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Terrance L. Diamond
Attorney at Law

July 2, 2021

LPO Application No. #760
Filed 7/2/2021

VIA HAND DELIVERY

Paul Reise, AICP
City of Chicago
Department of Planning and Development
City Hall, Room 1000
Chicago, Illinois 60602

Re: *Applicant: City of Chicago Department of Transportation*
Project: Reconstruction of Montrose Drive, Simonds Drive and Wilson Avenue
Bridges in the Montrose Harbor Area

Dear Paul:

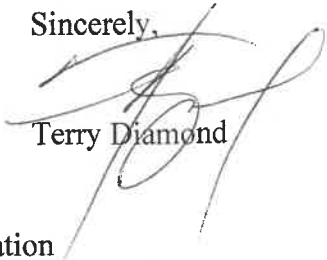
Enclosed are three original Lakefront Protection Ordinance Applications for the reconstruction of the Montrose Drive, Simonds Drive and Wilson Avenue Bridges in the Montrose Harbor Area. Please assign an application number to the Project and circulate to the appropriate City departments to review. We are requesting that this matter be placed on the August 19, 2021 Chicago Plan Commission agenda.

We have sent notice of the filing of the enclosed application to the Chicago Park District and the City Department of Asset and Information Services. These are the only two entities within 400 feet of the Project area.

Please contact me at your earliest convenience regarding presenting this matter at the August 19, 2021 Plan Commission meeting.

Thank you very much for your cooperation.

Sincerely,


Terry Diamond

TLD:emn
Enclosure

cc: Via E-Mail w/copy Application
Tanara Adams w
Michael Berkshire
Noah Szafraniec

APPLICATION NUMBER 760

CITY OF CHICAGO
AN APPLICATION TO THE CHICAGO PLAN COMMISSION UNDER THE LAKE MICHIGAN AND
CHICAGO LAKEFRONT PROTECTION ORDINANCE

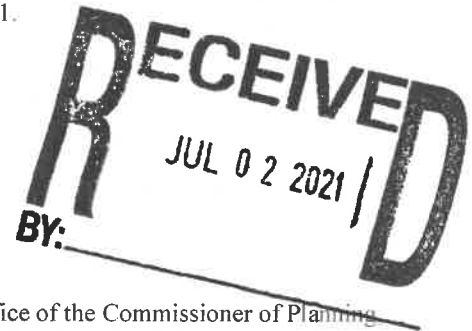
(This Application Must Be Typewritten)

The Chicago Plan Commission has provided this Application Form in accordance with Section 194B-6.1 (a) of the Lake Michigan and Chicago Lakefront Protection Ordinance. The Conditions under which the provisions of this Ordinance are applicable are stated in Section 194B-5.1 of the Ordinance. The process of Plan Commission review and public hearing on each proposal within the Lake Michigan and Chicago Lakefront Protection District will commence with the Applicant's submission to the Chicago Plan Commission of a completed Application Form and the required proof of notice. Strict compliance with Section 194B-6.1(c) is required.

The staff of the Department of Planning is available to provide technical assistance to the Applicant, before preparation of his application, during the processing stages, and to review the application at submission to the Chicago Plan Commission. Copies of the Ordinance and this Application Form and examples of forms for both notification and proof of notice, are available from the Commissioner of Planning, in Room 1003, Lakefront Unit, City Hall, 121 N. La Salle Street, Chicago, Illinois 60602. Phone 744-6551.

This Application Form consists of Five Parts on 17 pages:

- Part One: General Information
- Part Two: Character of Proposal
- Part Three: Zoning Information
- Part Four: Potential Impact of Proposal (2 Sections)
- Part Five: Disclosure Forms (6 Sections)



A copy of this Application will be available for public inspection in the office of the Commissioner of Planning, Room 1000, five days prior to the date of which the public hearing on this Application before the Chicago Plan Commission is to commence.

-SECTION BELOW FOR OFFICE USE ONLY-

Date of receipt in DP: _____ In Bldgs.: _____	ZBA action necessary? ____ yes ____ no: Type and Status: _____
Date of Applicant Notice to taxpayers of record: _____	Disclosure necessary? ____ yes ____ no
Date set for public hearing: _____	Simultaneous Planned Development processing ____ yes ____ no
Date on which Plan Commission published newspaper notice: _____	Previous Application this address? ____ yes ____ no; number: _____
Date of publication of report of Commissioner of DP: _____	Zoning map amendment? ____ yes ____ no; # _____
Date forwarded to: DIS _____: DSS _____: DPW _____: Pk. D. _____: Other _____	DISPOSITION Approved _____ Disapproved _____ Continued _____, to: _____ Date Applicant notified of decision: _____

SITE ADDRESS: Montrose Drive, Simonds Drive and Wilson Avenue Bridges
in the Montrose Harbor Area

GUIDELINES FOR COMPLETING PART ONE OF THE APPLICATION

Part One of this Application provides general information to the Chicago Plan Commission for use in preparing its public notices of the proposal set forth in the Application and in preparing its review of that proposal.

1. The date entered in (I.) should be the date on which the Application is filed.
2. The location of the site of the proposal should be given by street address; if there is no street address, the location must be described in relation to nearest existing streets, rights-of-way or other fixed points of reference.
3. The Applicant must state his own name, address and telephone number and the name, address and telephone number of the owner of the subject property (if different). The Applicant must be either the owner of the subject property or the owner's duly authorized agent or representative; if the Applicant is the owner's duly authorized agent or representative, the Applicant must submit proof to the Chicago Plan Commission at the time the Application is filed of such authorization.

Whenever the ownership of the subject property takes the form of something other than a singular living individual (partnership, corporation, trust, etc.) the Applicant shall so indicate. Furthermore, the Chicago Plan Commission may require disclosure of all parties having interest in the subject property.

4. The description of a proposal should include, at a minimum, types of land uses and space uses, floor area, number of dwelling units and structure height (in feet and stories). Any additional information describing the proposal should also be included.
5. Under the provisions of Section 194b-6.1(c) of the Lake Michigan and Chicago Lakefront Protection Ordinance, the Chicago Plan Commission will not accept an Application until the Applicant submits to the Chicago Plan Commission a list of names and last known addresses of the owners of all property on which notice must be served, the names and addresses of persons so served (if different), the method of service employed and a statement certifying that the Applicant has complied with all applicable noticing provisions in effect at the time of filing.
6. If there are any other approvals required from other public agencies before the Applicant can proceed with their proposal, those approvals must be listed; except that other City of Chicago licenses and permits may be omitted. If no other approvals are required, enter "NONE" under (VI. A.). Examples of items which should be listed include approvals from the:
 - United States Department of Housing and Urban Development Federal Housing Administration
 - United States Army Corps of Engineers
 - Federal Aviation Administration
 - State of Illinois Department of Natural Resources

PART ONE: GENERAL INFORMATION

- I. Date of Application: July 1, 2021
- II. Address or Location of the Site of the Proposal: Montrose Drive, Simonds Drive and Wilson Avenue Bridges in Montrose Harbor
- III. Information on the Applicant and/or Owner:
- A. Applicant
Name: City of Chicago Department of Transportation
Phone: 312 742-2590
Address: City of Chicago Department of Transportation, Division of Engineering Bridge Section, 2 N. LaSalle Street, Suite 820, Chicago, IL 60602
- B. Owner (if different)
Name: Chicago Park District c/o Claudine Malik
Phone: 312 742-4664
Address: 541 N. Fairbanks Ct. Chicago, IL 60611
- C. If the Applicant is not the Owner, initial here X that proof has been attached to this Application that the Applicant is the duly authorized agent or representative of the Owner.
- D. If the ownership of the subject property takes the form of something other than a singular living individual (partnership, corporation, trust, etc.), please indicate such: Chicago Park District a Municipal Corporation
- IV. Brief Description of the Proposal: To reconstruct and rehabilitate four bridge structures located in the Montrose Harbor Area. Two of the structures are along Simonds Drive, one is on Wilson Avenue and the other on Montrose Drive. (See Location Map Attached as Figure 1)
- V. Initial here: X verifying that the noticing provisions of Section 194B-6.1(c) have been completed as they apply to the Applicant and this Application.
- VI. The Applicant must also obtain the following approvals, in addition to the approval of the Chicago Plan Commission (provide an addendum, if necessary):
- A. Nature of the Approval: Co-sponsorship letter Chicago Park District (owner)
Agency: _____
- B. Nature of the Approval: _____
Agency: _____
- C. Nature of the Approval: _____
Agency: _____



Administration Office

541 North Fairbanks
Chicago, Illinois 60611
(312) 742-7529
(312) 747-2001 (TTY)
www.chicagoparkdistrict.com

Board of Commissioners

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June 4, 2021

Teresa Córdova
Chairman
Chicago Plan Commission
Department of Planning and Development
121 North LaSalle Street, Room 1000
Chicago, Illinois 60602
Attention: Michael Berkshire

Re: Montrose Harbor Bridges and Underpasses
Application to the Chicago Plan Commission under the
Lake Michigan and Chicago Lakefront Protection Ordinance

Dear Chairman Córdova:

The Chicago Park District currently owns and controls the property located at Montrose Harbor, east of North Lakeshore Drive. The Chicago Park District authorizes the Chicago Department of Transportation to file an application under the Lake Michigan and Chicago Lakefront Protection Ordinance in connection with the construction of the Montrose Harbor Bridges and Underpasses on Park District Property.

Thank you for your consideration of this matter.

Very truly yours,

Heather Gleason
Heather Gleason | Jun 16, 2021 10:29 CDT

Heather Gleason
Director of Planning and Construction
Chicago Park District

Cc: Noah Szfraniec

GUIDELINES FOR COMPLETING PART TWO OF THE APPLICATION

All graphic materials must be submitted in an 8.5" x 11" format and must be suitable for clear and sharp, black and white production. Each map or diagram should have a scale and a north arrow. Each sheet of graphic material must be labeled with the appropriate figure number. If there are multiple sheets comprising one figure (for example figure 4), those sheets should be labeled consecutively (Figure 4-1, Figure 4-2, Figure 4-3, etc); and, each sheet should contain the address of the site of the proposal.

For Figure 1, the Applicant should consider the "vicinity of the site" to be at least as extensive as the area for which he is required to give notice, plus any intervening streets or other public rights-of-way.

For Figures 3 and 4, the Applicant should consider that "recreation areas" and "recreation space and facilities" include game courts, swimming pools and pool areas, game rooms, exercise rooms, party rooms, community rooms, observation decks and sun decks.

The required narrative statement should describe the features of the proposed development, including size and mix of dwelling units, mix of uses on the site, etc. It should present a basic rationale for the development.

For Figure 6, the Applicant is urged to provide any materials at 8.5" x 11" which will facilitate the review of the Application.

PART TWO: CHARACTER OF THE PROPOSAL

This portion of the Application must be completed by attaching the following items, correctly sized and labeled, to the Application.

- I. Figure 1: Map of the Vicinity of the Site, showing (and labeling) Lake Michigan, lakefront parks, preferential streets, schools, parks, major institutions and significant developments. All streets on this map should be labeled and all building footprints within the vicinity of the subject site should be outlined and all structure heights should be identified.
- II. Figure 2: Map of the Existing Site, showing locations and dimensions of lot lines, contour intervals (5'), existing structures, walkways, driveways and any other special features.
- III. Figure 3: Proposed Site Plan showing locations and dimensions of proposed structures, driveways walkways, parking areas, open space and recreational areas.
- IV. Figure 4: Proposed Floor Plans, including the ground floor, a typical floor and any floors with recreational space or facilities.
- V. Figure 5: Elevation or Cross-Section, showing the height and number of stories for all proposed structures.
- VI. Narrative: Statement Describing the Proposed Development.

The Applicant is encouraged to provide additional graphic materials, visual aids, photographs, full-color renderings, data tables, etc; any such exhibits should be labeled "Figure 6".

PART THREE: ZONING INFORMATION

The Applicant must provide the following data regarding zoning considerations for the site subject to this proposal; all applicable calculations must be provided via an addendum.

- I. Is a Planned Development ordinance or an amendment to an existing Planned Development required or permitted in order to allow for the proposal on this subject site?

Required _____ Permitted _____ NA X

If a Planned Development is required, or if it is permitted and the Applicant chooses to pursue the designation, the Applicant is not required to complete the remainder of Part Three of this Application.

- II. Is a Zoning Board of Appeals approval of a variation or special use required or contemplated in order to allow for the proposal on the subject site?

Yes _____ No X

If Yes, please explain the nature of the matter that ZBA will need to consider: _____

- III. Square Feet of Net Site Area(s) and Existing Zoning District Classification(s); provide an addendum, if necessary:

Sub-Area I: Zoning District Classification	<u> POS-I </u>	Net Site Area	<u> N/A </u>
Sub-Area II: Zoning District Classification	<u> _____ </u>	Net Site Area	<u> _____ </u>
Sub-Area III: Zoning District Classification	<u> _____ </u>	Net Site Area	<u> _____ </u>
		Total Net Site Area	<u> _____ </u>

- IV. Dwelling Units

Maximum Units Allowed without Efficiency Units N/A
Maximum Units Allowed including Maximum Percentage of Efficiency Units N/A

Proposed Number of Dwelling Units N/A
Proposed Number of Efficiency Units N/A
Proposed Number of Total Units N/A

Does the Applicant intend to increase allowable floor area by reducing the number of units constructed below the maximum allowed?

Yes _____ No X

If Yes, please specify the number of units, below the maximum allowed, that the project will be reduced by _____ and the corresponding Floor Area Ratio percentage increase _____ that will be requested.

V. Bulk

Base Floor Area Ratio, without Bonuses N/A
Proposed Floor Area Ratio, including all Bonuses N/A

List all Bonuses being requested: _____

Proposed Floor Area _____ sq. ft.
Percentage of floor area devoted to interior recreation space, meeting rooms, etc _____

VI. Off-street Parking and Loading

	<u>Minimum Required</u>	<u>Number Proposed</u>
Parking Spaces	<u>N/A</u>	<u>N/A</u>
Loading Docks	<u>N/A</u>	<u>N/A</u>

VII. Setbacks

	<u>Minimum Required</u>	<u>Number Proposed</u>
Front Yard	<u>N/A</u>	<u>N/A</u>
Side Yard	<u>N/A</u>	<u>N/A</u>
Rear Yard	<u>N/A</u>	<u>N/A</u>

PART FOUR: POTENTIAL IMPACT OF THE PROPOSAL

The Chicago Plan Commission requires that the Applicant address the following Fourteen (14) Basic Policies of the Lakefront Plan of Chicago and the Thirteen (13) Purposes of the Lake Michigan and Chicago Lakefront Protection Ordinance in a written statement to the Commission attached to this Application and labeled as Part Four. The statement should indicate which Policies or Purposes are or are not applicable to the Applicant's proposal; and, for those Policies and Purposes which are applicable, the statements should discuss the potential impact of the proposal.

- I. Fourteen Basic Policies of the Lakefront Plan of Chicago
 1. Complete the publicly owned and locally controlled park system along the entire Chicago lakefront.
 2. Maintain and enhance the predominantly landscaped, spacious and continuous character of the lake shore parks.
 3. Continue to improve the water quality and ecological balance of Lake Michigan.
 4. Preserve the cultural, historical and recreational heritage of the lakeshore parks.
 5. Maintain and improve the formal character and open water vista of Grant Park with no new above-ground structures permitted.
 6. Increase the diversity of recreational opportunities while emphasizing lake-oriented leisure time activities.
 7. Protect and develop natural lakeshore park and water areas for wildlife habitation.
 8. Increase personal safety.
 9. Design all lake edges and lake construction to prevent detrimental shoreline erosion.
 10. Ensure a harmonious relationship between the lakeshore parks and the community edge, but in no instance will further private development be permitted east of Lake Shore Drive.
 11. Improve access to the lakeshore parks and reduce vehicular traffic on secondary park roads.
 12. Strengthen the parkway characteristics of Lake Shore Drive and prohibit a roadway of expressway standards.

13. Ensure that all port, water supply and public facilities are designed to enhance lakefront character.
14. Coordinate all public and private development within the water, park and community zones.

II. Thirteen Purposes of the Lake Michigan and Chicago Lakefront Protection Ordinance

1. To promote and protect the health, safety, comfort, convenience and general welfare of the people and to conserve our natural resources.
2. To identify and establish the Lake Michigan and Chicago Lakefront Protection District and to divide that District into several zones wherein any and all development or construction, as specified in Article V hereinafter, shall be specifically restricted and regulated.
3. To maintain and improve the purity and quality of the waters of Lake Michigan.
4. To ensure that construction in the Lake, or modification of the existing shoreline shall not be permitted if such construction or modification would cause environmental or ecological damage to the Lake or would diminish water quality; and, to ensure that the life patterns of fish, migratory birds and other fauna are recognized and supported.
5. To ensure that the Lakefront Parks and the Lake itself are devoted only to public purposes and to ensure the integrity of, and expand the quantity and quality of, the Lakefront Parks.
6. To promote and provide for continuous pedestrian movement along the shoreline.
7. To promote and provide for pedestrian access to the Lake and Lakefront Parks from and through areas adjacent thereto at regular intervals of one-fourth (1/4) mile and additional wherever possible; and, to protect and enhance vistas as these locations and wherever else possible.
8. To promote and provide for improved public transportation access to the Lakefront.
9. To ensure that no roadway of expressway standards, as hereinafter defined, shall be permitted in the Lakefront Parks.
10. To ensure that development of properties adjacent to the Lake or the Lakefront Parks is so defined as to implement the above-stated Purposes, provided; however, that with respect to property located within the Private-Use Zone, as established by Article V, VI and IX of this Ordinance, the permitted use, special use, lot area per dwelling unit and floor area ratio provisions found in the

applicable chapters of Chicago Zoning Ordinance portion of the Municipal Code of Chicago, shall govern, except where such provisions are in substantial conflict with the Purposes of this Ordinance or the Fourteen Basic Policies of the Lakefront Plan of Chicago.

11. To achieve the above-stated Purposes, the appropriate public agency should acquire such properties or rights as may be necessary and desirable.
12. To define and limit the powers and duties of the administrative body and officers as provided herein.
13. Nothing contained in the Lake Michigan and Chicago Lakefront Protection Ordinance shall be deemed to be a waiver, consent, license or permit to use any property or to locate, construct or maintain any building, structure or facility or to carry on any trade, industry, occupation or activity which may be otherwise required by law.

PART FOUR: POTENTIAL IMPACT OF THE PROPOSAL

The Chicago Plan Commission requires that the Applicant address the Fourteen Basic Policies of the Lakefront Plan of Chicago and the Thirteen Purposes of the Lake Michigan and Chicago Lakefront Protection Ordinance, as listed below, in a written statement to the Commission attached to this Application Form and labeled Part Four. The statement should indicate which policies or purposes are or are not applicable to the Applicant's proposal, and, for those policies and purposes which are applicable, the statements should discuss the potential impact of the proposal.

I. Fourteen Basic Policies

1. Complete the publicly owned and locally controlled park system along the entire Chicago lakefront.

Response: The project contributes to completing the publicly owned and locally controlled park system along the entire Chicago Lakefront by rehabilitating and improving park elements such as bridge structures over lakefront pedestrian/bicycle paths and roadways to improve the Lakefront trail.

2. Maintain and enhance the predominantly landscaped, spacious and continuous character of the lake shore parks.

Response: The project maintains and enhances the predominantly landscaped, spacious and continuous character of the lake shore parks by maintaining a pastoral setting and improving the bridges over pedestrian and bicycle paths and internal roadway within Montrose Harbor. The improvements were developed in coordination with the Chicago Park District and local community to improve the overall parkland experience, especially with regards to improving pedestrian/bicycle safety, reducing vehicular congestion and improving the Lakefront trail and path.

3. Continue to improve the water quality and ecological balance of Lake Michigan.

Response: The project improves the water quality and ecological balance of Lake Michigan by improving drainage systems for the existing bridge structures. Stormwater run-off from the parkland and bridges will be improved to mitigate landscape erosion and ponding under the bridges.

4. Preserve the cultural, historical, and recreational heritage of the lakeshore parks.

Response: The project preserves the cultural, historical, and recreational heritage of the lakeshore parks through reconstruction of four bridges in Montrose Harbor with architectural elements that will replicate the historical elements of the existing bridges. The project also enhances the overall parkland experience, especially with regards to improving pedestrian/bicycle safety and reducing vehicular congestion, which provides better and safer access to the lakefront parks, including Montrose Harbor.

5. Maintain and improve the formal character and open water vista of Grant Park with no new above-ground structures permitted.

Response: The project maintains and improves the formal character and open water vistas of the park through the reconstruction rehabilitation of four bridge structures. These are existing structures.

6. Increase the diversity of recreational opportunities while emphasizing lake-oriented leisure time activities.

Response: The project increases the diversity of recreational opportunities while emphasizing lake-oriented leisure time activities by providing safe, ADA compliant facilities for public use including pedestrian/bicycle paths and roadways that improved the Lake front trail and access to and through Montrose Harbor.

7. Protect and develop natural lakeshore park and water areas for wildlife habitation.

SITE ADDRESS: Montrose Drive, Simonds Drive and Wilson Avenue Bridges in the Montrose Harbor Area

Response: The project protects and develops natural lakeshore park and water areas for wildlife habitation by minimizing any disturbances to existing natural areas and enhancing the landscape in keeping with the existing wildlife habitat.

8. Increase personal safety.

Response: The project increases personal safety by reconstructing and rehabilitating four existing bridge structures that are practically 85 years old. The project will provide new railings and lighting for pedestrian vehicular safety.

9. Design all lake edges and lake construction to prevent detrimental shoreline erosion.

Response: The project does not impact shoreline erosion as the improvements terminate over 450 feet from the shoreline.

10. Ensure a harmonious relationship between the lakeshore parks and the community edge, but in no instance will further private development be permitted east of Lake Shore Drive.

Response: The project honors the commitment for lakefront access in accordance with the Lakefront Protection Ordinance, thereby ensuring a harmonious relationship between the lakeshore parks and the community edge. In no instance does this project permit for any further private development East of Lake Shore Drive.

11. Improve access to the lakeshore parks and reduce through vehicular traffic on secondary park roads.

Response: This project improves access to the lakeshore parks by rehabilitating and reconstructing existing bridge structures in Montrose Harbor. The improvements will improve safety of pedestrian/bicycle traffic and cars using Simonds Drive within Montrose Harbor.

12. Strengthen the parkway characteristics of Lake Shore Drive and prohibit any roadway of expressway standards.

Response: This project does not impact Lake Shore Drive. These are internal bridge structures within Montrose Harbor.

13. Ensure that all port, water supply, and public facilities are designed to enhance lakefront character.

Response: The simplicity and understated design of the landscape and hardscape elements of the proposed improvements ensure that all water supply, harbors and public facilities are designed to enhance lakefront character, while respecting the pastoral and historical characteristics of this portion of Chicago's lakefront.

14. Coordinate all public and private development within the water, park, and community zones.

Response: This project has been carefully coordinated with the Chicago Park District to improve the Lakefront trail and access to Montrose Harbor.

PART FOUR: POTENTIAL IMPACT OF THE PROPOSAL

II Thirteen Purposes

1. To promote and protect the health, safety, comfort, convenience, and the general welfare of the people, and to conserve our natural resources.

Response: The project will promote the health, safety, comfort, convenience, and the general welfare of the people and conserve our natural resources by providing park visitors with updated facilities that incorporate modern design principles including ADA accessibility while replicating existing historical elements.

2. To identify and establish the Lake Michigan and Chicago Lakefront Protection District and to divide that District into several zones wherein any and all development or construction, as specified in Article V hereinafter, shall be specifically restricted and regulated.

Response: The project will be regulated as specified in Article V hereinafter and will not affect the zones of the Chicago Lakefront Protection District.

3. To maintain and improve the purity and quality of the waters of Lake Michigan;

Response: The project will maintain and improve the purity and quality of the waters of Lake Michigan by improving drainage systems on the existing bridge structures.

4. To insure that construction in the Lake or modification of the existing shoreline shall not be permitted if such construction or modification would cause environmental or ecological damage to the Lake or would diminish water quality; and to insure that the life patterns of fish, migratory birds and other fauna are recognized and supported;

Response: The project will not affect the existing shoreline as it is not on the shore of Lake Michigan.

5. To insure that the Lakefront Parks and the Lake itself are devoted only to public purposes and to insure the integrity of and expand the quantity and quality of the Lakefront Parks;

Response: The project will insure that the Lakefront Parks are devoted only to public purposes and will insure the integrity of and expand the quality of the Lakefront Parks by improving public access through a safer and more accessible link to the neighboring communities.

6. To promote and provide for continuous pedestrian movement along the shoreline;

Response: The proposed improvements will promote and provide for greater access and continuous pedestrian and bicycle paths that are part of the Lakefront trail and it will improve access to Montrose Harbor.

7. To promote and provide for pedestrian access to the Lake and Lakefront Parks from and through areas adjacent thereto at regular intervals of one-fourth mile and additional places wherever possible, and to protect and enhance vistas at these locations and wherever else possible;

Response: The project will promote and provide for pedestrian access to the Lake and Lakefront Parks from and through areas adjacent thereto through the reconstruction of four existing bridges in Montrose Harbor.

8. To promote and provide for improved public transportation access to the Lakefront.

Response: The project promotes and provides for improved public transportation access to the Lakefront through the reconstruction of four bridges in Montrose Harbor, which will improve pedestrian/bicycle traffic safety and reduce vehicular congestion, provide better access for parking and for CTA buses, which service Montrose Harbor

9. To insure that no roadway of expressway standards, as hereinafter defined, shall be permitted in the Lakefront Parks.

Response: The project insures that no roadway of expressway standards, as hereinafter defined, shall be permitted in the Lakefront Parks at this location. Every design element of this reconstruction project has been tailored towards enhancing the pedestrian experience and improving the safety of pedestrian/bicycle traffic and reducing vehicular congestion while preserving the pastoral nature of the existing four bridges and replicating its historical elements.

10. To insure that development of properties adjacent to the Lake or the Lakefront Parks is so defined as to implement the above-stated purposes, provided, however, that with respect to property located within the Private Use Zone as established by Article V, VI, and IX of this Ordinance, the permitted use, special use, lot area per dwelling unit, and floor area ratio provisions of the Chicago Zoning Ordinance, Chapter 194A of the Municipal Code of Chicago, shall govern except where such provisions are in substantial conflict with the purposes of this Ordinance or the Fourteen Basic Policies of the Lakefront Plan of Chicago;

Response: The project is a public improvement, not in the Private Use Zone and does not include structures that include dwelling units.

11. To achieve the above-stated purposes, the appropriate public agency should acquire such properties or rights as may be necessary and desirable;

Response: The project does not require property acquisitions or rights in order to comply with the requirements of the Private Use Zones.

12. To define and limit the powers and duties of the administrative body and officers as provided herein;

Response: The project is administered by the City of Chicago, Department of Transportation.

13. Nothing contained in the Lake Michigan and Chicago Lakefront Protection Ordinance shall be deemed to be a waiver or consent, license or permit to use any property or to locate, construct or maintain any building, structure or facility or to carry on any trade, industry, occupation or activity which may be otherwise required by law.

Response: The project will adhere to the Chicago Lakefront Protection Ordinance in observance of required laws.

Narrative

Montrose Harbor Bridges and Underpasses Reconstruction Project

The Chicago Department of Transportation (CDOT) is planning to reconstruct and rehabilitate four existing bridges structures located in Montrose Harbor in Lincoln Park. All the structures are located east of Lake Shore Drive between Wilson and Lawrence Avenues. The four structures are Montrose Harbor Bridge, Simonds Drive Pedestrian Underpass, Wilson Avenue Bridge and Simonds Drive Viaduct Bridge. The bridges are adjacent to or cross over the Lakefront Trail.

The bridges were originally constructed in 1936. The arched concrete superstructure for each bridge is deteriorated and will be replaced. Each bridge span will be demolished and reconstructed to dimensions that match the existing structure. Photographs of the existing bridges are attached.

This project and the improvements described below were developed in coordination with the Chicago Park District. One of the Project's objectives is to improve the overall parkland experience and access to the Lakefront by increasing pedestrian and vehicular safety.

To maintain the historic features of the existing bridges the limestone cladding will be salvaged and reused. Individual stones in the bridge wingwalls that are cracked or missing will be replaced.

The Project incorporates improved street lighting at the four corners of each bridge and also includes the installation of efficient lights on, under, and adjacent to the bridges. This will provide a safer roadway and Lakefront Trail. The underpasses below the bridges will also have new pavement, markings, curb and gutter, and landscaping.

The estimated cost for this project is \$20 Million. The Federal Government and the State of Illinois are the funding sources. The Project will be advertised for bid in 2021 and completed by 2023. Construction will be in phases to allow traffic to flow through the Montrose Harbor area with minimal disruption.

The Project is anticipated to create approximately 80 temporary construction jobs.

1. General Location and Surrounding Uses

a. General Location and Description of Existing Facilities

The purpose of this Project is to reconstruct and rehabilitate four existing bridge structures located in Montrose Harbor in Lincoln Park. All the structures are located east of Lake Shore Drive between Wilson and Lawrence Avenues. The bridges are adjacent to or cross over the Lakefront Trail. New lighting and drainage facilities will be added or modified to improve public access and use of Chicago's Lakefront and Montrose Harbor.

The bridges are part of a roadway network constructed on land under the jurisdiction of the Chicago Park District. The structures with deck, parapets, abutments, and stone elements are under CDOT's maintenance and jurisdiction.

The first structure is located along Montrose Drive. The second and third structures are along Simonds Drive; on the north and south sides of Wilson Avenue. The fourth structure is located along Wilson Avenue. Figure 1 is a map showing the location of the four bridges.

All four bridges were constructed in 1936 as single span reinforced concrete structures with stone facades. Three of the structures carry vehicular traffic over pedestrian paths that are part of the Lakefront Trail. The Simonds Viaduct bridge also spans a road and a sidewalk providing access to a parking lot located just west of the bridge and the Trail.

b. Surrounding Uses and Amenities: The four structures connect to and are surrounded by public amenities in Montrose Harbor: the Montrose and Lawrence Athletic Fields, the Wilson Avenue Skate Park, Cricket Hill, the Sydney R. Marovitz Golf Course, the Montrose Point Bird Sanctuary, the Montrose Dog Beach, and the Montrose Harbor Marina. The Marina includes public restrooms, bike rental and food concessions. The bridges also provide access to the parking lots that provide parking for these amenities. The proximity of these lots to the bridges is shown on the Location Map attached as Figure 1.

c. Exhibits: The following attached exhibits describe the existing and proposed bridge improvements. There is a set for each of the four bridges.

Figure 1: Location Map and Photographs of the existing bridges

Figure 2: Map of the Existing Bridge Sites

Figure 3: Proposed Site Plan (Plan and profile sheets for the bridge improvements)

Figure 4: Proposed Floor Plan (Top of Deck)

Figure 5: Proposed Elevations and Cross Sections

2. Description of each bridge and surrounding area.

a. Montrose Drive Bridge (No. 1 on the Location Map)– This bridge is located east of the Montrose Drive and the Lake Shore Drive interchange and carries two lanes of traffic. The bridge is approximately 70' wide and 24' long. The parapet walls are made of decorative stones. The underside of the bridge deck is arched and spans over two parallel Lakefront Trail paths. The path on the west side of the underpass is for pedestrian while the path on the east is for bicyclist.

The exhibits for the Montrose Dr. Bridge are labeled: 1A (Photograph), 2A (Montrose Dr. Bridge Site), 3A (Montrose Dr. Bridge Proposed Site Plan), 4A (Montrose Dr. Bridge Top of Deck), 5A (Montrose Drive Bridge Elevation and Section).

- b. **Simonds Drive Pedestrian Underpass Bridge (No. 2 on the Location Map)** This bridge is located south of the intersection of Simonds Drive and Lawrence Avenue/Wilson Avenues. There is a parking lot access road 620' south of the bridge. The bridge carries two lanes of traffic over a bituminous path. The span length of the structure is approximately 15' with a width of about 67'. The parapet walls consist of decorative stones. The bridge stone fascia creates an arched opening for the underpass.

The exhibits for the Simonds Drive Pedestrian Underpass Bridge are labeled: 1B (Photograph), 2B (Simonds Dr. Pedestrian Underpass Site), 3B (Simonds Dr. Pedestrian Underpass Bridge Proposed Site Plan), 4B (Simonds Dr. Bridge Over Pedestrian Tunnel), 5B (Simonds Dr. Bridge over Pedestrian Tunnel Elevation and Section).

- c. **Wilson Avenue Bridge (No. 3 on the Location Map)** – The Wilson Avenue Bridge is located east of the Wilson Avenue and Lake Shore Drive interchange. The span length of the structure is approximately 51' with a width of about 71'. The bridge parapets are made of decorative stones. The bridge carries two lanes of traffic in each direction over the Lakefront Trail. The bridge deck spans over two paths separated by a one-foot-high stone wall with a concrete cap.

The exhibits for the Wilson Avenue Bridge are labeled: 1C (Photograph), 2C (Wilson Avenue Bridge Site Plan), 3C (Wilson Avenue Bridge Proposed Site Plan), 4C (Wilson Avenue Bridge Top of Deck), 5C (Wilson Avenue Bridge Elevation and Section).

- d. **Simonds Drive Viaduct Bridge (No. 4 on the Location Map)** The Simonds Dr. Viaduct is located south of the intersection of Simonds Drive and Lawrence Avenue. The bridge carries two lanes of traffic over an access road, a sidewalk and a gravel path connected to the Lakeshore Trail. The path and sidewalk spanned by the bridge are on opposite sides of the access road. The Bridge accommodates one lane of traffic in each direction with 90-degree parking spaces located on both sides of the road. 90-degree parking will be restored as part of the proposed improvement. The span length of the structure is approximately 51' with a width of about 71'. The parapets consist of decorative stones, the underside of the bridge deck is arched.

The exhibits for this bridge are labeled: 1D (Photograph), 2D (Simonds Dr. Viaduct Site Plan), 3D (Simonds Dr. Viaduct Proposed Site Plan), 4D (Simonds Dr. Viaduct Top of Deck), 5D (Simonds Dr. Viaduct and Elevation and Section).

**NOTICE OF FILING OF APPLICATION FOR
APPROVAL LAKEFRONT PROTECTION ORDINANCE**

Re: Application for Approval Lakefront Protection Ordinance

Applicant: City of Chicago Department of Transportation (“CDOT”)

Property: Montrose Drive, Simonds Drive, and Wilson Avenue Bridges in the Montrose Harbor Area

Project: CDOT reconstruction of Four (4) Existing Bridges and Underpasses in the Montrose Harbor Area (Part of an Existing Roadway over the Lakefront Trail)

Dated: July 1, 2021

Dear Sir or Madam:

In accordance with the requirements of the Lake Michigan and Chicago Lakefront Protection Ordinance (“Ordinance”), please be advised that on or about July 1, 2021 the undersigned will file an application on behalf of the City of Chicago Department of Transportation (“Applicant”) for the reconstruction and rehabilitation of four (4) bridges and underpasses in the Montrose Harbor Area. The four bridges and underpasses are located on Montrose Drive, Simonds Drive and Wilson Avenue between Lake Shore Drive on the west and Montrose Harbor on the east. The location of the existing four bridges are shown on Exhibit A attached hereto.

The Property is located in the Lake Michigan and Chicago Lakefront Protection District. Pursuant to the Ordinance, the Applicant is required to file an application with and to obtain the approval of the Chicago Plan Commission for the reconstruction of the existing bridge structures.

The four bridges are part of an existing roadway system, they provide vehicular access from Lake Shore Drive to Montrose Harbor. Three of the bridges are over the Lakefront Trail, they enable pedestrians to walk, run and bicycle under Montrose Drive, Simonds Drives and Wilson Ave. The fourth bridge on Simonds Drive provides vehicular access to an existing parking lot.

The Applicant is the City of Chicago Department of Transportation whose address is 2 N. LaSalle St. Suite 820 Chicago, IL 60602. The Project Manager is Tanera Adams (312) 742-2590. The Chicago Park District is the owner of the Property and a co-sponsor of this application.

I am an attorney for the Applicant. My contact information is Terrance Diamond, Neal & Leroy, LLC, 20 South Clark Street, Suite 2050, Chicago, Illinois 60603, 312-641-7144.

PLEASE NOTE THAT THE UNDERSIGNED IS NOT SEEKING TO REZONE OR PURCHASE YOUR PROPERTY. THE APPLICANT IS REQUIRED BY LAW TO SEND THIS NOTICE PURSUANT TO THE LAKE MICHIGAN & CHICAGO LAKEFRONT PROTECTION ORDINANCE.

Very truly yours,


Terrance Diamond

AFFIDAVIT

Teresa Córdova, Chairman
Chicago Plan Commission
Room 1000, City Hall
121 North LaSalle Street
Chicago, Illinois 60602

Applicant: The City of Chicago, Department of Transportation

Re: Application to the Chicago Plan Commission under the Lake Michigan and Chicago Lakefront Protection Ordinance

Property: Montrose Drive, Simonds Drive, and Wilson Avenue Bridges in the Montrose Harbor Area

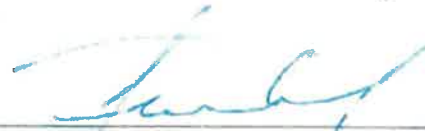
Project: CDOT reconstruction of Four (4) Bridges and Underpasses in the Montrose Harbor Area

Dear Chairman Córdova:

The undersigned, Terrance Diamond, an attorney for the Applicant, Chicago Department of Transportation ("CDOT"), being first duly sworn on oath, deposes and states the following:

That the undersigned certifies that she has complied with the requirements of Section 16-4-100 of The Lake Michigan and Chicago Lakefront Protection Ordinance by sending a notice letter (no more than 30 days before filing the Application referenced above) by United States Postal Service First Class Mail to the owners of all property within 250 feet in each direction of the property depicted on the attached Sidwell map, as determined by the most recent Cook County tax records of Cook County, commonly known as the Montrose Harbor Area located between Lake Shore Drive on the west, Montrose Harbor on the east, Montrose Drive on the south, and Lawrence Avenue on the north (as extended), exclusive of public roads, streets, alleys and other public ways, or a total distance limited to 400 feet. The Applicant has made a bona fide effort to determine the addresses of the parties to be notified under Section 16-4-100 of the Lake Michigan and Chicago Lakefront Protection Ordinance, and the Applicant certifies that notice was sent to the property owners located within 250 feet of the area as shown on the attached map (excluding public roads, streets and alleys).

By:



Terrance Diamond, Attorney

Subscribed and sworn to before
me this 1st day of July, 2021.



Notary Public



Notice and Application sent to:

Chicago Park District
541 N. Fairbanks Court
Chicago, Illinois 60611
Attn: Claudine Malik

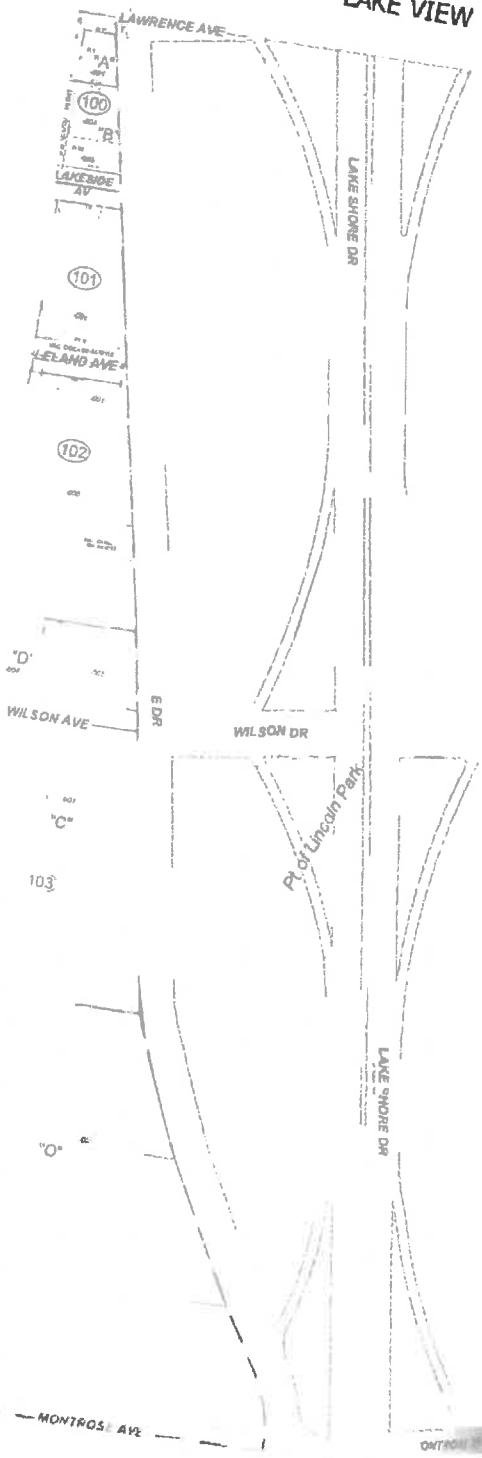
Owner of subject property and surrounding property within 400 feet thereof
Co-sponsor of the application

City of Chicago
Department of Assets and Information Services
2 N. LaSalle Street
Chicago, Illinois 60602

Cook County, Illinois
is Permission - CoreLogic
read

W 1/2 NW 1/4 SEC 16-40-14 LAKE VIEW

E 1/2 NW 1/4 SEC 16-40-14 LAKE VIEW



14-16-999-001

14-16-999-001

Lincoln Park

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Location Map of the Existing Bridges and Underpasses to be reconstructed in Montrose Harbor



Photos

Location No. 1 Montrose Drive



Location No 2 Simonds Drive Subway – Pedestrian underpass



Location No. 3 Wilson Ave



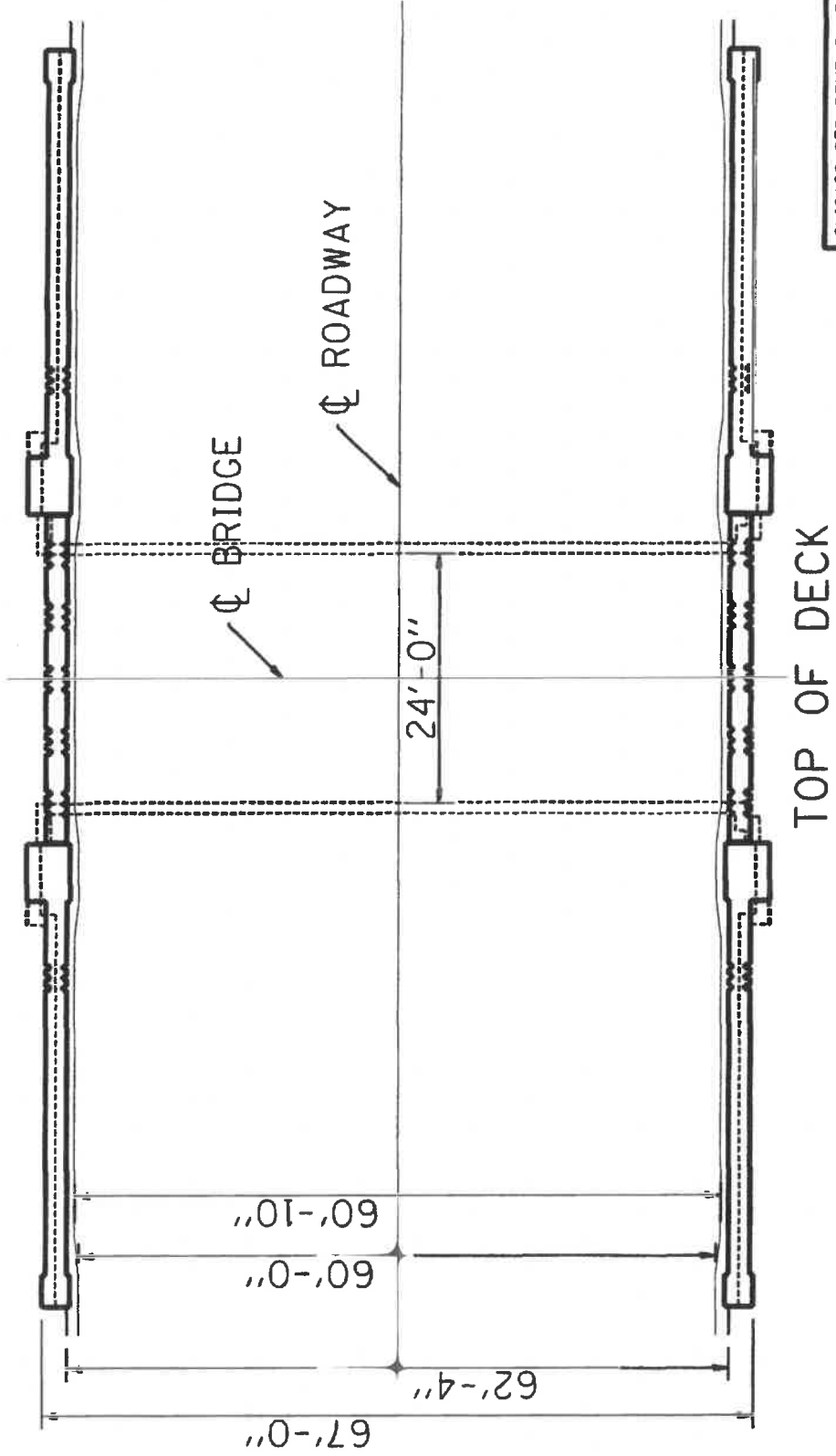
Location No. 4 Simonds Drive



FIGURE 1A – MONTROSE DRIVE BRIDGE PHOTOGRAPH

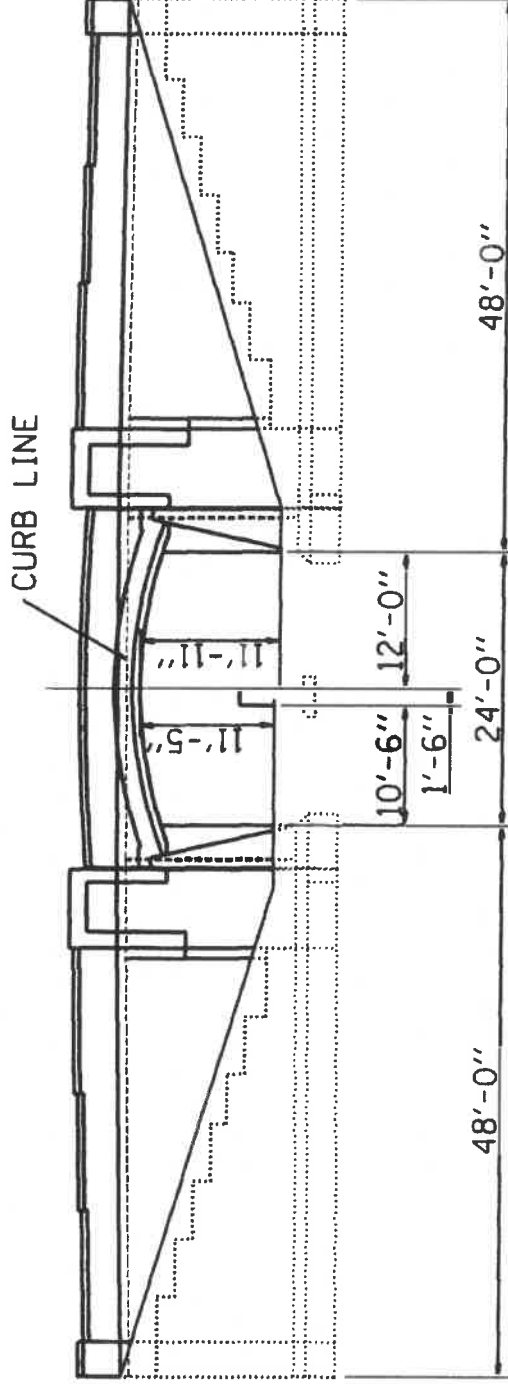


FIGURE 4A
 Montrose Drive Bridge Top of Deck



CHICAGO DEPARTMENT OF TRANSPORTATION
 MONTROSE DRIVE
 OVER PEDESTRIAN PATH
 SN 016-6526
 FIGURE

FIGURE 5A
 Montrose Drive Bridge Elevation



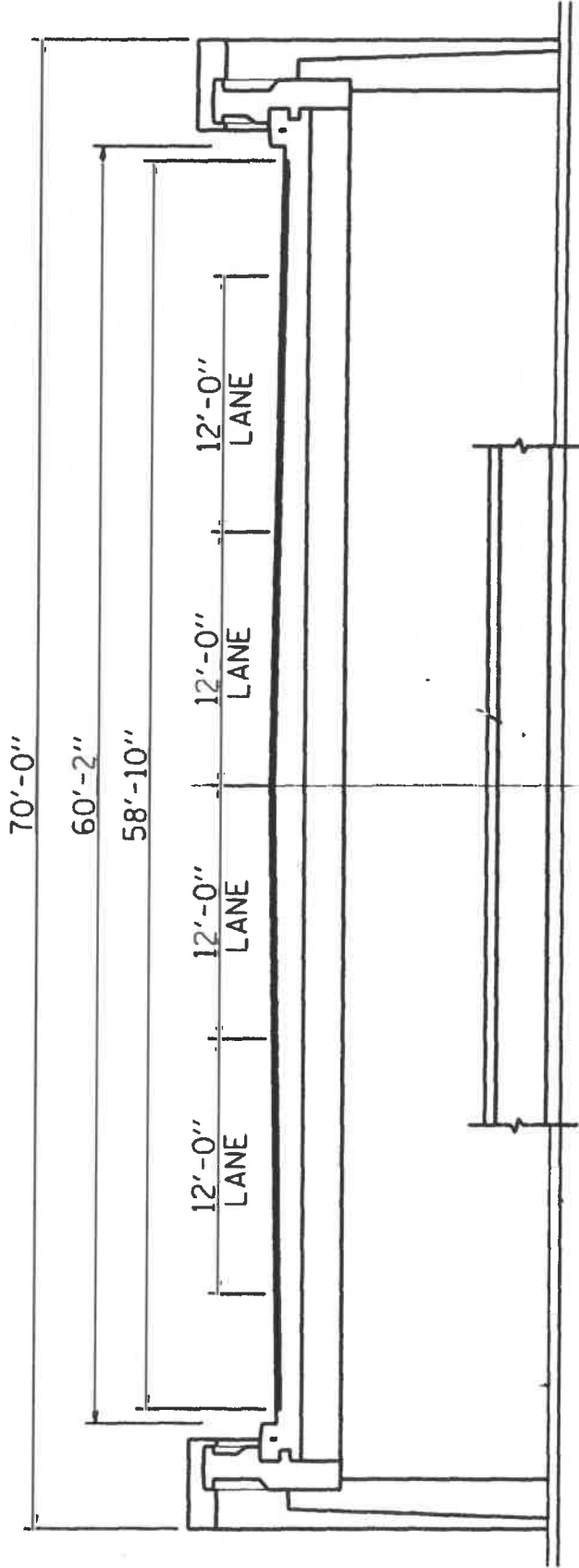
ELEVATION
 (LOOKING NORTH)

CHICAGO DEPARTMENT OF TRANSPORTATION

MONTROSE DRIVE
 OVER PEDESTRIAN PATH

SN 016-6526
 FIGURE

FIGURE 5A
Montrose Drive Bridge Section



SECTION

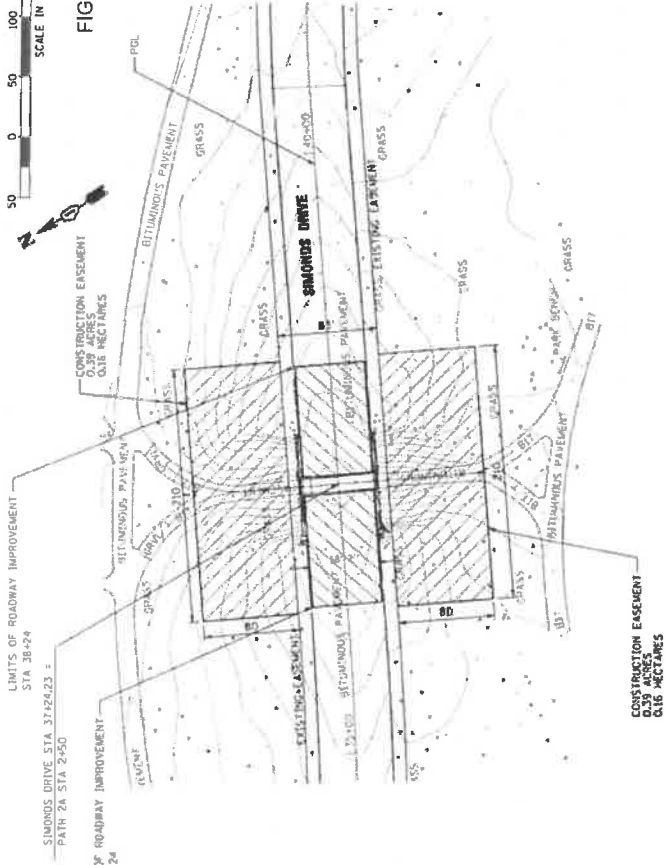
CHICAGO DEPARTMENT OF TRANSPORTATION
MONTROSE DRIVE
OVER PEDESTRIAN PATH
SN 016-6526
FIGURE



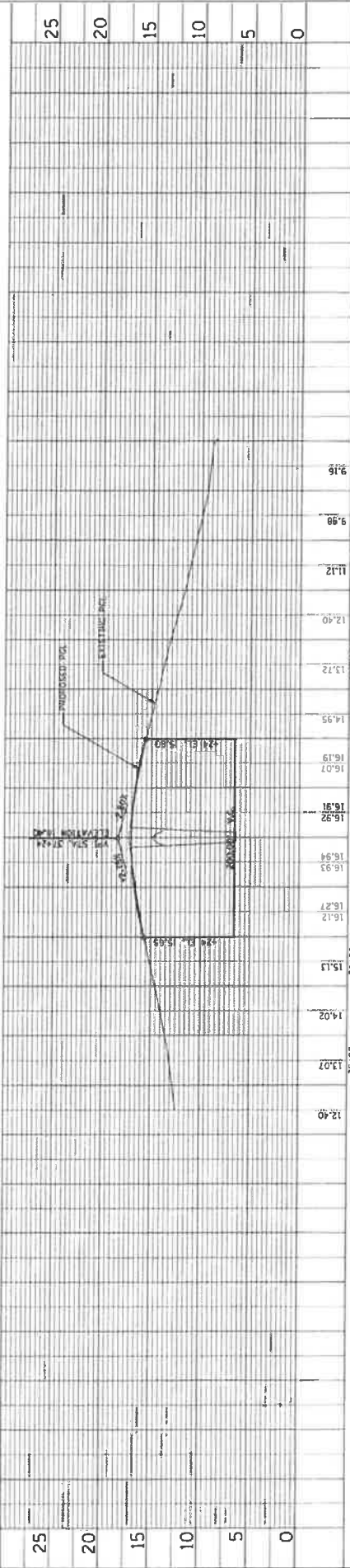
FIGURE 1 B- SIMONDS UNDERPASS PHOTOGRAPH



FIGURE 2 B - Simonds Drive Pedestrian Underpass Bridge



- LEGEND**
- BITUMINOUS SURFACE REMOVAL, VARIABLE DEPTH (TYP.)
 - ASPHALT OVERLAY
 - CONSTRUCTION EASEMENT
 - LIMITS OF CONSTRUCTION



FILE NAME	DESIGNED	REVISION	STATION	SECTION	PROFILE SCALE	VERT. SCALE
115427-04-00-04-3.dgn	DRWN	REVISED	36+00	14	1"=50'	1"=50'
DATE	CHECKED	REVISION	12.40	13.07	35+00	36+00
	DATE	REVISION	16.12	16.27	37+00	38+00
			16.93	16.93	38+00	39+00
			16.94	16.94	39+00	40+00
			16.99	16.99	40+00	41+00
			17.02	17.02		
			17.07	17.07		
			18.11	18.11		
			18.12	18.12		
			18.19	18.19		
			18.91	18.91		
			19.92	19.92		
			20.95	20.95		
			21.96	21.96		
			22.98	22.98		
			23.99	23.99		
			24.99	24.99		
			25.99	25.99		

SIMONDS DRIVE SN 016-6234

**CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF ENGINEERING**

SCALE: 1"=50' PLAN FIGURE NO. 14 OF 14 SHEETS STA. 34+00 TO STA. 41+25

PROJECT NO. 115427-04-00-04-3
CONTRACT NO. 15427
COUNTY FIGURES NO. 43
SECTION
DATE

DATE	BY	DESCRIPTION
12/4/07	J. W. B. / J. W. B.	DESIGNED
12/4/07	J. W. B. / J. W. B.	CHECKED
12/4/07	J. W. B. / J. W. B.	REVISION

DATE	BY	DESCRIPTION
12/4/07	J. W. B. / J. W. B.	DESIGNED
12/4/07	J. W. B. / J. W. B.	CHECKED
12/4/07	J. W. B. / J. W. B.	REVISION

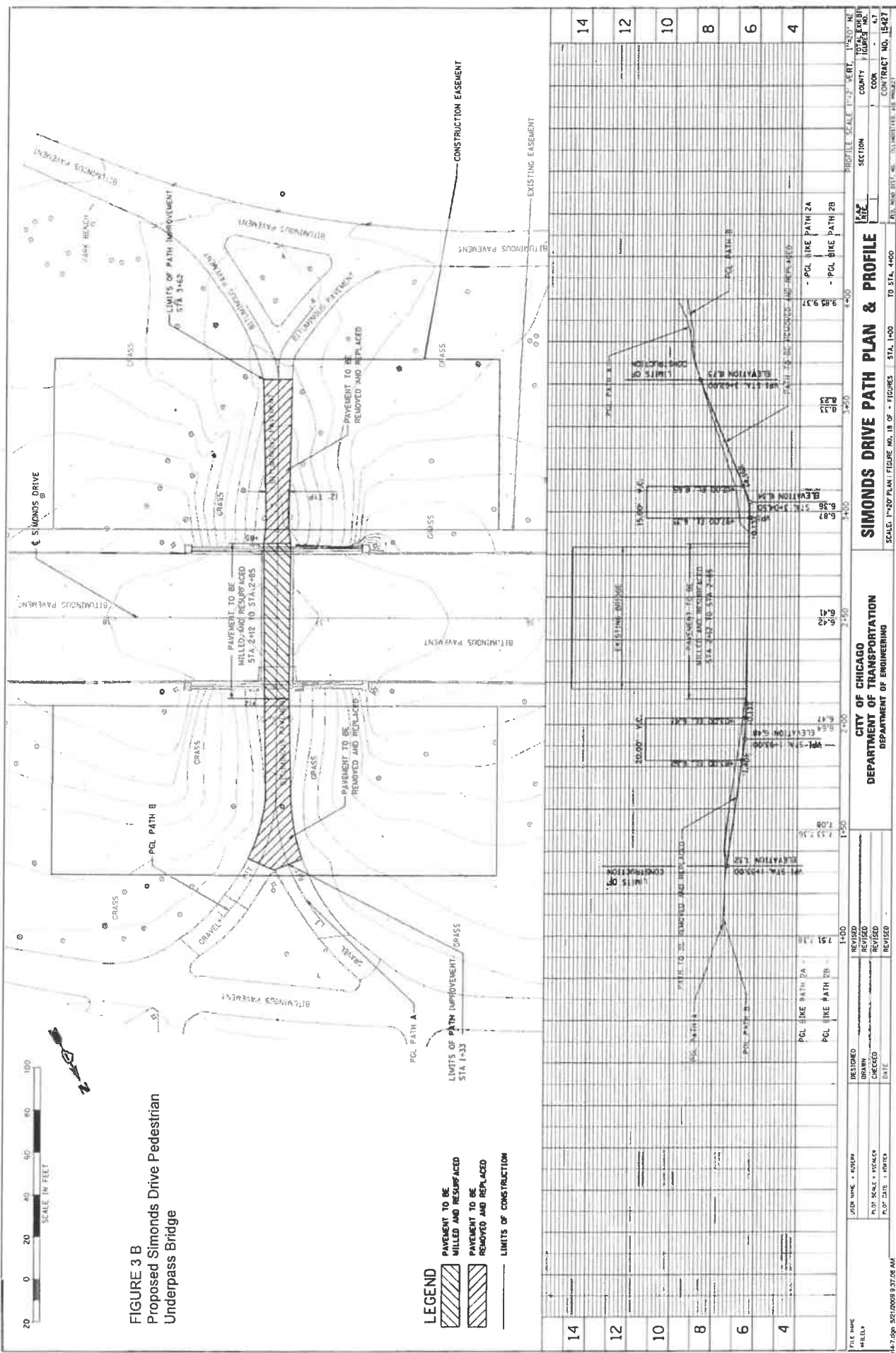


FIGURE 3 B
Proposed Simonds Drive Pedestrian
Underpass Bridge

SCALE IN FEET
 0 20 40 60 80 100

LEGEND
 [Hatched Box] PAVEMENT TO BE MILLED AND RESURFACED
 [Diagonal Lines] PAVEMENT TO BE REMOVED AND REPLACED
 [Dashed Line] LIMITS OF CONSTRUCTION

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
 DEPARTMENT OF ENGINEERING

SIMONDS DRIVE PATH PLAN & PROFILE
 SCALE: 1"=30' PLAN; FIGURE NO. 18 OF 4 FIGURES STA. 1+00 TO STA. 4+00

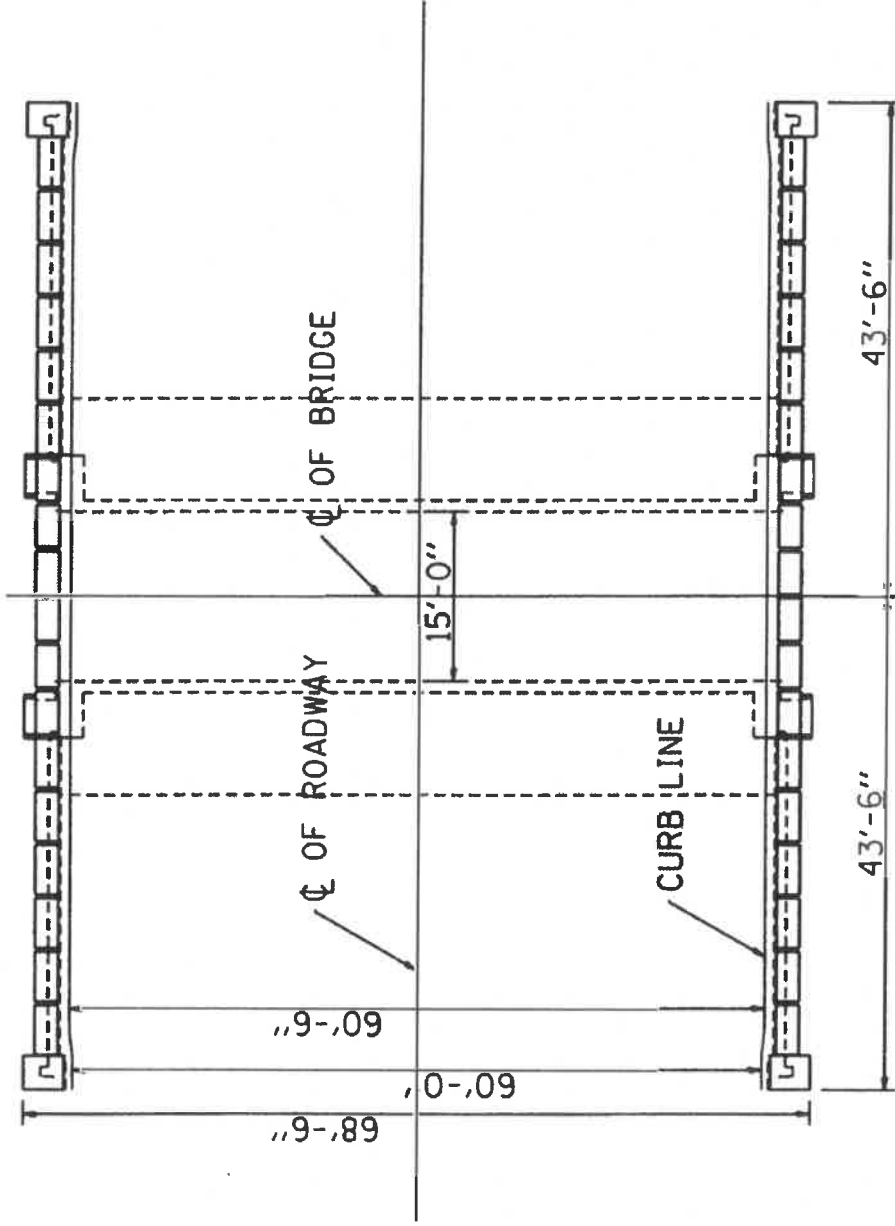
FILE NAME	115627-AN-9804-1.dgn	DATE	08/11/08
USER NAME	KUTUP	DATE	
DRAWN		CHECKED	
DATE		DATE	
PROJECT	115627-AN-9804-1.dgn	SECTION	CONTRACT NO. 15427
SCALE	1"=30'	FIGURE NO.	18 OF 4

PROFILE SCALE: 1"=10' VERT. SCALE: 1"=10'

SECTION: CONTRACT NO. 15427

FIGURE NO. 18 OF 4

FIGURE 4B
Simonds Drive Bridge Over Pedestrian Tunnel



TOP OF DECK

CHICAGO DEPARTMENT OF TRANSPORTATION

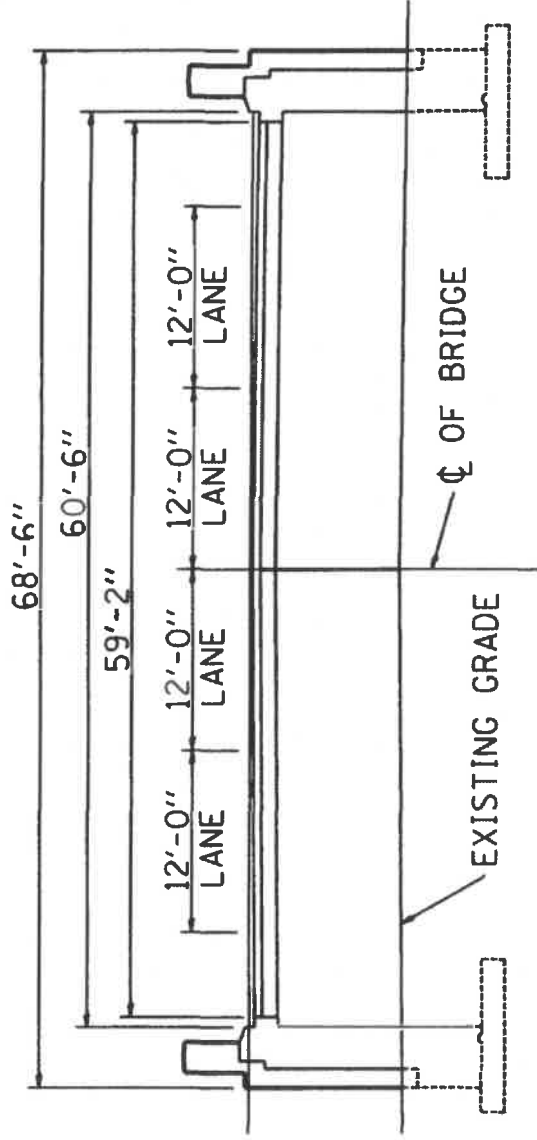
PEDESTRIAN TUNNEL
UNDER SIMONDS DRIVE

SN 016-6234
FIGURE



STV Inc.

FIGURE 5 B
 Simonds Drive Bridge Over Pedestrian Tunnel Section



SECTION

CHICAGO DEPARTMENT OF TRANSPORTATION

PEDESTRIAN TUNNEL
 UNDER SIMONDS DRIVE

SN 016-6234
 FIGURE

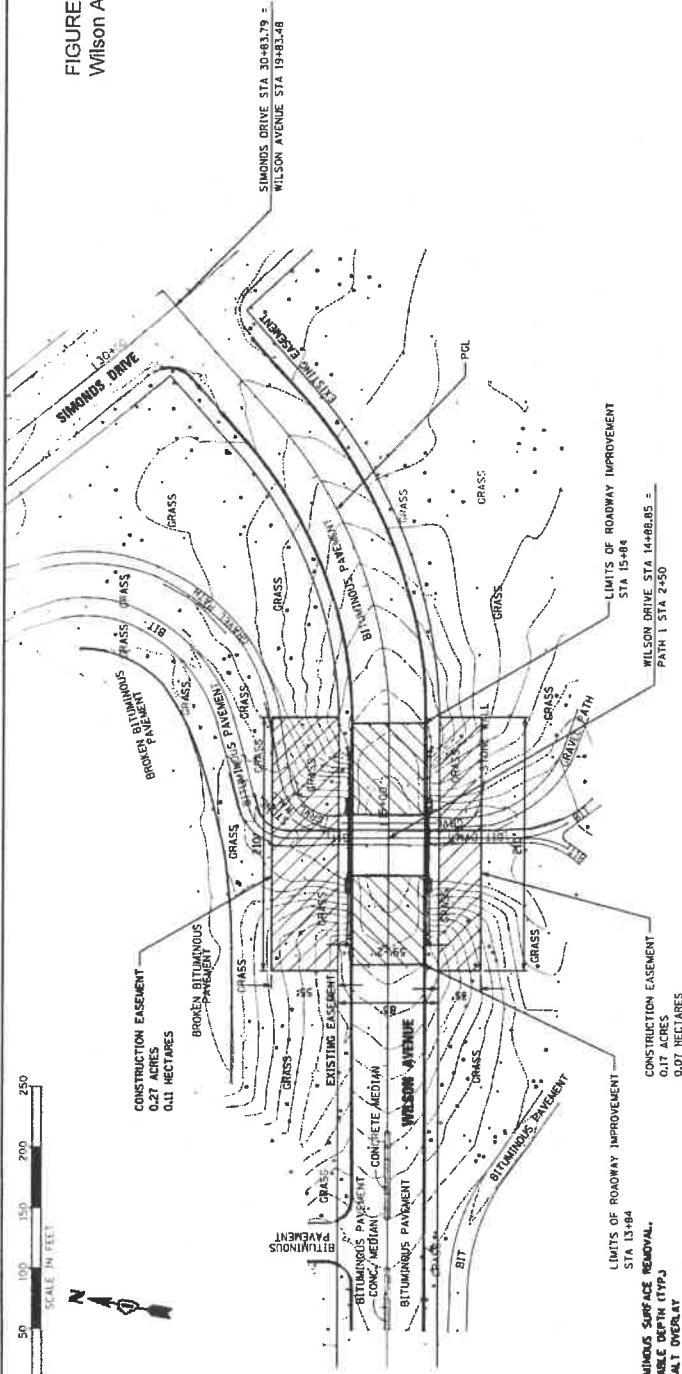


STV Inc.

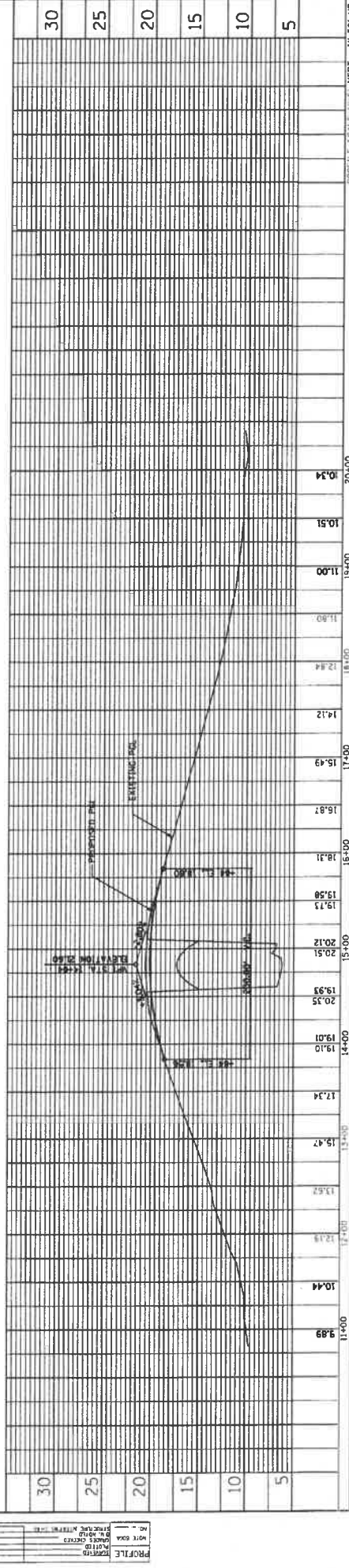
FIGURE 1 C- WILSON BRIDGE PHOTOGRAPH



FIGURE 2 C
Wilson Avenue Bridge Site Plan



LEGEND
 BITUMINOUS SURFACE REMOVAL, VARIABLE DEPTH (TYP)
 ASPHALT OVERLAY
 CONSTRUCTION EASEMENT
 LIMITS OF CONSTRUCTION



STATION	ELEVATION (FEET)	REVISIONS
11+00	29.99	DESIGNED
12+00	13.40	REVISION
13+00	15.47	REVISION
14+00	17.34	REVISION
15+00	19.01	REVISION
16+00	19.93	REVISION
17+00	20.21	REVISION
18+00	20.12	REVISION
19+00	19.73	REVISION
20+00	19.51	REVISION

FILE NAME: WILSON AVENUE BRIDGE SITE PLAN
 DRAWN: [Name]
 CHECKED: [Name]
 DATE: [Date]

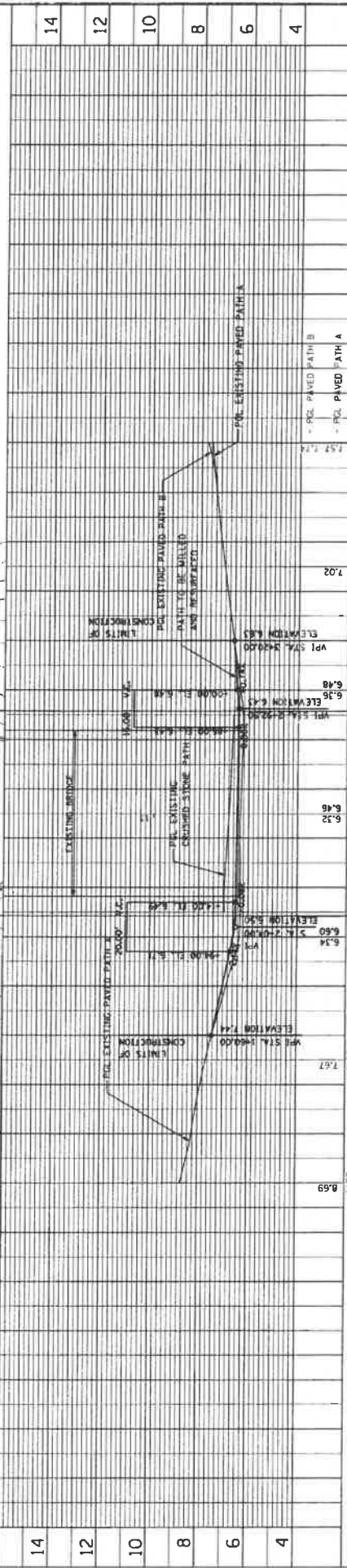
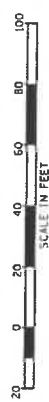
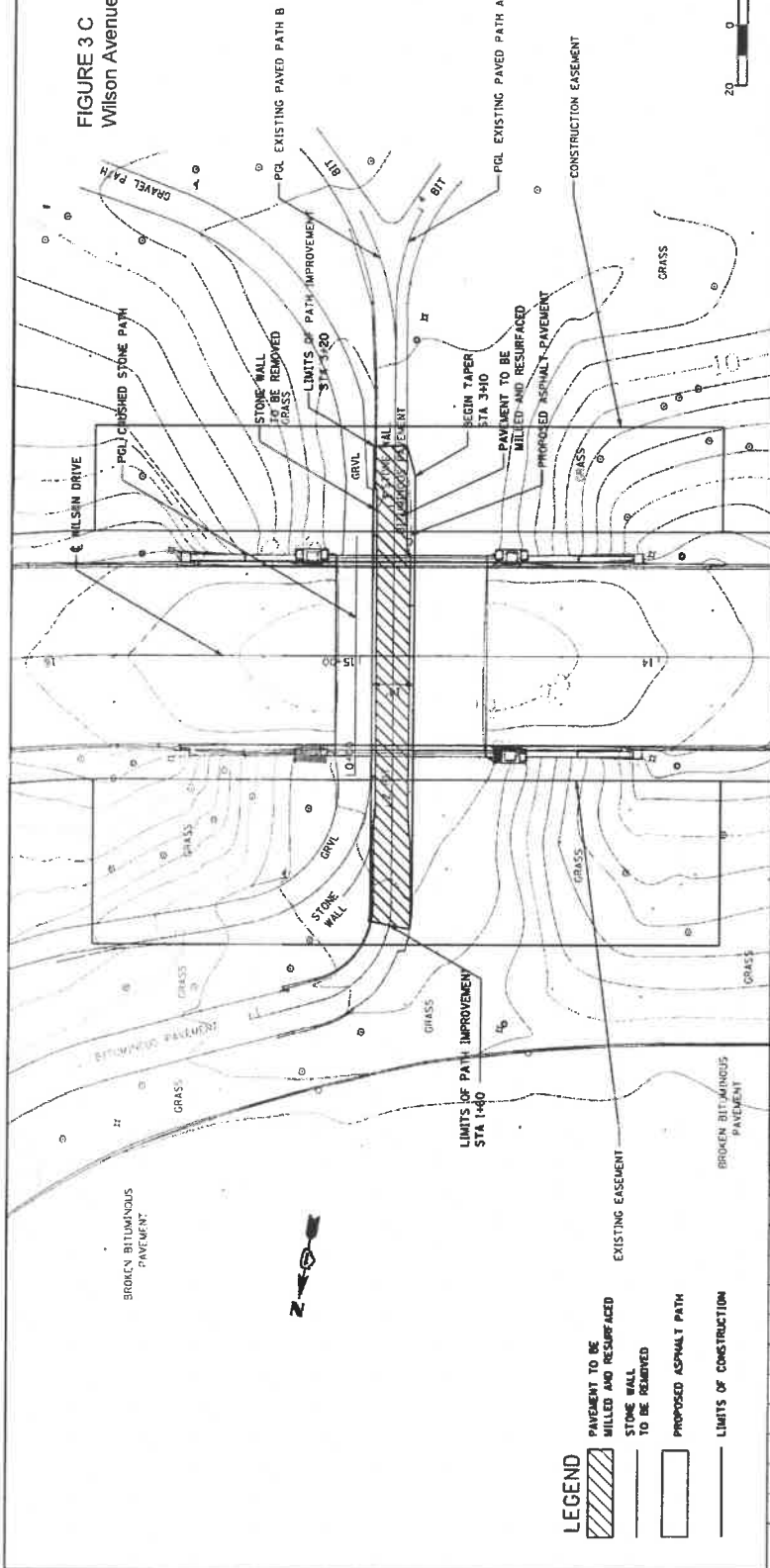
SCALE: 1"=50' PLAN | FIGURE NO. 12 OF 12 - FIGURES | STA. 10+50 TO STA. 20+00

WILSON AVENUE SN 016-6191

CITY OF CHICAGO
 DEPARTMENT OF TRANSPORTATION
 DEPARTMENT OF ENGINEERING

PROFILE SCALE: 1"=50' VERT. | 1"=50' HORIZ.
 SECTION: [] COUNTY: []
 CONTRACT NO. 15427

FIGURE 3 C
Wilson Avenue Bridge Proposed Site Plan



FILE NAME	DESIGNED	REVISION	DATE	BY
11400	DESIGNED	REVISION		
11400	CHECKED	REVISION		
11400	DATE	REVISION		

115427-001-01-4-5.dgn	5/21/2009 9:32:11 AM
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115427-001-01-4-5.dgn	5/21/2009 9:32:11 AM
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115427-001-01-4-5.dgn	5/21/2009 9:32:11 AM
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WILSON DRIVE PATH PLAN & PROFILE

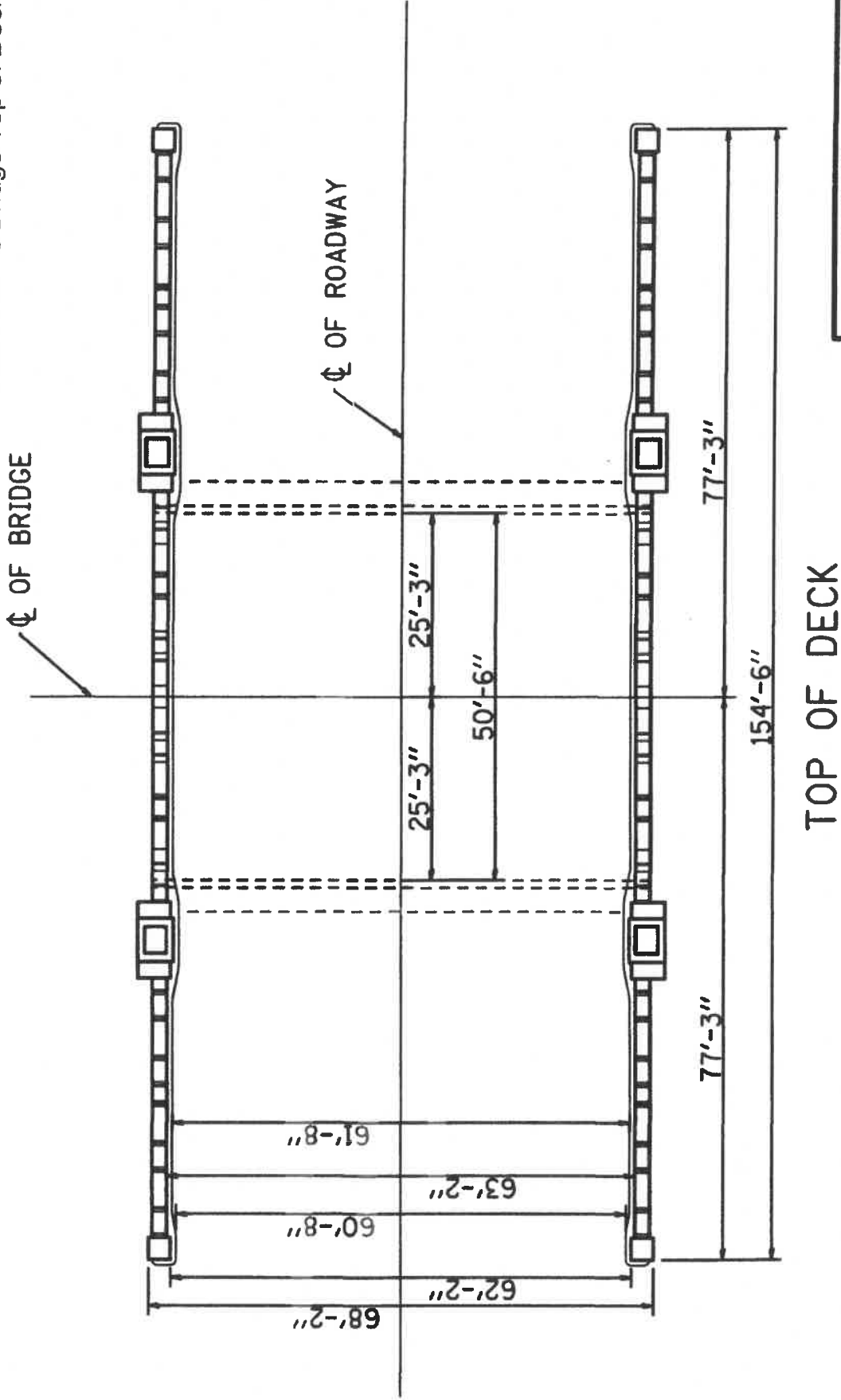
CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF ENGINEERING

PROFILE SCALE 1"=2' VERT. 1"=20' HIZ
SECTION COUNTY LOG SHEET NO.
CONTRACT NO. 15427

SCALE 1"=20' PLAN | FIGURE NO. 15 OF 19 - FIGURES | STA. 1400 TO STA. 4400

FIGURE 4 C

Wilson Drive Bridge Top of Deck



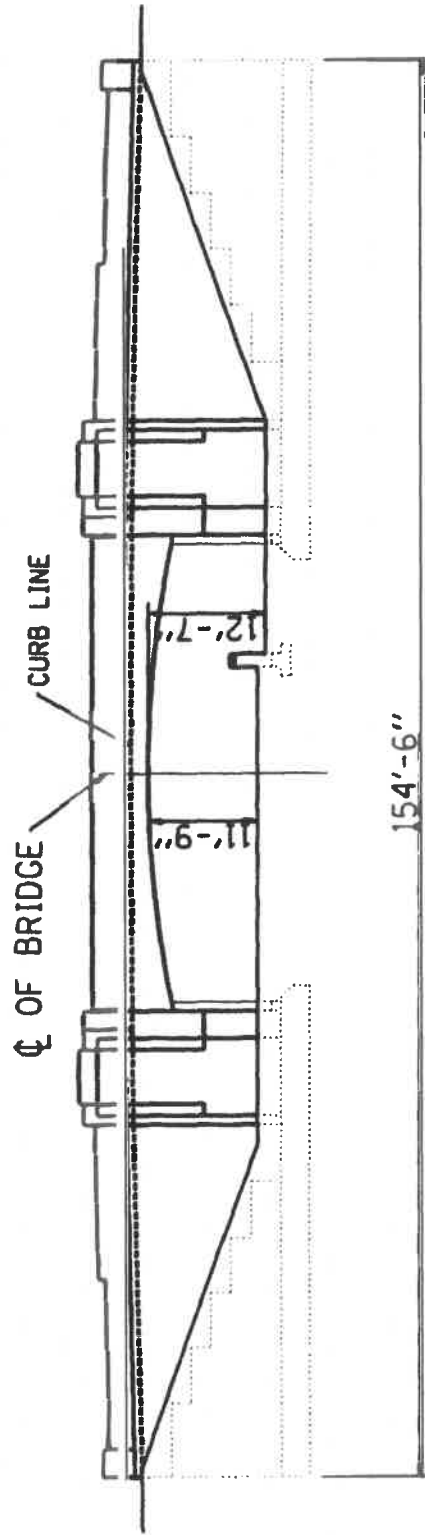
TOP OF DECK

CHICAGO DEPARTMENT OF TRANSPORTATION

WILSON DRIVE
OVER PEDESTRIAN PATH

SN 016-6191
FIGURE

FIGURE 5 C
Wilson Drive Bridge Elevation



ELEVATION
(LOOKING NORTH)

CHICAGO DEPARTMENT OF TRANSPORTATION

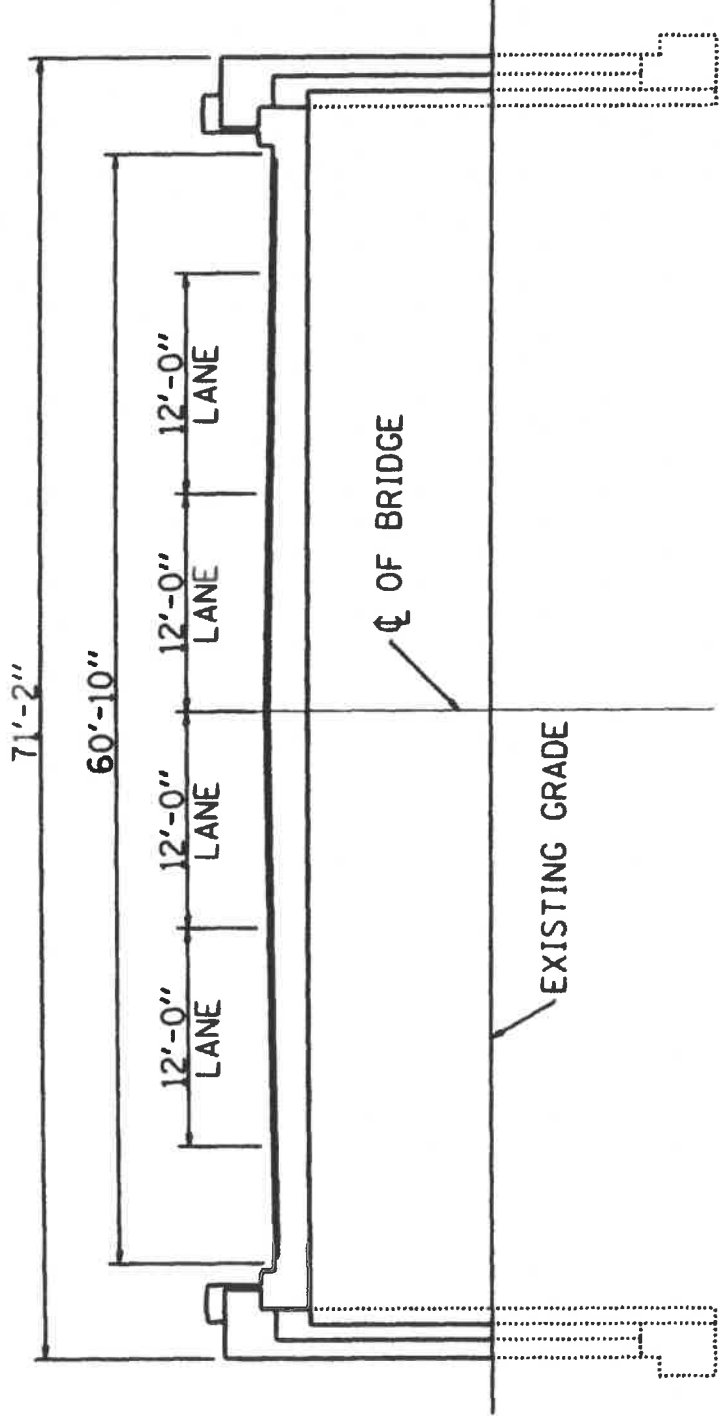
WILSON DRIVE
OVER PEDESTRIAN PATH

SN 016-6191
FIGURE



STV Inc.

FIGURE 5 C
Wilson Avenue Bridge Section



SECTION

CHICAGO DEPARTMENT OF TRANSPORTATION

WILSON DRIVE
OVER PEDESTRIAN PATH

SN 016-6191
FIGURE

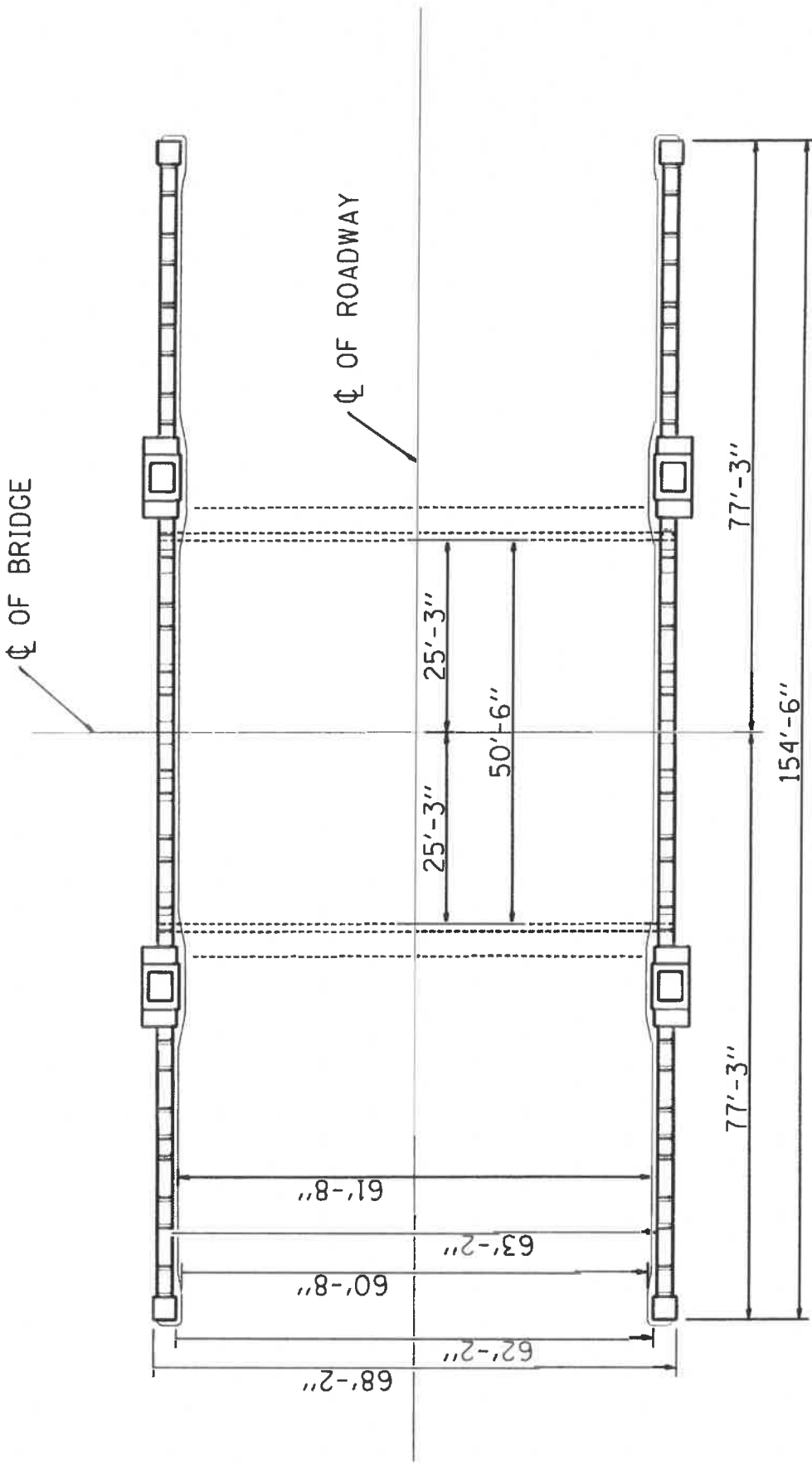


STV Inc.

FIGURE 1 D- SIMONDS VIADUCT PHOTOGRAPH



FIGURE 4 D
Simonds Drive Viaduct Top of Deck

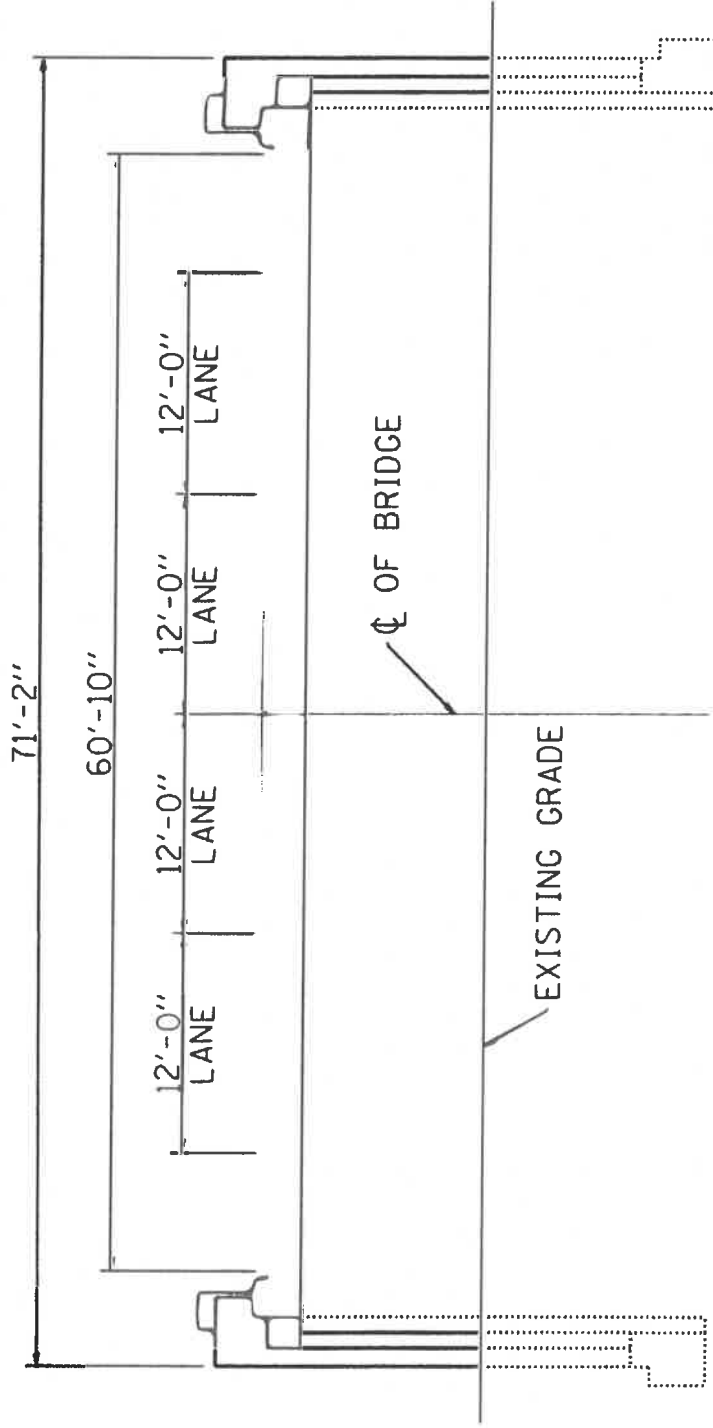


TOP OF DECK

CHICAGO DEPARTMENT OF TRANSPORTATION
SIMONDS DRIVE VIADUCT
OVER PEDESTRIAN PATH
SN 016-6190
FIGURE



FIGURE 5 D
Simonds Drive Viaduct Section



SECTION

CHICAGO DEPARTMENT OF TRANSPORTATION

SIMONDS DRIVE VIADUCT
OVER PEDESTRIAN PATH

SN 016-6190
FIGURE

