DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

September 7, 2016

Meg E. George
Neal & Leroy, LLC
120 North LaSalle St.
Suite 2600
Chicago, IL 60602

Re: Administrative Relief request for Business Planned Development No. 331 Sub-Area 5, MPEA Hotel at 2121 S. Prairie Ave.

Dear Ms. George:

Please be advised that your request for a minor change to Business Planned Development No. 331 ("PD 331"), as amended, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 17 of PD 331. On July 8, 2015, administrative relief was granted for design revisions to the proposed hotel at 2121 S. Prairie Ave. and a proposed event center to be located across Prairie Ave.

Your client and the owner of all of the property within Sub-Area 5, Metropolitan Pier and Exposition Authority ("MPEA"), is again seeking administrative relief for the following hotel revisions:

- A hotel skylight has been added, as shown on the attached, revised Green Roof Plan.
- A new bar space has been added to the east wing of the 33rd floor, resulting in the addition of approximately 5,463 square feet, and modifications to the attached, revised South and East Elevations.
- A glass curtin wall has been added and louvers have been eliminated from the exterior of the 2nd floor junior ballroom area on the attached, revised North Elevation and Detail of North Elevation.
- The party wall on the East Elevation that was to be covered by the proposed data center will be covered with a finished exterior material (EIFS) since it is unknown when construction on the data center will begin. As indicated on the attached, revised East Elevation, the EIFS wall colors will match the light and dark metal panels on the North Elevation.

With regard to your request, the Department of Planning and Development has determined that allowing the proposed design revisions to the hotel will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Business Planned Development No. 331, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

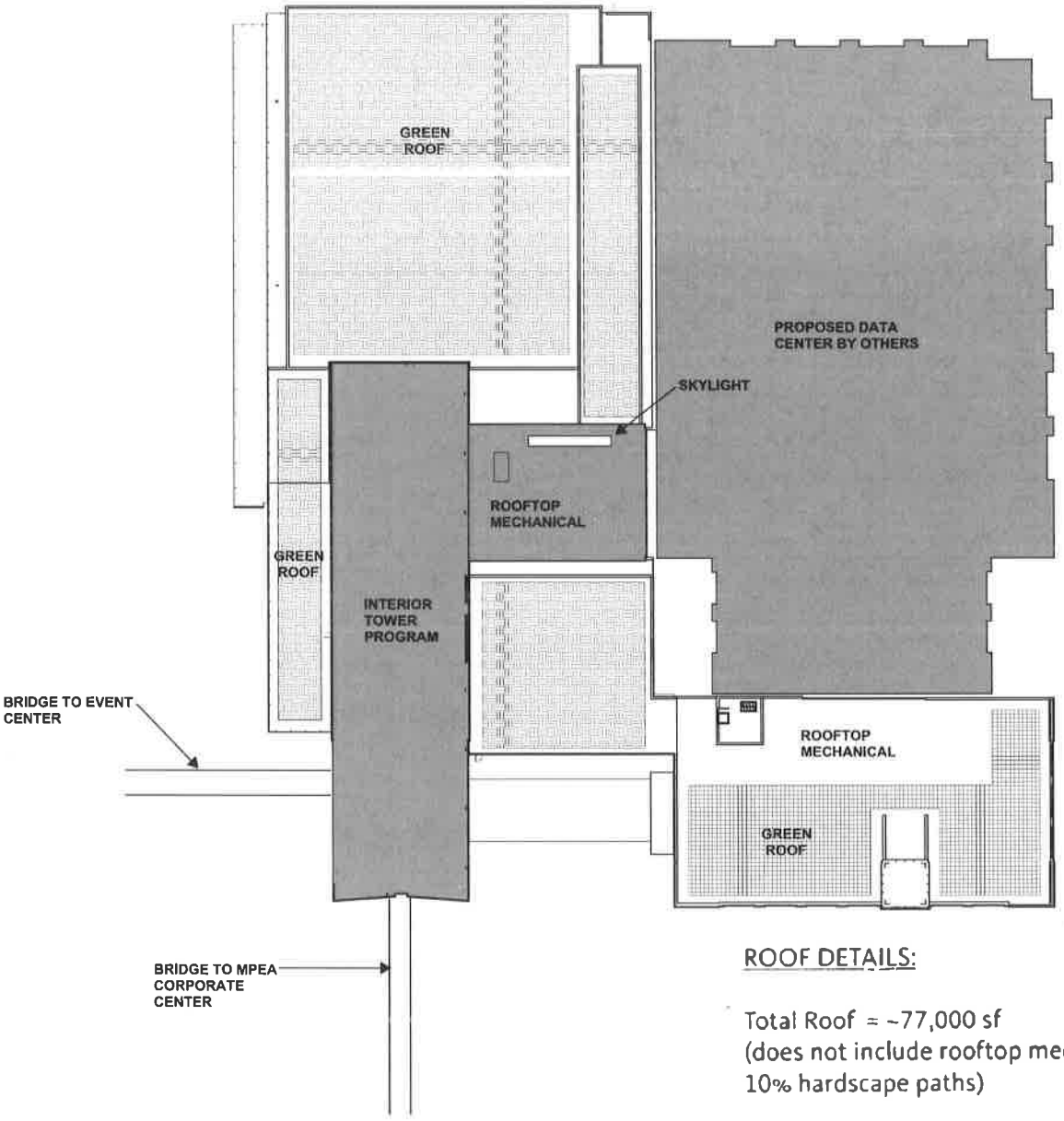
Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:PM:tm

C: Mike Marmo, Erik Glass, Fernando Espinoza, Main file

EXHIBIT 6 - Business Planned Development No. 331



ROOF DETAILS:

Total Roof = ~77,000 sf
(does not include rooftop mechanical, or 10% hardscape paths)

Total Green Roof = ~39,000 sf

% GREEN ROOF = APPROXIMATELY 50%

Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 (UPDATED June 23, 2016) Plan Commission: April 23, 2014 PD 331, Sub Area 5	Green Roof Plan	0' 20' 40' 80'

EXHIBIT 6 - Business Planned Development No. 331

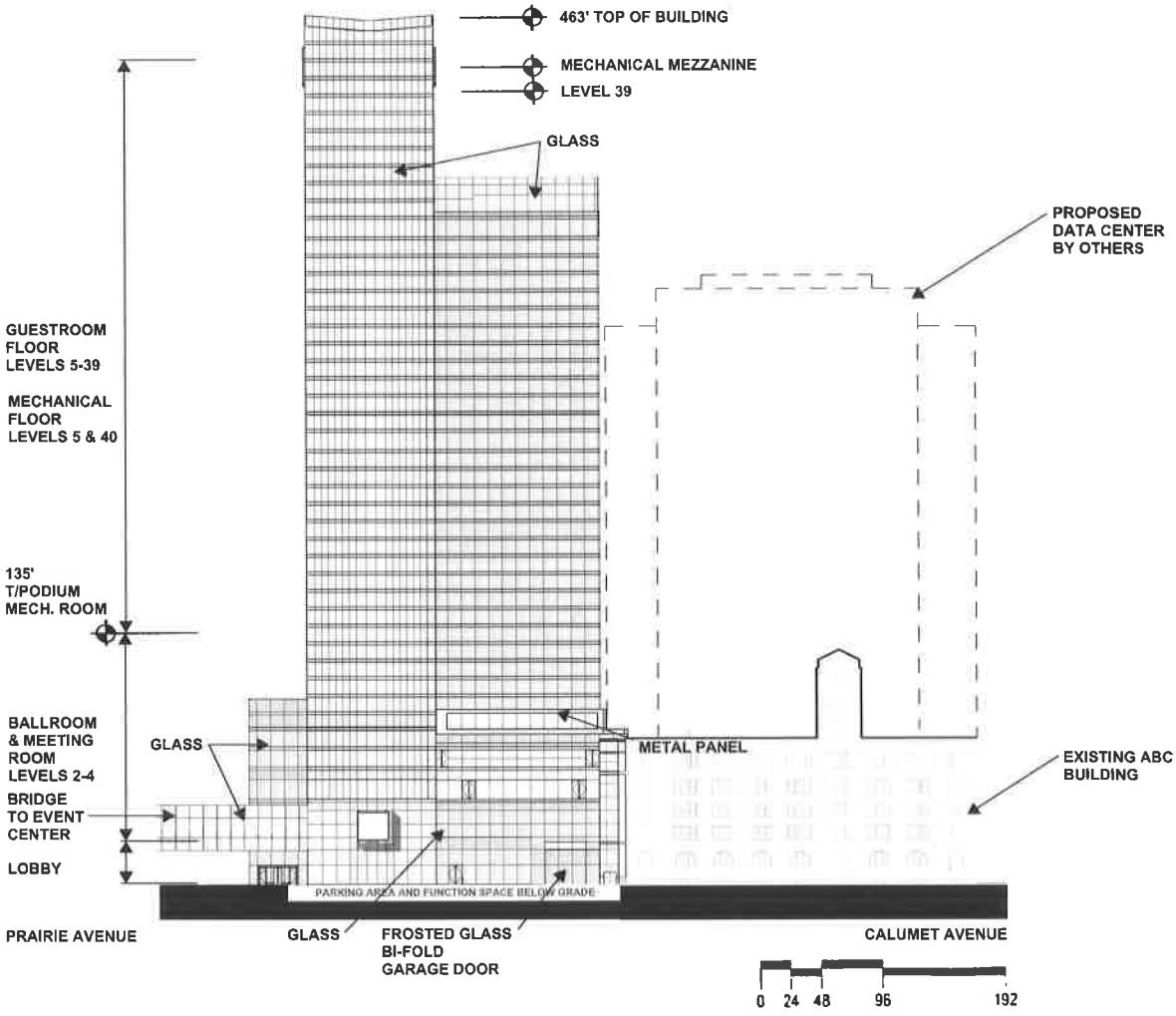


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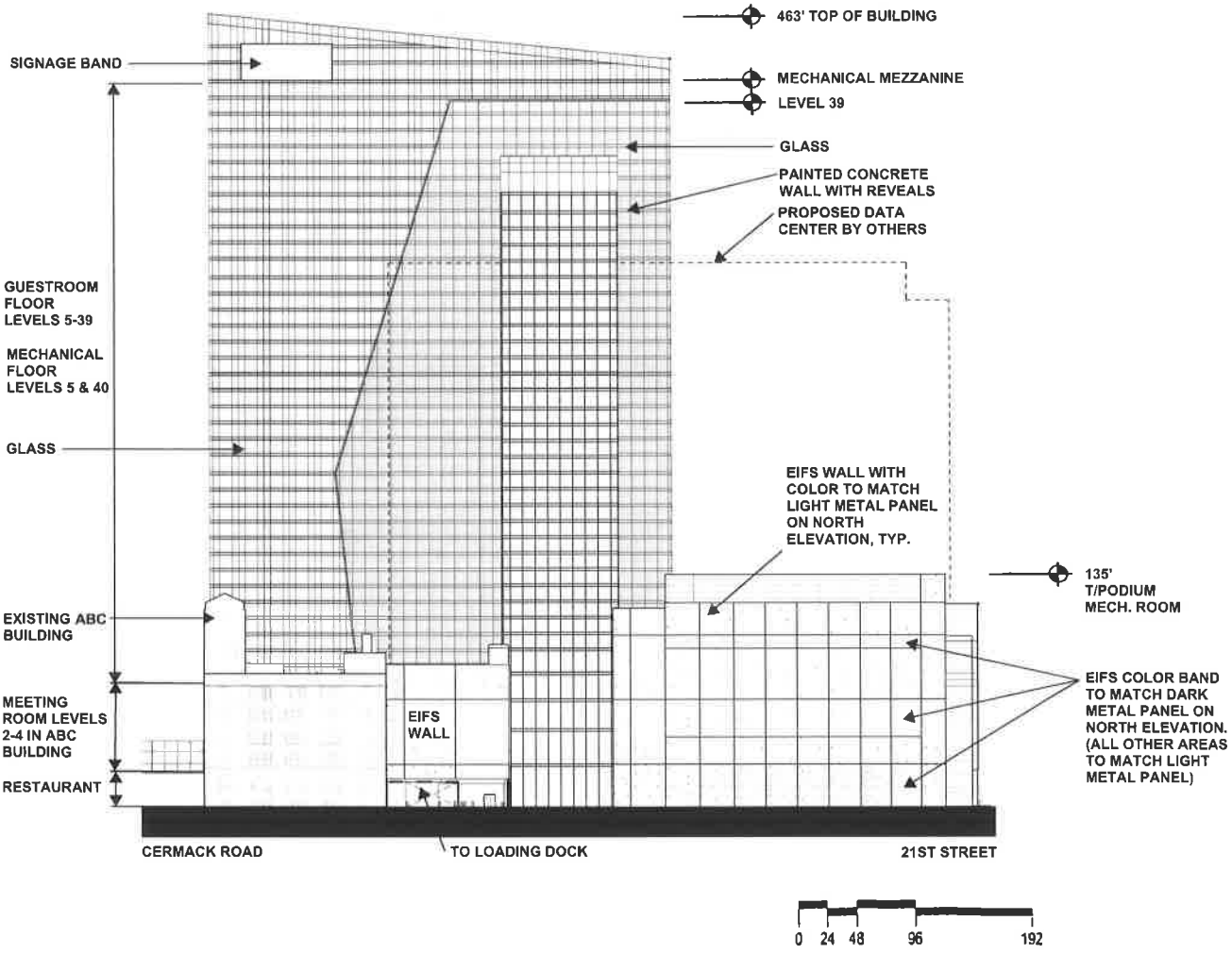
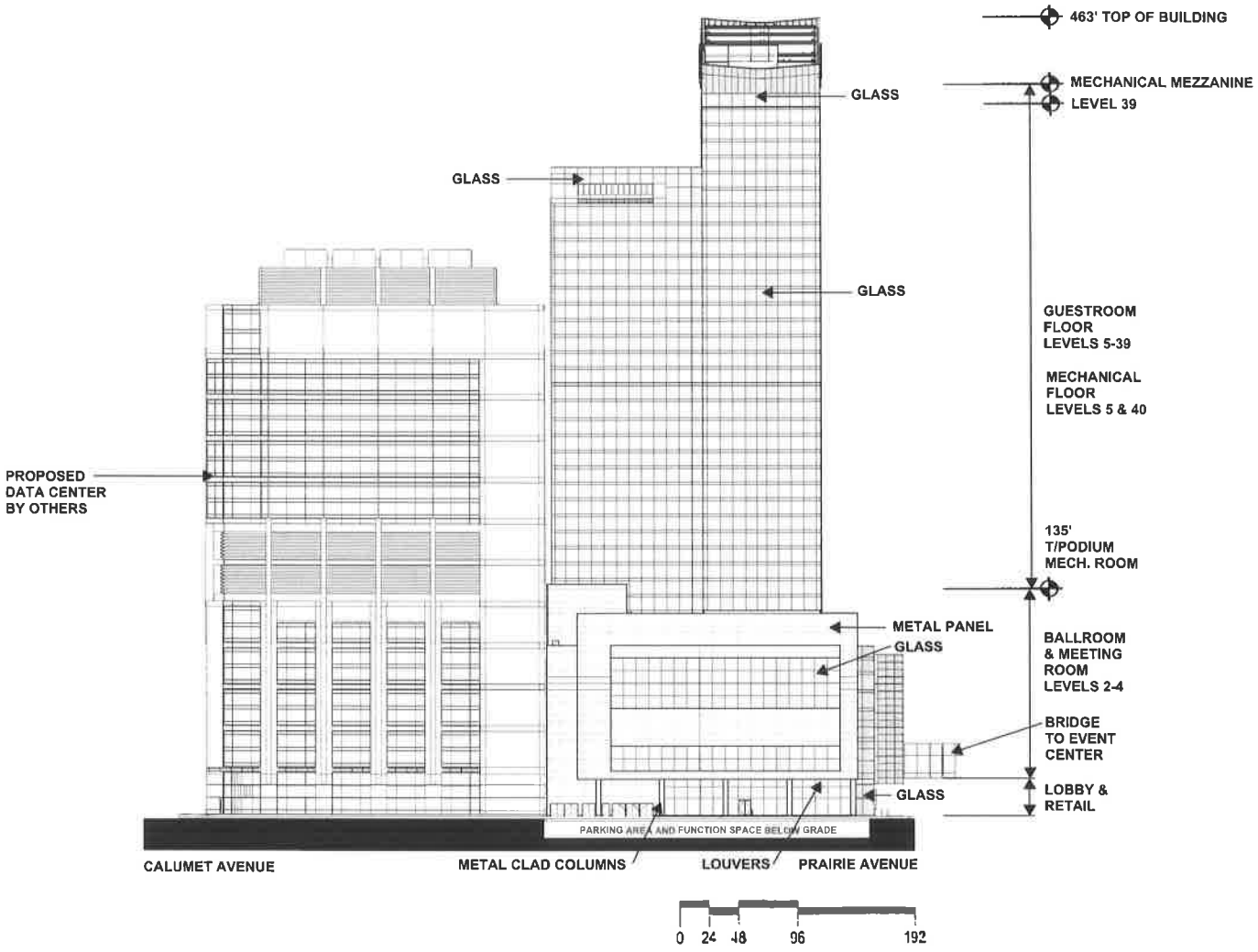
EXHIBIT 6 - Business Planned Development No. 331



Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 (UPDATED September 6, 2016) Plan Commission: April 23, 2014 PD 331, Sub Area 5	**EAST ELEVATION**

EXHIBIT 6 - Business Planned Development No. 331



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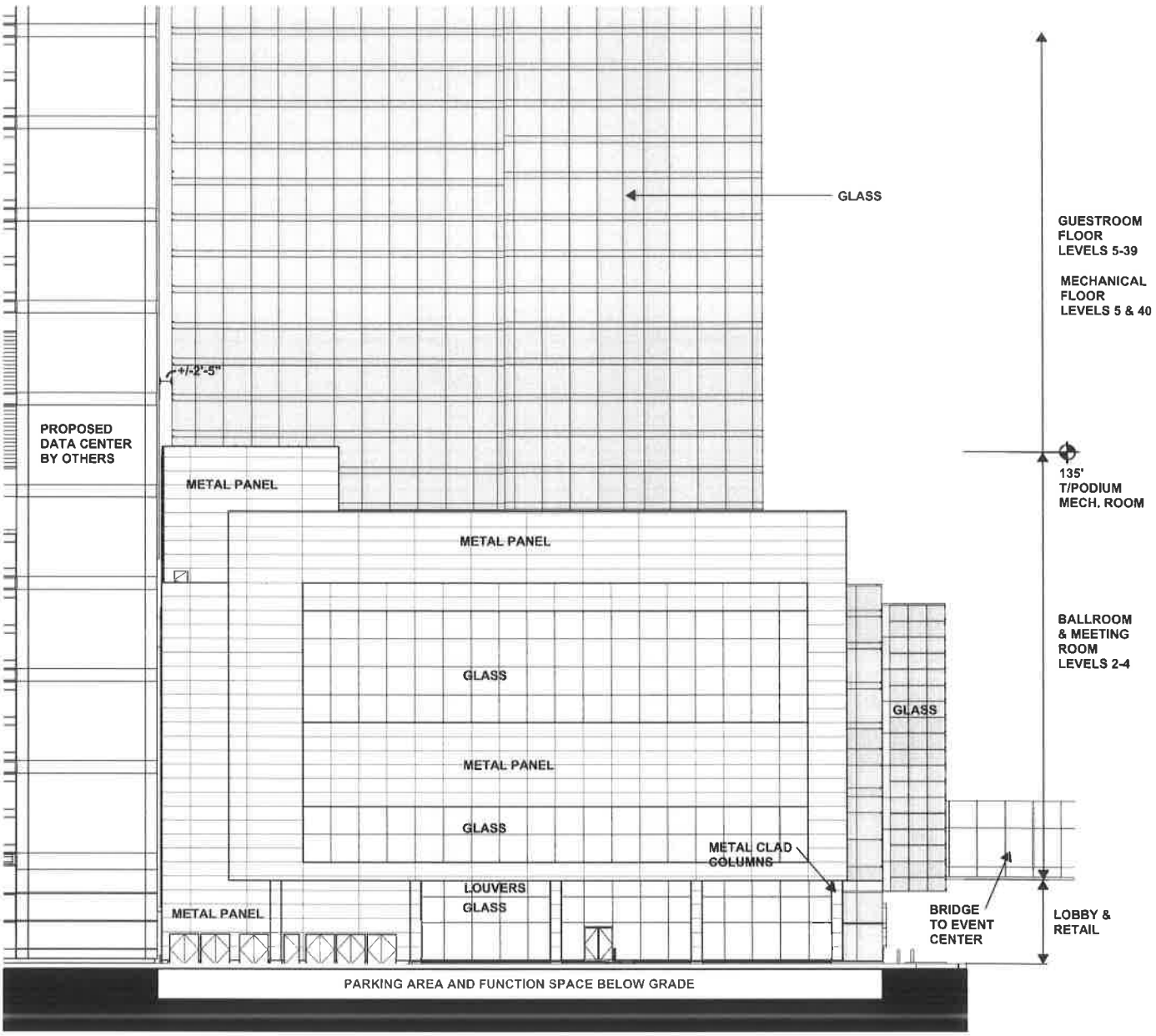

NOTE: MIN. CLEAR HEIGHT UNDER BRIDGES = 18'-0"
MAX HEIGHT OF BRIDGES = 45'-0"

0 8 16 32 64

Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 (UPDATED June 23, 2016) Plan Commission: April 23, 2014 PD 331, Sub Area 5	**DETAIL OF NORTH ELEVATION**

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

July 8, 2015

Meg E. George
Neal & Leroy, LLC
120 North LaSalle Street
Suite 2600
Chicago, IL 60602

Re: Administrative Relief request for Business Planned Development No. 331 Sub-Area 5, Proposed MPEA Hotel at 2121 S. Prairie Ave. and Event Center

Dear Ms. George:

Please be advised that your request for a minor change to Business Planned Development No. 331 ("PD 331"), as amended, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 17 of PD 331.

Your client and the owner of all of the property within Sub-Area 5, Metropolitan Pier and Exposition Authority ("MPEA"), is seeking administrative relief for design revisions to a proposed hotel at 2121 S. Prairie Ave. and a proposed event center to be located across Prairie Ave.

In regards to the proposed hotel, while the number of hotel keys remains 1,200, the tall tower has been redesigned into a shorter L-shaped building. An east wing has been added to the lower floors which reduces the overall height of the building from 715 feet to 463 feet. The new wing has an exposed concrete sheer wall at the east face which will be painted to match the metal curtain wall mullions. Also, the south face of the tower has been slightly modified, the rooftop restaurant has been eliminated and the height of the podium has been slightly reduced from 140 feet to 135 feet. There are no modifications to the hotel Site and Landscape Plan. The revised, attached Hotel Green Roof Plan, West Elevation, South Elevation, Detail of South Elevation, East Elevation (2), North Elevation, and Detail of North Elevation, dated June 1, 2015, shall be inserted into the main file.

The proposed event center will be located on the block bounded by 21st St., Cermak Rd., Prairie Ave., and Indiana Ave. The proposed changes to the event center include: a reduction in the building footprint, a setback increase along Cermak Rd., the elimination of the basement level, the elimination of the truck dock elevator bays, and the addition of a vehicle drive lane along Indiana Ave. Also, in regards to landscaping, tree grates and at-grade level planting beds have

been added and the raised planters along Prairie Ave. and E. 21st St. have been eliminated. The revised, attached Event Center Site Plan, Event Level Plan, Landscape Plan, North and South Elevations and East and West Elevations, shall be inserted into the main file.

With regard to your request, the Department of Planning and Development has determined that allowing the proposed design revisions to the hotel and event center will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Business Planned Development No. 331, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:HG:tm

C: Mike Marmo, Erik Glass, Fernando Espinoza, Ron Daye, Main file

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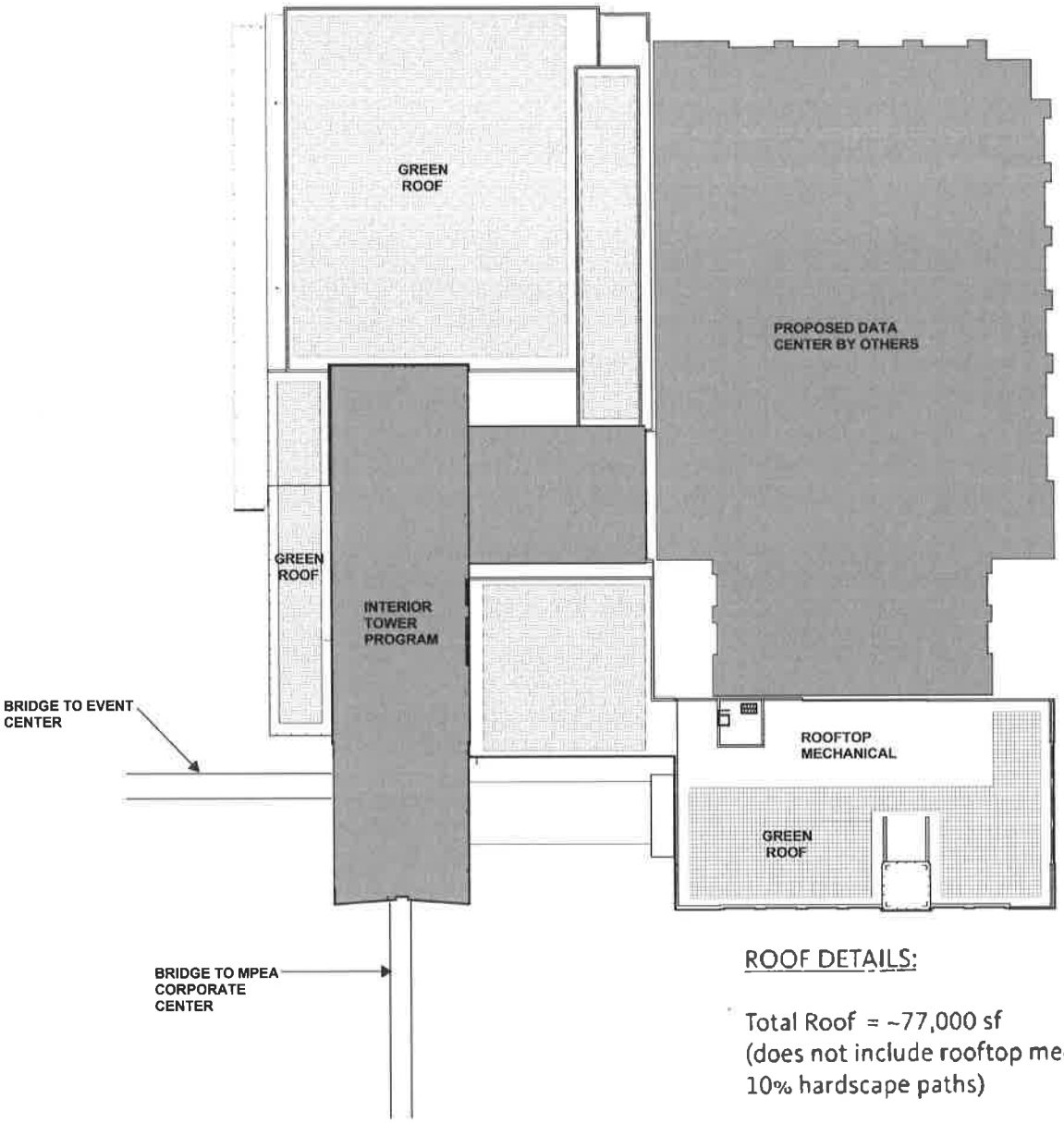

ROOF DETAILS:

Total Roof = ~77,000 sf
(does not include rooftop mechanical, or 10% hardscape paths)

Total Green Roof = ~39,000 sf

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Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 (UPDATED June 1, 2015) Plan Commission: April 23, 2014 PD 331, Sub Area 5	Green Roof Plan	0' 20' 40' 80'

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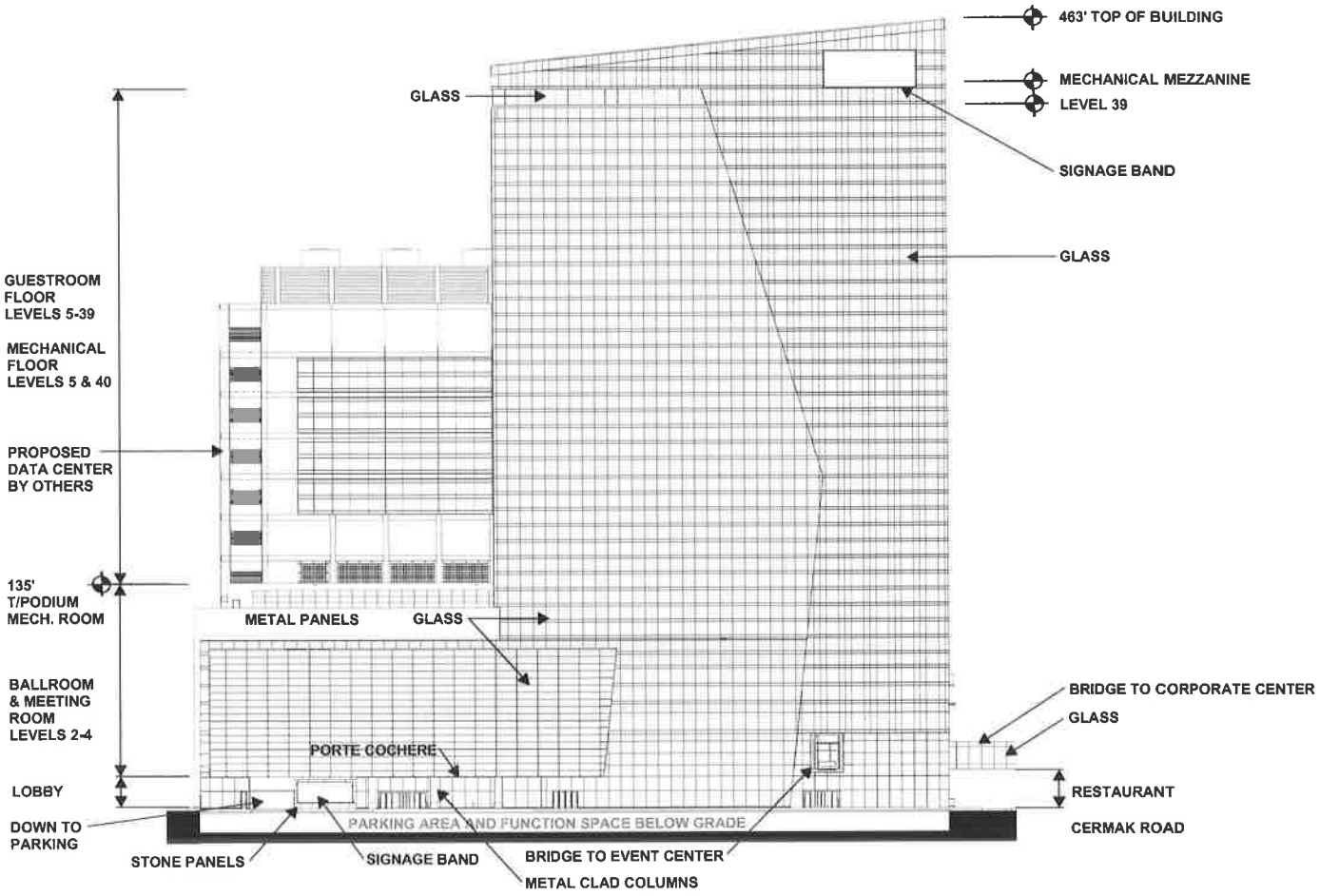

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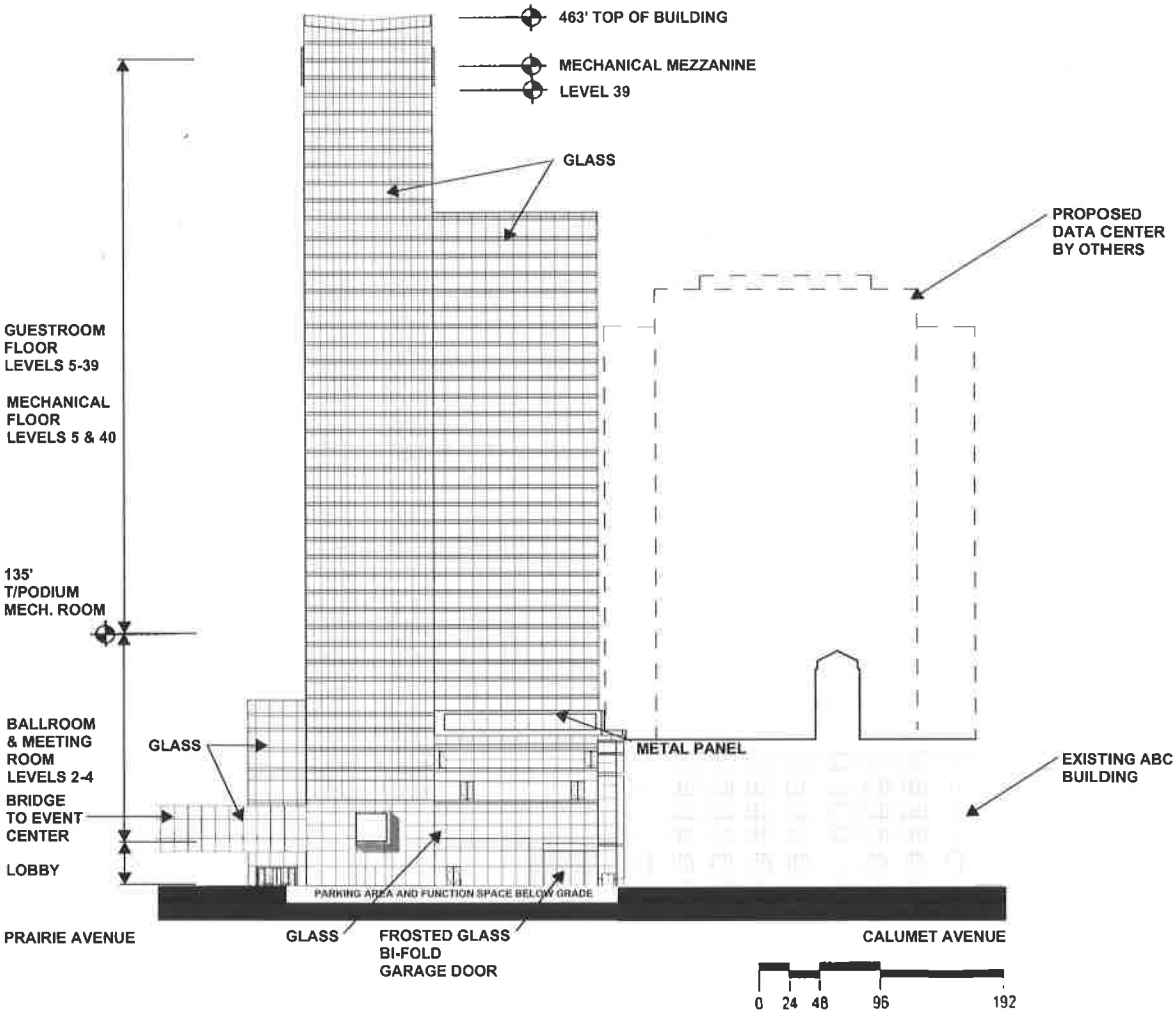
EXHIBIT 6 - Business Planned Development No. 331



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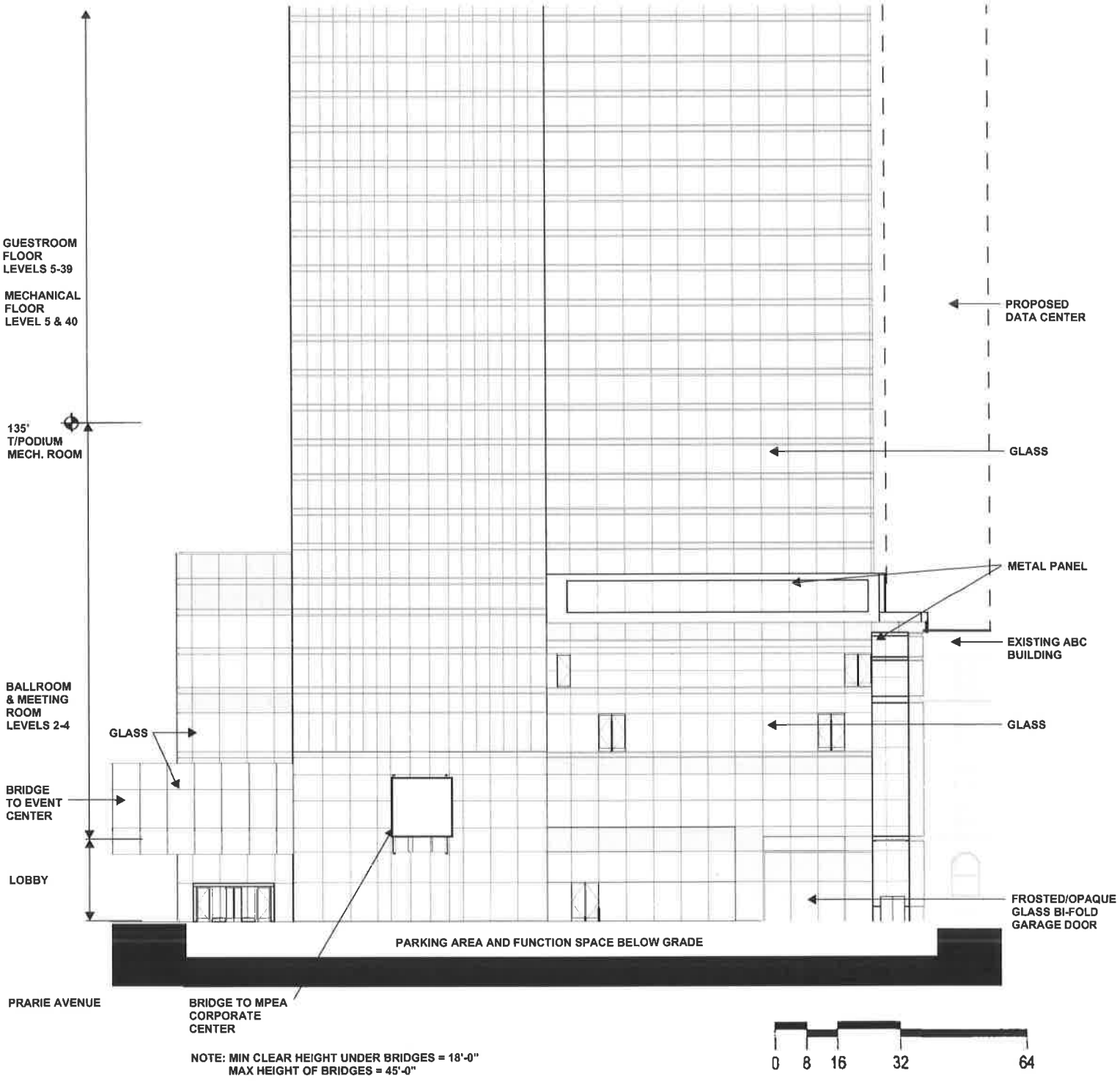

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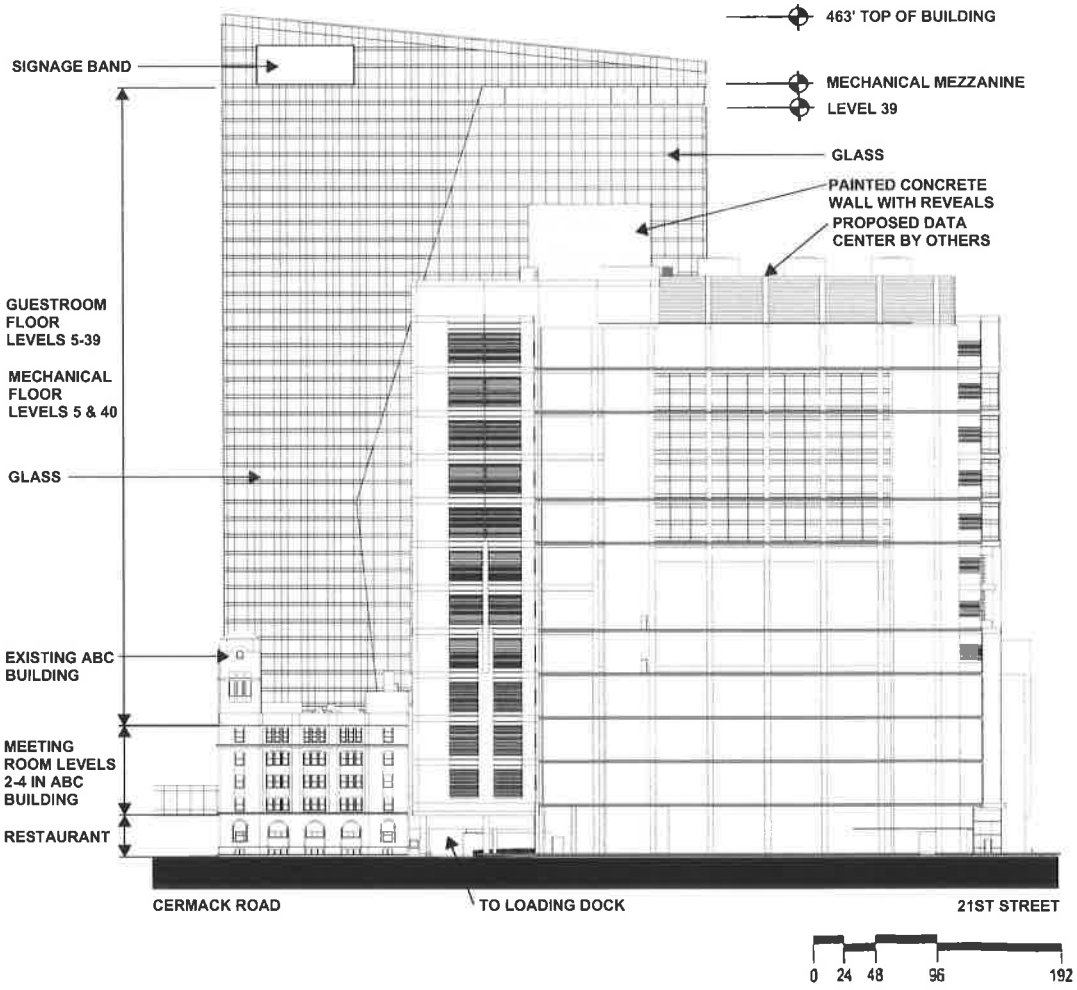
EXHIBIT 6 - Business Planned Development No. 331



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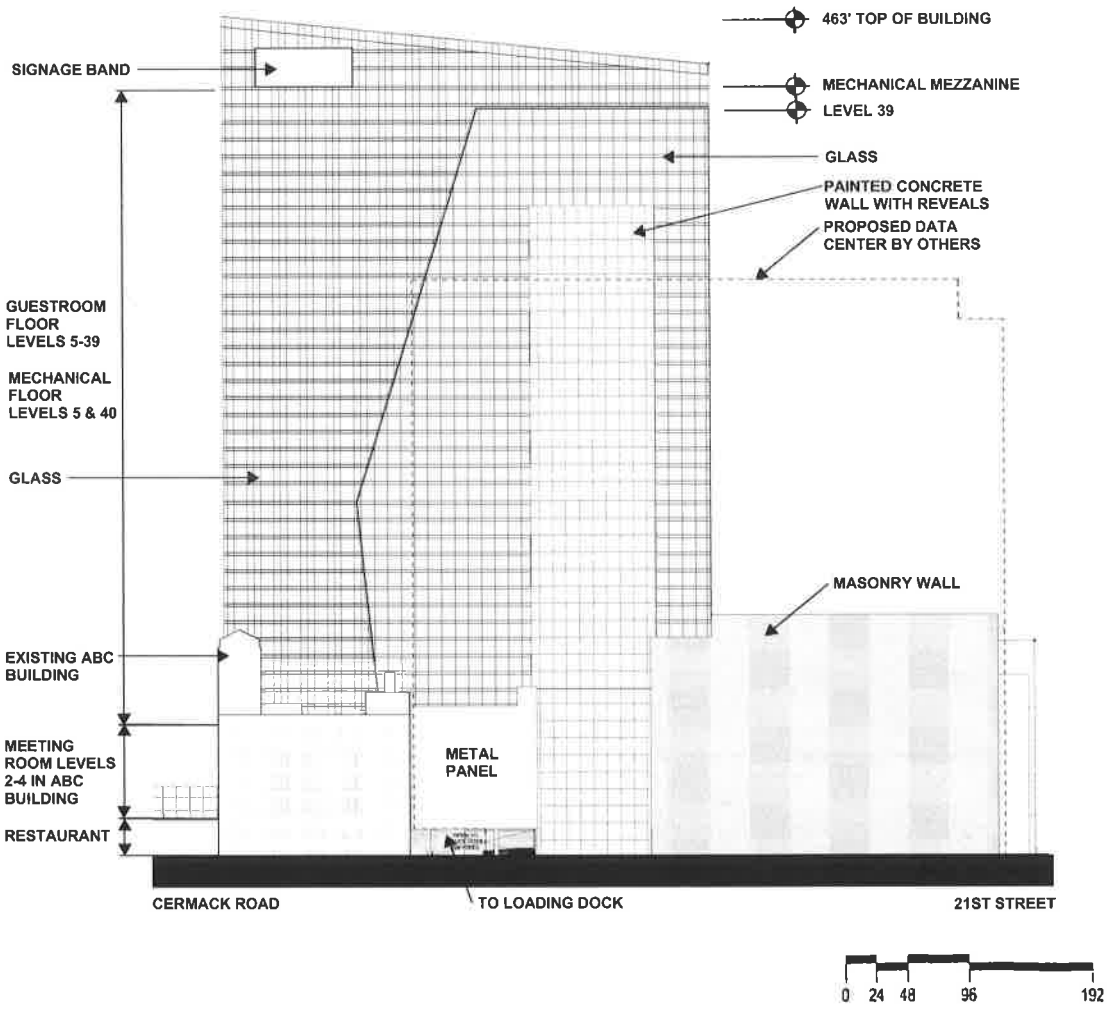

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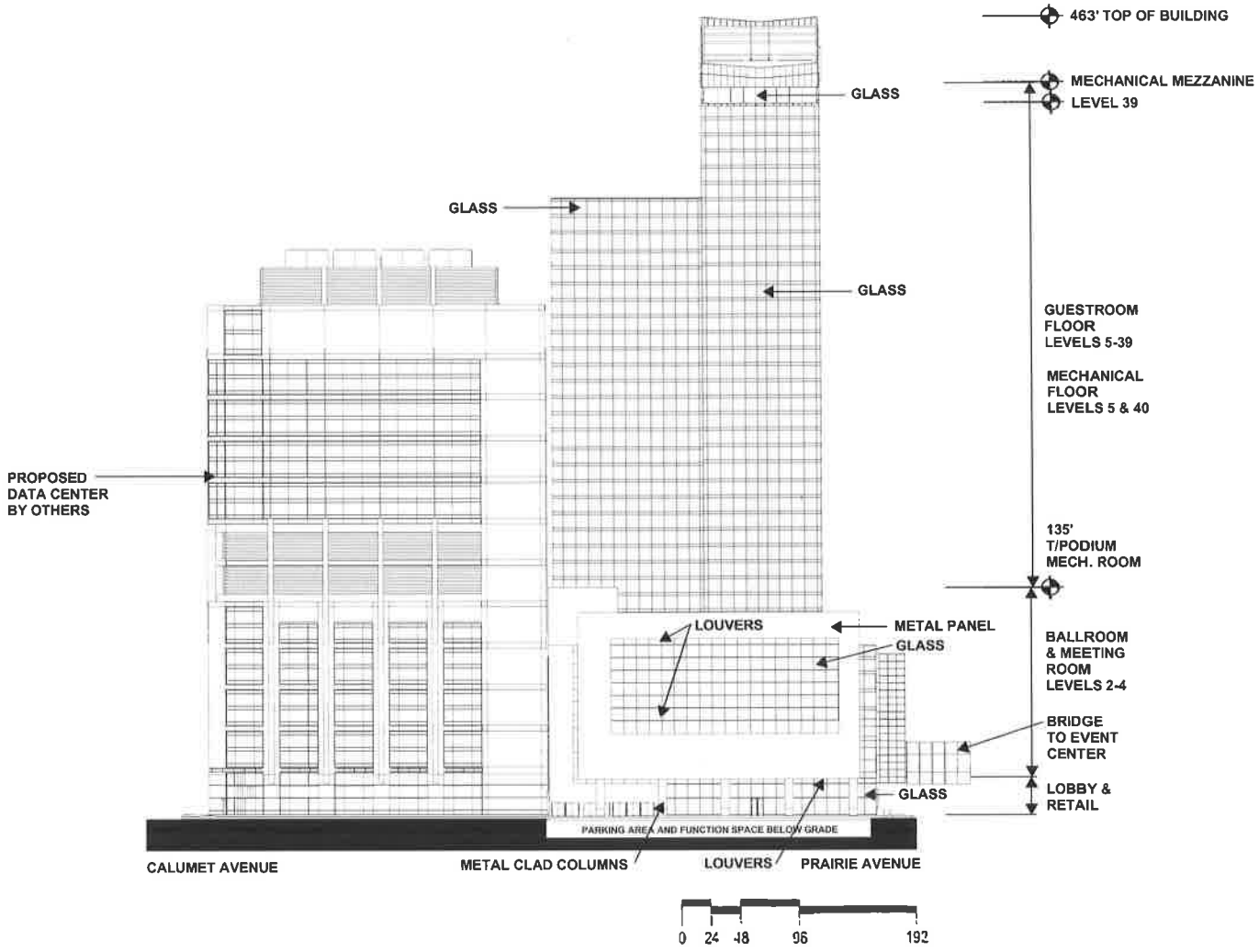

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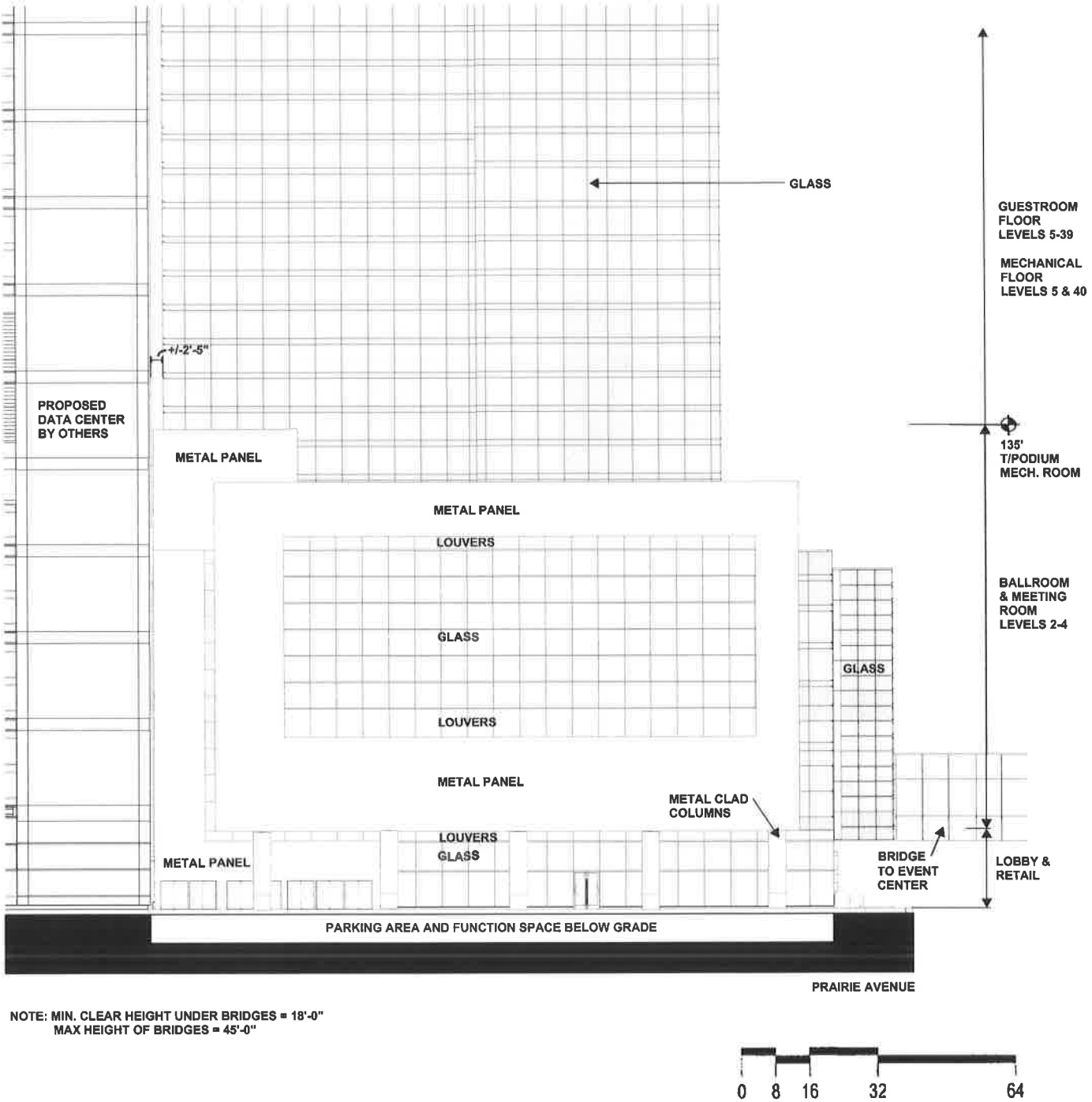
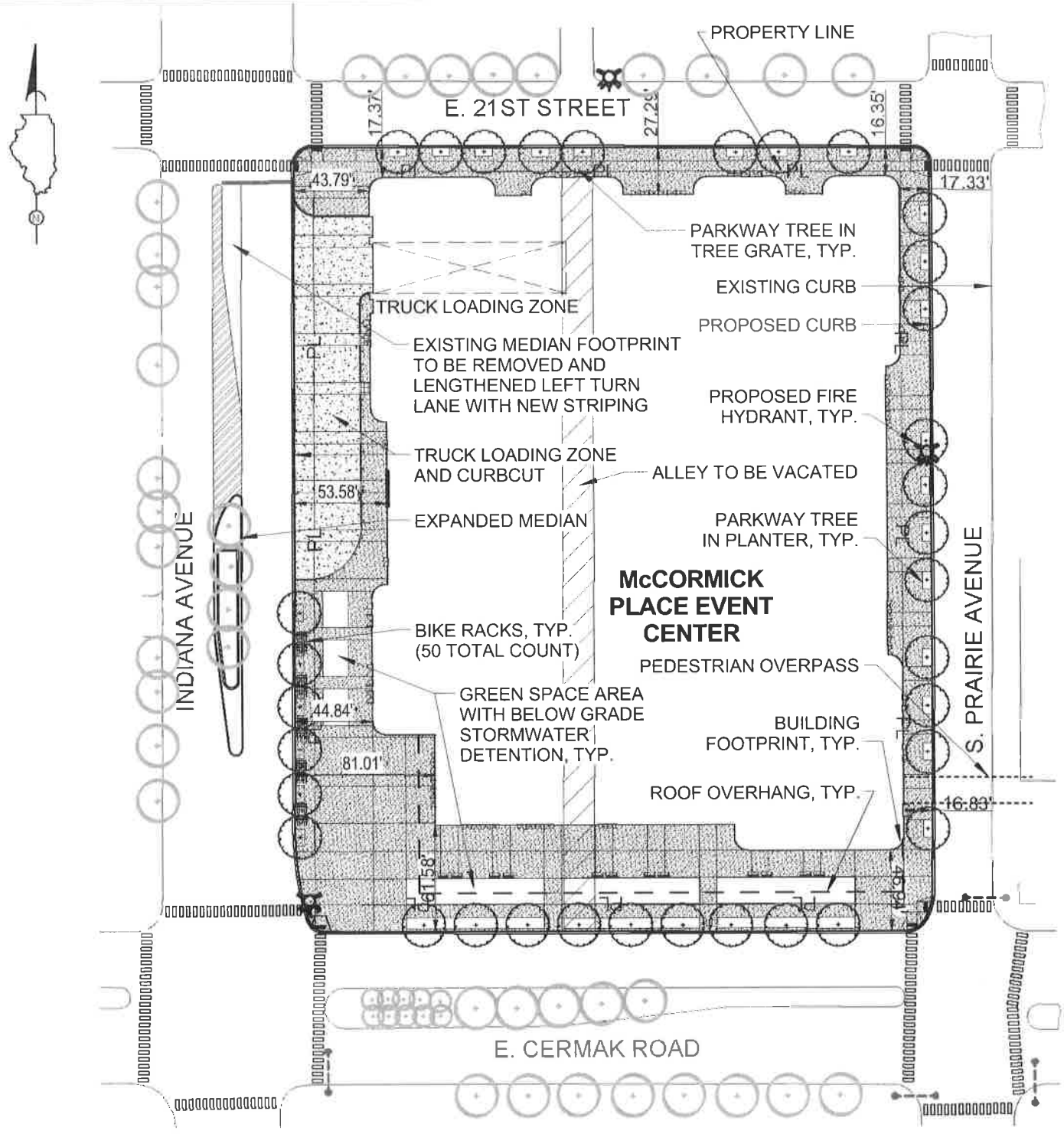
EXHIBIT 6 - Business Planned Development No. 331



NOTE: MIN. CLEAR HEIGHT UNDER BRIDGES = 18'-0"
MAX HEIGHT OF BRIDGES = 45'-0"

0 8 16 32 64

Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 (UPDATED June 1, 2015) Plan Commission: April 23, 2014 PD 331, Sub Area 5	**DETAIL OF NORTH ELEVATION**



GRAPHIC SCALE

0'-0" 80'-0" 120'-0" 160'-0" 240'-0"

APPLICANT: Metropolitan Pier & Exposition Authority

ADDRESS: 2101-2143 S, Indiana Avenue, 205-319 E. 21st Street, 204-320 E. Cermak, 2100-2142 S. Prairie Ave

DATE FILED: 05/26/15

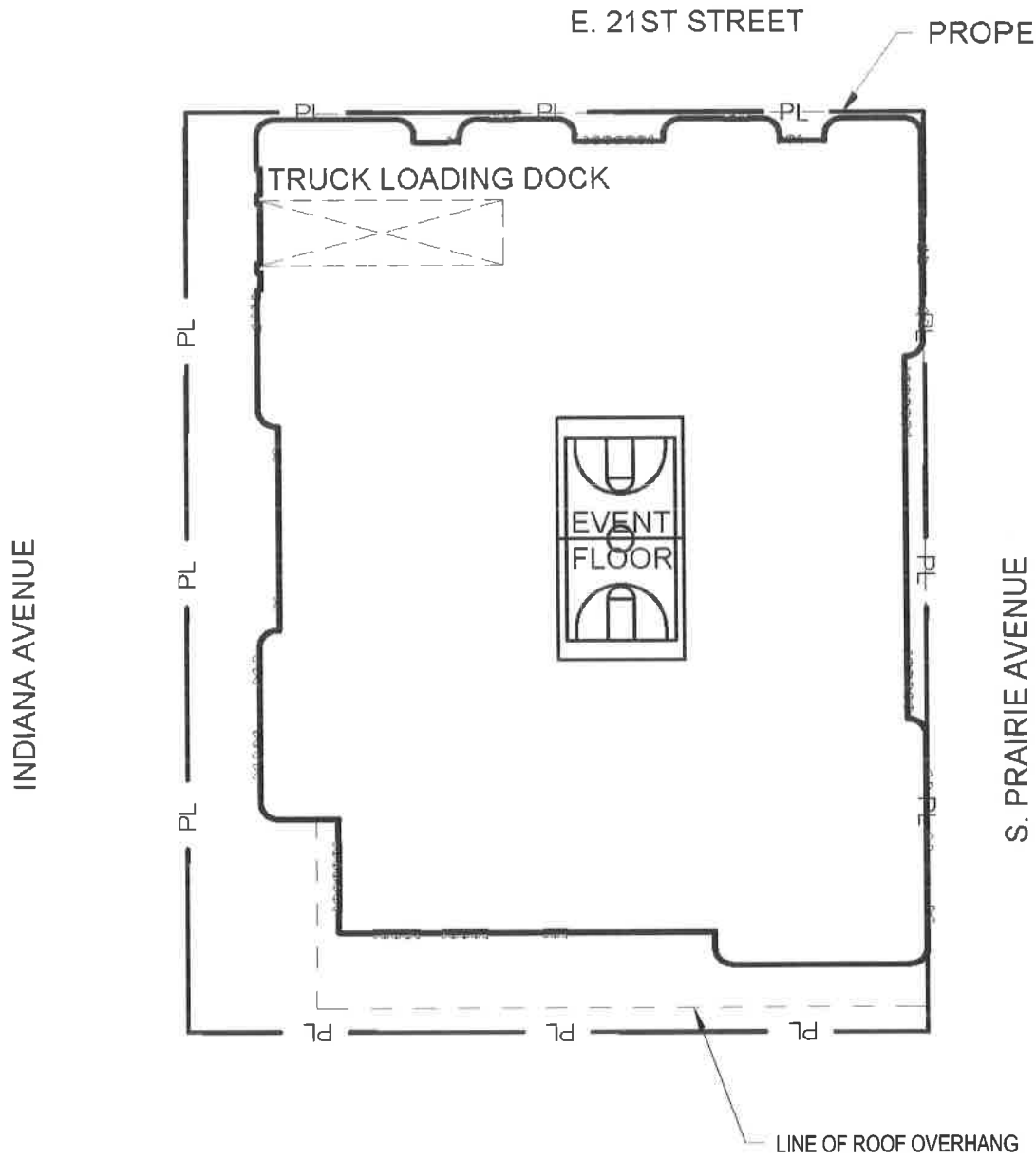
SITE PLAN

MOODY•NOLAN
RESPONSIVE ARCHITECTURE

PROJECT #: 14175.01

PRINT DATE: 5/29/2015 4:24:55 PM





GRAPHIC SCALE

0'-0" 80'-0" 120'-0" 160'-0" 240'-0"



APPLICANT: Metropolitan Pier & Exposition Authority

ADDRESS: 2101-2143 S, Indiana Avenue, 205-319 E. 21st Street, 204-320 E. Cermak, 2100-2142 S. Prairie Ave

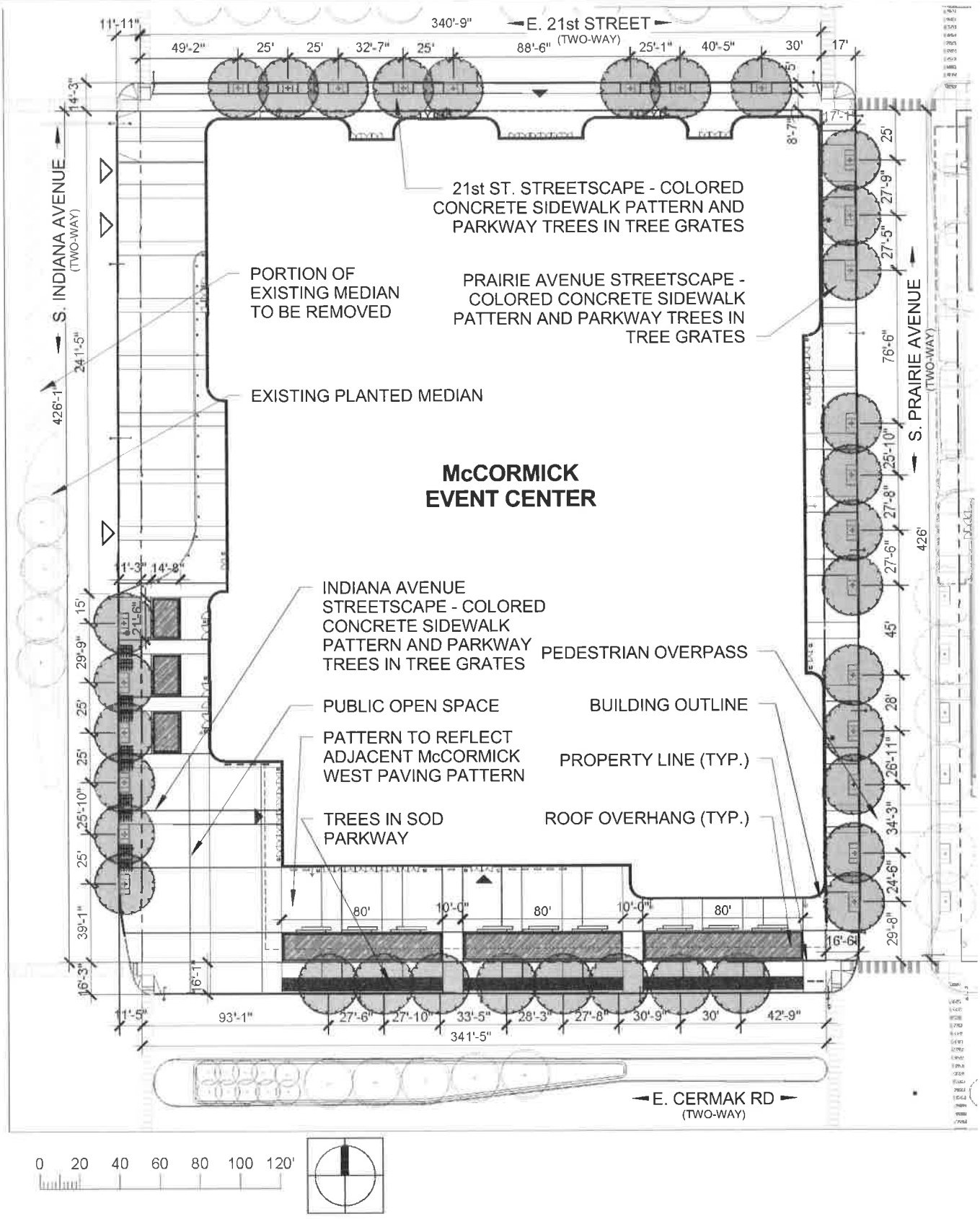
DATE FILED: 05/26/15

EVENT LEVEL PLAN

MOODY•NOLAN
RESPONSIVE ARCHITECTURE

PROJECT #: 14175.01

PRINT DATE: 6/1/2015 9:58:47 AM



APPLICANT: Metropolitan Pier & Exposition Authority

ADDRESS: 2101-2143 S, Indiana Avenue, 205-319 E. 21st Street, 204-320 E. Cermak, 2100-2142 S. Prairie Ave

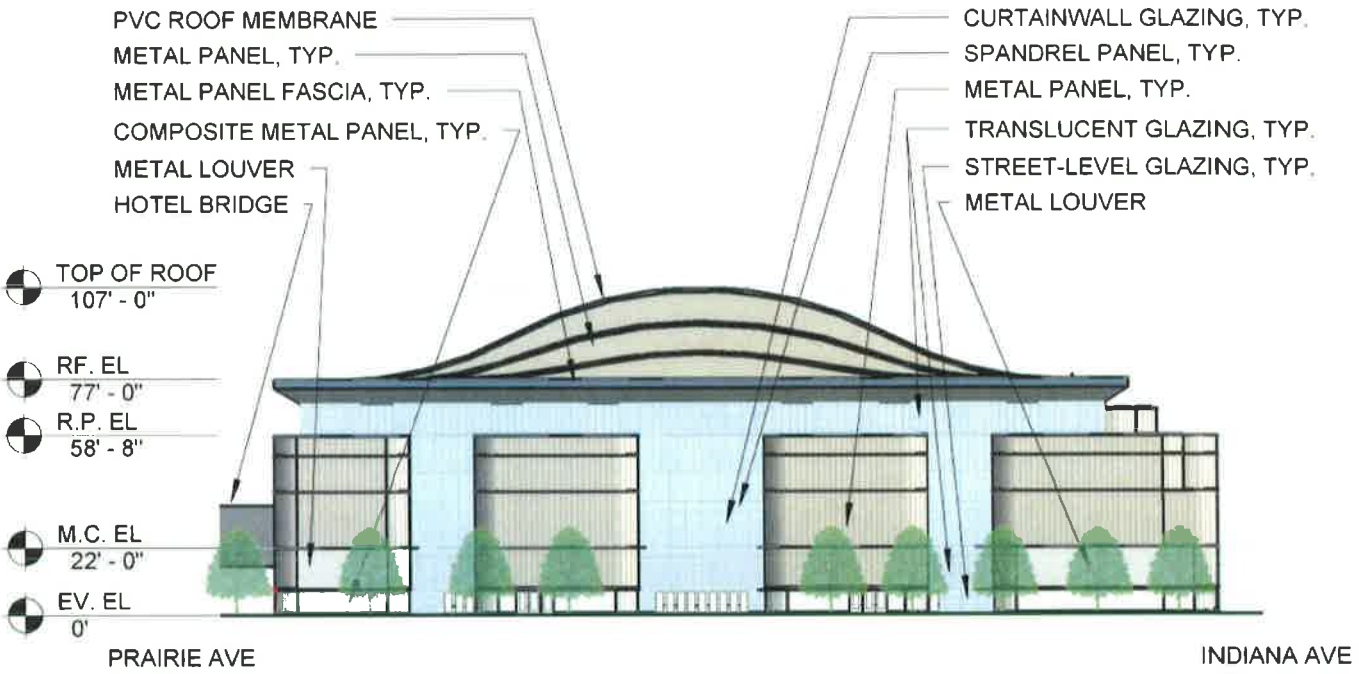
DATE FILED: 05/21/15

LANDSCAPE PLAN

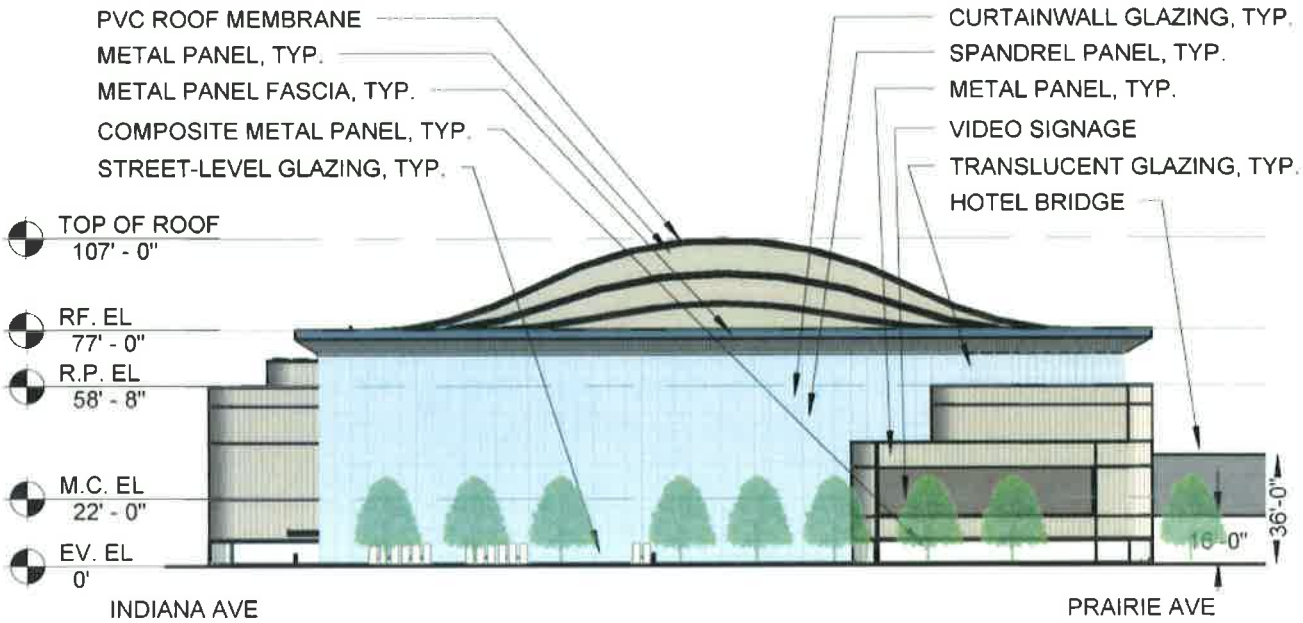
MOODY•NOLAN
RESPONSIVE ARCHITECTURE

PROJECT #: 14175.01

PRINT DATE: 5/29/2015 4:21:16 PM



NORTH ELEVATION



SOUTH ELEVATION

BRIDGE NOTE:
MIN. CLEAR HEIGHT UNDER BRIDGE: 16' - 0"
MAX. HEIGHT OF BRIDGE: 45' - 0"

1" = 60'- 0"

0 60' 120' 180'

APPLICANT: Metropolitan Pier & Exposition Authority

ADDRESS: 2101-2143 S, Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak, 2100-2142 S. Calumet Ave

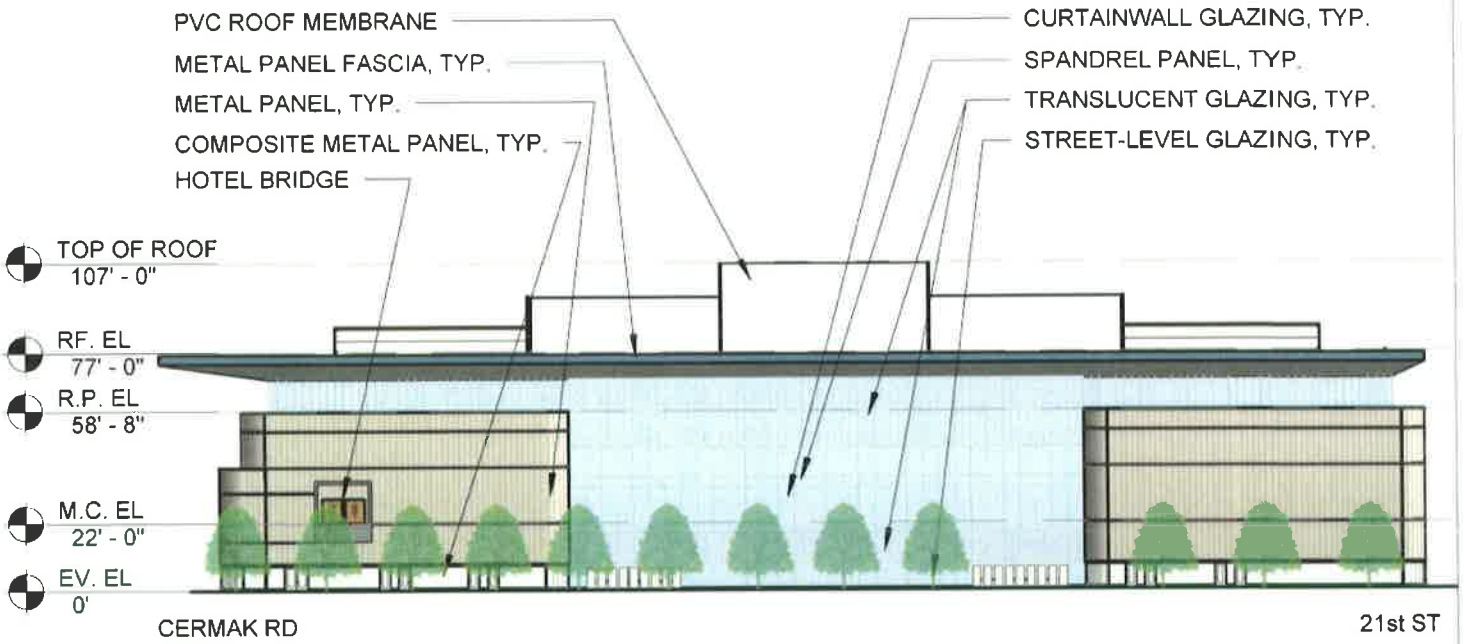
DATE FILED: 05/29/15

ELEVATION-NORTH
ELEVATION-SOUTH

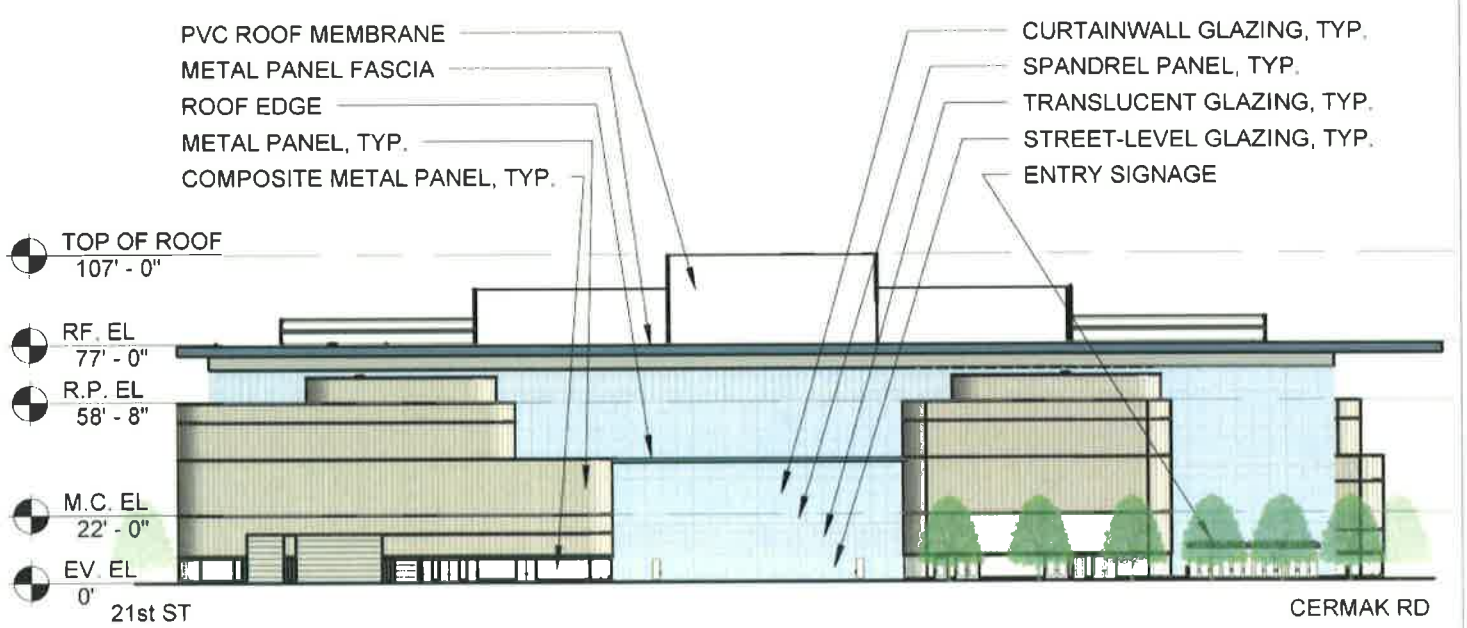
MOODY•NOLAN
RESPONSIVE ARCHITECTURE

PROJECT # 14175.01

PRINT DATE: 5/29/2015 4:38:30 PM



EAST ELEVATION



WEST ELEVATION

BRIDGE NOTE:
MIN. CLEAR HEIGHT UNDER BRIDGE: 16' - 0"
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1" = 60'- 0"

0 60' 120' 180'

APPLICANT: Metropolitan Pier & Exposition Authority

ADDRESS: 2101-2143 S, Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak, 2100-2142 S. Calumet Ave

DATE FILED: 05/28/15

ELEVATION-EAST
ELEVATION-WEST

MOODY•NOLAN
RESPONSIVE ARCHITECTURE

PROJECT # 14175.01

PRINT DATE: 5/29/2015 4:43:30 PM

17944

SECTION 3. This ordinance shall be in force and effect from after its passage and approval.

AMENDMENT OF TITLE 17 OF MUNICIPAL CODE BY RECLASSIFICATION OF AREAS SHOWN ON MAP NOS. 4-E AND 6-E.

(As Amended)
(Application No. 17944) BPD 331, 09
(Common Address: 2101 -- 2143 S. Indiana Ave., 205 -- 319 E. 21st St., 204 -- 334 E. Cermak Rd. And 2134 -- 2142 S. Calumet Ave.)

[SO2014-836]

The Committee on Zoning, Landmarks and Building Standards submitted the following report:

CHICAGO, April 30, 2014.

To the President and Members of the City Council:

Presenting a series of reports for your Committee on Zoning, Landmarks and Building Standards which held a meeting on April 24, 2014, the following items were passed by a majority of the members present:

Pages 1 through 6 contain one text amendment and 25 applications for zoning map amendments.

Page 7 contains eight applications for large signs, and four landmark fee waivers.

I hereby move for passage of the proposed substitute ordinance transmitted herewith.

Respectfully submitted,

(Signed) DANIEL S. SOLIS,
Chairman.

On motion of Alderman Solis, the said substitute ordinance transmitted with the foregoing committee report was *Passed* by yeas and nays as follows:

Yeas -- Aldermen Moreno, Dowell, Burns, Hairston, Sawyer, Holmes, Harris, Beale, Pope, Balcer, Cárdenas, Quinn, Thompson, Lane, O'Shea, Cochran, Brookins, Muñoz, Zalewski, Chandler, Solis, Maldonado, Burnett, Ervin, Graham, Reboyras, Suarez, Mell, Austin, Colón, Sposato, Mitts, Cullerton, Laurino, P. O'Connor, M. O'Connor, Reilly, Smith, Tunney, Arena, Cappleman, Pawar, Osterman, Moore, Silverstein -- 45.*

Nays -- Aldermen Fioretti, Waguespack -- 2.

Alderman Pope moved to reconsider the foregoing vote. The motion was lost.

Alderman Burke invoked Rule 14 of the City Council's Rules of Order and Procedure, disclosing that he had represented parties to this ordinance in previous and unrelated matters.

The following is said ordinance as passed:

Be It Ordained by the City Council of the City of Chicago:

SECTION 1. Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by changing all of the DX-3, DX-5, DX-7 Downtown Mixed-Use Districts, Residential-Business Institutional Planned Development Number 1055, Business Planned Development Number 331 and Residential-Business Planned Development Number 675 symbols and indications as shown on Map Numbers 4-E and 6-E in the area bounded by:

the north line of vacated East Cermak Road and its westerly extension; the easterly line of vacated East Cermak Road; the westerly of the Illinois Central Railroad right-of-way; a line 1,500 feet north of and parallel with the northerly line of the East 23rd Street viaduct; thence northwardly along the arc of a circle, convex to the east with a radius of 915.13 feet, a distance of 46.841 feet to a point which is 424.314 feet (measured perpendicularly) easterly from said westerly right-of-way line and 1,546.469 feet (measured perpendicularly) northerly of said northerly line of the East 23rd Street viaduct;

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* On May 6, 2014, Alderman Arena submitted a letter to City Clerk Susana Mendoza describing his intention to vote in the negative on the substitute ordinance passed by the City Council on April 30, 2014 reclassifying an area shown on Map Numbers 4-E and 6-E regarding the properties at 2101 -- 2143 South Indiana Avenue, 205 -- 319 East 21st Street, 204 -- 334 East Cermak Road and 2134 -- 2142 South Calumet Avenue (SO2014-836). This letter has been Placed on File.

thence northwardly along the arc of a circle, convex to the east with a radius of 2,008.70 feet, a distance of 160.333 feet to a point which is 434.030 feet (measured perpendicularly) easterly from said westerly right-of-way line and 1,706.466 feet (measured perpendicularly) northerly of said northerly line of the East 23rd Street viaduct; thence northwardly along a straight line, tangent to last described arc of a circle, a distance of 722.975 feet to a point which is 230.646 feet westerly and 158.143 feet northerly of the intersection of the westerly line of Burnham Park (as said westerly line is described in the 1919 Lake Front Ordinance) with the north line of East 18th Street, extended east, as measured along said westerly line and a line perpendicular thereto; thence northwardly along the arc of a circle, convex to the west, tangent to last described straight line and having a radius of 1,343.75 feet, a distance of 278.822 feet to a point which is 197.423 feet westerly and 434.475 feet northerly of the intersection of said westerly line of Burnham Park with said north line of East 18th Street, extended east, as measured along said westerly line and a line perpendicular thereto; thence northwardly along a straight line, tangent to last described arc of a circle, a distance of 436.277 feet to a point which is 100.767 feet westerly and 859.910 feet northerly of the intersection of said westerly line of Burnham Park with the north line of East 18th Street, extended east, as measured along said westerly line and a line perpendicular thereto; thence northwardly along the arc of a circle convex to the east, tangent to last described straight line and having a radius of 2,448.29 feet, a distance of 86.233 feet; thence eastwardly along a straight line, which forms an angle of 73 degrees, 40 minutes, 14 seconds from north to west with said westerly line of Burnham Park, a distance of 86.641 feet to an intersection with said westerly line of Burnham Park; thence southwardly along said westerly line of Burnham Park, a distance of 919.963 feet to said intersection with the north line of East 18th Street, extended east; thence continuing southwardly along said westerly line of Burnham Park, a distance of 2,225.472 feet to a point 105.00 feet northerly of the centerline of the aforesaid 23rd Street viaduct; thence eastwardly along a line which is parallel with said centerline of said East 23rd Street viaduct, a distance of 397.34 feet; thence northwardly along a straight line parallel with said westerly line of Burnham Park, a distance of 800.00 feet; thence eastwardly perpendicular to last described line, a distance of 50.00 feet; thence northwardly parallel with said westerly line of Burnham Park, a distance of 55.00 feet; thence eastwardly perpendicular to last described line, a distance of 60.00 feet; thence southwardly parallel with said westerly line of Burnham Park, a distance of 55.00 feet; thence eastwardly perpendicular to last described line, a distance of 390.00 feet; thence northwardly parallel with said westerly line of Burnham Park, a distance of 55.00 feet; thence eastwardly perpendicular to last described line, a distance of 60.00 feet; thence southwardly parallel with said westerly line of Burnham Park, a distance of 55.00 feet; thence eastwardly perpendicular to last described line, a distance of 50.00 feet; thence southwardly parallel with said westerly line of Burnham Park, a distance of 785.00 feet; thence eastwardly perpendicular to last described line,

a distance of 30.00 feet; thence southwardly parallel with said westerly line of Burnham Park, a distance of 240.00 feet; thence westwardly perpendicular to last described line, a distance of 30.00 feet; thence southwardly parallel with said westerly line of Burnham Park, a distance of 335.00 feet; thence westwardly perpendicular to last described line, a distance of 610.00 feet; thence northwardly parallel with said westerly line of Burnham Park, a distance of 380.00 feet, to a point 75.00 feet southerly of the centerline of aforesaid East 23rd Street viaduct; thence westwardly along a line which is parallel with said centerline of the East 23rd Street viaduct, a distance of 378.03 feet to a point 19.31 feet easterly of said westerly line of Burnham Park; thence southwardly along a straight line which is parallel with said westerly line of Burnham Park, a distance of 465.81 feet; thence continuing southwardly along an arc of a circle, convex to the east, tangent to last described straight line, and having a radius of 561.35 feet, a distance of 147.65 feet to an intersection with said westerly line of Burnham Park, at a point which is 686.38 feet (measured along said westerly line) southerly from the centerline of said East 23rd Street viaduct; thence southwardly continuing along the westerly line of said Burnham Park, being here a straight line whose southerly terminus is a point which is 308.00 feet (measured along said line) south of the intersection of said line with the north line of East 29th Street, extended east, a distance of 3,211.315 feet to a point which is 89.16 feet northerly of the aforesaid southerly terminus; thence southwardly continuing along said westerly line of Burnham Park, being here the arc of a circle, convex to the east, tangent to last described straight line, and having a radius of 635.34 feet, a distance of 177.175 feet to a point on that westerly line of said Burnham Park which extends southerly from the aforesaid point 308.00 feet south of the north line of East 29th Street, extended east, to a point on the north line of East 31st Street, extended east, which is 250.00 feet (measured perpendicularly) easterly of the aforementioned westerly right-of-way line of the Illinois Central Railroad; thence southwardly along said last described westerly line of Burnham Park, a distance of 857.377 feet to a point which is 86.31 feet (measured along said line) northerly of aforesaid point on the north line of East 31st Street, extended east; thence southwardly continuing along said westerly line of Burnham Park, being here the arc of a circle, convex to the west, tangent to last described line and having a radius of 573.69 feet, a distance of 69.447 feet to an intersection with the north line of said east 31st Street; thence west along said north line of East 31st Street, a distance of 106.724 feet; thence northwardly along a straight line, a distance of 1,903.228 feet to a point which is 156.586 feet easterly and 1,856.555 feet northerly of the intersection of said westerly right-of-way line with the northerly line of the East 31st Street viaduct, being a line 50.00 feet (measured perpendicularly) northerly of and parallel with the south line of said southeast fractional quarter of Section 27; thence northwardly along a straight line, a distance of 222.296 feet, to a point which is 148.535 feet easterly and 2,078.705 feet northerly of the intersection of said westerly right-of-way line with the northerly line of said East 31st Street viaduct, as measured along

said westerly line and a line perpendicular thereto; thence northwardly along a straight line, a distance of 488.798 feet to a point which is 126.789 feet easterly and 2,567.019 feet northerly of the intersection of said westerly right-of-way line with the northerly line of said East 31st Street viaduct, as measured along said westerly line and a line perpendicular thereto; thence northwardly along a straight line, a distance of 458.564 feet, to a point which is 126.266 feet easterly and 3,025.583 feet northerly of the intersection of said westerly right-of-way line with the northerly line of said East 31st Street viaduct, as measured along said westerly line and a line perpendicular thereto; thence northwardly along a straight line, a distance of 362.655 feet to a point which is 143.70 feet easterly and 3,387.819 feet northerly of the intersection of said westerly right-of-way line with the northerly line of said East 31st Street viaduct, as measured along said westerly line and a line perpendicular thereto; thence northwardly along a straight line, whose northerly terminus is a point which is 194.66 feet (measured perpendicularly) easterly from said westerly right-of-way line and 920.105 feet (measured perpendicularly) south from the southerly line of the aforesaid East 23rd Street viaduct (being the southerly line of the easement granted to the South Park Commissioners dated September 25,1922 as Document Number 7803194) a distance of 95.77 feet to the point of intersection with the easterly extension of the centerline of East 25th Street, said centerline and its easterly extension being 33.00 feet north of and parallel with the north line of Block 4 in Walker Brothers Addition to Chicago in the northeast fractional quarter of Section 27; East 25th Street and its easterly extension; a line 94.00 feet west of and parallel with the west line of Block 4 in Walker Brothers Addition to Chicago aforesaid; East 25th Street and its easterly extension; South Indiana Avenue; East 21st Street; a line 661.92 feet east of and parallel with the centerline of South Indiana Avenue; a line 358.89 feet south of and parallel with the centerline of East 21st Street (centerline of the vacated 18-foot public alley); the east line of South Calumet Avenue; the north line of vacated East Cermak Road and its westerly extension, in Cook County, Illinois.

to those of Business Planned Development Number 331, as amended, which is hereby established in the area above described, subject to such use and bulk regulations as are set forth in the attached Plan of Development.

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

Plan of Development Statements referred to in this ordinance read as follows:

Business Planned Development No. 331, as amended
For McCormick Place Hotel and Event Center
Plan Development Statements

1. The area delineated herein as Business Planned Development No. 331, as amended, and subject to the use and bulk restrictions of this Planned Development Ordinance (the "Property") consists of five Subareas: (1) McCormick Place West Development Area; (2) Existing Hotel /District and Local Energy Facility Area; (3) Existing McCormick Square/South Park Area; (4) Existing McCormick Complex Area and (5) proposed Event Center and Hotel Headquarters. The Applicant, The Metropolitan Pier and Exposition Authority (MPEA), the Contract Purchaser of the property located at 2101-2143 South Indiana Ave., 205-319 E. 21st street, 204-334 East Cermak Road, 2134-2142 South Calumet Ave. seeks to incorporate aforementioned property into a new Subarea (5). The following Subareas are depicted on the attached Subarea Map, Exhibit 6, which is described in Statement No. 6 as a reference.

a. Subarea 1, the McCormick Place West Development Area, consists existing convention facilities, a parking garage, and the Existing MPEA office building, along with (ii) the existing West Building convention facilities (the "West Hall").

b. Subarea 2, the Hotel/District and Local Energy Facility Area, contains the existing hotel, hotel parking garage, and the existing district and local energy facility.

c. Subarea 3, the McCormick Square/South Park Area, consists of Existing McCormick Square and the outdoor area to the west of the McCormick Place South Hall.

d. Subarea 4, the Existing McCormick Complex Area, consists of the six subparcels depicted on the attached Subarea Map and further described below:

(i) Parcel A, the North Hall Parcel, contains the Existing McCormick Place North Building and Existing Local Energy Facility Area and Lake Shore Drive on the east;

(ii) Parcel B, the South Hall Parcel, contains the Existing McCormick Place South Hall from the Grand Concourse to the Stevenson Expressway;

(iii) Parcel C, the East Hall Parcel, contains the Existing McCormick Place East Building;

(iv) Parcel D, the Grand Concourse Parcel, contains the Existing enclosed pedestrian passageway between the North Hall and the South Hall and the portion of the Property spanning Lake Shore Drive connecting the East Hall to the North and South Halls;

(v) Parcel E, the north of North Hall Parcel, contains the area of the Property north of the North Hall Parcel to the northern boundary of the Planned Development; and

(vi) Parcel F, the south of the South Hall Parcel , contains the area of the Property south of the South Hall Parcel and east of Subarea 1 to 31st Street, including the access ramp from the truck marshaling area located in Parcel F to the truck loading and unloading areas located in Subarea 1.

e. Subarea 5, is generally bounded by East 21st Street on the north; a portion of a vacated alley to the east, East Cermak to the south; and South Indiana Avenue on the west. The project includes a hotel and event center and is depicted on the attached Subarea 5 Map.

The Metropolitan Pier and Exposition Authority (the "Applicant") is a political subdivision, unit of local government, body politic and Municipal Corporation created pursuant to 70 ILCS 210/1 et seq., as amended (the "MPEA Act"). The Property also includes the public right-of-way and property owned by the City of Chicago (the "City"), including property owned by the City and controlled by the Illinois Department of Transportation ("IDOT") pursuant to an agreement between the City and the Department of Public Works and Buildings of the State of Illinois (as predecessor to IDOT) dated April 17, 1964. All required disclosures are contained in within the Economic Disclosure Statement filed with the City in accordance with applicable requirements.

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 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 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.

3. This Plan of Development and the development of the Property is and shall be subject to the Rules, Regulations and Procedures in Relation to Planned Development Amendments (hereinafter, the "Rules, Regulations and Procedures") promulgated by the Commissioner of the Department of Planning and Development (hereinafter, the "Commissioner").

4. 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 on behalf of the Applicant or its successors, assigns or grantees.

   Any requests for grants of privilege, or any items encroaching on the public way, shall be in compliance with the Plans. Ingress or egress shall be pursuant to the Plans 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 the Department of Transportation.

   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 in compliance with the Municipal Code of the City of Chicago. Prior to the issuance of any Part II approval, the submitted plans must be approved by the Department of Transportation.

5. The applicant commits to provide and fully fund the infrastructure improvements below prior to the issuance of the final occupancy certificates for the Event Center and the Headquarters Hotel.

Installation of Countdown Pedestrian Signals

1. Cermak & Indiana
2. Cermak & Prairie
3. Cermak & Michigan
4. Michigan & Cullerton
5. 24th & State
6. MLK & 24th Pl./25th St.

Installation of Actuated Left Turn Arrows

1. Indiana & Cermak – Eastbound and Southbound
2. Cermak & Prairie – Eastbound and Southbound
3. Cermak & Michigan – Westbound and Northbound
4. Cermak & Wabash – Eastbound and Southbound

Roadway and Other Improvements

1. Installation of westbound right turn lane pavement markings on Cermak at Prairie
2. Geometric, alignment and streetscaping improvements to improve pedestrian safety at the intersection of Cermak and Calumet as determined in coordination with the Chicago Department of Transportation.
3. Installation of static wayfinding signs and variable message signs as determined in coordination with the Chicago Department of Transportation and Office of Emergency Management and Communications.

6. This Planned Development Ordinance consists of (22) Planned Development Statements; a Bulk Regulations and Data Table; The Planned Development Exhibits (PDE); (2) Existing Zoning Maps; (2) Existing Land-Use Maps; a Planned Development Boundary and Property Line Map; a Right of Way Adjustment map; (2) Site Plans (Sub-Area No. 5); (2) Landscape Plans; (2) Green Roof Plans; and Building Elevations (North, South, East and West) prepared by (Gensler Architects and Pelli Clarke Pelli Architects) and dated April 23, 2014, submitted herein. Full-sized copies of the Site Plan, Landscape Plan and Building Elevations are on file with the Department of Planning and Development. In any instance where a provision of this Planned Development conflicts with the Chicago Building Code, the Building Code shall control. This Planned Development 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. To the extent there is a conflict between the Original Exhibits and the Administrative Approvals, the Administrative Approvals shall control. Similarly, to the extent there is a conflict between either the Original Exhibits or the Administrative Approvals and the PD Amendment Exhibits, the PD Amendment Exhibits shall control. Full size copies of the Original Exhibits and the Administrative Relief Exhibits are on file with the Department. These and no other zoning controls shall apply to the Property. This Planned Development 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.

The following exhibits identified in the list of Exhibits, all of which are incorporated herein and made a part hereof by this reference are still in effect and are referenced below:

1. Conceptual Illustration Exhibits, Exhibit Nos. 7B - 17 (each, a "CIE"), which illustrate the application of the various requirements contained in the PDEs.

2. Reference Reports, Exhibit Nos. 18 - 20 (each, a "REP")

3. Historical Reference Exhibits 21-31 (each, a "HRE"), which provide the previously approved site plans, landscape plans, building elevations for the existing East Hall, North Hall, South Hall, McCormick Square and the Multi-Purpose Exhibition facility, MPEA Office Building and Parking garage located west of Dr. Martin Luther King Jr., Drive.

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Exhibit Number	Type	Description	Date
		The Planned Development Amendment Exhibits	
1	PDE	Bulk Regulations and Data Table	4/23/14
2	PDE	(2) Existing Zoning Maps	4/23/14
3	PDE	Planned Development Boundary, Property and Right-of-Way Map	4/23/14
4	PDE	Planned Development Expansion Area Map 2014	4/23/14
5	PDE	(2) Existing Land Use Area Map	4/23/14
6	PDE	Subarea Map	4/23/14
7A	PDE	(2) Generalized Land Use Map	4/23/14
		ORIGINAL PD EXHIBITS* For reference only	
7B	PDE	Parking Location Plan	8/15/02
8	PDE	Public Right-of-Way Adjustment Plan	8/15/02
9	CIE	Renderings: Facade/Massing	8/15/02
10	CIE	Renderings: Urban Design Features	815/02
11A	CIE	Illustrative Site Plan - Zone A	8/15/02
11B	CIE	Illustrative Site Plan - Zone B	8/15/02

12	CIE	Illustrative Landscape Plan	8/15/02
13A	CIE	Conceptual West Elevation	8/1/02
13B	CIE	Conceptual North Elevation	8/15/02
13C	CIE	Conceptual East Elevation	8/15/02
13D	CIE	Conceptual South Elevation	8/15/02
14	CIE	At-Grade Transportation Access Plan	8/15/02
15	CIE	Upper Level Service Access Plan	8/15/02
16A	CIE	Illustrative Level 1 Floor Plan	8/15/02
16B	CIE	Illustrative Level 2 Floor Plan	8/15/02
16C	CIE	Illustrative Level 3 Floor Plan	8/15/02
16D	CIE	Illustrative Level 4 Floor Plan	8/15/02
16E	CIE	Illustrative Level 5 Floor Plan	8/15/02
16F	CIE	Illustrative Level 6 Floor Plan	8/15/02
16G	CIE	Illustrative Green Roof Plan	8/15/02
17	CIE	Platt Building Facade Relocation	8/15/02
18	REP	Master Plan Report	8/15/02
19	REP	Transportation Plan Executive Summary	8/15/02
20A	REP	Traffic Management Plan I	3/8/93
20B	REP	Traffic Management Plan II	8/15/02
20C	REP	Traffic Management Plan III	4/23/14
21	HRE	South Hall Expansion Site Plan - Area A	3/8/93
22	HRE	South Hall Expansion Site Plan - Area B	3/8/93
23	HRE	South Hall Expansion Site Plan - Area C	3/8/93
24	HRE	South Hall Expansion Landscape Plan - Area A	3/8/93
25	HRE	Building Elevations - South Hall	3/8/93
26	HRE	Building Elevations - East Hall	3/8/93
27	HRE	Building Elevations - North Hall	3/8/93
28	HRE	Conference Center/MPEA Offices/West Parking Garage Landscape Plan	8/16/99

29	HRE	Conference Center/MPEA Offices/West Parking Garage Site Plan	8/16/99
30	HRE	Conference Center/MPEA Offices/West Parking Garage Building Elevations	8/16/99
31	HRE	Conference Center/MPEA Offices/West Parking Garage Building Elevations	8/16/99

7. Uses upon the Property which are permitted by this Planned Development Ordinance are described by this Statement No. 7. All uses of the Property shall be located, designed, constructed, maintained and operated in accordance with the provisions of this Planned Development Ordinance.

a. The following uses shall be permitted in Subarea 1: (i) following acquisition of title or control, if any, by the Applicant: multi-purpose exhibition, meeting, ballroom and reception facilities, unenclosed and enclosed accessory and non-accessory parking, public parks, gardens and gathering spaces, enclosed pedestrian passageways, transportation facilities and uses accessory and ancillary thereto, truck loading and unloading areas, truck staging areas, office and office support facilities and uses accessory and ancillary thereto, conference facilities, meeting rooms, dining areas, retail and restaurant uses and uses accessory and ancillary thereto, telecommunication facilities, theaters, district and local energy facilities, all of the uses permitted within Subarea 3 and Subarea 4, service, storage and support services and roadways and uses accessory and ancillary thereto; (ii) prior to acquisition of title or control, if any, by the Applicant: all uses existing and permitted by the zoning classifications as depicted on the Existing Zoning Map described in Statement No. 6 and made a part hereof.

b. The following uses shall be permitted in Subarea 2: accessory and non-accessory parking, public parks, gardens and gathering places, district and local energy facilities, hotels, all of the uses permitted within Subarea 3 and Subarea 4, all uses permitted within the C3-5 Zoning District (except residential, adult, penal and correctional facility, recycling, manufacturing, warehouse, cartage, distribution, wholesale, automobile and other vehicle service, exterior sales and vending, animal slaughter, animal care, open stadium and open arena uses) and uses accessory and ancillary thereof.

c. The following uses shall be permitted in Subarea 3: public parks, gardens and gathering places, walkways, bicycle paths, open landscaped areas, public transportation facilities, kiosks, fountains, lighting and appropriate park and garden structures and uses accessory and ancillary thereto.

d. The following uses shall be permitted in Subarea 4:

(i) in Parcels A, B and C: multi-purpose exhibition, meeting and reception facilities, restaurants, ancillary retail uses, theaters, district and local energy facilities, telecommunication facilities, public transportation facilities, public and private roadways and uses accessory and ancillary thereto; provided, however, that (1) the portion of parcel C which extends from the Concourse Walkway through the East Hall (the "Parcel C Concourse Segment") shall be limited to the uses permitted in Parcel D; and (2) the portion of Parcel C which extends along the exterior of the west, south and east sides of the south half of the East Hall including the vertical pedestrian transition to the park level (the "Parcel C Exterior Promenade") shall be limited to the uses permitted in Parcel D;

(ii) in Parcel D (which includes the "Concourse Walkway" connecting McCormick Square to the East Hall): public pedestrian passageways, enclosed public space, walkways, bicycle paths, restaurants, retail uses, public transportation facilities, uses ancillary to public pedestrian passage, pedestrian passageways for uses and occupants of Parcels A, B and C, temporary multi-purpose exhibitions, public and private roadways and meeting and reception uses accessory and ancillary thereto;

(iii) in Parcel E: unenclosed accessory parking, parks, gardens, open landscaped areas, public and private roadways, public pedestrian ways, telecommunication facilities, district and local energy facilities, public pedestrian or vehicular bridges or appurtenances related to any of these public improvements and uses accessory and ancillary thereto; and

(iv) in Parcel F: unenclosed and enclosed accessory and non-accessory parking, truck marshaling areas and related structures, truck access ramps to and from loading and unloading areas, public and private roadways, telecommunication facilities, public pedestrian ways, public pedestrian or vehicular bridges or appurtenances related to any of these public improvements, parks, gardens, open landscaped areas and uses accessory and ancillary thereto.

e. Exterior storage shall not be permitted on any of the Publicly Available Improvements as described by Statement No. 14 hereof except during construction provided for by this Planned Development Ordinance.

f. The following uses shall be permitted in subarea 5: Hotel, Office, Entertainment and Spectator Sports, accessory parking, retail as an accessory use and related accessory uses, including multi-purpose exhibition, meeting, ballroom and reception facilities, enclosed accessory parking, gardens and gathering spaces, enclosed pedestrian passageways, transportation facilities and uses accessory and ancillary thereto, truck loading and unloading areas, truck staging areas, office and office support facilities and uses accessory and ancillary thereto, conference facilities, meeting rooms, dining areas, restaurant uses and uses accessory and ancillary thereto, storage and support services and roadways and uses accessory and ancillary thereto.

8. The Publicly Available Improvements, defined by Statement No. 14 hereof, shall be and shall remain publicly available places for the use and enjoyment of the public. All exterior walks, paths and ways upon the Property, and the Publicly Available Improvements, shall be open to the public during the hours of 6:00 A.M. to 11:00 P.M. (the "Operating Hours"). Public pedestrian, bicycle, stroller and similar traffic during said hours shall not be unreasonably restricted within any of said portions of the Property. The segment of Level 53 of Parcel D of Subarea 4 between the North and South Halls is intended to be open for public passage during most Operating Hours but may be closed from time to time provided that (a) such closure is indicated at appropriate locations by appropriate signage or other appropriate means and (b) Level 39 of Parcel D of Subarea 4 remains open during Operating Hours. The Parcel C Concourse Segment is intended to be open for public passage during most Operating Hours but may be closed from time to time. The Parcel C Concourse Segment shall be unobstructed while open.

During Operating Hours, Applicant shall provide reasonable public access from the public park located to the east of the East Hall of the McCormick Place Complex to McCormick Square. Such public access shall be provided with sufficient lighting and signs, and shall be sufficiently unobstructed to permit reasonable pedestrian use thereof.

It is acknowledged by the Applicant and the City that the Publicly Available Improvements and their uses as described herein shall be consistent with and complementary to the use of the Property as a convention complex. The requirements applicable to the Publicly Available Improvements shall not, however, be construed to permit interference with the reasonable operation of the convention complex. The Publicly Available Improvements shall be owned by the Applicant or its designee and their successors, grantees or assigns, but shall be made available to the public for public passage as set forth herein.

It is further acknowledged by the Applicant and the City that the Property, in its entirety excluding public streets, including the Publicly Available Improvements, is intended to be operated and managed by the Applicant as a non-public forum in tandem and consistent with the operations of McCormick Place as a whole.

9. Off-street parking spaces and off-street loading berths shall be provided to serve the uses contained within this Planned Development Ordinance in accordance with the requirements contained in the Bulk Regulations and Data Table made a part hereof and other applicable requirements of this Planned Development Ordinance. Such off-street parking spaces shall be provided in the locations depicted on the Parking Location Exhibit described by Statement No. 6 hereof (which includes locations not within the boundaries of this Planned Development). If such parking spaces become unavailable for use by the Applicant, the Applicant shall promptly obtain the use of replacement parking spaces within a reasonable distance from the use served.

Notwithstanding the requirements of the City of Chicago Zoning Ordinance, any other applicable regulation or anything above to the contrary, off-street parking located in Subarea 1 (other than disabled parking spaces): (a) need be only 8.5 feet wide and 17 feet long, and (b) need have aisle widths of only 20 feet.

No parking (other than bicycle parking) or truck loading shall be permitted within or upon any of the Publicly Available Improvements as described by Statement No. 14 hereof. In addition, within the portion of Parcel D of Subarea 4 located over Lake Shore Drive and the Parcel C Promenade Segment of Subarea 4, no taxi or automobile loading shall be permitted.

10. Any service drive or other ingress or egress shall be adequately designed and paved in accordance with the regulations of the Department of Transportation and in compliance with the Municipal Code of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. No parking on any service drive or blockage of said ingress and egress shall be permitted. Fire lanes, if required, shall be adequately designed and paved in compliance with the Municipal Code of Chicago.

11. Business, business identification and temporary signs, such as construction and marketing signs, may be permitted upon the exterior of the Property, subject to the review and approval of the Commissioner. Signs which conflict with any provision of the Chicago Zoning Ordinance which, shall not be permitted. No sign shall be permitted which would be visible from any lakefront park area other than building identification signs (limited in size to the otherwise applicable requirements of the Chicago Zoning Ordinance) and temporary business identification banners.

12. The maximum allowable height of any structure upon the Property shall conform with the Exhibits described in Statement No. 6 hereof and shall further be subject to the following:

a. Height limitations as certified on Form FAA-117 (or on successor form or forms covering the same subject matter) and approved by the Federal Aviation Administration pursuant to Part 77 of the Regulations of the Administrator, Federal Aviation Administration.

b. Airport Zoning Regulations as established by the Department of Planning and Development, Department of Aviation and Department of Law and approved by the City Council.

c. For purposes of height measurement, the definitions in the Zoning Ordinance shall apply. The height of any building shall also be subject to height limitations, if any, established by the Federal Aviation Administration.

13. The following additional principles shall govern the development of the Property:

a. The improvements on the property shall be designed, constructed, used and maintained in general conformance with all of the Exhibits described in Statement 6 of this Planned Development.

b. All landscaping on the Property shall be designed, constructed, used and maintained by the Applicant in general conformance with (i) the requirements established in Statement, above, and (ii) shall conform generally with the requirements of the parkway tree planting provisions and the parking lot screening provisions of the Chicago Zoning Ordinance and associated regulations (hereinafter "the Landscape Ordinances"). All landscaping shall be properly maintained at all times.

c. Vehicular movement within the Property shall be limited to those areas designated on the plans made part hereof and shall be in general conformance with the provisions of Traffic Management Plan I, II and Traffic Management Plan III, described in Statements Nos. 6 and 16 of this Planned Development. A complete copy of the Transportation Plan shall be filed with the Department and only the executive summary of Transportation Plan (Exhibit 19) shall be an exhibit to this Planned Development.

d. The Applicant shall make appropriate arrangements to ensure public safety and public access to the Lakefront, to the extent feasible, during construction.

e. McCormick Square and the park areas south of McCormick Square shall be maintained as public space to provide an area for passive activities and public gatherings at no charge or cost to public users. This area shall be (i) accessible and convenient for the handicapped as required by applicable laws, (ii) improved with seating and other furnishings (including bicycle racks) appropriately located and arranged and in reasonable and sufficient quantities to encourage public use, (iii) provided with appropriate exterior landscaping, (iv) provided with appropriate, decorative exterior lighting and (v) open to the public during all Operating Hours. Regular musical entertainment and live performances within the areas are encouraged. The areas shall be maintained in a clean and litter-free condition. The final design of McCormick Square and the park areas to the west of the South Hall comply with the applicable plans made part hereof and, in addition, shall be subject to the review and approval of the Commissioner of the Department of Planning and Development to assure compliance with the terms hereof. No development, other than that provided herein, shall be permitted within McCormick Square or within the park areas south of McCormick Square.

f. The "Grand Concourse" (consisting of the Concourse Walkway, the Parcel C Concourse Segment and the Parcel C Exterior Promenade) shall be maintained as a public space to permit public pedestrian passage (including bicycles, strollers and similar pedestrian oriented vehicles), at no charge or cost to public users. Such area shall also include, as appropriate, activities and uses related to public pedestrian use, such as without limitation, retail and convenience shops, restaurants and cafes, transit facility access, and cultural and visitor information and programs. The Grand Concourse shall be (i) accessible and convenient for the handicapped as required by applicable laws, (ii) improved with seating and other furnishing appropriately located and arranged and in reasonable and sufficient quantities to encourage public use, (iii) provided with appropriate interior and exterior landscaping and with appropriate water features, (iv) reasonably accessible to restroom facilities, (v) provided with appropriate retail, restaurant and service facilities, (vi) provided with adequate and appropriate signs to facilitate easy public understanding and use of the Concourse including, without limitation, identification of locations of restrooms, food service, retail shops, METRA station, access to Lake Michigan and Burnham Park, bicycle paths, McCormick Square, etc., (vii) open to the public during all Operating Hours, (viii) maintained in a clean and litter-free condition, and (ix) provided with cultural and tour information services intended to promote and enhance the public's interest in and knowledge of the attractions of the immediate area of the McCormick Place Complex and of the City, together with relevant information relating to transportation, restaurants, lodging and hotels, services, etc. Appropriate signs shall also be located throughout the McCormick Place Complex to achieve the purposes identified in clause (vi) above.

That portion of the Grand Concourse which is located at the 39 level and is located beneath the 53 level convention level (the "Covered Level Walkway") shall be maintained to provide for an inviting pedestrian experience. To the extent reasonably feasible, pedestrian oriented services such as retail uses, cultural, tourism and business services shall be located along both the north and south sides of the Covered Level Walkway. The Covered Level Walkway shall be brightly lighted (by natural or artificial light). Floor paving materials, pedestrian seating areas, wall finishes, ceiling finishes, lighting fixtures, signs, graphic display, interior landscaping and water features may be provided within the Covered Level Walkway as appropriate for the purposes stated herein.

The Applicant shall maintain a direct pedestrian connection between that portion of the 39 level of the Grand Concourse located within the North-South Halls and the portion of the Grand Concourse which spans across Lake Shore Drive. Said connection shall be by means of a stair or ramp, located on the 39 level Covered Level Walkway. To the extent reasonably possible, the Applicant shall shield the view of the truck docks located on the east side of the South Hall as viewed from the pedestrian corridor of the Grand Concourse.

The Applicant shall maintain the park/plaza located upon the surface of the bridge spanning Lake Shore Drive between the North-South Halls and the East Hall. Said park/plaza area shall be landscaped to the extent feasible taking into consideration the necessity to accommodate occasionally heavy volumes of pedestrian traffic and vehicles permitted by the Traffic Management Plan. The landscaping should include grass, ground cover, shrubs, trees, flowering plants and other foliage as appropriate. The park/plaza shall provide appropriate areas and furnishing for pedestrian seating. Vehicle access shall be provided with pavers appropriate to permit landscape growth. One or more stair or ramp connections between the portion of the Grand Concourse spanning Lake Shore Drive and said park/plaza level shall be maintained to afford pedestrian ingress and egress between the Grand Concourse and the exterior park/plaza level.

The portions of the east and west facades of the East Hall which are adjacent to internal publicly available open areas shall be maintained with clear glass panels. The bridges above and across the Parcel C Concourse Segment shall not be enclosed except at those times that the Parcel C Concourse Segment is closed to public access.

g. The development of Subarea 1 with the uses described in Statement No. 7 shall comply with the following additional conditions:

(i.) Review standards/submissions. In addition to compliance with all other applicable provisions of this Planned Development Ordinance, any such development shall be of an appropriate, efficient and beneficial design and shall create no significant adverse impact on public health, safety or welfare. In order to ensure compliance with this provision, the Commissioner may require the submission of any items described in the Rules, Regulations and Procedures as the Commissioner may deem necessary or appropriate.

(ii) Street Wall. The multi-purpose facility to be developed in Subarea 1 and depicted on the Exhibits identified in Statement No. 6, which includes the proposed West Hall, shall be built proximate to the property line along Indiana Avenue, Cermak Road and Dr. Martin Luther King, Jr. Drive to create and promote the physical definition of a continuous urban street edge. Where setbacks are created along such street edges, they shall be designed to provide entry plazas or landscaped areas or to define significant design elements of the structure.

(iii) Circulation. The structure and ~~the~~ uses within Subarea 1 shall be provided with appropriate vehicular and pedestrian access to a public roadway. Parking space layout, vehicular circulation, loading access, pedestrian circulation routes, and the location and design of curb-cuts at public streets shall be designed and constructed in accordance with the applicable provisions of this Planned Development Ordinance and shall promote a safe, efficient, appropriate and beneficial design.

(iv) Loading. Off-street loading shall be provided in accordance with the Bulk Regulations Table attached hereto and made a part of this Planned Development Ordinance. All loading within Subarea 1 shall be located proximate to the building or use served thereby.

(v) Curb-cuts. 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 curb-cuts shall be constructed in accordance with the standards of the City.

(vi) Landscaping. Open areas not otherwise devoted to a permitted building, parking areas or pedestrian/vehicular circulation and all other development, to the extent reasonably feasible, shall be landscaped to enhance the appearance of the development from the

public street and McCormick Square, to screen unattractive uses from the street and McCormick Square, and to provide buffers between adjacent uses. Landscaping shall consist of grass, ground cover, shrubs, trees or other living plant materials. All landscaping shall be properly maintained by the Applicant at all times. To the extent reasonably possible, the Applicant shall shield the truck flyover, as viewed from the south, located on the south side of the West Hall through the use of trees, bushes, vines at grade, and through the use planter boxes at the top of the truck flyover retaining wall.

(vii) Building Design and Exterior. The massing of the West Hall and the design of the building exterior shall, where appropriate, be designed to fit within the urban context and texture of the city appearing, to the extent possible, as a collection of buildings rather than a single monolithic structure. In addition, the façades and building edges shall be designed to (1) respond to the formal character of McCormick Square along the Dr. Martin Luther King, Jr. Drive façade, consistent with the massing and design of the South Hall; (2) respond to the civic character of McCormick Place along Cermak Road, providing a distinct and inviting massing and design; (3) respond to the urban character of the Motor Row Historic District along Indiana Avenue, with multiple façade treatments, elements and materials sensitive to the scale and context of adjoining areas; and (4) respond to the expressway edge and broader neighborhood edge along the Stevenson Expressway, providing properly designed screening and streetscaping while expressing the activity and use of the facility above with glazing or other design techniques.

(viii) West Hall Central Concourse. The portion of Subarea 1 depicted on the applicable Exhibits identified in Statement No. 6 hereof as the Central Concourse (the West Hall Central Concourse) shall be designed, constructed and maintained to provide for an inviting pedestrian experience for convention-goers. Floor paving materials, pedestrian seating areas, wall finishes, ceiling finishes, lighting fixtures, signs, graphic display, and interior landscaping may be provided within the West Hall Central Concourse as appropriate for the purposes stated herein.

(ix) South Edge. The City and Applicant acknowledge and anticipate that the south edge of the West Hall, above the ground level, may

extend over 24th Place and the Stevenson Expressway in order to accommodate one or more of the uses described in Statement No. 7 hereof.

(x) Gateways at Dr. Martin Luther King, Jr. Drive. The Stevenson Expressway and truck flyover overpass at Dr. Martin Luther King, Jr. Drive will be designed to provide two gateways at Dr. Martin Luther King, Jr. Drive: (i) a gateway to be located on the south side of the truck flyover, and (ii) a gateway to be located on the north side of the Stevenson Expressway. The design of the gateways will reflect the general criteria contained in the Master Plan Report, Exhibit 18 of this Planned Development, and shall include consultation with the neighborhood and community groups in the geographic area of the Planned Development boundary. The design of the gateways shall be subject to review and approval by the Commissioner and such approval shall not be unreasonably denied. The commitment by the Applicant to so design and construct the gateways shall apply notwithstanding the fact that a gateway, or a portion thereof, may be located outside of the boundary of the Planned Development.

(xi) Truck Flyover. Prior to use of the truck flyover, the Applicant shall obtain the consent for such use from the Illinois Department of Transportation.

(xii) Light Fixtures on S. Indiana. The Commissioner shall have the opportunity to review the street light fixtures proposed for installation along S. Indiana Ave. as part of the Part II approval process.

h. Enclosed parking shall be permitted in Subarea 1 and Parcel F of Subarea 4, provided that, with regard to Parcel F of Subarea 4:

(i) Any such parking, if approved by the Commissioner, shall be designed, constructed and maintained in accordance with the policies and purposes of the Lake Michigan and Chicago Lakefront Protection Ordinance, and

(ii) The Commissioner determines, following the Applicant's submission of appropriate studies and other documentation, that the proposed enclosed parking would be appropriate including consideration of, without limitation, the traffic impact of the parking operation, the structure's location, appearance and design and, as applicable, compliance with the aforesaid plans, policies and purposes.

i. The Applicant shall, upon the request of the City, dedicate to the City such portions of (a) Parcel E of Subarea 4 as may be necessary to accommodate the right-of-way for any pedestrian crossing facility and (b) Parcel F of Subarea 4 as may be necessary to accommodate the right-of-way for any pedestrian crossing facility.

j. The Applicant acknowledges that, although the City's Percent for Public Art Ordinance is not applicable to the proposed development, the McCormick Place development project is a public project and that the location and placement of art work in appropriate places within the McCormick Square/South Park and McCormick Complex Publicly Available Areas is a worthy public goal. Accordingly, the Applicant shall, in its planning for the design and construction of the proposed development, take into consideration the installation of art work as an integral part of interior and exterior spaces. In connection therewith the Applicant shall work with the appropriate representatives of the Public Art Program of the City's Department of Cultural Affairs.

k. Prior to issuance by the Department of Planning and Development of a determination pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance ("Part II approval") for any development of Subarea 1, Subarea 2, and/or Parcels E or F of Subarea 4 and Subarea 5 with uses described as permitted by Statement No. 7 of this Planned Development Ordinance, a site plan for proposed development shall be submitted to the Commissioner for site plan approval. Site plan approval is intended to assure that specific development proposals conform with the Planned Development Ordinance and to assist the City in monitoring ongoing development. A Said site plan shall include all of the area within Subarea 1 or Parcel F of Subarea 4, as the case may be. No Part II approval for Subarea 1, Parcel F of Subarea 4, or Subarea 5 shall be granted until and unless an applicable site plan has been approved.

After approval of a site plan by the Commissioner, the approved site plan may be changed or modified pursuant to the provisions of Statement No. 17 of this Planned Development Ordinance. In the event of any inconsistency between an approved site plan and the terms of the Planned Development Ordinance in effect at the time of approval of such site plan or of the modifications thereto, the terms of the Planned Development Ordinance shall govern.

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

-- Boundaries and dimensions of the development parcel;
-- Building footprint;
-- Dimensions of all setbacks;
-- Location and depiction of all parking spaces (including relevant dimensions);
-- Location and depiction of all loading berths (including relevant dimensions);

- All drives, roadways, and vehicular routes (including relevant dimensions);
- All pedestrian circulation routes and points of ingress/egress (including sidewalks);
- All building elevations;
- Detailed landscape plan;
- All site statistics applicable to the development parcel or parcels including:
  (1) Floor area and floor area ratio as presented on submitted drawings;
  (2) Number of parking spaces provided;
  (3) Number of loading berths provided;
  (4) Uses of development of parcel;
  (5) Maximum building heights; and
  (6) Setbacks and vertical setbacks, required and provided.

A site plan shall include such other information as may be necessary to illustrate conformance with this Planned Development Ordinance.

14. Three types of improvements are contemplated by this Planned Development Ordinance as follows:

a. Public Improvements: The "Public Improvements" shall mean those improvements to, within or upon the public way (including area required to be dedicated to public uses) required or authorized by the I.G.A.

b. Publicly Available Improvements. The "Publicly Available Improvements": shall mean the Parcel C Concourse Segment and the Parcel C Exterior Promenade of Subarea 4 (as such terms are defined in Statement No. 7(d)(i) hereof), McCormick Square, certain open landscaped areas south of McCormick Square, and Parcel D of Subarea 4. The Applicant shall be responsible at all times for the maintenance of the Publicly Available Improvements in good and sound condition appropriate for public use thereof.

c. Convention Improvements. The "Convention Improvements" shall mean all improvements upon the Property other than the Public Improvements and the Publicly Available Improvements. The Convention Improvements include, without limitation, the West Hall.

15. For purposes of height measurement, the definitions in the Zoning Ordinance shall apply. The height of any building shall also be subject to height limitations, if any, established by the Federal Aviation Administration.

16. The Applicant shall be responsible for implementing certain operational controls over parking and traffic activity as further set forth in Traffic Management Plan

("T.M.P.") I, II and III, as described in Statement No. 6. T.M.P. I remains in effect, as adopted in 1993 and shall remain in effect going forward. T.M.P. II remains in effect, as adopted in 2002 and shall remain in effect going forward. The T.M.P III shall become effective after the issuance of the Certificate of Occupancy for any development in Sub area 5. T.M.P. I, T.M.P. II and T.M.P III, as may be amended or otherwise modified from time to time, shall be deemed an integral part of this Planned Development Ordinance. The Applicant's compliance with T.M.P. I, II and III shall be a requirement of this Planned Development Ordinance.

In order to assure the effectiveness of the T.M.P. I and II, prior to December 31 of each year for five years following the issuance of the Certificate of Occupancy for the West Hall, the Traffic Coordinator, as defined below, shall submit to the Commissioner of the Department of Transportation (with a copy to the Commissioner of the Department of Planning and Development) a report describing the past year's traffic and parking activity and assessing the effectiveness of the various provisions of T.M.P. I and II, and any recommended modifications thereto. Notwithstanding the provisions contained within Statement No. 17, Modifications may be made to T.M.P. I and II at any time and without requiring a change to this Planned Development Ordinance with the approval of the Commissioner of the Department of Transportation and the Commissioner of the Department of Planning and Development.

In order to assure that the provisions of T.M.P. I and II are properly carried out and that proper and prompt coordination exists among the Applicant and the various departments of the City and the applicable transit agencies and the public, the Applicant shall designate and maintain a Traffic Coordinator ("T.C."). The T.C. may consist of one or more individuals, but in any event, a single person, entity or division of the Applicant shall be readily available and apparent for inquiry by any parties concerned. The T.C. shall be charged with the responsibility, on behalf of the Applicant, to (a) oversee and coordinate the day-to-day implementation of T.M.P. I and II, (b) act as a formal point of communication between the Applicant and any other agencies or individuals inquiring or concerned about traffic, or parking-related issues, and (c) coordinate traffic, loading, and parking management activity with representatives of the City and the appropriate transit agencies through, among other things, the T.C.'s participation in the Mayor's Transportation Management Task Force.

In order to assure that the provisions of T.M.P. III is complied with, the Applicant shall submit a report to CDOT 12 months after the Certificate of Occupancy is granted to the hotel and event center describing the past year's traffic and parking activity and assessing the various provisions of T.M.P. III and recommending any modifications to T.M.P. III.

17. The terms, conditions and exhibits of this Planned Development Ordinance may be modified administratively by the Commissioner of the Department of Planning and Development upon the request of the Applicant and after a determination by the Commissioner that such a modification is minor, appropriate, consistent with the nature of the development of the Property contemplated in this Planned Development Ordinance and will not result in increasing the maximum floor area ratio for the total Property Net Site Area or the maximum number of dwelling units an acre for the total Property Net Site Area established by this Planned Development Ordinance. Any such modification shall be deemed to be a minor change in the Planned Development Ordinance as contemplated by Section 11.11-3(c) of the Chicago Zoning Ordinance. Such minor changes may include the establishment of a use in a Subarea as a new use where such use is permitted as a use in another Subarea, a transfer of unused F.A.R. from one Subarea to another, or a transfer of unallocated F.A.R. for the total Property Net Site Area to one or more Subareas. Moreover, notwithstanding the provisions of subclauses (4) and (5) of Section 11.11-3(c) of the Chicago Zoning Ordinance, such minor changes may also include a reduction in the minimum required distance between structures, a reduction in periphery setbacks or an increase in the maximum percent of land covered.

18. 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 Owners of record title of the Property. All rights granted hereunder to the Applicant shall inure to the benefit of the Applicant's successors and assigns. Furthermore, pursuant to the requirements of Section 11.11-1 of the Chicago Zoning Ordinance, the Property, at the time applications for amendments, modifications or changes (administrative, legislative or otherwise) to the Planned Development are made shall be under single ownership or under single designated control. Single designated control for purposes of this paragraph shall mean that any application to the City for any amendment to this Planned Development or any other modification or change thereto (administrative, legislative or otherwise) shall be made or authorized by all the owners of the Property.

Prior to acquisition of property within the Planned Development over which the Applicant does not have control or title, such property shall nevertheless be deemed to be under the Applicant's control so long as such property remains subject to the Applicant's authority to condemn pursuant to state law.

Nothing herein shall be construed to mean that any individual owner of the property or any portion thereof is relieved of obligations imposed hereunder or any rights granted herein or is not subject to City action pursuant to this Planned Development Ordinance. 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. Upon any alienation, sale or any other transfer of all or any

portion of the Property or the rights therein, except as assignment or transfer of rights pursuant to a mortgage or otherwise as collateral for any indebtedness, and solely with respect to the portion of the Property transferred, the term "Applicant" shall be deemed amended to apply to the legal titleholder thereof (and its beneficiaries if title is held in a land trust) and the seller or transferor thereof shall hereafter be released from any and all obligation or liability hereunder.

19. In the event that, prior to acquisition of any portion of Subarea 1 intended to be acquired by the Applicant, the Applicant makes a final determination that any portion of said Subarea is not to be acquired; the Applicant shall so notify the Commissioner within thirty (30) days of such final determination. Upon the receipt of such notification by the Commissioner, the zoning of said portion of the Property shall automatically revert to the previously underlying zoning district, as set forth above.

20. Unless substantial construction of the improvements proposed in Subarea 5 has commenced within six (6) years following adoption of this Planned Development Ordinance, then this Planned Development Ordinance shall expire. If this Planned Development Ordinance expires under the provisions of this Statement, then the zoning of the Property shall automatically revert to the a, DX-7 Downtown Mixed-Use Districts for the property identified as Subarea 5, and the remaining property defined in this ordinance shall revert to Business Planned Development No. 331, as amended and published in the *Journal of the City Council of Chicago* on September 4, 2002.

21. As part of the proposed development in Subarea 1, the Applicant agrees to relocate the façade of the Platt Luggage Building (the "Façade") from the west edge of the parking garage located in Subarea 1 to the west edge of the district and local energy facility located in Subarea 2, as depicted in Exhibit 17. The relocation of the Façade shall be subject to the following conditions: (i) the Applicant shall retain both an experienced preservation architect and a building mover to develop a relocation plan to ensure the safety, stability and integrity of the Façade during the relocation process; (ii) the relocation plan shall mean collectively those documents prepared by the preservation architect which shall include at least the following: measured drawings of the Façade prior to moving; photo documentation of the Façade; structural stabilization plan stamped by a structural engineer; site plan, foundation plans and details for the new location; specifications of the building moving operation; and a map of the moving route; (iii) if possible, the Applicant shall move the Façade in one piece, or if not possible, in the fewest pieces in an effort to preserve the integrity of the Façade; (iv) the Applicant shall present the relocation plan, including a time table for the relocation of the Façade, to the Commissioner for review and approval as a part of its Part II submission for the relocation of the Façade, and prior to relocation of the Façade; (v) as a part of its Part II submission, the Applicant shall submit renderings depicting the anticipated appearance of the Façade subsequent to the relocation, which renderings shall include a depiction of

the appearance of the windows and will take into consideration the relationship of the Façade to its immediate context (including the design, color and materials of neighboring buildings and the portion of the tank visible as viewed from the west of the relocated Façade), and the pedestrian streetscape of the property immediately to the west of the relocated Façade. Notwithstanding the anticipated relocation of the Façade described above, the Applicant and the City acknowledge and agree that the Façade may be relocated subject to conditions (i) through (v) above to another location either within or outside the Property upon the prior consent of the Commissioner.

For security and emergency response needs and requirements, nothing contained in this Planned Development shall prevent the Applicant from making temporary or indefinite changes to the access to and hours of operation of (i) the Public, Publicly Available and Convention Improvements, or (ii) the public or private streets within the boundaries of the Property. Such changes shall be made known to the Commissioner within 3 business days of such change. Any such change which remains in place in excess of 7 business days shall be subject to the review and approval of the Commissioner.

22. 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. At the time of this hearing before the Chicago Plan Commission, all proposed development in Subarea 5 must be in substantial compliance with the current City of Chicago Sustainable Development Policy set forth by the Planning and Development. All development within Subarea 5 shall Achieve LEED certification and provides a green roof covering 50% of Net Roof Area (51,342 square footage)

Any provision of Planned Development Ordinance No. 331, amended, having the effect of repealing and rescinding any inconsistent provisions of a certain ordinance adopted July 21, 1919 shall be in force and effect and shall apply to any and all development within this Planned Development Ordinance.

[Existing Zoning Map; Land-Use Map; Existing Land-Use Map and Zoning Map; Surrounding Land-Use Map; Subarea Map; Planned Development Boundary and Property Line; Floor Plan Level B1; Site and Landscape Plan; Green Roof Plan; Building Elevations; Right-of-Way Adjustment Map; Site Plan; Event Level Plan; Landscape Plan; and Green Roof Plan referred to in these Plan of Development Statements printed on pages 80441 through 80462 of this *Journal*.]

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

Business Planned Development No. 331, as amended
Bulk Regulations and Data Table

Total Gross Site Area:	Approximately 7,711,012 square feet.
Overall Net Site Area:*	Approximately 1,334,779 SF

Expansion, retrofit, and buildable areas, which include–Subarea 1.

* Net Site Area figures exclude road rights-of-way.

Remaining areas within Planned Development which include Subareas 2, 3 and 4.	Approximately 5,471,400 SF
Total Net Site Area:	Approximately 6,806,179 SF.
Subarea 1 Gross Site Area:	Approximately 2,032,223 SF
Overall Floor Area Ratio:	2.0.

Subarea 1.

Permitted Uses:	See Statement No. 7
Net Site Area:	Approximately 1,334,779 SF
Maximum Percentage of Site Coverage:	In accordance with Exhibit No. 11A.
Max. Floor Area Ratio:	3.0
Max. Building Height:	In accordance with Exhibit Nos. 13A - 13D.
Min. Building Setbacks:	In accordance with Exhibit No. 11A.
Min. No. of Loading Berths:	In accordance with Exhibit No. 16A, 16C,
Min. No. of Parking Spaces:	1,900.

Subarea 2.

Permitted Uses:	See Statement No. 7.
Net Site Area:	Approximately 241,500 SF
Max. Percentage of Site Coverage:	In accordance w/ Exhibit No. 7A.
Max. Floor Area Ratio:**	7.0.
Max. Building Height:	As existing.
Min. Building Setbacks:	Per approved site plan.
Min. No. of Loading Berths:	Per C3-5 zoning district requirements.
Min. No. of Parking Spaces:	600.
Maximum Hotel Rooms:	1,300.

Subarea 3.

Permitted Uses:	See Statement No. 7.
Net Site Area:	Approximately 226,100 SF
Max. Percentage of Site Coverage:	Not applicable.
Max. Floor Area Ratio:	0.
Max. Building Height:	Not applicable.
Min. Building Setbacks:	Not applicable.
Min. Number of Loading Berths:	Not applicable.
Min. Number of Parking Spaces:	Not applicable. Subarea 4 - Overall.
Minimum Number of Parking Spaces	9,000 (located as provided by Statement No. 9 of the Planned Development Statements):

Subarea 4; Parcel A – North Building.

Permitted Uses:	See Statement No. 7.
Net Site Area:	Approximately 968,800 SF
Max. Percentage of Site Coverage:	In accordance with Exhibit No. 7A.
Max. Floor Area Ratio:	1.6.
Max. Building Height:	As existing.
Min. Building Setbacks:	in accordance with Exhibit No. 7A.
Minimum Number of Loading Berths:	40.

Subarea 4; Parcel B And Parcel D -- South Building and Grand Concourse.

Max. Floor Area Ratio:	2.5.
Max. Building Height:	As existing.
Min. Building Setbacks:	in accordance with Exhibit No. 7A.
Min. Number of Loading Berths:	55 (10 feet x 50 feet - 0 inches).

Subarea 4; Parcel C – East Building.

Permitted Uses:	See Statement No. 7.
Net Site Area:	Approximately 836,400 SF
Max. Percentage of Site Coverage:	In accordance with Exhibit No. 7A.
Max. Floor Area Ratio:	2.9.
Max. Building Height:	As existing.
	Min. Building Setbacks: in accordance with Exhibit No. 7A.
Min. Number of Loading Berths:	40.

Subarea 4; Parcel E.

Permitted Uses:	See Statement No. 7.
Net Site Area:	Approximately 348,500 SF
Max. Percentage of Site Coverage:	As existing, or as otherwise permitted. pursuant to site plan review. See Statement No. 13(k).
Max. Floor Area Ratio:	As existing, or as otherwise permitted pursuant to site plan review. See Statement No. 13(k).

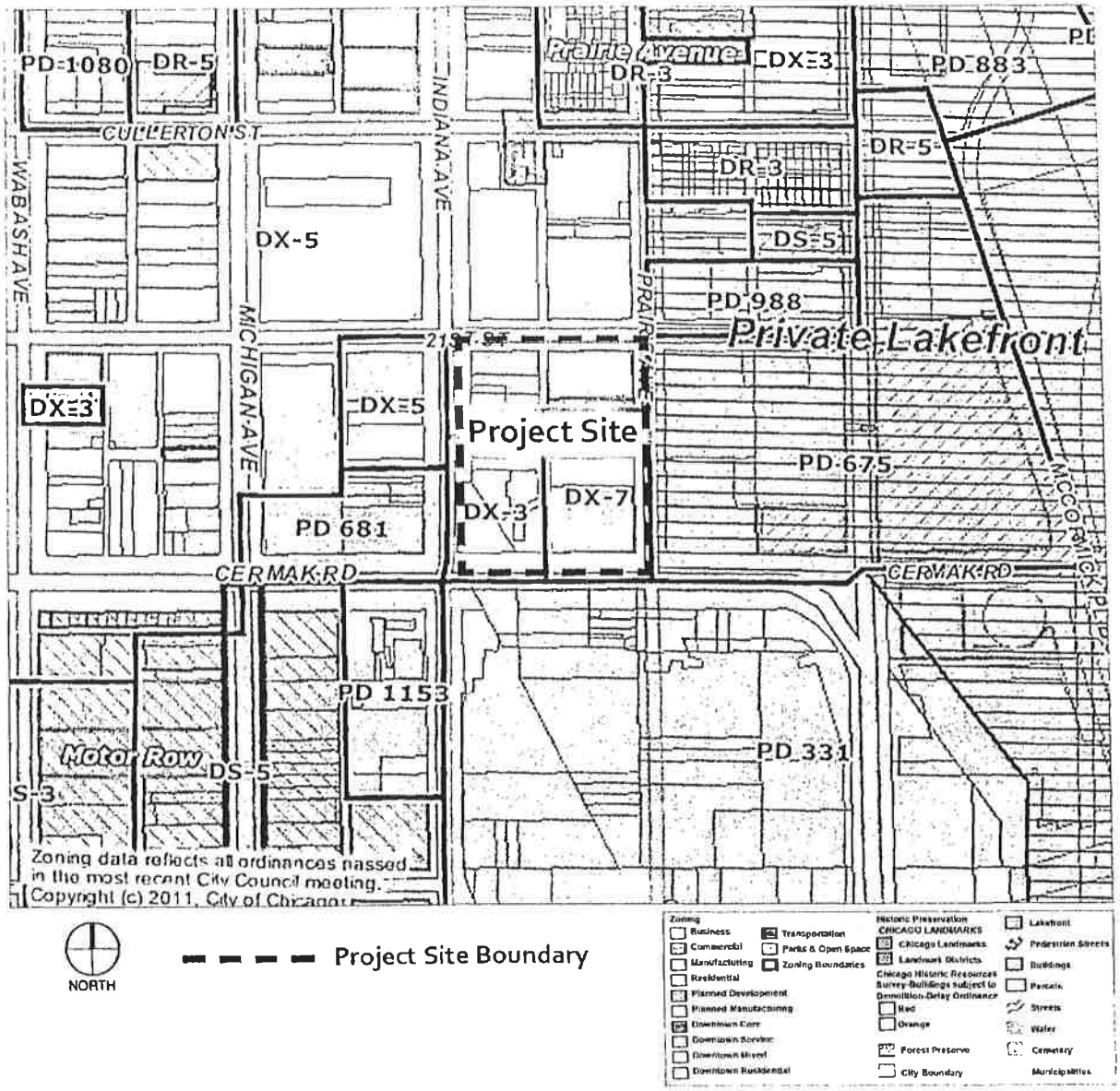
Max. Building Height:	As existing, or as otherwise permitted pursuant to site plan review. See Statement No. 13(k).
Minimum Building Setbacks:	As existing, or as otherwise permitted pursuant to site plan review. See Statement No. 13(k).
Minimum Number of Loading Berths:	Not applicable.

Subarea 4; Parcel F.

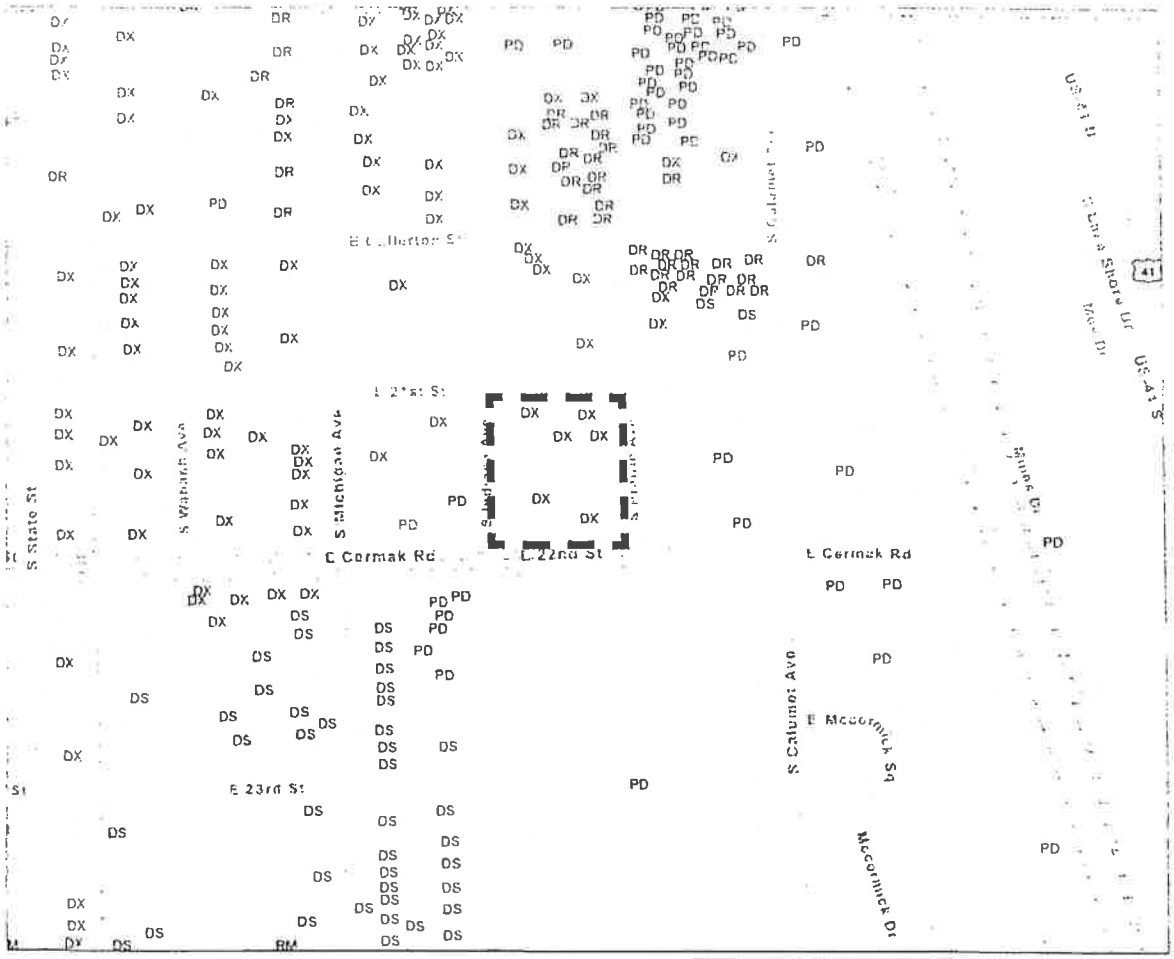
Permitted Uses:	See Statement No. 7.
Net Site Area:	Approximately 1,507,200SF
Max. Percentage of Site Coverage:	As existing or as otherwise permitted pursuant to site plan review. See Statement No. 13(k).
Max. Floor Area Ratio:	.005.
Max. Building Height:	20 feet.
Min. Building Setbacks:	As existing, or as otherwise permitted pursuant to site plan review. See Statement No. 13(k)..
Min. Number of Loading Berths:	Not applicable.

Sub Area 5:

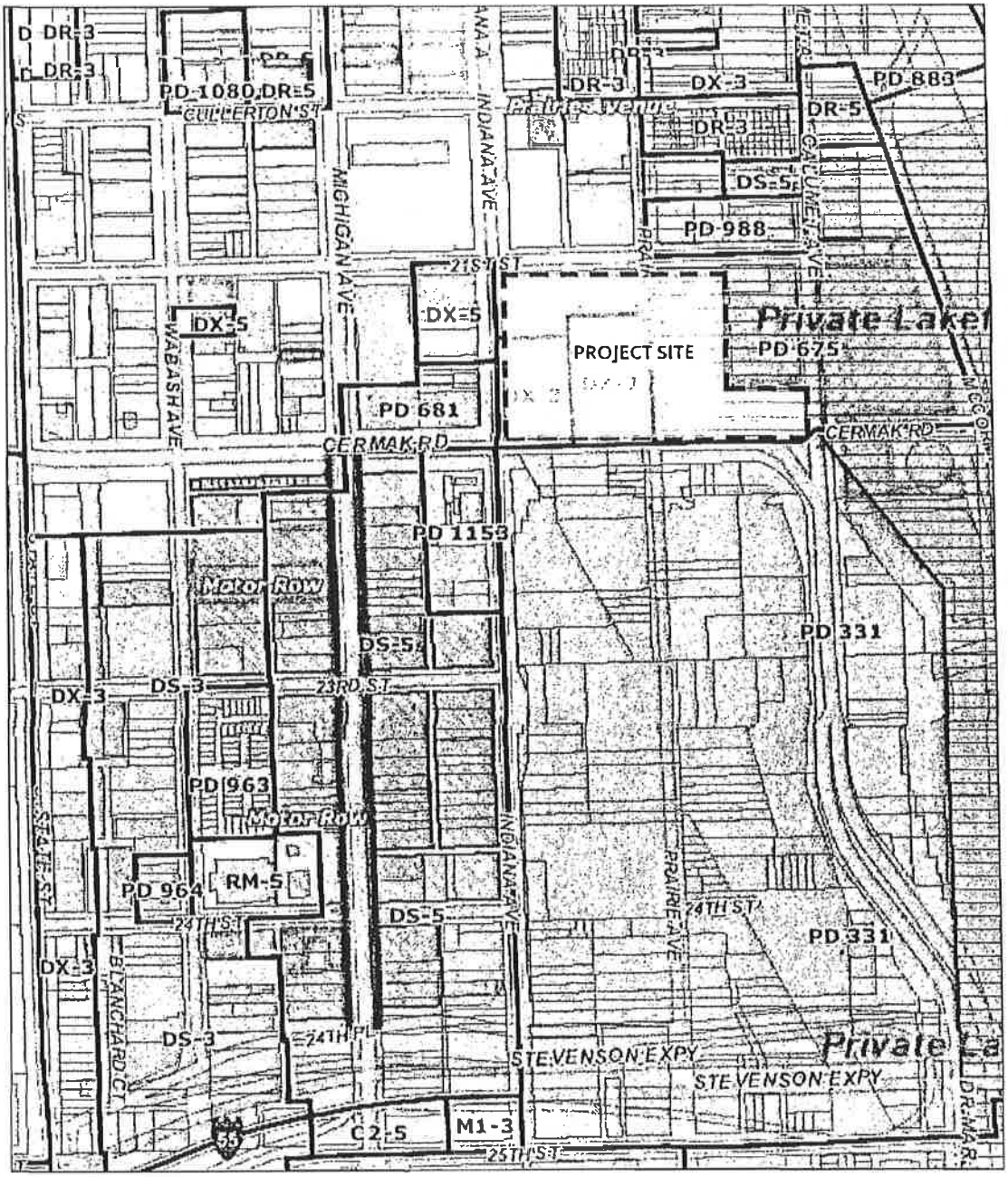
Permitted Uses:	As per statement No. 7
Net Site Area:	Approximately 236,449 SF
Max. Floor Area Ratio:	7.0
Max. Building Height:	As per building elevations.
Min. Building Setbacks:	As per site plan.
Min. Number of Loading Berths:	4



Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	**EXISTING ZONING MAP** Pelli Clarke Pelli Architects



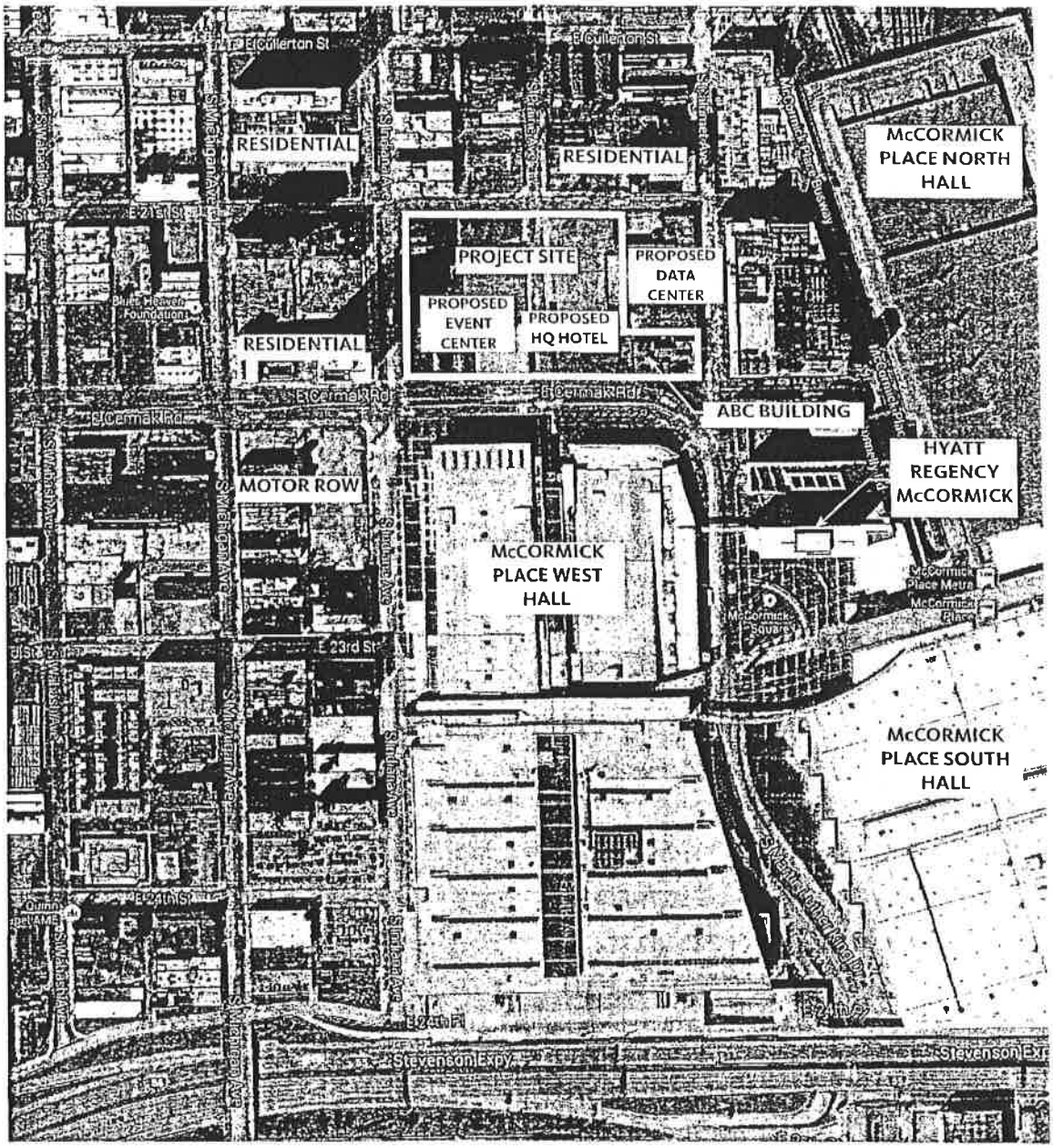
Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	**LAND-USE MAP** Pelli Clarke Pelli Architects



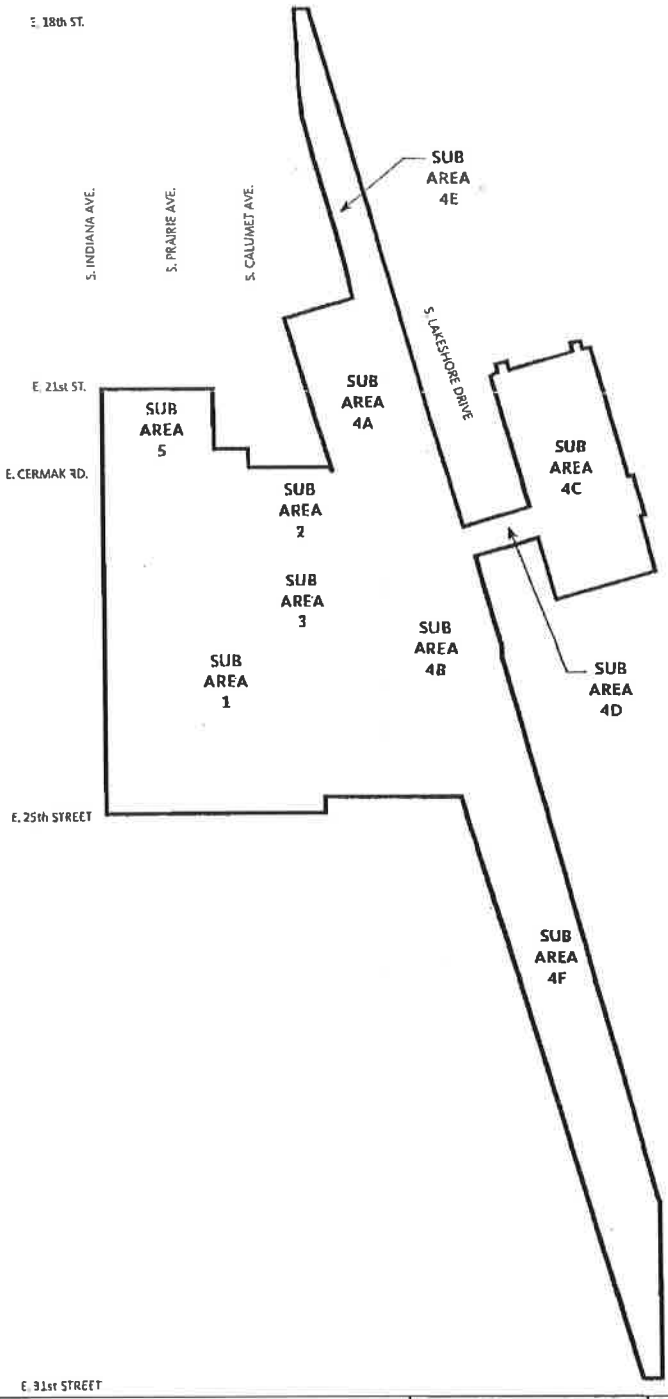
KEY

= PROJECT SITE BOUNDARY

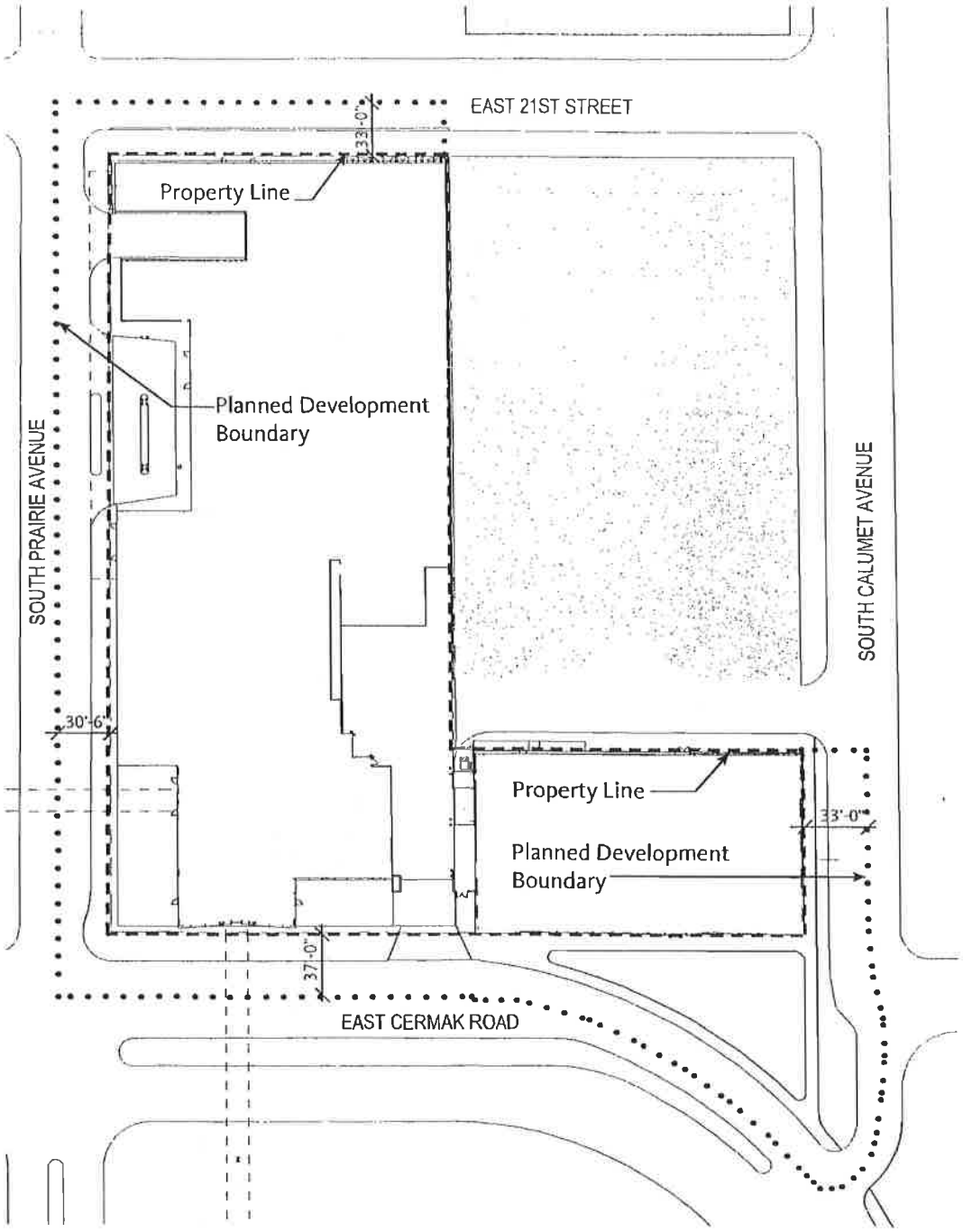
Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	Existing Land Use & Zoning Map	1 0' 100' 200' Gensler



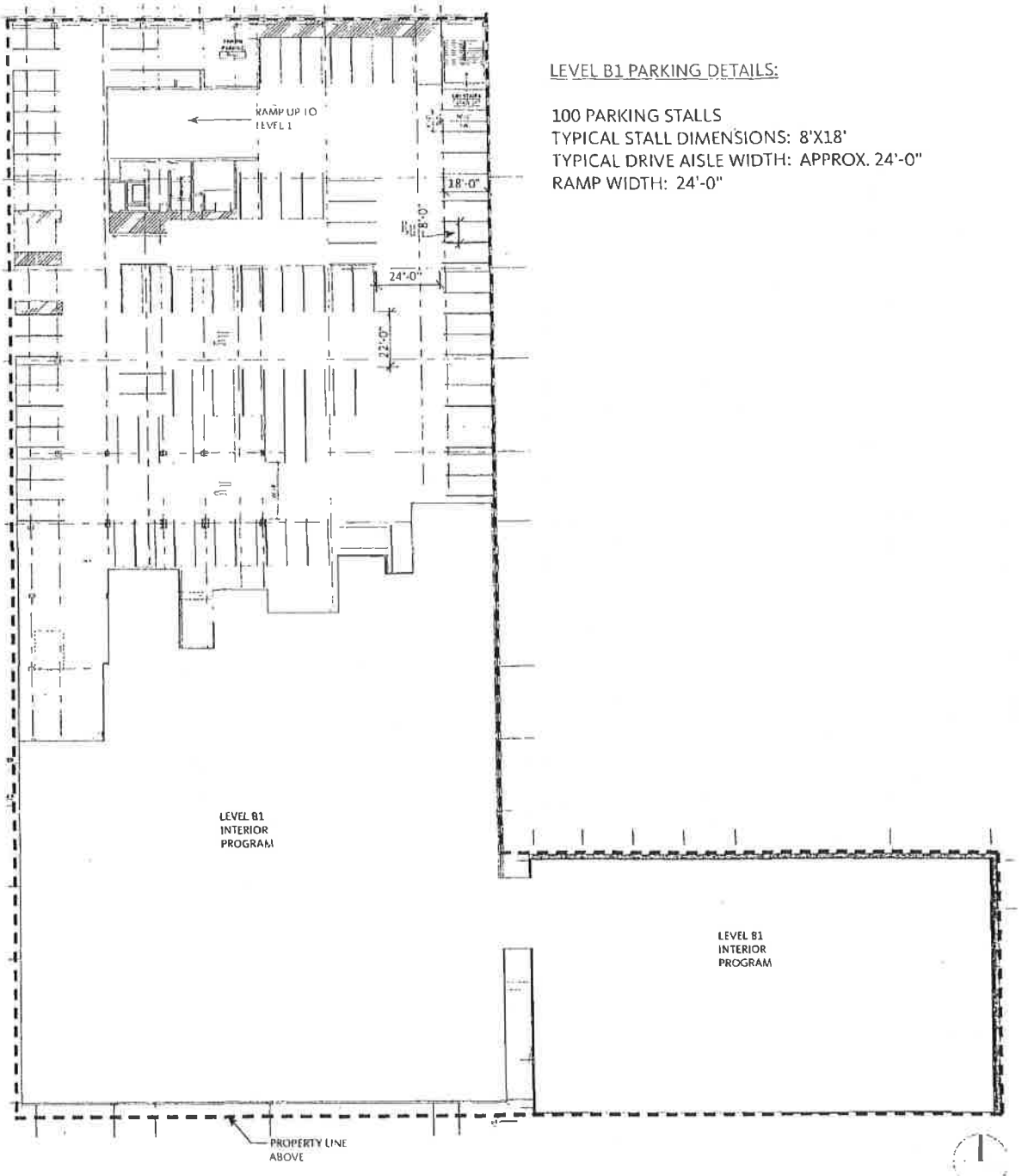
Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	Surrounding Land Use Map	(Not To Scale) Gensler



Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	PD Sub-Area Map	(Not To Scale) Gensler



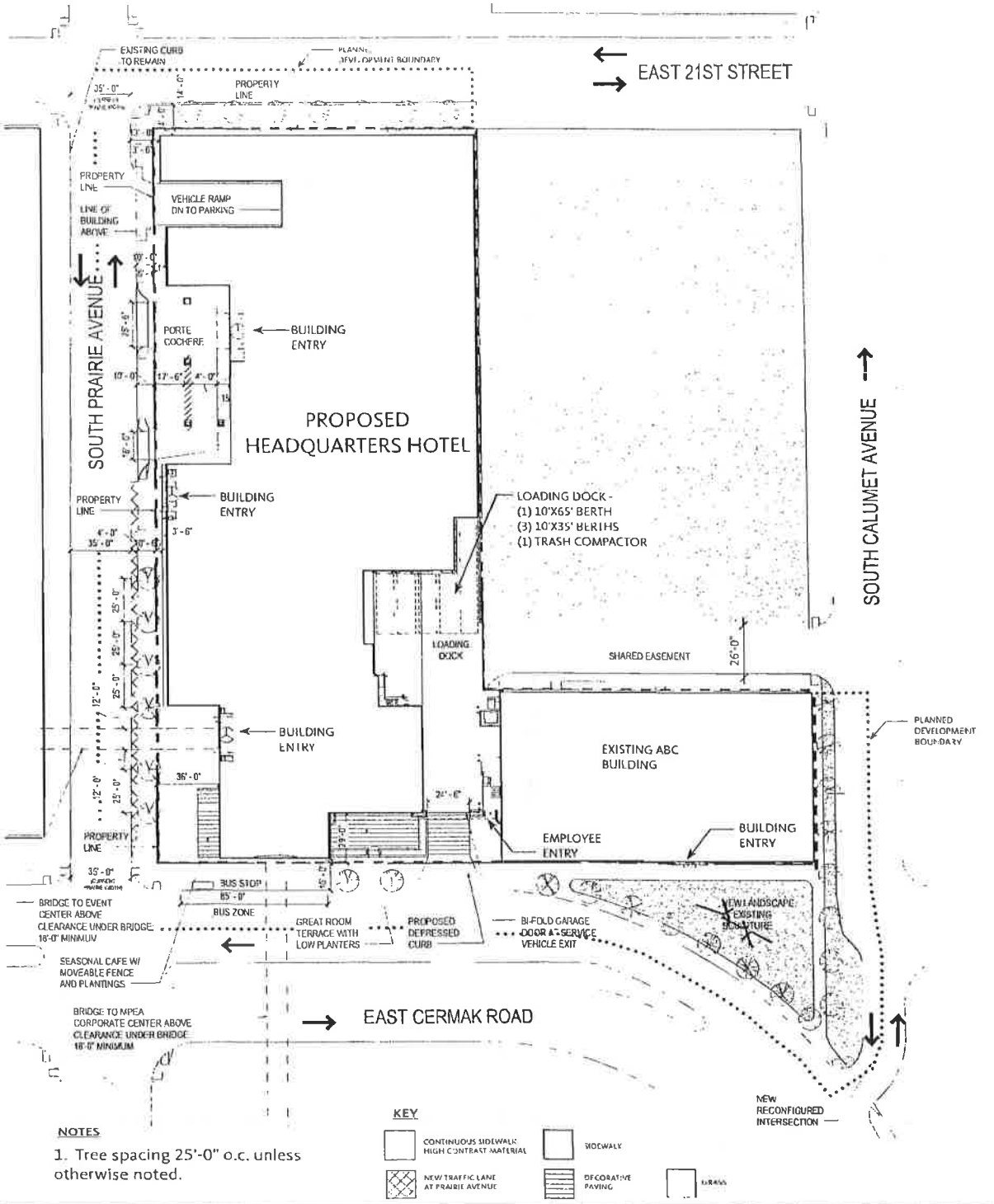
Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	Planned Development Boundary and Property Line	0' 20' 40' 80' Gensler



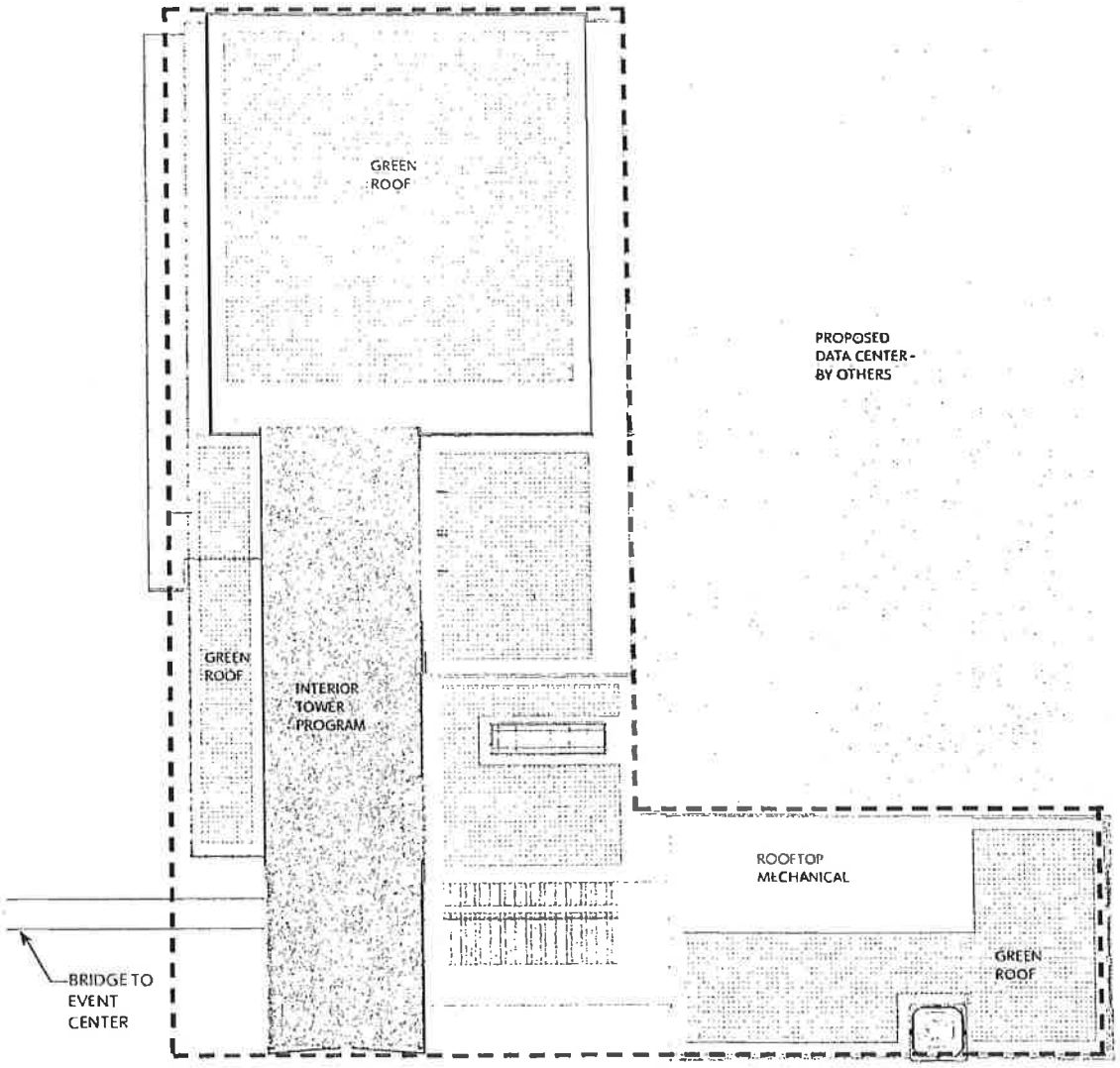
LEVEL B1 PARKING DETAILS:

100 PARKING STALLS
TYPICAL STALL DIMENSIONS: 8'X18'
TYPICAL DRIVE AISLE WIDTH: APPROX. 24'-0"
RAMP WIDTH: 24'-0"

Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	Floor Plan Level B1	0' 20' 40' 80' Gensler



Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	Site & Landscape Plan	0' 20' 40' 80' Gensler



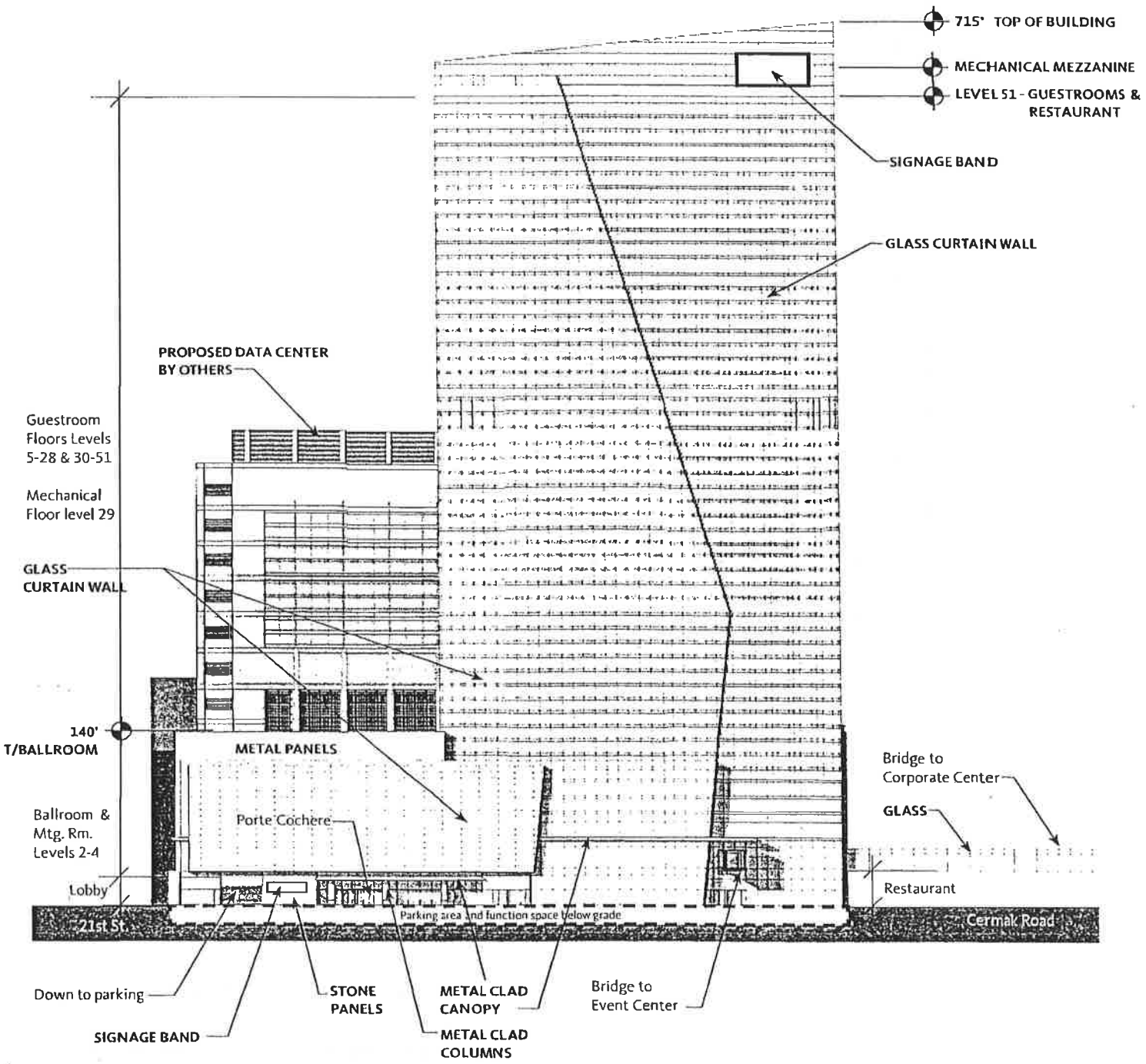
ROOF DETAILS:

Total Roof = ~77,000 sf
(does not include rooftop mechanical, or 10% hardscape paths)

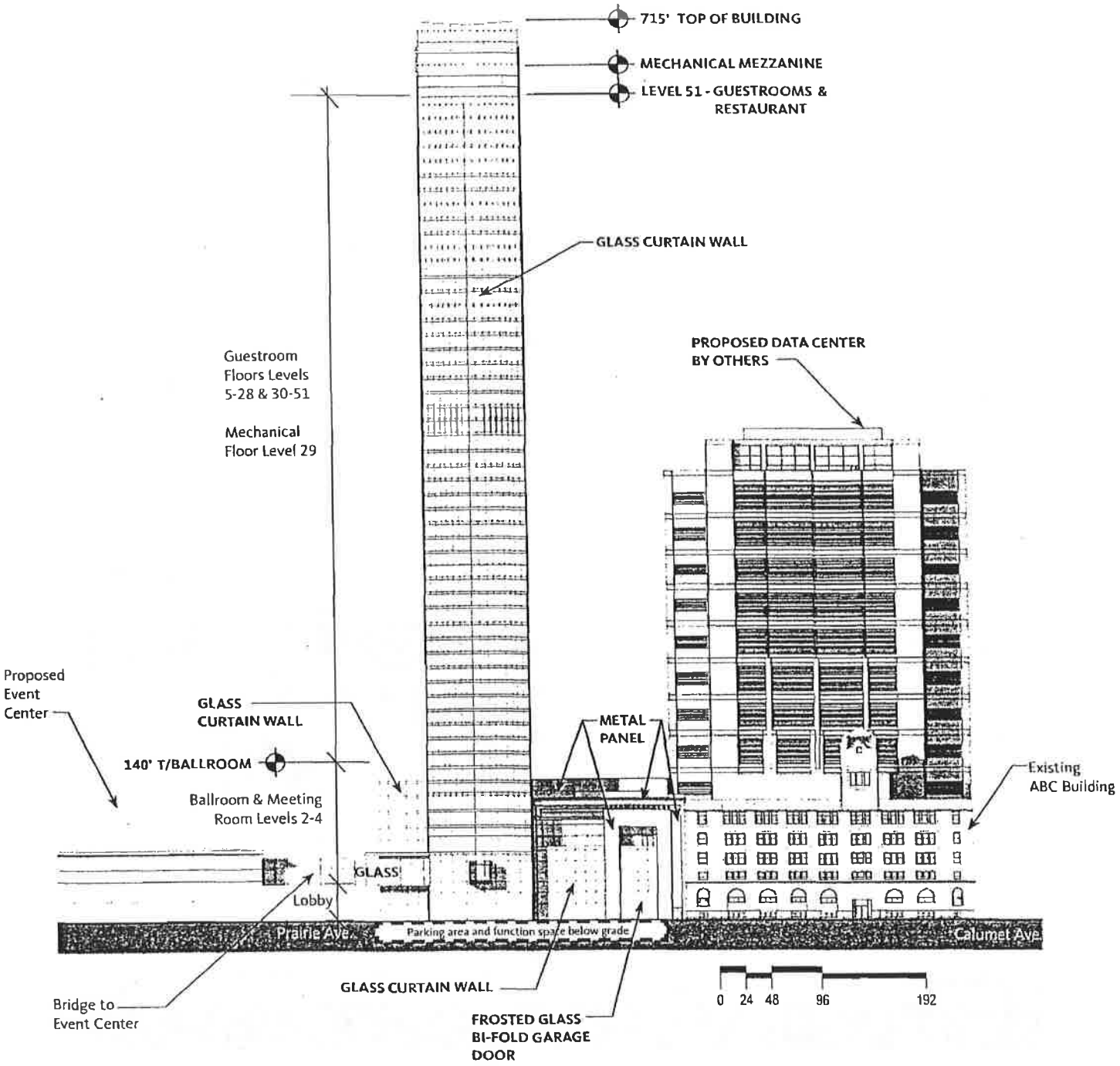
Total Green Roof = ~39,000 sf

% GREEN ROOF = APPROXIMATELY 50%

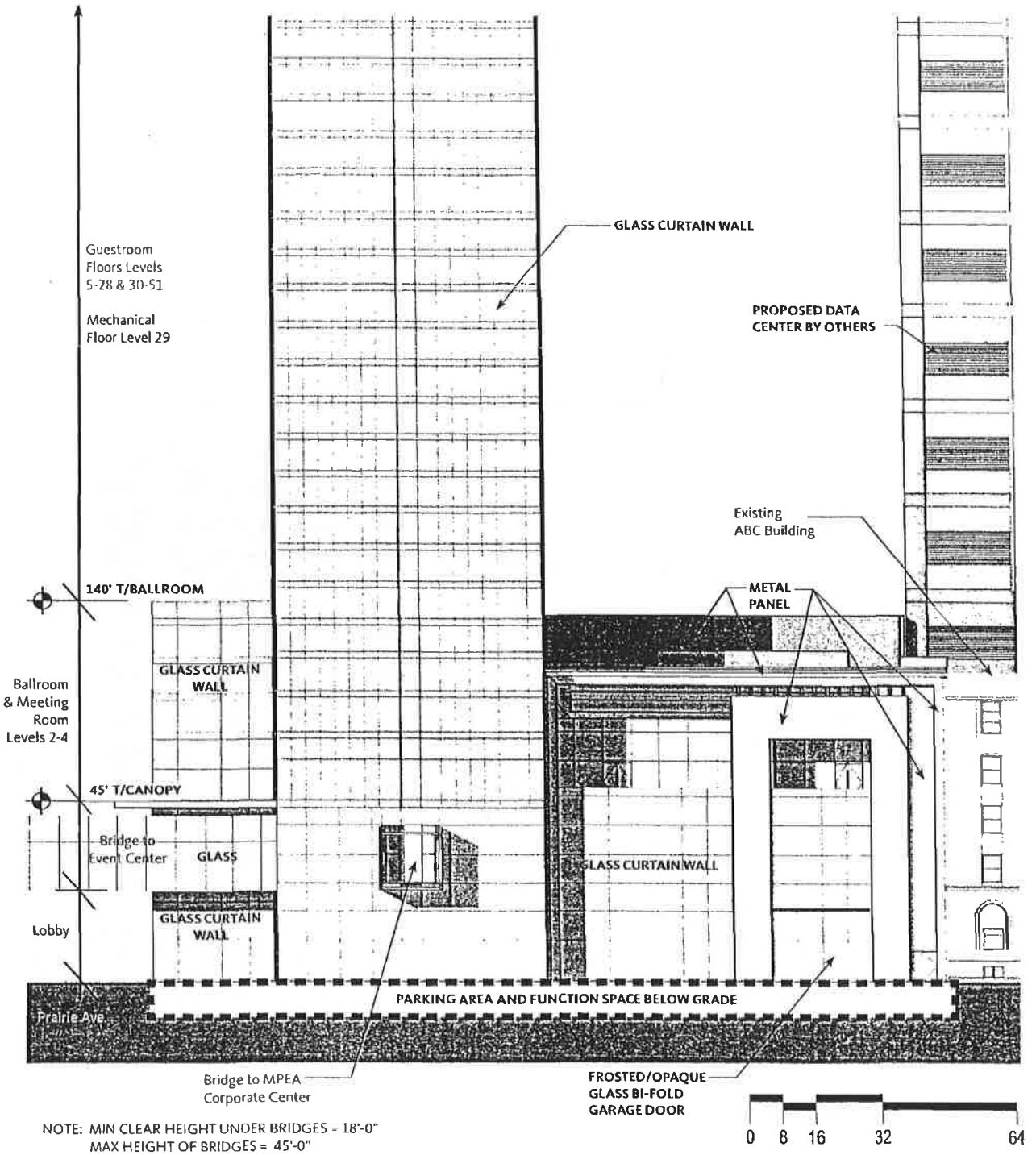
Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	Green Roof Plan	0' 20' 40' 80' Gensler



Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	**WEST ELEVATION** **Gensler**

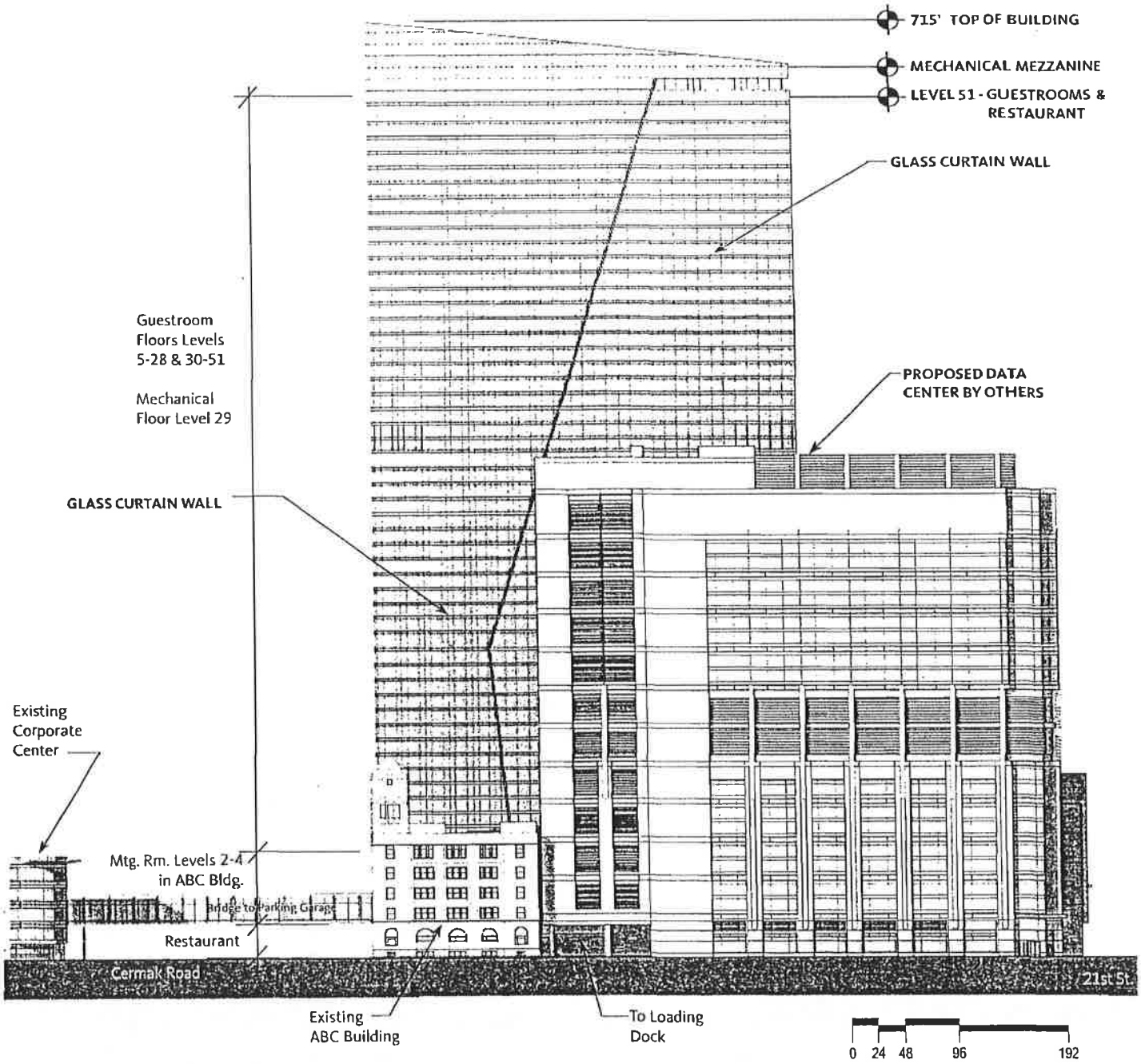


Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	**SOUTH ELEVATION** **Gensler**

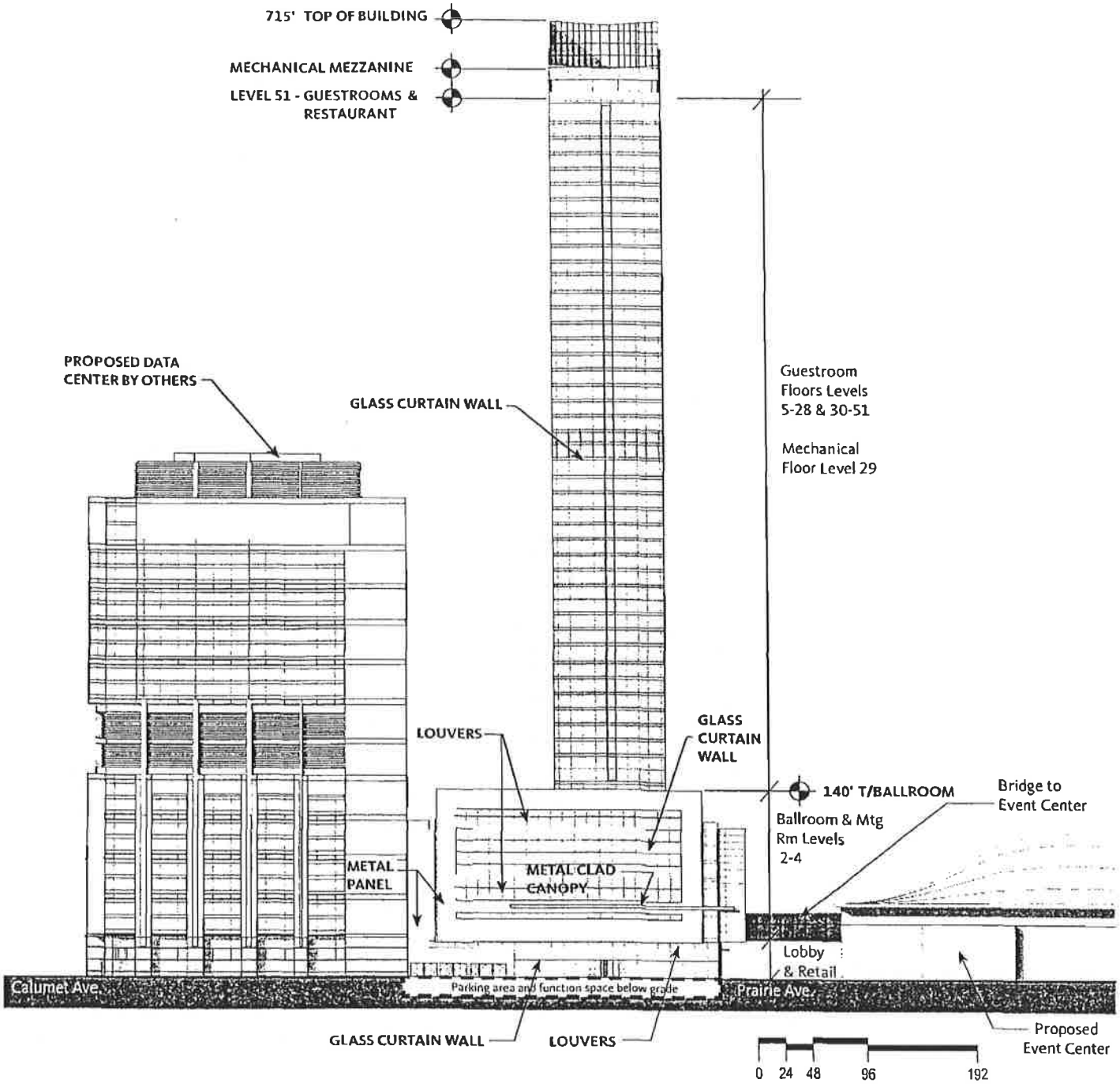


NOTE: MIN CLEAR HEIGHT UNDER BRIDGES = 18'-0"
MAX HEIGHT OF BRIDGES = 45'-0"

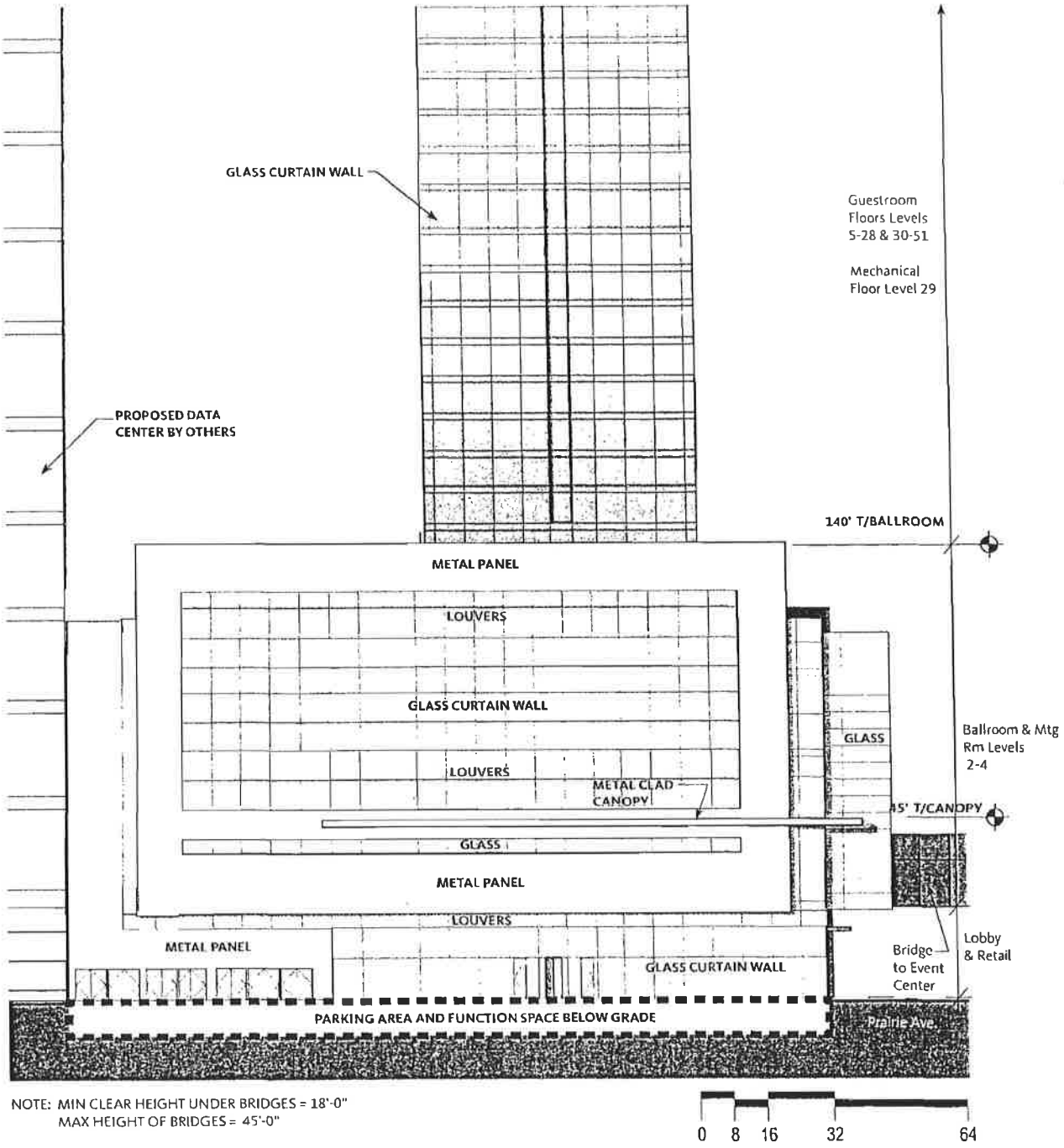
Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	**DETAIL OF SOUTH ELEVATION** **Gensler**



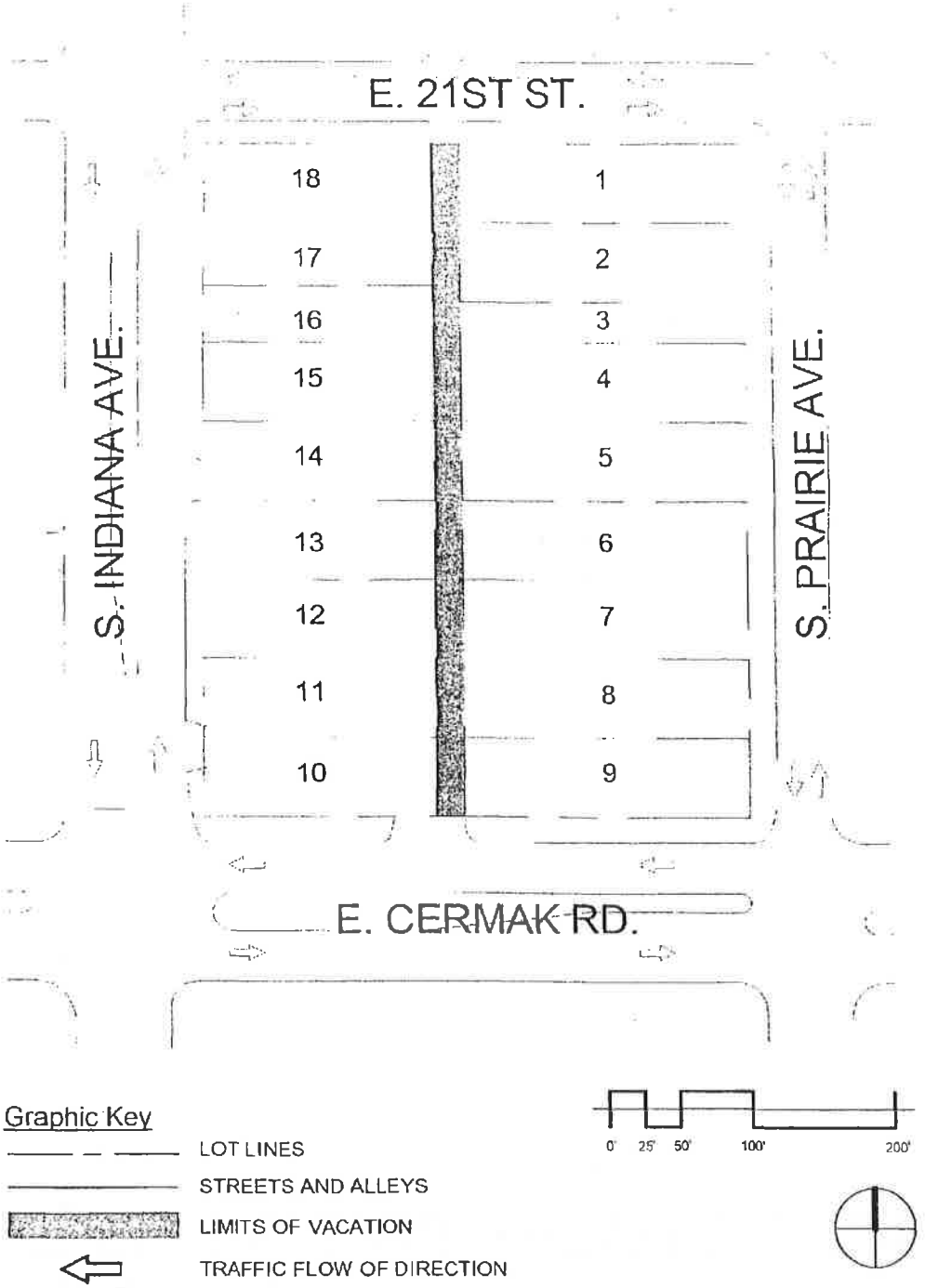
Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	**EAST ELEVATION** **Gensler**



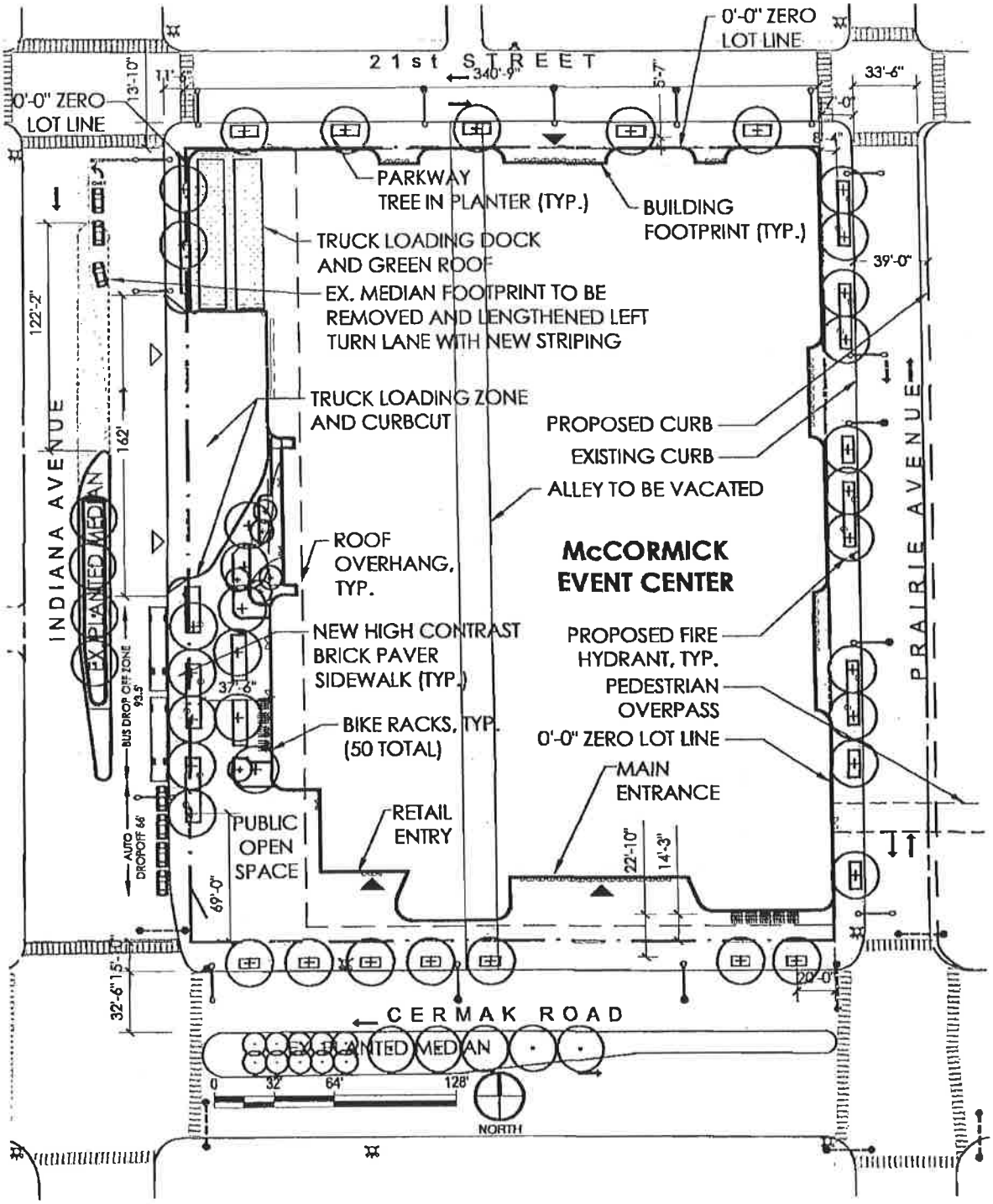
Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	**NORTH ELEVATION** **Gensler**



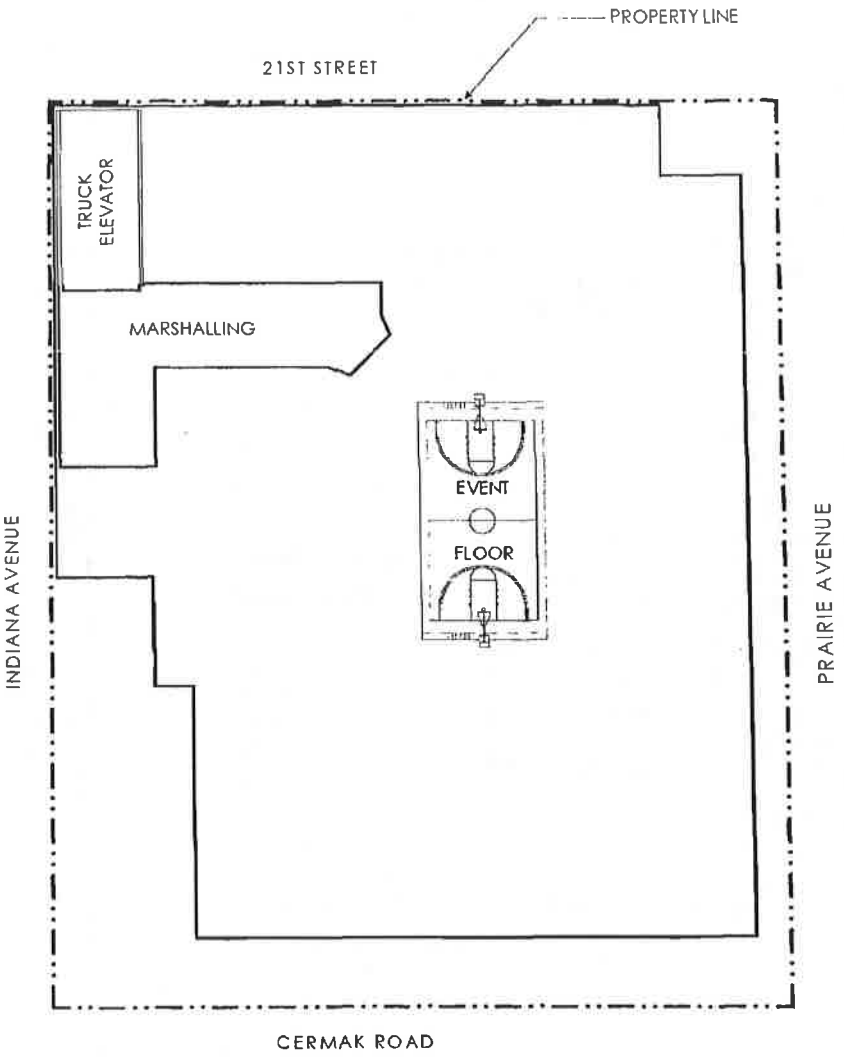
Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	**DETAIL OF NORTH ELEVATION** **Gensler**



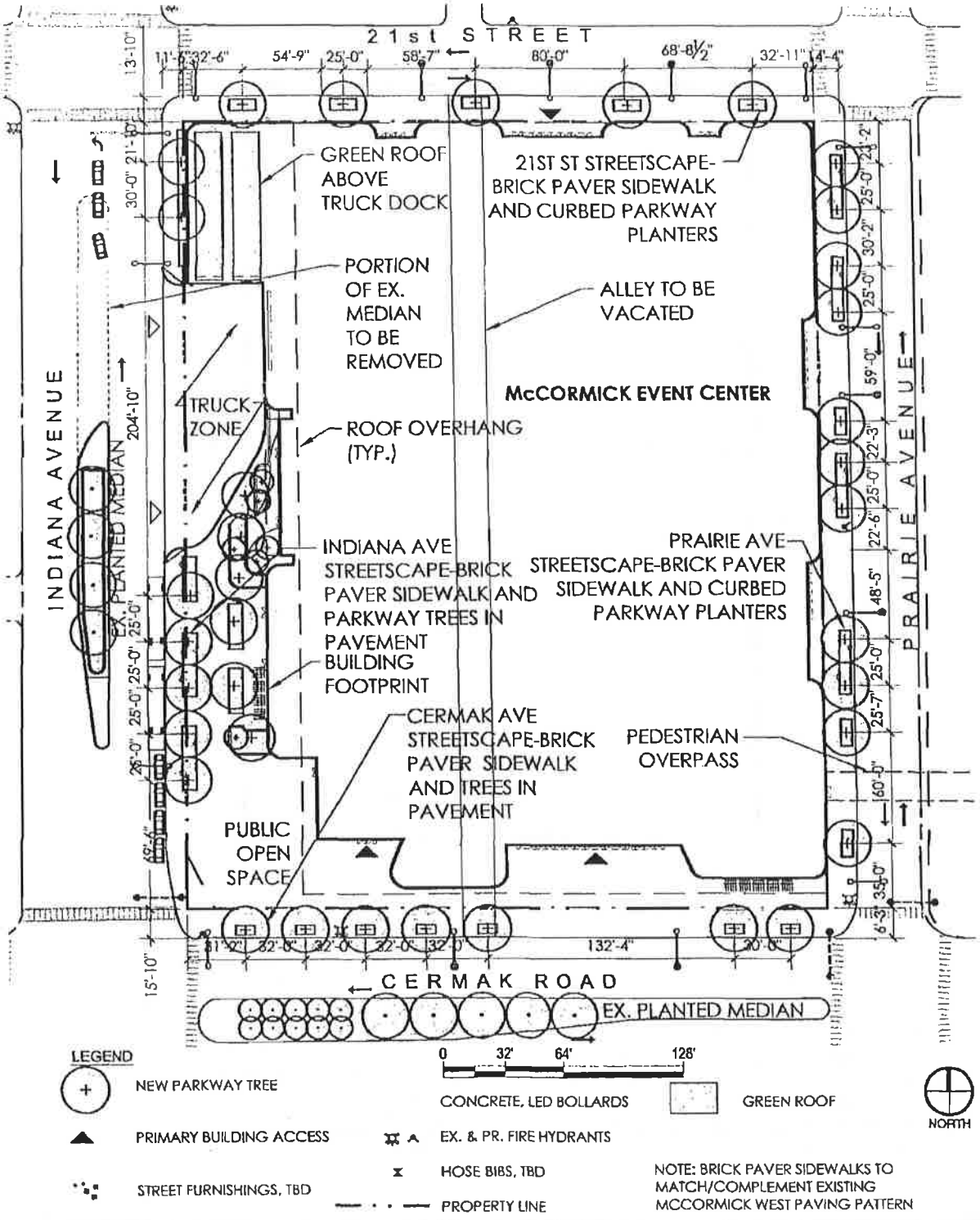
Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	**RIGHT OF WAY ADJUSTMENT MAP** Pelli Clarke Pelli Architects



Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	**SITE PLAN** Pelli Clarke Pelli Architects



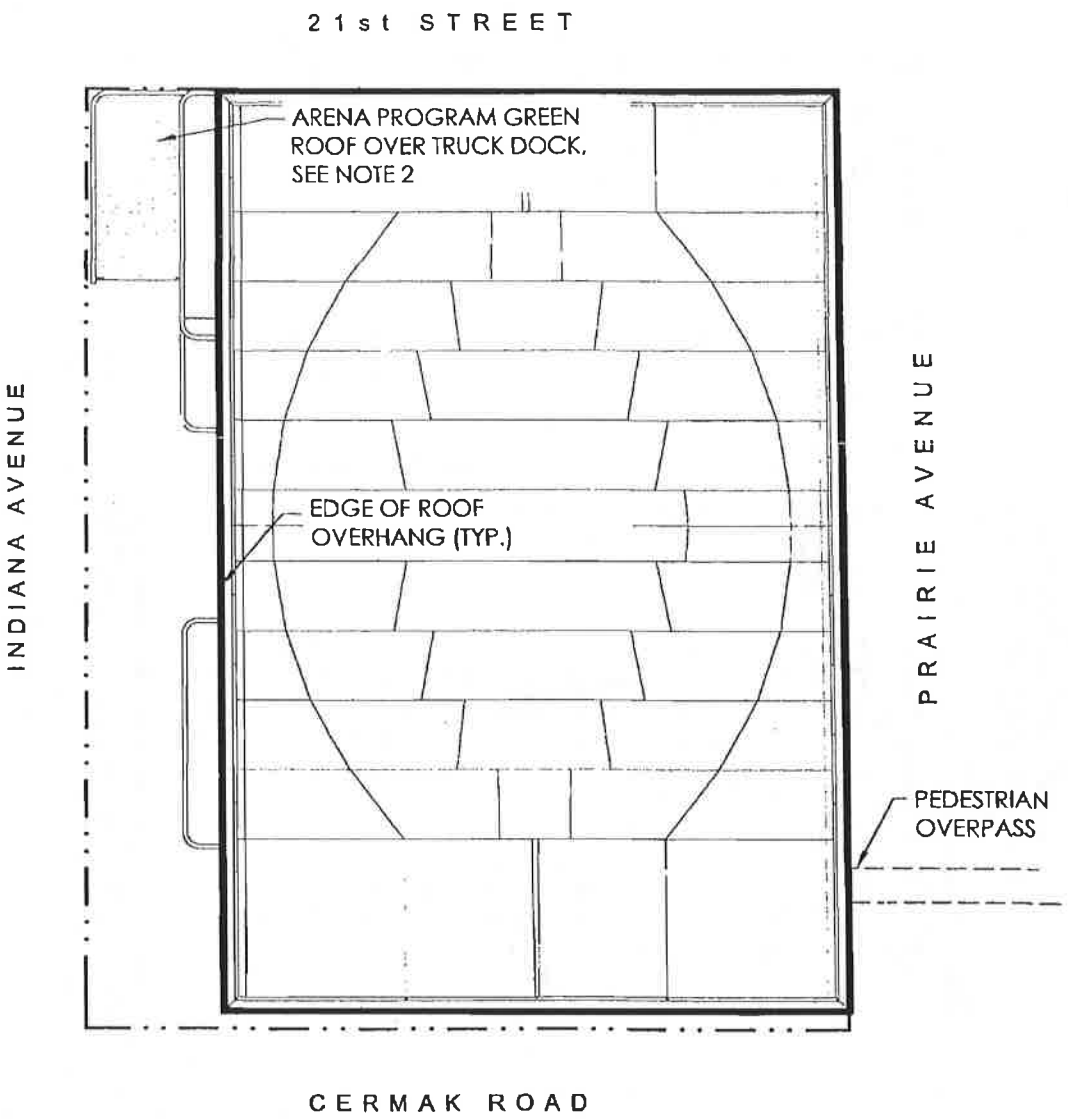
Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	**EVENT LEVEL PLAN** Pelli Clarke Pelli Architects



Applicant: Metropolitan Pier & Exposition Authority
Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue
Date Filed: February 5, 2014
Plan Commission: April 23, 2014 PD 331, Sub Area 5

LANDSCAPE PLAN

Pelli Clarke Pelli Architects



NOTES:

1. STORMWATER REQUIREMENTS FULFILLED BY PERMEABLE PAVEMENT WITHIN THE PROPERTY BOUNDARY. PER DIRECTION OF CITY OF CHICAGO DPD SUSTAINABILITY, GREEN ROOFS ARE NOT REQUIRED.
2. THE LOADING DOCK GREEN ROOF IS PROVIDED AS A COMMUNITY AND ENVIRONMENTAL ENHANCEMENT.

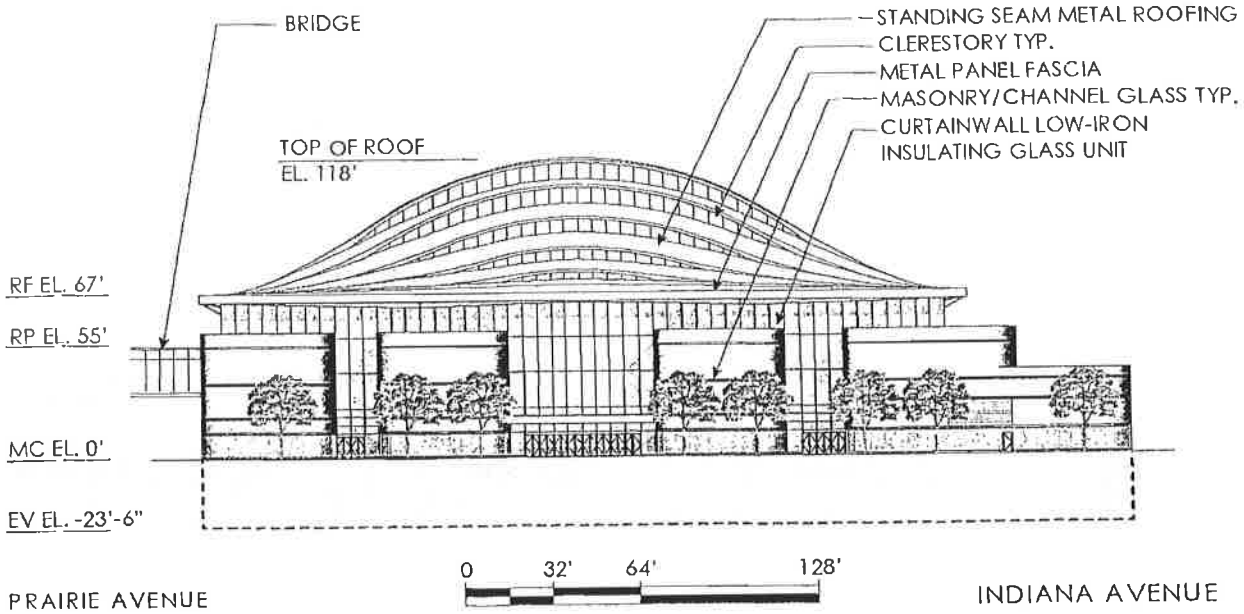
GREEN ROOF SQUARE FOOTAGE:
ARENA PROGRAM GREEN ROOF: 3,076 SF
BUILDING FOOT PRINT: 118, 716 SF
TOTAL GREEN ROOF AREA: 3,076 SF OR 2.6% GREEN ROOF AREA

NORTH 0 32' 64' 128'

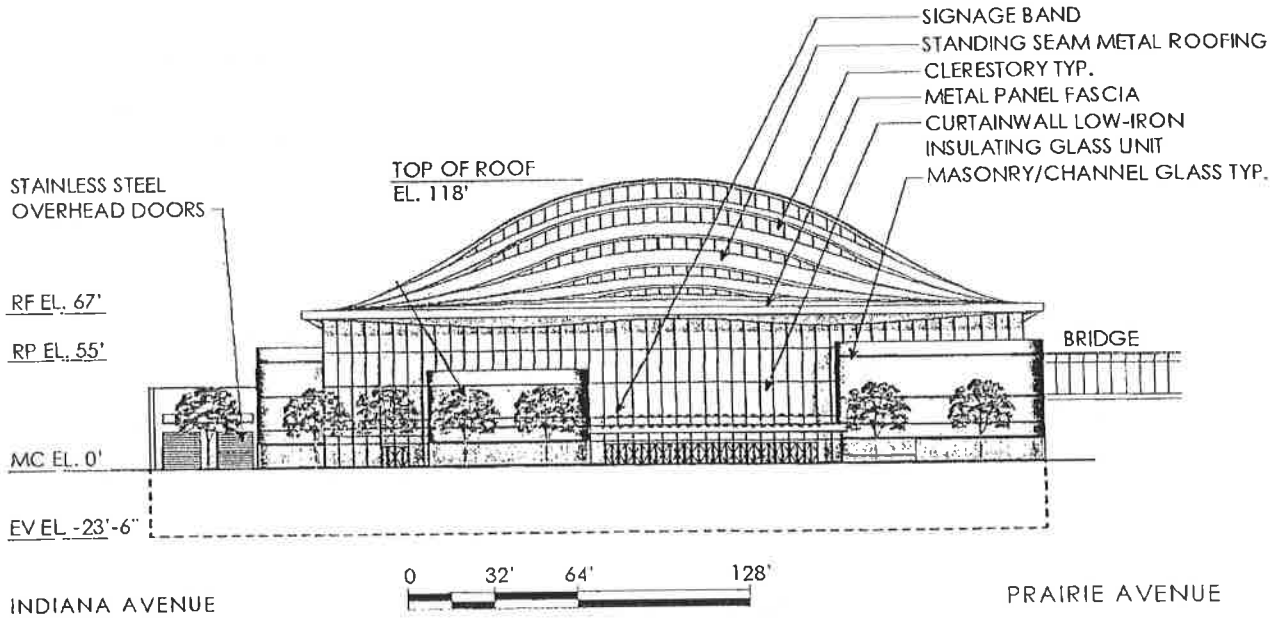
Applicant: Metropolitan Pier & Exposition Authority
Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue
Date Filed: February 5, 2014
Plan Commission: April 23, 2014 PD 331, Sub Area 5

GREEN ROOF PLAN

Pelli Clarke Pelli Architects

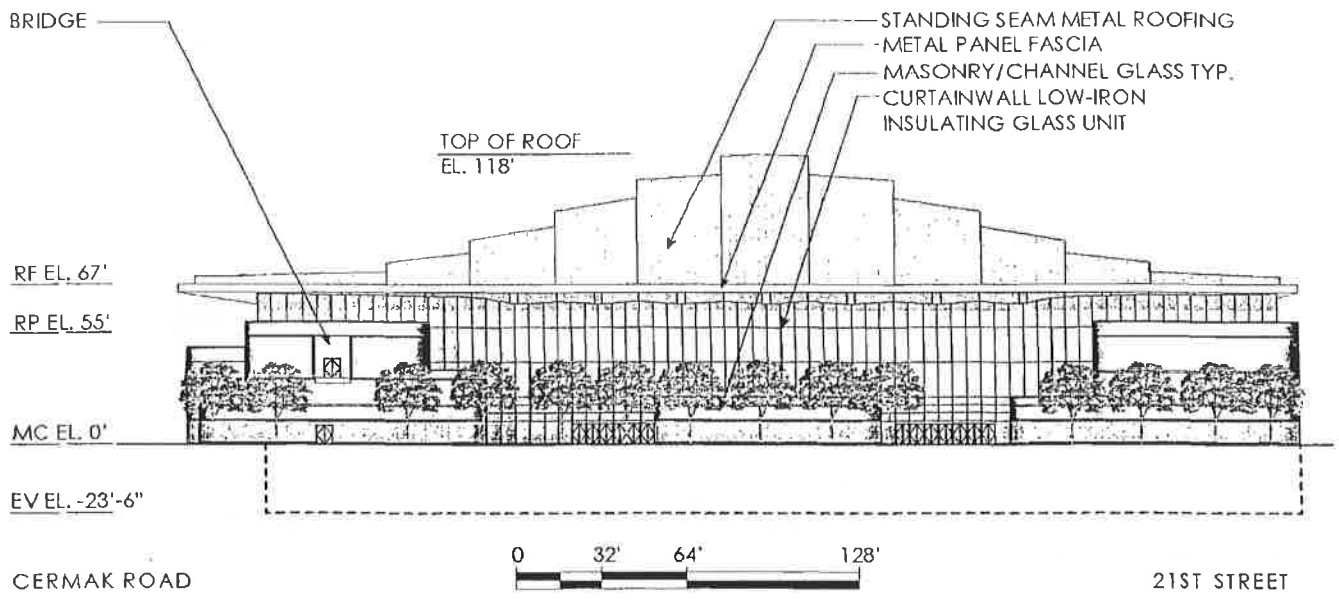


BRIDGE NOTE: MIN CLEAR HEIGHT UNDER BRIDGE = 18'-0"
MAX HEIGHT OF BRIDGE = 45'-0"

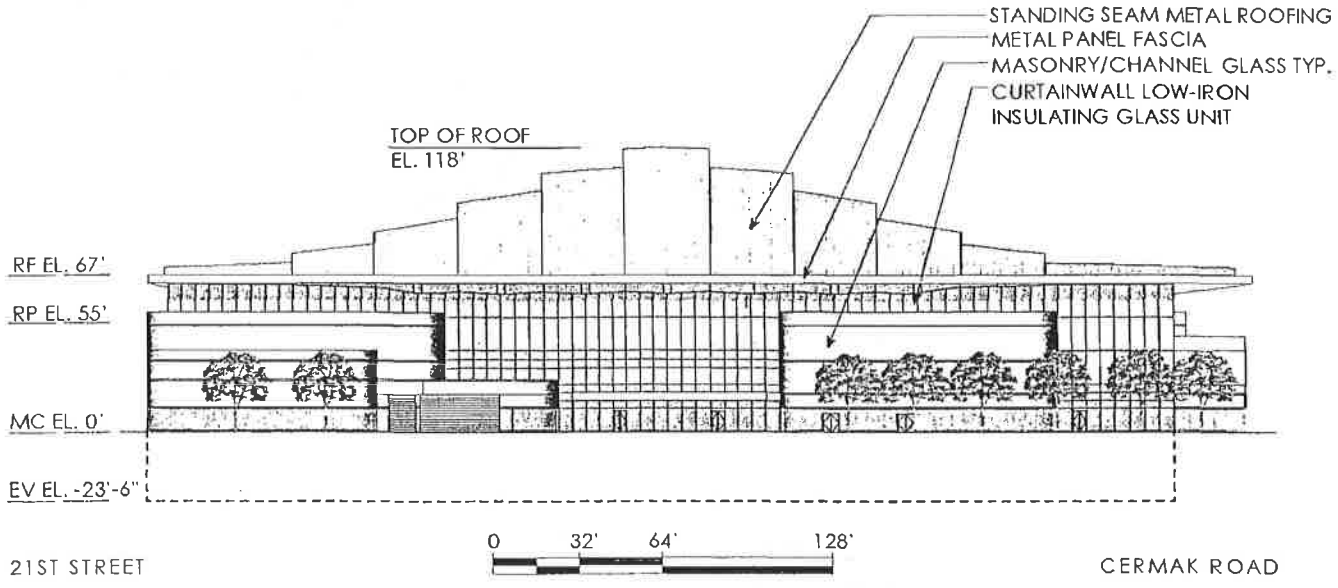


BRIDGE NOTE: MIN CLEAR HEIGHT UNDER BRIDGE = 18'-0"
MAX HEIGHT OF BRIDGE = 45'-0"

Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	**ELEVATION – NORTH** **ELEVATION – SOUTH** Pelli Clarke Pelli Architects



BRIDGE NOTE: MIN CLEAR HEIGHT UNDER BRIDGE = 18'-0"
MAX HEIGHT OF BRIDGE = 45'-0"



BRIDGE NOTE: MIN CLEAR HEIGHT UNDER BRIDGE = 18'-0"
MAX HEIGHT OF BRIDGE = 45'-0"

Applicant: Metropolitan Pier & Exposition Authority Address: 2101-2143 S. Indiana Avenue, 205-319 E. 21st Street, 204-334 E. Cermak Road, 2134-2142 S. Calumet Avenue Date Filed: February 5, 2014 Plan Commission: April 23, 2014 PD 331, Sub Area 5	**ELEVATION – EAST** **ELEVATION - WEST** Pelli Clarke Pelli Architects

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

CITY OF CHICAGO

June 24, 2013

Edward J. Kus
Shefsky & Froelich
111 E. Wacker Drive
Suite 2800
Chicago, Illinois 60601-3713

Re: Lake Michigan and Chicago Lakefront Protection Ordinance Waiver for the Hyatt Regency McCormick Place Hotel at 2233 South Dr. Martin Luther King Drive

Dear Mr. Kus:

Please be advised that your request for a Lake Michigan and Chicago Lakefront Protection Ordinance (the "Lakefront Ordinance") waiver has been considered by the Department of Housing and Economic Development. The Hyatt Regency McCormick Place Hotel ("Hotel") is located at 2233 S. Dr. Martin Luther King Drive and is located within the Private Use Zone of the Lake Michigan and Chicago Lakefront Protection District and within Subarea 2 of Planned Development No. 331, as amended ("PD 331").

Your firm represents the owner of the property who is considering the placement of telecommunication equipment on the roof of the Hotel. The telecommunication equipment consists of four satellite dishes, three at six-feet in diameter and one at two-feet in diameter. These satellite dishes are permitted as an accessory structure.

You are requesting an exemption from the Lakefront Ordinance pursuant to Section 16-4-150 so as to receive approval for the proposed satellite dishes without the necessity of securing approval of the Chicago Plan Commission. Pursuant to the Lakefront Ordinance, additions which do not increase the site coverage or the height of the structure are exempt from securing approval of the Chicago Plan Commission. Pursuant to the Chicago Zoning Ordinance, Section 17-17-0311 Building Height, the building height is measured as the vertical distance from grade to the highest point of the underside of the top floor's ceiling joist on a building with a flat roof, such as this Hotel. Since these satellite dishes are to be located on the building's roof, they will not increase the height or site coverage. Therefore, I hereby approve your request for a waiver from the Chicago Plan Commission approval provisions of the Lake Michigan and Chicago Lakefront Protection Ordinance for the proposed telecommunications equipment at the Hyatt Regency McCormick Place Hotel.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:HG:tm
C: Mike Marmo, Erik Glass, main file

August 24, 2011

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT
CITY OF CHICAGO

Mary Richardson-Lowry
Mayer Brown LLP
71 South Wacker Drive
Chicago, IL 60606-4637

Re: Administrative Relief request for Business Planned Development No. 331, Sub area 2 and 3, Hyatt Regency McCormick Place Hotel

Dear Ms. Richardson-Lowry:

Please be advised that your request for a minor change to Business Planned Development No. 331, as amended, has been considered by the Department of Housing and Economic Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 17 of the Planned Development.

You are requesting to modify the curb cuts, driveway, and sidewalk, and relocate trees on the west and south sides of the existing Hyatt Regency McCormick Place Hotel ("Hotel"). On the west side of the existing Hotel, in Sub area 2, along Dr. Martin Luther King Dr., two existing curb cuts will be modified slightly. These adjustments were approved by the Department of Transportation ("CDOT") on February 22, 2011. The north curb cut will require the relocation of one existing tree, which due to site constraints, will be relocated in McCormick Square (Sub area 3) and as shown on a revised Landscape Plan, dated July 15, 2011.

On the south side of the Hotel, in Sub area 3, approximately 9 feet by 180 feet of brick sidewalk will be removed so that the existing vehicular driveway can be widened. Brick paving will be used to match the existing two adjacent brick vehicular lanes. The additional width will serve as a taxi queuing lane and guest drop-off zone for the Hotel. Approximately 26 feet of sidewalk will remain. This modification was also approved by CDOT on February 22, 2011, and will require the relocation of eleven trees to McCormick Square, also shown on the revised Landscape Plan referenced above.

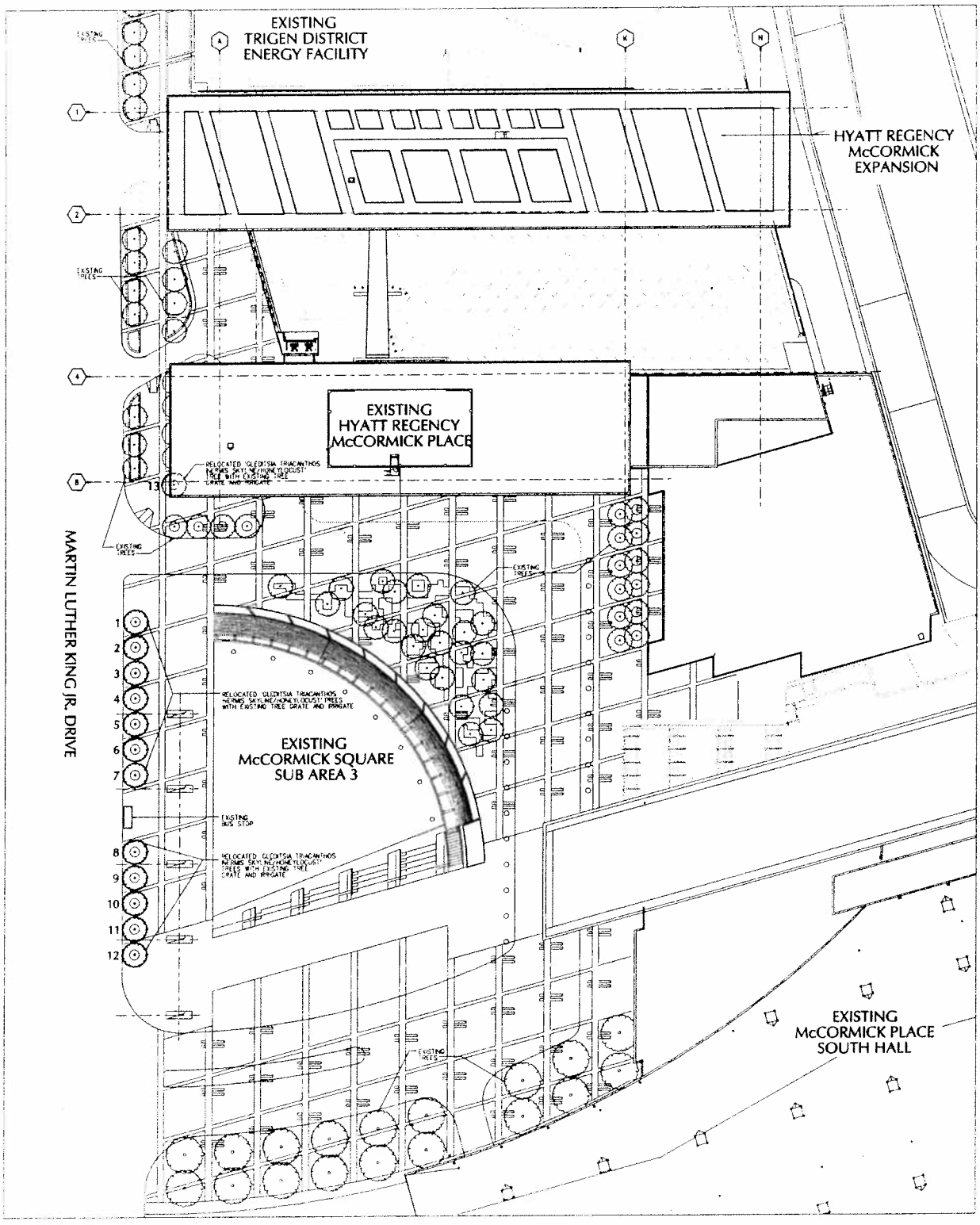
With regard to your request, the Department of Housing and Economic Development has determined that allowing these modifications will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Business Planned Development No. 331, I hereby approve the foregoing minor change, but no other changes to this Planned Development.

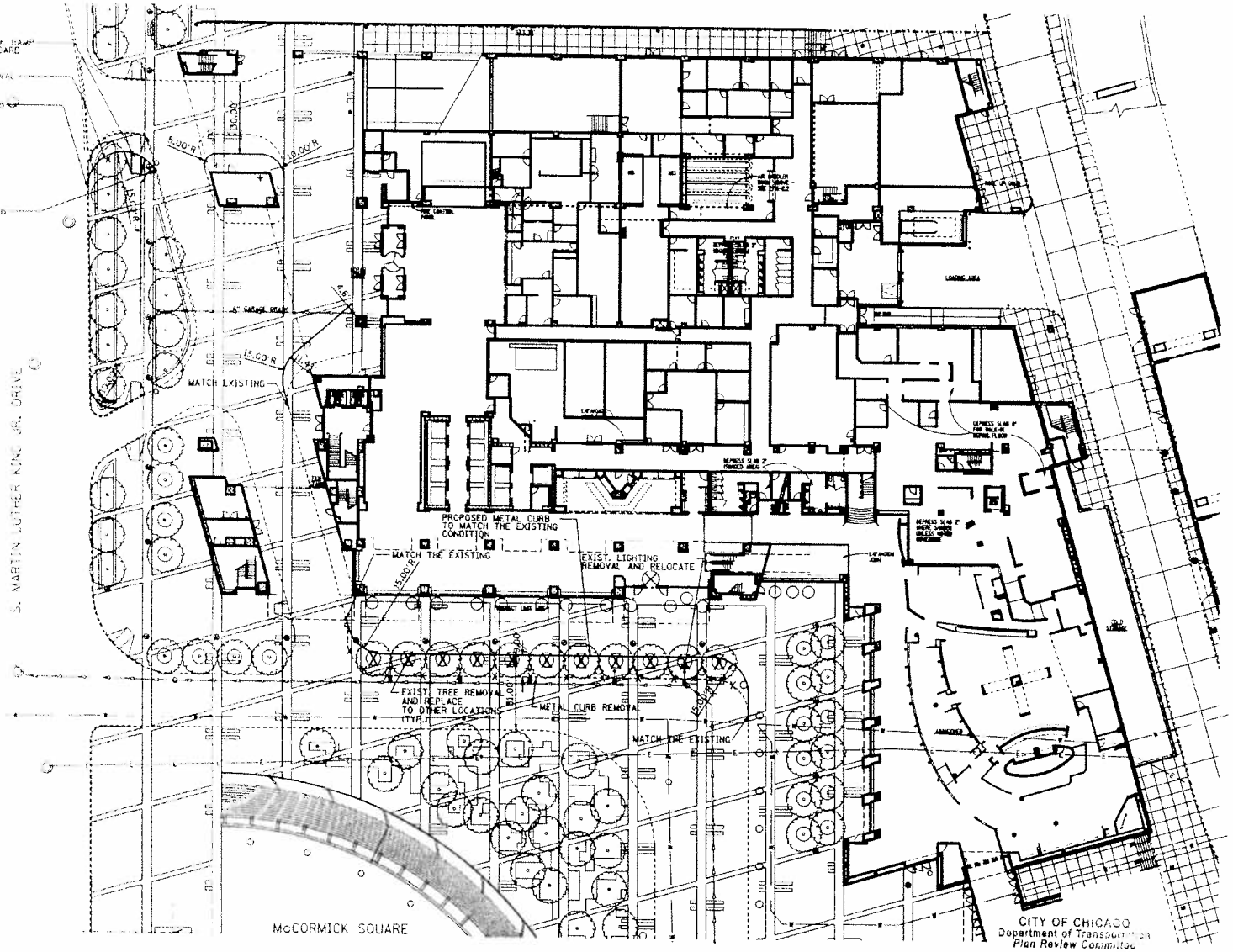
Sincerely,

Patricia A. Scudiero
Zoning Administrator

C: Mike Marmo, Erik Glass, Fred Deters, Main file



APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
APPLICATION: #20-331 AS AMENDED
ADDRESS: 301 EAST CERMAK ROAD
DATE: JULY 15, 2021
PAGE: 1



tvsdesign

THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC., ARCHITECTS

© THOMPSON, VENTULETT, STAINBACK & ASSOCIATES, INC., ARCHITECTS

KEYNOTE LEGEND

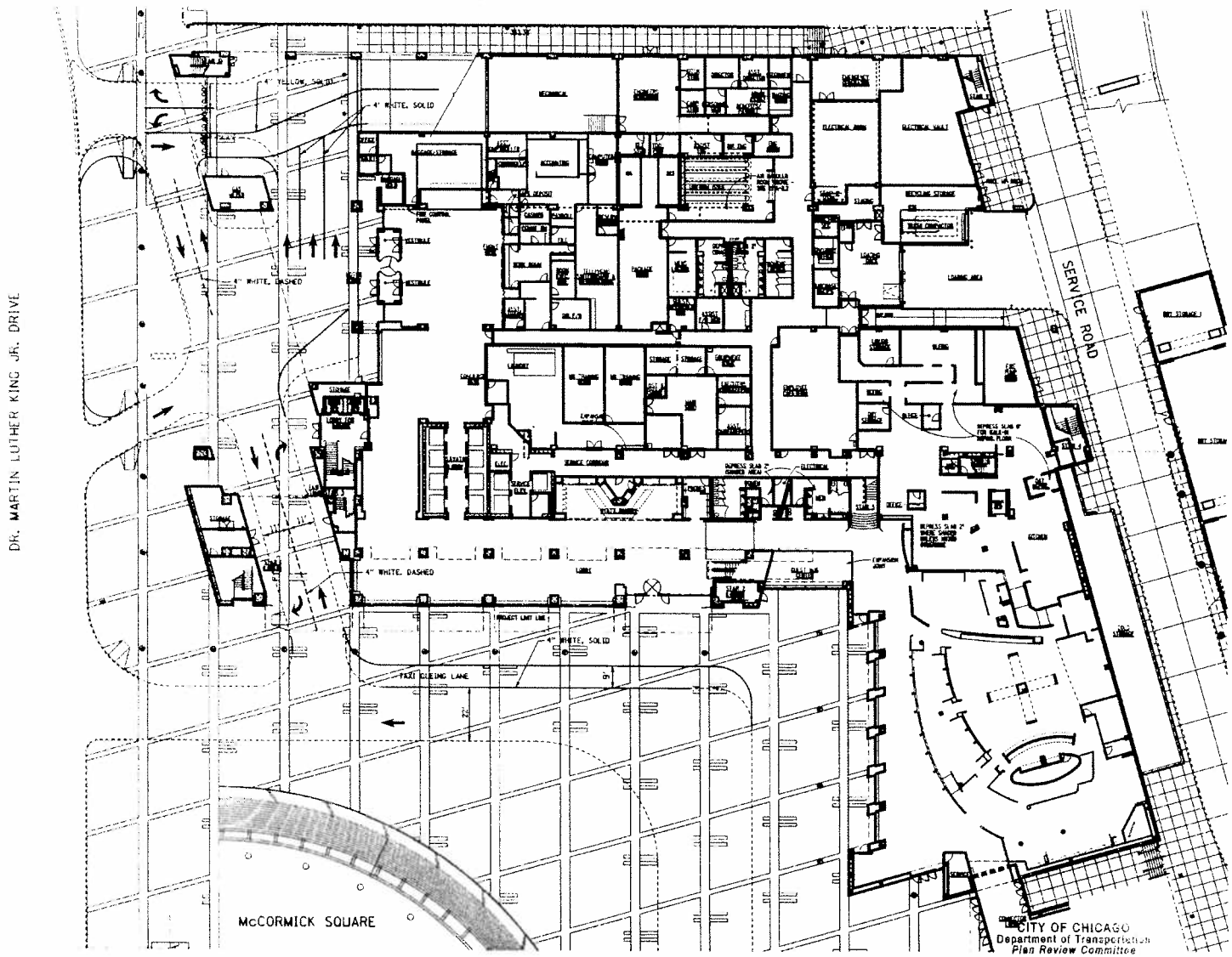
DRAWING LEGEND

KEY PLAN

HYATT REGENCY MCCORMICK PLACE CHICAGO

EXPANSION AND RENOVATION
CHICAGO, ILLINOIS

SITE PLAN



CITY OF CHICAGO
Department of Transportation
Plan Review Committee

APPROVED [illegible]

Date on Plans 2/4/11

Project Title 2233 S. Martin Luther King Jr.

* Subject to acceptable [illegible] drawings and required [illegible]

Oversize delay approval

tvsdesign

THOMPSON, VERTULSKY, STAINBACK & ASSOCIATES, INC., ARCHITECTS

KEYNOTE LEGEND

DRAWING LEGEND

KEY PLAN

NO.	REVISIONS/SUBMISSIONS	DATE

HYATT REGENCY McCORMICK PLACE CHICAGO

EXPANSION AND RENOVATION
CHICAGO, ILLINOIS

Drawing Title
SIGNING AND STRIPING PLAN

Project No. P-[illegible]

Date [illegible]

Scale

NOT RELEASED FOR CONSTRUCTION

City of Chicago
Richard M. Daley, Mayor

Department of Planning and Development

Lori T. Healey
Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4190
(312) 744-2271 (FAX)
(312) 744-2578 (TTY)

http://www.cityofchicago.org

October 16, 2006

Deeta Bernstein
Mc4WEST LLC
2222 S. Indiana Avenue
Chicago, IL 60616

Re: **Administrative Relief request for Business Planned Development No. 331, Subarea 1, McCormick Place West Expansion**

Dear Ms. Bernstein:

Please be advised that your request for a minor change to Business Planned Development No. 331, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No.17 of the Planned Development.

Specifically, you requested approval for the installation of an additional ramp for emergency access only. Per the request of the Chicago Fire Department, the proposed West ramp is to extend from the west end of the upper-level truck dock apron, above Illinois Department of Transpiration right-of-way on the north side of the Stevenson Expressway, to grade at West 24th Place, mid-block between South Indiana Avenue and South Michigan Avenue.

The following attachments, prepared by Mc4WEST, shall be substituted in place of the previously approved drawings and inserted into the main file in anticipation of Part II:

- Architectural rendering, View from North, Schemes 4 & 4a, 8-23-06
- Architectural rendering, View from Southwest, Scheme 4, 8-23-06
- Current Landscape Plan, 7-28-06
- A0.100 Overall Plan Level 1, 10-6-04
- A0.300 Overall Plan Level 3, 10-6-04
- A4.130 Partial Exterior Wall Plans, Elevations & Sections, 9-29-06
- A4.131 Partial Ext Wall Plans, Elevations & Sections, 9-29-06
- C5.005 Site Plan Grading and Paving Area 5, 3-24-06
- C5.007 Site Plan Grading and Paving Area 7, 1-17-06
- C5.008 Site Plan Grading and Paving Area 8, 1-17-06

With regard to your request, the Department of Planning and Development has determined that the installation of an emergency access ramp does not create an adverse impact on the Planned Development or surrounding neighborhood and would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Business Planned Development No. 331, I hereby approve the foregoing minor change, but no other changes to Business Planned Development No. 331.

Sincerely,

Lori T. Healey
Commissioner

LTH:MRD:tm
cc: Kathleen Nelson, Terri Haymaker, Mike Marmo, DPD files

NEIGHBORHOODS ALIVE!
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City of Chicago
Richard M. Daley, Mayor

Department of Planning and Development

Lori T. Healey
Commissioner

City Hall, Room 1000
121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4190
(312) 744-2271 (FAX)
(312) 744-2578 (TTY)

http://www.cityofchicago.org

October 16, 2006

Deeta Bernstein
Mc4WEST LLC
2222 S. Indiana Avenue
Chicago, IL 60616

Re: **Administrative Relief request for Business Planned Development No. 331, Subarea 1, McCormick Place West Expansion**

Dear Ms. Bernstein:

Please be advised that your request for a minor change to Business Planned Development No. 331, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No.17 of the Planned Development.

Specifically, you requested approval for the installation of an additional ramp for emergency access only. Per the request of the Chicago Fire Department, the proposed West ramp is to extend from the west end of the upper-level truck dock apron, above Illinois Department of Transpiration right-of-way on the north side of the Stevenson Expressway, to grade at West 24th Place, mid-block between South Indiana Avenue and South Michigan Avenue.

The following attachments, prepared by Mc4WEST, shall be substituted in place of the previously approved drawings and inserted into the main file in anticipation of Part II:

- Architectural rendering, View from North, Schemes 4 & 4a, 8-23-06
- Architectural rendering, View from Southwest, Scheme 4, 8-23-06
- Current Landscape Plan, 7-28-06
- A0.100 Overall Plan Level 1, 10-6-04
- A0.300 Overall Plan Level 3, 10-6-04
- A4.130 Partial Exterior Wall Plans, Elevations & Sections, 9-29-06
- A4.131 Partial Ext Wall Plans, Elevations & Sections, 9-29-06
- C5.005 Site Plan Grading and Paving Area 5, 3-24-06
- C5.007 Site Plan Grading and Paving Area 7, 1-17-06
- C5.008 Site Plan Grading and Paving Area 8, 1-17-06

With regard to your request, the Department of Planning and Development has determined that the installation of an emergency access ramp does not create an adverse impact on the Planned Development or surrounding neighborhood and would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Business Planned Development No. 331, I hereby approve the foregoing minor change, but no other changes to Business Planned Development No. 331.

Sincerely,

Lori T. Healey
Commissioner

LTH:MRD:tm
cc: Kathleen Nelson, Terri Haymaker, Mike Marmo, DPD files

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May 26, 2006

Deeta Bernstein, Project Manager
Mc4WEST, LLC
2222 South Indiana Avenue
Chicago, Illinois 60616

Re: Minor Change to Site Plan Approval for Business Planned Development No. 331, Subarea 1; Lakefront No. 437 (McCormick Place - West Hall - Fire Department Access Ramp - Foundations)

Dear Ms. Bernstein:

Your request for minor changes to the November 12, 2004, Site Plan Approval for Business Planned Development No. 331, Subarea 1, on behalf of the Metropolitan Pier and Exposition Authority (MPEA), has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of Chicago Zoning Ordinance and Statements No. 13k and No.10 of the Planned Development.

Specifically, you requested minor change to the Site Plan Approval issued November 12, 2004, for the West Hall truck dock and ramps so that foundations could be installed for an additional ramp that would be added as required by the Chicago Fire Department. That ramp would extend from the west end of the upper-level truck dock apron, above Illinois Department of Transportation (IDOT) right-of-way on the north side of the Stevenson Expressway, to grade at W. 24th Street, mid-block between S. Indiana Avenue and S. Michigan Avenue. The location and configuration of those foundations are illustrated on plan A4.130 Partial Exterior Wall Plans, Elevations & Sections, dated January 17, 2006, and prepared by Mc4 West.

The Department has reviewed the request and materials provided and has determined that the proposed modifications for a fire ramp would be appropriate.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Business Planned Development No. 331, I hereby approve the requested Minor Changes to the November 12, 2004 Site Plan Approval for placement of foundations for a fire ramp in Subarea 1. A separate minor change application must be submitted for approval of the fire ramp's superstructure.

Very truly yours,

Lori T. Healey
Commissioner

Originated by: Fred Deters

cc: Michael Marmo, Terri Haymaker, Planned Development files

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City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
Commissioner

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September 12, 2004

Ms. Perri L. Irmer
Mc4WEST, LLC
600 West Fulton Street
Chicago, Illinois 60661

Re: Site Plan Review for Business Planned Development No. 331 (McCormick Place - West Hall)

Dear Ms. Irmer:

The Department of Planning and Development (the "Department") has reviewed the site and landscape plans and building elevations listed below and submitted by you on behalf of your client, the Metropolitan Pier and Exposition Authority (MPEA), for the construction of a 1,957,000 square-foot West Hall of McCormick Place and related site improvements in Subarea 1 of the Planned Development. In accordance with Statement No.13.k of the Planned Development, these drawings and other supporting materials have been submitted for Site Plan Review.

Be aware, that this review does NOT include the south elevations of the truck apron, the truck dock, or the truck ramps (east and west). These portions of the project are still subject to discussions among the Department, Mc4West, and the MPEA.

Upon review of the materials submitted, the Department has determined that these plans are consistent with and satisfy the requirements of the Plan of Development. These plans depict a facility with a 470,000 square-foot exhibition hall, a 100,000 s.f. ballroom, 27 meeting rooms, and support space for a total F.A.R. area of 1,957,000 square feet. They also depict 56 loading berths and a modified parking facility with 2,100 parking spaces. Although the number of indicated loading berths (56) is less than that shown in the exhibits of the Plan of Development (64), it is proportional to the reduced size of the exhibition space.

The submitted plans depict 152,538 square feet (approx. 3.50 acres) of "green" and landscaped roof surface. The Department recognizes this roofscape, as well as the tunnel to direct storm water from McCormick Place directly into Lake Michigan and the MPEA's intention to seek LEED certification for the West Hall, as addressing the purpose of Statement No. 24 of the Plan of Development.

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The Department has reviewed the plans for the Gateway arches to be constructed over S. Dr. Martin Luther King, Jr. Drive as provided in Statement No. 13.g.(x) and the lighting plans for S. Indiana Avenue as provided in Statement No. 13.g.(xii) and the Department has determined that these plans, too, are consistent with and satisfy the requirements of the Plan of Development.

Accordingly, this Site Plan submittal for Business Planned Development No. 331 for the construction of the West Hall on Subarea 1, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on September 4, 2002. The exhibits listed below are hereby made a part of this approval.

Please note, the Department understands that Mc4West and the MPEA are currently working with the Chicago Department of Transportation regarding revision of the Traffic Management Plan incorporated in the Planned Development as amended September 4, 2004. The final Revised Traffic Management Plan should be submitted to the Department for inclusion in the Planned Development via an administrative minor change request as provided in Statement No. 17 of the Planned Development.

Very truly yours,



Denise M. Casalino, P.E.
Commissioner

DMC:SRP:fwd

cc: Michael Marmo, Tom Smith, Terri Haymaker, Kristin Groce, Michael Berkshire, Planned Development files

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Alicia Mazur Berg
Commissioner

121 North LaSalle Street
Chicago, Illinois 60602
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http://www.cityofchicago.org

April 3, 2003

Mr. Graham C. Grady
Mayer Brown Rowe & Maw
190 South LaSalle Street
Chicago, IL 60603-3441

RE: Request for Extension of Time to Execute Intergovernmental Cooperation Agreement for Business Planned Development No. 331, as amended for McCormick Place

Dear Mr. Grady:

Please be advised that your request for a minor change to Business Planned Development No 331, as amended on behalf of the Metropolitan Pier and Exposition Authority (MPEA) has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance and Statement No. 17 of the Planned Development.

Specifically you requested an extension to and including May 30, 2003 for the approval and execution of an Intergovernmental Cooperation Agreement by the City of Chicago and the MPEA. This extension would represent a minor change to the requirements set forth in Statement No. 2 of the Planned Development. After reviewing your request, the Department has concluded that the proposed modification would be appropriate.

Accordingly, pursuant to the authority granted by the Chicago Zoning ordinance, I hereby approve the request for minor change, but no other changes to this planned development.

Very truly yours,

Alicia Mazur Berg
Commissioner

cc: Jack Swenson, Philip Levin, Michael Marmo, Ed Kus, Terri Texley

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13669

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

Reclassification Of Area Shown On Map Number 3-L.
(Application Number A-4975)

Be It Ordained by the City Council of the City of Chicago:

SECTION 1. Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by changing all of the B4-1 Restricted Service District symbols and indications as shown on Map Number 3-L in the area bounded by:

West Division Street, a line 45 feet east of and parallel to North Lawler Avenue, the public alley next south of and parallel to West Division Street; and North Lawler Avenue,

to those of an R4 General Residence District and a corresponding use district is hereby established in the area described above.

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

Reclassification Of Area Shown On Map Numbers 4-E And 6-E.
(As Amended)
(Application Number 13669) BPD 331, 99

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 B4-4 Restricted Service District, all the B4-5 Restricted Service District and all the M1-4 Restricted Manufacturing District symbols and indications as shown on Map Number 6-E in the area described as follows:

East Cermak Road; South Prairie Avenue; a line approximately 125 feet south of and parallel to East Cermak Road; South Cottage Grove Avenue; a line approximately 270 feet south of and parallel to East Cermak Road; South Prairie Avenue; the north line of East 24th Place (in the area located west of Dr. Martin Luther King, Jr. Drive) and the north line of East 24th Place as extended (in the area located east of Dr. Martin Luther King, Jr. Drive); South Lake Park Avenue; East 25th Street (in the area located east of Dr. Martin Luther King, Jr. Drive and west of the METRA and Illinois Central rail lines); South Dr. Martin Luther King, Jr. Drive; East 25th Street (in the area located west of Dr. Martin Luther King, Jr. Drive) South Indiana Avenue (if extended over the Stevenson Expressway) and South Indiana Avenue,

to those of a C3-5 Commercial-Manufacturing District and a corresponding use district is hereby established in the area above described.

SECTION 2. That the Chicago Zoning Ordinance be amended by changing all the C3-5 Commercial Manufacturing District symbols and indications in the area described in Section 1, above, and all the Business Planned Development Number 331 District symbols and indications as shown on Map Numbers 4-E and 6-E to the designation of Business Planned Development Number 331, as amended, which is hereby established, subject to such use and bulk regulations as are set forth in the Plan of Development attached herewith and made a part hereof.

SECTION 3. This ordinance shall be in force and effect from and after its passage and due publication.

Reclassification Of Area Shown On Map Number 4-I.
(Application Number A-4949)

Be It Ordained by the City Council of the City of Chicago:

SECTION 1. Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by changing all of the M1-2 Restricted Manufacturing District symbols and indications as shown on Map Number 4-I in the area bounded by:

a line 355 feet north of and parallel to West 21st Street; South Fairfield Avenue; a line 380 feet north of and parallel to West 21st Street; and the public alley next west of and parallel to South Fairfield Avenue,

to those of an R1 Single-Family Residence District and a corresponding use district is hereby established in the area described above.

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

Reclassification Of Area Shown On Map Number 4-K.
(Application Number A-4903)

Be It Ordained by the City Council of the City of Chicago:

SECTION 1. Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by changing all of the B4-2 Restricted Service District symbols and indications as shown on Map Number 4-K in the area bounded by:

West 16th Street; a line 50 feet east of and parallel to South Kedvale Avenue; the public alley next south of and parallel to West 16th Street; and South Kedvale Avenue,

to those of an R3 General Residence District and a corresponding use district is hereby established in the area described above.

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

Plan of Development Statements referred to in this ordinance read as follows:

Business Planned Development, Number 331, As Amended,
For McCormick Place.

Plan Of Development.

1. The area delineated herein as Business Planned Development Number 331, as amended, and subject to the use and bulk restrictions of this planned development ordinance (the "Property") consists of four (4)

subareas: (1) McCormick Place West Development Area; (2) Hotel/District and Local Energy Facility Area; (3) McCormick Square/South Park Area; and (4) Existing McCormick Complex Area. These subareas are depicted on the attached Subarea Map, Exhibit 6, which is described in Statement Number 6.

a. Subarea 1, the McCormick Place West Development Area, consists of the Property bounded by Cermak Road; Dr. Martin Luther King, Jr. Drive; the north line of the Stevenson Expressway lying east of Dr. Martin Luther King, Jr. Drive; the west line of subarea 4F; the centerline of East 25th Street lying between Dr. Martin Luther King, Jr. Drive and the west line of subarea 4F; the centerline of Dr. Martin Luther King, Jr. Drive; the centerline of East 25th Street lying west of Dr. Martin Luther King, Jr. Drive; and South Indiana Avenue as extended (including those portions of the Stevenson Expressway located within such boundary), and contains (i) existing convention facilities, a parking garage, and the M.P.E.A. office building, along with (ii) the proposed West Building convention facilities (the "West Hall").

b. Subarea 2, the Hotel/District and Local Energy Facility Area, consists of the Property bounded by Cermak Road on the north, the west edge of the McCormick Place North Hall on the east, the north edge of McCormick Square on the south and Dr. Martin Luther King, Jr. Drive on the west and contains the existing hotel, hotel parking garage, and district and local energy facility.

c. Subarea 3, the McCormick Square/South Park Area, consists of McCormick Square and the outdoor area to the west of the McCormick Place South Hall. This area is bounded on the west by the west side of Dr. Martin Luther King, Jr. Drive, on the north by the McCormick Place hotel, on the east by the entry area to Grand Concourse and the east line of the South Hall, and on the south by the Stevenson Expressway.

d. Subarea 4, the Existing McCormick Complex Area, consists of the six (6) subparcels depicted on the attached Subarea Map and further described below:

(i) Parcel A, the North Hall Parcel, contains the McCormick Place North Building and Property bounded on the west by the Hotel/District and Local Energy Facility Area and Lake Shore Drive on the east;

(ii) Parcel B, the South Hall Parcel, contains the McCormick Place South Hall from the Grand Concourse to the Stevenson Expressway;

(iii) Parcel C, the East Hall Parcel, contains the McCormick Place East Building;

(iv) Parcel D, the Grand Concourse Parcel, contains the enclosed pedestrian passageway between the North Hall and the South Hall and the portion of the Property spanning Lake Shore Drive connecting the East Hall to the North and South Halls;

(v) Parcel E, the north of North Hall Parcel, contains the area of the Property north of the North Hall Parcel to the northern boundary of the planned development; and

(vi) Parcel F, the south of South Hall Parcel, contains the area of the Property south of the South Hall Parcel and east of Subarea 1 to 31st Street, including the access ramp from the truck marshaling area located in Parcel F to the truck loading and unloading areas located in Subarea 1.

The Metropolitan Pier and Exposition Authority (the "Applicant") is a political subdivision, unit of local government, body politic and municipal corporation created pursuant to 70 ILCS 210/1, et seq., as amended (the "M.P.E.A. Act"). Legal title to or control over the Property is in part held by the Applicant, and in part, pursuant to applicable state statutes, authorized to be acquired or controlled by the Applicant by condemnation or otherwise. The Property also includes the public right-of-way and property owned by the City of Chicago (the "City"), including property owned by the City and controlled by the Illinois Department of Transportation ("I.D.O.T.") pursuant to an agreement between the City and the Department of Public Works and Buildings of the State of Illinois (as predecessor to I.D.O.T.) dated April 17, 1964. All required disclosures are contained within the Economic Disclosure Statement filed with the City in accordance with applicable requirements.

2. The development authority contained in this planned development ordinance including, without limitation, the authority to issue building permits, site plan approvals, approvals pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance and similar approvals, shall not become effective until and unless an Intergovernmental Cooperation Agreement ("I.G.A.") has been properly approved and executed by the Applicant and the City. The Applicant and the City each acknowledge their intent to

complete the I.G.A. in an expeditious and diligent manner. In the event that such approval and execution does not occur within six (6) months following the date of adoption and publication of this planned development ordinance by the Chicago City Council, then, unless extended by mutual written agreement of the City (through the Commissioner of the Department of Planning and Development) and the Applicant (through its authorized representative), this planned development shall expire; and the zoning of the property shall automatically revert to the pre-existing B4-4 Restricted Service District, B4-5 Restricted Service District, Ml-4 Restricted Manufacturing District, and Business Planned Development Number 331, as amended and published in the *Journal of the Proceedings of the City Council of the City of Chicago* on March 8, 1993.

3. The Applicant acknowledges that the Applicant, its affiliates, contractors, designees, successors, assigns, grantees or lessees shall obtain all official reviews, approvals and permits which may be necessary to implement the development of the Property, including the approval of I.D.O.T.

4. This plan of development and the development of the Property is and shall be subject to the Rules, Regulations and Procedures in Relation to Planned Development Amendments (hereinafter, the "Rules, Regulations and Procedures") promulgated by the Commissioner of the Department of Planning and Development (hereinafter, the "Commissioner").

5. Public rights-of-way as depicted on the Planned Development Boundary, Property and Right-of-Way Map (Exhibit Number 3) and the Public Right-of-Way Adjustment Plan (Exhibit Number 8) shall be retained and/or vacated and/or dedicated in accordance with the provisions of this planned development ordinance as necessary to accommodate the public improvements and development of convention and related facilities contemplated by this planned development ordinance. Any dedication or vacation of streets or alleys or easements or any adjustment of rights-of-way which may be necessary to implement development of the Property shall require a separate submittal on behalf of the Applicant, its affiliates, successors, assigns, grantees or lessees and, if otherwise required, approval by the City Council.

6. This Planned Development Ordinance consists of twenty-five (25) Planned Development Statements and the exhibits listed in this Statement Number 6, all of which are incorporated herein and made a part hereof by this reference. The exhibits are comprised of four (4) types as described below and identified in the following table of exhibits:

a. Planned Development Exhibits, Exhibit Numbers 1 -- 8 (each, a "P.D.E."), which define the specific development controls and describe the underlying zoning of the Planned Development;

b. Conceptual Illustration Exhibits, Exhibit Numbers 9 -- 17 (each, a "C.I.E."), which illustrate the application of the various requirements contained in the P.D.E.s, although such applications remain subject to the final design and planning determinations by the Applicant and Part II approvals of the City;

c. Reference Reports, Exhibit Numbers 18 -- 20 (each, a "R.E.P."), which provide technical and background information in connection with the P.D.E.s; and

d. Historical Reference, Exhibit Numbers 21 -- 31 (each, a "H.R.E."), which provide the previously approved site plans, landscape plans, building elevations for the existing East Hall, North Hall, South Hall, McCormick Square and the Multi-Purpose Exhibition facility, M.P.E.A. Office Building and Parking garage located west of Dr. Martin Luther King, Jr. Drive.

Table Of Exhibits.

Exhibit Number	Type	Description	Date
1.	P.D.E.	Bulk Regulations and Data Table	August 15, 2002
2.	P.D.E.	Existing Zoning Map	August 15, 2002
3.	P.D.E.	Planned Development Boundary, Property and Right-of-Way Map	August 15, 2002
4.	P.D.E.	Planned Development Expansion Area Map -- 2002	August 15, 2002
5.	P.D.E .	Existing Land-Use Area Map	August 15, 2002
6.	P.D.E.	Subarea Map	August 15, 2002
7A.	P.D.E.	Generalized Land-Use Map	August 15, 2002
7B.	P.D.E.	Parking Location Plan	August 15, 2002

Exhibit Number	Type	Description	Date
8.	P.D.E.	Public Right-of-Way Adjustment Plan	August 15, 2002
9.	C.I.E.	Renderings: Facade/Massing	August 15, 2002
10.	C.I.E.	Renderings: Urban Design Features	August 15, 2002
11A.	C.I.E.	Illustrative Site Plan -- Zone A	August 15, 2002
11B.	C.I.E.	Illustrative Site Plan -- Zone B	August 15, 2002
12.	C.I.E.	Illustrative Landscape Plan	August 15, 2002
13A.	C.I.E.	Conceptual West Elevation	August 15, 2002
13B.	C.I.E.	Conceptual North Elevation	August 15, 2002
13C.	C.I.E.	Conceptual East Elevation	August 15, 2002
13D.	C.I.E.	Conceptual South Elevation	August 15, 2002
14.	C.I.E.	At-Grade Transportation Access Plan	August 15, 2002
15.	C.I.E.	Upper Level Service Access Plan	August 15, 2002
16A.	C.I.E.	Illustrative Level 1 Floor Plan	August 15, 2002
16B.	C.I.E.	Illustrative Level 2 Floor Plan	August 15, 2002
16C.	C.I.E.	Illustrative Level 3 Floor Plan	August 15, 2002
16D.	C.I.E.	Illustrative Level 4 Floor Plan	August 15, 2002
16E.	C.I.E.	Illustrative Level 5 Floor Plan	August 15, 2002
16F.	C.I.E.	Illustrative Level 6 Floor Plan	August 15, 2002
16G.	C.I.E.	Illustrative Green Roof Plan	August 15, 2002

Exhibit Number	Type	Description	Date
17.	C.I.E.	Platt Building Facade Relocation	August 15, 2002
18.	R.E.P.	Master Plan Report	August 15, 2002
19.	R.E.P.	Transportation Plan Executive Summary	August 15, 2002
20A.	R.E.P.	Traffic Management Plan I	March 8, 1993
20B.	R.E.P.	Traffic Management Plan II	August 15, 2002
21.	H.R.E.	South Hall Expansion Site Plan-Area A	March 8, 1993
22.	H.R.E.	South Hall Expansion Site Plan-Area B	March 8, 1993
23.	H.R.E.	South Hall Expansion Site Plan-Area C	March 8, 1993
24.	H.R.E.	South Hall Expansion Landscape Plan-Area A	March 8, 1993
25.	H.R.E.	Building Elevations -- South Hall	March 8, 1993
26.	H.R.E.	Building Elevations -- East Hall	March 8, 1993
27.	H.R.E.	Building Elevations -- North Hall	March 8, 1993
28.	H.R.E.	Conference Center/M.P.E.A. Offices/ West Parking Garage Landscape Plan	August 16, 1999
29.	H.R.E.	Conference Center/M.P.E.A. Offices/ West Parking Garage Site Plan	August 16, 1999
30.	H.R.E.	Conference Center/M.P.E.A. Offices/ West Parking Garage Building Elevations	August 16, 1999
31.	H.R.E.	Conference Center/M.P.E.A. Offices/ West Parking Garage Building Elevations	August 16, 1999

Full-size sets of Exhibits 9 through 17 are on file with the Department of Planning and Development.

This planned development ordinance is applicable to the area delineated herein and these and not other zoning controls shall apply. This planned development ordinance 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.

7. Uses upon the Property which are permitted by this planned development ordinance are described by this Statement Number 7. All uses of the Property shall be located, designed, constructed, maintained and operated in accordance with the provisions of this planned development ordinance.

a. The following uses shall be permitted in Subarea 1: (i) following acquisition of title or control, if any, by the Applicant: multi-purpose exhibition, meeting, ballroom and reception facilities, unenclosed and enclosed accessory and non-accessory parking, public parks, gardens and gathering spaces, enclosed pedestrian passageways, transportation facilities and uses accessory and ancillary thereto, truck loading and unloading areas, truck staging areas, office and office support facilities and uses accessory and ancillary thereto, conference facilities, meeting rooms, dining areas, retail and restaurant uses and uses accessory and ancillary thereto, telecommunication facilities, theaters, district and local energy facilities, all of the uses permitted within Subarea 3 and Subarea 4, service, storage and support services and roadways and uses accessory and ancillary thereto; (ii) prior to acquisition of title or control, if any, by the Applicant: all uses existing and permitted by the zoning classifications as depicted on the Existing Zoning Map described in Statement Number 6 and made a part hereof.

b. The following uses shall be permitted in Subarea 2: accessory and non-accessory parking, public parks, gardens and gathering places, district and local energy facilities, hotels, all of the uses permitted within Subarea 3 and Subarea 4, all uses permitted within the C3-5 Zoning District (except residential, adult, penal and correctional facility, recycling, manufacturing, warehouse, cartage, distribution, wholesale, automobile and other vehicle service, exterior sales and vending, animal slaughter, animal care, open stadium and open arena uses) and uses accessory and ancillary thereof.

c. The following uses shall be permitted in Subarea 3: public parks, gardens and gathering places, walkways, bicycle paths, open landscaped areas, public transportation facilities, kiosks, fountains, lighting and appropriate park and garden structures and uses accessory and ancillary thereto.

d. The following uses shall be permitted in Subarea 4:

(i) in Parcels A, B and C: multi-purpose exhibition, meeting and reception facilities, restaurants, ancillary retail uses, theaters, district and local energy facilities, telecommunication facilities, public transportation facilities, public and private roadways and uses accessory and ancillary thereto; provided, however, that (1) the portion of Parcel C which extends from the Concourse Walkway through the East Hall (the "Parcel C Concourse Segment") shall be limited to the uses permitted in Parcel D; and (2) the portion of Parcel C which extends along the exterior of the west, south and east sides of the south half of the East Hall including the vertical pedestrian transition to the park level (the "Parcel C Exterior Promenade") shall be limited to the uses permitted in Parcel D;

(ii) in Parcel D (which includes the "Concourse Walkway" connecting McCormick Square to the East Hall): public pedestrian passageways, enclosed public space, walkways, bicycle paths, restaurants, retail uses, public transportation facilities, uses ancillary to public pedestrian passage, pedestrian passageways for uses and occupants of Parcels A, B and C, temporary multipurpose exhibitions, public and private roadways and meeting and reception uses accessory and ancillary thereto;

(iii) in Parcel E: unenclosed accessory parking, parks, gardens, open landscaped areas, public and private roadways, public pedestrian ways, telecommunication facilities, district and local energy facilities, public pedestrian or vehicular bridges or appurtenances related to any of these public improvements and uses accessory and ancillary thereto; and

(iv) in Parcel F: unenclosed and enclosed accessory and non-accessory parking, truck marshaling areas and related structures, truck access ramps to and from loading and unloading areas, public and private roadways, telecommunication facilities, public pedestrian ways,

public pedestrian or vehicular bridges or appurtenances related to any of these public improvements, parks, gardens, open landscaped areas and uses accessory and ancillary thereto.

e. Exterior storage shall not be permitted on any of the Publicly Available Improvements as described by Statement Number 14 hereof except during construction provided for by this planned development ordinance.

8. The Publicly Available Improvements, defined by Statement Number 14 hereof, shall be and shall remain publicly available places for the use and enjoyment of the public. All exterior walks, paths and ways upon the Property, and the Publicly Available Improvements, shall be open to the public during the hours of 6:00 A.M. to 11:00 P.M. (the "Operating Hours"). Public pedestrian, bicycle, stroller and similar traffic during said hours shall not be unreasonably restricted within any of said portions of the Property. The segment of Level 53 of Parcel D of Subarea 4 between the North and South Halls is intended to be open for public passage during most Operating Hours but may be closed from time to time provided that (a) such closure is indicated at appropriate locations by appropriate signage or other appropriate means and (b) Level 39 of Parcel D of Subarea 4 remains open during Operating Hours. The Parcel C Concourse Segment is intended to be open for public passage during most Operating Hours but may be closed from time to time. The Parcel C Concourse Segment shall be unobstructed while open.

During Operating Hours, Applicant shall provide reasonable public access from the public park located to the east of the East Hall of the McCormick Place Complex to McCormick Square. Such public access shall be provided with sufficient lighting and signs, and shall be sufficiently unobstructed to permit reasonable pedestrian use thereof.

It is acknowledged by the Applicant and the City that the Publicly Available Improvements and their uses as described herein shall be consistent with and complementary to the use of the Property as a convention complex. The requirements applicable to the Publicly Available Improvements shall not, however, be construed to permit interference with the reasonable operation of the convention complex. The Publicly Available Improvements shall be owned by the Applicant or its designee and their successors, grantees or assigns, but shall be made available to the public for public passage as set forth herein.

It is further acknowledged by the Applicant and the City that the Property, in its entirety excluding public streets, including the Publicly Available Improvements, is intended to be operated and managed by the Applicant as a non-public forum in tandem and consistent with the operations of McCormick Place as a whole.

9. Off-street parking spaces and off-street loading berths shall be provided to serve the uses contained within this planned development ordinance in accordance with the requirements contained in the Bulk Regulations and Data Table made a part hereof and other applicable requirements of this planned development ordinance. Such off-street parking spaces shall be provided in the locations depicted on the Parking Location Exhibit described by Statement Number 6 hereof (which includes locations not within the boundaries of this planned development). If such parking spaces become unavailable for use by the Applicant, the Applicant shall promptly obtain the use of replacement parking spaces within a reasonable distance from the use served.

Notwithstanding the requirements of the City of Chicago Zoning Ordinance, any other applicable regulation or anything above to the contrary, off-street parking located in Subarea 1 (other than disabled parking spaces): (a) need be only eight and five-tenths (8.5) feet wide and seventeen (17) feet long, and (b) need have aisle widths of only twenty (20) feet.

No parking (other than bicycle parking) or truck loading shall be permitted within or upon any of the Publicly Available Improvements as described by Statement Number 14 hereof. In addition, within the portion of Parcel D of Subarea 4 located over Lake Shore Drive and the Parcel C Promenade Segment of Subarea 4, no taxi or automobile loading shall be permitted.

10. Any service drive or other ingress or egress shall be adequately designed and paved in accordance with the regulations of the Department of Transportation and in compliance with the Municipal Code of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. No parking on any service drive or blockage of said ingress and egress shall be permitted. Fire lanes, if required, shall be adequately designed and paved in compliance with the Municipal Code of Chicago.

11. Business, business identification and temporary signs, such as construction and marketing signs, may be permitted upon the exterior of the Property, subject to the review and approval of the Commissioner. Signs which conflict with any provision of the Chicago Zoning Ordinance which, but for this planned development ordinance would otherwise apply, shall not be permitted. No sign shall be permitted which would be visible from any lakefront park area other than building identification

signs (limited in size to the otherwise applicable requirements of the Chicago Zoning Ordinance) and temporary business identification banners.

12. The maximum allowable height of any structure upon the Property shall conform with the exhibits described in Statement Number 6 hereof and shall further be subject to the following:

    a. Height limitations as certified on Form FAA- 117 (or on successor form or forms covering the same subject matter) and approved by the Federal Aviation Administration pursuant to Part 77 of the Regulations of the Administrator, Federal Aviation Administration.

    b. Airport Zoning Regulations as established by the Department of Planning and Development, Department of Aviation and Department of Law and approved by the City Council.

13. The following additional principles shall govern the development of the Property:

    a. The improvements on the property shall be designed, constructed, used and maintained in general conformance with all of the exhibits described in Statement 6 of this planned development.

    b. All landscaping on the Property shall be designed, constructed, used and maintained by the Applicant in general conformance with (i) the requirements established in Statement 6.b., above, and (ii) shall conform generally with the requirements of the parkway tree planting provisions and the parking lot screening provisions of the Chicago Zoning Ordinance and associated regulations (hereinafter "the Landscape Ordinances"). All landscaping shall be properly maintained at all times. The Applicant may seek, and the Commissioner shall not unreasonably deny, alternative landscaping treatments where the Commissioner determines that such alternative landscaping treatments (i) promote the general objectives of the Landscape Ordinances, and (ii) provide a visual effect which promotes and enhances the pedestrian and vehicular experience through the use of quality landscape design.

    c. Vehicular movement within the Property shall be limited to those areas designated on the plans made part hereof and shall be in general conformance with the provisions of Traffic Management Plan I and Traffic Management Plan II, described in Statements Numbers 6 and 16 of this planned development. A complete copy of the Transportation Plan shall be filed with the Department and

only the executive summary of Transportation Plan (Exhibit 19) shall be an exhibit to this planned development. In addition, the basic minimum traffic design requirements for the property are as follows:

(i) The minimum widths for all through arterial street lane widths should be eleven (11) feet, turning lanes should be no less than ten (10) feet, and parking lanes should be eight (8) feet. Local service streets, such as Indiana Avenue south of Cermak Road, should have minimum through and turning lane widths of ten (10) feet and parking lanes should be at least seven (7) feet.

(ii) In those cases where curb cutbacks extend close to or extend over the street right-of-way onto M.P.E.A. property, additional public right-of-way will be provided a minimum of eight (8) feet behind the new face of curb.

(iii) Roadways leading onto, off of or under the Stevenson Expressway should have lane widths no less than twelve (12) feet, turning roadway lane widths should be no less than sixteen (16) feet, single lane ramps should be no less than twenty (20) feet, and two(2) lane ramps no less than twenty-four (24) feet.

(iv) Roadways within the McCormick Place West Hall should have lane widths no less than ten (10) feet and any roadways intended to carry buses, trucks or emergency vehicles should be designed to turn the specific design vehicle around any curves or bends.

(v) The column and beam placements in the vicinity of the 24th Place garage access need to maintain adequate sight lines for at least one (1) near-side and two (2) far-side traffic signals for each roadway approach to a signalized intersection.

(vi) Traffic signal timing plans for all new or revised signalized intersections need to provide at least a Level of Service (L.O.S.) D for all through movements and (L.O.S.) B for all turning movements, as calculated using H.C.S. for individual intersections and SYNCHRO for interconnected intersections.

(vii) Detailed signing plans for McCormick Place parking, local streets, and expressway egress and access, need to be approved by C.D.O.T. (and I.D.O.T. for expressway signing).

d. The Applicant shall make appropriate arrangements to ensure public safety and public access to the Lakefront, to the extent feasible, during construction.

e. McCormick Square and the park areas south of McCormick Square shall be maintained as public space to provide an area for passive activities and public gatherings at no charge or cost to public users. This area shall be (i) accessible and convenient for the handicapped as required by applicable laws, (ii) improved with seating and other furnishings (including bicycle racks) appropriately located and arranged and in reasonable and sufficient quantities to encourage public use, (iii) provided with appropriate exterior landscaping, (iv) provided with appropriate, decorative exterior lighting and (v) open to the public during all Operating Hours. Regular musical entertainment and live performances within the areas are encouraged. The areas shall be maintained in a clean and litter-free condition. The final design of McCormick Square and the park areas to the west of the South Hall comply with the applicable plans made part hereof and, in addition, shall be subject to the review and approval of the Commissioner of the Department of Planning and Development to assure compliance with the terms hereof. No development, other than that provided herein, shall be permitted within McCormick Square or within the park areas south of McCormick Square.

f. The "Grand Concourse" (consisting of the Concourse Walkway, the Parcel C Concourse Segment and the Parcel C Exterior Promenade) shall be maintained as a public space to permit public pedestrian passage (including bicycles, strollers and similar pedestrian oriented vehicles), at no charge or cost to public users. Such area shall also include, as appropriate, activities and uses related to public pedestrian use, such as without limitation, retail and convenience shops, restaurants and cafes, transit facility access, and cultural and visitor information and programs. The Grand Concourse shall be (i) accessible and convenient for the handicapped as required by applicable laws, (ii) improved with seating and other furnishing appropriately located and arranged and in reasonable and sufficient quantities to encourage public use, (iii) provided with appropriate interior and exterior landscaping and with appropriate water features, (iv) reasonably accessible to restroom facilities, (v) provided with appropriate

retail, restaurant and service facilities, (vi) provided with adequate and appropriate signs to facilitate easy public understanding and use of the Concourse including, without limitation, identification of locations of restrooms, food service, retail shops, Metra station, access to Lake Michigan and Burnham Park, bicycle paths, McCormick Square, et cetera, (vii) open to the public during all Operating Hours, (viii) maintained in a clean and litter-free condition, and (ix) provided with cultural and tour information services intended to promote and enhance the public's interest in and knowledge of the attractions of the immediate area of the McCormick Place Complex and of the City, together with relevant information relating to transportation, restaurants, lodging and hotels, services, et cetera. Appropriate signs shall also be located throughout the McCormick Place Complex to achieve the purposes identified in clause (vi) above.

That portion of the Grand Concourse which is located at the thirty-nine (39) level and is located beneath the fifty-three (53) level convention level (the "Covered Level Walkway") shall be maintained to provide for an inviting pedestrian experience. To the extent reasonably feasible, pedestrian oriented services such as retail uses, cultural, tourism and business services shall be located along both the north and south sides of the Covered Level Walkway. The Covered Level Walkway shall be brightly lighted (by natural or artificial light). Floor paving materials, pedestrian seating areas, wall finishes, ceiling finishes, lighting fixtures, signs, graphic display, interior landscaping and water features may be provided within the Covered Level Walkway as appropriate for the purposes stated herein.

The Applicant shall maintain a direct pedestrian connection between that portion of the thirty-ninth (39) level of the Grand Concourse located within the North-South Halls and the portion of the Grand Concourse which spans across Lake Shore Drive. Said connection shall be by means of a stair or ramp, located on the thirty-nine (39) level Covered Level Walkway. To the extent reasonably possible, the Applicant shall shield the view of the truck docks located on the east side of the South Hall as viewed from the pedestrian corridor of the Grand Concourse.

The Applicant shall maintain the park/plaza located upon the surface of the bridge spanning Lake Shore Drive between the North-South Halls and the East Hall. Said park/plaza area shall be landscaped to the extent feasible taking into consideration the necessity to accommodate occasionally heavy volumes of pedestrian traffic and vehicles permitted by the Traffic

Management Plan. The landscaping should include grass, ground cover, shrubs, trees, flowering plants and other foliage as appropriate. The park/plaza shall provide appropriate areas and furnishing for pedestrian seating. Vehicle access shall be provided with pavers appropriate to permit landscape growth. One (1) or more stair or ramp connections between the portion of the Grand Concourse spanning Lake Shore Drive and said park/plaza level shall be maintained to afford pedestrian ingress and egress between the Grand Concourse and the exterior park/plaza level.

The portions of the east and west facades of the East Hall which are adjacent to internal publicly available open areas shall be maintained with clear glass panels. The bridges above and across the Parcel C Concourse Segment shall not be enclosed except at those times that the Parcel C Concourse Segment is closed to public access.

g. The development of Subarea I with the uses described in Statement Number 7 shall comply with the following additional conditions:

(i) Review Standards/Submissions. In addition to compliance with all other applicable provisions of this planned development ordinance, any such development shall be of an appropriate, efficient and beneficial design and shall create no significant adverse impact on public health, safety or welfare. In order to ensure compliance with this provision, the Commissioner may require the submission of any items described in the Rules, Regulations and Procedures as the Commissioner may deem necessary or appropriate.

(ii) Street Wall. The multi-purpose facility to be developed in Subarea 1 and depicted on the exhibits identified in Statement Number 6, which includes the proposed West Hall, shall be built proximate to the property line along Indiana Avenue, Cermak Road and Dr. Martin Luther King, Jr. Drive to create and promote the physical definition of a continuous urban street edge. Where setbacks are created along such street edges, they shall be designed to provide entry plazas or landscaped areas or to define significant design elements of the structure.

(iii) Circulation. The structure and uses within Subarea 1 shall be provided with appropriate vehicular and pedestrian access to a public roadway. Parking space

layout, vehicular circulation, loading access, pedestrian circulation routes, and the location and design of curb-cuts at public streets shall be designed and constructed in accordance with the applicable provisions of this planned development ordinance and shall promote a safe, efficient, appropriate and beneficial design.

(iv) Loading. Off-street loading shall be provided in accordance with the Bulk Regulations Table attached hereto and made a part of this planned development ordinance. All loading within Subarea 1 shall be located proximate to the building or use served thereby.

(v) Curb cuts. 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 curb cuts shall be constructed in accordance with the standards of the City.

(vi) Landscaping. Open areas not otherwise devoted to a permitted building, parking areas or pedestrian/vehicular circulation and all other development, to the extent reasonably feasible, shall be landscaped to enhance the appearance of the development from the public street and McCormick Square, to screen unattractive uses from the street and McCormick Square, and to provide buffers between adjacent uses. Landscaping shall consist of grass, ground cover, shrubs, trees or other living plant materials. All landscaping shall be properly maintained by the Applicant at all times. To the extent reasonably possible, the Applicant shall shield the truck flyover, as viewed from the south, located on the south side of the West Hall through the use of trees, bushes, vines at grade, and through the use of planter boxes at the top of the truck flyover retaining wall.

(vii) Building Design And Exterior. The massing of the West Hall and the design of the building exterior shall, where appropriate, be designed to fit within the urban context and texture of the city appearing, to the extent possible, as a collection of buildings rather than a single monolithic structure. In addition, the facades and building edges shall be designed to (1) respond to the formal character of McCormick Square along the Dr. Martin Luther King, Jr. Drive facade, consistent with the massing and design of the South Hall; (2) respond to the civic character of

McCormick Place along Cermak Road, providing a distinct and inviting massing and design; (3) respond to the urban character of the Motor Row Historic District along Indiana Avenue, with multiple facade treatments, elements and materials sensitive to the scale and context of adjoining areas; and (4) respond to the expressway edge and broader neighborhood edge along the Stevenson Expressway, providing properly designed screening and streetscaping while expressing the activity and use of the facility above with glazing or other design techniques.

(viii) West Hall Central Concourse. The portion of Subarea 1 depicted on the applicable exhibits identified in Statement Number 6 hereof as the Central Concourse (the "West Hall Central Concourse") shall be designed, constructed and maintained to provide for an inviting pedestrian experience for convention-goers. Floor paving materials, pedestrian seating areas, wall finishes, ceiling finishes, lighting fixtures, signs, graphic display, and interior landscaping may be provided within the West Hall Central Concourse as appropriate for the purposes stated herein.

(ix) South Edge. The City and applicant acknowledge and anticipate that the south edge of the West Hall, above the ground level, may extend over 24th Place and the Stevenson Expressway in order to accommodate one (1) or more of the uses described in Statement Number 7 hereof.

(x) Gateways At Dr. Martin Luther King, Jr. Drive. The Stevenson Expressway and truck flyover overpass at Dr. Martin Luther King, Jr. Drive will be designed to provide two gateways at Dr. Martin Luther King, Jr. Drive: (i) a gateway to be located on the south side of the truck flyover, and (ii) a gateway to be located on the north side of the Stevenson Expressway. The design of the gateways will reflect the general criteria contained in the Master Plan Report, Exhibit 18 of this planned development, and shall include consultation with the neighborhood and community groups in the geographic area of the planned development boundary. The design of the gateways shall be subject to review and approval by the Commissioner and such approval shall not be unreasonably denied. The commitment by the Applicant to so design and construct the gateways shall apply notwithstanding the fact that a gateway, or a portion thereof, may be located outside of the boundary of the planned development.

(xi) Truck Flyover. Prior to use of the truck flyover, the Applicant shall obtain the consent for such use from the Illinois Department of Transportation.

(xii) Light Fixtures On Indiana Avenue. The Commissioner shall have the opportunity to review the street light fixtures proposed for installation along South Indiana Avenue as part of the Part II approval process.

h. Enclosed parking shall be permitted in Subarea 1 and Parcel F of Subarea 4, provided that, with regard to Parcel F of Subarea 4:

(i) Any such parking, if approved by the Commissioner, shall be designed, constructed and maintained in accordance with the policies and purposes of the Lake Michigan and Chicago Lakefront Protection Ordinance; and

(ii) The Commissioner determines, following the Applicant's submission of appropriate studies and other documentation, that the proposed enclosed parking would be appropriate including consideration of, without limitation, the traffic impact of the parking operation, the structure's location, appearance and design and, as applicable, compliance with the aforesaid plans, policies and purposes.

i. The Applicant shall, upon the request of the City, dedicate to the City such portions of (a) Parcel E of Subarea 4 as may be necessary to accommodate the right-of-way for any pedestrian crossing facility and (b) Parcel F of Subarea 4 as may be necessary to accommodate the right-of-way for any pedestrian crossing facility.

j. The applicant acknowledges that, although the City's Percent for Public Art Ordinance is not applicable to the proposed development, the McCormick Place development project is a public project and that the location and placement of art work in appropriate places within the McCormick Square/South Park and McCormick Complex Publicly Available Areas is a worthy public goal. Accordingly, the applicant shall, in its planning for the design and construction of the proposed development, take into consideration the installation of art work as an integral part of interior and exterior spaces. In connection therewith the Applicant shall work with the appropriate representatives of the Public Art Program of the City's Department of Cultural Affairs.

k. Prior to issuance by the Department of Planning and Development of a determination pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance ("Part II approval") for any development of Subarea 1, Subarea 2, and/or Parcels E or F of Subarea 4 with uses described as permitted by Statement Number 7 of this planned development ordinance, a site plan for proposed development shall be submitted to the Commissioner for site plan approval. Site plan approval is intended to assure that specific development proposals conform with the planned development ordinance and to assist the City in monitoring ongoing development. Said site plan shall include all of the area within Subarea 1 or Parcel F of Subarea 4, as the case may be. No Part II approval for Subarea 1 or Parcel F of Subarea 4 shall be granted until and unless an applicable site plan has been approved.

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 17 of this planned development ordinance. In the event of any inconsistency between an approved site plan and the terms of the planned development ordinance in effect at the time of approval of such site plan or of the modifications thereto, the terms of the planned development ordinance shall govern.

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

-- boundaries and dimensions of the development parcel;

-- building footprint;

-- dimensions of all setbacks;

-- location and depiction of all parking spaces (including relevant dimensions);

-- location and depiction of all loading berths (including relevant dimensions);

-- all drives, roadways, and vehicular routes (including relevant dimensions);

-- all pedestrian circulation routes and points of ingress/egress (including sidewalks);

-- all building elevations;

-- detailed landscape plan;

-- all site statistics applicable to the development parcel or parcels including:

(1) floor area and floor area ratio as presented on submitted drawings;

(2) number of parking spaces provided;

(3) number of loading berths provided;

(4) uses of development of parcel;

(5) maximum building heights; and

(6) setbacks and vertical setbacks, required and provided.

A site plan shall include such other information as may be necessary to illustrate conformance with this planned development ordinance.

14. Three (3) types of improvements are contemplated by this planned development ordinance, as follows:

a. Public Improvements: The "Public Improvements" shall mean those improvements to, within or upon the public way (including area required to be dedicated to public uses) required or authorized by the I.G.A.

b. Publicly Available Improvements: The "Publicly Available Improvements" shall mean the Parcel C Concourse Segment and the Parcel C Exterior Promenade of Subarea 4 (as such terms are defined in Statement Number 7(d)(i) hereof), McCormick Square, certain open landscaped areas south of McCormick Square, and Parcel D of Subarea 4. The Applicant shall be responsible at all times for the maintenance of the Publicly Available Improvements in good and sound condition appropriate for public use thereof.

c. Convention Improvements. The "Convention Improvements" shall mean all improvements upon the Property other than the Public Improvements and the Publicly Available Improvements. The Convention Improvements include, without limitation, the West Hall.

15. For purposes of floor area ratio ("F.A.R.") calculations and floor area measurements, the definitions in the Chicago Zoning Ordinance shall apply.

16. The Applicant acknowledges that the development of the West Hall will have unique traffic-generation and parking characteristics which will require diligent and ongoing operational control to assure that the impact of the development on the surrounding traffic network, park uses, pedestrian flow and parking supply will be in accordance with acceptable planning standards. The applicant further acknowledges the responsibility of the City to assure that said impact will be in accordance with acceptable planning standards. Accordingly, the applicant shall be responsible for implementing certain operational controls over parking and traffic activity as further set forth in Traffic Management Plan ("T.M.P.") I and II, as described in Statement Number 6. T.M.P. I remains in effect, as adopted in 1993 and shall remain in effect going forward. T.M.P. II shall become effective after the issuance of the Certificate of Occupancy for the West Hall. T.M.P. I and T.M.P. II, as may be amended or otherwise modified from time to time, shall be deemed integral parts of this planned development ordinance. The Applicant's compliance with T.M.P. I and II shall be a requirement of this planned development ordinance.

In order to assure the effectiveness of the T.M.P. I and II, prior to December 31 of each year for five (5) years following the issuance of the Certificate of Occupancy for the West Hall, the Traffic Coordinator, as defined below, shall submit to the Commissioner of the Department of Transportation (with a copy to the Commissioner of the Department of Planning and Development) a report describing the past year's traffic and parking activity and assessing the effectiveness of the various provisions of T.M.P. I and II, and any recommended modifications thereto. Notwithstanding the provisions contained within Statement Number 17, modifications may be made to T.M.P. I and II at any time and without requiring a change to this planned development ordinance with the approval of the Commissioner of the Department of Transportation and the Commissioner of the Department of Planning and Development.

In order to assure that the provisions of T.M.P. I and II are properly carried out and that proper and prompt coordination exists among the Applicant and the various departments of the City and the applicable transit

agencies and the public, the applicant shall designate and maintain a Traffic Coordinator ("T.C."). The T.C. may consist of one (1) or more individuals, but in any event, a single person, entity or division of the Applicant shall be readily available and apparent for inquiry by any parties concerned. The T.C. shall be charged with the responsibility, on behalf of the Applicant, to (a) oversee and coordinate the day-to-day implementation of T.M.P. I and II, (b) act as a formal point of communication between the Applicant and any other agencies or individuals inquiring or concerned about traffic, or parking-related issues, and (c) coordinate traffic, loading, and parking management activity with representatives of the City and the appropriate transit agencies through, among other things, the T.C.'s participation in the Mayor's Transportation Management Task Force.

17. The terms, conditions and exhibits of this planned development ordinance may be modified administratively by the Commissioner of the Department of Planning and Development upon the request of the Applicant and after a determination by the Commissioner that such a modification is minor, appropriate, consistent with the nature of the development of the Property contemplated in this planned development ordinance and will not result in increasing the maximum floor area ratio for the total Property Net Site Area or the maximum number of dwelling units an acre for the total Property Net Site Area established by this planned development ordinance. Any such modification shall be deemed to be a minor change in the planned development ordinance as contemplated by Section 11.11-3(c) of the Chicago Zoning Ordinance. Such minor changes may include the establishment of a use in a subarea as a new use where such use is permitted as a use in another subarea, a transfer of unused F.A.R. from one subarea to another, or a transfer of unallocated F.A.R. for the total Property Net Site Area to one (1) or more subareas. Moreover, notwithstanding the provisions of subclauses (4) and (5) of Section 11.11-3(c) of the Chicago Zoning Ordinance, such minor changes may also include a reduction in the minimum required distance between structures, a reduction in periphery setbacks or an increase in the maximum percent of land covered.

18. 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 Owners of record title of the Property. All rights granted hereunder to the Applicant shall inure to the benefit of the applicant's successors and assigns.

Furthermore, pursuant to the requirements of Section 11.11-1 of the Chicago Zoning Ordinance, the Property, at the time applications for amendments, modifications or changes (administrative, legislative or otherwise) to the planned development are made shall be under single ownership or under single designated control. Single designated control

for purposes of this paragraph shall mean that any application to the City for any amendment to this planned development or any other modification or change thereto (administrative, legislative or otherwise) shall be made or authorized by all the owners of the Property.

Prior to acquisition of property within the planned development over which the Applicant does not have control or title, such property shall nevertheless be deemed to be under the applicant's control so long as such property remains subject to the Applicant's authority to condemn pursuant to state law.

Nothing herein shall be construed to mean that any individual owner of the Property or any portion thereof is relieved of obligations imposed hereunder or any rights granted herein or is not subject to City action pursuant to this planned development ordinance. 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. Upon any alienation, sale or any other transfer of all or any portion of the Property or the rights therein, except as assignment or transfer of rights pursuant to a mortgage or otherwise as collateral for any indebtedness, and solely with respect to the portion of the Property transferred, the term "Applicant" shall be deemed amended to apply to the legal titleholder thereof (and its beneficiaries if title is held in a land trust) and the seller or transferor thereof shall hereafter be released from any and all obligation or liability hereunder.

19. Prior to acquisition of ownership or control, if any, by the Applicant, the maximum F.A.R. density, minimum number of parking spaces and loading berths and all other development restrictions applicable to Subarea 1 shall be as set forth in the provisions of the Chicago Zoning Ordinance applicable to the previously underlying zoning districts corresponding to the zoning districts depicted on the attached Existing Zoning Map or to the provisions of the previously existing planned development ordinance, as the case may be.

20. In the event that, prior to acquisition of any portion of Subarea 1 intended to be acquired by the Applicant, the Applicant makes a final determination that any portion of said subarea is not to be acquired, the Applicant shall so notify the Commissioner within thirty (30) days of such final determination. Upon the receipt of such notification by the Commissioner, the zoning of said portion of the Property shall automatically revert to the previously underlying zoning district, as set forth above.

21. Unless substantial construction of the West Hall has commenced within ten (10) years following adoption of this planned development ordinance, then this planned development ordinance shall expire. If this planned development ordinance expires under the provisions of this statement, then the zoning of the Property shall automatically revert to the pre-existing B4-4 Restricted Service District, B4-5 Restricted Service District, M1-4 Restricted Manufacturing District, and Business Planned Development Number 331, as amended and published in the *Journal of the Proceedings of the City Council of the City of Chicago* on March 8, 1993.

22. As part of the proposed development in Subarea 1, the Applicant agrees to relocate the facade of the Platt Luggage Building (the "Facade") from the west edge of the parking garage located in Subarea 1 to the west edge of the district and local energy facility located in Subarea 2, as depicted in Exhibit 17. The relocation of the Facade shall be subject to the following conditions: (i) the Applicant shall retain both an experienced preservation architect and a building mover to develop a relocation plan to ensure the safety, stability and integrity of the Facade during the relocation process; (ii) the relocation plan shall mean collectively those documents prepared by the preservation architect which shall include at least the following: measured drawings of the Facade prior to moving; photo documentation of the Facade; structural stabilization plan stamped by a structural engineer; site plan, foundation plans and details for the new location; specifications of the building moving operation; and a map of the moving route; (iii) if possible, the Applicant shall move the Facade in one piece, or if not possible, in the fewest pieces in an effort to preserve the integrity of the Facade; (iv) the Applicant shall present the relocation plan, including a time table for the relocation of the Facade, to the Commissioner for review and approval as a part of its Part II submission for the relocation of the Facade, and prior to relocation of the Facade; (v) as a part of its Part II submission, the Applicant shall submit renderings depicting the anticipated appearance of the Facade subsequent to the relocation, which renderings shall include a depiction of the appearance of the windows and will take into consideration the relationship of the Facade to its immediate context (including the design, color and materials of neighboring buildings and the portion of the tank visible as viewed from the west of the relocated Facade), and the pedestrian streetscape of the property immediately to the west of the relocated Facade. Notwithstanding the anticipated relocation of the Facade described above, the Applicant and the City acknowledge and agree that the Facade may be relocated subject to conditions (i) through (v) above to another location either within or outside the Property upon the prior consent of the Commissioner.

23. For security and emergency response needs and requirements, nothing contained in this planned development shall prevent the Applicant from making temporary or indefinite changes to the access to and hours of operation of (i) the Public, Publicly Available and Convention Improvements, or (ii) the public or private streets within the boundaries of the Property. Such changes shall be made known to the Commissioner within three (3) business days of such change. Any such change which remains in place in excess of seven (7) business days shall be subject to the review and approval of the Commissioner.

24. 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 energy resources. The Applicant shall use best and reasonable efforts to design, construct and maintain all buildings located within this planned development ordinance in an energy efficient manner, generally consistent with the most current energy efficiency standards published by the American Society of Heating, Refrigerating and Air-Conditioning Engineers ("A.S.H.R.A.E.") and the Illuminating Engineering Society ("I.E.S.").

25. Any provision of Planned Development Ordinance Number 331, as amended, having the effect of repealing and rescinding any inconsistent provisions of a certain ordinance adopted July 21, 1919 shall be in force and effect and shall apply to any and all development within this planned development ordinance.

[Exhibits 2, 3, 4, 5, 6, 7A, 7B, 8, 9, 10, 11A, 11B, 12, 13A, 13B, 13C, 13D, 14, 15, 16A, 16B, 16C, 16D, 16E, 16F, 16G, 17, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30 and 31 referred to in these Plan of Development Statements printed on pages 93271 through 93308 of this *Journal.*]

Bulk Regulations and Data Table (Exhibit 1) and Exhibits 18, 19, 20A and 20B referred to in these Plan of Development Statements read as follows:

Business Planned Development.

Bulk Regulations And Data Table

McCormick Place West Expansion Project.

Total Gross Site Area:	Approximately 7,711,012 square feet.
Overall Net Site Area*:	
Expansion, retrofit and buildable areas, which include Subarea 1.	Approximately 1,334,779 square feet.
Remaining areas within Planned Development which include Subareas 2, 3 and 4.	Approximately 5,471,400 square feet.
Total Net Site Area:	Approximately 6,806,179 square feet.
Subarea 1 Gross Site Area:	Approximately 2,032,223 square feet.
Overall Floor Area Ratio:	2.0.
Subarea 1.	
Permitted Uses:	See Statement Number 7.
Net Site Area:	Approximately 1,334,779 square feet.
Maximum Percentage of Site Coverage:	In accordance with Exhibit Number 11A.
Maximum Floor Area Ratio:	3.0.

* Net Site Area figures exclude road rights-of-way.

Maximum Building Height:	In accordance with Exhibit Numbers 13A -- 13D.
Minimum Building Setbacks:	In accordance with Exhibit Number 11A.
Minimum Number of Loading Berths:	In accordance with Exhibit Number 16A. and 16C.
Minimum Number of Parking Spaces:	1,900.

Subarea 2.

Permitted Uses:	See Statement Number 7.
Net Site Area:	Approximately 241,500 square feet.
Maximum Percentage of Site Coverage:	In accordance with Exhibit Number 7A.
Maximum Floor Area Ratio:	7.0.
Maximum Building Height:	As existing.
Minimum Building Setbacks:	0 feet, in accordance with Exhibit Number 7A.
Minimum Number of Loading Berths:	Per C3-5 zoning district requirements.
Minimum Number of Parking Spaces:	600.
Maximum Hotel Rooms:	1,300.

Subarea 3.

Permitted Uses:	See Statement Number 7.
Net Site Area:	Approximately 226,100 square feet.
Maximum Percentage of Site Coverage:	Not applicable.

Maximum Floor Area Ratio:	0.
Maximum Building Setbacks:	Not applicable.
Minimum Building Setbacks:	Not applicable.
Minimum Number of Loading Berths:	Not applicable.
Minimum Number of Parking Spaces:	Not applicable.

Subarea 4 -- Overall.

Minimum Number of Parking Spaces (located as provided by Statement Number 9 of the Planned Development Statements):	9,000.

Subarea 4; Parcel A -- North Building.

Permitted Uses:	See Statement Number 7.
Net Site Area:	Approximately 968,800 square feet.
Maximum Percentage of Site Coverage:	In accordance with Exhibit Number 7A.
Maximum Floor Area Ratio:	1.6
Maximum Building Height:	As existing.
Minimum Building Setbacks:	0 feet, in accordance with Exhibit Number 7A.
Minimum Number of Loading Berths:	40.

Subarea 4 -- Parcel B And Parcel D -- South Building and Grand concourse.

Permitted Uses:	See Statement Number 7.
Net Site Area:	Approximately 1,342,900 square feet.

Maximum Percentage of Site Coverage:	In accordance with Exhibit Number 7A.
Maximum Floor Area Ratio:	2.5.
Maximum Building Height:	As existing.
Minimum Building Setbacks:	0 feet, in accordance with Exhibit Number 7A.
Minimum Number of Loading Berths:	55 (10 feet, 0 inches by 50 feet, 0 inches).

Subarea 4 -- Parcel C -- East Building.

Permitted Uses:	See Statement Number 7.
Net Site Area:	Approximately 836,400 square feet.
Maximum Percentage of Site Coverage:	In accordance with Exhibit Number 7A.
Maximum Floor Area Ratio:	2.9.
Maximum Building Height:	As existing.
Minimum Building Setbacks:	0 feet, in accordance with Exhibit Number 7A.
Minimum Number of Loading Berths:	40.

Subarea 4 -- Parcel E.

Permitted Uses:	See Statement Number 7.
Net Site Area:	Approximately 348,500 square feet.
Maximum Percentage of Site Coverage:	As existing, or as otherwise permitted pursuant to site plan review. See Statement Number 13(k).

Maximum Floor Area Ratio:	As existing, or as otherwise permitted pursuant to site plan review. See Statement Number 13(k).
Maximum Building Height:	As existing, or as otherwise permitted pursuant to site plan review. See Statement Number 13(k).
Minimum Building Setbacks:	As existing, or as otherwise permitted pursuant to site plan review. See Statement Number 13(k).
Minimum Number of Loading Berths:	Not applicable.

Subarea 4 -- Parcel F.

Permitted Uses:	See Statement Number 7.
Net Site Area:	Approximately 1,507,200 square feet.
Maximum Percentage of Site Coverage:	As existing, or as otherwise permitted pursuant to site plan review. See Statement Number 13(k).
Maximum Floor Area Ratio:	.005.
Maximum Building Height:	20 feet.
Minimum Building Setbacks:	As existing, or as otherwise permitted pursuant to site plan review. See Statement Number 13(k).
Minimum Number of Loading Berths:	Not applicable.

Exhibit 18.

McCormick Place West Expansion Program.

Master Plan Report June 2002

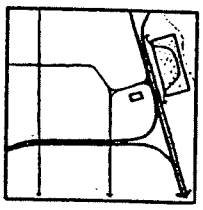
EXECUTIVE SUMMARY

McCormick Place has been the cornerstone of Chicago's regional, national and international tourism, convention and trade show industry since the construction of the original exhibition hall along the lakefront forty years ago. With the master plan framework put in place in March 1990 as part of the most recent South Hall expansion, McCormick Place began a new and long-term evolution, which the McCormick West Expansion Program Master Plan continues.

The Plan's framework and intent is easily understood by a series of four diagrams which illustrate the history of McCormick Place:

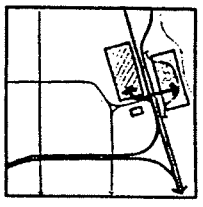
- ***East Hall:* The Original "McCormick Place-on-the-Lake"**
  (c. 1971)

  The East Hall positioned McCormick Place as an isolated pavilion structure in a park setting along the lakefront.



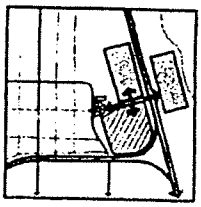
- ***North Hall:* Continuing the "McCormick Place-on-the-Lake" Address**
  (c. 1986)

  The North Hall reinforced the isolated object character of McCormick Place despite its frontage on 23rd Street.



- ***South Hall:* "McCormick Square" as a New Address**
  (c. 1996)

  For the first time, McCormick Place defined an address within the fabric of the city context and began to influence and catalyze other urban revitalization efforts. Traffic patterns generated by the new configuration and streetscape improvements implemented by the expansion served to enhance the vitality and development activity of the surrounding areas rather than to preclude it.



- ***West Hall:*** ***McCormick Place as Part of an "Urban Neighborhood"*** *(est. 2007)*



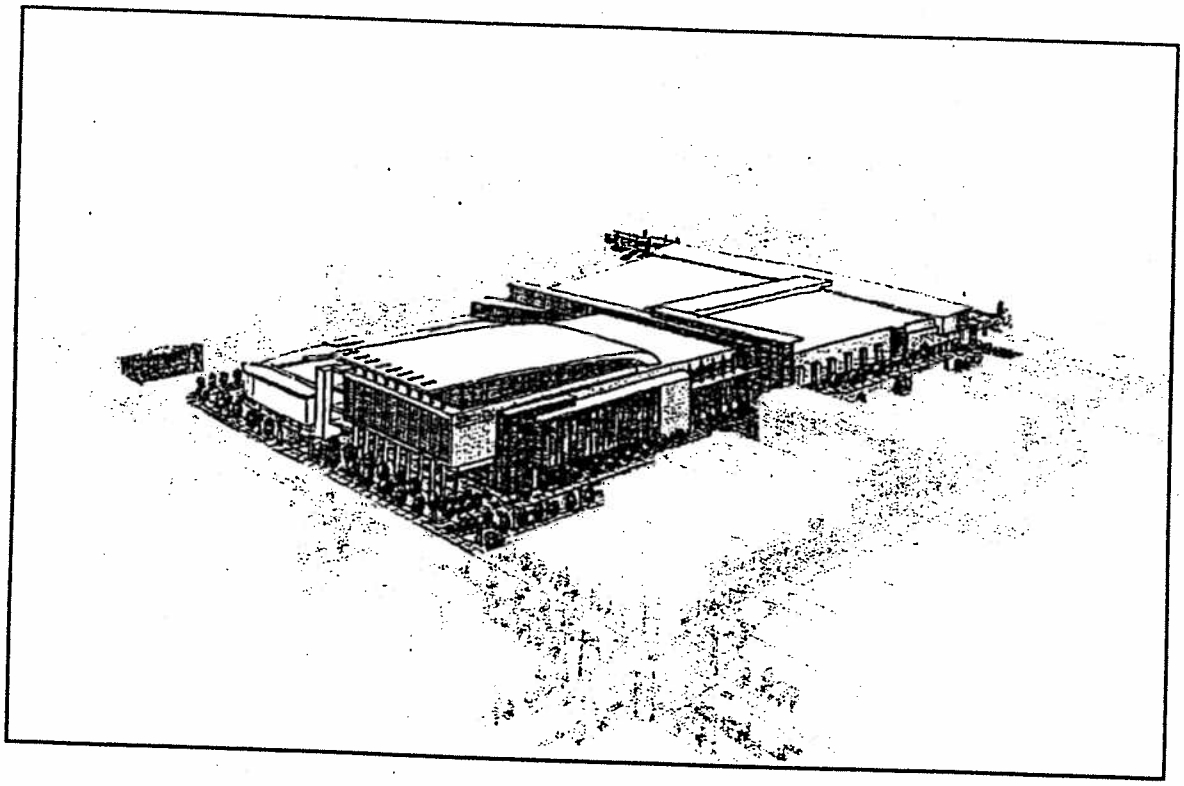
Now fully surrounded by city streets and adjoining neighborhoods, the Master Plan for the West Hall serves to complete McCormick Place's reentry into the life and activity of the city. Response to an evolving and dynamic context requires a Master Plan, which engages and supports adjoining uses and serves to energize ongoing private sector activities in the community.

The Master Plan, with the input, critique and support from a full range of civic, community and public agencies and organizations, serves to provide the urban design parameters and development guidelines to successfully realize the benefits and enhancements inherent in the expansion program.

The major elements of the Master Plan include a series of ***gateway and portal opportunities*** as McCormick Place interfaces further with city fabric and grid; ***site planning criteria and parameters*** which set forth ***urban design performance standards*** to encourage the building to respond to ***a formal edge, a civic edge, a city/neighborhood edge and a highway edge***; the creation of a ***new City Gate*** on Indiana Avenue as a companion to McCormick Square complete with ***streetscape enhancements*** and ***Arrivals Hall.***

The Master Plan points to a number of off-site opportunities to leverage the expansion by ***engaging the Motor Row Historic District*** and through the encouragement of planning efforts which will ***create a strategy for a revitalized "Boul Mich South"*** development corridor.

As evidenced through the completion of the South Hall expansion, which resulted in the creation of McCormick Square and the Grand Concourse, the success of the Metropolitan Pier and Exposition Authority in crafting, implementing and realizing the development framework of a master plan is quite remarkable. The McCormick Place West Expansion Program Master Plan is intended to continue that success and further the vision of the MPEA, the City and the civic and community organizations involved in now enhancing and expanding a true urban neighborhood.



I. PURPOSE OF THE DOCUMENT

The Master Plan Report is intended to serve as the overall urban development framework for the McCormick Place West Expansion Program. The principles contained in the Master Plan Report will be incorporated into the amendment of BPD No. 331.

With the planning process for the last expansion initiated in March 1990, an urban development partnership was formed between MPEA and the civic, community and public agencies and organizations which had a significant interest in or stakeholder relationship with the neighborhoods surrounding McCormick Place on the city's near south side. The June 2002 Master Plan has been developed in consultation with and as a continuation of the partnership with many of those same agencies and organizations.

II. MARCH 1990 MASTER PLAN

The June 2002 Master Plan continues the framework first put in place as part of the March 1990 McCormick Place expansion plan. Although the March 1990 Master Plan focused on the new South Hall, it also anticipated and provided for the eventual realization of a future West Hall.

The March 1990 plan set forth a clear outline of urban development goals and strategies, which were formulated in close partnership with a number of civic, community and public agencies and organizations. Documented in the publication of a series of reports and studies, the master planning process established the foundations for further expansion westward. Of specific reference and importance to the current master plan efforts are the following:

- *Report on the McCormick Place Expansion Project* (June 1990) prepared by the Joint Task Force on Burnham Park Planning

- *McCormick Place Expansion Program Recommended Transportation Plan Summary Report* (June 1990) prepared by the McCormick Place Transportation Task Force

South Hall Goals and Strategies

The master plan framework outlined for the development of the South Hall created the first critical step in integrating the McCormick Place complex back into the fabric of the city and the life of the neighborhood. The goals set forth in March 1990 for that expansion included:

- *Fulfill Expansion Program Requirements*
  - new south exhibition hall; new meeting rooms; renovated east complex; new hotel; improved and expanded crate storage; truck marshalling and services

- *Improve Complex Identity and Unify the Elements*
  - conversion of 23rd Street into grand concourse spine; new cityside arrival

- *Physically Integrate the Complex with the City*
  - new McCormick Square main entry; establish a relationship and "address" with MLK Boulevard; improve transit interface

- *Improve General Quality Level and Ambiance for the Users and Visitors*
  - new program amenities; quality and character of the grand concourse



- *Support the Civic Agenda*
  - new grand concourse; new McCormick Square; realignment of LSD; infrastructure investments; catalyst to expanded near south neighborhood residential, retail and commercial redevelopment

Resultant South Hall Development

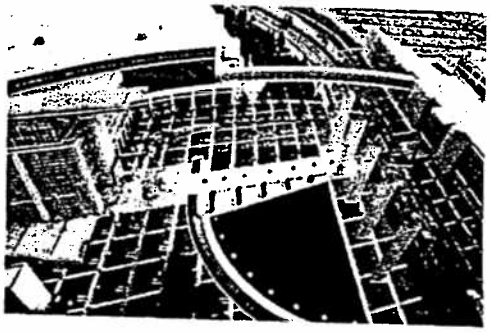
By establishing a strong planning framework for the design/build team, the South Hall expansion of McCormick Place realized many of the urban design objectives outlined above, including:



- The South Hall which provides unmatched quality exhibition space keeping Chicago at the competitive forefront of the nation's number one industry

- The Grand Concourse finally providing McCormick Place with a city "address" which serves as a civic front door to the complex for every resident of the city and serves as a gateway to the city for every out-of-town user of the center

- The Lakeside Center (formerly East Hall) which has transformed the original East Hall into a useful mix of meeting, trade show and auditorium functions



- McCormick Square which has become a significant urban landscaped plaza creating an overall image of the center and enhancing the dynamic nature of the near south neighborhood's continued revitalization

- The Hyatt Hotel which serves as the "campanile" for McCormick Square

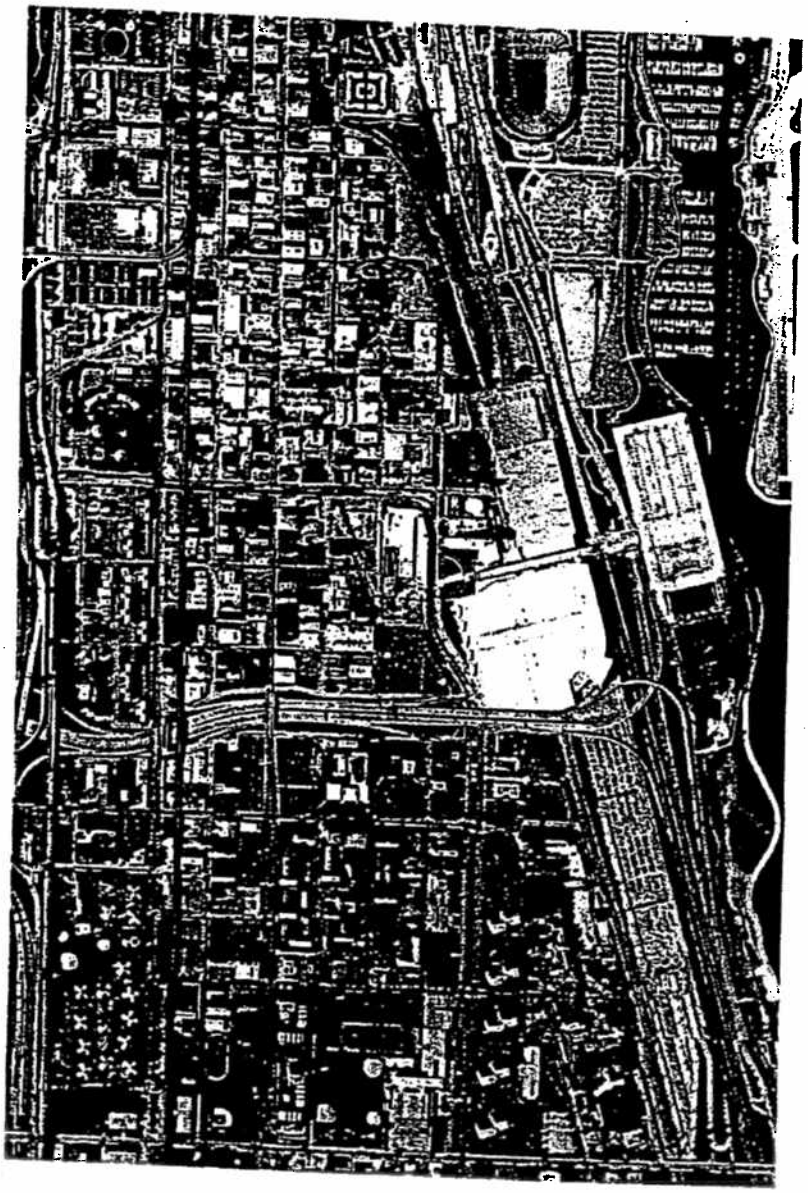
- The Conference Center, Executive Office Building and Parking Garage which help to complete the enclosure of McCormick Square as a dynamic urban space and further reinforce the pedestrian streetscape along Cermak Boulevard and MLK Boulevard

Corresponding Civic Enhancements

Beyond all of these aspects, the results of the implementation of the March 1990 Master Plan also include numerous civic enhancements such as greatly improved area infrastructure (landscaping, lighting, boulevard enhancements) and the realignment of LSD to allow for the completion of the Museum Campus. Of most significance from a planning and urban

development perspective is the indirect impact that the investment in the South Hall expansion plans had on stimulating further development in the near south neighborhoods.

With conventioneers and trade show participants now linked physically with the near south neighborhood rather than isolated along the lakefront, the intervening years since the completion of the South Hall building and McCormick Square have seen greatly expanded construction activity in the surrounding communities. High quality residential, new signature restaurants, service retail and community institutions, along with a corresponding dramatic rise in overall property values north, south and west of the McCormick Place complex, have helped to make the near and mid south one of Chicago's most dynamic development areas.



III. McCORMICK WEST EXPANSION FRAMEWORK

As noted earlier, the same civic and community process that was employed with the 1990 Master Plan has been undertaken with the June 2002 Master Plan. This active participation and review of the westward expansion has resulted in a unified endorsement of the urban design framework by a number of groups and organizations. These participants represent numerous individual neighborhood interests as well as broader civic interests.

June 2002 Goals and Strategies

Consistent with the framework set out in 1990, the current master plan for the new West Hall is based on a set of principles, including:

- *Continue Expansion to the West*
  - land acquisition west to facilitate construction of the expansion

- *Enhance McCormick Square*
  - completion of the physical enclosure
  - activation of street level facades along city streets
  - formal streetscape character and façade edge along McCormick Square

- *Concentrate Exhibition Facilities*
  - new West Hall with direct connection to and adjacency with South Hall
  - service linkage over the Stevenson Expressway
  - improved service and staging functions

- *Expand Points of Entry*
  - single "main entry" to McCormick Place complex remains McCormick Square
  - potential for additional "streetside" entries along city streets
  - new "city gate" on Indiana Avenue for McCormick Place

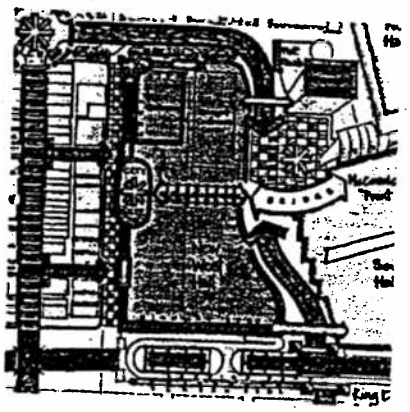
- *Address Street Edges and Scale*
  - assimilate project into fabric of neighborhood context
  - address MLK, Cermak, Indiana streetscapes (scale, character, massing)
  - respond to street grid and street terminus opportunities
  - create gateways and symbolic icons – a unified neighborhood

- *Opportunities for Private Sector Development*
  - Motor Row Historic District
  - "Boul Mich South" development corridor

McCormick West Development Program Components

The proposed expansion consists of program elements intended to satisfy existing and future demand, as well as keep Chicago at the competitive lead of the convention and trade show industry. Continuing to incorporate user amenities and operational enhancements is an essential ingredient for success.

The expansion extends from MLK Boulevard on the east to Indiana Avenue on the west, and from Cermak Road on the north to 25th Street (the southern edge of the Stevenson Expressway) on the south. The existing Conference Center, Parking Garage and MPEA Executive Office Building are incorporated into the expansion with very little modification to their present configuration. The existing parking garage was designed and built in anticipation of the future West Hall and is therefore planned to interface with the expansion.

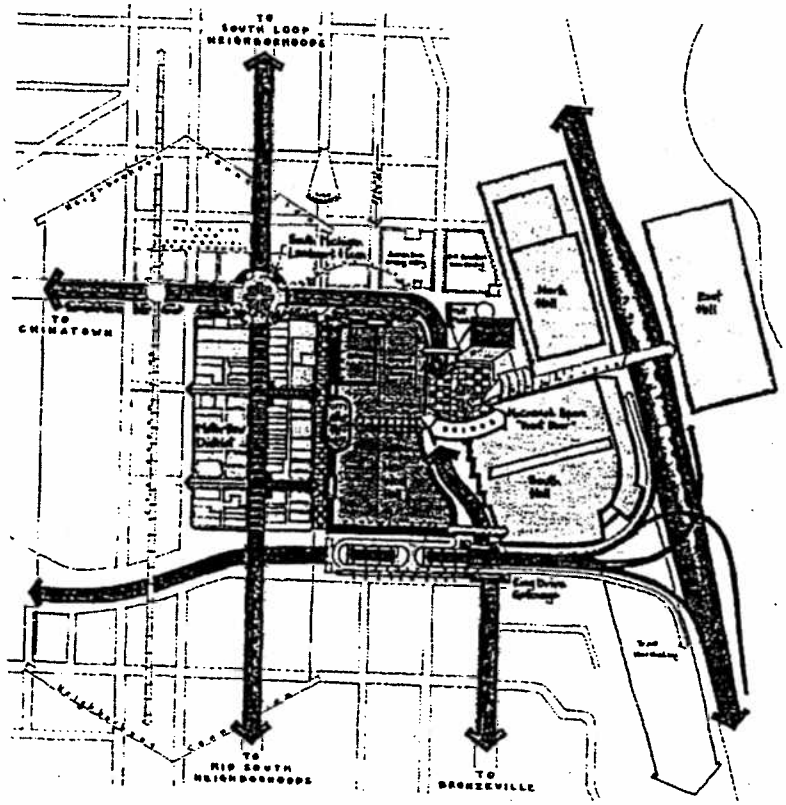


The West Hall will involve the following major building and program components:

- Approximately 600,000sf of new *Exhibition Floor Area*
- A new *Central Concourse* for convention attendees linking the West Hall to McCormick Square and the South Hall, as well as to Indiana Avenue and the City Gate
- Approximately 200,000sf of new *Meeting Room Space*, including a civic-scaled 60,000sf *Ballroom* to support the new hall floor area; meeting rooms to be located along the Cermak, Indiana and MLK frontages on the street level and along the Cermak and Stevenson Expressway frontages on the upper levels
- Street level *Pre-Function, Registration and Amenity Support* areas on Cermak Road, Indiana Avenue and MLK Boulevard
- *New City Gate* entry on Indiana Avenue designed in conjunction with an *Arrivals Hall* and *Transit Terminal* providing McCormick Place users with a comprehensive arrivals experience not found in any other convention center in the country

Urban Design Parameters and Development Guidelines

The composite planning diagram and accompanying three dimensional perspectives provide the overall development framework of the Master Plan which can be implemented through a variety of design solutions and design details. The following concepts, therefore, should be considered the urban design criteria which reflect the opportunity (and goal) for the new West Hall to result in an even greater urban development catalyst and success than the highly acclaimed South Hall and McCormick Square development.



The foundation for the overall master plan is based on the opportunity to finally, with the entire new building contained within the city fabric, provide an exciting and direct interface between McCormick Place and the city.

A. Development Context and Land Uses

Although some general trends were clearly in-place prior to the 1990 expansion plan, the context and land use of the surrounding neighborhoods and communities has evolved dramatically since that time. Significant new residential activity in the South Loop, Burnham Park, Dearborn Park and Central Station communities has expanded to new schools, churches, restaurants, shops and support services making these areas one of the most dynamic and integrated neighborhood clusters in the city. Similar residential activity in the Bronzeville, Gap, Mid-South, Lake Meadows, Prairie Shores and South Commons communities has focused new redevelopment attention on the communities just to the south of McCormick Place. Chinatown, to the west along Cermak, has seen a parallel expansion in quality residential, neighborhood retail and institutional growth.

The new city-designated Motor Row Historic District is just beginning to take shape directly west of McCormick Place, and residential infill has begun in Prairie Avenue, one of the city's oldest and most established historic districts.

The existing and proposed McCormick Place buildings and improvements are compatible with and supportive of adjoining neighborhood land uses to the north, south and west.

B. Convergence of Three Boulevards (and Neighborhoods)

The expansion west of McCormick Place positions the new hall in an exceptionally dynamic urban location, surrounded by three major boulevard corridors which link back to some of the city's most historic and dynamic communities.
Dr. Martin Luther King, Jr. Drive (historically known as Grand Boulevard) has long been the civic main street and heart of the south side, and today is the gateway corridor to Bronzeville, the Mid-South and North Kenwood/Oakland. MLK Drive terminates on the north at McCormick Square. Cermak Road, the east-west boulevard corridor linking to Chinatown and many neighborhoods further west, also terminates now at McCormick Square. Michigan Avenue, perhaps the city's best known boulevard name, provides the opportunity to extend this great civic, landscaped boulevard from its termination on the north at the top of the Magnificent Mile through the greatly expanding Burnham Park and South Loop communities, into the new Motor Row Historic District, and across the Stevenson Expressway into the Mid-South communities.

C. Gateway and Portal Opportunities at MLK and Stevenson Expressway

Earlier interventions and urban renewal efforts have historically created barriers and interruptions to the flow of the fabric of the communities in this area, such as the both elevated and depressed Stevenson Expressway. The potential exists to utilize this transformation of McCormick Place into part of the neighborhood fabric to finally restore and reinforce the interface between areas.

- Stevenson Overpass at Dr. Martin Luther King, Jr. Boulevard

The Stevenson overpass at MLK Boulevard is perhaps the most compelling and significant of these opportunities. Similar to the Lake Shore Drive overpass at Illinois Street which celebrates the entry into the Navy Pier area with festive lights and trelliswork, or the more traditional masonry, arched pedestrian underpasses to and from the Museum Campus at Lake Shore Drive, or the bold and dramatic theatrical treatment of the elevated stations on State Street during the early part of this century, the MLK/Stevenson portal should be redeveloped as a major gateway both north and south.

The northbound entry will serve as the portal to the enhanced McCormick Place "neighborhood", as well as to Chinatown, the Near South and Burnham Park

communities from the south side. Southbound will be the gateway to Chicago's most historic neighborhoods, including Bronzeville, Black Metropolis, Kenwood, Hyde Park and others. In many ways this entry point reflects the partnership which MPEA has crafted over the years with many of the neighborhood groups and is a wonderful opportunity to celebrate that relationship in a manner that reflects civic pride and longevity. It is also a unique opportunity to finally reestablish the city fabric connection between north and south that was severed with the construction of the Stevenson Expressway.

This gateway opportunity also serves to solve an essential ingredient for the servicing and truck access to the new West Hall. Applying a new truck access ramp to the Stevenson overpass not only provides off-street access to the West Hall, but also provides a means to create a new façade on the overpass. In doing so, all major convention center truck traffic will be staged through the existing truck marshalling yard and kept off MLK Drive and adjoining city streets.

The specific urban design parameters for these two critical portals will be the basis for the final design of the gateways north and south at the Stevenson and MLK Drive. While no specific materials are mandated for the gateway portals, they must be of high quality design and integrity.

The general criteria for the two MLK portal/gateways includes:

1. *"Chicago Bridge" Precedent to Frame the Gateway and to Screen Trucks and the Stevenson Expressway:* the portals should be conceived of in the character and quality of a substantive bridge with bridge house elements, and a composition which frames the entry; the portal should screen from MLK Drive truck traffic utilizing the McCormick Place truck access ramps

2. *McCormick Place Streetscape Pylons:* to reinforce and enhance the overall ambiance of the complex as an urban neighborhood, the portal designs should incorporate elements of the streetscape pylons utilized at McCormick Square and at Lake Shore Drive

3. *Celebratory and Civic Character:* the portal designs should reflect an enthusiasm, finish and presence which celebrates the gateway and which clearly indicates a broader neighborhood and civic character

4. *Medallion Signatures to Showcase Civic and Neighborhood Features:* as entries into unique neighborhoods, the portal designs should showcase and incorporate civic and neighborhood features and landmarks; medallion signature elements should be considered (masonry, glass, metal) to highlight these features similar to the design intent of the "walk-of-fame" medallions utilized along the Boulevard in the Bronzeville neighborhood; the text and features of these elements should be developed in conjunction with MPEA and the various neighborhood and civic organizations involved in the master plan process

5. *Foreground Landscaping and Streetscape Amenities:* the opportunity for a streetscape foreground element (sculpture or decorative planting) in the median should be explored in order to establish a proper approach to the portal and an elegant interface with the adjoining neighborhoods

- *Stevenson Expressway Portal and Edge Treatment*

A number of other gateway and civic/neighborhood portal opportunities are identified in the master plan including the intersection of the Stevenson and the West Hall service apron providing a gateway for vehicular traffic on the Stevenson which will serve to screen the truck apron with flags, light standards and sculptural elements. As part of the construction of the service ramp access roadway for the new West Hall, the south edge of the building will form a pleasant "embankment" structure with decorative light standards, landscaping and architectural treatments.

D. Expanded Points of Entry

The main organizing element of McCormick Place is the existing Grand Concourse and the formal entry off McCormick Square linking the South Hall, the North Hall and the Lakeside Center. The new West Hall is proposed to provide a new "City Gate" entry off Indiana Avenue. The existing pedestrian bridges over MLK Drive will serve to link the new West Hall, as well as the existing Conference Center and Parking Garage, to McCormick Square and the Grand Concourse. In addition, the new "City Gate" will introduce convention attendees to the neighborhood around them.

E. Street Terminations and Vistas

Sited within the city street grid and fabric, the West Hall serves as both a terminus and origin to many vistas and view corridors, creating unique architectural response opportunities including:

- southward on Indiana with vista opportunities at the southeast corner of Cermak and Indiana and at the proposed new mid-block "city gate" of the West Hall

- southward on Prairie at Cermak

- eastward on 23rd Street at Michigan terminating in the new West Hall

- eastward on 24th Street at Michigan also terminating in the new West Hall

- northward from the new West Hall toward the South Loop and the Downtown skylines

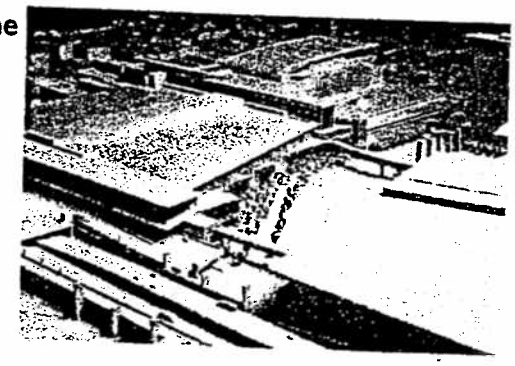
- eastward along Cermak toward the proposed relocation of the Platt Luggage Building facade

F. West Hall Site Planning Criteria

As part of the Master Plan, each façade of the West Hall should respond to the specific context and character of the adjoining street frontage.

-The Formal Edge: MLK Boulevard and McCormick Square

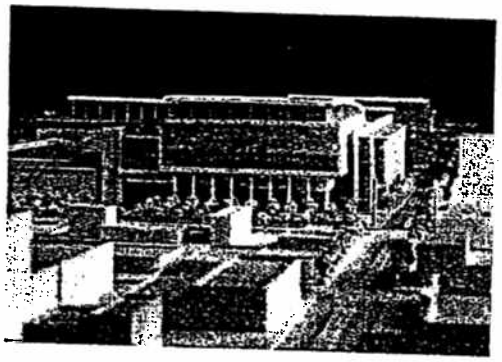
The building façade treatment, massing and selection of materials for the eastern façade of the new building should reflect the character, scale and formality of both McCormick Square and the South Building. As a formal arrival point to McCormick Place, the South and West Halls should be viewed as a single, unified composition around McCormick Square.



-The Civic Edge: Cermak Road

With the grand vista northward toward downtown and the continuation of the landscaped setback along the south edge of Cermak, the north façade of the building

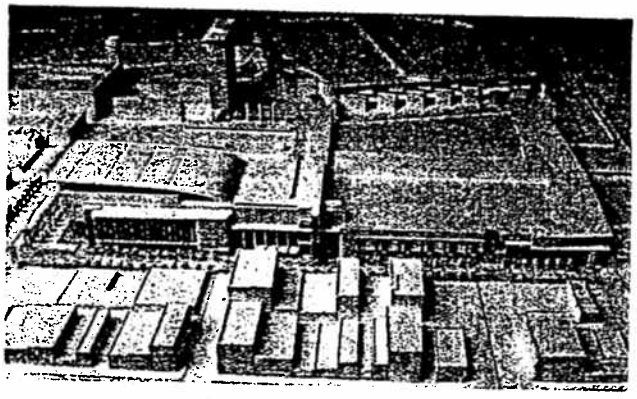
should create a civic, public "headhouse". The north elevation represents an opportunity to break from the traditional massing of a convention hall and reflect its importance and function as the civic events component of the new West Hall and the McCormick Place "neighborhood". As the ballroom façade and entry, it will be the location where many users will enter for public events, convocations, formal parties and the like. The Cermak Road elevation should distinguish itself from the rest of the building in its massing and materials.



- *The City/Neighborhood Edge: Indiana Avenue*

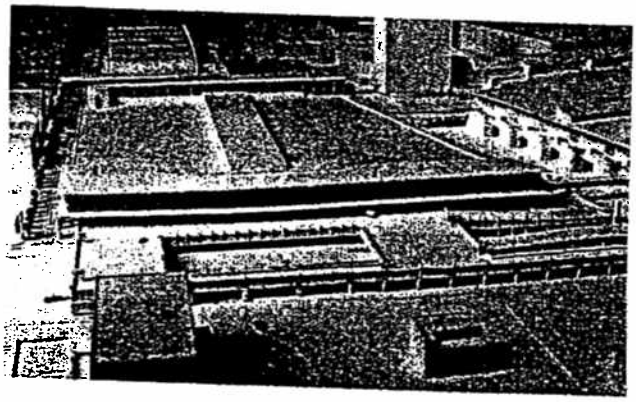
Unique to this expansion is the interface of the exhibition hall with an existing city fabric and scale. This is most directly reflected in the Indiana Avenue façade where the West Hall and Central Concourse will relate to the context, texture and scale of the adjoining masonry and brick buildings of Motor Row. Here, the façade massing will break down the scale and mass of the exhibition hall, introduce feature elements and reveals, and provide a streetscape palette which reflects the appearance of a number of distinct buildings while not losing the unified appeal of the streetscape.

Therefore, the Indiana Avenue massing and materials should be predominantly brick or masonry, properly scaled and detailed, with glazing opportunities that provide a city fabric character. Monolithic, grand and massively proportioned façade materials should be avoided other than to signal an entry or terminate a vista. Likewise the character of the Indiana Avenue façade should modulate and evolve as it extends down the street suggestive of multiple building masses anchored at the north by the civic "headhouse" and accented at mid-block by the new "city gate"



- Highway Edge: Stevenson Expressway

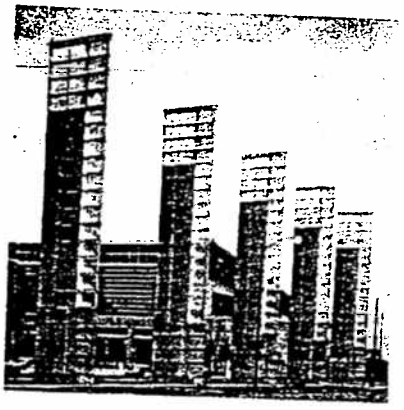
Not dissimilar to the southern façade of the South Hall, the West Hall will need to respond to the high-speed traffic along its southern façade. However, with the linkage over the Stevenson to properly solve the truck/service access to the West Hall, this edge will also be the main view of McCormick Place from the south side neighborhoods. The West Hall's massing along this edge should represent a welcoming and warm invitation and presence. In essence, along with the civic gateway at MLK Boulevard, this facade of the new hall will create an embankment edge with the façade of the building in effect located both at 25th Street on the southern edge of the Stevenson as well as setback behind this at the upper level providing activity and animation along the northern edge of the Stevenson.



Again, the design of this façade represents a unique opportunity to interface with the neighborhoods to the south and present itself to the community.

G. McCormick Place as Part of an Urban Neighborhood

As alluded to previously, this master plan suggests the need to consider McCormick Place as the centerpiece of a rapidly growing and very dynamic residential, entertainment, and mixed-use collection of neighborhoods. This will require a streetscape palette, which unifies the urban design character and pedestrian ambiance of the area not unlike an urban university campus, while allowing the influence and unique attributes of the adjoining neighborhoods to filter through.



H. Traffic, Circulation and Infrastructure

Unlike the March 1990 expansion plans that involved extensive realignment and reworking of streets and circulation paths, the general infrastructure framework for the West Hall was established with the construction of the South Hall and McCormick Square. Therefore, no significant traffic or roadway interventions are required or contemplated to the overall transportation framework.

The introduction of a dedicated service access roadway will insure that neighborhood vehicular traffic on MLK Drive and other area streets will not be negatively impacted. In addition, the existing Parking Garage which opened in 2001 was developed to meet the parking demands of both the existing facilities as well as future development, including the new West Hall.

There are a number of circulation enhancements that will be made which include:

- the creation of a new truck access ramp linking the existing truck marshalling yards with the new West hall without requiring truck traffic to utilize local area streets

- the vacation of Prairie Avenue as a public street between Cermak and 24th Place to allow for an internal service and transit access corridor

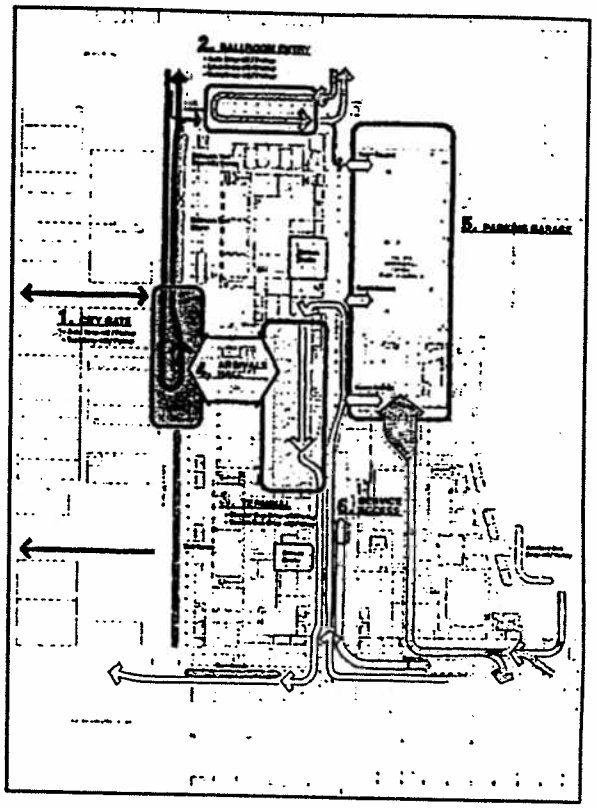
- the introduction of an internal bus "arrivals hall" contained totally within the West Hall, eliminating any charter/tour/shuttle bus traffic queuing along Indiana Avenue; this state-of-the-art user amenity will be unique to McCormick Place

- provisions for the new "city gate" will allow for taxi and auto drop-off and pick-up to occur at the same point with properly sized queuing; essentially replicating through a more neighborhood scale the same circulation efficiencies and amenities as provided by McCormick Square

- clear means to locate and access the garage without the garage having any detrimental presence on the streetscape of the "neighborhood"

- since there is sufficient parking supply within the McCormick Place "neighborhood" to properly accommodate the operations of the convention center, no new parking facilities are required as part of the West Hall

The dedicated service access roadway adjoining the Stevenson Expressway ramp is the only development component of the proposed development which is located within the boundaries of the Lakefront Protection Ordinance. Its design and configuration will be consistent with and responsive to the principles of the Lakefront Protection Ordinance.



Although essentially all of the utility infrastructure to serve the new expansion is already in place, opportunities for enhancement of and additional locations for energy cogeneration facilities should be considered.

Civic Enhancements: Platt Facade Relocation and New City Gate

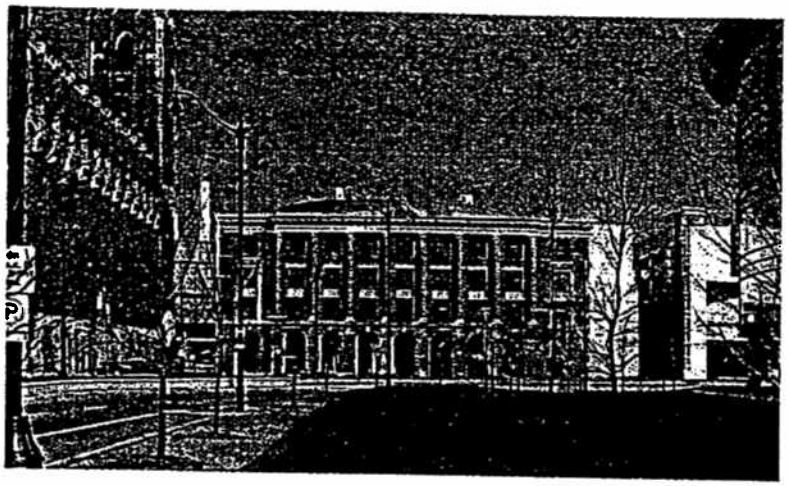
Beyond the urban design framework summarized above, there are a number of other significant components to the June 2002 Master Plan.

A. Relocate Platt Building Façade

With the new West Hall, McCormick Place has made a commitment to relocate and maintain the historically significant façade of the Platt Luggage building designed by the Chicago architect Howard Van Doren Shaw. Within the context of the overall Master Plan, the Platt Luggage building has been relocated to enhance one of the important urban design vistas identified in the framework.

By utilizing the Platt façade as a termination to the landscaped Cermak Road at the point where Cermak and Dr. Martin Luther King, Jr. Boulevards converge, a number of significant planning objectives are realized. First, the Platt façade provides a very elegant termination to the vista east on Cermak, one of the most critical approach corridors to McCormick Square. Second, it assists in masking the utilitarian function of the co-

generation plant located behind. Finally, it creates a distinctive architectural context with the facades of all three vintage buildings at this important intersection (the R.R. Donnelley Building - also designed by Howard Van Doren Shaw, the American Book Company Building and the Platt Luggage Building).

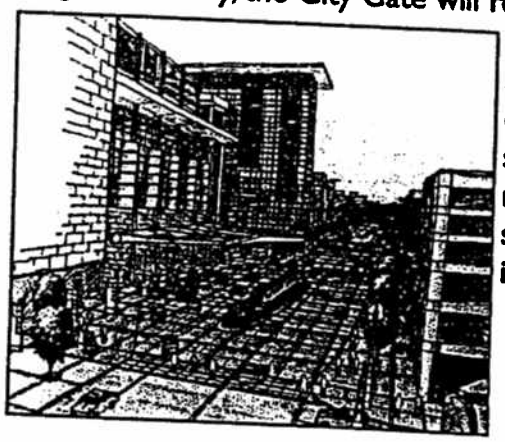


B. Provide New City Gate for McCormick Place

While McCormick Square will be enhanced as the main, formal entry to the convention center for tourists and exhibition users with the new West Hall expansion, the Master Plan calls for the creation of a new additional entry to McCormick Place. The "City Gate" on Indiana Avenue will provide direct access from the street to the West Hall, and help the development fit within the scale and character of the adjoining context.

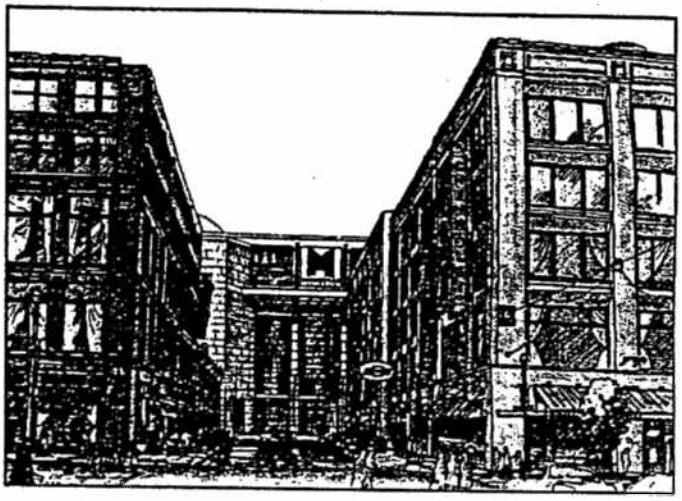
The City Gate will be identified at the three city street access points into it: the intersection of Cermak and Indiana; the intersection of 23rd and Indiana; and, the intersection of 24th and Indiana. Specialized street lighting and landscaping along Indiana from Cermak to 24th Place will be provided, along with upgraded paving at the intersections and at the City Gate.

Programmatically, the City Gate will represent the intersection of the new Arrivals Hall (and bus terminal) and the cityside taxi, vehicle and pedestrian entry point into the West Hall. A central median and a slight reconfiguration of the street outside the City Gate will create a shaped, mid-block arrival environment energizing the street activity and extending that energy west into the Motor Row area.



Opportunities for Private Sector Development: Motor Row and Michigan Boulevard

A. Engage and Stimulate Restoration of Motor Row Historic District



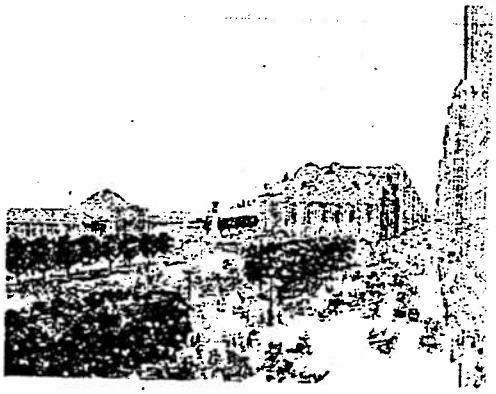
With plans for the newly designated Motor Row Historic District to include a unique and exciting collection of residential, retail, entertainment, restaurant and existing auto sales uses, its proximity to the new West Hall and the City Gate is very opportune. The June 2002 Master Plan deliberately engages and attempts to stimulate the private sector redevelopment activities planned for Motor Row. It does so through encouraging visual, vehicular and pedestrian links between the McCormick Place "neighborhood" and the Motor Row Historic District. It also suggests that the City and the planners for revitalization of the Motor Row area consider thematic streetscape elements in keeping with its history, façade restorations and showroom adaptive reuses, along with strategic infill of vacant parcels.

Historic photos of Motor Row show canopy lighting over Michigan Avenue in a character and environment not unlike that of the historic Country Club Plaza mixed use district in Kansas City and the mixed entertainment Beale Street district in Memphis. Together these examples provide a vision as to the potential for Motor Row as more and more conventioneers and city residents utilize the West Hall's City Gate to access Motor Row restaurants and other retail services.

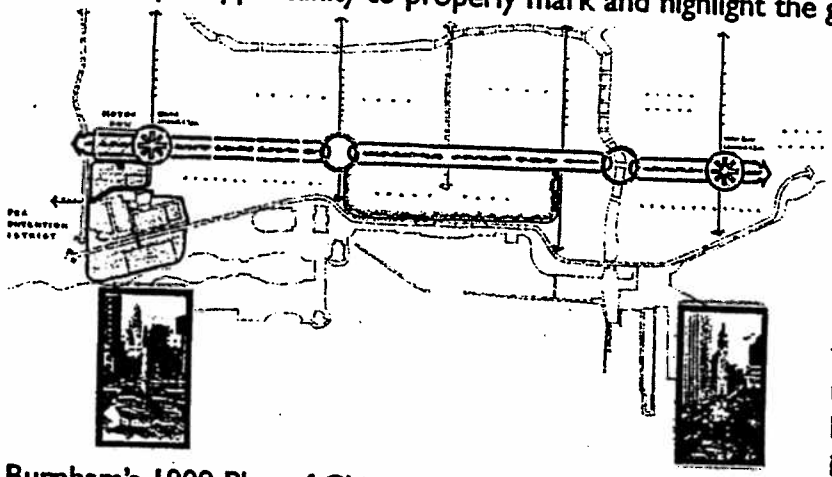


B. Create a Strategy for a Revitalized "Boul Mich South" Development Corridor

As a catalyst to economic and neighborhood redevelopment, the results of the March 1990 expansion plan have shown that McCormick Place has been a significant positive factor. With the new West Hall engaging Motor Row, the symbolic entry gateway to this entire area now shifts to the intersection of Michigan Avenue and Cermak Boulevard. From this vantage point, the west view is directly toward Chinatown; the east view is directly into McCormick Place; the south view is the portal into the new Motor Row Historic District and the neighborhoods beyond; and the north view provides an amazingly clear perspective all the way through Grant Park and beyond to the Magnificent Mile.



This prominent intersection, three corners of which are currently vacant land, presents a very unique opportunity to properly mark and highlight the gateway into all of these neighborhoods and districts through decorative lighting, streetscape elements and landscaping. The opportunity for the City and the civic planning organizations to work together to finally realize the vision of Michigan Avenue first illustrated in Daniel Burnham's 1909 Plan of Chicago is presented by the West Hall expansion. With the historic Water Tower beacon at the top of the fashionable and cosmopolitan Magnificent Mile on the north, the historic Michigan Avenue Wall across from the city's front yard of Grant Park, and the rapidly developing and evolving South Michigan Avenue corridor on the south now anchored by the historic Motor Row, McCormick Place and the gateway to the neighborhoods – the realization of that vision is potentially at hand. "Boul Mich South" should reflect the historic, colorful and dynamic character of uses, activities, architecture and development of this area.



IV. CONCLUSION

The June 2002 Master Plan illustrates the ability to expand the economic heart of Chicago's regional, national and international exposition industry while adapting to and accommodating a master plan vision which is the result of what Daniel Burnham called "a noble, logical diagram". That diagram is the sensitive and creative integration of community and civic input and ideas, the essential and rigorous operational and amenity demands of the user groups, the evolving development context of the adjoining neighborhoods and a respect for the continuum of the historical evolution of a city fabric.

Exhibit 19.

Transportation Plan Executive Summary

For

McCormick Place Metropolitan Pier And Exposition Authority.

August 15, 2002.

This McCormick Place West Expansion Transportation Plan addresses the transportation issues associated with the design, construction and operation of the proposed West Exhibition Hall and Ballroom. This report treats the West Hall Expansion as a stand-alone facility, but addresses its impact on adjacent exhibition halls and surrounding land uses.

The McCormick Place West Expansion will involve the construction of a fourth (4th) exhibition hall for the McCormick Place complex on land bounded by Dr. Martin Luther King, Jr. Drive (M.L.K.), Cermak Road, Indiana Avenue and 24th Place. The West Hall will include approximately six hundred thousand (600,000) square feet of exhibition space, one hundred forty thousand (140,000) square feet of meeting rooms and a sixty thousand (60,000) square foot ballroom.

The West Hall will provide greater scheduling flexibility that will allow McCormick Place to accommodate additional shows, with limited move-in/move-out conflicts.

The transportation goals of this project are as follows:

-- To provide a street system that will operate safely and efficiently and will accommodate future growth in the near south side area.

-- To accommodate the public transportation system serving McCormick Place and allow for expansion of this system.

-- To accommodate the access needs of events and their participants, including taxis, charter buses and autos, without disrupting through traffic.

-- To provide convenient access to the entire McCormick Place complex for vehicles, bicycles and pedestrians.

-- To ensure the highest quality of trucking activity on-site, without impact to the neighboring community.

These goals were realized through the following design features:

-- A redesigned intersection of the Stevenson Expressway U-turn ramp and 24th Place, combined with a reconfigured parking lot driveway.

-- Improved amenities at bus stops adjacent to McCormick Place.

-- The vacation and redesign of South Prairie Avenue to include an on-site bus terminal, service truck docks and emergency access.

-- Reconstruction of South Indiana Avenue to provide taxi loading, curb extensions and realignment.

-- Provision of a Ballroom service road at the north entrance for valet, limousine and taxi drop-off and pickup activities.

-- A reconfigured parking lot entrance off M.L.K. that provides direct access, removing autos from the intersection of M.L.K. and 24th Place.

-- Construction of a fly-over truck roadway to provide a direct entrance to the upper level docks for trucks and emergency vehicles.

-- The addition of traffic signals at Michigan Avenue and 24th Place to accommodate movements to the State Street U-turn ramp.

With the inclusion of the aforementioned design elements, the McCormick Place West Expansion has addressed all of the perceived needs of the surrounding community.

Exhibit 20A.

Traffic Management Plan I.

McCormick Place

Metropolitan Pier and Exposition Authority

March 8, 1993

Traffic Management Plan.

5.1 Purpose.

The purpose of the Traffic Management Plan ("T.M.P.") is to outline the principles and guidelines of the transportation system serving the McCormick Place complex. The diverse variety of events at McCormick Place requires that all of the transportation components be managed to assure the safe and efficient movement of vehicles and people. This plan must remain flexible enough to change, based on the variety of events at McCormick Place and the development of the Near South Lakefront.

The goals of this plan are:

- To reduce congestion on the adjacent streets.
- To allow for efficient travel on the surrounding highways.
- To create a clear and concise parking operation plan.
- To provide strategies to manage the taxis and buses serving events.

- To provide friendly pedestrian passages throughout the complex.
- To minimize traffic impact on the parks and lakefront.
- To optimize the use of public transit.

General Principles.

The following principles are the basis for the Traffic Management Plan:

1. Traffic traveling to and from McCormick Place will be directed to the highways and major arterials in the area. Traffic will be encouraged to use highways and arterial roadways to and from the complex or the parking facilities. Traffic will be managed so as not to unreasonably disrupt through traffic on the highways and major arterials.

2. Traffic will be managed to allow for continued safe pedestrian and bicycle access where permitted in the McCormick Place complex.

3. Public transportation and use of remote parking facilities will be encouraged to avoid unreasonable adverse impact on the surrounding neighborhood. Every reasonable effort should be made to encourage use of public transit and remote parking and to minimize private automobile use.

4. The transportation needs of McCormick Place will be coordinated by the Traffic Coordinator to maximize the use of the internal street system while providing efficient service to the McCormick Place users. These needs include charter buses, taxis, limousines, trucks, and public transportation. The internal street system is comprised of Fort Dearborn Drive (the road east of Lake Shore Drive), Moe Drive (the road west of Lake Shore Drive), and the central cores of the East, North and South Halls. The central cores are the service drives running under the buildings.

5. McCormick Square should be maintained as a place of arrival and departure, not as a parking or staging area. Every reasonable effort should be made to assure the continuous flow of traffic through McCormick Square and to prohibit stopping for lengthy periods of time, parking or vehicle staging, including restriction on

vehicle lane movements and patterns of circulation through McCormick Square. Reasonable steps should be taken to assure the safety of pedestrians crossing the internal roadway for McCormick Square.

6. The 23rd Street viaduct and the East Hall podium south of the Grand Concourse are intended to be for pedestrian use only. All vehicles (other than emergency vehicles, small service vehicles as necessary and appropriate which are similar in character to golf carts, small maintenance vehicles, bicycles and trucks which exceed 14 feet in height and/or 8.5 feet in width and are limited to use during the hours of 11:00 P.M. to 6:00 A.M.) should be prohibited from using the 23rd Street viaduct and the East Building podium south of the Grand Concourse. The four access ramps to the 23rd Street viaduct should be abandoned and converted to landscaping, provided, however, that the ramps on the south side of the viaduct may be designed to accommodate emergency and oversized loads through pavers or other appropriate landscape means.

7. Roadway signs along Lake Shore Drive should be coordinated. In order to minimize the number and impact of signs on Lake Shore Drive, the information required should be coordinated and placed on as few signs as reasonably possible. Signs will be developed in cooperation with the I.D.O.T. and C.D.O.T..

Specific Conditions.

Subarea 1 -- West Side Parking Areas.

Employee and V.I.P. parking will be provided in the lot west of Dr. Martin Luther King, Jr. Drive ("King Drive") at 24th Place. Access to this area will be supervised and controlled.

Auto traffic will be directed to Roosevelt Road and the 31st Street exits on Lake Shore Drive and the State Street ramps on the Stevenson Expressway. Signs will inform the motorist of parking availability in the McCormick Place lots west of King Drive.

C.T.A. bus staging and recovery will occur along the bus lane contained within the parking lot west of King Drive at 24th Place.

Subarea 2 -- Future Development Parcel.

No parking or staging will be allowed to occur on this site during the period following construction and prior to future development. Parking related to future development shall be consistent with the Bulk Table requirements.

Subarea 3 -- Square And "Break Out" Areas.

Taxi staging for the Grand Concourse will occur on the taxi lane along the east side of King Drive. The Traffic Coordinator will manage the dispatching of taxis to the Grand Concourse entrance from the taxi lane.

No vehicles are permitted to park in or around the McCormick Square at any time.

Charter bus staging for the South Hall will occur in the bus lane directly in front of the South Hall. When the bus demand exceeds the available space, buses will be staged in the bus lane contained within the parking lot west of King Drive at 24th Place. The Traffic Coordinator will manage the staging of buses.

C.T.A. will have a designated stop at the north end of the bus lane directly in front of the South Hall. This designated area will accommodate one bus. There will also be a designated C.T.A. staging area large enough to accommodate two buses. The designated area shall be the turnaround area located within the parking lot west of King Drive at 24th Place. Buses will be permitted to park or stage for no longer than 12 minutes per visit.

Shuttle buses to coordinated areas or events (i.e., Chinatown or a baseball game) will be staged in the bus lane directly in front of the South Hall. These buses will stage in the bus lane contained within the parking lot west of King Drive at 24th Place when overall bus demand exceeds the available space immediately west of the South Hall. M.P.E.A. will permit the staging of private shuttles in this bus lane at no cost.

At such time as the Circulator Station is constructed, a traffic signal light will be installed on King Drive at or near the station to facilitate pedestrian crossings.

Subareas 4A And 4B -- North And South Halls.

Taxis staging for the central core of the North and South Halls will occur

in the central core roadways. The Traffic Coordinator will ensure that taxis do not block the adjacent bus lane. The Traffic Coordinator will manage the dispatching of taxis to the passenger gates.

In the event that vehicular access is not available north of the North Hall which is sufficient to permit taxis to return to northbound Lake Shore Drive from the central core of the North Hall and, until such access is available, signage should be provided sufficient to advise taxi and limousine passengers and drivers that it is necessary to travel to 31st Street in order to go northbound.

Charter bus staging for the central core of the North and South Halls will occur in the central core roadways. Schedules will be coordinated so that staged buses and trucks do not come into conflict on the central core roadway.

Truck staging on the docks and the ramps will be managed to retain the clear emergency vehicle route.

Subarea 4C -- East Hall.

No parking will be permitted on the East Hall podium south of the Grand Concourse.

Taxi staging for the East Hall and Arie Crown Theater will occur along Fort Dearborn Drive. The Traffic Coordinator will manage the dispatching of taxis to the passenger gates.

The trucks waiting for deliveries will be staged along Fort Dearborn Drive south of the south edge of the east podium wall. The Traffic Coordinator and the Metropolitan Pier and Exposition Authority shall make reasonable efforts to make such staging queue as reasonably short as possible. The Traffic Coordinator will manage enforcement of this requirement.

Truck staging on the upper-level dock aprons and the ramps will be managed to retain the clear emergency vehicle route.

Subarea 4D -- 23rd Street Bridge Across Lake Shore Drive And The Connecting Ramps.

No parking will be permitted on the 23rd Street Bridge or Ramps.

No vehicles will be allowed to use the 23rd Street Bridge or Ramps except:

- emergency vehicles.
- small service vehicles similar in character or size to golf carts and small maintenance vehicles and lifts as necessary.
- bicycles, strollers and similar pedestrian oriented vehicles.
- trucks over 14 feet in height and/or 8.5 feet in width but only during the hours of 11:00 P.M. to 6:00 A.M.. Trucks over 14 feet in height using the northbound 23rd Street exit ramp on Lake Shore Drive will be required to have a permit from the C.D.O.T..

Subareas 4E And 4F -- North Bus Parking, South Car Parking And Truck Marshalling Yard.

Trucks will be parked in the existing truck marshalling yard. Truck storage will not be allowed on Moe Drive or Fort Dearborn Drive.

Trucks waiting to unload deliveries will be staged along Moe Drive south of the South Hall (for North and South Hall deliveries) or in the truck marshalling yard (for East Hall deliveries).

Charter buses serving the North and South Halls will park in the parking lot directly north of the North Hall or in the truck marshalling yard. Charter buses serving the East Hall will park in the truck marshalling yard. Buses will remain in the designated parking areas until they are called to the staging line. Buses will not be allowed to park on Moe Drive or Fort Dearborn Drive.

Policy And Management.

Regional Access.

Automobiles.

- All automobiles will be directed to the highways and major arterials.

-- Signage will be placed along Lake Shore Drive and the Stevenson Expressway notifying motorists of the location and the availability of parking, as well as the location of the shows.

Trucks.

-- Signs will be posted on the area's expressways directing trucks to use the Stevenson Expressway to Lake Shore Drive to 31st Street to enter the truck marshalling yard. This will reduce or eliminate McCormick Place truck traffic on adjacent streets, many of which do not have adequate vertical clearances under the viaducts for semi-trailers.

-- Traffic Coordinator will develop and distribute a truck routing map for major trucking companies and McCormick Place users.

Local Circulation.

Automobiles.

-- Signs at the 31st Street interchange with Lake Shore Drive will direct traffic to both the parking lot west of Lake Shore Drive and the underground garage east of Lake Shore Drive.

-- Signs at the State Street interchange with the Stevenson Expressway will direct traffic to the parking lots west of King Drive and to the drop-off/pick-up areas in front of the Grand Concourse.

-- Signs at the Roosevelt Road intersection with Lake Shore Drive will direct traffic to the parking lots west of King Drive and to the drop-off/pick-up area in front of the Grand Concourse.

-- Signs will direct traffic from Lake Shore Drive to the new access drives of the Burnham Park lots. The locations of the new access drives are based on final design of the relocation of Lake Shore Drive.

-- Signs along appropriate approach routes shall indicate which Halls house which shows.

Taxis/Buses.

-- Signs will be posted on southbound Lake Shore Drive directing East Hall taxis to the slip ramp serving the East Hall; North and South Hall taxis and buses will be directed to the slip ramp serving these two Halls.

-- All taxis exiting the North and South Halls will be directed to 31st Street or King Drive.

-- Signs will direct taxis and buses to the Roosevelt Road or 31st Street interchange for access to King Drive and the Grand Concourse.

-- Taxi and limousine routes shall not be closed to taxis and limousines without the prior approval of the Transportation Management Committee.

Trucks.

-- On-site truck circulation between the truck marshalling yard and the truck docks for each of the Halls will be handled on-site. Trucks traveling to and from the East Hall will use Fort Dearborn Drive. Trucks traveling to and from the North and South Halls will use Moe Drive. Except for oversized trucks, trucks will not be allowed to use adjacent local streets for travel between the truck marshalling yard and the truck docks.

-- Oversized trucks will be directed to the truck docks during off-peak hours and to the truck marshalling areas during peak hours. Peak hours are defined as the hours 9:00 A.M. to 6:00 P.M..

Parking.

Automobiles.

-- The McCormick Place parking lot manager will coordinate his or her parking efforts with the Chicago Park District and the Chicago Police Department and the Traffic Coordinator in advance of each event.

Staging.

Taxis And Limousines.

-- Taxis will be made aware of peak-demand times through the installation of a taxi telephone hotline.

-- Remote staging for taxis and livery vehicles shall be provided in the south lot or other appropriate areas.

-- Taxi and limousine staging and standing areas shall be segregated.

Consumer Shows And Others Which Create Heavy Demand Days: Special Considerations.

During the above mentioned shows, the following provisions shall apply:

Definitions.

-- Consumer shows mean any show open to the general public. Heavy Demand days mean any day during which more than 1.5 million aggregate square feet of convention floor area are occupied by shows in operation or as designated by the Transportation Management Committee.

Remote Parking Systems.

-- A remote parking system will be provided with an adequate number of parking spaces to handle expected demand as determined by the Traffic Management Committee to supplement parking required by the Planned Development Ordinance. The remote parking lots may include the Chicago Park District Grant Park garages. The Traffic Coordinator will contact the Chicago Park District and the Chicago Department of Transportation to coordinate schedules and access. More than one remote lot may be utilized.

-- Advance signs will be posted on Lake Shore Drive, the Stevenson Expressway and Congress Parkway directing motorists to the remote parking. Portable electronic early warning signs will be provided on Lake Shore Drive at the exit ramps for 31st Street and

Roosevelt Road as well as on the Stevenson Expressway as appropriate. In addition, the occupancy of the on-site parking lots will be monitored. When the on-site lots are substantially full, the electronic early warning signs will be activated so that motorists seeking parking are discouraged from entering the immediate area, other than to drop off passengers.

-- Shuttles will be provided to pick up and drop off passengers at designated and clearly marked points in the bus lane immediately west of the South Hall or within the central core areas. Regular and frequent shuttle intervals will be provided.

Intersection Control.

-- Trained private traffic personnel or City Police will be located at McCormick Square at the north end of the bus lane, to direct and assist in the bus/taxi flow in the Square.

-- During large events, vehicular and pedestrian circulation along King Drive may require trained traffic personnel or City Police Officers to control the intersections along King Drive between 24th Place and Cermak Road and in front of the Grand Concourse. These officers will help assure safe pedestrian flow across King Drive at the crosswalks. The Traffic Coordinator will schedule traffic control officers with the users of McCormick Place.

Public Awareness.

The promotion of public awareness is important to the success of the Transportation Management Plan. The Traffic Coordinator will develop and distribute items such as brochures, pamphlets, news releases, and other advertising material which will include the following information:

-- Available parking lot locations and prices.

-- Public transit routes and schedules.

-- Conflicts with other users in the area (e.g., Soldier Field events).

-- Which Halls house which shows.

The Metropolitan Pier and Exposition Authority in conjunction with show managers will promote and facilitate the use of public transportation, including the METRA I.C. line, C.T.A. bus services, and the proposed Central Area Circulator light-rail system.

In addition, an internal uniform signage system will be in place for McCormick Place. This signage system, identifying parking locations, public transit stops, and traffic routes, will be clear and concise. An identifiable McCormick Place logo will assist motorists and pedestrians in finding their way around McCormick Place.

Coordination.

A Transportation Management Committee ("T.M.C.") will be formed to coordinate and reduce conflicts among the various modes of transportation, to provide on-going review, to manage Heavy Demand day operations, to update the T.M.P. from time to time and to oversee the implementation of the T.M.P.. This management committee will consist of the Traffic Coordinator ("T.C."), the parking lot manager, the truck yard manager, the event manager, and representatives of the City of Chicago's Department of Transportation, the Department of Planning and Development, the Chicago Park District, the Chicago Transit Authority, the Chicago Fire Department, the Chicago Police Department and the Chicago Department of Consumer Services. Among other duties, this committee will, on an on-going basis, gather and analyze data for all traffic and parking related operations at McCormick Place. This information will include, but is not limited to:

- Parking demand, both on-site and off-site.
- Peak hours of operation.
- Peak time for existing parking lots.

For consumer shows and Heavy Demand days, the T.M.C. will determine the needed number of parking spaces, the remote locations, the locations for traffic personnel control, and any and all other issues related to assuring efficient and safe parking and traffic management.

The T.M.C. will be formed and will conduct its first meeting no later than such time as 23rd Street is closed. The T.M.C. will meet on a regular basis thereafter and, in no event, less regularly than every 3 months. The T.C. will be responsible for the administration of the T.M.C. meetings (including delivery of notices of time and place, securing meeting rooms, et cetera). Determinations and recommendations of the T.M.C. will be made by consensus, provided, however, that in the event of any dispute or conflict over any determination, recommendation or other matter which affects the uses or operation of any public street or way, the determination of the Commissioner of the City's Department of Transportation will govern and be final.

Modifications may be made to the T.M.P. at any time with the approval of the Applicant, the Commissioner of the Department of Transportation and the Commissioner of the Department of Planning and Development. Such modifications and approvals shall be kept on file with the Department of Transportation and the Department of Planning and Development.

Exhibit 20B.

Traffic Management Plan II

For

McCormick Place West Hall Expansion

Metropolitan Pier And Exposition Authority

August 15, 2002.

1.0 Purpose.

The purpose of the Traffic Management Plan is to outline the principles and guidelines of the transportation system serving the McCormick Place West Expansion. The diverse variety of events requires that all of the transportation components be managed to ensure the safe and efficient movement of vehicles and people. The plan is flexible enough to accommodate the variety of events at McCormick Place and the continuing development of the near south side. It also addresses the integration of the expansion with the existing traffic management operations at McCormick Place.

1.1 Goals.

In order to provide for the seamless integration of the McCormick Place West Expansion into the McCormick Place complex and the surrounding community, several goals were identified:

-- to minimize congestion on the adjacent streets;

-- to allow for efficient travel on surrounding roadways;

-- to create a clear and concise parking operation plan;

-- to provide a strategy to manage taxis and charter buses serving events.

2.0 General Principles.

2.1 Traffic Access.

Traffic travelling to and from the West Hall will be directed to the highways and major arterials in the area. Traffic will be discouraged from using local streets to arrive at the West Hall or access the parking garage. Traffic will be managed so as not to disrupt through traffic on the adjacent highways and major arterials.

2.2 Pedestrian/Bicycle Access.

Traffic will be managed to allow for continued safe pedestrian and bicycle access in the vicinity of McCormick Place.

2.3 Public Transportation/Remote Parking.

Public transportation and remote parking facilities will be encouraged for large events with heavy auto demand. This policy will eliminate unnecessary congestion around the West Hall and curb the need for further expansion of parking facilities.

2.4 On-Site Circulation.

The on-site transportation needs of McCormick Place West will be coordinated to maximize the use of the on-site roadway system, while providing efficient service to McCormick Place West users. These on-site users include charter buses, taxicabs, limousines, trucks, private vehicles and public transportation. The on-site street system is comprised of the Prairie Avenue service drive, an east-west service drive serving the ballroom south of Cermak Road, a new truck access roadway adjacent to the east-to-south Stevenson Expressway ramp to Lake Shore Drive (L.S.D.) providing a direct connection from the truck marshalling yard into the West Building, the entering and exit drives to the West Building garage, and a relocated C.T.A. bus roadway along the west curb of Dr. Martin Luther King, Jr. Drive (M.L.K.) north of 24th Place.

3.0 Guidelines.

The guidelines for traffic management of the existing McCormick Place are assumed to be adequate for accommodating their current needs. As such, many of the guidelines for the West Expansion are already in place and the focus of this plan will be the integration of these guidelines with the West Hall.

3.1 Regional Access.

Automobiles.

All automobiles will be directed to the highways and major arterials.

Signage along L.S.D. and the Stevenson Expressway will continue to notify motorists of the location and availability of parking, as well as the location of shows.

For large public consumer shows and other days with heavy parking demand, the Monroe Street and Millennium Park garages, and other designated parking facilities, will be used as remote parking lots through a coordinated effort with the Chicago Park District, the City of Chicago and property owners. Advance signs will be posted along L.S.D., the Stevenson Expressway and Congress Parkway directing motorists to remote parking facilities. Shuttle buses will provide a direct link between these lots and the new West Hall. Shuttle buses will service the West Hall from either the existing bus roadway east of M.L.K. adjacent to the South Hall, or the new bus terminal along the Prairie Avenue service drive.

Trucks.

Signs are posted on the area expressways directing trucks to use the Stevenson Expressway to L.S.D. to 31st Street to enter the truck marshalling yard. These existing signs and the new connecting truck roadway will serve to minimize McCormick Place West truck traffic on adjacent Streets, many of which do not have adequate clearance under viaducts for semi-trailers.

3.2 Local Circulation.

Automobiles.

Existing signs along L.S.D. already direct traffic to both the 31st Street Parking Lot west of L.S.D. and the underground garage east of L.S.D.. These signs can also be used to direct traffic to access the West Hall parking garage by using the Stevenson Expressway and State Street U-turn ramp.

Signs along the Stevenson Expressway, at the State Street U-turn ramp and at the M.L.K. U-turn ramp will direct traffic to the West Hall parking garage. An improved transition area and entry drive into the West Hall garage at the 24th Place signalized intersection with the M.L.K. U-turn ramp will facilitate access directly into the garage. Relocated collection equipment will provide for queue formation completely on-site. For those times when the six (6) entry collection

lanes cannot handle the incoming traffic flows, changeable message signs will be used to direct overflow cars west on 24th Place to the Prairie Avenue internal roadway where two additional entry collection lanes will be located.

Traffic exiting the West Hall parking garage can flow directly onto the Stevenson Expressway through the new signalized intersection at 24th Place. This will minimize intrusion on the local street network. Cars wishing to exit to the city streets will be able to exit directly to Cermak Road via the Prairie Avenue internal roadway.

Signs along the adjacent street system will direct traffic to the West Hall parking garage entrances from both northbound and southbound M.L.K. at 24th Place. Signs will also direct traffic to the Indiana Avenue West Hall entrance for drop-offs and pickups, as well as the location of valet parking on the Cermak Road ballroom entrance drive.

At peak traffic times, traffic control officers may be needed to assist traffic flows into or out of the parking garage at 24th Place or the operation of the Cermak Road ballroom access roadway.

Taxicabs.

Taxis serving the West Hall will be directed to the taxi drop-off and pickup area along Indiana Avenue at the West Hall entrance. This can be accessed either from the north using a median U-turn slot south of the Indiana Avenue entrance, or from the south directly from 24th Place. Taxis that are serving the Cermak Road ballroom entrance to the West Hall will have access from northbound Indiana Avenue or Prairie Avenue.

Charter Buses.

Charter buses will be directed to the Prairie Avenue service drive to the newly constructed bus terminal inside the West Hall. Bus access to this roadway will be either from Cermak Road on the north or 24th Place from M.L.K. and the Lakefront Busway on the south. Egress will be provided along the Prairie Avenue service drive south to 24th Place and west to the State Street U-turn ramp for access to the Lakefront Busway or L.S.D.. Buses not using the Busway will proceed north on Michigan Avenue to their service area. Bus egress will be facilitated by a new signal at 24th Place and Michigan Avenue.

C.T.A. Buses.

The West Hall will benefit from the existing C.T.A. bus network serving Cermak Road and M.L.K.. Improved bus loading areas at the eastbound farside bus stop on Cermak Road and Indiana Avenue and the farside northbound bus stop on M.L.K. at McCormick Square will enhance the transit experience and provide a convenient link with McCormick Place West.

The present bus roadway along the west curb of M.L.K. will be redesigned for entry into the parking garage for southbound traffic and a new C.T.A. bus turnaround will be constructed just north of 24th Place. C.T.A. buses will continue to use this bus roadway for staging of Routes 21 and X21.

Trucks.

On-site circulation between the truck marshalling yard and the truck docks for the West Building will be handled by the newly constructed truck roadway that provides direct access to the West Hall loading docks without using the local street network.

Pedestrians.

Pedestrians will be encouraged to enter the West Hall from the new Indiana Avenue entrance, as well as the existing McCormick Square entrance on M.L.K.. Special events in the ballroom will be accessed from the ballroom entrance on Cermak Road.

During large events, vehicular and pedestrian circulation along M.L.K. and Indiana may require trained personnel or city police officers to control the intersections along M.L.K., Indiana Avenue, 24th Place and Cermak Road in the vicinity of McCormick Place. These officers will help assure a safe pedestrian flow across Indiana and M.L.K. at the crosswalks. The traffic coordinator will schedule traffic control officers with the users of McCormick Place West.

Bicycles.

Bicycles will be directed by signs along the Indiana and Wabash Avenues bike lanes from the north and south to access the bike storage area on the south side of Cermak Road east of Indiana Avenue. Signs indicating the location of bike parking will be provided at this intersection.

3.3 Parking.

Automobiles.

West Hall auto traffic will be directed to the Stevenson Expressway and the State Street U-turn ramp to access the West Hall parking garage. Signs will inform motorists of parking availability at the West Hall, the 31st Street and Lakeside Center parking facilities.

During heavy demand days, signage will also inform motorists of parking availability in the Soldier Field South lot and other more remote parking lots.

The McCormick Place parking lot manager will coordinate with the Chicago Park District, the Chicago Police Department and the City of Chicago in advance of each event.

For events in the new ballroom, valet and V.I.P. parking will be located in the West Hall parking garage. Valet service will take place on the ballroom service drive on Cermak Road, with direct valet access to the parking garage via the Prairie Avenue internal roadway.

Trucks.

Trucks will be parked in the existing truck marshalling yard. No truck parking will be allowed along internal roadways of the West Hall.

Charter Buses.

Charter buses serving the West Hall as part of a shuttle service for events will park in the staging area at 25th Street and M.L.K. or the 31st Street truck marshalling yard.

3.4 Staging.

Trucks.

Trucks waiting to unload deliveries will be staged along Moe Drive south of the entrance to the West Hall truck access roadway, or in the truck loading area on the upper level south of the West Hall. The number of trucks staged will be kept to a minimum. Trucks not ready for immediate unloading will be kept in the truck marshalling yard at 31st Street.

Truck staging on the upper level dock aprons and ramps will be managed to retain emergency clear zones.

Taxicabs/Limousines.

Taxicabs will continue to be notified of peak demand times through the taxi telephone hotline.

Taxi staging for the West Hall will occur in the designated taxi lane along the east curb of Indiana Avenue south of the West Hall entrance, and the north curb of 24th Place. When taxi demand is particularly heavy, a second (2nd) lane will be provided along the east curb of Indiana Avenue south of the entrance. During events at the ballroom at the north end of the West Hall, taxi staging is also along the east curb of Indiana Avenue north of the West Hall main entrance. The taxi queue may extend through the taxi drop-off and pickup area at the main west entrance if there is no other West Hall function underway at that time.

Existing taxi staging for the South Hall along M.L.K. will benefit from the addition of a part-time second exclusive taxi lane along the east curb of M.L.K. between McCormick Square and 24th Place. This will be managed to ensure that the second (2nd) lane is only used when demand warrants.

Limousines will be staged perpendicularly within the median of the Cermak Road ballroom east/west service drive, as long as space is available. If demand exceeds the availability of space, limousines will be directed to appropriate parking facilities.

Charter Buses.

Buses will be allowed to stage in the bus terminal at the Prairie Avenue service drive while actively engaged in provision of a shuttle service. During periods when service is not provided, buses will be staged in the bus staging area east of M.L.K. at 25th Street, or in the truck marshalling yard at 31st Street. Buses will be called up when service resumes.

Charter buses may also be staged along the north curb of 24th Place east of Prairie Avenue if conditions warrant a need for additional space.

C.T.A. Buses.

C.T.A. buses will be staged in the bus roadway along the west curb of M.L.K. north of 24th Place.

4.0 Security Issues.

When security concerns demand a more limited access to the West Hall, as well

as other McCormick Place buildings, M.P.E.A. security staff may close any entrance or roadway into McCormick Place. This also includes portions of 24th Place west of the Stevenson Expressway entrance ramp or the M.L.K. U-turn ramp. Any such closures would be done in cooperation with the Chicago Police Department.

5.0 Public Awareness.

The promotion of public awareness is important to the success of the Traffic Management Plan. Brochures, pamphlets, news releases, and other advertising materials for specific events will include the following information:

-- available parking lot locations and prices;

-- public transportation routes and schedules; and

-- conflicts with other users in the area (e.g., Soldier Field and Grant Park events).

The Metropolitan Pier and Exposition Authority, in conjunction with show managers, will promote and facilitate the use of public transportation, including the C.T.A. bus and rail service, and the Metra Electric and Metra Suburban services to Northwestern and Union Stations.

In addition, the uniform signage system at McCormick Place will be expanded to include McCormick Place West. This signage system will clearly and concisely identify parking locations, public transit stops, and traffic routes in order to assist motorists and pedestrians in finding their way to and around McCormick Place West.

6.0 Coordination.

The many modes of transportation serving the McCormick Place West Expansion will be managed by the existing Transportation Management Group within McCormick Place. This management group includes the traffic coordinator, parking lot manager, truck yard manager and event manager. This group has regular contact with the Chicago Department of Transportation, the Chicago Park District, the Chicago Transit Authority and various city agencies through participation in the Mayor's Traffic Management Task Force. They will continue to coordinate efforts to reduce conflicts among the various transportation entities.

Through their effort and experience this traffic management plan will be integrated with the transportation plan for the existing McCormick Place complex, and it will be periodically reviewed, updated and refined.

Exhibit 2.

Existing Zoning Map.

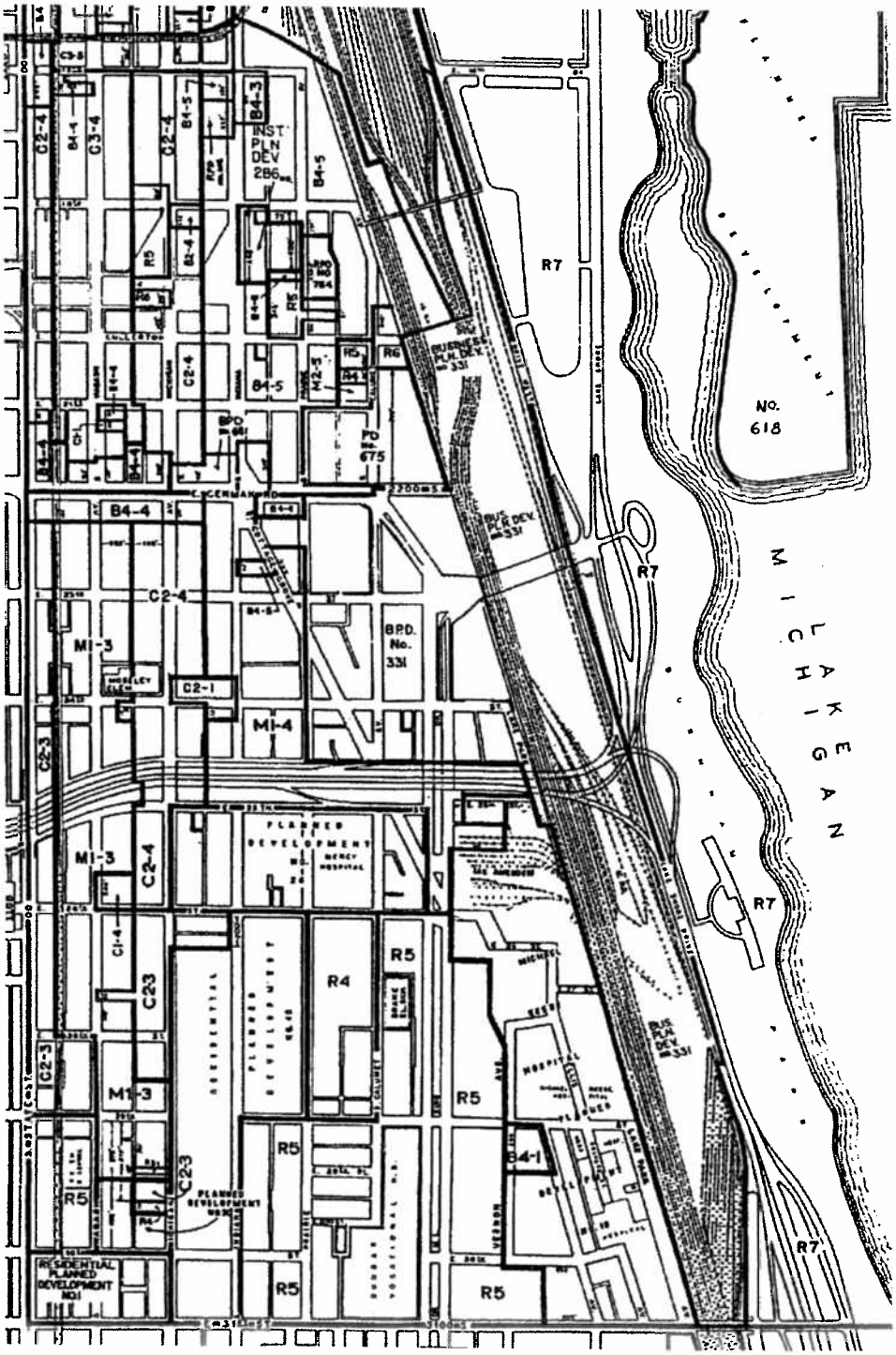


Exhibit 3.

Planned Development Boundary, Property And Right-Of-Way Map.

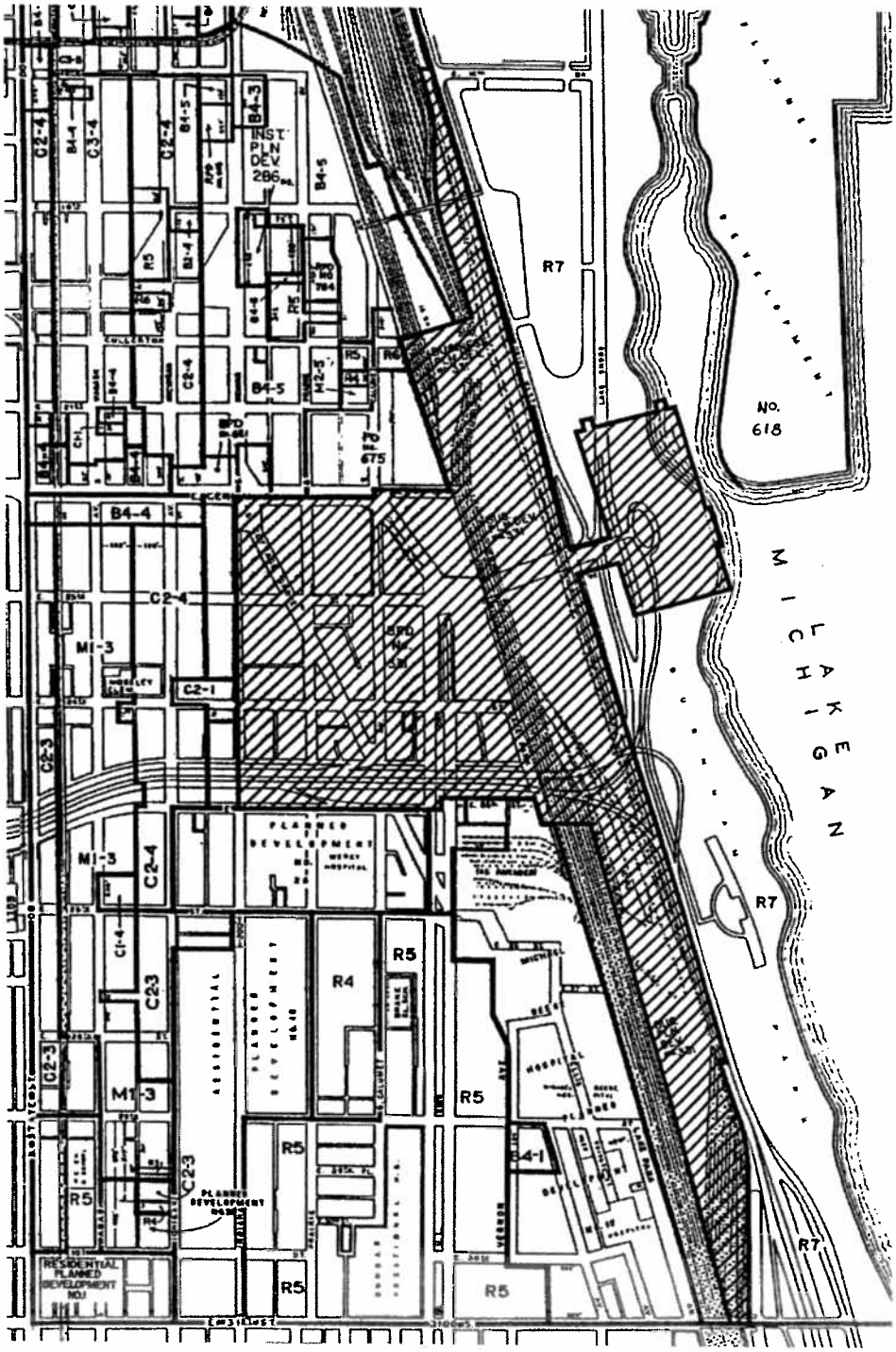


Exhibit 4.

Planned Development Expansion
Area Map 2002.

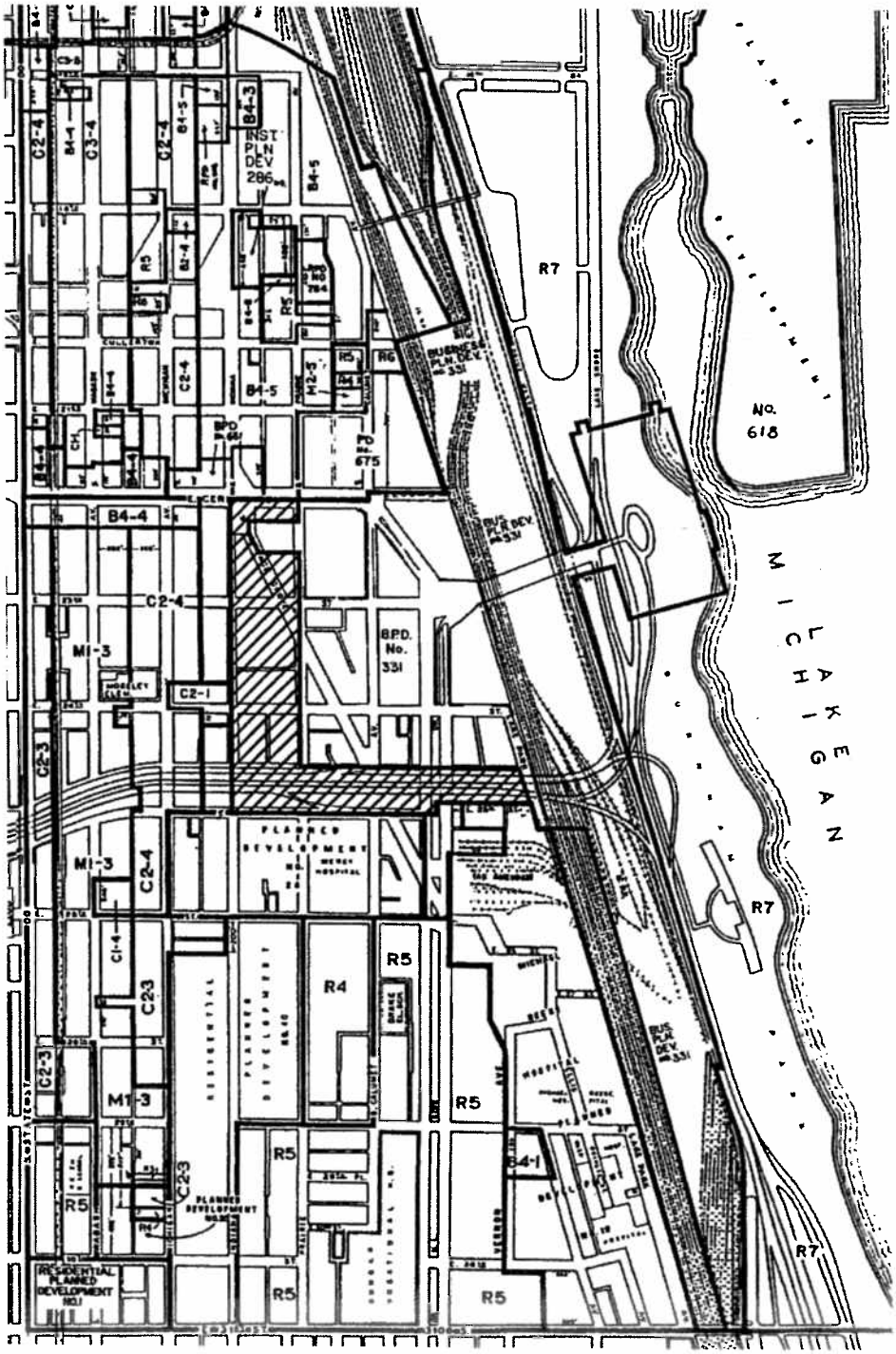


Exhibit 5.

Existing Land-Use Area Map.

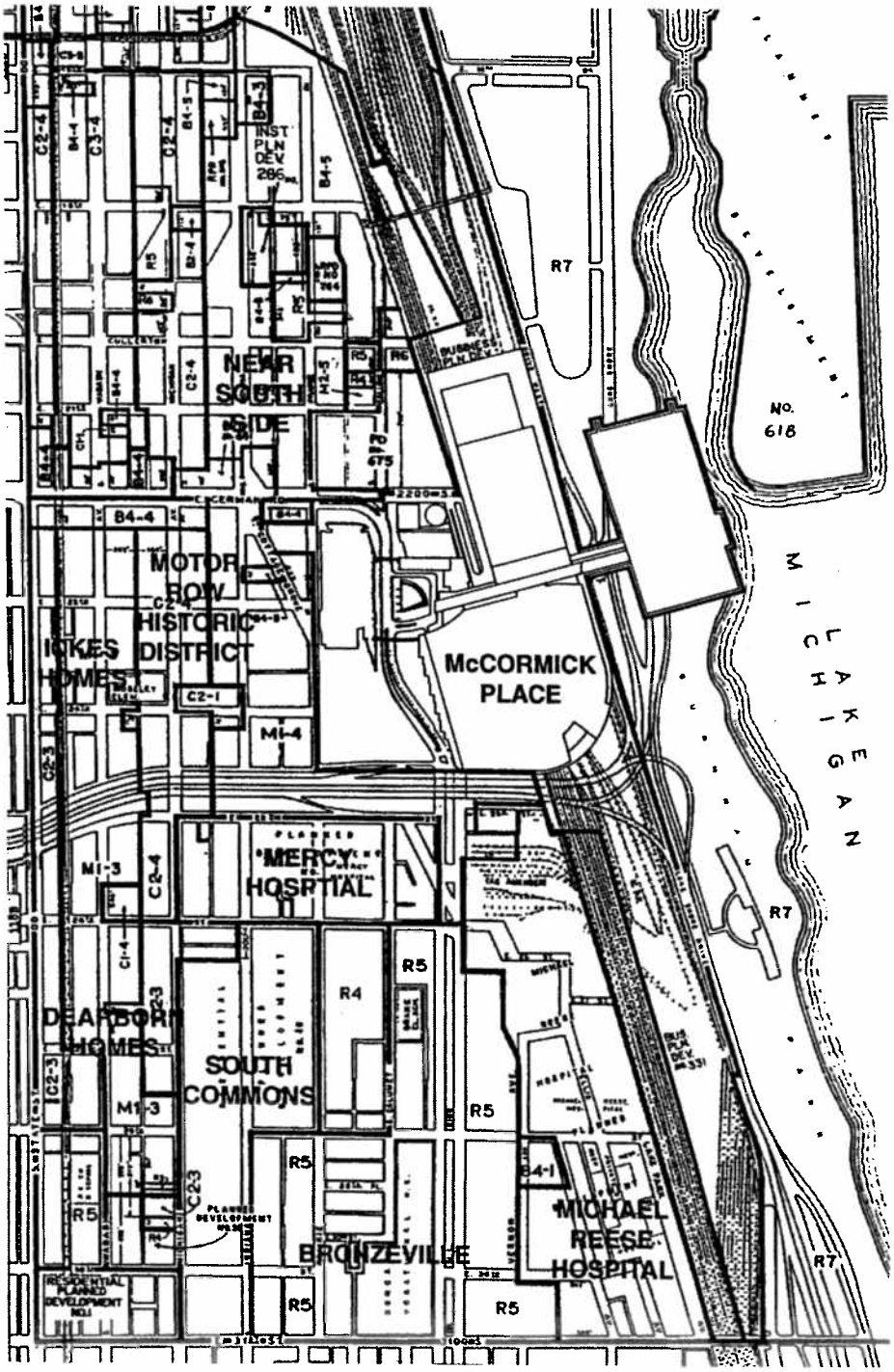
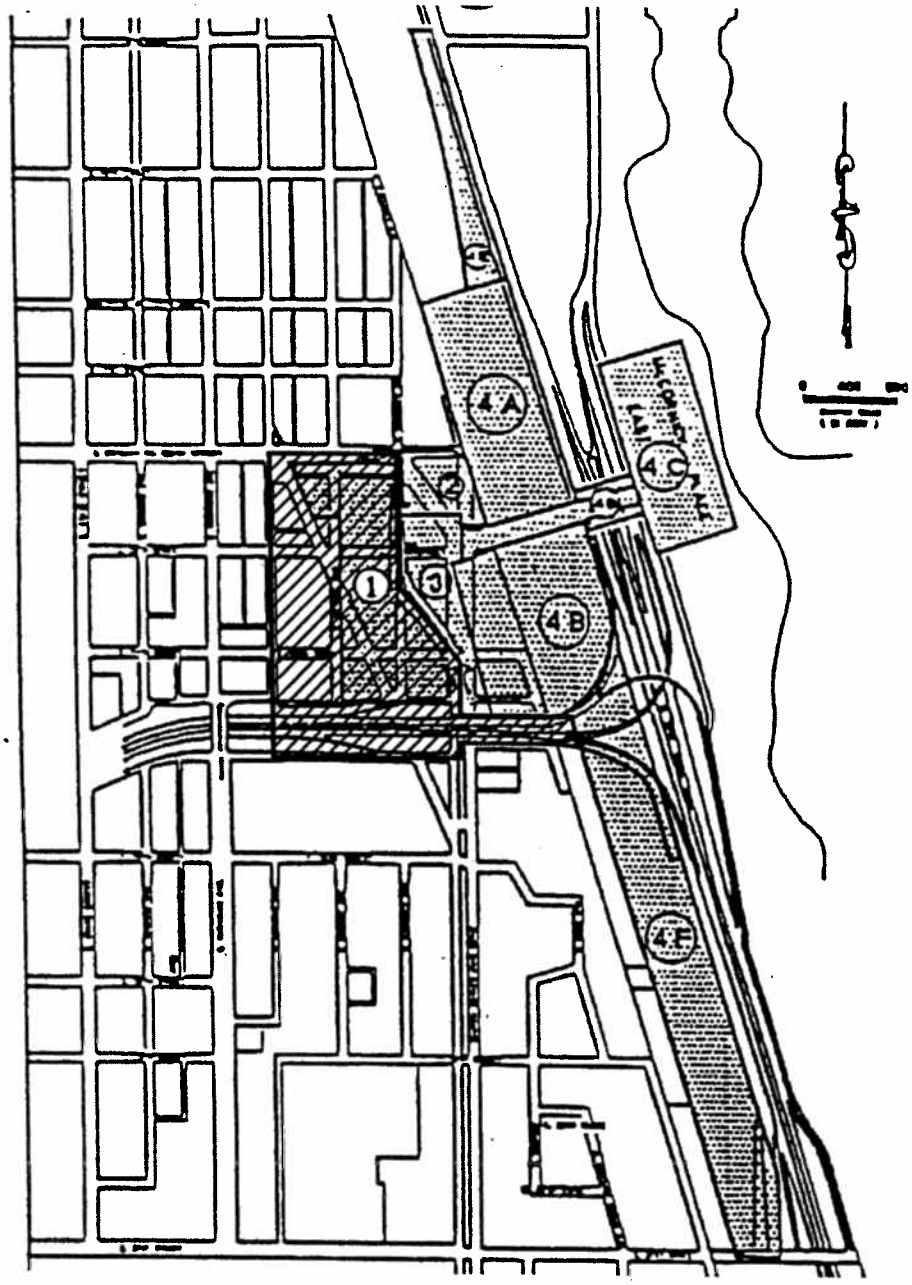


Exhibit 6.

Subarea Map.



PLANNED DEVELOPMENT AREA BOUNDARIES

1. McCormick Place West Development Area
2. Hotel / District Energy Facility Area
3. McCormick Square / South Park Area
4. Existing McCormick Complex Area

Exhibit 7A.

Generalized Land-Use Map.

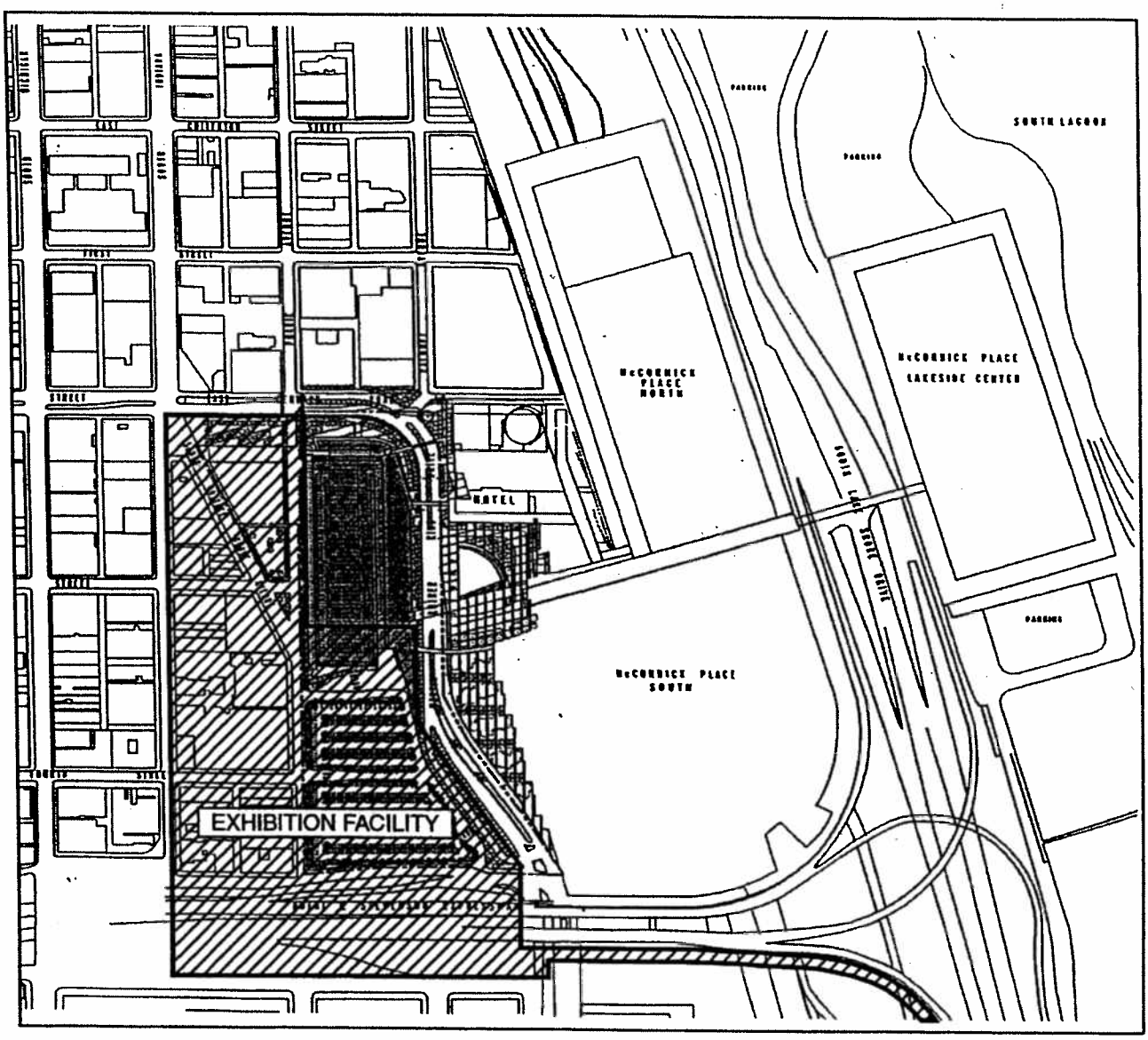


Exhibit 7B.

Parking Location Plan.

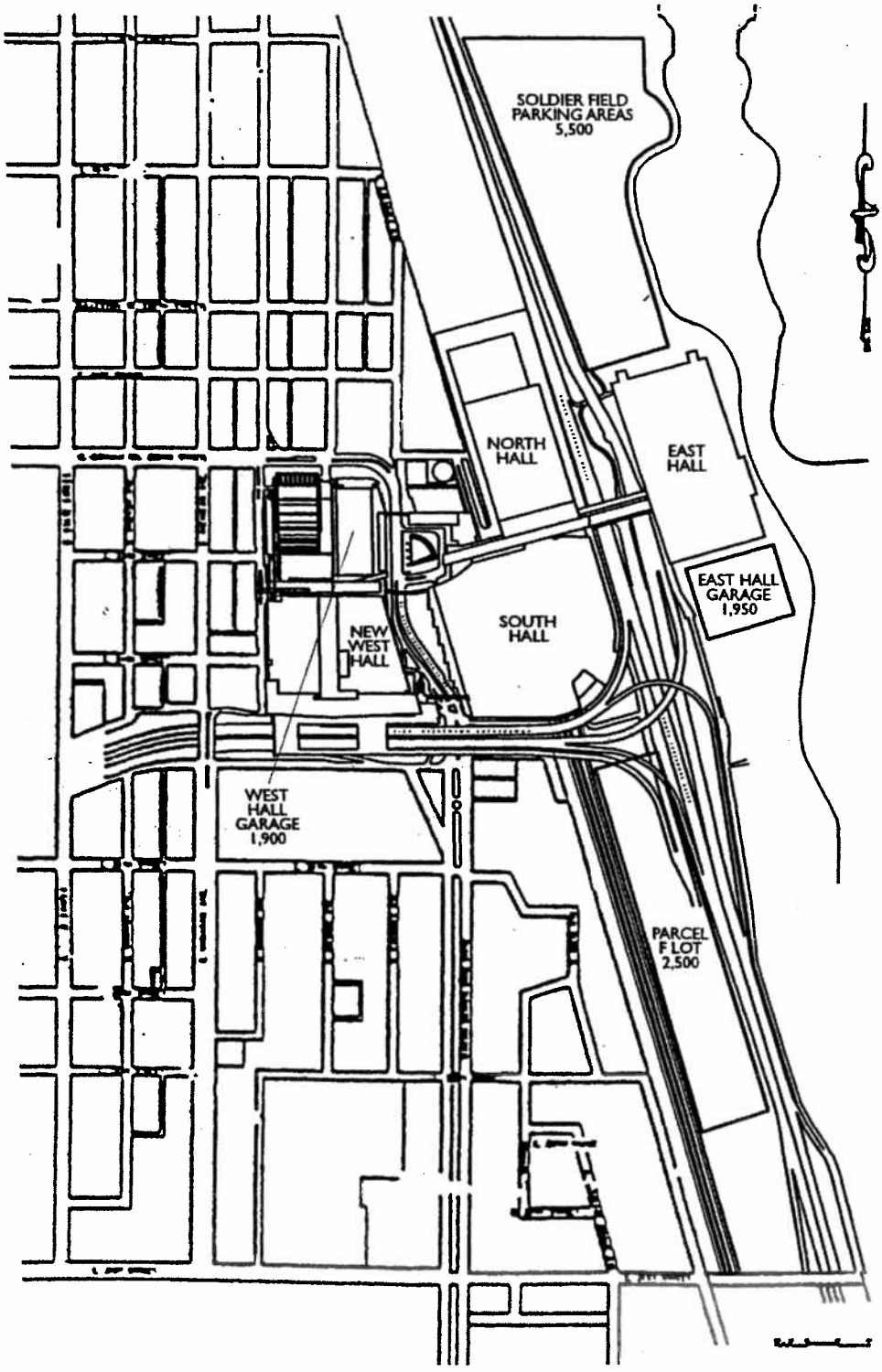
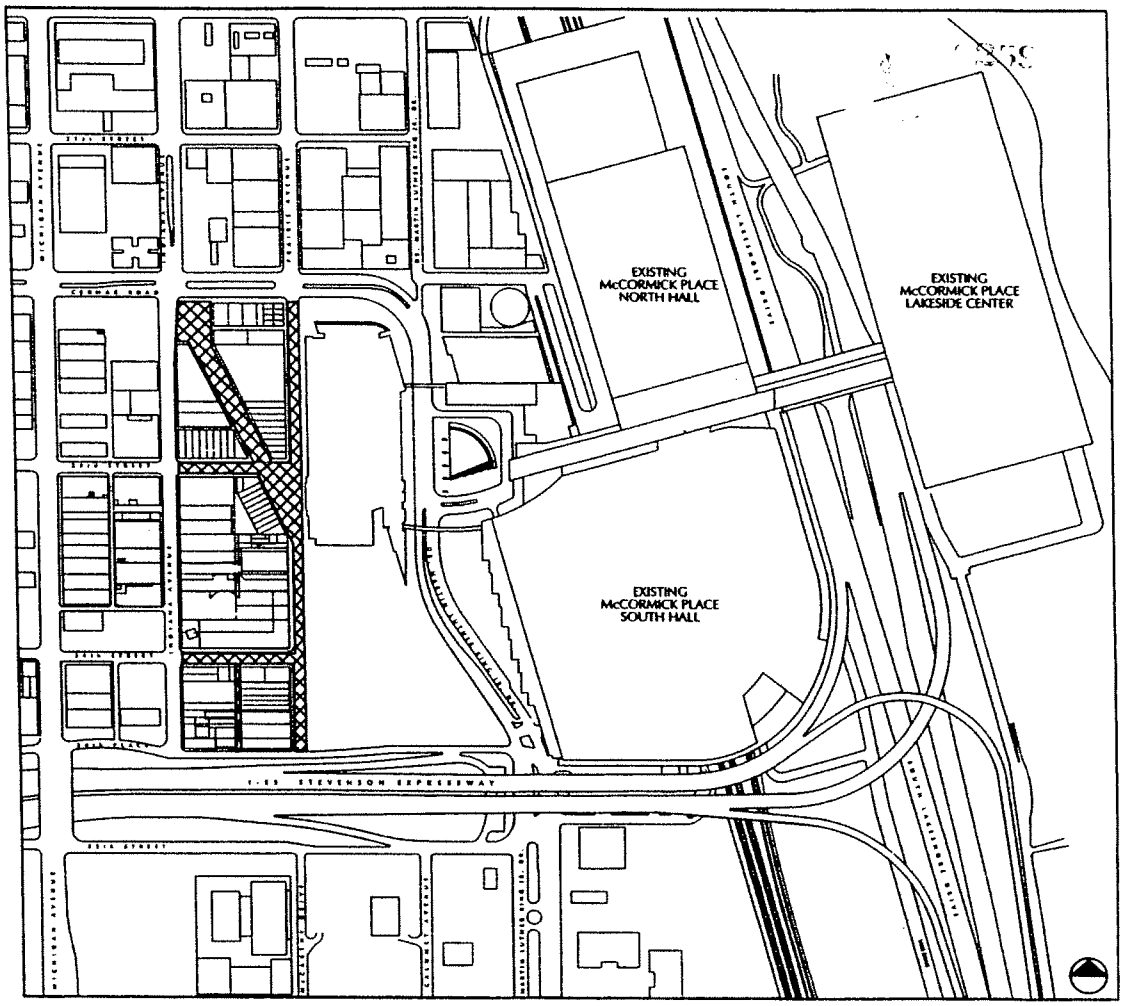


Exhibit 8.

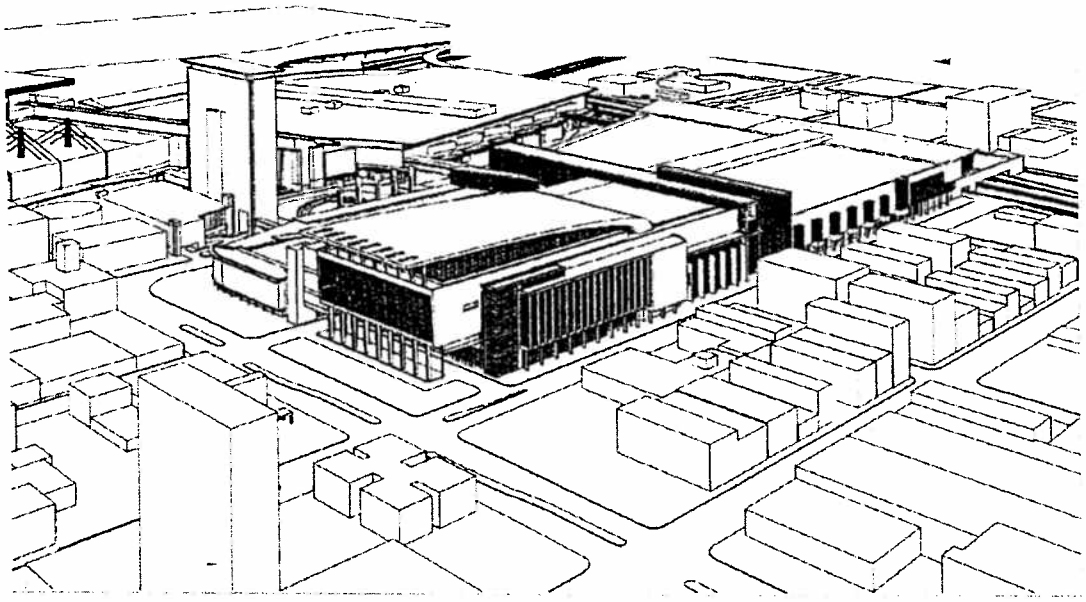
Public Right-Of-Way Adjustment Plan.



STREETS and ALLEYS TO BE VACATED

Exhibit 9.

Renderings: Facade/Massing.



Aerial View Looking Southeast with Grand Ballroom in Foreground

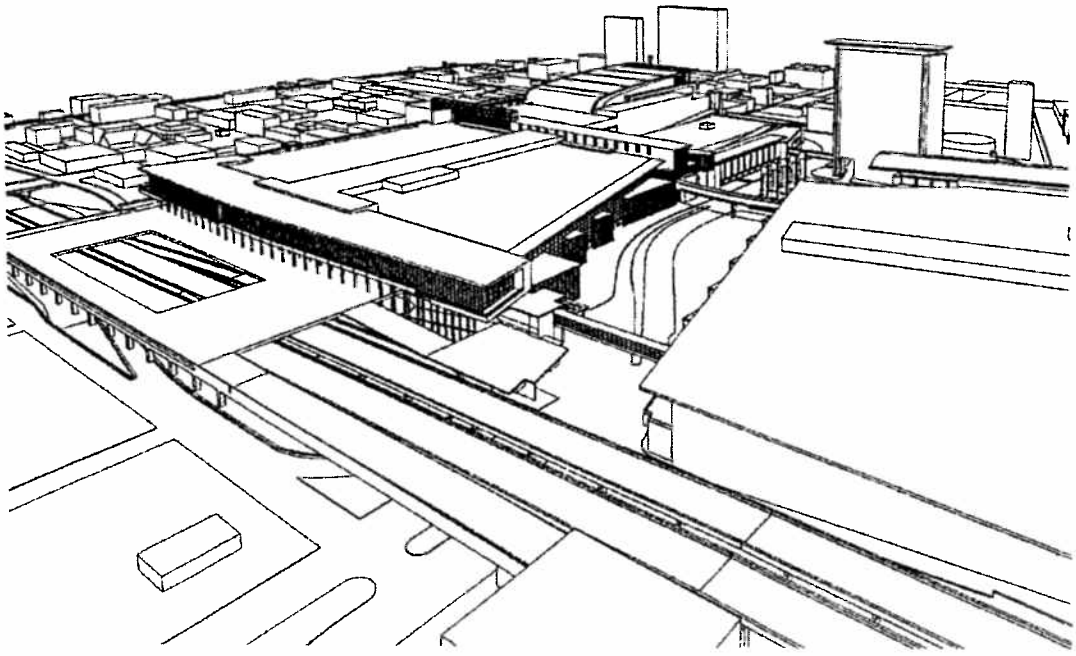


Exhibit 10.

Renderings: Urban Design Features.

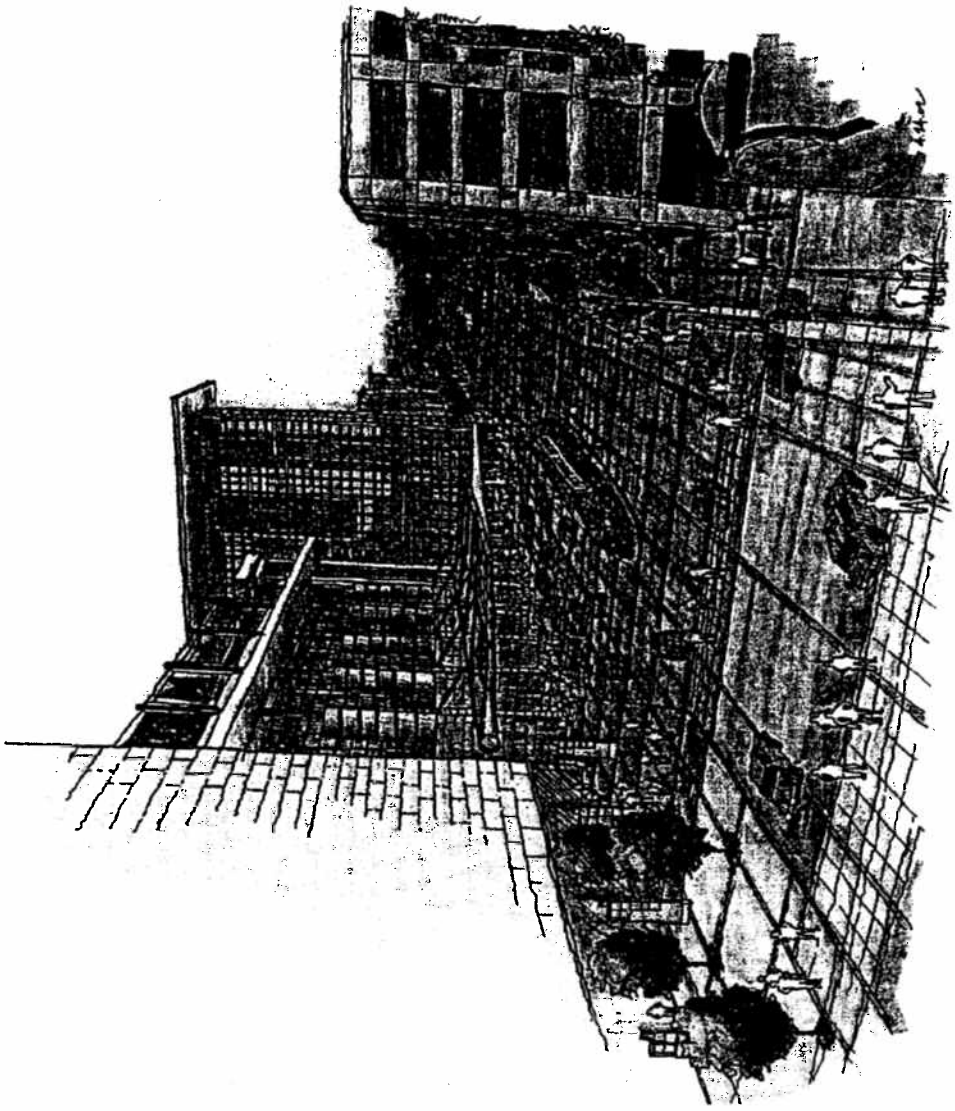


Exhibit 11A.

Illustrative Site Plan -- Zone A.

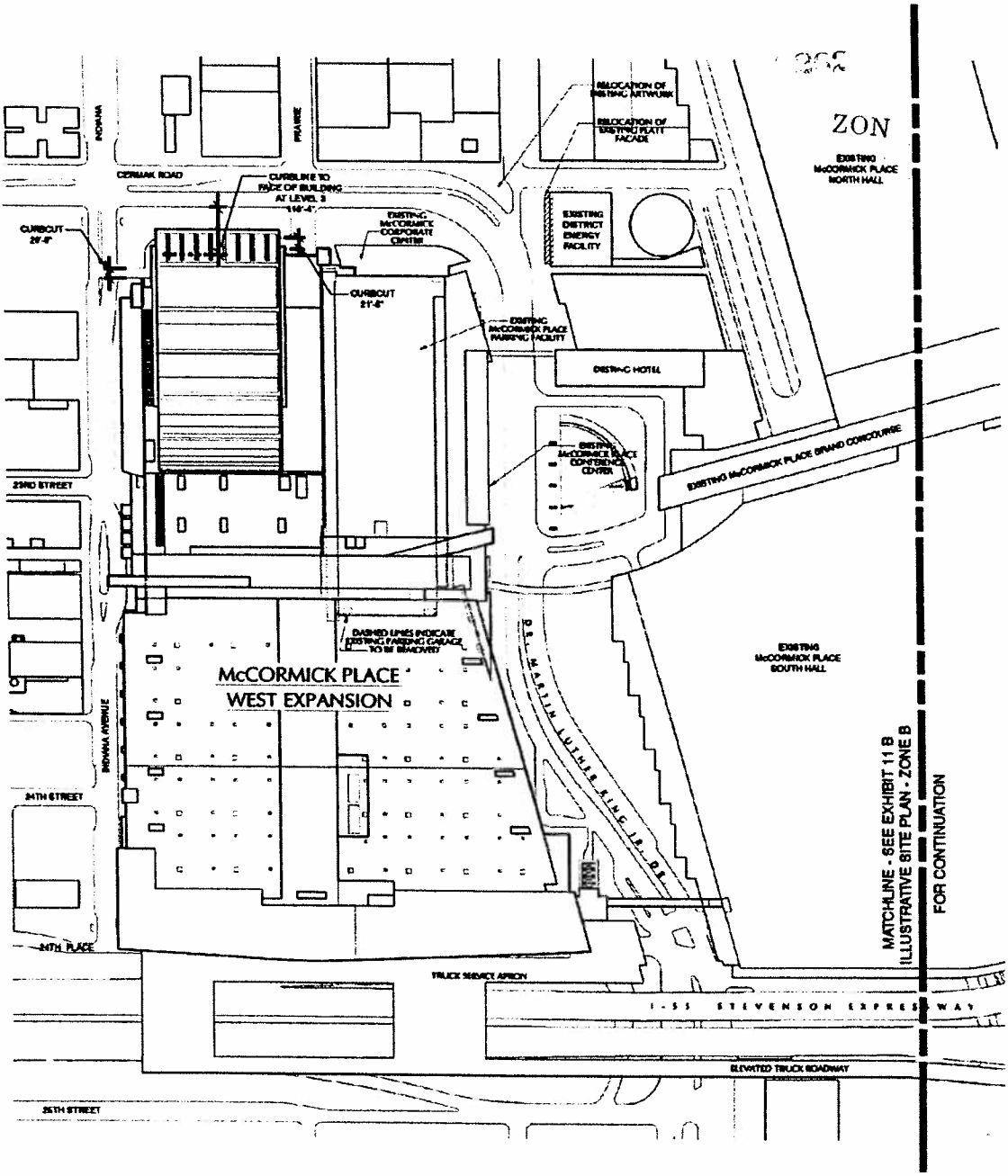


Exhibit 11B.

Illustrative Site Plan -- Zone B.

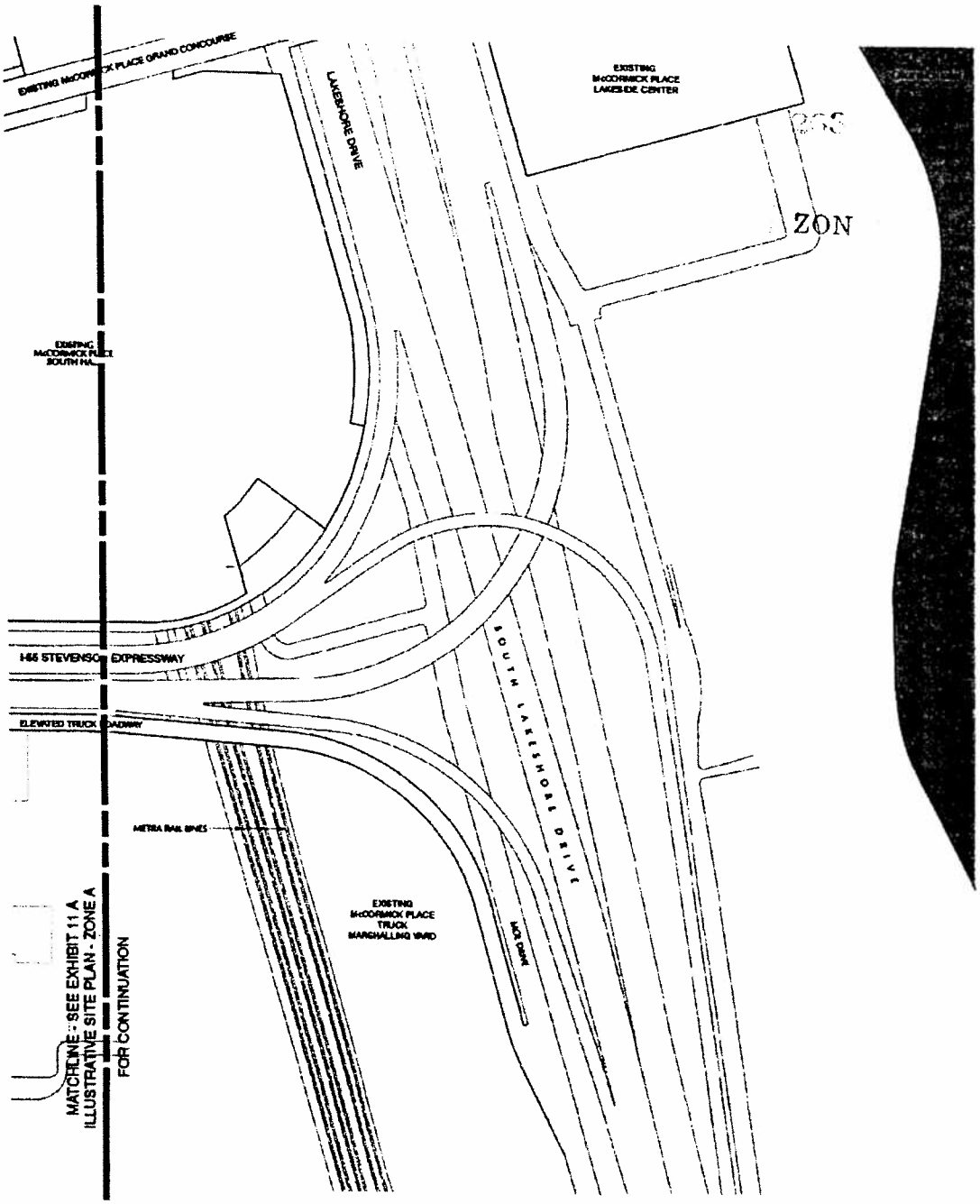


Exhibit 12.

Illustrative Landscape Plan.

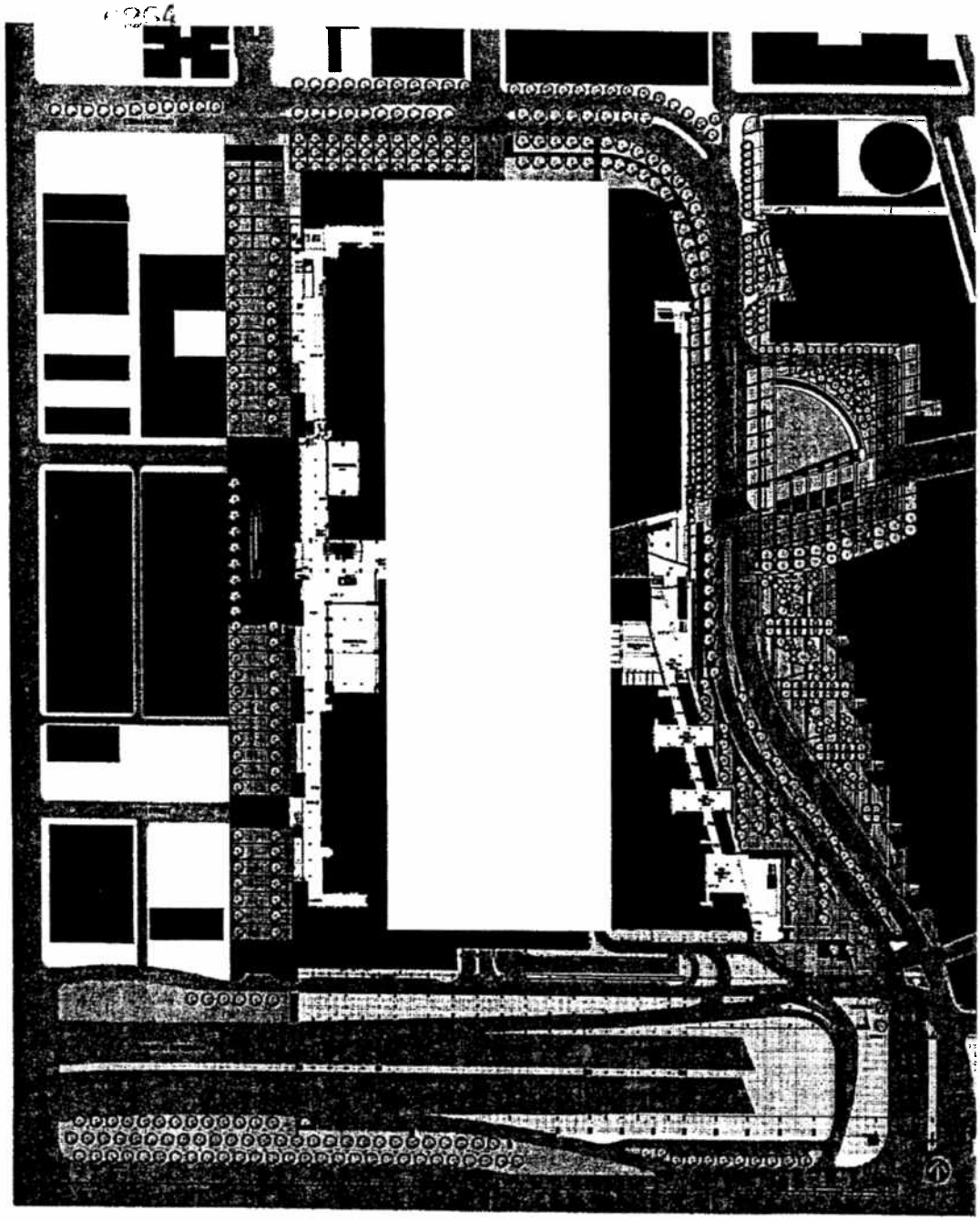


Exhibit 13A.

Conceptual West Elevation.

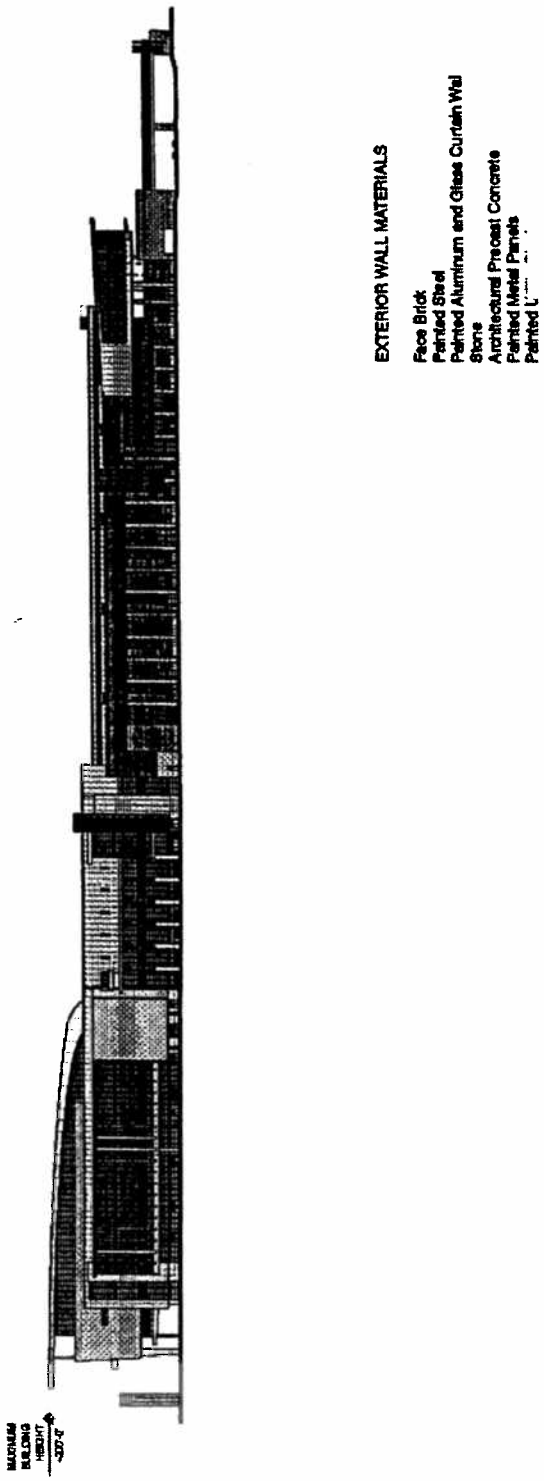


Exhibit 13B.

Conceptual North Elevation.

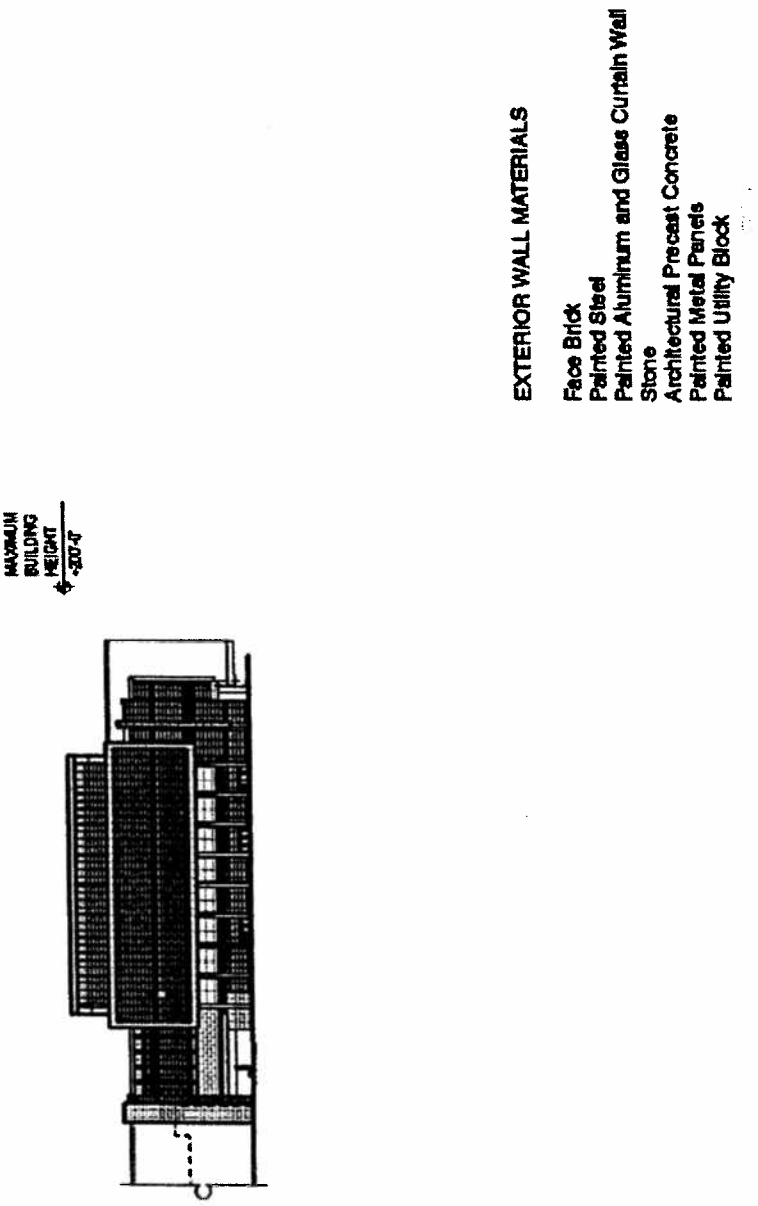


Exhibit 13C.

Conceptual East Elevation.

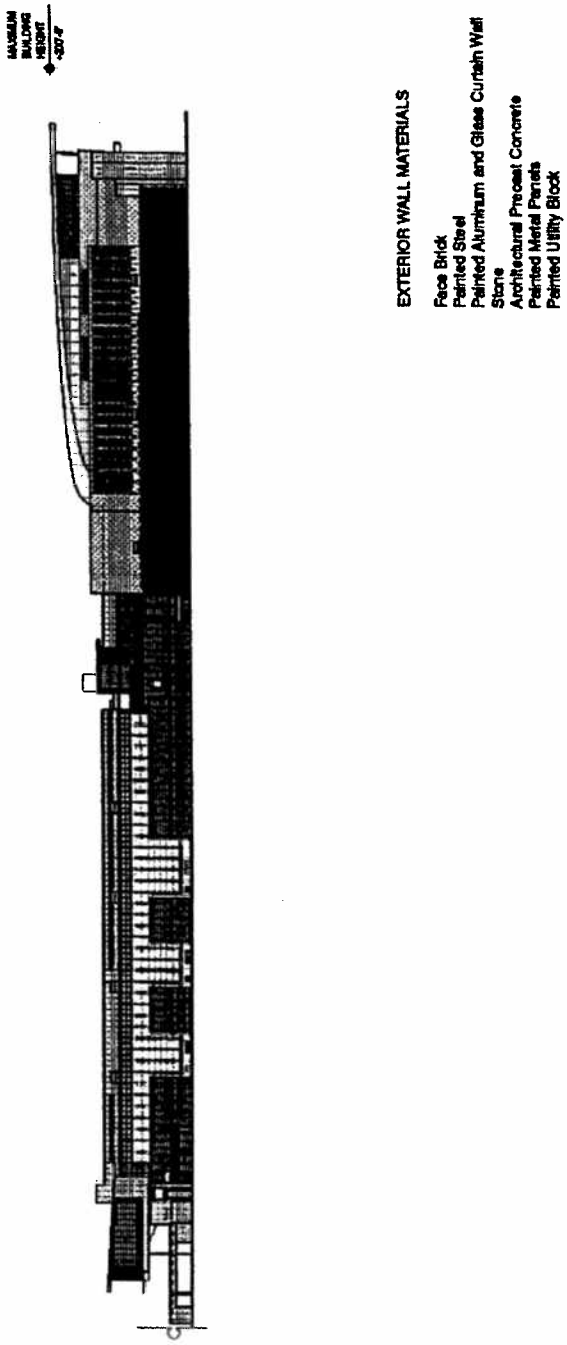


Exhibit 13D.

Conceptual South Elevation.

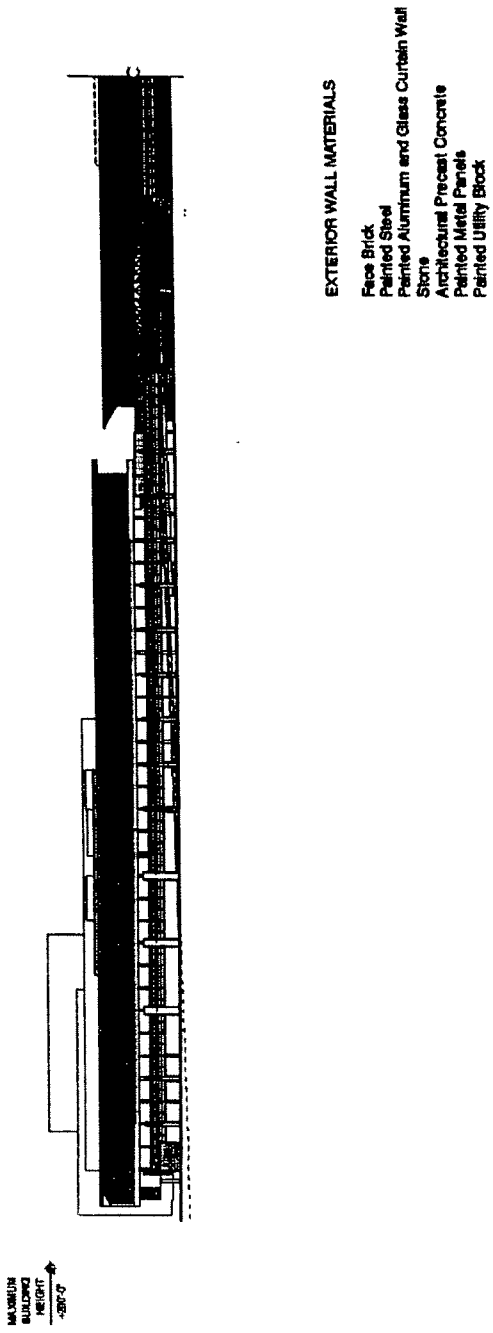


Exhibit 14.

At-Grade Transportation Access Plan.

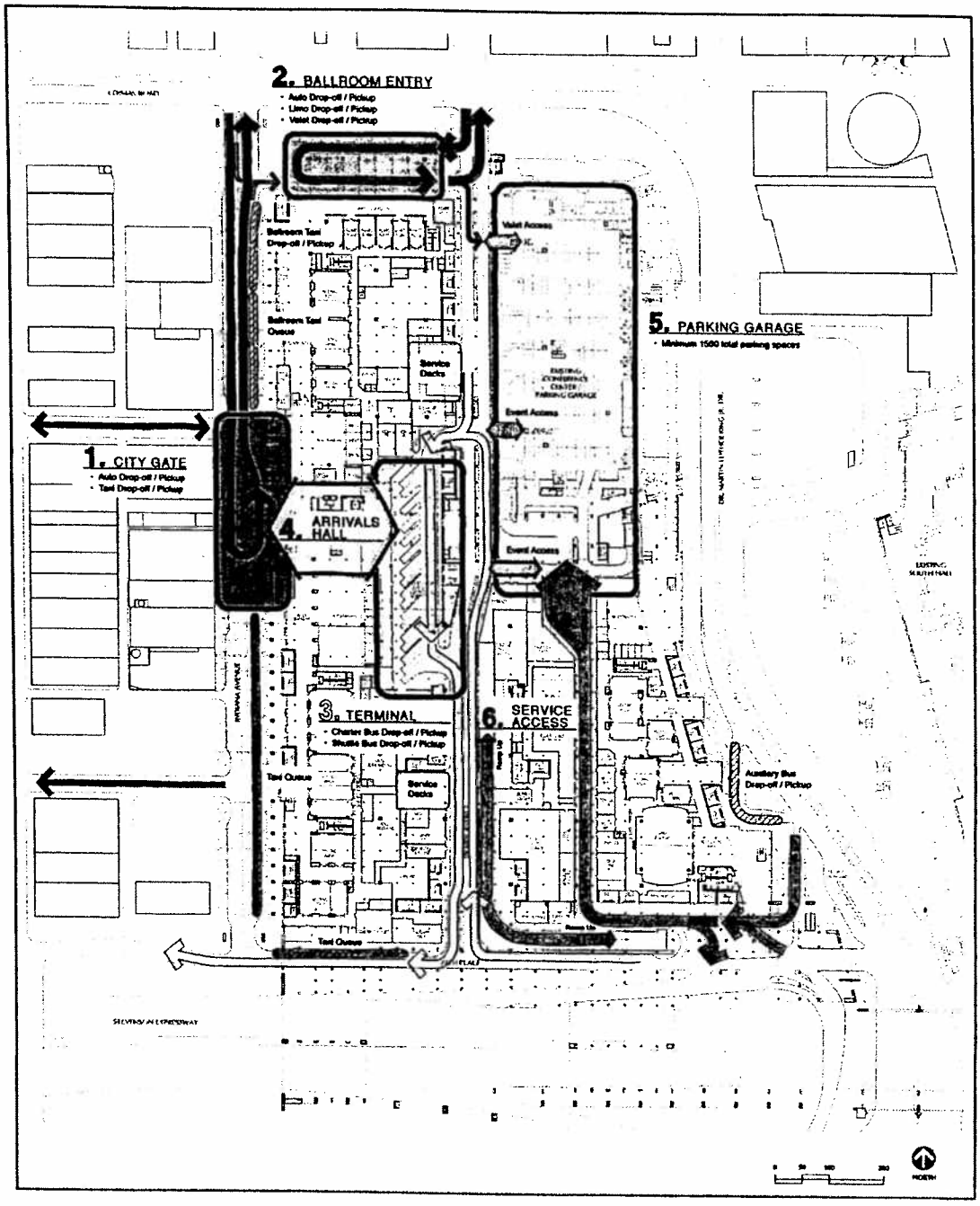


Exhibit 15.

Upper Level Service Access Plan.

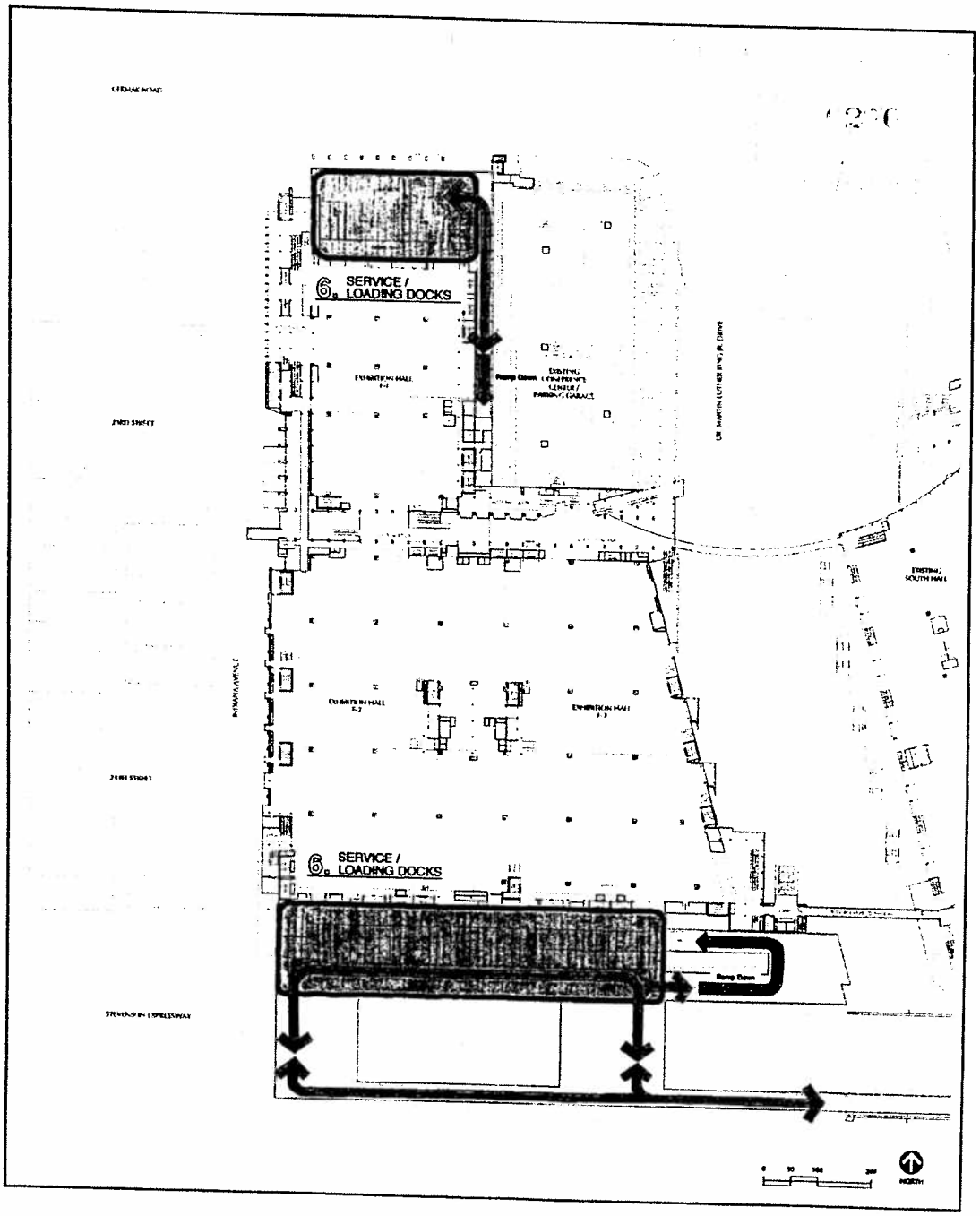


Exhibit 16A.

Illustrative Level 1 Floor Plan.

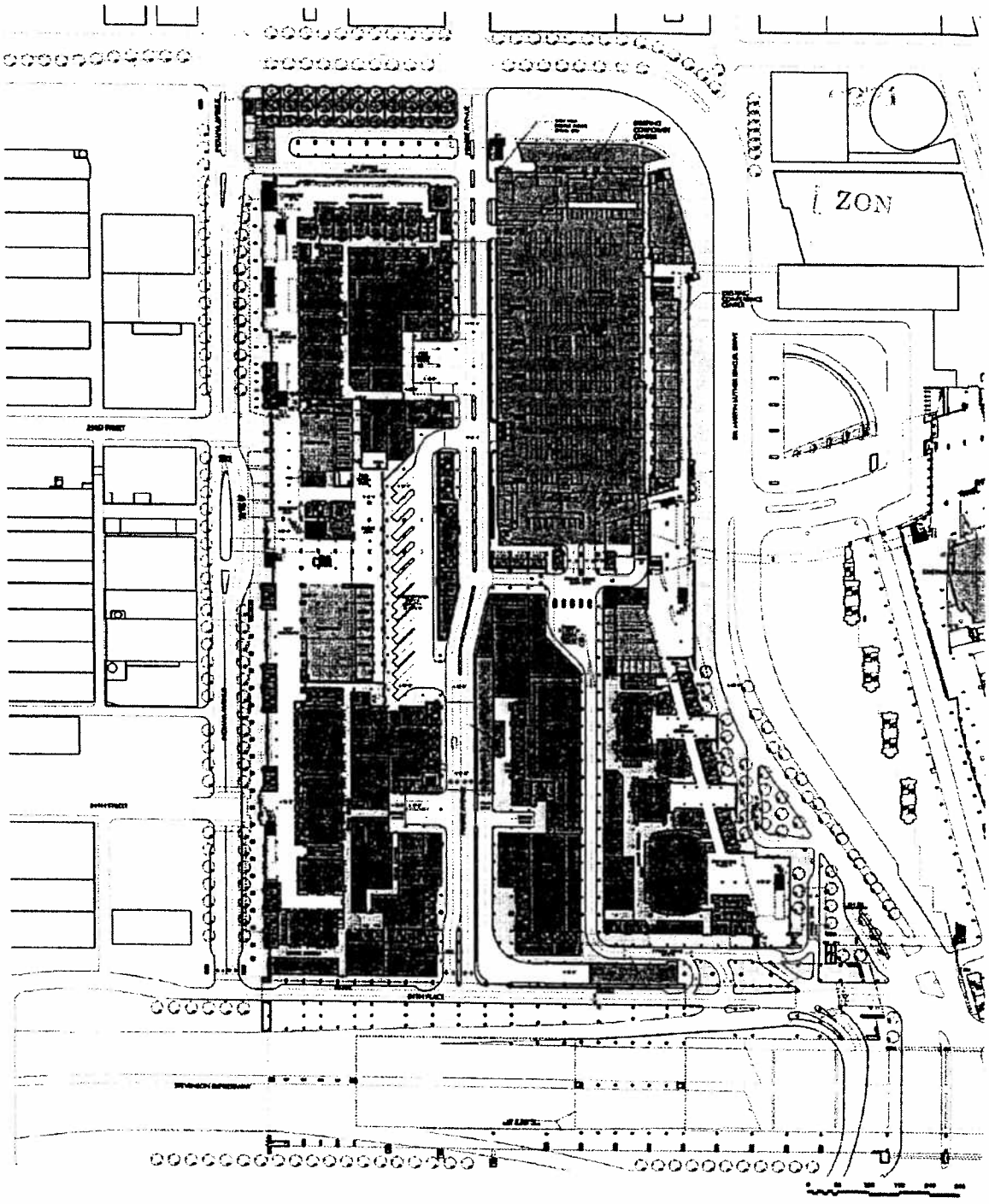


Exhibit 16B.

Illustrative Level 2 Floor Plan.

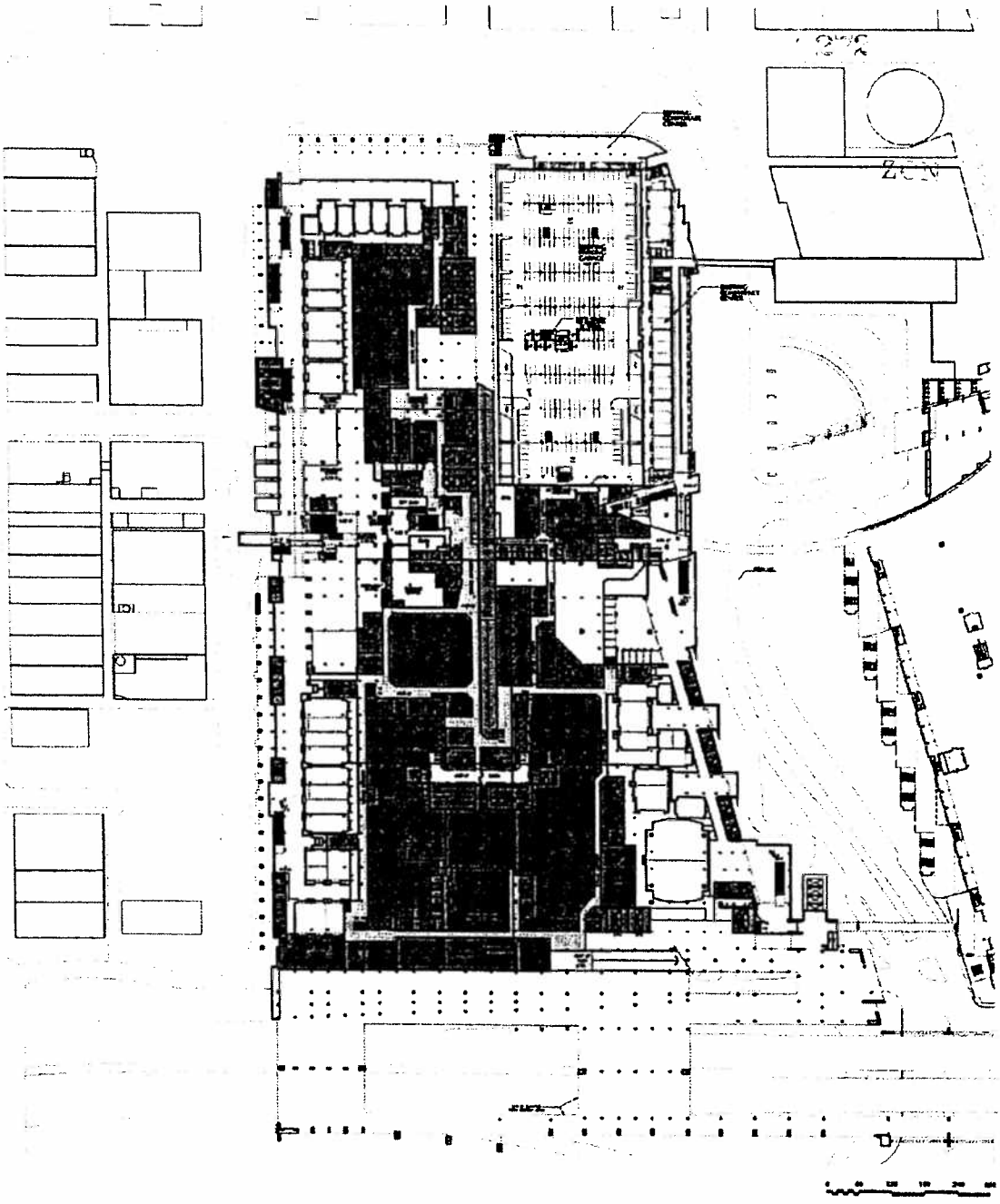


Exhibit 16C.

Illustrative Level 3 Floor Plan.

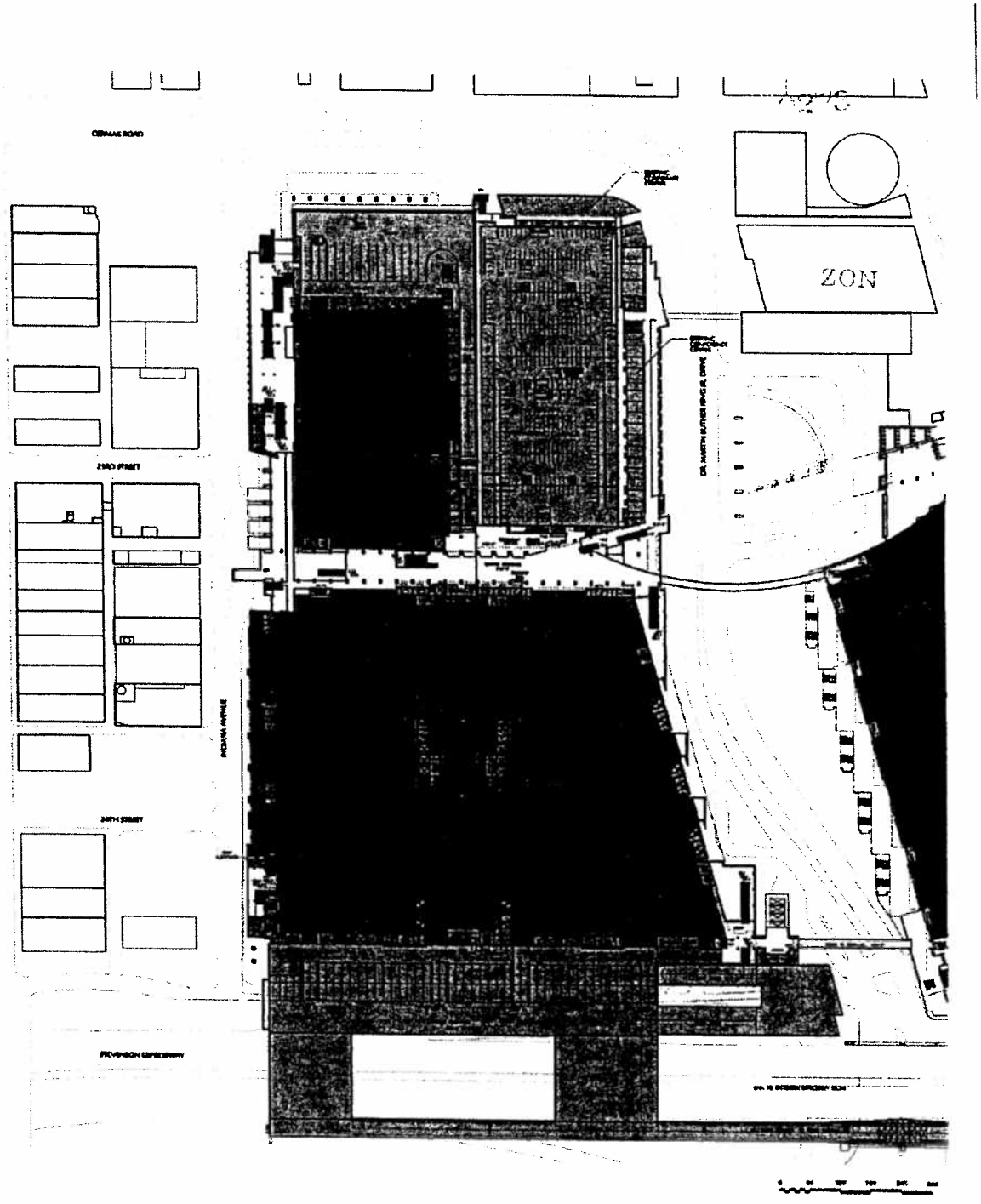


Exhibit 16D.

Illustrative Level 4 Floor Plan.

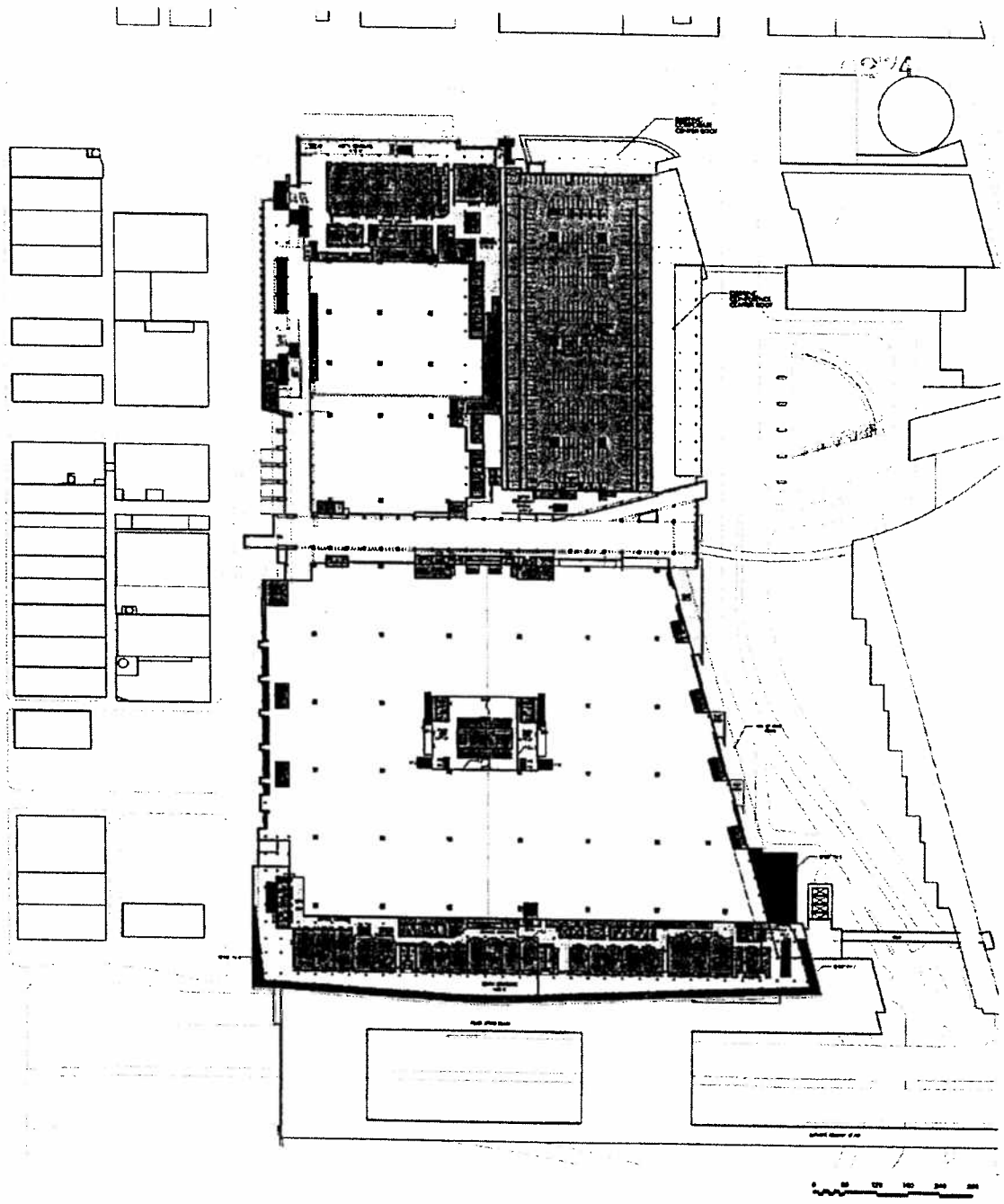


Exhibit 16E.

Illustrative Level 5 Floor Plan.

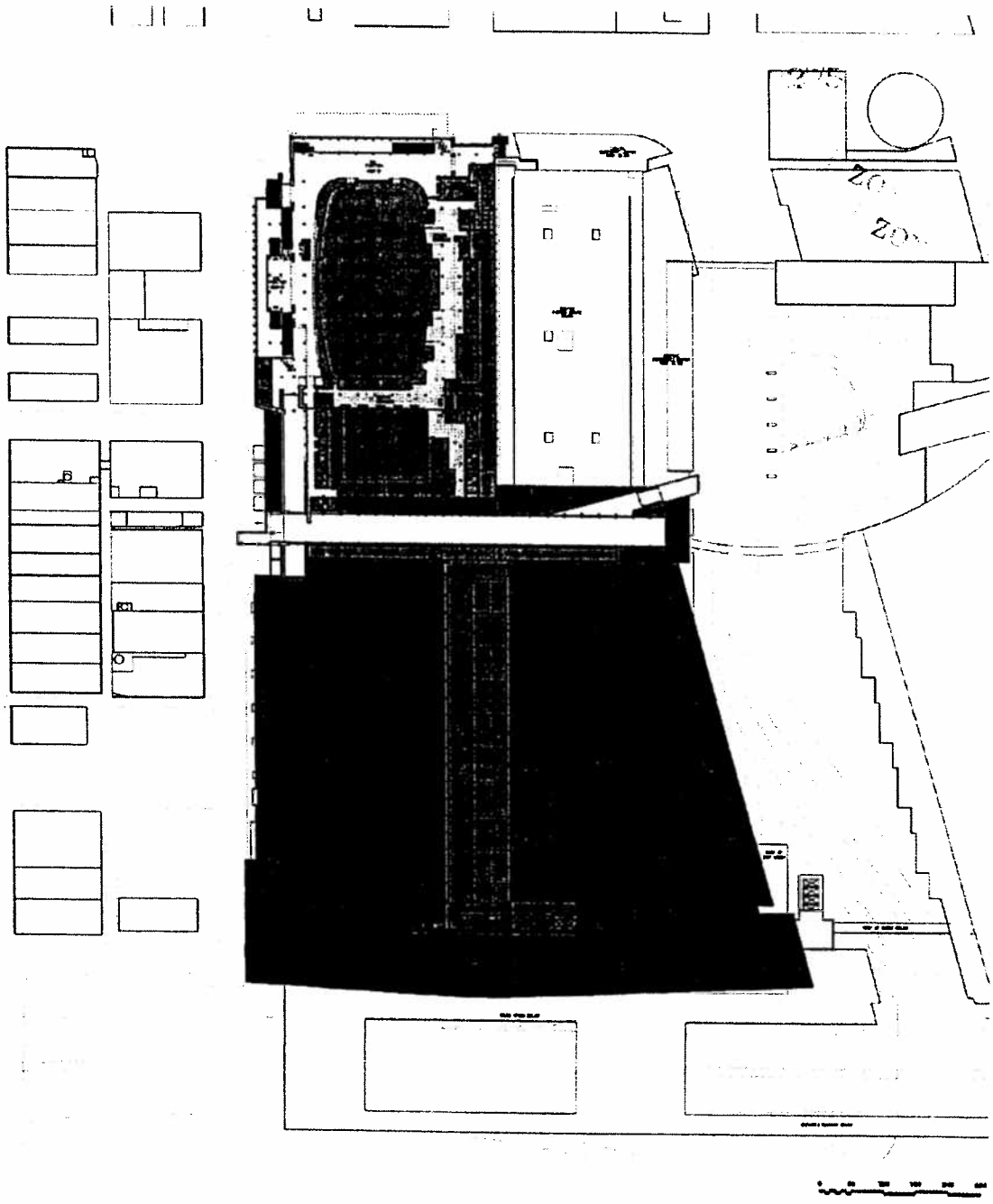


Exhibit 16F.

Illustrative Level 6 Floor Plan.

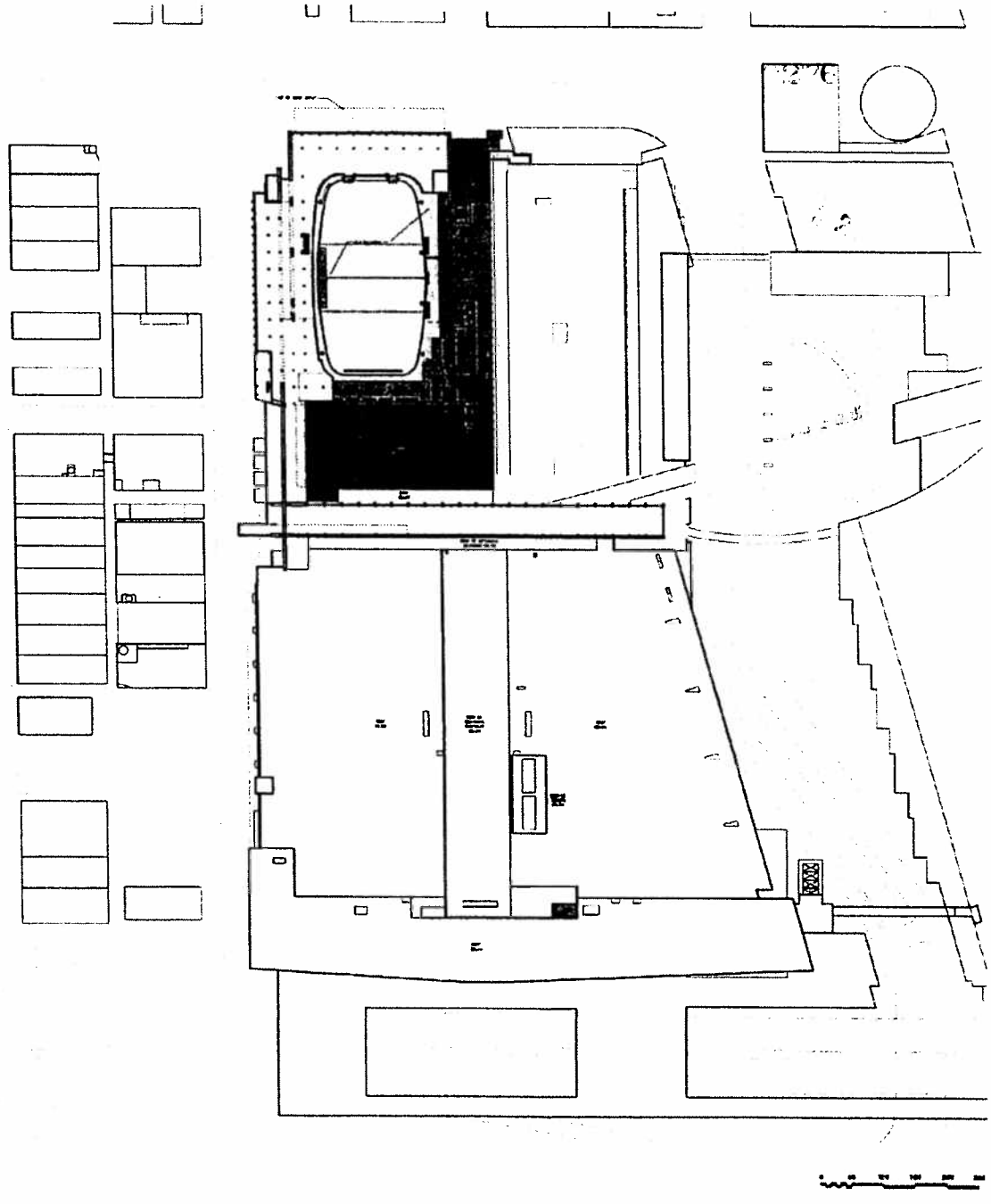


Exhibit 16G.

Illustrative Green Roof Plan.

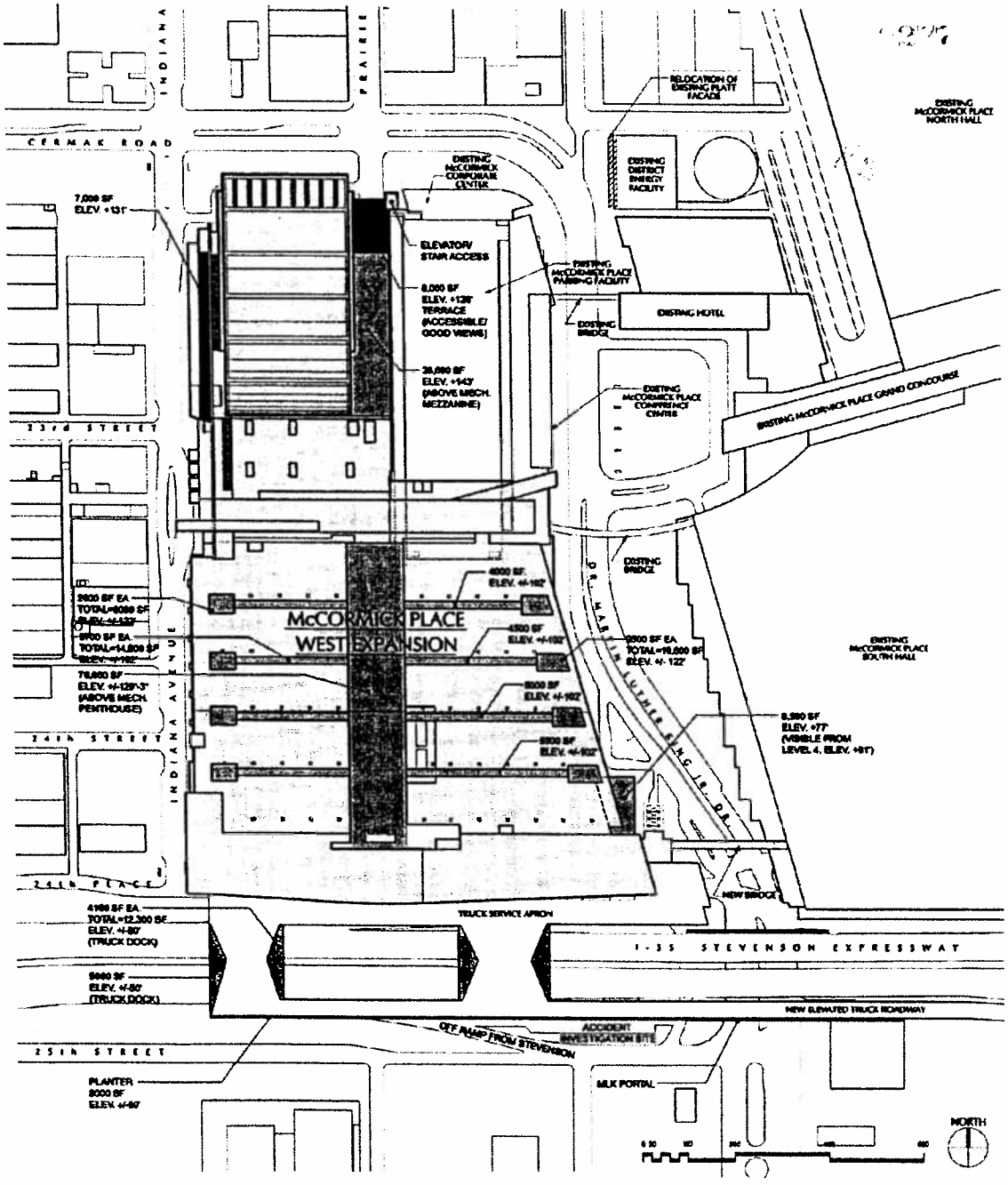
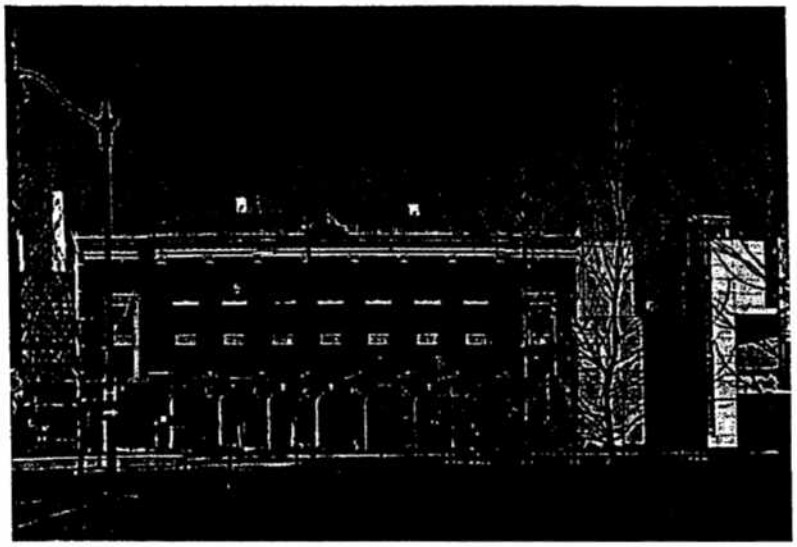


Exhibit 17.

Platt Building Facade Relocation -- Illustrative Site Plan.



RELOCATED PLATT FACADE - ILLUSTRATIVE EAST VIEW

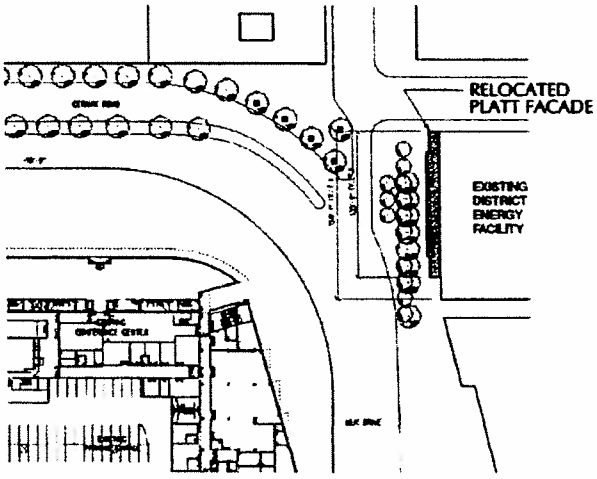


Exhibit 21.

South Hall Expansion Site Plan -- Area A.

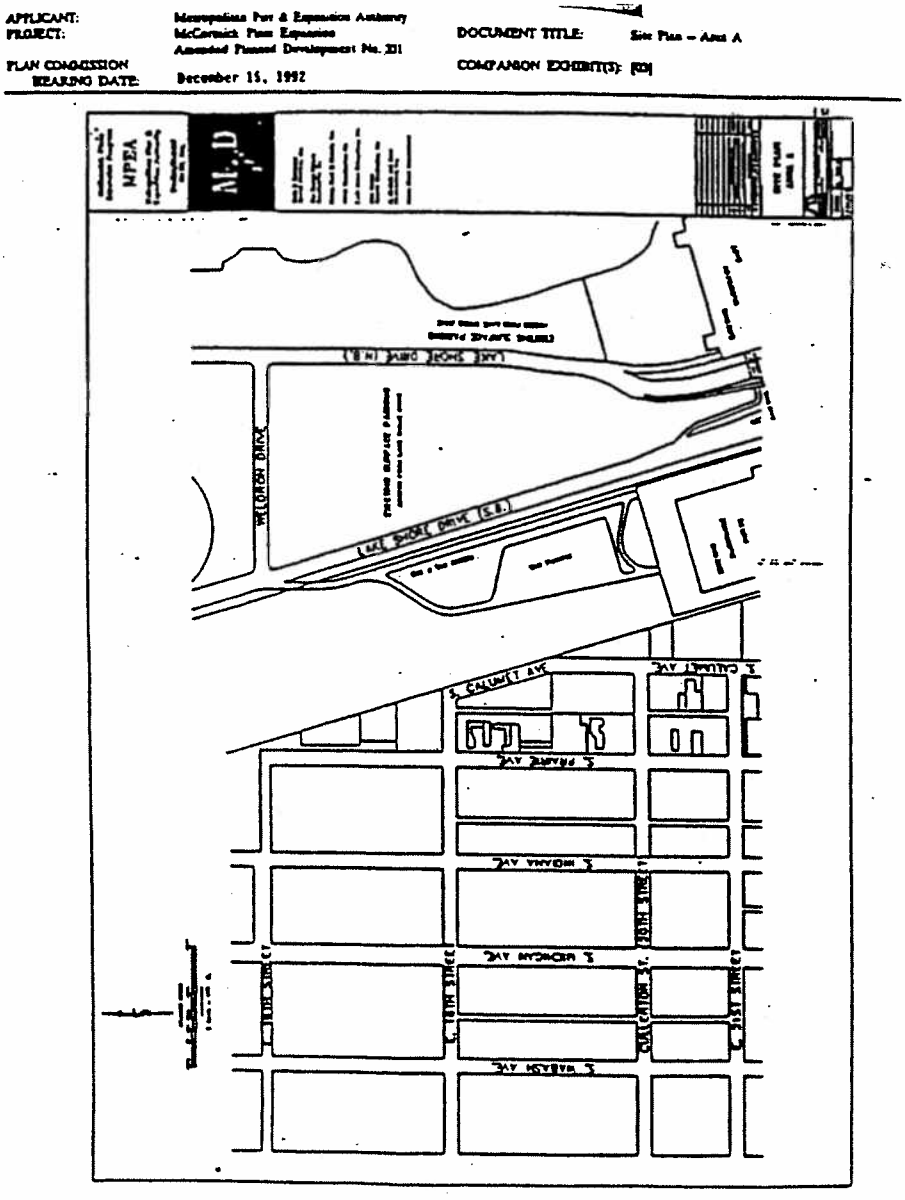


Exhibit 22.

South Hall Expansion Site Plan -- Area B.

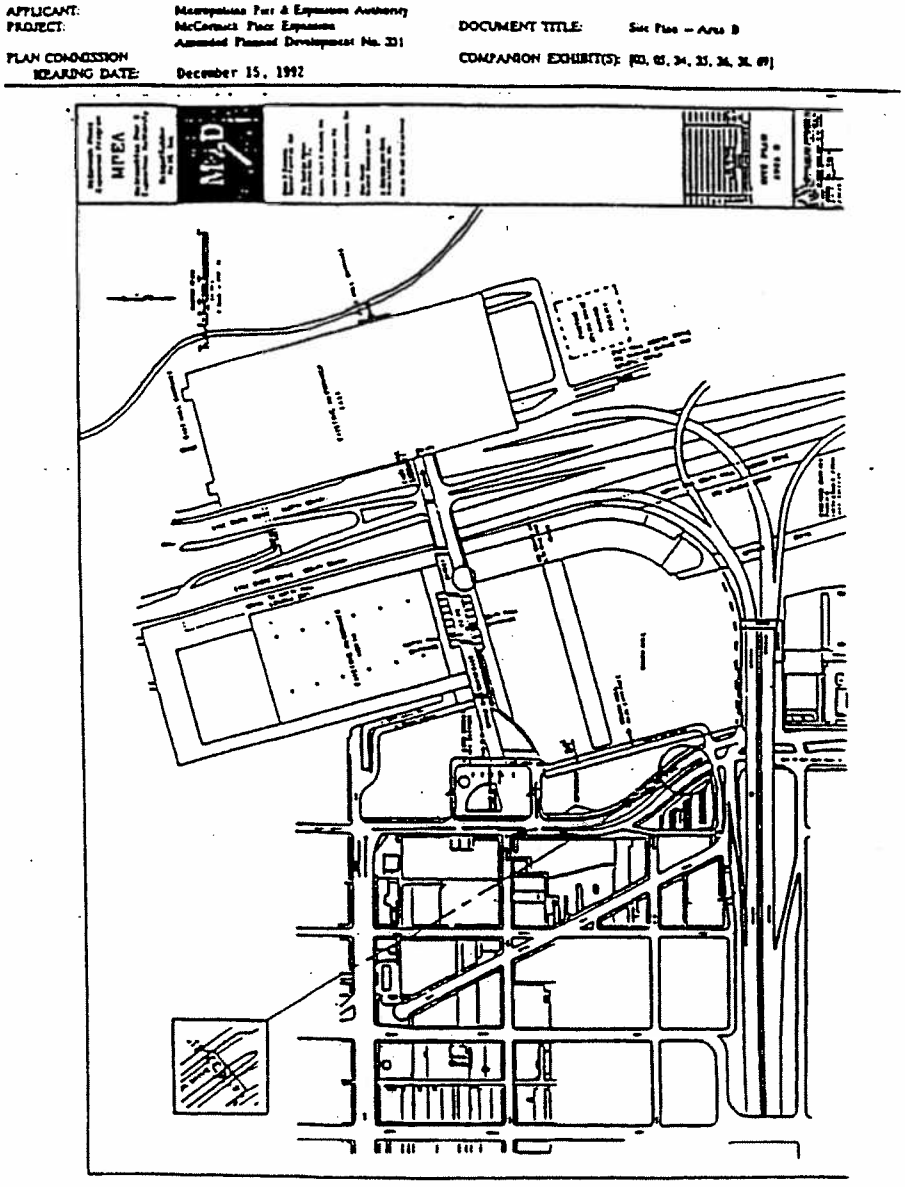


Exhibit 23.

South Hall Expansion Site Plan -- Area C.

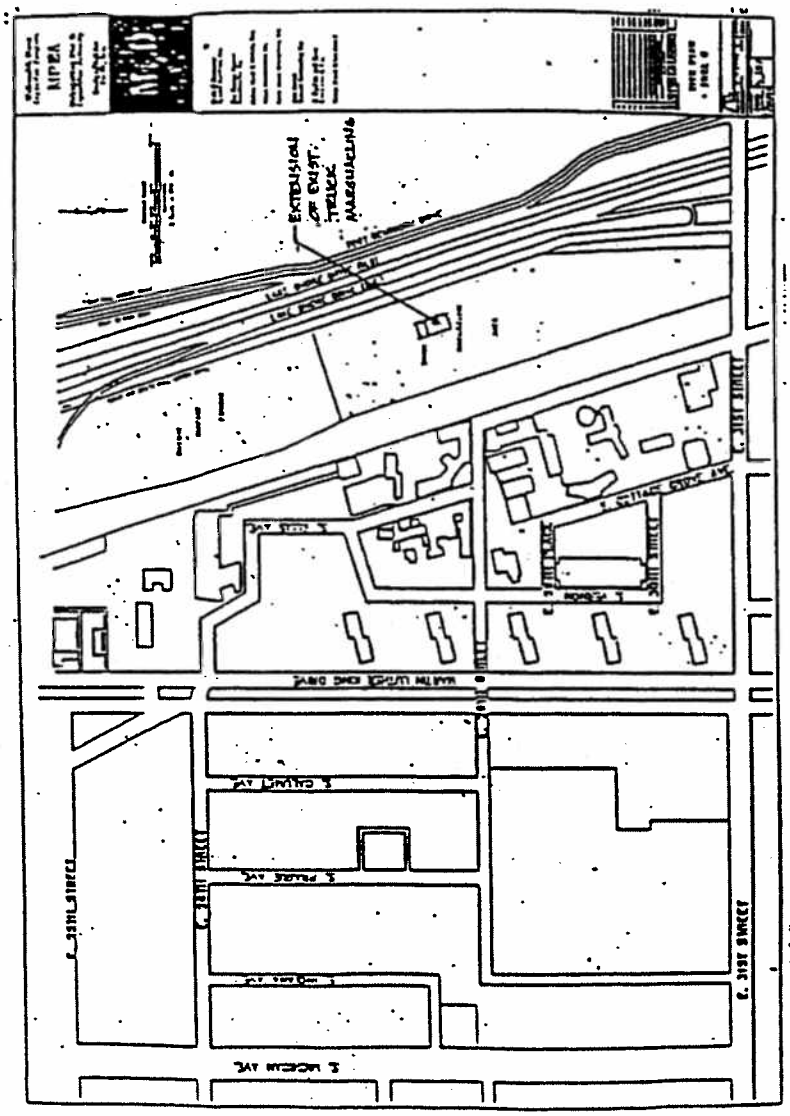


Exhibit 24.

South Hall Expansion Landscape Plan -- Area A.

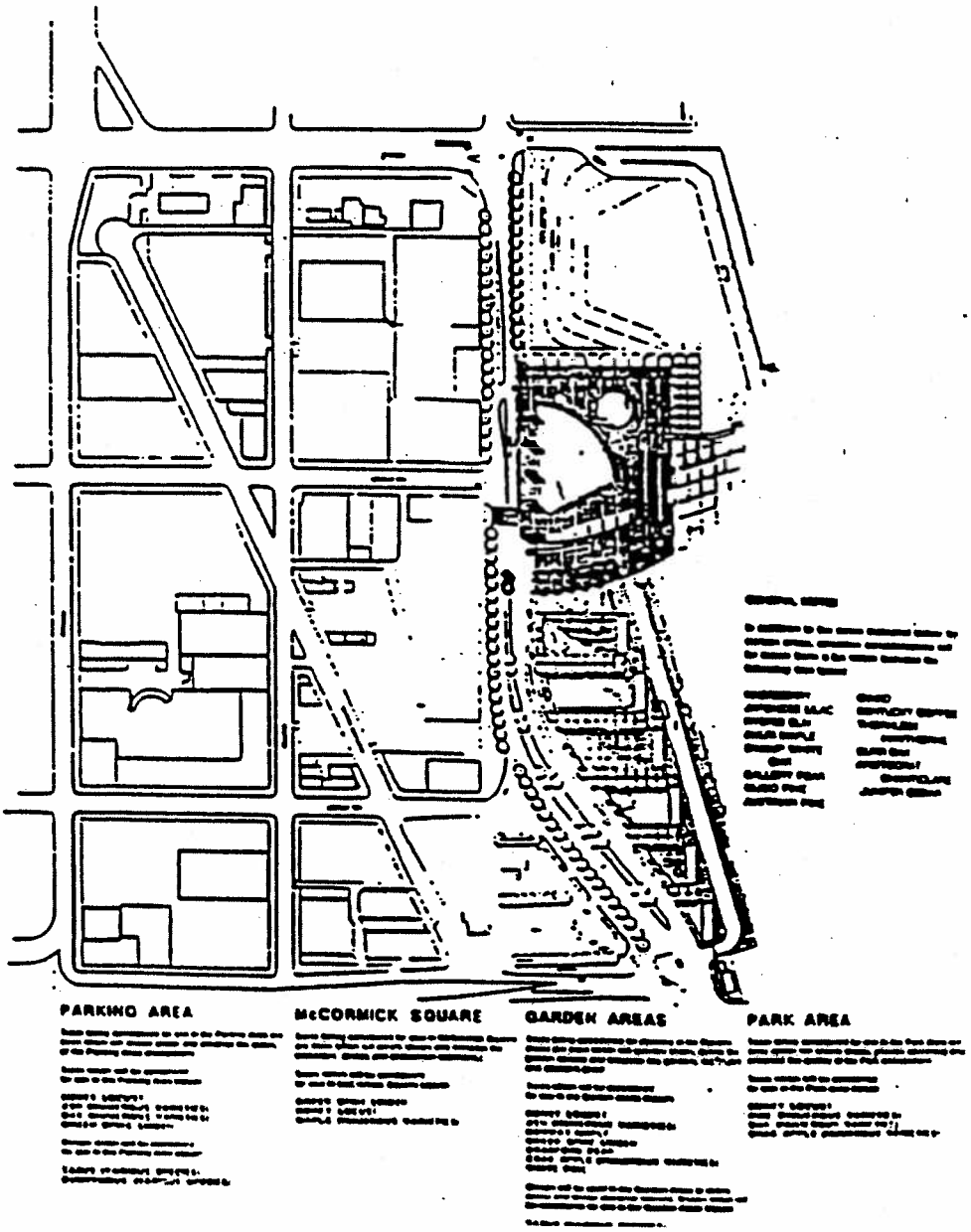


Exhibit 25.

Building Elevations -- South Hall.

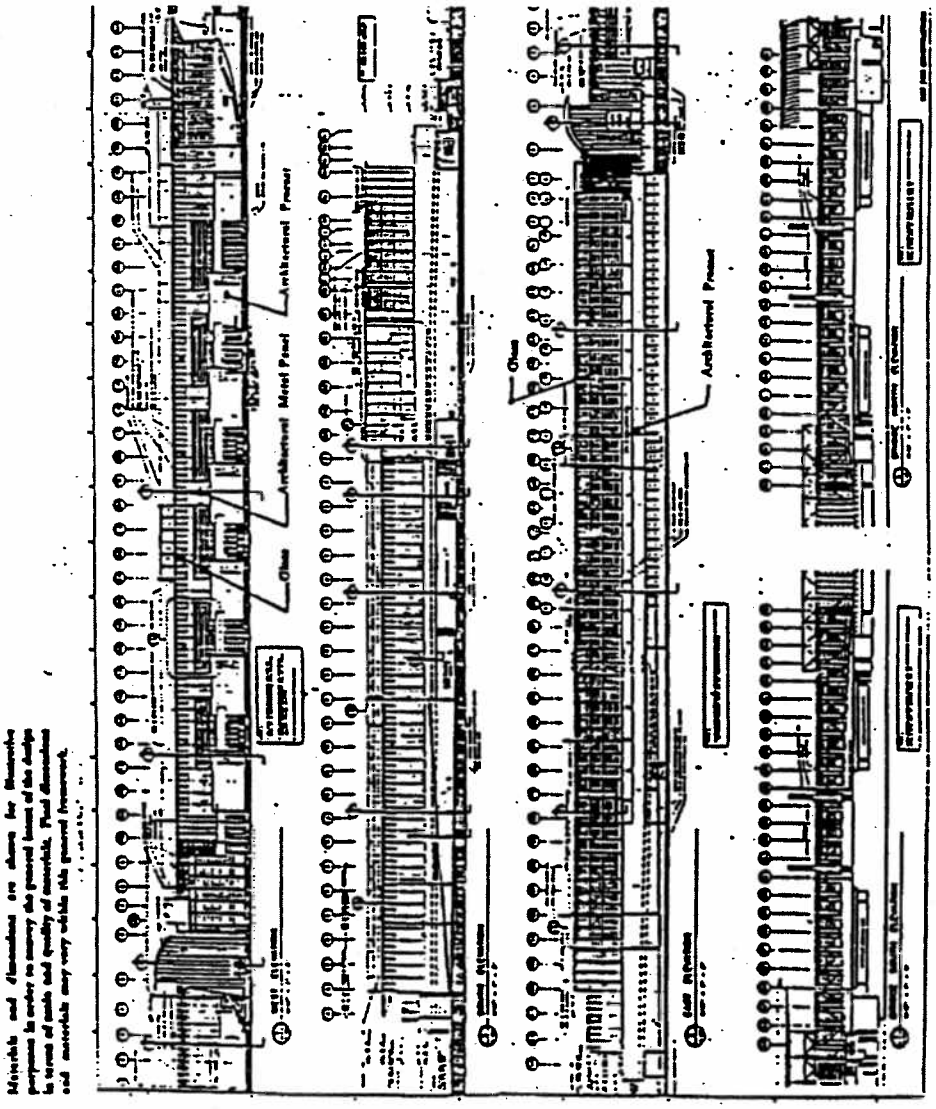


Exhibit 26.

Building Elevations -- East Hall.

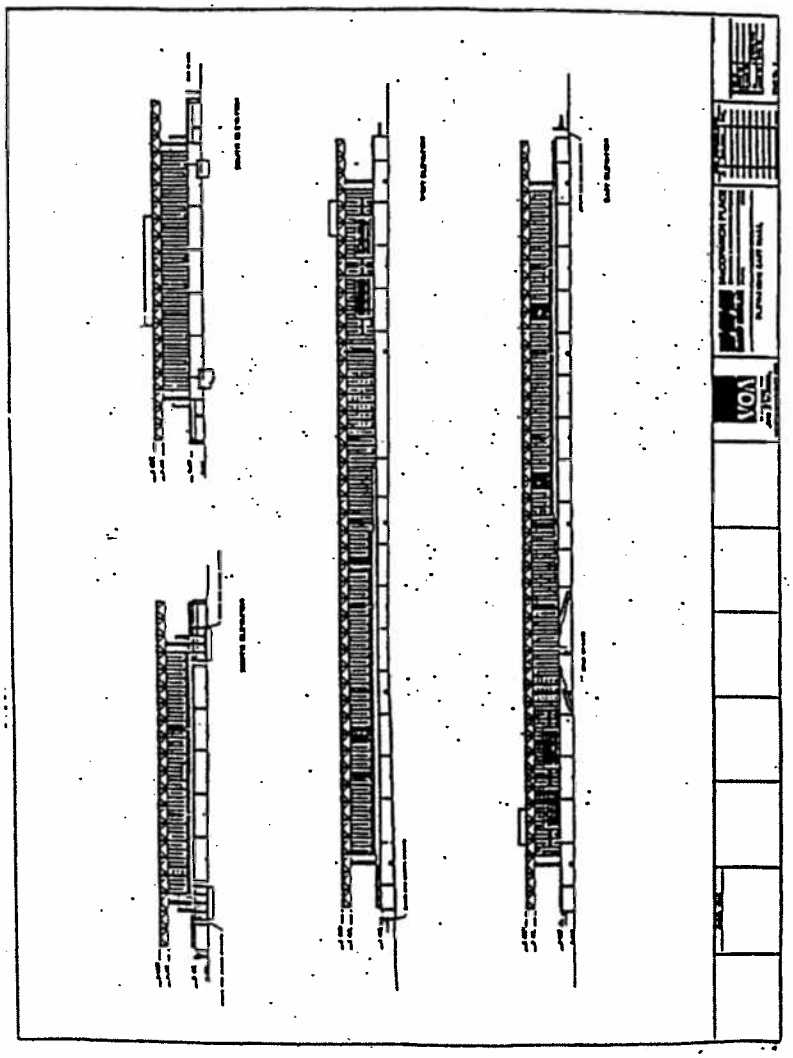


Exhibit 27.

Building Elevations -- North Hall.

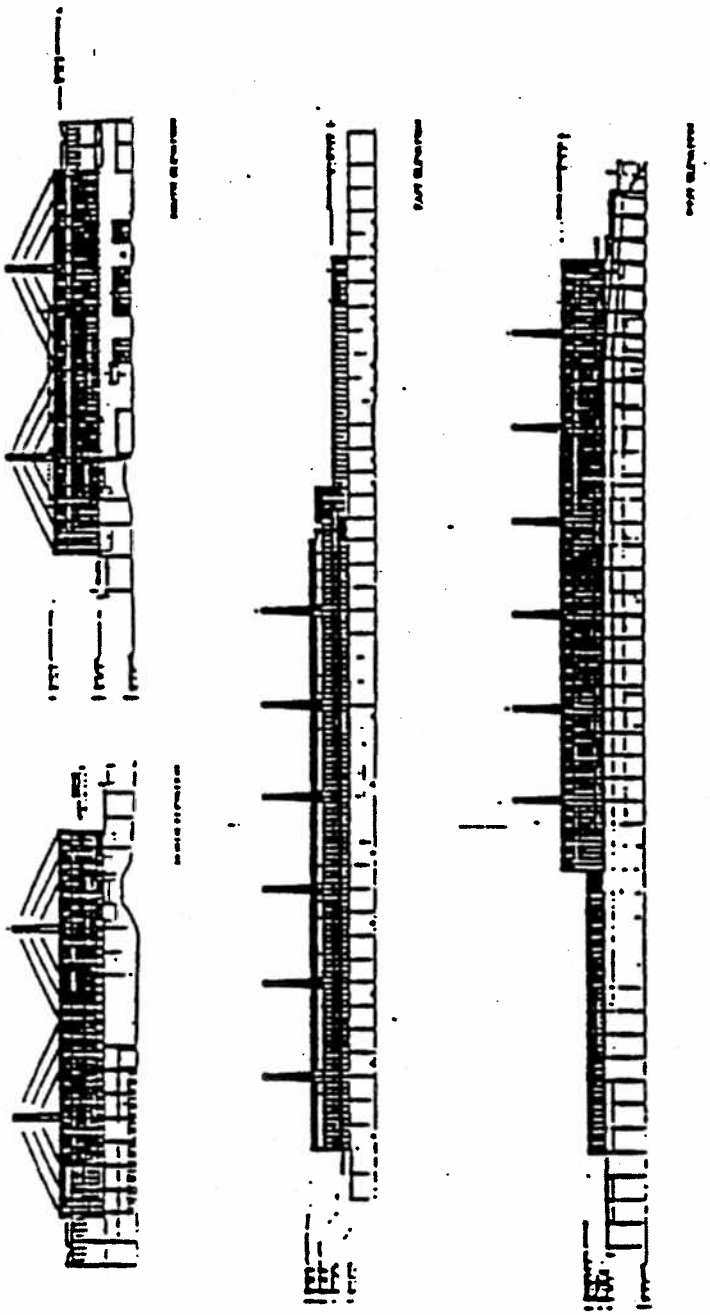


Exhibit 28.

Conference Center/M.P.E.A. Offices/West Parking Garage Landscape Plan.

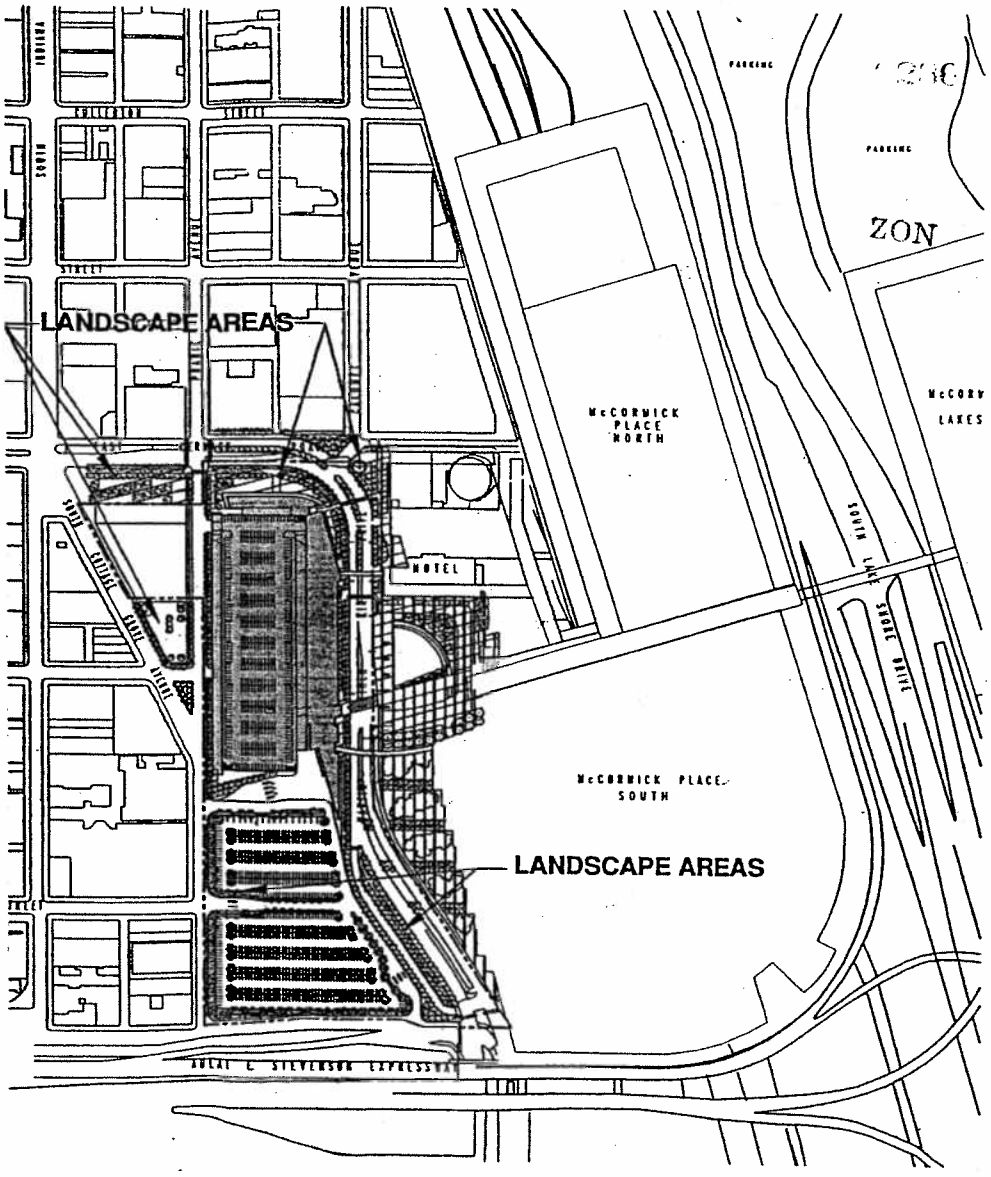


Exhibit 29.

Conference Center/M.P.E.A. Offices/
West Parking Garage Site Plan.

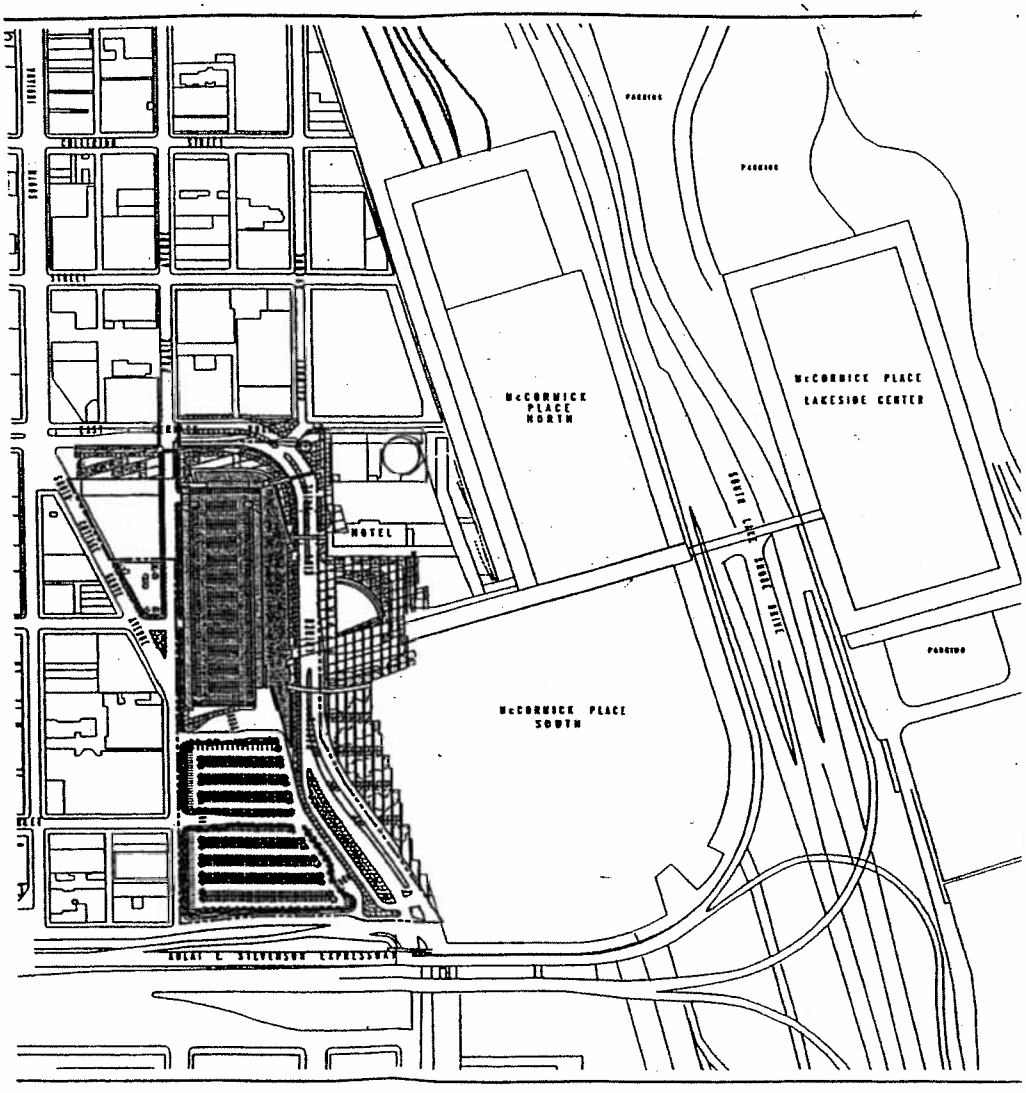


Exhibit 30.

Conference Center/M.P.E.A. Offices/West Parking Garage Building Elevations.
(Page 1 of 2)

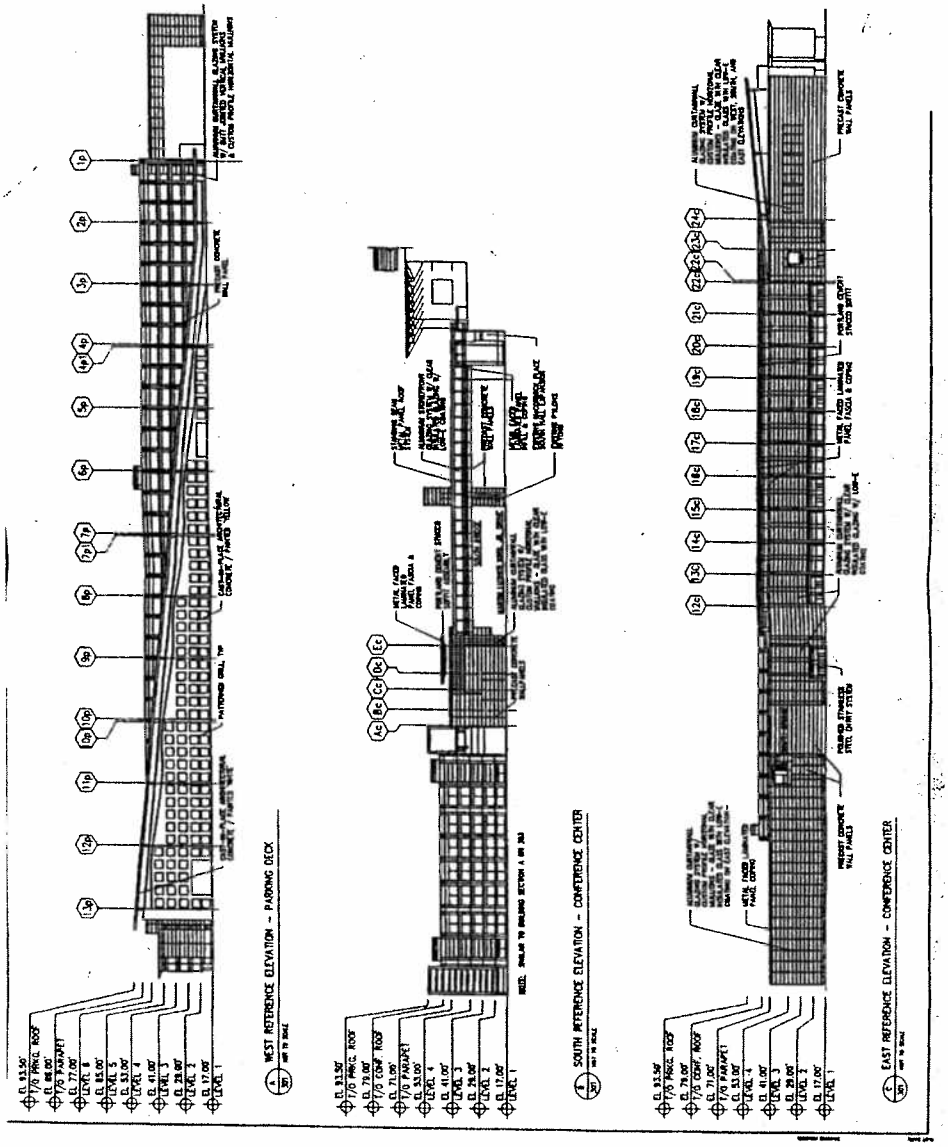
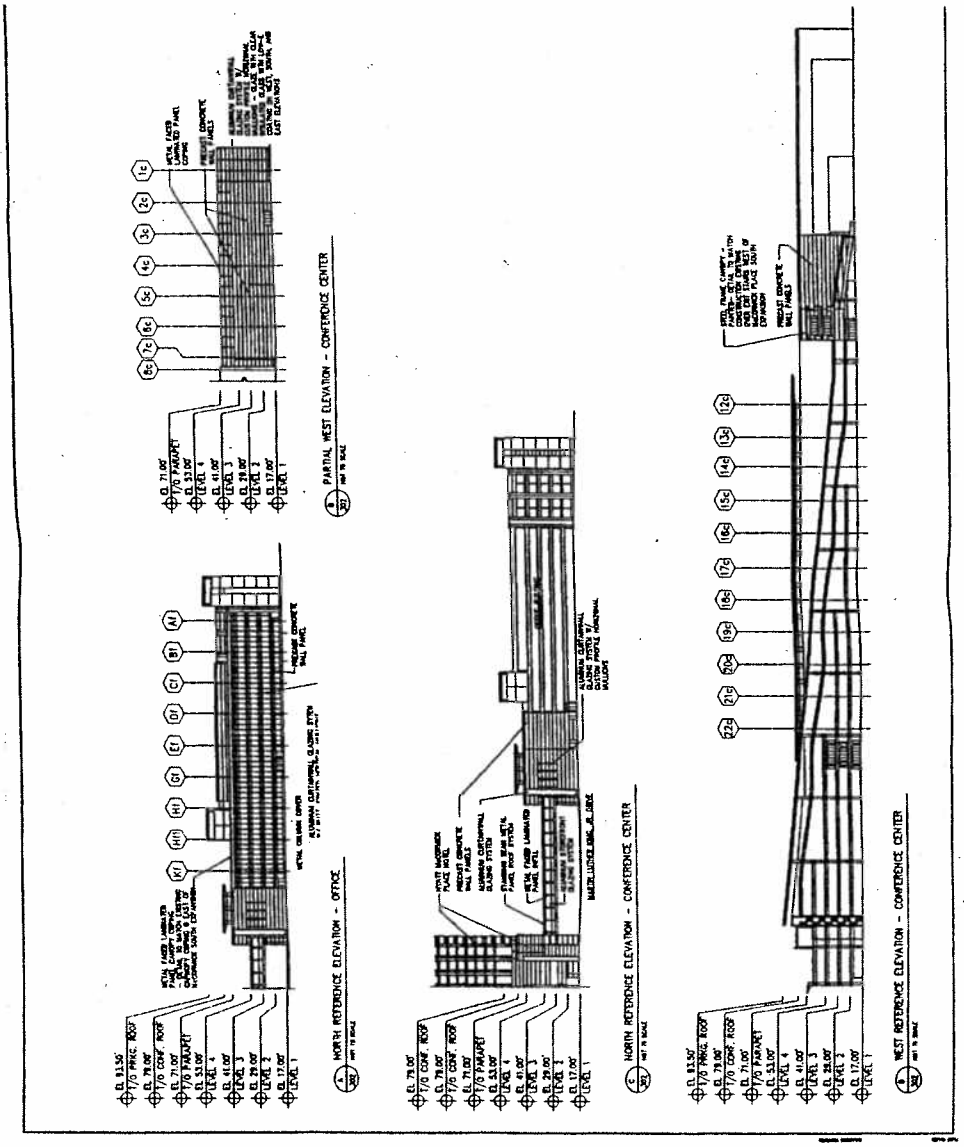


Exhibit 31.

Conference Center/M.P.E.A. Offices/West Parking Garage Building Elevations.
(Page 2 of 2)



City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

121 North LaSalle Street
Chicago, Illinois 60602
(312) 744-4190
(312) 744-2271 (FAX)
http://www.ci.chi.il.us

January 10, 2000

Mr. Roger J. Kiley, Jr.
Mayer, Brown and Platt
190 South La Salle Street
Chicago, IL 60603

Re: Site Plan Approval for Business Planned Development No. 331, As Amended, Subarea 1; Lakefront No. 280
Proposal: The construction of a proposed accessory parking garage structure, the construction of a five-story office building addition, and the construction of a four-story conference center. (McCormick Place)
Location: An area bounded by South Prairie Avenue, East Cermak Road, South Dr. Martin Luther King Jr. Drive, and East 24th Place

Dear Mr. Kiley:

We have reviewed the Site Plan, Landscape Plan, and Building Elevation Plans submitted by you on behalf of the Applicant, the Metropolitan Pier and Exposition Authority (MPEA), for the construction of a proposed six-level accessory parking garage structure, the construction of a five-story office building addition to the north side of the proposed parking garage structure, and the construction of a four-story (two main floors plus two mezzanine levels) conference center addition on the east side of the proposed parking facility. Specifically, the proposed office building addition will be located at the north end of Subarea 1 and will front East Cermak Road. Please note that this Site Plan approval will include a large landscaped surface parking lot area at the south end of Subarea 1. The Site Plan (sheet C-001) dated September 9, 1999, the Building Elevation Plans (sheet A3-01 and A3-02) both dated December 6, 1999, and the Landscape Plan (sheets L-1 to L-9) dated October 8, 1999, all prepared by Chicago Design-Build Partners, are submitted in accordance with Statement No. 13i. of Business Planned Development No. 331, as amended.

Please note that an Administrative Relief which expanded the uses in Subarea 1 to include multi-purpose exhibition meeting, reception and office space in

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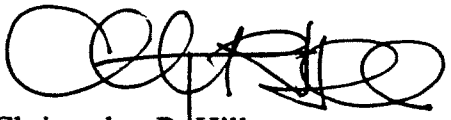
BUILDING CHICAGO TOGETHER
CHICAGO WORKS TOGETHER

addition to the permitted enclosed and unenclosed parking uses, and which modified the "Bulk Regulations and Data Table," was granted August 16, 1999. (Attached)

Upon review of the material submitted by the Applicant, the Department of Planning and Development has determined that these plans are consistent with and satisfy the requirements of the Plan of Development, as amended. Accordingly, this Site Plan submittal for Business Planned Development No. 331, as amended, for the Subarea 1 construction of a proposed six-level parking garage structure, the construction of a new five-story office building addition, and the construction of a new four-story conference center building addition, is hereby approved as conforming to the Plan of Development as amended and passed by the Chicago City Council on March 8, 1993, with Lakefront No. 280 approved on December 15, 1992, and with the Administrative Relief granted on August 16, 1999.

Very truly yours,



Christopher R. Hill
Commissioner

cc. Jack Swenson
Paul Woznicki
Philip Levin
Michael Marmo

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

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Chicago, Illinois 60602
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http://www.ci.chi.il.us

August 16, 1999

Mr. Roger J. Kiley Jr.
Mayer, Brown & Pratt
190 South LaSalle Street
Chicago, Illinois 60603-3441

RE: Request for a minor changes to Business Planned Development No. 331, as amended (McCormick Place)

Dear Mr. Kiley:

The Department of Planning and Development has considered your request for minor changes to Business Planned Development No. 331, as amended, pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance and Statement No. 18 of the Planned Development.

In your letter dated May 26, 1999, you requested that the uses within subarea 1 be expanded to include multi-purpose exhibition meeting, reception and office space in addition to the permitted enclosed and unenclosed parking use. Specifically, this request is to allow for the construction of a three-story, 142,000 square foot structure containing exhibition and convention space and a four-story, 52,500 square foot office building both of which would conceal the east and north facades of a new, 2,600 space parking garage. The new office space would replace the current MPEA offices located in an existing structure on the site which will be demolished.

In addition, you requested that the "Bulk Regulations and Data Table" be modified to permit a maximum Floor Area Ratio of 0.4 in Subarea 1 and to reduce the maximum permitted F.A.R. in Subarea 4 from 2.6 to 2.422. This shift in allowable F.A.R. would not increase the maximum FAR for the total property net site area established by BPD No. 331, as amended.

The proposed uses in Subarea 1 are permitted uses in other Subareas of the Planned Development. Fronting the proposed parking garage on two of its primary facades with active uses is a feature which this Department strongly endorses. Any improvements within Subarea will require Site Plan approval pursuant to Statement No. 13 of the Planned Development.

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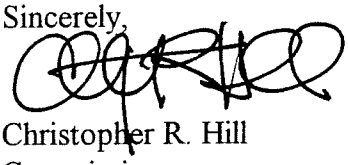
CHICAGO WORKS TOGETHER

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Business Planned Development No. 331, as amended, I hereby approve the foregoing minor changes, but no other changes to Business Planned Development No. 331, as amended.

Sincerely,



Christopher R. Hill
Commissioner

cc: **Jack Swenson**
Philip Levin
Michael A. Marmo
Paul Woznicki

A-3600

Street Parking Spaces: 40 (1 space per unit).

Number of Loading Berths: 0.

Minimum Perimeter Setbacks: In accordance with the Site Plan.

Maximum Building Height: In accordance with Building Elevations.

REPEAL OF PRIOR ORDINANCE AND AMENDMENT OF CHICAGO ZONING ORDINANCE BY RECLASSIFYING AREA SHOWN ON MAP NUMBER 6-E.

The Committee on Zoning submitted the following report:

CHICAGO, May 12, 1999.

To the President and Members of the City Council: BPD 331

Reporting for Your Committee on Zoning, for which a meeting was held on May 6, 1999, I beg leave to recommend that Your Honorable Body pass various ordinances transmitted herewith for the purpose of reclassifying particular areas.

I beg leave to recommend the passage of seven ordinances which were corrected and amended in their amended form. They are Application Numbers MA-51, MA-52, MA-53, DPD-01, DPD-02, DPD-03 and 12497.

Respectfully submitted,

(Signed) WILLIAM J. P. BANKS,
Chairman.

(Continued on page 3297)

A-3600

(Continued from page 3290)

On motion of Alderman Banks, the said proposed ordinance transmitted with the foregoing committee report was *Passed* by yeas and nays as follows:

Yeas -- Aldermen Granato, Haithcock, Preckwinkle, Hairston, Lyle, Beavers, Dixon, Beale, Pope, Balcer, Frias, Olivo, Burke, Coleman, Peterson, Murphy, Rugai, Troutman, DeVille, Munoz, Zalewski, Chandler, Solis, Ocasio, Burnett, E. Smith, Carothers, Wojcik, Suarez, Matlak, Mell, Austin, Colom, Banks, Giles, Allen, Laurino, O'Connor, Doherty, Natarus, Daley, Hansen, Levar, Shiller, Schulter, M. Smith, Moore, Stone -- 48.

Nays -- None.

Alderman Beavers moved to reconsider the foregoing vote. The motion was lost.

The following is said ordinance as passed:

WHEREAS, The Metropolitan Pier and Exposition Authority ("M.P.E.A.") received approval from the City Council on March 8, 1993 for Business Planned Development Number 331; and

WHEREAS, A portion of Business Planned Development Number 331 was erroneously rezoned to a B4-4 Restricted Service District on January 14, 1997; and

WHEREAS, The City Council desires to correct the zoning map by restoring the boundaries of Business Planned Development Number 331 so that M.P.E.A. can proceed with certain construction; now, therefore,

Be It Ordained by the City Council of the City of Chicago:

SECTION 1. That Application Number A-3600, which was passed by the City Council on January 14, 1997, is hereby repealed.

SECTION 2. That the Chicago Zoning Ordinance be corrected by changing all of the B4-4 Restricted Service District symbols and indications as shown on Map Number 6-E in the area bounded by:

East Cermak Road; South Calumet Avenue; the alley next south of and parallel to East Cermak Road; and South Prairie Avenue,

to those of Business Planned Development Number 331 and a corresponding use district is hereby established in the area above described.

SECTION 3. This ordinance shall be in force and effect from and after its passage and due publication.

Action Deferred -- AMENDMENT OF CHICAGO ZONING ORDINANCE BY RECLASSIFICATION OF AREA SHOWN ON MAP NUMBER 1-E.
(Application Number A-3869)

(Committee Meeting Held May 6, 1999)

The Committee on Zoning submitted the following report which was, on motion of Alderman Banks and Alderman Natarus, *Deferred* and ordered published:

CHICAGO, May 12, 1999.

To the President and Members of the City Council:

Reporting for Your Committee on Zoning, for which a meeting was held on May 6, 1999, I beg leave to recommend that Your Honorable Body pass various ordinances transmitted herewith for the purpose of reclassifying particular areas.

I beg leave to recommend the passage of seven ordinances which were corrected and amended in their amended form. They are Application Numbers MA-51, MA-52, MA-53, DPD-01, DPD-02, DPD-03 and 12497.

Respectfully submitted,

(Signed) WILLIAM J. P. BANKS,
Chairman.

The said proposed ordinance transmitted with the foregoing committee report

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Valerie B. Jarrett
Commissioner

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

February 16, 1993

Mr. Graham C. Grady
Zoning Administrator
Department of Zoning
City Hall-Room 800
Chicago, Illinois 60602

Re: Interim Stage Part II Submittal for Business Planned Development No. 331 and Lakefront No. 158.
Proposal: One story addition to existing truck marshalling building
Location: 601 East 29th Street

Dear Mr. Grady:

The attached Interim Stage Part II submittal, reviewed in accordance with the "Rules, Regulations, and Procedures in Relation to Planned Development Amendments", proposes the construction of a one-story addition to an existing truck marshalling building located in the truck marshalling yard of McCormick Place.

The one story addition will occupy 4,829 square feet of floor area. This number has been verified by calculations made from architectural drawings submitted to this Department. When combined with the 887,744 square feet of ground coverage and the 1,620,000 square feet of total floor area of the existing structures, these figures become 892,573 square feet of ground coverage and 1,624,829 square feet of total floor area. The net site area for the Planned Development is 3,473,178 square feet.

When translated, these figures result in a ground coverage of 25.7 percent with a floor area ratio of 0.466. The Plan of Development permits 28.45 percent ground coverage and a floor area ratio of 0.47.

Please note that the site plan dated February 10, 1993 attached hereto is made a part of this approval. No additional parking spaces will be developed with the construction of this addition. Additional landscaping along the Lake Shore Drive frontage of the truck marshalling yard will be installed in accordance with the site plan.

This Interim Stage Part II submittal, for Business Planned Development No. 331, and Lakefront No. 158, for the construction of a one story addition to the truck marshalling building is hereby approved as conforming with the Plan of Development as approved by the Chicago City Council on September 6, 1984.

Please attach this submittal to your file (Amendment No. 9732).

Sincerely,

Richard Wendy
Deputy Commissioner

the alley next north of and parallel to West Harrison Street; a line 112 feet west of South Laramie Avenue; West Harrison Street; and South Lockwood Avenue,

to those of an R3 General Residence District and a corresponding use district is hereby established in the area above described.

SECTION 3. This ordinance shall be in force and effect from and after its passage and due publication.

P.D. 331, As Amended

Reclassification Of Areas Shown On Map Numbers 4-E And 6-E.
(As Amended)

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 M1-3 and M1-4 Restricted Manufacturing District symbols and indications, all the M2-4 General Manufacturing District symbols and indications, all the C2-4 General Commercial District symbols and indications, all the C3-5 and C3-7 Commercial Manufacturing District symbols and indications, all the R7 General Residence District symbols and indications and the Business Planned Development Nos. 19 and 331, as shown on Map Nos. 4-E and 6-E, in the area described as follows:

that part of the northwest fractional quarter, the southwest fractional quarter, and the southeast fractional quarter of Section 22, also the northwest fractional quarter, northeast fractional quarter and the southeast fractional quarter of Section 27, all in Township 39 North, Range 14 East of the Third Principal Meridian, comprised of sundry lots, blocks, streets and alleys together with a part of the submerged lands reclaimed by the Illinois Central Railroad Company and the Chicago Park District in said sections aforesaid, bounded and described as follows:

beginning on the north line of East Cermak Road at the intersection of said line with the west line of South Calumet Avenue, and running thence east along said north line of East Cermak Road and along an eastward extension thereof, a distance of 460.75 feet to an intersection with the easterly line of that part of said East Cermak Road vacated by ordinance passed December 11, 1956 and recorded January 23, 1957 as Document No. 16808888; thence southeastwardly along said

Reclassification Of Area Shown On Map Number 2-H.

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 R5 General Residence District symbols and indications as shown on Map No. 2-H in the area bounded by:

West Adams Street; the westerly right-of-way line of the Chicago Transit Authority (Elevated Structure); West Quincy Street; the alley next east of and parallel to South Wood Street; West Jackson Boulevard; South Wood Street; West Quincy Street; and a line 49 feet east of South Wood Street,

to those of a C1-3 Restricted Commercial District.

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

Reclassification Of Areas Shown On Map Number 2-L.
(As Amended)

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 B1-1 Local Retail District symbols and indications as shown on Map No. 2-L in the area bounded by:

the alley next north of and parallel to West Harrison Street; a line 176.5 feet west of South Lockwood Avenue; West Harrison Street; and South Lotus Avenue,

to those of an R3 General Residence District and a corresponding use district is hereby established in the area above described.

SECTION 2. That the Chicago Zoning Ordinance is further amended by changing all the B4-2 Restricted Service District symbols and indications as shown on Map No. 2-L in the area bounded by:

easterly line a distance of 45.46 feet to the westerly line of the right-of-way of the Illinois Central Railroad; thence northwardly along the westerly line of said railroad a distance of 935.00 feet to a point which is 1,500.00 feet northerly from the intersection of said westerly line with the northerly line of the 23rd Street viaduct, being a line 60 feet (measured perpendicularly) northerly of and parallel with the centerline of the existing structure; thence eastwardly along a line perpendicular to said westerly right-of-way, a distance of 418.419 feet; thence northwardly along the arc of a circle, convex to the east with a radius of 915.13 feet, a distance of 46.841 feet to a point which is 424.314 feet (measured perpendicularly) easterly from said westerly right-of-way line and 1,546.469 feet (measured perpendicularly) northerly of said northerly line of the 23rd Street viaduct; thence northwardly along the arc of a circle, convex to the east with a radius of 2,008.70 feet, a distance of 160.333 feet, to a point which is 434.030 feet (measured perpendicularly) easterly from said westerly right-of-way line and 1,706.466 feet (measured perpendicularly) northerly of said northerly line of the 23rd Street viaduct; thence northwardly along a straight line, tangent to last described arc of a circle, a distance of 722.975 feet to a point which is 230.646 feet westerly and 158.143 feet northerly of the intersection of the westerly line of Burnham Park (as said westerly line is described in the 1919 Lake Front Ordinance) with the north line of East 18th Street, extended east, as measured along said westerly line and a line perpendicular thereto; thence northwardly along the arc of a circle, convex to the west, tangent to last described straight line and having a radius of 1,343.75 feet, a distance of 278.822 feet to a point which is 197.423 feet westerly and 434.475 feet northerly of the intersection of said westerly line of Burnham Park with said north line of East 18th Street, extended east, as measured along said westerly line and a line perpendicular thereto; thence northwardly along a straight line, tangent to last described arc of a circle, a distance of 436.277 feet to a point which is 100.767 feet westerly and 859.910 feet northerly of the intersection of said westerly line of Burnham Park with the north line of East 18th Street, extended east, as measured along said westerly line and a line perpendicular thereto; thence northwardly along the arc of a circle convex to the east, tangent to last described straight line and having a radius of 2,448.29 feet, a distance of 86.233 feet; thence eastwardly along a straight line, which forms an angle of 73 degrees, 40 minutes, 14 seconds from north to west with said westerly line of Burnham Park, a distance of 86.641 feet to an intersection with said westerly line of Burnham Park; thence southwardly along said westerly line of Burnham Park, a distance of 919.963 feet to said intersection with the north line of East 18th Street, extended east; thence continuing southwardly along said westerly line of Burnham Park, a distance of 2,225.472 feet to a point 105.00 feet northerly of the center line of the aforesaid 23rd Street viaduct; thence eastwardly along a line which is parallel with said center line of said 23rd Street viaduct, a distance of 397.34 feet; thence northwardly along a straight

line parallel with said westerly line of Burnham Park, a distance of 800.00 feet; thence eastwardly perpendicular to last described line, a distance of 50.00 feet; thence northwardly parallel with said westerly line of Burnham Park, a distance of 55.00 feet; thence eastwardly perpendicular to last described line, a distance of 60.00 feet; thence southwardly parallel with said westerly line of Burnham Park, a distance of 55.00 feet; thence eastwardly perpendicular to last described line, a distance of 390.00 feet; thence northwardly parallel with said westerly line of Burnham Park, a distance of 55.00 feet; thence eastwardly perpendicular to last described line, a distance of 60.00 feet; thence southwardly parallel with said westerly line of Burnham Park, a distance of 55.00 feet; thence eastwardly perpendicular to last described line, a distance of 50.00 feet; thence southwardly parallel with said westerly line of Burnham Park, a distance of 785.00 feet; thence eastwardly perpendicular to last described line, a distance of 30.00 feet; thence southwardly parallel with said westerly line of Burnham Park, a distance of 240.00 feet; thence westwardly perpendicular to last described line, a distance of 30.00 feet; thence southwardly parallel with said westerly line of Burnham Park, a distance of 335.00 feet; thence westwardly perpendicular to last described line, a distance of 610.00 feet; thence northwardly parallel with said westerly line of Burnham Park, a distance of 380.00 feet, to a point 75.00 feet southerly of the centerline of aforesaid 23rd Street viaduct; thence westwardly along a line which is parallel with said centerline of East 23rd Street viaduct, a distance of 378.03 feet to a point 19.31 feet easterly of said westerly line of Burnham Park; thence southwardly along a straight line which is parallel with said westerly line of Burnham Park, a distance of 465.81 feet; thence continuing southwardly along an arc of a circle, convex to the east, tangent to last described straight line, and having a radius of 561.35 feet, a distance of 147.65 feet to an intersection with said westerly line of Burnham Park, at a point which is 686.38 feet (measured along said westerly line) southerly from the centerline of said East 23rd Street viaduct; thence southwardly continuing along the westerly line of said Burnham Park, being here a straight line whose southerly terminus is a point which is 308.00 feet (measured along said line) south of the intersection of said line with the north line of East 29th Street, extended east, a distance of 3,211.315 feet to a point which is 89.16 feet northerly of the aforesaid southerly terminus; thence southwardly continuing along said westerly line of Burnham Park, being here the arc of a circle, convex to the east, tangent to last described straight line, and having a radius of 635.34 feet, a distance of 177.175 feet to a point on that westerly line of said Burnham Park which extends southerly from the aforesaid point 308.00 feet south of the north line of East 29th Street, extended east, to a point on the north line of East 31st Street, extended east, which is 250.00 feet (measured perpendicularly) easterly of the aforementioned westerly right-of-way line of the Illinois Central Railroad; thence southwardly along said last described westerly line

of Burnham Park, a distance of 857.377 feet to a point which is 86.31 feet (measured along said line) northerly of aforesaid point on the north line of East 31st Street, extended east; thence southwardly continuing along said westerly line of Burnham Park, being here the arc of a circle, convex to the west, tangent to last described line and having a radius of 573.69 feet, a distance of 69.447 feet to an intersection with the north line of said East 31st Street; thence west along said north line of East 31st Street, a distance of 106.724 feet; thence northwardly along a straight line, a distance of 1,903.228 feet to a point which is 156.586 feet easterly and 1,856.555 feet northerly of the intersection of said westerly right-of-way line with the northerly line of the 31st Street viaduct, being a line 50.00 feet (measured perpendicularly) northerly of and parallel with the south line of said southeast fractional quarter of Section 27; thence northwardly along a straight line, a distance of 222.296 feet, to a point which is 148.535 feet easterly and 2,078.705 feet northerly of the intersection of said westerly right-of-way line with the northerly line of said 31st Street viaduct, as measured along said westerly line and a line perpendicular thereto; thence northwardly along a straight line, a distance of 488.798 feet to a point which is 126.789 feet easterly and 2,567.019 feet northerly of the intersection of said westerly right-of-way line with the northerly line of said 31st Street viaduct, as measured along said westerly line and a line perpendicular thereto; thence northwardly along a straight line, a distance of 458.564 feet, to a point which is 126.266 feet easterly and 3,025.583 feet northerly of the intersection of said westerly right-of-way line with the northerly line of said 31st Street viaduct, as measured along said westerly line and a line perpendicular thereto; thence northwardly along a straight line, a distance of 362.655 feet to a point which is 143.70 feet easterly and 3,387.819 feet northerly of the intersection of said westerly right-of-way line with the northerly line of said 31st Street viaduct, as measured along said westerly line and a line perpendicular thereto; thence northwardly along a straight line, whose northerly terminus is a point which is 194.66 feet (measured perpendicularly) easterly from said westerly right-of-way line and 920.105 feet (measured perpendicularly) south from the southerly line of the aforesaid 23rd Street viaduct (being the southerly line of the easement granted to the South Park Commissioners dated September 25, 1922 as Document No. 7803194) a distance of 317.77 feet more or less to the northerly face of the overhead bridge structure lying within the easement for the southwest expressway system, as said easement is described in Judgment Order No. 67 L 13579 in the Circuit Court of Cook County; thence westwardly along the northerly face of said structure being here the arc of a circle convex to the south and having a radius of 561.35 feet, a distance of 267.31 feet more or less; thence continuing westwardly along the northerly face of said structure, a distance of 596.98 feet more or less to an intersection with the west line of Dr. Martin Luther King, Jr. Drive; thence northwardly along said west line of Dr. Martin Luther King, Jr. Drive, a distance of 113.20 feet

more or less to an intersection with the south line of Lot 3 in Hurlburd's Subdivision of the south 14.50 feet of Block 40 and north 85.50 feet of Block 52, in Canal Trustees' Subdivision of the west half of Section 27, aforesaid; thence westwardly, along said south line of Lot 3 and a westward extension thereof and along the south line of Lot 6 and said south line extended west, in Hurlburd's Subdivision aforesaid, a distance of 397.50 feet more or less to the westerly line of South Cottage Grove Avenue; thence southwestwardly along the northerly line of the property acquired for the Adlai E. Stevenson Expressway, by ordinance passed July 11, 1957, a distance of 290.74 feet more or less to the east line of South Prairie Avenue; thence northwardly along said east line of South Prairie Avenue a distance of 1,213.40 feet more or less to an intersection with the eastward extension of the south line of Block 11 in the Canal Trustees' Subdivision of the west half of Section 27 aforesaid; thence west along said eastward extension and along said south line of Block 11, a distance of 214.83 feet more or less to the westerly line thereof; thence northwestwardly along said westerly line of Block 11 (said westerly line being also the easterly line of South Cottage Grove Avenue) a distance of 225.95 feet more or less to the easterly line of South Indiana Avenue as widened by ordinance passed December 14, 1921; thence north along said easterly line of South Indiana Avenue, as widened by said ordinance, a distance of 46.35 feet more or less to the north line of Lot 7 in Nathaniel Gould's Subdivision of Block 3 in Canal Trustees' Subdivision of Section 27, aforesaid; thence east along the north line of Lots 7 and 8 in Nathaniel Gould's Subdivision aforesaid and along said north line extended east, a distance of 316.00 feet more or less to the east line of South Prairie Avenue; thence north along said east line of South Prairie Avenue a distance of 95.30 feet more or less to the south line of East Cermak Road, as widened by ordinance passed April 12, 1922; thence east along said south line of East Cermak Road, a distance of 318.50 feet, more or less, to a point 57.00 feet west from the west line of South Calumet Avenue; thence southeastwardly along a straight line, a distance of 72.00 feet to a point on said west line of South Calumet Avenue 164.00 feet south of the north line of said East Cermak Road; and thence north along said west line of South Calumet Avenue, a distance of 164.00 feet to the point of beginning, in Cook County, Illinois,

excepting therefrom, part of the land, property and space in various parcels of the aforesaid tract lying below certain horizontal and inclined planes and lying within the vertical projections of the boundaries of said parcels hereinafter described:

Parcel "A" -- Freight Incline Corridor.

That part of a strip of land bounded on the east by a line parallel with and 10 feet normally distant easterly from the center line of the Illinois Central Railroad Company's easternmost freight main; on the west by a line parallel with and 10 feet normally distant westerly from the center line of the Illinois Central Railroad Company's westernmost freight main; on the south by the southerly line of the 23rd Street viaduct; and on the north by a line perpendicular to the Illinois Central Railroad Company's westerly right-of-way line at a point 1,500.00 feet northerly from said northerly line of the 23rd Street viaduct as measured along said westerly right-of-way line; lying below varying horizontal and inclined planes defined as follows:

that part of the aforesaid strip of land lying below an inclined plane, extending northerly from said southerly line of the 23rd Street viaduct, at an elevation of 35.66 feet above Chicago City Datum to an elevation of 37.55 feet above Chicago City Datum, at the northerly line of said 23rd Street viaduct;

Also

that part lying below an inclined plane, extending northerly from said northerly line of the 23rd Street viaduct at an elevation of 37.55 feet above Chicago City Datum to an elevation of 38.00 feet above Chicago City Datum, at a line 38.166 feet as measured along said westerly right-of-way line, northerly of and parallel with the northerly line of said 23rd Street viaduct;

Also

that part lying below an inclined plane, extending northerly from last described parallel line at an elevation of 38.00 feet above Chicago City Datum, to an elevation of 39.50 feet above Chicago City Datum at a line 128.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the northerly line of said 23rd Street viaduct;

Also

that part thereof extending northerly from last described parallel line to a line 188.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 40.0 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 218.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 40.5 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 248.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 41.0 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 278.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 41.5 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 308.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 42.0 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 368.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 42.5 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 398.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 43.0 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 428.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 43.5 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 458.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 44.0 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 488.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 44.5 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 548.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 45.0 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 608.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 45.6 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 638.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 46.1 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 698.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 46.7 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 758.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 47.1 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 848.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 47.5 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 1,208.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 48.0 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 1,298.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 47.5 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 1,328.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 47.0 feet above Chicago City Datum;

Also

that part thereof extending northerly from last described parallel line to a line 1,500 feet, as measured along said westerly right-of-way line, northerly of and parallel with the said northerly line of 23rd Street viaduct lying below a horizontal plane having an elevation of 46.5 feet above Chicago City Datum.

Parcel "B" -- West Commuter Corridor.

An irregular shaped parcel of land, bounded on the east by the westerly line of the "Freight Incline Corridor", being a line parallel with and 10 feet normally distant westerly from the center line of the Illinois Central Railroad Company's westernmost freight main; on the west and northwest by a line parallel with and 10 feet normally distant westerly from the center line of the Illinois Central Railroad Company's westernmost commuter track and bounded on the south by the following described line: beginning on the westerly line of said railroad at a point 200.00 feet northerly from the northerly line of the 23rd Street viaduct and running thence eastwardly parallel with said northerly line of the 23rd Street viaduct, a distance of 90.00 feet; thence southwardly parallel with said westerly right-of-way line of said railroad, a distance of 71.834 feet to a point 128.166 feet northerly from said northerly line of the 23rd Street viaduct; and thence eastwardly parallel with said northerly line, to the westerly line of the aforementioned "Freight Incline Corridor", said parcel lying below the various horizontal planes defined as follows:

a horizontal plane, having an elevation of 33.50 feet above Chicago City Datum, extending northerly from the heretofore described southerly line of said parcel, to a line 398.166 feet, as measured along said westerly right-of-way line, northerly of and parallel with said northerly line of the 23rd Street viaduct;

Also

a horizontal plane, having an elevation of 32.50 feet above Chicago City Datum, extending northerly from last described parallel line, to a line 608.166 feet, as measured along said westerly right-of-way line, northerly of the said northerly line of the 23rd Street viaduct;

Also

a horizontal plane, having an elevation of 31.50 feet above Chicago City Datum, extending northerly from last described parallel line, to said line 10 feet normally distant westerly from the center line of the Illinois Central Railroad's westernmost commuter track.

Parcel "C" -- East Commuter Corridor.

An irregular shaped parcel of land, bounded on the east and southeast by a line parallel with and 10 feet normally distant easterly from the center line of the Illinois Central Railroad Company's easternmost commuter track; on the west by a line parallel with and 10 feet normally distant easterly from the center line of the Illinois Central Railroad Company's easternmost freight main; and on the north by a line perpendicular to the Illinois Central Railroad Company's westerly right-of-way line at a point 1,500.00 feet northerly from said northerly line of the 23rd Street viaduct as measured along said westerly right-of-way line, lying below a horizontal plane having an elevation of 31.50 feet above Chicago City Datum.

Parcel "D".

An irregular shaped parcel of land bounded on the west by the westerly right-of-way line of said railroad; on the east and southeast by the westerly line of heretofore described "Freight Incline Corridor" and the westerly line of the heretofore described "West Commuter Corridor"; on the north by a line perpendicular to said westerly right-of-way line at a point 1,500.00 feet northerly from the northerly line of the 23rd Street viaduct (as measured along said westerly right-of-way line); and on the south by a line 200.00 feet northerly from and parallel with said northerly line of the 23rd Street viaduct, lying below a horizontal plane having an elevation of 33.00 feet above Chicago City Datum.

Parcel "E".

That part of said "Tract" lying below a horizontal plane having an elevation of 34.51 feet above Chicago City Datum and lying within the boundaries of said parcel hereinafter described:

beginning on the westerly line of said railroad at a point 200.00 feet northerly from the northerly line of the 23rd Street viaduct, and running thence eastwardly parallel with said northerly line of the 23rd Street viaduct, a distance of 90.00 feet; thence southwardly, parallel with said westerly right-of-way line of said railroad, a distance of 71.834 feet to a point 128.166 feet northerly from said northerly line of the 23rd Street viaduct; thence eastwardly, parallel with said northerly line, to the westerly line of the heretofore

described "Freight Incline Corridor"; thence southwardly along the westerly line of said corridor to the southerly line of said 23rd Street viaduct; thence eastwardly along said southerly line, to a point which is 199.773 feet easterly from said westerly right-of-way line of said railroad; thence southwardly along a straight line, a distance of 169.071 feet to a point which is 199.328 feet (measured perpendicularly) easterly from said westerly right-of-way line; thence southwardly along a straight line, whose southerly terminus is a point which is 194.66 feet (measured perpendicularly) easterly from said westerly right-of-way line and 920.105 feet (measured perpendicularly) southerly from said southerly line of the 23rd Street viaduct, a distance of 493.34 feet; thence westwardly along a straight line, perpendicular to said westerly right-of-way line, a distance of 196.263 feet, to said westerly right-of-way line; and thence northwardly along the westerly right-of-way line, a distance of 982.40 feet to the point of beginning.

Parcel "F".

That part of said "tract" lying below a horizontal plane having an elevation of 35.21 feet above Chicago City Datum and lying within the boundaries of said parcel hereinafter described:

beginning on the westerly line of said railroad at a point 662.40 feet southerly from said southerly line of the 23rd Street viaduct, and running thence eastwardly along a straight line, perpendicular to said westerly right-of-way line, a distance of 196.263 feet; thence southwardly along a straight line, a distance of 257.171 feet to a point which is 194.66 feet (measured perpendicularly) easterly from said westerly right-of-way line and 920.105 feet (measured perpendicularly) southerly from said southerly line of the 23rd Street viaduct; thence southwardly along a straight line whose southerly terminus is a point which is 143.70 feet easterly from said westerly right-of-way line and 3,887.819 feet northerly of the intersection of said westerly right-of-way line with the northerly line of the 31st Street viaduct (being a line 50.00 feet, measured perpendicularly, northerly of and parallel with the south line of the southeast fractional quarter of said Section 27), as measured along said westerly line and a line perpendicular thereto, a distance of 197.954 feet to the northerly face of the overhead bridge structure lying within the easement for the southwest expressway system, as said easement is described in Judgment Order No. 67 L 13579 in the Circuit Court of Cook County; thence westwardly along the northerly face of said structure, to the westerly right-of-way line of said railroad; and

thence northwardly along said westerly right-of-way line to the point of beginning,

to those of a C3-5 Zoning District and a corresponding use district is hereby established in the area above described.

SECTION 2. That the Chicago Zoning Ordinance be amended by changing all the C3-5 Commercial Manufacturing District symbols and indications shown on Map Nos. 4-E and 6-E in the aforesaid described area to that of a Business Planned Development subject to the provisions hereof and a corresponding use district is hereby established in said area.

SECTION 3. This ordinance shall be in force and effect from and after its passage and due publication.

Plan of Development attached to this ordinance reads as follows:

Business Planned Development
For McCormick Place.

Plan Of Development.

1. The area delineated herein as Business Planned Development No. 331, as amended, and subject to the use and bulk restrictions of this Planned Development Ordinance (the "Property") consists of four subareas as follows: (1) west of Dr. Martin Luther King, Jr. Drive/Calumet Avenue Area; (2) North Park/Future Development Zone Area; (3) McCormick Square/South Park Area; and (4) McCormick Complex Area. These Areas are depicted on the attached Subarea Map.

   a. Subarea 1, the west of Dr. Martin Luther King, Jr. Drive/Calumet Avenue Area consists of Property within the Planned Development west of realigned Dr. Martin Luther King, Jr. Drive and Calumet Avenue.

   b. Subarea 2, the North Park/Future Development Zone Area, is bounded by Cermak Road on the north, the McCormick Place North Hall on the east, McCormick Square on the south and realigned Dr. Martin Luther King, Jr. Drive and Calumet Avenue on the west.

c. Subarea 3, the McCormick Square/South Park Area, consists of McCormick Square and the outdoor area to the west of the McCormick Place South Hall. This Area is bounded by the western boundaries of realigned Dr. Martin Luther King, Jr. Drive and Calumet Avenue on the west and the Stevenson Expressway on the south.

d. Subarea 4, the McCormick Complex Area, contains six subparcels: (i) Parcel A, the North Hall Parcel; (ii) Parcel B, the South Hall Parcel; (iii) Parcel C, the East Hall Parcel; (iv) Parcel D, the Grand Concourse Parcel; (v) Parcel E, the north of North Hall Parcel; and (vi) Parcel F, the south of South Hall Parcel. The North Hall Parcel contains the McCormick Place North Building and Property bounded on the west by the North Park/Future Development Zone Area and Lake Shore Drive on the east. The South Hall Parcel includes the McCormick Place South Hall from the 23rd Street viaduct south to the Stevenson Expressway. The East Hall Parcel includes the McCormick Place East Building. The Grand Concourse Parcel includes the area of the 23rd Street viaduct between the North Hall Parcel and the South Hall Parcel and from McCormick Square to the East Hall. The north of North Hall Parcel includes the area of the Property within the Planned Development north of the North Hall Parcel to the northern boundary of the Planned Development. The south of South Hall Parcel includes the area of the Property within the Planned Development south of the South Hall Parcel to 31st Street. Each of these Parcels is depicted on the attached Subarea Map.

The Metropolitan Pier and Exposition Authority (the "Applicant") is a political subdivision, body politic and municipal corporation created by an act of the Illinois legislature, Ill. Rev. Stat., Ch. 85, Par. 1221 et seq., as amended. Legal title to the Property is in part held or leased from the Chicago Park District by the Applicant in part, owned by the Applicant and in part, pursuant to applicable state statutes, is authorized to be acquired or controlled by the Applicant by condemnation or otherwise. All required disclosures are contained in the Economic Disclosure Statement filed with the City of Chicago in accordance with applicable requirements.

2. The development authority contained in this Planned Development Ordinance including, without limitation, the authority to issue building permits, site plan approvals, approvals pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance and similar approvals, shall not become effective until and unless an Intergovernmental Cooperation Agreement ("I.G.A.") has been entered into by and

between the Applicant and the City of Chicago (the "City") pursuant to mutually agreeable terms, and the I.G.A. has been properly approved and executed by the Applicant and the City. The I.G.A. is intended by the City and the Applicant to be an agreement which will, among other things, allocate the respective rights, responsibilities and obligations of the City and the Applicant in connection with the Development and construction of, among other things, the Public Improvements which are described by Statement No. 14 hereof. The Applicant believes that said Public Improvements are authorized by Ill. Rev. Stat., Ch. 85, Par. 1221 et seq. (hereinafter referred to as the "M.P.E.A. Enabling Act"), to be developed and constructed using certain Applicant funds subject to the terms of the M.P.E.A. Enabling Act. The Applicant further believes that, although some of said Public Improvements will not be located within the boundaries of the McCormick Place Expansion Project, as said project is defined by the M.P.E.A. Enabling Act, the development of said improvements is authorized by the M.P.E.A. Enabling Act as improvements to land, mass transit facilities and infrastructure which the Applicant has determined are appropriate on account of the McCormick Place Expansion Project, as that project is defined by the M.P.E.A. Enabling Act. The Applicant and the City each acknowledge their intent to complete the I.G.A. in an expeditious and diligent manner. In the event that such approval and execution does not occur within six (6) months following the date of adoption of this Planned Development Ordinance, then, unless extended by mutual written agreement of the City (through the Commissioner of the Department of Planning and Development) and the Applicant (through its authorized representative), this Planned Development Ordinance shall expire and the zoning of the Property shall automatically revert to the previously existing M1-3, M1-4, M2-4, C2-4, C3-5, C3-7 and R7 zoning districts and Planned Development Nos. 331 and 19 as depicted on Exhibit No. 2. Except as specifically provided herein, in the event of any conflict between the provisions of this Planned Development Ordinance and the I.G.A., this Planned Development Ordinance shall govern. Nothing in this Planned Development Ordinance is intended to violate the terms of the M.P.E.A. Enabling Act.

3. The Applicant acknowledges that the Applicant, its affiliates, successors, assigns, grantees or lessees shall obtain all official reviews, approvals and permits which may be necessary to implement the development of the Property.

4. This Plan of Development and the development of the Property is and shall be subject to the "Rules, Regulations and Procedures in Relation to Planned Development Amendments" promulgated by the Commissioner of the Department of Planning and Development (the "Commissioner").

5. Public rights-of-way as depicted on the Property Line Map and Right-of-Way Adjustment Map, Exhibit Nos. 4, 5 and 6 as described in Statement No. 6, shall be retained and/or vacated and/or dedicated in accordance with the provisions of this Planned Development Ordinance as necessary to accommodate the public improvements and private development contemplated by this Planned Development Ordinance. Any dedication or vacation of streets or alleys or easements or any adjustment of rights-of-way which may be necessary to implement development of the Property shall require a separate submittal on behalf of the Applicant, its affiliates, successors, assigns, grantees or lessees and, if otherwise required, approval by the City Council.

6. This Planned Development Ordinance consists of twenty-six (26) Planned Development Statements and the following Exhibits, all of which are incorporated herein and made a part hereof by this reference:

Exhibit Number	Prepared By/Date	Description
1	Mc3D, Inc. 1/28/93	Existing Zoning and Street System Map
2	Mc3D, Inc. 1/28/93	Planned Development Subareas
3	Mc3D, Inc. 1/28/93	Key Map
4	Mc3D, Inc. 1/28/93	Property Line Map and Right-of-Way Adjustment Map -- Area A
5	Mc3D, Inc. 1/28/93	Property Line Map and Right-of-Way Adjustment Map -- Area B
6	Mc3D, Inc. 1/28/93	Property Line Map and Right-of-Way Adjustment Map -- Area C
7	Mc3D, Inc. 1/28/93	Site Plan -- Area A

Exhibit Number	Prepared By/Date	Description
8	Mc3D, Inc. 1/28/93	Site Plan -- Area B
9	Mc3D, Inc. 1/28/93	Site Plan -- Area B with Circulator
10	Mc3D, Inc. 1/28/93	Site Plan -- Area C
11	Mc3D, Inc. 1/28/93	Existing Land Use Area Map -- Area A
12	Mc3D, Inc. 1/28/93	Existing Land Use Area Map -- Area B
13	Mc3D, Inc. 1/28/93	Existing Land Use Area Map -- Area C
14	Mc3D, Inc. 1/28/93	Generalized Land Use Plan -- Area A
15	Mc3D, Inc. 1/28/93	Generalized Land Use Plan -- Area B
16a	Mc3D, Inc. 1/28/93	Generalized Land Use Plan -- Area C
16b	Mc3D, Inc. 1/28/93	Parking Location Plan
17	VOA 1/28/93	Expansion Masterplan Level: +10/+7/+9/ +19
18	VOA 1/28/93	Expansion Masterplan Level: +27/+20
19	VOA 1/28/93	Expansion Masterplan Level: +39
20	VOA 1/28/93	Expansion Masterplan Level: +53/+42
21	VOA 1/28/93	Expansion Masterplan Level: +73/+66

Exhibit Number	Prepared By/Date	Description
22	VOA 1/28/93	Expansion Masterplan Level: +97
23	VOA 1/28/93	Existing Landscape Key Plan
24	VOA 1/28/93	Existing Landscaping -- L1
25	VOA 1/28/93	Existing Landscaping -- L2
26	VOA 1/28/93	Existing Landscaping -- L3
27	VOA 1/28/93	Existing Landscaping -- L4
28	VOA 1/28/93	Existing Landscaping -- L5
29	VOA 1/28/93	Existing Landscaping -- L6
30	VOA 1/28/93	Existing Landscaping -- L7
31	VOA 1/28/93	Existing Landscaping -- L8
32	VOA 1/28/93	Existing Landscaping -- L9
33	VOA 1/28/93	Existing Landscaping -- L10
34	Mc3D, Inc. 1/28/93	Proposed Landscape Key Plan
35a	Mc3D, Inc. 1/28/93	Landscape Plan -- Area A
35b	Mc3D, Inc. 1/28/93	Landscape Plan -- Area A Enlarged Plan

Exhibit Number	Prepared By/Date	Description
35c	Mc3D, Inc. 1/28/93	Landscape Plan -- Area A Enlarged Plan
35d	Mc3D, Inc. 1/28/93	Landscape Plan -- Area A Enlarged Plan
36	VOA 1/28/93	Landscape Plan -- Area B North Taxi Tunnel/Drive Improvements
37	Mc3D, Inc. 1/28/93	Pedestrian Access from MLK to Lake
38	Mc3D, Inc. 1/28/93	Pedestrian Access from MLK to Lake -- Enlarged Plan, West Portion
39	Mc3D, Inc. 1/28/93	Pedestrian Access from MLK to Lake -- Enlarged Plan, West/ Central Portion
40	Mc3D, Inc. 1/28/93	Pedestrian Access from MLK to Lake -- Enlarged Plan, East/ Central Portion
41	VOA 1/28/93	Pedestrian Access from MLK to Lake -- Enlarged Plan, East Portion
42	VOA 1/28/93	Details of McCormick Place East Hall -- Details of Fountain/ South Podium
43	VOA 1/28/93	Details of McCormick Place East Podium
44	VOA 1/28/93	Stair Access to Lake

Exhibit Number	Prepared By/Date	Description
45	VOA 1/28/93	Details of Stair to Lake
46	VOA 1/28/93	Elevation of Stair to Lake
47	VOA 1/28/93	Exterior Rendering -- Stair to Lake
48	Mc3D, Inc. 1/28/93	Building Elevations -- South Hall
49a	Mc3D, Inc. 1/28/93	Building Sections and Enlarged Sections -- South Hall
49b	Mc3D, Inc. 1/28/93	Building Sections and Enlarged Sections -- South Hall
49c	Mc3D, Inc. 1/28/93	Building Sections and Enlarged Sections -- South Hall
49d	Mc3D, Inc. 1/28/93	Building Sections and Enlarged Sections -- South Hall
49e	Mc3D, Inc. 1/28/93	Building Sections and Enlarged Sections -- South Hall
49f	Mc3D, Inc. 1/28/93	Building Sections and Enlarged Sections -- South Hall
49g	Mc3D, Inc. 1/28/93	Building Sections and Enlarged Sections -- South Hall
49h	Mc3D, Inc. 1/28/93	Building Sections and Enlarged Sections -- South Hall

Exhibit Number	Prepared By/Date	Description
49i	Mc3D, Inc. 1/28/93	Building Sections and Enlarged Sections -- South Hall
49j	Mc3D, Inc. 1/28/93	Building Sections and Enlarged Sections -- South Hall
49k	Mc3D, Inc. 1/28/93	Building Sections and Enlarged Sections -- South Hall
49l	Mc3D, Inc. 1/28/93	Building Sections and Enlarged Sections -- South Hall
49m	Mc3D, Inc. 1/28/93	Building Sections and Enlarged Sections -- South Hall
49n	Mc3D, Inc. 1/28/93	Building Sections and Enlarged Sections -- South Hall
49o	Mc3D, Inc. 1/28/93	Building Sections and Enlarged Sections -- South Hall
49p	Mc3D, Inc. 1/28/93	Building Sections and Enlarged Sections -- South Hall/Concourse
50	Mc3D, Inc. 1/28/93	Exterior Rendering -- West Entrance
51	Mc3D, Inc. 1/28/93	Exterior Rendering -- West Facade
52	Mc3D, Inc. 1/28/93	Interior Rendering -- Level +19
53	Mc3D, Inc. 1/28/93	Interior Rendering -- Level +39
54	Mc3D, Inc. 1/28/93	Interior Rendering -- Level +39

Exhibit Number	Prepared By/Date	Description
55	Mc3D, Inc. 1/28/93	Interior Rendering -- Level +53
56	Mc3D, Inc. 1/28/93	Interior Rendering -- Level +53
57	Mc3D, Inc. 1/28/93	Interior Rendering -- Concourse Bridge Level
58	Mc3D, Inc. 1/28/93	Exterior Rendering -- Looking North from South Podium of East Hall
59	VOA 1/28/93	Elevations -- East Hall
60	VOA 1/28/93	Elevations -- North Hall
61	VOA 1/28/93	Exterior Rendering -- South Podium of East Hall
62a	VOA 1/28/93	Interior Rendering -- East Hall
62b	VOA 1/28/93	Interior Section -- East Hall
62c	VOA 1/28/93	Plan/Mall Dimensions -- East Hall
63	VOA 1/28/93	Exterior Rendering -- South Pedestrian Entrance View from Park
64	VOA 1/28/93	Exterior Rendering -- South Pedestrian Entrance View from Park

Exhibit Number	Prepared By/Date	Description
65	Mc3D, Inc. 1/28/93	Exterior Rendering -- View Looking North from South Lake Shore Drive
66	VOA 1/28/93	Exterior Rendering -- View Looking South from North Lake Shore Drive
67a	VOA 1/28/93	Elevation of North Hall East Meeting Room Concourse
67b	VOA 1/28/93	North Podium of North Hall
68	VOA 1/28/93	Exterior Rendering -- View Looking West at North Hall East Meeting Room Concourse
69	Mc3D, Inc. 1/28/93	Landscaping Treatment Along MLK and Cermak Parking Frontage
70	Mc3D, Inc. 1/28/93	Typical Street Furniture -- Tree Grate
71	Mc3D, Inc. 1/28/93	Typical Street Furniture -- Bench
72	Mc3D, Inc. 1/28/93	Typical Street Furniture -- Movable Planter Pot
73	Mc3D, Inc. 1/28/93	Typical Street Furniture -- Trash Receptacle
74	Mc3D, Inc. 1/28/93	Construction Staging Report

Exhibit Number	Prepared By/Date	Description
75	Mc3D, Inc. 1/28/93	Traffic Management Plan

Full size sets of all of the foregoing Exhibits are on file with the Department of Planning and Development.

This Planned Development Ordinance is applicable to the area delineated herein and these and no other zoning controls shall apply. This Planned Development Ordinance 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.

7. Uses upon the Property which are permitted by this Planned Development Ordinance are described by this Statement No. 7. All uses of the Property shall be located, designed, constructed, maintained and operated in accordance with the provisions of this Planned Development Ordinance.

a. The following uses shall be permitted in Subarea 1: (i) following acquisition of title or control, if any, by the Applicant: unenclosed and enclosed accessory and non-accessory parking, public parks, gardens and gathering places, public transportation facilities and uses accessory and ancillary thereto; (ii) prior to acquisition of title or control, if any, by the Applicant: all uses existing and permitted by the zoning classifications as depicted and the Existing Zoning Map made part hereof.

b. The following uses shall be permitted in Subarea 2: (i) following acquisition of title or control, if any, by the Applicant: accessory and non-accessory parking, public parks, gardens and gathering places, district and local heating and cooling facilities, hotels, all of the uses permitted within Subarea 3 and Subarea 4, all uses permitted within the C3-5 Zoning District (except residential, adult, penal and correctional facility, recycling, manufacturing, warehouse, cartage, distribution, wholesale, automobile and other vehicle service, exterior sales and vending, animal slaughter, animal care, open stadium and open arena uses) and uses accessory and ancillary thereof; (ii) prior to acquisition of title or control, if any, by the Applicant: all uses existing and permitted by the zoning classifications as depicted on the Existing Zoning Map made part hereof.

c. The following uses shall be permitted in Subarea 3: (i) following acquisition of title or control, if any, by the Applicant: public parks gardens and gathering places, walkways, bicycle paths, open landscaped areas, public transportation facilities, kiosks, fountains, lighting and appropriate park and garden structures and uses accessory and ancillary thereto; (ii) prior to acquisition of title or control, if any, by Applicant: all uses existing and permitted by the zoning classifications as depicted on the Existing Zoning Map made part hereof.

d. The following uses shall be permitted in Subarea 4:

(i) in Parcels A, B and C: multi-purpose exhibition, meeting and reception facilities, restaurants, ancillary retail uses, theatres, district and local heating and cooling facilities, public transportation facilities and uses accessory and ancillary thereto; provided, however, that (1) the portion of parcel C depicted on Exhibit No. 37 made part hereof which extends through the East Hall (the "Parcel C Concourse Segment") shall be limited to the uses permitted in Parcel D; (2) the portion of Parcel C depicted on Exhibit No. 37 made part hereof which extends along the west, south and east sides of the south half of the East Hall including the vertical pedestrian transition to the park level (the "Parcel C Exterior Promenade") shall be limited to the uses permitted in Parcel D; and (3) until title or control thereto, if any, is acquired by the Applicant, or to the extent acquired, to that portion of Parcel B previously subject to Planned Development No. 19, the uses of said portion of Parcel B shall be limited to the provisions of said Planned Development No. 19;

(ii) in Parcel D (which includes the "Concourse Walkway" as depicted on Exhibit No. 37 made a part hereof): public pedestrian passageways, enclosed public space, walkways, bicycle paths, restaurants, retail uses, public transportation facilities, uses ancillary to public pedestrian passage, pedestrian passageways for uses and occupants of Parcels A, B and C temporary multi-purpose exhibitions, meeting and reception uses accessory and ancillary thereto;

(iii) in Parcel E: unenclosed accessory parking parks, gardens, open landscaped areas, public roadways,

public pedestrian ways, public pedestrian or vehicular bridges or appurtenances related to any of these public improvements and uses accessory and ancillary thereto; and

(iv) in Parcel F: unenclosed and enclosed accessory and non-accessory parking, truck marshalling areas and related structures, public roadways, public pedestrian ways, public pedestrian or vehicular bridges or appurtenances related to any of these public improvements, parks, gardens, open landscaped areas and uses accessory and ancillary thereto.

e. Exterior storage shall not be permitted on any of the Publicly Available Improvements as described by Statement No. 14 hereof except during construction provided for by this Planned Development Ordinance.

f. The City and Applicant acknowledge and anticipate that notwithstanding the limits of uses set forth in this Statement No. 7, this Planned Development Ordinance may be amended in the future by Chicago City Council action to permit Subarea 1 and Parcels 4E and 4F of Subarea 4 to be developed with uses compatible, accessory or ancillary to those permitted by this Planned Development Ordinance. The City and Applicant also acknowledge and anticipate that open park areas and private or public development may be encouraged above the METRA and Illinois Central Railroad tracks which lie beneath and adjacent to Parcel E of Subarea 4 and which are depicted on the attached survey. Any such amendment to this Planned Development Ordinance shall, among other things, take into consideration any plans and guidelines and further the goals established by the Chicago Plan Commission or the City, the Lakefront Protection Ordinance Policies and Purposes and, without limitation, the mandate to maintain the open landscaped character of the Lakefront areas.

8. The Publicly Available Improvements, defined by Statement No. 14 hereof, shall be and shall remain publicly available places for the use and enjoyment of the public. The area designated on Exhibit 39 as the "clear zone" on Level 39 of Parcel D of Subarea 4 shall be maintained free of all obstructions at all times.

The area designated on Exhibit No. 37 as the "clear zone" on Level 53 of Parcel D of Subarea 4 shall be free of all obstructions except as stated in the following paragraph.

All exterior walks, paths and ways upon the Property, and the Publicly Available Improvements, as described by Statement No. 14 hereof, shall be open to the public during the hours of 6:00 A.M. to 11:00 P.M. (the "Operating Hours"). Public pedestrian, bicycle, stroller and similar traffic during said hours shall not be unreasonably restricted within any of said portions of the Property. The segment of Level 53 of Parcel D of Subarea 4 between the North and South Halls is intended to be open for public passage during most Operating Hours but may be closed from time to time provided that (a) such closure is indicated at appropriate locations by appropriate signage or other appropriate means and (b) Level 39 of Parcel D of Subarea 4 remains open during Operating Hours. The area designated on Exhibit 37 as a "clear zone" in Parcel C of Subarea 4, the Parcel C Concourse Segment, is intended to be open for public passage during most Operating Hours but may be closed from time to time. The Parcel C Concourse Segment shall be unobstructed while open.

At hours other than Operating Hours, Applicant shall provide reasonable public access from the public park located to the east of the East Hall of the McCormick Place Complex to McCormick Square. Such public access during non-Operating Hours shall be provided with sufficient lighting, signs and sufficiently unobstructed to permit reasonable pedestrian use thereof. However, said non-Operating Hours access need not be reserved exclusively for public pedestrian use or made available during Operating Hours.

It is acknowledged by the Applicant and the City of Chicago that the Publicly Available Improvements and their uses as described herein shall be consistent with and complementary to the use of the development as a convention complex. The requirements applicable to the Publicly Available Improvements shall not, however, be construed to permit interference with the reasonable operation of the convention complex. The Publicly Available Improvements shall be owned by the Applicant or its designee and their successors, grantees or assigns, but shall be made available to the public for public passage as set forth herein.

9. Off-street parking spaces and off-street loading berths shall be provided to serve the uses contained within this Planned Development Ordinance in accordance with the requirements contained in the Bulk Regulations Table made a part hereof and other applicable requirements of this Planned Development Ordinance. Such off-street parking spaces shall be provided in the locations depicted on the Parking Location Exhibit described by

Statement No. 6 hereof (which includes locations not within the boundaries of this Planned Development). If such parking spaces become unavailable for use by the Applicant, the Applicant shall promptly obtain the use of replacement parking spaces within a reasonable distance from the use served.

Notwithstanding the requirements of the City of Chicago Zoning Ordinance, any other applicable regulation or anything above to the contrary, off-street parking located in Subarea 1 need be only 8.5 feet wide and 17 feet long. In addition, aisle widths in off-street parking areas located in Subarea 1 need be only 20 feet.

No parking (other than bicycle parking) or truck loading shall be permitted within or upon any of the Publicly Available Improvements as described by Statement No. 14 hereof. In addition, within the portion of Parcel D of Subarea 4 located over Lake Shore Drive and the Parcel C of Subarea 4 Promenade, no taxi or automobile loading shall be permitted.

10. Any service drive or other ingress or egress shall be adequately designed and paved in accordance with the regulations of the Department of Transportation and in compliance with the Municipal Code of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. No parking on any service drive or blockage of said ingress and egress shall be permitted. Fire lanes, if required, shall be adequately designed and paved in compliance with the Municipal Code of Chicago.

11. Business, business identification and temporary signs, such as construction and marketing signs, may be permitted upon the exterior of the Property, subject to the review and approval of the Commissioner of the Department of Planning and Development. Signs which conflict with any provision of the Chicago Zoning Ordinance which, but for this Planned Development Ordinance would otherwise apply, shall not be permitted. No sign shall be permitted which would be visible from any Lakefront Park area other than building identification signs (limited in size to the otherwise applicable requirements of the Chicago Zoning Ordinance) and temporary business identification banners.

12. The maximum allowable height of any structure upon the Property shall conform with the Exhibits described in Statement No. 6 hereof and shall further be subject to the following:

    a. Height limitations as certified on Form FAA-117 (or on successor form or forms covering the same subject matter) and approved by the Federal Aviation Administration

pursuant to Part 77 of the Regulations of the Administrator, Federal Aviation Administration.

b. Airport Zoning Regulations as established by the Department of Planning and Development, Department of Aviation and Department of Law and approved by the City Council.

13. The following additional principles shall govern the development of the Property:

a. The improvements and landscaping on the Property shall be designed, constructed, used and maintained in general conformance with all of the Exhibits described in Statement No. 6 of this Planned Development Ordinance. All landscaping shall be properly maintained, at all times, by the Applicant. To the extent not inconsistent with the landscaping depicted on the Exhibits described by Statement No. 6 hereof, all landscaping shall conform with the requirements of the parkway tree planting provisions and the parking lot screening provisions of the Chicago Zoning Ordinance and associated regulations.

b. Vehicular movement within the Property shall be limited to those areas designated on the plans made part hereof and shall be in general conformance with the provisions of the Traffic Management Plan, described in Statement No. 6 of this Planned Development.

c. The Applicant shall make appropriate arrangements to ensure public safety and public access to the Lakefront, to the extent feasible, during construction. The expansion of McCormick Place with the development of a new South Hall shall be constructed over time in stages in general conformance with the Construction Staging Report described in Statement No. 6 hereof.

d. The areas depicted on the applicable Exhibits described in Statement No. 6 hereof as McCormick Square and as the park areas south of McCormick Square shall be constructed and maintained as public space in accordance with said Exhibits to provide areas for passive activities and public gatherings at no charge or cost to public users. The areas shall be (i) accessible and convenient for the handicapped as required by applicable laws, (ii) designed to function as a public space, (iii) improved with seating and other furnishings (including bicycle racks) appropriately located

and arranged and in reasonable and sufficient quantities to encourage public use, (iv) provided with landscaping as required by the applicable plans made part hereof and with otherwise appropriate exterior landscaping, (v) provided with appropriate, decorative exterior lighting and (vi) open to the public during all Operating Hours. Regular musical entertainment and live performances within the areas are encouraged. The areas shall be maintained in a clean and litter free condition. The final design of McCormick Square and the park areas to the west of the South Hall comply with the applicable plans made part hereof and, in addition, shall be subject to the review and approval of the Commissioner of the Department of Planning and Development to assure compliance with the terms hereof. No development, other than that provided herein, shall be permitted within McCormick Square or within the park areas south of McCormick Square.

e. The area depicted on the applicable Exhibits described in Statement No. 6 hereof as the Grand Concourse (consisting of the Concourse Walkway, the Parcel C Concourse Segment and the Parcel C Exterior Promenade) shall be designed, constructed and maintained in accordance with said Exhibits as a public space to permit public pedestrian passage (including bicycles, strollers and similar pedestrian oriented vehicles), at no charge or cost to public users. Such area shall also include, as appropriate, activities and uses related to public pedestrian use, such as without limitation, retail and convenience shops, restaurants and cafes, transit facility access, cultural and visitor information and programs. The Grand Concourse shall be (i) accessible and convenient for the handicapped as required by applicable laws, (ii) designed to function as a public space, (iii) improved with seating and other furnishing appropriately located and arranged and in reasonable and sufficient quantities to encourage public use, (iv) provided with appropriate interior and exterior landscaping and with appropriate water features, (v) reasonably accessible to restroom facilities, (vi) provided with appropriate retail, restaurant and service facilities, (vii) provided with adequate and appropriate signs to facilitate easy public understanding and use of the Concourse including, without limitation, identification of locations of restrooms, food service, retail shops, METRA station, Circulator station, access to Lake Michigan and Burnham Park, bicycle paths, McCormick Square, etc., (viii) designed to enhance and promote the visual experience and interest of the pedestrian, (ix) finished with high quality materials and design, (x) open to the public during all Operating Hours, (xi) maintained in a clean and litter-free condition, and (xii)

provided with cultural and tour information services intended to promote and enhance the public's interest in and knowledge of the attractions of the immediate area of the McCormick Place Complex and of the City, together with relevant information relating to transportation, restaurants, lodging and hotels, services, etc.. Appropriate signs shall also be located throughout the McCormick Place Complex to achieve the purposes identified in clause (vii) above.

The Grand Concourse shall be designed to ensure that passage through it during Operating Hours is reasonably convenient and "user friendly". Said design shall take into consideration the clarity of designated pathways, the ease of making vertical transitions, the ease of access through doorways, the avoidance of unreasonable interference with other pedestrians, etc.. The existing vehicular ramp located on the east side of the podium of the East Hall, south of the Grand Concourse, shall be converted non-structurally to include bicycle use. Operations such as trams and other similar systems intended to enhance the ease and convenience of pedestrian use over distances shall be considered in the design of the Grand Concourse. That portion of the Concourse which is located at the 39 level and is located beneath the 53 level convention level (the "Covered Level Walkway") shall be designed, constructed and maintained to provide for an inviting pedestrian experience. To the extent reasonably feasible, pedestrian oriented services such as retail uses, cultural, tourism and business services shall be located along both the north and south sides of the Covered Level Walkway. The Covered Level Walkway shall be brightly lighted (by natural or artificial light). Floor paving materials, pedestrian seating areas, wall finishes, ceiling finishes, lighting fixtures, signs, graphic display, interior landscaping, art features and water features may be provided within the Covered Level Walkway as appropriate for the purposes stated herein.

The Applicant shall design, construct and maintain a direct pedestrian connection through the Concourse between that portion of the 39 level of the Concourse located within the North-South Halls and the bridge which spans across Lake Shore Drive over the former 23rd Street viaduct. Said connection shall be by means of a stair or ramp, located on the 39 level Covered Level Walkway. The design and detailing of said stair or ramp shall be adequate and appropriate for pedestrian use and consistent with the purposes of the Concourse. The construction of said stair or ramp shall be subject to the feasibility of design and

construction as determined by the Commissioner of the Department of Planning and Development.

The former 23rd Street viaduct across Lake Shore Drive shall be designed, constructed and maintained to create a park/plaza upon the surface of the viaduct between the North-South Halls and the East Hall. Said park/plaza area shall be landscaped to the extent feasible taking into consideration the necessity to accommodate occasionally heavy volumes of pedestrian traffic and vehicles permitted by the Traffic Management Plan. The landscaping should include grass, ground cover, shrubs, trees, flowering plants and other foliage as appropriate. The park/plaza shall provide appropriate areas and furnishing for pedestrian seating. Vehicle access shall be provided with pavers appropriate to permit landscape growth.

The bridge which spans over the former 23rd Street viaduct across Lake Shore Drive shall be designed, constructed and maintained with one or more stair or ramp connections between the bridge and the park/plaza level to afford pedestrian ingress and egress between the bridge enclosure and the exterior park/plaza level. Such connection or connections shall be located appropriately, designed to be compatible with the character of the bridge, park/plaza level and promote and invite pedestrian use, subject to the feasibility of construction, location and design as determined by the Commissioner of the Department of Planning and Development.

The four existing vehicular ramps connecting Lake Shore Drive with the former 23rd Street viaduct shall, subject to fire, safety, service and emergency considerations, be converted to landscaping and related improvements.

The portions of the east and west facades of the East Hall which are adjacent to internal publicly available open areas shall be maintained with clear glass panels. The bridges above and across the Parcel C Concourse Segment shall not be enclosed except at those times that the Parcel C Concourse Segment is closed to public access.

The final design of the Grand Concourse shall comply with the applicable plans made a part hereof and with the provisions hereof and, in addition, shall be subject to the review and approval of the Commissioner of the Department of Planning and Development to assure compliance with the terms hereof. The Commissioner may reasonably require

submission of such drawings and specifications as may be necessary to demonstrate compliance.

f. Subarea 2 landscaping shall be developed and maintained in accordance with the applicable Exhibits, described in Statement No. 6 hereof, until such time as it is developed pursuant to the following provisions of this Statement. Any development of Subarea 2 with the uses described by Statement No. 7(b) hereof, shall comply with the following additional conditions:

(i) Plans, guidelines and regulations. Such development shall be in accordance with any plans, guidelines or regulations adopted by the City, the Chicago Plan Commission or the Department of Planning and Development in effect at the time of the issuance of any approval for such development pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance.

(ii) Review standard/submissions. In addition to compliance with all other applicable provisions of this Planned Development Ordinance, any such development shall be of an appropriate, efficient and beneficial design and shall create no significant adverse impact on public health, safety or welfare. In order to assure compliance with this provision, the Commissioner of the Department of Planning and Development may require submission of such items as necessary or appropriate including, without limitation, those items described in the Planned Development Handbook adopted by the Department of Planning and Development on March 16, 1989, as it may be amended from time to time.

(iii) Single structure/Ground floor. Any development of Subarea 2 shall consist of a single integrated structure; provided, however, that such structure may be built in separate phases. The ground floor of any portion of the structure adjacent to or fronting on Dr. Martin Luther King, Jr. Drive and McCormick Square shall be principally devoted to retail, service, pedestrian oriented commercial uses, Hotel Porte Cochere, lobby space or other similar active uses. A minimum of 50% of the exterior pedestrian level facade facing said two frontages shall consist of clear or lightly tinted glass opening on to such use.

(iv) Street Wall. The portions of the structure fronting on or adjacent to Cermak Road, McCormick Square and Dr. Martin Luther King, Jr. Drive shall be built proximate to the property line or, where setback, shall create and promote the physical definition of a continuous street wall as appropriate.

(v) Urban Design. Where appropriate, any development of Subarea 2 shall: (1) consider the creation and promotion of an appropriate view corridor between the Cermak-Calumet-relocated Dr. Martin Luther King, Jr. Drive intersection and the west main entrance to McCormick Place, provided that the integrity of the King Drive street wall is not impaired; (2) be designed to enhance and complement the physical definition and pedestrian use of McCormick Square; (3) provide a prominent and appropriate architectural visual east end terminus to Cermak Road; and (4) be designed to enhance and complement the design and architectural characteristics of McCormick Square.

(vi) Circulation. The structure and the uses thereof shall be provided with appropriate vehicular and pedestrian access to a public roadway. Parking space layout, vehicular circulation, loading access, public and 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 accordance with the applicable provisions of this Planned Development Ordinance and shall promote a safe, efficient, appropriate and beneficial design. Access to any parking facility on Subarea 2 shall occur only from 22nd Street.

(vii) Parking. Off-street parking shall be provided in accordance with the provisions of this Statement and the Bulk Regulations Table attached hereto and made a part of this Planned Development Ordinance. No unenclosed parking shall be permitted within Subarea 2.

(viii) Loading. Off-street loading shall be provided in accordance with this Statement and with the Bulk Regulations Table attached hereto and made a part of this Planned Development Ordinance. All loading required by this Planned Development Ordinance shall be located proximate to the building or use served. No loading areas shall be located facing or

accessed directly from relocated Dr. Martin Luther King, Jr. Drive or McCormick Square. All loading areas shall be screened from view from public streets and the Square.

(ix) Curb-cuts. 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. No curb-cut shall be located along the boundaries of or across from McCormick Square except for vehicular pick-up and drop-off. No curb-cut shall be located within ninety (90) feet of any other curb-cut. All curb-cuts shall be constructed in accordance with the standards of the City of Chicago.

(x) Landscaping. Parkway trees shall be installed and maintained in the public right-of-way (and the portion of McCormick Square adjacent to Subarea 2) adjacent to any development in accordance with the parkway tree planting provisions of the Chicago Zoning Ordinance and associated regulations. Open areas not otherwise devoted to a permitted building, parking areas or pedestrian/vehicular circulation areas and all other development, to the extent feasible, shall be landscaped to enhance the appearance of the development from the public street and the Square, to screen unattractive uses from the street and the Square and to provide buffers between adjacent uses, Landscaping shall consist of grass, ground cover, shrubs, trees or other living plant materials. All landscaping shall be properly maintained by the owner thereof at all times.

(xi) Building Design and Exterior. (1) The exterior walls of the structure, (including walls, fences and parking structures) facing or visible from the public way and the Square shall be designed and constructed to avoid a monotonous and blank appearance and to be compatible with the architectural treatment of appropriate nearby structures through the use of texture and detail, fenestration, windows, openings, projections, recesses, offsets, variations to the parapet wall, variations in the type or color of materials or other architectural devices. (2) Fences located between a public right-of-way or McCormick Square and any development shall be designed so that at least twenty-five percent (25%) of each 100 foot length of such fence shall be substantially open in

appearance and shall include a vertical break, substantially open in appearance, at least six (6) inches in width and extending from no more than one (1) foot above grade to no more than one (1) foot from the top of such fence. For purposes of this restriction, any section of fence that is at least ninety percent (90%) transparent shall be deemed to be substantially open. Such fencing shall not exceed seven (7) feet in height. (3) Parking areas, floors, interior lighting and parked vehicles located within such structures shall be substantially screened from view from adjacent public ways and the Square.

(xii) District Heating/Cooling Plant. In the event a utility plant or other utility structure of any kind is to be constructed upon Subarea 2, said plant or structure shall be physically and visually integrated into and within another permitted structure. For a temporary and interim period until said other permitted structure is built, however, the plant or utility structure may stand alone; provided: (1) it is designed to be fully integrated into another structure when built; (2) it is fully enclosed; (3) it is located and designed to minimize any adverse visual and other impact on adjacent local street areas and upon McCormick Square; (4) it is setback from the adjacent streets and the Square at as great a distance as is feasible and appropriate; (5) the exterior design of said plant or utility structure is architecturally attractive and of an appropriate and beneficial character; (6) it is designed to conform with all applicable industry standards; (7) the plant is of an appropriate capacity; (8) the structure complies with all other applicable provisions of this Planned Development Ordinance.

g. Upon acquisition of title to or control of any portion of Subarea 1 (other than the Platt Luggage Building or portions of the Subarea 1 devoted or to be devoted to public rights-of-way) which is large enough to permit the construction of open, grade level parking area, the Applicant shall within one (1) year following said acquisition complete construction of such parking in accordance with the provisions hereof, provided, however, that no parking lots need to be completed prior to the issuance of a Certificate of Occupancy for Parcel B of Subarea 4. Such parking may be used for accessory and non-accessory purposes. The development of any such parking areas on Subarea 1 shall comply, among

other things, with the parking lot landscape provisions and the parkway tree planting provisions of the City of Chicago Zoning Ordinance and associated regulations. Notwithstanding the previous sentence, all parking in such parking areas may provide for space and aisle dimensions as set forth in Section 9 hereof. The parking space layout, vehicular circulation, location and design of curb cuts and landscaping of such parking areas shall promote a safe, efficient and beneficial design.

Enclosed parking shall be permitted in Subarea 1 and Parcel F of Subarea 4, provided that:

(i) With regard to Subarea 1, the Applicant shall have submitted and the Commissioner shall have approved a generalized development plan for the entire area of Subarea 1. Said plan shall identify and depict, without limitation, anticipated land uses, densities, development parcel boundaries, open space, public rights-of-way, pedestrian and vehicular routes and related information. Said plan shall conform with the other applicable requirements of this Planned Development Ordinance. This requirement shall not be construed as authorizing any use of Subarea 1 not permitted by Statement 7(a) hereof without further City Council approval.

(ii) With regard to Parcel F of Subarea 4, any such parking, if approved by the Commissioner, shall be designed, constructed and maintained in accordance with the policies and purposes of the Lake Michigan and Chicago Lakefront Protection Ordinance. In the event that, due to the construction of enclosed parking within Parcel F, any parking spaces that are provided in Parcel F which are in addition to the 2,850 spaces required by this Planned Development Ordinance, then at least an equal number of spaces shall be permanently restricted from parking within the Lakefront Lots as depicted on the Parking Location Exhibit described by Statement No. 6 hereof.

(iii) The Commissioner determines, following the Applicant's submission of appropriate studies and other documentation, that the proposed enclosed parking would be appropriate including consideration of, without limitation, the traffic impact of the parking operation, the structure's

location, appearance and design and, as applicable, compliance with the aforesaid plans, policies and purposes; and

(iv) The proposed enclosed parking complies with applicable provisions of Statement No. 13(f)(i) and (ii).

h. The vertical transition to the park level from the East Hall podium (which is an integral component of the Parcel C Exterior Promenade) including the elevator facility and the ramp area, shall be designed, constructed and maintained in accordance with the stair depicted on Exhibit No. 44, and with the elevator facility and ramp depicted on Exhibit No. 41, subject to modifications which comply with the provisions of this Statement, to provide convenient, clear and appropriate pedestrian access from the podium level of the East Hall to Burnham Park, the lakefront bicycle path and the lake. It shall be designed to provide reasonable and convenient handicapped and bicycle access. It shall also be designed to complement the design of the East Hall and to appropriately respect the character of the adjacent lakefront park. Seating areas and sculpture or other art features should be considered to be installed at the base of the fountain at the park level. The vertical transition shall be designed to maximize park and lakefront vistas, to minimize park obstruction and to reasonably assure pedestrian security.

i. Prior to issuance by the Department of Planning and Development of a determination pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance ("Part II approval") for any development of Subarea 1, 2 or Parcels E and F of Subarea 4 with uses described as permitted by Statement No. 7 of this Planned Development Ordinance, a site plan for proposed development shall be submitted to the Commissioner for site plan approval. Site plan approval is intended to assure that specific development proposals conform with the Planned Development Ordinance and to assist the City in monitoring ongoing development. A site plan may be submitted for all or any part of Subarea 1. Any site plan for Subarea 2 or Parcels E or F of Subarea 4 shall include all of the area within the applicable Subarea or Parcel. No Part II approval upon Subarea 1, Subarea 2 or Parcel E or F of Subarea 4 shall be granted until and unless an applicable site plan has been approved.

If a site plan substantially conforms with the provisions of this Planned Development Ordinance, the Commissioner shall approve said plan and shall issue written approval thereof to the Applicant for such site plan approval within thirty (30) days of submission of the completed application. If the Commissioner determines within said thirty (30) day period that the site plan does not substantially conform with the provisions of this Planned Development Ordinance, the Commissioner shall advise the Applicant for such site plan approval, in writing, regarding the specific reasons for such adverse determination and the specific areas in which the site plan does not conform to the provisions of this Planned Development Ordinance within fourteen (14) days from the expiration of said thirty (30) day period. The Commissioner shall thereafter review any resubmission within fourteen (14) days and make a final determination, in writing, to the Applicant for such site plan within said period. Following approval of a site plan by the Commissioner, the site plan shall be kept on permanent file with the Commissioner and shall be deemed to be an integral part of this Planned Development Ordinance.

After approval of a site plan by the Commissioner, the approved site plan may be changed or modified pursuant to the provisions of Statement No. 18 of this Planned Development Ordinance. In the event of any inconsistency between an approved site plan and the terms of the Planned Development Ordinance in effect at the time of approval of such site plan or of the modifications thereto, the terms of the Planned Development Ordinance shall govern.

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

-- Boundaries and dimensions of the development parcel;

-- Building footprint;

-- Dimensions of all setbacks;

-- Location and depiction of all parking spaces (including relevant dimensions);

-- Location and depiction of all loading berths (including relevant dimensions);

-- All drives, roadways, and vehicular routes (including relevant dimensions);

-- All pedestrian circulation routes and points of ingress/egress (including sidewalks);

-- All building elevations;

-- All site statistics applicable to the development parcel or parcels including:

(1) Floor area and floor area ratio as presented on submitted drawings;

(2) Number of parking spaces provided;

(3) Number of loading berths provided;

(4) Uses of development of parcel;

(5) Maximum building heights; and

(6) Setbacks and vertical setbacks, required and provided.

A site plan shall include such other information as may be necessary to illustrate conformance with this Planned Development Ordinance.

14.a. Three types of improvements are contemplated by this Planned Development Ordinance: Public Improvements, Publicly Available Improvements and Convention Improvements.

(i) Public Improvements. The Public Improvements shall mean those improvements to, within or upon the public way (including area required to be dedicated to public uses) required or authorized by the I.G.A. and which, without limitation, are intended to include the relocation of Dr. Martin Luther King, Jr. Drive, the construction of ramps on and off the Stevenson Expressway and associated local street improvements, the relocation of certain portions of Lake Shore Drive between approximately 23rd Street and Roosevelt Road including associated landscape improvements, the construction of a vehicular roadway connection to Lake Shore Drive at either Roosevelt Road or

18th Street, two (2) or more [budget permitting] pedestrian connections over or under Lake Shore Drive located between Roosevelt Road and 35th Street in addition to connections provided in Parcels C and D of Subarea 4 of this Planned Development Ordinance, reconstruction of or modification to the 23rd Street METRA Station, certain other roadway improvements, dedication of certain areas for public transit use, and certain other public transit facility improvements.

The Public Improvements shall be in place and available for public use in accordance with the provisions of the I.G.A. and in accordance with all applicable City standards, laws and regulations, the approval of all appropriate City Departments and agencies as required, and in conformance with applicable state and federal standards, regulations and laws.

In no event shall any portion of 23rd Street between Calumet Avenue and the east side of Lake Shore Drive be closed to public use or vacated or constructed upon until and unless the new on and off ramps to the Stevenson Expressway have been substantially completed and are available for public use. Further, in no event shall a Certificate of Occupancy be issued for the development of Parcel B of Subarea 4 unless construction of the relocated Dr. Martin Luther King, Jr. Drive and the new on and off ramps to the Stevenson Expressway have been substantially completed and are available for public use.

The City and the Applicant acknowledge their respective intentions, (subject to funding availability, practical limitations, the allocation of their respective obligations pursuant to the I.G.A. and to circumstances beyond their reasonable control) to commence, or cause to be commenced, the design and development of the Public Improvements in an expeditious and diligent manner. The City and the applicant anticipate that preliminary design will be complete within 24 months following adoption of this Planned Development Ordinance on all of the Public Improvements. The City anticipates that the Applicant will issue bonds and that said bonds, if issued, will raise funds which are sufficient and which will be made available for the construction of the Public Improvements. Notwithstanding the provisions of Statement No. 2, in the event of any conflict between the provisions of this Statement No. 14(i) and the provisions of the I.G.A., the I.G.A. shall govern.

The following Public Improvements shall hereinafter be collectively referred to as the "Lakefront Public

Improvements": the relocation of Lake Shore Drive, the vehicular connection to Lake Shore Drive (at either 18th Street or Roosevelt Road) and the pedestrian connections over or under Lake Shore Drive. The City acknowledges that construction of the Lakefront Public Improvements is subject to the provisions of the Lake Michigan and Chicago Lakefront Protection Ordinance, Title 17, Chapter 16-4 of the Municipal Code of Chicago (hereafter the "L.F.P.O."). In connection with the Lakefront Public Improvements, prior to the formal public hearing before the Chicago Plan Commission required by the L.F.P.O. and before the Commissioner of the Department of Planning and Development issues the recommendation required by the L.F.P.O., the City shall make the preliminary designs for the Lakefront Public Improvements available to the public and shall seek and shall consider public review and comment on said preliminary designs, as and when the City deems appropriate, in one or more publicly held meetings. These meetings may include meetings of the Burnham Park Task Force.

The City acknowledges that certain funds previously deposited by the Applicant with the City pursuant to the previously existing Planned Development Ordinance No. 331 together with any interest earned thereon, are currently held by the City and that the funds are intended to be used for the construction of pedestrian connections over or under Lake Shore Drive and that said funds are intended to be used in addition to (not in place of) the aforesaid Applicant bond funds allocated to pedestrian connections over or under Lake Shore Drive. The City acknowledges its intent to seek to maximize the number of pedestrian connections over or under Lake Shore Drive, subject to budget, design and other applicable considerations. The City acknowledges further that it is in the best interest of the City to seek to secure additional funding as and when necessary and appropriate to increase the number of appropriate and feasible pedestrian connections to the Lakefront from the community areas.

(ii) Publicly Available Improvements. The Publicly Available Improvements shall mean those improvements required by this Planned Development Ordinance to be located within Subarea 3, Parcel D of Subarea 4, the Parcel C Concourse Segment and the Parcel C Exterior Promenade (including the right and authority to construct and maintain the vertical pedestrian connection located therein). Without limitation, these improvements include McCormick Square, a public square proximate to the western entrance of the convention facilities, certain open landscaped areas south of

McCormick Square, the Concourse Walkway, a pedestrian concourse from the Square through the convention facilities (and across Lake Shore Drive) to and down from a vertical pedestrian connection to the Lakefront Park and Lake Michigan.

Prior to the issuance of any Certificate of Occupancy with respect to Parcel B of Subarea 4, the Publicly Available Improvements shall have been substantially completed and available for public use in accordance with the provisions of this Planned Development Ordinance, provided, however, that:

(a) the Parcel C Pedestrian Concourse Segment of Subarea 4 need not be substantially complete or available for public use until 18 months following issuance of the first Certificate of Occupancy for the building within Parcel B of Subarea 4; and

(b) prior to issuance of the approval for Parcel B of Subarea 4 pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance for construction of the East Hall podium/Lakefront Park vertical transition, the Applicant shall make a reasonable effort to acquire or otherwise secure from the Chicago Park District the necessary rights and approvals to construct and maintain said pedestrian connection required to be constructed by this Planned Development Ordinance. If Applicant is not able to secure such rights and approvals at no cost to Applicant, then Applicant shall (1) demonstrate to the Commissioner of the Department of Planning and Development that Applicant has made reasonable efforts to secure such rights and approvals and (2) place in an escrow, the terms of which are acceptable to the City and Applicant, funds sufficient to construct such vertical transition. Upon such demonstration of reasonable efforts, the pedestrian vertical transition shall be exempted from the requirement to be constructed prior to the issuance of any Certificate of Occupancy with respect to Parcel B of Subarea 4. Furthermore, upon such demonstration and funding of the escrow, the City may secure such rights and approvals from the Park District. If and when the City has successfully obtained such rights and approvals, the Applicant shall promptly construct such vertical transition. In the event of

failure of the Applicant to do so, the City may use such escrow funds to construct the vertical transition.

The Applicant shall be responsible at all times for the maintenance of the Publicly Available Improvements in good and sound condition appropriate for public use thereof.

(iii) Convention Improvements. The Convention Improvements shall mean all improvement upon the Property other than Public Improvements and other than Publicly Available Improvements.

The landscape improvements to Subarea 2 and the parking lot on Subarea 1 located west of relocated Dr. Martin Luther King, Jr. Drive are intended to be constructed as a single integrated project coordinated with the improvements to Parcel B in Subarea 4 and shall have been substantially completed prior to the issuance of any Certificate of Occupancy for Parcel B of Subarea 4; provided, however, that the Commissioner of the Department of Planning and Development may authorize exceptions to this requirement and provided further that the landscape improvements to Subarea 2 need not be complete until 6 months after the issuance of any Certificate of Occupancy for Parcel B of Subarea 4. Pre-development landscape improvements to Subarea 2 need not be provided if a building permit is applied for and is diligently pursued for any development within Subarea 2.

(iv) Construction Staging. Construction staging may occur in Subareas 1, 2, 3 and 4 as a permitted use and prior to the issuance of a Certificate of Occupancy for Parcel B of Subarea 4.

15. The Applicant acknowledges that the City anticipates that the Central Area Circulator (the "Circulator") may be constructed to serve the McCormick Place Complex and surrounding areas. The Applicant shall cooperate with and accommodate the City and said authority with respect to the right-of-way for the Circulator, along Dr. Martin Luther King, Jr. Drive only and shall dedicate to the City such right-of-way, provided that the Applicant holds title to the land needed for such right-of-way and if the Applicant does not hold such title, then at such time as and if the Applicant acquires title. Additionally, the Applicant shall, if required by or if it receives an authorized request from said authority governing development of the Circulator or the City, accommodate and permit the construction of a

Circulator station at either of the two locations depicted on the Exhibits described by Statement No. 6 hereof.

The Applicant shall, upon the request of the City, dedicate to the City such portions of (a) Parcel E of Subarea 4 as may be necessary to accommodate the right-of-way for the relocation and reconstruction of Lake Shore Drive and any interchange connections thereto and any pedestrian crossing facility and (b) Parcel F of Subarea 4 as may be necessary to accommodate the right-of-way for any pedestrian crossing facility.

The Applicant shall be responsible to obtain any and all federal and state permits and approvals in connection with development over or on Lake Shore Drive. The City agrees to cooperate as reasonably necessary to obtain such permits.

The Applicant shall, upon the request of the City, provide such reasonably necessary rights to the City or METRA as may reasonably be necessary to assure public access to any METRA stations upon the Property.

16. For purposes of Floor Area Ratio (F.A.R.) calculations and floor area measurements, the definitions in the Chicago Zoning Ordinance shall apply.

17. The Applicant acknowledges that the development of McCormick Place will have unique traffic-generation and parking characteristics which will require diligent and ongoing operational control to assure that the impact of the development on the surrounding traffic network, park uses, pedestrian flow and parking supply will not be unreasonably adverse. The Applicant further acknowledges the responsibility of the City to assure that said impact will not be unreasonably adverse. Accordingly, the Applicant shall be responsible for implementing certain operational controls over parking and traffic activity as further set forth in the Traffic Management Plan ("T.M.P."), as described in Statement No. 6. The T.M.P., as it may be amended or otherwise modified from time to time, shall be deemed an integral part of this Planned Development Ordinance. The Applicant's compliance with the T.M.P. shall be a requirement of this Planned Development Ordinance.

In order to assure the T.M.P.'s effectiveness, prior to December 31 of each year for five years following the issuance of the first Certificate of Occupancy for Parcel B of Subarea 4, the Traffic Coordinator, as defined below, shall submit to the Commissioner of the Department of Transportation (with a copy to the Commissioner of Planning and Development) a report describing the past year's traffic and parking activity and assessing the effectiveness of the various provisions of the T.M.P. and any recommended modifications thereto.

In order to assure that the provisions of the T.M.P. are properly carried out and that proper and prompt coordination exists among the Applicant and the various departments of the City and the applicable transit agencies and the public, the Applicant shall designate and maintain a Traffic Coordinator ("T.C."). The T.C. may consist of one or more individuals, but in any event, a single person, entity or division of the Applicant shall be readily available and apparent for inquiry by any parties concerned. The T.C. shall be in place and functioning within one year following commencement of construction on the South Hall in Parcel B of Subarea 4. The T.C. shall be charged with the responsibility, on behalf of the Applicant, to (a) oversee and coordinate the day-to-day implementation of the T.M.P., (b) act as a formal point of communication between the Applicant and any other agencies or individuals inquiring or concerned about traffic, or parking-related issues, and (c) coordinate traffic, loading and parking management activity with representatives of the City and the appropriate transit agencies through, among other things, the T.C.'s participation in the Transportation Management Committee, as defined in the T.M.P..

18. The terms, conditions and exhibits of this Planned Development Ordinance may be modified administratively by the Commissioner of the Department of Planning and Development upon the request of the Applicant and after a determination by the Commissioner that such a modification is minor, appropriate, consistent with the nature of the development of the Property contemplated in this Planned Development Ordinance and will not result in increasing the maximum floor area ratio for the total Property Net Site Area or the maximum number of dwelling units an acre for the total Property Net Site Area established by this Planned Development Ordinance. Any such modification shall be deemed to be a minor change in the Planned Development Ordinance as contemplated by Section 11.11-3(c) of the Chicago Zoning Ordinance. Notwithstanding the provisions of subclauses (4) and (5) of Section 11.11-3(c) of the Chicago Zoning Ordinance, such minor changes may include a reduction in the minimum required distance between structures, a reduction in periphery setbacks or an increase in the maximum percent of land covered.

19. 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 Owners of record title of the Property. All rights granted hereunder to the Applicant shall inure to the benefit of the Applicant's successors and assigns.

Furthermore, pursuant to the requirements of Section 11.11-1 of the Chicago Zoning Ordinance, the Property, at the time applications for amendments, modifications or changes (administrative, legislative or otherwise) to the Planned Development are made shall be under single ownership or under single designated control. Single designated control for purposes of this paragraph shall mean that any application to the City for any amendment to this Planned Development or any other modification or change thereto (administrative, legislative or otherwise) shall be made or authorized by all the owners of the Property.

Prior to acquisition of property within the Planned Development over which the Applicant does not have control or title, but not after December 31, 1997, such property shall nevertheless be deemed to be under the Applicant's control so long as such property remains subject to the Applicant's authority to condemn pursuant to state law.

Nothing herein shall be construed to mean that any individual owner of the property or any portion thereof is relieved of obligations imposed hereunder or any rights granted herein or is not subject to City action pursuant to this Planned Development Ordinance. 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. Upon any alienation, sale or any other transfer of all or any portion of the Property or the rights therein, except as assignment or transfer of rights pursuant to a mortgage or otherwise as collateral for any indebtedness, and solely with respect to the portion of the Property transferred, the term "Applicant" shall be deemed amended to apply to the legal titleholder thereof (and its beneficiaries if title is held in a land trust) and the seller or transferor thereof shall hereafter be released from any and all obligation or liability hereunder.

20. Prior to acquisition of ownership or control, if any, by the Applicant, the maximum F.A.R., density, minimum number of parking spaces and loading berths and all other development restrictions applicable to Subareas 1, 2 and 3 and that portion of Parcel B in Subarea 4 which was previously subject to the provisions of Planned Development No. 19, shall be as set forth in the provisions of the Chicago Zoning Ordinance applicable to the previously underlying zoning districts corresponding to the zoning districts depicted on the attached Existing Zoning Map or to the provisions of the previously existing Planned Development Ordinance, as the case may be.

21. In the event that the Applicant has not acquired title to or control of all of Subarea 1 and Subarea 2 by December 31, 1997, then the zoning of the portions of said Subareas or the portions thereof which

have not been so acquired or controlled shall automatically revert to the previously existing zoning district as depicted on the Zoning Map Exhibit made part hereof or to the previously existing Planned Development Ordinance, as the case may be.

In the event that, prior to acquisition of said Subareas, the Applicant makes a final determination that any portion of said Subarea is not to be acquired, the Applicant shall so notify the Commissioner within thirty (30) days of such final determination. Upon the receipt of such notification by the Commissioner, the zoning of said Subareas (or relevant portion thereof) shall automatically revert to the previously underlying zoning district, as set forth above.

Prior to or on December 31, 1997, the Applicant shall notify the Commissioner of the status of the acquisition of said Subareas.

22. Unless substantial construction of the proposed new South Hall in Parcel B of Subarea 4 and McCormick Square/South Park Area improvements have commenced within ten (10) years following adoption of this Planned Development Ordinance, and unless completion is thereafter diligently pursued, then this Planned Development Ordinance shall expire; 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 Planned Development Ordinance shall expire upon the expiration of such shorter time period as provided by said amendatory ordinance (the first day of which as applied to this Planned Development Ordinance shall be the effective date of the amendatory ordinance). If this Planned Development Ordinance expires under the provisions of this Statement, then the zoning of the Property shall automatically revert to the previously existing zoning districts described in Statement No. 6 herein.

23. The Applicant acknowledges that, although the City's Percent for Public Art Ordinance is not applicable to the proposed development, the McCormick Place development project is a public project and that the location and placement of art work in appropriate places within the McCormick Square/South Park and McCormick Complex Publicly Available Areas is a worthy public goal. Accordingly, the Applicant shall, in its planning for the design and construction of the proposed development, take into consideration the installation of art work as an integral part of interior and exterior spaces. In connection therewith the Applicant shall work with the appropriate representatives of the Public Art Program of the City's Department of Cultural Affairs.

24. The Applicant acknowledges that the *Report on the McCormick Place Expansion Project*, issued by the Joint Task Force on Burnham Park Planning in June, 1990 was, in large part, a result of the joint efforts

of the Applicant, the City, the Chicago Plan Commission, the Chicago Park District and others to determine the appropriate guidelines for the expansion of McCormick Place. The City acknowledges that this proposed development, as described by the provisions and exhibits of this Planned Development Ordinance, satisfies the intent and purpose of that report and of appropriate planning principles. The Applicant and the City further acknowledge, however, that the scope, complexity and nature of the proposed development may require refinements in the applicable development regulations from time to time and that it may be impractical and contrary to good planning to require excessively detailed or rigid conditions. Accordingly, to the extent not otherwise provided to the contrary in this Planned Development Ordinance, the development and operation of the McCormick Place Expansion shall be in general conformance with the principles described in the aforesaid report. Such report shall be kept on file with the Department of Planning and Development for reference and shall be considered in any future amendment or modification to this Planned Development Ordinance.

25. 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 energy resources. The Applicant shall use best and reasonable efforts to design, construct and maintain all buildings located within this Planned Development Ordinance in an energy efficient manner, generally consistent with the most current energy efficiency standards published by the American Society of Heating, Refrigerating and Air-Conditioning Engineers ("A.S.H.R.A.E.") and the Illuminating Engineering Society ("I.E.S.").

26. This Planned Development Ordinance amends the previously existing Planned Development Ordinance No. 331, the previously existing Planned Development Ordinance No. 19, adopted on and the zoning of all other areas depicted on the Existing Zoning Map made part hereof and located within the boundaries of this Planned Development Ordinance. All provisions, exhibits and terms of the aforesaid previously existing Planned Development Ordinances are hereby repealed; provided, however, that the provisions of the Statement of said previously existing ordinance, Planned Development Ordinance No. 331, having the effect of repealing and rescinding any inconsistent provisions of a certain ordinance adopted July 21, 1919 shall remain in force and effect and shall apply to any and all development within this Planned Development Ordinance.

[Exhibits 1 through 74 attached to this Plan of Development printed on pages 30052 through 30147 of this Journal.]

Bulk Regulations and Data, and Traffic Management Plan (Exhibit 75) attached to this Plan of Development read as follows:

Business Planned Development

Bulk Regulations And Data.

McCormick Place Expansion Project.

Applicant:	Metropolitan Pier and Exposition Authority by its agent for purposes of this application, Mc3D, Inc., by its attorneys Rudnick & Wolfe (per Theodore J. Novak and David W. Norton).
Address:	203 North LaSalle Street, Chicago, Illinois 60601.
Date of Application:	July 28, 1992.
Overall Net Site Area:*	
Expansion, retrofit and buildable areas which include Subarea 2 and Subarea 4, Parcels A, B, C and D.	Approximately 3,389,600 square feet.
Remaining areas within Planned Development which include Subareas 1 and 3 and Subarea 4, Parcels E and F.	Approximately 2,677,700 square feet.
	Total Net Site Area: 6,067,300 square feet.

* Net Site Area figures exclude road rights-of-way.

Overall Floor Area Ratio:	1.6.
Subarea 1.	
Permitted Uses:	See Statement No. 7.
Net Site Area:	Approximately 595,900 square feet.
Maximum Percentage of Site Coverage:	Not applicable.***
Maximum Floor Area Ratio:	0.***
Maximum Building Height:	Not applicable.***
Minimum Building Setbacks:	Not applicable.***
Minimum Number of Loading Berths:	Not applicable.
Minimum Number of Parking Spaces:	Not applicable.
Maximum Number of Parking Spaces:	Pursuant to design review. See Statement No. 13.
Subarea 2.	
Permitted Uses:	See Statement No. 7.
Net Site Area:	Approximately 241,500 square feet.
Maximum Percentage of Site Coverage:	Pursuant to design review. See Statement No. 13.
Maximum Floor Area Ratio:**	7.0.

** Does not include district heating and cooling facility.

*** Except enclosed parking facilities in which case applicable limitation is subject to design review, subject to Statement No. 7.

Maximum Building Height:	Pursuant to design review. See Statement No. 13.
Minimum Building Setbacks:	Pursuant to design review. See Statement No. 13.
Minimum Number of Loading Berths:	Per C3-5 zoning district requirements.
Minimum Number of Parking Spaces:	Per C3-5 zoning district requirements.
Maximum Number of Parking Spaces:	1,000.

Subarea 3.

Permitted Uses:	See Statement No. 7.
Net Site Area:	Approximately 226,100 square feet.
Maximum Percentage of Site Coverage:	Not applicable.
Maximum Floor Area Ratio:	0.
Maximum Building Height:	Not applicable.
Minimum Building Setbacks:	Not applicable.
Minimum Number of Loading Berths:	Not applicable.
Minimum Number of Parking Spaces:	Not applicable.
Maximum Number of Parking Spaces:	Not applicable.

Subarea 4 -- Overall.

Minimum Number of Parking Spaces (located as provided by Statement No. 9 of the Planned Development Statements):	9,000.

Subarea 4; Parcel A -- North Building.

Permitted Uses:	See Statement No. 7.
Net Site Area:	Approximately 968,800 square feet.
Maximum Percentage of Site Coverage:	In accordance with Exhibit Nos. 14 and 15.
Maximum Floor Area Ratio:	1.6.
Maximum Building Height:	In accordance with Exhibit No. 60.
Minimum Building Setbacks:	0 feet, in accordance with Exhibit Nos. 14 and 15.
Minimum Number of Loading Berths:	40.
Maximum Number of Parking Spaces:	Not applicable.

Subarea 4; Parcel B And Parcel D -- South Building And Grand Concourse.

Permitted Uses:	See Statement No. 7.
Net Site Area:	Approximately 1,342,900 square feet.
Maximum Percentage of Site Coverage:	In accordance with Exhibit No. 15.
Maximum Floor Area Ratio:	2.6.
Maximum Building Height:	In accordance with Exhibit Nos. 48 through 49n.
Minimum Building Setbacks:	0 feet, in accordance with Exhibit No. 15.
Minimum Number of Loading Berths:	55 (10 feet - 0 inches x 50 feet - 0 inches).
Maximum Number of Parking Spaces:	Not applicable.

Subarea 4; Parcel C -- East Building.

Permitted Uses:	See Statement No.7.
Net Site Area:	Approximately 836,400 square feet.
Maximum Percentage of Site Coverage:	In accordance with Exhibit No. 15.
Maximum Floor Area Ratio:	2.9.
Maximum Building Height:	In accordance with Exhibit No. 59.
Minimum Building Setbacks:	0 feet, in accordance with Exhibit No. 15.
Minimum Number of Loading Berths:	40.
Maximum Number of Parking Spaces:	Not applicable.

Subarea 4; Parcel E.

Permitted Uses:	See Statement No. 7.
Net Site Area:	Approximately 348,500 square feet.
Maximum Percentage of Site Coverage:	Not applicable.
Maximum Floor Area Ratio:	0.
Maximum Building Height:	Not applicable.
Minimum Building Setbacks:	Not applicable.
Minimum Number of Loading Berths:	Not applicable.
Maximum Number of Parking Spaces:	Pursuant to design review. See Statement No. 13.

Subarea 4; Parcel F.

Permitted Uses:	See Statement No. 7.
Net Site Area:	Approximately 1,507,200 square feet.
Maximum Percentage of Site Coverage:	In accordance with Exhibit No. 16a.
Maximum Floor Area Ratio:	.004.
Maximum Building Height:	20 feet.***
Minimum Building Setbacks:	In accordance with Exhibit No. 16a.***
Minimum Number of Loading Berths:	Not applicable.
Maximum Number of Parking Spaces:	Pursuant to design review. See Statement No. 13.

Exhibit 75.

Traffic Management Plan.

5.1 Purpose.

The purpose of the Traffic Management Plan ("T.M.P.") is to outline the principles and guidelines of the transportation system serving the McCormick Place complex. The diverse variety of events at McCormick Place requires that all of the transportation components be managed to assure the safe and efficient movement of vehicles and people. This plan must remain flexible enough to change, based on the variety of events at McCormick Place and the development of the Near South Lakefront.

*** Except enclosed parking facilities in which case applicable limitation is subject to design review, subject to Statement No. 7.

The goals of this plan are:

-- To reduce congestion on the adjacent streets.

-- To allow for efficient travel on the surrounding highways.

-- To create a clear and concise parking operation plan.

-- To provide strategies to manage the taxis and buses serving events.

-- To provide friendly pedestrian passages throughout the complex.

-- To minimize traffic impact on the parks and lakefront.

-- To optimize the use of public transit.

General Principles.

The following principles are the basis for the Traffic Management Plan:

1. Traffic traveling to and from McCormick Place will be directed to the highways and major arterials in the area. Traffic will be encouraged to use highways and arterial roadways to and from the complex or the parking facilities. Traffic will be managed so as not to unreasonably disrupt through traffic on the highways and major arterials.

2. Traffic will be managed to allow for continued safe pedestrian and bicycle access where permitted in the McCormick Place complex.

3. Public transportation and use of remote parking facilities will be encouraged to avoid unreasonable adverse impact on the surrounding neighborhood. Every reasonable effort should be made to encourage use of public transit and remote parking and to minimize private automobile use.

4. The transportation needs of McCormick Place will be coordinated by the Traffic Coordinator to maximize the use of the internal street system while providing efficient service to the McCormick Place users. These needs include charter buses, taxis, limousines, trucks, and public transportation. The internal street system is comprised of Fort Dearborn Drive (the road east of Lake Shore Drive), Moe Drive (the road west of Lake Shore Drive), and the central cores of the East, North and South Halls. The central cores are the service drives running under the buildings.

5. McCormick Square should be maintained as a place of arrival and departure, not as a parking or staging area. Every reasonable effort should be made to assure the continuous flow of traffic through McCormick Square and to prohibit stopping for lengthy periods of time, parking or vehicle staging, including restriction on vehicle lane movements and patterns of circulation through McCormick Square. Reasonable steps should be taken to assure the safety of pedestrians crossing the internal roadway for McCormick Square.

6. The 23rd Street viaduct and the East Hall podium south of the Grand Concourse are intended to be for pedestrian use only. All vehicles (other than emergency vehicles, small service vehicles as necessary and appropriate which are similar in character to golf carts, small maintenance vehicles, bicycles and trucks which exceed 14 feet in height and/or 8.5 feet in width and are limited to use during the hours of 11:00 P.M. to 6:00 A.M.) should be prohibited from using the 23rd Street viaduct and the East Building podium south of the Grand Concourse. The four access ramps to the 23rd Street viaduct should be abandoned and converted to landscaping, provided, however, that the ramps on the south side of the viaduct may be designed to accommodate emergency and oversized loads through pavers or other appropriate landscape means.

7. Roadway signs along Lake Shore Drive should be coordinated. In order to minimize the number and impact of signs on Lake Shore Drive, the information required should be coordinated and placed on as few signs as reasonably possible. Signs will be developed in cooperation with the I.D.O.T. and C.D.O.T..

Specific Conditions.

Subarea 1 -- West Side Parking Areas.

Employee and V.I.P. parking will be provided in the lot west of Dr. Martin Luther King, Jr. Drive ("King Drive") at 24th Place. Access to this area will be supervised and controlled.

Auto traffic will be directed to Roosevelt Road and the 31st Street exits on Lake Shore Drive and the State Street ramps on the Stevenson Expressway. Signs will inform the motorist of parking availability in the McCormick Place lots west of King Drive.

C.T.A. bus staging and recovery will occur along the bus lane contained within the parking lot west of King Drive at 24th Place.

Subarea 2 -- Future Development Parcel.

No parking or staging will be allowed to occur on this site during the period following construction and prior to future development. Parking related to future development shall be consistent with the Bulk Table requirements.

Subarea 3 -- Square And "Break Out" Areas.

Taxi staging for the Grand Concourse will occur on the taxi lane along the east side of King Drive. The Traffic Coordinator will manage the dispatching of taxis to the Grand Concourse entrance from the taxi lane.

No vehicles are permitted to park in or around the McCormick Square at any time.

Charter bus staging for the South Hall will occur in the bus lane directly in front of the South Hall. When the bus demand exceeds the available space, buses will be staged in the bus lane contained within the parking lot west of King Drive at 24th Place. The Traffic Coordinator will manage the staging of buses.

C.T.A. will have a designated stop at the north end of the bus lane directly in front of the South Hall. This designated area will accommodate one bus. There will also be a designated C.T.A. staging area large enough to accommodate two buses. The designated area shall be the turnaround area located within the parking lot west of King Drive at 24th Place. Buses will be permitted to park or stage for no longer than 12 minutes per visit.

Shuttle buses to coordinated areas or events (i.e., Chinatown or a baseball game) will be staged in the bus lane directly in front of the South Hall. These buses will stage in the bus lane contained within the parking lot west of King Drive at 24th Place when overall bus demand exceeds the available space immediately west of the South Hall. M.P.E.A. will permit the staging of private shuttles in this bus lane at no cost.

At such time as the Circulator Station is constructed, a traffic signal light will be installed on King Drive at or near the station to facilitate pedestrian crossings.

Subareas 4A And 4B -- North And South Halls.

Taxis staging for the central core of the North and South Halls will occur in the central core roadways. The Traffic Coordinator will ensure that taxis do not block the adjacent bus lane. The Traffic Coordinator will manage the dispatching of taxis to the passenger gates.

In the event that vehicular access is not available north of the North Hall which is sufficient to permit taxis to return to northbound Lake Shore Drive from the central core of the North Hall and, until such access is available, signage should be provided sufficient to advise taxi and limousine passengers and drivers that it is necessary to travel to 31st Street in order to go northbound.

Charter bus staging for the central core of the North and South Halls will occur in the central core roadways. Schedules will be coordinated so that staged buses and trucks do not come into conflict on the central core roadway.

Truck staging on the docks and the ramps will be managed to retain the clear emergency vehicle route.

Subarea 4C -- East Hall.

No parking will be permitted on the East Hall podium south of the Grand Concourse.

Taxi staging for the East Hall and Arie Crown Theater will occur along Fort Dearborn Drive. The Traffic Coordinator will manage the dispatching of taxis to the passenger gates.

The trucks waiting for deliveries will be staged along Fort Dearborn Drive south of the south edge of the east podium wall. The Traffic Coordinator and the Metropolitan Pier and Exposition Authority shall make reasonable efforts to make such staging queue as reasonably short as possible. The Traffic Coordinator will manage enforcement of this requirement.

Truck staging on the upper-level dock aprons and the ramps will be managed to retain the clear emergency vehicle route.

Subarea 4D -- 23rd Street Bridge Across Lake Shore Drive And The Connecting Ramps.

No parking will be permitted on the 23rd Street Bridge or Ramps.

No vehicles will be allowed to use the 23rd Street Bridge or Ramps except:

-- emergency vehicles.

-- small service vehicles similar in character or size to golf carts and small maintenance vehicles and lifts as necessary.

-- bicycles, strollers and similar pedestrian oriented vehicles.

-- trucks over 14 feet in height and/or 8.5 feet in width but only during the hours of 11:00 P.M. to 6:00 A.M.. Trucks over 14 feet in height using the northbound 23rd Street exit ramp on Lake Shore Drive will be required to have a permit from the C.D.O.T..

Subareas 4E And 4F -- North Bus Parking, South Car Parking And Truck Marshalling Yard.

Trucks will be parked in the existing truck marshalling yard. Truck storage will not be allowed on Moe Drive or Fort Dearborn Drive.

Trucks waiting to unload deliveries will be staged along Moe Drive south of the South Hall (for North and South Hall deliveries) or in the truck marshalling yard (for East Hall deliveries).

Charter buses serving the North and South Halls will park in the parking lot directly north of the North Hall or in the truck marshalling yard. Charter buses serving the East Hall will park in the truck marshalling yard. Buses will remain in the designated parking areas until they are called to the staging line. Buses will not be allowed to park on Moe Drive or Fort Dearborn Drive.

Policy And Management.

Regional Access.

Automobiles.

-- All automobiles will be directed to the highways and major arterials.

-- Signage will be placed along Lake Shore Drive and the Stevenson Expressway notifying motorists of the location and the availability of parking, as well as the location of the shows.

Trucks.

-- Signs will be posted on the area's expressways directing trucks to use the Stevenson Expressway to Lake Shore Drive to 31st Street to enter the truck marshalling yard. This will reduce or eliminate McCormick Place truck traffic on adjacent streets, many of which do not have adequate vertical clearances under the viaducts for semi-trailers.

-- Traffic Coordinator will develop and distribute a truck routing map for major trucking companies and McCormick Place users.

Local Circulation.

Automobiles.

-- Signs at the 31st Street interchange with Lake Shore Drive will direct traffic to both the parking lot west of Lake Shore Drive and the underground garage east of Lake Shore Drive.

-- Signs at the State Street interchange with the Stevenson Expressway will direct traffic to the parking lots west of King Drive and to the drop-off/pick-up areas in front of the Grand Concourse.

-- Signs at the Roosevelt Road intersection with Lake Shore Drive will direct traffic to the parking lots west of King Drive and to the drop-off/pick-up area in front of the Grand Concourse.

-- Signs will direct traffic from Lake Shore Drive to the new access drives of the Burnham Park lots. The locations of the new access drives are based on final design of the relocation of Lake Shore Drive.

-- Signs along appropriate approach routes shall indicate which Halls house which shows.

Taxis/Buses.

-- Signs will be posted on southbound Lake Shore Drive directing East Hall taxis to the slip ramp serving the East Hall; North and South Hall taxis and buses will be directed to the slip ramp serving these two Halls.

-- All taxis exiting the North and South Halls will be directed to 31st Street or King Drive.

-- Signs will direct taxis and buses to the Roosevelt Road or 31st Street interchange for access to King Drive and the Grand Concourse.

-- Taxi and limousine routes shall not be closed to taxis and limousines without the prior approval of the Transportation Management Committee.

Trucks.

-- On-site truck circulation between the truck marshalling yard and the truck docks for each of the Halls will be handled on-site. Trucks traveling to and from the East Hall will use Fort Dearborn Drive. Trucks traveling to and from the North and South Halls will use Moe Drive. Except for oversized trucks, trucks will not be allowed to use adjacent local streets for travel between the truck marshalling yard and the truck docks.

-- Oversized trucks will be directed to the truck docks during off-peak hours and to the truck marshalling areas during peak hours. Peak hours are defined as the hours 9:00 A.M. to 6:00 P.M..

Parking.

Automobiles.

-- The McCormick Place parking lot manager will coordinate his or her parking efforts with the Chicago Park District and the Chicago Police Department and the Traffic Coordinator in advance of each event.

Staging.

Taxis And Limousines.

-- Taxis will be made aware of peak-demand times through the installation of a taxi telephone hotline.

-- Remote staging for taxis and livery vehicles shall be provided in the south lot or other appropriate areas.

-- Taxi and limousine staging and standing areas shall be segregated.

Consumer Shows And Others Which Create Heavy Demand Days: Special Considerations.

During the above mentioned shows, the following provisions shall apply:

Definitions.

-- Consumer shows mean any show open to the general public. Heavy Demand days mean any day during which more than 1.5 million aggregate square feet of convention floor area are occupied by shows in operation or as designated by the Transportation Management Committee.

Remote Parking Systems.

-- A remote parking system will be provided with an adequate number of parking spaces to handle expected demand as determined by the Traffic Management Committee to supplement parking required by the Planned Development Ordinance. The remote parking lots may include the Chicago Park District Grant Park garages. The Traffic Coordinator will contact the Chicago Park District and the Chicago Department of Transportation to coordinate schedules and access. More than one remote lot may be utilized.

-- Advance signs will be posted on Lake Shore Drive, the Stevenson Expressway and Congress Parkway directing motorists to the remote parking. Portable electronic early warning signs will be provided on Lake Shore Drive at the exit ramps for 31st Street and Roosevelt Road as well as on the Stevenson Expressway as appropriate. In addition, the occupancy of the on-site parking lots will be monitored. When the on-site lots are substantially full, the electronic early warning signs will be activated so that motorists seeking parking are discouraged from entering the immediate area, other than to drop off passengers.

-- Shuttles will be provided to pick up and drop off passengers at designated and clearly marked points in the bus lane immediately west of the South Hall or within the central core areas. Regular and frequent shuttle intervals will be provided.

Intersection Control.

-- Trained private traffic personnel or City Police will be located at McCormick Square at the north end of the bus lane, to direct and assist in the bus/taxi flow in the Square.

-- During large events, vehicular and pedestrian circulation along King Drive may require trained traffic personnel or City Police Officers to control the intersections along King Drive between 24th Place and Cermak Road and in front of the Grand Concourse. These officers will help assure safe pedestrian flow across King Drive at the

crosswalks. The Traffic Coordinator will schedule traffic control officers with the users of McCormick Place.

Public Awareness.

The promotion of public awareness is important to the success of the Transportation Management Plan. The Traffic Coordinator will develop and distribute items such as brochures, pamphlets, news releases, and other advertising material which will include the following information:

-- Available parking lot locations and prices.

-- Public transit routes and schedules.

-- Conflicts with other users in the area (e.g., Soldier Field events).

-- Which Halls house which shows.

The Metropolitan Pier and Exposition Authority in conjunction with show managers will promote and facilitate the use of public transportation, including the METRA I.C. line, C.T.A. bus services, and the proposed Central Area Circulator light-rail system.

In addition, an internal uniform signage system will be in place for McCormick Place. This signage system, identifying parking locations, public transit stops, and traffic routes, will be clear and concise. An identifiable McCormick Place logo will assist motorists and pedestrians in finding their way around McCormick Place.

Coordination.

A Transportation Management Committee ("T.M.C.") will be formed to coordinate and reduce conflicts among the various modes of transportation, to provide on-going review, to manage Heavy Demand day operations, to update the T.M.P. from time to time and to oversee the implementation of the T.M.P.. This management committee will consist of the Traffic Coordinator ("T.C."), the parking lot manager, the truck yard manager, the event manager, and representatives of the City of Chicago's Department of Transportation, the Department of Planning and Development, the Chicago Park District, the Chicago Transit Authority, the Chicago Fire Department, the Chicago Police Department and the Chicago Department of Consumer Services. Among other duties, this committee will, on an on-going basis, gather and analyze data for all traffic and parking related operations at McCormick Place. This information will include, but is not limited to:

-- Parking demand, both on-site and off-site.

-- Peak hours of operation.

-- Peak time for existing parking lots.

For consumer shows and Heavy Demand days, the T.M.C. will determine the needed number of parking spaces, the remote locations, the locations for traffic personnel control, and any and all other issues related to assuring efficient and safe parking and traffic management.

The T.M.C. will be formed and will conduct its first meeting no later than such time as 23rd Street is closed. The T.M.C. will meet on a regular basis thereafter and, in no event, less regularly than every 3 months. The T.C. will be responsible for the administration of the T.M.C. meetings (including delivery of notices of time and place, securing meeting rooms, et cetera). Determinations and recommendations of the T.M.C. will be made by consensus, provided, however, that in the event of any dispute or conflict over any determination, recommendation or other matter which affects the uses or operation of any public street or way, the determination of the Commissioner of the City's Department of Transportation will govern and be final.

Modifications may be made to the T.M.P. at any time with the approval of the Applicant, the Commissioner of the Department of Transportation and the Commissioner of the Department of Planning and Development. Such modifications and approvals shall be kept on file with the Department of Transportation and the Department of Planning and Development.

Reclassification Of Area Shown On Map Number 4-G.
(As Amended)

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 R4 General Residence District symbols and indications as shown on Map No. 4-G in the area bounded by:

(Continued on page 30166)

Exhibit 1.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

DOCUMENT TITLE: Existing Zoning and Street System Map

PLAN COMMISSION HEARING DATE: December 15, 1992

COMPANION EXHIBIT(S):

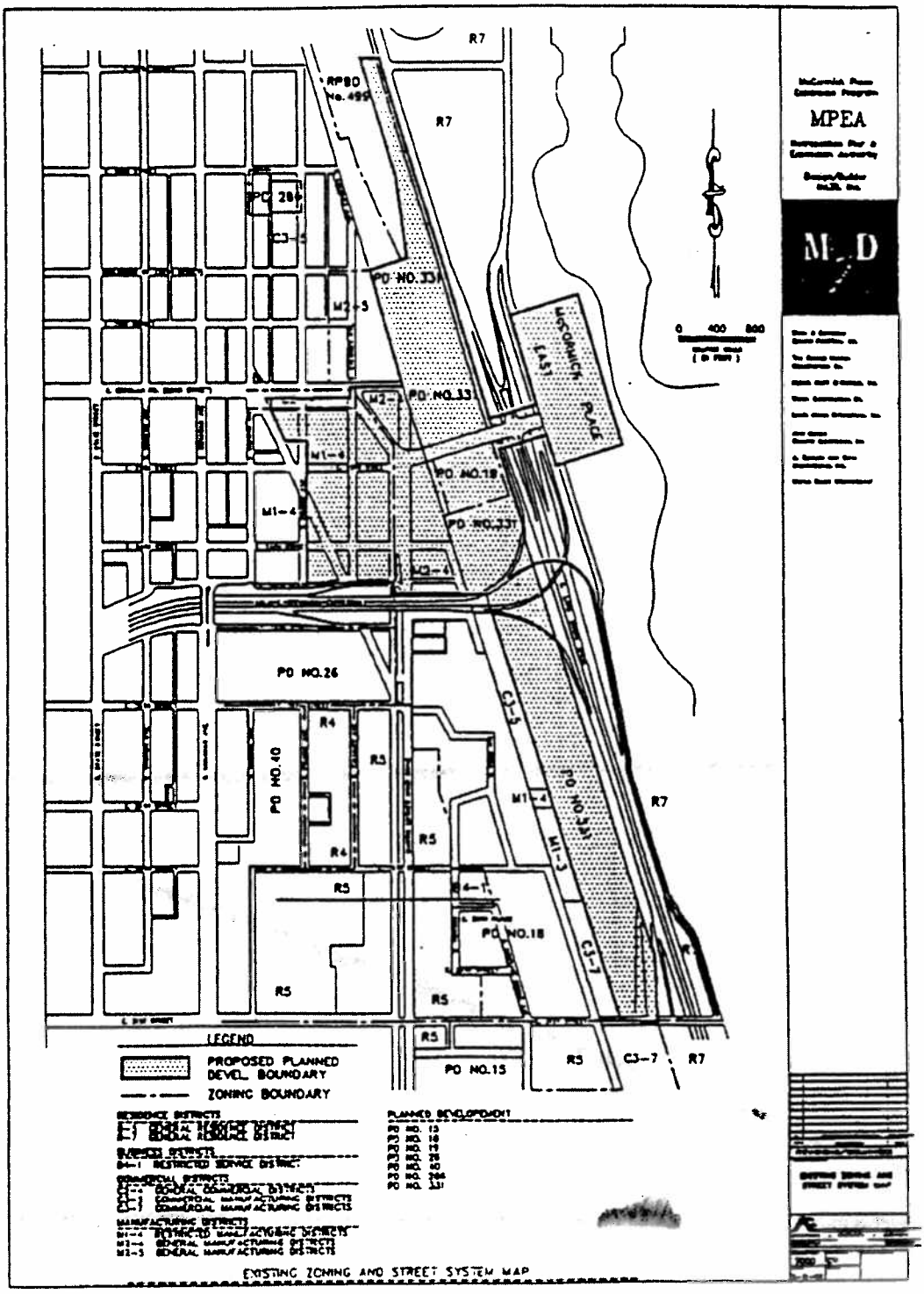


Exhibit 2.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Planned Development Subarea
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

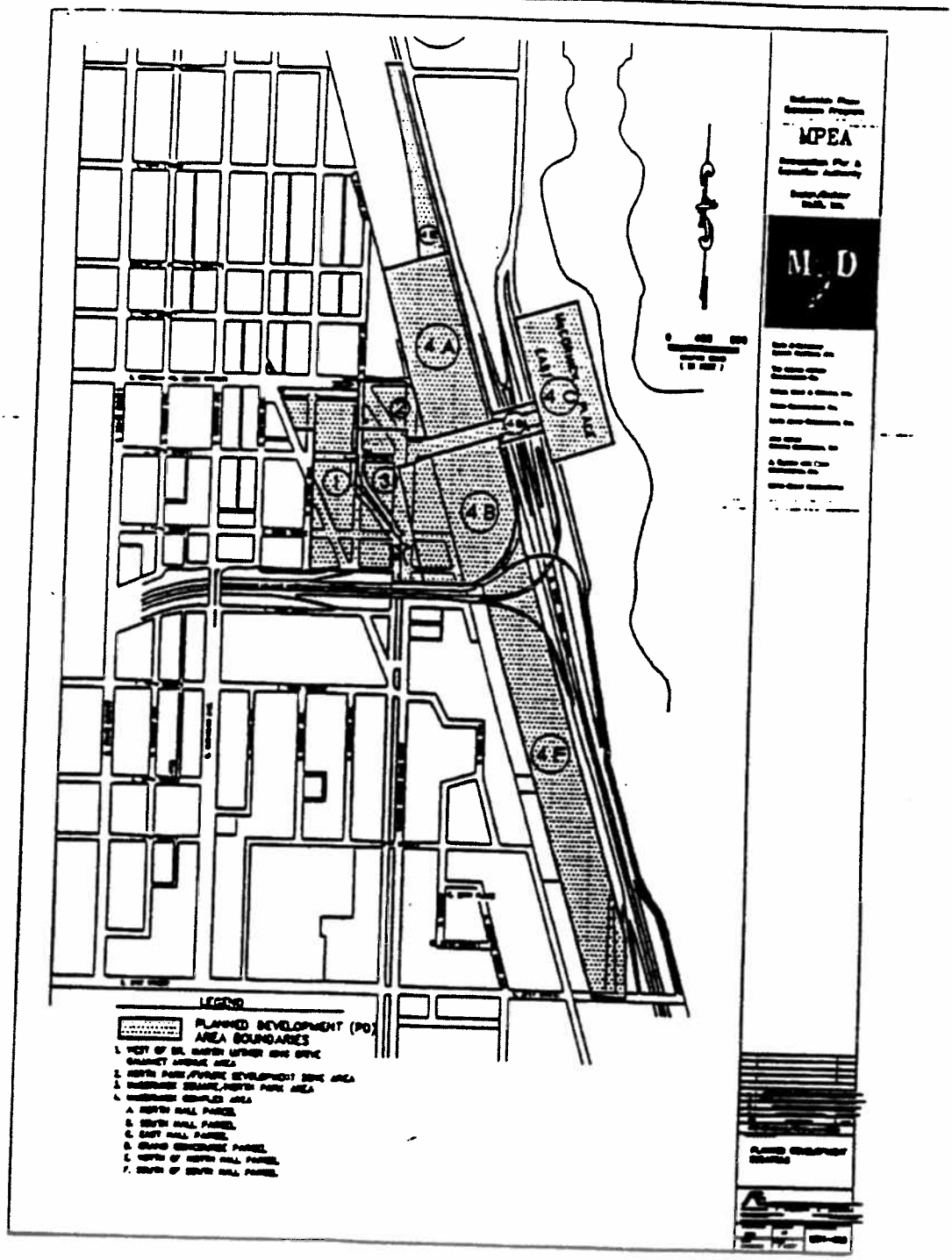


Exhibit 3.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331
PLAN COMMISSION HEARING DATE: December 15, 1992
DOCUMENT TITLE: Key Map
COMPANION EXHIBIT(S): [04-16]

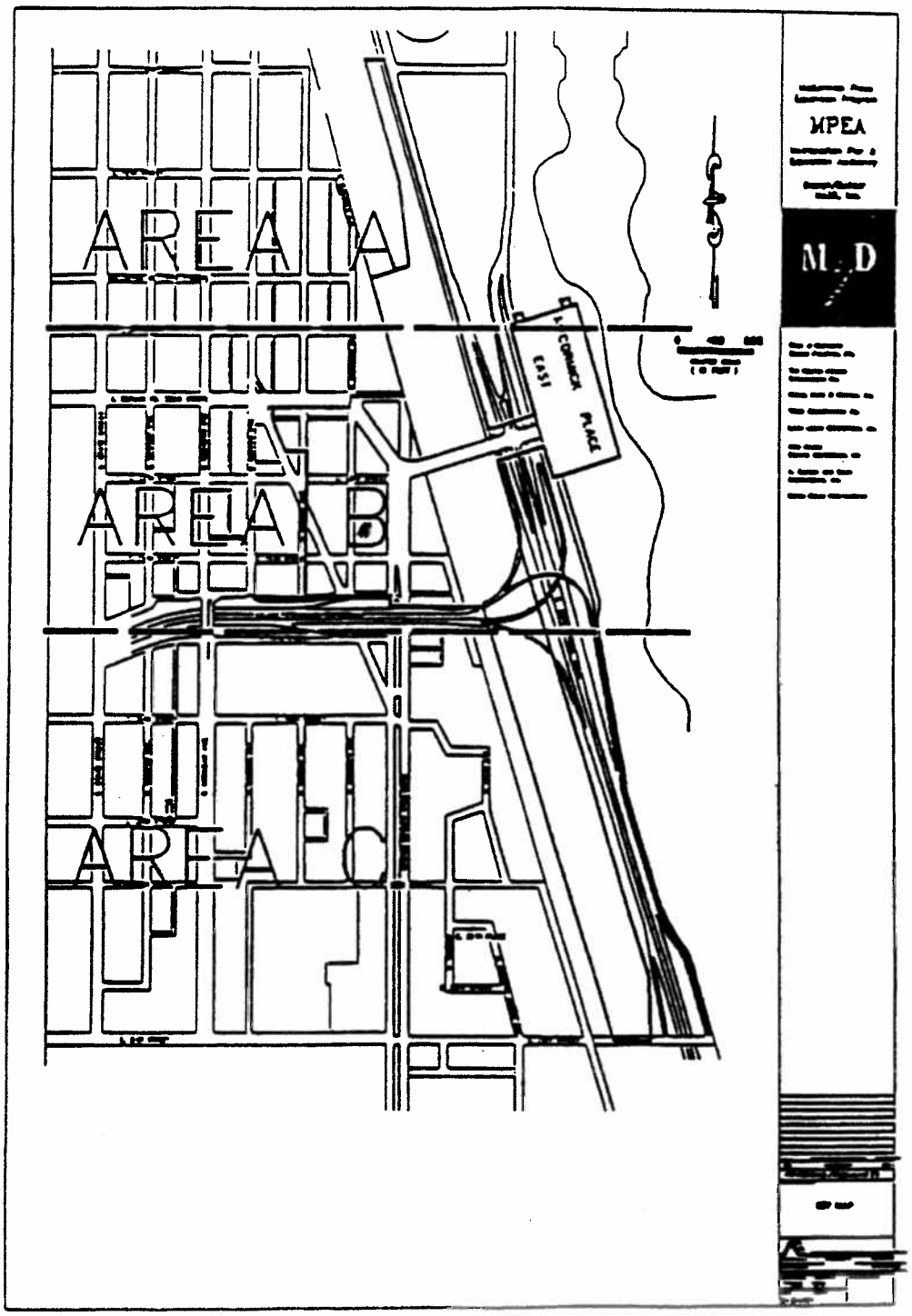


Exhibit 4.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Property Line Map and Right-of-Way Adjustment Map – Area A
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	[03]

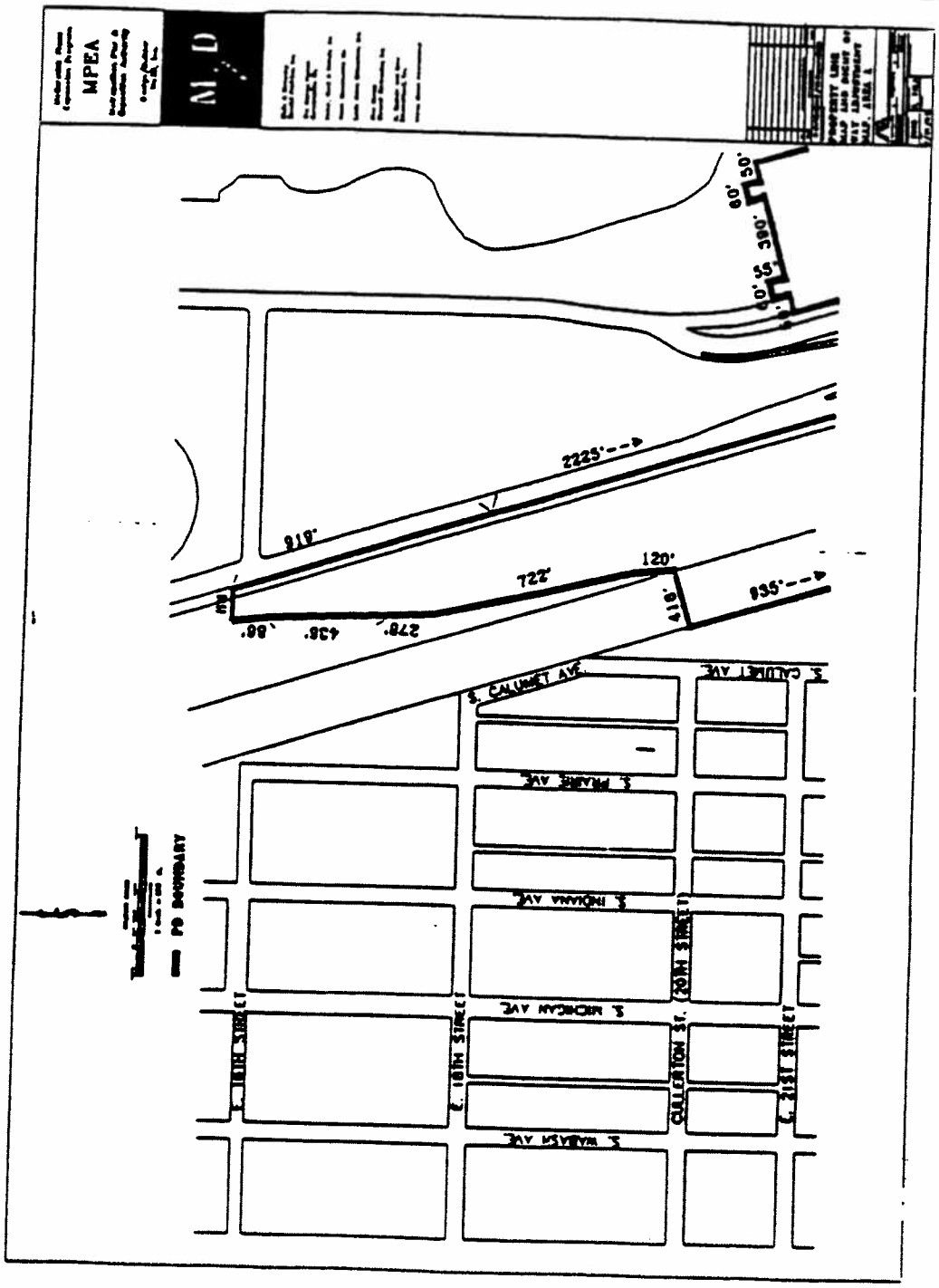


Exhibit 5.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Property Line Map and Right-of-Way Adjustment Map – Area B
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	[03]

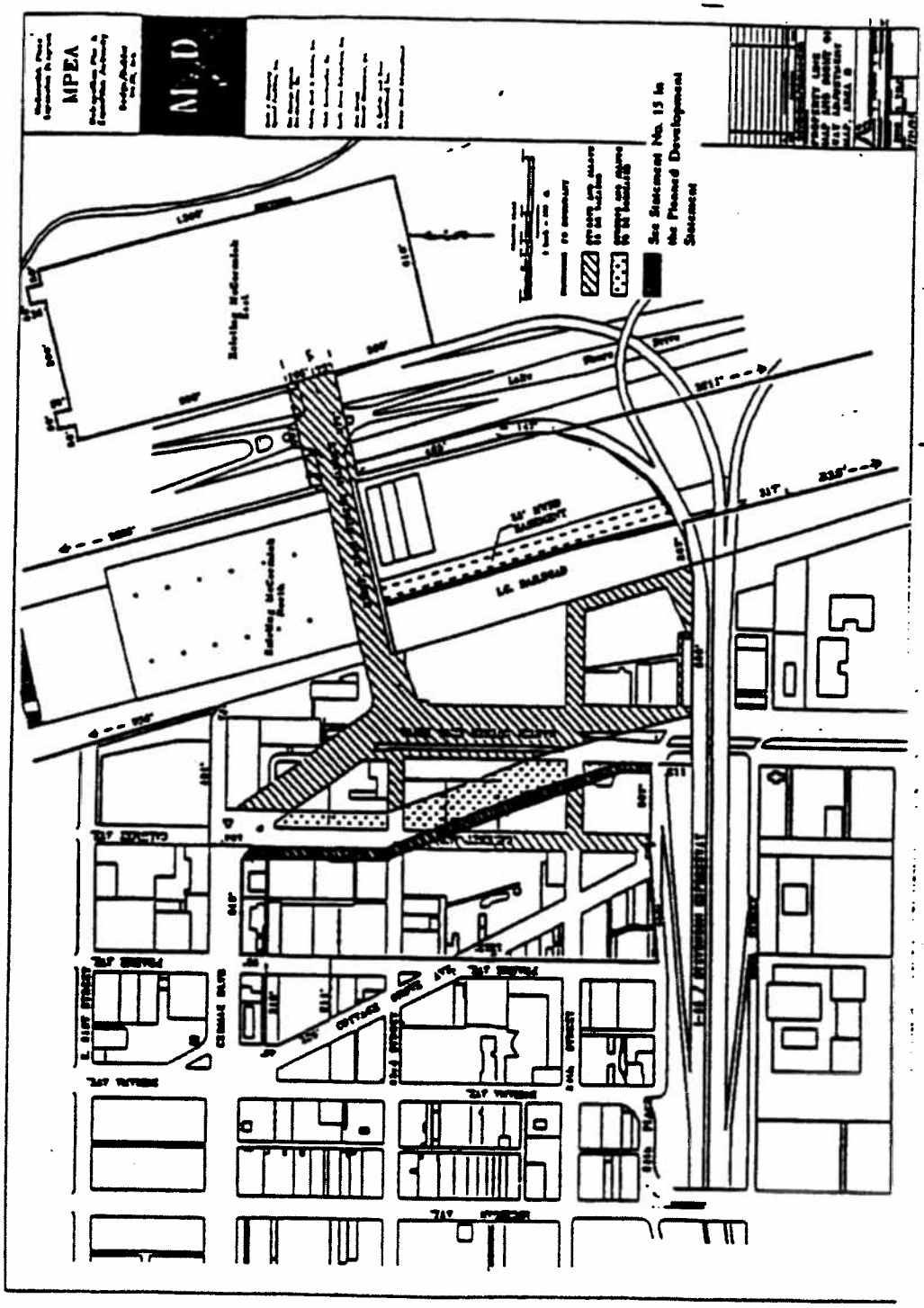


Exhibit 6.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Property Line Map and Right-of-Way Adjustment Map – Area C
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	[03]

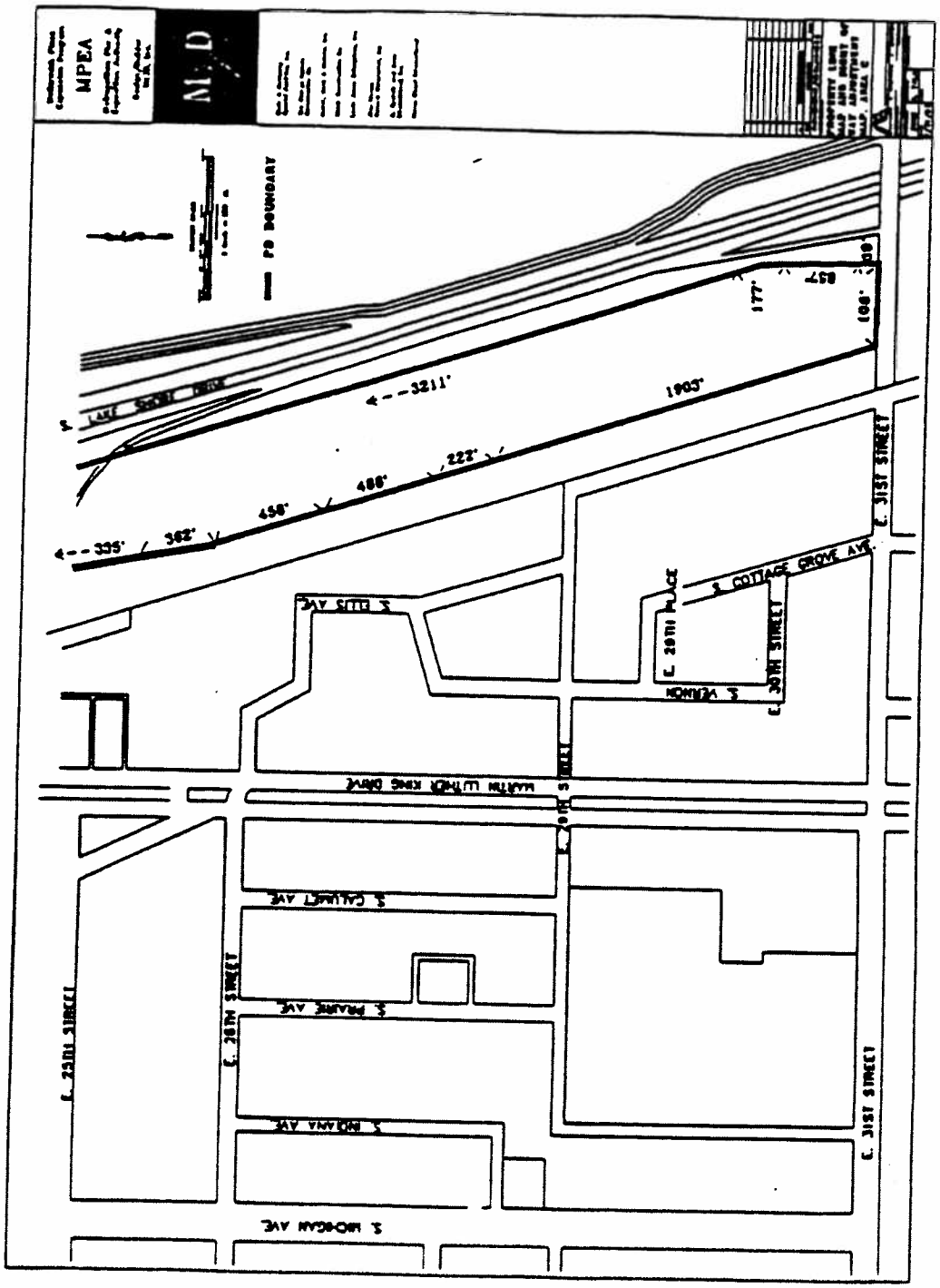


Exhibit 7.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Site Plan – Area A
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	[03]

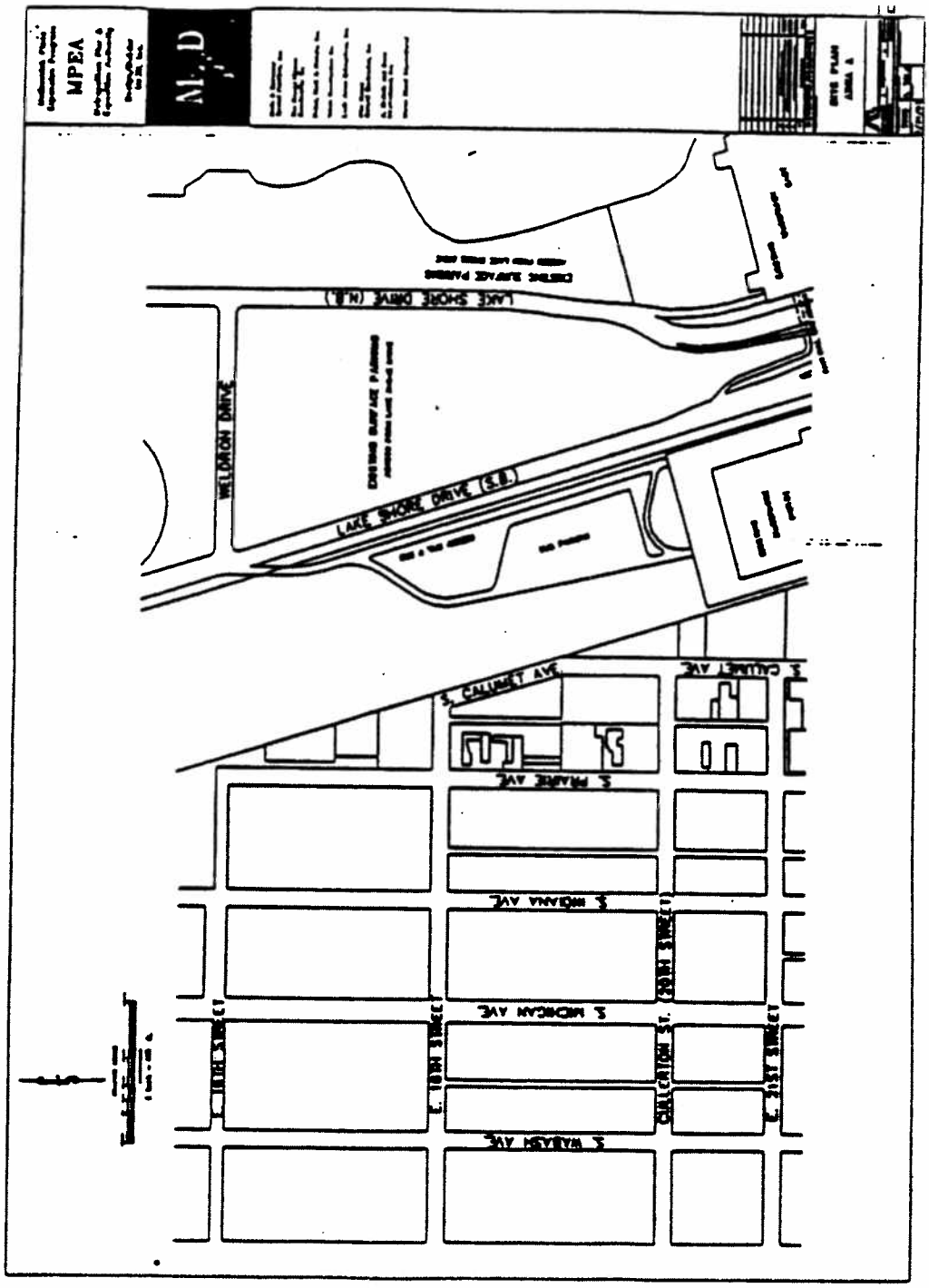


Exhibit 8.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Site Plan – Area B

COMPANION EXHIBIT(S): [03, 05, 34, 35, 36, 38, 69]

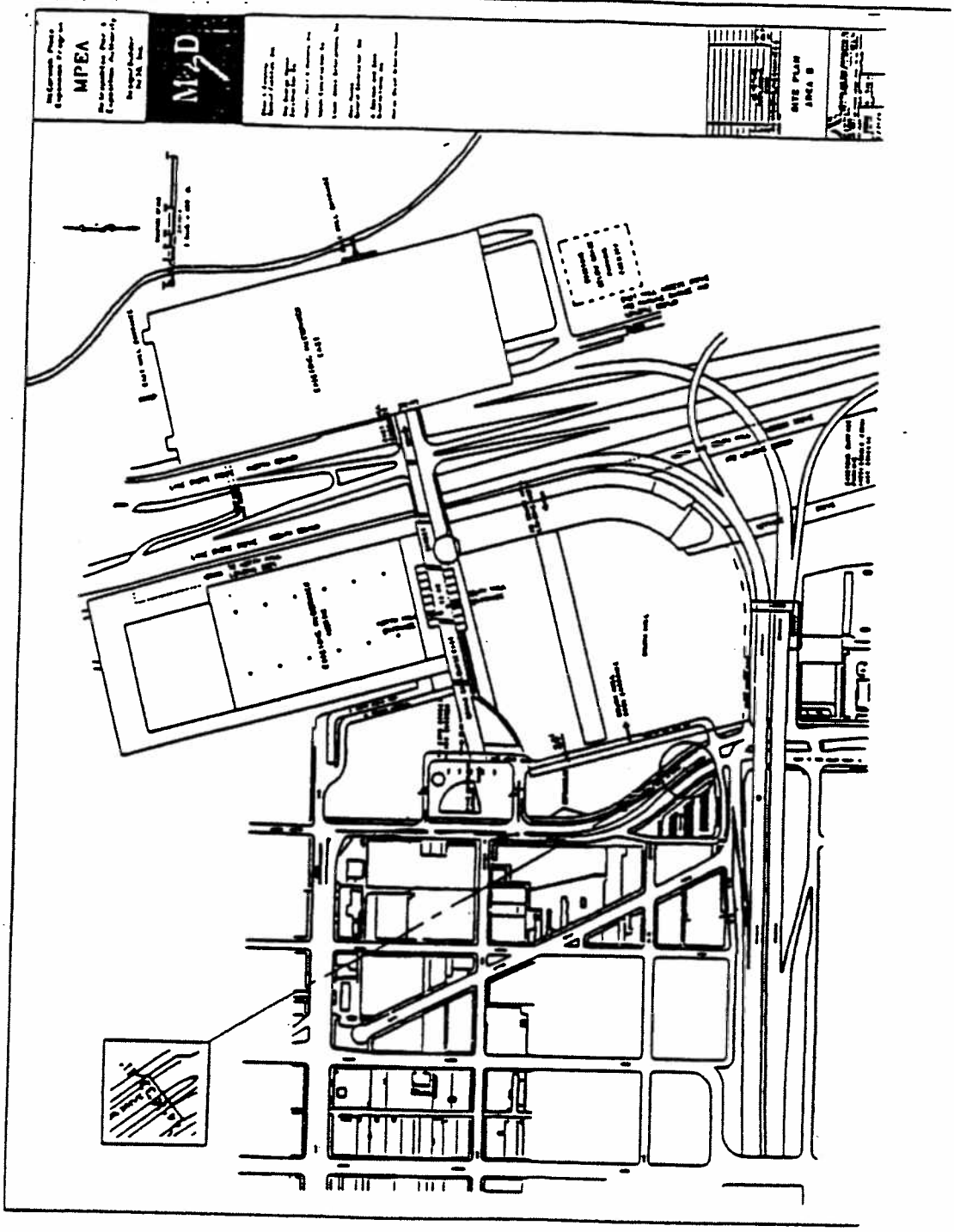


Exhibit 9.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

DOCUMENT TITLE: Site Plan - Area B with Circulator

PLAN COMMISSION HEARING DATE: December 15, 1992

COMPANION EXHIBIT(S): [03, 08]

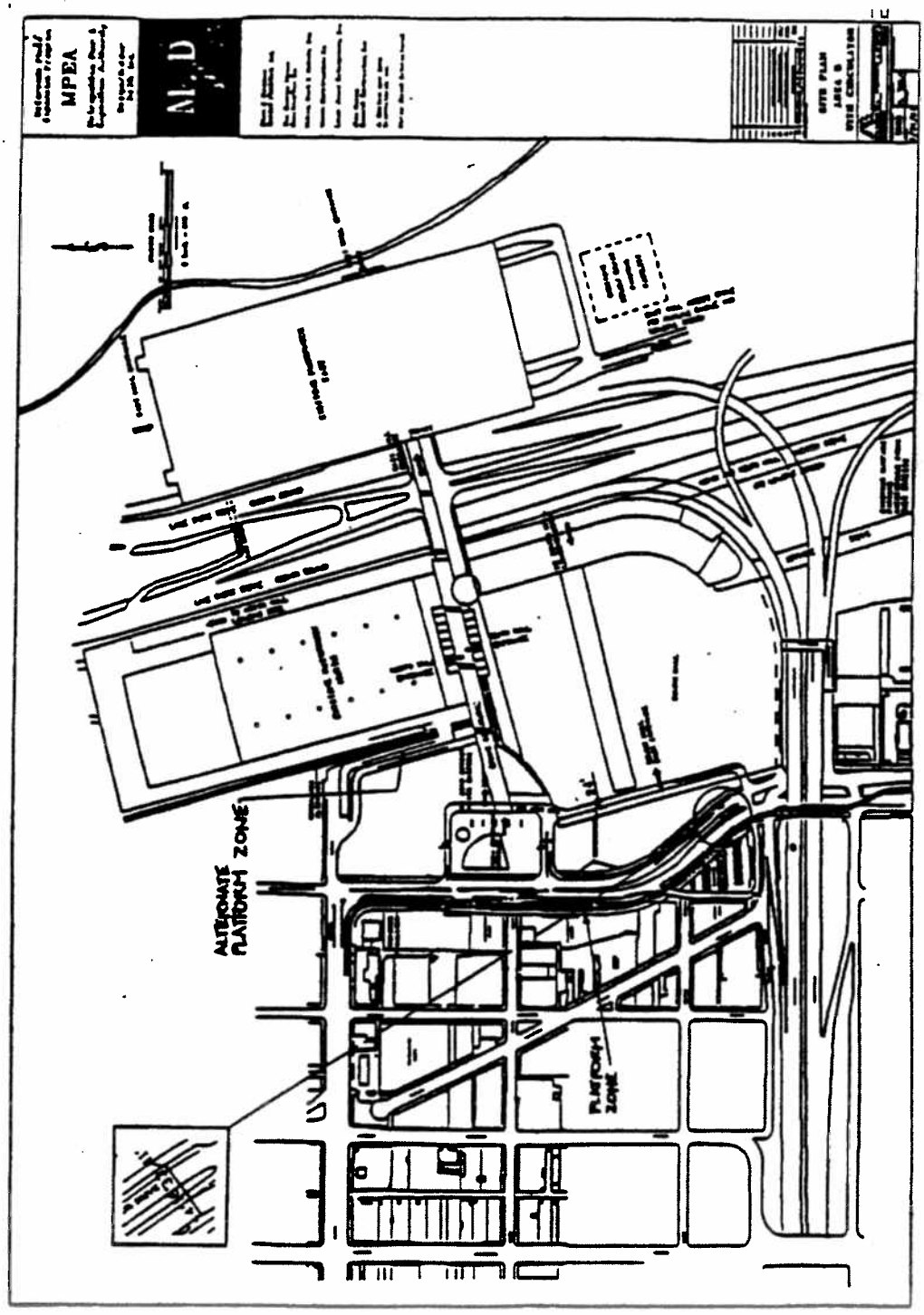


Exhibit 10.

PPLICANT: Metropolitan Pier & Exposition Authority
ROJECT: McCormick Place Expansion
Amended Planned Development No. 331

AN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Site Plan – Area C

COMPANION EXHIBIT(S): (03)

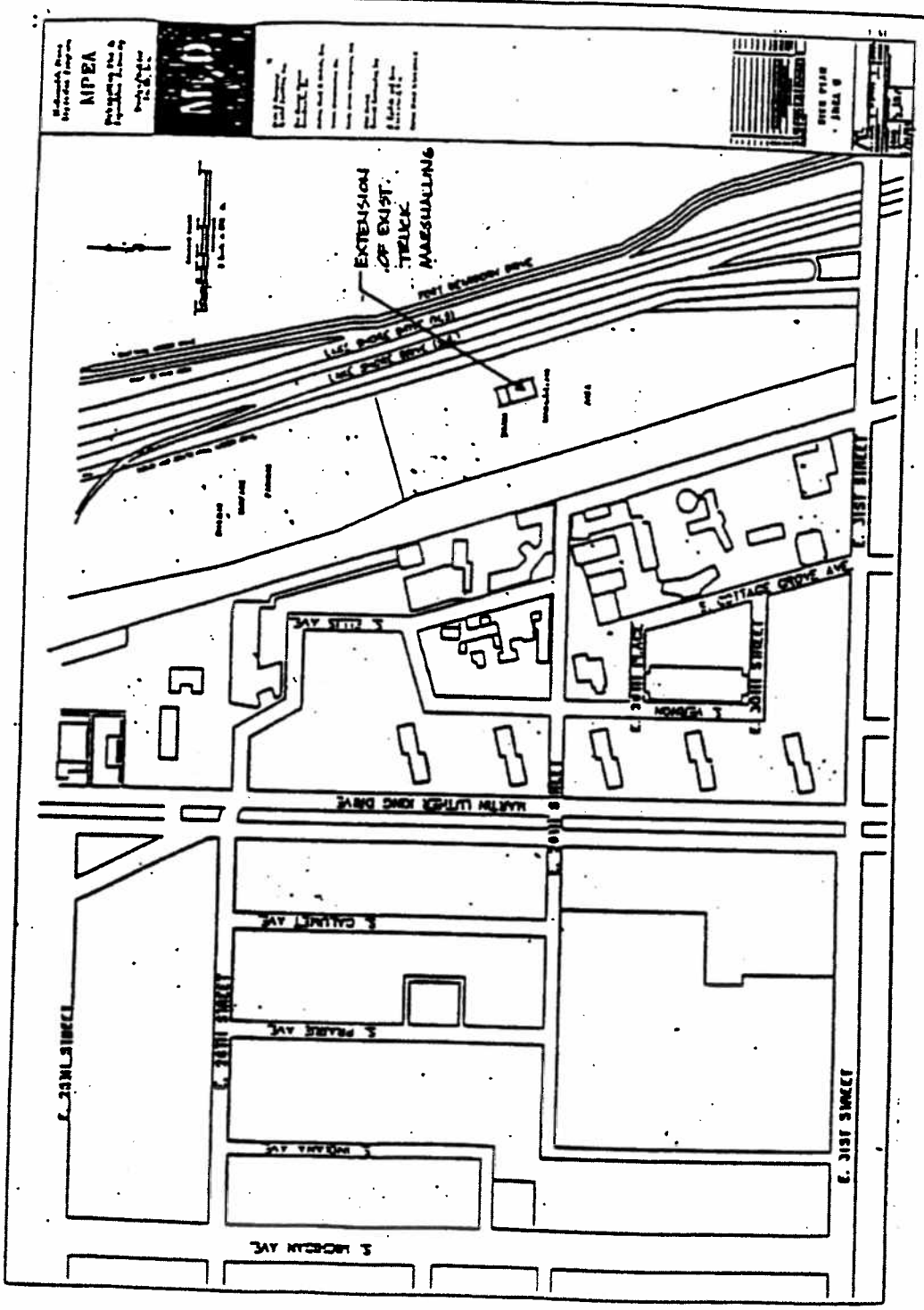


Exhibit 11.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 351
PLAN COMMISSION HEARING DATE: December 15, 1992
DOCUMENT TITLE: Existing Land Use Area Map – Area A
COMPANION EXHIBIT(S): [83]

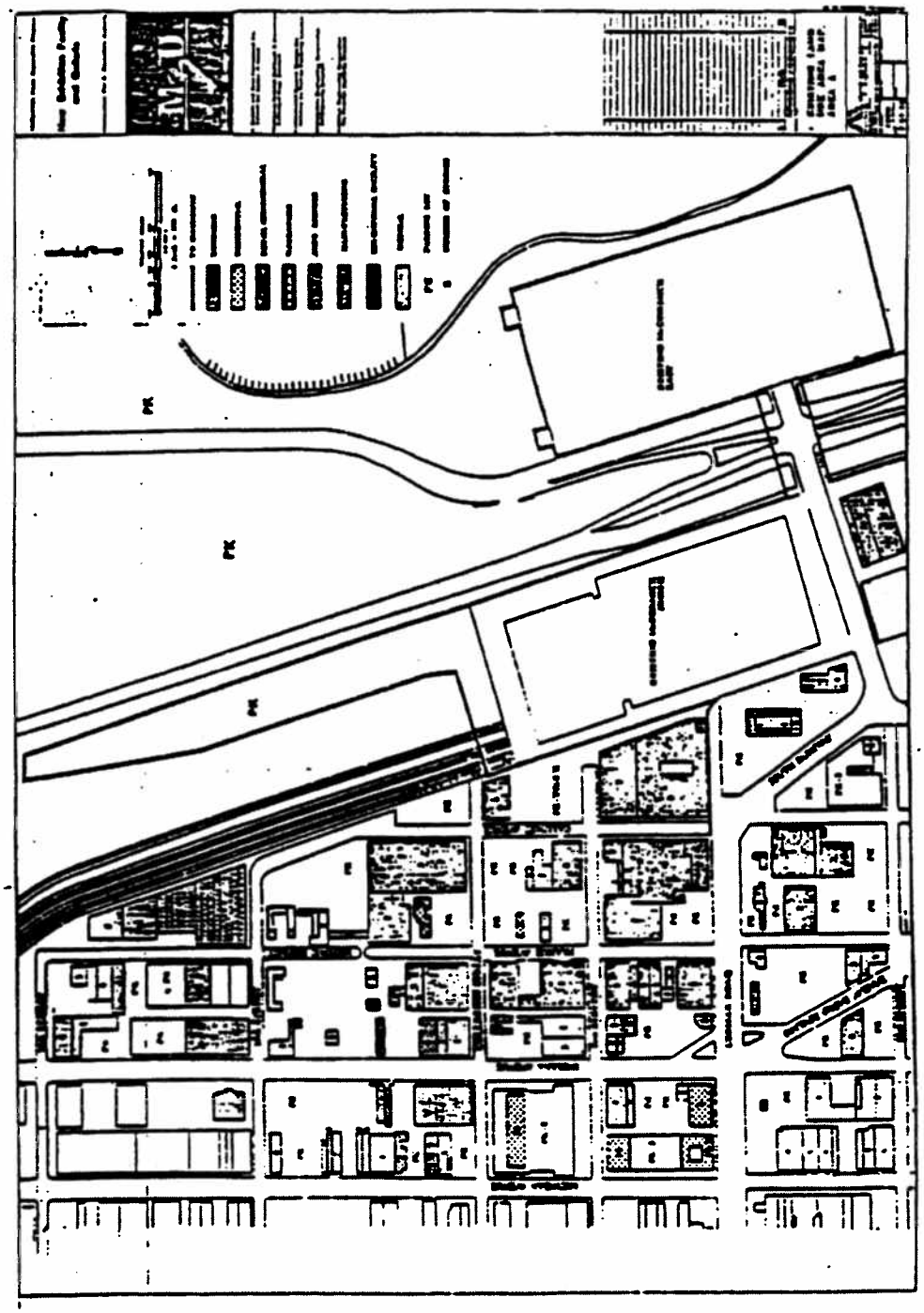


Exhibit 12.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Existing Land Use Area Map – Area B

COMPANION EXHIBIT(S): [03]

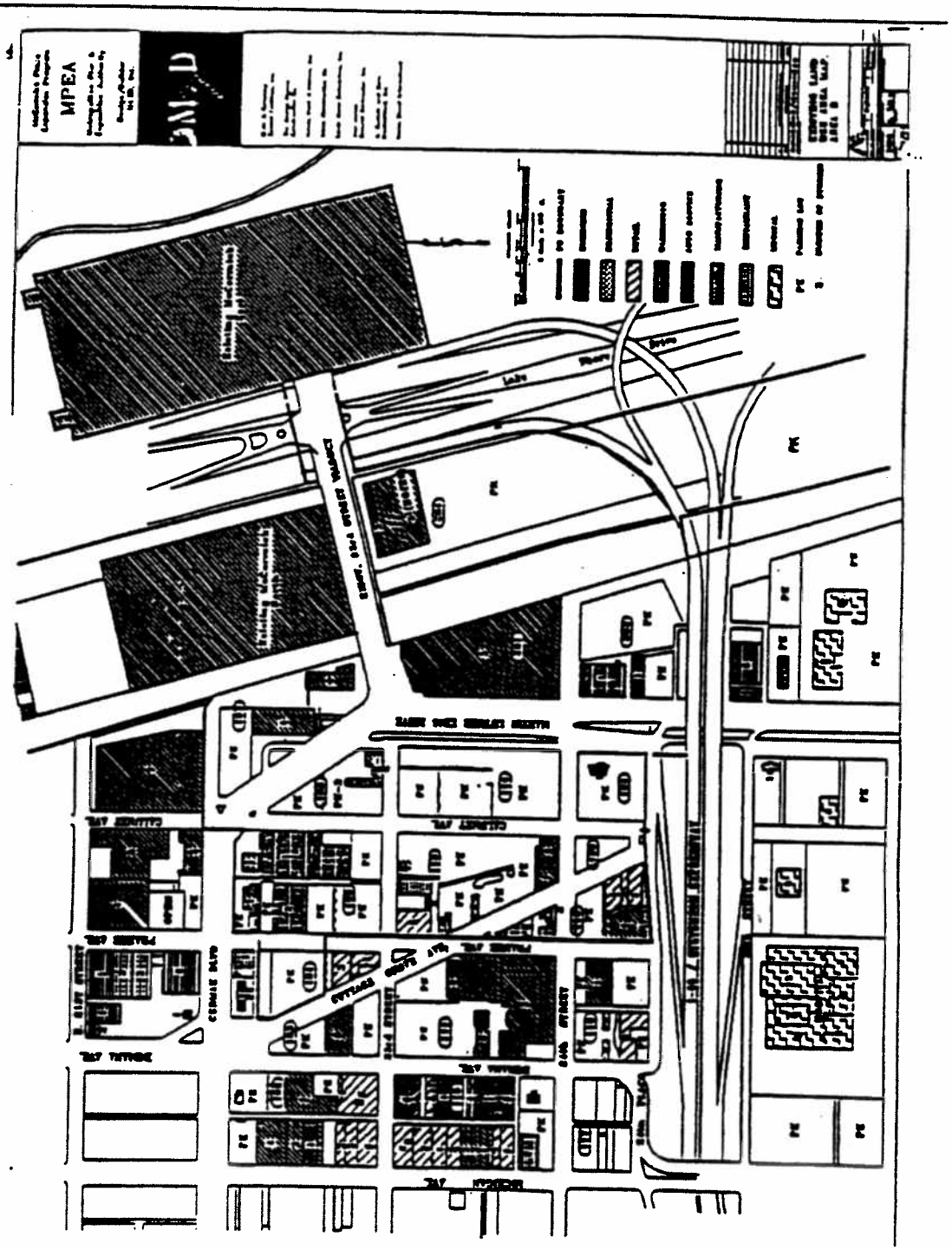


Exhibit 13.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 351	DOCUMENT TITLE:	Existing Land Use Area Map – Area C
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	(#3)

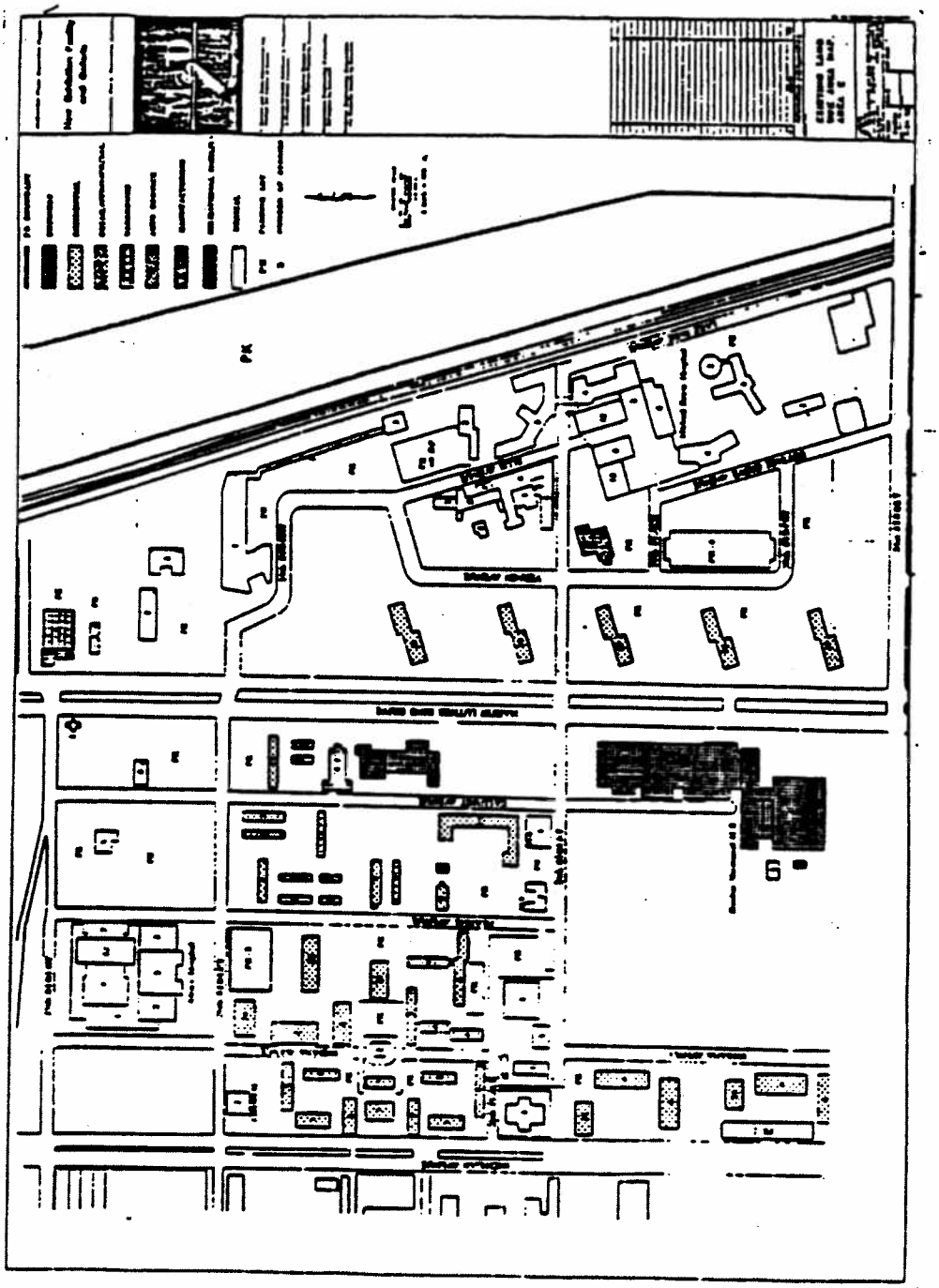


Exhibit 14.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Generalized Land Use Plan - Area "A"

COMPANION EXHIBIT(S): [03]

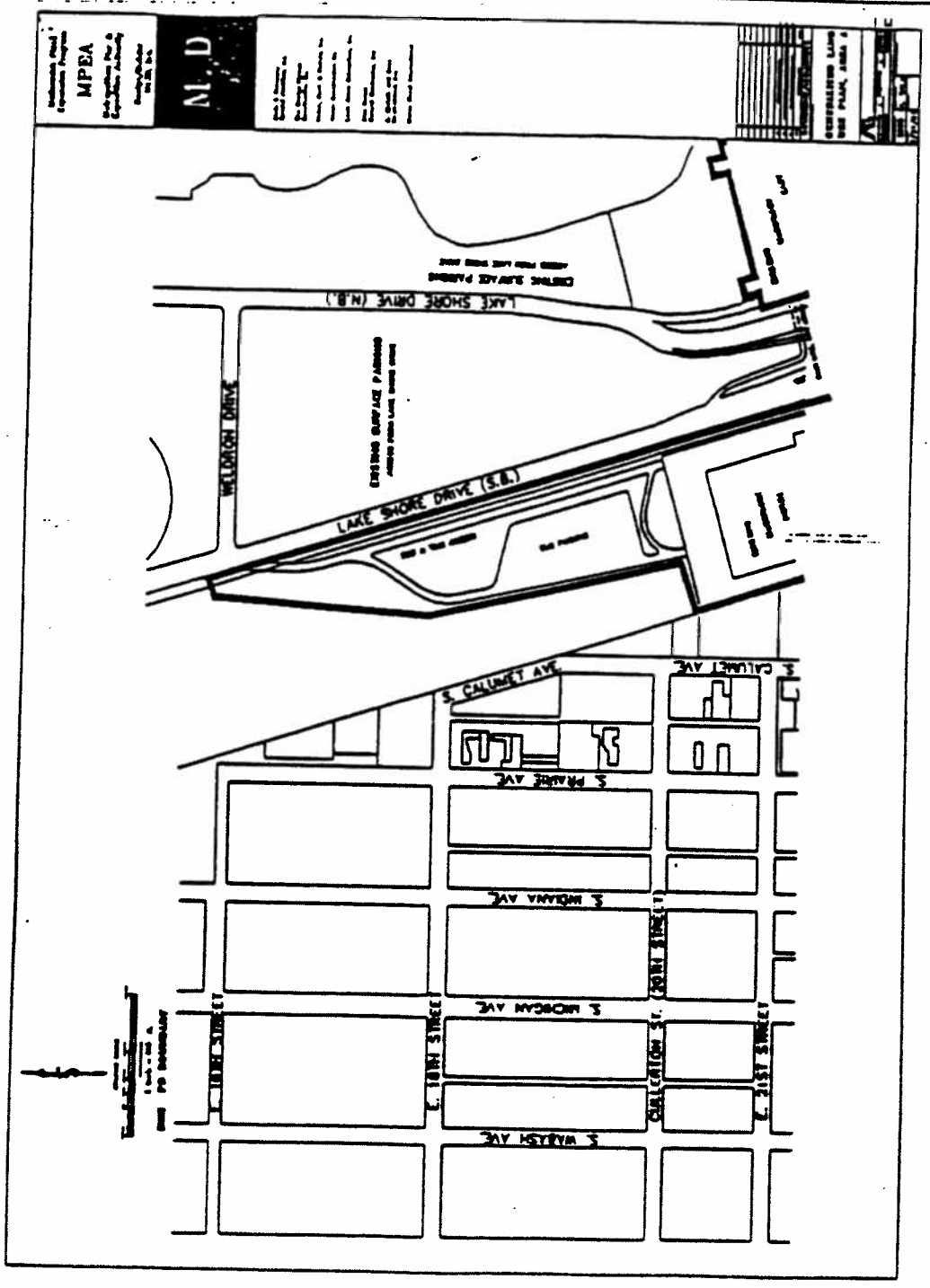


Exhibit 15.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Generalized Land Use Plan – Area B
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	[03]

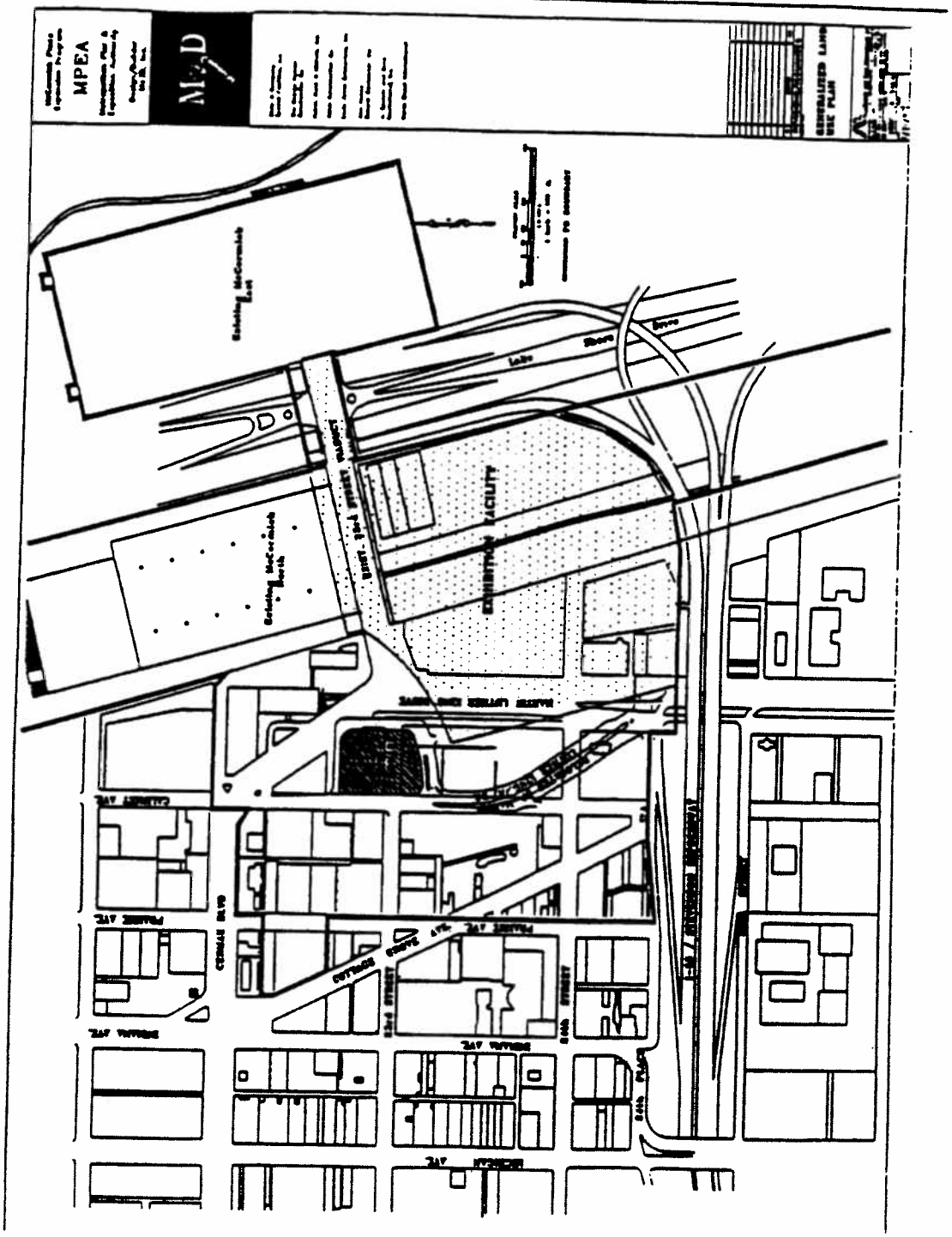

MPEA
MxD
EXHIBITION FACILITY
Lake Shore Drive
31st STREET
CERMAK RD.
CERMAK PLAZA
DR.
31st PLACE
31st STREET
31st PLACE
31st PLACE
31st PLACE

Exhibit 16a.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION
HEARING DATE: December 15, 1992

DOCUMENT TITLE: Generalized Land Use Plan - Area C

COMPANION EXHIBIT(S): [03]

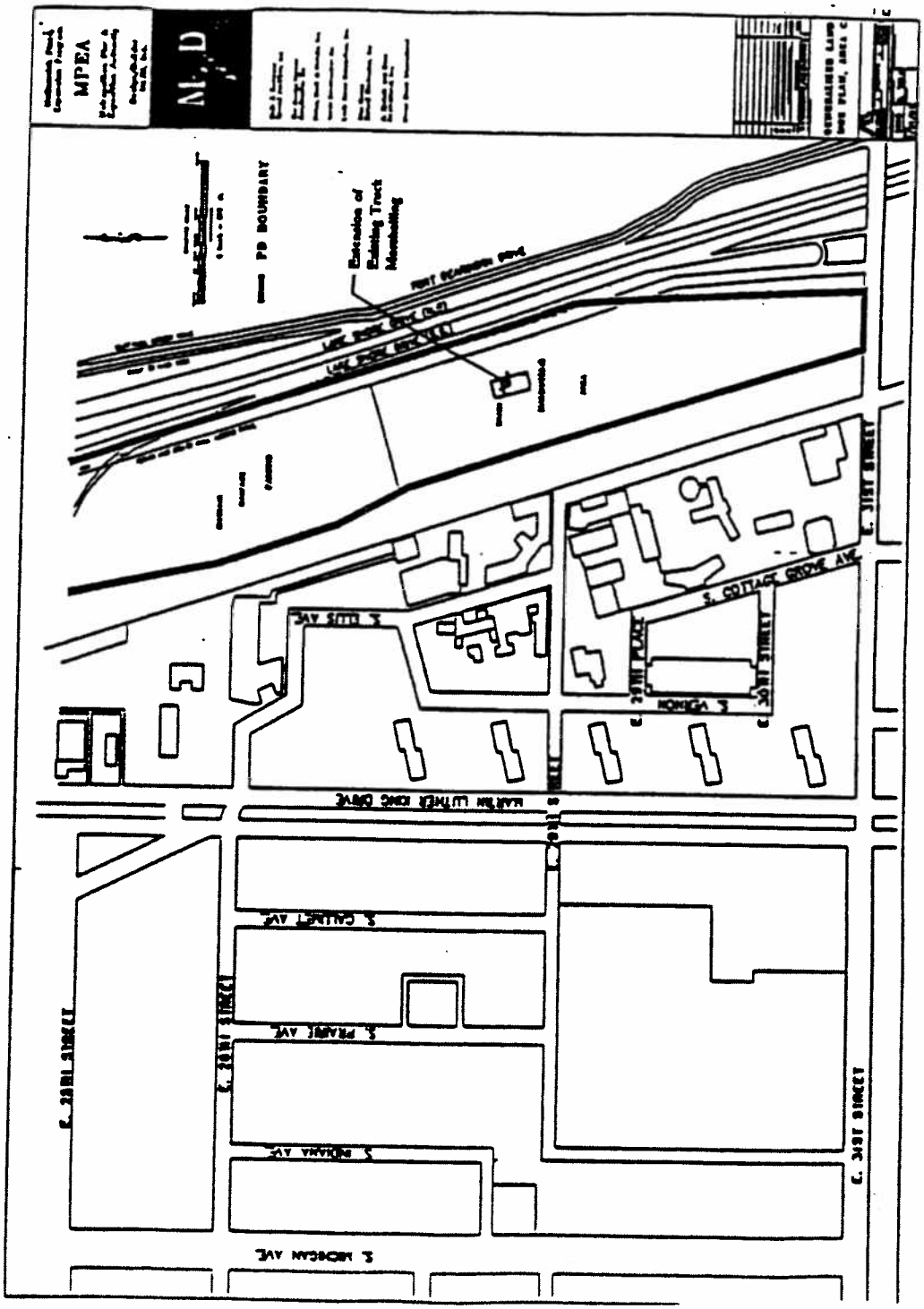


Exhibit 16b.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331
DOCUMENT TITLE: Parking Location Plan
PLAN COMMISSION HEARING DATE: December 15, 1992
COMPANION EXHIBIT(S):

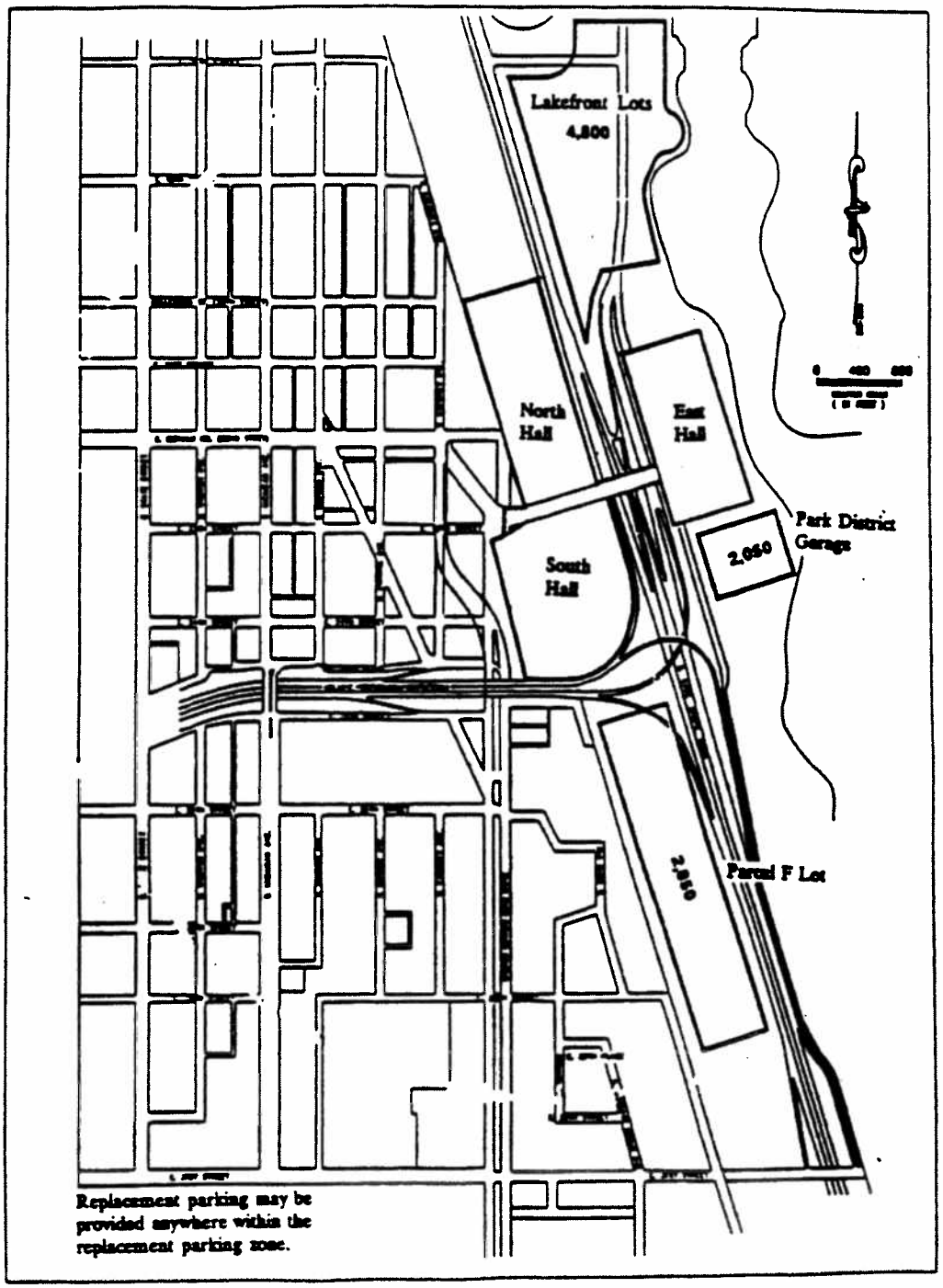


Exhibit 17.

APPLICANT:	Metropolitan Pier & Exposition Authority	DOCUMENT TITLE:	Expansion Masterplan
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331		Level: +10/+7/+9/+19
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

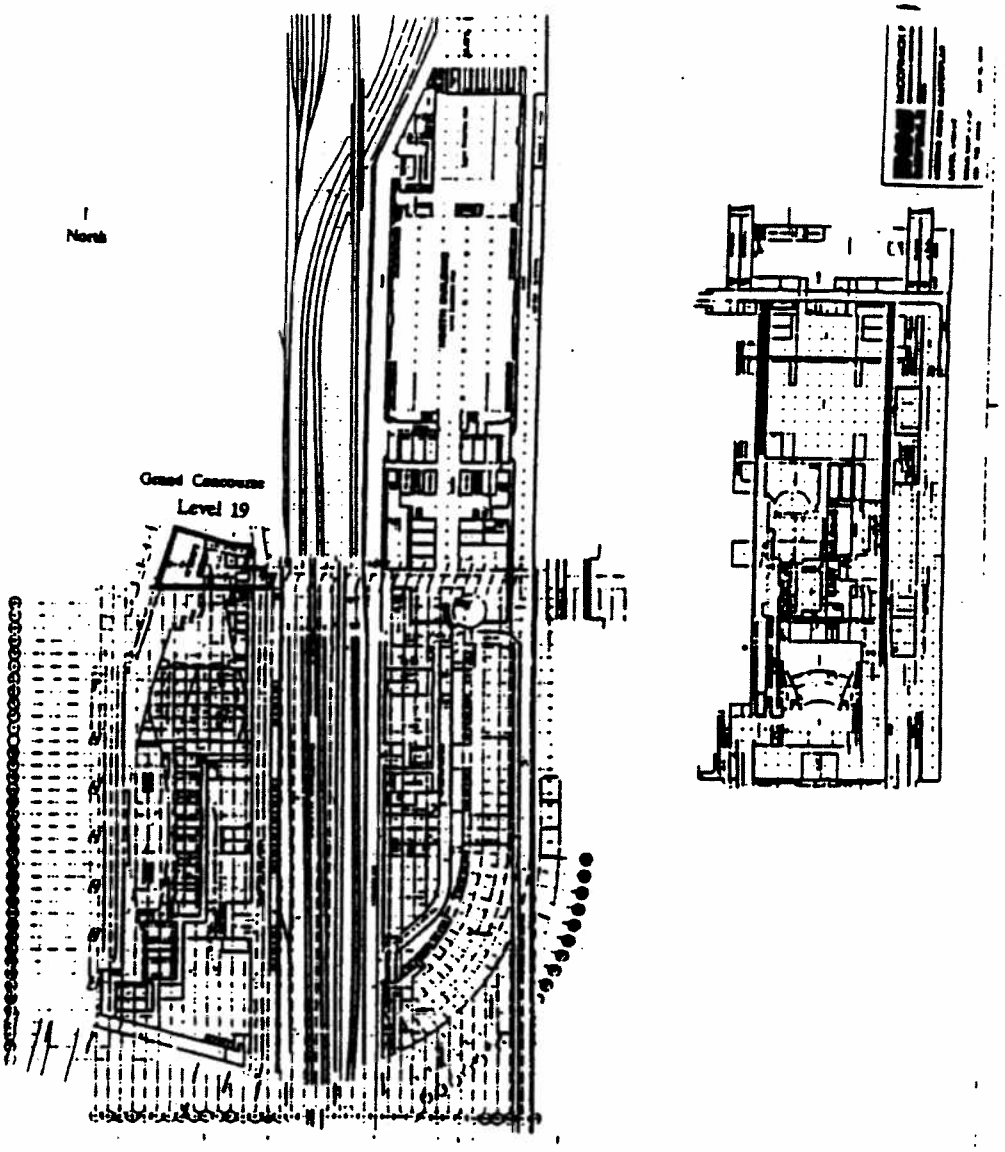


Exhibit 18.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Expansion Masterplan Level: +27/+20
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

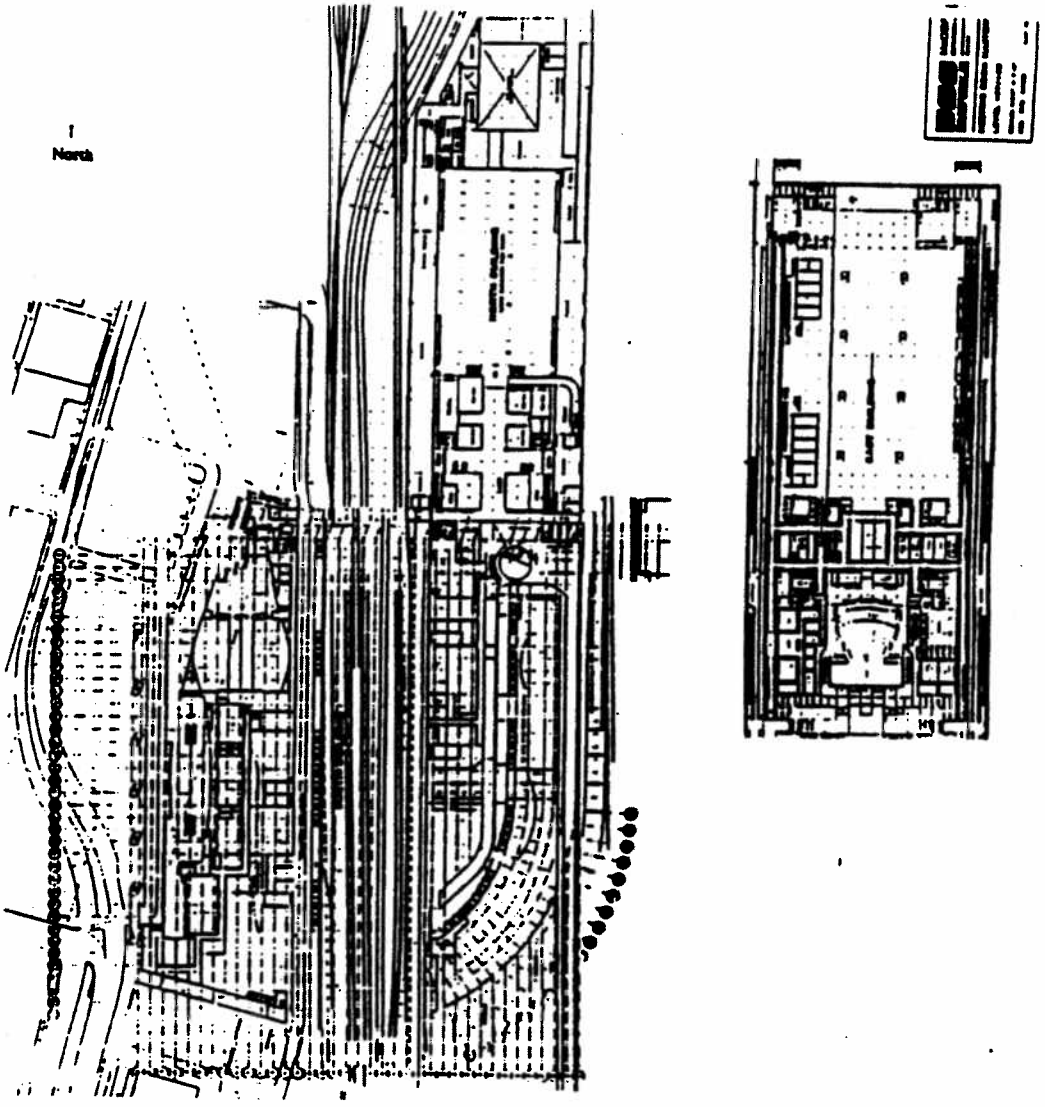


Exhibit 19.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Expansion Masterplan Level: +39

COMPANION EXHIBIT(S):

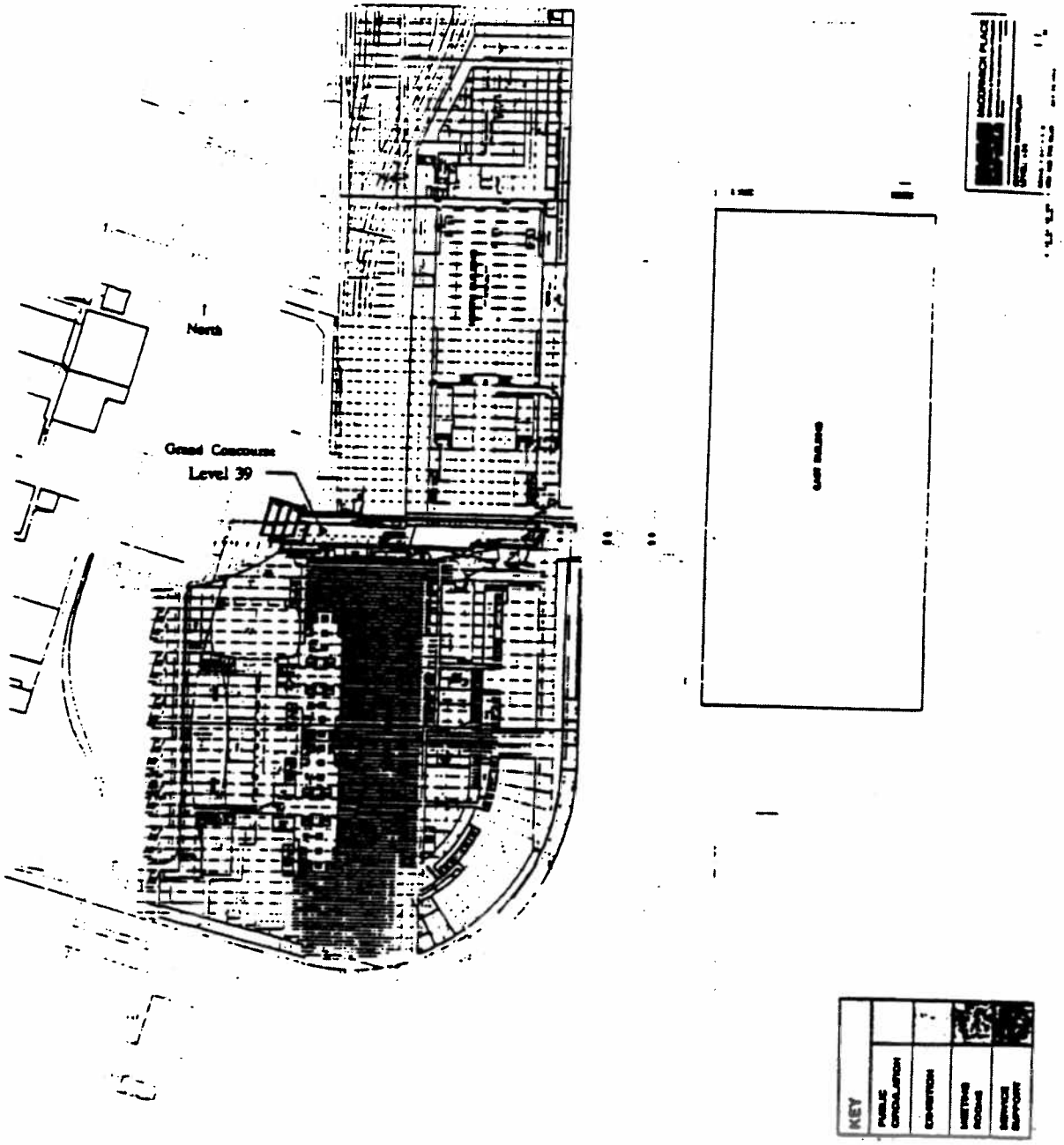


Exhibit 20.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Expansion Masterplan Level: +53/+42
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

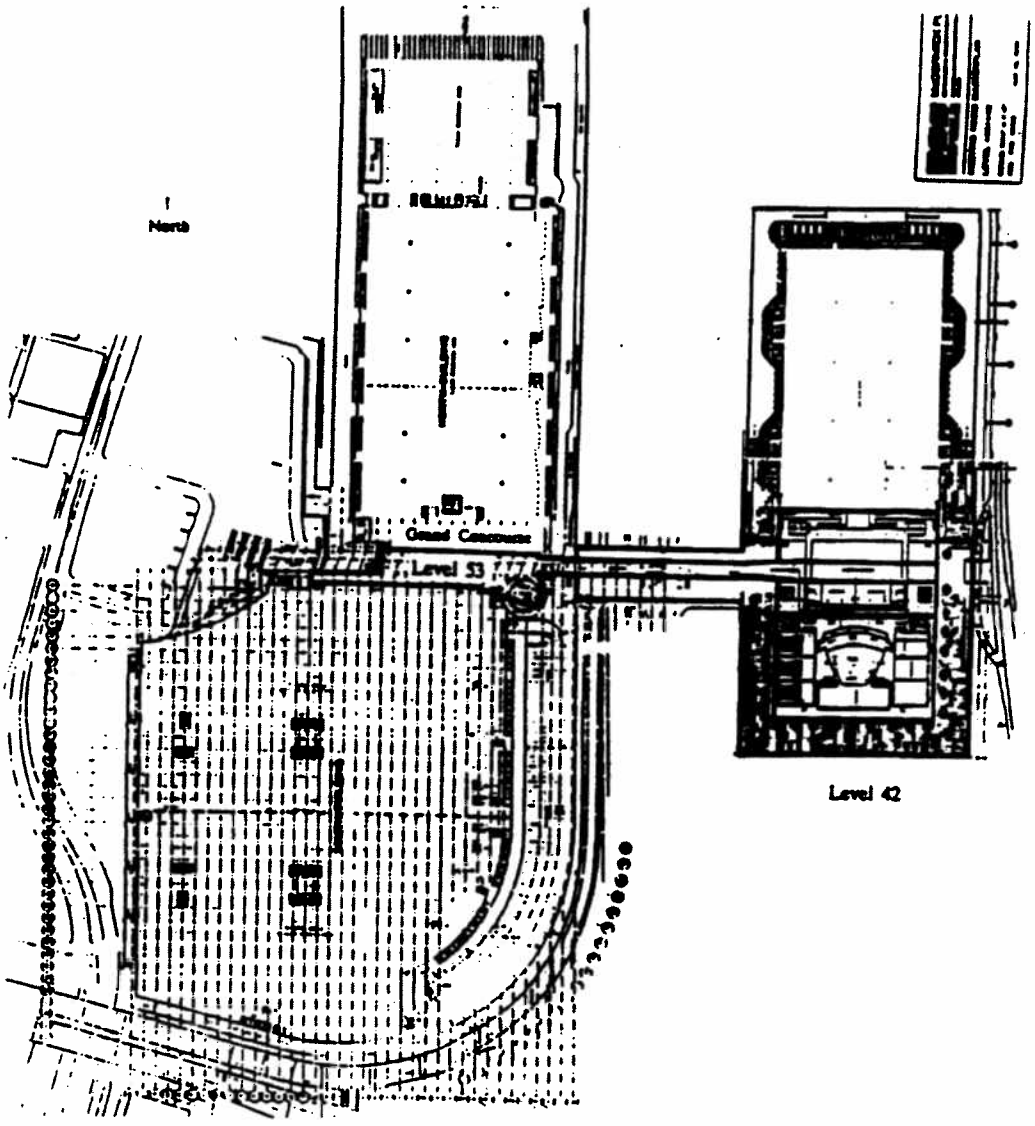


Exhibit 21.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Expansion Masterplan Level: +73/+66
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

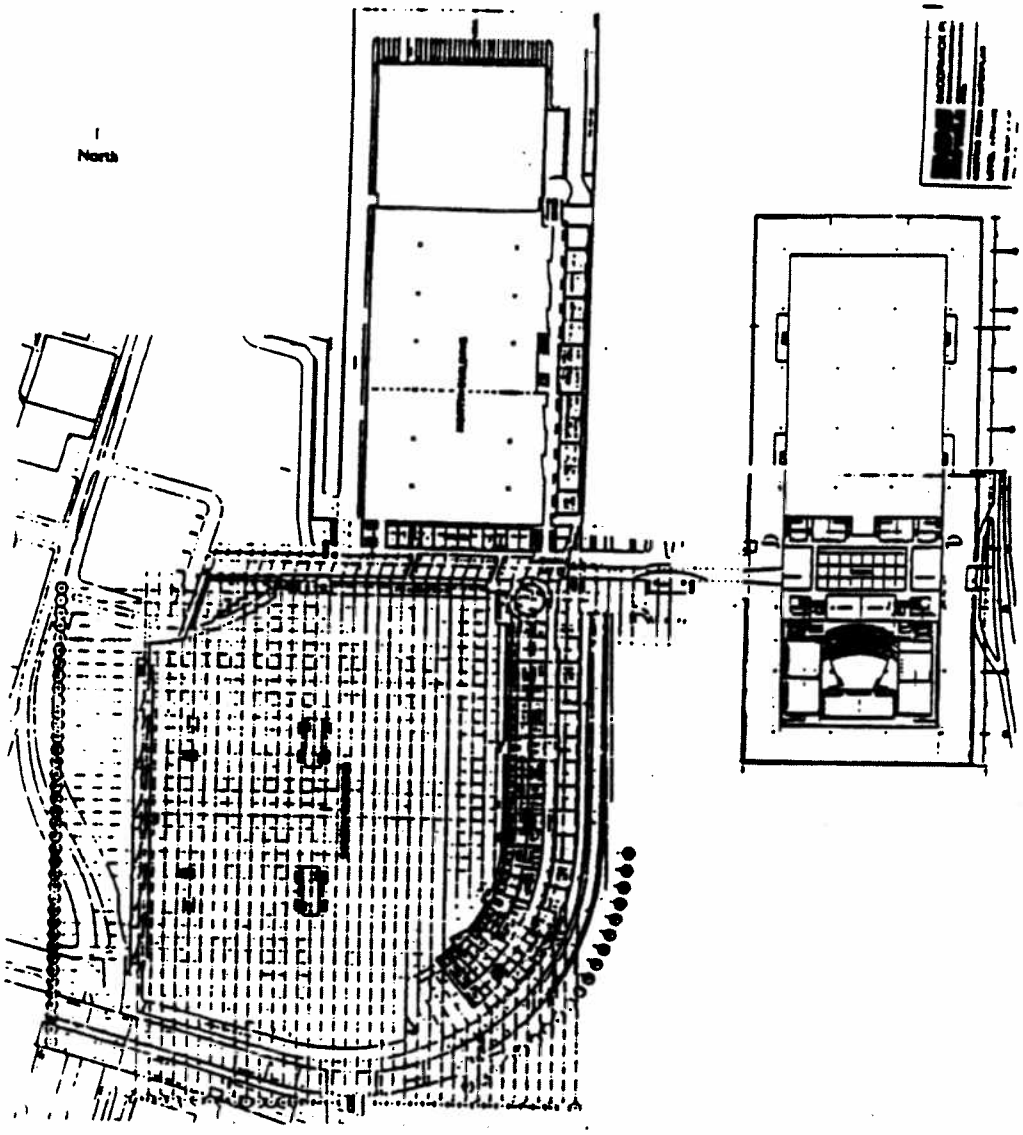


Exhibit 22.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Expansion Masterplan Level: +97
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

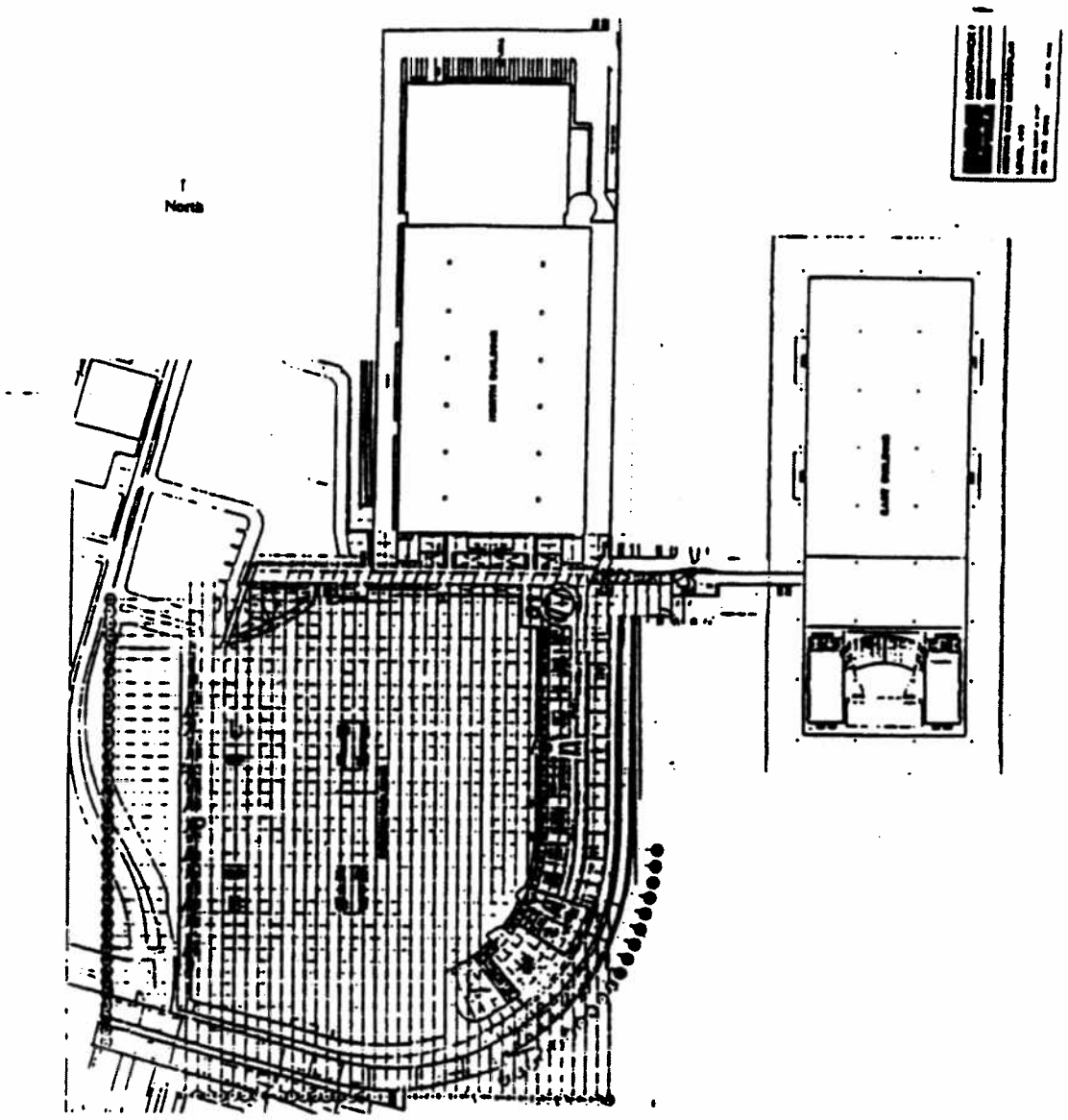


Exhibit 23.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Existing Landscape Key Plan
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	[24-33]

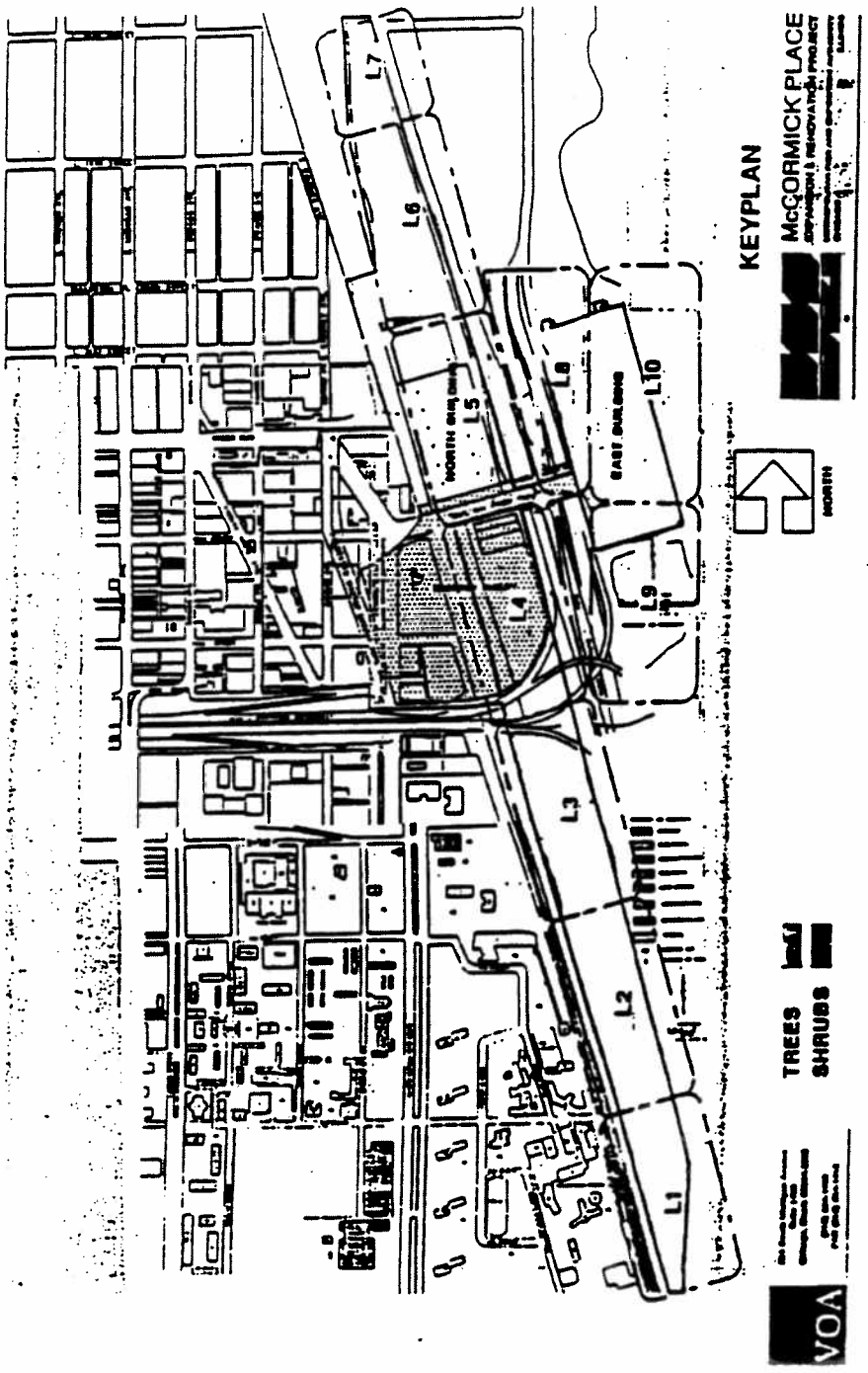


Exhibit 24.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

DOCUMENT TITLE: Existing Landscaping - L1

PLAN COMMISSION HEARING DATE: December 15, 1992

COMPANION EXHIBIT(S):

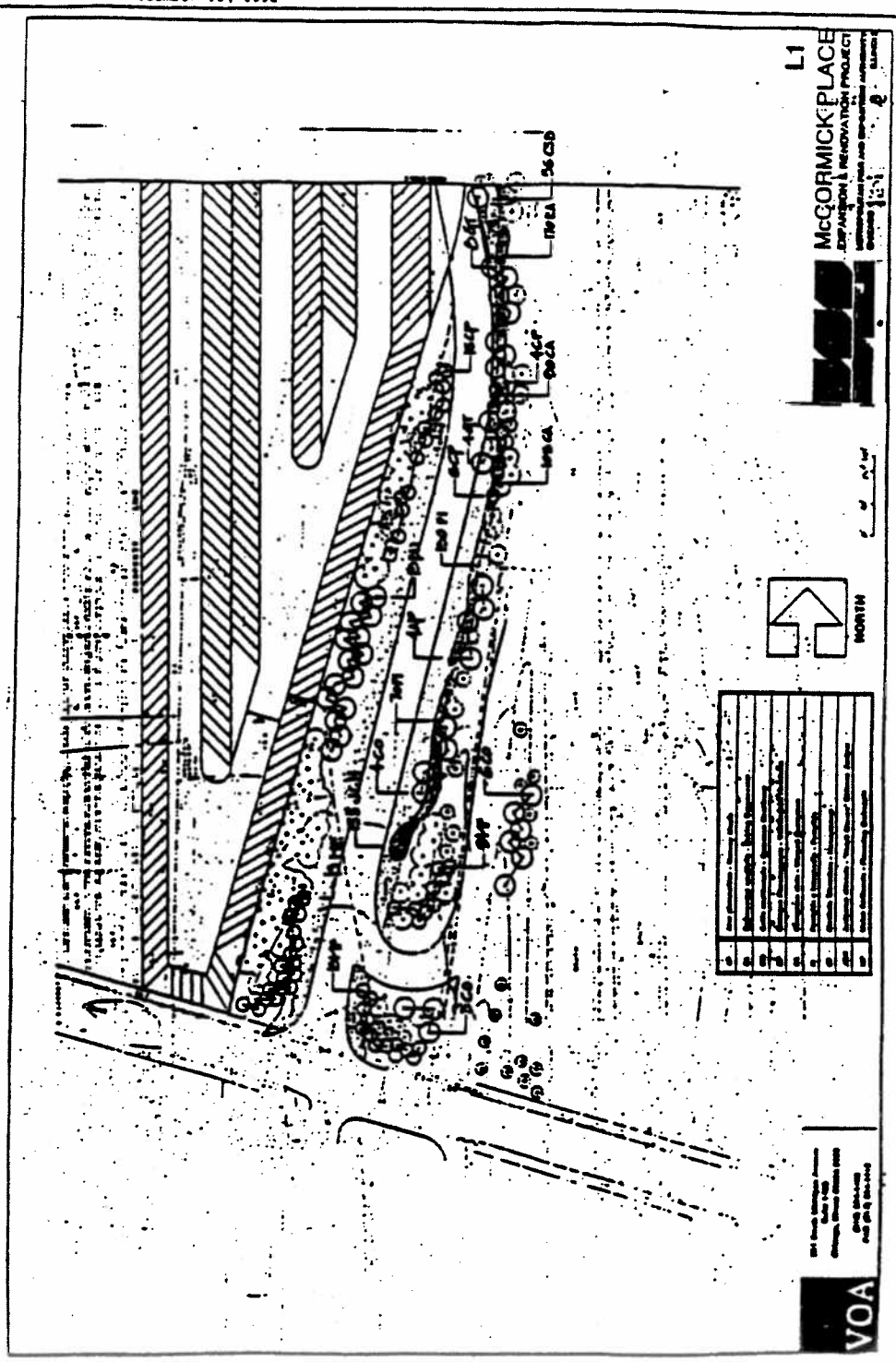


Exhibit 25.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Existing Landscaping - L2

COMPANION EXHIBIT(S):

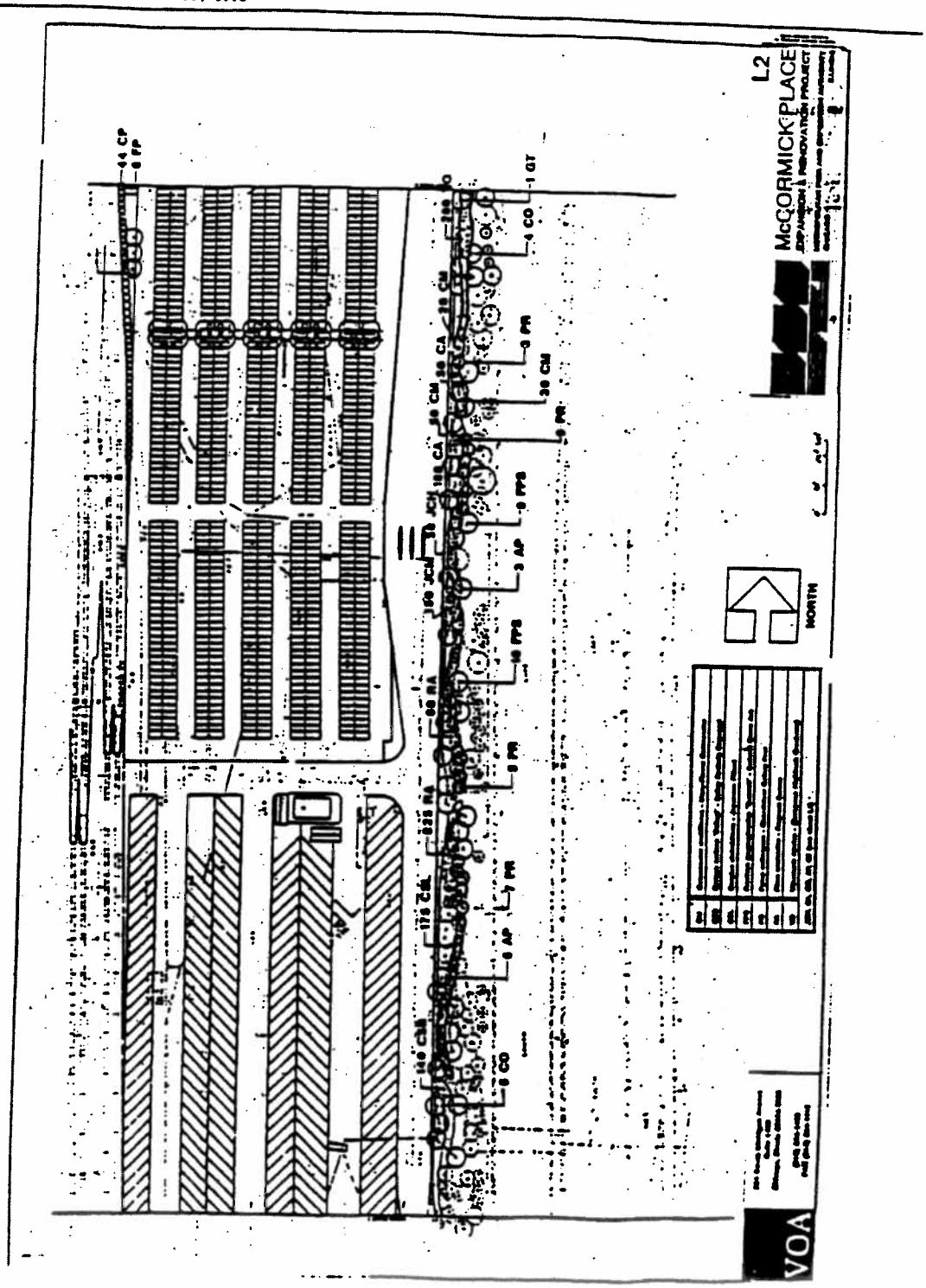


Exhibit 26.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Existing Landscaping – L3
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

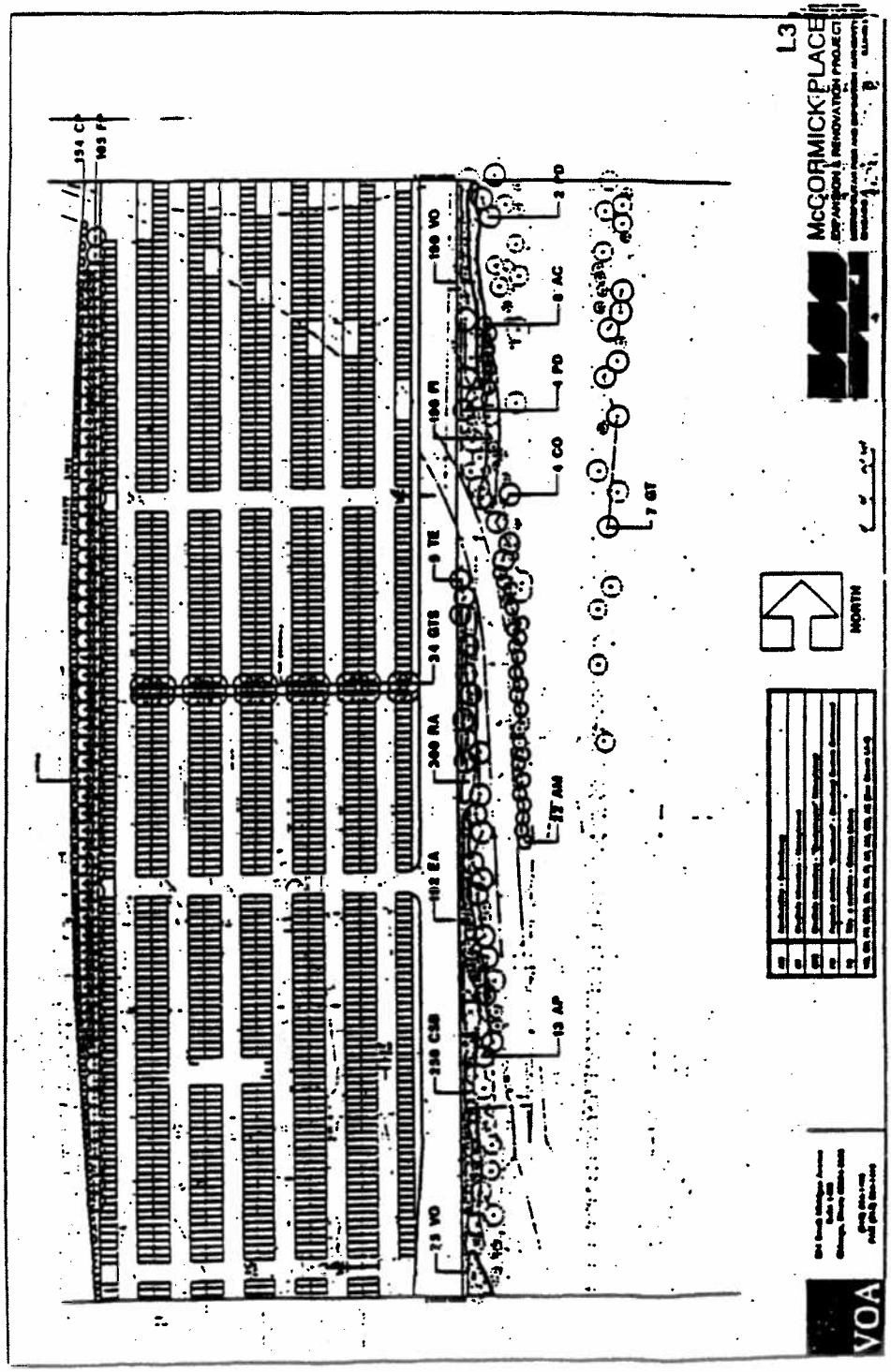


Exhibit 27.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331
DOCUMENT TITLE: Existing Landscaping - L4
PLAN COMMISSION HEARING DATE: December 15, 1992
COMPANION EXHIBIT(S):

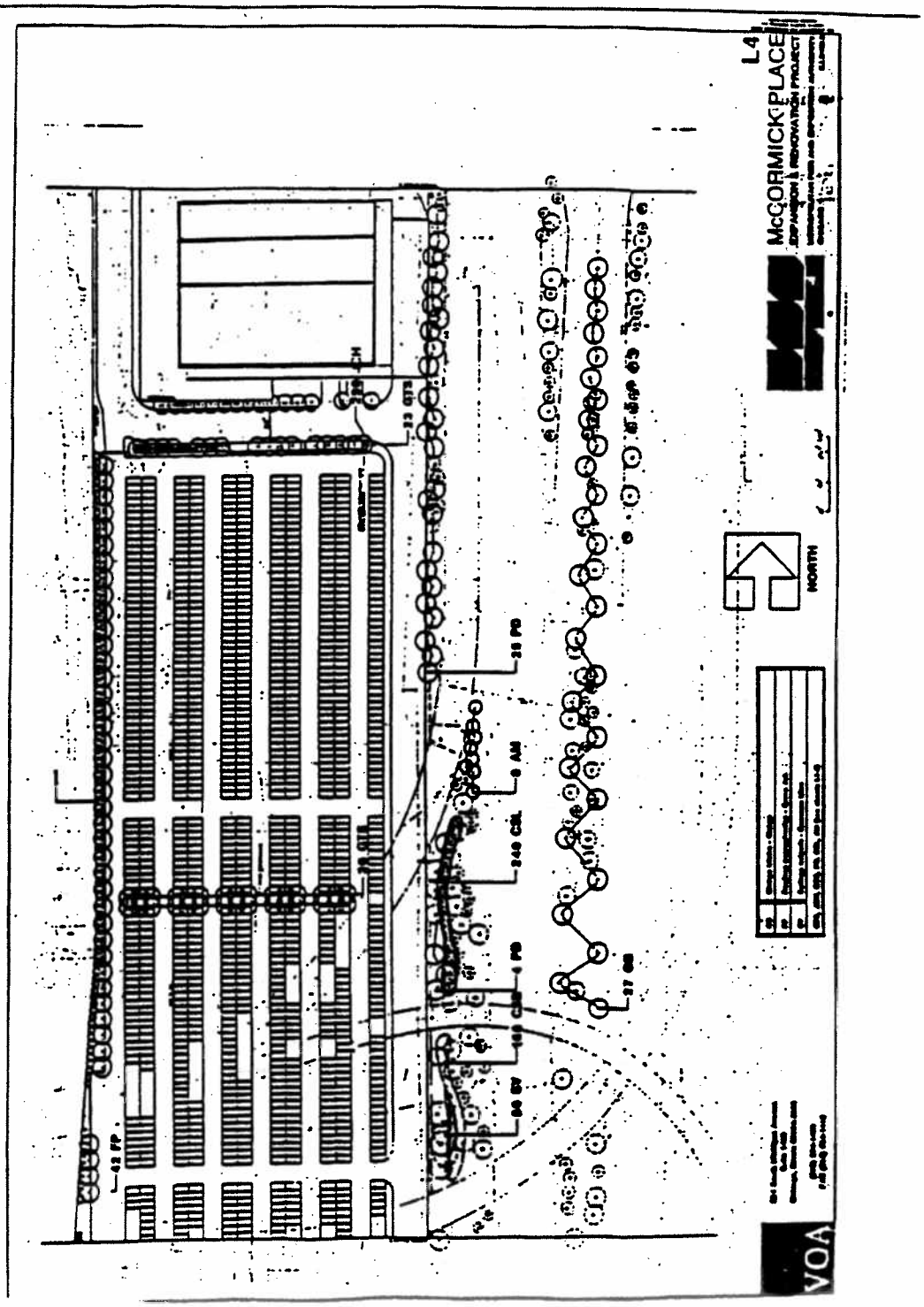


Exhibit 28.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Existing Landscaping - L5

COMPANION EXHIBIT(S):

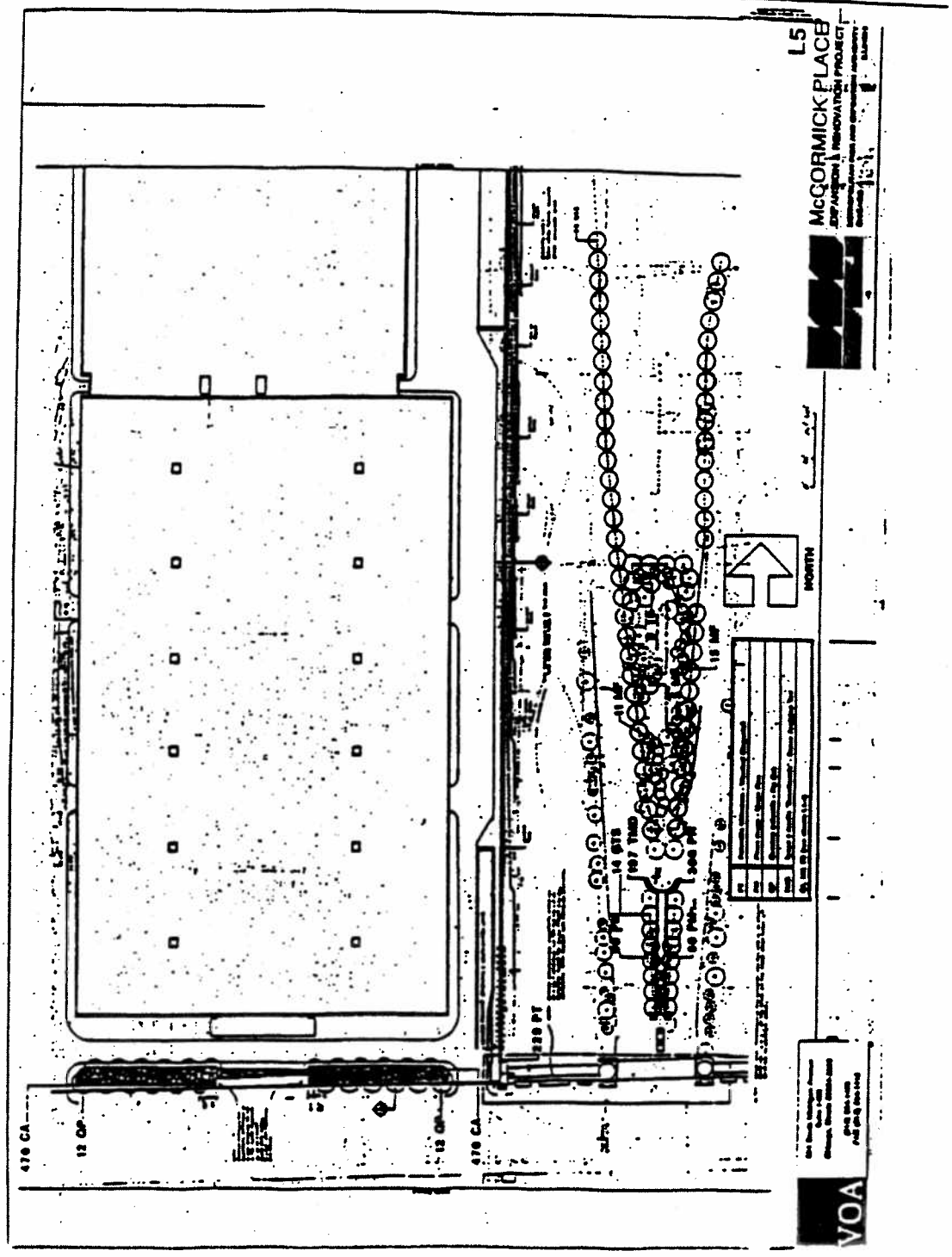


Exhibit 29.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

DOCUMENT TITLE: Existing Landscaping – L6

PLAN COMMISSION HEARING DATE: December 15, 1992

COMPANION EXHIBIT(S):

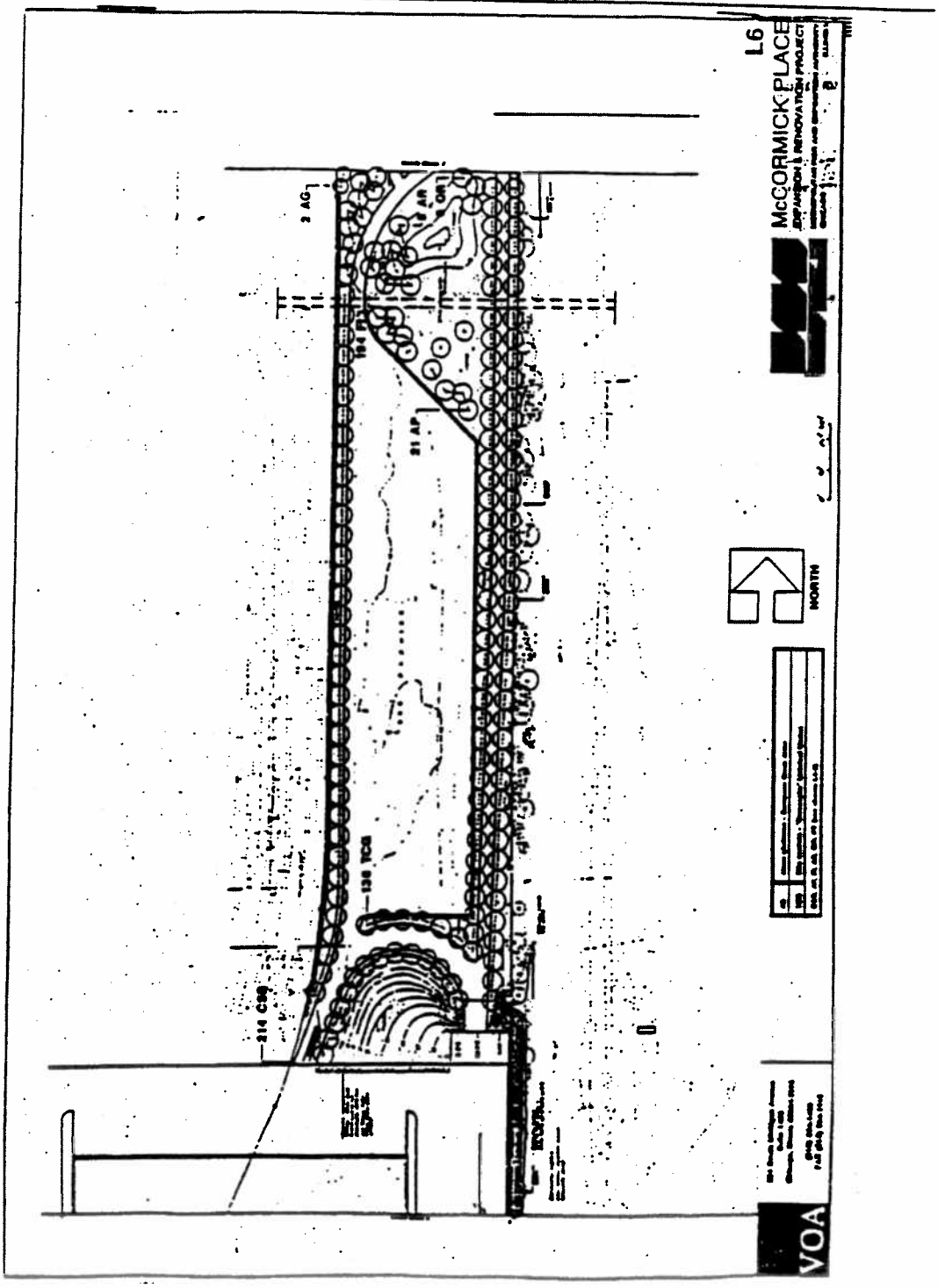


Exhibit 30.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Existing Landscaping - L7
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

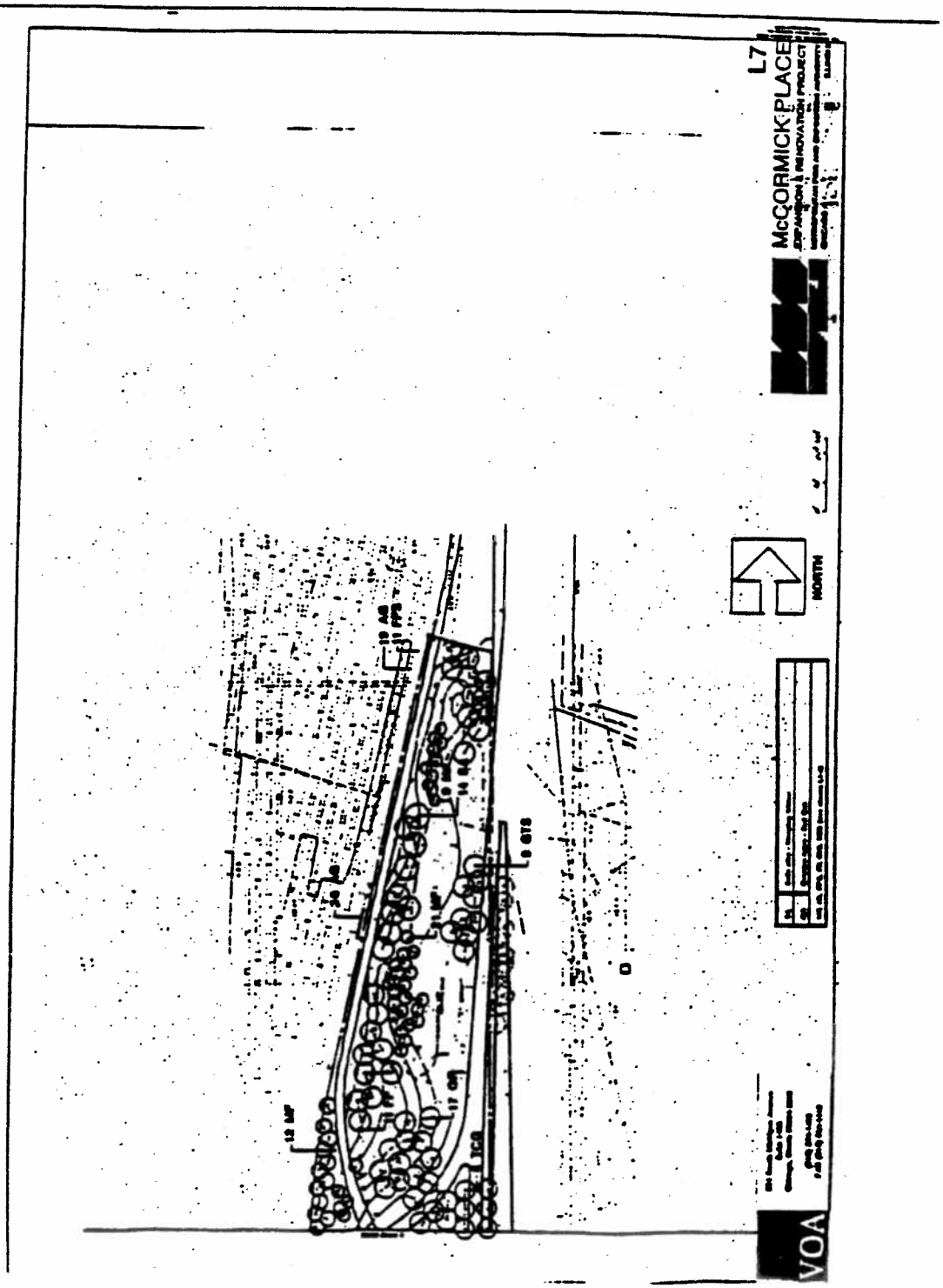


Exhibit 31.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

DOCUMENT TITLE: Existing Landscaping - L8

PLAN COMMISSION HEARING DATE: December 15, 1992

COMPANION EXHIBIT(S):

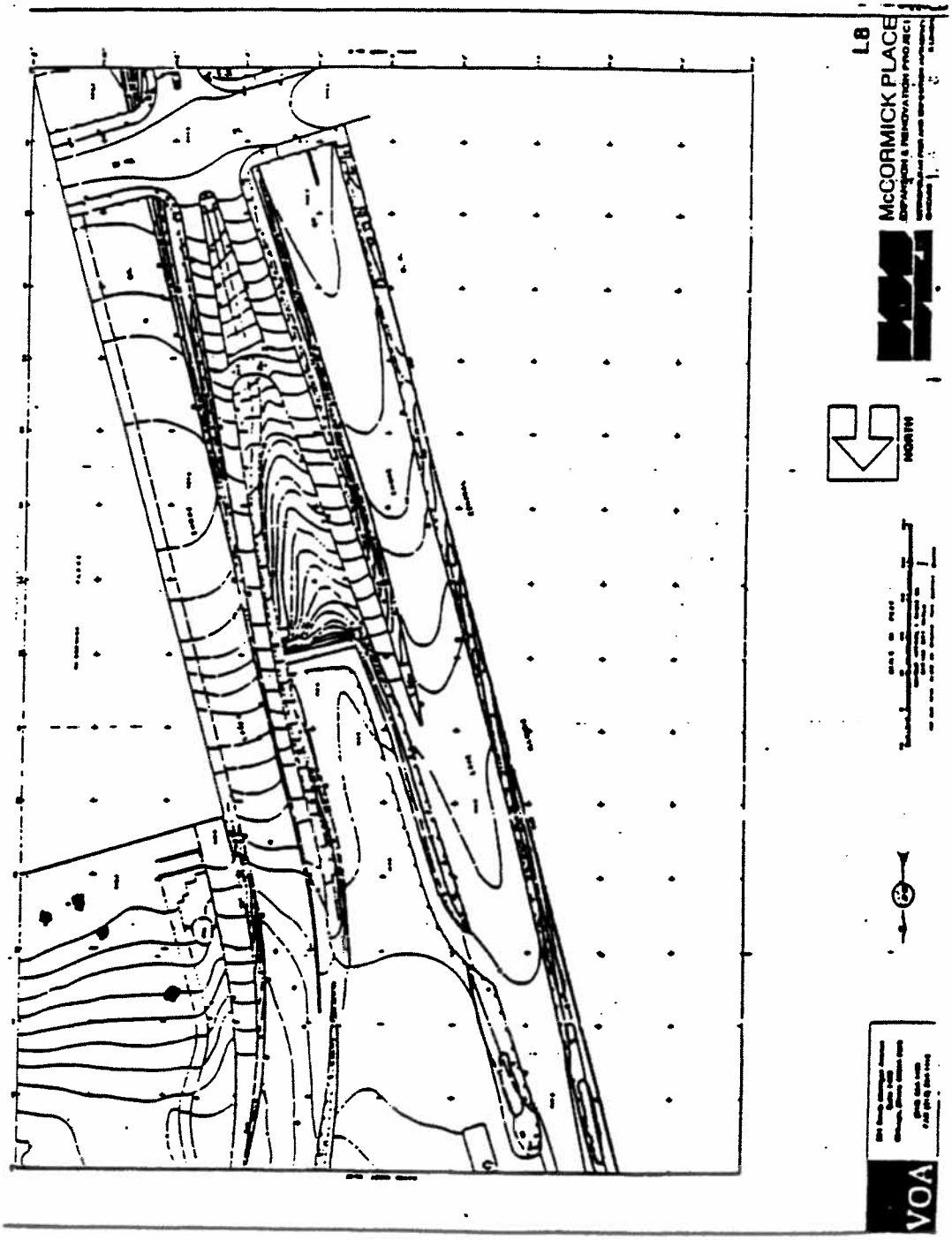


Exhibit 32.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Existing Landscaping - L9
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

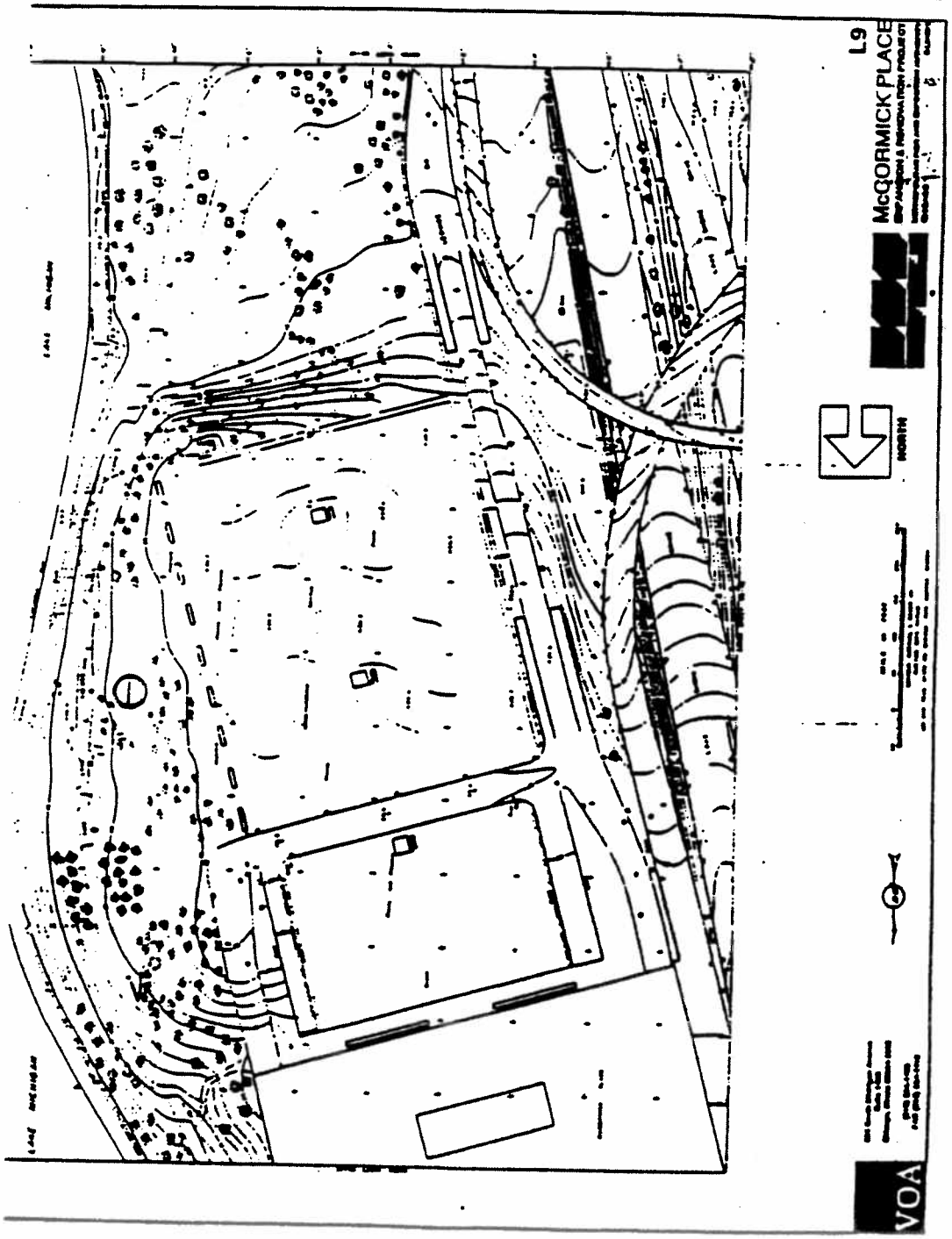


Exhibit 33.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Existing Landscaping - L10

COMPANION EXHIBIT(S):

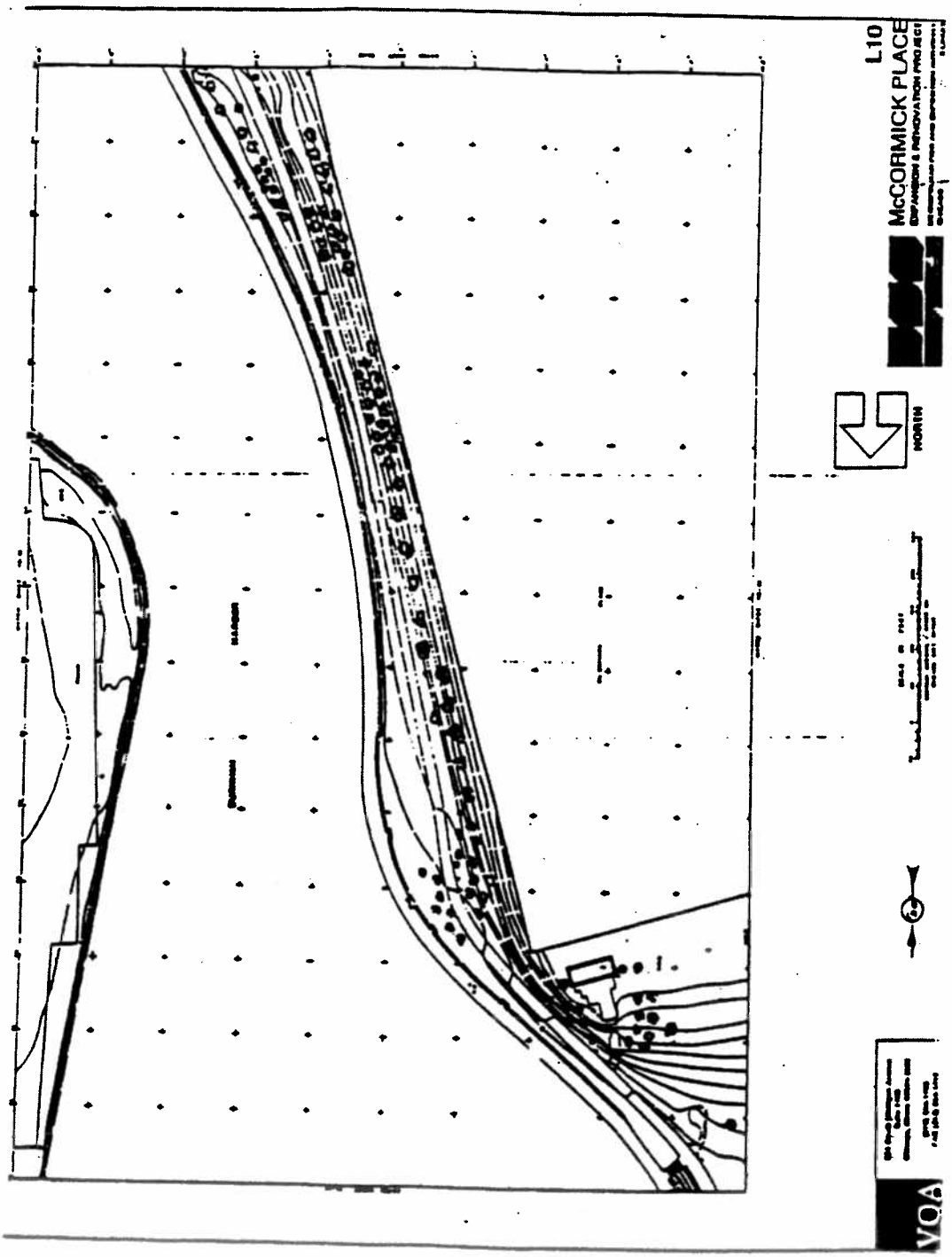


Exhibit 34.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Proposed Landscape Key Plan
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	[35, 36, 44]

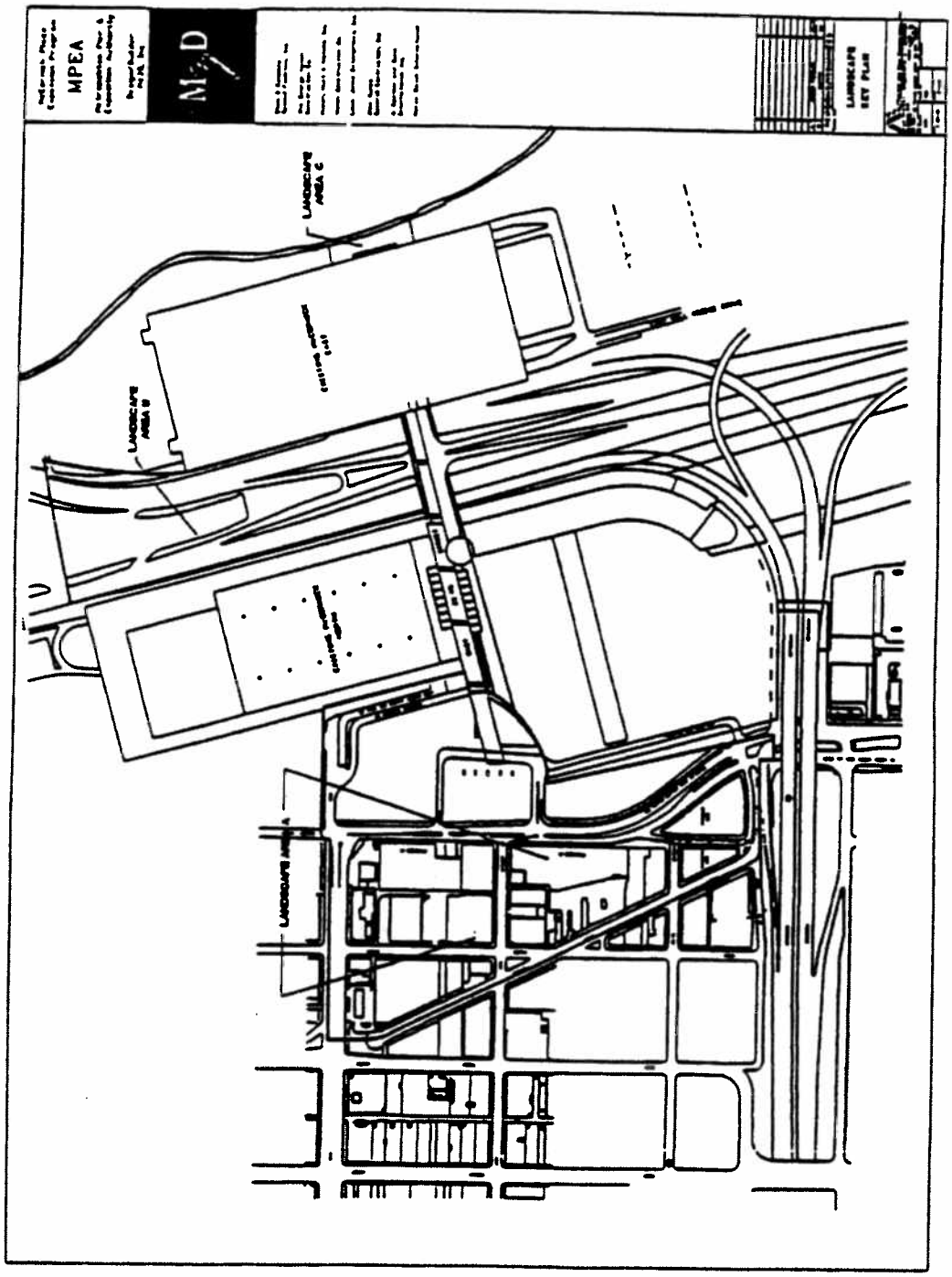


Exhibit 35a.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Landscape Plan – Area A
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	[35b,c,d and as amended by Exhibit 69]

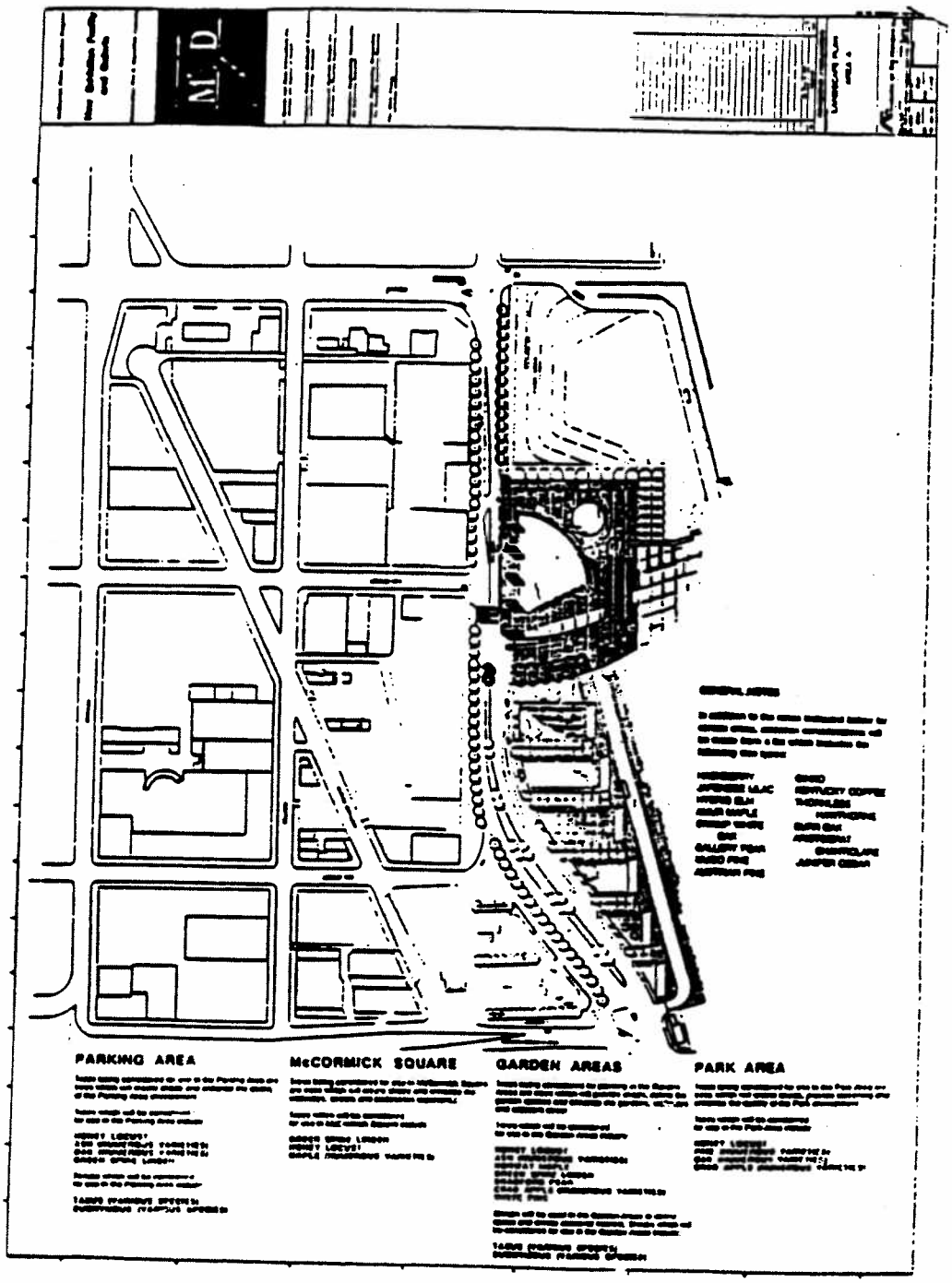


Exhibit 35b.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Landscape Plan – Area A Enlarged Plan
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	(35a)

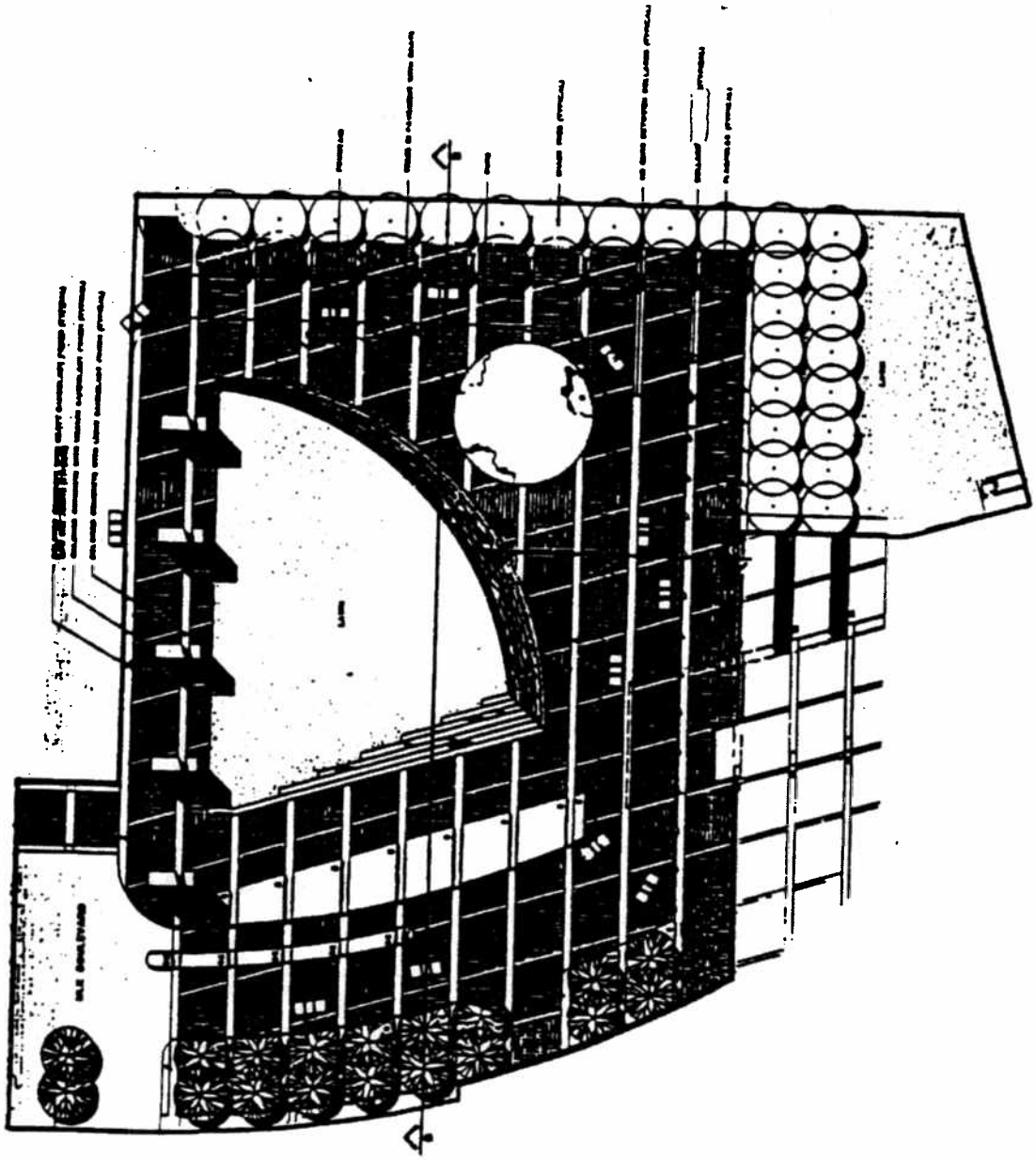


Exhibit 35c.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Landscape Plan - Area A Enlarged Plan
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	(35a)

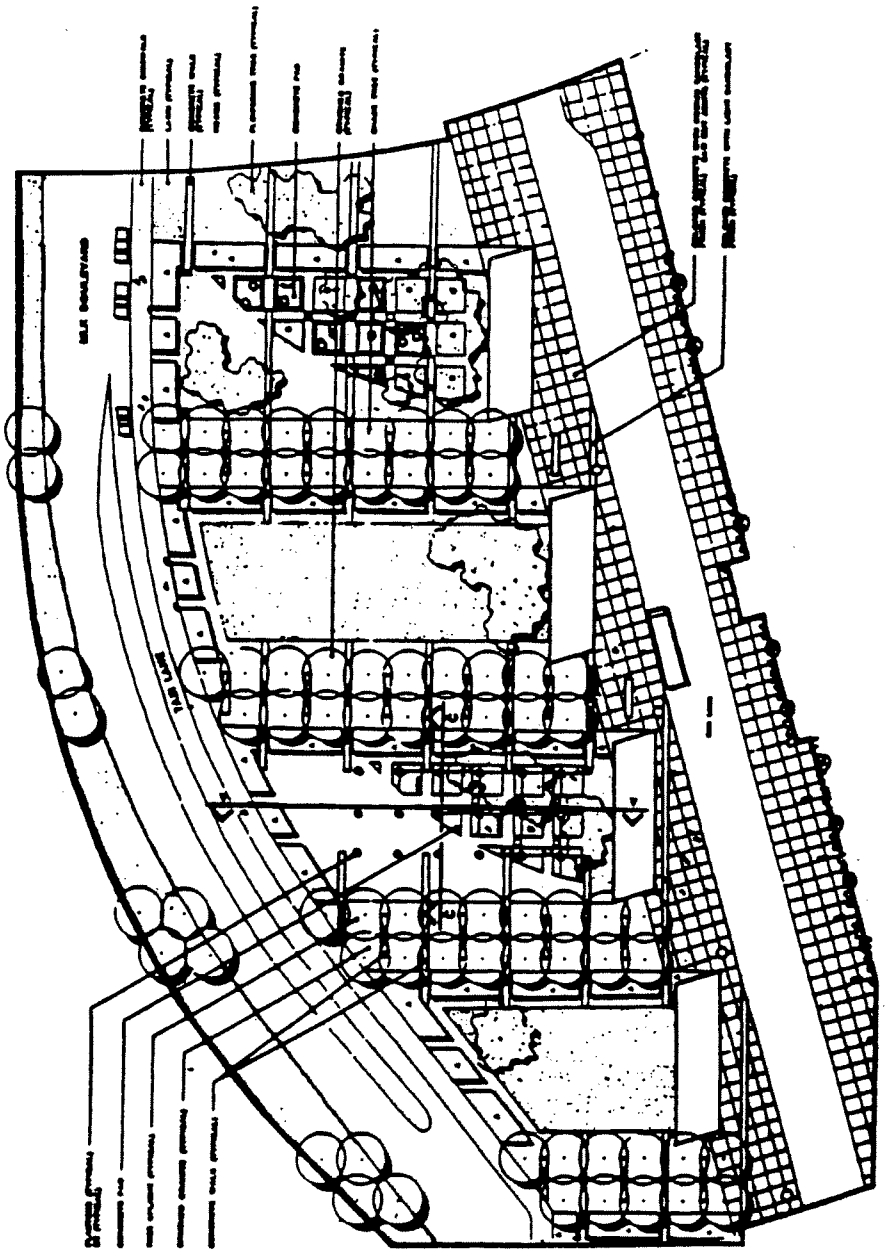


Exhibit 35d.

APPLICANT:	Metropolitan Pier & Exposition Authority	DOCUMENT TITLE:	Landscape Plan – Area A Enlarged Plan
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	COMPANION EXHIBIT(S):	[35e]
PLAN COMMISSION HEARING DATE:	December 15, 1992		

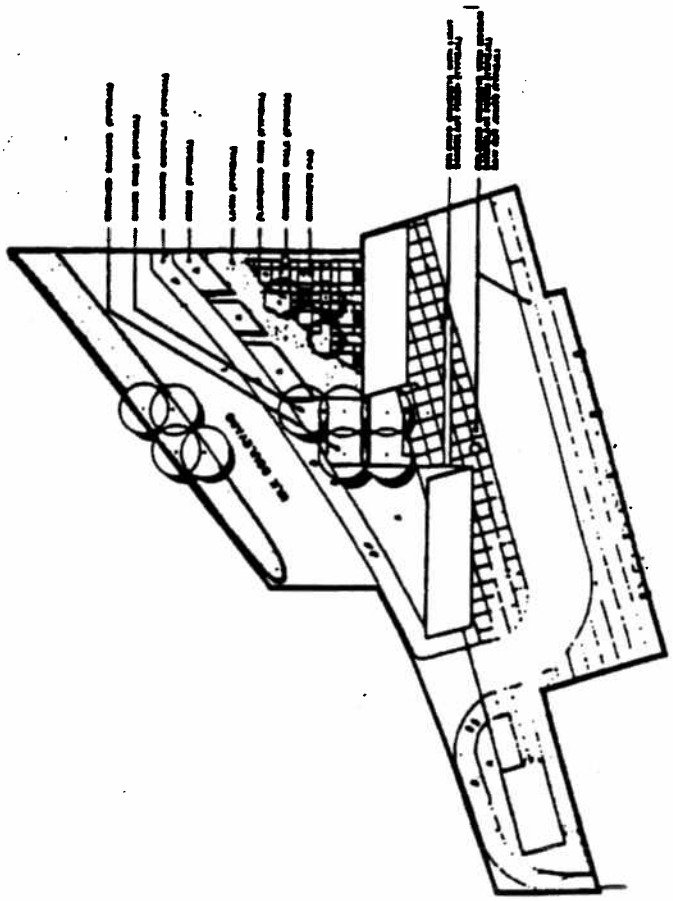


Exhibit 36.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Landscape Plan - Area B
North Taxi Tunnel/Drive Improvements

COMPANION EXHIBIT(S):

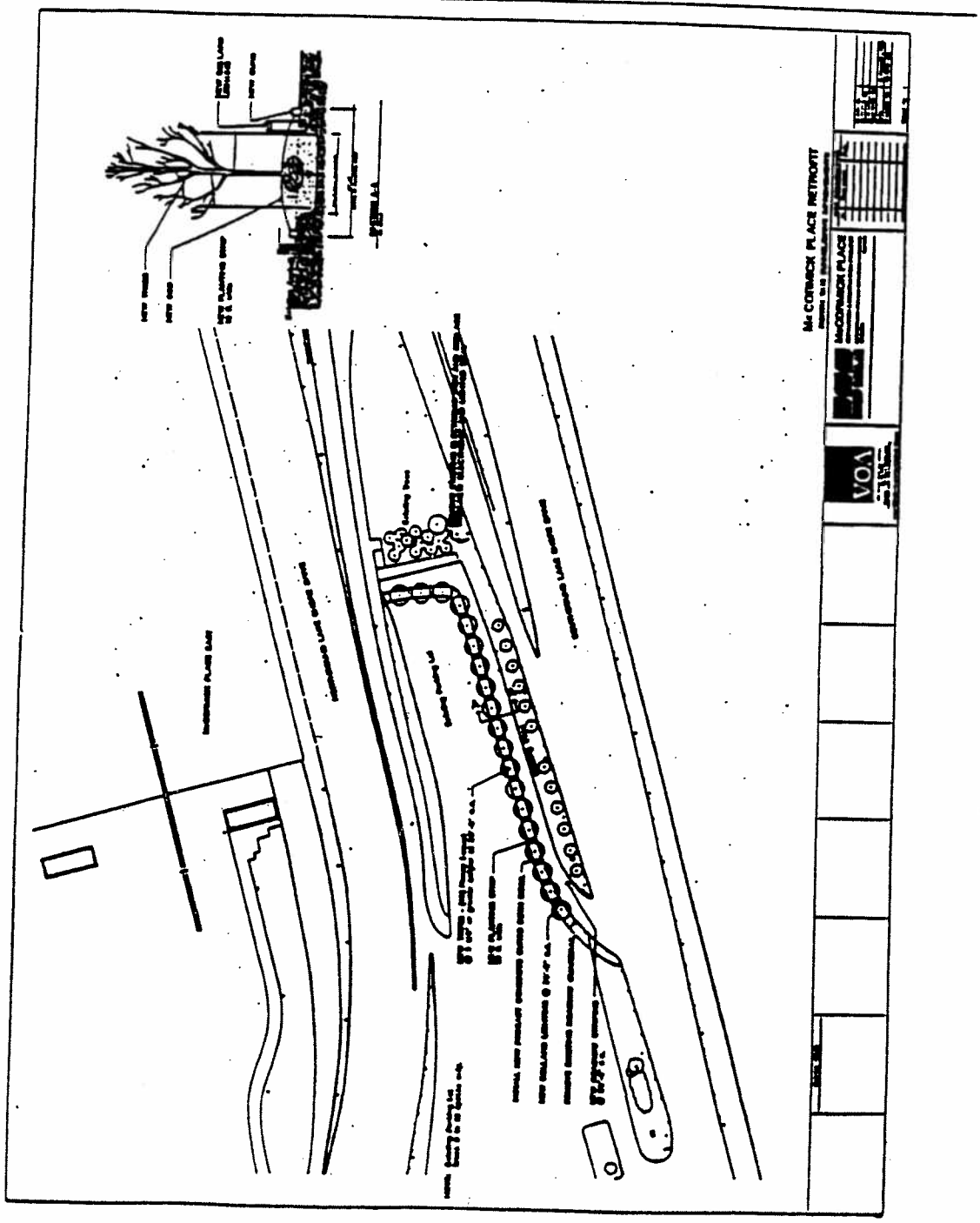


Exhibit 37.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

DOCUMENT TITLE: Pedestrian Access from MLK to Lake

PLAN COMMISSION HEARING DATE: December 15, 1992

COMPANION EXHIBIT(S): [38-40]

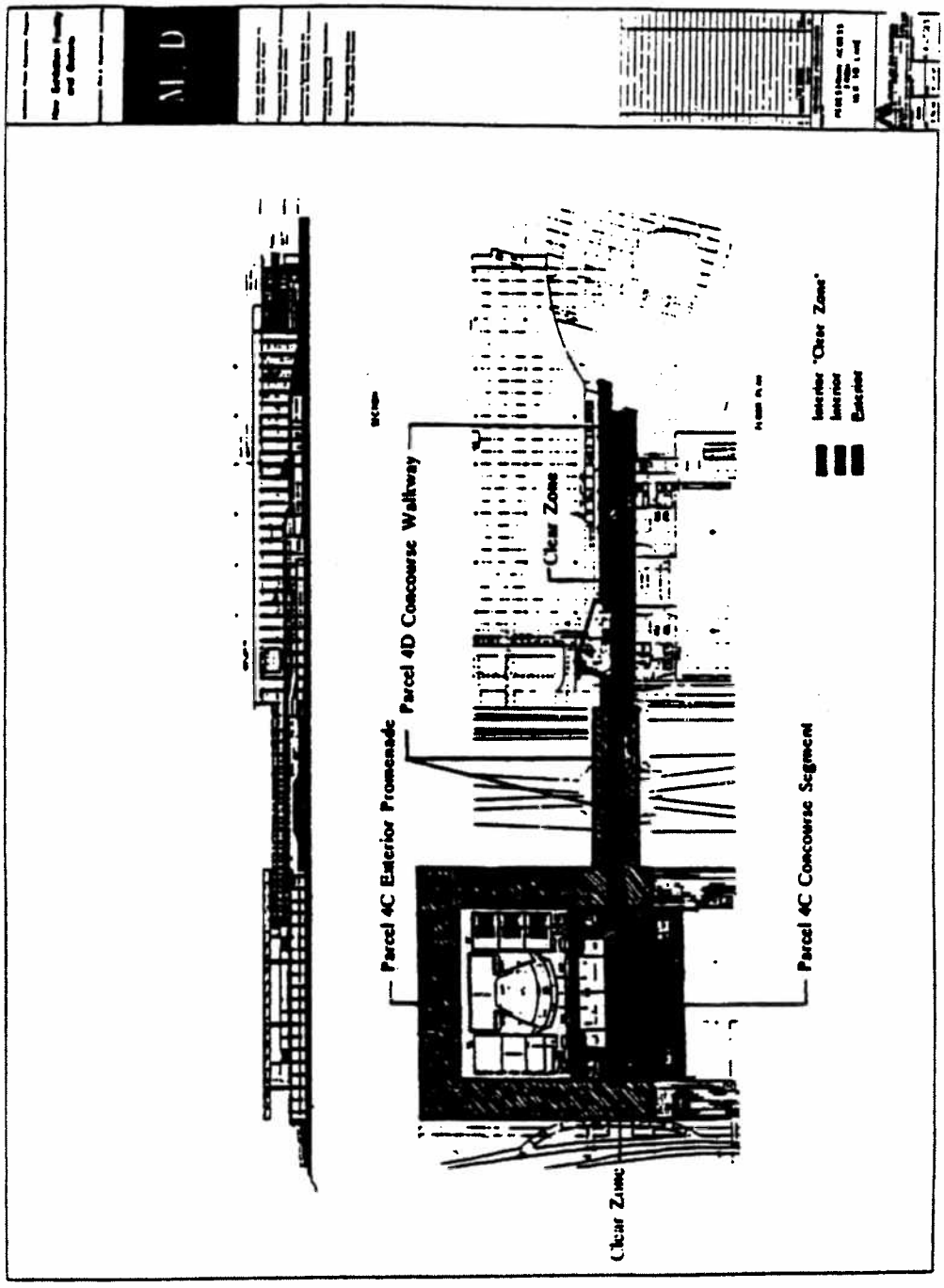


Exhibit 38.

APPLICANT:	Metropolitan Pier & Exposition Authority	DOCUMENT TITLE:	Pedestrian Access from MLK to Lake – Enlarged Plan , West Portion
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	COMPANION EXHIBIT(S):	(37, 39)
PLAN COMMISSION HEARING DATE:	December 15, 1992		

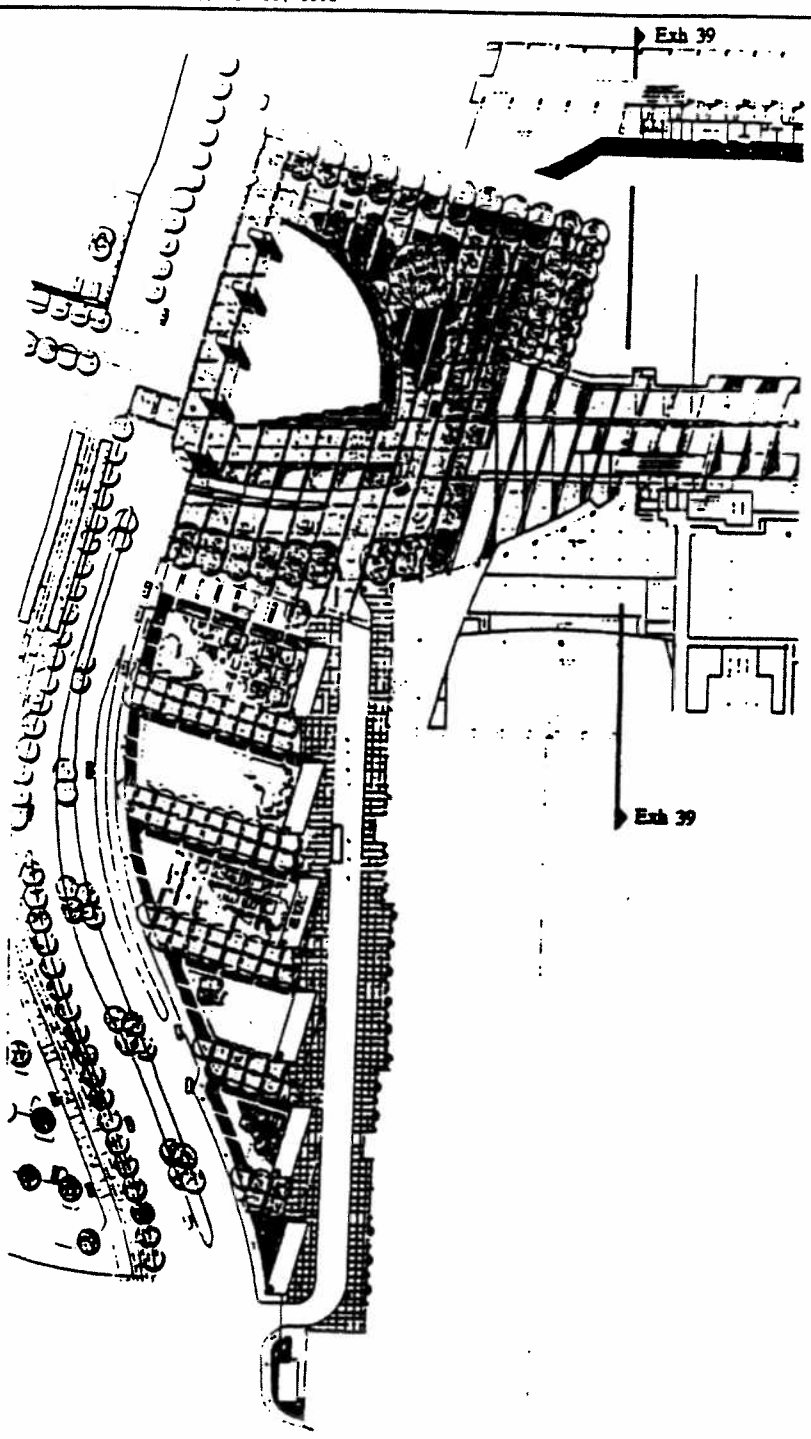
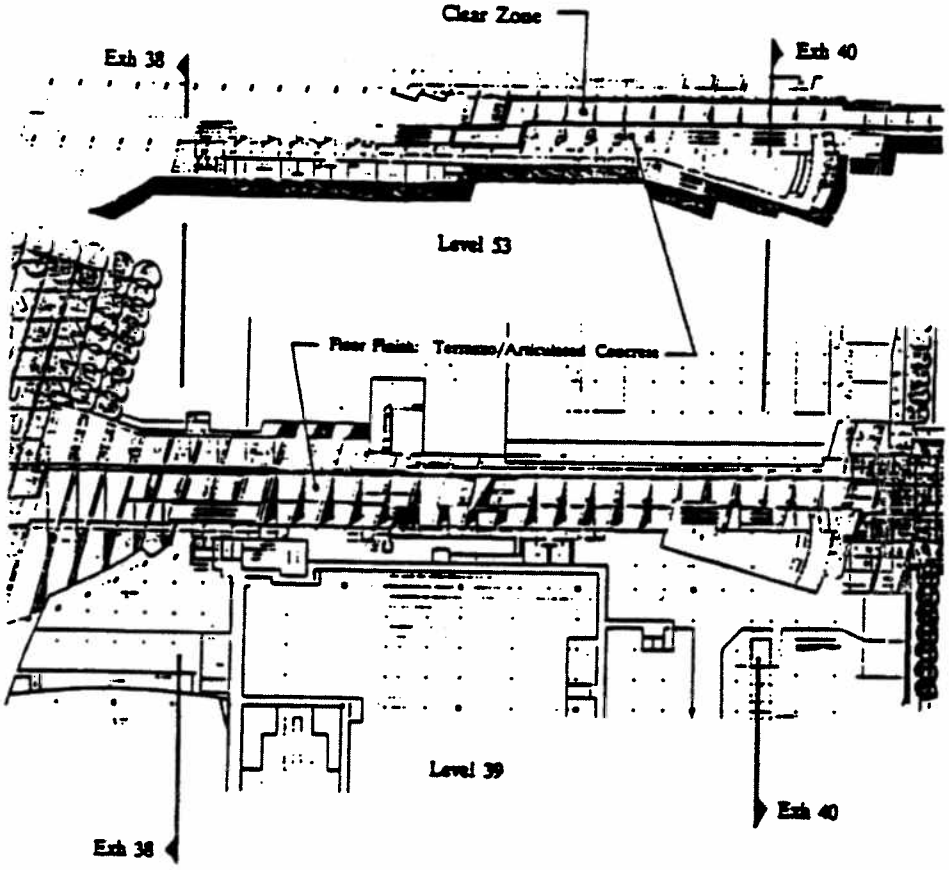


Exhibit 39.

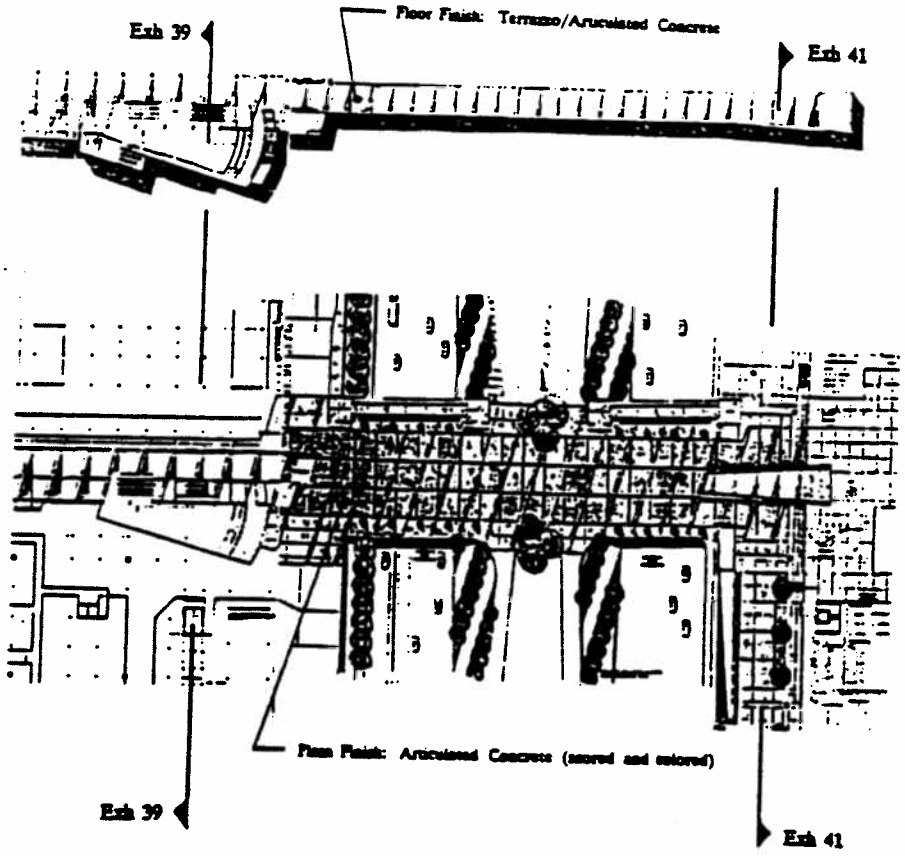
APPLICANT:	Metropolitan Pier & Exposition Authority	DOCUMENT TITLE:	Pedestrian Access from MLK to Lake – Enlarged Plan , West/Central Portion
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	COMPANION EXHIBIT(S):	[37, 38, 40]
PLAN COMMISSION HEARING DATE:	December 15, 1992		



Materials and dimensions are shown for illustrative purposes in order to convey the general intent of the design in terms of scale and quality of materials. Final dimensions and treatments may vary within this general framework.

Exhibit 40.

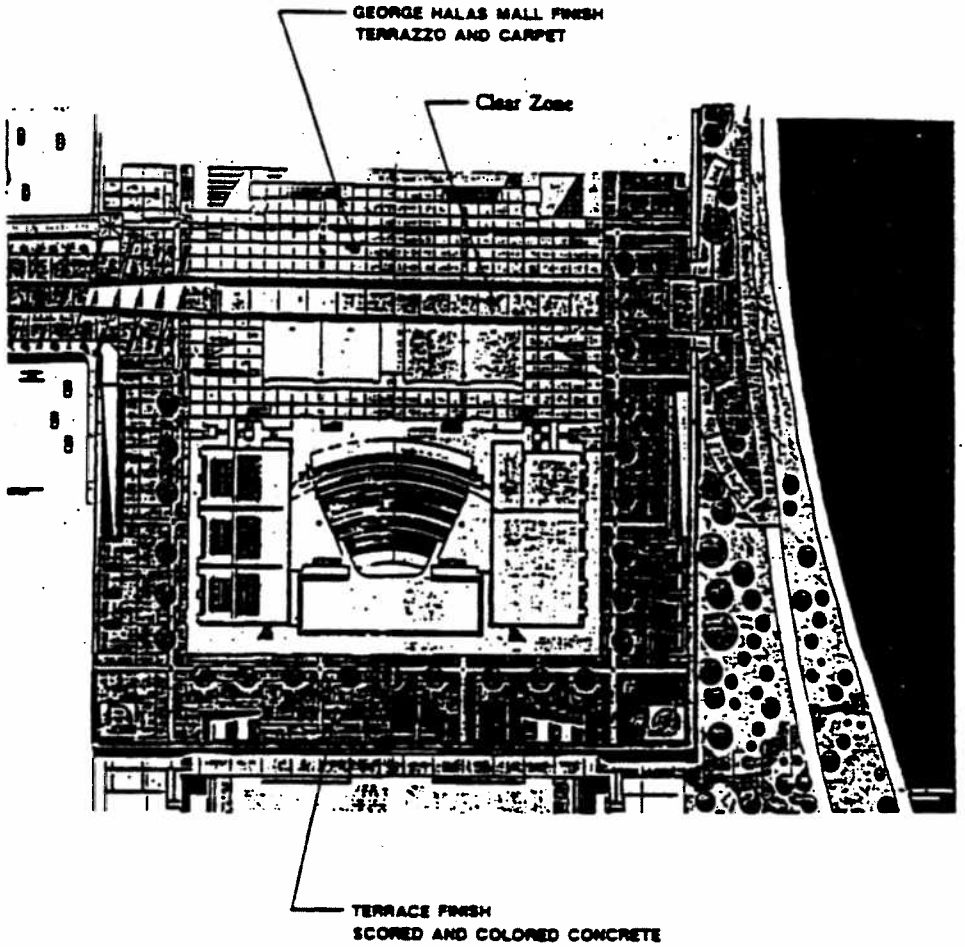
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	[illegible] – Enlarged Plan, East/Central Portion
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	[37, 39, 41]



Materials and dimensions are shown for illustrative purposes in order to convey the general intent of the design in terms of scale and quality of materials. Final dimensions and materials may vary within this general framework.

Exhibit 41.

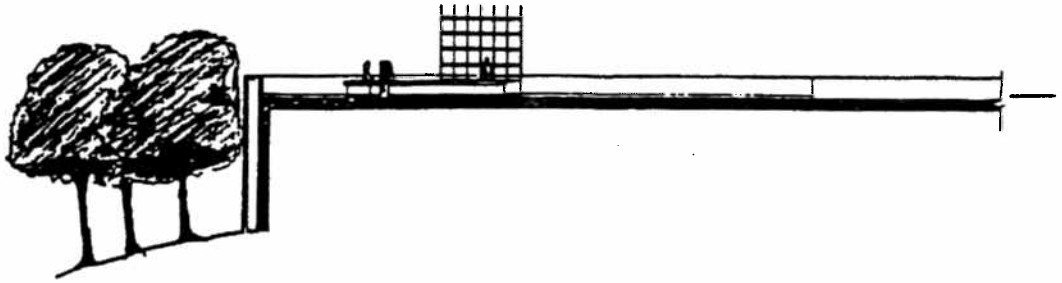
APPLICANT:	Metropolitan Pier & Exposition Authority	DOCUMENT TITLE:	Pedestrian Access from MLK to Lake – Enlarged Plan . East Portion
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	COMPANION EXHIBIT(S):	[37, 40, 42-44]
PLAN COMMISSION HEARING DATE:	December 15, 1992		



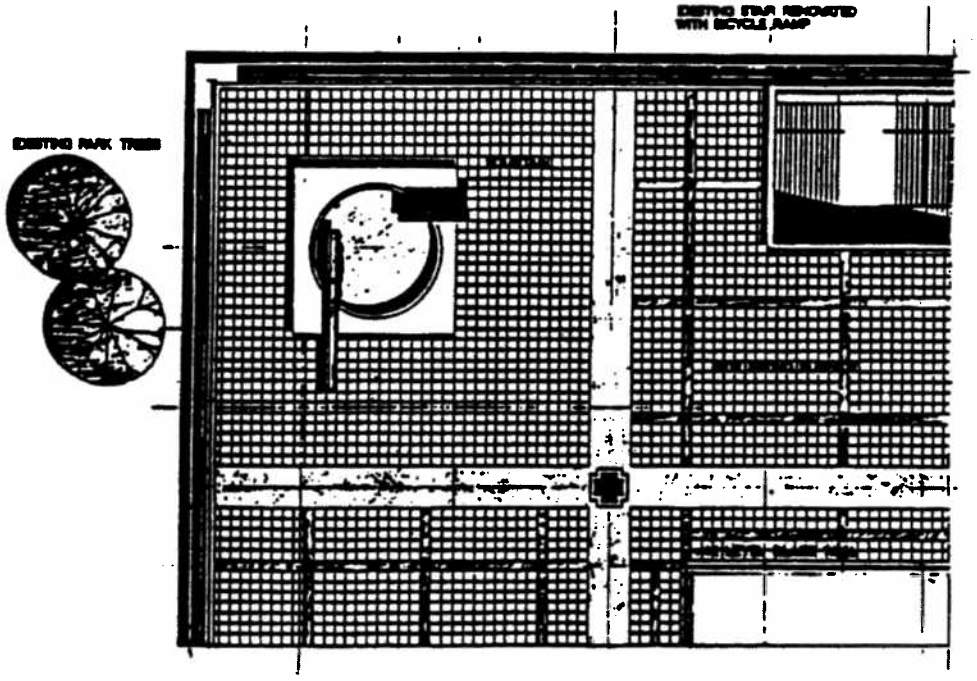
Materials and dimensions are shown for illustrative purposes in order to convey the general intent of the design in terms of scale and quality of materials. Final dimensions and materials may vary within this general framework.

Exhibit 42.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion	DOCUMENT TITLE:	Details of McCormick Place East Hall – Details of Fountain/South Podium
	Amended Planned Development No. 331		
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	[41]



SECTION



PLAN

VOA

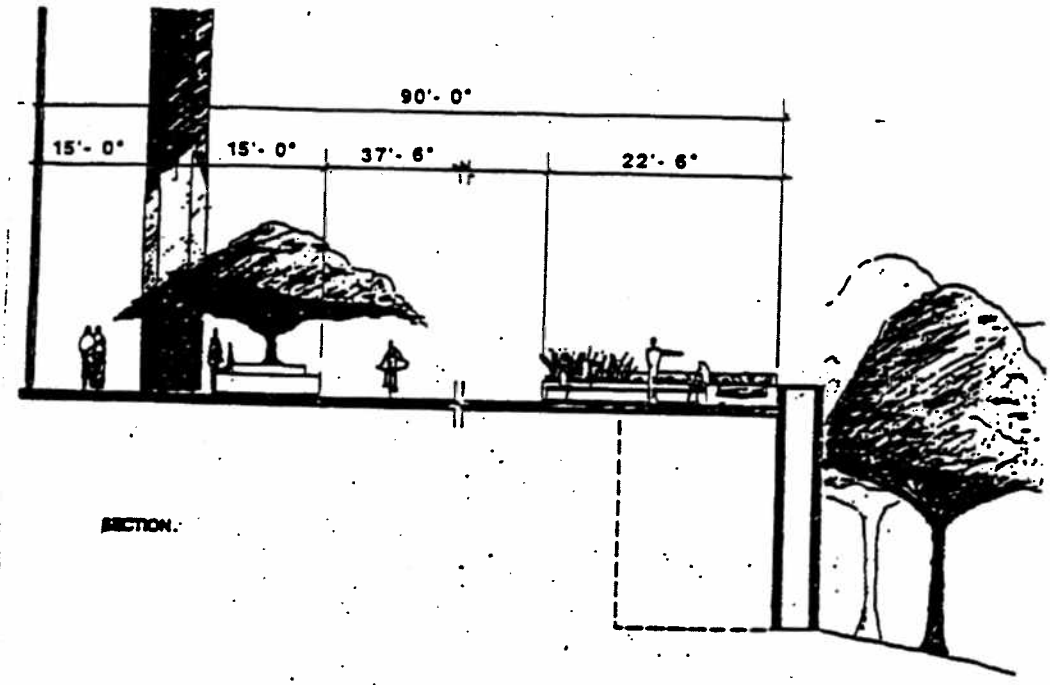
Exhibit 43.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

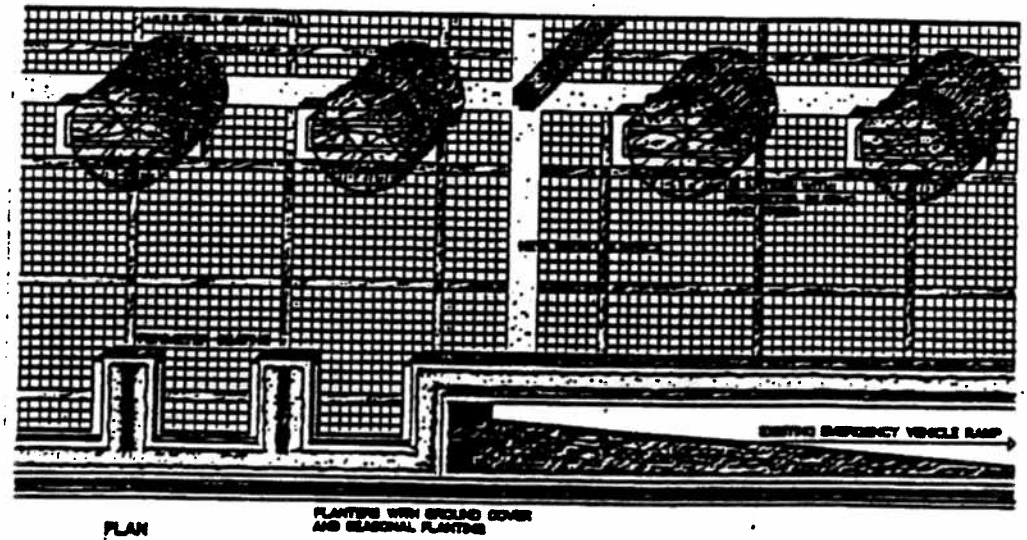
DOCUMENT TITLE: Details of McCormick Place East Podium

PLAN COMMISSION HEARING DATE: December 15, 1992

COMPANION EXHIBIT(S): [41]



SECTION



PLAN

PLANTERS WITH GROUND COVER AND SEASONAL PLANTING

VOA

McCORMICK PLACE EXPANSION AND RENOVATION PROJECT
Details of McCormick Place East Podium

Exhibit 44.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Stair Access to Lake
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	(41, 45)

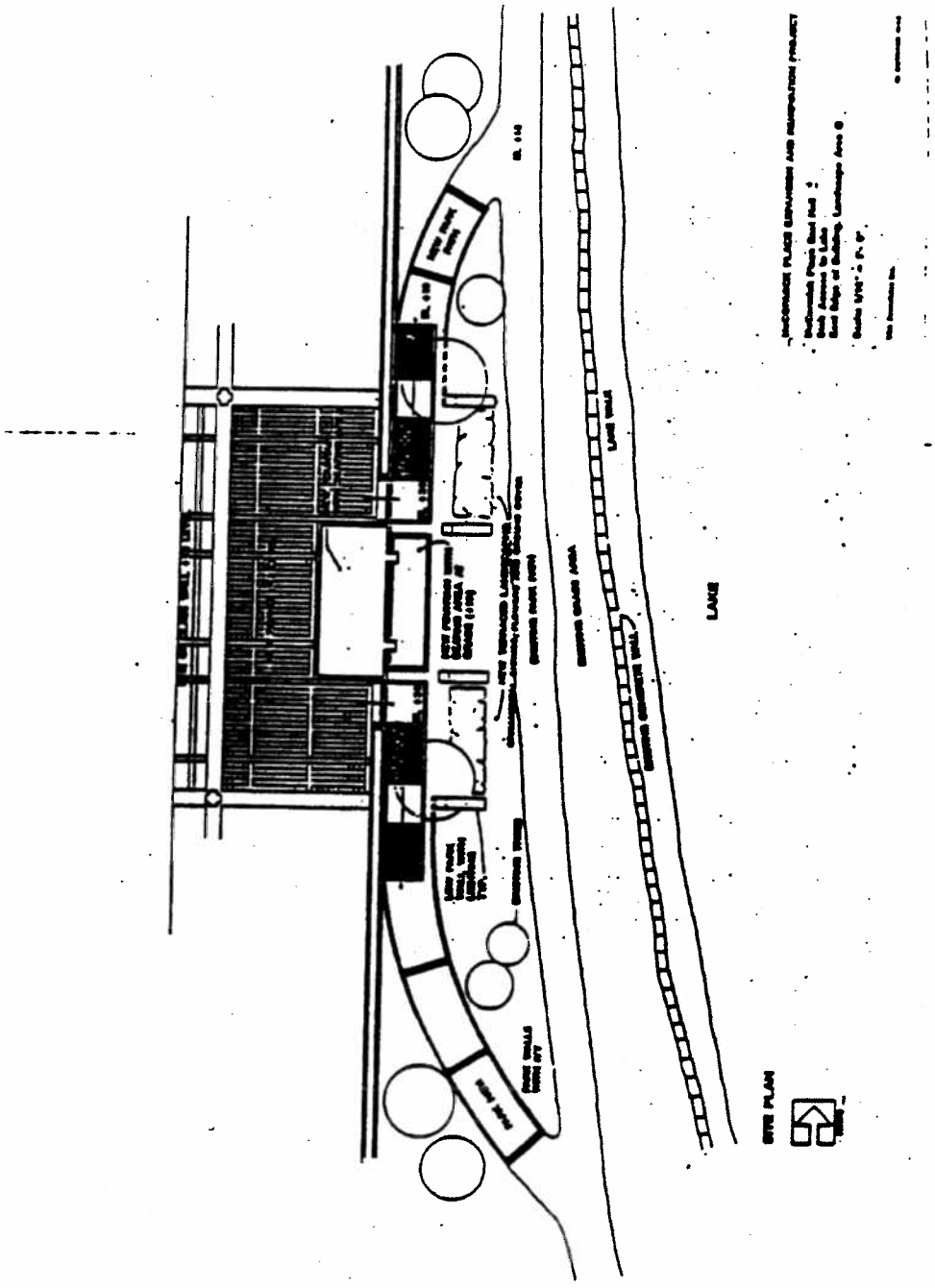


Exhibit 45.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Details of Stair to Lake
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	[44, 46, 47]

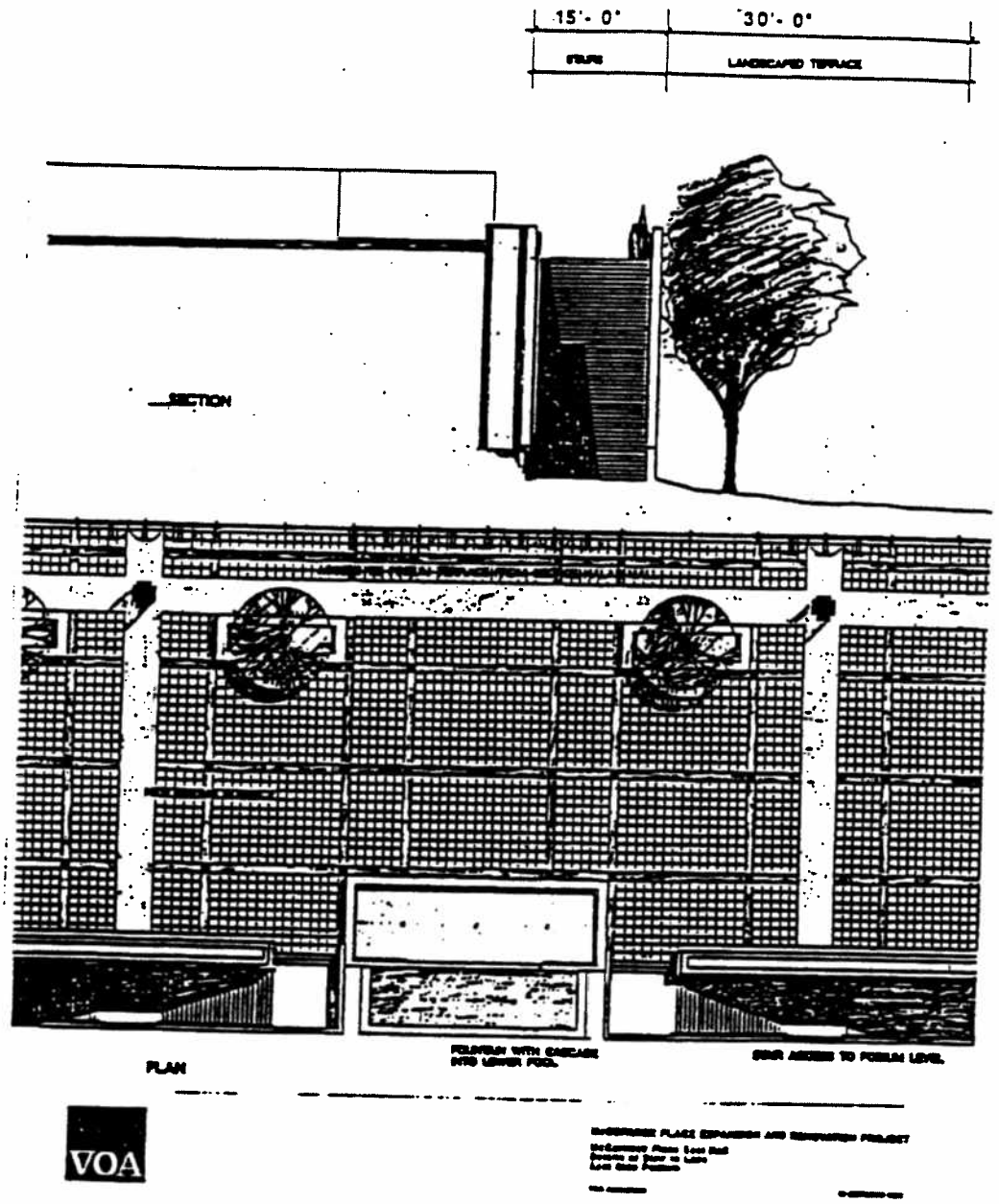


Exhibit 46.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Elevation of Stair to Lake
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

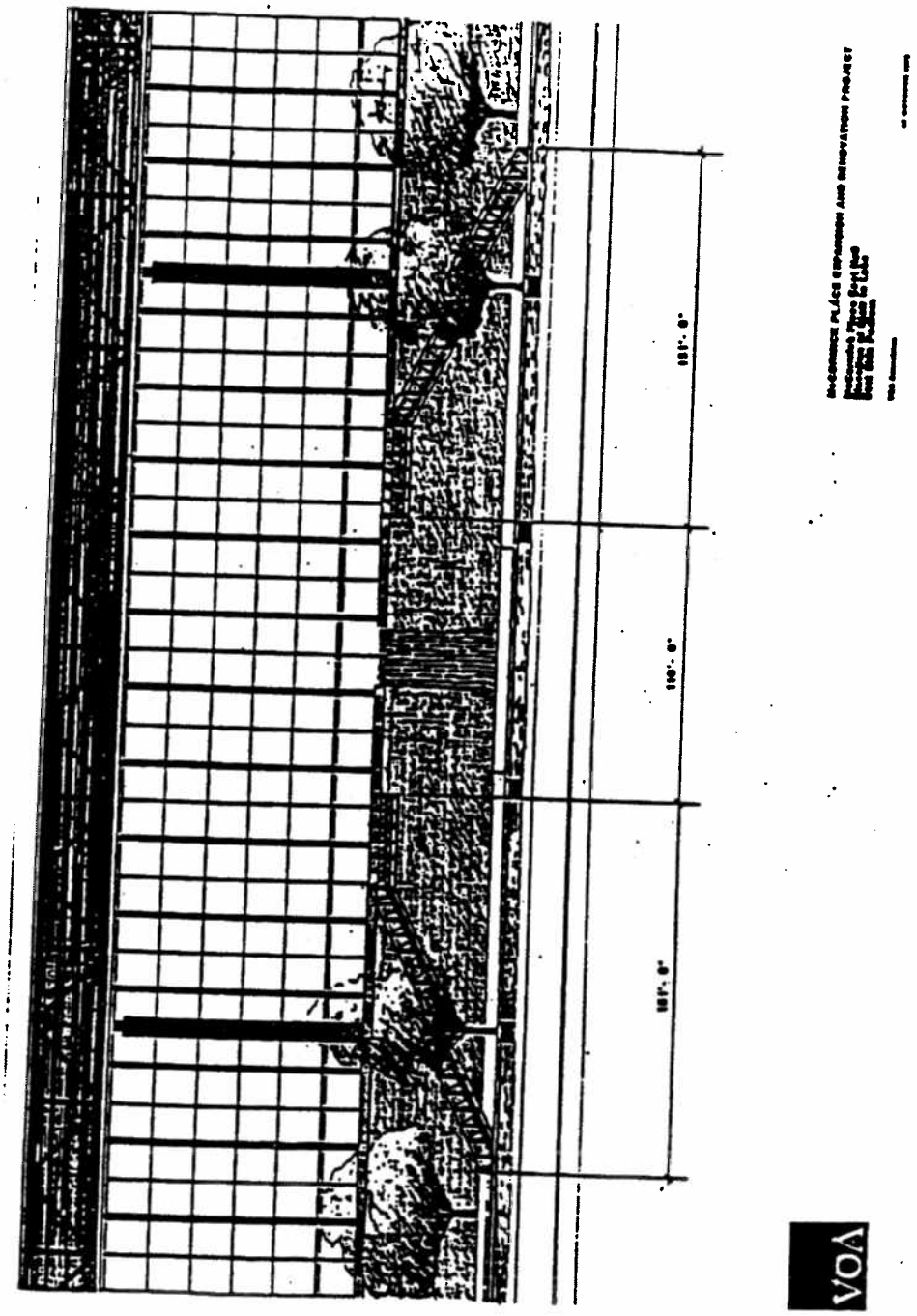


Exhibit 47.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Exterior Rendering – Star to Lake
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

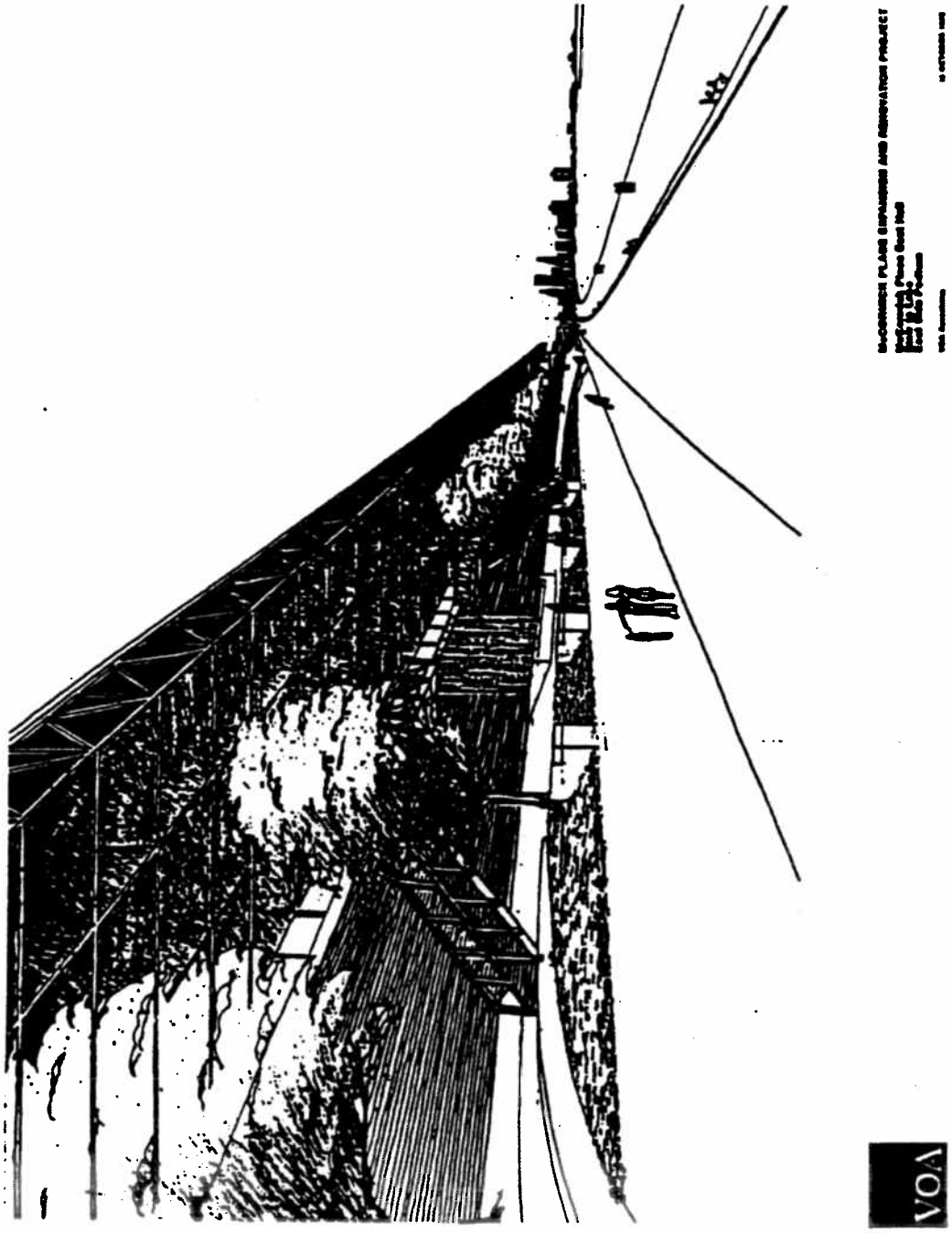


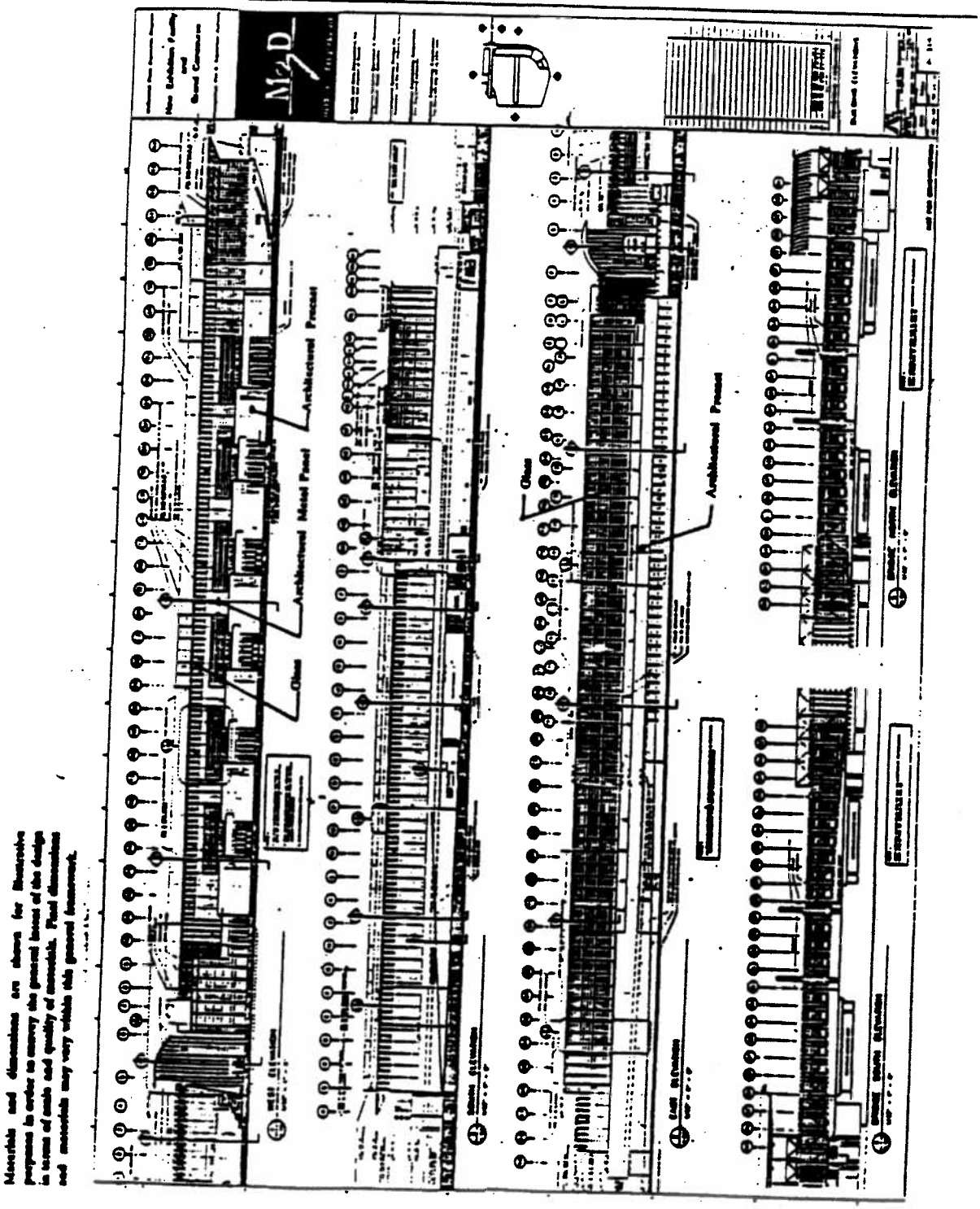
Exhibit 48.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Building Elevations – South Hall

COMPANION EXHIBIT(S):



Materials and dimensions are shown for illustrative purposes in order to convey the general intent of this design in terms of scale and quality of materials. Final dimensions and materials may vary within this general framework.

Exhibit 49a.

APPLICANT:	Metropolitan Pier & Exposition Authority	DOCUMENT TITLE:	Building Sections and Enlarged Sections – South Hall
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	COMPANION EXHIBIT(S):	
PLAN COMMISSION HEARING DATE:	December 15, 1992		

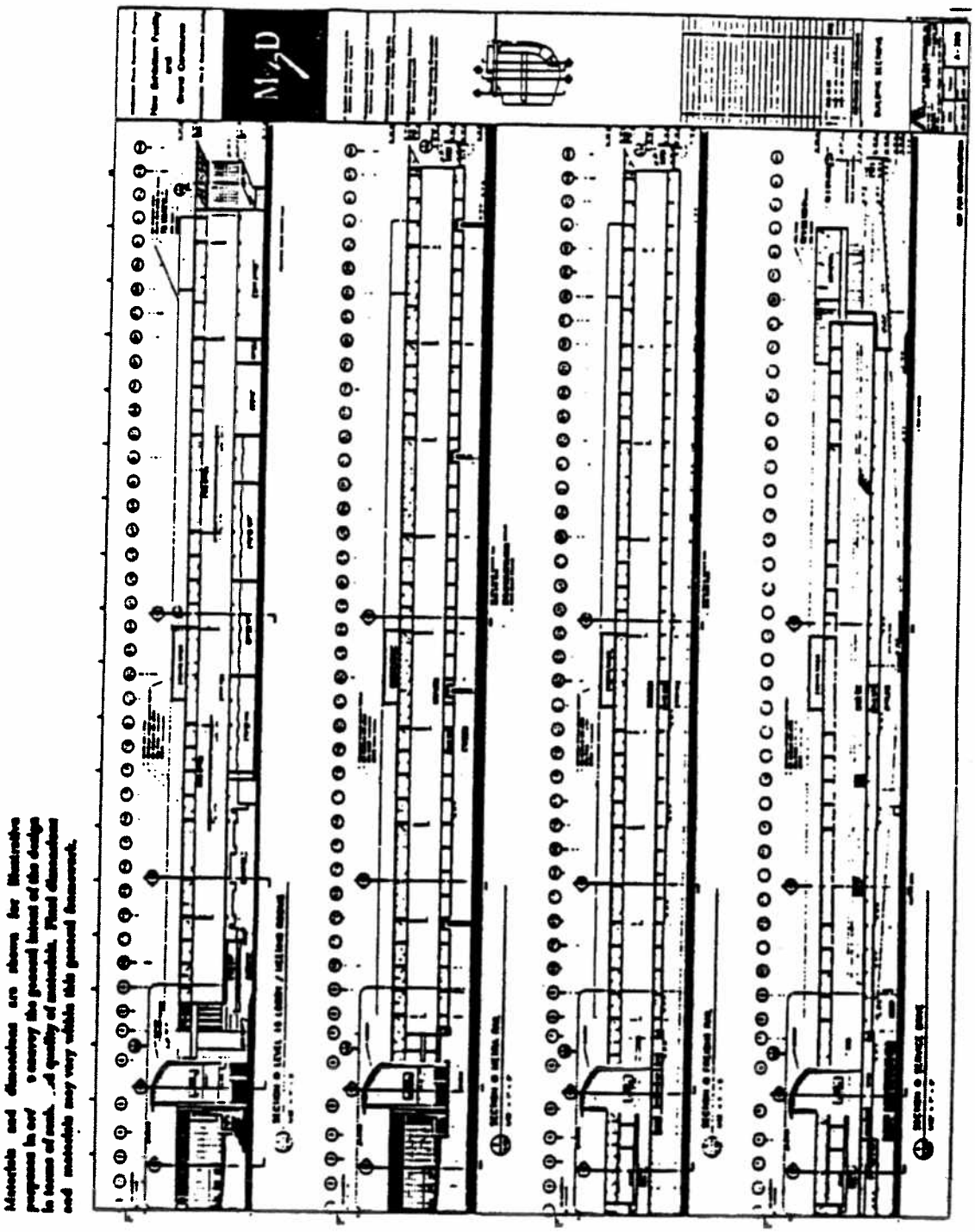


Exhibit 49b.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Building Sections and Enlarged Sections – South Hall

COMPANION EXHIBIT(S): 49a

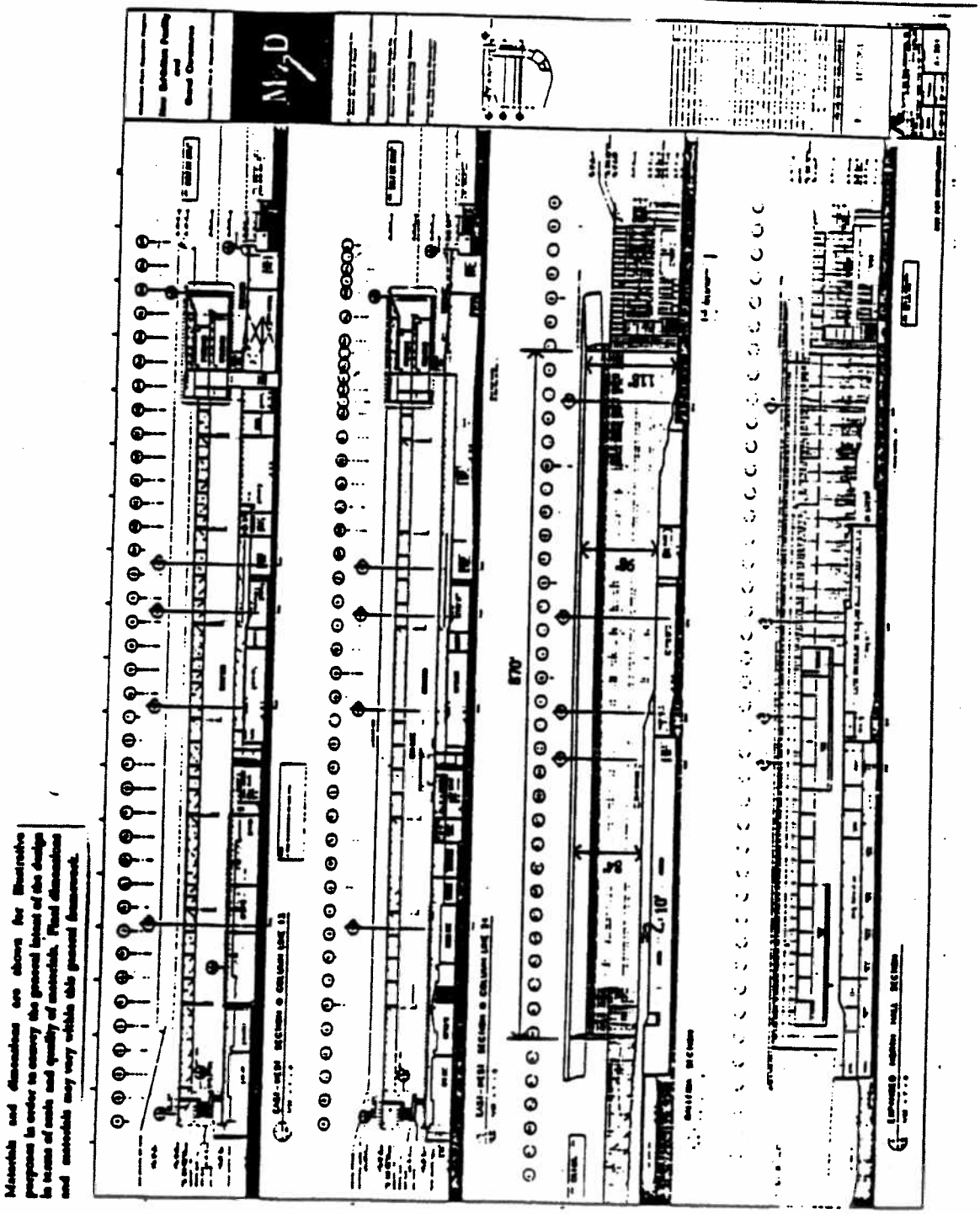


Exhibit 49c.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Building Sections and Enlarged Sections – South Hall

COMPANION EXHIBIT(S):

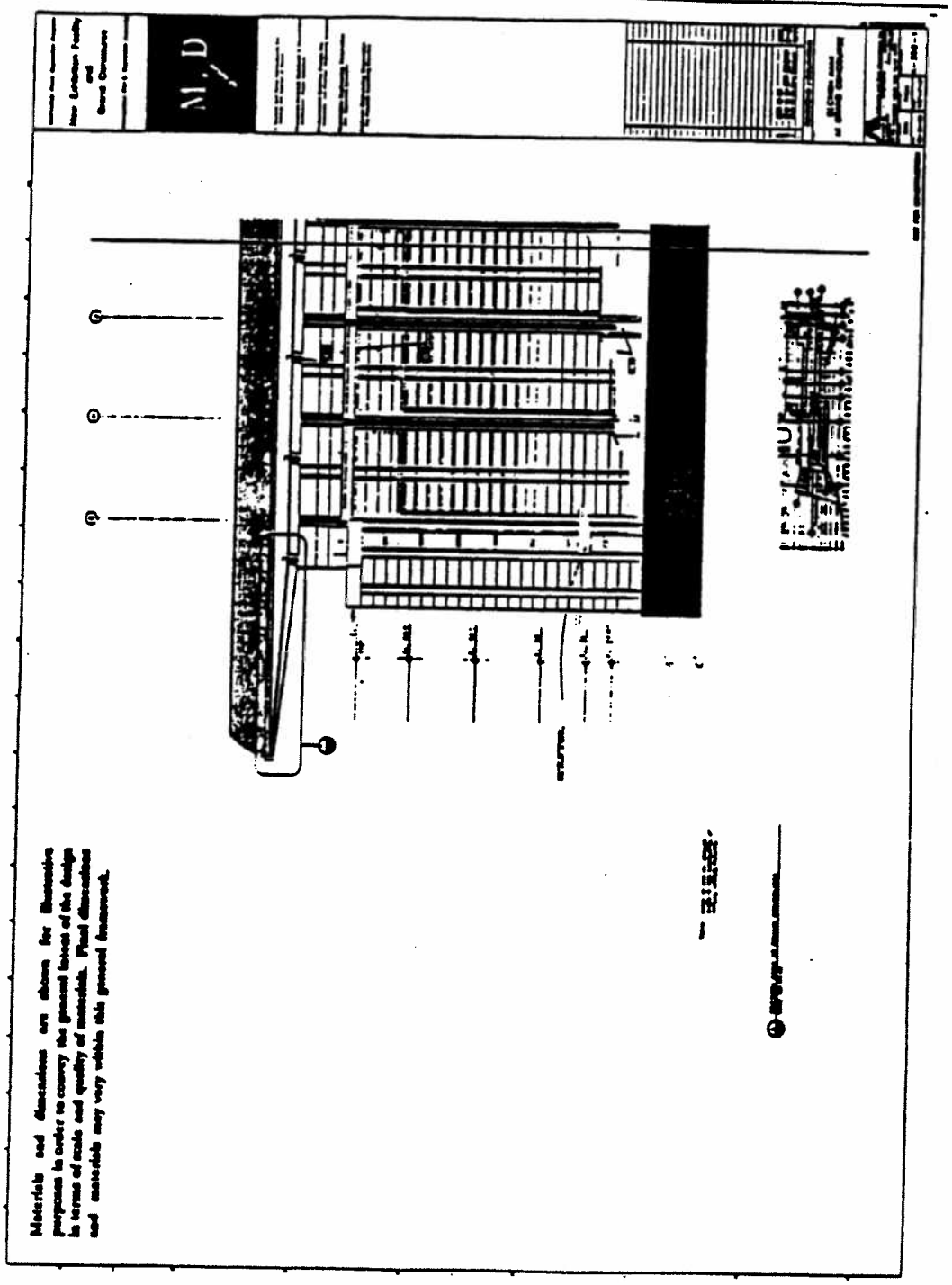


Exhibit 49d.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331
PLAN COMMISSION HEARING DATE: December 15, 1992
DOCUMENT TITLE: Building Sections and Enlarged Sections - South Hall
COMPANION EXHIBIT(S):

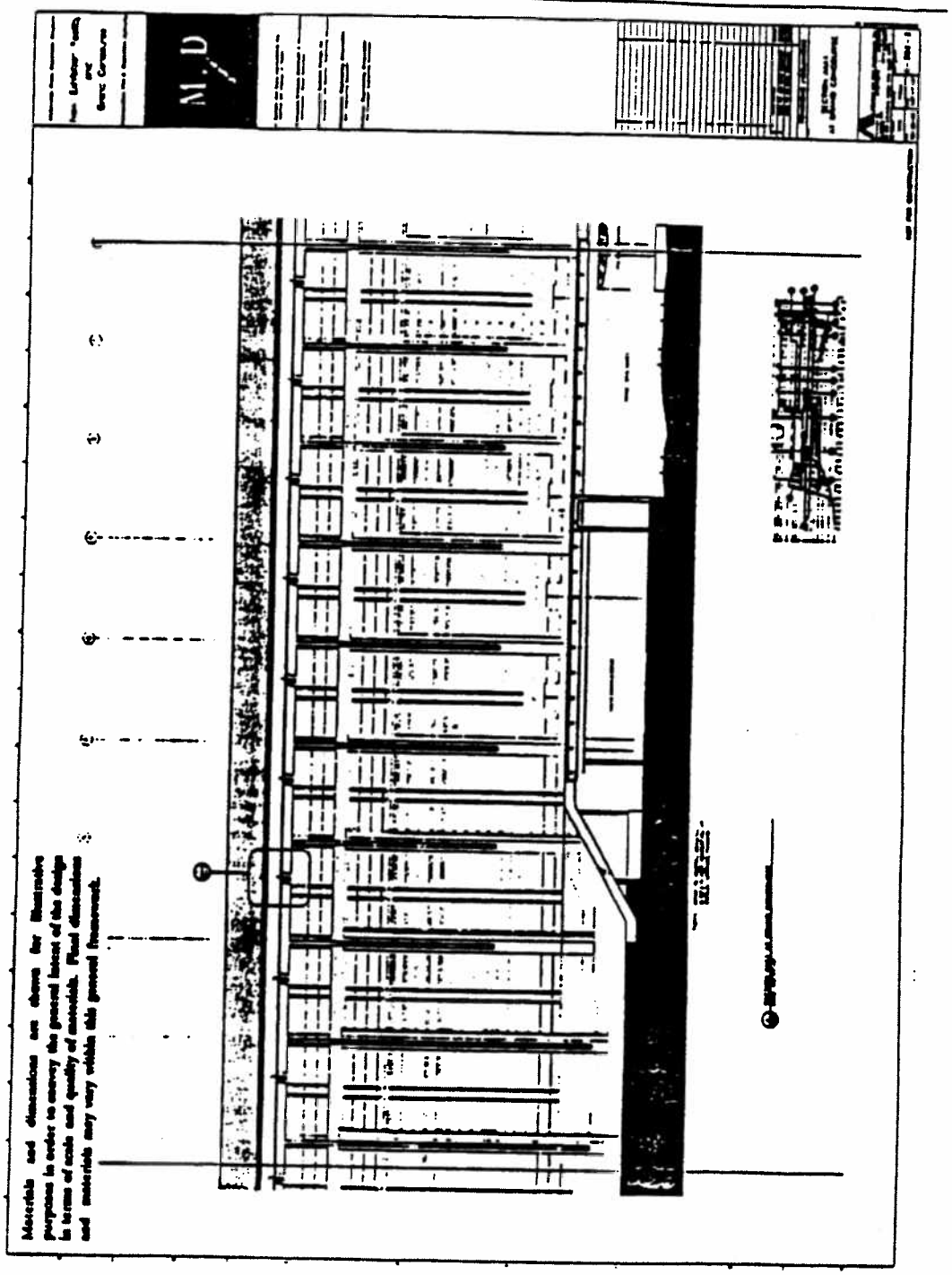


Exhibit 49e.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331
PLAN COMMISSION HEARING DATE: December 15, 1992
DOCUMENT TITLE: Building Sections and Enlarged Sections - South Hall
COMPANION EXHIBIT(S):

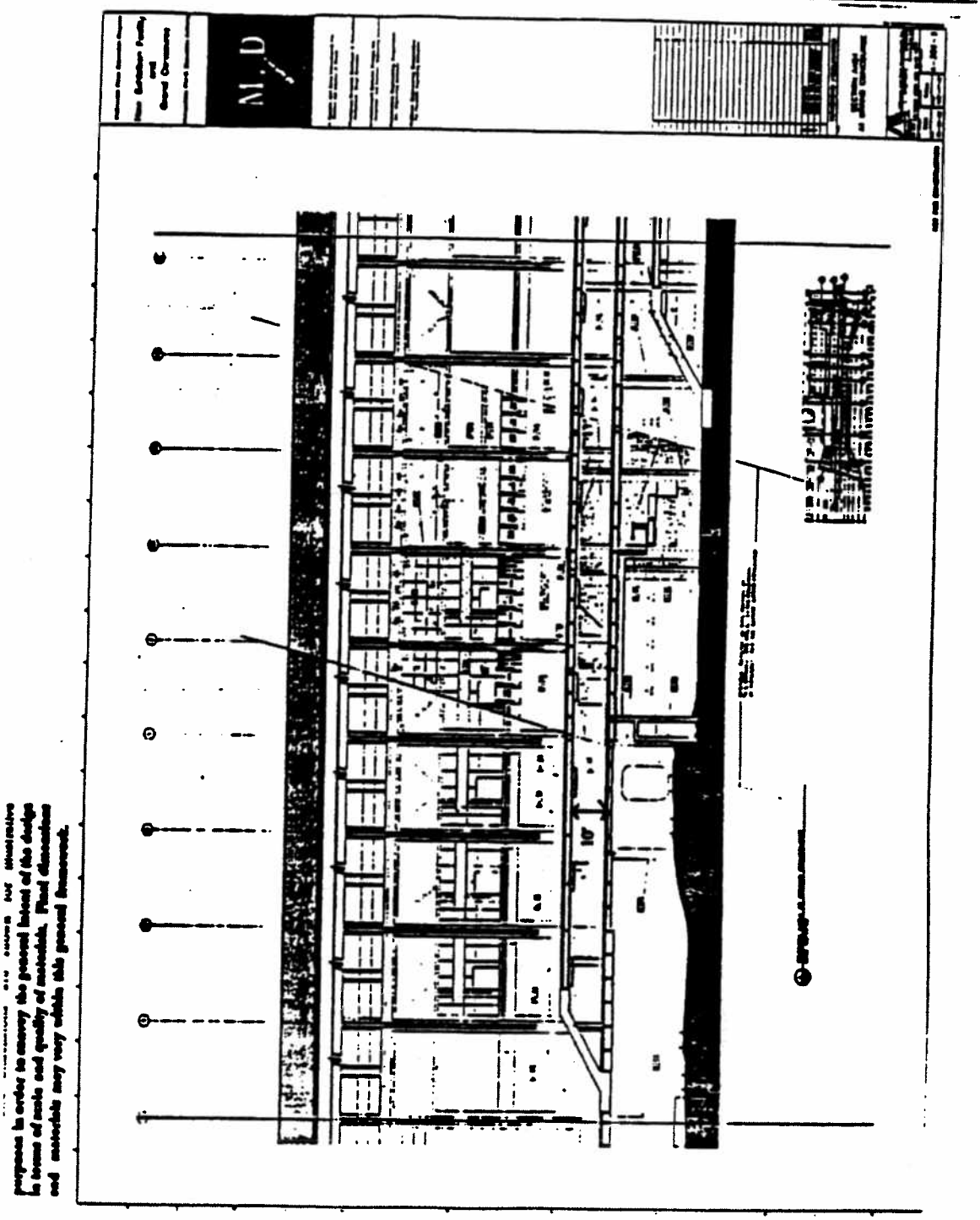


Exhibit 49f.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Building Sections and Enlarged Sections – South Hall

COMPANION EXHIBIT(S):

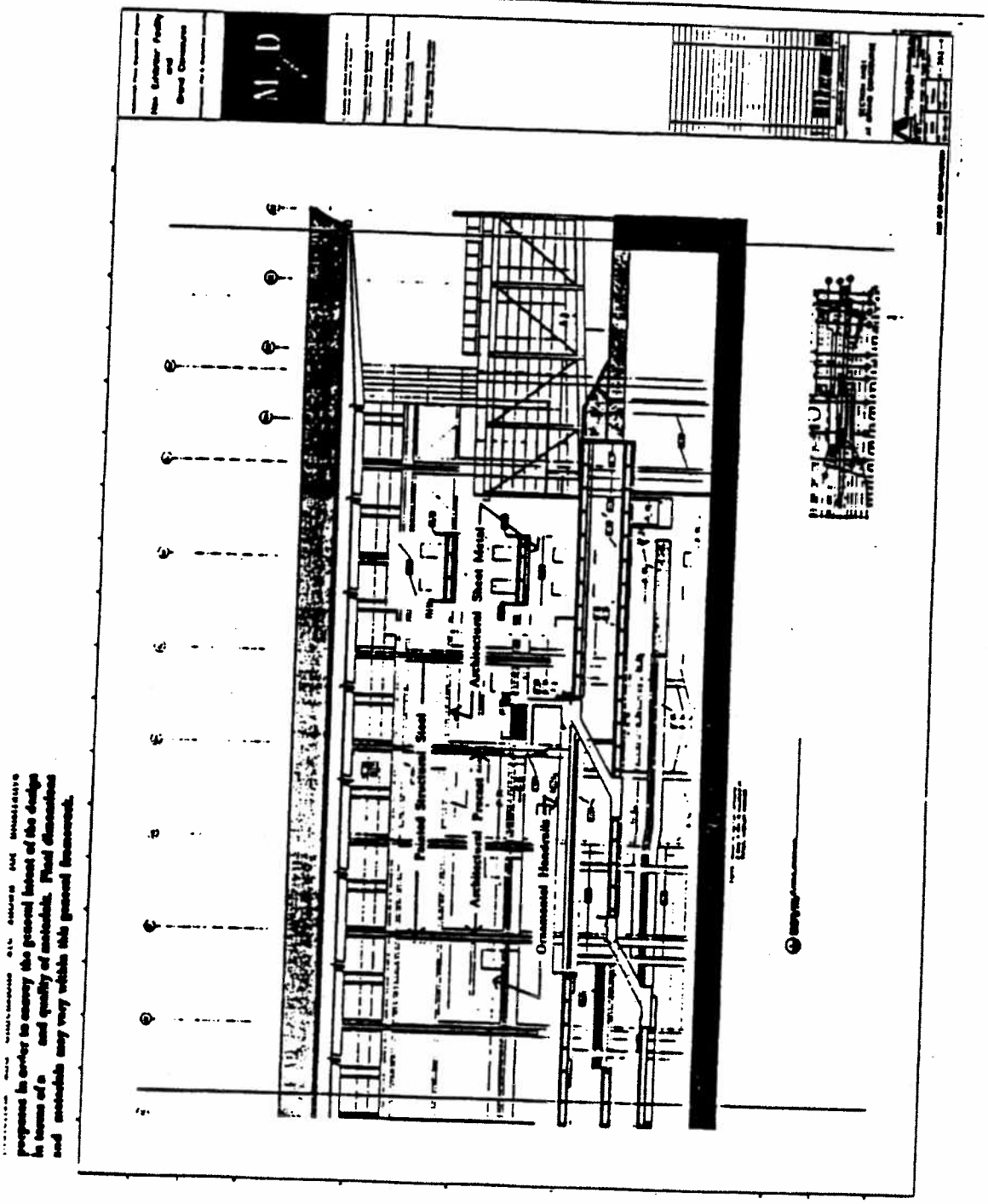


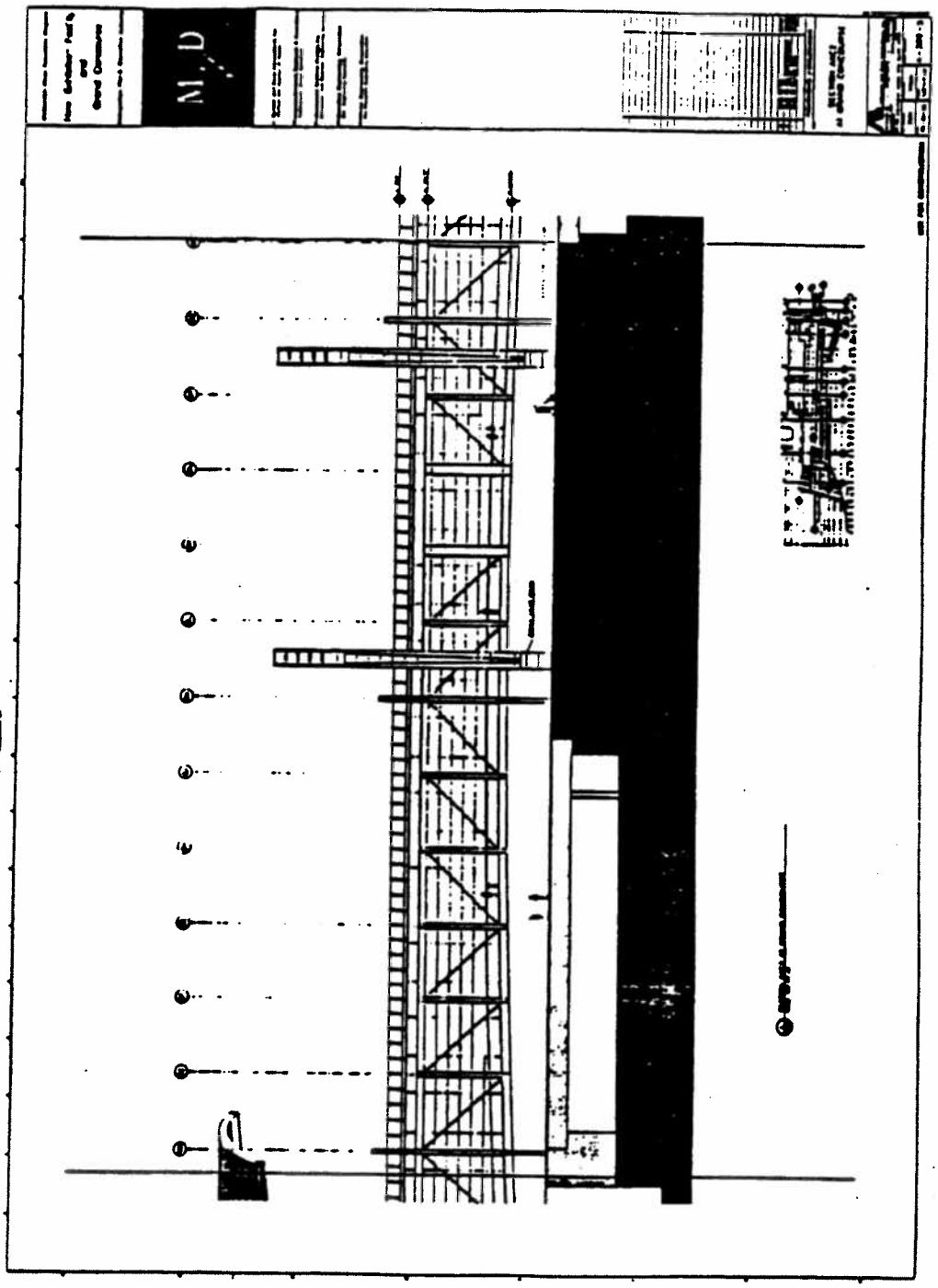
Exhibit 49g.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

DOCUMENT TITLE: Building Sections and Enlarged Sections - South Hall

PLAN COMMISSION HEARING DATE: December 15, 1992

COMPANION EXHIBIT(S):



Materials and dimensions are shown for illustrative purposes only to convey the general intent of the design in terms of mass and quality of materials. Final dimensions and materials may vary within this general framework.

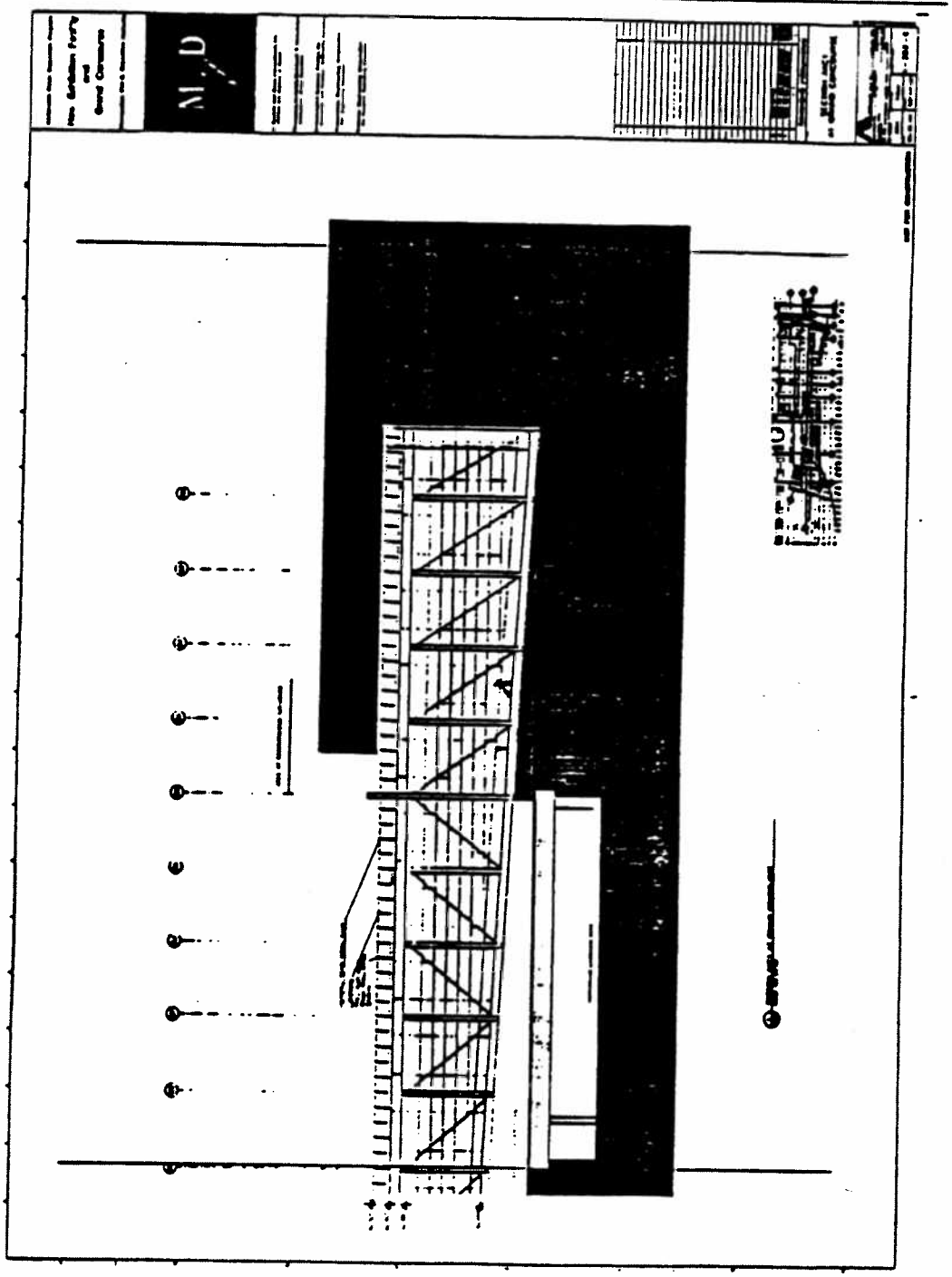
Exhibit 49h.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Building Sections and Enlarged Sections – South Hall

COMPANION EXHIBIT(S):



Materials and dimensions are shown for illustrative purposes in order to convey the general intent of the design in terms of scale, quality of materials. Final dimensions and materials may vary within this general framework.

Exhibit 49i.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331
PLAN COMMISSION HEARING DATE: December 15, 1992
DOCUMENT TITLE: Building Sections and Enlarged Sections – South Hall
COMPANION EXHIBIT(S):

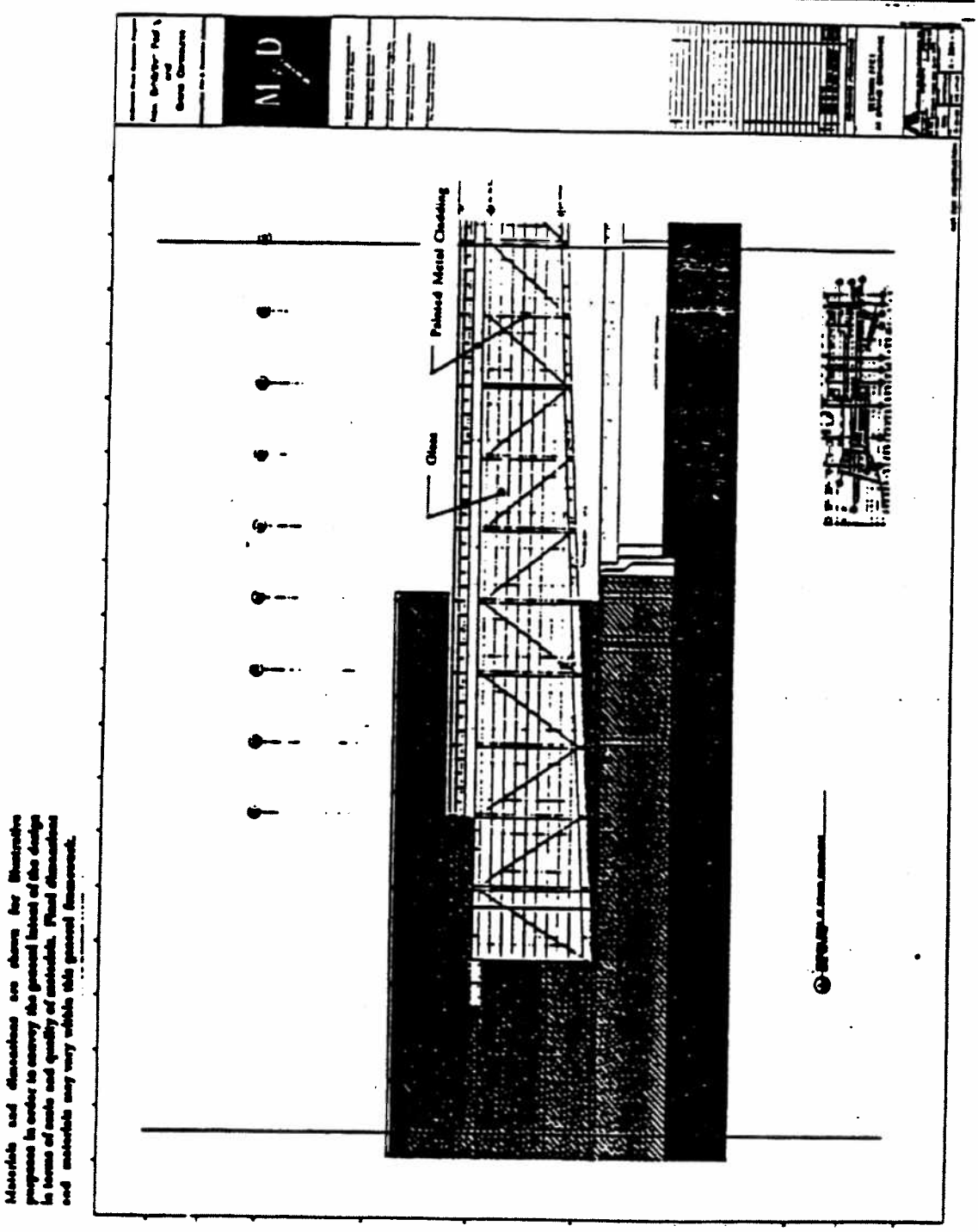


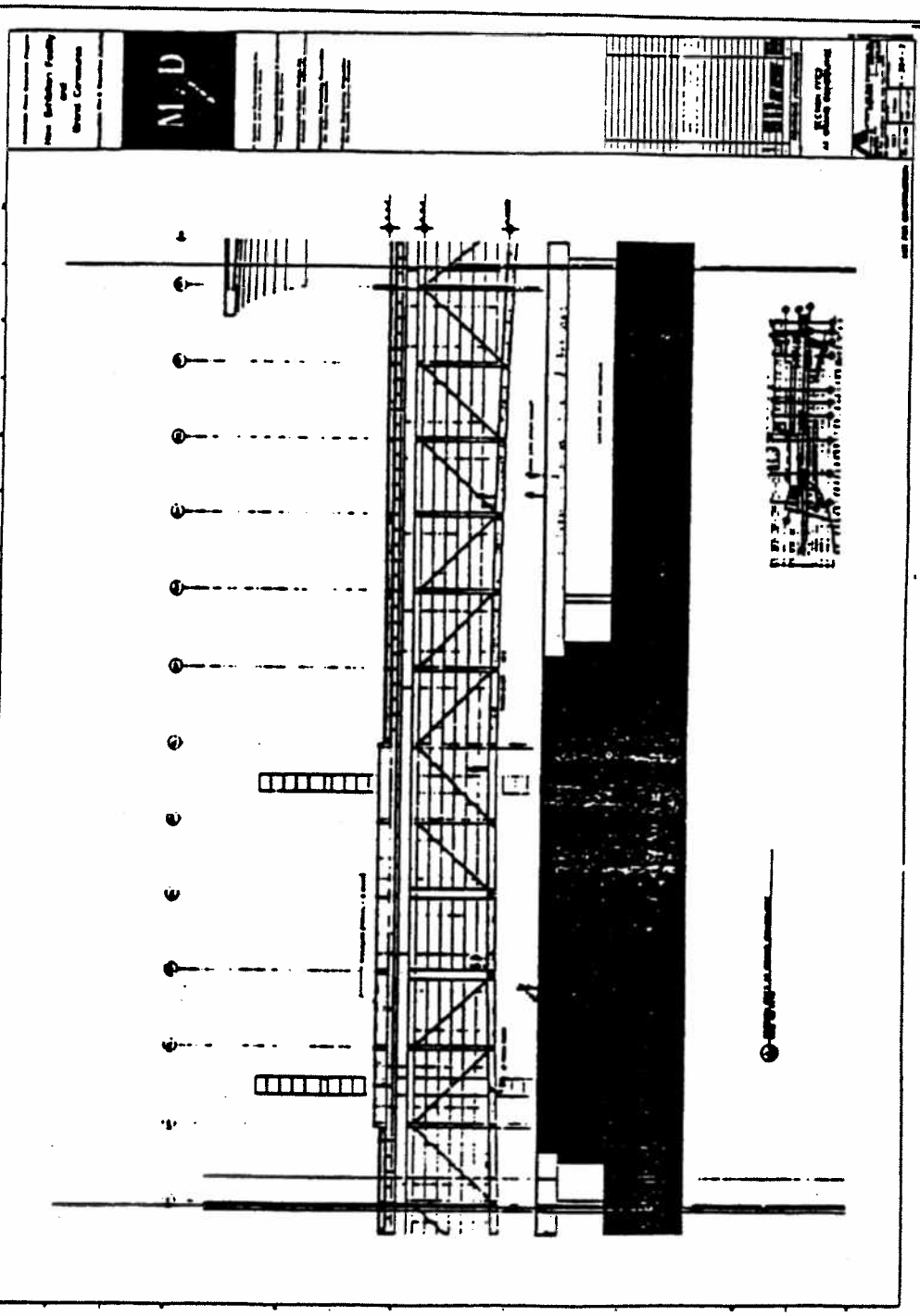
Exhibit 49j.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Building Sections and Enlarged Sections – South Hall

COMPANION EXHIBIT(S):



Materials and dimensions are shown for illustrative purposes to convey the general intent of the design in terms of size, quality of materials. Final dimensions and materials may vary within this general framework.

Exhibit 49k.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Building Sections and Enlarged Sections - South Hall

COMPANION EXHIBIT(S):

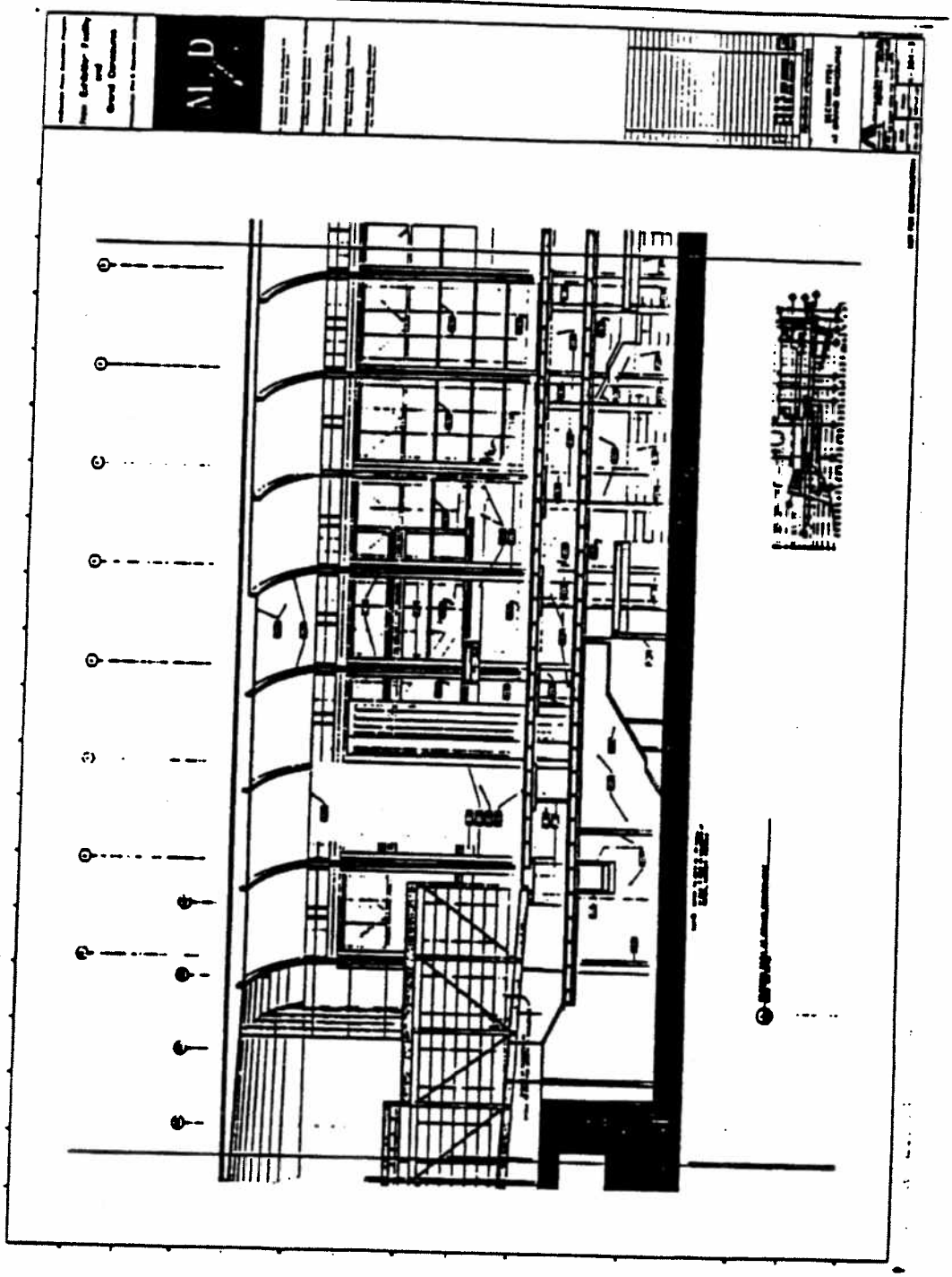


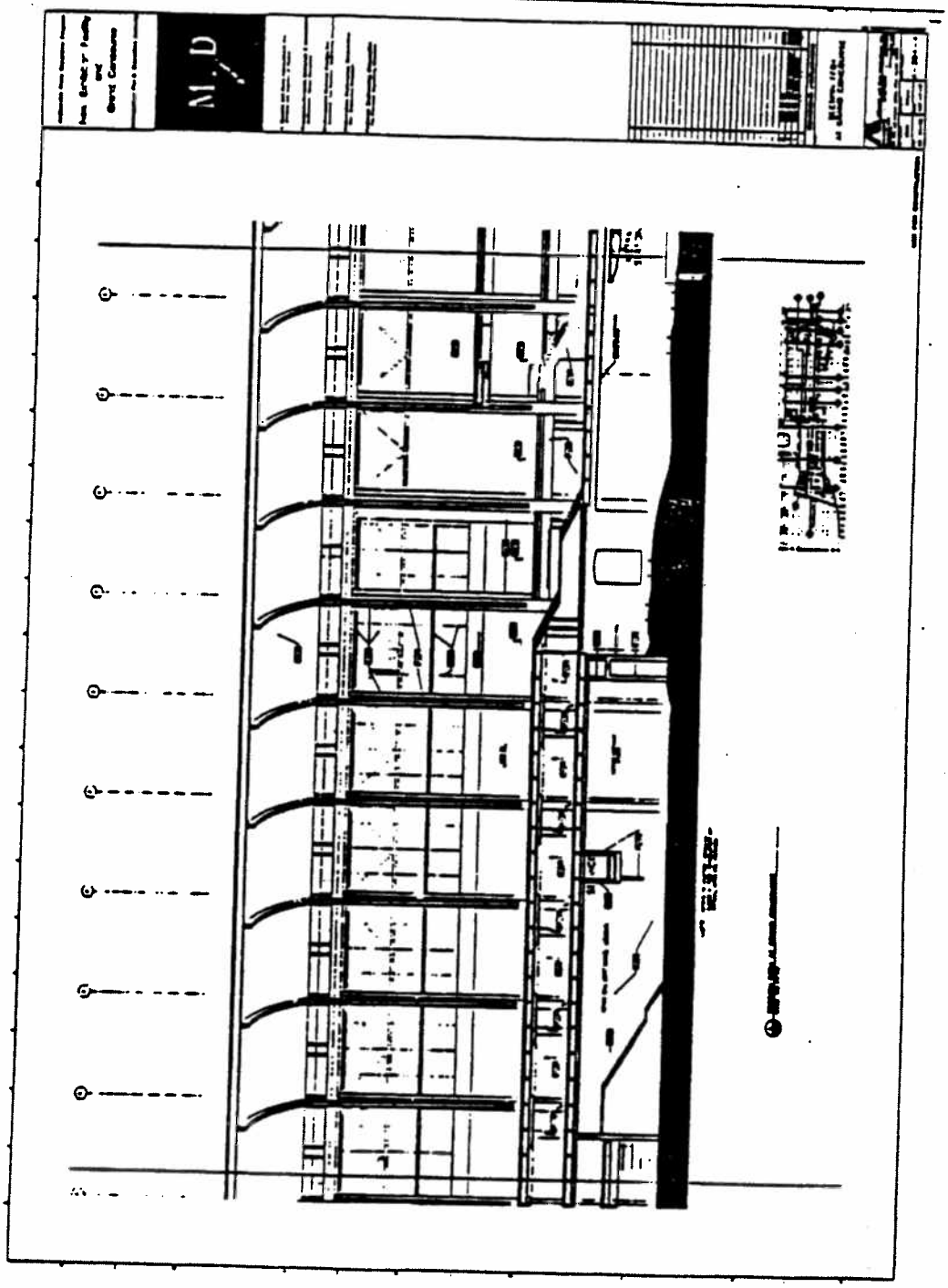
Exhibit 49l.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Building Sections and Enlarged Sections – South Hall

COMPANION EXHIBIT(S):



Materials and dimensions are shown for illustrative purposes in order to convey the general intent of the design in terms of mass, and quality of materials. Final dimensions and materials may vary within this general framework.

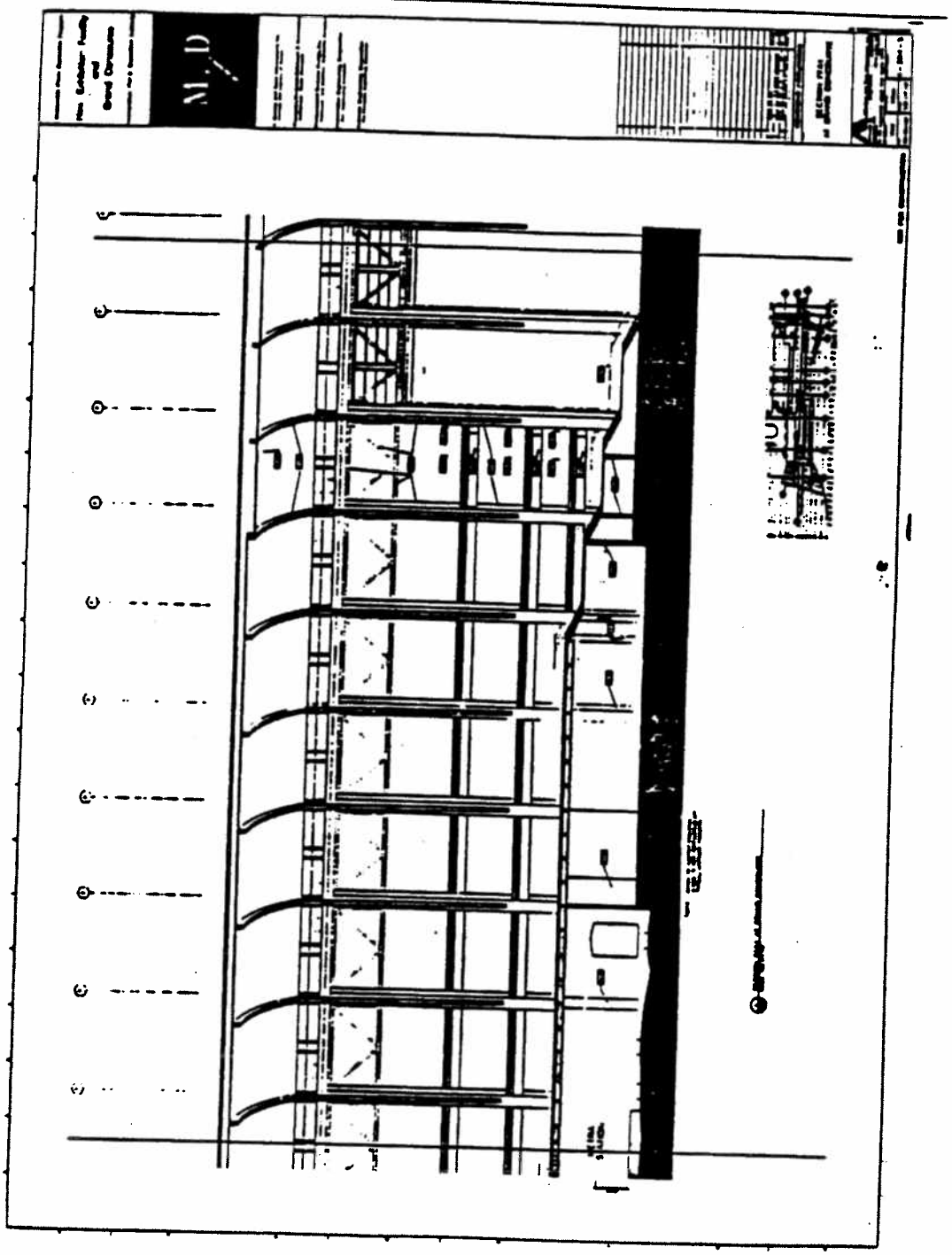
Exhibit 49m.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Building Sections and Enlarged Sections - South Hall

COMPANION EXHIBIT(S):



Materials and dimensions are shown for illustrative purposes in order to convey the general intent of the design in terms of mass. A quality of materials. Final dimensions and materials may vary within this general framework.

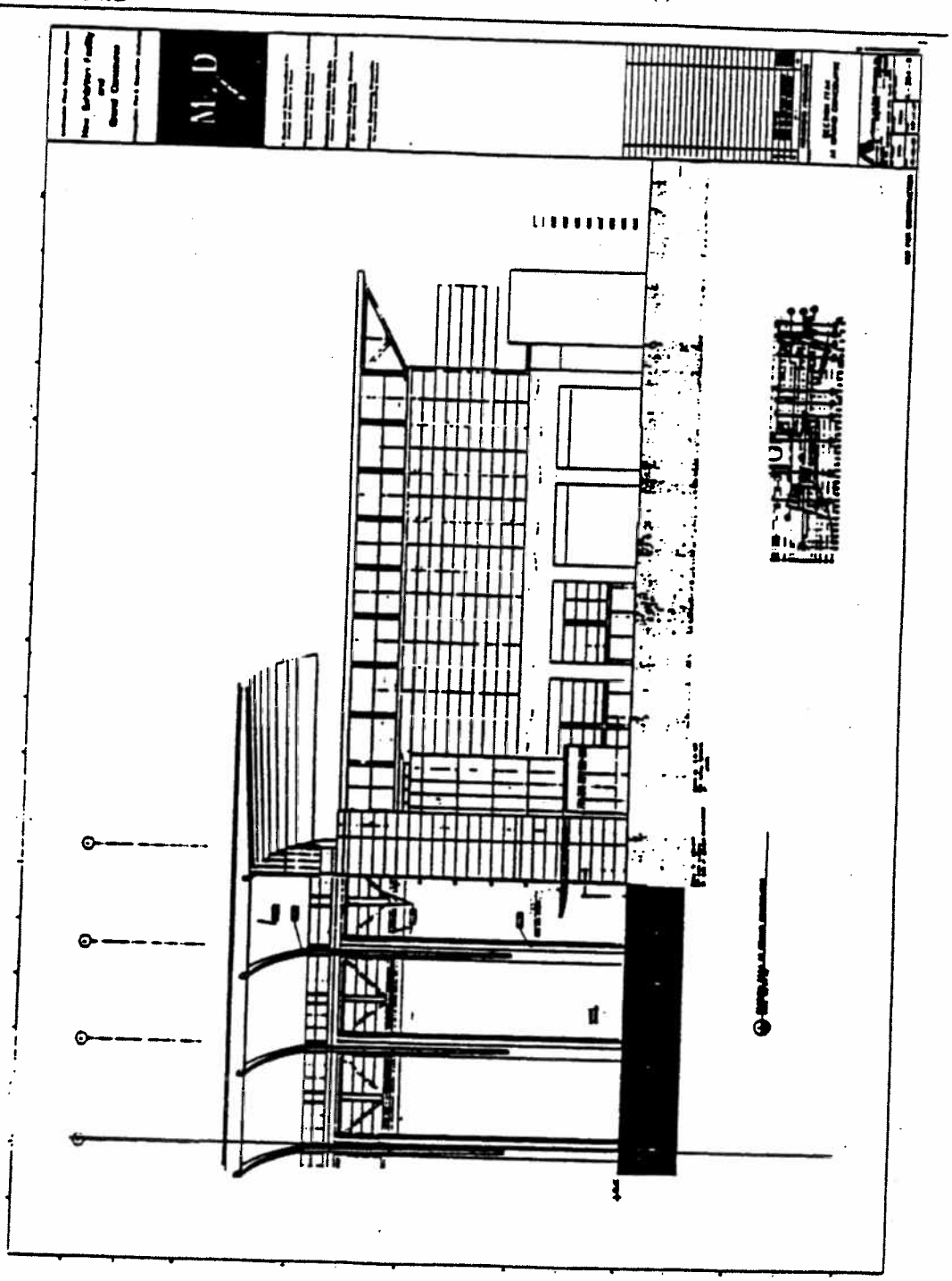
Exhibit 49n.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331

PLAN COMMISSION HEARING DATE: December 15, 1992

DOCUMENT TITLE: Building Sections and Enlarged Sections - South Hall

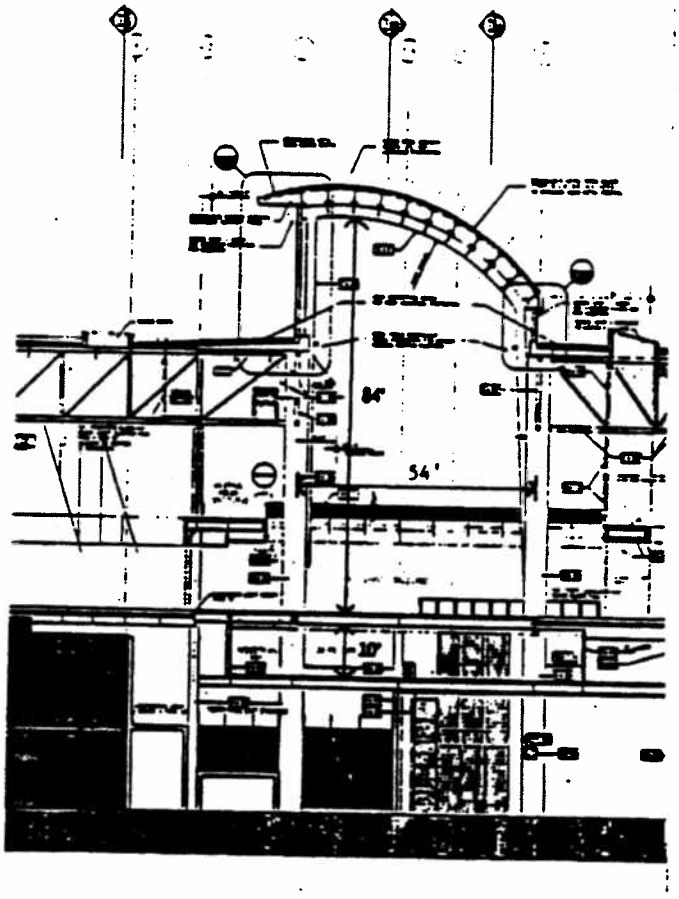
COMPANION EXHIBIT(S):



Materials and dimensions are shown for illustrative purposes in order to convey the general intent of the design in terms of size, and quality of materials. Final dimensions and materials may vary within this general framework.

Exhibit 49o.

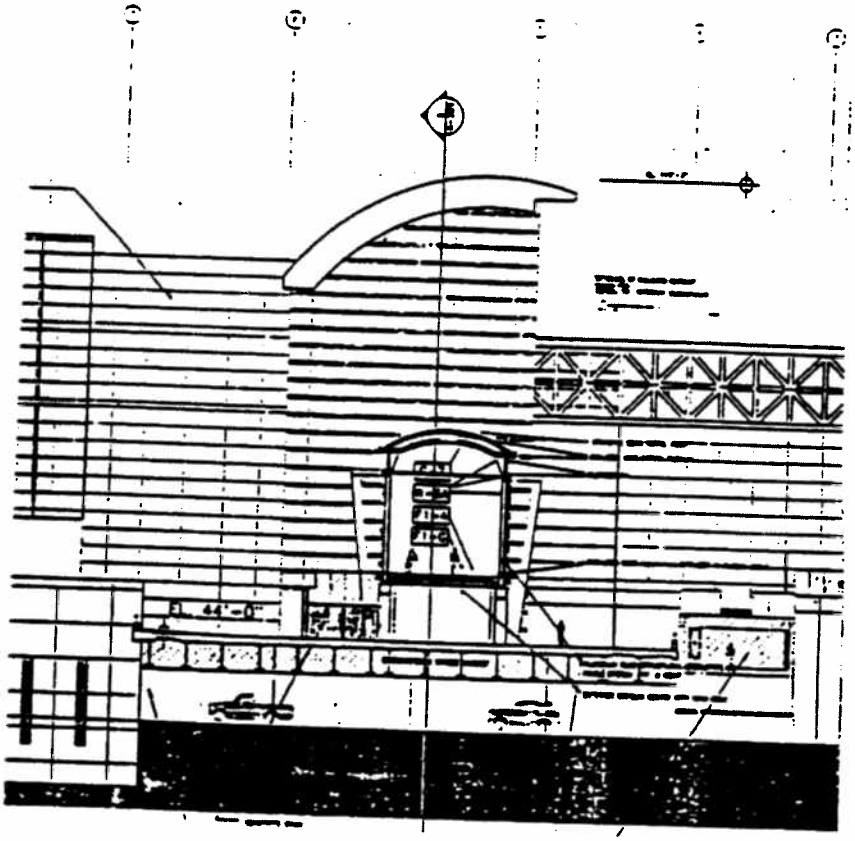
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Building sections - South Hall / Concourse
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	



Materials and dimensions are shown for illustrative purposes in order to convey the general intent of the design in terms of scale and quality of materials. Final dimensions and materials may vary within this general framework.

Exhibit 49p.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Building Sections and Enlarged Sections – South Hall / Concourse over Lakeshore Dr.
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	



Materials and dimensions are shown for illustrative purposes in order to convey the general intent of the design in terms of scale and quality of materials. Final dimensions and materials may vary within this general framework.

Exhibit 50.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Exterior Rendering – West Entrance
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

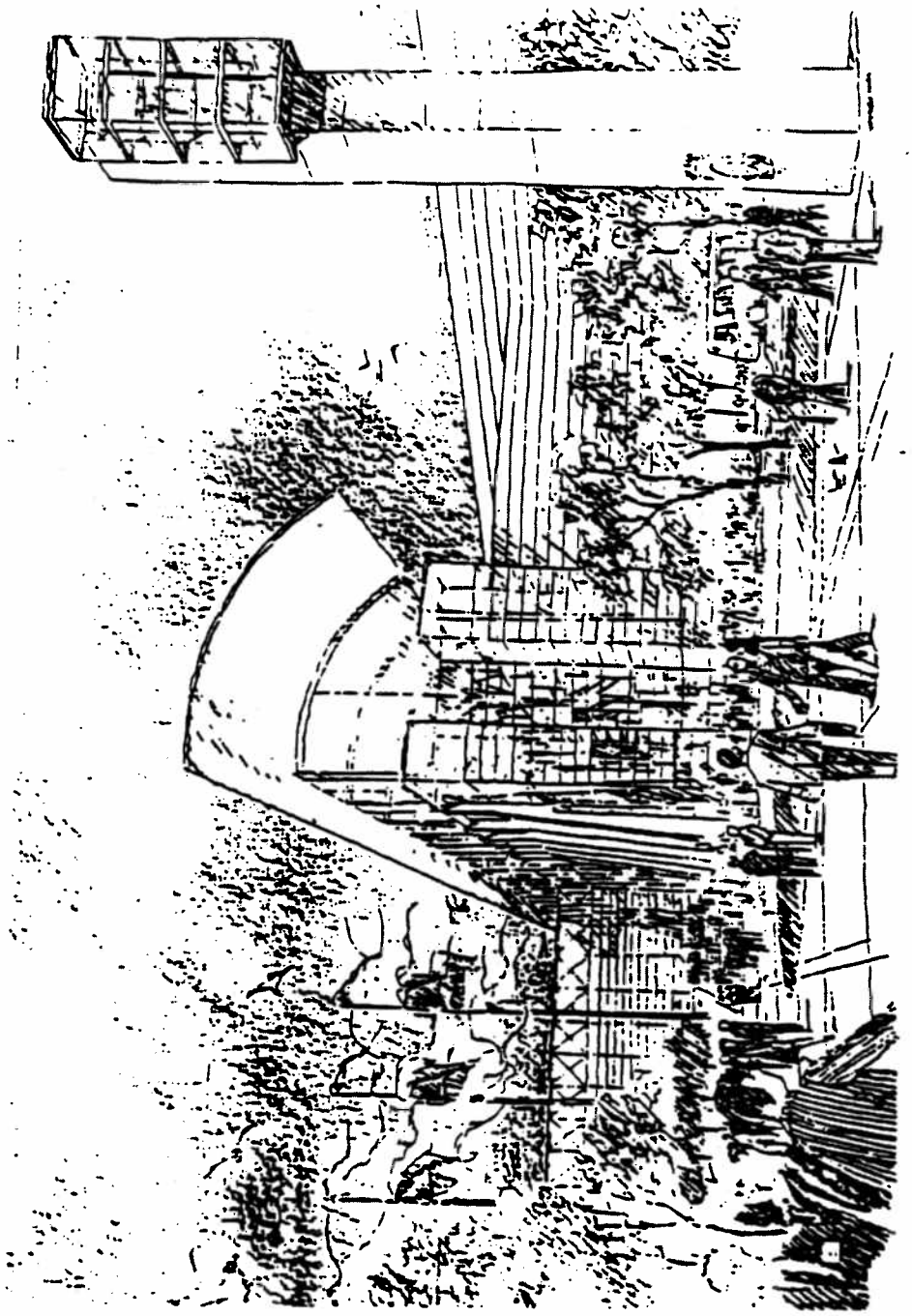


Exhibit 51.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Exterior Rendering - West Facade
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

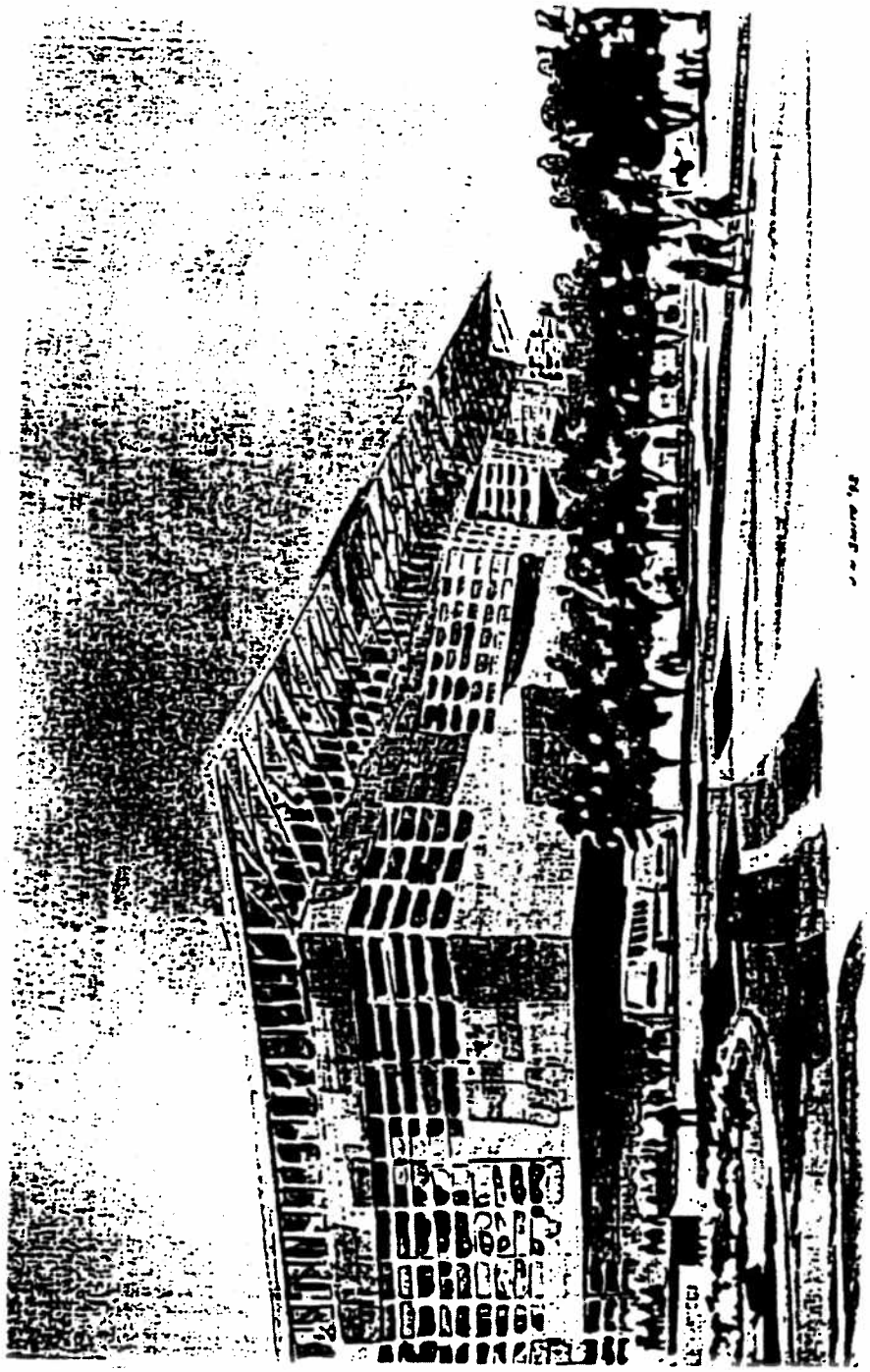


Exhibit 52.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Interior Rendering – Level +19
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

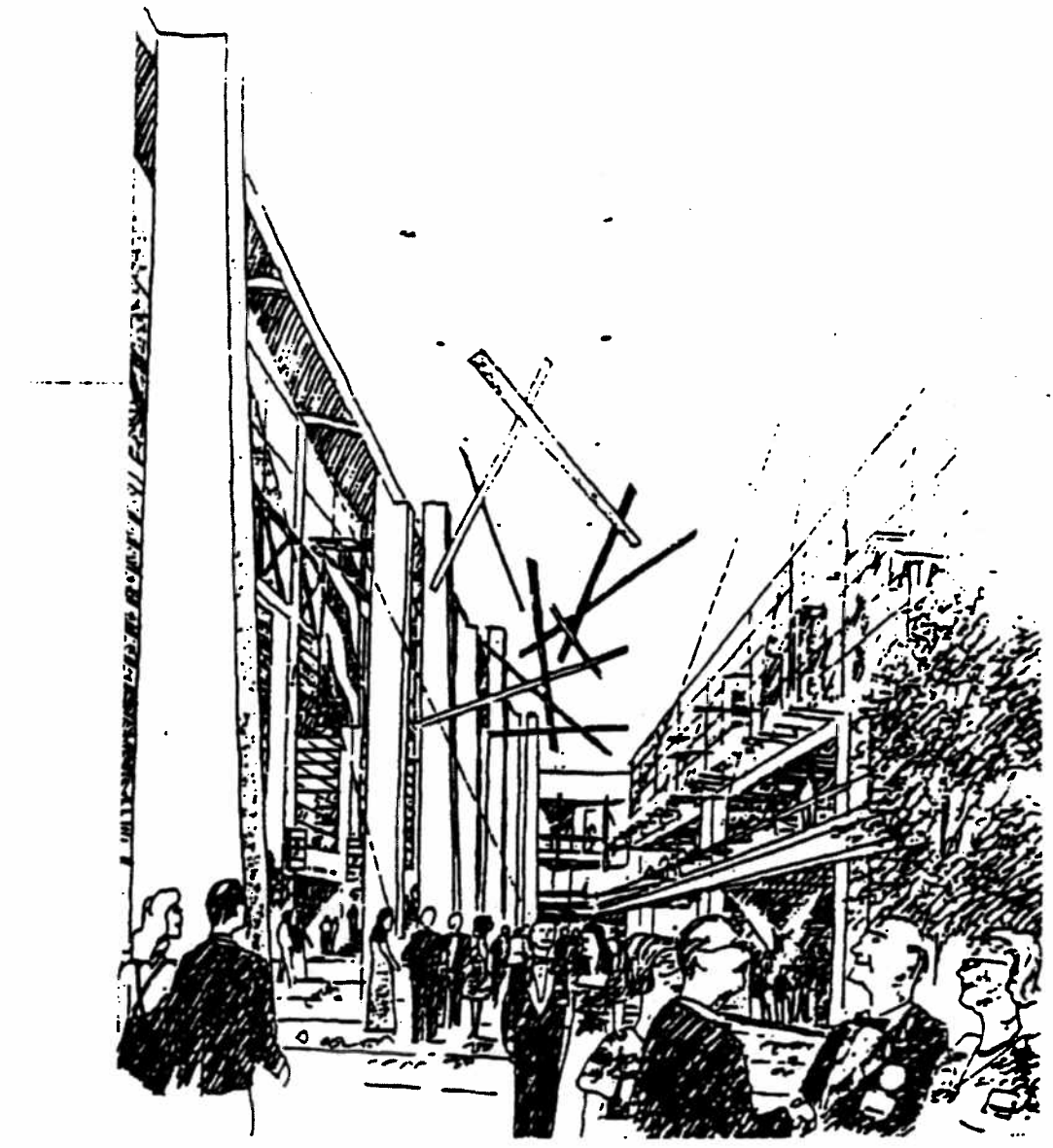


Exhibit 53.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Interior Rendering - Level +39
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

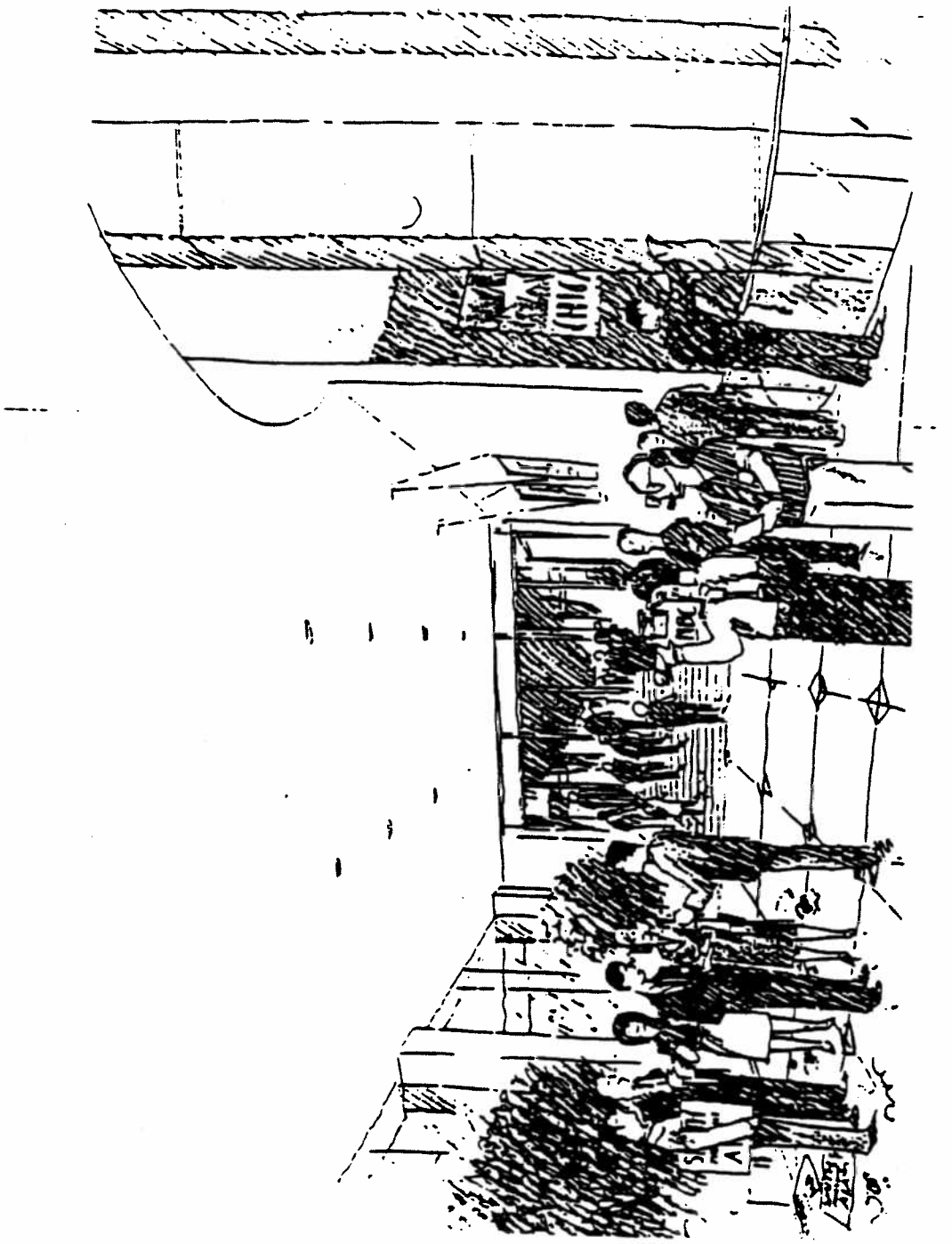


Exhibit 54.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Interior Rendering - Level +39
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

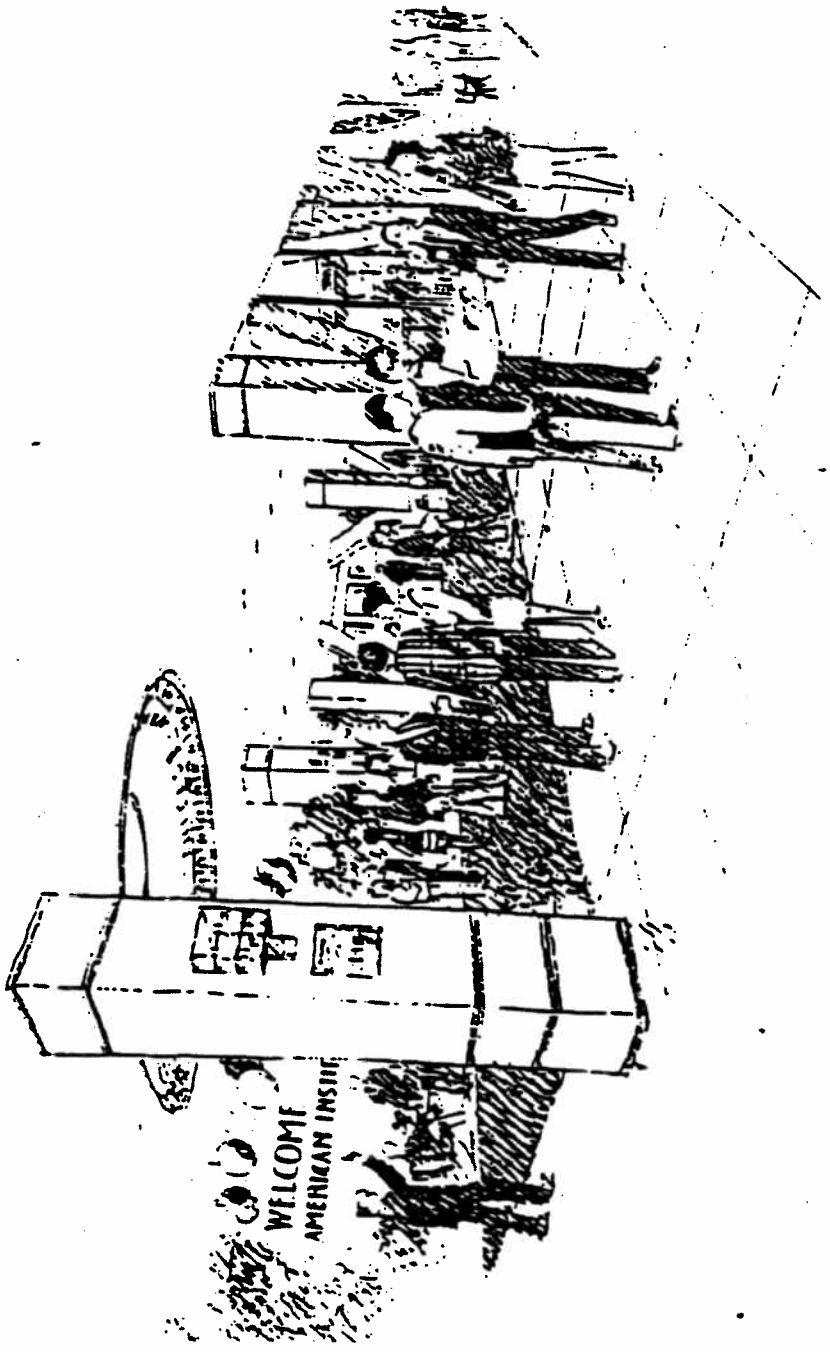


Exhibit 55.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Interior Rendering - Level +53
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	



Exhibit 56.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Interior Rendering – Level +53
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

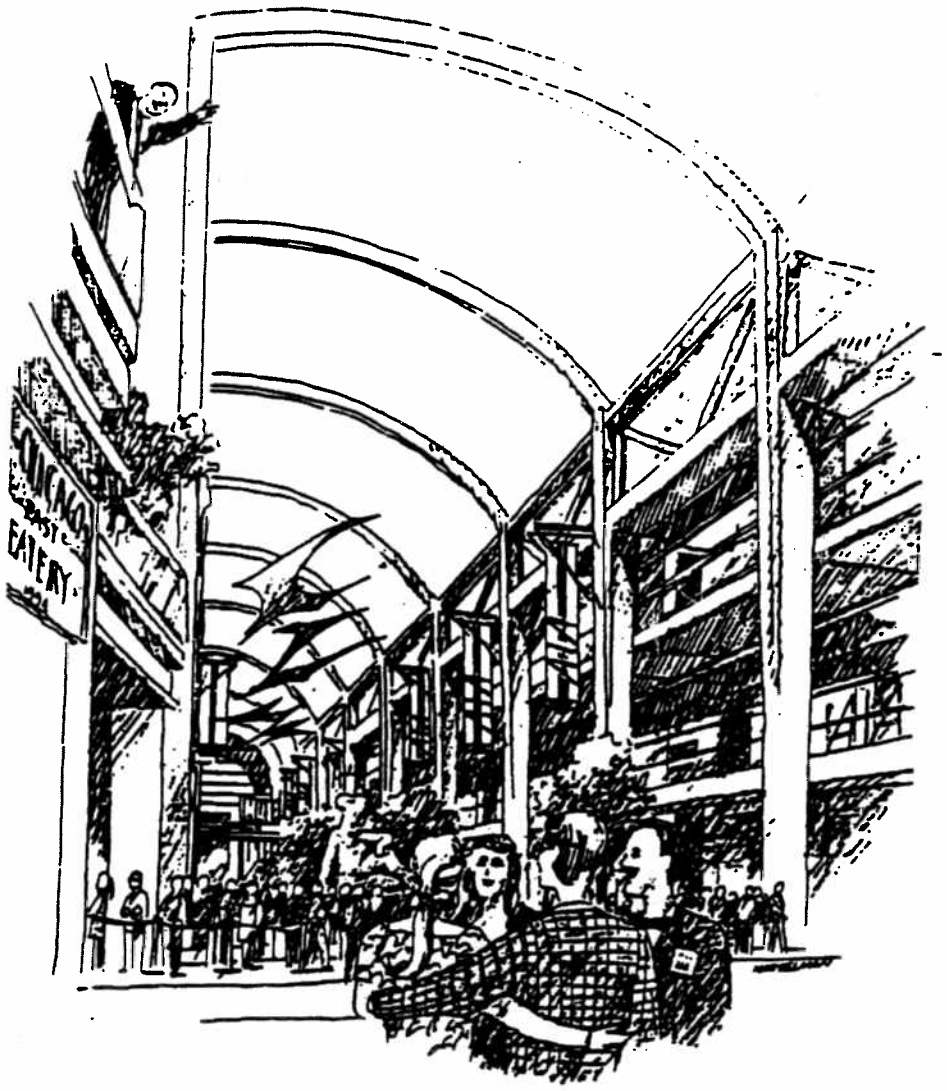


Exhibit 57.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Interior Rendering – Concourse Bridge Level
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

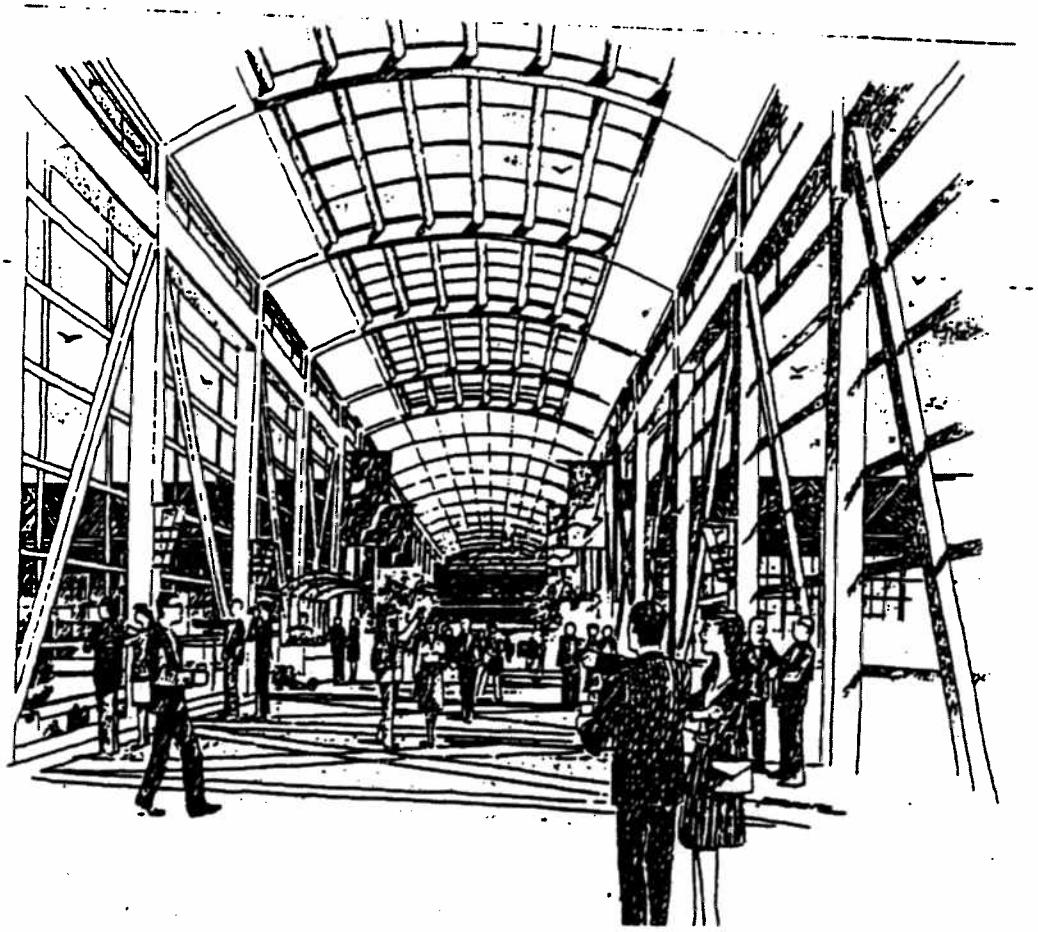


Exhibit 58.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Exterior Rendering – Looking North from South Podium of East Hall
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

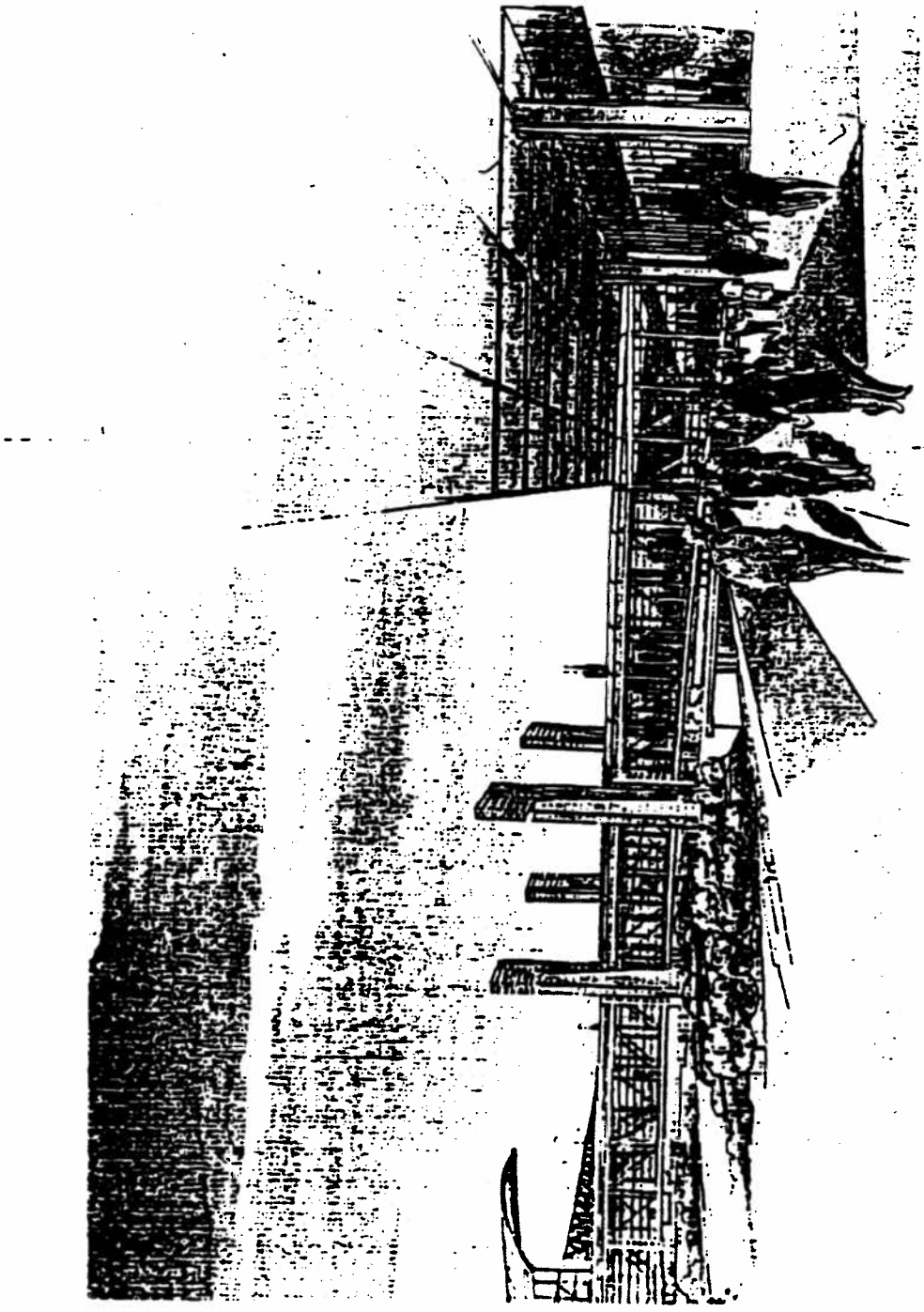


Exhibit 59.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Elevations – East Hall
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

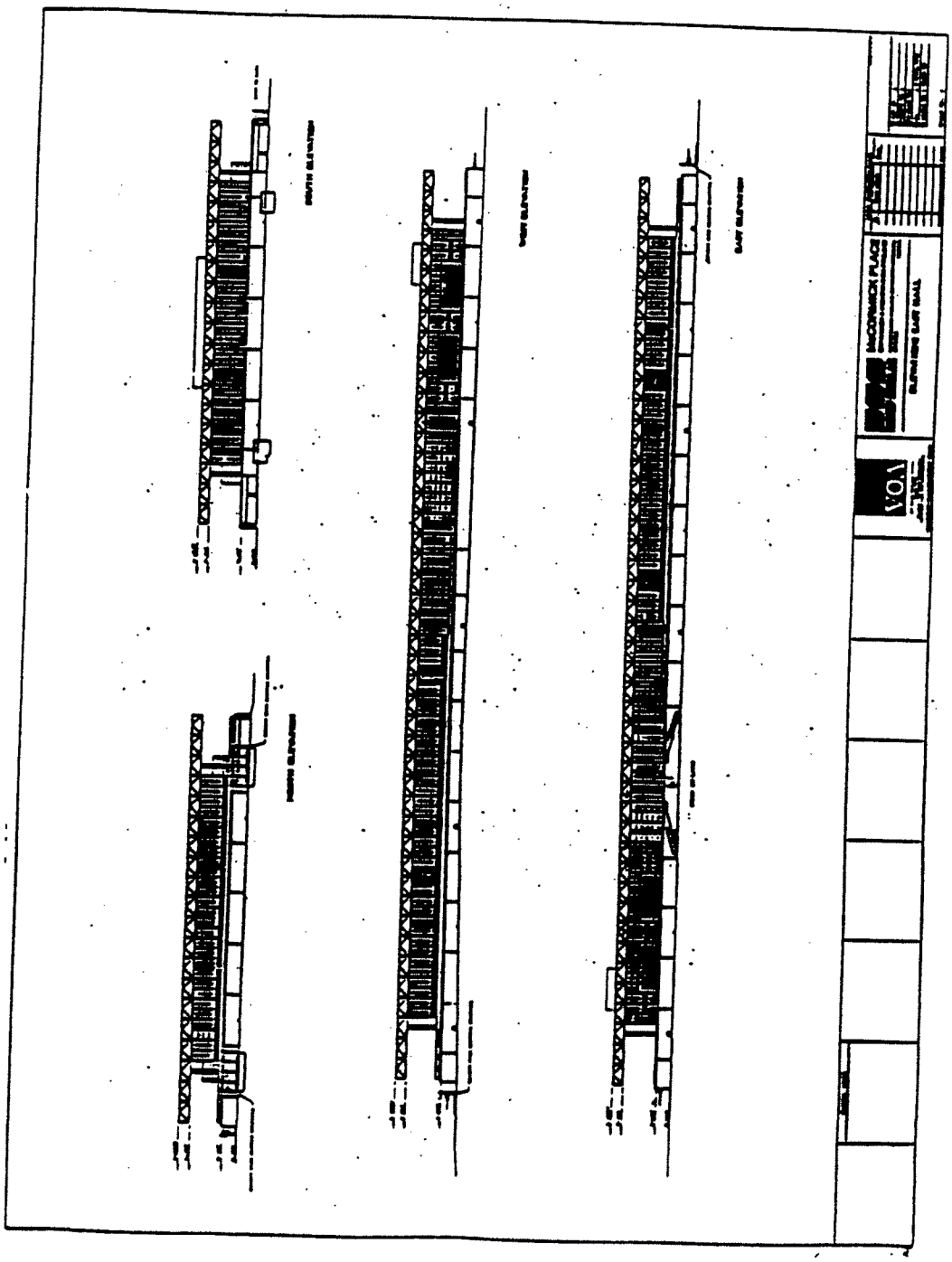


Exhibit 60.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Elevations – North Hall
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

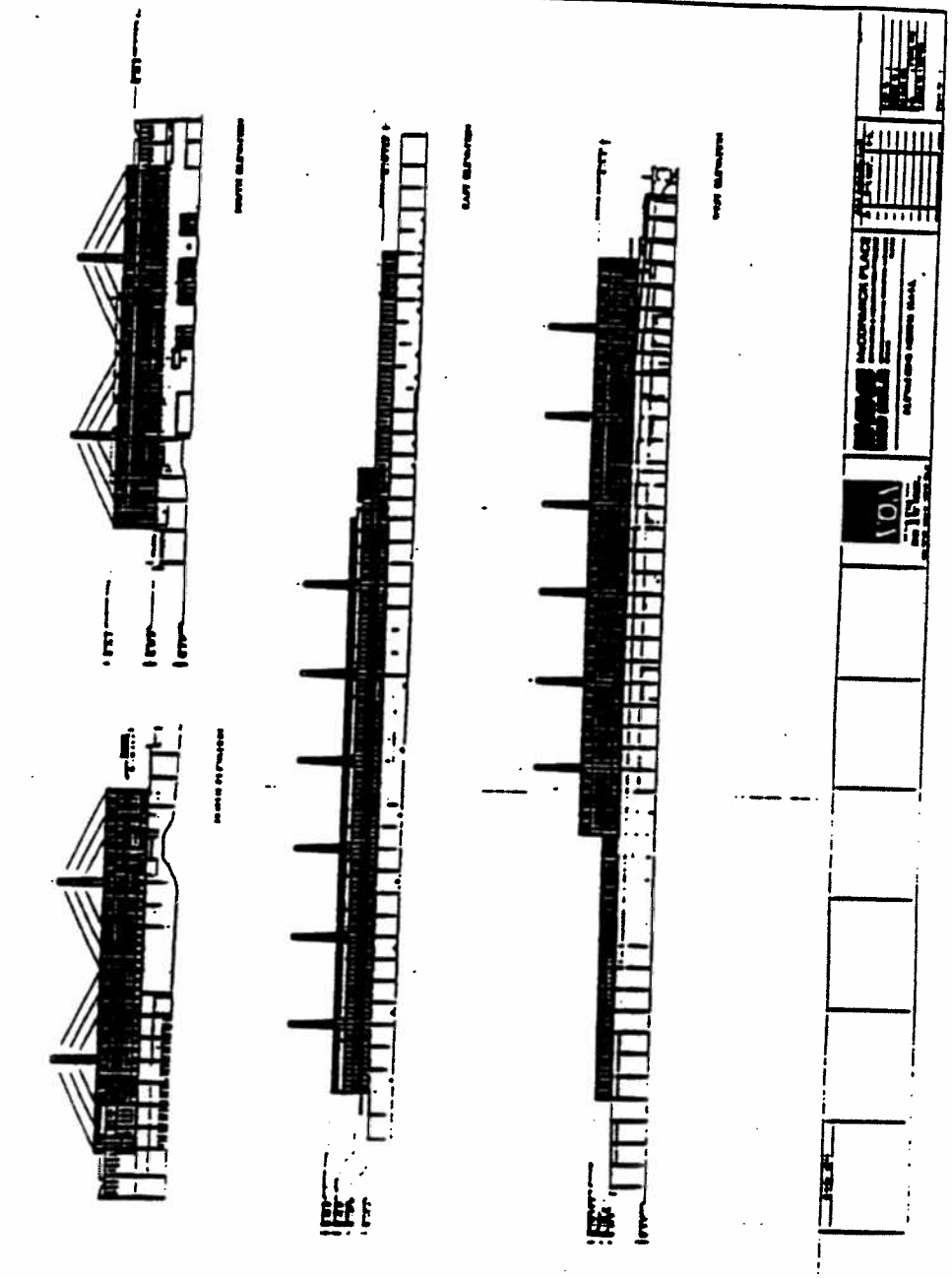


Exhibit 61.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Exterior Rendering – South Podium of East Hall
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

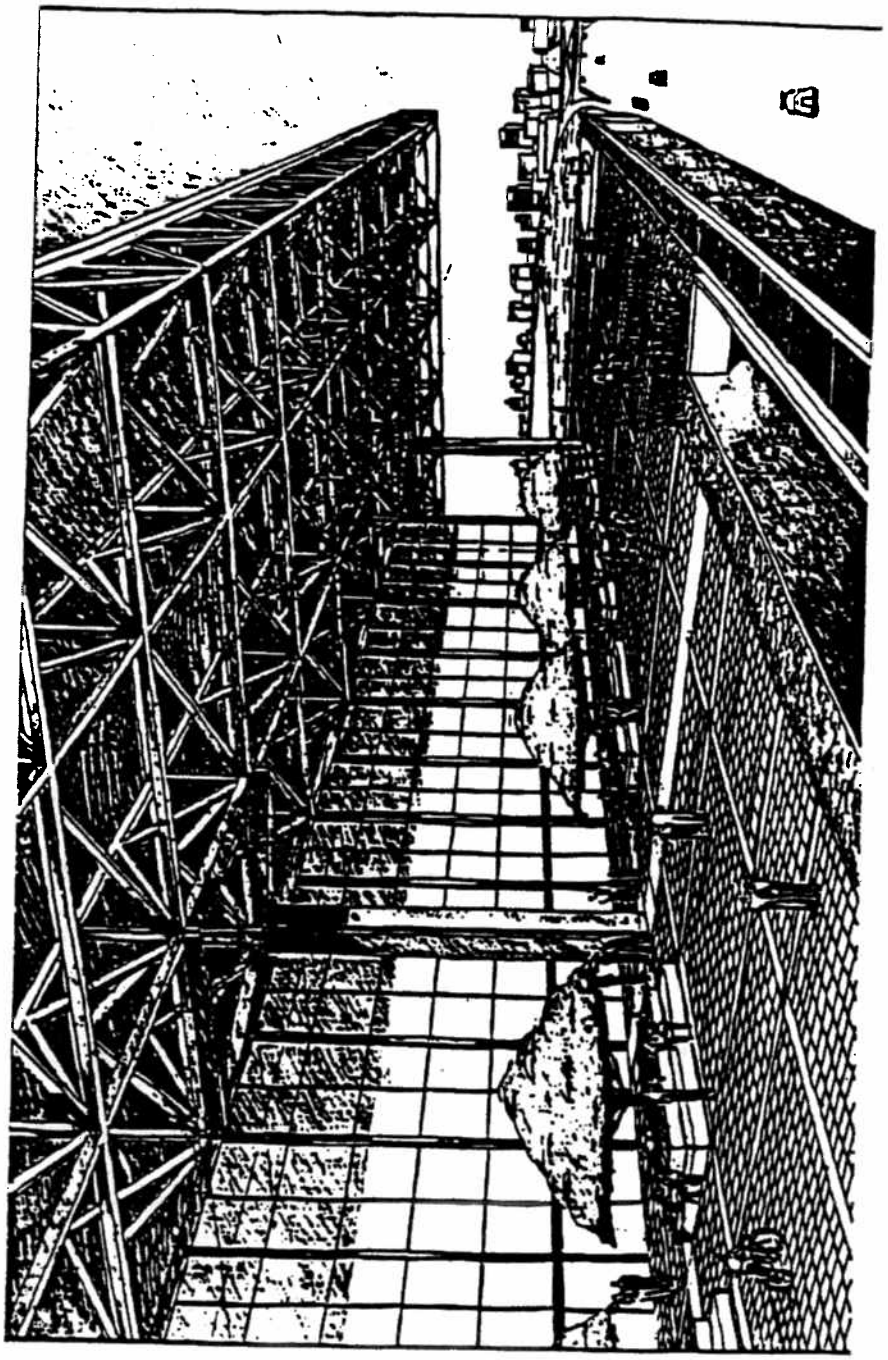


Exhibit 62a.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Interior Rendering – East Hall
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

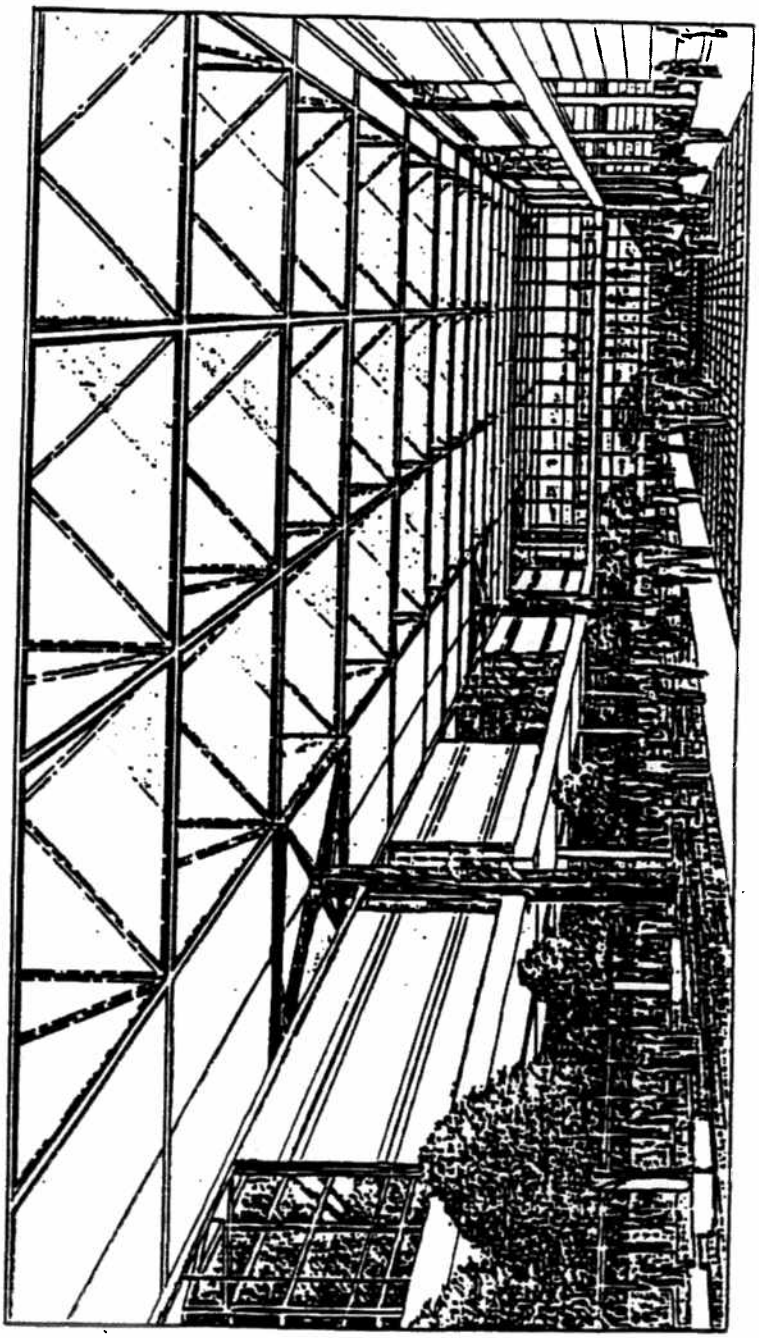
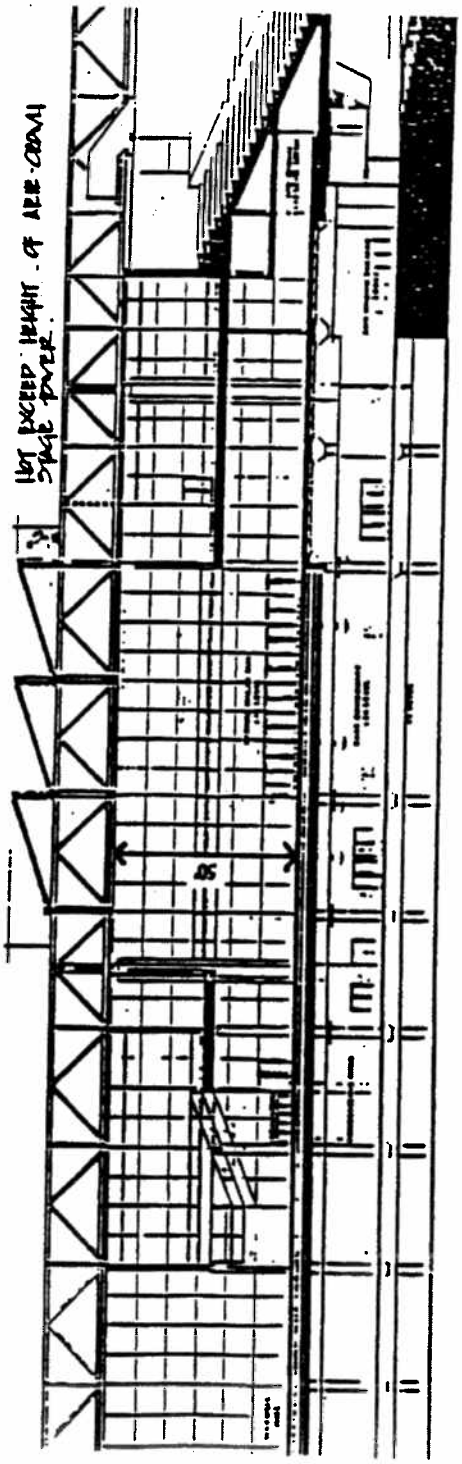


Exhibit 62b.

PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Interior Section – East Hall
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	



MCCORMICK PLACE EXPANSION AND RENOVATION PROJECT
MCCORMICK PLACE EAST HALL
NORTH-SOUTH SECTION

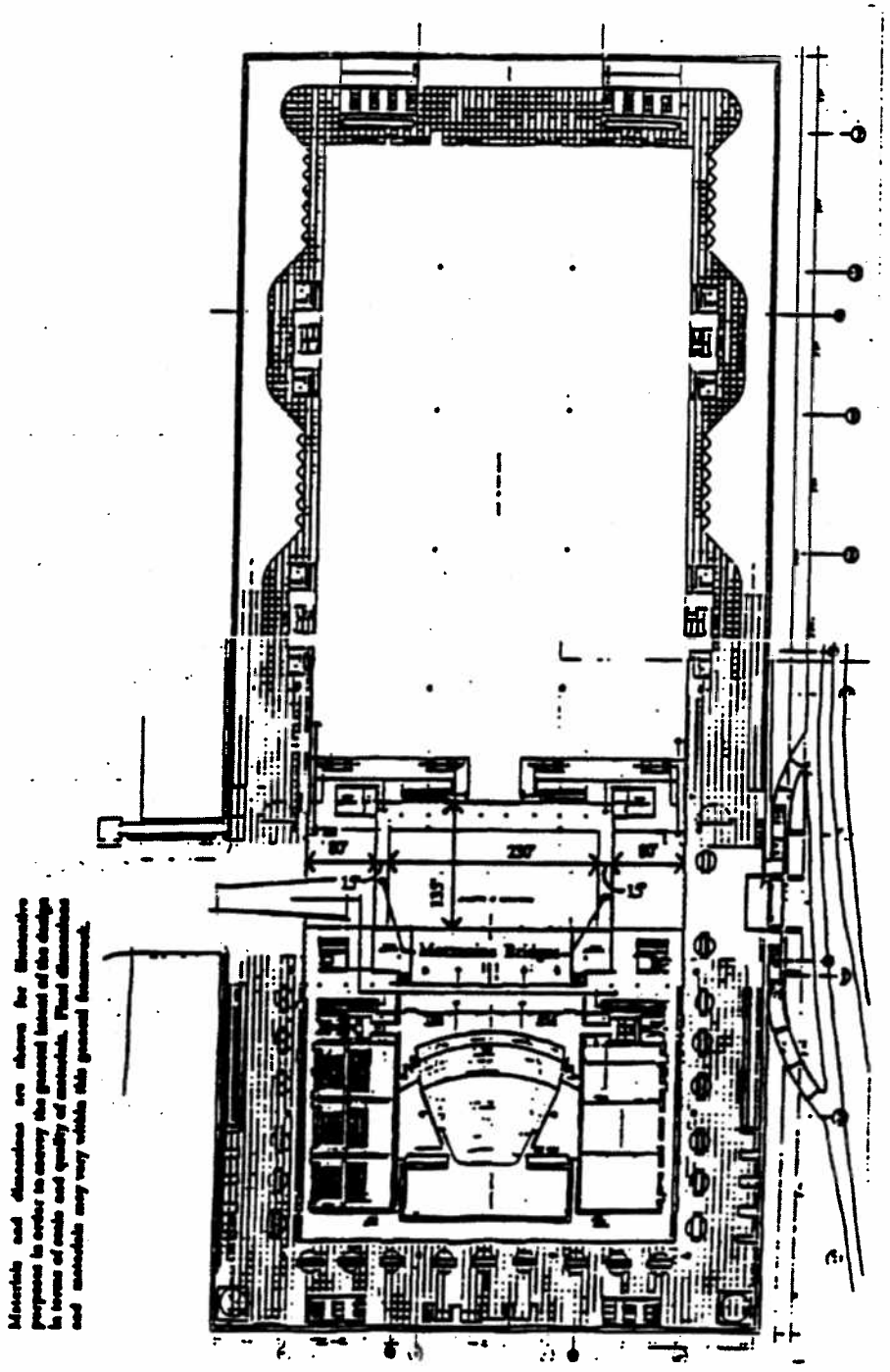
VOA ASSOCIATES INC.

11 DECEMBER 92

Materials and dimensions are shown for illustrative purposes in order to convey the general intent of the design in terms of scale and quality of materials. Final dimensions and materials may vary within this general framework.

Exhibit 62c.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331
PLAN COMMISSION HEARING DATE: December 15, 1992
DOCUMENT TITLE: East Hall No. 4 - Interior Mall Dimensions
COMPANION EXHIBIT(S):



Materials and dimensions are shown for illustrative purposes in order to convey the general intent of the design in terms of scale and quality of materials. Final dimensions and materials may vary within the general framework.

Exhibit 63.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Exterior Rendering – South Pedestrian Entrance View from Park
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

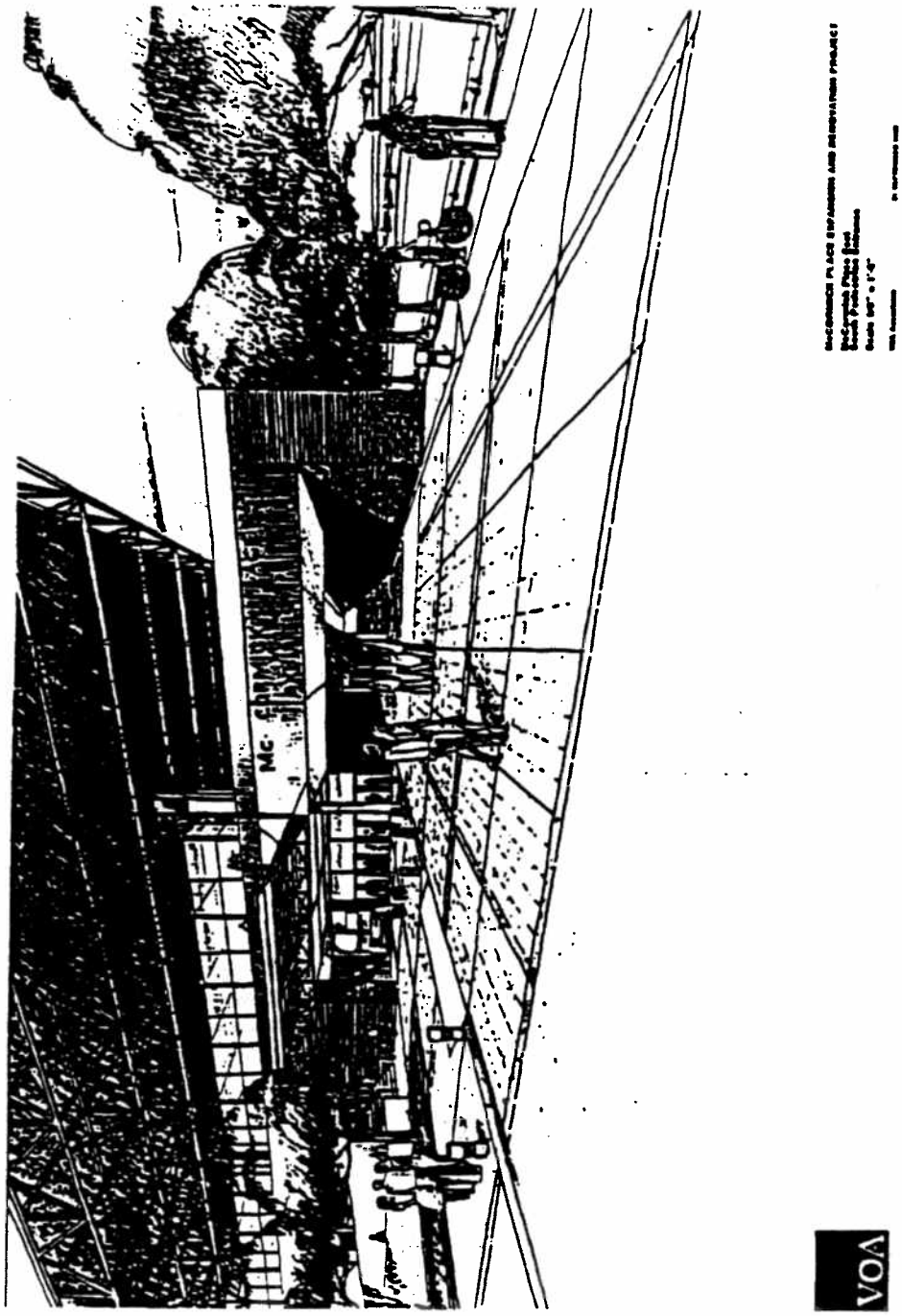
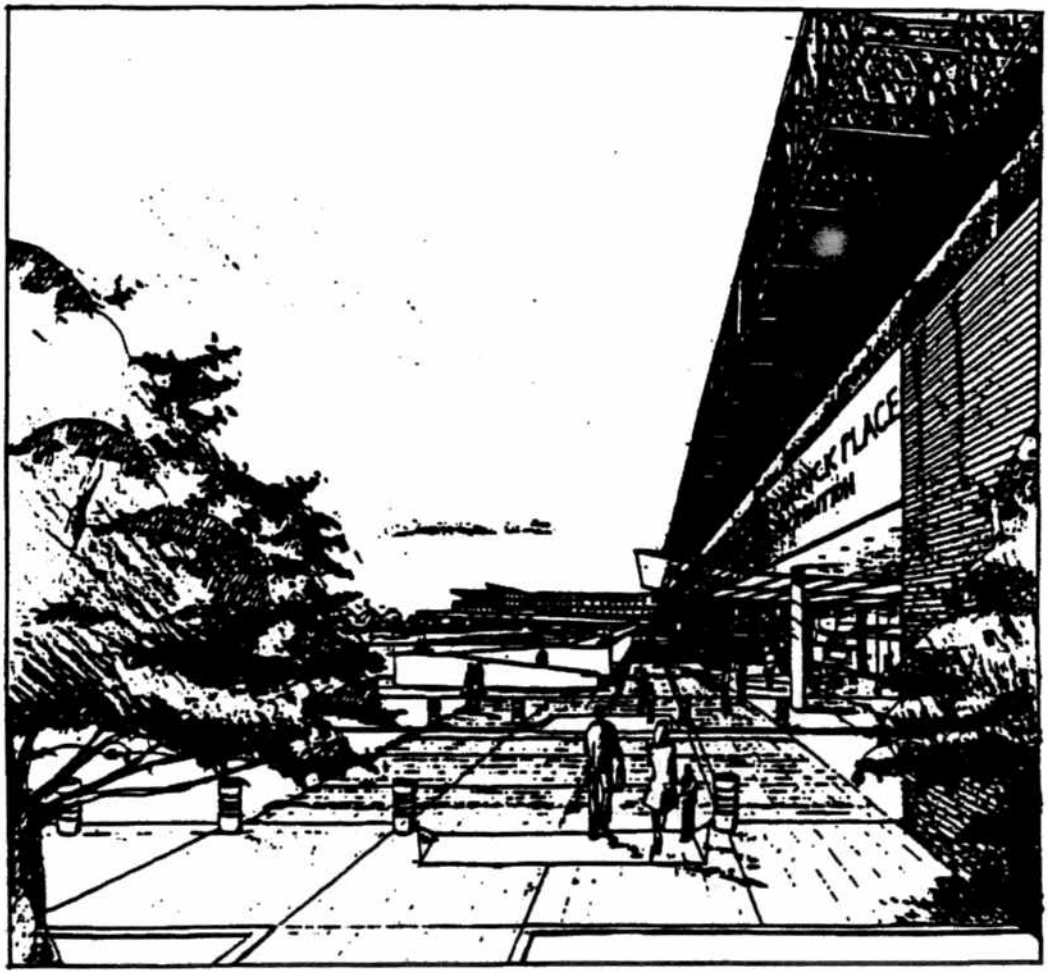


Exhibit 64.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Exterior Rendering – South Pedestrian Entrance View from Park
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	



VOA

McCORMICK PLACE EXPANSION AND RENOVATION PROJECT
McCormick Place East
South Pedestrian Entrance View from Park
Scale 1/8" = 1'-0"

Exhibit 65.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Exterior Rendering - View Looking North from south Lake Shore Drive
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

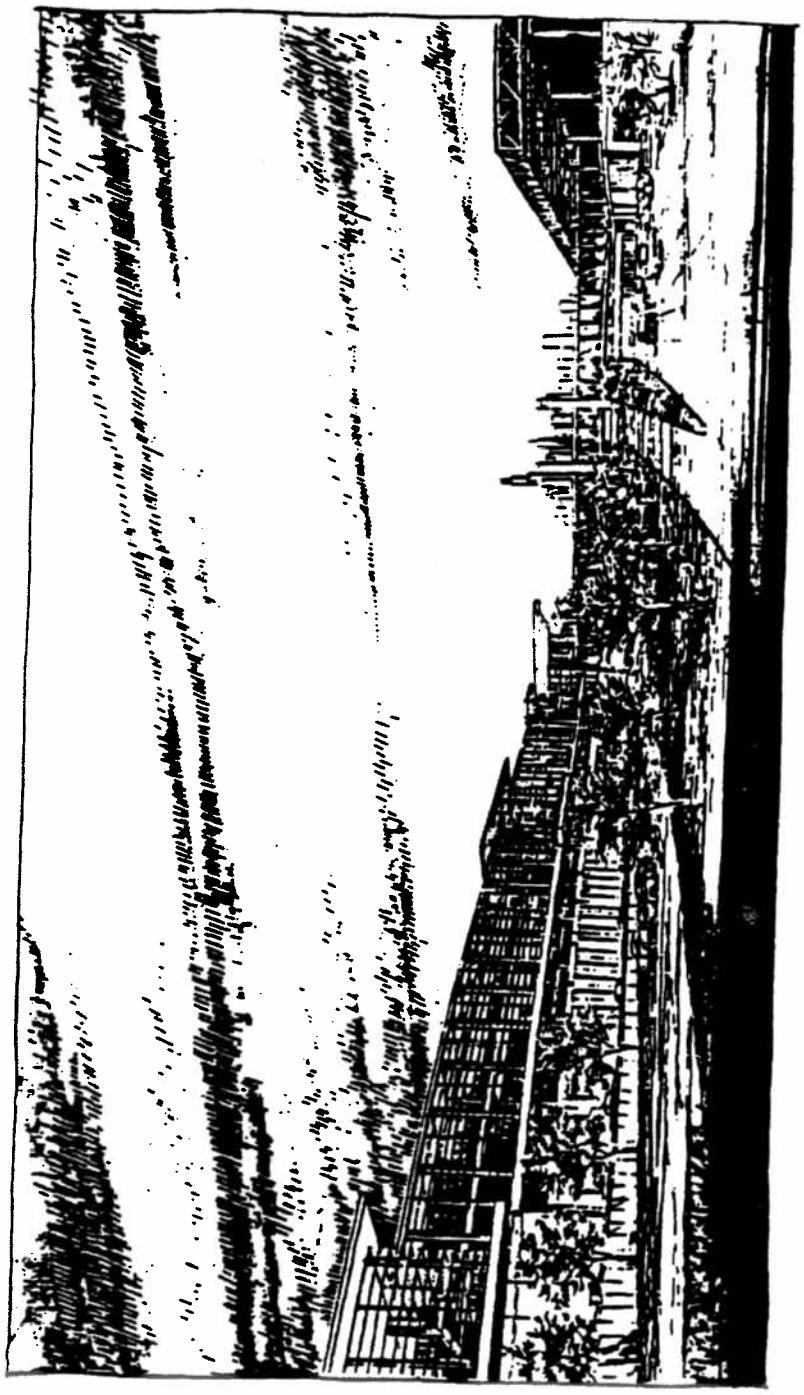


Exhibit 66.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Exterior Rendering - View Looking South from north Lake Shore Drive
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

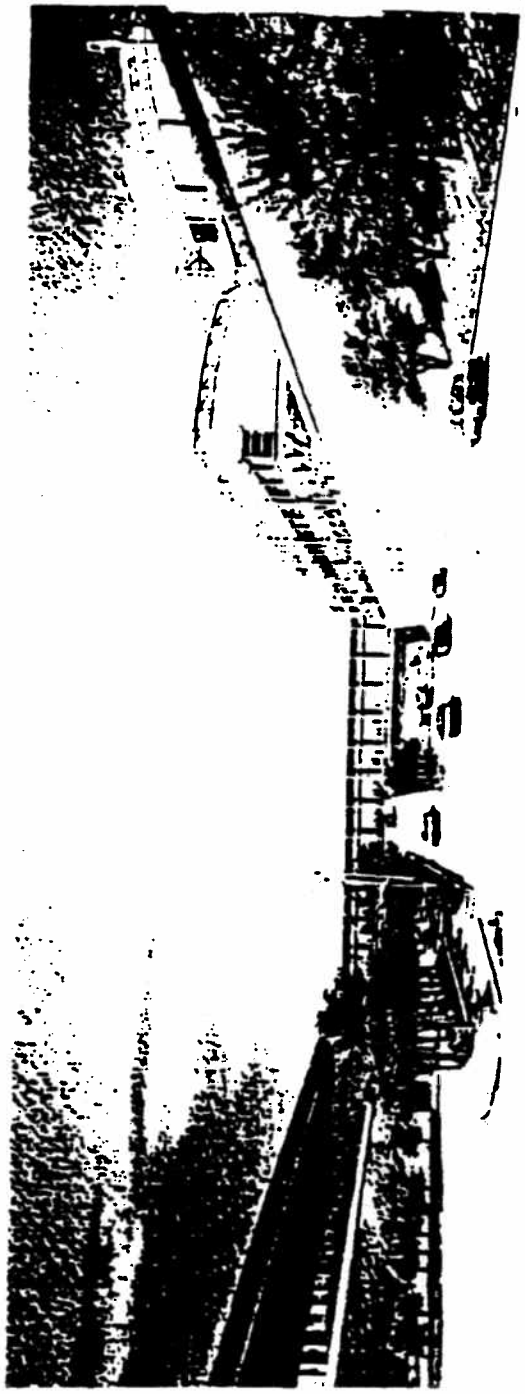


Exhibit 67a.

APPLICANT: Metropolitan Pier & Exposition Authority
PROJECT: McCormick Place Expansion
Amended Planned Development No. 331
PLAN COMMISSION HEARING DATE: December 15, 1992
DOCUMENT TITLE: Elevation of North Hall East Meeting Room Concourse
COMPANION EXHIBIT(S):

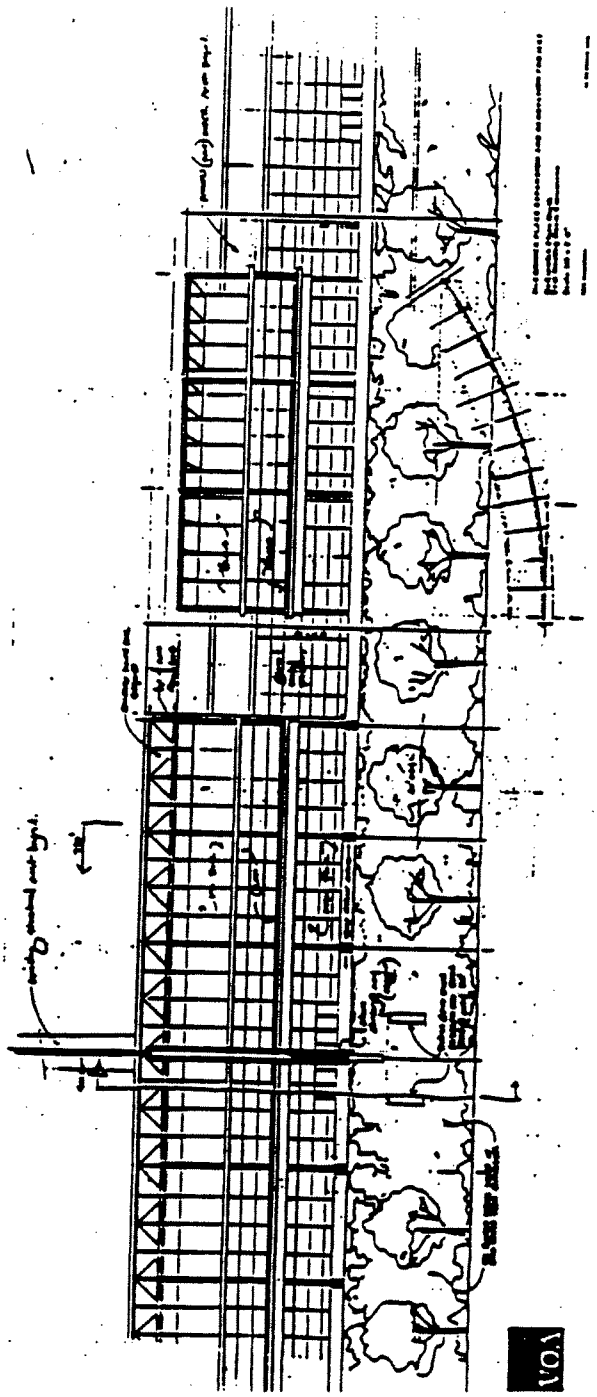


Exhibit 67b.

APPLICANT:	Metropolitan Pier & Exposition Authority	DOCUMENT TITLE:	North-Hall North-Podium Stairs-Restoration and Renovation
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	COMPANION EXHIBIT(S):	
PLAN COMMISSION HEARING DATE:	December 15, 1992		

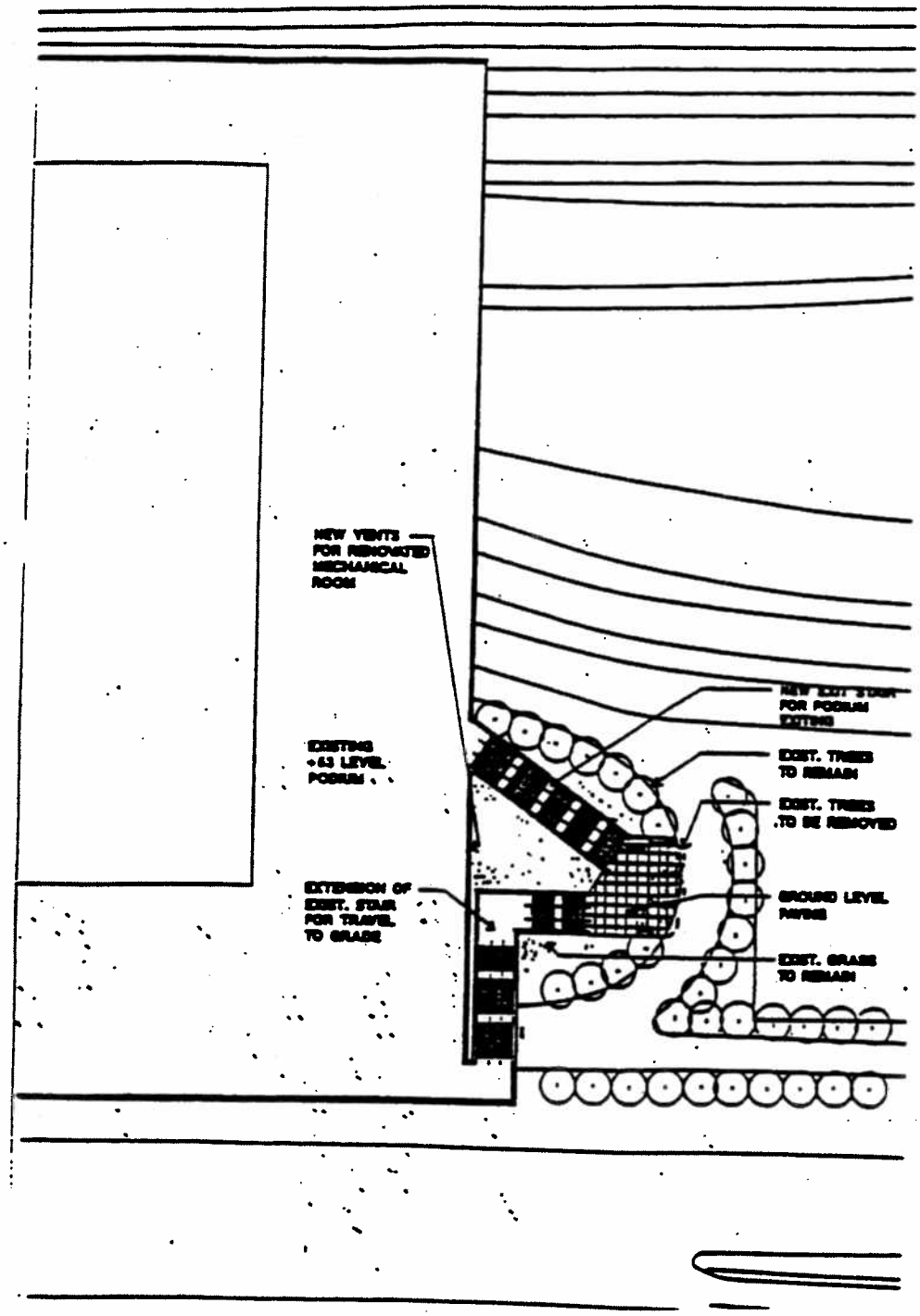


Exhibit 68.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Exterior Rendering – View Looking West at North Hall East Meeting Room Concourse
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	



Exhibit 69.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Landscaping Treatment Along MLK and Cermak Parking Frontage
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	[35]

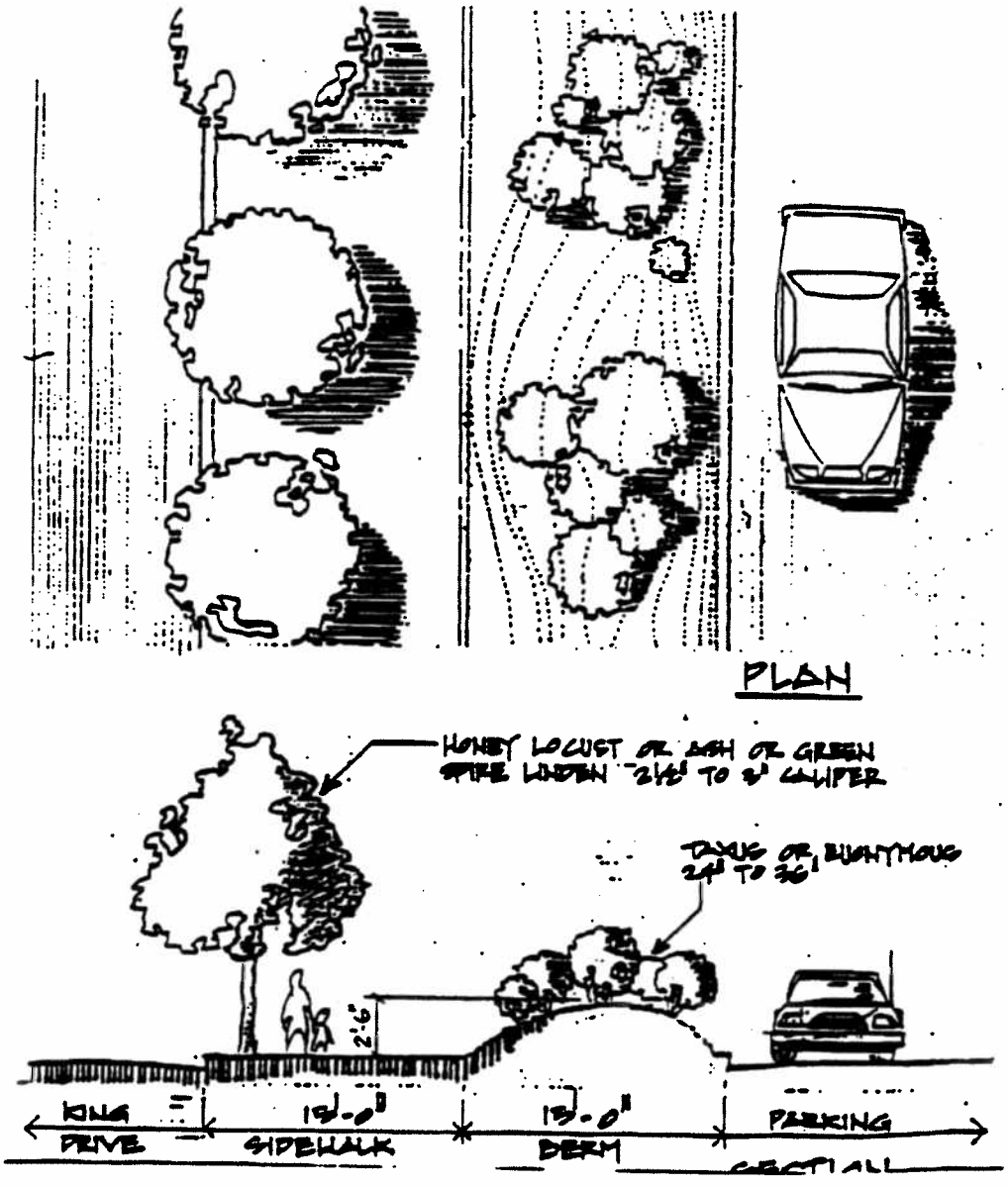
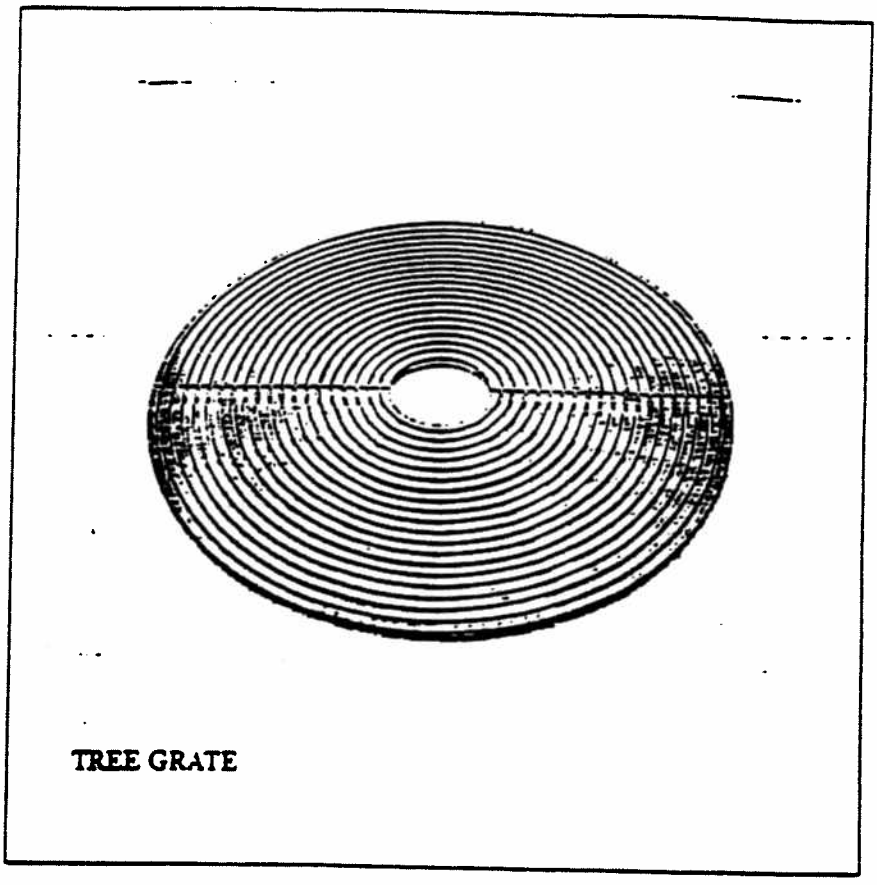


Exhibit 70.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Typical Street Furniture – Tree Grate
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

TYPICAL STREET FURNITURE



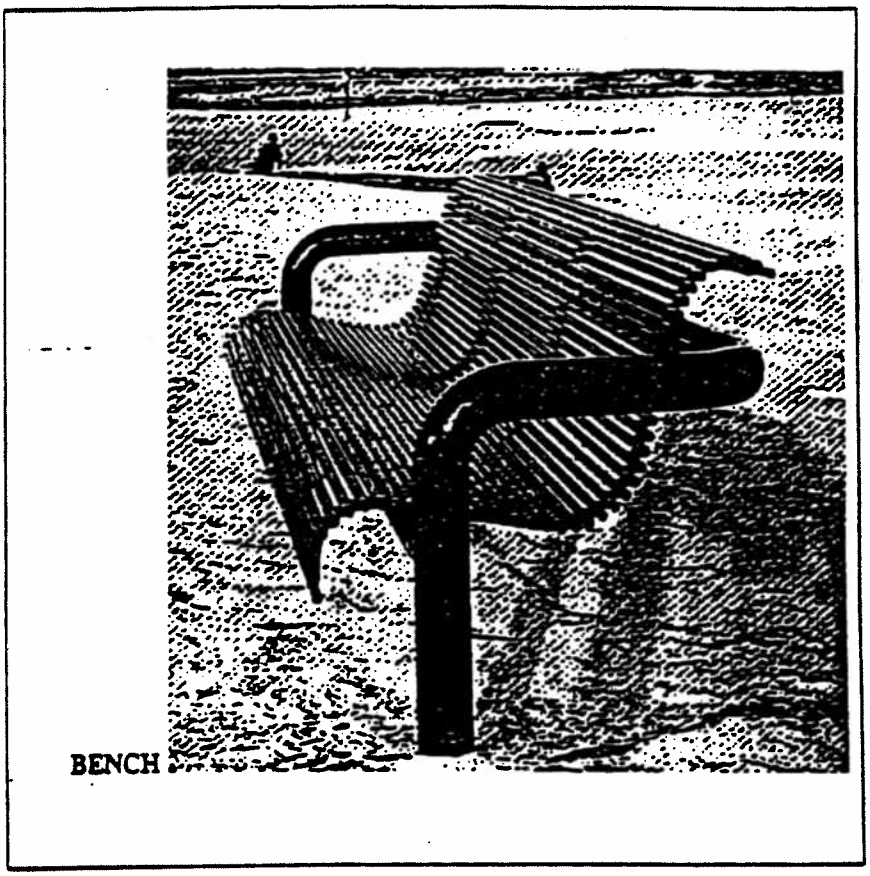
TREE GRATE

AUGUST 5, 1992

Exhibit 71.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Typical Street Furniture - Bench
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

TYPICAL STREET FURNITURE



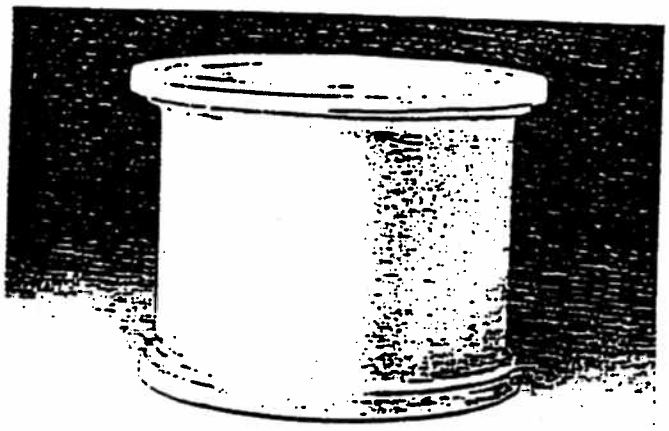
BENCH

AUGUST 5, 1992

Exhibit 72.

APPLICANT:	Metropolitan Pier & Exposition Authority		
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331	DOCUMENT TITLE:	Typical Street Furniture – Movable Planter Pot
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

TYPICAL STREET FURNITURE



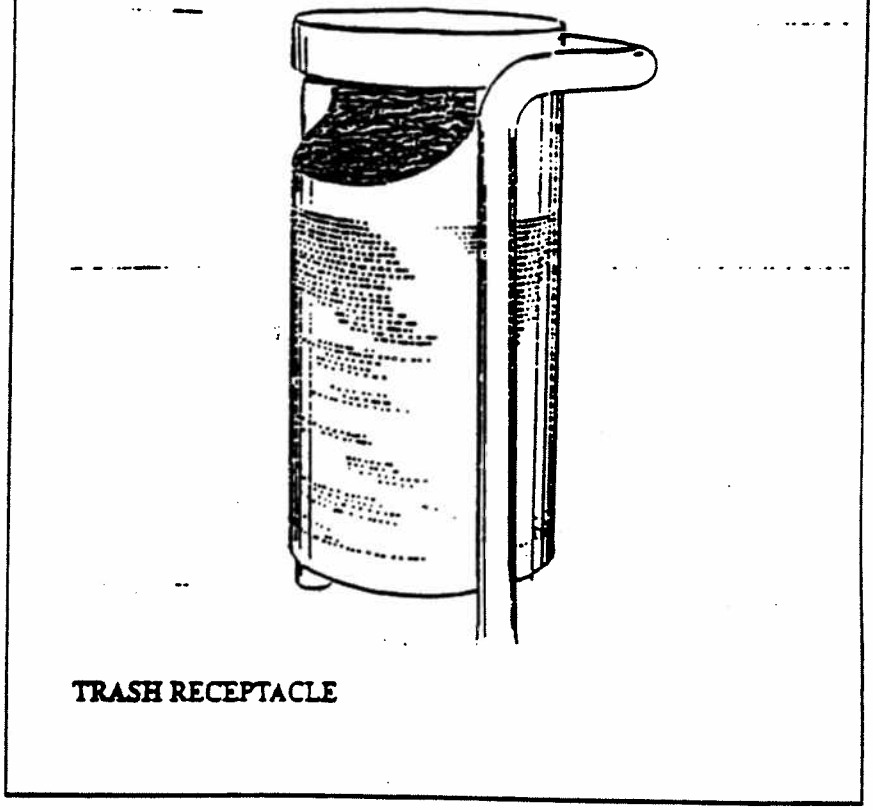
MOVABLE PLANTER POT

AUGUST 5, 1992

Exhibit 73

APPLICANT:	Metropolitan Pier & Exposition Authority	DOCUMENT TITLE:	Typical Street Furniture – Trash Receptacle
PROJECT:	McCormick Place Expansion Amended Planned Development No. 331		
PLAN COMMISSION HEARING DATE:	December 15, 1992	COMPANION EXHIBIT(S):	

TYPICAL STREET FURNITURE



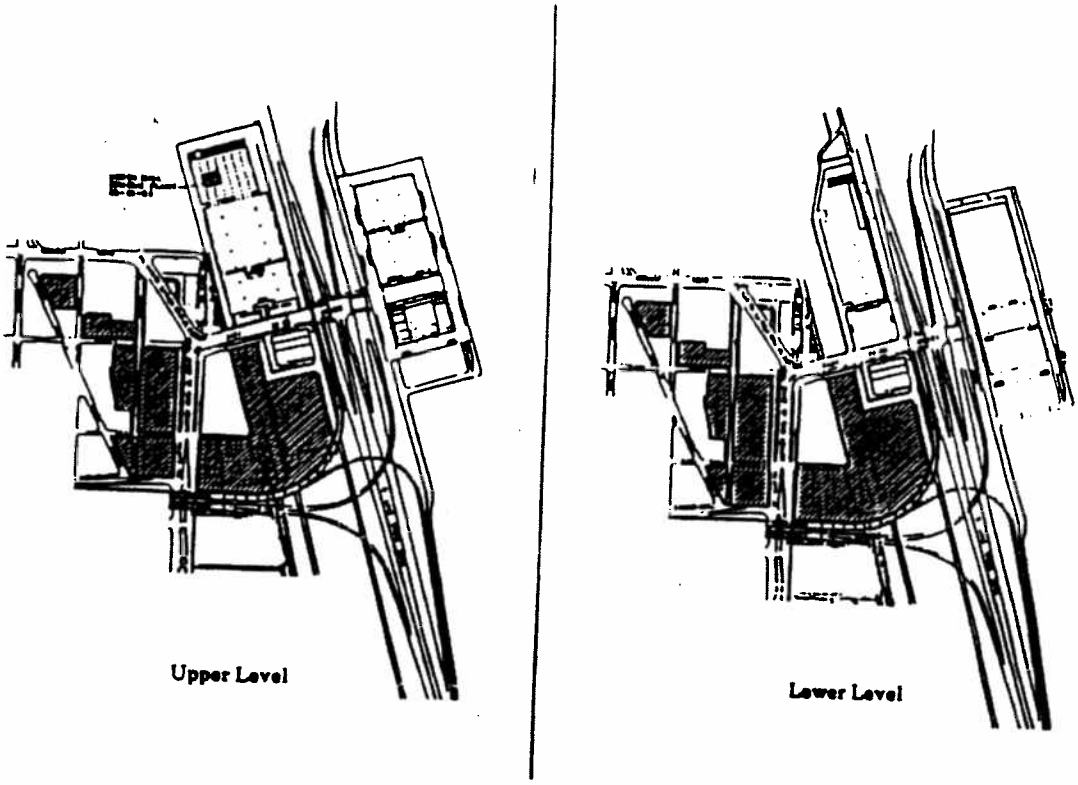
TRASH RECEPTACLE

AUGUST 5, 1992

Exhibit 74.

McCormick Place Expansion Project
New South Hall And Grand Concourse
Construction Staging.

July 24, 1992.

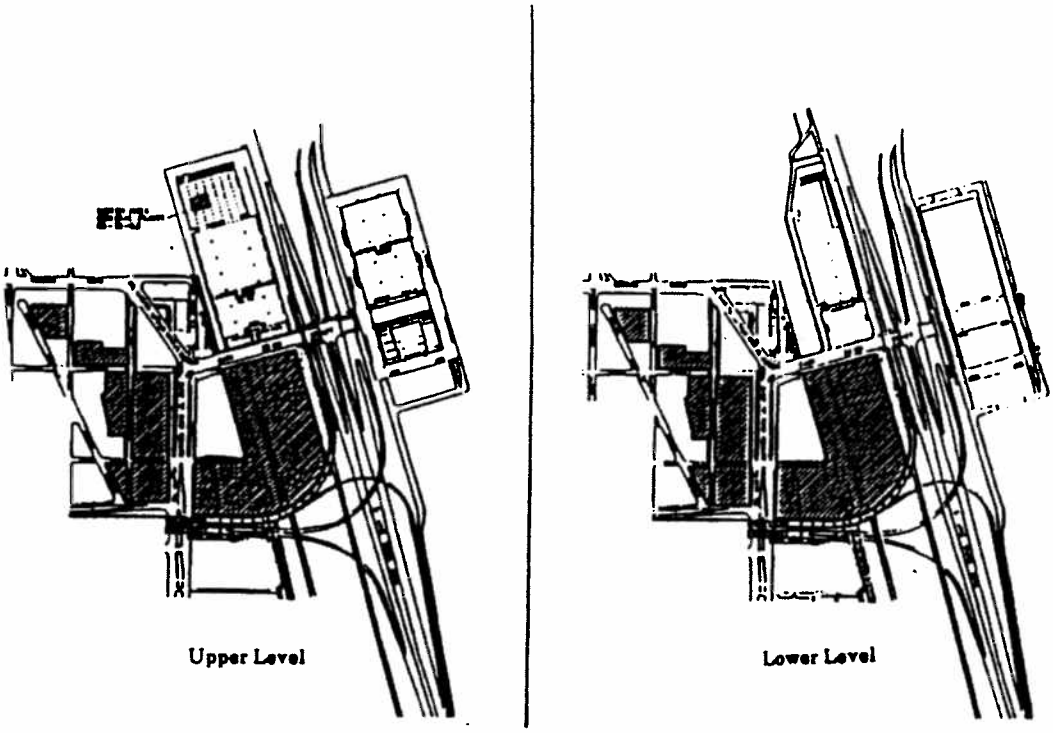


Construction Site Area.

May, 1993.

In May of 1993, construction is scheduled to commence on the McCormick Place Expansion Project. At that time, the construction zone will consist of: 1) the area bounded by the McCormick Inn Hotel to the north, Lake Shore Drive to the east, the Stevenson Expressway to the south and the IC/METRA Railroad right-of-way to the west, 2) the full length of the IC/METRA right-of-way from 23rd Street to the Stevenson Expressway, 3) the area bounded by Donnelley Hall to the north, the IC/METRA right-of-way to the east, the Stevenson Expressway to the south and Dr. Martin Luther King, Jr. Drive to the west, and 4) portions of the area bounded by 23rd Street to the north, Dr. Martin Luther King, Jr. Drive to the east, 24th Place to the south and Calumet Avenue to the west.

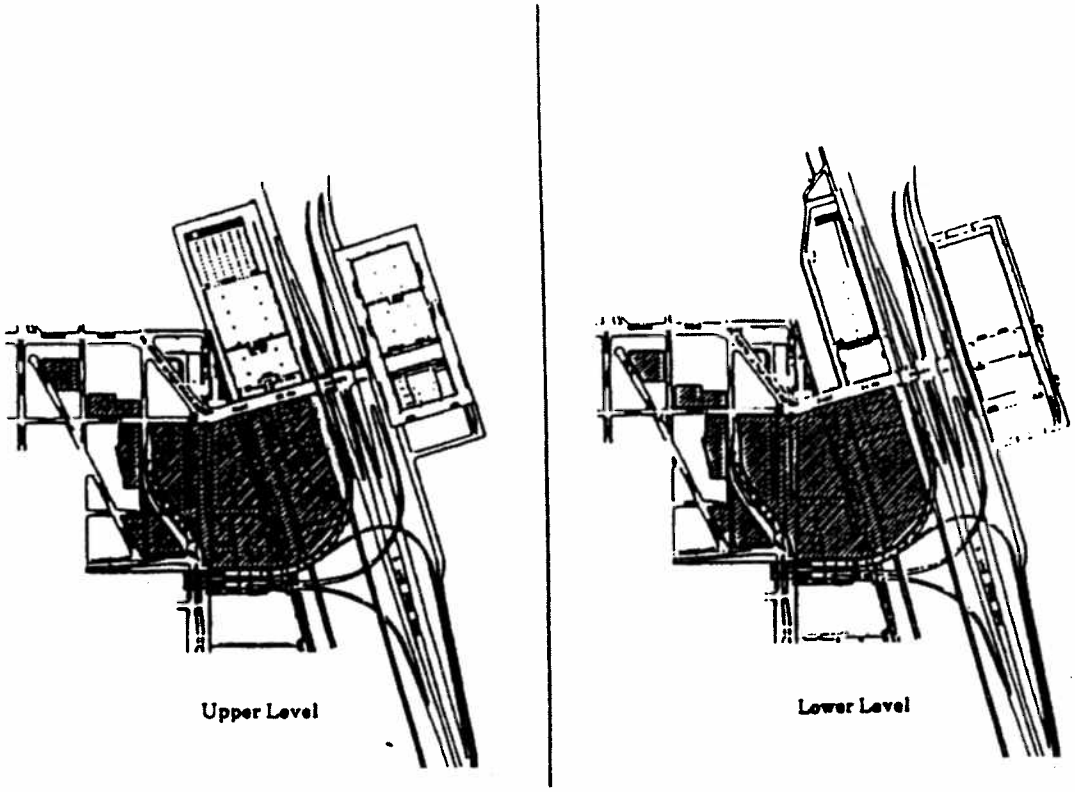
Construction will commence in several primary locations. Foundation system installation for the new South Hall will begin at the southern end of the site, as well as south of Donnelley Hall and within the railroad right-of-way, immediately north of the Stevenson Expressway and proceed in a northerly direction and, in the area west of existing Dr. Martin Luther King, Jr. Drive, construction will commence on the new Dr. Martin Luther King, Jr. Drive right-of-way.



Construction Site Area.

August, 1993.

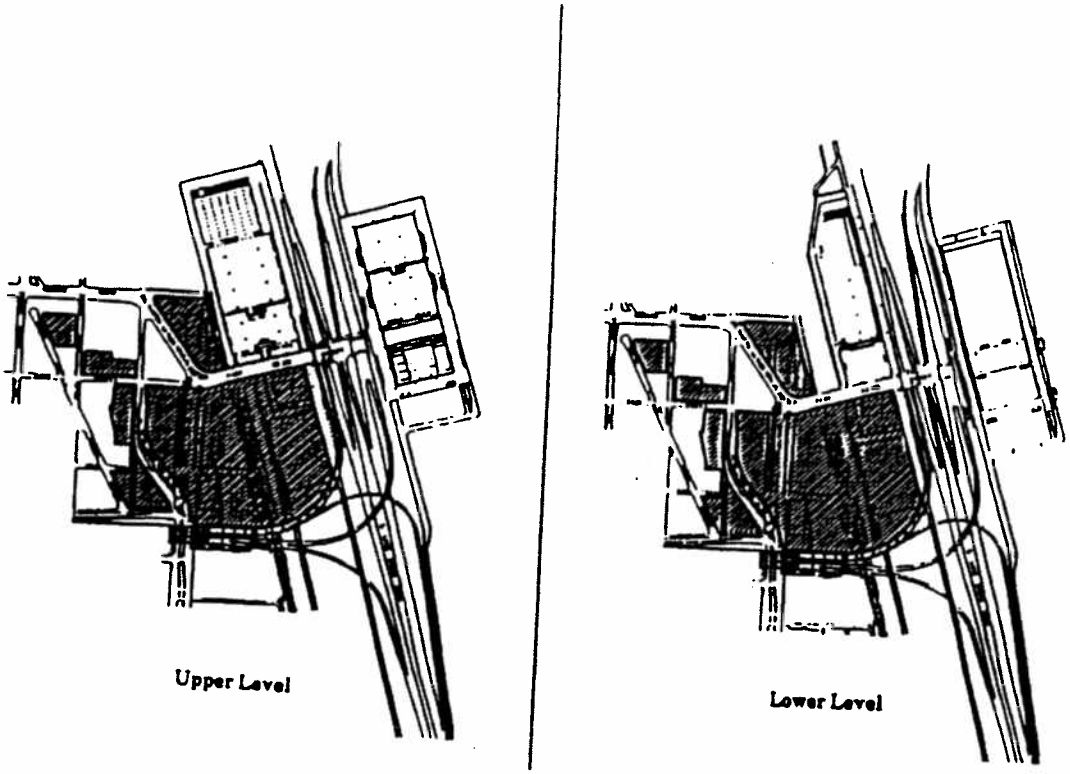
In August of 1993, the McCormick Inn Hotel is scheduled to close and be demolished. The construction zone thus increases in size to include the hotel site. Installation of the South Hall's foundation system continues as does construction of the new Dr. Martin Luther King, Jr. Drive right-of-way, west of existing Dr. Martin Luther King, Jr. Drive.



Construction Site Area.

October, 1993.

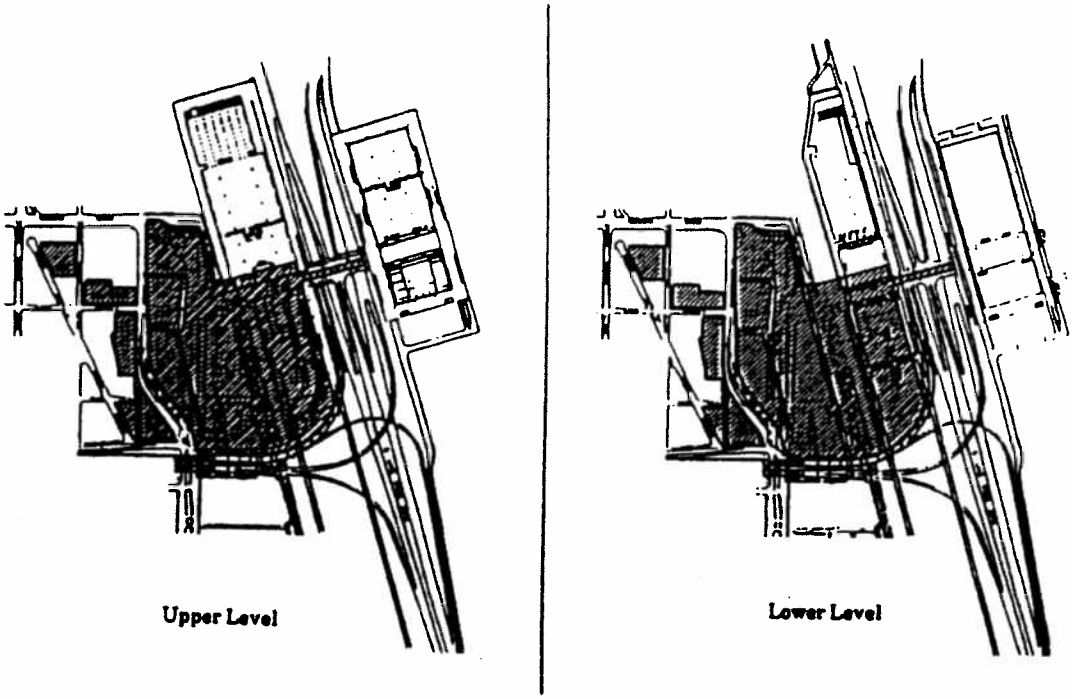
In October of 1993, Donnelley Hall is scheduled to close and be demolished. In addition, at approximately the same time, the new Dr. Martin Luther King, Jr. Drive right-of-way should be sufficiently complete to accommodate north and southbound traffic. With the opening of the new Dr. Martin Luther King, Jr. Drive, existing Dr. Martin Luther King, Jr. Drive between 23rd Street to the north and 24th Place to the south will be taken out of service and demolished. With the addition of the Donnelley Hall and Dr. Martin Luther King, Jr. Drive sites to the construction zone, the full extent of the zone, south of 23rd Street, will have been established.



Construction Site Area.

March, 1994.

In approximately March of 1994, the construction zone will be increased to include the area bounded by 22nd Street to the north, the IC/METRA Railroad right-of-way to the east, Dr. Martin Luther King, Jr. Drive to the west and 23rd Street to the south. This area is currently occupied by two Donnelley Company office buildings. The need to commence construction in this area is largely a function of the planned future closing of 23rd Street between existing Dr. Martin Luther King, Jr. Drive and McCormick Place's East Hall and the need to complete a new emergency vehicle access ramp from 22nd Street to the upper 23rd Street Bridge level of the North Hall prior to the closing. Commencement of construction in the above described area by March of 1994 should provide sufficient time to complete the new ramp prior to the closing of 23rd Street in January of 1995.

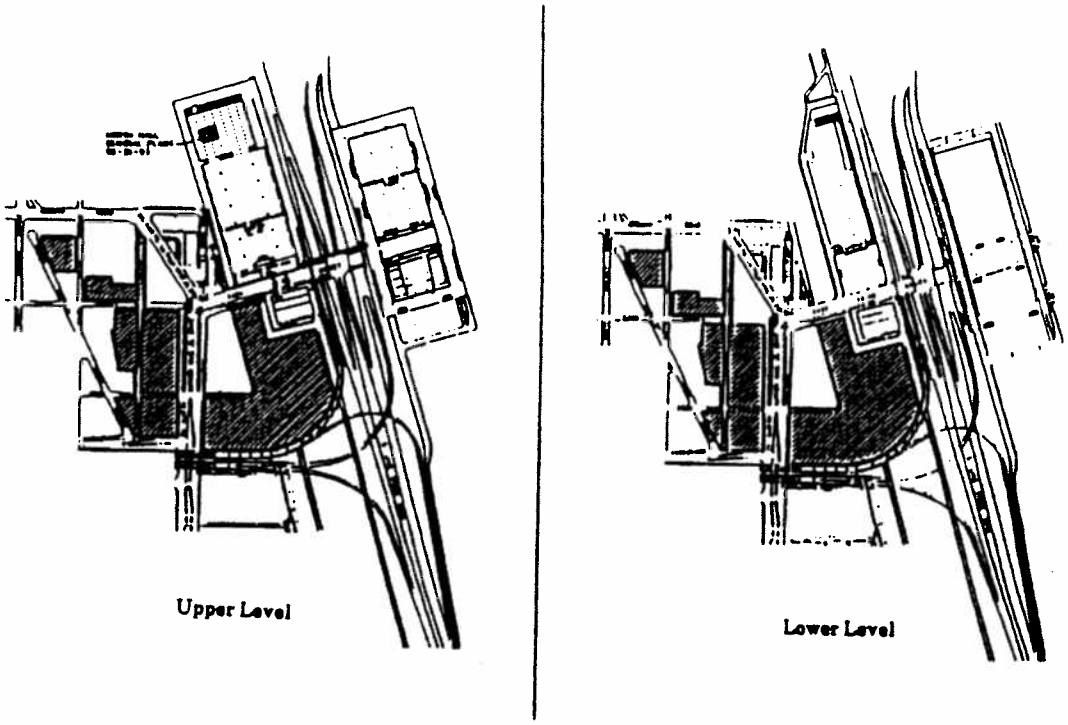


Construction Site Area.

January, 1995.

In January of 1995, both 23rd Street between existing Dr. Martin Luther King, Jr. Drive to the west and McCormick Place's East Hall to the east and the Lakeside Bank facility north of 23rd Street and east of Calumet Avenue are scheduled to be taken out of service. The bank will be demolished as will the 23rd Street Bridge west of Lake Shore Drive. The portion of the bridge crossing Lake Shore Drive, however, will not be demolished but will be renovated. Provisions will be made on the bridge to accommodate vehicular and internal pedestrian traffic throughout the construction period. Also, in January of 1995, the new emergency vehicle access ramp connecting 22nd Street to the upper, 23rd Street Bridge level of McCormick Place's North Hall will be completed, providing emergency vehicle access from the west not only to the upper level of the North Hall but, by traveling in a clockwise direction around the North Hall and across the 23rd Street Bridge (north of the center construction zone) to McCormick Place's East Hall as well. With the closure of 23rd Street, the remaining section of existing Dr. Martin Luther King, Jr. Drive (also known as Silverton Drive) between 22nd Street and 23rd Street will also be taken out of service and demolished at this time.

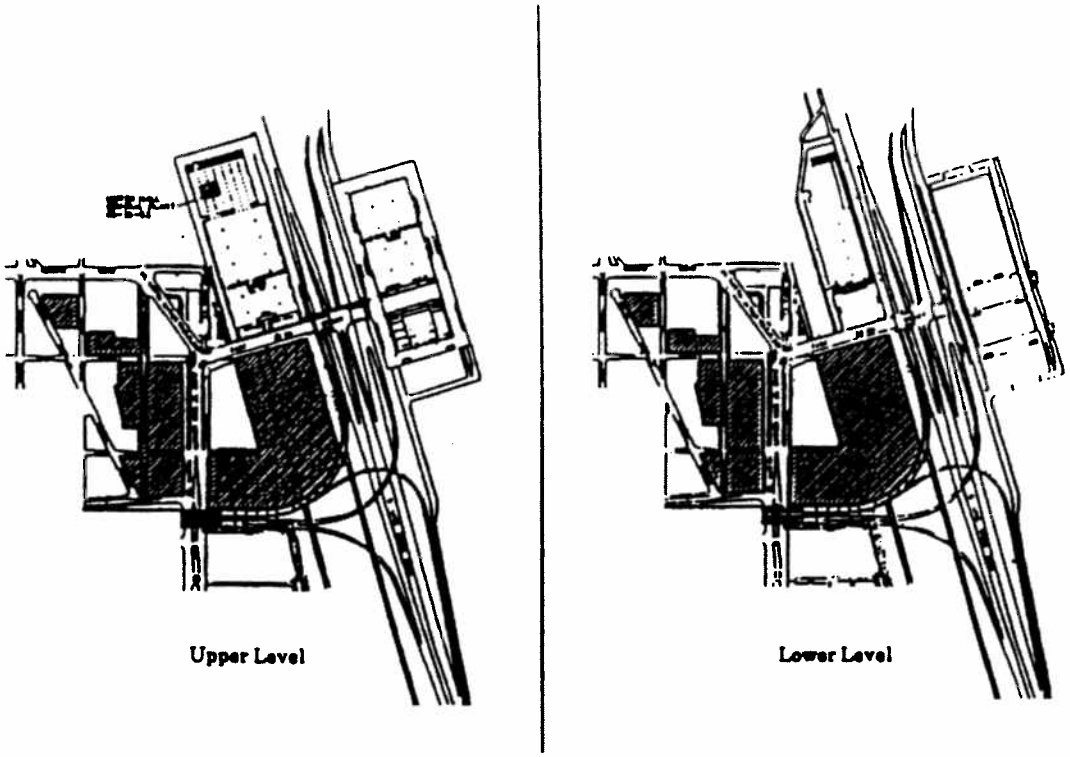
With the addition of the above described areas to the construction zone, the full extent of the zone will have been established and will remain as such until the scheduled date for project completion in February of 1997.



Pedestrian Route Staging.

May, 1993.

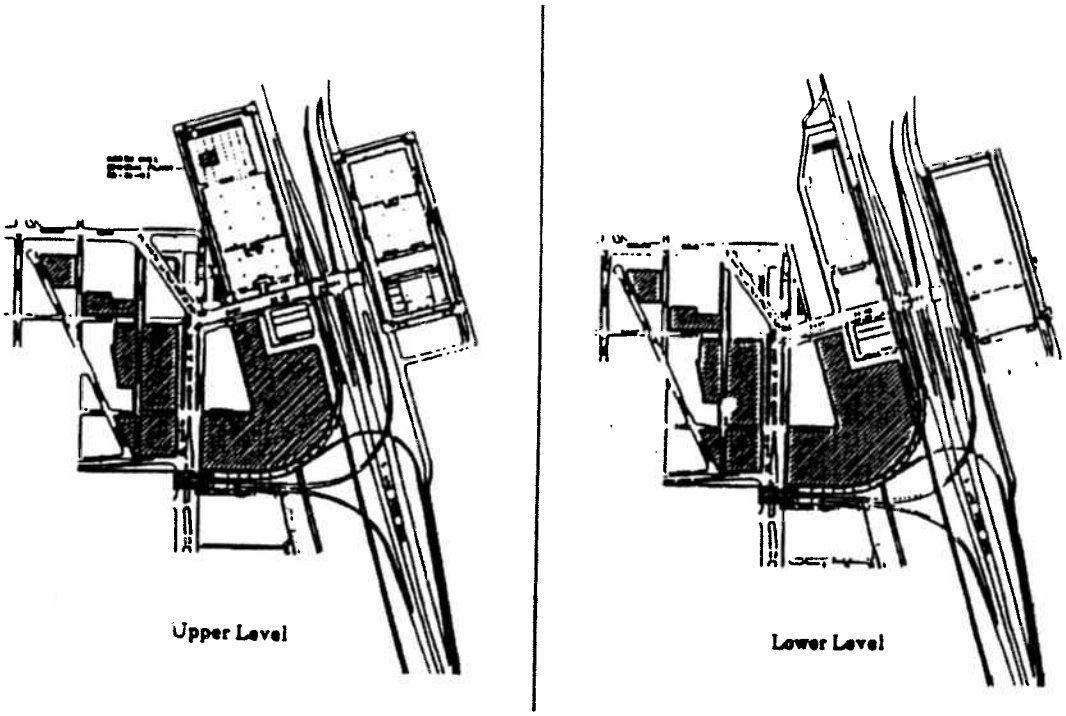
At the start of the construction period in May of 1993, pedestrian access between the existing East, North and Donnelley Halls of the McCormick Place complex will be unaffected by the adjacent construction. The system of circulation spines connecting the East and North Halls, the North Hall and the McCormick Inn Hotel and the McCormick Inn Hotel and Donnelley Hall will remain fully operational. Pedestrian access between halls via the 23rd Street Bridge will also be unaffected by construction activities.



Pedestrian Route Staging.

August, 1993.

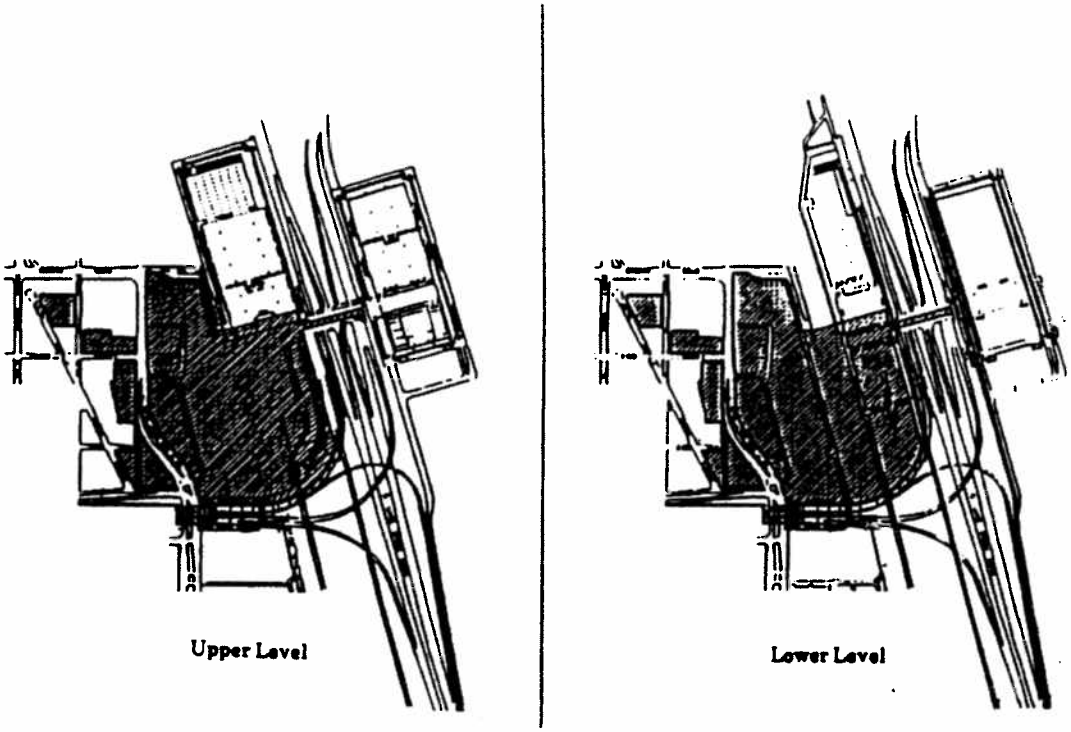
With the closing of the McCormick Inn Hotel in August of 1993, certain sections of the existing circulation spine will be taken out of service. These sections are those connecting the hotel to the North Hall and the hotel to Donnelley Hall. The remaining section of the circulation spine system connecting the North Hall to the East Hall, however, remains unaffected by adjacent construction activities and, in fact, will remain so throughout the balance of the construction period. Pedestrian circulation between the North and East Halls via the 23rd Street Bridge will be accommodated during the construction period.



M.P.E.A. Truck Route Staging.

May, 1993.

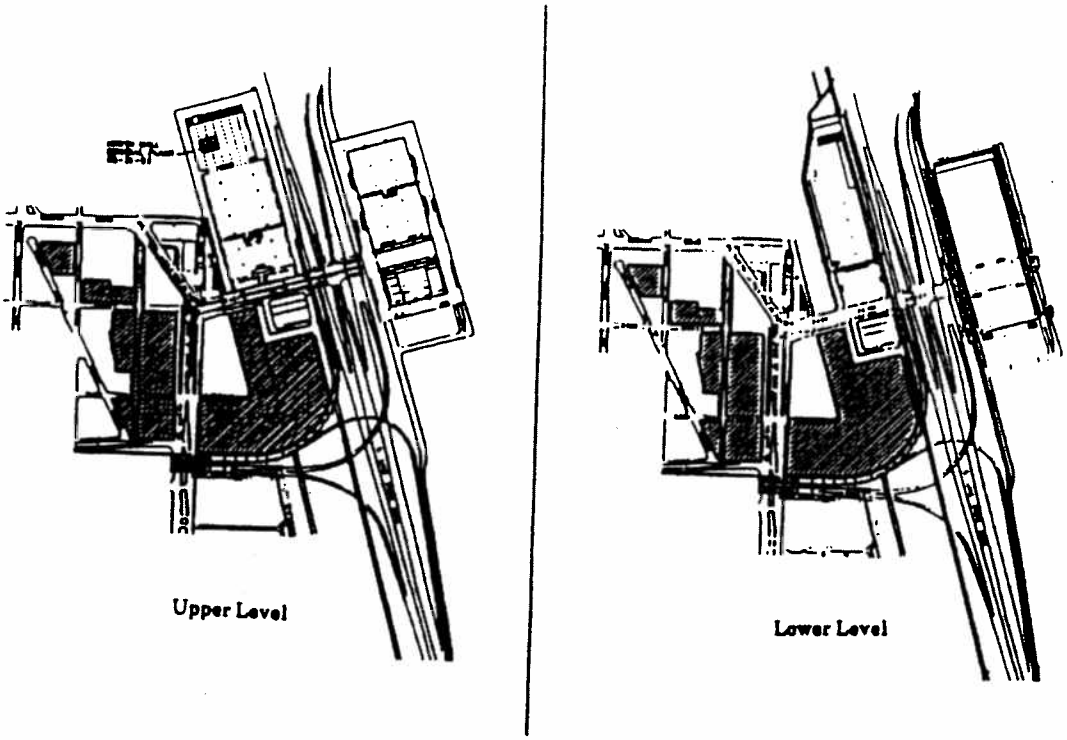
At the start of the construction period in May of 1993, and throughout the entire construction period, truck access to both the North and East Halls from the 31st Street Truck Marshalling Area will be unaffected by adjacent construction activities. The frontage roads or available alternates along both the east and west sides of Lake Shore Drive connecting the Truck Marshalling Area to the loading dock facilities of both the East and North Halls will remain accessible to trucks.



M.P.E.A. Truck Route Staging.

January 1, 1995.

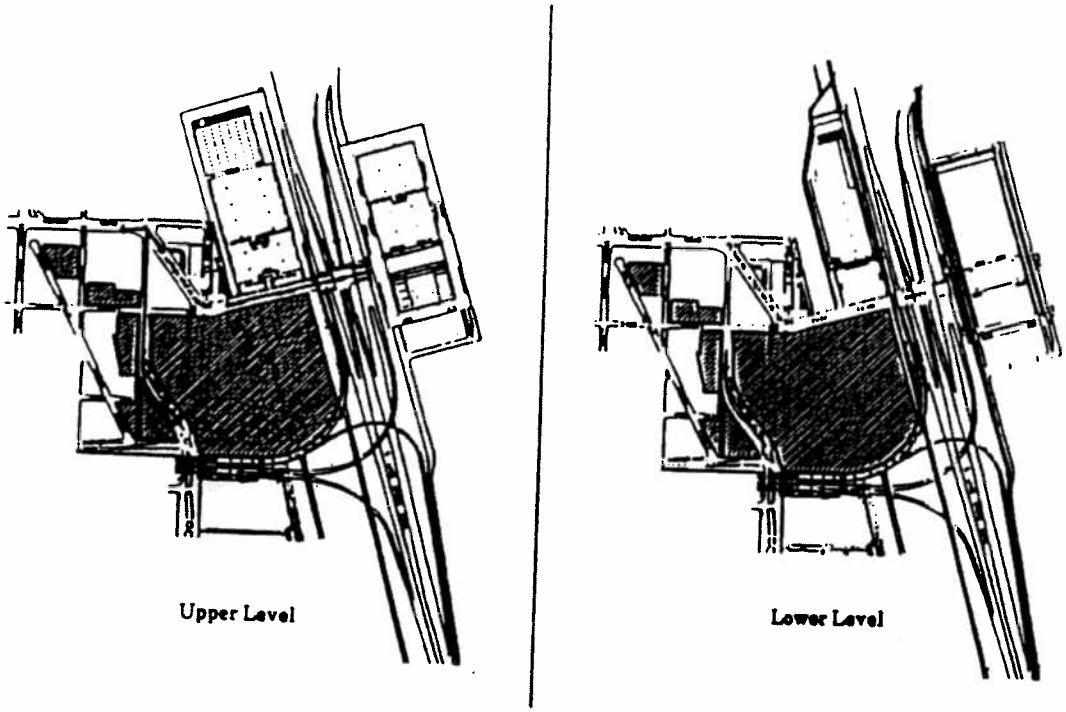
The closure of 23rd Street in January of 1995 will not have an impact on the routing of trucks throughout the McCormick Place complex with the exception of oversized vehicles approaching the North Hall. Although such vehicles will no longer be able to gain access to the upper 23rd Street Bridge level of the North Hall using either the Lake Shore Drive ramps at 23rd Street or Dr. Martin Luther King, Jr. Drive, the new emergency vehicle access ramp connecting 22nd Street to the upper level of the North Hall will be operational and can serve this function.



Bus/Taxi Route Staging.

May, 1993.

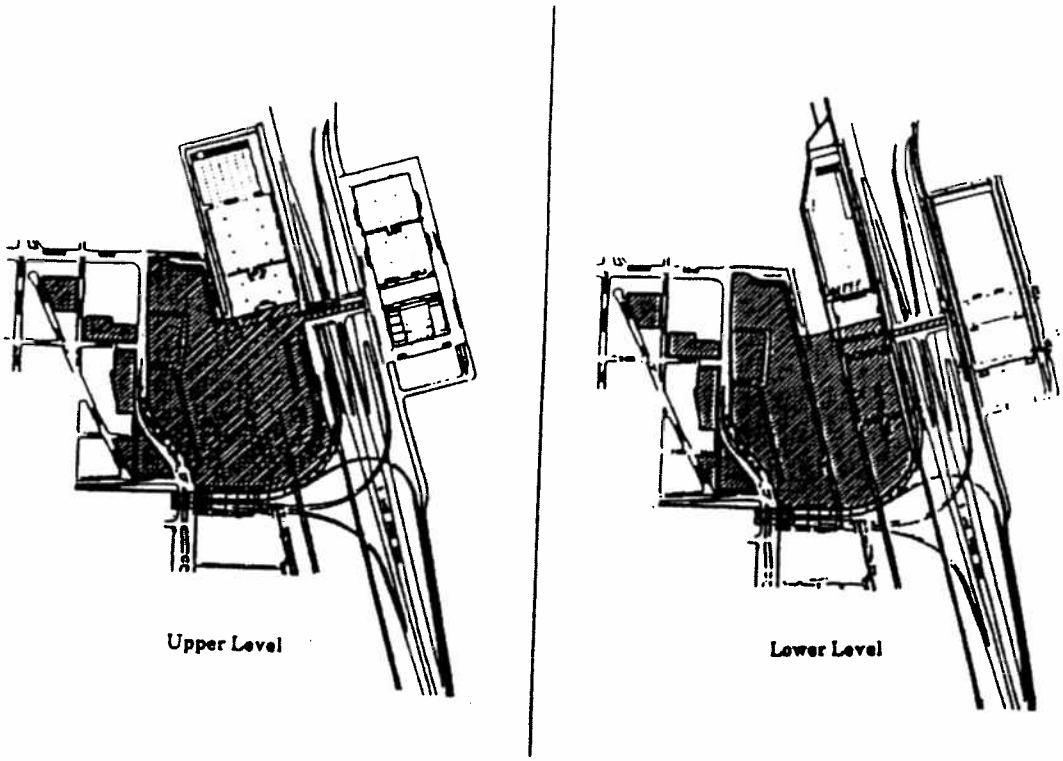
At the start of the construction period in May of 1993, all routes previously used by both buses and taxis to access the North, East and Donnelley Halls of the McCormick Place complex will be unaffected by the adjacent construction. This includes all slip ramps from southbound Lake Shore Drive that provide access to the system of ongrade roads under both the North and East Halls, the Lake Shore Drive ramps at 23rd Street and 23rd Street itself.



Bus/Taxi Route Staging.

October, 1993.

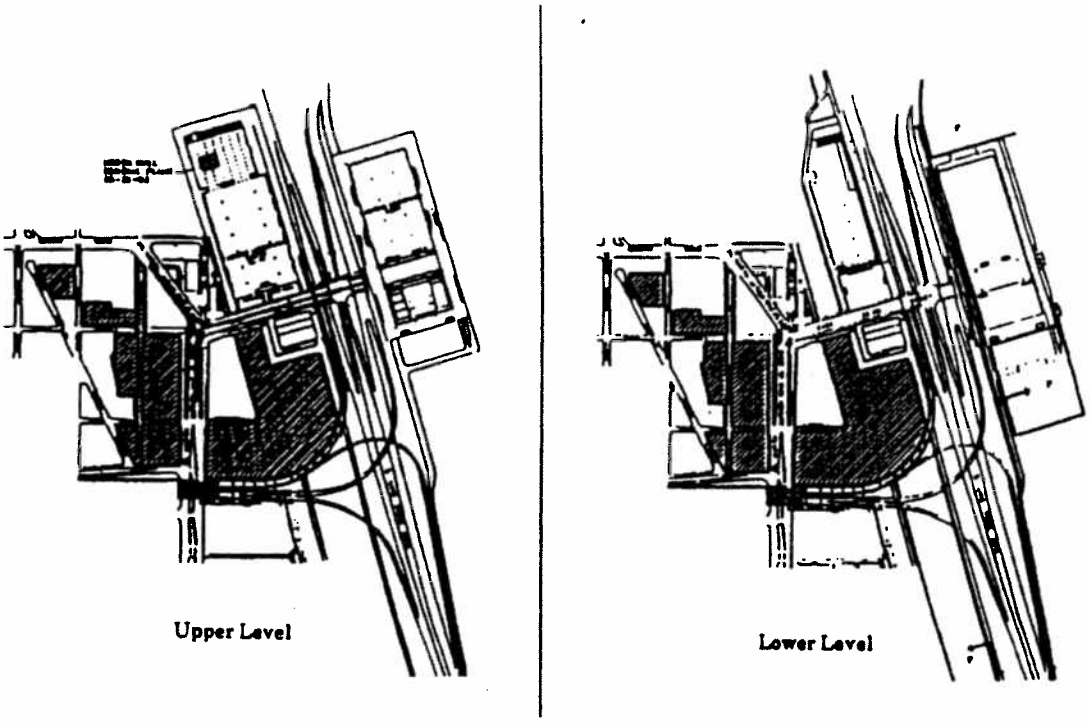
In October of 1993, all bus and taxi routes serving the East and North Halls of McCormick Place remain unaffected by the adjacent construction with the exception of a slight route change due to the opening of the new Dr. Martin Luther King, Jr. Drive and the closing of a portion of the existing Dr. Martin Luther King, Jr. Drive between 23rd Street to the north and 24th Place to the south. Access to either the North or East Halls (and the 23rd Street Bridge) from northbound Dr. Martin Luther King, Jr. Drive will be available by using the new, relocated Dr. Martin Luther King, Jr. Drive to 22nd Street (the intersection of 22nd Street and Calumet Avenue), then southeast on existing Dr. Martin Luther King, Jr. Drive (also known as Silverton Drive) to the 23rd Street Bridge.



Bus/Taxi Route Staging.

January, 1995.

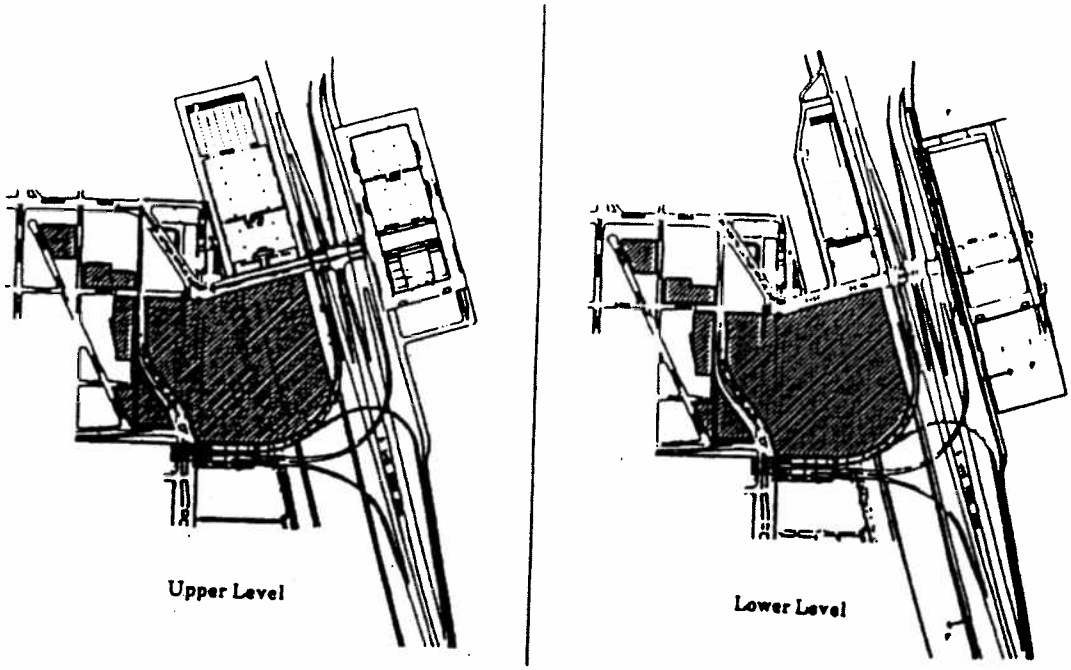
In January of 1995, although 23rd Street will be taken out of service, ground level access for buses and taxis to both the North and East Halls from the Lake Shore Drive slip ramps will remain unaffected by the adjacent construction. Taxis leaving the lower level of the North Hall will still be able to gain quick access to Lake Shore Drive by utilizing the existing taxi ramp within the North Hall to the east apron of the North Hall at the 23rd Street Bridge level, then across the 23rd Street Bridge, north of the construction zone, to the northbound Lake Shore Drive ramp. Southbound taxis needing to access the upper level of the North Hall can use the Lake Shore Drive ramp to the 23rd Street Bridge, travel in a counterclockwise direction around the North Hall and leave the complex via the new emergency vehicle access ramp west of the North Hall. This route can be used in reverse with taxis accessing the upper 23rd Street Bridge level of the North Hall using the emergency vehicle ramp, traveling in a clockwise direction around the North Hall, and turning east onto the 23rd Street Bridge to gain access to the northbound Lake Shore Drive ramp.



Auto Route/Parking Staging.

May, 1993.

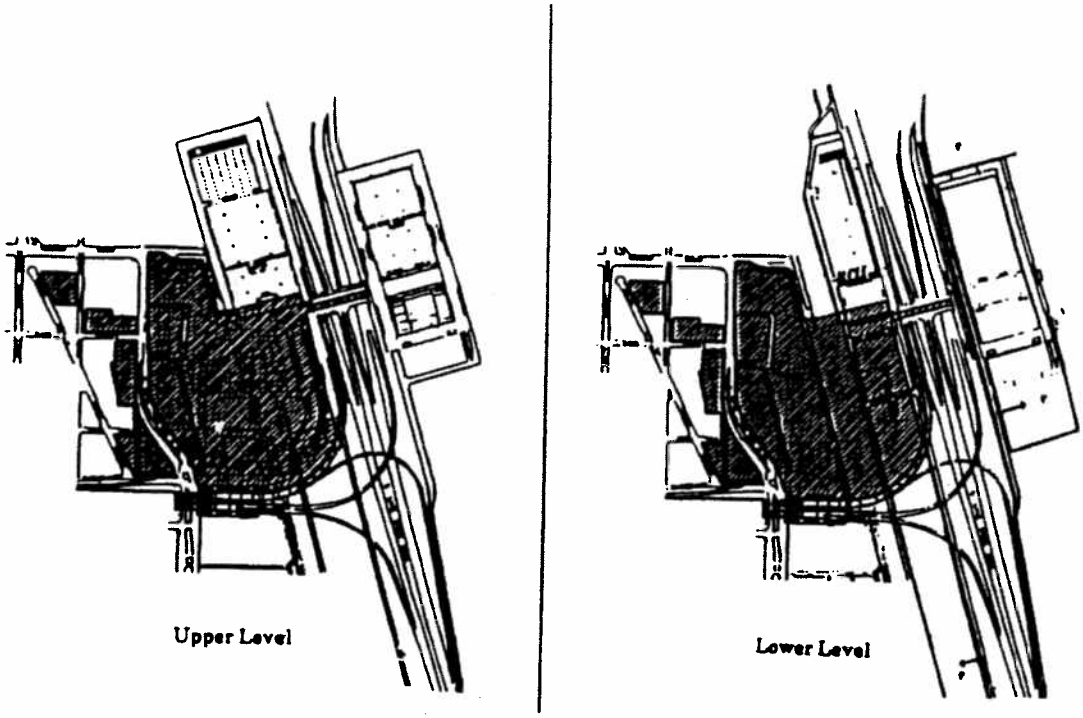
At the start of the construction period in May of 1993, access to the primary parking facilities serving the McCormick Place complex both east and west of Lake Shore Drive is unaffected by the adjacent construction. Access to the main entrances to the North, East and Donnelley Halls of the complex will also remain unaffected by construction activities.



Auto Route/Parking Staging.

October, 1993.

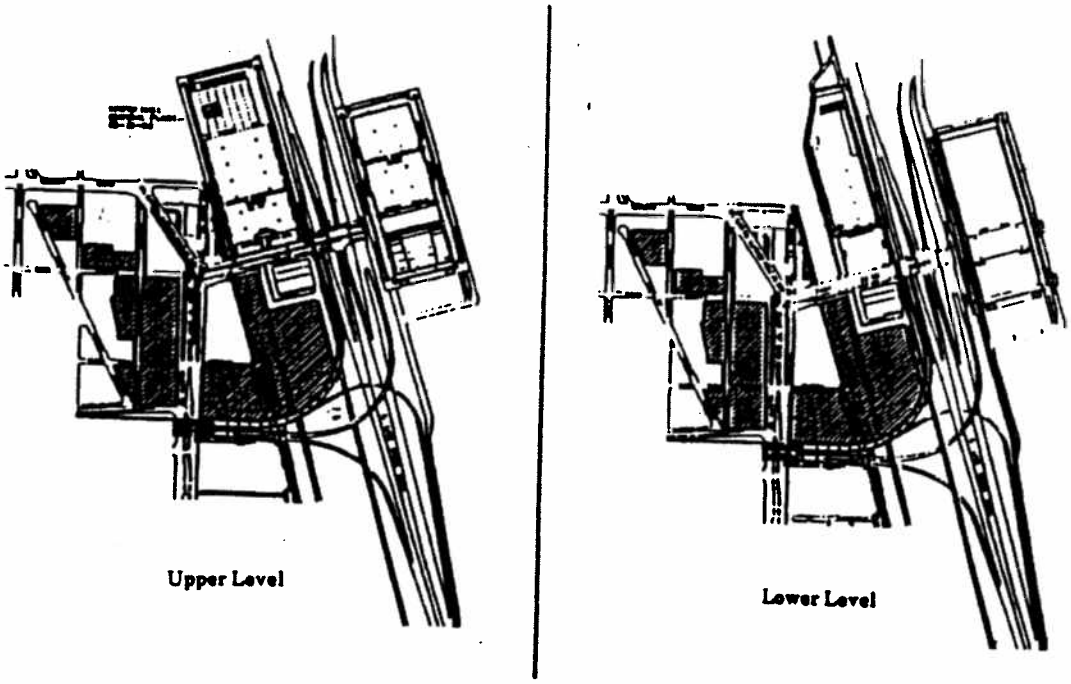
In October of 1993, all routes accessing the various parking facilities will remain unaffected by adjacent construction. The only modification in automobile routing to the upper level entrances of the complex will involve the use of the new, relocated Dr. Martin Luther King, Jr. Drive. Access to either the North or East Halls (and the 23rd Street Bridge) from northbound Dr. Martin Luther King, Jr. Drive will be available by using the new, relocated Dr. Martin Luther King, Jr. Drive to 22nd Street (the intersection of 22nd Street and Calumet Avenue), then southeast on existing Dr. Martin Luther King, Jr. Drive (also known as Silverton Drive) to the 23rd Street Bridge.



Auto Route/Parking Staging.

January, 1995.

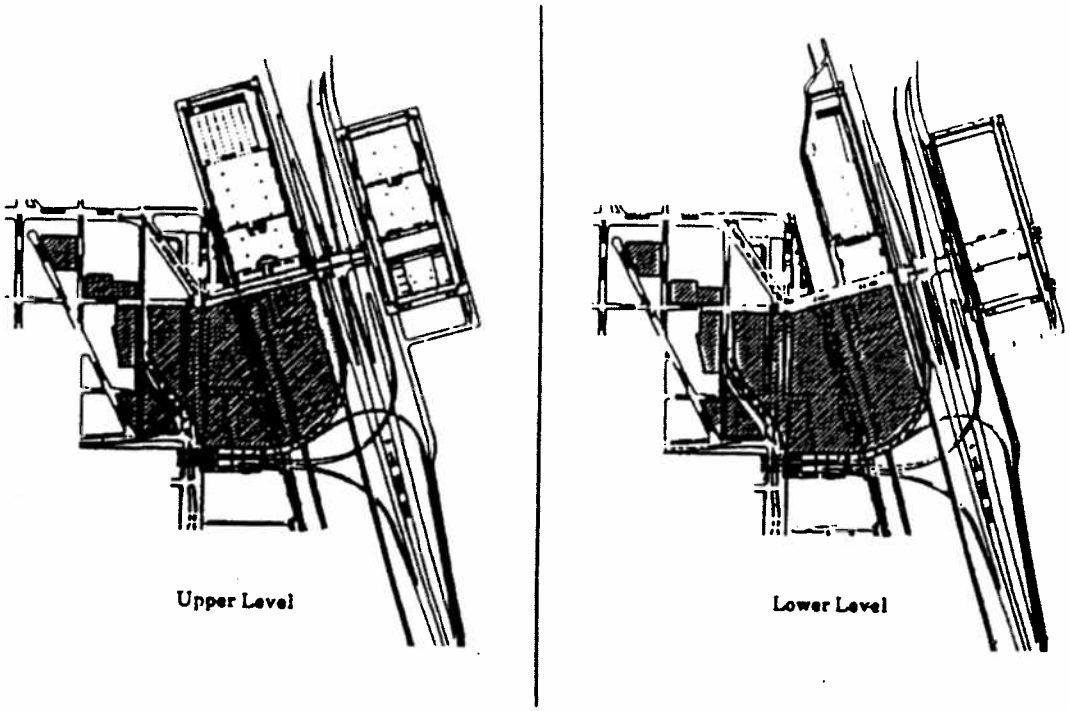
With the closure of 23rd Street in January of 1995, automobiles will be unable to gain access to the upper level entrances of either the North or East Halls. Lower level access to all primary parking facilities will remain unaffected by construction activities and will remain so throughout the balance of the construction period.



Emergency Vehicle Route Staging.

May, 1993.

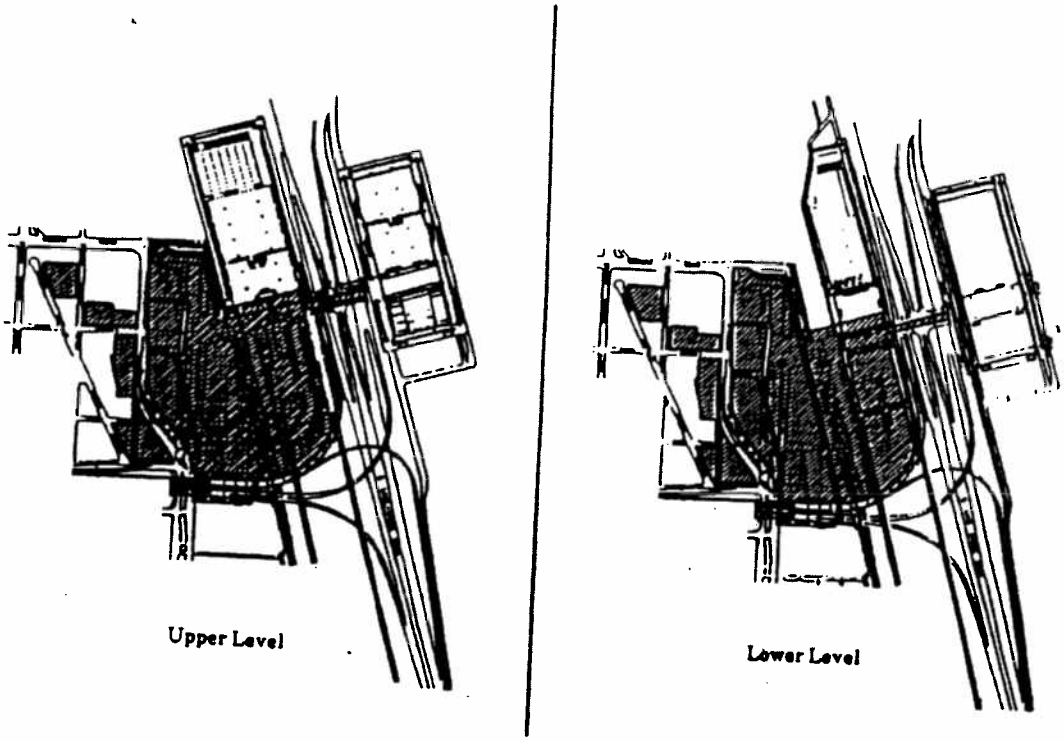
At the start of the construction period in May of 1993, all routes previously used by emergency vehicles to access the upper and lower levels of the North, East and Donnelley Halls of the McCormick Place complex will be unaffected by the adjacent construction.



Emergency Vehicle Route Staging.

October, 1993.

In October of 1993, all routes providing emergency vehicle access to the upper and lower levels of the North and East Halls remain unaffected by the adjacent construction with the exception of a slight route change due to the opening of the new, relocated Dr. Martin Luther King, Jr. Drive and the closing of a portion of existing Dr. Martin Luther King, Jr. Drive between 23rd Street to the north and 24th Place to the south. Access to the upper 23rd Street level of either the North or East Halls from northbound Dr. Martin Luther King, Jr. Drive will be available by using the new Dr. Martin Luther King, Jr. Drive to 22nd Street (the intersection of 22nd Street and Calumet Avenue), then southeast on existing Dr. Martin Luther King, Jr. Drive (also known as Silverton Drive), to the 23rd Street Bridge.



Emergency Vehicle Route Staging.

January, 1995.

In January of 1995, when 23rd Street and its connecting Dr. Martin Luther King, Jr. Drive approach ramps are taken out of service, emergency vehicle access from the west to the upper 23rd Street Bridge level of both the East and North Halls will be through the use of the new emergency vehicle access ramp connecting 22nd Street to the upper level of the North Hall. To access the East Hall, emergency vehicles will travel in a clockwise direction around the North Hall and across the 23rd Street Bridge north of the construction zone. The Lake Shore Drive ramps leading to the 23rd Street Bridge will also remain in service throughout the construction period, providing an alternate means of accessing the upper levels of the McCormick Place complex from north and southbound Lake Shore Drive. Emergency vehicle access to the lower levels of the McCormick Place complex will remain unaffected by the adjacent construction.

(Continued from page 30164)

a line 25.12 feet north of West Cullerton Street; the alley next east of and parallel to South May Street; West Cullerton Street; and South May Street,

to those of a B2-3 Restricted Retail District and a corresponding use district is hereby established in the area above described.

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

Reclassification Of Area Shown On Map Number 4-I.

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 B2-2 Restricted Retail District symbols and indications as shown on Map No. 4-I in the area bounded by:

the alley next north of and parallel to West 18th Street; South Washtenaw Avenue; West 18th Street; a line 25 feet west of and parallel to South Washtenaw Avenue; the alley next south of and parallel to West 18th Street; a line 25 feet west of and parallel to South Fairfield Avenue; West 18th Street; and a line 110 feet east of and parallel to South Fairfield Avenue,

to those of an R4 General Residence District and a corresponding use district is hereby established in the area above described.

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

9732

CHICAGO ZONING ORDINANCE AMENDED TO
RECLASSIFY PARTICULAR AREA SHOWN
ON MAP NOS. 4-E AND 6-E.

The Committee on Zoning submitted the following report:

CHICAGO, September 5, 1984.

To the President and Members of the City Council:

Your Committee on Zoning begs leave to recommend that your Honorable Body *Pass* the proposed ordinance transmitted herewith (referred to Your Committee on July 9, 1984) to amend the Chicago Zoning Ordinance for the purpose of reclassifying particular areas, as follows:

The attached substitute ordinance

This recommendation was concurred in by 8 members of the committee, with no dissenting vote.

Respectfully submitted,
(Signed) TERRY M. GABINSKI,
Chairman.

On motion of Alderman Gabinski the said substitute proposed ordinance transmitted with the foregoing committee report was *Passed* by yeas and nays as follows:

Yeas -- Aldermen Roti, Rush, Tillman, Evans, Bloom, Sawyer, Beavers, Humes, Hutchinson, Vrdolyak, Huels, Majerczyk, Madrzyk, Burke, Brady, Langford, Streeter, Kellam, Sheahan, Kelley, Sherman, Stemberk, Krystyniak, Henry, Marzullo, Nardulli, W. Davis, Smith, D. Davis, Hagopian, Santiago, Gabinski, Mell, Frost, Kotlarz, Banks, Damato, Cullerton, Laurino, O'Connor, Pucinski, Natarus, Oberman, Hansen, McLaughlin, Orbach, Schulter, Volini, Orr -- 49.

Nays -- None.

Alderman Natarus moved to *Reconsider* the foregoing vote. The motion was *Lost*.

The following is said ordinance as passed: PD #331 McCormick Place

Be It Ordained by the City Council of the City of Chicago:

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the C3-5 and C3-7 Commercial-Manufacturing District symbols and indications and all the M1-3 and M1-4 Restricted Manufacturing District symbols and indications as shown on Map Nos. 4-E and 6-E in the area described as follows:

(1) Tract "A" - Air rights parcel located approximately 30 feet above Chicago City Datum and generally bounded by Cullerton Street (also known as 20th Street) on the

the west and the easternmost operating line of the Railroad on the east and legally described as Tract "A" on the survey attached as Exhibit "A-1" of the Plan of Development herewith attached (the "Survey"). Tract "A" is comprised of the following three subparcels:

(a) Subparcel (A) - Air rights parcel generally bounded by Cullerton Street (also known as 20th Street) on the north, the north edge of the 23rd Street bridge on the south, the west boundary line of the Railroad's right-of- way on the west and the easternmost operating line of the Railroad on the east and legally described as Subparcel (A) of Tract "A" on the Survey.

(b) Subparcel (B) - Air rights parcel generally bounded by the north edge of the 23rd Street bridge on the north, the south edge of the 23rd Street bridge on the south, the west boundary line of the Railroad's right-of-way on the west and the easternmost operating line of the Railroad on the east and legally described as Subparcel (B) of Tract "A" on the Survey.

(c) Subparcel (C) - Air rights parcel generally bounded by the south edge of the 23rd Street bridge on the north, 24th Street on the south, the west boundary of the Railroad's right-of-way on the west and the easternmost operating line of the Railroad on the east and legally described as Subparcel (C) of Tract "A" on the Survey.

(ii) Tract "B" - Fee title to that portion of the property generally bounded by the north edge of the northernmost structure of the I-55 interchange on the north, 31st Street on the south, the easternmost operating line of the Railroad on the west and the east boundary line of the Railroad's right-of-way on the east and legally described as Tract "B" on the Survey.

(iii) Tract "C" - Fee title to that portion of the property generally bounded by 16th Street on the north, the north edge of the northernmost structure of the I-55 interchange on the south, the easternmost operating line of the Railroad on the west and the east boundary line of the Railroad's right-of-way on the east and legally described as Tract "C" on the Survey, excepting therefrom the air rights parcel owned by McCormick Inn, that portion of the underlying fee identified as column, caisson and girder lots of McCormick Inn and legally described as the property conveyed to Amalgamated Trust and Savings Bank, as Trustee, under Trust Agreement dated January 12, 1978 and known as Trust No. 3448 on the Survey. Tract "C" is comprised of the following three subparcels:

(a) Subparcel (A) - Fee title to that portion of Tract "C" generally bounded by 16th Street on the north, the north edge of the 23rd Street bridge on the south, the easternmost operating line of the Railroad on the west and the east boundary line of the Railroad's right-of-way on the east and legally described as Subparcel (A) of Tract "C".

(b) Subparcel (B) - Fee title to that portion of Tract "C" generally bounded by the north edge of the 23rd Street bridge on the north, the south edge of the 23rd Street bridge on the south, the easternmost operating line of the Railroad on the west and the east boundary line of the Railroad's right-of- way on the east and legally described as Subparcel (B) of Tract "C" on the Survey.

(c) Subparcel (C) - Fee title to that portion of Tract "C" generally bounded by the south edge of the 23rd Street bridge on the north, the north edge of the northernmost structure of the I-55 interchange on the south, the easternmost operating line of the Railroad on the west and the eastern boundary line of the Railroad's right-of-way on the east and legally described as Subparcel (C) of Tract "C" on the Survey excepting therefrom the property conveyed to Amalgamated Trust and Savings Bank, as Trustee, under Trust Agreement dated January 12, 1978 and known as Trust No. 3448 as described on the Survey.

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

[Plan of Development and the Attachments printed on pages 8867 thru 8919 of this Journal.]

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

Action Deferred -- ON PROPOSED ORDINANCE FOR AMENDMENT OF CHICAGO ZONING ORDINANCE TO RECLASSIFY AREA SHOWN ON MAP NO. 17-H.

The Committee on Zoning submitted the following report, which was, on motion of Alderman Orr and Alderman Gabinski, *Deferred* and ordered published:

CHICAGO, July 31, 1984.

To the President and Members of the City Council:

Your Committee on Zoning begs leave to recommend that Your Honorable Body *Pass* the proposed ordinance transmitted herewith (referred to your committee on May 30, 1984) to amend the Chicago Zoning Ordinance for the purpose of reclassifying particular areas, as follows:

(Continued on page 8920)