

COMMITTEE ON ZONING.

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CHICAGO ZONING ORDINANCE AMENDED  
TO RECLASSIFY PARTICULAR AREAS.

The Committee on Zoning submitted the following report:

CHICAGO, October 30, 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 ordinances transmitted herewith (referred to your committee on August 17, 1983, June 20, September 6, 18 and 24, 1984) to amend the Chicago Zoning Ordinance for the purpose of reclassifying particular areas.

This recommendation was concurred in by 7 members of the committee, with no dissenting vote.

Respectfully submitted,  
(Signed) TERRY M. GABINSKI,  
*Chairman.*

(Signed) EDWARD R. VRDOLYAK,  
*Vice-Chairman.*

On motion of Alderman Gabinski, the committee's recommendations were *Concurred In* and *each* of the said proposed ordinances 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, Stone -- 50.

*Nays* -- None.

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

The following are said ordinances as passed (the italic heading in each case not being a part of the ordinance):

*Reclassification of Area Shown on Map No. 1-E.*

PD 332

*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 B6-7 Restricted Central Business District symbols and indications as shown on Map No. 1-E in

332

the area bounded by

East Haddock Place; a line 72 feet west of North Garland Court; East Lake Street; and a line 48 feet east of North Wabash Avenue,

to the designation of a Central Area Parking 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.

[Central Area Parking Planned Development printed  
on pages 10701 thru 10706 of this Journal.]

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

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*Reclassification of Area Shown on Map No. 2-G.*

*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 Restricted Manufacturing District symbols and indications as shown on Map No. 2-G in the area bounded by

West Jackson Boulevard; South Racine Avenue; alley next south of and parallel to West Jackson Boulevard and center line of Gladys Avenue; and a line 261.20 feet west of and parallel to South Racine Avenue,

to those of a C3-7 Commercial-Manufacturing 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.

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*Reclassification of Area Shown on Map No. 2-K.*

*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 M1-2 Restricted Manufacturing District symbols and indications as shown on Map 2-K in the area bounded by

West Harrison Street; a line 98.62 feet east of and parallel to South Kilbourn Avenue; a line 115.78 feet south of and parallel to West Harrison Street; a line 48.62 feet east of and parallel to South Kilbourn Avenue; the alley next south of and parallel to West Harrison Street; and South Kilbourn Avenue,

(Continued on page 10707)

PLAN OF DEVELOPMENTCENTRAL AREA PARKING PLANNED DEVELOPMENT No. 332STATEMENTS

1. The area delineated herein as Central Area Parking Planned Development consists of the property located at 54-64 East Lake Street which is owned or controlled by the Board of Trustees to Community College, District 508.
2. The public parking facility proposed shall be used for the parking of passenger cars, light vans and pick up trucks. No heavy commercial trucks shall be parked upon the said lot at any time.
3. Adequate drainage shall be provided so as to permit runoff of flow to an established City of Chicago sewer.
4. Adequate lighting will be maintained at the facility.
5. Ingress and/or egress will be provided from driveways on East Lake Street and East Haddock Place. All driveways will comply with the Driveway Ordinance of the City of Chicago.
6. The Applicant or its successors, assignees, or grantees shall obtain all required Chicago reviews, approvals and permits in connection with this Plan of Development.
7. Any dedication or vacation of streets or alleys or easements or any adjustment of right-of-way shall require a separate submittal on behalf of the Applicant or its successors, assignees or grantees, and approval by the City Council.
8. Use of land will consist of a multi-level parking structure, with business and related uses at street level.
9. Business identification signs may be permitted within the Planned Development subject to the review and approval of the Department of Planning and the Department of Inspectional Services. No advertising signs will be permitted.
10. The zoning classification of the subject property will revert to the B6-7 Restricted Central District classification following the termination of the site as a parking facility.
11. The information in the Plan of Development attached hereto sets forth data concerning the generalized land use plan of the area delineated herein as the Planned Development and illustrates that the development of such area will be in accordance with the intent and purpose of the Chicago Zoning Ordinance.

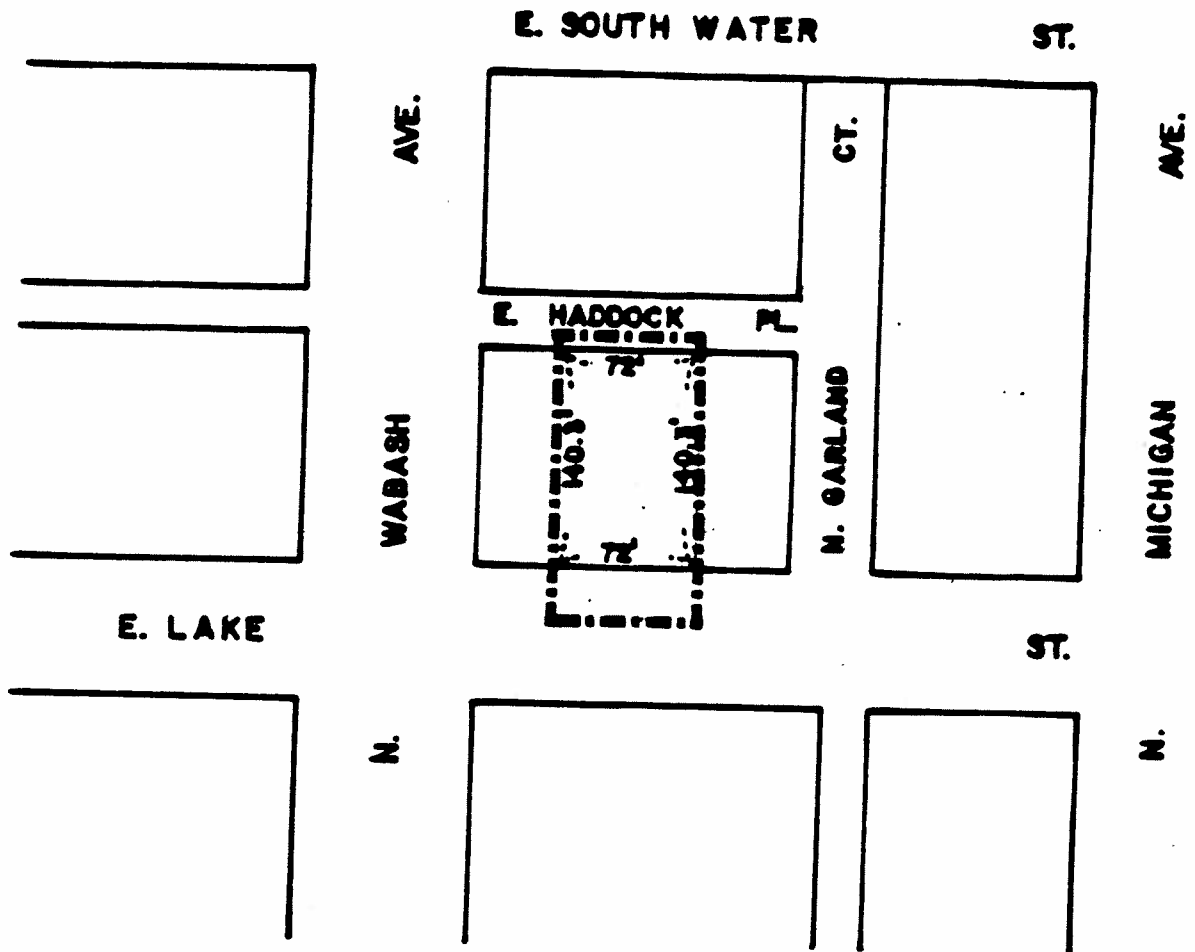
- 2 -

12. The Plan of Development hereby attached shall be subject to the "Rules, Regulations and Procedures in Relation to Planned Development Amendments," as promulgated by the Commissioner of the Department of Planning.

**APPLICANT:** BOARD OF TRUSTEES OF COMMUNITY COLLEGE, DISTRICT 508

**DATE:** June 5, 1984

# CENTRAL AREA PARKING PLANNED DEVELOPMENT PROPERTY LINE MAP AND RIGHT-OF-WAY ADJUSTMENTS



## LEGEND

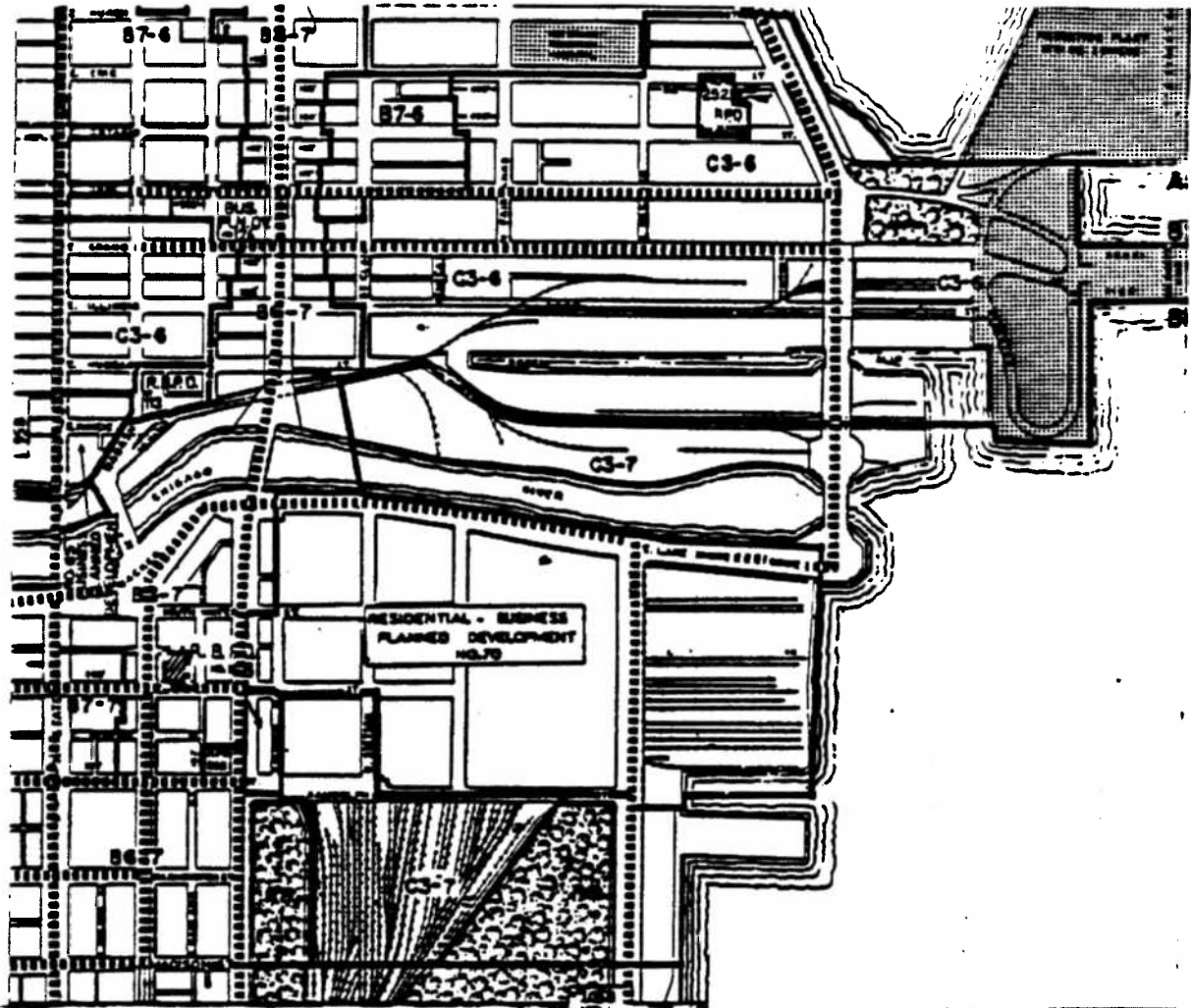
----- PLANNED DEVELOPMENT BOUNDARY








APPLICANT : BOARD OF TRUSTEES OF COMMUNITY  
COLLEGE DISTRICT 308

DATE: JUNE 5, 1984

# CENTRAL AREA PARKING PLANNED DEVELOPMENT EXISTING ZONING AND PREFERENTIAL STREET SYSTEM



## LEGEND

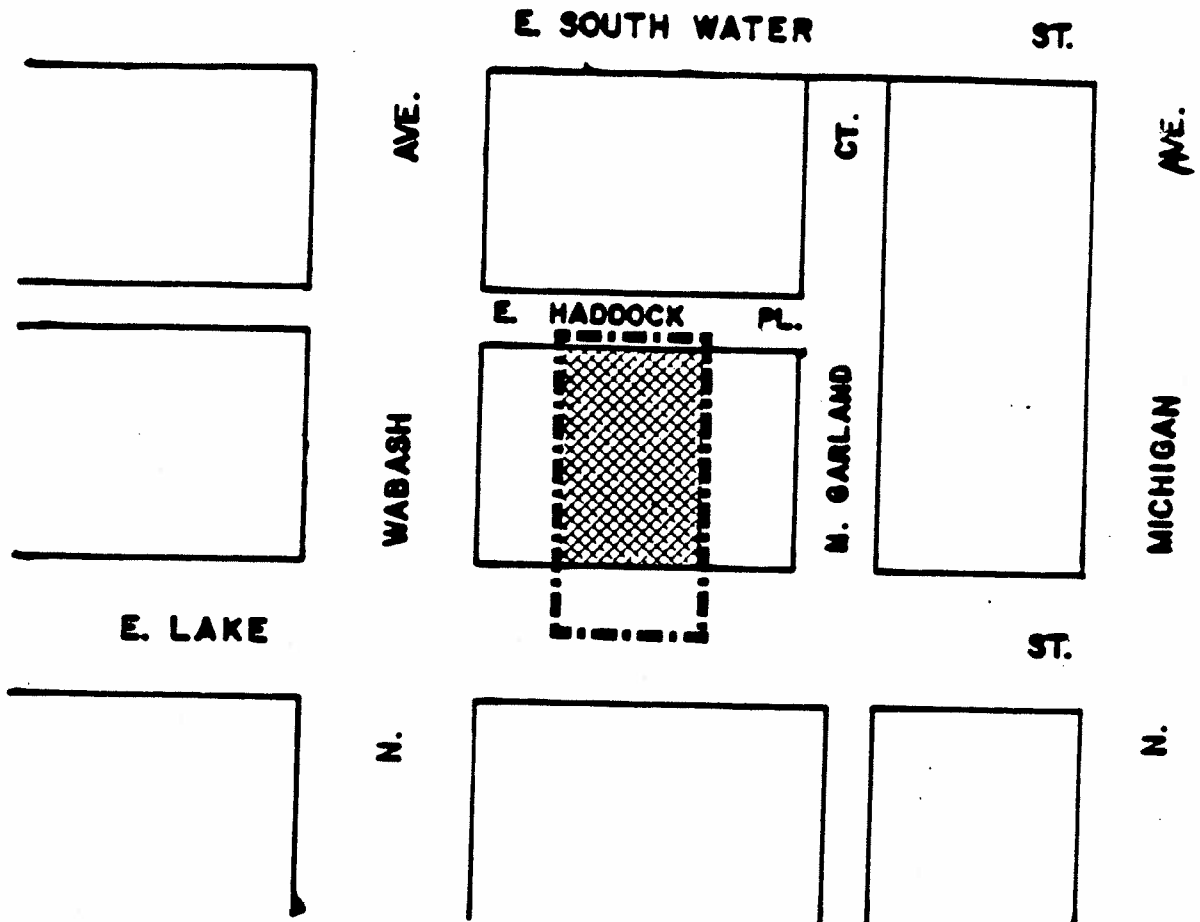
-  CENTRAL AREA PARKING PLANNED DEVELOPMENT BOUNDARY
-  ZONING DISTRICT BOUNDARIES
-  PREFERENTIAL STREET SYSTEM
-  PUBLIC & QUASI-PUBLIC FACILITIES
-  PARKS AND PLAYGROUNDS



APPLICANT: BOARD OF TRUSTEES OF COMMUNITY COLLEGE DISTRICT 508

DATE: JUNE 5, 1984

# CENTRAL AREA PARKING PLANNED DEVELOPMENT GENERALIZED LAND USE PLAN



## LEGEND

----- PLANNED DEVELOPMENT BOUNDARY

 MULTI-STORY PARKING FACILITY,  
WITH BUSINESS AND RELATED USES  
AT STREET LEVEL.



APPLICANT: BOARD OF TRUSTEES OF COMMUNITY  
COLLEGE DISTRICT 508

DATE: JUNE 5, 1984

CENTRAL AREA PARKING PLANNED DEVELOPMENTUSE AND BULK REGULATIONS AND DATA

Net Site Area	10,101.6 sq. ft.
Gross Site Area -	14,061.6 sq. ft.
Net Site Area +	10,101.6 sq. ft.
Area of Public Rights-of-Way	3,960.0 sq. ft.
General Description of Land Use	Multi-level public parking facility with business and related uses at street level
Maximum Number of Parking Spaces	212
Maximum F.A.R.	2.0 (public parking areas excluded)
Maximum % of Land Covered	100%

APPLICANT: BOARD OF TRUSTEES OF COMMUNITY  
COLLEGE DISTRICT 508

DATE: June 5, 1984

**PLAN OF DEVELOPMENT FOR  
BUSINESS PLANNED DEVELOPMENT  
(AIR RIGHTS AND FEE TITLE)**

**STATEMENTS**

1. Identification of Applicant. The applicant for this Business Planned Development is Metropolitan Fair and Exposition Authority, a political subdivision, body politic and municipal corporation created by an act of the Illinois legislature (the "Authority"). The Authority leases the structure commonly known as McCormick Place pursuant to the terms of an Indenture of Lease dated March 31, 1956, as amended, with the Chicago Park District and operates McCormick Place pursuant to the authority granted to it under the act by which it was created.

2. Interest of Applicant as Contract Purchaser With Present Titleholders. The present titleholders of the property which is the subject of this Business Planned Development have executed contracts for the sale of their respective interests which are described herein. As a result of those contracts, the Authority possesses the necessary control of said property to apply for this Business Planned Development. The Authority, its successors and grantees, shall obtain all official reviews, approvals and permits required in connection with this Business Planned Development.

3. General Description of This Business Planned Development. This Business Planned Development shall permit the construction of an exhibition facility (the "Exhibit Hall") with related support facilities (collectively the "Expansion Facilities"). The Expansion Facilities shall be constructed within an area covering approximately 79.73 acres which is comprised of the parcels described in Paragraph 4 (collectively the "Property"). The Property is generally bounded by 16th Street on the north, 31st Street on the south, the easternmost operating line of the Illinois Central Gulf Railroad (the "Railroad") on the west and the east boundary line of the Railroad right-of-way on the east. The Property also includes an air rights parcel generally bounded by Cullerton Street (also known as 20th Street) on the north, 24th Street 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. The Property does not include the air rights owned by McCormick Inn or that portion of the underlying fee upon which support caissons and columns of McCormick Inn are built. The Property is legally described on a Plat of Survey prepared by Chicago Guarantee Survey Company dated May 30, 1984 attached hereto as Exhibit "A-1" and by this reference made a part hereof (the "Survey"). The Property is also graphically depicted on Exhibit "A-2" which is attached hereto and by this reference made a part hereof. Exhibit "A-3" which is attached hereto and by this reference made a part hereof shows the existing zoning of the Property.

4. Identification of Present Titleholders and Description of Their Interests. For the purpose of this Business Planned Development, the Property is comprised of two parcels which are further divided and identified on Exhibit "A-2" as follows:

Parcel I - This includes that portion of the Property owned exclusively by the Railroad as of this date.

(i) 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 north, 24th Street on the south, the west boundary line of the Railroad right-of-way on the west and the easternmost operating line of the Railroad on the east and legally described as Tract "A" on 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.

Parcel II - This includes that portion of the Property owned by the Railroad and e Fund, as herein defined, as of this date.

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.

The ownership of the above-described parcels is shown opposite the parcel description as follows:

Parcel I

Railroad

Parcel II

Railroad with a certain portion of the air rights of that parcel presently owned by the Trustees of Central States, Southeast and Southwest Areas Pension Fund, as the sole beneficiary under Amalgamated Trust and Savings Bank Trust No. 2300, created by trust agreement dated August 25, 1969 (the "Fund"). However, the Fund has entered into an agreement dated as of February 10, 1984 with the Railroad by which the Fund has agreed to convey title to its air rights in Parcel II to the Railroad or its designee, subject to certain conditions stated therein.

The Authority has executed an Agreement dated as of December 15, 1983 with the Railroad for the purchase of Parcels I and II. The Agreement provides for the Authority to take title to the Property on or before September 14, 1984.

5. Description of the Expansion Facilities and Location on the Property. The Expansion Facilities are comprised of the following components:

- A. The Exhibit Hall - The use of the Exhibit Hall shall be consistent with permitted and allowable special uses in the C3-5 District of the City of Chicago Zoning Ordinance (the "Ordinance") and shall include holding temporary exhibitions and conventions and all activities reasonably related to such activities. The Exhibit Hall shall contain crate storage areas, truck docks, meeting rooms, food service facilities, administrative offices and building support areas. The Exhibit Hall shall be in compliance with the Transitional Yard requirement under the Ordinance with the exception of roof edge tie-down structures with associated fastenings. The Exhibit Hall shall be located in the area described as Subparcels (A) and (B) of Tract "C" and Subparcels (A), (B) and (C) of Tract "A", and a copy of the plans for the Exhibit Hall is attached hereto as Exhibit "B" which by this reference is made a part hereof.
- B. The Walkway - A pedestrian walkway (the "Walkway") is intended to link

The Walkway is intended to cross Lake Shore Drive along the north edge or the south edge of the 23rd Street bridge and connect the Exhibit Hall and McCormick Place. Partial tunnelling may be required below the median ramps from and to Lake Shore Drive. The connection from the Exhibit Hall to Donnelley Hall is intended to run south below the 23rd Street bridge to the northwest corner of McCormick Inn and west to Donnelley Hall along the south edge of 23rd Street. That portion of the Walkway which is located east of the east boundary line of the Railroad's right-of-way is not a part of this Business Planned Development. The Authority shall negotiate with the Illinois Department of Transportation for the right to construct the Walkway in the area located east of the east boundary line of the Railroad's right-of-way. The Authority shall obtain all permits and approvals required by the Illinois Department of Transportation and the Department of Streets and Sanitation and other governmental agencies, if required, prior to commencement of construction on the Walkway.

- C. Streets and Public Ways; Emergency Access; Identification Signs - Ingress to and egress from the Expansion Facilities shall be provided as shown on Exhibit "C" which is attached hereto and by this reference made a part hereof. Except as described in Paragraph 11 hereof, there is no plan for any dedication or vacation of streets, alleys or easements or any adjustments of rights of way. Any future dedication, vacation or adjustment shall require separate submittal by the Authority to the Department of Streets and Sanitation, compliance with the Municipal Code of Chicago and approval by the City Council. Fire lanes shall be designed in compliance with the Municipal Code of Chicago to provide ingress and egress for emergency vehicles. Identification signs may be used subject to review and approval by the Department of Zoning, Department of Planning and Department of Building.

6. Off-Street Parking and Loading Facilities - Loading facilities shall be provided in compliance with the requirements of the C3-5 District of the Ordinance. Off-street parking requirements for the Expansion Facilities have been determined by providing one parking space for each 1,250 square feet of floor area in the Expansion Facilities. Off-street parking which can accommodate approximately 3,910 passenger vehicles shall be provided in those areas shown on Exhibit "C".

7. Height Restrictions. The height of the Expansion Facilities shall be subject to:

(i) Height limitations as certified on form FAA-7460-1 and approved by the Federal Aviation Administration pursuant to §77.13 of the regulations of the Administrator, Federal Aviation Administration; and

(ii) Airport Zoning Regulations as established by the Department of Planning, City and Community Development, Department of Aviation and Department of Law and approved by the City Council.

8. Bulk and Area Restrictions. An estimated floor area ratio, as defined in the Ordinance, of .47 for the Property shall not be exceeded in the construction of the Expansion Facilities.

9. Compliance with Rules and Regulations. This Business Planned Development shall be subject to the "Rules, Regulations and Procedures in relation to Planned Development" of the City and Community Development Department.

10. Rescission of the 1919 Ordinance. The Property is subject to certain of the provisions of an Ordinance For the Establishment of Harbor District Number Three; the Construction by the Illinois Central Railroad Company of a New Passenger Station, Electrification of Certain of the Lines of the Illinois Central and Michigan Railroad Companies Within the City; and the Development of the Lake Front which was passed by the City Council of the City of Chicago on July 21, 1919 and recorded with the Recorder of Deeds, Cook County on March 5, 1920, as Doc. Nos. 6753370 to 6753376, as amended, (the "1919 Ordinance"). This Business Planned Development shall terminate and render void any duties or obligations relating to the Property, as the Property is legally described in the exhibit attached hereto, which are imposed upon the Illinois Central Railroad Company or any of its assigns or successors by the 1919 Ordinance. All property outside the boundaries of the Property and subject to the 1919 Ordinance shall be unaffected by this rescission. Moreover, this Business Planned Development shall terminate and render void all provisions of the 1919 Ordinance which relate to the Property, and from and after the date of its adoption by the City Council, this Business Planned Development shall govern all development and construction within the Property.

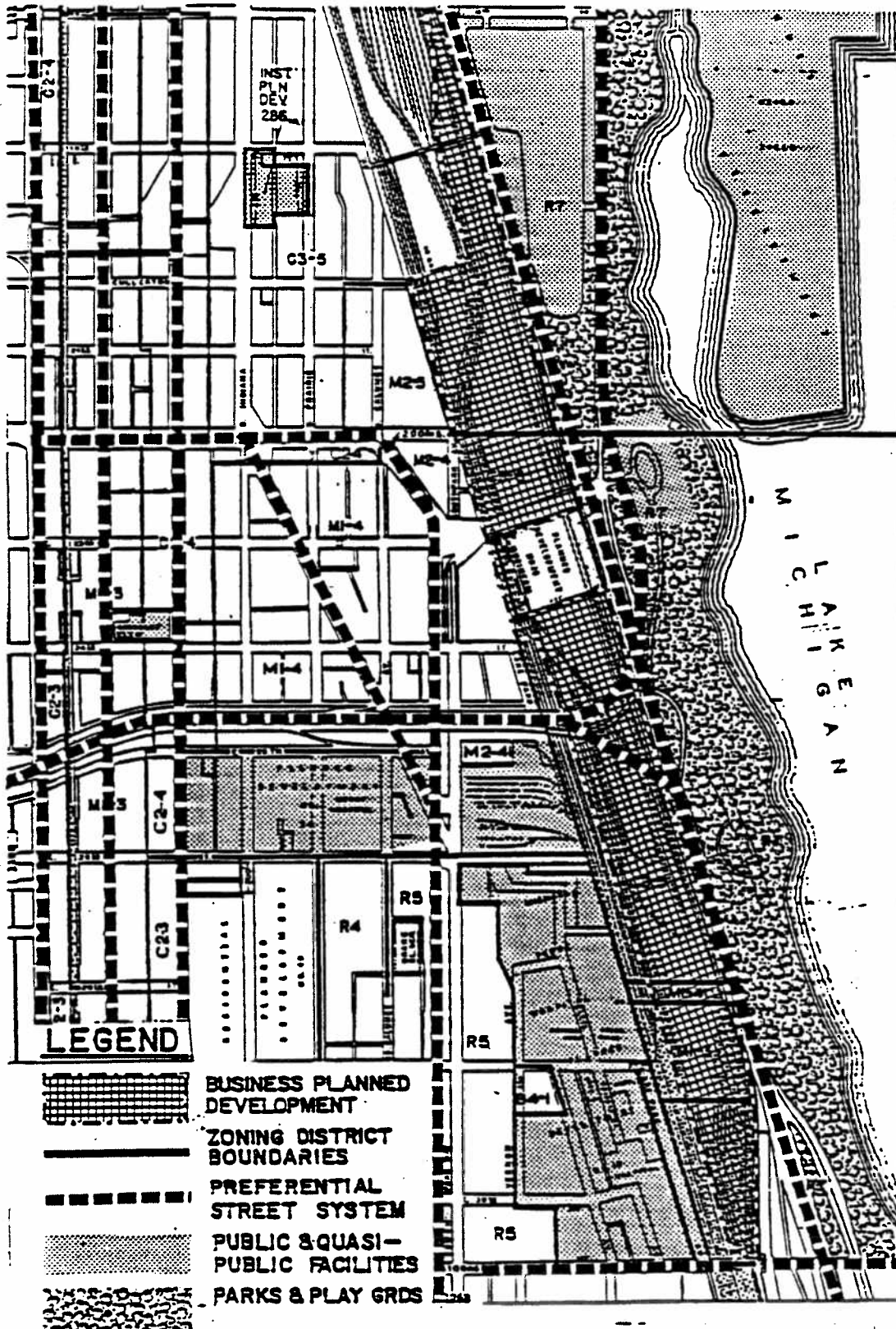
11. Termination of Easement Held By the City Located at 23rd Street. Among its other provisions, the 1919 Ordinance granted an easement to the City of Chicago in the area of the 23rd Street bridge for street purposes. It appears that a portion of the Property is encumbered by this easement for road purposes in which no road exists or is likely to be constructed. In addition to the general rescission of the 1919 Ordinance described in Paragraph 10 above this Business Planned Development specifically terminates and renders void the easement rights of the City described in this Paragraph 11.

12. Execution and Delivery of Grant of Public Easements. Within thirty (30) days following the final passage by the City Council of the City of Chicago of the amendment of the Chicago Zoning Ordinance in accordance with the application of which this Business Planned Development is a part, the Authority shall deliver to the City (i) a fully executed copy of the Grant of Public Easements in the form attached hereto as Amended Exhibit 3 which by this reference is made a part hereof and (ii) a fully executed copy of the Grant of Public Easements from the Railroad in the form attached hereto as Amended Exhibit 4 which by this reference is made a part hereof. Legal descriptions shall be attached to the documents described in (i) and (ii) above, when they are available, and those documents may be amended in a manner agreed upon by the City of Chicago and the Authority.

13. Construction of Pedestrian Walkways to Provide Access to the Lakefront. The Authority shall construct and maintain two pedestrian walkways in the following general areas (i) commencing at the south end of Donnelley Hall projecting directly east over the right-of-way of the Railroad, the Property, Lake Shore Drive and property owned by the Chicago Park District to a point of termination immediately south of McCormick Place and (ii) commencing at 20th Street projecting east over the Railroad right-of-way then to the north end of the exhibit hall which is to be constructed on the Property then projecting directly east over the Property, Lake Shore Drive and property owned by the Chicago Park District terminating at the north end of McCormick Place (collectively the "Pedestrian Walkways"). The specific locations, dimensions, building characteristics and conditions of construction shall be determined by the Authority in consultation with the Department of Planning of the City of Chicago and shall be subject to necessary approvals from the Chicago Park District, the Railroad, Illinois Department of Transportation and Metropolitan Sanitary District. Public access to the Pedestrian Walkways shall be available 24 hours a day subject to the reasonable regulations of the Authority and the City.

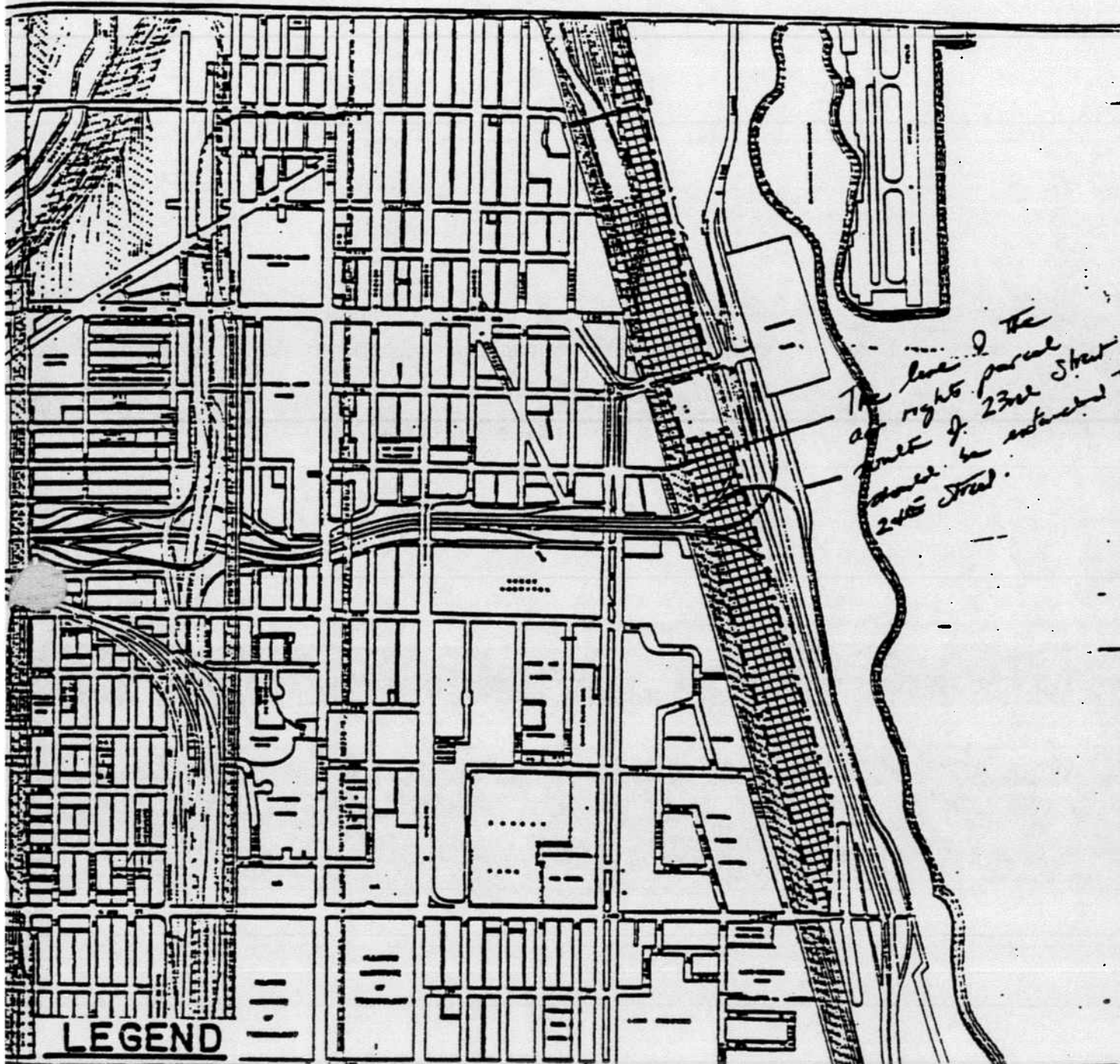
BUSINESS PLANNED DEVELOPMENT

EXISTING ZONING AND PREFERENTIAL STREET SYSTEM



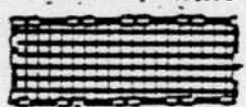


# GENERALIZED LAND USE PLAN



*The line of the right parcel south of 23rd Street shall be extended to 24th Street.*

## LEGEND



**EXHIBITION FACILITY WITH RELATED SUPPORT FACILITIES**



**NORTH**

## BUSINESS PLANNED DEVELOPMENT

## PLANNED DEVELOPMENT USE AND BULK REGULATIONS

<u>Net Site Area</u>		General Description of Land Use	Maximum F.A.R.	Maximum % of ground cover
Square Feet	Acres			
3,473,178	79.73	Exhibition facilities meeting rooms, food service areas, crate storage areas, admin- istrative offices, off street parking and re- lated building support areas and facilities.	0.47	28.45% at ground level +9.5 ft. 19% at platform level of + 53 ft.

Minimum number of off street Loading Spaces 12

Minimum number of off street Parking Spaces 1,246

Maximum percent of Land Coverage at Platform Level (+53ft) 19%

Maximum Floor Area Ratio for Principal Structures 0.47

Minimum periphery setbacks at Platform Level (+53ft)

For the purpose of establishing setback requirements for the Exhibit Hall a rectangle of the following location and dimensions shall be established. The south border of the rectangle shall be a line running along the north face of the 23rd Street bridge of 633.935 feet in length (the "South Line") and the north border of the rectangle shall be a line running parallel to the South Line of 663.653 feet in length (the "North Line"). The west border of the rectangle shall be the western boundary of the right-of-way of the Railroad (the "West Line") and the east border of the rectangle shall be the eastern boundary of the right-of-way of the Railroad (the "East Line"). The minimum setback requirements at the Platform level of the Exhibit Hall shall be 85 feet north of the South Line, 250 feet south of the North Line, 30 feet east of the West Line and 60 feet west of the East Line.

Setback requirements may be adjusted where required to permit conformance to the pattern of, or architecture arrangement related to, existing structures, or where necessary because of technical reasons, subject to the approval of the Commissioner of the Department of Planning.

APPLICANT: Metropolitan Fair and Exposition Authority  
DATE: July 9, 1984  
REVISED: September 4, 1984

(i) 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 north, 24th Street on the south, the west boundary line of the Railroad right-of-way on the west and the easternmost operating line of the Railroad on the east and legally described as Tract "A" on 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.

Parcel II - This includes that portion of the Property owned by the Railroad and the Fund, as herein defined, as of this date.

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.

TRACT A:

A TRACT OF LAND COMPRISED OF A PART OF THE ILLINOIS CENTRAL RAILROAD COMPANY RIGHT-OF-WAY (NOW KNOWN AS THE "ILLINOIS CENTRAL RAILROAD") AND A PART OF THE SUBMERGED LANDS RECLAIMED BY SAID RAILROAD AS DESCRIBED IN THE 1919 LAKE FRONT ORDINANCE, IN THE SOUTHWEST FRACTIONAL QUARTER OF SECTION 22, THE SOUTHWEST FRACTIONAL QUARTER OF SECTION 22 AND THE NORTHEAST FRACTIONAL QUARTER OF SECTION 22, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID TRACT OF LAND BEING DESCRIBED AS FOLLOWS:

(A) BEGINNING ON THE WESTERLY LINE OF SAID ILLINOIS CENTRAL RAILROAD COMPANY RIGHT-OF-WAY AT THE INTERSECTION OF 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, AND RUNNING

THENCE NORTHWARDLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 1500.00 FEET;

THENCE EASTWARDLY ALONG A LINE PERPENDICULAR TO SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 418.419 FEET;

THENCE SOUTHWARDLY ALONG AN ARC OF A CIRCLE, CONVEX TO THE EAST, WITH A RADIUS OF 915.13 FEET, A DISTANCE OF 207.694 FEET TO A POINT WHICH IS 364.092 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 1300.00 FEET (MEASURED PERPENDICULARLY) NORTHERLY OF SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT;

THENCE CONTINUING ALONG AN ARC OF A CIRCLE, CONVEX TO THE EAST, WITH A RADIUS OF 2008.70 FEET, A DISTANCE OF 154.214 FEET TO A POINT WHICH IS 301.631 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 1159.039 FEET (MEASURED PERPENDICULARLY) NORTHERLY OF SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 184.018 FEET TO A POINT WHICH IS 220.680 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 993.782 FEET (MEASURED PERPENDICULARLY) NORTHERLY FROM SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 66.874 FEET TO A POINT WHICH IS 220.719 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 926.908 FEET (MEASURED PERPENDICULARLY) NORTHERLY FROM THE NORTHERLY LINE OF THE 23RD STREET VIADUCT;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 64.946 FEET TO A POINT WHICH IS 199.589 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 865.496 FEET (MEASURED PERPENDICULARLY) NORTHERLY FROM SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 865.496 FEET TO A POINT ON SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT, WHICH POINT IS 200.088 FEET EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE, AND

THENCE WESTWARDLY ALONG THE NORTHERLY LINE OF SAID 23RD STREET VIADUCT, SAID DISTANCE OF 200.088 FEET TO THE POINT OF BEGINNING;

WARRANTEE SURVEY CO., 105 W. MADISON ST., CHICAGO, IL. 60602 - 726-689

ID. 8306014-AA

DATE DECEMBER 13, 1983

BY AERO-METRIC ENGINEERING, INC.

*LMH*

PACT A: (CONTINUED)

LSO

(B) BEGINNING ON THE WESTERLY LINE OF SAID ILLINOIS CENTRAL RAILROAD COMPANY RIGHT-OF-WAY AT THE INTERSECTION OF 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 AND RUNNING

THENCE EASTWARDLY ALONG SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT, A DISTANCE OF 200.088 FEET;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 120.00 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID 23RD STREET VIADUCT (BEING THE SOUTHERLY LINE OF THE EASEMENT GRANTED TO THE SOUTH PARK COMMISSIONERS DATED SEPTEMBER 25, 1922 AS DOCUMENT NO. 7803194), WHICH POINT IS 199.773 FEET EASTERLY OF SAID WESTERLY RIGHT-OF-WAY LINE;

THENCE WESTWARDLY ALONG SAID SOUTHERLY LINE OF THE 23RD STREET VIADUCT, SAID DISTANCE OF 199.773 FEET TO THE WESTERLY RIGHT-OF-WAY LINE AND

THENCE NORTHWARDLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 120.00 FEET TO THE POINT OF BEGINNING.

LSO

(C) BEGINNING ON THE WESTERLY LINE OF SAID ILLINOIS CENTRAL RAILROAD COMPANY RIGHT-OF-WAY AT THE INTERSECTION OF THE SOUTHERLY LINE OF THE 23RD STREET VIADUCT, (BEING THE SOUTHERLY LINE OF THE EASEMENT GRANTED TO THE SOUTH PARK COMMISSIONERS DATED SEPTEMBER 25, 1922 AS DOCUMENT NO. 7803194) AND RUNNING

THENCE EASTWARDLY ALONG SAID SOUTH LINE OF THE 23RD STREET VIADUCT, A DISTANCE OF 199.773 FEET;

THENCE SOUTHERLY ALONG A STRAIGHT LINE, A DISTANCE OF 169.073 FEET, TO A POINT WHICH IS 199.328 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE;

THENCE SOUTHERLY ALONG A STRAIGHT LINE, WHOSE SOUTHERLY TERMINATES AT 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 662.40 FEET TO THE POINT OF BEGINNING.

CONTAINING 525,228 SQUARE FEET (12.0576 ACRES) OF LAND, MORE OR LESS.

AND GUARANTEE SURVEY CO., 105 W. MADISON ST., CHICAGO, IL. 60602 - 726-

NO. 8306014-AA

DATE DECEMBER 13, 1983

AFRO-METRIC ENGINEERING, INC.

CHK

9/6/84

REPORTS OF COMMITTEES

887

APPLICANT:

METROPOLITAN FAIR AND EXPOSITION  
AUTHORITY

Date: July 6, 1984  
August 9, 1984  
August 31, 1984

By:   
James F. Sheerin, Chairman

The Authority has executed and submitted this Business Planned Development as the contract purchaser of the Property from the Railroad pursuant to an Agreement dated as of December 15, 1983.

above, the Authority shall deliver to the City of Chicago, One Million Five Hundred Thousand Dollars and No/100 (\$1,500,000) which the City of Chicago shall hold for the benefit of the public in a segregated, interest-bearing account. The funds on deposit in that account shall be used for the construction of the Pedestrian Walkways; however, all interest thereon shall be payable to the City of Chicago. The payment of the amount stated in this Paragraph 14 constitutes full and complete performance by the Authority of all duties it may have to provide funding for the construction of the Pedestrian Walkways.

15. Landscaping of Park Area to the South and East. The Authority shall provide landscaping in order to effectively screen the site; and seed and landscaping for the park areas South and East of existing McCormick Place. In order to accomplish these ends, the Authority shall budget no less than One Million One Hundred and Fifty Thousand dollars and No/100 (\$1,150,000) of the funds available for this Planned Development for this paragraph 15.

16. Accessibility of Enclosed Pedestrian Walkway. The Pedestrian Walkway described in Paragraph 5B of this Plan of Development shall have public access allowed during all times that the exhibit halls are open to the public, subject to the reasonable regulations of the Authority and the City.

17. Exterior Walkway. The Authority shall provide on the existing McCormick Place Deck, a well defined exterior walkway which will allow public access to the park South and East of McCormick Place. Public access to the walkway shall be available 24 hours a day subject to the reasonable regulations of the Authority and the City.

18. Access to Public Transportation. The Authority will use its best efforts to retain public access to the 23rd Street Illinois Central Gulf Railroad commuter station as it now exists, on a 24 hour basis.

B:

A TRACT OF LAND COMPRISED OF A PART OF THE ILLINOIS CENTRAL RAILROAD COMPANY RIGHT-OF-WAY (NOW KNOWN AS THE "ILLINOIS CENTRAL GULF RAILROAD") AND A PART OF THE SUBMERGED LANDS RECLAIMED BY SAID RAILROAD DESCRIBED IN THE 1919 LAKE FRONT ORDINANCE, IN THE NORTHEAST FRACTIONAL QUARTER AND THE SOUTHEAST FRACTIONAL QUARTER OF SECTION 27, TOWNSHIP NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, SAID TRACT OF LAND BEING DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH 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, WHICH POINT IS 163.518 FEET (MEASURED ALONG THE NORTHERLY LINE OF SAID VIADUCT) EASTERLY OF THE WESTERLY LINE OF SAID ILLINOIS CENTRAL RAILROAD COMPANY, AND RUNNING

THENCE NORTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 1903.228 FEET, TO A POINT WHICH IS 156.586 FEET EASTERLY, AND 1856.555 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 222.296 FEET, TO A POINT WHICH IS 148.535 FEET EASTERLY AND 2078.705 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 2567.019 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 3025.583 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 3387.819 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 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 335.874 FEET TO AN INTERSECTION WITH A NORTHERLY LINE OF THE EASEMENT FOR THE OVERHEAD BRIDGE STRUCTURE OF THE SOUTHWEST EXPRESSWAY SYSTEM (AS DESCRIBED IN JUDGEMENT ORDER NO. 67 L 13579 IN THE CIRCUIT COURT OF COOK COUNTY), SAID NORTHERLY LINE EXTENDING FROM A POINT ON SAID WESTERLY RIGHT-OF-WAY LINE, WHICH IS 142.47 FEET (MEASURED PERPENDICULARLY) NORTH OF THE EASTERLY TERMINUS OF THE NORTH LINE OF E. 25TH STREET (AS SHOWN IN WALKER BROS.

GO GUARANTEE SURVEY CO., 105 W. MADISON ST., CHICAGO, IL. 60602 - 726-61

NO. 8306014-AA

DATE DECEMBER 13, 1983

ED BY AERO-METRIC ENGINEERING, INC.

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ACT B: (CONTINUED)

DITION TO CHICAGO, A SUBDIVISION IN THE NORTHEAST FRACTIONAL QUARTER (SECTION 27 AFORESAID) TO A POINT WHICH IS 215.07 FEET (MEASURED PERPENDICULARLY) NORTH OF SAID EASTERLY EXTENSION OF THE NORTH LINE OF E. 25TH STREET AND 396.19 FEET (MEASURED PERPENDICULARLY) WESTERLY OF THE EASTERLY LINE OF SAID ILLINOIS CENTRAL RAILROAD RIGHT-OF-WAY (BEING ALSO THE WESTERLY LINE OF BURNHAM PARK AS SAID WESTERLY LINE IS DESCRIBED BY THE CITY OF CHICAGO BY ORDINANCE PASSED JULY 21, 1919 AND RECORDED ON MARCH 5, 1919 IN THE OFFICE OF THE RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS, AS DOCUMENT NO. 6753370);

THENCE NORTHEASTWARDLY ALONG THE NORTHERLY LINE OF THE EASEMENT AFORESAID, A DISTANCE OF 36.733 FEET TO SAID POINT WHICH IS 215.07 FEET (MEASURED PERPENDICULARLY) NORTH OF SAID EASTERLY EXTENSION OF THE NORTH LINE OF E. 25TH STREET AND 396.19 FEET (MEASURED PERPENDICULARLY) WESTERLY OF SAID EASTERLY RIGHT OF WAY LINE;

THENCE NORTHEASTWARDLY CONTINUING ALONG SAID EASEMENT LINE, BEING A STRAIGHT LINE, A DISTANCE OF 206.321 FEET TO A POINT WHICH IS 352.76 FEET (MEASURED PERPENDICULARLY) NORTH OF SAID EASTERLY EXTENSION OF THE NORTH LINE OF E. 25TH STREET AND 211.49 FEET (MEASURED PERPENDICULARLY) WESTERLY OF SAID EASTERLY RIGHT OF WAY LINE;

THENCE NORTHEASTWARDLY CONTINUING ALONG SAID EASEMENT LINE, BEING A STRAIGHT LINE, A DISTANCE OF 206.308 FEET TO A POINT WHICH IS 537.36 FEET (MEASURED PERPENDICULARLY) NORTH OF SAID EASTERLY EXTENSION OF THE NORTH LINE OF E. 25TH STREET AND 73.66 FEET (MEASURED PERPENDICULARLY) WESTERLY OF SAID EASTERLY RIGHT OF WAY LINE;

THENCE NORTHEASTWARDLY CONTINUING ALONG SAID EASEMENT LINE, BEING A STRAIGHT LINE, A DISTANCE OF 219.688 FEET TO A POINT ON SAID EASTERLY RIGHT-OF-WAY LINE, WHICH POINT IS 756.46 FEET (MEASURED PERPENDICULARLY) NORTH OF SAID EASTERLY EXTENSION OF THE NORTH LINE OF E. 25TH STREET;

THENCE SOUTHWARDLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE, BEING THERE A STRAIGHT LINE WHOSE SOUTHERLY TERMINUS IS THAT POINT WHICH IS 308.0 FEET (MEASURED ALONG SAID LINE) SOUTH OF THE INTERSECTION OF SAID LINE WITH THE NORTH LINE OF 29TH STREET, EXTENDED EAST, A DISTANCE OF 3185.099 FEET TO A POINT WHICH IS 89.16 FEET NORTH OF AFORESAID SOUTHERLY TERMINUS;

THENCE SOUTHWESTWARDLY ALONG AN ARC OF A CIRCLE, CONVEX TO THE SOUTHEAST, TANGENT TO LAST DESCRIBED LINE AND HAVING A RADIUS OF 635.34 FEET, A DISTANCE OF 177.175 FEET TO A POINT ON THAT EASTERLY RIGHT-OF-WAY LINE WHICH EXTENDS SOUTHERLY FROM AFORESAID POINT 308.0 FEET SOUTH OF THE NORTH LINE OF 29TH STREET, EXTENDED EAST, TO A POINT ON THE NORTH LINE OF SAID 31ST STREET EXTENDED EAST, WHICH IS 250.00 FEET (MEASURED PERPENDICULARLY) EASTERLY OF SAID WESTERLY RIGHT-OF-WAY LINE;

THENCE SOUTHWARDLY ALONG SAID LAST DESCRIBED EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 857.397 FEET TO A POINT WHICH IS 86.31 FEET (MEASURED ALONG SAID LINE) NORTHERLY OF AFORESAID POINT ON THE NORTH LINE OF SAID 31ST STREET EXTENDED EAST;

THENCE SOUTHEASTWARDLY ALONG 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 69.426 FEET TO A POINT ON THE NORTH LINE OF THE AFOREMENTIONED 31ST STREET VIADUCT, AND

THENCE WEST ALONG SAID NORTH LINE, A DISTANCE OF 106.584 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

CONTAINING 1,527,996 SQUARE FEET (35.0780 ACRES) OF LAND, MORE OR LESS.  
AGD GUARANTEE SURVEY CO., 105 W. MADISON ST., CHICAGO, IL. 60602 - 726-

BOOK NO. 8306014-AA

DATE DECEMBER 13, 1983

--- METRIC ENGINEERING, INC.

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CT B: (CONTINUED)

ION TO CHICAGO, A SUBDIVISION IN THE NORTHEAST FRACTIONAL QUARTER OF  
ON 27 AFORESAID) TO A POINT WHICH IS 215.07 FEET (MEASURED PERPENDIC-  
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E OF SAID ILLINOIS CENTRAL RAILROAD RIGHT-OF-WAY (BEING ALSO THE WEST-  
Y LINE OF BURNHAM PARK AS SAID WESTERLY LINE IS DESCRIBED BY THE CITY  
CHICAGO BY ORDINANCE PASSED JULY 21, 1919 AND RECORDED ON MARCH 5, 1920  
THE OFFICE OF THE RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS, AS DOCU-  
T NO. 6753370);

THENCE NORTHEASTWARDLY ALONG THE NORTHERLY LINE OF THE EASEMENT  
RESAID, A DISTANCE OF 36.733 FEET TO SAID POINT WHICH IS 215.07 FEET  
ASURED PERPENDICULARLY) NORTH OF SAID EASTERLY EXTENSION OF THE NORTH  
E OF E. 25TH STREET AND 396.19 FEET (MEASURED PERPENDICULARLY) WESTERLY  
SAID EASTERLY RIGHT OF WAY LINE;

THENCE NORTHEASTWARDLY CONTINUING ALONG SAID EASEMENT LINE, BEING  
STRAIGHT LINE, A DISTANCE OF 206.321 FEET TO A POINT WHICH IS 352.76  
T (MEASURED PERPENDICULARLY) NORTH OF SAID EASTERLY EXTENSION OF THE  
TH LINE OF E. 25TH STREET AND 211.49 FEET (MEASURED PERPENDICULARLY)  
STERLY OF SAID EASTERLY RIGHT OF WAY LINE;

THENCE NORTHEASTWARDLY CONTINUING ALONG SAID EASEMENT LINE, BEING  
STRAIGHT LINE, A DISTANCE OF 206.308 FEET TO A POINT WHICH IS 537.36 FEET  
ASURED PERPENDICULARLY) NORTH OF SAID EASTERLY EXTENSION OF THE NORTH  
E OF E. 25TH STREET AND 73.66 FEET (MEASURED PERPENDICULARLY) WESTERLY  
SAID EASTERLY RIGHT OF WAY LINE;

THENCE NORTHEASTWARDLY CONTINUING ALONG SAID EASEMENT LINE, BEING  
STRAIGHT LINE, A DISTANCE OF 219.688 FEET TO A POINT ON SAID EASTERLY  
-OF-WAY LINE, WHICH POINT IS 756.46 FEET (MEASURED PERPENDICULARLY)  
RTH OF SAID EASTERLY EXTENSION OF THE NORTH LINE OF E. 25TH STREET;

THENCE SOUTHWARDLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE, BEING  
RE A STRAIGHT LINE WHOSE SOUTHERLY TERMINUS IS THAT POINT WHICH IS 308.0  
ET (MEASURED ALONG SAID LINE) SOUTH OF THE INTERSECTION OF SAID LINE WITH  
E NORTH LINE OF 29TH STREET, EXTENDED EAST, A DISTANCE OF 3185.099 FEET,  
A POINT WHICH IS 89.16 FEET NORTH OF AFORESAID SOUTHERLY TERMINUS;

THENCE SOUTHWESTWARDLY ALONG AN ARC OF A CIRCLE, CONVEX TO THE  
UTHEAST, TANGENT TO LAST DESCRIBED LINE AND HAVING A RADIUS OF 635.34  
ET, A DISTANCE OF 177.175 FEET TO A POINT ON THAT EASTERLY RIGHT-OF-WAY  
NE WHICH EXTENDS SOUTHERLY FROM AFORESAID POINT 308.0 FEET SOUTH OF THE  
RTH LINE OF 29TH STREET, EXTENDED EAST, TO A POINT ON THE NORTH LINE OF  
ST 31ST STREET EXTENDED EAST, WHICH IS 250.00 FEET (MEASURED PERPENDICU-  
RLY) EASTERLY OF SAID WESTERLY RIGHT-OF-WAY LINE;

THENCE SOUTHWARDLY ALONG SAID LAST DESCRIBED EASTERLY RIGHT-OF-  
Y LINE, A DISTANCE OF 857.397 FEET TO A POINT WHICH IS 86.31 FEET (MEA-  
URED ALONG SAID LINE) NORTHERLY OF AFORESAID POINT ON THE NORTH LINE OF E.  
ST STREET EXTENDED EAST;

THENCE SOUTHEASTWARDLY ALONG THE ARC OF A CIRCLE, CONVEX TO THE  
EST, TANGENT TO LAST DESCRIBED LINE AND HAVING A RADIUS OF 573.69 FEET, A  
STANCE OF 69.426 FEET TO A POINT ON THE NORTH LINE OF THE AFOREMENTIONED  
ST STREET VIADUCT, AND

THENCE WEST ALONG SAID NORTH LINE, A DISTANCE OF 106.584 FEET TO  
E POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

CONTAINING 1,527,996 SQUARE FEET (35.0780 ACRES) OF LAND, MORE OF

GO GUARANTEE SURVEY CO., 105 W. MADISON ST., CHICAGO, IL. 60602 - 726-6:

NO. 8306014-AA

DATE DECEMBER 13, 1983

ACT C:

A TRACT OF LAND COMPRISED OF A PART OF THE ILLINOIS CENTRAL RAILROAD COMPANY RIGHT-OF-WAY (NOW KNOWN AS THE "ILLINOIS CENTRAL GULF RAILROAD") AND A PART OF THE SUBMERGED LANDS RECLAIMED BY SAID RAILROAD DESCRIBED IN THE 1919 LAKE FRONT ORDINANCE, IN THE NORTHWEST FRACTIONAL QUARTER OF SECTION 22, THE SOUTHWEST FRACTIONAL QUARTER OF SECTION 22 AND THE NORTHWEST FRACTIONAL QUARTER OF SECTION 27, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE 183RD PRINCIPAL MERIDIAN, SAID TRACT OF LAND BEING DESCRIBED AS FOLLOWS:

(A) BEGINNING ON THE EASTERLY LINE OF SAID ILLINOIS CENTRAL RAILROAD COMPANY RIGHT-OF-WAY (BEING ALSO THE WESTERLY LINE OF BURNHAM PARK, AS SAID WESTERLY LINE IS DESCRIBED IN THE 1919 LAKE FRONT ORDINANCE) AT THE INTERSECTION OF THE NORTHERLY LINE OF THE 23RD STREET VIADUCT, RUNNING A LINE 50.00 FEET (MEASURED PERPENDICULARLY) NORTHERLY OF AND PARALLEL WITH THE CENTERLINE OF THE EXISTING STRUCTURE; AND RUNNING

THENCE NORTHWARDLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 2270.472 FEET TO AN INTERSECTION WITH THE NORTH LINE OF E. 18TH STREET, EXTENDED EAST, AT A POINT 708.495 FEET (AS MEASURED ALONG SAID NORTH LINE OF E. 18TH STREET, EXTENDED EAST) EAST FROM THE WESTERLY RIGHT-OF-WAY LINE OF SAID RAILROAD;

THENCE CONTINUING NORTHWARDLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE, ON A STRAIGHT LINE WHICH FORMS AN ANGLE TO THE LEFT OF 00 DEGREE 01 MINUTES 27 SECONDS WITH LAST DESCRIBED COURSE, A DISTANCE OF 919.96 FEET;

THENCE WESTWARDLY ALONG A STRAIGHT LINE WHICH FORMS AN ANGLE OF 03 DEGREES 40 MINUTES 14 SECONDS FROM NORTH TO WEST WITH LAST DESCRIBED COURSE, A DISTANCE OF 86.641 FEET;

THENCE SOUTHWARDLY ALONG THE ARC OF A CIRCLE, CONVEX TO THE WEST WITH A RADIUS OF 2448.29 FEET, A DISTANCE OF 86.233 FEET TO A POINT WHICH IS 100.767 FEET WESTERLY AND 859.910 FEET NORTHERLY OF THE INTERSECTION OF SAID EASTERLY RIGHT-OF-WAY LINE WITH THE NORTH LINE OF E. 18TH STREET, EXTENDED EAST, AS MEASURED ALONG SAID EASTERLY LINE AND A LINE PERPENDICULAR THERETO;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE, TANGENT TO LAST DESCRIBED ARC OF A CIRCLE, A DISTANCE OF 436.277 FEET TO A POINT WHICH IS 197.423 FEET WESTERLY AND 434.475 FEET NORTHERLY OF THE INTERSECTION OF SAID EASTERLY RIGHT-OF-WAY LINE WITH THE NORTH LINE OF E. 18TH STREET, EXTENDED EAST, AS MEASURED ALONG SAID EASTERLY LINE AND A LINE PERPENDICULAR THERETO;

THENCE SOUTHEASTWARDLY ALONG THE ARC OF A CIRCLE, CONVEX TO THE WEST, TANGENT TO LAST DESCRIBED STRAIGHT LINE AND HAVING A RADIUS OF 1343.75 FEET, A DISTANCE OF 278.822 FEET, TO A POINT WHICH IS 230.646 FEET WESTERLY AND 158.143 FEET NORTHERLY OF THE INTERSECTION OF SAID EASTERLY RIGHT-OF-WAY LINE WITH THE NORTH LINE OF EAST 18TH STREET, EXTENDED EAST, AS MEASURED ALONG SAID EASTERLY LINE AND A LINE PERPENDICULAR THERETO;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE TANGENT TO LAST DESCRIBED ARC OF A CIRCLE, A DISTANCE OF 722.975 FEET TO A POINT WHICH IS 434.030 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM THE WESTERLY LINE OF SAID ILLINOIS CENTRAL RAILROAD RIGHT-OF-WAY AND 1706.466 FEET (MEASURED PERPENDICULARLY) NORTHERLY OF THE AFOREMENTIONED NORTHERLY LINE OF THE 23RD STREET VIADUCT;

BY AND FOR THE SURVEYOR: GO GUARANTEE SURVEY CO., 105 W. MADISON ST., CHICAGO, IL. 60602 - 726

NO. 8306014-AA

DATE DECEMBER 13, 1983

PREPARED BY AERO-METRIC ENGINEERING, INC.

444

ACT C: (CONTINUED)

THENCE SOUTHWARDLY ALONG THE ARC OF A CIRCLE CONVEX TO THE EAST, TANGENT TO LAST DESCRIBED STRAIGHT LINE, WITH A RADIUS OF 2008.70 FEET, A DISTANCE OF 100.333 FEET TO A POINT WHICH IS 424.314 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 1546.469 FEET (MEASURED PERPENDICULARLY) NORTHERLY OF SAID NORTH LINE OF THE 23RD STREET VIADUCT;

THENCE SOUTHWARDLY ALONG AN ARC OF A CIRCLE, CONVEX TO THE EAST, WITH A RADIUS OF 915.13 FEET, A DISTANCE OF 254.54 FEET TO A POINT WHICH IS 354.092 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 1300.00 FEET (MEASURED PERPENDICULARLY) NORTHERLY OF SAID NORTH LINE OF THE 23RD STREET VIADUCT;

THENCE CONTINUING ALONG AN ARC OF A CIRCLE, CONVEX TO THE EAST, WITH A RADIUS OF 2008.70 FEET, A DISTANCE OF 154.214 FEET TO A POINT WHICH IS 301.631 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 1159.039 FEET (MEASURED PERPENDICULARLY) NORTHERLY OF SAID NORTH LINE OF THE 23RD STREET VIADUCT;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 184.018 FEET TO A POINT WHICH IS 220.680 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 993.782 FEET (MEASURED PERPENDICULARLY) NORTHERLY FROM SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 66.874 FEET TO A POINT WHICH IS 220.719 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 926.908 FEET (MEASURED PERPENDICULARLY) NORTHERLY FROM THE NORTHERLY LINE OF THE 23RD STREET VIADUCT;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 64.946 FEET TO A POINT WHICH IS 199.589 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 865.496 FEET (MEASURED PERPENDICULARLY) NORTHERLY FROM SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 865.496 FEET TO A POINT ON SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT, WHICH POINT IS 200.088 FEET EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE; AND

THENCE EASTWARDLY ALONG THE NORTHERLY LINE OF SAID 23RD STREET VIADUCT, A DISTANCE OF 433.847 FEET TO THE POINT OF BEGINNING, EXCEPTING HEREFROM THAT PART OF SAID LAND, PROPERTY AND SPACE CONVEYED TO AMALGAMATED TRUST AND SAVINGS BANK BY DEED RECORDED SEPTEMBER 21, 1970 AS DOCUMENT NO. 21270060, IN COOK COUNTY, ILLINOIS.

ALSO

(B) BEGINNING ON THE EASTERLY LINE OF SAID ILLINOIS CENTRAL RAILROAD COMPANY RIGHT-OF-WAY (BEING ALSO THE WESTERLY LINE OF BURNHAM PARK, AS SAID WESTERLY LINE IS DESCRIBED IN THE 1919 LAKE FRONT ORDINANCE) AT THE INTERSECTION OF THE NORTHERLY LINE OF THE 23RD STREET VIADUCT, BEING A LINE 60.00 FEET (MEASURED PERPENDICULARLY) NORTHERLY OF AND PARALLEL WITH THE CENTERLINE OF THE EXISTING STRUCTURE; AND RUNNING

THENCE WESTWARDLY ALONG THE NORTHERLY LINE OF SAID 23RD STREET VIADUCT, A DISTANCE OF 433.847 FEET, TO A POINT 200.088 FEET EASTERLY FROM THE WESTERLY LINE OF SAID ILLINOIS CENTRAL RAILROAD RIGHT-OF-WAY;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 120.00 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID 23RD STREET VIADUCT (BEING THE SOUTHERLY LINE OF THE EASEMENT GRANTED TO THE SOUTH PARK COMMISSIONERS DATED SEPTEMBER 25, 1922 AS DOCUMENT NO. 7803194), WHICH POINT IS 199.773 FEET EASTERLY OF SAID WESTERLY RIGHT-OF-WAY LINE;

GO GUARANTEE SURVEY CO., 105 W. MADISON ST., CHICAGO, IL. 60602 - 726-6

NO. 8306014-AA

DATE DECEMBER 13, 1983

1 C: (CONTINUED)

THENCE SOUTHWARDLY ALONG THE ARC OF A CIRCLE CONVEX TO THE EAST TO LAST DESCRIBED STRAIGHT LINE, WITH A RADIUS OF 2008.70 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 1546.4 FEET (MEASURED PERPENDICULARLY) NORTHERLY OF SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT;

THENCE SOUTHWARDLY ALONG AN ARC OF A CIRCLE, CONVEX TO THE EAST WITH A RADIUS OF 915.13 FEET, A DISTANCE OF 254.54 FEET TO A POINT WHICH IS 354.092 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 1300.00 FEET (MEASURED PERPENDICULARLY) NORTHERLY OF SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT;

THENCE CONTINUING ALONG AN ARC OF A CIRCLE, CONVEX TO THE EAST WITH A RADIUS OF 2008.70 FEET, A DISTANCE OF 154.214 FEET TO A POINT WHICH IS 301.631 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 1159.039 FEET (MEASURED PERPENDICULARLY) NORTHERLY OF SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 184.8 FEET TO A POINT WHICH IS 220.680 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 993.782 FEET (MEASURED PERPENDICULARLY) NORTHERLY FROM SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 66.8 FEET TO A POINT WHICH IS 220.719 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 926.908 FEET (MEASURED PERPENDICULARLY) NORTHERLY FROM THE NORTHERLY LINE OF THE 23RD STREET VIADUCT;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 64.9 FEET TO A POINT WHICH IS 199.589 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 865.496 FEET (MEASURED PERPENDICULARLY) NORTHERLY FROM SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 865.5 FEET TO A POINT ON SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT, WHICH POINT IS 200.088 FEET EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE;

THENCE EASTWARDLY ALONG THE NORTHERLY LINE OF SAID 23RD STREET VIADUCT, A DISTANCE OF 433.847 FEET TO THE POINT OF BEGINNING, EXCEPT WHEREFROM THAT PART OF SAID LAND, PROPERTY AND SPACE CONVEYED TO AMALGAMATED TRUST AND SAVINGS BANK BY DEED RECORDED SEPTEMBER 21, 1970 AS DOCUMENT NO. 21270060, IN COOK COUNTY, ILLINOIS.

SO

(B) BEGINNING ON THE EASTERLY LINE OF SAID ILLINOIS CENTRAL RAILROAD COMPANY RIGHT-OF-WAY (BEING ALSO THE WESTERLY LINE OF BURNHAM PARK, AS SAID WESTERLY LINE IS DESCRIBED IN THE 1919 LAKE FRONT ORDINANCE) TO THE INTERSECTION OF THE NORTHERLY LINE OF THE 23RD STREET VIADUCT, THENCE A LINE 60.00 FEET (MEASURED PERPENDICULARLY) NORTHERLY OF AND PARALLEL WITH THE CENTERLINE OF THE EXISTING STRUCTURE; AND RUNNING

THENCE WESTWARDLY ALONG THE NORTHERLY LINE OF SAID 23RD STREET VIADUCT, A DISTANCE OF 433.847 FEET, TO A POINT 200.088 FEET EASTERLY FROM THE WESTERLY LINE OF SAID ILLINOIS CENTRAL RAILROAD RIGHT-OF-WAY;

THENCE SOUTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 120.0 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID 23RD STREET VIADUCT (BEING THE SOUTHERLY LINE OF THE EASEMENT GRANTED TO THE SOUTH PARK COMMISSION BY DEED DATED SEPTEMBER 25, 1922 AS DOCUMENT NO. 7803194), WHICH POINT IS 199.5 FEET EASTERLY OF SAID WESTERLY RIGHT-OF-WAY LINE;

GO GUARANTEE SURVEY CO., 105 W. MADISON ST., CHICAGO, IL. 60602 - 72

NO. 8306014-AA

DATE DECEMBER 13, 1974

AERO-METRIC ENGINEERING, INC.

ACT C: (CONTINUED)

THENCE EASTWARDLY ALONG SAID SOUTHERLY LINE OF THE 23RD STREET VIADUCT, A DISTANCE OF 431.789 FEET TO SAID EASTERLY RIGHT-OF-WAY LINE;

THENCE NORTHWARDLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE A DISTANCE OF 120.024 FEET TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THAT PART OF THE LAND, PROPERTY AND SPACE CONVEYED TO AMALGAMATED TRUST AND SAVINGS BANK BY DEED RECORDED SEPTEMBER 21, 1970 AS DOCUMENT NO. 21270060, COOK COUNTY, ILLINOIS.

SO

(C) BEGINNING ON THE EASTERLY LINE OF SAID ILLINOIS CENTRAL RAILROAD COMPANY RIGHT-OF-WAY AT THE INTERSECTION OF THE SOUTHERLY LINE OF THE 23RD STREET VIADUCT (BEING THE SOUTHERLY LINE OF THE EASEMENT GRANTED TO THE SOUTH PARK COMMISSIONERS DATED SEPTEMBER 25, 1922 AS DOCUMENT NO. 7803194); AND RUNNING

THENCE WESTWARDLY ALONG SAID SOUTHERLY LINE OF THE 23RD STREET VIADUCT, A DISTANCE OF 431.789 FEET TO A POINT 199.773 FEET EASTERLY FROM SAID WESTERLY LINE OF SAID ILLINOIS CENTRAL RAILROAD RIGHT-OF-WAY;

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, A DISTANCE OF 751.05 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 TERMINATION IS AT A POINT WHICH IS 143.70 FEET EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 3387.819 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 HERETO, A DISTANCE OF 179.851 FEET TO AN INTERSECTION WITH A NORTHERLY LINE OF THE EASEMENT FOR THE OVERHEAD BRIDGE STRUCTURE OF THE SOUTHWEST EXPRESSWAY SYSTEM (AS DESCRIBED IN JUDGEMENT ORDER NO. 67 L 13579 IN THE CIRCUIT COURT OF COOK COUNTY), SAID NORTHERLY LINE EXTENDING FROM A POINT ON SAID WESTERLY RIGHT-OF-WAY LINE WHICH IS 142.47 FEET (MEASURED PERPENDICULARLY) NORTH OF THE EASTERLY EXTENSION OF THE NORTH LINE OF E. 25TH STREET (AS SHOWN IN WALKER BROS. ADDITION TO CHICAGO, A SUBDIVISION OF THE NORTHEAST FRACTIONAL QUARTER OF SECTION 27 AFORESAID) TO A POINT WHICH IS 215.07 FEET (MEASURED PERPENDICULARLY) NORTH OF SAID EASTERLY EXTENSION OF THE NORTH LINE OF E. 25TH STREET AND 396.19 FEET (MEASURED PERPENDICULARLY) WESTERLY OF THE EASTERLY LINE OF SAID ILLINOIS CENTRAL RAILROAD RIGHT-OF-WAY (BEING ALSO THE WESTERLY LINE OF BURNHAM PARK, AS SAID WESTERLY LINE IS DESCRIBED BY THE CITY OF CHICAGO BY ORDINANCE PASSED MAY 21, 1919 AND RECORDED ON MARCH 5, 1920 IN THE OFFICE OF THE RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS, AS DOCUMENT NO. 6753370);

WARRANTY SURVEY CO., 105 W. MADISON ST., CHICAGO, IL. 60602. - 726-61

8306014-AA

DATE DECEMBER 13, 1983

ACT C: (CONTINUED)

THENCE NORTHEASTWARDLY ALONG THE NORTHERLY LINE OF THE EASEMENT  
 OPRESAID, A DISTANCE OF 36.733 FEET TO SAID POINT WHICH IS 215.07 FEET  
 (MEASURED PERPENDICULARLY) NORTH OF SAID EASTERLY EXTENSION OF THE NORTH  
 LINE OF E. 25TH STREET AND 396.19 FEET (MEASURED PERPENDICULARLY) WESTER-  
 LY OF SAID EASTERLY RIGHT-OF-WAY LINE;

THENCE NORTHEASTWARDLY CONTINUING ALONG SAID EASEMENT LINE,  
 BEING A STRAIGHT LINE, A DISTANCE OF 206.321 FEET TO A POINT WHICH IS  
 2.76 FEET (MEASURED PERPENDICULARLY) NORTH OF SAID EASTERLY EXTENSION OF  
 THE NORTH LINE OF E. 25TH STREET AND 211.49 FEET (MEASURED PERPENDICULARLY)  
 WESTERLY OF SAID EASTERLY RIGHT-OF-WAY LINE;

THENCE NORTHEASTWARDLY CONTINUING ALONG SAID EASEMENT LINE,  
 BEING A STRAIGHT LINE, A DISTANCE OF 206.308 FEET TO A POINT WHICH IS  
 17.36 FEET (MEASURED PERPENDICULARLY) NORTH OF SAID EASTERLY EXTENSION OF  
 THE NORTH LINE OF E. 25TH STREET AND 73.66 FEET (MEASURED PERPENDICULARLY)  
 WESTERLY OF SAID EASTERLY RIGHT-OF-WAY LINE;

THENCE NORTHEASTWARDLY CONTINUING ALONG SAID EASEMENT LINE,  
 BEING A STRAIGHT LINE, A DISTANCE OF 219.688 FEET TO A POINT ON SAID EAST-  
 ERLY RIGHT-OF-WAY LINE, WHICH POINT IS 756.46 FEET (MEASURED PERPENDICULAR-  
 LY) NORTH OF SAID EASTERLY EXTENSION OF THE NORTH LINE OF E. 25TH STREET;  
 AND

THENCE NORTHWARDLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DIS-  
 TANCE OF 652.596 FEET, TO THE POINT OF BEGINNING;

EXCEPTING THEREFROM THAT PART OF THE LAND, PROPERTY AND SPACE  
 CONVEYED TO AMALGAMATED TRUST AND SAVINGS BANK, AS TRUSTEE, UNDER TRUST  
~~AGREEMENT DATED AUGUST 25, 1959 AND KNOWN AS TRUST NO. 2300, AND AS TRUSTEE~~  
 UNDER TRUST AGREEMENT DATED JANUARY 12, 1978 AND KNOWN AS TRUST NO. 3448,  
 IN COOK COUNTY, ILLINOIS.

CONTAINING 1,419,953 SQUARE FEET (32.5976 ACRES) OF LAND, MORE C  
 ESS.

*GMH*

<b>EXHIBIT "A-1"</b>	<b>Chicago Guaranty Survey Company Survey dated May 20, 1984</b>
<b>EXHIBIT "A-2"</b>	<b>Site plan for the Property with Parcel Identification</b>
<b>EXHIBIT "A-3"</b>	<b>Zoning Map</b>
<b>EXHIBIT "B"</b>	<b>Exhibit Hall plans and sections</b>
<b>EXHIBIT "C"</b>	<b>Site Plan for the Property with Land Use Identification</b>

**COPIES OF THE EXHIBITS REFERENCED ABOVE ARE ATTACHED TO THE PLAN OF DEVELOPMENT WHICH IS ATTACHED TO THE ORDINANCE BY WHICH THE BUSINESS PLANNED DEVELOPMENT WILL BE ENACTED.**

CHICAGO GUARANTEE SURVEY COMPANY  
PLAN OF SURVEY

TABLE A

Table A: Survey data with multiple columns and rows of text.

TABLE B

Table B: Survey data with multiple columns and rows of text.

TABLE C

Table C: Survey data with multiple columns and rows of text.

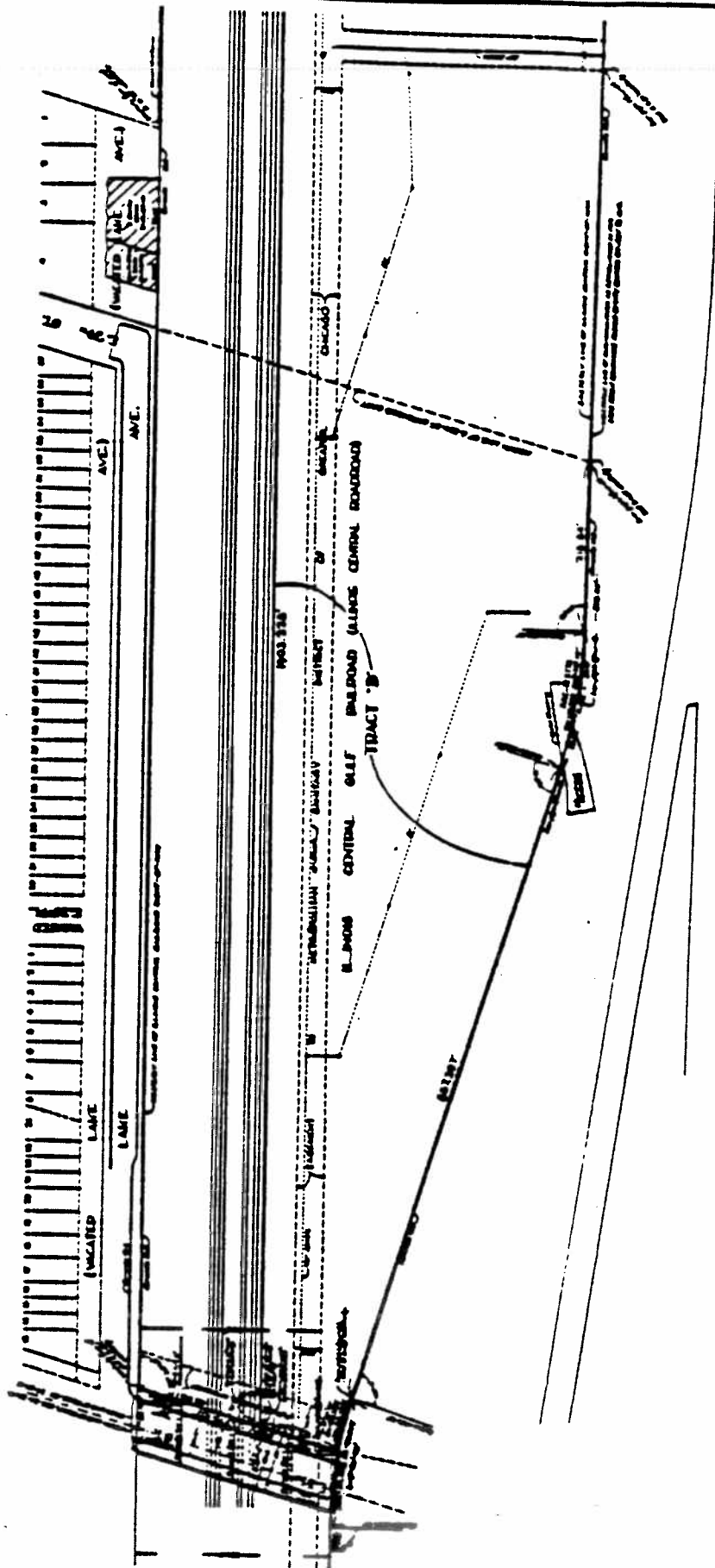
Vertical text on the left side of the page, possibly a page number or reference.

Table 1: Large survey data table with multiple columns and rows of text.

Table 2: Survey data table with multiple columns and rows of text.

CHICAGO GUARANTY SURVEY COMPANY  
FLAY MEY

For location of tract Y refer to sheets 1



SOUTH LAKE SHORE DRIVE

1903 11th STREET

1903 12th STREET

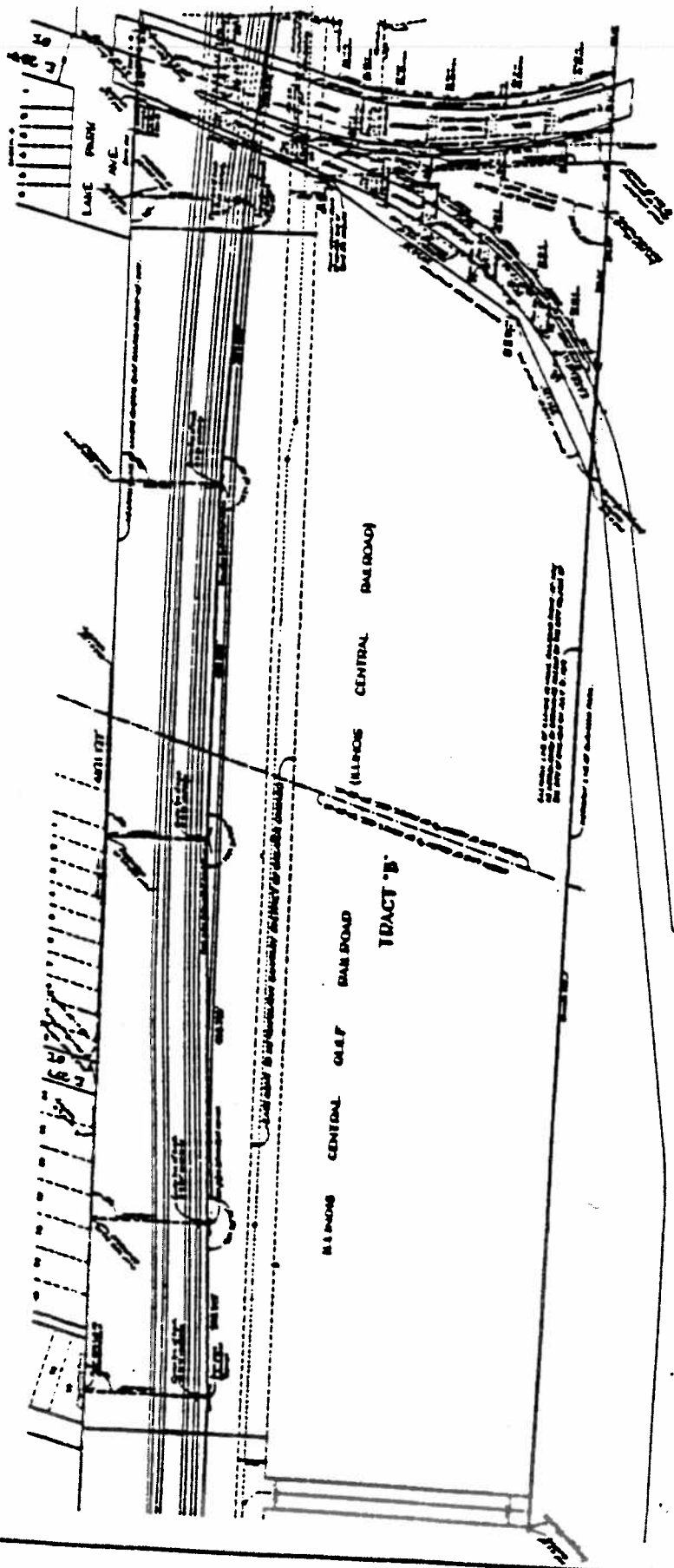
CHICAGO GUARANTY SURVEY COMPANY  
FLAY MEY  
1984

SHEET NO. 1 OF 1

CHICAGO GUARANTEE SURVEY COMPANY  
PLAN OF SURVEY

FOR THE PURPOSES OF THE CHICAGO GUARANTEE ACT

Scale  
1" = 100'



MILWAUKEE CENTRAL GREAT LAKES RAILROAD  
MILWAUKEE CENTRAL RAILROAD  
TRACK 'B'

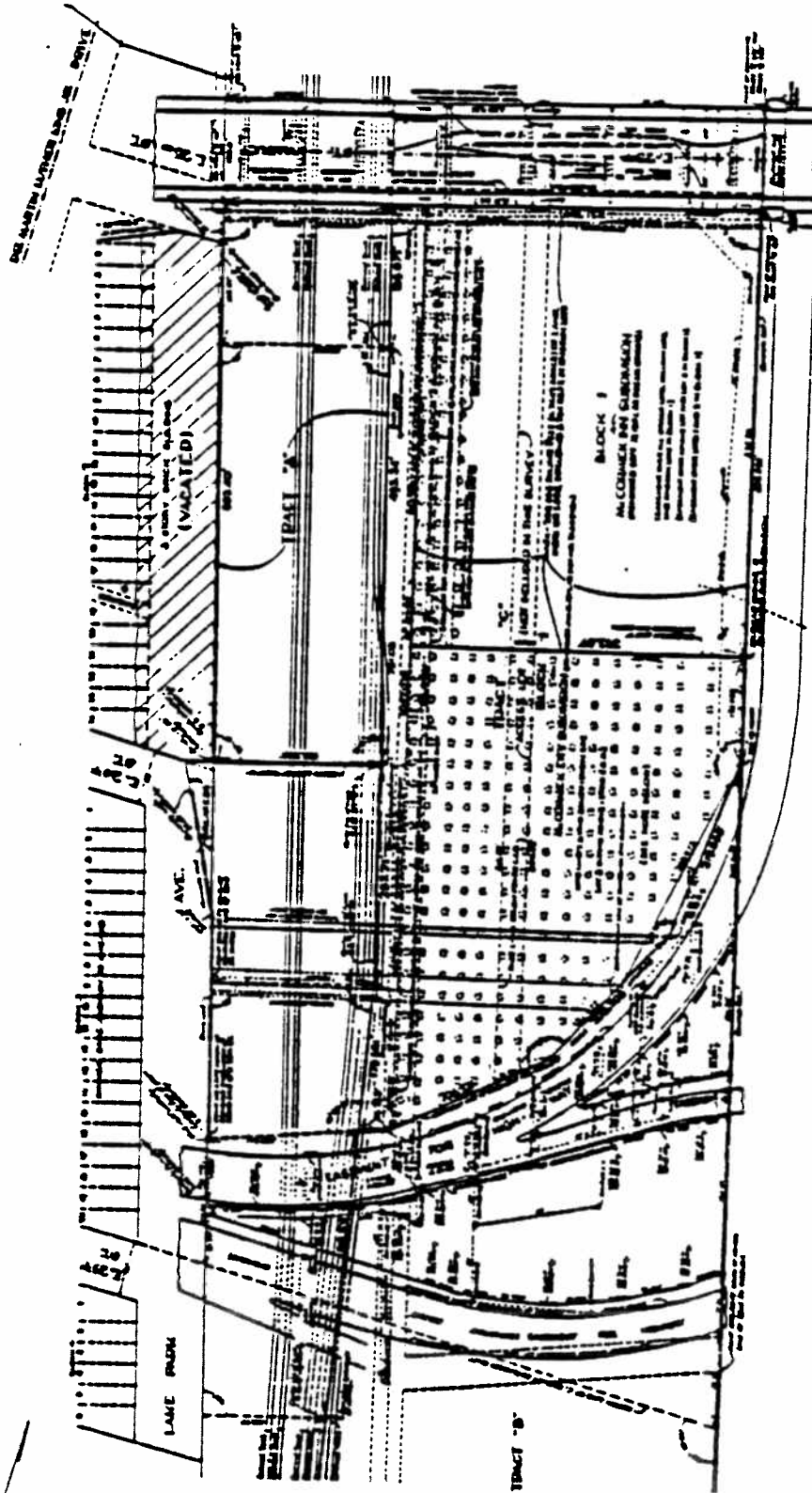
SOUTH LAKE SHORE DRIVE

CHICAGO GUARANTEE SURVEY COMPANY  
100 N. LAKE ST. CHICAGO, ILL.

ALL RIGHTS RESERVED  
COPYRIGHT 1910 BY CHICAGO GUARANTEE SURVEY COMPANY

CHICAGO GUARANTEE SURVEY COMPANY  
PLAN OF SURVEY

FOR RECORDS OF RECORDS OFFICE IN DISTRICT No. 1



THE SURVEY WAS MADE BY THE CHICAGO GUARANTEE SURVEY COMPANY, INC. ON THE 15TH DAY OF SEPTEMBER, 1911.

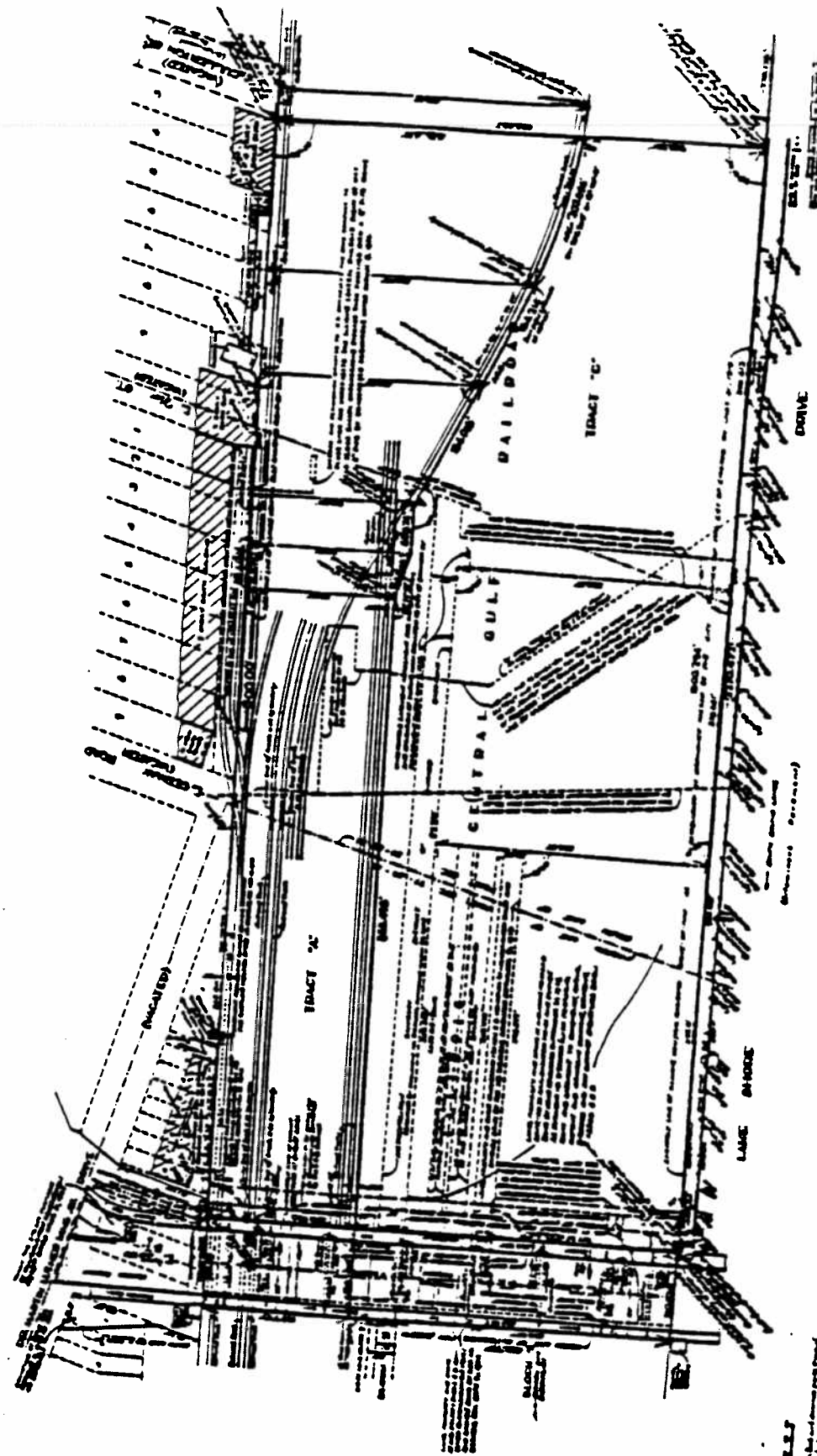
THE SURVEY WAS MADE BY THE CHICAGO GUARANTEE SURVEY COMPANY, INC. ON THE 15TH DAY OF SEPTEMBER, 1911.

CHICAGO GUARANTEE SURVEY COMPANY, INC.  
111 N. WABASH ST.  
CHICAGO, ILL.

SHEET 1418 OF 19

CHICAGO GUARANTEE SURVEY COMPANY  
PLAN OF SURVEY

FOR DECOMPOSITION OF TRACKS 'A' AND 'C' REFER TO SHEET NO. 1

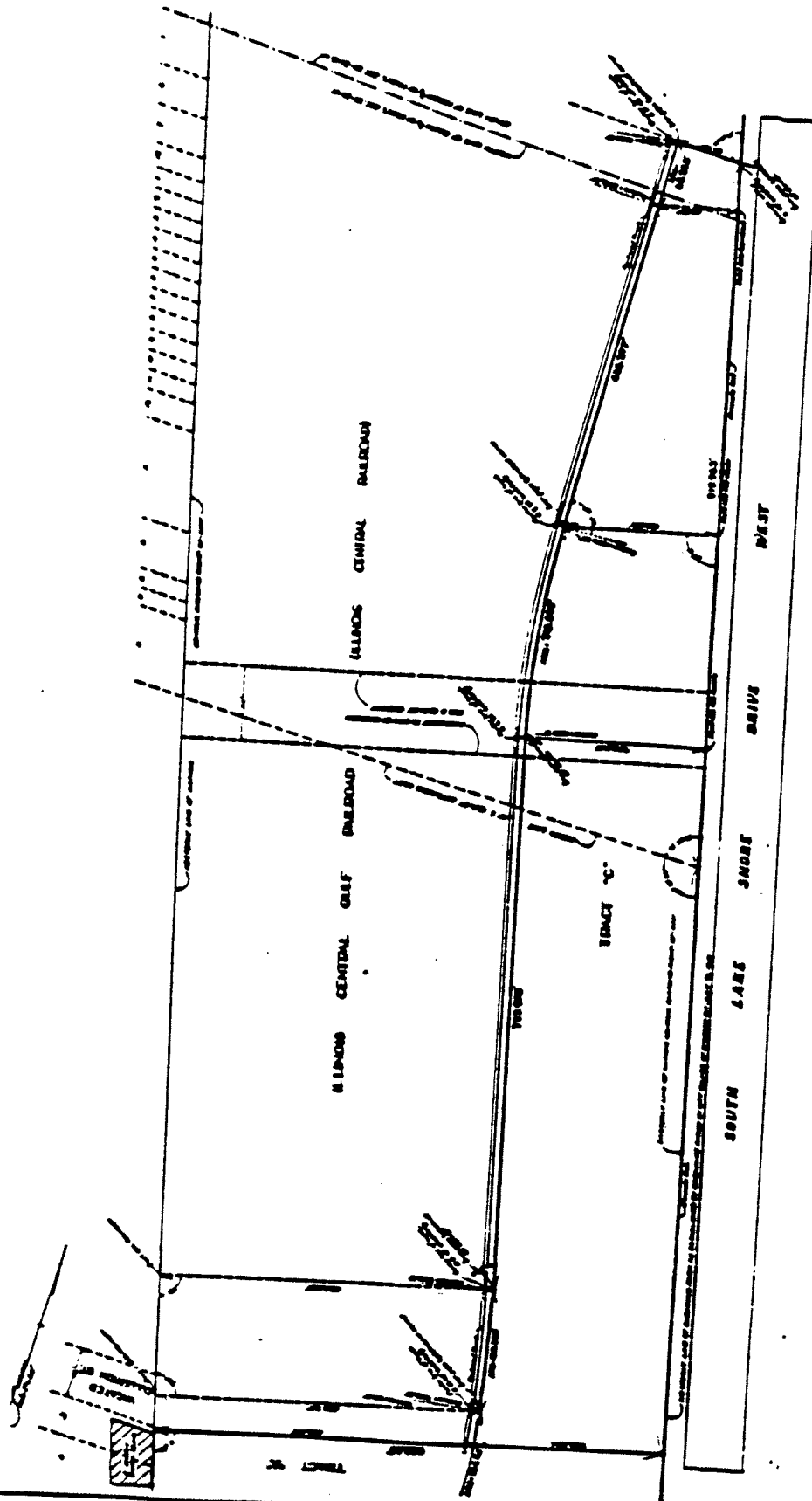


CHICAGO GUARANTEE SURVEY COMPANY  
 120 N. WABASH ST. CHICAGO, ILL.  
 ENGINEERS

CHICAGO GUARANTEE SURVEY COMPANY  
 120 N. WABASH ST. CHICAGO, ILL.  
 ENGINEERS

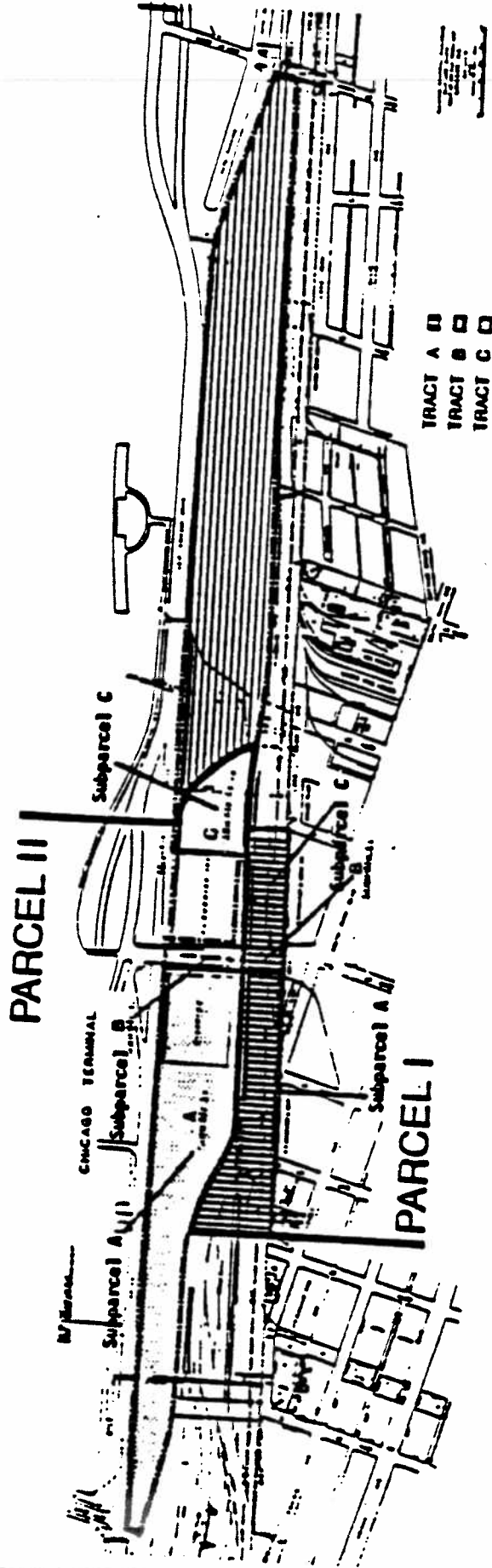
CHICAGO GUARANTEE SURVEY COMPANY  
PLAN OF SURVEY

FOR ADJUSTMENT OF TRACKS NORTH TO SHEET No. 1



ALL DIMENSIONS OF THIS PLAN ARE IN FEET  
 AND FRACTIONS THEREOF  
 AND SHALL BE CONSIDERED AS THE BASIS FOR THE LOCATION OF THE TRACKS  
 AND FOR THE LOCATION OF THE TRACKS

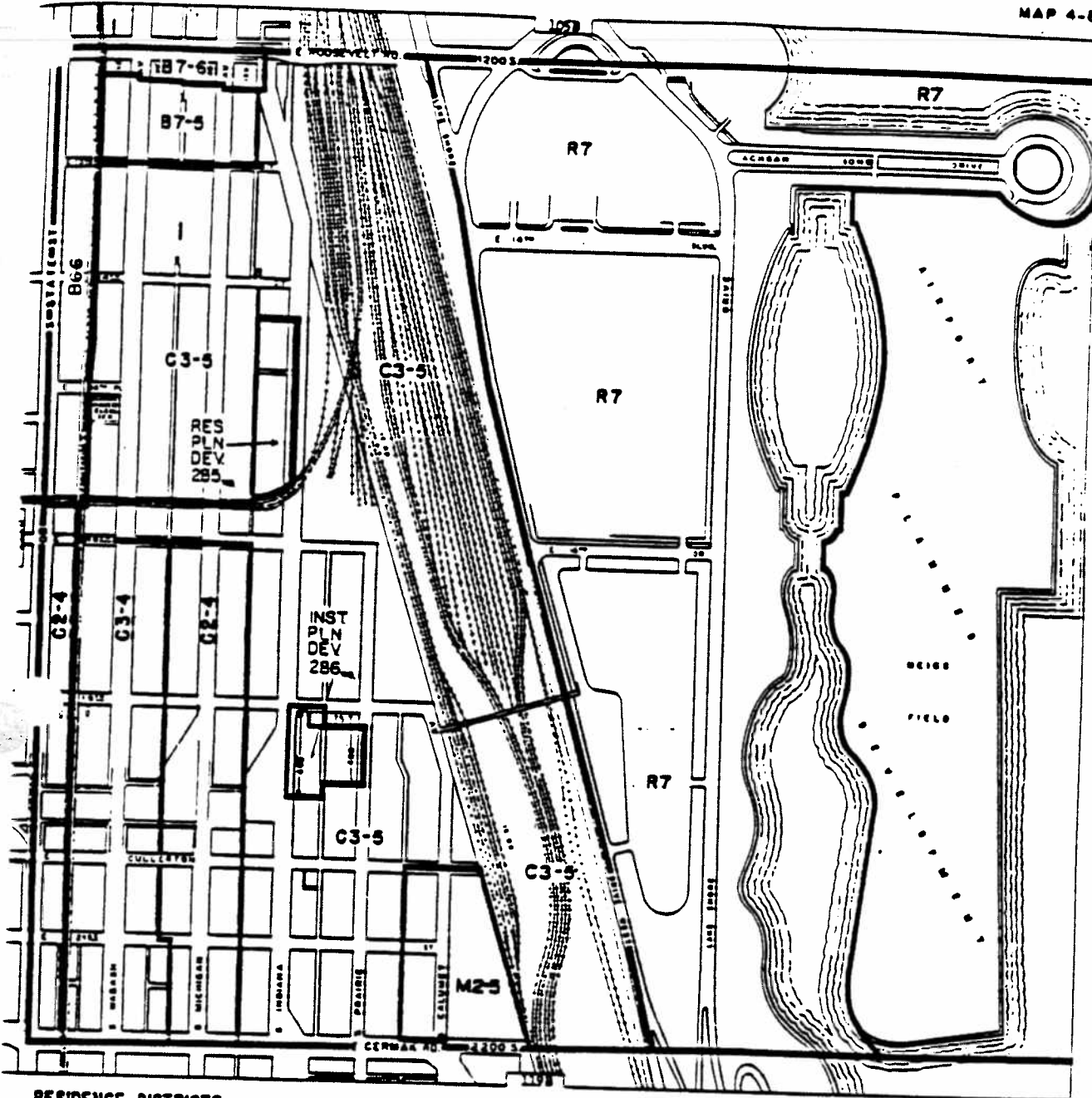
CHICAGO GUARANTEE SURVEY COMPANY  
 100 N. LAUREL ST.  
 CHICAGO, ILL. 60610



CHICAGO ZONING ORDINANCE

SECTION 17000 R.M.C.

MAP 4-E



**RESIDENCE DISTRICTS**

- R1 SINGLE-FAMILY RESIDENCE DISTRICT
- R2 SINGLE-FAMILY RESIDENCE DISTRICT
- R3 GENERAL RESIDENCE DISTRICT
- R4 GENERAL RESIDENCE DISTRICT
- R5 GENERAL RESIDENCE DISTRICT
- R6 GENERAL RESIDENCE DISTRICT
- R7 GENERAL RESIDENCE DISTRICT
- R8 GENERAL RESIDENCE DISTRICT

**BUSINESS DISTRICTS**

- B1-1 TO B1-5 LOCAL RETAIL DISTRICTS
- B2-1 TO B2-5 RESTRICTED RETAIL DISTRICTS
- B3-1 TO B3-5 GENERAL RETAIL DISTRICTS
- B4-1 TO B4-5 RESTRICTED SERVICE DISTRICTS
- B5-1 TO B5-5 GENERAL SERVICE DISTRICTS
- B6-6 AND B6-7 RESTRICTED CENTRAL BUSINESS DISTRICTS
- B7-5 TO B7-7 GENERAL CENTRAL BUSINESS DISTRICTS

**COMMERCIAL DISTRICTS**

- C1-1 TO C1-5 RESTRICTED COMMERCIAL DISTRICTS
- C2-1 TO C2-5 GENERAL COMMERCIAL DISTRICTS
- C3-5 TO C3-7 COMMERCIAL-MANUFACTURING DISTRICTS
- C4 MOTOR FREIGHT TERMINAL DISTRICT

**MANUFACTURING DISTRICTS**

- M1-1 TO M1-5 RESTRICTED MANUFACTURING DISTRICTS
- M2-1 TO M2-5 GENERAL MANUFACTURING DISTRICTS
- M3-1 TO M3-5 HEAVY MANUFACTURING DISTRICT

AS AMENDED 7-6-82

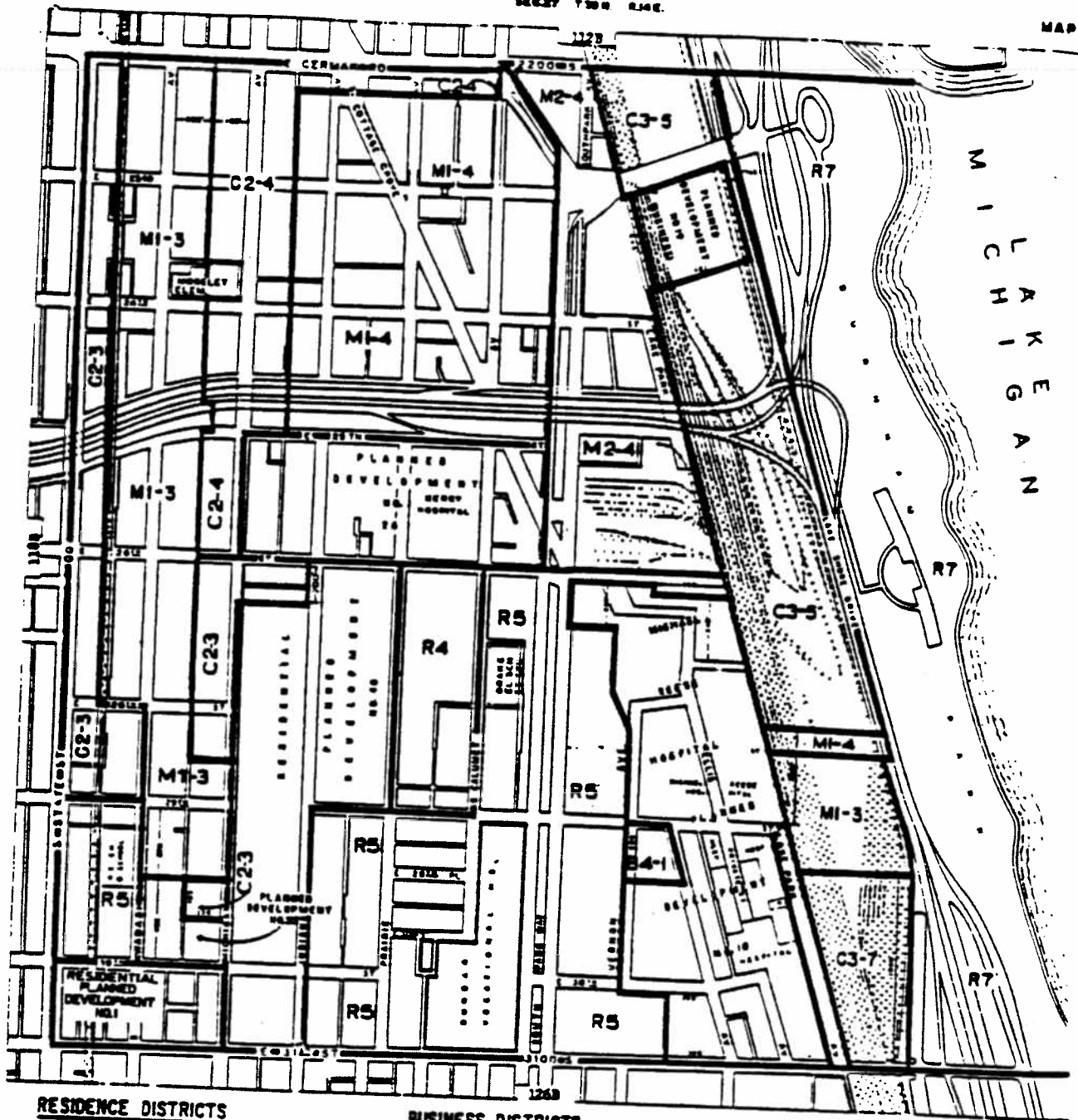
FOR USE AND BULK REGULATIONS, RESIDENCE DISTRICTS, SEE ARTICLE 7  
 FOR USE AND BULK REGULATIONS, BUSINESS DISTRICTS, SEE ARTICLE 8  
 FOR USE AND BULK REGULATIONS, COMMERCIAL DISTRICTS, SEE ARTICLE 9  
 FOR USE AND BULK REGULATIONS, MANUFACTURING DISTRICTS, SEE ARTICLE 10



CHICAGO ZONING ORDINANCE

SECTION 1700.014E

MAP



**RESIDENCE DISTRICTS**

- R1 SINGLE-FAMILY RESIDENCE DISTRICT
- R2 SINGLE-FAMILY RESIDENCE DISTRICT
- R3 GENERAL RESIDENCE DISTRICT
- R4 GENERAL RESIDENCE DISTRICT
- R5 GENERAL RESIDENCE DISTRICT
- R6 GENERAL RESIDENCE DISTRICT
- R7 GENERAL RESIDENCE DISTRICT
- R8 GENERAL RESIDENCE DISTRICT

**BUSINESS DISTRICTS**

- B1-1 TO B1-5 LOCAL RETAIL DISTRICTS
- B2-1 TO B2-5 RESTRICTED RETAIL DISTRICTS
- B3-1 TO B3-5 GENERAL RETAIL DISTRICTS
- B4-1 TO B4-5 RESTRICTED SERVICE DISTRICTS
- B5-1 TO B5-5 GENERAL SERVICE DISTRICTS
- B6-6 AND B6-7 RESTRICTED CENTRAL BUSINESS DISTRICTS
- B7-5 TO B7-7 GENERAL CENTRAL BUSINESS DISTRICTS

**COMMERCIAL DISTRICTS**

- C1-1 TO C1-5 RESTRICTED COMMERCIAL DISTRICTS
- C2-1 TO C2-5 GENERAL COMMERCIAL DISTRICTS
- C3-5 TO C3-7 COMMERCIAL-MANUFACTURING DISTRICT
- C4 MOTOR FREIGHT TERMINAL DISTRICT

**MANUFACTURING DISTRICTS**

- M1-1 TO M1-5 RESTRICTED MANUFACTURING DISTRICTS
- M2-1 TO M2-5 GENERAL MANUFACTURING DISTRICTS
- M3-1 TO M3-5 HEAVY MANUFACTURING DISTRICT

FOR USE AND BULK REGULATIONS, RESIDENCE DISTRICTS, SEE ARTICLE 7  
 FOR USE AND BULK REGULATIONS, BUSINESS DISTRICTS, SEE ARTICLE 8  
 FOR USE AND BULK REGULATIONS, COMMERCIAL DISTRICTS, SEE ARTICLE 9.  
 FOR USE AND BULK REGULATIONS, MANUFACTURING DISTRICTS, SEE ARTICLE 10



LESTER B. KIMMONT & ASSOCIATES, INC. SKINOWSKI OWENS & BRWELL AN ASSOCIATION FOR MCCORMICK PLACE

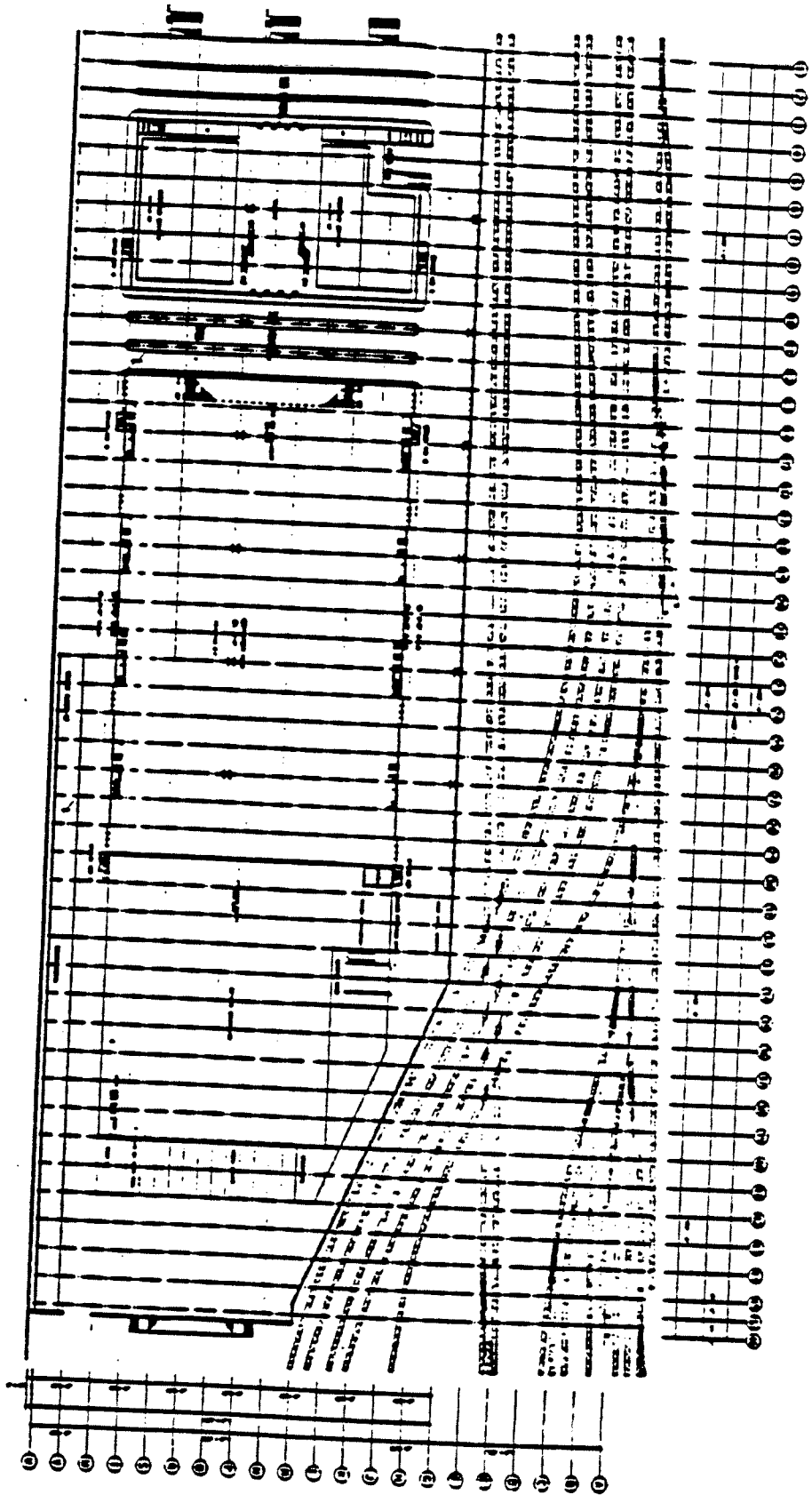



EXHIBIT "B"  
COMPOSED OF 5 PAGES



PREPARED BY  
 LESTER B. KIMMONT & ASSOCIATES, INC.  
 1111 N. LAKE ST., CHICAGO, ILL. 60610  
 DATE: 9/6/84  
 SHEET NO. 11

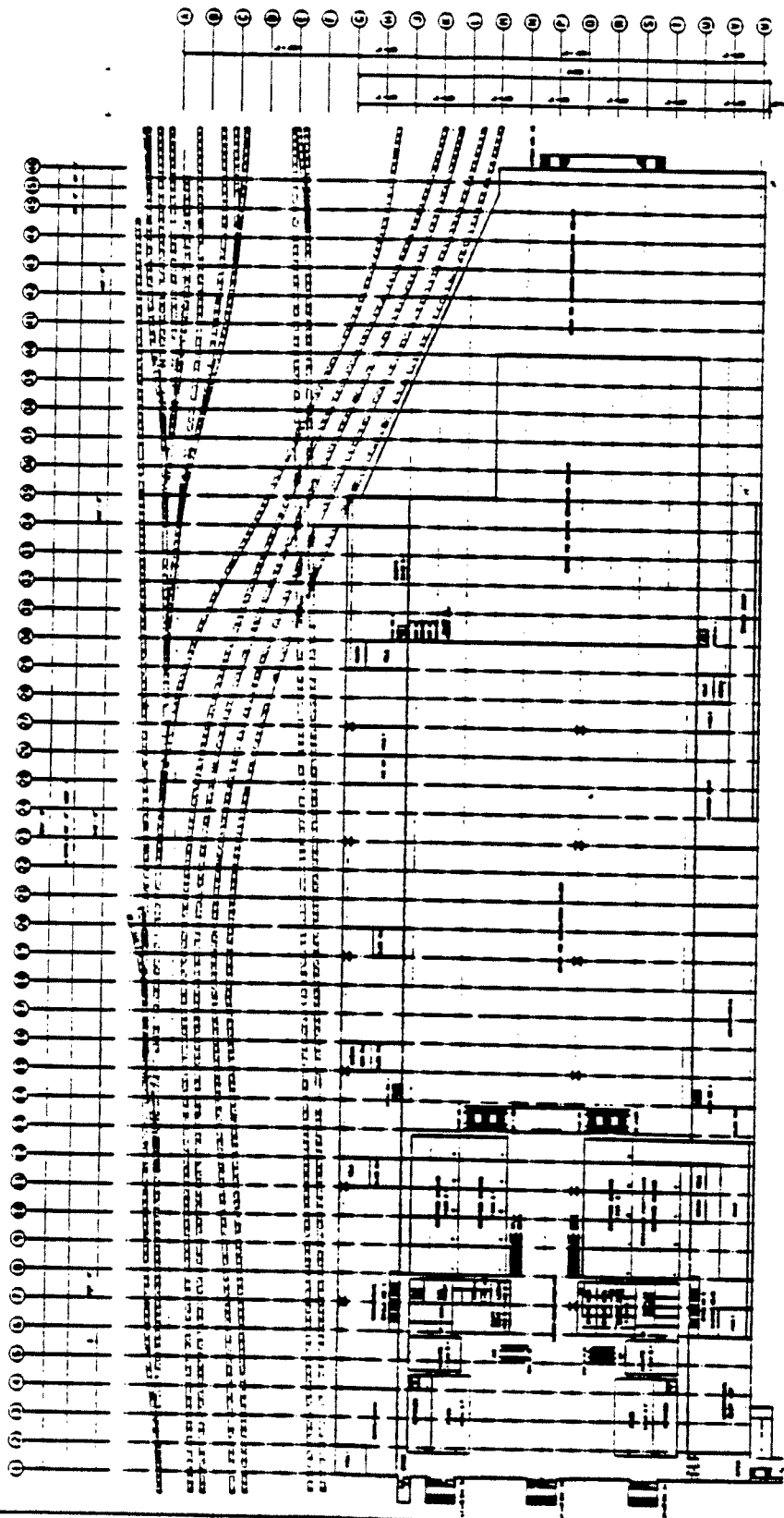
LUSTEN B. KNOX & ASSOCIATES, INC. ENGINEERS ARCHITECTS AND INTERIORS  
AN ARCHITECTURAL FIRM INCORPORATED IN CALIFORNIA




  
 American Institute of Architects
   
 1934
   
 AIA

10/5

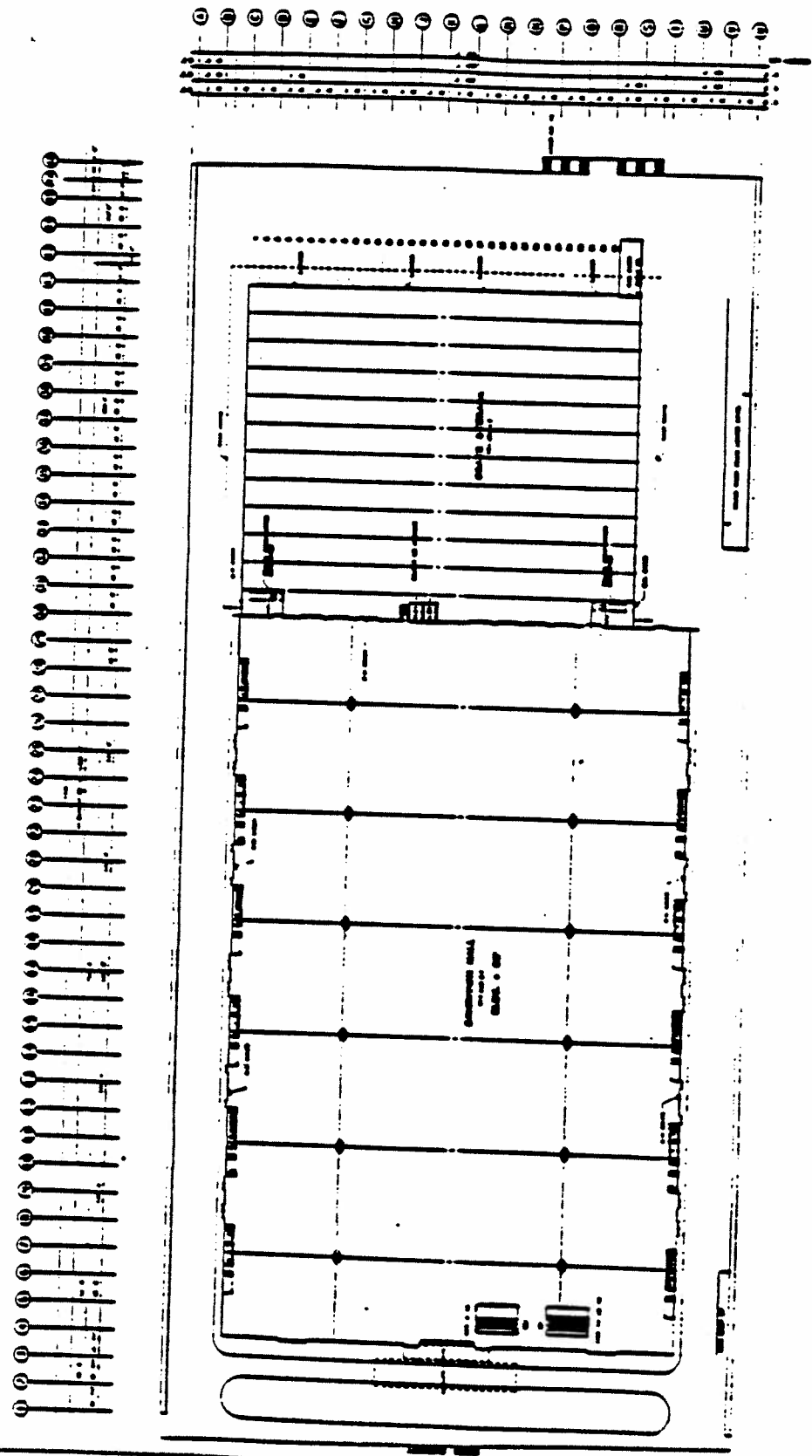
McCormick Place Expansion Project	Sheet No. A3
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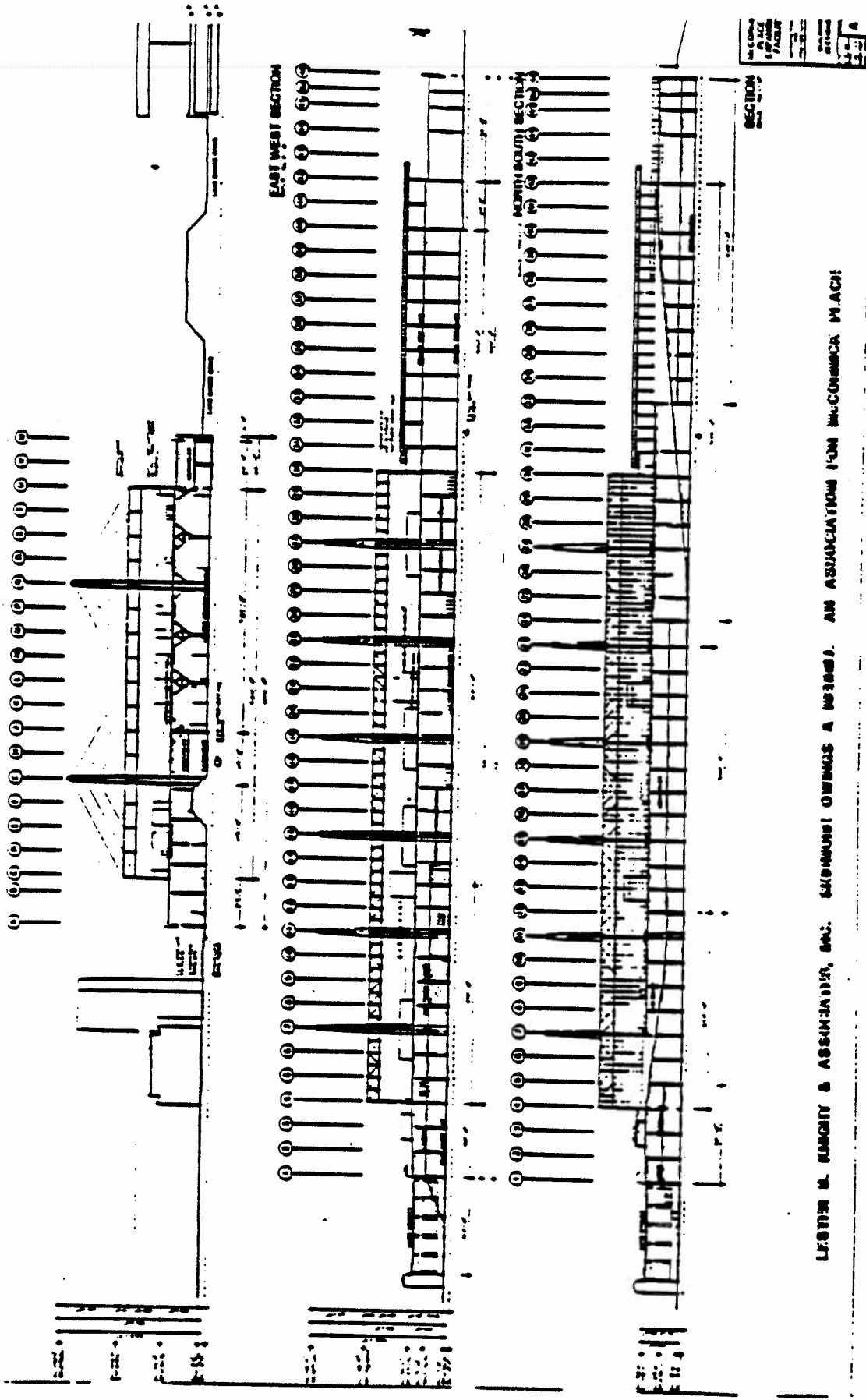
LESTER B. KNIGHT & ASSOCIATES, INC. SKIDMORE, OWINGS & MERRILL AN ASSOCIATION FOR MCCORMICK PLACE

5

NO. OF PLANS SUBMITTED	NO. OF PLANS APPROVED	NO. OF PLANS REJECTED	DATE
			9/6/84



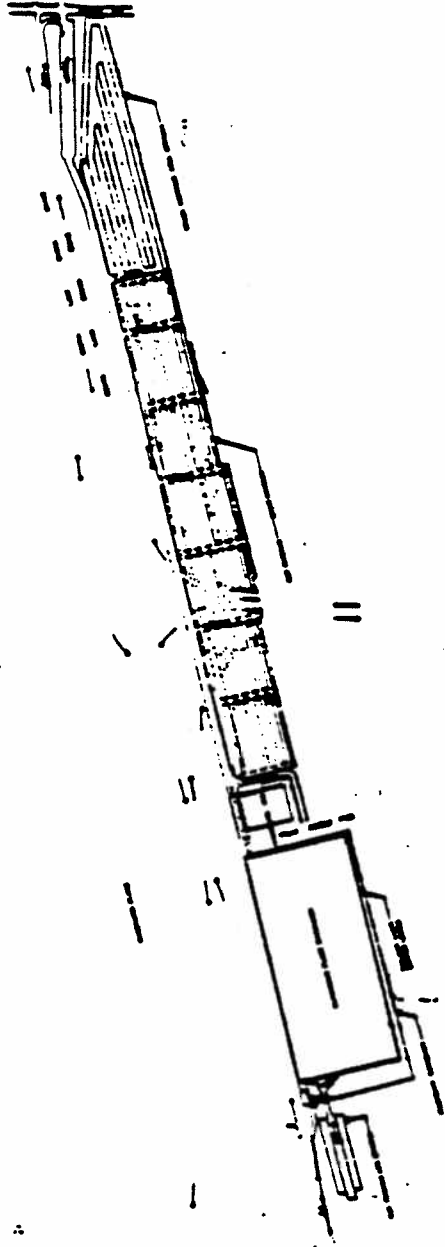
JOHN M. KRAUSE & ASSOCIATES, INC. ARCHITECTS & ENGINEERS. 1000 WASHINGTON BLVD. WASHINGTON, D.C. 20004



LESTER M. KENYON & ASSOCIATES, S.C. ARCHITECTS OWNERS: AN ASSOCIATION FOR MCCORMICK PLACE

17

DATE: 10/15/54  
DRAWN BY: [illegible]  
CHECKED BY: [illegible]  
SCALE: 1/4" = 1'-0"  
SHEET NO. 11  
PROJECT: [illegible]

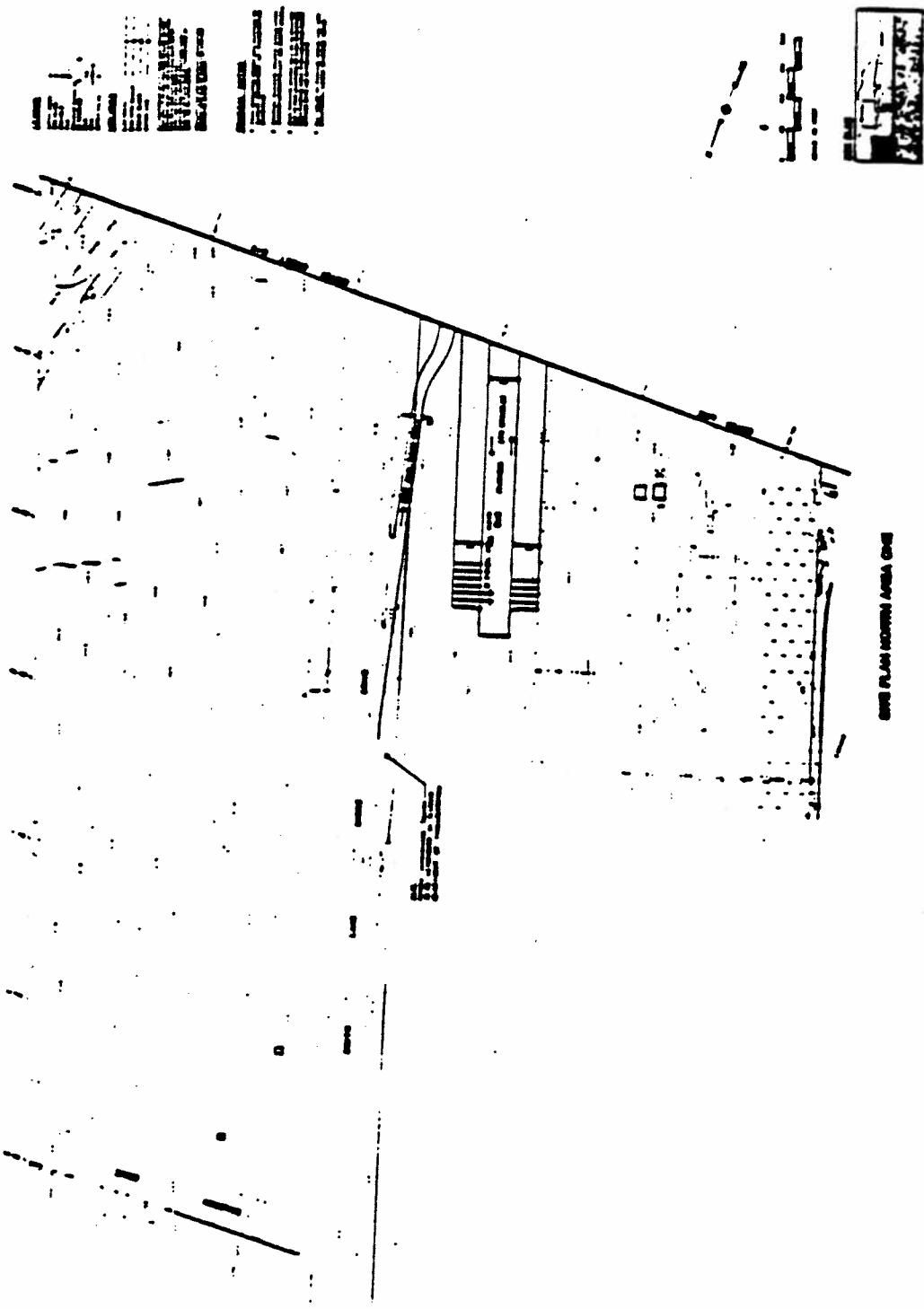


COMBINED SITE PLAN

LESTER G. KIMMONT & ASSOCIATES, INC. SKIDMORE OWINGS & MERRILL AN ASSOCIATION FOR MCCORMICK PLACE

7

APPROVED	DATE
BY	
PLANNING	
COMMISSION	
NO. 13	



SITE PLAN NORTH AREA ONE

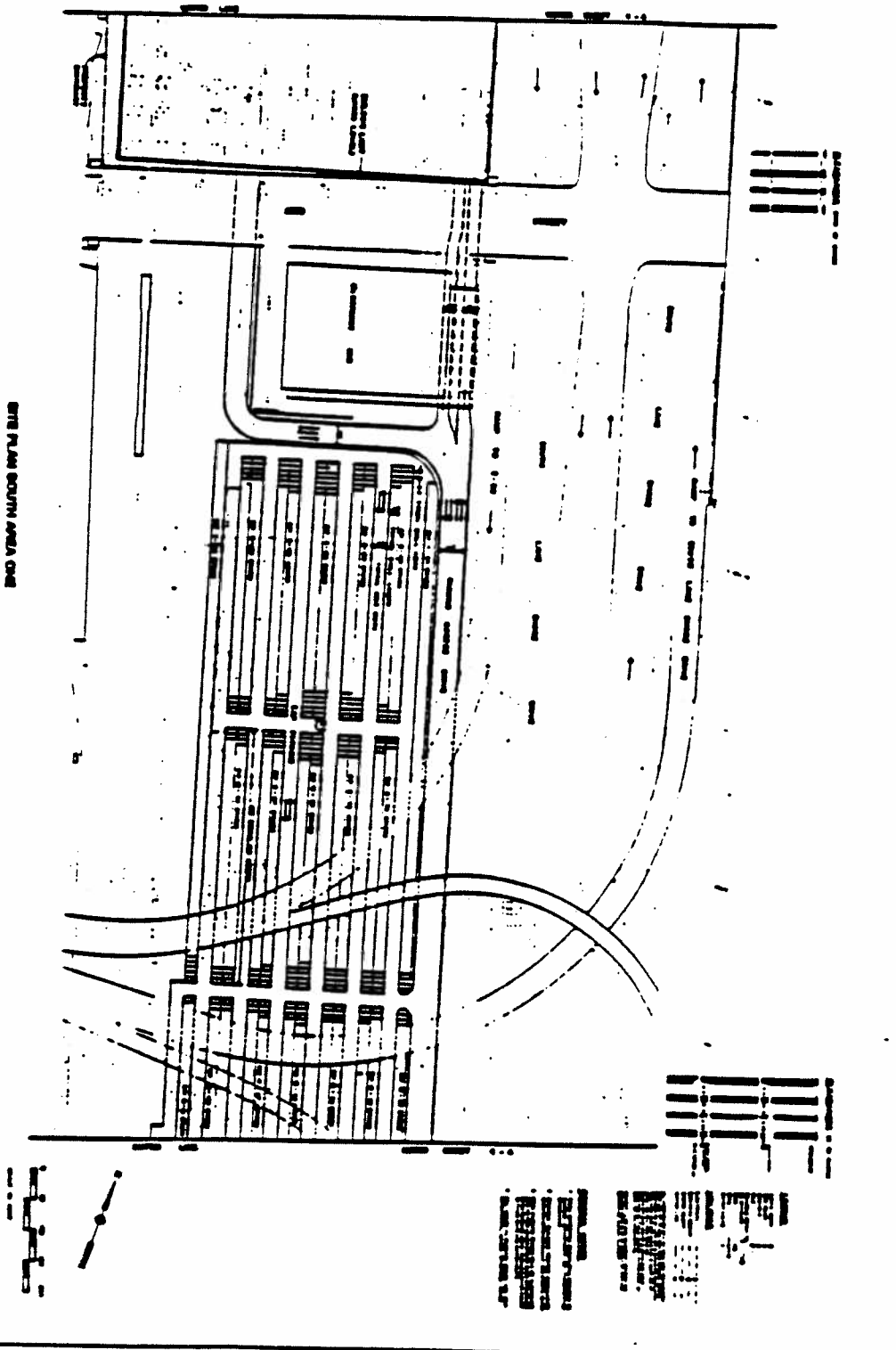
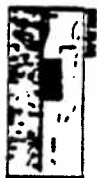
LESTER S. KUMMANT & ASSOCIATES, INC. SKIDMORE OWINGS & MERRILL AN ASSOCIATION FOR MCCORMACK PLACE



LESTER S. KNIGHT & ASSOCIATES, INC. SKENOWE OWENS & MERRILL AN ASSOCIATION FOR MCCORMACK PLACE

SITE PLAN SOUTH AREA ONE

SEE THE EXISTING BUILDING ON THE SOUTH SIDE OF THE STREET



EXISTING BUILDING  
NEW CONSTRUCTION  
PARKING SPACES  
DRIVEWAY

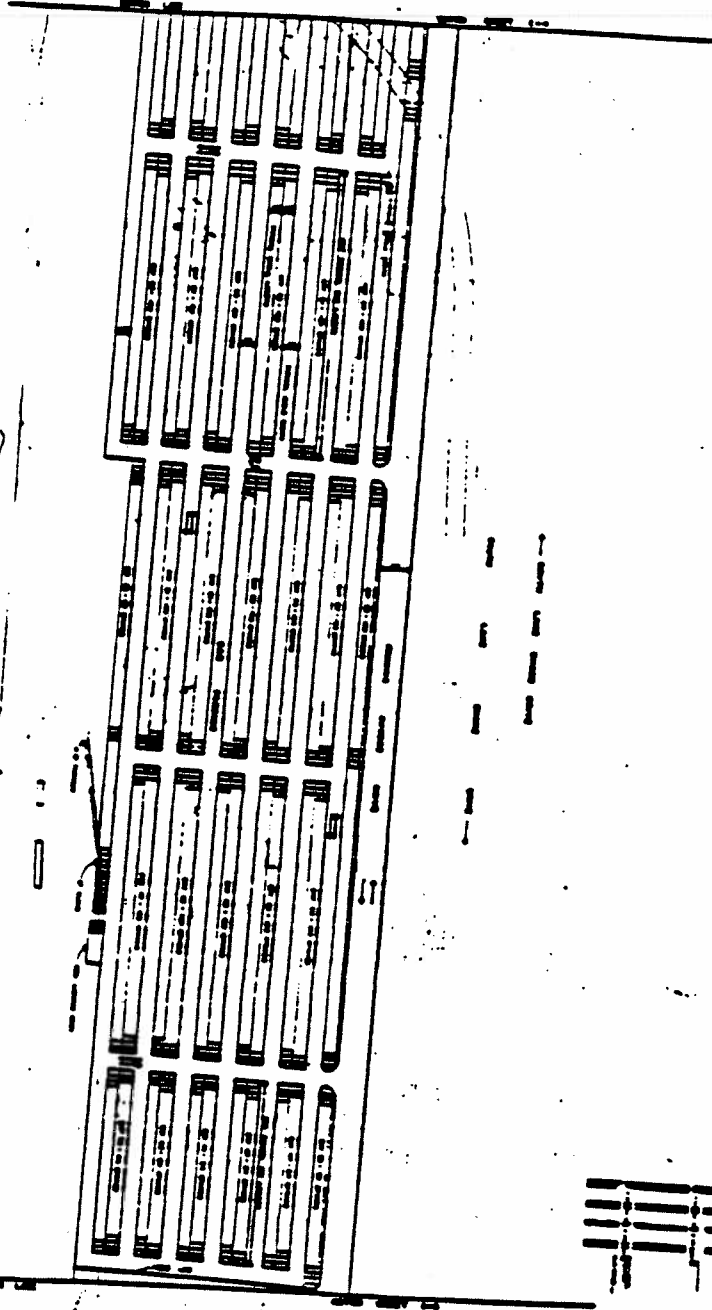
MCCORMACK PLACE  
1000 N. LAUREL ST.  
CHICAGO, ILL. 60610  
LESTER S. KNIGHT & ASSOCIATES, INC.  
1000 N. LAUREL ST.  
CHICAGO, ILL. 60610

5

LESTER B. KUBERT & ASSOCIATES, INC. SKIDMORE OWINGS & MERRILL AN ASSOCIATION FOR BRACONCK PLACE

SITE PLAN DOWN AREA TWO

Scale: 1/8" = 1'-0"  
North Arrow



Notes:  
1. ALL DIMENSIONS TO FACE UNLESS NOTED OTHERWISE.  
2. SEE ARCHITECTURAL DRAWINGS FOR FINISHES AND MATERIALS.  
3. SEE MECHANICAL AND ELECTRICAL DRAWINGS FOR EQUIPMENT AND SYSTEMS.  
4. SEE CIVIL ENGINEERING DRAWINGS FOR UTILITY AND PAVEMENT DETAILS.

DATE	1/15/68
BY	L.B. KUBERT
CHECKED BY	J. W. MERRILL
PROJECT	BRACONCK PLACE
SHEET NO.	1
TOTAL SHEETS	1

*Handwritten signature or initials.*



GRANT OF PUBLIC EASEMENTS

This Easement dated as of September \_\_, 1984 is entered into by and between City of Chicago, a political subdivision, body politic and municipal corporation of the State of Illinois (the "City") and Metropolitan Fair and Exposition Authority, a political subdivision, body politic and municipal corporation of the State of Illinois (the "Authority").

**WHEREAS**, the Authority intends to construct an exhibition hall with related facilities in an area which is generally bounded by 16th Street on the north, 31st Street on the south, the easternmost operating line of the Illinois Central Gulf Railroad Company (the "Railroad") on the west and the eastern boundary line of the right-of-way of the Railroad on the east, and an area of air rights which extends north of the 23rd Street bridge approximately 1,000 feet and south of that bridge approximately 662 feet which is bounded on the west by the western boundary line of the right-of-way of the Railroad and on the east by the easternmost operating line of the Railroad all of which is legally described on Exhibit "A" which is attached hereto and by this reference made a part hereof (the "Property"); and

**WHEREAS**, the Authority filed Application No. 9732 to the City of Chicago for an Amendment to the Zoning Ordinance on July 6, 1984 (the "Planned Development") and Application No. 158 to the Chicago Plan Commission Under The Lake Michigan and Chicago Lakefront Protection Ordinance on July 13, 1984 and both applications were amended by letters dated August 9, 1984 and the Planned Development was further amended by a letter dated August 15, 1984 (collectively, as amended, the "Applications"); and

**WHEREAS**, the Planned Development provides for the rescission of an Ordinance of the City of Chicago for the Establishment of Harbor District Number Three; the Construction by the Illinois Central Railroad Company of a New Passenger Station, Electrification of Certain of the Lines of the Illinois Central and Michigan Railroad Companies Within the City; and the Development of the Lake Front which was passed by the City Council of the City on July 21, 1919 (the "1919 Ordinance") as the 1919 Ordinance applies to the Property; and

**WHEREAS**, the Planned Development also provides for the termination of an unused easement for road purposes generally located at 23rd Street (the "23rd Street Easement") which was granted to the City under the 1919 Ordinance; and

**WHEREAS**, the City has agreed to the rescission of the 1919 Ordinance as it applies to the Property, as the Property is legally described in the exhibit attached hereto, the termination of the 23rd Street Easement and the approval of the Applications, but only if the Authority grants the easements as described herein; and

**WHEREAS**, from and after the date of its enactment by the City Council of the City of Chicago, the Planned Development shall govern all development and construction within the Property; and

**WHEREAS**, the Authority has agreed to grant easements to the City and the City has agreed to accept those easements.

**NOW THEREFORE**, in consideration of the mutual undertakings stated herein and other valuable consideration, the receipt and sufficiency of which is acknowledged, the following grants, agreements, covenants and restrictions are made:

1. Grant of Pedestrian and Automobile Easements. The Authority hereby grants to the City a nonexclusive perpetual easement for public pedestrian and automobile purposes only, over and across those portions of the Property described in this Paragraph 1 which shall also include rights of support in the underlying fee of the Property (collectively the "Floating Easements").

- (a) Easement between 16th Street and 18th Street. The Authority grants an easement, subject to the terms of this Paragraph 1, to construct a pedestrian and automobile overpass over a portion of the Property between 16th and 19th Streets without any charge therefor to the City. The City shall have the right to designate the location of this easement within the boundaries above-stated, however, it shall use its best efforts to select a location for the easement within the area provided for the subway tunnel described in Paragraph 2 below.
- (b) Easement between the I-55 Interchange and 31st Street. The Authority grants an easement, subject to the terms of this Paragraph 1, to construct a pedestrian and automobile overpass over a portion of the Property between the southernmost structure of the I-55 Interchange and 31st Street, which is legally described on Exhibit "B" attached hereto and by this reference made a part hereof, without any charge therefor to the City.

The specific location, height, dimensions, building characteristics and conditions of construction of the structures within the Floating Easements shall be acceptable to the Authority and shall not interfere with existing or planned improvements on the Property. The Authority shall have no responsibility to pay for any of the costs of constructing or maintaining the structures erected within the easements granted pursuant to this Paragraph 1.

2. Grant of Subway Easement at 18th Street. The Authority hereby grants to the City a nonexclusive perpetual easement for the construction of a subway tunnel to serve the public under that portion of the Property depicted in Exhibit "C" which is attached hereto and by this reference made a part hereof, without any charge therefor to the City. The specific location, dimensions, building characteristics and conditions of construction of the tunnel shall be acceptable to the Authority and shall not interfere with existing or planned improvements on the Property. The Authority shall have no responsibility to pay for any of the costs of excavating, constructing or maintaining the structure erected within the easement granted pursuant to this Paragraph 2.

3. Grant of Easement For 23rd Street Viaduct. The Authority hereby grants to the City a nonexclusive perpetual easement for public pedestrian and automobile purposes located at the height and within the dimensions of the existing 23rd Street Viaduct. The easement shall also include rights of support in the underlying fee of the Property. The City shall have all responsibility for the maintenance and repair of the 23rd Street Viaduct in a manner that shall permit the Authority to use the Property and the improvements thereon without interference or impairment. Since the termination of the 1919 Ordinance relates only to those provisions which affect the Property, no other actions should be necessary to preserve the rights of the public in the areas outside the Property. However, if further documentation is necessary to preserve the rights of the public in its use of the 23rd Street Viaduct where that structure is located over property owned by the Railroad, the Authority shall use its best efforts to obtain the execution of such documentation by the Railroad.

4. Indemnification and Hold Harmless. From and after the date hereof, the City agree to indemnify the Authority, its successors and the officers and directors of the Authority and its successors for any claim or costs and expenses relating to any such claim (including attorneys' fees and expenses) when the claim arises out of the grant of this Easement or any provision of this Easement, including, but not limited to the construction of the structure contemplated or the use by the public of those structures (e.g. injury or death of member of the public). The City also agrees to defend and hold harmless the Authority, its successor and the officers and directors of the Authority and its successors from all of the above-stated claims.

5. Maintenance, Operation and Repair of the Structures. The City shall maintain operate and repair any structures constructed within the easements granted pursuant to Paragraphs 1 and 2 above in a manner that shall permit the Authority to use the Property and the improvements thereon without interference or impairment.

6. Imposition of Duties On the Property. All provisions of this Easement shall run with the Property and be binding upon the successors of the parties hereto.

7. Notices. All notices shall be in writing, signed by the City or the Authority, or their respective attorneys. Notices shall be effective upon receipt by the intended recipient if delivered personally or, if mailed, on the date following the date deposited in the U.S. Mail, registered or certified, all postage prepaid and return receipt requested, at the following respective addresses (or to such other addresses as either party may designate):

Notice to City:

City of Chicago  
121 North La Salle Street  
Chicago, Illinois 60602  
Attention: Law Department

Notice to Authority:

Metropolitan Fair and  
Exposition Authority  
2301 South Lake Shore Drive  
Chicago, Illinois 60616

with copy to (but delivery  
shall not constitute notice):

Edward G. Proctor  
Glenn M. Azuma  
Reuben & Proctor  
19 South La Salle Street  
Chicago, Illinois 60603

IN WITNESS WHEREOF, City of Chicago has caused this Easement to be executed in its name by its Mayor and its corporate seal to be affixed and attested by the Clerk of the City Council and Metropolitan Fair and Exposition Authority has caused this Easement to be executed in its name by its Chairman and its corporate seal to be affixed and attested by its Secretary the date and day first above written.

**METROPOLITAN FAIR AND  
EXPOSITION AUTHORITY**

**CITY OF CHICAGO**

By: \_\_\_\_\_  
James F. Sheerin  
Chairman

By: \_\_\_\_\_  
Harold Washington

Attest: \_\_\_\_\_  
Secretary

Attest: \_\_\_\_\_  
Clerk of the City Council

**This Instrument Prepared By:**

Edward G. Proctor  
Reuben & Proctor  
19 South La Salle Street  
Chicago, Illinois 60603

STATE OF ILLINOIS )  
                          ) )  
COUNTY OF COOK    ) ) SS.

I, \_\_\_\_\_, a Notary Public in and for and residing in said County of  
State, DO HEREBY CERTIFY that James F. Sheerin and \_\_\_\_\_, as Chair  
man and Secretary of the Metropolitan Fair and Exposition Authority, a political subdivisio  
body politic and municipal corporation of the State of Illinois, personally known to me  
be the same persons whose names are subscribed to the foregoing instrument as such Chairma  
and Secretary, appeared before me this date in person and acknowledged that they signe  
and delivered said instrument as their own free and voluntary acts and as the free and volun  
act of said corporation for the uses and purposes therein set forth; and the said Secretar  
acknowledged that he, as custodian of the corporate seal of said corporation, did affix sai  
corporate seal to said instrument as his own free and voluntary act and as the free and volun  
tary act of said corporation for said uses and purposes.

GIVEN under my hand and notarial seal this \_\_\_ day of \_\_\_\_\_, 1984.

\_\_\_\_\_  
Notary Public  
My Commission Expires:  
\_\_\_\_\_

STATE OF ILLINOIS )  
                          ) )  
COUNTY OF COOK    ) ) SS.

I, \_\_\_\_\_, a Notary Public in and for and residing in said County  
and State DO HEREBY CERTIFY that Harold Washington and \_\_\_\_\_, as  
Mayor and Clerk of the City Council of the City of Chicago, a political subdivision, body  
politic and municipal corproation of the State of Illinois, personally known to me to be the  
same persons whose names are subscribed to the foregoing instrument as such Mayor and  
Clerk of the City Council, appeared before me this date in person and acknowledged that  
they signed and delivered said instrument as their own free and voluntary acts and as the  
free and voluntary act of the City of Chicago for the uses and purposes therein set forth;  
and the said Clerk of the City Council acknowledged that he, as custodian of the corporate  
seal of said corporation, did affix said corporate seal to said instrument as his own free and  
voluntary act and as the free and voluntary act of said corporation for said uses and purposes.

GIVEN under my hand and notarial seal this \_\_\_ day of \_\_\_\_\_, 1984

\_\_\_\_\_  
Notary Public  
My Commission Expires:  
\_\_\_\_\_

GMH

GRANT OF PUBLIC EASEMENTS

This Easement dated as of September \_\_, 1984 is entered into by and between Illinois Central Gulf Railroad Company, a Delaware corporation and the City of Chicago, a political subdivision, body politic and municipal corporation of the State of Illinois (the "City").

**WHEREAS**, Metropolitan Fair and Exposition Authority (the "Authority") intends to construct an exhibition hall with related facilities in an area which is generally bounded by 16th Street on the north, 31st Street on the south, the easternmost operating line of the Illinois Central Gulf Railroad Company (the "Railroad") on the west and the eastern boundary line of the right-of-way of the Railroad on the east and an area of air rights which extends north of the 23rd Street bridge approximately 1,500 feet and south of that bridge approximately 662 feet which is bounded on the west by the western boundary line of the right-of-way of the Railroad and on the east by the easternmost operating line of the Railroad (the "Property"); and

**WHEREAS**, the Authority filed Application No. 9732 to the City of Chicago for an Amendment to the Zoning Ordinance on July 6, 1984 (the "Planned Development") and Application No. 158 to the Chicago Plan Commission Under The Lake Michigan and Chicago Lakefront Protection Ordinance on July 13, 1984 and both applications were amended by letters dated August 9, 1984 and the Planned Development was further amended by a letter dated August 31, 1984 (collectively, as amended, the "Applications"); and

**WHEREAS**, the Planned Development provides for the rescission of an Ordinance For the Establishment of Harbor District Number Three; the Construction by the Illinois Central Railroad Company of a New Passenger Station, Electrification of Certain of the Lines of the Illinois Central and Michigan Railroad Companies Within the City; and the Development of the Lake Front which was passed by the City Council of the City on July 21, 1919 (the "1919 Ordinance") as the 1919 Ordinance applies to the Property; and

**WHEREAS**, the Planned Development also provides for the termination of an unused easement for road purposes generally located at 23rd Street (the "23rd Street Easement") which was granted to the City under the 1919 Ordinance; and

**WHEREAS**, the City has agreed to the rescission of the 1919 Ordinance as it applies to the Property, the termination of the 23rd Street Easement and the approval of the Applications, but only if the Authority grants to the City certain easements provided in a Grant of Public Easements of even date herewith; and

**WHEREAS**, the Authority has agreed to grant easements to the City and the City has agreed to accept those easements; and

**WHEREAS**, the Railroad, by letter agreement between James F. Sheerin and Rixon A. Irvine dated August 9, 1984, agreed to grant easements over its property, which is legally described on Exhibit "A" attached hereto and by this reference made a part hereof (the "Railroad Property"), which shall correspond to the easements granted to the City by the Authority by a Grant of Public Easements of even date herewith.

**NOW THEREFORE**, in consideration of the mutual undertakings stated herein and other valuable consideration, the receipt and sufficiency of which is acknowledged, the following grants, agreements, covenants and restrictions are made:

1. Grant of Pedestrian and Automobile Easements. The Railroad hereby grants the City a nonexclusive perpetual easement for public pedestrian and automobile purposes only, over and across those portions of the Railroad Property described in this Paragraph 1 which shall also include rights of support in the underlying fee of the Railroad Property (collectively the "Floating Easements").

(a) Easement between 16th Street and 18th Street. The Railroad grants an easement, subject to the terms of this Paragraph 1, to construct a pedestrian and automobile overpass over a portion of the Railroad Property between 16th and 19th Streets without any charge therefor to the City.

(b) Easement between the I-55 Interchange and 31st Street. The Railroad grants an easement, subject to the terms of this Paragraph 1, to construct a pedestrian and automobile overpass over a portion of the Railroad Property between the southernmost structure of the I-55 Interchange and 31st Street, which is legally described on Exhibit "B" attached hereto and by this reference made a part hereof, without any charge therefor to the City.

The specific location, height, dimensions, building characteristics and conditions of construction of the structures within the Floating Easements shall be acceptable to the Railroad and shall not interfere with existing or planned improvements on the Railroad Property or the operability of the Railroad of its trains within the Railroad Property. The Railroad shall have no responsibility to pay for any of the costs of constructing or maintaining the structures erected within the easements granted pursuant to this Paragraph 1.

2. Indemnification and Hold Harmless. From and after the date hereof, the City agrees to indemnify the Railroad, its successors and the officers and directors of the Railroad and its successors for any claim or costs and expenses relating to any such claim (including attorneys' fees and expenses) when the claim arises out of the grant of this Easement or any provision of this Easement, including, but not limited to the construction of the structures contemplated or the use by the public of those structures (e.g. injury or death of members of the public). The City also agrees to defend and hold harmless the Railroad, its successors and the officers and directors of the Railroad and its successors from all of the above-stated claims.

3. Maintenance, Operation and Repair of the Structures. The City shall maintain, operate and repair any structures constructed within the easements granted pursuant to Paragraph 1 above in a manner that shall permit the Railroad to use the Railroad Property and the improvements thereon without interference or impairment.

4. Imposition of Duties On the Property. All provisions of this Easement shall run with the Railroad Property and be binding upon the successors of the parties hereto.

5. Notices. All notices shall be in writing, signed by the City or the Railroad, or their respective attorneys. Notices shall be effective upon receipt by the intended recipient if delivered personally or, if mailed, on the date following the date deposited in the U.S. Mail registered or certified, all postage prepaid and return receipt requested, at the following respective addresses (or to such other addresses as either party may designate):

Notice to City:

City of Chicago  
121 North La Salle Street  
Chicago, Illinois 60602  
Attention: Law Department

Notice to Railroad:

Illinois Central Gulf  
Railroad Company  
Two Illinois Center  
233 North Michigan Avenue  
Chicago, Illinois 60601

IN WITNESS WHEREOF, City of Chicago has caused this Easement to be executed in its name by its Mayor and its corporate seal to be affixed and attested by the Clerk of the City Council and Illinois Central Gulf Railroad Company has caused this Easement to be executed in its name by its President and its corporate seal to be affixed and attested by its Secretary the date and day first above written.

**ILLINOIS CENTRAL GULF  
RAILROAD COMPANY**

**CITY OF CHICAGO**

By: \_\_\_\_\_  
President

By: \_\_\_\_\_  
Harold Washington

Attest: \_\_\_\_\_  
Secretary

Attest: \_\_\_\_\_  
Clerk of the City Council

**This Instrument Prepared By:**

Edward G. Proctor  
Reuben & Proctor  
19 South La Salle Street  
Chicago, Illinois 60603

