



Office of the Chicago City
Clerk



SO2012-603

Office of the City Clerk

City Council Document Tracking Sheet

Meeting Date:	2/15/2012
Sponsor(s):	Mendoza, Susana A. (Clerk)
Type:	Ordinance
Title:	Zoning Reclassification App No. 17419
Committee(s) Assignment:	Committee on Zoning, Landmarks and Building Standards

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHICAGO:

SECTION 1: That the Chicago Zoning Ordinance be amended by changing all the Residential Business Planned Development No. 368 symbols and indications as shown on Map No. 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 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;

to the designation of a Residential-Business Planned Development No. 368, as amended, which is hereby established in the area above described, subject to the provisions at 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.

RESIDENTIAL-BUSINESS PLANNED DEVELOPMENT NO. 368, AS AMENDED
PLAN OF DEVELOPMENT STATEMENTS

1. The area delineated herein as "Residential-Business Planned Development No. 368", as amended, consists of approximately 1,494,256 square feet or 34.30 acres (exclusive of public rights-of-way and dedicated public open space) of real property as shown on the attached Planned Development Boundary Map ("the Property").

2. This Plan of Development consists of these twenty-one (21) Statements and the following exhibits: Bulk Regulations and Data Table for the entire Planned Development; an Existing Zoning Map; Planned Development Boundary and Sub Areas 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. In any instance where a provision of the Planned Development conflicts with the Chicago Building Code, the Building Code shall control.

Shelbourne North Water Street, LP (the "Developer of Parcel E.3") owns or controls Sub-Parcel E.3 within this Planned Development. This Plan of Development consists of the following exhibits related to the development of Sub-Parcel E.3: Site Landscape Plan; DuSable Landscape Plan; Ground Floor Plan Overview; Lower Lake Shore Drive Plan Overview; Building Elevations; South Building Elevation; Partial Enlarged South Elevation; Partial East/West Site Section; Partial Enlarged East Elevation; North/South Site Section at Lake Shore Drive; North/South Tower and Parking Section; East/West Parking Section; North/South Overview Section; and, Lake Front Trail Alignment Alternate 1 and Alternate 2.

New Water Park, LLC (the "Applicant") owns or controls Sub-Area B Parcels 7 & 7A within this Planned Development. This Plan of Development consists of the following exhibits related to the development of Sub-Area B Parcels 7 & 7A: Bulk Regulations and Data Table; an Existing Zoning Map; Existing Land Use Map; a Planned Development Boundary and Sub Areas Map; Development Parcel Map; View Corridor Program; Overall Site Plan; Lower E. North Water Street Plan, North Park Drive Street Plan, North Park Drive Wayfinding Plan; Upper E. North Water Street Plan; Upper E. North Water Street Wayfinding Plan; Terrace Level Plan; Landscape Plan; Green Roof Plan; Overall Section A Plan and Partial North Elevation; West Elevation at tower and Partial North-South Section B Plan; Building Elevations (North, South, East and West) prepared by Solomon Cordwell Buenz dated May 24, 2012.

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.

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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 17-8-0400 of the Chicago Zoning Ordinance, the property, at the time applications for amendments, modifications or changes (administrative, legislative or otherwise) to this Planned Development are made, shall be under single ownership or under single designated control. Subject to the sub-area/sub-parcel control provisions of Section 17-8-0400 of the Chicago Zoning Ordinance, single designated control for purposes of this paragraph shall mean that any application to the City for any amendment to this Planned Development or any other modification or change thereto (administrative, legislative or otherwise) shall be made or authorized by the Equitable Life Assurance Society of the United States or all its successors and assigns as zoning control party for property located west of Columbus Drive, and by all the successors and assigns to the Chicago Dock and Canal Trust, as zoning control parties for the property located east of Columbus Drive. The board of directors of any condominium association shall represent individual condominium owners.
5. Several sub areas are delineated on the attached Planned Development Sub Area Map for the purposes of establishing use and density controls in connection with this Plan of Development. Uses permitted below +35 feet Chicago City Datum plus or minus 6 feet in respect of design conditions ("Plaza Level") shall be in general conformity with the Permitted and Special Uses of the DX-12, Downtown Mixed-Use District classification; uses permitted at and above the Plaza Level in the area hereinbefore defined shall be in general conformity with the Permitted and Special Uses of the DX-12, Downtown Mixed-Use District classification, except that in that part of the subject area lying within 200 feet of North Michigan Avenue uses shall be in general conformity with the Permitted and Special Uses of the DX-16, Downtown Mixed-Use District classification; uses permitted where no Plaza Level exists shall be in general conformity with the Permitted and Special Uses of the DX-12, Downtown Mixed-Use District Classification. Earth station receiving and transmitting dishes, microwave relay dishes and transmitting or receiving dishes shall be permitted. Residential support services, physical fitness/indoor recreation center, and small venue theater are expressly permitted in Sub-Parcel E.3. Non-accessory parking shall be a permitted use in Sub Area F only. Underground accessory parking related to the improvements constructed upon Sub-Parcel E.3 shall be a permitted use in Sub-Parcel E.2. All other controls and regulations set forth herein are made applicable within the general application of this Statement. Uses permitted in DuSable Park (Sub Parcel E.1) shall be recreational and related uses including but not limited to marinas; tennis courts; and similar facilities. Temporary staging of construction materials and related equipment shall be a permitted use in Sub-Parcel E.1 subject to the review and approval of the Commissioner of the Department of Planning and Development and the Chicago Park District. Day care and other community-oriented uses are expressly permitted and strongly encouraged in all areas

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of the planned development. Agreement on how space for a minimum of one new daycare center shall be provided within Sub Areas B, D or Sub Parcel E.3 to service new residents and employees of those sub areas must be submitted and approved by the Department of Planning and Development prior to the issuance of any Part II approval for any improvement on Parcels P1, P3, P7, P7A, P8, P18, or P19.

6. For purposes of Floor Area Ratio (FAR) calculations, the definitions in the Chicago Zoning Ordinance shall apply, with the following exceptions: (1) In Sub Area B, grade is herein established as the curb level of the building entrance on upper East North Water Street plus or minus 6 feet in respect of design conditions; (2) Space devoted to heating, ventilation, and air conditioning equipment shall not be included in FAR 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 Chicago Department of Transportation and in compliance with the Municipal Code of the City of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. Fire lanes shall be adequately designed and paved in compliance with the Municipal Code of the City of Chicago and shall have a minimum of twenty feet to provide ingress and egress for emergency vehicles. There shall be no parking within established fire lanes. Closure of all or part of any public streets or alleys during demolition or construction shall be subject to the review and approval of the Chicago Department of Transportation. All work proposed in the Public Way must be designed and constructed in accordance with the Chicago Department of Transportation Construction Standards for Work in the Public Way and in compliance with the Municipal Code of the City of Chicago.
8. Off-street parking and loading facilities shall be provided in compliance with this Plan of Development, subject to the review of the Chicago Department of Transportation and approval by the Department of Housing and Economic 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 600 feet walking distance, or (ii) if a non-residential use, within 1,200 feet walking distance. Parking to serve uses in Sub Area E.1 or E.3 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 Housing and Economic Development and to the conditions of Statement 11 (e). Off-premises signage is prohibited. 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

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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, grade, 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 in Sub Area B Parcels 7 and 7A, grade is herein established as the curb level of the building entrance on upper East North Water Street plus or minus 6 feet in respect of design conditions. (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.

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 40 feet from Lake Shore Drive although encroachments into such setback area for design reasons may be allowed by the Commissioner of Planning and Development as a minor change pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance. This 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. Notwithstanding any statement to the contrary, this Planned Development shall be subject to the provisions of Chapter 17-11 of the Chicago Zoning Ordinance governing landscaping and screening. In any instance where a provision of this Planned Development conflicts with landscape and screening provisions of the Chicago Zoning Ordinance, the Chicago Zoning Ordinance shall control. Nothing in this Planned Development is intended to waive the applicability of the landscape and screening provisions of the Chicago Zoning Ordinance.

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- (c) Buildings shall be setback from the property line, if necessary, to achieve a minimum of 12'-6" (except the building column may be setback 10'-0" in Sub-Area E-3 along Ogden Slip and the building located in Sub-Area B, Parcels 7 and 7A, may be located at the property line along North New Street, North Park Drive, Upper East North Water Street and Lower East North Water Street) 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, residential entrances 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 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 Housing and Economic Development, shall be allowed. No surface parking lot shall be allowed on the 70,000 square foot Kraft park site in Sub Area F, except for that area not contained within any interim park. The maximum effort shall be made to contain parking in below-ground structures. Above-grade parking structures shall be enclosed, fronted by habitable space, or otherwise designed so as to have a similar appearance to habitable spaces in terms of finish materials, the shape and scale of openings, and the screening of ramps, car lights and ceiling fixtures. Any parking structures facing the Chicago River must be fronted by habitable space or

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completely enclosed and well articulated at all levels. The first floor of all structures facing Illinois Street, Grand Avenue, McClurg Court, Park Drive, or Columbus Drive shall maximize space with active uses such as retail, daycare, restaurants, etc. 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 for pedestrian access to DuSable Park from Parcel 18 shall be subject to detailed review and approval by the Department of Housing and Economic Development before the issuance of any superstructure Part II approval letters.
- (j) The developer of Parcel 19 shall develop the following public improvements indicated on Exhibit 6 Existing and Planned Open Spaces concurrently with the development of Parcel 19: a pedestrian walkway from East North Water Street to Ogden Slip and an extension of the Ogden Slip promenade to Lake Shore Drive. The pedestrian walkway from East North Water Street to Ogden Slip shall be developed with the same quality and character of amenities as the existing walkway from the River Esplanade to East North Water Street. The extension of the Ogden Slip promenade shall be developed with the same quality and character of amenities as the existing promenade adjacent to it. In the event that DuSable Park is developed before Parcel 19 is developed, the owner(s) of Parcel 19 shall construct and maintain a temporary pedestrian connection along the slip. These improvements shall consist of a paved (asphalt or better) pedestrian walkway, a minimum of 20

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feet in width. Metal railings shall be installed along either side of the pedestrian walkway near the slip edge and on the side adjacent to Parcel 19. The design of these improvements shall be subject to the approval of the Commissioner of Housing and Economic Development.

In addition, pedestrian access along Ogden Slip under Lake Shore Drive to DuSable Park shall be constructed concurrently with the construction of DuSable Park. The owner(s) of Parcel 19 shall be solely responsible for the cost of improvements underneath Lake Shore Drive, subject to approval of the State of Illinois to make such improvements. Such access shall be well-lit, suitably paved, and finished so as to provide safe, attractive, and convenient access to the park from the Ogden Slip promenade. However, if Parcel 19 should be developed before the construction of DuSable Park, then the owner(s) of Parcel 19 shall, at the time of application for superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the Developer of Parcel E.3 and the Chicago Park District as referenced in Statement No. 11(m) below provides otherwise.

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

- (k) All improvements to be constructed within this Planned Development for which Part II approval letters are issued after the March 29, 2006, date of City Council approval of the amended Planned Development shall comply with the Department of Housing and Economic Development Building Green/Green Roof Matrix and the owners shall use best and reasonable efforts to design, construct and maintain all buildings located within this Planned Development in a manner generally consistent with the Leadership in Energy and Environmental Design Green Building Rating System (LEED). A dog-run shall be located within or adjacent to Sub-Parcel E.3. As a result of the architectural design of the tower to be constructed within Sub-Parcel E.3, a green roof is not feasible.
- (l) Pursuant to the Affordable Housing provision of the City of Chicago Zoning Ordinance, title 17 Chapter 17-4-1004 et seq. ("Zoning Ordinance") Developer of Parcel E.3 has asked for an increase in the floor Area Ratio of the Property. The Developer of Parcel E.3 hereby acknowledges that according to Section 17-4-1004D of the Zoning Ordinance, the total floor area devoted to affordable housing units must equal at least 25% of the total increase in floor area allowed under the Affordable Housing Bonus or a cash payment must be made to the City of Chicago Affordable Housing

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Opportunity Fund based on the increase in allowable floor area x 80% of the median cost of land per buildable square foot. Based on Section 17-4-1004D the Developer of Parcel E.3 has agreed to provide a cash payment of the City of Chicago Affordable Housing Opportunity Fund in the amount of \$5,700,300.00. Prior to the issuance of permits, the Developer of Parcel E.3 will enter into an Affordable Housing Agreement with the Chicago Department of Housing or provide a letter of credit or other security device in an amount equal to the cash contribution. The Developer of Parcel E.3 must comply with all of the applicable Sections of the Affordable Housing Provision of the Zoning Ordinance which Sections are hereby incorporated into this Planned Development. The Affordable Housing Agreement required by Section 17-4-1004-E9 is also incorporated into this Planned Development.

Pursuant to the Off-Site Park and Open Space Contributions provision of the City of Chicago Zoning Ordinance, title 17 Chapter 17-4-1018 et seq., the Developer of Parcel E.3 has asked for an increase in the Floor Area Ratio of 2.16 FAR for the Property. The Developer of Parcel E.3 hereby acknowledges that according to Section 17-4-1018-C of the Zoning Ordinance, a cash payment must be made to the City of Chicago based on the increase in allowable floor area x 80% of the median cost of land per buildable square foot. Based on Section 17-4-1018-C, the Developer of Parcel E.3 has agreed to provide a cash payment to the City of Chicago in the amount of \$4,104,216.00. Prior to the issuance of permits, the Developer of Parcel E.3 will provide a letter of credit or other security device in an amount equal to the cash contribution. The Developer of Parcel E.3 must comply with all of the Sections of the Off-Site Park and Open Space contributions provisions of the Zoning Ordinance which Sections are hereby incorporated into this Planned Development. The Off-Site Park and Open Space contribution Agreement required by Section 17-4-1018-B3 is also incorporated into this Planned Development.

- (m) The Developer of Parcel E.3, the City of Chicago, and the Chicago Park District shall enter into an agreement relating, in part, to the responsibility for the design, funding and construction phasing of DuSable Park, the pedestrian connections to DuSable Park and the Lakefront Trail.
- (n) The improvements contemplated for Du Sable Park (Sub-Parcel E.1) must be substantially completed by the Developer of Parcel E.3 prior to the issuance of Certificate of Occupancy for any dwelling unit exceeding the three-hundredth (300th) dwelling unit constructed with Sub-Parcel E.3.

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

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I: dated September 12, 1986.

13. The property owner(s) adjacent to the Chicago River shall develop a continuous pedestrian esplanade along the Chicago River's edge. Completion of the esplanade will occur as follows:
- (a) The east right-of-way line of McClurg Court to the west right-of-way line of Lake Shore Drive shall be improved concurrently with development of adjacent parcels south of east North Water Street (Parcels 14, 16, and 18). In the event that DuSable Park is developed before Parcel 18 is developed, the owner(s) of Parcel 18 shall construct and maintain a temporary pedestrian connection along the river. These improvements shall consist of a paved (asphalt or better) pedestrian walkway, a minimum of 10 feet in width. Metal railings shall be installed along either side of the pedestrian walkway near the river's edge and on the side adjacent the development parcel. The design of these improvements shall be subject to the approval of the Commissioner of Planning and Development; and,
 - (b) The west right-of-way line of Lake Shore Drive to DuSable Park shall be constructed concurrently with the construction of DuSable Park. The owner(s) of Parcel 18 shall be solely responsible for improvements underneath Lake Shore Drive, subject to approval of the State of Illinois to make such improvements. Such access shall be well lit, suitably paved, and finished so as to provide safe, attractive, and convenient access to the park from the river edge esplanade. However, if Parcel 18 should be developed before the construction of DuSable Park, then the owner(s) of Parcel 18 shall, at the time of application for superstructure Part II, place in escrow money equivalent to the cost of constructing such a connection, as determined by the Commissioner of the Department of Planning and Development, unless an agreement between the Developer of Parcel E.3 and the Chicago Park District as referenced in Statement No. 11(m) above provides otherwise.
14. The Open Space Plan attached hereto (Exhibit 6) calls for a new 70,000 square foot park on Peshtigo Court between Illinois Street and Grand Avenue. The owners of the adjacent development parcel (Parcel P21) shall be responsible for developing this new publicly-accessible park concurrently with Parcel 21. Permanent development of this park shall take place on top of an underground parking garage; however, should such development not be immediately feasible, a fully-appointed interim park shall be installed on the site until such time as the permanent park is constructed. This interim park shall be completed and open to the public by June 1, 2004, unless construction has started on permanent park and underground garage. The interim park may have an impermeable surface of asphalt or other material. The interim park is to be enclosed by a 5 foot decorative metal fence which is to be located in the approximate footprint of the Kraft building, except along N. Peshtigo Ct. where the fence is to be setback 12 feet from the west curb of N. Peshtigo Ct. The interim

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park is to be no less than 50,000 square feet in size and is to be covered by at least 75% with landscape materials which may be located in raised planter boxes and other containers. The interim park shall be open to the public from sunrise to sunset. Within 45 days of the adoption and publication by City Council of this amendment to the Planned Development, the owner of the interim park site shall provide to the Commissioner a site plan for the interim park which complies with the provisions of this statement. The owner of the property on which the interim park is located shall be responsible for the maintenance of the interim park. The Commissioner of Planning and Development must approve the site plan for either a permanent or a interim park. The Commissioner of Planning and Development must approve the site plan for a permanent park before Part II approval is granted for Parcel P21. The City will not issue a final certificate of occupancy for Parcel P21 unless construction has started on the permanent park in accord with an approved site plan. After August 1, 2004, all surface parking lots in Sub Area F shall be landscaped in accord with the Landscape Ordinance. All sidewalks in Sub Area 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 Housing and Development of a determination pursuant to Section 17-13-0610 of the Chicago Zoning Ordinance ("Part II approval") for development or redevelopment of any development parcels within the Planned Development, other than alterations to existing buildings which do not increase their height or alter their footprint, a site plan for the proposed development, including parking areas, shall be submitted to the Commissioner of the Department of Housing and Economic 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. At least thirty (30) days prior to the filing of the Developer of Parcel E.3's request for Part II approval for the construction of the superstructure upon Sub-Parcel E.3, the Developer of Parcel E.3 Applicant shall submit a detailed Landscape Plan and Elevations for the Sub-Parcel E.3 property to the Department of Housing and Economic

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Development for review and approval.

Following approval of a Site Plan by the Commissioner, the approved plan shall be kept on permanent file with the Department of Housing and Economic 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 17-13-0611 of the Chicago Zoning Ordinance.

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

- (1) The boundaries of the Property;
- (2) The footprint of the improvements;
- (3) Location and dimensions of all loading berths;
- (4) Preliminary landscaping plan prepared by a landscape architect with final landscaping plan to be approved at Part II stage;
- (5) All pedestrian circulation routes;
- (6) The location of any adjacent public improvements;
- (7) A signage plan for any building where retail or theater uses would be present above the ground level;
- (8) Preliminary elevations of the improvements; and
- (9) Statistical information applicable to the Property limited to the following:
 - (a) Floor area and floor area ratio;
 - (b) Uses to be established;
 - (c) Building heights; and
 - (d) All setbacks, required and provided.

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

17. If any provision of this planned development amendment shall, to any extent, be invalid or unenforceable, the remainder of this planned development amendment shall not be affected

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thereby, and each provision of the planned development amendment shall be valid and enforceable to the fullest extent of the law.

18. The terms, conditions and exhibits of this Planned Development Ordinance or of an approved Site Plan may be modified administratively by the Commissioner of the Department of Housing and Economic Development upon the request of the Applicant and after a determination by the Commissioner of the Department of Housing and Economic Development that such a modification is minor, appropriate and consistent with the nature of the improvements contemplated in the Planned Development and the purposes underlying the provisions hereof. Any such modification shall be deemed to be a minor change in the Planned Development as contemplated by Section 17-13-0611 of the Chicago Zoning Ordinance.
19. It is in the public interest to design, construct and maintain the project in a manner; which promotes, enables, and maximizes universal access throughout the property. Plans for all buildings and improvement on the property shall be reviewed and approved by the Mayor's Office for People with Disabilities (MOPD) to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility.
20. The Applicant acknowledges that it is in the public interest to design, construct and maintain all buildings in a manner that promotes and maximizes the conservation of natural resources. The Applicant shall use best and reasonable efforts to design, construct and maintain all buildings located within the Property in a manner generally consistent with the Leadership in Energy and Environmental Design (LEED) Green Building Rating System. Copies of these standards may be obtained from the Department of Planning and Development.
21. Unless substantial construction of the improvements contemplated within Sub-Parcel E.3 has commenced within six (6) years following adoption of this Planned Development on July 9, 2008, and unless completion is thereafter diligently pursued, then this Planned Development shall expire as it relates to Sub-Parcel E.3 and the zoning of Sub-Parcel E.3 of the Planned Development shall automatically revert to Residential-Business Planned Development No. 368, as amended on March 29, 2006. Unless substantial construction of the improvements contemplated within Sub-Parcels 7 and 7A has commenced within six (6) years following adoption of this Planned Development, and unless completion is thereafter diligently pursued, then this Planned Development shall expire as it relates to Sub-Parcels 7 and 7A and the zoning of Sub-Parcels 7 and 7A of the Planned Development shall automatically revert to Residential-Business Planned Development No. 368, as amended on July 9, 2008.

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Address: 320 East Upper North Water Street
Introduced: February 15, 2012
Plan Commission: May 24, 2012

Exhibit 1

Bulk Regulations and Data Table
(Page 1 of 3)

Sub Area	Net Site Area See Note (1) Sq. Ft. Acres	Maximum Retail Sq Ft. (1000's)	Maximum Commercial Sq. Ft. (1000's)	Maximum Hotel Rooms	Maximum Dwelling Units	Maximum F.A.R.
A	<u>380,796</u> 8.74	540 See Note (5)	5,259	1,800	Permitted see Notes (2) & (3)	13.81 See Note (6)
B See Note (11)	<u>183,449</u> 4.21	40	2,482	2,000	474 See Note (8)	13.53 See Note (7)
C	<u>122,303</u> 2.81	140	850	540	630	12.72
D	<u>361,234</u> 8.29	170	500	0	2,350	8.60
E	<u>346,038</u> 7.94	110 See Note (9)	5 See Note (4)	0	1,200	6.83
E.1	<u>232,841</u> 5.34	0	5 See Note (4)	Not Permitted	Not Permitted	0.02
E.2	18,191.63 0.42	0	0	0	0	0
E.3	95,005 2.18	110 See Note (9)	0	0	1,200	25.00 See Note (10)
F	100,456 2.31	150	0	0	1,000	14.93
TOTAL	1,494,256 34.30	1,040	9,096	4,340	5,654 See Note (2)	11.03

Gross Site Area = Net Site Area: 1,494,256 sq. ft. (34.30 acres) plus area in or proposed to be in public right of way: 940,843 sq. ft. (21.60 acres) plus area in or proposed to be in public parks or open space: 369,127 sq. ft. (8.48 acres) = 2,804,226 sq. ft. (64.38 acres).

<u>OFF STREET PARKING</u>	<u>MINIMUM</u>	<u>MAXIMUM</u>
BUSINESS USES	1:5,000 sq. ft.	As determined by DHED in consultation with CDOT
HOTEL USES	1:4 Rooms	
RESIDENTIAL USES	55% d. u.	
NON-ACCESSORY PARKING	200 spaces	500 spaces

(Allowed in Sub-area F only)

OFF STREET LOADING: Per DX-12 requirements

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

MINIMUM UPPER LEVEL SETBACKS: 40' from Lake Shore Drive at level of Upper Lake Shore Drive

APPLICANT: New Water Park LLC

DATE: May 24, 2012

Exhibit I

Bulk Regulations and Data Table
(Page 2 of 3)

Note (1):	For the purpose of this Planned Development "Net Site Area" shall equal the entire land area (at Plaza Level where such is established, and otherwise at grade) within the boundaries of the planned development, less the area now dedicated or proposed to be dedicated to public use.
Note (2):	Dwelling units shall be permitted in Sub-Area A of this Planned Development subject to the provisions of the DX-16, Downtown Mixed-Use district classification. Any such units so built will not affect the total of 5,654 dwelling units permitted in Sub-Areas B, C, D, E and F dwelling units are permitted below the second floor in all sub-areas except Sub-Area E.
Note (3):	For purposes of exchange of uses, a hotel room shall be equal to 0.5 dwelling units. This permissible number of hotel rooms within the planned development shall not exceed 4,340 rooms. Ballrooms, meeting rooms, exhibition space, restaurant facilities and hotel-associated retail shall be deemed "accessory hotel uses" and shall be charged against commercial uses.
Note (4):	Although Sub-Area E (DuSable Park) has been dedicated to public park uses, it is included in Net Site Area because a maximum of 5,000 square feet of park and recreation-related floor area may be constructed within its boundaries.
Note (5):	Assumes 410,000 sf allocated to development Parcels 4 and 5 and the remaining 130,000 sf allocated to remaining development parcels within Sub-Area A.
Note (6):	Assumes floor area allocated to existing buildings as follows: 401 North Michigan (760,241 sf), University of Chicago Gleacher Center (240,000 sf), NBC Tower (912,000 sf); and, to future development as follows: Parcel 1 (776,250 sf); Parcel 3 (970,000 sf) and Parcels 4/5 (1,600,000 sf).
Note (7):	Assumes floor area allocated to existing Sheraton Hotel at 860,379 sf and 497,634 sf allocated to Parcel 8 pursuant to a Part II Approval dated August 19, 2008 and 847,290 sf allocated, via the May 24, 2012 amendment to Parcels 7 and 7A.
Note (8):	For purposes of exchange of uses, a hotel room shall be equal to 0.5 dwelling units above 400. The permissible number of hotel rooms within the planned development shall not exceed 4,340 rooms. Ballrooms, meeting rooms, exhibition space, restaurant facilities and hotel-associated retail shall be deemed "accessory hotel uses" and shall be charged against commercial uses. Accessory hotel uses on Parcels 7, 7A and 8 combined shall not exceed 50,000 square feet.
Note (9):	Residential support services, physical fitness/indoor recreation center, and small venue theater (for building residents only) are expressly permitted in Sub-Area E.3.
APPLICANT:	New Water Park LLC
DATE:	May 24, 2012

Exhibit 1

Bulk Regulations and Data Table
(Page 3 of 3)

Note (10): FAR Bonus Calculations
Sub-Area E.3 (Parcels 18 and 19, combined)
Net Site Area = 95,005 square feet

Base FAR	10.00
Downtown Affordable Housing Zoning Bonus	3.00 (a)
Offsite contribution to DuSable Park	2.16 (b)
Public Plazas	5.44 (c)
Chicago Riverwalk	0.40 (d)
Water Features	1.00 (e)
<u>Underground Parking and Loading</u>	<u>3.00 (f)</u>
Total FAR	25.00

a) Based on a contribution of \$5,700,300.00 to the city of Chicago Affordable Housing Opportunity Fund.

b) Based on a contribution of \$4,104,216.00 to City of Chicago for Off-Site Park Improvements (to DuSable Park).

c) Based on the provision of 51,730 square feet of on-site public plaza.

d) Based on the provision of improvements to 3,800 square feet at off-site open spaces.

e) Based on the provision of 48,669 square feet of water features in on-site public open spaces.

f) Based on the provision of 171 underground parking spaces on Lower Levels 1 and 2, at least 265 underground parking spaces on Lower Level 3 and lower, and 7 underground loading docks on lower level.

Note (11): Bulk Regulations and Data Table
Sub-Area B (Parcels 7 & 7A)
Net Site Area = 68,385 square feet

Maximum Floor Area Ratio (FAR):	12.39
Maximum Percentage of Land Coverage:	Per Site Plans
Maximum Number of Dwelling Units:	398
Maximum Number of Hotel Keys:	400
Maximum Number of Off-Street Parking Spaces (Residential):	219
Maximum Number of Off-Street Parking Spaces (Hotel):	11
Minimum Number of Bike Parking Spaces:	50
Minimum Periphery Setbacks:	Per Site Plans
Maximum Building Height:	590' (plus 45' for mechanical penthouse, roof mechanical units, roof access stairs, architectural elements and similar appurtenances)
Minimum Number of Off-Street Loading Berths, Residential:	2 (10' x 25') spaces
Minimum Number of Off-Street Loading Berths, Hotel:	2 (10' x 25') spaces

APPLICANT: New Water Park LLC

DATE: May 24, 2012

Exhibit 2.

Planned Development Number 368, As Amended.

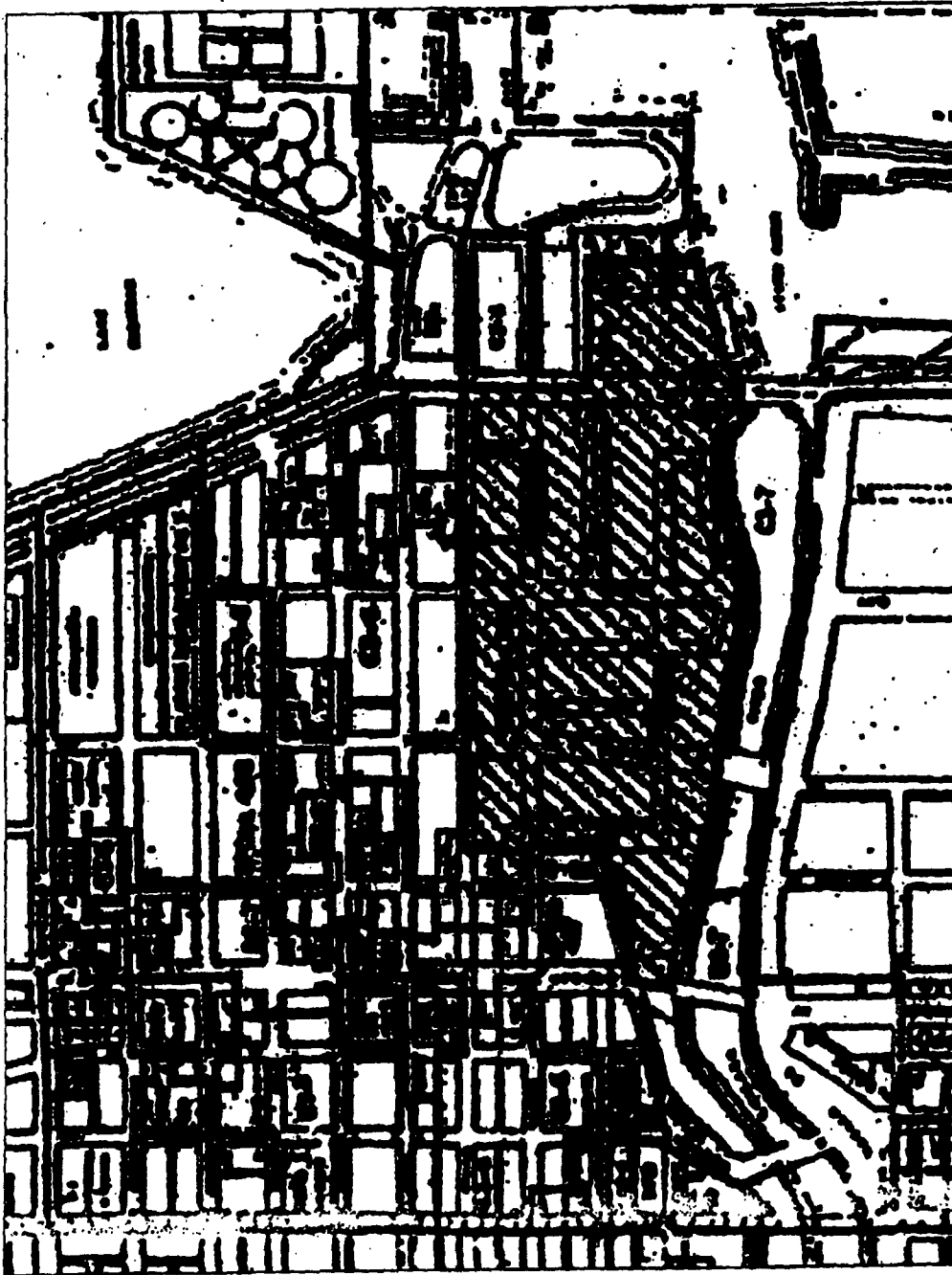


Exhibit 3.

Planned Development Boundary And Subarea Map.

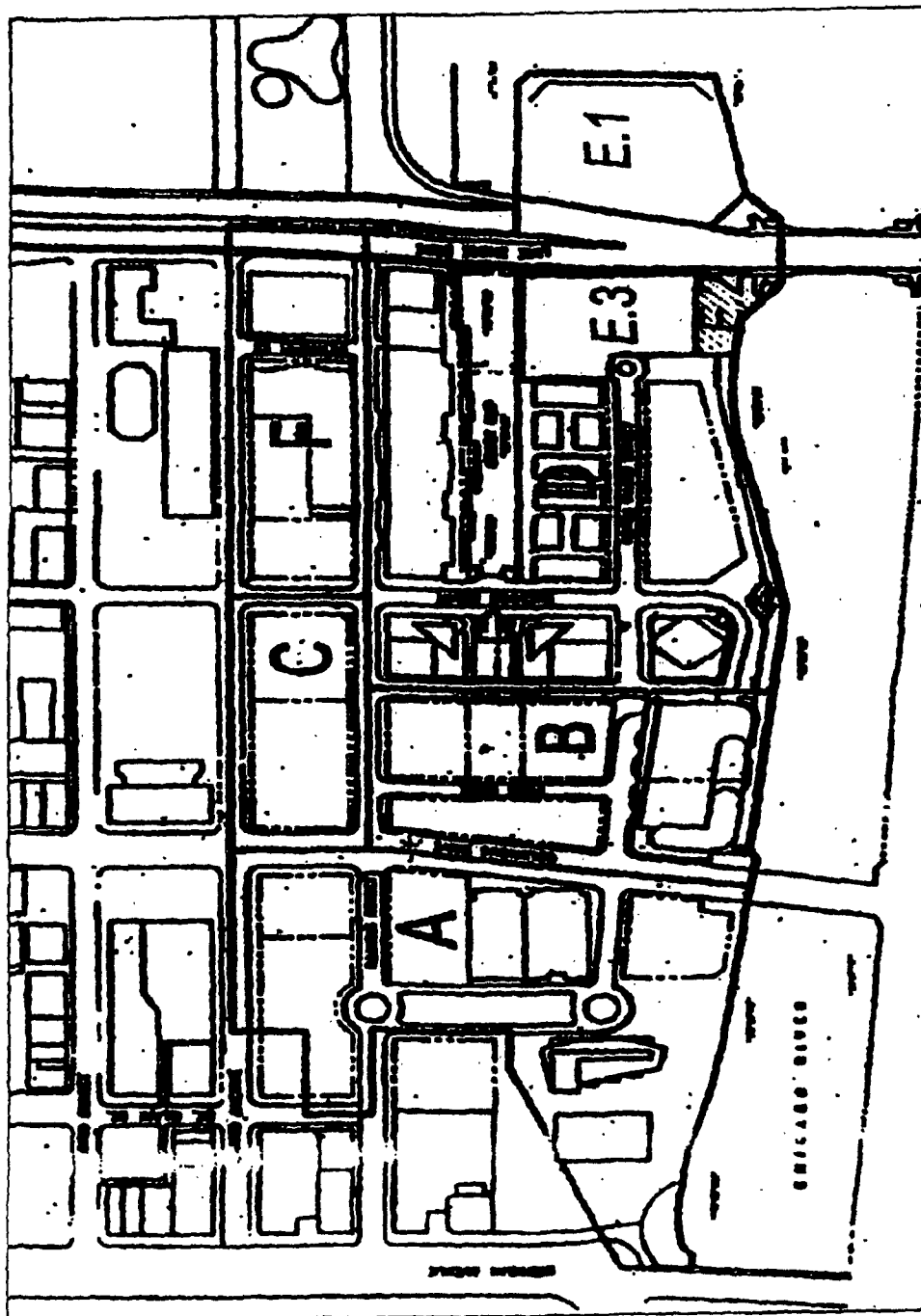


Exhibit 4.

Planned Development Parcels Map.

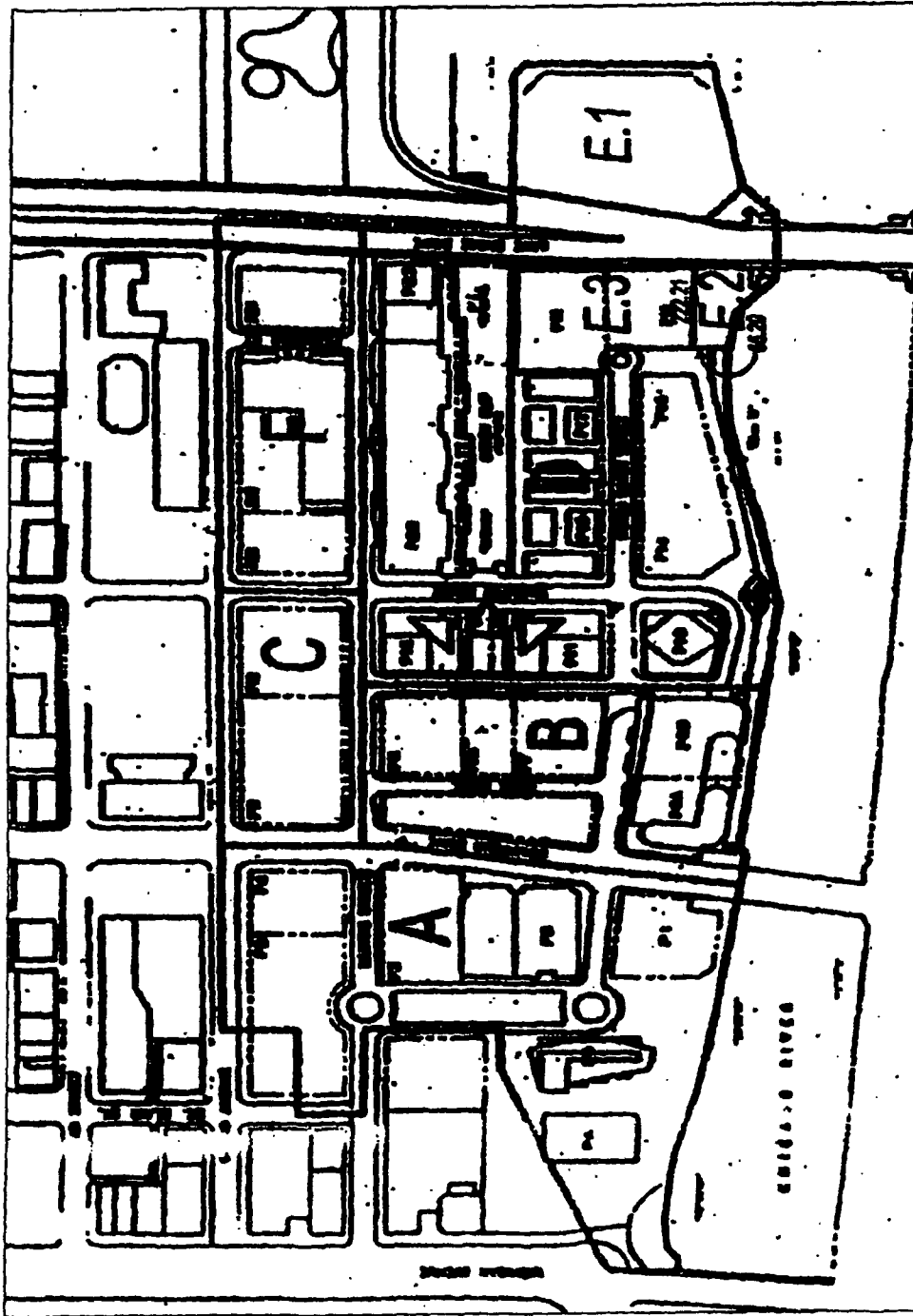


Exhibit 6.

Existing And Planned Open Spaces.

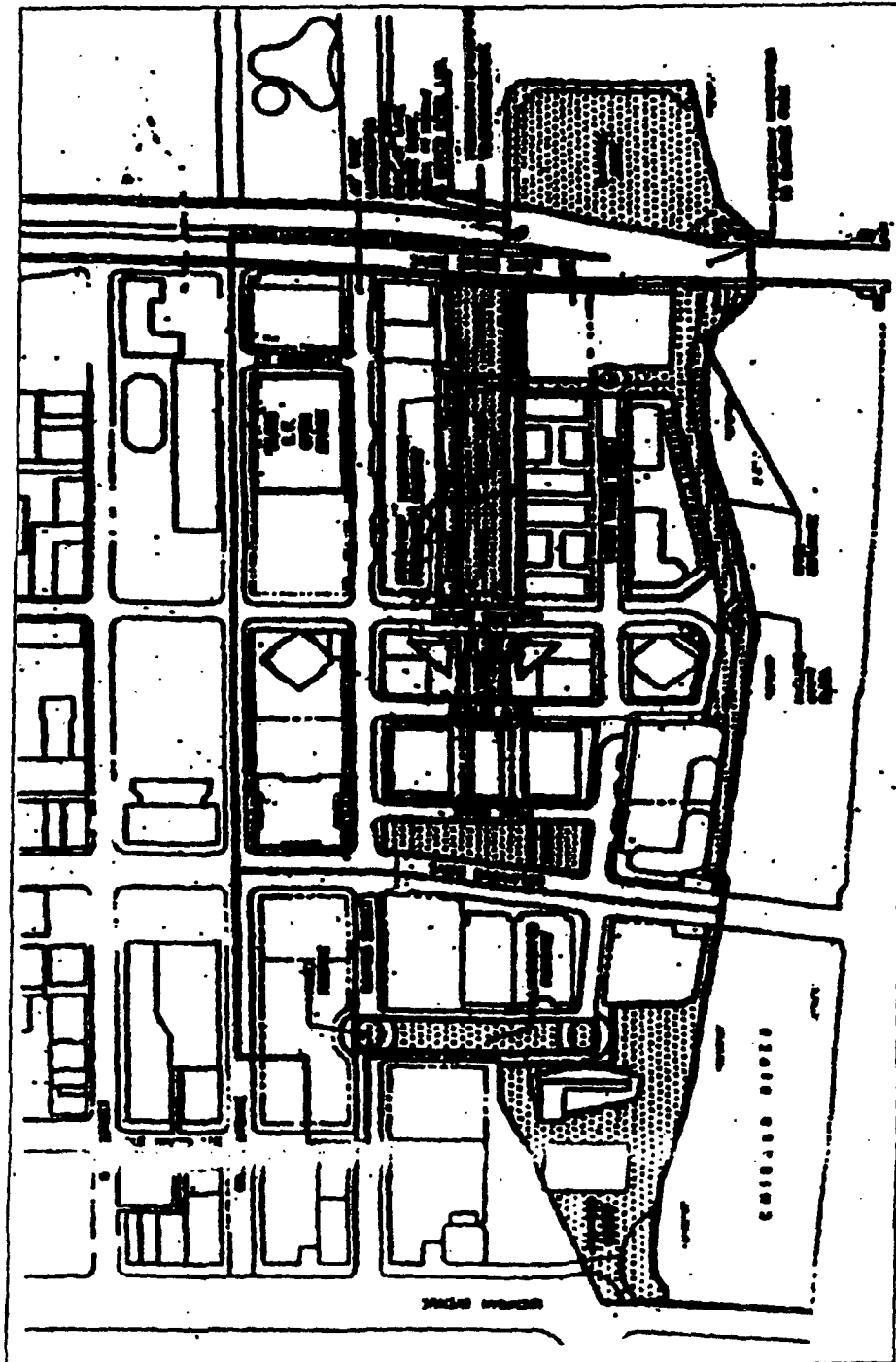


Exhibit 7.

Pattern Of Vehicular Roadways.

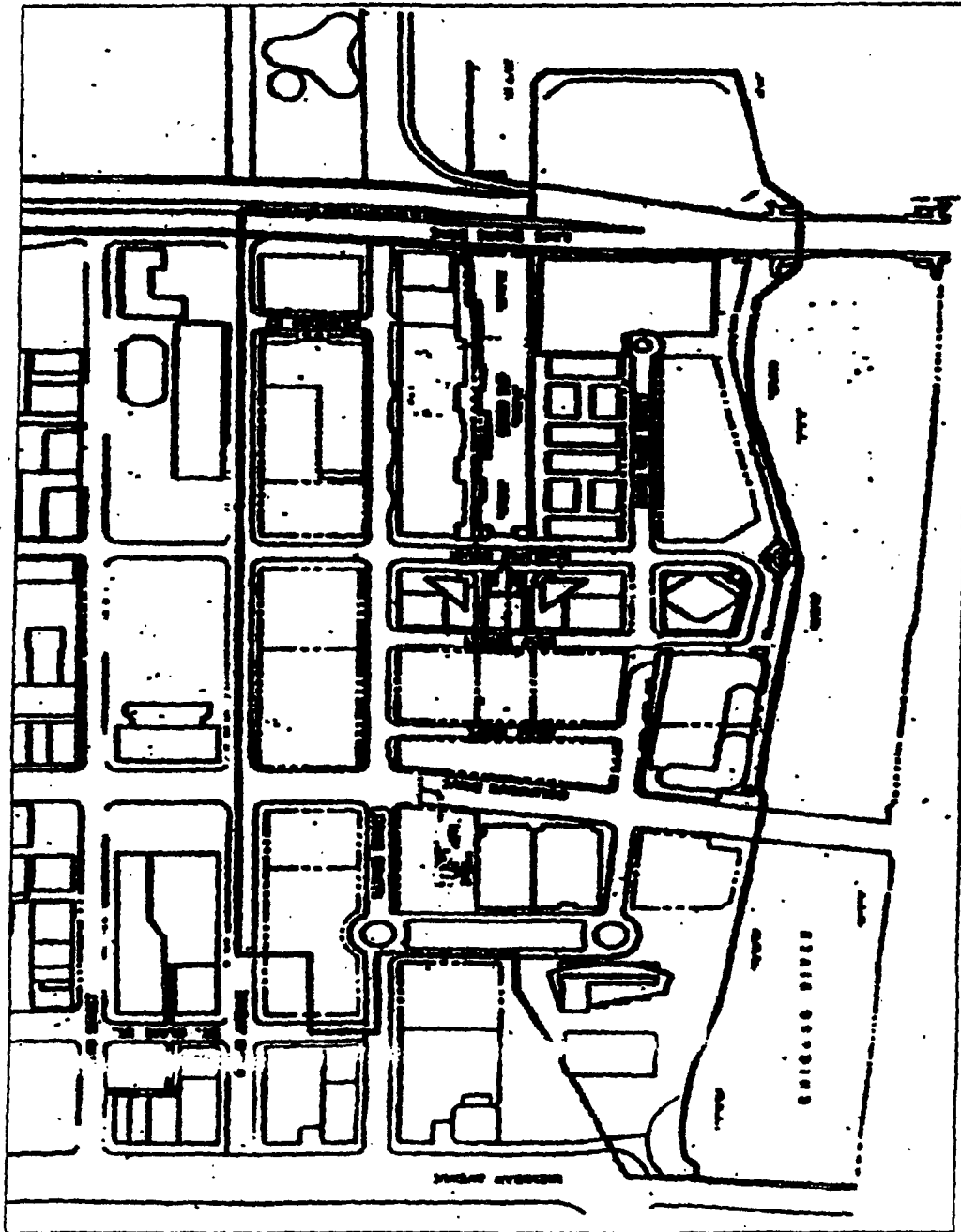


Exhibit 8.

Recommended Traffic Improvements.
(Page 1 of 3)

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-Aachman, respectively):

General Impacts: The three developments will generate roughly 3000 trips (1600 inbound and 1400 outbound) during the PM peak hour. About 1350 trips (750 inbound, 600 outbound) will be generated during AM peak hour.

There will be traffic volume increases on Illinois and Grand, between State Street and Lake Shore Drive, of roughly 500 to 700 vehicles per hour during the PM peak hour. During the AM peak hour, traffic volume will increase on Illinois and Grand by roughly 200 to 300 vehicles per hour. Existing peak volumes on Illinois and Grand range between 1000 and 1500 vehicle per hour; with these developments, volumes would range between 1500 and 2000 vehicle 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 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 CTA 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 westbound lanes compared with the three lanes currently available at this "bottleneck" location.

Exhibit 8.

Recommended Traffic Improvements.

(Page 2 of 3)

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 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/drop-off activities. Sufficient off-street parking, provided as part of these developments, is intended to satisfy the demand for parking in the corridor.

It is proposed to eliminate parking on Illinois Street from State Street to Michigan Avenue in order to provide three eastbound traffic lanes, compared with the two 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 TMA will meet to exchange information of traffic operations needs and problems, with changing development conditions, construction activities, special events, and other factors which may affect transportation in the corridor. Various City agencies, including CDOT, Planning, Police, Streets and Sanitation, and the CTA, will coordinate efforts with corridor property managers to address evolving transportation demands.

Exhibit 8.

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 clear, east of Columbus; Grand Avenue, west of Michigan; Ohio Street, west of Michigan; and Ontario Street, west of St. Clair.

Improved public transit serve as appropriate to serve the needs of the corridor will be developed. CDOT and the TMA will be reviewing service needs and developing strategies for best providing public transportation, whether through modifications of CTA service or additional shuttle bus operations.

Site Specific Improvements:

Parcels 4 and 5: the proposed lower level loading dock layout requires a number of traffic control measures in order to mitigate the potential effect on Illinois Street traffic. These measures include prohibition of on-street loading, provision of a dock master during loading dock hours, limitation on loading dock hours to prohibit backing maneuvers between 7 a.m. and 9 a.m. and between 4 p.m. and 7 p.m., Monday through Friday, and implementation of loading dock control as part of an overall Traffic Management Plan to be implemented by the Illinois-Grand Corridor Transportation Management Association.

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

Parcels P9 and P13: The increase in hotel development along Columbus Drive between Grand Avenue and Illinois Street and along Park Drive between Illinois 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 signal cul-de-sac street, North Water Street east of McClurg. The sewer on North Water is seven to eight feet below the pavement, and its reconstruction at some time in the future, or any other significant utility maintenance, could severely restrict access these residences. Widening of North Water to 44 feet from its existing 40-foot width is recommended in order to provide more flexibility to maintain two-way traffic in the event of any future construction activities.

The Kraft Building Site: There is no objection to vacating 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: ADA accessibility of any pedestrian bridge which may be built across Ogden Ship should be reviewed.

Exhibit 9.

Site Landscape Plan.

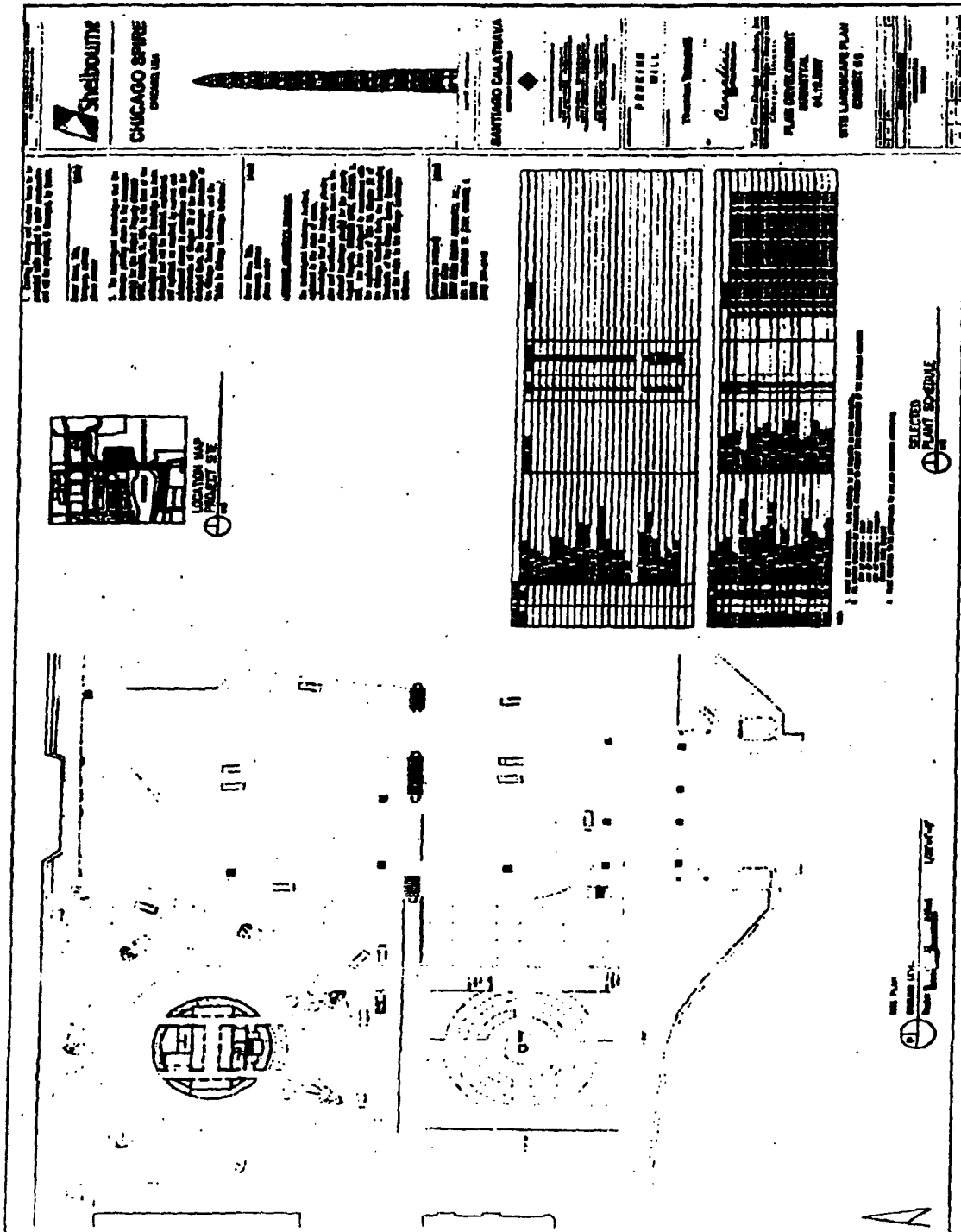


Exhibit 10.

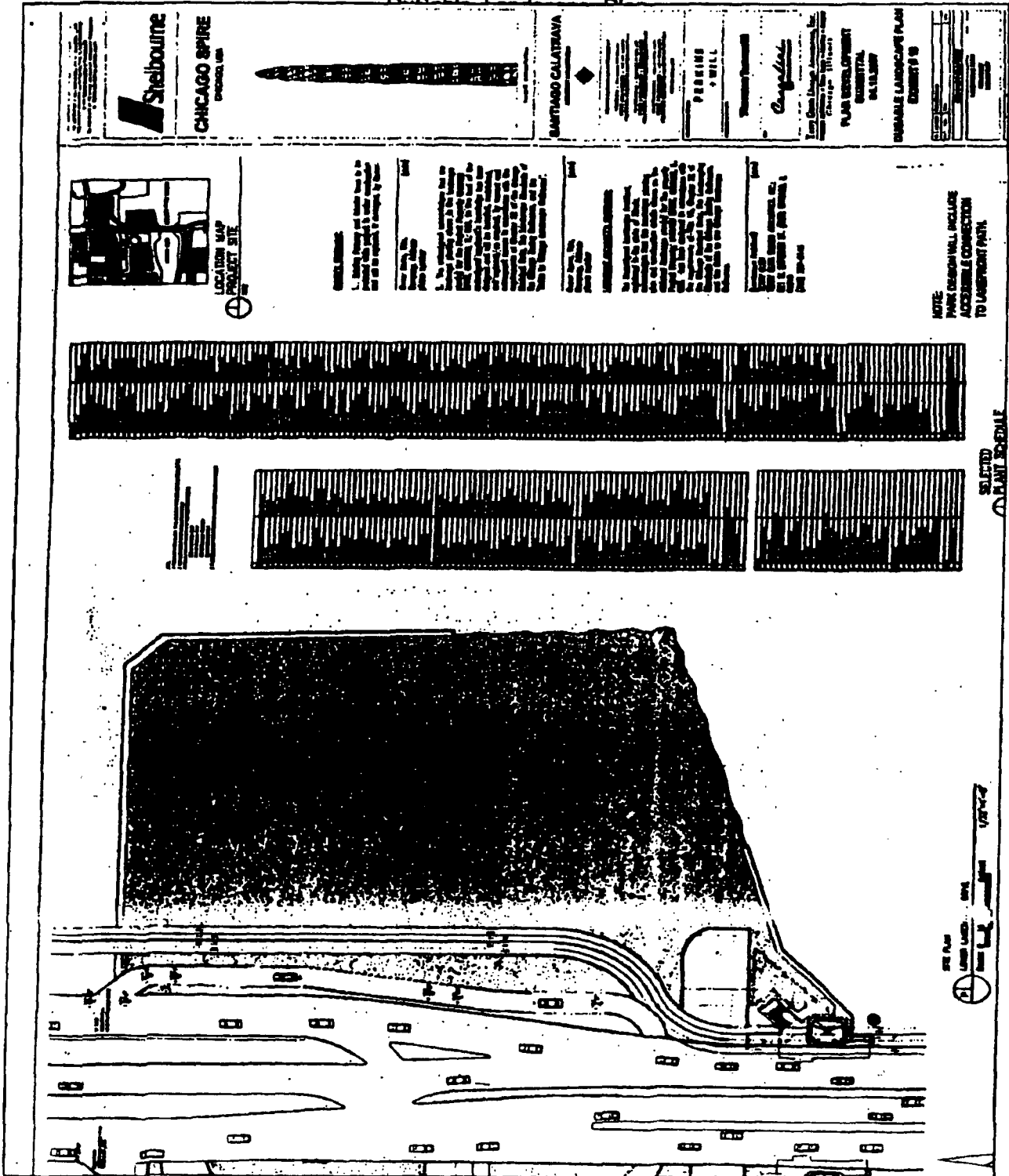


Exhibit 11.

Ground Floor Plan.

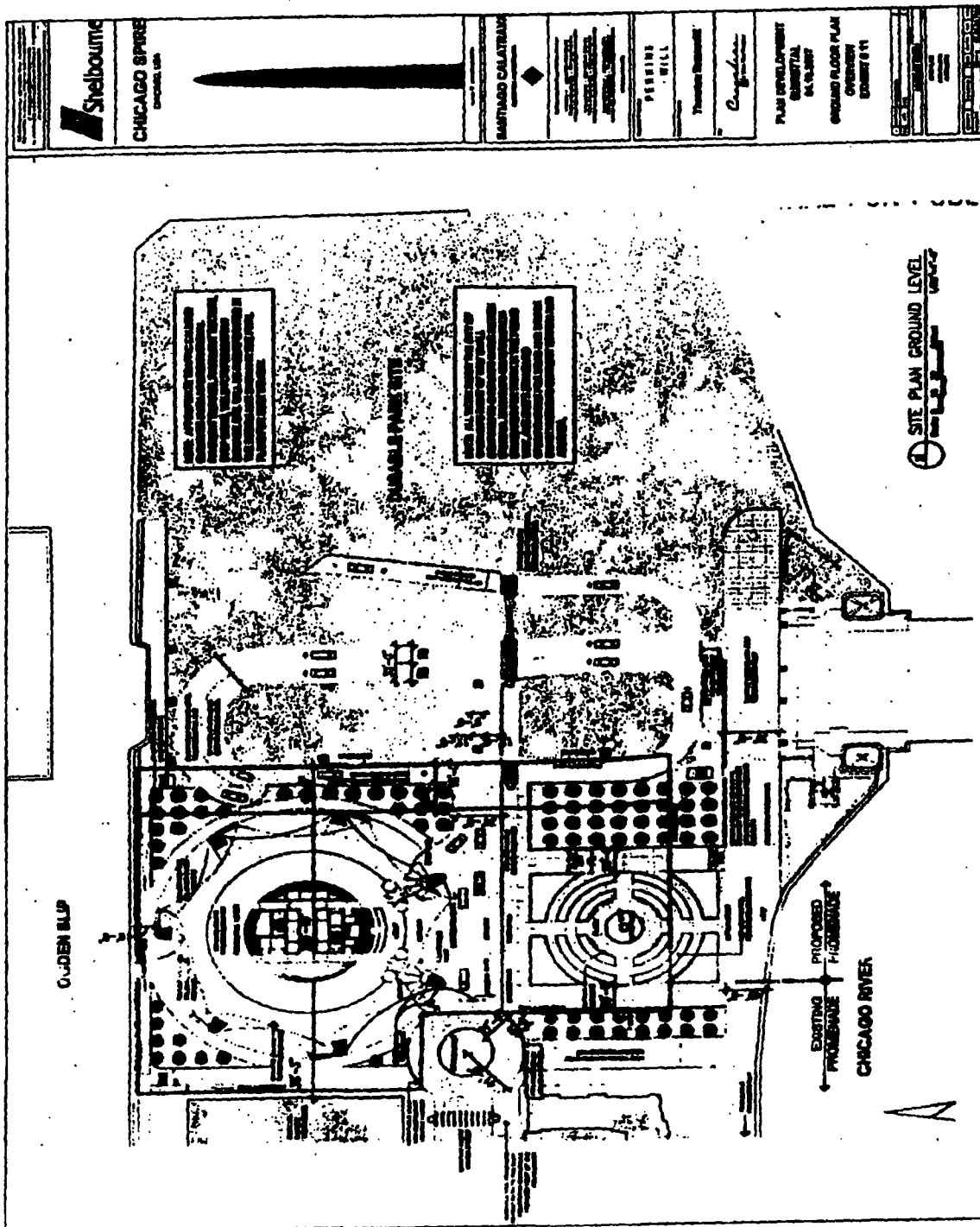


Exhibit 12.

Lower Lake Shore Drive Plan Overview.

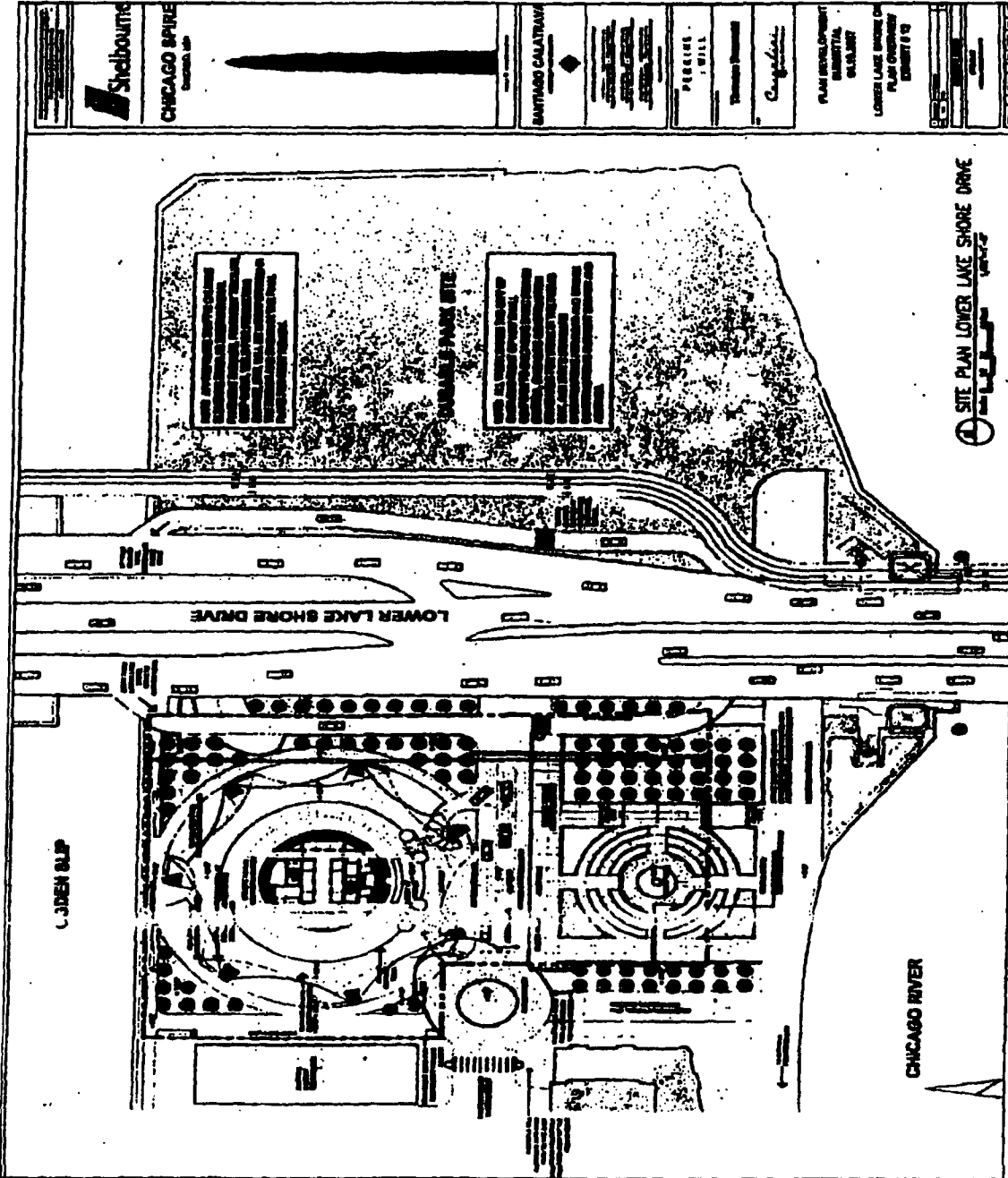


Exhibit 13.

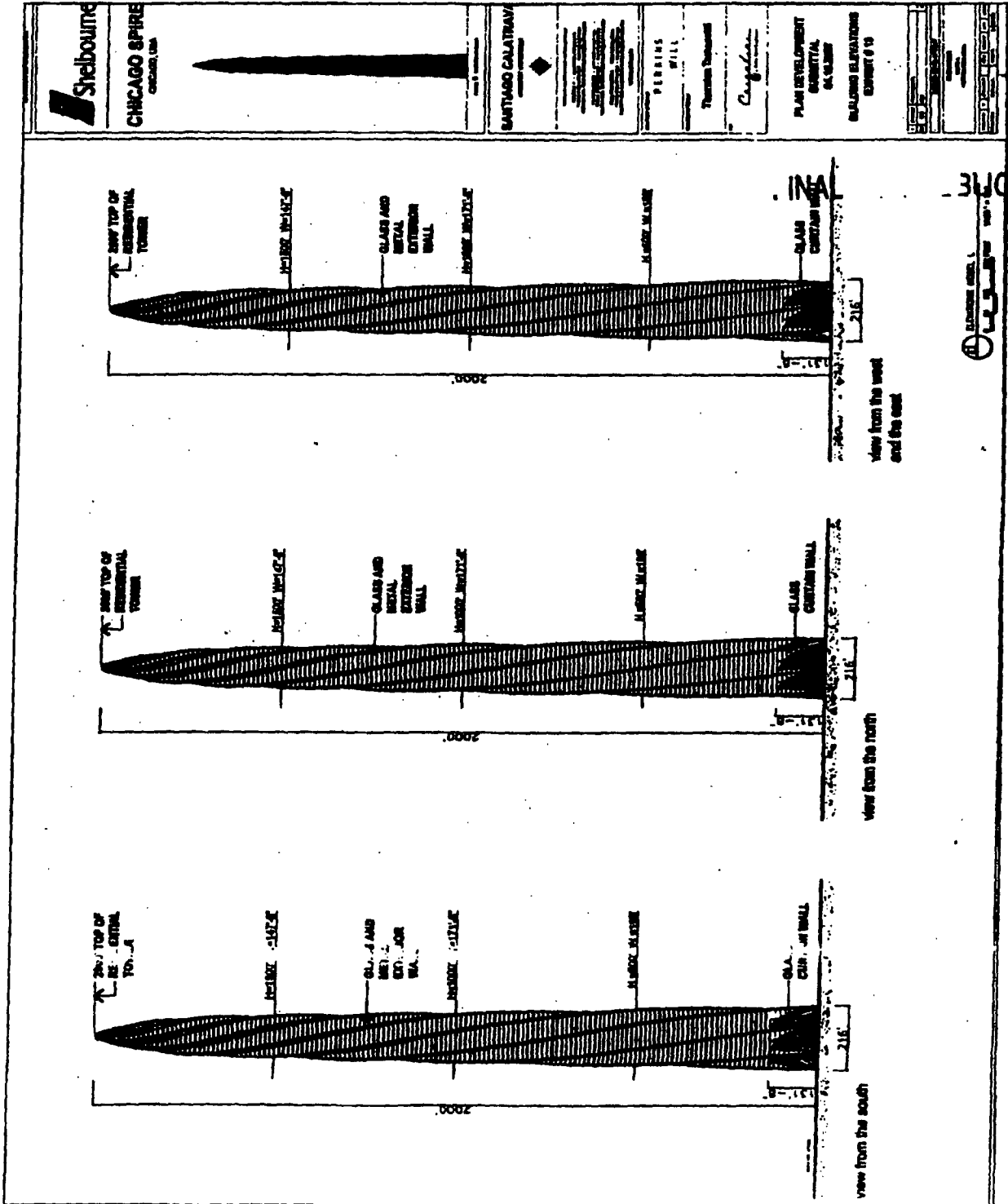


Exhibit 14.

South Building Elevations.

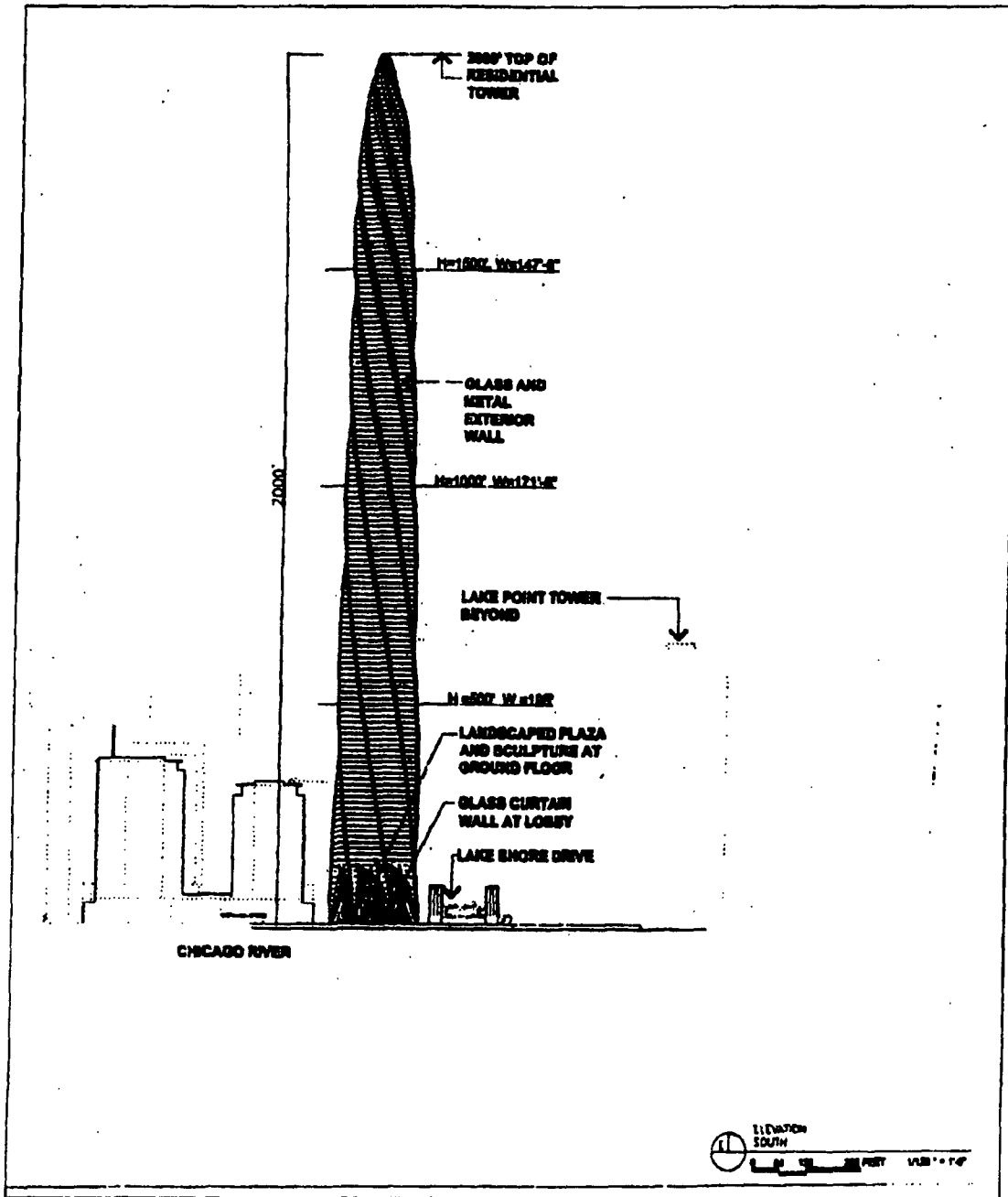


Exhibit 15.

Partial Enlarged South Elevation.

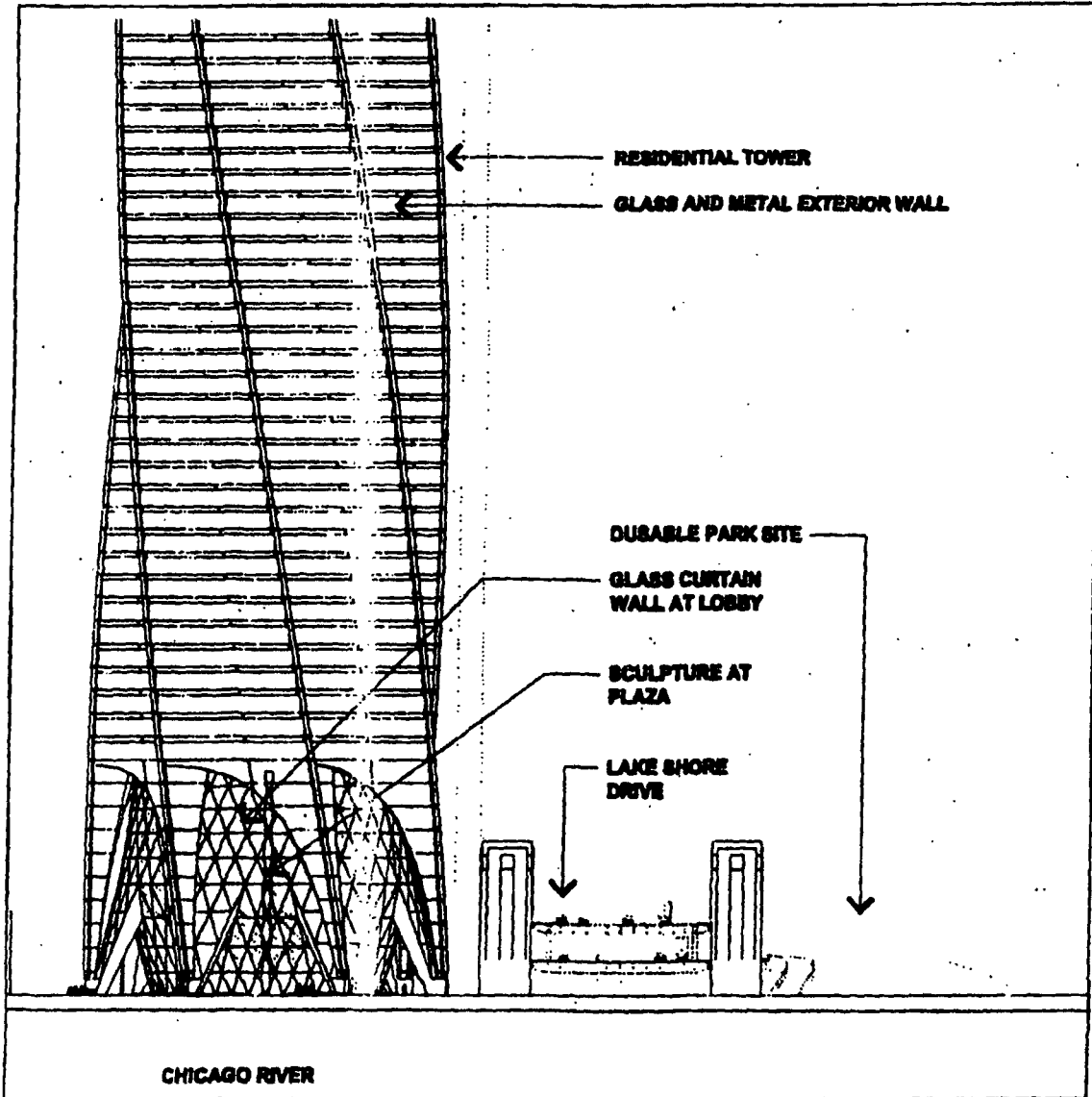


Exhibit 16.

Partial East/West Site Section.

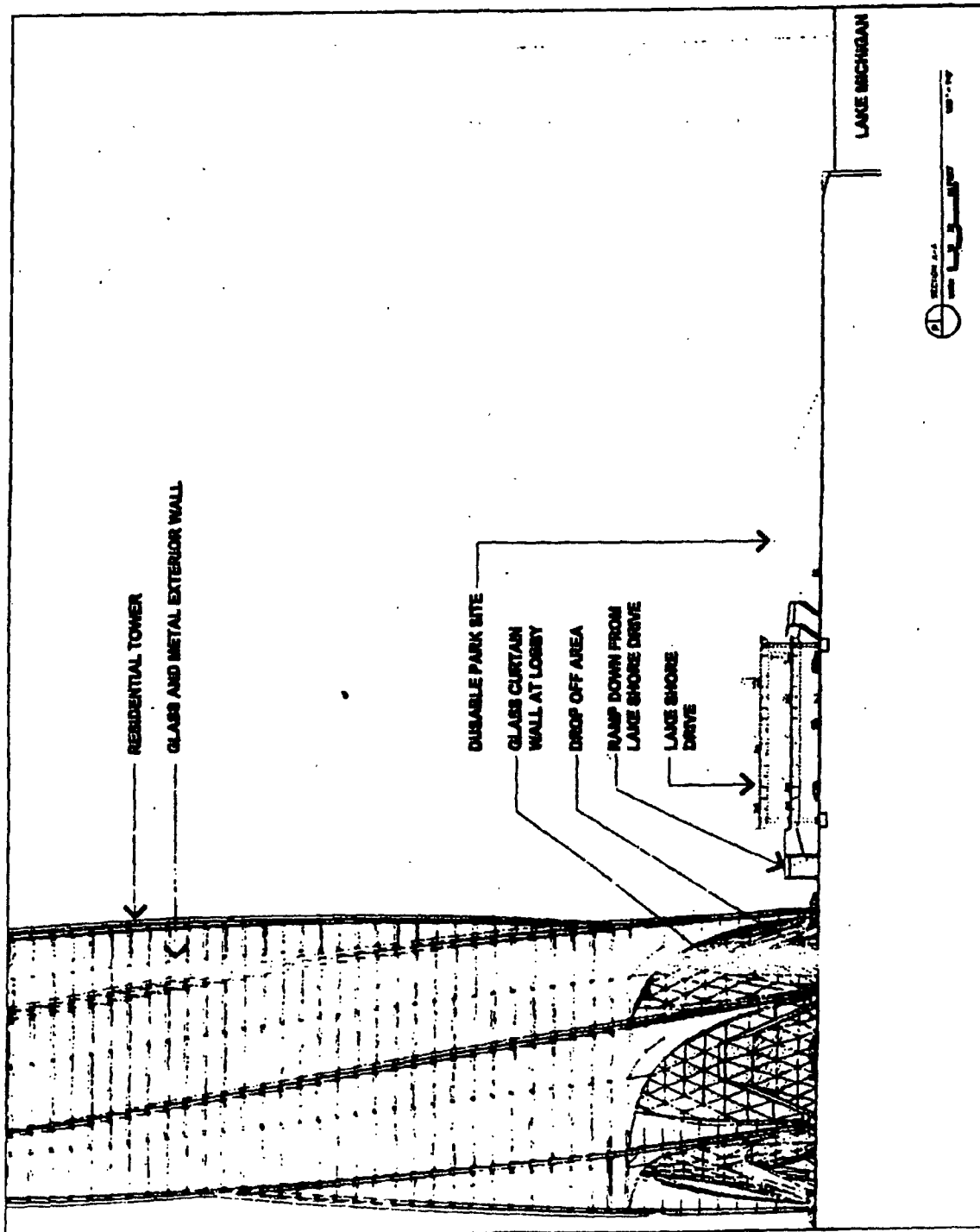


Exhibit 17.

Partial Enlarged East Elevation.

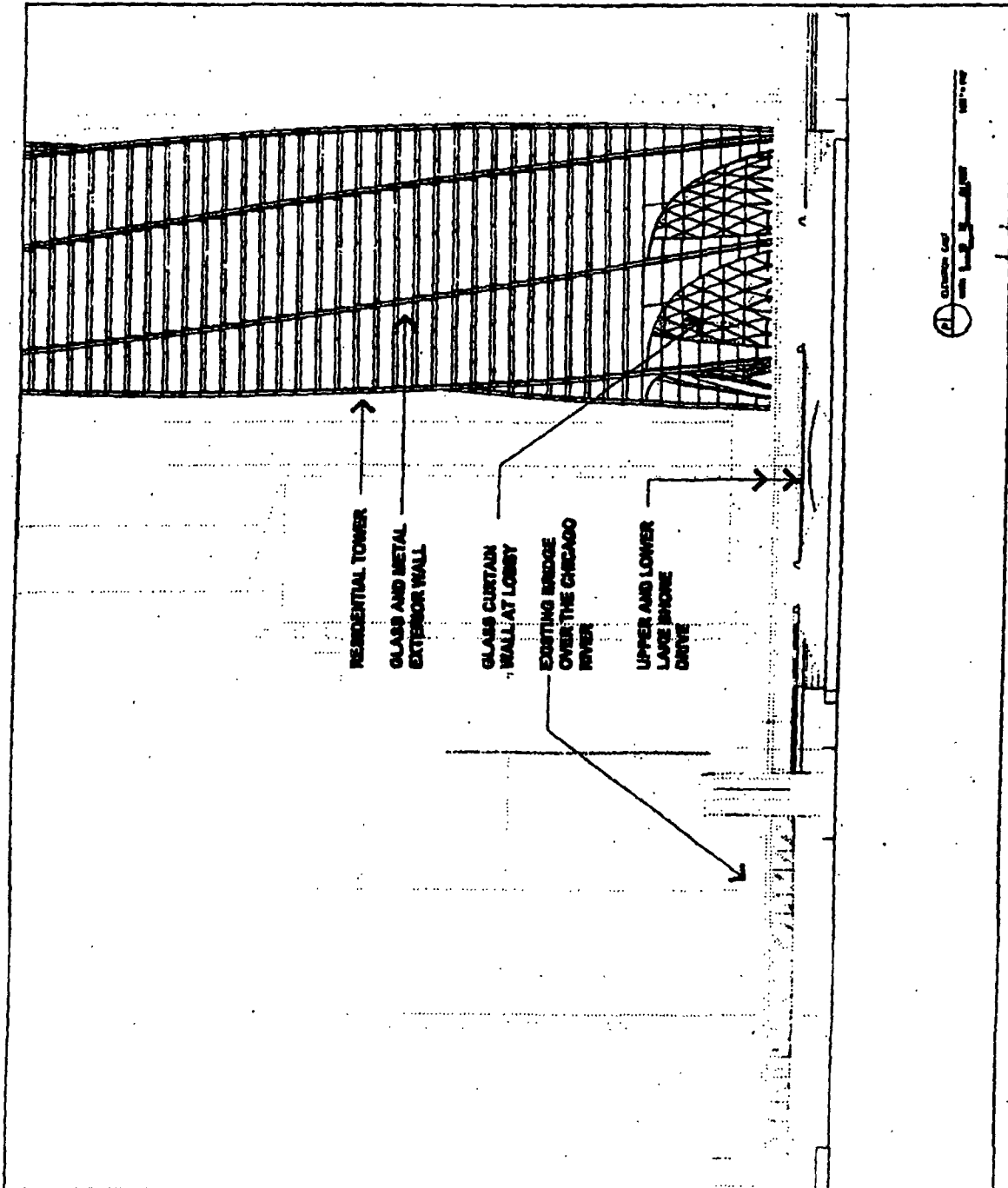


Exhibit 18.

North/South Site Section At Lake Shore Drive.

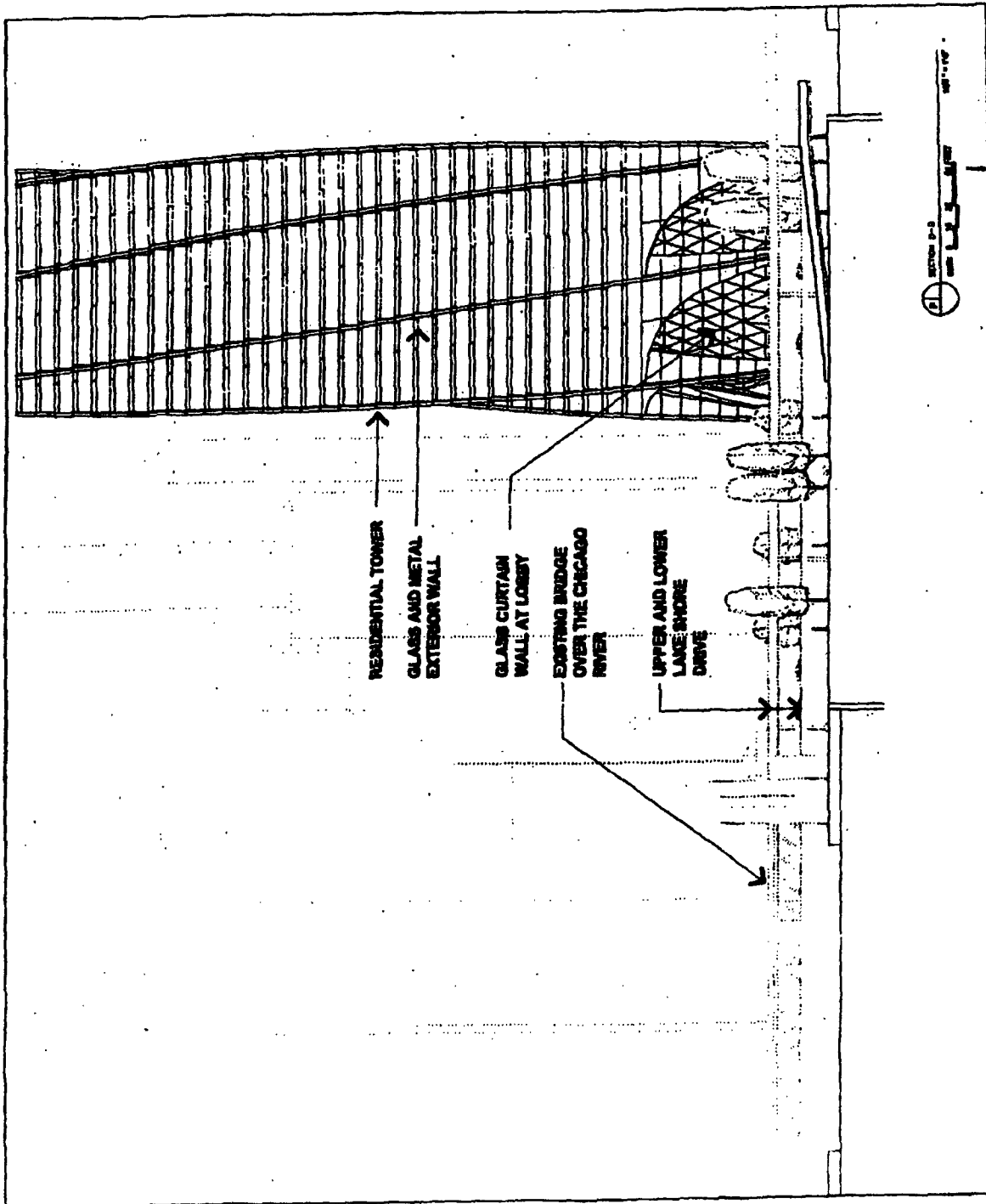


Exhibit 19.

North/South Tower And Parking Section.

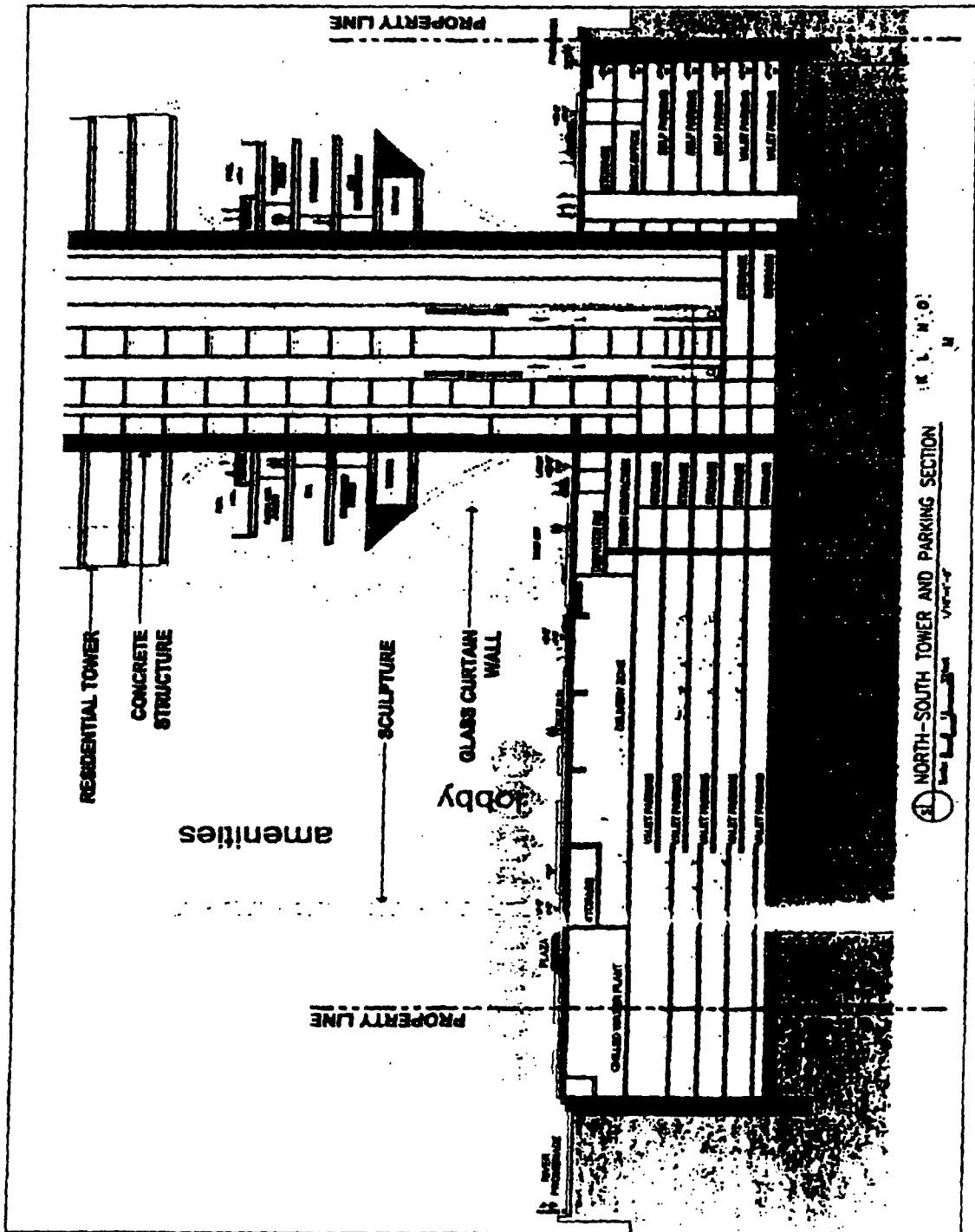


Exhibit 20.

East/West Parking Section.

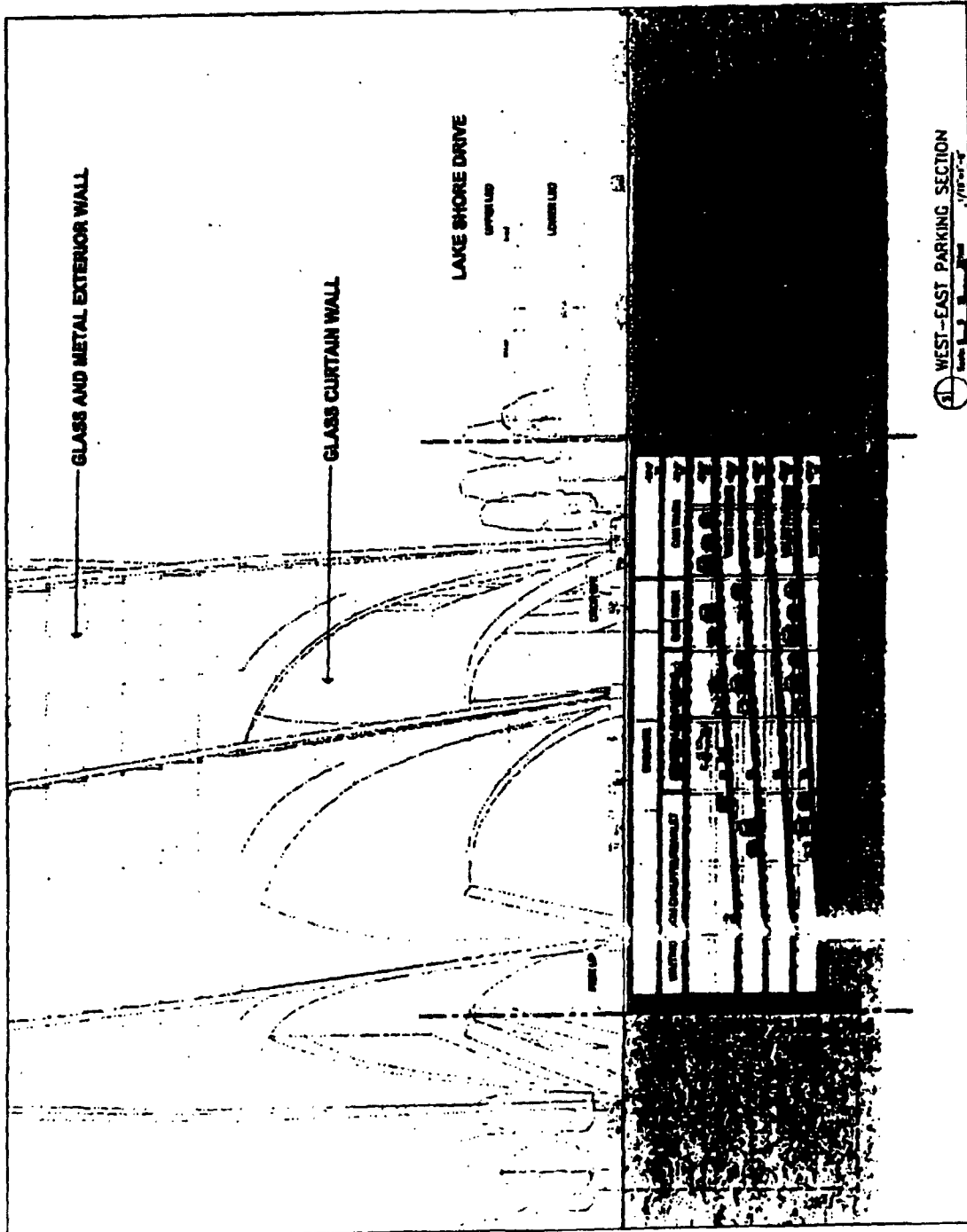


Exhibit 21.

North/South Overview Section.

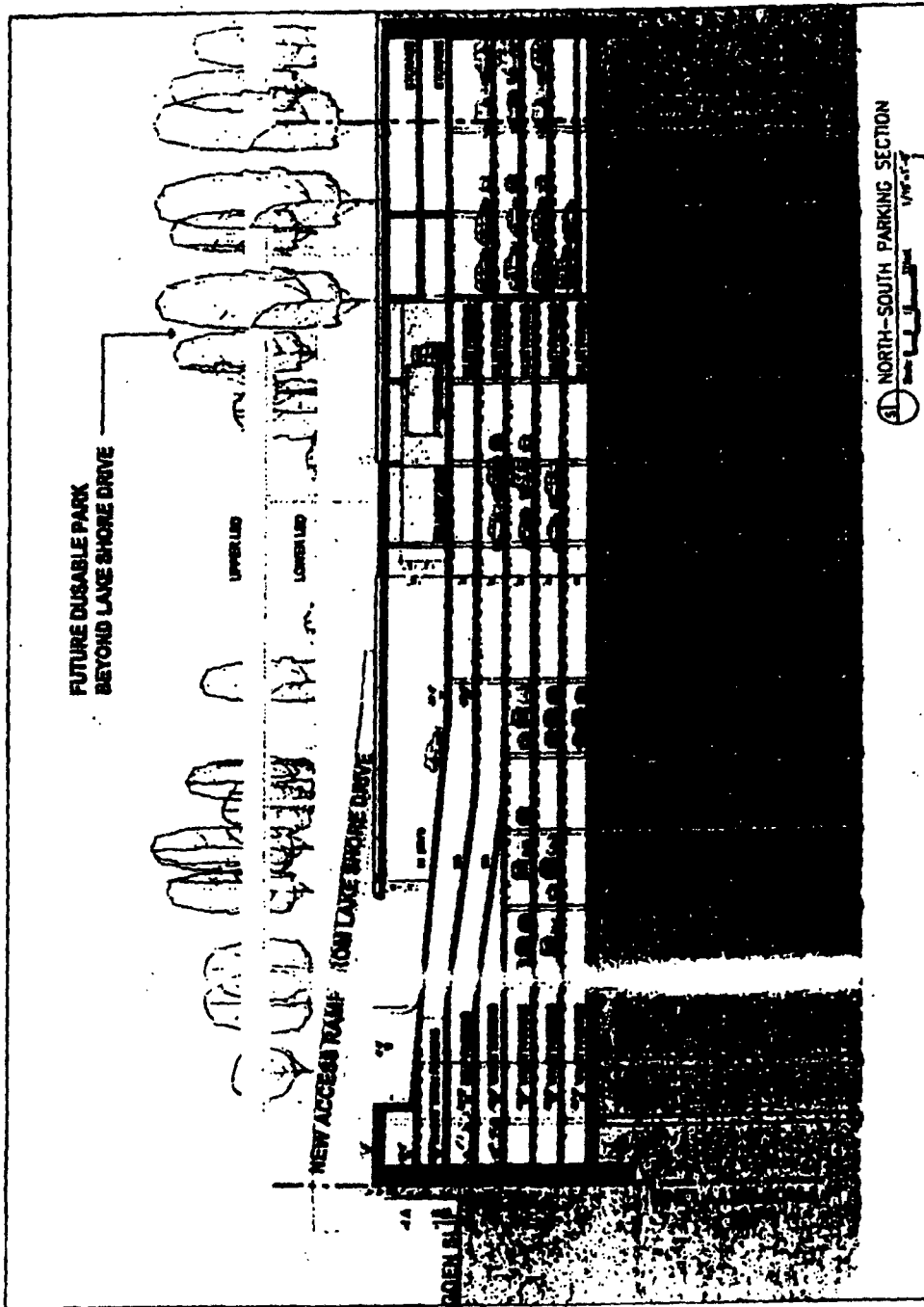


Exhibit 22.

Lake Point Trail Alignment Alternate 1.

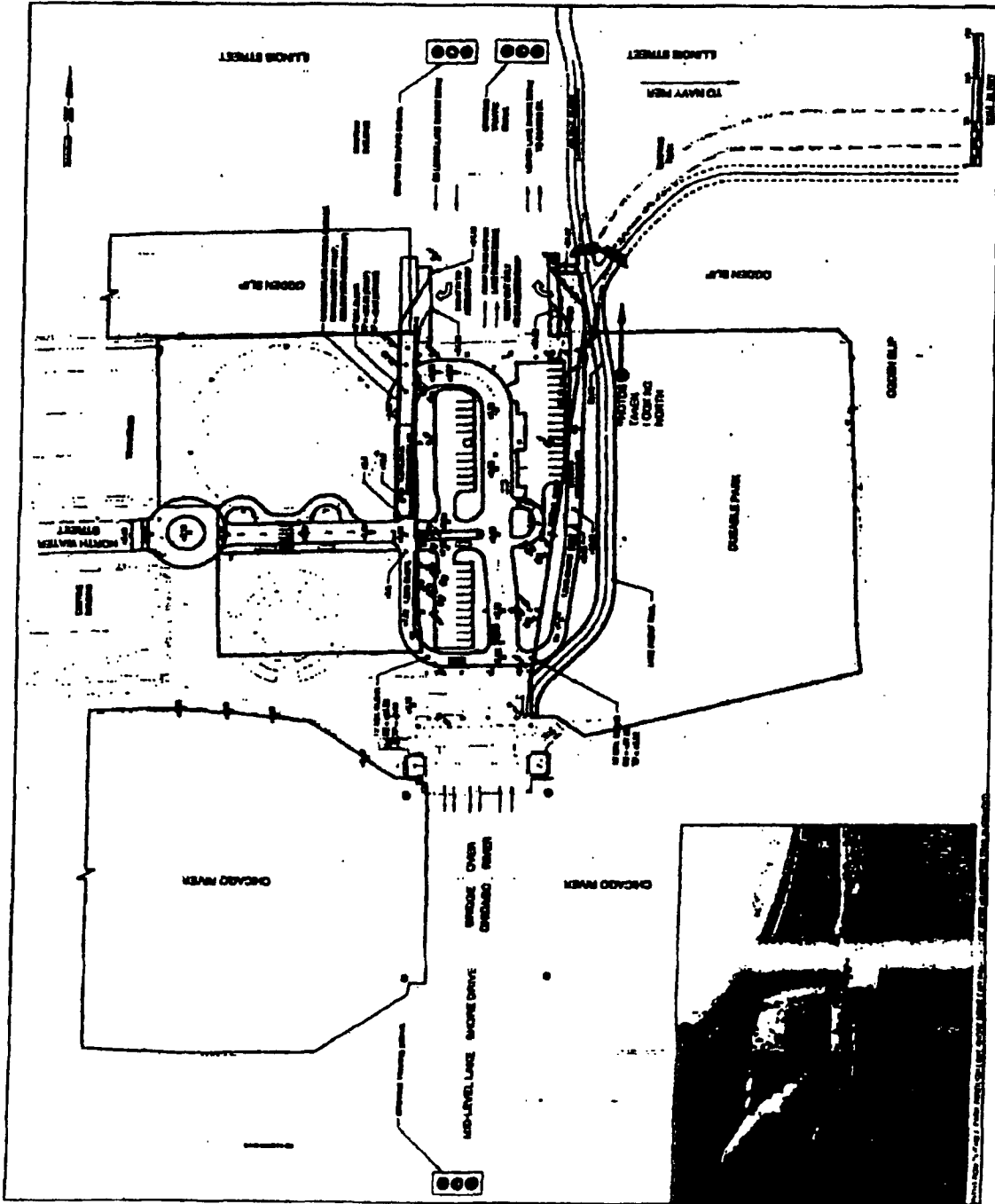
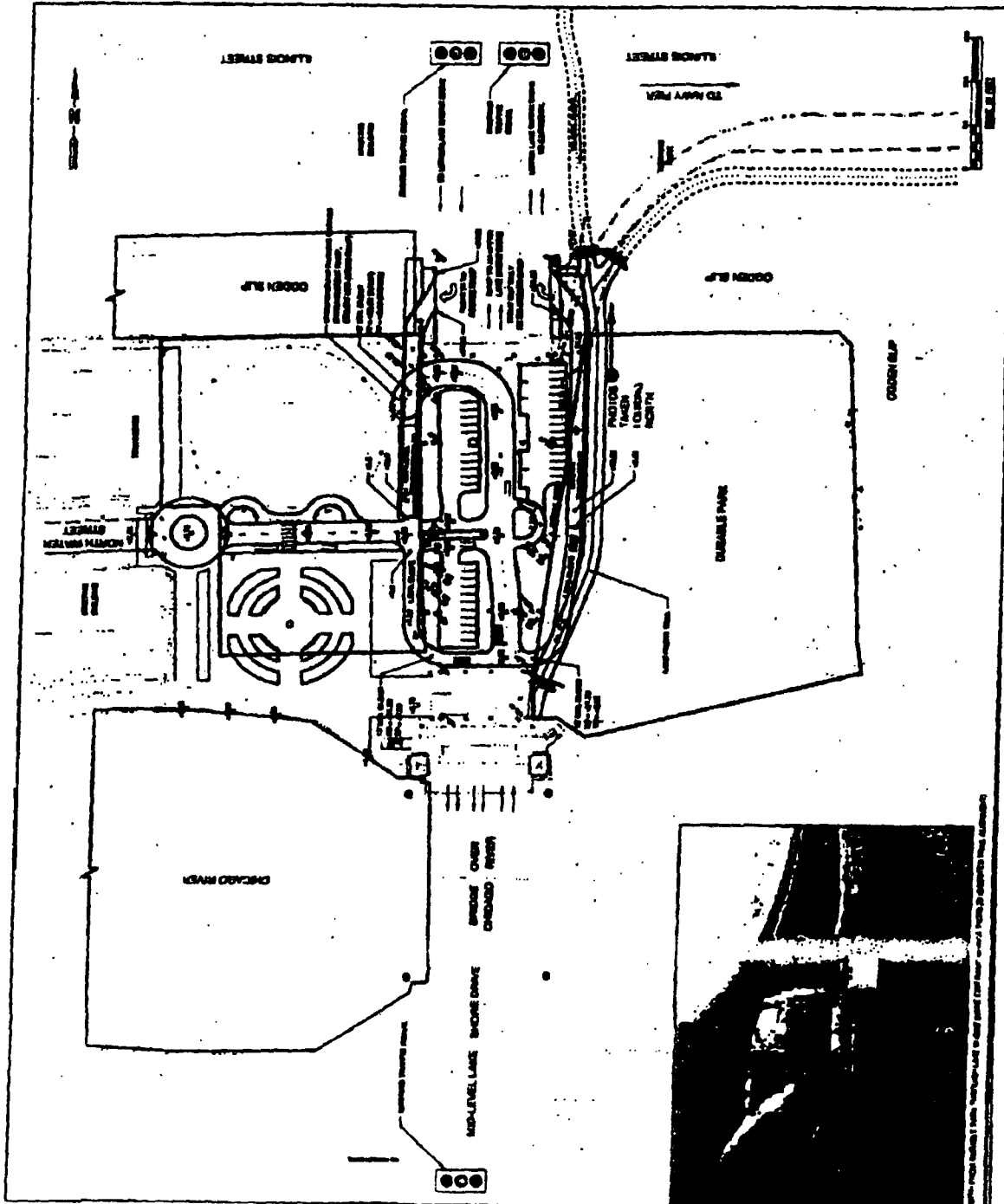
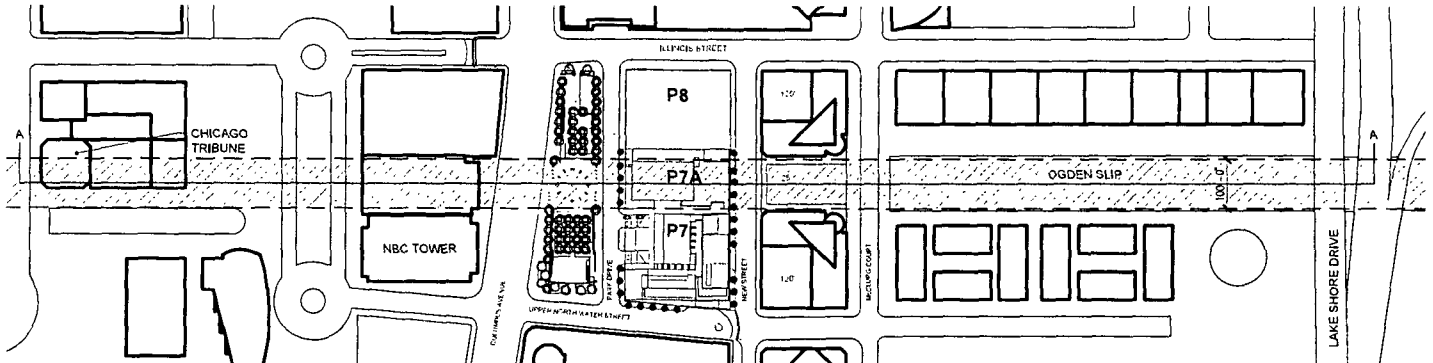


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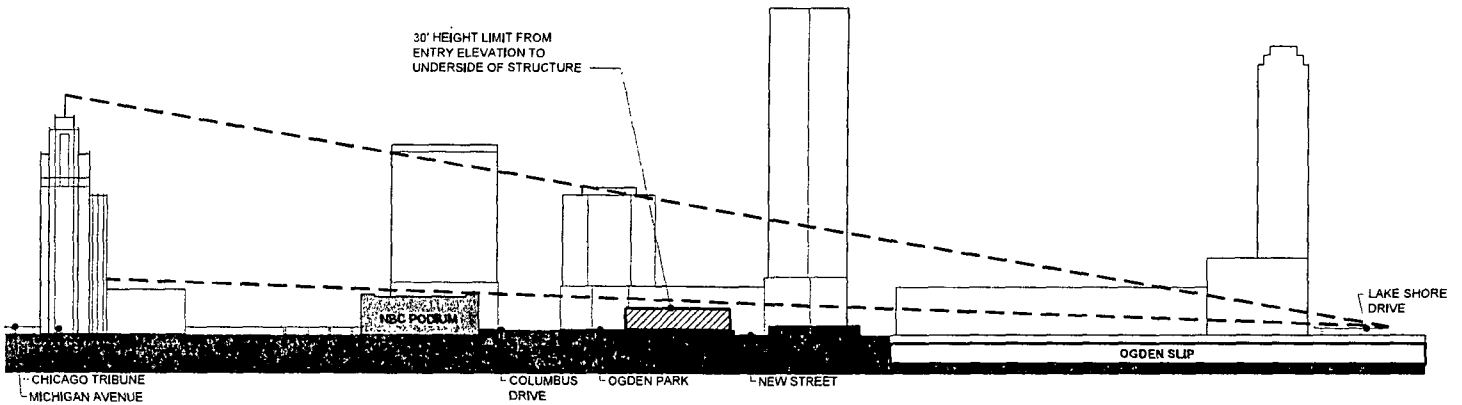
Lake Front Trail Alignment Alternate 2.



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SITE PLAN INDICATING 100' VIEW CORRIDOR



SITE SECTION "A" THROUGH VIEW CORRIDOR

VIEW CORRIDOR PROGRAM



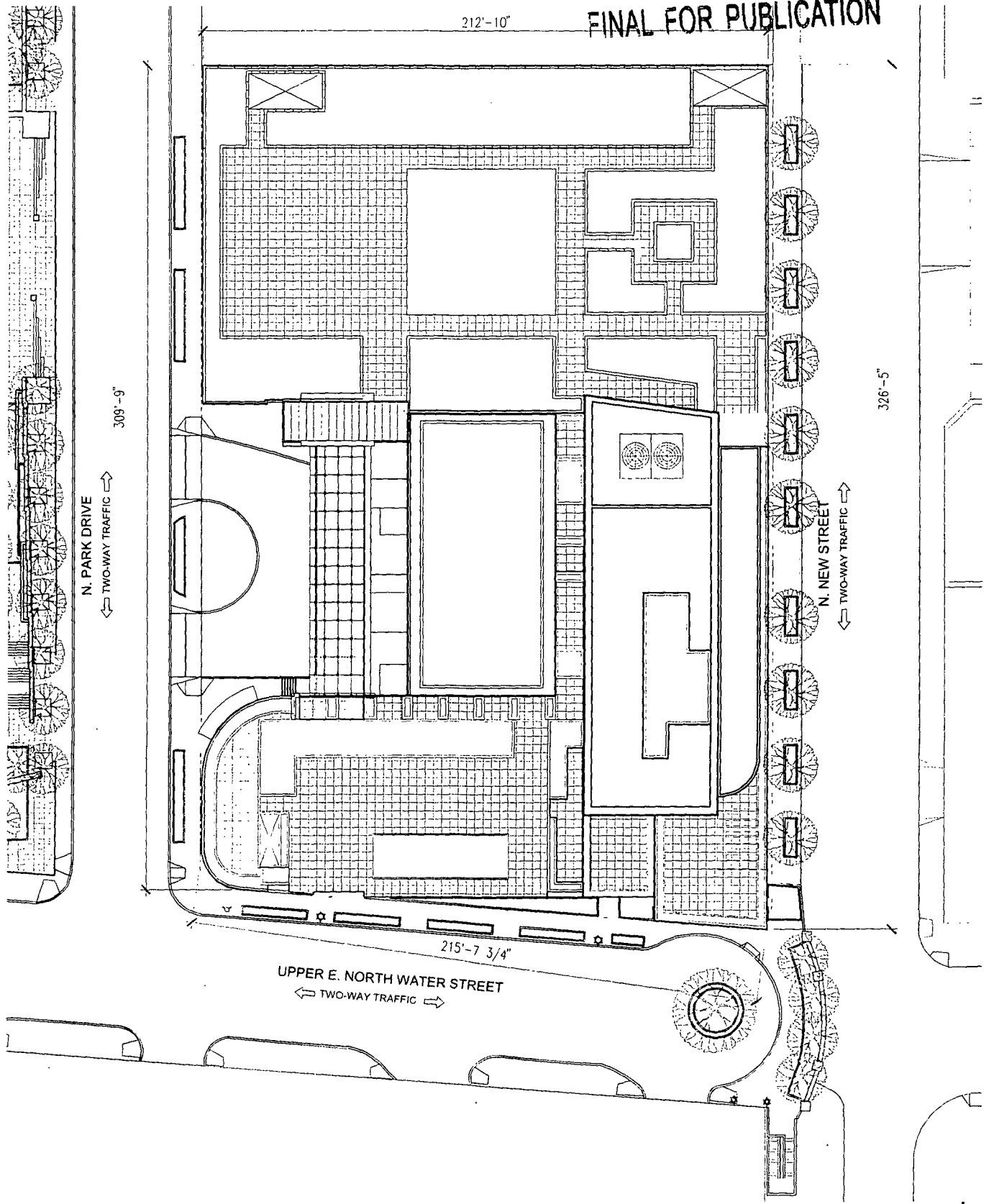
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Address: 320-42 E. Upper North Water St.;
435-463 N. Park Dr.; &
432-62 N. New St.

Date: May 24, 2012
Revised:

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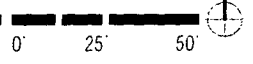
OVERALL SITE PLAN

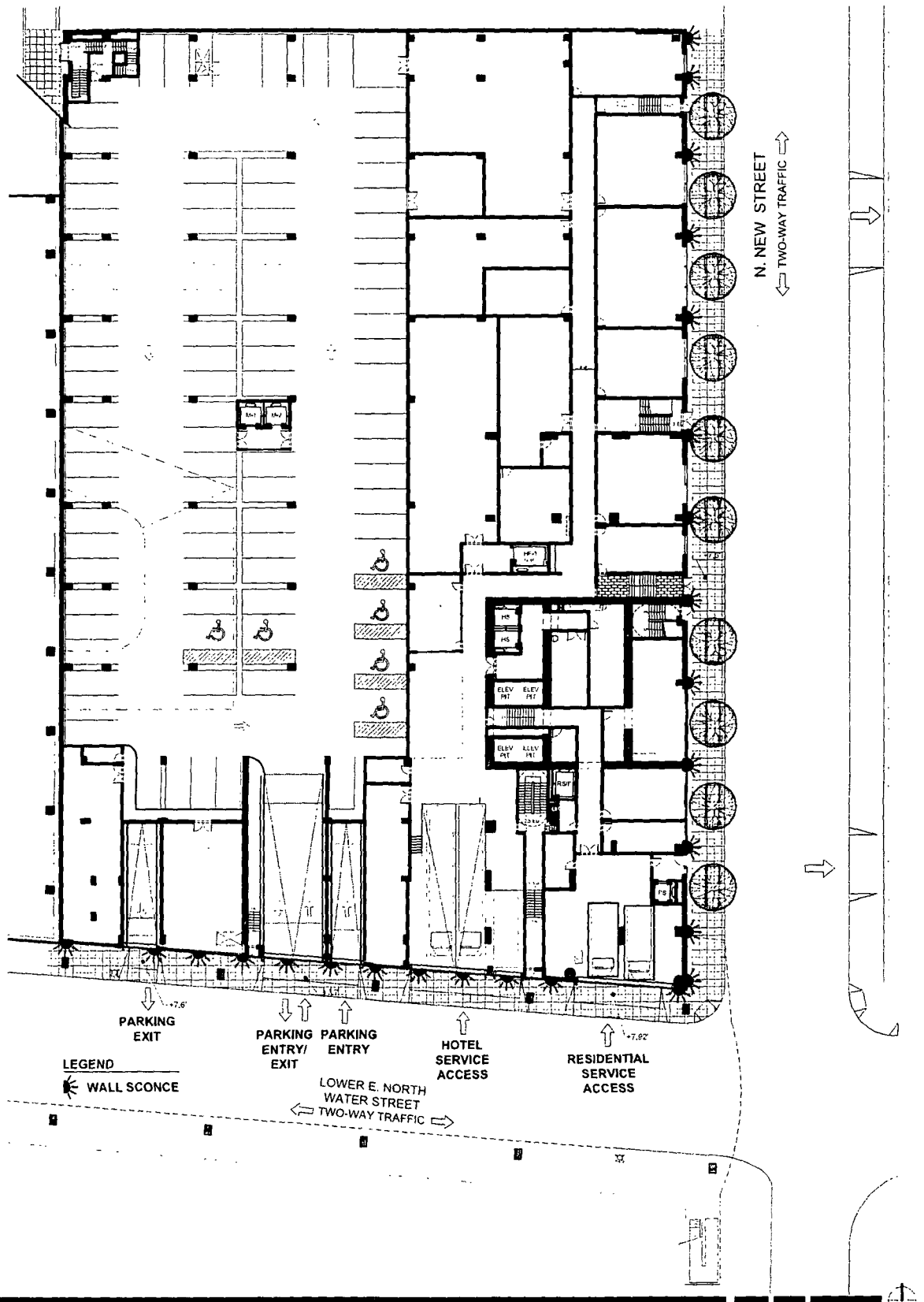


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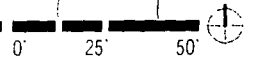
**LOWER E. NORTH
WATER STREET PLAN**

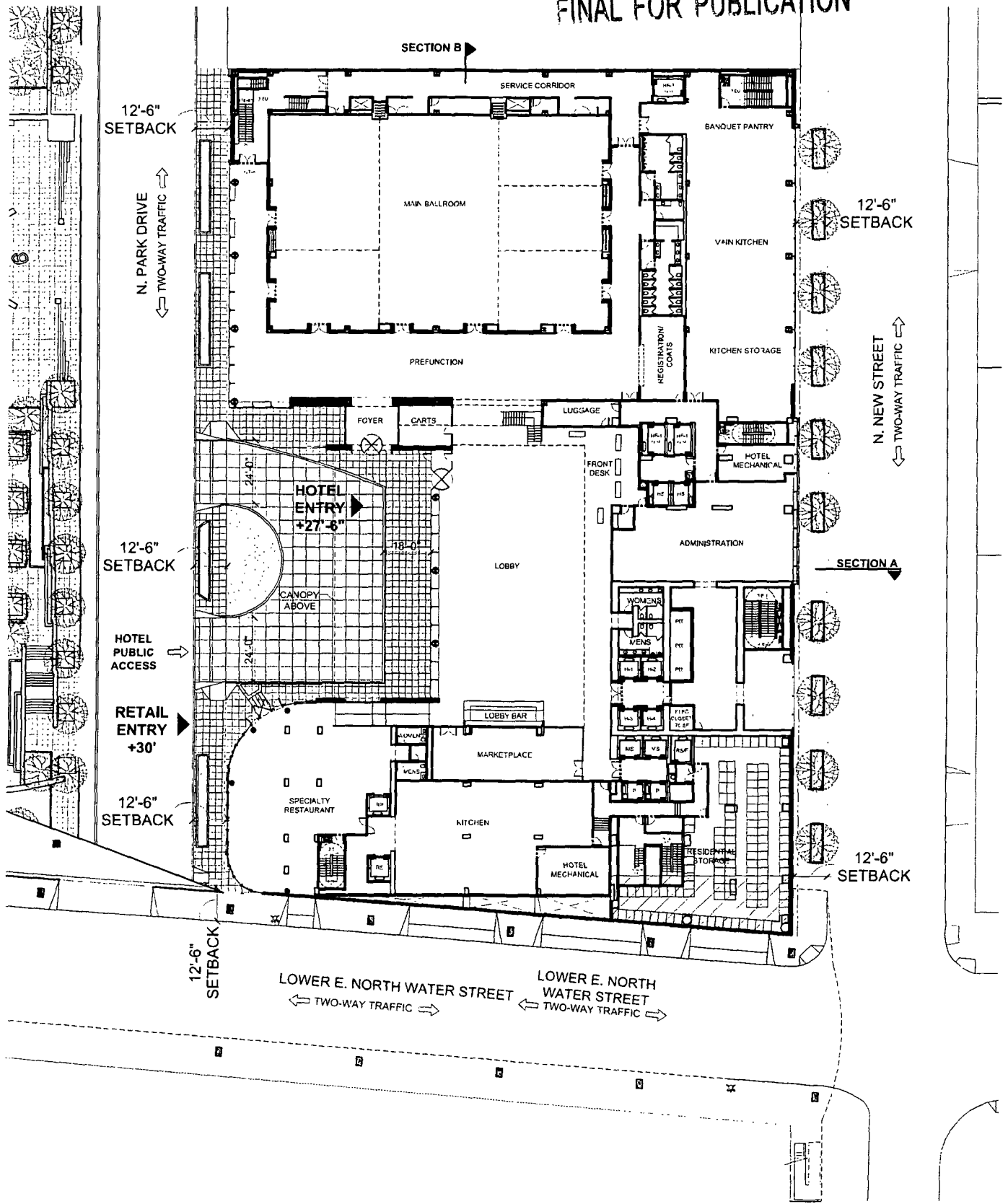


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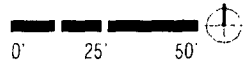
NORTH PARK DRIVE STREET PLAN

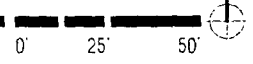
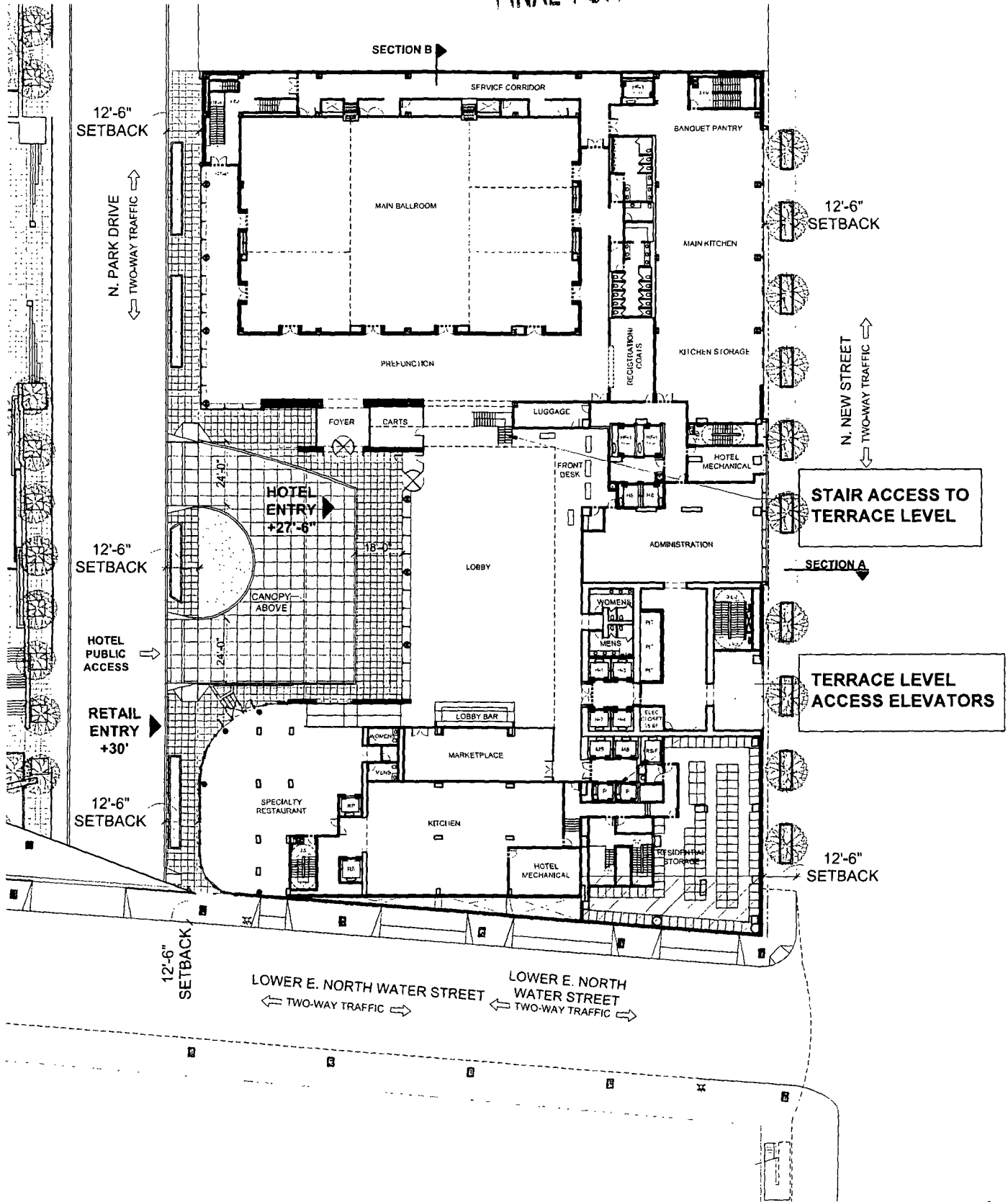


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 432-62 N. New St.

Date: May 24, 2012
Revised:





**NORTH PARK DRIVE STREET
WAYFINDING PLAN**

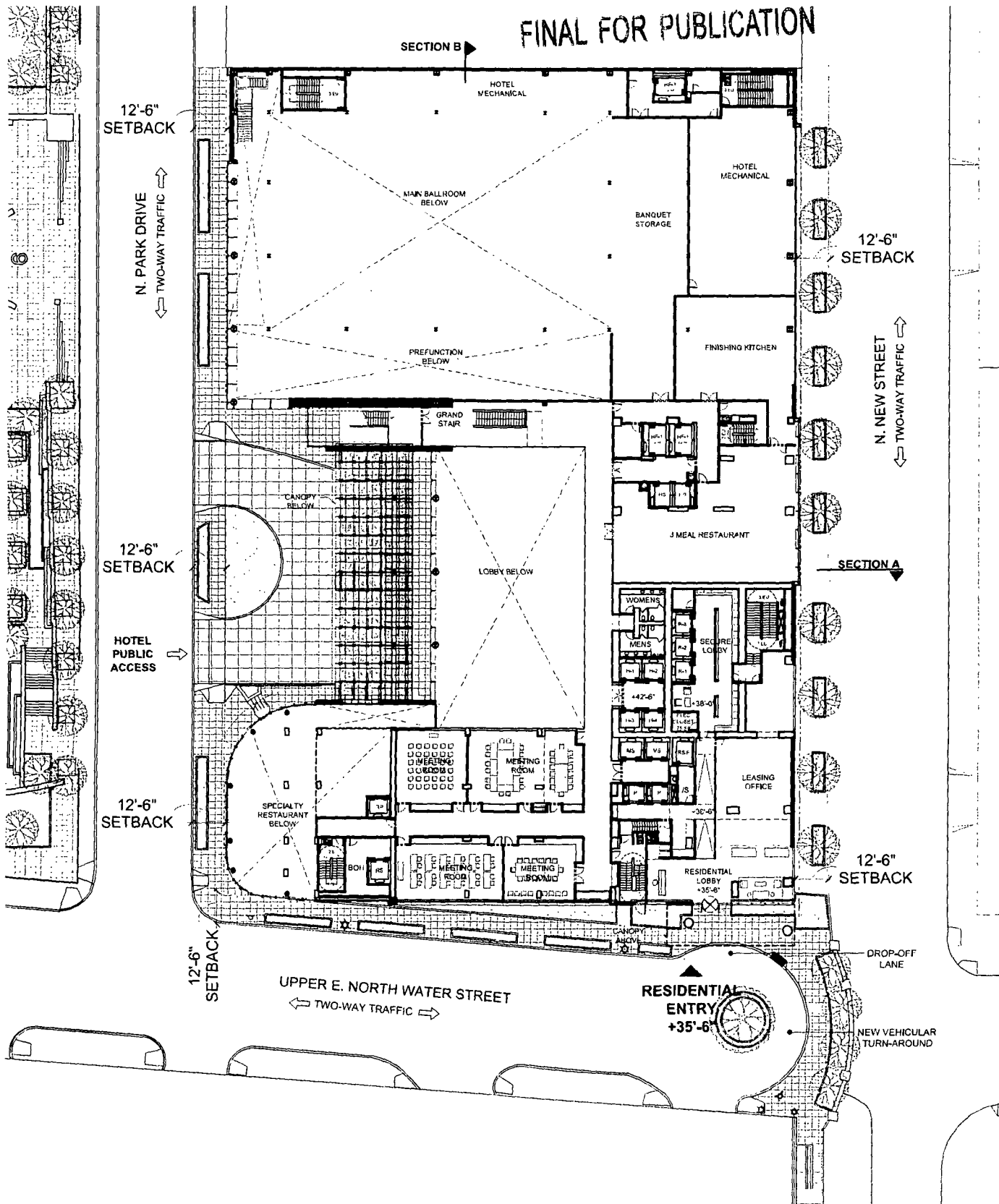


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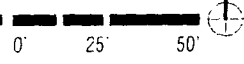
UPPER E. NORTH WATER STREET PLAN

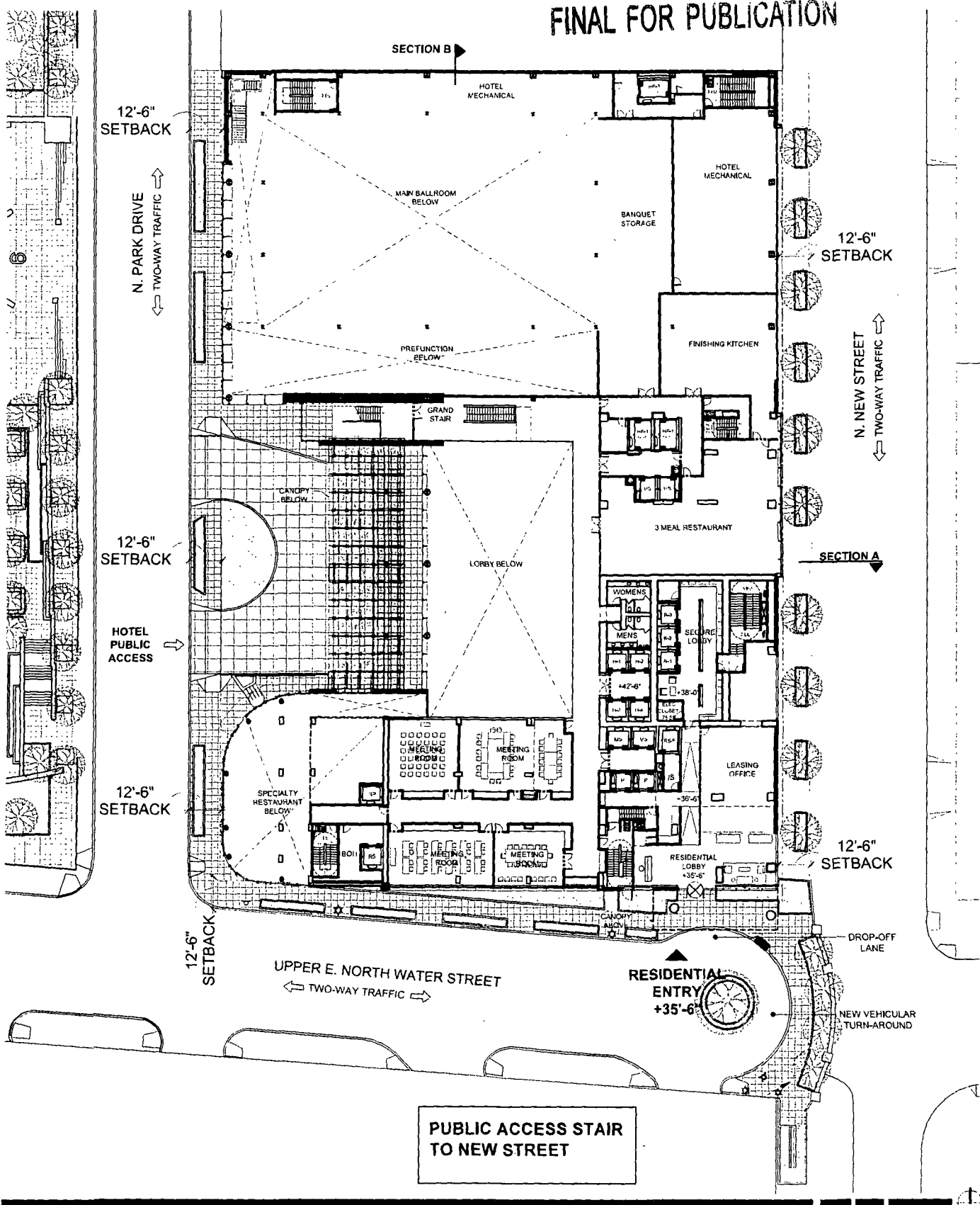


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Date: May 24, 2012
Revised:





PUBLIC ACCESS STAIR TO NEW STREET

UPPER E. NORTH WATER STREET WAYFINDING PLAN



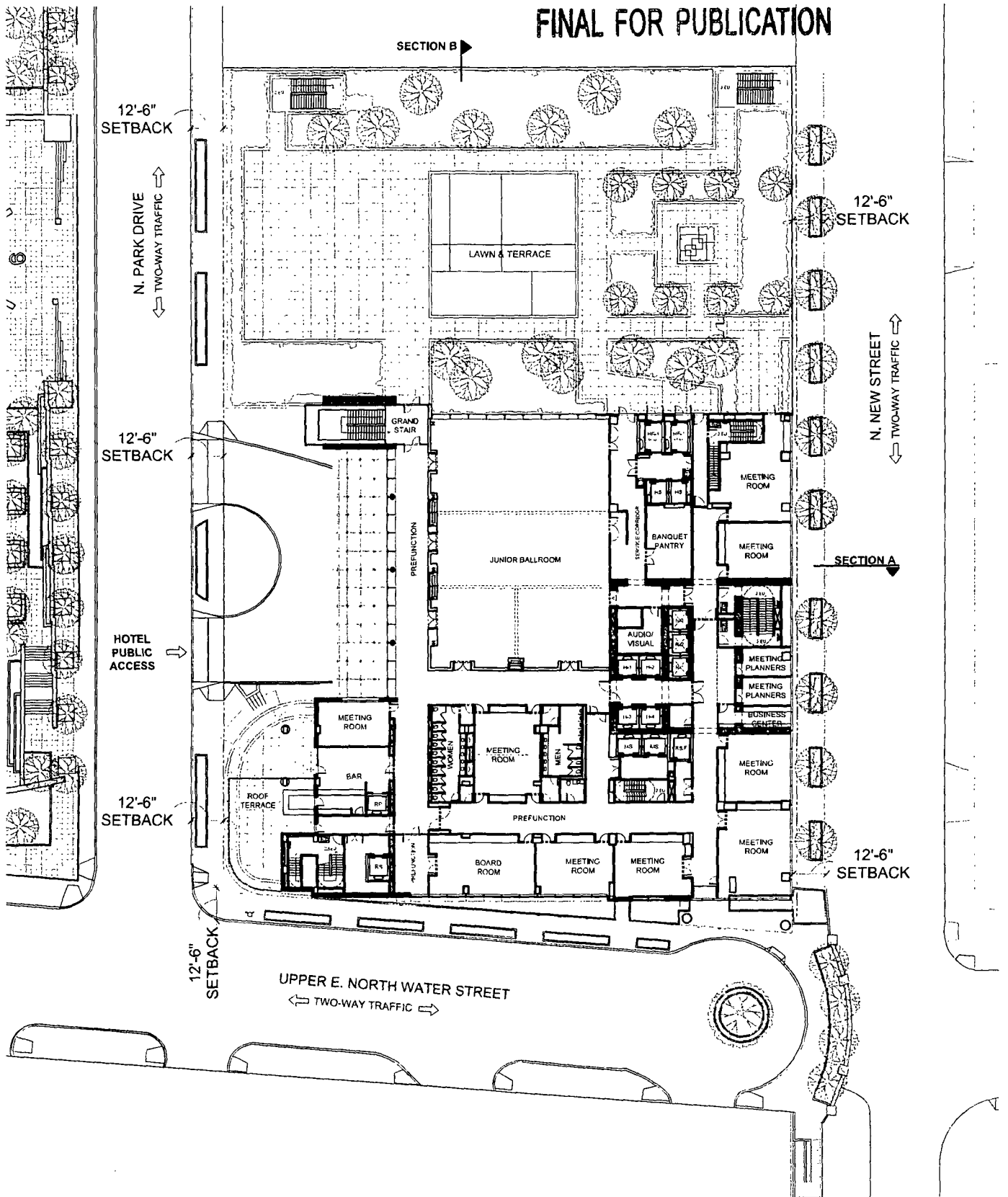
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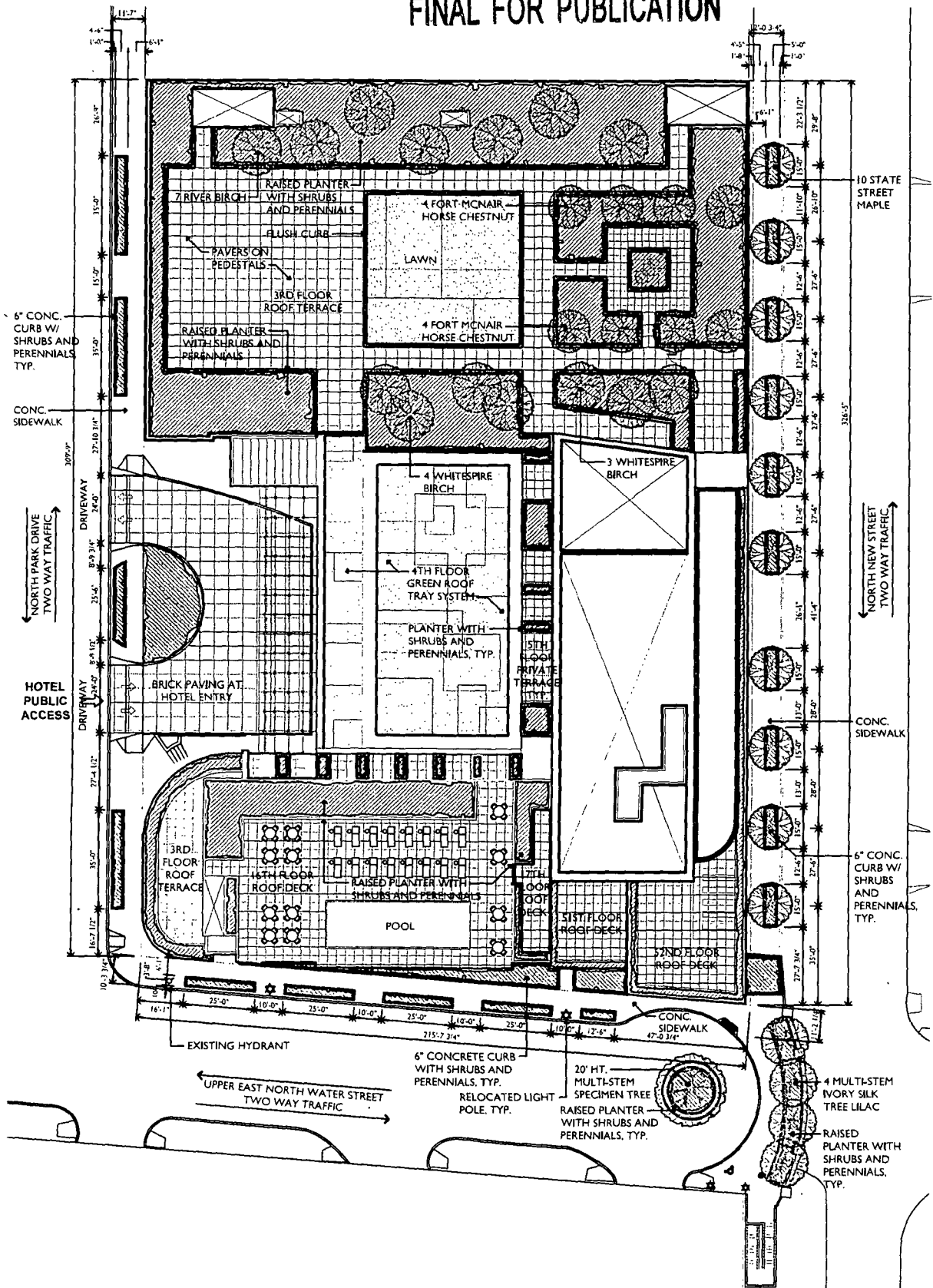
TERRACE LEVEL PLAN

Applicant: NEW WATER PARK, LLC
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 435-463 N. Park Dr.; &
 432-62 N. New St.

Date: May 24, 2012
 Revised:

0' 25' 50'

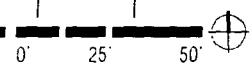


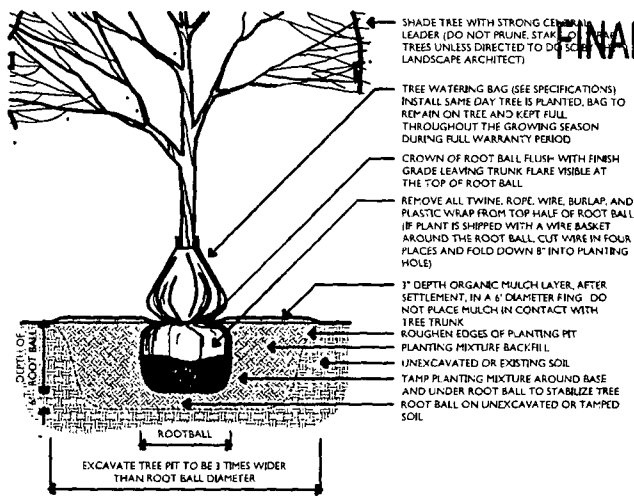


LANDSCAPE PLAN

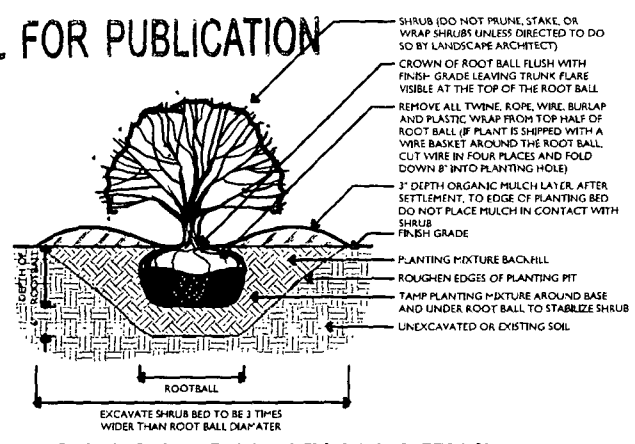
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Date: May 24, 2012
Revised:

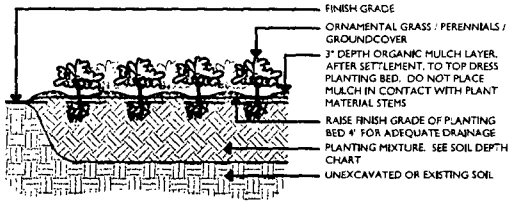




1 TREE INSTALLATION DETAIL



2 SHRUB INSTALLATION DETAIL



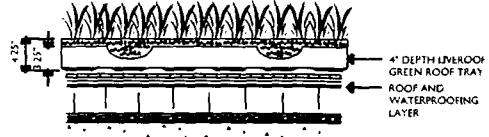
3 GROUNDCOVER AND PERENNIAL INSTALLATION DETAIL

NOTE: THE CONTRACTOR IS TO SUPPLY SOIL FILL MATERIAL TO THE DEPTHS INDICATED ON THE CHART BELOW.

LANDSCAPE AREAS	DEPTH IN INCHES
LAWN AREAS (SOD)	12
LAWN AREAS (SEED)	NA
PLANTING BEDS - PERENNIALS	18 PLANTING MIX
PLANTING BEDS - MEDIUM AND SMALL SHRUBS	18 PLANTING MIX
RAISED PLANTERS	48 PLANTING MIX
SHADE AND ORNAMENTAL TREES	PER TREE INSTALLATION DETAIL

3 PLANT LIST NOTE: QUANTITIES ON THE PLANT LIST ARE PROVIDED FOR INFORMATION ONLY. PLANT QUANTITIES UNDER THE CONTRACT ARE INDICATED ON THE PLANS. IN THE EVENT OF ANY DISCREPANCIES, THE CONTRACT SHALL BE BASED ON THE QUANTITIES SHOWN ON THE PLANS.

	CODE	BOTANICAL NAME	COMMON NAME	QTY	CAL	HT	SPRD	ROOT	REMARKS
TREES	ACFM	AESCULUS X CARNEA 'FORT MCNAIR'	FORT MCNAIR HORSECHESTNUT	8	4"	-	-	B&B	SINGLE STRAIGHT TRUNK. SPECIMEN QUALITY
	AMMO	ACER MIYABEI 'MORTON'	STATE STREET MAPLE	10	4"	-	-	B&B	
	APEQ	ACER PLATANOIDES 'EMERALD QUEEN'	EMERALD QUEEN NORWAY MAPLE	-	4"	-	-	B&B	
	BN	BETULA NIGRA	RIVER BIRCH	7	-	16'	-	B&B	MULTI-STEM.
	BPJW	BETULA PLATYPHYLLA VAR. JAPONICA 'WHITESPIRE'	WHITESPIRE JAPANESE WHITE BIRCH	7	-	16'	-	B&B	4-5 STEMS MINIMUM
SHRUBS	SRIS	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK TREE LILAC	4	-	12'	-	B&B	
	DS	DIERVILLA SESSILIFOLIA	SOUTHERN BUSH HONEYSUCKLE	-	-	24"	-	#5	4'-0" ON CENTER
	JCSG	JUNIPERUS CHINENSIS SEA GREEN	SEA GREEN JUNIPER	-	-	24"	-	#5	4'-0" ON CENTER
	JHP	JUNIPERUS HORIZONTALIS	ANDORRA COMPACT JUNIPER	-	-	18"	-	#5	3'-0" ON CENTER
	POS	PHYSOCARPUS OPULIFOLIUS 'SEWARD'	SUMMER WINE NINEBARK	-	-	36"	-	#5	4'-0" ON CENTER
	RAE	RIBES ALPINUM	ALPINE CURRANT	-	-	24"	-	#5	4'-0" ON CENTER
	RAGL	RHUS AROMATICA 'GRO-LOW'	GRO-LOW SUMAC	-	-	24"	-	#5	3'-0" ON CENTER
	RPKO	ROSA X 'PINK KNOCK OUT'	PINK KNOCKOUT ROSE	-	-	24"	-	#3	3'-0" ON CENTER
	RRKO	ROSA X 'RED KNOCK OUT'	RED KNOCKOUT ROSE	-	-	24"	-	#3	3'-0" ON CENTER
	SBG	SPIREA X BUMALDA 'GOLDFLAME'	GOLDFLAME SPIREA	-	-	24"	-	#3	3'-0" ON CENTER
TMW	TAXUS X MEDIA 'WARDII'	WARDS YEW	-	-	30"	-	B&B	3'-0" ON CENTER	
GRASSES	CAKF	CALAMAGROSTIS ACUTIFLORA 'KARL FORESTER'	KARL FORESTER FEATHER REED GRASS	-	-	-	-	#3	2'-0" ON CENTER
	MCM	MOLINIA CAERULEA 'MOORFLAMME'	MOORFLAMME PURPLE MOOR GRASS	-	-	-	-	#1	1'-6" ON CENTER
	MSP	MISCANTHUS SINENSIS 'PURPURASCENS'	PURPLE MAIDEN GRASS	-	-	-	-	#3	3'-0" ON CENTER
	PVS	PANICUM VIRGATUM 'SHENANDOAH'	SHENANDOAH RED SWITCH GRASS	-	-	-	-	#1	2'-0" ON CENTER
	PAH	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN DWARF FOUNTAIN GRASS	-	-	-	-	#1	2'-0" ON CENTER
	SH	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSID	-	-	-	-	#1	1'-6" ON CENTER
PERENNIALS / GROUND COVER	EFC	EUONYMUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	-	-	-	-	QT	1'-0" ON CENTER
	EPH	ECHINACEA PURPUREA 'MAGNUS'	MAGNUS PURPLE CONEFLOWER	-	-	-	-	#1	1'-6" ON CENTER
	HSM	HEMEROCALLIS SPECIES MIX	DAYLILY	-	-	-	-	#1	1'-6" ON CENTER
	NF	NEPETA X FAASSENI	CATMINT	-	-	-	-	#1	1'-6" ON CENTER
	PQ	PARTHENOCISSUS QUINQUEFOLIA	VIRGINIA CREEPER	-	-	-	-	#1	3'-0" ON CENTER



4 4" DEPTH LIVEROOF GREEN ROOF TRAY

L-2
PLANT LIST AND DETAILS



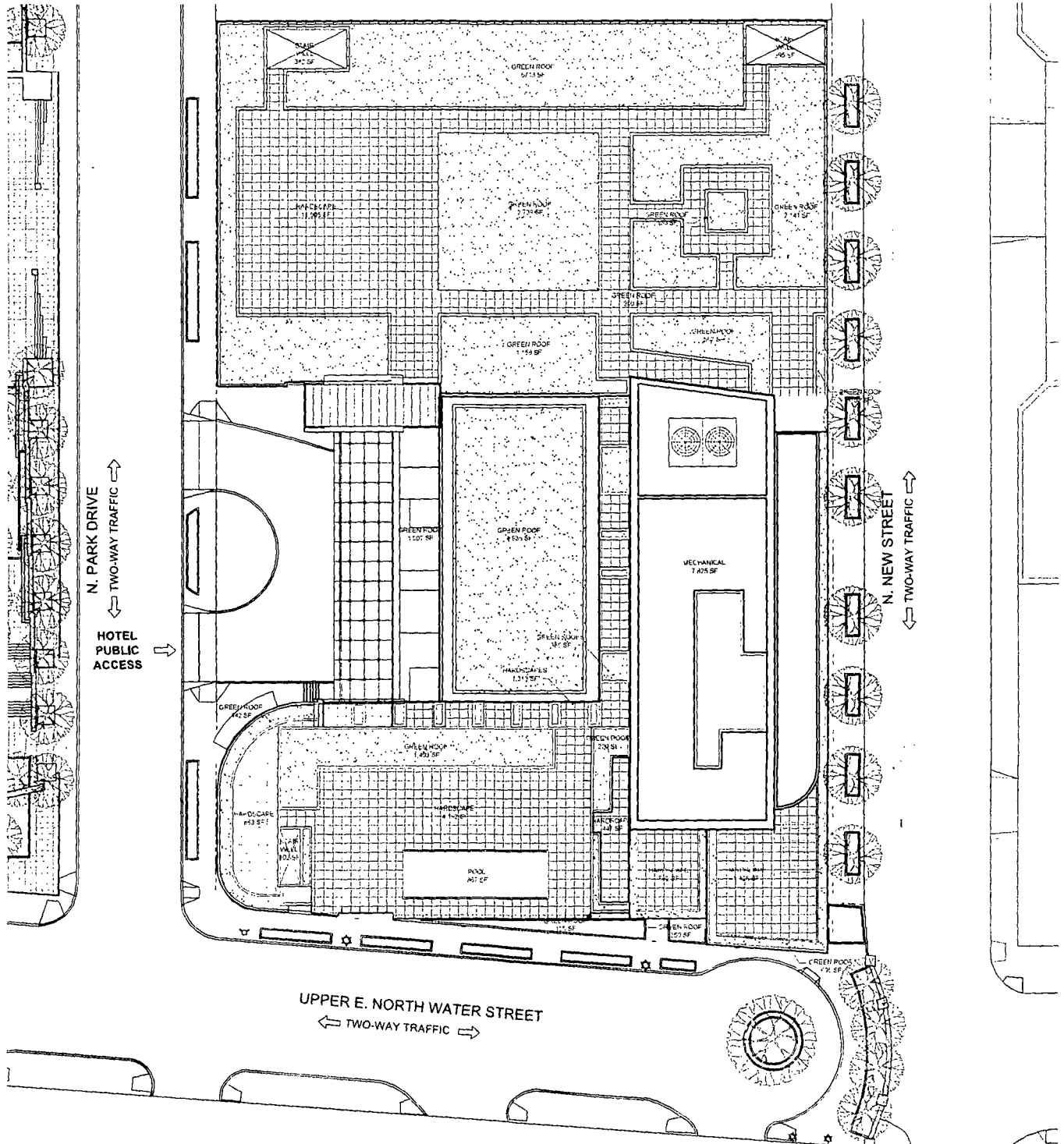
PLANT LIST & LANDSCAPE DETAILS

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

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.;
 435-463 N. Park Dr.; &
 432-62 N. New St.

Date: May 24, 2012
Revised:





TOTAL GREEN ROOF AREA: 25,900 SF
 PERCENTAGE OF GREEN ROOF AREA: 51.8%

-  DENOTES GREEN AREA
-  DENOTES HARDSCAPE AREA

GREEN ROOF PLAN

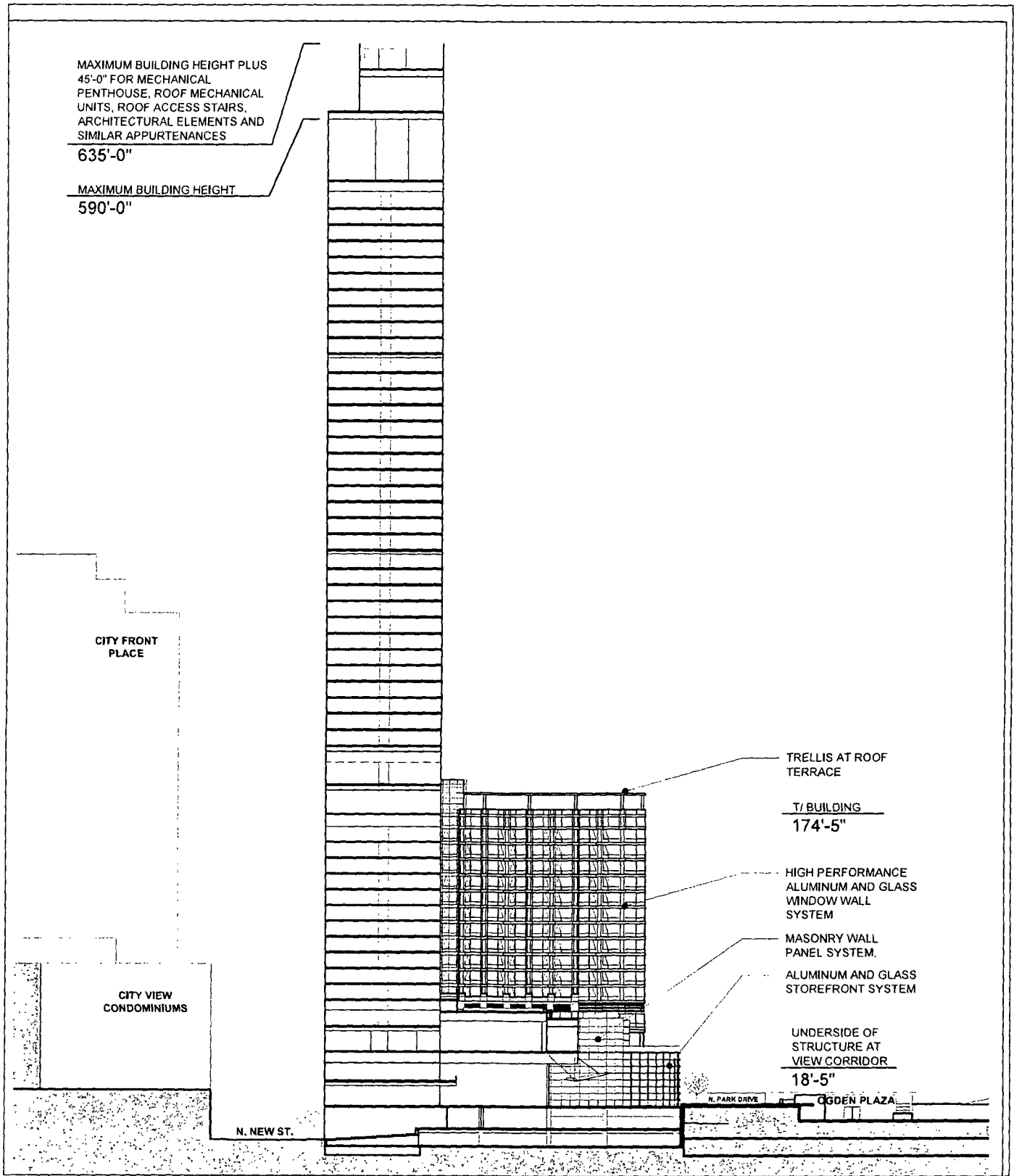


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 435-463 N. Park Dr.; &
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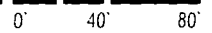
Date: May 24, 2012
Revised:

0 25 50



OVERALL SECTION A AND PARTIAL NORTH ELEVATION

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.;
 435-463 N. Park Dr.; &
 432-62 N. New St.



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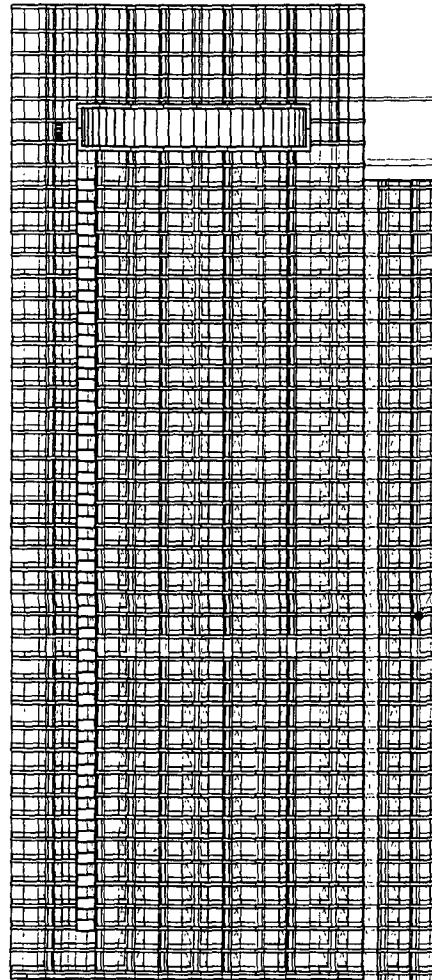
Date: May 24, 2012
Revised:

FINAL FOR PUBLICATION

MAXIMUM BUILDING HEIGHT PLUS
45'-0" FOR MECHANICAL
PENTHOUSE, ROOF MECHANICAL
UNITS, ROOF ACCESS STAIRS,
ARCHITECTURAL ELEMENTS AND
SIMILAR APPURTENANCES

635'-0"

MAXIMUM BUILDING HEIGHT
590'-0"

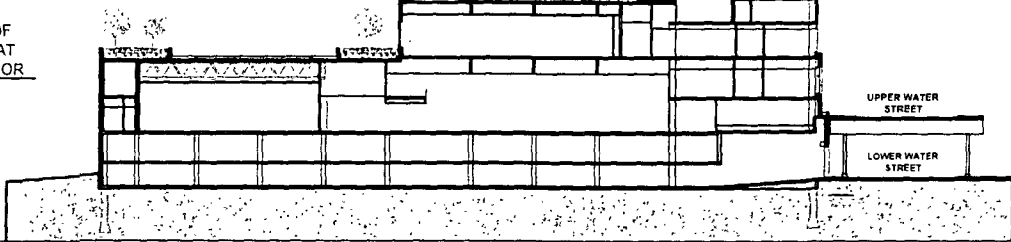


HIGH PERFORMANCE
ALUMINUM AND GLASS
WINDOW WALL SYSTEM

TRELLIS AT ROOF
TERRACE

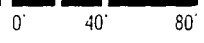
T/BUILDING
174'-5"

UNDERSIDE OF
STRUCTURE AT
VIEW CORRIDOR
18'-5"



UPPER WATER
STREET

LOWER WATER
STREET



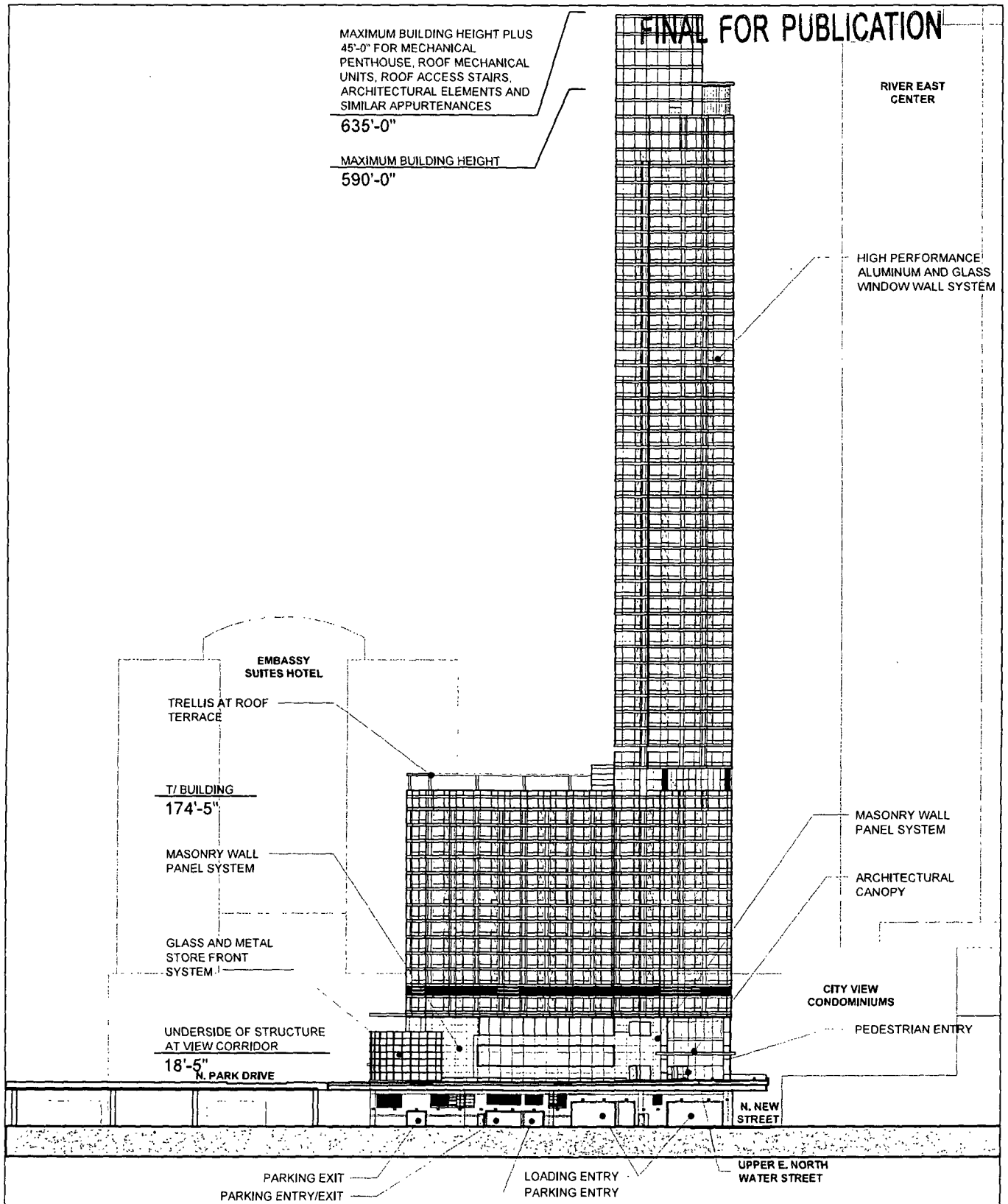
**WEST ELEVATION AT
TOWER AND PARTIAL
NORTH-SOUTH SECTION B**



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Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.;
435-463 N. Park Dr.; &
432-62 N. New St.

Date: May 24, 2012
Revised:



SOUTH ELEVATION

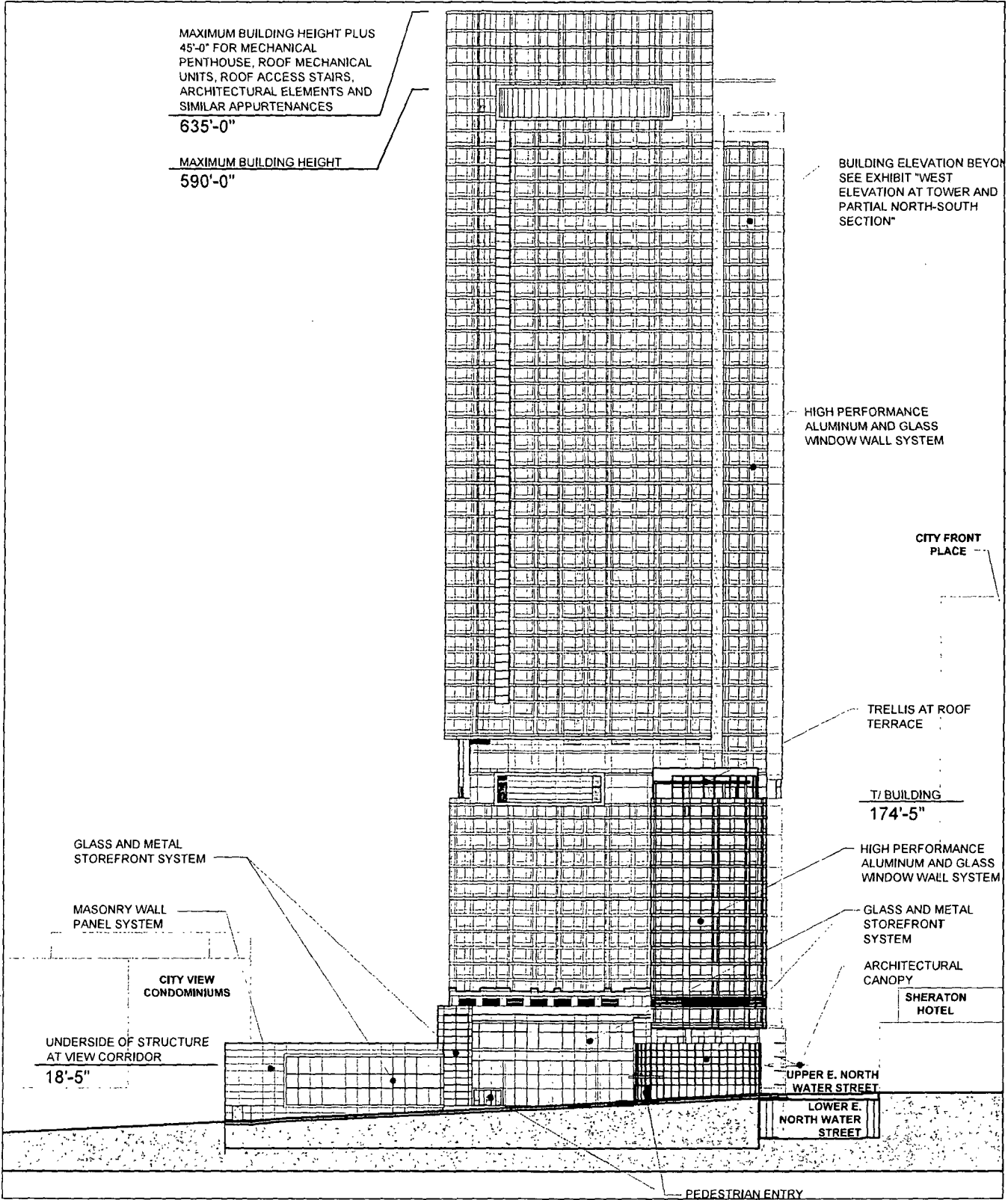
Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.;
 435-463 N. Park Dr.; &
 432-62 N. New St.

0' 40' 80'



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Date: May 24, 2012
Revised:



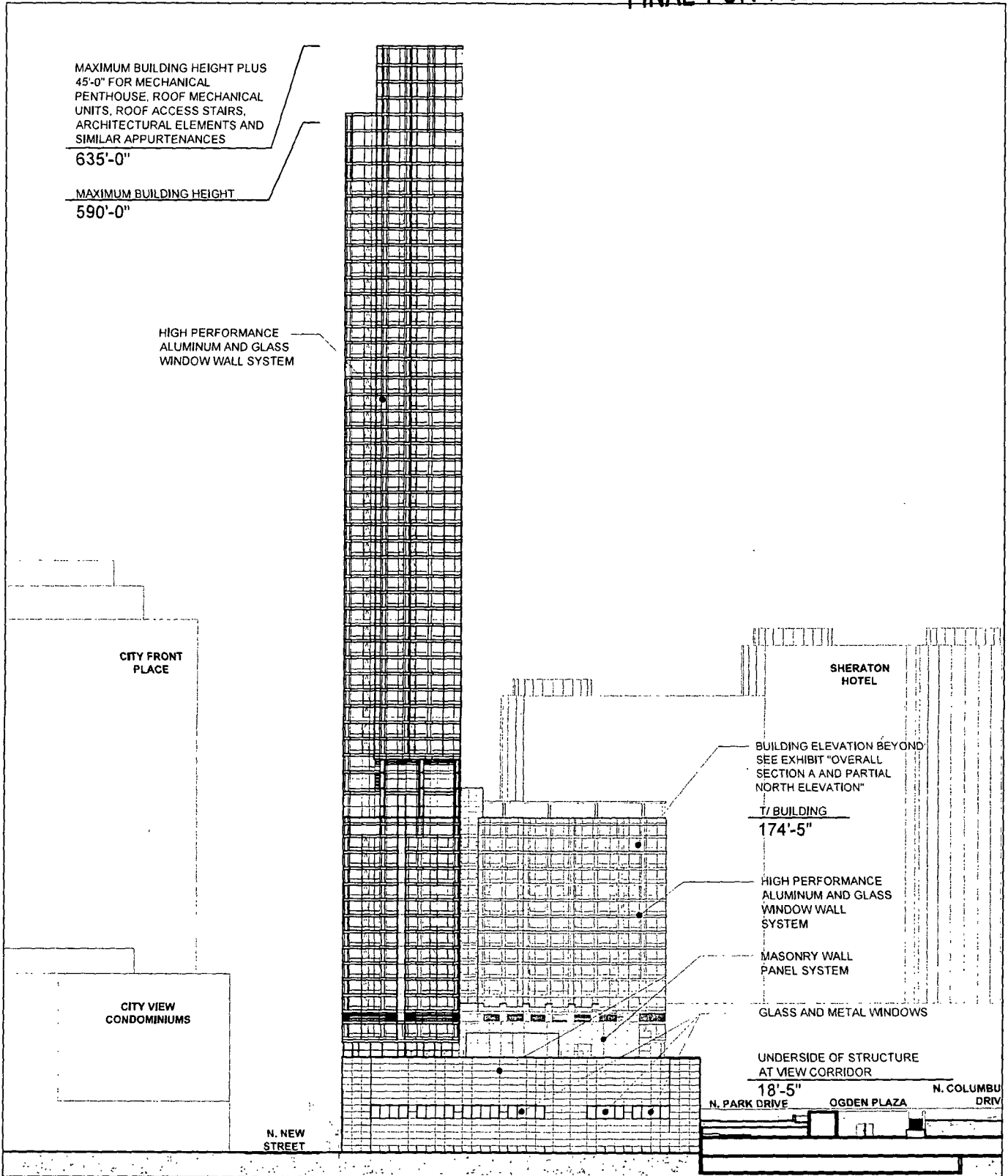
**WEST ELEVATION AT
NORTH PARK DRIVE**

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.;
 435-463 N. Park Dr.; &
 432-62 N. New St.

Date: May 24, 2012
Revised:

0' 40' 80'





NORTH ELEVATION

Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.;
 435-463 N. Park Dr.; &
 432-62 N. New St.

Date: May 24, 2012
Revised:

0' 40' 80'



FINAL FOR PUBLICATION

MAXIMUM BUILDING HEIGHT PLUS
45'-0" FOR MECHANICAL
PENTHOUSE, ROOF MECHANICAL
UNITS, ROOF ACCESS STAIRS,
ARCHITECTURAL ELEMENTS AND
SIMILAR APPURTENANCES
635'-0"

MAXIMUM BUILDING HEIGHT
590'-0"

HIGH PERFORMANCE
ALUMINUM AND GLASS
WINDOW WALL SYSTEM

CHICAGO
TRIBUNE
TOWER

HIGH PERFORMANCE
ALUMINUM AND GLASS
WINDOW WALL SYSTEM

GLASS AND METAL
STOREFRONT SYSTEM

GLASS AND
METAL WINDOWS

GLASS AND METAL
STOREFRONT SYSTEM

GLASS AND METAL WINDOWS

MASONRY WALL
PANEL SYSTEM

SHERATON
HOTEL

UPPER E. NORTH
WATER STREET

LOWER E.
NORTH WATER
STREET

UNDERSIDE OF STRUCTURE
AT VIEW CORRIDOR
18'-5"

PEDESTRIAN ENTRY

EAST ELEVATION

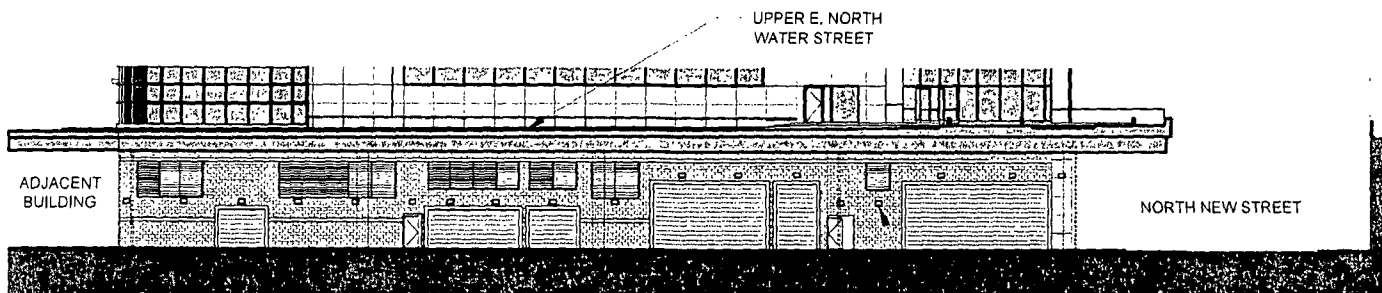
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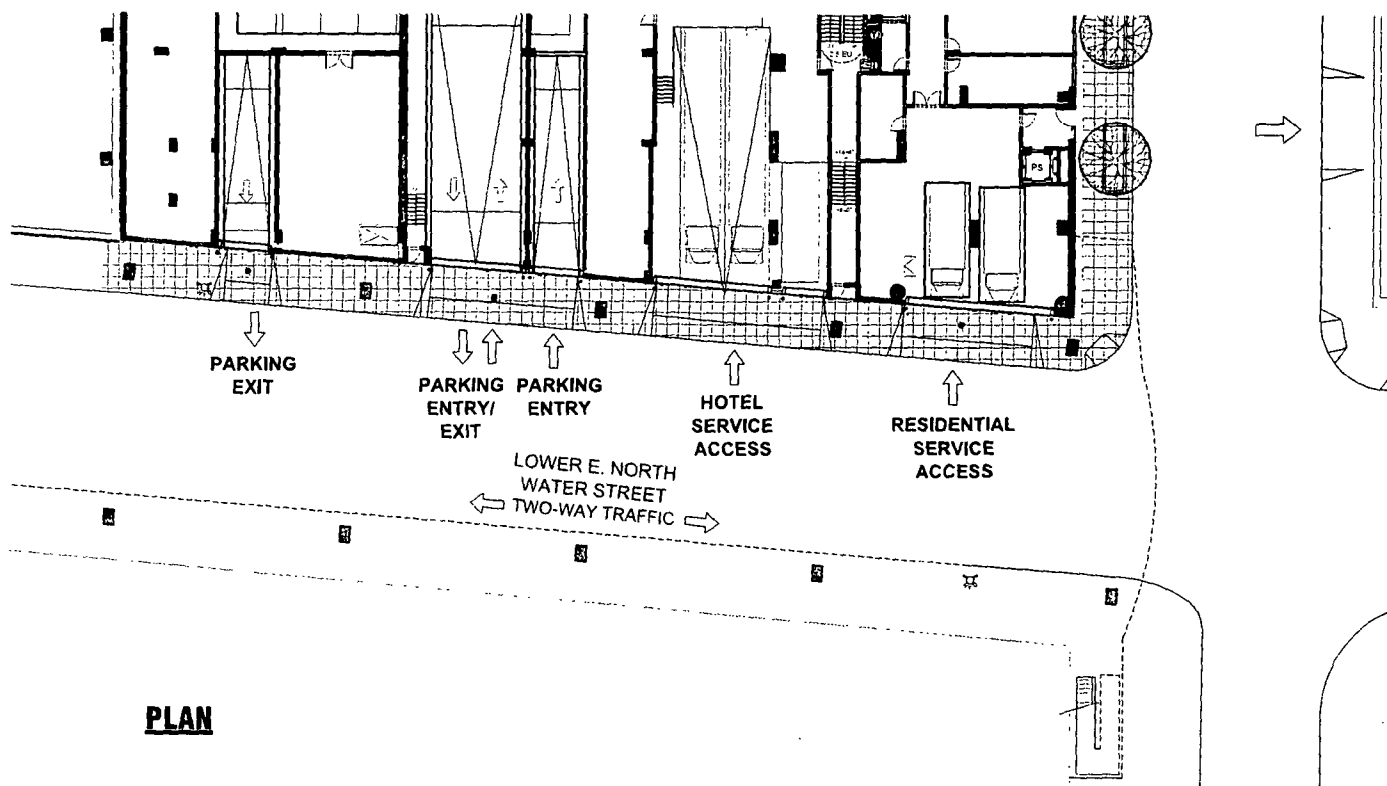
Date: May 24, 2012
Revised:



ELEVATION

LOWER E. NORTH WATER STREET

FACADE LIGHTING, TYP. (AVG. 2 FOOT CANDLES AT SIDEWALK)



PLAN

PROPOSED LOWER E. NORTH WATER STREET PLAN & ELEVATION WITH LIGHTING CONCEPT

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Applicant: NEW WATER PARK, LLC
Address: 320-42 E. Upper North Water St.;
435-463 N. Park Dr.; &
432-62 N. New St.

Date: May 24, 2012
Revised:



Project Name:

North Park Drive Development

Project Location:

* Street Number (if the address only includes one street number, please fill only the cell "From"):
 From* To* Direction: Street Name: Select Street Type:
 435 463 N Park Dr

Ward No: Community Area No:
 42

Project Type:

Check applicable:
 Planned Development Redevelopment Agreement Zoning Change
 PD No: 368 RDA No: From: To:
 Public project Landmark

Project Size:

Total land area in sq.ft.: Total building(s) footprint in sq.ft.: Total vehicular use area in sq.ft.:
 68,385 58,917 @ hotel entry level 80,419

DPD Project Manager:

Enter First Name Last Name
 Patrick Murphey

BG/GR Matrix:

Select project category:
 Res. 4 or more Market Rate

Financial Incentives:

Check applicable:
 TIF Empowerment Zone Grant Class L
 GRIF Ind. Dev. Revenue Bonds Class 6b
 SBIF Bank Participation Loan DOH
 Land Sale Write Down

Density Bonus:

Check applicable:
 Public plaza & pocket park Water features in a plaza or pocket park
 Chicago Riverwalk improvements Setbacks above the ground floor
 Winter gardens Lower level planting terrace
 Indoor through-block connection Green roof
 Sidewalk widening Underground parking and loading
 Arcades Concealed above-ground parking

Required per Zoning Code or Green Roof/Building Green Matrix
To be Provided by the development:

Please fill, if applicable

Landscaping:

7' Landscape Setback	Square footage:	0	0
Interior Landscape Area	Square footage:	0	0
No. of Interior Trees		0	0
No. of Parkway Trees		8	8

Open Space:

River Setback	Square footage:	0	NA
Private Open Space	Square footage:	0	35,324
Privately developed Public Open Space	Square footage:	0	0

Stormwater Management (At-grade volume control):

Permeable paving	Square footage:	0
Raingarden	Check applicable:	<input type="checkbox"/>
Filter strip		<input type="checkbox"/>
Bioswale		<input type="checkbox"/>
Detention pond		<input type="checkbox"/>
Native landscaping	Square footage:	0
Rain-water collection cistern/barrel	Gallons:	0
Total impervious area reduction	Square footage:	24,030

Other sustainable surface treatments:

Green roof	Square footage:	25,021	25,900
Energy Star roof	Square footage:	0	9,800
High-albedo pavement	Square footage:		20,694

Transportation:

No. of accessory parking spaces	230	230
Total no. of parking spaces (Accessory + Non- Acc.)		0
No. of parking spaces dedicated to car sharing services (E.g.: I-Go, Zip-Car)	0	0
No. of bicycle parking	50	50
Within 600 ft of CTA or Metra station entrance		<input type="checkbox"/>



Building Certification:

Energy Star building	<input type="checkbox"/>	<input type="checkbox"/>
LEED certification	<input checked="" type="checkbox"/>	<input type="checkbox"/>
LEED Certified		<input type="checkbox"/>
LEED Silver		<input type="checkbox"/>
LEED Gold		<input type="checkbox"/>
LEED Platinum		<input type="checkbox"/>
Chicago Green Homes	<input type="checkbox"/>	<input type="checkbox"/>
Chicago Green Homes [one-star]		<input type="checkbox"/>
Chicago Green Homes [two-star]		<input type="checkbox"/>
Chicago Green Homes [three-star]		<input type="checkbox"/>

Energy efficiency strategies not captured above:

-IE: Other than Energy Star Roof – or Energy Star Building Certification-

The project shall use best and reasonable efforts to design, construct and maintain all buildings located within this Planned Development in a manner generally consistent with the Leadership in Energy and Environmental Design Green Building Rating System (LEED).

- High performance exterior enclosure
- Interior Shades
- High SRI light colored roofing reduces heat island effect
- Operable Windows
- Use of zero-CFC based refrigerants for building MEP systems
- Thermostats and operable windows give individuals some thermal control
- Energy Star compliant appliances
- Minimize Exterior Lighting
- Water efficient landscaping

Other sustainable strategies and/or Project Notes:

- Secure bike storage
- Recycled and regional materials specified for a minimum of 10% of total materials
- No / low VOC adhesives, sealants, paints, coating and flooring systems specified
- System Commissioning
- Storage/collection of recycling
- Site remediation