



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Lori T. Healey
Commissioner

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Chicago, Illinois 60602

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<http://www.cityofchicago.org>

December 8, 2006

Mr. Kerry Dickson, Senior Vice President
Related Midwest
350 West Hubbard Street, Suite 301
Chicago, Illinois 60610

Re: Site Plan Approval for Residential-Business Planned
Development No. 368, as Amended; Lakefront Application No.
492

Proposal: The construction of a fifty-eight (58) story residential
tower with three hundred fifty-eight (358) dwelling units, 4,861
square feet of retail space, and an enclosed three hundred
ninety-six (396) space parking garage.

Location: 515 N. Peshtigo Court (Sub-Area F, Parcel P24)

Dear Mr. Dickson:

We have reviewed the Project Data Sheet and plans submitted on
behalf of JER RV2, L.L.C. for the construction of a fifty-eight (58) story
residential tower with three hundred fifty-eight (358) dwelling units,
4,861 square feet of ground-floor retail space, and an enclosed three
hundred ninety-six (396) space parking garage within Sub-Area F,
Parcel P24 of the Planned Development. This submission consists of
the following by Perkins + Will:

- Project Data Sheet (October 3, 2005);
- First Floor Site Plan (October 5, 2005);
- 9th Floor Plan (August 2, 2005);
- Tier 1A Floor Plan (August 2, 2005);
- Tier 2A Floor Plan (August 2, 2005);
- Tier 3B Floor Plan (August 2, 2005);
- West Elevation (August 2, 2005);
- West Elevation - Floors 1-13 (August 2, 2005);
- South Elevation (August 2, 2005);
- South Elevation - Floors 1-13 (August 2, 2005);
- East Elevation (August 2, 2005);
- East Elevation - Floors 1-13 (August 2, 2005);
- North Elevation (August 2, 2005);
- North Elevation - Floors 1-13 (August 2, 2005);
- Composite Roof Plan (October 20, 2006); and
- Landscape Plan by Wolff Clements and Associates (August 2,
2005).



The materials are submitted in accordance with Statement No. 16 of Residential-Business Planned Development No. 368, as amended.

The following are features of the plans submitted:

Floor Area and Dwelling Units. The plans represent a building with 744,959 square feet of floor area and 358 dwelling units. This conforms to the terms of the Development Rights Allocation Agreement, dated February 26, 2004, which allocates to Parcel P24 749,755 square feet of total floor area, 500 dwelling units, and 75,000 square feet of retail floor area from the maximums permitted in Sub-area F by the Planned Development's Bulk Regulations and Data Table (1,499,510 square feet of total floor area; 1,000 dwelling units; and 150,000 square feet of retail floor area).

Height. The ceiling height of the highest habitable floor (57th) is 592' 3"; the "actual" height of the building is 622' 5" at the top of the elevator machine room. This conforms to the Planned Development (Exhibit No. 5 Maximum Height Zones and Statement No. 10) which allows a maximum height of 610' and an "actual" height of 675'.

Setback - Lake Shore Drive. Statement No. 11(a) requires a 40-foot setback from Lake Shore Drive above the level of Lake Shore Drive's elevated roadway. These plans show the projections into that 40-foot setback as permitted by the Minor Change letter dated October 7, 2005.

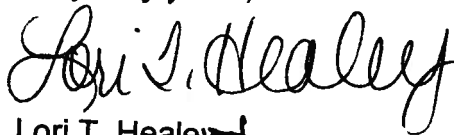
Setbacks - Sidewalk. Statement No. 13 (c) of the amended Planned Development requires a minimum 12' 6"-wide sidewalk to accommodate street trees. Along E. Illinois Street, the plans indicate a 2' 4" building setback, creating a minimum 12' 6"-wide sidewalk as measured from the building face to the curb. Along E. Grand Avenue, the plans indicate a minimum 1' 10" building setback, creating a minimum 13' 8"-wide sidewalk as measured from the building face to the curb. Along N. Peshtigo Court there is a short distance where the building is setback 1' 4", creating only a 9' 8"-wide sidewalk; however, the vast majority of the Peshtigo frontage maintains at least the required 12' 6"-wide sidewalk. While most of the public sidewalk along N. Lake Shore Drive is located beneath the elevated Lake Shore Drive roadway, eliminating the possibility of street trees, the project is providing extensive landscaping with trees as part of the 40'-setback along the street.

Mr. Kerry Dickson
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Other Features. The plans provide for a dog run at ground level along the east side of the building. The Composite Roof Plan provides for vegetated ("green") roof area of at least 6,219 square feet, equivalent to 25% of the calculated net roof area.

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 and Lakefront Application No. 492. Accordingly, the Site Plan submittal for Residential-Business Planned Development No. 368, as amended; Subarea F, Parcel P24, 515 N. Peshtigo Court for the construction of a fifty-eight (58) story residential tower with three hundred fifty-eight (358) dwelling units, 4,861 square feet of retail space, and an enclosed three hundred ninety-six (396) space parking garage, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on March 29, 2006.

Very truly yours,



Lori T. Healey
Commissioner

Originated by: Fred Deters

cc: Michael Marmo, Terri Haymaker, Kathleen Nelson, Planned Development files



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September 28, 2006

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

PD # 368

Re: **Lake Michigan and Chicago Lakefront Protection Ordinance
Waiver, River East Plaza, 415-465 East Illinois Street**

Dear Mr. George:

In response to your letter dated September 27, 2006, please be advised that your request for a Lakefront Protection Ordinance waiver has been considered by the Department of Planning and Development.

On September 13, 2006, an ordinance was introduced into the Chicago City Council as TAD 319 that amends portions of the Lake Michigan and Chicago Lakefront Protection Ordinance. In particular, TAD 319 provides that an Applicant shall provide written notice by *regular* mail upon property owners of the filing of an application instead of the written notice by *certified* or *registered* mail previously required by the Lakefront Ordinance.

On September 14, 2006, an Application was filed under the Lakefront Ordinance regarding River East Plaza at 415-465 E. Illinois St. Pursuant to the provisions of the Chicago Zoning Ordinance, written notice was provided by *regular* mail to property owners within 400 feet of the subject property.

Accordingly, I hereby approve your request for a waiver from the certified or registered mail notice provisions of the Lake Michigan and Chicago Lakefront Protection Ordinance.

Sincerely,

Lori T. Healey
Commissioner

LTH:MRD:tm

cc: Kathleen Nelson, Terri Haymaker, Mike Marmo, DPD files





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June 6, 2006

Chip Collopy
Shoreline Sightseeing
474 N. Lake Shore Dr., Suite 3511
Chicago, Illinois 60611

RE: 401 N Michigan Avenue (Planned Development #368)
Proposal for Water Taxi Boat Dock

Dear Mr. Collopy:


The Department of Planning and Development (DPD) has reviewed your proposal for boat dock and lower river dock level improvements to 401 N Michigan Avenue that was submitted by the Zeller Realty Group.

Located within zoning planned development #368, the proposed improvements require approval from DPD for accordance within the approved planned development.

Additional clarification is required for the following:

- (1) The only allowed use of the boat dock is for water taxi service.
- (2) The proposed lower dock level riverwalk railing should match the existing river esplanade level ornamental railing, and should be installed with integrated planters planted with seasonal plantings.
- (3) Additional detail and material specifications is required for the proposed staircase that provides access from the river esplanade level to the lower dock level. The base of the staircase should not be anchored to the bridge house, and should match the existing esplanade level articulated fascia. The staircase railing should match the river esplanade level railing.
- (4) Based on our understanding that water taxi boats are not ADA accessible, and that Shoreline has the capacity to transport individuals that require ADA access to an alternate ADA accessible dock, DPD will not require the installation of an exposed chairlift on the lower dock level, unless otherwise directed by the Mayor's Office for People with Disabilities.
- (5) Safety ladder and life rings are required.

Please contact me if you have any questions or need further clarification.

Sincerely,

Nelson Chueng
Coordinating Planner

Cc: M. Doering
T. Haymaker
K. Caisley



Yeas -- Aldermen Flores, Preckwinkle, Hairston, Lyle, Beavers, Stroger, Beale, Pope, Balcer, Cárdenas, Olivo, Burke, T. Thomas, Coleman, L. Thomas, Murphy, Rugai, Troutman, Brookins, Muñoz, Zalewski, Chandler, Solis, Ocasio, E. Smith, Carothers, Reboyras, Suarez, Matlak, Austin, Colón, Mitts, Allen, Laurino, Doherty, Natarus, Daley, Tunney, Levar, Shiller, Schulter, M. Smith, Moore, Stone -- 44.

Nays -- None.

Alderman Beavers moved to reconsider the foregoing vote. The motion was lost.

The following are said ordinances as passed (the italic heading in each case not being a part of the ordinance):

Reclassification Of Area Shown On Map Number 1-E.

(As Amended)

(Application Number A-5947)

RBPD 368, 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 Residential Business Planned Development Number 368 symbols and indications as shown on Map Number 1-E in the area bounded by:

a line 150 feet east of and parallel to North St. Clair Street; East Grand Avenue; North Lake Shore Drive; the centerline of Ogden Slip to a point 439.74 feet east of North Lake Shore Drive; the centerline of the Turning Basin; the north bank of the Chicago River and the line thereof extended eastward where said bank does not exist; North Michigan Avenue; East North Water Street; North St. Clair Street (as now located); East Illinois Street; North St. Clair Street; and the alley next south of East Grand Avenue,

to the designation of Residential-Business Planned Development Number 368, as amended, which is hereby established in the area above described, subject to the provisions of 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 368, As Amended.

Plan Of Development Statements.

1. The area delineated herein as "Residential-Business Planned Development Number 368", as amended, consists of approximately one million four hundred seventy-six thousand sixty-four (1,476,064) square feet or thirty-three and eighty-nine hundredths (33.89) acres (exclusive of public rights-of-way and dedicated public open space) of real property as shown on the attached Planned Development Boundary Map (the "Property").
2. This plan of development consists of these twenty (20) statements and the following exhibits: Bulk Regulations and Data Table; an Existing Zoning Map; a Planned Development Boundary and Subareas Map; Development Parcels Map; Maximum Height Zones; Existing and Planned Open Spaces; Pattern of Vehicular Roadways; and Recommended Traffic Improvements. These and no other zoning controls shall apply to the area delineated herein. This plan of development is in conformity with the intent and purpose of the Chicago Zoning Ordinance and all requirements hereof, and satisfies the established criteria for approval as a planned development.
3. The current property owner or an authorized agent shall obtain all required reviews, approvals, licenses and permits in connection with this plan of development. The dedication or vacation of any streets or alleys shall require a separate submittal and approval by the City Council.
4. The requirements, obligations and conditions contained within this planned development shall be binding upon the applicant, its successors and assigns (including any condominium association which is formed) and, if different than the applicant, the legal titleholders and any ground lessors. All rights granted hereunder to the applicant shall inure to the benefit of the applicant's successors and assigns (including any condominium association which is formed) and, if different than the applicant, the legal titleholder 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 this planned development are made, shall be under single ownership or under single designated control. Subject to the subarea/subparcel control provisions of Section 17-8-0400 of the Chicago Zoning Ordinance, 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 the Equitable Life Assurance Society of the United States or all its successors and assigns as zoning

control party for property located west of Columbus Drive, and by all the successors and assigns to the Chicago Dock and Canal Trust, as zoning control parties for the property located east of Columbus Drive. The board of directors of any condominium association shall represent individual condominium owners.

5. Several subareas are delineated on the attached Planned Development Subarea Map for the purposes of establishing use and density controls in connection with this plan of development. Uses permitted below plus thirty-five (+35) feet Chicago City Datum plus or minus six (± 6) feet in respect of design conditions ("Plaza Level") shall be in general conformity with the Permitted and Special Uses of the DX-12, Downtown Mixed-Use District classification; uses permitted at and above the Plaza Level in the area hereinbefore defined shall be in general conformity with the Permitted and Special Uses of the DX-12, Downtown Mixed-Use District classification, except that in that part of the subject area lying within two hundred (200) feet of North Michigan Avenue uses shall be in general conformity with the Permitted and Special Uses of the DX-16, Downtown Mixed-Use District classification; uses permitted where no Plaza Level exists shall be in general conformity with the Permitted and Special Uses of the DX-12, Downtown Mixed-Use District Classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. Communication antennas are expressly permitted in Subarea G. In Subarea G, public assembly uses (e.g. observation deck, restaurant, conference rooms) located at an elevation in excess of three hundred fifty (350) feet C.C.D. shall not be permitted uses; between one hundred ten (110) feet C.C.D. and three hundred fifty (350) feet C.C.D., the only permitted public assembly uses shall be a maximum total of five thousand (5,000) square feet of restaurant and a maximum total of five thousand (5,000) square feet of conference rooms. Non-accessory parking shall be a permitted use in Subarea F only. All other controls and regulations set forth herein are made applicable within the general application of this Statement. Uses permitted in DuSable Park (Subarea E) shall be recreational and related uses including but not limited to marinas; tennis courts; and similar facilities. Day care and other community-oriented uses are expressly permitted and strongly encouraged in all areas of the planned development. Agreement on how space for a minimum of one new day care center shall be provided within Subareas B, D or G to service new residents and employees of those subareas must be submitted to, and approved by, the Department of Planning and Development prior to the issuance of any Part II approval for any improvement on Parcels P1, P3, P7, P7A, P8, P18 or P19.
6. For purposes of floor area ratio ("F.A.R.") calculations, the definitions in the Chicago Zoning Ordinance shall apply, with the following exceptions:

- (1) in Subarea A, grade is herein established at plus thirty-five (+35) feet Chicago City Datum plus or minus six (± 6) feet in respect of design conditions ("Plaza Level"); (2) in Subarea B, grade is herein established as the curb level of Columbus Drive plus or minus six (± 6) feet in respect of design conditions; (3) space devoted to heating, ventilation, and air-conditioning equipment shall not be included in F.A.R. regardless of location.
7. Any service drives or other ingress or egress lanes shall be adequately designed and paved in accordance with the regulations of the Bureau of Traffic and in compliance with the Municipal Code of the City of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. Fire lanes shall be adequately designed and paved in compliance with the Municipal Code of the City of Chicago and shall have a minimum of twenty feet to provide ingress and egress for emergency vehicles. There shall be no parking within established fire lanes. Closure of all or part of any public streets or alleys during demolition or construction shall be subject to the review and approval of the Chicago Department of Transportation. All work proposed in the Public Way must be designed and constructed in accordance with the Chicago Department of Transportation Construction Standards for Work in the Public Way and in compliance with the Municipal Code of the City of Chicago.
 8. Off-street parking and loading facilities shall be provided in compliance with this plan of development, subject to the review of the Chicago Department of Transportation and approval by the Department of Planning and Development. All parking spaces required to serve buildings or uses shall be located on the same parcel as the building or use served, or (i) if a residential use, within six hundred (600) feet walking distance, or (ii) if a non-residential use, within one thousand two hundred (1,200) feet walking distance. Parking to serve uses in Subarea E may be located underneath or west of Lake Shore Drive.
 9. Business and business identification signs shall be permitted within the Planned Development subject to the review and approval of the Department of Planning and Development and to the conditions of Statement 11(e). Temporary signs such as construction and marketing signs may be permitted subject to the aforestated approvals. Signage for retail and movie theater uses is a special concern. A general signage plan indicating the locations and dimensions of signage for these uses, including all interior signage which is visible from public streets, shall be submitted prior to Part II approval in accord with Statement 16 hereof (Site Plan Review).
 10. The height of buildings within the planned development and any appurtenance attached thereto shall be subject to the limitations on the

attached exhibit labeled "Maximum Height Zones". Where maximum height zones have been established, building height shall be defined as follows:

"Building height" is the vertical distance from the curb level, or its equivalent, opposite the center of the front of a building to the highest point of the under side of the ceiling beams of the highest habitable floor, in the case of a flat roof to the deck line of a mansard roof; and to the mean level of the under side of the rafters between the eaves and the ridge of a gable, hip or gambrel roof. (For the purpose of determining height, building tops of the other configurations may be considered to be the type described herein which most closely approximates the shape of the proposed design). However, in no case shall the "actual" height of a building exceed the "maximum height" by more than sixty-five (65) feet.

11. The improvements on individual development sites shall be designed, constructed and maintained in accordance with the exhibits attached hereto and the following general design standards:
 - (a) Buildings along Lake Shore Drive shall be designed to minimize building mass directly facing the Drive. The base along Lake Shore Drive of any such structure shall be limited to the height of Lake Shore Drive. The tower of such structures shall be set back a minimum of forty (40) feet from Lake Shore Drive although encroachments into such setback area for design reasons may be allowed by the Commissioner of Planning and Development as a minor change pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance. This forty (40) foot setback area shall be heavily landscaped with trees and other greenery so as to be visible from the Drive.
 - (b) Landscaping of buildings at terraces, rooftops, and balconies shall be provided wherever possible and appropriate. Buildings shall be designed with upper level architectural features that are lit at night wherever possible. Mechanical equipment on rooftops shall be screened with quality materials, and made a feature of the building design, where appropriate.
 - (c) Buildings shall be setback from the property line, if necessary, to achieve a minimum of twelve (12) feet, six (6) inches in sidewalk width to accommodate street trees. No awnings, canopies, or other building projections shall be allowed that would interfere with street tree canopies except at entrances to hotels or movie theaters.

- (d) 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. Preferred building materials shall be stone, manufactured stone, brick, finished metal such as stainless steel, or articulated pre-cast concrete in combination with glass at the base. Exposed structural concrete, E.I.F.S. 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.
- (e) Buildings shall be designed with clearly delineated signage bands. The quality and amount of signage shall be strictly controlled. The total square footage displayed on any building shall be limited to no more than six (6) times the street frontage on any given street. Preference shall be given to pin-mounted back lit signs with individual letters that are externally lit. Signs behind glass that are visible from the sidewalk shall count toward the permitted sign area. The area of a sign that consists of individual letters shall be measured by drawing a box around the letters. Graphic images which depict tenant logos or products or which may otherwise be construed as advertising shall count as signage in their entirety. Signage on awnings shall be allowed on the valance only, with a maximum of five (5) inch high letters limited to tenant identification or logos only. No electronic moving message board signs shall be allowed. Rooftop signs shall be prohibited.
- (f) No new surface parking lots except interim lots approved by the Commissioner of Planning and Development shall be allowed. No surface parking lot shall be allowed on the seventy thousand (70,000) square foot "Kraft" park site in Subarea F, except for that area not contained within any interim park. Maximum effort shall be made to contain parking in below-ground structures. Above-grade parking structures shall be enclosed, fronted by habitable space, or otherwise designed so as to have a similar appearance to habitable spaces in terms of finish, materials, the shape and scale of openings, and the screening of ramps, car lights and ceiling fixtures. Any parking structures facing the Chicago River must be fronted by habitable space or completely enclosed and well articulated at all levels. The first floor of all structures facing Illinois Street, Grand Avenue, McClurg Court, Park Drive, or Columbus Drive shall maximize space with active uses such as retail, day care, restaurants, et cetera. Parking structures shall also contain provisions for planting at the base, the roof or at mid-height ledges.

- (g) Loading docks shall be concealed from public view through screening or landscaping. Curb cuts for loading docks shall be minimized.
- (h) The new roadway structure at upper-level Illinois Street shall be finished in highly articulated stone, pre-cast concrete, or other quality material, with particular attention given to views of the structure from Columbus Drive. Terraced planting, pedestrian lighting, decorative railings, banners and other features shall be used to create a major pedestrian amenity. A major water feature shall be installed at the intersection of upper-level Illinois Street and the N.B.C. Plaza. The underside of upper Illinois shall be appropriately lit, structural columns shall be covered and other elements shall be added to create a safe, well-lit connection to Michigan Avenue.
- (i) The completion of the riveredge esplanade shall be required of the developers of Parcels 14 and 16 and Parcel 18. Such public spaces shall be developed with the same quality and character of amenities as the existing esplanade adjacent to these areas. In addition, the developer of Parcel 18 shall be responsible for the development of pedestrian access to DuSable Park under Lake Shore Drive. Such access shall be well-lit, suitably paved and finished so as to provide safe, attractive and convenient access to the park from the river esplanade. All plans for pedestrian access to DuSable Park from Parcel 18 shall be subject to detailed review and approval by the Department of Planning before the issuance of any Part II approval letters. Further, the owner(s) of Parcel 18 shall cooperate with the Department of Planning and Development, the Chicago Department of Transportation and the Chicago Park District in order to acquire any rights and/or privileges necessary in the north/south section of vacated East River Drive in order to provide vehicular access from the terminus of East North Water Street to DuSable Park. The owner(s) of Parcel 18 shall pay all the costs incurred in such an acquisition.
- (j) The developer of Parcel 19 shall develop the following public improvements indicated on Exhibit 6 -- Existing and Planned Open Spaces concurrently with the development of Parcel 19: a pedestrian walkway from East North Water Street to Ogden Slip and an extension of the Ogden Slip promenade to Lake Shore Drive. The pedestrian walkway from East North Water Street to Ogden Slip shall be developed with the same quality and character of amenities as the existing walkway from the River Esplanade to East North Water Street. The extension of the Ogden Slip promenade shall be developed with the same quality and character

of amenities as the existing promenade adjacent to it. In the event that DuSable Park is developed before Parcel 19 is developed, the owner(s) of Parcel 19 shall construct and maintain a temporary pedestrian connection along the slip. These improvements shall consist of a paved (asphalt or better) pedestrian walkway, a minimum of twenty (20) feet in width. The path shall be increased in width to thirty (30) feet during the construction of DuSable Park. Metal railings shall be installed along either side of the pedestrian walkway near the slip edge and on the side adjacent to Parcel 19. In the event that vehicular access from the terminus of East North Water Street to DuSable Park is acquired as described in paragraph 11(i) hereinabove then the pedestrian path along Ogden Slip shall be reduced in width to twelve (12) feet. The design of these improvements shall be subject to the approval of the Commissioner of Planning and Development.

In addition, pedestrian access along Ogden Slip under Lake Shore Drive to DuSable Park shall be constructed concurrently with the construction of DuSable Park. The Chicago Park District and the owner(s) of Parcel 19 shall jointly share the cost and responsibility of improvements underneath Lake Shore Drive, subject to approval of the State of Illinois to make such improvements. Such access shall be well-lit, suitably paved, and finished so as to provide safe, attractive and convenient access to the park from the Ogden Slip promenade. However, if Parcel 19 should be developed before the construction of DuSable Park, then the owner(s) of Parcel 19 shall place in escrow money equivalent to one-half ($\frac{1}{2}$) the cost of constructing such a connection, as determined by a mutually acceptable third party. In addition, at the time at which Part II approval for Parcel 19 is granted, the owner(s) of Parcel 19 shall provide to the City of Chicago Two Hundred Fifty Thousand and no/100 Dollars (\$250,000.00) for the development of pedestrian access to DuSable Park.

All plans for these improvements shall be subject to detailed review and approval by the Department of Planning and Development before the issuance of any Part II approval letters.

- (k) All improvements to be constructed within this planned development for which Part II approval letters are issued after the date of City Council approval of this amended planned development shall comply with the Department of Planning and Development Building Green/Green Roof Matrix and the owners shall use best and reasonable efforts to design, construct and maintain all buildings located within this planned development in

a manner generally consistent with the Leadership in Energy and Environmental Design Green Building Rating System ("L.E.E.D."). A dog-run shall be located within Subarea G.

12. Publicly dedicated improvements, including streets, sidewalks, transit and open space amenities shall be designed, constructed and maintained in accordance with the exhibits described in Statement 2 hereof and the "Cityfront Center Internal Design Standards, Section I, dated September 12, 1986.
13. The Property owner(s) adjacent to the Chicago River shall develop a continuous pedestrian esplanade along the Chicago River's edge. Completion of the esplanade will occur as follows:
 - (a) The east right-of-way line of McClurg Court to the west right-of-way line of Lake Shore Drive shall be improved concurrently with development of adjacent parcels south of East North Water Street (Parcels 14, 16 and 18). In the event that DuSable Park is developed before Parcel 18 is developed, the owner(s) of Parcel 18 shall construct and maintain a temporary pedestrian connection along the river. These improvements shall consist of a paved (asphalt or better) pedestrian walkway, a minimum of ten (10) feet in width. Metal railings shall be installed along either side of the pedestrian walkway near the river's edge and on the side adjacent to the development parcel. The design of these improvements shall be subject to the approval of the Commissioner of Planning and Development; and
 - (b) The west right-of-way line of Lake Shore Drive to DuSable Park shall be constructed concurrently with the construction of DuSable Park. The Chicago Park District and the owner(s) of development parcels immediately west of Lake Shore Drive shall jointly share the cost and responsibility of improvements underneath Lake Shore Drive, subject to approval of the State of Illinois to make such improvements. Such access shall be well-lit, suitably paved, and finished so as to provide safe, attractive, and convenient access to the park from the river edge esplanade. However, if Parcel 18 should be developed before the construction of DuSable Park, then the owner(s) of Parcel 18 shall place in escrow money equivalent to one-half the cost of constructing such a connection, as determined by a mutually acceptable third party. In addition, at the time at which Part II approval for Parcel 18 is granted, the owner(s) of Parcel 18 shall provide to the City of Chicago Two Hundred Fifty Thousand and no/100 Dollars (\$250,000.00) for the development of pedestrian access to DuSable Park.

14. The Open Space Plan attached hereto (Exhibit 6) calls for a new seventy thousand (70,000) square foot park on Peshtigo Court, between Illinois Street and Grand Avenue. The owners of the adjacent development parcel (Parcel P21) shall be responsible for developing this new publicly-accessible park concurrently with Parcel 21. Permanent development of this park shall take place on top of an underground parking garage; however, should such development not be immediately feasible, a fully-appointed interim park shall be installed on the site until such time as the permanent park is constructed. This interim park shall be completed and open to the public by June 1, 2004, unless construction has started on permanent park and underground garage. The interim park may have an impermeable surface of asphalt or other material. The interim park is to be enclosed by a five (5) foot decorative metal fence which is to be located in the approximate footprint of the Kraft building, except along North Peshtigo Court where the fence is to be setback twelve (12) feet from the west curb of North Peshtigo Court. The interim park is to be no less than fifty (50,000) square feet in size and is to be covered by at least seventy-five percent (75%) with landscape materials which may be located in raised planter boxes and other containers. The interim park shall be open to the public from sunrise to sunset. Within forty-five (45) days of the adoption and publication by City Council of this amendment to the Planned development, the owner of the interim park site shall provide to the Commissioner a site plan for the interim park which complies with the provisions of this statement. The owner of the property on which the interim park is located shall be responsible for the maintenance of the interim park. The Commissioner of Planning and Development must approve the site plan for either a permanent or an interim park. The Commissioner of Planning and Development must approve the site plan for a permanent park before Part II approval is granted for Parcel P21. The City will not issue a final certificate of occupancy for Parcel P21 unless construction has started on the permanent park in accord with an approved site plan. After August 1, 2004, all surface parking lots in Subarea F shall be landscaped in accord with the Landscape Ordinance. All sidewalks in Subarea F shall remain open and be maintained in good condition.
15. Traffic studies completed by developers and the City of Chicago project significant peak hour traffic volume increases on Illinois Street and Grand Avenue in particular as a result of new development. Some excess roadway capacity is available to handle this increased traffic, but a number of geometric, signal timing and parking control measures are recommended in addition to active transportation management in the Illinois-Grand Corridor. Accordingly, no Part II submittal shall be approved without a firm agreement between the developer and the Chicago Department of Transportation regarding the timing and responsibility for any recommended traffic improvements described in Exhibit 8 hereof for

streets adjoining the development site. Membership and participation in the Illinois-Grand Corridor Transportation Management Association shall also be required prior to the issuance of any Part II development approval.

16. Prior to the issuance by the Department of Planning and Development of a determination pursuant to Section 17-13-0610 of the Chicago Zoning Ordinance ("Part II approval") for development or redevelopment of any development parcels within the Planned development, other than alterations to existing buildings which do not increase their height or alter their footprint, a site plan for the proposed development, including parking areas, shall be submitted to the Commissioner of the Department of Planning and Development for approval. Review and approval of the site plan by the Commissioner is intended to assure that specific development proposals conform with the general design standards in Statement 11 and to ensure coordination of public improvements described in Statements 12 through 15 at an early stage. No Part II approval for work for which a Site Plan must be submitted to the Commissioner shall be granted until the Site Plan has been approved by the Commissioner. Further, all Part II submittals shall be in compliance with the Chicago Landscape Ordinance.

Following approval of a Site Plan by the Commissioner, the approved plan shall be kept on permanent file with the Department of Planning and Development and shall be deemed to be an integral part of this planned development. Notwithstanding the foregoing provisions, a site plan for the proposed development of Parcel 18 and Parcel 19 shall be submitted to the Chicago Plan Commission for approval prior to Part II approval. The approved Site Plan may be changed or modified pursuant to the minor change provisions of Section 17-13-0610 of the Chicago Zoning Ordinance.

A Site Plan shall, at a minimum, provide the following information with respect to the proposed improvements:

- (1) the boundaries of the Property;
- (2) the footprint of the improvements;
- (3) location and dimensions of all loading berths;
- (4) preliminary landscaping plan prepared by a landscape architect with final landscaping plan to be approved at Part II stage;
- (5) all pedestrian circulation routes;
- (6) the location of any adjacent public improvements;
- (7) a signage plan for any building where retail or theater uses would be present above the ground level;

- (8) preliminary elevations of the improvements; and
- (9) statistical information applicable to the Property limited to the following:
 - (a) floor area and floor area ratio;
 - (b) uses to be established;
 - (c) building heights; and
 - (d) all setbacks, required and provided.

A Site Plan shall include such other information as may be necessary to illustrate conformance with the applicable provisions of this planned development.

- 17. If any provision of this planned development amendment shall, to any extent, be invalid or unenforceable, the remainder of this planned development amendment shall not be affected thereby, and each provision of the planned development amendment shall be valid and enforceable to the fullest extent of the law.
- 18. The terms, conditions and exhibits of this planned development ordinance may be modified administratively by the Commissioner of the Department of Planning and Development upon the request of the applicant and after a determination by the Commissioner of the Department of Planning and Development that such a modification is minor, appropriate and consistent with the nature of the improvements contemplated in the Planned development and the purposes underlying the provisions hereof. Any such modification shall be deemed to be a minor change in the Planned development as contemplated by Section 17-13-0611 of the Chicago Zoning Ordinance.
- 19. 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.
- 20. 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.

[Existing Zoning Map; Planned Development Boundary and Subarea Map; Planned Development Parcels Map; Maximum Height Zones; Existing and Planned Open Spaces; Pattern of Vehicular Roadways; General Site and Floor Plans; Landscape Plans; and Building Elevations referred to in these Plan of Development Statements printed on pages 74091 through 74115 of this *Journal*.]

Bulk Regulations and Data Table and Recommended Traffic Improvements referred to in these Plan of Development Statements read as follows:

Residential-Business Planned Development Number 368, As Amended.

Exhibit 1.

Bulk Regulations And Data Table.

Subarea	Net Site Area see note (1) <u>Square Feet</u> Acres	Maximum Retail Square Feet (1,000s)	Maximum Commercial Square Feet (1,000s)	Maximum Hotel Rooms	Maximum Dwelling Units	Maximum Floor Area Ratio
A	<u>380,796</u> 8.74	540 see note (5)	5,259	1,800	Permitted see notes (2) and (3)	13.81 see note (6)
B	<u>183,449</u> 4.21	40	2,482	2,000	400 see note (8)	13.53 see note (7)
C	<u>122,303</u> 2.81	140	850	540	630	12.72
D	<u>361,234</u> 8.29	170	500	0	2,350	8.60

Subarea	Net Site Area see note (1) <u>Square Feet</u> Acres	Maximum Retail Square Feet (1,000s)	Maximum Commercial Square Feet (1,000s)	Maximum Hotel Rooms	Maximum Dwelling Units	Maximum Floor Area Ratio
E	<u>232,841</u> 5.34	0	5 see note (4)	not permitted	not permitted	0.02
F	<u>100,436</u> 2.31	150	0	0	1,000	14.93
G	<u>95,005</u> 2.18	50	350	150	300	10.00
TOTAL	<u>1,476,064</u> 33.89	1,090	9,446	4,490	4,680 see note (2)	9.97

Gross Site Area = Net Site Area: 1,476,064 square feet (33.89 acres) plus area in or proposed to be in public right-of-way: 940,843 square feet (21.60 acres) plus area in or proposed to be in public parks or open space: 387,319 square feet (8.89 acres) = 2,804,226 square feet (64.38 acres).

	Minimum	Maximum
Off-Street Parking:		
Business Uses:	1:5,000 square feet	as determined by D.P.D. in consultation with C.D.O.T.
Hotel Uses:	1:4 rooms	
Residential Uses:	55% dwelling unit	
Non-Accessory Parking (allowed in Subarea F only):	200 spaces	500 spaces
Off-Street Loading:	Per DX-12 requirements	
Minimum Peripheral Setbacks:	Sufficient to allow for street trees and pedestrian walkways (minimum of 12 feet, 6 inches from building to curb face)	
Minimum Upper Level Setbacks:	40 feet from Lake Shore Drive at level of Upper Lake Shore Drive.	

Footnotes:

- Note (1): For the purpose of this Planned Development "Net Site Area" shall equal the entire land area (at Plaza Level where such is established, and otherwise at grade) within the boundaries of the planned development, less the area now dedicated or proposed to be dedicated to public use.
- Note (2): Dwelling units shall be permitted in Subarea A of this Planned Development subject to the provisions of the DX-16, Downtown Mixed-Use District classification. Any such units so built will not affect the total of four thousand six hundred eighty (4,680) dwelling units permitted in Subareas B, C, D, F and G. Dwelling units are permitted below the second (2nd) floor in all subareas except Subarea B.
- Note (3): For purposes of exchange of uses, a hotel room shall be equal to zero and five-tenths (0.5) dwelling unit. The permissible number of hotel rooms within the planned development shall not exceed four thousand four hundred ninety (4,490) rooms. Ballrooms, meeting rooms, exhibition space, restaurant facilities and hotel-associated retail shall be deemed "accessory hotel uses" and shall be charged against commercial uses.
- Note (4): Although Subarea E (DuSable Park) has been dedicated to public park use, it is included in Net Site Area because a maximum of five thousand (5,000) square feet of park and recreation-related floor area may be constructed within its boundaries.
- Note (5): Assumes four hundred ten thousand (410,000) square feet allocated to development Parcels P4 and P5 and the remaining one hundred thirty thousand (130,000) square feet allocated to remaining development parcels within Subarea A.
- Note (6): Assumes floor area allocated to existing buildings as follows: 401 North Michigan (seven hundred sixty thousand two hundred forty-one (760,241) square feet), University of Chicago Gleacher Center (two hundred forty thousand (240,000) square feet), NBC Tower (nine hundred twelve thousand (912,000) square feet); and to future development parcels as follows: P1 (seven hundred seventy-six thousand two hundred fifty (776,250) square feet); P3 (nine hundred seventy thousand (970,000) square feet) and P4/P5 (one million six hundred thousand (1,600,000) square feet).
- Note (7): Assumes floor area allocated to existing Sheraton Hotel at eight hundred sixty thousand three hundred seventy-nine (860,379) square feet and future development Parcels P7, P7A and P8 at one million six hundred twenty-one thousand two hundred ninety (1,621,290) square feet.
- Note (8): For purposes of exchange of uses, a hotel room shall be equal to zero and five-tenths (0.5) dwelling unit above the four hundred (400) permitted. The permissible number of hotel rooms within the planned development shall not exceed four thousand four hundred ninety (4,490) rooms. Ballrooms, meeting rooms, exhibition space, restaurant facilities and hotel-associated retail shall be deemed "accessory hotel uses" and shall be charged against commercial uses. Accessory hotel uses on Parcels P7, P7A, and P8 combined shall not exceed fifty thousand (50,000) square feet.

*Exhibit 8.**Recommended Traffic Improvements.*

The following is a summary prepared by the Chicago Department of Transportation of the traffic impacts and proposed mitigation efforts for the River East, Grand Pier and North Bridge developments along the Illinois-Grand corridor, as described in traffic studies prepared by traffic consultants for the developers and the City (KLOA and Barton-Aschman, respectively):

General Impacts.

The three (3) developments will generate roughly three thousand (3,000) trips, one thousand six hundred (1,600) inbound, one thousand four hundred (1,400) outbound during the P.M. peak hours. About one thousand three hundred fifty (1,350) trips, (seven hundred fifty (750) inbound, six hundred (600) outbound) will be generated during A.M. peak hours.

There will be traffic volume increases on East Illinois Street and East Grand Avenue, between North State Street and North Lake Shore Drive, of roughly five hundred (500) to seven hundred (700) vehicles per hour during the P.M. peak hours. During the A.M. peak hours, traffic volume will increase on East Illinois Street and East Grand Avenue by roughly two hundred (200) to three hundred (300) vehicles per hour. Existing peak volumes on East Illinois Street and East Grand Avenue range between one thousand (1,000) and one thousand five hundred (1,500) vehicles per hour; with these developments, volumes would range between one thousand five hundred (1,500) and two thousand (2,000) vehicles per hour.

Some excess capacity is available to handle this increased demand, but a number of geometric, signal timing, and parking control measures are recommended to further accommodate this increase in traffic.

Geometric and Signal Operations Improvements.

In order to increase overall intersection capacity and address heavy traffic circulation demand, it is proposed to widen North McClurg Court between North Illinois Street and East Grand Avenue to provide double left turn lanes northbound at Grand and southbound at East Illinois. McClurg would be further widened on the west side to provide a drop-off lane at the proposed residential building.

It is also proposed to widen North McClurg Court between East Ohio Street and East Grand Avenue to provide separate southbound right turn and through traffic lanes, and to provide a smoother northbound alignment through the East Grand Avenue intersection. The right-of-way for this widening would need to be obtained from the adjacent property owners.

The traffic signals at McClurg-Grand and at McClurg-Illinois would be modified to accommodate the street widening and to provide left turn arrow signal indications for northbound traffic at East Grand Avenue and southbound traffic at East Illinois Street.

On East Grand Avenue at North State Street, the C.T.A. subway entrances at the northeast and northwest corners will be relocated out of the East Grand Avenue right-of-way. This will allow the widening of East Grand Avenue at this intersection to provide four (4) westbound lanes compared with the three (3) lanes currently available at this "bottleneck" location.

Restriping of various street segments is proposed in an effort to make more efficient use of pavement space and increase traffic capacity. Striping of left turn lanes, where appropriate, would be done on North State Street, North Wabash Avenue and North Rush Street at their intersections with Illinois Street, East Grand Avenue, East Ohio Street and East Ontario Street. East Illinois Street would be restriped at North Columbus to provide three (3) through lanes, and separate left turn and right turn lanes.

Parking Controls.

Metered on-street parking generally will need to be eliminated on East Illinois Street and East Grand Avenue from North State Street to North Lake Shore Drive in order to provide additional traffic capacity or to make the curb lane available for various pickup/drop-off activities. Sufficient off-street parking, provided as part of these developments, is intended to satisfy the demand for parking in the corridor.

It is proposed to eliminate parking on East Illinois Street from State Street to North Michigan Avenue in order to provide three (3) eastbound traffic lanes, compared with the two (2) existing lanes. This increase in traffic capacity is needed to handle the increased demand on this segment of East Illinois Street.

It is proposed to eliminate parking on the south side of East Grand Avenue east of North Columbus Drive to provide a separate left turn lane on East Grand

Avenue at the approach to the North Columbus Drive signal. This would increase the through traffic capacity by removing the turning movements from the adjacent through traffic lane.

Parking would also be eliminated on both sides of East Grand Avenue east of North McClurg Court, in order to provide separate left turn and right turn lanes on the approach to the traffic signal. Again, traffic capacity would be increased by segregating the through and turning traffic movements.

The elimination of parking is also proposed on the south side of East Ontario Street at North Fairbanks Court in order to provide a westbound left turn lane on East Ontario Street. The striping of an optional through-left lane was also recommended as a further capacity improvement, although conflicts between turning vehicles and pedestrians in the south crosswalk will require further analysis.

Transportation Management.

Active traffic management in the corridor will be undertaken by the Transportation Management Association which has been established. The T.M.A. will meet to exchange information on traffic operations needs and problems, changing development conditions, construction activities, special events, and other factors which may affect transportation in the corridor. Various City agencies, including C.D.O.T., Planning, Police, Streets and Sanitation, and the C.T.A., will coordinate efforts with corridor property managers to address evolving transportation demands.

Strict enforcement of existing and proposed parking restrictions will be necessary to ensure that street space needed for traffic capacity is available. Of particular concern is the need to keep East Illinois Street clear, east of Columbus; East Grand Avenue, west of North Michigan Avenue; East Ohio Street, west of North Michigan; and East Ontario Street, west of North St. Clair Street. Improved public transit service as appropriate to serve the needs of the corridor will be developed. C.D.O.T. and the T.M.A. will be reviewing service needs and developing strategies for best providing public transportation, whether through modifications of C.T.A. service or additional shuttle bus operations.

Site Specific Improvements.

Parcels 4 and 5: The proposed lower level loading dock layout requires a number of traffic control measures in order to mitigate the potential effect on East

Illinois Street traffic. These measures include prohibition of on-street loading, provision of a dock master during loading dock hours, limitation on loading dock hours to prohibit backing maneuvers between 7:00 A.M. and 9:00 A.M. and between 4:00 P.M. and 7:00 P.M., Monday through Friday, and implementation of loading dock control as part of an overall Traffic Management Plan to be implemented by the Illinois-Grand Corridor Transportation Management Association.

Parcels P7, P7A and P8: There should be no curb cuts on East Illinois Street. Curb cuts providing access to loading docks should be located only on Lower North Water Street or North New Street.

Parcels P9 and P13: The increase in hotel development along East Columbus Drive between East Grand Avenue and East Illinois Street and along North Park Drive between Illinois and North Water Streets will concentrate taxi and other traffic movement in this area. Signing and striping is needed to prevent traffic from driving across East Illinois Street in order to access North Park Drive rather than turning left onto eastbound East Illinois Street. Vaulted sidewalks are also indicated in the public way on both East Grand Avenue and East Illinois Street. Although vaulted sidewalks are not generally recommended, they are acceptable in this instance to allow for the placement of parking underground.

Parcels P14 and P16: The vacation of East River Drive east of East McClurg Court may result in hundreds of residential units being accessed from a single cul-de-sac street, North Water Street east of East McClurg Court. The sewer on North Water Street is seven (7) to eight (8) feet below the pavement, and its reconstruction at some time in the future, or any other significant utility maintenance, could severely restrict access to these residences. Widening of East North Water Street to forty-four (44) feet from its existing forty (40) foot width is recommended in order to provide more flexibility to maintain two-way traffic in the event of any future construction activities.

The Kraft Building Site: There is no objection to vacating East Peshtigo Court in the future. If North Peshtigo Court is eliminated and another north/south street is added, its location must be checked with respect to the location of the drop-off lanes on East Illinois Street at North Pier terminal. If North Peshtigo Court is retained, adding another north/south street between North Peshtigo Court and North McClurg Court is not recommended.

Parcels P18 and P19: A.D.A. accessibility of any pedestrian bridge which may be built across Ogden Slip should be reviewed.

Exhibit 2.
Existing Zoning Map.

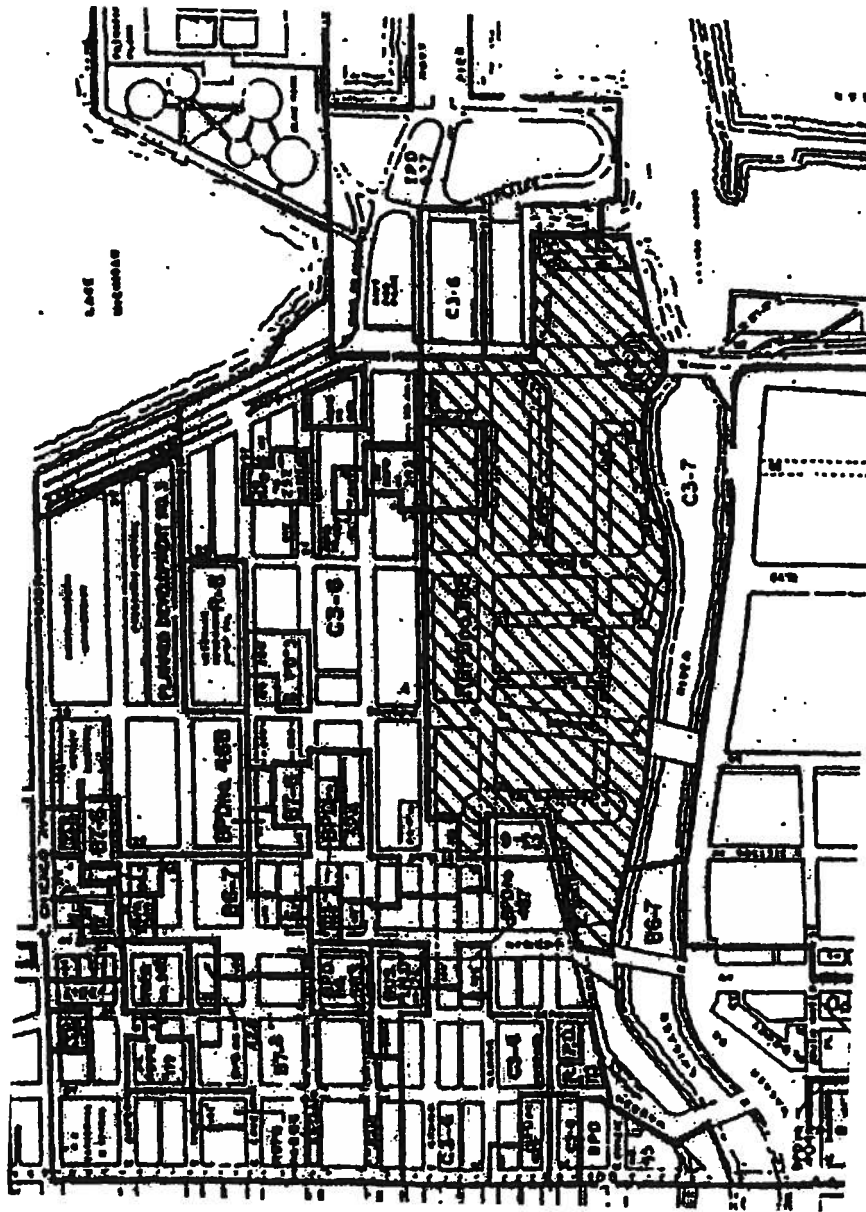


Exhibit 3.

Planned Development Boundary And Subarea Map.

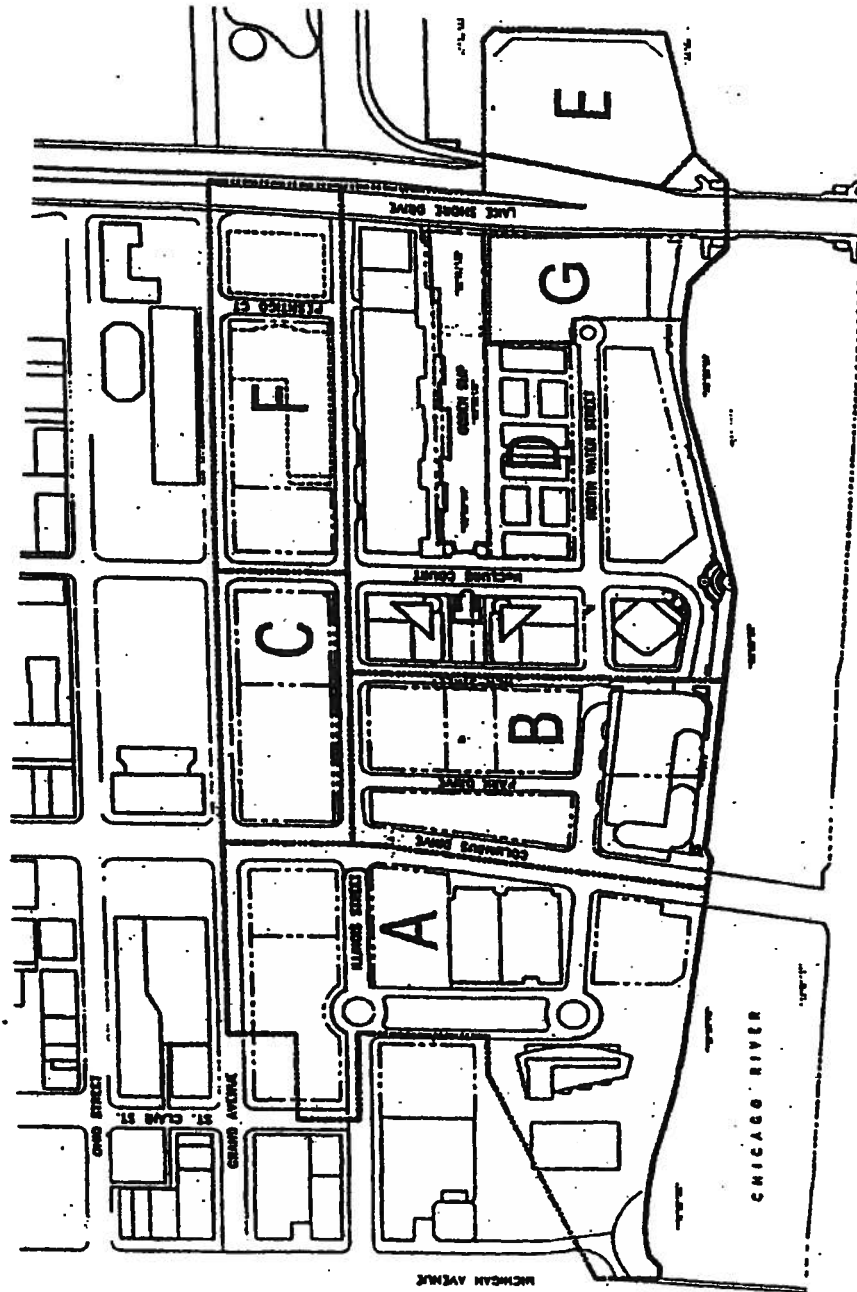


Exhibit 4.

Planned Development Parcels Map.

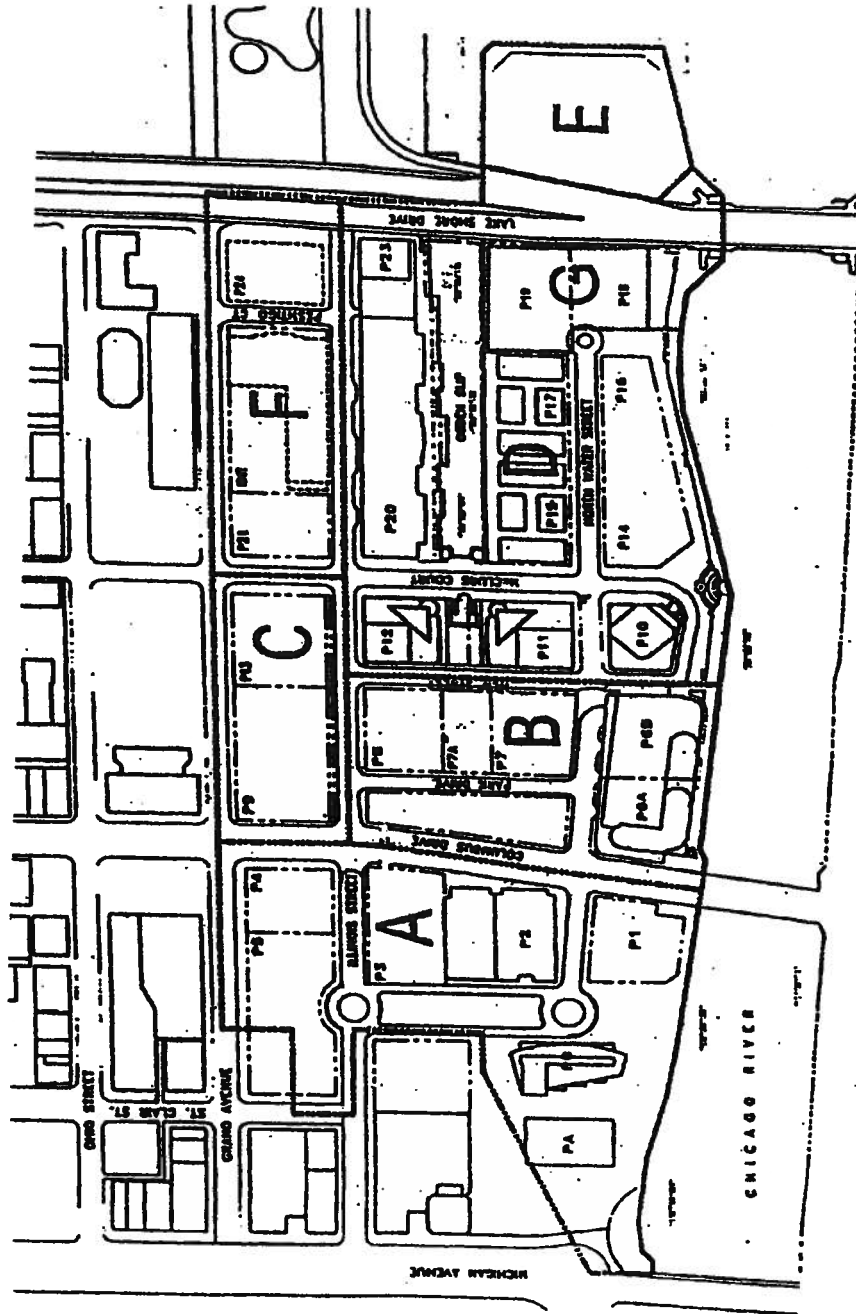
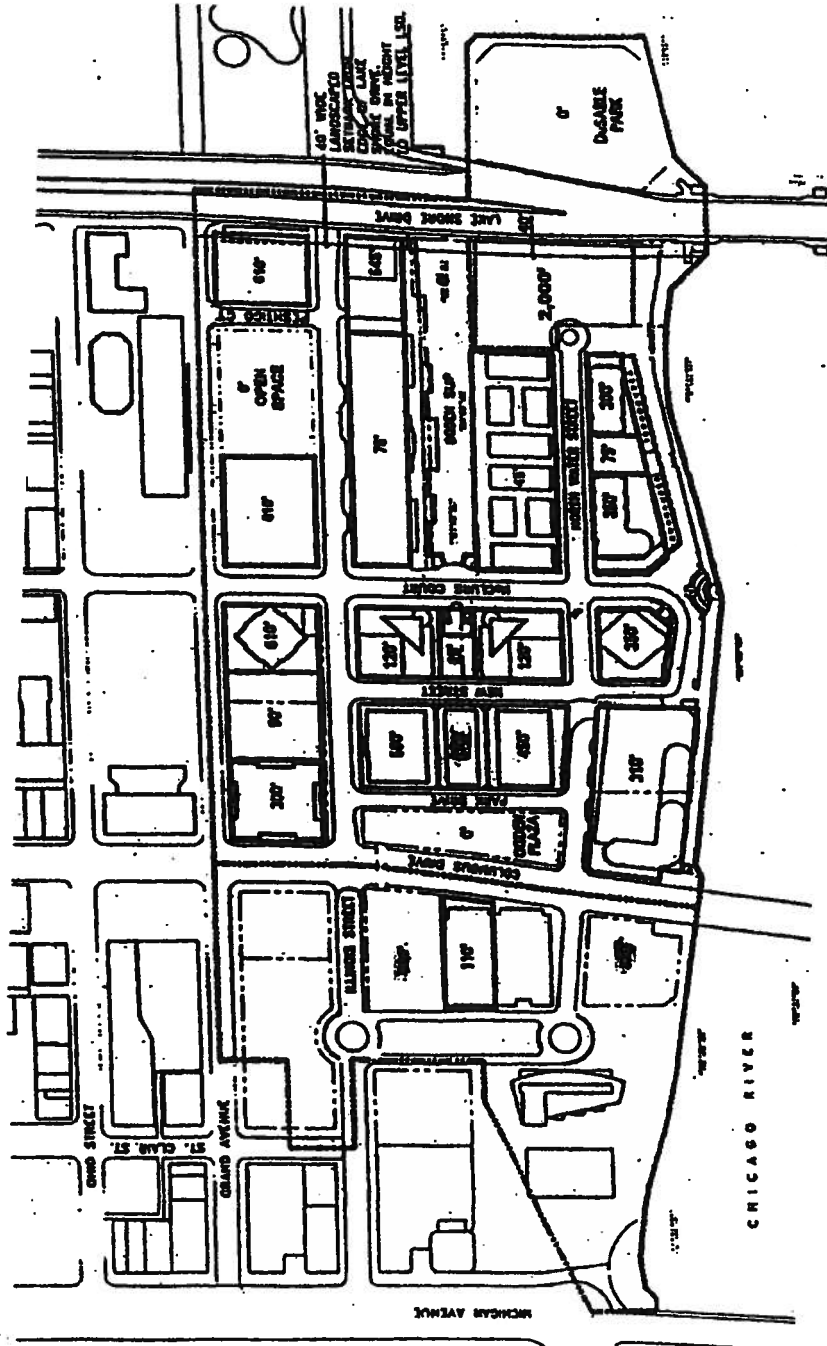
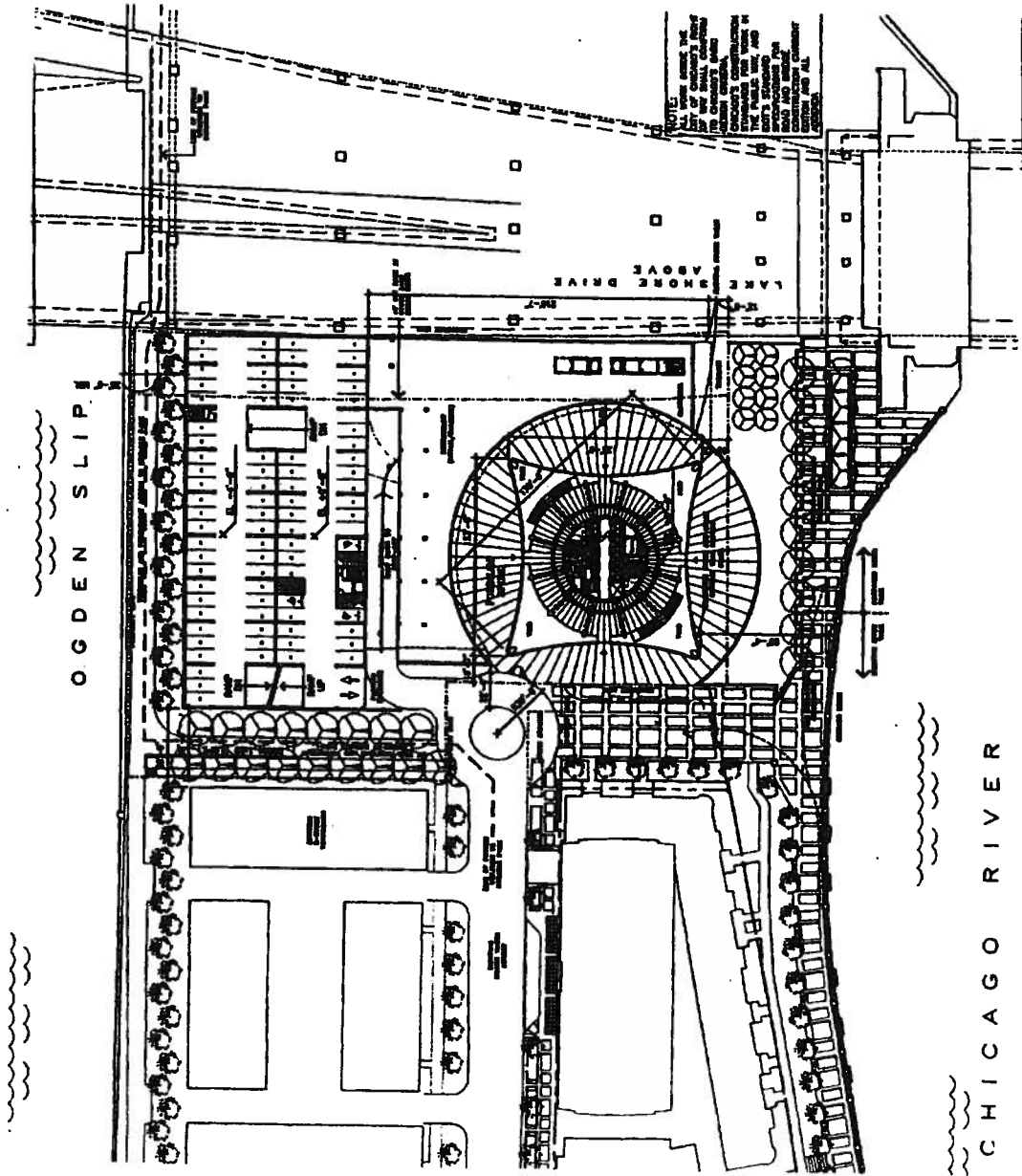


Exhibit 5.

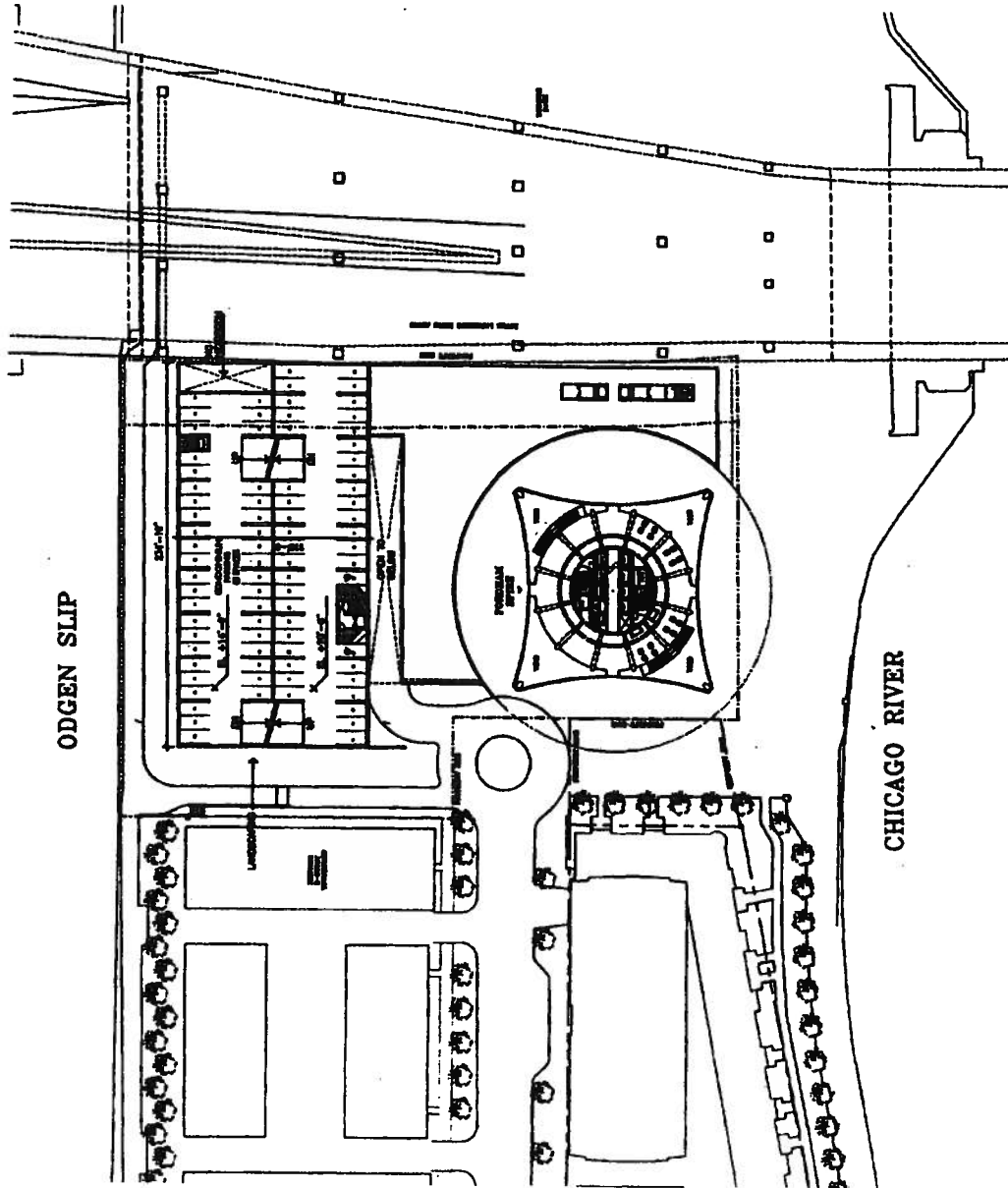
Maximum Height Zones.



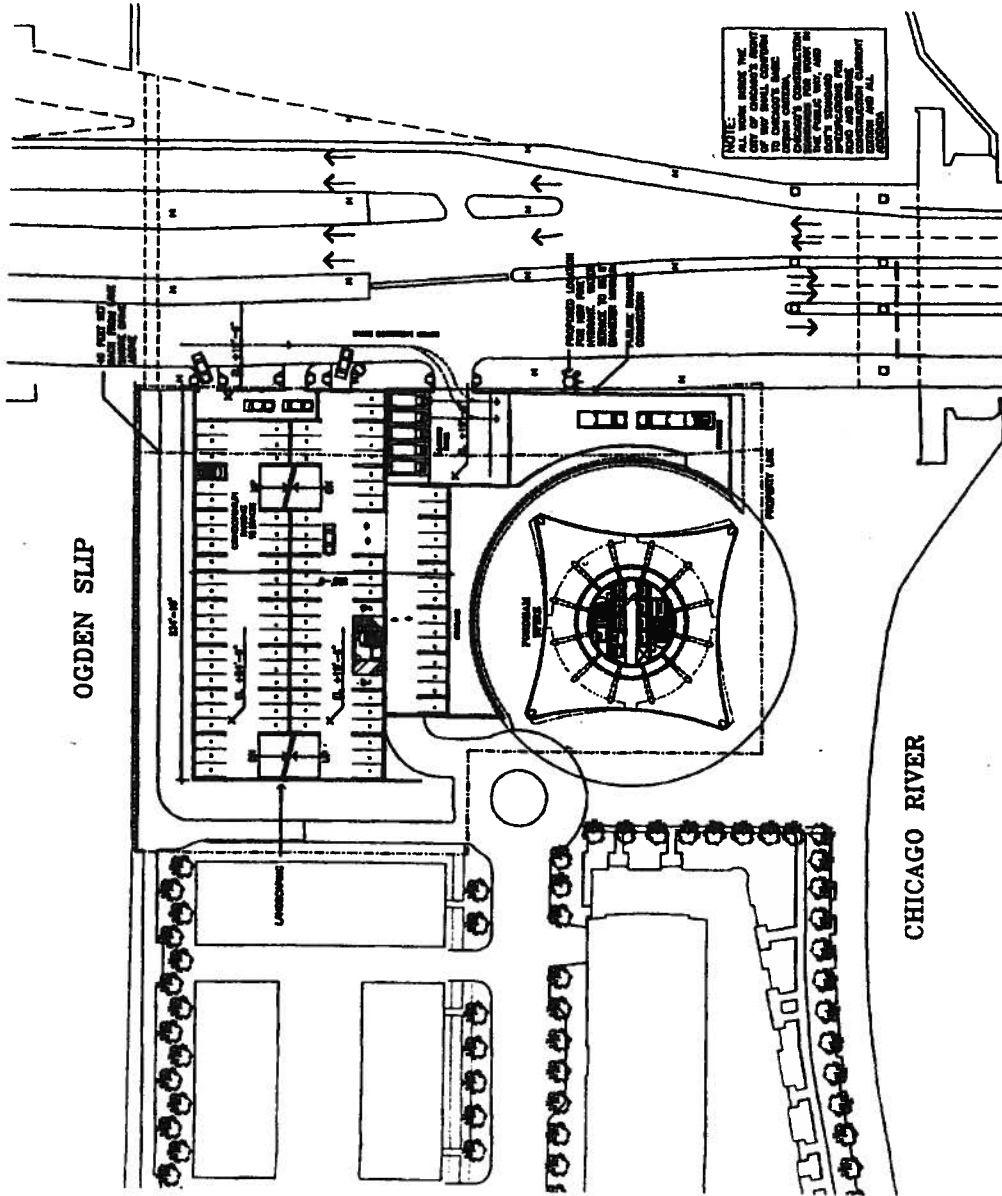
Site Plan.



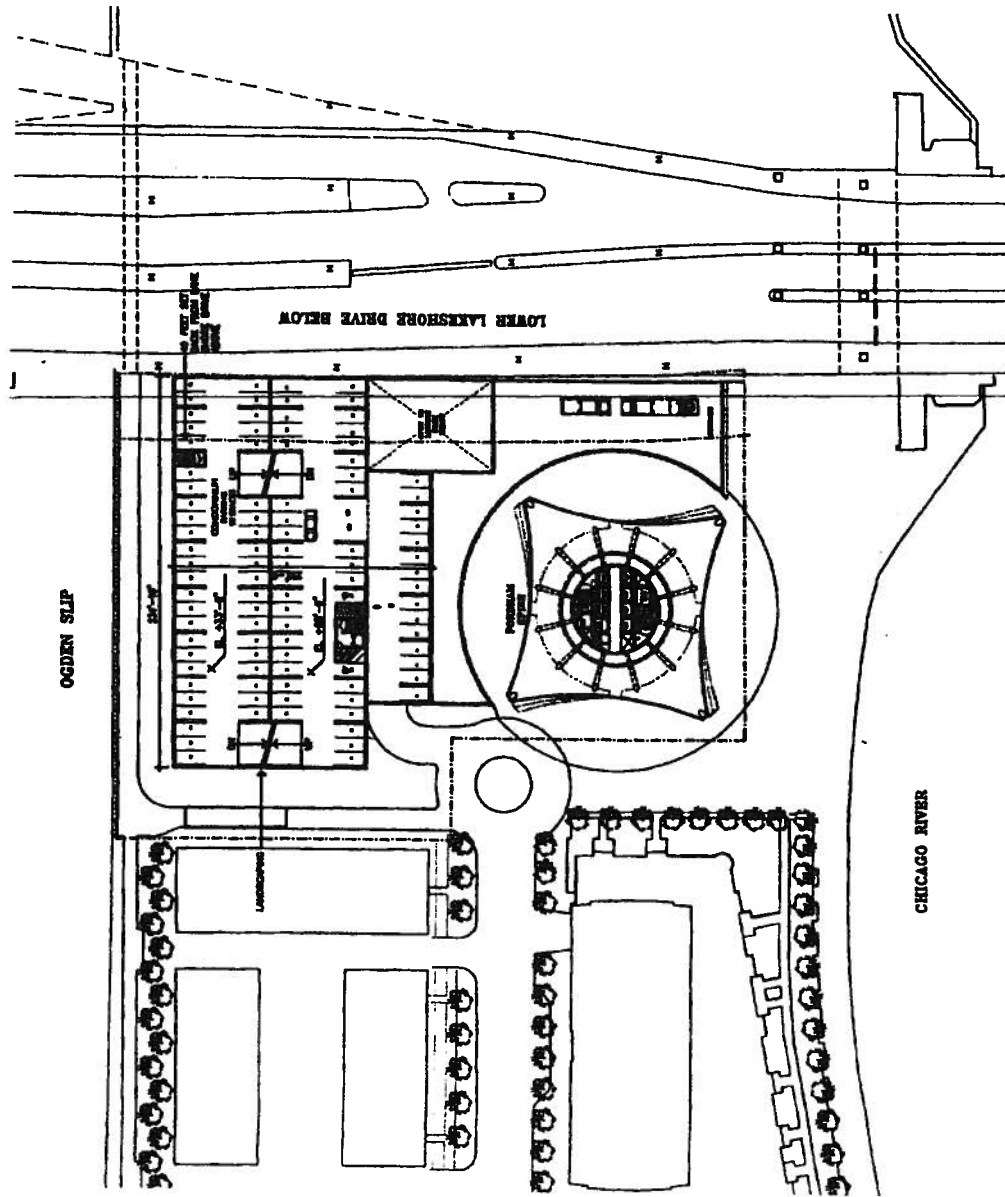
Second Floor Plan.



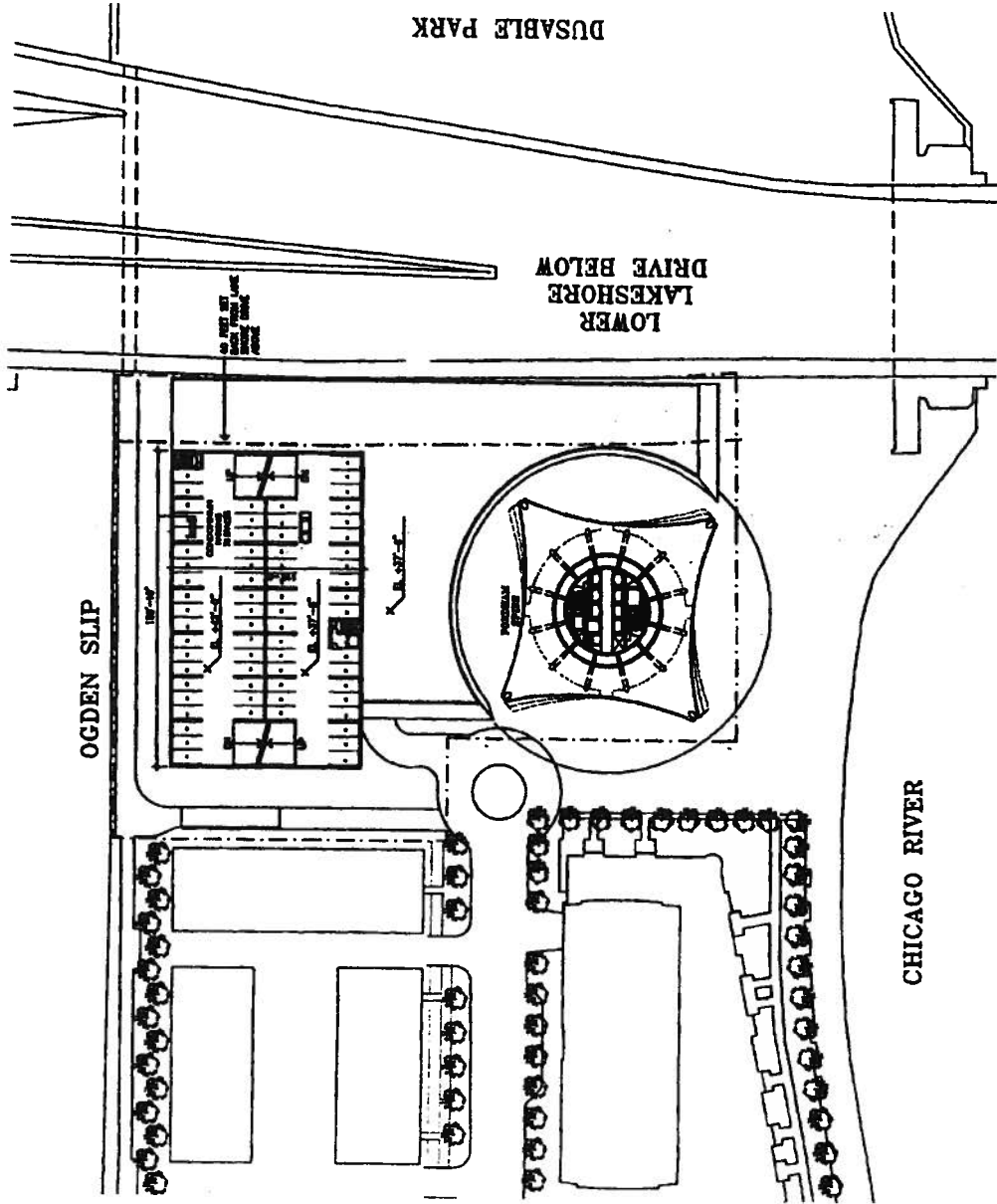
Third Floor Plan.



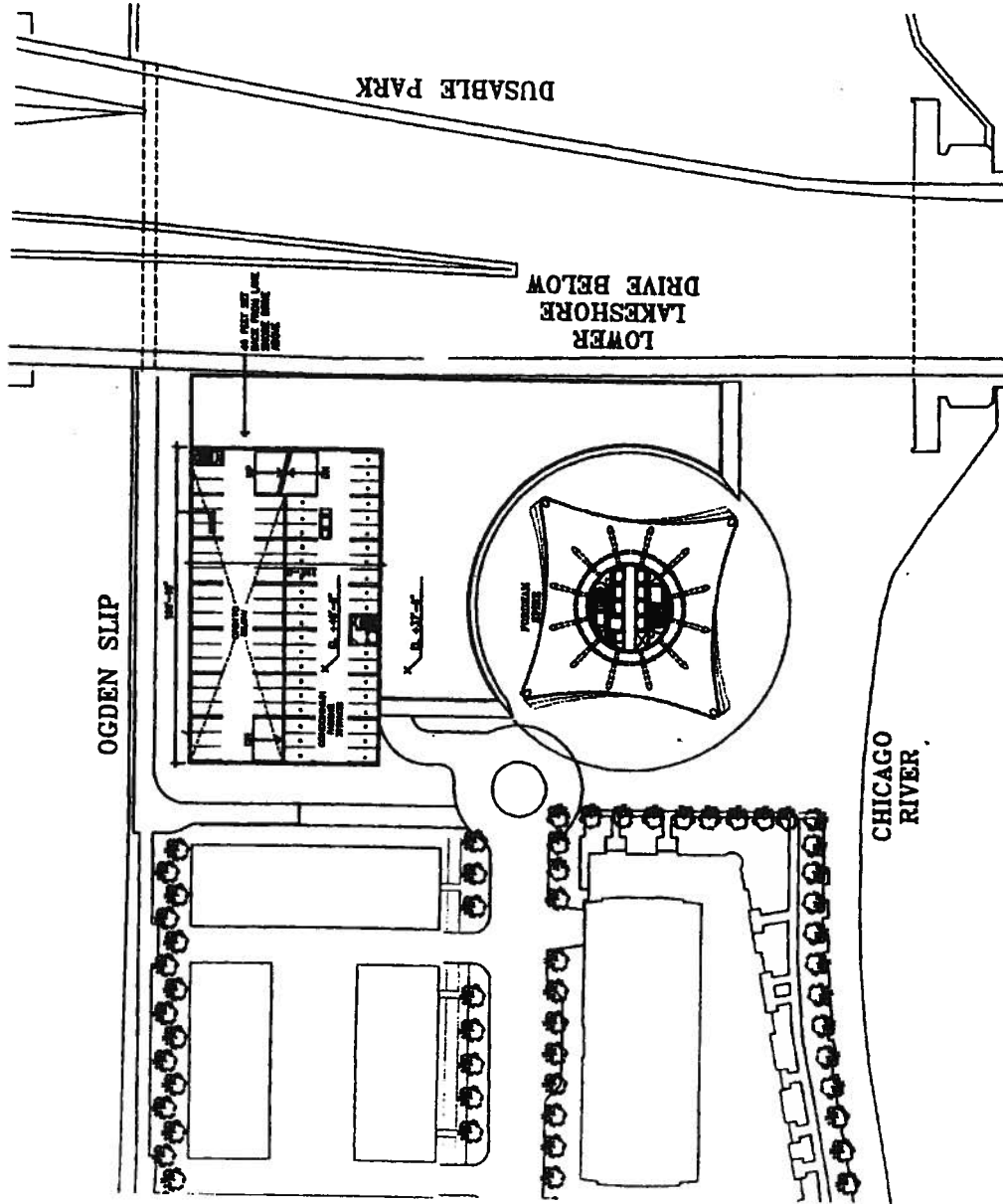
Fourth Floor Plan.



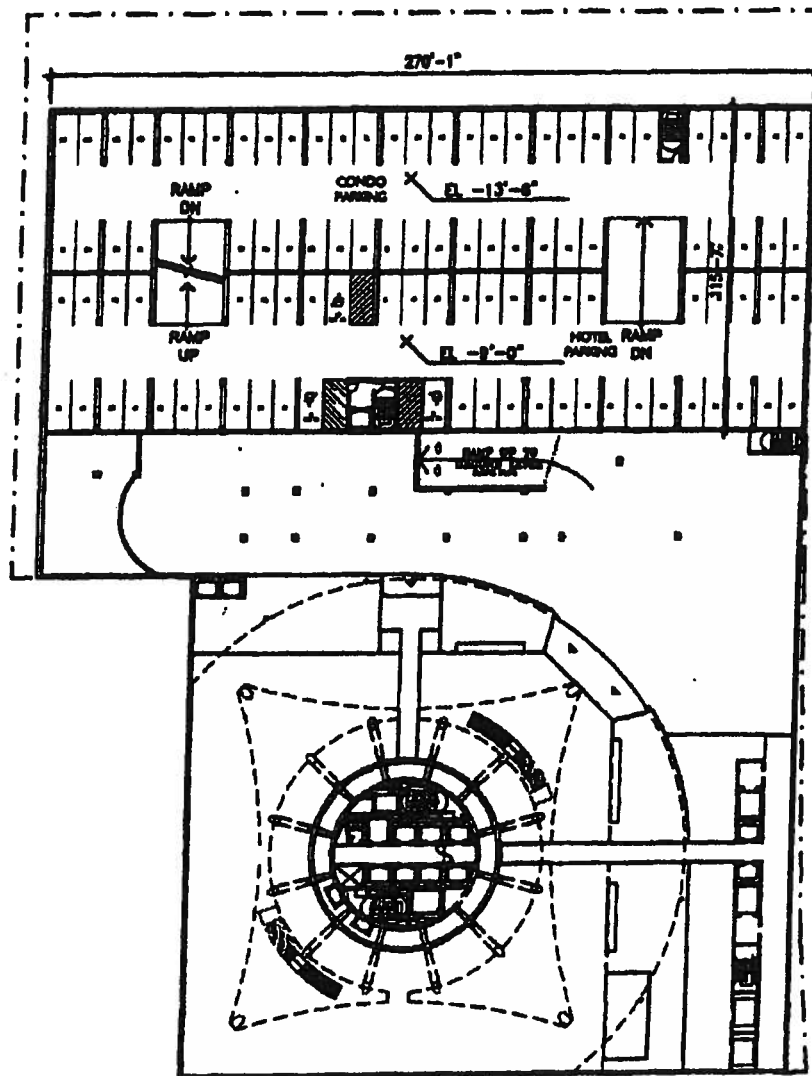
Fifth Floor Plan.



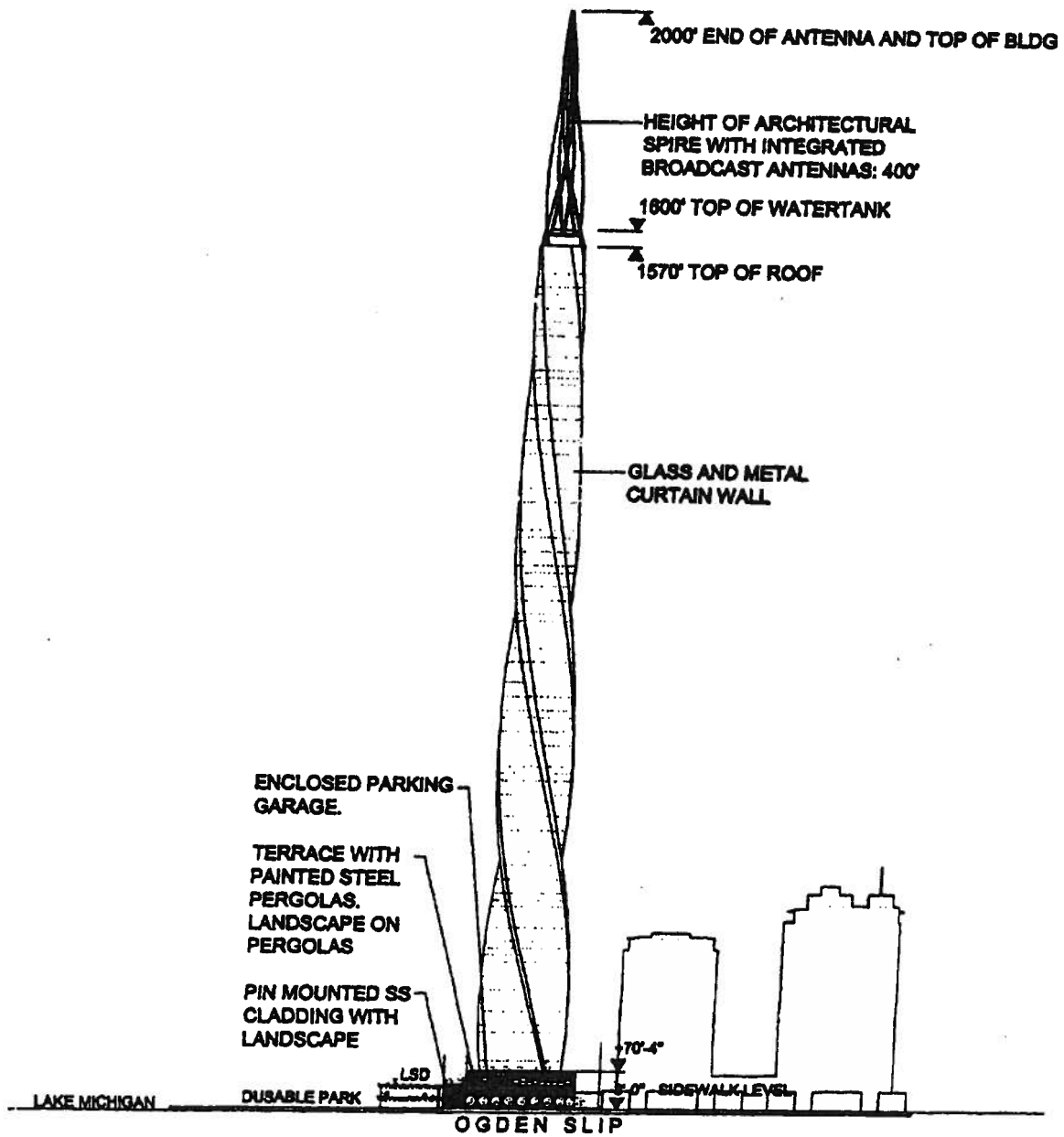
Sixth Floor Plan.



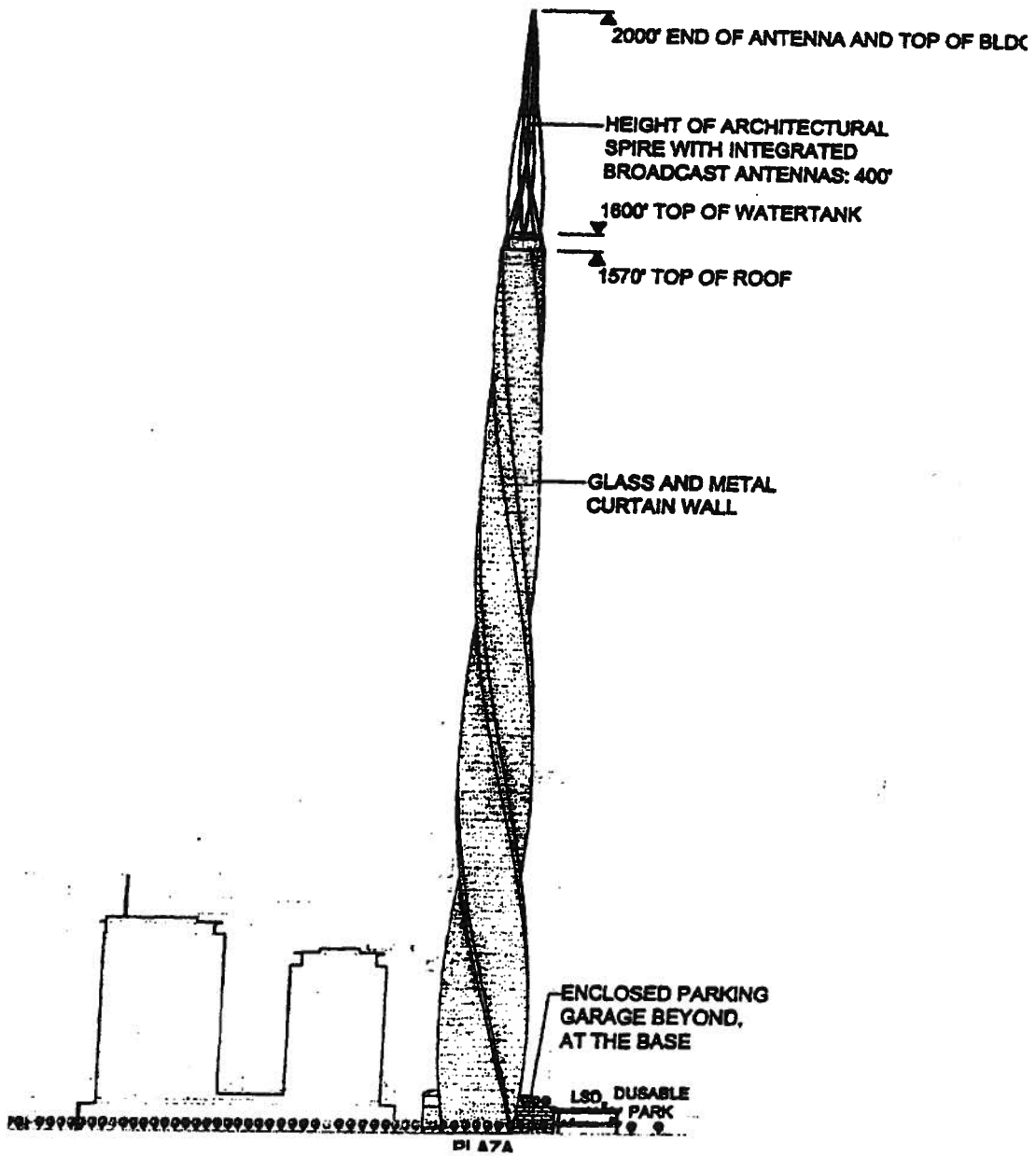
Lower Level Plan -- 01.



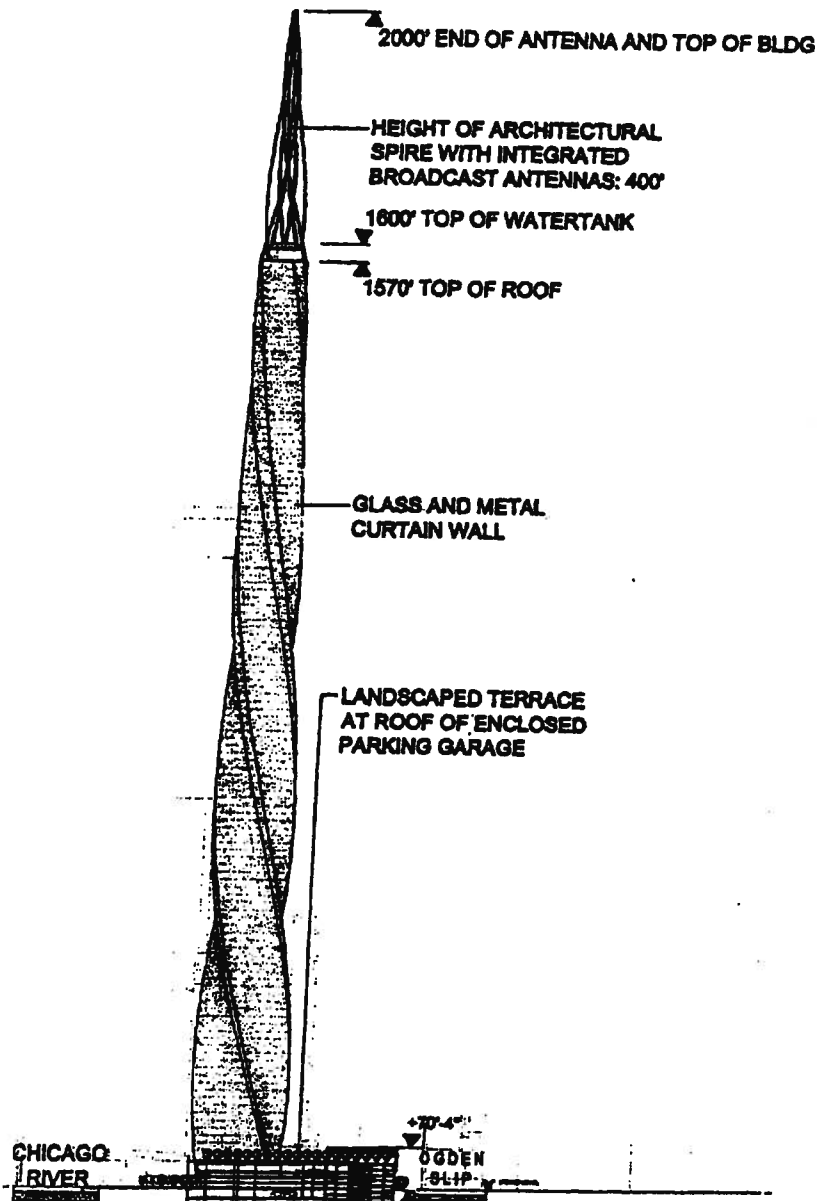
North Elevation.



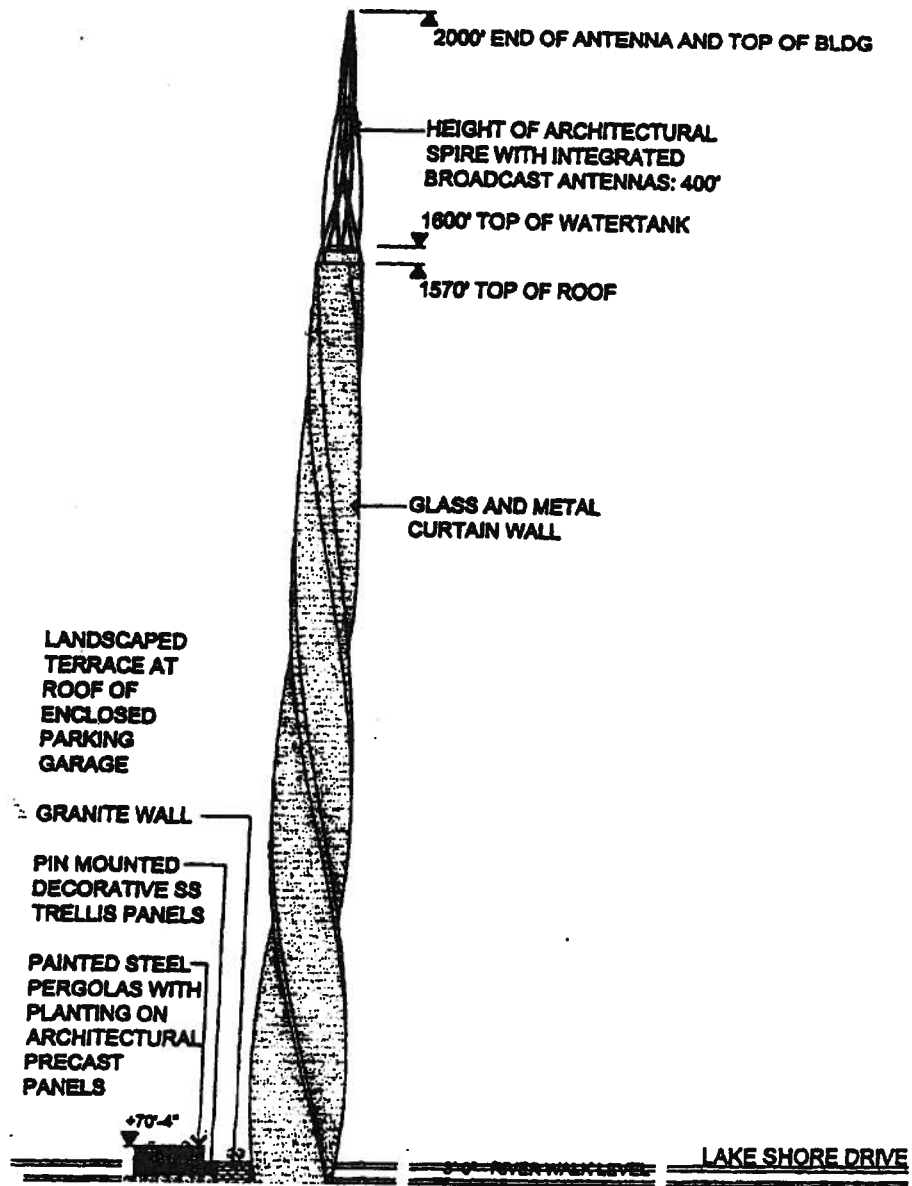
South Elevation.



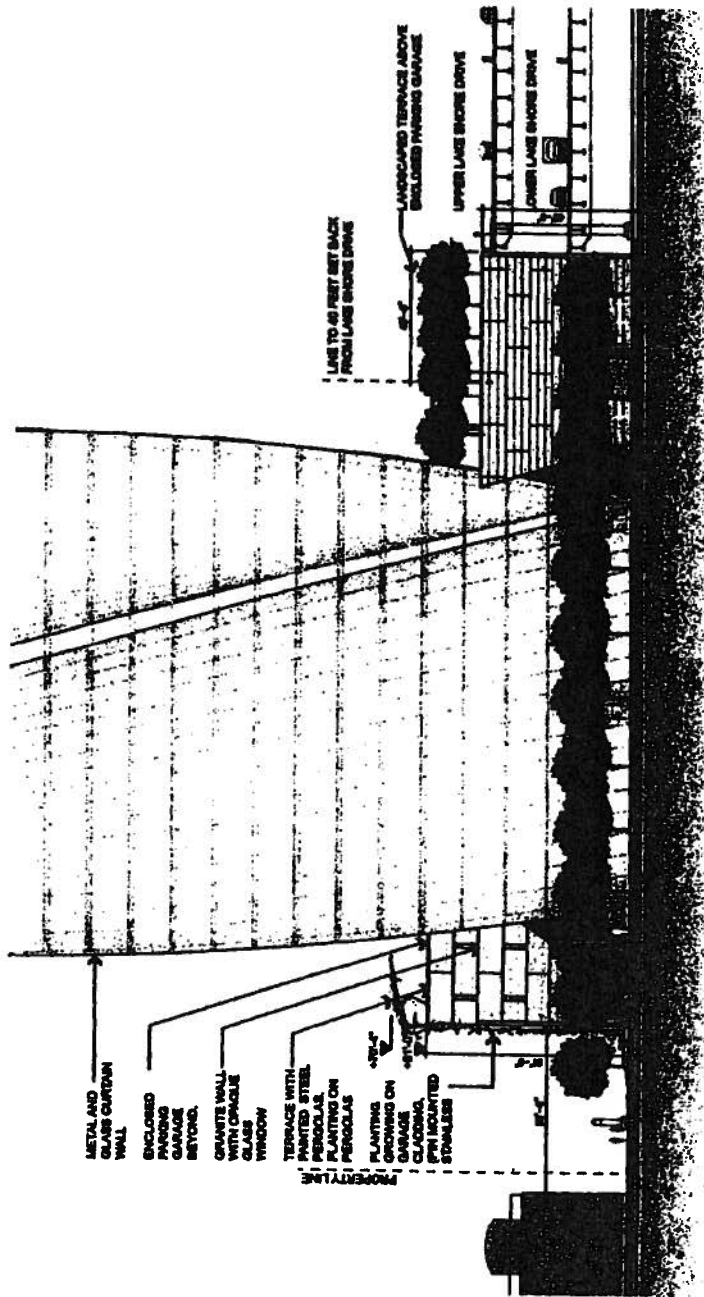
East Elevation.



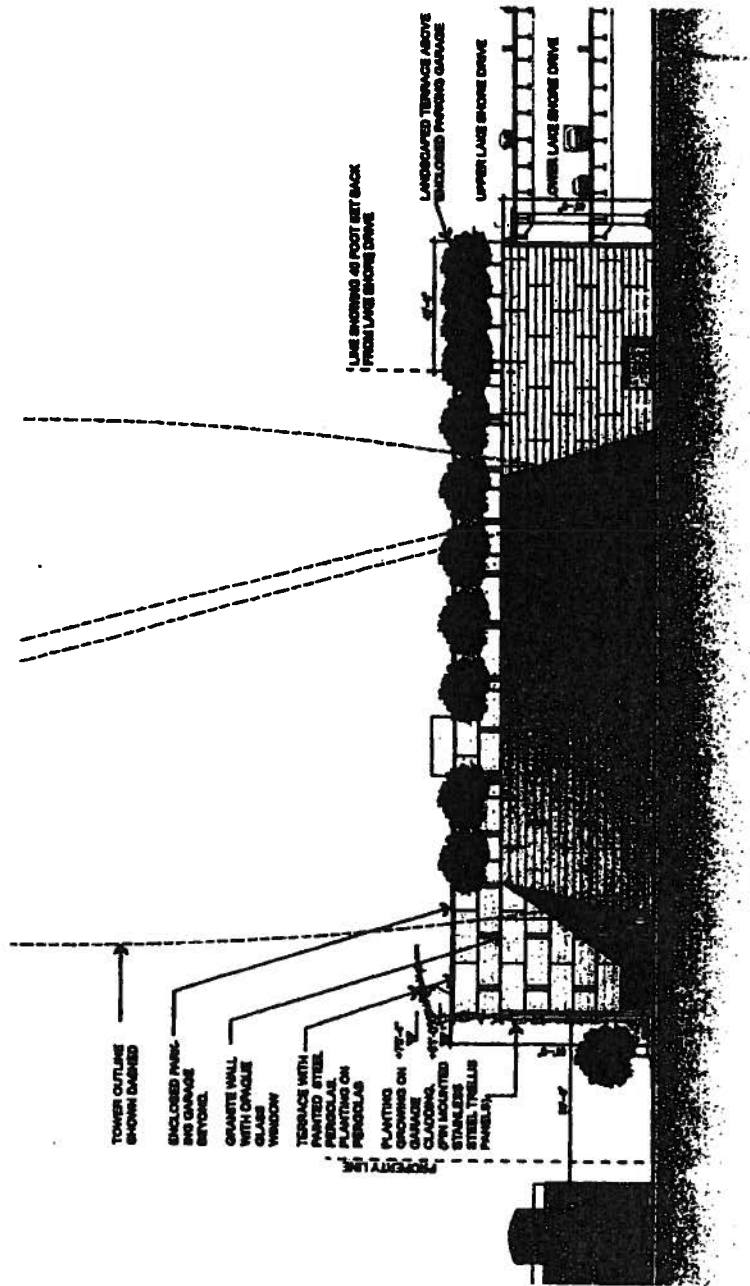
West Elevation.



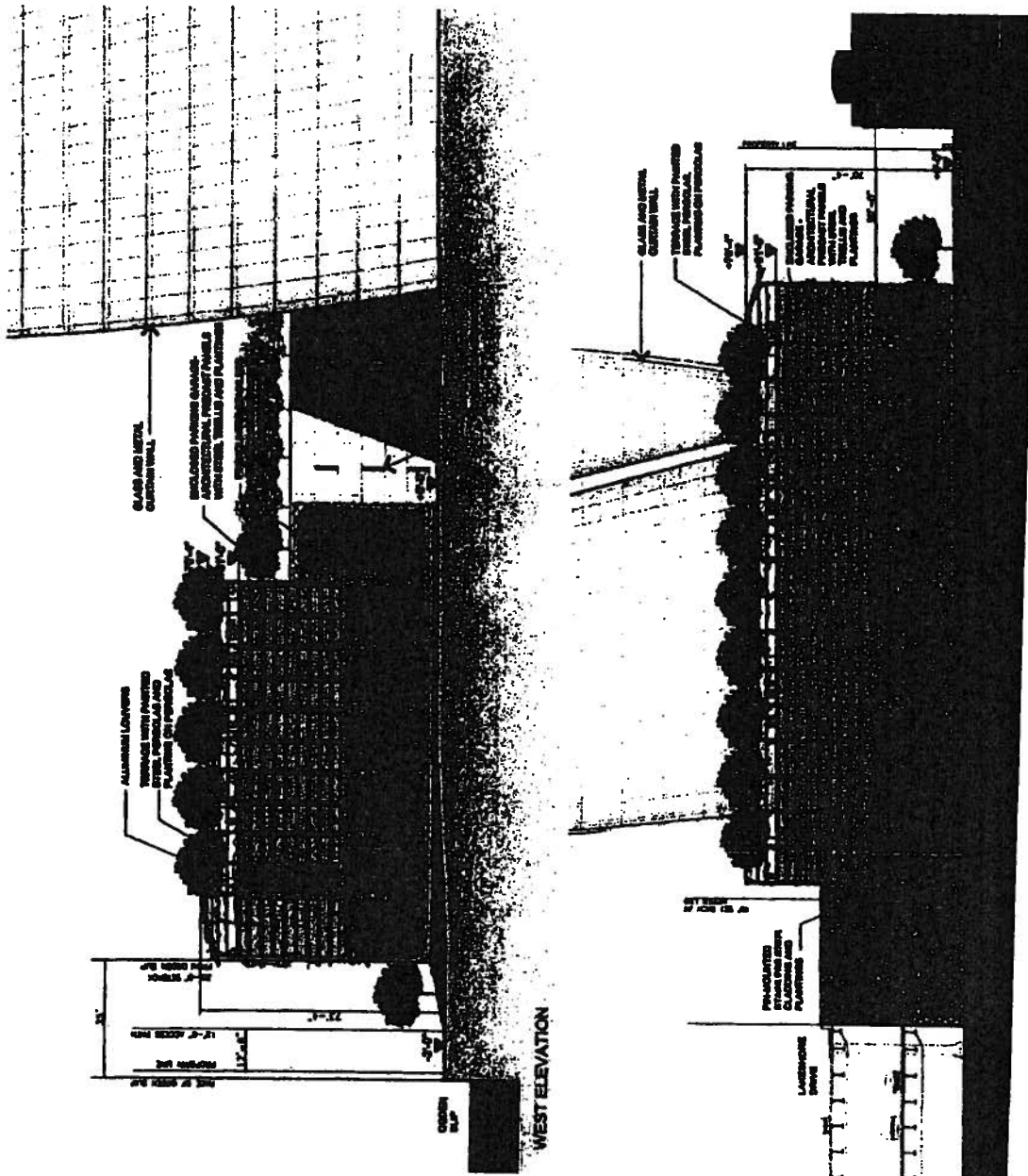
South Elevation -- Riverwalk.



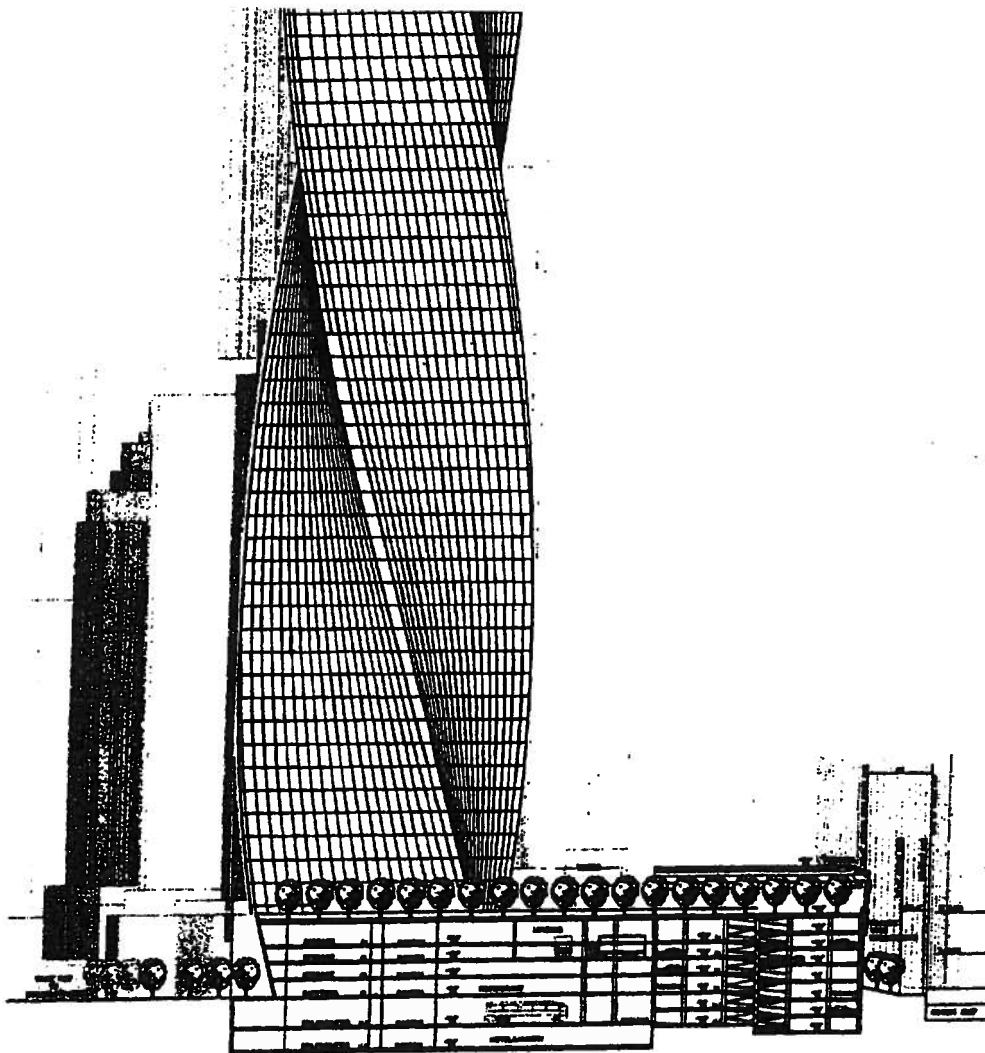
South Elevation -- Garage.



North And West Parking Elevation.



Basement Section C-C.



3/29/2006

REPORTS OF COMMITTEES

74115

Basement Section D-D.

