



Office of the City Clerk

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Legislation Details (With Text)

File #: SO2021-1499
Type: Ordinance **Status:** Passed
File created: 4/21/2021 **In control:** City Council
Final action: 5/26/2021
Title: Zoning Reclassification Map No. 2-F at 210 S Canal St, 307-309 S Clinton St and 310 S Canal St - App No. 20673
Sponsors: Misc. Transmittal
Indexes: Map No. 2-F
Attachments: 1. O2021-1499.pdf, 2. SO2021-1499.pdf

Date	Ver.	Action By	Action	Result
5/26/2021	1	City Council	Passed as Substitute	Pass
5/25/2021	1	Committee on Zoning, Landmarks and Building Standards		
4/21/2021	1	City Council	Referred	

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

SECTION I. Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by changing all of the Business Planned Development Number 376 symbols and indications as shown on Map No. 2-F in the area bounded by

West Adams Street; South Canal Street; West Van Buren Street; and South Clinton Street,

to those of Business Planned Development Number 376, as amended, which is hereby established in the area described, subject to such use and bulk regulations as are set forth in the Plan of Development attached herewith and made a part thereof and to no others.

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

Common Address of Property: 210 S. Canal St.. 307-309 S. Clinton St. and 310 S. Canal St.

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Planned Development Statements.

1. The area delineated herein as Business Planned Development Number 376, as amended ("Planned Development") consists of approximately 254,074 square feet of land area which is depicted on the attached Planned Development Boundary and Property Line Map ("Property"). The Property consists of Subarea A, Subarea B and Subarea C. Subarea A is owned by National Railroad Passenger Corporation, doing business as ("Amtrak"). Subarea B is owned by the City of Chicago (the "City"). Subarea C is owned by 320 South Canal Titleholder LLC. 320 South Canal Titleholder LLC and the City have authorized Amtrak to be the Applicant for purposes of this Planned Development.
2. The requirements, obligations and conditions contained within this Planned Development shall be binding upon the Applicant, its successors and assigns and, if different than the Applicant, the legal titleholders 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 titleholder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 of the Chicago Zoning Ordinance (the "Zoning Ordinance"), the Property, at the time of application for amendments, modifications or changes (administrative, legislative or otherwise) to this Planned Development are made, shall be under single ownership or designated control. Single designated control is defined in Section 17-8-0400 of the Zoning Ordinance; provided, however, that after the adoption of an ordinance wherein the property is divided into specifically delineated subareas or subparcels, each having its own bulk and density standards, or similar subarea specific or subparcel specific development controls or requirements, the owners of or designated controlling party for each subarea may seek amendments, changes, or modifications for that subarea without the consent of the owners or designated controlling party of the other subareas. The right to amendments, changes or modifications described in the preceding sentence shall be subject to the conditions and limitations contained in Section 17-8-0400 of the Zoning Ordinance.
3. All applicable official reviews, approvals or permits are required to be obtained by the Applicant or its successors, assignees or grantees. Any dedication or vacation of streets or alleys or grants of easements or any adjustment of the right-of-way shall require a separate submittal to the Department of Transportation ("CDOT") on behalf of the Applicant or its successors, assignees or grantees.

The Applicant shall commit to provide and fully fund infrastructure improvements as described in the Traffic Management Plan ("TMP") (attached hereto as Exhibit A to this Planned Development Ordinance).

Physical infrastructure improvements specific to Subarea A shall include the improvements described in the "Vehicular Traffic and Parking Access" section of the TMP under the following subtitles:

- "Using the existing Headhouse driveways to access the existing below grade parking"; -- "Establish curbside standing zones for Headhouse user drop-off and pick-up";
- "Use of existing Headhouse below-grade loading docks for service, loading and delivery"; and
- "Restrict southbound right turns from Clinton Street to Quincy Street".

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Prior to the issuance of the final Certificate of Occupancy ("Occupancy") for any of the anticipated hotel uses above the second floor of the Chicago Union Station Headhouse in Subarea A, the Applicant shall complete the physical infrastructure improvements specific to Subarea A as noted above. Prior to the issuance of the final Certificate of Occupancy of Subarea C, the Applicant shall complete all other infrastructure improvements described in the TMP, including but not limited to the improvements described in the "Curbside Management" and "Active Transportation Management" sections.

The Applicant shall be responsible for making the following signal improvements:

Intersection	Traffic Signal Upgrades		
Monroe	Jefferson Street	ATC 1000 Controller	Pedestrian Countdown Sig
	Clinton Street	ATC 1000 Controller	
	Canal Street	ATC 1000 Controller	
	Gateway Crossing (Riverside Plaza)	ATC 1000 Controller	
Adams	Jefferson Street		Pedestrian Countdown Sig
	Clinton Street	ATC 1000 Controller	
	Canal Street	ATC 1000 Controller	
Jackson	Jefferson Street	ATC 1000 Controller	Pedestrian Countdown Sig
	Clinton Street	ATC 1000 Controller	
	Canal Street	ATC 1000 Controller	
	Gateway Crossing (Riverside Plaza)	ATC 1000 Controller	
Van Buren	Jefferson Street	ATC 1000 Controller	Pedestrian Countdown Sig
	Clinton Street	ATC 1000 Controller	Pedestrian Countdown Sig
	Canal Street		Pedestrian Countdown Sig

The Applicant shall also convert the unused bus lane on the north side of West Adams Street, between South Canal Street and South Clinton Street, to a traffic lane with no parking tow zone signage and the Applicant will update the Traffic Management Plan exhibits to reflect this.

Any requests for grants of privilege, or any items encroaching on the public way shall be in compliance with the Planned Development.

Ingress or egress shall be pursuant to the Planned Development and may be subject to the review and approval of the Departments of Planning and Development and Transportation. Closure of all or any public street or alley during demolition or construction shall be subject to the review and approval of CDOT.

Pursuant to a negotiated and executed Perimeter Restoration Agreement ("Restoration Agreement") by and between CDOT's Division of Infrastructure Management and the Applicant, the Applicant shall provide improvements and restoration of all public way adjacent to the Property, which may include, but not be limited to, the following as shall be reviewed and determined by CDOT's Division of Infrastructure Management.

- Full width of streets

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- Full width of alleys Curb and gutter

- Pavement markings
- Sidewalks
- ADA crosswalk ramps

- Parkway and landscaping

The Perimeter Restoration Agreement must be executed prior to any CDOT and Planned Development Part II Review permitting. The Restoration Agreement shall reflect that all work must comply with current Rules and Regulations and must be designed and constructed in accordance with CDOT's Construction Standards for Work in the Public Way and in compliance with the Municipal Code of Chicago Chapter 10-20. Design of said improvements should follow CDOT's Rules and Regulations for Construction in the Public Way as well as The Street and Site Plan Design Guidelines. Any variation in scope or design of public way improvements and restoration must be approved by CDOT.

4. This Planned Development ordinance consists of 24 Statements and a Bulk Regulations Table. The Planned Development ordinance also consists of the following exhibits and plans:

Site Plan - Sub Area 'C'; L1 Canal Street Level Plan - Sub Area 'C'; Composite Landscape Plan - Sub Area 'C'; and Street Sections - Sub Area 'C' from site plan approval request dated May 18, 2021 to Rafael Carreira.

An Existing Zoning Map; an Existing Land-Use Map; a Planned Development Boundary and Property Line Map; LL1 Clinton Street Level Plan - Subarea C; Lower Level 2 Plan -Subarea C; Green Roof Plan ~ Subarea C; North/South Building Section - Subarea C; East, West, North and South Elevations for Subarea C; Facade System; Facade Detail; Planting Details - Subarea C; Clinton Street Elevation and Clinton Street Perspective; and North Elevation at CTA Bus Station and Wall Section at CTA Bus Station prepared by SCB and Goettsch Partners dated May 20, 2020 (Journal pages 17478-17498).

Site Plan - Subarea A; Landscape Plans -- Subarea A; Building Sections (North-South . and East-West) - Subarea A; North, South, East, and West Elevations for Subarea A prepared by SCB and Goettsch Partners dated October 31, 2018; the Union Station Traffic Management Plan prepared by Kimley Horn dated October 2018 (Exhibit A); and a Memorandum of Understanding between the City of Chicago and the National Railroad Passenger Corporation (Exhibit B) dated October 31, 2018 (Journal pages 88215-88259; 88263-88275).

Full-sized copies of the Site Plan, Landscape Plan and Building Elevations are on file with the Department of Planning and Development ("DPD"). In any instance where a provision of this Planned Development conflicts with the Chicago Building Code, the Building Code shall control. This Planned Development ordinance conforms to the intent and purpose of the Zoning Ordinance, and all requirements thereto, and satisfies the established criteria for approval as a Planned Development. In case of a conflict between the terms of this Planned Development

ordinance and the Zoning Ordinance, this Planned Development ordinance shall control.

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5. In each of the following Subareas of this Planned Development, the following uses shall be permitted in this Planned Development.

Subarea A:

utilities and services, major (including passenger and commuter rail lines and activities directly related to the provision of passenger and commuter rail service, and accessory or related uses); hotel;¹ office; indoor sports and recreation, participant; food and beverage retail sales; liquor store (packaged goods); eating and drinking establishments; retail sales; financial services; assisted living; day cares; personal service; artisanal manufacturing services; entertainment and spectator sports; indoor special event facilities; cultural exhibits/libraries; accessory parking; co-located wireless communication facilities; and uses accessory or incidental to any of the foregoing uses.

Subarea B:

utilities and services, major.

Subarea C:

utilities and services, major; office; parks and recreation, indoor sports and recreation, participant; food and beverage retail sales; liquor store (packaged goods); eating and drinking establishments; retail sales; financial services; day cares; personal service; indoor special event facilities; accessory parking; co-located wireless communication facilities; and related accessory uses.

6. On-premises signs and temporary signs, such as construction and marketing signs, shall be permitted within the Planned Development, subject to the review and approval of the Department of Planning and Development. Off-premises signs are prohibited within the boundary of the Planned Development.
7. For purposes of height measurement, the definitions in the Zoning Ordinance shall apply. The height of any building shall be measured from the top of the curb at the intersection of Jackson and Canal and shall also be subject to height limitations, if any, established by the Federal Aviation Administration.
8. The maximum permitted Floor Area Ratio ("FAR") for the Property shall be in accordance with the attached Bulk Regulations Table. For the purposes of Floor Area calculations and measurements, the General Terms and Measurements in the Zoning Ordinance shall apply. The permitted Floor Area identified in the Bulk Regulations Table has been based on the net site area of 254,074 square feet and the maximum permitted FAR identified in the Bulk Regulations Table.

The Applicant acknowledges that the project has received a bonus FAR of 0.5 calculated on the net site area of Subarea C, pursuant to Section 17-4-1000 of the Zoning Ordinance. With this bonus FAR, the total FAR for the Planned Development is 12.18. In exchange for the bonus FAR, the Applicant is required to make a corresponding payment, pursuant to Sections 17-4-1003-8 and C, prior to the issuance of the first building permit for any building in the Planned Development; provided, however, if the Planned Development is constructed in phases, the bonus payment may be paid on a pro rata basis as the first building permit for each subsequent new building or phase of construction is issued. The bonus payment

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will be recalculated at the time of payment (including partial payments for phased developments) and may be adjusted based on changes in median land values in accordance with Section 17-4-1003-C. 3. The bonus payment will be split between three separate funds, as follows:

80 percent to the Neighborhoods Opportunity Fund, 10 percent to the Citywide Adopt-a-Landmark Fund and 10 percent to the Local Impact Fund. In lieu of paying the City directly, the Department may: (a) direct developers to deposit a portion of the funds with a sister agency to finance specific local improvement projects; (b) direct developers to deposit a portion of the funds with a landmark property owner to finance specific landmark restoration projects; or (c) approve proposals for in-kind improvements to satisfy the Local Impact portion of the payment.

9. Upon review and determination, "Part II Review", pursuant to Section 17-13-0610 of the Zoning Ordinance, a Part II Review fee shall be assessed by the Department of Planning and Development. The fee, as determined by staff at the time is final and binding on the Applicant and must be paid to the Department of Revenue prior to the issuance of any Part II Approval.
10. The Site and Landscape Plans shall be in substantial conformance with the Landscape Ordinance and any other corresponding regulations and guidelines, including Section 17-13-0800. Final landscape plan review and approval will be by the Department of Planning and Development. Any interim reviews associated with site plan review or Part II Reviews, shall be conditional until final Part II Approval.
11. The Applicant shall comply with Rules and Regulations for the Maintenance of Stockpiles promulgated by the Commissioners of the Departments of Streets and Sanitation, Fleet and Facility Management and Buildings, under Section 13-32-085, or any other provision of the Municipal Code of Chicago.
12. The terms and conditions of development under this Planned Development ordinance may be modified administratively, pursuant to Section 17-13-0611-A of the Zoning Ordinance by the Zoning Administrator upon the application for such a modification by the Applicant, its successors and assigns and, if different than the Applicant, the legal titleholders and any ground lessors of the Property.
13. The Applicant acknowledges that it is in the public interest to design, construct and maintain the development 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 to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility.
14. The Applicant acknowledges that it is in the public interest to design, construct, renovate and maintain all buildings in a manner that provides healthier indoor environments, reduces operating costs and conserves energy and natural resources. The Applicant shall obtain the number of points necessary to meet the requirements of the Chicago Sustainable Development Policy, in effect at the time of the Part II Review process is initiated for each improvement that is subject to the aforementioned policy and must provide documentation verifying compliance with said policy.

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15. The Applicant and the Department of Planning and Development, at either party's request, may continue to evolve the design of the building elevations for the building to be located in Subarea C; changes to such elevations, if any,

shall, if mutually agreed, be approved by the Department administratively as a Minor Change.

16. Pursuant to the Planned Development amendment on October 31, 2020, an FAR Building Area of 425,202 square feet was transferred from Subarea A to Subarea C. Subject to the terms and conditions contained in the Memorandum of Understanding between the City of Chicago and National Railroad Passenger Corporation regarding Chicago Union Station (the "MOU"), which the City and Amtrak entered into on October 18, 2018, a copy of the MOU is attached hereto as Exhibit B, Amtrak shall plan, design and use best efforts to complete certain improvements within Subarea A in connection with the Planned Development. Said improvements are described in the MOU (the "Improvements"). The City and Amtrak entered into the Right of First Offer Agreement dated May 1, 2015 (the "ROFO Agreement") which pertains to Subarea B. The City and Amtrak entered into the Second Amendment to Right of First Offer Agreement dated February 2, 2021 (the "Second Amendment"). The MOU, ROFO Agreement and Second Amendment to ROFO Agreement are hereby ratified pursuant to this Planned Development. Section 10 of the Second Amendment to ROFO Agreement authorizes the City, upon Amtrak's written request, to approve a minor change to the Planned Development pursuant to Section 17-13-0611-A(2) of the City's Zoning Ordinance (provided that such minor change will not result in an increase in the maximum permitted floor area ratio for the total net site area), such that an FAR Building Area of 417,344 square feet will be transferred from Subarea B to Subarea A upon Amtrak's exercise of its rights under the Second Amendment to ROFO Agreement; provided, however, that Amtrak acknowledges that subsequent additional development of Subarea A that increases the height of the Station more than 10 percent of the maximum height for Subarea A as stated in the Planned Development will require a major change to the Planned Development pursuant to Sections 17-13-0611-B and 17-13-1003-L of the City's Zoning Ordinance. Pursuant to Statement 16 of the Planned Development, concurrent with the aforementioned transfer, the minor change shall also authorize the transfer of 7,868 square feet of FAR Building Area from Subarea C to Subarea A. The Applicant acknowledges that the Applicant and its successors shall be bound by the MOU, ROFO Agreement and Second Amendment to ROFO Agreement. After the adoption and publication of this amendment to the Planned Development, the Applicant may apply for the minor change described in this Statement 16 after Amtrak has provided the City with documentation showing that Amtrak has expended at least \$14,100,000 on the Improvements and/or the development, redevelopment or further improvement of Amtrak Properties (as defined in the ROFO Agreement) within the Union Station Area (as defined in the ROFO Agreement). In the event (a) Amtrak has provided the City with documentation showing that Amtrak has expended at least \$14,100,000 on the Improvements and/or the development, redevelopment or further improvement of Amtrak Properties within the Union Station Area; (b) Amtrak has applied for and received approval of the aforementioned minor change and (c) the City has provided Amtrak with documentation showing the City's costs and expenditures actually incurred by the City for the Infrastructure Improvements (as defined in the Second Amendment to ROFO Agreement), then no later than thirty (30) days after Amtrak receives approval of the minor change and the City has provided Amtrak with documentation showing the City's costs and expenditures actually incurred by the City for the Infrastructure Improvements, Amtrak shall reimburse the City for the Infrastructure Improvements in a total amount not to exceed \$500,000.
17. The Applicant or its successors or assignees shall, at its own cost, construct the proposed public park as shown on the Composite Landscape Plan - Subarea C (hereinafter the

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"Park"). The Applicant or its successors or assignees shall be responsible for maintaining, repairing, replacing, and managing the Park, including ensuring that the landscaping is well maintained, that the vegetation and plantings are kept in healthy condition, and that the Park facilities and areas are clean, well lit, litter free and clear of snow and debris. The Applicant shall provide sufficient liability insurance coverage necessary for the operation of the Park for public use. The Applicant shall also provide informational signage at all entries that the Park is open to the public, free of charge, during normal park hours from 6:00 AM. to 11:00 P.M. every day of the year. Maintenance and management obligations shall be binding upon the Applicant, its successors and assigns.

Prior to issuance of building permits for Subarea C, the Applicant will enter into a development and maintenance agreement with the City of Chicago binding the Applicant, its successors and assigns for the construction,

maintenance, and management of the Park. The Park is required to be substantially completed prior to issuance of final certificate of occupancy for the principal building within Subarea C, provided that planting may be delayed, if consistent with good landscape practice, but no longer than one year following receipt of the occupancy certificate. Upon completion of the Park, the Applicant will memorialize the Park in a public access easement agreement with and for the benefit of the City of Chicago or a not for profit accredited land conservancy trust, as approved by the City, whose purpose is to hold open space public access easements. Any costs associated with establishing, monitoring, or stewardship of the public access easement shall be the responsibility of the Applicant and would need to be contributed at the time when the easement is granted.

18. The Applicant has expressed interest in relocating certain elements of the existing Union Station Transit Center (the "USTC Site") in Subarea B (the "CTA Service Facilities Building") to Subarea C in order to extend the plaza landscaping and access paths from Subarea C onto the USTC site. The CDOT Commissioner is hereby granted authority to enter into and administer agreements related to the relocation of the CTA Service Facilities at the Applicant's expense.
19. The TMP, which is attached as an exhibit to this Planned Development ordinance, shall become effective after the issuance of the Certificate of Occupancy for Subarea A or Subarea C of the Planned Development, whichever occurs first. The Applicant's compliance with the TMP shall be a requirement of this Planned Development ordinance and shall be coordinated with CDOT. After the initial Occupancy of any Subarea, and prior to the subsequent Occupancy of a different subarea, the Applicant may request CDOT to review the TMP, and CDOT may update the TMP as necessary.
20. CDOT and the Office of Emergency Management and Communications ("OEMC") have determined that the posting of Traffic Control Aides ("TCAs") and Parking Enforcement Aides ("PEAs" and, together with TCAs, "Aides") would help traffic operations at key intersections within and adjacent to the Planned Development during the AM. and P.M. peak hours, Monday through Friday, and allow for strict enforcement of both curbside regulations and parking restrictions.

Accordingly, the Applicant agrees to meet with OEMC prior to construction start of each Planned Development subarea and to compensate the City, at the generally applicable part-time Aide rate, for the cost of Aides posted within or adjacent to the Planned Development as determined necessary by OEMC due to the Planned Development construction activities.

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The Applicant further agrees to enter into an agreement (the "Aides Agreement") with OEMC upon the initial Occupancy of any Planned Development subarea, for a period of ten (10) years from the date of issuance of said Occupancy, in order to compensate the City for a portion of the cost of three (3) TCAs and two (2) PEAs posted within or adjacent to the Planned Development, as determined necessary by CDOT and OEMC. The Executive Director of OEMC or the Executive Director's designee (the "Executive Director") is authorized to negotiate, execute and deliver the Aides Agreement, and such other supporting documents as may be necessary or appropriate to carry out and comply with the provisions of the Aides Agreement, with such changes, deletions and insertions as shall be approved by the Executive Director.

The payment structure by which the Applicant compensates the City will be as follows: a) upon Occupancy of one of the Planned Development Subarea A or Subarea C, the Applicant will pay to the City the full cost of 1.5 TCAs, and the City will pay for 1.5 TCAs and 2 PEAs; b) upon the Occupancy of both the Planned Development Subarea A and Subarea C, the Applicant will pay to the City the full cost of 3 TCAs, and the City will pay for 2 PEAs; c) upon Occupancy of any portion of the block located at 303 South Canal Street (PIN Number 17-16-121-003), which is currently located outside but adjacent to this Planned Development, the Applicant will pay to the City the full cost of 3 TCAs and 2 PEAs.

Compensation amounts for the cost of the Aides will be based on actual Aide assignment to intersections or streets (if a roving Aide) within or adjacent to the Planned Development. Payments received from the Applicant under the Aides Agreement will be appropriated into a fund designated by the Director of the OEMC and the Director of the Office of Budget and Management (the "OBM"). The first payment will be made on a date designated by the Director of the OBM. The Aides Agreement shall be recorded against the Planned Development. The first payment will be made on a date as determined by OBM and will be pro-rated for the remaining number of months in that year. On a date as determined by OBM of the following year, the Applicant will provide the next payment, and each payment thereafter. The Aides Agreement will be reviewed annually to determine if the payment amount needs to be modified based on changes in wages. The Applicant may request the City's approval of changes to this statement, including specifically a reduction in 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) on an annual basis.

21. The Applicant has expressed interest in relocating an existing State of Illinois Department of Transportation ("IDOT") drainage facility located in an easement held by the City in Subarea C to the adjacent City right-of-way in order to allow for the Subarea C parking to be located below grade. The COOT Commissioner is hereby granted authority to enter into and administer agreements with IDOT and/or the Applicant related to the relocation of the facility at the Applicant's expense, the release of the easement, and the partial transfer of jurisdiction of the applicable portion of the adjacent City right-of-way to IDOT.
22. Pursuant to the Chicago Zoning Ordinance (Section 17-8-0911), Planned Developments are to give priority to the preservation and adaptive reuse of Chicago landmark buildings. The Planned Development includes the Union Station building at 210 South Canal Street, which is designated as a Chicago landmark . Proposed work to Union Station will require

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review and approval by the Commission on Chicago Landmarks and will need to meet the Commission/Permit Review Committee conditions of approval, pursuant to the Chicago Landmarks Ordinance, Section 2-120-740.

23. The Applicant acknowledges that it is the policy of the City to maximize opportunities for Minority- and Women-owned Business Enterprises ("M/WBEs") and City residents to compete for contracts and jobs on construction projects approved through the planned development process. To assist the City in promoting and tracking such M/WBE and City resident participation, the applicant for planned development approval shall provide information at three 'points in the City approval process. First, the applicant must submit to .DPD, as part of its application for planned development approval, an M/WBE Participation Proposal. The M/WBE Participation Proposal must identify the applicant's goals for participation of certified M/WBE firms in the design, engineering and construction of the project, and of City residents in the construction work. The City encourages goals of (i) 26 percent MBE and 6 percent WBE participation (measured against the total construction budget for the development or any phase thereof), and (ii) 50 percent City resident hiring (measured against the total construction work hours for the project or any phase thereof). The M/WBE Participation Proposal must include a description of the applicant's proposed outreach plan designed to inform M/WBEs and City residents of job and contracting opportunities. Second, at the time of the applicant's submission for Part II Permit Review for the development or any phase thereof, the applicant must submit to DPD (a) updates (if any) to the applicant's preliminary outreach plan, (b) a description of the applicant outreach efforts and evidence of such outreach, including, without limitation, copies of certified letters to M/WBE contractor associations and the ward office of the alderman in which the development is located and receipts thereof; (c) responses to the applicant's outreach efforts, and (d) updates (if any) to the applicant's M/WBE and City resident participation goals. Third, prior to issuance of a Certificate of Occupancy for the project or any phase thereof, the applicant must provide DPD with the actual level of M/WBE and City resident participation in the project or any phase thereof, and evidence of such

participation. In addition to the foregoing, DPD may request such additional information as the department determines may be necessary or useful in evaluating the extent to which M/WBEs and City residents are informed of and utilized in planned development projects. All such information will be provided in a form acceptable to the Zoning Administrator. DPD will report the data it collects regarding projected and actual employment of M/WBEs and City residents in planned development projects twice yearly to the Chicago Plan Commission and annually to the Chicago City Council and the Mayor.

24. This Planned Development shall be governed by Section 17-13-0612 of the Zoning Ordinance. Should this Planned Development ordinance lapse, the Zoning Administrator shall initiate a zoning map amendment to rezone the Property to Planned Development Number 376, as amended May 30, 2020.

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Bulk Regulations and Data Table referred to in these Plan of Development Statements reads as follows:

Bulk Regulations And Data Table.

Gross Site Area:

Right-of-Way Area:

Net Site Area:

FAR Building Area:

Maximum FAR:

Maximum Height:

Maximum DU:

Maximum Hotel Keys:

Maximum Office and Retail Floor Area:

Maximum Parking:

Minimum Bike Parking:

Minimum Loading:

Subarea A

189,686

62,760

126,926

1,097,910

8.65

165 feet

0

400

175,000

265

50

4

Subarea B

58,189

23,327

34,862

418,344

12.00

40 feet

0

0

0

0 0 0

39,504 92,286

Subarea C Total 131,790 379,665

125,591 254,074

1,578,777 3,095,031

17.11 12.18

730 feet 730 feet maximum¹

0 0 units

0 400 keys

400

50

4

1,578,777 1,753,777

665 stalls

100 bikes

8 at 10 by 25 with 12 feet clear

¹ Measured from the top of curb ;U the intersection of Jackson and Canal Street adjacent to the property

Application: 20673

To: Clerk

DEPARTMENT OF PLANNING AND DEVELOPMENT CITY OF CHICAGO

MEMORANDUM

Alderman Tom Tunney
Chairman, City Council Committee on Zoning

From
Maurice D. Cox' Chicago Plan Commission

Date: May 20, 2021

Re: Proposed Amendment to Business Planned Development #376 (210 S. Canal; 307-09 S. Clinton; and 310 S. Canal Streets)

On May 20, 2021, the Chicago Plan Commission recommended approval of the proposed amendment to Business Planned Development #376, submitted by Amtrak. The applicant proposes to amend specifically statement 16 to allow for a minor change to transfer 417,344 square feet of FAR building area from Subarea B to Subarea A and to transfer of 7,868 square feet of FAR building area from Subarea C to A, prior to establishing Business Planned Development #376, as amended. There are no other changes to the properties. I would very much appreciate your assistance in having this introduced at the next possible City Council Committee on Zoning.

Also enclosed is a copy of the staff report to the Plan Commission which includes the Department of Planning and Development, Bureau of Zoning recommendation and a copy of the resolution. If you have any questions in this regard, please do not hesitate to contact Emily Thrun at 312-744-0756.

Cc: PD Master File (Original PD, copy of memo)

121 NORTH LASALLE STREET, ROOM 1000, CHICAGO, ILLINOIS 60602