



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

J.F. Boyle, Jr.
Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4471 (Voice)
(312) 744-6550 (FAX)
(312) 744-2578 (TTY)

February 28, 1997

Mr. Charles R. Gardner
President
The Chicago Dock and Canal Trust
455 East Illinois Street - Suite 565
Chicago, IL 60611

Re: Residential-Business Planned Development
No. 368-Cityfront Center (DuSable Park)

Dear Mr. Gardner:

Please be advised that your request for a minor change to Residential-Business Planned Development No. 368 on behalf of the Chicago Dock and Canal Trust has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance and is hereby approved subject to the condition described herein.

Specifically, you requested an extension of the date upon which the approximately three acre park (referred to as DuSable Park) was to have been completed. In accordance with Statement No. 19 of the Planned Development, completion of the park and access to it was required by the end of November, 1996, which is the ten year anniversary date of commencement of the North Pier development.

We are aware of your ongoing coordination with the Chicago Park District regarding the relationship of the design of this park with the overall "Rivermouth" improvement and the District's desire to coordinate the construction timing of all of the Rivermouth improvements. Further, the Park District has informed us that, in addition to the \$600,000 the Trust will be contributing towards the park improvements, the Park District will be expending an equal amount. According to the Park District, the plans for the park have started and are expected to be completed along with the remainder of the Rivermouth design by Spring, 1997. We have also been informed by the Park District that construction on the park is anticipated to commence by late summer, with completion by September, 1998.

With regard to your request, the Department of Planning and Development has determined that the requested time extension would constitute a minor change subject to the condition that, concurrent with

An American Celebration

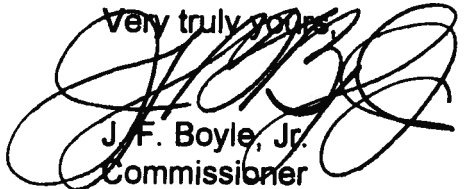

Chicago '96



the opening of the park, the Trust complete construction of a permanent pedestrian connection under Lake Shore Drive and a temporary pedestrian connection adjacent to future development sites between the west side of Lake Shore Drive and the east end of the Ogden Slip promenade along the south bank of the Slip. The pedestrian connection under Lake Shore Drive should be designed to be consistent with either pathway improvements within DuSable Park or with the permanent Ogden Slip promenade improvements and would be subject to the review and approval of the Department of Planning and Development, the Chicago Park District and the Chicago Department of Transportation. Permanent promenade improvements will be made adjacent to future development sites by the developers as these sites are developed.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the foregoing extension of the completion date of DuSable Park until September, 1998, as a minor change, but no other changes to Residential-Business Planned Development No. 368.

Very truly yours,



J. F. Boyle, Jr.
Commissioner

Originated by:


Christine Slattery
Deputy Commissioner

cc: Ed Uhlir (Chicago Park District)
Paul Woznicki
Philip Levin
Michael Marmo



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

J.F. Boyle, Jr.
Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4471 (Voice)
(312) 744-6550 (FAX)
(312) 744-2578 (TTY)

August 22, 1996

Ms. Donna Pugh
Katten, Muchin and Zavis
525 West Monroe Street
Suite 1600
Chicago, IL 60661-3693

Re: Cityfront Center - Planned
Development No. 368
Amendment to Section I Internal Design
Standards (Pedestrian Circulation Plan)

Dear Ms. Pugh:

Please be advised that your request on behalf of the Equitable Life Assurance Society of the United States for an amendment to the Cityfront Center Internal Design Standards - Section I has been considered by the Department of Planning and Development and is hereby approved.

Specifically, you have requested a substitution of the Pedestrian Circulation Plan (Figure 5) as revised, dated August 6, 1992, with a revised plan dated August 19, 1996. The revised plan reflects your request to eliminate required pedway connections between the existing NBC Building and future development sites to the north and south. Since the NBC Building was designed and constructed with parking at the concourse level, pedestrian concourse linkages to adjacent parcels at that level would not be feasible. A vertical connection from the concourse level up to NBC's lobby would also be difficult because of the existing design of the NBC building. The revised plan therefore eliminates the link to the north and includes an "optional" connection from the NBC Building to the south. The revised map also depicts a new east-west street level pedestrian walkway through the NBC Building.

This approval, with respect to the portion of the Pedestrian Circulation Plan west of Columbus Drive controlled by The Equitable Life Assurance Society of the United States, is conditioned on Equitable's continuing commitment to complete the enclosed pedestrian circulation system concurrent with the development of each parcel. In addition, with respect to the two enclosed concourse connections beneath Columbus Drive, Equitable has committed to complete the Pedestrian Circulation Plan as set forth in the "Development Rights Agreement" dated December 30, 1985, between the Chicago Dock and Canal Trust and

An American Celebration

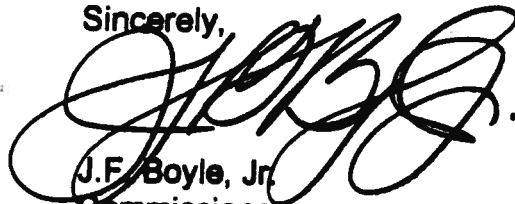
Chicago '96



The Equitable Life Assurance Society of the United States with the southern connection to be built by either Chicago Dock or Equitable with a specified percent shared cost no later than at such time as a building is constructed on parcel P1 and the northern connection to be built by Chicago Dock no later than at such time as a building is constructed on Parcel P3 occurs. A copy of this agreement will be kept on file at the Department of Planning and Development.

The Section I Internal Design Standards require that any changes to the Standards be approved by all the initiating parties (Chicago Dock & Canal Trust, Equitable and the Chicago Department of Planning and Development). The Department has received a copy of a letter from Chicago Dock & Canal approving the requested pedway plan revisions. Based on the aforementioned difficulties in implementing the 1992 Pedestrian Circulation Plan as it relates to the existing NBC Building, and conditioned on Equitable's continuing commitment to complete the remaining portions of the pedway system for which it is responsible, I therefore approve the requested revisions to the 1992 Pedestrian Circulation Plan.

Sincerely,

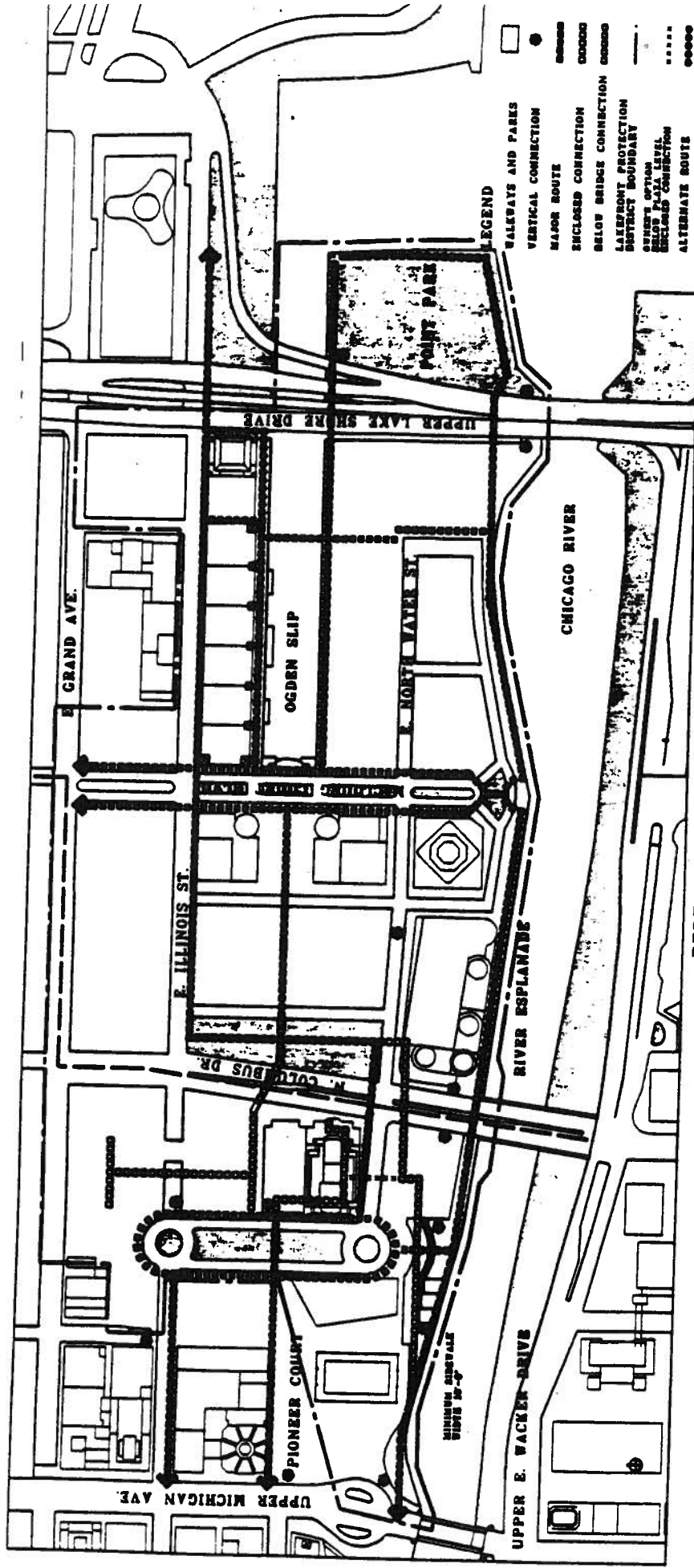


J.F. Boyle, Jr.
Commissioner

originated by:

Christine Slattery
Deputy Commissioner

cc: P. Woznicki
P. Levin
M. Marmo



PEDESTRIAN CIRCULATION PLAN
FIGURE 5

EQUITABLE LIFE ASSURANCE CO.

CITYFRONT CENTER
CHICAGO

SOM
Revised August 19, 1966

THE CHICAGO DOCK & CANAL TRUST



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Valerie B. Jarrett
Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4471 (Voice)
(312) 744-2578 (TDD)
(312) 744-6550 (FAX)

December 22, 1994

Mr. Jack Guthman
Sidley & Austin
One First National Plaza
Chicago, Illinois 60603

Re: Residential-Business Planned
Development No. 368 Cityfront Center

Dear Jack:

The Department of Planning and Development has considered your request for a minor change to Residential/Business Planned Development No. 368 on behalf of the Chicago Dock and Canal Trust and the Equitable Life Assurance Society of the United States, and hereby approves your request pursuant to the authority granted by Section 11.11-3 (c) of the Chicago Zoning Ordinance.

Specifically, your letter dated December 16, 1994, requested the following two minor changes to the Section II Design Standards¹ for Parcels 7 and 8:

1. Substitution of a requirement to provide a minimum 30 foot wide by 30 foot high enclosed pedestrian concourse extending the width of parcels 7 and 8 within the established 100 foot wide view corridor with a minimum 38 foot wide pedestrian concourse to be constructed to the north of the established view corridor. The proposed pedestrian concourse would be constructed directly north of an approximately 77,000 square foot performance theater to be used by twelve Chicago music and dance groups. The pedestrian concourse would be open to the sky except for the western forty feet which would be enclosed with a vestibule having a minimum height of 19 feet.
2. A reduction in the minimum width of the pedestrian walkway over New Street from 30 feet to 20 feet. In addition, the shifting of the pedestrian concourse to the north would require the construction of a ten foot wide walkway connecting over the west sidewalk of New Street.

¹These Design Standards were previously modified on May 21, 1987 in an agreement signed by the Commissioner of the Department of Planning and the President of the Chicago Dock & Canal Trust.



With regard to your request, the Department of Planning and Development has determined that the proposed modifications would constitute minor changes pursuant to Section 11.11-3 (3) of the Chicago Zoning Ordinance, providing that:

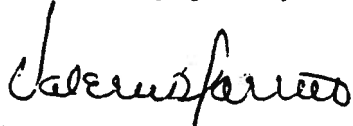
1. The pedestrian concourse is completed and open for public access concurrently with the issuance of a Certificate of Occupancy for the adjacent theater.
2. The pedestrian concourse remains open and accessible to the general public, at a minimum, from 8:00 a.m. to 10:00 p.m. daily. Time extensions beyond these hours is encouraged.
3. Both entrances to the pedestrian concourse are designed to encourage public access and appropriate signage and architectural treatments identifying the public amenity be provided.
4. Amenities in the pedestrian concourse are provided and maintained including (but not limited to) landscaping, planters large enough to accommodate mature trees, permanent and removable seating, and artwork.
5. Quality pavement and sidewall materials and finishes are provided in the pedestrian concourse.
6. Railings, lighting fixtures and other finishes within the concourse and on the pedestrian walkway over New Street are installed which are compatible with the quality of existing public spaces within Cityfront Center.
7. The exterior east and north walls of the theater building be designed with landscaping and/or architectural articulation so as to diminish the appearance of large blank walls.
8. The walkway connection over the New Street sidewalk is cantilevered from the building with no support columns within the public right-of-way.

Page 3

We will need written confirmation from you on behalf of the proposed Chicago Music and Dance Theater and from an authorized representative of the property owner (Chicago Dock and Canal Trust) accepting the conditions of this approval within 30 days of the date of this letter. In addition, we will need, within 30 days, the written concurrence of Equitable Life Assurance Company, the owner of property just west of the theater site, with the terms of the requested minor changes.

Finally, in response to your request for confirmation of the height limitation of any structure to be constructed within the Ogden Slip View Corridor, the 150 foot height limit as identified in the approved documents remains in effect. As of this date, no binding agreement has been entered into or contemplated pertaining to the property located directly east of the Tribune Tower. This height limit may only be reduced to 75 feet if there is a binding agreement pertaining to the parcel directly east of the Tribune Tower and no permanent structures are located on the property within the view corridor between Parcels 7 and 8.

Very truly yours,



Valerie B. Jarrett
Commissioner

cc: Charles Gardner
Paul Woznicki
Christine Slattery
Philip Levin



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Valerie B. Jarrett
Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4471 (Voice)
(312) 744-2578 (TDD)
(312) 744-6550 (FAX)

November 1, 1993

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

Re: Residential-Business
Planned Development No. 368
Lakefront No. 175
Cityfront Center

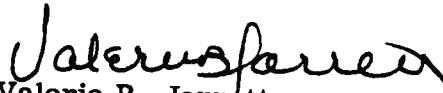
Dear Mr. Chin:

The Department of Planning and Development has considered your request for an extension of time until December 31, 1993, for the completion of the Riveredge Esplanade (including the walkway beneath the Columbus Drive Bridge) due to several extenuating circumstances which you have identified. Administrative relief granted by this Department on April 27, 1992 allowed for an 18 month extension of the required completion date to November 1, 1993. You are now requesting to extend this date of completion two months from November 1, 1993 to December 31, 1993.

Your request for relief included a statement that the reasons for failing to complete the construction by November 1, 1993 were due to delays in the shipment of materials and other factors that were beyond your reasonable control.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approved the requested extension, provided that work proceeds diligently and that exterior portions of the Esplanade are open to the public by the end of December, 1993. Further, all other improvements are to be substantially complete by the end of December except as specifically denoted in your October 18, 1993 request letter.

Sincerely,


Valerie B. Jarrett
Commissioner

cc: Edwin M. Denson
Al Novickas
Jack Guthman
Chris Slattery
Phil Levin
Will Tippen
Mary Edwards





R. M. CHIN & ASSOCIATES

401 N. Michigan Ave. • Chicago, Illinois 60611

October 18, 1993

Mr. Philip Levin
Director of Zoning
Department of Planning and Development
City Hall Room 1000
121 North LaSalle Street
Chicago, IL 60602

Re: **Residential-Business Planned Development No. 368**
Lakefront No. 175 Cityfront Center
Request for extension of River Esplanade completion date

Dear Mr. Levin:

Thank you for your correspondence dated October 4, 1993 noting the approach of November 1, 1993 for completion of the River Esplanade. For reasons described in this letter, the November 1, 1993 completion date is no longer possible to achieve. We request your consideration to grant a two month extension for the substantial completion of the River Esplanade until December 31, 1993.

Several factors concerning design and permit approvals have delayed the construction of the River Esplanade. When Lohan Associates, the project architect, applied for the original project extension in April, 1992, the Esplanade was under schematic design. The ensuing design development included Ownership's attempt to incorporate the Arts Club as a tenant at the Esplanade. Ownership required several months to develop and evaluate designs for the Arts Club. Presentations of the refined Esplanade design were then made to the Department of Planning and Development and Friends of the Chicago River during September and October, 1992 to secure approval and incorporate the Department's comments into the final design. Most of 1992 was spent in this mutual effort between the Owner, Lohan Associates and the Department of Planning and Development to refine the Esplanade design.

Despite ongoing negotiations with the Arts-Club, Lohan Associates proceeded with construction documents in 1992 in order to meet the November 1, 1993 deadline. In early 1993, Ownership determined that it could no longer wait for the Arts Club, and Lohan finalized the construction documents. The project was bid, bought out, and drawings were submitted for building permit in March, 1993. At this time, the November 1, 1993 deadline was still achievable.

The Esplanade building permit took its customary 2+ months to be issued. However, because the Columbus Drive bridge pedestrian underpass, as dictated by the configuration of the existing bridge abutment construction, will project out over the river, a separate harbor permit was required. To secure all required public notifications, approvals, and a harbor permit for intrusion of a fixed construction into the "navigable waterway", as defined by the Army Corps of Engineers, over twenty different agencies and organizations had to be informed and sign off on the project. This effort, started at the same time as the building permit application, was completed in August, 1993- after nearly five months of diligent effort- when the harbor permit was finally issued. These additional three months spent on permit approvals from IDOT, the Army Corps of Engineers, and many others were not anticipated or reflected in the schedule.

In July, 1993 during this permit review process, the Illinois River Carriers Association determined that the underpass design needed to address the potential for incidental contact from barge traffic. To secure Army Corps approval, and thus the harbor permit, the Illinois River Carriers Association had to be

satisfied. To do so, the underpass fender detail was redesigned. Although aesthetically unchanged, the structural steel was modified, requiring resubmission of shop drawings before the underpass steel could be ordered and fabricated. An additional requirement generated by the Chicago Department of Transportation added another two weeks to the delivery date to allow the steel to be coated with a special paint. The steel, scheduled for delivery on site this month, has suffered a total delay of five months due to revised requirements and securing the harbor permit.

Finally, nearly three weeks ago, the project's precast concrete panel manufacturer went out on strike, right before the contractor was to start erecting precast panels. Precast concrete panels are used extensively throughout the project to clad the exterior walls of the Equitable Building, the Graduate School, the pedway, the monumental stairways, and the copings and railings along the river. Because of the strike, the project has not received any of the approximately 60% of the total number of panels that have been cast to date. Although the strike is still in force, we are attempting to deliver panels to the project, with erection expected to commence the week of October 18, 1993. We also believe the precast manufacturer will be able to cast the remaining panels in the next several weeks with a substitute work force. Thus far, this strike has delayed the project one month.

Unfortunately, the two trades critical to the timely completion of the project at this juncture are erection of the remaining structural steel and precast concrete panels. All other significant construction activities are dependent upon the completion of these items. Additionally, the placement of concrete paving, setting of stone in its bituminous bed, and landscaping are three pending, weather-dependent operations facing the probability of delays as inclement weather approaches.

We ask for an extension to December 31, 1993 to substantially complete the Esplanade. This will allow the Esplanade to be open for public use, complete with the exception of two items. The smaller planting materials in the planters, such as shrubs and flowers, shall be planted in the spring of 1994 (the trees will be planted this year) to avoid damage from freezing. Interior finishes of the pedway linking the Equitable Building to the Graduate School shall be completed in January, 1994, well in advance of the Graduate School opening in mid-March, 1994.

Thank you for your assistance and consideration in this matter.

Respectfully,

R. M. Chin & Associates



Raymond M. Chin
President

cc: Stephen Greenlee
Jack Guthman
Edwin Denson
File Esp12524.doc



April 27, 1992

City of Chicago
Richard M. Daley, Mayor

Mr. Edwin M. Denson, AIA
Associate Principal
Lohan Associates
225 North Michigan Avenue
Chicago, Illinois 60601

Department of Planning
and Development

Valerie B. Jarrett
Commissioner

Dear Mr. Denson:

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4471 (Voice)
(312) 744-2578 (TDD)
(312) 744-6550 (FAX)

Re: Residential-Business
Planned Development No. 368/
Lakefront No. 175
Cityfront Center

Please be advised that your request for minor change to Residential-Business Planned Development No. 368, has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance.

You requested relief to permit the following changes:

1. An extension by fifteen months of the required completion date identified in Paragraph 18(a) of the approved Plan of Development pertaining to the construction of a continuous pedestrian esplanade along the Chicago Riveredge between Michigan Avenue and the West Right-of-Way line of Columbus Drive. Paragraph 18(a) specifies that this portion of the riveredge esplanade must be completed no later than four years after the vacation of the Mandel Building by the Chicago Public Library; ie. by August 1, 1992. The requested extension of this requirement by fifteen months would change the required date of completion to November 1, 1993. This request is made in connection with the contemplated construction of a business school structure on Parcel B.
2. Revision to the exhibits included as part of the Planned Development and the associated Internal Design Standards (Figures 2 through 11) to permit modifications to the east of the existing Equitable Building. This request is made in connection with the contemplated construction of a business school structure on Parcel B.



architectural arrangement related to, existing structures";

provided, however, that the following conditions are adhered to:

1. Construction plans for Part II review for the Riveredge Esplanade walkway and all plaza level (+35) public spaces between Parcel 1 on the east and the Equitable Building on the west must be submitted to the Department of Planning and Development for approval no later than August 15, 1992.
2. The Riveredge Esplanade described in paragraph 18(a) shall be constructed in substantial conformance with the Site Plans prepared by Lohan Associates, Inc. dated April 16, 1992, submitted to the Department of Planning and Development and made part hereof.
3. In the event that construction of the riveredge esplanade adjacent to Parcel 1 occurs prior to any development other than parking upon Parcel 1, physical screening of the undeveloped parcel from view from the pedestrian esplanade shall be installed by November 1, 1993.
4. A pedestrian walkway shall be constructed beneath the Columbus Drive Bridge to connect the existing riverwalk with a walkway accessible to Michigan Avenue at such time as the riveredge walk between Michigan Avenue and the western boundary of the Columbus Drive Bridge is completed pursuant to the extension granted herein; in no event later than November 1, 1993. The design of said walkway shall be subject to the review and approval of the Department of Planning and Development.

Pursuant to the authority granted by the Chicago Zoning Ordinance, the Commissioner of the Department of Planning and Development, subject to the conditions described above, hereby authorizes and approves the following minor changes to Residential-Business Planned Development No. 368:

1. Extension to November 1, 1993 of the date by which the portion of the pedestrian esplanade between Michigan Avenue and the Columbus Drive Bridge must be completed.

The Department has reviewed this request and notes the following:

1. The extension of the required deadline for the construction and completion of the pedestrian esplanade to November 1, 1993, is minor in nature and reasonable in order to accommodate the adjacent construction of the proposed University of Chicago Business School. In the event that the construction of the Business School building is delayed or does not commence, the November 1, 1993, deadline for the completion of the esplanade construction remains firm.
2. The revisions to the boundaries of Parcel B to accommodate the construction of the school building reflect the proposed requirements of a non-office use of the site. At the time the Planned Development and the Internal Design Standards were approved, office use of Parcel B, with direct links to the Equitable Building at the plaza level, were anticipated. The proposed school structure, however, requires no such linkage. The reconfigured Parcel B results in a greater amount of open space within the Planned Development than would have been provided with the original configuration. The revised riverfront plaza and esplanade areas are well designed and appropriate. The proposed change is minor in nature and consistent with the character of the approved Planned Development.

Accordingly, with regard to your request, the Department of Planning and Development has determined that these modifications would constitute a minor change pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance and that this minor change will not:

- a. Change the character of this development;
- b. Increase the number of units per acre;
- c. Increase the maximum permitted floor area ratio for the site;
- d. Increase the maximum permitted percent of land coverage for the site;
- e. Reduce the periphery setbacks or distance between structures... except "where required to permit conformance to the pattern of or

2. Substitution of the exhibits identified as Figures 2 through 11 dated September 12, 1986 with revised exhibits depicting modified Parcel B boundaries dated April 16, 1992.

Sincerely,

Valerie B. Jarrett

Valerie B. Jarrett
Commissioner

cc: Jack Guthman
Ray Chin
Al Novickas



January 24, 1989

City of Chicago
Eugene Sawyer, Acting Mayor

Department of Planning

Elizabeth L. Hollander
Commissioner

James R. Turner, Jr.
First Deputy Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4471

Mr. Larry Parkman
Zoning Administrator
Room 800 - City Hall
Chicago, Illinois 60602

Re: Interim Stage, Sub Area "D"
Lakefront No. 175, Chicago
Dock - Equitable Venture
Proposal: High-rise apartment
Structure
Location: East Illinois Street
and North Lake Shore
Drive, Chicago, Illinois

Dear Mr. Parkman:

The applicant proposes to construct a sixty-one (61) story, highrise structure with a base containing fifteen (15) levels of parking, with a health club on the second floor. The health club will contain a swimming pool. The 16th floor will contain a party room as well as dwelling units. Floors seventeen through sixty-one will contain residential units. The structure will contain a total of 505 residential units. The parking structure will contain 630 parking spaces including 18 spaces for the handicapped.

Based on our review of the material presented, we have determined that said proposal basically conforms to the application approved on September 12, 1985, by the Chicago Plan Commission under provisions of the Lake Michigan and Chicago Lakefront Protection Ordinance.

Very truly yours,

Elizabeth L. Hollander PL.

ELIZABETH L. HOLLANDER
Commissioner





City of Chicago
Eugene Sawyer, Acting Mayor

Department of Planning

Elizabeth L. Hollander
Commissioner

James R. Turner, Jr.
First Deputy Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4471

January 23, 1989

Mr. Larry W. Parkman
Zoning Administrator
Room 800 City Hall
Chicago, Illinois 60602

Re: Interim Stage, Part II
Submittal, Sub Area "D"
Residential-Business Planned
Development No. 368, Chicago
Dock-Equitable Venture
Proposal: High-rise apartment
structure
Location: East Illinois Street
and North Lake Shore Drive

Dear Mr. Parkman:

The attached Interim Stage, Part II Submittal, reviewed in accordance with the "Rules, Regulations, and Procedures in relation to Planned Development Amendments", proposes the construction of a sixty-one (61) story, high-rise structure with a base containing fifteen (15) levels of parking, and with a health club on the second floor. The health club will contain the usual amenities for its patrons including a swimming pool. The eastern portion of the ground level will contain the entrance to the apartment structure with a building lobby, mailroom, storage room, building manager's office and waiting room and the usual building facilities. The sixteenth floor will contain a party room as well as dwelling units and floors seventeen through sixty-one will contain apartments. A total of five hundred and five (505) dwelling units are proposed. The parking facility will contain space for a total of six-hundred and thirty (630) off street parking spaces, including eighteen (18) spaces which have been designed and designated for the handicapped. This is in excess of the minimum of 55% for the residential uses and the requirements for the business uses. A total of 4,235 square feet of business uses are proposed for the basement level of the structure, which will be accessible both from the promenade fronting the south side of the site and the interior of the structure.

The figures presented to this Department by the applicant state that the structure will contain 599,651 square feet and will occupy 15,914 square feet on the ground. Our calculations made from the architectural drawings presented to this Department show that the structure will have a ground floor area of 21,325 square feet and will contain a total of 530,452. When added to the 127,398.5

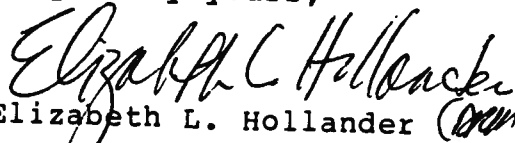


square feet of ground area and 1,356,725.6 square feet of total area previously approved for the Plan of Development these figures become 148,723.5 square feet of ground area with 1,887,177.6 square feet of total area for all of sub area "D". When translated these figures become a 2.65 floor area ratio with a 20.9% of ground coverage for all of sub area "D". As approved by the Chicago City Council the Plan of Development permits a 7.04 floor area ratio with an 85% of ground coverage and a total of 5400 dwelling units in sub area "D". Including this submittal, 1409 dwelling units will have been constructed.

This Interim Stage Part II Submittal for sub area "D" of Residential-Business Planned Development No. 368, for the construction of a high rise apartment structure, as described herein, is hereby approved as conforming to the Plan of Development as approved by the Chicago City Council on November 6, 1985.

It is recommended that this submittal be attached to your file for Residential-Planned Development No. 368 (Amendment No. 9856).

Very truly yours,


Elizabeth L. Hollander (over)

Attachment

CITYFRONT CENTER PLANNED DEVELOPMENT
SITE DEVELOPMENT STANDARDS MODIFICATIONS

I. PURPOSE

One of the most significant features of the site plan for the Cityfront Center Development is the provision of meaningful public spaces and the consciously conceived progression of spaces which are intended to unify the entire mixed-use project.

As stated in the Section I Internal Design Standards: "...Instead of scattered and small open spaces for each building site, the plan features large, well-defined open areas, creating an articulated park system with a strong orientation to all the water elements."

Four of the six major open space features identified in the site plan will be physically connected:

- Hard-surfaced Pioneer Court will be the primary pedestrian entranceway into Cityfront Center from Michigan Avenue
- Pioneer Court will open directly onto Cityfront Plaza (formerly Ogden Plaza) - the ceremonial gateway to the commercial portion of Cityfront Center
- Cityfront Plaza will terrace down to the Riverfront Esplanade which will extend from Michigan Avenue to Lake Michigan
- The eastern terminus of the Riverfront Esplanade will open up to Jean Baptiste Pointe Du Sable Park - the largest of the planned open space amenities.

While these mainly 'peripheral' spaces will allow for a continuity of movement from one section of the Planned Development to another, physical and visual linkages between the two 'centrally' located open space features which are anticipated to be major focal points for activity (Ogden Plaza - formerly Columbus Park and Ogden Slip Promenades) are weak and not as well articulated as their relative importance should demand.

The Department of Planning and The Chicago Dock and Canal Trust are in agreement that the modifications which follow should be made to the Section II Design Standards to allow for the required connection of these two open space features and the integration of these amenities into the overall open space plan.

A. Parcels 11 and 12

1. An elevator will be provided near the McClurg Court building entrance for vertical access for the handicapped between plaza level and street level.
2. Private entrances to the private patios at the plaza level will be prohibited.
3. Landscape buffers will be provided adjacent to the private patio walls.
4. Permanent plaza seating will be provided at the upper level. The space plan shall be subject to Department of Planning approval.
5. A central fountain will be provided which will be designed to include sprays of water as well as surfaces over which water will cascade to provide an active display for the public.

B. Parcels 7 and 8

1. A minimum 30' by 30' wide enclosed pedestrian concourse will be provided from the eastern boundary of Parcels 7/8 to their western boundary at the level of the pedestrian walkway over New Street (approx. +24). The 30' wide concourse, may be provided in two 20' widths within the 100' wide view corridor. If the option is chosen for separate 20' wide corridors, the corridors shall be joined or connected at a minimum of two places along their length which may occur at each end of the concourse.
2. An easily accessible and visible vertical connection will be provided connecting the plaza level pedestrian concourse with the lower level concourse beneath Park Drive, Ogden Plaza and Columbus Drive.
3. Non-reflective glass shall be the predominant material on the east and west of the pedestrian concourse to open up views.
4. Should the City enter into a binding agreement with the owners of the parcel immediately east of the Tribune Tower limiting the height and/or configuration of any proposed structure so as to preserve views to the Tower from within the 100' wide view corridor as extended to the east, the maximum allowable height of any future structure to be built within the view corridor on Parcels 7 and 8 shall be limited to 75'.
5. Active uses (restaurant and retail) shall be encouraged adjacent to the pedestrian concourses on both levels including amenities such as seating, information kiosks, etc.

C. Infrastructure

1. The pedestrian walkway over New Street will be at least thirty feet wide in order to serve as a proper link to the enclosed pedestrian concourse to the west.

II. BUILDING HEIGHT

Maximum height zones for Cityfront Center were established in the Lake Michigan and Chicago Lakefront Protection Ordinance application approved September 12, 1985. 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, 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 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 65 feet. For the area within the view corridor on Parcels 7 and 8, the building height shall be taken as the vertical distance to the highest point of the building.

III. PROCESS

Prior to any future P.D. Part II submittal to the Planning Department, the Section II Internal Design Standards will be revised to reflect each of the items agreed upon herein.


DEPARTMENT OF PLANNING
CITY OF CHICAGO

THE CHICAGO DOCK AND CANAL TRUST

BY:


Elizabeth Hollander
Commissioner

BY:


Charles R. Gardner
President

Date:

5/21/87

This Document will be included as part of the 1987 Annual Report for Residential-Business Planned Development No. 368.

J.V.

CITYFRONT CENTER PLANNED DEVELOPMENT
SITE DEVELOPMENT STANDARDS MODIFICATIONS

I. PURPOSE

One of the most significant features of the site plan for the Cityfront Center Development is the provision of meaningful public spaces and the consciously conceived progression of spaces which are intended to unify the entire mixed-use project.

As stated in the Section I Internal Design Standards: "...Instead of scattered and small open spaces for each building site, the plan features large, well-defined open areas, creating an articulated park system with a strong orientation to all the water elements."

Four of the six major open space features identified in the site plan will be physically connected:

- Hard-surfaced Pioneer Court will be the primary pedestrian entranceway into Cityfront Center from Michigan Avenue
- Pioneer Court will open directly onto Cityfront Plaza (formerly Ogden Plaza) - the ceremonial gateway to the commercial portion of Cityfront Center
- Cityfront Plaza will terrace down to the Riverfront Esplanade which will extend from Michigan Avenue to Lake Michigan
- The eastern terminus of the Riverfront Esplanade will open up to Jean Baptiste Pointe Du Sable Park - the largest of the planned open space amenities.

While these mainly 'peripheral' spaces will allow for a continuity of movement from one section of the Planned Development to another, physical and visual linkages between the two 'centrally' located open space features which are anticipated to be major focal points for activity (Ogden Plaza - formerly Columbus Park and Ogden Slip Promenades) are weak and not as well articulated as their relative importance should demand.

The Department of Planning and The Chicago Dock and Canal Trust are in agreement that the modifications which follow should be made to the Section II Design Standards to allow for the required connection of these two open space features and the integration of these amenities into the overall open space plan.

A. Parcels 11 and 12

1. An elevator will be provided near the McClurg Court building entrance for vertical access for the handicapped between plaza level and street level.
2. Private entrances to the private patios at the plaza level will be prohibited.
3. Landscape buffers will be provided adjacent to the private patio walls.
4. Permanent plaza seating will be provided at the upper level. The space plan shall be subject to Department of Planning approval.
5. A central fountain will be provided which will be designed to include sprays of water as well as surfaces over which water will cascade to provide an active display for the public.

B. Parcels 7 and 8

1. A minimum 30' by 30' wide enclosed pedestrian concourse will be provided from the eastern boundary of Parcels 7/8 to their western boundary at the level of the pedestrian walkway over New Street (approx. +24). The 30' wide concourse, may be provided in two 20' widths within the 100' wide view corridor. If the option is chosen for separate 20' wide corridors, the corridors shall be joined or connected at a minimum of two places along their length which may occur at each end of the concourse.
2. An easily accessible and visible vertical connection will be provided connecting the plaza level pedestrian concourse with the lower level concourse beneath Park Drive, Ogden Plaza and Columbus Drive.
3. Non-reflective glass shall be the predominant material on the east and west of the pedestrian concourse to open up views.
4. Should the City enter into a binding agreement with the owners of the parcel immediately east of the Tribune Tower limiting the height and/or configuration of any proposed structure so as to preserve views to the Tower from within the 100' wide view corridor as extended to the east, the maximum allowable height of any future structure to be built within the view corridor on Parcels 7 and 8 shall be limited to 75'.
5. Active uses (restaurant and retail) shall be encouraged adjacent to the pedestrian concourses on both levels including amenities such as seating, information kiosks, etc.

C. Infrastructure

1. The pedestrian walkway over New Street will be at least thirty feet wide in order to serve as a proper link to the enclosed pedestrian concourse to the west.

II. BUILDING HEIGHT

Maximum height zones for Cityfront Center were established in the Lake Michigan and Chicago Lakefront Protection Ordinance application approved September 12, 1985. Where maximum height zones have been established, building height shall be defined as follows:

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III. PROCESS

Prior to any future P.D. Part II submittal to the Planning Department, the Section II Internal Design Standards will be revised to reflect each of the items agreed upon herein.


DEPARTMENT OF PLANNING
CITY OF CHICAGO

THE CHICAGO DOCK AND CANAL TRUST

BY:


Elizabeth Hollander
Commissioner

BY:

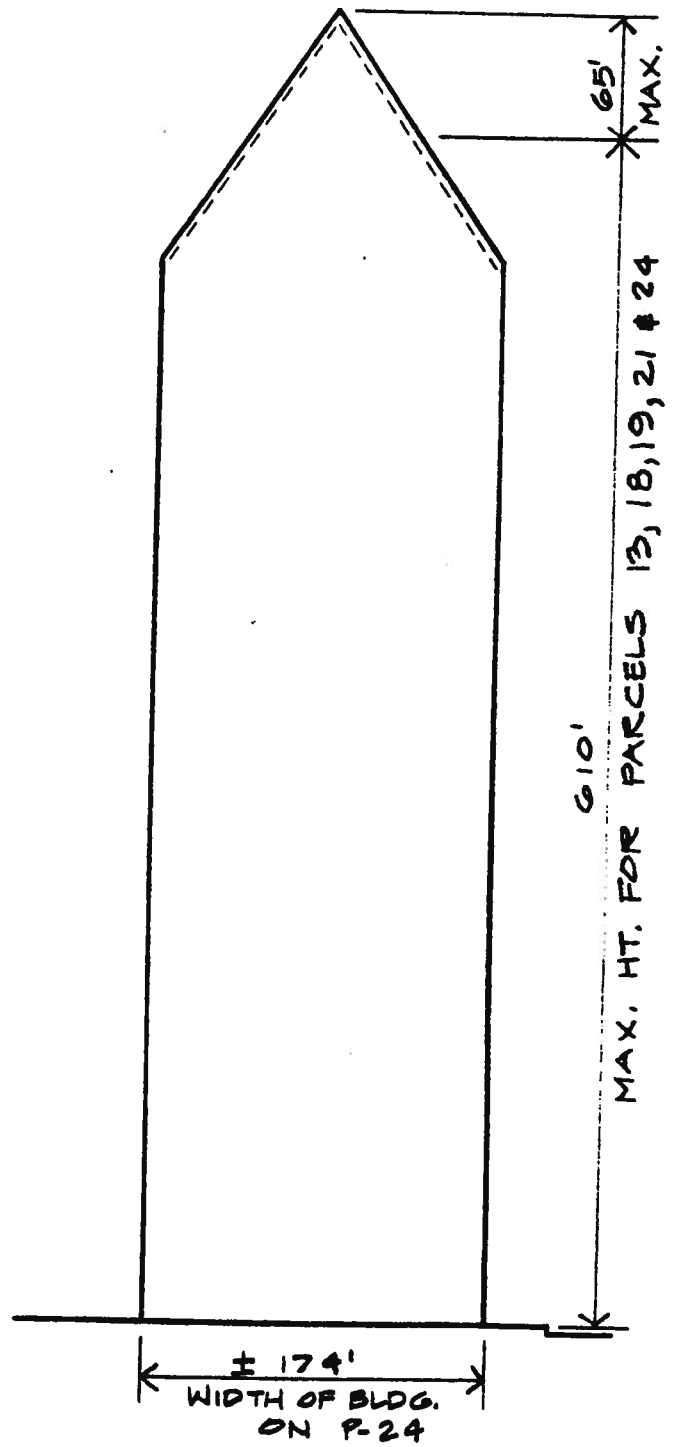
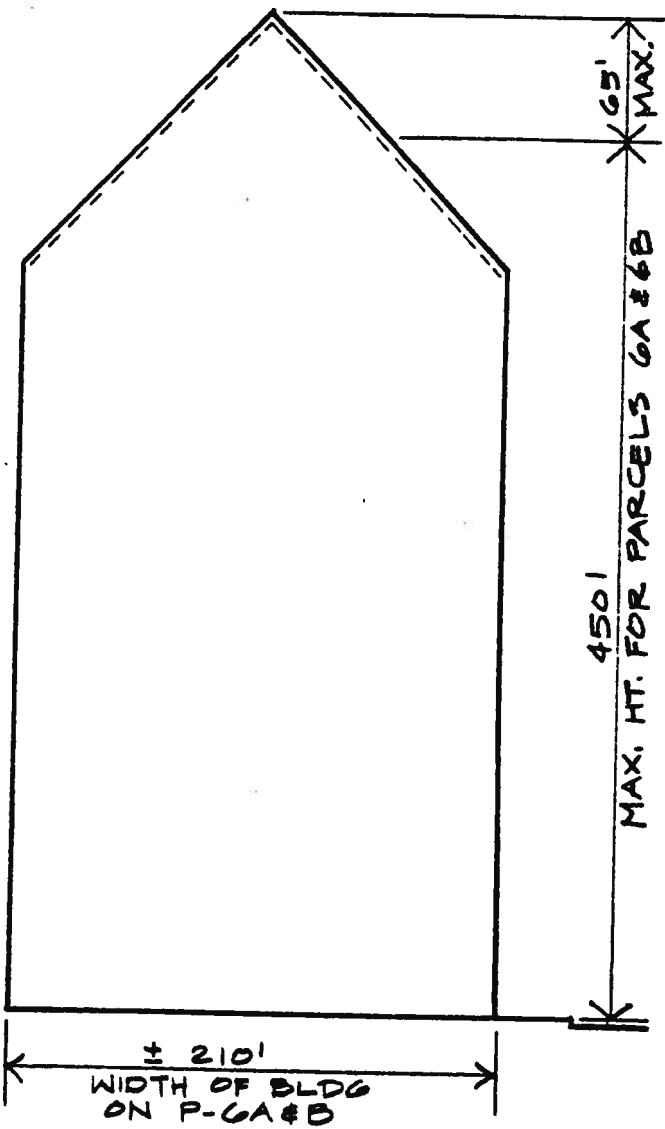

Charles R. Gardner
President

Date:

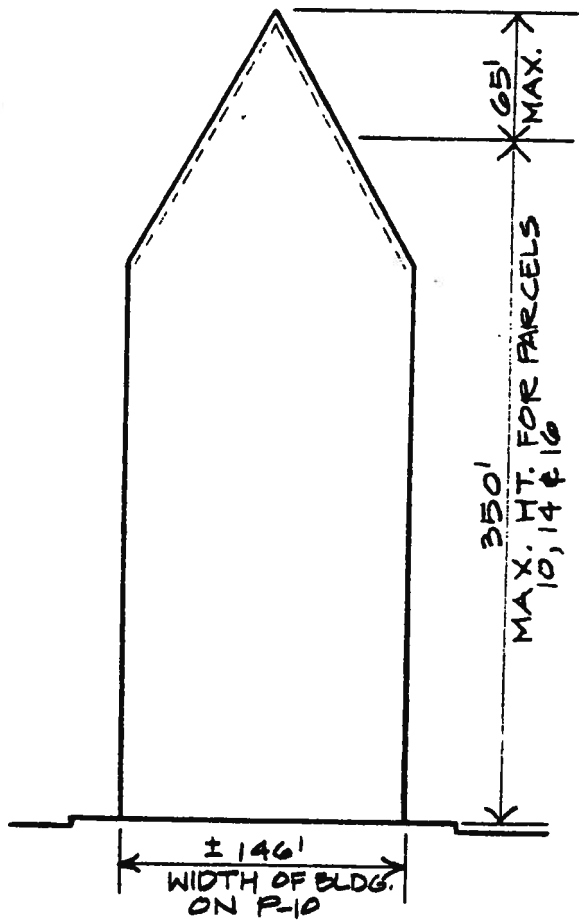
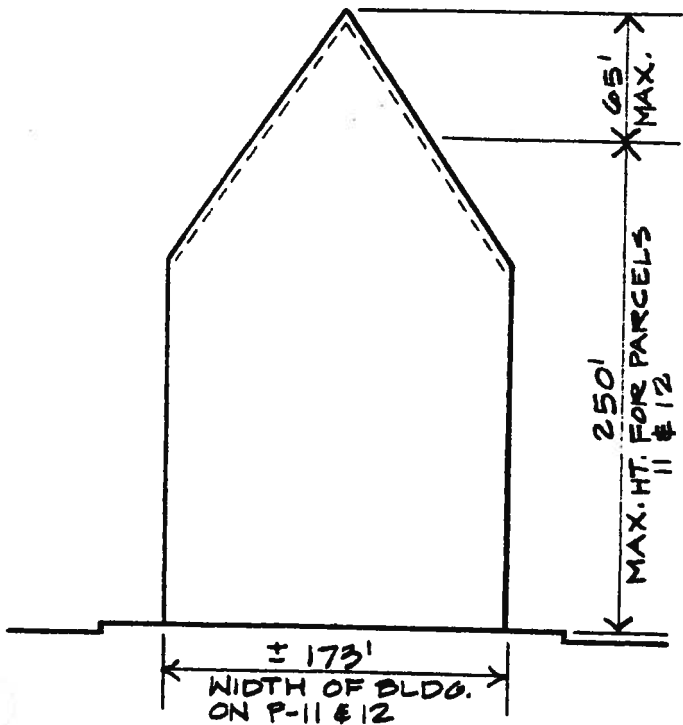
5/21/87

This Document will be included as part of the 1987 Annual Report for Residential-Business Planned Development No. 368.

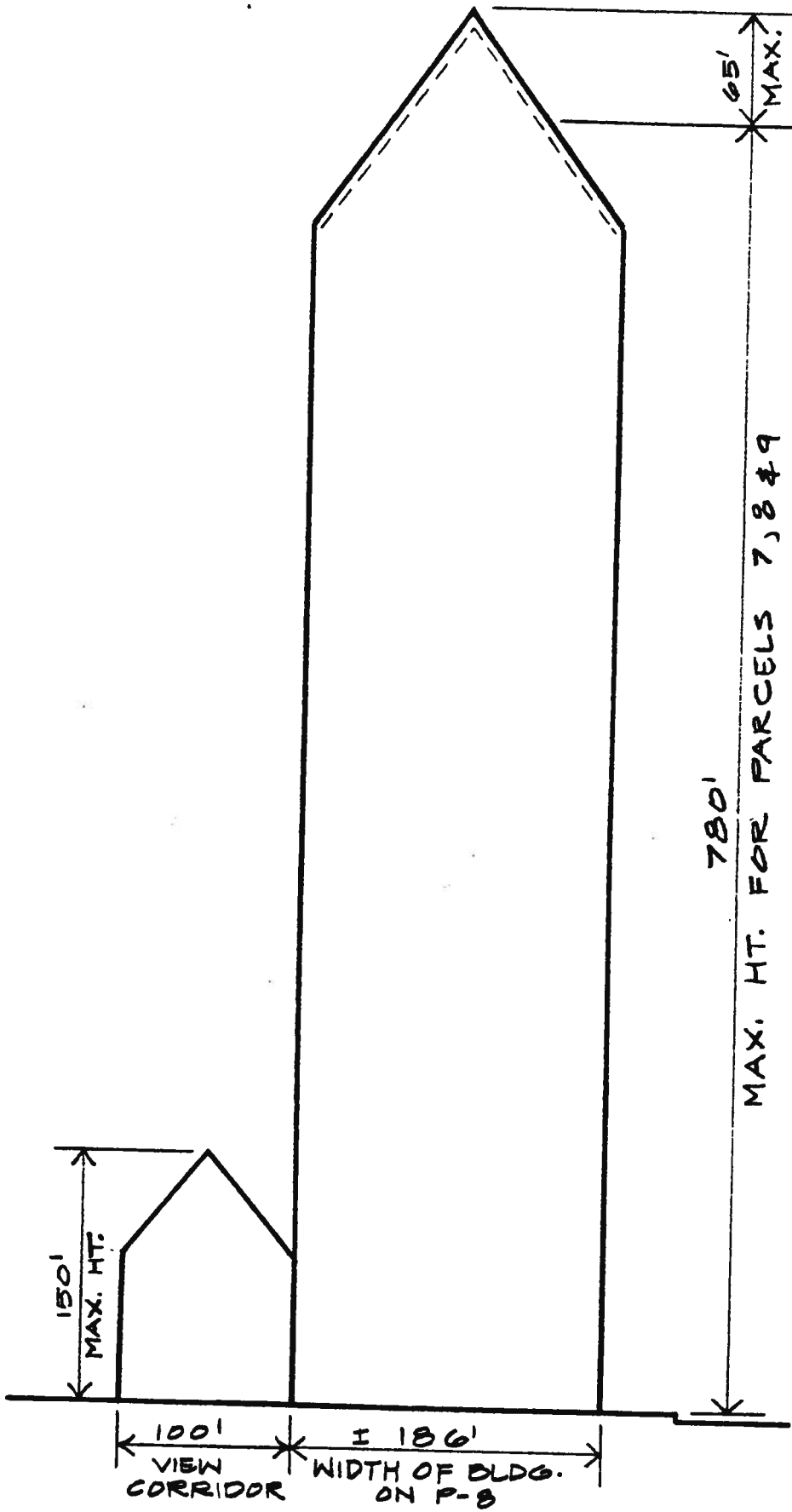
J.N.



5/11/87



5/11/87



5/19/87

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 and C3-7 Commercial Manufacturing District and B6-7 Restricted Central Business District symbols and indications as shown on Map No. 1-E in the area bounded by:

East Grand Avenue; a line 434.5 feet west of the west line of North Peshtigo Court; East Illinois Street; North Peshtigo Court; East Grand Avenue; North Lake Shore Drive; the center line of Ogden Slip to a point 439.74 feet east of North Lake Shore Drive, the center line 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; the alley next south of East Grand Avenue; and a line 150 feet east of and parallel to North St. Clair Street.

to the designation of a Residential-Business Planned Development which is hereby established in the area above described, subject to such use and bulk regulations as are set forth in the Plan of Development herewith attached and made a part thereof and to no others.

PD 368

- Note (1): For the purposes 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 to public use as adjusted by such dedications or vacations as herein contemplated. The Commissioner of Planning and the applicant shall make any adjustments which may be necessary to the controls herein established as may be necessitated by any subsequent vacations or dedications not herein contemplated, and amendment of this planned development ordinance shall not be required.
- Note (2): A maximum of 1,000,000 commercial square feet in Sub-Area C may be transferred in whole or in part from Sub-Area C to either Sub-Area A or Sub-Area B. Further, a maximum of 500,000 of either commercial or residential square feet in Sub-Area C may be transferred to Sub-Area D for residential use only, and the permitted number of residential units may be increased by a ratio of one unit for each 1000 square feet transferred. Should such transfer or transfers occur, the maximum FAR of Sub-Area A, Sub-Area B and/or Sub-Area D shall be increased and the FAR of Sub-Area C shall be decreased, accordingly.
- Note (3): Dwelling units shall be permitted in Sub-Areas A and B 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 5900 dwelling units permitted in Sub-Areas C and D. Dwelling units are permitted below the second floor in all sub-areas except Sub-Area E.
- Note (4): In Sub-Area D, in order to permit an effective adaptive reuse of the North Pier Terminal, business space may be developed to the extent necessary. Business space ancillary to residential and hotel development shall also be permitted, not to exceed ten percent of the total permitted floor area for this Sub-Area.
- Note (5): Uses permitted in Sub-Area E shall be recreational and related uses including but not limited to indoor and outdoor places of assembly; the sales of recreation related equipment and supplies; restaurants and taverns, including live entertainment and dancing, and unenclosed or partially enclosed restaurants adjacent to and operated in conjunction therewith; marinas; tennis courts; and similar facilities. Parking to serve uses in Sub-Area E may be located west of Lake Shore Drive.

Note (6): 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 600 feet walking distance, or (ii) if a non-residential use, within 1,200 feet walking distance.

Note (7): Retail uses are ancillary to the principal office, hotel and residential uses of the Planned Development.

Note (8): 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 4,000 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 (6): All parking spaces required to serve buildings or uses shall be located on the same parcel as the building or use served, or (1) if a residential use, within 500 feet walking distance, or (2) if a non-residential use, within 1,200 feet walking distance.
- Note (7): Retail uses are ancillary to the principal office, hotel and residential uses of the Planned Development.
- Note (8): 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 4,000 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.

(Signed) EDWARD R. VRDOLYAK,
Vice-Chairman.

On motion of Alderman Gabinski, the committee's recommendation was *Concurred In* and each of the said proposed ordinances was *Passed* by yeas and nays as follows:

Yeas -- Aldermen Roti, Rush, Tillman, Evans, Bloom, Sawyer, Beavers, Humes, Hutchinson, Vrdolyak, Huels, Majerczyk, Madrzyk, Burke, Brady, Langford, Streeter, Kellam, Sheahan, Kelley, Sherman, Stemberk, Krystyniak, Henry, Marzullo, Nardulli, W. Davis, Smith, D. Davis, Hagopian, Santiago, Gabinski, Mell, Frost, Kotlarz, Banks, Damato, Cullerton, Laurino, O'Connor, Pucinski, Natarus, Oberman, Hansen, McLaughlin, Orbach, Schulter, Volini, Orr, Stone -- 50.

Nays -- None.

Alderman Natarus 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 No. 1-E.

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 and C3-7 Commercial Manufacturing Districts and B6-7 Restricted Central Business District symbols and indications as shown on Map No. 1-E in the area bounded by

East Grand Avenue; a line 434.5 feet west of the west line of North Peshtigo Court; East Illinois Street; North Peshtigo Court; East Grand Avenue; North Lake Shore Drive; the center line of Ogden Slip to a point 439.74 feet east of North Lake Shore Drive, the center line 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; the alley next south of East Grand Avenue; and a line 150 feet east of and parallel to North St. Clair Street,

to the designation of a Residential-Business Planned Development which is hereby established in the area above described, subject to such use and bulk regulations as are set forth in the Plan of Development herewith attached and made a part thereof and to no others.

[Residential-Business Planned Development printed on pages 21788 through 21800 of this Journal.]

(Continued on page 21801)

RESIDENTIAL-BUSINESS PLANNED DEVELOPMENT NO. 368

PLAN OF DEVELOPMENT--STATEMENTS

1. Legal title to the area delineated herein as "Residential-Business Planned Development No. 368" and consisting of approximately 1,799,668 square feet, or 41.31 acres (exclusive of public rights-of-way) of real property (all as shown on the attached Property Line Map) is held by the Chicago Dock-Equitable Venture, an Illinois general partnership, the Applicant.

2. This Plan of Development, consisting of these Statements and the following component elements: Map of Zoning and Preferential Street System; Property Line Map and Right-Of-Way Adjustment; Planned Development Sub-Areas and Generalized Land Use Plan; and a Table of Planned Development Use and Bulk Regulations and Data and Notes thereto, is applicable to the area delineated herein. These and no other 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 thereof, and satisfies the established criteria for approval as a planned development.

3. The Applicant or its successors, assignees or grantees, or such other person or entity as may then own or control the area delineated herein shall obtain all required

reviews, approvals, licenses and permits in connection with this Plan of Development, including such City Council approvals as may be mandated by the Municipal Code of Chicago.

4. Any dedication or vacation of streets and alleys or easements, or adjustments of rights-of-way, as shown on the maps attached hereto and made a part hereof, shall require a separate submittal on behalf of the Applicant or its successors, assignees, grantees, or devisees, and approval by the City Council. Space adequate to connect the existing transit easement south of the Chicago River with Columbus Drive Subway right-of-way shall be defined and dedicated or reserved for dedication prior to development of property which would include that space. Any dedication or vacation of streets and alleys or easements, or adjustments of rights-of-way other than as described herein shall in addition require the approval of the Commissioner of Planning who shall then adjust the Net Site Area Calculations within the table of controls accordingly.

5. No public way not herein proposed to be dedicated shall be constructed without application first being made to and approved by the Department of Public Works. Any such public way shall be adequately designed and paved in accordance with the regulations of the Bureau of Traffic Engineering and Operations in compliance with the Municipal Code of Chicago. Any service drives or other ingress or egress lanes shall be adequately designed and paved in accordance with the now-published regulations of the Bureau of Traffic Engineering and Operations 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 width of twenty feet to provide ingress and egress for emergency vehicles. There shall be no parking within established fire lanes.

6. For purposes of Floor Area Ratio (FAR) calculations, the definitions in the Chicago Zoning Ordinance shall apply, with the following exceptions: (1) In Sub-Area A, grade is herein established at +35 feet Chicago City Datum plus or minus 6 feet in respect of design conditions ("Plaza Level"). (2) In Sub-Area B, grade is herein established as the curb level of Columbus Drive plus or minus 6 feet in respect of design conditions ("Plaza Level"). (3) Individual development parcels may exceed the floor area ratio controls established herein, provided, however, that the said controls applicable to each entire Sub-Area individually, and to the overall Planned Development, are met. (4) Space devoted to heating, ventilation, and air conditioning equipment shall not be included in FAR regardless of location.

7. The Planned Development Use and Bulk Regulations and Data and Notes thereto, and the Generalized Land Use Plan (Site Plan) here incorporated, illustrate the development of the subject property in accordance with the intent and purpose of the Chicago Zoning Ordinance as follows: Uses permitted below the Plaza Level in the area hereinbefore

defined 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 200 feet of North Michigan Avenue uses shall be in general conformity with the Permitted and Special Uses of the E6-7, 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. All other controls and regulations set forth herein are made applicable within the general application of this statement.

8. Several Sub-Areas are hereinafter delineated for the purposes of establishing use and density controls in connection with this Plan of Development. Notes to the Table of Use and Bulk Regulations and Data are integral to this Plan of Development.

9. Off-street parking facilities shall be provided in compliance with this Plan of Development, subject to the review of the Bureau of Traffic Engineering and Operations

and approval by the Department of Planning. Existing parking will be permitted to continue. New interim accessory and non-accessory parking facilities will be permitted on grade subject to the review and approval of the Departments of Planning and Zoning for conformity to the minimum requirements of the Chicago Zoning Ordinance.

10. Off-street loading facilities shall be provided in compliance with the Plan of Development, subject to the review of the Bureau of Traffic Engineering and Operations and approval by the Department of Planning.

11. Marina and other water-oriented recreational uses, whether active or passive, shall be permitted in any part of the Ogden Slip included within this Planned Development. Facilities and uses which may be accessory, related or ancillary thereto shall be permitted subject to the review and approval of the Commissioner of Planning.

12. Business and business identification signs shall be permitted within the Planned Development subject to the review and approval of the Departments of Planning and Zoning and in accordance with Chapter 86.1-11 of the Municipal Code of Chicago. Temporary signs such as construction and marketing signs may be permitted subject to the aforesaid approvals.

13. This Planned Development shall be subject to all applicable Federal and State laws and regulations regarding environmental quality.

14. The height restriction of the Development and any appurtenance attached thereto shall be subject to:

- (1) Height limitations as certified on Form FAA-117 (or on successor form or forms covering the same subject matter) and approved by the Federal Aviation Administration;
- (2) Airport Zoning Regulations as established by the Department of Planning, Department of Aviation and Department of Law and approved by the City Council; and
- (3) Height limitations as approved by the Federal Aviation Agency pursuant to Part 77 of the Regulations of the Administrator, Federal Aviation Agency.

15. The Applicant or its successors or assigns shall submit a report to the Committee on Zoning of the Chicago City Council and to the Commissioner of Planning annually for the first twenty years after passage of this ordinance. The report shall state the type of development and the number of square feet constructed during the preceding year or under construction on the date of the report and shall further describe progress during the preceding year of the construction of the publicly dedicated open space improvements. The Applicant or its representative shall, at the call of the Chairman, appear annually before the Committee on Zoning of the Chicago City Council to present said report.

16. The Applicant shall establish internal standards for the design and planning of (1) infrastructure and publicly dedicated improvements, including streets, transit

and other rights-of-way, which will conform to City standards;

(2) publicly dedicated open space amenities, including the river-edge esplanade, Point Park, Ogden Plaza and Columbus Park as described in the application pursuant to the Lake Michigan and Chicago Lakefront Protection Ordinance applicable to the subject site approved by the Chicago Plan Commission on September 12, 1985, and (3) buildings and other improvements to be constructed on individual development sites. These standards shall include an overall landscaping plan for open space amenities, pedestrian ways, transit facilities, streets and other rights-of-way. The Commissioner of Planning, after consultation with affected public agencies, shall approve the standards established with respect to (1) and (2) above. The Applicant shall consult with the City and other appropriate public agencies prior to adopting standards concerning (3) above. The said standards shall be established no later than thirty days prior to submission of a Part II application concerning this planned development. The said standards may be established in stages, provided, however, that no Part II application under this ordinance shall be submitted without the prior establishment of internal standards applicable to the parcel which is the subject of the Part II application. The Applicant may amend internal standards from time to time consistent with this provision and all other applicable requirements of this ordinance. In the design of the private spaces contemplated herein, the Applicant shall be sensitive to the streetscapes to be developed and shall use its best efforts to create retail spaces at street levels so as to provide optimum interaction between the buildings to be constructed and pedestrian walkways adjacent thereto.

17. Consistent with the principles underlying the Transportation Recommendations Chapter of the Guidelines, the Applicant will coordinate with the City and CTA to insure the availability of appropriate public transportation improvements at the site.

18. The Applicant shall develop a continuous pedestrian esplanade along the Chicago River's edge. Construction of the esplanade will occur in three stages, as follows:

(a) Michigan Avenue to the west right-of-way line of Columbus Drive concurrently with development of the site or the site may be improved with the Mandel Building or rehabilitation of that Building, but in no event later than four (4) years after vacation of that site as the Chicago Public Library;

(b) The east right-of-way line of Columbus Drive to the east right-of-way line of Lake Shore Drive (i) when five percent of the square feet of development in Sub Areas B, C, and D are available for occupancy; (ii) with development of parcels south of east North Water Street; or (iii) when 100 dwelling units are available for occupancy in Sub Area D; and

(c) The west right-of-way line of Lake Shore Drive to the approximately three (3) acre peninsula east of Lake Shore Drive when sixty percent (60%) of the total development permitted on the site is available for occupancy. No private clubs will be permitted in the area east of Lake Shore Drive.

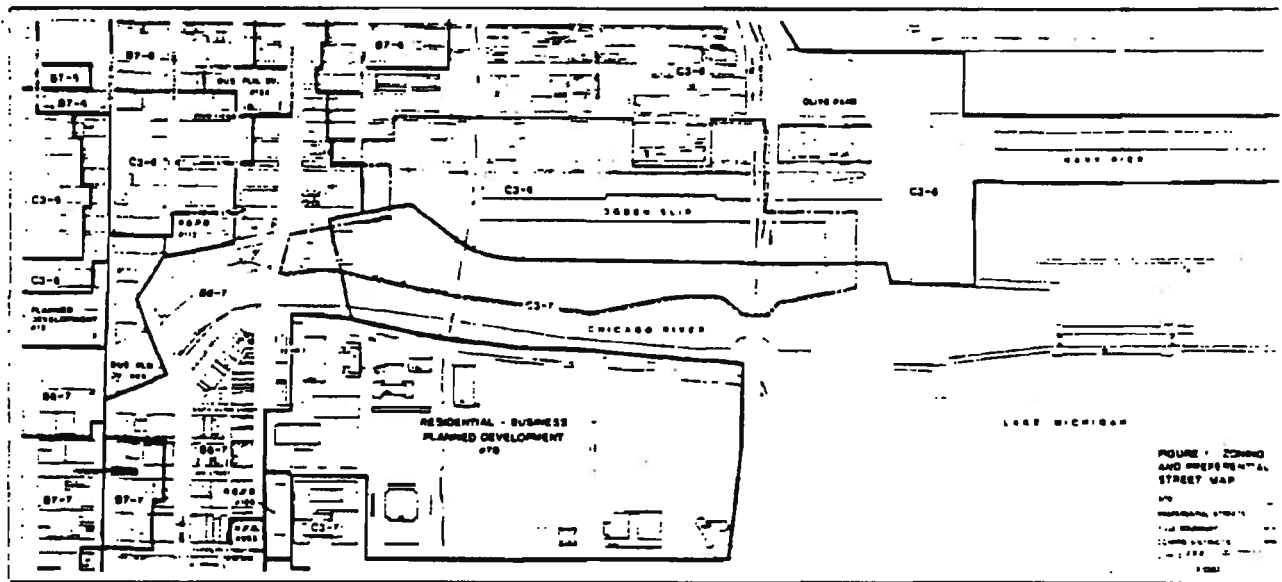
19. The Applicant shall have completed development of and provide adequate access to the approximately three (3) acre peninsula east of Lake Shore Drive as public park land when (i) 2,500 dwelling units are available for occupancy in Sub-Area D or (ii) ten (10) years following commencement of construction pursuant to this Plan of Development, whichever is earlier.

20. The Plan of Development attached shall be subject to the now existing "Rules, Regulations and Procedures in Relation to Planned Development Amendments" as promulgated by the Commissioner of the Department of Planning.

FIGURE 1:

RESIDENTIAL - BUSINESS PLANNED DEVELOPMENT NO. _____

ZONING AND PREFERENTIAL STREET MAP

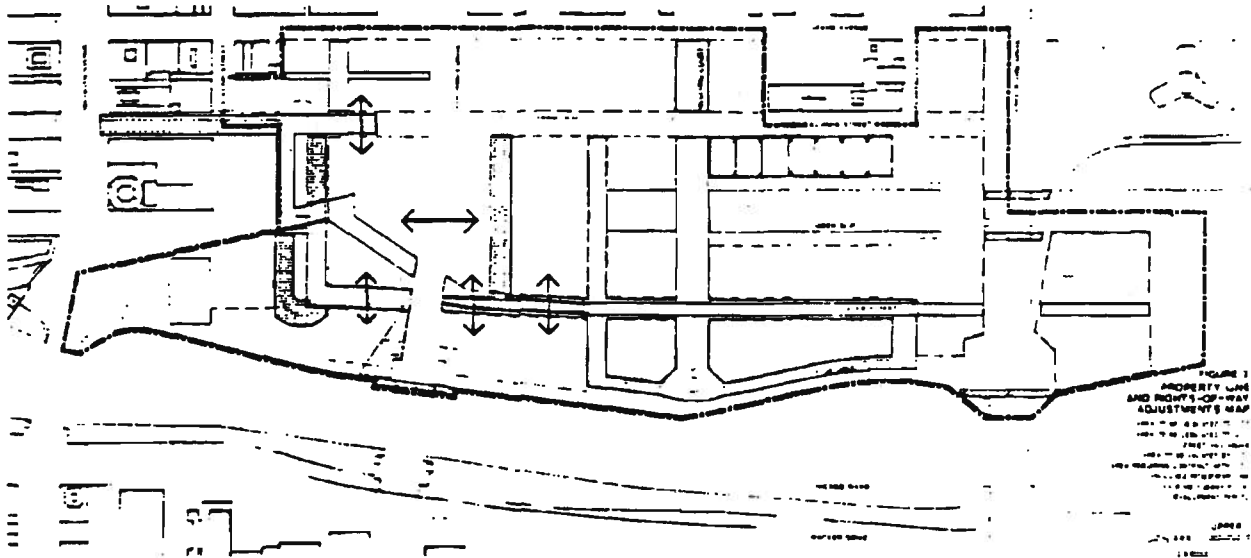


APPLICANT: Chicago Dock-Equitable Venture
401 North Michigan Avenue
Chicago, Illinois 60611

DATE: May 15, 1985

FIGURE 2:

RESIDENTIAL - BUSINESS PLANNED DEVELOPMENT NO. _____
PROPERTY LINE MAP AND RIGHT-OF-WAY-ADJUSTMENTS

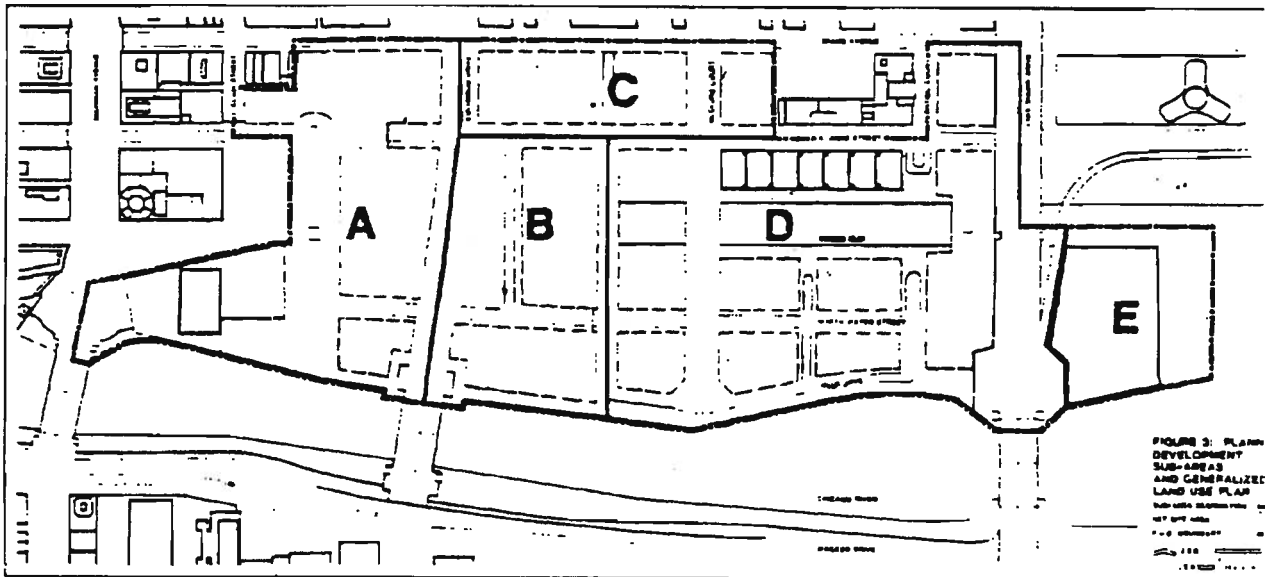


APPLICANT: Chicago Dock-Equitable Venture
401 North Michigan Avenue
Chicago, Illinois 60611

DATE: May 15, 1985

FIGURE 3:

RESIDENTIAL - BUSINESS PLANNED DEVELOPMENT NO.
 PLANNED DEVELOPMENT SUB-AREAS AND GENERALIZED LAND USE PLAN



Permitted uses shall be as described in Statement 7 of this Planned Development and the Notes to Figure 4: "USE BULK REGULATIONS AND DATA."

APPLICANT: Chicago Dock-Equitable Venture
 401 North Michigan Avenue
 Chicago, Illinois 60611

DATE: May 15, 1985

FIGURE 4:
RESIDENTIAL-BUSINESS PLANNED DEVELOPMENT NO. ___
USE AND BULK REGULATIONS AND DATA

SUB AREA	NET SITE AREA SQUARE FEET ACRES	MAXIMUM RETAIL SQ. FT. 1000's	MAXIMUM COMMERCIAL SQ. FT. 1000's	MAXIMUM HOTEL ROOMS	MAXIMUM DWELLING UNITS	MAXIMUM F.A.R.	MAXIMUM SITE COVERAGE
A	<u>418,884</u> 9.62	500	7300	3000	Permitted see note	17.43	90%
B	<u>274,835</u> 6.31		3850		(3)	14.01	75%
C	<u>162,867</u> 3.74		3050		500	21.49	100%
D	<u>710,241</u> 16.30		see note (4)	1000	5400	7.04	85%
E	<u>232,841</u> 5.35	see note (5)	100	Not Permitted	Not Permitted	0.43	45%
TOTAL	<u>1,799,668</u> 41.31	500	14,300	4000	see note (3)	10.975	80%

Gross Site Area = Net Site Area: 1,799,668 sq. ft. (41.31 acres)
plus area in or proposed to be in public rights of way:
871,145 sq. ft. (20.0 acres) = 2,670,813 sq. ft. (61.31 acres).

Maximum Permitted F.A.R. for Total New Site Area: 10.975

The total number of square feet developed under this Plan of Development shall not exceed 19,751,356 square feet as measured in accordance with this Plan of Development. The 19,751,356 square feet of development shall be permitted notwithstanding a reduction in the net site area which results from an increase in the size of the publicly dedicated open areas or rights of way contemplated by this Plan of Development.

OFF STREET PARKING:	MINIMUM	MAXIMUM
BUSINESS USES	1:5000 sq. ft.	1:3500 sq. ft.
HOTEL USES	1:4 ROOMS	1:2 ROOMS
RESIDENTIAL USES	55%/d.u.	100%/d.u.

OFF STREET LOADING: PER C3-6 REQUIREMENTS
MINIMUM PERIPHERAL SETBACKS: NONE

APPLICANT: Chicago Dock-Equitable Venture
401 N. Michigan Avenue
Chicago, Illinois 60611
Date: May 15, 1985