

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 E.

- 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 ~~of~~ 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). 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). 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 final 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.