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SO2011-6698

Office of the City Clerk

City Council Document Tracking Sheet

Meeting Date:	7/28/2011
Sponsor(s):	Mendoza, Susana A. (Clerk)
Type:	Ordinance
Title:	Zoning Reclassification App No. 17318
Committee(s) Assignment:	Committee on Zoning, Landmarks and Building Standards

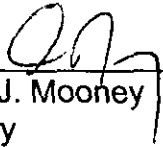


17318
FINAL

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT
CITY OF CHICAGO

MEMORANDUM

TO: Alderman Daniel S. Solis
Chairman, City Council Committee on Zoning

FROM: 
Andrew J. Mooney
Secretary
Chicago Plan Commission

DATE: November 18, 2011

RE: Proposed Amendment to Institutional Planned Development No. 3
for the property generally located 237-259 East Erie street, 628-648
North Fairbanks Court, and 238-258 E. Ontario Street.

On November 17, 2011, the Chicago Plan Commission recommended approval of the proposed amendment submitted by Northwestern University. A copy of the proposed amendment is attached. I would very much appreciate your assistance in having this introduced at the next possible City Council Committee on Zoning hearing.

Also enclosed is a copy of the staff report to the Plan Commission which includes the Department of Zoning and Land Use Planning recommendation and a copy of the Resolution. If you have any questions in this regard, please do not hesitate to contact me at 744-5777.

cc: Steve Valenziano
PD Master File (Original PD, copy of memo)

**REPORT
to the
CHICAGO PLAN COMMISSION
from
THE DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT
BUREAU OF PLANNING AND ZONING**

NOVEMBER 17, 2011

**FOR APPROVAL: PROPOSED AMENDMENT TO INSTITUTIONAL PLANNED
DEVELOPMENT NO. 3**

APPLICANT: NORTHWESTERN UNIVERSITY

**LOCATION: 237-259 EAST ERIE STREET, 628-648 NORTH FAIRBANKS
COURT, 238-258 EAST ONTARIO STREET**

Pursuant to the provisions of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago, the Department of Housing and Economic Development hereby submits this report and recommendation on a proposed amendment to Institutional Planned Development No. 3 for your review and recommendation to the Chicago City Council. The application for the Chicago Zoning Ordinance was introduced into the City Council on July 28, 2011. Proper legal notice of the public hearing on the application was published in the Chicago Sun-Times on, November 2, 2011. The Applicant was separately notified of this hearing.

The site is currently zoned DX-12 Downtown Mixed-Use District. This application is being submitted by the Applicant as an amendment to Institutional Planned Development No. 3 to amend and expand the planned development boundaries, and add a use of medical service use. Pursuant to Section 17-8-0515-B of the Chicago Zoning Ordinance, Planned Development review and approval is required since the proposed amendment will result in an increase in lot area.

PROJECT BACKGROUND

The Applicant, Northwestern University, is seeking an amendment to the existing Institutional Planned Development to expand the boundaries of the Planned Development in order to permit construction of an outpatient care facility. The expansion of the Planned Development boundaries requires a mandatory Planned Development amendment.

Institutional Planned Development No. 3 (IPD No. 3) was originally approved in 1959. The Planned Development is located in the Streeterville neighborhood in the area generally bounded by North St. Clair Street, on the west, East Chicago Avenue, on the north, North Lake Shore Drive on the east and East Huron Street, East Erie Street and East Ontario Street on the south. Existing Planned Development No. 3 consists of six sub-areas (A, B, C, D, E and F).

The current proposed planned development amendment would add a new Sub-area (G) and add a 46,094 square foot parcel located between East Erie Street and East Ontario Street. This

parcel, owned by Northwestern Memorial Hospital (“NMH”) is zoned DX-12, Downtown Mixed-Use District. The proposed amendment would increase the size of the Planned Development by just over one acre.

PROJECT DESCRIPTION

NMH currently operates a hospital and health care facility adjacent to the site located within Sub-area E of IPD No. 3, which is generally bounded by North St. Clair Street on the west, East Erie Street on the south, North Fairbanks Court on the east and East Huron Street on the north. NMH proposes to relocate several of its medical offices related to outpatient care and medical services to the subject site located within the Northwestern Medical Campus.

The main entrance for patients, visitors, and staff is located along an interior courtyard on the eastern elevation of the building. The courtyard also contains a two-way vehicular passageway. The passageway will accommodate vehicles entering from East Ontario Street and East Erie Street, drop-offs at the building entry and exit onto the vehicular passageway.

SITE AND AREA DESCRIPTION

The total net site area of Sub area G is 46,094 square feet. The site is bounded by North Fairbanks Court on the east, a residential high-rise and proposed public alley on the west, East Erie Street on the north, and East Ontario Street on the south. The site is located in the Streeterville Community Area, is not in a Tax Increment Financing District and both parcels are currently zoned DX-12 Downtown Mixed-Use District. The site is not in an industrial corridor or the Lake Michigan and the Chicago Lakefront Protection District. The property is improved by a four-story masonry brick building at 240 East Ontario Street and a seven story masonry building at 259 East Erie Street which, is rated as potentially significant in the context of the surrounding community (“orange”) on the Chicago Historic Resources Survey. Both buildings will be demolished to complete the proposed project.

The area surrounding the Planned Development is developed with a variety of commercial, residential, institutional, and open space uses. One block to the west of the westernmost boundary of the Planned Development is North Michigan Avenue, which is lined with retail uses, hotels, and several mixed-use, high-rise developments. To the south of the existing planned development boundaries along East Erie, East Ontario and East Ohio Streets lies an assortment of professional offices, businesses, and residential uses. To the north are Lake Shore Park and the site of the Museum of Contemporary Art. Along the eastern edge of the Planned Development are Lake Shore Drive and Lake Michigan.

The site is immediately accessible via public transit from CTA’s No. 2 Hyde Park Express bus line, No. 125 Water Tower Express line and the No. 157 Streeterville/Taylor bus line. The site is also served by two CTA train stations the Grand Avenue and Chicago Avenue Red Line stations both located approximately one mile from the site.

PROJECT DESCRIPTION

The applicant proposes to amend the boundaries of Institutional Planned Development No. 3 by adding the approximately 46,094 square foot site and establish a new subarea. The proposed planned development amendment contemplates the construction of a 25-story (390 foot) outpatient care facility with a floor area of approximately 641,000 square feet and 575 accessory parking spaces within Sub-area G of the planned development. The building is proposed to

contain approximately 523,000 square feet of office space devoted primarily to medical services and outpatient surgery.

DESIGN

The building is composed of architecturally finished pre-cast concrete panels, refinished aluminum curtain walls, and pre-finished aluminum framed glass windows. NMH will design and construct the proposed outpatient care facility as a LEED-certified Green Building and agrees to install a minimum of fifty percent (50%) of the net roof area as a vegetative green roof as indicated on the attached Roof Plan.

Level 1 will include the main public lobby, an internal ramp, vehicular passage for drop offs and a public entrance, as well as retail space, restaurant or other medical related sales floor space. Level 2 will include a public elevator lobby, bridge connection to the Feinberg Pavilion and second bridge to the parking garage located at 633 N. Fairbanks Court, as well as additional retail and other support functions. Levels 3 through 9 are devoted to parking spaces and storage area. Level 10 is entirely a mechanical floor with space for elevator shafts and a lobby. Levels 11-24 are for physician offices and related medical services for outpatient care. The 25th floor is devoted to an elevator penthouse and mechanical space.

ACCESS/CIRCULATION

The main entry and entry drive are both accessible via a vehicular passageway located on East Erie Street and East Ontario Street. The proposed design allows for vehicular access to the building for drop off and parking levels. Loading for the building will occur via an underground loading dock accessible by a ramp along East Ontario Street. Space for 575 vehicles is to be provided entirely within floors 2 thru 9 of the building and is appropriately screened by similar material cladding throughout the building. The site plan also provides for two bicycle racks located at the entrance of the building with a total capacity to park 20 bicycles.

CDOT has reviewed in detail the proposed NMH outpatient care facility and has no objection to the plans. The Applicant provided to CDOT a detailed traffic study in which the impact of the NMH outpatient care facility on numerous Streeterville intersections was analyzed.

LANDSCAPE & SUSTAINABILITY

The applicant has agreed to meet the requirements of the City of Chicago's Landscape Ordinance. The current landscape plan provides for 12 new trees and 11 new planters. The planters are to match the existing planters located in the Northwestern Memorial Hospital campus planters.

The project will meet the requirements of the City of Chicago's Sustainable Matrix by achieving LEED-Silver Certification and include a 50% (25,220 square feet) green roof over the net roof area. The Green roof is provided at level 18 (4,274 square feet), level 26 (17,976 square feet) and level 27 (2,970 square feet.)

BULK/USE/DENSITY

Sub-area G has a maximum F.A.R of 15.0 and a height limit of 390 feet. The proposal will not exceed the maximum FAR or height assigned to Sub-area G of IPD No. 3. The proposed amendment will add a medical service use and amend the Planned Development Boundaries. The area surrounding the Planned Development is developed with a variety of commercial,

residential, institutional, and open space uses. One block to the west of the westernmost boundary of the Planned Development is North Michigan Avenue, which is lined with retail uses, hotels, and several mixed-use, high-rise developments. To the south of the existing planned development boundaries along East Erie, East Ontario and East Ohio Streets, lies an assortment of professional offices, businesses, and residential uses. Further to the south is the mixed-use Cityfront Center Planned Development.

RECOMMENDATION

The Department of Housing and Economic Development has reviewed the project materials submitted by the Applicant and has concluded that the proposed development would be appropriate for the site for the following reasons:

- 1) Although the overall net site area of the planned development would change to reflect the impact of the parcel to be incorporated (Sub-area G), the development parameters of maximum FAR, height and land coverage are not exceeded and would not be negatively impacted by the overall plan of development.
- 2) The public infrastructure facilities and city services will be adequate to serve the proposed development at the time of occupancy.
- 3) The proposed Planned Development amendment has been reviewed by the Chicago Department of Transportation's Project Review Committee and all requested changes have been made. CDOT has reviewed in detail the proposed NMH outpatient care facility and has no objection to the plans. The Applicant provided to CDOT a detailed traffic study in which the impact of the NMH outpatient care facility on numerous Streeterville intersections was analyzed.
- 4) Copies of this application have been circulated to other City departments and agencies and no comments have been received. The project will comply with the requirements for access in case of fire and other emergencies.
- 5) The applicant has agreed to meet the requirements of the City of Chicago's Landscape Ordinance. The project will meet the requirements of the City of Chicago's Sustainable Matrix by achieving LEED-Silver Certification and include a 50% (25,220 square feet) green roof over the net roof area.

Based on the foregoing, it is the recommendation of the Department of Housing and Economic Development that the revised application for an amendment to Institutional Planned Development No. 3 be approved and the recommendation to the City Council Committee on Zoning, Landmarks and Building Standards be "As-Revised, Passage Recommended".

Department of Housing and Economic Development
Bureau of Planning and Zoning



DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT
CITY OF CHICAGO

**NORTHWESTERN UNIVERSITY ON BEHALF OF
NORTHWESTERN MEMORIAL HOSPITAL (NMH)
237-259 EAST ERIE STREET, 628-648 NORTH FAIRBANKS COURT,
238-258 EAST ONTARIO STREET
(Amendment to Institutional Planned Development No. 3)**

WHEREAS, the Applicant, Northwestern University, has submitted an application to rezone the DX-12 Downtown Mixed-Use District site to Institutional Planned Development No. 3, as amended; and

WHEREAS, the Applicant, proposes to amend the boundaries of the planned development by adding an approximately 46,044 square foot site currently zoned DX-12 Downtown Mixed-Use District located at above referenced address. Increase the net site area of Institutional Planned Development No. 3, to construct an approximately 999,000 square foot 25-story outpatient facility, add a use of "medical service", and allow for 575 accessory parking spaces.

WHEREAS, the Applicant's application to rezone the Property was introduced to the City Council on July 28, 2011; and

WHEREAS, proper legal notice of the hearing before the Chicago Plan Commission was published in the Chicago Sun-Times on November 2, 2011. The Applicant was separately notified of this hearing and the proposed zoning application was considered at a public hearing by this Plan Commission on November 17, 2011; and

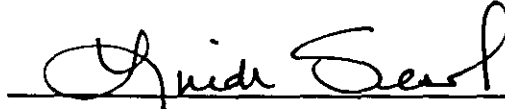
WHEREAS, the Plan Commission has reviewed the application with respect to the provisions of the Chicago Zoning Ordinance and finds that the proposal will be consistent with said provisions; and

WHEREAS, the Department of Housing and Economic Development recommended approval of the application, with the recommendation and explanation contained in the written report dated November 17, 2011, a copy of which is attached hereto and made a part hereof; and

WHEREAS, the Chicago Plan Commission has fully reviewed the application and all informational submissions associated with the proposed amendment, the report and recommendation of the Commissioner of the Department of Housing and Economic Development, and all other testimony presented at the public hearing held on November 17, 2011 giving due and proper consideration to the Chicago Zoning Ordinance; and

NOW, THEREFORE, BE IT RESOLVED BY THE CHICAGO PLAN COMMISSION:

1. THAT the final application dated November 17, 2011 be approved as being in conformance with the provisions, terms and conditions of the corresponding zoning application; and
2. THAT this Plan Commission recommends approval to the City Council Committee on Zoning, Landmarks and Building Standards of the final zoning application dated November 17, 2011; and
3. THAT the above-stated recitals to this resolution together with the report of the Commissioner of the Department of Housing and Economic Development be adopted as the findings of fact of the Chicago Plan Commission regarding the zoning map amendment application.



Linda Searl
Chairman
Chicago Plan Commission

ORDINANCE

Reclassification Of Area Shown On Map Number 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 Institutional Planned Development Number 3, as amended and DX-12 Downtown Mixed-Use District symbols and indications as shown on Map 1-E in the area bounded by:

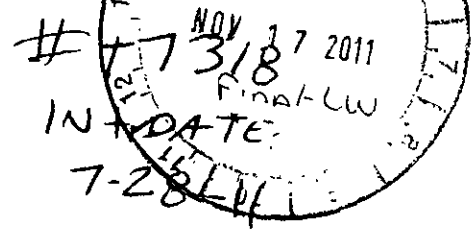
East Chicago Avenue; North Lake Shore Drive; East Huron Street; North Fairbanks Court; East Erie Street; a line 328 feet east of North Fairbanks Court; East Ontario Street; a line 206 feet west of and parallel to North Fairbanks Court; a line 138.19 feet north of and parallel to East Ontario Street; a line 220 feet west of and parallel to North Fairbanks Court; East Erie Street; North St. Clair Street; East Superior Street; a line 571 feet west of North Fairbanks Court; a line 143 feet north of East Superior Street; and a line 466 feet west of North Fairbanks Court

to those of Institutional Planned Development Number 3, as amended, which is hereby established in the area described above, subject to such use and bulk regulations as are set forth on the Plan of Development herewith attached and made a part hereof and to no others.

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



FINAL FOR PUBLICATION RECEIVED



CITY OF CHICAGO

APPLICATION FOR AN AMENDMENT TO THE CHICAGO ZONING ORDINANCE

1. ADDRESS of the property Applicant is seeking to rezone. 237-259 E. Erie Street; 628-648 N. Fairbanks Court; 238-258 E. Ontario Street; and Institutional Planned Development No. 3 ("IPD3"), as amended. See Exhibit A for list of addresses in area.

2. Ward Number that property is located in: 42

3. APPLICANT Northwestern University* c/o Scott Saef, Sidley Austin LLP

ADDRESS One South Dearborn CITY Chicago

STATE IL ZIP CODE 60603 PHONE 312-853-4159

EMAIL ssaef@sidley.com CONTACT PERSON Scott Saef

*All of the land within IPD3 as amended is owned, or for zoning purposes, controlled by 4. Is the applicant the owner of the property? YES X NO X Northwestern University.

If the applicant is not the owner of the property, please provide the following information regarding the owner and attach written authorization from the owner allowing the application to proceed.

OWNER	Northwestern University 633 Clark Street Evanston, IL 60208	Northwestern Memorial Hospital 251 E. Huron St. Chicago, IL 60611	The Children's Memorial Hospital 2300 Children's Plaza Chicago, IL 60614
ADDRESS	Ronald Nayler (847) 467-5810 r-nayler@northwestern.edu	Robert Christie (312) 926-7527 rchristi@nmh.org	Donna Wetzler (773) 880-3934 dwetzler@childrensmemorial.org
STATE	IL	IL	IL
ZIP CODE	60208	60611	60614
PHONE			

EMAIL CONTACT PERSON

5. If the Applicant/Owner of the property has obtained a lawyer as their representative for the rezoning, please provide the following information.

ATTORNEY Neal & Leroy, LLC attn: Carol D. Stubblefield**

ADDRESS 203 N. LaSalle Street, 2300

CITY Chicago STATE IL ZIP CODE 60601

PHONE 312-641-7144 FAX 312-641-5137 EMAIL cstubblefield@nealandleroy.com

**The primary purpose of this Application is to expand the boundaries of IPD3 by adding new property wholly owned by Northwestern Memorial Hospital ("NMH") for construction of an NMH project. Per consent of Northwestern University, primary contact for this Application is Neal & Leroy, LLC, attorneys for NMH.

6 If the applicant is a legal entity (Corporation, LLC, Partnership, etc) please provide the names of all owners as disclosed on the Economic Disclosure Statements.

Applicant is an Illinois corporation. No owners.

7. On what date did the owner acquire legal title to the subject property? Various dates

8. Has the present owner previously rezoned this property? If yes, when?
IPD3: Yes, 1962, 1975, 1993, 2001, 2008.
237-259 E. Erie; 628-648 N. Fairbanks; 238-258 E. Ontario: No

9. Present Zoning District IPD3; DX-12 Proposed Zoning District IPD3, as amended

10. Lot size in square feet (or dimensions) 46,094 sf (new sub-area); 1,002,185 sf (total PD)

11. Current Use of the property Institutional and accessory uses

12. Reason for rezoning the property Mandatory planned development review and approval by expansion of IPD3 boundary; 17-8-0515-A of Chicago Zoning Ordinance

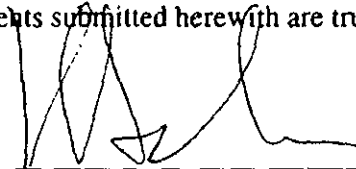
13 Describe the proposed use of the property after the rezoning. Indicate the number of dwelling units; number of parking spaces; approximate square footage of any commercial space; and height of the proposed building. (BE SPECIFIC)
The primary purpose of this Application is to facilitate construction by NMH of a new outpatient care pavilion with clinical and doctors' offices. There will be retail space, 575 off-street parking spaces, and the proposed height of the building is approximately 380 feet.

14. On May 14th, 2007, the Chicago City Council passed the Affordable Requirements Ordinance (ARO) that requires on-site affordable housing units or a financial contribution if residential housing projects receive a zoning change under certain circumstances. Based on the lot size of the project in question and the proposed zoning classification, is this project subject to the Affordable Requirements Ordinance? (See Fact Sheet for more information)

YES _____ NO X

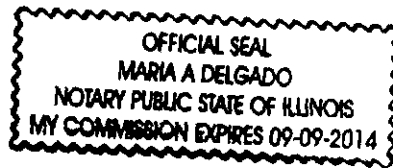
COUNTY OF COOK
STATE OF ILLINOIS

Eugene Sunshine, being first duly sworn on oath, states that all of the above statements and the statements contained in the documents submitted herewith are true and correct.

821 
Signature of Applicant

Subscribed and Sworn to before me this
19th day of July, 2011.

Maria A. Delgado
Notary Public



For Office Use Only

Date of Introduction: _____

File Number: _____

Ward: _____

Bulk Data Table

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Sub-Area	Net Area	Max. Floor Area Ratio	Max. Percent of Land Coverage	Min. Periphery Setbacks	Min. Distance Between Bldgs.
A.	247,714 s.f. 5.69 acres	9.9	85%	6' along Chicago Ave. 22' along LSD	
B.	233,382 s.f. 5.36 acres	9.5	85%	20' along LSD	25' between Patient Windows
C.	141,404 s.f. 3.25 acres	13.25	90%	0' along Chicago Ave.	15' between Patient Windows
D.	130,982 s.f. 3.01 acres	2.4	90%	0'	
E.	130,994 s.f. 3.01 acres	17.44	97%	15' min. along St. Clair 15' min. along Fairbanks	
F.	71,615 s.f. 1.64 acres	.25	100%	0'	
G.	46,094 s.f. 1.06 acres	15.00	87.9%	15' min along Fairbanks	2'-0" to west interior prop. line plus 1'-3" from interior property line to adjacent building; total 3'-3" bldg. to bldg.
Total	1,002,185 s.f. 23.01 acres	10.86	95%		

Gross Site Area = Net Site Area (23.01 acres) + Public Right of Way (10.72 acres) = 33.73 acres

Bulk Data Table (Page 2)

FINAL FOR PUBLICATION

Maximum Permitted Floor Area Ratio

(For Total Net Site Area): 10.86

Maximum Percent of Land Covered

(For Total Net Site Area): 95%

Minimum Number of Off-Street

Parking Spaces 2,814

See Statement 12(i) for provisions related to the development of additional parking supply.

Minimum number of off-street loading spaces shall be provided in accordance with the Chicago Zoning Ordinance subject to review of the Department of Transportation and approval by the Department of Housing and Economic Development.

The above noted regulations relate to the ultimate development within the Planned Development Area. Interim stages of development may exceed these permitted standards, subject to approval of the Department of Housing and Economic Development.

The public parking structure located in Sub-Area "D" is assigned a 0.0 F.A.R. because it is intended to provide accessory parking for uses within the Planned Development and other medical uses related thereto. The parking and public transit uses within the public parking structure located in Sub-Area "F" are assigned a 0.0 F.A.R. because they are intended to provide accessory parking for uses within the Planned Development and other medical uses related thereto and to accommodate public transportation staging needs. A parking structure will be considered as an accessory parking facility if it provides a minimum of 50% of the spaces contained therein for accessory parking.

PLAN OF DEVELOPMENT – STATEMENTS

FINAL FOR PUBLICATION

1. The area delineated herein as Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), consists of approximately 1,002,185 square feet, which is 23.01 acres of property and is depicted on the attached Planned Development Boundary, Property Line and R.O.W. Map (the “Property”). Title to the Property is owned by Northwestern University (herein referred to as “N.U.” or the “Applicant”), Northwestern Memorial Hospital or its affiliates (hereinafter referred to as “N.M.H.”), Children’s Memorial Hospital (“CMH”), or their respective related entities, and, for the purposes of Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), controlled for zoning purposes by N.U. All required disclosures are contained within the Economic Disclosure statements filed with the City of Chicago in accordance with the applicable requirements.
2. All applicable official reviews, approvals or permits are required to be obtained by the Applicant.
3. The requirements, obligations and conditions contained within Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), shall be binding upon the Applicant, its successors and assigns, 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 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 Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), are made, shall be under single ownership, single control or single designated control. Single control and single designated control for purposes of this paragraph shall mean that any application to the City for any amendment to this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), or any other modification or change thereto (administrative, legislative or otherwise) shall be made or authorized by N.U. However, nothing herein shall prohibit or in any way restrict the alienation, sale or any other transfer of all or any portion of the Property or any rights, interests or obligations therein.
4. The property within the Institutional Planned Development Number 3 boundaries, as amended (1962, 1975, 1993, 2001, 2008, 2011) is divided into seven (7) subareas as depicted on the Planned Development Boundary, Property Line and R.O.W. Map.
5. This plan of development consists of 18 statements; an Existing Land-Use Area Plan; a Planned Development Boundary, Property Line and R.O.W. Map; an Existing Zoning Map; a Generalized Land Use and Sub-Area Map, Pedestrian Overpass Plan; a Bulk Data Table; the following plans pertaining to the N.M.H. outpatient care pavilion project (“OCP Project”) prepared by OWPP Cannon Design dated November 17, 2011: Detailed

Applicant: Northwestern University
Address: 237-259 E. Erie Street; 238-258 East Ontario Street
628-648 N. Fairbanks Court
Date: July 28, 2011
CPC Date: November 17, 2011

Site Plan, Landscape Plan, Green Roof Plan, North Elevation, East Elevation, West Elevation and South Elevation; and the following CMH plans and documents (such plans having been prepared by Zimmer Gunsul Frasca Architects LLP dated December 13, 2007): Overall Site Plan, Detailed Site Plan, Pedestrian Overpass Plan, Landscape Plan, Typical Streetscape Section, South Elevation, West Elevation, North Elevation, East Elevation and Roof Plan; the Helicopter Approach Diagram; Heliport Review Committee Guidelines; and Heliport Safety Plan, all approved as part of the 2008 amendment of the Planned Development and published in the February 6, 2008 Journal of Proceedings of the City Council of the City of Chicago on pages 21279-21319. The following exhibits and documents are also incorporated into the Plan of Development by reference: (1) Superior Garage Site Plan; Erie/Fairbanks Garage Site Plan; Superior Garage Landscape Plan; an Erie/Fairbanks Garage Landscape Plan; North, South and West Elevations of the Huron-St. Clair Parking Facility (the "Superior Garage"); North, South and West Elevations of the Erie-Ontario Parking Facility (the "Erie-Ontario parking structure") and Traffic Management Plan, all approved as part of the 1993 amendment of the Planned Development and published in the June 23, 1993 Journal of the Proceedings of the City Council of the City of Chicago on pages 34589 through 34641; (2) Subarea E Inpatient Hospital and Medical Office Building plans for which Interim Stage Part II approval was granted by the Department of Planning and Development on June 14, 1995; (3) the following Erie Street Parking Structure plans prepared by Walker Parking Consultants and Ross Barney & Jankowski dated March 15, 2001: Site Plan, Street Level Planting Plan, South Elevation, West Elevation, North Elevation, Perspective, Top Tier Plan, Roof Top Planting Plan, New Parking Structure Typical Planter Box Planting Plan, all approved as part of the 2001 amendment of the Planned Development and published in the March 28, 2001 Journal of the Proceedings of the City Council of the City of Chicago on pages 56488 through 56521; and (4) the TMP placed on file by the Applicant from time to time as referenced in Statement 12(f). These and no other zoning controls shall apply to the Property. This Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), conforms to the intent and purpose of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago, and all requirements thereof, and satisfies the established criteria for approval as a Planned Development.

6. The following uses shall be permitted on the Property subject to the restrictions in Statement 12 and in the Bulk Data Table:

Subarea A: Educational, Residential, Research and Medical, Dental and Legal Offices.

Subarea B: Educational, Hospital, Institutional, Residential, Research, Medical and Dental Uses.

Subarea C: Educational, Hospital, Heliport, Residential, Professional Offices, Research, Medical and Dental Uses.

Applicant: Northwestern University
 Address: 237-259 E. Erie Street; 238-258 East Ontario Street
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 Date: July 28, 2011
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- Subarea D: Educational, Hospital, Research, Medical, Dental, Accessory Parking and Non-Accessory Parking.
- Subarea E: Hospital, Professional Offices, Research, Medical and Accessory Parking Uses.
- Subarea F: Accessory Parking, Non-Accessory Parking, Public Transit, Commercial and Institutional Uses.
- Subarea G: Hospital, Office, Medical Service, Ambulatory, Research, Medical, Accessory Parking, Commercial and Institutional Uses.

Residential shall be defined as temporary housing for family members of faculty, students, patients or staff, medical and nursing staff, students and visiting faculty, guest rooms for patients and visitors, outpatient care facilities, and other residential uses connected to the primary missions of CMH, N.M.H., the Rehabilitation Institute of Chicago, and Northwestern University. All other residential uses will require an amendment to this Planned Development.

Day care centers (adult and child) shall be permitted in all subareas, as shall accessory uses, including ground-floor and other accessory retail.

7. Temporary signs such as construction and marketing signs, on-premise and other necessary signs shall be permitted within this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011) subject to the review and approval of the Department of Housing and Economic Development (“DHED”) and Section 17-12-0804.
8. Any dedication or vacation of streets, alleys or easements in the public way or any adjustment of rights-of-way shall require a separate submittal on behalf of the Applicant and approval by the City Council.
9. Any service drive or other ingress or egress shall be adequately designed and paved in accordance with the regulations of the Chicago Department of Transportation (“CDOT”) in effect at the time of construction and in compliance with the Municipal Code of the City of Chicago, to provide ingress and egress for motor vehicles, including emergency vehicles. The plan for vehicular ingress and egress shall be subject to the review and approval of CDOT and DHED. All work proposed in the public way must be designed and constructed in accordance with the Department of Transportation “Construction Standards for Work in the Public Way” and the “Street and Site Design Standards,” and in compliance with the Municipal Code. Closure of all or any part of any public street or alley during demolition or construction shall be subject to the review and approval of CDOT and the Office of Emergency Management and Communications (“OEMC”).

Applicant: Northwestern University
Address: 237-259 E. Erie Street; 238-258 East Ontario Street
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10. In addition to the maximum height of any proposed buildings or any appurtenance thereto prescribed in this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), the height of any improvements shall also be subject to height limitations approved by the Federal Aviation Administration.
11. For purposes of maximum floor area ratio (F.A.R.) calculations, the definitions in the Chicago Zoning Ordinance shall apply; provided, however, that in addition to the other exclusions from floor area for purposes of determining F.A.R. permitted by the Chicago Zoning Ordinance, all floor area devoted to mechanical equipment prior to the approved 2011 amendment in excess of one thousand (1,000) square feet in a single location, regardless of placement in the building, shall be excluded. All new floor area devoted to mechanical equipment from the date of the approved 2011 amendment in excess of five thousand (5,000) square feet in a single location, regardless of placement in the building, shall be excluded.
12. The improvements on the Property, including the on-site exterior landscaping, the landscaping along the adjacent rights-of-way and all entrances and exits to and from the parking and loading areas, shall be designed, constructed and maintained in substantial conformance with the Plans, Maps, Site Plans and exhibits described in Statement 5. In addition, the improvements on the Property shall be subject to the following specific regulations:
 - (a) **Landscaping and Lighting:** Any parkway trees shall be installed and maintained in general accordance with the Site Plans and Elevations attached hereto, and the parkway tree planting provisions of the Chicago Landscape Ordinance and corresponding guidelines and regulations. A landscaped pedestrian connection shall be provided adjacent to the Subarea D parking garage in the locations depicted on the Landscape Plan for this garage approved as part of the 1993 Planned Development amendment. Such pedestrian connection shall be graded, planted (with grass and trees or ornamental plantings) and lit. Planter boxes have been installed as indicated on the Building Elevations of the Erie-Ontario parking structure and maintained during growing season. Planter boxes shall not be required to be installed on the existing portion of the Erie-Ontario parking structure until construction of the addition to the Erie-Ontario parking structure contemplated by this planned development amendment has been completed.
 - (b) **Loading:** Off-street loading shall be provided in accordance with Statement 12(f) and Site Plans approved as part of the 1993 and the 2001 Planned Development amendments.
 - (c) **Parking:** Parking spaces required under this Planned Development may be designed to accommodate compact cars. Notwithstanding anything to the contrary in the Chicago Zoning Ordinance, such compact car parking spaces may be less

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than eight feet wide, but no less than seven and one-half (7½) feet wide. Up to 75 neighborhood residential parkers will be accommodated in the Sub-area F garage at market rates on a monthly basis. A minimum of two percent (2%) of spaces shall be designed and designated for use by persons with disabilities.

- (d) Circulation: Parking space layout, loading access, private roadway vehicular circulation routes, private pedestrian circulation routes, parking structure operational design and the location and design of curb-cuts at public streets shall be designed and constructed in substantial accordance with the Site Plans attached hereto or approved as part of the 2001 and 2008 Planned Development amendments. A private north/south, mid-block pedestrian connection shall be provided as depicted on the Superior Garage Landscape Plan approved as part of the 1993 Planned Development amendment.
- (e) Pedestrian Overpasses and Tunnels: Any pedestrian overpass or tunnel affecting the public way shall be designed and constructed in substantial conformity with the Site Plans attached hereto or approved as part of the 2008 Planned Development amendment, including the Pedestrian Overpass Plans (2008 and 2011), Generalized Land-Use Plan (2008) and Generalized Land-Use and Sub-Area Map (2011). Removal of the existing double-decked skybridge over Superior Street shall commence during the demolition of the existing Wesley hospital building within sub-area C and shall be diligently pursued to completion thereafter. Removal of the existing upper level of the skybridge over Fairbanks Court shall commence during the demolition of the existing Passavant hospital building within sub-area B and shall be diligently pursued to completion thereafter. Notwithstanding anything to the contrary in the prior sentence, removal of the third and sixth level skybridges over Superior Street and removal of the sixth level skybridge over Fairbanks Court shall commence no later than December 31, 2001. As is indicated on the Pedestrian Overpass Plan (2001) and Generalized Land Use Plan (2001), the Applicant shall be permitted to relocate and rebuild the existing third level skybridge which extends over Fairbanks Court from sub-area D to sub-area B.
- (f) Traffic management and mitigation
- (1) Traffic Management Plan. The Applicant shall be responsible for continuing implementation of certain operational controls over parking and traffic activity associated with the Planned Development. These operational controls shall be as set forth in the Traffic Management Plan ("TMP") which shall be deemed an integral part of this Planned Development. The Applicant's compliance with the TMP shall be a requirement of Institutional Planned Development No. 3, as amended (1962, 1975, 1993, 2001, 2008, 2011). The Applicant specifically agrees to review and update the TMP and submit same for review by CDOT

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and OEMC prior to issuance of Part II approval for the superstructure of the CMH hospital, and to finalize the TMP within six months of submission of the draft subject to approval by DPD, CDOT and OEMC. The amended TMP shall describe any new, existing or modified measures that the Applicant shall implement to exercise management and operational control over parking and traffic activity, including but not limited to:

- a. Private shuttle services,
- b. Coordination with public transit agencies concerning campus service and promotion of public transit alternatives,
- c. Parking operational policies to promote efficient traffic flows within the Planned Development,
- d. Promotion of facilities to actively encourage bicycle usage,
- e. Off-street loading operational policies, including restrictions on deliveries during certain hours,
- f. Active transportation management activities and usage of Traffic Control Aides,
- g. Statements of traffic-related planning principles that the Institutions commit to following in the redevelopment of institutionally-controlled properties within the Planned Development, and
- h. Valet parking service operational policies.

In order to assure the effectiveness of the TMP, prior to March 31st of each year following occupancy of the CMH hospital within Subarea C by inpatients (the "CMH Occupancy Date"), the Applicant shall submit to the Commissioner of CDOT and the Executive Director of OEMC (with a copy to the Commissioner of DHED) a report describing the past year's traffic and parking activity and assessing the effectiveness of the various provisions of the TMP, and any recommended modifications thereto.

(2) Traffic Control Aides.

OEMC has determined that the posting of Traffic Management Authority Control Aides("Aides") would help traffic operations at key intersections within and adjacent to the Planned Development during the AM and PM peak hours and allow for strict enforcement of both curbside regulations and parking

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restrictions. Accordingly, the Applicant agrees, during the period of construction of the CMH hospital, to compensate the City, at the generally applicable part-time Aide rate, for the cost of 6 Aides posted within or adjacent to IPD3 as determined necessary by OEMC. The Applicant further agrees, from the date that the CMH hospital is occupied, to compensate the City for the cost of 12 Aides posted within or adjacent to the Planned Development as determined necessary by OEMC. The compensation will be based on actual Aide assignment to intersections or streets (if a roving Aide) within or adjacent to the Planned Development.

The payment structure by which the Applicant compensates the City will be determined by the Office of Budget and Management and OEMC. At a minimum, the Applicant agrees to enter into a Grant-based Intergovernmental Agreement (“IGA”) with OEMC to provide the payment for the Aides. The first payment will be made prior to issuance of the first building permit for the CMH hospital and will be pro-rated for the remaining number of months in that year. On January 1st of the following year, the Applicant will provide the next payment, and each January 1st, thereafter. The IGA will be reviewed annually to determine if the grant amount needs to be modified based on changes in wages or staffing.

The Applicant may request the City’s approval of changes to this Statement, including specifically the number of Aides and the amount of the Applicant’s payment obligation based on evidence of changed circumstances. Such evidence shall include, as appropriate, traffic analyses and other technical data. The City agrees at a minimum, based on Applicant-supplied traffic analyses, OEMC/CDOT data and analyses and other evidence, to review the appropriateness of the Applicant’s Aide payment obligation on the earlier to occur of (1) the date of the next requested comprehensive amendment of this Planned Development; or (2) the two-year anniversary of the CMH Occupancy Date.

(3) Pedestrian Countdown Signals

The Applicant has reimbursed the City for the cost to retrofit existing traffic signals with up to 44 pedestrian countdown signals at the following locations:

- Lake Shore Drive -Chicago (2 each)
- Chicago-Fairbanks (4 each)
- Mies Van Der Rohe-Chicago (6 each)
- Huron-St. Clair (8 each)
- Huron-Fairbanks (8 each)
- Erie-Fairbanks (8 each)
- Ontario-Fairbanks (8 each)

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The City has completed the retrofitting of the pedestrian countdown signals.

The Applicant will reimburse the City for the cost to retrofit the existing traffic signals at the intersection of East Ontario Street and North St. Clair Street with up to 8 pedestrian countdown signals. The City will use reasonable efforts to complete the retrofitting of the pedestrian countdown signals at this intersection prior to the issuance of the Certificate of Occupancy for the OCP Project.

(4) Additional Traffic and Street Improvements

(A) McClurg Court: The Applicant has completed to the satisfaction of CDOT and OEMC a traffic engineering study of the conversion of McClurg Court between Ohio and Ontario from one-way northbound to either one-way southbound or two-way. The study assessed the traffic impacts and benefits of each alternate and included assessments of intersection operations in the area bounded by McClurg, Ontario, Fairbanks, and Illinois. The Applicant will provide a preliminary plan of the preferred alternative should such an alternative be determined by the City.

The Applicant shall compensate the City for all costs associated with the conversion of the direction of McClurg Court within its existing right-of-way, including design, traffic signal modifications, signage, pavement markings and movement, if any, of parking meters. The City will use reasonable efforts to complete the work at such time prior to the CMH Occupancy Date as mutually agreed by the Applicant and the City.

(B) Restriping of Chicago Avenue and Superior Street: The Applicant will implement pavement marking and signage changes in substantial conformance with the restriping plans for Chicago Avenue between Fairbanks and Lake Shore Drive as shown in a conceptual sketch previously submitted to CDOT and OEMC and attached to this Planned Development and for Superior Street between St. Clair and Fairbanks as shown in the CMH Site Plan no later than the CMH Occupancy Date. Prior to doing this work, the Applicant will submit permit applications with more detailed drawings as required by CDOT and OEMC.

(C) Chicago-Fairbanks Curb Radius: The Applicant has widened the southwest corner curb radius of the Chicago and Fairbanks intersection, including relocation or modification of traffic signal poles.

(D) Valet parking and Car Retrieval: If a valet parking option is offered at the CMH hospital within sub-area C, such option may only be available for emergencies and to persons with disabilities. The Applicant agrees that in such operation, vehicles must be dropped off at the front entry to CMH in the planned

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internal driveway and must be retrieved by the CMH patron/visitor within the Huron-Superior garage.

(E) Traffic signal warrant study: The Applicant shall compensate the City for all costs associated with a study to be performed by OEMC one year after the CMH Occupancy Date to determine whether traffic signals are warranted at the intersection of Superior Street and St. Clair Street and at the intersection of Superior Street with the CMH and Prentice Hospitals exit drive and the entrance/exit of the Superior Parking Garage. If the OEMC study determines that traffic signals are warranted at the intersection of Superior Street and St. Clair Street, the City will use reasonable efforts to install traffic signals at said intersection and the Applicant shall compensate the City for all costs associated with the design and improvement of the intersection with traffic signals. If the OEMC study determines that traffic signals are warranted at the intersection of Superior Street with the CMH and Prentice Hospitals exit drive and the entrance/exit of the Superior Parking Garage, the Applicant will, at its sole cost, provide detailed engineering drawings, secure all necessary permits, and complete all work associated with the improvement of the intersection with traffic signals, including but not limited to, striping, signage and accessible pedestrian crosswalk and ramps within one year of the City's determination that the signals are warranted. Future traffic signals and signage within the Planned Development will be considered during review of future applications for site plan review and amendments to the Planned Development.

(F) Chicago-Mies intersection: The Applicant will provide fully complete and detailed engineering drawings and a permit application for traffic signal, pavement marking and signage changes at the intersection of Chicago Avenue and Mies Van Der Rohe Way, including the entrance driveway to Children's Memorial Hospital-Prentice Women's Hospital, and will complete the work prior to the CMH Occupancy Date. The design of the intersection shall conform substantially to that shown on the CMH Site Plan incorporated herein.

- (g) Modal split/transit outreach report: As of the date hereof, the Applicant has submitted to the City a report describing the means of transportation used by patrons to reach the Applicant's facilities within the Planned Development and, specifically, what percentage of patrons (identified by patron type —e.g., students, professional employees, staff, visitors — and transportation means — e.g., public transit, private shuttles, taxicabs, etc.) reach such facilities by means other than private, single-occupied passenger vehicles. Such report also identified efforts undertaken by the Applicant, including, but not limited to, promoting of the availability of campus shuttles and trolleys to employees and visitors, incentives offered to employees for public transit usage and outreach efforts — including informational postings — to encourage such patrons to reach the

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Applicant's facilities by means other than private, single-occupied passenger vehicles. Such report shall be updated by the Applicant every three (3) years and may be conducted using generally accepted statistical sampling techniques. The Applicant shall use its good faith efforts to require that owners of property within the Planned Development other than Applicant participate with the Applicant in the production of the report described herein.

(h) Heliport: In addition to the uses specified in Statement 6 for Subarea C, the roof of the CMH hospital may be used for an emergency medical helicopter heliport (the "Landing Pad") to receive pediatric patients and organs (organs only when the CMH patient is in a critical life-threatening condition) being transported under the following conditions:

(1) Helicopter transports will be used only for medical and surgical emergencies in cases where there is notification of a primary need for pediatric treatment of CMH patients. Any change to the use set forth in this sub-part must be approved by means of an amendment to the Planned Development.

(2) Helicopter transports to or from CMH will be made only during the following circumstances:

(A) When patients require immediate transport for surgery or medical care in an intensive care unit;

(B) When the patient meets the medical criteria stated above and when travel distance is more than 40 miles away; or less than 40 miles away, but ground traffic or weather conditions would delay the transport and threaten the life of the patient.

(3) The decision to transfer a patient to CMH by air or ambulance will strictly remain a decision between the referring physician, the CMH Transport Team and their Medical Control.

(4) CMH will not own or operate a helicopter transport business and will not base, store, fuel or service (except in the case of a mechanical emergency) a helicopter at its Landing Pad.

(5) CMH follows the operational criteria for its use of the Landing Pad set forth in the attached Heliport Safety Plan.

(6) The Landing Pad meets the design requirements set forth in the attached Heliport Safety Plan.

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(7) CMH establishes and maintains a Heliport Review Committee consistent with the attached Heliport Review Committee guidelines.

(8) CMH will submit all required documentation to the State of Illinois Department of Transportation Division of Aeronautics in order for that agency to review and, if the appropriate regulations are met, to issue the appropriate permit for utilization of this heliport.

- (i) The Applicant shall provide by the earlier of (a) the CMH Occupancy Date; or (b) December 31, 2012 (the "Parking Expansion Date"), subject to delays caused by acts of nature, labor disturbances or other causes outside of the reasonable control of the Institutions, additional off-street accessory parking capacity of not less than 1,100 spaces of which not less than 800 spaces will be spaces in a newly constructed parking facility within the Campus Area (the "New Parking Facility") and the balance of which may be provided by securing off-street parking rights (collectively, the "2012 Parking Commitment") potentially in the form of a long-term lease. It is acknowledged that the provision of this additional peak parking supply is in the public interest and appropriate for development within the Campus Area. The Campus Area is that area bounded by Chicago Avenue, Lake Shore Drive, Illinois Street and Michigan Avenue.

The extent to which the number of parking spaces provided in the New Parking Facility is less than 1,100 shall be described as the "Additional Spaces." The Additional Spaces shall, to the extent located in whole or in part within the area bounded by Ontario Street on the south, Lake Shore Drive on the east, Chicago Avenue on the north and Michigan Avenue on the west (the "Existing Facility Exclusion Area"), be located only in a newly constructed parking facility or facilities. Additional Spaces may be located in parking facilities existing as of the date of approval of the 2008 planned development amendment outside the Existing Facility Exclusion Area if the Applicant can reasonably demonstrate to the Commissioner of DHED that such parking spaces proposed to be used to accommodate the Additional Spaces are vacant. Any such Additional Spaces will only be occupied by parties associated with the institutions located within the Planned Development other than patients or visitors of patients.

In furtherance of the 2012 Parking Commitment, the Applicant agrees to comply with the following milestones concerning the New Parking Facility and Additional Spaces: (i) provision of written notice to the Commissioner of the Department of Planning & Development and CDOT not later than March 31, 2009 identifying the specific sites on which the New Parking Facility will be built and where the Additional Spaces, if any, will be located, including the provision of a letter of intent or actual lease agreement that long-term rights to the Additional Spaces are feasible; (ii) submission to the City of appropriate land use

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approval applications (in the form of a new Planned Development application, amendment to this Planned Development or Site Plan Approval) concerning the New Parking Facility not later than June 30, 2009; and (iii) submission of an application to the Department of Construction and Permits for a building permit for the New Parking Facility not later than January 1, 2010, subject to prior receipt from the City of required land use approvals.

- (j) Fairbanks Court elevation of Erie-Ontario Parking Structure: It is hereby acknowledged that the Applicant has proposed the construction of an addition to the Erie-Ontario parking structure which is to be naturally ventilated and that there shall be no requirement in this planned development that would require the Applicant to provide ventilation other than that naturally occurring. The Applicant has agreed to fully glaze the openings in the Fairbanks Court (West) Elevation of the parking structure addition. Should the proposal for full glazing of such West Elevation fail to meet the requirements of the City of Chicago for continued natural ventilation of the parking structure addition, the Applicant shall be permitted to substitute for a portion (or all of) the glazing grills, open air screening panels or other architectural elements to avoid mechanical ventilation requirements. The amount of glazing to be eliminated under such circumstances shall be the minimum necessary to provide for continued natural ventilation of the parking structure. Prior to making such substitution, the Applicant shall submit a proposed revised West Elevation to DHED for its review and approval, such approval not to be unreasonably withheld.

13. Future improvements within this Planned Development to which Statement 15 applies shall be designed, constructed and maintained in general conformance with the design standards set forth as follows:

(a) Building Character and Scale. Buildings will be designed so that they are compatible with the existing Northwestern Campus buildings. Scale, massing, articulation, setbacks, materials, color, texture, lighting, fenestration and other architectural devices will be used to avoid a monotonous and blank appearance. Each building's mass will be designed in such a way as to distinguish its uses and constituents. Exterior walls visible from any public way shall be designed and constructed to avoid a monotonous and blank appearance through the use of texture and detail on windows, openings, projections, recesses, offsets or other architectural devices. Special attention shall be given to achieve an interesting building design at the pedestrian level through landscape elements, articulation of surface forms and texture, expression of the structural rhythm and architectural detail. Further, to the extent active uses within the building are located toward the periphery, where appropriate, windows and entrances are encouraged at grade level along the public way. Further, established circulation and public space patterns at street level shall be respected and architectural datums such as

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cornices, fenestration and setbacks that are present in the immediate vicinity shall be recognized in the design of the building.

(b) **Roof Tops.** Each building crown shall be distinctive and designed to integrate fully and screen all mechanical systems customarily placed on rooftops within an architectural enclosure. Mechanical equipment will be concealed or integrated into the architectural design.

(c) **Horizontal Projections.** Horizontal projections (such as balconies, loggias or terraces) shall be permitted within required building setbacks. Canopies, awnings, cornices and similar projections shall be allowed provided they do not in any way obstruct the public way.

(d) **Pedestrian Overpasses And Tunnels.** Pedestrian overpasses shall be designed to be as transparent and unobtrusive as possible and shall be compatible with the architectural style, color and materials of the existing Northwestern campus.

(e) **Lighting.** Base level lighting shall address a variety of functions. More intense, but directed, lighting shall be provided at public entries, drop-offs, pedestrian ways, et cetera, for clarity and security purposes. Base-level facade and landscape lighting will be softer in nature. The use of lighting to highlight architectural features is encouraged; however, lighting shall not beam directly into windows of other buildings.

(f) **Paving.** Decorative paving patterns and materials are encouraged. However, paving materials shall be compatible with existing paving materials within the Northwestern Campus. All paving design shall comply with requirements for accessibility by disabled persons.

(g) **Street Furniture.** Light standards, sidewalks, curbing and flagpoles proposed within public spaces shall be compatible with the Northwestern Campus standard.

(h) **Circulation.** Buildings and uses shall be provided with vehicular and pedestrian access to a public roadway. Private roadway vehicular circulation and private pedestrian circulation routes, if any, and the location and design of any curb-cuts at public streets shall be designed and constructed to promote a safe, efficient, appropriate and beneficial design.

(i) **Private Roadways.** A private roadway shall mean any private drive or way located on private property which is designed and intended for use as vehicular access to uses located therein. Private roadways shall be designed and

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paved in compliance with the Municipal Code of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. Fire lanes, if required within the private roadways, shall be designed and paved to provide access and egress for emergency vehicles. No parking except for loading and unloading of pedestrians shall be permitted within such fire lanes. All private roadways shall be reasonably accessible to private pedestrian use but need not be made available to the general public. Any private roadways shall be designed and configured to provide direct and coherent pathways to public streets.

(j) Curb-cuts. Private roadways, driveways, entrances to off-street parking and to loading docks, and all other facilities requiring curb-cuts shall be located to minimize conflicts with on-street traffic and with pedestrian circulation. All such curb-cuts shall be constructed in accordance with the standards of the City of Chicago. No curb-cut shall be located within ten (10) feet of any other curb-cut. No automobile entrances shall be permitted on St. Clair Street.

14. Notwithstanding anything to the contrary contained in Section 17-13-0611 of the Chicago Zoning Ordinance, the terms, conditions and exhibits of this Planned Development may be modified administratively by the Commissioner of DHED upon the request of the Applicant and after a determination by the Commissioner that such a modification is minor, appropriate and consistent with the nature of the development of the Property contemplated herein. Any such modification shall be deemed a minor change in the Planned Development as contemplated by Section 17-13-0611 of the Chicago Zoning Ordinance.
15. Prior to issuance by DHED of a determination pursuant to Section 17-13-0610 of the Chicago Zoning Ordinance (“Part II approval”) for any future development within this Planned Development, except as described in the following paragraph and except for alterations to existing buildings which do not increase their height or alter their footprints, a site plan for the proposed development shall be submitted to the Commissioner of DHED for approval. Site plan approval is intended to assure that specific development proposals conform with this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), and to assist the City in monitoring ongoing development. Such site plan need only include the area proposed for development or redevelopment, and immediately adjacent public rights-of-way, for which approval is being sought by the Applicant. Except as described herein, no Part II approval shall be granted until an applicable site plan has been approved.

The provisions of this Statement 15 shall not apply to: (i) any structures for which building permits have been issued as of the date of passage of the 2001 amendment of this Planned Development; and (ii) the development or redevelopment of any unbuilt structure for which an application for Part II approval has been submitted, including a site plan for all phases of a multi-phased project, and which is still pending, or for which a

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building permit has not yet been issued, as of the date of passage of the 2001 amendment of the Planned Development. In the case of a Part II submittal that is pending which seeks a building permit for the first of a multi-phased project, an exclusion from the requirements of this Statement 15 shall apply to all phases of such project, so long as a site plan for all phases of the project accompanies the Part II submittal for the first (1st) phase. Upon the issuance of a building permit for any project for which a Part II submittal has been made, the site plan included within such approved Part II submittal shall be deemed to be an integral part of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011).

After approval of a site plan by the Commissioner, the approved site plan may be changed or modified pursuant to the provisions of Statement Number 14 hereof. In the event of any inconsistency between an approved site plan and the terms of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), in effect at the time of approval of such site plan or of the modifications thereto, the terms of this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), shall govern.

A site plan shall, at a minimum, provide the following information:

- (a) boundaries of the development parcel or parcels;
- (b) building footprint;
- (c) dimensions of all setbacks;
- (d) location and depiction of all parking spaces (including relevant dimensions);
- (e) location and depiction of all loading berths (including relevant dimensions);
- (f) all drives, roadways and vehicular routes;
- (g) all landscaping (including species and size);
- (h) all pedestrian circulation routes and points of ingress/egress (including sidewalks);
- (i) all site statistics applicable to the development parcel or parcels including:
 - (1) floor area and floor area ratio as represented on submitted drawings;
 - (2) number of parking spaces provided;

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- (3) number of loading berths provided; and
- (4) uses or development of parcels.
- (j) Parameters of the building envelope including:
 - (1) maximum building height; and
 - (2) setbacks and vertical setbacks, required and provided.

A site plan shall include such other information as may be necessary to illustrate conformance with this Institutional Planned Development Number 3, as amended (1962, 1975, 1993, 2001, 2008, 2011), including, without limitation, building elevations.

16. The Applicant acknowledges that it is in the public interest to design, construct and maintain all buildings in a manner which promotes and maximizes the conservation of natural resources. The Applicant agrees to a minimum of "LEED" (Leadership in Energy and Environmental Design) Basic Certification for the CMH hospital and N.M.H. OCP Project. Copies of these standards may be obtained from DHED. The Applicant also agrees to provide a vegetative ("green") roof system on a minimum of 25% of the net flat roof areas of all new buildings. "Net roof area" shall be defined as the total area of the roof minus any required perimeter setbacks, rooftop structures and roof-mounted equipment and mechanical penthouses required by the City Codes. A vegetative ("green") roof system of a minimum of 25% (12,117 square feet) of the net flat roof of the CMH hospital shall be installed and maintained. A vegetative ("green") roof system located at levels 18, 26 and 27 of a minimum of 50% (25,220 square foot) of the net flat roof of the OCP Project shall be installed and maintained.
17. The Applicant acknowledges that it is in the public interest to design, construct and maintain the project in a manner which promotes, enables, and maximizes universal access throughout the Property. Plans for all buildings and improvements on the property shall be reviewed and approved by the Mayor's Office for People with Disabilities ("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. Plans for all buildings and improvements on the Property shall be reviewed and approved by MOPD to ensure compliance with applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility at the time of application for a building permit.
18. Unless substantial construction of the proposed improvements within Subarea G as contemplated in this Planned Development amendment have commenced within six (6) years following adoption of this Planned Development amendment, and are diligently pursued, then this 2011 Planned Development amendment shall expire as to the

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uncompleted portion; provided, however, that if the City Council amends the Chicago Zoning Ordinance to provide for a shorter expiration period which is applicable to all Planned Developments, then this 2011 Planned Development amendment shall expire upon the expiration of such shorter time period as provided by any such amendatory ordinance (the first (1st) day of which as applied to this Planned Development shall be the effective date of the amendatory ordinance). If this 2011 Planned Development amendment expires under the provision of this section, then the zoning of the portion of the property located within Subarea G which was added to this Institutional Planned Development Number 3 as a result of this 2011 amendment shall automatically revert to DX-12, while the remaining portion of Planned Development Number 3 shall revert to the 2008 Planned Development amendment.

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CHILDREN'S MEMORIAL HOSPITAL HELIPORT REVIEW COMMITTEE GUIDELINES

To provide community review of the heliport operations for Helicopter Emergency Medical Services (HEMS) provided on the new Children's Memorial Hospital, the Hospital will establish and maintain a Heliport Review Committee.

1. The Alderman of the 42nd Ward will have full access to the work of the Children's Memorial Heliport Review Committee (HRC) and may join in any aspect of the work of the Committee.
2. Membership will include leaders of the residential and business community of the 42nd Ward with particular focus on the individuals and businesses that live near the new Hospital.
3. The Committee will be open to participation from the City of Chicago's Planning and Zoning officials and representatives of the Illinois Department of Transportation Division of Aeronautics.
4. The Committee will be modeled on the Neighborhood Advisory Committee for the Children's Memorial Lincoln Park Hospital, which has reviewed the Hospital's Lincoln Park helipad and its HEMS services for the last 20 years.
5. The Committee will meet at least quarterly each year and may meet more frequently, if circumstances require.
6. After Committee review, the work of the Committee will be reported on the Children's Memorial website and will be made available to interested parties and local community and business organizations.
7. Regular reports will be made to the Committee on the attached Heliport Safety Plan: Attachment 1.
8. Quarterly reports will be made to the Committee on the HEMS deliveries made to the Children's Memorial heliport, consistent with the attached report which has been used at the Lincoln Park hospital and in compliance with the governmental confidentiality requirements. Attachment 2.
9. Wind analysis reports from the heliport's wind recording and reporting equipment will be made available to the Committee. (Super AWOS or equivalents.)
10. Sound testing of the operation of the heliport will be conducted on a periodic basis, if it is considered appropriate.

11. Operators of the HEMS helicopters that serve the heliport and helicopter safety experts who manage the safety of operations will be available to the Committee.

INSTITUTIONAL PLANNED DEVELOPMENT NO. 3 HELIPORT SAFETY PLAN

The secure, safe and unique operation of the Emergency Medical Service heliport to be constructed on the roof top of Children's Memorial Hospital is of the highest importance to the hospital. We must protect the critically ill patients that the hospital serves, our Emergency Transport Flight Crews, our neighboring residents and businesses and our hospital and all of our patients and visitors.

There is no value in transporting critically ill or injured patients to our hospital in anything but the safest helicopters or in anything but the safest flying conditions.

To facilitate these objectives, CMH will follow the following operational criteria for its use of the heliport:

1. Use Limitations: The use of the heliport will be limited as set forth in Statement 12(h) of Institutional Planned Development No. 3, as amended (2008). Statement 12(h) provides that the roof of the Children's Memorial Hospital may be used for an emergency medical helicopter heliport (the "Landing Pad") to receive patients and organs being transported under the following conditions:
 - a. Helicopter transports will be used only for medical and surgical emergencies (including organ transplants) in cases where there is notification of a primary need for pediatric treatment.
 - b. Helicopter transports to or from CMH will be made only during the following circumstances:
 - When patients or organs require immediate transport for surgery or medical care in an intensive care unit;
 - When the patient meets the medical criteria stated above and when travel distance is more than 40 miles away; or less than 40 miles away, but ground traffic or weather conditions would delay the transport and threaten the life of the patient.
 - c. The decision to transfer a patient by air or ambulance will strictly remain a decision between the referring physician, the Transport Team, and their Medical Control.
 - d. CMH will not own or operate a helicopter transport business and will not base, store, fuel or service (except in the case of a mechanical emergency) a helicopter at its Landing Pad.

2. Flight Restrictions
 - a. All helicopter flights will be inter hospital helicopter flights, with the exception of State or Federal regulatory flights.
 - b. Flights will not be directly from accident scenes, with the exception of serious local event.
 - c. All flights must be Helicopter Emergency Medical Service flights.
 - d. All flights to the helipad must be regulated by Federal regulations in accordance with 14 CFR Part 135: Air Taxi & Commuter services.
 - e. All helicopter pilots who fly into the heliport must be qualified by a review of Flight Safety Officers, prior to HEMS flights to the site, for flights into the site.
3. Access to the heliport is restricted to Security, Safety, the Transport Team, and Engineering. For safety reasons, no other personnel are allowed on the heliport without clearance from the Transport Team, Security, or Safety.
 - a. A security officer will accompany the Transplant Team and any other flight teams requiring access to the heliport.
 - b. All heliport activity is monitored through closed circuit TV as well as direct visualization from the heliport shelter by a security officer
4. For safety reasons, there will be no loading or unloading of patients, organs for transplant, or staff on the heliport while blades are rotating.
5. All landings, including those for organ transplant, must be reported to the Transport Team. It is the Transport Team's responsibility to track landings and report monthly.
6. Safety Inspections
 - a. Transport Team
 1. Conduct and document twice monthly safety inspections of the heliport.
 2. Complete safety training annually.
 - b. Engineering
 1. Complete routine inspections of helipad, elevators, windsock and lights
 2. Manage snow and ice on heliport.
 - c. Security Services
 1. Confirm requests for use with Transport Team
 2. Directly monitor all helicopter landings/take-offs from the helipad shelter
 3. Escort Transport Team, Transplant Team, and visiting teams to the helipad
7. Published heliport operations plan: Prior to the opening of the new Children's Memorial Hospital, the Hospital will submit to the City of Chicago's Department of Planning and

Development its plan of regulations for the operation of the heliport, including minimum training requirements for pilots, "Go/No Go" weather conditions and diversion protocols.

In addition, the following design requirements will be followed:

1. Heliport Design Obligations:

- a. The heliport design will exceed the design requirements of the State of Illinois, Federal Aviation Administration and the City of Chicago.
- b. The structural loading design of the heliport will be a 25,000 pound capacity, which is more than double a standard 12,500 pound capacity site.
- c. The heliport will be 50 by 50 feet for the touchdown and lift off (TLOF) area and 100 by 100 feet for the final approach and take off (FATO) area.
- d. The heliport will be located as close as is reasonably possible to the center of the new hospital building's north tower, leaving significant space around the heliport as an added safety margin.
- e. Tie-down equipment will be installed at the New Children's Memorial heliport. While no helicopter will remain at the heliport for long periods of time, tie-down equipment is an extra safety measure that will be available if the necessity arises. If the weather conditions change in the time it takes to unload a patient, the crew will be able to secure the helicopter to the landing pad.
- f. De-icing and snow melt systems will be installed on the new heliport.
- g. With the exception of emergency egress and exterior lighting of the heliport walkway, lighting for the heliport will be controlled by the helicopter pilot to minimize the impact on surrounding buildings. Other lighting can be shielded to mitigate potential light exposure to adjacent areas.

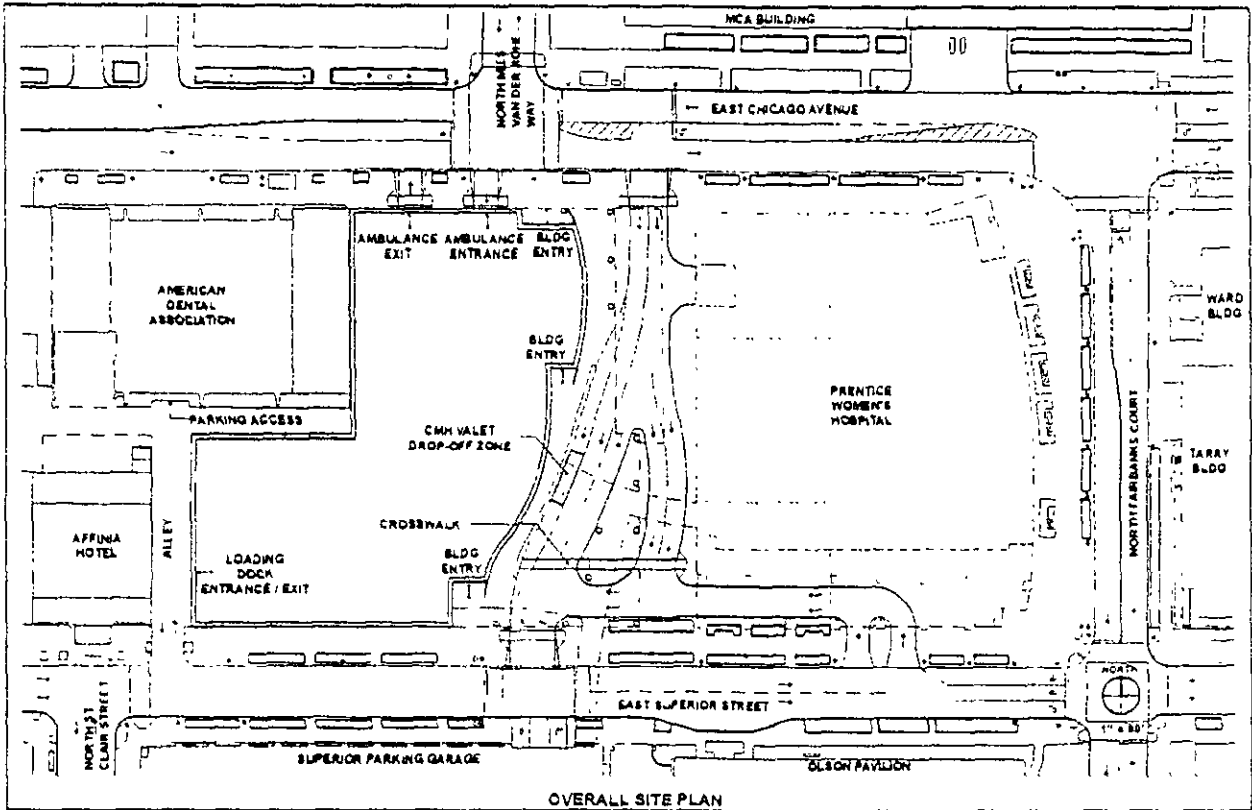
2. Wind Condition Reporting:

- a. To further enhance the level of safety for flight operations, the heliport will be equipped with an enhanced Automated Weather Observation System (AWOS) that broadcasts "real time" weather observations, wind direction, and wind velocity information for the heliport site as well as broadcasting to pilots an immediate warning in the event that there should ever be an incident of wind shear at the heliport.
- b. The system to be provided will be Super AWOS technology. The "real time" capability of this system is a significant enhancement to the safety of flight operations and a major improvement over more traditional systems.

3. The heliport is only able to accommodate ONE helicopter at a time for landing, take-off, or parking:

- a. Incoming helicopters must obtain prior landing approval in order to accommodate multiple transports.

- b. Security and the Transport Team are to be notified by the incoming flight service prior to departure from the referring facility.

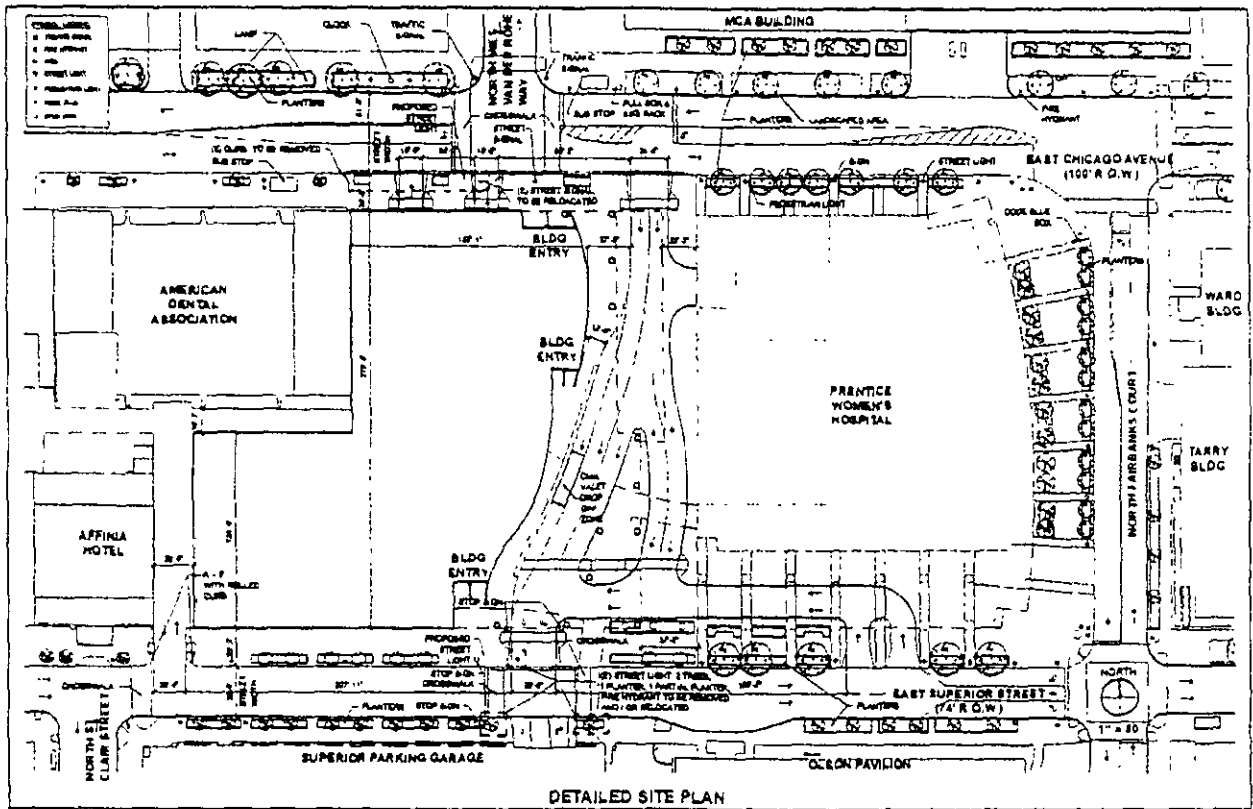


OVERALL SITE PLAN

APPLICANT NORTH WESTERN UNIVERSITY, 633 CLARK STREET, EVANSTON, ILLINOIS 60208
 ADDRESS 213 - 237 E. CHICAGO AVENUE
 240 - 256 E. SUPERIOR STREET
 DATE MARCH 14, 2007
 REVISED DECEMBER 13, 2007

CITY OF CHICAGO, DEPARTMENT OF PUBLIC WORKS

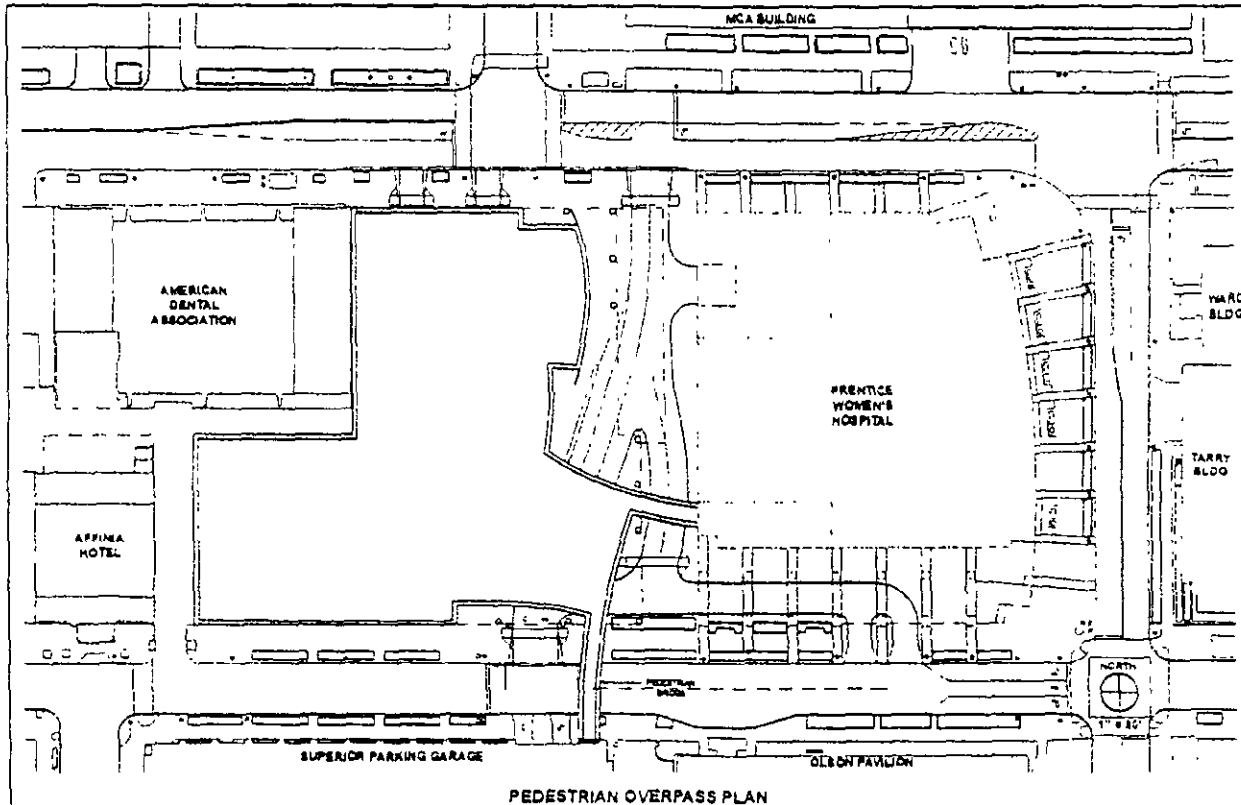
FINAL FOR PUBLICATION



APPLICANT: NORTHWESTERN UNIVERSITY, 633 CLARK STREET, EVANSTON, ILLINOIS 60208
 ADDRESS: 213 - 237 E CHICAGO AVENUE
 200 - 236 E SUPERIOR STREET
 DATE: MARCH 14, 2007
 REVISED: DECEMBER 13, 2007

1" = 30'

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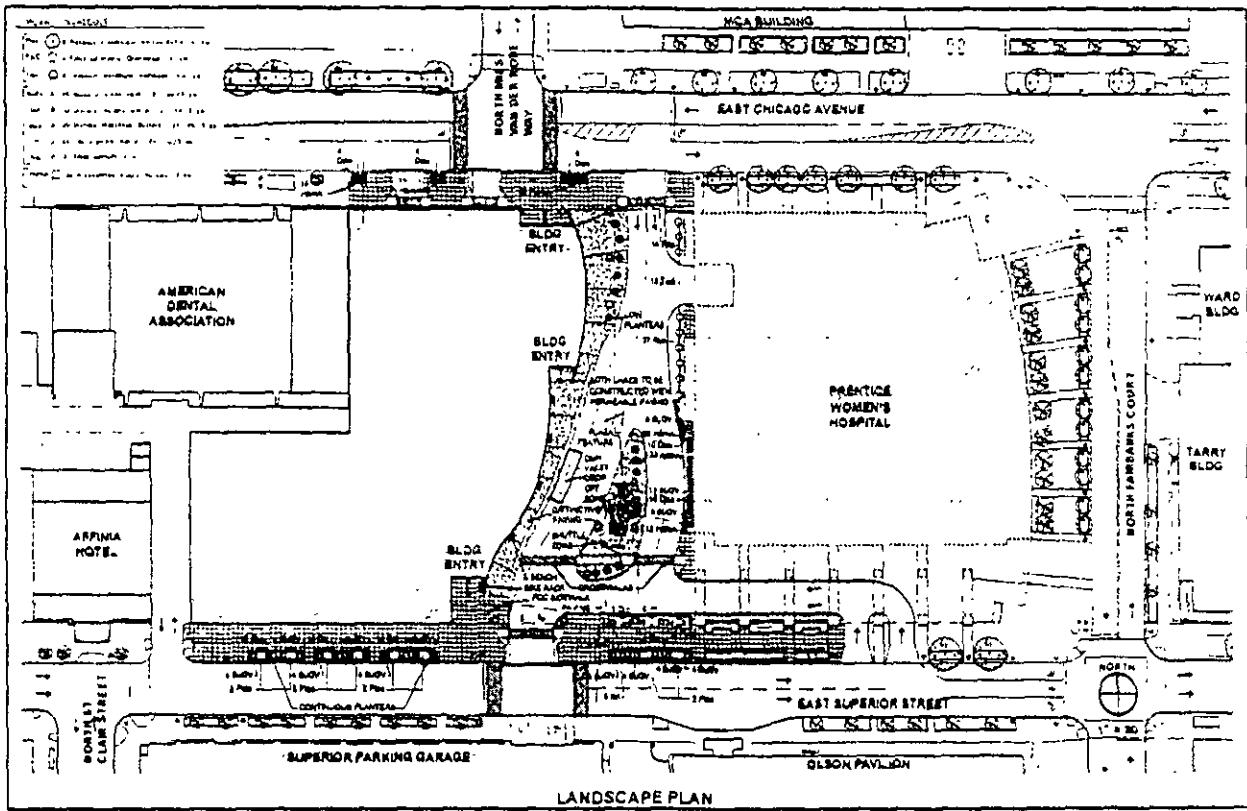


PEDESTRIAN OVERPASS PLAN

APPLICANT NORTHWESTERN UNIVERSITY, 633 CLARK STREET, EVANSTON, ILLINOIS 60208
 ADDRESS 213 - 237 E CHICAGO AVENUE
 206 - 226 E SUPERIOR STREET
 DATE MARCH 14, 2007
 REVISED DECEMBER 13, 2007


2007 NORTHWESTERN UNIVERSITY ARCHITECTURE

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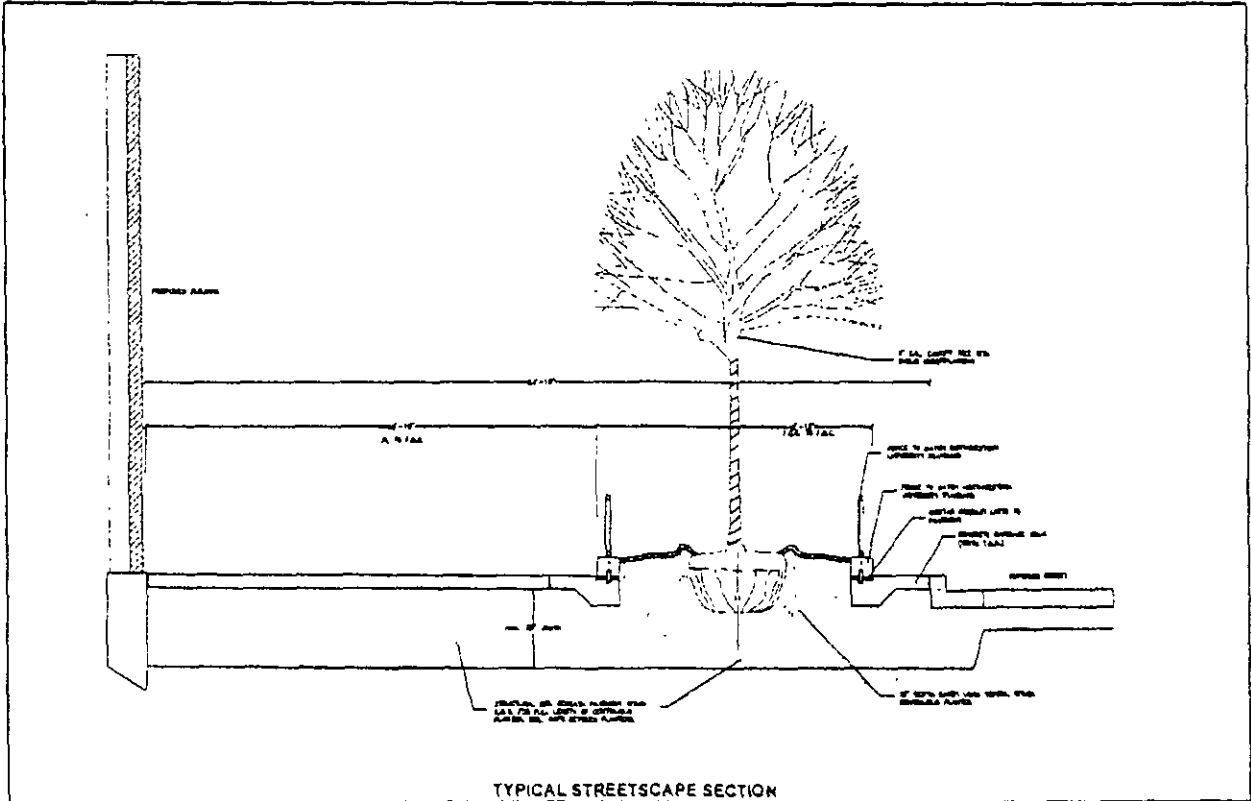
LANDSCAPE PLAN

APPLICANT NORTHWESTERN UNIVERSITY, 633 CLARK STREET, EVANSTON, ILLINOIS 60208
 ADDRESS 213 - 237 E CHICAGO AVENUE
 200 - 226 E SUPERIOR STREET
 DATE MARCH 14, 2007
 REVISED DECEMBER 13, 2007


 111 MADISON STREET
 CHICAGO, IL 60601
 P. 312.467.1100
 F. 312.467.1101
 WWW.CYLA.COM

CYLA

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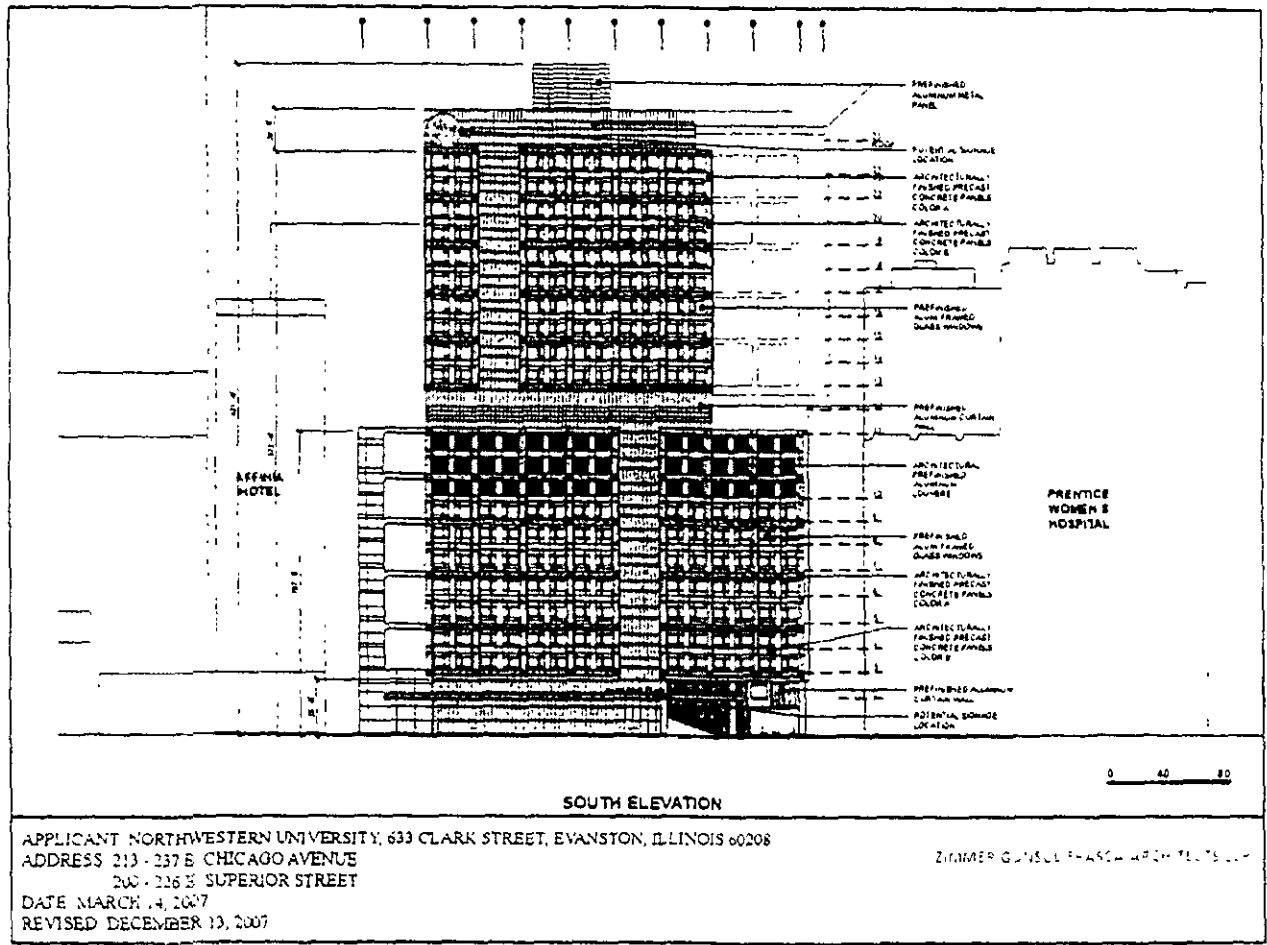
TYPICAL STREETScape SECTION

APPLICANT NORTHWESTERN UNIVERSITY, 633 CLARK STREET, EVANSTON, ILLINOIS 60208
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 200 - 226 E SUPERIOR STREET
 DATE MARCH 14, 2007
 REVISED DECEMBER 13, 2007

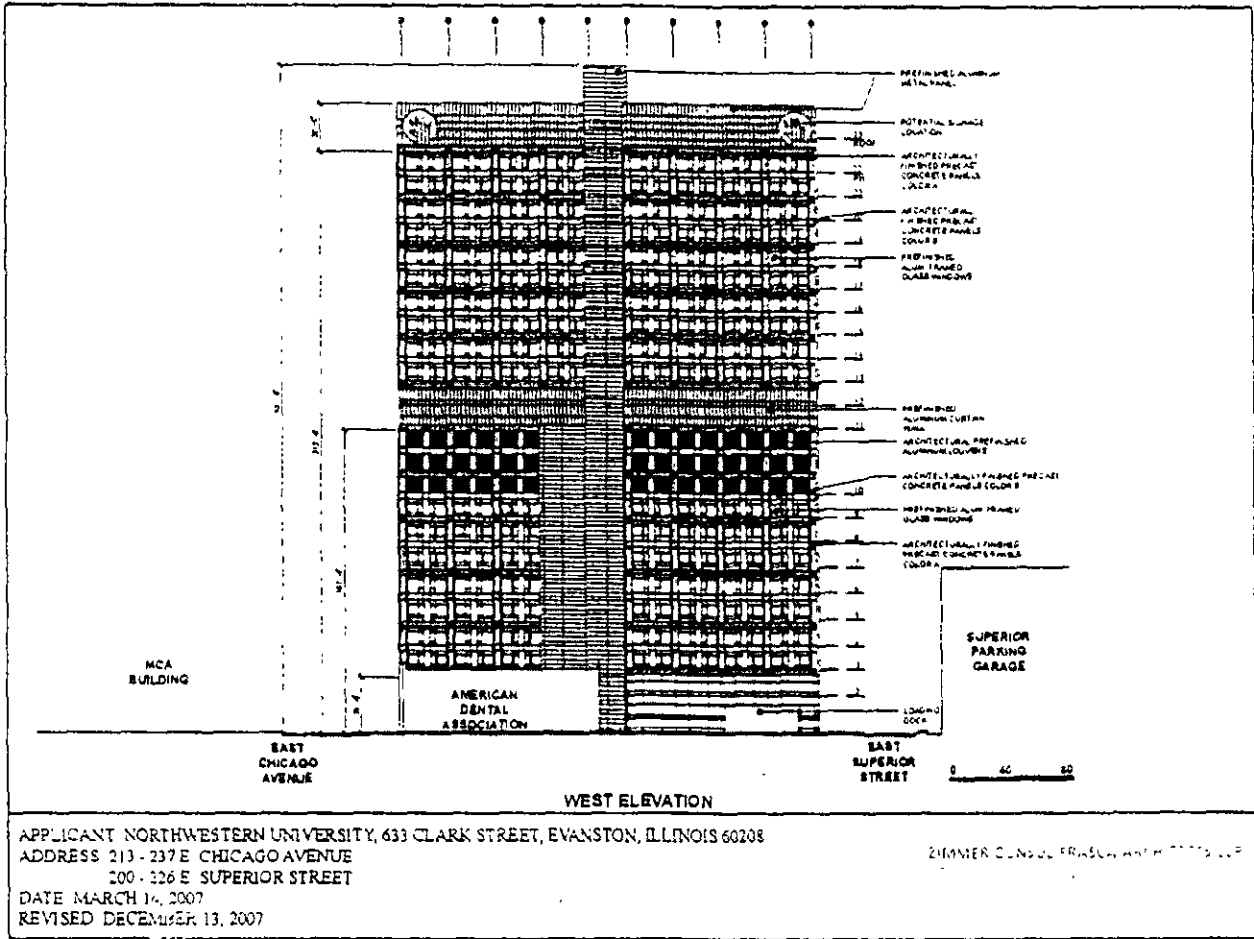


CYLA

1110 N. LAUREL STREET EVANSTON, ILLINOIS 60208
 TEL: 847.467.2500 FAX: 847.467.2501
 WWW.CYLA.COM



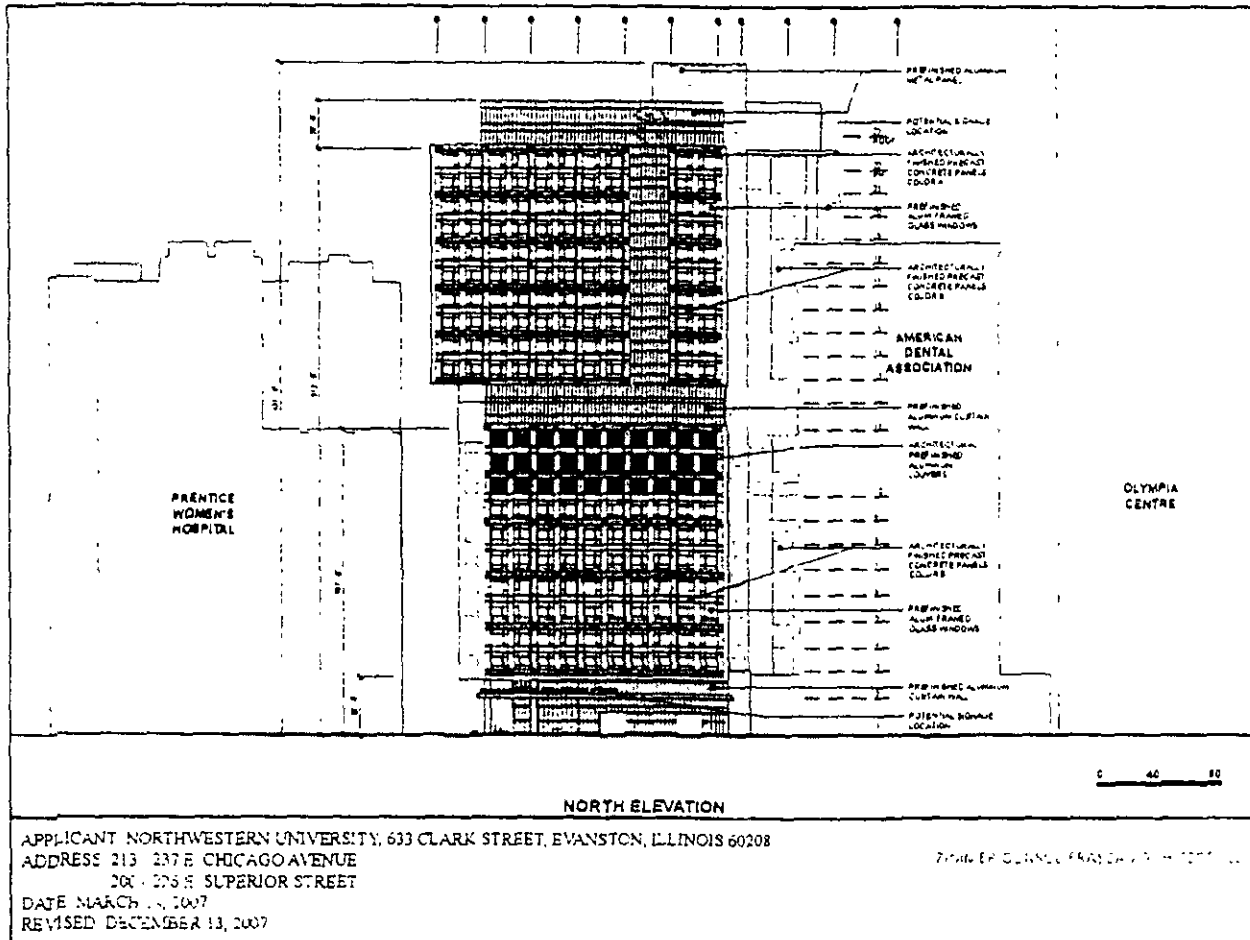
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 DATE MARCH 14, 2007
 REVISED DECEMBER 13, 2007

ZIMMER CLING DESSAULT AND LEUTNER

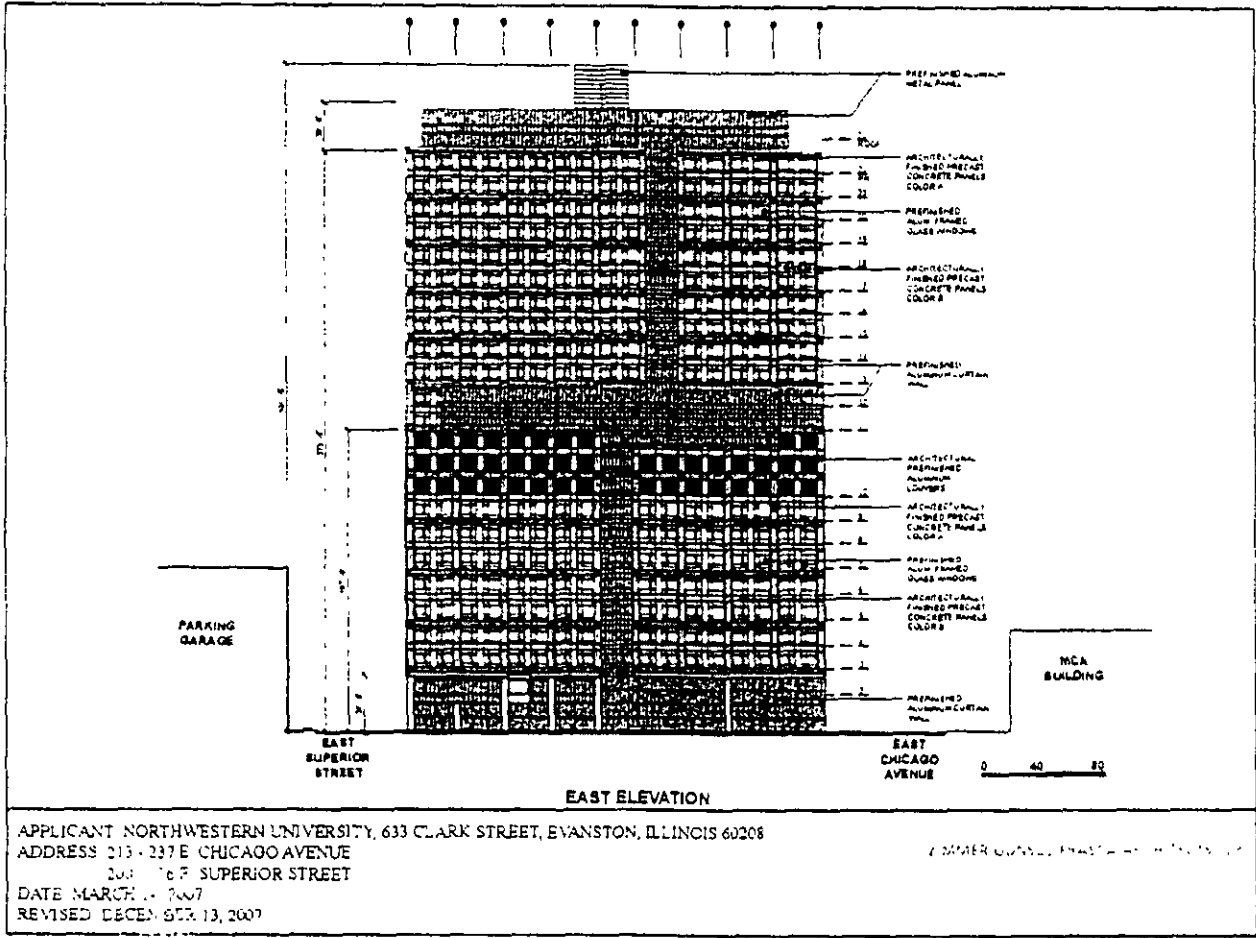
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7/14/07 EP 02/11/07 FAS/DA/VA/11/07/07

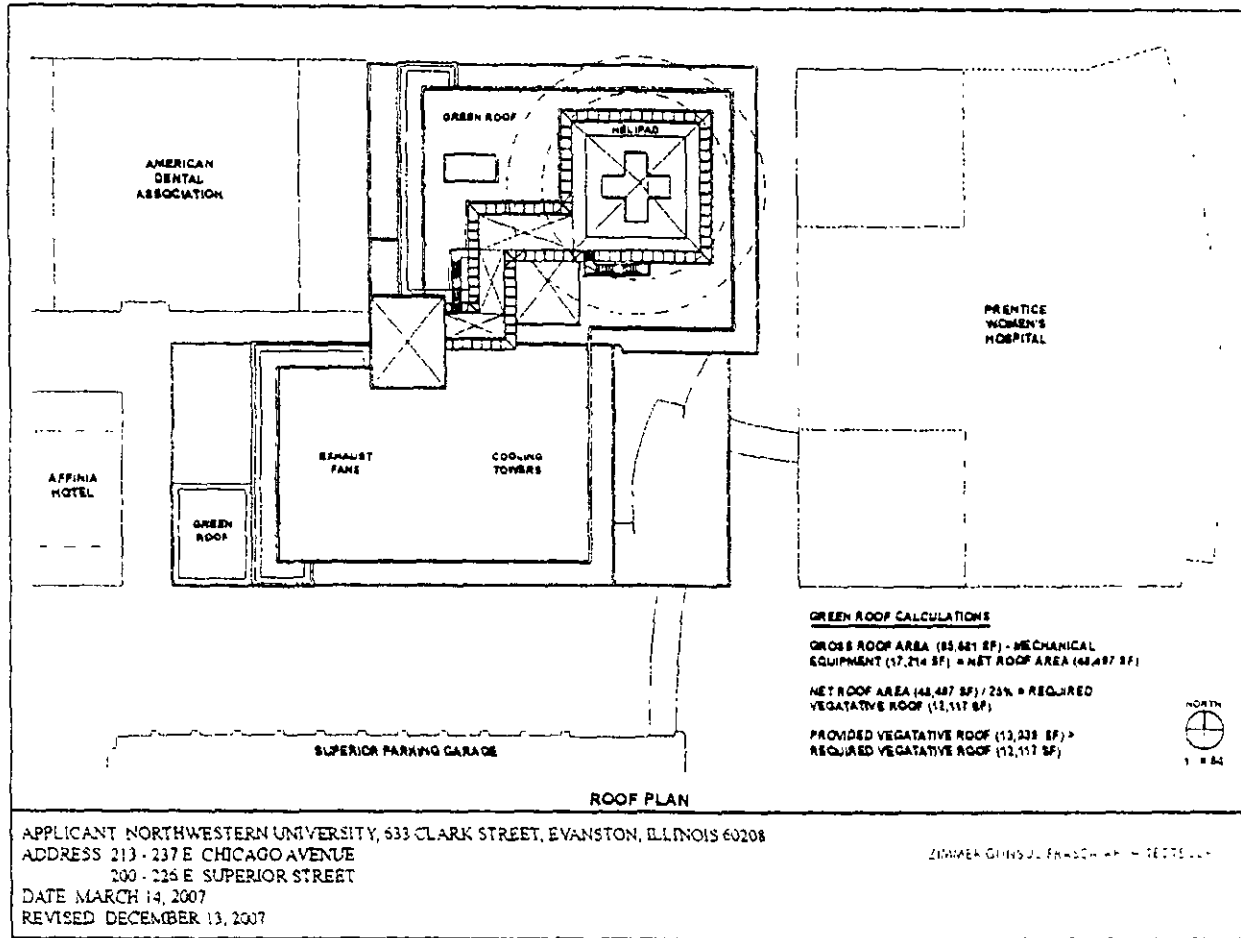
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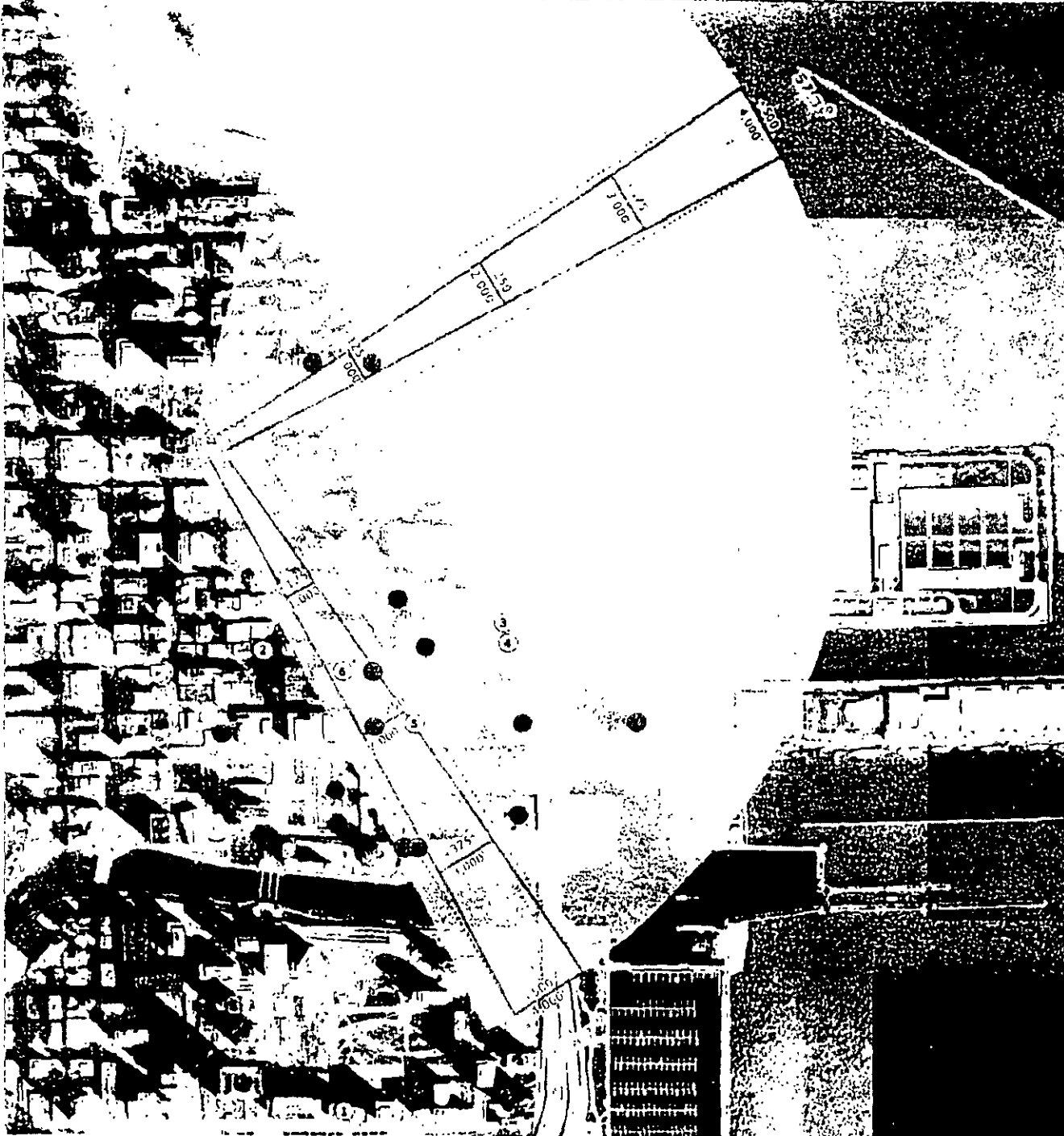
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 ADDRESS 213 - 237 E CHICAGO AVENUE
 201 - 167 SUPERIOR STREET
 DATE MARCH 1, 1967
 REVISED DECEMBER 13, 2007


7 DIMER CONSULTANTS ARCHITECTS INC.

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Children's Memorial Hospital
 Where kids come first.


Children's Memorial Hospital
Heliport Planning Study
 Proposed Flight Paths
 (8:1 slope)




Legend

-  Heliport - Elevation: 411 feet
-  Existing Buildings

1 530 N. Lake Shore - 645 ft	5 River View - 27 Floors
2 640 N. Lake Shore - 37 Floors	6 River View - 32 Floors
3 Park Millennium - 544 ft	7 The Pearson - 35 Floors
4 River East Center I - 651 ft CCD	8 The Shoreham - 450 ft
-  Under Construction

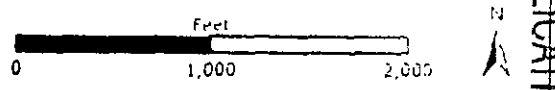
1 340 On The Park - 672 ft	5 Parkview Phase 1 - 47 ft
2 600 N. Fairbanks - 456 ft	6 The Streeter Phase 1 - 370 ft
3 600 N. Lake Shore (N) - 453 ft	7 Trump Tower - 92 Floors
4 600 N. Lake Shore (S) - 513 ft	
-  Approved Buildings

1 The Streeter Phase 2 - 370 ft	
---------------------------------	--
-  Proposed Buildings

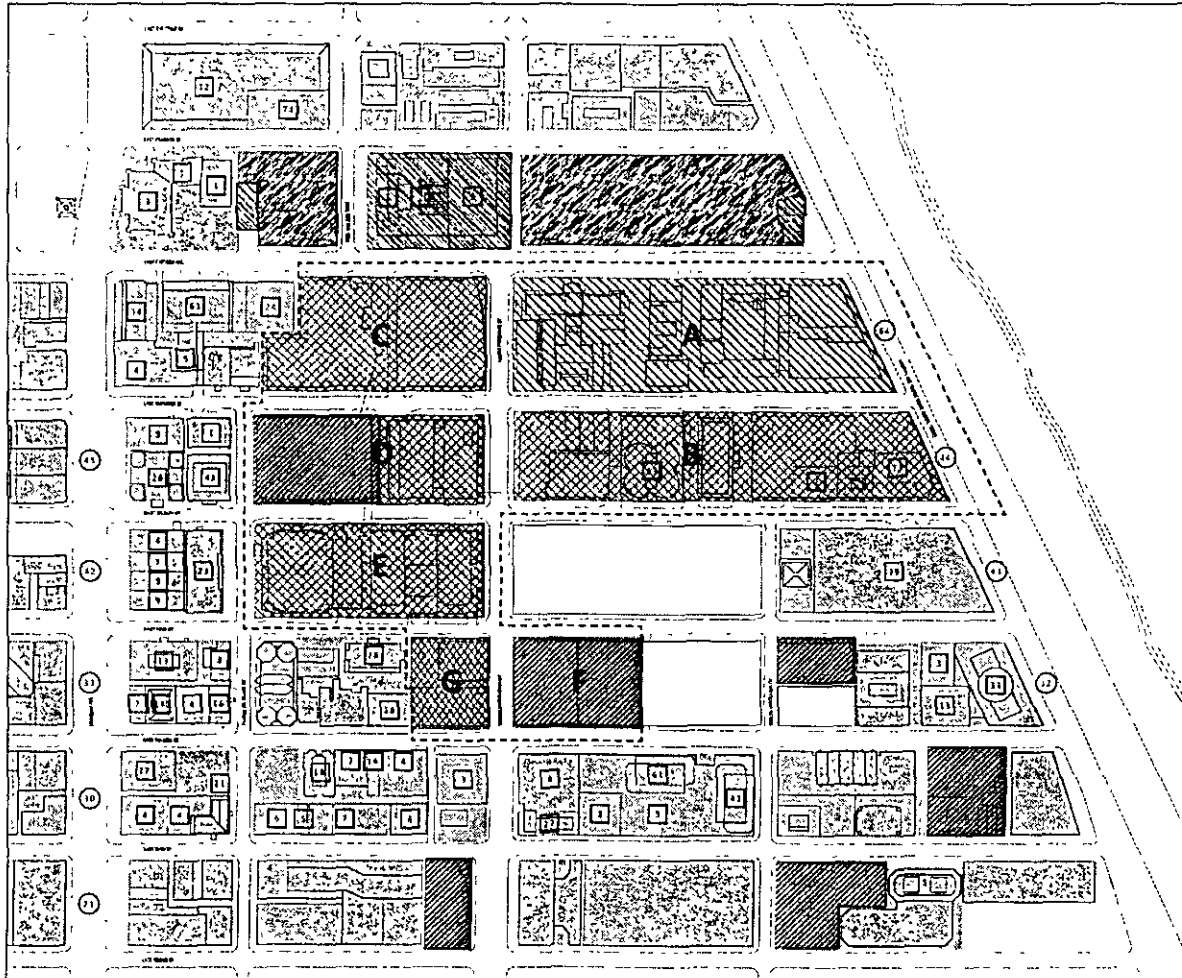
1 CBS Development - 50 Floors	4 Centric Center - 50 Floors
2 Cryfront Plaza (Central) - 750 ft	6 Freshigo Mile - 600 ft
3 Hot Diggity Dogs - 787 ft	7 Reschler/Gurie, Dev. - 700 ft
4 InterContinental Chicago - 650 ft	8 The Spire - 2,000 ft
-  Transitional Surface (2:1 Slope)
-  Approach Surface (8:1 Slope)
-  8:1 Approach Slope

Note:
 Available building elevation data did not specify AGL (Above Ground Level) or CCD (Chicago City Datum) unless noted. CCD elevations are 14 feet higher than AGL. The higher, more conservative CCD elevations were assumed for this analysis.

Sources:
 Building Data: Griffin Area Residential Developments, 2001-2003, dated August 2006
 Aerial Photographs: April 2006



FINAL FOR PUBLICATION



LEGEND

----- PLANNED DEVELOPMENT BOUNDARY



EDUCATIONAL, HOSPITAL, PROFESSIONAL OFFICE, INSTITUTIONAL RESIDENTIAL, RESIDENTIAL, DENTAL, MEDICAL, RESEARCH AND ACCESSORY USES



EDUCATIONAL, RESIDENTIAL, RESEARCH, MEDICAL, LEGAL AND ACCESSORY USES



PARKING AREA



PARK/OPEN SPACE



MIXED USE, RETAIL, OFFICE, HOTEL, RESIDENTIAL



PUBLIC USE



VACANT



BLOCK NUMBER

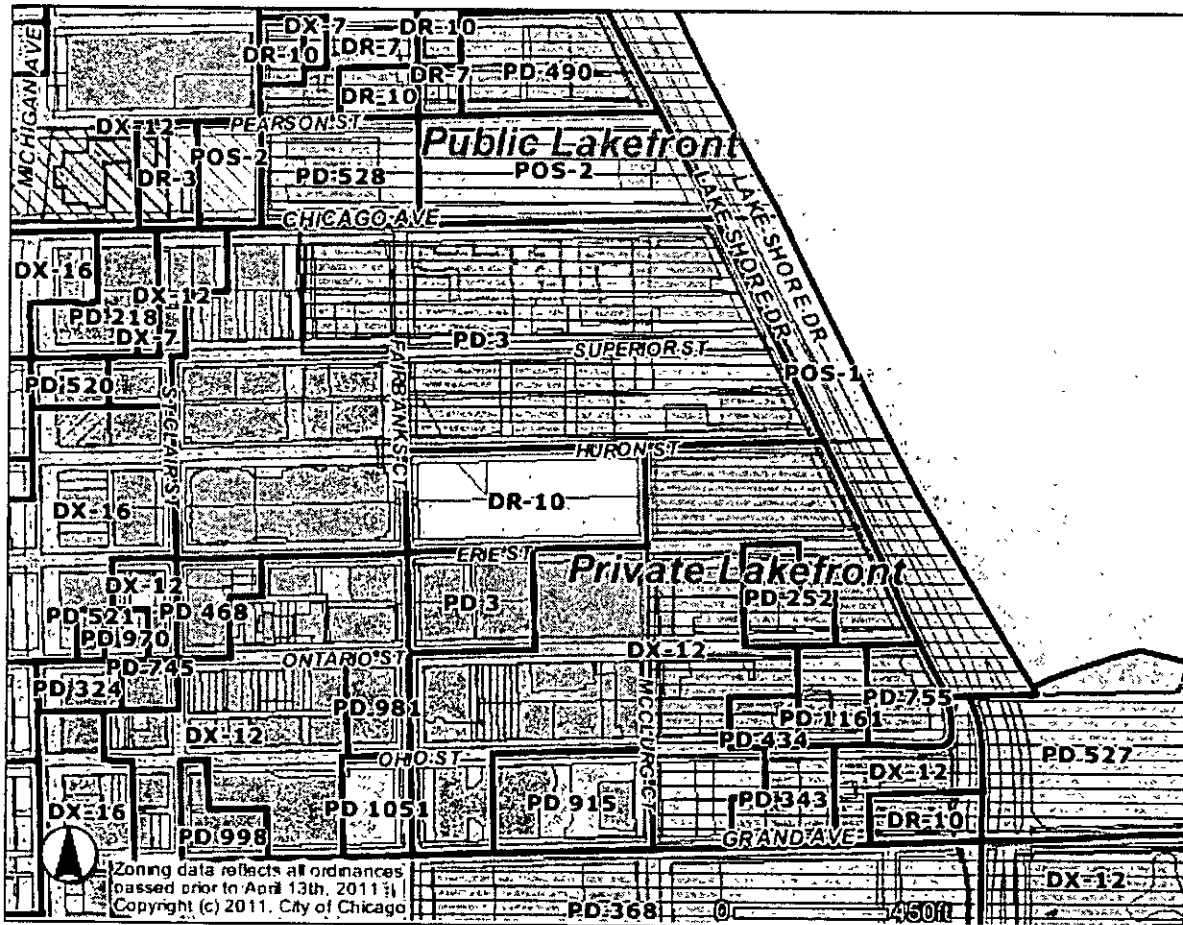


BUILDING STORIES



Applicant Northwestern University
 Address 237-259 E Erie Street
 238-258 E Ontario Street
 628-648 N Fairbanks Court
 Date July 28, 2011
 Revised November 17, 2011

EXISTING ZONING MAP



LEGEND

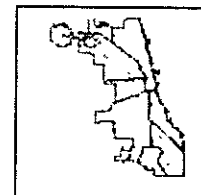
Zoning

- Business
- Commercial
- Manufacturing
- Residential
- Planned Development
- Planned Manufacturing
- Downtown Core
- Downtown Service
- Downtown Mixed
- Downtown Residential
- Transportation
- Parks & Open Space
- Zoning Boundaries

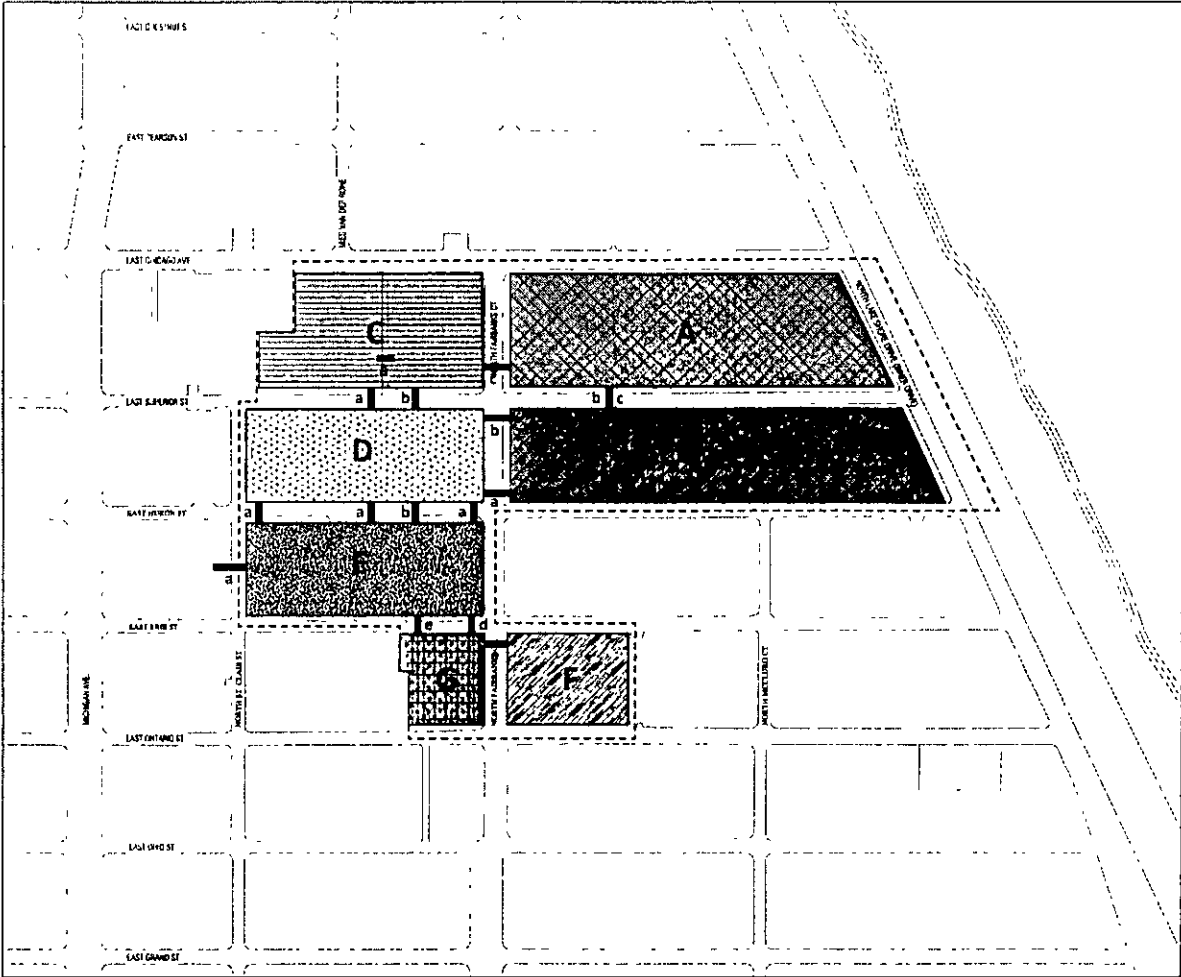
Historic Preservation

- CHICAGO LANDMARKS
- Chicago Landmarks
 - Landmark Districts
- Chicago Historic Resources Survey - Buildings subject to Demolition-Delay Ordinance
- Red
 - Orange
 - City Boundary









- Lakefront
- Pedestrian Streets
- Streets
- Water
- Forest Preserve
- Cemetery
- Municipalities



Applicant Northwestern University
 Address 237-259 E Erie Street
 238-258 E Ontario Street
 628-614 N Fairbank's Court
 Date July 28, 2011
 Revised November 17, 2011

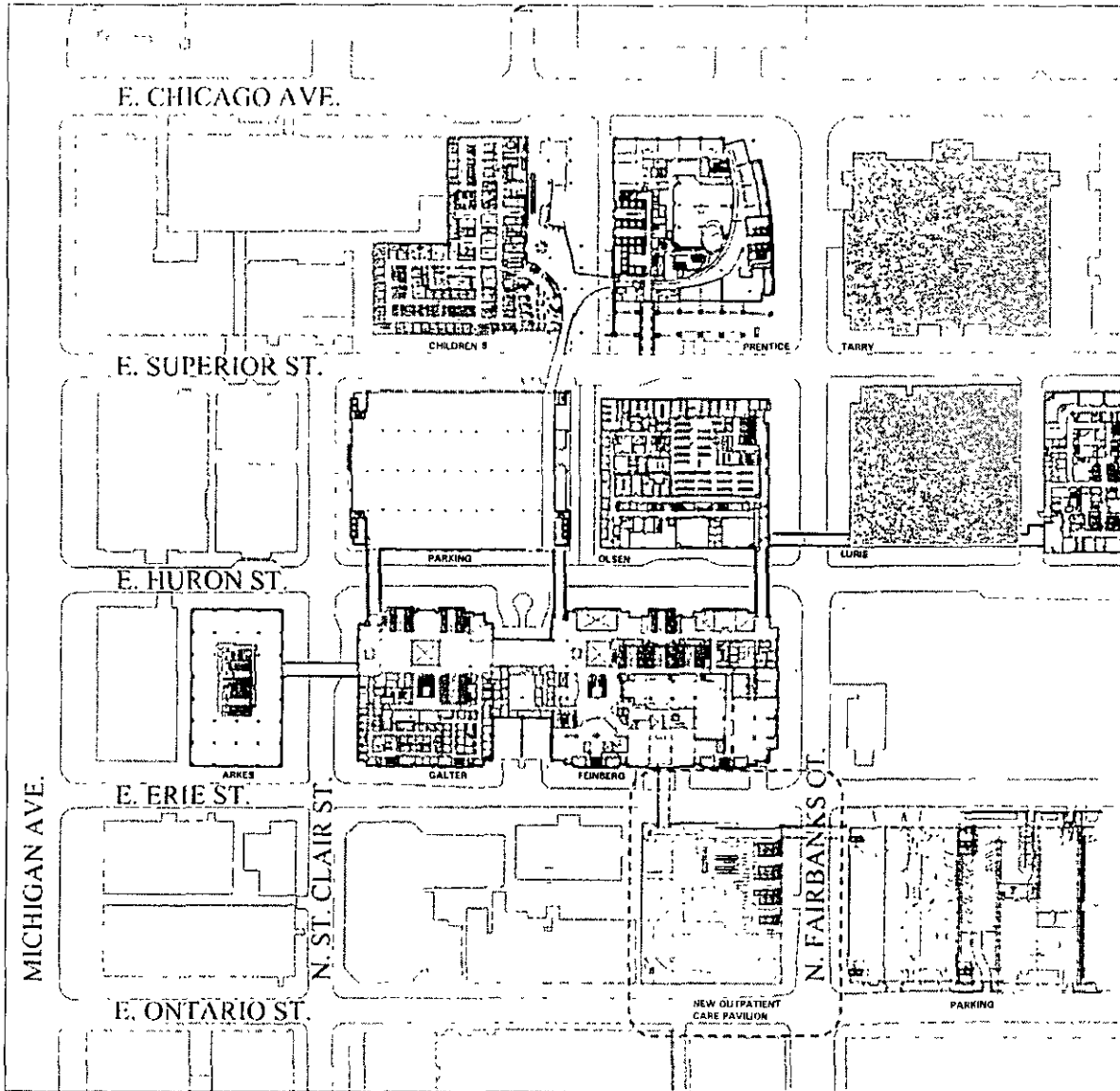


LEGEND

- PLANNED DEVELOPMENT BOUNDARY
-  SUBAREA A: EDUCATIONAL, RESIDENTIAL, RESEARCH AND MEDICAL AND LEGAL OFFICES
-  SUBAREA B: EDUCATIONAL, HOSPITAL, INSTITUTIONAL, RESIDENTIAL, RESEARCH, DENTAL AND MEDICAL USES
-  SUBAREA C: EDUCATIONAL, HOSPITAL, HELIPORT, RESIDENTIAL, PROFESSIONAL OFFICES, RESEARCH, MEDICAL AND DENTAL USES
-  SUBAREA D: EDUCATIONAL, HOSPITAL, RESEARCH, MEDICAL, DENTAL, ACCESSORY PARKING AND NON-ACCESSORY PARKING
-  SUBAREA E: HOSPITAL, PROFESSIONAL OFFICES, RESEARCH, MEDICAL AND ACCESSORY PARKING USES
-  SUBAREA F: ACCESSORY PARKING, NON-ACCESSORY PARKING, PUBLIC TRANSIT, COMMERCIAL AND INSTITUTIONAL USES
-  SUBAREA G: HOSPITAL, OFFICE, MEDICAL SERVICE, AMBULATORY, RESEARCH, MEDICAL, ACCESSORY PARKING, COMMERCIAL AND INSTITUTIONAL USES
-  EXISTING AND PROPOSED STREET OVERPASSES AND TUNNELS AS FOLLOWS
 - a. EXISTING OVERPASS
 - b. EXISTING TUNNEL
 - c. EXISTING STEAM TUNNEL
 - d. PROPOSED TUNNEL
 - e. PROPOSED OVERPASS

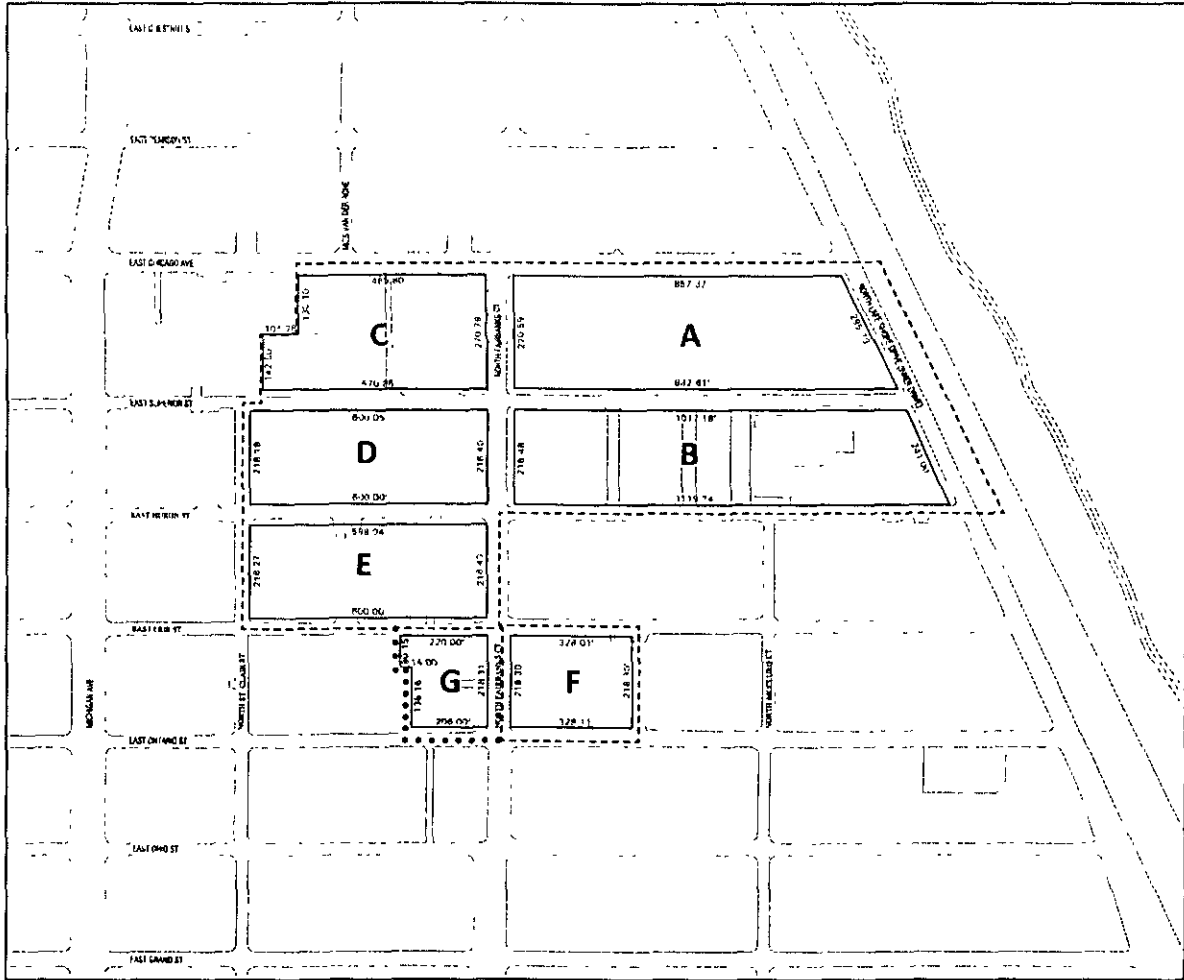


Applicant Northwestern University
 Address 237-259 E. Erie Street
 238-258 E. Ontario Street
 628-648 N. Fairbanks Court
 Date July 28, 2011
 Revised November 17, 2011



Applicant Northwestern University
Address 237-259 E. Erie Street
238-258 E. Ontario Street
628-638 N. Fairbanks Court
Date July 28, 2011
Revised November 17, 2011

PLANNED DEVELOPMENT BOUNDARY, PROPERTY LINE, R.O.W. MAP PUBLICATION



LEGEND

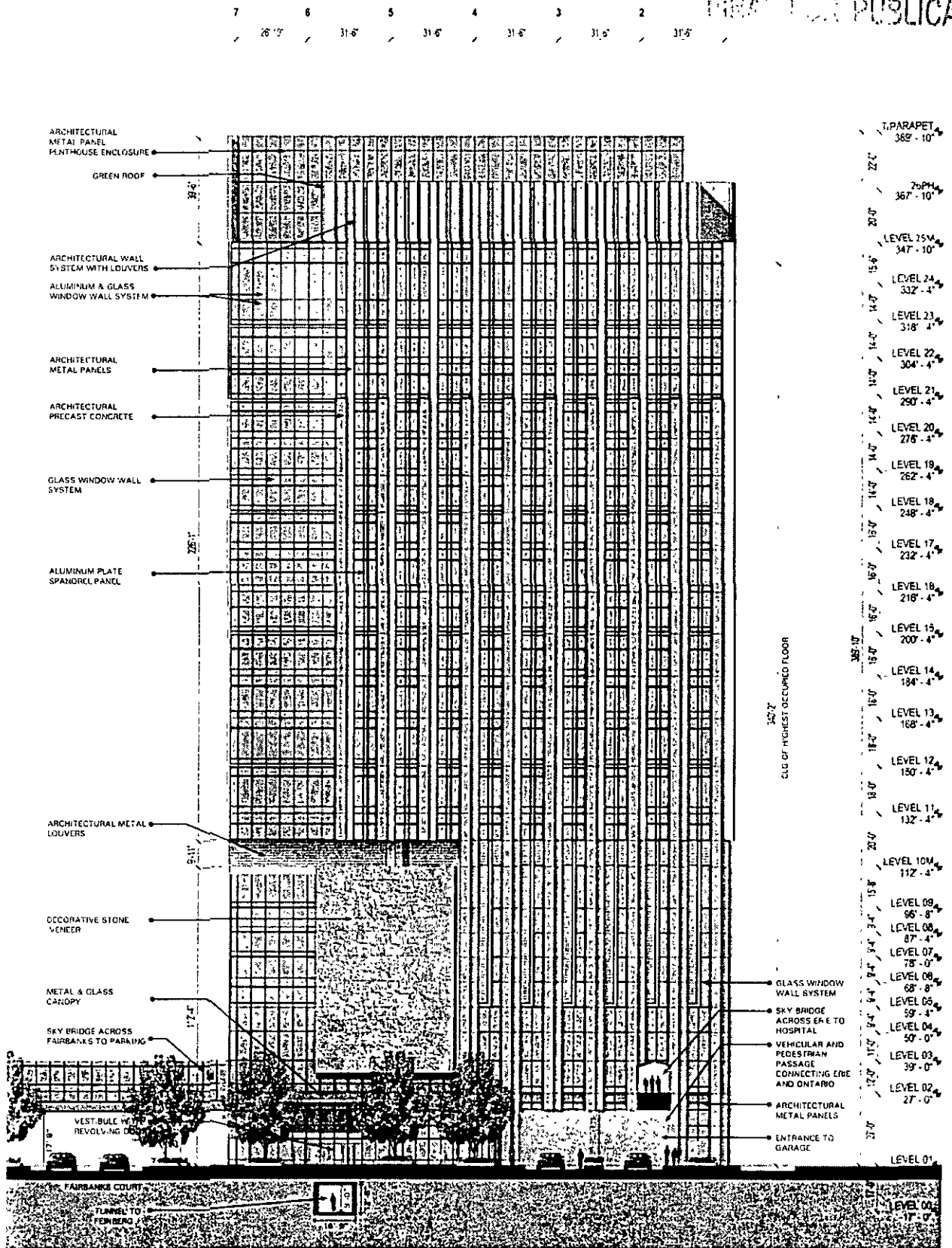
- EXISTING PLANNED DEVELOPMENT BOUNDARY
- PROPOSED PLANNED DEVELOPMENT BOUNDARY



Applicant Northwestern University
 Address 237-259 E Erie Street
 238-258 E Ontario Street
 628-618 N Fairbanks Court
 Date July 28, 2011
 Revised November 17, 2011

NORTH ELEVATION

FINAL FOR PUBLICATION

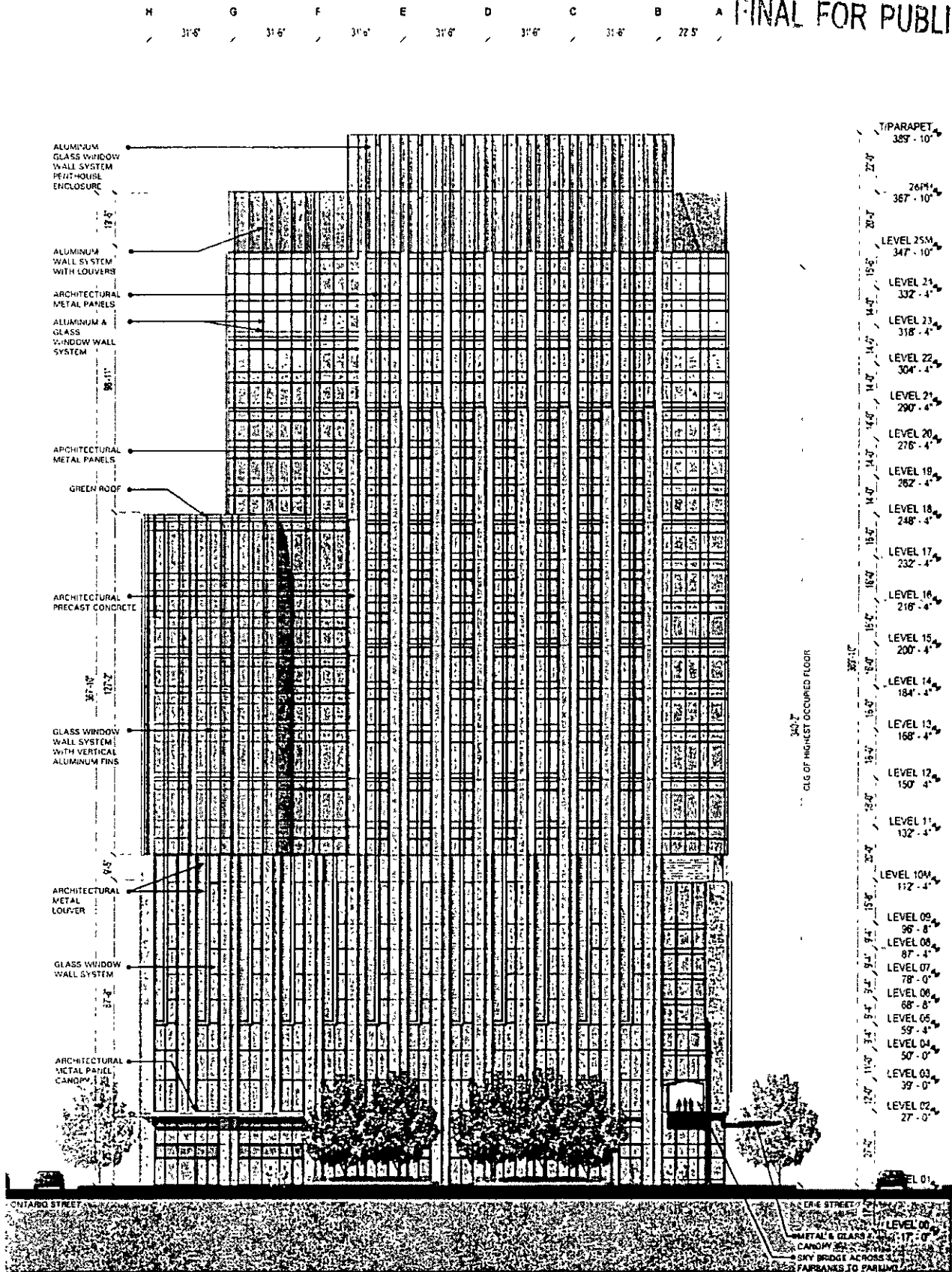


NORTH ELEVATION

Applicant Northwestern University
 Address 237-259 E Erie Street
 238-258 E Ontario Street
 628-648 N Fairbanks Court
 Date July 28, 2011
 Revised November 17, 2011

EAST ELEVATION

FINAL FOR PUBLICATION

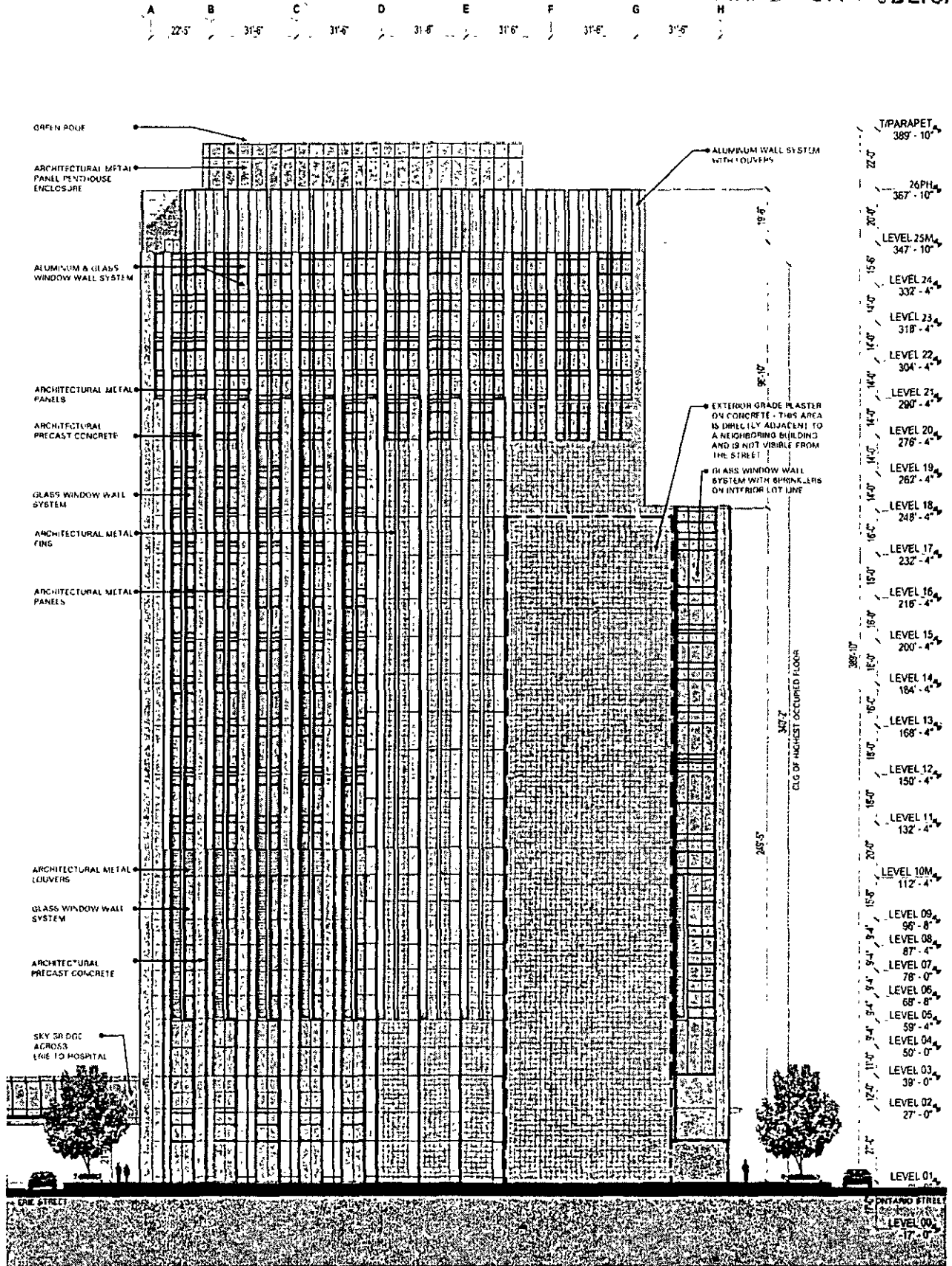


EAST ELEVATION

Applicant: Northwestern University
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 233-258 E Ontario Street
 628 648 N Fairbanks Court
 Date: July 28, 2011
 Revised: November 17, 2011

WEST ELEVATION

FINAL FOR PUBLICATION

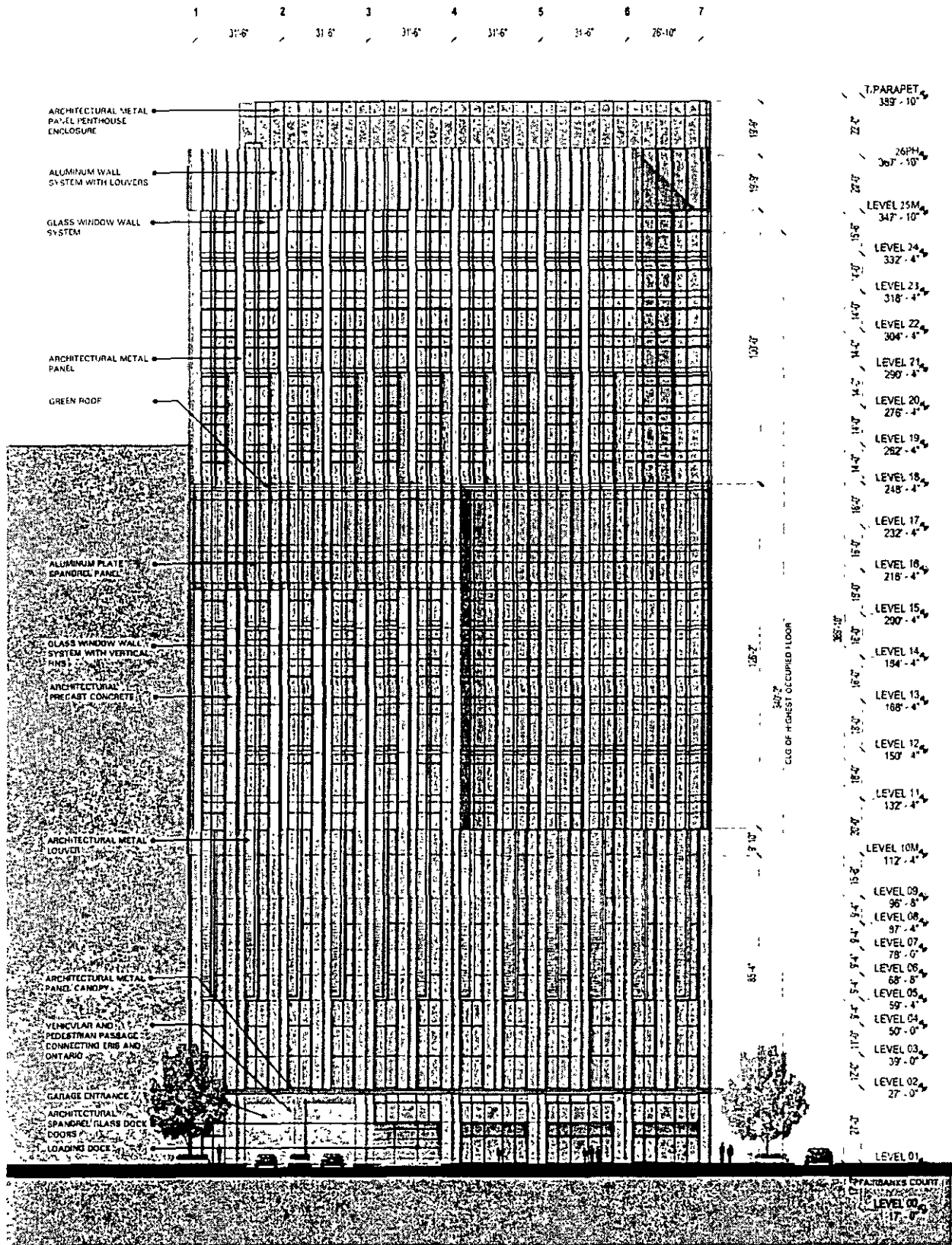


WEST ELEVATION

Applicant: Northwestern University
 Address: 237-259 E. Erie Street
 238-258 E. Ontario Street
 628-648 N. Fairbanks Court
 Date: July 28, 2011
 Revised: November 17, 2011

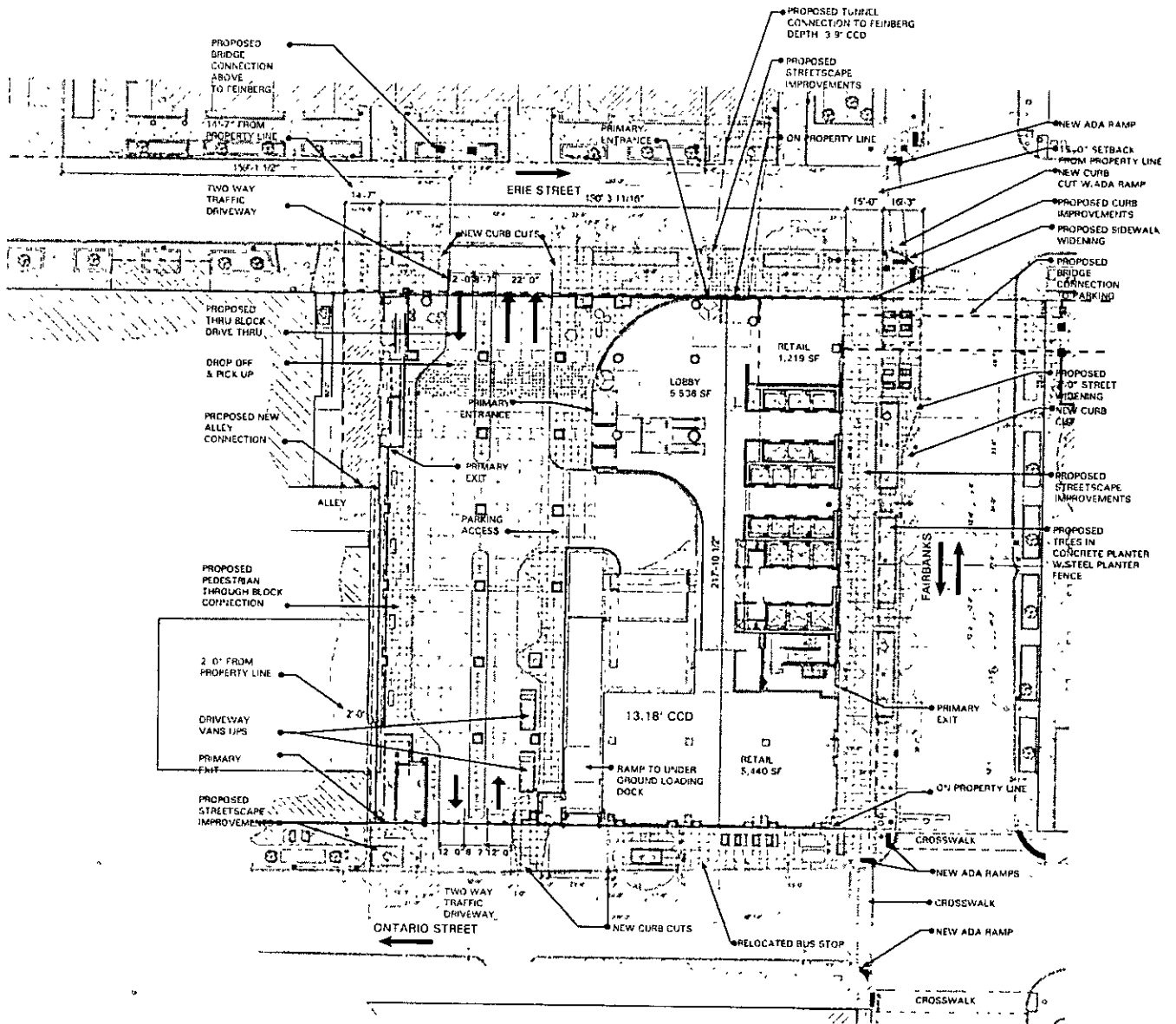
SOUTH ELEVATION

FINAL FOR PUBLICATION

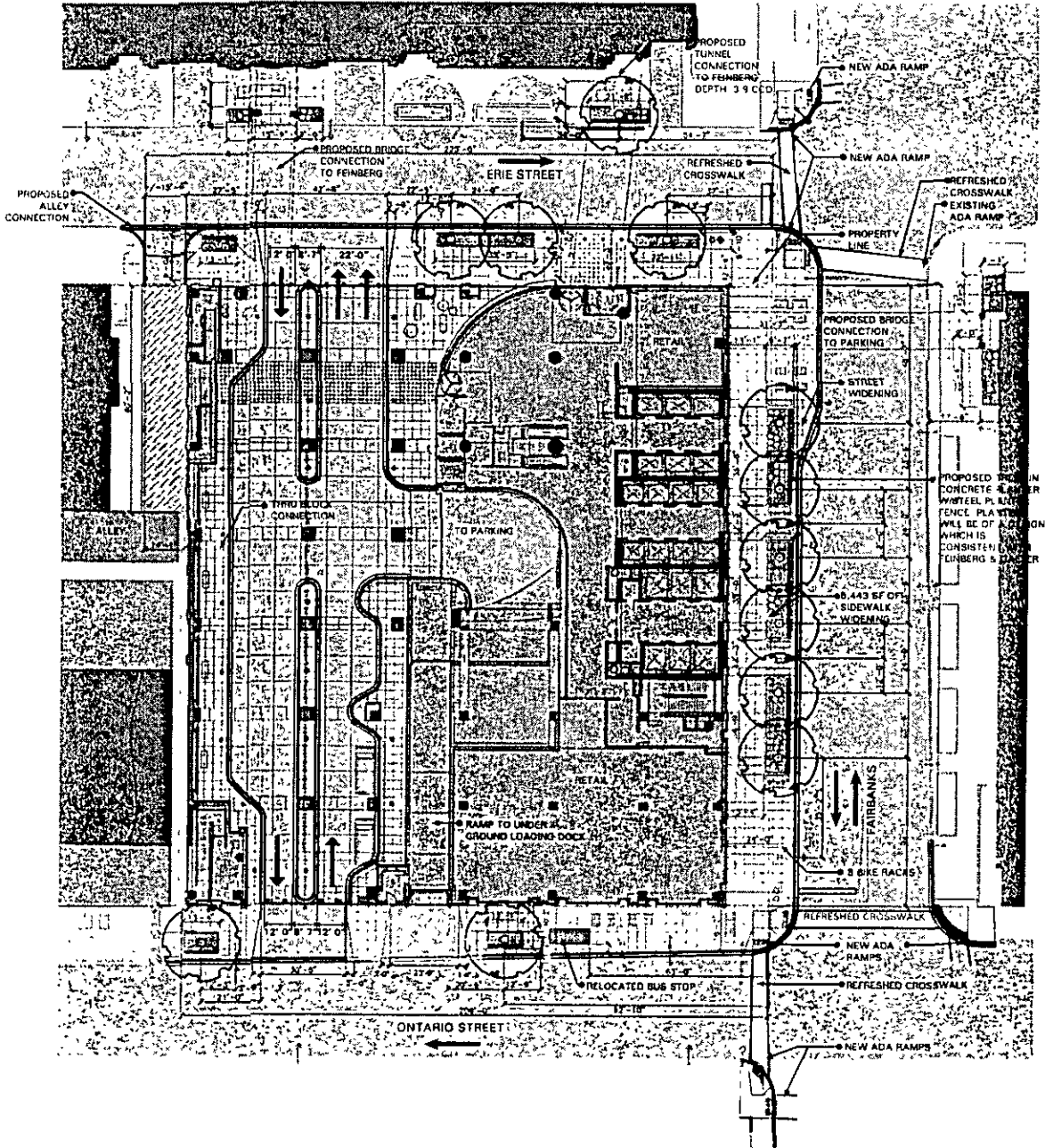


SOUTH ELEVATION

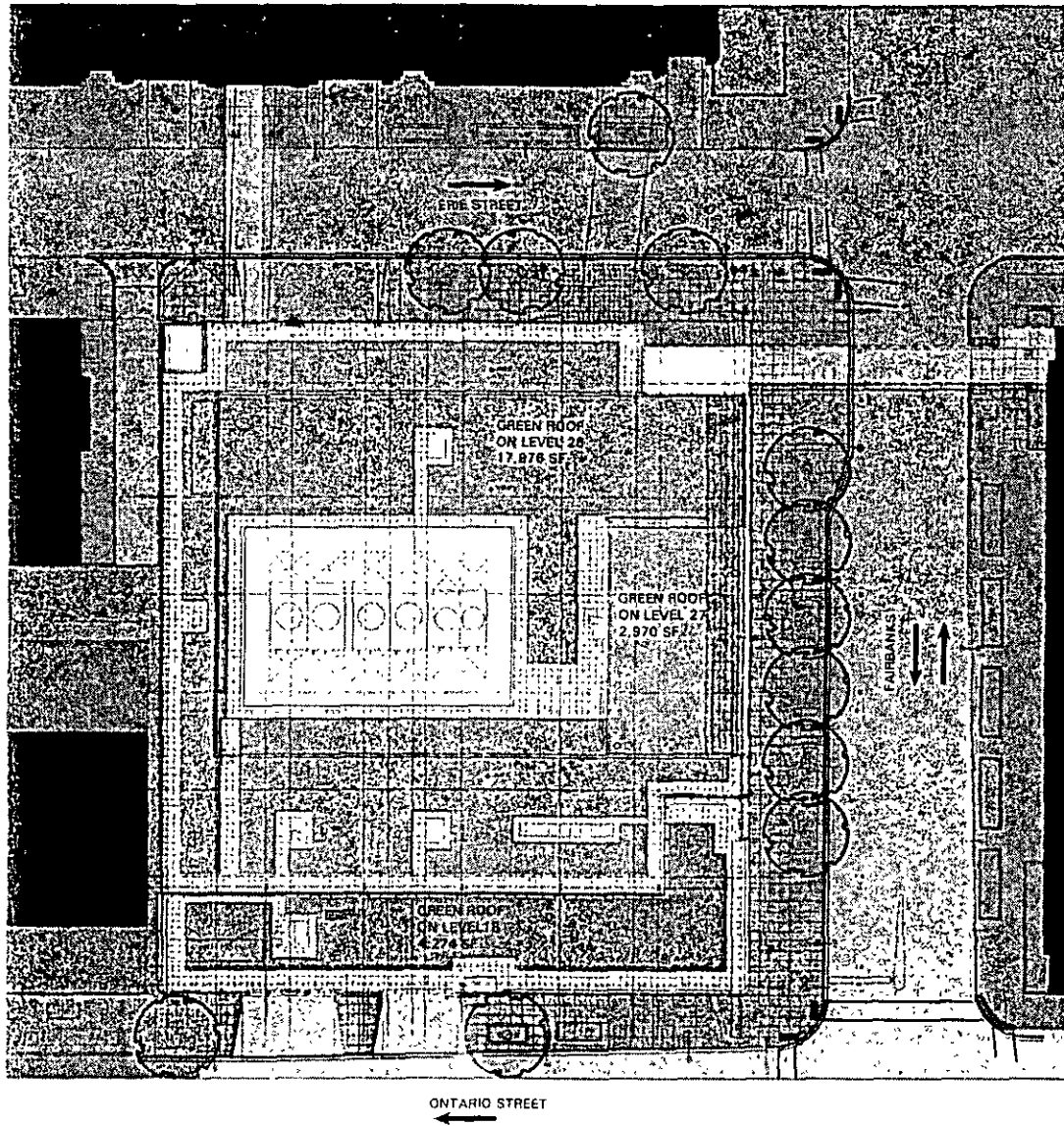
Applicant Northwestern University
 Address 717-259 E. Erie Street
 233 258 E. Ontario Street
 628 618 N. Fairbanks Court
 Date July 28, 2011
 Revised November 17, 2011



Applicant Northwestern University
 Address 717 259 E. Erie Street
 238 258 E. Ontario Street
 628-648 N. Fairbanks Court
 Date July 28, 2011
 Revised November 17, 2011



Applicant: Northwestern University
Address: 237-259 E Erie Street
238-258 E Ontario Street
628-648 N Fairbanks Court
Date: July 28, 2011
Revised: November 17, 2011



Applicant: Northwestern University
Address: 237-259 E. Erie Street
238-258 E. Ontario Street
628 618 N. Fairbanks Court
Date: July 28, 2011
Revised: November 17, 2011

