

*Reclassification Of Area Shown On Map Number 1-E.
(As Amended)
(Application Number A-4799)*

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the C3-6 Commercial-Manufacturing District and 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 Odgen 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 a 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 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 11.11-1 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 C-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 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 Subarea 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.

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 nonresidential 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 aforesaid 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 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 setback from the Property line, if necessary, to achieve a minimum of twelve (12) feet by 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, 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. 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 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 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 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.

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 1: 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 Peshtigo Court between Illinois Street and 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 1 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 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); 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.
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 the first (1st) new building within Subarea F. The park shall conform with general design standards

included in the updated "Cityfront Center Internal Design Standards: Section 1" (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. The Commissioner of Planning and Development must approve the site plan for either a permanent or a interim park before Part II approval is granted for Parcels P18, P19, or P24. 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 final certificates of occupancy on Parcels P18, P19, or P24 unless either a permanent or interim park has been constructed in accord with an approved site plan. 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. Within thirty (30) days after demolition of the Kraft Building and remediation of the site, if any, the site of the Kraft Building will be screened from public view by a decorative barrier, the design of which shall be approved by the Commissioner of Planning and Development. This screening requirement applies unless or until the site is developed as a landscaped surface parking lot, interim or permanent park. After June 1, 2003, 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 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. The Property within the planned development has and is expected to continue to be developed in phases over a period of years. The next phase of development, development of parcels P4, P5, P9, P13, P14 and P16, shall be deemed for purposes of this statement as "Phase 1". Development of Parcels P1, P3, P7, P7A, P8, P18 and P19 shall be deemed Phase 2. Development of the Kraft Building site and Parcels P21 and P24 shall be deemed Phase 3. Unless substantial construction has commenced on the majority of Phase 1 parcels within six (6) years of July 8, 1998, and is diligently pursued, this planned development shall automatically expire and revert to the C3-6 and Residential-Business Planned Development Number 368 zoning classifications in effect prior to the effective date of this amendment. Unless substantial construction has commenced on all Phase 2 parcels within ten (10) years of July 8, 1998, and Phase 3 parcels within fifteen (15) years of July 8, 1998, and is diligently pursued, the Property owners shall submit a report to the Commissioner of Planning and Development on the status of the development proposals for those parcels. Following the submission of such status reports, the Commissioner shall determine whether changed circumstances since the effective date of this amendment warrant any further modifications to this planned development.
18. 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.

[Exhibits 2, 3, 4, 5, 6 and 7 referred to in these Plan of Development Statements printed on pages 80413 through 80418 of this Journal.]

Exhibits 1 and 8 referred to in these Plan of Development Statements read as follows:

Exhibit 1.
(To Plan Of Development Statements)

Bulk Regulations And Data Table

Sub-area	Net Site Area (See Note (1)) Square Feet (Acres)	Maximum Retail Square Feet (1,000s)	Maximum Commercial Square Feet (1,000s)	Maximum Hotel Rooms	Maximum Dwelling Units	Maximum F.A.R.
A.	380,796 (8.74)	540 (See Note (5))	5,259	1,800	Permitted (See Notes (2) and (3))	13.81 (See Note (6))
B.	183,449 (4.21)	40	2,482	2,000	400 (See Note (8))	13.53 (See Note (7))
C.	122,303 (2.81)	140	850	540	630	12.72
D.	456,239 (10.47)	170	500	0	2,350	8.60
E.	232,841 (5.34)	0	5 (See Note (4))	Not Permitted	Not Permitted	0.02
F.	100,436 (2.31)	150	0	0	1,000	14.93
TOTAL:	1,476,064 (33.89)	1,040	9,096	4,340	4,380 (See Note (2))	9.97

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- 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 B7-7 General Central Business District classification. Any such units so built will not affect the total of four thousand three hundred eighty (4,380) dwelling units permitted in Subareas B, C, D and F. Dwelling units are permitted below the second (2nd) floor in all subareas except Subarea E.
- Note (3): For purposes of exchange of uses, a hotel room shall be equal to zero and five-tenths (0.5) dwelling units. The permissible number of hotel rooms within the planned development shall not exceed four thousand three hundred forty (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 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 units above the four hundred (400) permitted. The permissible number of hotel rooms within the planned development shall not exceed four thousand three hundred forty (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. Accessory hotel uses on Parcels P7, P7A and P8 combined shall not exceed fifty thousand square feet (50,000) square feet.

Gross-Site Area = Net Site Area, 1,476,064 square feet (33.89 acres) plus Area in or Proposed to be in Public Rights-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 units	
Non-Accessory Parking (Allowed in Subarea F only)	200 spaces	500 spaces
Off-Street Loading:	Per B7-6 requirements.	
Minimum Peripheral Setbacks:	Sufficient to allow for street trees and pedestrian walkways (minimum 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.	

Exhibit 8.
(To Plan Of Developments Statements)

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 and Grand, 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 Illinois and Grand by roughly two hundred (200) to three (300) vehicles per hour. Existing peak volumes on Illinois and Grand 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 McClurg Court between Illinois and Grand to provide double left turn lanes northbound at Grand and southbound at 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 McClurg between Ohio and Grand to provide separate southbound right turn and through traffic lanes, and to provide a smoother northbound alignment through the 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 Grand and southbound traffic at Illinois.

On Grand Avenue at State Street, the C.T.A. subway entrances at the northeast and northwest corners will be relocated out of the Grand Avenue right-of-way. This will allow the widening of 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 and Grand 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 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; Grand Avenue, west of Michigan; Ohio Street, west of Michigan; and Ontario Street, west of St. Clair.

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 7:00 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 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 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 and Illinois. 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 may result in hundreds of residential units being accessed from a single cul-de-sac street, North Water Street east of McClurg. The sewer on North Water 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.

Exhibit 2.
(To Plan Of Developments Statements)

Existing Zoning Map.

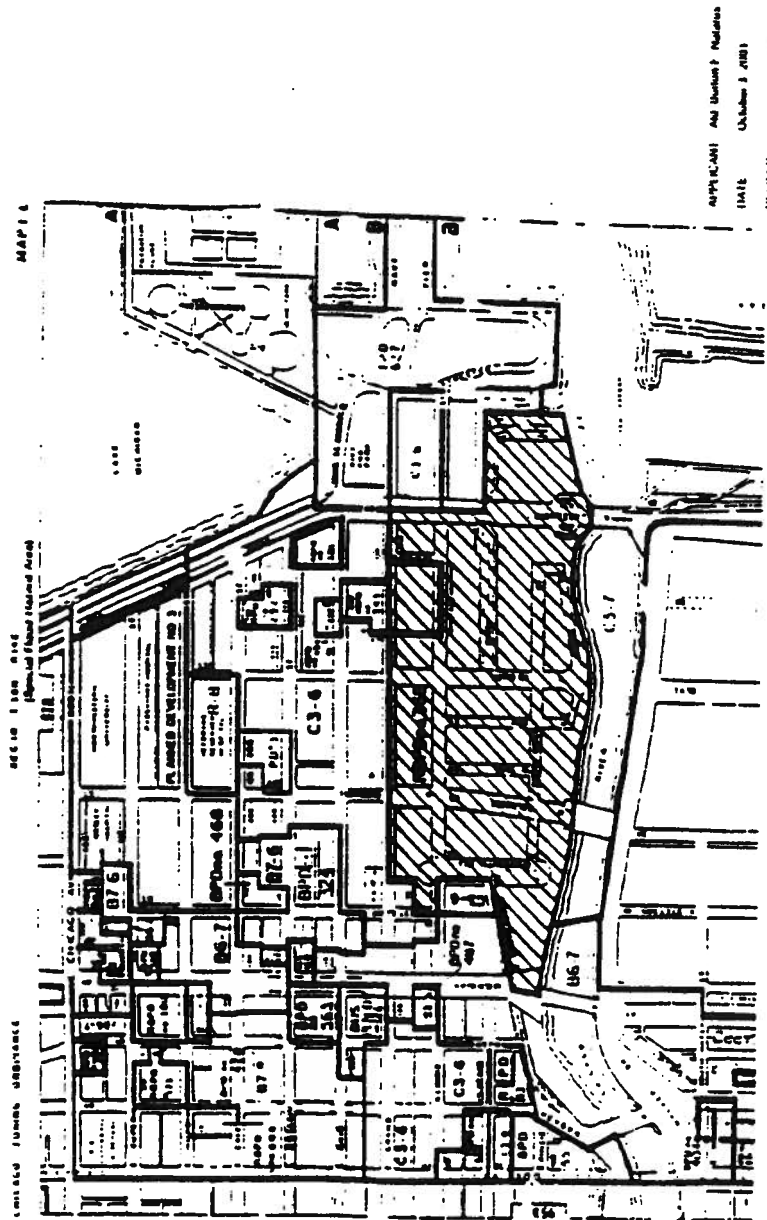


Exhibit 4.
(To Plan Of Developments Statements)

Planned Development Parcels Map.

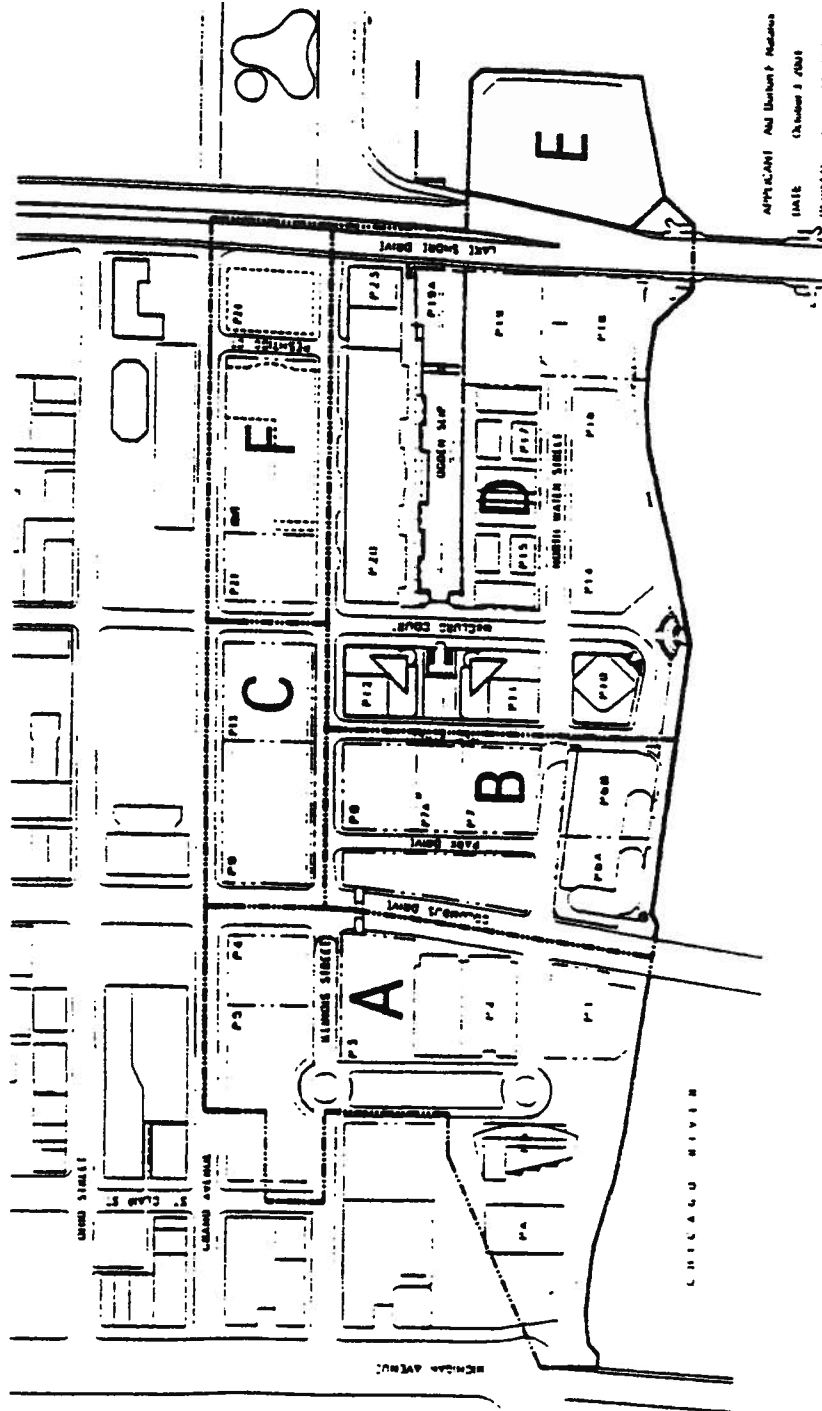
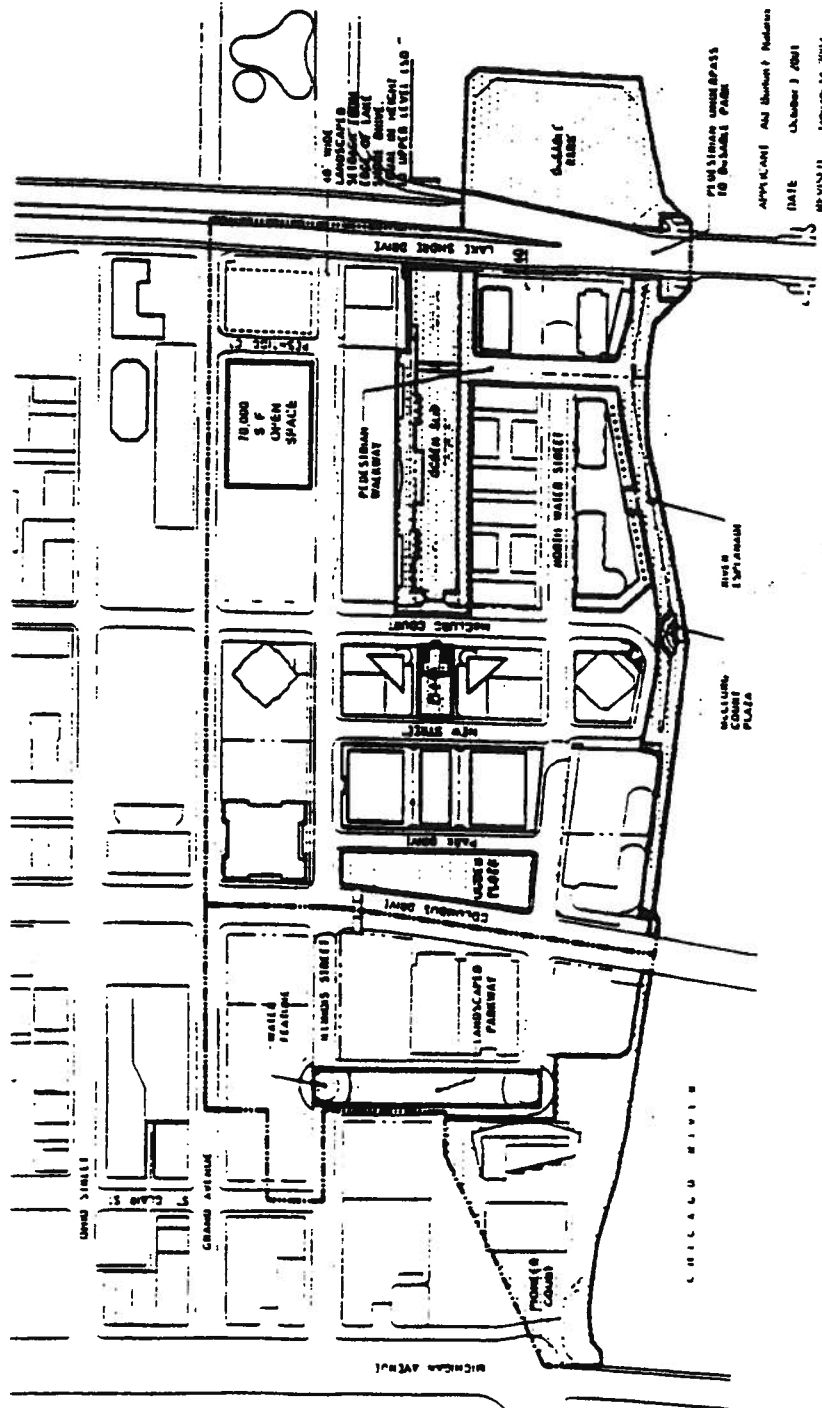


Exhibit 6.
(To Plan Of Developments Statements)

Existing And Planned Open Spaces.





City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

121 North LaSalle Street
Chicago, Illinois 60602
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<http://www.ci.chi.il.us>

August 30, 2000

Mr. Theodore J. Novak
Piper Marbury Rudnick and Wolfe
203 N. La Salle Street, Suite 1800
Chicago, IL 60601

**RE: RBPD No. 368, As Amended
Sub-Area B - Parcels 7,7A, and 8: Site Plan Approval**

Dear Mr. Novak:

We have reviewed preliminary parking plans, a site plan, a front desk and restaurants plan, a street level landscape plan, a roof landscape plan, building elevations, and building sections submitted by the Applicant for the construction of a hotel on Parcels 7, 7A and 8 of Sub-Area B in Residential-Business Planned Development No. 368, As Amended. The hotel would have 1594 guest rooms, two ballrooms, meeting rooms, restaurants and shops, loading docks accessed from lower North Water Street, four levels of parking, granite cladding on the base up to the podium level, and brick or pre-cast concrete panels on the tower above the podium.

Upon review of the material that has been submitted, the Department of Planning and Development has determined that these plans, dated July 10, 2000 and submitted in accordance with Statement No. 16 of RBPD No. 368, As Amended, are consistent with and satisfy the requirements of the Plan of Development. Accordingly, this Site Plan submittal for RBPD No. 368 is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on July 8, 1998, and the drawings described above are made a part of this approval.

Please note that the requirement for a pedestrian bridge connecting the hotel to the public easement area located between the two Cityview condominium towers to the east is hereby waived.

Very truly yours,

Christopher R. Hill
Commissioner

cc: Jack Swenson
Philip Levin ✓
Michael Marmo





July 12, 2000

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

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Ms. Bridget O'Keefe
Alzheimer and Gray
10 South Wacker Drive
Chicago, IL 60606-7482

**RE: R.M. Chin & Associates, Inc./Grand Pier Center
Request for Minor Change to Residential-Business
Planned Development No. 368, (Sub Area A, Parcels
4 and 5)**

Dear Ms. O'Keefe:

I have considered your request on behalf of R.M. Chin & Associates to allow a minor change to Residential-Business Planned Development No.368. Specifically, you requested a change to the Administrative Relief granted for this site by this Department on February 18, 1998, which increased the permitted parking by 600 spaces to a total of 1700 spaces. You are currently requesting to increase the total number of parking spaces by 200. Further, you have indicated that these spaces would be non-accessory to the uses on the site and therefore the square footage of these spaces would be added to the total square footage of the development included in the Floor Area Ratio calculation.

Your request letter further stated that the requested additional parking would serve a divergent range of patrons in the South Streeterville neighborhood who have limited parking options since most of the surface parking lots have been or are slated for removal as a result of ongoing development activity. The Department of Transportation has reviewed this request for additional parking spaces and has determined that, given the number of garage access locations on two levels, the additional impact on area streets would be minimal.

With regard to your request, the Department of Planning and Development has determined that this request to increase the total number of parking spaces by 200 would be beneficial to the development and to the neighborhood, and as such, would constitute a minor change pursuant to Section 11.11-3(c) of the

NEIGHBORHOODS



Chicago Zoning Ordinance.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the foregoing minor change, but no other changes to Residential-Business Planned Development No. 368, as amended.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Hill", written over a printed name.

Christopher R. Hill
Commissioner

cc: Paul Woznicki
Jack Swenson
Philip Levin
Michael Marmo



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

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July 12, 2000

Mr. Raymond M. Chin
R.M. Chin and Associates
401 North Michigan Avenue
Chicago, IL 60611

Re: Site Plan Approval for Residential-Business
Planned Development No. 368, As Amended, Sub Area
A; Lakefront No. 374

Proposal: The construction of a mixed-use
development (Grand Pier Center - Parcels 4 and 5)

Location: 200 East Illinois Street

Dear Mr. Chin:

We have reviewed the preliminary Site & Landscape Plans and Building Elevations submitted by you for the construction of a residential tower, a hotel, and a podium containing retail space, movie theaters and a parking garage, on Parcels 4 and 5 in Residential-Business Planned Development No. 368, As Amended, Sub Area A and in Lakefront No. 374.

Upon review of the material that has been submitted by the Applicant, the Department of Planning and Development has determined that these plans are consistent with and satisfy the requirements of the Plan of Development. In addition, these plans have been reviewed by the Department of Transportation.

In accordance with Statement No. 15 of the Planned Development, the Department of Transportation has approved the submitted plans. Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 368, As Amended, for the construction of a mixed-use development on Parcels 4 and 5, Sub Area A, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on July 8, 1998.

The Podium Plans (dated June 20, 2000), the Residential Tower Plans (dated February 1, 2000), and the Hotel Plans (dated June 20, 2000), have been submitted in accordance with Statement No.16 of Residential-Business Planned Development No. 368, As Amended and

NEIGHBORHOODS



are hereby made a part of this approval.

Very truly yours,

A handwritten signature in black ink, appearing to read "CHRILL", written over a horizontal line.

Christopher R. Hill
Commissioner

cc: Paul Woznicki
Jack Swenson
Philip Levin
Michael Marmo



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

City Hall, Room 1000
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(312) 744-6550 (FAX)
(312) 744-2578 (TTY)

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

February 23, 1999

Mr. Charles Landefeld
MCL Companies
455 E. Illinois Street, Suite 565
Chicago, IL 60611

Dear Mr. Landefeld:

We have reviewed the revised preliminary landscape/site plans and planter sections as well as elevations submitted by you for the construction of a mixed-use building on parcels 9 and 13 in Residential-Business Planned Development No. 368, As Amended, Subarea C and in Lakefront No. 374. The mixed-use building would have a nineteen and a sixty-story section and would contain off-street parking, cinema theaters, hotel uses, and residential dwelling units.

Please note that the revised landscape plan and section diagrams show a 14'-8" wide sidewalk on Grand Avenue and a 17'-0" wide sidewalk on Illinois Street. The increased sidewalk width on Grand Avenue reflects a 5'-2" shift to the south of the building and of the property line, in order to accommodate trees in continuous underground planters. As we have discussed, our Department will continue to work with you and with the appropriate City agencies to expedite approvals for use of the public right-of-way and vacation/dedication.

Upon review of the material that has been submitted by the Applicant, the Department of Planning and Development has determined that these plans are consistent with and satisfy the requirements of the Plan of Development. Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 368, As Amended, for the construction of a nineteen and sixty story mixed-use building, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on July 8, 1998.

The "Proposed Landscape Plan" and the "River East Center - Revised Grand Ave. Planter" (both dated February 23, 1999 and prepared by De Stefano + Partners) as well as the Building Elevations (dated July 15, 1998) have been



Please
Recycle!



submitted in accordance with Statement No. 16 of RBPB No. 368, As Amended and are hereby made a part of this approval.

Very truly yours,



Christopher R. Hill
Commissioner

Originated by:



Mary Fishman
Director of Design Review 

cc: Paul Woznicki
Philip Levin
Michael Marmo
Dennis Aukstik



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

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November 24, 1998

Mr. David Schlensker, AIA
DeStefano and Partners
445 East Illinois Street, Ste. 650
Chicago, IL 60611

Re: Site Plan Approval for Residential-Business Planned
Development No. 368, As Amended, SubArea D;
Lakefront No. 374
Proposal: The construction of two residential high-
rise buildings and townhouses (River View - Parcels 14
and 16)
Location: 415 - 445 East North Water Street

Dear Mr. Schlensker:

We have reviewed the preliminary Site & Landscape Plans and Building Elevations submitted by you for the construction of two residential towers, a parking garage, and townhouses on Parcels 14 and 16 in Residential-Business Planned Development No. 368, As Amended, SubArea D and in Lakefront No. 374. The residential towers would be constructed on top of a five story parking garage base, with a partial sixth story on top of the garage that would contain a health club and swimming pool.

Please note that while the Department of Planning and Development has approved a conceptual plan for the Riverwalk and adjacent open spaces, the final details of the Riverwalk and adjacent open spaces have not yet been submitted. Such plans are in preparation and will be submitted for review within the next few weeks.

Upon review of the material that has been submitted by the Applicant, the Department of Planning and Development has determined that these plans are consistent with and satisfy the requirements of the Plan of Development. Accordingly, this Site Plan submittal for Residential-Business Planned Development No. 368, As Amended, for the construction of two residential towers on top of a five story parking garage, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on July 8, 1998.

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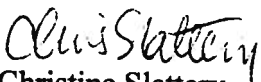
The Site Details, Paving Plans and Landscape Plan (Sheet A-010), the Site Plan, Site Section, and Site Details (Sheet A-011), the Phase One Landscape Plan (Sheet L-001) all dated November 18, 1998 and marked "preliminary," and the Building Elevations, dated June 26, 1998 have been submitted in accordance with Statement No.16 of Residential-Business Planned Development No. 368, As Amended and are hereby made a part of this approval.

Very truly yours,



Christopher R. Hill
Commissioner

Originated by:


Christine Slattery
Deputy Commissioner

cc: Paul Woznicki
Philip Levin
Mary Fishman
Michael Marmo