

→ Park Lane

→ January 6th ←
~~10:30 am.~~
2:00 pm.

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:

<u>Exhibit</u>	<u>Title</u>
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 McPettridge 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.

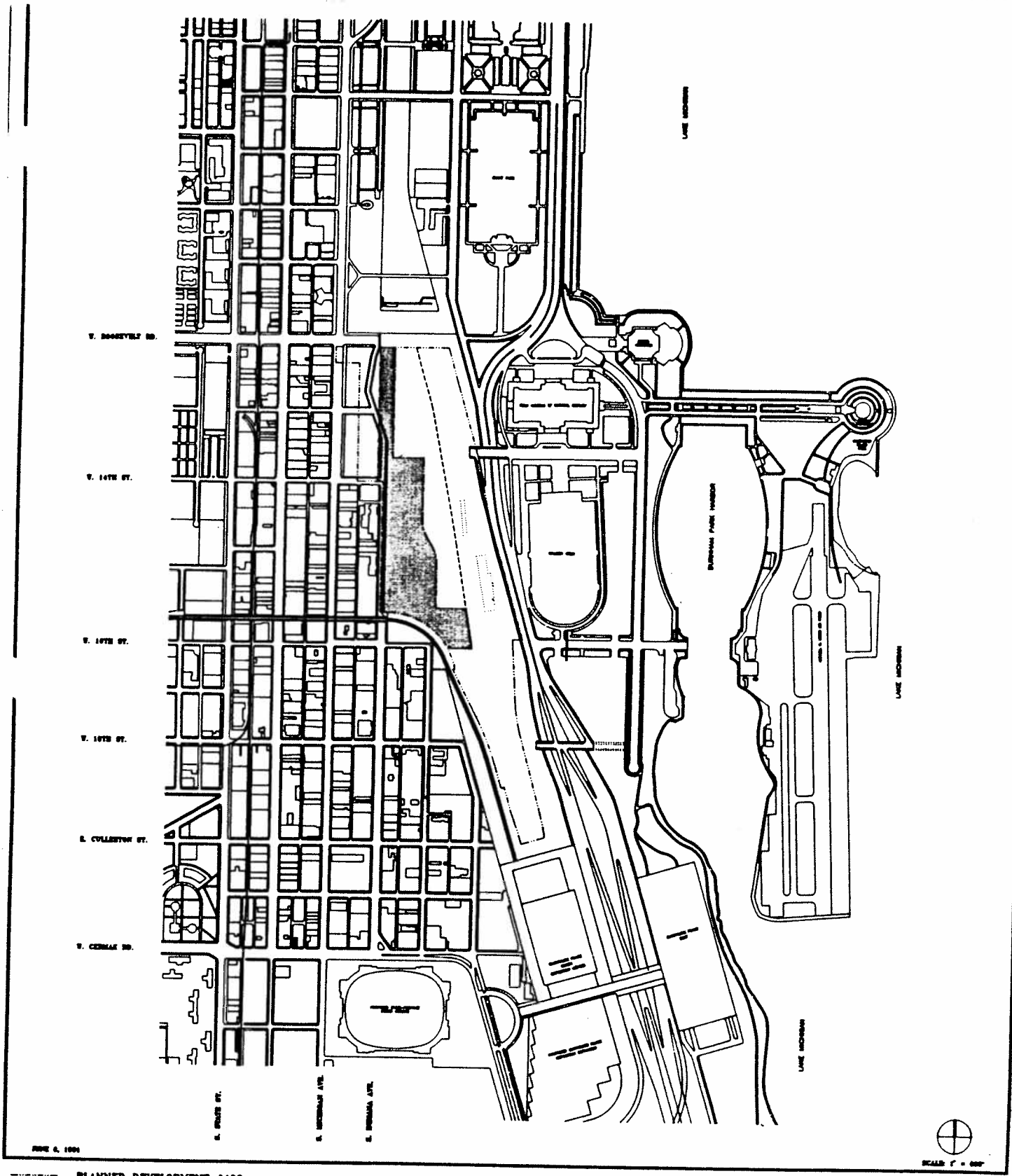
(iv). Central Area Circulator

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



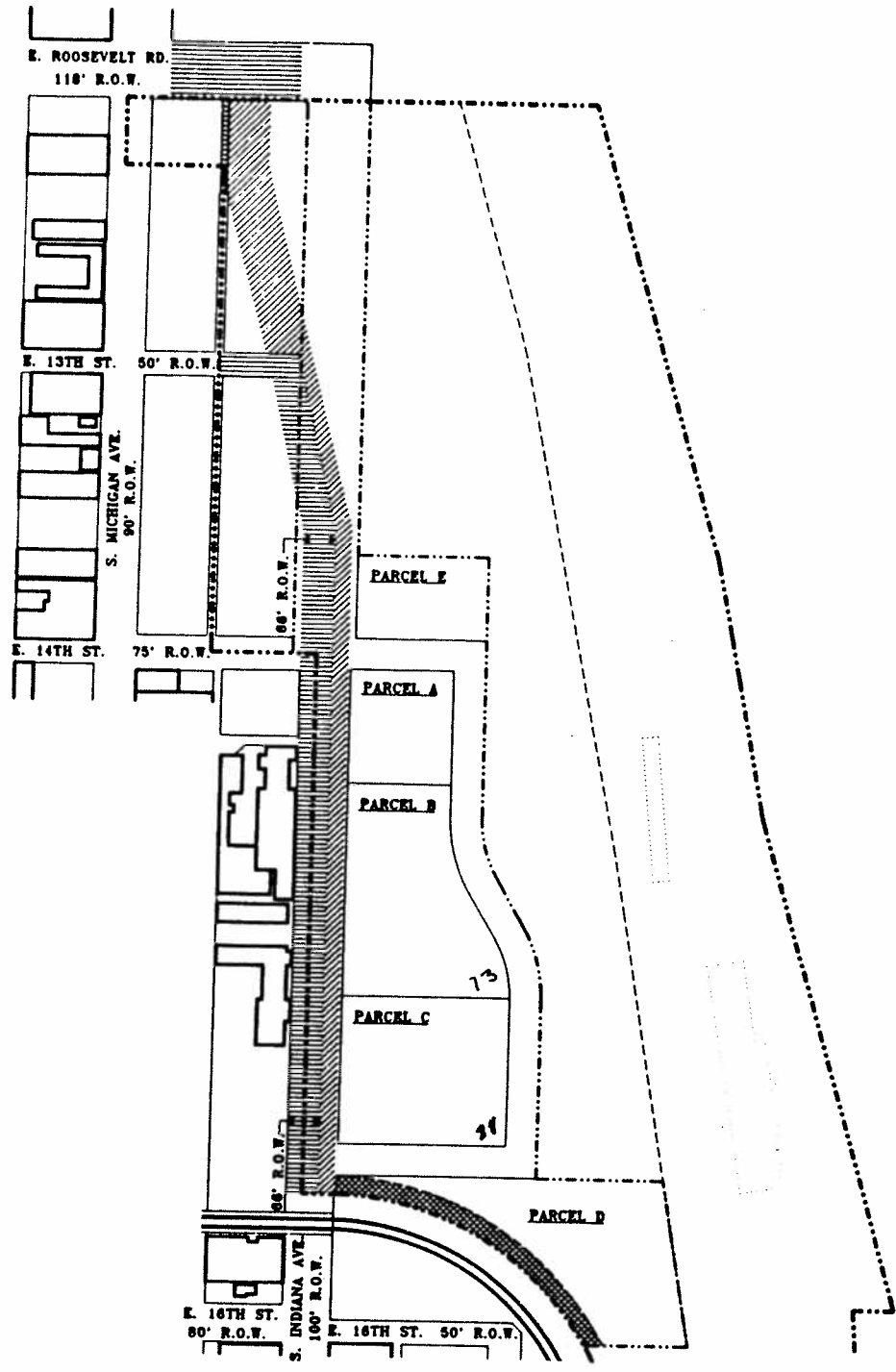
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SCALE 1" = 600'

PLANNED DEVELOPMENT #600



MASTER PLAN I




<p>SOLOMON CORDWELL BUENZ & ASSOCIATES, INC. ARCHITECTS AND PLANNERS</p> <p>DeSTEFANO / COETTSCH, LTD. ARCHITECTS AND PLANNERS</p> <p>BOWMAN BARRETT & ASSOCIATES, INC. CONSULTING ENGINEERS</p> <p>COWEY GUDMUNDSON LEDER, LTD. CONSULTING ENGINEERS</p>	<p>CENTRAL STATION</p>	<p>MASTER PLAN I</p> <p>EXHIBIT 1</p> <p>LOCATION MAP</p>
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JUNE 6, 1991



-  PLANNED DEVELOPMENT #489
-  MASTER PLAN 1

-  EXISTING RIGHTS-OF-WAY
-  EXISTING EASEMENT TO CITY FOR ROADWAY
-  EXISTING EASEMENT FOR RAILROAD OPERATIONS

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS

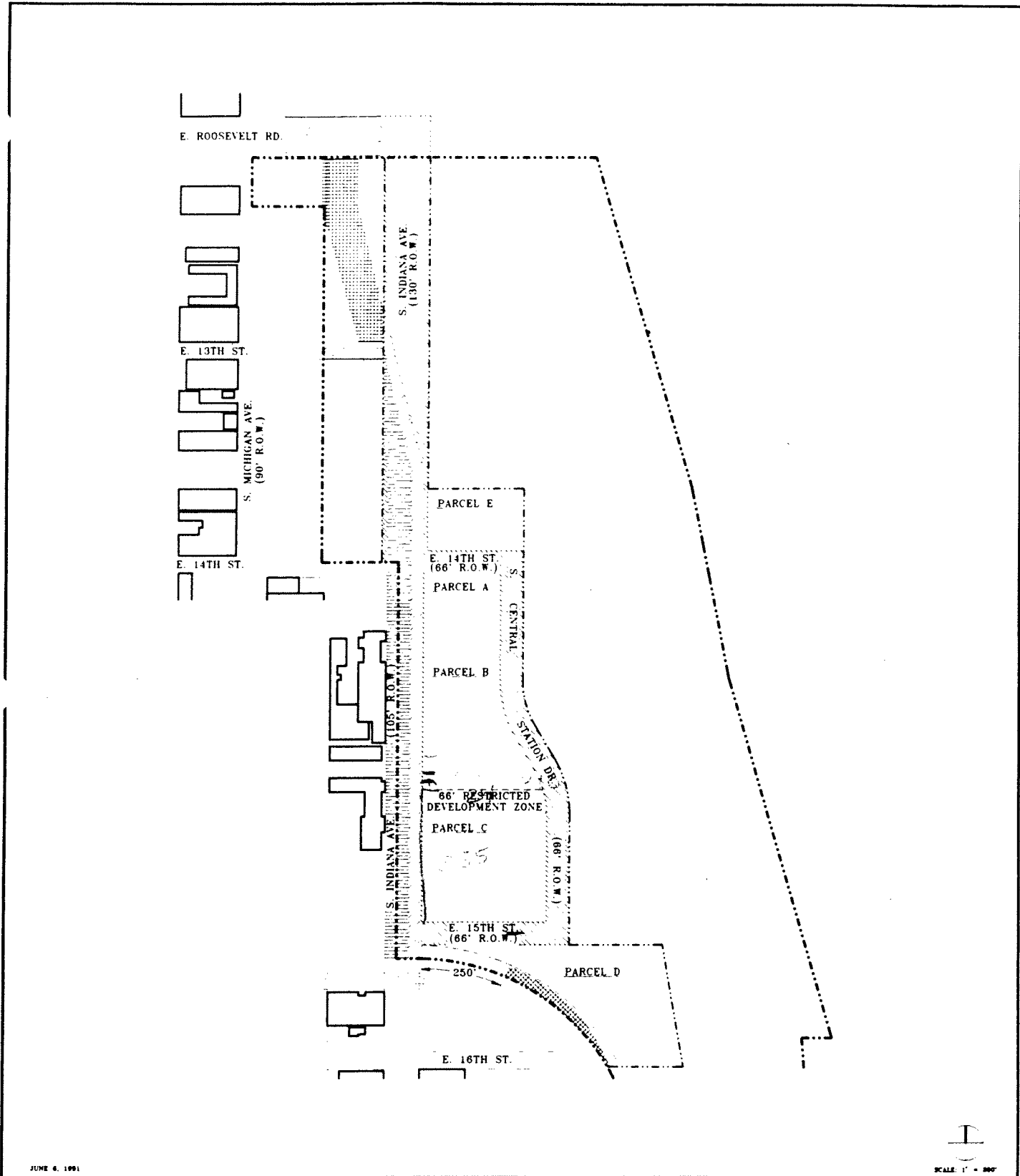
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CONSULTING ENGINEERS

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CENTRAL STATION

MASTER PLAN 1
EXHIBIT 2
EXISTING RIGHTS-OF-WAY AND EASEMENTS



JUNE 6, 1991

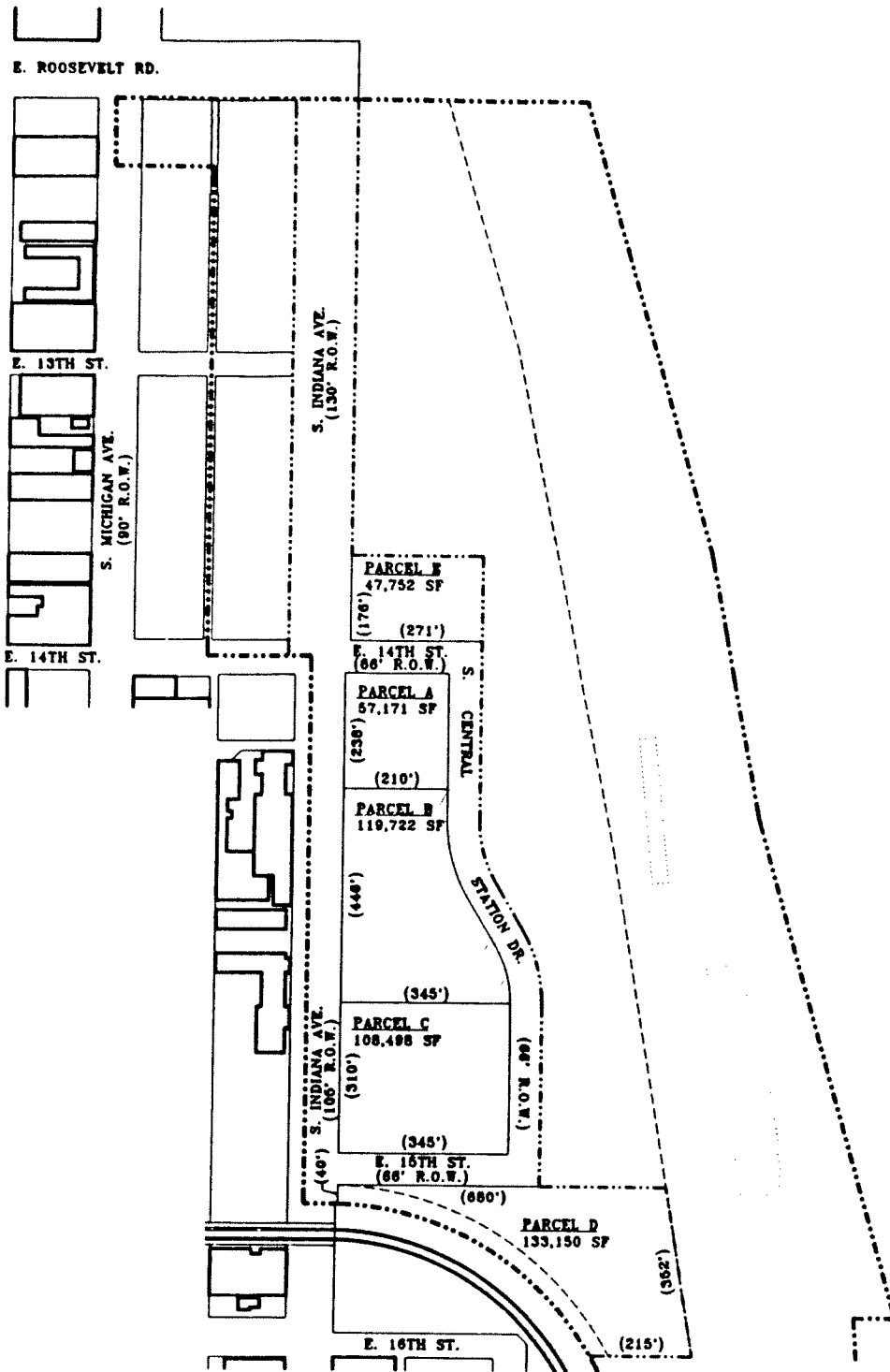
SCALE: 1" = 500'

PLANNED DEVELOPMENT #499	RAILROAD EASEMENT TO BE VACATED	RIGHTS-OF-WAY TO BE DEDICATED	EXISTING RIGHTS-OF-WAY TO BE RETAINED
MASTER PLAN I	RIGHTS-OF-WAY TO BE VACATED	RIGHTS-OF-WAY TO BE VACATED	EXISTING EASEMENT TO BE CONVERTED TO RIGHTS-OF-WAY
	EASEMENT TO BE VACATED	EXISTING EASEMENT FOR RAILROAD OPERATIONS TO BE RETAINED	

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MASTER PLAN I
EXHIBIT 3
ADJUSTED RIGHTS-OF-WAY AND EASEMENTS



APR 6, 1961

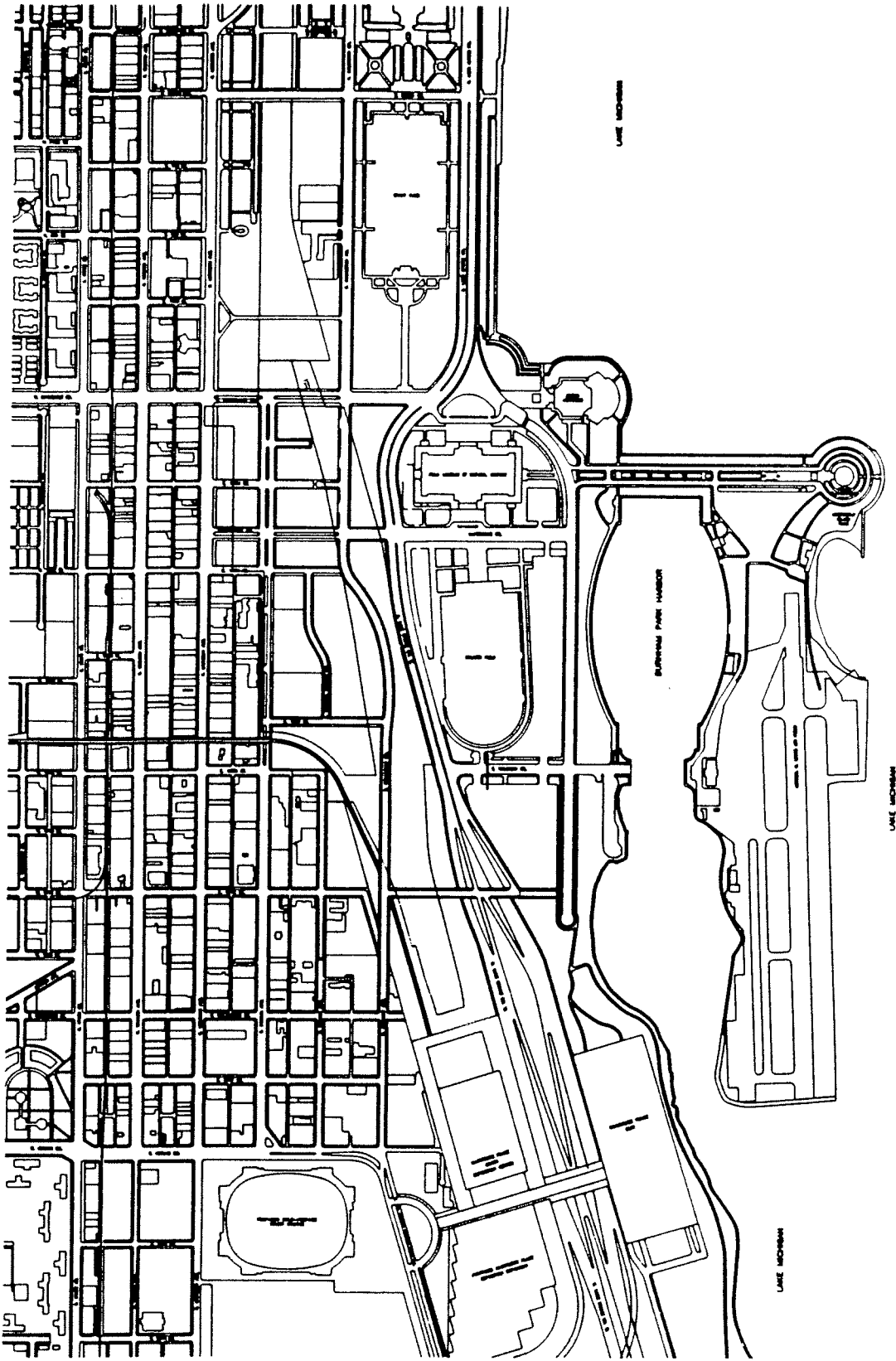


- PLANNED DEVELOPMENT #489
- MASTER PLAN I

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MASTER PLAN I
EXHIBIT 4
MASTER PLAN BOUNDARY AND
DEVELOPMENT PARCEL MAP



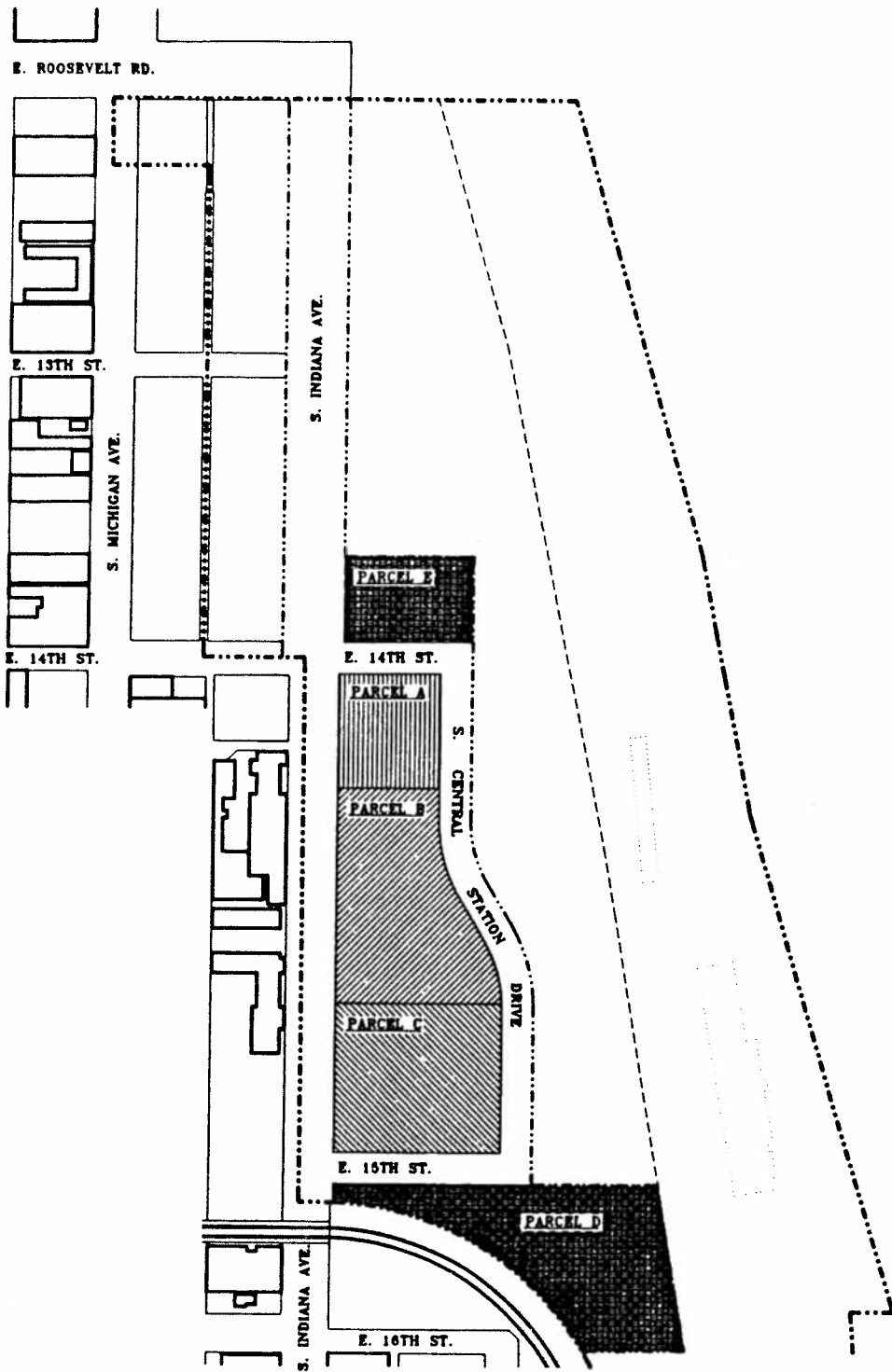
JUNE 6, 1961



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 BOWMAN BARRETT & ASSOCIATES, INC.
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

CENTRAL STATION

STREET AND BLOCK PLAN
 EXHIBIT 5



APRIL 6, 1991



-  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

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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	-

EXHIBIT 8

TABLE 2: SETBACKS FROM PARCEL LINES

LOCATION OF THE SETBACKS	OPERATIVE ELEVATIONS OF SETBACKS RE: CITY DATUM	MINIMUM REQUIRED	MAXIMUM PERMITTED
PARCEL A: WEST, NORTH, AND 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 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.	***

* 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.

Need relief

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.

maybe relief /

Property Survey

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 E. 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 E. 14TH STREET, 50.00 FEET WIDE, WHICH POINT IS 15.00 FEET WEST OF THE WEST LINE OF S. INDIANA AVENUE;

THENCE EAST ALONG A LINE PERPENDICULAR TO THE LAST DESCRIBED LINE, A DISTANCE OF 48.00 FEET TO THE CENTERLINE OF SAID S. 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 E. 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 S. INDIANA AVENUE;

THENCE SOUTHEASTWARDLY ALONG AN ARC OF A CIRCLE, 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 E. 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 PERPENDICULAR TO SAID EAST LINE OF S. 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 S. 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;

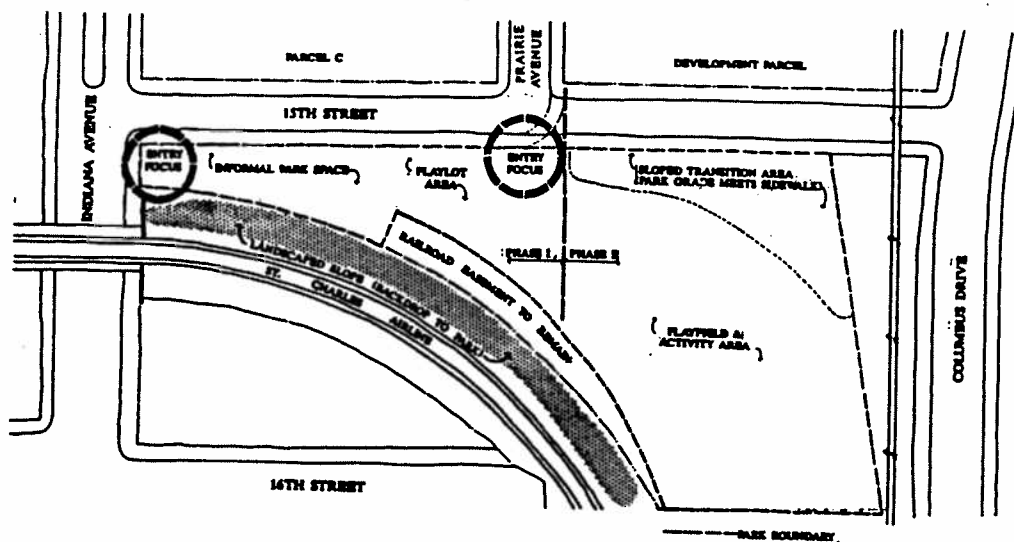
THENCE NORTHWARDLY ALONG A CURVED LINE, BEING AN ARC OF A CIRCLE, CONVEX TO THE WEST AND HAVING A RADIUS OF 250.00 FEET, AN ARC DISTANCE OF 110.291 FEET TO A POINT WHICH IS 354.00 FEET, MEASURED PERPENDICULARLY, EAST OF SAID EAST LINE OF S. INDIANA AVENUE;

THENCE NORTH ALONG A LINE WHICH IS 354.00 FEET EAST OF AND PARALLEL WITH SAID EAST LINE OF S. INDIANA AVENUE A DISTANCE OF 542.00 FEET;

THENCE WEST ALONG A LINE PERPENDICULAR TO THE LAST DESCRIBED COURSE, A DISTANCE OF 271.00 FEET TO AN INTERSECTION WITH A LINE WHICH IS 49.00 FEET EAST OF AND PARALLEL WITH THE EAST LINE OF S. INDIANA AVENUE;

THENCE NORTH ALONG SAID PARALLEL LINE, A DISTANCE OF 926.96 FEET TO AN INTERSECTION WITH SAID SOUTH LINE OF E. ROOSEVELT ROAD;

THENCE WEST ALONG SAID SOUTH LINE A DISTANCE OF 130.00 FEET TO THE POINT OF BEGINNING.



NOTE: THE ENTRY FOCUS AREA MAY INCORPORATE SOME OF THE FOLLOWING ELEMENTS:
 ARCHITECTURAL ATTRACTS,
 SPECIAL LANDSCAPING
 OR SCULPTURE

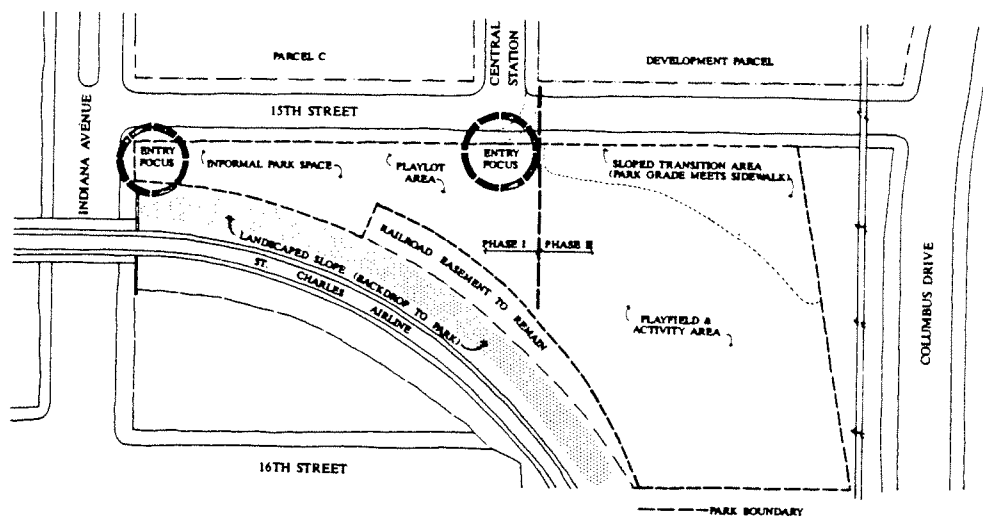
JUNE 6, 2004



SOLOMON CORDELL BUENZ & ASSOCIATES, INC.
 ARCHITECTS AND PLANNERS
 DeSTEFANO / GOETTSCHE, LTD.
 ARCHITECTS AND PLANNERS
 BOWMAN BARRETT & ASSOCIATES, INC.
 CONSULTING ENGINEERS
 COWNEY GUDMUNDSON LEDER, LTD.
 CONSULTING ENGINEERS



MASTER PLAN I
EXHIBIT 10
15TH STREET NEIGHBORHOOD
PARK IMPROVEMENT PLAN



NOTE: THE ENTRY FOCUS AREA MAY INCORPORATE SOME OF THE FOLLOWING ELEMENTS:
 ARCHITECTURAL ARTIFACTS
 SPECIAL LANDSCAPING
 OR SCULPTURE

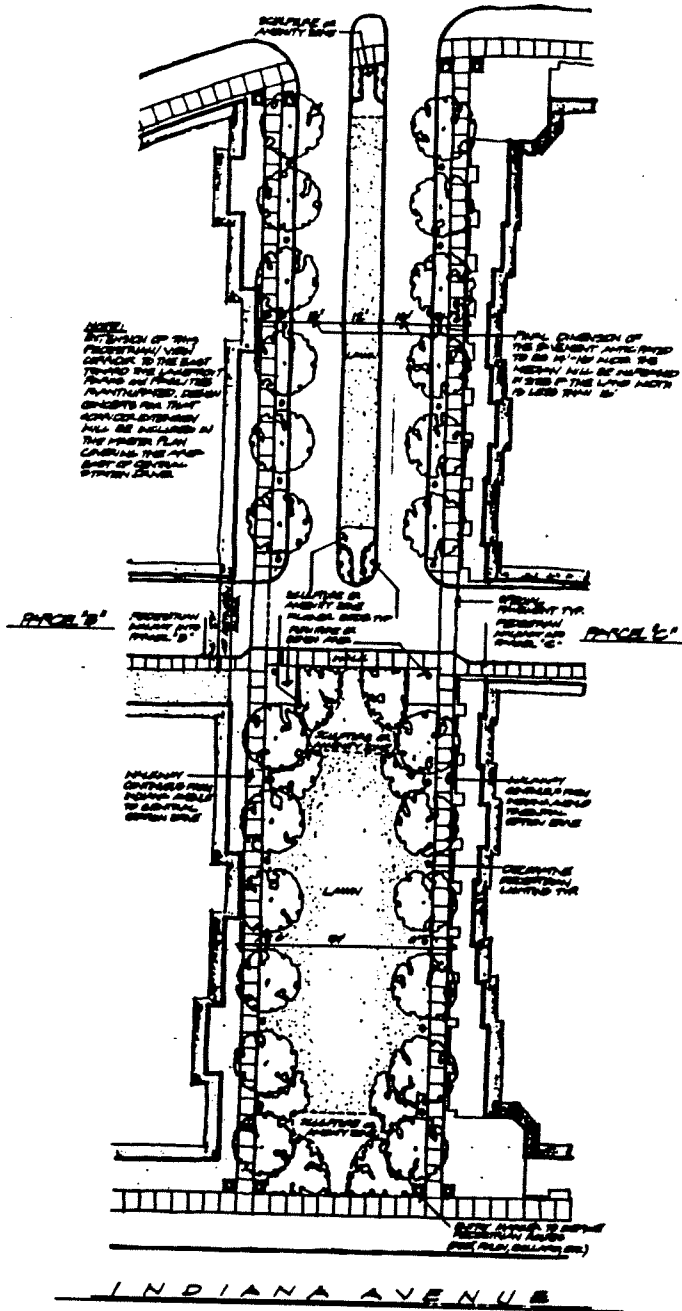
JUNE 4, 1991



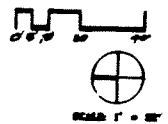
SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
 ARCHITECTS AND PLANNERS
 DeSTEFANO / GOETTSCHE, LTD.
 ARCHITECTS AND PLANNERS
 BOWMAN BARRETT & ASSOCIATES, INC.
 CONSULTING ENGINEERS
 COWHEY GUDMUNDSON LEDER, LTD.
 CONSULTING ENGINEERS



MASTER PLAN I
 EXHIBIT 10
 15TH STREET NEIGHBORHOOD
 PARK IMPROVEMENT PLAN



JUNE 4, 1964



SOLOMON CORNWELL BUENY & ASSOCIATES, INC.
ARCHITECTS AND PLANNERS

D-STEPANO / COETZEE, LTD.
ARCHITECTS AND PLANNERS

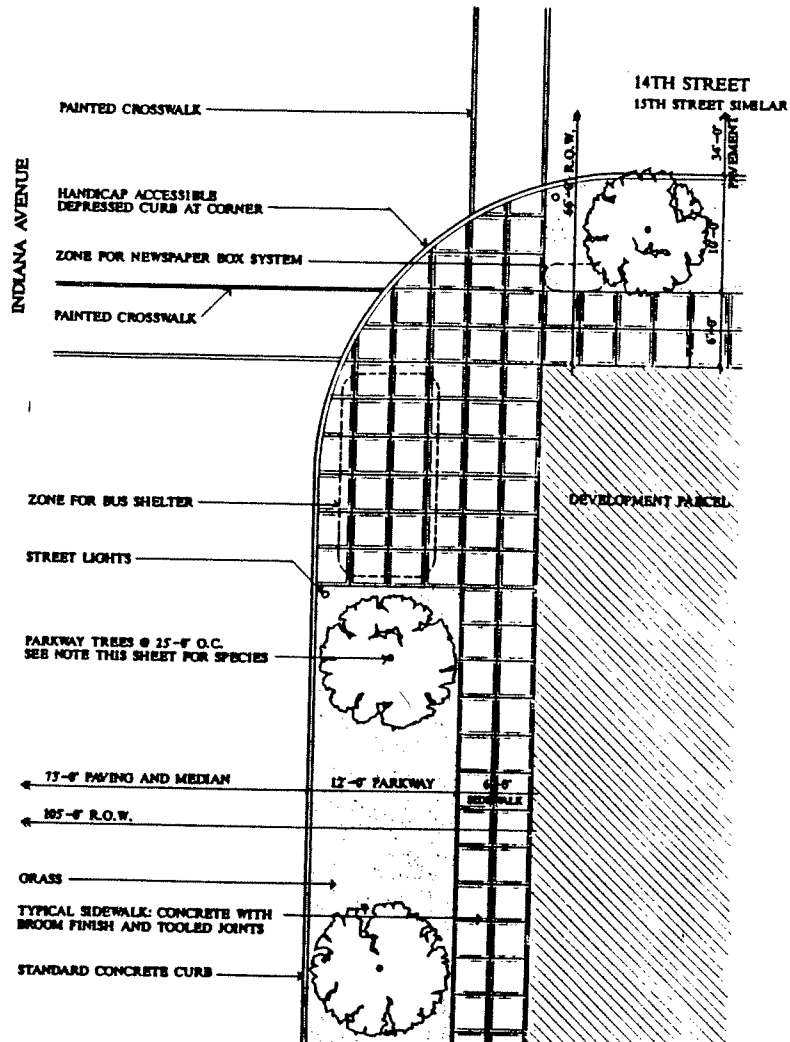
BOWMAN BARRETT & ASSOCIATES, INC.
CONSULTING ENGINEERS

COWREY GUDMUNDSON LEDER, LTD.
CONSULTING ENGINEERS



MASTER PLAN I

**EXHIBIT 11
RESTRICTED DEVELOPMENT
ZONE IMPROVEMENT PLAN**



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 (ORINKOO)
- SKYLINE LOCUST
- KENTUCKY COFFEE TREE
- CLEVELAND LITTLE LEAF LINDEN
- CHANTICLEER PEAR

JUNE 8, 1991



SCALE: 1" = 6'

SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.

ARCHITECTS AND PLANNERS

D+STEFANO / GOETTSCHE, LTD.

ARCHITECTS AND PLANNERS

BORMAN BARRETT & ASSOCIATES, INC.

CONSULTING ENGINEERS

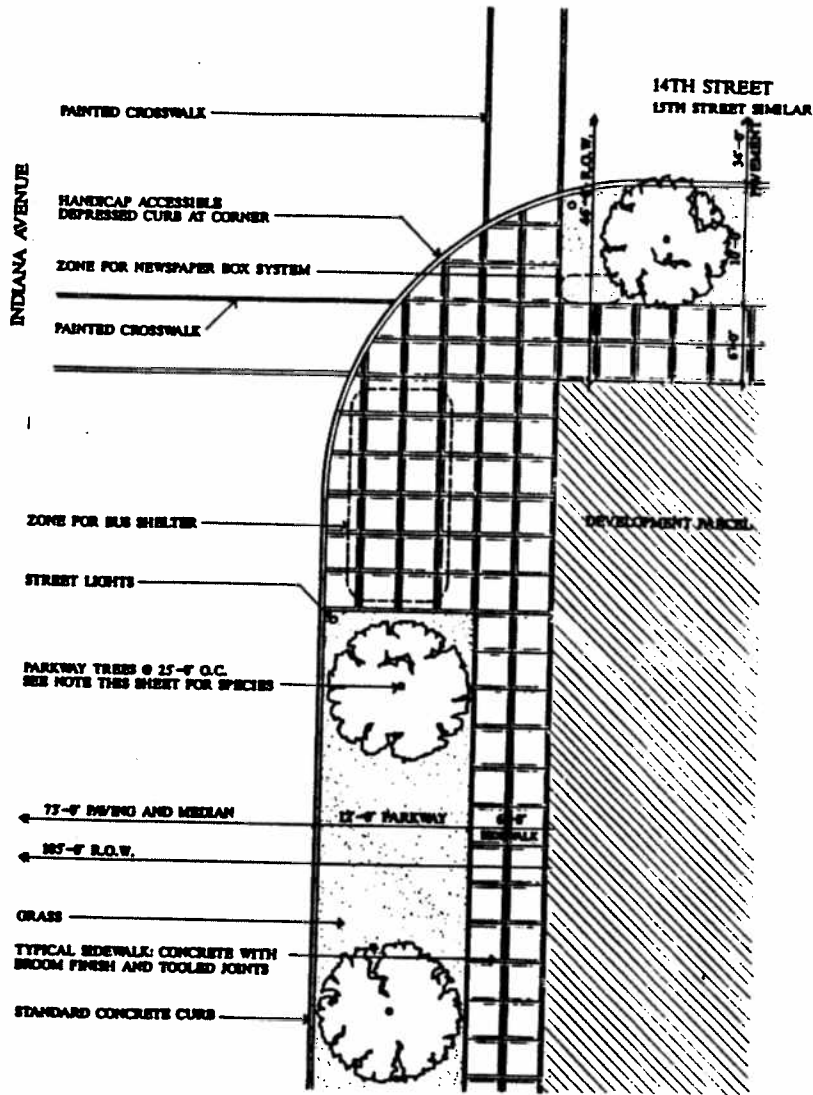
COWHEY GUDMUNDSON LEDER, LTD.

CONSULTING ENGINEERS



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
- SLABBIT GREEN ASH
- MARSHALL SEEDLESS ASH
- AUTUMN GOLD MAIDENHAIR (CORNCOB)
- SKYLARK LOCUST
- KENTUCKY CLOVER TREE
- OLENLEVEN LITTLE LEAF LINDEN
- CHANTICLEER PEAR

JUNE 6, 1991



SCALE 1" = 6'

BOLOMON CORDWELL BUENZ & ASSOCIATES, INC.

ARCHITECTS AND PLANNERS

DeSTEFANO / GOETTSCHE, LTD.

ARCHITECTS AND PLANNERS

BOWMAN BARRETT & ASSOCIATES, INC.

CONSULTING ENGINEERS

COWKEY GUDMUNDSON LEDER, LTD.

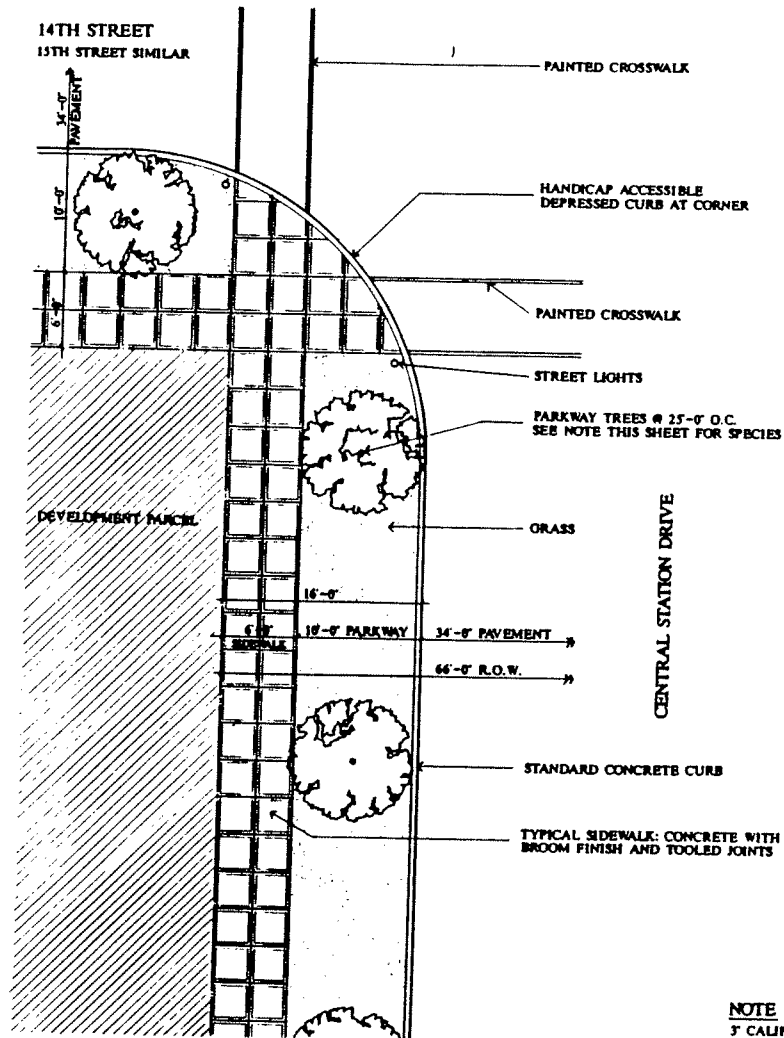
CONSULTING ENGINEERS

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 (QINKOO)
 SKYLINE LOCUST
 KENTUCKY COFFEE TREE
 OLBLEVEN LITTLE LEAF LINDEN
 CHANTICLEER PEAR

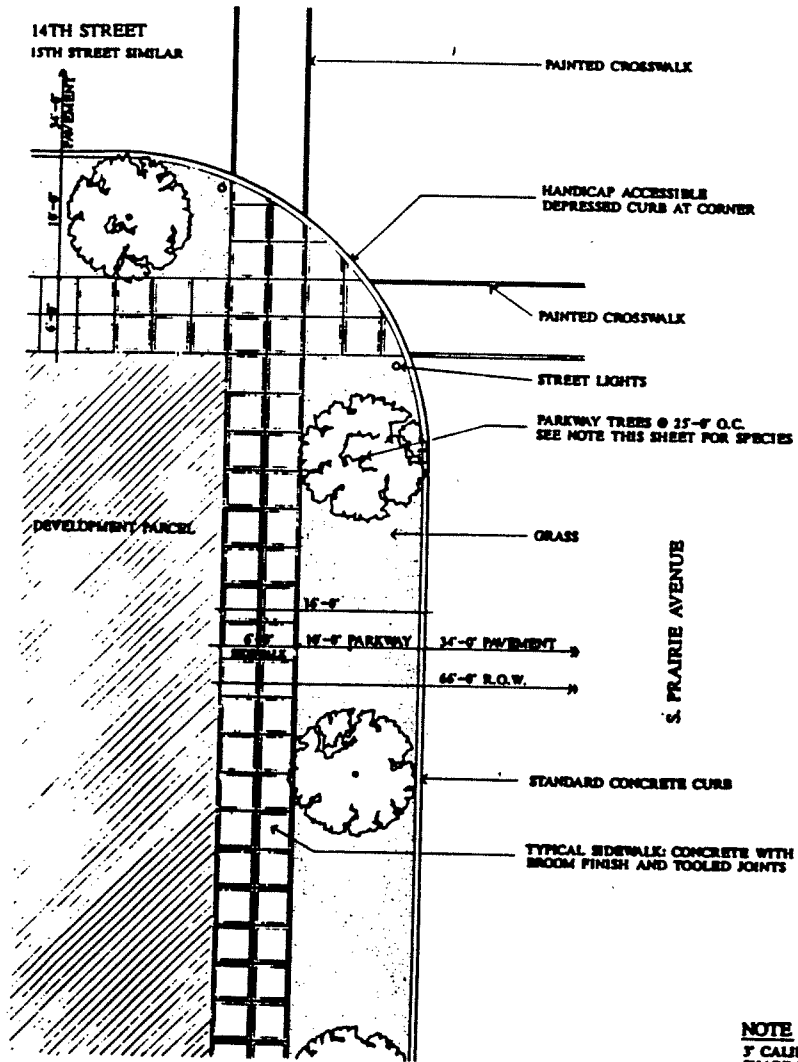
JUNE 4, 1991



SOLOMON CORDWELL BUENZ & ASSOCIATES, INC.
 ARCHITECTS AND PLANNERS
DeStefano / Goettsch, Ltd.
 ARCHITECTS AND PLANNERS
BOWMAN BARRETT & ASSOCIATES, INC.
 CONSULTING ENGINEERS
CORREY CUDMUNDSON LEDER, LTD.
 CONSULTING ENGINEERS



MASTER PLAN I
EXHIBIT 12
STREETSCAPE IMPROVEMENTS
B: CENTRAL STATION DRIVE



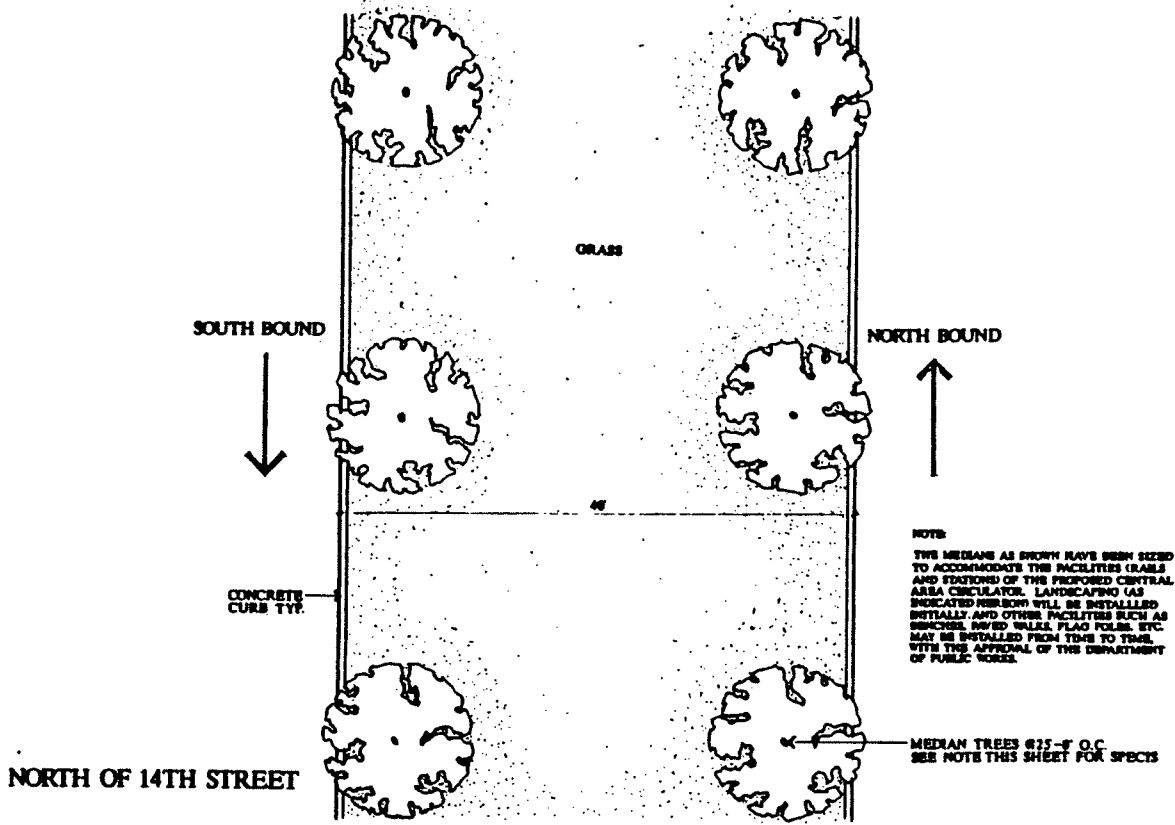
NOTE
 3" CALIPER MINIMUM DIAMETER
 SHADE TREES @ 25'-0" O.C.
 OF THESE VARIETIES:

- SUPERFORM NORWAY MAPLE
- HACKBERRY
- SUNSET GREEN ASH
- MARSHALL SEEDLESS ASH
- AUTUMN GOLD MAIDENHAIR (GINKGO)
- SKYLINE LOCUST
- KENTUCKY COFFEE TREE
- GLENLEVIN LITTLE LEAF LINDEN
- CHANTICLEER PEAR



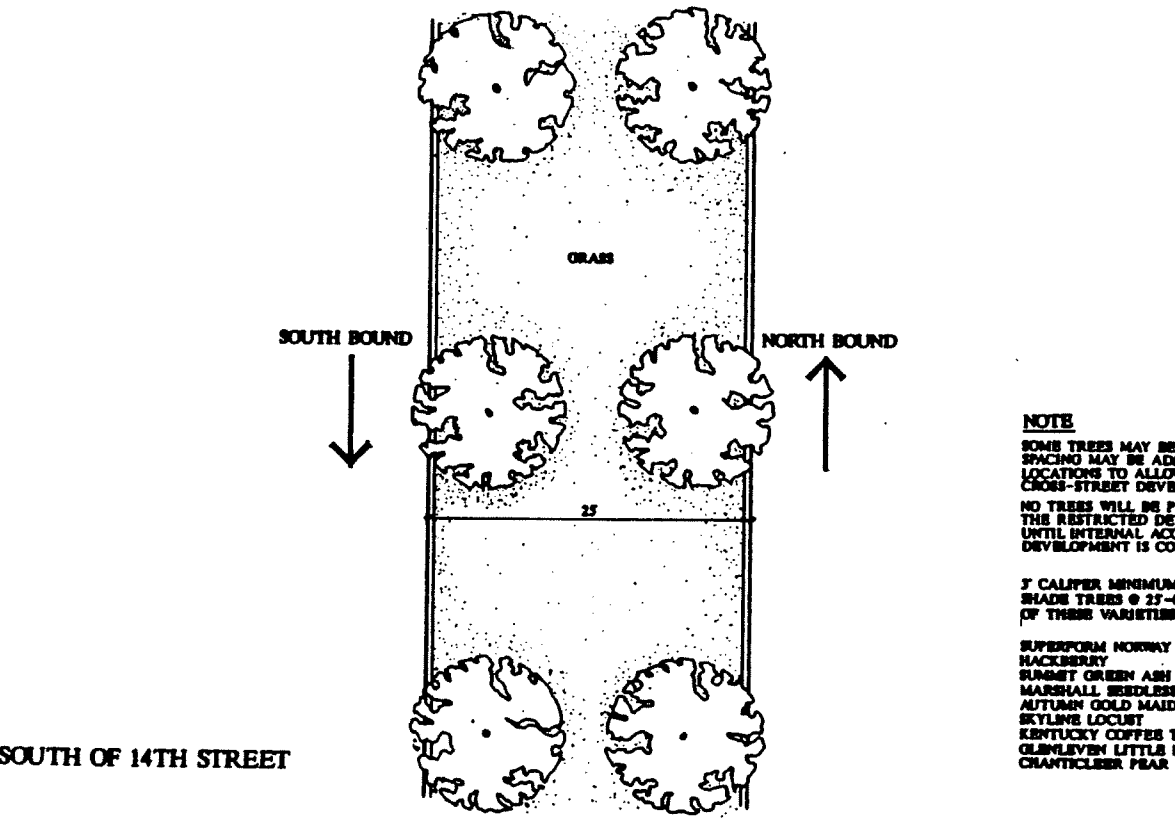
JULY 8, 1988

<p>SOLOMON CORDWELL BUENZ & ASSOCIATES, INC. ARCHITECTS AND PLANNERS</p> <p>DeSTEFANO / GOETTSCH, LTD. ARCHITECTS AND PLANNERS</p> <p>BOWMAN BARRETT & ASSOCIATES, INC. CONSULTING ENGINEERS</p> <p>COWHEY GUDMUNDSON LEDER, LTD. CONSULTING ENGINEERS</p>	 CENTRAL STATION	<p>MASTER PLAN I</p> <p>EXHIBIT 12</p> <p>STREETSCAPE IMPROVEMENTS</p> <p>B: SOUTH PRAIRIE AVENUE</p>
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NOTE
 THE MEDIANS AS SHOWN HAVE BEEN SIZED TO ACCOMMODATE THE FACILITIES (RAILS AND STATIONS) OF THE PROPOSED CENTRAL AREA CIRCULATOR. LANDSCAPING (AS INDICATED HEREON) WILL BE INSTALLED INITIALLY AND OTHER FACILITIES SUCH AS SIGNAGE, BIKE WHEELS, PLANT POTS, ETC. MAY BE INSTALLED FROM TIME TO TIME, WITH THE APPROVAL OF THE DEPARTMENT OF PUBLIC WORKS.

MEDIAN TREES @ 25'-0" O.C.
 SEE NOTE THIS SHEET FOR SPECS



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
- SUNSET GREEN ASH
- MARSHALL SEEDLESS ASH
- AUTUMN GOLD MAIDENHAIR (ORNEMO)
- SKYLINE LOCUST
- KENTUCKY COFFEE TREE
- GLIMLIVEN LITTLE LEAF LINDEN
- CHANTICLEER PEAR

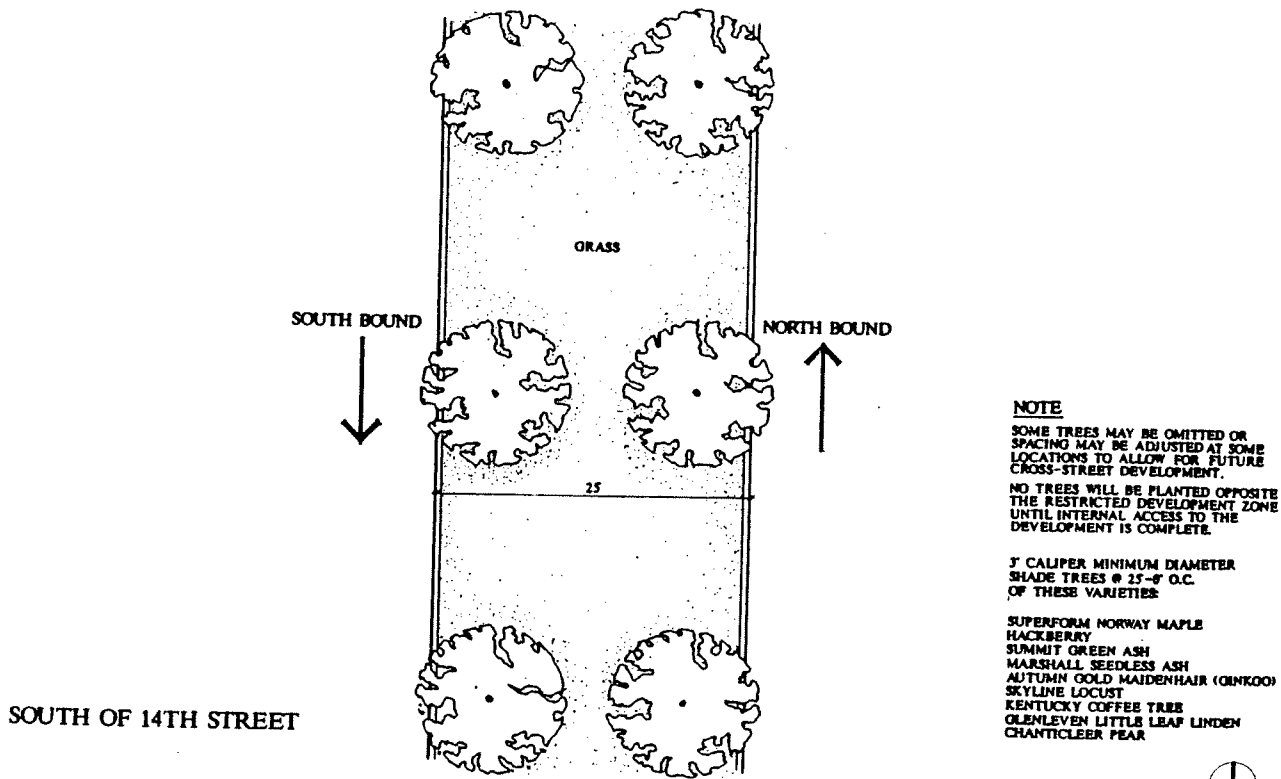
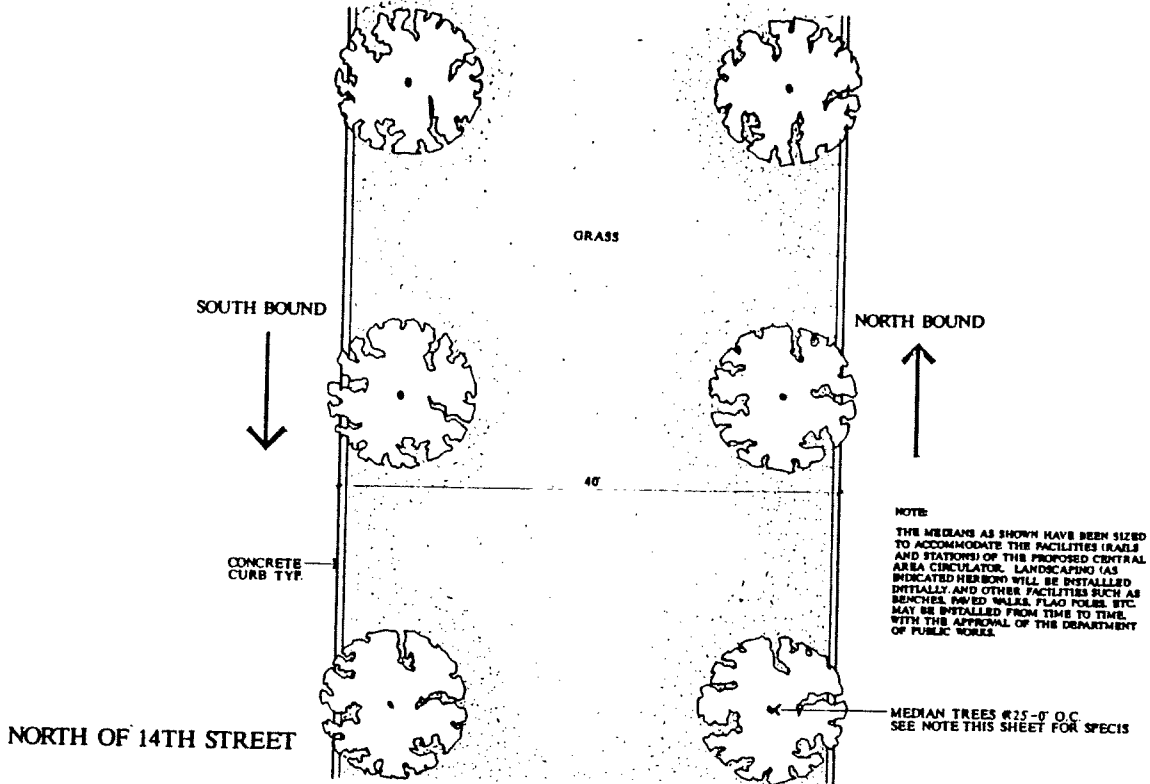
JUNE 6, 2004



SOLOMON CURDWELL BUENZ & ASSOCIATES, INC.
 ARCHITECTS AND PLANNERS
 BOEZYFANG / COSTTICK, L.P.
 ARCHITECTS AND PLANNERS
 BOWMAN BARRETT & ASSOCIATES, INC.
 CONSULTING ENGINEERS
 COWHEY GUMUNDSON LEDER, LTD.
 CONSULTING ENGINEERS

CENTRAL STATION

MASTER PLAN I
EXHIBIT 12
STREETSCAPE IMPROVEMENTS
C: INDIANA AVENUE MEDIAN



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.



MASTER PLAN I
EXHIBIT 12
STREETSCAPE IMPROVEMENTS
C: INDIANA AVENUE MEDIAN