



City of Chicago
Richard M. Daley, Mayor

**Department of Planning
 and Development**

Lori T. Healey
 Commissioner

City Hall, Room 1000
 121 North LaSalle Street
 Chicago, Illinois 60602
 (312) 744-4190
 (312) 744-2271 (FAX)
 (312) 744-2578 (TTY)

<http://www.cityofchicago.org>

January 25, 2006

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

Re: Residential-Business Planned Development No. 368, as amended December 17, 2003, Sub-Area F, Parcels P21A and P21B
 (Parkview West - 505 N. McClurg Ct. and Neighborhood Park and Underground Garage - 456 E. Illinois St.)
 Lake Michigan and Chicago Lakefront Application No. 374

Dear Mr. George:

We have reviewed your request submitted on behalf of your client for Site Plan approval for development of a 48-story, 490 feet high residential tower with 268 dwelling units and approximately 446,570 square feet of F.A.R. Floor Area, including approximately 1,000 square feet of ground-floor retail space. In addition you propose to construct a four-level underground garage with 916 parking spaces with a 75,300 square-foot park on top. The proposed development is to be located on Parcels P21A and P21B in Sub-area F of Residential-Business Planned Development No. 368, as amended.

Site Plan approval for the proposed Project is hereby approved, subject to the provisions of this letter and based on the following exhibits:

EXHIBITS

Civil Exhibits

- C-2 Dimension Plan
- C-3 Grading Plan

Architectural Exhibits

- A2.00 Roof Plan w/ Greenspace Calculation
- A2.01 First Floor Plan
- A3.01 North & East Building Elevations
- A3.02 South & West Building Elevations
- A3.03 Building Sections
- A3.04 Building Sections
- ASK-1 Building Perspectives
- ASK-2 Building Perspectives
- ASK-3 Building Perspectives
- ASK-4 Building Perspectives

P. 123



Landscape Exhibits

L0.0	Notes/ Legends/ Abbreviations
L0.1	Site Plan
L1.0	Grading Plan
L2.0	Layout Plan
L3.0	Materials Plan
L3.1	Site Furnishings & Lighting
L4.1	Garden Schedule
L4.2	Planting Plan
L5.0	Site Sections
L5.1	Site Sections
L5.2	Site Sections

All of the above Exhibits were created by Solomon Cordwell Buenz & Associates, Hargreaves Associates, and/or Terra Engineering Ltd., and are dated November 29, 2005.

PROVISIONS

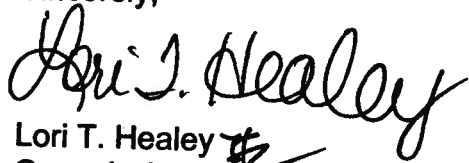
1. There shall be a vegetated ("green") roof over at least 25% of the net roof area of the residential building. "Net roof area" is defined as total roof area minus any required perimeter setbacks, roof top structures, and roof-mounted equipment. Exhibit A2.00 Roof Plan & Greenspace Calculations indicates a Net Roof Area of 15,944 square feet and Green Roof Area of 4,035 square feet, or 25.2%.
2. A dog run shall be provided in the residential building. Exhibit A2.01 First Floor Plan indicates a dog run on the first floor of the residential building.
3. There shall be at least 12' 6" of sidewalk on all street frontages, requiring building setbacks, if necessary. Exhibit C-2 Dimension Plan indicates minimum sidewalk widths of 12' 6" along E. Illinois Street, 12' 9" along E. Grand Avenue, and 19' 9" along N. McClurg Court.
4. There shall be at least 200 spaces dedicated to public parking. The letter dated October 27, 2005, from Mr. Edward D. Williams, AIA, Senior Vice President of Solomon Cordwell Buenz & Associates, Inc. indicated there will be 201 parking spaces dedicated to the general public and retail parking, the remaining 715 spaces to be deeded to residential occupants.

p. 2 of 3

5. There shall be a park of at least 70,000 square feet, privately owned and maintained, but open to the public during Park District hours. The October 27, 2005, letter from Mr. Williams certifies that the area of the proposed park is 75,305 square feet.
6. This letter acknowledges that small portions of the proposed development lie within the boundaries of Parcel P21C, namely parts of the underground garage and its entrance structure. Any further development on Parcel P21C shall require its own Site Plan submission and approval.
7. Parcel P21C currently contains a temporary park. The Department of Planning and Development acknowledges that the site of the temporary park may be needed for staging and storage during construction of the improvements proposed for Parcels P21A and P21B. Upon completion of those improvements and within six (6) months of the issuance of Certificate of Occupancy for those improvements, the grade-level portions of Parcel P21C shall be at least graded and seeded to grass. This requirement shall be waived if Site Plan Approval has been sought at that time for permanent development of Parcel P21C.

This letter, together with the attached Exhibits and the plans and documents incorporated by reference, constitutes Site Plan approval for the project as described above.

Sincerely,


Lori T. Healey
Commissioner

Originated by Fred Deters

cc: Mike Marmo, Terri Haymaker, Planned Development files



January 11, 2006

Mr. John J. George
Daley and George
20 South Clark Street
Chicago, IL 60603

RE: Request for Minor Change to Residential Business Planned
Development No. 368, as amended; Sub-area F

Dear Mr. George:

Please be advised that your request for Minor Change to Residential
Business Planned Development No. 368, on behalf of MCL CDC P21,
LLC, has been considered by the Department of Planning and
Development pursuant to Section 17-13-0611 of Chicago Zoning
Ordinance and Statement No.18 of the Planned Development.

Specifically, you requested to add the attached Supplemental Exhibits
4, 5, and 6, dated January 4, 2006, to those approved in the Planned
Development to reflect the reconfiguration of the parcels on the block
bounded by E. Illinois Street, N. Peshtigo Court, E. Grand Avenue,
and N. McClurg Court within Sub-area F of the Planned Development.

Supplemental Exhibit 4 reflects the revised parcelization of the block
into Parcels P21A, P21B, and P21C, dividing the original Parcel P21
into two smaller development parcels at either end of the block,
designated Parcels P21A and P21C. Supplemental Exhibit 5 reflects
the revised maximum height zones: 468 feet in Parcel P21A, 12 feet
in Parcel P21B, and 280 feet in Parcel P21C. Supplemental Exhibit 6
reflects the relocation of the 70,000 square-foot open space to the
middle of the block from the eastern end of the block.

The Department has reviewed the request and has determined that
the proposed modifications would be appropriate. They would not
change the character of the development, nor would they increase the
maximum number of dwelling units or the maximum F.A.R. permitted
in the Planned Development, nor would they reduce the minimum
distance required between structures. The maximum permitted
heights of the buildings measured as per Statement No. 10 of the
Planned Development (468 feet and 280 feet), would be less than
previously permitted (610 feet). The public open space would remain
at 70,00 square feet.



P. 1/5



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Development

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PLANNED DEVELOPMENT NO. 368, AS AMENDED

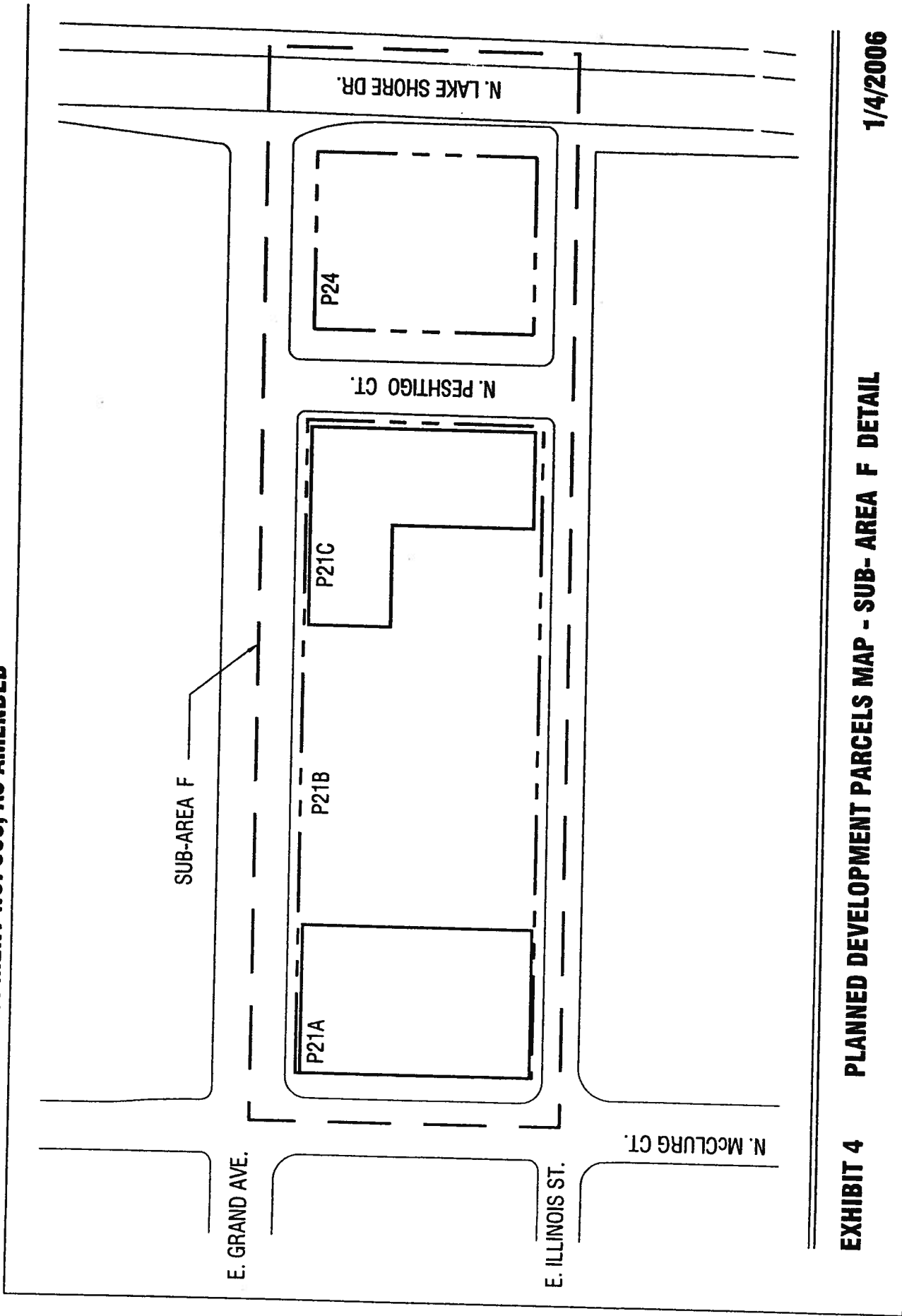


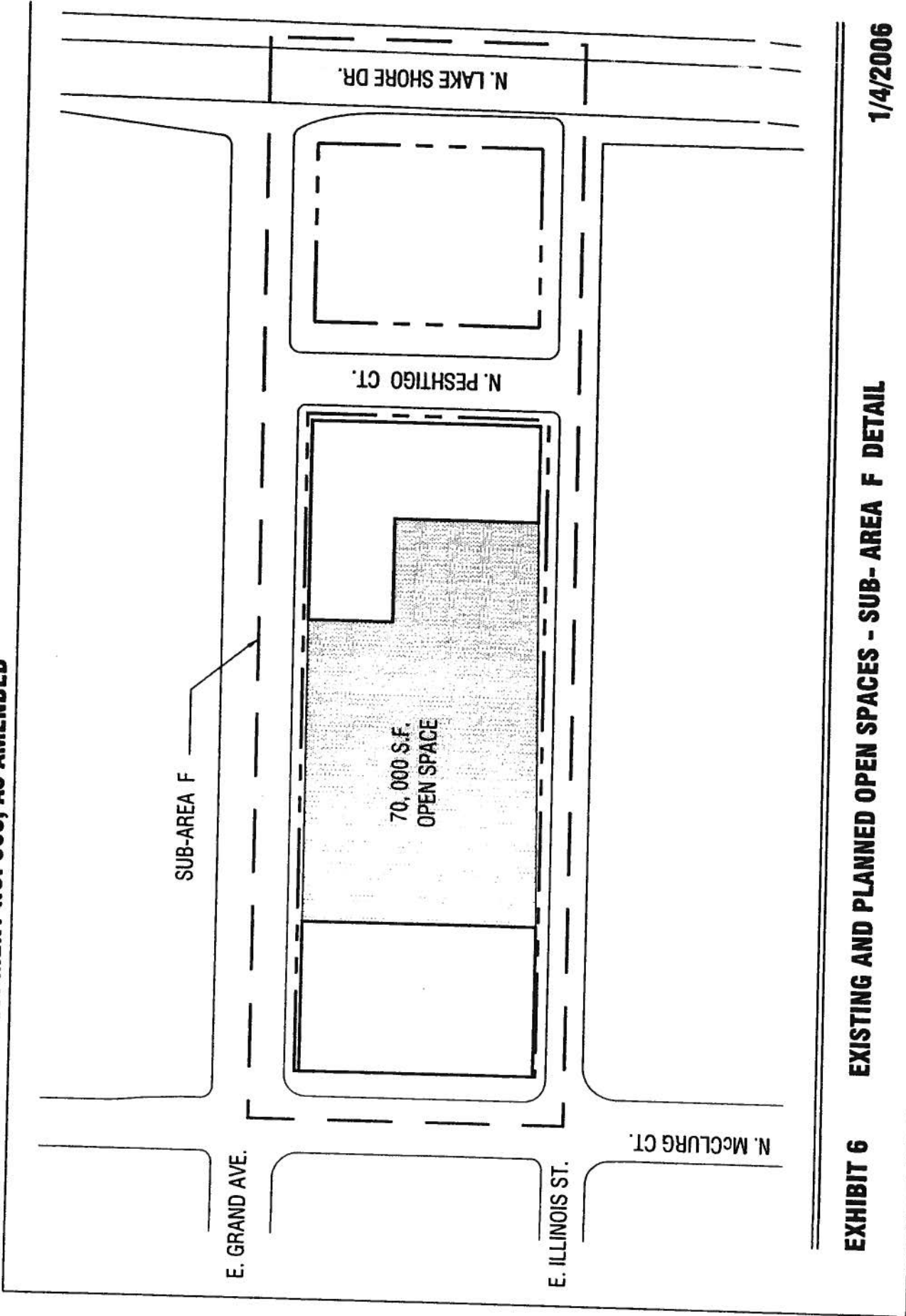
EXHIBIT 4 PLANNED DEVELOPMENT PARCELS MAP - SUB- AREA F DETAIL

1/4/2006

p. 3/5



PLANNED DEVELOPMENT NO. 368, AS AMENDED



SUB-AREA F

E. GRAND AVE.

E. ILLINOIS ST.

N. McCLURG CT.

N. PESHTIGO CT.

N. LAKE SHORE DR.

70,000 S.F.
OPEN SPACE

EXHIBIT 6 EXISTING AND PLANNED OPEN SPACES - SUB-AREA F DETAIL

1/4/2006

p. 5/5



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October 7, 2005

Mr. John J. George
Daley and George
20 South Clark Street
Chicago, IL 60603

RE: Request for Minor Change to Residential Business Planned
Development No. 368, as amended; Sub-area F; Parcel P24
(515 N. Peshtigo Court)

Dear Mr. George:

Please be advised that your request for minor change to Residential
Business Planned Development No. 368, on behalf of JER RV2, LLC,
has been considered by the Department of Planning and
Development pursuant to Section 17-13-0611 of Chicago Zoning
Ordinance and Statement No.18 of the Planned Development.

Specifically, you requested the following:

1. To approve encroachments into the 40-foot setback from North
Lake Shore Drive required by Statement 11(a) of the Planned
Development. These encroachments were requested for
design reasons and would be limited to those illustrated in the
drawing titled 40' Setback Diagram, dated October 5, 2005;
2. To exempt development on Parcel P24 from the provision
contained in the Bulk Regulations and Data Table requiring
minimum of 200 non-accessory parking spaces within Sub-
area F; those spaces are to be provided elsewhere in the sub-
area; and
3. To allow the use of painted structural concrete as a minor
deviation from the provision of Statement 11(d) of the Planned
Development prohibiting any use of exposed structural
concrete. This use of exposed structural concrete would be
limited to spandrels and columns as an architectural feature on
all four elevations above the 8th floor of the building as
illustrated in the drawing East Elevation, River East Parcel 24,
dated August 2, 2005.



River East Parcel 24

October 3, 2005

Site bounded by Illinois Street, Lake Shore Drive, Grand Avenue, and Peshtigo Court

Residential-Business Planned Development Number 368, As Amended, December 17, 2003
Chicago Zoning Ordinance – Title 17 Municipal Code of Chicago – 2004

Parcel 24 is part of Sub-Area F within the Planned Development
(Sub-Area F Includes Parcel 24 and Parcel 21)

Requirements

Design Development Plan

- I. AREA & HEIGHT**
- A. Gross Site Area = 41,627 s.f.
 - B. Maximum Site FAR = 18.01 = 749,703 s.f.
 - C. Maximum Height = 610' (Zoning Height)
- II. USES**
- A. Maximum Site Retail = 150,000 s.f. for Sub-Area F x 50% = 75,000 s.f.
 - B. Maximum Site Commercial = 0 for Sub-Area F
 - C. Maximum Site Hotel Rooms = 0 for Sub-Area F
 - D. Maximum Site Dwelling Units = 1,000 for Sub-Area F x 50% = 500
- III. PARKING & LOADING REQUIREMENTS**
- A. Off Street Parking
 - Residential – Minimum = 55% of 359 d.u. = 197 spaces
 - Non-Accessory Parking –
 - Minimum – 200 spaces for Sub-Area F
 - Maximum – 500 spaces for Sub-Area F
 - B. Off Street Loading
 - Multi-Unit Residential = 1 berth per 200,000 GRSF = 4
 - Retail – 0 to 9,999 s.f. = 0
 - C. Bike Parking
 - Downtown Residential = 1 bike sp. / 2 accessory auto sp. Or 50 max.
 - Non-accessory Parking = 2 if more than 250 auto spaces
- IV. SETBACK LIMITATIONS**
- A. Minimum Peripheral Setbacks = 12'-6" from curb
Sufficient to allow for street trees and pedestrian walkways (min. 12'-6" from building to curb face)
 - B. Minimum Upper Level Setbacks = 40'-0" at Upper Lake Shore Drive
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 in to such setback area for design reasons may be allowed by the Commissioner of Planning and Development as a minor change. This forty (40) foot setback shall be heavily landscaped with trees and other greenery so as to be visible from the Drive.



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April 22, 2005

Richard Wendy
DLA Piper Rudnick Gray Cary US LLP
203 North LaSalle Street, Suite 1900
Chicago, Illinois 60601

Re: Residential-Business Planned Development No. 368, as amended
December 17, 2003, Sub-Area A, Parcels P4 and P5 (the
Property")
(Cityfront Plaza, 200 East Illinois Street)

Dear Mr. Wendy:

We reviewed your request, submitted on January 12, 2005 on behalf of the Applicant, CPLB Cityfront.LLC, for Site Plan approval for the Property. Site Plan approval for the Property and the proposed Project is hereby approved, subject to the provisions of, and attachments to, this letter. The following sections of this letter describe relevant prior development approvals for the Property, the parameters of the proposed Project, the applicable plans and documents and supplemental conditions.

A. Background

DPD previously granted and issued the following approvals for the Property:

- February 18, 1998/July 12, 2000: Administrative amendments ("Minor Changes") applicable solely to the Property relating to parking and retail requirements.
- July 12, 2000/July 17, 2000: Site Plan and Part II approval for a mixed-use project to be developed in a single phase on the Property, consisting of residential, hotel, cinema, retail, accessory parking and non-accessory parking uses.
- February 11, 2004: Revision No. 1 to the Site Plan/Part II authorizing the Project to be developed in separate phases and approving certain design modifications generally involving the easternmost parking garage.
- April 6, 2004: Minor Change approval establishing procedures for the review and approval of phased development of the Property.
- May 19, 2004/May 24, 2004: Revision No. 2 to the Site Plan/Part II authorizing modifications to the Project for construction of an interim ramp to access parking spaces on the Property from Grand Avenue.



(The Site Plan and Part II described above, as they were amended, are collectively referred to as the "Original Site Plan/Part II Approval".)

The following improvements have been constructed on the Property and the adjacent rights-of-way pursuant to the Original Site Plan/Part II Approval:

- an eight-story, 748-space parking garage located at Plaza Level and above
- a grocery store (for Dominick's) and additional parking located below Plaza Level
- the Upper Illinois Street roadway extension (including landscaping, water feature and stairs/escalator/elevator to Lower Illinois Street)
- Lower Level streetscape improvements (including sidewalks, planters, street lighting and curb cuts) on Illinois, Columbus and Grand.

(The existing improvements described are collectively referred to herein as the "Existing Improvements".)

B. The Project

The Applicant now proposes a comprehensively revised development plan for the entire Property that differs from the previously approved Project Site Plan/Part II. The overall Project, when completed, will contain 1.6 million square feet of floor area (14.785 FAR), 975 dwelling units, 300 hotel keys (or, alternatively, 300,000 square feet of office floor area), 110,376 square feet of retail floor area, 1,329 accessory parking spaces, 11 loading berths and 268 bicycle parking spaces. The Existing Improvements will be integrated into the Project.

The Project will be developed in three phases:

- Phase I: 258-unit residential tower above the Parcel A Existing Improvements located within Parcel A, including the conversion of a portion of the existing parking garage facing Upper Illinois Street in Parcel A to 42 dwelling units, resulting in a total of 300 dwelling units in Phase I.
- Phase II: 325-unit residential tower, including parking and retail uses on Parcel B, and future hotel and related uses on Parcel C.
- Phase III: 350 dwelling units built above 300 hotel units (or, alternatively, 350 dwelling units built above approximately 300,000 square feet of office uses) on Parcel D.

C. Plans and Documents

The Project must be constructed in substantial conformance with the following plans and documents:

- (1) Planned Development No. 368, as amended.
- (2) The approved plans listed on Exhibit A attached hereto, which plans are incorporated into this letter by reference and full size copies of which are on file with DPD.
- (3) The Parcel Phasing Diagram, attached hereto as Exhibit B.
- (4) The Project Data Table, attached hereto as Exhibit C.
- (5) The Anticipated Project Timeline, attached hereto as Exhibit D.

- (6) The PD compliance analysis, attached hereto as Exhibit E.
- (7) The Phasing Procedures, pursuant to the April 6, 2004 Minor Change approval, modified for the revised Project, a copy of which is attached hereto as Exhibit F
- (8) The Temporary Marketing Signs Data Table, attached hereto as Exhibit G.
- (9) The Landscaping Compliance Data Table, attached hereto as Exhibit H.

D. Supplemental Conditions

The Project is subject to the following supplemental conditions:

- (1) This Site Plan approval governs the entire Project and supersedes the Original Project Site Plan/Part II Approval to the extent the latter is inconsistent with this Site Plan approval.
- (2) The temporary marketing signs depicted in the Project Plans shall be allowed to remain in place until Part II approval is issued for next phase of the Project or 2½ years from the date of this Site Plan approval letter, whichever is later, unless an extension of the period or a modified temporary sign program with a revised schedule is approved by the Department of Planning and Development.
- (3) Pursuant to May 19, 2004 Minor Change approval, the interim parking ramp from Grand Avenue may remain in place and in operation until the permanent ramp in accordance with the Project Plans is constructed and in operation, at which time the interim parking ramp and associated curb cut must be permanently closed and the curb and sidewalk restored at the Applicant's expense.
- (4) The Applicant shall provide landscaped areas ("green roof") on at least twenty-five percent (25%) of the net roof area of the Project. "Net roof area" is defined as total roof area minus areas devoted to any required perimeter setbacks, roof top structures (including mechanical equipment penthouses), and roof-mounted equipment. This requirement shall apply cumulatively to the total Project at the completion of each phase. So long as the minimum requirement is provided for each phase, green roof areas attributable to any one phase may be located on roof areas of other Phases. At the completion of Phase III, the green roof shall comprise at least 25% of net roof area or 10,000 square feet, whichever is greater.
- (5) Dog runs shall be provided for each of the residential buildings. However, this requirement may be reduced to two dog runs, with the approval of the Department of Planning and Development, if the two dog runs are sufficiently large and are to be shared among the buildings.
- (6) Non-accessory Parking shall be permitted in the Project in accord with the attached exhibit "Table 2 - Parking Data and Calculations."
- (7) Prior to issuance of Part II approval for Phase I of the Project, the Applicant shall have obtained approval from the Department of Planning and Development for the location and configuration of landscaping planters to be installed along Upper Illinois Street adjacent to the Property.

- (8) Upper Illinois landscaping planters and related plant materials shall be installed no later than the first planting season following completion of construction of Phase I, provide that the planters may be temporarily removed or relocated from time to time as necessary for Project construction activities.
- (9) The required landscaping along St. Clair Street shall be installed no later than the first planting season following completion of construction of Phase II (the westernmost tower).

This letter, together with the attached Exhibits and the plans and documents incorporated by reference, constitutes Site Plan approval for the Project as described above.

Sincerely,



Denise M. Casalino, P.E.
Commissioner

DMC:SRP:fwd

cc: Mike Marmo, Terri Haymaker, Planned Development files



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
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<http://www.cityofchicago.org>

September 20, 2004

Mr. John J. George
Daley & George, Ltd.
20 South Clark Street, Suite 400
Chicago, IL 60603-1903

RE: Request for minor change to Residential Business Planned Development No. 368 as amended December 17, 2003, Sub-area F, Kraft Parcel; and for approval of a Site Plan for an interim park of the Kraft Parcel.

Dear Mr. George:

Please be advised that your request for minor changes to Residential Business Planned Development No. 369 as amended December 17, 2003, on behalf of MCL Companies, has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of Chicago Zoning Ordinance and Statement No.18 of the Planned Development.

Specifically, you requested modifications to the provisions of Statement No. 14 to reduce the size of the required interim park from at least 50,000 square feet to 28,000 square feet and eliminate the required enclosure of the temporary park with a five-foot decorative metal fence.

You also requested approval of a Site Plan for the interim park (Peshtigo Park Temporary Landscape Plan; Sheet L-1, prepared by Thomas S. Fritts, dated August 17, 2004). That plan proposed an approximately 28,000 square-foot interim park with seeded lawns, asphalt-paved walkways, shrubs, ornamental trees, and at least 24 4-inch caliper shade trees.

The Department has reviewed the request and has determined that the proposed modifications to the provisions of the Planned Development would be appropriate. Although this proposed interim park would be smaller than the 50,000 square feet required by Statement No. 14, its construction on a base of soil with full landscaping, instead of the asphalt base with planter boxes envisioned by Statement No. 14, would be of greater benefit to the community.



The Department has also reviewed the proposed Site Plan for the interim park and finds it acceptable within the terms of the above-mentioned modifications to Statement No. 14. I wish to call attention to the provisions of Statement No. 14 that the interim park shall be open to the public from sunrise to sunset and that the owner of the property shall be responsible for the maintenance of the interim park.

Furthermore, you state that your client commits to: construct a 15-foot high by 50-foot wide mural on the east side of the sales trailers which would depict features of the River East neighborhood and screen the sales trailers from the interim park; allow dogs in the interim park with the property management staff providing necessary clean-up services; and complete the surface parking lots within Sub-area F by October 31, 2004. I remind you and your client that Statement No. 14 of the Planned Development requires all surface parking lots in Sub-area F to be landscaped in accord with the Landscape Ordinance, including landscaped perimeter setback with decorative metal fencing and perimeter canopy trees and internal landscape islands with trees.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the requested minor change to Residential Business Planned Development No. 368, Sub-area F, Kraft Parcel. I also hereby approve the submitted Site Plan for the interim park.

Very truly yours,



Denise M. Casalino, P.E.
Commissioner

DMC:SRP:fwd

cc: Michael Marmo, Tom Smith, Terri Haymaker, Planned Development files

JOHN J. GEORGE
ATTORNEY AT LAW
TWO FIRST NATIONAL PLAZA
SUITE 400
20 SOUTH CLARK STREET
CHICAGO, ILLINOIS 60603-1903

(312) 726-8797

August 19, 2004

BY MESSENGER

Denise M. Casalino, P.E.
Commissioner
Department of Planning and Development
City Hall - Room 1000
121 North LaSalle Street
Chicago, Illinois 60602

In re: Residential-Business Planned Development No. 368, as amended

Dear Commissioner:

On behalf of my client, MCL Companies, I respectfully request that the Commissioner of the Department of Planning and Development review and approve the following proposed minor modifications to Residential-Business Planned Development No. 368, as amended.

Statement No. 14 of RBPDP No. 368, as amended, requires that a fifty thousand (50,000) square foot interim park should be completed and opened to the public by June 1, 2004 on the property formerly improved with the Kraft Building.

My client hereby commits that the interim park shall be completed and opened to the public no later than October 31, 2004. The interim park shall be approximately 28,000 square feet in size and will be constructed in accordance with the enclosed Landscape Plan. The 15 foot high by 50 foot wide mural wall to be constructed on the property will depict features of the River East neighborhood and will be an effective screen for the sales trailers. Dogs will be allowed in the interim park and the property management staff will provide necessary clean-up service.

My client further commits to the completion of the surface parking lot within Subarea F no later than October 31, 2004. For your information, the paving of the parking lot has been completed.

Therefore, pursuant to the provisions of Statement No. 18 of RBPDP No. 368, as amended, my client respectfully requests a minor modification to Statement No. 14 in order to allow the construction of the approximately 28,000 square foot interim park prior to October 31, 2004. My client respectfully submits that the proposed modifications are minor and consistent with the provisions of RBPDP No. 368, as amended.

Thank you.

Please feel free to contact me if you should have any questions concerning this request.

Sincerely,


John J. George

cc: Hon. Burton F. Natarus
Daniel E. McLean
JJG:mal



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May 19, 2004

Rick Wendy
Piper Rudnick LLP
203 North LaSalle Street
Chicago, IL 60601

**Re: Grand Pier Project located at 200 East Illinois Street;
generally bounded by North St. Clair St., Grand Avenue,
Columbus Boulevard and Upper/Lower Illinois Street, also
known as Parcels 4 and 5, subject to Residential-Business
Planned Development No. 368 ("RBPD 368"), as amended.**

Dear Mr. Wendy:

We have reviewed your request on behalf of the owner of the Property, LB Streeterville, LLC (the "Applicant"), to allow Site Plan approval for the construction of an interim parking ramp along Grand Avenue. Such construction would be in accordance with the following items submitted to and approved by the Department: (1) the plans prepared by Loeb, Schlossman and Hackl, consisting of 20 sheets, dated April 22, 2004 (the "Plans") and (2) the data table entitled Revision No. 2 Data Table, dated May 3, 2004 (the "Revision No.2 Data Table"). It is this Department's understanding that the need for the interim parking ramp is the consequence of the phasing of the project. This ramp would serve one-hundred (100) lower-level parking spaces (of the total 152 required spaces) for the nearly completed Dominick's food store. The temporary ramp would remain until an end-user is identified and the permanent ramp from Grand Avenue is approved and built. At that time, the interim parking ramp would be permanently closed and the associated curb cut would be permanently closed at the Applicant's expense. Site Plan approval is necessary because the construction of the interim parking ramp was not contemplated as part of the Original Part II approval as described by the Minor Change letter issued by this Department, dated April 6, 2004. This site plan approval request, subject to Part II approval, is for Revision No. 2 to the Project Part II as described by said letter.

It is also the Department's understanding that the upper level and lower level screening fence improvements for "Area B" must remain in place until a permanent grade level building structure is established within Area B that would eliminate the need for the fencing; provided, however, that the condition of Area B causing the need for the screening fence is not a permanent condition. It is anticipated (but not required) that construction on the Area B grade level building structure would commence within four (4) years from the date of completion of the interim parking ramp.

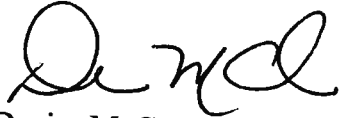


BUILDING CHICAGO TOGETHER



Upon review of the materials submitted, the Department of Planning and Development has determined that the Plans and the Revision No. 2 Data Table are consistent with and satisfy the requirements of the Plan of Development. Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 368, as amended and passed by the Chicago City Council on December 17, 2003, is hereby approved.

Very Truly Yours,



Denise M. Casalino, P.E.
Commissioner *g*

Originated By: Tim Bleuher

cc: Jack Swenson
Mike Marmo
C. Benet Haller



City of Chicago
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April 6, 2004

Rick Wendy
Piper Rudnick LLP
203 North LaSalle Street
Chicago, IL 60601

Re: Grand Pier Project (the "Project") located at 200 East Illinois Street; generally bounded by North St. Clair St., Grand Avenue, Columbus Boulevard and Upper/Lower Illinois Street, also known as Parcels 4 and 5 (the "Property"), subject to Residential-Business Planned Development No. 368 ("RBP 368"), as amended.

Dear Mr. Wendy:

We have reviewed your request on behalf of the owner of the Property, LB Streeterville, LLC (the "Applicant"), to allow a minor change to RBP 368, as amended. The Applicant requests, in view of the complexity of monitoring and administering multiple phases of a large, mixed-use project, that certain administrative and procedural actions be taken to help assure that future phases of development of the Project will be developed in an orderly and efficient manner. Specifically, the Applicant requests that the Department of Planning and Development ("DPD") approve, as a minor change, the following:

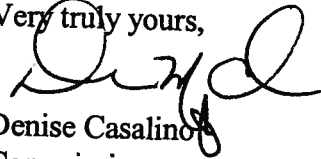
- (a) clarify procedures applicable to the review and approval of future phases of the Project;
- (b) data tables consolidating and organizing the key development parameters applicable to the Project (to be updated as future phases are approved); and
- (c) consolidate the plans and documents governing the Project (to be updated as future phases are approved), to allow convenient access and reference as future phases are developed.

DPD has determined that the Applicant's request involves no substantive changes to applicable procedures or requirements; but instead would consolidate and clarify such procedures and requirements. DPD has further determined that the Applicant's request constitutes a minor change pursuant to Section 11.11-3 (c) of the Chicago Zoning Ordinance and Statement 16 of PD 368, as amended, and that approving the request would help to assure that future phases of development of the Project will be developed in an orderly and efficient manner in accordance with PD 368, as amended, and in accordance with interim Part II approvals issued by DPD.



For the reasons stated above, DPD hereby approves the Applicant's requests by adopting the Exhibits attached to this letter (A, B, C-1, C-2, C-3, D-1, D-2 and D-3) as a minor change to PD 368, as amended.

Very truly yours,



Denise Casalino
Commissioner

Attachments
Originated By: Tim Bleuher

12/17/2003

REPORTS OF COMMITTEES

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16135

Yeas -- Aldermen Flores, Haithcock, Preckwinkle, Hairston, Lyle, Beavers, Stroger, Beale, Pope, Baker, Cárdenas, Olivo, Burke, T. Thomas, Coleman, L. Thomas, Murphy, Rugai, Troutman, Brookins, Muñoz, Zalewski, Chandler, Solis, Ocasio, Burnett, E. Smith, Carothers, Reboyras, Suarez, Matlak, Mell, Austin, Colon, Mitts, Banks, Allen, Laurino, O'Connor, Doherty, Natarus, Daley, Tunney, Levar, Shiller, Schulter, M. Smith, Moore -- 48.

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.
(Application Number A-5287)

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

~~SECTION 1. That the Chicago Zoning Ordinance be amended by changing all of the following symbols and indications as shown on Map Number 1-E in the area described as follows:~~

~~from Institutional Planned Development Number 53 1 in the area bounded by:~~

~~East Haddock Place; a line 136 feet east of North State Street; East Lake Street; and North State Street,~~

~~to those of a B7-7 General Central Business District and a corresponding use district is hereby established in the area above described.~~

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

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

(Application Number A-5290) RBPD 368, AA

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 the 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 title holders 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 title holder and any ground lessors. Furthermore, pursuant to the requirements of Section 11.1 1- 1 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. 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 C3-6, Commercial-Manufacturing 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 B7-6, General Central Business 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 B6-7,

Restricted Central Business District classification; uses permitted where no plaza level exists shall be in general conformity with the Permitted and Special Uses of the B7-6, General Central Business District classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. 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 (1) new day care center shall be provided within Subareas B or D to service new residents and employees of those subareas must be submitted and approved by the Department of Planning and Development prior to the issuance of any Part II approval for any Phase 2 building within these subareas. (See Statement 17 hereof for description of Phase 2 development parcels.)

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 (20) 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 1 l(e). Temporary signs such as construction and marketing signs may be permitted subject to the aforesated 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 underside 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 11.11-3(c) 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 set back 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 precast concrete in combination with glass at the base. Exposed structural concrete, dryvit 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. The 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 (1st) floor of all structures facing East Illinois Street, East Grand Avenue, North McClurg Court, East 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 East 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 East Illinois Street and the NBC 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 North 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 shall be subject to detailed review and approval by the Department before the issuance of any Part II approval letters.
- (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 ten (10) feet in width. Metal railings shall be installed along either side of the pedestrian walkway near the slip edge and on the side adjacent to Parcel 19. The design of these improvements shall be subject to the approval of the Commissioner of Planning.

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

12/17/2003

REPORTS OF COMMITTEES

16143

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 (½) 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.

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. These standards shall be updated within ninety (90) days of the effective date of this amendment to be consistent with this amendment and to include new standards for a new seventy thousand (70,000) square foot public open space at North Peshtigo Court between East Illinois Street and East Grand Avenue and updated standards for sidewalks, vehicular access from the intermediate level of Lake Shore Drive, pedestrian circulation, transit and open space. No Part II approval shall be issued for any phase or development except Phase I described in Statement 17 until the standards have been updated.
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 North 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 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 ($\frac{1}{2}$) 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 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 North Peshtigo Court, between East Illinois Street and East Grand Avenue. The owners of the adjacent development parcel (Parcel P2 1) shall be responsible for developing this new publicly-accessible park concurrently with Parcel 2 1. The park shall conform with general design standards included in the updated "Cityfront Center Internal Design Standards: Section I" (See Statement 12). 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 the 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 thousand (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 a 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 P2 1. 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 East Illinois Street and East 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.

The owner(s) of Parcel 18 shall dedicate to the City an unrestricted sixty-six (66) foot wide right-of-way extending East North Water Street to the right-of-way of Lake Shore Drive. No Part II approvals shall be granted for Parcel 18 until the dedication of this right-of-way is complete. It is the intent of this ordinance that the developer(s) of Parcel 18 and Parcel 19 may erect a building over this right-of-way in an area which begins sixteen (16) feet above grade and has a maximum height of the pavement surface of the top level of Lake Shore Drive in the area immediately east of Parcels 18 and 19; such a building shall be set back at least five (5) feet from the western facades of any buildings constructed on Parcels 18 and 19.

16. Prior to the issuance by the Department of Planning and Development of a determination pursuant to Section 11.11-3(b) 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. The approved Site Plan may be changed or modified pursuant to the minor change provisions of Section 11.11-3(c) 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 11.11-3(c) of the Chicago Zoning Ordinance.
19. The applicant acknowledges that it is in the public interest to design, construct and maintain the project in a manner which promotes, enables, and maximizes universal access throughout the Property. Plans for all buildings and improvements on the Property shall be reviewed and approved by the Mayor's Office for People with Disabilities ("M.O.P.D.") to ensure compliance with all applicable laws and regulations related to

access for persons with disabilities and to promote the highest standard of accessibility. No approvals shall be granted pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance until the Director of M.O.P.D. has approved detailed construction drawings for each building or improvement.

- 20 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.

[Exhibit 1, Bulk Regulations and Data Table; Exhibit 2, Existing Zoning Map; Exhibit 3, Planned Development Boundary and Subarea Map; Exhibit 4, Planned Development Parcels Map; Exhibit 5, Maximum Height Zones; Exhibit 6, Existing and Planned Open Spaces; and Exhibit 7, Pattern of Vehicular Roadways referred to in these Plan of Development Statements printed on pages 16153 through 16160 of this Journal.]

Exhibit 8, Recommended Traffic Improvements referred to in these Plan of Development Statements reads as follows:

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 and one thousand four hundred (1,400) outbound) during the P.M. peak hour. 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 hour.

There will be traffic volume increases on Illinois Street and Grand Avenue, between State Street and Lake Shore Drive, of roughly five hundred (500) to seven hundred (700) vehicles per hour during the P.M. peak hour. During the A.M. peak hour, 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 East Illinois Street and East Grand Avenue to provide double left turn lanes northbound at East Grand Avenue and southbound at East Illinois Street. North McClurg Court 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 North McClurg Court/Grand Avenue and at North McClurg Court/Illinois Street 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 State, Wabash, and Rush at their intersections with Illinois, Grand, Ohio and Ontario. Illinois would be restriped at 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 Illinois Street and Grand Avenue from State Street to Lake Shore Drive in order to provide additional traffic capacity or to make the curb lane available for various pickup/dropoff 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 Illinois Street, from State Street to 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 Illinois Street.

It is proposed to eliminate parking on the south side of Grand Avenue east of Columbus Drive to provide a separate left turn lane on Grand Avenue at the approach to the 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 Grand Avenue east of 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 Ontario at Fairbanks in order to provide a westbound left turn lane on Ontario. 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 Illinois Street clear, east of Columbus Drive; Grand Avenue, west of Michigan Avenue; Ohio Street, west of Michigan Avenue; and Ontario Street, west of 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 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 A.M. and 9 A.M. and between 4 P.M. and 7 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 Illinois Street. Curb cuts providing access to loading docks should be located only on Lower North Water Street or New Street.

Parcels P9 And P13.

The increase in hotel development along Columbus Drive, between Grand Avenue and Illinois Street, and along Park Drive between Illinois Street 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 Illinois Street in order to access Park Drive rather than turning left onto eastbound Illinois Street. Vaulted sidewalks are also indicated in the public way on both Grand Avenue and 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 River Drive east of McClurg Court may result in hundreds of residential units being accessed from a single cul-de-sac street, North Water Street east of 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 North Water to forty-four (44) feet from its existing forty (40) foot width is recommended in order to provide more flexibility to maintain two (2) way traffic in the event of any future construction activities.

The Kraft Building Site.

There is no objection to vacating Peshtigo Court in the future. If 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 Illinois at North Pier terminal. If Peshtigo Court is retained, adding another north/south street between Peshtigo and McClurg is not recommended.

Parcels P18 And P19.

Although it is physically feasible to add signalized access to these sites from intermediate level Lake Shore Drive, access from this roadway is not recommended. Also, the A.D.A. accessibility of any pedestrian bridge built across Ogden Slip should be reviewed.

12/17/2003

REPORTS OF COMMITTEES

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16153

Exhibit 1.

Bulk Regulations And Data Table.

(Page 1 of 2)

Sub Area	Net Site Area see note (1) Sq. Ft. Acres	Maximum Retail Sq. Ft. (1000's)	Maximum Commercial Sq. Ft. (1000's)	Maximum Hotel Rooms	Maximum Dwelling Units	Maximum F.A.R.
A	<u>380,796</u> 8.74	540 see note (5)	5,259	1,800	Permitted see notes (2) & (3)	13.81 see note (6)
B	<u>183,449</u> 4.21	40	2,402	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>456,239</u> 10.47	170	500	0	2,350	8.60
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
Total	<u>1,476,064</u> 33.89	1,040	9,096	4,340	4,380 see note (2)	9.97

Gross Site Area = Net Site Area: 1,476,064 sq. ft. (34.16 acres) plus area in or proposed to be in public rights of way: 940,843 sq. ft. (21.60 acres) plus area in or proposed to be in public parks or open space: 387,319 sq. ft. (8.89 acres) = 2,804,226 sq. ft. (64.38 acres).

OFF STREET PARKING:

BUSINESS USES
HOTEL USES
RESIDENTIAL USES
NON-ACCESSORY PARKING
(Allowed in Sub-area F, only)

MINIMUM

1:5000sq. ft.
1:4 Rooms
55%/d.u.
200 spaces

MAXIMUM

As determined by DPD in
consultation with CDOT
500 spaces

OFF STREET LOADING:

Per B7-6 Requirements

MINIMUM PERIPHERAL SETBACKS:

Sufficient to allow for street trees and pedestrian walkways (min. 12'-6" from building to curb face)

MINIMUM UPPER LEVEL SETBACKS:

40' from Lake Shore Drive at level of Upper Lake Shore Drive

Exhibit 1

Bulk Regulations And Data Table.
(Page 2 of 2)

- 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 Sub-Area A of this Planned Development subject to the provisions of the B7-7, General Central Business District classification. Any such units so built will not affect the total of 4,380 dwelling units permitted in Sub-Areas B, C, D and F. Dwelling units are permitted below the second floor in all sub-areas except Sub-Area E.
- Note (3): For purposes of exchange of uses, a hotel room shall be equal to 0.5 dwelling units. The permissible number of hotel rooms within the planned development shall not exceed 4,340 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 Sub-Area E (DuSable Park) has been dedicated to public park use, it is included in Net Site Area because a maximum of 5,000 square feet of park and recreation-related floor area may be constructed within its boundaries.
- Note (5): Assumes 410,000 square feet allocated to development parcels P4 and P5 and the remaining 130,000 square feet allocated to remaining development parcels within Sub-Area A.
- Note (6): Assumes floor area allocated to existing buildings as follows: 401 North Michigan (760,241 s.f.), University of Chicago Gleacher Center (240,000 s.f.), NBC Tower (912,000 s.f.); and to future development parcels as follows: P1 (776,250 s.f.); P3 (970,000 s.f.) and P4/P5 (1,600,000 s.f.).
- Note (7): Assumes floor area allocated to existing Sheraton Hotel at 860,379 s.f. and future development parcels P7, P7A and P8 at 1,621,290 s.f.
- Note (8): For purposes of exchange of uses, a hotel room shall be equal to 0.5 dwelling units above the 400 permitted. The permissible number of hotel rooms within the planned development shall not exceed 4,340 moms. 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 50,000 s.f.

Exhibit 2.

Existing Zoning Map.

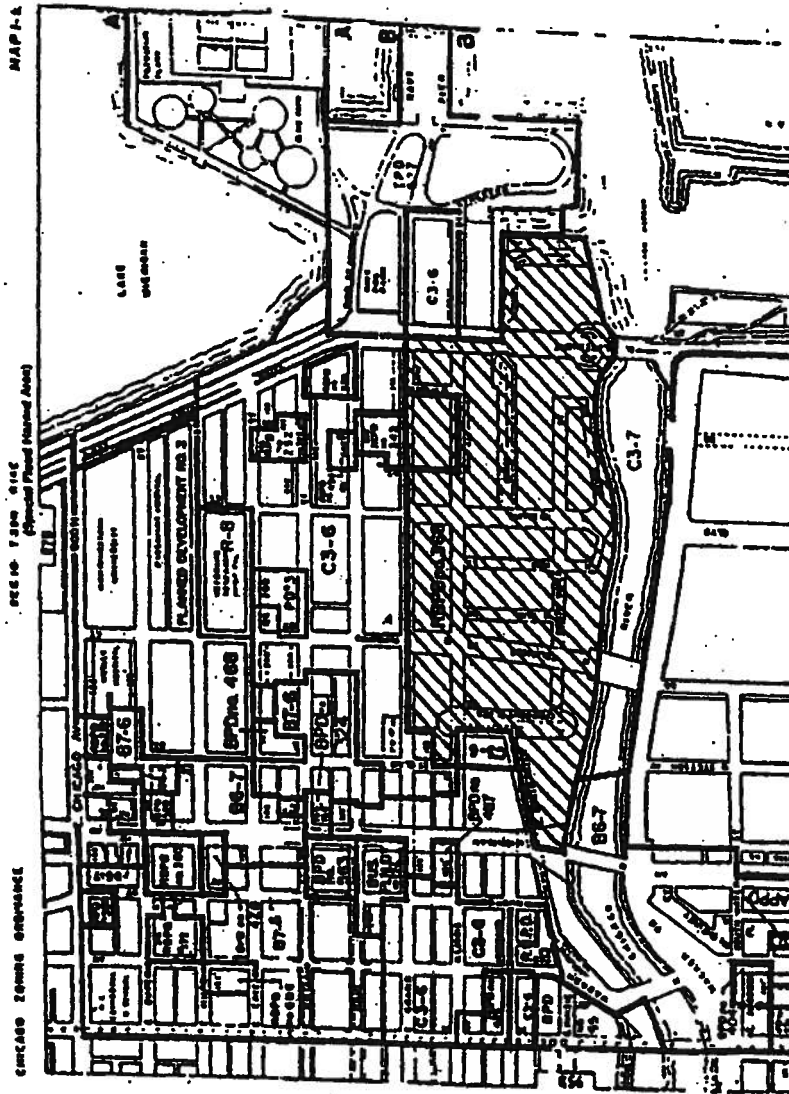
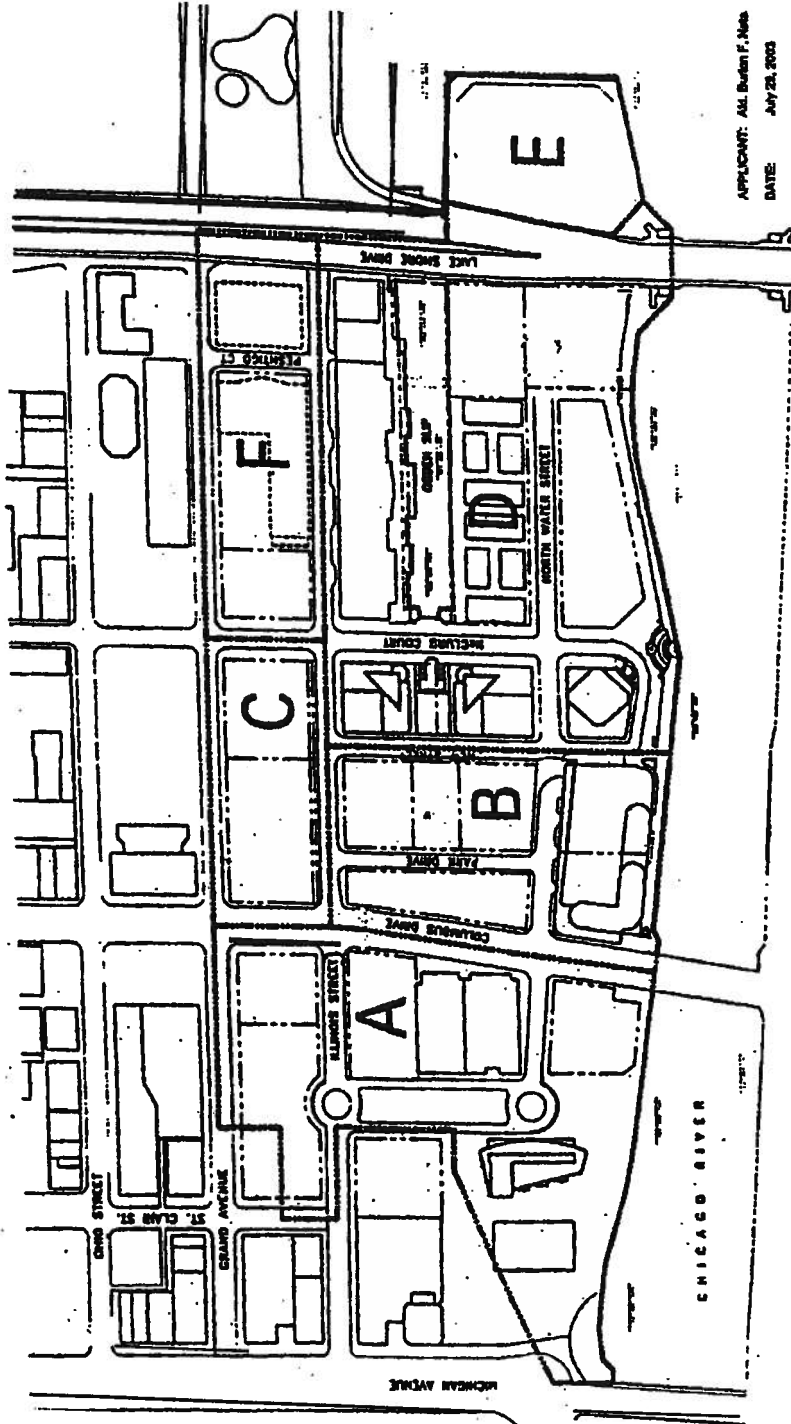


Exhibit 3.

Planned Development Boundary
And Subarea Map.



APPLICANT: A&L Burtin F. Nels
DATE: July 28, 2003
REVISED: October 14, 2003

12/17/2003

REPORTS OF COMMITTEES

16157

Exhibit 4.

Planned Development Parcels Map.

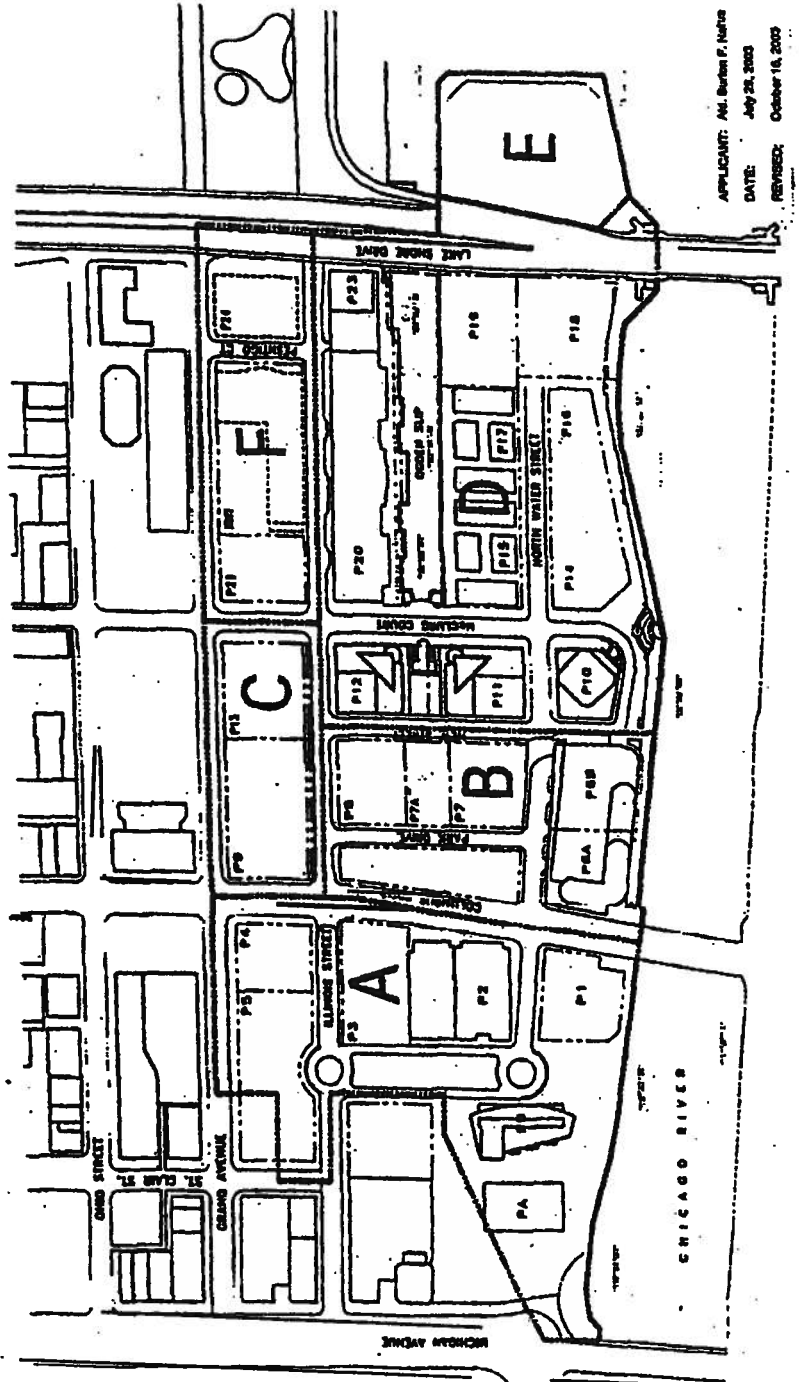


Exhibit 5.

Maximum Height Zones.

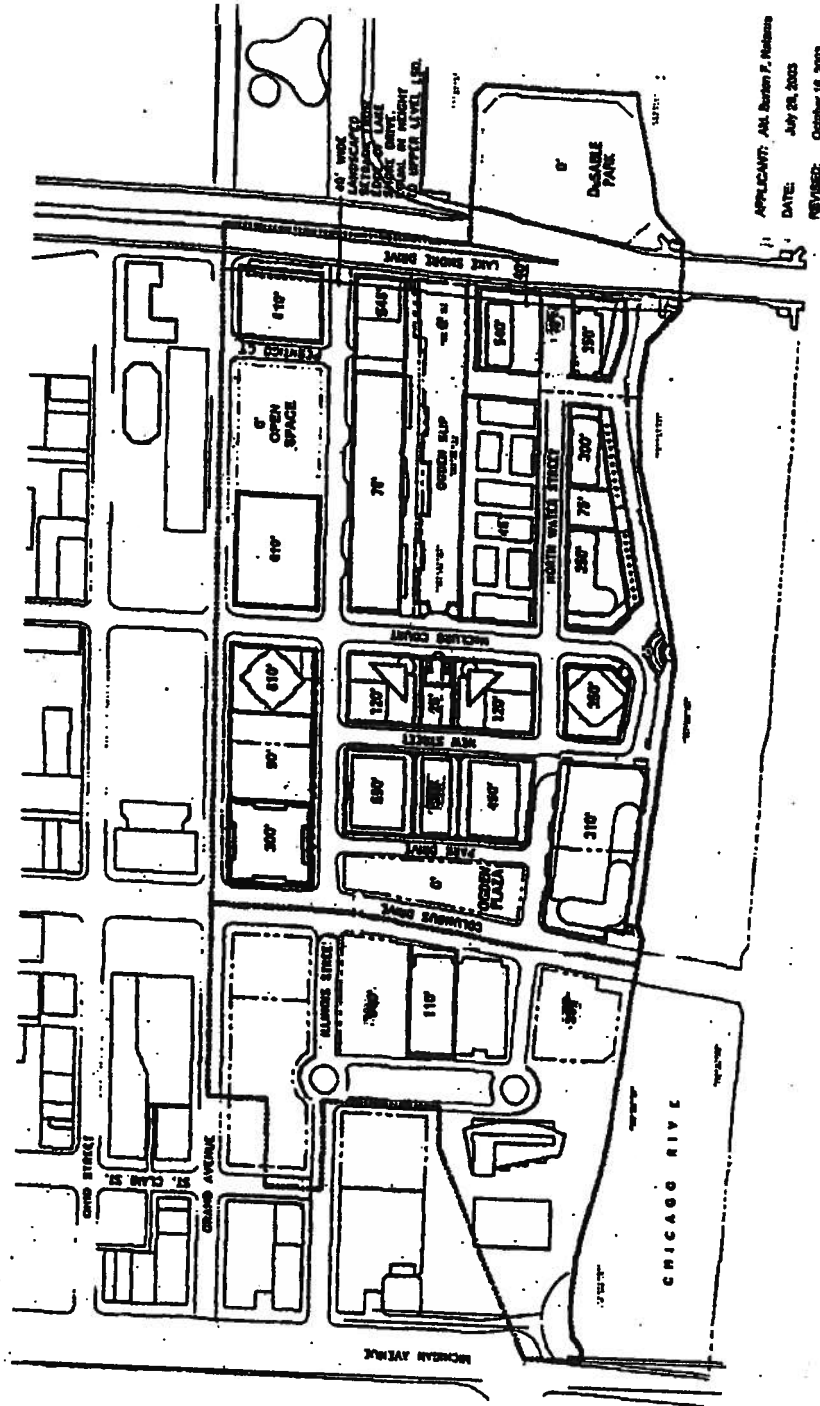


Exhibit 7.

Pattern Of Vehicular Roadways.

