streets, but except for Indiana Avenue, they are all on the periphery of the site and neither penetrate nor cross it:

- Lake Shore Drive (from north and south)
- Columbus Drive (from north)
- Michigan Avenue (from north and south)
- Indiana Avenue (from south)
- Roosevelt Road (from west)
- 18th Street (from west)
- McFetridge Drive (from east)
- Waldron Drive (from east)

The Stevenson, Dan Ryan, Eisenhower, and Kennedy Expressways are all within a mile of the Central Station site.

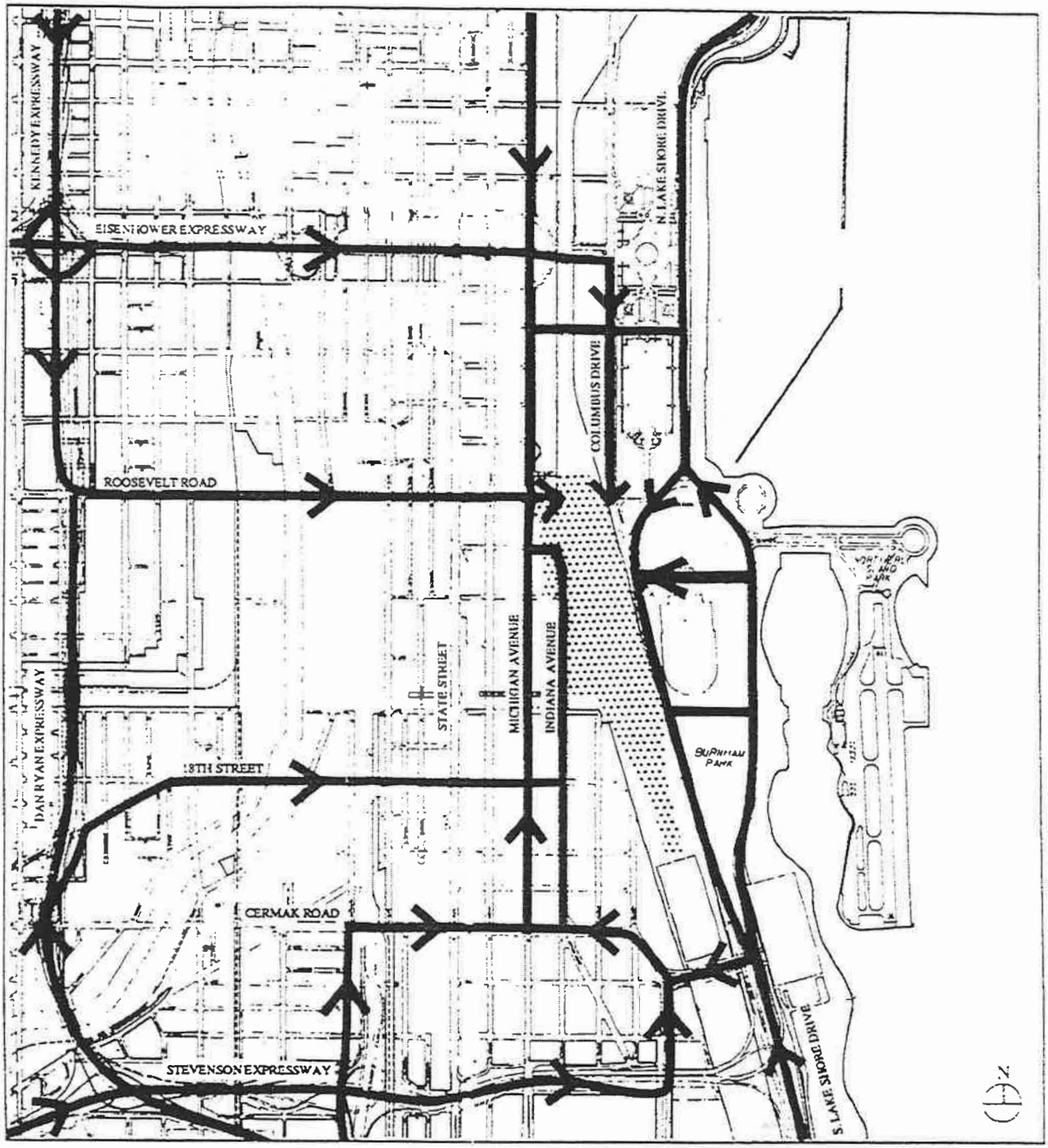


Figure 3. Access on Existing Street Network

Central Station site

3. TRANSIT FACILITIES

The CTA currently has a subway station on its Howard-Jackson Park/Engelwood Line at Roosevelt Road and State Street, two blocks from the Central Station site.

When the construction of the Southwest Transit Line is completed in 1993, and the associated line restructuring has been implemented, the Roosevelt Road subway station will serve the Howard-Dan Ryan Line. There will also be a new adjacent elevated station at Roosevelt Road which will serve the Southwest (Midway) Transit Line and the Lake-Jackson Park/Engelwood Line.

Metra and the South Shore Railroad operate commuter rail service through the site with stations at Roosevelt Road and 18th Street. These stations are lightly used and in poor condition.

The other Metra commuter terminals are some considerable distance away.

Bus service at the site is now provided by both the CTA and PACE along Lake Shore Drive, Michigan Avenue, and Roosevelt Road.

Plans for the light-rail Central Area Circulator line anticipate a line along or near the south lakefront. This branch could provide direct access from Central Station to the west side commuter stations and the Near North Side.

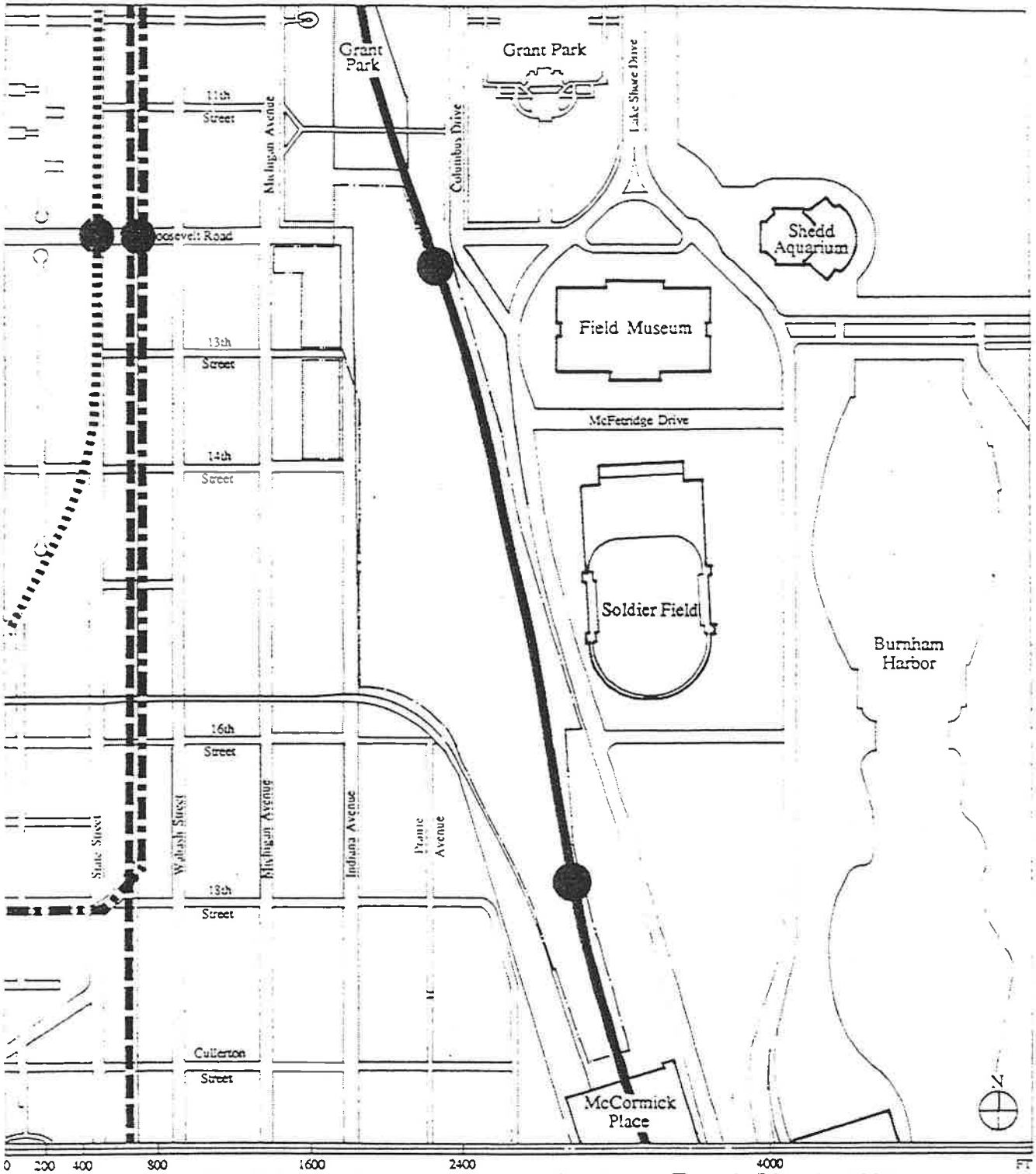


Figure 4. Transit Facilities at Completion of the Southwest Transit Line in 1993

Stations

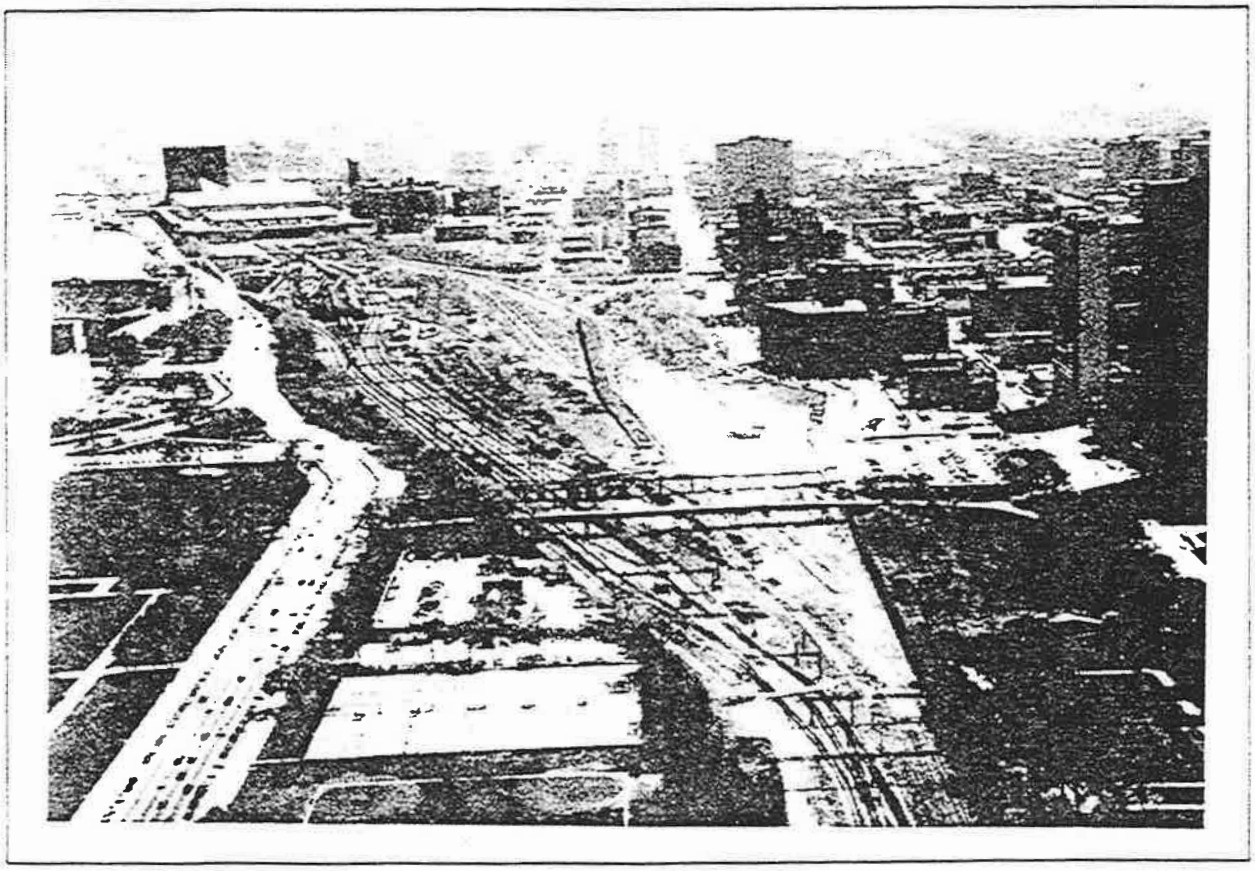
CTA — Howard-Dan Ryan Line

Jackson Park/Engelwood - Lake Street Line
Southwest Line

Metra Lakefront Electric Line

4. POOR LINKAGES

Largely due to the past dominance of railroad facilities in the Near South Side, the area has suffered from an acute lack of connections, both north-south and east-west. Only Lake Shore Drive, Michigan Avenue, and State Street continue all the way from the Loop to the area south of the Stevenson Expressway. In the east-west direction, there are no links between Michigan Avenue and the lakefront between Balbo Drive (7th Street) and 23rd Street. There are no through links to the lakefront from west of the Chicago River between Congress Street (Eisenhower Expressway) and Cermak Road (1.5 miles).



The Central Station site looking south from above Grant Park

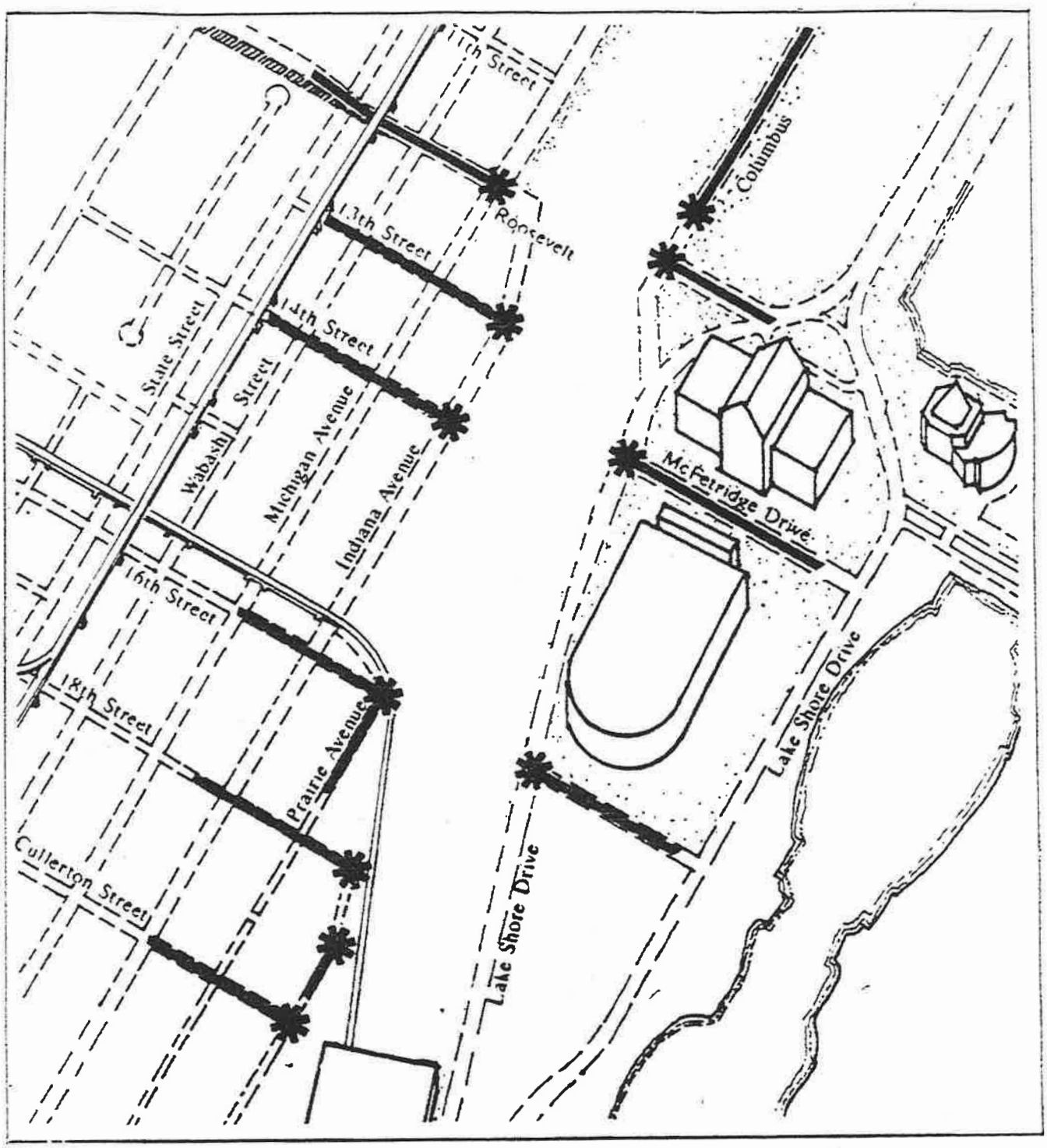


Figure 5. **Poor Connections to the Lakefront**

D. SITE AND CONSTRAINTS

1. RESTRICTED ACCESS

There are presently no streets in the 72-acre site, except for Indiana Avenue. Lake Shore Drive along the eastern edge is separated from the site by the tracks and repair facilities of the Metra Lakefront Electric Line. Roosevelt Road stops at Indiana Avenue, and does not continue across the northern end of the site.

It will be a major effort to provide both the internal roadways needed for the site and the missing access points to the existing peripheral roads.

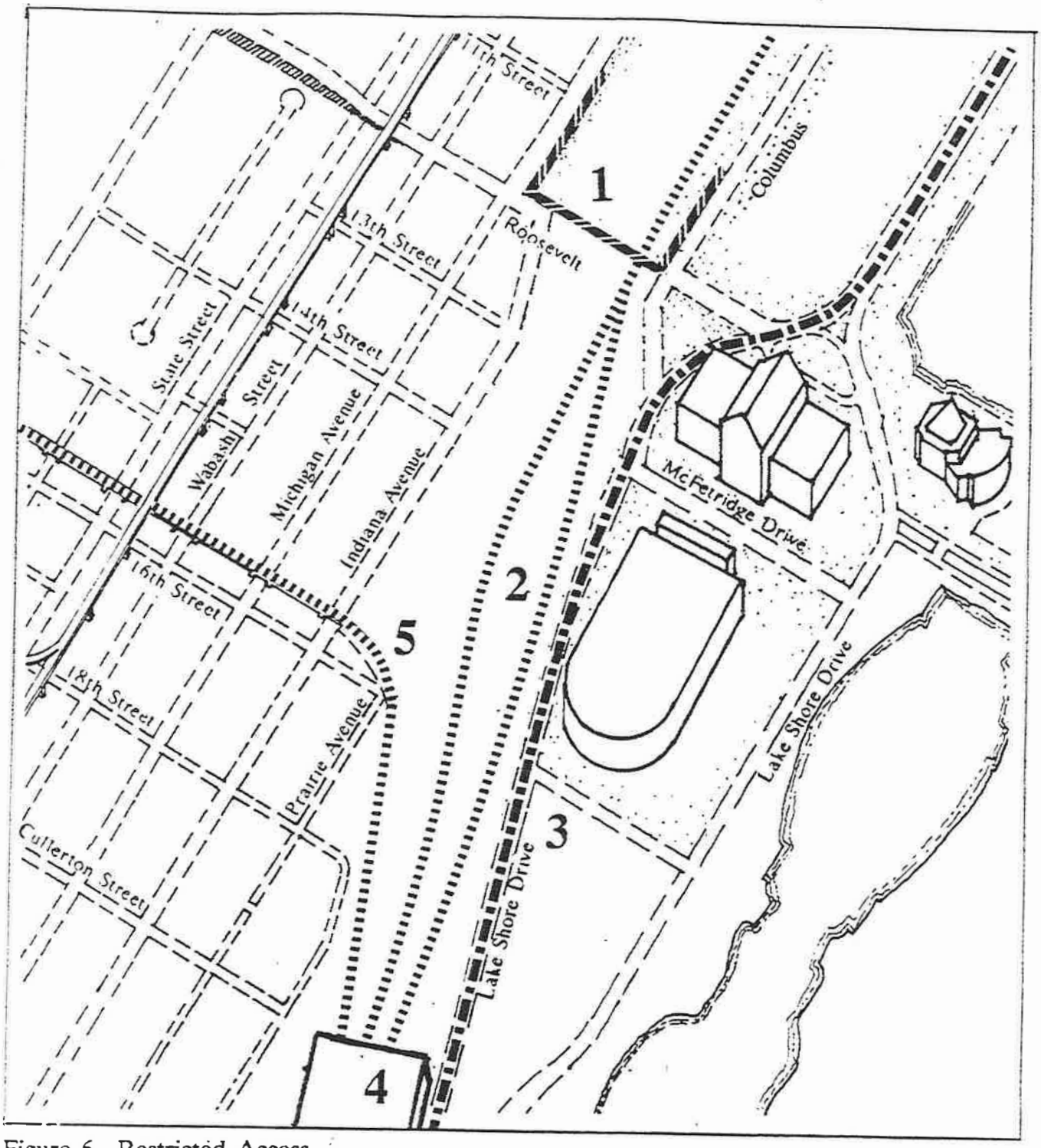


Figure 6. Restricted Access

1. Unfinished Grant Park
2. Metra tracks
3. Lake Shore Drive
4. McCormick Place
5. St. Charles Air Line Railroad embankment

2. AIR RIGHTS

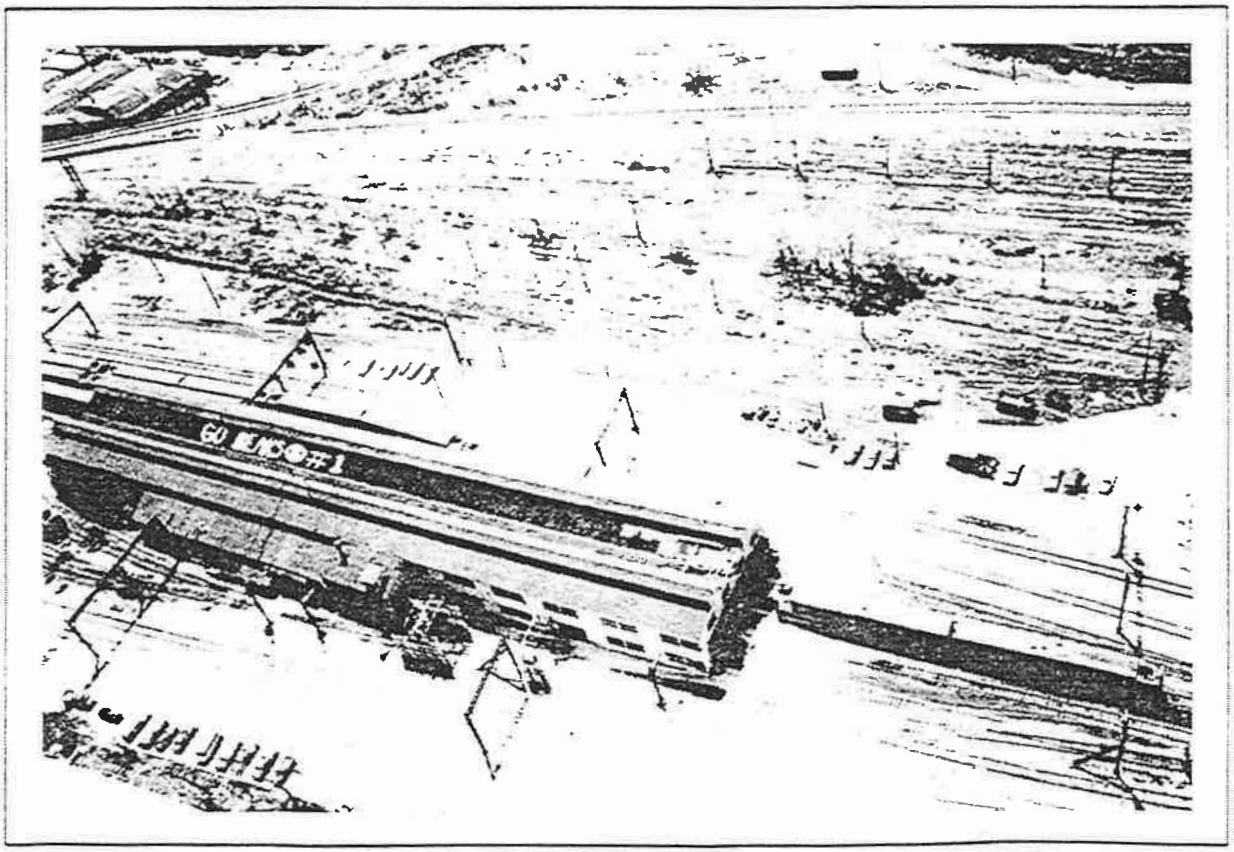
Air rights over the active tracks and shops of Metra's Electric Line comprise 34 acres of the site's total 72 acres. At both the northern and southern ends of the site, the air rights require an 18-foot clearance for rail operations. In the center of the project, however, the air rights require a clearance of 55 feet for the shops (the height of a five-story building).

Air rights, particularly over active rail lines are both difficult and expensive to build upon.

3. METRA FACILITIES

Metra's 16th Street yard and shop facilities not only necessitate the 55-foot clearance in the central portion of the air rights zone, they also prevent grade level connections with the lakefront south of 14th Street.

Metra is currently studying the possibility of replacing its antiquated maintenance facilities on this site. *These Guidelines assume that Metra will determine in the near future that it is able to do so, and that the extra-high clearance portion of the air-rights zone can be narrowed and lowered. Therefore, as illustrated in Figure 10, the entire deck is assumed to rise approximately +28-30 feet for the entire length of the property. If it does not prove possible to lower the air rights zone, it will be necessary to amend the Guidelines.* It may also be possible to substantially reduce the width of the entire air-rights zone if the Metra facilities are moved or redesigned.



The Metra maintenance facilities at 16th Street

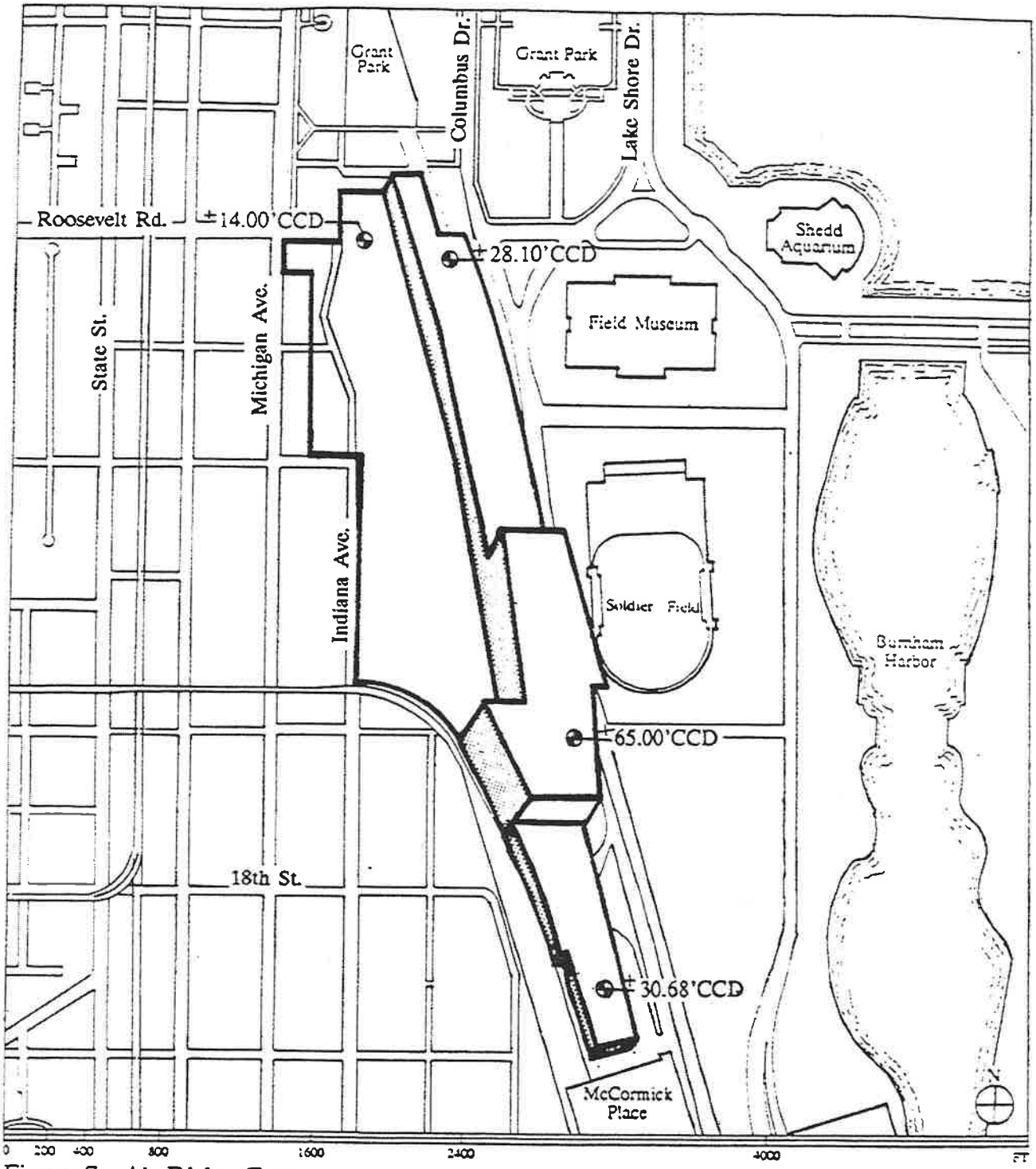


Figure 7. Air Rights Zone

Note: Elevations are above Chicago City Datum (CCD), which is 580 feet above sea level.

4. GRADE CHANGES

At the northern end of the site, between Roosevelt Road and 14th Street, the elevation of Lake Shore Drive and the surrounding museum complex is approximately level with the top of the 18-foot air rights zone over the Metra tracks. This makes it relatively easy to bridge over the tracks in this zone and to establish links between the Central Station site and the lakefront.

South of 14th Street, the grade of Lake Shore Drive and the adjacent lakefront drops to the same level of the Central Station site. This leaves the Metra tracks as a barrier to east-west linkages.

5. MICHIGAN AVENUE FRONTAGE

Although Michigan Avenue is the prime access and prestige street in the vicinity of Central Station, the project has only a short frontage on Michigan Avenue. The rest of the east frontage on Michigan Avenue between Roosevelt Road and 14th Street consists of some older, neglected commercial and residential buildings. If this stretch of Michigan Avenue should be redeveloped in conjunction with Central Station, it could be possible to widen Michigan Avenue to boulevard proportions as it is north of Roosevelt Road, extend McFetridge Drive to Michigan Avenue, and integrate Central Station better into the Near South Side. These changes would strengthen the project as a redevelopment catalyst to the neglected area between Michigan Avenue and State Street.

6. SOUTH OF 16TH STREET

The south end of the Central Station site, between 16th Street and Cullerton (20th) Street presents some particularly difficult development problems.

The area consists of a series of north-south parcels under separate ownerships: Central Station, Metra, McCormick Place, the Illinois Central Railroad, and the St. Charles Air Line Railroad. Only the parcel owned by McCormick Place has any frontage on an existing road (Lake Shore Drive).

Also, the St. Charles Air Line Railroad passes through this area on an embankment, causing additional grade change challenges.

Although these Guidelines discuss development in this area, it is assumed that such development can best take place if several owners (at least Central Station and McCormick Place) can cooperate for joint development. If such cooperation proves unfeasible, the Guidelines may have to be revised to address the specific situation.

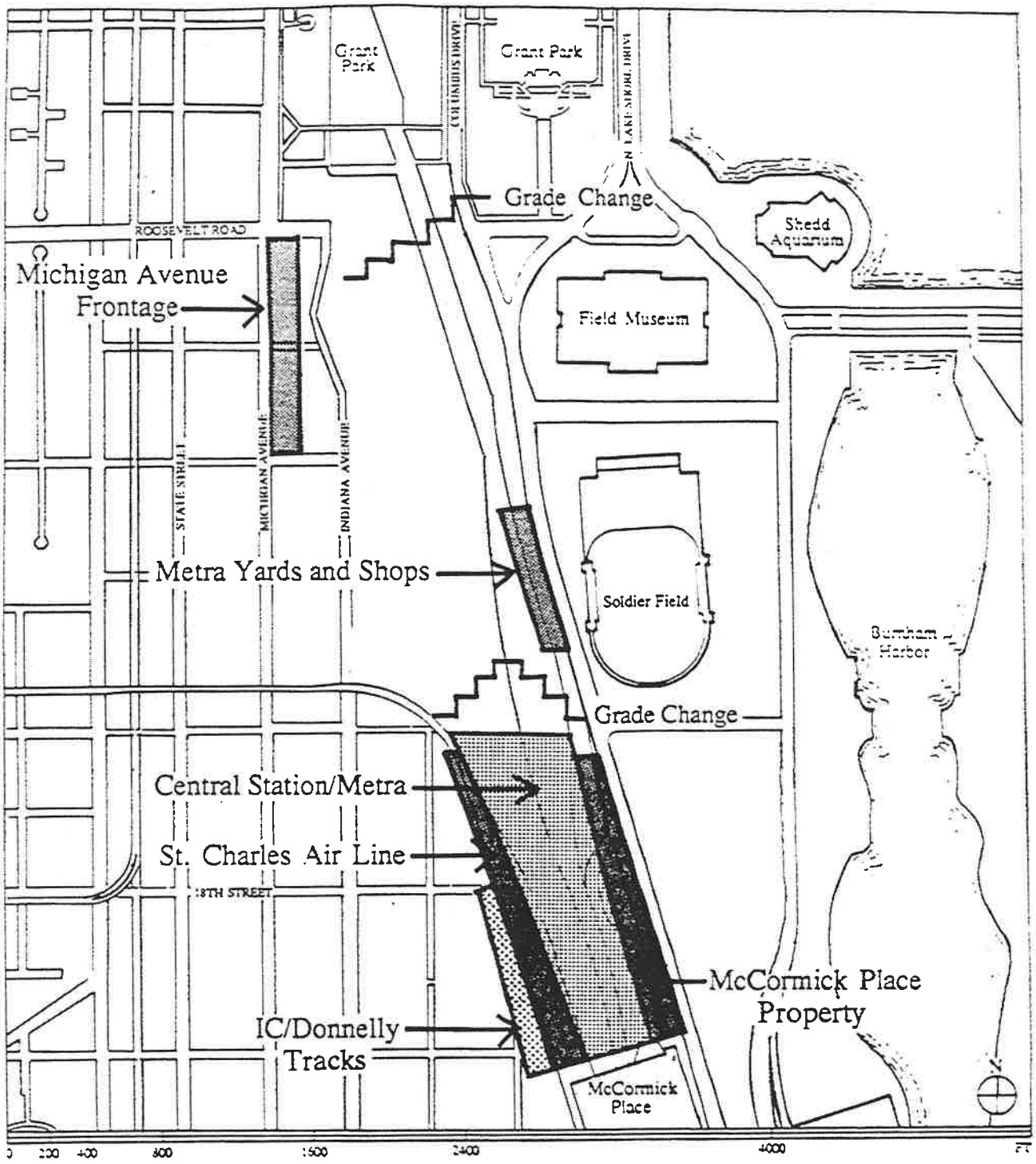


Figure 8. Site Constraints

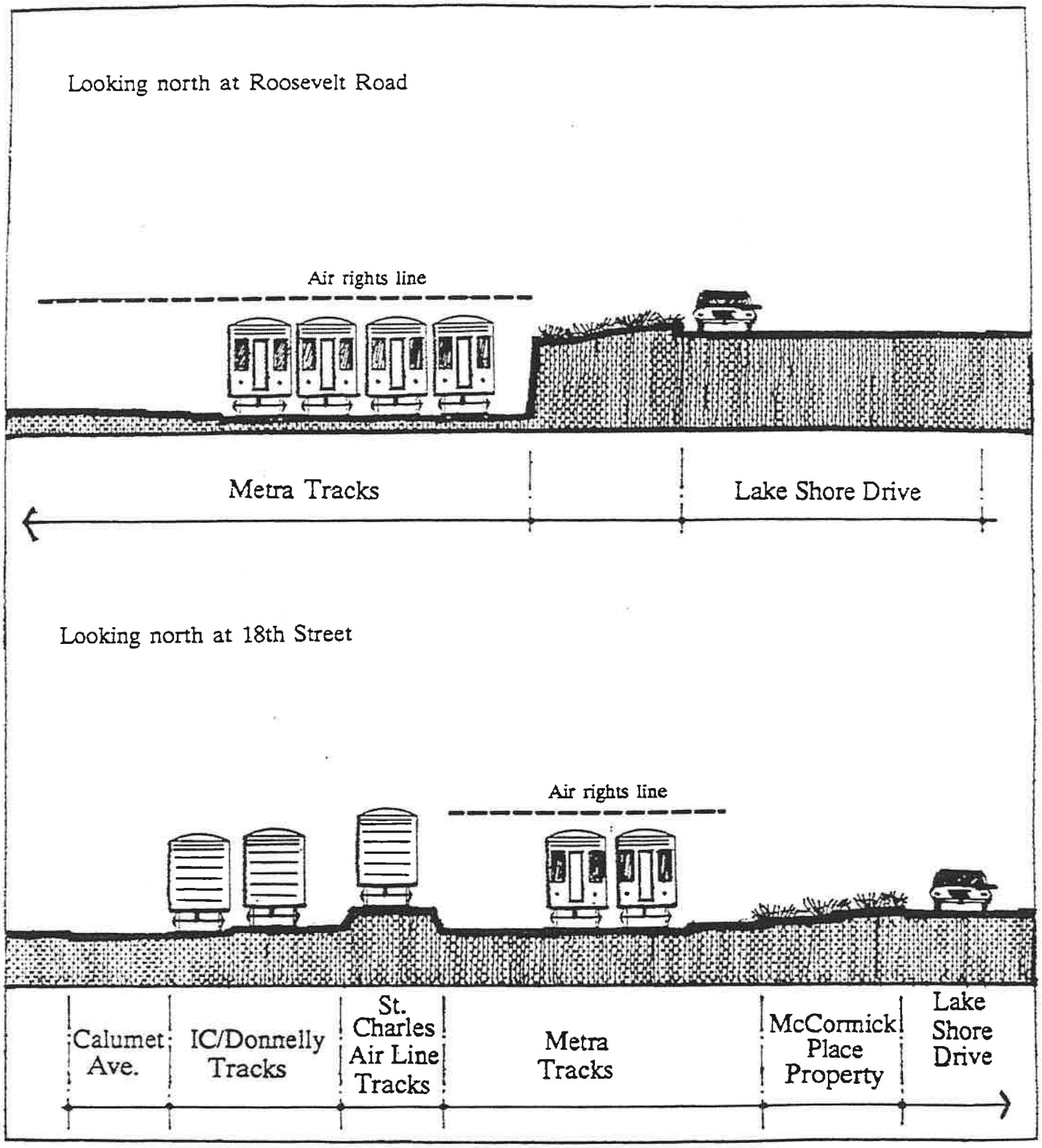


Figure 9. Cross Sections of the Existing Site at Roosevelt Road and 18th Street

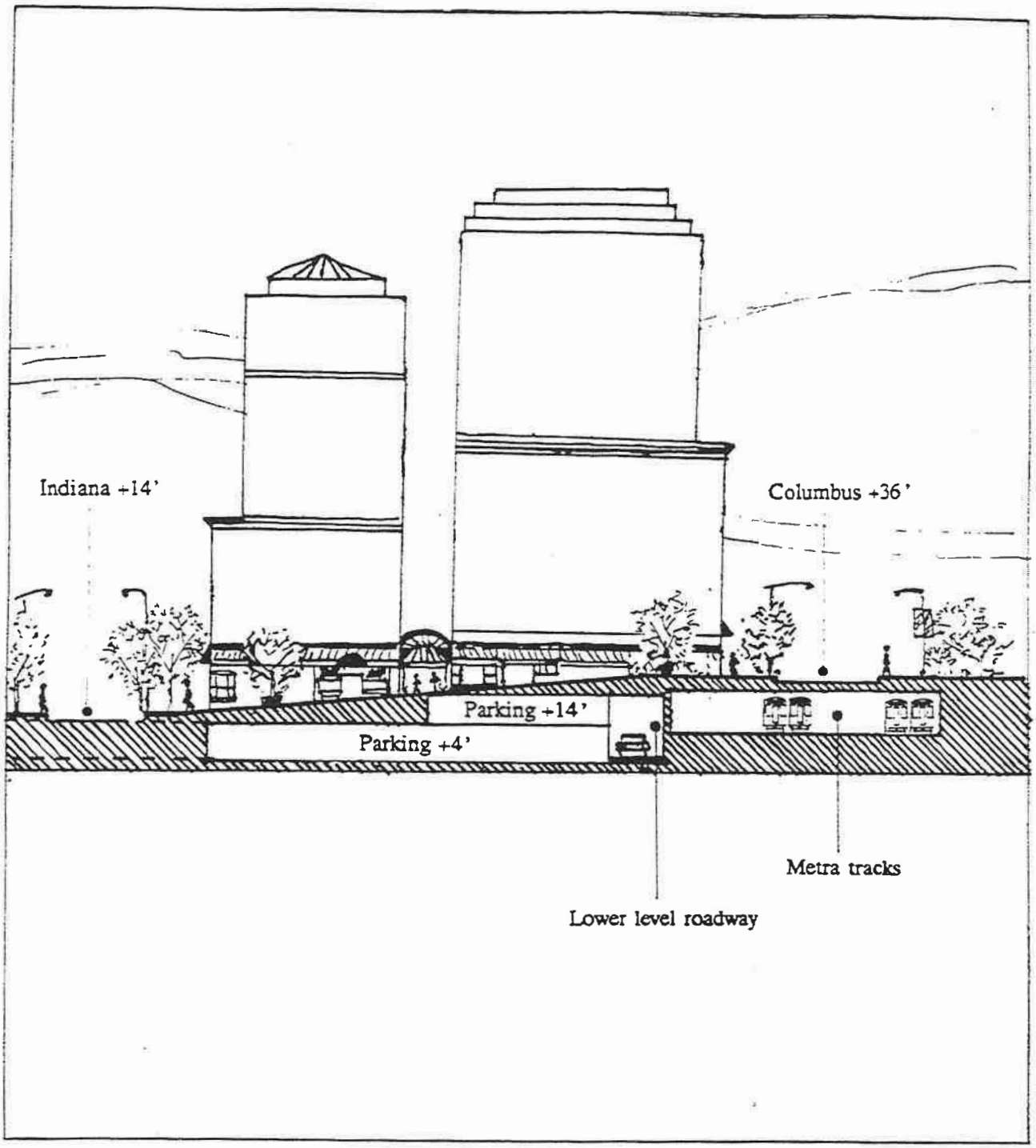


Figure 10. Cross Section of Proposed Development at 13th Street

III. POLICIES

The following are general policies to guide the development of the Central Station properties.

STREETS AND BLOCKS

1. Provide better access between the South and Near South Sides and the downtown and lakefront through creation of better and more frequent east-west and north-south links.

2. Extend the public features of Chicago's historic boulevard system along Michigan and Indiana Avenues.

3. Accommodate the reconstruction of Lake Shore Drive as a two-way parkway on the west side of the Field Museum, with an ample landscaped edge.

4. Design an internal street network that is clear, direct, and easily accessible to the public.

5. Design a street and block plan which integrates the Near South Side with the lakefront.

LAND-USE

6. Encourage a mixture of uses and scales of development that provide a transition from higher densities found in the Loop to the lower densities of the Near South Side.

7. Expand the residential population of the Near South Side and encourage housing types that accommodate a diverse economic and social mix of residents.

OPEN SPACE

8. Complete the south end of Grant Park.

9. Apply the policies of the *Lakefront Plan of Chicago*.

10. Provide formal open spaces that relate to Grant Park and Burnham Park and are connected by the pedestrian street network.

11. Provide sufficient parks and recreational areas related to the needs of new Near South Side residents.

12. Provide for the creation of a greenway corridor along 16th Street from Burnham Park on the lakefront to new parks on the South Branch of the Chicago River.

13. Promote a quality, attractive environment compatible with the museum complex in Burnham Park, provide greater access to

Burnham Park from downtown and the community to the west, and enhance the park setting of the museums.

URBAN DESIGN

14. Present active and appropriately designed edges to the communities on all sides, especially towards Grant Park, Lake Shore Drive, and Michigan Avenue.

15. Respect the prominent architectural quality of the museum complex in Burnham Park and the Michigan Avenue street-walls.

16. Enhance the Prairie Avenue Historic District by improving the accessibility and image of the surrounding community and by creating connections between the District and the Burnham Park museum complex.

17. Protect and frame important views and vistas through the site.

18. Encourage active, landscaped pedestrian-oriented streets.

TRANSPORTATION

19. Encourage a predominant use of public transportation and improve public transportation services to the Central Station site and the surrounding community.

20. Promote the development of a Central Area Circulator system connecting the downtown with McCormick Place and the museums.

21. Provide adequate facilities for circulation within and through the site for pedestrians, public transit, and private vehicles.

ENERGY

22. Promote development which employs the most efficient use of energy resources.

INFRASTRUCTURE

23. Ensure provision of associated parks, open spaces and public facilities on a schedule coordinated with the pace of private development.

24. Promote the design and construction of public infrastructure which encourages quality development.

25. Give funding and scheduling priority to improvements which provide the greatest benefit to the general public.

IV. ISSUES AND PRINCIPLES

A. STREETS AND BLOCKS

Central Station's location between the Loop, McCormick Place, the lakefront and the Near South Side can play a critical role in resolving some of the Near South Side's access and circulation problems. Additional streets and intersections will be needed to accommodate anticipated downtown and Near South Side development. Central Station's streets should provide connections between the existing Chicago street grid to the west and the park drives to the east and north.

1. MAJOR ROADS EXTENDED INTO THE SITE

a. Roosevelt Road

Extending Roosevelt Road from Michigan Avenue to Lake Shore Drive will provide an important link. A key arterial in the regional roadway network, the Roosevelt Road extension would connect the lakefront and Near South Side to areas west of the river and the Dan Ryan Expressway. Roosevelt Road should not connect to Lake Shore Drive until the northbound lanes of the Drive have been relocated to the west side of the Field Museum. A connection of Roosevelt Road with Lake Shore Drive after that time should be designed to prevent undesirable traffic impacts on the museums.

The intersections of Roosevelt Road with Michigan Avenue and Columbus Drive should serve as gateways to development on the Central Station site. Roosevelt Road should be treated as an inviting pedestrian route, connecting the Roosevelt Road CTA rail stations at State-Wabash with the site and the museum complex.

b. Columbus Drive

A Columbus Drive parkway extension would provide direct connections to the Loop and Streeterville. By intersecting with the McFetridge Drive and Roosevelt Road extensions, Columbus Drive would provide the added connections which will make it feasible to relocate the northbound lanes of Lake Shore Drive to the west of the Field Museum and Soldier Field.

A further extension of Columbus to connect with Calumet Avenue and King Drive would provide an additional link from the South Side and the expanding McCormick Place complex to Central Station, downtown, and the Near North Side. It would complement the relocation of Lake Shore Drive by diverting some traffic from the Drive. Its design and alignment must be sensitive to the Prairie Avenue Historic District, which it would abut.

c. McFetridge Drive

Because of the lack of east-west streets across Lake Shore Drive between Balbo Drive and 23rd Street, McFetridge Drive should be extended across the Central Station site to Michigan Avenue. The intersection at Lake Shore Drive, flanked by two parks, would create a formal entry into the museum complex. This extension would add capacity to the street system, and provide improved traffic circulation and distribution in all directions.

d. 14th Street

Paired with McFetridge Drive, the extension of 14th Street would provide an east-west connection from Columbus Drive to Indiana and Michigan Avenues. Fourteenth Street will also provide southbound access to Lake Shore Drive via a one-way ramp.

e. 16th Street and 18th Street

As part of the policy to increase the frequency and quality of connections to the lakefront, it is the City's long-term goal to link both 16th and 18th Streets to the lakefront. Currently, the rails of Metra and the St. Charles Air Line make that very difficult, but final designs for the Central Station property and the realignment of Lake Shore Drive should take this goal into consideration. Of the two, only 18th Street would have any likelihood of having an interchange with Lake Shore Drive.

f. Indiana Avenue

Indiana Avenue now terminates at Roosevelt Road. These Guidelines recommend that traffic coming up Indiana be distributed to Michigan and Columbus at McFetridge (once those streets are in place) because it would be very difficult to maintain a functional intersection with a Roosevelt Road rising at this point to cross the Metra tracks. The alignment of Indiana between McFetridge and Roosevelt should remain in public ownership and be maintained for pedestrian access and a view corridor.

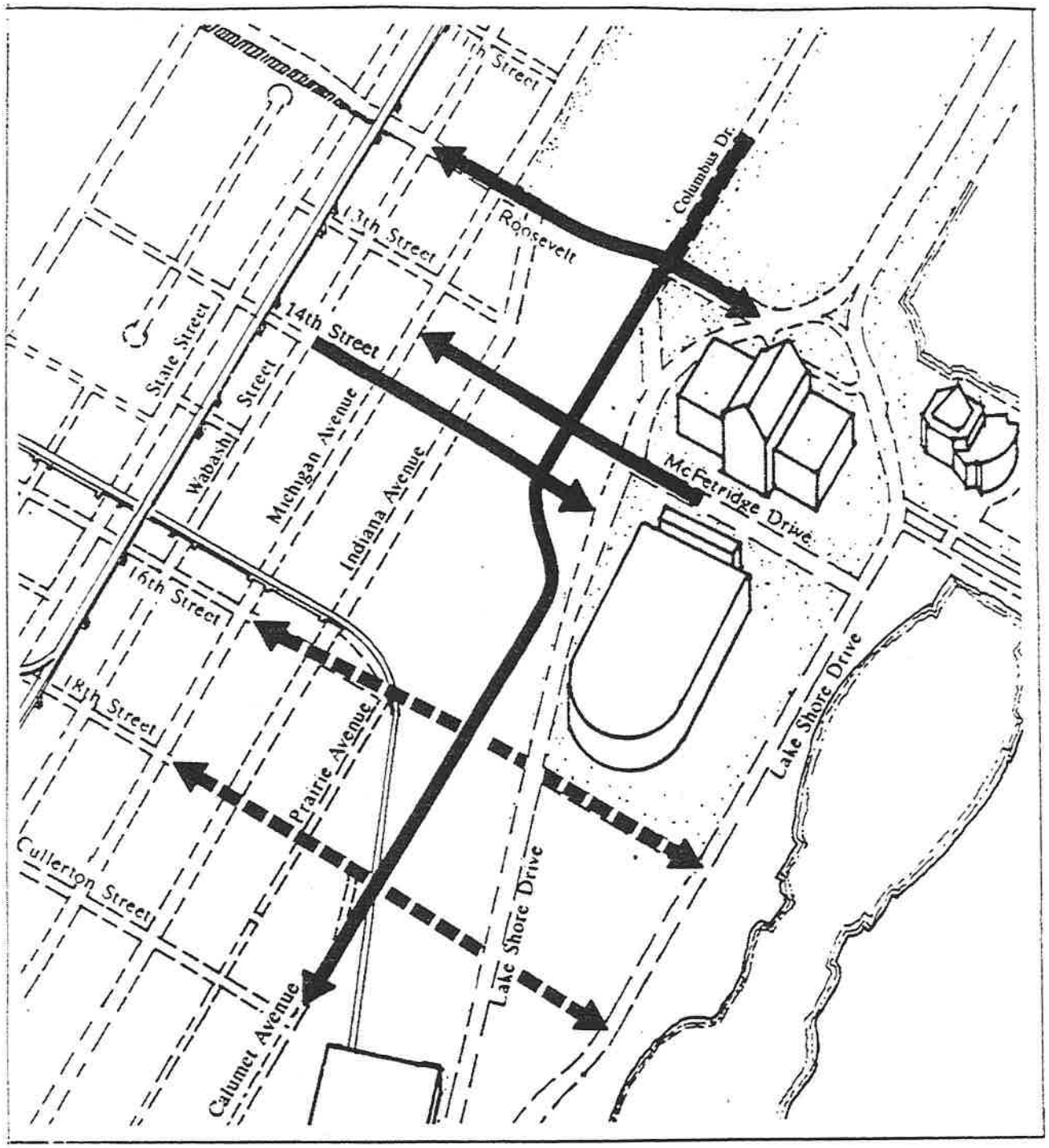


Figure 11. Major Roads Extended into the Site

2. LAKE SHORE DRIVE RELOCATION

Relocation of northbound Lake Shore Drive to the west of the Field Museum is a high priority. It will help create a campus atmosphere for the museums by removing the heavy flow of traffic from their midst, returning much of the existing pavement of the northbound lanes to park uses, and creating a heavily landscaped parkway along the western edge of the museums. It would also permit the envisioned intersections of Lake Shore Drive with extensions of Roosevelt Road and McFetridge Drive to function smoothly without surrounding the Field Museum with traffic.

The design of a realigned Lake Shore Drive illustrated here foresees a heavily landscaped grade-level parkway with signalized intersections at Roosevelt Road and McFetridge Drive. There should be a sloping, bermed, and landscaped buffer between Lake Shore Drive and the Central Station development. Any visible structures along Lake Shore Drive should be designed with great sensitivity.

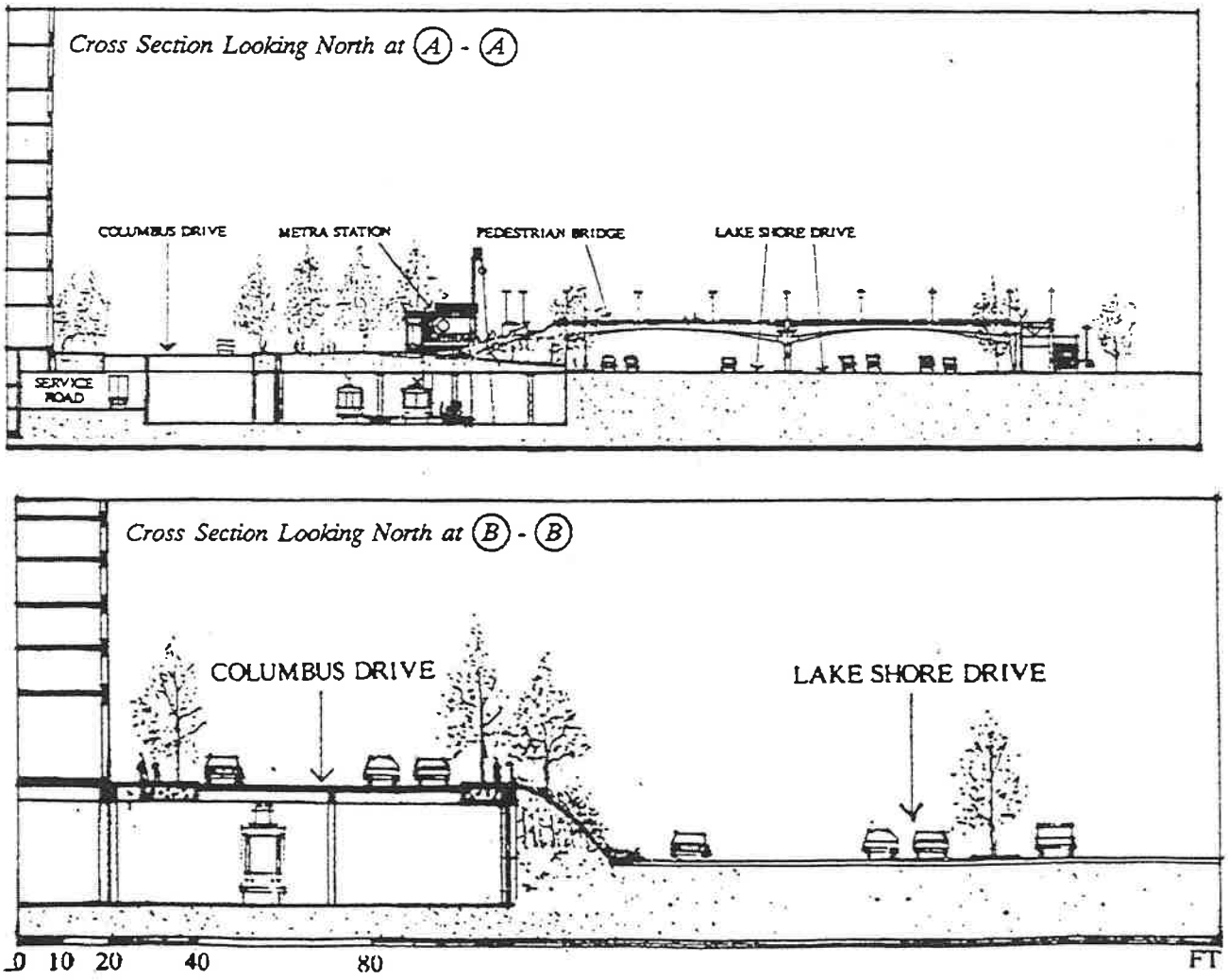


Figure 12. Illustrative Cross Sections through a Realigned Lake Shore Drive

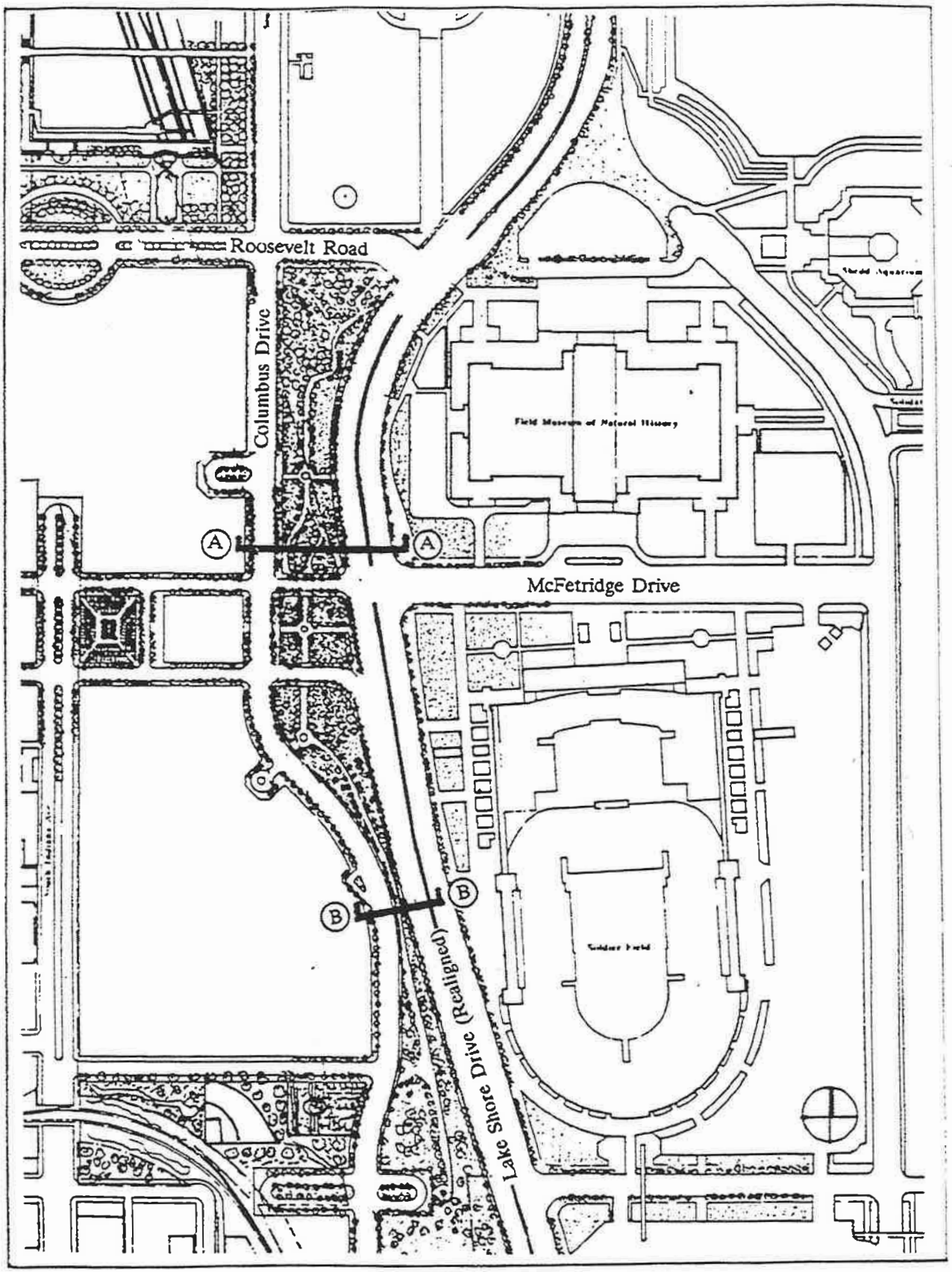


Figure 13. Illustrative Plan of Realigned Lake Shore Drive with Extensions of Roosevelt Road, Columbus Drive, and McFetridge Drive in Place

3. CONNECTIONS TO THE LAKEFRONT

Design of Central Station should promote better pedestrian and vehicular access between the Near South communities and the lakefront by:

- Providing a signalized, at-grade connection at Roosevelt Road and Lake Shore Drive, with a pedestrian overpass;
- Providing a signalized, at-grade connection at McFetridge Drive and Lake Shore Drive, with a pedestrian overpass;
- Providing for eventual connections of 16th and 18th Streets to the lakefront, though not necessarily with Lake Shore Drive.

Pedestrian bridges over Lake Shore Drive should be handicapped-accessible and sensitively designed to complement the setting of the museum complex.

4. LINKS WITH THE SOUTH SIDE BOULEVARD SYSTEM

To create a strong identity for the western edge of the Central Station site and the surrounding area, the major public open space features of Chicago's 28-mile boulevard system should be extended onto Michigan and Indiana Avenues. The opportunity should be taken to restore Michigan and Indiana Avenues as landscaped boulevards, completing the historic link between Grant Park, King Drive and Chicago's regional parks.

Paired with Michigan Avenue, Indiana Avenue would function as a boulevard, lined with trees, street furniture and landscaped medians and edges. An extended McFetridge Drive would serve to connect Michigan, Indiana, and Columbus to each other and the lakefront. Although heavily landscaped, Michigan and Indiana Avenues south of Roosevelt Road would not be subject to the traffic restrictions that apply to Chicago's official boulevards.

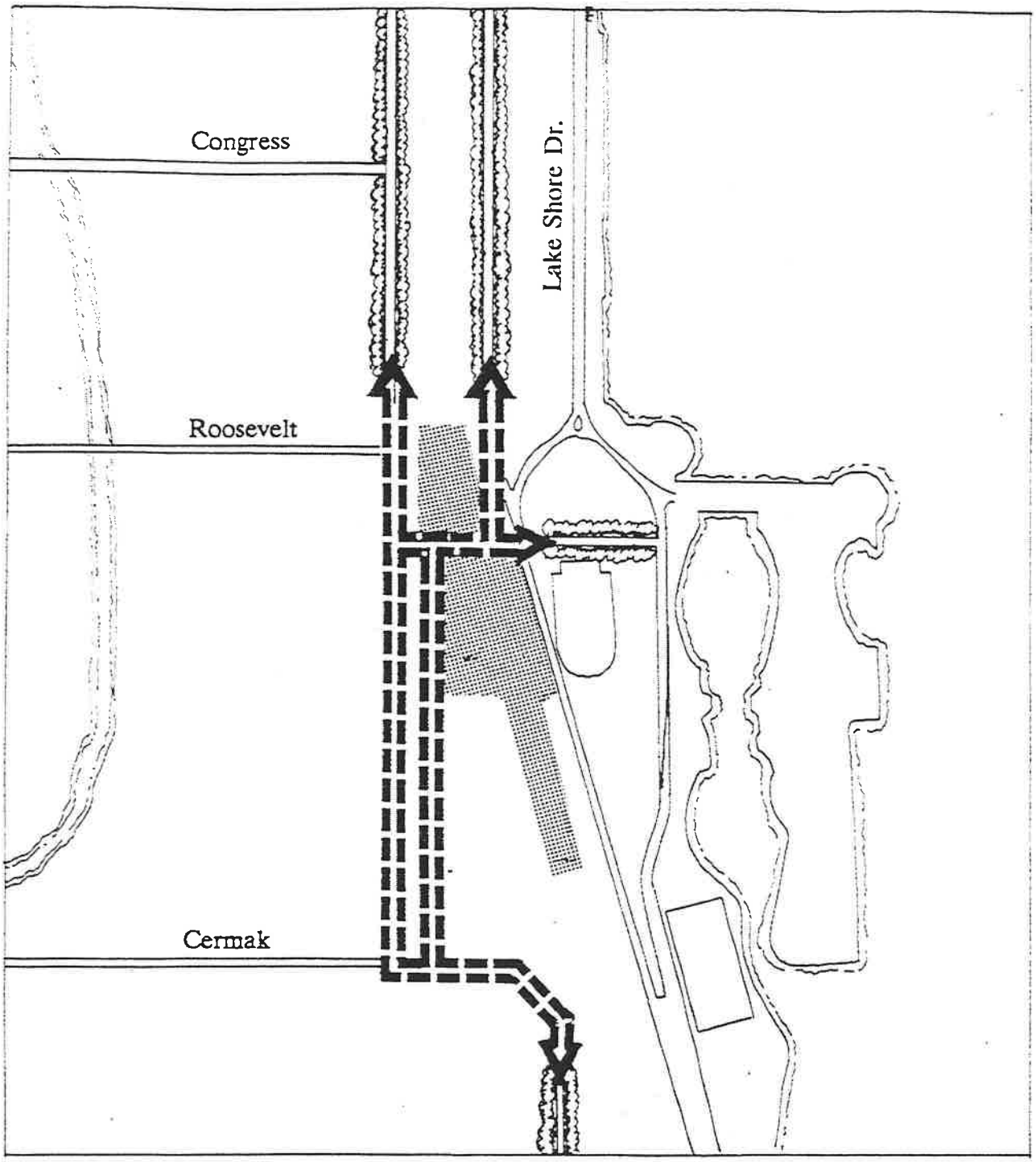


Figure 14. Links with the South Side Boulevard System

5. SOUTH MICHIGAN AVENUE

South Michigan Avenue is the primary arterial street for the Near South Side and should serve as its prestigious boulevard.

Future development along South Michigan Avenue should establish a major presence for the Near South Side, and provide clear connections to the Central Station development. Policies for Michigan Avenue include:

- Promote a tree-lined, landscaped boulevard between Roosevelt and Cermak Roads that extends the South Side boulevard system;

- Create a presence for development along Michigan Avenue and spread the impact of redevelopment westward;

- Clear underutilized and blighted commercial buildings from the area and rehabilitate architecturally significant structures;

- Create landscaped connections to the Central Station site at the McFetridge Drive and 14th Street intersections;

- Extend McFetridge Drive to Michigan Avenue to establish a clear landscaped link to the museum complex and lakefront from Michigan Avenue;

- Widen Michigan Avenue from Roosevelt Road to 14th Street to the proportions it has north of Roosevelt in order to accommodate traffic without unnecessarily burdening other area streets.

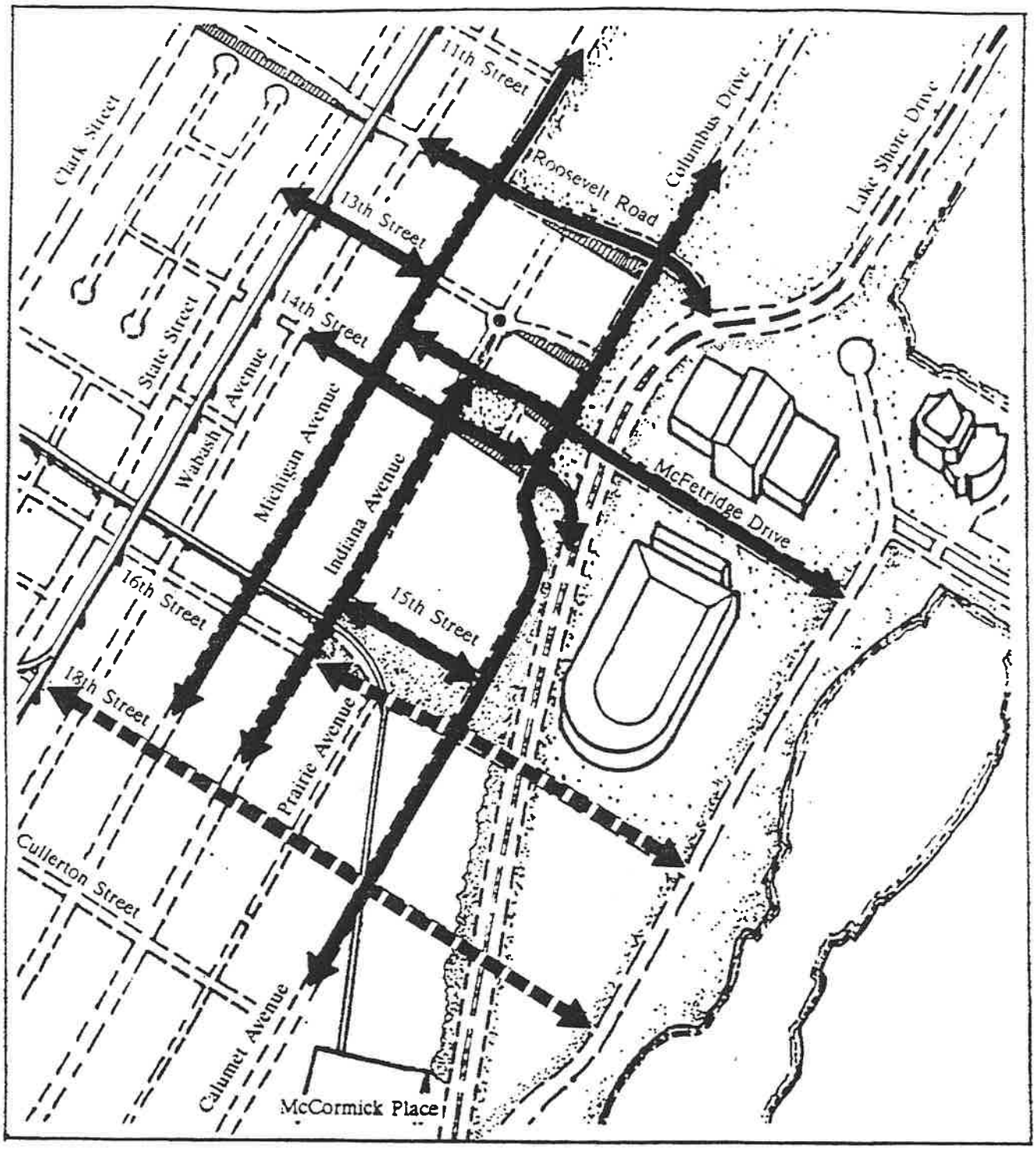


Figure 15. Vehicular Circulation Plan

6. CONNECTIONS TO McCORMICK PLACE

The extension of Columbus Drive to Calumet Avenue and King Drive, in conjunction with upgrading Michigan and Indiana Avenues, will establish clear, strong connections with an expanding McCormick Place. This can encourage both a reorientation of McCormick Place toward the west, away from the lakefront, and reduce reliance on Lake Shore Drive as the primary access to the exhibition complex.

7. LOWER LEVEL ROADWAY NETWORK

By taking advantage of the existing grade changes from Indiana Avenue to Lake Shore Drive, a lower level roadway system could remove most service vehicles from local streets. Service vehicles would approach Central Station from Michigan, State or Wabash and enter the lower level directly at 13th, 14th and 15th Streets.

Additional access to lower level parking would be from discrete locations off major streets on the perimeter of the development blocks. A sensitively designed entry could make it possible to add an outlet at 11th Street in Grant Park, though only with approval of the Chicago Park District. In addition, any lower level roadway network should be designed to ensure service vehicle access to Metra's facilities.

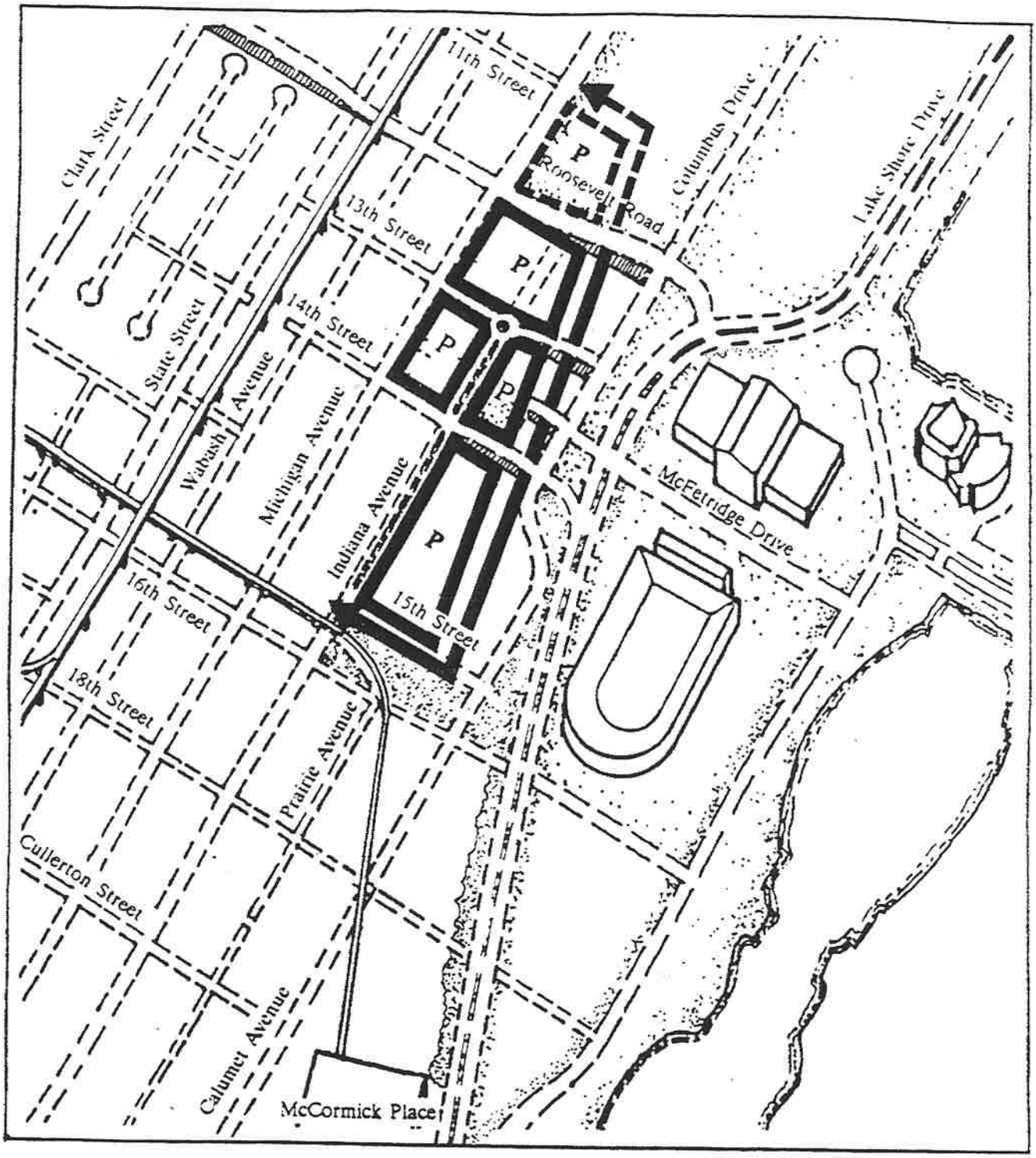


Figure 16. Lower Level Roadway Network

Lower level roadway

P Areas available for parking facilities

P Potential roadway and parking facilities underneath Grant Park

8. INTERNAL STREET SYSTEM

The exact location and character of internal streets within each block will be determined in the forthcoming Planned Development process. These internal streets are meant to provide local pedestrian and, perhaps in some cases, vehicular access to serve anticipated development.

The following corridors should be created in the internal street layout within the Central Station blocks:

- A north/south corridor on line with Indiana Avenue, from McFetridge Drive to Roosevelt Road. Between McFetridge and 13th, this should be a vehicular/pedestrian service drive; Between 13th Street and Roosevelt Road, it could be a pedestrian-only zone.

- A mid-block north/south corridor between Indiana Avenue and Columbus Drive from Roosevelt Road to 15th Street.

- A mid-block east/west corridor between Roosevelt Road and 13th Street that begins at Michigan Avenue and ends at Columbus Drive.

- An east/west corridor on line with 13th Street, from Michigan Avenue to Columbus Drive.

- A mid-block east/west corridor between 14th and 15th Streets that begins at Indiana Avenue and terminates at Columbus Drive.

The following are general performance criteria to guide the mapping of internal streets:

- All internal streets should be pedestrian oriented. Mixed local vehicular and pedestrian traffic on these streets is preferred. Retail and lobby entrances should be oriented to the interior and exterior streets, wherever appropriate;

- All internal streets should be publicly accessible;

- All internal streets should provide clear, direct paths through the block with minimal curves and obstructions. The streets should reach the perimeter of the block in the most efficient manner;

- Internal streets should have direct and public connections to public open spaces, transit facilities, and major streets wherever relevant. Internal streets should have strong visual ties to major streets and function as extensions of these streets;

- Internal streets should connect and provide direct access to interior open spaces, such as winter gardens and gallerias, wherever appropriate.

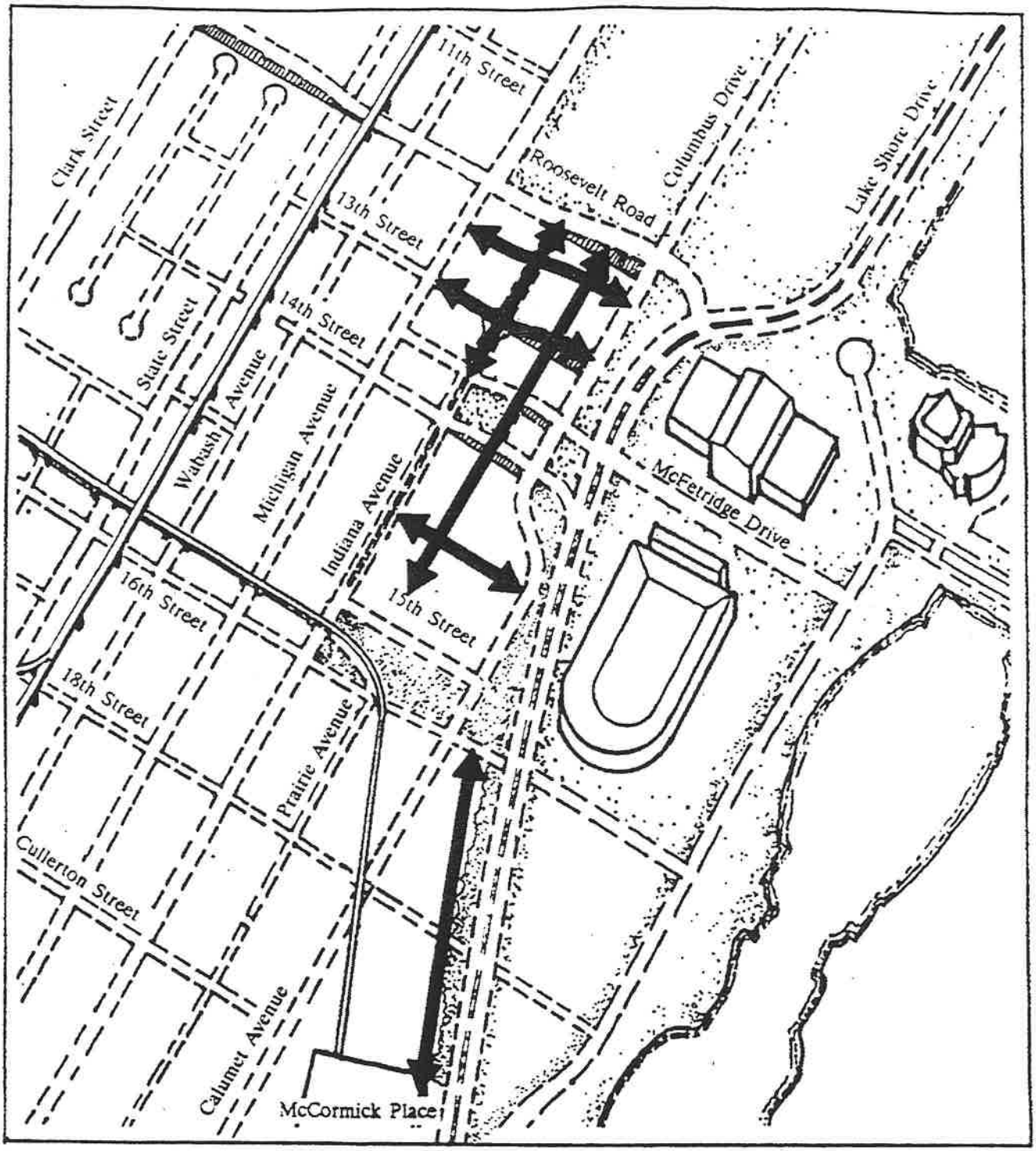


Figure 17. Internal Street System

Proposals for pedestrian-only streets must satisfy these criteria:

- All pedestrian-only streets should be at-grade or at deck-grade. Above-grade skywalks are strongly discouraged.

- Any covered portion of the street that functions as part of the internal open space system should be publicly accessible and skylighted to the extent possible.

B. LAND-USE

1. COMPATIBILITY WITH ADJACENT USES AND DENSITY

Development on the Central Station site should reflect adjacent land-use and density. Central Station's overall density should conform with the underlying zoning, and be distributed in a step-down fashion to provide a clear transition from the higher densities found in the Loop and the lower densities found in the Near South Side. Figure 17 identifies the location of each development sub-area.

Higher density, commercial land uses should be located in the **Michigan /Columbus Gateway** portion of the site, completing the commercial frontage of Grant Park. The scale of development in this sub-area should provide a transition between the towers in the Loop to the mid- and low-density development to the south. If the proposed major roadway improvements and traffic mitigation program are in place, the area should be able to support high-density office and retail uses. Hotel, local retail, institutional, mart, exhibition, and residential uses are also encouraged within this area to promote 24-hour activity.

The center portion of the site, the **Lake Shore** sub-area, should be a primarily residential neighborhood, reflecting the expanding South Loop residential community to the west, and respecting the small-scale character of the Prairie Avenue Historic District. Any office development should be sited on the northern portion of the sub-area along 14th Street and should not be located within the heart of the residential neighborhood. Local retail would be appropriate along Indiana Avenue.

The City wishes to encourage diversity for the Near South Side neighborhood. While it is anticipated that Central Station will contain market-rate housing, a variety of housing types are encouraged with equal opportunity for a broad economic and social range of residents ensured.

To the south, the **Harbor-View** sub-area should be primarily related to the exposition and convention facilities at McCormick Place by providing visitor and hotel related uses. This area is also ideal for attracting convention-related business facilities.

Retail uses should be permitted in all sub-areas. In the Michigan Avenue/Columbus Gateway district, retail should be designed to serve the office population and visitors/tourists to the neighboring parks and museum complex. Local retail that supports residential areas in the Lake Shore/15th Street sub-area and the surrounding Near South Side should be focused along Indiana Avenue.

Any exhibition space provided in the Michigan/Gateway and Harbor-View sub-areas should be designed for mart, permanent exhibition, and/or support uses. Large exhibition facilities, of the scale of those at McCormick Place, are not allowable.

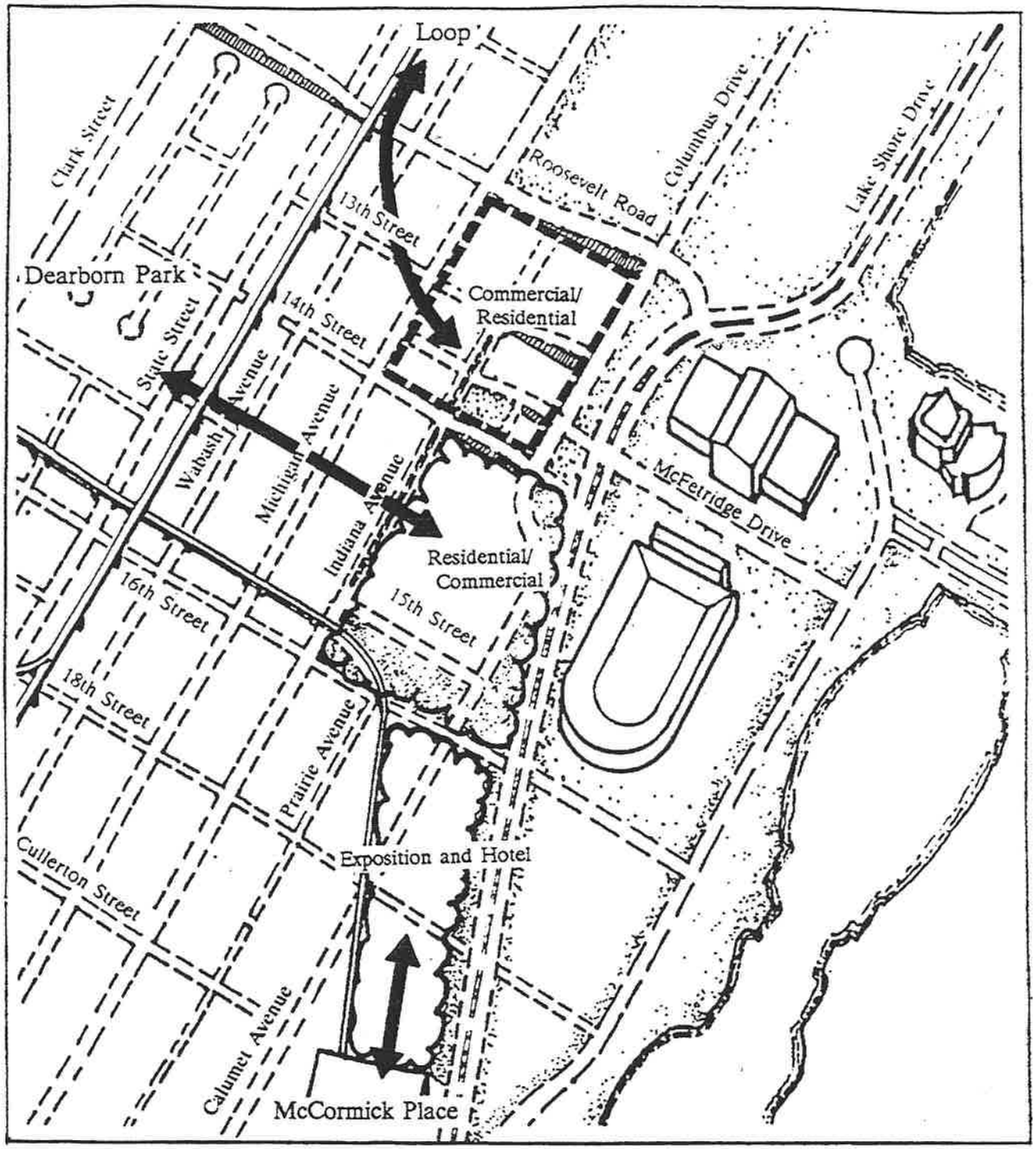


Figure 18. Compatibility with Adjacent Land Uses

2. DEVELOPMENT PARAMETERS

The Bulk and Land-Use Parameter Tables suggest development controls for Central Station. It proposes the maximum bulk for:

1) the overall project;
2) each of the subareas; and
3) each of the major use categories.

The City has analyzed the preliminary data regarding the Central Station site and the South Loop/Near South Side, and, assuming construction of necessary streets, utilities, etc., has concluded that the Central Station site could accommodate a base development potential of 17,250,000 square feet of floor area (approximately 7.30 FAR) without creating adverse impacts on the street and transit infrastructure in the area. This is consistent with the base maximum allowable floor area available to the site under the existing C3-5, C3-7, and B7-6 zones. Nevertheless, the City encourages development of the Central Station site and the City believes that, given the plan for Central Station presented in these Guidelines and conditioned on the commitment by the developer to a program for traffic mitigation, the total maximum floor area for the site could be set at 19,485,000 square feet (approximately 8.25 FAR), which incorporates a maximum of 7,500,000 square feet of office uses.

The Transportation section of these Guidelines contains more information on traffic mitigation. A Planned Development Ordinance for the Central Station site which permits a maximum of 19,485,000 square feet of development should reflect the recommendations of these Guidelines related to traffic mitigation.

The Bulk and Land-Use Parameter Tables distribute development potential among the four sub-areas and five land use categories.

The Bulk Table establishes the maximum development potential for each of the sub-areas, regardless of use.

The Land-Use Table establishes the maximum floor area in each use category for each sub-area and the entire development. This permits some flexibility in mixing land-uses.

The overall floor area for the office use in the development should not exceed 7,500,000 square feet under any circumstances, and that level of office development should be conditioned upon the Central Station developer committing to a program for traffic mitigation as prescribed in these Guidelines.

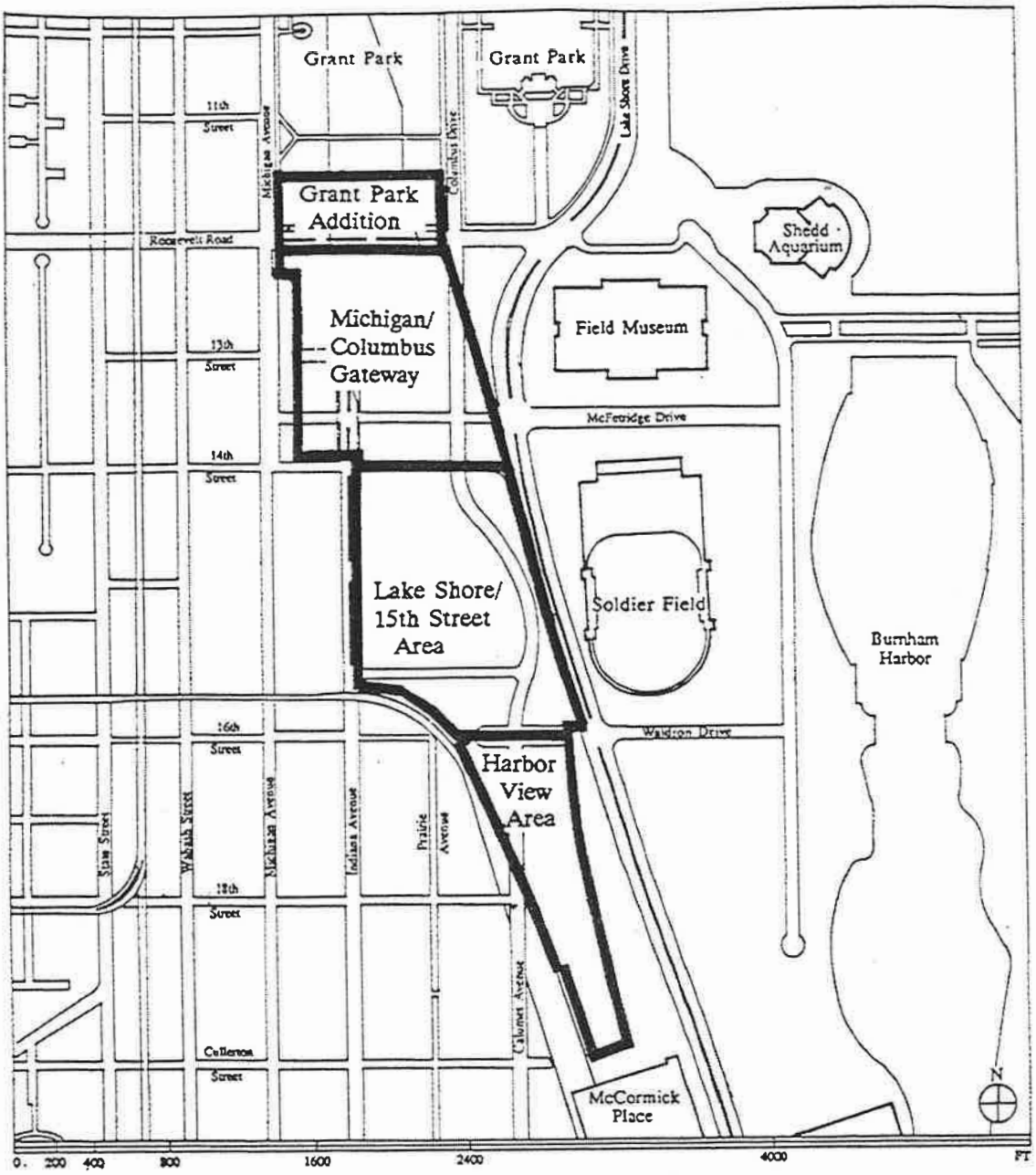


Figure 19. Development Sub-areas

Central Station Bulk Parameters Table
(S.F. = Square Feet)

SUBAREA	GRANT PARK ADDITION	MICHIGAN-COLUMBUS GATEWAY	LAKE SHORE AREA	HARBOR VIEW AREA	PROJECT MAXIMUM
Net Site Area	Not Applicable	860,066 S.F.	1,002,970 S.F.	500,514 S.F.	2,363,550 S.F.
Maximum Floor Area Ratio	0.0 F.A.R.	10.76 F.A.R.	6.42 F.A.R.	7.59 F.A.R.	8.25 F.A.R.
Permitted Floor Area	Not Permitted	9,250,000 S.F.	6,435,000 S.F.	3,800,000 S.F.	19,485,000 S.F.

Central Station Land-Use Parameters Table
(S.F.= Square Feet)

USE CATEGORY	GRANT PARK ADDITION (1)	MICHIGAN-COLUMBUS GATEWAY	LAKE SHORE AREA (2)	HARBOR VIEW AREA	PROJECT TOTAL CANNOT EXCEED (3)
Maximum Residential (4)	-0-	3,300,000 S.F. (3,000 Units)	6,050,000 S.F. 5,500 Units	2,200,000 S.F. 2,000 Units	10,450,000 S.F. 9,500 Units
Maximum Hotel (5,6)	-0-	1,375,000 S.F. 2,500 Rooms	660,000 S.F. 1,320 Rooms	1,375,000 S.F. 2,500 Rooms	1,925,000 S.F. 3,500 Rooms
Maximum Office (7,)	-0-	7,500,000 S.F.	600,000 S.F.	3,000,000 S.F.	7,500,000 S.F.
Maximum Retail/ Commercial (9)	-0-	500,000 S.F.	200,000 S.F.	500,000 S.F.	1,000,000 S.F.
Maximum Exhibition, Mart, Institutional (8)	-0-	1,000,000 S.F.	-0-	2,000,000 S.F.	3,000,000 S.F.

Footnotes to the Land-Use Parameters Table:

1) No development allowed in the Grant Park Addition except public facilities approved by the Chicago Park District.

2) Development of parcels with frontage on the Lakefront between 14th Street and 16th Street shall be restricted to residential, local retail and related uses. Office uses shall be restricted to parcels fronting 14th Street between Indiana and Columbus Drive. Local retail uses shall be permitted along Indiana Avenue between 14th and 15th Streets.

3) This column establishes maximum land-use totals allowed in the entire Central Station project.

4) The maximum residential floor area for project: 10,450,000 S.F. Dwelling units figured at 1,100 S.F./Unit.

5) The maximum hotel floor area for project: 1,925,000 S.F. Rooms figured at 550 S.F./Room.

6) Hotel floor area, where permitted, may be converted to residential floor area in any subarea at the ratio of 1:1.

7) Office uses include office and related uses.

8) Exhibition, Institutional, Mart, and related uses are not anticipated to have a major impact on the normal AM and PM rush-hour traffic.

9) Retail, Commercial and related uses include all uses permitted within the C3-5 zoning district other than residential, office, exhibition and institutional uses. Uses listed as special uses within the C3-5 zoning district provisions may also be permitted if they are determined at the time of Master Plan approval to be designed, located, and proposed in a manner which will not adversely impact the public health, safety, or welfare.

C. OPEN SPACE

1. PROVIDE DIFFERENT TYPES OF OPEN SPACES

Central Station should contribute to the Near South Side's open space system and connect these spaces through its pedestrian network. The site is framed by the city's exceptional recreational and cultural amenities--Grant Park, Lake Michigan, the museums, Soldier Field and Burnham Harbor. With the dedicated public parks, open space buffers and privately maintained internal open spaces, the development should achieve an open space standard equivalent to 20 percent of net site area.

The new open spaces should enhance connections to the larger park system. By extending Columbus Drive, the formal landscaping established by Grant Park can be continued along the west side of the Field Museum.

With the extensions of McFetridge Drive and 14th Street, the new street and park corridor system would enhance the connection between the existing community and the lakefront.

The neighborhood park between 15th Street and 16th Street should provide a link in the envisioned 16th Street green corridor connecting the lakefront and the South Branch of the Chicago River.

The following section describes the general character of each Central Station open space.

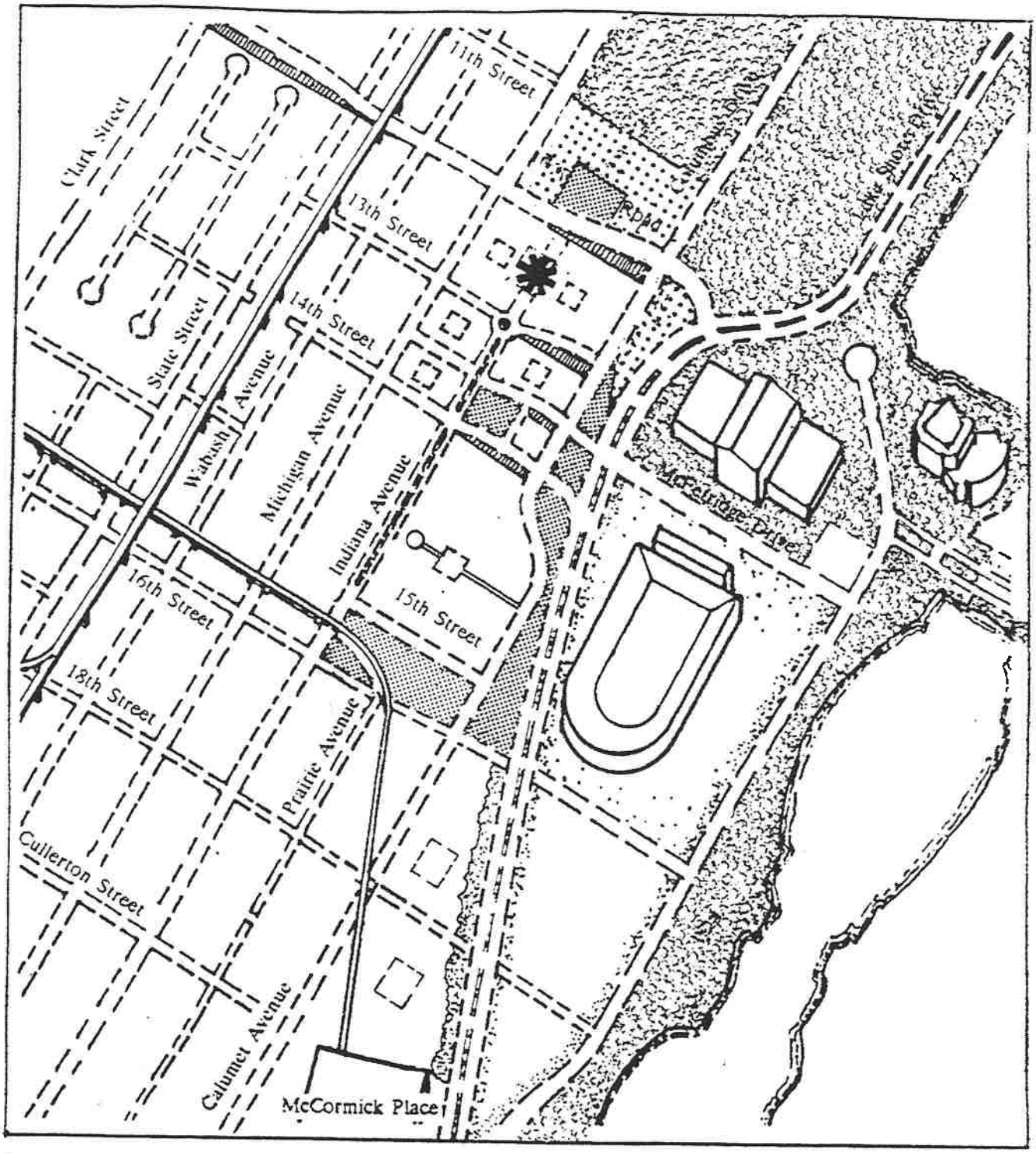


Figure 20. Open Space

Existing public parks

New on-site public parks and open space

New off-site public parks and open space

Internal block open space, not mapped

Public "winter garden"

2. GRANT PARK COMPLETION

Presently, the southern end of Grant Park is unfinished because of railroad tracks and storage, Park District maintenance sheds, a Metra station, and parking. Multiple ownership of both the fee and the air-rights--the Chicago Park District, Metra, Central Station, and the Illinois Central Railroad--necessitates cooperative planning of these parcels under the leadership of the Chicago Park District, which has already initiated a planning effort for all of Grant Park with the input from other public agencies and various civic groups.

A Design to Finish Grant Park

Finishing the southern edge of Grant Park will complete Chicago's front yard. Elements of this redevelopment might include:

- **Edges.** Roosevelt Road, developed as a major pedestrian and vehicular link between Michigan Avenue and Lake Shore Drive, should define the southern edge of Grant Park. Development along Roosevelt Road should frame the park, as happens along Randolph Street to the north and Michigan Avenue to the west. A formal gesture in this facade, which might include a grand colonnade and landscaped crescent on axis to the park, could extend the formal Grant Park scheme into the site.

- **Formal Garden Design.** In keeping with the Chicago Park District's effort to restore Grant Park to its formal, French garden design, the southern end should be designed in keeping with the original design program. The formal, Beaux Arts plan, with groves of trees, paths, monuments, stone terraces, park seating and lighting should be extended to the southern edge.

- **Parking Garage or Maintenance Facility.** Taking advantage of the existing grade change, a landscaped decked underground garage, similar to the garage at Monroe Street could be considered. This lower level might be used for parking or for a Park District maintenance facility relocated from its present location along the west side of Columbus Drive, north of Roosevelt Road.

- **Access Portal at 11th Street.** An access portal to the underground garage and Central Station's lower level service road at 11th Street could be incorporated into the Grant Park design, emphasizing formal park features such as monuments, walks and walls. If done, it should be designed to safely separate vehicles and pedestrians. The Chicago Park District will have to determine the design and desirability of this feature.



Unfinished south end of Grant Park north of Roosevelt Road

Improved Grant Park at 9th Street



Figure 21. Existing South End of Grant Park

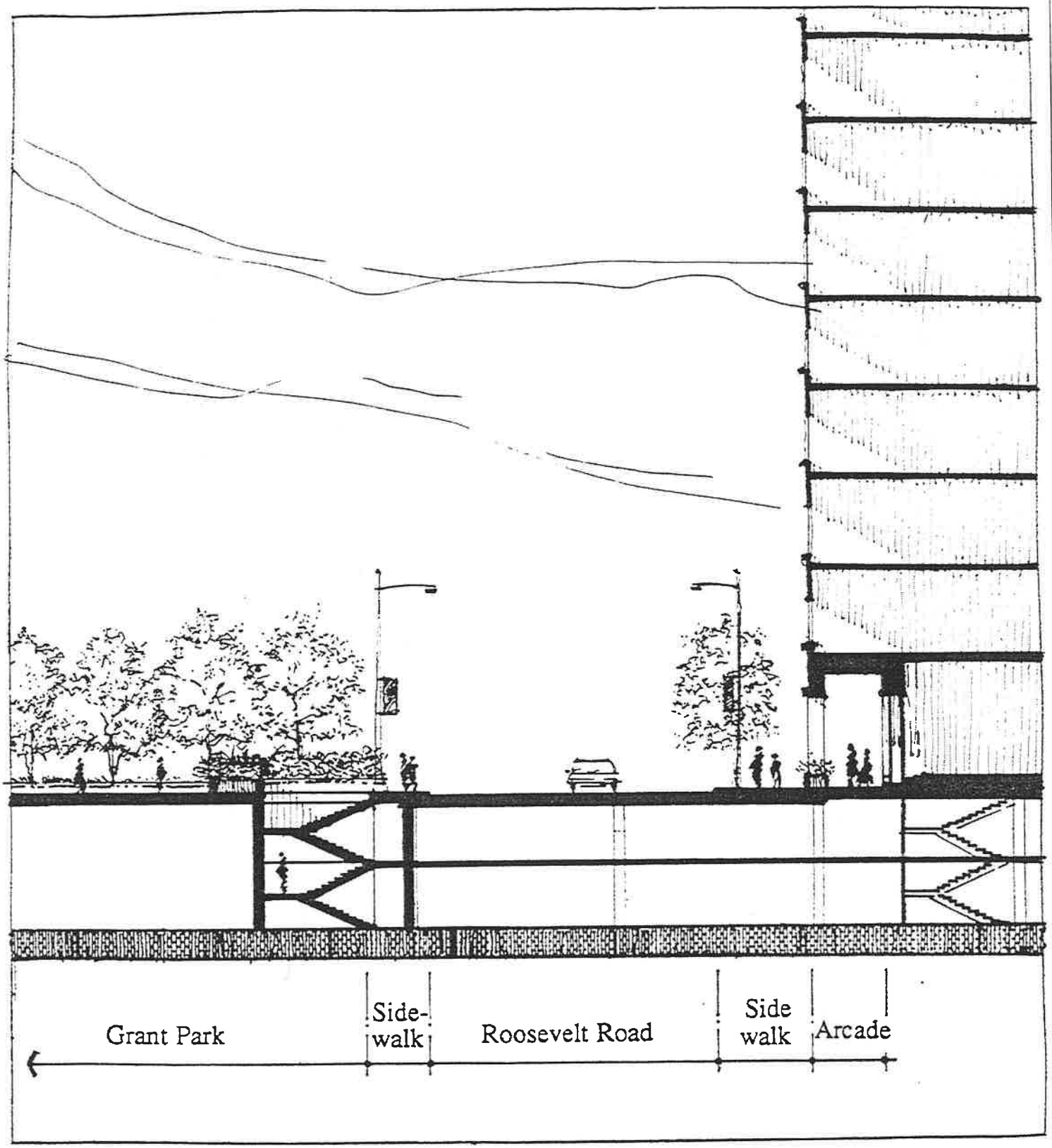


Figure 22. Cross Section of the Proposed Development Looking East through the South End of Grant Park and Roosevelt Road

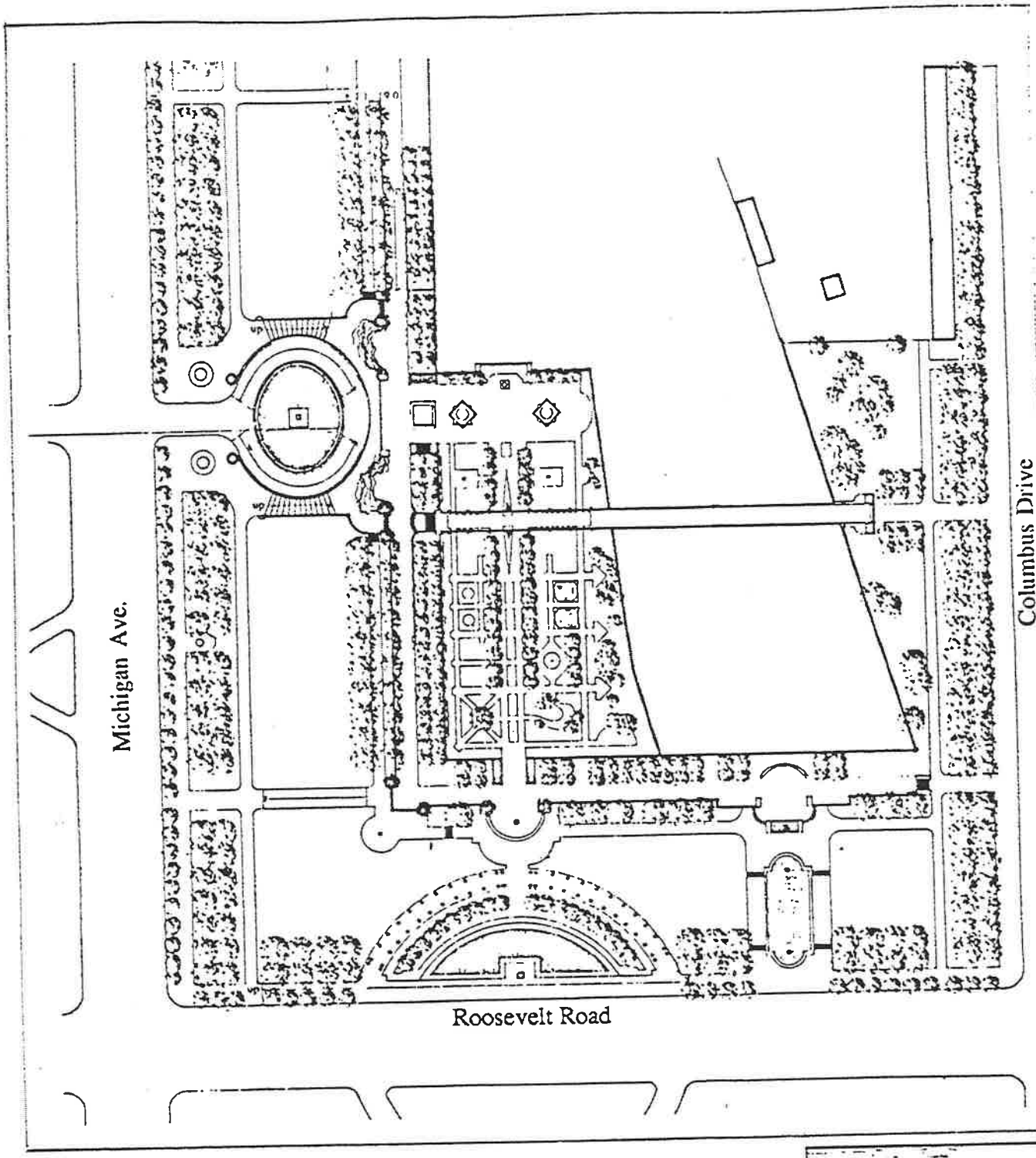
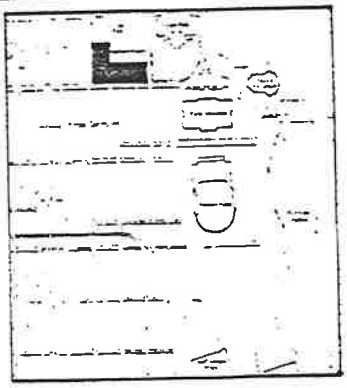


Figure 23. Suggested Scheme for the Completion of Grant Park

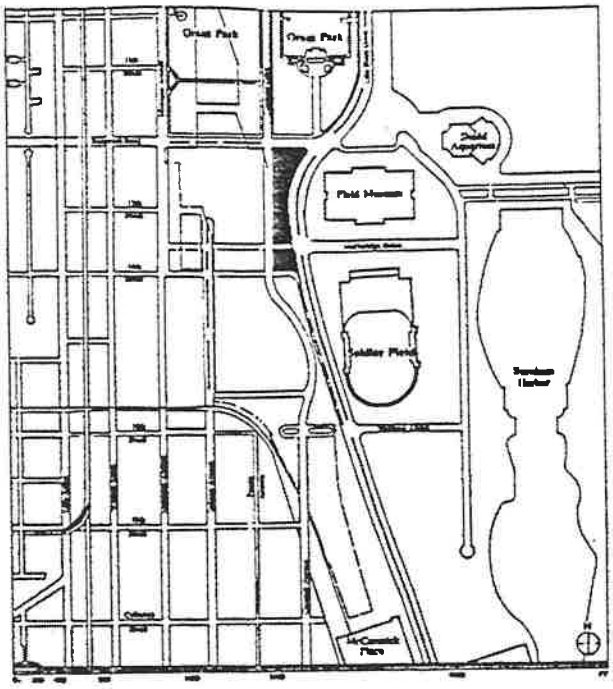


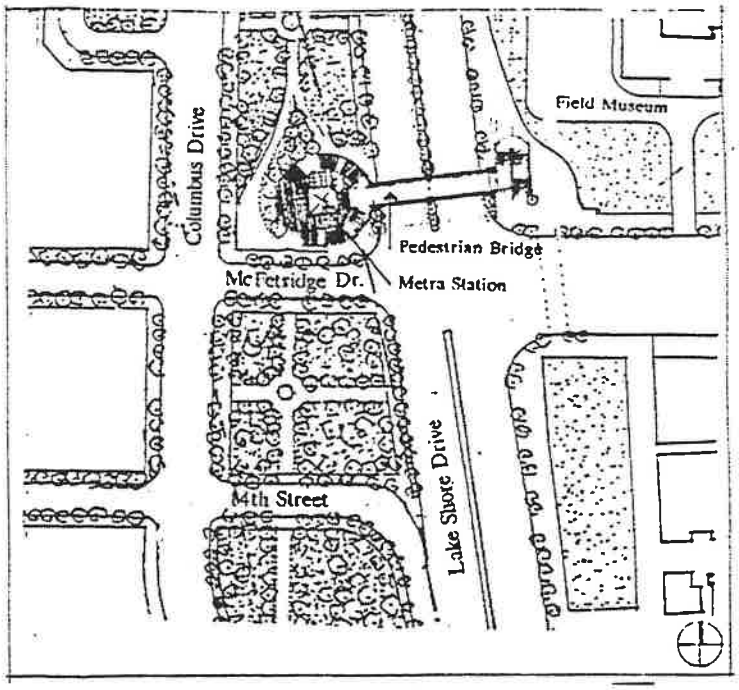
3. COLUMBUS-LAKE SHORE DRIVE PARKS

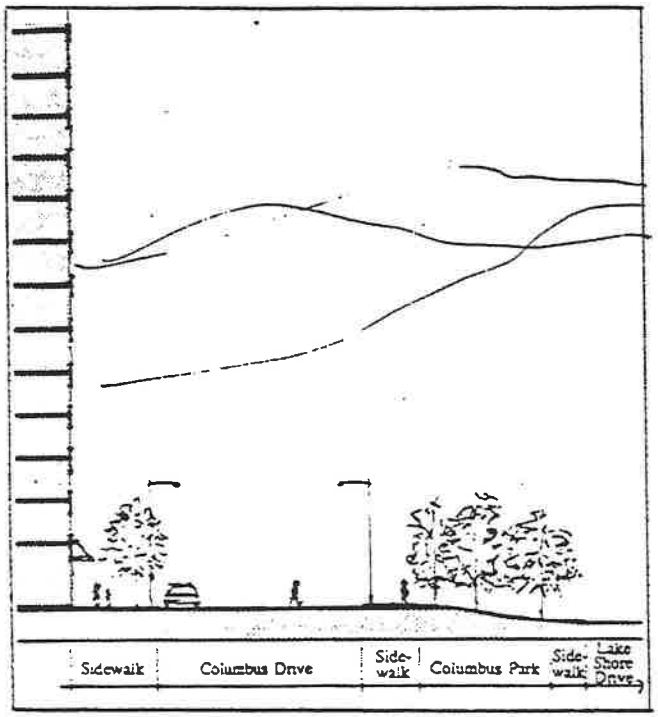
The extension of Columbus Drive should create two parks along its east side. These parks represent newly-created links between Grant Park and the museum complex. The design should establish a transition from the formal character of Grant Park to the informal nature of Burnham Park, and promote strong pedestrian connections between Roosevelt Road, McFetridge Drive and the museums. At McFetridge Drive, there could be an entrance to the southern end of the relocated Metra station located under the park, further strengthening the connection to the museums.

The north park would be approximately 4.42 acres, mostly on existing public property, but with a portion over the air rights. The south park would be 1.12 acres, almost all of which would be on air rights.

If the adjacent segment of Lake Shore Drive is widened to accommodate the relocation of the northbound lanes, these parks, though reduced in size, would serve to landscape the Drive and buffer the traffic impacts. Also, a greater amount of land would be added to Burnham Park from the old northbound pavement area of Lake Shore Drive, which would consolidate the now fragmented Burnham Park.







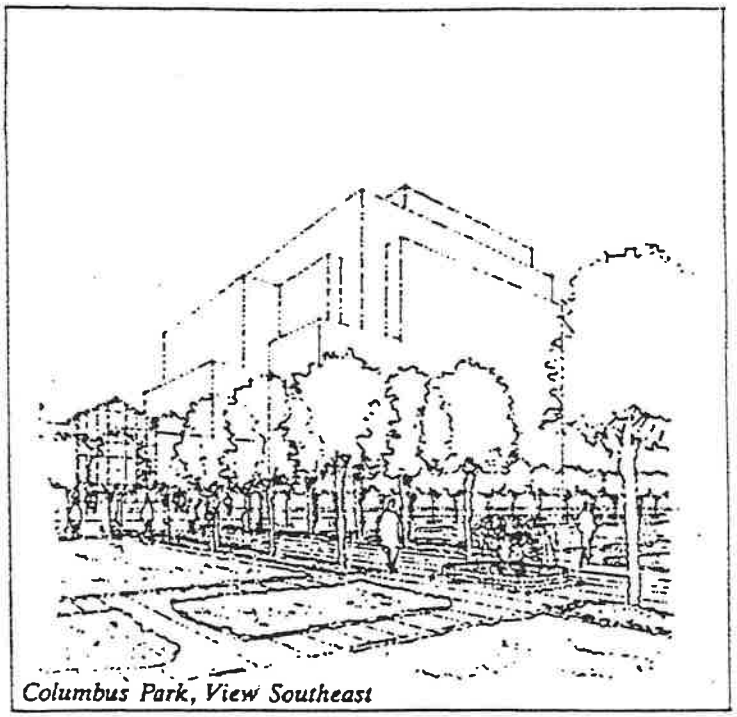
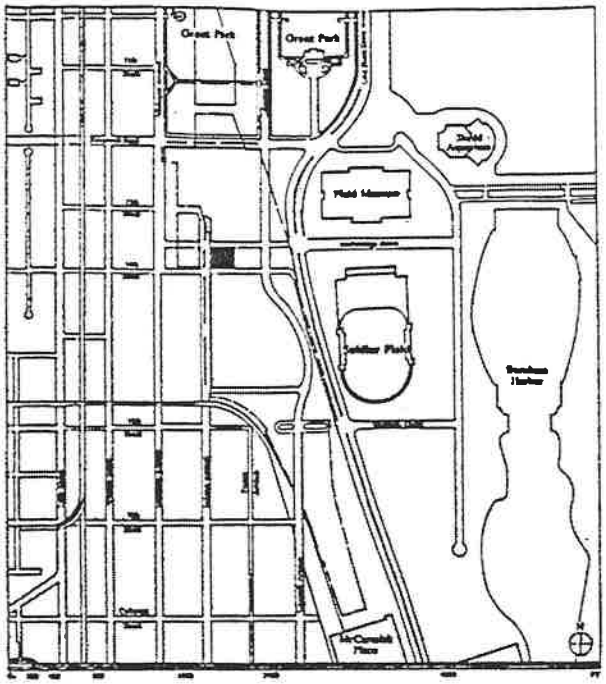

Columbus Park, View Southeast

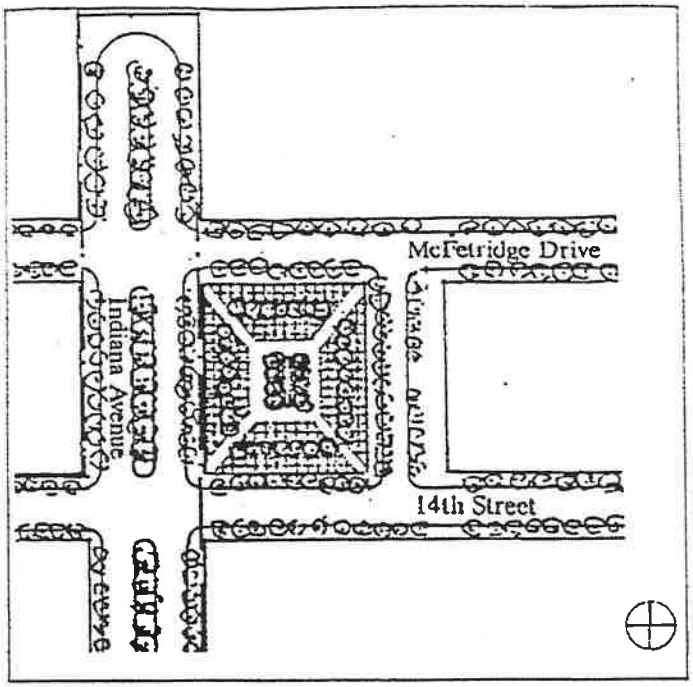
Figure 24. Columbus Park

4. McFETRIDGE PARK AND COMMERCIAL AREA AMENITIES

McFetridge Park, on Indiana Avenue between the extensions of McFetridge Drive and 14th Street, would provide a transition between the high-density commercial development to the north and the residential area to the south. Integrated with the boulevard treatment of Indiana and building setbacks along McFetridge and 14th Street, McFetridge Park would provide a 1-acre landscaped focal point for pedestrians coming from the museums to the east and the neighborhoods to the west. It would also provide park frontage for the buildings on Indiana and serve as the focal point for the retail, residential, commercial buildings along the boulevard.

Major public open spaces need to be provided within the commercially-oriented Michigan/Columbus sub-area. These spaces may include a publicly accessible "winter garden" located in the public easement of the Indiana Avenue pedestrian corridor between Roosevelt Road and McFetridge Drive and clearly visible from Grant Park. A retail galleria could also be included in this sub-area.





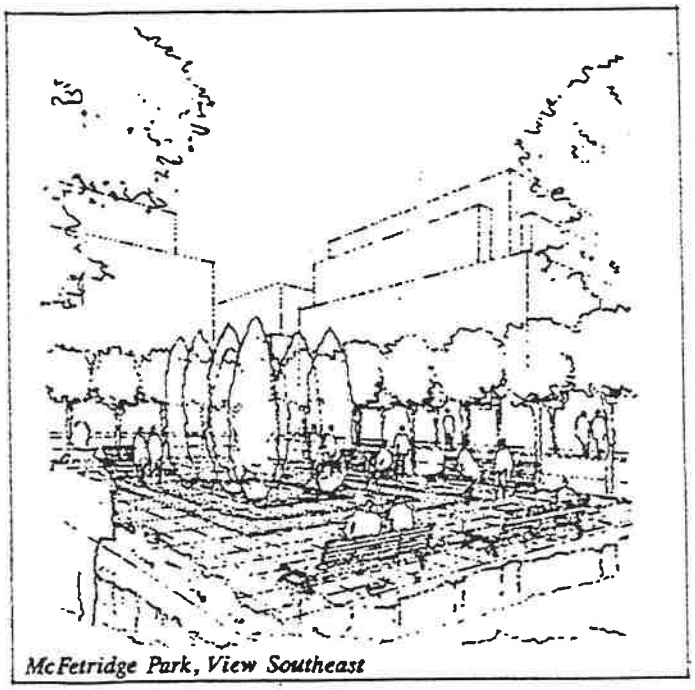

McFetridge Park, View Southeast

Figure 25. McFetridge Park

5. NEIGHBORHOOD PARKS

Recognizing the needs of a varied residential population and the goal to create a green corridor in the vicinity of 16th Street from the lake to the river, open space should be provided between 15th and 16th Streets, from Indiana east to Lake Shore Drive. The major neighborhood public park of at least 3 contiguous acres should be designed consistent with Chicago Park District requirements, and should include an open lawn area for active recreation and more programmed areas, including playground, courts, and other facilities. Land now occupied by the curved portion of the St. Charles Air Line RR and the adjacent Donnelly switching track should be added to this park, if rail operations ever cease.

Other recreational spaces should be provided within each of the residential blocks. These parks and recreational areas should be mapped in the project's Planned Development process. Two additional residential parks (totalling at least 2 acres) should be provided within the central residential blocks. In addition, a series of smaller gardens, private landscaped areas, tot-lots and playgrounds should be provided within each of the residential blocks.

6. LAKEFRONT VIEW ESPLANADE

South of 14th Street, the project should provide a landscaped edge along Lake Shore Drive. It could be designed in the Beaux Arts parks tradition, with articulated stone walls, benches and other park features which would enhance this promenade with its unobstructed views of the lake and harbors. It should also provide an attractive edge to Burnham Harbor and Lake Shore Drive--as it exists now, or widened to hold relocated northbound lanes. Deck structure should be concealed with earthen berms and heavy landscaping.

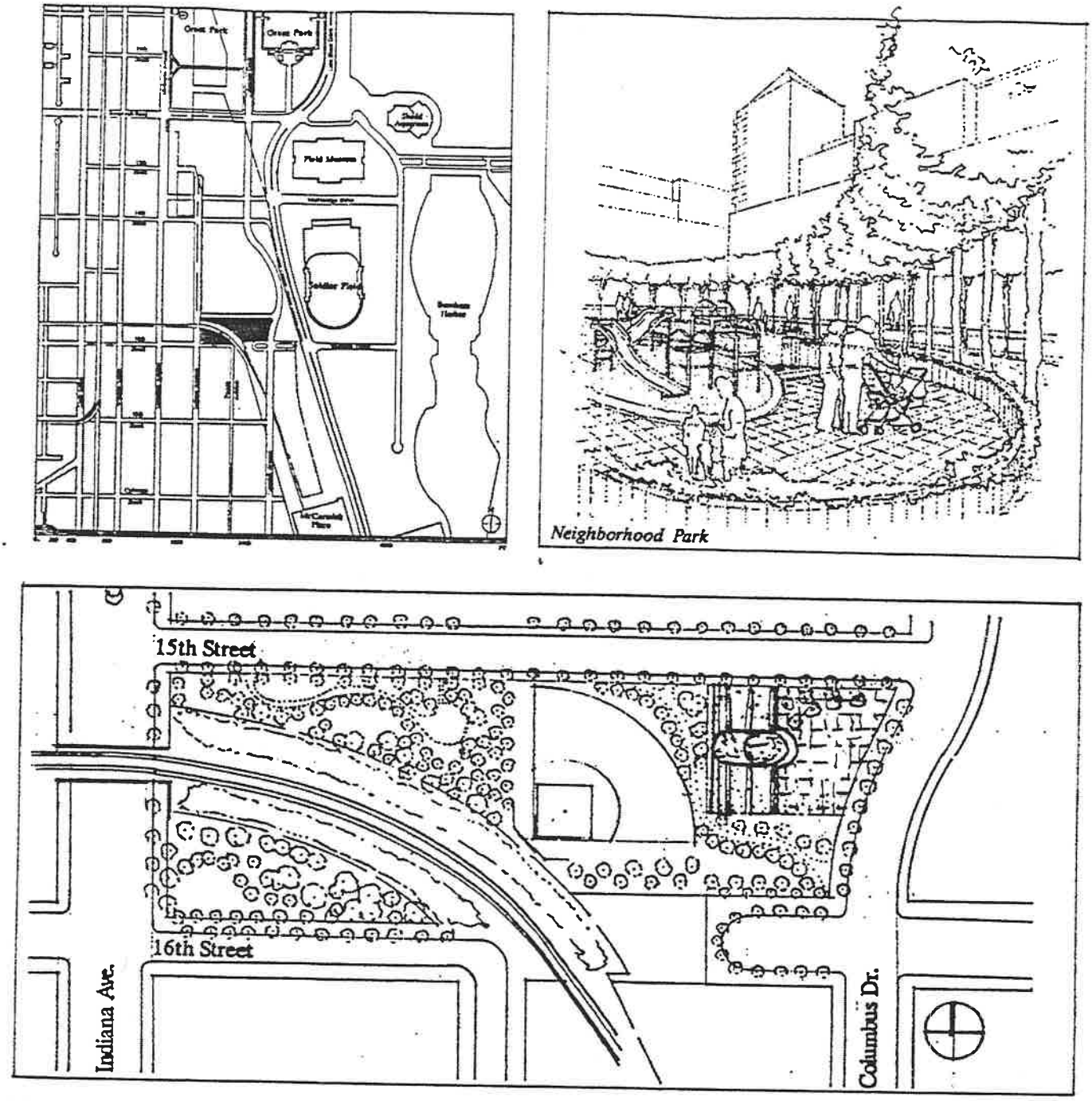


Figure 26. Neighborhood Park along 15th Street

D. URBAN DESIGN

Development on the Central Station site would be viewed from the most public places of the city and should take advantage of its prominence. The Central Station site provides an opportunity to enhance the image of the Near South Side and establish a character that would set the tone for future neighboring development.

1. MASSING

Central Station should relate its building massing and heights to the neighboring public open spaces, amenities and landmarks. The following should serve as guidelines for each sub-area:

- There should be no private development in Grant Park. The formal park plan should be extended south to Roosevelt Road;

- The Michigan/Columbus area, which should have the highest density, should also have the tallest buildings. There should be height limits along the north and east edges of the development--Roosevelt Road and Columbus Drive south to 14th Street. They should reflect the height and rhythm of the Michigan Avenue streetwall facing Grant Park and be sensitive to the Field Museum;

- The intersection of Michigan and Roosevelt should be given prominent treatment. If feasible, a gateway building should be constructed at this site.

- In the residential area, a variety of housing types should be provided. Residential towers, mid-rises and townhouses should be related to the lakefront, parks and open spaces. Buildings should be shaped and aligned so as to provide maximum views toward the Lake and the city from both the neighborhood and adjacent buildings.

- To the south, the scale should be sensitive to the Lake Shore Drive edge. Deck along Lake Shore Drive should be sensitively designed and landscaped. Massive facades should not face the lakefront.

Development at Central Station should minimize shadow impact upon all internal and external open spaces, especially Grant and Burnham Parks. Performance requirements regarding shadows should be incorporated in Master Plans.

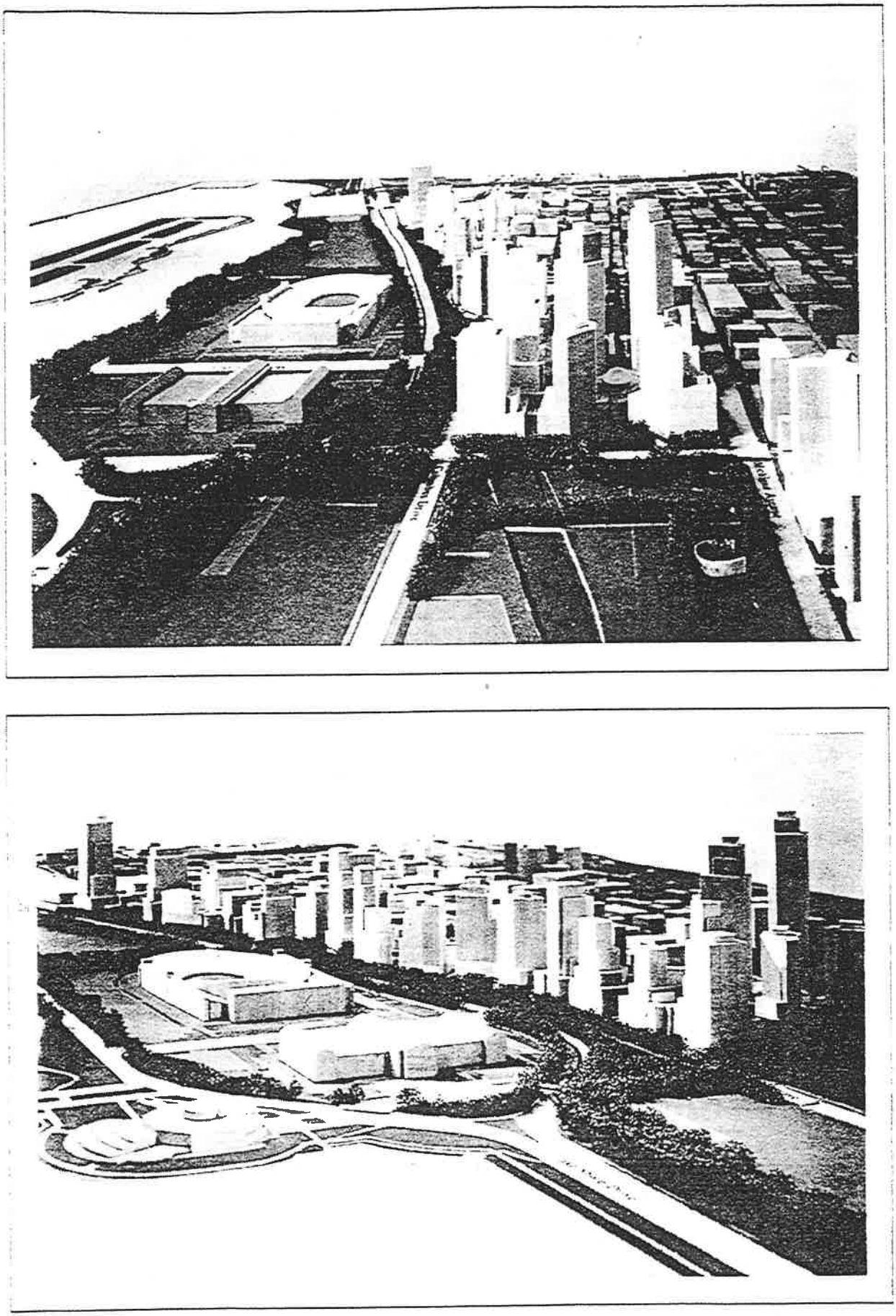


Figure 27. Views Looking South (Top) and Southwest (Bottom) of Conceptual Streetwall along Roosevelt Road and Columbus Drive

2. STREETWALLS/FACADES

The site would be defined by five important avenues that would create the character of the most public sides of the development. The streetwalls along these avenues should present facades of varying height, rhythm and architectural character within established ranges to prevent the appearance of a megastructure. The openings and punctuations created by the internal streets should reduce the bulk and appearance of massiveness within the development.

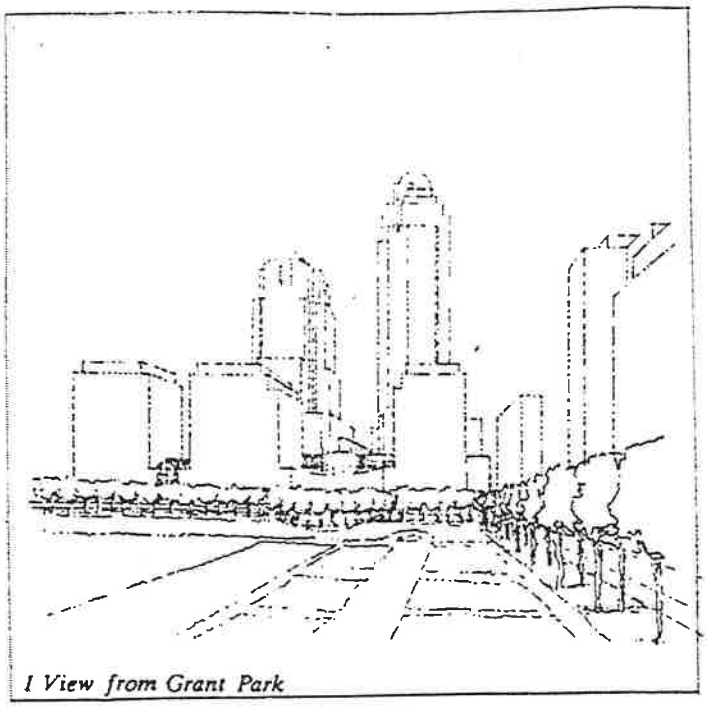
Roosevelt Road becomes a highly visible side of Central Station, facing Grant Park. Emphasizing the connection to the rest of downtown, the Michigan Avenue building streetwall as it faces Grant Park should be continued along Roosevelt Road and complete the framing of the Park. Taller buildings should only be built south of the facade line of the Field Museum.

Columbus Drive and **Lake Shore Drive** present the most sensitive edges. In the north part of the site, the Roosevelt Road streetwall should wrap around Columbus, providing continuity and creating a formal edge to the museum complex. The treatment of the facades along these edges should respect and relate to the exceptional architectural significance of the museums.

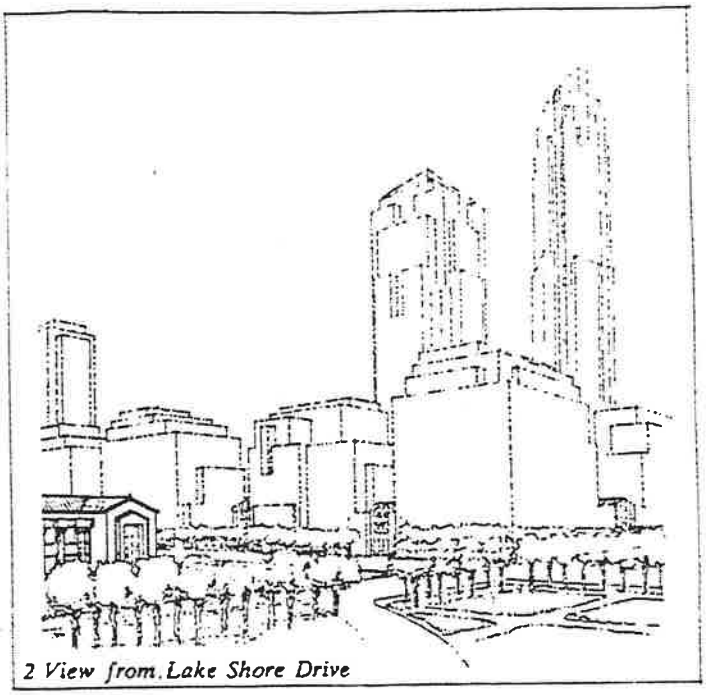
Indiana Avenue should be widened in a boulevard style. New streetscape and median treatment should be complemented with buildings which are built to the lot line and have a varied streetwall. The streetwall of Indiana should be broken by a prominently treated public entry to the internal open space at approximately 14th Place.

Michigan Avenue, widened between Roosevelt and 14th Street, would be a continuation of the broad avenue to the north. The Michigan Avenue facade and streetwall should help integrate the development to the community on the west and provide a gateway to the development.

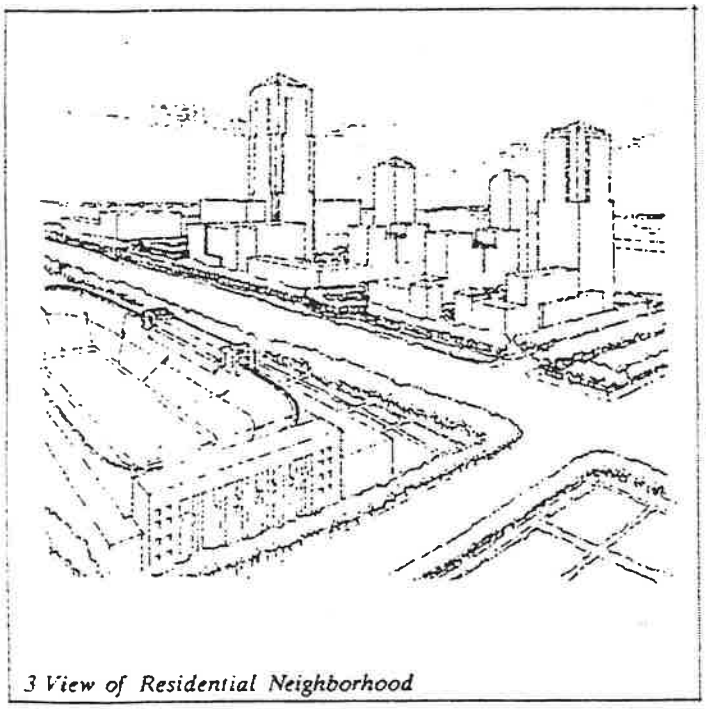
McFetridge Drive, extended from Lake Shore Drive to the widened Michigan Avenue, would be the main entrance to the lakefront and the museums. The scale of development along McFetridge should be sensitive to that role.



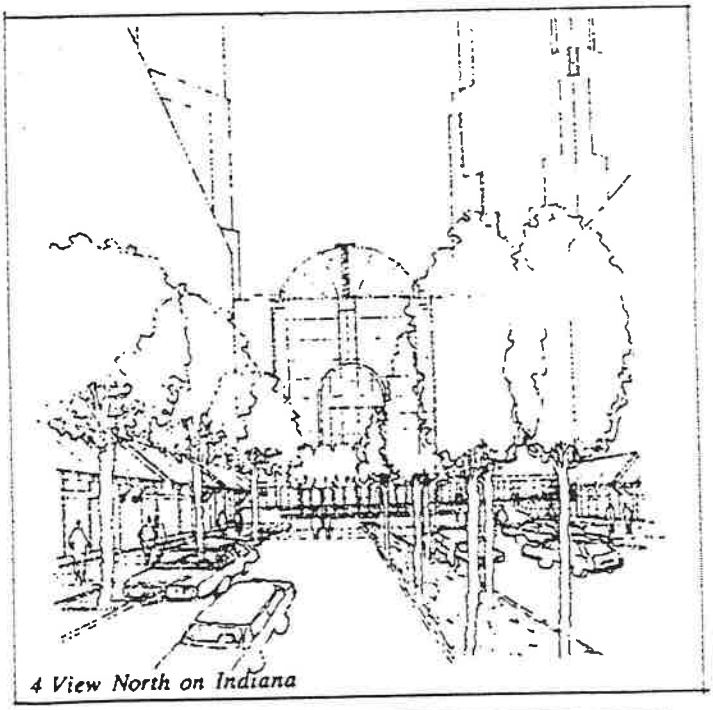
1 View from Grant Park



2 View from Lake Shore Drive



3 View of Residential Neighborhood



4 View North on Indiana

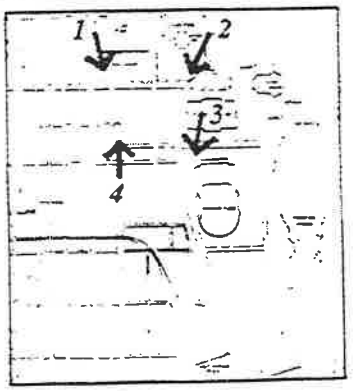


Figure 28. Views of Street Facades

3. VIEW CORRIDORS

The Central Station site is very visible from the north (Grant Park, the lakefront, and the Loop), the south (Lake Shore Drive and Indiana Avenue) and east (McFetridge). Many view corridors should be preserved and others created by extending key streets through the site and preserving through-block corridors:

- The Roosevelt Road vista, as extended, should terminate with a view of the west facade of Shedd Aquarium;

- The Lake Shore Drive vista of the north front of the Field Museum should be preserved and enhanced;

- The view south on Columbus Drive should be punctuated by a prominent building or feature south of 14th Street;

- The northbound vista on Indiana Avenue should be framed by major towers or monuments that signify the transition from the Near South Side to the Loop and Grant Park; the view through the development should be maintained above the level of the "winter garden";

- A view corridor along 13th Street should be open to the west facade of the Field Museum;

- The extension of McFetridge Drive should open a western vista to the city from the museum complex and Lake Shore Drive;

- View corridors along 14th Street, between 14th and 15th Streets, and along 15th Street should be terminated by Soldier Field's west facade and columns;

- 16th and 18th Streets should be maintained to provide light and views for the area to the west;

- A north-south aerial view corridor directed at the Amoco Building should be maintained between Indiana and Columbus. Buildings rising up to 150 feet above plaza level could still be permitted in the Michigan/ Columbus Gateway sub-area under this aerial view corridor.

In addition, secondary view corridors (aerial or full) should be considered through each development block in order to break up building massing and bulk.

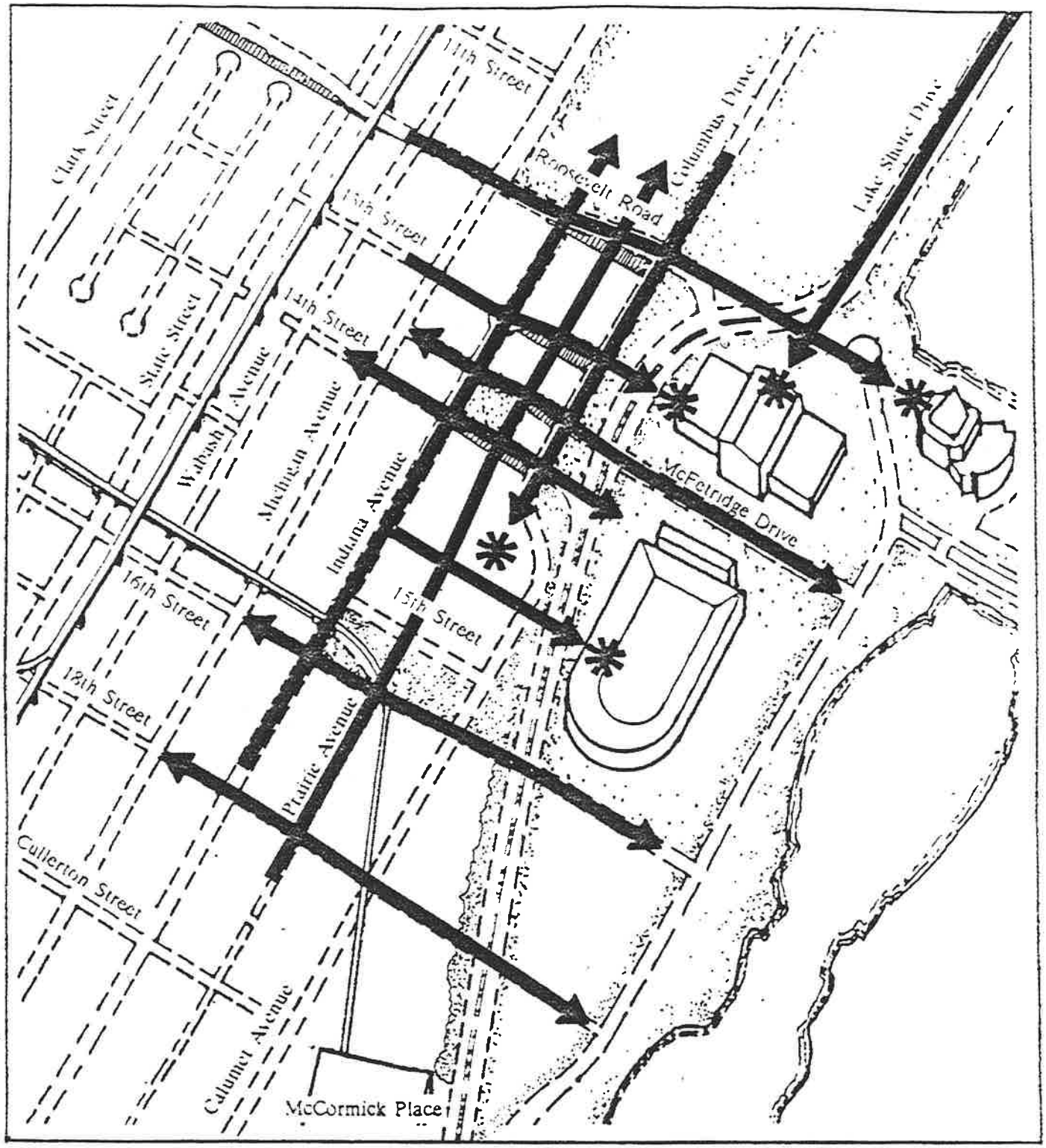


Figure 29. View Corridors

View Terminus

View Corridor

4. LANDSCAPED PEDESTRIAN ENVIRONMENT

Central Station's pedestrian environment should emphasize landscaping to soften all edges. All streets should be lined with street trees and other appropriate hard or soft landscaping treatment. Planters for street trees and other landscaping should be accommodated in new street medians, decks and sidewalks.

A comprehensive set of street furnishings should be designed for the Central Station development.

Special emphasis should be placed on Michigan and Indiana Avenues to extend boulevard treatment, and on McFetridge Drive and those streets facing Lake Shore Drive.

Figure 30 shows all priority pedestrian streets within Central Station and the adjacent neighborhoods.

The major streets should be the focus of ground-level activity. The development should be designed to minimize internalization of street life. Retail and lobby entrances should open to the major streets as much as feasible in order to animate the pedestrian environment on the major streets.

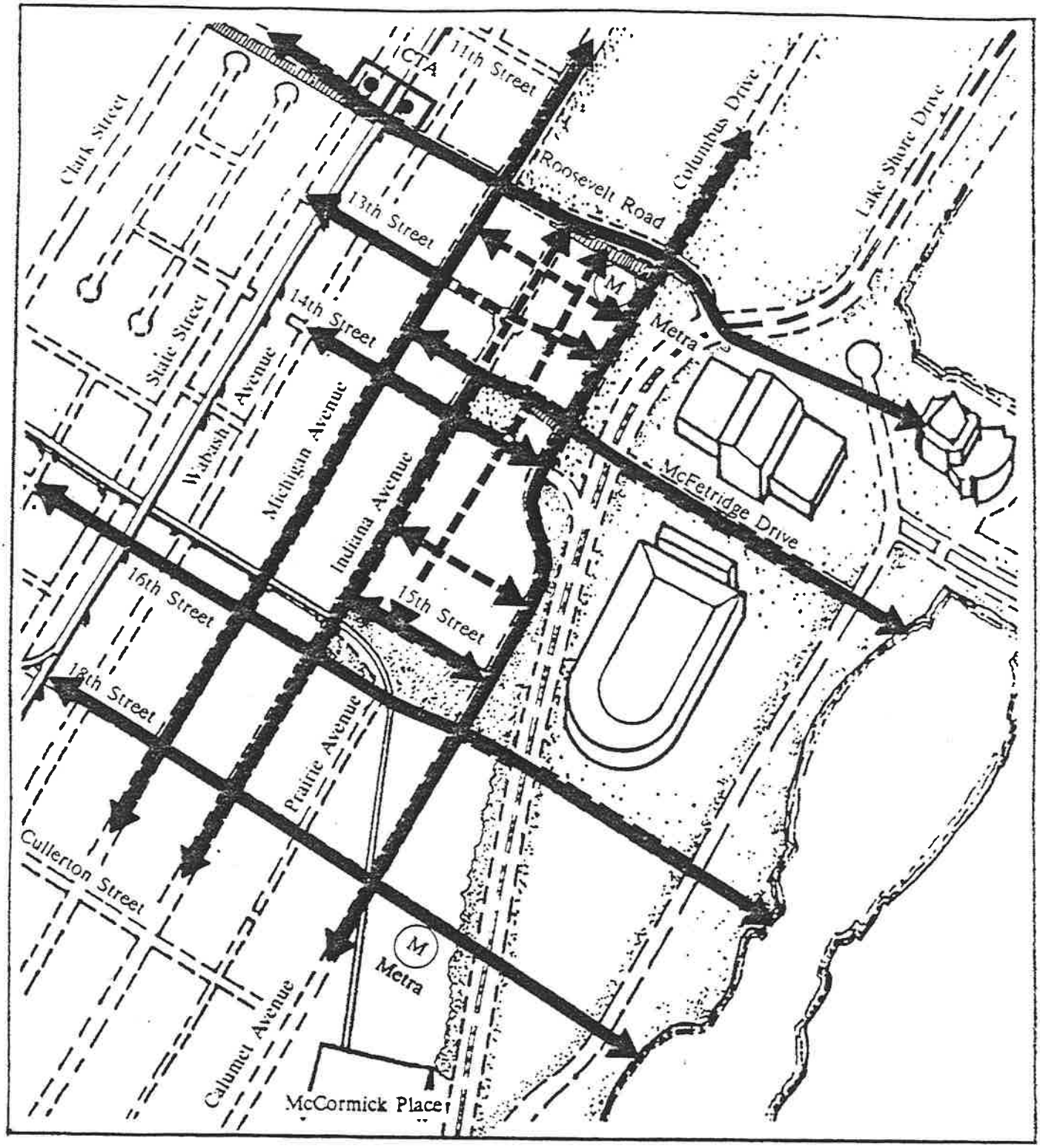


Figure 30. Pedestrian Circulation System

On-Street Pedestrian Routes

Internal Pedestrian Routes

E. TRANSPORTATION

1. TRAFFIC IMPACT

The South Loop and Near South Side setting of the Central Station property has neither the street network nor the access to regional transit facilities that are found in the Loop. The street network is generally narrow and critical links are missing in the arterial system. The major commuter rail stations are at least a mile away. Currently, about 60% of the work trips to this area are made by automobile. Development of office space of the magnitude envisioned in these Guidelines could have an impact on rush hour traffic in the area.

The new Southwest Transit Line, now under construction, will have a station at Roosevelt Road and Wabash Avenue, which will help the situation. The goal for Central Station and the surrounding area should be to reduce auto trips to 30% of all work trips, from the current 60%. For comparison, autos account for only 20% of work trips in the Loop.

The full development envisioned by these Guidelines depends on the existence of both 1.) necessary streets, utilities, etc., and 2.) certain transit and transportation improvements designed to mitigate traffic conditions and increase transit use. Recommendation of a maximum of 7,500,000 square feet of office space at Central Station assumes that over a period of time a program for traffic mitigation which includes both public and private initiatives would be implemented to promote transit and discourage auto use. This situation applies not just to the Central Station property, but to all the large development sites in the South Loop/Near South Side. The Master Plans for the property should address the manner in which the development will be phased and coordinated with infrastructure improvements, as well as the commitment of the property owner to a program of traffic mitigation.

In addition to the major roadways needed to make traffic function, and which are assumed to be necessary in connection with any adjacent or nearby development on the Central Station property (such as the Roosevelt Road, Columbus Drive, and McFetridge Drive extensions, and improvements to Michigan and Indiana Avenues), the following improvements, though not an exhaustive list, can be expected to promote transit use, reduce auto use, and mitigate overall traffic impacts and should be considered in any program for traffic mitigation for the Central Station site:

- Expand public transit services in response to new development and provide bus facilities, such as turn arounds and shelters;

- Relocate Metra's Roosevelt Road commuter station south to provide a modern station and access directly from the station to Roosevelt Road and the Central Station development;

- Improve the pedestrian environment along Roosevelt Road between State Street and the Central Station development to promote CTA rail transit usage;

- Construct the proposed Central Area Circulator either within or near the site to provide service to Central Station, the Museum Campus and McCormick Place;

- Implement transportation and parking management strategies aimed at reducing the number of automobile drives, through such programs as ride-sharing incentives and transit fare subsidies offered by businesses;

- Improve access to and from Metra's Union and Northwestern Stations by either: 1) express bus service between Central Station and the commuter stations, or 2) expansion of regular CTA services during rush hour.

The most reliable way to control traffic is to control the amount and kind of development. A Planned Development Ordinance for the Central Station site which permits a maximum of 19,485,000 square feet of development, and which incorporates a maximum of 7,500,000 square feet of office and related uses, should reflect the recommendations of these Guidelines for the implementation of a program of traffic mitigation which includes public and private initiatives.

2. CURB CUTS

Curb cuts should be limited in order to reinforce the pedestrian environment. Drop-offs on Roosevelt and the north part of Columbus Drive will serve the relocated Metra station. There should be no curb cuts along the public open spaces, with the exception of an access portal in Grant Park at Michigan Avenue and 11th Street.

3. TRANSIT FACILITIES

The design and location of transit facilities play a crucial role in any program to promote transit use.

Rail stations and their entrances should be generously proportioned, easily located, and well integrated into the internal pedestrian circulation system. Connections between bus and rail should be clear and convenient.

The CTA should be involved in determining the location, size, and features of any bus facility which may be necessary on this site, or in the vicinity, to accommodate the level of bus service needed by the development.

Waiting areas for bus passengers should be integrated into the development's pedestrian system as much as possible. They should be designed and located to encourage bus ridership and make it convenient.

Likewise, development on the Central Station site should accommodate the south leg of the planned Central Area Circulator in ways that encourage ridership and afford convenience.

4. PARKING

Location of Facilities

In order to enhance the pedestrian environment, access to service and parking should be limited. Taking advantage of the existing grade change between Indiana Avenue and Lake Shore Drive, as much service and parking as feasible should be below the new upper-level deck, with service access at 15th, 14th, 13th, and, possibly, 11th Streets and parking access at discrete points on less active streets.

In certain areas, accessory or non-accessory parking structures may be built to accommodate parking requirements. These structures should not be visible from Roosevelt Road, Columbus Drive or Lake Shore Drive or from major public spaces. All parking structures should be architecturally treated and have ground floor retail uses on their public sides, where appropriate.

Interim surface lots should be permitted, but should be appropriately landscaped and meet the City's applicable siting standards and parking policies.

Shared Parking

Parking spaces needed to serve the commercial development during business hours should be made available for other uses during off-hours and weekends. The museums, Soldier Field and Prairie Avenue Historic District and other facilities should have access to these facilities during evening and weekends under special arrangements.

The developer at Central Station will be responsible to make good faith efforts to make arrangements with the museums to allow museum patrons to use Central Station parking at reduced rates during times when the parking is not needed for office workers, such as evenings, weekends, and holidays. It is also desirable that parking at Central Station be available for football games and other special events at Soldier Field. This issue will be addressed in the Planned Development or Master Plans.

Minimum Parking Requirements

The parking requirements discussed here are minimums. However, the phasing of parking construction and the provision of parking above these minimums should be carefully controlled, so that availability of parking does not undermine the goal of promoting transit ridership.

- Office. The transit-first strategies should affect auto usage by office workers and other visitors to the office properties and promote a goal of 70% transit use. If commitments are made to reach the 70% goal, a parking requirement of 0.7 spaces per 1000 square feet of office development could be established for the Central Station development.

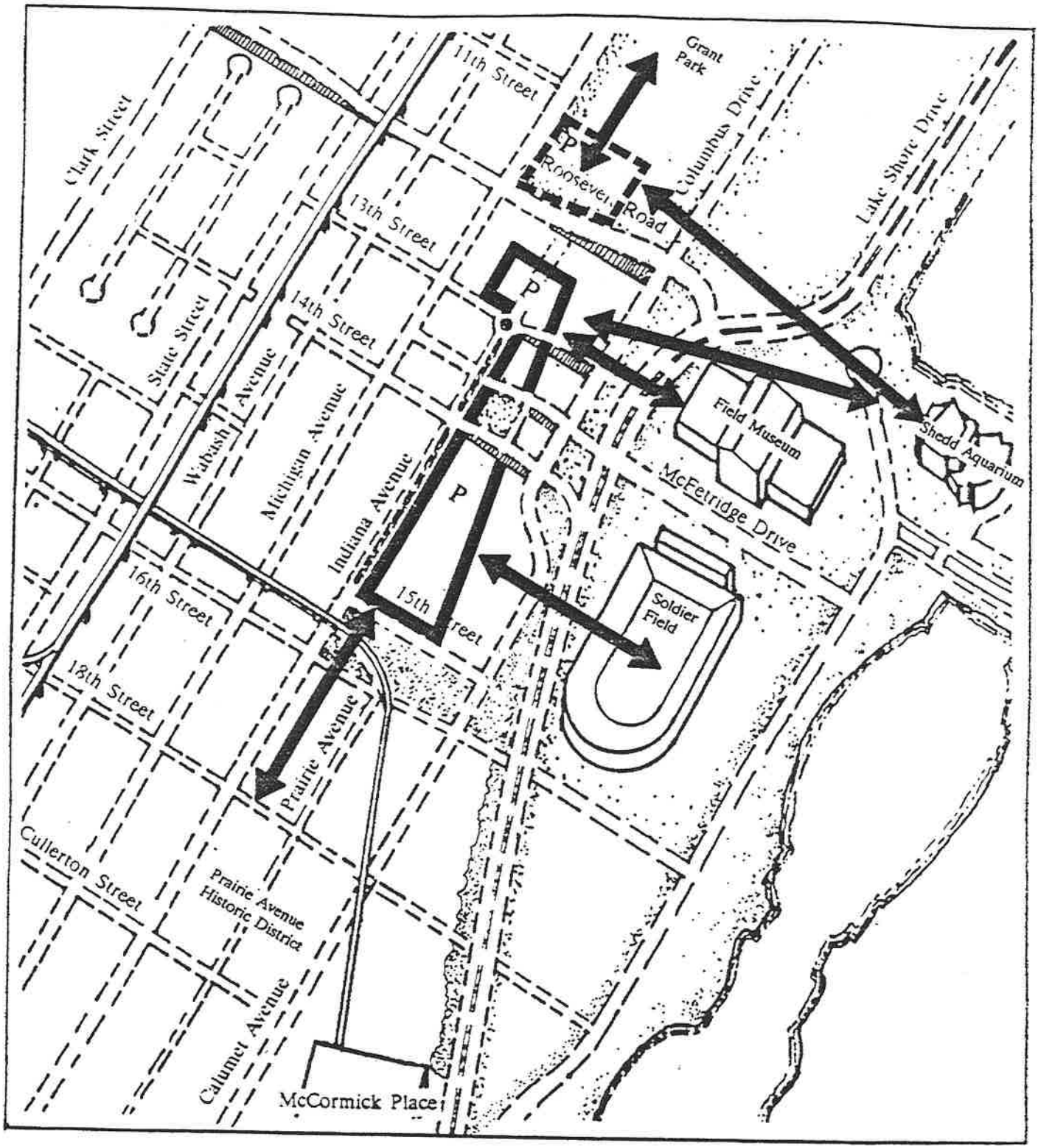


Figure 31. Shared Parking

- **Hotel.** Shared parking between hotel and office uses is one advantage of mixed use development, especially when events at a hotel generate extra parking demand. Alternate transportation (taxi, limo and charter bus) would constitute the major access modes for hotels on this site. The appropriate parking requirement for hotel employees and guests combined should be 0.25 spaces per hotel room.

- **Retail.** Retail space in excess of five percent of the combined floor area in other uses in a mixed use development can be defined as "destination retail" and its parking should be provided at the rate of 2.9 spaces per 1000 square feet of development (2.5 spaces for customers and 0.4 spaces for employees). If retail space does not exceed the five percent threshold, it should provide parking sufficient for employees at the rate of 0.4 spaces per 1000 square feet of development.

- **Residential.** Central Station should use the existing standard of 0.55 spaces per residential unit.

- **Exhibition, Institutional, Mart.** Parking for these uses should be provided at the rate of 0.65 spaces per 1000 square feet of floor space.

F. ENERGY

Master Plans should address energy efficiency standards for all significant buildings within the property. The standards should reflect those enacted by the U.S. Department of Energy at the time of construction.

Because of its size and variety of land-uses, opportunities to implement a centralized district heating and cooling system and energy efficient building design and configuration might exist. The City and developer should explore the use of alternative energy sources and appraise the potential for district heating and cooling. Any agreement between the City and the developer which involves the use of public funds should consider requiring the developer to provide a site for a central energy plant.

G. SCHOOLS AND PUBLIC LIBRARIES

The projected residential density of both the Central Station site and the surrounding community can create additional demand for schools and public library facilities. Both public and private elementary schools and public library facilities should be sited in Central Station's residential neighborhood or in the vicinity, either free-standing or placed in a multi-use structure, depending on the eventual population pattern generated by the Central Station development and the surrounding Near South community.

H. PUBLIC SAFETY

As the site will become part of the larger Near South community, analysis of long range demands on police and fire service must be determined. If additional facilities are found to be necessary, sites should be selected and coordinated with the phased private development.

All public and internal street layouts must be approved by the City's Fire and Police Departments to ensure that access to emergency services is provided.

I. AFFIRMATIVE ACTION

Affirmative Action to achieve equal opportunity should be an important goal of all public and private development in Chicago.

The City of Chicago requires all private developments receiving City financial assistance to comply with the Mayor's Executive Order 89-7, which establishes requirements for awarding contracts to disadvantaged minority-owned and women-owned businesses. In addition, the Chicago Plan Commission encourages *all* applicants for zoning changes reviewed by the Commission to consider these policies and programs.

As stated in the Department of Planning's *Planned Development Handbook*, MBE/WBE Plans should be prepared concurrently with other Planned Development submittals and presented to the City for review and comment. These submittals should include: commitments/goals for

pre-construction, construction and post-construction; appointment and statement of duties for an Affirmative Action Officer; and procedures to accomplish stated goals.

V. SUMMARY

1. COMPLETION OF GRANT PARK
- Park and Open Space from 11th Street to Roosevelt Road
- Possible Below-grade Parking and Maintenance Facilities
- East-west Pedestrian Corridor

2. 5.5 ACRE COLUMBUS/LAKE SHORE DRIVE PARKS
- Links between Grant Park, Museum Complex and Burnham Park
- Creates Formal Gateway to Museums
- Open Space Buffer between Central Station and Lake Shore Drive

3. MICHIGAN AVENUE IMPROVEMENT
- Gateway between Loop and Near South Side
- Boulevard Extension and Street Widening
- Street Trees and Landscaping
- Possible Transit Corridor

4. INDIANA AVENUE IMPROVEMENT
- Two-way Traffic
- Boulevard Extension with Median
- Street Trees and Landscaping
- Central Station's "Main Street"

5. ROOSEVELT ROAD EXTENSION
- Vehicular Connection to Columbus/Lake Shore Drive
- Connects Loop/Near South to Lakefront and Museums
- Below-grade Parking
- Connection to New Metra Station
- Off-Site Streetscape Improvements to State/Wabash CTA Stations

6. ROOSEVELT/COLUMBUS INTERSECTION
- Simple and Functional
- Adaptable to Lake Shore Drive Realignment

7. COLUMBUS DRIVE EXTENSION
- Wide Boulevard and View Corridor
- Two-way Traffic
- Eventual Connection to King Drive

8. McFETRIDGE DRIVE EXTENSION
- Major East/West Link between Michigan Avenue, Central Station, and Museums
- Two-way Traffic and Signalized Intersection at Lake Shore Drive
- Potential Pedestrian Bridge over Lake Shore Drive

9. 1.0 ACRE McFETRIDGE SQUARE
- Public Plaza Oriented towards Central Station's Worker and Visitor Population

- Integrated with Boulevard Treatment on Michigan and Indiana Avenues.

10. OPEN SPACE BUFFER/
LAKE SHORE DRIVE REALIGNMENT
- Interim Open Space Setback along Lake Shore Drive
- Long-term Reservation for Drive Realignment and Landscaped Buffer

11. 3-ACRE NEIGHBORHOOD PARK AT 16TH STREET
- Serves Residential Population
- Provides Active Recreational Areas
- Part of Envisioned Green Corridor from the Lakefront to New Parks along the Chicago River
- Base for Pedestrian Bridge over Lake Shore Drive
- Internal Block Parks and Open Spaces Supplement Residential Needs

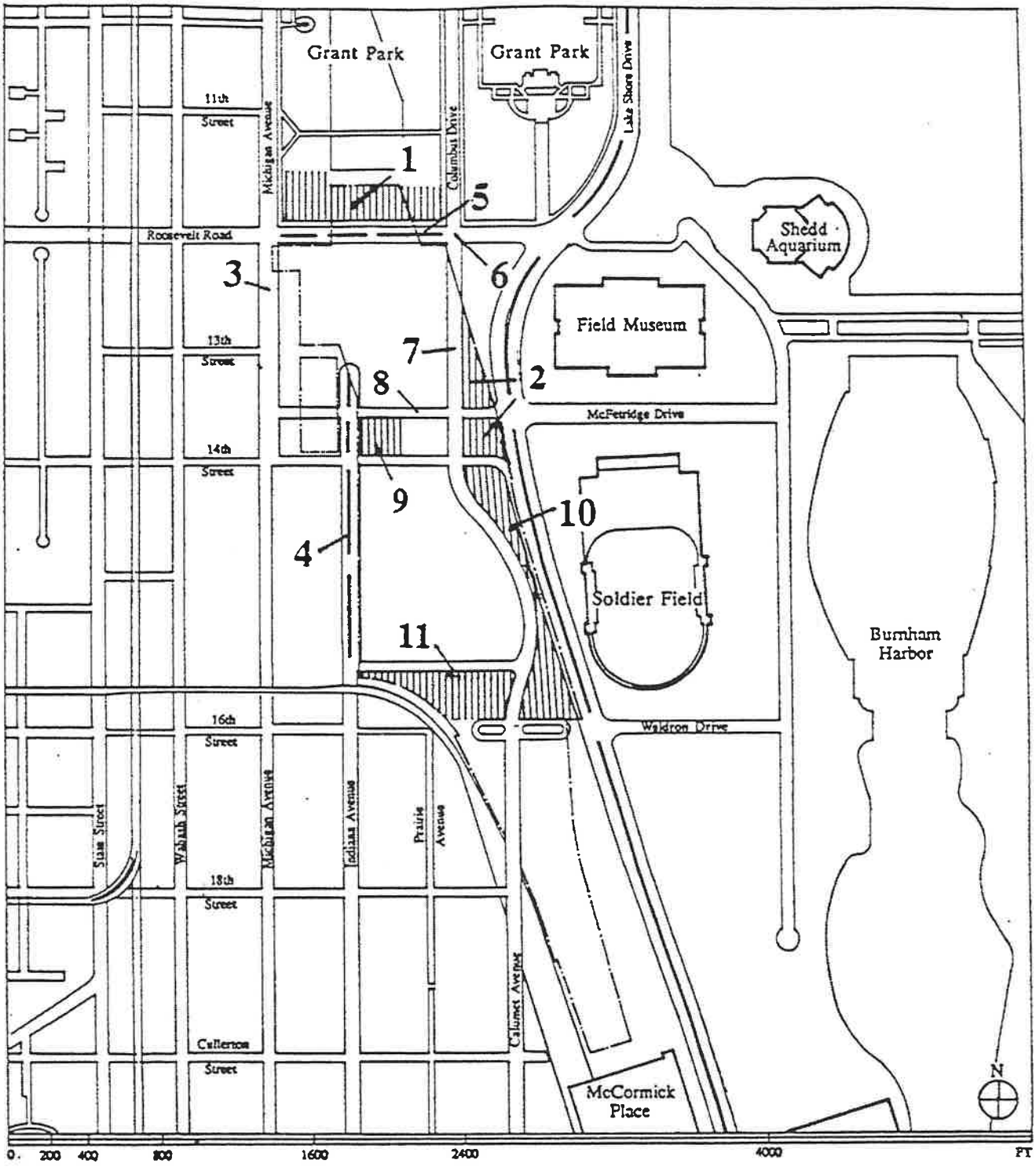


Figure 32. Development Summary

Development Blocks

Parks and Open Space

BLOCKS IN THE DEVELOPMENT PLAN

Michigan/Columbus Gateway (max. F.A.R. = 10.76)

A - Mixed uses, Predominantly Commercial

B - Mixed Uses, Predominantly Commercial

C - Mixed Uses, Predominantly Commercial

Lake Shore/15th Street Area (max. F.A.R. = 6.42)

D - Residential Neighborhood
- Commercial Use Potential along 14th Street
- Local Retail Use along Indiana Avenue
- Public access from Indiana Avenue at 14th Place

Harbor View Area (max. F.A.R. = 7.59)

E - Mixed Use, Exhibition, Commercial, Hotel

F - Mixed Use, Exhibition, Commercial, Hotel

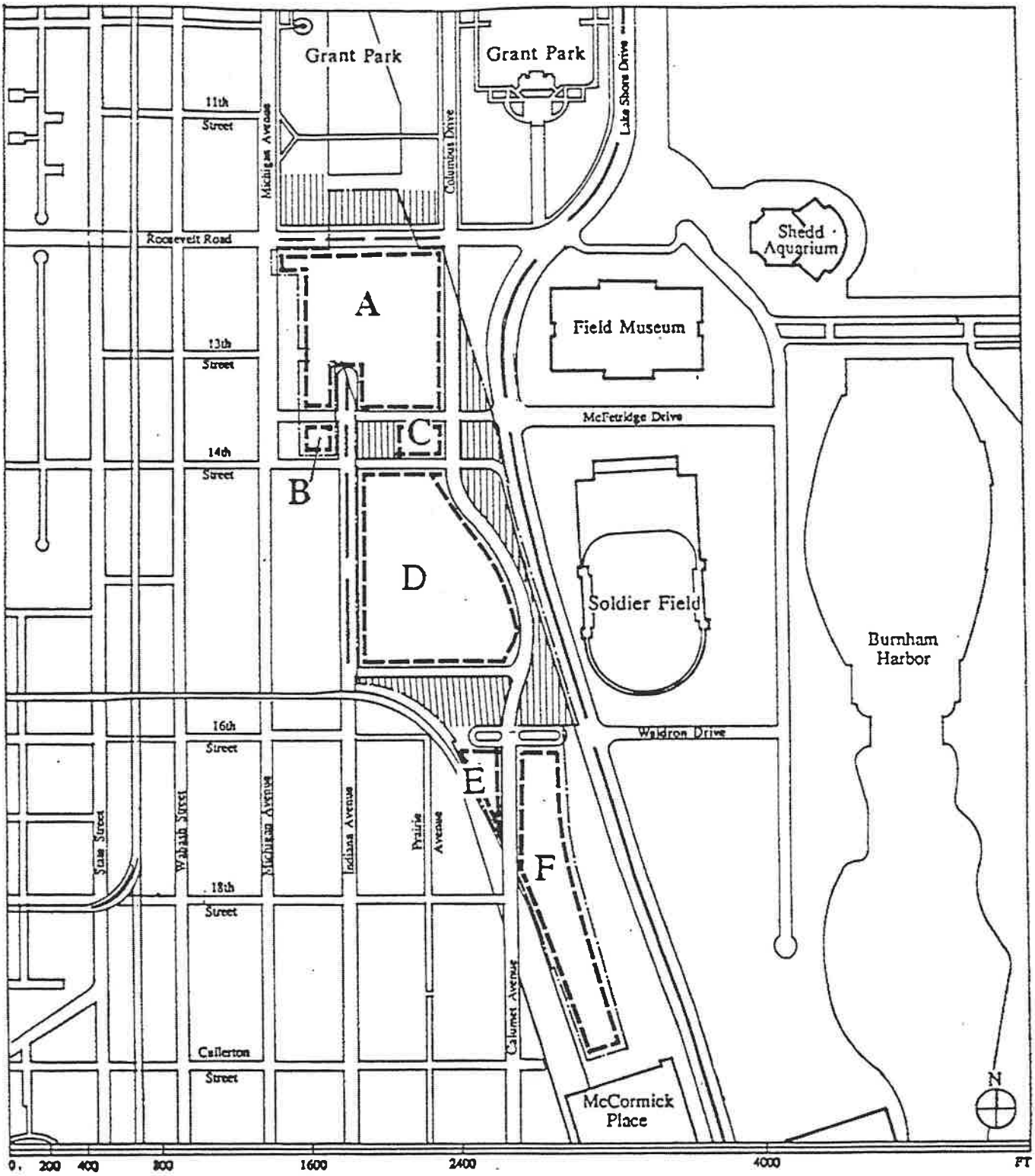


Figure 33. Blocks in the Development Plan

Development Blocks

Parks and Open Space

VI. IMPLEMENTATION

A. DEVELOPMENT TRACKING

Central Station Development Guidelines represent the first step in the overall public planning and approval process. As with similar large-scale projects, such as Cityfront Center, a development tracking process will be established for Central Station.

The intent of the Development Guidelines is to establish parameters which ensure an overall mix of land-uses, adequate circulation and public open space features. This is accomplished through application of public policy and the development framework through the following:

1. Planned Development Ordinance Part I and Lakefront Protection Application
2. Master Plan(s)
3. Site Plans
4. Planned Development Part II Submittal
5. Annual Developer's Report

1. Planned Development Ordinance - Part I Approval/ Lakefront Protection Ordinance Approval

Because of the size of the Central Station property--more than 72 acres --its integrated development requires approval of a Planned Development Amendment to the Zoning Ordinance. The development envisioned in these Guidelines is large and complex, and likely to be built over an extended period of time. Because of the size of the property and the scope of the proposed development, it would not be feasible to address all of the detailed aspects of a development plan in the Part I Approval step in the overall Planned Development process. Accordingly, these Guidelines recommend that the Planned Development provide for a Master Plan process which would allow for more detailed development review to occur over time, in an orderly manner. Such a procedure could both protect and promote the public interest, provide for public participation at the important points, and minimize unnecessary delays in the approval process. This procedure envisions four steps:

- Planned Development Amendment--Part I
- Master Plan(s)
- Site Plans
- Planned Development--Part II Approvals.

The Planned Development Amendment--Part I should set out the use and bulk regulations for the overall project and its sub-areas, and should require that all development on the property be consistent with these Guidelines. It should also establish the Master Plan/Site Plan process and criteria for translating these considerations, as well as the intention of these Guidelines, into buildings, streets, open spaces, and public facilities.

By law, the Planned Development Amendment must be considered for recommendation by both the Chicago Plan Commission and the City Council Committee on Zoning at public hearings and after the opportunity for public comment. Ultimately, the full Chicago City Council must approve any Planned Development Amendment.

The Central Station property lies in the Lakefront Protection District. The Lakefront Protection Ordinance requires the Chicago Plan Commission to review all projects in the District for impact on the lakefront and conformance with the policies and purposes stated in the *Lakefront Plan of Chicago*. This approval can, and should, be conducted by the Chicago Plan Commission at the same time it considers the Planned Development Amendment.

2. Master Plan

After final approval of the Planned Development Amendment, all development of the Central Station property should occur in accordance with an approved Master Plan(s). Whereas, these Guidelines are intended to set out generalized development policy, a Master Plan would address specific conditions within a given area of the site. A Master Plan could cover the entire site, or there could be separate Master Plans for each of the three sub-areas outlined in Figure 19, or any combination of them.

Master Plans should, at a minimum, address the following considerations:

1. Site Conditions
   - Development Parcel Boundaries
   - Layout of Blocks and Streets
   - Utilities
   - Grading
   - Easements and Rights-of-Way

2. Use Controls
   - Density
   - Type
   - Location
   - Ground floor/Upper floor Uses

3. Vehicular Circulation
   - Street Layout (Public and Private)
   - Parking
   - Curb-Cuts
   - Loading Docks
   - Number of Required Parking Spaces
   - Number of Required Loading Berths

4. Pedestrian Circulation
   - Building Entrances
   - Easements
   - Arcades

5. Bulk
   - Density
   - Streetwall, Building Heights and Building Setbacks
   - View Corridors
   - Shadow Zones
   - Lot Coverage
   - Floor Area Ratio
   - Lot Area per Dwelling Unit

6. Architectural Features
   - Materials
   - Expression Lines
   - Signage and Lighting

7. Open Space
   - Use, Size, Location and Character
   - Surface Treatment, Paving, Landscaping
   - Furnishing, Benches, Fountains and Artwork
   - Specification of Time of Development and Configuration of Parks and Open Spaces, Dedication to Public, and Related Conditions

8. Public Improvements and Public Services
   - Public Roads and Related Improvements, Including Curbs, Gutters, Sidewalks, Streetlights, Street Furnishings, and Related Appurtenances
   - Public Transportation Facilities, Easements, Rights-of-Way, etc.
   - Public and Quasi-public Utilities (such as Electric and Telephone Service and Energy Management Services), Including Location and Provision for Lines and Facilities
   - Public Utilities such as Water Supply, Storm Water Drainage, Sanitary Sewer, Including Location and Provision for Lines and Facilities
   - Fire, Medical and Emergency Services and Facilities and Public Schools and Libraries
   - Specification of Public Improvements and Services Necessary or Appropriate in Connection with Construction or Development and any Conditions thereto

9. Traffic Mitigation
   - Specification of Obligations of Property Owner to Undertake Program of Traffic Mitigation as Described by these Guidelines (pp. 64-65), Including Requirements to Dedicate Necessary Property, to Grant Necessary Easements, Licenses and Other Rights, to Construct or Cause the Construction of Specified Improvements, to Establish and Maintain Required Tasks and Programs, and Other Conditions Related thereto

10. Affirmative Action
   - Developer actions to achieve the City's goals regarding minority and female business involvement, affirmative action, and first source hiring

11. Compliance

- Information and Documentation Necessary or Appropriate to Establish Compliance of the Proposed Development with these Guidelines and the Planned Development, Including the Protection of the Public Health, Safety, and Welfare in Light of the Consideratons Contained in Section 11.11-2 of the Chicago Zoning Ordinance and Conformance with the Purposes and Policies of the Chicago Lakefront Protection Ordinance

The Department of Planning should set out in the Planned Development additional and more detailed specifications for Master Plans if appropriate.

Master Plans should require review and approval by the Chicago Plan Commission at a public meeting and after adequate public notice, though City Council approval should not be required. The Chicago Plan Commission should approve Master Plans on the basis of their consistency with these Guidelines, the Planned Development Amendment, the Lakefront Protection Ordinance, Section 11.11 of the Chicago Zoning Ordinance, and any other officially adopted City plans or policies. Master Plans which are not consistent with these Guidelines should not be approved by the Chicago Plan Commission unless the Guidelines are amended.

3. Site Plans

No development of any portion of the property should be allowed to start unless a Site Plan for such development has been approved. The Site Plan should demonstrate the proposed development's compliance with the provisions of the Master Plan. The Planned Development Ordinance should set out the required criteria for Site Plan submissions. Site Plans should require only administrative approval by the Department of Planning. Site Plans which substantially conform with an approved Master Plan should be approved.

4. Planned Development Approval – Part II

The Chicago Zoning Ordinance requires that, prior to issuance of building permits, all construction plans must be reviewed by the Department of Planning to assure their compliance with the approved Planned Development Amendment. Accordingly, specific construction plans may be submitted for Department of Planning approval once the Planned Development Amendment and the appropriate Master Plan and Site Plan are approved.

5. Annual Development Report

A major feature of the review process should be a development report submitted annually after passage of the Planned Development Ordinance. This should be a formal report by the property owner to the Commissioner of Planning for submittal to the Plan Commission. It

should be submitted on the anniversary date of the Planned Development approval. It should include accomplishments to date in terms of construction, public improvements, transportation impact, affirmative action, and such other information as the Department of Planning might reasonably require.

The Commissioner of Planning may, based upon his review of the property owner's report or upon any independent investigation, submit a report to the Chicago Plan Commission outlining the status of the project and making any appropriate recommendations including, if deemed necessary, recommendations to amend the Guidelines or the Planned Development.

B. DEVELOPMENT INFRASTRUCTURE PHASING AGREEMENT/1919 LAKEFRONT ORDINANCE AMENDMENTS

The development of the Central Station property will require the construction and installation of substantial public improvements and services. Some of these improvements are described in these Guidelines and others (e.g., utilities), while not specifically addressed here, are necessary and/or appropriate to the development contemplated by these Guidelines. The recommendations for development contained within these Guidelines assume that such public improvements and services will be undertaken as reasonably necessary or appropriate in connection with development of the property

Accordingly, it is also recommended that the Planned Development and Master Plans provide conditions upon private development which include the following considerations:

- implementation of public and private improvements;
- land acquisition and disposition;
- traffic mitigation programs; and
- other matters which are appropriate and relevant to the orderly development of the property, consistent with these Guidelines.

Any Planned Development and Master Plan approval of the Central Station property should include a condition that the property owner, or owners, can proceed with development of the site, so long as development is in accord with these Guidelines, the Planned Development, and the approved Master Plans, and so long as the infrastructure, utilities, public facilities and services, etc., specified in the Master Plans are in place, or will be available prior to use and occupancy.

In the event that the City participates in financing public improvements on the site or in conjunction with development on the site, or enters into development agreements with the property owner, such actions and agreements should be consistent with these Guidelines.

The 1919 Lakefront Ordinance ratified a mutual agreement among the City, the Illinois Central Railroad, and a predecessor of the Chicago Park District. The agreement addressed land use and obligations for streets and other improvements along the lakefront between the mouth of the Chicago River and 47th Street. Although that Ordinance has been amended many times over the intervening years, it is believed to still be applicable to the Central Station property and its signatories: the City, the Chicago Park District, the Illinois Central Railroad, and Metra and the owners of the Central Station property as successors of the Illinois Central Railroad.

It may be necessary for the City to amend the 1919 Lakefront Ordinance in order to accommodate the provisions of these Guidelines. Any proposed amendment to the 1919 Lakefront Ordinance should be consistent with these Guidelines.

C. INFRASTRUCTURE PHASING

It is recognized that it could take many years to develop the entire Central Station site. The policies established in these guidelines suggest that Central Station should:

- Promote the design and construction of public infrastructure which encourages quality development while minimizing upfront construction costs;

- Provide associated parks, open spaces and public amenities in a schedule coordinated with the pace of private development.

A phasing plan ensures that any public funds promote the highest priority public benefits while leveraging the maximum private investment. It focuses on developing the fee portions of the site in the initial phase. Subsequent phases with more costly amenities and infrastructure that arise from the decking to the east could be constructed later.

It is emphasized that this phasing strategy does not constitute a public financing commitment for any of the following infrastructure components. It is meant to establish a relationship between development and infrastructure staging. It is also recognized that market forces affecting the order of private development could change the appropriate order of phasing.

Phase I addresses the most crucial public needs, creates a marketable environment attractive to private investment and ensures that development of Central Station will have a beneficial effect on adjoining areas of the Near South neighborhood. It will promote access to the fee parcels along the western edge of the Central Station site which minimizes the need for decks. Phase I should include:

- Extension of Roosevelt Road from Michigan Avenue to Columbus Drive;

- Initial and/or interim improvements to the south end of Grant Park (e.g., removal of the present surface parking lot, temporary planting and grading of site);

- Sidewalk improvements and landscaping along Roosevelt Road (from State Street/CTA stations to Lake Shore Drive) and 14th Street;

- Street widening and landscaping along Michigan Avenue from Roosevelt to 14th Street;

- Widening and landscaping Indiana Avenue from 13th Street to 16th Street;

- Extension of 15th Street into the site; and

- Construction of the Neighborhood Park at 15th and Indiana.

Phase II aims to relocate Lake Shore Drive to create a Museum Campus, bridge the railroad barriers between the Near South and the Lakefront, define the western edge of Burnham Park, and construct the major open spaces in the northern portions of the development and might include:

- Lake Shore Drive relocated to the west sides of the Field Museum and Soldier Field as a landscaped parkway;
- Columbus Drive (from Roosevelt Road to 14th Street), McFetridge (from Michigan Avenue to Lake Shore Drive) and 14th Street (from Indiana Avenue to Lake Shore Drive);
- Lower Level Service Road from 11th to 14th Street;
- Final Construction and Landscaping of Grant Park;
- Construction of the McFetridge Park and Columbus Park open spaces;
- Provide internal open spaces (e.g., Winter Garden, Plazas) on North Block and Residential Blocks;
- Move Metra Station to Roosevelt Road;
- Provide South Lakefront Light-Rail Circulator as demand warrants.

Phase III should provide the roads and open spaces needed to expand the residential environment as well as extend street improvements into the surrounding areas:

- Columbus Drive (between 14th and 15th Street);
- Complete Lower Level Roadway (between 15th and 16th Streets);
- Landscaped Michigan Avenue (14th and 16th Street);
- Complete 15th Street to Columbus Drive.

Phase IV would be tied to the development of the area south of 15th Street.

- Columbus Drive south of 15th Street;
- 16th Street from the St. Charles Air Line east to the lakefront;
- 18th Street from Columbus Drive to the lakefront.

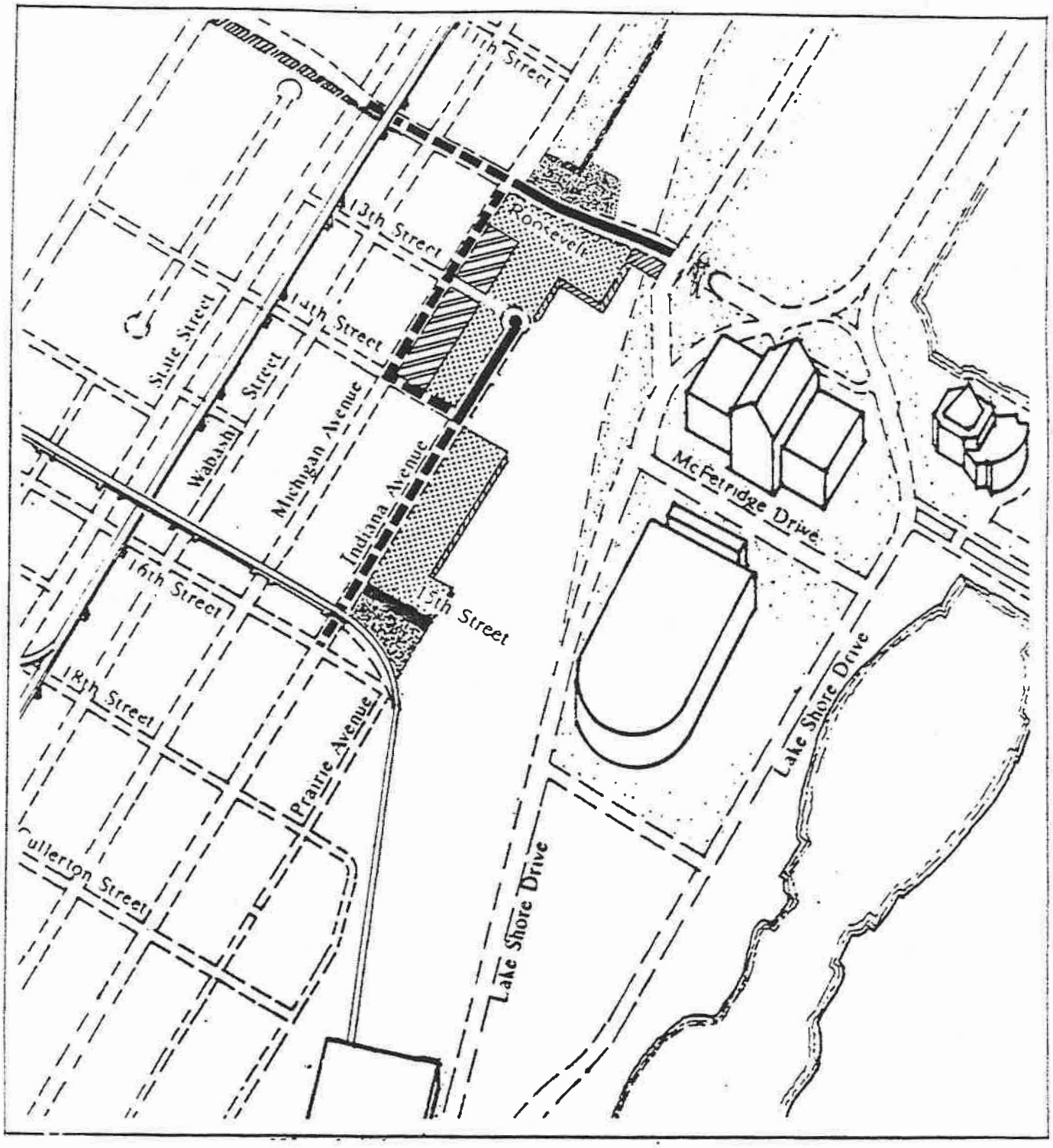


Figure 34. Phase I -- Infrastructure and Development Staging

New Streets

Improved Streets

Land Acquisition

Development Area

New Open Space

Finished Open Space

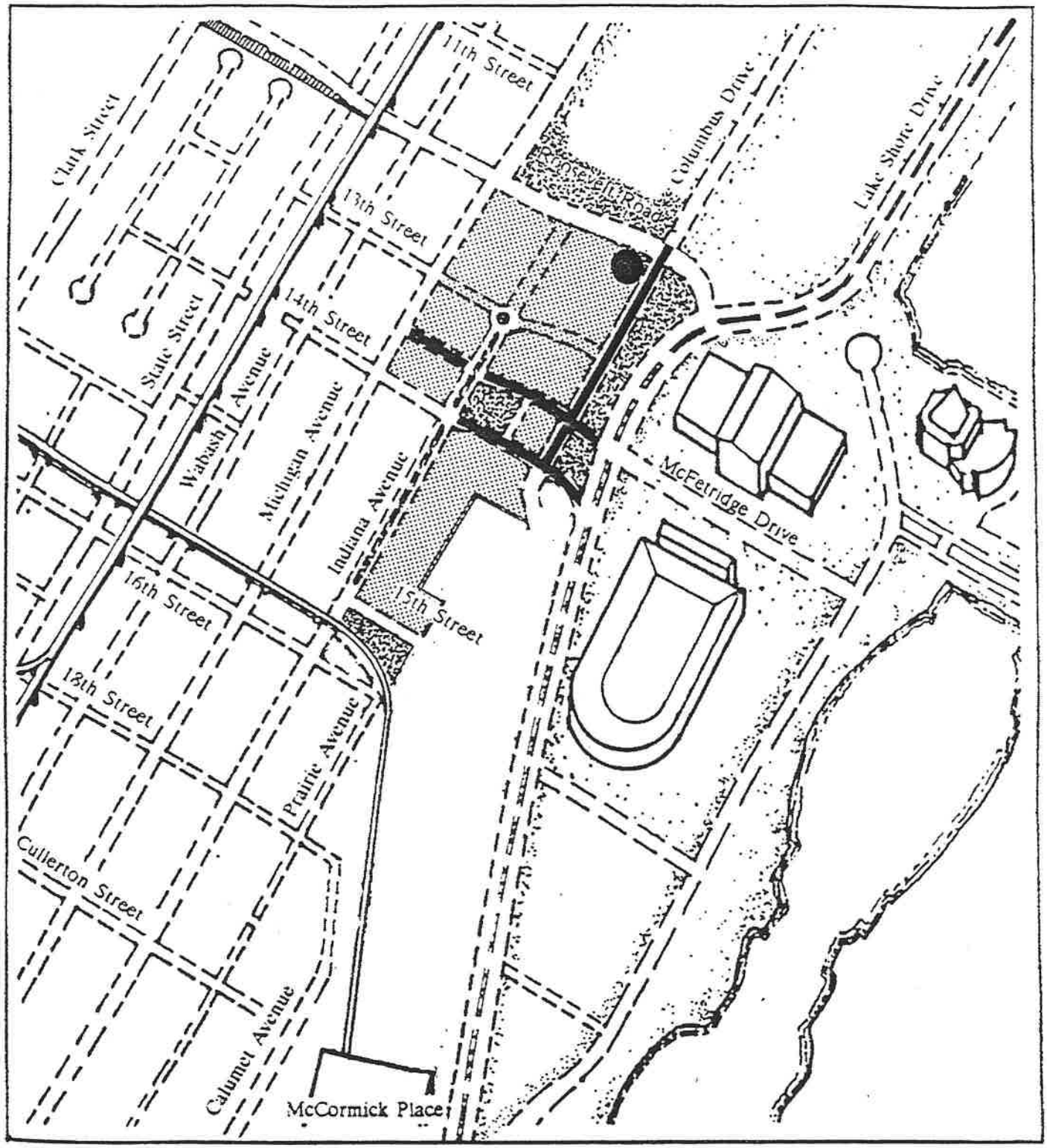


Figure 35. Phase II -- Infrastructure and Development Staging

New Streets

Development Area

New Open Space

Finished Open Space

New Metra Station

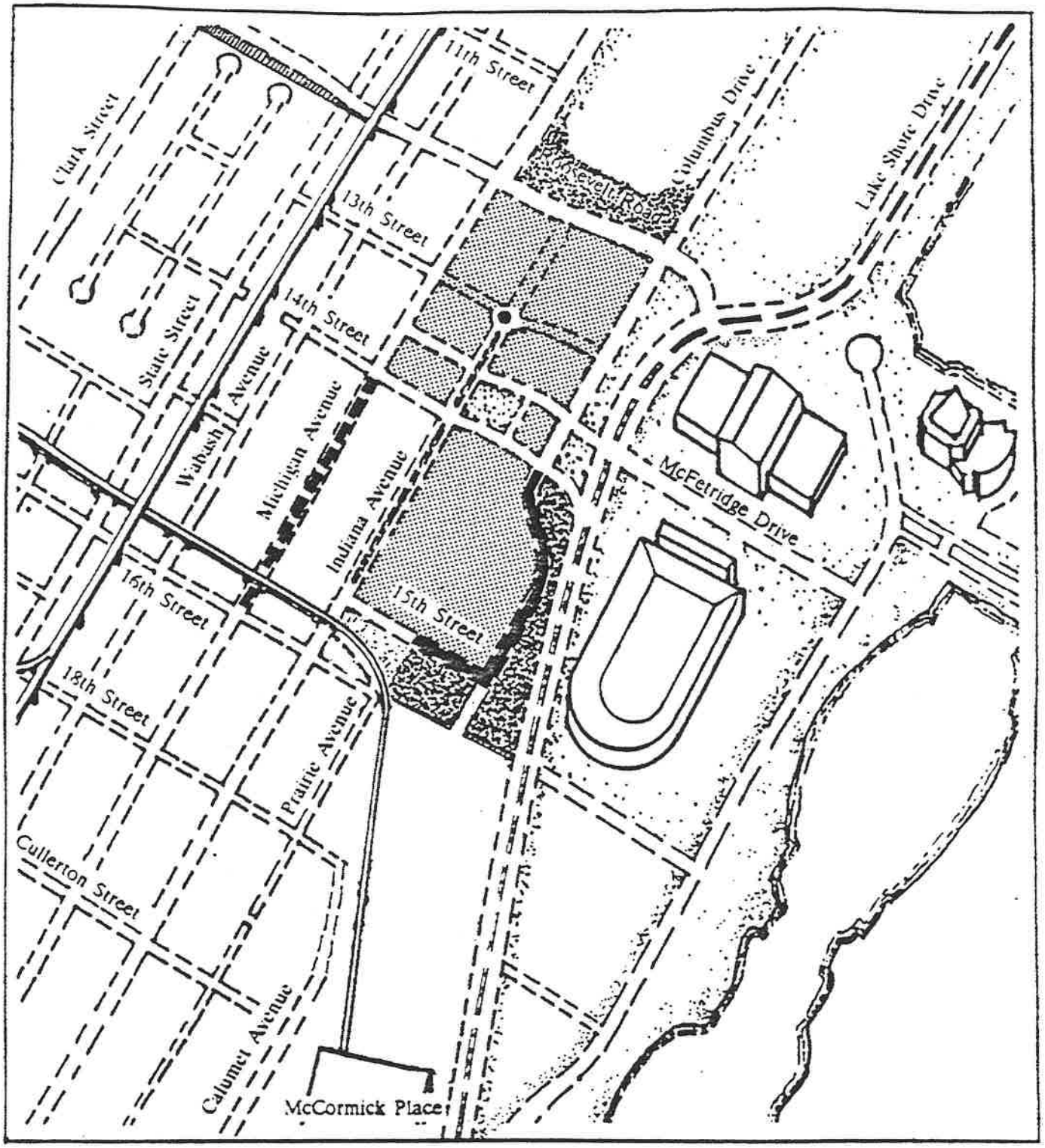


Figure 36. Phase III – Infrastructure and Development Staging

New Streets

Improved Streets

Development Area

New Open Space

Finished Open Space

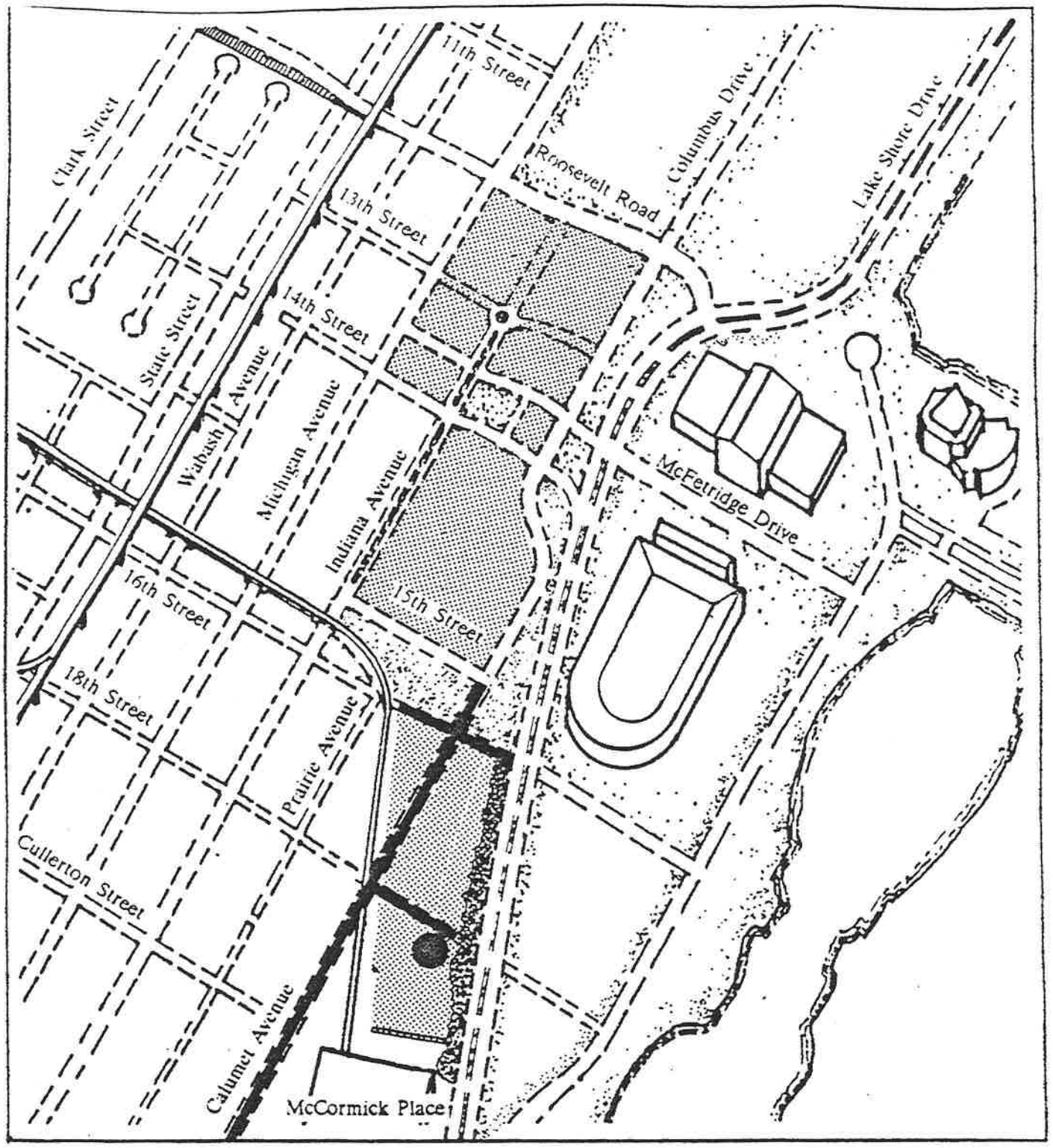


Figure 37. Phase IV -- Infrastructure and Development Staging

New Streets

Development Area

Finished Open Space

Improved Metra Station

New Open Space

ACKNOWLEDGMENTS

CITY OF CHICAGO
Richard M. Daley, *Mayor*

CHICAGO PLAN COMMISSION
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Edwin W. Meyerson, *Vice-Chairman*
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Special thanks to staffs of the Chicago Departments of Public Works, Economic Development, Police, Fire, Sewers, and Water; and to the staffs of the Chicago Transit Authority and the Chicago Park District.

RECEIVED
NOV 19 2015
Initial:

CENTRAL STATION

Amendment No. 4
To
Master Plan II
Subarea A
November 19, 2015

Applicant:	**S Loop Chicago Development, LLC**
Date:	**November 2, 2015**
Plan Commission Date:	**November 19, 2015**

CENTRAL STATION MASTER PLAN II - AMENDMENT NO. 4

1. The area delineated herein as Amendment No. 4 to Master Plan II (hereinafter "Master Plan II") consists of approximately 1,251,647 gross square feet (28.73 acres) (the "Property"). The Net Site area (Master Plan II area less area devoted to public roadways and public parks) is 945,979 square feet (21.72 acres). It is acknowledged that Central Station, L.L.C. and its affiliates have conveyed all their rights and interests in the remaining vacant development parcels within Master Plan II (designated as Parcels 1A, 1B and 2A herein) to the Applicant, S Loop Chicago Development, LLC. With respect to Parcels 1A, 1B and 2A, references herein to the "Applicant" or "developer" shall mean S Loop Chicago Development, LLC and its successors and assigns, otherwise, "Applicant" shall mean Central Station, LLC. Further amendments to this Master Plan II relating to Parcels 1A, 1B and 2A and not affecting other parcels may be initiated solely by S Loop Chicago Development, LLC and its successors and assigns. This Amendment No. 4 is limited to Parcels 1A, 1B and 2A and shall not be construed to affect or render nonconforming existing development on other parcels within the Property.

The private areas within Master Plan II are divided into twelve (12) parcels as depicted on Exhibit 4: Parcel 1, Parcel 1A, Parcel 1B, Parcel 2, Parcel 2A, Parcel 2A-1, Parcel 3, Parcel 3A, Parcel 3B, Parcel 4 Parcel 5 and Parcel 6. Areas referred to herein as the "Restricted Development Zones" are located as depicted in Exhibit 4. Any reference herein to "Parcel" or "development parcel" shall mean the aforesaid Parcels 1, 1A, 1B, 2, 2A, 2A-1, 3, 3A, 3B, 4, 5 and 6. The public park areas within this Master Plan are depicted on Exhibit 5.

2. The boundaries of this Master Plan II are generally as follows: East Roosevelt Road, South Lake Shore Drive, East 14th Street extended east; South Indiana Avenue; East 13th

Street; the properties commonly known as 1305-1321 South Michigan Avenue and 1337-1355 South Michigan Avenue; and South Michigan Avenue from East 13th Street to Roosevelt Road.

3. This Master Plan consists of: (a) these eight (8) statements and (b) the following exhibits, which are hereby incorporated by reference into this Master Plan II:

Exhibit Number	Exhibit Title
-	Subareas and General Land Use
-	Air Rights Parcels
1.	Location Map Subarea A
2.	Existing Street Map Subarea A
3.	Rights-of Way Adjustment Map Subarea A
4.	Master Plan Boundary and Development Parcel Map. Curb Cut and Loading Zones Subarea A
5.	Land Use Controls Map Subarea A
6.	Height-Allowance Map
7	Table of Permitted Uses
8	Table of Bulk Regulations
9.	Property Survey
9B.	Legal Description
10.a, b, c, d, & e	Streetscape improvement Plans
11.	Daniel Webster Park Improvement Concept Plan
12.	Pedestrian Circulation Map
13.	View Corridors Map

Full size sets of these exhibits are on file with the Department of Planning and Development ("DPD"). The improvements on the Property shall be designed, installed and maintained in substantial conformance with these exhibits.

4. This Master Plan II conforms to the requirements of the Planned Development and the Central Station Development Guidelines for Master Plan approval.

5. Public Rights-of-Way as depicted on Exhibit 3 shall be retained, dedicated and/or vacated in accordance with the provisions of this Master Plan II as necessary to accommodate the private development and public improvements contemplated by this Master Plan II. In the

event of any inconsistency between the requirements to dedicate, vacate or retain right-of-way and any other agreement (including any redevelopment agreement), between the City and the property owners or any ordinance adopted by the City Council, the terms of said ordinance or said agreement shall govern.

6. This Master Plan II implements the provisions of Statement No. 11 of Planned Development No. 499, as amended ("the Planned Development") for that portion of the Planned Development property located within the Master Plan II area. All improvements upon and use of the Property shall be designed and constructed in conformance with the provisions of this Master Plan II and the Planned Development; provided however, that the terms and provisions of this Master Plan II contain regulations, among other things, upon the uses and bulk permitted by the Planned Development, which provisions shall govern, and the provisions of this Master Plan II carry out, among other things, the requirements of Statements No. 9 and 10 of the Planned Development, which provisions shall govern.

7. Development Regulations.

A. Permitted Uses. Permitted uses within the area of Master Plan II are those described and contained on the Table of Permitted Uses (Exhibit 7).

B. Bulk Regulations. The hulk regulations for the Master Plan II area are contained on the Table of Bulk Regulations (Exhibit 8). For the purposes of Floor Area Ratio ("FAR") calculations, Grade Level and Plaza Level shall be established at the time of Site Plan review. Floor area below the Plaza Level (or "Curb Level") shall not be included in calculating the total number of square feet permitted under this Master Plan II.

C. Parking and Loading.

(i) Off-Street Parking.

Off-street parking spaces shall be provided at a minimum for each use developed in the Master Plan II area as follows: single-family/single-family attached housing/townhouse/walk-up non-elevator - 1.00 space/DU; all other multi-family residential uses - 0.55 spaces/DU; senior residential uses - 0.3 spaces/DU; retail/commercial uses - 0.4 /1000 sq. ft. spaces if retail uses are less than 5% of total developed floor area and 2.9 spaces/1000 sq. ft. if retail uses exceed 5% of total developed floor area; office uses - 0.7 spaces/1000 sq. ft.; hotel uses - 0.25 spaces/guest room. Off-street parking must be carefully located and designed to be functional, compatible with immediately surrounding uses, and architecturally compatible with the surrounding neighborhood. The following are additional restrictions on off-street parking:

a. Permanent parking must be located in garages or other enclosed structures or below-grade.

b. Any portion of an outdoor, at-grade off-street temporary parking area visible from a public right-of-way must be located and landscaped in a manner consistent with the vehicular use area landscaping and screening provisions of the Chicago Zoning Ordinance.

c. All required off-street parking spaces serving uses within the Master Plan area shall be located within the same Parcel as the use served.

d. Direct access from a public street to offstreet parking areas and garages is permitted through permitted curb cuts.

e. All above-grade parking garages shall have active uses (e.g. retail, restaurants, lobbies, community rooms, dwelling units, day care center, etc.) at ground level and at upper levels in appropriate locations in accordance with the "streetwall" criteria established in Section E.(iv).

(ii) Off-Street Loading.

Loading docks and related facilities shall be provided in accordance with the DX-7 requirements of the Chicago Zoning Ordinance unless otherwise approved by DPD at Site Plan approval. All loading docks shall be off-street, and all loading docks shall be located within a structure or building which shall be enclosed and provided with a door. The Applicant shall use its best efforts to accomplish off-street loading in the following preferred manner:

Parcels 1,1A,1B:	from 13th Street or the east-west private alley bisecting Parcel 1;
Parcel 2:	from 13th Street and the Restricted Development Zone;
Parcel 3:	from 13th Street and 14th Street;
Parcel 3A:	from 13th Street and 14th Street;
Parcel 3B:	from 13th Street and 14th Street;
Parcel 4:	from 13th Street, the Restricted Development Zones, or 14th Street.

In addition, at the time of Site Plan approval, a limited number of curb cuts for loading dock access may be approved along Indiana Avenue and Michigan Avenue within the curb cut zones as indicated in Exhibit 4. No loading docks or loading dock facilities will be permitted along Roosevelt Road.

D. Vehicular Circulation.

(i) Curb Cuts.

Driveways, entrances to off-street parking and to loading docks, and all other facilities requiring curb cuts shall be located and sized to minimize conflicts with on-street traffic and with pedestrian circulation. Access from interior roads or alleys is strongly preferred. All curb cuts shall, singly or in combination, provide for ingress and egress and shall be constructed in accordance with the standards of the City of Chicago and included in an approved Site Plan.

There shall be no curb cuts in the following locations:

a. At the perimeter of Daniel Webster Park;

b. Along Roosevelt Road;

c. Along Indiana Avenue and Michigan Avenue except (i) the existing east-west private alley bisecting Parcel 1, (ii) as otherwise allowed at the time of Site Plan approval in the curb cut zones as depicted in Exhibit 4.

(ii) Private Roadways.

a. A private roadway shall mean any drive or way designed and intended for use as vehicular access to or within any development parcel.

b. Private roadways may be constructed in any of the Parcels for the purpose of providing ingress and egress, including service access.

c. Private roadways may provide all of the vehicular access to structures located in Parcels 1, 1A, 1B, 2, 2A, 3, 3A, 3B and 4.

d. Each private roadway must be included in an approved Site Plan, and each segment of private roadway shall be adequately designed and paved in compliance with the Municipal Code of Chicago, all to provide ingress and egress for motor vehicles, including emergency vehicles; there shall be no parking within such paved areas.

e. Fire lanes, if required, shall be adequately designed and paved in compliance with the Municipal Code of Chicago to provide access and egress for emergency vehicles; there shall be no parking within such fire lanes.

f. All private roadways shall be designed to appropriately accommodate pedestrian use. Sidewalks (on at least one side of the roadway), lighting and landscaping shall be provided along the roadway.

g. All private roadways shall be reasonably accessible to public pedestrian use and shall not preclude such use through security fences, gates, walls or other obstructions.

h. All private roadways shall be designed and configured to provide direct and coherent pathways to public streets.

Strong preference shall be given to a system of private (or dedicated public) roadways that extends the existing street grid into the development parcels and that provides a continuous vehicular path of travel with no dead ends or cul-de-sacs.

(iii) Access and Layout.

Every building or use within a development parcel shall be provided with adequate and appropriate vehicular and pedestrian access to a public roadway. Parking space layout, private roadway vehicular circulation, private pedestrian circulation routes, location and design of curb cuts at public streets shall be designed and constructed in accord with the

applicable provisions of this Master Plan II and shall promote a safe, efficient, appropriate and beneficial design. Such considerations shall be subject to the review and approval of the Department of Planning and Development.

E. Urban Design.

(i) Private Open Space.

In addition to the Restricted Development Zone, other open space will be provided within the residential development parcels of the Master Plan II area in the form of gardens, landscaped areas, landscaped roof decks or other above-grade open space facilities. The publicly accessible open space identified as Parcel 2A-1 on Exhibit 5 shall be constructed in a manner to allow uses (e.g. parking, etc.) below grade (street) level and shall be completed and available as open space upon the issuance of the final Certificate of Occupancy for the building improvements constructed on Parcel 2A. On 14th Street, Indiana Avenue and on private roads, landscaped common setbacks or private yards shall be provided that are of a proportionate scale to that of the adjoining residential buildings. Said open space shall be adequate in area and design to serve the associated residential development and shall meet or exceed the requirements of any applicable City Ordinances, such as the Townhouse Ordinance. Commercial development parcels are encouraged to provide private open space that is accessible to the public.

(ii) Building Design.

Building designs that reflect divisions into base, middle and top, that have setbacks, cornice lines, changes in plane or materials, articulated surfaces, or other methods of reducing the scale and mass are encouraged. Building materials and design which present a building as a unified whole while still including setbacks and recesses to maximize light, air and views are preferred. For each building adjacent to a public right-of-way or the Restricted Development Zone, a primary building entrance must be oriented to, accessible from and visible from that public right-of-way or the Restricted Development Zone, as the case may be. Active uses (e.g. dwelling units, common rooms, lobbies, day care center, etc.) accessible by pedestrians from adjoining public sidewalks are preferred at grade level in all locations where residential use is permitted and where commercial use is permitted, active uses such as retail, restaurants, lobbies, day care centers, etc. are preferred at the first two levels.

(iii) Building Materials.

The primary material for the facades of structures in the Master Plan II area generally visible from the public right-of-way but not otherwise

devoted to windows or other openings shall be masonry (i.e. brickwork, stonework, terra cotta, et al.) or materials (such as concrete) which are articulated and colored to give the appearance of, and which are compatible with, masonry. Exposed structural concrete, dry-vit or other stucco-like material or mirrored glass shall not be allowed. Materials of upper stories shall be similar to those of the lower, however, the level of detailing may be simplified. Save and except for parking structures, (per Section E.(vi) below), distinct windows or courses of windows are to be provided on all sides of each building above its base. The colors and textures of materials used within any Parcel are to be complementary and compatible. Mechanical equipment on rooftops shall be screened with quality materials, and made a feature of the building design, where appropriate. No canopies or other building projections shall be allowed that would interfere with street tree canopies except at entrances to hotels and theater uses.

(iv) Streetwalls.

a. General.

Any structure facing a public street (the "streetwall") or pedestrian way shall be given variety, texture and detail through the use of different heights, projections, recesses, offsets, variations to the roof line or parapet wall, variations in the type or color of materials or other devices which contribute to an architectural character, prevent the appearance of bulkiness, and provide a human scale. A minimum of fifty percent (50%) of the streetwall at the ground level of any structure containing retail, commercial or office uses at the ground level shall be finished with clear or lightly tinted vision glass opening onto active internal uses, and the remainder of that streetwall shall be architecturally compatible with the upper portions of that structure and with adjacent structures. Notwithstanding the setback standards at the pedestrian level established in the following sections for Roosevelt Road, Michigan Avenue, and Indiana Avenue, the Commissioner of the Department of Planning and Development is authorized to approve the architectural design(s) of buildings which extend into the setback area provided that the encroachment commences at least twenty-five (25') feet above grade level.

b. Roosevelt Road.

Buildings fronting on Roosevelt Road shall have a minimum height of one hundred (100) feet, in addition to the maximum height specified on Exhibits 6 and 6B, and shall be built to a consistent setback line necessary to create a minimum sidewalk planter area and carriage walk width of twenty (20) feet on

Roosevelt Road as indicated on Exhibit 10a. A decrease in the minimum limitation of the Roosevelt Road streetwall to 50', also to be measured from Roosevelt Road, in the spaces between pairs of towers; otherwise to remain at 100'. A reduction of the 10-foot minimum setback along Roosevelt Road for the One Museum Park tower is authorized. The ground and second floor levels shall contain active use commercial or retail spaces. Buildings fronting on Roosevelt Road shall provide belt courses or cornice lines consistent with the historic Michigan Avenue streetwall to the west of Grant Park. In addition, the design of any tower setback above one hundred feet in height along Roosevelt Road shall relate to the Michigan Avenue streetwall. In recognition of the prominence and high visibility of the Roosevelt Road streetwall, any above-grade parking garage structures proposed for development sites on Roosevelt Road must be entirely fronted with active use space facing Grant Park. The Roosevelt Road streetwall should wrap around to the Lake Shore Drive facade, creating a formal edge to the Museum Campus.

c. Michigan Avenue.

Except for buildings contained within Parcels 3A and 3B, buildings fronting on Michigan Avenue shall have a minimum height of fifty (50) feet, in addition to the maximum height specified on Exhibit 6, and shall be built to a consistent setback line necessary to create a minimum sidewalk planter area and carriage walk width of twenty-two (22) feet on Michigan Avenue as indicated on Exhibit 10. Buildings fronting on Michigan Avenue contained within Parcels 3A and 3B shall have a minimum height of fifty (50) feet. In addition to the maximum height specified in Exhibit 6, buildings fronting on Michigan Avenue shall be built consistent with the setback line as indicated on Exhibits 10a, 10d and 10e (varies from 0' to 22'). In addition, the design of any tower setback along Michigan Avenue shall relate to the historic Michigan Avenue streetwall. The ground and second floor levels of all buildings (including parking structures) fronting on Michigan Avenue shall contain active use commercial or retail spaces. Where above-grade parking structures are proposed for development sites on Michigan Avenue, first preference shall be given to structures that are entirely fronted with active uses facing Michigan Avenue. At a minimum, on the Michigan Avenue facade, such structures must be fully enclosed with glazing and indistinguishable in design and materials from habitable floors above and below.

d. Indiana Avenue.

Buildings fronting on Indiana Avenue north of 13th Street shall have a minimum height of fifty (50) feet, in addition to the maximum height specified on Exhibit 6, and shall be built to a consistent setback line necessary to create a minimum sidewalk planter area and carriage walk width of twenty-one (21) feet on Indiana Avenue as indicated on Exhibit 10. The ground and second floor levels of all buildings (including parking structures) fronting on Indiana Avenue north of 13th Street shall contain active residential, commercial or retail use spaces.

Buildings fronting on Indiana Avenue south of 13th Street shall have no minimum height requirement and shall be built to the property line or shall have a minor landscaped setback for residential uses per Section E.(i). The ground floor of all buildings (including parking structures) fronting on Indiana Avenue south of 13th Street shall contain active residential uses (e.g. dwelling units, common rooms, lobbies, and day care centers, etc.).

Where above-grade parking structures are proposed for development sites on Indiana Avenue, first preference shall be given to structures that are entirely fronted with active uses facing Indiana Avenue. At a minimum, on the Indiana Avenue facade, such structures must be fully enclosed with glazing and indistinguishable in design and materials from habitable floors above and below.

(v) Lake Shore Drive Building Orientation and Design.

Buildings facing Lake Shore Drive shall step down from Roosevelt Road to 14th Street as described in the Height Allowance Map (Exhibit 6) and shall be designed and located to minimize building mass directly facing the Drive and to maximize light, air, views of the Lake and the City and separation between buildings. Belt courses, cornice lines, building massing, tower setbacks, materials and other means shall be used to relate to the scale and architectural significance of the Field Museum to the east. The buildings shall be designed and located to open onto and front the future decked open space identified in Parcel 5.

The first level above the deck level over the Metra tracks shall contain active residential, commercial or retail spaces. Where parking uses are proposed above this level, first preference shall be given to such structures that are entirely fronted with active uses facing Lake Shore Drive. At a minimum, on the Lake Shore Drive facade, such structures must be fully enclosed with glazing and indistinguishable in design and materials from habitable floors above and below.

The Applicant shall construct the townhomes along the east elevation of the building known as One Museum Park East at such time that the adjacent decks spanning the railroad tracks are constructed by the City of Chicago.

The Roosevelt Road streetwall should wrap around to the Columbus Drive facade creating a formal edge to the Museum Complex.

(vi) Parking Structures.

For parking structures occurring in areas other than those described in Section E.(iv) "Streetwalls", walls enclosing a structure which is used, in whole or in part, for parking automobiles must be treated architecturally with texture, fenestration, or other devices such that the facade of any such structure which faces a public right-of-way, and the materials used in that facade, are architecturally related, consistent and compatible with the architectural treatment of the remainder of the structure of which that facade is a part and/or with the architectural treatment of adjacent structures. Such similar design elements shall include but not be limited to: materials, size, shape, number and pattern of window openings, glazing or window framing, cornices, moldings, reveals, sills and other decorative surface treatments. To avoid the appearance of a tower on a podium where structures contain parking and active uses, the tower portion should be architecturally integrated with the podium through massing as well as materials. Parking areas, ramps, floors, headlights, interior lighting and parked vehicles must be entirely screened from view from the public way with glass, decorative grills, or window frames. Landscaped roofdecks and planter boxes with irrigation devices and adequate soil depth for planting are strongly encouraged.

(vii) Streetfront Fences.

Fencing on private property adjacent to a public right-of-way shall be substantially open and constructed of decorative metal and shall not take the form of a wall which prevents views from the public right-of-way into the private property. Fencing shall not be of chain-link or wood construction. Masonry piers are encouraged along residential property lines where appropriate.

(viii) Lighting.

Buildings shall be designed with architectural features that are lit at night wherever possible. Lighting along private pedestrian ways shall be compatible with lighting in the public rights-of-way in the Master Plan II area. The level, or intensity, of lighting shall be sufficient to permit reasonable safety in walking.

(ix) Landscaping.

Landscaping of buildings at terraces, rooftops and balconies shall be provided wherever possible and appropriate and in accordance with the Chicago Landscape Ordinance. All open areas of the Property which are not otherwise devoted to permitted buildings, parking areas or pedestrian/vehicular circulation areas shall be maintained in landscaping, which shall consist of grass, ground cover, shrubs, trees or other living plant materials, decorative paving and walkways. Trees and other plants in continuous raised planters are preferred over trees in grates along Roosevelt Road, Michigan Avenue and Indiana Avenue. Awnings and seasonal flowers in pots at building entrances are encouraged to enhance the pedestrian environment. In addition to the requirements of this Master Plan II (providing, among other things, for the installation of parkway trees in the public right-of-way and the landscaping and screening of open parking areas), any development of the Property shall incorporate landscaping to the extent feasible to enhance the appearance of the development from the public street, to screen uses from the street and to provide compatible buffers between adjacent uses. All private property landscaping shall be properly and adequately maintained at all times. Parkway trees shall be maintained in accordance with the applicable provisions of the Chicago Zoning Ordinance.

(x) Signage.

Except as delineated below, permitted signage shall include signs for building identification and information, business identification and information, and parking identification and information; however, all signage shall be subject to the reasonable approval of DPD. Buildings shall be designed with clearly delineated signage bands. Preference shall be given to pin-mounted back lit signs with individual letters that are externally lit.

Temporary signage for site identification and information purposes or for marketing (sales, rental, leasing) and directional purposes is permitted in all Parcels, subject to the reasonable approval of DPD.

Prohibited signs include electronic moving message board signs, flashing signs, advertising signs, rooftop signs, and projecting signs.

(xi) Chicago Builds Green.

The Applicant acknowledges that it is in the public interest to design, construct and maintain all buildings in a manner that provides healthier environments reduces operating costs, and conserves energy and resources. Subsequent to this Amendment 4, any application for Site Plan

approval shall be subject to the Chicago Sustainable Development Policy in effect at the time of that application.

F. Height Restrictions.

Height restrictions for all Parcels are described on the Height Allowance Map (Exhibit 6). All heights are measured from the curb level, or its equivalent, opposite the center of the front of a building to ceiling of last habitable floor of the building.

G. Grading.

Site grading for new development will be coordinated to meet with existing pavement and curb elevations along Roosevelt Road, Michigan Avenue; Indiana Avenue, 13th Street and 14th Street public right-of-ways. Site grading for new development adjoining the railroad right-of-way will be coordinated to permit railroad operations and proposed busway operations along the eastern air rights parcel. Site grading for development within the Restricted Development Zones shall be coordinated to provide public access to the platform park above the railroad right-of-way. Storm water accumulated on development parcels will be collected and discharged to city sewers in a controlled manner acceptable to local storm water management authorities.

H. Shadow Zones.

The location, orientation and massing of structures shall be designed to minimize shadows on public and private open areas and parks within and around the development. If appropriate, the Applicant shall provide shadow studies for proposed high or mid-rise structures at the time of Site Plan review.

I. Energy Conservation.

The Applicant shall use best and reasonable efforts to design, construct and maintain all buildings constructed within the Master Plan II area in an energy efficient manner, generally consistent with the most current energy efficiency standards published by the American Society of Heating, Refrigerating and Air-Conditioning Engineers ("ASHRAE") and the Illuminating Engineering Society ("IES").

8. Public Improvements. Developments within this Master Plan II shall be accompanied by certain public improvements necessary to serve the development. All such public improvements shall be contained within the boundaries of an approved Site Plan prior to construction. All public improvements shall be designed, constructed and installed in accordance with all applicable City standards, laws and regulations, subject to the approval of the appropriate City departments and agencies as required, as well as in conformance with all other applicable state and federal standards, regulations and laws. These public improvements and the property upon, over or within which they are located shall be properly dedicated and/or conveyed to the City (or other public agency designated by the City) as appropriate; provided, however, that in the case of the Restricted Development Zone and any utilities not located within a roadway right-of-way, appropriate easements shall be granted to the City in form acceptable to the Department of Law. Completion of the aforesaid public improvements as hereinafter referred to shall mean that dedication of property, conveyance of ownership or a grant of easements, as the case may be, shall have occurred.

A. Public improvements shall be divided into the following categories:

(i) Public Roadways.

Public roadways necessary to provide public access to and from the Property shall be constructed within the areas depicted on Exhibit 3. Public roadways for purposes of this Master Plan shall include pavement, curbs and gutters and medians where appropriate.

(ii) Public Utilities.

Public utilities providing all necessary and appropriate utility service to the Property shall be constructed within and near the rights-of-way adjacent to the Property. These utilities include, without limitation, water supply, sewer facilities, electrical, gas, telephone and other utility facilities and services. These facilities shall be generally, but not necessarily, located within the roadways depicted on Exhibit 3.

(iii) Public Streetscape Improvements.

Streetscape improvements are generally street improvements other than roadway pavement, curbs and gutters. These improvements include sidewalks, parkway trees and planting areas, street furniture (including bus shelters) and street lights. All public roadways and the Restricted Development Zone within the Master Plan II shall include completed streetscape improvements. Exhibit 10, (a), (b), (c), (d), and (e) incorporated herein generally depict typical streetscape improvements. Streetscape improvements shall be constructed by the Applicant in accordance with Exhibit 10 and all applicable city laws, regulations and standards, subject to the approval of the appropriate City departments and agencies as required. In particular, the Applicant shall coordinate the design, materials, and detailing of sidewalks, streetlights, and street furnishings with any applicable current City specifications or proposals for the area.

(iv) Public Parks.

(a) Daniel Webster Park.

One (1) public park ("Daniel Webster Park") of approximately 44,800 square feet has been funded and constructed by the Applicant and dedicated, at no cost and free and clear of all encumbrances, to the Chicago Park District in connection with development of the Property.

Daniel Webster Park has been designed and constructed in accordance with the standards and specifications of the Chicago Park District and the Central Station Development Guidelines, and in general accordance with Exhibit 11.

(b) South End of Grant Park.

The Applicant has conveyed and dedicated to the Chicago Park District, at no cost, and free and clear of all encumbrances, of that approximately 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.

(c) Platform Deck/Park Above Metra Facilities.

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, etc. 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 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 and to minimize the appearance of a wall at the base of the platform deck where a wall is necessary.

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.

(v) Pedestrian Access.

Pedestrian access shall be provided through the site in accordance with Exhibit 3 by means of public or private streets or passages that are open to the public.

(vi) Restricted Development Zones.

The Restricted Development Zones are to be private areas located within private development parcels which are open and devoted to public uses for open space, pedestrian passage, protected views and private use for vehicular and pedestrian ingress and egress to adjacent development. The Restricted Development Zones are located as depicted on Exhibit 4. All Zones shall be open and accessible to the public at all times and shall be directly accessible from Indiana Avenue, 14th Street, South Prairie Avenue, and the platform deck/park above the Metra facilities. The Applicant shall be responsible for the cost and construction of all improvements within the Restricted Development Zones.

(vii) Public Transportation Facilities.

The Applicant confirms its 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. In the event that the Chicago Department of Transportation reasonably determines that the following traffic mitigation measures are necessary, 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, provided that appropriate public agencies have reasonably demonstrated to the Applicant that a need for such facilities exists and provided that such easements and licenses will not interfere with the Applicant's development of the Property as jointly determined by the City and the Applicant.

(b) Construct or cause the construction of public bus shelter facilities where appropriate and reasonable; provided that appropriate public agencies have reasonably demonstrated that a need for such facilities exists in connection with the development contemplated in this Master Plan II.

(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 equals 250,000 square feet unless the Applicant reasonably demonstrates that a sufficient demand for such service does not exists and such services shall be provided and/or restored when and if such demand occurs or reoccurs.

(d) Establish and maintain a traffic management program within two years of the approval of the Master Plan, unless

otherwise determined by the Department of Transportation and DPD. The intent of the program shall be to reduce the use of private automobiles by employees and customers travelling to and from the Property. The traffic management program shall be established and maintained in accordance with the criteria identified in Statement No. 12 of the PD.

In connection with development of Parcel 2 (specifically excluding Parcels 2A and 2A-1, per minor change letter issued by the Department of Planning and Development, dated December 29, 2012), the Applicant shall:

(e) 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.

(f) 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.

(viii) Lakefront Busway Project.

It is expected that the development described in the application will have a contributory impact on the existing traffic and congestion on city streets in the area. This traffic and congestion has resulted in the City's implementation of various traffic management programs including a project for the design and construction of an access roadway for motor buses and other designated vehicles and for improved pedestrian access to the Lake Front ("Lakefront Busway Project"). Accordingly, as a condition of the approval of the application, 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, the property necessary for the purposes of completing the Lakefront Busway Project.

In addition, the Applicant has dedicated and conveyed, at no cost, and free and clear of all encumbrances save and except for the conditions, restrictions and obligations contained in the conveyance documents, such easements or other interests in its adjoining property as are necessary and appropriate for the Lakefront Busway Project, including the City's

replacement and rehabilitation of the pedestrian and Metra station access bridge at approximately 18th Street.

Upon such dedication and conveyance, the Department of Transportation 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.

B. Public Improvements shall be completed in accordance with the following schedule:

(i) All Parcels – Roadways.

Prior to issuance of a certificate of occupancy for any development within any development parcel, all public and private roadways necessary to serve said development shall be complete to permit reasonable access to such parcel with the final surface cost to be applied when the development is substantially complete.

(ii) All Parcels – Utilities.

Prior to the issuance of a certificate of occupancy for any development within any development parcel, the public utilities necessary to serve said development shall be complete.

(iii) All Parcels - Streetscape Improvement.

Within 6 months following construction of a street and issuance of a certificate of occupancy for any structure located along any development parcel's public right-of-way frontage (including proposed and required rights-of-way and the Restricted Development Zone), weather permitting, all public streetscape improvements adjacent to that length of said parcel's right-of-way frontage shall be complete and a continuous sidewalk leading from said structure to the public right-of-way shall be complete; provided, however, that (a) streetscape improvements along the frontage of any parcel must extend continuously across the frontage of all structures for which occupancy certificates have been issued and across all spaces (or gaps) between said structures along said frontage and to one end of said frontage, (b) streetscape improvements other than parkway trees need not be installed along the north side of 14th Street until such time as Daniel Webster Park or any portion thereof is required to be developed. With the exception of those situations cited in clauses (a) and (b) in this paragraph, all streetscape improvements within the Master Plan II area shall be completed at the occurrence of the earliest of the following: within three

years of the date of approval of the first Site Plan for any development in Parcels 3 or 4 pursuant to the provisions of Statement No. 13 of the PD, provided, however, that the Commissioner of DPD shall extend said three year period for a maximum of two additional one-year periods (each of which shall be referred "extension period") upon receipt by the Commissioner of DPD prior to expiration of the first period or any extension period of the Applicant's written statement sworn under oath, specifically stating that the commencement of construction as aforesaid is delayed for any reasons or circumstances beyond the reasonable control of the Applicant and its affiliates and agents, the specific cause of the delay, and that the Applicant and its affiliates and agents have not taken any action or failed to take any action which could reasonably have resulted in such delay, provided, however, that at all times reasonable construction access can be maintained to structures under construction and to the Parcel within which said construction is located.

(iv) Public Parks.

(a) Daniel Webster Park.

The Applicant has completed construction of Daniel Webster Park and has dedicated such Park to the Chicago Park District.

(b) South End of Grant Park.

The City shall complete its study of Grant Park approximately one (1) year from the date of City Council approval of the last legislative amendment to the PD and shall commence improvements after a period of public review and comment, subject to availability of funds.

(c) Platform Deck/Park Above Metra Facilities.

The City shall commence the design process of the Platform Deck/Park within one (1) year from the date of City Council approval of the last legislative amendment to the PD, subject to availability of funds. After a period of public review and comment and within five (5) years from the date of commencement of substantial construction of any building by the Applicant within Parcel 2 or 4 fronting the platform deck, the City shall commence construction of the platform deck and park, subject to availability of funds.

(v) Restricted Development Zones.

The Applicant shall submit a Site Plan showing grading and other proposed improvements within the Restricted Development Zones concurrent with the time of submittal of a Site Plan for adjacent development sites within Parcels 2 and/or 4. Upon review and approval by DPD and other appropriate City agencies, such improvements shall be

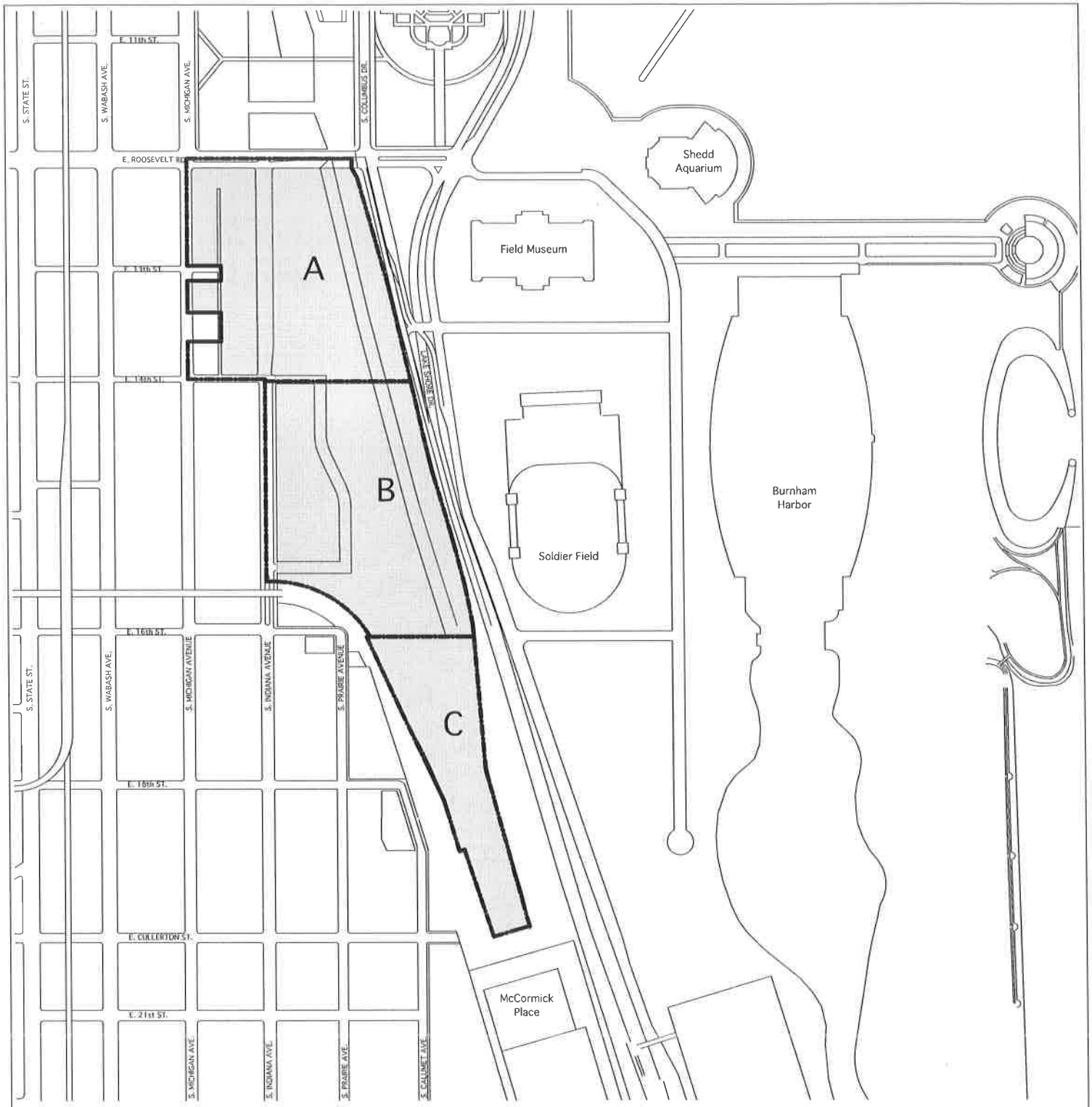
completed by the Applicant at such time mutually agreed upon by the City and the Applicant.

(vi) Lakefront Busway Project.

Construction of the busway project is governed by the terms and provisions of the Busway Agreement, document number 00817665, dated October 18, 2000 by and between the Applicant and the City.

(vii) Public Services and Facilities.

The City and the Applicant acknowledge that full development of Master Plan II is expected to be adequately served with school, library, police, fire and emergency facilities in existence or planned. In order to assure, however, that such facilities are available to serve the full development of the entire property located within the Planned Development, the Applicant shall provide the Department of Planning and Development with a fiscal impact report which (1) analyzes the impact of such full development of the Planned Development upon available and planned school, library, police, fire and emergency services and facilities and (2) provides the Department of Planning and Development with methodologies and formula necessary or appropriate to assess the need for additional services and facilities over time as the property develops. Such report shall be in a form acceptable to the Commissioner of Planning and Development and shall be made available to the Commissioner prior to the approval of the Third Master Plan upon the Planned Development property



Subarea A - Michigan / Columbus Gateway

Subarea B - 15th Street / Lake Shore Area

Subarea C - Harbor View Area

Mixed Land uses as described in the Use and Bulk Regulations Data Table and Notes in the Master Plan

P/H PAPPAGEORGE / HAYMES Ltd. ARCHITECTS	CENTRAL STATION CHICAGO	Subareas & General Land Use	N 06/19/2008

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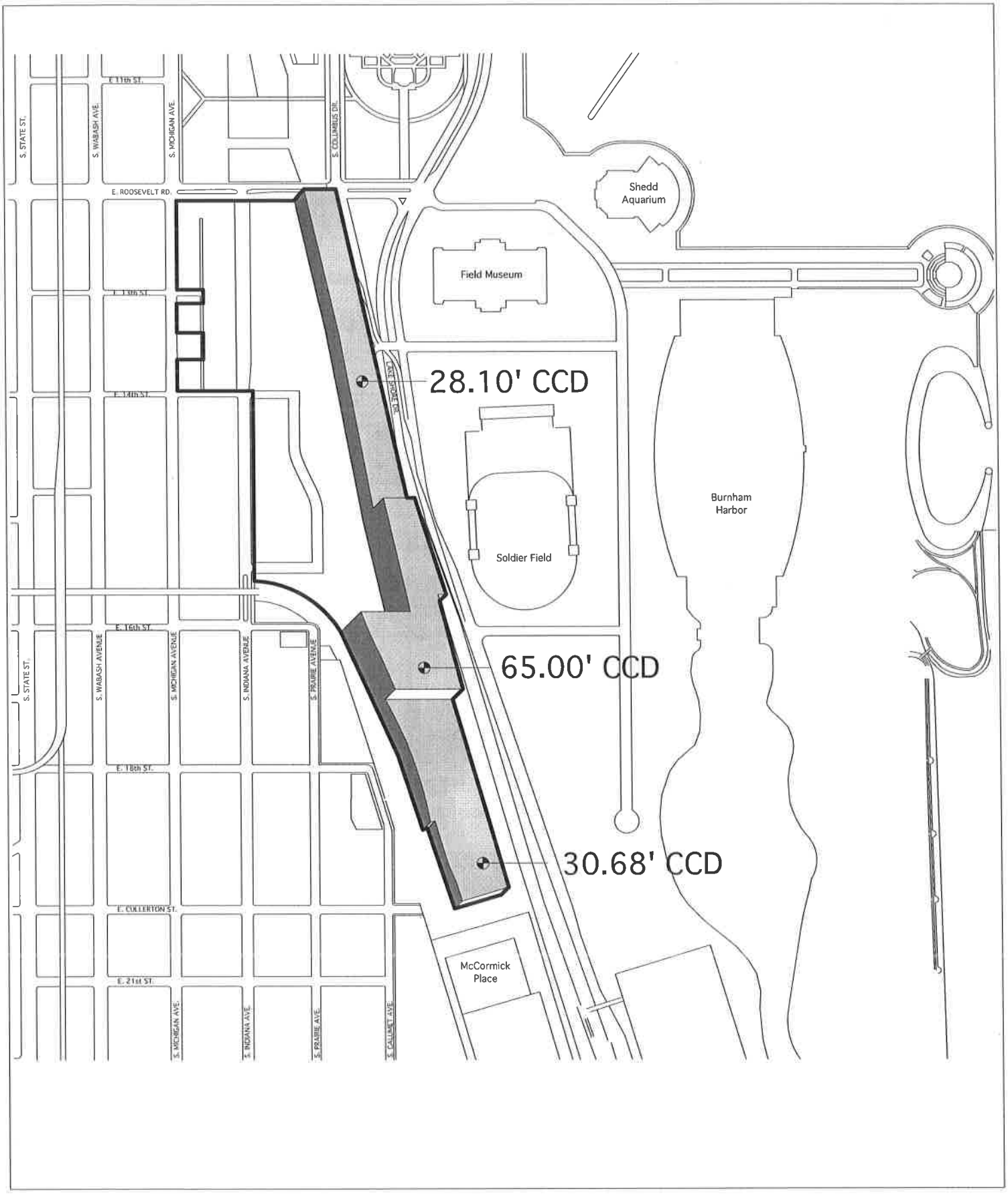

PAPPAGEORGE / HAYMES Ltd. ARCHITECTS	CENTRAL STATION CHICAGO	Air Rights Parcels	N 06/19/2008

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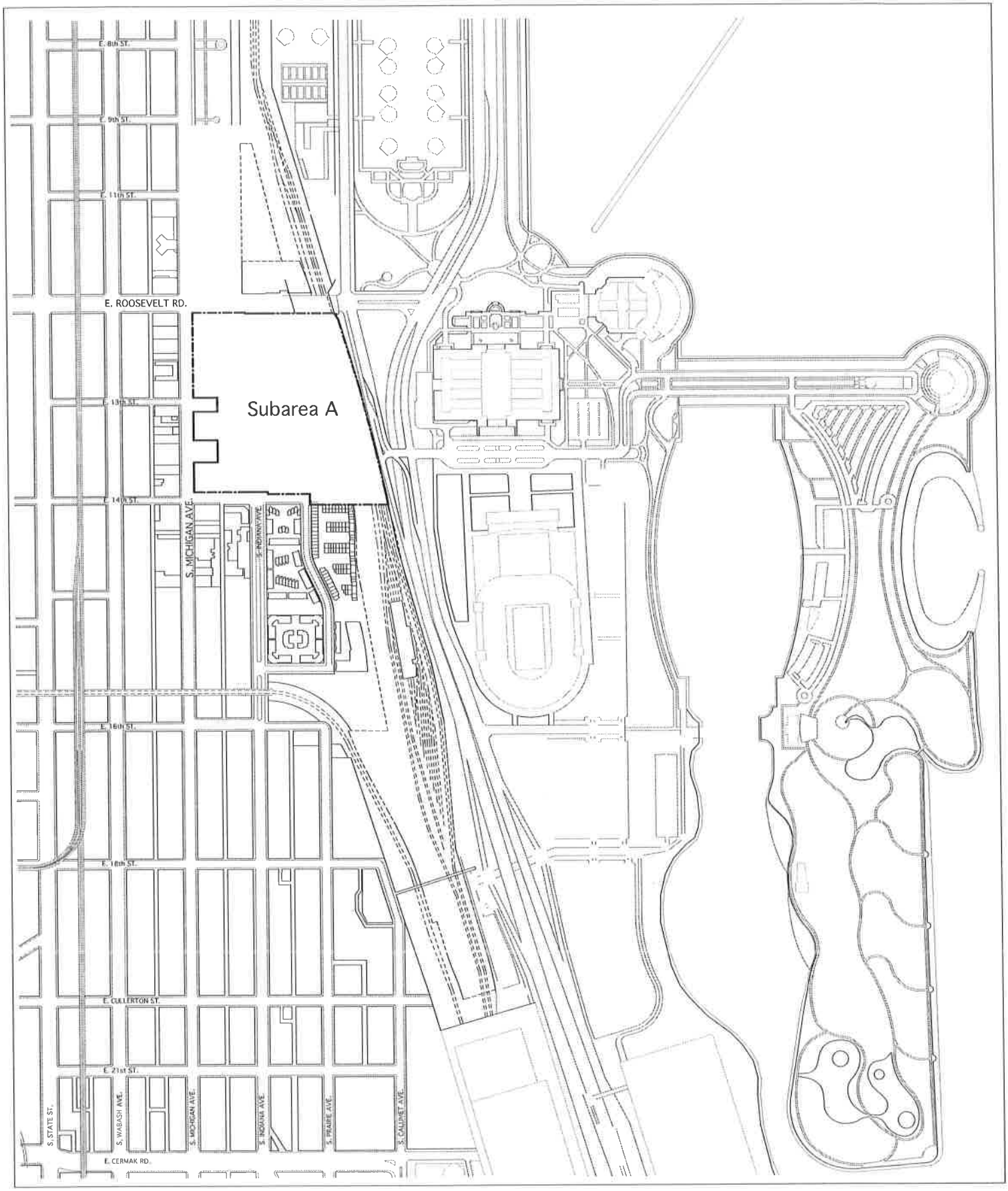

P/H PAPPAGEORGE / HAYMES Ltd. ARCHITECTS	CENTRAL STATION CHICAGO	Exhibit 1 Location Map Subarea A	N 06/19/2008

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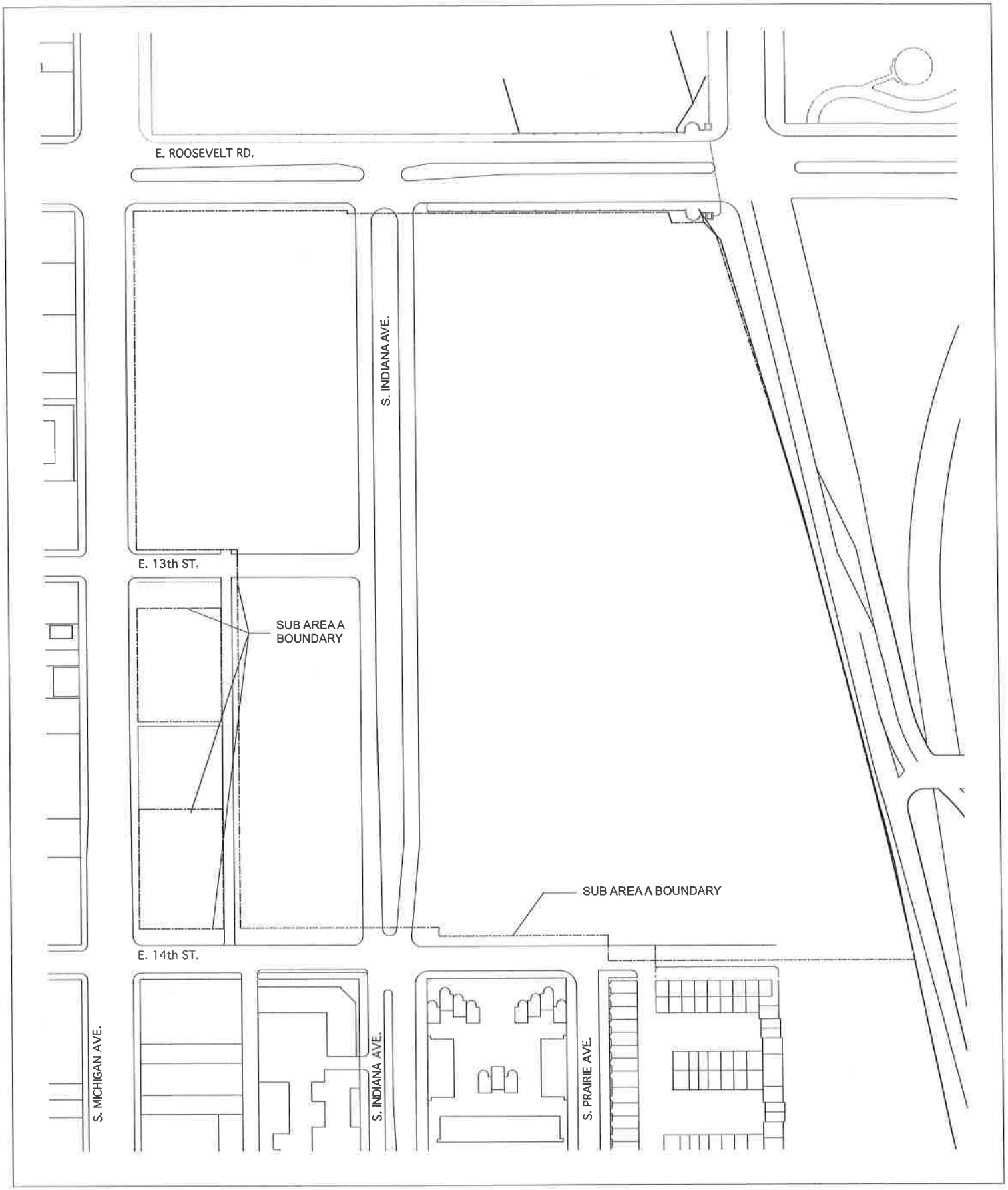

PAPPAGEORGE / HAYMES Ltd. ARCHITECTS	CENTRAL STATION CHICAGO	Exhibit 2 Existing Street Map Subarea A	N 06/19/2008

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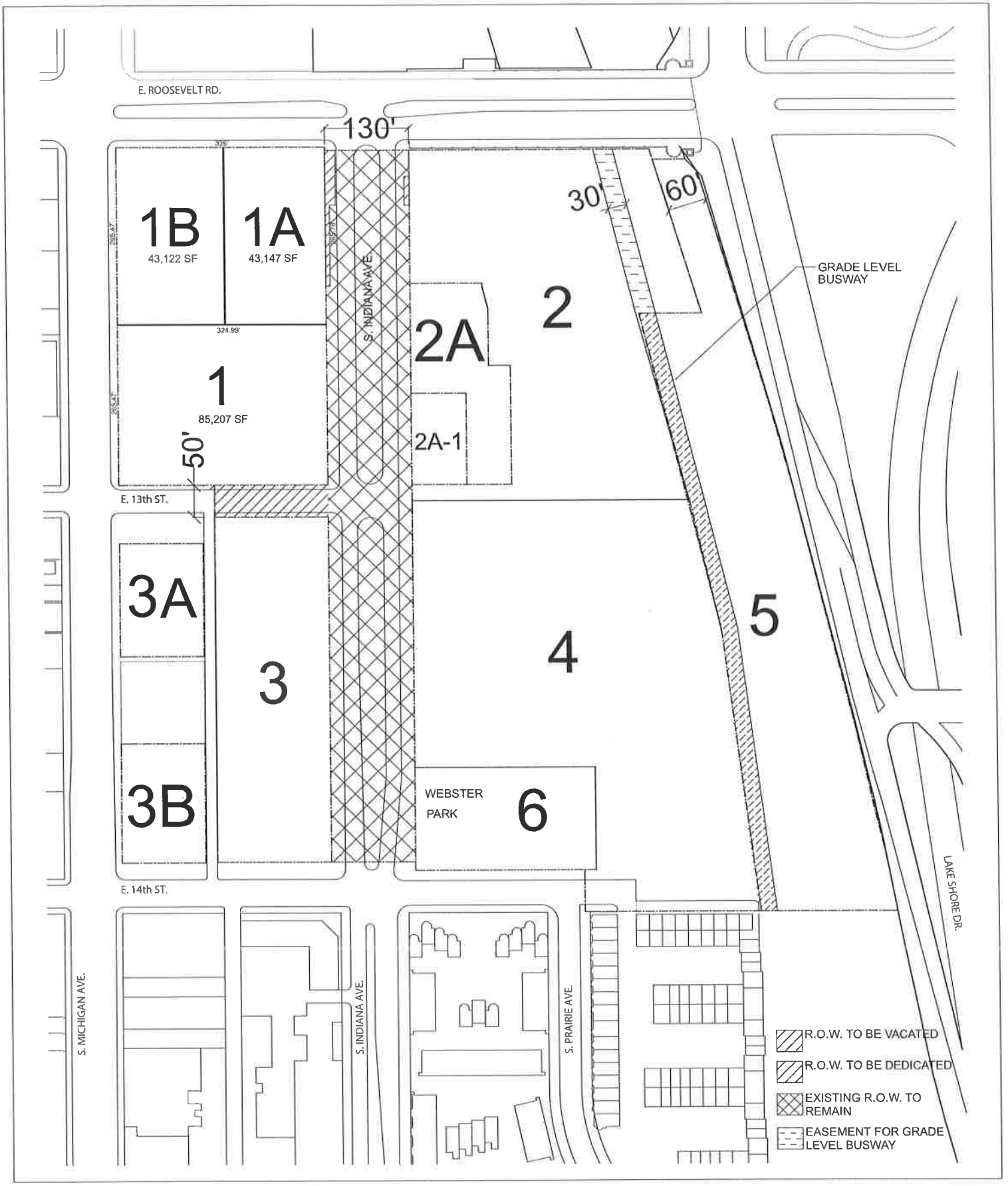

P/H PAPPAGEORGE / HAYMES Ltd. ARCHITECTS	CENTRAL STATION CHICAGO	Exhibit 3 Right-of-Way Adjustment Map Subarea A	N (Modified by Rafael Vinoly Architects 11/13/2015) 06/19/2008

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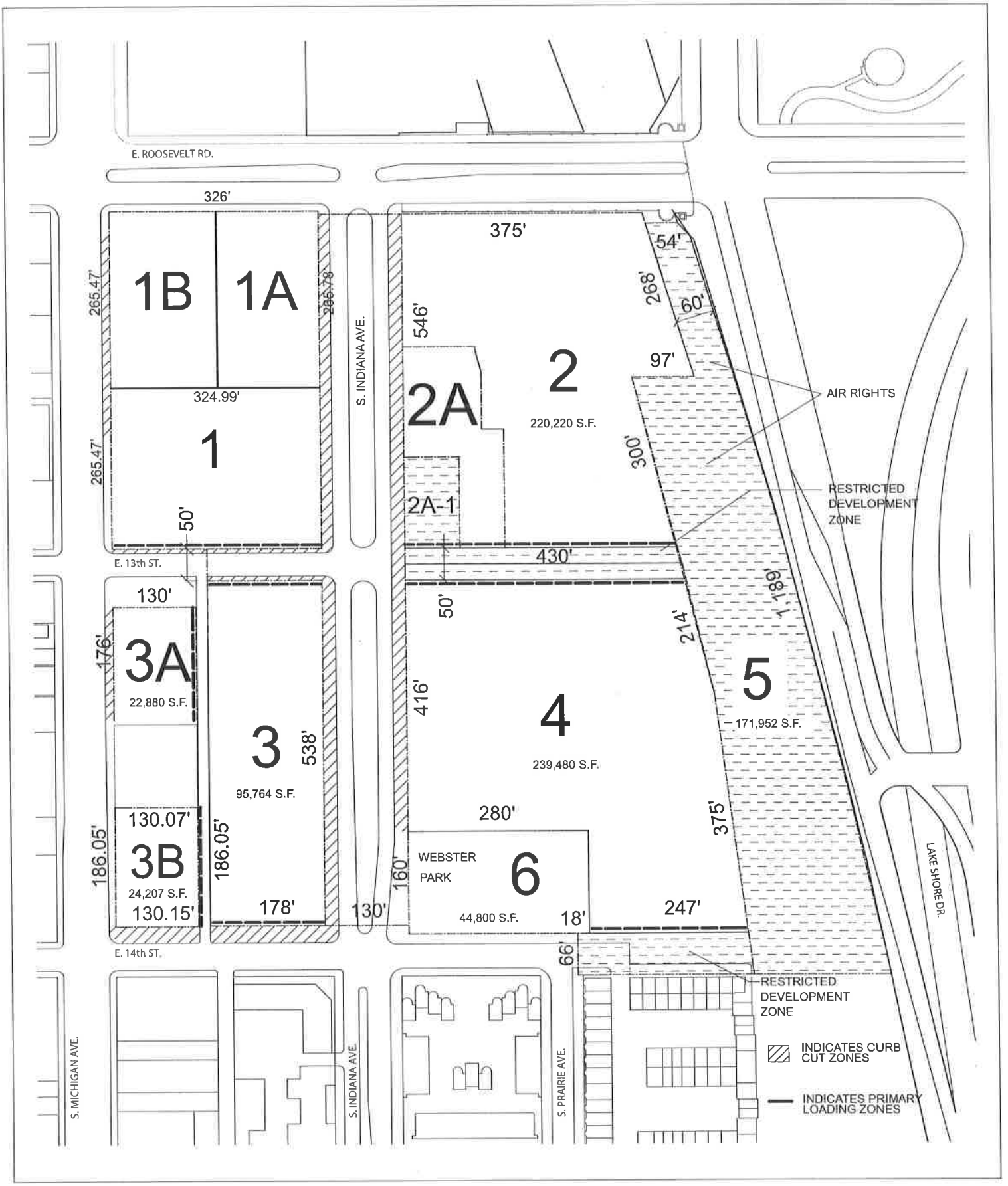

P/H PAPPAGEORGE / HAYMES Ltd. ARCHITECTS	CENTRAL STATION CHICAGO	Exhibit 4 Master Plan Boundary and Development Parcel Map, Curb Cut and Loading Zones Subarea A	N (Modified by Rafael Vinoly Architects 11/13/2015) 06/19/2008

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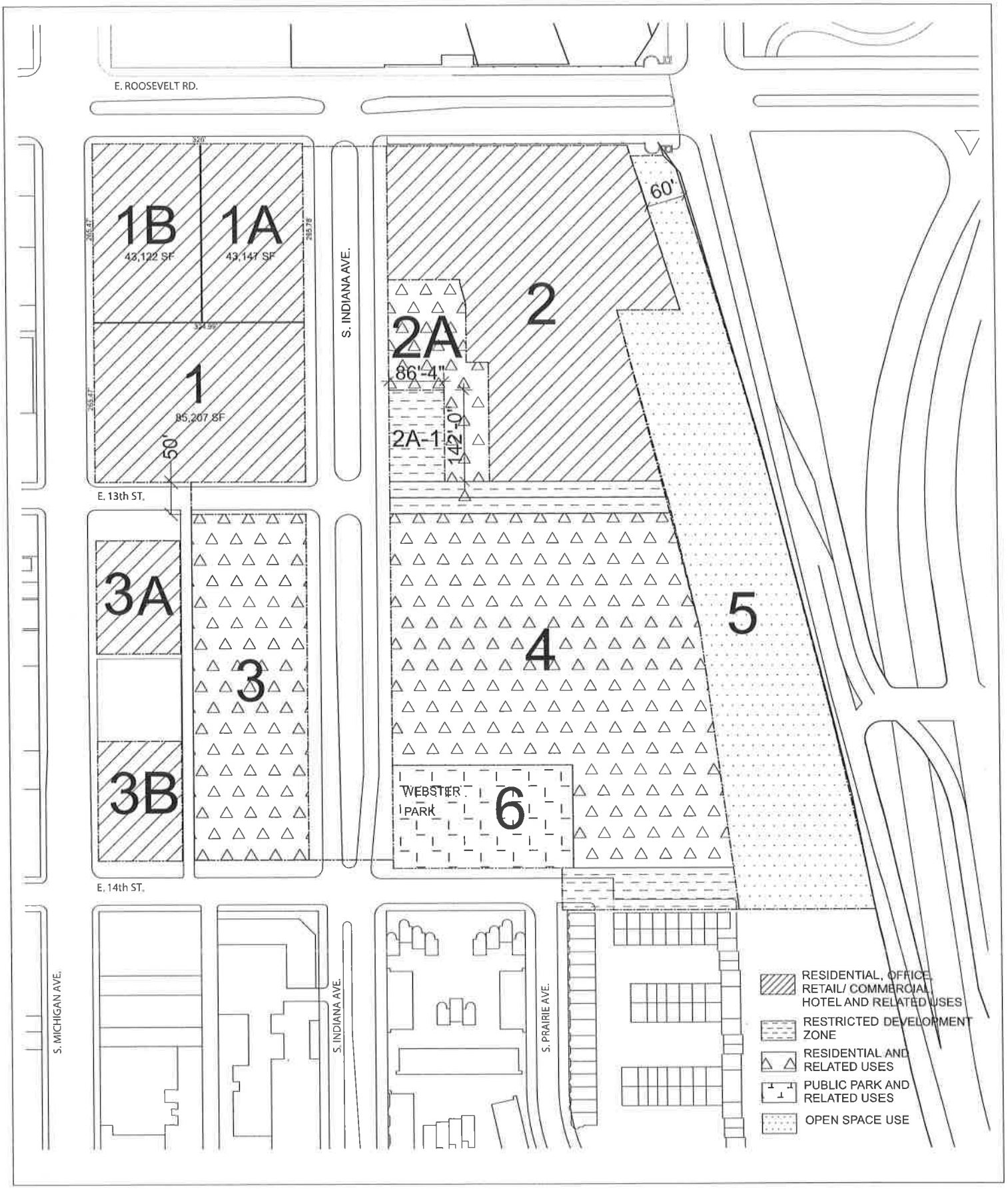

PAPPAGEORGE / HAYMES Ltd. ARCHITECTS

CENTRAL STATION
CHICAGO

Exhibit 5
Land Use Controls Map
Subarea A

N

(Modified by Rafael Vinoly Architects 11/13/2015)
06/19/2008

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EXHIBIT 7

TABLE OF PERMITTED USES

Parcel 1, Parcel 1A, and Parcel 1B:
Residential, Senior Residential, Retail/Commercial, Hotel, Office, and Accessory Parking

Parcel 2 (not including Restricted Development Zone):
Residential, Senior Residential, Retail/Commercial, Hotel, Office, and Accessory Parking

Parcel 2 Restricted Development Zone:
Private Drive, Pedestrian Way, Below Grade Parking and Service, and Open Space Uses

Parcel 2A:
Residential and Accessory Parking

Parcel 2A-1 Restricted Development Zone:
Pedestrian Way, Below Grade Parking and Service, and Open Space Uses

Parcel 3:
For-Sale Residential, Daycare Center, Senior Residential and Accessory Parking

Parcel 3A:
Residential, Senior Residential, Retail/Commercial, Hotel, Office, and Accessory Parking

Parcel 3B:
Residential, Senior Residential, Retail/Commercial, Hotel, Office, and Accessory Parking

Parcel 4 (not including Restricted Development Zone):
For-Sale Residential, Daycare Center, and Accessory Parking

Parcel 4 Restricted Development Zone:
Private Drive, Pedestrian Way, Below Grade Parking and Service, and Open Space Uses

Parcel 5:
Open Space Use

Parcel 6:
Public Park Use

NOTES TO THE TABLE OF PERMITTED USES:

1. Residential uses include single and multi-family dwellings and senior residential uses. Dwelling units shall be permitted below the second floor.
2. Office uses include business, professional offices, educational, daycare and related institutional uses.
3. Retail and commercial uses include all uses that are permitted within the DX-7 zoning district (other than automobile service stations). Free standing big box retail is not permitted.
4. Accessory uses and structures are permitted within all parcels provided that accessory structures within Parcel 5 and Parcel 6 shall be subject to the review and approval of the Commissioner of Planning and Development.

5. Non-accessory parking shall be permitted as an interim use on Parcels 1A, 1B, and 2A until such time as a Site Plan for the property upon which such parking is located is approved. In conformance with §17-10-0503 of the Zoning Code, up to 45% of the required residential parking may be leased out on a daily, weekly, or monthly basis to persons who are not residents, tenants, patrons, employees or guests of the residential use, subject to the review and approval of the Department of Planning and Development.

Exhibit 8

Central Station
Subarea A
Table of Bulk Regulations
Parcels 1-6

	Parcel 1	Parcel 1A	Parcel 1B	Parcel 2	Parcel 2A	Parcel 2A-1	Parcel 3
Net Site Area (1)	85,207	43,147	43,122	176,392 (1)	31,933	12,255	95,764
Maximum Dwelling Units (5, 7, 8,)	669	792	649	867	100	0	208
Maximum SF Retail / Commercial (11)	350,000	350,000	350,000	350,000	20,000	0	0
Maximum Hotel Rooms (4, 10)	0	0	0	0	0	0	0
Maximum SF Office (12)	796,785	996,164	912,344	0	15,000	0	0
Maximum Floor Area (6)	796,785	996,164	912,344	1,892,233	107,822	0	345,783
Maximum FAR (2)	9.35	23.09	21.16	10.76	3.38	0.00	3.61
Maximum Building Height (3)	400 ft/ 350 ft	810 ft	900 ft	650 ft / 720 ft/ 375 ft	180 ft.	Not Applicable	350 ft/ 225 ft

(*) Refer to "Notes to Table of Bulk Regulations

	Parcel 3A	Parcel 3B	Parcel 4	Parcel 5	Parcel 6	Total 1,1A,1B,2,2A,2A-1,3,3A, 3B,4,5
				Air Rights	Webster Park	
Net Site Area (1)	22,880	24,207	239,480	171,952	44,800	946,339 (1)
Maximum Dwelling Units (5, 7, 8, 9)	202	260	653	0	0	4,400
Maximum SF Retail / Commercial (11)	100,000	10,000	0	0	0	350,000
Maximum Hotel Rooms (4, 10)	0	0	0	0	0	0
Maximum SF Office (12)	10,000	10,000	0	0	0	2,000,000
Maximum Floor Area (6)	274,331	416,474	1.108.064	0	0	6,850,000
Maximum FAR (2)	11.99	17.20	4.63	0.00	0.00	7.24
Maximum Building Height (3)	225 ft	350 ft	275 ft/ 200 ft/ 50 ft	Not Applicable	Not Applicable	

EXHIBIT 8

NOTES TO TABLE OF BULK REGULATIONS

(1) Net Site Area equals gross area less area in existing right-of-way, right-of-way to be dedicated and Webster Park. Includes an additional 360 square feet vacated in South Indiana Avenue.

(2) Floor area for FAR calculation purposes shall be determined pursuant to the Planned Development Ordinance No. 499, as amended. Unbuilt floor area may be reallocated among the Parcels with the consent of the property owners of the affected Parcels and with the approval of the Department of Planning and Development. Parcel Floor Area Ratios (FAR) would then be recalculated, accordingly.

(3) Height limitations for specific areas of parcels are illustrated on Exhibit 6. All heights are measured from the curb level, or its equivalent, opposite the center of the front of a building to the ceiling of the last habitable floor.

(4) All of the hotel rooms permitted by the Planned Development (1,500) have been converted to residential units (500) at the ratio of three (3) hotel rooms to one (1) residential unit.

(5) Unbuilt residential units may be reallocated among the Parcels with the consent of the property owners of the affected Parcels and with the approval of the Department of Planning and Development. The total number of residential units in all parcels, combined, shall not exceed 4,400.

(6) The total number of square feet of development permitted under this Master Plan II shall be fixed at 6,850,000 square feet.

(7) Only "For Sale" dwelling units shall be permitted within Parcel 4. A minimum of sixty percent (60%) of the dwelling units constructed within Parcel 4 shall contain shall contain two (2) or more bedrooms.

(8) Rental dwelling units are not permitted within Parcel 4.

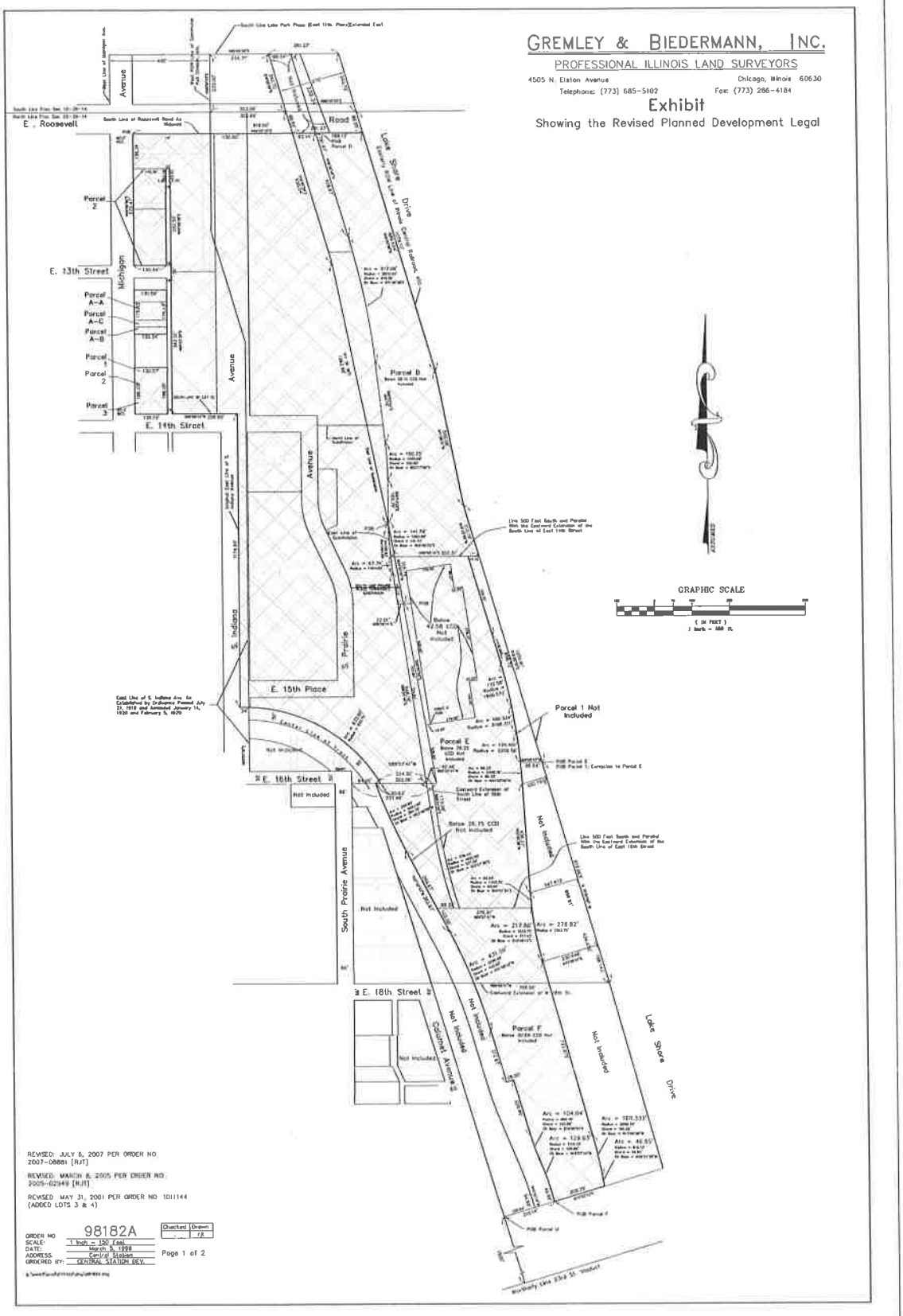
(9) The Applicant agrees to provide a minimum of one (1) day care center within one (1) of the buildings to be constructed within Parcel 1B or Parcel 2A.

(10) All of the hotel rooms permitted by the Planned Development (1,500) have been converted to residential units (500) at the rate of three (3) hotel rooms to one (1) residential unit. The total number of residential units permitted within Master Plan II has been increased from 3,900 to 4,400, accordingly.

(11) Retail/Commercial floor area may be distributed among Parcel 1, Parcel 1A, Parcel 1B, Parcel 2, Parcel 2A, Parcel 3A and Parcel 3B with the consent of the property owners of the affected Parcels and with the approval of the Department of Planning and Development. The total square feet of retail/commercial floor area in Parcel 1, Parcel 1A, Parcel 1B, Parcel 2, Parcel 3A and Parcel 3B combined cannot exceed 350,000.

(12) Office floor area may be distributed between Parcel 1, Parcel 1A, Parcel 1B, and Parcel 2A, only, provided: (i) that the total square feet of office floor area in Parcel 1A, Parcel 1B, and Parcel 2A combined does not exceed two million (2,000,000) square feet, and (ii) that the total square feet of office floor area in Parcel 1A and Parcel 1B does not exceed 1,985,000 square feet, and (iii) that the total square feet of office floor area in Parcel 2A does not exceed 15,000 square feet.

(13) The total amount of public open space required within Subarea A shall be a minimum of 24% of the Net Site Area of Subarea.



PAPPAGEORGE / HAYMES Ltd. ARCHITECTS	CENTRAL STATION CHICAGO	Exhibit 9 Property Survey	N 06/19/2008

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Part of the land, property and space of the Illinois Central Railroad Company in Fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, described as follows: beginning on the South line of East Roosevelt Road, as widened, at the intersection of said South line with the East line of South Michigan Avenue and running Thence East along said South line of West Roosevelt Road and along an Eastward Extension of said line, a distance of 919.02 feet to an intersection with the Easterly right of way line of said railroad; Thence South along said Easterly right of way line a distance of 989.604 feet; Thence continuing South along said Easterly right of way line a distance of 550.38 feet; Thence South continuing along said Easterly right of way line a distance of 1070.01 feet; Thence West a distance of 86.64 feet; Thence Southwardly along the arc of a circle convex to the East with a radius of 2448.29 feet a distance of 88.22 feet; Thence South along a straight line, tangent to the last described arc of a circle, a distance of 436.27 feet; Thence Southwardly along the arc of a circle convex to the West with a radius of 1343.75 feet, a distance of 278.82 feet; Thence South along a straight line tangent to last described arc of a circle a distance of 722.075 feet; thence Southwardly along the arc of a circle convex to the East tangent to last described straight line with a radius of 2008.70 feet a distance of 160.335 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 1500.00 feet Northerly from and parallel with the Northerly line of the 23rd Street viaduct; Thence West along said parallel line a distance of 208.29 feet to a point 210.14 feet Easterly from the aforesaid Westerly right of way line; Thence North a distance of 49.55 feet; Thence Northwardly along the arc of a circle convex to the East tangent to last described straight line and having a radius of 1116.10 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 2220.95 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 2283.90 feet a distance of 294.90 feet to an intersection with the Eastward extension of the South line of East 18th Street; thence East along said Eastward extension, a distance of 20.83 feet; Thence Northwestwardly along the arc of a circle convex to the Northeast, being 50.00 feet Northeasterly from and concentric with the center line of said railroad track and having a radius of 623.70 feet, a distance of 633.86 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 1174.60 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 238.80 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 13th Street; Thence North a distance of 50.00 feet to the North line of the former of East 13th Street; Thence continuing North a distance of 332.93 feet to the Northwest corner of Lot 32 in Seaman and Busby's Subdivision; Thence West along a Westward extension of the North line of said Lot 32, a distance of 2.70 feet to the Southeast 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:

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 Southeasterly 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 15° 00' 40" East 428.07 feet; Thence Southerly 317.06 feet along the arc of a circle convex to the East with a radius of 1832.63 feet (the chord of said arc bearing South 11° 36' 38 East 316.36 feet); Thence South 06° 22' 54" East 220.72 feet; Thence Southerly 150.73 feet along the arc of a circle convex to the East with a radius of 1405.69 (chord of said arc bearing South 03° 17' 56" East 150.65 feet); Thence South 00° 12' 00" East 163.78 feet; Thence Southerly 141.79 feet along the arc of a circle convex to the West with a radius of 1464.69 feet (the Chord of said arc bearing South 02° 56' 22" East 141.74 feet) to an intersection with a line which is 500.00 feet South from and parallel with the Eastward extension of the South line of East 14th Street; Thence North 89° 58' 42" 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 Northwesterly along said Easterly line a distance 313.14 feet; Thence Northwesterly continuing along said Easterly line a distance of 550.38 feet; Thence Northwesterly 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 28.25 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 18th Street and running Thence Northwardly along said Easterly right of way line a distance of 919.963 feet to the point of beginning; Thence continuing Northwardly along said Easterly line a distance of 858.72 feet to an intersection with a line which is 500.00 feet South from and parallel with the Eastward extension of the South line of East 14th Street; Thence South 89° 58' 42" West along said parallel line a distance of 352.37 feet; Thence Southerly 87.79 feet along the arc of a circle convex to the West with a radius of 1464.69 feet (the chord of said arc bearing South 07° 05' 19" East 87.79 feet) Thence South 08° 24' 46 East 848.16 feet) to an intersection with the Eastward extension of the South line of East 16th Street; Thence South 89° 57' 41" West along said Eastward extension a distance of 302.08 feet; Thence Southwardly along the arc of a circle convex to the West with a radius of 2253.90 feet, a distance of 294.92 feet; Thence Southeastwardly along a straight line tangent to the last described arc of a circle a distance of 258.63 feet to an intersection with a line which is 300.00 feet South from and parallel with the Eastward extension of the South line of East 16th Street; Thence East along said parallel line a distance of 376.91 feet to an intersection with a curved line being the arc of a circle convex to the West with a radius of 1343.75 feet, the Southerly terminus of said arc being a point which is 233.646 feet Westerly and 158.143 feet Northerly of the intersection of the Easterly right of way line of said railroad with the aforesaid Eastward extension of the North line of East 18th Street, as measured along said Easterly line and a line perpendicular thereto and the Northerly terminus of said arc being a point which is 197.473 feet Westerly and 434.475 feet Northerly of the aforesaid intersection of the Easterly right of way line of the Eastward extension of the North line of East 18th Street, as measured along said Easterly line and a line perpendicular thereto; Thence Northwardly along last described arc of a circle a distance of 80.84 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 2448.29 feet a distance of 88.22 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 18th Street extended East; Thence North 89° 57' 41" East 337.48 feet along said South line extended East; Thence North 09° 50' 59" West 236.80 feet; Thence North 80° 09' 01" East 19.70 feet to the point of beginning "A"; Thence North 08° 26' 17" West 620.00 feet; Thence North 81° 33' 43" East 179.00 feet; Thence South 08° 26' 17" East 96.67 feet; Thence North 81° 33' 43" East 32.25 feet; Thence South 08° 26' 17" East 378.33 feet; Thence South 81° 33' 43" West 32.25 feet; Thence South 08° 26' 17" East 145.00 feet; Thence South 81° 33' 43" 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 18th Street, said intersection being a point 708.50 feet (as measured along said Eastward extension) East from the Westerly right of way line of the Illinois Central Railroad and running thence North 18° 20' 58" 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° 58' 47" West a distance of 88.64 feet; Thence Northwardly along the arc of a circle, convex to the East, with a radius of 2220.58 feet, the chord of said arc having a bearing of North [illegible] 07' 44" West, an arc distance of 120.407 feet to the beginning of compound curve; Thence Northwardly along the arc of a circle, convex to the East, with a radius of 2180.311 feet, the chord of said arc having a bearing of North 08° 40' 32" West, an arc distance of 109.324 feet to the beginning of compound curve; Thence Northwardly along the arc of a circle, convex to the East with a radius of 1800.572 feet, the chord of said arc having a bearing of North 12° 24' 03" West, an arc distance of 172.58 feet; Thence North 15° 08' 43" West along a straight line tangent to the last described arc of a circle, a distance of 118.068 feet; Thence North 16° 25' 58" West along a straight line, a distance of 328.02 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 14th Street, as said Street was opened by ordinance of the City of Chicago passed August 11, 1864; Thence North 89° 58' 42" 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 18° 20' 58" 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 23rd Street viaduct; Thence Northwardly along said Westerly right of way line a distance of 1,500.00 feet; Thence Easterly parallel with said Northerly line of the 23rd Street viaduct a distance of 210.14 feet to the point of beginning; Thence Northwardly a distance of 49.55 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 16th Street; Thence East along said parallel line a distance of 376.91 feet, to an intersection with a curved line, being the arc of a circle convex to the West with a radius of 1,343.75 feet, the Southerly terminus of said arc being a point which is 233.646 feet Westerly and 158.143 feet Northerly of the intersection of the Easterly right of way line of said railroad with the Eastward extension of the North line of East 18th Street, as measured along said Easterly line and a line perpendicular thereto and the Northerly terminus of said arc being a point which is 197.473 feet Westerly and 434.475 feet Northerly of the aforesaid intersection of the Easterly right of way line with the Eastward extension of the North line of East 18th Street as measured along said Easterly line and a line perpendicular thereto; Thence Southwardly along last described arc of a circle, a distance of 213.88 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 722.875 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 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 with is 1,500.00 feet Northerly from and parallel with the Northerly line of said 23rd Street viaduct; and Thence Westwardly along said parallel line a distance of 208.29 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 18th Street extended East; Thence North 89° 57' 41" East 94.95 feet along said South line to the point of beginning; Thence continue North 89° 57' 41" East along said South line 224.30 feet; Thence South 08° 24' 46" East 173.08 feet; Thence Southerly 338.43 feet along the arc of a circle convex Westerly and having a radius of 1820.95 feet (the chord of said arc bears South 13° 27' 36" East 337.99 feet) to a line 500 feet South from and parallel with the aforesaid Eastward extension of the South line of East 18th Street; Thence South 89° 57' 41" West 89.22 feet along said parallel line; Thence North 27° 32' 43" 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 2263.90 feet, the chord of said arc having a bearing of North 23° 48' 58" 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 13th Street)

in Cook County, Illinois.

Also,

Parcel AA:
Lots 5, 6 and 7 in Block 3 of Garrett's Subdivision of Assessors 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 Garretts 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 3-1/12th 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 3-1/12th 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° 00' 23" East along said line, a distance of 233.00 feet to an intersection with the South line of Lake Park Place (East 11th Place); Thence North 89° 55' 25" 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° 20' 59" 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° 20' 59" East a distance of 630.54 feet; Thence South 11° 35' 59" East a distance of 1062.99 feet to the point of beginning for that part of said land, property and space hereinafter described; Thence Southeasterly 189.85 feet along the arc of a curve convex Westerly with a radius of 1464.69 feet (the chord of said arc bearing South 04° 30' 22" East 189.68 feet); Thence South 08° 24' 46" East 123.22 feet; Thence South 89° 58' 41" East 22.01 feet; Thence North 09° 50' 58" 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° 00' 23" East along said line, a distance of 233.00 feet to an intersection with the South line of Lake Park Place (East 11th Place); Thence North 89° 55' 25" 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° 20' 59" 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° 20' 59" East a distance of 630.54 feet; Thence South 11° 35' 59" East a distance of 1062.99 feet; Thence South 09° 50' 58" East 325.76 feet to the point of beginning for that part of said land, property and space hereinafter described; Thence continuing South 09° 50' 59" East 727.84 feet to the South line of East 16th Street extended East; Thence South 89° 57' 41" West 40.46 feet along said extension; Thence North 08° 24' 46" West 724.94 feet; Thence South 89° 58' 41" 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 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.

PARCEL 1:
Lot 6 in Sherman's Subdivision of Block 12 in the Assessor's Division of part of the Northwest Fractional Quarter of Section 22, Township 39 North, Range 14, and Lots 1 and 2 in Blocks 15 in Herrington's Addition to Chicago in Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois.

PARCEL 2
Lots 1, 2 and 3 in Charles Busby's Subdivision of Lots 1 to 5 of Sherman's Subdivision of Block 12 in the Assessor's Division of the Northwest Fractional Quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian with Lots 1 and 2 in Blocks 15 in Herrington's Addition to Chicago, in Cook County, Illinois.

PARCEL 3:
Lots 4, 5, 6 and 7 in Charles Busby's Subdivision of Lots 1 to 5 of Sherman's Subdivision of Block 12 in the Assessor's Division of the Northwest Fractional Quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian with Lots 1 and 2 in Blocks 15 in Herrington's Addition to Chicago, in Cook County, Illinois.

REVISED: JULY 6, 2007 PER ORDER NO
2007-08881 [RJT]

REVISED: MARCH 8, 2005 PER ORDER NO
2005-02949 [RJT]

REVISED: MAY 31, 2001 PER ORDER NO 1011144
(ADDED LOTS 3 & 4)

ORDER NO.: 98182A
SCALE: 1 inch = 150 Feet
DATE: March 5, 1998
ADDRESS: Central Station
ORDERED BY: CENTRAL STATION DEV.

Checked	Drawn
	rjt

PAPPAGEORGE / HAYMES Ltd.
ARCHITECTS

CENTRAL STATION
CHICAGO

Exhibit 9B
3B Legal Description

N

06/19/2008

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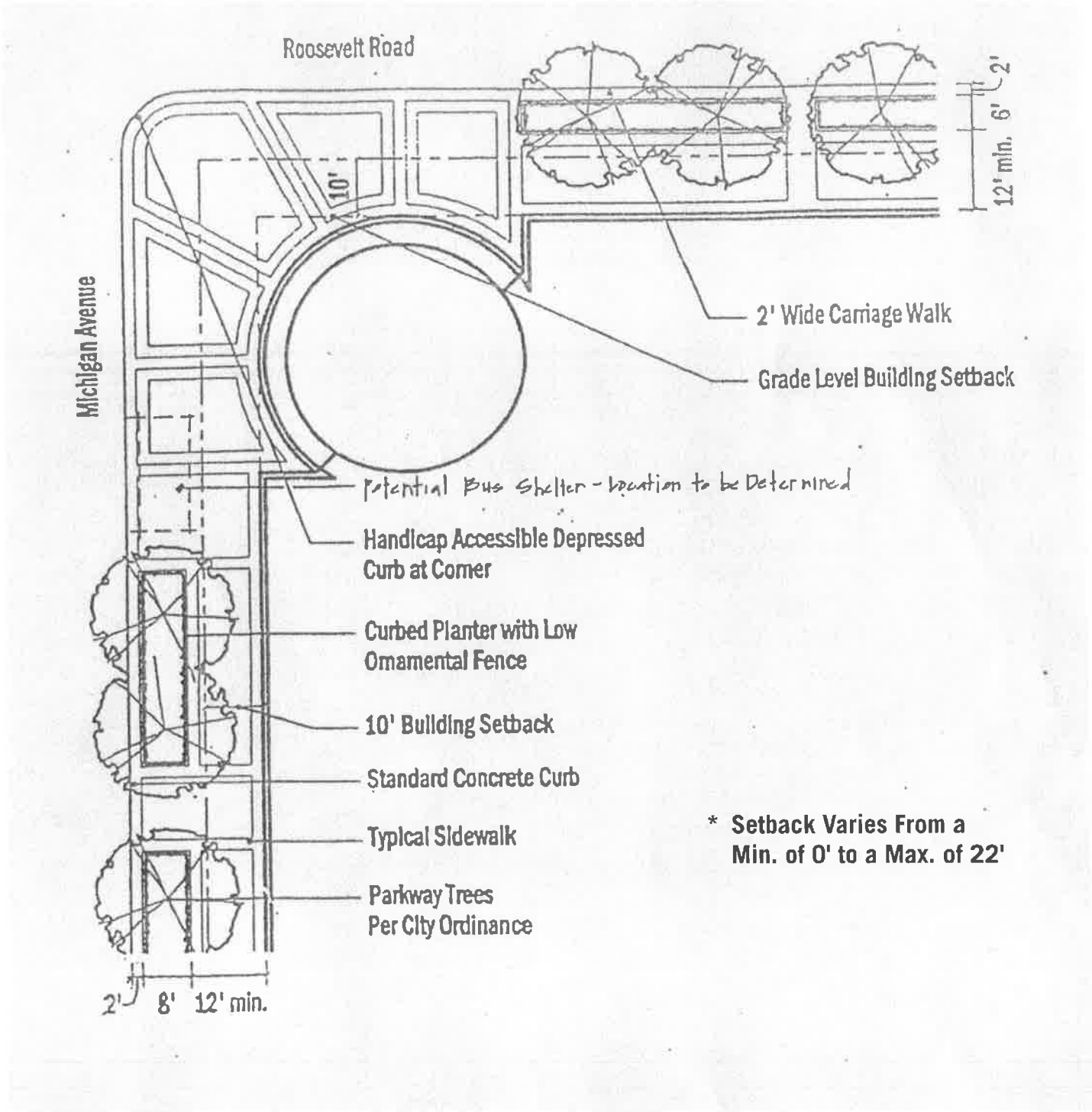

Typical Sidewalk to Include 9' ADA Sidewalk Clearance Requirement on Private Property

PAPPAGEORGE / HAYMES Ltd. ARCHITECTS	CENTRAL STATION CHICAGO	Exhibit 10a Streetscape Improvement Plan Michigan and Roosevelt Road	N 06/19/2008

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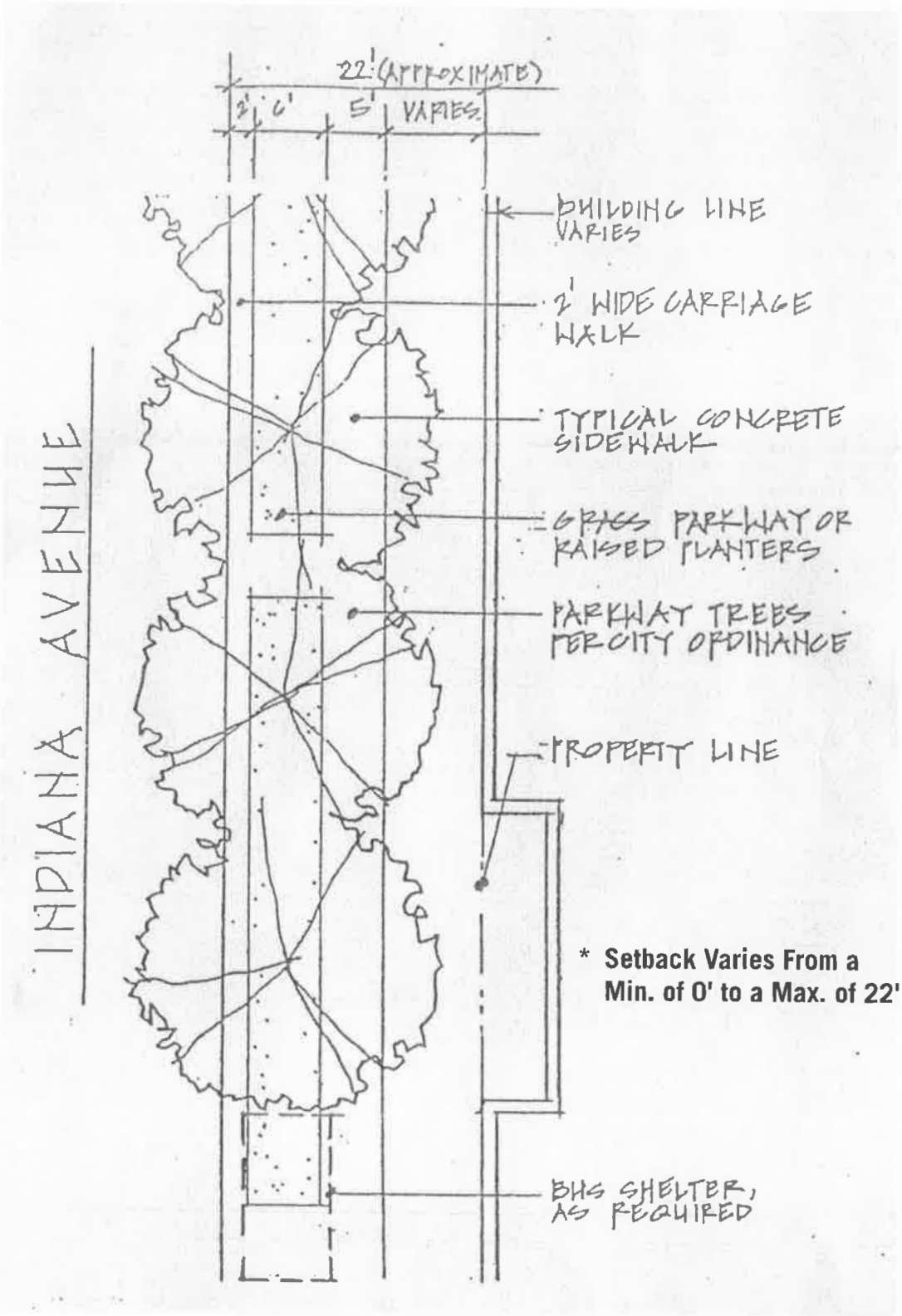

P/H PAPPAGEORGE / HAYMES Ltd. ARCHITECTS	CENTRAL STATION CHICAGO	Exhibit 10b Streetscape Improvement Plan Indiana Avenue	N 06/19/2008

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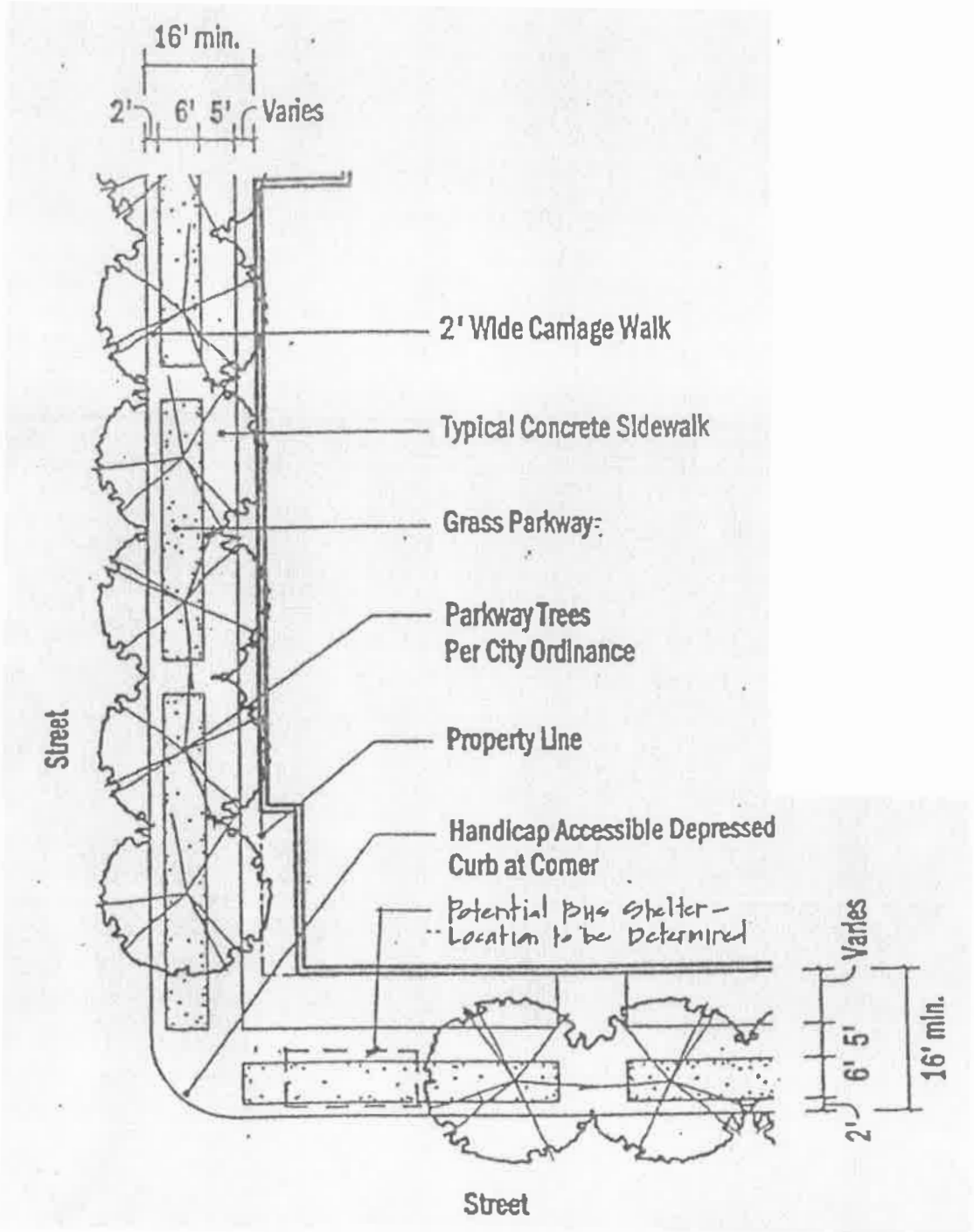

* Setback Varies From a Min. of 0' to a Max. of 22'

PAPPAGEORGE / HAYMES Ltd. ARCHITECTS	CENTRAL STATION CHICAGO	Exhibit 10c Streetscape Improvement Plan Typical Street	N 06/19/2008

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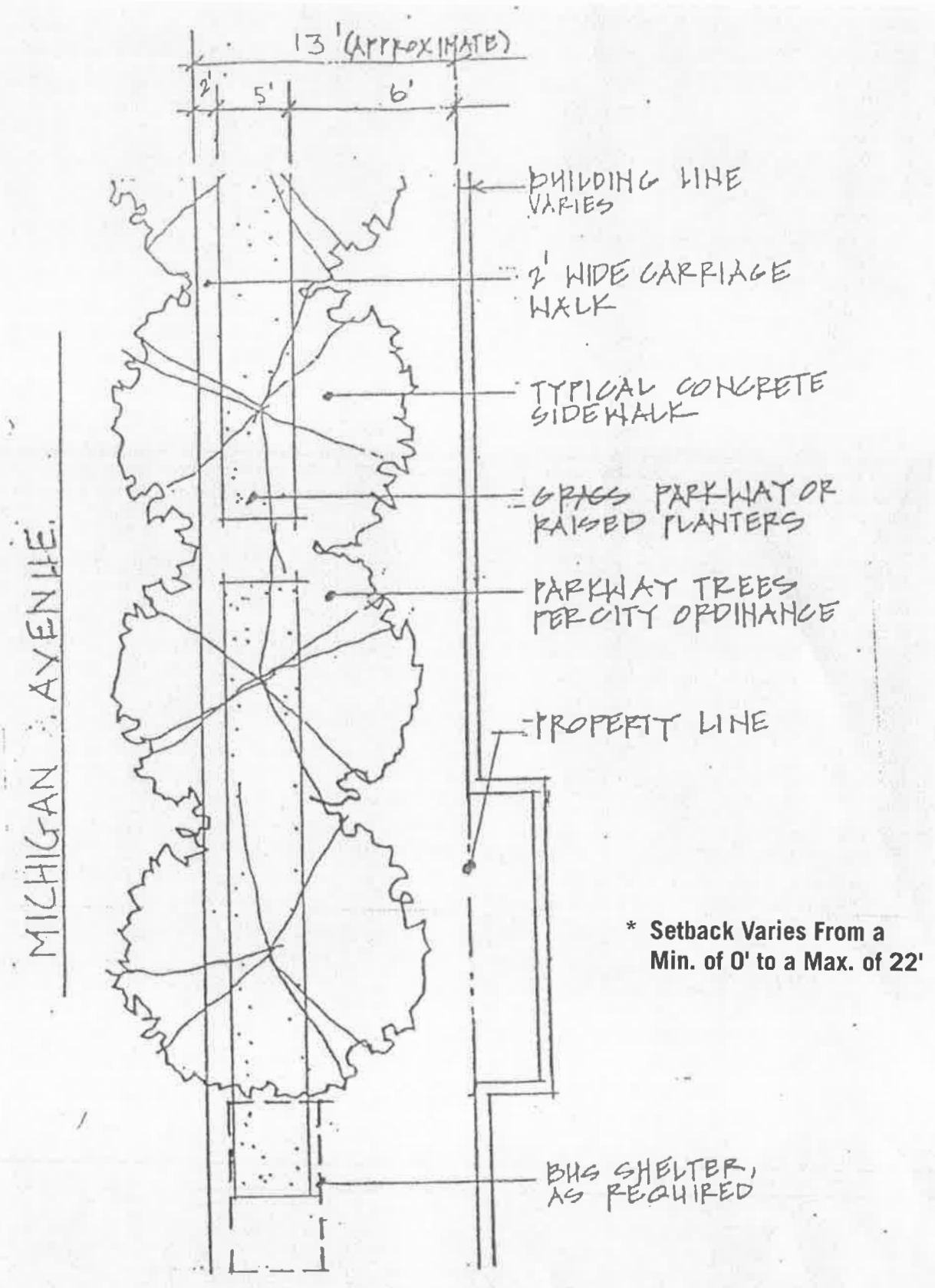

*** Setback Varies From a Min. of 0' to a Max. of 22'**

PAPPAGEORGE / HAYMES Ltd. ARCHITECTS	CENTRAL STATION CHICAGO	Exhibit 10d Streetscape Improvement Plan Michigan Avenue	N 06/19/2008

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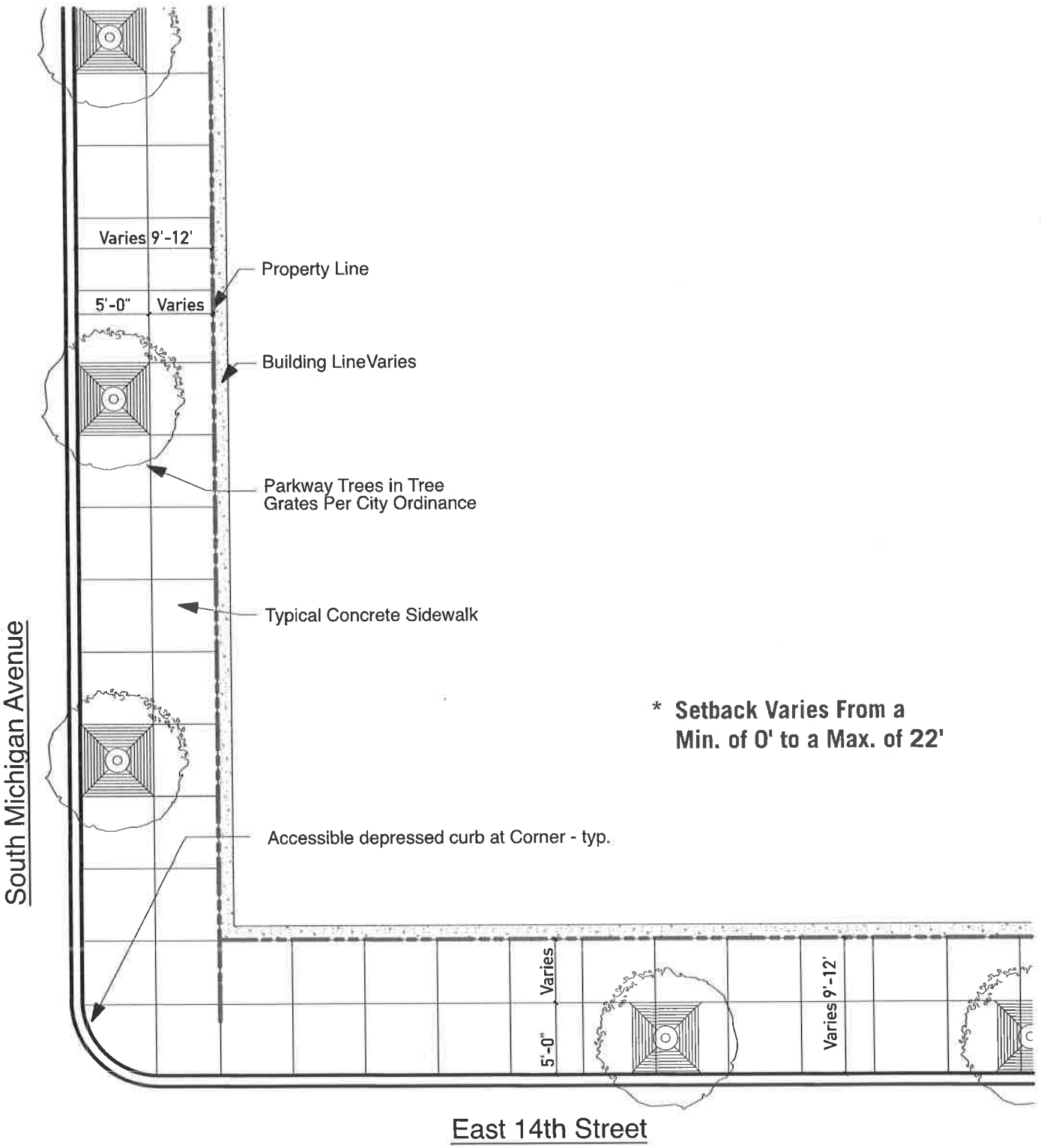

PAPPAGEORGE / HAYMES Ltd. ARCHITECTS	CENTRAL STATION CHICAGO	Exhibit 10e Streetscape Improvement Plan Michigan Avenue	N 06/19/2008

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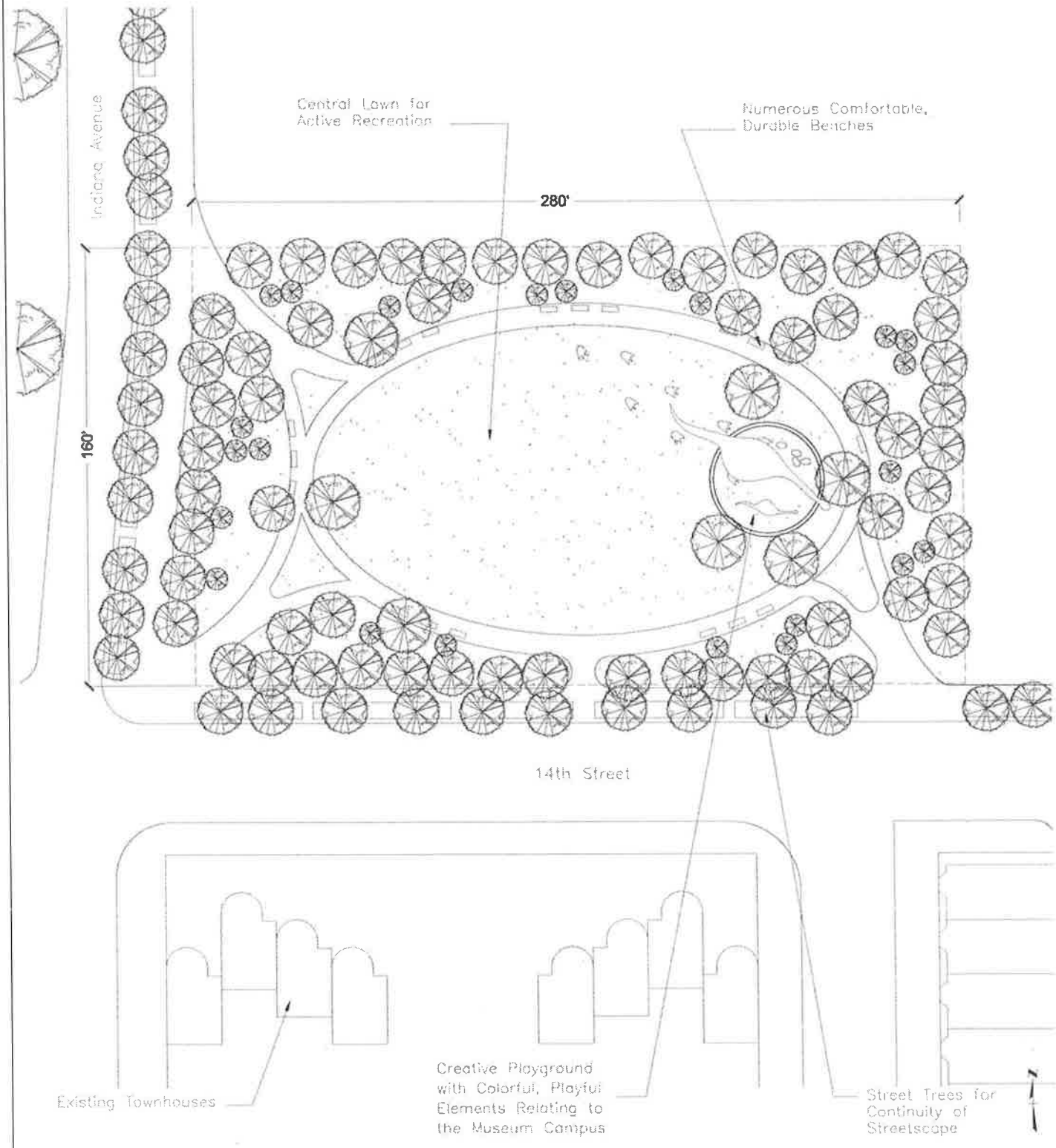

PAPPAGEORGE / HAYMES Ltd. ARCHITECTS	CENTRAL STATION CHICAGO	Exhibit 11 Daniel Webster Park Improvement Concept Plan	N 06/19/2008

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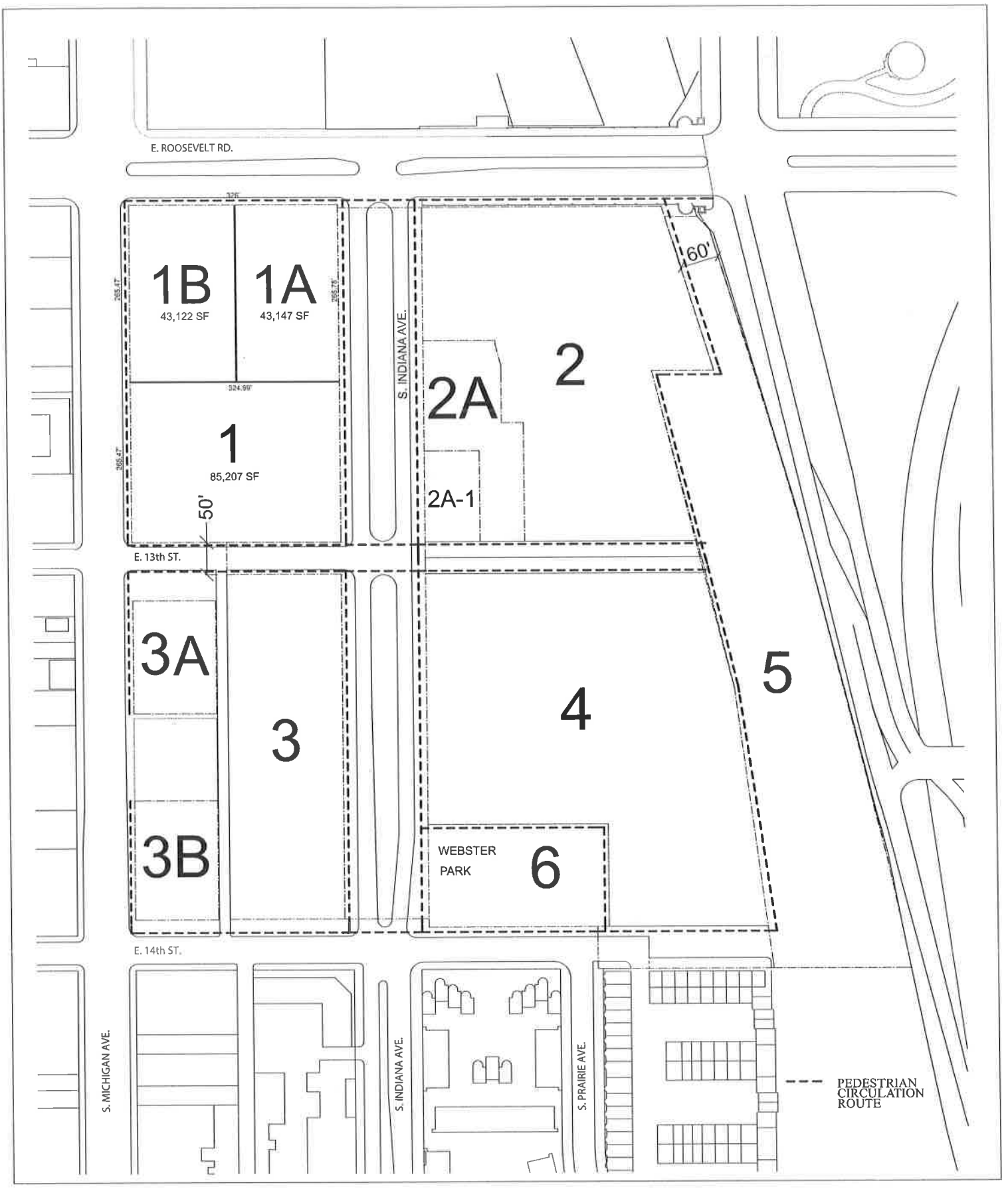
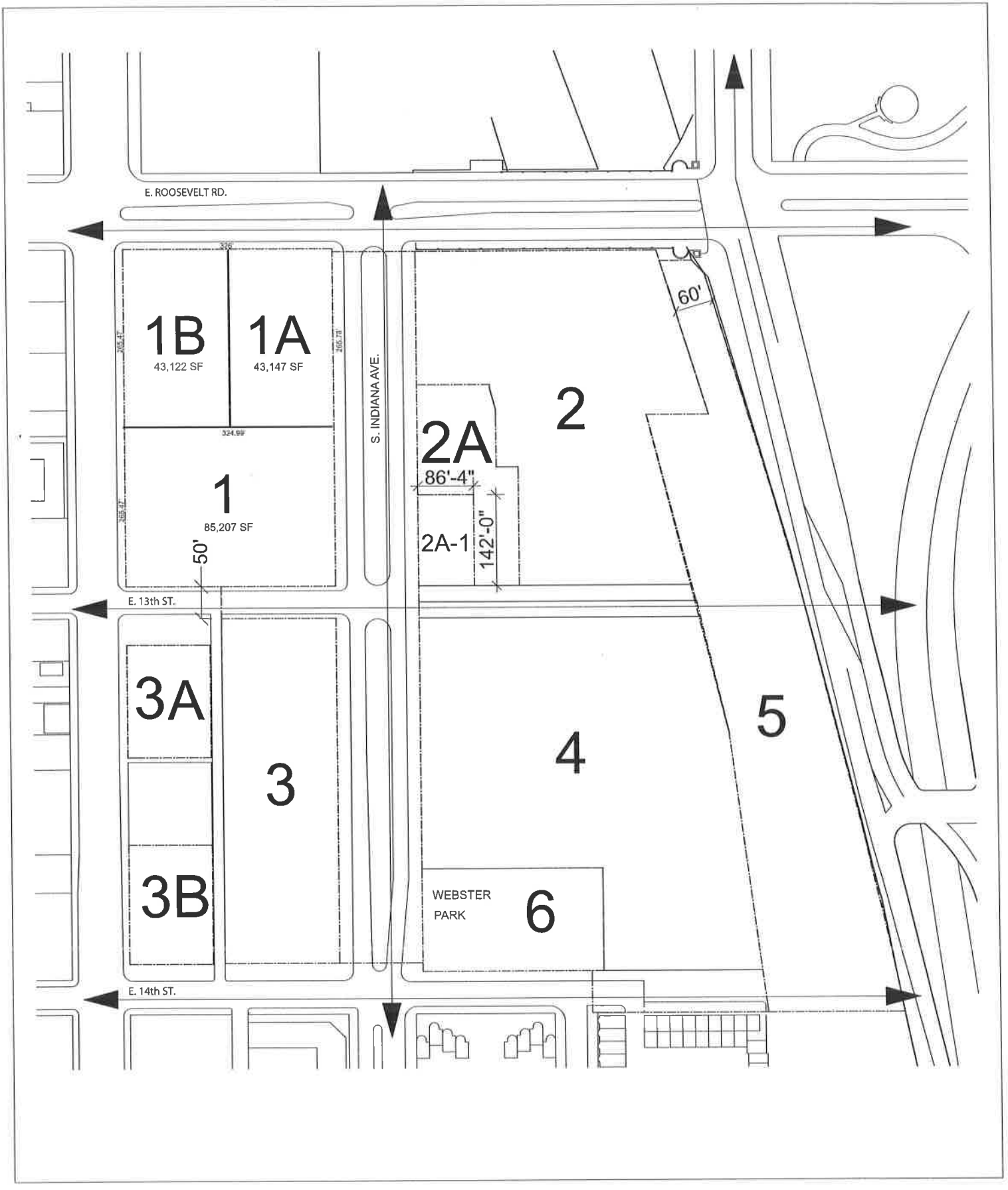


PAPPAGEORGE / HAYMES Ltd. ARCHITECTS	CENTRAL STATION CHICAGO	Exhibit 12 Pedestrian Circulation Map Subarea A	N (Modified by Rafael Vinoly Architects 11/13/2015) 06/19/2008



PAPPAGEORGE / HAYMES Ltd.
ARCHITECTS

CENTRAL STATION
CHICAGO

Exhibit 13
View Corridors Map
Subarea A

N

(Modified by Rafael Vinoly Architects 11/13/2015)
06/19/2008

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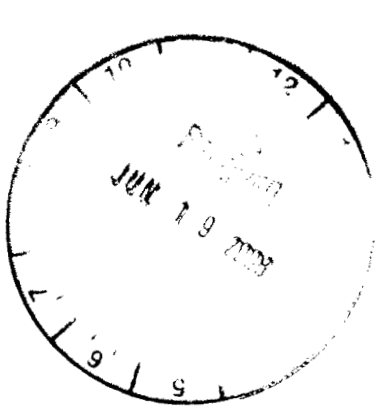
PD 499



CENTRAL STATION

Amendment No. 3
To
Master Plan II
Subarea A
June 19, 2008

Applicant: Central Station, L.L.C.
Date: August 13, 2007
Date Revised: June 19, 2008

CENTRAL STATION MASTER PLAN II- AMENDMENT NO. 3

1. The area delineated herein as Amendment No. 3 to Master Plan II (hereinafter "Master Plan II") consists of approximately 1,251,647 gross square feet (28.73 acres). The Net Site area (Master Plan II area less area devoted to public roadways and public parks) is 945,979 square feet (21.72 acres).

The private areas within this Master Plan are divided into eight (8) parcels as depicted on Exhibit 4: Parcel 1, Parcel 2, Parcel 2A, Parcel 2A-1, Parcel 3, Parcel 3A, Parcel 3B, Parcel 4 Parcel 5 and Parcel 6. Areas referred to herein as the "Restricted Development Zones" are located as depicted in Exhibit 4. Any reference herein to "Parcel" or "development parcel" shall mean the aforesaid Parcels 1, 2, 2A, 2A-1,3, 3A, 3B, 4, 5 and 6. The public park areas within this Master Plan are depicted on Exhibit 5.

2. The boundaries of this Master Plan II are generally as follows: East Roosevelt Road, South Lake Shore Drive, East 14th Street extended east; South Indiana Avenue; East 13th Street; the properties commonly known as 1305-1321 South Michigan Avenue and 1337-1355 South Michigan Avenue; and South Michigan Avenue from East 13th Street to Roosevelt Road.

3. This Master Plan consists of these eight (8) statements and the following attached Exhibits:

Exhibit Number	Exhibit Title
1.	Location Map
2.	Existing Street Map
3.	Rights-of Way Adjustment Map
4.	Master Plan Boundary and Development Parcel Map, Curb Cut and Loading Zones
5.	Land Use Controls Map
6.	Height-Allowance Map
6A.	OMPE East Elevation
7.	Table of Permitted Uses

8.	Table of Bulk Regulations
9.	Property Survey
9B.	Legal Description
10. a, b, c, d, & e	Streetscape Improvement Plans
11.	Daniel Webster Park Improvement Concept Plan
12.	Pedestrian Circulation Map
13.	View Corridors Map
14.	Landscape Plan Grant Park Tower 3
15.	Site/Plan First Floor Plan Grant Park Tower 3
16.	N/A
17.	Basement Garage Level 1 Grant Park Tower 3
18.	Typical Parking Garage Grant Park Tower 3
19.	Hospitality Level Floor Plan Grant Park Tower 3
20.	Typical Residential Floor Plan Grant Park Tower 3
21.	Typical Residential Floor Plan (fully extended) Grant Park Tower 3
22.	Residential Floor Plan (Penthouse) Grant Park Tower 3
23.	Mechanical Floor Plan Grant Park Tower 3
24.	Tower 3 Perspective
25.	North Elevation Grant Park Tower 3
26.	South Elevation Grant Park Tower 3
27.	East Elevation Grant Park Tower 3
28.	West Elevation Grant Park Tower 3
29.	Composite North Elevation Grant Park Tower 3 / Grant Park Tower 4
30.	North Elevation Grant Park Tower
31.	South Elevation Grant Park Tower 4
32.	West Elevation Grant Park Tower 4
33.	East Elevation Grant Park Tower 4
34.	Composite Site Plan A

Full size sets of these exhibits are on file with the Department of Planning. The improvements on the property shall be designed, installed and maintained in substantial conformance with these exhibits. Exhibit 14 through 34, inclusive, relate to the construction of an improvement known as Grant Park Tower 3, Approval of this Master Plan and its Exhibits 14 through 34, inclusive, constitutes Site Plan Approval of Grant Park Tower 3 required pursuant to Statement No. 13 of Planned Development No. 499, as amended.

4. This Master Plan conforms to the requirements of Planned Development No. 499 as amended and the Central Station Development Guidelines for Master Plan approval.

5. Public Rights-of-Way as depicted on Exhibit 3 shall be retained, dedicated and/or vacated in accordance with the provisions of this Master Plan II as necessary to accommodate the

private development and public improvements contemplated by this Master Plan II. In the event of any inconsistency between the requirements to dedicate, vacate or retain right-of-way and any other agreement (including any redevelopment agreement), between the City and the property owners or any ordinance adopted by the City Council, the terms of said ordinance or said agreement shall govern. The Applicant shall obtain a full vacation of the right-of-way of South Indiana Avenue as depicted on Composite Site Plan A (Exhibit 34) to allow the construction of the building and balconies in the vacated right-of-way. The Applicant shall provide a perpetual easement for public bus facilities and pedestrian travel at street level across the vacated right-of-way.

6. This Master Plan II implements the provisions of Statement No. 11 of Planned Development No. 499 as amended for that portion of the Planned Development property located within the Master Plan II area. All improvements upon and use of the Property shall be designed and constructed in conformance with the provisions of this Master Plan II and Planned Development No. 499 as amended; provided however, that the terms and provisions of this Master Plan II contain regulations, among other things, upon the uses and bulk permitted by Planned Development No. 499 as amended which provisions shall govern and, the provisions of this Master Plan II carry out, among other things, the requirements of Statements No. 9 and 10 of Planned Development No. 499 as amended, which provisions shall govern.

7. Development Regulations

A. Permitted Uses. Permitted uses within the area of Master Plan II are those described and contained on the Table of Permitted Uses (Exhibit 7).

B. Bulk Regulations. The bulk regulations for the Master Plan II area are contained on the Table of Bulk Regulations (Exhibit 8). For the purposes of Floor Area

Ratio ("FAR") calculations, Grade Level and Plaza Level shall be established at the time of Site Plan review. Floor area below the Plaza Level (or "Curb Level") shall not be included in calculating the total number of square feet permitted under this Master Plan.

C. Parking and Loading.

(i) Off-Street Parking.

Off-street parking spaces shall be provided at a minimum for each use developed in the Master Plan area as follows: single-family/single-family attached housing/townhouse/walk-up non-elevator – 1.00 space/DU; all other multi-family residential uses - 0.55 spaces/DU; senior residential uses – 0.3 spaces/DU; retail\commercial uses - 0.4 /1000 sq. ft. spaces if retail uses are less than 5% of total developed floor area and 2.9 spaces/1000 sq. ft. if retail uses exceed 5% of total developed floor area; office uses -0.7 spaces/1000 sq. ft.; hotel uses-0.25 spaces/guest room. Off-street parking must be carefully located and designed to be functional, compatible with immediately surrounding uses, and architecturally compatible with the surrounding neighborhood. The following are additional restrictions on off-street parking:

a. Permanent parking must be located in garages or other enclosed structures or below-grade.

b. Any portion of an outdoor, at-grade off-street temporary parking area visible from a public right-of-way must be located and landscaped in a manner consistent with the vehicular use area landscaping and screening provisions of the Chicago Zoning Ordinance.

c. All required off-street parking spaces serving uses within the Master Plan area shall be located within the same Parcel as the use served.

d. Direct access from a public street to offstreet parking areas and garages is permitted through permitted curb cuts.

e. All above-grade parking garages shall have active uses (e.g. retail, restaurants, lobbies, community rooms, dwelling units, day care center, etc.) at ground level and at upper levels in appropriate locations in accordance with the "streetwall" criteria established in Section E. (iv).

(ii) Off-Street Loading.

Loading docks and related facilities shall be provided in accordance with the DX-7 requirements of the Chicago Zoning Ordinance. All loading docks shall be off-street, and all loading docks shall be located within a structure or building which shall be enclosed and provided with a door. The Applicant shall use its best efforts to accomplish off-street loading in the following preferred manner:

Parcel 1: from 13th Street;

Parcel 2: from 13th Street and the Restricted Development Zone;

Parcel 3: from 13th Street and 14th Street;

Parcel 3A: from 13th Street and 14th Street;

Parcel 3B: from 13th Street and 14th Street;

Parcel 4: from 13th Street, the Restricted Development Zones, or 14th Street.

In addition, at the time of Site Plan approval, a limited number of curb cuts for loading dock access may be approved along Indiana Avenue and Michigan Avenue within the curb cut zones as indicated in Exhibit 4. No loading docks or loading dock facilities will be permitted along Roosevelt Road.

D. Vehicular Circulation.

(i) Curb Cuts.

Driveways, entrances to off-street parking and to loading docks, and all other facilities requiring curb cuts shall be located and sized to minimize conflicts with on-street traffic and with pedestrian circulation. Access from interior roads or alleys is strongly preferred. All curb cuts shall, singly or in combination, provide for ingress and egress and shall be constructed in accordance with the standards of the City of Chicago and included in an approved Site Plan.
There shall be no curb cuts in the following locations:

a. At the perimeter of Daniel Webster Park;

b. Along Roosevelt Road;

c. Along Indiana Avenue and Michigan Avenue except as allowed at the time of Site Plan approval in the curb cut zones as depicted in Exhibit 4.

(ii) Private Roadways.

a. A private roadway shall mean any drive or way designed and intended for use as vehicular access to or within any Development Parcel.

b. Private roadways may be constructed in any of the Parcels for the purpose of providing ingress and egress, including service access.

c. Private roadways may provide all of the vehicular access to structures located in Parcels 1, 2, 2A, 3, 3A, 3B and 4.

d. Each private roadway must be included in an approved Site Plan, and each segment of private roadway shall be adequately designed and paved in compliance with the Municipal Code of Chicago, all to provide ingress and egress for motor vehicles, including emergency vehicles; there shall be no parking within such paved areas.

e. Fire lanes, if required, shall be adequately designed and paved in compliance with the Municipal code of Chicago to provide access and egress for emergency vehicles; there shall be no parking within such fire lanes.

f. All private roadways shall be designed to appropriately accommodate pedestrian use. Sidewalks (on at least one side of the roadway), lighting and landscaping shall be provided along the roadway.

g. All private roadways shall be reasonably accessible to public pedestrian use and shall not preclude such use through security fences, gates, walls or other obstructions.

h. All private roadways shall be designed and configured to provide direct and coherent pathways to public streets.

Strong preference shall be given to a system of private (or dedicated public) roadways that extends the existing street grid into the development parcels and that provides a continuous vehicular path of travel with no dead ends or cul-de-sacs.

(iii) Access and Layout.

Every building or use within a development parcel shall be provided with adequate and appropriate vehicular and pedestrian access to a public roadway. Parking space layout, private roadway vehicular circulation, private pedestrian circulation routes, location and design of curb cuts at public streets shall be designed and constructed in accord with the applicable provisions of this Master Plan II and shall promote a safe, efficient, appropriate and beneficial design. Such considerations shall be subject to the review and approval of the Department of Planning.

E. Urban Design

(i) Private Open Space.

In addition to the Restricted Development Zone, other open space will be provided within the residential development parcels of the Master Plan II area in the form of gardens, landscaped areas, landscaped roof decks or other above-grade open space facilities. The publicly accessible open space identified as Parcel 2A-1 on Exhibit 5 shall be constructed in a manner to allow uses (e.g. parking, etc.) below grade (street) level and shall be completed and available as open space upon the issuance of the final Certificate of Occupancy for the building improvements constructed on Parcel 2A. On 14th Street, Indiana Avenue and on private roads, landscaped common setbacks or private yards shall be provided that are of a proportionate scale to that of the adjoining residential buildings. Said open space shall be adequate in area and design to serve the associated residential development and shall meet or exceed the requirements of any applicable City Ordinances, such as the Townhouse Ordinance. Commercial development parcels are encouraged to provide private open space that is accessible to the public.

(ii) Building Design.

Building designs that reflect divisions into base, middle and top, that have setbacks, cornice lines, changes in plane or materials, articulated surfaces, or other methods of reducing the scale and mass are encouraged. Building materials and design which present a building as a unified whole while still including setbacks and recesses to maximize light, air and views are preferred. For each building adjacent to a public right-of-way or the Restricted Development Zone, a primary building entrance must be oriented to, accessible from and visible from that public right-of-way or the Restricted Development Zone, as the case may be. Active uses (e.g. dwelling units, common rooms, lobbies, day care center, etc.) accessible by pedestrians from adjoining public sidewalks are preferred at grade level in all locations where residential use is permitted and where commercial

use is permitted, active uses such as retail, restaurants, lobbies, day care centers, etc. are preferred at the first two levels.

(iii) Building Materials.

The primary material for the facades of structures in the Master Plan II area generally visible from the public right-of-way but not otherwise devoted to windows or other openings shall be masonry (i.e. brickwork, stonework, terra cotta, et al.) or materials (such as concrete) which are articulated and colored to give the appearance of, and which are compatible with, masonry. Exposed structural concrete, dry-vit or other stucco-like material or mirrored glass shall not be allowed. Materials of upper stories shall be similar to those of the lower, however, the level of detailing may be simplified. Save and except for parking structures, (per Section E. (vi) below), distinct windows or courses of windows are to be provided on all sides of each building above its base. The colors and textures of materials used within any Parcel are to be complementary and compatible. Mechanical equipment on rooftops shall be screened with quality materials, and made a feature of the building design, where appropriate. No canopies or other building projections shall be allowed that would interfere with street tree canopies except at entrances to hotels and theater uses.

(iv) Streetwalls.

a. General

Any structure facing a public street (the "streetwall") or pedestrian way shall be given variety, texture and detail through the use of different heights, projections, recesses, offsets, variations to the roof line or parapet wall, variations in the type or color of materials or other devices which contribute to an architectural character, prevent the appearance of bulkiness, and provide a human scale. A minimum of fifty percent (50%) of the streetwall at the ground level of any structure containing retail, commercial or office uses at the ground level shall be finished with clear or lightly tinted vision glass opening onto active internal uses, and the remainder of that streetwall shall be architecturally compatible with the upper portions of that structure and with adjacent structures. Notwithstanding the setback standards at the pedestrian level established in the following sections for Roosevelt Road, Michigan Avenue, and Indiana Avenue, the Commissioner of the Department of Planning and Development is authorized to approve the architectural design(s) of buildings which extend into the setback area provided that the encroachment commences at least twenty-five (25') feet above grade level.

b. Roosevelt Road

Buildings fronting on Roosevelt Road shall have a minimum height of one hundred (100) feet, in addition to the maximum height specified on Exhibit 6, and shall be built to a consistent setback line necessary to create a minimum sidewalk planter area and carriage walk width of twenty (20) feet on Roosevelt Road as indicated on Exhibit 10a. A decrease in the minimum limitation of the Roosevelt Road streetwall to 50', also to be measured from Roosevelt Road, in the spaces between pairs of towers; otherwise to remain at 100'. A reduction of the 10-foot minimum setback along Roosevelt Road for the One Museum Park tower is authorized. The ground and second floor levels shall contain active use commercial or retail spaces. Buildings fronting on Roosevelt Road shall provide belt courses or cornice lines consistent with the historic Michigan Avenue streetwall to the west of Grant Park. In addition, the design of any tower setback above one hundred feet in height along Roosevelt Road shall relate to the Michigan Avenue streetwall. In recognition of the prominence and high visibility of the Roosevelt Road streetwall, any above-grade parking garage structures proposed for development sites on Roosevelt Road must be entirely fronted with active use space facing Grant Park. The Roosevelt Road streetwall should wrap around to the Lake Shore Drive façade, creating a formal edge to the Museum Campus.

c. Michigan Avenue

Except for buildings contained within Parcel 3A and 3B, buildings fronting on Michigan Avenue shall have a minimum height of fifty (50) feet, in addition to the maximum height specified on Exhibit 6, and shall be built to a consistent setback line necessary to create a minimum sidewalk planter area and carriage walk width of twenty-two (22) feet on Michigan Avenue as indicated on Exhibit 10. Buildings fronting on Michigan Avenue contained within Parcel 3A and 3B shall have a minimum height of fifty (50) feet. In addition to the maximum height specified in Exhibit 6, buildings fronting on Michigan Avenue shall be built consistent with the setback line as indicated on Exhibits 10a, 10d and 10e (varies from 0' to 22'). In addition, the design of any tower setback along Michigan Avenue shall relate to the historic Michigan Avenue streetwall. The ground and second floor levels of all buildings (including parking structures) fronting on Michigan Avenue shall contain active use commercial or retail spaces. Where above-grade parking structures are proposed for development sites on Michigan Avenue, first preference shall be given to structures that are

entirely fronted with active uses facing Michigan Avenue. At a minimum, on the Michigan Avenue façade, such structures must be fully enclosed with glazing and indistinguishable in design and materials from habitable floors above and below.

d. Indiana Avenue

Buildings fronting on Indiana Avenue north of 13th Street shall have a minimum height of fifty (50) feet, in addition to the maximum height specified on Exhibit 6, and shall be built to a consistent setback line necessary to create a minimum sidewalk planter area and carriage walk width of twenty-one (21) feet on Indiana Avenue as indicated on Exhibit 10. The ground and second floor levels of all buildings (including parking structures) fronting on Indiana Avenue north of 13th Street shall contain active residential, commercial or retail use spaces.

Buildings fronting on Indiana Avenue south of 13th Street shall have no minimum height requirement and shall be built to the property line or shall have a minor landscaped setback for residential uses per section E. (i). The ground floor of all buildings (including parking structures) fronting on Indiana Avenue south of 13th Street shall contain active residential uses (e.g. dwelling units, common rooms, lobbies, and day care centers, etc.).

Where above-grade parking structures are proposed for development sites on Indiana Avenue, first preference shall be given to structures that are entirely fronted with active uses facing Indiana Avenue. At a minimum, on the Indiana Avenue façade, such structures must be fully enclosed with glazing and indistinguishable in design and materials from habitable floors above and below.

(v) Lake Shore Drive Building Orientation and Design.

Buildings facing Lake Shore Drive shall step down from Roosevelt Road to 14th Street as described in the Height Allowance Map (Exhibit 6) and shall be designed and located to minimize building mass directly facing the Drive and to maximize light, air, views of the Lake and the City and separation between buildings. Belt courses, cornice lines, building massing, tower setbacks, materials and other means shall be used to relate to the scale and architectural significance of the Field Museum to the east. The buildings shall be designed and located to open onto and front the future decked open space identified in Subarea 5.

The first level above the deck level over the Metra tracks shall contain active residential, commercial or retail spaces. Where parking uses are proposed above this level, first preference shall be given to such structures that are entirely fronted with active uses facing Lake Shore Drive. At a minimum, on the Lake Shore Drive façade, such structures must be fully enclosed with glazing and indistinguishable in design and materials from habitable floors above and below.

The Applicant shall construct the townhomes along the east elevation of the building known as One Museum Park East as depicted on the OMPE East Elevation drawing (Exhibit 6A) at such time that the adjacent decks spanning the railroad tracks are constructed by the City of Chicago.

The Roosevelt Road streetwall should wrap around to the Columbus Drive façade creating a formal edge to the Museum Complex.

(vi) Parking Structures.

For parking structures occurring in areas other than those described in Section E. (iv) "Streetwalls", walls enclosing a structure which is used, in whole or in part, for parking automobiles must be treated architecturally with texture, fenestration, or other devices such that the facade of any such structure which faces a public right-of-way, and the materials used in that facade, are architecturally related, consistent and compatible with the architectural treatment of the remainder of the structure of which that facade is a part and/or with the architectural treatment of adjacent structures. Such similar design elements shall include but not be limited to: materials, size, shape, number and pattern of window openings, glazing or window framing, cornices, moldings, reveals, sills and other decorative surface treatments. To avoid the appearance of a tower on a podium where structures contain parking and active uses, the tower portion should be architecturally integrated with the podium through massing as well as materials. Parking areas, ramps, floors, headlights, interior lighting and parked vehicles must be entirely screened from view from the public way with glass, decorative grills, or window frames. Landscaped roofdecks and planter boxes with irrigation devices and adequate soil depth for planting are strongly encouraged.

(vii) Streetfront Fences.

Fencing on private property adjacent to a public right-of-way shall be substantially open and constructed of decorative metal and shall not take the form of a wall which prevents views from the public right-of-way into the private property. Fencing shall not be of chain-link or wood construction. Masonry piers are encouraged along residential property lines where appropriate.

(viii) Lighting.

Buildings shall be designed with architectural features that are lit at night wherever possible. Lighting along private pedestrian ways shall be compatible with lighting in the public rights-of-way in the Master Plan II area. The level, or intensity, of lighting shall be sufficient to permit reasonable safety in walking.

(ix) Landscaping.

Landscaping of buildings at terraces, rooftops and balconies shall be provided wherever possible and appropriate and in accordance with the Chicago Landscape Ordinance. All open areas of the Property which are not otherwise devoted to permitted buildings, parking areas or pedestrian/vehicular circulation areas shall be maintained in landscaping, which shall consist of grass, ground cover, shrubs, trees or other living plant materials, decorative paving and walkways. Trees and other plants in continuous raised planters are preferred over trees in grates along Roosevelt Road, Michigan Avenue and Indiana Avenue. Awnings and seasonal flowers in pots at building entrances are encouraged to enhance the pedestrian environment. In addition to the requirements of this Master Plan II (providing, among other things, for the installation of parkway trees in the public right-of-way and the landscaping and screening of open parking areas), any development of the Property shall incorporate landscaping to the extent feasible to enhance the appearance of the development from the public street, to screen uses from the street and to provide compatible buffers between adjacent uses. All private property landscaping shall be properly and adequately maintained at all times. Parkway trees shall be maintained in accordance with the applicable provisions of the Chicago Zoning Ordinance.

(x) Signage.

Except as delineated below, permitted signage shall include signs for building identification and information, business identification and information, and parking identification and information; however, all signage shall be subject to the reasonable approval of the Department of Planning and Development. Buildings shall be designed with clearly delineated signage bands. Preference shall be given to pin-mounted back lit signs with individual letters that are externally lit.

Temporary signage for site identification and information purposes or for marketing (sales, rental, leasing) and directional purposes is permitted in all Parcels, subject to the reasonable approval of the Department of Planning and Development.

Prohibited signs include electronic moving message board signs, flashing signs, advertising signs, rooftop signs, and projecting signs.

(xi) Chicago Builds Green.

The Applicant acknowledges that it is in the public interest to design, construct and maintain all buildings in a manner that provides healthier environments reduces operating costs, and conserves energy and resources. The Applicant shall use best and reasonable efforts to design, construct and maintain all buildings located within the Property in a manner generally consistent with the Leadership in Energy and Environmental Design Green Building Rating System (LEED).

F. Height Restrictions.

Height restrictions for all Parcels are described on the Height Allowance Map (Exhibit 6). All heights are measured from the curb level, or its equivalent, opposite the center of the front of a building to top of building for the buildings fronting along East Roosevelt Road and to ceiling of last habitable floor for all other buildings.

G. Grading.

Site grading for new development will be coordinated to meet with existing pavement and curb elevations along Roosevelt Road, Michigan Avenue; Indiana Avenue, 13th Street and 14th Street public right-of-ways. Site grading for new development adjoining the railroad right-of-way will be coordinated to permit railroad operations and proposed busway operations along the eastern air rights parcel. Site grading for development within the Restricted Development Zones shall be coordinated to provide public access to the platform park above the railroad right-of-way. Storm water accumulated on development parcels will be

collected and discharged to city sewers in a controlled manner acceptable to local storm water management authorities.

H. Shadow Zones

The location, orientation and massing of structures shall be designed to minimize shadows on public and private open areas and parks within and around the development. If appropriate, the Applicant shall provide shadow studies for proposed high or mid-rise structures at the time of Site Plan review.

I. Energy Conservation.

The Applicant shall use best and reasonable efforts to design, construct and maintain all buildings constructed within the Master Plan II area in an energy efficient manner, generally consistent with the most current energy efficiency standards published by the American Society of Heating, Refrigerating and Air-Conditioning Engineers ("ASHRAE") and the Illuminating Engineering Society ("IES"). Grant Park 3 and Grant Park 4 will be designed with a whole building approach that addresses sustainability and energy efficiency from the outset. The intention is to achieve LEED Silver certification no greater than that described in LEED NC Version 2.2 current in May 2008. This begins with the building envelope which will respond to its situation to maximize the benefit gained from natural elements such as daylight and winter solar heat gain whilst minimizing unwanted summer heat gain. Optimizing the envelope will reduce the capacity of the systems needed to condition the internal environment and means that renewable energies can contribute a larger proportion of the buildings energy demand. The design will incorporate energy efficient systems such as geothermal

and will employ renewable energy technologies in ways which are visible to the users of the building and the wider public. Examples of these include photovoltaics with the potential to charge a fleet of hybrid cars, solar heating of swimming pool water and green housekeeping. Water efficiency will be a key design feature with both minimization of use and capture and re-use of rainwater.

8. Public Improvements.

Developments within this Master Plan II shall be accompanied by certain public improvements necessary to serve the development. All such public improvements shall be contained within the boundaries of an approved Site Plan prior to construction. All public improvements shall be designed, constructed and installed in accordance with all applicable City standards, laws and regulations, subject to the approval of the appropriate City Departments and Agencies as required, as well as in conformance with all other applicable state and federal standards, regulations and laws. These public improvements and the Property upon, over or within which they are located shall be properly dedicated and/or conveyed to the City (or other public agency designated by the City) as appropriate; provided, however, that in the case of the Restricted Development Zone and any utilities not located within a roadway right-of-way, appropriate easements shall be granted to the City in form acceptable to the Department of Law. Completion of the aforesaid public improvements as hereinafter referred to shall mean that dedication of property, conveyance of ownership or a grant of easements, as the case may be, shall have occurred.

A. Public improvements shall be divided into the following categories:

(i) <u>Public Roadways</u>

Public roadways necessary to provide public access to and from the Property shall be constructed within the areas depicted on Exhibit 3.

Public roadways for purposes of this Master Plan shall include pavement, curbs and gutters and medians where appropriate.

(ii) Public Utilities

Public utilities providing all necessary and appropriate utility service to the Property shall be constructed within and near the rights-of-way adjacent to the Property. These utilities include, without limitation, water supply, sewer facilities, electrical, gas, telephone and other utility facilities and services. These facilities shall be generally, but not necessarily, located within the roadways depicted on Exhibit 3.

(iii) Public Streetscape Improvements.

Streetscape improvements are generally street improvements other than roadway pavement, curbs and gutters. These improvements include sidewalks, parkway trees and planting areas, street furniture (including bus shelters) and street lights. All public roadways and the Restricted Development Zone within the Master Plan II shall include completed streetscape improvements. Exhibit 10, (a), (b), (c),(d), and (e) attached generally depicts typical streetscape improvements. Streetscape improvements shall be constructed by the Applicant in accordance with Exhibit 10 and all applicable city laws, regulations and standards, subject to the approval of the appropriate City Departments and Agencies as required. In particular, the Applicant shall coordinate the design, materials, and detailing of sidewalks, streetlights, and street furnishings with any applicable current City specifications or proposals for the area.

(iv) Public Parks

(a) Daniel Webster Park.

One (1) public park ("Daniel Webster Park") of approximately 44,800 square feet has been funded and constructed by the Applicant and dedicated, at no cost and free and clear of all encumbrances, to the Chicago Park District in connection with development of the Property.

Daniel Webster Park has been designed and constructed in accordance with the standards and specifications of the Chicago Park District and the Central Station Development Guidelines, and in general accordance with Exhibit 11.

(b) South End of Grant Park

The Applicant has conveyed and dedicated to the Chicago Park District, at no cost, and free and clear of all encumbrances, of that approximately 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.

(c) Platform Deck/Park Above Metra Facilities

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, etc. 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 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 and to minimize the appearance of a wall at the base of the platform deck where a wall is necessary.

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.

(v) Pedestrian Access

Pedestrian access shall be provided through the site in accordance with Exhibit 3 by means of public or private streets or passages that are open to the public.

(vi) Restricted Development Zones

The Restricted Development Zones are to be private areas located within private development Parcels which are open and devoted to public uses for open space, pedestrian passage, protected views and private use for vehicular and pedestrian ingress and egress to adjacent development. The Restricted Development Zones are located as depicted on Exhibit 4. All Zones shall be open and accessible to the public at all times and shall be directly accessible from Indiana Avenue, 14th Street, South Prairie Avenue, and the platform deck/park above the Metra facilities. The Applicant shall be responsible for the cost and construction of all improvements within the Restricted Development Zones.

(vii) Public Transportation Facilities

The Applicant confirms its 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. In the event that the Chicago Department of Transportation reasonably determines that the following traffic mitigation measures are necessary, 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, provided that appropriate public agencies have reasonably demonstrated to the Applicant that a need for such facilities exists and provided that such easements and licenses will not interfere with the Applicant's development of the Property as jointly determined by the City and the Applicant.

(b) Construct or cause the construction of public bus shelter facilities where appropriate and reasonable; provided that appropriate public agencies have reasonably demonstrated that a need for such facilities exists in connection with the development contemplated in this Master Plan II.

(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 equals 250,000 square feet unless the Applicant reasonably demonstrates that a sufficient demand for such service does not exists and such services shall be provided and/or restored when and if such demand occurs or reoccurs.

(d) Establish and maintain a traffic management program within two years of the approval of the Master Plan, unless otherwise determined by the Department of Transportation and the Department of Planning and Development. The intent of the program shall be to reduce the use of private automobiles by employees and customers travelling to and from the Property. The traffic management program shall be established and maintained in accordance with the criteria identified in Statement No. 12 of RBPD No. 499, as amended.

In connection with development of Parcel 2 the Applicant shall:

(e) 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.

(f) 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.

(viii) Lakefront Busway Project

It is expected that the development described in the application will have a contributory impact on the existing traffic and congestion on city streets in the area. This traffic and congestion has resulted in the City's implementation of various traffic management programs including a project for the design and construction of an access roadway for motor buses and other designated vehicles and for improved pedestrian access to the Lake Front ("Lakefront Busway Project"). Accordingly, as a condition of the approval of the application, 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, the property necessary for the purposes of completing the Lakefront Busway Project.

In addition, the Applicant has dedicated and conveyed, at no cost, and free and clear of all encumbrances save and except for the conditions, restrictions and obligations contained in the conveyance documents, such easements or other interests in its adjoining property as are necessary and appropriate for the Lakefront Busway Project, including the City's replacement and rehabilitation of the pedestrian and Metra station access bridge at approximately 18th Street.

Upon such dedication and conveyance, the Department of Transportation 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.

B. Public Improvements shall be completed in accordance with the following schedule:

(i) All Parcels – Roadways

Prior to issuance of a certificate of occupancy for any development within any development parcel, all public and private roadways necessary to serve said development shall be complete to permit reasonable access to such parcel with the final surface cost to be applied when the development is substantially complete.

(ii) All Parcels – Utilities

Prior to the issuance of a certificate of occupancy for any development within any development parcel, the public utilities necessary to serve said development shall be complete.

(iii) All Parcels - Streetscape Improvement

Within 6 months following construction of a street and issuance of a certificate of occupancy for any structure located along any development parcel's public right-of-way frontage (including proposed and required rights-of-way and the Restricted Development Zone), weather permitting, all public streetscape improvements adjacent to that length of said parcel's right-of-way frontage shall be complete and a continuous sidewalk leading from said structure to the public right-of-way shall be complete; provided, however, that (a) streetscape improvements along the frontage of any parcel must extend continuously across the frontage of all structures for which occupancy certificates have been issued and across all spaces (or gaps) between said structures along said frontage and to one end of said

frontage, (b) streetscape improvements other than parkway trees need not be installed along the north side of 14th Street until such time as Daniel Webster Park or any portion thereof is required to be developed. With the exception of those situations cited in clauses (a) and (b) in this paragraph, all streetscape improvements within the Master Plan II area shall be completed at the occurrence of the earliest of the following: within three years of the date of approval of the first Site Plan for any development in Parcels 3 or 4 pursuant to the provisions of Statement No. 13 of Planned Development No. 499 as amended, provided, however, that the Commissioner of Planning shall extend said three year period for a maximum of two additional one-year periods (each of which shall be referred "extension period") upon receipt by the Commissioner of Planning prior to expiration of the first period or any extension period of the Applicant's written statement sworn under oath, specifically stating that the commencement of construction as aforesaid is delayed for any reasons or circumstances beyond the reasonable control of the Applicant and its affiliates and agents, the specific cause of the delay, and that the Applicant and its affiliates and agents have not taken any action or failed to take any action which could reasonably have resulted in such delay, provided, however, that at all times reasonable construction access can be maintained to structures under construction and to the Parcel within which said construction is located.

(iv) Public Parks

(a) Daniel Webster Park

The Applicant has completed construction of Daniel Webster Park and has dedicated such Park to the Chicago Park District.

b) South End of Grant Park

The City shall complete its study of Grant Park approximately one (1) year from the date of City Council approval of the amendment

to RBPD No. 499 and shall commence improvements after a period of public review and comment, subject to availability of funds.

(c) Platform Deck/Park Above Metra Facilities

The City shall commence the design process of the Platform Deck/Park within one (1) year from the date of City Council approval of the amendment to RBPD No. 499, subject to availability of funds. After a period of public review and comment and within five (5) years from the date of commencement of

substantial construction of any building by the Applicant within Parcel 2 or 4 fronting the platform deck, the City shall commence construction of the platform deck and park, subject to availability of funds.

(v) Restricted Development Zones

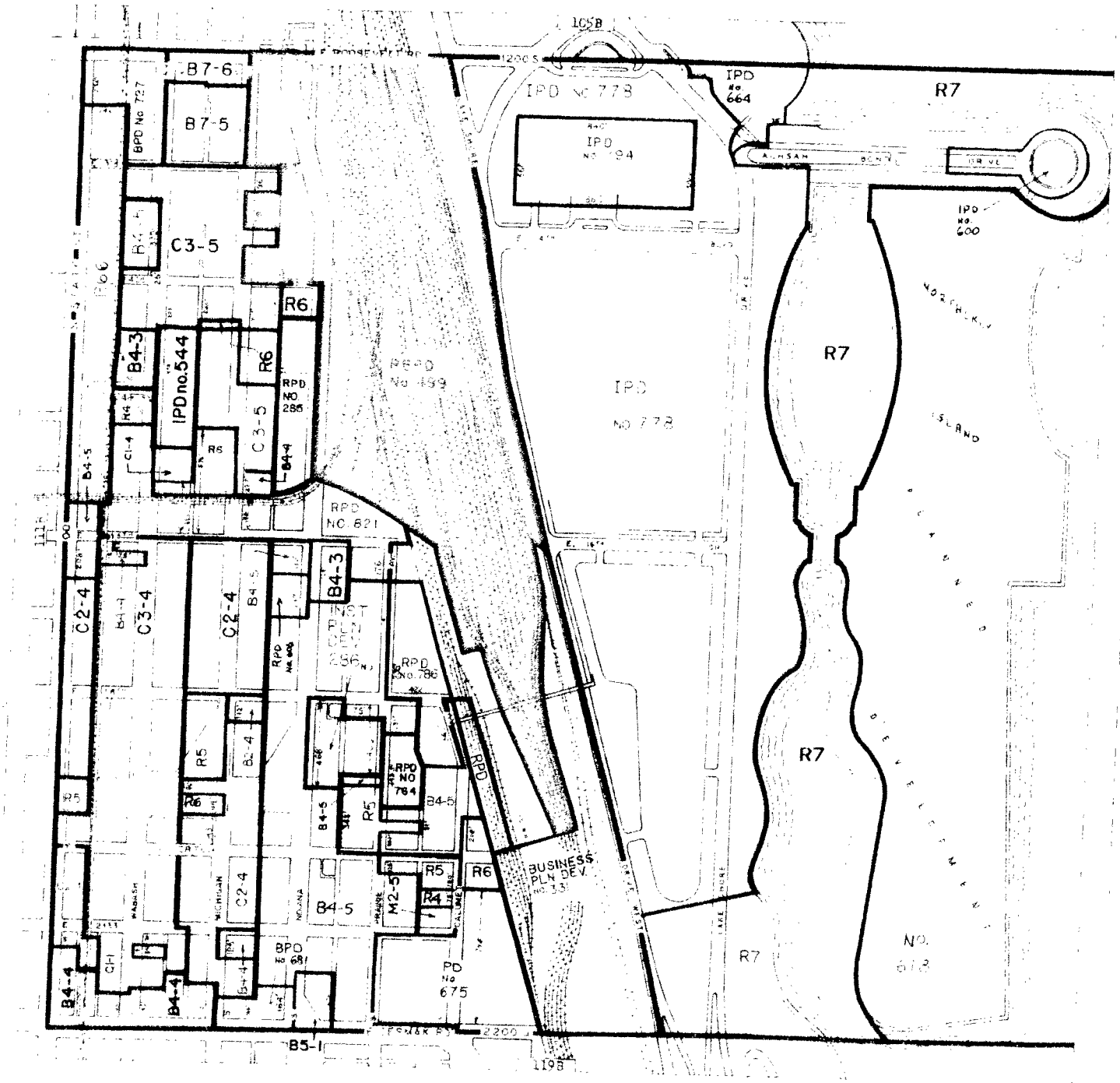
The Applicant shall submit a Site Plan showing grading and other proposed improvements within the Restricted Development Zones concurrent with the time of submittal of a Site Plan for adjacent development sites within Parcels 2 and/or 4. Upon review and approval by the Department of Planning and Development and by other appropriate City agencies, such improvements shall be completed by the Applicant at such time mutually agreed upon by the City and the Applicant.

(vi) Lakefront Busway Project

Construction of the busway project is governed by the terms and provisions of the Busway Agreement, document number 00817665, dated October 18, 2000 by and between the Applicant and the City.

(vii) Public Services and Facilities

The City and the Applicant acknowledge that full development of Master Plan II is expected to be adequately served with school, library, police, fire and emergency facilities in existence or planned. In order to assure, however, that such facilities are available to serve the full development of the entire property located within Planned Development No. 499 as amended, the Applicant shall provide the Department of Planning with a fiscal impact report which (1) analyzes the impact of such full development of Planned Development No. 499 as amended upon available and planned school, library, police, fire and emergency services and facilities and (2) provides the Department with methodologies and formula necessary or appropriate to assess the need for additional services and facilities over time as the property develops. Such report shall be in a form acceptable to the Commissioner of Planning and shall be made available to the Commissioner prior to the approval of the Third Master Plan upon the Planned Development No. 499 as amended property, but no later than December 31, 2007 in any event.



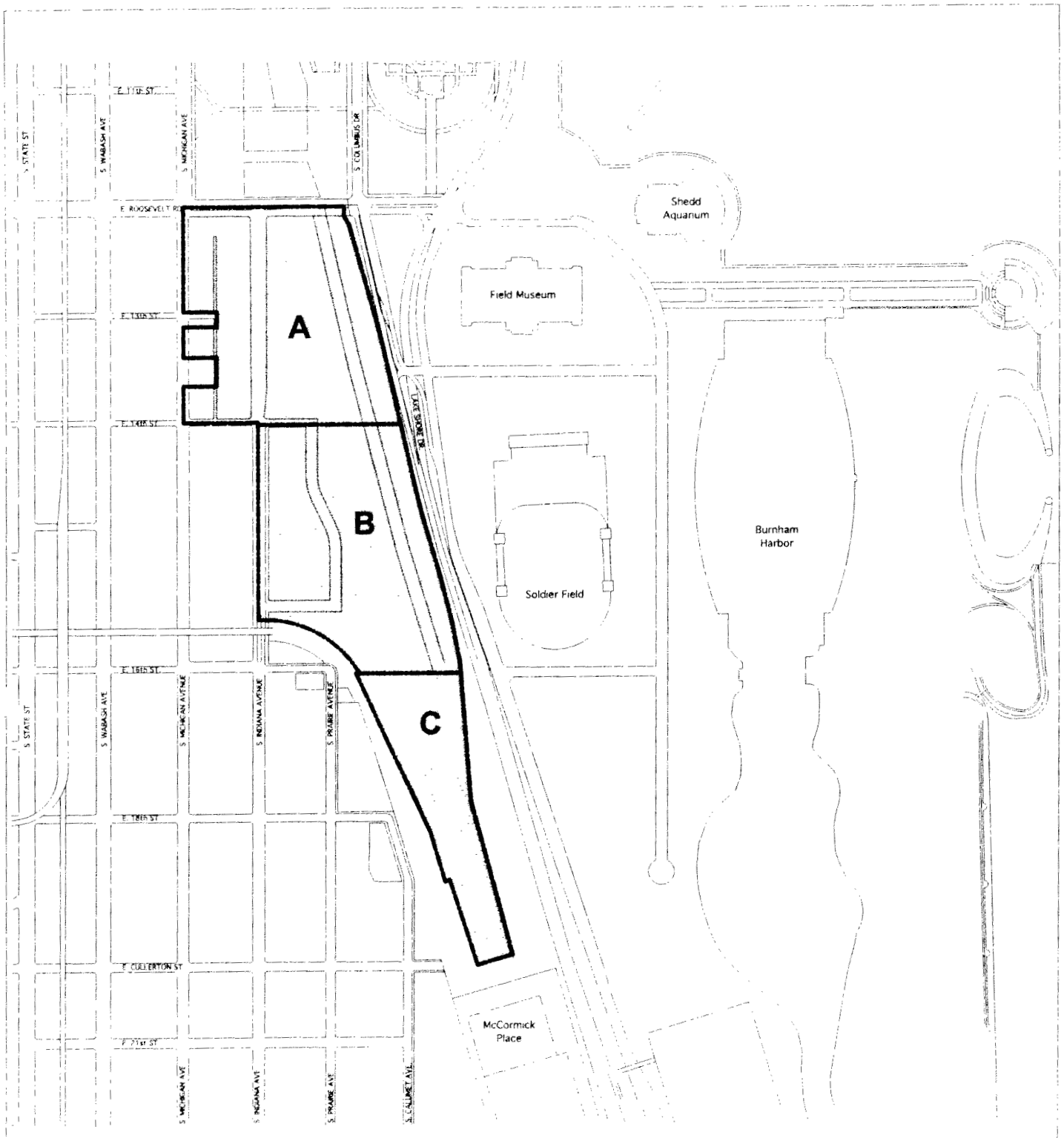
Site

PAPPAGEORGE HAYMES LTD

CENTRAL STATION
CHICAGO

Existing Zoning Map

N



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ARCHITECTS

CENTRAL STATION
CHICAGO

Planned Development
Boundary & Property Line
Map

N

06/19/2008

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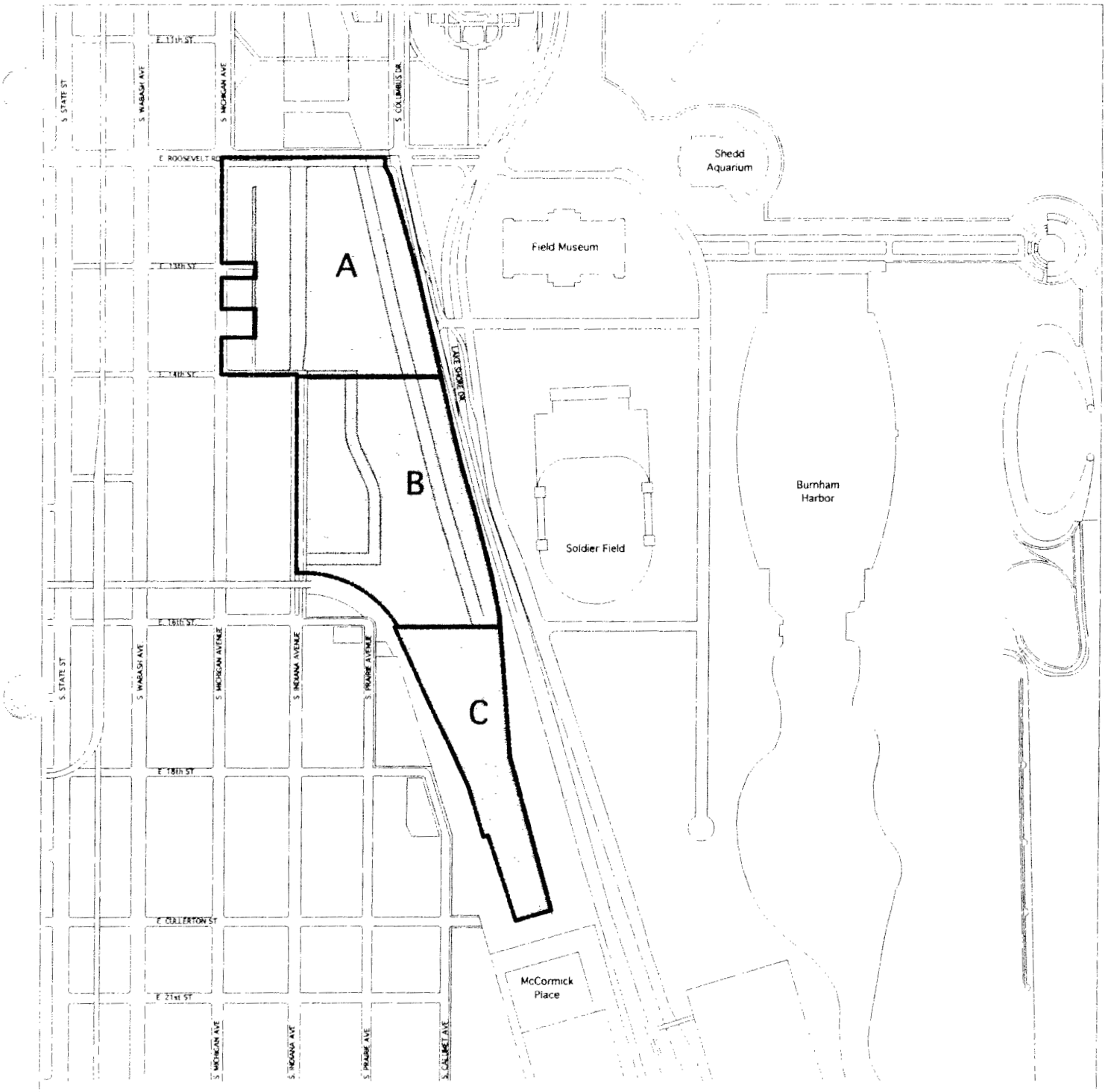

Subarea A - Michigan / Columbus Gateway

Subarea B - 15th Street / Lake Shore Area

Subarea C - Harbor View Area

Mixed Land uses as described in the Use and Bulk Regulations Data Table and Notes in the Master Plan

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CENTRAL STATION
CHICAGO

Subareas & General Land Use

N

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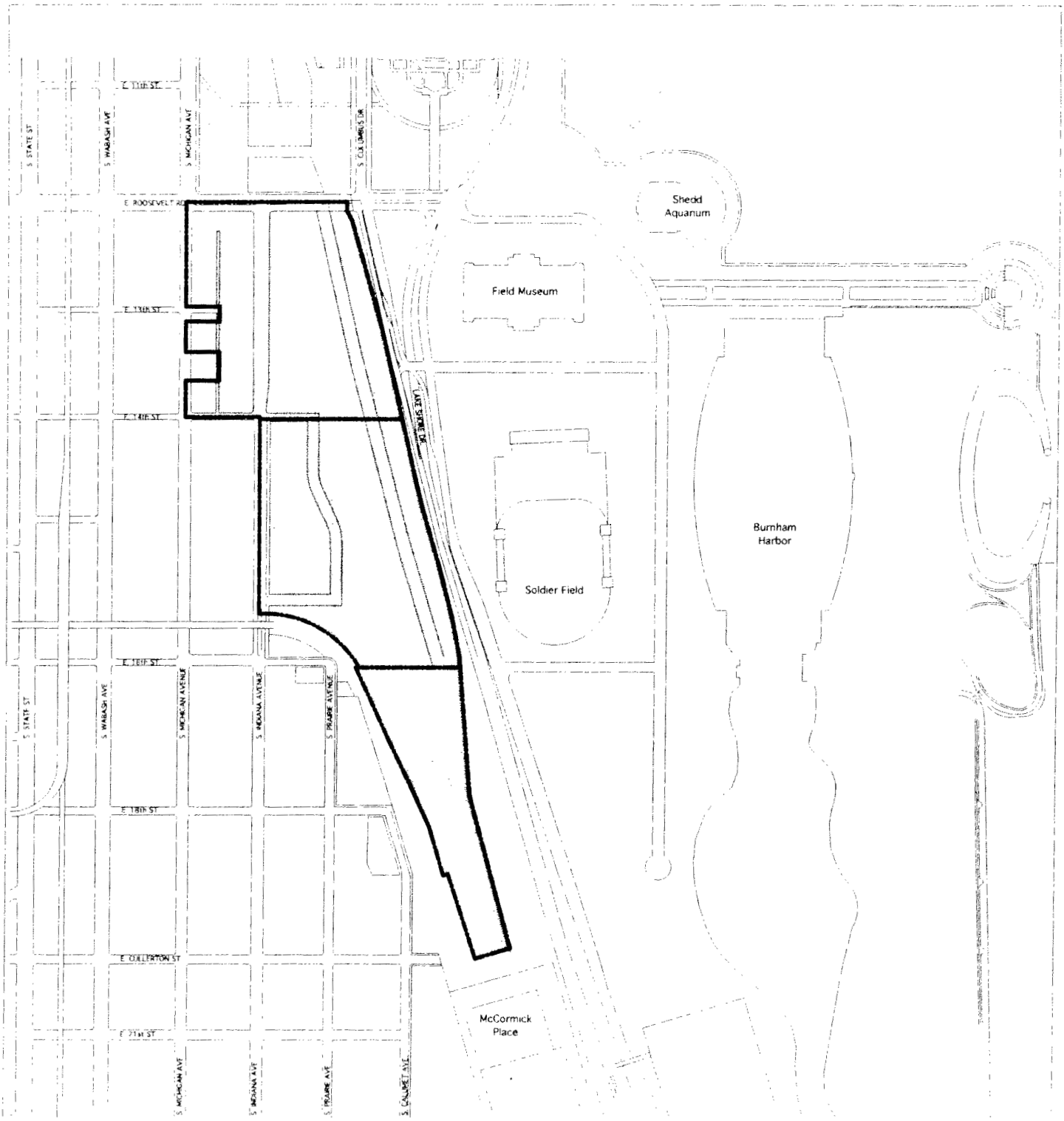

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Public Right-of-Way and Adjustment Map

N

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Air Rights Parcels

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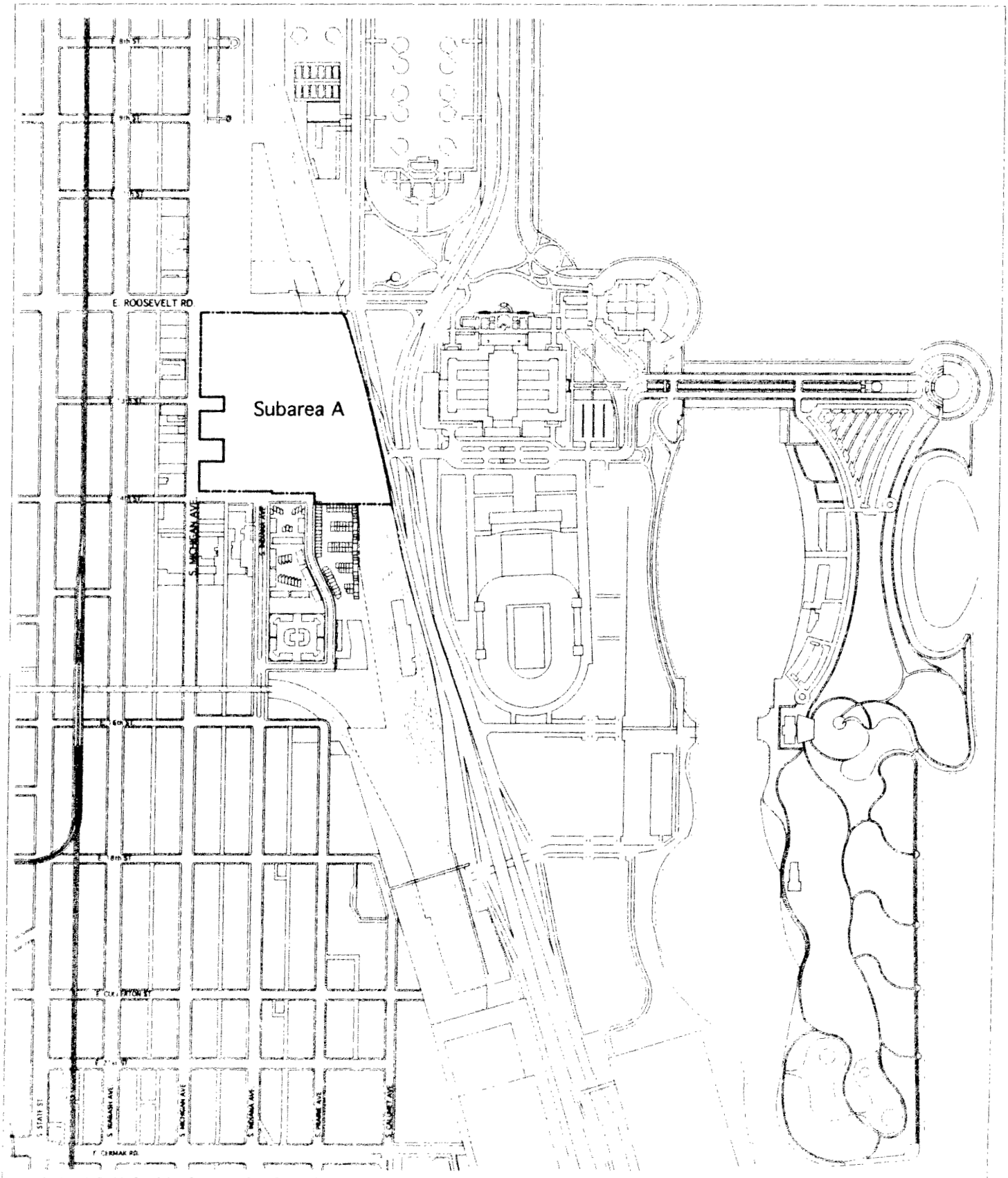

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CENTRAL STATION
CHICAGO

Exhibit 1
Location Map
Subarea A

N

06/19/2008

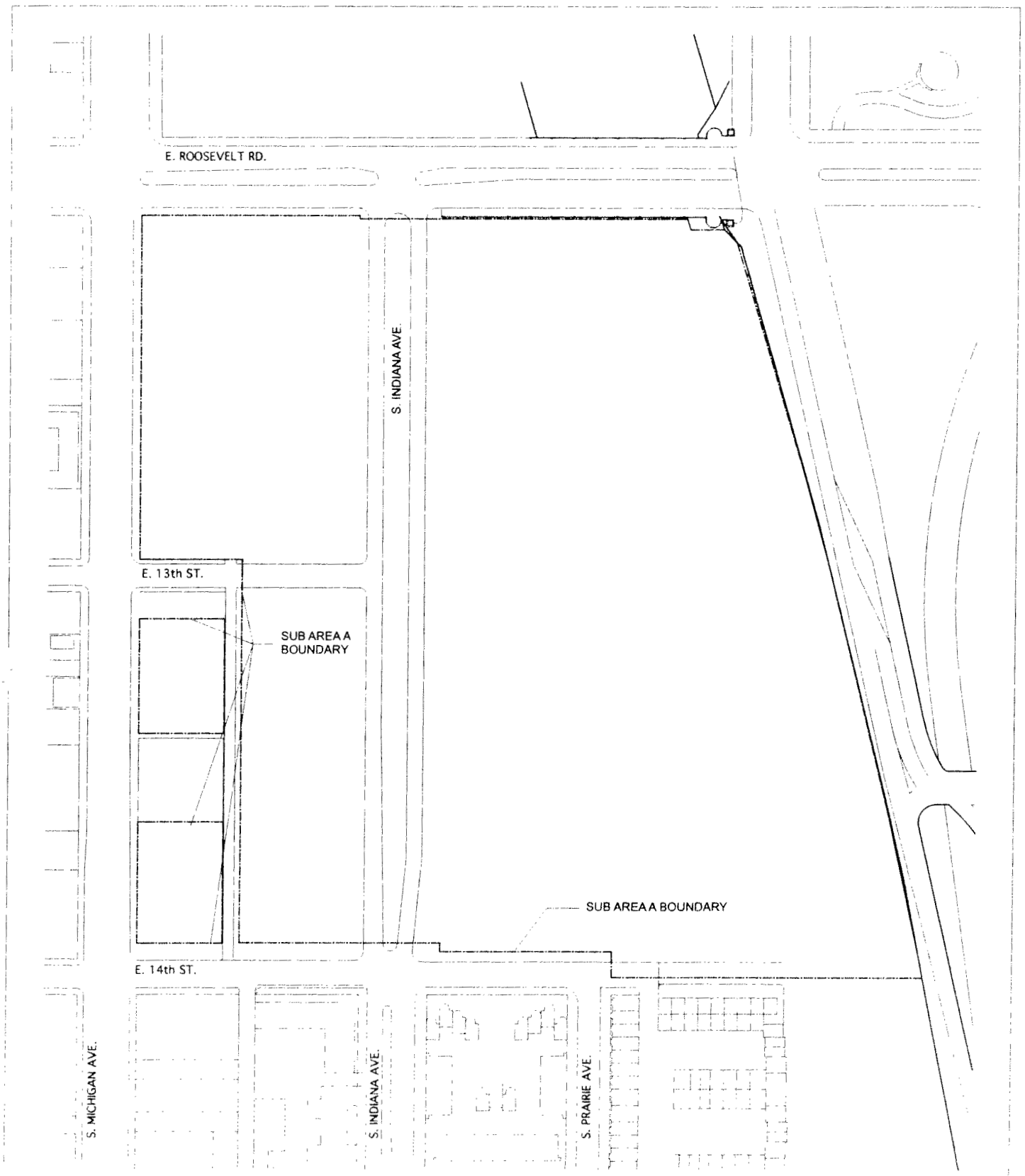

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Exhibit 2
Existing Street Map
Subarea A

N

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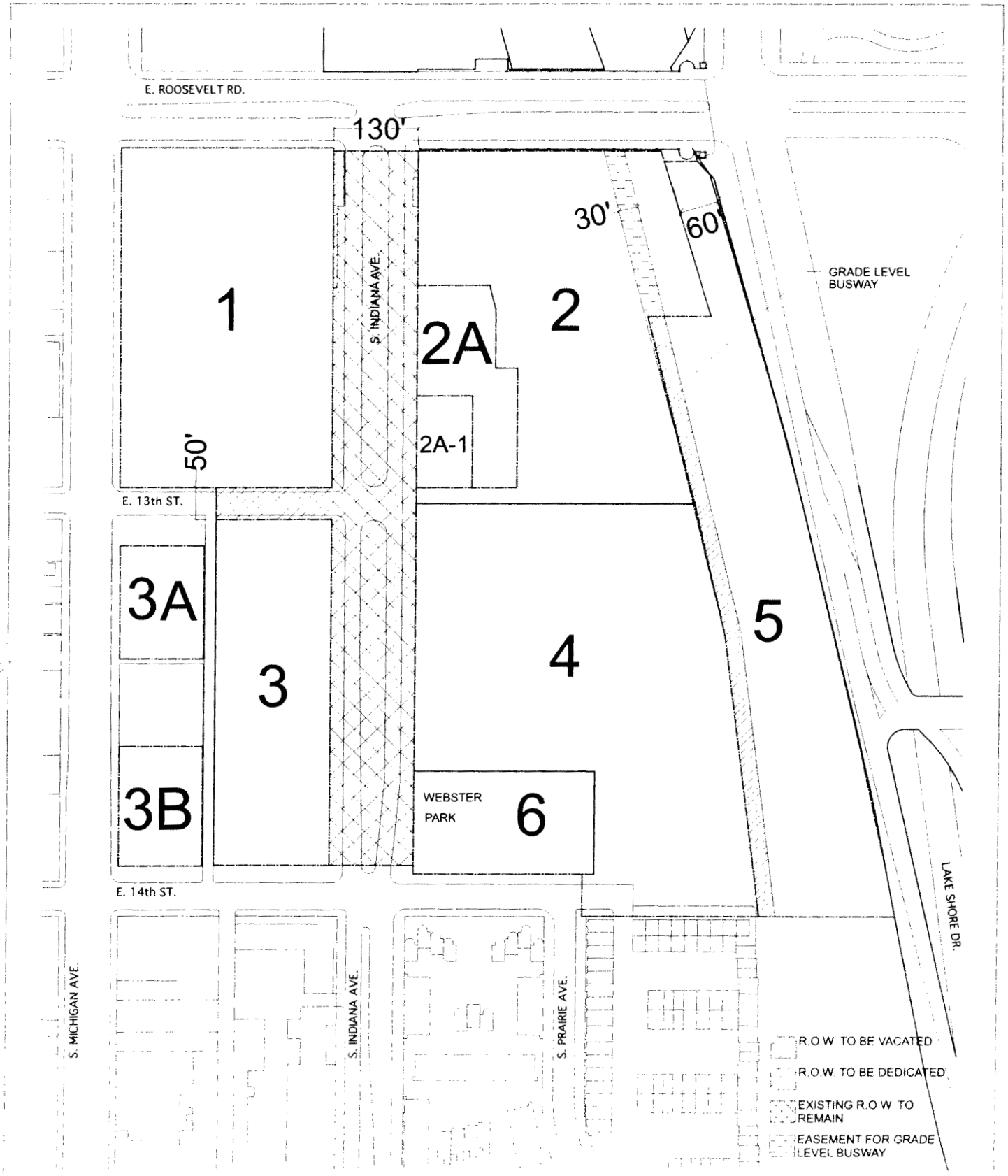

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CENTRAL STATION
CHICAGO

Exhibit 3
Right-of-Way Adjustment Map
Subarea A

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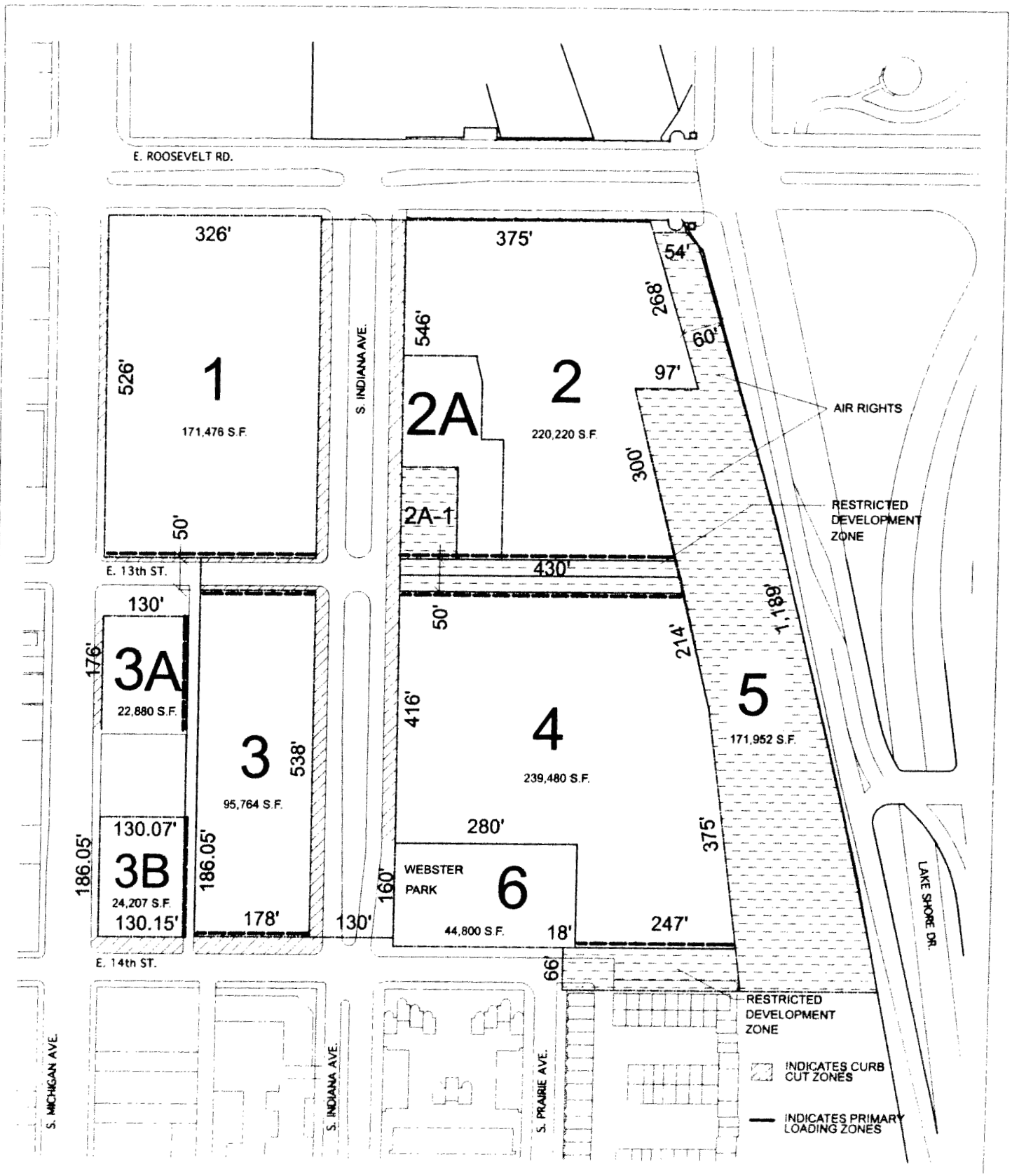
06-19-2008



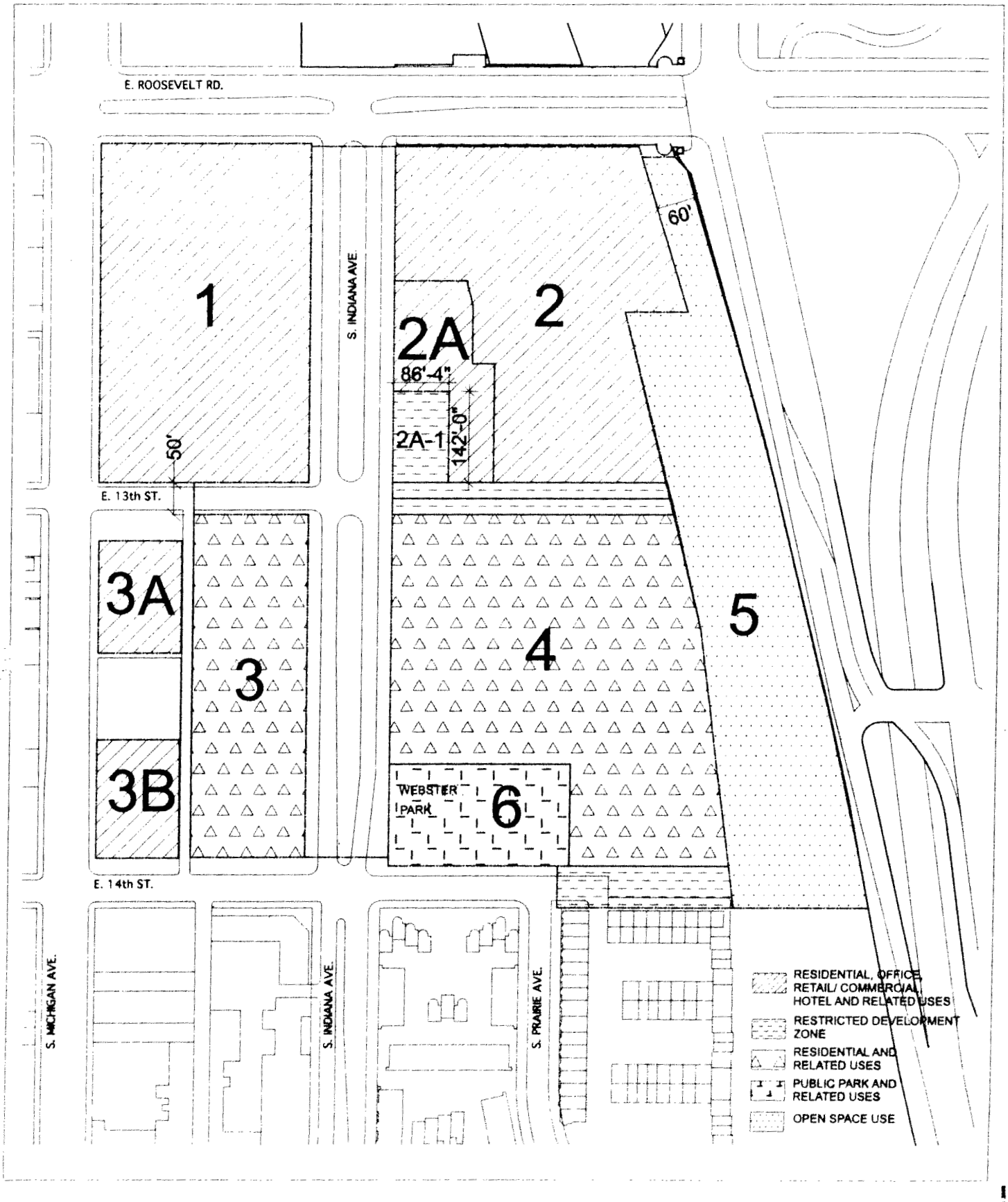
PAPPAGEORGE / HAYMES Ltd. ARCHITECTS

CENTRAL STATION
CHICAGO

Exhibit 4
Master Plan Boundary and Development Parcel Map, Curb Cut and Loading Zones Subarea A

N

06/19/2008



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CENTRAL STATION
CHICAGO

Exhibit 5
Land Use Controls Map
Subarea A

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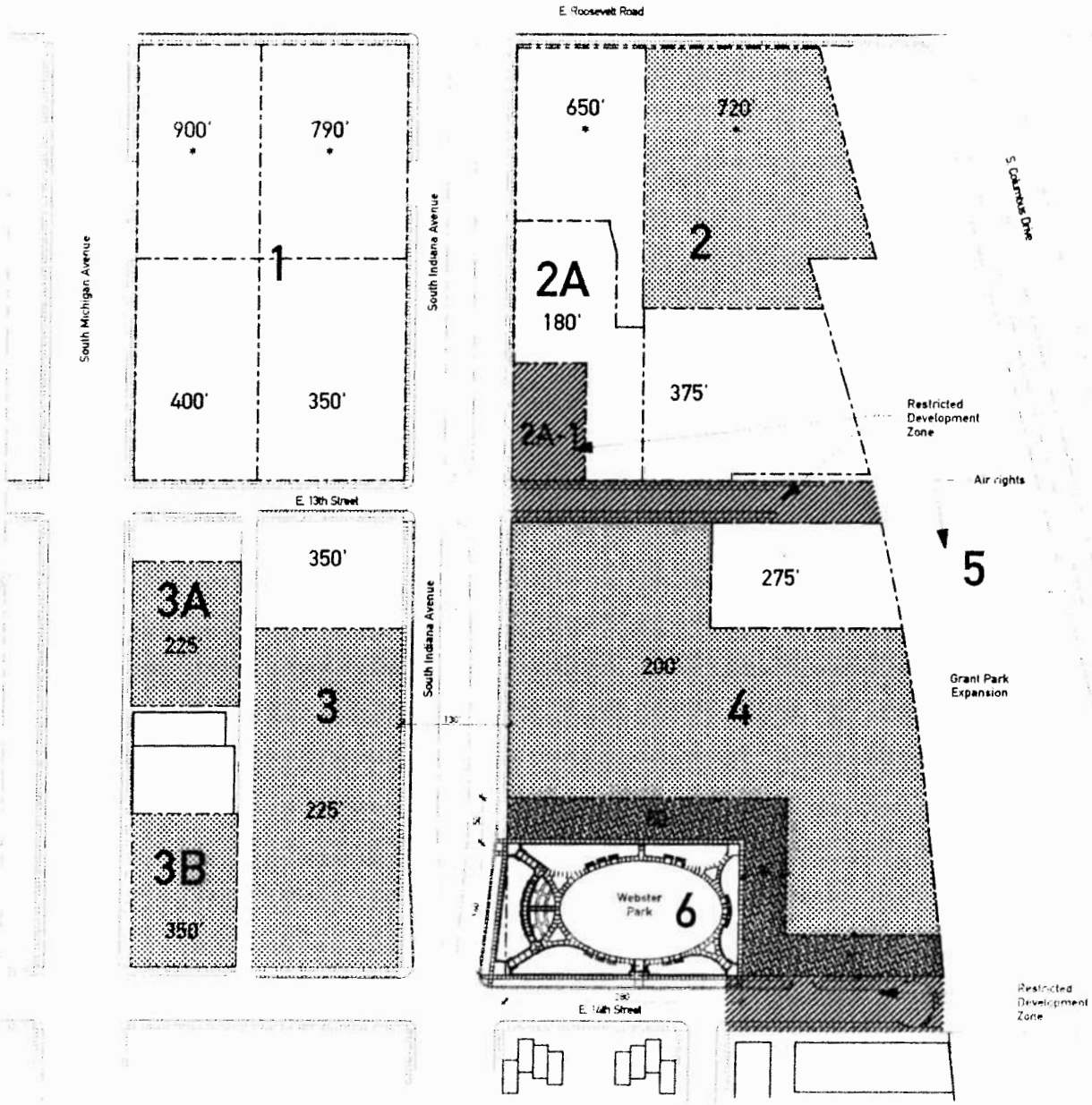
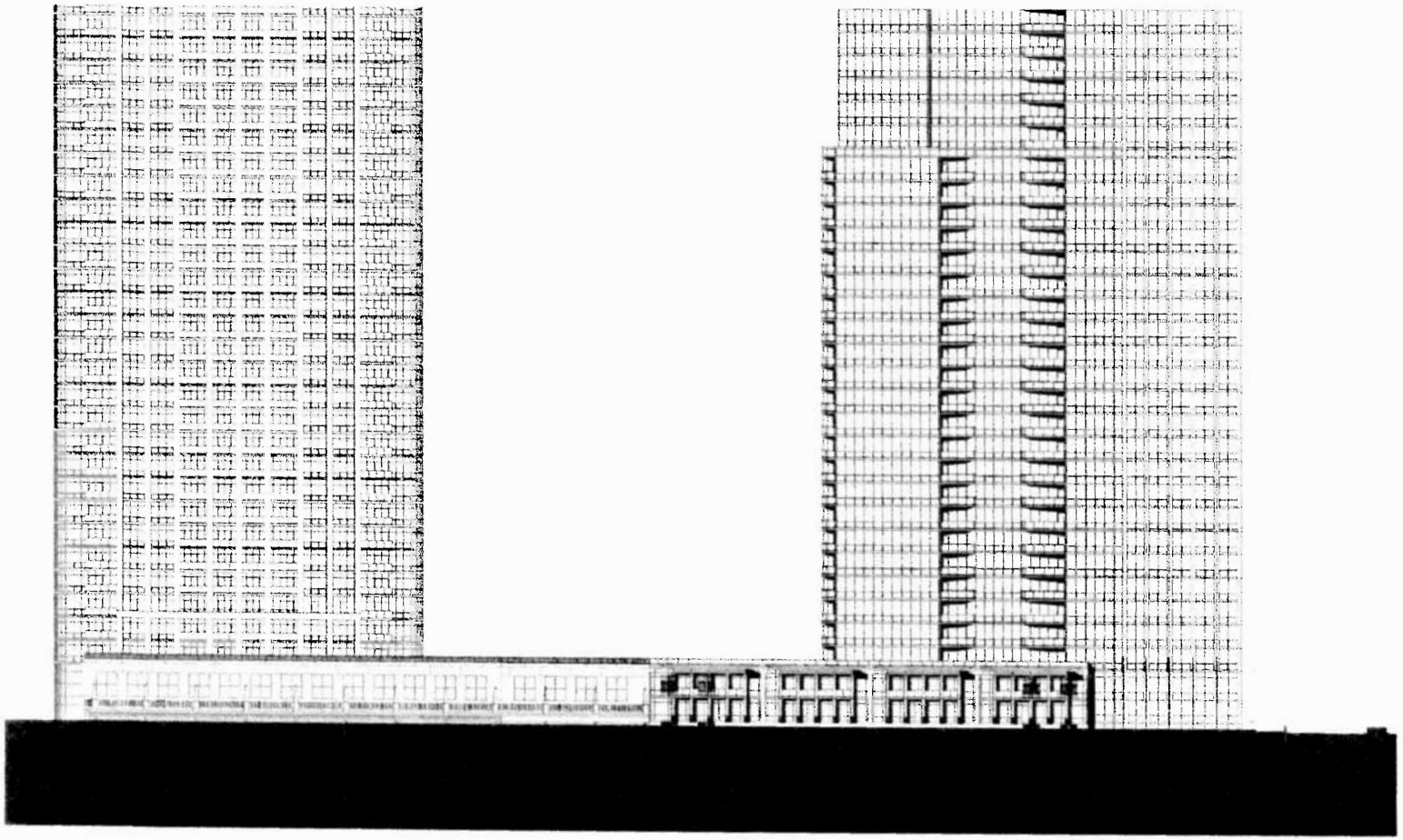
06/19/2008



Note: * Indicates height measured to top of building. All other heights measured to ceiling of last occupiable floor.

ONE MUSEUM PARK



THE ENTERPRISE COMPANIES
DEVELOPER

PAPPAGEORGE/HAYMES Ltd
ARCHITECT

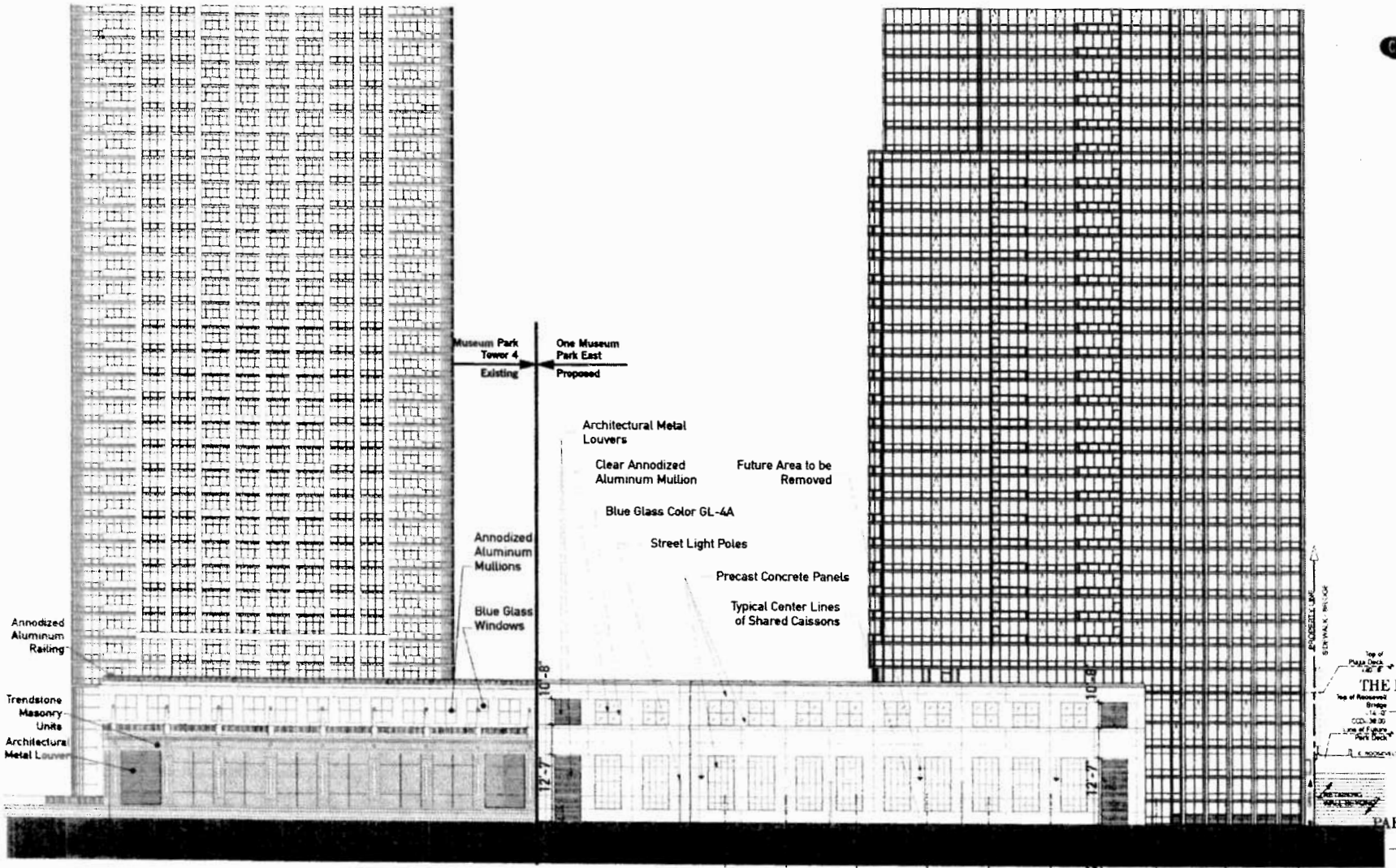
EAST ELEVATION WITH TOWNHOMES

PHASE TWO - TOWNHOMES
ONE MUSEUM PARK EAST-EAST ELEVATION

EXHIBIT 6A

ONE MUSEUM PARK EAST

CHICAGO, IL



CENTRAL STATION

enterprise

THE ENTERPRISE COMPANIES
DEVELOPER

P/H

PAPPAGEORGE/HAYMES Ltd.
ARCHITECT

ONE MUSEUM PARK EAST - EAST ELEVATION WITHOUT TOWNHOMES

EXHIBIT 6B

June 19, 2008
P/H # 041449

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EXHIBIT 7

TABLE OF PERMITTED USES

Parcel 1:
Residential, Senior Residential, Retail / Commercial, Hotel, Office, and Accessory Parking

Parcel 2 (not including Restricted Development Zone):
Residential, Senior Residential, Retail / Commercial, Hotel, Office, and Accessory Parking

Parcel 2 Restricted Development Zone:
Private Drive, Pedestrian Way, Below Grade Parking and Service, and Open Space Uses

Parcel 2A-1 Restricted Development Zone:
Pedestrian Way, Below Grade Parking and Service, and Open Space Uses

Parcel 3:
For-Sale Residential, Daycare Center, Senior Residential and Accessory Parking

Parcel 3A:
Residential, Senior Residential, Retail / Commercial, Hotel, Office, and Accessory Parking

Parcel 3B:
Residential, Senior Residential, Retail / Commercial, Hotel, Office, and Accessory Parking

Parcel 4 (not including Restricted Development Zone):
For-Sale Residential, Daycare Center, and Accessory Parking

Parcel 4 Restricted Development Zone:
Private Drive, Pedestrian Way, Below Grade Parking and Service, and Open Space Uses

Parcel 5:
Open Space Use

Parcel 6:
Public Park Use

NOTES TO THE TABLE OF PERMITTED USES:

1. Residential uses include single and multi-family dwellings and senior residential uses. Dwelling units shall be permitted below the second floor.
2. Office uses include business, professional offices, educational, daycare and related institutional uses.
3. Retail and commercial uses include all uses that are permitted within the B7-6 zoning district (other than automobile service stations). Free standing big box retail is not permitted.
4. Accessory uses and structures are permitted within all parcels provided that accessory structures within Parcel 5 and 6 shall be subject to the review and approval of the Commissioner of Planning.
5. Non-accessory parking shall be permitted as an interim use on Parcels 1, 2, 3, 3A and 4 until such time as a Site Plan for the property upon which such parking is located is approved.

Exhibit 8

Central Station
SubArea A
Table of Bulk Regulations
Parcels 1-6

	Parcel 1	Parcel 2	Parcel 2A	Parcel 2A-1	Parcel 3
Net Site Area (1)	173,712	176,392	31,933	12,255	95,764
Maximum Dwelling Units (5, 7, 8, 9)	1,370	1,200	180	0	208
Maximum SF Retail/ Commercial (12)	350,000	350,000	20,000	0	0
Maximum Hotel Rooms (4, 11)	1,500	1,500	750	0	0
Maximum SF Office (13)	1,965,000	0	15,000	0	0
Maximum Floor Area (6)	2,665,756	1,894,317	138,233	0	343,572
Maximum FAR (2)	15.35	10.74	4.33	0.00	3.59
Maximum Building Height (3)	900 ft/ 790ft/ 400 ft/ 350 ft	720 ft/ 520 ft/ 375 ft	180 ft.	Not Applicable	350 ft/ 225 ft

(*) Refer to "Notes to Table of Bulk Regulations"

	Parcel 3A	Parcel 3B	Parcel 4	Parcel 5	Parcel 6	Total 1,2,2A,2A-1,3,3A,3b,4,5
				Air Rights	Webster Park	
Net Site Area (1)	22,880	24,207	239,480	171,952	44,800	948,575
Maximum Dwelling Units (5, 7, 8, 9)	202	260	660	0	0	4,080
Maximum SF Retail/ Commercial (12)	100,000	10,000	0	0	0	350,000
Maximum Hotel Rooms (4, 11)	250	0	0	0	0	1,500
Maximum SF Office (13)	10,000	10,000	0	0	0	2,000,000
Maximum Floor Area (6)	274,331	420,000	1,113,801	0	0	6,850,000
Maximum FAR (2)	11.99	17.35	4.65	0.00	0.00	7.22
Maximum Building Height (3)	225 ft	350 ft	275 ft/ 200 ft/ 50 ft	Not Applicable	Not Applicable	

EXHIBIT 8

NOTES TO TABLE OF BULK REGULATIONS

(1) Net Site area equals gross area less area in existing right-of-way, right-of-way to be dedicated and Webster Park.

(2) Floor area for FAR calculation purposes shall be determined pursuant to the Planned Development Ordinance No. 499, as amended. FAR may be distributed between Parcel 1, Parcel 2, Parcel 2A, Parcel 3, Parcel 3A, Parcel 3B and Parcel 4.

(3) Height limitations for specific areas of parcels are illustrated on Exhibit 6.

(4) Hotel rooms may only be constructed in Parcel 1, Parcel 2 and / or Parcel 3A. Hotel rooms may be distributed between Parcel 1, Parcel 2 and Parcel 3A provided that the total number of hotel rooms in Parcel 1, Parcel 2, Parcel 3A and Parcel 3B combined does not exceed 1,500.

(5) Dwelling Units may be distributed between Parcel 1, Parcel 2, Parcel 2A, Parcel 3, Parcel 3A, Parcel 3B and Parcel 4 provided that the total number of dwelling units in all parcels combined does not exceed 3,900 (single family and multi-family dwelling units not to exceed 3,650) and provided that the dwelling units also otherwise comply with all restrictions for the Parcel area in which they are to be constructed.

(6) The total number of square feet of development permitted under this Master Plan II shall be fixed at 6,850,000 square feet.

(7) Only "For Sale" dwelling units shall be permitted within Parcel 4. A minimum of sixty percent (60%) of the dwelling units constructed within Parcel 4 shall contain shall contain two (2) or more bedrooms.

(8) Rental dwelling units are not permitted within Parcel 4.

(9) A minimum of forty percent (40%) of the rental dwelling units within Parcel 1 and Parcel 2 shall contain two (2) or more bedrooms.

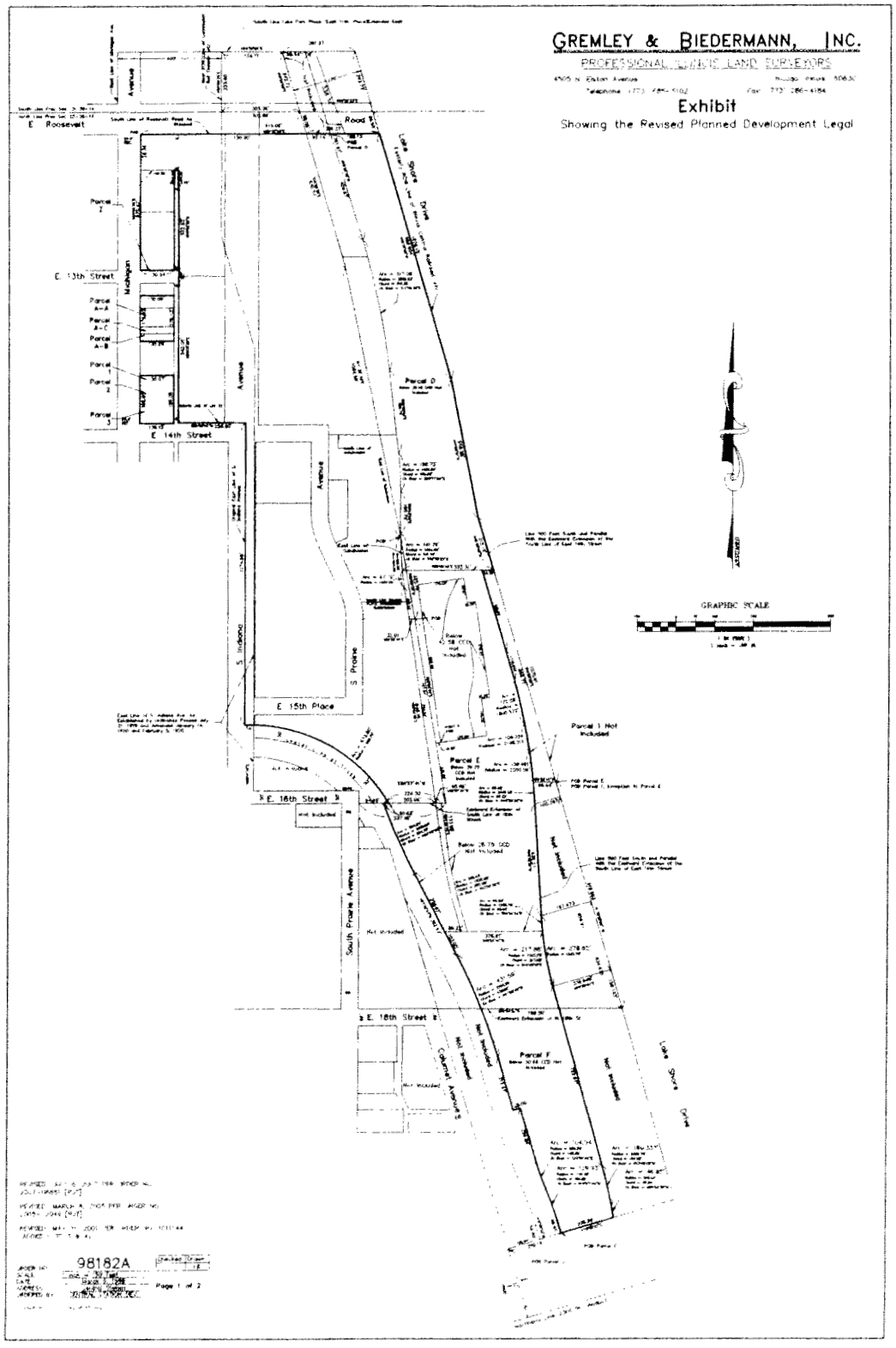
(10) The Applicant agrees to provide a minimum of one (1) day care center within one (1) of the buildings to be constructed along Michigan Avenue within Parcel 1.

(11) Hotel units may be converted to dwelling units at a rate of three (3) hotel units to one (1) dwelling unit. In the event that hotel units are converted to dwelling units, the total number of dwelling units permitted within Master Plan II shall be increased from 3,900 to account for the converted units.

(12) Retail / Commercial floor area may be distributed between Parcel 1, Parcel 2, Parcel 2A, Parcel 3A and Parcel 3B provided that the total square feet of retail / commercial floor area in Parcel 1, Parcel 2, Parcel 3A and Parcel 3B combined does not exceed 350,000.

(13) Office floor area may be distributed between Parcel 1 and Parcel 2A only provided (i) that the total square feet of office floor area in Parcel 1 and Parcel 2A combined does not exceed two million (2,000,000) square feet, and (ii) that the total square feet of office floor area in Parcel 1 does not exceed 1,985,000 square feet, and (iii) that the total square feet of office floor area in Parcel 2A does not exceed 15,000 square feet. In the event that the Applicant proposes an office use (consistent with that already permitted in PD #499) within Parcel 1, the Applicant shall seek approval of an amendment to this Master Plan in order to allow the review of the office use.

(14) The total amount of public open space required within Subarea A shall be a minimum of 24% of the Net Site Area of Subarea A.



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CENTRAL STATION
CHICAGO

Exhibit 9
Property Survey

N

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Part of the land, property and space of the Illinois Central Railroad Company in Fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, described as follows: beginning on the South line of East Roosevelt Road, as widened, at the intersection of said South line with the East line of South Michigan Avenue and running Thence East along said South line of West Roosevelt Road and along an Eastward Extension of said line, a distance of 919.02 feet to an intersection with the Easterly right of way line of said railroad; Thence South along said Easterly right of way line a distance of 988.604 feet; Thence continuing South along said Easterly right of way line a distance of 590.56 feet; Thence South continuing along said Easterly right of way line a distance of 1070.81 feet; Thence West a distance of 88.64 feet; Thence Southwardly along the arc of a circle convex to the East with a radius of 2448.29 feet a distance of 86.23 feet; Thence South along a straight line, tangent to the last described arc of a circle, a distance of 438.27 feet; Thence Southwardly along the arc of a circle convex to the West with a radius of 1343.75 feet, a distance of 278.62 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 2008.70 feet a distance of 180.333 feet; Thence Southwardly along the arc of a circle convex to the East with a radius of 815.13 feet, a distance of 46.85 feet to an intersection with a line which is 1500.00 feet Northerly from and parallel with the Northerly line of the 23rd Street viaduct; Thence West along said parallel line a distance of 208.29 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 1118.10 feet a distance of 129.83 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 886.36 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 212.87 feet; Thence Northwardly 439.59 feet along the arc of a circle convex to the East, tangent to last described straight line with a radius of 2220.85 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 2263.80 feet a distance of 284.80 feet to an intersection with the Eastward extension of the South line of East 16th Street; thence East along said Eastward extension, a distance of 20.83 feet; Thence Northwestwardly along the arc of a circle convex to the Northeast, being 50.00 feet Northeasterly from and concentric with the center line of said railroad track and having a radius of 623.70 feet, a distance of 633.80 feet to a point on the East line of South Indiana Avenue (as said East line was established by Ordinance of the City of Chicago passed on July 21, 1919 as amended on January 14, 1920 and February 5, 1920); thence West along a line perpendicular to said East line established by Ordinance, a distance of 34.00 feet to the original East line of South Indiana Avenue; Thence North along said East line of South Indiana Avenue a distance of 1174.80 feet to an intersection with the Eastward extension of South line of Lot 32 in Block 15 in Harrington'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 13th Street; Thence North a distance of 50.00 feet to the North line of the former of East 13th Street; Thence continuing North a distance of 332.83 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 Southeast 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:

Parcel D. The said 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: [illegible]

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 28.25 feet above Chicago City Datum and lying within the boundaries projected vertically of that part of said land, property and space described as follows: [illegible]

together with

That part lying below a horizontal plane having an elevation of 42.58 feet above City of Chicago datum described as follows: [illegible]

Also,

Parcel [illegible] The land, property and space in the North Half of Fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian [illegible]

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 30.48 feet above Chicago City Datum and lying within the boundaries, projected vertically, of that part of said land property and space described as follows: [illegible]

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 38.75 feet above City of Chicago datum and lying below a horizontal plane of 38.25 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 16th Street extended East; Thence North 88° 57' 41" East 94.95 feet along said South line to the point of beginning; Thence continue North 88° 57' 41" East along said South line 224.30 feet; Thence South 08° 24' 46" East 173.08 feet; Thence Southerly 338.43 feet along the arc of a circle convex Westerly and having a radius of 1920.85 feet (the chord of said arc bears South 13° 27' 36" East 337.99 feet) to a line 500 feet South from and parallel with the aforesaid Eastward extension of the South line of East 16th Street; Thence South 88° 57' 41" West 89.22 feet along said parallel line; Thence North 27° 32' 43" West 250.67 feet to a point of curve; Thence Northwardly along the arc of a circle convex to the West with a radius of 2263.90 feet, the chord of said arc having a bearing of North 23° 48' 58" West a distance of 294.80 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 146 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 13th Street)

in Cook County, Illinois

Also,

Parcel AA.
Lots 5, 6 and 7 in Block 3 of Garrett's Subdivision of Assessors 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 Garretts 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 3-1/12th 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 3-1/12th 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° 00' 23" East along said line, a distance of 233.00 feet to an intersection with the South line of Lake Park Place (East 11th Place); Thence North 89° 55' 25" 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° 20' 58" East along said parallel line a distance of 342.72 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° 20' 58" East a distance of 630.54 feet; Thence South 11° 38' 58" East a distance of 1062.98 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 1444.88 feet (the chord of said arc bearing South 04° 30' 22" East 199.68 feet); Thence South 08° 24' 46" East 123.22 feet; Thence South 89° 58' 41" East 22.01 feet; Thence North 09° 50' 58" West 325.78 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° 00' 23" East along said line, a distance of 233.00 feet to an intersection with the South line of Lake Park Place (East 11th Place); Thence North 89° 55' 25" 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° 20' 58" 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° 20' 58" East a distance of 630.54 feet; Thence South 11° 38' 58" East a distance of 1082.98 feet; Thence South 09° 50' 58" East 325.78 feet to the point of beginning for that part of said land, property and space hereinafter described; Thence continuing South 09° 50' 58" East 727.84 feet to the South line of East 18th Street extended East; Thence South 88° 57' 41" West 40.46 feet along said extension; Thence North 08° 24' 46" West 724.84 feet; Thence South 89° 58' 41" 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 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.

PARCEL 1
Lot 6 in Sherman's Subdivision of Block 12 in the Assessor's Division of part of the Northwest Fractional Quarter of Section 22, Township 39 North, Range 14, and Lots 1 and 2 in Blocks 15 in Harrington's Addition to Chicago in Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois.

PARCEL 2
Lots 1, 2 and 3 in Charles Busby's Subdivision of Lots 1 to 5 of Sherman's Subdivision of Block 12 in the Assessor's Division of the Northwest Fractional Quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian with Lots 1 and 2 in Blocks 15 in Harrington's Addition to Chicago, in Cook County, Illinois.

PARCEL 3
Lots 4, 5, 6 and 7 in Charles Busby's Subdivision of Lots 1 to 5 of Sherman's Subdivision of Block 12 in the Assessor's Division of the Northwest Fractional Quarter of Section 22, Township 38 North, Range 14, East of the Third Principal Meridian with Lots 1 and 2 in Blocks 15 in Harrington's Addition to Chicago, in Cook County, Illinois.

REVISED JULY 1, 2007 PER [illegible]
REVISED MARCH 8, 2005 PER [illegible]
REVISED MAY 15, [illegible] PER ORDER [illegible]

ORDER NO. 98182A
Page 2 of 2

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CENTRAL STATION
CHICAGO

Exhibit 9B
3B Legal Description

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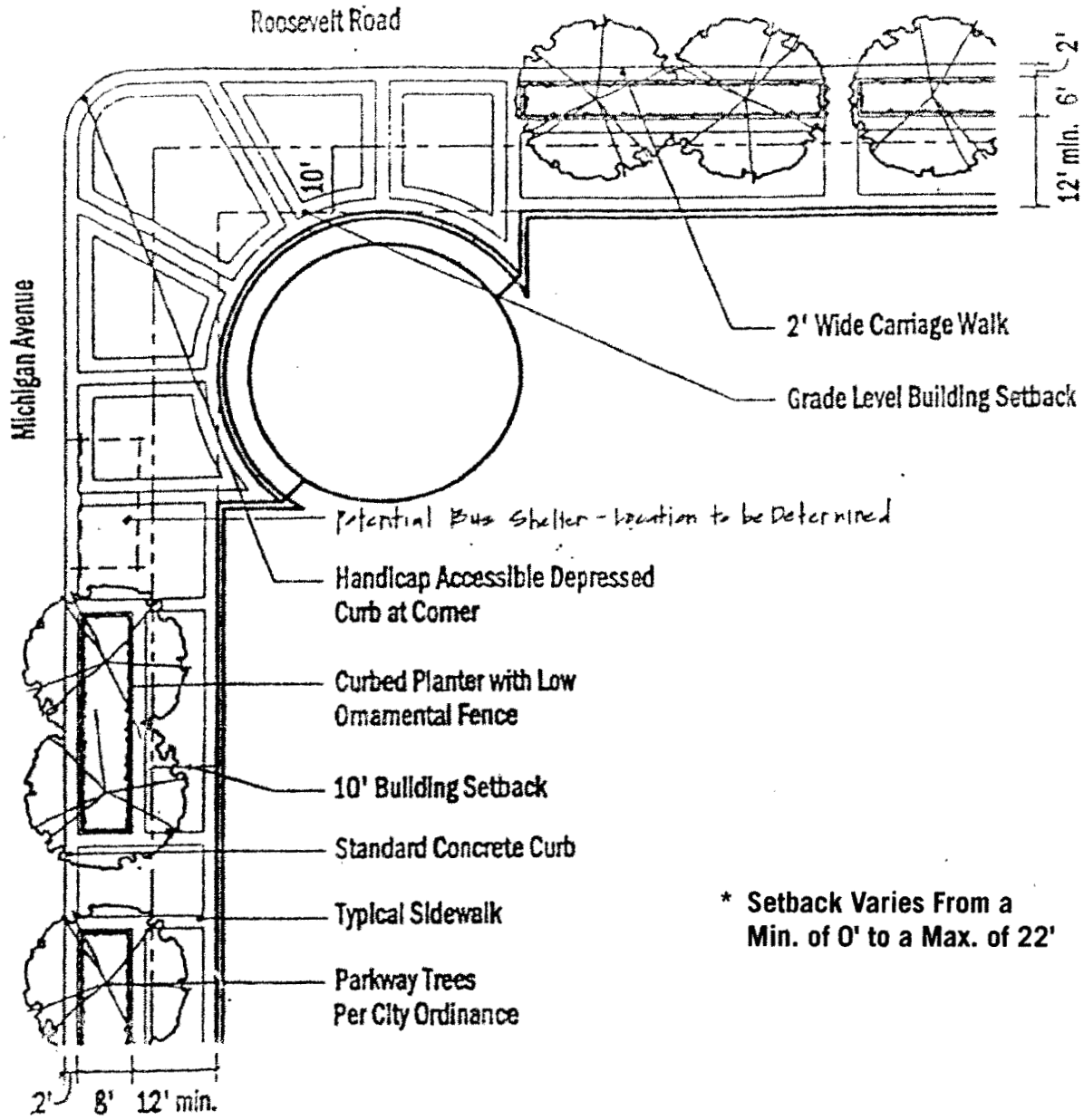

Typical Sidewalk to Include 9' ADA Sidewalk Clearance Requirement on Private Property

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CENTRAL STATION
CHICAGO

Exhibit 10a
Streetscape Improvement Plan
Michigan and Roosevelt Road

N

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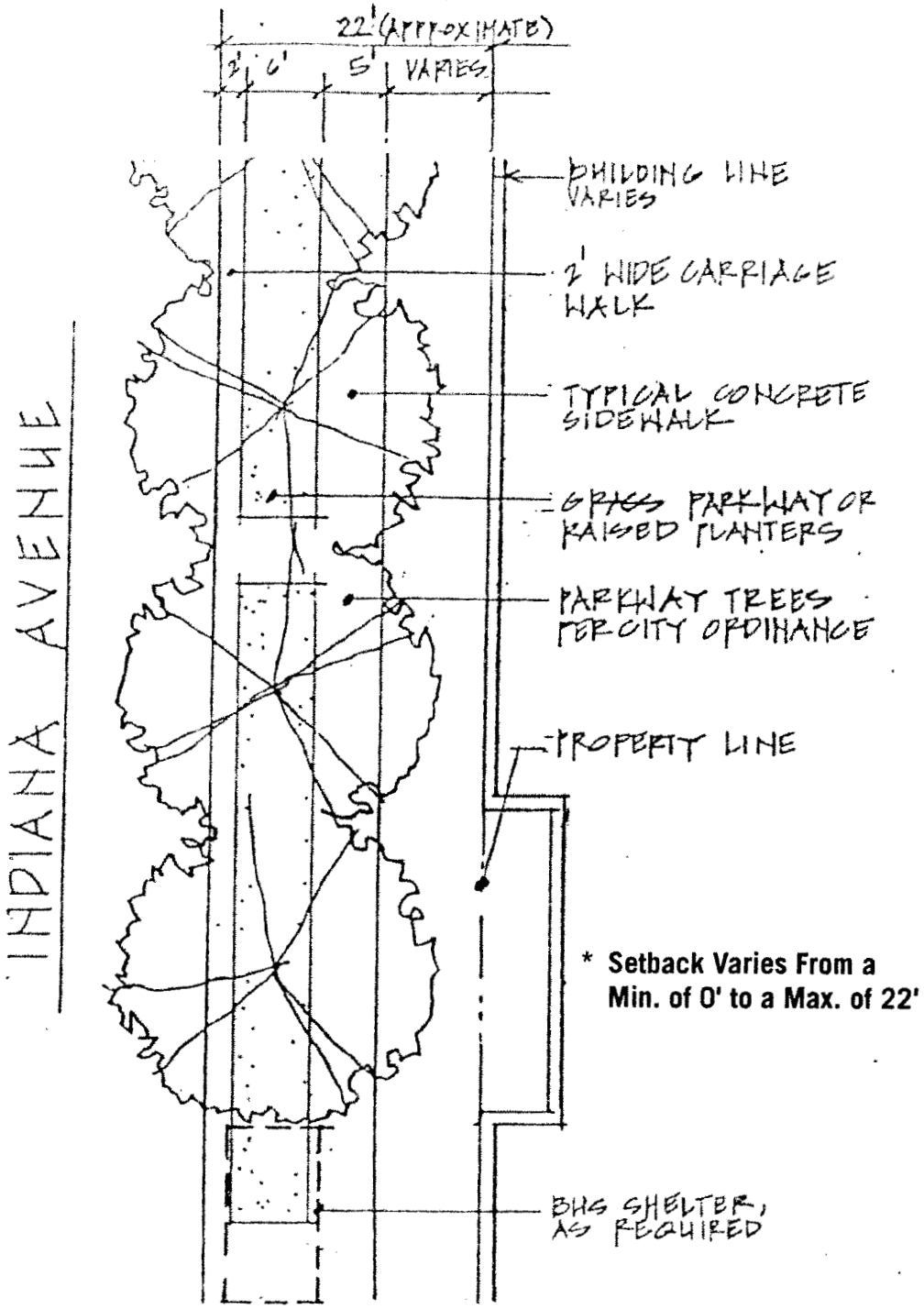

*** Setback Varies From a Min. of 0' to a Max. of 22'**

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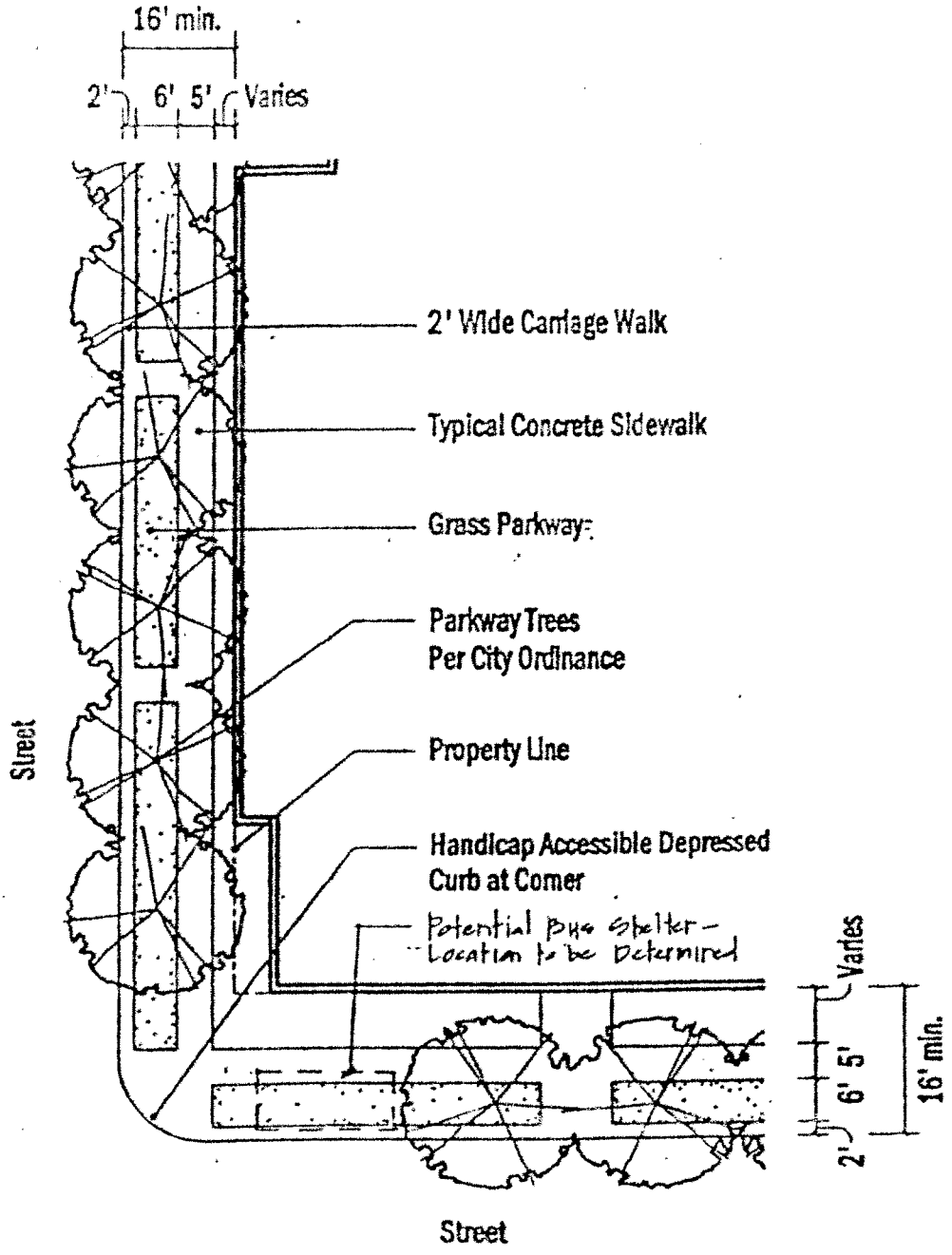
ARCHITECTS

CENTRAL STATION
CHICAGO

Exhibit 10b
Streetscape Improvement Plan
Indiana Avenue

N

06/19/2008



* Setback Varies From a Min. of 0' to a Max. of 22'

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CENTRAL STATION
CHICAGO

Exhibit 10c
Streetscape Improvement Plan
Typical Street

N

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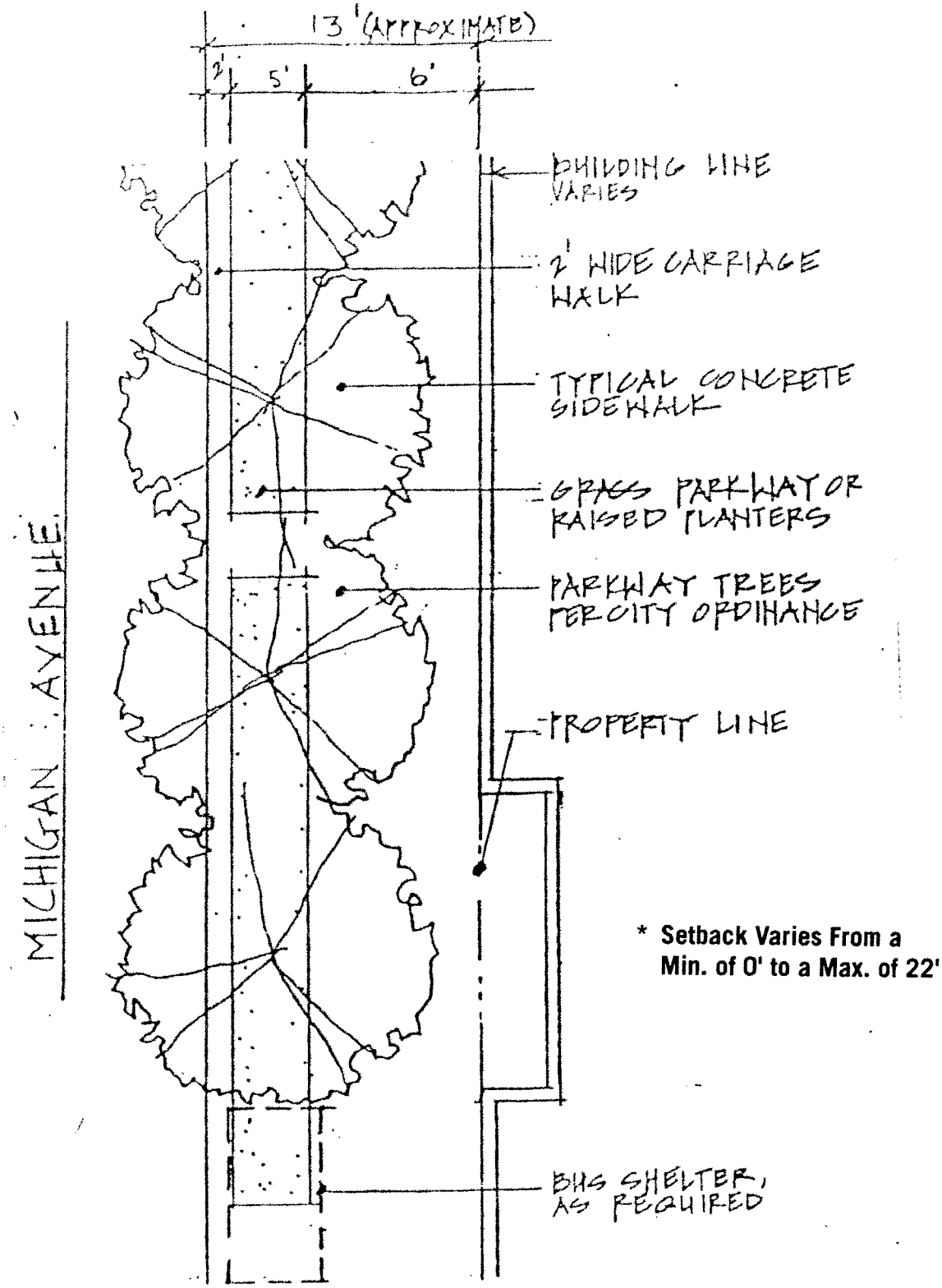

*** Setback Varies From a Min. of 0' to a Max. of 22'**

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CENTRAL STATION
CHICAGO

Exhibit 10d
Streetscape Improvement Plan
Michigan Avenue

N

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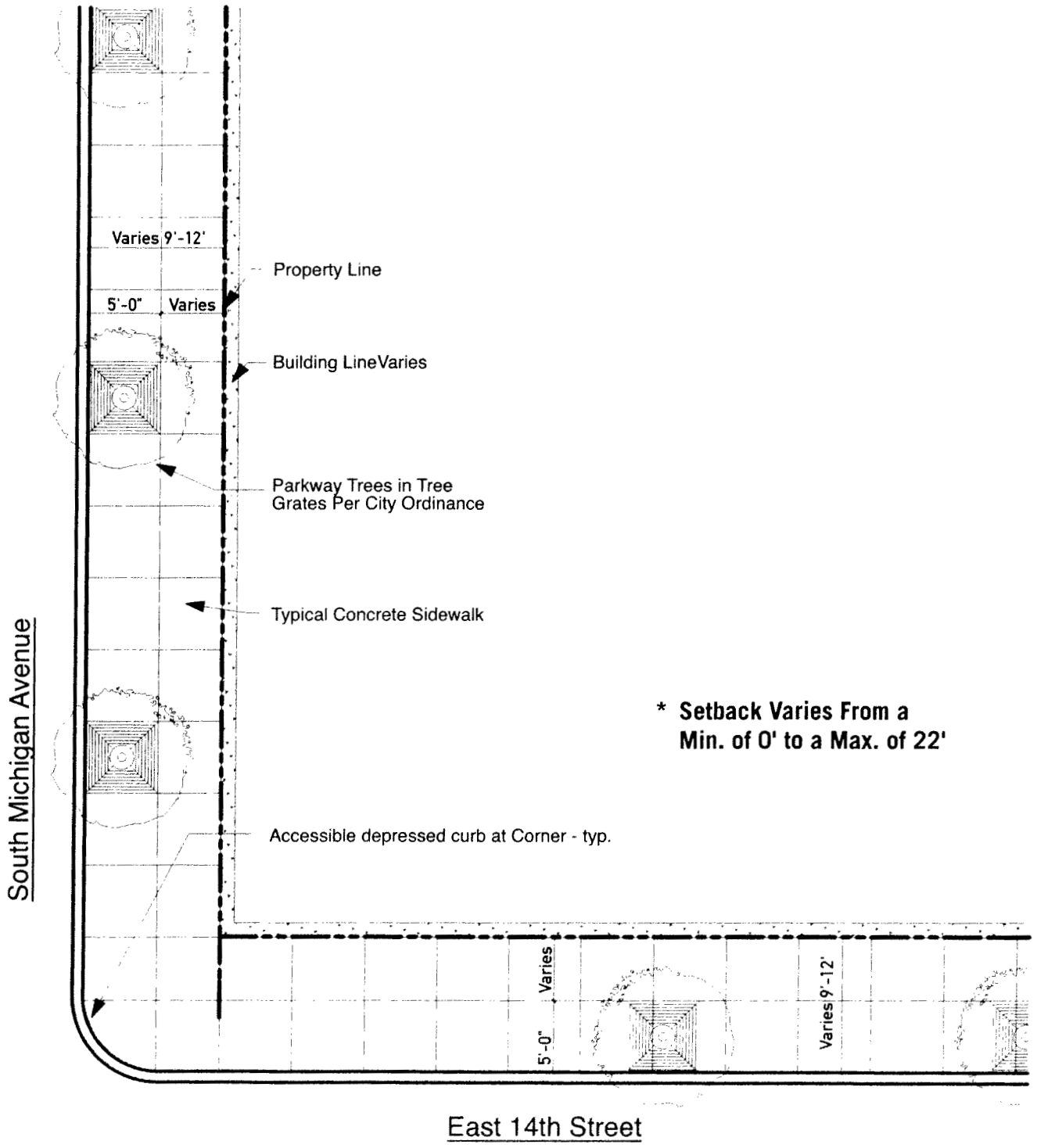

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CENTRAL STATION
CHICAGO

Exhibit 10e
Streetscape Improvement Plan
Michigan Avenue

N

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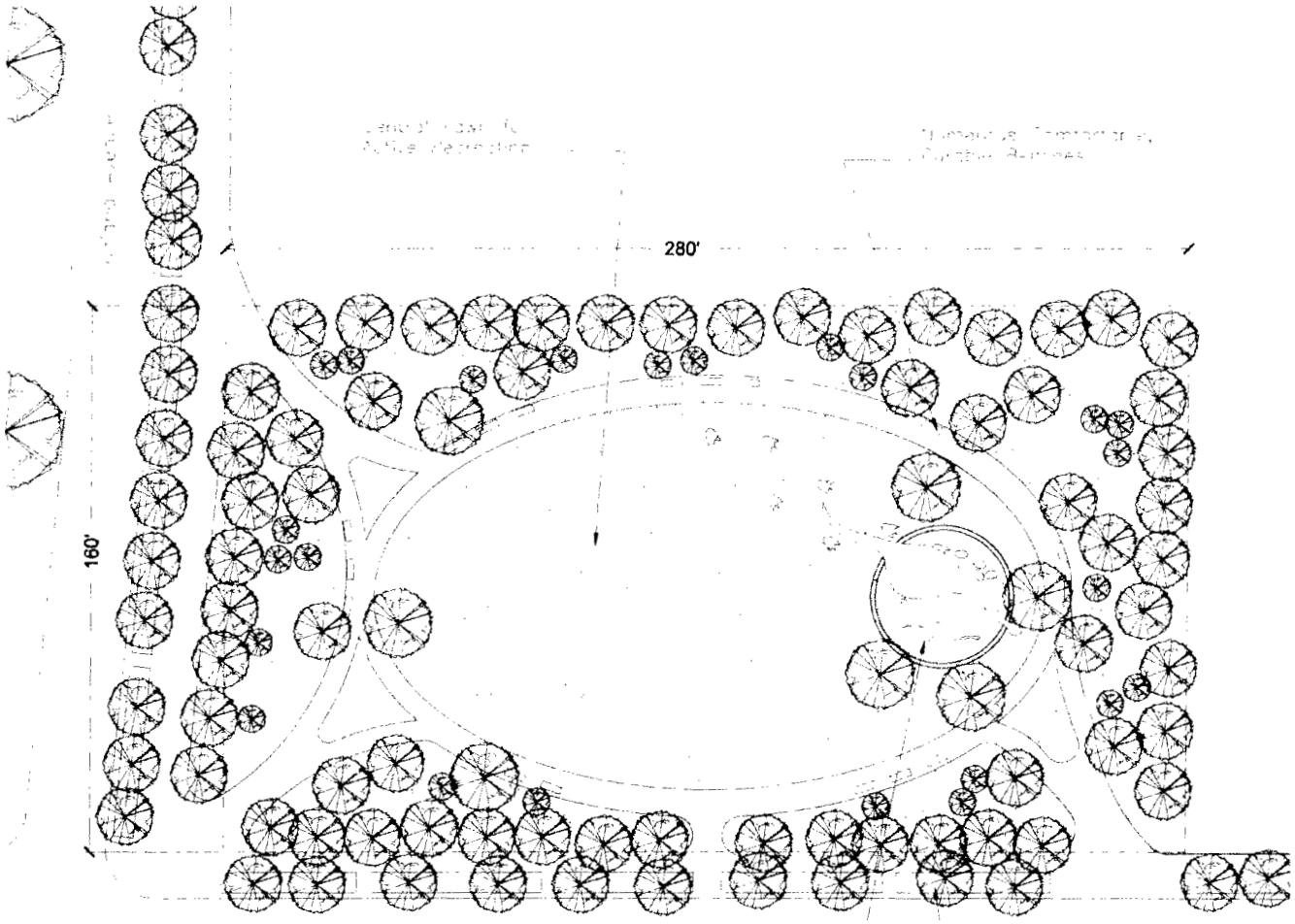

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CENTRAL STATION
CHICAGO

Exhibit 11
Daniel Webster Park
Improvement

Concept Plan

N

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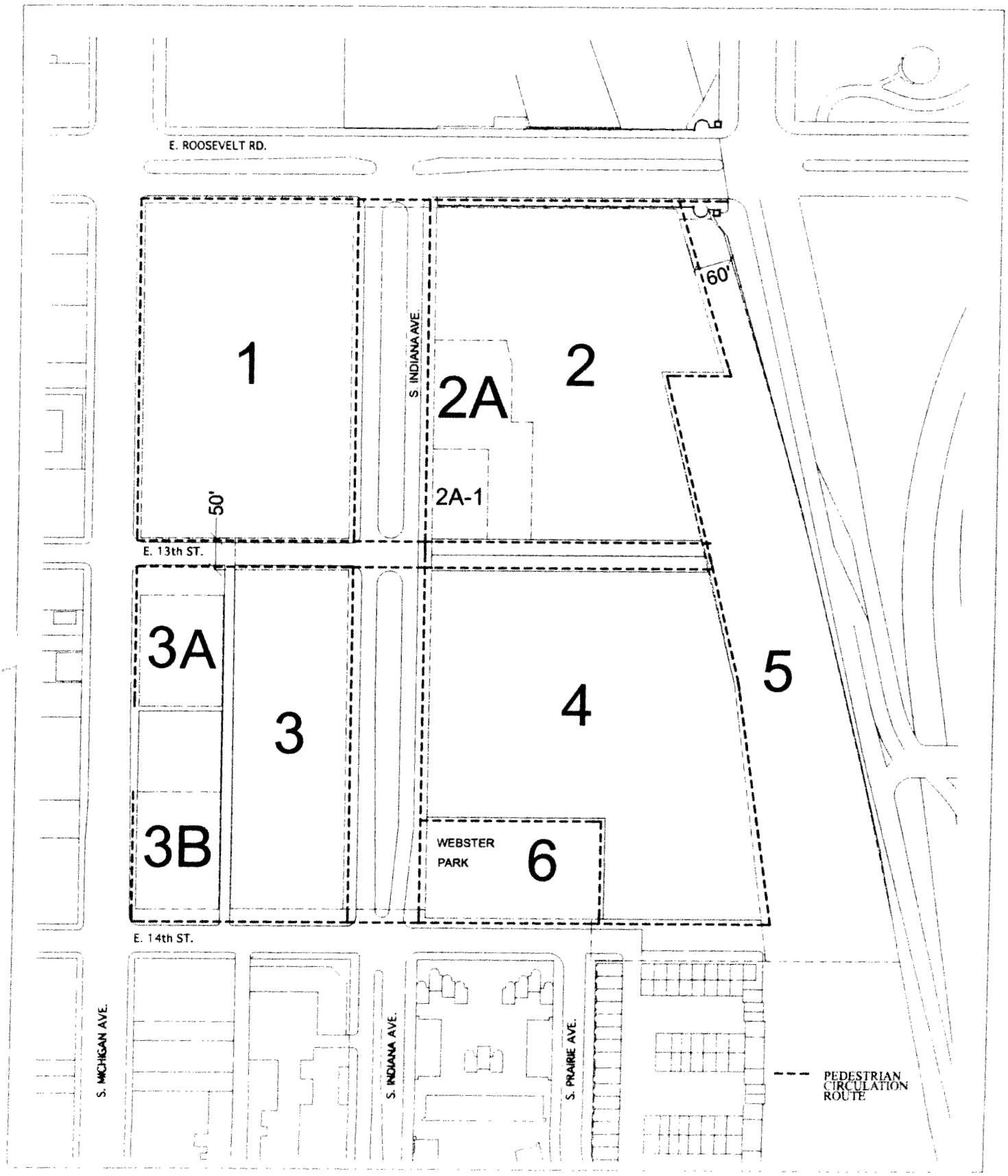

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CENTRAL STATION
CHICAGO

Exhibit 12
Pedestrian Circulation Map
Subarea A

N

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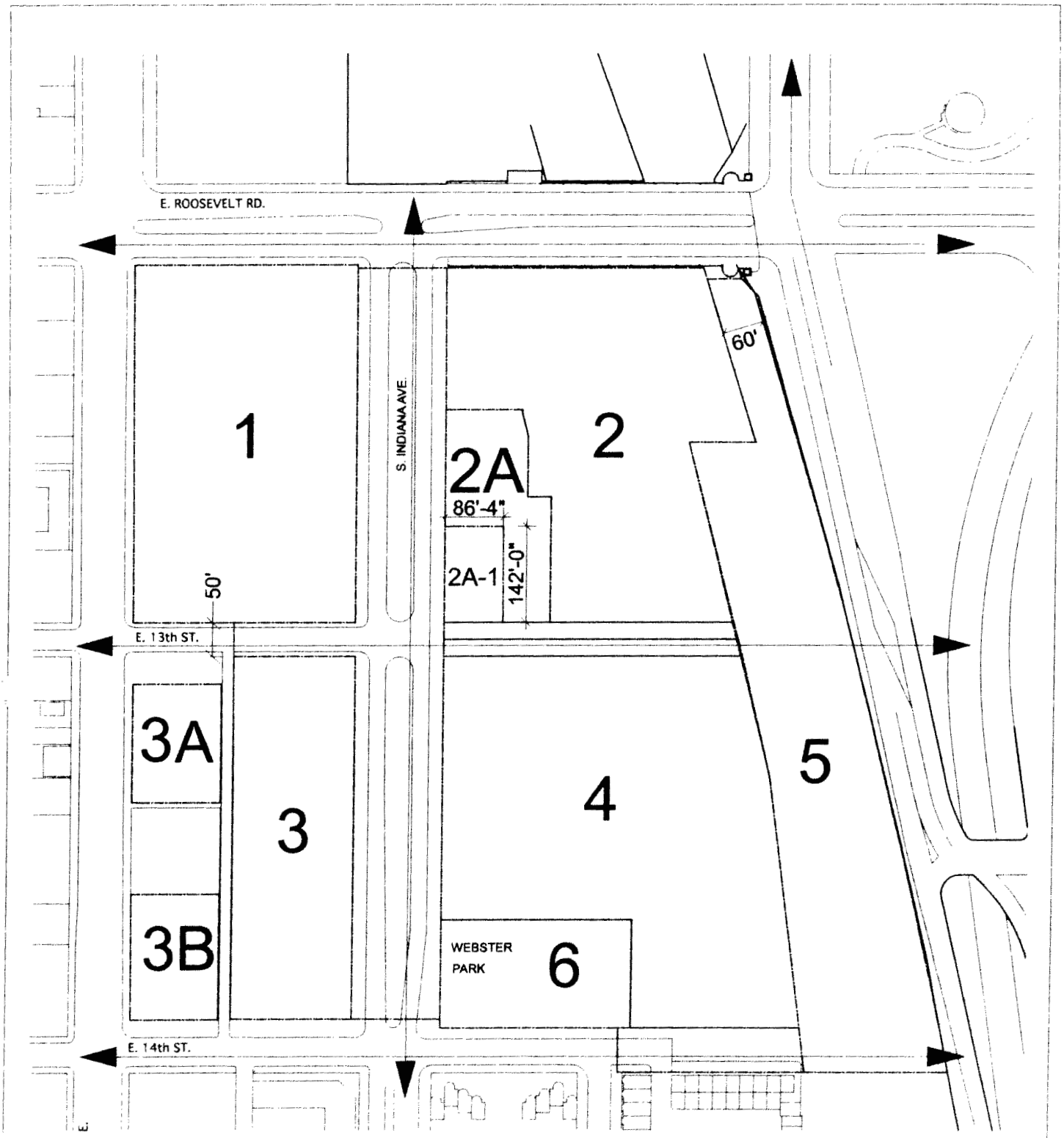

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CENTRAL STATION
CHICAGO

Exhibit 13
View Corridors Map
Subarea A

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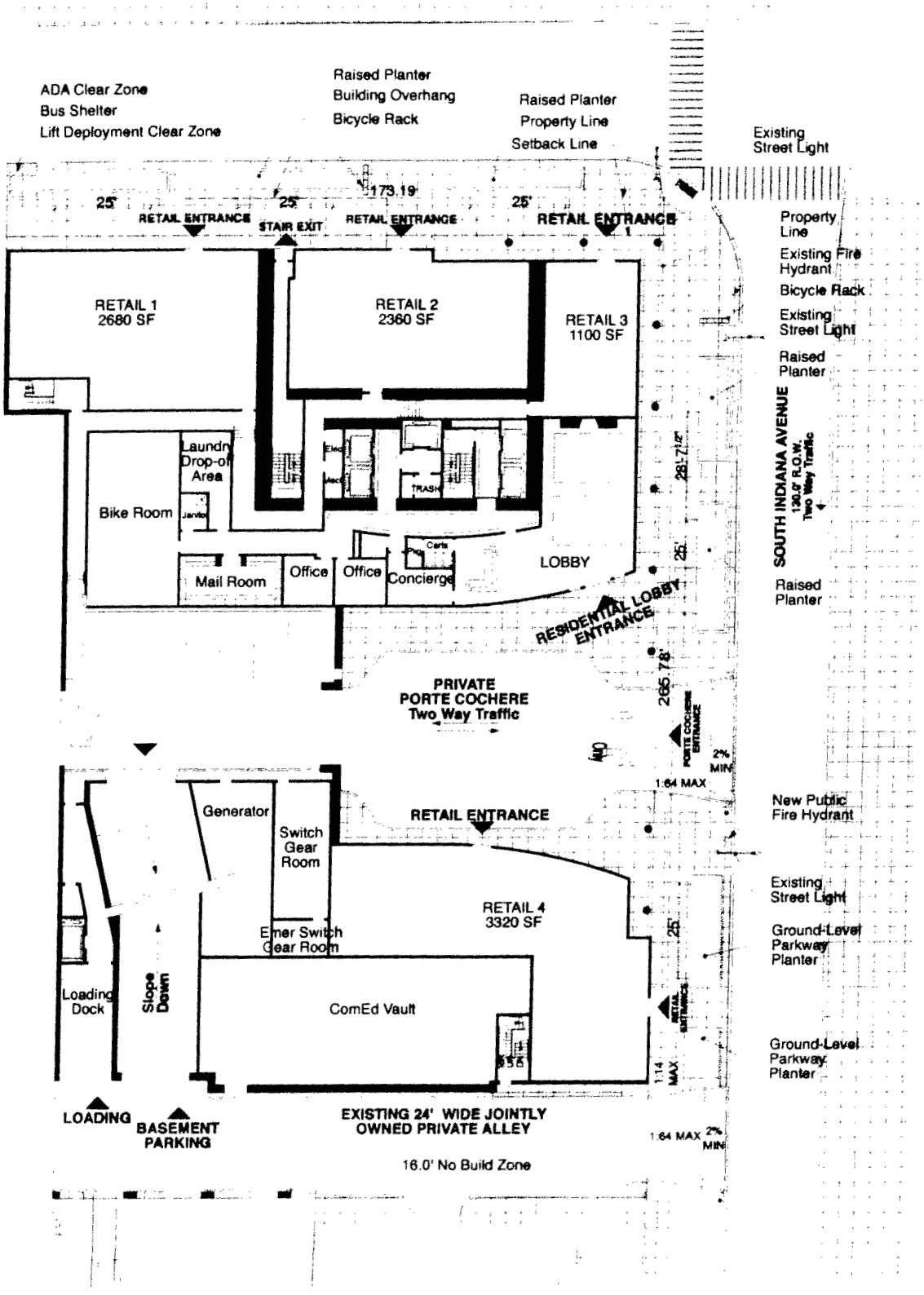

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CENTRAL STATION
CHICAGO

Exhibit 14
Landscape plan

Grant Park Tower 3

N

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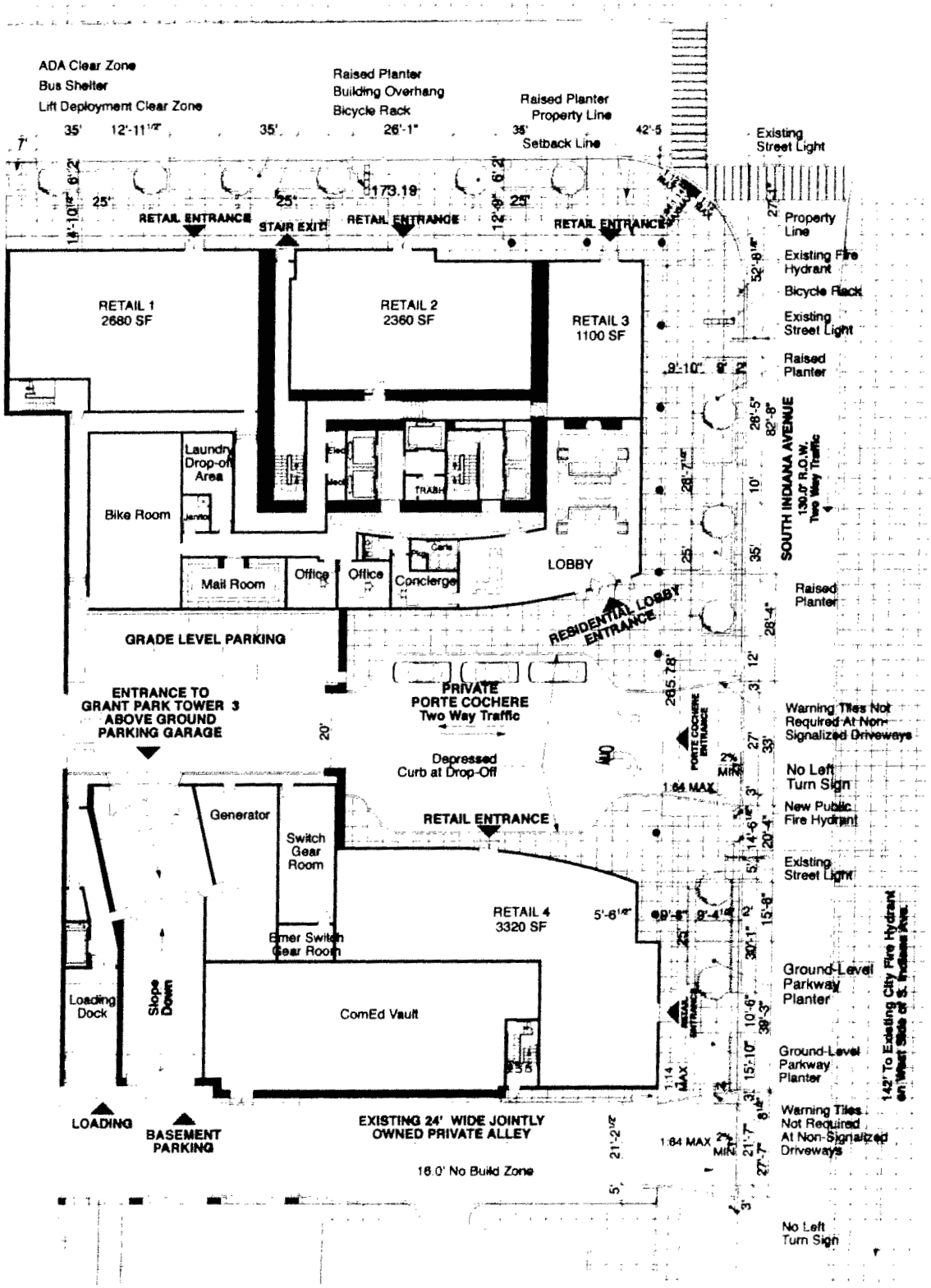

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CENTRAL STATION
CHICAGO

Exhibit 15
Site Plan / First Floor Plan
Grant Park Tower 3

N

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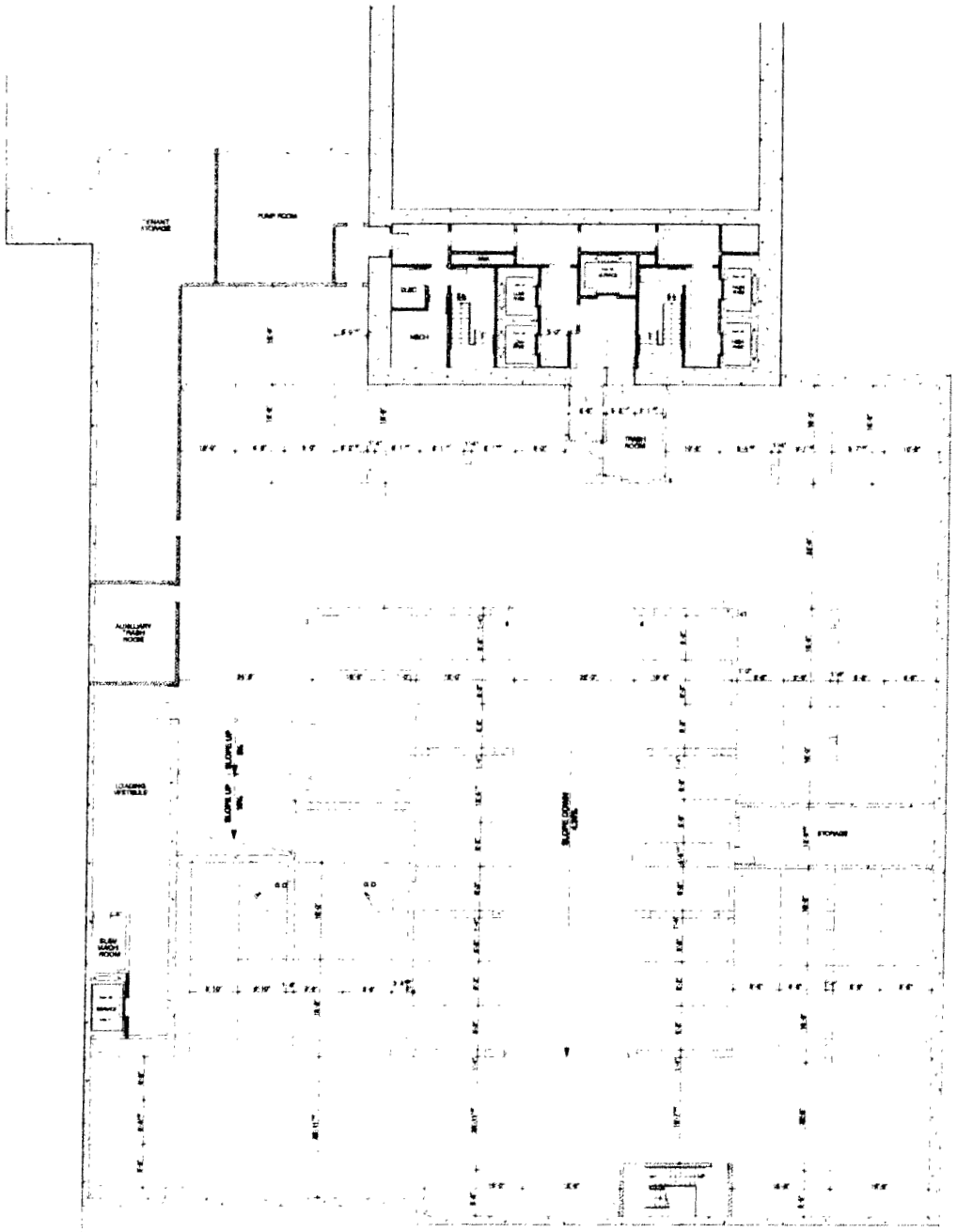

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CENTRAL STATION
CHICAGO

Exhibit 17
Basement Garage Level 1

Grant Park Tower 3

N

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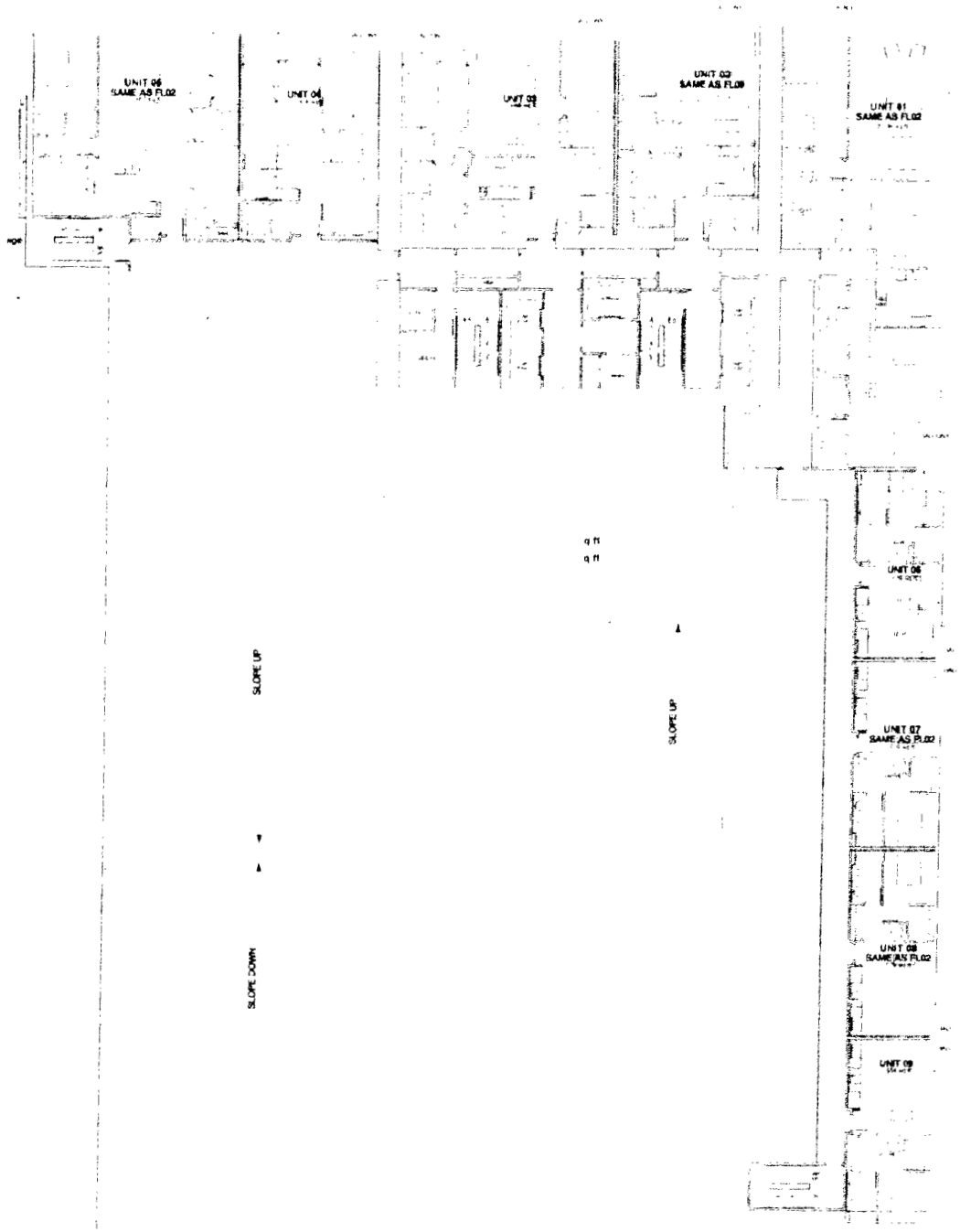

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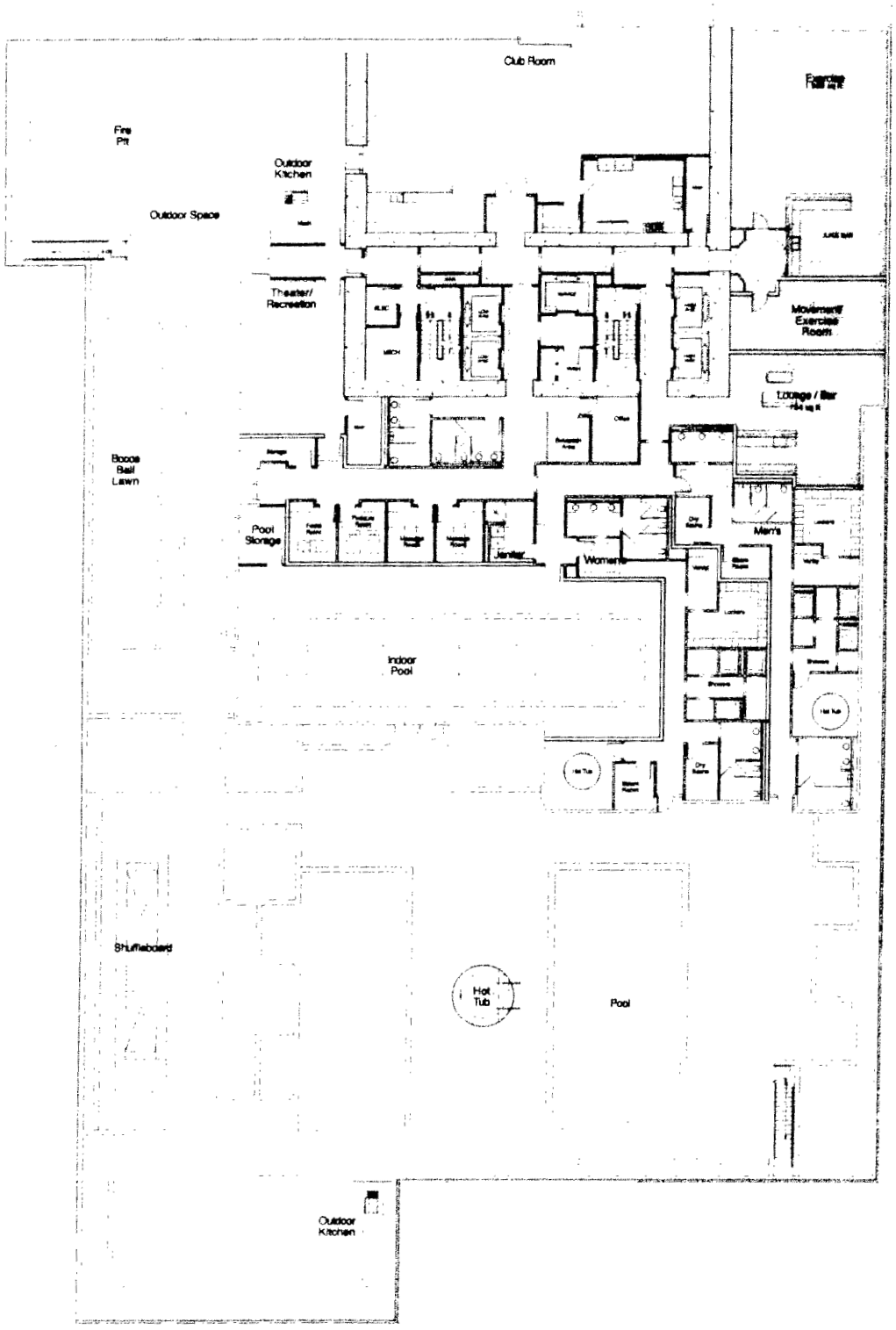
CENTRAL STATION
CHICAGO

Exhibit 18
Typical Parking Garage Plan

Grant Park Tower 3

N



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CENTRAL STATION
CHICAGO

Exhibit 19
Hospitality Level Floor Plan
Grant Park Tower 3

N

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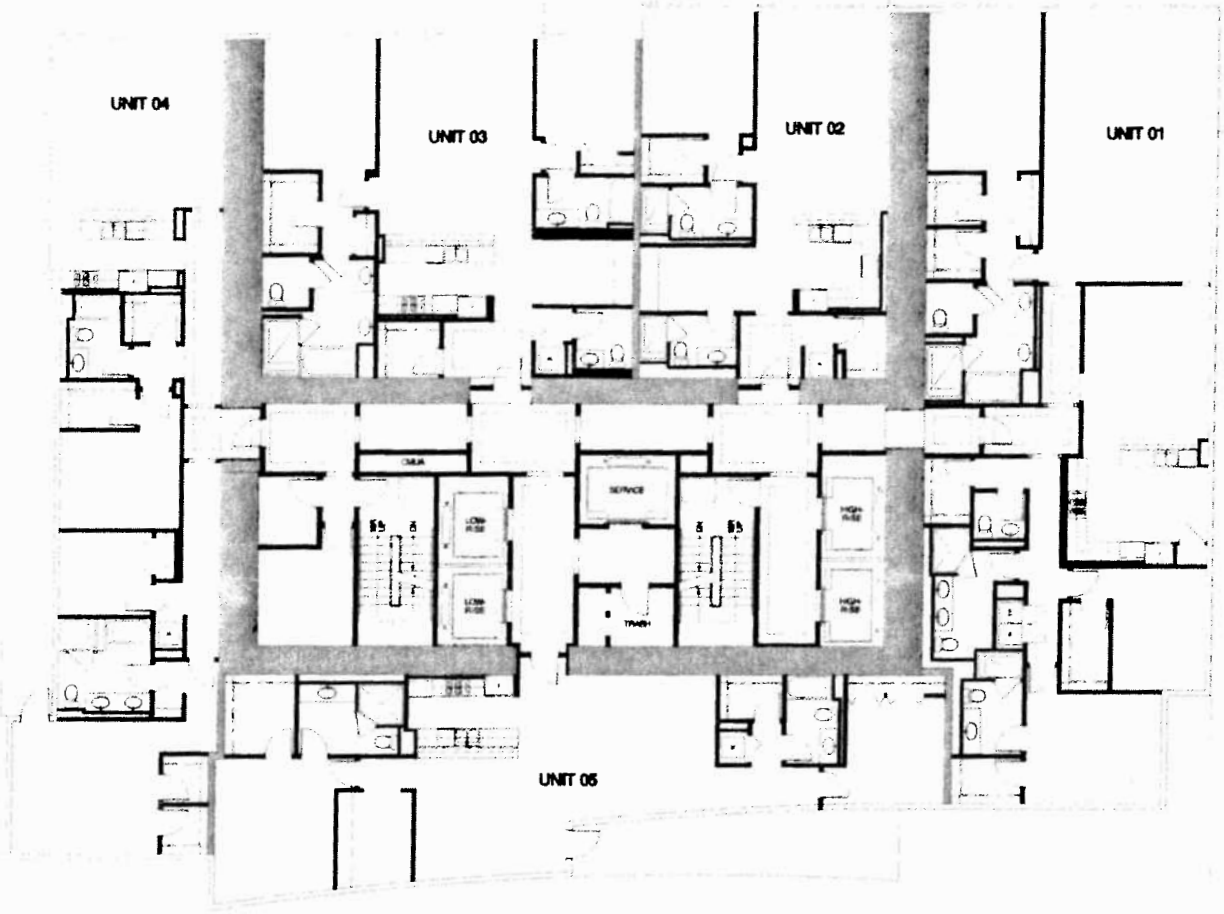
Property Line

Setback Line



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CENTRAL STATION
CHICAGO

Exhibit 20
Typical Residential Floor Plan
Grant Park Tower 3

N

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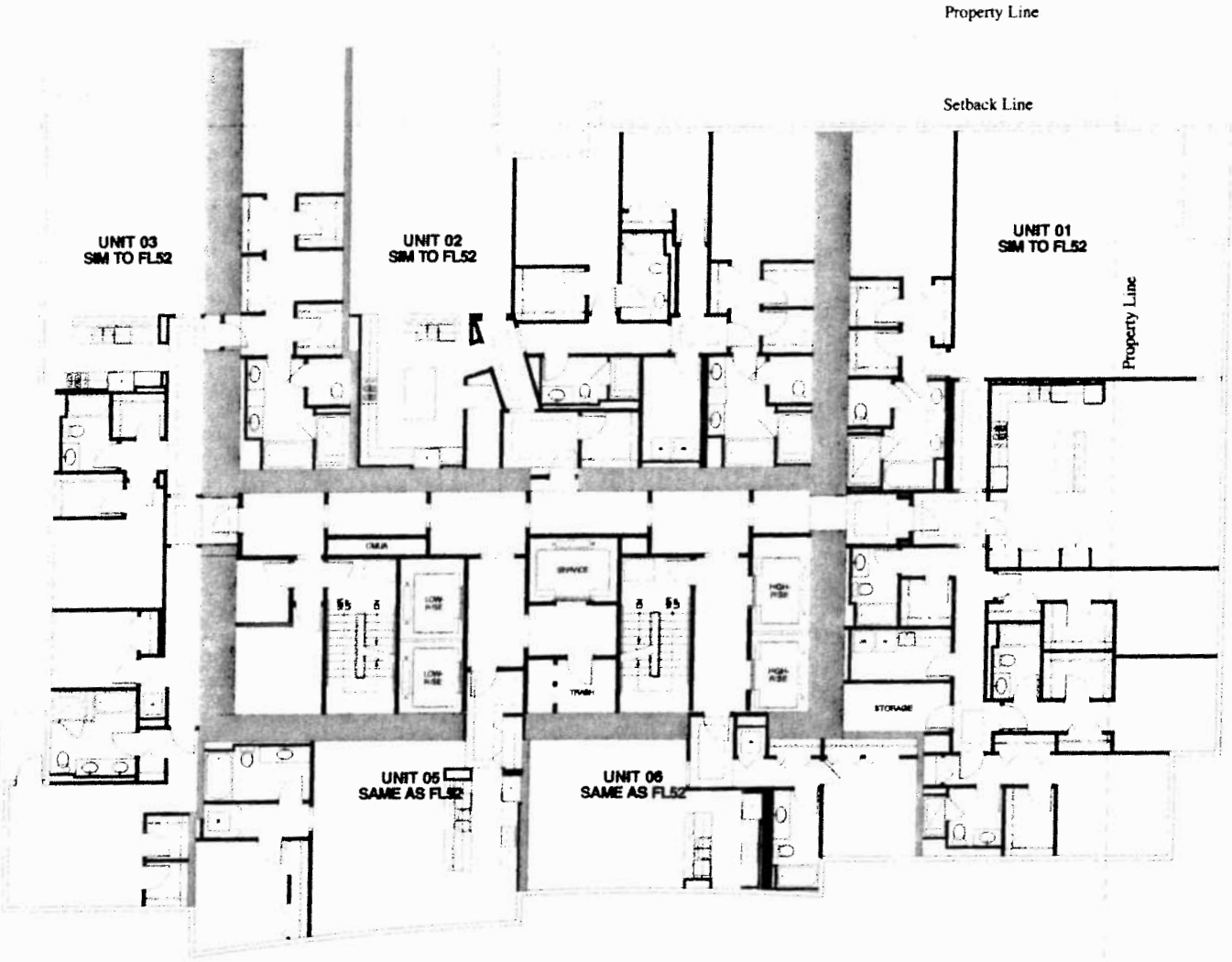

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CENTRAL STATION
CHICAGO

Exhibit 21
Typical Residential Floor Plan
(Fully Extended)
Grant Park Tower 3

N

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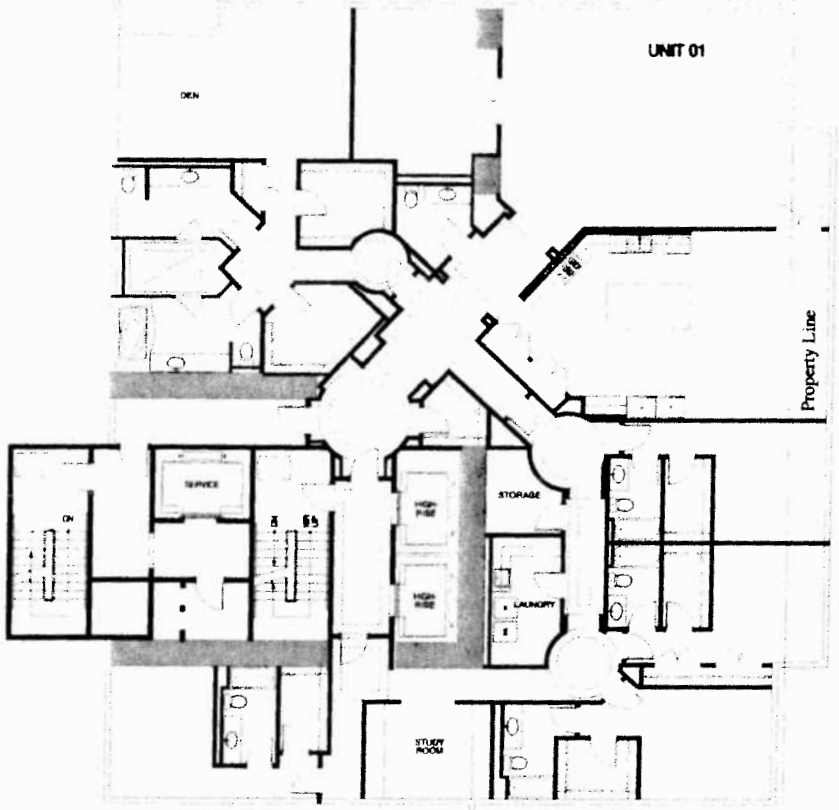
Property Line

Setback Line



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CENTRAL STATION
CHICAGO

Exhibit 22
Residential Floor Plan
(Penthouse)
Grant Park Tower 3

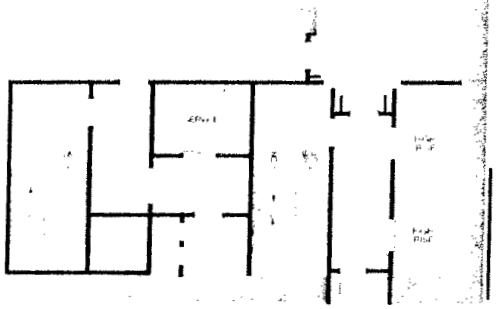
N

06/19/2008

Property Line

Setback Line

Mechanical Room



Mechanical Room

Property Line

Mechanical Room

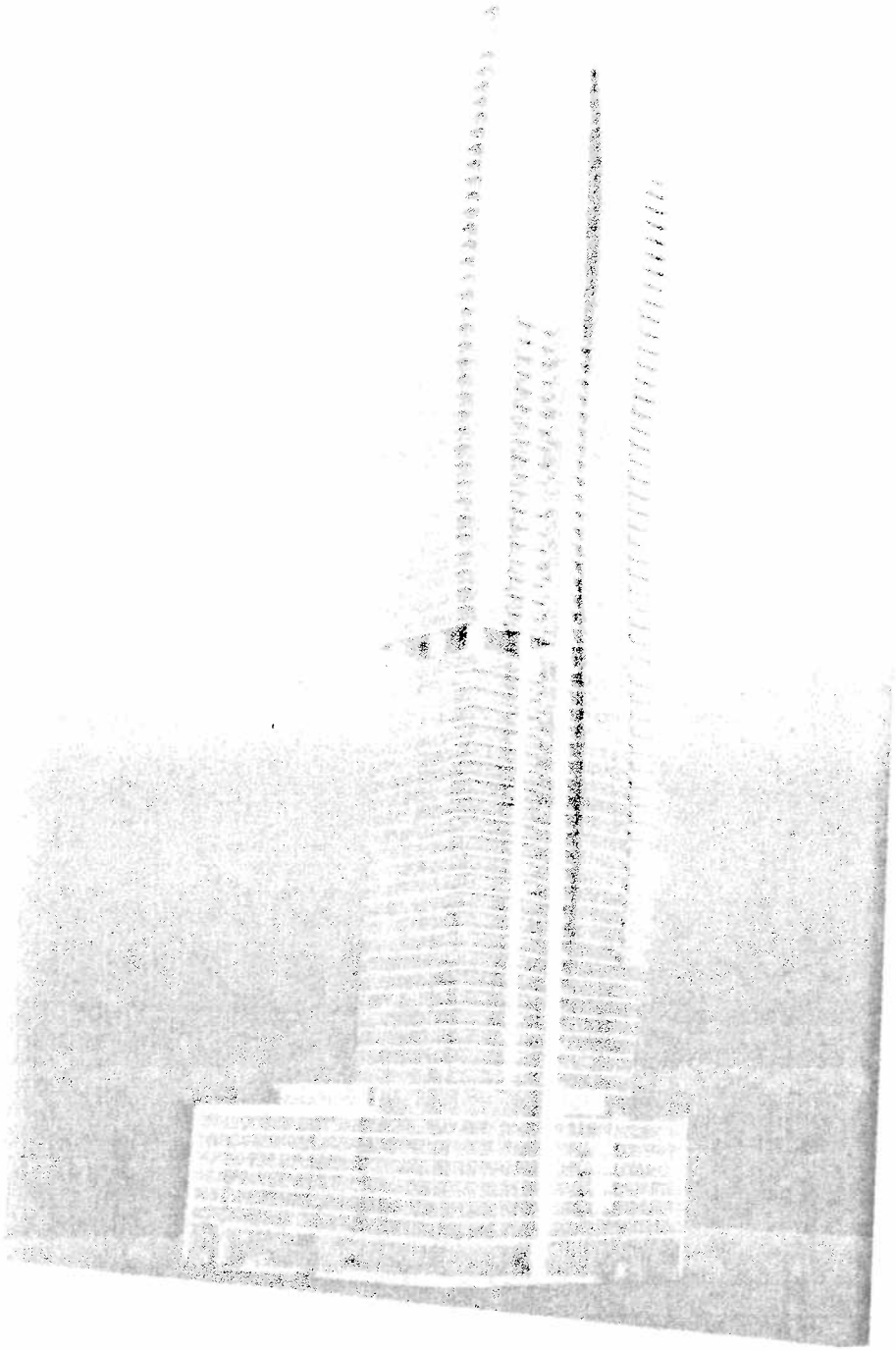
PAPPAGEORGE HAYMES Ltd.

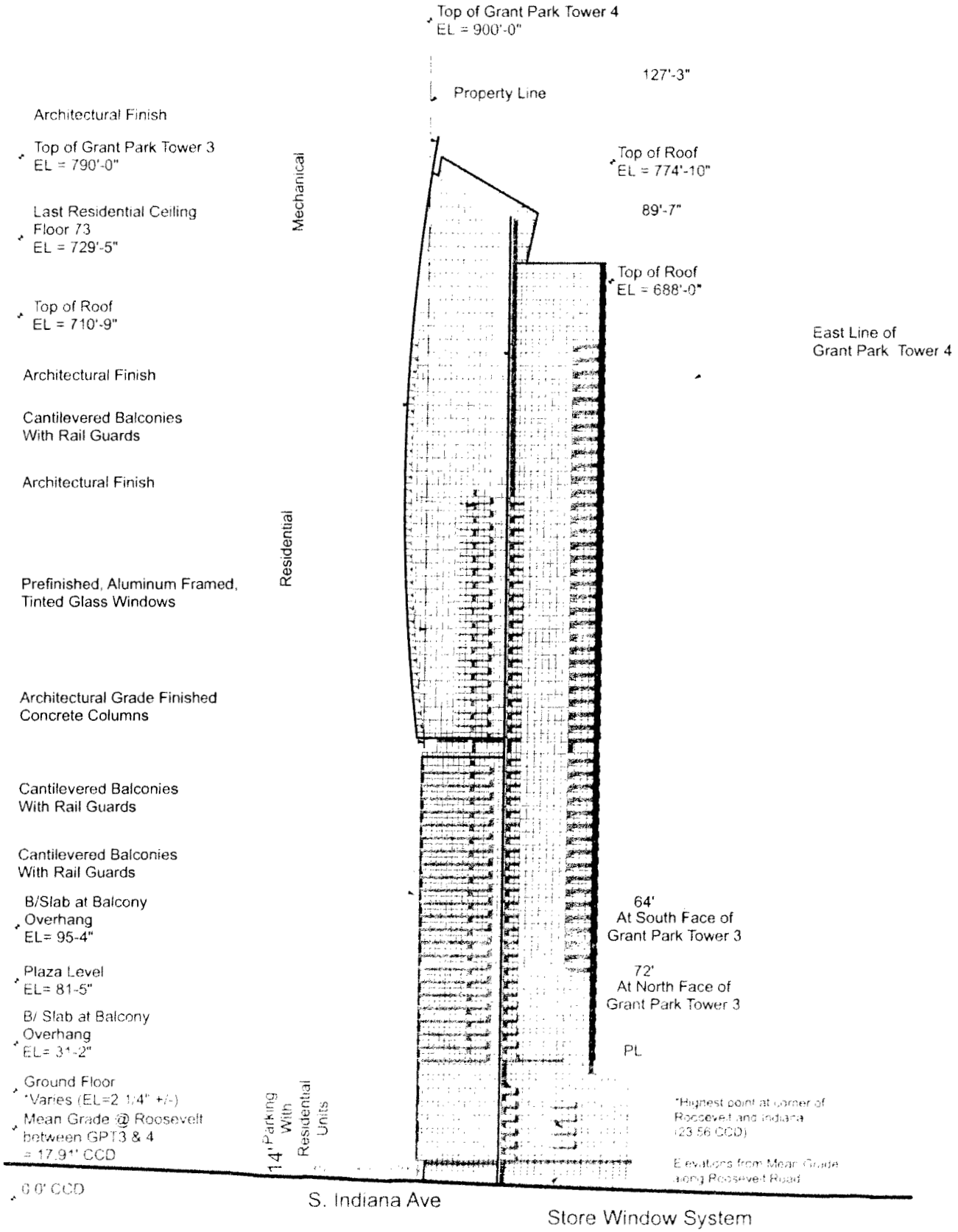
CENTRAL STATION
CHICAGO

Exhibit 23
Mechanical Floor Plan

Grant Park Tower 3

N



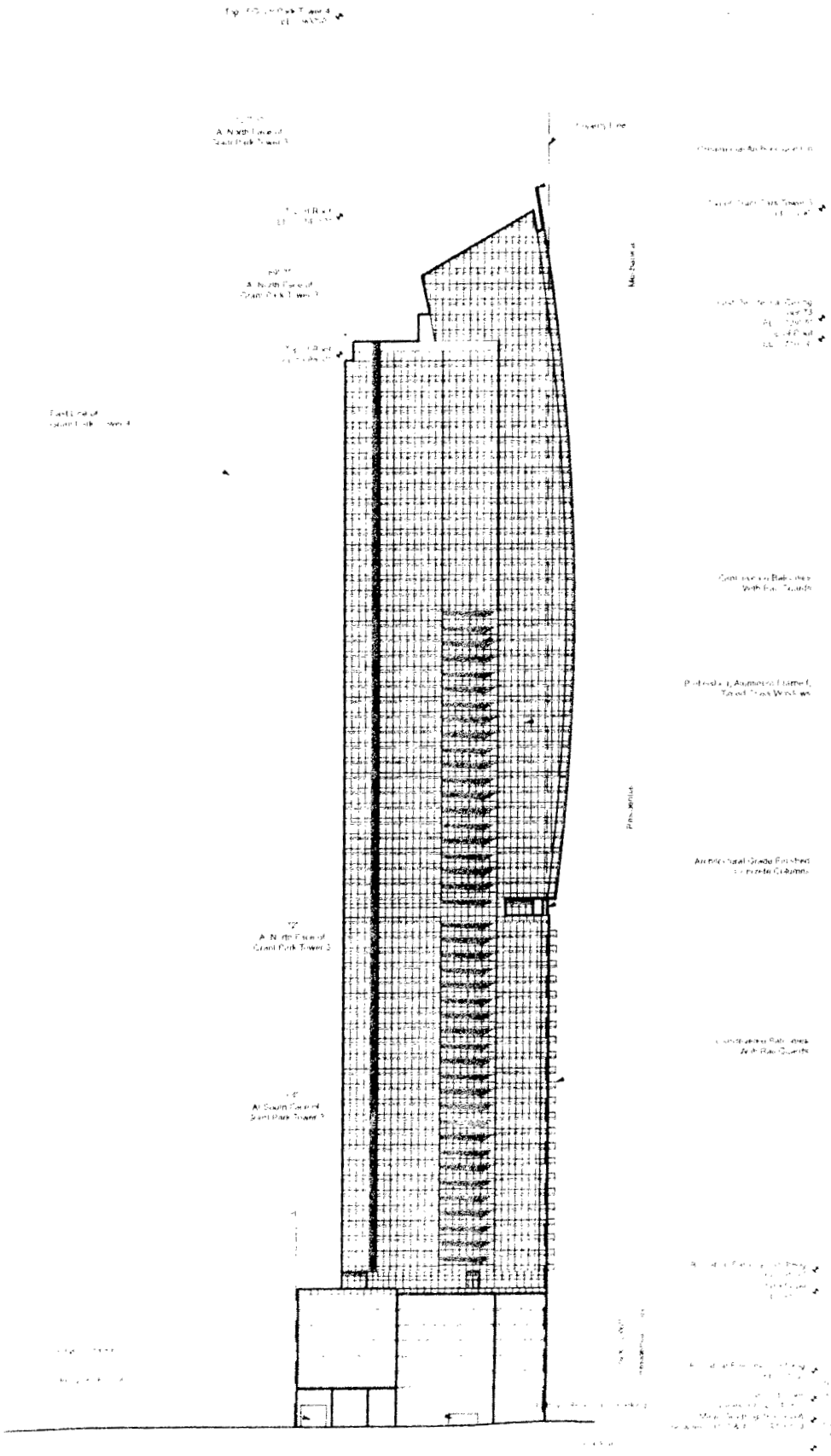


PAPPAGEORGE HAYMES LTD

CENTRAL STATION
CHICAGO

Exhibit 25

North Elevation
Grant Park Tower 3

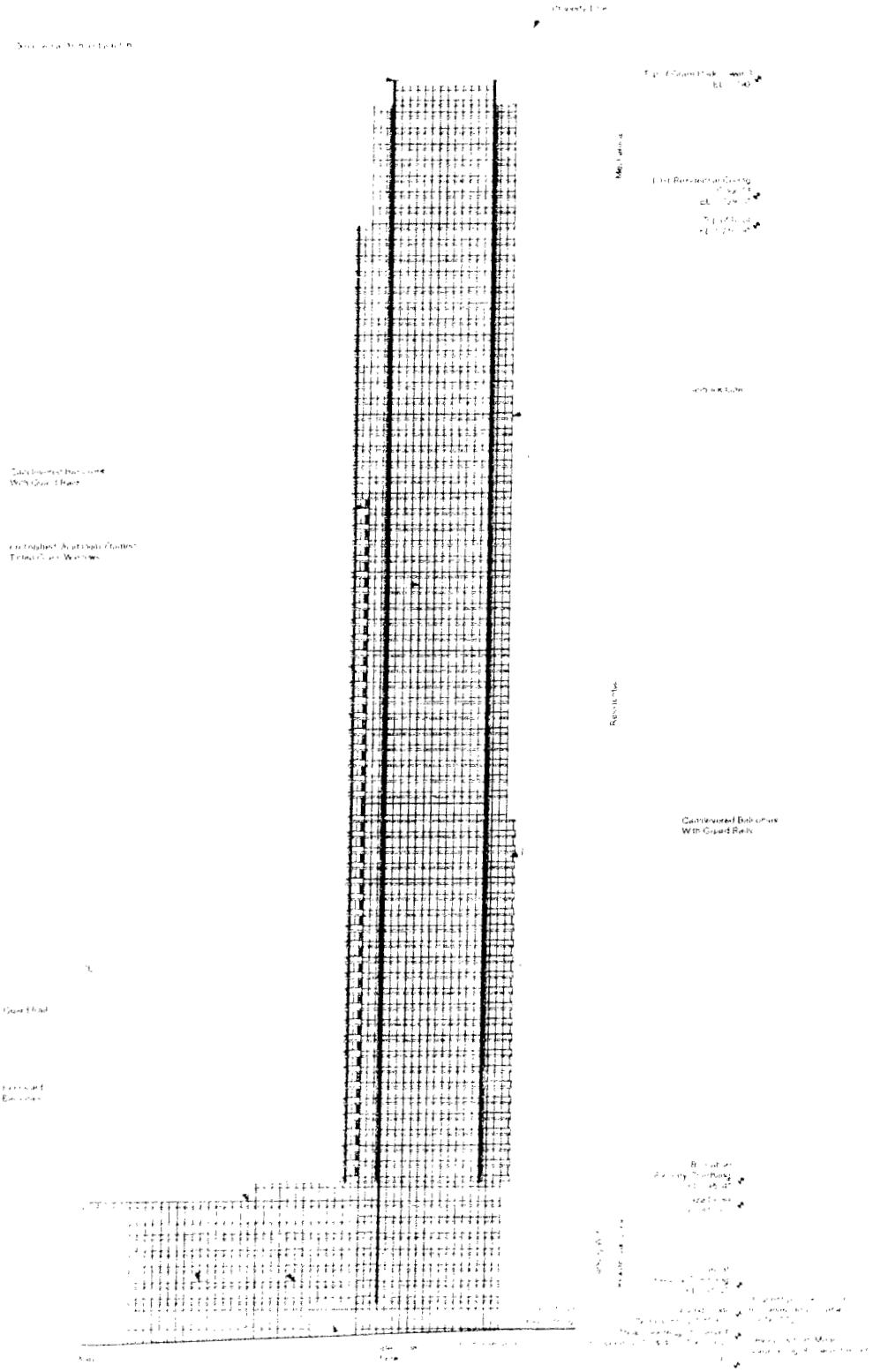


PAPPAGEORGE HAYMES LTD

CENTRAL STATION
CHICAGO
A Joint Venture Development
Brixeen Central Station
and The Enterprise Companies

Exhibit 26

South Elevation
Grant Park Tower 3

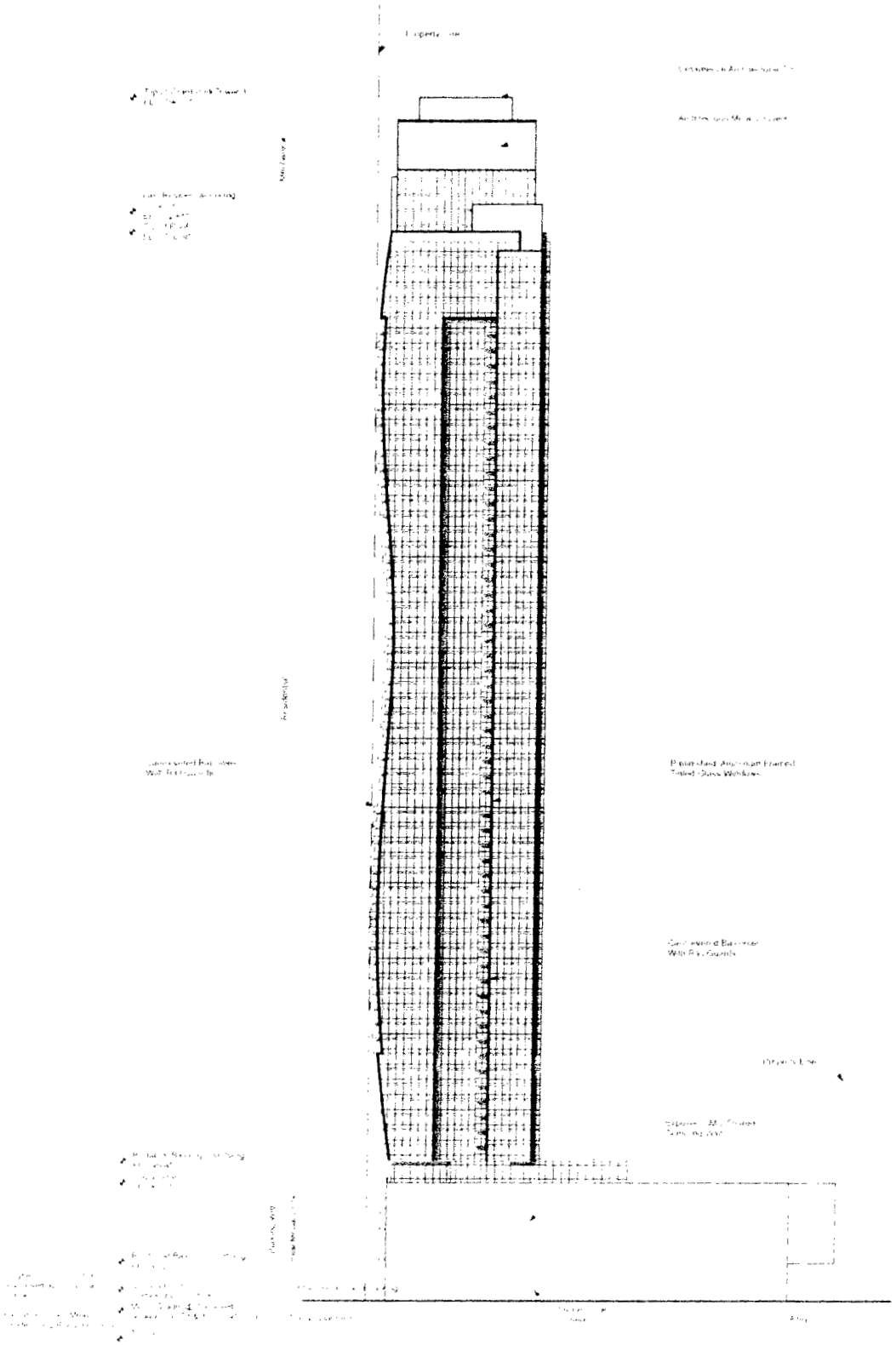


PAPPAGEORGE HAYMES LTD

CENTRAL STATION
CHICAGO

Exhibit 27

East Elevation
Grant Park Tower 3



LAPPAGEORGE HAYMES LLC

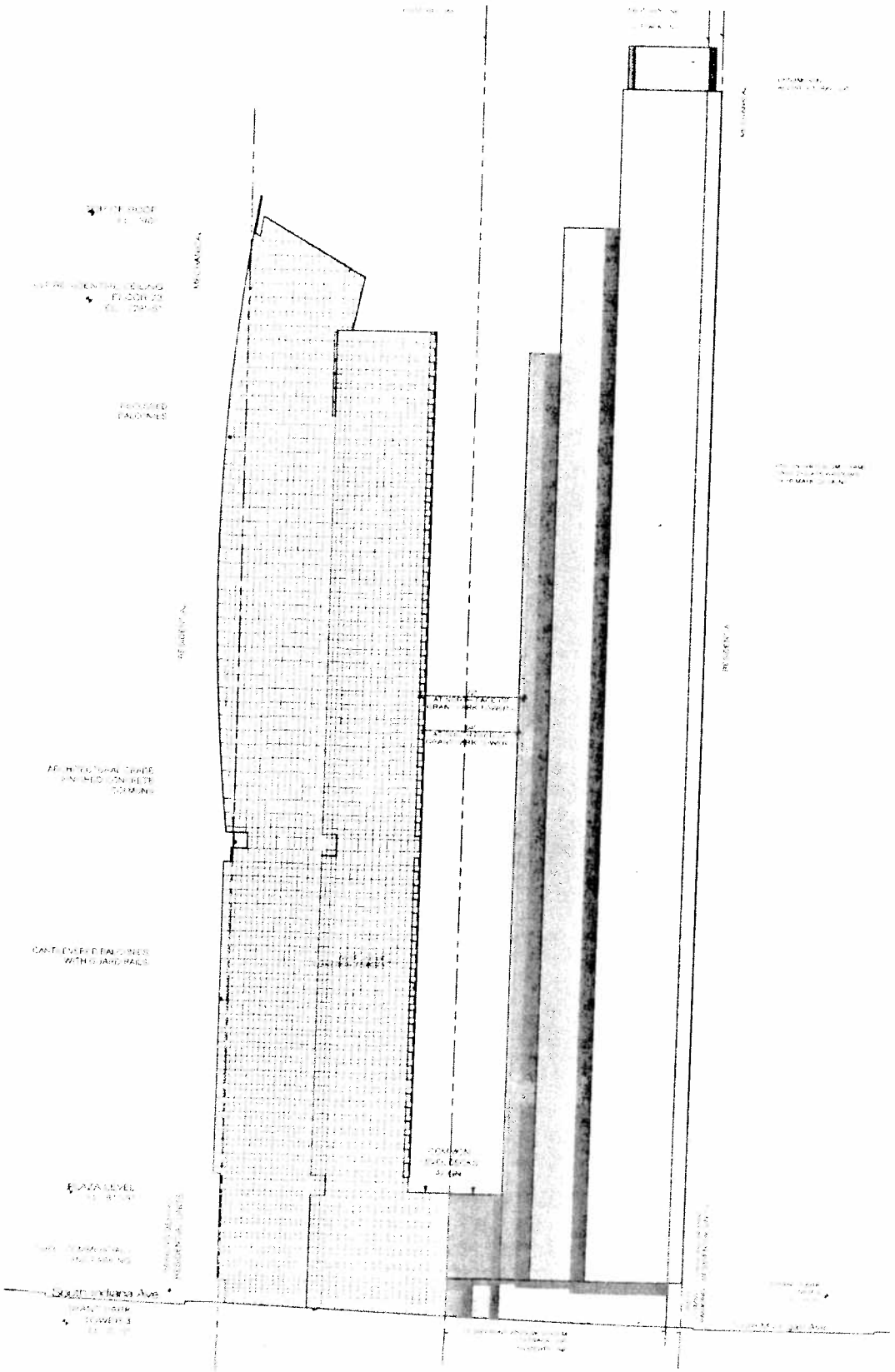
CENTRAL STATION
CHICAGO

Between Central Station
and The Enterprise Companies

Exhibit 28

West Elevation

Grant Park Tower 3



Grant Park Tower 3

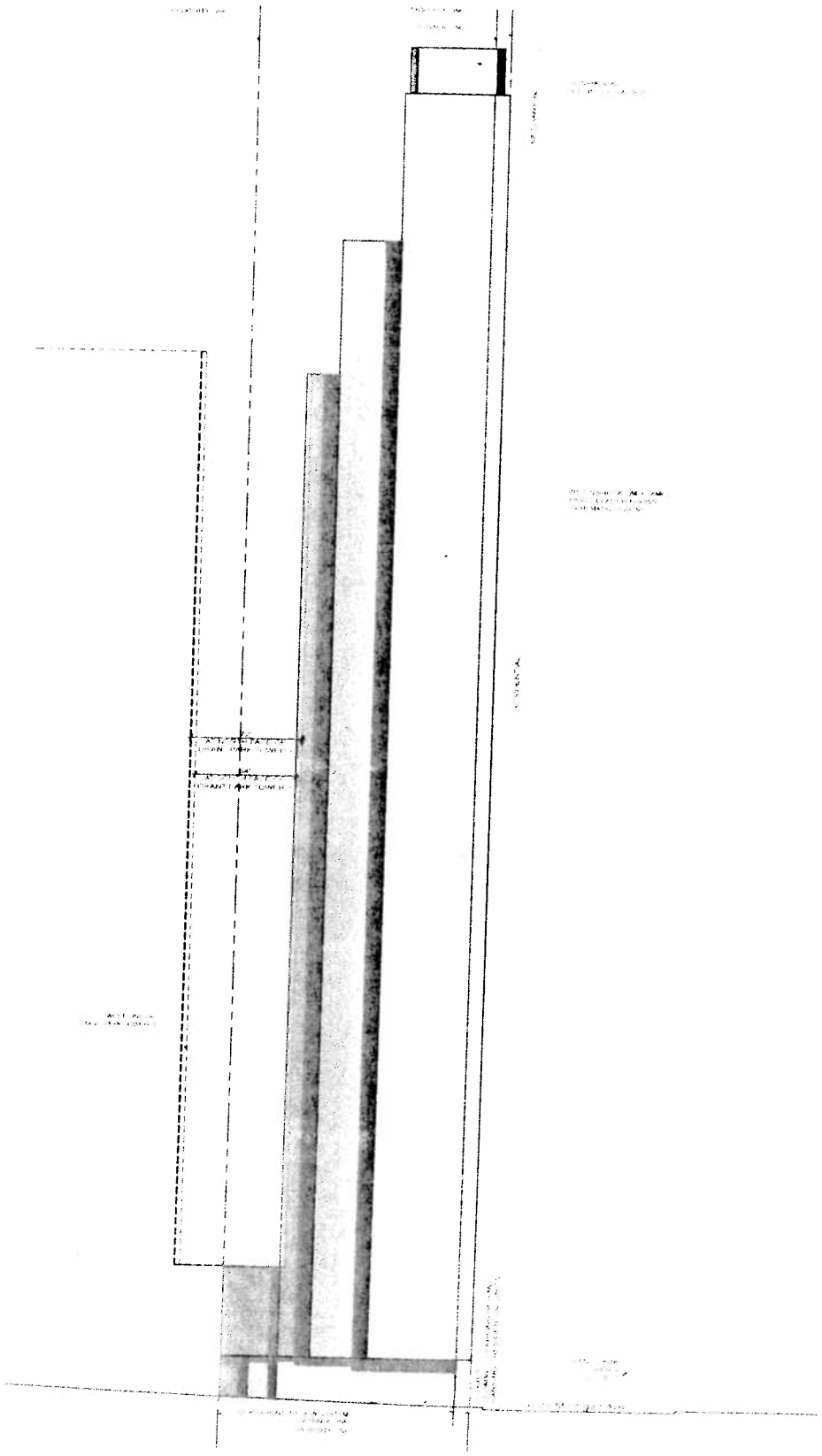
Grant Park Tower 4

PAPPAGEORGE HAYMES Ltd

CENTRAL STATION
CHICAGO

Exhibit 29
Composite North Elevation

Grant Park Tower 3
Grant Park Tower 4



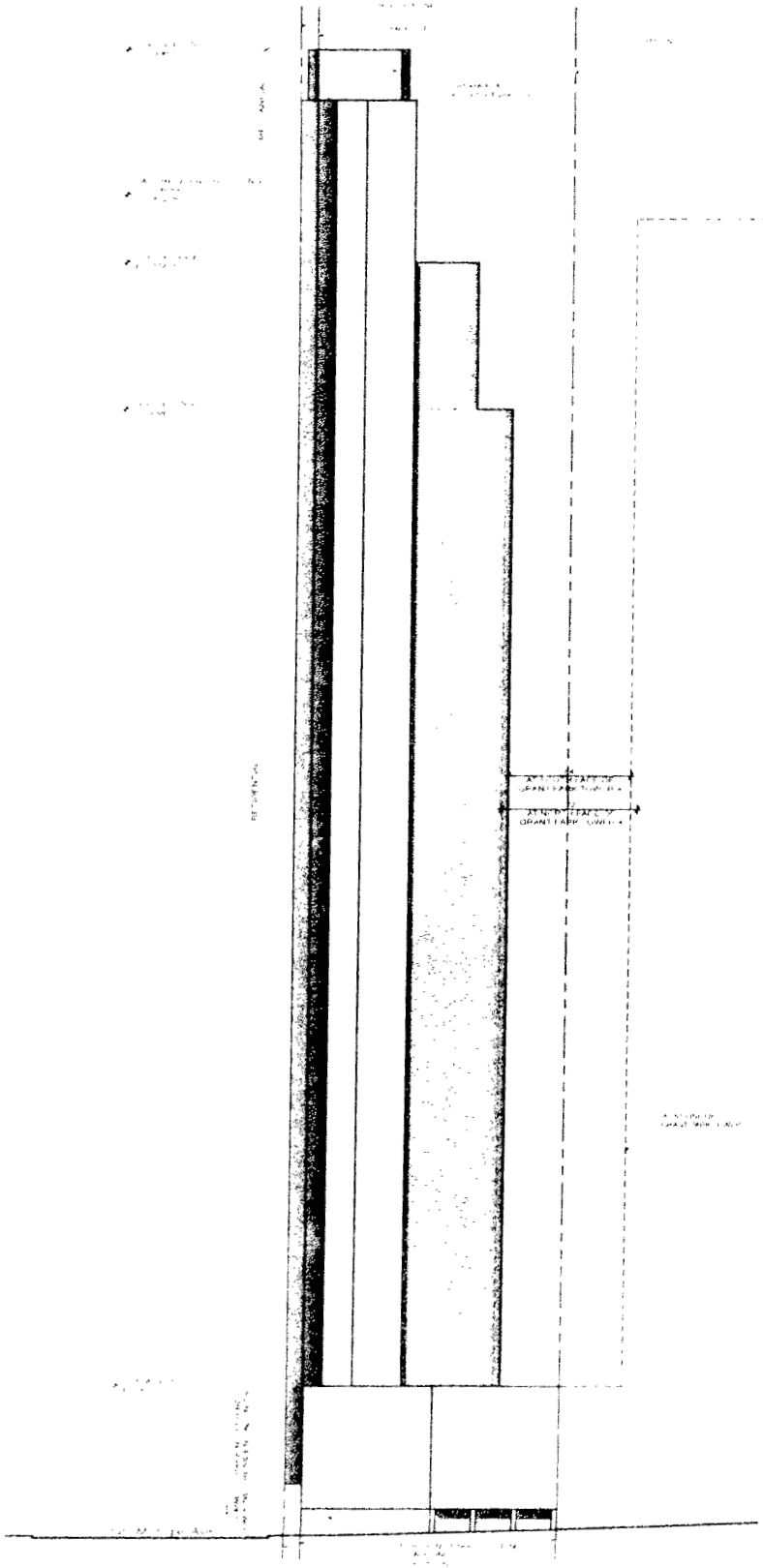
PAPPAGEORGE HAYMES Ltd

CENTRAL STATION
CHICAGO

A Mixed-Use Development
Between Central Station
and The Enterprise Complex

Exhibit 30

North Elevation
Grant Park Tower 4



PAPPAGEORGE HAYMES LLC

CENTRAL STATION

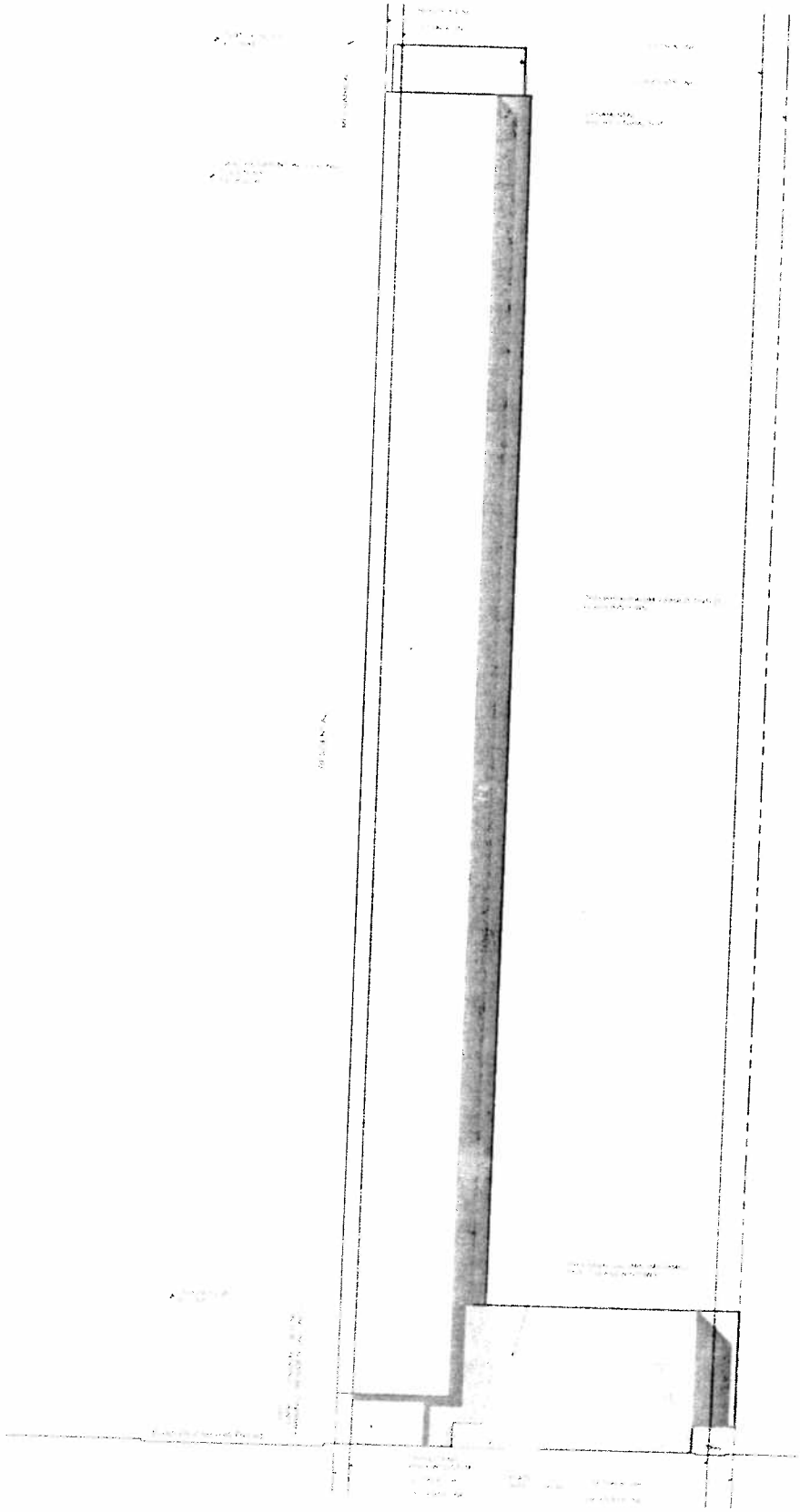
CHICAGO

A Joint Venture Development
Between Central Station
and The Enterprise Companies

Exhibit 31

South Elevation

Grant Park Tower 4

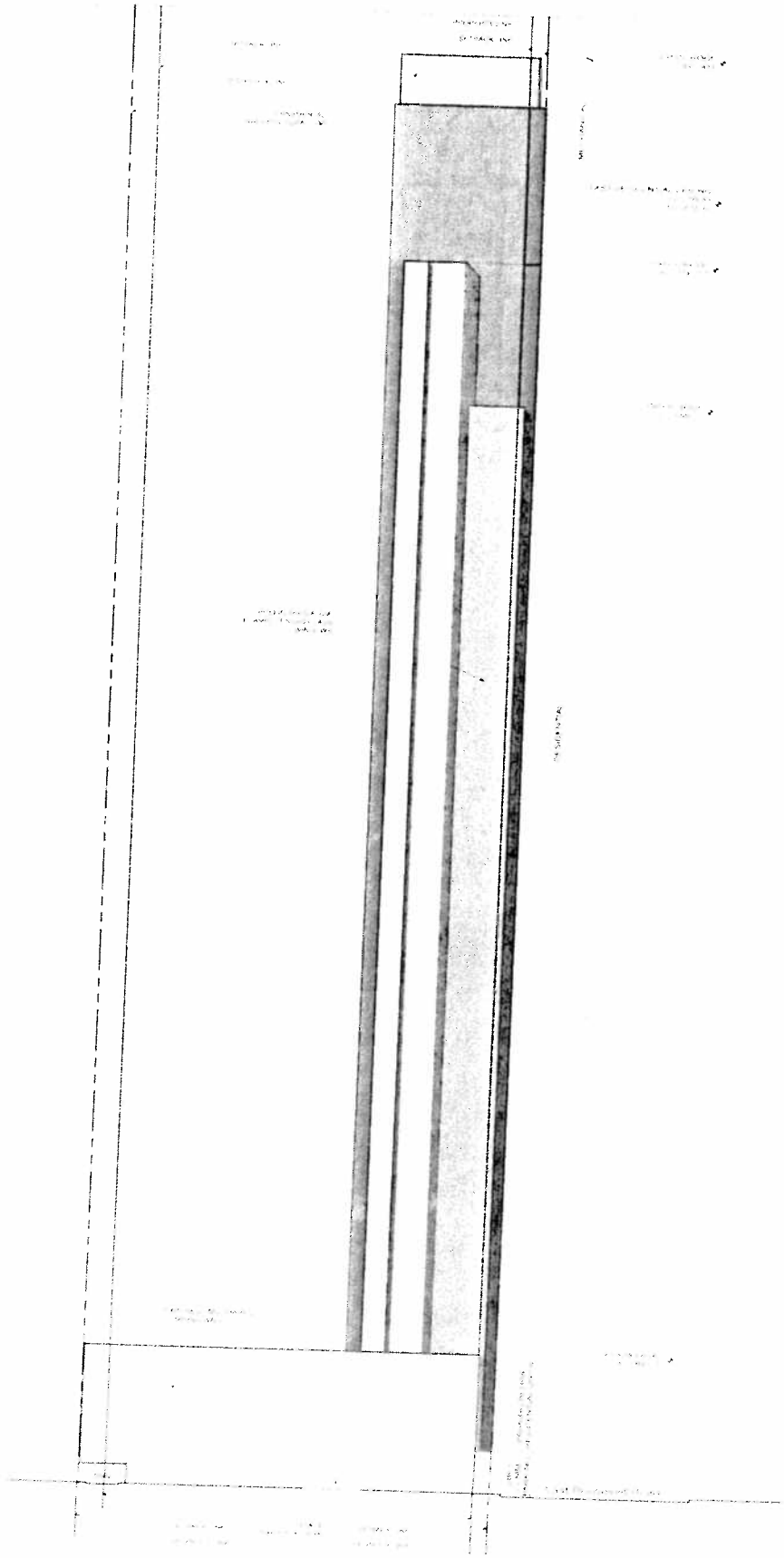


PAPPAGEORGE HAYMES Ltd

CENTRAL STATION
CHICAGO

Exhibit 32

West Elevation
Grant Park Tower 1



PAPPAGEORGE / HAYMES Ltd.

CENTRAL STATION
CHICAGO

Exhibit 33

East Elevation

Grant Park Tower 4

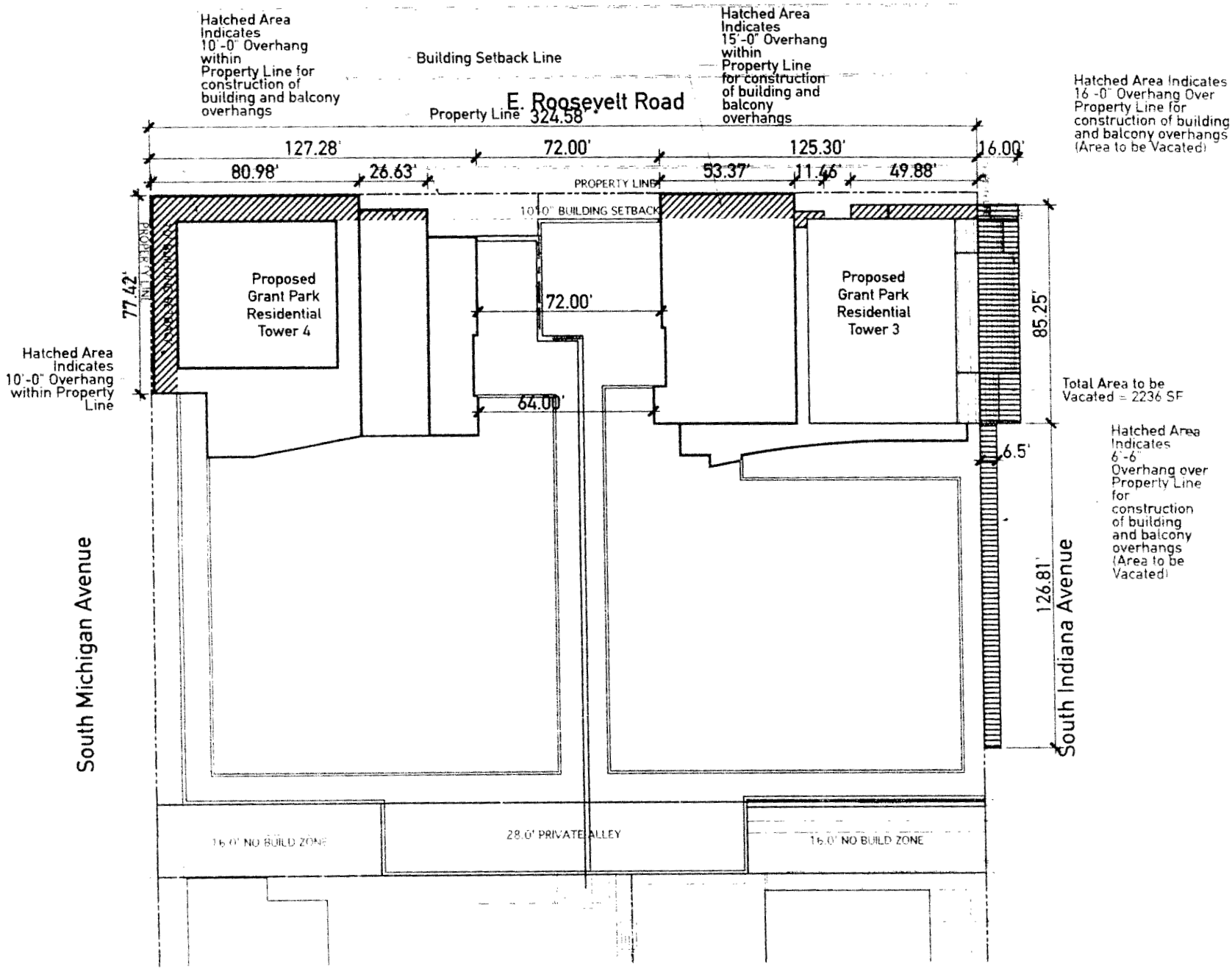


Exhibit 31

Composite Site Plan

CENTRAL STATION

Amendment No. 2
To
Master Plan II
Subarea A
AUGUST 18, 2005

Applicant: Central Station, L.L.C.
Date: August 18, 2005
Date Revised:

CENTRAL STATION MASTER PLAN II- AMENDMENT NO. 2

1. The area delineated herein as Amendment No. 2 to Master Plan II (hereinafter "Master Plan II") consists of approximately 1,251,647 gross square feet (28.73 acres). The Net Site area (Master Plan II area less area devoted to public roadways and public parks) is 945,979 square feet (21.72 acres).

The private areas within this Master Plan are divided into eight (8) parcels as depicted on Exhibit 4: Parcel 1, Parcel 2, Parcel 3, Parcel 3A, Parcel 3B, Parcel 4 Parcel 5 and Parcel 6. Areas referred to herein as the "Restricted Development Zones" are located as depicted in Exhibit 4. Any reference herein to "Parcel" or "development parcel" shall mean the aforesaid Parcels 1, 2, 3, 3A, 3B, 4, 5 and 6. The public park areas within this Master Plan are depicted on Exhibit 5.

2. The boundaries of this Master Plan II are generally as follows: East Roosevelt Road, South Lake Shore Drive, East 14th Street extended east; South Indiana Avenue; East 13th Street; the properties commonly known as 1305-1321 South Michigan Avenue and 1337-1355 South Michigan Avenue; and South Michigan Avenue from East 13th Street to Roosevelt Road.

3. This Master Plan consists of these eight (8) statements and the following attached Exhibits:

Exhibit Number	ExhibitTitle
1.	Location Map
2.	Existing Street Map
3.	Rights-of Way Adjustment Map
4.	Master Plan Boundary and Development Parcel Map, Curb Cut and Loading Zones
5.	Land Use Controls Map
6.	Height-Allowance Map
6A.	OMPE East Elevation

7.	Table of Permitted Uses
8.	Table of Bulk Regulations
9.	Property Survey
10. a, b, c, d, & e	Streetscape Improvement Plans
11.	Daniel Webster Park Improvement Concept Plan
12.	Pedestrian Circulation Map
13.	View Corridors Map

Full size sets of these exhibits are on file with the Department of Planning.

4. This Master Plan conforms to the requirements of Planned Development No. 499 as amended and the Central Station Development Guidelines for Master Plan approval.

5. Public Rights-of-Way as depicted on Exhibit 3 shall be retained, dedicated and/or vacated in accordance with the provisions of this Master Plan II as necessary to accommodate the private development and public improvements contemplated by this Master Plan II. In the event of any inconsistency between the requirements to dedicate, vacate or retain right-of-way and any other agreement (including any redevelopment agreement), between the City and the property owners or any ordinance adopted by the City Council, the terms of said ordinance or said agreement shall govern.

6. This Master Plan II implements the provisions of Statement No. 11 of Planned Development No. 499 as amended for that portion of the Planned Development property located within the Master Plan II area. All improvements upon and use of the Property shall be designed and constructed in conformance with the provisions of this Master Plan II and Planned Development No. 499 as amended; provided however, that the terms and provisions of this Master Plan II contain regulations, among other things, upon the uses and bulk permitted by Planned Development No. 499 as amended which provisions shall govern and, the provisions of

this Master Plan II carry out, among other things, the requirements of Statements No. 9 and 10 of Planned Development No. 499 as amended, which provisions shall govern.

7. Development Regulations

A. Permitted Uses. Permitted uses within the area of Master Plan II are those described and contained on the Table of Permitted Uses (Exhibit 7).

B. Bulk Regulations. The bulk regulations for the Master Plan II area are contained on the Table of Bulk Regulations (Exhibit 8). For the purposes of Floor Area Ratio ("FAR") calculations, Grade Level and Plaza Level shall be established at the time of Site Plan review. Floor area below the Plaza Level (or "Curb Level") shall not be included in calculating the total number of square feet permitted under this Master Plan.

C. Parking and Loading.

(i) Off-Street Parking.

Off-street parking spaces shall be provided at a minimum for each use developed in the Master Plan area as follows: single-family/single-family attached housing/townhouse/walk-up non-elevator – 1.00 space/DU; all other multi-family residential uses - 0.55 spaces/DU; senior residential uses – 0.3 spaces/DU; retail\commercial uses - 0.4 /1000 sq. ft. spaces if retail uses are less than 5% of total developed floor area and 2.9 spaces/1000 sq. ft. if retail uses exceed 5% of total developed floor area; office uses -0.7 spaces/1000 sq. ft.; hotel uses-0.25 spaces/guest room. Off-street parking must be carefully located and designed to be functional, compatible with immediately surrounding uses, and architecturally compatible with the surrounding neighborhood. The following are additional restrictions on off-street parking:

a. Permanent parking must be located in garages or other enclosed structures or below-grade.

b. Any portion of an outdoor, at-grade off-street temporary parking area visible from a public right-of-way must be located and landscaped in a manner consistent with the vehicular use area

landscaping and screening provisions of the Chicago Zoning Ordinance.

c. All required off-street parking spaces serving uses within the Master Plan area shall be located within the same Parcel as the use served.

d. Direct access from a public street to offstreet parking areas and garages is permitted through permitted curb cuts.

e. All above-grade parking garages shall have active uses (e.g. retail, restaurants, lobbies, community rooms, dwelling units, day care center, etc.) at ground level and at upper levels in appropriate locations in accordance with the "streetwall" criteria established in Section E.(iv).

(ii) Off-Street Loading.

Loading docks and related facilities shall be provided in accordance with the DX-7 requirements of the Chicago Zoning Ordinance. All loading docks shall be off-street, and all loading docks shall be located within a structure or building which shall be enclosed and provided with a door.

The Applicant shall use its best efforts to accomplish off-street loading in the following preferred manner:

Parcel 1: from 13th Street;

Parcel 2: from 13th Street and the Restricted Development Zone;

Parcel 3: from 13th Street and 14th Street;

Parcel 3A: from 13th Street and 14th Street;

Parcel 3B: from 13th Street and 14th Street;

Parcel 4: from 13th Street, the Restricted Development Zones, or 14th Street.

In addition, at the time of Site Plan approval, a limited number of curb cuts for loading dock access may be approved along Indiana Avenue and Michigan Avenue within the curb cut zones as indicated in Exhibit 4. No loading docks or loading dock facilities will be permitted along Roosevelt Road.

D. Vehicular Circulation.

(i) Curb Cuts.

Driveways, entrances to off-street parking and to loading docks, and all other facilities requiring curb cuts shall be located and sized to minimize conflicts with on-street traffic and with pedestrian circulation. Access from interior roads or alleys is strongly preferred. All curb cuts shall, singly or in combination, provide for ingress and egress and shall be constructed in accordance with the standards of the City of Chicago and included in an approved Site Plan.
There shall be no curb cuts in the following locations:

a. At the perimeter of Daniel Webster Park;

b. Along Roosevelt Road;

c. Along Indiana Avenue and Michigan Avenue except as allowed at the time of Site Plan approval in the curb cut zones as depicted in Exhibit 4 .

(ii) Private Roadways.

a. A private roadway shall mean any drive or way designed and intended for use as vehicular access to or within any Development Parcel.

b. Private roadways may be constructed in any of the Parcels for the purpose of providing ingress and egress, including service access.

c. Private roadways may provide all of the vehicular access to structures located in Parcels 1, 2, 3, 3A, 3B and 4.

d. Each private roadway must be included in an approved Site Plan, and each segment of private roadway shall be adequately designed and paved in compliance with the Municipal Code of Chicago, all to provide ingress and egress for motor vehicles, including emergency vehicles; there shall be no parking within such paved areas.

e. Fire lanes, if required, shall be adequately designed and paved in compliance with the Municipal code of Chicago to provide access and egress for emergency vehicles; there shall be no parking within such fire lanes.

f. All private roadways shall be designed to appropriately accommodate pedestrian use. Sidewalks (on at least one side of the roadway), lighting and landscaping shall be provided along the roadway.

g. All private roadways shall be reasonably accessible to public pedestrian use and shall not preclude such use through security fences, gates, walls or other obstructions.

h. All private roadways shall be designed and configured to provide direct and coherent pathways to public streets.

Strong preference shall be given to a system of private (or dedicated public) roadways that extends the existing street grid into the development parcels and that provides a continuous vehicular path of travel with no dead ends or cul-de-sacs.

(iii) Access and Layout.

Every building or use within a development parcel shall be provided with adequate and appropriate vehicular and pedestrian access to a public roadway. Parking space layout, private roadway vehicular circulation, private pedestrian circulation routes, location and design of curb cuts at public streets shall be designed and constructed in accord with the applicable provisions of this Master Plan II and shall promote a safe, efficient, appropriate and beneficial design. Such considerations shall be subject to the review and approval of the Department of Planning.

E. Urban Design

(i) Private Open Space.

In addition to the Restricted Development Zone, other open space will be provided within the residential development parcels of the Master Plan II area in the form of gardens, landscaped areas, landscaped roof decks or other above-grade open space facilities. On 14th Street, Indiana Avenue and on private roads, landscaped common setbacks or private yards shall be provided that are of a proportionate scale to that of the adjoining residential buildings. Said open space shall be adequate in area and design to serve the associated residential development and shall meet or exceed the requirements of any applicable City Ordinances, such as the Townhouse Ordinance. Commercial development parcels are encouraged to provide private open space that is accessible to the public.

(ii) Building Design.

Building designs that reflect divisions into base, middle and top, that have setbacks, cornice lines, changes in plane or materials, articulated surfaces, or other methods of reducing the scale and mass are encouraged. Building materials and design which present a building as a unified whole while still including setbacks and recesses to maximize light, air and views are preferred. For each building adjacent to a public right-of-way or the Restricted Development Zone, a primary building entrance must be oriented to, accessible from and visible from that public right-of-way or the Restricted Development Zone, as the case may be. Active uses (e.g. dwelling units, common rooms, lobbies, day care center, etc.) accessible by pedestrians from adjoining public sidewalks are preferred at grade level in all locations where residential use is permitted and where commercial use is permitted, active uses such as retail, restaurants, lobbies, day care centers, etc. are preferred at the first two levels.

(iii) Building Materials.

The primary material for the facades of structures in the Master Plan II area generally visible from the public right-of-way but not otherwise devoted to windows or other openings shall be masonry (i.e. brickwork, stonework, terra cotta, et al.) or materials (such as concrete) which are articulated and colored to give the appearance of, and which are compatible with, masonry. Exposed structural concrete, dry-vit or other stucco-like material or reflective glass shall not be allowed. Materials of upper stories shall be similar to those of the lower, however, the level of detailing may be simplified. Save and except for parking structures, (per Section E. (vi) below), distinct windows or courses of windows are to be provided on all sides of each building above its base. The colors and textures of materials used within any Parcel are to be complementary and compatible. Mechanical equipment on rooftops shall be screened with quality materials, and made a feature of the building design, where appropriate. No canopies or other building projections shall be allowed that would interfere with street tree canopies except at entrances to hotels and theater uses. Balconies shall be fitted with supports for planter boxes where appropriate.

(iv) Streetwalls.

a. General

Any structure facing a public street (the "streetwall") or pedestrian way shall be given variety, texture and detail through the use of different heights, projections, recesses, offsets, variations to the

roof line or parapet wall, variations in the type or color of materials or other devices which contribute to an architectural character, prevent the appearance of bulkiness, and provide a human scale. A minimum of fifty percent (50%) of the streetwall at the ground level of any structure containing retail, commercial or office uses at the ground level shall be finished with clear or lightly tinted vision glass opening onto active internal uses, and the remainder of that streetwall shall be architecturally compatible with the upper portions of that structure and with adjacent structures.

b. Roosevelt Road

Buildings fronting on Roosevelt Road shall have a minimum height of one hundred (100) feet, in addition to the maximum height specified on Exhibit 6, and shall be built to a consistent setback line necessary to create a minimum sidewalk planter area and carriage walk width of twenty (20) feet on Roosevelt Road as indicated on Exhibit 10a. A decrease in the minimum limitation of the Roosevelt Road streetwall to 50', also to be measured from Roosevelt Road, in the spaces between pairs of towers; otherwise to remain at 100'. A reduction of the 10-foot minimum setback along Roosevelt Road for the One Museum Park tower. The ground and second floor levels shall contain active use commercial or retail spaces. Buildings fronting on Roosevelt Road shall provide belt courses or cornice lines consistent with the historic Michigan Avenue streetwall to the west of Grant Park. In addition, the design of any tower setback above one hundred feet in height along Roosevelt Road shall relate to the Michigan Avenue streetwall. In recognition of the prominence and high visibility of the Roosevelt Road streetwall, any above-grade parking garage structures proposed for development sites on Roosevelt Road must be entirely fronted with active use space facing Grant Park. The Roosevelt Road streetwall should wrap around to the Lake Shore Drive façade, creating a formal edge to the Museum Campus.

c. Michigan Avenue

Except for buildings contained within Parcel 3A and 3B, buildings fronting on Michigan Avenue shall have a minimum height of fifty (50) feet, in addition to the maximum height specified on Exhibit 6, and shall be built to a consistent setback line necessary to create a minimum sidewalk planter area and carriage walk width of twenty-two (22) feet on Michigan Avenue as indicated on Exhibit 10. Buildings fronting on Michigan Avenue contained within Parcel 3A and 3B shall have a minimum height of fifty (50) feet.

In addition to the maximum height specified in Exhibit 6, and shall be built to a consistent setback line as indicated on Exhibit 10d and 10e. Such buildings shall provide belt courses or cornice lines consistent with the historic Michigan Avenue streetwall to the west of Grant Park. In addition, the design of any tower setback along Michigan Avenue shall relate to the historic Michigan Avenue streetwall. The ground and second floor levels of all buildings (including parking structures) fronting on Michigan Avenue shall contain active use commercial or retail spaces. Where above-grade parking structures are proposed for development sites on Michigan Avenue, first preference shall be given to structures that are entirely fronted with active uses facing Michigan Avenue. At a minimum, on the Michigan Avenue façade, such structures must be fully enclosed with glazing and indistinguishable in design and materials from habitable floors above and below.

d. Indiana Avenue

Buildings fronting on Indiana Avenue north of 13th Street shall have a minimum height of fifty (50) feet, in addition to the maximum height specified on Exhibit 6, and shall be built to a consistent setback line necessary to create a minimum sidewalk planter area and carriage walk width of twenty-one (21) feet on Indiana Avenue as indicated on Exhibit 10. The ground and second floor levels of all buildings (including parking structures) fronting on Indiana Avenue north of 13th Street shall contain active residential, commercial or retail use spaces.

Buildings fronting on Indiana Avenue south of 13th Street shall have no minimum height requirement and shall be built to the property line or shall have a minor landscaped setback for residential uses per section E.(i). The ground floor of all buildings (including parking structures) fronting on Indiana Avenue south of 13th Street shall contain active residential uses (e.g. dwelling units, common rooms, lobbies, and day care centers, etc.).

Where above-grade parking structures are proposed for development sites on Indiana Avenue, first preference shall be given to structures that are entirely fronted with active uses facing Indiana Avenue. At a minimum, on the Indiana Avenue façade, such structures must be fully enclosed with glazing and indistinguishable in design and materials from habitable floors above and below.

(v) Lake Shore Drive Building Orientation and Design.

Buildings facing Lake Shore Drive shall step down from Roosevelt Road to 14th Street as described in the Height Allowance Map (Exhibit 6) and shall be designed and located to minimize building mass directly facing the Drive and to maximize light, air, views of the Lake and the City and separation between buildings. Belt courses, cornice lines, building massing, tower setbacks, materials and other means shall be used to relate to the scale and architectural significance of the Field Museum to the east. The buildings shall be designed and located to open onto and front the future decked open space identified in Subarea 5.

The first level above the deck level over the Metra tracks shall contain active residential, commercial or retail spaces. Where parking uses are proposed above this level, first preference shall be given to such structures that are entirely fronted with active uses facing Lake Shore Drive. At a minimum, on the Lake Shore Drive façade, such structures must be fully enclosed with glazing and indistinguishable in design and materials from habitable floors above and below.

The Applicant shall construct the townhomes along the east elevation of the building known as One Museum Park East as depicted on the OMPE East Elevation drawing (Exhibit 6A) at such time that the adjacent decks spanning the railroad tracks are constructed by the City of Chicago.

The Roosevelt Road streetwall should wrap around to the Columbus Drive façade creating a formal edge to the Museum Complex.

(vi) Parking Structures.

For parking structures occurring in areas other than those described in Section E. (iv) "Streetwalls", walls enclosing a structure which is used, in whole or in part, for parking automobiles must be treated architecturally with texture, fenestration, or other devices such that the facade of any such structure which faces a public right-of-way, and the materials used in that facade, are architecturally related, consistent and compatible with the architectural treatment of the remainder of the structure of which that facade is a part and/or with the architectural treatment of adjacent structures. Such similar design elements shall include but not be limited to: materials, size, shape, number and pattern of window openings, glazing or window framing, cornices, moldings, reveals, sills and other decorative surface treatments. To avoid the appearance of a tower on a podium where structures contain parking and active uses, the tower portion should be architecturally integrated with the podium through massing as well as materials. Parking areas, ramps, floors, headlights,

interior lighting and parked vehicles must be entirely screened from view from the public way with glass, decorative grills, or window frames. Landscaped roofdecks and planter boxes with irrigation devices and adequate soil depth for planting are strongly encouraged.

(vii) Streetfront Fences.

Fencing on private property adjacent to a public right-of-way shall be substantially open and constructed of decorative metal and shall not take the form of a wall which prevents views from the public right-of-way into the private property. Fencing shall not be of chain-link or wood construction. Masonry piers are encouraged along residential property lines where appropriate.

(viii) Lighting.

Buildings shall be designed with architectural features that are lit at night wherever possible. Lighting along private pedestrian ways shall be compatible with lighting in the public rights-of-way in the Master Plan II area. The level, or intensity, of lighting shall be sufficient to permit reasonable safety in walking.

(ix) Landscaping.

Landscaping of buildings at terraces, rooftops and balconies shall be provided wherever possible and appropriate and in accordance with the Chicago Landscape Ordinance. All open areas of the Property which are not otherwise devoted to permitted buildings, parking areas or pedestrian/vehicular circulation areas shall be maintained in landscaping, which shall consist of grass, ground cover, shrubs, trees or other living plant materials, decorative paving and walkways. Trees and other plants in continuous raised planters are preferred over trees in grates along Roosevelt Road, Michigan Avenue and Indiana Avenue. Awnings and seasonal flowers in pots at building entrances are encouraged to enhance the pedestrian environment. In addition to the requirements of this Master Plan II (providing, among other things, for the installation of parkway trees in the public right-of-way and the landscaping and screening of open parking areas), any development of the Property shall incorporate landscaping to the extent feasible to enhance the appearance of the development from the public street, to screen uses from the street and to provide compatible buffers between adjacent uses. All private property landscaping shall be properly and adequately maintained at all times. Parkway trees shall be maintained in accordance with the applicable provisions of the Chicago Zoning Ordinance.

(x) Signage.

Except as delineated below, permitted signage shall include signs for building identification and information, business identification and information, and parking identification and information; however, all signage shall be subject to the reasonable approval of the Department of Planning and Development. Buildings shall be designed with clearly delineated signage bands. Preference shall be given to pin-mounted back lit signs with individual letters that are externally lit.

Temporary signage for site identification and information purposes or for marketing (sales, rental, leasing) and directional purposes is permitted in all Parcels, subject to the reasonable approval of the Department of Planning and Development.

Prohibited signs include electronic moving message board signs, flashing signs, advertising signs, rooftop signs, and projecting signs.

F. Height Restrictions.

Height restrictions for all Parcels are described on the Height Allowance Map (Exhibit 6). All heights are measured in accordance with Chicago City Datum ("CCD").

G. Grading.

Site grading for new development will be coordinated to meet with existing pavement and curb elevations along Roosevelt Road, Michigan Avenue; Indiana Avenue, 13th Street and 14th Street public right-of-ways. Site grading for new development adjoining the railroad right-of-way will be coordinated to permit railroad operations and proposed busway operations along the eastern air rights parcel. Site grading for development within the Restricted Development Zones shall be coordinated to provide public access to the platform park above the railroad right-of-way. Storm water accumulated on development parcels will be

collected and discharged to city sewers in a controlled manner acceptable to local storm water management authorities.

H. Shadow Zones

The location, orientation and massing of structures shall be designed to minimize shadows on public and private open areas and parks within and around the development. If appropriate, the Applicant shall provide shadow studies for proposed high or mid-rise structures at the time of Site Plan review.

I. Energy Conservation.

The Applicant shall use best and reasonable efforts to design, construct and maintain all buildings constructed within the Master Plan II area in an energy efficient manner, generally consistent with the most current energy efficiency standards published by the American Society of Heating, Refrigerating and Air-Conditioning Engineers ("ASHRAE") and the Illuminating Engineering Society ("IES").

8. Public Improvements.

Developments within this Master Plan II shall be accompanied by certain public improvements necessary to serve the development. All such public improvements shall be contained within the boundaries of an approved Site Plan prior to construction. All public improvements shall be designed, constructed and installed in accordance with all applicable City standards, laws and regulations, subject to the approval of the appropriate City Departments and Agencies as required, as well as in conformance with all other applicable state and federal standards, regulations and laws. These public improvements and the Property upon, over or

within which they are located shall be properly dedicated and/or conveyed to the City (or other public agency designated by the City) as appropriate; provided, however, that in the case of the Restricted Development Zone and any utilities not located within a roadway right-of-way, appropriate easements shall be granted to the City in form acceptable to the Department of Law. Completion of the aforesaid public improvements as hereinafter referred to shall mean that dedication of property, conveyance of ownership or a grant of easements, as the case may be, shall have occurred.

A. Public improvements shall be divided into the following categories:

(i) Public Roadways

Public roadways necessary to provide public access to and from the Property shall be constructed within the areas depicted on Exhibit 3. Public roadways for purposes of this Master Plan shall include pavement, curbs and gutters and medians where appropriate.

(ii) Public Utilities

Public utilities providing all necessary and appropriate utility service to the Property shall be constructed within and near the rights-of-way adjacent to the Property. These utilities include, without limitation, water supply, sewer facilities, electrical, gas, telephone and other utility facilities and services. These facilities shall be generally, but not necessarily, located within the roadways depicted on Exhibit 3.

(iii) Public Streetscape Improvements.

Streetscape improvements are generally street improvements other than roadway pavement, curbs and gutters. These improvements include sidewalks, parkway trees and planting areas, street furniture (including bus shelters) and street lights. All public roadways and the Restricted Development Zone within the Master Plan II shall include completed streetscape improvements. Exhibit 10, (a), (b), (c),(d), and (e) attached generally depicts typical streetscape improvements. Streetscape improvements shall be constructed by the Applicant in accordance with Exhibit 10 and all applicable city laws, regulations and standards, subject to the approval of the appropriate City Departments and Agencies as required. In particular, the Applicant shall coordinate the design,

materials, and detailing of sidewalks, streetlights, and street furnishings with any applicable current City specifications or proposals for the area.

(iv) Public Parks

(a) Daniel Webster Park.

One (1) public park ("Daniel Webster Park") of approximately 44,800 square feet has been funded and constructed by the Applicant and dedicated, at no cost and free and clear of all encumbrances, to the Chicago Park District in connection with development of the Property.

Daniel Webster Park has been designed and constructed in accordance with the standards and specifications of the Chicago Park District and the Central Station Development Guidelines, and in general accordance with Exhibit 11.

(b) South End of Grant Park

The Applicant has conveyed and dedicated to the Chicago Park District, at no cost, and free and clear of all encumbrances, of that approximately 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.

(c) Platform Deck/Park Above Metra Facilities

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, etc. 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 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 and to minimize the appearance of a wall at the base of the platform deck where a wall is necessary.

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.

(v) Pedestrian Access

Pedestrian access shall be provided through the site in accordance with Exhibit 3 by means of public or private streets or passages that are open to the public.

(vi) Restricted Development Zones

The Restricted Development Zones are to be private areas located within private development Parcels which are open and devoted to public uses for open space, pedestrian passage, protected views and private use for vehicular and pedestrian ingress and egress to adjacent development. The Restricted Development Zones are located as depicted on Exhibit 4. All Zones shall be open and accessible to the public at all times and shall be directly accessible from Indiana Avenue, 14th Street, South Prairie Avenue, and the platform deck/park above the Metra facilities. The Applicant shall be responsible for the cost and construction of all improvements within the Restricted Development Zones.

(vii) Public Transportation Facilities

The Applicant confirms its 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. In the event that the Chicago Department of Transportation reasonably determines that the following traffic mitigation measures are necessary, 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, provided that appropriate public agencies have reasonably demonstrated to the Applicant that a need for such facilities exists and provided that such easements and licenses will not interfere with the Applicant's development of the Property as jointly determined by the City and the Applicant.

(b) Construct or cause the construction of public bus shelter facilities where appropriate and reasonable; provided that appropriate public agencies have reasonably demonstrated that a need for such facilities exists in connection with the development contemplated in this Master Plan II.

(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 equals 250,000 square feet unless the Applicant reasonably demonstrates that a sufficient demand for such service does not exists and such services shall be provided and/or restored when and if such demand occurs or reoccurs.

(d) Establish and maintain a traffic management program within two years of the approval of the Master Plan, unless otherwise determined by the Department of Transportation and the Department of Planning and Development. The intent of the program shall be to reduce the use of private automobiles by employees and customers travelling to and from the Property. The traffic management program shall be established and maintained in accordance with the criteria identified in Statement No. 12 of RBPD No. 499, as amended.

In connection with development of Parcel 2 the Applicant shall:

(e) 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.

(f) 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.

(viii) Lakefront Busway Project

It is expected that the development described in the application will have a contributory impact on the existing traffic and congestion on city streets in the area. This traffic and congestion has resulted in the City's implementation of various traffic management programs including a project for the design and construction of an access roadway for motor buses and other designated vehicles and for improved pedestrian access to the Lake Front ("Lakefront Busway Project"). Accordingly, as a condition of the approval of the application, 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, the property necessary for the purposes of completing the Lakefront Busway Project.

In addition, the Applicant has dedicated and conveyed, at no cost, and free and clear of all encumbrances save and except for the conditions, restrictions and obligations contained in the conveyance documents, such easements or other interests in its adjoining property as are necessary and appropriate for the Lakefront Busway Project, including the City's replacement and rehabilitation of the pedestrian and Metra station access bridge at approximately 18th Street.

Upon such dedication and conveyance, the Department of Transportation 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.

B. Public Improvements shall be completed in accordance with the following schedule:

(i) All Parcels – Roadways

Prior to issuance of a certificate of occupancy for any development within any development parcel, all public and private roadways necessary to serve said development shall be complete to permit reasonable access to such parcel with the final surface cost to be applied when the development is substantially complete.

(ii) All Parcels – Utilities

Prior to the issuance of a certificate of occupancy for any development within any development parcel, the public utilities necessary to serve said development shall be complete.

(iii) All Parcels - Streetscape Improvement

Within 6 months following construction of a street and issuance of a certificate of occupancy for any structure located along any development parcel's public right-of-way frontage (including proposed and required rights-of-way and the Restricted Development Zone), weather permitting, all public streetscape improvements adjacent to that length of said parcel's right-of-way frontage shall be complete and a continuous sidewalk leading from said structure to the public right-of-way shall be complete; provided, however, that (a) streetscape improvements along the frontage of any parcel must extend continuously across the frontage of all structures for which occupancy certificates have been issued and across all spaces (or gaps) between said structures along said frontage and to one end of said frontage, (b) streetscape improvements other than parkway trees need not be installed along the north side of 14th Street until such time as Daniel Webster Park or any portion thereof is required to be developed. With the exception of those situations cited in clauses (a) and (b) in this paragraph, all streetscape improvements within the Master Plan II area shall be completed at the occurrence of the earliest of the following: within three years of the date of approval of the first Site Plan for any development in Parcels 3 or 4 pursuant to the provisions of Statement No. 13 of Planned Development No. 499 as amended, provided, however, that the Commissioner of Planning shall extend said three year period for a maximum of two additional one-year periods (each of which shall be referred "extension period") upon receipt by the Commissioner of Planning prior to expiration of the first period or any extension period of the Applicant's written statement sworn under oath, specifically stating that the commencement of construction as aforesaid is delayed for any reasons or circumstances beyond the reasonable control of the Applicant and its affiliates and agents, the specific cause of the delay, and that the Applicant and its affiliates and agents have not taken any action or failed to take any action which could reasonably have resulted in such delay, provided, however, that at all times reasonable construction access can be

maintained to structures under construction and to the Parcel within which said construction is located.

(iv) Public Parks

(a) Daniel Webster Park

The Applicant has completed construction of Daniel Webster Park and has dedicated such Park to the Chicago Park District.

b) South End of Grant Park

The City shall complete its study of Grant Park approximately one (1) year from the date of City Council approval of the amendment

to RBPD No. 499 and shall commence improvements after a period of public review and comment, subject to availability of funds.

(c) Platform Deck/Park Above Metra Facilities

The City shall commence the design process of the Platform Deck/Park within one (1) year from the date of City Council approval of the amendment to RBPD No. 499, subject to availability of funds. After a period of public review and comment and within five (5) years from the date of commencement of substantial construction of any building by the Applicant within Parcel 2 or 4 fronting the platform deck, the City shall commence construction of the platform deck and park, subject to availability of funds.

(v) Restricted Development Zones

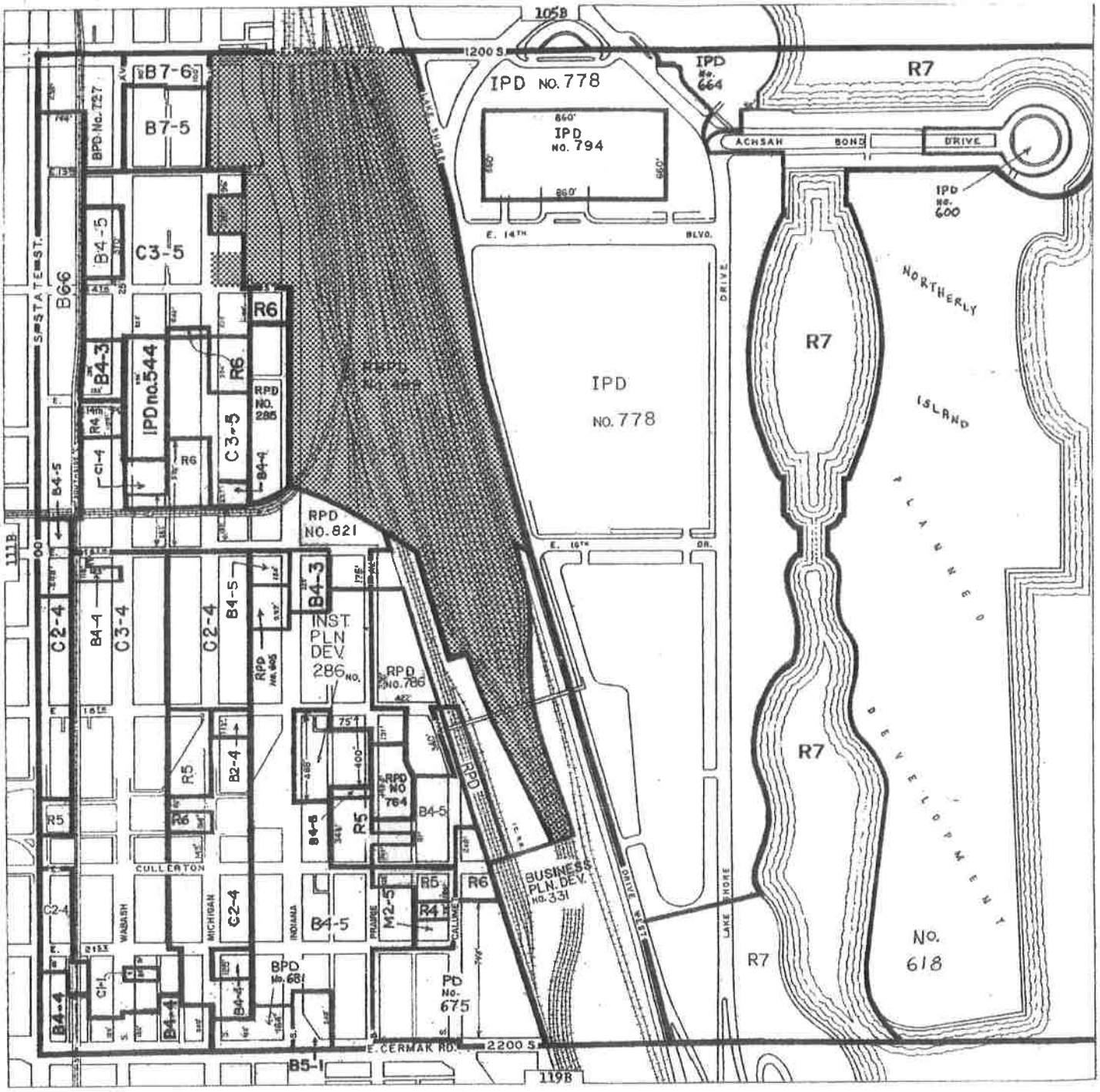
The Applicant shall submit a Site Plan showing grading and other proposed improvements within the Restricted Development Zones concurrent with the time of submittal of a Site Plan for adjacent development sites within Parcels 2 and/or 4. Upon review and approval by the Department of Planning and Development and by other appropriate City agencies, such improvements shall be completed by the Applicant at such time mutually agreed upon by the City and the Applicant.

(vi) Lakefront Busway Project

Construction of the busway project is governed by the terms and provisions of the Busway Agreement, document number 00817665, dated October 18, 2000 by and between the Applicant and the City.

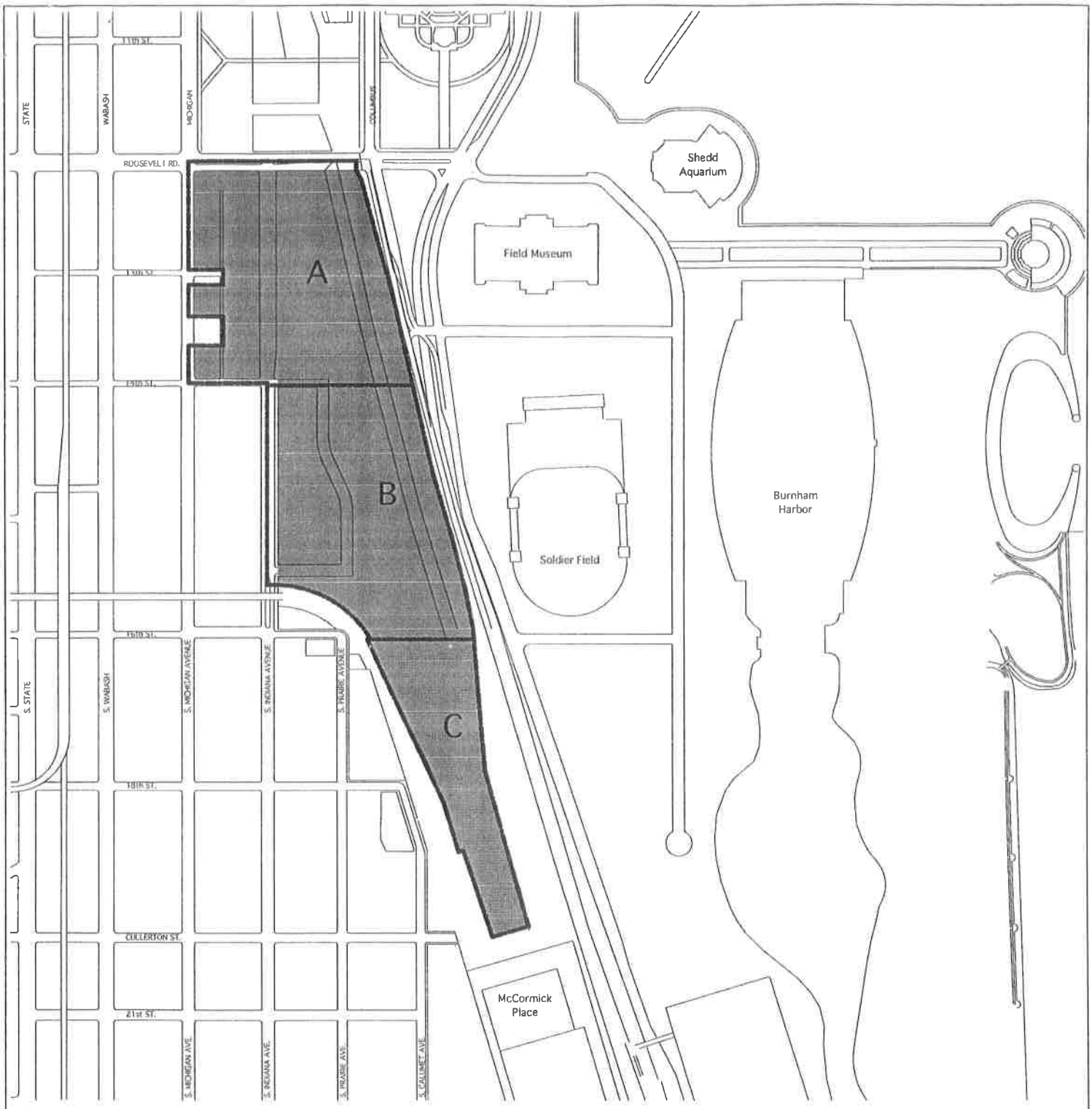
(vii) Public Services and Facilities

The City and the Applicant acknowledge that full development of Master Plan II is expected to be adequately served with school, library, police, fire and emergency facilities in existence or planned. In order to assure, however, that such facilities are available to serve the full development of the entire property located within Planned Development No. 499 as amended, the Applicant shall provide the Department of Planning with a fiscal impact report which (1) analyzes the impact of such full development of Planned Development No. 499 as amended upon available and planned school, library, police, fire and emergency services and facilities and (2) provides the Department with methodologies and formulae necessary or appropriate to assess the need for additional services and facilities over time as the property develops. Such report shall be in a form acceptable to the Commissioner of Planning and shall be made available to the Commissioner prior to the approval of the Third Master Plan upon the Planned Development No. 499 as amended property, but no later than December 31, 2006 in any event.



Site

PAPPAGEORGE / HAYMES Ltd. ARCHITECTS 814 N. FRANKIN SUITE 400 CHICAGO, ILLINOIS 60610 312 337 3344 FAX 337 8009	CENTRAL STATION CHICAGO	Existing Zoning Map	N June 3, 2005



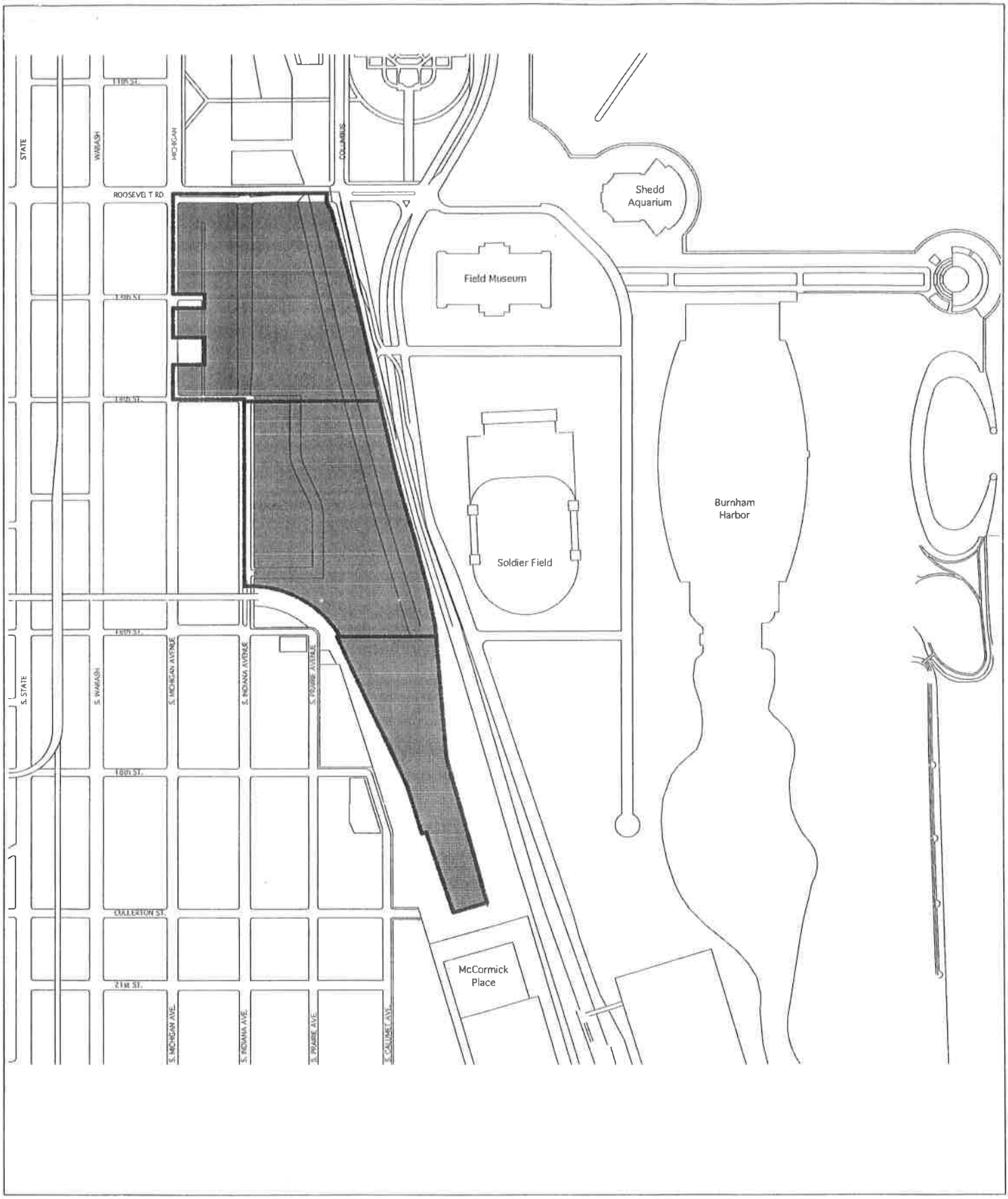
Subarea A - Michigan / Columbus Gateway

Subarea B - 15th Street / Lake Shore Area

Subarea C - Harbor View Area

Mixed Land use as described in the Use and Bulk regulations Table and Notes in the Master plan

P/H PAPPAGEORGE / HAYMES Ltd. ARCHITECTS 814 N. FRANKIN SUITE 400 CHICAGO ILLINOIS 60610 312 337 3344 FAX 337 8009	CENTRAL STATION CHICAGO	Subareas and Generalized Land-Use Map	N June 3, 2005



PAPPAGEORGE / HAYMES Ltd. ARCHITECTS 814 N. FRANKLIN SUITE 400 CHICAGO, ILLINOIS 60610 312 337 3344 FAX 337 8009	CENTRAL STATION CHICAGO	Planned Development Boundary and Property Line map	N June 3, 2005

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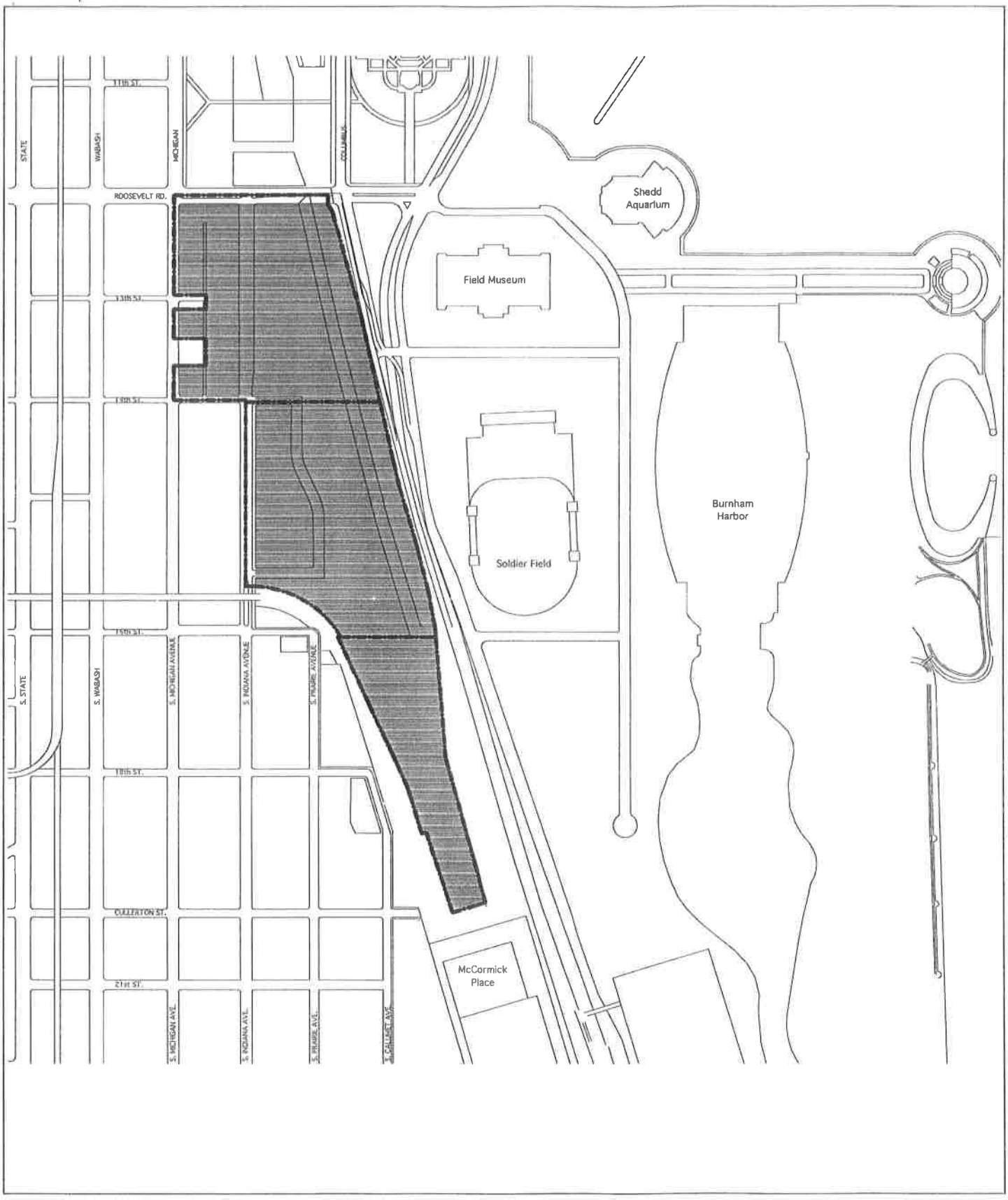
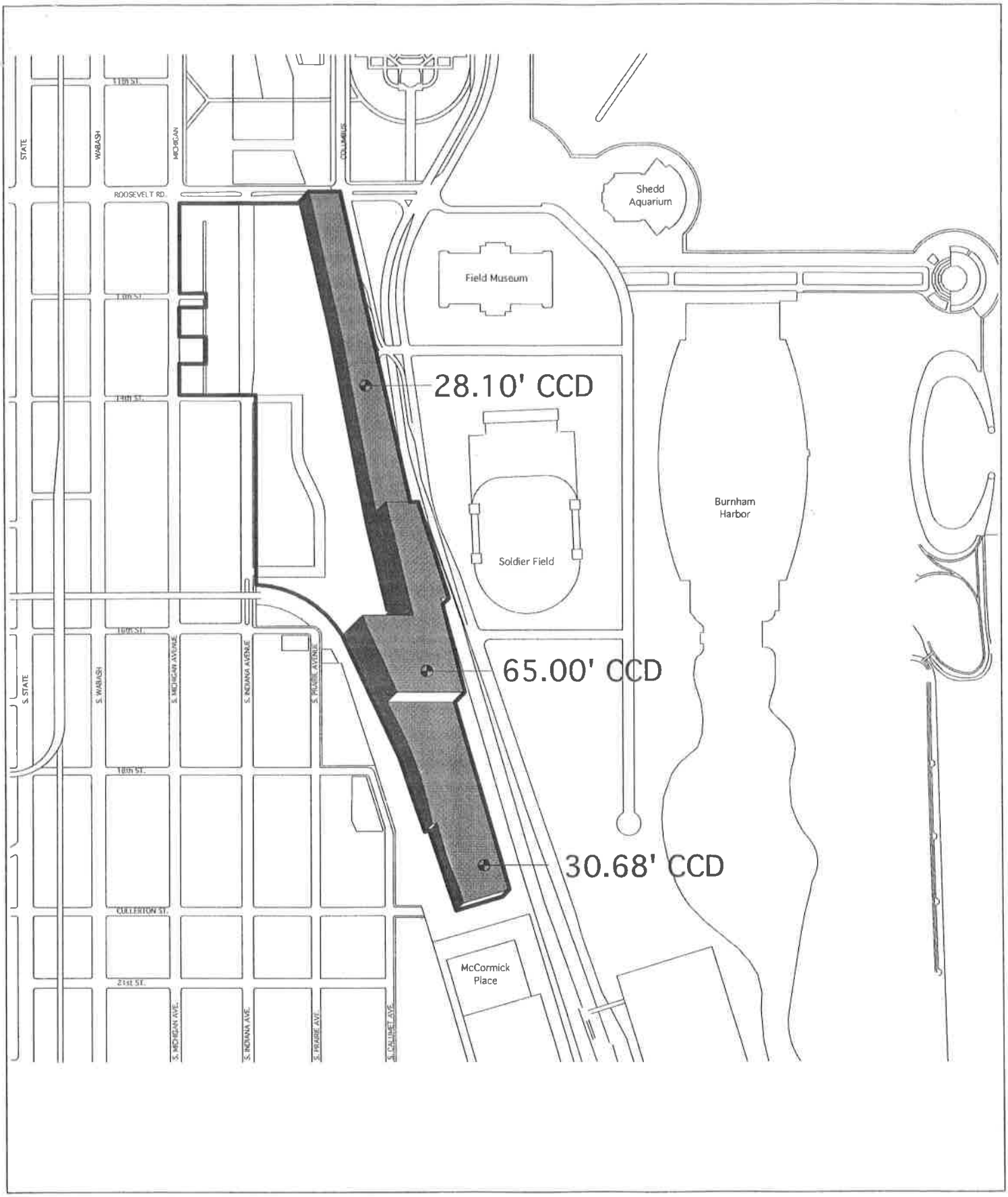


PAPPAGEORGE / HAYMES Ltd. ARCHITECTS 814 N. FRANKLIN SUITE 400 CHICAGO, ILLINOIS 60610 312 337 3344 FAX 337 8009	CENTRAL STATION CHICAGO	Public Rights-of-Way Adjustments Map	N June 3, 2005



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Air Rights Parcels

N

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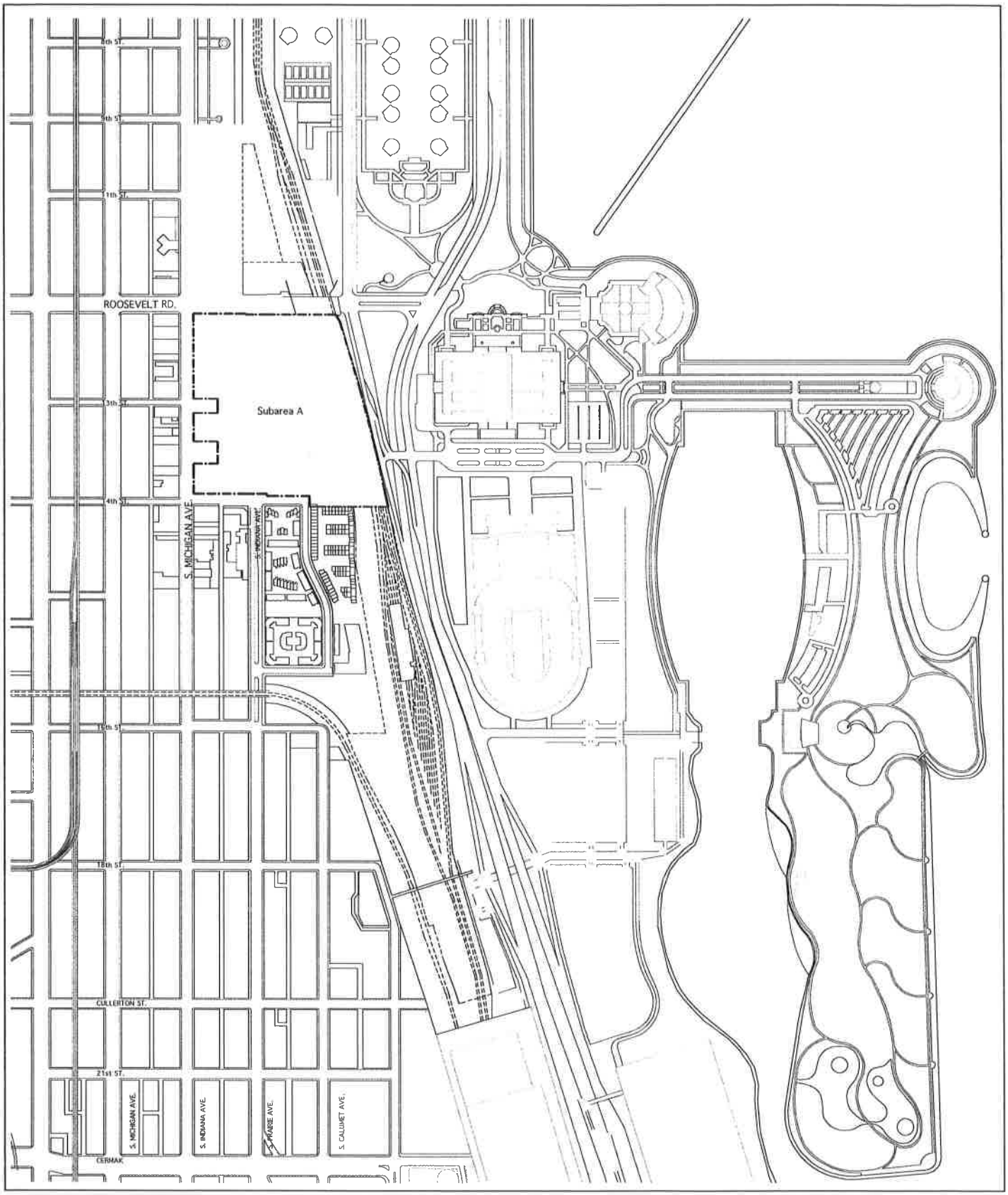

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Exhibit 1

Location Map

N

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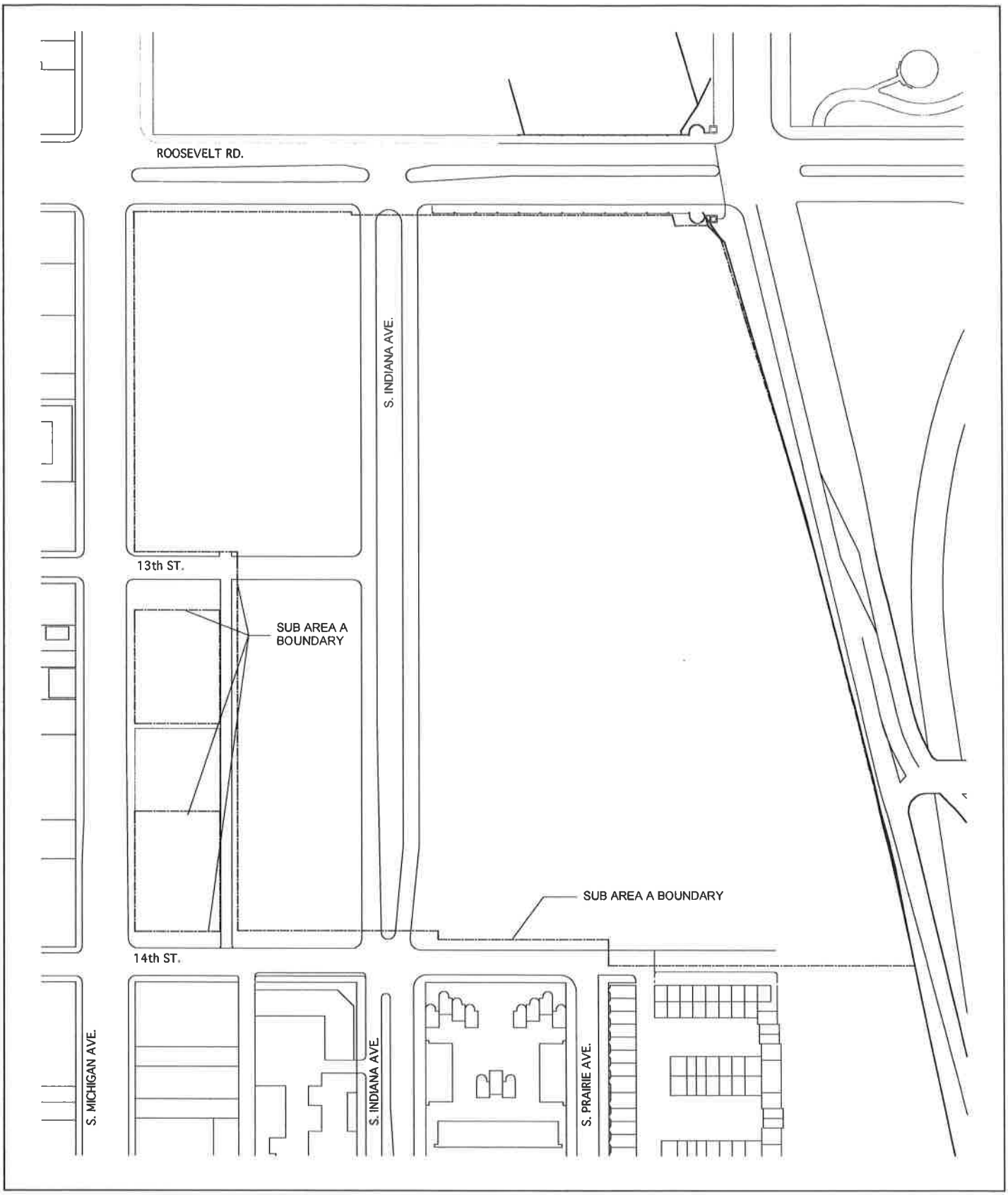

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Exhibit 2
Existing Street Map

N

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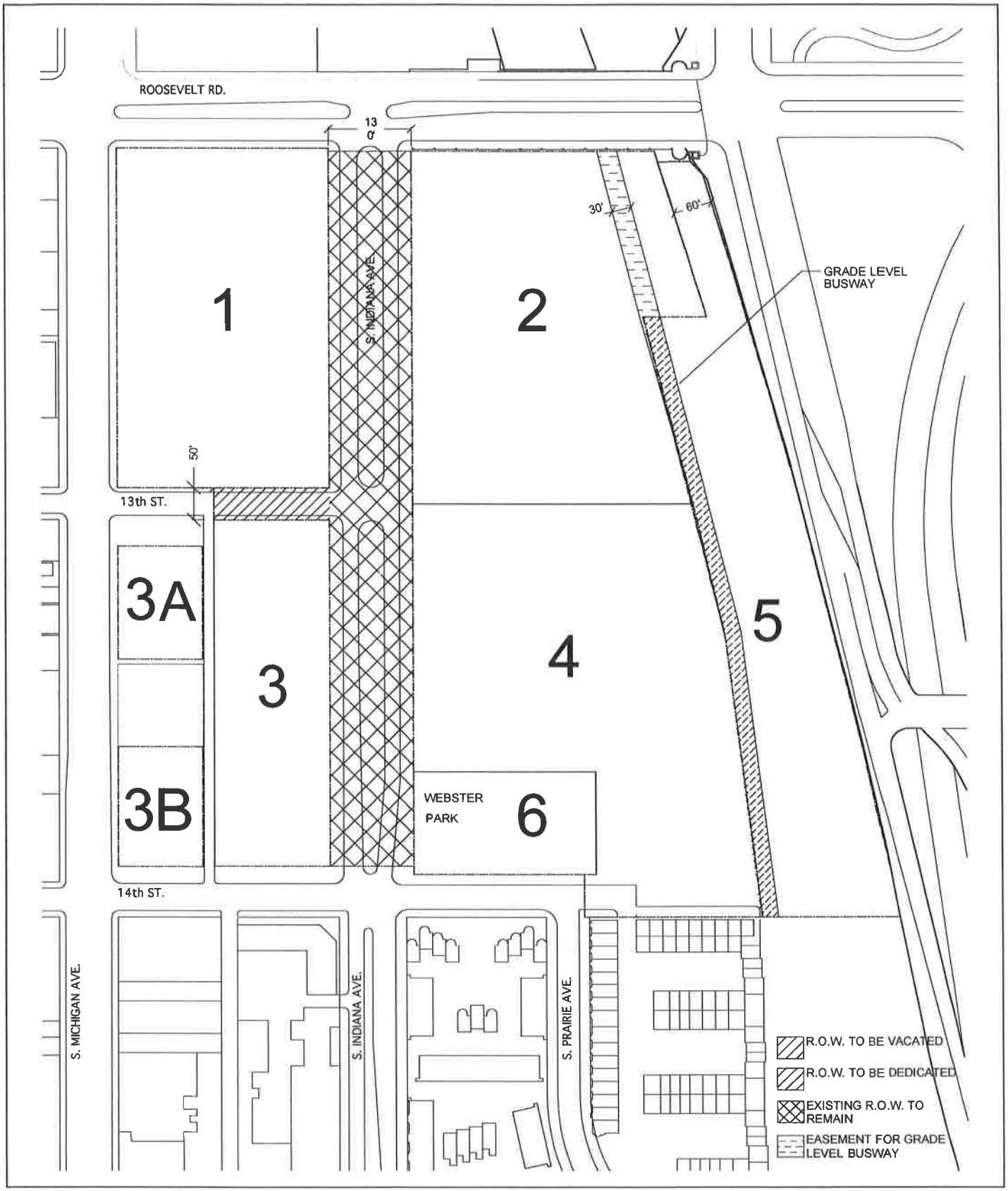

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Exhibit 3
Rights-of-Way
Adjustment Map

N

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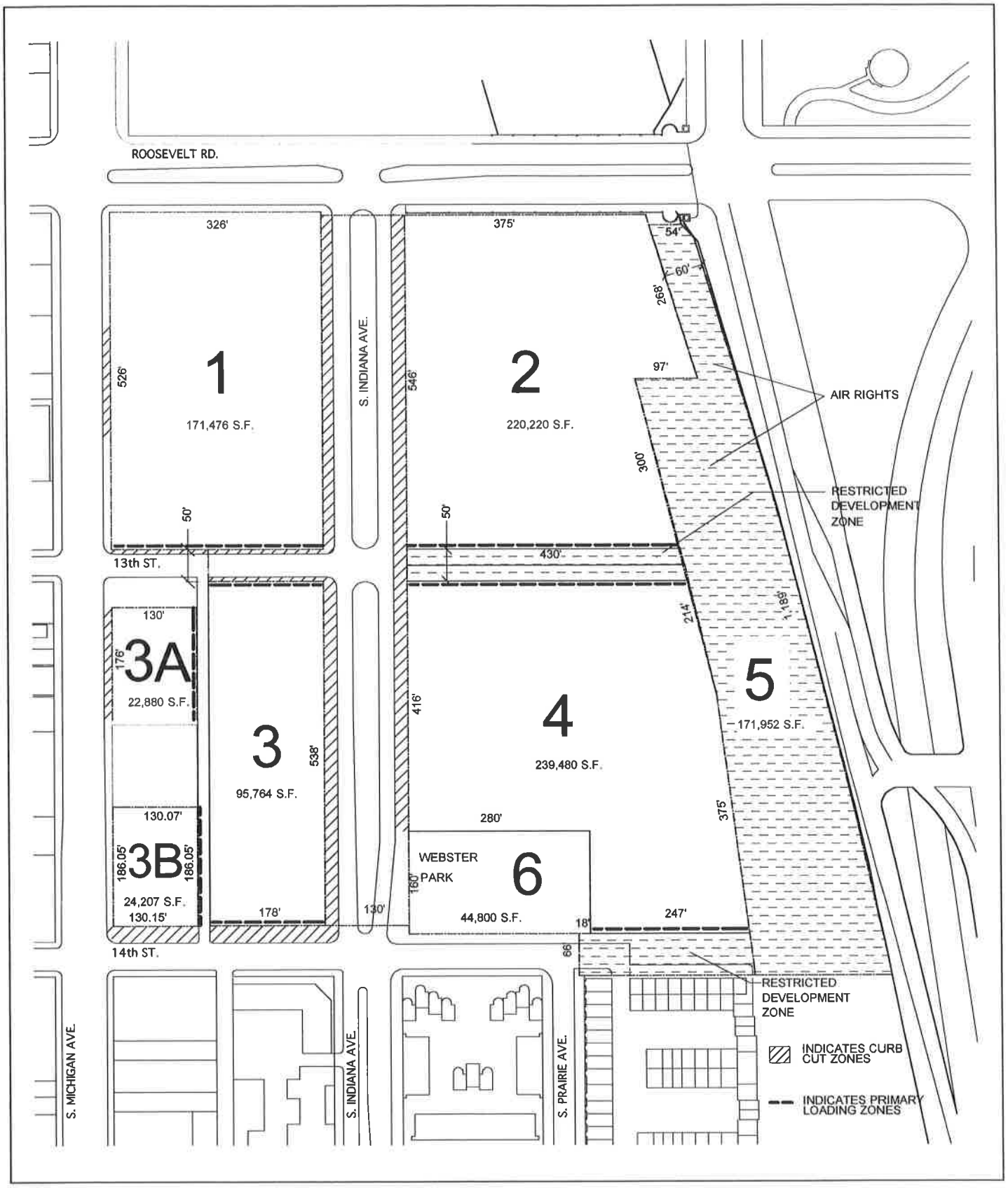

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Exhibit 4
Master Plan Boundary and Development Parcel Map, Curb Cut and Loading Zones

N

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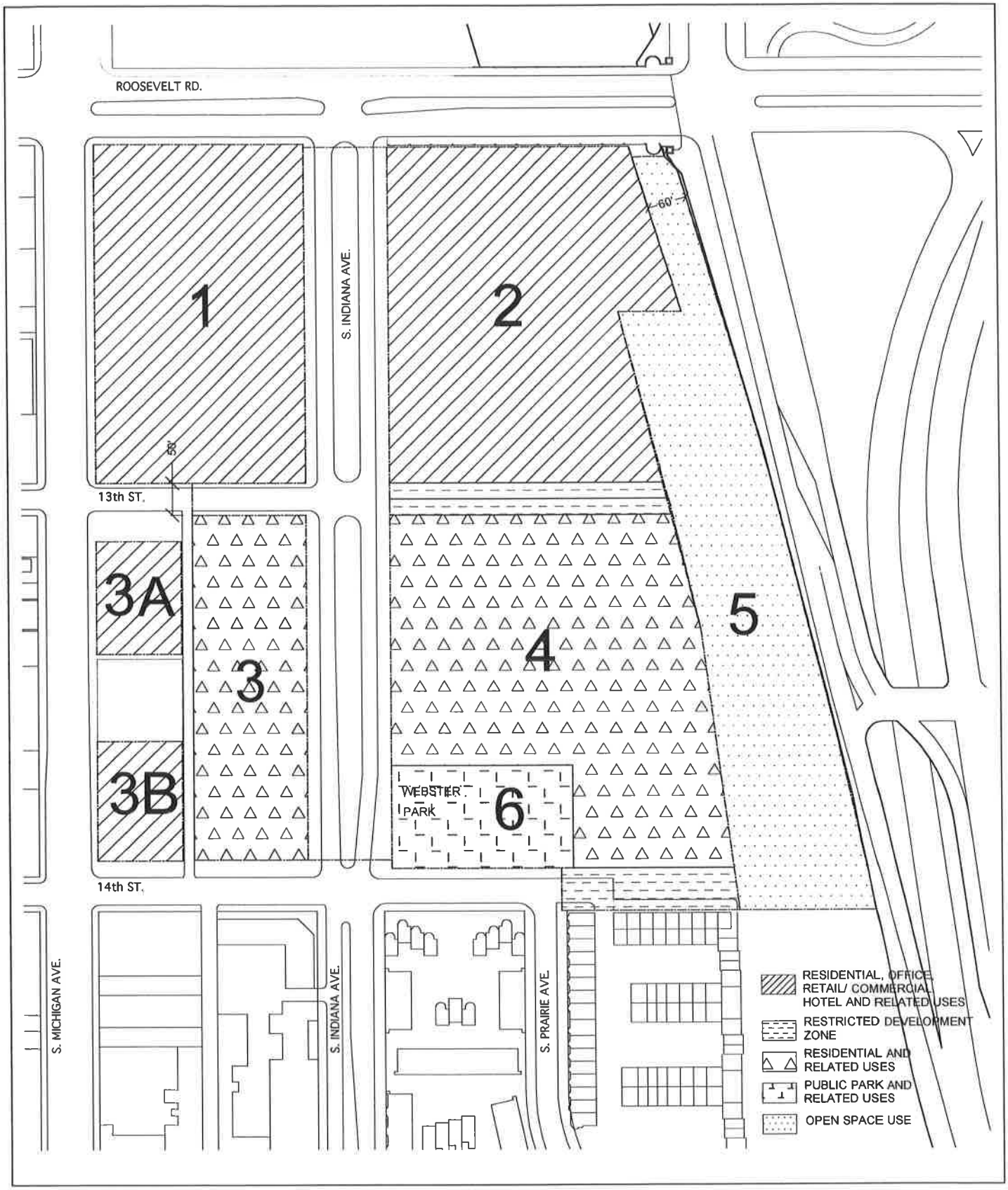

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Exhibit 5
Land Use Controls Map

N

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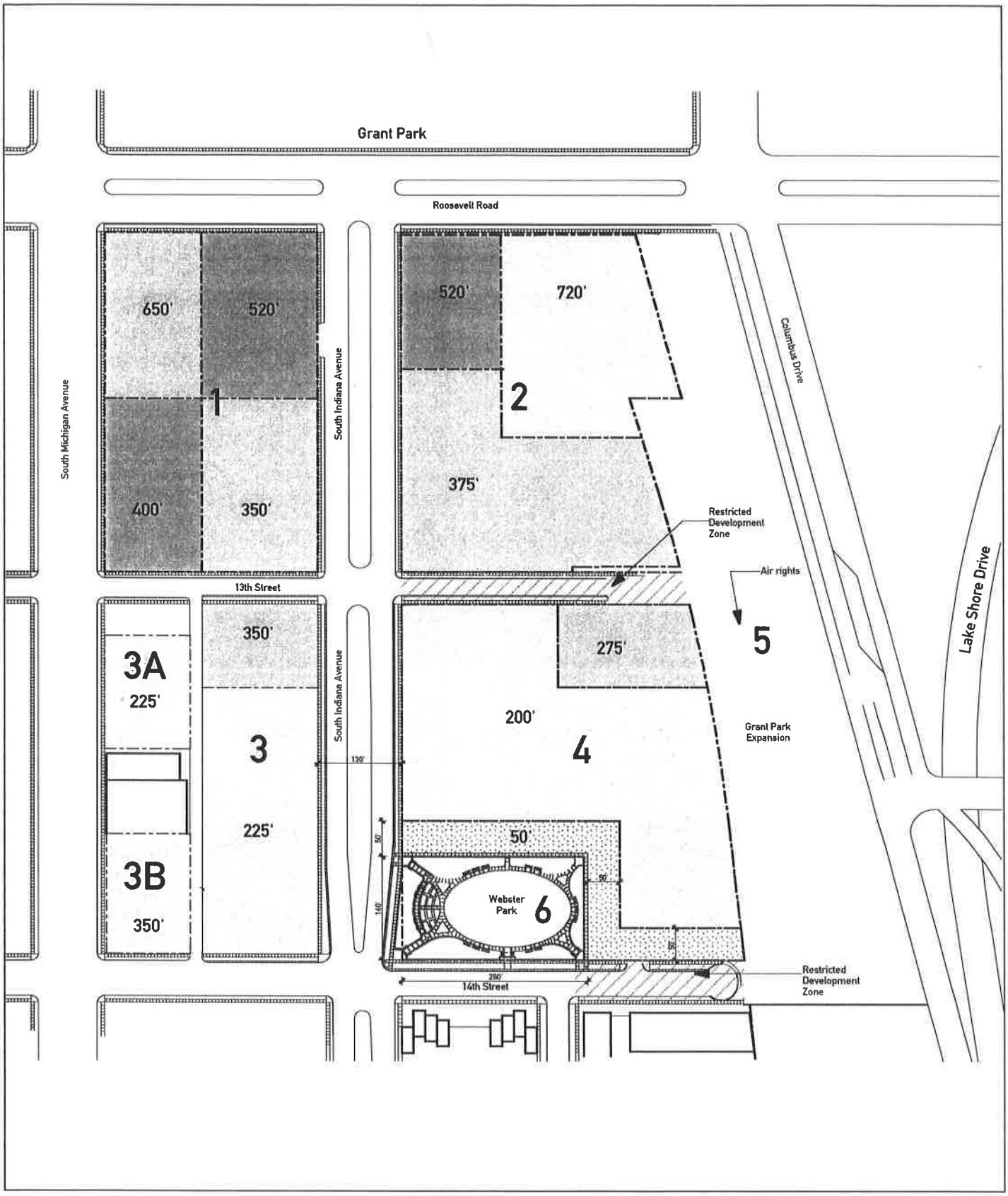

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Exhibit 6
Height Allowance Map

N

0 50 100 200

August 18, 2005

EXHIBIT 7

TABLE OF PERMITTED USES

Parcel 1:
Residential, Senior Residential, Retail / Commercial, Hotel, Office, and Accessory Parking

Parcel 2 (not including Restricted Development Zone):
Residential, Senior Residential, Retail / Commercial, Hotel, Office, and Accessory Parking

Parcel 2 Restricted Development Zone:
Private Drive, Pedestrian Way, Below Grade Parking and Service, and Open Space Uses

Parcel 3:
For-Sale Residential, Daycare Center, Senior Residential and Accessory Parking

Parcel 3A:
Residential, Senior Residential, Retail / Commercial, Hotel, Office, and Accessory Parking

Parcel 3B:
Residential, Senior Residential, Retail / Commercial, Hotel, Office, and Accessory Parking

Parcel 4 (not including Restricted Development Zone):
For-Sale Residential, Daycare Center, and Accessory Parking

Parcel 4 Restricted Development Zone:
Private Drive, Pedestrian Way, Below Grade Parking and Service, and Open Space Uses

Parcel 5:
Open Space Use

Parcel 6:
Public Park Use

NOTES TO THE TABLE OF PERMITTED USES:

1. Residential uses include single and multi-family dwellings and senior residential uses. Dwelling units shall be permitted below the second floor.
2. Office uses include business, professional offices, educational, daycare and related institutional uses.
3. Retail and commercial uses include all uses that are permitted within the B7-6 zoning district (other than automobile service stations). Free standing big box retail is not permitted.
4. Accessory uses and structures are permitted within all parcels provided that accessory structures within Parcel 5 and 6 shall be subject to the review and approval of the Commissioner of Planning.
5. Non-accessory parking shall be permitted as an interim use on Parcels 1, 2, 3, 3A and 4 until such time as a Site Plan for the property upon which such parking is located is approved.

EXHIBIT 8

Central Station
Subarea A
Table of Bulk Regulations
Parcels 1-6

	Parcel 1 (10)	Parcel 2	Parcel 3	Parcel 3A	Parcel 3B	Parcel 4	Parcel 5	Parcel 6	Total 1,2,3,3A,3B,4,5
							Air Rights	Webster Park	
Net Site Area (1)	171,476	220,220	95,764	22,880	24,207	239,480	171,952 (14)	44,800 (14)	945,979
Maximum Dwelling Units (5,7,8,9,)	1,370	1,200	208	202	260	660	0	0	3,900
Maximum SF Retail/Commercial (12)	350,000	350,000	0	100,000	10,000	0	0	0	350,000
Maximum Hotel Rooms (4,11)	1,500	1,500	0	250	0	0	0	0	1,500
Maximum SF Office (13)	2,500,000	2,500,000	0	100,000	10,000	0	0	0	2,500,000
Maximum Floor Area (6)	2,456,596	2,241,700	343,572	274,331	420,000	1,113,801	0	0	6,850,000
Maximum FAR (2)	14.33	10.18	3.59	11.99	17.35	4.65	0.00	0.00	7.24
Maximum Building Height (3)	650 ft./520 ft/ 400 ft./350 ft	720 ft./520 ft/ 375 ft	350 ft./225 ft.	225 ft.	350'	275 ft/ 200 ft/ 50 ft.	Not Applicable	Not Applicable	

(*) Refer to "Notes to Table of Bulk Regulations"

EXHIBIT 8

NOTES TO TABLE
OF
BULK REGULATIONS

(1) Net Site area equals gross area less area in existing right-of-way, right-of-way to be dedicated and Webster Park.

(2) Floor area for FAR calculation purposes shall be determined pursuant to the Planned Development Ordinance No. 499, as amended. FAR may be distributed between Parcel 1, Parcel 2, Parcel 3, Parcel 3A, Parcel 3B and Parcel 4.

(3) Height limitations for specific areas of parcels are illustrated on Exhibit 6.

(4) Hotel rooms may only be constructed in Parcel 1, Parcel 2 and / or Parcel 3A. Hotel rooms may be distributed between Parcel 1, Parcel 2 and Parcel 3A provided that the total number of hotel rooms in Parcel 1, Parcel 2, Parcel 3A and Parcel 3B combined does not exceed 1,500.

(5) Dwelling Units may be distributed between Parcel 1, Parcel 2, Parcel 3, Parcel 3A, Parcel 3B and Parcel 4 provided that the total number of dwelling units in all parcels combined does not exceed 3,900 (single family and multi-family dwelling units not to exceed 3,650) and provided that the dwelling units also otherwise comply with all restrictions for the Parcel area in which they are to be constructed.

(6) The total number of square feet of development permitted under this Master Plan II shall be fixed at 6,850,000 square feet.

(7) Only "For Sale" dwelling units shall be permitted within Parcel 4. A minimum of sixty percent (60%) of the dwelling units constructed within Parcel 4 shall contain shall contain two (2) or more bedrooms.

(8) Rental dwelling units are not permitted within Parcel 4.

(9) A minimum of forty percent (40%) of the rental dwelling units within Parcel 1 and Parcel 2 shall contain two (2) or more bedrooms.

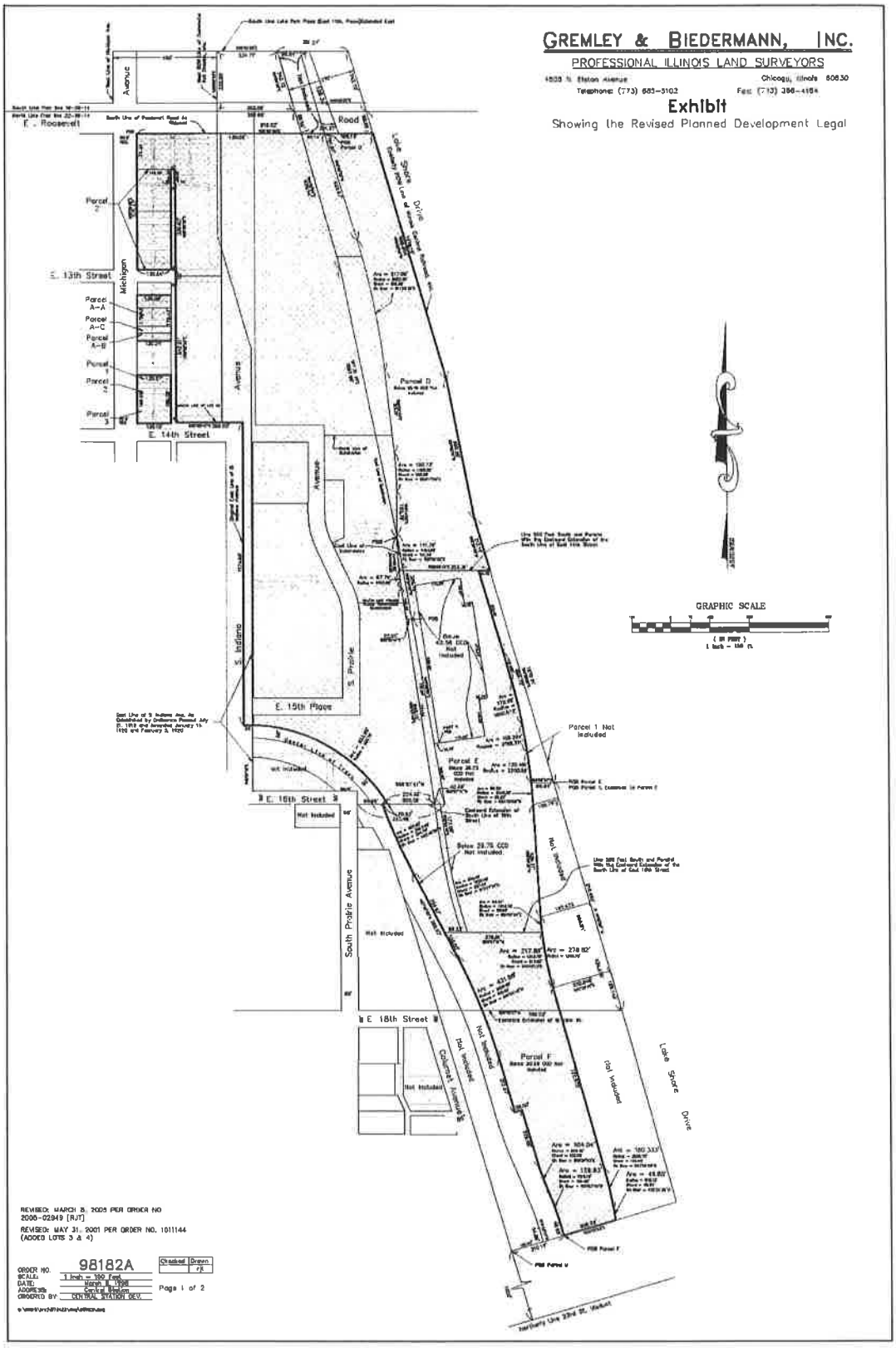
(10) The Applicant agrees to provide a minimum of one (1) day care center within one (1) of the buildings to be constructed along Michigan Avenue within Parcel 1.

(11) Hotel units may be converted to dwelling units at a rate of three (3) hotel units to one (1) dwelling unit. In the event that hotel units are converted to dwelling units, the total number of dwelling units permitted within Master Plan II shall be increased from 3,900 to account for the converted units.

(12) Retail / Commercial floor area may be distributed between Parcel 1, Parcel 2, Parcel 3A and Parcel 3B provided that the total square feet of retail / commercial floor area in Parcel 1, Parcel 2, Parcel 3A and Parcel 3B combined does not exceed 350,000.

(13) Office floor area may be distributed between Parcel 1, Parcel 2, Parcel 3A and Parcel 3B provided that the total square feet of office floor area in Parcel 1, Parcel 2, Parcel 3A and Parcel 3B does not exceed 2,500,000.

(14) The total amount of public open space required within Subarea A shall be a minimum of 24% of the Net Site Area of Subarea A.



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CHICAGO

Exhibit 9
Property Survey

N

August 18, 2005

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Part of the land, property and space of the Illinois Central Railroad Company in Fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, described as follows: beginning on the South line of East Roosevelt Road, as widened, at the intersection of said South line with the East line of South Michigan Avenue and running Thence East along said South line of West Roosevelt Road and along an Eastward Extension of said line, a distance of 919.02 feet to an intersection with the Easterly right of way line of said railroad; Thence South along said Easterly right of way line a distance of 969.604 feet; Thence continuing South along said Easterly right of way line a distance of 550.58 feet; Thence South continuing along said Easterly right of way line a distance of 1070.01 feet; Thence West a distance of 88.64 feet; Thence Southwardly along the arc of a circle convex to the East with a radius of 2448.28 feet a distance of 80.23 feet; Thence South along a straight line, tangent to the last described arc of a circle, a distance of 436.27 feet; Thence Southwardly along the arc of a circle convex to the West with a radius of 1343.79 feet, a distance of 278.62 feet; Thence South along a straight line tangent to last described arc of a circle a distance of 722.675 feet; thence Southwardly along the arc of a circle convex to the East tangent to last described straight line with a radius of 2008.70 feet a distance of 190.333 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 1500.00 feet Northerly from and parallel with the Northerly line of the 23rd Street viaduct; Thence West along said parallel line a distance of 309.39 feet to a point 210.14 feet Easterly from the aforesaid Westerly right of way line; Thence North a distance of 49.69 feet; Thence Northwardly along the arc of a circle convex to the East tangent to last described straight line and having a radius of 1118.10 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 228.65 feet; Thence West a distance of 39.00 feet; thence North a distance of 312.67 feet; Thence Northwardly 431.09 feet along the arc of a circle convex to the East, tangent to last described straight line with a radius of 2220.85 feet Thence Northwestwardly along a straight line tangent to last described arc of a circle, a distance of 383.67 feet, Thence Northwardly along the arc of a circle convex to the West with a radius of 2263.60 feet a distance of 294.90 feet to an intersection with the Eastward extension of the South line of East 18th Street; thence East along said Eastward extension, a distance of 20.63 feet; Thence Northeastwardly along the arc of a circle convex to the Northeast, being 60.00 feet Northeasterly from and concentric with the center line of said railroad track and having a radius of 623.70 feet, a distance of 633.60 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, 1930); 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 1174.60 feet to an intersection with the Eastward extension of South line of Lot 32 in Block 19 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 258.60 feet to the East line of an alley (18 feet wide); Thence North along the East line of said 18 feet wide alley a distance of 542.01 feet to the South line of the former East 13th Street; Thence North a distance of 50.00 feet to the North line of the former of East 13th Street; Thence continuing North a distance of 332.93 feet to the Northwest corner of Lot 32 in Seaman and Busby's Subdivision; Thence West along a Westward extension of the North line of said Lot 32, a distance of 2.70 feet to the Southwest corner of Lot 13 in Johnston and Sexton's Subdivision; Thence North along the West line of Lots 13 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 15 in Johnston and Sexton's Subdivision aforesaid; Thence West along said Eastward extension and along the South line of said Lot 15, 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 130.21 feet to the point of beginning, in Cook County, Illinois,

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

Parcel D: The land, property and space of said Illinois Central Railroad Company in Fractional Section 22 aforesaid, lying below a horizontal plane having an elevation of 29.10 feet above Chicago City Datum and lying within the boundaries projected vertically of that part of said land, property and space described as follows: [illegible] in Cook County, Illinois.

Also,

Parcel E: The land, property and space of said Illinois Central Railroad Company in Fractional Section 22 aforesaid, [illegible] to the point of beginning.

together with

That part lying below a horizontal plane having an elevation of 42.00 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, [illegible] to the point of beginning, in Cook County, Illinois.

Also,

Parcel I: The land, property and space in the North half of Fractional Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, [illegible] 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, [illegible] 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 25.75 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 16th Street extended East; Thence North 89° 57' 41" East 84.85 feet along said South line to the point of beginning; Thence continue North 89° 57' 41" East along said South line 224.30 feet; Thence South 08° 24' 48" East 173.08 feet; Thence Southerly 338.43 feet along the arc of a circle convex Westerly and having a radius of 1920.65 feet (the chord of said arc bears South 13° 27' 36" East 337.99 feet) to a line 500 feet South from and parallel with the aforesaid Eastward extension of the South line of East 16th Street. Thence South 89° 57' 41" West 88.22 feet along said parallel line, Thence North 27° 33' 43" West 208.87 feet to a point of curve, Thence Northwardly along the arc of a circle convex to the West with a radius of 2263.60 feet, the chord of said arc having a bearing of North 23° 46' 38" 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 140 feet of Block 8 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 13th Street)

in Cook County, Illinois

Also,

Parcel AA:
Lots 5, 6 and 7 in Block 3 of Garrett's Subdivision of Assessors 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 982.3 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 3-1/12th 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 3-1/12th 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° 00' 23" East along said line, a distance of 233.00 feet to an intersection with the South line of Lake Park Place (East 11th Place); Thence North 89° 55' 25" 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° 20' 59" 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° 20' 59" East a distance of 830.54 feet; Thence South 11° 35' 56" East a distance of 1062.99 feet to the point of beginning for that part of said land, property and space hereinafter described; Thence Southeasterly 169.83 feet along the arc of a curve convex Westerly with a radius of 1464.50 feet (the chord of said arc bearing South 04° 30' 22" East 169.88 feet); Thence South 08° 24' 48" East 123.22 feet; Thence South 89° 58' 41" East 22.01 feet; Thence North 09° 50' 59" 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° 00' 23" East along said line, a distance of 233.00 feet to an intersection with the South line of Lake Park Place (East 11th Place); Thence North 89° 56' 25" 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° 20' 59" 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° 20' 59" East a distance of 830.54 feet; Thence South 11° 35' 56" East a distance of 1062.99 feet; Thence South 09° 50' 59" East 325.76 feet to the point of beginning for that part of said land, property and space hereinafter described; Thence continuing South 09° 50' 59" East 727.84 feet to the South line of East 16th Street extended East; Thence South 89° 57' 41" West 40.46 feet along said extension; Thence North 08° 24' 48" West 724.94 feet; Thence South 89° 58' 41" 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 10 and lying East of and adjoining lots 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 16 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 3,036,054 square feet or 69.67 acres of land, more or less.

PARCEL 1:
Lot 6 in Sherman's Subdivision of Block 12 in the Assessor's Division of part of the Northwest Fractional Quarter of Section 22, Township 39 North, Range 14, and Lots 1 and 2 in Blocks 15 in Herrington's Addition to Chicago in Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois

PARCEL 2:
Lots 1, 2 and 3 in Charles Busby's Subdivision of Lots 1 to 5 of Sherman's Subdivision of Block 12 in the Assessor's Division of the Northwest Fractional Quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian with Lots 1 and 2 in Blocks 15 in Herrington's Addition to Chicago, in Cook County, Illinois

PARCEL 3:
Lots 4, 5, 6 and 7 in Charles Busby's Subdivision of Lots 1 to 5 of Sherman's Subdivision of Block 12 in the Assessor's Division of the Northwest Fractional Quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian with Lots 1 and 2 in Blocks 15 in Herrington's Addition to Chicago, in Cook County, Illinois

REVISED: MARCH 8, 2005 PER ORDER NO. 2005-02949 (RJF)

REVISED: MAY 31, 2001 PER ORDER NO 1011144 (ADDED LOTS 3 & 4)

ORDER NO.	98182A	Checked / Drawn: rjf
SCALE:	1 inch = 160 feet	
DATE:	March 8, 1999	Page 2 of 2
ADDRESS:	Central Station	
ORDERED BY:	CENTRAL STATION DEV.	

[illegible]

PAPPAGEORGE / HAYMES Ltd.
ARCHITECTS

814 N. FRANKIN SUITE 400
CHICAGO. ILLINOIS 60610
312 337 3344 FAX 337 8009

CENTRAL STATION
CHICAGO

Exhibit 9
Property Survey

N

August 18, 2005

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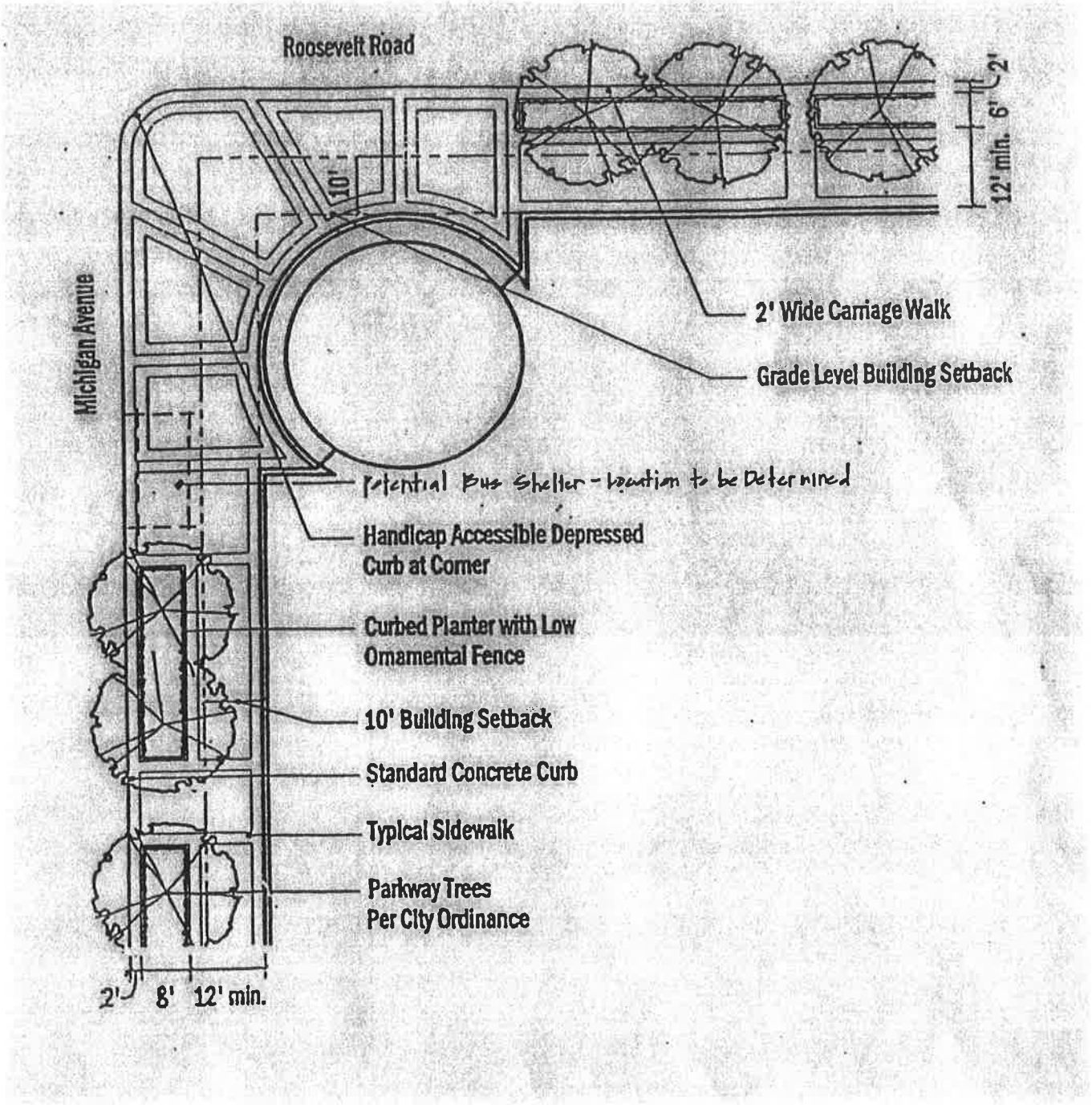
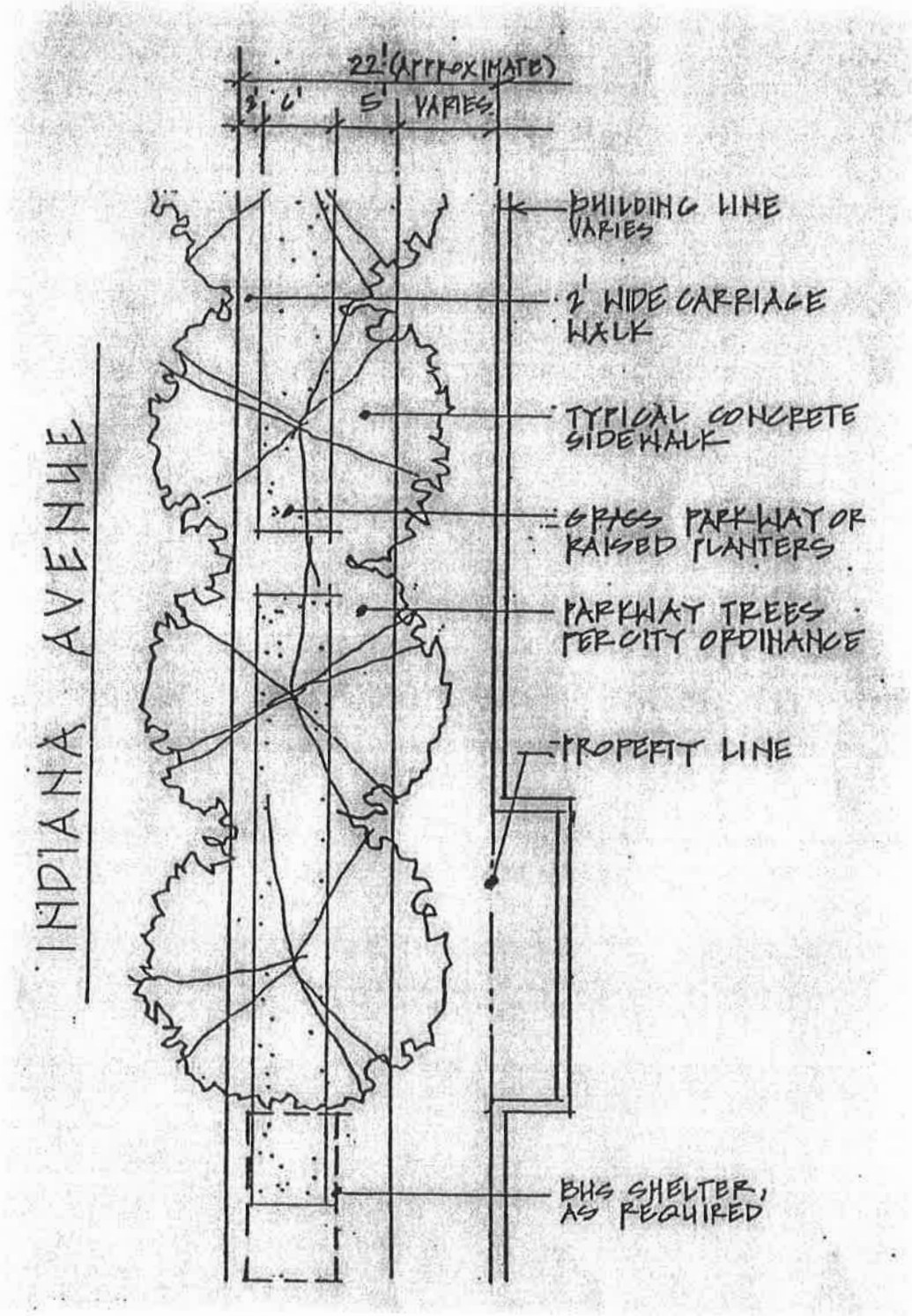


PAPPAGEORGE / HAYMES Ltd. ARCHITECTS 814 N. FRANKLIN SUITE 400 CHICAGO, ILLINOIS 60610 312 337 3344 FAX 337 8009	CENTRAL STATION CHICAGO	Exhibit 10a Streetscape Improvement Plan Michigan Avenue and Roosevelt Road	August 18, 2005



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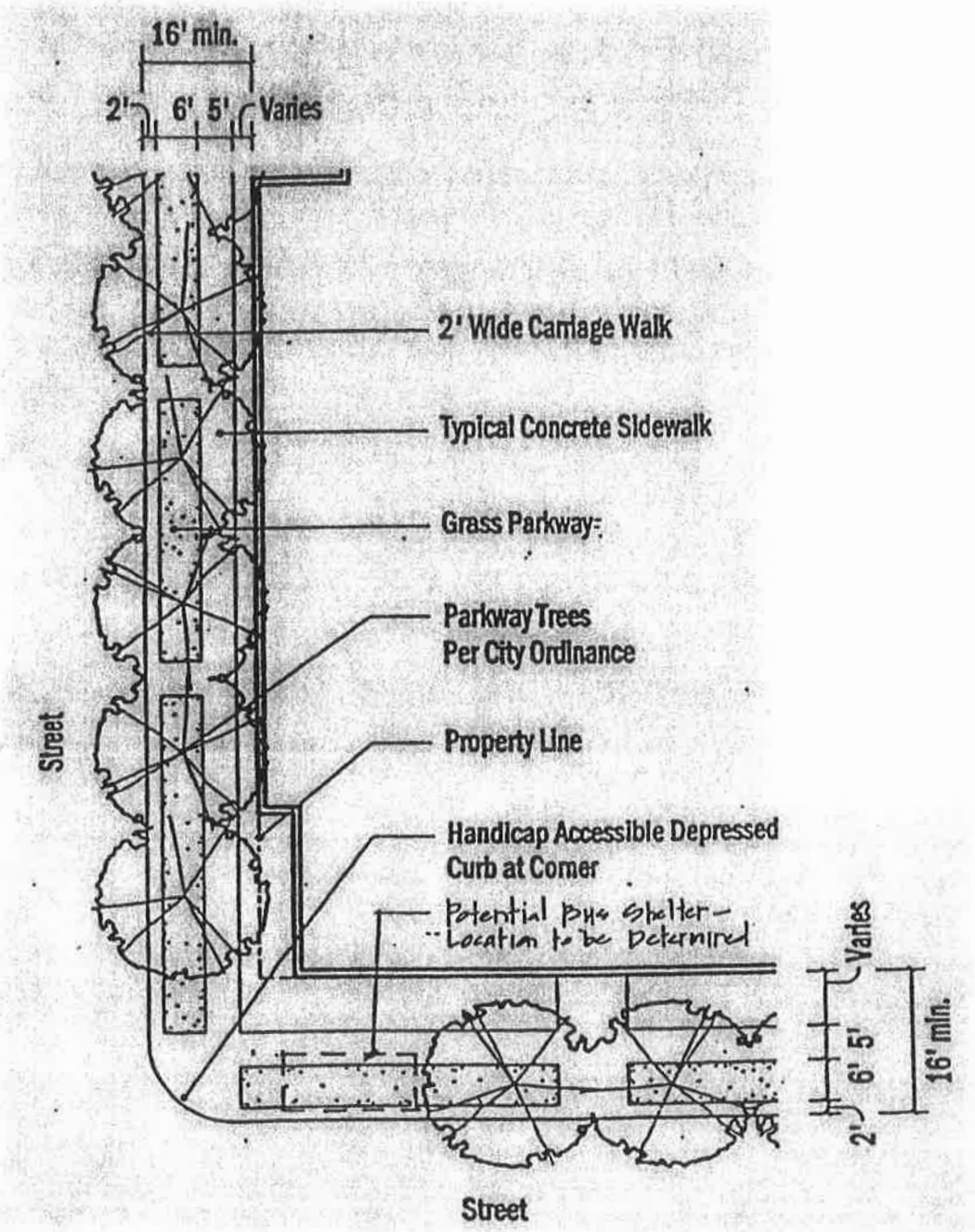
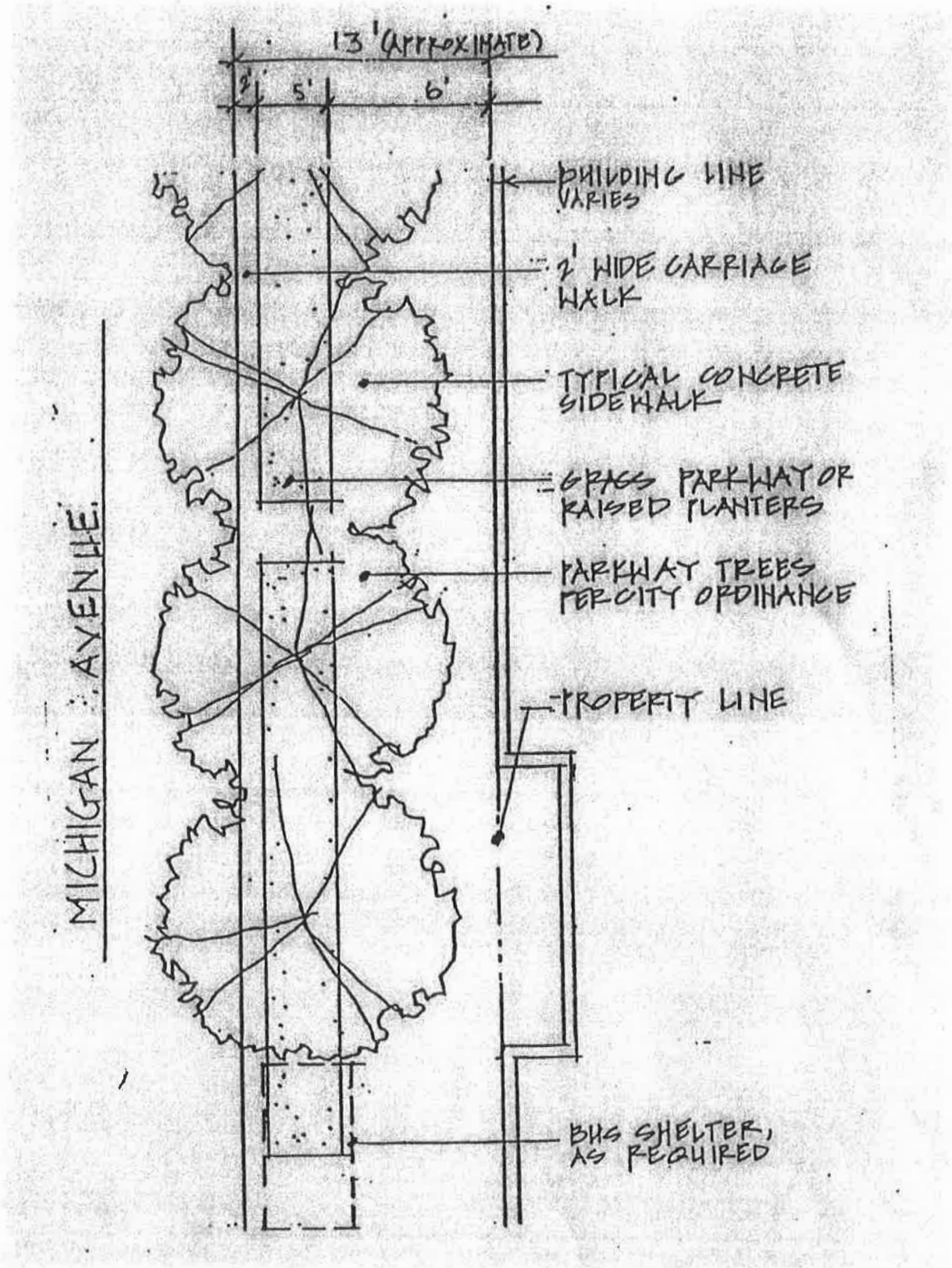
CENTRAL STATION
CHICAGO

Exhibit 10b
Streetscape Improvement Plan
Indiana Avenue

August 18, 2005



PAPPAGEORGE / HAYMES Ltd. ARCHITECTS 814 N. FRANKIN SUITE 400 CHICAGO. ILLINOIS 60610 312 337 3344 FAX 337 8009	CENTRAL STATION CHICAGO	Exhibit 10c Streetscape Improvement Plan Typical Street	August 18, 2005



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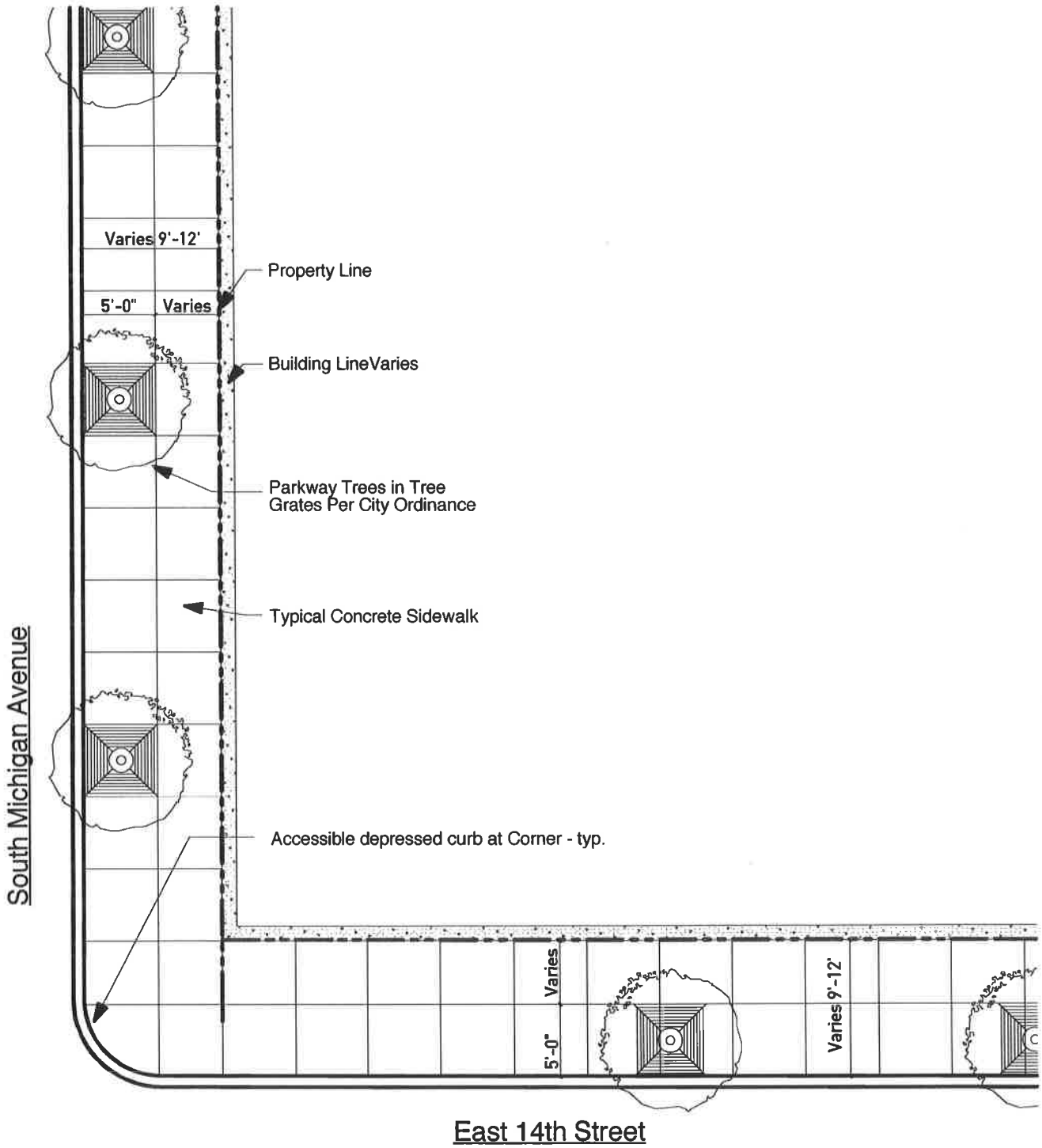
CHICAGO ILLINOIS 60610
312 337 3344 FAX 337 8009

CENTRAL STATION
CHICAGO

Exhibit 10d
Streetscape Improvement Plan
Michigan Avenue

August 18, 2005



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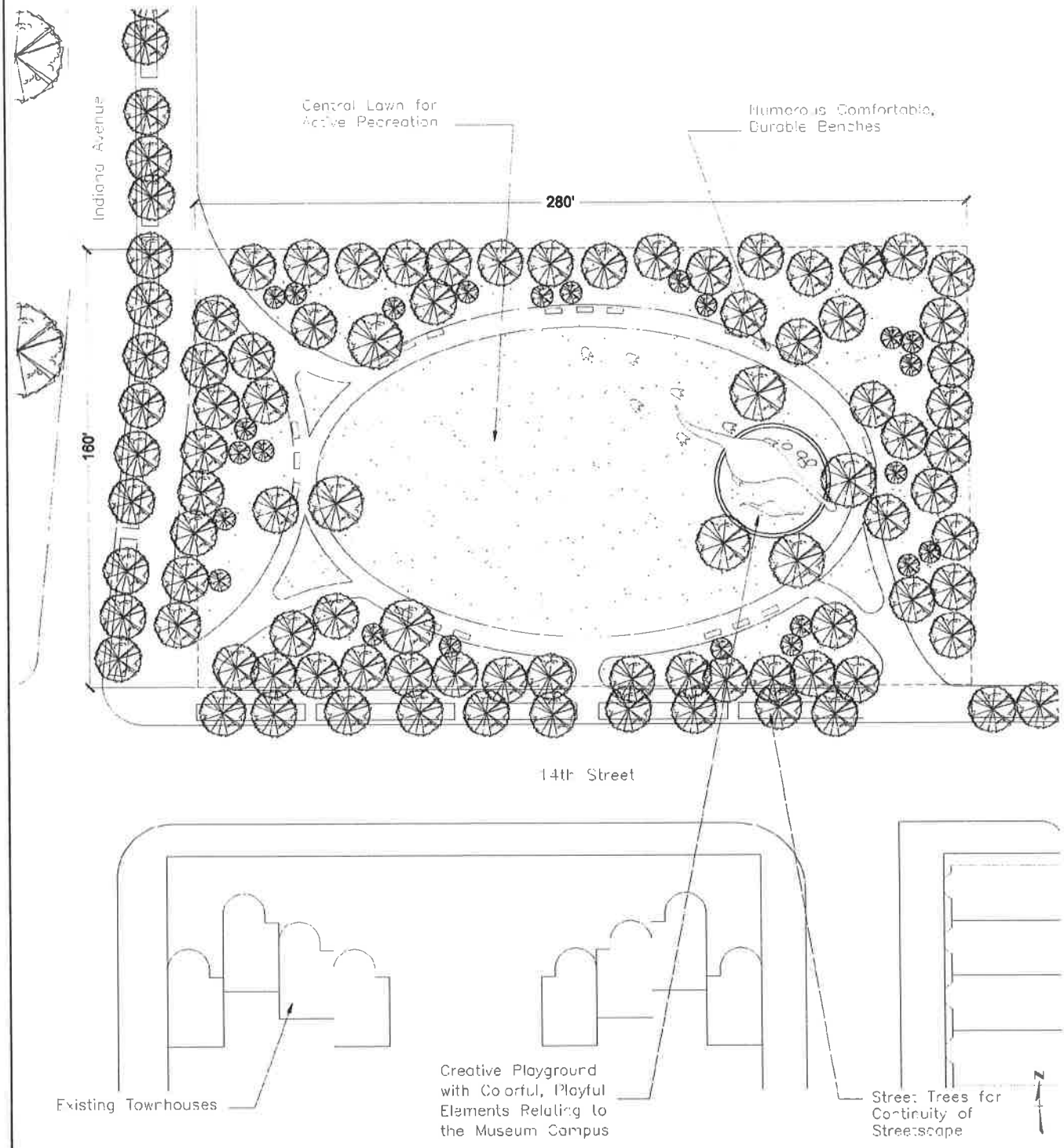
CENTRAL STATION
CHICAGO

Exhibit 10e
Streetscape Improvement Plan
Michigan Avenue

August 18, 2005



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CENTRAL STATION
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Exhibit 11
Daniel Webster Park Improvement
Concept Plan

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August 18, 2005

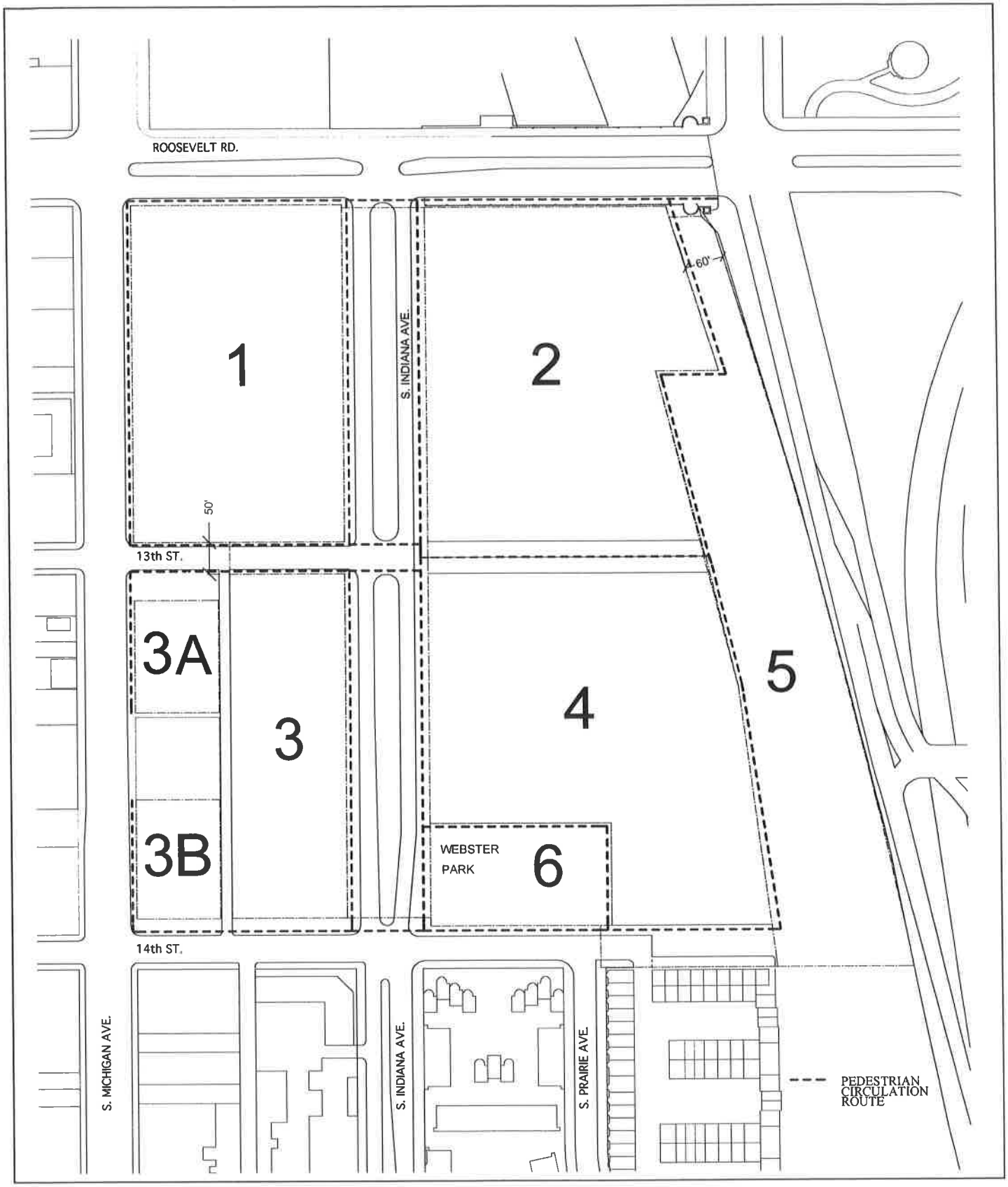

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Exhibit 12
Pedestrian Circulation Map

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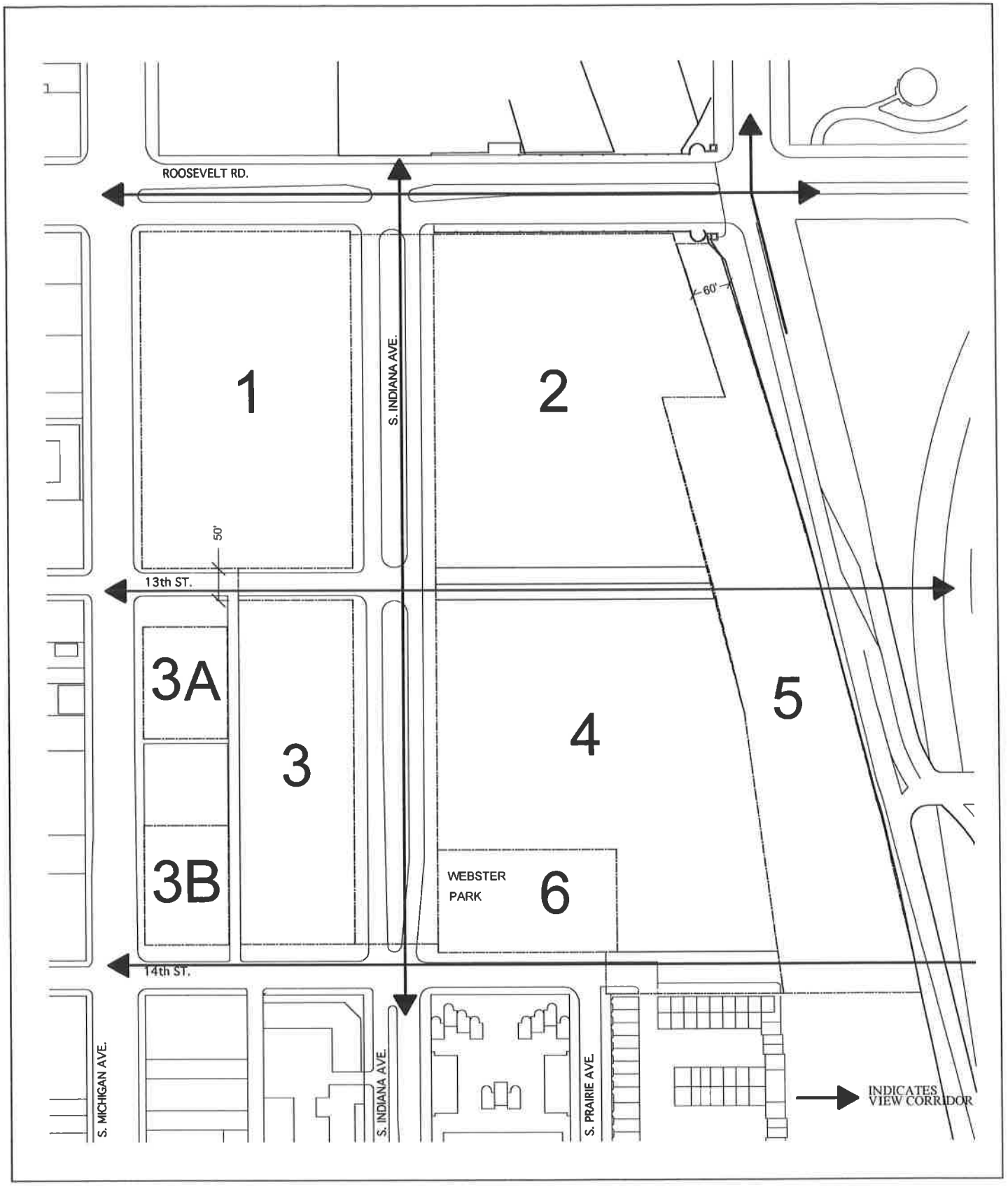
August 18, 2005



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CHICAGO

Exhibit 13
View Corridors Map

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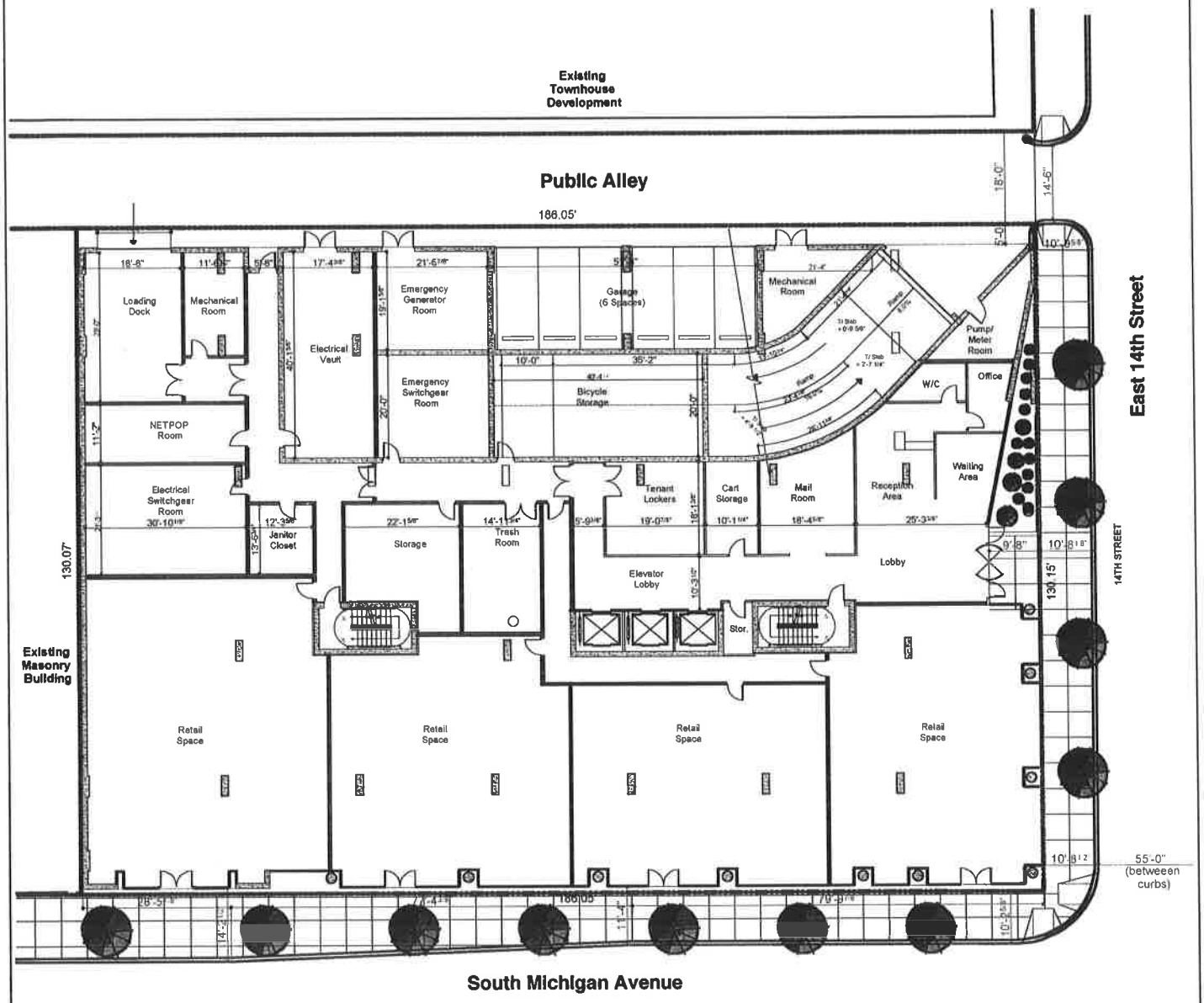
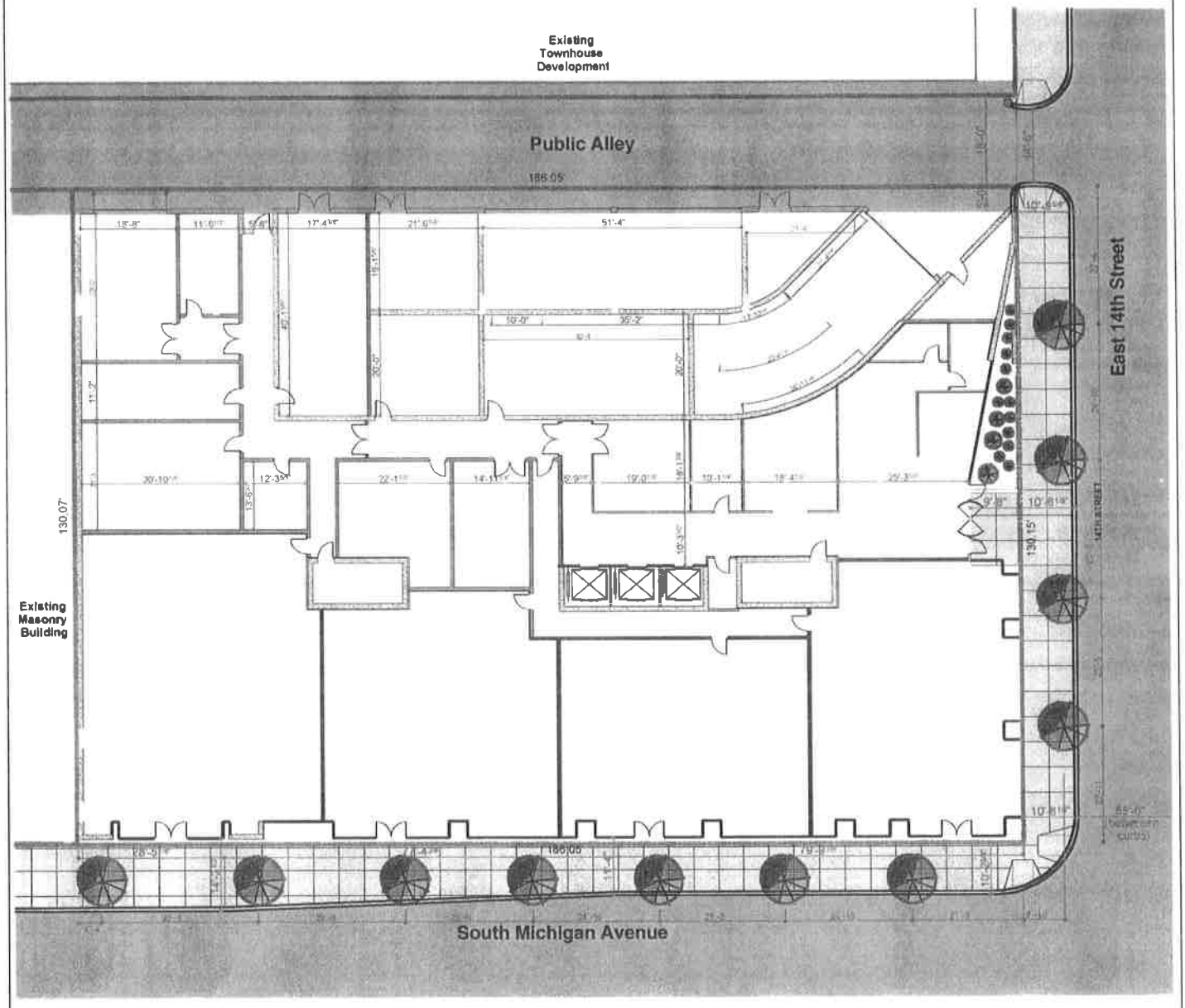
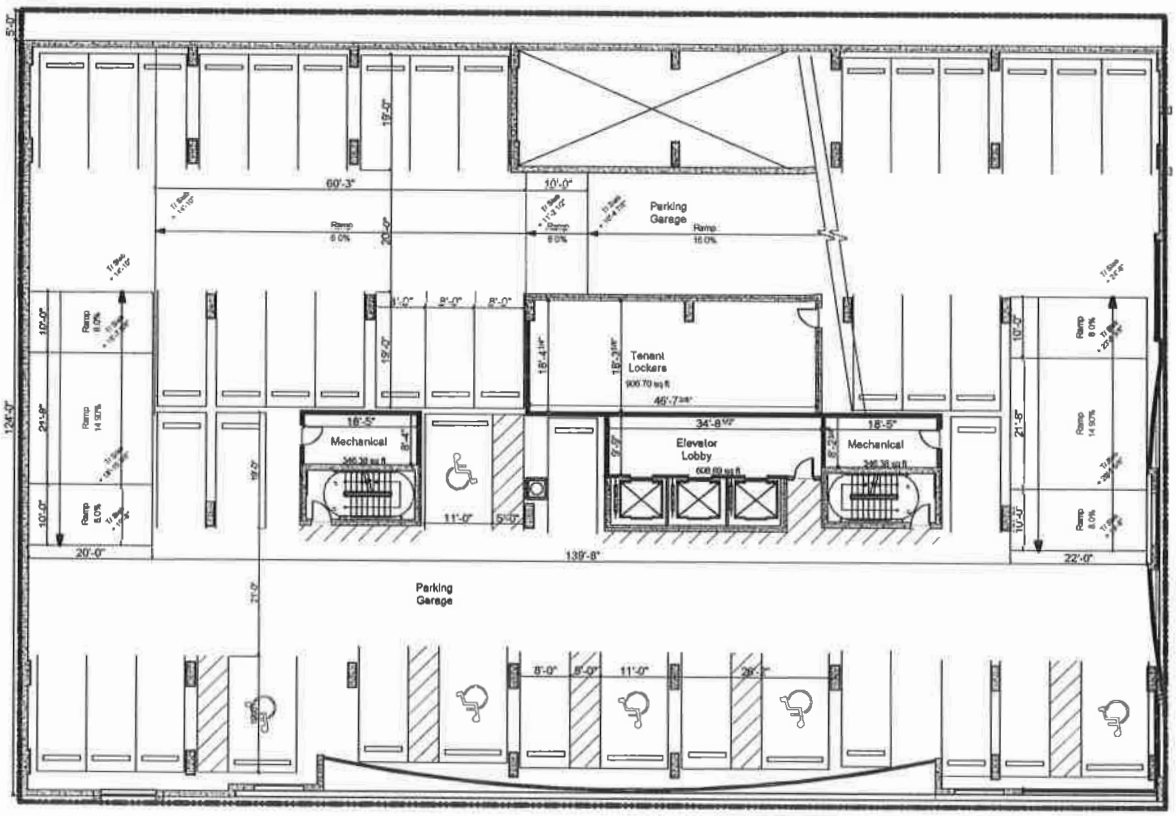
August 18, 2005



PAPPAGEORGE / HAYMES Ltd. ARCHITECTS 814 N. FRANKIN SUITE 400 CHICAGO, ILLINOIS 60610 312 337 3344 FAX 337 8009	CENTRAL STATION CHICAGO	Site Plan / First Floor Plan Parcel 3B	N August 18, 2005



PAPPAGEORGE / HAYMES Ltd. ARCHITECTS 814 N. FRANKLIN SUITE 400 CHICAGO, ILLINOIS 60610 312 337 3344 FAX 337 8009	CENTRAL STATION CHICAGO	Landscape plan Parcel 3B	N August 18, 2005



PAPPAGEORGE / HAYMES Ltd. ARCHITECTS 814 N. FRANKIN SUITE 400 CHICAGO, ILLINOIS 60610 312 337 3344 FAX 337 8009	CENTRAL STATION CHICAGO	Second Floor Plan Parcel 3B	N June 3, 2005

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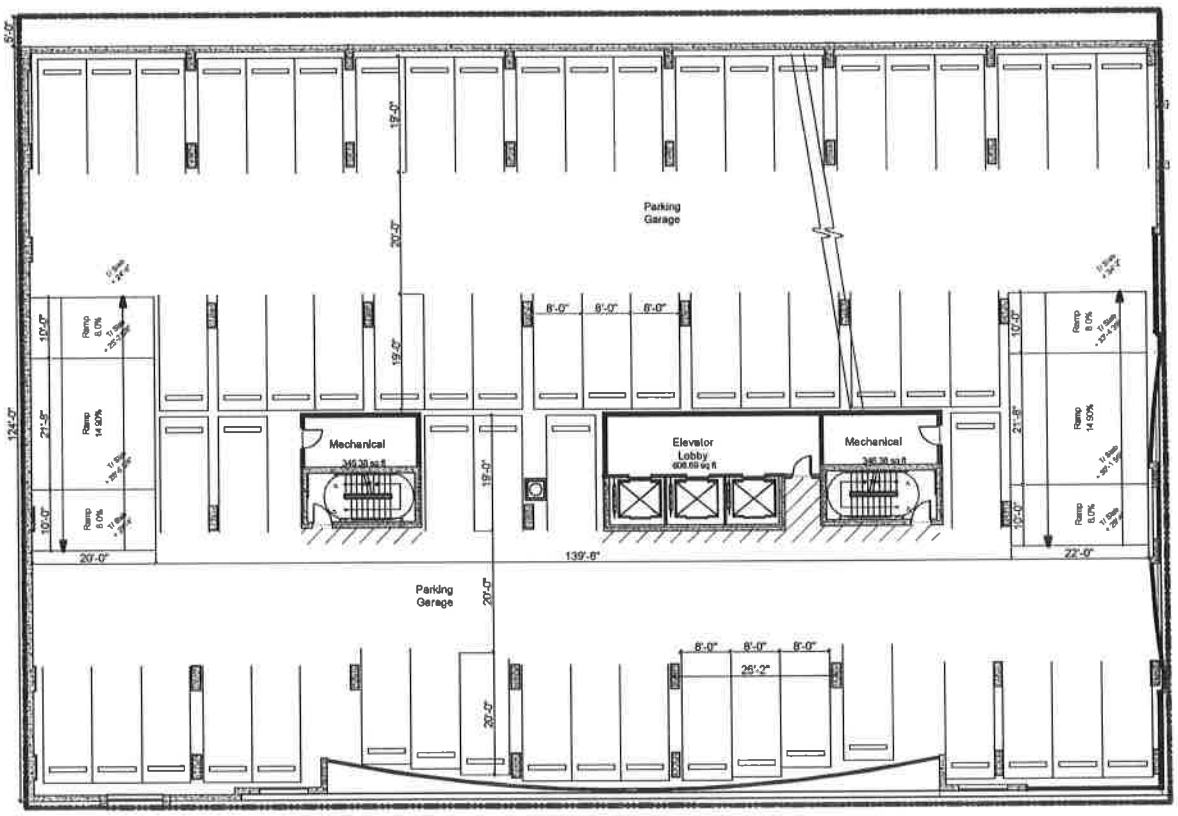

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CENTRAL STATION
CHICAGO

Typical Parking Garage Plan
Parcel 3B

N

June 3, 2005

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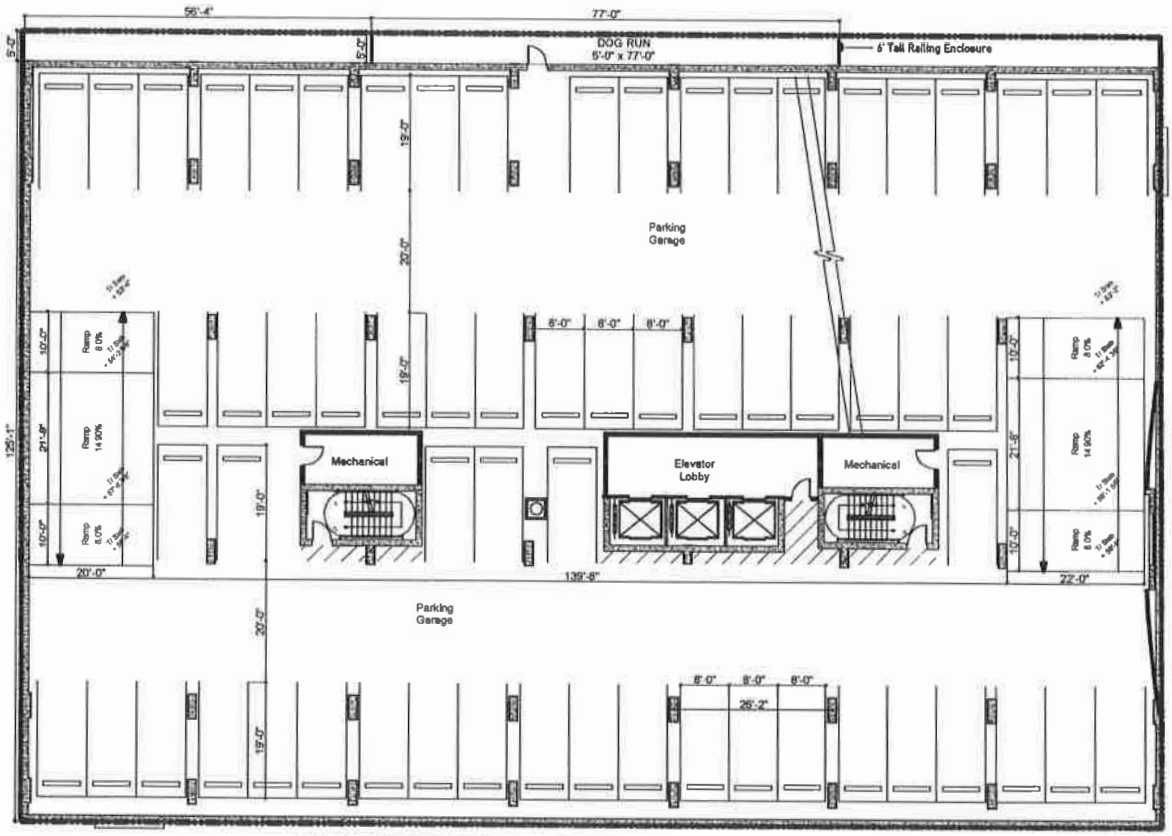
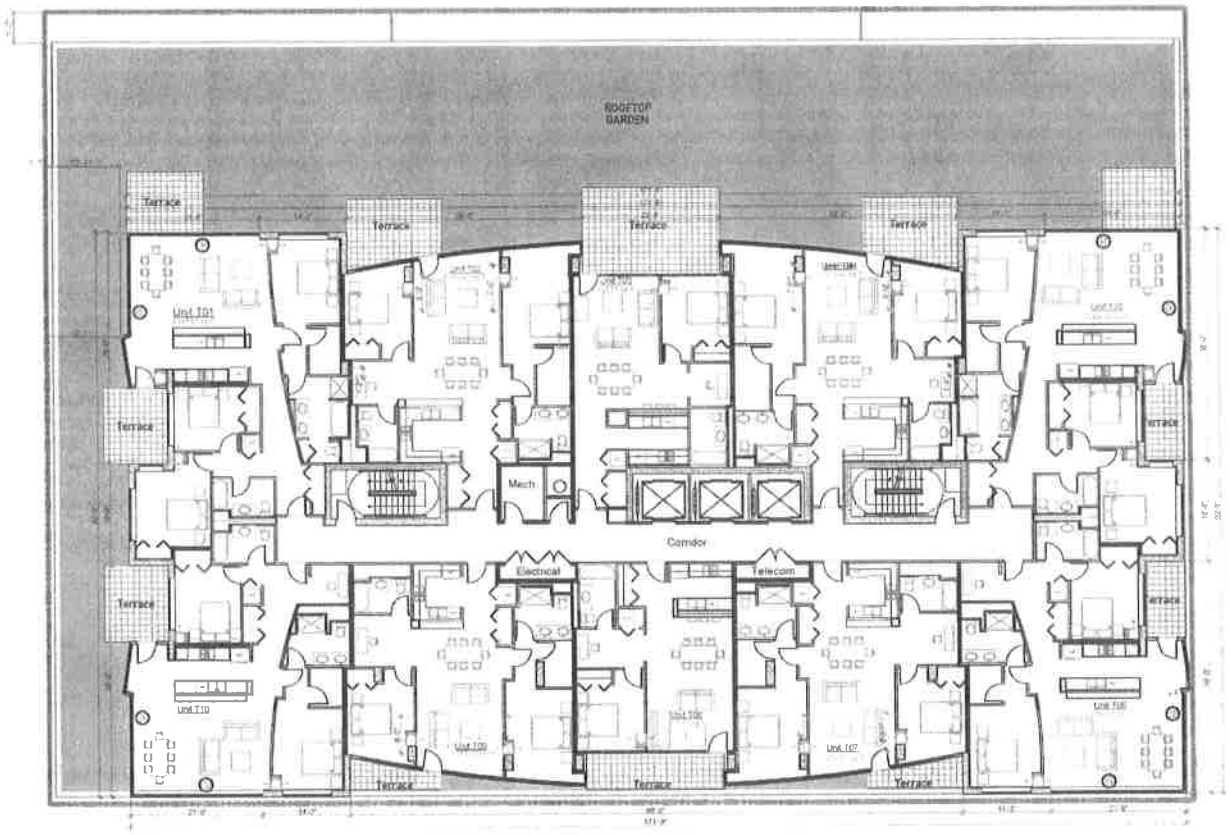
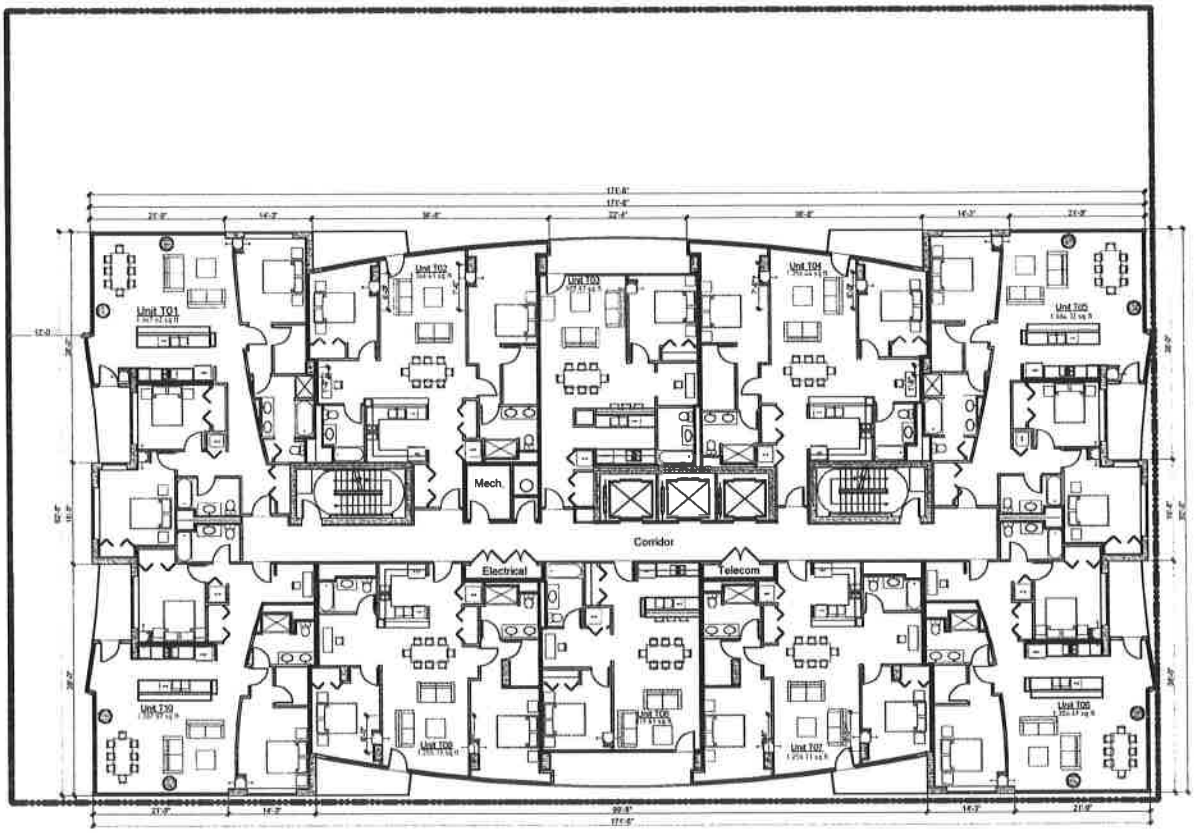


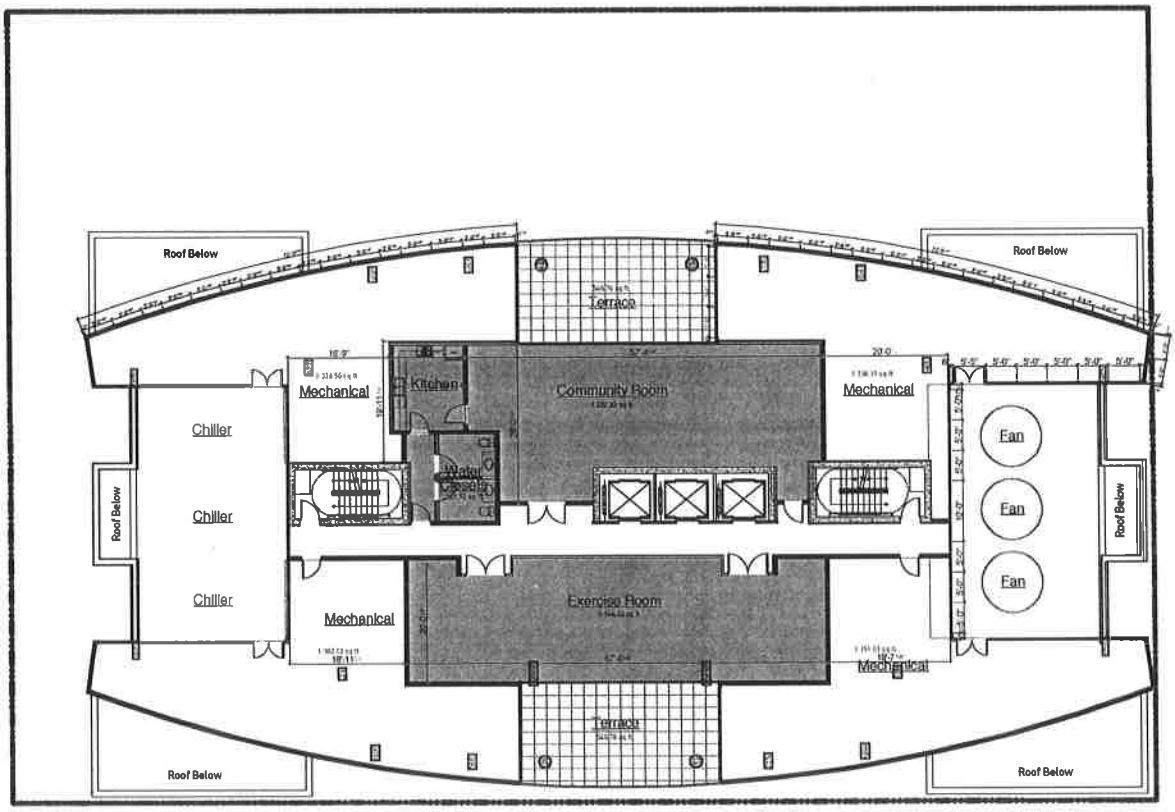
PAPPAGEORGE / HAYMES Ltd. ARCHITECTS 314 N. FRANKIN SUITE 400 CHICAGO, ILLINOIS 60610 312 337 3344 FAX 337 8009	CENTRAL STATION CHICAGO	6th Floor Parking Garage Plan with Dog Run Parcel 3B	N August 18, 2005



PAPPAGEORGE / HAYMES Ltd. ARCHITECTS 814 N. FRANKLIN SUITE 400 CHICAGO ILLINOIS 60610 312 337 3344 FAX 337 9009	CENTRAL STATION CHICAGO	7th Floor Garden Roof Plan / Residential Floor Plan Parcel 3B	N August 18, 2005



PAPPAGEORGE / HAYMES Ltd. ARCHITECTS 814 N. FRANKLIN SUITE 400 CHICAGO, ILLINOIS 60610 312 337 3344 FAX 337 8009	CENTRAL STATION CHICAGO	Typical Residential Floor Plan Parcel 3B	N August 18, 2005



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814 N. FRANKLIN SUITE 400
CHICAGO, ILLINOIS 60610
312 337 3344 FAX 337 8009

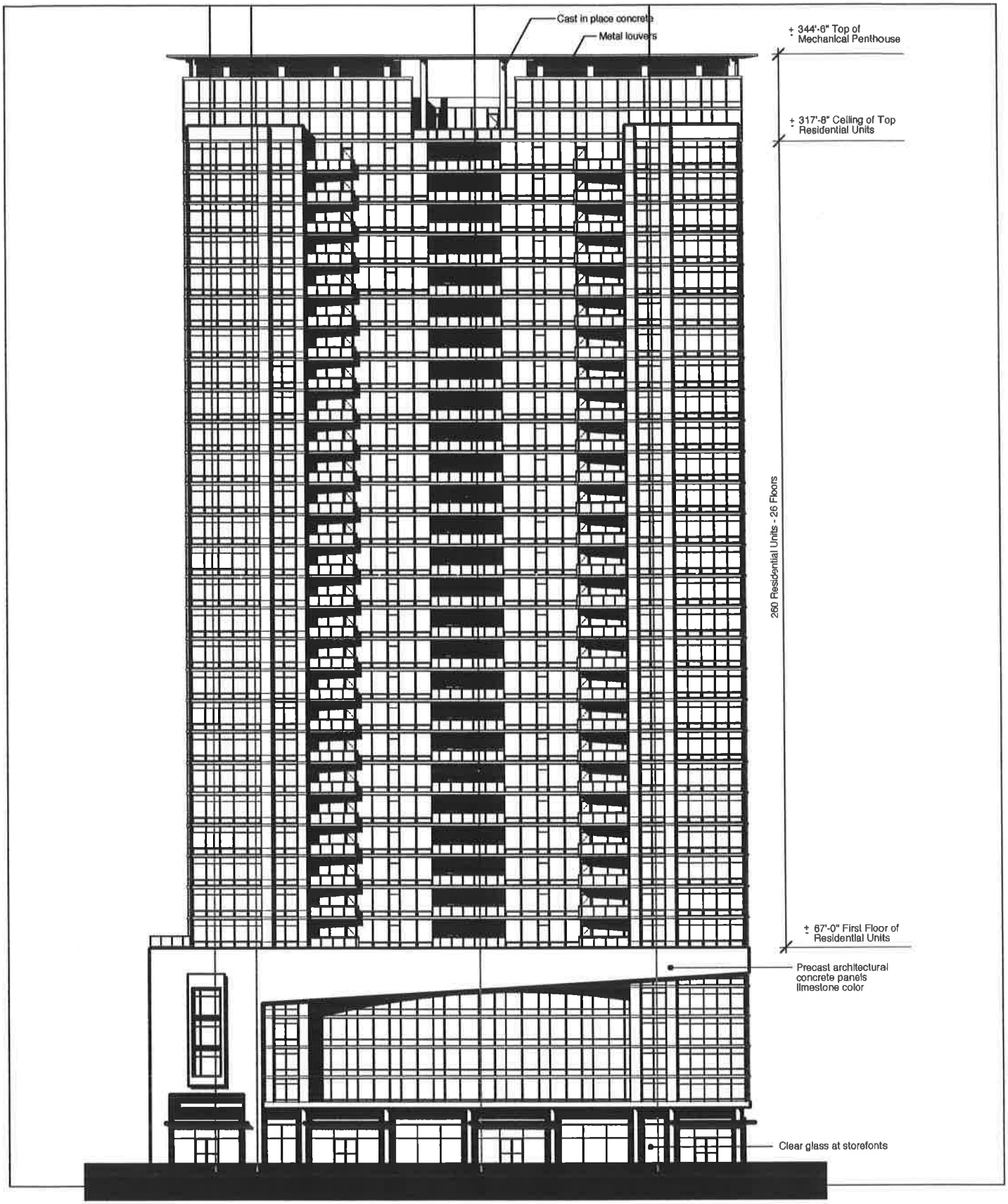
CENTRAL STATION
CHICAGO

Penthouse Floor Plan Parcel 3B

N

0 15 M

August 18, 2005



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814 N. FRANKIN SUITE 400
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CENTRAL STATION
CHICAGO

West Elevation
Parcel 3B

0 10 20 40

August 18, 2005

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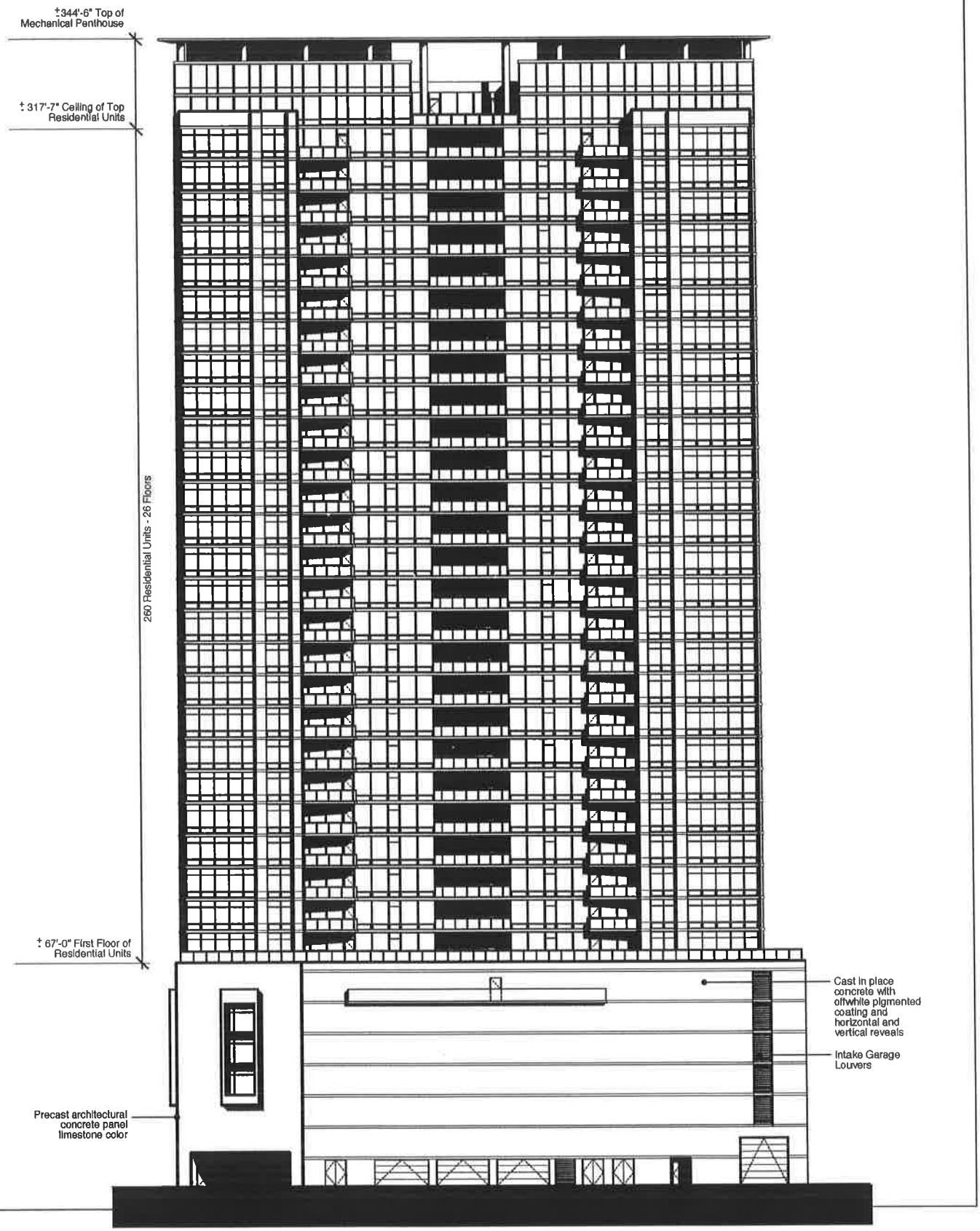

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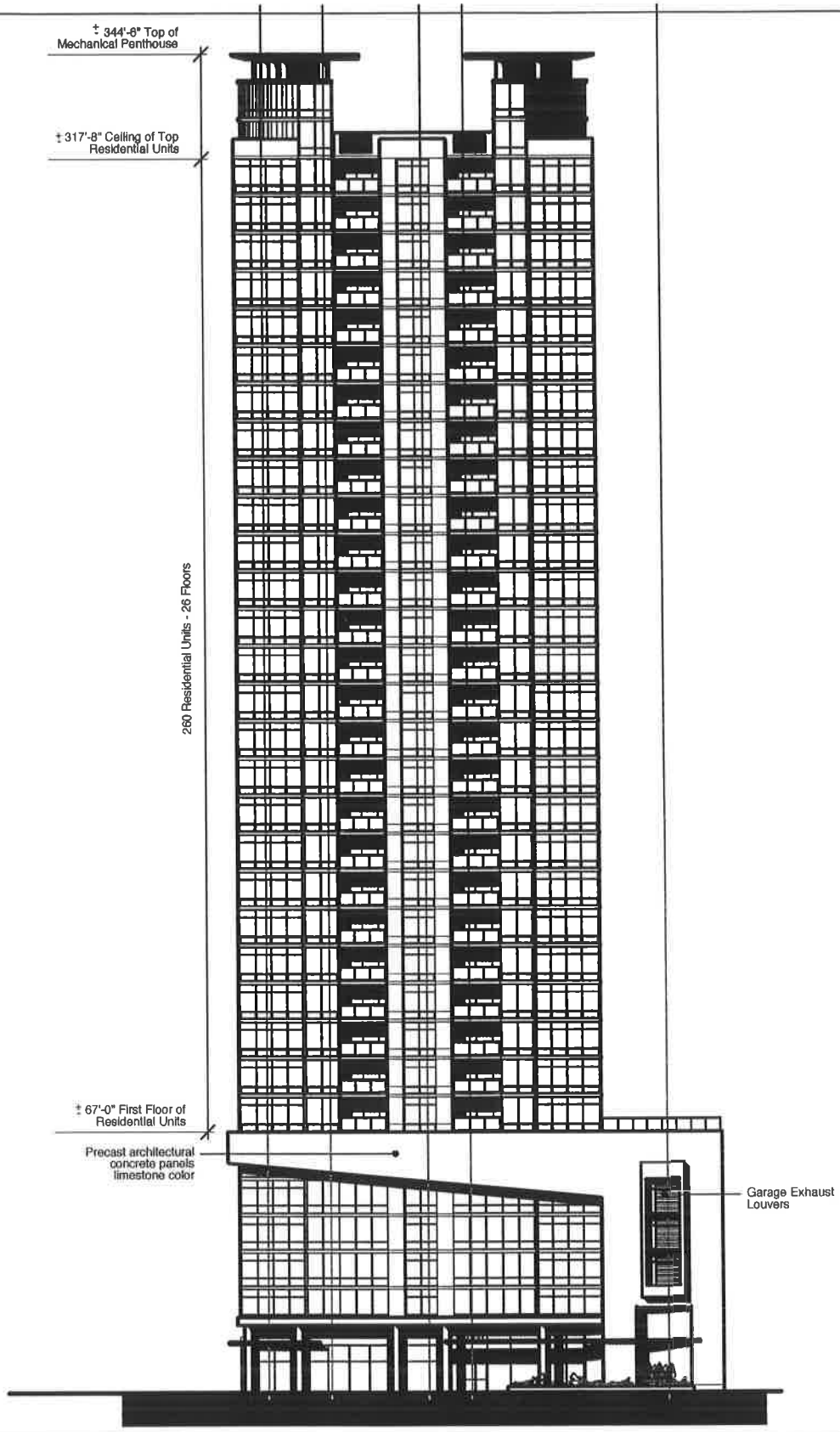
ARCHITECTS
814 N. FRANKLIN SUITE 400
CHICAGO, ILLINOIS 60610
312 337 3344 FAX 337 8009

CENTRAL STATION
CHICAGO

East Elevation
Parcel 3B

August 18, 2005



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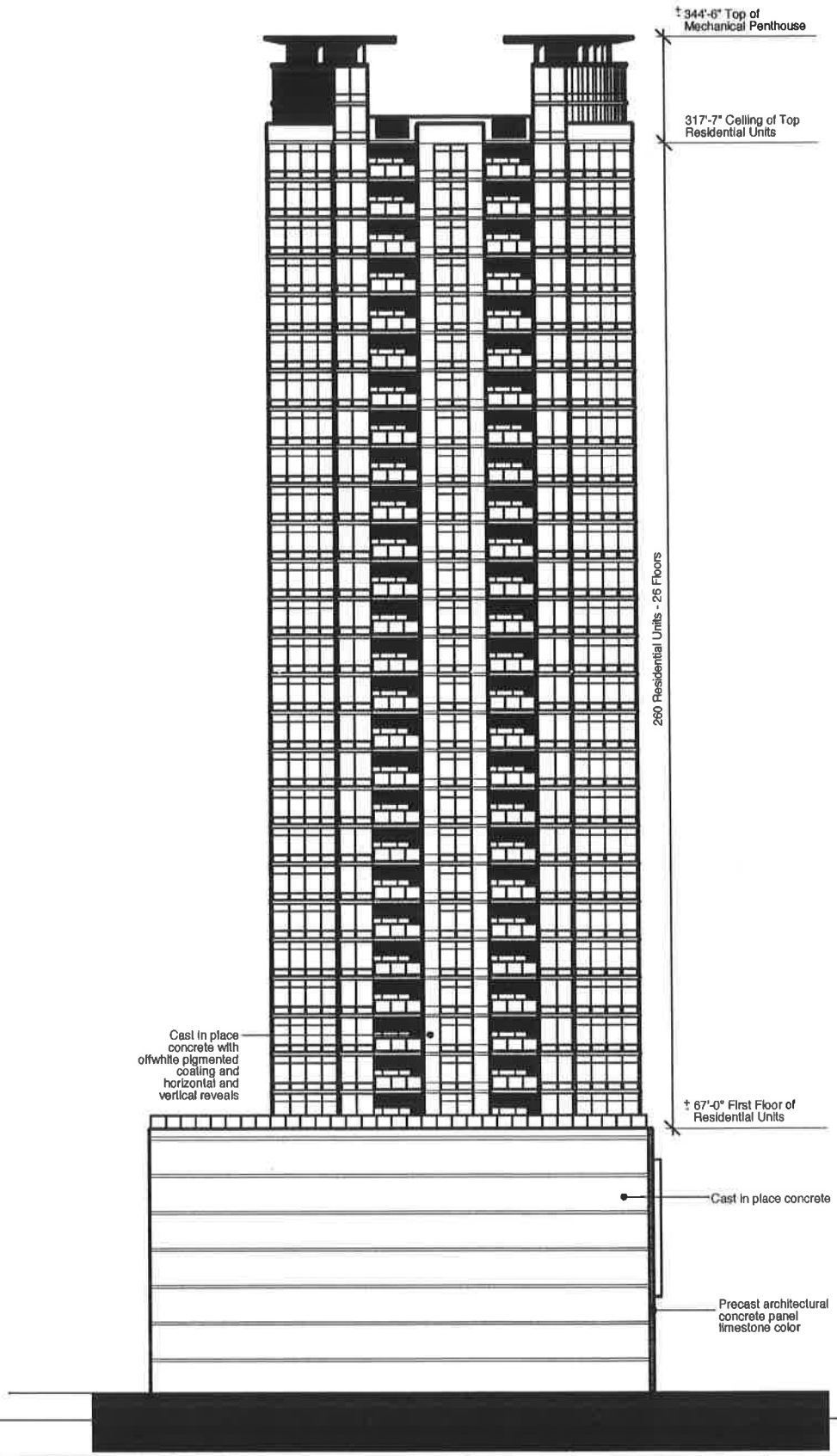
CENTRAL STATION
CHICAGO

South Elevation
Parcel 3B

August 18, 2005



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CHICAGO, ILLINOIS 60610
312 337 3344 FAX 337 8009

CENTRAL STATION
CHICAGO

North Elevation
Parcel 3B

0 10 20 40

August 18, 2005

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GREMLEY & BIEDERMANN

PROFESSIONAL LAND SURVEYORS

4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630

TELEPHONE: (773) 685-5102 FAX: (773) 286-4184 EMAIL: INFO@PLCS-SURVEY.COM

ALTA / ACSM Land Title Survey

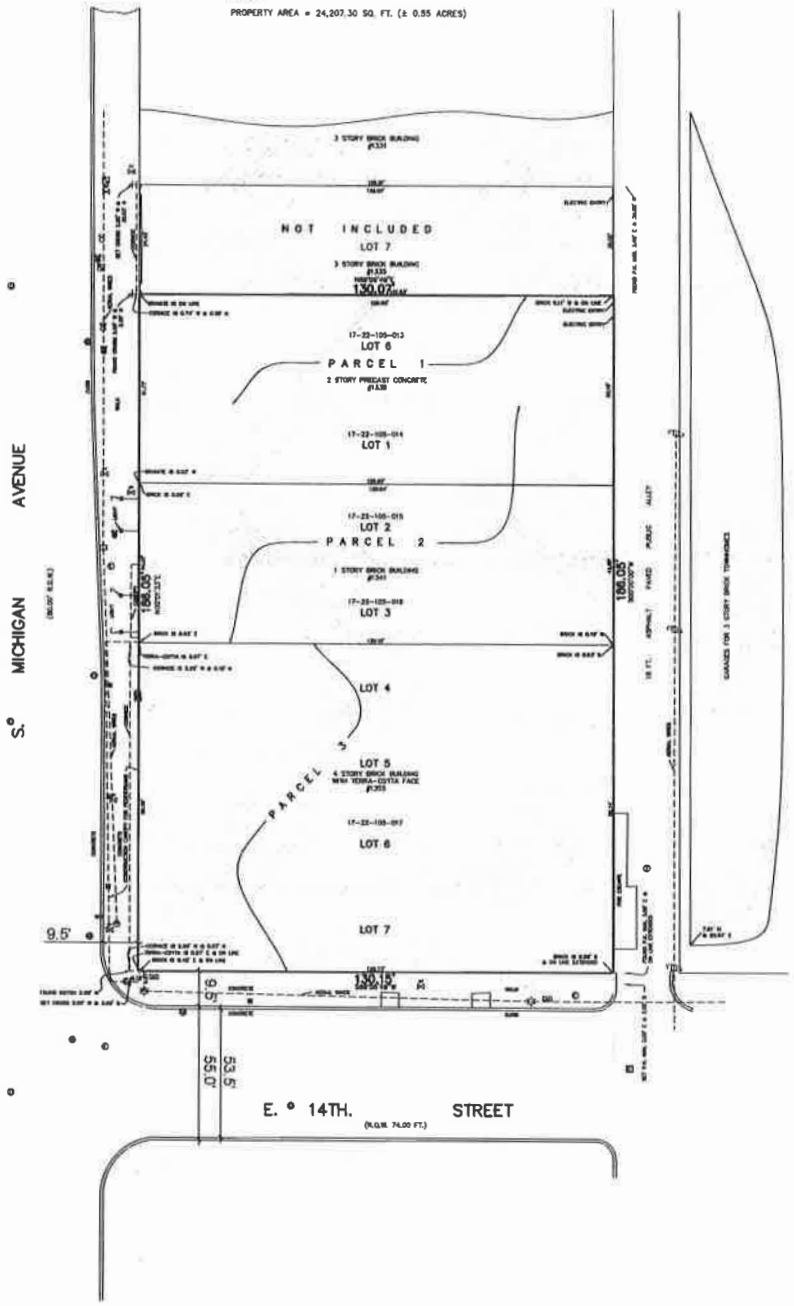
VICINITY MAP (NOT TO SCALE)

PARCEL 1:
Lot 6 in Sherman's Subdivision of Block 12 in the Assessor's Division of part of the Northwest Fractional Quarter of Section 22, Township 39 North, Range 14, and Lots 1 and 2 in Blocks 15 in Herrington's Addition to Chicago in Section 22, Township 39 North, Range 14, East of the Third Principal Meridian, in Cook County, Illinois.

PARCEL 2
Lots 1, 2 and 3 in Charles Busby's Subdivision of Lots 1 to 5 of Sherman's Subdivision of Block 12 in the Assessor's Division of the Northwest Fractional Quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian with Lots 1 and 2 in Blocks 15 in Herrington's Addition to Chicago, in Cook County, Illinois.

PARCEL 3:
Lots 4, 5, 6 and 7 in Charles Busby's Subdivision of Lots 1 to 5 of Sherman's Subdivision of Block 12 in the Assessor's Division of the Northwest Fractional Quarter of Section 22, Township 39 North, Range 14, East of the Third Principal Meridian with Lots 1 and 2 in Blocks 15 in Herrington's Addition to Chicago, in Cook County, Illinois.

PROPERTY AREA = 24,207.30 SQ. FT. (± 0.55 ACRES)



Legend:

- Storm MH
- Storm CB
- Storm Inlet
- Storm Inlet
- San MH
- San Clean Out
- Water Valve Vault
- Water MH
- Water Buffalo Box
- Water Hand Hole
- Water Meter
- Water Fire Hydrant
- Telephone MH
- Telephone Vault
- Telephone Pedestal
- Public Telephone
- Combination Pedestal
- Utility Pole
- Electric Manhole
- Electric MH
- Electric Vault
- Electric Meter
- Electric Pad
- Electric Pedestal
- Electric Light Pole
- Electric Traffic Signal
- Electric Light Pole with Traffic Signal
- Electric Traffic Control Box
- Electric Traffic Vault
- Electric Ground Light
- Gas Buffalo Box
- Gas Hand Hole
- Gas Meter
- Gas Valve
- Gas MH
- Gas Vault
- Gas Buffalo Box
- Cable TV Pedestal
- Tree – Deciduous
- Tree – Evergreen
- Parking Meter
- Sign Post
- Mail Box
- Bumper Post
- Guy Anchor
- Soil Boring
- Unclassified Manhole
- Auto Sprinkler
- Hose Connection
- Fire Alarm
- Flag Pole

REVISED: 12-23-04 REVIEWED W/TITLE (JBH)

GREMLEY & BIEDERMANN

2004-02419-001

1 OF 1

Distances are marked in feet and decimal parts thereof. Compare all points BEFORE building by same and at once report any differences BEFORE damage is done.

For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.

NO dimensions shall be assumed by scale measurement upon this plat.

Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED.

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GRAPHIC SCALE

(IN FEET)
1 inch = 15 ft.

PROPERTY IS WITHIN ZONE X, AREAS DETERMINED TO BE OUTSIDE 500 YEAR FLOODPLAIN, AS PER INSURANCE RATE MAP COOK COUNTY, ILLINOIS, COMMUNITY PANEL NO. 17031C 0526 F EFFECTIVE DATE NOVEMBER 08, 2000.

NOTE: IN REGARDS TO ADJOINING PROPERTY OWNERS, NAMES WERE NOT SHOWN AS THEY WERE NOT FURNISHED AS SPECIFIED IN ALTA/ACSM REQUIREMENTS OF 1999.

REGARDING MATTERS OF PUBLIC RECORD WE HAVE RELIED UPON CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NO. 1401 SA5552030 F1, EFFECTIVE DATE NOVEMBER 9, 2004.

State of Illinois)
County of Cook)ss

This is to certify that this map or plat and the survey on which it is based were made in accordance with "Minimum Standard Detail Requirements and Classifications for ALTA/ACSM Land Title Surveys," jointly established and adopted by ALTA, ACSM and NSPS in 1999, and includes items 1, 2, 3, 4, 7A, 8, 9, 10 and 11A of Table A thereof. Pursuant to the Accuracy Standards as adopted by ALTA and ACSM and in effect on the date of this certification, undersigned further certifies that the Positional Uncertainties resulting from the survey measurements made on the survey do not exceed the allowable Positional Tolerance.

Field measurements completed on December 14, 2004.

Signed on _____

By: _____

Professional Illinois Land Surveyor No. _____
My License Expires November 30, 2006
This professional service conforms to the current Illinois minimum standards for an ALTA survey.

FINAL

CENTRAL STATION

Amendment No. 1
To
Master Plan II
Subarea A
June 5, 2001

Applicant: Central Station Limited Partnership
Date Revised: October 11, 2001

CENTRAL STATION MASTER PLAN II- AMENDMENT NO. 1

1. The area delineated herein as Amendment No. 1 to Master Plan II (hereinafter "Master Plan II") consists of approximately 1,227,440 gross square feet (28.18 acres). The Net Site area (Master Plan II area less area devoted to public roadways and public parks) is 921,772 square feet (21.16 acres).

The private areas within this Master Plan are divided into seven (7) parcels as depicted on Exhibit 4: Parcel 1, Parcel 2, Parcel 3, Parcel 3A, Parcel 4 Parcel 5 and Parcel 6. Areas referred to herein as the "Restricted Development Zones" are located as depicted in Exhibit 4. Any reference herein to "Parcel" or "development parcel" shall mean the aforesaid Parcels 1, 2, 3, 3A, 4, 5 and 6. The public park areas within this Master Plan are depicted on Exhibit 5.

2. The boundaries of this Master Plan II are generally as follows: East Roosevelt Road, South Lake Shore Drive, East 14th Street extended east; South Indiana Avenue; East 13th Street; the properties commonly known as 1305-1321 South Michigan Avenue; and South Michigan Avenue from East 13th Street to Roosevelt Road.

3. This Master Plan consists of these eight (8) statements and the following attached Exhibits:

Exhibit Number	Exhibit Title
1.	Location Map
2.	Existing Street Map
3.	Rights-of Way Adjustment Map
4.	Master Plan Boundary and Development Parcel Map, Curb Cut and Loading Zones
5.	Land Use Controls Map
6.	Height-Allowance Map
7.	Table of Permitted Uses
8.	Table of Bulk Regulations
9.	Property Survey

10. a, b, c & d	Streetscape Improvement Plans
11.	Daniel Webster Park Improvement Concept Plan
12.	Pedestrian Circulation Map
13.	View Corridors Map

Full size sets of these exhibits are on file with the Department of Planning.

4. This Master Plan conforms to the requirements of Planned Development No. 499 as amended and the Central Station Development Guidelines for Master Plan approval.

5. Public Rights-of-Way as depicted on Exhibit 3 shall be retained, dedicated and/or vacated in accordance with the provisions of this Master Plan II as necessary to accommodate the private development and public improvements contemplated by this Master Plan II. In the event of any inconsistency between the requirements to dedicate, vacate or retain right-of-way and any other agreement (including any redevelopment agreement), between the City and the property owners or any ordinance adopted by the City Council, the terms of said ordinance or said agreement shall govern.

6. This Master Plan II implements the provisions of Statement No. 11 of Planned Development No. 499 as amended for that portion of the Planned Development property located within the Master Plan II area. All improvements upon and use of the Property shall be designed and constructed in conformance with the provisions of this Master Plan II and Planned Development No. 499 as amended; provided however, that the terms and provisions of this Master Plan II contain regulations, among other things, upon the uses and bulk permitted by Planned Development No. 499 as amended which provisions shall govern and, the provisions of this Master Plan II carry out, among other things, the requirements of Statements No. 9 and 10 of Planned Development No. 499 as amended, which provisions shall govern.

7. Development Regulations

A. Permitted Uses. Permitted uses within the area of Master Plan II are those described and contained on the Table of Permitted Uses (Exhibit 7).

B. Bulk Regulations. The bulk regulations for the Master Plan II area are contained on the Table of Bulk Regulations (Exhibit 8). For the purposes of Floor Area Ratio ("FAR") calculations, Grade Level and Plaza Level shall be established at the time of Site Plan review. Floor area below the Plaza Level (or "Curb Level") shall not be included in calculating the total number of square feet permitted under this Master Plan.

C. Parking and Loading.

(i) Off-Street Parking.

Off-street parking spaces shall be provided at a minimum for each use developed in the Master Plan area as follows: single-family/single-family attached housing/townhouse/walk-up non-elevator – 1.00 space/DU; all other multi-family residential uses - 0.55 spaces/DU; senior residential uses – 0.3 spaces/DU; retail\commercial uses - 0.4 /1000 sq. ft. spaces if retail uses are less than 5% of total developed floor area and 2.9 spaces/1000 sq. ft. if retail uses exceed 5% of total developed floor area; office uses -0.7 spaces/1000 sq. ft.; hotel uses-0.25 spaces/guest room. Off-street parking must be carefully located and designed to be functional, compatible with immediately surrounding uses, and architecturally compatible with the surrounding neighborhood. The following are additional restrictions on off-street parking:

a. Permanent parking must be located in garages or other enclosed structures or below-grade.

b. Any portion of an outdoor, at-grade off-street temporary parking area visible from a public right-of-way must be located and landscaped in a manner consistent with the vehicular use area landscaping and screening provisions of the Chicago Zoning Ordinance.

c. All required off-street parking spaces serving uses within the Master Plan area shall be located within the same Parcel as the use served.

d. Direct access from a public street to offstreet parking areas and garages is permitted through permitted curb cuts.

e. All above-grade parking garages shall have active uses (e.g. retail, restaurants, lobbies, community rooms, dwelling units, day care center, etc.) at ground level and at upper levels in appropriate locations in accordance with the "streetwall" criteria established in Section E.(iv).

(ii) Off-Street Loading.

Loading docks and related facilities shall be provided in accordance with the C3-5 requirements of the Chicago Zoning Ordinance. All loading docks shall be off-street, and all loading docks shall be located within a structure or building which shall be enclosed and provided with a door.

The Applicant shall use its best efforts to accomplish off-street loading in the following preferred manner:

Parcel 1: from 13th Street;

Parcel 2: from 13th Street and the Restricted Development Zone;

Parcel 3: from 13th Street and 14th Street;

Parcel 3A: from 13th Street and 14th Street;

Parcel 4: from 13th Street, the Restricted Development Zones, or 14th Street.

In addition, at the time of Site Plan approval, a limited number of curb cuts for loading dock access may be approved along Indiana Avenue and Michigan Avenue within the curb cut zones as indicated in Exhibit 4. No loading docks or loading dock facilities will be permitted along Roosevelt Road.

D. Vehicular Circulation.

(i) Curb Cuts.

Driveways, entrances to off-street parking and to loading docks, and all other facilities requiring curb cuts shall be located and sized to minimize conflicts with on-street traffic and with pedestrian circulation. Access from interior roads or alleys is strongly preferred. All curb cuts shall, singly or in combination, provide for ingress and egress and shall be constructed in accordance with the standards of the City of Chicago and included in an approved Site Plan.
There shall be no curb cuts in the following locations:

a. At the perimeter of Daniel Webster Park;

b. Along Roosevelt Road;

c. Along Indiana Avenue and Michigan Avenue except as allowed at the time of Site Plan approval in the curb cut zones as depicted in Exhibit 4 .

(ii) Private Roadways.

a. A private roadway shall mean any drive or way designed and intended for use as vehicular access to or within any Development Parcel.

b. Private roadways may be constructed in any of the Parcels for the purpose of providing ingress and egress, including service access.

c. Private roadways may provide all of the vehicular access to structures located in Parcels 1, 2, 3, 3A and 4.

d. Each private roadway must be included in an approved Site Plan, and each segment of private roadway shall be adequately designed and paved in compliance with the Municipal Code of Chicago, all to provide ingress and egress for motor vehicles, including emergency vehicles; there shall be no parking within such paved areas.

e. Fire lanes, if required, shall be adequately designed and paved in compliance with the Municipal code of Chicago to provide access and egress for emergency vehicles; there shall be no parking within such fire lanes.

f. All private roadways shall be designed to appropriately accommodate pedestrian use. Sidewalks (on at least one side of the roadway), lighting and landscaping shall be provided along the roadway.

g. All private roadways shall be reasonably accessible to public pedestrian use and shall not preclude such use through security fences, gates, walls or other obstructions.

h. All private roadways shall be designed and configured to provide direct and coherent pathways to public streets.

Strong preference shall be given to a system of private (or dedicated public) roadways that extends the existing street grid into the development parcels and that provides a continuous vehicular path of travel with no dead ends or cul-de-sacs.

(iii) Access and Layout.

Every building or use within a development parcel shall be provided with adequate and appropriate vehicular and pedestrian access to a public roadway. Parking space layout, private roadway vehicular circulation, private pedestrian circulation routes, location and design of curb cuts at public streets shall be designed and constructed in accord with the applicable provisions of this Master Plan II and shall promote a safe, efficient, appropriate and beneficial design. Such considerations shall be subject to the review and approval of the Department of Planning.

E. Urban Design

(i) Private Open Space.

In addition to the Restricted Development Zone, other open space will be provided within the residential development parcels of the Master Plan II area in the form of gardens, landscaped areas, landscaped roof decks or other above-grade open space facilities. On 14th Street, Indiana Avenue and on private roads, landscaped common setbacks or private yards shall be provided that are of a proportionate scale to that of the adjoining residential buildings. Said open space shall be adequate in area and design to serve the associated residential development and shall meet or exceed the requirements of any applicable City Ordinances, such as the Townhouse Ordinance. Commercial development parcels are encouraged to provide private open space that is accessible to the public.

(ii) Building Design.

Building designs that reflect divisions into base, middle and top, that have setbacks, cornice lines, changes in plane or materials, articulated surfaces, or other methods of reducing the scale and mass are encouraged. Building materials and design which present a building as a unified whole while still including setbacks and recesses to maximize light, air and views are preferred. For each building adjacent to a public right-of-way or the Restricted Development Zone, a primary building entrance must be oriented to, accessible from and visible from that public right-of-way or the Restricted Development Zone, as the case may be. Active uses (e.g. dwelling units, common rooms, lobbies, day care center, etc.) accessible by pedestrians from adjoining public sidewalks are preferred at grade level in all locations where residential use is permitted and where commercial use is permitted, active uses such as retail, restaurants, lobbies, day care centers, etc. are preferred at the first two levels.

(iii) Building Materials.

The primary material for the facades of structures in the Master Plan II area generally visible from the public right-of-way but not otherwise devoted to windows or other openings shall be masonry (i.e. brickwork, stonework, terra cotta, et al.) or materials (such as concrete) which are articulated and colored to give the appearance of, and which are compatible with, masonry. Exposed structural concrete, dry-vit or other stucco-like material or reflective glass shall not be allowed. Materials of upper stories shall be similar to those of the lower, however, the level of detailing may be simplified. Save and except for parking structures, (per Section E. (vi) below), distinct windows or courses of windows are to be provided on all sides of each building above its base. The colors and textures of materials used within any Parcel are to be complementary and compatible. Mechanical equipment on rooftops shall be screened with quality materials, and made a feature of the building design, where appropriate. No canopies or other building projections shall be allowed that would interfere with street tree canopies except at entrances to hotels and theater uses. Balconies shall be fitted with supports for planter boxes where appropriate.

(iv) Streetwalls.

a. General

Any structure facing a public street (the "streetwall") or pedestrian way shall be given variety, texture and detail through the use of different heights, projections, recesses, offsets, variations to the

roof line or parapet wall, variations in the type or color of materials or other devices which contribute to an architectural character, prevent the appearance of bulkiness, and provide a human scale. A minimum of fifty percent (50%) of the streetwall at the ground level of any structure containing retail, commercial or office uses at the ground level shall be finished with clear or lightly tinted vision glass opening onto active internal uses, and the remainder of that streetwall shall be architecturally compatible with the upper portions of that structure and with adjacent structures.

b. Roosevelt Road

Buildings fronting on Roosevelt Road shall have a minimum height of one hundred (100) feet, in addition to the maximum height specified on Exhibit 6, and shall be built to a consistent setback line necessary to create a minimum sidewalk planter area and carriage walk width of twenty (20) feet on Roosevelt Road as indicated on Exhibit 10a. The ground and second floor levels shall contain active use commercial or retail spaces. Buildings fronting on Roosevelt Road shall provide belt courses or cornice lines consistent with the historic Michigan Avenue streetwall to the west of Grant Park. In addition, the design of any tower setback above one hundred feet in height along Roosevelt Road shall relate to the Michigan Avenue streetwall. In recognition of the prominence and high visibility of the Roosevelt Road streetwall, any above-grade parking garage structures proposed for development sites on Roosevelt Road must be entirely fronted with active use space facing Grant Park. The Roosevelt Road streetwall should wrap around to the Lake Shore Drive façade, creating a formal edge to the Museum Campus.

c. Michigan Avenue

Except for buildings contained within Parcel 3A, buildings fronting on Michigan Avenue shall have a minimum height of fifty (50) feet, in addition to the maximum height specified on Exhibit 6, and shall be built to a consistent setback line necessary to create a minimum sidewalk planter area and carriage walk width of twenty-two (22) feet on Michigan Avenue as indicated on Exhibit 10. Buildings fronting on Michigan Avenue contained within Parcel 3A shall have a minimum height of fifty (50) feet. In addition to the maximum height specified in Exhibit 6, and shall be built to a consistent setback line of thirteen (13) feet on Michigan Avenue as indicated on Exhibit 10d. Such buildings shall provide belt courses or cornice lines consistent with the historic Michigan

Avenue streetwall to the west of Grant Park. In addition, the design of any tower setback along Michigan Avenue shall relate to the historic Michigan Avenue streetwall. The ground and second floor levels of all buildings (including parking structures) fronting on Michigan Avenue shall contain active use commercial or retail spaces. Where above-grade parking structures are proposed for development sites on Michigan Avenue, first preference shall be given to structures that are entirely fronted with active uses facing Michigan Avenue. At a minimum, on the Michigan Avenue façade, such structures must be fully enclosed with glazing and indistinguishable in design and materials from habitable floors above and below.

d. Indiana Avenue

Buildings fronting on Indiana Avenue north of 13th Street shall have a minimum height of fifty (50) feet, in addition to the maximum height specified on Exhibit 6, and shall be built to a consistent setback line necessary to create a minimum sidewalk planter area and carriage walk width of twenty-one (21) feet on Indiana Avenue as indicated on Exhibit 10. The ground and second floor levels of all buildings (including parking structures) fronting on Indiana Avenue north of 13th Street shall contain active residential, commercial or retail use spaces.

Buildings fronting on Indiana Avenue south of 13th Street shall have no minimum height requirement and shall be built to the property line or shall have a minor landscaped setback for residential uses per section E.(i). The ground floor of all buildings (including parking structures) fronting on Indiana Avenue south of 13th Street shall contain active residential uses (e.g. dwelling units, common rooms, lobbies, and day care centers, etc.).

Where above-grade parking structures are proposed for development sites on Indiana Avenue, first preference shall be given to structures that are entirely fronted with active uses facing Indiana Avenue. At a minimum, on the Indiana Avenue façade, such structures must be fully enclosed with glazing and indistinguishable in design and materials from habitable floors above and below.

(v) Lake Shore Drive Building Orientation and Design.

Buildings facing Lake Shore Drive shall step down from Roosevelt Road to 14th Street as described in the Height Allowance Map (Exhibit 6) and

shall be designed and located to minimize building mass directly facing the Drive and to maximize light, air, views of the Lake and the City and separation between buildings. Belt courses, cornice lines, building massing, tower setbacks, materials and other means shall be used to relate to the scale and architectural significance of the Field Museum to the east. The buildings shall be designed and located to open onto and front the future decked open space identified in Subarea 5.

The first level above the deck level over the Metra tracks shall contain active residential, commercial or retail spaces. Where parking uses are proposed above this level, first preference shall be given to such structures that are entirely fronted with active uses facing Lake Shore Drive. At a minimum, on the Lake Shore Drive façade, such structures must be fully enclosed with glazing and indistinguishable in design and materials from habitable floors above and below.

The Roosevelt Road streetwall should wrap around to the Columbus Drive façade creating a formal edge to the Museum Complex.

(vi) Parking Structures.

For parking structures occurring in areas other than those described in Section E. (iv) "Streetwalls", walls enclosing a structure which is used, in whole or in part, for parking automobiles must be treated architecturally with texture, fenestration, or other devices such that the facade of any such structure which faces a public right-of-way, and the materials used in that facade, are architecturally related, consistent and compatible with the architectural treatment of the remainder of the structure of which that facade is a part and/or with the architectural treatment of adjacent structures. Such similar design elements shall include but not be limited to: materials, size, shape, number and pattern of window openings, glazing or window framing, cornices, moldings, reveals, sills and other decorative surface treatments. To avoid the appearance of a tower on a podium where structures contain parking and active uses, the tower portion should be architecturally integrated with the podium through massing as well as materials. Parking areas, ramps, floors, headlights, interior lighting and parked vehicles must be entirely screened from view from the public way with glass, decorative grills, or window frames. Landscaped roofdecks and planter boxes with irrigation devices and adequate soil depth for planting are strongly encouraged.

(vii) Streetfront Fences.

Fencing on private property adjacent to a public right-of-way shall be substantially open and constructed of decorative metal and shall not take

the form of a wall which prevents views from the public right-of-way into the private property. Fencing shall not be of chain-link or wood construction. Masonry piers are encouraged along residential property lines where appropriate.

(viii) Lighting.

Buildings shall be designed with architectural features that are lit at night wherever possible. Lighting along private pedestrian ways shall be compatible with lighting in the public rights-of-way in the Master Plan II area. The level, or intensity, of lighting shall be sufficient to permit reasonable safety in walking.

(ix) Landscaping.

Landscaping of buildings at terraces, rooftops and balconies shall be provided wherever possible and appropriate and in accordance with the Chicago Landscape Ordinance. All open areas of the Property which are not otherwise devoted to permitted buildings, parking areas or pedestrian/vehicular circulation areas shall be maintained in landscaping, which shall consist of grass, ground cover, shrubs, trees or other living plant materials, decorative paving and walkways. Trees and other plants in continuous raised planters are preferred over trees in grates along Roosevelt Road, Michigan Avenue and Indiana Avenue. Awnings and seasonal flowers in pots at building entrances are encouraged to enhance the pedestrian environment. In addition to the requirements of this Master Plan II (providing, among other things, for the installation of parkway trees in the public right-of-way and the landscaping and screening of open parking areas), any development of the Property shall incorporate landscaping to the extent feasible to enhance the appearance of the development from the public street, to screen uses from the street and to provide compatible buffers between adjacent uses. All private property landscaping shall be properly and adequately maintained at all times. Parkway trees shall be maintained in accordance with the applicable provisions of the Chicago Zoning Ordinance.

(x) Signage.

Except as delineated below, permitted signage shall include signs for building identification and information, business identification and information, and parking identification and information; however, all signage shall be subject to the reasonable approval of the Department of Planning and Development. Buildings shall be designed with clearly delineated signage bands. Preference shall be given to pin-mounted back lit signs with individual letters that are externally lit.

Temporary signage for site identification and information purposes or for marketing (sales, rental, leasing) and directional purposes is permitted in all Parcels, subject to the reasonable approval of the Department of Planning and Development.

Prohibited signs include electronic moving message board signs, flashing signs, advertising signs, rooftop signs, and projecting signs.

F. Height Restrictions.

Height restrictions for all Parcels are described on the Height Allowance Map (Exhibit 6). All heights are measured in accordance with Chicago City Datum ("CCD").

G. Grading.

Site grading for new development will be coordinated to meet with existing pavement and curb elevations along Roosevelt Road, Michigan Avenue; Indiana Avenue, 13th Street and 14th Street public right-of-ways. Site grading for new development adjoining the railroad right-of-way will be coordinated to permit railroad operations and proposed busway operations along the eastern air rights parcel. Site grading for development within the Restricted Development Zones shall be coordinated to provide public access to the platform park above the railroad right-of-way. Storm water accumulated on development parcels will be collected and discharged to city sewers in a controlled manner acceptable to local storm water management authorities.

H. Shadow Zones

The location, orientation and massing of structures shall be designed to minimize shadows on public and private open areas and parks within and around the

development. If appropriate, the Applicant shall provide shadow studies for proposed high or mid-rise structures at the time of Site Plan review.

I. Energy Conservation.

The Applicant shall use best and reasonable efforts to design, construct and maintain all buildings constructed within the Master Plan II area in an energy efficient manner, generally consistent with the most current energy efficiency standards published by the American Society of Heating, Refrigerating and Air-Conditioning Engineers ("ASHRAE") and the Illuminating Engineering Society ("IES").

8. Public Improvements.

Developments within this Master Plan II shall be accompanied by certain public improvements necessary to serve the development. All such public improvements shall be contained within the boundaries of an approved Site Plan prior to construction. All public improvements shall be designed, constructed and installed in accordance with all applicable City standards, laws and regulations, subject to the approval of the appropriate City Departments and Agencies as required, as well as in conformance with all other applicable state and federal standards, regulations and laws. These public improvements and the Property upon, over or within which they are located shall be properly dedicated and/or conveyed to the City (or other public agency designated by the City) as appropriate; provided, however, that in the case of the Restricted Development Zone and any utilities not located within a roadway right-of-way, appropriate easements shall be granted to the City in form acceptable to the Department of Law. Completion of the aforesaid public improvements as hereinafter referred to shall mean that

dedication of property, conveyance of ownership or a grant of easements, as the case may be, shall have occurred.

A. Public improvements shall be divided into the following categories:

(i) Public Roadways

Public roadways necessary to provide public access to and from the Property shall be constructed within the areas depicted on Exhibit 3. Public roadways for purposes of this Master Plan shall include pavement, curbs and gutters and medians where appropriate.

(ii) Public Utilities

Public utilities providing all necessary and appropriate utility service to the Property shall be constructed within and near the rights-of-way adjacent to the Property. These utilities include, without limitation, water supply, sewer facilities, electrical, gas, telephone and other utility facilities and services. These facilities shall be generally, but not necessarily, located within the roadways depicted on Exhibit 3.

(iii) Public Streetscape Improvements.

Streetscape improvements are generally street improvements other than roadway pavement, curbs and gutters. These improvements include sidewalks, parkway trees and planting areas, street furniture (including bus shelters) and street lights. All public roadways and the Restricted Development Zone within the Master Plan II shall include completed streetscape improvements. Exhibit 10, (a), (b), (c) and (d) attached generally depicts typical streetscape improvements. Streetscape improvements shall be constructed by the Applicant in accordance with Exhibit 10 and all applicable city laws, regulations and standards, subject to the approval of the appropriate City Departments and Agencies as required. In particular, the Applicant shall coordinate the design, materials, and detailing of sidewalks, streetlights, and street furnishings with any applicable current City specifications or proposals for the area.

(iv) Public Parks

(a) Daniel Webster Park.

One (1) public park ("Daniel Webster Park") of approximately 44,800 square feet has been funded and constructed by the Applicant and dedicated, at no cost and free and clear of all

encumbrances, to the Chicago Park District in connection with development of the Property.

Daniel Webster Park has been designed and constructed in accordance with the standards and specifications of the Chicago Park District and the Central Station Development Guidelines, and in general accordance with Exhibit 11. The final plan for the park shall be subject to the review and approval of the Chicago Park District and the Department of Planning and Development.

(b) South End of Grant Park

The Applicant has conveyed and dedicated to the Chicago Park District, at no cost, and free and clear of all encumbrances, of that approximately 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.

(c) Platform Deck/Park Above Metra Facilities

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, etc. 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 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 and to minimize the appearance of a wall at the base of the platform deck where a wall is necessary.

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.

(v) Pedestrian Access

Pedestrian access shall be provided through the site in accordance with Exhibit 3 by means of public or private streets or passages that are open to the public.

(vi) Restricted Development Zones

The Restricted Development Zones are to be private areas located within private development Parcels which are open and devoted to public uses for open space, pedestrian passage, protected views and private use for vehicular and pedestrian ingress and egress to adjacent development. The Restricted Development Zones are located as depicted on Exhibit 4. All Zones shall be open and accessible to the public at all times and shall be directly accessible from Indiana Avenue, 14th Street, South Prairie Avenue, and the platform deck/park above the Metra facilities. The Applicant shall be responsible for the cost and construction of all improvements within the Restricted Development Zones.

(vii) Public Transportation Facilities

The Applicant confirms its 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. In the event that the Chicago Department of Transportation reasonably determines that the following traffic mitigation measures are necessary, 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, provided that appropriate public agencies have reasonably demonstrated to the Applicant that a need for such facilities exists and provided that such easements and licenses will not interfere with the Applicant's development of the Property as jointly determined by the City and the Applicant.

(b) Construct or cause the construction of public bus shelter facilities where appropriate and reasonable; provided that appropriate public agencies have reasonably demonstrated that a need for such facilities exists in connection with the development contemplated in this Master Plan II.

(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 equals 250,000 square feet unless the Applicant reasonably demonstrates that a sufficient demand for such service does not exists and such services shall be provided and/or restored when and if such demand occurs or reoccurs.

(d) Establish and maintain a traffic management program within two years of the approval of the Master Plan, unless otherwise determined by the Department of Transportation and the Department of Planning and Development. The intent of the program shall be to reduce the use of private automobiles by employees and customers travelling to and from the Property. The traffic management program shall be established and maintained in accordance with the criteria identified in Statement No. 12 of RBPD No. 499, as amended.

In connection with development of Parcel 2 the Applicant shall:

(e) 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.

(f) 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.

(viii) Lakefront Busway Project

It is expected that the development described in the application will have a contributory impact on the existing traffic and congestion on city streets in the area. This traffic and congestion has resulted in the City's implementation of various traffic management programs including a project for the design and construction of an access roadway for motor buses and other designated vehicles and for improved pedestrian access to the Lake Front ("Lakefront Busway Project"). Accordingly, as a condition of the approval of the application, 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 Rd. and extending north approximately 210 feet, which varies in width between approximately 10 and 24 feet.

A parcel starting at the south edge of the Roosevelt Rd. bridge and extending approximately 20 feet south of the south line of 13th St., extended east, which varies in width between approximately 1 and 4 feet.

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

A parcel starting at the north edge of the 18th St. extended east and extending approximately 250 feet south, directly east of Calumet Ave., which varies in width between approximately 84 and 94 feet.

A triangular shaped parcel east of Cullerton Ave. extended, with a base of approximately 127 feet and side of approximately 160 feet.

A trapezoidal parcel at the south line of Cullerton Ave. extended east to the north line of Cermak Rd., which varies in width between approximately 127 and 40 feet

A 32-foot wide strip of land across the former right-of-way of the Illinois Central Railroad Company as established by the City of Chicago Ordinance passed July 21, 1919, near the location of and

approximately parallel with existing 18th St. Pedestrian Bridge. Said 32-foot wide strip of land having the length of approximately 279 feet.

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

Upon such dedication and conveyance, the Department of Transportation 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.

B. Public Improvements shall be completed in accordance with the following schedule:

(i) All Parcels – Roadways

Prior to issuance of a certificate of occupancy for any development within any development parcel, all public and private roadways necessary to serve said development shall be complete to permit reasonable access to such parcel with the final surface cost to be applied when the development is substantially complete.

(ii) All Parcels – Utilities

Prior to the issuance of a certificate of occupancy for any development within any development parcel, the public utilities necessary to serve said development shall be complete.

(iii) All Parcels - Streetscape Improvement

Within 6 months following construction of a street and issuance of a certificate of occupancy for any structure located along any development parcel's public right-of-way frontage (including proposed and required rights-of-way and the Restricted Development Zone), weather permitting,

all public streetscape improvements adjacent to that length of said parcel's right-of-way frontage shall be complete and a continuous sidewalk leading from said structure to the public right-of-way shall be complete; provided, however, that (a) streetscape improvements along the frontage of any parcel must extend continuously across the frontage of all structures for which occupancy certificates have been issued and across all spaces (or gaps) between said structures along said frontage and to one end of said frontage, (b) streetscape improvements other than parkway trees need not be installed along the north side of 14th Street until such time as Daniel Webster Park or any portion thereof is required to be developed. With the exception of those situations cited in clauses (a) and (b) in this paragraph, all streetscape improvements within the Master Plan II area shall be completed at the occurrence of the earliest of the following: within three years of the date of approval of the first Site Plan for any development in Parcels 3 or 4 pursuant to the provisions of Statement No. 13 of Planned Development No. 499 as amended, provided, however, that the Commissioner of Planning shall extend said three year period for a maximum of two additional one-year periods (each of which shall be referred "extension period") upon receipt by the Commissioner of Planning prior to expiration of the first period or any extension period of the Applicant's written statement sworn under oath, specifically stating that the commencement of construction as aforesaid is delayed for any reasons or circumstances beyond the reasonable control of the Applicant and its affiliates and agents, the specific cause of the delay, and that the Applicant and its affiliates and agents have not taken any action or failed to take any action which could reasonably have resulted in such delay, provided, however, that at all times reasonable construction access can be maintained to structures under construction and to the Parcel within which said construction is located.

(iv) Public Parks

(a) Daniel Webster Park

The Applicant has completed construction of Daniel Webster Park and has dedicated such Park to the Chicago Park District.

b) South End of Grant Park

The City shall complete its study of Grant Park approximately one (1) year from the date of City Council approval of the amendment

to RBPD No. 499 and shall commence improvements after a period of public review and comment, subject to availability of funds.

(c) Platform Deck/Park Above Metra Facilities

The City shall commence the design process of the Platform Deck/Park within one (1) year from the date of City Council approval of the amendment to RBPD No. 499, subject to availability of funds. After a period of public review and comment and within five (5) years from the date of commencement of substantial construction of any building by the Applicant within Parcel 2 or 4 fronting the platform deck, the City shall commence construction of the platform deck and park, subject to availability of funds.

(v) Restricted Development Zones

The Applicant shall submit a Site Plan showing grading and other proposed improvements within the Restricted Development Zones concurrent with the time of submittal of a Site Plan for adjacent development sites within Parcels 2 and/or 4. Upon review and approval by the Department of Planning and Development and by other appropriate City agencies, such improvements shall be completed by the Applicant at such time mutually agreed upon by the City and the Applicant.

(vi) Lakefront Busway Project

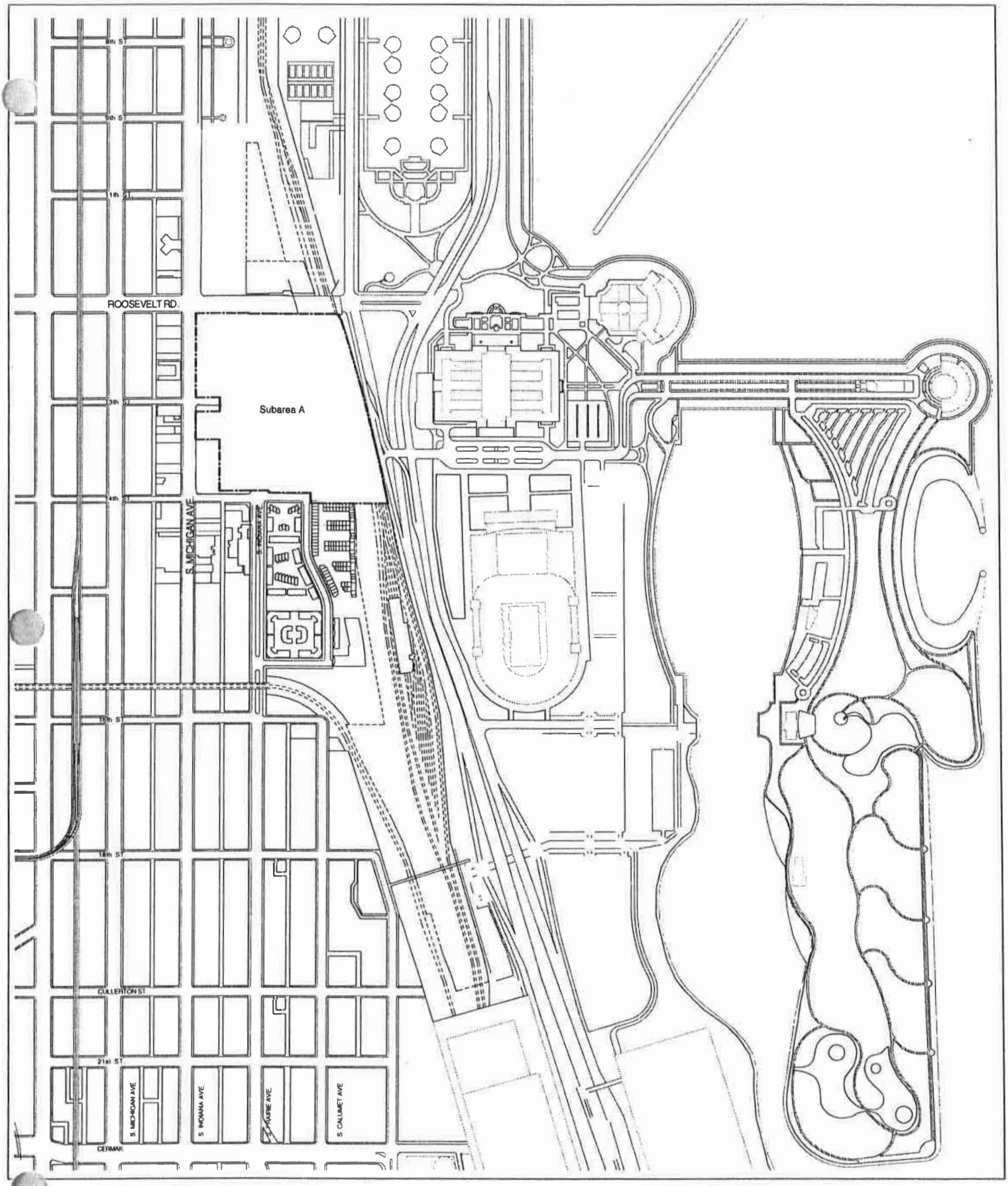
The City has commenced construction of the busway project in 1999 and shall complete construction in 2001, weather permitting.

(vii) Public Services and Facilities

The City and the Applicant acknowledge that full development of Master Plan II is expected to be adequately served with school, library, police, fire and emergency facilities in existence or planned. In order to assure, however, that such facilities are available to serve the full development of the entire property located within Planned Development No. 499 as amended, the Applicant shall provide the Department of Planning with a fiscal impact report which (1) analyzes the impact of such full development of Planned Development No. 499 as amended upon available and planned school, library, police, fire and emergency services and facilities and (2) provides the Department with methodologies and formulae necessary or appropriate to assess the need for additional services and facilities over time as the property develops. Such report shall be in a

form acceptable to the Commissioner of Planning and shall be made available to the Commissioner prior to the approval of the Third Master Plan upon the Planned Development No. 499 as amended property, but no later than December 31, 2001 in any event.

s:marnee\central station\master plan\ master plan 10-01-01



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CHICAGO, ILLINOIS 60610
312 337 3344 FAX 337 8009

CENTRAL STATION

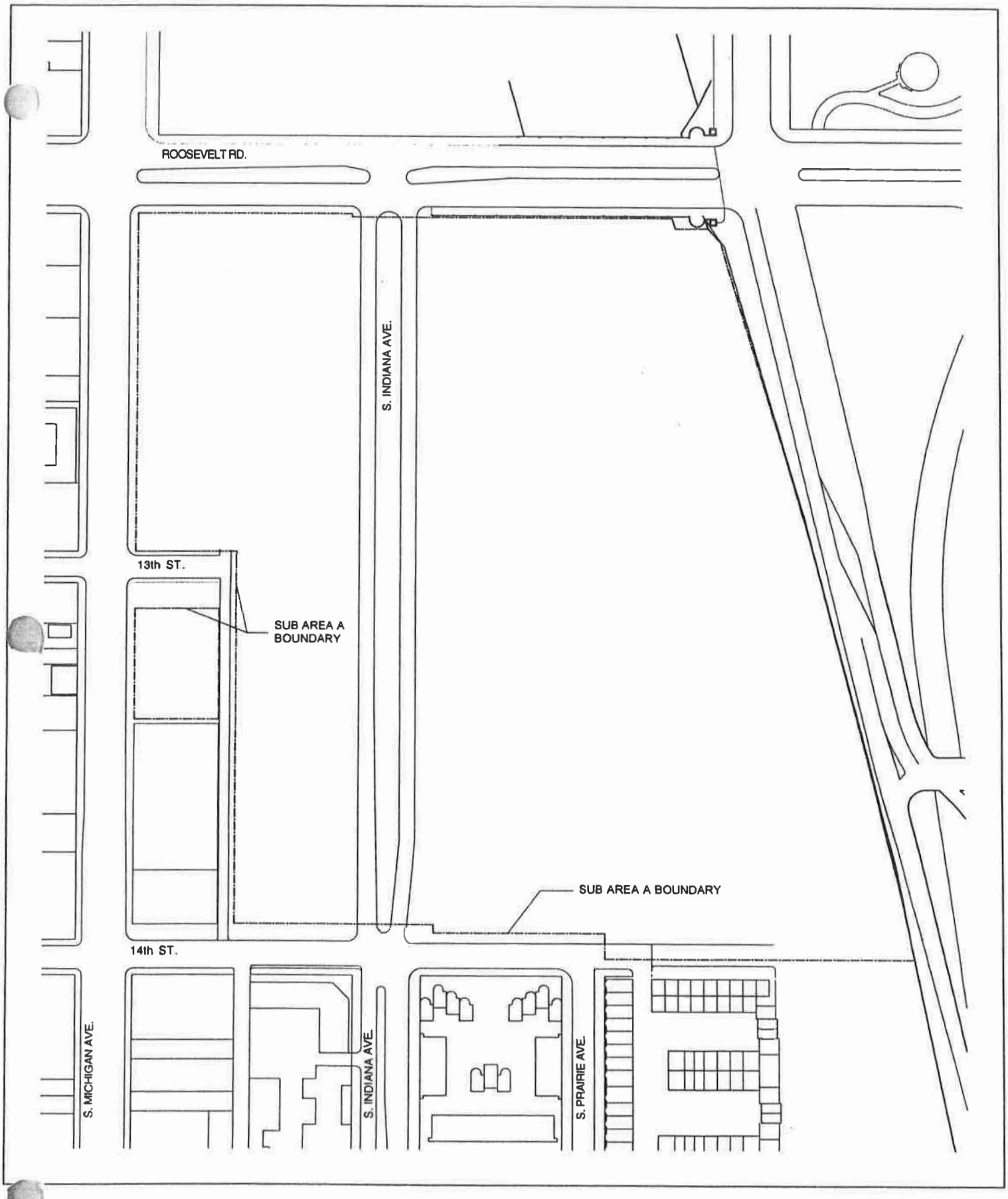
CHICAGO

Exhibit 1

Location Map

N

June 5, 2001



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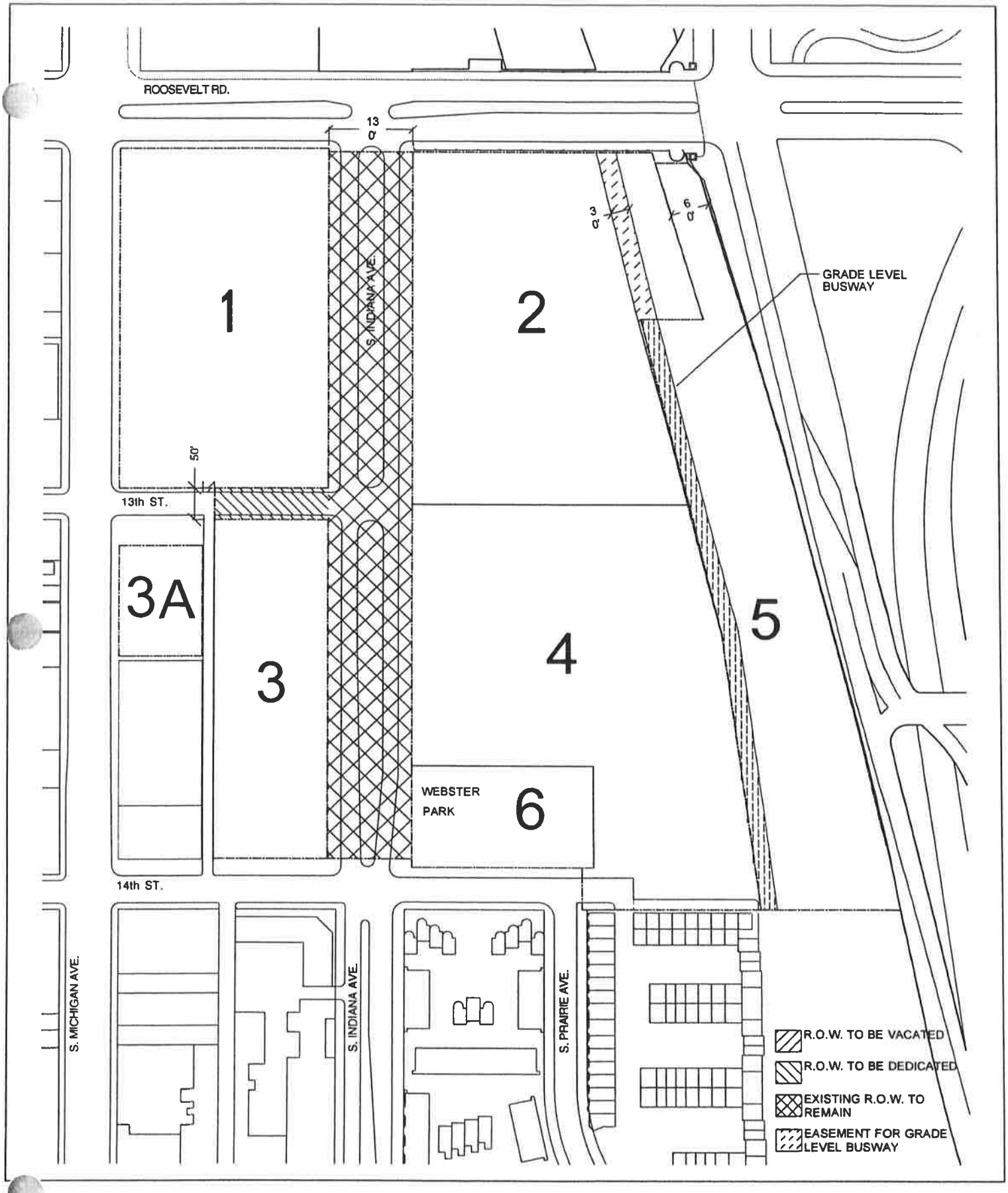
CENTRAL STATION
CHICAGO

Exhibit 2
Existing Street Map

N

June 5, 2001



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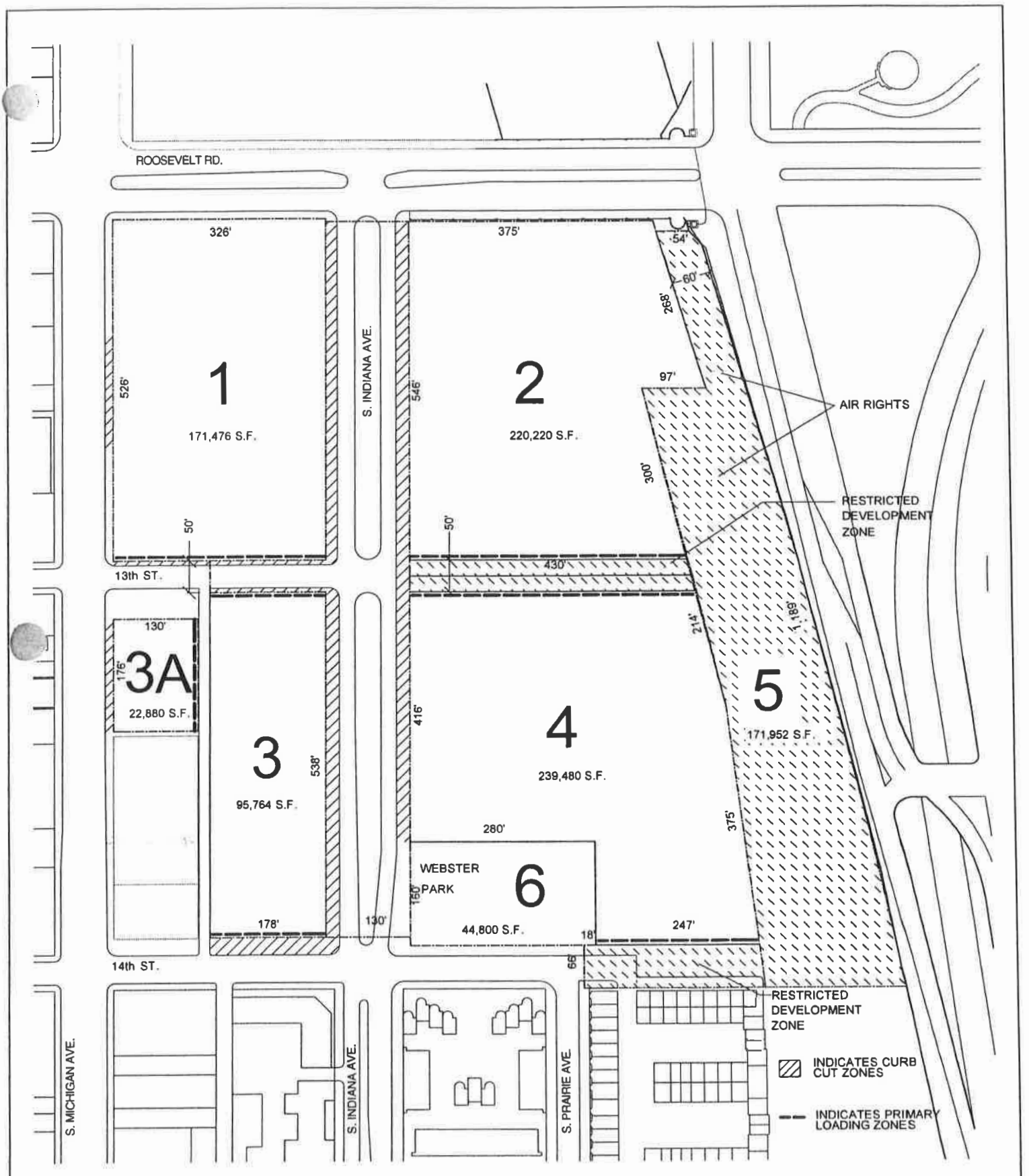
CENTRAL STATION
CHICAGO

Exhibit 3
Rights-of-Way
Adjustment Map

N

June 5, 2001



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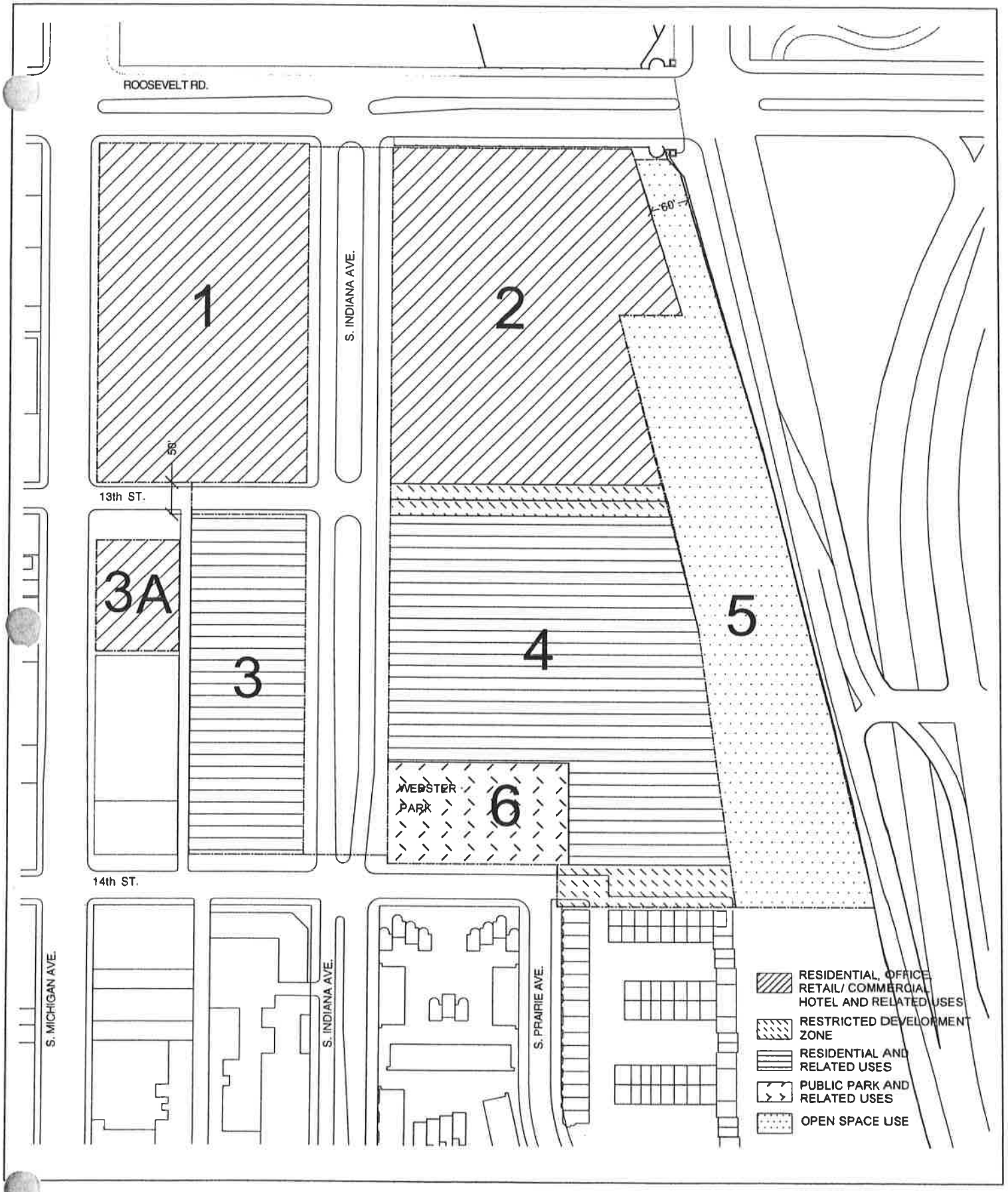
CHICAGO ILLINOIS 60610
312 337 3344 FAX 337 0009

CENTRAL STATION
CHICAGO

Exhibit 4
Master Plan Boundary and Development Parcel Map, Curb Cut and Loading Zones

N

June 5, 2001



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CENTRAL STATION
CHICAGO

Exhibit 5
Land Use Controls Map

N

June 5, 2001



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BEL NORTH FRANKLIN SUITE 100
CHICAGO, ILLINOIS 60610
312 337 3311 Fax 312 3309

Central Station
Chicago

Exhibit 6
Height Allowable Map

Scale 0 25 75 175

October 18, 2001

EXHIBIT 7

TABLE OF PERMITTED USES

Parcel 1:
Residential, Senior Residential, Retail / Commercial, Hotel, Office, and Accessory Parking

Parcel 2 (not including Restricted Development Zone):
Residential, Senior Residential, Retail / Commercial, Hotel, Office, and Accessory Parking

Parcel 2 Restricted Development Zone:
Private Drive, Pedestrian Way, Below Grade Parking and Service, and Open Space Uses

Parcel 3:
For-Sale Residential, Daycare Center, Senior Residential and Accessory Parking

Parcel 3A:
Residential, Senior Residential, Retail / Commercial, Hotel, Office, and Accessory Parking

Parcel 4 (not including Restricted Development Zone):
For-Sale Residential, Daycare Center, and Accessory Parking

Parcel 4 Restricted Development Zone:
Private Drive, Pedestrian Way, Below Grade Parking and Service, and Open Space Uses

Parcel 5:
Open Space Use

Parcel 6:
Public Park Use

NOTES TO THE TABLE OF PERMITTED USES:

1. Residential uses include single and multi-family dwellings and senior residential uses. Dwelling units shall be permitted below the second floor.
2. Office uses include business, professional offices, educational, daycare and related institutional uses.
3. Retail and commercial uses include all uses that are permitted within the B7-6 zoning district (other than automobile service stations). Free standing big box retail is not permitted.
4. Accessory uses and structures are permitted within all parcels provided that accessory structures within Parcel 5 and 6 shall be subject to the review and approval of the Commissioner of Planning.
5. Non-accessory parking shall be permitted as an interim use on Parcels 1, 2, 3, 3A and 4 until such time as a Site Plan for the property upon which such parking is located is approved.

EXHIBIT 8

Central Station
Subarea A
Table of Bulk Regulations
Parcels 1-6

	Parcel 1 (10)	Parcel 2	Parcel 3	Parcel 3A	Parcel 4	Parcel 5	Parcel 6	Total 1,2,3,3A,4,5
						Air Rights	Webster Park	
Net Site Area (1)	171,476	220,220	95,764	22,880	239,480	171,952 (14)	44,800 (14)	921,772
Maximum Dwelling Units (5,7,8,9,)	550	1,800	510	200	840	0	0	3,900
Maximum SF Retail/Commercial (12)	350,000	350,000	0	100,000	0	0	0	350,000
Maximum Hotel Rooms (4,11)	1,500	1,500	0	250	0	0	0	1,500
Maximum SF Office (13)	2,500,000	2,500,000	0	100,000	0	0	0	2,500,000
Maximum Floor Area (6)	2,130,000	2,625,000	493,000	252,000	1,350,000	0	0	6,850,000
Maximum FAR (2)	12.42	11.92	5.15	11.00	5.64	0.00	0.00	7.65
Maximum Building Height (3)	400 ft./350 ft	400 ft./350 ft	350 ft./225 ft.	225 ft.	200 ft. / 50 ft.	Not Applicable	Not Applicable	

(*) Refer to "Notes to Table of Bulk Regulations"

EXHIBIT 8

NOTES TO TABLE
OF
BULK REGULATIONS

(1) Net Site area equals gross area less area in existing right-of-way, right-of-way to be dedicated and Webster Park.

(2) Floor area for FAR calculation purposes shall be determined pursuant to the Planned Development Ordinance No. 499, as amended.

(3) Height limitations for specific areas of parcels are illustrated on Exhibit 6.

(4) Hotel rooms may only be constructed in Parcel 1, Parcel 2 and / or Parcel 3A. Hotel rooms may be distributed between Parcel 1, Parcel 2 and Parcel 3A provided that the total number of hotel rooms in Parcel 1, Parcel 2 and Parcel 3A combined does not exceed 1,500.

(5) Dwelling Units may be distributed between Parcel 1, Parcel 2, Parcel 3, Parcel 3A and Parcel 4 provided that the total number of dwelling units in all parcels combined does not exceed 3,900 (single family and multi-family dwelling units not to exceed 3,650) and provided that the dwelling units also otherwise comply with all restrictions for the Parcel area in which they are to be constructed.

(6) The total number of square feet of development permitted under this Master Plan II shall be fixed at 6,850,000 square feet.

(7) Only "For Sale" dwelling units shall be permitted within Parcel 4. A minimum of sixty percent (60%) of the dwelling units constructed within Parcel 4 shall contain shall contain two (2) or more bedrooms.

(8) Rental dwelling units are not permitted within Parcel 4.

(9) A minimum of forty percent (40%) of the rental dwelling units within Parcel 1 and Parcel 2 shall contain two (2) or more bedrooms.

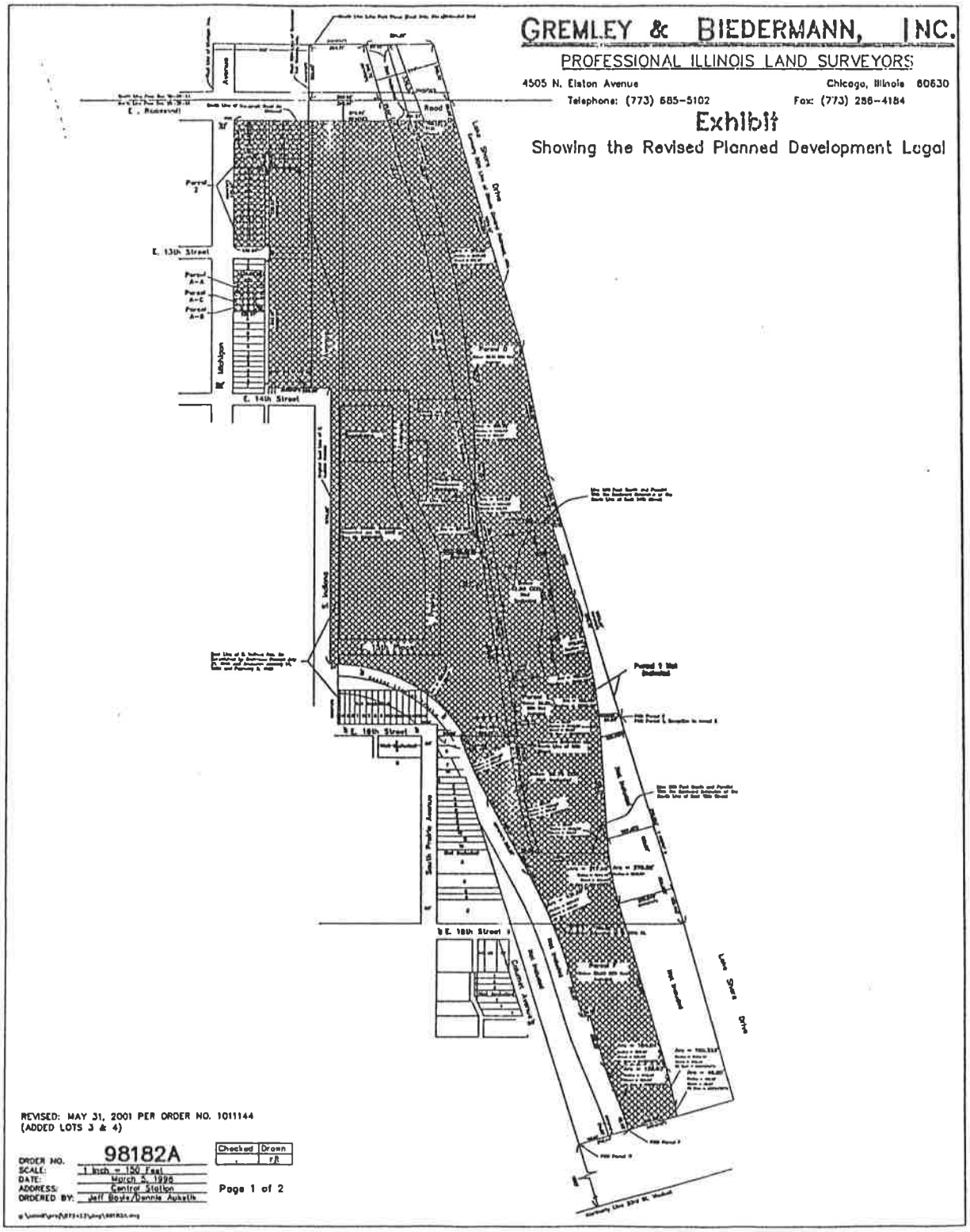
(10) The Applicant agrees to provide a minimum of one (1) day care center within one (1) of the buildings to be constructed along Michigan Avenue within Parcel 1.

(11) Hotel units may be converted to dwelling units at a rate of three (3) hotel units to one (1) dwelling unit. In the event that hotel units are converted to dwelling units, the total number of dwelling units permitted within Master Plan II shall be increased from 3,900 to account for the converted units.

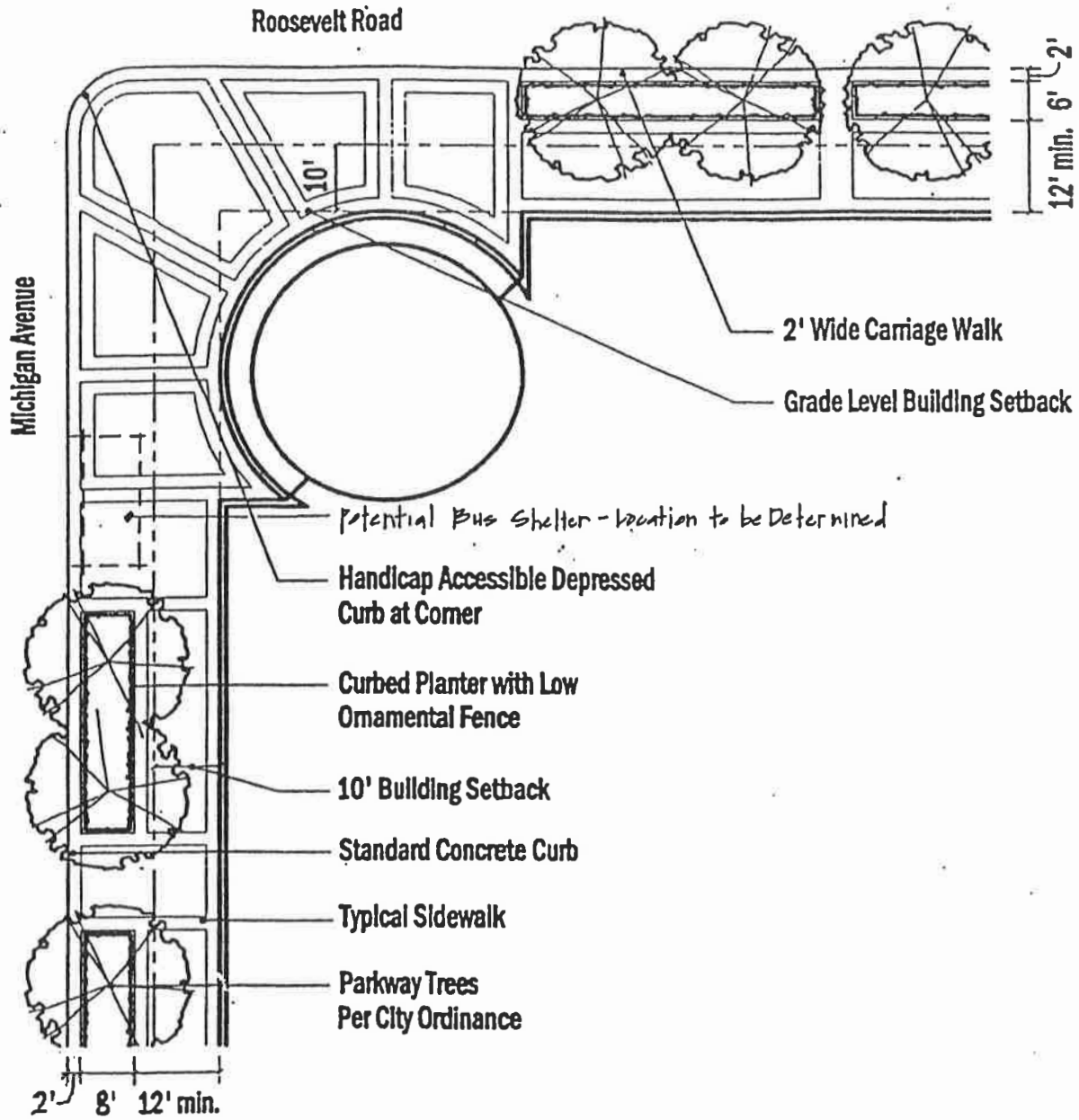
(12) Retail / Commercial floor area may be distributed between Parcel 1, Parcel 2 and Parcel 3A provided that the total square feet of retail / commercial floor area in Parcel 1, Parcel 2 and Parcel 3A combined does not exceed 350,000.

(13) Office floor area may be distributed between Parcel 1, Parcel 2 and Parcel 3A provided that the total square feet of office floor area in Parcel 1, Parcel 2 and Parcel 3A does not exceed 2,500,000.

(14) The total amount of public open space required within Subarea A shall be a minimum of 24% of the Net Site Area of Subarea A.



PAPPAGEORGE / HAYMES Ltd. ARCHITECTS 814 N. FRANKLIN SUITE 400 CHICAGO, ILLINOIS 60610 312 337 3344 FAX 337 8809	CENTRAL STATION CHICAGO	Exhibit 9 Property Survey	N June 5, 2001



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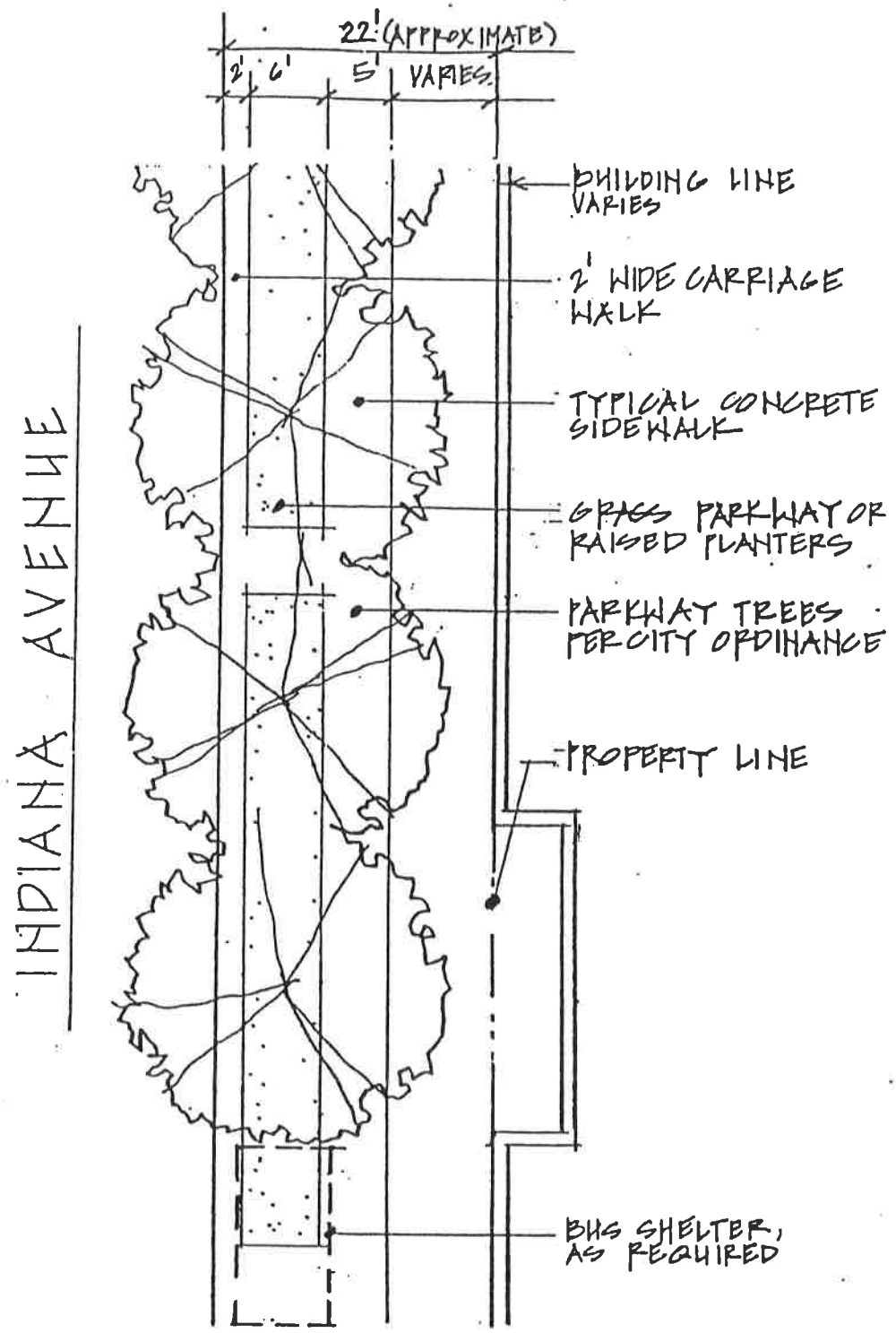
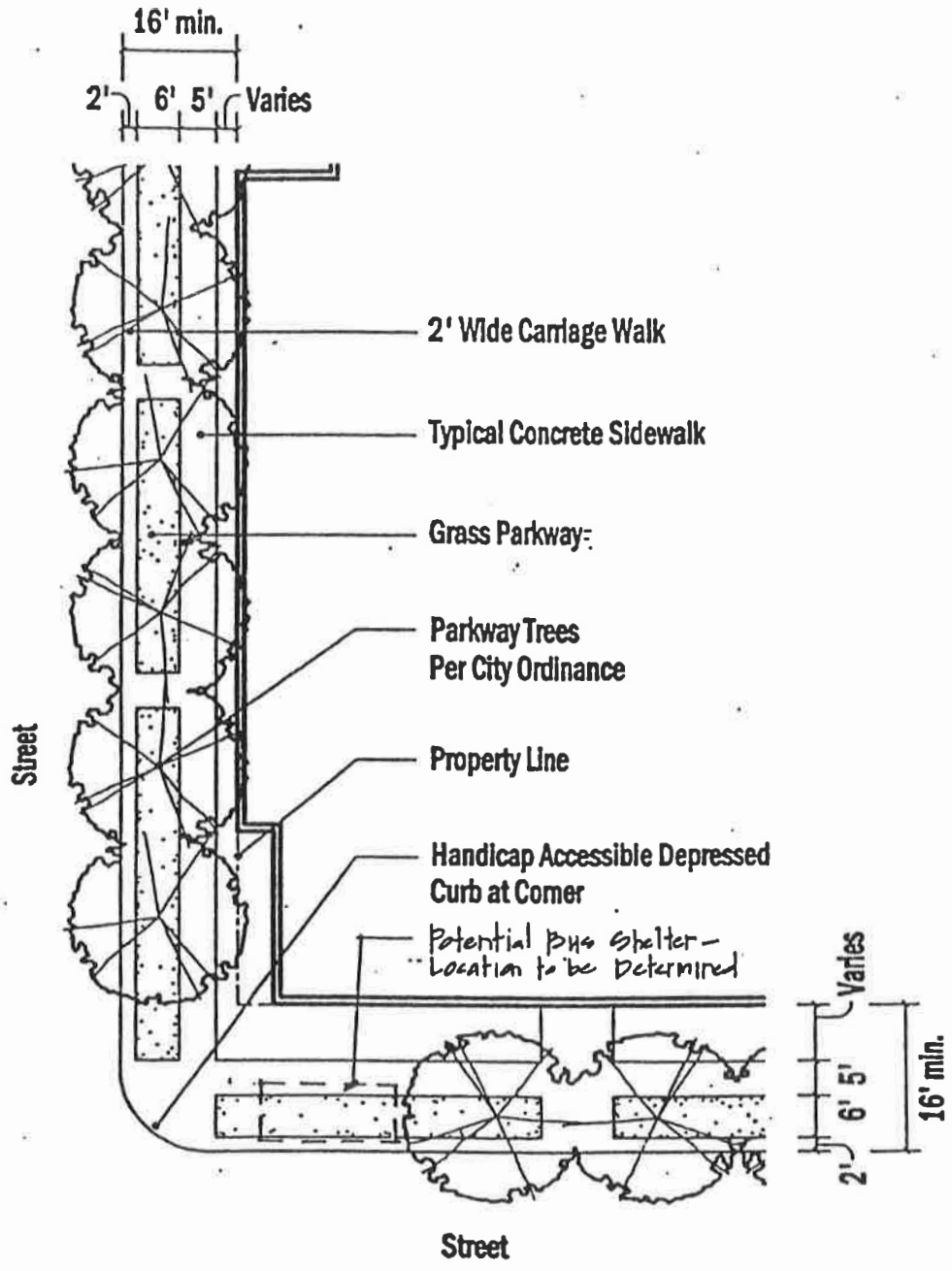
CENTRAL STATION
CHICAGO

Exhibit 10a
Streetscape Improvement Plan
Michigan Avenue and Roosevelt Road

June 5, 2001



PAPPAGEORGE / HAYMES Ltd. ARCHITECTS 814 N. FRANKLIN SUITE 400 CHICAGO, ILLINOIS 60610 312 337 3344 FAX 337 8009	CENTRAL STATION CHICAGO	Exhibit 10b Streetscape Improvement Plan Indiana Avenue	June 5, 2001



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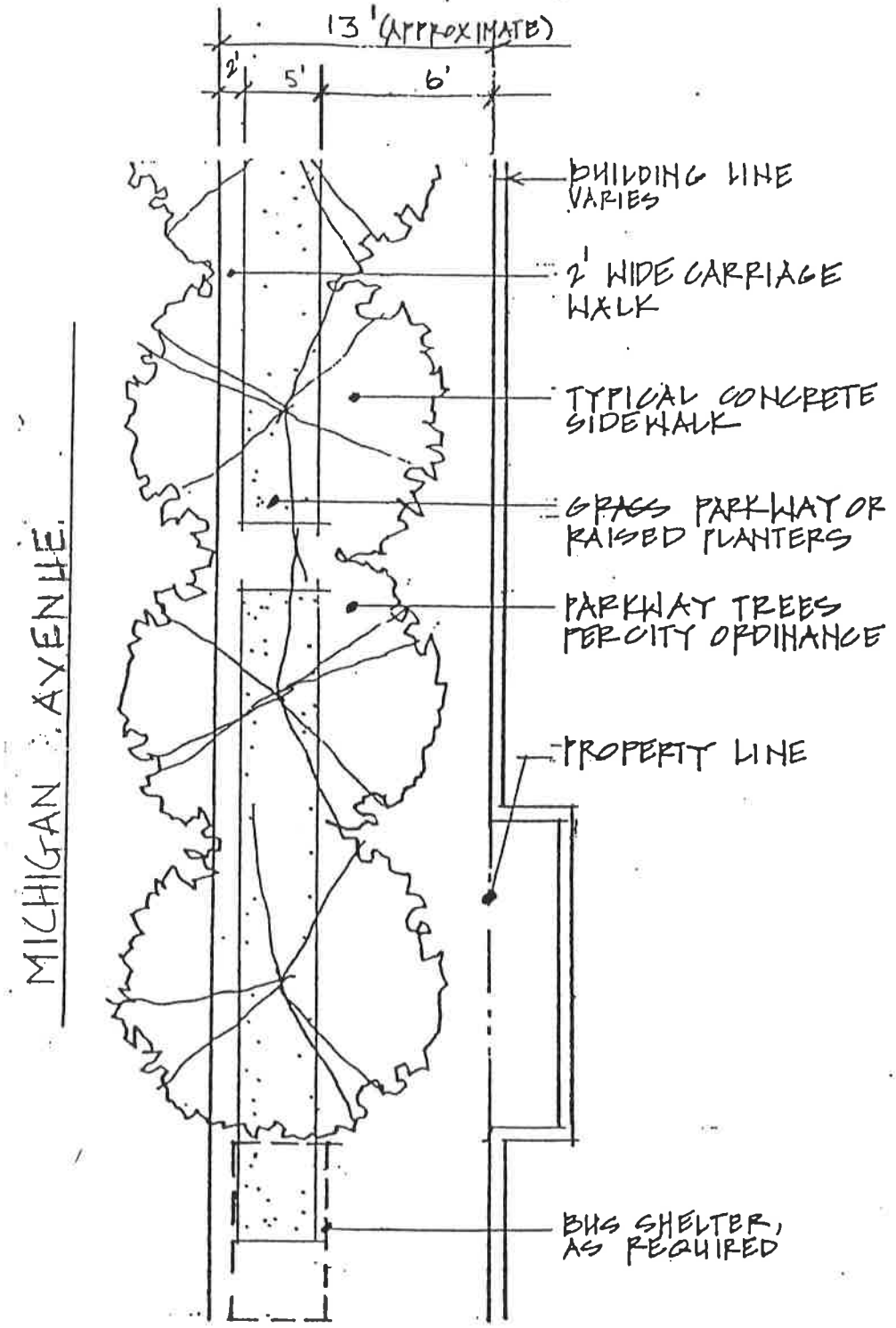
CENTRAL STATION
CHICAGO

Exhibit 10c
Streetscape Improvement Plan
Typical Street

June 5, 2001



GENERAL NOTE: DRAWING NOT TO SCALE.

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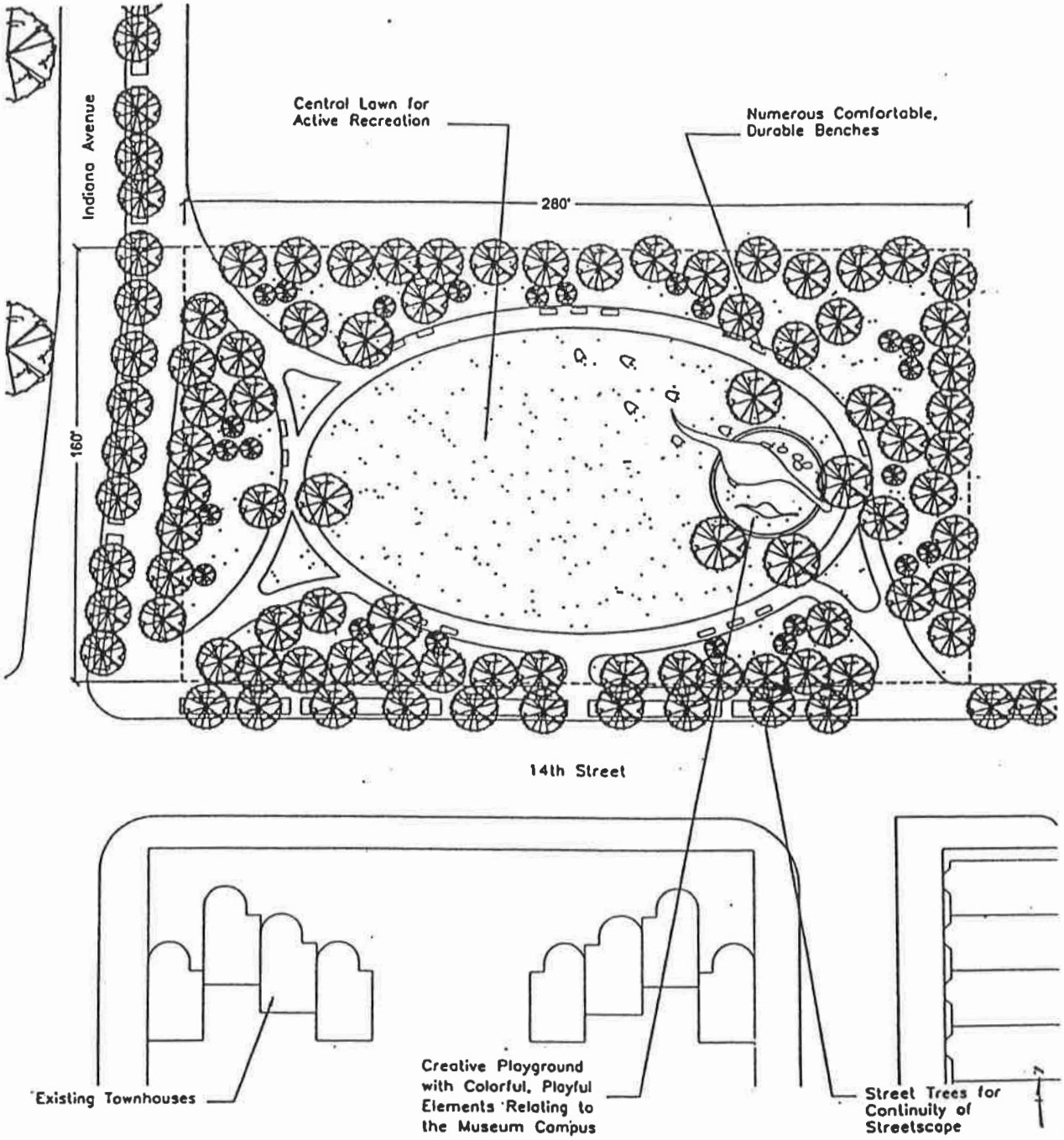
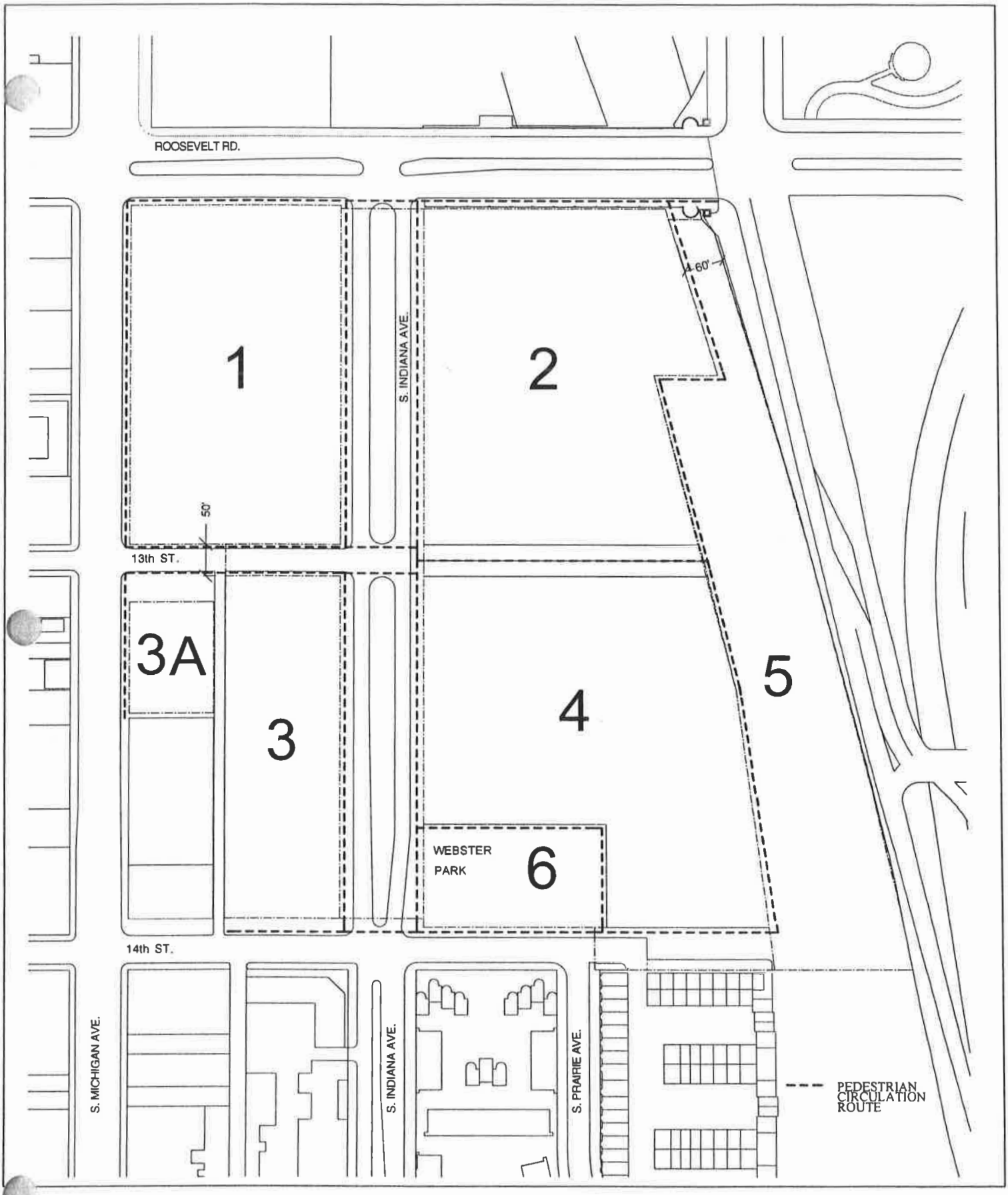
CENTRAL STATION
CHICAGO

Exhibit 10d
Streetscape Improvement Plan
Michigan Avenue

June 5, 2001



P/H PAPPAGEORGE / HAYMES Ltd. ARCHITECTS 814 N. FRANKLIN SUITE 400 CHICAGO, ILLINOIS 60610 312 337 3344 FAX 337 8009	CENTRAL STATION CHICAGO	Exhibit 11 Daniel Webster Park Improvement Concept Plan	N June 5, 2001



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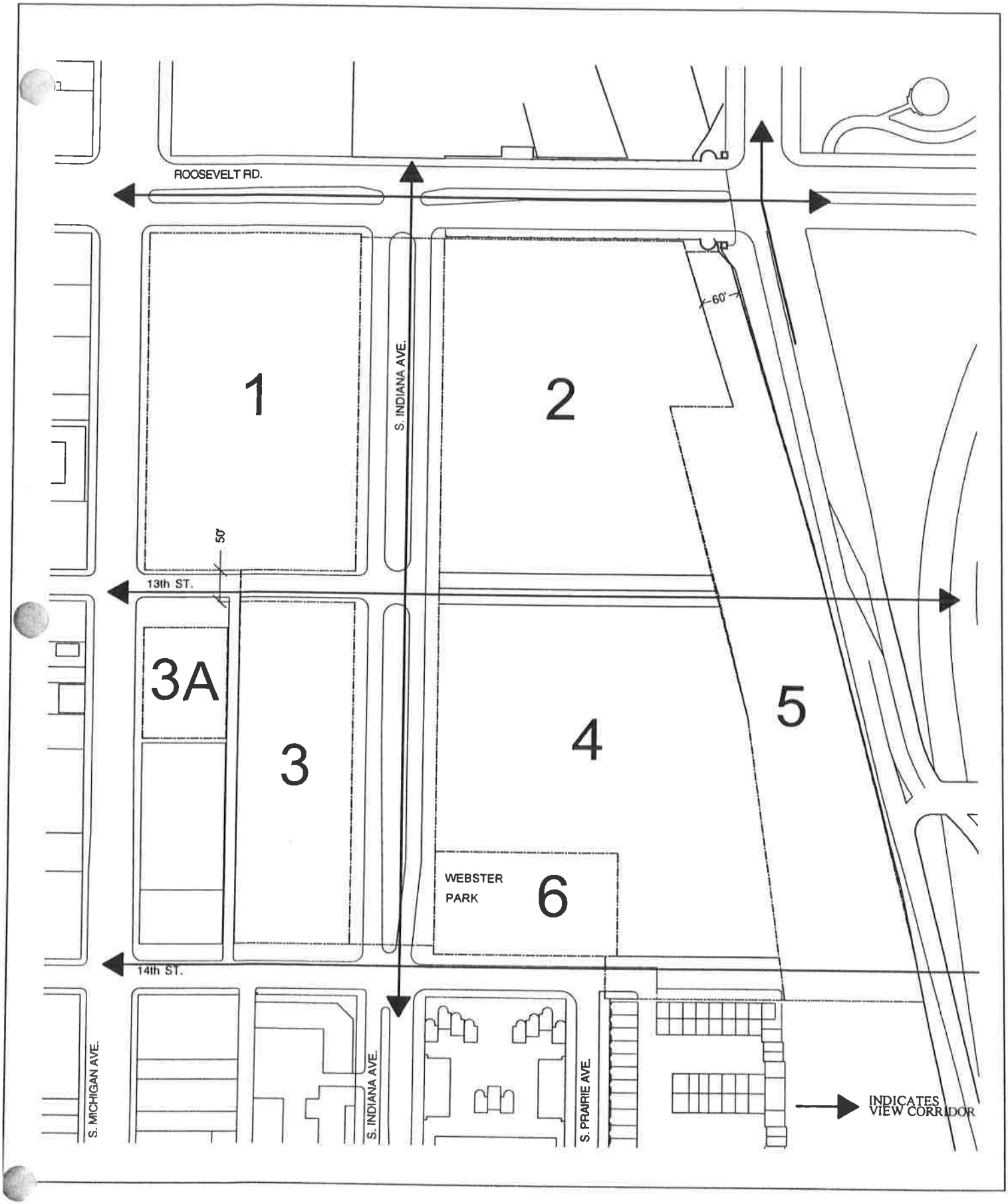
312 337 3344 FAX 337 8009

CENTRAL STATION
CHICAGO

Exhibit 12
Pedestrian Circulation Map

N

June 5, 2001



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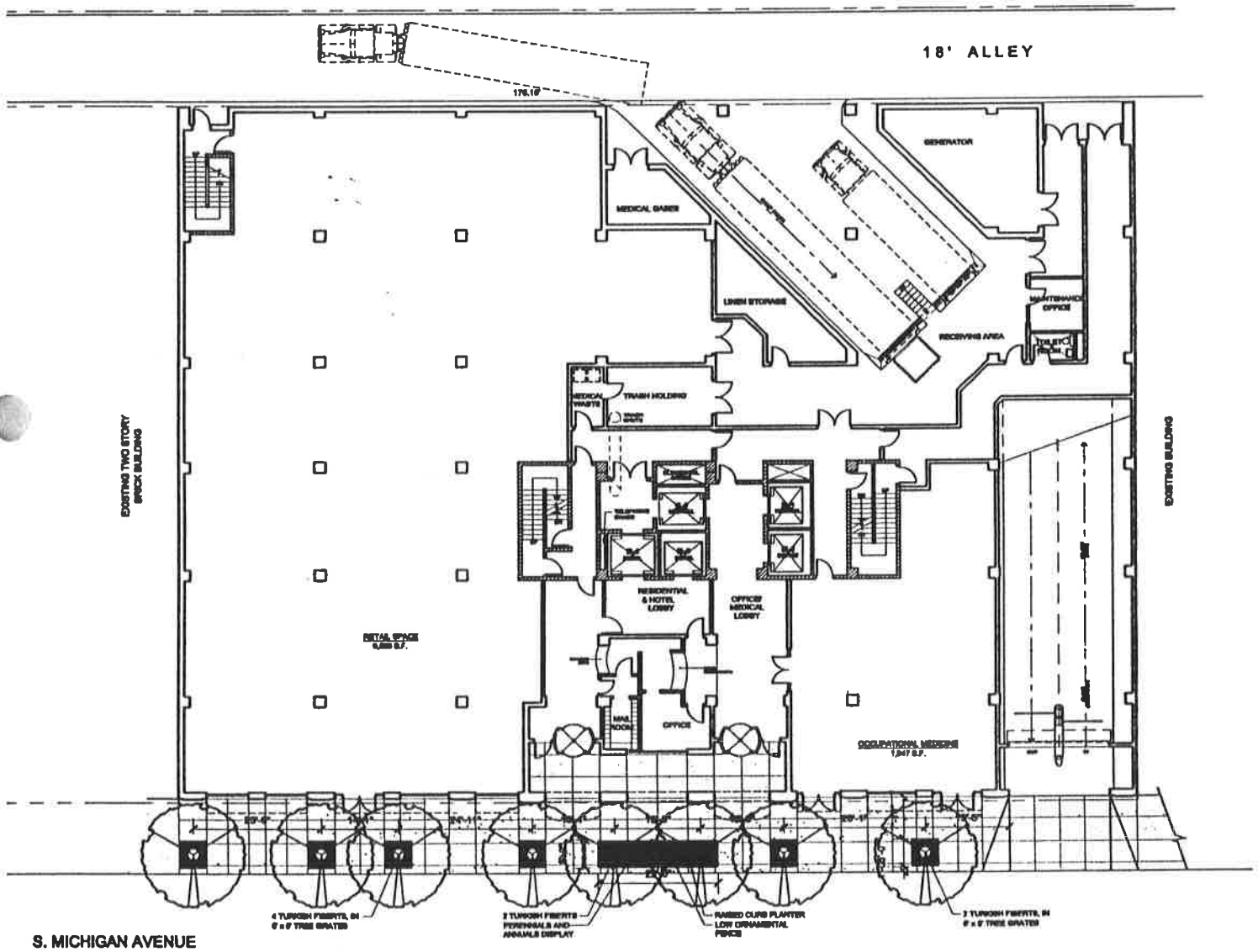
CENTRAL STATION
CHICAGO

Exhibit 13
View Corridors Map

N

June 5, 2001



LANDSCAPING PLAN

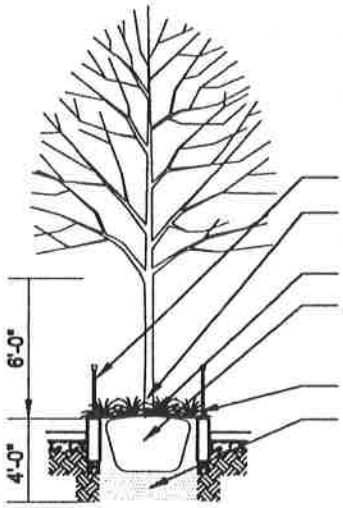
APPLICANT: CENTRAL STATION LIMITED PARTNERSHIP

ADDRESS: 1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL

DATE: SEPTEMBER 14, 2001

PFD & INCORPORATED ARCHITECTS

PLANT LIST					
BOTANICAL NAME	BOTANICAL NAME	SIZE	ROOT	TOTAL	NOTES
DECICUOUS TREES - SINGLE STEM					
CORYLUS COLURNA	TURKISH FILBERT	4" CAL.	B&B	8	LIMBED UP 6'



TEST TREE PIT FOR DRAINAGE PRIOR TO INSTALLATION. NOTIFY THE LANDSCAPE ARCHITECT OF DRAINAGE CONCERNS.

LOW ORNAMENTAL FENCE

TREE SHALL BE SET 3" HIGHER THAN CURB OR WALL HEIGHT

1" LAYER OF SHREDDED BARK MULCH

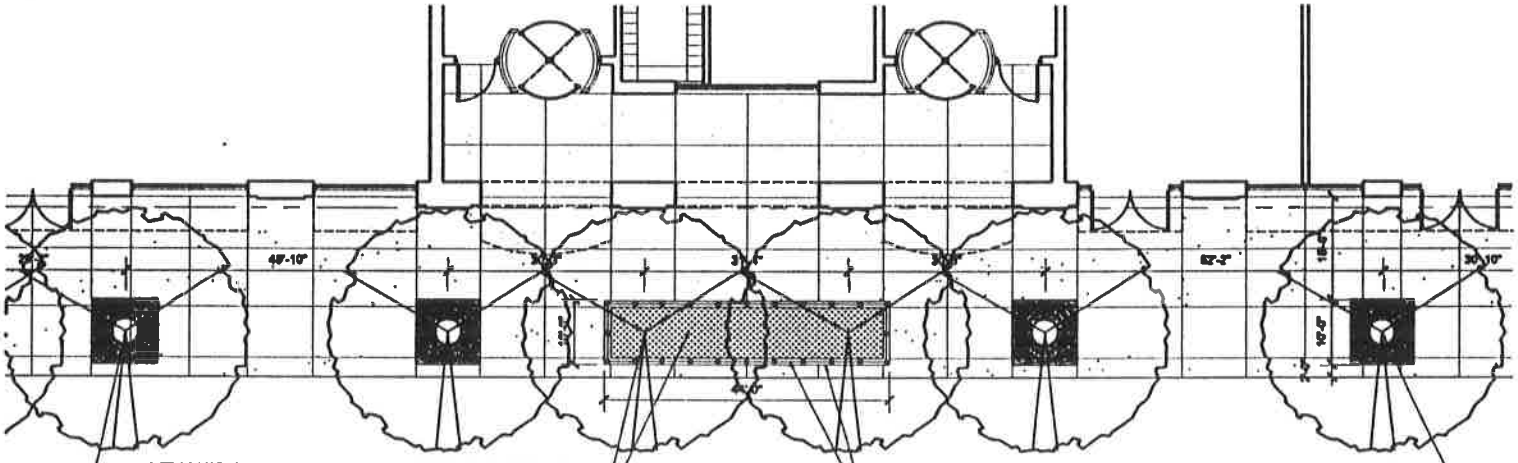
DO NOT REMOVE BURLAP OR BINDING FROM ROOTBALL. REMOVE CORD AND BINDING FROM TRUNK ONLY.

PERENNIALS AND ANNUALS

PLANTING BACKFILL MIX AS SPECIFIED WATER IN PLANTING MIX THOROUGHLY AFTER PLANTING.

1 DECIDUOUS TREE IN CURBED PLANTER

NOT TO SCALE



S. MICHIGAN AVENUE

N

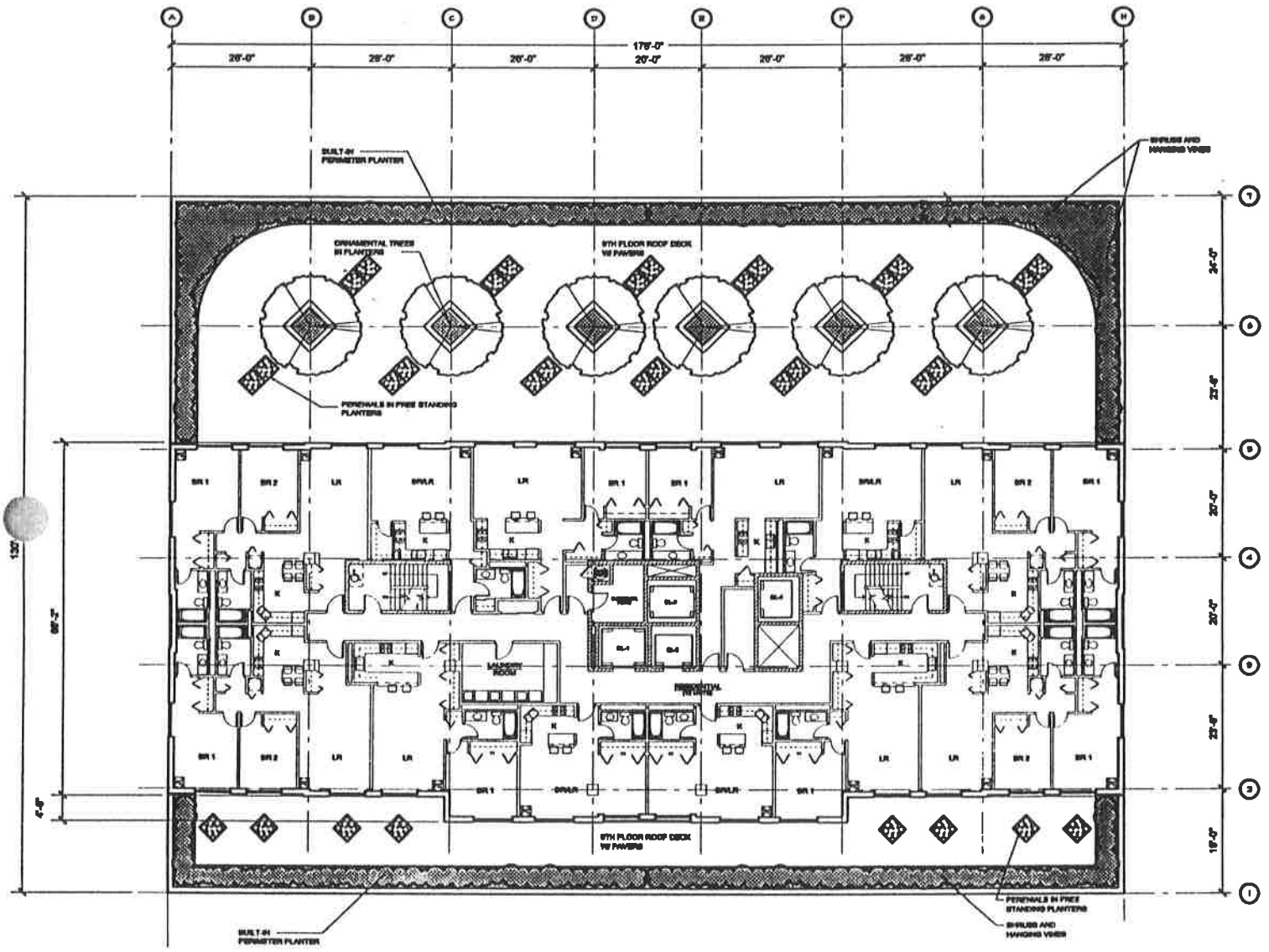
ENLARGED LANDSCAPING PLAN

APPLICANT: CENTRAL STATION LIMITED PARTNERSHIP

ADDRESS: 1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL

DATE: SEPTEMBER 14, 2001

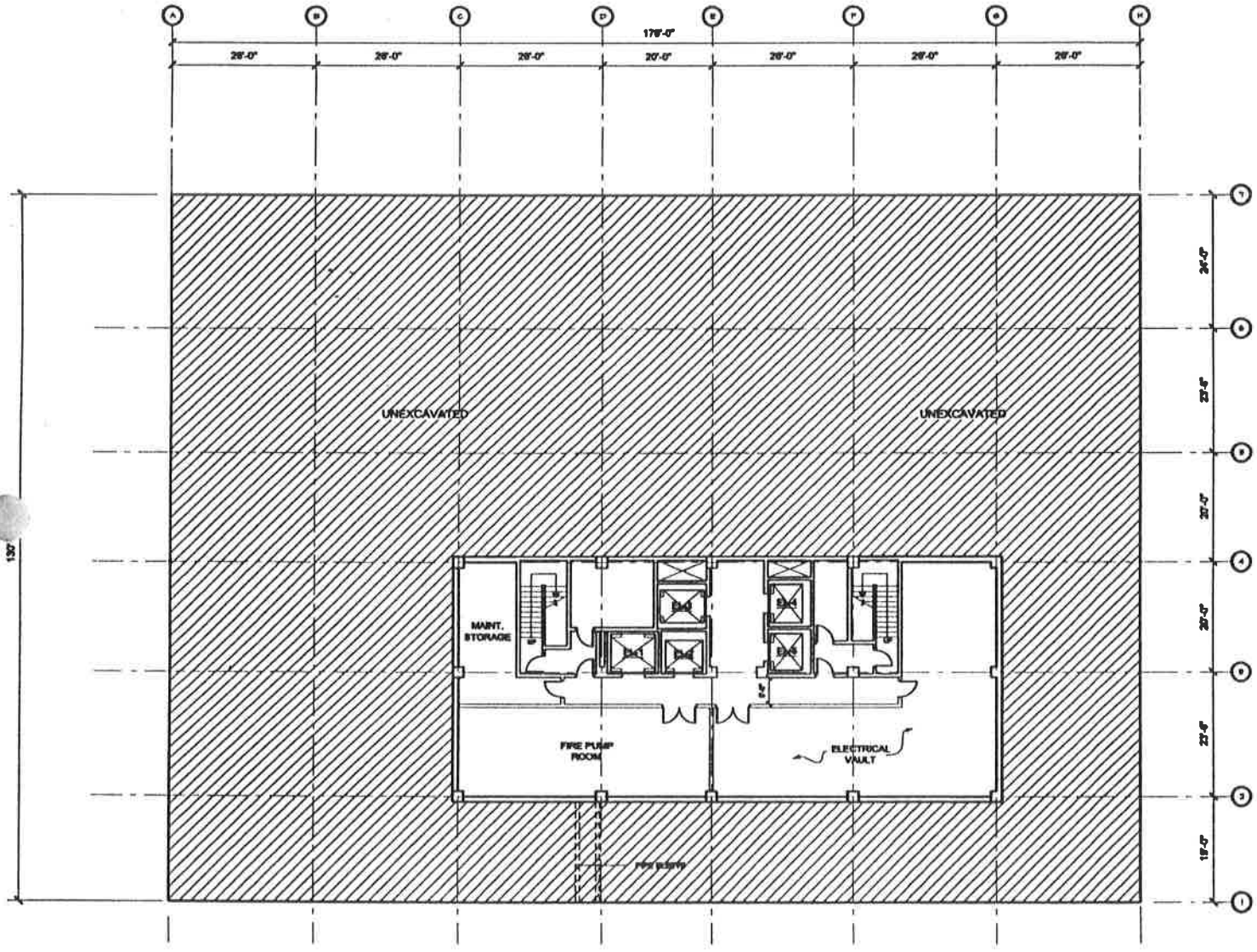
PFD INCORPORATED ARCHITECTS



N

9th FLOOR ROOF DECK LANDSCAPE PLAN

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

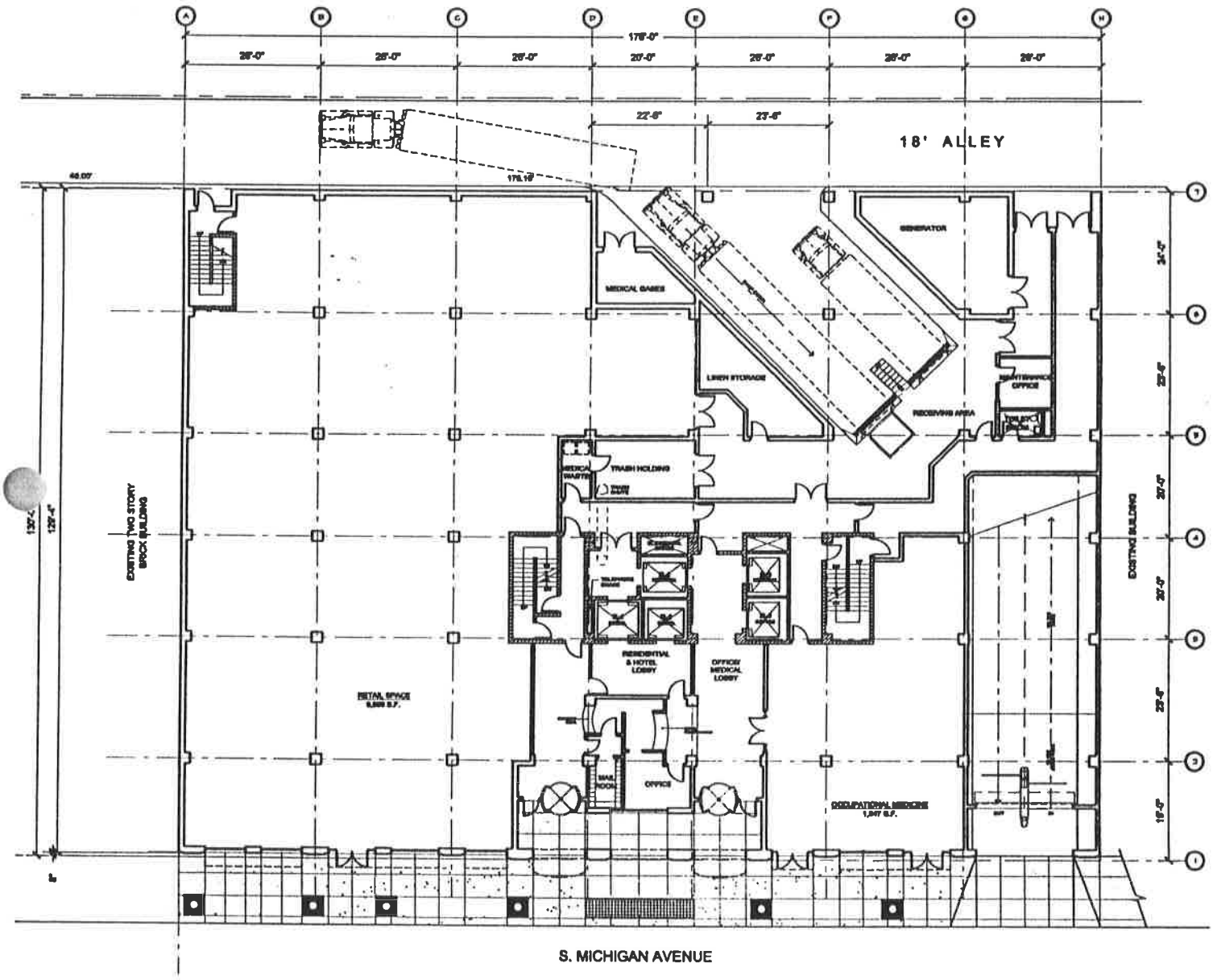


N

BASEMENT FLOOR PLAN

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PFD INCORPORATED ARCHITECTS



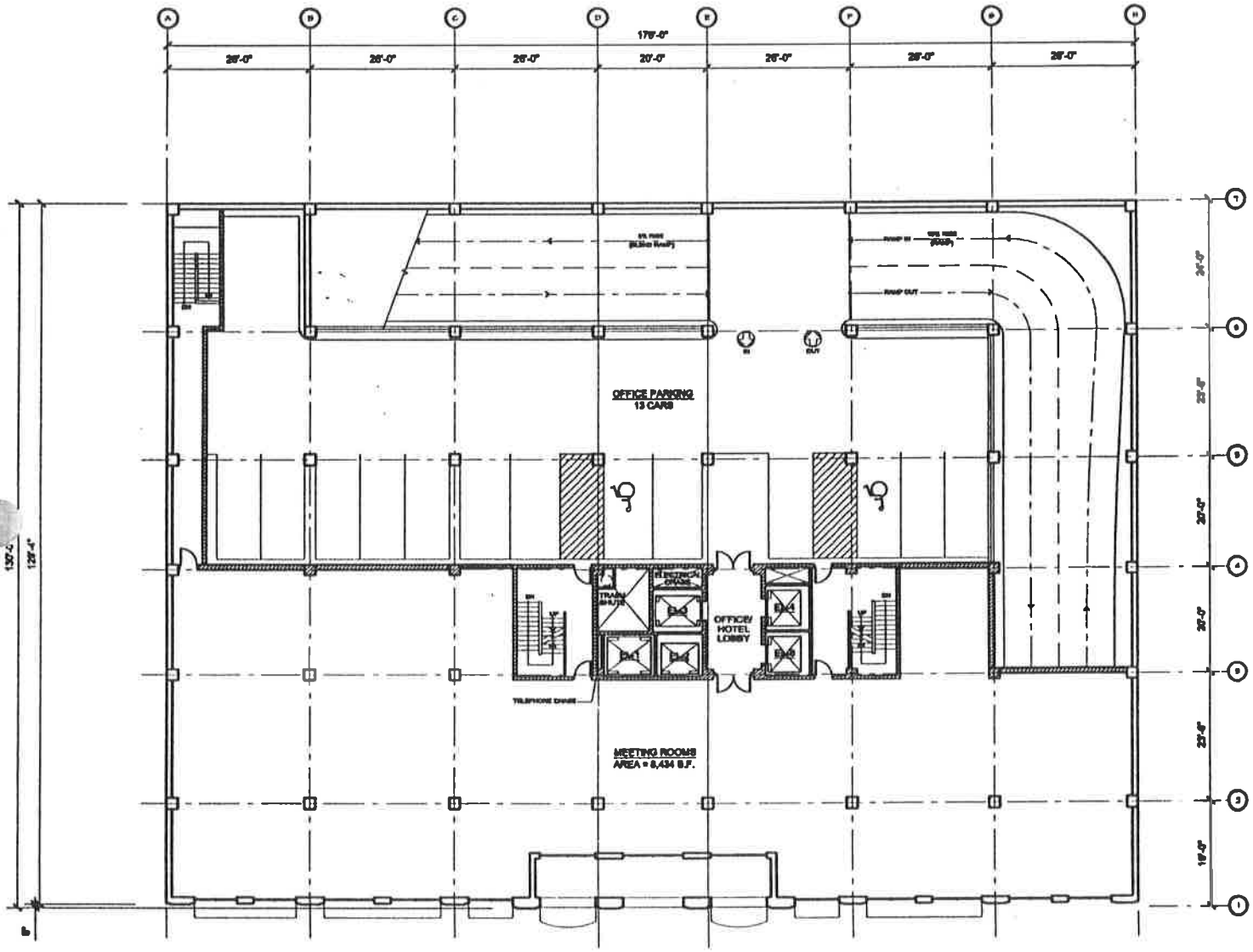
S. MICHIGAN AVENUE

N

1st FLOOR PLAN

APPLICANT: CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS: 1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE: SEPTEMBER 14, 2001

PFD INCORPORATED ARCHITECTS

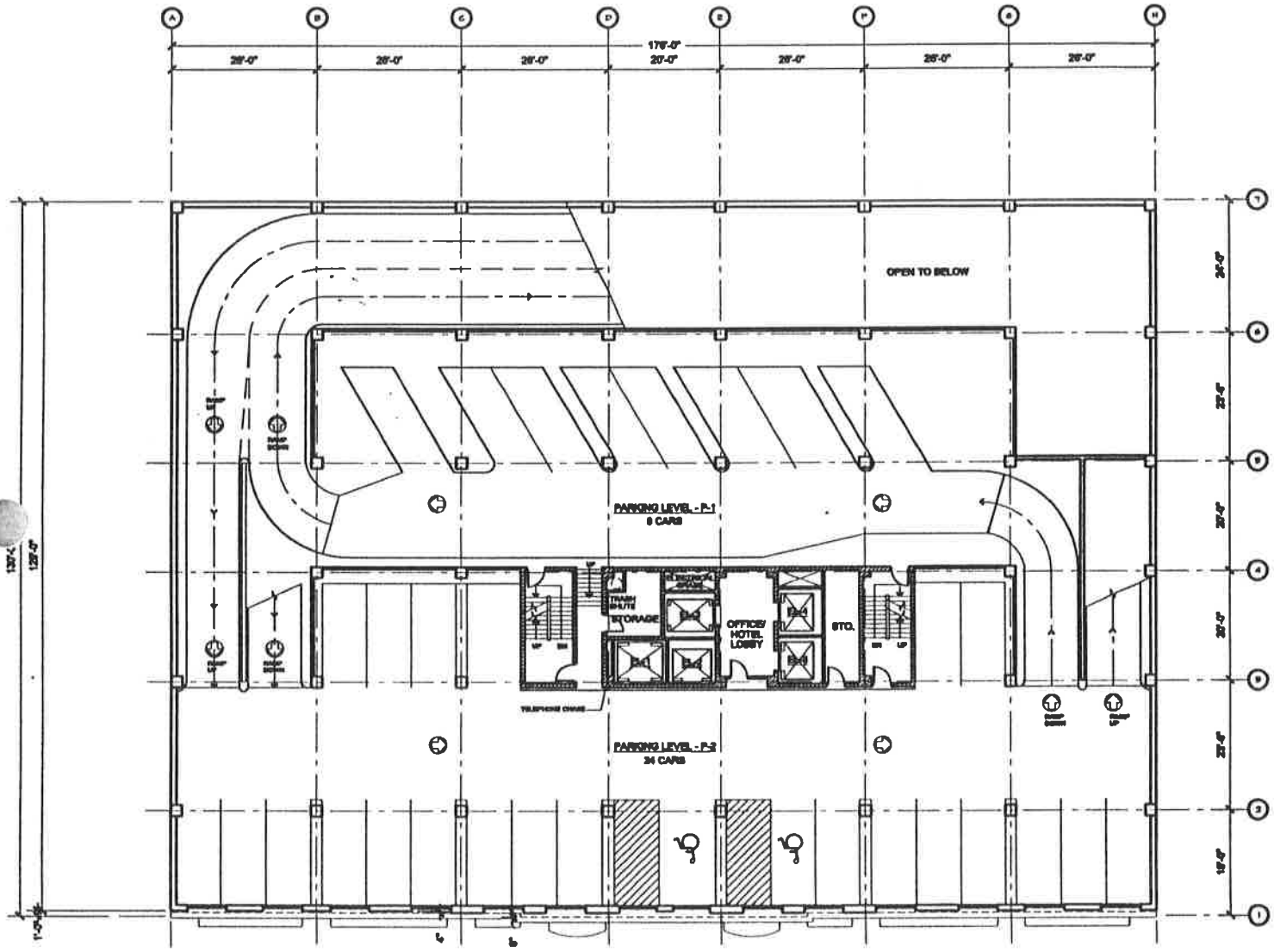


N

2nd FLOOR PLAN (OFFICE/ MEETING RMS/ PARKING)

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PFD INCORPORATED ARCHITECTS

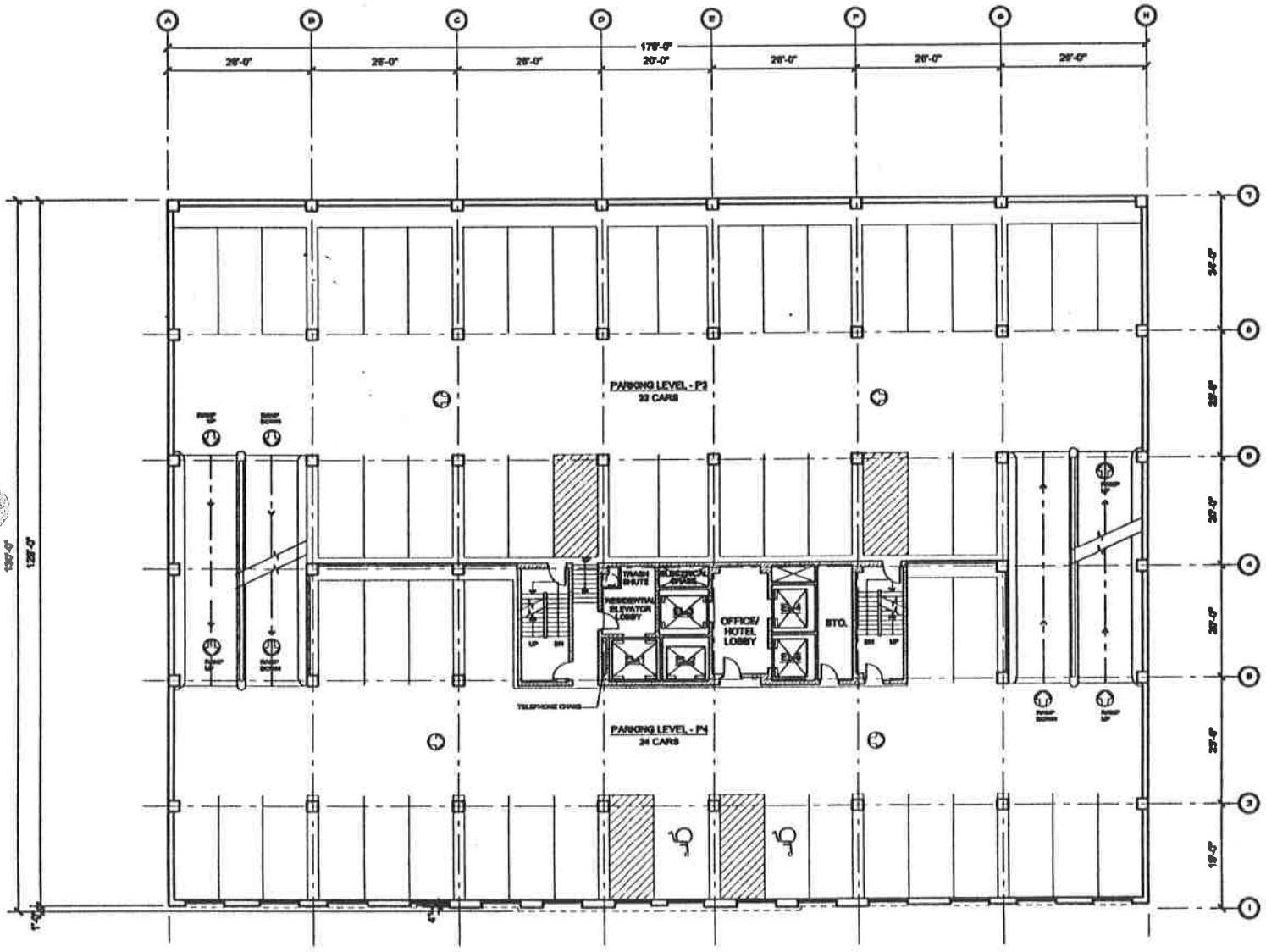


N

3rd FLOOR PLAN (PARKING)

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PFD INCORPORATED ARCHITECTS

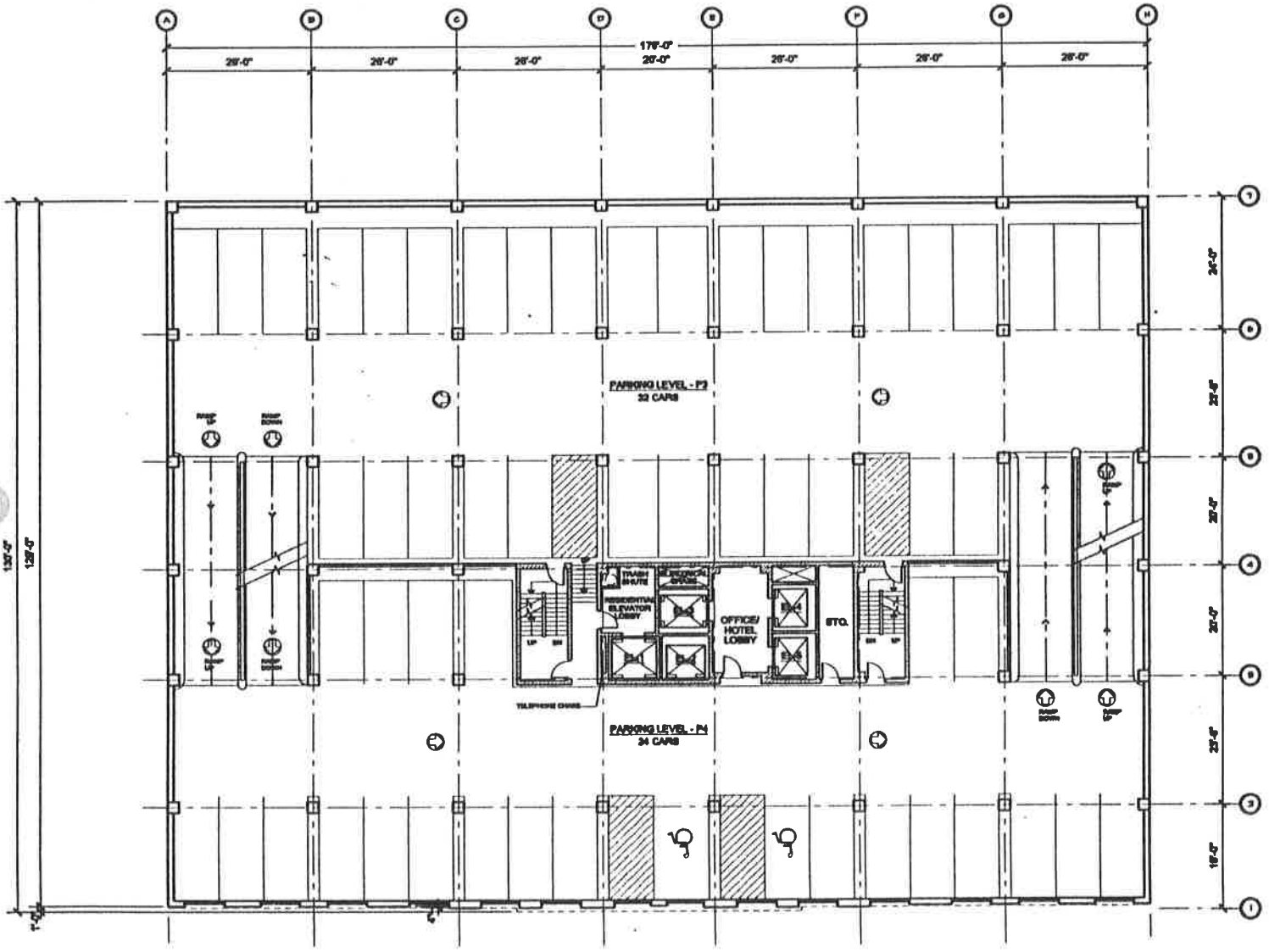


N

4th FLOOR PLAN (PARKING)

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PFRA
ARCHITECTS



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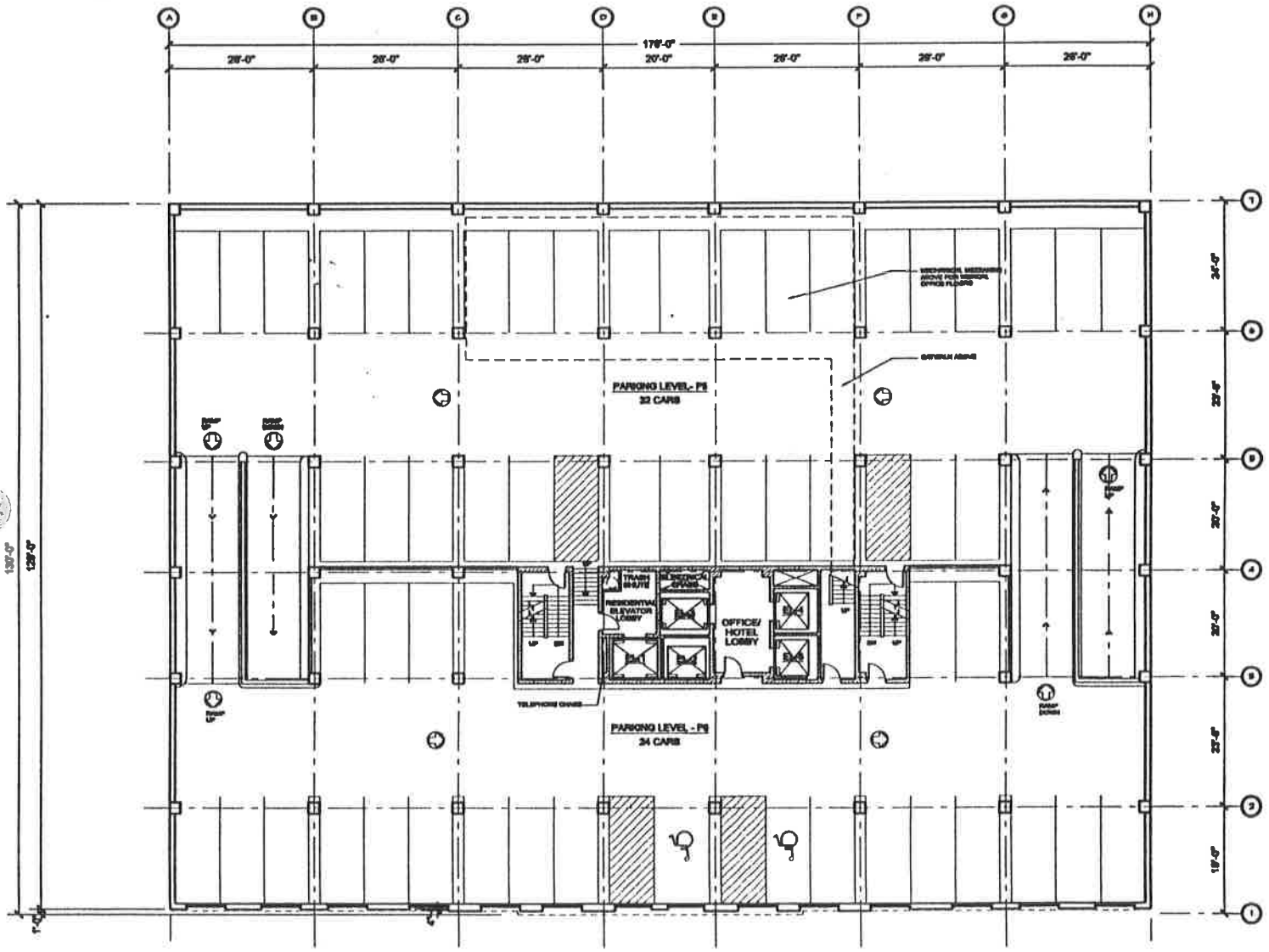
5th FLOOR PLAN (PARKING)

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PFDA

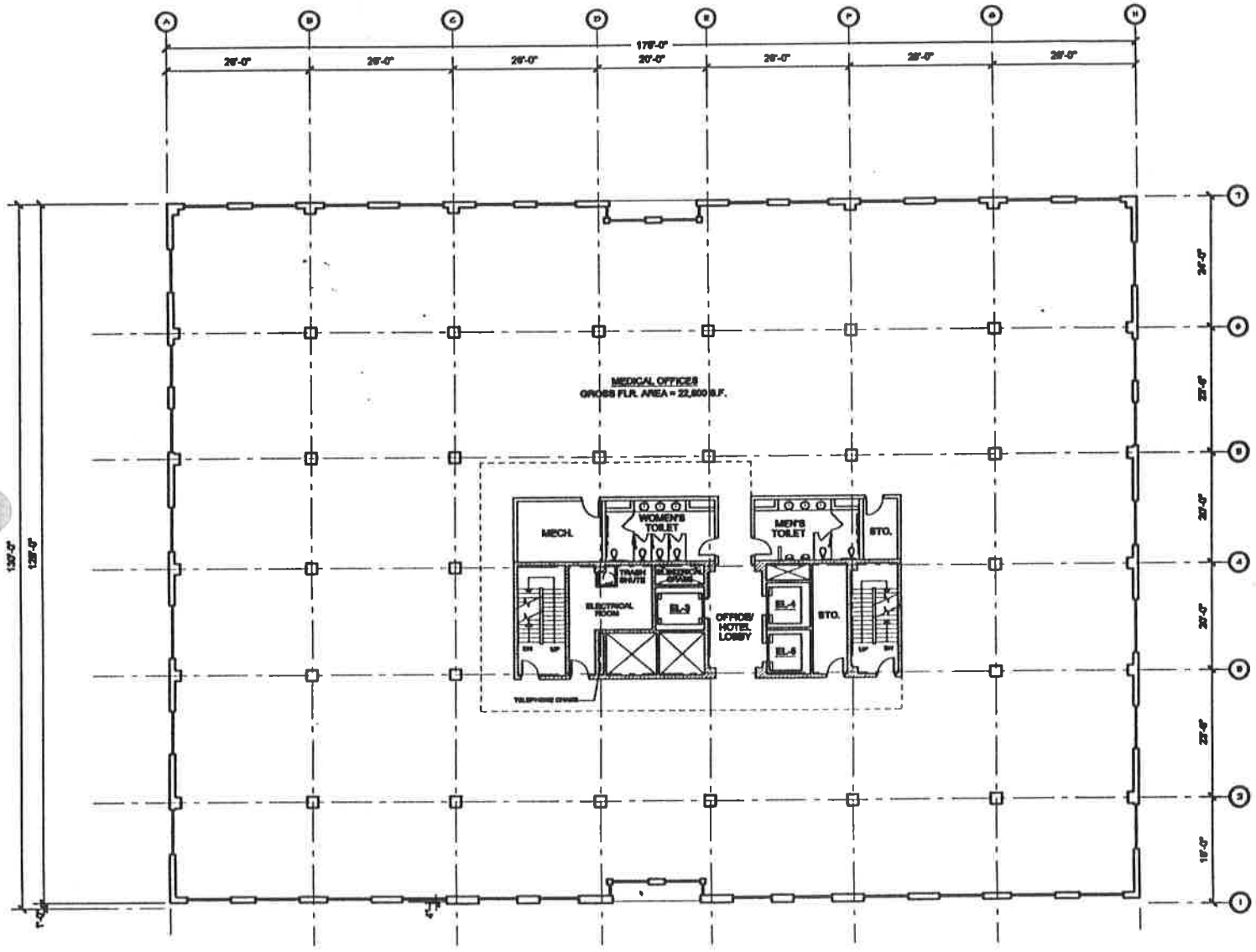


N

6th FLOOR PLAN (PARKING)

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PFDA ARCHITECTS

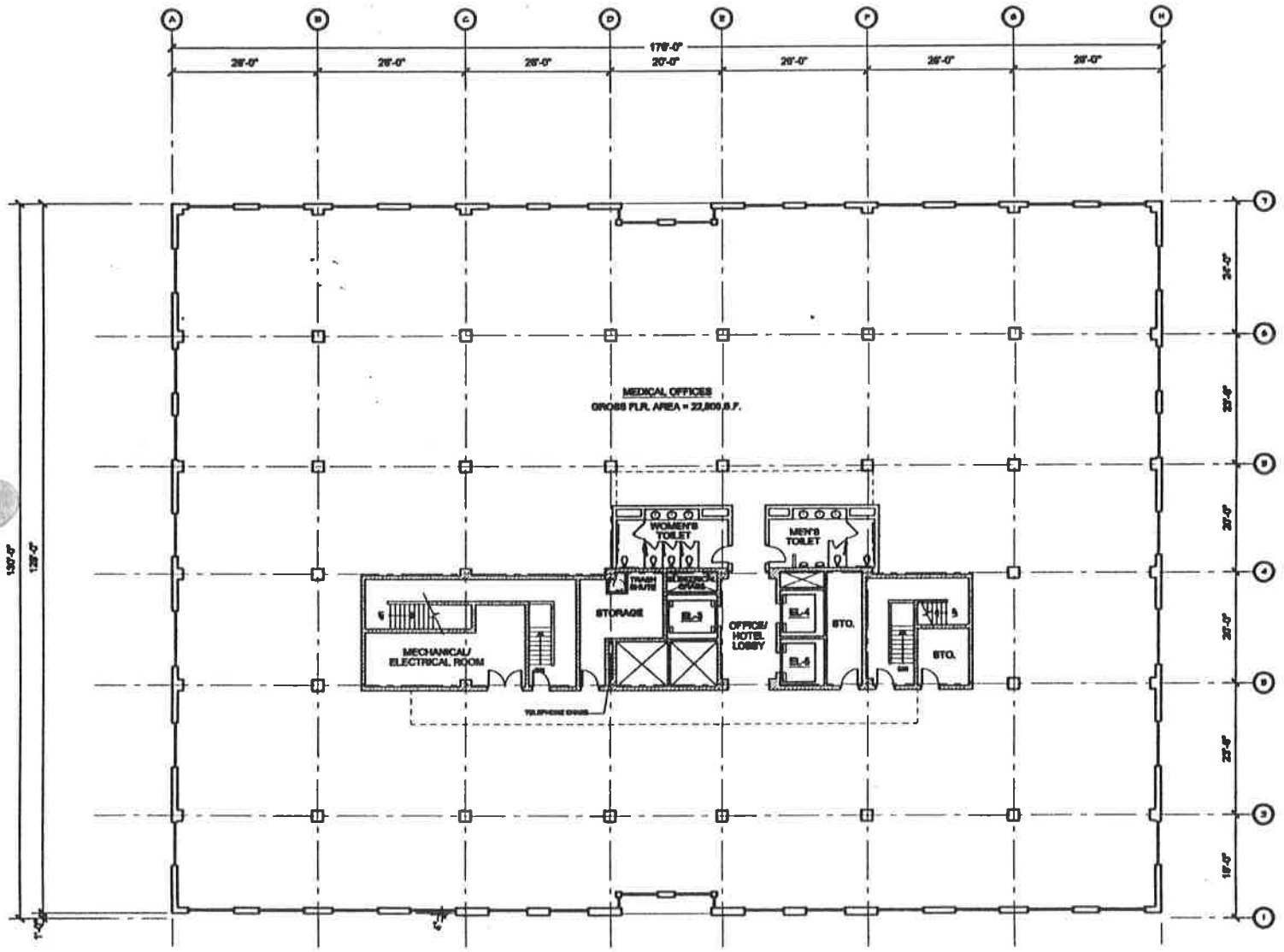


N

7th FLOOR PLAN (OFFICE SPACE)

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PFDA ARCHITECTS

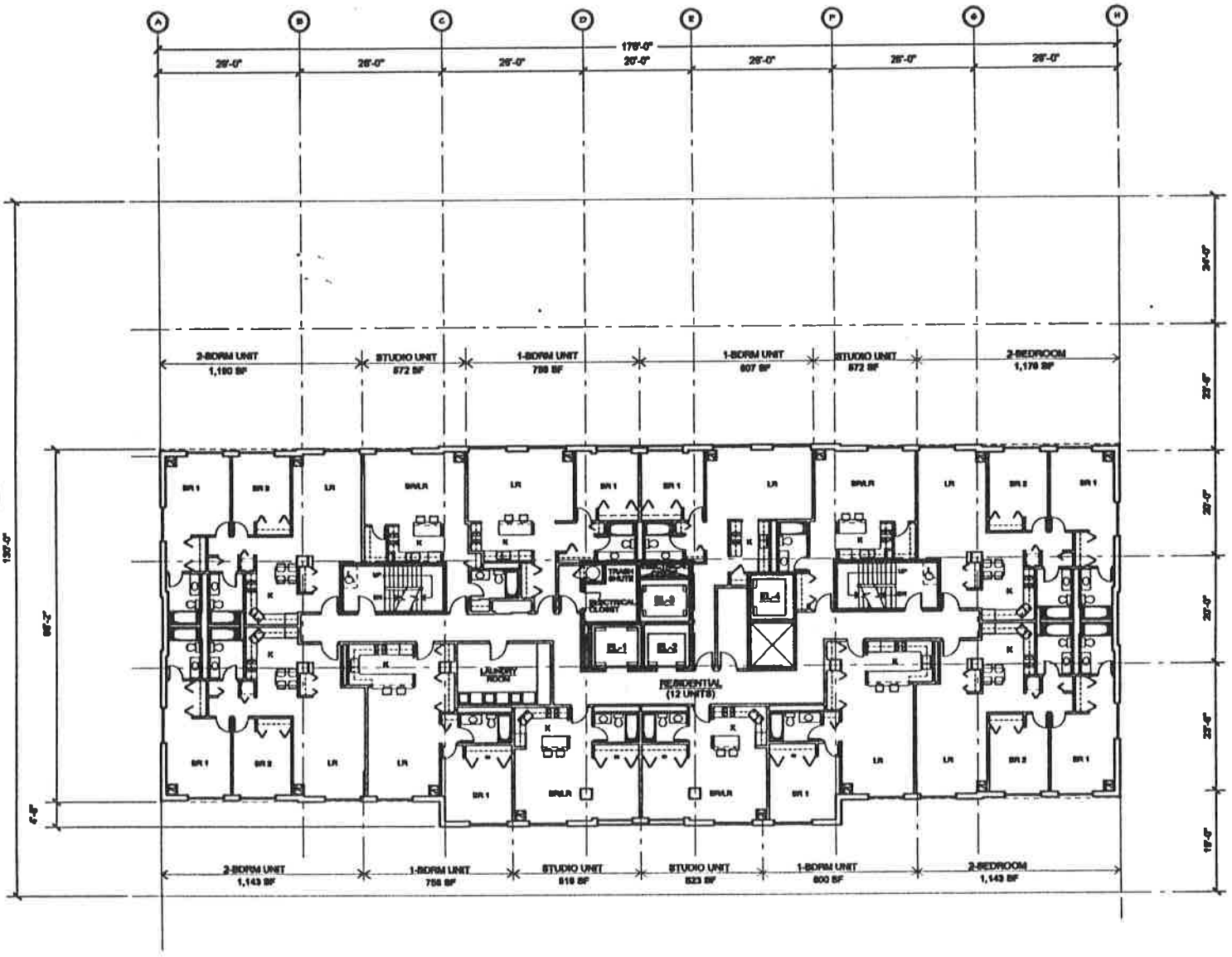


N

8th FLOOR PLAN (OFFICE SPACE)

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PFDA ARCHITECTS

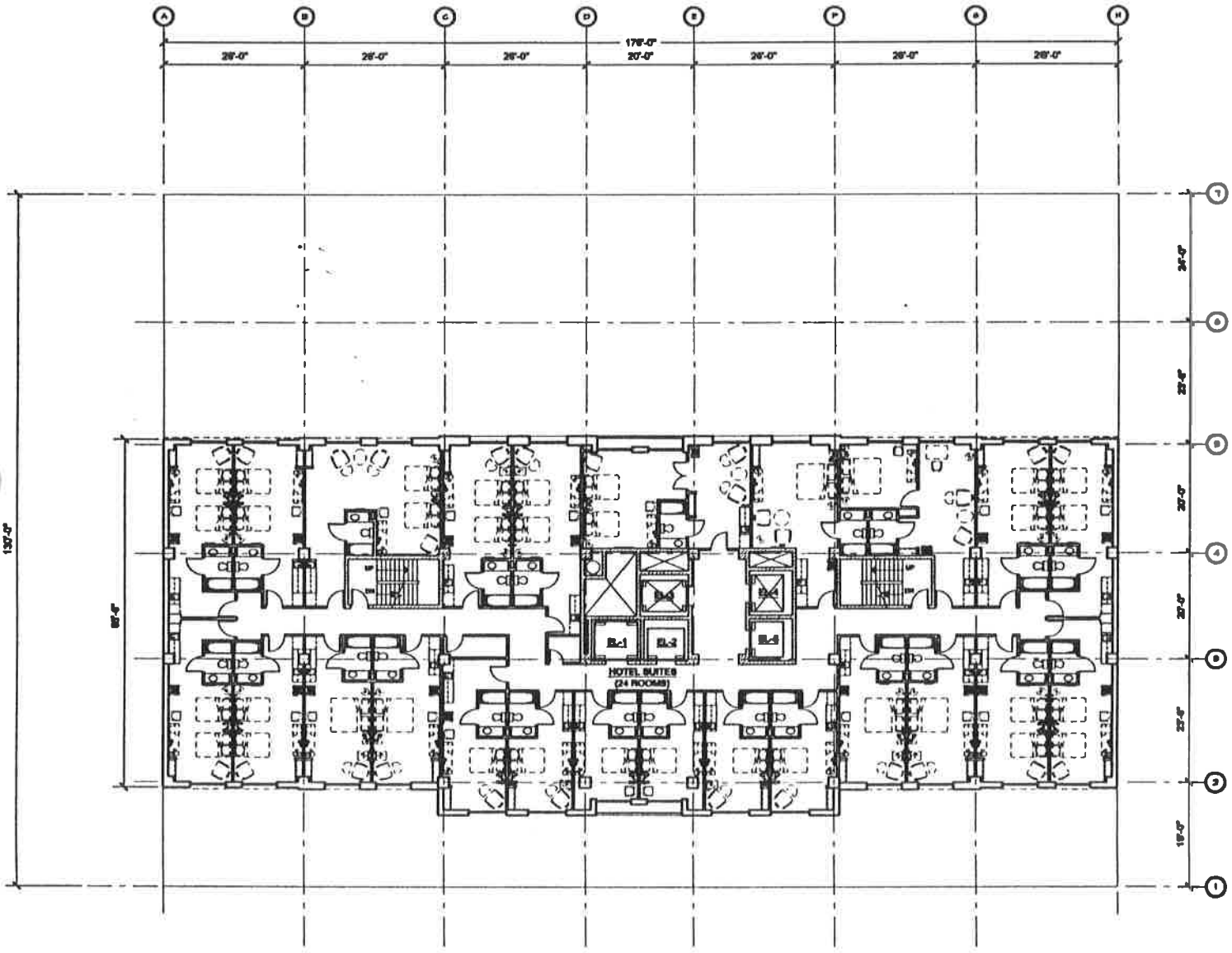


N

9th THRU 18th FLOOR PLAN (RESIDENTIAL)

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PFDA

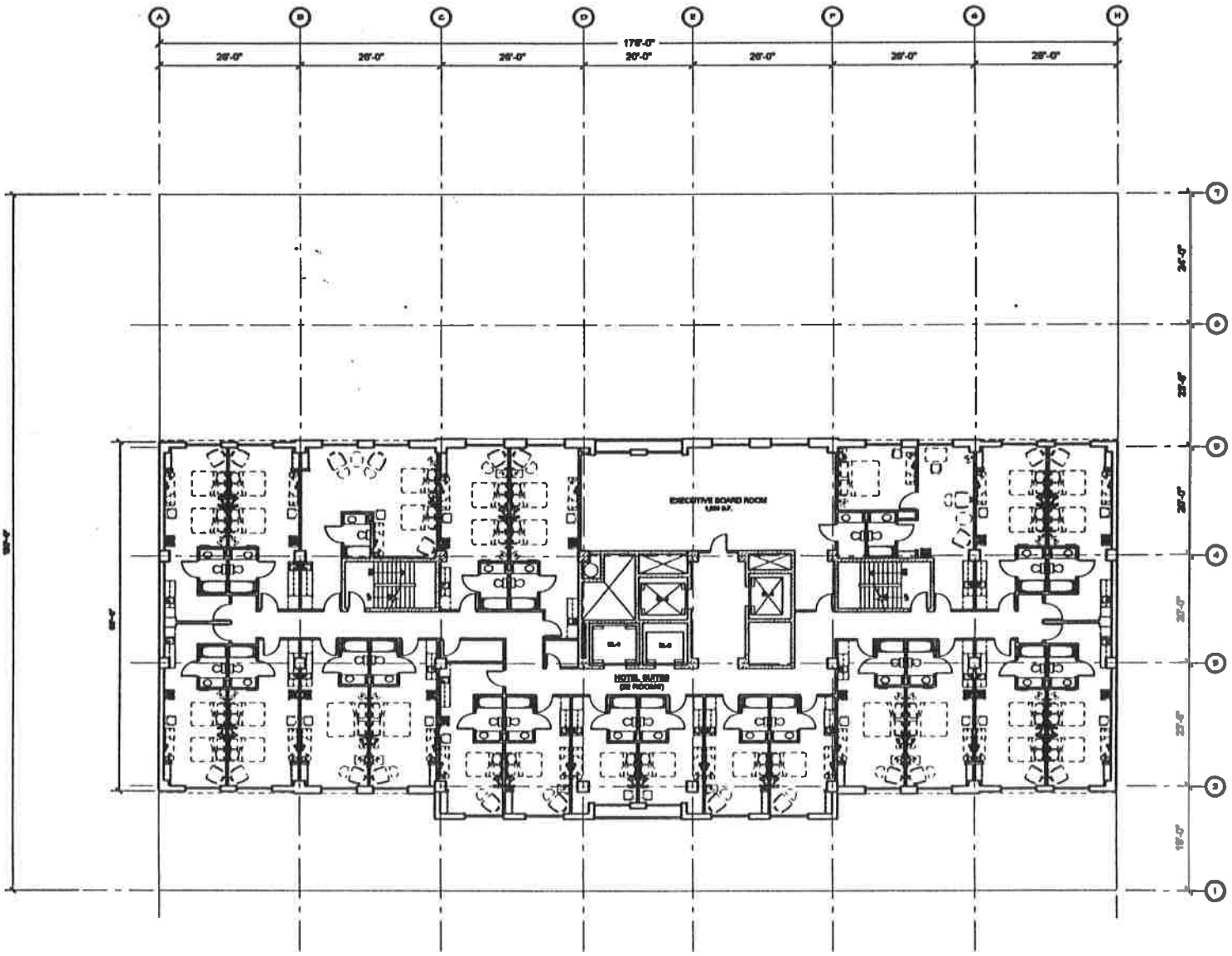


N

19th FLOOR PLAN (HOTEL)

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PTCA
ARCHITECTS

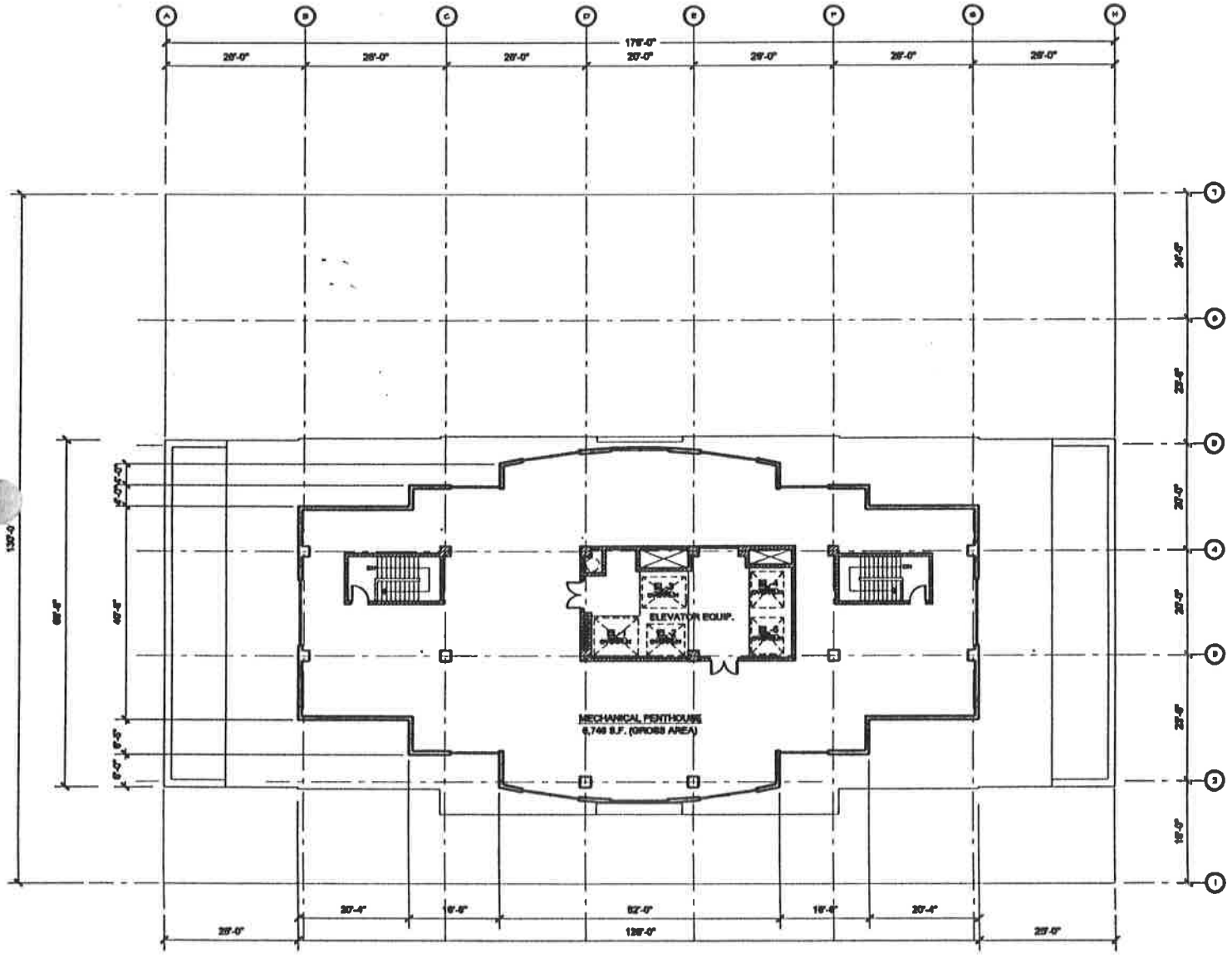


N

20th FLOOR PLAN (HOTEL AND BOARD ROOM)

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PFDA
ARCHITECTS



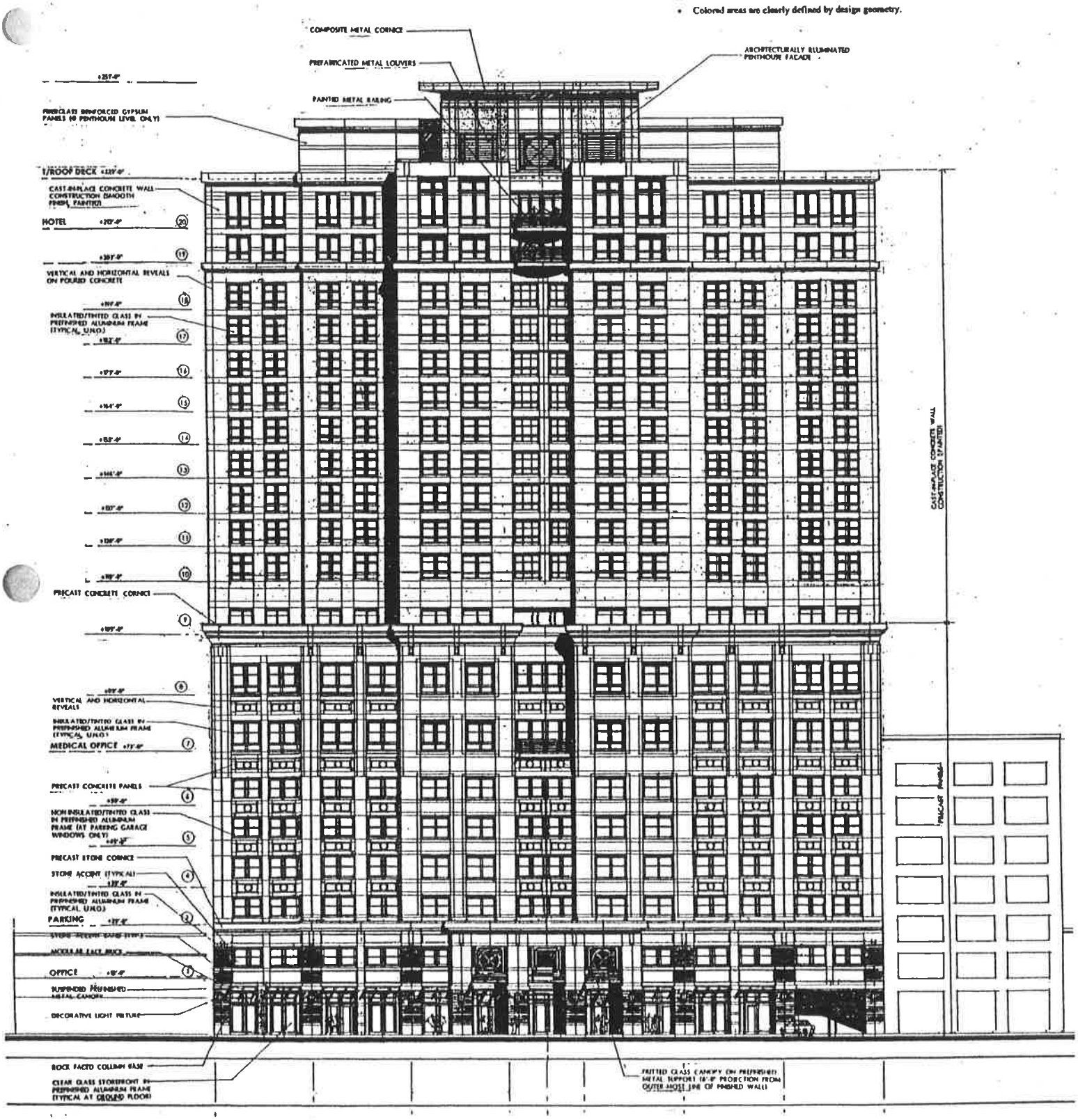
N

PENTHOUSE FLOOR PLAN

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PFD INCORPORATED ARCHITECTS

- Smooth and level continuous concrete planes
- Crisp, clean, and straight edges and corners.
- Clean transitions to adjust materials.
- Reveal lines are straight, level and parallel.
- Visual surface voids, air holes, cracking, crazing, and spalling will be minimized and patched where they do occur.
- Smooth radius at all curved elements.
- Colored areas are clearly defined by design geometry.



WEST ELEVATION

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PEDA ASSOCIATED ARCHITECTS

- Smooth and level continuous concrete planes
- Crisp, clean, and straight edges and corners.
- Clean transitions to adjoint materials.
- Reveal lines are straight, level and parallel.
- Visual surface voids, air holes, cracking, crazing, and spalling will be minimized and patched where they do occur.
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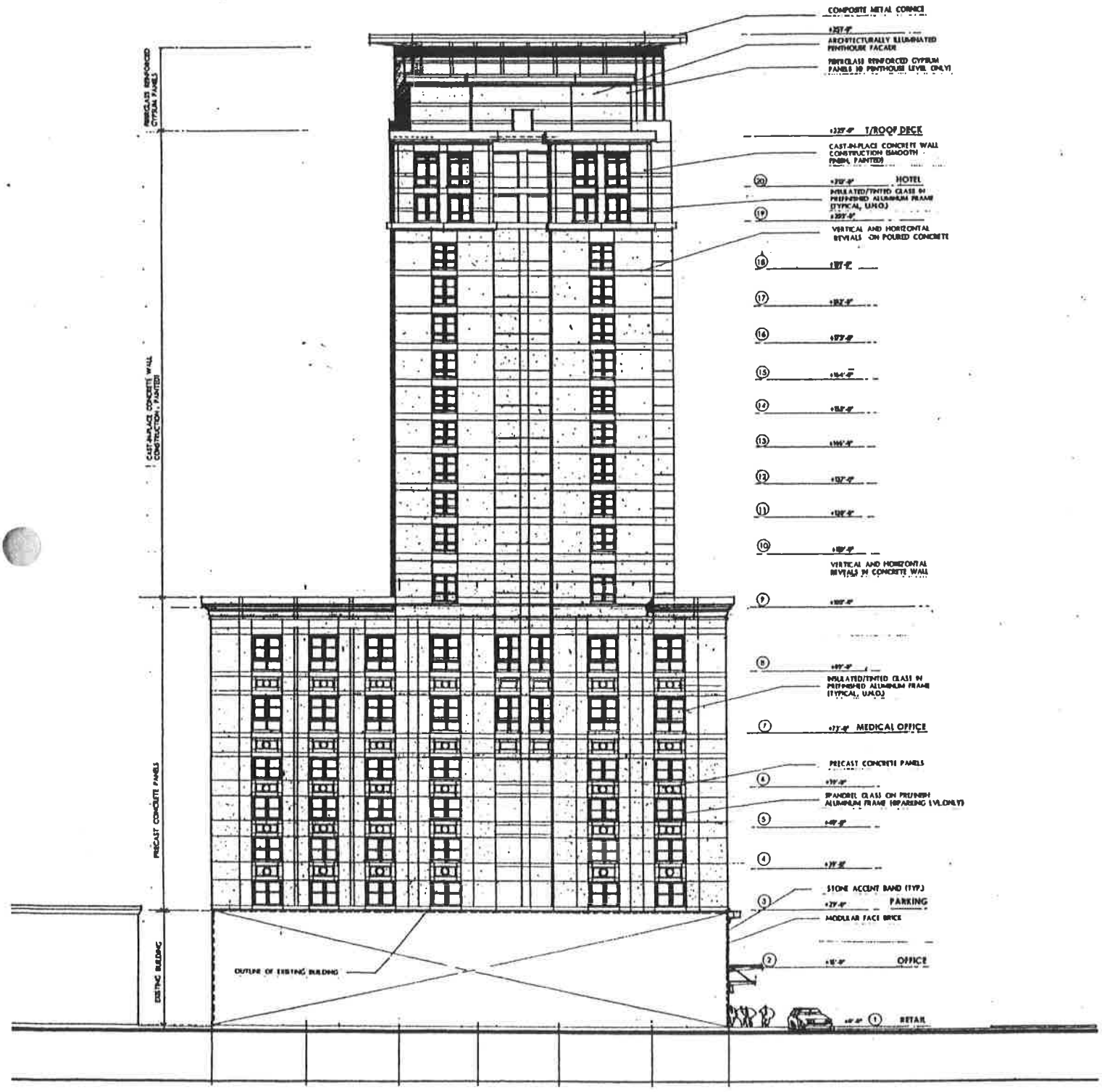
- Colored areas are clearly defined by design geometry.

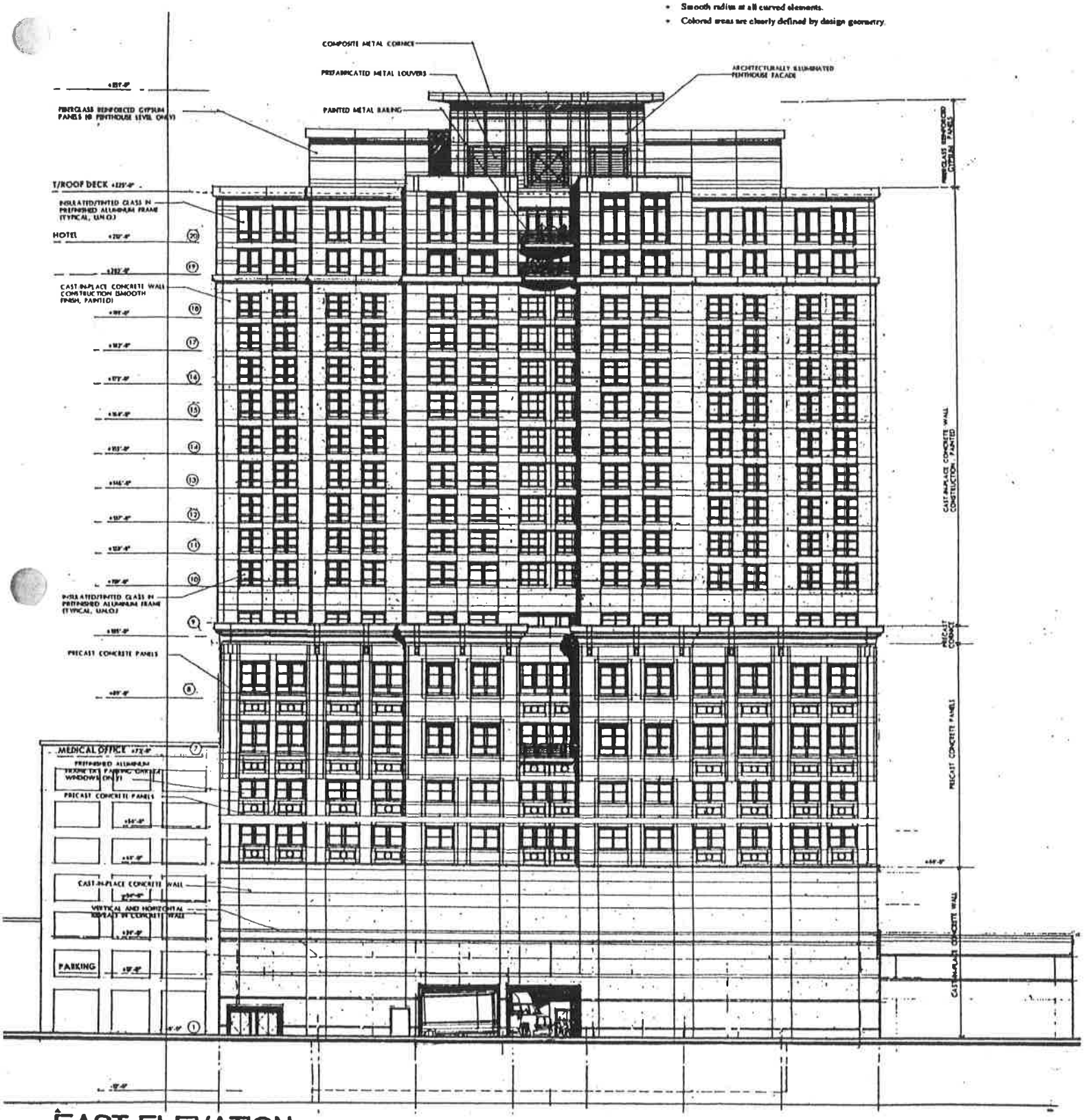


NORTH ELEVATION

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PEDA ARCHITECTS

- Smooth and level continuous concrete planes.
- Crisp, clean, and straight edges and corners.
- Clean transitions to adjoin materials.
- Reveal lines are straight, level and parallel.
- Visual surface voids, air holes, cracking, crazing, and spalling will be minimized and patched where they do occur.
- Smooth radius at all curved elements.
- Colored areas are clearly defined by design geometry.

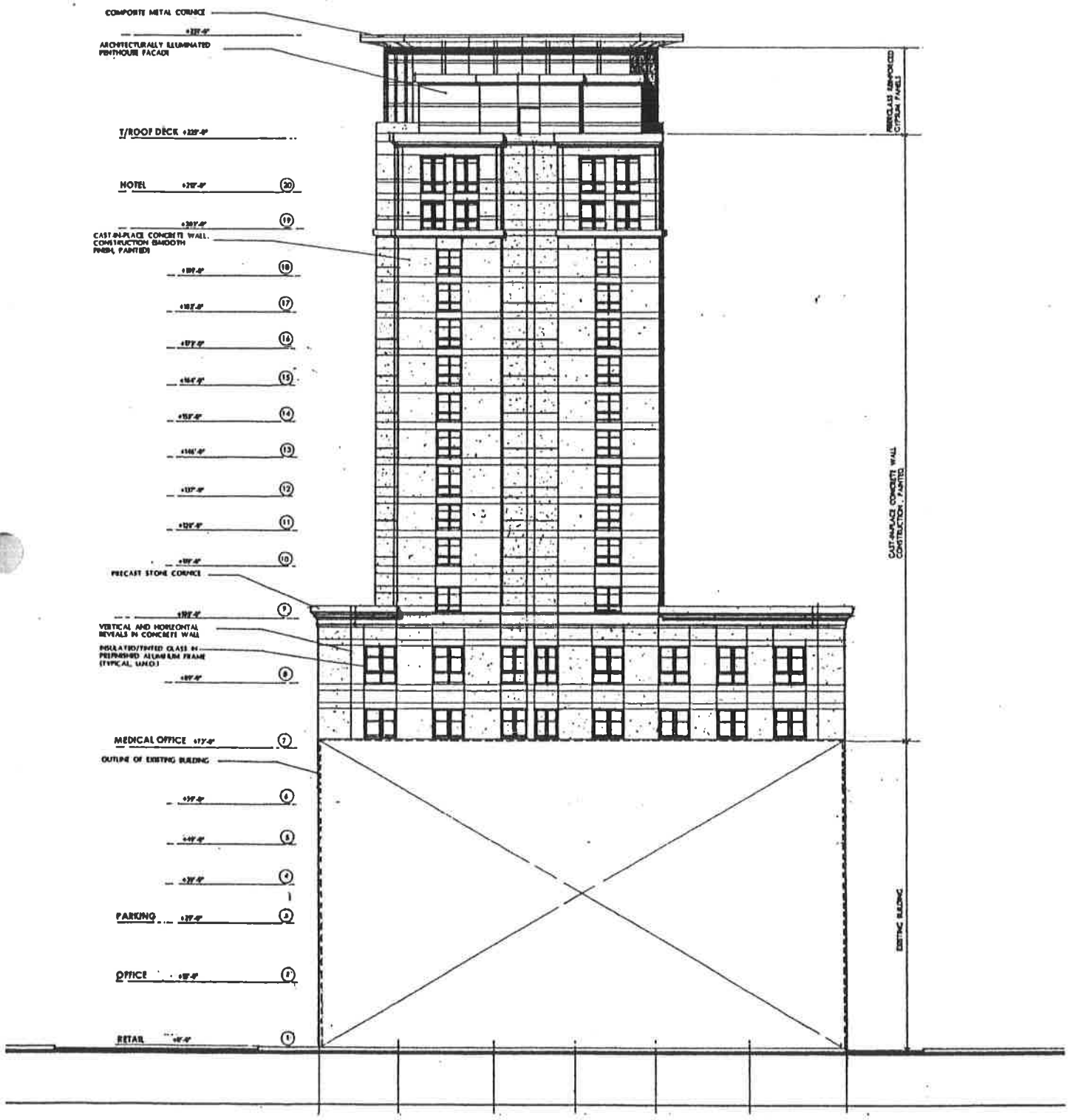


EAST ELEVATION

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PFDA ARCHITECTS

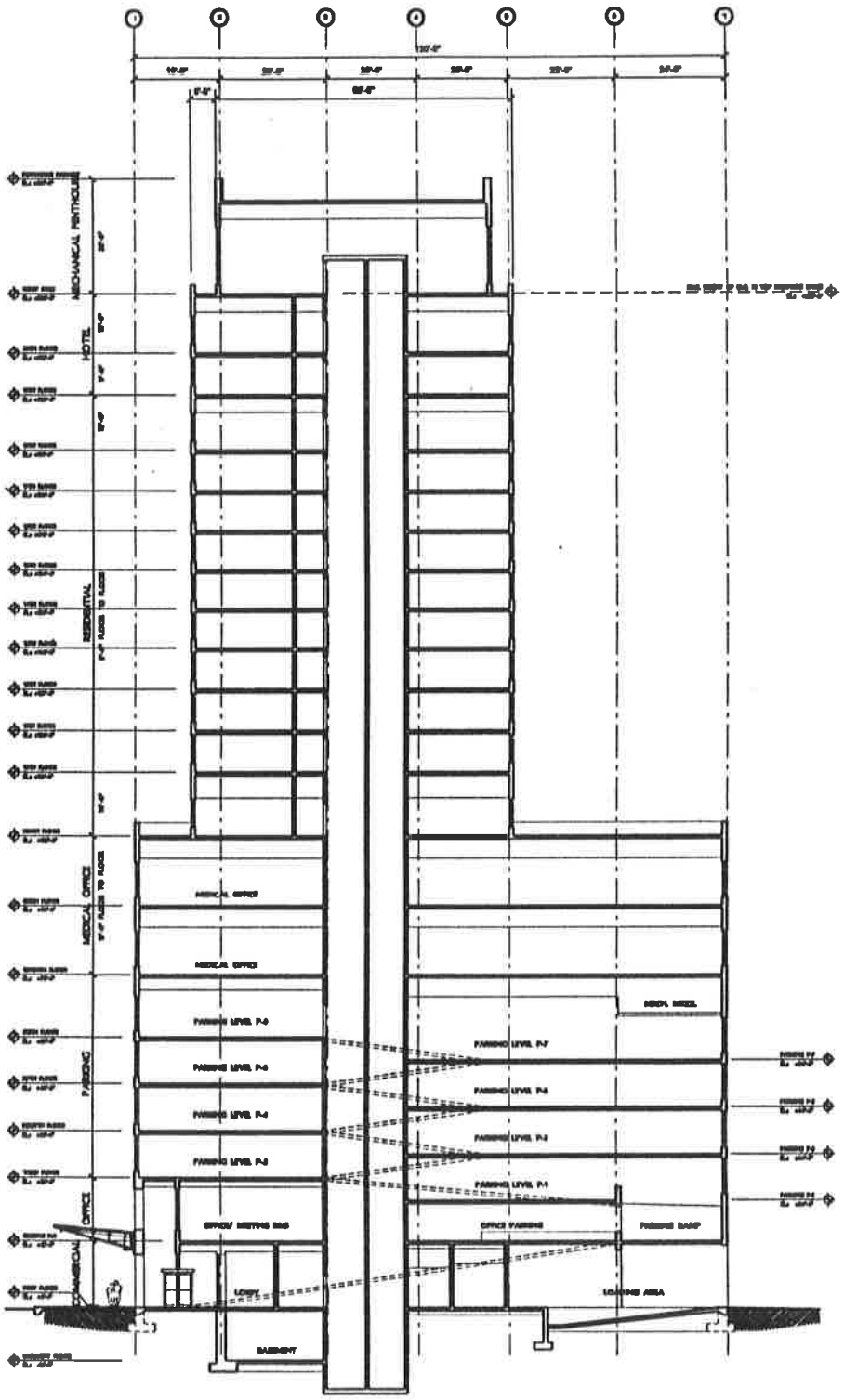
- Smooth and level continuous concrete planes.
- Crisp, clean, and straight edges and corners.
- Clean transitions to adjust materials.
- Reveal lines are straight, level and parallel.
- Visual surface voids, air holes, cracking, crazing, and spalling will be minimized and patched where they do occur.
- Smooth radius at all curved elements.
- Colored areas are clearly defined by design geometry.



SOUTH ELEVATION

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PFDA ARCHITECTS



BUILDING CROSS SECTION

APPLICANT:	CENTRAL STATION LIMITED PARTNERSHIP
ADDRESS:	1305-21 SOUTH MICHIGAN AVENUE, CHICAGO, IL
DATE:	SEPTEMBER 14, 2001

PFDA
ARCHITECTS

RECEIVED
JUL 15 1999
Final-LW

CENTRAL STATION

Master Plan II
Subarea A
July 15, 1999

Applicant: Central Station Limited Partnership
Date Revised: July 15, 1999

CENTRAL STATION MASTER PLAN II

1. The area delineated herein as Master Plan II consists of approximately 1,204,560 gross square feet (27.65 acres). The Net Site area (Master Plan II area less area devoted to public roadways and public parks) is 898,892 square feet (20.64 acres).

The private areas within this Master Plan are divided into six (6) parcels as depicted on Exhibit 4: Parcel 1, Parcel 2, Parcel 3, Parcel 4 Parcel 5 and Parcel 6. Areas referred to herein as the "Restricted Development Zones" are located as depicted in Exhibit 4. Any reference herein to "Parcel" or "development parcel" shall mean the aforesaid Parcels 1, 2, 3, 4, 5 and 6. The public park areas within this Master Plan are depicted on Exhibit 5.

2. The boundaries of this Master Plan II are generally as follows: East Roosevelt Road, South Lake Shore Drive, East 14th Street extended east; South Indiana Avenue; East 13th Street; and South Michigan Avenue from East 13th Street to Roosevelt Road.

3. This Master Plan consists of these eight (8) statements and the following attached Exhibits:

Exhibit Number	Exhibit Title
1.	Location Map
2.	Existing Street Map
3.	Rights-of Way Adjustment Map
4.	Master Plan Boundary and Development Parcel Map, Curb Cut and Loading Zones
5.	Land Use Controls Map
6.	Height-Allowance Map
7.	Table of Permitted Uses
8.	Table of Bulk Regulations
9.	Property Survey
10.a & b.&c.	Streetscape Improvement Plans
11.	Daniel Webster Park Improvement Concept Plan
12.	Pedestrian Circulation Map
13.	View Corridors Map

Full size sets of these exhibits are on file with the Department of Planning.

4. This Master Plan conforms to the requirements of Planned Development No. 499 as amended and the Central Station Development Guidelines for Master Plan approval.

5. Public Rights-of-Way as depicted on Exhibit 3 shall be retained, dedicated and/or vacated in accordance with the provisions of this Master Plan II as necessary to accommodate the private development and public improvements contemplated by this Master Plan II. In the event of any inconsistency between the requirements to dedicate, vacate or retain right-of-way and any other agreement (including any redevelopment agreement), between the City and the property owners or any ordinance adopted by the City Council, the terms of said ordinance or said agreement shall govern.

6. This Master Plan II implements the provisions of Statement No. 11 of Planned Development No. 499 as amended for that portion of the Planned Development property located within the Master Plan II area. All improvements upon and use of the Property shall be designed and constructed in conformance with the provisions of this Master Plan II and Planned Development No. 499 as amended; provided however, that the terms and provisions of this Master Plan II contain regulations, among other things, upon the uses and bulk permitted by Planned Development No. 499 as amended which provisions shall govern and, the provisions of this Master Plan II carry out, among other things, the requirements of Statements No. 9 and 10 of Planned Development No. 499 as amended, which provisions shall govern.

7. Development Regulations

A. Permitted Uses. Permitted uses within the area of Master Plan II are those described and contained on the Table of Permitted Uses (Exhibit 7).

B. Bulk Regulations. The bulk regulations for the Master Plan II area are contained on the Table of Bulk Regulations (Exhibit 8). For the purposes of Floor Area Ratio ("FAR") calculations, Grade Level and Plaza Level shall be established at the time of Site Plan review. Floor area below the Plaza Level (or "Curb Level") shall not be included in calculating the total number of square feet permitted under this Master Plan.

C. Parking and Loading.

(i) Off-Street Parking.

Off-street parking spaces shall be provided at a minimum for each use developed in the Master Plan area as follows: single-family/single-family attached housing/townhouse/walk-up non-elevator – 1.00 space/DU; all other multi-family residential uses - 0.55 spaces/DU; senior residential uses – 0.3 spaces/DU; retail\commercial uses - 0.4 /1000 sq. ft. spaces if retail uses are less than 5% of total developed floor area and 2.9 spaces/1000 sq. ft. if retail uses exceed 5% of total developed floor area; office uses -0.7 spaces/1000 sq. ft.; hotel uses-0.25 spaces/guest room. Off-street parking must be carefully located and designed to be functional, compatible with immediately surrounding uses, and architecturally compatible with the surrounding neighborhood. The following are additional restrictions on off-street parking:

a. Permanent parking must be located in garages or other enclosed structures or below-grade.

b. Any portion of an outdoor, at-grade off-street temporary parking area visible from a public right-of-way must be located and landscaped in a manner consistent with the vehicular use area landscaping and screening provisions of the Chicago Zoning Ordinance.

c. All required off-street parking spaces serving uses within the Master Plan area shall be located within the same Parcel as the use served.

d. Direct access from a public street to offstreet parking areas and garages is permitted through permitted curb cuts.

e. All above-grade parking garages shall have active uses (e.g. retail, restaurants, lobbies, community rooms, dwelling units, day care center, etc.) at ground level and at upper levels in appropriate locations in accordance with the "streetwall" criteria established in Section E.(iv).

(ii) Off-Street Loading.

Loading docks and related facilities shall be provided in accordance with the C3-5 requirements of the Chicago Zoning Ordinance. All loading docks shall be off-street, and all loading docks shall be located within a structure or building which shall be enclosed and provided with a door.

The Applicant shall use its best efforts to accomplish off-street loading in the following preferred manner:

Parcel 1: from 13th Street;

Parcel 2: from 13th Street and the Restricted Development Zone;

Parcel 3: from 13th Street and 14th Street;

Parcel 4: from 13th Street, the Restricted Development Zones, or 14th Street.

In addition, at the time of Site Plan approval, a limited number of curb cuts for loading dock access may be approved along Indiana Avenue and Michigan Avenue within the curb cut zones as indicated in Exhibit 4. No loading docks or loading dock facilities will be permitted along Roosevelt Road.

D. Vehicular Circulation.

(i) Curb Cuts.

Driveways, entrances to off-street parking and to loading docks, and all other facilities requiring curb cuts shall be located and sized to minimize conflicts with on-street traffic and with pedestrian circulation. Access from interior roads or alleys is strongly preferred. All curb cuts shall, singly or in combination, provide for ingress and egress and shall be

constructed in accordance with the standards of the City of Chicago and included in an approved Site Plan.
There shall be no curb cuts in the following locations:

a. At the perimeter of Daniel Webster Park;

b. Along Roosevelt Road;

c. Along Indiana Avenue and Michigan Avenue except as allowed at the time of Site Plan approval in the curb cut zones as depicted in Exhibit 4 .

(ii) Private Roadways.

a. A private roadway shall mean any drive or way designed and intended for use as vehicular access to or within any Development Parcel.

b. Private roadways may be constructed in any of the Parcels for the purpose of providing ingress and egress, including service access.

c. Private roadways may provide all of the vehicular access to structures located in Parcels 1, 2, 3 and 4.

d. Each private roadway must be included in an approved Site Plan, and each segment of private roadway shall be adequately designed and paved in compliance with the Municipal Code of Chicago, all to provide ingress and egress for motor vehicles, including emergency vehicles; there shall be no parking within such paved areas.

e. Fire lanes, if required, shall be adequately designed and paved in compliance with the Municipal code of Chicago to provide access and egress for emergency vehicles; there shall be no parking within such fire lanes.

f. All private roadways shall be designed to appropriately accommodate pedestrian use. Sidewalks (on at least one side of the roadway), lighting and landscaping shall be provided along the roadway.

g. All private roadways shall be reasonably accessible to public pedestrian use and shall not preclude such use through security fences, gates, walls or other obstructions.

h. All private roadways shall be designed and configured to provide direct and coherent pathways to public streets.

Strong preference shall be given to a system of private (or dedicated public) roadways that extends the existing street grid into the development parcels and that provides a continuous vehicular path of travel with no dead ends or cul-de-sacs.

(iii) Access and Layout.

Every building or use within a development parcel shall be provided with adequate and appropriate vehicular and pedestrian access to a public roadway. Parking space layout, private roadway vehicular circulation, private pedestrian circulation routes, location and design of curb cuts at public streets shall be designed and constructed in accord with the applicable provisions of this Master Plan II and shall promote a safe, efficient, appropriate and beneficial design. Such considerations shall be subject to the review and approval of the Department of Planning.

E. Urban Design

(i) Private Open Space.

In addition to the Restricted Development Zone, other open space will be provided within the residential development parcels of the Master Plan II area in the form of gardens, landscaped areas, landscaped roof decks or other above-grade open space facilities. On 14th Street, Indiana Avenue and on private roads, landscaped common setbacks or private yards shall be provided that are of a proportionate scale to that of the adjoining residential buildings. Said open space shall be adequate in area and design to serve the associated residential development and shall meet or exceed the requirements of any applicable City Ordinances, such as the Townhouse Ordinance. Commercial development parcels are encouraged to provide private open space that is accessible to the public.

(ii) Building Design.

Building designs that reflect divisions into base, middle and top, that have setbacks, cornice lines, changes in plane or materials, articulated surfaces, or other methods of reducing the scale and mass are encouraged. Building materials and design which present a building as a unified whole while still including setbacks and recesses to maximize light, air and views are preferred. For each building adjacent to a public right-of-way or the

Restricted Development Zone, a primary building entrance must be oriented to, accessible from and visible from that public right-of-way or the Restricted Development Zone, as the case may be. Active uses (e.g. dwelling units, common rooms, lobbies, day care center, etc.) accessible by pedestrians from adjoining public sidewalks are preferred at grade level in all locations where residential use is permitted and where commercial use is permitted, active uses such as retail, restaurants, lobbies, day care centers, etc. are preferred at the first two levels.

(iii) Building Materials.

The primary material for the facades of structures in the Master Plan II area generally visible from the public right-of-way but not otherwise devoted to windows or other openings shall be masonry (i.e. brickwork, stonework, terra cotta, et al.) or materials (such as concrete) which are articulated and colored to give the appearance of, and which are compatible with, masonry. Exposed structural concrete, dry-vit or other stucco-like material or reflective glass shall not be allowed. Materials of upper stories shall be similar to those of the lower, however, the level of detailing may be simplified. Save and except for parking structures, (per Section E. (vi) below), distinct windows or courses of windows are to be provided on all sides of each building above its base. The colors and textures of materials used within any Parcel are to be complementary and compatible. Mechanical equipment on rooftops shall be screened with quality materials, and made a feature of the building design, where appropriate. No canopies or other building projections shall be allowed that would interfere with street tree canopies except at entrances to hotels and theater uses. Balconies shall be fitted with supports for planter boxes where appropriate.

(iv) Streetwalls.

a. General

Any structure facing a public street (the "streetwall") or pedestrian way shall be given variety, texture and detail through the use of different heights, projections, recesses, offsets, variations to the roof line or parapet wall, variations in the type or color of materials or other devices which contribute to an architectural character, prevent the appearance of bulkiness, and provide a human scale. A minimum of fifty percent (50%) of the streetwall at the ground level of any structure containing retail, commercial or office uses at the ground level shall be finished with clear or lightly tinted vision glass opening onto active internal uses, and the remainder of

that streetwall shall be architecturally compatible with the upper portions of that structure and with adjacent structures.

b. Roosevelt Road

Buildings fronting on Roosevelt Road shall have a minimum height of one hundred (100) feet, in addition to the maximum height specified on Exhibit 6, and shall be built to a consistent setback line necessary to create a minimum sidewalk planter area and carriage walk width of twenty (20) feet on Roosevelt Road as indicated on Exhibit 10. The ground and second floor levels shall contain active use commercial or retail spaces. Buildings fronting on Roosevelt Road shall provide belt courses or cornice lines consistent with the historic Michigan Avenue streetwall to the west of Grant Park. In addition, the design of any tower setback above one hundred feet in height along Roosevelt Road shall relate to the Michigan Avenue streetwall. In recognition of the prominence and high visibility of the Roosevelt Road streetwall, any above-grade parking garage structures proposed for development sites on Roosevelt Road must be entirely fronted with active use space facing Grant Park. The Roosevelt Road streetwall should wrap around to the Lake Shore Drive façade, creating a formal edge to the Museum Campus.

c. Michigan Avenue

Buildings fronting on Michigan Avenue shall have a minimum height of fifty (50) feet, in addition to the maximum height specified on Exhibit 6, and shall be built to a consistent setback line necessary to create a minimum sidewalk planter area and carriage walk width of twenty-two (22) feet on Michigan Avenue as indicated on Exhibit 10. Such buildings shall provide belt courses or cornice lines consistent with the historic Michigan Avenue streetwall to the west of Grant Park. In addition, the design of any tower setback along Michigan Avenue shall relate to the historic Michigan Avenue streetwall. The ground and second floor levels of all buildings (including parking structures) fronting on Michigan Avenue shall contain active use commercial or retail spaces. Where above-grade parking structures are proposed for development sites on Michigan Avenue, first preference shall be given to structures that are entirely fronted with active uses facing Michigan Avenue. At a minimum, on the Michigan Avenue façade, such structures must be fully enclosed with glazing and indistinguishable in design and materials from habitable floors above and below.

d. Indiana Avenue

Buildings fronting on Indiana Avenue north of 13th Street shall have a minimum height of fifty (50) feet, in addition to the maximum height specified on Exhibit 6, and shall be built to a consistent setback line necessary to create a minimum sidewalk planter area and carriage walk width of twenty-one (21) feet on Indiana Avenue as indicated on Exhibit 10. The ground and second floor levels of all buildings (including parking structures) fronting on Indiana Avenue north of 13th Street shall contain active residential, commercial or retail use spaces.

Buildings fronting on Indiana Avenue south of 13th Street shall have no minimum height requirement and shall be built to the property line or shall have a minor landscaped setback for residential uses per section E.(i). The ground floor of all buildings (including parking structures) fronting on Indiana Avenue south of 13th Street shall contain active residential uses (e.g. dwelling units, common rooms, lobbies, and day care centers, etc.).

Where above-grade parking structures are proposed for development sites on Indiana Avenue, first preference shall be given to structures that are entirely fronted with active uses facing Indiana Avenue. At a minimum, on the Indiana Avenue façade, such structures must be fully enclosed with glazing and indistinguishable in design and materials from habitable floors above and below.

(v) Lake Shore Drive Building Orientation and Design.

Buildings facing Lake Shore Drive shall step down from Roosevelt Road to 14th Street as described in the Height Allowance Map (Exhibit 6) and shall be designed and located to minimize building mass directly facing the Drive and to maximize light, air, views of the Lake and the City and separation between buildings. Belt courses, cornice lines, building massing, tower setbacks, materials and other means shall be used to relate to the scale and architectural significance of the Field Museum to the east. The buildings shall be designed and located to open onto and front the future decked open space identified in Subarea 5.

The first level above the deck level over the Metra tracks shall contain active residential, commercial or retail spaces. Where parking uses are proposed above this level, first preference shall be given to such structures that are entirely fronted with active uses facing Lake Shore Drive. At a

minimum, on the Lake Shore Drive façade, such structures must be fully enclosed with glazing and indistinguishable in design and materials from habitable floors above and below.

The Roosevelt Road streetwall should wrap around to the Columbus Drive façade creating a formal edge to the Museum Complex.

(vi) Parking Structures.

For parking structures occurring in areas other than those described in Section E. (iv) "Streetwalls", walls enclosing a structure which is used, in whole or in part, for parking automobiles must be treated architecturally with texture, fenestration, or other devices such that the facade of any such structure which faces a public right-of-way, and the materials used in that facade, are architecturally related, consistent and compatible with the architectural treatment of the remainder of the structure of which that facade is a part and/or with the architectural treatment of adjacent structures. Such similar design elements shall include but not be limited to: materials, size, shape, number and pattern of window openings, glazing or window framing, cornices, moldings, reveals, sills and other decorative surface treatments. To avoid the appearance of a tower on a podium where structures contain parking and active uses, the tower portion should be architecturally integrated with the podium through massing as well as materials. Parking areas, ramps, floors, headlights, interior lighting and parked vehicles must be entirely screened from view from the public way with glass, decorative grills, or window frames. Landscaped roofdecks and planter boxes with irrigation devices and adequate soil depth for planting are strongly encouraged.

(vii) Streetfront Fences.

Fencing on private property adjacent to a public right-of-way shall be substantially open and constructed of decorative metal and shall not take the form of a wall which prevents views from the public right-of-way into the private property. Fencing shall not be of chain-link or wood construction. Masonry piers are encouraged along residential property lines where appropriate.

(viii) Lighting.

Buildings shall be designed with architectural features that are lit at night wherever possible. Lighting along private pedestrian ways shall be compatible with lighting in the public rights-of-way in the Master Plan II area. The level, or intensity, of lighting shall be sufficient to permit reasonable safety in walking.

(ix) Landscaping.

Landscaping of buildings at terraces, rooftops and balconies shall be provided wherever possible and appropriate and in accordance with the Chicago Landscape Ordinance. All open areas of the Property which are not otherwise devoted to permitted buildings, parking areas or pedestrian/vehicular circulation areas shall be maintained in landscaping, which shall consist of grass, ground cover, shrubs, trees or other living plant materials, decorative paving and walkways. Trees and other plants in continuous raised planters are preferred over trees in grates along Roosevelt Road, Michigan Avenue and Indiana Avenue. Awnings and seasonal flowers in pots at building entrances are encouraged to enhance the pedestrian environment. In addition to the requirements of this Master Plan II (providing, among other things, for the installation of parkway trees in the public right-of-way and the landscaping and screening of open parking areas), any development of the Property shall incorporate landscaping to the extent feasible to enhance the appearance of the development from the public street, to screen uses from the street and to provide compatible buffers between adjacent uses. All private property landscaping shall be properly and adequately maintained at all times. Parkway trees shall be maintained in accordance with the applicable provisions of the Chicago Zoning Ordinance.

(x) Signage.

Except as delineated below, permitted signage shall include signs for building identification and information, business identification and information, and parking identification and information; however, all signage shall be subject to the reasonable approval of the Department of Planning and Development. Buildings shall be designed with clearly delineated signage bands. Preference shall be given to pin-mounted back lit signs with individual letters that are externally lit.

Temporary signage for site identification and information purposes or for marketing (sales, rental, leasing) and directional purposes is permitted in all Parcels, subject to the reasonable approval of the Department of Planning and Development.

Prohibited signs include electronic moving message board signs, flashing signs, advertising signs, rooftop signs, and projecting signs.

F. Height Restrictions.

Height restrictions for all Parcels are described on the Height Allowance Map (Exhibit 6). All heights are measured in accordance with Chicago City Datum ("CCD").

G. Grading.

Site grading for new development will be coordinated to meet with existing pavement and curb elevations along Roosevelt Road, Michigan Avenue; Indiana Avenue, 13th Street and 14th Street public right-of-ways. Site grading for new development adjoining the railroad right-of-way will be coordinated to permit railroad operations and proposed busway operations along the eastern air rights parcel. Site grading for development within the Restricted Development Zones shall be coordinated to provide public access to the platform park above the railroad right-of-way. Storm water accumulated on development parcels will be collected and discharged to city sewers in a controlled manner acceptable to local storm water management authorities.

H. Shadow Zones

The location, orientation and massing of structures shall be designed to minimize shadows on public and private open areas and parks within and around the development. If appropriate, the Applicant shall provide shadow studies for proposed high or mid-rise structures at the time of Site Plan review.

I. Energy Conservation.

The Applicant shall use best and reasonable efforts to design, construct and maintain all buildings constructed within the Master Plan II area in an energy efficient manner, generally consistent with the most current energy efficiency standards published by the American Society of Heating, Refrigerating and Air-Conditioning Engineers ("ASHRAE") and the Illuminating Engineering Society ("IES").

8. Public Improvements.

Developments within this Master Plan II shall be accompanied by certain public improvements necessary to serve the development. All such public improvements shall be contained within the boundaries of an approved Site Plan prior to construction. All public improvements shall be designed, constructed and installed in accordance with all applicable City standards, laws and regulations, subject to the approval of the appropriate City Departments and Agencies as required, as well as in conformance with all other applicable state and federal standards, regulations and laws. These public improvements and the Property upon, over or within which they are located shall be properly dedicated and/or conveyed to the City (or other public agency designated by the City) as appropriate; provided, however, that in the case of the Restricted Development Zone and any utilities not located within a roadway right-of-way, appropriate easements shall be granted to the City in form acceptable to the Department of Law. Completion of the aforesaid public improvements as hereinafter referred to shall mean that dedication of property, conveyance of ownership or a grant of easements, as the case may be, shall have occurred.

A. Public improvements shall be divided into the following categories:

(i) Public Roadways

Public roadways necessary to provide public access to and from the Property shall be constructed within the areas depicted on Exhibit 3. Public roadways for purposes of this Master Plan shall include pavement, curbs and gutters and medians where appropriate.

(ii) Public Utilities

Public utilities providing all necessary and appropriate utility service to the Property shall be constructed within and near the rights-of-way adjacent to the Property. These utilities include, without limitation, water supply, sewer facilities, electrical, gas, telephone and other utility facilities and services. These facilities shall be generally, but not necessarily, located within the roadways depicted on Exhibit 3.

(iii) Public Streetscape Improvements.

Streetscape improvements are generally street improvements other than roadway pavement, curbs and gutters. These improvements include sidewalks, parkway trees and planting areas, street furniture (including bus shelters) and street lights. All public roadways and the Restricted Development Zone within the Master Plan II shall include completed streetscape improvements. Exhibit 10, (a), (b) and (c) attached generally depicts typical streetscape improvements. Streetscape improvements shall be constructed by the Applicant in accordance with Exhibit 10 and all applicable city laws, regulations and standards, subject to the approval of the appropriate City Departments and Agencies as required. In particular, the Applicant shall coordinate the design, materials, and detailing of sidewalks, streetlights, and street furnishings with any applicable current City specifications or proposals for the area.

(iv) Public Parks

(a) Daniel Webster Park.

One (1) public park ("Daniel Webster Park") of approximately 44,800 square feet shall be funded and constructed by the Applicant and dedicated, at no cost and free and clear of all encumbrances, to the Chicago Park District in connection with development of the Property.

Daniel Webster Park shall be designed and constructed in accordance with the standards and specifications of the Chicago Park District and the Central Station Development Guidelines, and in general accordance with Exhibit 11. The final plan for the park shall be subject to the review and approval of the Chicago Park District and the Department of Planning and Development.

(b) South End of Grant Park

The Applicant shall convey and dedicate or cause the conveyance and dedication to the Chicago Park District, at no cost, and free and clear of all encumbrances, of that approximately 77,500 square foot parcel (land and air rights) which is located north of Roosevelt Road between Michigan Avenue and Columbus Drive and which is necessary to complete the southern portion of Grant Park. The parcel shall be conveyed and dedicated to the Chicago Park District within thirty (30) days from the date of City Council approval of the amendments to RBPD No. 499.

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.

(c) Platform Deck/Park Above Metra Facilities

Within thirty (30) days from the date of City Council approval of the amendments to RBPD No. 499, the Applicant shall convey and dedicate to the City, at no cost, and free and clear of all encumbrances, the air rights parcel identified as Parcel 5, for purposes of construction by the City of a platform deck/park over the Metra facilities. The Applicant shall also convey and dedicate such easements or other interests as may be necessary for the construction of the deck structure, including easements for columns, caissons, beams, footings, etc. 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 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 and to minimize the appearance of a wall at the base of the platform deck where a wall is necessary.

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.

(v) Pedestrian Access

Pedestrian access shall be provided through the site in accordance with Exhibit 3 by means of public or private streets or passages that are open to the public.

(vi) Restricted Development Zones

The Restricted Development Zones are to be private areas located within private development Parcels which are open and devoted to public uses for open space, pedestrian passage, protected views and private use for vehicular and pedestrian ingress and egress to adjacent development. The Restricted Development Zones are located as depicted on Exhibit 4. All Zones shall be open and accessible to the public at all times and shall be directly accessible from Indiana Avenue, 14th Street, South Prairie Avenue, and the platform deck/park above the Metra facilities. The Applicant shall be responsible for the cost and construction of all improvements within the Restricted Development Zones.

(vii) Public Transportation Facilities

The Applicant confirms its 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. In the event that the Chicago Department of Transportation reasonably determines that the following traffic mitigation measures are necessary, 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, provided that appropriate public agencies have reasonably demonstrated to the Applicant that a need for such facilities exists and provided that such easements and licenses will not interfere

with the Applicant's development of the Property as jointly determined by the City and the Applicant.

(b) Construct or cause the construction of public bus shelter facilities where appropriate and reasonable; provided that appropriate public agencies have reasonably demonstrated that a need for such facilities exists in connection with the development contemplated in this Master Plan II.

(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 equals 250,000 square feet unless the Applicant reasonably demonstrates that a sufficient demand for such service does not exists and such services shall be provided and/or restored when and if such demand occurs or reoccurs.

(d) Establish and maintain a traffic management program within two years of the approval of the Master Plan, unless otherwise determined by the Department of Transportation and the Department of Planning and Development. The intent of the program shall be to reduce the use of private automobiles by employees and customers travelling to and from the Property. The traffic management program shall be established and maintained in accordance with the criteria identified in Statement No. 12 of RBPD No. 499, as amended.

In connection with development of Parcel 2 the Applicant shall:

(e) 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.

(f) 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.

(viii) Lakefront Busway Project

It is expected that the development described in the application will have a contributory impact on the existing traffic and congestion on city streets in the area. This traffic and congestion has resulted in the City's implementation of various traffic management programs including a project for the design and construction of an access roadway for motor buses and other designated vehicles and for improved pedestrian access to the Lake Front ("Lakefront Busway Project"). Accordingly, as a condition of the approval of the application, the Applicant shall convey and dedicate to the City at no cost, and free and clear of all encumbrances save and except for the conditions, restrictions and obligations contained in the conveyance documents, for the purposes of completing the Lakefront Busway Project the following real estate, generally described as follows:

A parcel starting at the north line of Roosevelt Rd. and extending north approximately 210 feet, which varies in width between approximately 10 and 24 feet;

A parcel starting at the south edge of the Roosevelt Rd. bridge and extending approximately 20 feet south of the south line of 13th St., extended east, which varies in width between approximately 1 and 4 feet.

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

A parcel starting at the north edge of the 18th St. extended east and extending approximately 250 feet south, directly east of Calumet Ave., which varies in width between approximately 84 and 94 feet.

A triangular shaped parcel east of Cullerton Ave. extended, with a base of approximately 127 feet and side of approximately 160 feet.

A trapezoidal parcel at the south line of Cullerton Ave. extended east to the north line of Cermak Rd., which varies in width between approximately 127 and 40 feet

A 32-foot wide strip of land across the former right-of-way of the Illinois Central Railroad Company as established by the City of Chicago Ordinance passed July 21, 1919, near the location of and

approximately parallel with existing 18th St. Pedestrian Bridge. Said 32-foot wide strip of land having the length of approximately 279 feet.

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

Upon such dedication and conveyance, the Department of Transportation 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.

B. Public Improvements shall be completed in accordance with the following schedule:

(i) All Parcels – Roadways

Prior to issuance of a certificate of occupancy for any development within any development parcel, all public and private roadways necessary to serve said development shall be complete to permit reasonable access to such parcel with the final surface cost to be applied when the development is substantially complete.

(ii) All Parcels – Utilities

Prior to the issuance of a certificate of occupancy for any development within any development parcel, the public utilities necessary to serve said development shall be complete.

(iii) All Parcels - Streetscape Improvement

Within 6 months following construction of a street and issuance of a certificate of occupancy for any structure located along any development parcel's public right-of-way frontage (including proposed and required rights-of-way and the Restricted Development Zone), weather permitting,

all public streetscape improvements adjacent to that length of said parcel's right-of-way frontage shall be complete and a continuous sidewalk leading from said structure to the public right-of-way shall be complete; provided, however, that (a) streetscape improvements along the frontage of any parcel must extend continuously across the frontage of all structures for which occupancy certificates have been issued and across all spaces (or gaps) between said structures along said frontage and to one end of said frontage, (b) streetscape improvements other than parkway trees need not be installed along the north side of 14th Street until such time as Daniel Webster Park or any portion thereof is required to be developed. With the exception of those situations cited in clauses (a) and (b) in this paragraph, all streetscape improvements within the Master Plan II area shall be completed at the occurrence of the earliest of the following: within three years of the date of approval of the first Site Plan for any development in Parcels 3 or 4 pursuant to the provisions of Statement No. 13 of Planned Development No. 499 as amended, provided, however, that the Commissioner of Planning shall extend said three year period for a maximum of two additional one-year periods (each of which shall be referred "extension period") upon receipt by the Commissioner of Planning prior to expiration of the first period or any extension period of the Applicant's written statement sworn under oath, specifically stating that the commencement of construction as aforesaid is delayed for any reasons or circumstances beyond the reasonable control of the Applicant and its affiliates and agents, the specific cause of the delay, and that the Applicant and its affiliates and agents have not taken any action or failed to take any action which could reasonably have resulted in such delay, provided, however, that at all times reasonable construction access can be maintained to structures under construction and to the Parcel within which said construction is located.

(iv) Public Parks

(a) Daniel Webster Park

The Applicant shall commence construction within three (3) months from the date of City Council approval of the amendment to RBPD No. 499, provided approvals from the Chicago Park District and the Chicago Planning Department have been granted, and shall complete construction within twelve (12) months therefrom, weather permitting.

b) South End of Grant Park

The City shall complete its study of Grant Park approximately one (1) year from the date of City Council approval of the amendment

to RBPD No. 499 and shall commence improvements after a period of public review and comment, subject to availability of funds.

(c) Platform Deck/Park Above Metra Facilities

The City shall commence the design process of the Platform Deck/Park within one (1) year from the date of City Council approval of the amendment to RBPD No. 499, subject to availability of funds. After a period of public review and comment and within five (5) years from the date of commencement of substantial construction of any building by the Applicant within Parcel 2 or 4 fronting the platform deck, the City shall commence construction of the platform deck and park, subject to availability of funds.

(v) Restricted Development Zones

The Applicant shall submit a Site Plan showing grading and other proposed improvements within the Restricted Development Zones concurrent with the time of submittal of a Site Plan for adjacent development sites within Parcels 2 and/or 4. Upon review and approval by the Department of Planning and Development and by other appropriate City agencies, such improvements shall be completed by the Applicant at such time mutually agreed upon by the City and the Applicant.

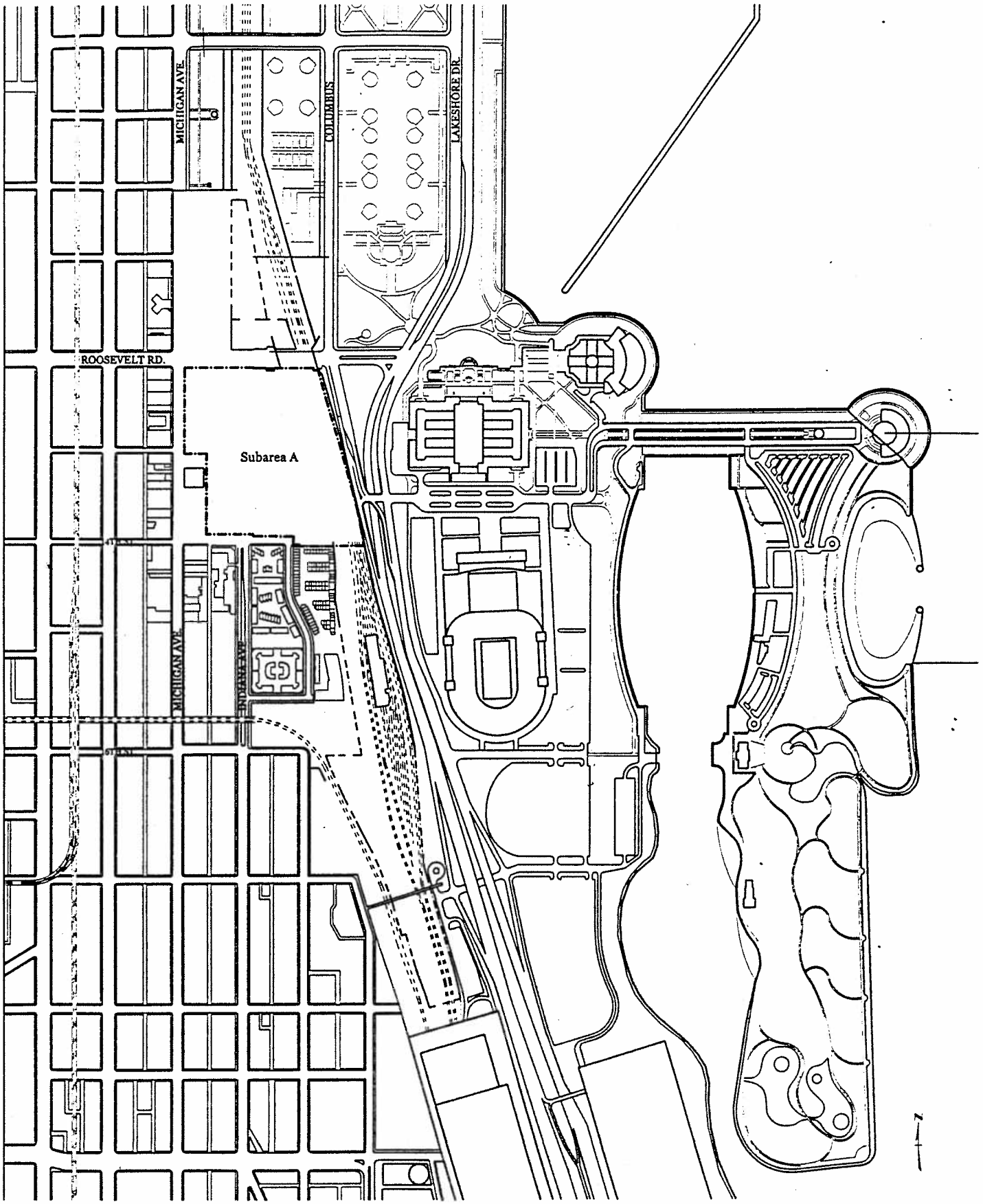
(vi) Lakefront Busway Project

The City shall commence construction of the busway project in 1999 and shall complete construction in 2000, weather permitting.

(vii) Public Services and Facilities

The City and the Applicant acknowledge that full development of Master Plan II is expected to be adequately served with school, library, police, fire and emergency facilities in existence or planned. In order to assure, however, that such facilities are available to serve the full development of the entire property located within Planned Development No. 499 as amended, the Applicant shall provide the Department of Planning with a fiscal impact report which (1) analyzes the impact of such full development of Planned Development No. 499 as amended upon available and planned school, library, police, fire and emergency services and

facilities and (2) provides the Department with methodologies and formulae necessary or appropriate to assess the need for additional services and facilities over time as the property develops. Such report shall be in a form acceptable to the Commissioner of Planning and shall be made available to the Commissioner prior to the approval of the Third Master Plan upon the Planned Development No. 499 as amended property, but no later than December 31, 2000 in any event.



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ARCHITECTS

CENTRAL STATION
Chicago

Exhibit 1
Location Map

July 15, 1999

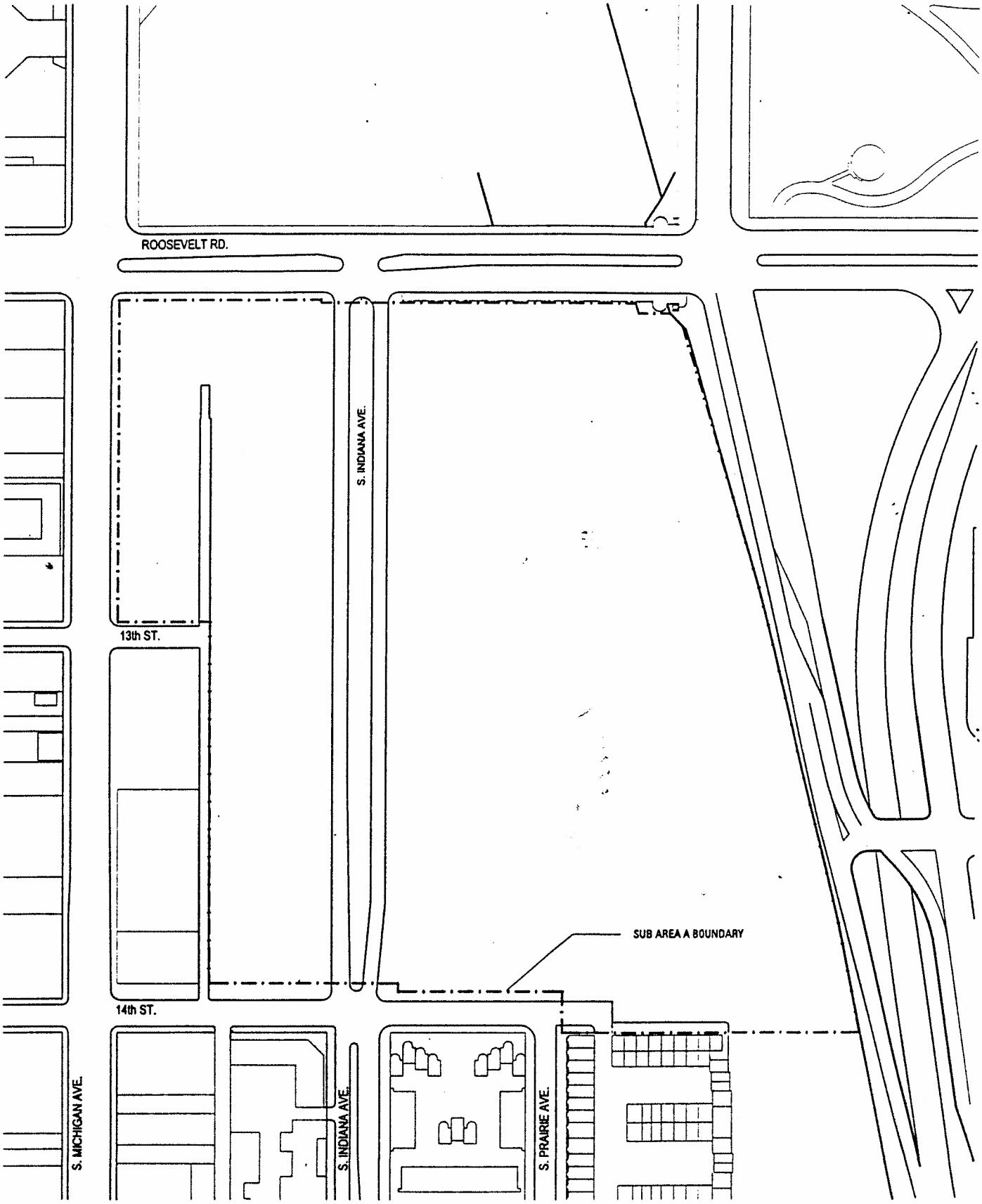

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Exhibit 2
Existing Street Map

July 15, 1999

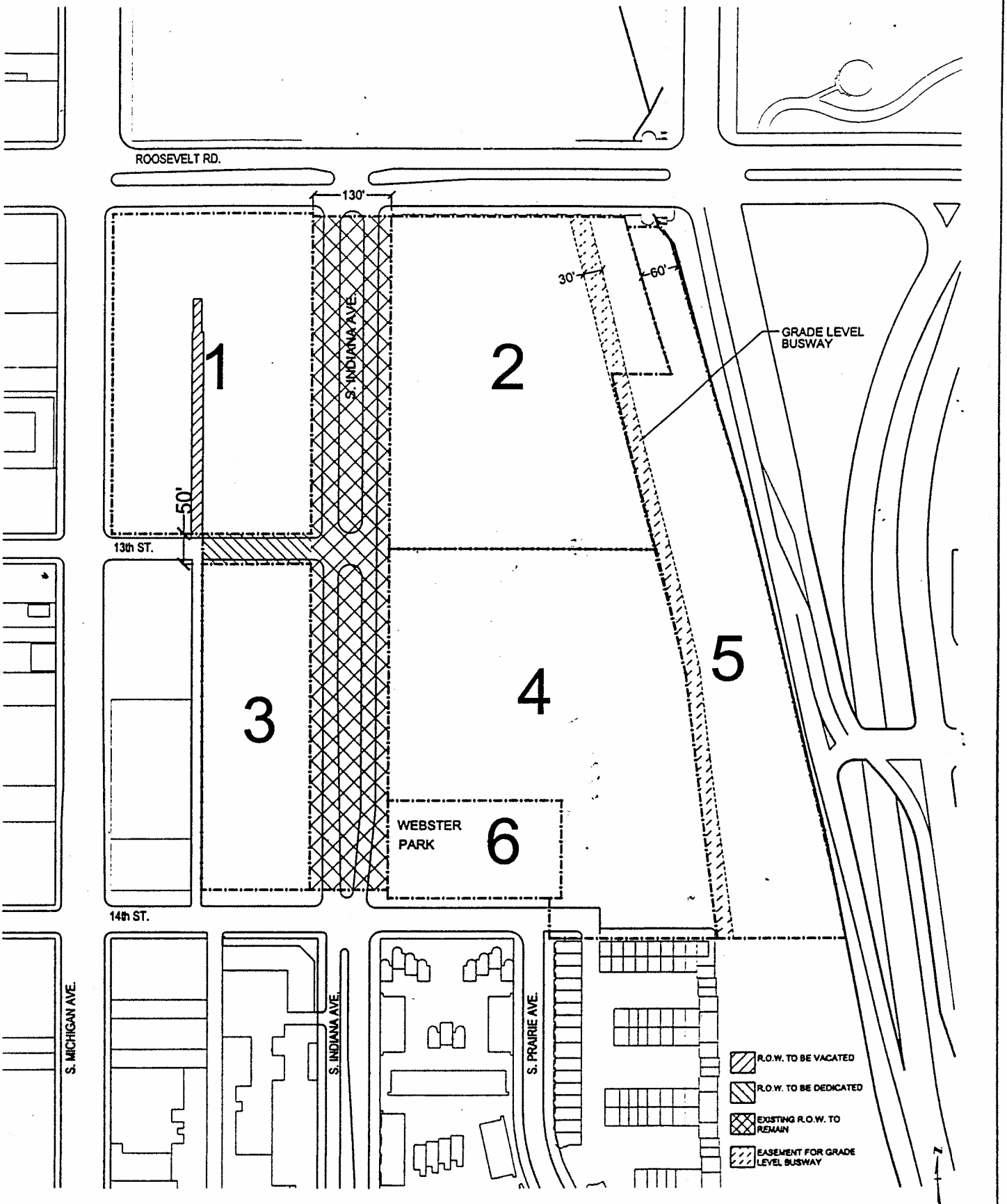

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Exhibit 3
Rights-of-Way
Adjustment Map

July 15, 1999

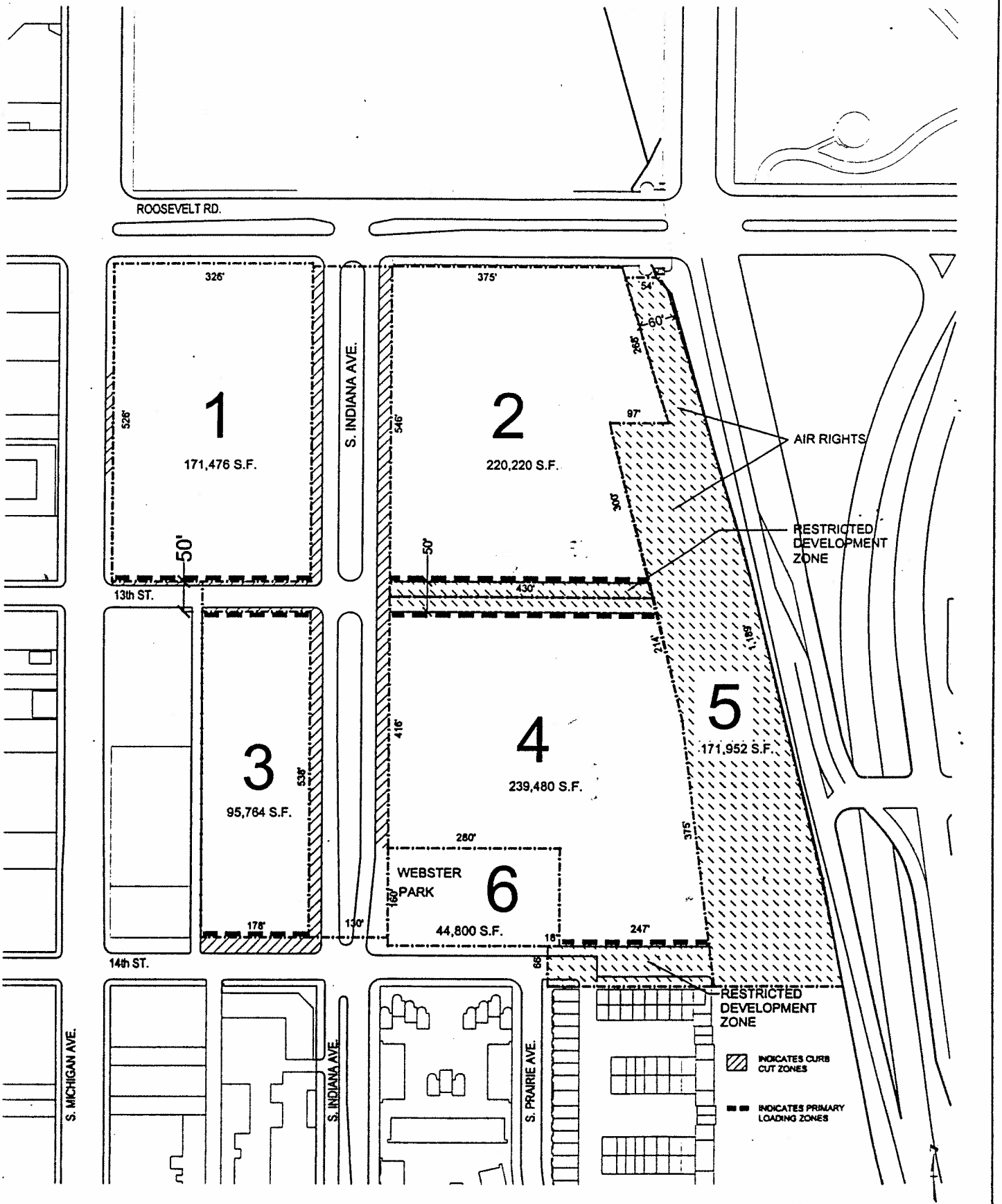

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Exhibit 4

Master Plan Boundary and Development Parcel Map

0 50 100 150

July 15, 1999

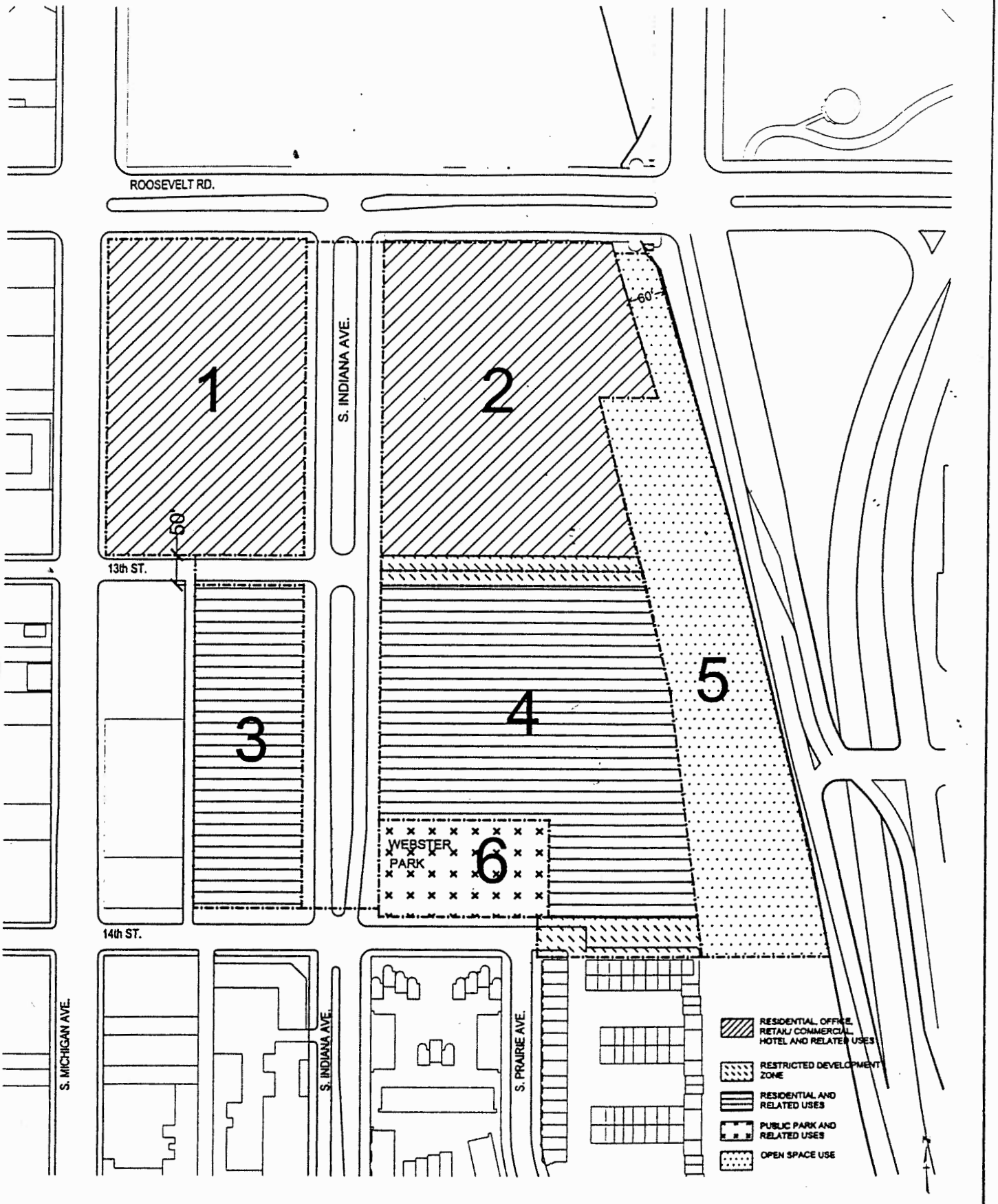

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Exhibit 5
Land Use Controls and Public Improvements Map

July 15, 1999

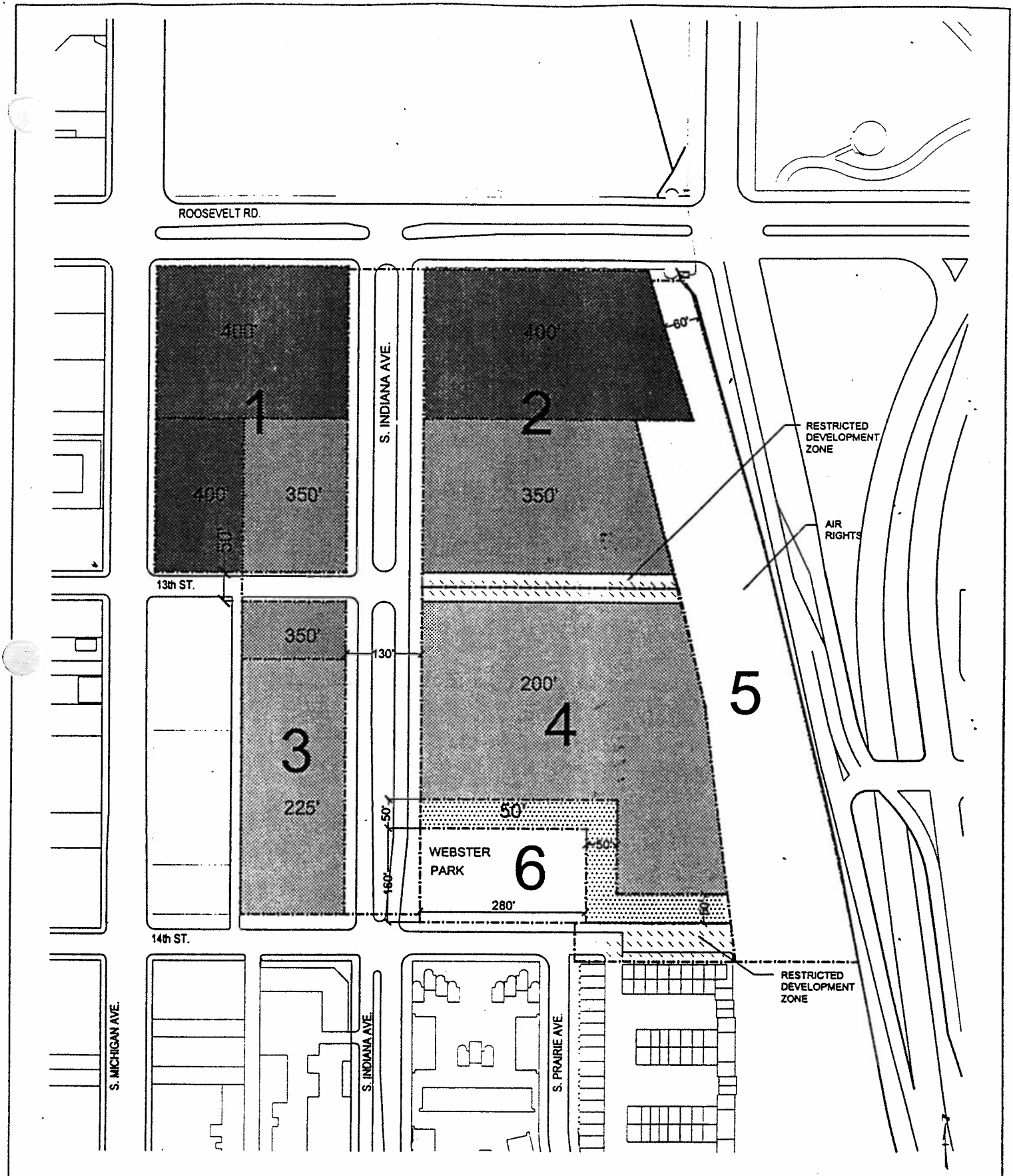

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Exhibit 6
Height Allowance Map

July 15, 1999

EXHIBIT 7

TABLE OF PERMITTED USES

Parcel 1:
Residential, Senior Residential, Retail / Commercial, Hotel, Office, and Accessory Parking

Parcel 2 (not including Restricted Development Zone):
Residential, Senior Residential, Retail / Commercial, Hotel, Office, and Accessory Parking

Parcel 2 Restricted Development Zone:
Private Drive, Pedestrian Way, Below Grade Parking and Service, and Open Space Uses

Parcel 3:
For-Sale Residential, Daycare Center, Senior Residential and Accessory Parking

Parcel 4 (not including Restricted Development Zone):
For-Sale Residential, Daycare Center, and Accessory Parking

Parcel 4 Restricted Development Zone:
Private Drive, Pedestrian Way, Below Grade Parking and Service, and Open Space Uses

Parcel 5:
Open Space Use

Parcel 6:
Public Park Use

NOTES TO THE TABLE OF PERMITTED USES:

1. Residential uses include single and multi-family dwellings and senior residential uses. Dwelling units shall be permitted below the second floor.
2. Office uses include business, professional offices, educational, daycare and related institutional uses.
3. Retail and commercial uses include all uses that are permitted within the B7-6 zoning district (other than automobile service stations). Free standing big box retail is not permitted.
4. Accessory uses and structures are permitted within all parcels provided that accessory structures within Parcel 5 and 6 shall be subject to the review and approval of the Commissioner of Planning.
5. Non-accessory parking shall be permitted as an interim use on Parcels 1, 2, 3 and 4 until such time as a Site Plan for the property upon which such parking is located is approved.

EXHIBI

Central Station
Subarea A
Table of Bulk Regulations
Parcels 1–6

	Parcel 1 (10)	Parcel 2	Parcel 3	Parcel 4	Parcel 5	Parcel 6	Total 1,2,3,4,5
					Air Rights	Webster Park	
Net Site Area (1)	171,476	220,220	95,764	239,480	171,952 (14)	44,800 (14)	898,892
Maximum Dwelling Units (5,7,8,9,)	550	1,800	850	840	0	0	3,900
Maximum SF Retail/Commercial (12)	350,000	350,000	0	0	0	0	350,000
Maximum Hotel Rooms (4,11)	1,500	1,500	0	0	0	0	1,500
Maximum SF Office (13)	2,500,000	2,500,000	0	0	0	0	2,500,000
Maximum Floor Area (6)	2,130,000	2,625,000	745,000	1,350,000	0	0	6,850,000
Maximum FAR (2)	12.42	11.92	7.78	5.64	0.00	0.00	7.65
Maximum Building Height (3)	400 ft./350 ft	400 ft./350 ft	350 ft./225 ft.	200 ft. / 50 ft.	Not Applicable	Not Applicable	

(*) Refer to "Notes to Table of Bulk Regulations"

7/15/99

EXHIBIT 8

NOTES TO TABLE OF BULK REGULATIONS

(1) Net Site area equals gross area less area in existing right-of-way, right-of-way to be dedicated and Webster Park.

(2) Floor area for FAR calculation purposes shall be determined pursuant to the Planned Development Ordinance No. 499, as amended.

(3) Height limitations for specific areas of parcels are illustrated on Exhibit 6.

(4) Hotel rooms may only be constructed in Parcel 1 and / or Parcel 2. Hotel rooms may be distributed between Parcel 1 and Parcel 2 provided that the total number of hotel rooms in Parcel 1 and Parcel 2 combined does not exceed 1,500.

(5) Dwelling Units may be distributed between Parcel 1, Parcel 2, Parcel 3, and Parcel 4 provided that the total number of dwelling units in all parcels combined does not exceed 3,900 (single family and multi-family dwelling units not to exceed 3,650) and provided that the dwelling units also otherwise comply with all restrictions for the Parcel area in which they are to be constructed.

(6) The total number of square feet of development permitted under this Master Plan II shall be fixed at 6,850,000 square feet.

(7) Only "For Sale" dwelling units shall be permitted within Parcel 4. A minimum of sixty percent (60%) of the dwelling units constructed within Parcel 4 shall contain shall contain two (2) or more bedrooms.

(8) Rental dwelling units are not permitted within Parcel 4.

(9) A minimum of forty percent (40%) of the rental dwelling units within Parcel 1 and Parcel 2 shall contain two (2) or more bedrooms.

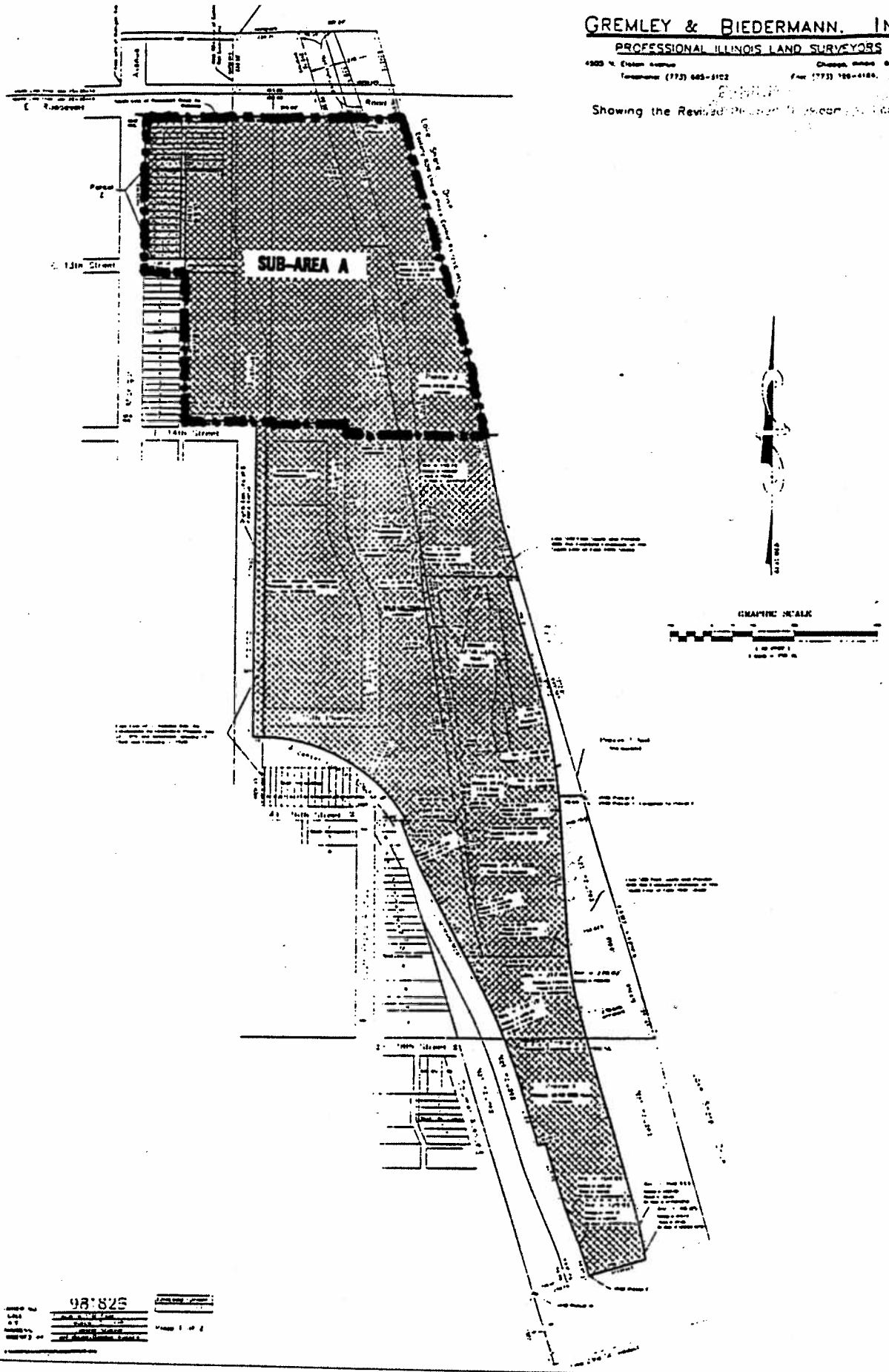
(10) The Applicant agrees to provide a minimum of one (1) day care center within one (1) of the buildings to be constructed along Michigan Avenue within Parcel 1.

(11) Hotel units may be converted to dwelling units at a rate of three (3) hotel units to one (1) dwelling unit. In the event that hotel units are converted to dwelling units, the total number of dwelling units permitted within Master Plan II shall be increased from 3,900 to account for the converted units.

(12) Retail / Commercial floor area may be distributed between Parcel 1 and Parcel 2 provided that the total square feet of retail / commercial floor area in Parcel 1 and Parcel 2 combined does not exceed 350,000.

(13) Office floor area may be distributed between Parcel 1 and Parcel 2 provided that the total square feet of office floor area in Parcel 1 and Parcel 2 does not exceed 2,500,000.

(14) The total amount of public open space required within Subarea A shall be a minimum of 24% of the Net Site Area of Subarea A.



LUCIEN LAGRANGE AND ASSOCIATES
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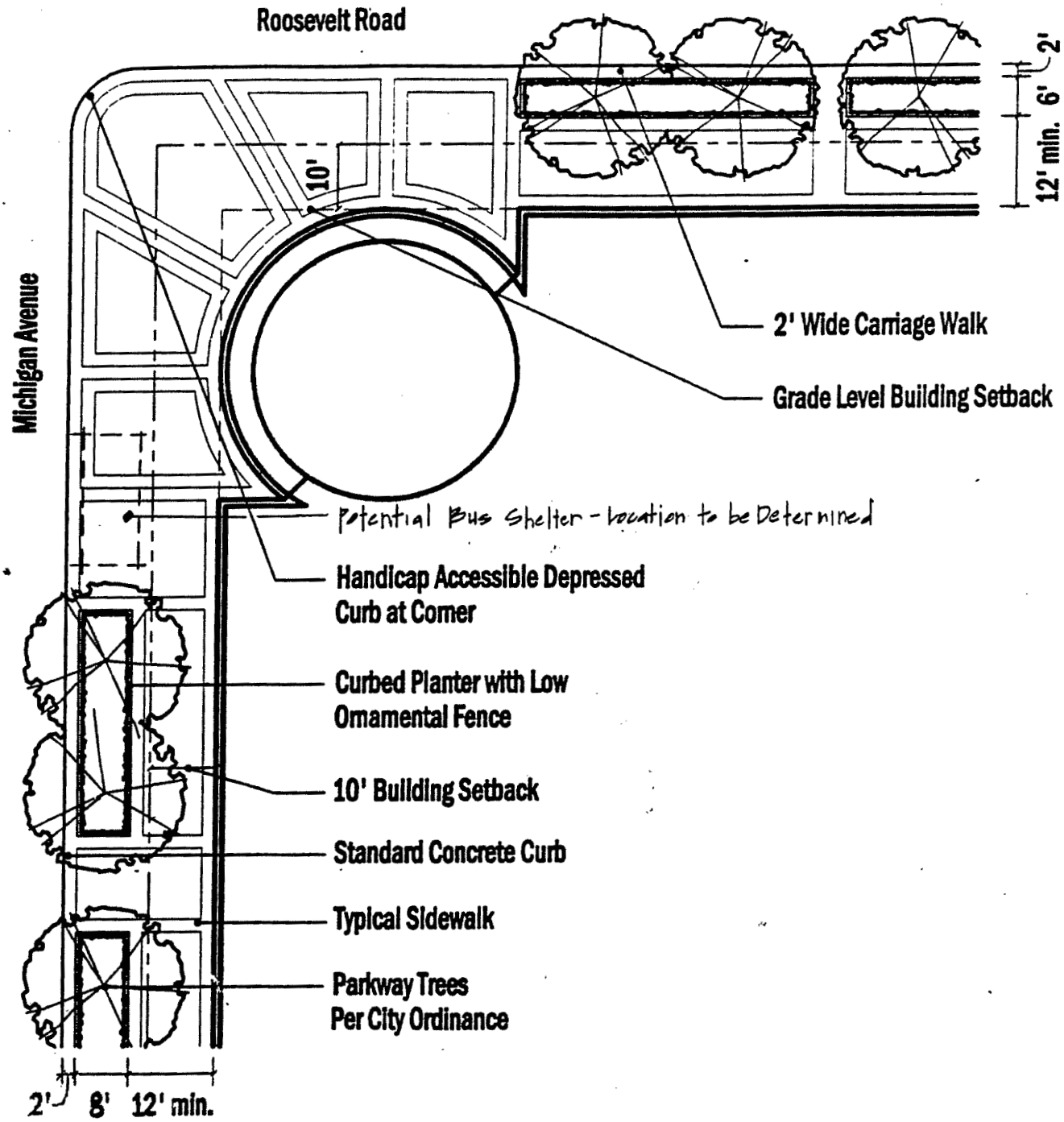
CHICAGO
ILLINOIS 60611
USA

ARCHITECTS

CENTRAL STATION
Chicago

Exhibit 9
Property Survey

July 15, 1999



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ILLINOIS 60611
USA
ARCHITECTS

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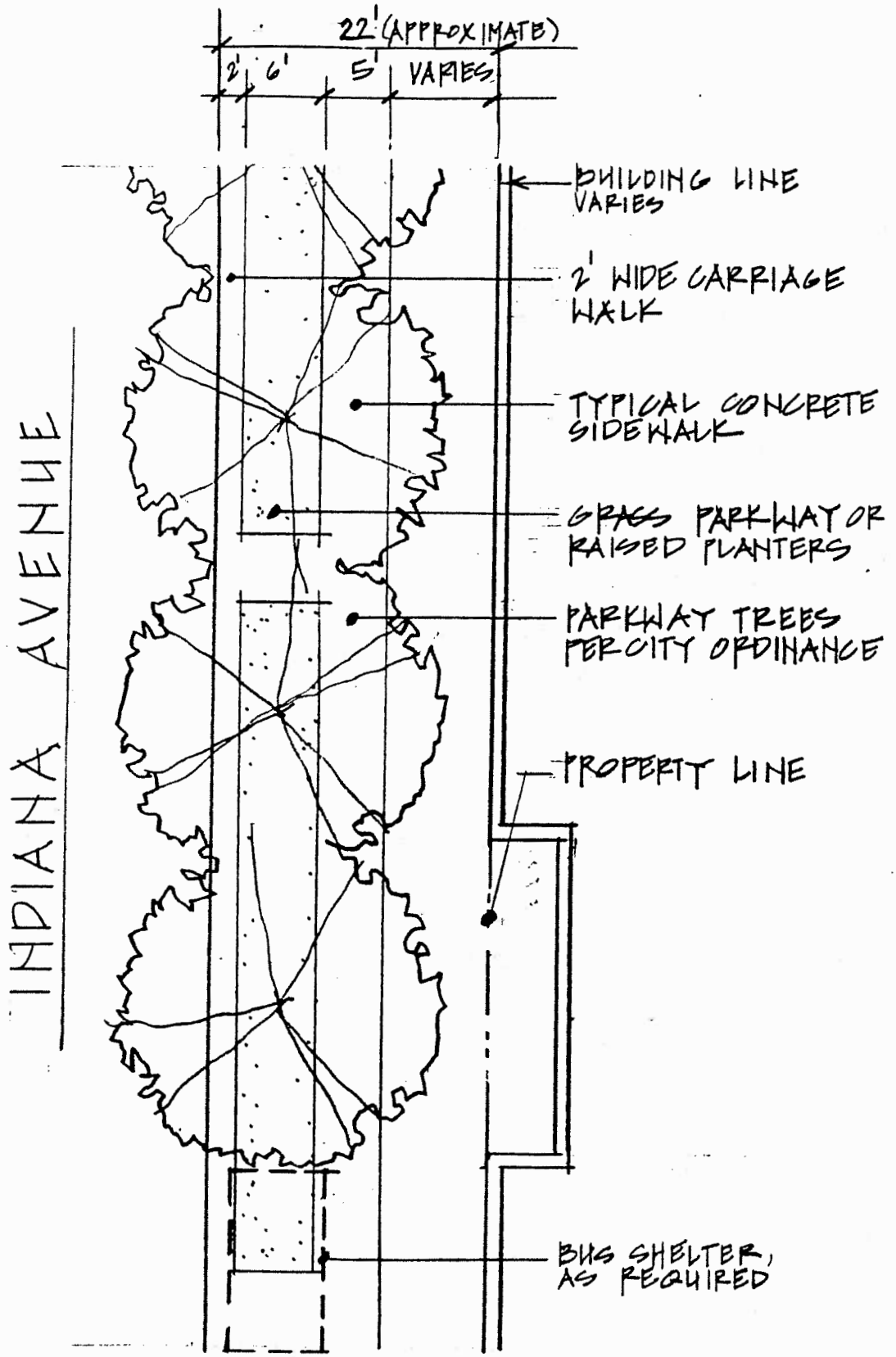
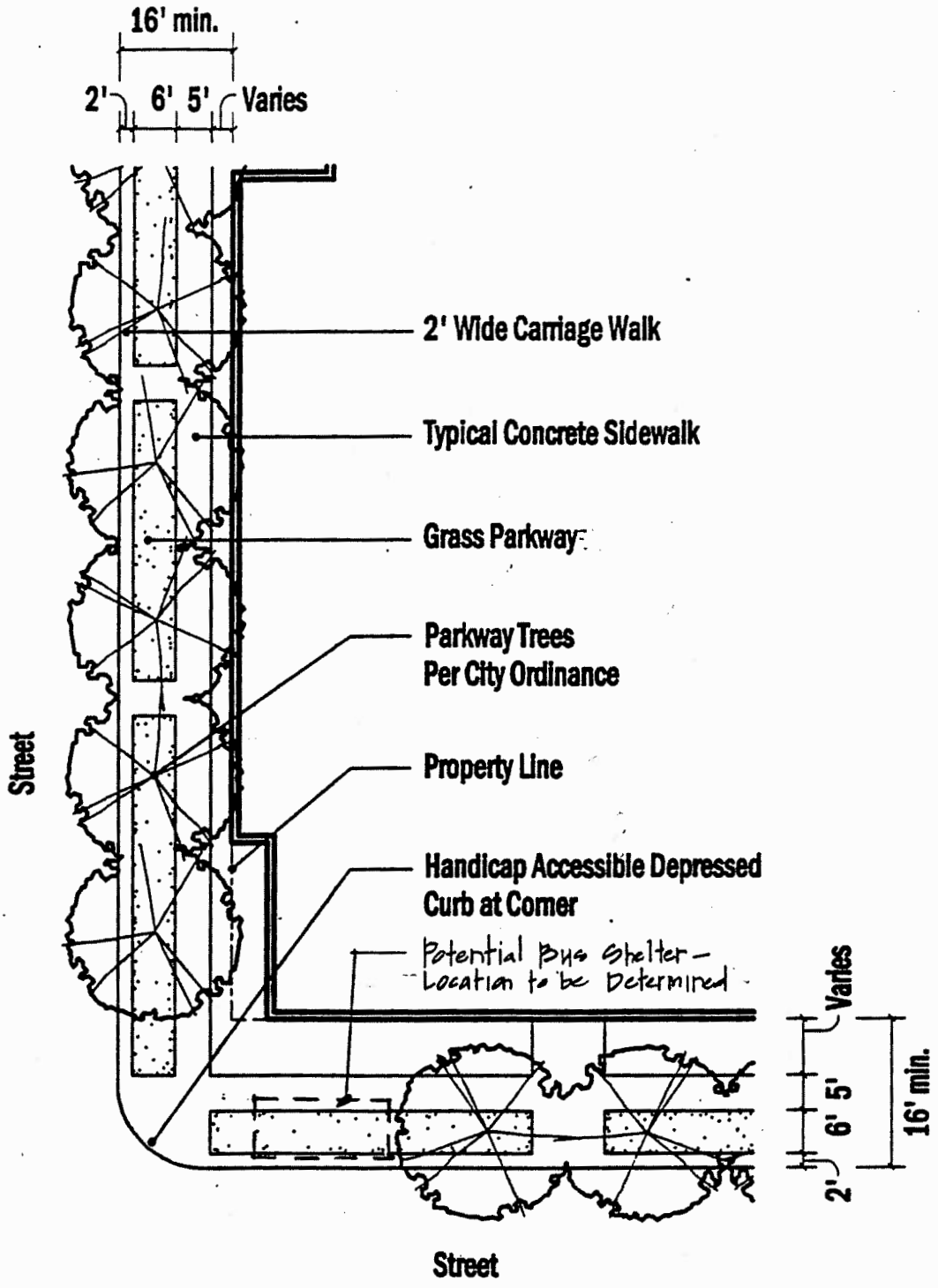
Exhibit 10a
Streetscape Improvement Plan
Michigan Avenue and Roosevelt Road

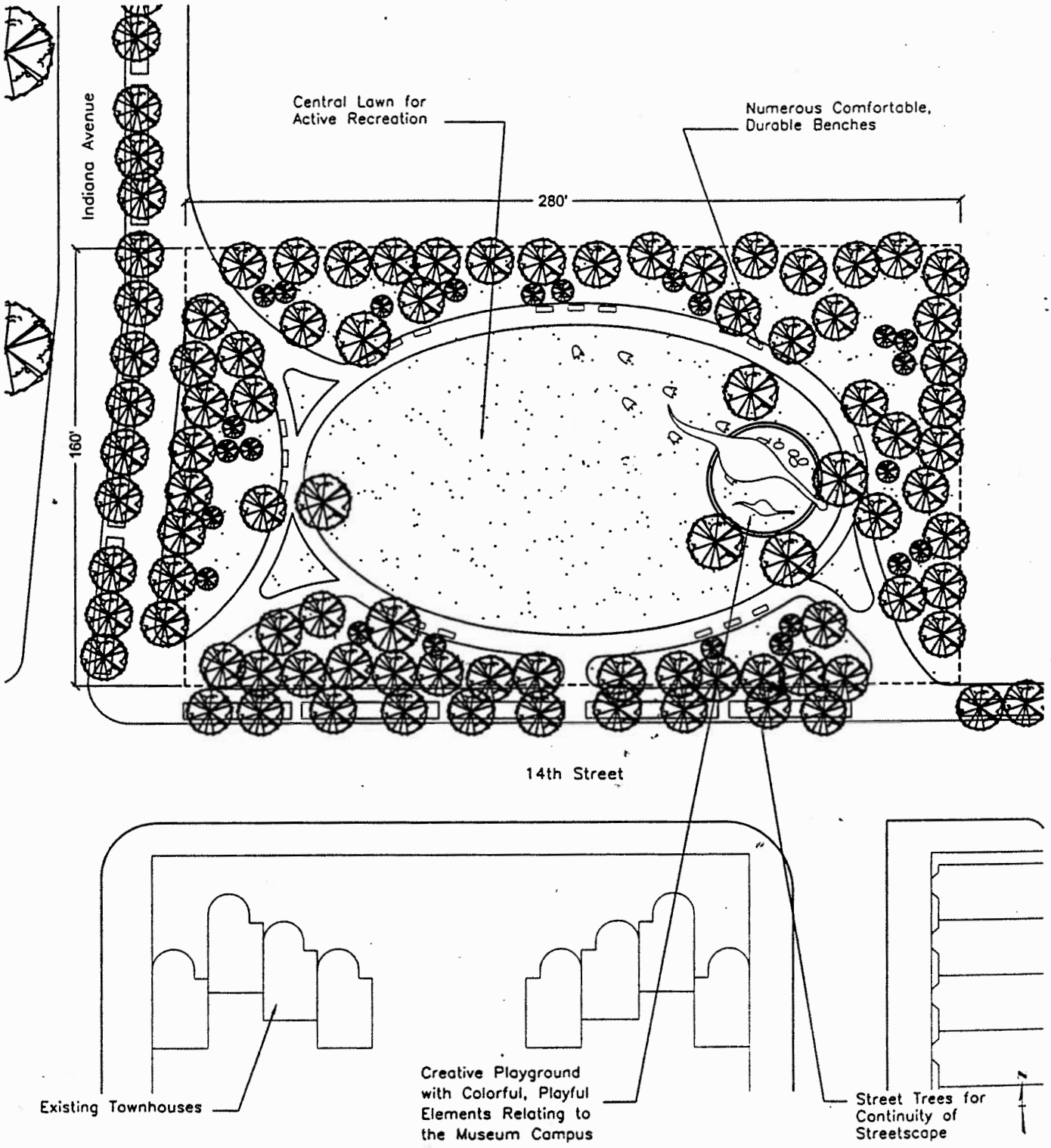
July 15, 1999



LUCIEN LAGRANGE AND ASSOCIATES 605 N MICHIGAN AVE CHICAGO ILLINOIS 60611 USA ARCHITECTS	**CENTRAL STATION** **Chicago**	Exhibit 10b Streetscape Improvement Plan Indiana Avenue	July 15, 1999



LUCIEN LAGRANGE AND ASSOCIATES 605 N MICHIGAN AVE CHICAGO ILLINOIS 60611 USA ARCHITECTS	**CENTRAL STATION** Chicago	Exhibit 10c Streetscape Improvement Plan Typical Street	July15, 1999



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ILLINOIS 60611
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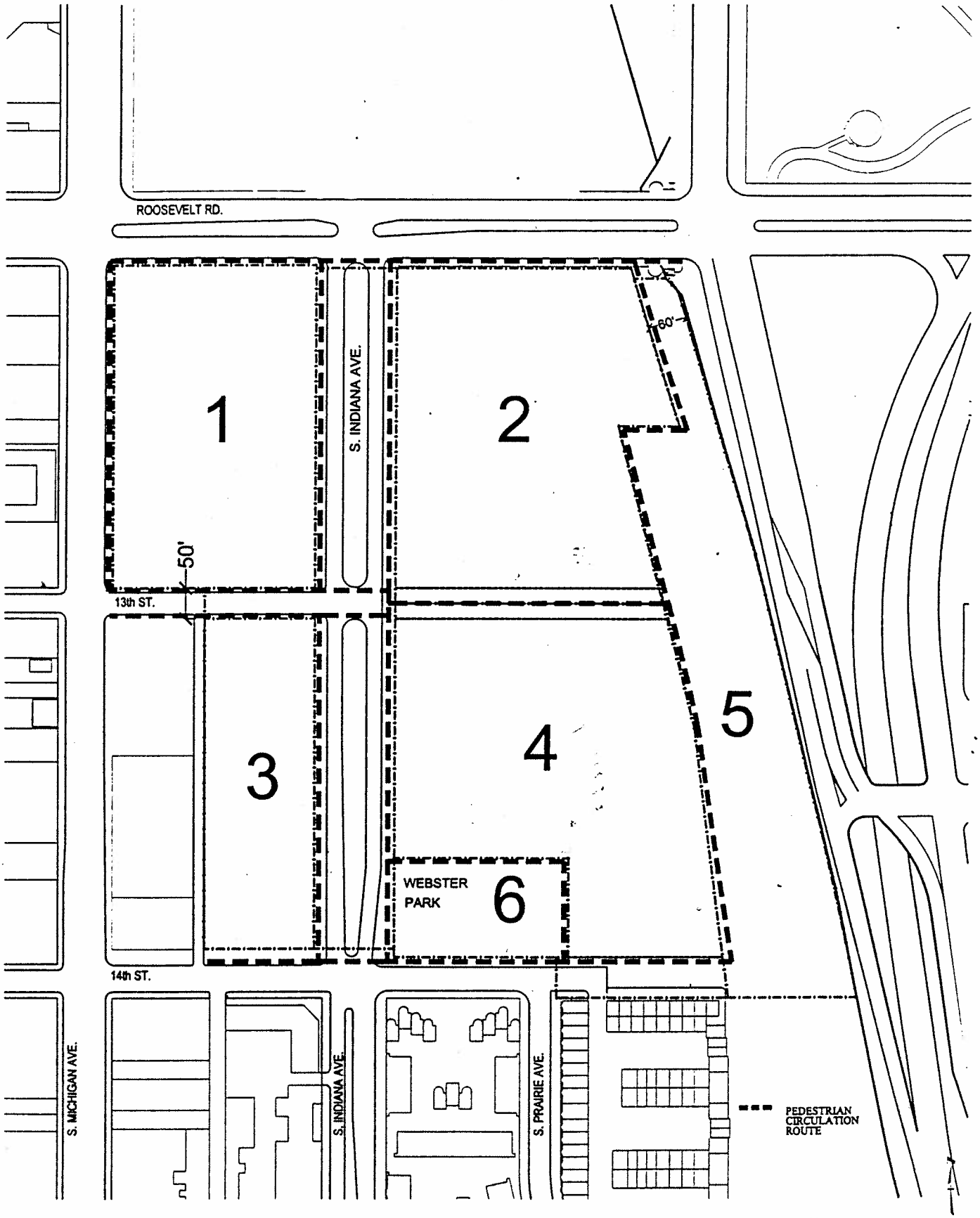
Chicago

Exhibit 11
Daniel Webster Park Improvement
Concept Plan

July 15, 1999



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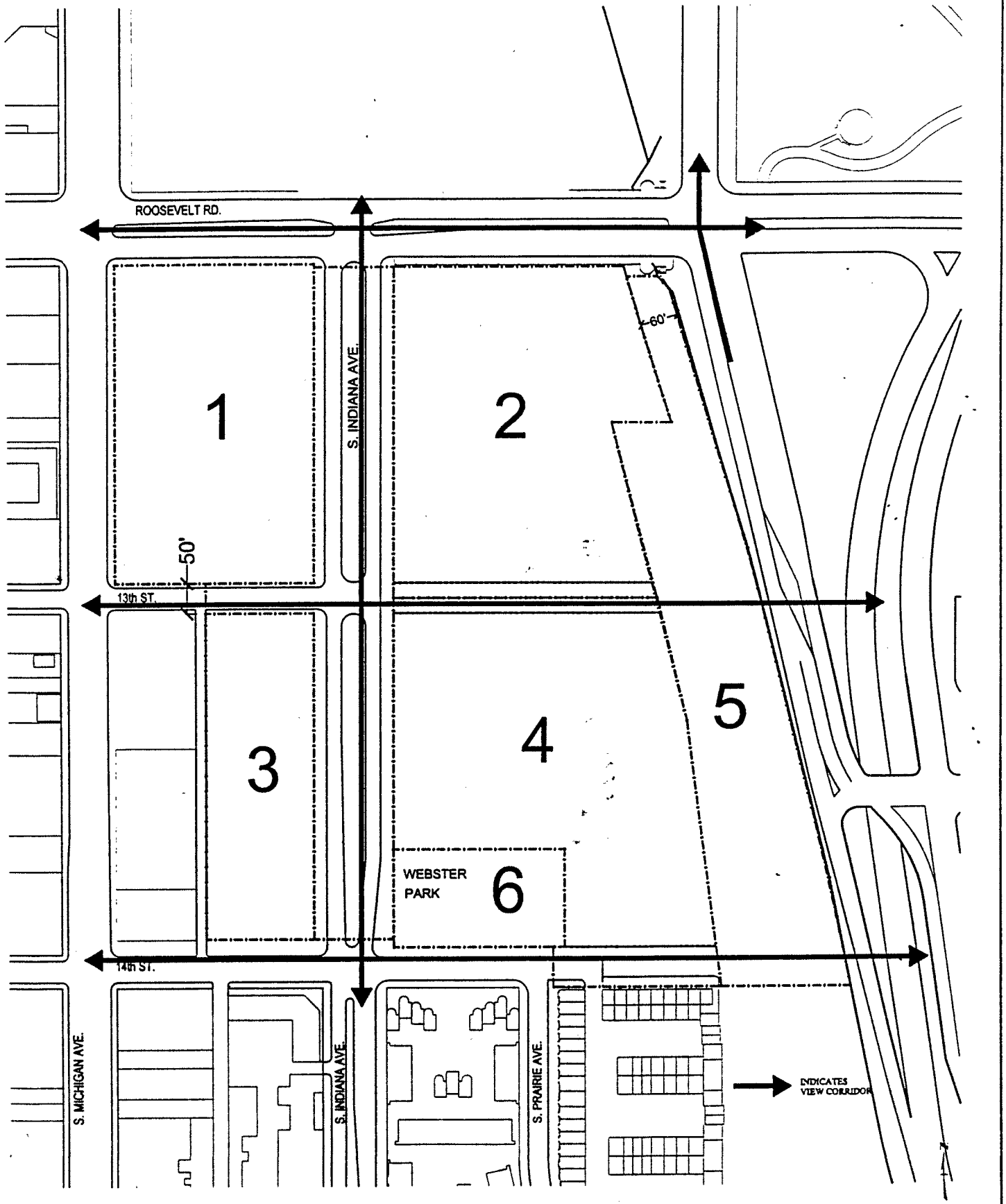
Chicago

Exhibit 12
Pedestrian Circulation Map

July 15, 1999



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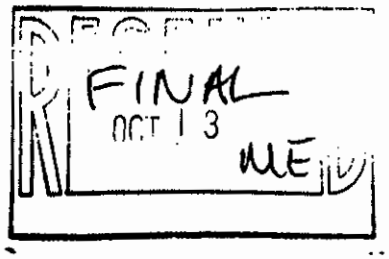
Chicago

Exhibit 13
View Corridors Map

July 15, 1999



CENTRAL STATION

Master Plan I

AMENDMENT #2
Revised - As Presented to the Plan Commission
10/13/94

File: A:\ MASTER1F.AM2

Central Station Master Plan I

1. The area delineated herein as Master Plan I consists of approximately [~~908,475~~] 1,078,364 square feet ([~~20.86~~] 24.76 acres). The Net Site area (Master Plan I area less area devoted to public roadways and parks) is [~~369,471~~] 539,351 square feet ([~~8.48~~] 12.38 acres).

   The private areas within this Master Plan are divided into [~~four~~] five Parcels as depicted on Exhibit 4: Parcel A, Parcel B, Parcel C, [~~and~~] Parcel F[~~.~~], and G. [~~An a~~]Areas referred to herein as the "Restricted Development Zones [~~is~~] are located [~~within Parcel B~~] as depicted in Exhibit 3. Any reference herein to "parcel" or "development parcel" shall mean the aforesaid Parcels A, B, C, [~~or~~] F[~~.~~], or G. The public areas within this Master Plan are depicted on Exhibit #4 as Parcel D (15th Street Neighborhood Park) and Parcel E (McFetridge Park).

2. The boundaries of this Master Plan I are generally as follows: E. Roosevelt Road, the west line of South Indiana Avenue, the north line of the St. Charles Airline Railroad, the south line of 16th street extended east, the Metra air rights boundary line, [~~the south line of 15th Street extended, the east line of South Prairie Avenue and that line extended north, to a point approximately 375 feet south of the south line of 14th Street, then east to the METRA air rights boundary,~~] then north to the north line of 14th Street extended east, then west to the north line of Prairie extended north, the south line of proposed McFetridge Drive, the east line of Indiana Avenue, which boundaries are more particularly described in Exhibit 9, attached.

3. This Master Plan consists of these eight statements and the following attached Exhibits:

Exhibit	Title
1.	Location Map
2.	Existing Rights-of-Way and Easements Map
3.	Adjusted Rights-of-Way Map
4.	Master Plan Boundary and Development Parcel Map
5.	Street and Block Map
6.	Land Use Controls Map
7.	Table of Permitted Uses
8.	Table of Bulk Regulations
9.	Property Survey
10.	15th Street Neighborhood Park Improvement Concept Plan
11.	Restricted Development Zone Improvement Concept Plan
12.	Streetscape Improvement Plan

Full size sets of these exhibits are on file with the Department of Planning.

4. This Master Plan conforms to the requirements of Planned Development No. 499 and the Central Station Development Guidelines for Master Plan approval.

5. Public Rights-of-Way as depicted on Exhibit 3 shall be retained, dedicated and/or vacated in accordance with the provisions of this Master Plan I as necessary to accommodate the private development and public improvements contemplated by this Master Plan I. In the event of any inconsistency between the requirements to dedicate, vacate or retain right-of-way and any other agreement (including the redevelopment agreement), between the City and the Property owners or any ordinance adopted by the City Council, the terms of said ordinance or said agreement shall govern.

At such time as the existing easement for railroad operations located generally between 15th Street and the St. Charles Airline Railroad east of Indiana Avenue and west of Prairie Avenue extended south is released or removed, in whole or in part, any areas subject to such release or removal shall become part of and subject to the provisions hereof applicable to the 15th Street Neighborhood Park.

6. This Master Plan I implements the provisions of Statement No. 11 of Planned Development No. 499 for that portion of the Planned Development property located within the Master Plan I area. All improvements upon and use of the Property shall be designed and constructed in conformance with the provisions of this Master Plan I and Planned Development No. 499; provided, however, that the terms and

provisions of this Master Plan I contain regulations, among other things, upon the uses and bulk permitted by Planned Development No. 499 which provisions shall govern and, the provisions of this Master Plan I carry out, among other things, the requirements of Statements No. 9 and 10 of Planned Development No. 499, which provisions shall govern.

7. Development Regulations

A. Permitted Uses. Permitted uses within the area of Master Plan I are those described and contained on the Table of Permitted Uses (Exhibit 7).

B. Bulk Regulations. The bulk regulations for the Master Plan I area are contained on the Table of Bulk Regulations (Exhibit 8).

C. Parking and Loading.

(i) Off-Street Parking

Off-street parking spaces shall be provided at a minimum for each use developed in the Master Plan area as follows: residential uses - 0.55 spaces/DU; retail/commercial uses - 0.4 spaces/1000 sq.ft.; office uses - 0.7 spaces/1000 sq.ft.

Off-street parking areas must be carefully located and designed to be functional, compatible with immediately surrounding uses, and aesthetic. The following are additional restrictions on off-street parking:

a. Parking spaces at and above grade (+14' CCD) may not be located within thirty feet (30') of the rights-of-way of Indiana Avenue or 14th Street except:

   1) Parcels A, B, C, and F in garages or other enclosed structures or below-grade. **[Note: Admin. relief granted 2-22-93 regarding Parcel A.]**

b. Parking spaces at and above grade (+14' CCD) may not be located in any block within fifteen feet (15') of the rights-of-way of South Prairie Avenue or 15th Street, except in garages or other enclosed structures, which garages or structures must be designed and developed in accordance with the provisions of Paragraph 7, E, (iv), below.

c. Parking spaces at or above the ground in Block B may not be located within the Restricted Development Zone, except on a temporary or interim basis as follows: a maximum of twelve (12) parking spaces may be located therein until but not later than the date on which any portion of said Zone is required to be constructed in accord with the provisions hereof.

d. Any portion of an outdoor, at-grade off-street parking area visible from a public right-of-way must be located and landscaped in a manner consistent with the vehicular use area landscaping and screening provisions of the Chicago Zoning Ordinance.

e. All required off-street parking spaces serving uses within the Master Plan area shall be located within the same Parcel as the use served.

f. Direct access from a public street to offstreet parking areas and garages is permitted through permitted curb cuts.

(ii) Off-Street Loading.

Loading docks and related facilities shall be provided in accordance with the C3-5 requirements of the Chicago Zoning Ordinance.

No loading dock or loading facility within the Master Plan area shall have direct access from or egress to Indiana Avenue, 14th Street, 15th Street or the Restricted Development Zone. All loading docks shall be off-street, and all loading docks shall be located within a structure or building which shall be enclosed and provided with a door.

D. Vehicular Circulation.

(i) Curb Cuts. Driveways, entrances to off-street parking and to loading docks, and all other facilities requiring curb cuts shall be located to minimize conflicts with on-street traffic and with pedestrian circulation. All curb cuts shall, singly or in combination, provide for access and egress and shall be constructed in accordance with the standards of the City of Chicago and included in an approved Site Plan.

There shall be no curb cuts in the following locations:

a. Along the Indiana Avenue frontage of Parcels A, B, C, D, or E, except as hereinafter provided.

b. Along the 14th Street frontage of McFetridge Park and Parcel A.

[NOTE: Change in plans for Parcel A eliminated need for drop-off drive.]

c. Along the 15th Street frontage of 15th Street Park and Parcel C.

d. Curb cuts shall only be permitted in the following locations:

One (1) curb cut (or a pair of curb cuts serving a split alignment) may be located along the west side of South Prairie Avenue at the Restricted Development Zone in Parcel B to provide vehicular access to Parcel B and/or Parcel C.

One (1) curb cut may be located on the west side of South Prairie Avenue along the east line of Parcel C to provide vehicular access to Parcel C; however, that curb cut shall not be located within 100 feet of either 15th Street or the Restricted Development Zone in Parcel B. One (1) curb cut may be located on the west side of South Prairie Avenue along the east line of Parcel B north of the Restricted Development Zone to provide vehicular access to Parcel B; however, that curb cut shall not be located within 100 feet of the Restricted Development Zone in Parcel B or within 120 feet of Parcel A.

Two (2) curb cuts, one for parking access and one for loading access, may be located along the west side of South Prairie Avenue along the east line of Parcel A to provide vehicular access to Parcel A and/or Parcel B.

One (1) curb cut may be located along the east side of South Prairie Avenue in the first sixty-six feet south of the north line of 14th Street for the purpose of providing access from 14th Street across Central Station property to the Metra property to the east.

A maximum of [~~five (5)~~] two (2) [~~drop-off~~] curb cuts on the east side of South Prairie Avenue for the purpose of providing vehicular and service access to Parcel F. [~~Provided, however, that if five drop-off bays are constructed, there shall be no parking on the east side of Prairie adjacent to Parcel F~~]

[~~Two (2)~~] One (1) curb cut[s] each on [~~14th Street east~~] South Prairie Avenue for the purpose of providing vehicular and service access to [~~Parcel F~~] the restricted development zones, [~~and~~] Metra property[.], and Parcel G, if access is not provided through the restricted development zones.

e) Notwithstanding the above, temporary curb cuts are permitted as follows:

One (1) temporary curb cut (or a pair of curb cuts serving a split alignment) may be located on the east side of Indiana Avenue at the Restricted Development Zone in Parcel B if improvements to Indiana Avenue, including a median are completed between 14th and 16th Streets as herein provided to permit vehicular access to Parcel B and/or Parcel C. The temporary curb cut (or curb cuts) along the east side of Indiana Avenue between 14th Street and 15th Street may be used only until the occurrence of the earlier of the following: the completion of South Prairie Avenue across the east end of the Restricted Development Zone in Parcel B and its connection to Indiana Avenue via 14th Street or 15th Street or the completion and connection to Indiana Avenue of both 14th Street and 15th Street or within three years of the date of approval of the first Site Plan for any development in Parcels B or Parcel C pursuant to the provisions of Statement No. 12 of Planned Development No. 499. The Commissioner of Planning shall extend said three year period for a maximum of two additional one-year periods (each of which shall be referred to as an "extension period") upon receipt by the Commissioner of Planning prior to expiration of the first period or any

any extension period of the Applicant's written statement sworn under oath, specifically stating that the commencement of construction as aforesaid is delayed for any reasons or circumstances beyond the reasonable control of the Applicant and its affiliates and agents, the specific cause of the delay, and that the Applicant and its affiliates and agents have not taken any action or failed to take any action which could reasonably have resulted in such delay.

Three (3) temporary curb cuts may be located along the east side of South Prairie Avenue between the south line of 14th Street and the north line of 15th Street for the purpose of providing interim access to non-accessory parking on Central Station property to the east of South Prairie Avenue. None of these curb cuts may be located within one-hundred feet of any other curb cut on the east side of South Prairie Avenue. A total of four (4) temporary curb cuts - two (2) on the east side and two (2) on the west side - shall be permitted along Indiana Avenue north of 14th Street for the purpose of providing interim access to non-accessory parking on Central Station property to the east and west of Indiana Avenue. None of

these curb cuts may be located within 100 feet of any other curb cut on the same side of Indiana Avenue or within 100 feet of either Roosevelt Road or 14th Street.

f) The patterns of temporary curb cuts along the east side of South Prairie Avenue and along both sides of Indiana Avenue north of 14th Street are anticipated to be modified in the future when a Master Plan (or Plans) for adjacent portions of the Central Station property is approved.

(ii) Private Roadways

a. A Private roadway shall mean any drive or way designed and intended for use as vehicular access to or within any Development Parcel.

b. Private roadways may be constructed in any of the Parcels for the purpose of providing ingress and egress, including service access, to residential units.

c. Private roadways may provide all of the vehicular access to structures located in Parcels A, B, C or F.

d. Each private roadway must be included in an approved Site Plan, and each segment of private roadway shall be adequately designed and paved in compliance with the Municipal Code of Chicago, all to provide ingress and egress for motor vehicles, including emergency vehicles; there shall be no parking within such paved areas.

e. Fire lanes, if required, shall be adequately designed and paved in compliance with the Municipal Code of Chicago to provide access and egress for emergency vehicles; there shall be no parking within such fire lanes.

f. All private roadways shall be designed to appropriately accommodate pedestrian use. Sidewalks (on at least one side of the roadway), lighting and landscaping shall be provided along the roadway.

g. All private roadways shall be reasonably accessible to public pedestrian use and shall not preclude such use through security fences, gates, walls or other obstructions.

h. All private roadways shall be designed and configured to provide direct and coherent pathways to public streets.

i. Private roadways within any development parcel shall be designed to maximize access to any public parks, transit facilities, major streets and pedestrian corridors which may be adjacent or proximate to the development parcel.

(iii) Access and Layout

Every building or use within a development parcel shall be provided with adequate and appropriate vehicular and pedestrian access to a public roadway. Parking space layout, private roadway vehicular circulation, private pedestrian circulation routes, location and design of curb cuts at public streets shall be designed and constructed in accord with the applicable provisions of this Master Plan I and shall promote a safe, efficient, appropriate and beneficial design. Such considerations shall be subject to the review and approval of the Department of Planning.

(iv). Central Area Circulator

The Circulator alignment shall take priority in the determination of traffic lanes, and in particular left-turn lanes, in the right-of-way of Indiana Avenue between Roosevelt Road and 16th Street.

E. Urban Design

(i) Private Open Space.

In addition to the Restricted Development Zone, other open space will be provided within the development parcels of the Master Plan I area in the form of gardens, landscaped areas, tot-lots, playgrounds, or roof decks or other above-grade open space facilities. All or a portion of any roof may be used for these recreational or open space purposes. Said open space shall be adequate in area and design to serve the associated residential development.

(ii) Building Entrances.

For each building adjacent to a public right-of-way or the Restricted Development Zone, a primary building entrance must be oriented to, accessible from and visible from that public right-of-way or the Restricted Development Zone, as the case may be.

(iii) Building Materials.

The primary material for the facades of structures in the Master Plan I area generally visible from the public right-of-way but not otherwise devoted to windows or other openings shall be masonry (i.e., brickwork, stonework, terra cotta, et al.) or materials (such as concrete, Dry-vit and others) which are articulated and colored to give the appearance of, and which are compatible with, masonry. Distinct windows or courses of windows are to be provided on all sides of each building above its base. The colors and textures of materials used within any Parcel are to be complementary and compatible.

(iv) Parking Structures.

Walls enclosing a structure which is used, in part, for parking automobiles must be treated architecturally with texture, fenestration, or other devices such that the facade of any such structure which faces a public right-of-way, and the materials used in that facade, are architecturally related, consistent and compatible with the architectural treatment of the remainder of the structure of which that facade is a part as well as with the architectural treatment of adjacent structures. Parking areas, floors, interior lighting and parked vehicles must be substantially screened from view from the public way.

(v) Streetfront Fences.

Fencing on private property adjacent to a public right-of-way shall be substantially open and shall not take the form of a wall which prevents views from the public right-of-way into the private property lying between the fence and the facade of the structure beyond. Fencing shall not be of chain-link or wood construction.

(vi) Lighting.

Lighting along private pedestrian ways shall be compatible with lighting in the public rights-of-way in the Master Plan I area. The level, or intensity, of lighting shall be sufficient to permit reasonable safety in walking.

(vii) Landscaping.

All open areas of the Property which are not otherwise devoted to permitted buildings, parking areas or pedestrian/vehicular circulation areas shall be maintained in landscaping, which shall consist of grass, ground cover, shrubs, trees or other living plant materials. In addition to the requirements of this Master Plan I (providing, among other things, for the installation of parkway trees in the public right-of-way and the landscaping and screening of open parking areas), any

development of the Property shall incorporate landscaping to the extent feasible to enhance the appearance of the development from the public street, to screen uses from the street and to provide compatible buffers between adjacent uses. All private property landscaping shall be properly and adequately maintained at all times. Parkway trees shall be maintained in accord with the applicable provisions of the Chicago Zoning Ordinance.

(viii) Signage.

Except as delineated below, permitted signage in Parcels A, B, [~~and~~] C, and F shall include signs for building identification and information, business identification and information, and parking identification and information; however, all signage shall be subject to the approval of the Department of Planning and Development.

Temporary signage for site identification and information purposes or for marketing (sales, rental, leasing) and directional purposes is permitted in all Parcels, subject to the approval of the Department of Planning and Development.

Temporary signage for site identification and information purposes or for marketing (sales, rental, leasing) and directional purposes is expressly permitted on the sites of McFetridge Park and 15th Street Park except that only park identification and information signage shall be permitted on the sites of McFetridge Park and 15th Street Park once grading and seeding improvements as required herein are initiated. Prohibited signs include moving signs, flashing signs, advertising signs, rooftop signs, and projecting signs.

(ix) Streetwalls

The wall of any structure facing a public street (the "streetwall") shall be given texture and detail through the use of projections, recesses, offsets, variations to the parapet wall, variations in the type or color of materials or other devices which contribute to an architectural character which would "prevent the appearance of a megastructure" (Guidelines, p.58). A minimum of fifty percent (50%) of the street wall at the ground level of any structure containing retail, commercial or office uses at the ground level shall be finished with clear glass opening onto active internal uses, and the remainder of that streetwall shall be architecturally compatible with adjacent structures.

(x) Restricted Development Zone.

Any reference in this Section E to public right-of-way, public roadway, public street or public way shall also mean the Restricted Development Zone in Parcel B.

F. Energy Conservation.

All new construction within the Master Plan I area shall comply with the then current energy and efficiency and management standards of the U.S. Department of Energy. Applicants for any Part II approval shall submit documentation demonstrating compliance with those Department of Energy standards or comparable standards. No Part II approval for new construction shall be granted without this required documentation.

8. Public Improvements

Developments within this Master Plan I shall be accompanied by certain public improvements necessary to serve the development. All such public improvements shall be contained within the boundaries of an approved Site Plan prior to construction. All public improvements shall be designed, constructed and installed in accordance with all applicable City standards, laws and regulations, subject to the approval of the appropriate City Departments and Agencies as required, as well as

in conformance with all other applicable state and federal standards, regulations and laws. These public improvements and the Property upon, over or within which they are located shall be properly dedicated and/or conveyed to the City (or other public agency designated by the City) as appropriate; provided, however, that in the case of the Restricted Development Zone and any utilities not located within a roadway right-of-way, appropriate easements shall be granted to the City in form acceptable to the Department of Law. Completion of the aforesaid public improvements as hereinafter referred to shall mean that dedication of property, conveyance of ownership or a grant of easements, as the case may be, shall have occurred.

A. Public improvements shall be divided into the following categories:

(i). Public Roadways

Public roadways necessary to provide public access to and from the Property shall be constructed within the areas depicted on Exhibit 3. These roadways are known generally as Indiana Avenue (between Roosevelt Road and 16th Street), 14th Street (extended east from Indiana Avenue, 15th Street (extended east from Indiana Avenue) and South Prairie Avenue (between 14th Street and 15th Street). Public roadways for purposes of this Master Plan shall include pavement, curbs and gutters and in the case of Indiana Avenue, medians, all as depicted on Exhibit 12.

(ii). Public Utilities

Public utilities providing all necessary and appropriate utility service to the Property shall be constructed within and near the rights-of-way adjacent to the Property. These utilities include, without limitation, water supply, sewer facilities, electrical, gas, telephone and other utility facilities and services. These facilities shall be generally, but not necessarily, located within the roadways depicted on Exhibit 3.

(iii). Public Streetscape Improvements

Streetscape improvements are generally street improvements other than roadway pavement, curbs and gutters. These improvements include sidewalks, parkway trees and planting areas, street furniture (including bus shelters) and street lights. All public roadways and the Restricted Development Zone within the Master Plan I shall include completed streetscape improvements. Exhibit 12 attached generally depicts typical streetscape improvements. Streetscape improvements shall be constructed in accordance with Exhibit 12 and all applicable city laws, regulations and standards, subject to the approval of the appropriate City Departments and Agencies as required.

(iv). Public Parks

Two public parks shall be constructed and dedicated, free and clear of all encumbrances inconsistent with public park use, to the Chicago Park District in connection with development of the Property. These are: McFetridge Park (Parcel E) and the 15th Street Neighborhood Park (Parcel D). McFetridge Park is to be at least one acre in area and located generally as depicted on Exhibit 2; provided, however, that if South Prairie Avenue is extended north of 14th Street, the area of McFetridge Park may be reduced to no less than 38,000 square feet provided that the total area of Parks serving Sub-Area B is increased in size by an amount commensurate with any reduction in the area of McFetridge Park below one acre so that the combined area of parks does not fall below four acres. No individual park serving Sub-Area B shall be less than .75 acres. McFetridge Park shall be designed and constructed in two phases in accord with the provisions of subsection 8.B. (xi) hereof and the standards and specifications of the Chicago Park District, with the consultation of the Department of Planning and Development, and the Central Station Development Guidelines.

The 15th Street Neighborhood Park (Parcel D) is to be at least three acres in area and located generally as depicted on Exhibit 2. The 15th Street Neighborhood park shall be designed, landscaped and constructed to include a play field (which may include a baseball field), a children's playground area,

appropriate pedestrian furnishings and linkages between the adjacent the adjacent public rights-of-way, and appropriate transition areas and other informal and passive park areas. The park's design shall be subject to the review and approval of the Chicago Park District, with the consultation of the Department of Planning and Development, and shall be constructed in general accord with Exhibit 10 attached hereto. The park shall be constructed in phases:

Phase I shall be [~~that portion of the park shown in Exhibit 10 which is west of the east line of Central Station Drive extended south~~] the final grading and seeding of the Park, and the planting of major trees and shrubs and installation of major pathways, and fencing [~~:~~], except at the perimeter of the Park east of South Prairie Avenue. Phase II shall be [~~that portion of the park shown on Exhibit 10 which is east of the east line of Central Station Drive extended south~~] the construction of the tot lot, playground, playfield (e.g. ballfield or other comparable improvements which shall be mutually agreed to by Central Station and the Chicago Park District based upon community input), circulation paths and appropriate pedestrian furnishings. Final grading and planting of major trees and shrubs at the perimeter of the park east of South Prairie Avenue shall be completed when private or public improvements adjacent to the perimeter are completed.

(v). Restricted Development Zones

The Restricted Development Zones [~~is~~] are to be [~~a~~] private areas located within private development Parcels which [~~is~~] are open and devoted to public uses for open space, pedestrian passage, protected views and private use for vehicular and pedestrian ingress and egress to adjacent development. The Restricted Development Zones [~~is~~] are located as depicted on Exhibit 3. The Restricted Development Zones shall be designed and constructed generally in accordance with Exhibit 11. All Zones shall be open and accessible to the public at all times and shall be directly accessible from Indiana Avenue and South Prairie Avenue. [~~The~~] Zone A & C shall be generally aligned so as to provide a direct view from Indiana Avenue to the Soldier Field Colonnade.

Restricted Development Zone B is to be a private area located on the north boundary of Parcel F. It shall be due east and in general alignment with 14th Street. It shall be directly accessible from South Prairie Avenue.

Restricted Development Zone C is to be a private area located on the south boundary of Parcel F due east and in alignment with Restricted Development Zone A. It shall be directly accessible from South Prairie Avenue and shall generally be aligned so as to provide a direct view from South Prairie Avenue to the Soldier Field colonnade.

Restricted Development Zone D is to be a private area located on the south boundary of Parcel G. It shall be due east and in general alignment with 15th Street. It shall be directly accessible from South Prairie Avenue.

The Zones may contain permanent roadway access from South Prairie Avenue to [~~Parcel B and Parcel C~~] adjacent property private development. That access may be provided by means of [~~a split alignment~~] private driveways, and the design of that segment of comprising that driveway pass shall be developed generally as depicted in Exhibit 11 and shall have the following characteristics: a) the facilities shall be [~~symmetrically~~] arranged along the long axis of the Zone, [~~b) a median at least 12 feet in width shall be provided in the center of the Zone,~~] and [~~c)~~] b) the roadways shall extend no more than 190 feet into [~~the~~] Zone A from South Prairie Avenue.

Prior to the construction in [~~the~~] Zone A of the permanent driveway or roadway(s) providing access to Parcel B and/or Parcel C private development from South Prairie Avenue, the Zone may contain temporary roadway access from Indiana Avenue to Parcel B and/or Parcel C private development. That temporary access may be provided by means of either a split-alignment driveway or by a two-way driveway. If a split alignment driveway is provided, then design of that segment of the Zone through which the roadways comprising that driveway pass shall be developed generally as depicted in Exhibit 11 and shall have the following characteristics: a) the facilities shall be symmetrically arranged along the long axis of the Zone, b) a median at least 12 feet in width shall be provided in the center of the Zone, and c) the roadways shall extend no more than 190 feet into the Zone from Indiana Avenue. If a two-way driveway is provided, then the design of that segment of the Zone through which the roadway comprising that driveway passes shall have the following characteristics: a) the driveway shall be no wider than 24 feet in width, and b) the roadway shall extend no more than 190 feet into the Zone from Indiana Avenue. Such a temporary roadway or roadways, if developed, must be removed and access to Parcels B and C established via South Prairie Avenue (as described above in this paragraph) in accordance with the provisions in Paragraph 7, D, (i) hereof.

B. Public Improvements shall be completed in accordance with the following schedule:

(i). Parcel A and F Development - Roadways Utilities and Streetscape Improvements

Prior to issuance of the first certificate of occupancy for any development of Parcel A, all public roadway and utility improvements, streetlight installation, and streetscape improvements in 14th Street and that portion of South Prairie Avenue adjacent to Parcel A shall be completed; provided, however, that final roadway lift need not be complete until one year following issuance of said certificate.

(ii). Parcel B and C Development - Roadways and Utilities

Prior to issuance of the first certificate of occupancy for any development of either Parcel B or Parcel C, all public roadway and utility improvements in one of the following shall be completed: Indiana Avenue from Roosevelt Road to the north line of 16th Street or 14th Street and South Prairie Avenue extended south from 14th Street to its point of intersection with the north boundary of Parcel C extended east or 15th street and South Prairie Avenue extended north from 15th Street to a point of intersection with the north boundary of the Restricted Development Zone in Parcel B extended east; provided, however, that final roadway lift need not be complete until one year following issuance of said certificate of occupancy.

(iii). Parcels B and C - Right of Way Frontage Development: Roadway and Utilities

Public roadway and utility improvements along the frontages of South Prairie Avenue and 15th Street adjacent to Parcels B and C shall be complete at the occurrence of the earliest of the following: a) within three years of the date of approval of the first Site Plan for any development in Parcels B or Parcel C pursuant to the provisions of Statement No. 12 of Planned Development No. 499, provided, however, that the Commissioner of Planning shall extend said three year period for a maximum of two additional one-year periods (each of which shall be referred to as an "extension period") upon receipt by the Commissioner of Planning prior to expiration of the first period or any extension period of the Applicant's written statement sworn under oath, specifically stating that the commencement of construction as aforesaid is delayed for any reasons or circumstances beyond the reasonable control of the Applicant and its affiliates and agents, the specific cause of the delay, and that the Applicant and its affiliates and agents have not taken any action or failed to take any action which could reasonably have resulted in such delay; or b) prior to the issuance of a certificate of occupancy for the first structure within Parcels B and C which results in development of more than 75% of the structures adjacent to the combined frontages of South Prairie Avenue and

15th Street adjacent to Parcels B and C; or c) prior to the issuance of a certificate of occupancy for the first structure within Parcels B and C which results in development of more than 75% of the total maximum number of permitted dwelling units for Parcels B and C, combined (i.e., 75% x [~~300~~] 157 DU's =[~~225~~] 118 DU's). The final roadway lift need not be complete until one year following the completion of any segment of such roadway.

(iv). All Parcels - Utilities

Prior to the issuance of a certificate of occupancy for any development within any development parcel, the public utilities necessary to serve said development shall be complete.

(v). All Parcels - Streetscape Improvements

Within 6 months following construction of a street and issuance of a certificate of occupancy for any structure located along any development parcel's public right-of-way frontage (including proposed and required rights-of-way and the Restricted Development Zone), all public streetscape improvements adjacent to that length of said parcel's right-of-way frontage which is immediately adjacent to the structure for which the occupancy certificate has been issued shall be complete and a continuous sidewalk leading from said structure to

Indiana Avenue (or, if said structures are along Indiana Avenue, to the Restricted Development Zone) on private property and/or public right-of-way shall be complete; provided, however, that (a) streetscape improvements along the frontage of any parcel must extend continuously across the frontage of all structures for which occupancy certificates have been issued and across all spaces (or gaps) between said structures along said frontage and to one end of said frontage, (b) streetscape improvements other than parkway trees need not be installed along the north side of 14th Street until such time as McFetridge Park or any portion thereof is first required to be developed beyond the grading and seeding as provided in Paragraph B (xi) hereof, (c) streetscape improvements other than parkway trees need not be installed along the south side of 15th Street until such time as the 15th Street Neighborhood Park or any portion thereof is first required to be developed beyond the grading and seeding as provided in Paragraph B (xii) hereof, and (d) streetscape improvements other than parkway trees need not be installed along the east side of South Prairie Avenue until such time as may be required by a Master Plan governing the property east of South Prairie Avenue. With the exception of those situations cited in clauses (b), (c), and (d), in this paragraph, all streetscape improvements within the Master Plan I area shall be completed at the occurrence of the earliest of the following: within three years of the date of approval of the first Site Plan for any

development in Parcels A, B, C or F pursuant to the provisions of Statement No. 12 of Planned Development No. 499, provided, however, that the Commissioner of Planning shall extend said three year period for a maximum of two additional one-year periods (each of which shall be referred "extension period") upon receipt by the Commissioner of Planning prior to expiration of the first period or any extension period of the Applicant's written statement sworn under oath, specifically stating that the commencement of construction as aforesaid is delayed for any reasons or circumstances beyond the reasonable control of the Applicant and its affiliates and agents, the specific cause of the delay, and that the Applicant and its affiliates and agents have not taken any action or failed to take any action which could reasonably have resulted in such delay; or prior to the issuance of a certificate of occupancy for the first structure within Parcels B and C which results in development of more than 75% of the structures facing the combined frontages of Parcels B and C along South Prairie Avenue and 15th Street, provided, however, that at all times reasonable construction access can be maintained to structures under construction and to the Parcel within which said construction is located. If and when either the temporary or permanent roadway(s), as described previously herein, is constructed in the Restricted Development Zone, the improvements related to that roadway(s), as depicted on Exhibit 11, must be completed to the full east-west depth to which said roadway(s) penetrates the

Zone from either Indiana Avenue or South Prairie Avenue and the remainder of the Zone shall be graded and seeded. Bus shelters shall be constructed and installed at or near the intersections of Indiana Avenue with 14th Street, 15th Street and the Restricted Development Zone at such time as the appropriate sidewalk areas have been constructed but only after a determination of necessity made by the Chicago Transit Authority.

(vi). All Parcels - West Half of Indiana Avenue, North of 14th Street - Roadway, Utilities and Streetscape Improvements

Prior to the issuance of the first certificate of occupancy for any development of Parcel A, Parcel B, or Parcel C, all public roadway and utility improvements in the west half of Indiana Avenue between Roosevelt Road and the south line of 14th Street extended west shall be complete; provided, however, that (1) final roadway lift need not be complete until one year following issuance of said certificate. Within 6 months following issuance of said certificate, all streetscape improvements therein shall be complete; provided, however, that street lights need not be complete until one year following issuance of said certificate. Additionally, an adequate and appropriate area shall be provided for Chicago Transit Authority bus turn-around movements proximate to the intersection of Roosevelt Road and

Indiana Avenue which shall be designed and paved in accordance with the reasonable requirements of the Chicago Transit Authority.

(vii). All Parcels - East Half of Indiana Avenue North of 14th Street Roadway, Utilities and Streetscape Improvements

Prior to issuance of a certificate of occupancy for the first dwelling unit resulting in the development of more than 325 dwelling units on the property, all public roadway, utility and streetscape improvements in the east half of Indiana Avenue between Roosevelt Road and the south line of 14th Street extended west shall be complete; provided, however, that the final roadway lift need not be complete until one year thereafter. Within 6 months following issuance of said certificate, all streetscape improvements shall be complete; provided, however, that street lights need not be complete until one year thereafter.

(viii). All Parcels - Indiana Avenue South of 14th Street - Roadways and Utilities

Prior to issuance of a certificate of occupancy for the first dwelling unit resulting in the development of more than 325 dwelling units on the property,

all public roadways, utility and median improvements in Indiana Avenue between the south line of 14th Street extended east and the north line of 16th Street shall be complete; provided, however, that final roadway lift need not be complete until one year following issuance of said certificate.

(ix). Parcel B - Restricted Development Zone Improvements

Prior to the issuance of a certificate of occupancy for the first structure within Parcel B which results in development exceeding 50% of the linear frontage along the Restricted Development Zone, the north half of the Restricted Development Zone improvements shall be complete.

(x). Parcel C - Restricted Development Zone Improvements

Prior to the issuance of a certificate of occupancy for the first structure within Parcel C which results in development exceeding 50% of the linear frontage along the Restricted Development Zone, the south half of the Restricted Development Zone improvements shall be complete.

(xi) Parcel F - Restricted Development Zone Improvements.

Prior to the issuance of a Certificate of Occupancy for the first structure within Parcel F which results in development exceeding 50% of the linear

frontage along the Restricted Development Zone B, the Restricted Development Zone improvements shall be complete. Prior to the issuance of a Certificate of Occupancy for the first structure within Parcel F which results in development exceeding 50% of the linear frontage along the Restricted Development Zone C, the north half of the Restricted Development Zone improvements shall be complete.

(xii) Parcel G - Restricted Development Zone Improvements.

Prior to the issuance of a Certificate of Occupancy for the first structure within Parcel G which results in development exceeding 50% of the linear frontage along the Restricted Development Zone D, the Restricted Development Zone improvements shall be complete. Prior to the issuance of a Certificate of Occupancy for the first structure within Parcel G which results in development exceeding 50% of the linear frontage along the Restricted Development Zone C, the south half of the Restricted Development Zone improvements shall be complete.

[~~(xi)~~] (xiii). McFetridge Park (Parcel E)

Prior to the issuance of a certificate of occupancy for any development within Parcel A, McFetridge Park shall be fine graded at current elevation, with no

fill except topsoil, seeded[;], and maintained in a manner suitable for active recreation. Upon the construction of McFetridge Drive adjacent to Parcel E and [~~Prior to~~] the issuance of a certificate of occupancy for any private development parcel which has frontage on McFetridge Park, but which is not located within this Master Plan I, final grading and the permanent improvements in McFetridge Park shall be complete; provided, however, that if McFetridge Drive is not constructed within two years after such certificate of occupancy is issued, then a plan for additional interim park improvements shall be submitted to the Chicago Park District for review and approval within six (6) months after the expiration of such two-year period, and the interim improvements shall be completed in accordance with the plan within twelve (12) months after the expiration of such two-year period. McFetridge Park shall not be dedicated to the Chicago Park District until all permanent improvements are completed.

[~~(xii)~~] (xiv). 15th Street Neighborhood Park (Parcel D)

In all matters concerning the design and development of 15th Street Neighborhood Park, all parties shall endeavor to use their best efforts to carry out and complete their individual and collective responsibilities in a timely manner.

Upon the completion of 15th Street between Indiana and Prairie adjacent to Parcel D and [~~Prior to~~] the issuance of a certificate of occupancy for any private development of Parcel C, the 15th Street Neighborhood Park shall be seeded and graded.

The 15th Street Neighborhood Park permanent improvements shall be constructed according to the following phasing schedule:

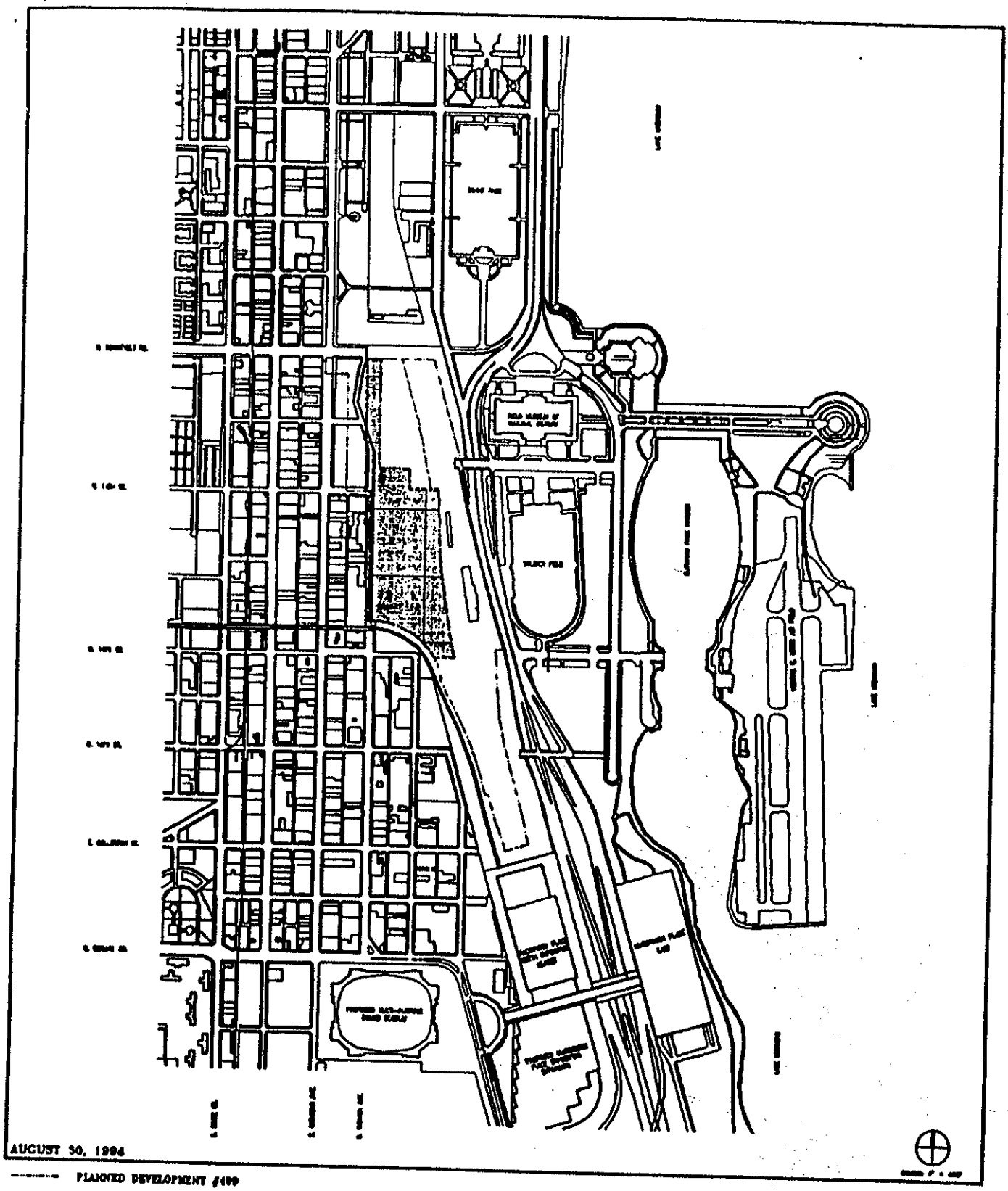
Prior to the issuance of a certificate of occupancy for the first structure within any development parcel which results in development exceeding 100 dwelling units, Phase I of the 15th Street Neighborhood park permanent improvements shall be complete [~~and title to all of the property therein shall be dedicated free and clear of any and all encumbrances inconsistent with public park use~~].

Prior to the issuance of a certificate of occupancy for the first structure within any development parcel which results in development exceeding 250 dwelling units, Phase II of the 15th Street Neighborhood Park permanent improvements shall be complete [~~and title to all of the property therein shall be dedicated free and clear of any and all encumbrances inconsistent with public park use~~].

Title to all of the property in the 15th Street Park shall be dedicated to the Chicago Park District, free and clear of any and all encumbrances inconsistent with Park use, when the final improvements to the perimeter of the Park east of South Prairie Avenue are complete.

(xiii). Public Services and Facilities

The City and the Applicant acknowledge that full development of Master Plan I is expected to be adequately served with school, library, police, fire and emergency facilities in existence or planned. In order to assure, however, that such facilities are available to serve the full development of the entire property located within Planned Development No. 499, the Applicant shall provide the Department of Planning with a fiscal impact report which (1) analyzes the impact of such full development of Planned Development No. 499 upon available and planned school, library, police, fire and emergency services and facilities and (2) provides the Department with methodologies and formulae necessary or appropriate to assess the need for additional services and facilities over time as the property develops. Such report shall be in a form acceptable to the Commissioner of Planning and shall be made available to the Commissioner prior to the approval of the second Master Plan upon the Planned Development No. 499 property, but no later than December 31, 1994 in any event.



AUGUST 30, 1996

PLANNED DEVELOPMENT #499

MASTER PLAN 1

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.

DeSTEFANO + PARTNERS, LTD.

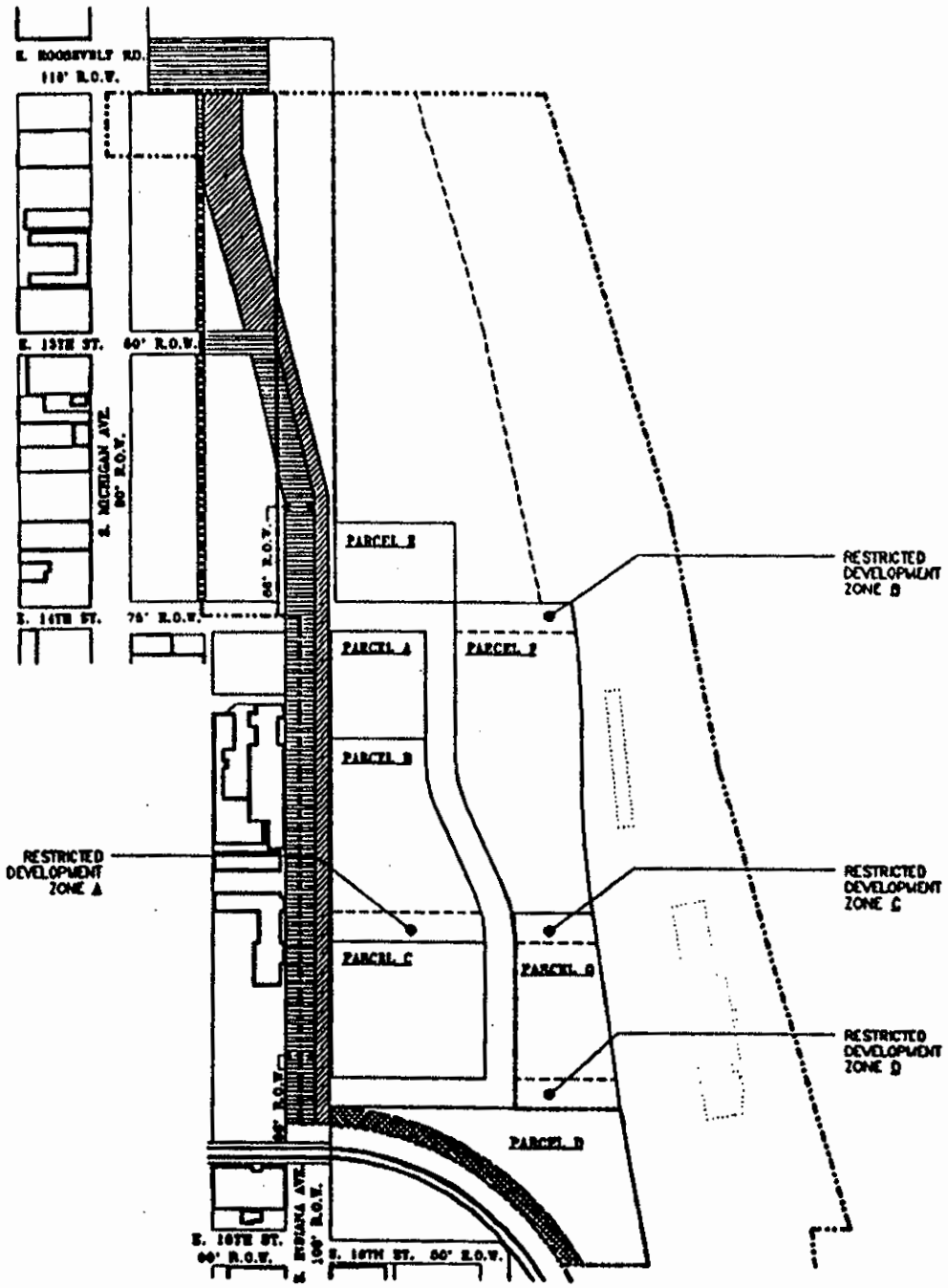
BOWMAN HARRETT & ASSOCIATES, INC.

COWEY GUDMUNDSON LEDER, LTD.

CENTRAL STATION

MASTER PLAN 1

EXHIBIT 1
LOCATION MAP



AUGUST 30, 1994

PLANNED DEVELOPMENT #480

MASTER PLAN I

EXISTING RIGHTS-OF-WAY

EXISTING EASEMENT TO CITY FOR ROADWAY

EXISTING EASEMENT FOR RAILROAD OPERATIONS

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.

D'ANTONIO + PARTNERS, LTD.

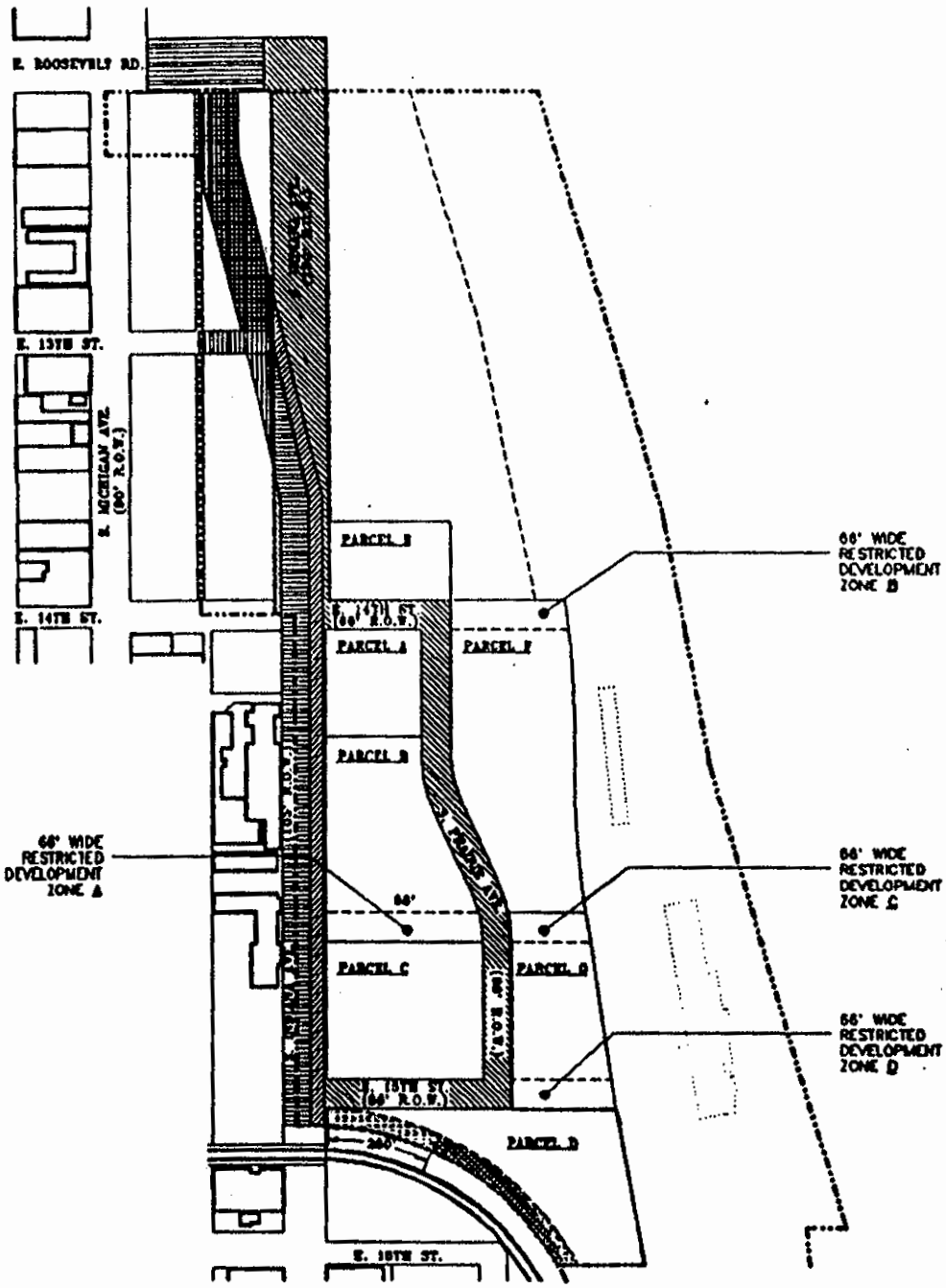
BOWMAN BARRETT & ASSOCIATES, INC.

COVERT CUMMUNDSON LEDER, LTD.

CENTRAL STATION

MASTER PLAN I

EXHIBIT 2
EXISTING RIGHTS-OF-WAY AND EASEMENTS



AUGUST 30, 1994

PLANNED DEVELOPMENT #499

MASTER PLAN I

RAILROAD EASEMENT TO BE VACATED

RIGHTS-OF-WAY TO BE DEDICATED

RIGHTS-OF-WAY TO BE VACATED

EASEMENT TO BE VACATED

EXISTING RIGHTS-OF-WAY TO BE RETAINED

EXISTING EASEMENT TO BE CONVERTED TO RIGHTS-OF-WAY

EXISTING EASEMENT FOR RAILROAD OPERATIONS TO BE RETAINED

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.

DeSTEFANO + PARTNERS, LTD.

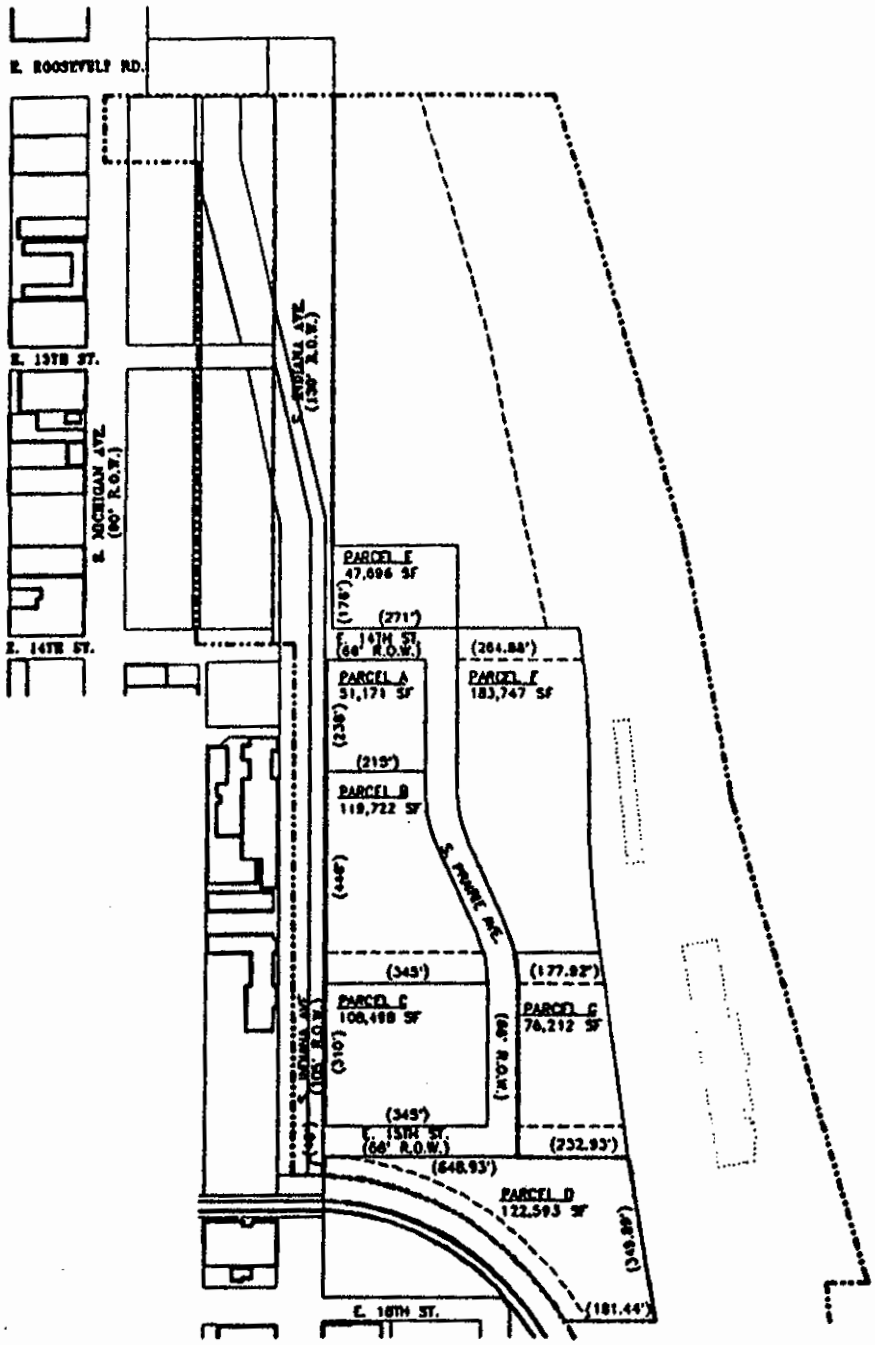
BOWMAN BARRETT & ASSOCIATES, INC.

COVEEY GUDMUNDSON LEIDER, LTD.

CENTRAL STATION

MASTER PLAN I

EXHIBIT 3
ADJUSTED RIGHTS-OF-WAY AND EASEMENTS



AUGUST 30, 1994

PLANNED DEVELOPMENT #490

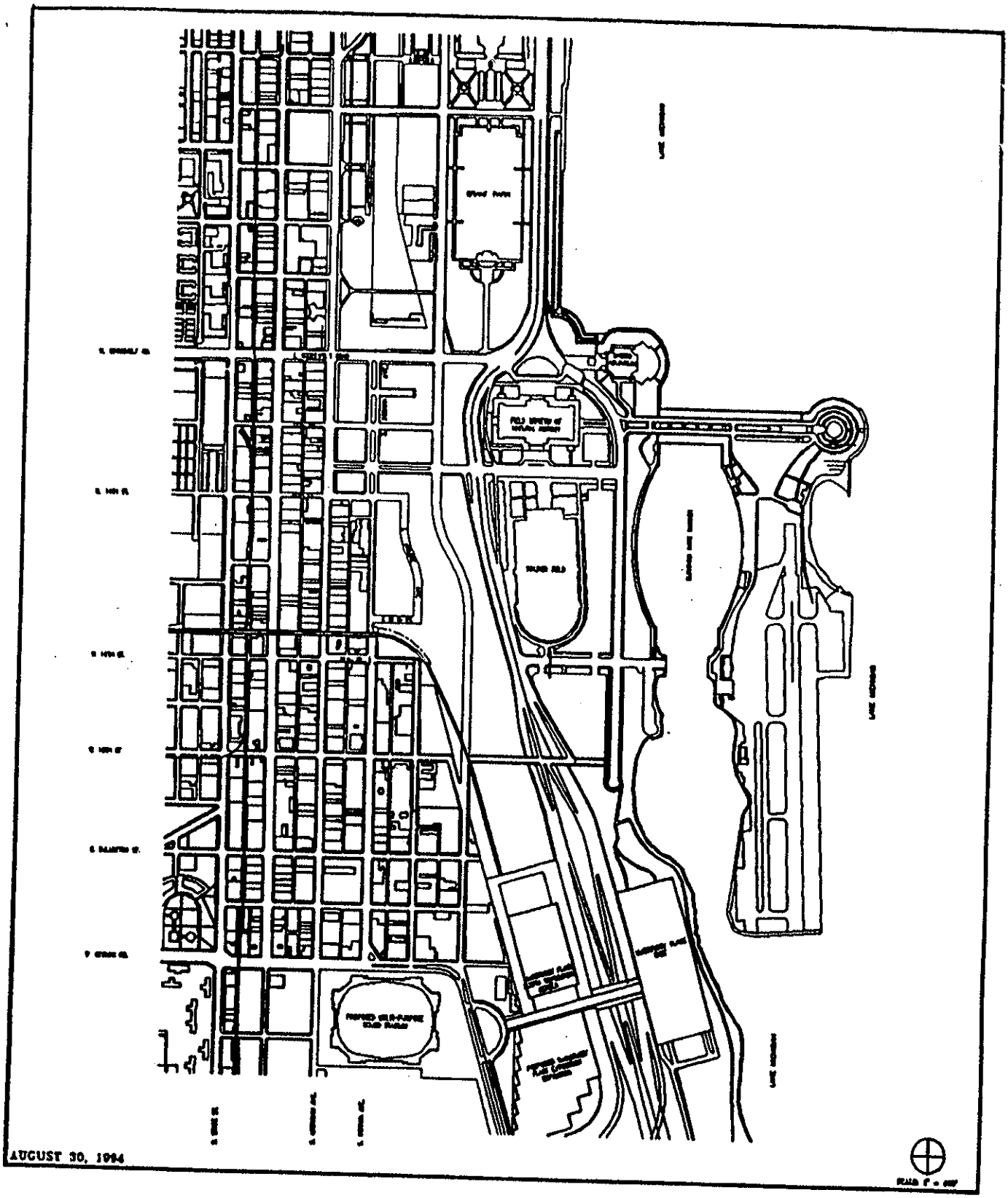
MASTER PLAN I

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
DeSTEFANO + PARTNERS, LTD.
BOWMAN BARRETT & ASSOCIATES, INC.
COVERT CUDMUNDSON LEDER, LTD.

CENTRAL STATION

MASTER PLAN I

EXHIBIT 4
MASTER PLAN BOUNDARY AND DEVELOPMENT PARCEL MAP



SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS

DeSTEFANO + PARTNERS, LTD.
ARCHITECTS AND PLANNERS

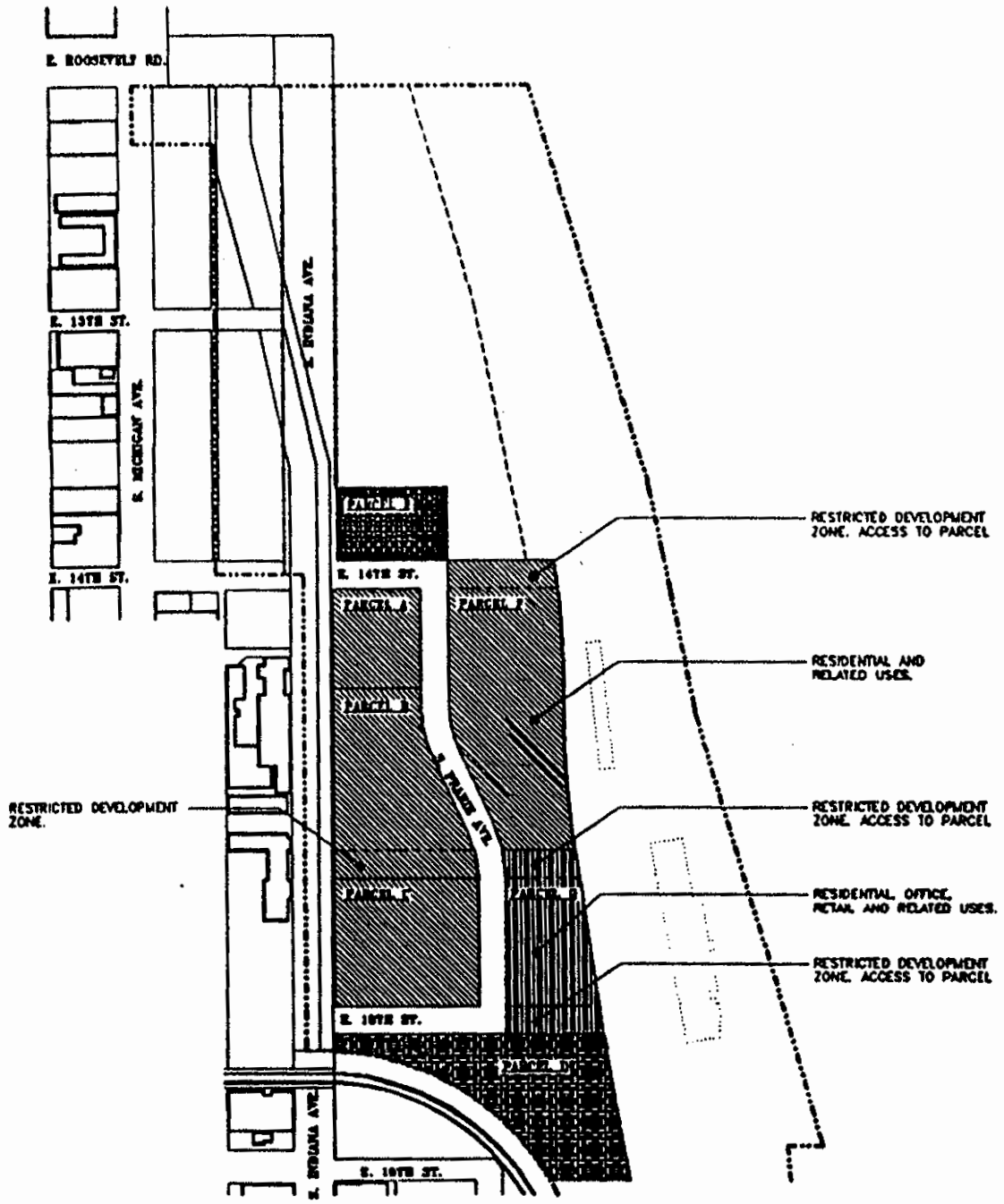
BOWMAN BARRETT & ASSOCIATES, INC.
CONSULTING ENGINEERS

COWHEY GUDMUNDSON LEDER, LTD.
CONSULTING ENGINEERS

CENTRAL STATION

STREET AND BLOCK PLAN

EXHIBIT 5



AUGUST 30, 1994

PLANNED DEVELOPMENT #499

MASTER PLAN I

RESIDENTIAL AND RELATED USES

RESIDENTIAL, RETAIL AND RELATED USES

RESIDENTIAL, OFFICE, RETAIL AND RELATED USES

PUBLIC OPEN SPACE AND RELATED USES

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.

DeSTEFANO + PARTNERS, LTD.

BOWMAN BARRETT & ASSOCIATES, INC.

COWHEY GUDMUNDSON LEDER, LTD.

CENTRAL STATION

MASTER PLAN I

EXHIBIT 6
LAND USE CONTROLS

EXHIBIT 7

Table of Permitted Uses

Parcel A

Residential Uses
Accessory Parking

Parcel B (not including the Restricted Development Zone)

Residential Uses
Accessory Parking

Parcel B - Restricted Development Zone

Ingress/egress to Parcel B and Parcel C
Promenade and Open Space Uses

Parcel C — Residential Uses
Accessory Parking

Parcel D — Public Park Uses

Parcel E — Public Park Uses

Parcel F — Residential Uses - Accessory Parking

Parcel G — Residential Uses - Accessory Parking
Retail and Commercial Uses - Ground & Second & Top Floor Only

NOTES TO THE TABLE OF PERMITTED USES:

1. Residential uses include single and multi-family dwellings, congregate living and sheltered care facilities, elderly housing and institutional uses devoted primarily to housing.

2. Office uses include business and professional offices.

3. Retail and Commercial Uses include all uses which are permitted uses within the B4-1 Zoning District (other than automobile service stations, residential and office uses.)

4. Accessory uses and structures are permitted within all parcels (other than the Restricted Development Zone) provided that accessory structures within Parcels D and E shall be subject to the review and approval of the Commissioner of Planning.

5. Non-Accessory Parking shall be permitted interim use on Parcels A, B, C, F and G until such time as a Site Plan for the property upon which such parking is located is approved. Non-Accessory Parking shall be permitted on Parcels D and E until such time as said parcels are required by this Master Plan I to be graded and seeded. Non-Accessory parking for Metra shall be permitted on Parcel G.

EXHIBIT 8

TABLE I: BASIC BULK REGULATIONS FOR PARCELS A - C, F & G

	PARCEL A	PARCEL B	PARCEL C	PARCEL F	PARCEL G	TOTAL: A-G
Net Site Area	51,171 sf	119,723 sf	108,498 sf	183,747 sf	76,212 sf	539,351 sf
Maximum DU's	23 DU	69 DU	88 DU	125 DU	1000 DU	1305 DU
Maximum sq.ft. Retail/Comm'l	None		None	None	70,000 sf	70,000 sf
Maximum sq.ft. Office	None	None	None	None	100,000 sf	100,000 sf
Max. Floor Area	69,974 sf	165,200 sf	136,024 sf	270,000 sf	1,000,000	1,641,198 sf
Derived FAR	1.37	1.38	1.25	1.47	13.12	3.04 (overall FAR)
Max. Bldg. Coverage +14' to +60' CCD	100%	70%	77%	100%	100%	—
Max. Bldg. Coverage +60' to +95' CCD	100%	35%	0%	80%	80%	—
Max. Bldg. Coverage +95' to +210' CCD	65%	0%	0%	65%	60%	—
Max. Bldg. Coverage Above +210' CCD	40%	0%	0%	0%	60%	—
Max. Height	+95' CCD	+95' CCD	+60' CCD	+95' CCD	+400' CCD	—

a:exhibit.8

EXHIBIT 8

Table 2: SETBACKS FROM PARCEL LINES

LOCATION OF THE SETBACKS	OPERATIVE ELEVATIONS OF SETBACKS RE: CITY DATUM	MINIMUM REQUIRED	MAXIMUM REQUIRED
Parcel A: West, North, & East Parcel Lines	Below +95' CCD	0 ft.	0 ft.
Parcel A: West and East Parcel Lines	Above +95' CCD	15 ft.	*
Parcel A: North Parcel Line	Above +95' CCD	50 ft.	*
Parcel A: South Parcel Line	Above +14' CCD	28 ft.	*
Parcel B: West & North Parcel Lines	Above +14' CCD	0 ft.	5 ft.
Parcel B: East Parcel Line	Above +14' CCD	0 ft.	**
Parcel B: South Parcel Lines	Above +14' CCD	66 ft.	71 ft.
Parcel C: All Parcel Lines	Above +14' CCD	0 ft.	***
Parcel F:	Above +14' CCD	0 ft.	0 ft.
Parcel G: North, South, East and West Parcel Lines	Above +14' CCD	0 ft.	*

* There is no control on the maximum setback.

** In response to the angle of the east parcel line of Parcel B, the maximum permitted setback from that parcel line is 10 ft.; provided, however, that the average setback of structures facing this parcel line shall not exceed 5 ft., and the calculation of the average shall not include any spaces between structures.

*** The maximum permitted setback is 15 ft.; however, the distance between any portion of the facade of any structure set back from a parcel line and any other portion of the facade of that same structure or any other structure facing that same parcel line shall not be greater than 5 ft.

NOTE: No development in Parcel A above +95' CCD shall result in shadows being cast which cover more than 20% of McFetridge Park at any one time as measured at noon on the 21st day of December. Prior to Site Plan approval for any development on Parcel A above, +95' CCD, evidence demonstrating compliance shall be provided.

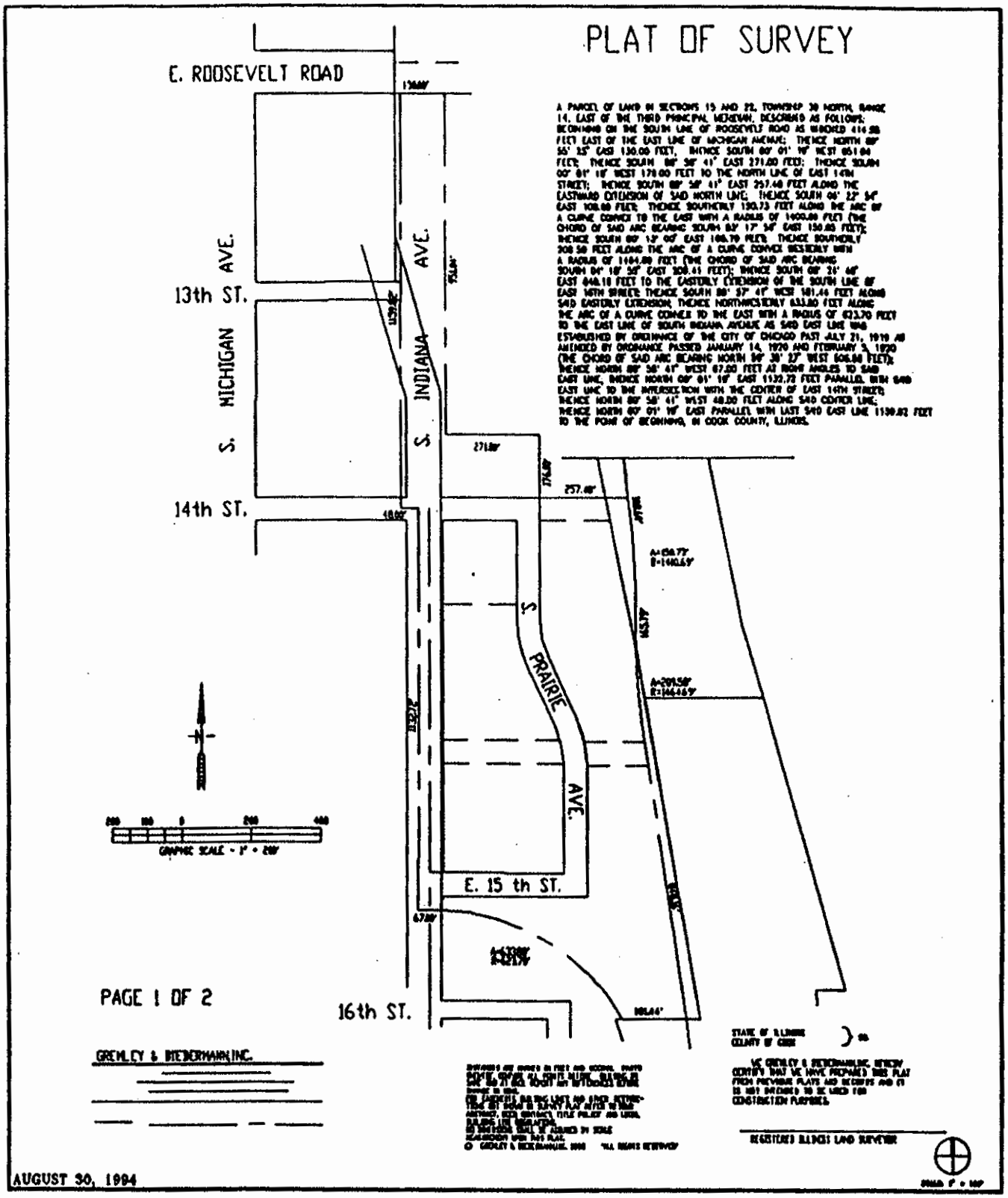
TABLE 3: SETBACKS BETWEEN PRINCIPAL BUILDINGS WITHIN DEVELOPMENT PARCELS

Below +95' CCD: 12 feet.

Above +95' CCD: 40 feet.

a:\exhibit8.2tb

PLAT OF SURVEY



A PARCEL OF LAND IN SECTIONS 15 AND 22, TOWNSHIP 39 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING ON THE SOUTH LINE OF ROOSEVELT ROAD AS WIDENED 414.88 FEET EAST OF THE EAST LINE OF MICHIGAN AVENUE; THENCE NORTH 89° 55' 25" EAST 130.00 FEET; THENCE SOUTH 00° 01' 19" WEST 851.84 FEET; THENCE SOUTH 89° 58' 41" EAST 271.00 FEET; THENCE SOUTH 00° 01' 19" WEST 170.00 FEET TO THE NORTH LINE OF EAST 14TH STREET; THENCE SOUTH 89° 58' 41" EAST 257.48 FEET ALONG THE EASTWARD EXTENSION OF SAID NORTH LINE; THENCE SOUTH 06° 22' 54" EAST 108.88 FEET; THENCE SOUTHERLY 190.73 FEET ALONG THE ARC OF A CURVE CONVEX TO THE EAST WITH A RADIUS OF 1400.00 FEET (THE CHORD OF SAID ARC BEARING SOUTH 03° 17' 54" EAST 190.58 FEET); THENCE SOUTH 00° 13' 06" EAST 148.79 FEET; THENCE SOUTHERLY 208.58 FEET ALONG THE ARC OF A CURVE CONVEX WESTERLY WITH A RADIUS OF 1464.00 FEET (THE CHORD OF SAID ARC BEARING SOUTH 04° 18' 58" EAST 208.41 FEET); THENCE SOUTH 08° 24' 46" EAST 648.10 FEET TO THE EASTERLY EXTENSION OF THE SOUTH LINE OF EAST 16TH STREET; THENCE SOUTH 89° 57' 41" WEST 181.44 FEET ALONG SAID EASTERLY EXTENSION; THENCE NORTHWESTERLY 633.80 FEET ALONG THE ARC OF A CURVE CONVEX TO THE EAST WITH A RADIUS OF 823.70 FEET TO THE EAST LINE OF SOUTH INDIANA AVENUE AS SAID EAST LINE WAS ESTABLISHED BY ORDINANCE OF THE CITY OF CHICAGO PAST JULY 21, 1910 AS AMENDED BY ORDINANCE PASSED JANUARY 14, 1920 AND FEBRUARY 3, 1920 (THE CHORD OF SAID ARC BEARING NORTH 34° 39' 27" WEST 606.86 FEET); THENCE NORTH 89° 58' 41" WEST 87.00 FEET AT RIGHT ANGLES TO SAID EAST LINE; THENCE NORTH 00° 01' 19" EAST 1132.72 FEET PARALLEL WITH SAID EAST LINE TO THE INTERSECTION WITH THE CENTER OF EAST 14TH STREET; THENCE NORTH 89° 58' 41" WEST 48.00 FEET ALONG SAID CENTER LINE; THENCE NORTH 00° 01' 19" EAST PARALLEL WITH LAST SAID EAST LINE 1130.82 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

STATE OF ILLINOIS)
COUNTY OF COOK)

WE GREMLEY & BIEDERMANN, INC. HEREBY CERTIFY THAT WE HAVE PREPARED THIS PLAT FROM PREVIOUS PLATS AND DEEDS AND IT IS NOT INTENDED TO BE USED FOR CONSTRUCTION PURPOSES.

REGISTERED ILLINOIS LAND SURVEYOR

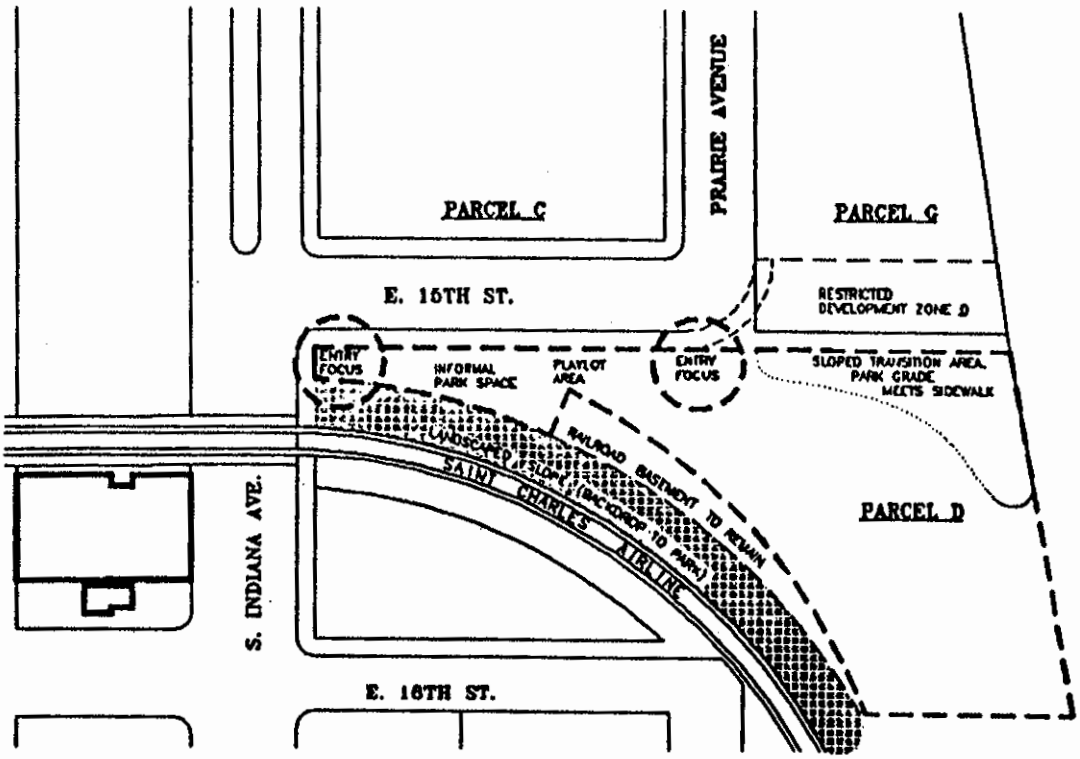
SCALE 1" = 100'

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
DeSTEFANO + PARTNERS, LTD.
BOWMAN BARRETT & ASSOCIATES, INC.
COVERT GUDMUNDSON LEIDEL, LTD.

CENTRAL STATION

SURVEY

EXHIBIT 9



NOTE: THE ENTRY FOCUS AREA MAY INCORPORATE SOME OF THE FOLLOWING ELEMENTS: ARCHITECTURAL ARTIFACTS, SPECIAL LANDSCAPING OR SCULPTURES.

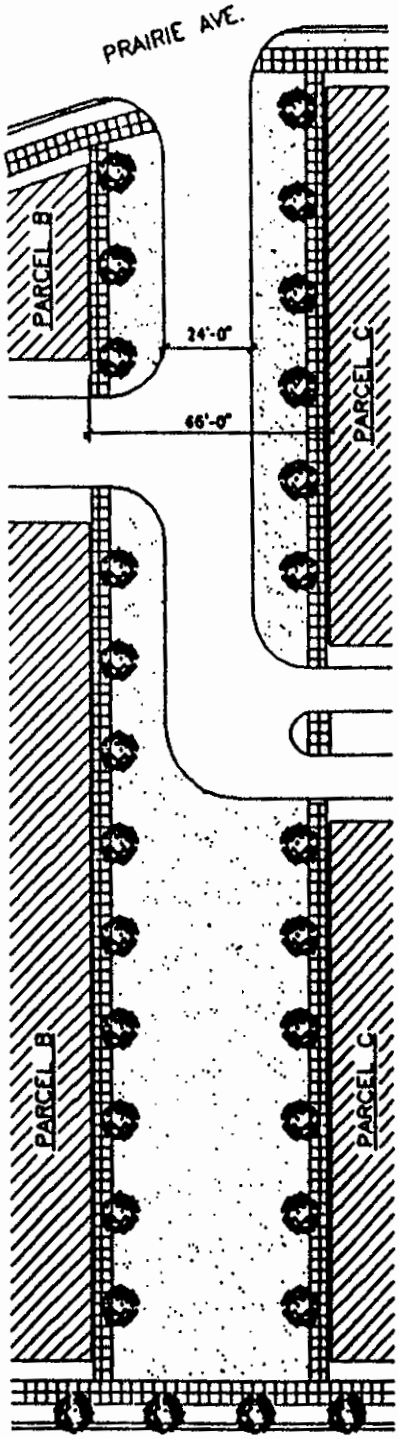
AUGUST 30, 1994

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
DeSTEFANO + PARTNERS, LTD.
BOUMAN BARRETT & ASSOCIATES, INC.
COWERY SUDNUNDSON LEDER, LTD.

CENTRAL STATION

MASTER PLAN I

EXHIBIT 10
15TH STREET NEIGHBORHOOD
PARK IMPROVEMENT PLAN



AUGUST 30, 1994

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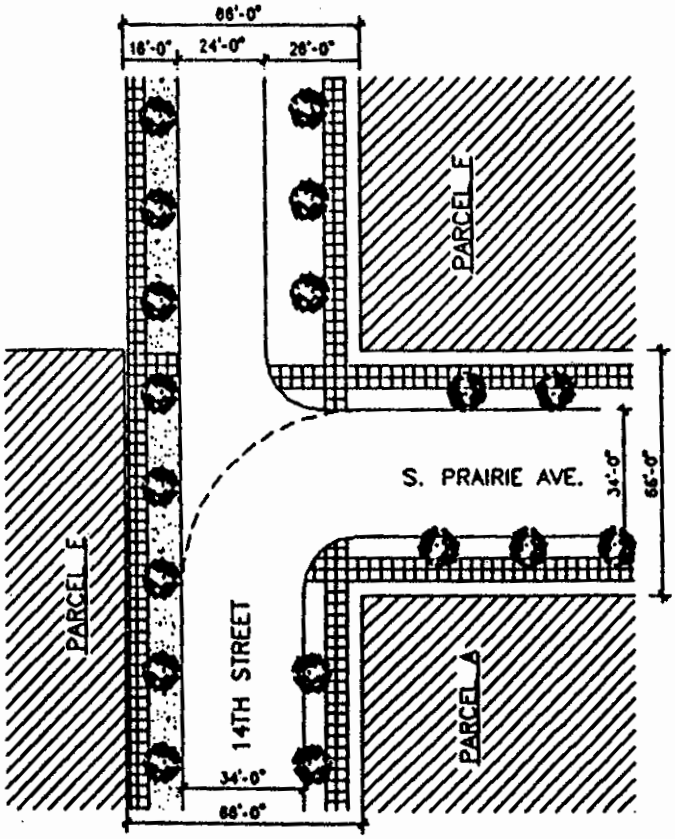
DeSTEFANO + PARTNERS, LTD.
BOWMAN BARRETT & ASSOCIATES, INC.
COVERT CUDMUNDSON LEDER, LTD.

CENTRAL STATION

MASTER PLAN I

EXHIBIT 11
RESTRICTED DEVELOPMENT
A: ZONE IMPROVEMENT PLAN



AUGUST 30, 1994

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS

DeSTEFANO + PARTNERS, LTD.
ARCHITECTS AND PLANNERS

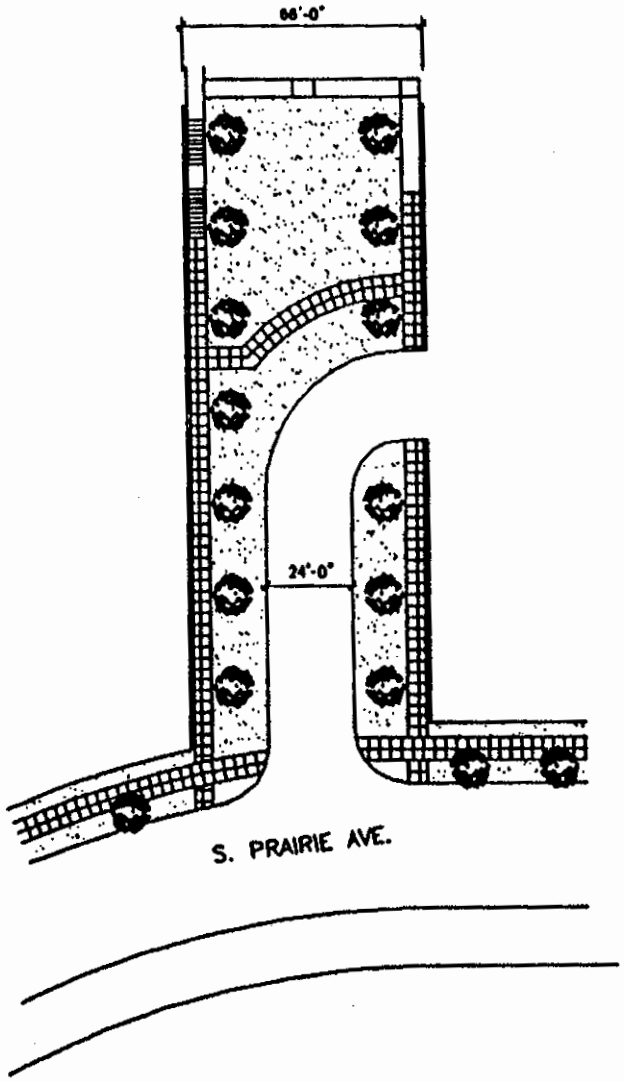
BOWMAN BARRETT & ASSOCIATES, INC.
CONSULTING ENGINEERS

COVERT CUDMUNDSON LEDER, LTD.
CONSULTING ENGINEERS

CENTRAL STATION

MASTER PLAN I

EXHIBIT 11
RESTRICTED DEVELOPMENT
B: ZONE IMPROVEMENT PLAN



AUGUST 30, 1994

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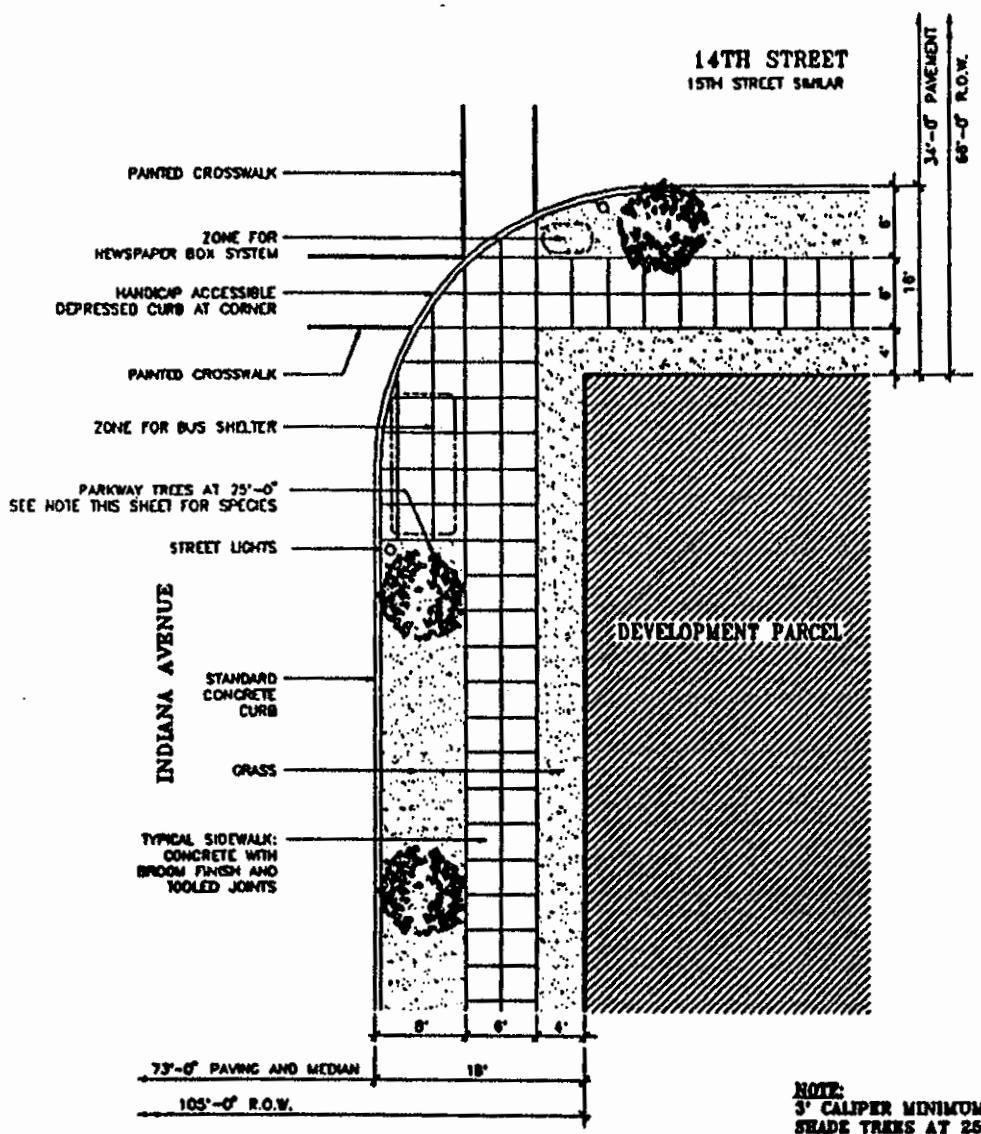
DeSTEFANO + PARTNERS, LTD.
BOWMAN BARRETT & ASSOCIATES, INC.
COVERT CUNNINGHAM LEDER, LTD.

CENTRAL STATION

MASTER PLAN I

EXHIBIT 11
RESTRICTED DEVELOPMENT
C: ZONE IMPROVEMENT PLAN



NOTE:
3" CALIPER MINIMUM DIAMETER
SHADE TREES AT 25'-0" O.C. OF
THESE VARIETIES:
SUPERFORM NORWAY MAPLE
HACKBERRY
SUMMIT GREEN ASH
MARSHALL SEEDLESS ASH
AUTUM GOLD MAIDENHAIR (GINKGO)
SKYLINE LOCUST
KENTUCKY COFFEE TREE
GLENLEVEN LITTLE LEAF LINDEN
CHANTICLEER PEAR

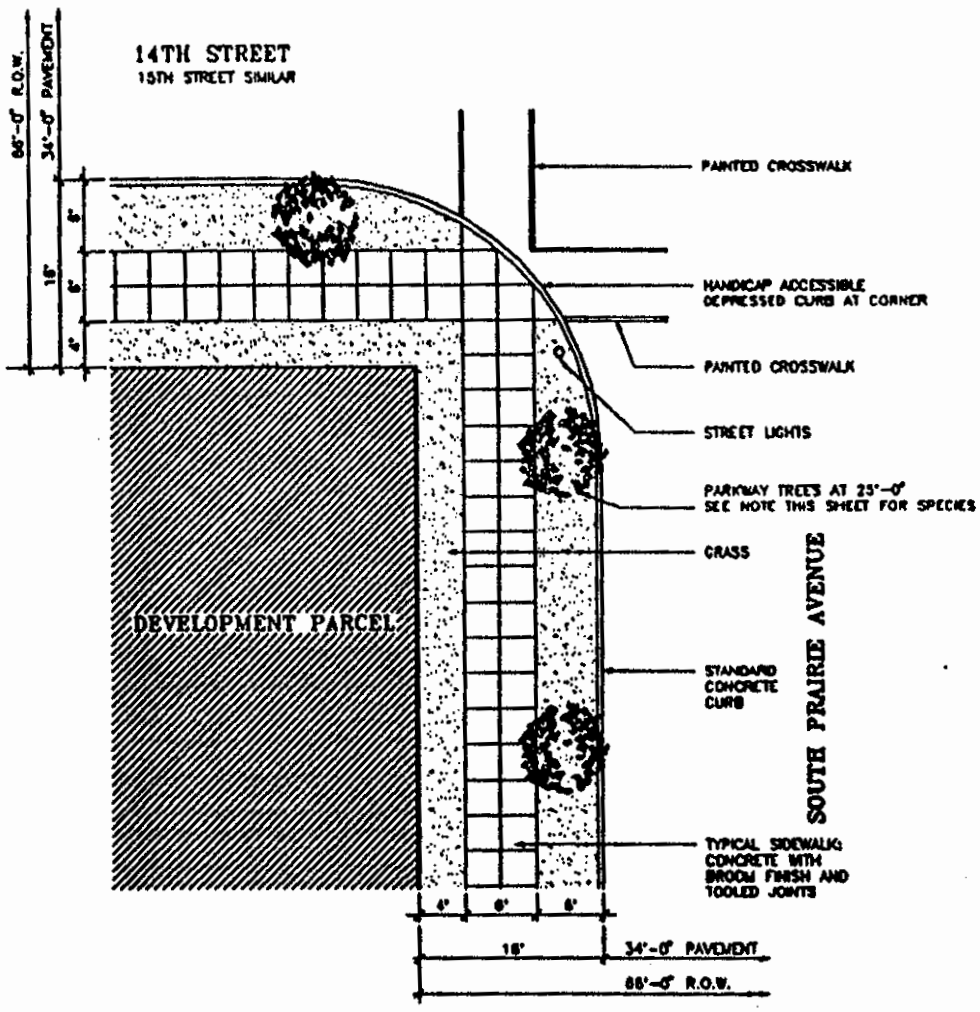
AUGUST 30, 1984

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
DeSTEFANO + PARTNERS, LTD.
BOWMAN BARRETT & ASSOCIATES, INC.
COWERT GUDMUNDSON LEDER, LTD.

CENTRAL STATION

MASTER PLAN I

EXHIBIT 12
STREETSCAPE IMPROVMENTS
A: INDIANA AVENUE



NOTE:
3" CALIPER MINIMUM DIAMETER
SHADE TREES AT 25'-0" O.C. OF
THESE VARIETIES:
SUPERFORM NORWAY MAPLE
HACKBERRY
SUMMIT GREEN ASH
MARSHALL SEEDLESS ASH
AUTUM GOLD MAIDENHAIR (GENEGO)
SKYLINE LOCUST
KENTUCKY COFFEE TREE
GLENLEVEN LITTLE LEAF LINDEN
CHANTICLEER PEAR

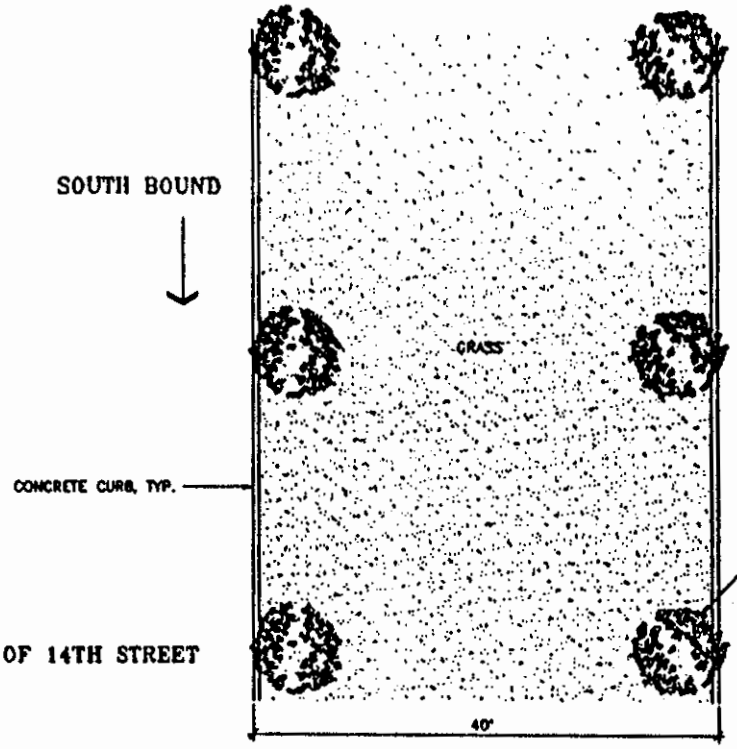
AUGUST 30, 1994

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
DeSTEFANO + PARTNERS, LTD.
BOWMAN BARRETT & ASSOCIATES, INC.
COWHEY GUDMUNDSON LEDER, LTD.

CENTRAL STATION

MASTER PLAN I

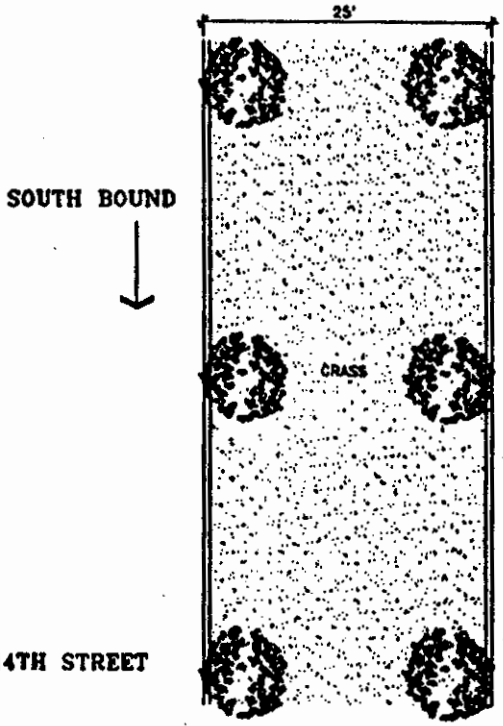
EXHIBIT 12
STREETSCAPE IMPROVMENTS
B: SOUTH PRAIRIE AVENUE



NORTH OF 14TH STREET

NOTE:

THE MEDIANS AS SHOWN HAVE BEEN SIZED TO ACCOMMODATE THE FACILITIES (RAILS AND STATIONS) OF THE PROPOSED CENTRAL AREA CIRCULATION. LANDSCAPING (AS INDICATED HERE ON) WILL BE INSTALLED INITIALLY, AND OTHER FACILITIES AS SUCH AS BENCHES, PAVED WALKS, FLAG POLES, ETC., MAY BE INSTALLED FROM TIME TO TIME WITH THE APPROVAL OF THE DEPARTMENT OF PUBLIC WORKS.



SOUTH OF 14TH STREET

NOTE:

SOME TREES MAY BE OMITTED OR SPACING MAY BE ADJUSTED AT SOME LOCATIONS TO ALLOW FOR FUTURE CROSS-STREET DEVELOPMENT.

NO TREES WILL BE PLANTED OPPOSITE THE RESTRICTED DEVELOPMENT ZONE UNTIL INTERNAL ACCESS TO THE DEVELOPMENT IS COMPLETE.

3" CALIPER MINIMUM DIAMETER
SHADE TREES AT 25'-0" O.C. OF
THESE VARIETIES:
SUPERFORM NORWAY MAPLE
HACKBERRY
SUMMIT GREEN ASH
MARSHALL SEEDLESS ASH
AUTUM GOLD MAIDENHAIR (GENEGO)
SKYLINE LOCUST
KENTUCKY COFFEE TREE
GLENLEVEN LITTLE LEAF LINDEN
CHANTICLEER PEAR

AUGUST 30, 1994

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
DeSTEFANO & PARTNERS, LTD.
BOWMAN BARRETT & ASSOCIATES, INC.
COWERY GUDMUNDSON LEDER, LTD.

CENTRAL STATION

MASTER PLAN I

EXHIBIT 12
STREETSCAPE IMPROVMENTS
C: INDIANA AVENUE MEDIAN

RECEIVED
Final
JUL 15 1993

CENTRAL STATION

Master Plan I

Revised
7/15/93

File: MASTER1B.PLN

Central Station Master Plan I

1. The area delineated herein as Master Plan I consists of approximately [~~805,418~~] 908,475 square feet ([~~18.49~~] 20.86 acres]). The Net Site area (Master Plan I area less area devoted to public roadways and parks) is [~~279,392~~] 369,471 square feet ([~~6.41~~] 8.48 acres).

   The private areas within this Master Plan are divided into [~~three~~] four Parcels as depicted on Exhibit 4: Parcel A, Parcel B, [~~and~~] Parcel C and Parcel F. An area referred to herein as the "Restricted Development Zone is located within Parcel B as depicted in Exhibit 3. Any reference herein to "parcel" or "development parcel" shall mean the aforesaid Parcels A, B, [~~or~~] C or F. The public areas within this Master Plan are depicted on Exhibit #4 as Parcel D (15th Street Neighborhood Park) and Parcel E (McFetridge Park).

2. The boundaries of this Master Plan I are generally as follows: E. Roosevelt Road, the west line of South Indiana Avenue, the north line of the St. Charles Airline Railroad, the south line of 16th street extended east, the Metra air rights boundary line, the south line of 15th Street extended, the east line of [~~Central Station Drive~~] South Prairie Avenue and that line extended north, to a point approximately 375 south of the south line of 14th Street, then east to the METRA air rights boundary, then north to the north line of 14th Street extended east, then west to the north line of Prairie extended north, the south line of proposed McFetridge Drive, the east line of Indiana Avenue, which boundaries are more particularly described in Exhibit 9, attached.

3. This Master Plan consists of these eight statements and the following attached Exhibits:

Exhibit	Title
1.	Location Map
2.	Existing Rights-of-Way and Easements Map
3.	Adjusted Rights-of-Way Map
4.	Master Plan Boundary and Development Parcel Map
5.	Street and Block Map
6.	Land Use Controls Map
7.	Table of Permitted Uses
8.	Table of Bulk Regulations
9.	Property Survey
10.	15th Street Neighborhood Park Improvement Concept Plan
11.	Restricted Development Zone Improvement Concept Plan
12.	Streetscape Improvement Plan

Full size sets of these exhibits are on file with the Department of Planning.

4. This Master Plan conforms to the requirements of Planned Development No. 499 and the Central Station Development Guidelines for Master Plan approval.

5. Public Rights-of-Way as depicted on Exhibit 3 shall be retained, dedicated and/or vacated in accordance with the provisions of this Master Plan I as necessary to accommodate the private development and public improvements contemplated by this Master Plan I. In the event of any inconsistency between the requirements to dedicate, vacate or retain right-of-way and any other agreement (including the redevelopment agreement), between the City and the Property owners or any ordinance adopted by the City Council, the terms of said ordinance or said agreement shall govern.

At such time as the existing easement for railroad operations located generally between 15th Street and the St. Charles Airline Railroad east of Indiana Avenue and west of Prairie Avenue extended south is released or removed, in whole or in part, any areas subject to such release or removal shall become part of and subject to the provisions hereof applicable to the 15th Street Neighborhood Park.

6. This Master Plan I implements the provisions of Statement No. 11 of Planned Development No. 499 for that portion of the Planned Development property located within the Master Plan I area. All improvements upon and use of the Property shall be designed and constructed in conformance with the provisions of this Master Plan I and Planned Development No. 499; provided, however, that the terms and

provisions of this Master Plan I contain regulations, among other things, upon the uses and bulk permitted by Planned Development No. 499 which provisions shall govern and, the provisions of this Master Plan I carry out, among other things, the requirements of Statements No. 9 and 10 of Planned Development No. 499, which provisions shall govern.

7. Development Regulations

A. Permitted Uses. Permitted uses within the area of Master Plan I are those described and contained on the Table of Permitted Uses (Exhibit 7).

B. Bulk Regulations. The bulk regulations for the Master Plan I area are contained on the Table of Bulk Regulations (Exhibit 8).

C. Parking and Loading.

(i) Off-Street Parking

Off-street parking spaces shall be provided at a minimum for each use developed in the Master Plan area as follows: residential uses - 0.55 spaces/DU; retail/commercial uses - 0.4 spaces/1000 sq.ft.; office uses - 0.7 spaces/1000 sq.ft.

Off-street parking areas must be carefully located and designed to be functional, compatible with immediately surrounding uses, and aesthetic. The following are additional restrictions on off-street parking:

a. Parking spaces at and above grade (+14' CCD) may not be located within thirty feet (30') of the rights-of-way of Indiana Avenue or 14th Street except[:]

~~[1) In Parcel A above the first floor or below grade; and]~~

[~~2~~)]1) Parcels A, B, C, and F in garages or other enclosed structures or below-grade. **[Note: Admin. relief granted 2-22-93 regarding Parcel A.]**

b. Parking spaces at and above grade (+14' CCD) may not be located in any block within fifteen feet (15') of the rights-of-way of [~~Central Station Drive~~] South Prairie Avenue or 15th Street, except in garages or other enclosed structures, which garages or structures must be designed and developed in accordance with the provisions of Paragraph 7, E, (iv), below.

c. Parking spaces at or above the ground in Block B may not be located within the Restricted Development Zone, except on a temporary or interim basis as follows: a maximum of twelve (12) parking spaces may be located therein until but not later than the date on which any portion of said Zone is required to be constructed in accord with the provisions hereof.

d. Any portion of an outdoor, at-grade off-street parking area visible from a public right-of-way must be located and landscaped in a manner consistent with the vehicular use area landscaping and screening provisions of the Chicago Zoning Ordinance.

e. All required off-street parking spaces serving uses within the Master Plan area shall be located within the same Parcel as the use served.

f. Direct access from a public street to offstreet parking areas and garages is permitted through permitted curb cuts.

(ii) Off-Street Loading.

Loading docks and related facilities shall be provided in accordance with the C3-5 requirements of the Chicago Zoning Ordinance.

No loading dock or loading facility within the Master Plan area shall have direct access from or egress to Indiana Avenue, 14th Street, 15th Street or the Restricted Development Zone. All loading docks shall be off-street, and all loading docks shall be located within a structure or building which shall be enclosed and provided with a door.

D. Vehicular Circulation.

(i) Curb Cuts. Driveways, entrances to off-street parking and to loading docks, and all other facilities requiring curb cuts shall be located to minimize conflicts with on-street traffic and with pedestrian circulation. All curb cuts shall, singly or in combination, provide for access and egress and shall be constructed in accordance with the standards of the City of Chicago and included in an approved Site Plan.

There shall be no curb cuts in the following locations:

a. Along the Indiana Avenue frontage of Parcels A, B, C, D, or E, except as hereinafter provided.

b. Along the 14th Street frontage of McFetridge Park and Parcel A, ~~[except for one (1) at-grade pull-off/drop-off drive at the front door of a structure facing the park and subject to the design requirements of the Department of Public Works;]~~. **[NOTE: Change in plans for Parcel A eliminated need for drop-off drive.]**

c. Along the 15th Street frontage of 15th Street Park and Parcel C.

d. Curb cuts shall only be permitted in the following locations:

One (1) curb cut (or a pair of curb cuts serving a split alignment) may be located along the west side of [~~Central Station Drive~~] South Prairie Avenue at the Restricted Development Zone in Parcel B to provide vehicular access to Parcel B and/or Parcel C.

One (1) curb cut may be located on the west side of [~~Central Station Drive~~] South Prairie Avenue along the east line of Parcel C to provide vehicular access to Parcel C; however, that curb cut shall not be located within 100 feet of either 15th Street or the Restricted Development Zone in Parcel B. One (1) curb cut may be located on the west side of [~~Central Station Drive~~] south Prairie Avenue along the east line of Parcel B north of the Restricted Development Zone to provide vehicular access to Parcel B; however, that curb cut shall not be located within 100 feet of the Restricted Development Zone in Parcel B or within 120 feet of Parcel A.

Two (2) curb cuts, one for parking access and one for loading access, may be located along the west side of [~~Central Station Drive~~] South Prairie Avenue along the east line of Parcel A to provide vehicular access to Parcel A and/or Parcel B.

One (1) curb cut may be located along the east side of [~~Central Station Drive~~] South Prairie Avenue in the first sixty-six feet south of the north line of 14th Street for the purpose of providing access from 14th Street across Central Station property to the Metra property to the east.

A maximum of five (5) drop-off curb on the east side of South Prairie Avenue for Parcel F; provided, however, that if five drop-off bays are constructed, there shall be no parking on the east side of Prairie Avenue adjacent to Parcel F.

One (1) curb cut on 14th Street east of South Prairie Avenue for the purpose of providing vehicular and service access to Parcel F.

e) Notwithstanding the above, temporary curb cuts are permitted as follows:

One (1) temporary curb cut (or a pair of curb cuts serving a split alignment) may be located on the east side of Indiana Avenue at the Restricted Development Zone in Parcel B if improvements to Indiana Avenue, including a median are completed between 14th and 16th Streets as herein provided to permit vehicular access to Parcel B and/or Parcel C. The temporary curb cut (or curb cuts) along the east side of Indiana Avenue between 14th Street and 15th Street may be used only until the occurrence of the earlier of the following: the completion of [~~Central Station Drive~~] South Prairie Avenue across the east end of the Restricted Development Zone in Parcel B and its connection to Indiana Avenue via 14th Street or 15th Street or the completion and connection to Indiana Avenue of both 14th Street and 15th Street or within three years of the date of approval of the first Site Plan for any development in Parcels B or Parcel C pursuant to the provisions of Statement No. 12 of Planned Development No. 499. The Commissioner of Planning shall extend said three year period for a maximum of two additional one-year periods (each of which shall be referred to as an "extension period") upon receipt by the Commissioner of Planning prior to expiration of

the first period or any extension period of the Applicant's written statement sworn under oath, specifically stating that the commencement of construction as aforesaid is delayed for any reasons or circumstances beyond the reasonable control of the Applicant and its affiliates and agents, the specific cause of the delay, and that the Applicant and its affiliates and agents have not taken any action or failed to take any action which could reasonably have resulted in such delay.

Three (3) temporary curb cuts may be located along the east side of [~~Central Station Drive~~] South Prairie Avenue between the south line of 14th Street and the north line of 15th Street for the purpose of providing interim access to non-accessory parking on Central Station property to the east of [~~Central Station Drive~~] South Prairie Avenue. None of these curb cuts may be located within one-hundred feet of any other curb cut on the east side of South Prairie Avenue. A total of four (4) temporary curb cuts - two (2) on the east side and two (2) on the west side - shall be permitted along Indiana Avenue north of 14th Street for the purpose of providing interim access to non-accessory parking on Central Station property to the east

and west of Indiana Avenue. None of these curb cuts may be located within 100 feet of any other curb cut on the same side of Indiana Avenue or within 100 feet of either Roosevelt Road or 14th Street.

f) The patterns of temporary curb cuts along the east side of [~~Central Station Drive~~] South Prairie Avenue and along both sides of Indiana Avenue north of 14th Street are anticipated to be modified in the future when a Master Plan (or Plans) for adjacent portions of the Central Station property is approved.

(ii) Private Roadways

a. A Private roadway shall mean any drive or way designed and intended for use as vehicular access to or within any Development Parcel.

b. Private roadways may be constructed in any of the Parcels for the purpose of providing ingress and egress, including service access, to residential units.

c. Private roadways may provide all of the vehicular access to structures located in Parcels A, B, [or] C or F.

d. Each private roadway must be included in an approved Site Plan, and each segment of private roadway shall be adequately designed and paved in compliance with the Municipal Code of Chicago, all to provide ingress and egress for motor vehicles, including emergency vehicles; there shall be no parking within such paved areas.

e. Fire lanes, if required, shall be adequately designed and paved in compliance with the Municipal Code of Chicago to provide access and egress for emergency vehicles; there shall be no parking within such fire lanes.

f. All private roadways shall be designed to appropriately accommodate pedestrian use. Sidewalks (on at least one side of the roadway), lighting and landscaping shall be provided along the roadway.

g. All private roadways shall be reasonably accessible to public pedestrian use and shall not preclude such use through security fences, gates, walls or other obstructions.

h. All private roadways shall be designed and configured to provide direct and coherent pathways to public streets.

i. Private roadways within any development parcel shall be designed to maximize access to any public parks, transit facilities, major streets and pedestrian corridors which may be adjacent or proximate to the development parcel.

(iii) Access and Layout

Every building or use within a development parcel shall be provided with adequate and appropriate vehicular and pedestrian access to a public roadway. Parking space layout, private roadway vehicular circulation, private pedestrian circulation routes, location and design of curb cuts at public streets shall be designed and constructed in accord with the applicable provisions of this Master Plan I and shall promote a safe, efficient, appropriate and beneficial design. Such considerations shall be subject to the review and approval of the Department of Planning.

(iv). Central Area Circulator

The Circulator alignment shall take priority in the determination of traffic lanes, and in particular left-turn lanes, in the right-of-way of Indiana Avenue between Roosevelt Road and 16th Street.

E. Urban Design

(i) Private Open Space.

In addition to the Restricted Development Zone, other open space will be provided within the development parcels of the Master Plan I area in the form of gardens, landscaped areas, tot-lots, playgrounds, or roof decks or other above-grade open space facilities. All or a portion of any roof may be used for these recreational or open space purposes. Said open space shall be adequate in area and design to serve the associated residential development.

(ii) Building Entrances.

For each building adjacent to a public right-of-way or the Restricted Development Zone, a primary building entrance must be oriented to, accessible from and visible from that public right-of-way or the Restricted Development Zone, as the case may be.

(iii) Building Materials.

The primary material for the facades of structures in the Master Plan I area generally visible from the public right-of-way but not otherwise devoted to windows or other openings shall be masonry (i.e., brickwork, stonework, terra cotta, et al.) or materials (such as concrete, Dry-vit and others) which are articulated and colored to give the appearance of, and which are compatible with, masonry. Distinct windows or courses of windows are to be provided on all sides of each building above its base. The colors and textures of materials used within any Parcel are to be complementary and compatible.

(iv) Parking Structures.

Walls enclosing a structure which is used, in part, for parking automobiles must be treated architecturally with texture, fenestration, or other devices such that the facade of any such structure which faces a public right-of-way, and the materials used in that facade, are architecturally related, consistent and compatible with the architectural treatment of the remainder of the structure of which that facade is a part as well as with the architectural treatment of adjacent structures. Parking areas, floors, interior lighting and parked vehicles must be substantially screened from view from the public way.

(v) Streetfront Fences.

Fencing on private property adjacent to a public right-of-way shall be substantially open and shall not take the form of a wall which prevents views from the public right-of-way into the private property lying between the fence and the facade of the structure beyond. Fencing shall not be of chain-link or wood construction.

(vi) Lighting.

Lighting along private pedestrian ways shall be compatible with lighting in the public rights-of-way in the Master Plan I area. The level, or intensity, of lighting shall be sufficient to permit reasonable safety in walking.

(vii) Landscaping.

All open areas of the Property which are not otherwise devoted to permitted buildings, parking areas or pedestrian/vehicular circulation areas shall be maintained in landscaping, which shall consist of grass, ground cover, shrubs, trees or other living plant materials. In addition to the requirements of this Master Plan I (providing, among other things, for the installation of parkway trees in the public right-of-way and the landscaping and screening of open parking areas), any

development of the Property shall incorporate landscaping to the extent feasible to enhance the appearance of the development from the public street, to screen uses from the street and to provide compatible buffers between adjacent uses. All private property landscaping shall be properly and adequately maintained at all times. Parkway trees shall be maintained in accord with the applicable provisions of the Chicago Zoning Ordinance.

(viii) Signage.

Except as [~~delimited~~] delineated below, permitted signage in Parcels A, B, [~~and~~] C, and F shall include signs for building identification and information, business identification and information, and parking identification and information; however, all signage shall be subject to the approval of the Department of Planning and Development.

Temporary signage for site identification and information purposes or for marketing (sales, rental, leasing) and directional purposes is permitted in all Parcels, subject to the approval of the Department of Planning and Development.

Temporary signage for site identification and information purposes or for marketing (sales, rental, leasing) and directional purposes is expressly permitted on the sites of McFetridge Park and 15th Street Park except that only park identification and information signage shall be permitted on the sites of McFetridge Park and 15th Street Park once grading and seeding improvements as required herein are initiated. Prohibited signs include moving signs, flashing signs, advertising signs, rooftop signs, and projecting signs.

(ix) Streetwalls

The wall of any structure facing a public street (the "streetwall") shall be given texture and detail through the use of projections, recesses, offsets, variations to the parapet wall, variations in the type or color of materials or other devices which contribute to an architectural character which would "prevent the appearance of a megastructure" (Guidelines, p.58). A minimum of fifty percent (50%) of the street wall at the ground level of any structure containing retail, commercial or office uses at the ground level shall be finished with clear glass opening onto active internal uses, and the remainder of that streetwall shall be architecturally compatible with adjacent structures.

(x) Restricted Development Zone.

Any reference in this Section E to public right-of-way, public roadway, public street or public way shall also mean the Restricted Development Zone in Parcel B.

F. Energy Conservation.

All new construction within the Master Plan I area shall comply with the then current energy and efficiency and management standards of the U.S. Department of Energy. Applicants for any Part II approval shall submit documentation demonstrating compliance with those Department of Energy standards or comparable standards. No Part II approval for new construction shall be granted without this required documentation.

8. Public Improvements

Developments within this Master Plan I shall be accompanied by certain public improvements necessary to serve the development. All such public improvements shall be contained within the boundaries of an approved Site Plan prior to construction. All public improvements shall be designed, constructed and installed in accordance with all applicable City standards, laws and regulations, subject to the approval of the appropriate City Departments and Agencies as required, as well as

in conformance with all other applicable state and federal standards, regulations and laws. These public improvements and the Property upon, over or within which they are located shall be properly dedicated and/or conveyed to the City (or other public agency designated by the City) as appropriate; provided, however, that in the case of the Restricted Development Zone and any utilities not located within a roadway right-of-way, appropriate easements shall be granted to the City in form acceptable to the Department of Law. Completion of the aforesaid public improvements as hereinafter referred to shall mean that dedication of property, conveyance of ownership or a grant of easements, as the case may be, shall have occurred.

A. Public improvements shall be divided into the following categories:

(i). Public Roadways

Public roadways necessary to provide public access to and from the Property shall be constructed within the areas depicted on Exhibit 3. These roadways are known generally as Indiana Avenue (between Roosevelt Road and 16th Street), 14th Street (extended east from Indiana Avenue, 15th Street (extended east from Indiana Avenue) and [~~Central Station Drive~~] South Prairie Avenue (between 14th Street and 15th Street). Public roadways for purposes of this Master Plan shall include pavement, curbs and gutters and in the case of Indiana Avenue, medians, all as depicted on Exhibit 12.

(ii). Public Utilities

Public utilities providing all necessary and appropriate utility service to the Property shall be constructed within and near the rights-of-way adjacent to the Property. These utilities include, without limitation, water supply, sewer facilities, electrical, gas, telephone and other utility facilities and services. These facilities shall be generally, but not necessarily, located within the roadways depicted on Exhibit 3.

(iii). Public Streetscape Improvements

[~~Improvements~~] Streetscape improvements are generally street improvements other than roadway pavement, curbs and gutters. These improvements include sidewalks, parkway trees and planting areas, street furniture (including bus shelters) and street lights. All public roadways and the Restricted Development Zone within the Master Plan I shall include completed streetscape improvements. Exhibit 12 attached generally depicts typical streetscape improvements. Streetscape improvements shall be constructed in accordance with Exhibit 12 and all applicable city laws, regulations and standards, subject to the approval of the appropriate City Departments and Agencies as required.

(iv). Public Parks

Two public parks shall be constructed and dedicated, free and clear of all encumbrances inconsistent with public park use, to the Chicago Park District in connection with development of the Property. These are: McFetridge Park (Parcel E) and the 15th Street Neighborhood Park (Parcel D). McFetridge Park is to be at least one acre in area and located generally as depicted on Exhibit 2; provided, however, that if South Prairie Avenue is extended north of 14th Street, the area of McFetridge Park may be reduced to no less than 38,000 square feet provided that the area of the 15th Street Neighborhood Park is increased in size above three acres commensurately with any reduction in the area of McFetridge Park below one acre so that the combined area of both parks does not fall below four acres. McFetridge Park shall be designed and constructed in two phases in accord with the provisions of subsection 8.B. (xi) hereof and the standards and specifications of the Chicago Park District, with the consultation of the Department of Planning and Development, and the Central Station Development Guidelines.

The 15th Street Neighborhood Park (Parcel D) is to be at least three acres in area and located generally as depicted on Exhibit 2. The 15th Street Neighborhood park shall be designed, landscaped and

constructed to include a play field (which may include a baseball field), a children's playground area, appropriate pedestrian furnishings and linkages between the adjacent public rights-of-way, and appropriate transition areas and other informal and passive park areas. The park's design shall be subject to the review and approval of the Chicago Park District, with the consultation of the Department of Planning and Development, and shall be constructed in general accord with Exhibit 10 attached hereto. The park shall be constructed in phases:

Phase I shall be [~~that portion of the park shown in Exhibit 10 which is west of the east line of Central Station Drive extended south~~] the general grading and seeding of the Park, and the planting of major trees and shrubs. Phase II shall be [~~that portion of the park shown in Exhibit 10 which is east of the east line of Central Station Drive extended south~~] the construction of the tot lot, playground, playfield (e.g. ballfield), interior park, and circulation paths and appropriate pedestrian furnishings.

(v). Restricted Development Zone

The Restricted Development Zone is to be a private area located within private development Parcel B which is open and devoted to

public uses for open space, pedestrian passage, protected views and private use for vehicular and pedestrian ingress and egress to adjacent development. The Restricted Development Zone is located as depicted on Exhibit 3. The Restricted Development Zone shall be designed and constructed generally in accordance with Exhibit 11. The Zone shall be open and accessible to the public at all times and shall be directly accessible from Indiana Avenue and [~~Central Station Drive~~] South Prairie Avenue. The Zone shall be generally aligned so as to provide a direct view from Indiana Avenue to the Soldier Field Colonnade. The Zone may contain permanent roadway access from [~~Central Station Drive~~] South Prairie Avenue to Parcel B and/or Parcel C private development. That access may be provided by means of a split-alignment driveway, and the design of that segment of the Zone through which the roadways comprising that driveway pass shall be developed generally as depicted in Exhibit 11 and shall have the following characteristics: a) the facilities shall be symmetrically arranged along the long axis of the Zone, b) a median at least 12 feet in width shall be provided in the center of the Zone, and c) the roadways shall extend no more than 190 feet into the Zone from [~~Central Station Drive~~] South Prairie Avenue.

Prior to the construction in the Zone of the permanent driveway or roadway(s) providing access to Parcel B and/or Parcel C private development from [~~Central Station Drive~~] South Prairie Avenue, the Zone may contain temporary roadway access from Indiana Avenue to Parcel B and/or Parcel C private development. That temporary access may be provided by means of either a split-alignment driveway or by a two-way driveway. If a split alignment driveway is provided, then design of that segment of the Zone through which the roadways comprising that driveway pass shall be developed generally as depicted in Exhibit 11 and shall have the following characteristics: a) the facilities shall be symmetrically arranged along the long axis of the Zone, b) a median at least 12 feet in width shall be provided in the center of the Zone, and c) the roadways shall extend no more than 190 feet into the Zone from Indiana Avenue. If a two-way driveway is provided, then the design of that segment of the Zone through which the roadway comprising that driveway passes shall have the following characteristics: a) the driveway shall be no wider than 24 feet in width, and b) the roadway shall extend no more than 190 feet into the Zone from Indiana Avenue. Such a temporary roadway or roadways, if developed, must be removed and access to Parcels B and C established via [~~Central Station Drive~~] South Prairie Avenue (as described above in this paragraph) in accordance with the provisions in Paragraph 7, D, (i) hereof.

B. Public Improvements shall be completed in accordance with the following schedule:

(i). Parcel A and F Development - Roadways Utilities and Streetscape Improvements

Prior to issuance of the first certificate of occupancy for any development of Parcel A, all public roadway and utility improvements, streetlight installation, and streetscape improvements in 14th Street and that portion of [~~Central Station Drive~~] South Prairie Avenue adjacent to Parcel A shall be completed; provided, however, that final roadway lift [~~and streetlight installation~~] need not be complete until one year following issuance of said certificate.

(ii). Parcel B and C Development - Roadways and Utilities

Prior to issuance of the first certificate of occupancy for any development of either Parcel B or Parcel C, all public roadway and utility improvements in one of the following shall be completed: Indiana Avenue from Roosevelt Road to the north line of 16th Street or 14th Street and [~~Central Station Drive~~] South Prairie Avenue extended south from 14th Street to its point of intersection with the

north boundary of Parcel C extended east or 15th street and [~~Central Station Drive~~] South Prairie Avenue extended north from 15th Street to a point of intersection with the north boundary of the Restricted Development Zone in Parcel B extended east; provided, however, that final roadway lift need not be complete until one year following issuance of said certificate of occupancy.

(iii). Parcels B and C - Right of Way Frontage Development: Roadway and Utilities

Public roadway and utility improvements along the frontages of [~~Central Station Drive~~] South Prairie Avenue and 15th Street adjacent to Parcels B and C shall be complete at the occurrence of the earliest of the following: a) within three years of the date of approval of the first Site Plan for any development in Parcels B or Parcel C pursuant to the provisions of Statement No. 12 of Planned Development No. 499., provided, however, that the Commissioner of Planning shall extend said three year period for a maximum of two additional one-year periods (each of which shall be referred to as an "extension period") upon receipt by the Commissioner of Planning prior to expiration of the first period or any extension period of the Applicant's

written statement sworn under oath, specifically stating that the commencement of construction as aforesaid is delayed for any reasons or circumstances beyond the reasonable control of the Applicant and its affiliates and agents, the specific cause of the delay, and that the Applicant and its affiliates and agents have not taken any action or failed to take any action which could reasonably have resulted in such delay; or b) prior to the issuance of a certificate of occupancy for the first structure within Parcels B and C which results in development of more than 75% of the structures adjacent to the combined frontages of [~~Central Station Drive~~] South Prairie Avenue and 15th Street adjacent to Parcels B and C; or c) prior to the issuance of a certificate of occupancy for the first structure within Parcels B and C which results in development of more than 75% of the total maximum number of permitted dwelling units for Parcels B and C, combined (i.e., 75% x 300 DU's = 225 DU's). The final roadway lift need not be complete until one year following the completion of any segment of such roadway.

(iv). All Parcels - Utilities

Prior to the issuance of a certificate of occupancy for any development within any development parcel, the public utilities necessary to serve said development shall be complete.

(v). All Parcels - Streetscape Improvements

Within 6 months following construction of a street and issuance of a certificate of occupancy for any structure located along any development parcel's public right-of-way frontage (including proposed and required rights-of-way and the Restricted Development Zone), all public streetscape improvements adjacent to that length of said parcel's right-of-way frontage which is immediately adjacent to the structure for which the occupancy certificate has been issued shall be complete and a continuous sidewalk leading from said structure to Indiana Avenue (or, if said structures are along Indiana Avenue, to the Restricted Development Zone) on private property and/or public right-of-way shall be complete; provided, however, that (a) streetscape improvements along the frontage of any parcel must extend continuously across the frontage of all structures for which occupancy certificates have been issued and across all spaces (or gaps) between said structures along said frontage and to one end of said frontage, ~~[(b) streetlight installation need not be complete until one year following issuance of said certificate,]~~ (b) streetscape improvements other than parkway trees need not be installed along the north side of 14th Street until such time as McFetridge Park or any portion thereof is first required to be developed beyond the grading and seeding as provided in Paragraph B (xi) hereof, (c) streetscape improvements other than parkway trees need not be installed along the south side of 15th Street until such time as the 15th Street Neighborhood Park or any portion thereof is first required to be developed

beyond the grading and seeding as provided in Paragraph B (xii) hereof, and (d) streetscape improvements other than parkway trees need not be installed along the east side of [~~Central Station Drive~~] South Prairie Avenue until such time as may be required by a Master Plan governing the property east of [~~Central Station Drive~~] South Prairie Avenue. With the exception of those situations cited in clauses (b), (c), and (d), [~~and (e)~~] in this paragraph, all streetscape improvements within the Master Plan I area shall be completed at the occurrence of the earliest of the following: within three years of the date of approval of the first Site Plan for any development in Parcels A, B, [~~or~~] C or F pursuant to the provisions of Statement No. 12 of Planned Development No. 499, provided, however, that the Commissioner of Planning shall extend said three year period for a maximum of two additional one-year periods (each of which shall be referred "extension period") upon receipt by the Commissioner of Planning prior to expiration of the first period or any extension period of the Applicant's written statement sworn under oath, specifically stating that the commencement of construction as aforesaid is delayed for any reasons or circumstances beyond the reasonable control of the Applicant and its affiliates and agents, the specific cause of the delay, and that the Applicant and its affiliates and agents have not taken any action or failed to take any action which could reasonably have resulted in such delay; or prior to the issuance of a certificate of occupancy for the first structure within Parcels B and C which results in development of more than 75% of the

structures facing the combined frontages of Parcels B and C along [~~Central Station Drive~~] South Prairie Avenue and 15th Street, provided, however, that at all times reasonable construction access can be maintained to structures under construction and to the Parcel within which said construction is located. If and when either the temporary or permanent roadway(s), as described previously herein, is constructed in the Restricted Development Zone, the improvements related to that roadway(s), as depicted on Exhibit 11, must be completed to the full east-west depth to which said roadway(s) penetrates the Zone from either Indiana Avenue or [~~Central Station Drive~~] South Prairie Avenue and the remainder of the Zone shall be graded and seeded. Bus shelters shall be constructed and installed at or near the intersections of Indiana Avenue with 14th Street, 15th Street and the Restricted Development Zone at such time as the appropriate sidewalk areas have been constructed but only after a determination of necessity made by the Chicago Transit Authority.

(vi). All Parcels - West Half of Indiana Avenue, North of 14th Street - Roadway, Utilities and Streetscape Improvements

Prior to the issuance of the first certificate of occupancy for any development of Parcel A, Parcel B, or Parcel C, all public roadway and utility improvements in the west half of Indiana Avenue between Roosevelt Road

and the south line of 14th Street extended west shall be complete; provided, however, that (1) final roadway lift need not be complete until one year following issuance of said certificate. Within 6 months following issuance of said certificate, all streetscape improvements therein shall be complete; provided, however, that street lights need not be complete until one year following issuance of said certificate. Additionally, an adequate and appropriate area shall be provided for Chicago Transit Authority bus turn-around movements proximate to the intersection of Roosevelt Road and Indiana Avenue which shall be designed and paved in accordance with the reasonable requirements of the Chicago Transit Authority.

(vii). <u>All Parcels - East Half of Indiana Avenue North of 14th Street Roadway, Utilities and Streetscape Improvements</u>

Prior to issuance of a certificate of occupancy for the first dwelling unit resulting in the development of more than 325 dwelling units on the property, all public roadway, utility and streetscape improvements in the east half of Indiana Avenue between Roosevelt Road and the south line of 14th Street extended west shall be complete; provided, however, that the final roadway lift need not be complete until one year thereafter. Within 6 months following issuance of said certificate, all streetscape improvements shall be complete; provided, however, that street lights need not be complete until one year thereafter.

(viii). All Parcels - Indiana Avenue South of 14th Street - Roadways and Utilities

Prior to issuance of a certificate of occupancy for the first dwelling unit resulting in the development of more than 325 dwelling units on the property, all public roadways, utility and median improvements in Indiana Avenue between the south line of 14th Street extended east and the north line of 16th Street shall be complete; provided, however, that final roadway lift need not be complete until one year following issuance of said certificate.

(ix). Parcel B - Restricted Development Zone Improvements

Prior to the issuance of a certificate of occupancy for the first structure within Parcel B which results in development exceeding 50% of the linear frontage along the Restricted Development Zone, the north half of the Restricted Development Zone improvements shall be complete.

(x). Parcel C - Restricted Development Zone Improvements

Prior to the issuance of a certificate of occupancy for the first structure within Parcel C which results in development exceeding 50% of the linear frontage along the Restricted Development Zone, the south half of the Restricted Development Zone improvements shall be complete.

(xi). McFetridge Park (Parcel E)

[~~Prior to~~] Upon the completion of 14th Street adjacent to Parcel E and the issuance of a certificate of occupancy for any development within Parcel A, McFetridge Park shall be fined graded at current elevation, with no fill except topsoil, and seeded [~~and graded~~]. Upon the construction of McFetridge Drive adjacent to Parcel E and [~~prior to~~] the issuance of a certificate of occupancy for any private development parcel which has frontage on McFetridge Park, but which is not located within this Master Plan I, final grading and the permanent improvements in McFetridge Park shall be complete; provided, however, that if McFetridge Drive is not constructed within two years after

such certificate of occupancy is issued, then a revised plan for the permanent park improvements shall be submitted to the Chicago Park District for review and approval within six (6) months after the expiration of such two-year period, and the permanent improvements shall be completed in accordance with the revised plan within twelve (12) months after the expiration of such two-year period. McFetridge Park shall not be dedicated until all permanent improvements are completed.

(xii). 15th Street Neighborhood Park (Parcel D)

In all matters concerning the design and development of 15th Street Neighborhood Park, all parties shall endeavor to use their best efforts to carry out and complete their individual and collective responsibilities in a timely manner.

Upon the completion of 15th Street adjacent to Parcel D and [~~prior to~~] the issuance of a certificate of occupancy for any private development of Parcel C, the 15th Street Neighborhood Park shall be seeded and graded. If the Illinois Central Railroad Company (or its successor) agrees in writing, by December 31, 1995, to relocate the St. Charles Airline Railroad west of South

Prairie Avenue extended south, then a revised plan for the 15th Street Neighborhood Park shall be submitted to the Chicago Park District for review and approval within six (6) months after the date of the agreement to relocate the Railroad and the entire 15th Street Neighborhood Park shall be completed and dedicated within one (1) year after the Airline Railroad is relocated and the Illinois Central Railroad Company (or its successor) has released any easements affecting the Park property.

However, if the Illinois Central Railroad Company (or its successor) has not agreed, by December 31, 1995, ("Compliance Date") to relocate the St. Charles Airline Railroad, then the 15th Street Neighborhood Park shall be constructed as originally planned, according to the following phasing schedule:

[~~Prior to the issuance of~~] If a certificate of occupancy for the first structure within any development parcel which results in development exceeding 100 dwelling units has been issued, Phase I of the 15th Street Neighborhood Park permanent improvements shall be complete by December 31, 1996. [~~and title to all of the property therein shall be dedicated~~] ~~free and clear of any and all encumbrances inconsistent with public park use~~. [~~Prior to the issuance of~~] If a certificate of occupancy for the first structure within any development parcel

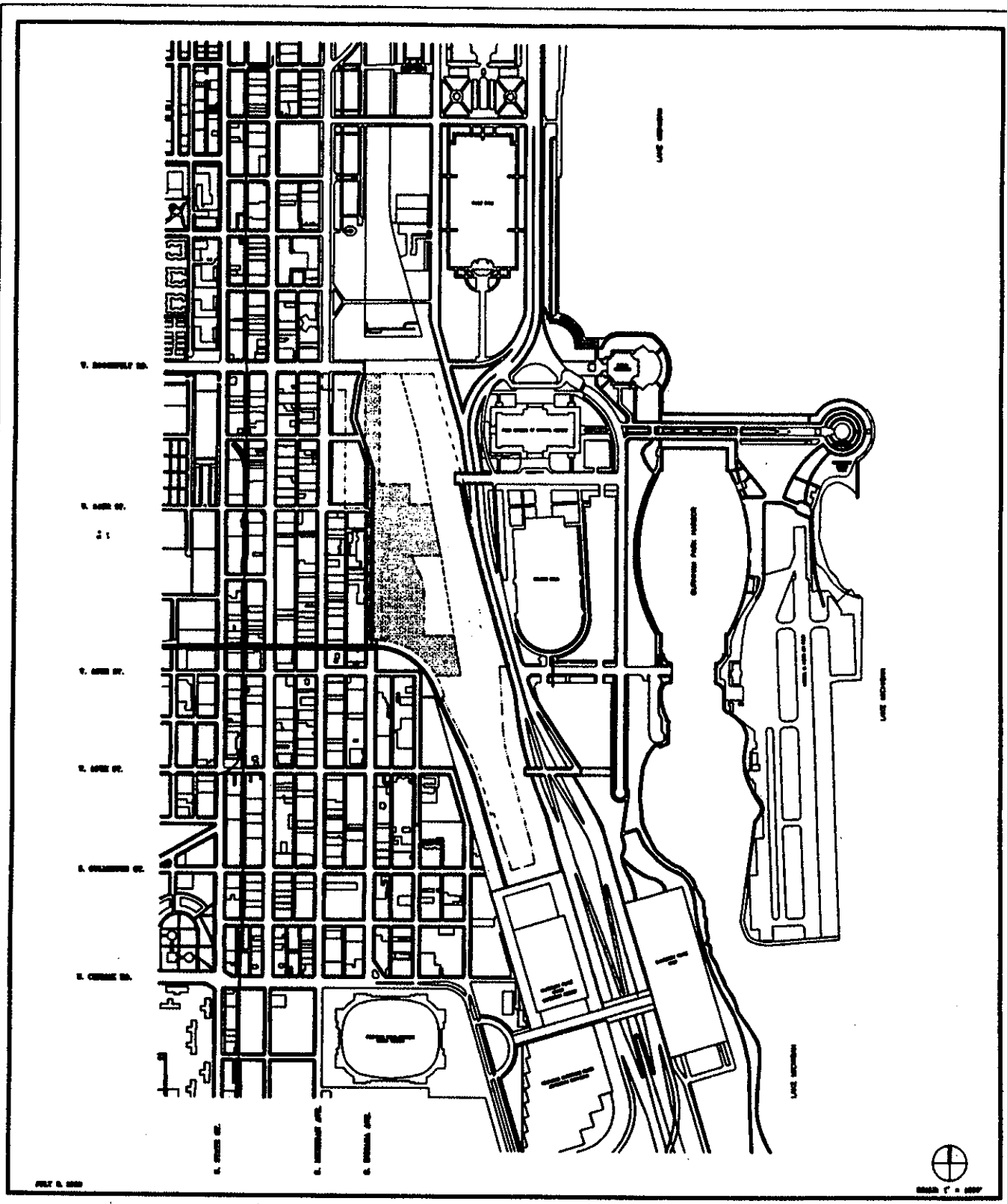
which results in development exceeding 250 dwelling units has been issued, Phase II of the 15th Street Neighborhood Park permanent improvements shall be complete by December 31, 1996 and title to all of the property therein shall be dedicated free and clear of any and all encumbrances inconsistent with public park use.

The Commissioner of Planning and Development may extend the Compliance Date referred to in this subparagraph for a maximum of two additional one-year periods (each referred to as an "extension period") upon the Commissioner's finding and determination prior to expiration of the first period or any extension period that the commencement of construction as aforesaid is delayed for reasons that an agreement to relocate the St. Charles Airline Railroad is imminent and delay of commencement of construction for an additional extension period would not adversely impact the residents of the Central Station development.

(xiii). Public Services and Facilities

The City and the Applicant acknowledge that full development of Master Plan I is expected to be adequately served with school, library, police, fire and

emergency facilities in existence or planned. In order to assure, however, that such facilities are available to serve the full development of the entire property located within Planned Development No. 499, the Applicant shall provide the Department of Planning with a fiscal impact report which (1) analyzes the impact of such full development of Planned Development No. 499 upon available and planned school, library, police, fire and emergency services and facilities and (2) provides the Department with methodologies and formulae necessary or appropriate to assess the need for additional services and facilities over time as the property develops. Such report shall be in a form acceptable to the Commissioner of Planning and shall be made available to the Commissioner prior to the approval of the second Master Plan upon the Planned Development No. 499 property, but no later than December 31, 19[~~92~~]94 in any event.



PLANNED DEVELOPMENT #400

MASTER PLAN I

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.

DeSTEFANO / GOETTSCH, LTD.

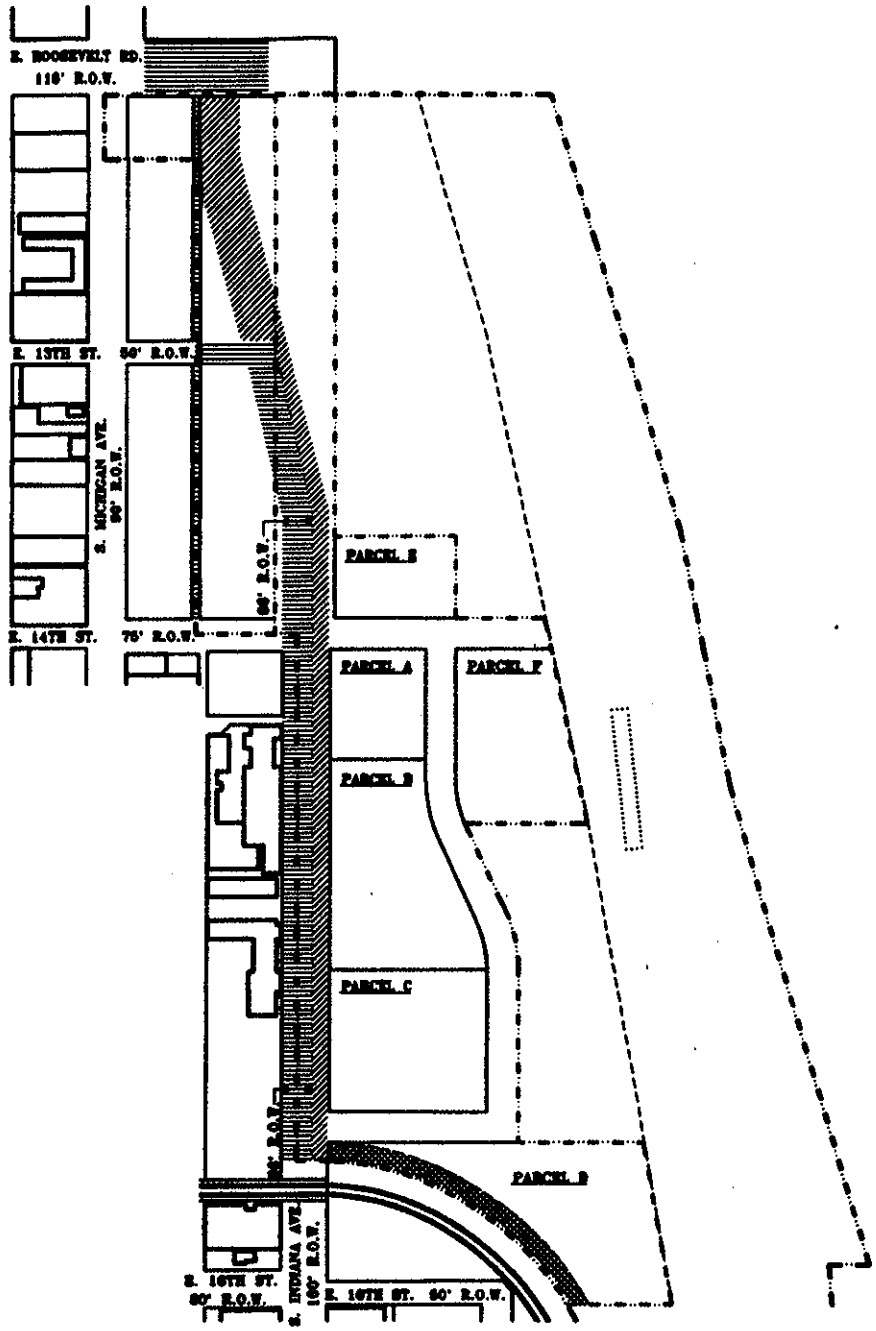
BOWMAN BARRETT & ASSOCIATES, INC.

COWHEY GUDMUNDSON LEDER, LTD.

CENTRAL STATION

MASTER PLAN I

EXHIBIT 1
LOCATION MAP



PLANNED DEVELOPMENT #490

MASTER PLAN I

EXISTING RIGHTS-OF-WAY

EXISTING EASEMENT TO CITY FOR ROADWAY

EXISTING EASEMENT FOR RAILROAD OPERATIONS

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.

DeSTEFANO / GOSTISCH, LTD.

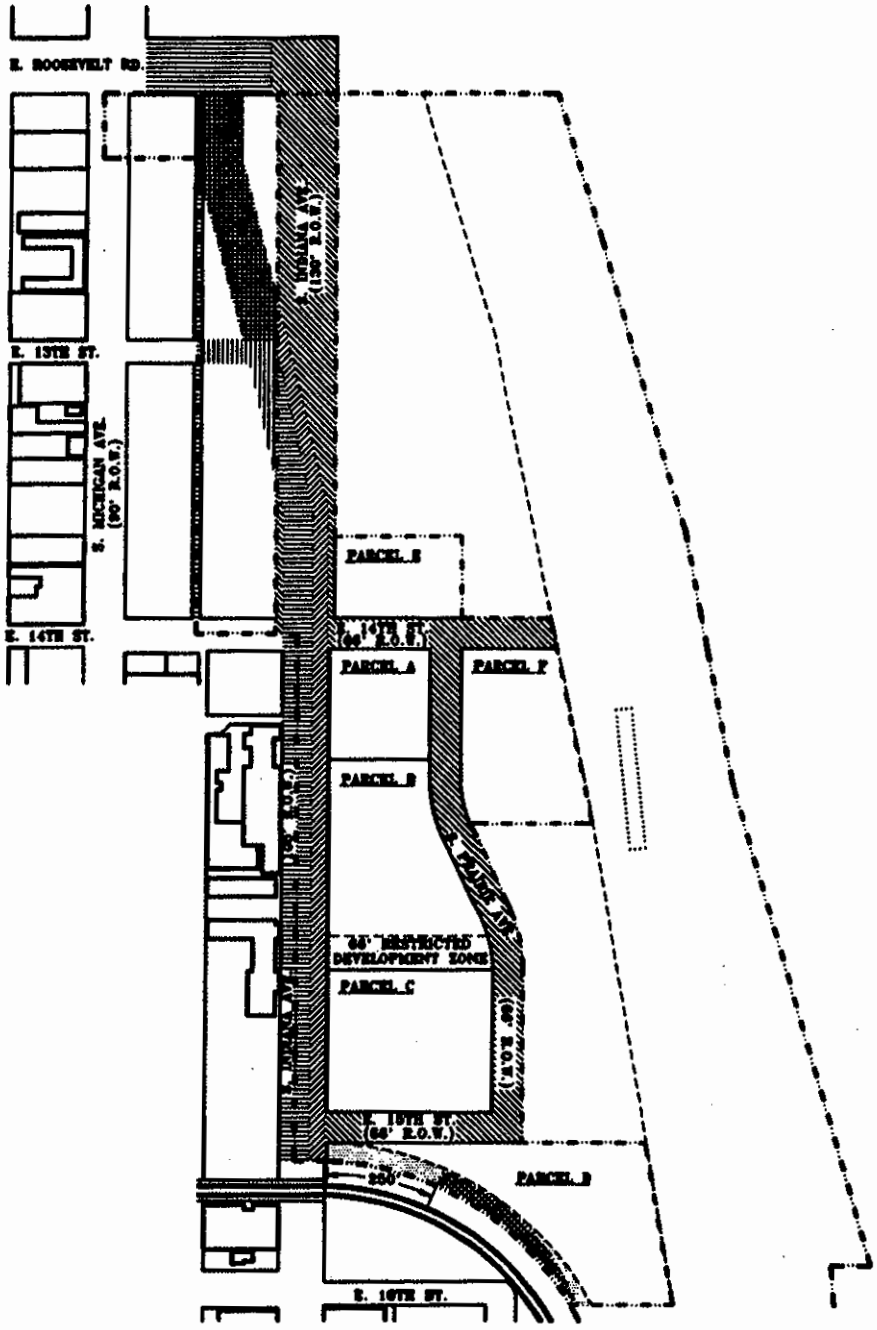
BOWMAN BARRETT & ASSOCIATES, INC.

COWHEY GUSTAFSON LEIDER, LTD.

CENTRAL STATION

MASTER PLAN I

EXHIBIT 2
EXISTING RIGHTS-OF-WAY AND EASEMENTS



PLANNED DEVELOPMENT #480

MASTER PLAN I

RAILROAD EASEMENT TO BE VACATED

RIGHTS-OF-WAY TO BE DEDICATED

RIGHTS-OF-WAY TO BE VACATED

EASEMENT TO BE VACATED

EXISTING RIGHTS-OF-WAY TO BE RETAINED

EXISTING EASEMENT TO BE CONVERTED TO RIGHTS-OF-WAY

EXISTING EASEMENT FOR RAILROAD OPERATIONS TO BE RETAINED

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS

DeSTEFANO / GOETTSCH, LTD.
ARCHITECTS AND PLANNERS

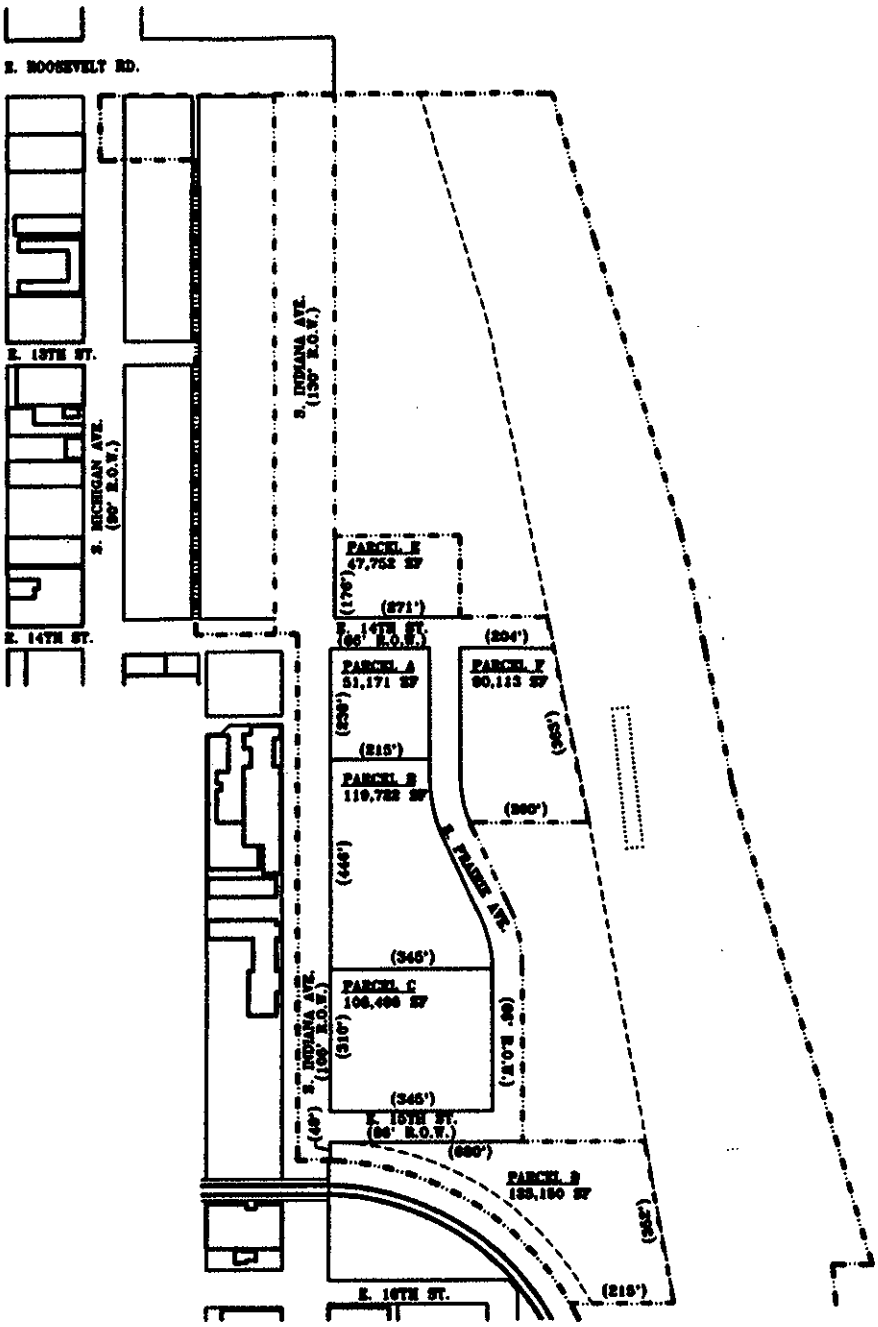
BOWMAN BARNETT & ASSOCIATES, INC.
CONSULTING ENGINEERS

COWHEY GUDMUNDSON LEDER, LTD.
CONSULTING ENGINEERS

CENTRAL STATION

MASTER PLAN I

EXHIBIT 3
ADJUSTED RIGHTS-OF-WAY AND EASEMENTS



PLANNED DEVELOPMENT #490

MASTER PLAN I

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
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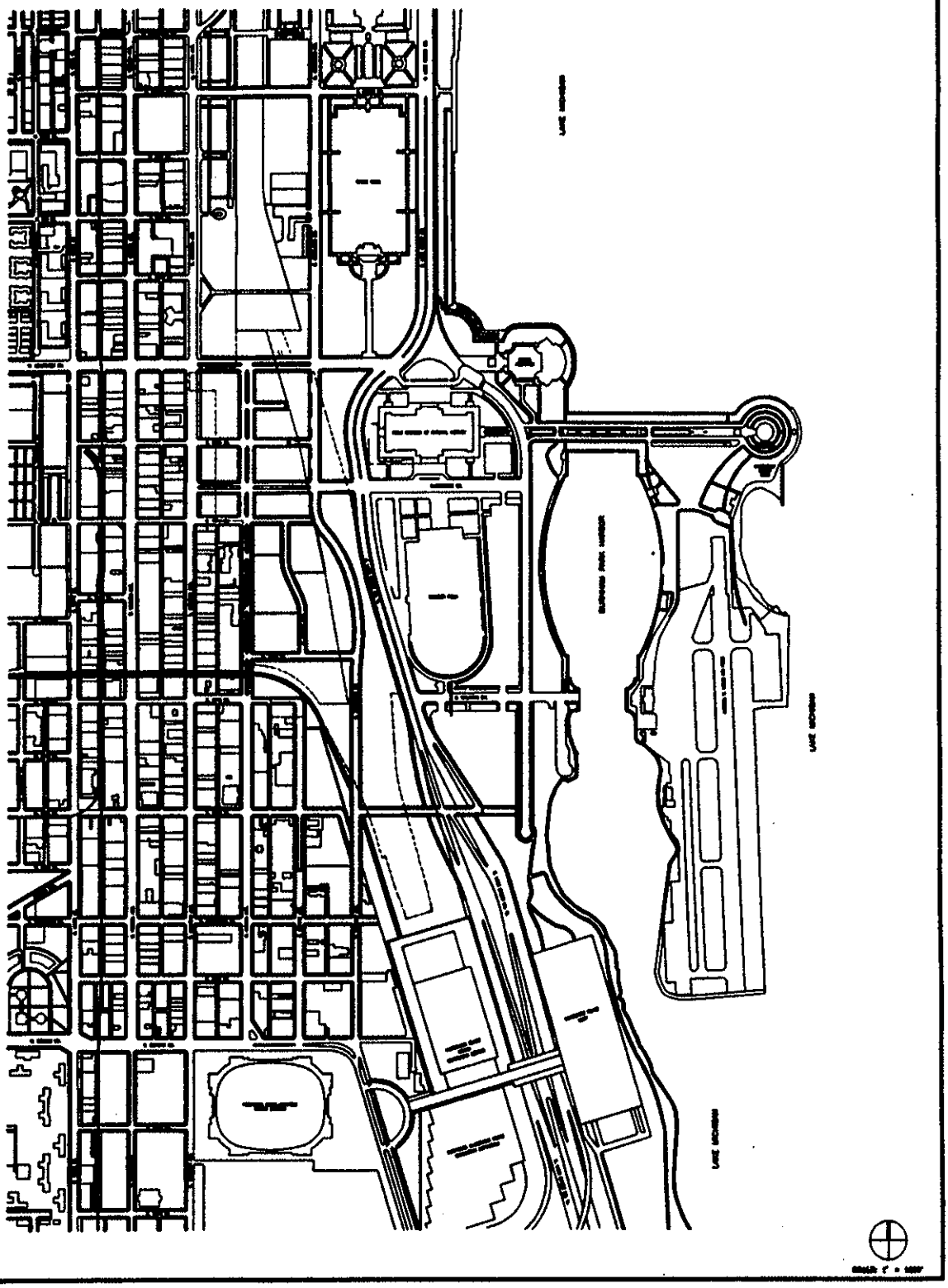
BOWMAN BARRETT & ASSOCIATES, INC.
COWERY GUDMUNDSON LEDER, LTD.

CENTRAL STATION

MASTER PLAN I

EXHIBIT 4
MASTER PLAN BOUNDARY AND DEVELOPMENT PARCEL MAP



SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS

DeSTEFANO / GOETTSCH, LTD.
ARCHITECTS AND PLANNERS

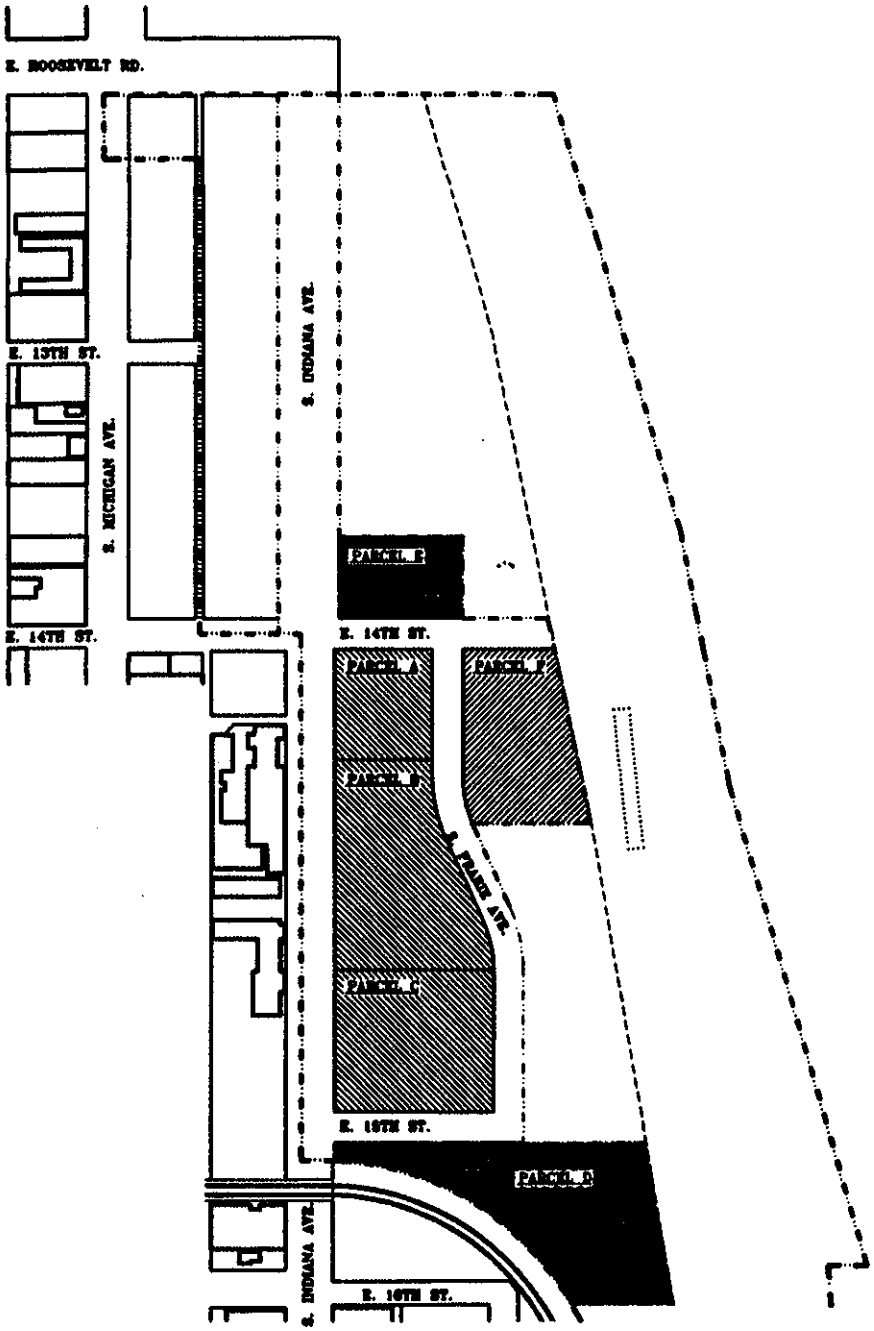
BOUMAN BARRETT & ASSOCIATES, INC.
CONSULTING ENGINEERS

COWHEY GUDMUNDSON LEDER, LTD.
CONSULTING ENGINEERS

CENTRAL STATION

STREET AND BLOCK PLAN

EXHIBIT 5



PLANNED DEVELOPMENT #490

MASTER PLAN I

RESIDENTIAL AND RELATED USES

RESIDENTIAL, OFFICE, RETAIL AND RELATED USES

RESIDENTIAL, RETAIL AND RELATED USES

PUBLIC OPEN SPACE AND RELATED USES

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.

DeSTEFANO / GOETTSCH, LTD.

BOWMAN BARRETT & ASSOCIATES, INC.

COWHEY GUDMUNDSON LEDER, LTD.

CENTRAL STATION

MASTER PLAN I

EXHIBIT 6
LAND USE CONTROLS

EXHIBIT 7

Table of Permitted Uses

Parcel A

Residential Uses
Accessory Parking

Parcel B (not including the Restricted Development Zone)

Residential Uses
Accessory Parking

Parcel B - Restricted Development Zone

Ingress/egress to Parcel B and Parcel C
Promenade and Open Space Uses

Parcel C

Residential Uses
Accessory Parking

Parcel D

Public Park Uses

Parcel E

Public Park Uses

Parcel F

Residential Uses - Accessory Parking
Retail and Commercial Uses - Ground & Second & Top Floor Only

NOTES TO THE TABLE OF PERMITTED USES:

1. Residential uses include single and multi-family dwellings, congregate living and sheltered care facilities, elderly housing and institutional uses devoted primarily to housing.

2. Office uses include business and professional offices.

3. Retail and Commercial Uses include all uses which are permitted uses within the B4-1 Zoning District (other than automobile service stations, residential and office uses.)

4. Accessory uses and structures are permitted within all parcels (other than the Restricted Development Zone) provided that accessory structures within Parcels D and E shall be subject to the review and approval of the Commissioner of Planning.

5. Non-Accessory Parking shall be permitted interim use on Parcels A, B and C until such time as a Site Plan for the property upon which such parking is located is approved. Non-Accessory Parking shall be permitted on Parcels D and E until such time as said parcels are required by this Master Plan I to be graded and seeded.

EXHIBIT 8

TABLE I: BASIC BULK REGULATIONS FOR PARCELS A - C & F

	PARCEL A	PARCEL B	PARCEL C	PARCEL F	TOTAL: A-F
Net Site Area	51,171 sf	119,723 sf	108,498 sf	90,079 sf	369,471 sf
Maximum DU's	23 DU	69 DU	88 DU	500 DU	680 DU
Maximum sq.ft. - Retail/Comm'l		None	None	70,000 sf	70,000 sf
Maximum sq.ft. - Office	None	None	None	None	None
Max. Floor Area	69,974 sf	165,200 sf	136,024 sf	970,000 sf	1,341,198 sf
Derived FAR	1.37	1.38	1.25	12.72	3.77 (overall FAR)
Max. Bldg. Coverage +14' to +60' CCD	100%	70%	77%	100%	---
Max. Bldg. Coverage +60' to +95' CCD	100%	35%	0%	80%	---
Max. Bldg. Coverage +95' to +210' CCD	65%	0%	0%	65%	---
Max. Bldg. Coverage Above +210' CCD	40%	0%	0%	0%	---
Max. Height	+95' CCD	+95' CCD	+60' CCD	+210' CCD	---

a:bja/con/exhb

EXHIBIT B

TABLE 2: SETBACKS FROM PARCEL LINES

LOCATION OF THE SETBACKS	OPERATIVE ELEVATIONS OF SETBACKS RE: CITY DATUM	MINIMUM REQUIRED	MAXIMUM REQUIRED
Parcel A: West, North and East Parcel Lines	Below +95' CCD	0 ft.	0 ft.
Parcel A: West and Ear Parcel Lines	Above +95' CCD	15 ft.	*
Parcel A: North Parcel Line	Above +95' CCD	50 ft.	*
Parcel A: South Parcel Line	Above +14' CCD	28 ft.	*
Parcel B: West and North Parcel Lines	Above +14' CCD	0 ft.	5 ft.
Parcel B: East Parcel Line	Above +14' CCD	0 ft.	**
Parcel B: South Parcel Line	Above +14' CCD	66 ft.	71 ft.
Parcel C: All Parcel Lines	Above +14' CCD	0 ft.	***
Parcel F:		0 ft.	0 ft.

* There is no control on the maximum setback.

** In response to the angle of the east parcel line of Parcel B, the maximum permitted setback from that parcel line is 90 ft.; provided, however, that the average setback of structures facing this parcel line shall not exceed 5 ft., and the calculation of the average shall not include any spaces between structures.

*** The maximum permitted setback is 15 ft.; however, the distance between any portion of the facade of any structure set back from a parcel line and any other portion of the facade of that same structure or any other structure facxing that same parcel line shall not be greater than 5 ft.

NOTE: No development in Parcel A above +95' CCD shall result in shadows being cast which cover more than 20% of McFetridge Park at any one time as measured at noon on the 21st day of December. Prior to Site Plan approval for any development on Parcel A above, +95' CCD, evidence demonstrating compliance shall be provided.

TABLE 3: SETBACKS BETWEEN PRINCIPAL BUILDINGS WITHIN DEVELOPMENT PARCELS

Below +95' CCD: 12 feet.

Above +95' CCD: 40 feet.

a:\bjs/con/exhib2

93-04-005-A / CENTRAL STATION
7/8/93

A TRACT OF LAND COMPRISED OF A PART OF THE NORTHWEST QUARTER OF FRACTIONAL SECTION 22 AND A PART OF THE EAST HALF OF THE SOUTHWEST FRACTIONAL QUARTER OF SAID SECTION 22, ALL IN TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, WHICH TRACT OF LAND IS BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH LINE OF EAST ROOSEVELT ROAD, WHICH POINT IS 324.53 FEET, AS MEASURED ALONG SAID SOUTH LINE, EAST OF THE INTERSECTION OF SAID SOUTH LINE WITH THE EAST LINE OF SOUTH MICHIGAN AVENUE, AND RUNNING

THENCE SOUTH ALONG A STRAIGHT LINE, A DISTANCE OF 1168.15 FEET TO A POINT ON THE CENTERLINE OF EAST 14TH STREET, 50 FEET WIDE, WHICH POINT IS 15.00 FEET WEST OF THE WEST LINE OF ORIGINAL SOUTH INDIANA AVENUE, 66 FEET WIDE, AS SAID ORIGINAL SOUTH INDIANA AVENUE WAS OPENED BY ORDINANCE PASSED APRIL 25, 1859;

THENCE EAST ALONG A LINE PERPENDICULAR TO THE LAST DESCRIBED LINE, A DISTANCE OF 48.00 FEET TO THE CENTERLINE OF SAID ORIGINAL SOUTH INDIANA AVENUE, 66 FEET WIDE;

THENCE SOUTH ALONG SAID CENTERLINE, A DISTANCE OF 1132.87 FEET TO AN INTERSECTION WITH A LINE 256.93 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF EAST 16TH STREET, 50 FEET WIDE;

THENCE EAST ALONG THE LAST DESCRIBED PARALLEL LINE, A DISTANCE OF 67.00 FEET TO A POINT WHICH IS 34.00 FEET EAST OF THE EAST LINE OF SAID ORIGINAL SOUTH INDIANA AVENUE, 66.00 FEET WIDE;

THENCE SOUTHEASTWARDLY ALONG A CURVED LINE CONVEX TO THE NORTHEAST AND HAVING A RADIUS OF 623.70 FEET, AN ARC DISTANCE OF 633.80 FEET TO AN INTERSECTION WITH THE EASTWARD EXTENSION OF THE SOUTH LINE OF EAST 16TH STREET;

THENCE EAST ALONG SAID EASTWARD EXTENSION, A DISTANCE OF 221.90 FEET;

THENCE NORTHWESTWARDLY ALONG A STRAIGHT LINE, WHICH LINE FORMS AN ANGLE OF 99 DEGREES 48 MINUTES 40 SECONDS, AS MEASURED EASTERLY TO NORTHWESTERLY WITH THE EASTWARD EXTENSION OF THE LAST DESCRIBED LINE, A DISTANCE OF 341.88 FEET;

THENCE WEST ALONG A LINE TO SAID EAST LINE OF SAID ORIGINAL SOUTH INDIANA AVENUE, A DISTANCE OF 260.54 FEET TO AN INTERSECTION WITH A LINE 455.00 FEET EAST OF AND PARALLEL WITH SAID EAST LINE OF ORIGINAL SOUTH INDIANA AVENUE;

THENCE NORTH ALONG THE LAST DESCRIBED PARALLEL LINE, A DISTANCE OF 371.00 FEET;

THENCE NORTHWESTWARDLY ALONG A CURVED LINE, BEING AN ARC OF A CIRCLE, CONVEX TO THE EAST AND HAVING A RADIUS OF 316.00 FEET, AN ARC DISTANCE OF 139.408 FEET;

THENCE NORTHWESTWARDLY ALONG A STRAIGHT LINE, TANGENT TO THE LAST DESCRIBED COURSE, A DISTANCE OF 189.243 FEET;

THENCE NORTHWARDLY ALONG A CURVED LINE, BEING AN ARC OF A CIRCLE, CONVEX TO THE WEST AND HAVING A RADIUS OF 250.00 FEET, AN ARC DISTANCE OF 8.502 FEET TO AN INTERSECTION WITH A LINE PERPENDICULAR TO SAID EAST LINE OF ORIGINAL SOUTH INDIANA AVENUE, WHICH PERPENDICULAR LINE, IF EXTENDED WEST, WOULD INTERSECT SAID EAST LINE AT A POINT 981.76 FEET, AS MEASURED ALONG SAID EAST LINE, NORTH OF SAID NORTH LINE OF EAST 16TH STREET;

THENCE EAST ALONG THE LAST DESCRIBED PERPENDICULAR LINE, A DISTANCE OF 259.88 FEET;

THENCE NORTHWESTWARDLY ALONG A STRAIGHT LINE DEFLECTING 99 DEGREES 52 MINUTES 18 SECONDS TO THE LEFT WITH THE EASTWARD EXTENSION OF THE LAST DESCRIBED LINE, A DISTANCE OF 7.159 FEET;

THENCE NORTHWESTWARDLY ALONG A STRAIGHT LINE DEFLECTING 01 DEGREES 45 MINUTES TO THE LEFT WITH THE NORTHWARD EXTENSION OF THE LAST DESCRIBED LINE, A DISTANCE OF 443.03 FEET TO AN INTERSECTION WITH A LINE PERPENDICULAR TO SAID EAST LINE OF ORIGINAL SOUTH INDIANA AVENUE, WHICH PERPENDICULAR LINE IS 1422.768 FEET, AS MEASURED ALONG SAID EAST LINE, NORTH OF THE INTERSECTION OF SAID EAST LINE WITH THE NORTH LINE OF SAID EAST 16TH STREET;

THENCE WEST ALONG THE LAST DESCRIBED PERPENDICULAR LINE, A DISTANCE OF 189.85 FEET;

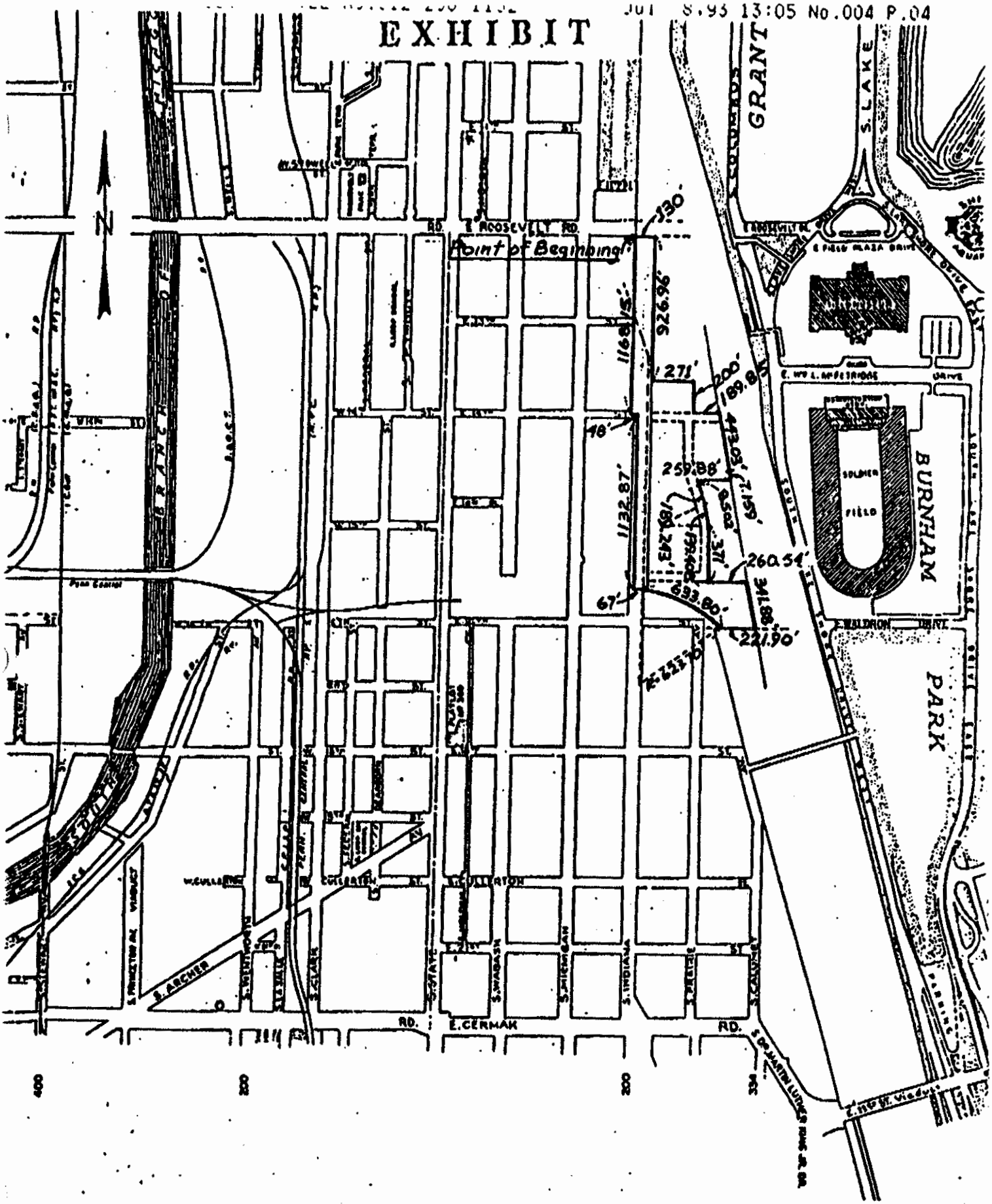
THENCE NORTH ALONG A LINE PERPENDICULAR TO THE LAST DESCRIBED COURSE, A DISTANCE OF 200.00 FEET;

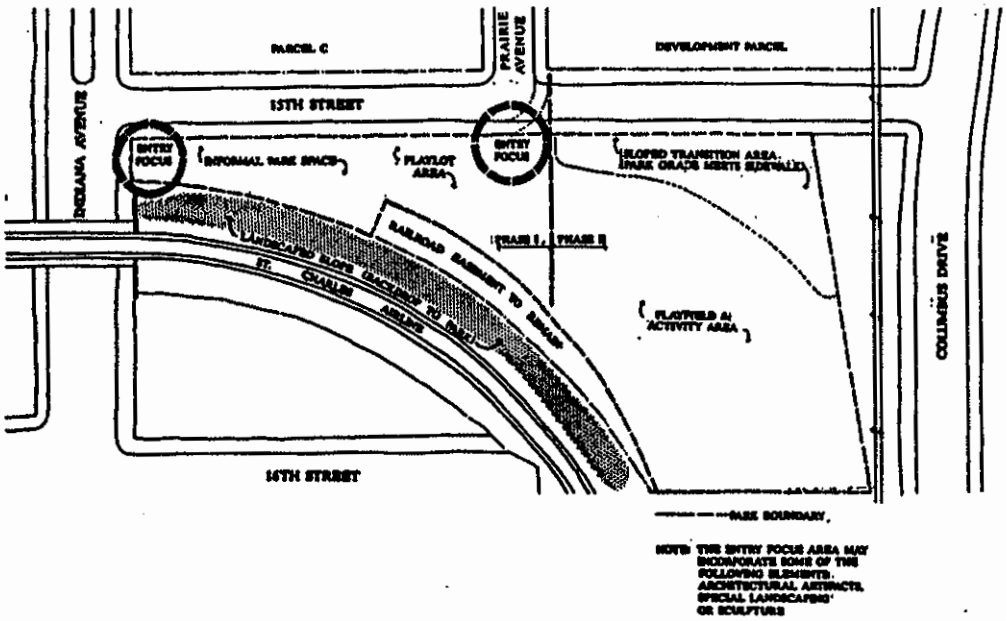
THENCE WEST ALONG A LINE PERPENDICULAR TO THE LAST DESCRIBED COURSE, A DISTANCE OF 271.00 FEET;

THENCE NORTH ALONG A LINE PERPENDICULAR TO THE LAST DESCRIBED COURSE, A DISTANCE OF 926.96 FEET TO AN INTERSECTION WITH SAID SOUTH LINE OF EAST ROOSEVELT ROAD;

THENCE WEST ALONG SAID SOUTH LINE, A DISTANCE OF 130.00 FEET TO THE POINT OF BEGINNING.

EXHIBIT


GRANT
S. LAKE
E. ROOSEVELT RD.
Point of Beginning
130'
926.96'
1168.15'
1271'
200'
89.8'
413.03'
259.88'
1132.87'
260.54'
693.80'
318.34'
221.90'
67'
48'
BURNHAM
SOLDIER FIELD
PARK
S. ARCHER
E. CERMAK RD.
S. STATE
S. WABASH
S. MICHIGAN
S. INDIANA
S. CALUMET
E. 18TH ST.
E. 16TH ST.
E. 14TH ST.
E. 12TH ST.
E. 8TH ST.
E. 7TH ST.
E. 5TH ST.
E. 3RD ST.
E. 1ST ST.
E. WALDRON DRIVE
E. MCFETRIDGE DRIVE
E. FIELD PLAZA DRIVE
S. DR. MARTIN LUTHER KING JR. DR.
S. PRINCETON AV.
S. WENTWORTH AV.
S. CLARK
S. DEARBORN
S. FEDERAL
S. MICHIGAN AV.
S. WABASH AV.
S. STATE
S. DEARBORN
S. CLARK
S. WELLS
S. FRANKLIN
S. CANAL
S. DESPLAINES
S. HALSTED
S. RACINE
S. LOOMIS
S. ASHLAND
S. DAMEN
S. WESTERN
S. KEDZIE
S. CALIFORNIA
S. PULASKI
S. CICERO
S. KILBOURN
S. KOSTNER
S. KOLMAR
S. KEELER
S. KILPATRICK
S. KENTON
S. KARLOV
S. KEDVALE
S. KOSTNER
S. KOLMAR
S. KEELER
S. KILPATRICK
S. KENTON
S. KARLOV
S. KEDVALE
S. CENTRAL PARK
S. KEDZIE
S. CALIFORNIA
S. PULASKI
S. CICERO
S. KILBOURN



JUNE 6, 1994

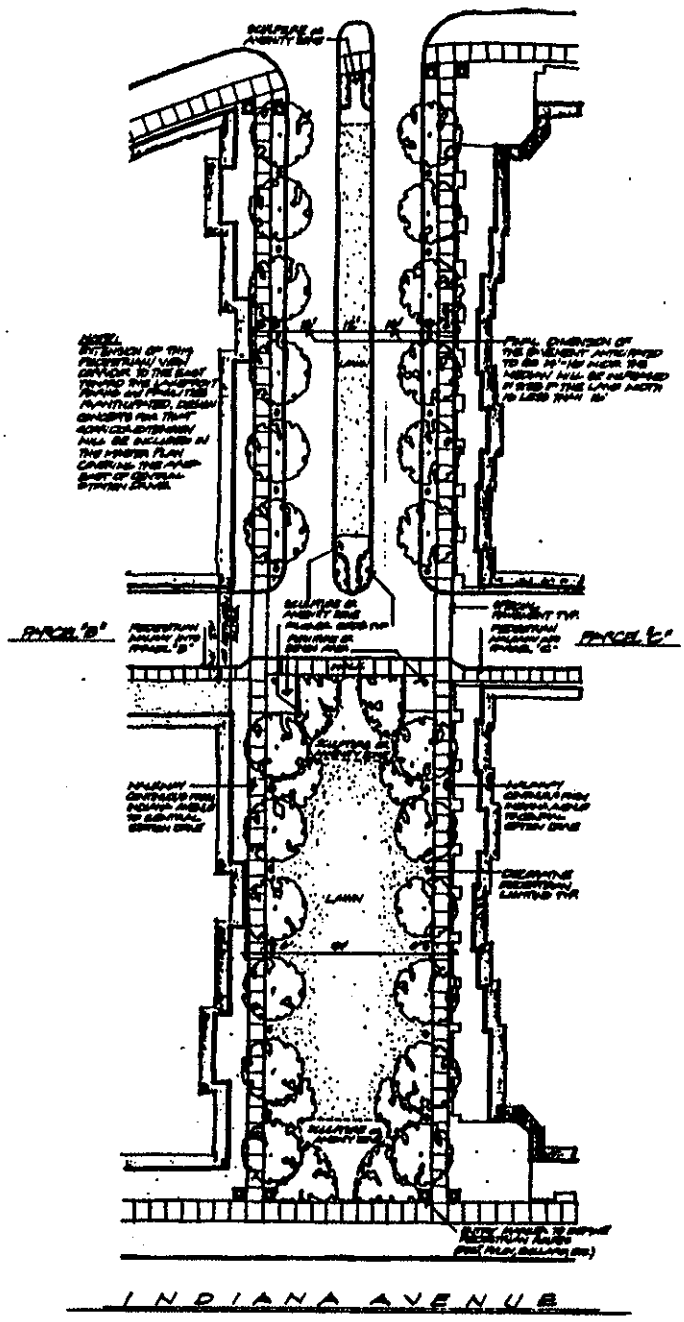
SCALE: 1" = 100'

- SOLOMON CORDWELL BUENZ & ASSOCIATES, INC. ARCHITECTS AND PLANNERS
- DeSTEFANO / GOETTSCH, LTD. ARCHITECTS AND PLANNERS
- BOWMAN BARRETT & ASSOCIATES, INC. CONSULTING ENGINEERS
- COWHEY GUDMUNDSON LEDER, LTD. CONSULTING ENGINEERS

CENTRAL STATION

MASTER PLAN I

EXHIBIT 10
15TH STREET NEIGHBORHOOD
PARK IMPROVEMENT PLAN



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ARCHITECTS AND PLANNERS

DeSTEFANO / GOETTSCH, LTD.
ARCHITECTS AND PLANNERS

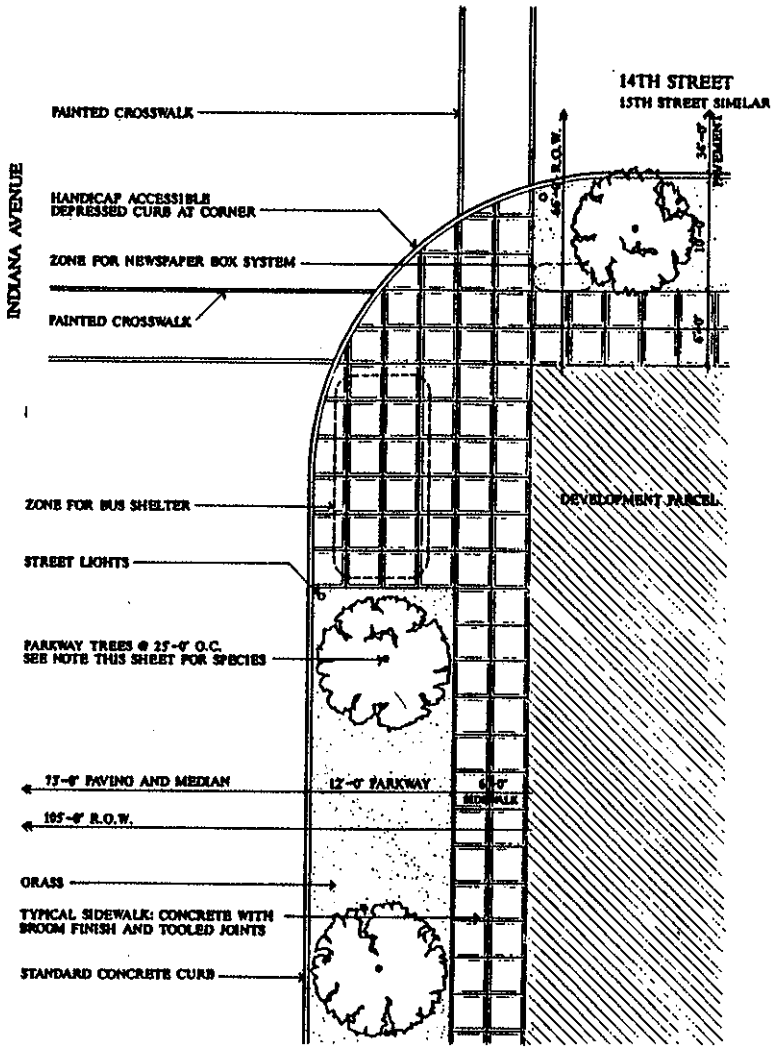
BOWMAN BARRETT & ASSOCIATES, INC.
CONSULTING ENGINEERS

COWHEY GUDMUNDSON LEDER, LTD.
CONSULTING ENGINEERS

CENTRAL STATION

MASTER PLAN I

EXHIBIT 11
RESTRICTED DEVELOPMENT ZONE IMPROVEMENT PLAN



NOTE

5" CALIPER MINIMUM DIAMETER
SHADE TREES @ 25'-0" O.C.
OF THESE VARIETIES

SUPERFORM NORWAY MAPLE
HACKBERRY
SUMMIT GREEN ASH
MARSHALL SEEDLESS ASH
AUTUMN GOLD MAIDENHAIR (GINKOO)
SKYLINE LOCUST
KENTUCKY COFFEE TREE
OLENLEVEN LITTLE LEAF LINDEN
CHANTICLEER PEAR

JUNE 6, 1991

SCALE: 1" = 8'

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS

DeSTEFANO / GOETTSCH, LTD.
ARCHITECTS AND PLANNERS

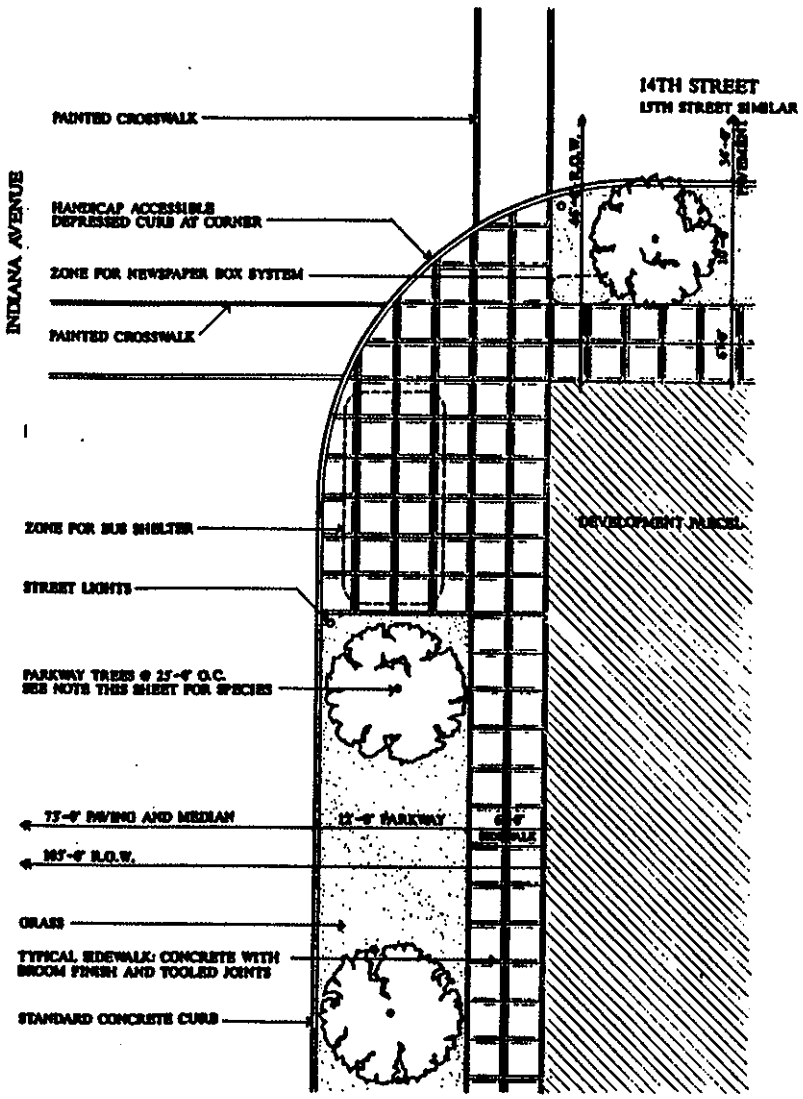
BOWMAN BARRETT & ASSOCIATES, INC.
CONSULTING ENGINEERS

COWHEY GUDMUNDSON LEDER, LTD.
CONSULTING ENGINEERS

CENTRAL STATION

MASTER PLAN I

EXHIBIT 12
STREETSCAPE IMPROVEMENTS
A: INDIANA AVENUE



NOTE

5" CALIPER MINIMUM DIAMETER SHADE TREES @ 25'-0" O.C. OF THESE VARIETIES

SUPERFORM NORWAY MAPLE
HACKBERRY
SUMMIT GREEN ASH
MARSHALL SEEDLESS ASH
AUTUMN GOLD MAIDENHAIR (GINKGO)
SKYLINE LOCUST
KENTUCKY COFFEE TREE
GLENLEVEN LITTLE LEAF LINDEN
CHANTICLEER PEAR

JUNE 6, 1991

SCALE 1" = 8'

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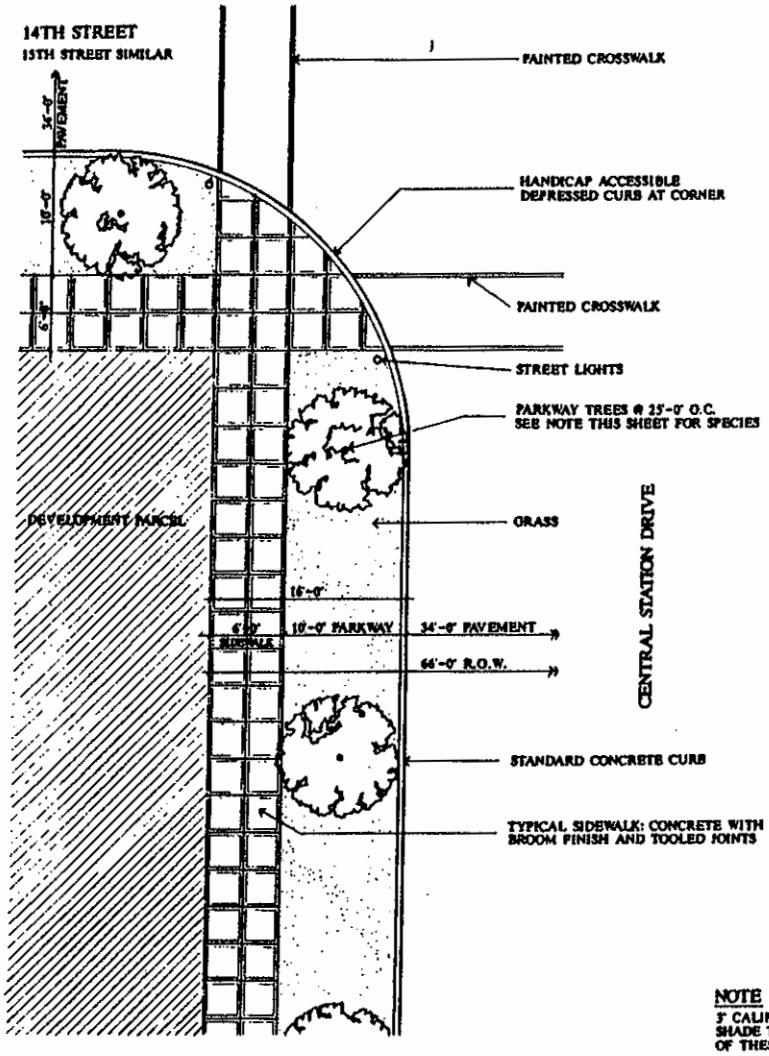
BOWMAN BARRETT & ASSOCIATES, INC.
CONSULTING ENGINEERS

COWHEY GUDMUNDSON LEDER, LTD.
CONSULTING ENGINEERS

CENTRAL STATION

MASTER PLAN I

EXHIBIT 12
STREETSCAPE IMPROVEMENTS
A: INDIANA AVENUE



NOTE

3" CALIPER MINIMUM DIAMETER
SHADE TREES @ 25'-0" O.C.
OF THESE VARIETIES:

SUPERFORM NORWAY MAPLE
HACKBERRY
SUMMIT GREEN ASH
MARSHALL SEEDLESS ASH
AUTUMN GOLD MAIDENHAIR (GINKGO)
SKYLINE LOCUST
KENTUCKY COFFEE TREE
GLENLEVEN LITTLE LEAF LINDEN
CHANTICLEER PEAR

JUNE 6, 1991

SCALE: 1" = 8'

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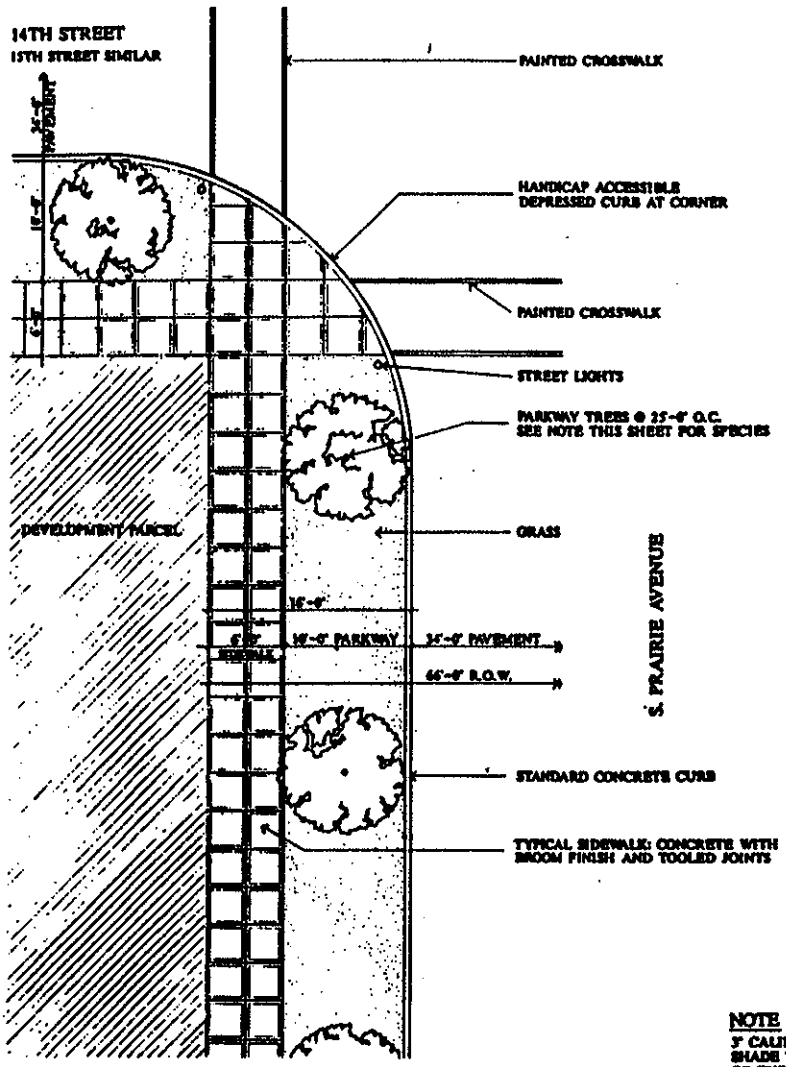
ARCHITECTS AND PLANNERS
BOWMAN BARRETT & ASSOCIATES, INC.
CONSULTING ENGINEERS
COWHEY GUDMUNDSON LEDER, LTD.
CONSULTING ENGINEERS

CENTRAL STATION

MASTER PLAN I

EXHIBIT 12
STREETSCAPE IMPROVEMENTS
B: CENTRAL STATION DRIVE



NOTE

3" CALIPER MINIMUM DIAMETER SHADE TREES @ 25'-0" O.C. OF THESE VARIETIES:

SUPERFORM NORWAY MAPLE
HACKBERRY
SUMMIT GREEN ASH
MARSHALL SEEDLESS ASH
AUTUMN GOLD MAIDENHAIR (GINKGO)
SKYLINE LOCUST
KENTUCKY COFFEE TREE
GLENLEVEN LITTLE LEAF LINDEN
CHANTICLEER PEAR

JULY 6, 1999

1"=40'

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CONSULTING ENGINEERS

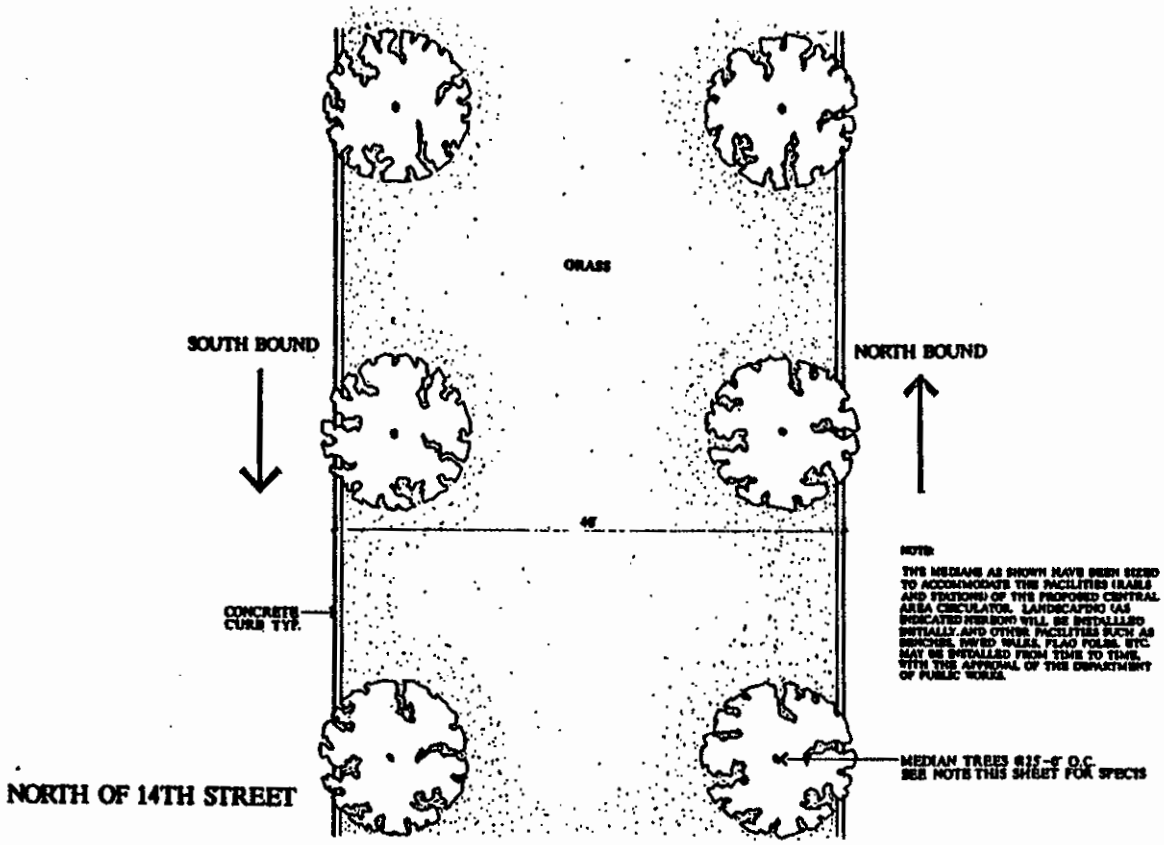
COWHEY GUDMUNDSON LEDER, LTD.
CONSULTING ENGINEERS

CENTRAL STATION

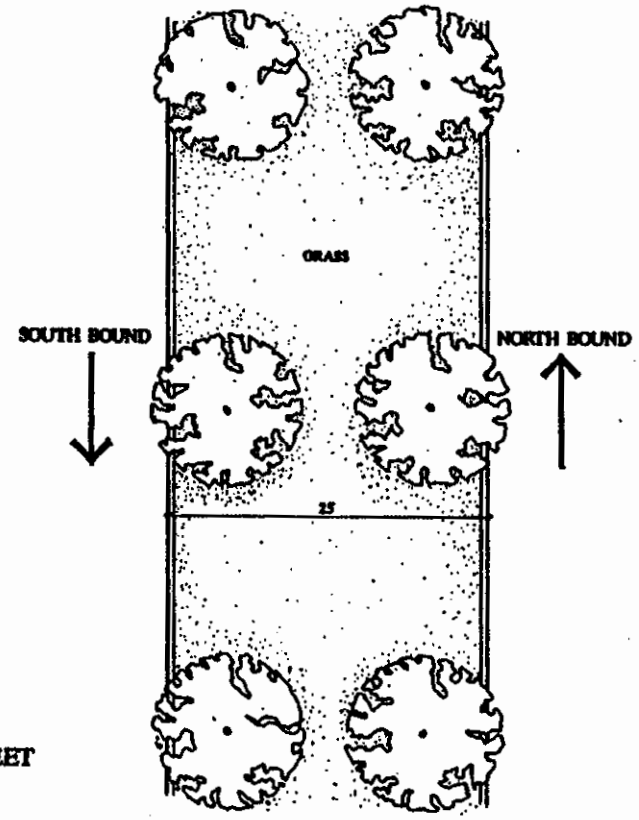
MASTER PLAN I

EXHIBIT 12
STREETSCAPE IMPROVEMENTS

B: SOUTH PRAIRIE AVENUE



NORTH OF 14TH STREET



SOUTH OF 14TH STREET

NOTE

SOME TREES MAY BE OMITTED OR SPACING MAY BE ADJUSTED AT SOME LOCATIONS TO ALLOW FOR FUTURE CROSS-STREET DEVELOPMENT.

NO TREES WILL BE PLANTED OPPOSITE THE RESTRICTED DEVELOPMENT ZONE UNTIL INTERNAL ACCESS TO THE DEVELOPMENT IS COMPLETE.

3" CALIPER MINIMUM DIAMETER SHADE TREES @ 25'-0" O.C. OF THESE VARIETIES

SUPERFORM NORWAY MAPLE
HACKBERRY
SUMMIT GREEN ASH
MARSHALL SEEDLESS ASH
AUTUMN GOLD MAIDENHAIR (GINKGO)
SKYLINE LOCUST
KENTUCKY COFFEE TREE
GLENLEVEN LITTLE LEAF LINDEN
CHANTICLEER PEAR

JUNE 6, 1991

SCALE: 1" = 8'

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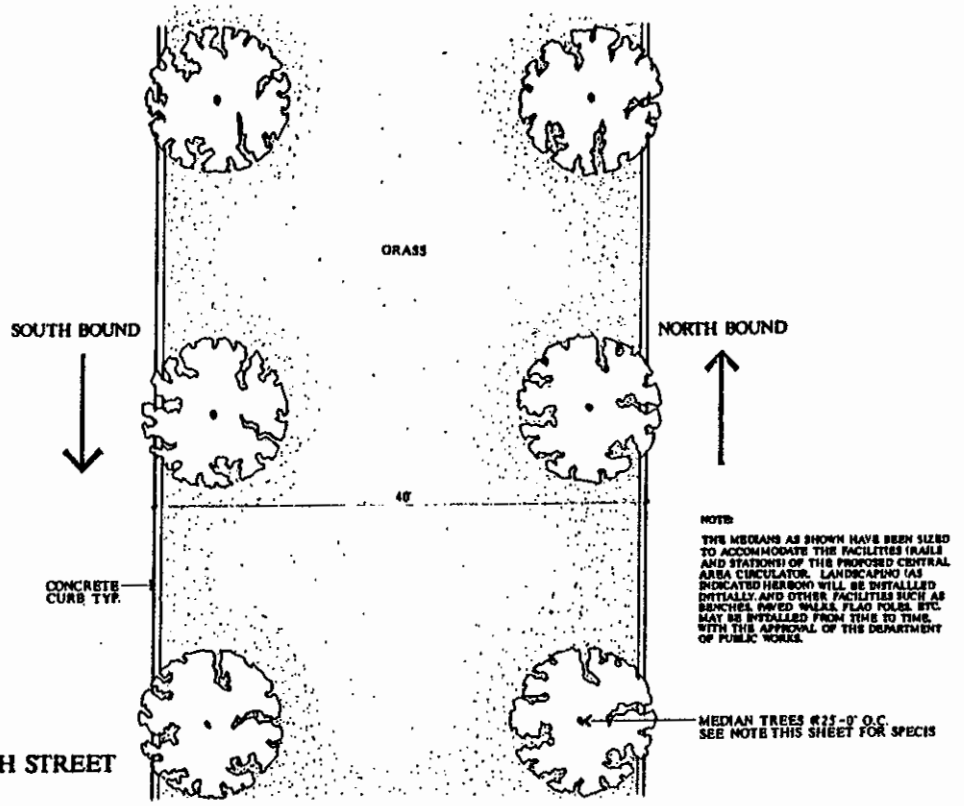
BOWMAN BARRETT & ASSOCIATES, INC.
CONSULTING ENGINEERS

COWHEY GUDMUNDSON LEDER, LTD.
CONSULTING ENGINEERS

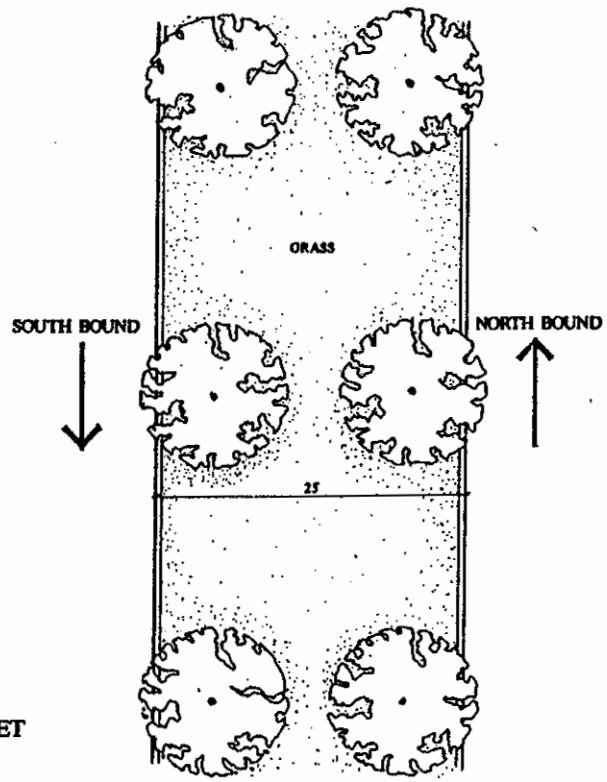
CENTRAL STATION

MASTER PLAN I

EXHIBIT 12
STREETSCAPE IMPROVEMENTS
C: INDIANA AVENUE MEDIAN



NORTH OF 14TH STREET



SOUTH OF 14TH STREET

NOTE

SOME TREES MAY BE OMITTED OR SPACING MAY BE ADJUSTED AT SOME LOCATIONS TO ALLOW FOR FUTURE CROSS-STREET DEVELOPMENT.

NO TREES WILL BE PLANTED OPPOSITE THE RESTRICTED DEVELOPMENT ZONE UNTIL INTERNAL ACCESS TO THE DEVELOPMENT IS COMPLETE.

3" CALIPER MINIMUM DIAMETER SHADE TREES @ 25'-0" O.C. OF THESE VARIETIES:

SUPERFORM NORWAY MAPLE
HACKBERRY
SUMMIT GREEN ASH
MARSHALL SEEDLESS ASH
AUTUMN GOLD MAIDENHAIR (GINKGO)
SKYLINE LOCUST
KENTUCKY COFFEE TREE
GLENLEVEN LITTLE LEAF LINDEN
CHANTICLEER PEAR

SCALE: 1" = 8'

JUNE 6, 1991

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS
DeSTEFANO / GOETTSCH, LTD.
ARCHITECTS AND PLANNERS
BOWMAN BARRETT & ASSOCIATES, INC.
CONSULTING ENGINEERS
COWHEY GUDMUNDSON LEDER, LTD.

CENTRAL STATION

MASTER PLAN I

EXHIBIT 12
STREETSCAPE IMPROVEMENTS
C: INDIANA AVENUE MEDIAN

CENTRAL STATION

Master Plan I

6/13/91

File: MSTRPLN1.81

Central Station Master Plan I

1. The area delineated herein as Master Plan I consists of approximately 805,418 square feet (18.49 acres). The Net Site area (Master Plan I area less area devoted to public roadways and parks) is 279,392 square feet (6.41 acres).

   The private areas within this Master Plan are divided into three Parcels as depicted on Exhibit 4: Parcel A, Parcel B, and Parcel C. An area referred to herein as the "Restricted Development Zone is located within Parcel B as depicted in Exhibit 3. Any reference herein to "parcel" or "development parcel" shall mean the aforesaid Parcels A, B, or C.

2. The boundaries of this Master Plan I are generally as follows: E. Roosevelt Road, the west line of South Indiana Avenue, the north line of the St. Charles AirLine Railroad, the south line of 16th street extended east, the Metra air rights boundary line, the south line of 15th Street extended, the east line of Central Station Drive and that line extended north, the south line of proposed McFetridge Drive, the east line of Indiana Avenue, which boundaries are more particularly described in Exhibit 9, attached.

3. This Master Plan consists of these eight statements and the following attached Exhibits:

Exhibit	Title
1.	Location Map
2.	Existing Rights-of-Way and Easements Map
3.	Adjusted Rights-of-Way Map
4.	Master Plan Boundary and Development Parcel Map
5.	Street and Block Map
6.	Land Use Controls Map
7.	Table of Permitted Uses
8.	Table of Bulk Regulations
9.	Property Survey
10.	15th Street Neighborhood Park Improvement Concept Plan
11.	Restricted Development Zone Improvement Concept Plan
12.	Streetscape Improvement Plan

Full size sets of these exhibits are on file with the Department of Planning.

4. This Master Plan conforms to the requirements of Planned Development No. 499 and the Central Station Development Guidelines for Master Plan approval.

5. Public Rights-of-Way as depicted on Exhibit 3 shall be retained, dedicated and/or vacated in accordance with the provisions of this Master Plan I as necessary to accommodate

the private development and public improvements contemplated by this Master Plan I. In the event of any inconsistency between the requirements to dedicate, vacate or retain right-of-way and any other agreement (including a redevelopment agreement), between the City and the Property owners or any ordinance adopted by the City Council, the terms of said ordinance or said agreement shall govern.

At such time as the existing easement for railroad operations located generally between 15th Street and the St. Charles Airline Railroad east of Indiana Avenue is released or removed, in whole or in part, any areas subject to such release or removal shall become part of and subject to the provisions hereof applicable to the 15th Street Neighborhood Park.

6. This Master Plan I implements the provisions of Statement No. 11 of Planned Development No. 499 for that portion of the Planned Development property located within the Master Plan I area. All improvements upon and use of the Property shall be designed and constructed in conformance with the provisions of this Master Plan I and Planned Development No. 499; provided, however, that the terms and provisions of this Master Plan I contain regulations, among other things, upon the uses and bulk permitted by Planned Development No. 499 which provisions shall govern and, the provisions of this Master Plan I carry

out, among other things, the requirements of Statements No. 9 and 10 of Planned Development No. 499, which provisions shall govern.

7. Development Regulations

A. Permitted Uses. Permitted uses within the area of Master Plan I are those described and contained on the Table of Permitted Uses (Exhibit 7).

B. Bulk Regulations. The bulk regulations for the Master Plan I area are contained on the Table of Bulk Regulations (Exhibit 8).

C. Parking and Loading.

(i) Off-Street Parking

Off-street parking spaces shall be provided at a minimum for each use developed in the Master Plan area as follows: residential uses - 0.55 spaces/DU; retail/commercial uses - 0.4 spaces/1000 sq.ft.; office uses - 0.7 spaces/1000 sq.ft.

Off-street parking areas must be carefully located and designed to be functional, compatible with

immediately surrounding uses, and aesthetic. The following are additional restrictions on off-street parking:

a. Parking spaces at and above grade (+14' CCD) may not be located within thirty feet (30') of the rights-of-way of Indiana Avenue or 14th Street except:

   1) In Parcel A above the first floor or below-grade; and
   2) In Parcels B and C in garages or other enclosed structures or below-grade.

b. Parking spaces at and above grade (+14' CCD) may not be located in any block within fifteen feet (15') of the rights-of-way of Central Station Drive or 15th Street, except in garages or other enclosed structures, which garages or structures must be designed and developed in accordance with the provisions of Paragraph 7, E, (iv), below.

c. Parking spaces at or above the ground in Block B may not be located within the Restricted Development Zone, except on a temporary or

interim basis as follows: a maximum of twelve (12) parking spaces may be located therein until but not later than the date on which any portion of said Zone is required to be constructed in accord with the provisions hereof.

d. Any portion of an outdoor, at-grade off-street parking area visible from a public right-of-way must be located and landscaped in a manner consistent with the vehicular use area landscaping and screening provisions of the Chicago Zoning Ordinance.

e. All required off-street parking spaces serving uses within the Master Plan area shall be located within the same Parcel as the use served.

f. Direct access from a public street to off-street parking areas and garages is permitted through permitted curb cuts.

(ii) Off-Street Loading.

Loading docks and related facilities shall be

provided in accordance with the C3-5 requirements of the Chicago Zoning Ordinance.

No loading dock or loading facility within the Master Plan area shall have direct access from or egress to Indiana Avenue, 14th Street, 15th Street or the Restricted Development Zone. All loading docks shall be off-street, and all loading docks shall be located within a structure or building which shall be enclosed and provided with a door.

D. Vehicular Circulation.

(i) Curb Cuts.

Driveways, entrances to off-street parking and to loading docks, and all other facilities requiring curb cuts shall be located to minimize conflicts with on-street traffic and with pedestrian circulation. All curb cuts shall, singly or in combination, provide for access and egress and shall be constructed in accordance with the standards of the City of Chicago and included in an approved Site Plan.

There shall be no curb cuts in the following

locations:

a. Along the Indiana Avenue frontage of Parcels A, B, C, D, or E, except as hereinafter provided.

b. Along the 14th Street frontage of McFetridge Park and Parcel A, except for one (1) at-grade pull-off/drop-off drive at the front door of a structure facing the park and subject to the design requirements of the Department of Public Works;

c. Along the 15th Street frontage of 15th Street Park and Parcel C.

d. Curb cuts shall only be permitted in the following locations:

One (1) curb cut (or a pair of curb cuts serving a split alignment) may be located along the west side of Central Station Drive at the Restricted Development Zone in Parcel B to provide vehicular access to Parcel B and/or Parcel C.

One (1) curb cut may be located on the west

side of Central Station Drive along the east line of Parcel C to provide vehicular access to Parcel C; however, that curb cut shall not be located within 100 feet of either 15th Street or the Restricted Development Zone in Parcel B.

One (1) curb cut may be located on the west side of Central Station Drive along the east line of Parcel B north of the Restricted Development Zone to provide vehicular access to Parcel B; however, that curb cut shall not be located within 100 feet of the Restricted Development Zone in Parcel B or within 120 feet of Parcel A.

Two (2) curb cuts, one for parking access and one for loading access, may be located along the west side of Central Station Drive along the east line of Parcel A to provide vehicular access to Parcel A and/or Parcel B.

One (1) curb cut may be located along the east side of Central Station Drive in the first sixty-six feet south of the north line of 14th Street for the purpose of providing access

from 14th Street across Central Station property to the Metra property to the east.

e) Notwithstanding the above, temporary curb cuts are permitted as follows:

One (1) temporary curb cut (or a pair of curb cuts serving a split alignment) may be located on the east side of Indiana Avenue at the Restricted Development Zone in Parcel B if improvements to Indiana Avenue, including a median are completed between 14th and 16th Streets as herein provided to permit vehicular access to Parcel B and/or Parcel C. The temporary curb cut (or curb cuts) along the east side of Indiana Avenue between 14th Street and 15th Street may be used only until the occurrence of the earlier of the following: the completion of Central Station Drive across the east end of the Restricted Development Zone in Parcel B and its connection to Indiana Avenue via 14th Street or 15th Street or the completion and connection to Indiana Avenue of both 14th Street and 15th Street or within three years of the date of approval of the first Site Plan

for any development in Parcels B or Parcel C pursuant to the provisions of Statement No. 12 of Planned Development No. 499. The Commissioner of Planning shall extend said three year period for a maximum of two additional one-year periods (each of which shall be referred to as an "extension period") upon receipt by the Commissioner of Planning prior to expiration of the first period or any extension period of the Applicant's written statement sworn under oath, specifically stating that the commencement of construction as aforesaid is delayed for any reasons or circumstances beyond the reasonable control of the Applicant and its affiliates and agents, the specific cause of the delay, and that the Applicant and its affiliates and agents have not taken any action or failed to take any action which could reasonably have resulted in such delay.

Three (3) temporary curb cuts may be located along the east side of Central Station Drive between the south line of 14th Street and the north line of 15th Street for the purpose of providing interim access to non-accessory

parking on Central Station property to the east of Central Station Drive. None of these curb cuts may be located within one-hundred feet of any other curb cut on the east side of Central Station Drive.

A total of four (4) temporary curb cuts - two (2) on the east side and two (2) on the west side - shall be permitted along Indiana Avenue north of 14th Street for the purpose of providing interim access to non-accessory parking on Central Station property to the east and west of Indiana Avenue. None of these curb cuts may be located within 100 feet of any other curb cut on the same side of Indiana Avenue or within 100 feet of either Roosevelt Road or 14th Street.

f) The patterns of temporary curb cuts along the east side of Central Station Drive and along both sides of Indiana Avenue north of 14th Street are anticipated to be modified in the future when a Master Plan (or Plans) for adjacent portions of the Central Station property is approved.

(ii) Private Roadways

a. A Private roadway shall mean any drive or way designed and intended for use as vehicular access to or within any Development Parcel.

b. Private roadways may be constructed in any of the Parcels for the purpose of providing ingress and egress, including service access, to residential units.

c. Private roadways may provide all of the vehicular access to structures located in Parcels A, B, or C.

d. Each private roadway must be included in an approved Site Plan, and each segment of private roadway shall be adequately designed and paved in compliance with the Municipal Code of Chicago, all to provide ingress and egress for motor vehicles, including emergency vehicles; there shall be no parking within such paved areas.

e. Fire lanes, if required, shall be adequately designed and paved in compliance with the Municipal Code of Chicago to provide access

and egress for emergency vehicles; there shall be no parking within such fire lanes.

f. All private roadways shall be designed to appropriately accommodate pedestrian use. Sidewalks (on at least one side of the roadway), lighting and landscaping shall be provided along the roadway.

g. All private roadways shall be reasonably accessible to public pedestrian use and shall not preclude such use through security fences, gates, walls or other obstructions.

h. All private roadways shall be designed and configured to provide direct and coherent pathways to public streets.

i. Private roadways within any development parcel shall be designed to maximize access to any public parks, transit facilities, major streets and pedestrian corridors which may be adjacent or proximate to the development parcel.

(iii) Access and Layout

Every building or use within a development parcel shall be provided with adequate and appropriate vehicular and pedestrian access to a public roadway. Parking space layout, private roadway vehicular circulation, private pedestrian circulation routes, location and design of curb cuts at public streets shall be designed and constructed in accord with the applicable provisions of this Master Plan I and shall promote a safe, efficient, appropriate and beneficial design. Such considerations shall be subject to the review and approval of the Department of Planning.

(iv). Central Area Circulator

The Circulator alignment shall take priority in the determination of traffic lanes, and in particular left-turn lanes, in the right-of-way of Indiana Avenue between Roosevelt Road and 16th Street.

E. Urban Design

(i) Private Open Space.

In addition to the Restricted Development Zone, other open space will be provided within the

development parcels of the Master Plan I area in the form of gardens, landscaped areas, tot-lots, playgrounds, or roof decks or other above-grade open space facilities. All or a portion of any roof may be used for these recreational or open space purposes. Said open space shall be adequate in area and design to serve the associated residential development.

(ii) Building Entrances.

For each building adjacent to a public right-of-way or the Restricted Development Zone, a primary building entrance must be oriented to, accessible from and visible from that public right-of-way or the Restricted Development Zone, as the case may be.

(iii) Building Materials.

The primary material for the facades of structures in the Master Plan I area generally visible from the public right-of-way but not otherwise devoted to windows or other openings shall be masonry (i.e., brickwork, stonework, terra cotta, et al.) or materials (such as concrete, Dry-vit and others)

which are articulated and colored to give the appearance of, and which are compatible with, masonry. Distinct windows or courses of windows are to be provided on all sides of each building above its base. The colors and textures of materials used within any Parcel are to be complementary and compatible.

(iv) Parking Structures.

Walls enclosing a structure which is used, all or in part, for parking automobiles must be treated architecturally with texture, fenestration, or other devices such that the facade of any such structure which faces a public right-of-way, and the materials used in that facade, are architecturally related, consistent and compatible with the architectural treatment of the remainder of the structure of which that facade is a part as well as with the architectural treatment of adjacent structures. Parking areas, floors, interior lighting and parked vehicles must be substantially screened from view from the public way.

(v) Streetfront Fences.

Fencing on private property adjacent to a public right-of-way shall be substantially open and shall not take the form of a wall which prevents views from the public right-of-way into the private property lying between the fence and the facade of the structure beyond. Fencing shall not be of chain-link or wood construction.

(vi) Lighting.

Lighting along private pedestrian ways shall be compatible with lighting in the public rights-of-way in the Master Plan I area. The level, or intensity, of lighting shall be sufficient to permit reasonable safety in walking.

(vii) Landscaping.

All open areas of the Property which are not otherwise devoted to permitted buildings, parking areas or pedestrian/vehicular circulation areas shall be maintained in landscaping, which shall consist of grass, ground cover, shrubs, trees or other living plant materials. In addition to the

requirements of this Master Plan I (providing, among other things, for the installation of parkway trees in the public right-of-way and the landscaping and screening of open parking areas), any development of the Property shall incorporate landscaping to the extent feasible to enhance the appearance of the development from the public street, to screen uses from the street and to provide compatible buffers between adjacent uses. All private property landscaping shall be properly and adequately maintained at all times. Parkway trees shall be maintained in accord with the applicable provisions of the Chicago Zoning Ordinance.

(viii) Signage.

Except as delimited below, permitted signage in Parcels A, B, and C shall include signs for building identification and information, business identification and information, and parking identification and information; however, all signage shall be subject to the approval of the Department of Planning.

Temporary signage for site identification and

information purposes or for marketing (sales, rental, leasing) and directional purposes is permitted in all Parcels, subject to the approval of the Department of Planning.

Temporary signage for site identification and information purposes or for marketing (sales, rental, leasing) and directional purposes is expressly permitted on the sites of McFetridge Park and 15th Street Park except that only park identification and information signage shall be permitted on the sites of McFetridge Park and 15th Street Park once grading and seeding improvements as required herein are initiated.

Prohibited signs include moving signs, flashing signs, advertising signs, rooftop signs, and projecting signs.

(ix) Streetwalls

The wall of any structure facing a public street (the "streetwall") shall be given texture and detail through the use of projections, recesses, offsets, variations to the parapet wall, variations in the type or color of materials or other devices

which contribute to an architectural character which would "prevent the appearance of a megastructure" (Guidelines, p.58). A minimum of fifty percent (50%) of the street wall at the ground level of any structure containing retail, commercial or office uses at the ground level shall be finished with clear glass opening onto active internal uses, and the remainder of that streetwall shall be architecturally compatible with adjacent structures.

(x) Restricted Development Zone.

Any reference in this Section E to public right-of-way, public roadway, public street or public way shall also mean the Restricted Development Zone in Parcel B.

F. Energy Conservation.

All new construction within the Master Plan I area shall comply with the then current energy and efficiency and management standards of the U.S. Department of Energy. Applicants for any Part II approval shall submit documentation demonstrating compliance with those Department of Energy standards or comparable standards.

No Part II approval for new construction shall be granted without this required documentation.

8. Public Improvements

Developments within this Master Plan I shall be accompanied by certain public improvements necessary to serve the development. All such public improvements shall be contained within the boundaries of an approved Site Plan prior to construction. All public improvements shall be designed, constructed and installed in accordance with all applicable City standards, laws and regulations, subject to the approval of the appropriate City Departments and Agencies as required, as well as in conformance with all other applicable state and federal standards, regulations and laws. These public improvements and the Property upon, over or within which they are located shall be properly dedicated and/or conveyed to the City (or other public agency designated by the City) as appropriate; provided, however, that in the case of the Restricted Development Zone and any utilities not located within a roadway right-of-way, appropriate easements shall be granted to the City in form acceptable to the Department of Law. Completion of the aforesaid public improvements as hereinafter referred to shall mean that dedication of property, conveyance of ownership or a grant of easements, as

the case may be, shall have occurred.

A. Public improvements shall be divided into the following categories:

(i). Public Roadways

Public roadways necessary to provide public access to and from the Property shall be constructed within the areas depicted on Exhibit 3. These roadways are known generally as Indiana Avenue (between Roosevelt Road and 16th Street), 14th Street (extended east from Indiana Avenue), 15th Street (extended east from Indiana Avenue) and Central Station Drive (between 14th Street and 15th Street). Public roadways for purposes of this Master Plan shall include pavement, curbs and gutters and in the case of Indiana Avenue, medians, all as depicted on Exhibit 12.

(ii). Public Utilities

Public utilities providing all necessary and appropriate utility service to the Property shall be constructed within and near the rights-of-way adjacent to the Property. These utilities include, without limitation, water supply, sewer facilities, electrical, gas, telephone and other utility facilities and services. These facilities shall be

generally, but not necessarily, located within the roadways depicted on Exhibit 3.

(iii). Public Streetscape Improvements

Streetscape improvements are generally street improvements other than roadway pavement, curbs and gutters. These improvements include sidewalks, parkway trees and planting areas, street furniture (including bus shelters) and street lights. All public roadways and the Restricted Development Zone within the Master Plan I shall include completed streetscape improvements. Exhibit 12 attached generally depicts typical streetscape improvements. Streetscape improvements shall be constructed in accordance with Exhibit 12 and all applicable city laws, regulations and standards, subject to the approval of the appropriate City Departments and Agencies as required.

(iv). Public Parks

Two public parks shall be constructed and dedicated, free and clear of all encumbrances inconsistent with public park use, to the Chicago Park District in connection with development of the Property. These are: McFetridge Park and the 15th Street Neighborhood Park.

McFetridge Park is to be at least one acre in area and located generally as depicted on Exhibit 2. McFetridge Park shall be designed and constructed in accord with the standards and specifications of the Chicago Park District, with the consultation of the Department of Planning, and the Central Station Development Guidelines.

The 15th Street Neighborhood Park is to be at least three acres in area and located generally as depicted on Exhibit 2. The 15th Street Neighborhood park shall be designed, landscaped and constructed to include a play field (which may include a baseball field), a children's playground area, appropriate pedestrian furnishings and linkages between the adjacent public rights-of-way, and appropriate transition areas and other informal and passive park areas. The park's design shall be subject to the review and approval of the Chicago Park District, with the consultation of the Department of Planning, and shall be constructed in general accord with Exhibit 10 attached hereto. The park shall be constructed in phases:

Phase I shall be that portion of the park shown in Exhibit 10 which is west of the east line of Central Station Drive extended south.

Phase II shall be that portion of the park shown in Exhibit 10 which is east of the east line of Central Station Drive extended south.

(v). Restricted Development Zone

The Restricted Development Zone is to be a private area located within private development Parcel B which is open and devoted to public uses for open space, pedestrian passage, protected views and private use for vehicular and pedestrian ingress and egress to adjacent development. The Restricted Development Zone is located as depicted on Exhibit 3. The Restricted Development Zone shall be designed and constructed generally in accordance with Exhibit 11. The Zone shall be open and accessible to the public at all times and shall be directly accessible from Indiana Avenue and Central Station Drive. The Zone shall be generally aligned so as to provide a direct view from Indiana Avenue to the Soldier Field colonnade. The Zone may contain permanent roadway access from Central Station Drive to Parcel B and/or Parcel C private development. That access may be provided by means of a split-alignment driveway, and the design of that segment of the Zone through which the roadways comprising that driveway pass shall be developed generally as depicted in Exhibit 11 and shall have the following characteristics: a) the facilities shall be

symmetrically arranged along the long axis of the Zone, b) a median at least 12 feet in width shall be provided in the center of the Zone, and c) the roadways shall extend no more than 190 feet into the Zone from Central Station Drive.

Prior to the construction in the Zone of the permanent driveway or roadway(s) providing access to Parcel B and/or Parcel C private development from Central Station Drive, the Zone may contain temporary roadway access from Indiana Avenue to Parcel B and/or Parcel C private development. That temporary access may be provided by means of either a split-alignment driveway or by a two-way driveway. If a split alignment driveway is provided, then design of that segment of the Zone through which the roadways comprising that driveway pass shall be developed generally as depicted in Exhibit 11 and shall have the following characteristics: a) the facilities shall be symmetrically arranged along the long axis of the Zone, b) a median at least 12 feet in width shall be provided in the center of the Zone, and c) the roadways shall extend no more than 190 feet into the Zone from Indiana Avenue. If a two-way driveway is provided, then the design of that segment of the Zone through which the roadway comprising that driveway passes shall have the following characteristics: a) the driveway shall be no

wider than 24 feet in width, and b) the roadway shall extend no more than 190 feet into the Zone from Indiana Avenue. Such a temporary roadway or roadways, if developed, must be removed and access to Parcels B and C established via Central Station Drive (as described above in this paragraph) in accordance with the provisions in Paragraph 7, D, (i) hereof.

B. Public Improvements shall be completed in accordance with the following schedule:

(i). Parcel A Development - Roadways, Utilities and Streetscape Improvements

Prior to issuance of the first certificate of occupancy for any development of Parcel A, all public roadway and utility improvements and streetscape improvements in 14th Street and that portion of Central Station Drive adjacent to Parcel A shall be completed; provided, however, that final roadway lift and streetlight installation need not be complete until one year following issuance of said certificate.

(ii). Parcel B and C Development - Roadways and Utilities

Prior to issuance of the first certificate of occupancy for any development of either Parcel B or

Parcel C, all public roadway and utility improvements in one of the following shall be completed: Indiana Avenue from Roosevelt Road to the north line of 16th Street or 14th Street and Central Station Drive extended south from 14th Street to its point of intersection with the north boundary of Parcel C extended east or 15th street and Central Station Drive extended north from 15th Street to a point of intersection with the north boundary of the Restricted Development Zone in Parcel B extended east; provided, however, that final roadway lift need not be complete until one year following issuance of said certificate of occupancy.

(iii). Parcels B and C - Right of Way Frontage Development: Roadway and Utilities

Public roadway and utility improvements along the frontages of Central Station Drive and 15th Street adjacent to Parcels B and C shall be complete at the occurrence of the earliest of the following: a) within three years of the date of approval of the first Site Plan for any development in Parcels B or Parcel C pursuant to the provisions of Statement No. 12 of Planned Development No. 499., provided,

however, that the Commissioner of Planning shall extend said three year period for a maximum of two additional one-year periods (each of which shall be referred to as an "extension period") upon receipt by the Commissioner of Planning prior to expiration of the first period or any extension period of the Applicant's written statement sworn under oath, specifically stating that the commencement of construction as aforesaid is delayed for any reasons or circumstances beyond the reasonable control of the Applicant and its affiliates and agents, the specific cause of the delay, and that the Applicant and its affiliates and agents have not taken any action or failed to take any action which could reasonably have resulted in such delay; or prior to the issuance of a certificate of occupancy for the first structure within Parcels B and C which results in development of more than 75% of the structures adjacent to the combined frontages of Central Station Drive and 15th Street adjacent to Parcels B and C; or prior to the issuance of a certificate of occupancy for the first structure within Parcels B and C which results in development of more than 75% of the total maximum number of permitted dwelling units for Parcels B and C, combined (i.e., 75% x 300 DU's

= 225 DU's). The final roadway lift need not be complete until one year following the completion of any segment of such roadway.

(iv). All Parcels - Utilities

Prior to the issuance of a certificate of occupancy for any development within any development parcel, the public utilities necessary to serve said development shall be complete.

(v). All Parcels - Streetscape Improvements

Within 6 months following issuance of a certificate of occupancy for any structure located along any development parcel's public right-of-way frontage (including proposed and required rights-of-way and the Restricted Development Zone), all public streetscape improvements adjacent to that length of said parcel's right-of-way frontage which is immediately adjacent to the structure for which the occupancy certificate has been issued shall be complete and a continuous sidewalk leading from said structure to Indiana Avenue (or, if said structures are along Indiana Avenue, to the Restricted Development Zone) on private property and/or public right-of-way shall be complete; provided, however, that (a) streetscape

improvements along the frontage of any parcel must extend continuously across the frontage of all structures for which occupancy certificates have been issued and across all spaces (or gaps) between said structures along said frontage and to one end of said frontage, (b) streetlight installation need not be complete until one year following issuance of said certificate, (c) streetscape improvements other than parkway trees need not be installed along the north side of 14th Street until such time as McFetridge Park or any portion thereof is first required to be developed beyond the grading and seeding as provided in Paragraph B (xi) hereof, (d) streetscape improvements other than parkway trees need not be installed along the south side of 15th Street until such time as the 15th Street Neighborhood park or any portion thereof is first required to be developed beyond the grading and seeding as provided in Paragraph B (xii) hereof, and (e) streetscape improvements other than parkway trees need not be installed along the east side of Central Station Drive until such time as may be required by a Master Plan governing the property east of Central Station Drive. With the exception of those situations cited in clauses (c), (d), and (e) in this paragraph, all streetscape improvements

within the Master Plan I area shall be completed at the occurrence of the earliest of the following: within three years of the date of approval of the first Site Plan for any development in Parcels A, B or C pursuant to the provisions of Statement No. 12 of Planned Development No. 499, provided, however, that the Commissioner of Planning shall extend said three year period for a maximum of two additional one-year periods (each of which shall be referred to as an "extension period") upon receipt by the Commissioner of Planning prior to expiration of the first period or any extension period of the Applicant's written statement sworn under oath, specifically stating that the commencement of construction as aforesaid is delayed for any reasons or circumstances beyond the reasonable control of the Applicant and its affiliates and agents, the specific cause of the delay, and that the Applicant and its affiliates and agents have not taken any action or failed to take any action which could reasonably have resulted in such delay; or prior to the issuance of a certificate of occupancy for the first structure within Parcels B and C which results in development of more than 75% of the structures facing the combined frontages of Parcels B and C along Central Station Drive and

15th Street, provided, however, that at all times reasonable construction access can be maintained to structures under construction and to the Parcel within which said construction is located. If and when either the temporary or permanent roadway(s), as described previously herein, is constructed in the Restricted Development Zone, the improvements related to that roadway(s), as depicted on Exhibit 11, must be completed to the full east-west depth to which said roadway(s) penetrates the Zone from either Indiana Avenue or Central Station Drive, and the remainder of the Zone shall be graded and seeded. Bus shelters shall be constructed and installed at or near the intersections of Indiana Avenue with 14th Street, 15th Street and the Restricted Development Zone at such time as the appropriate sidewalk areas have been constructed but only after a determination of necessity made by the Chicago Transit Authority.

(vi). <u>All Parcels - West Half of Indiana Avenue, North of 14th Street - Roadway, Utilities and Streetscape Improvements</u>

Prior to the issuance of the first certificate of occupancy for any development of Parcel A, Parcel B, or Parcel C, all public roadway and utility

improvements in the west half of Indiana Avenue between Roosevelt Road and the south line of 14th Street extended west shall be complete; provided, however, that (1) final roadway lift need not be complete until one year following issuance of said certificate. Within 6 months following issuance of said certificate, all streetscape improvements therein shall be complete; provided, however, that street lights need not be complete until one year following issuance of said certificate. Additionally, an adequate and appropriate area shall be provided for Chicago Transit Authority bus turn-around movements proximate to the intersection of Roosevelt Road and Indiana Avenue which shall be designed and paved in accordance with the reasonable requirements of the Chicago Transit Authority.

(vii). <u>All Parcels - East Half of Indiana Avenue North of 14th Street Roadway, Utilities and Streetscape Improvements</u>

Prior to issuance of a certificate of occupancy for the first dwelling unit resulting in the development of more than 325 dwelling units on the property, all public roadway, utility and streetscape improvements in the east half of

Indiana Avenue between Roosevelt Road and the south line of 14th Street extended west shall be complete; provided, however, that the final roadway lift need not be complete until one year thereafter. Within 6 months following issuance of said certificate, all streetscape improvements shall be complete; provided, however, that street lights need not be complete until one year thereafter.

(viii). <u>All Parcels - Indiana Avenue South of 14th Street - Roadways and Utilities</u>

Prior to issuance of a certificate of occupancy for the first dwelling unit resulting in the development of more than 325 dwelling units on the property, all public roadways, utility and median improvements in Indiana Avenue between the south line of 14th Street extended east and the north line of 16th Street shall be complete; provided, however, that final roadway lift need not be complete until one year following issuance of said certificate.

(ix). <u>Parcel B - Restricted Development Zone Improvements</u>

Prior to the issuance of a certificate of occupancy for the first structure within Parcel B which

results in development exceeding 50% of the linear frontage along the Restricted Development Zone, the north half of the Restricted Development Zone improvements shall be complete.

(x). Parcel C - Restricted Development Zone Improvements

Prior to the issuance of a certificate of occupancy for the first structure within Parcel C which results in development exceeding 50% of the linear frontage along the Restricted Development Zone, the south half of the Restricted Development Zone improvements shall be complete.

(xi). McFetridge Park

Prior to the issuance of a certificate of occupancy for any development within Parcel A, McFetridge Park shall be seeded and graded.

Prior to the issuance of a certificate of occupancy for any private development parcel which has frontage on McFetridge Park, but which is not located within this Master Plan I, the permanent improvements in McFetridge park shall be complete.

(xii). 15th Street Neighborhood Park

In all matters concerning the design and development of 15th Street Neighborhood Park, all parties shall endeavor to use their best efforts to carry out and complete their individual and collective responsibilities in a timely manner.

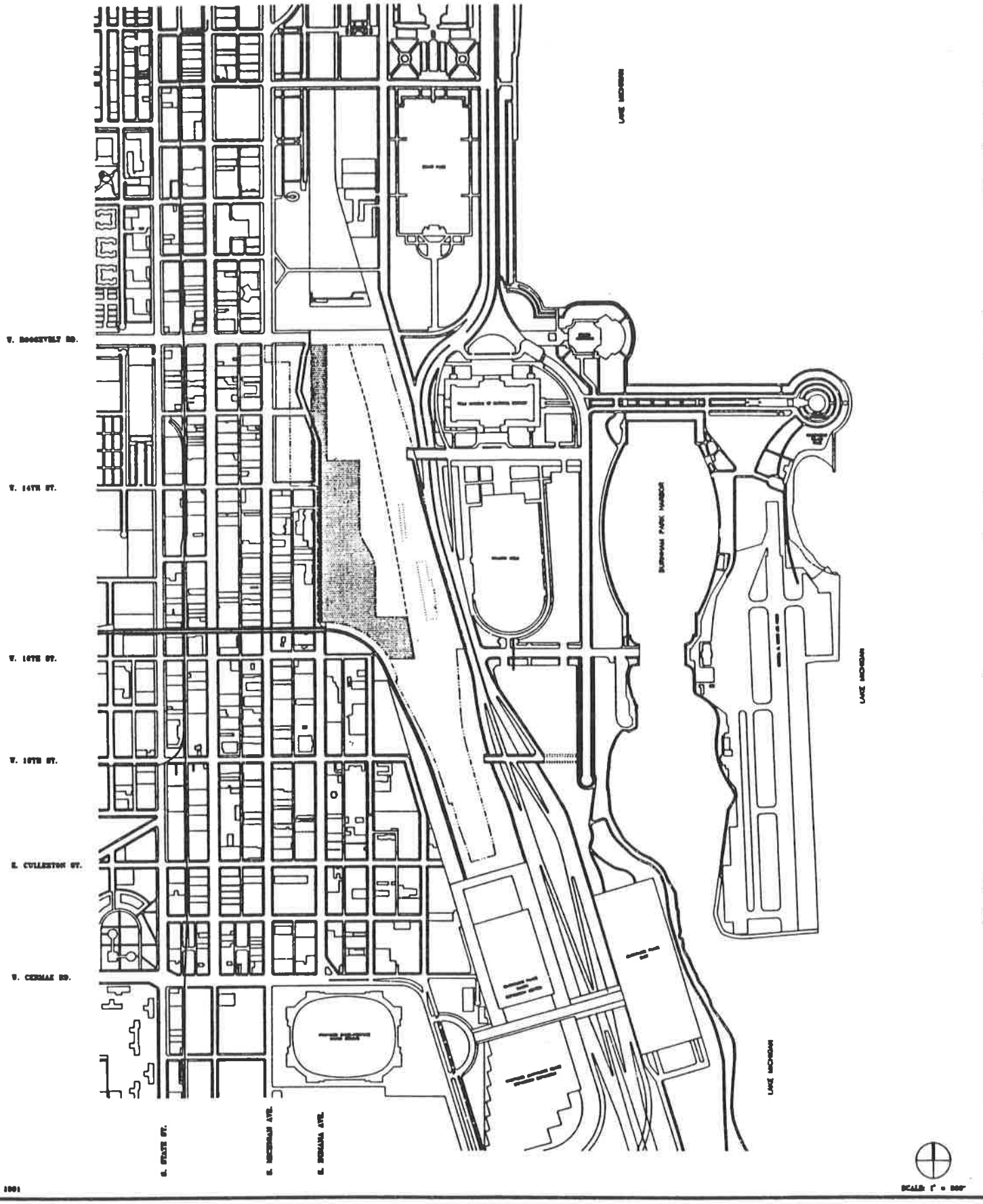
Prior to the issuance of a certificate of occupancy for any private development of Parcel C, the 15th Street Neighborhood Park shall be seeded and graded.

Prior to the issuance of a certificate of occupancy for the first structure within any development parcel which results in development exceeding 100 dwelling units, Phase I of the 15th Street Neighborhood park permanent improvements shall be complete and title to all of the property therein shall be dedicated free and clear of any and all encumbrances inconsistent with public park use. Prior to the issuance of a certificate of occupancy for the first structure within any development parcel which results in development exceeding 250 dwelling units, Phase II of the 15th Street Neighborhood park permanent improvements shall be complete and title to all of the property therein shall be dedicated free and clear of any and all

encumbrances inconsistent with public park use.

(xiii). Public Services and Facilities

The City and the Applicant acknowledge that full development of Master Plan I is expected to be adequately served with school, library, police, fire and emergency facilities in existence or planned. In order to assure, however, that such facilities are available to serve the full development of the entire property located within Planned Development No. 499, the Applicant shall provide the Department of Planning with a fiscal impact report which (1) analyzes the impact of such full development of Planned Development No. 499 upon available and planned school, library, police, fire and emergency services and facilities and (2) provides the Department with methodologies and formulae necessary or appropriate to assess the need for additional services and facilities over time as the property develops. Such report shall be in a form acceptable to the Commissioner of Planning and shall be made available to the Commissioner prior to the approval of the second Master Plan upon the Planned Development No. 499 property, but no later than December 31, 1992 in any event.



PLANNED DEVELOPMENT #499

MASTER PLAN I

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS

DeSTEFANO / GOETTSCH, LTD.
ARCHITECTS AND PLANNERS

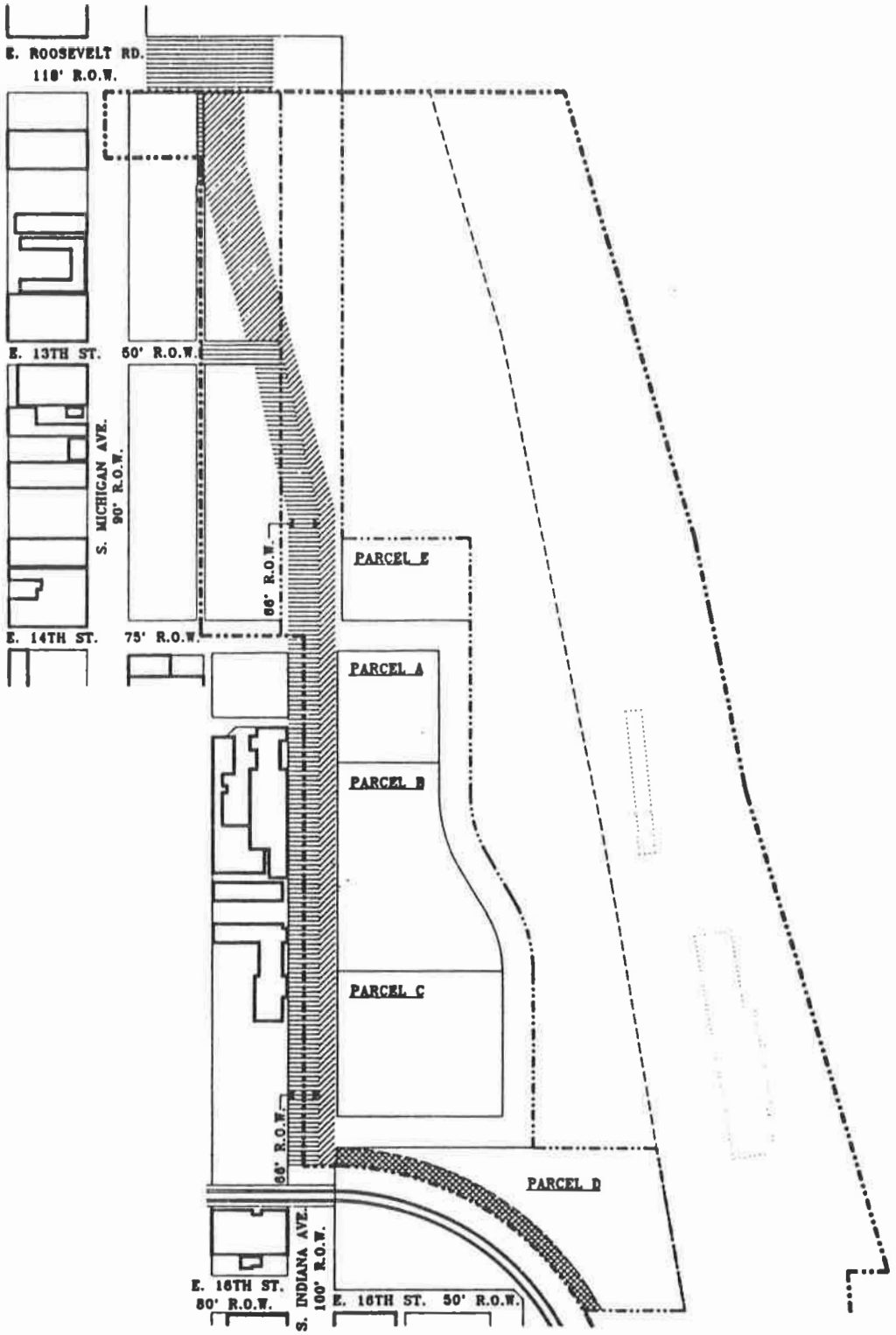
BOWMAN BARRETT & ASSOCIATES, INC.
CONSULTING ENGINEERS

COWHEY GUDMUNDSON LEDER, LTD.
CONSULTING ENGINEERS

CENTRAL STATION

MASTER PLAN I

EXHIBIT 1
LOCATION MAP



PLANNED DEVELOPMENT #499

MASTER PLAN I

EXISTING RIGHTS-OF-WAY

EXISTING EASEMENT TO CITY FOR ROADWAY

EXISTING EASEMENT FOR RAILROAD OPERATIONS

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS

DeSTEFANO / GOETTSCH, LTD.
ARCHITECTS AND PLANNERS

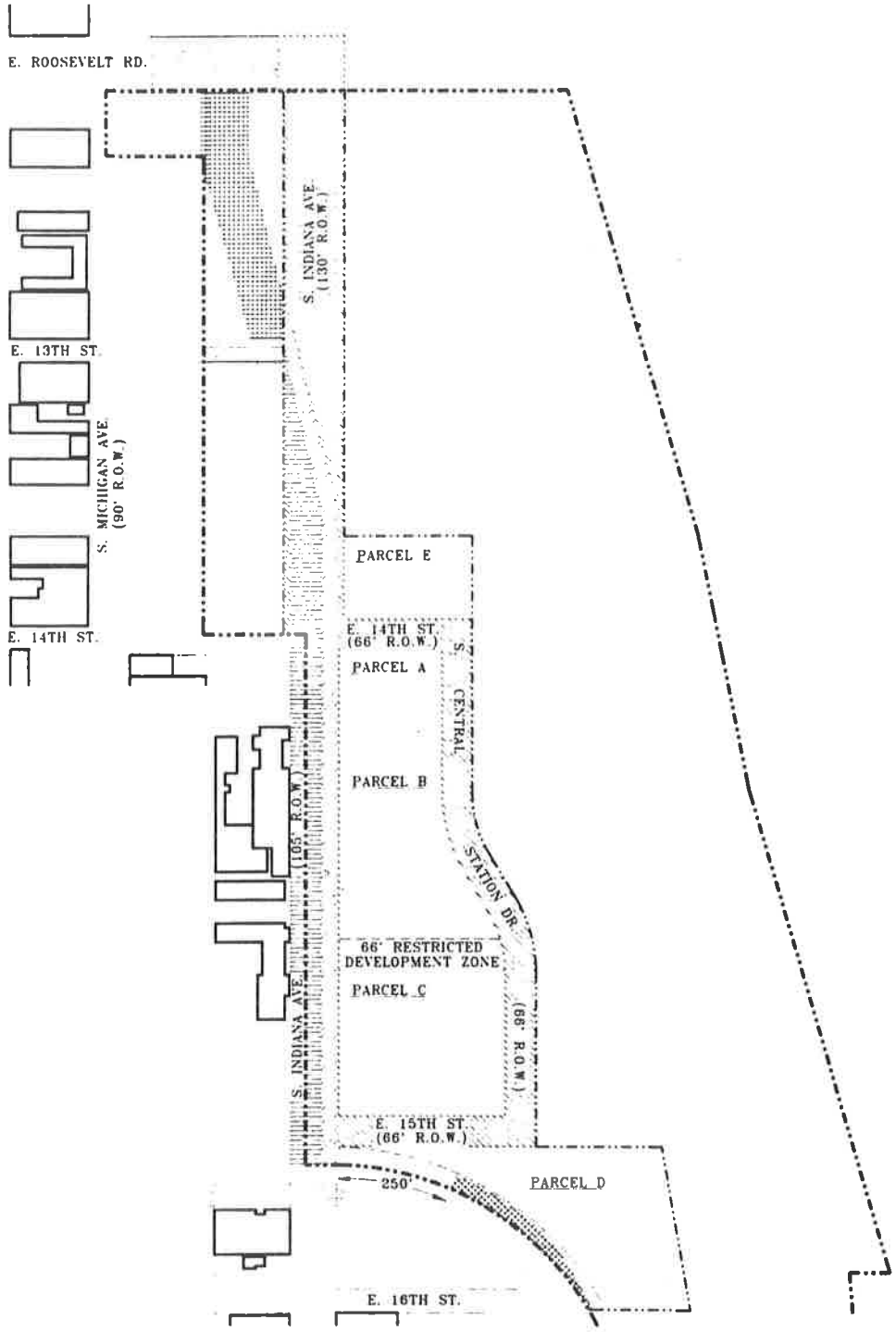
BOWMAN BARRETT & ASSOCIATES, INC.
CONSULTING ENGINEERS

COWHEY GUDMUNDSON LEDER, LTD.

CENTRAL STATION

MASTER PLAN I

EXHIBIT 2
EXISTING RIGHTS-OF-WAY AND EASEMENTS



JUNE 8, 1981

SCALE: 1" = 200'

PLANNED DEVELOPMENT #499

MASTER PLAN I

RAILROAD EASEMENT TO BE VACATED

RIGHTS-OF-WAY TO BE DEDICATED

RIGHTS-OF-WAY TO BE VACATED

EASEMENT TO BE VACATED

EXISTING RIGHTS-OF-WAY TO BE RETAINED

EXISTING EASEMENT TO BE CONVERTED TO RIGHTS-OF-WAY

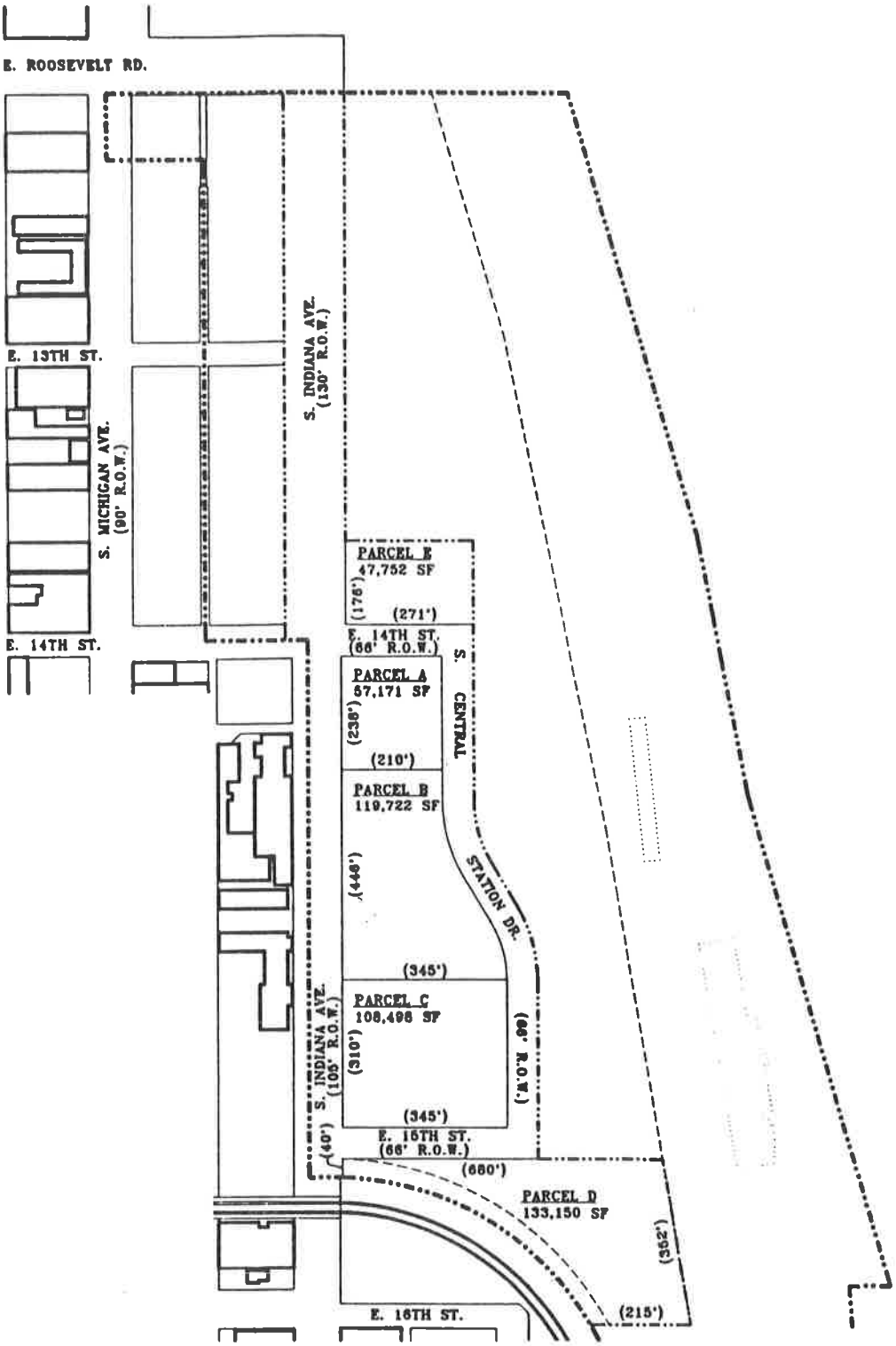
EXISTING EASEMENT FOR RAILROAD OPERATIONS TO BE RETAINED

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS
DeSTEFANO / GOETTSCH, LTD.
ARCHITECTS AND PLANNERS
BOWMAN BARRETT & ASSOCIATES, INC.
CONSULTING ENGINEERS
COWHEY GUDMUNDSON LEDER, LTD.
CONSULTING ENGINEERS

CENTRAL STATION

MASTER PLAN I

EXHIBIT 3
ADJUSTED RIGHTS-OF-WAY AND EASEMENTS



JUNE 6, 1991

SCALE: 1" = 200'

PLANNED DEVELOPMENT #499

MASTER PLAN I

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS

DeSTEFANO / GOETTSCH, LTD.
ARCHITECTS AND PLANNERS

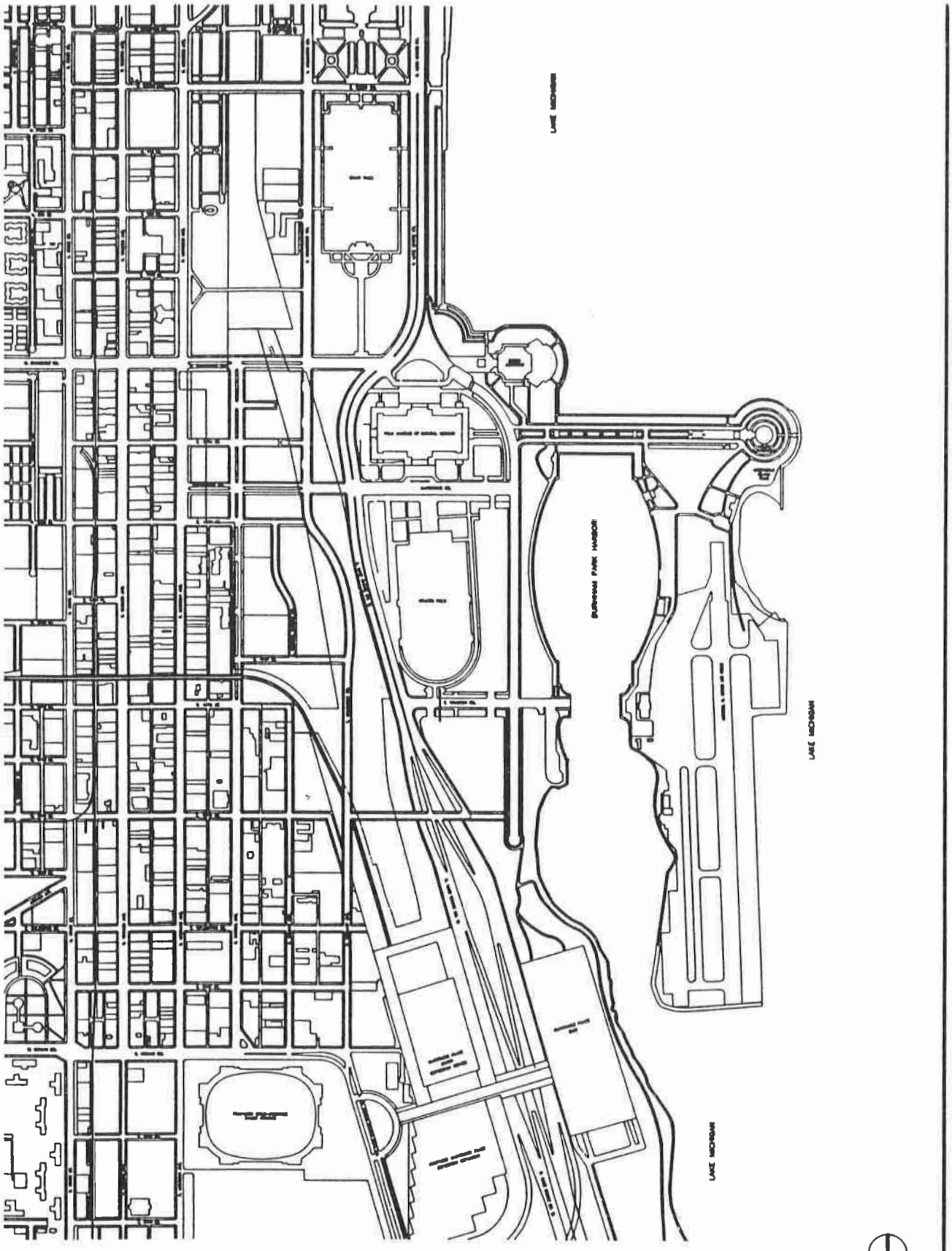
BOWMAN BARRETT & ASSOCIATES, INC.
CONSULTING ENGINEERS

COWHEY GUDMUNDSON LEDER, LTD.
CONSULTING ENGINEERS

CENTRAL STATION

MASTER PLAN I

EXHIBIT 4
MASTER PLAN BOUNDRY AND DEVELOPMENT PARCEL MAP



JUNE 6, 1991

SCALE 1" = 600'

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS

DeSTEFANO / GOETTSCH, LTD.
ARCHITECTS AND PLANNERS

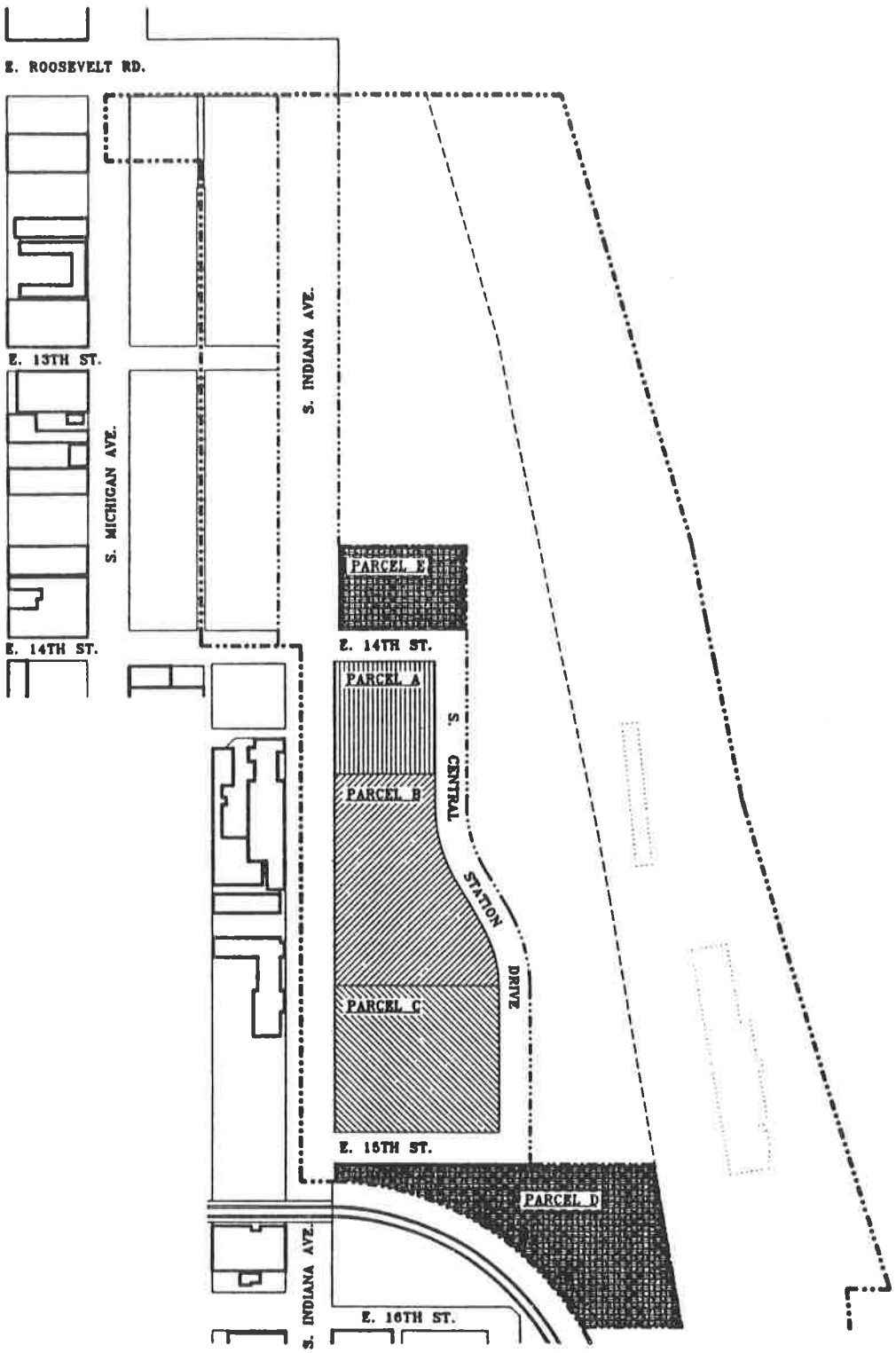
BOWMAN BARRETT & ASSOCIATES, INC.
CONSULTING ENGINEERS

COWHEY GUDMUNDSON LEDER, LTD.
CONSULTING ENGINEERS

CENTRAL STATION

STREET AND BLOCK PLAN

EXHIBIT 5



JUNE 6, 1991

SCALE 1" = 200'

PLANNED DEVELOPMENT #499

MASTER PLAN I

RESIDENTIAL AND RELATED USES

RESIDENTIAL, OFFICE, RETAIL AND RELATED USES

RESIDENTIAL, RETAIL AND RELATED USES

PUBLIC OPEN SPACE AND RELATED USES

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS

DeSTEFANO / GOETTSCH, LTD.
ARCHITECTS AND PLANNERS

BOWMAN BARRETT & ASSOCIATES, INC.
CONSULTING ENGINEERS

COWHEY GUDMUNDSON LEDER, LTD.

CENTRAL STATION

MASTER PLAN I

EXHIBIT 6
LAND USE CONTROLS

EXHIBIT 7

Table of Permitted Uses

Parcel A

Residential Uses
Office Uses
Retail and Commercial Uses
Accessory Parking

Parcel B (not including the Restricted Development Zone)

Residential Uses
Retail and Commercial Uses
Accessory Parking

Parcel B - Restricted Development Zone

Ingress/egress to Parcel B and Parcel C
Promenade and Open Space Uses

Parcel C

Residential Uses
Accessory Parking

Parcel D

Public Park Uses

Parcel E

Public Park Uses

NOTES TO THE TABLE OF PERMITTED USES:

1. Residential uses include single and multi-family dwellings, congregate living and sheltered care facilities, elderly housing and institutional uses devoted primarily to housing.

2. Office uses include business and professional offices.

3. No retail or commercial uses shall be permitted at or above the third floor level. Retail/Commercial Uses permitted in Parcel A and Parcel B shall be permitted only along the Indiana Avenue frontages. Retail and Commercial Uses include all uses which are permitted uses within the B4-1 Zoning District (other than automobile service stations, residential and office uses).

4. Accessory uses and structures are permitted within all parcels (other than the Restricted Development Zone) provided that accessory structures within Parcels D and E shall be subject to the review and approval of the Commissioner of Planning.

5. Non-Accessory Parking shall be a permitted interim use on Parcels A, B, and C until such time as a Site Plan for the property upon which such parking is located is approved. Non-Accessory Parking shall be permitted on Parcels D and E until such time as said parcels are required by this Master Plan I to be graded and seeded.

EXHIBIT 8

TABLE I: BASIC BULK REGULATIONS FOR PARCELS A - C

	PARCEL A	PARCEL B	PARCEL C	TOTAL: A-C
Net Site Area	51,171 sf	119,723 sf	108,498 sf	279,392 sf
Maximum DU's	350 DU	200 DU	100 DU	650 DU
Maximum sq.ft. - Retail/Comm'l.	70,000 sf		NONE	70,000 sf
Maximum sq.ft. - Office	70,000 sf	NONE	NONE	70,000 sf
Max. Floor Area	500,000 sf	500,000 sf	160,000 sf	1,160,000 sf
Derived FAR	9.77	4.18	1.47	4.15(overall FAR)
Max. Bldg. Coverage +14' TO +60' CCD	100%	70%	77%	-
Max. Bldg. Coverage +60' TO +95' CCD	100 %	35%	0 %	-
Max. Bldg. Coverage +95' TO +210' CCD	65%	0 %	0 %	-
Max. Bldg. Coverage Above +210' CCD	40 %	0 %	0 %	-
Max. Height	+325' CCD	+95' CCD	+60' CCD	-