

to those of a B4-1 Restricted Service District and a corresponding use district is hereby established in the area above described.

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

*Reclassification Of Area Shown On Map Number 14-H.*

(As Amended)

(Application Number 12135)

MPD 658

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all M1-1 and M1-2 Restricted Manufacturing District and M2-2 General Manufacturing District symbols and indications as shown on Map Number 14-H in area bounded by:

that part of the Consolidated Rail Corporation (formerly the Philadelphia, Baltimore and Washington Railroad Company) right-of-way lying in the west half of Section 18 and in the northwest quarter of Section 19, all in Township 38 North, Range 14 East of the Third Principal Meridian, in Cook County, Illinois, described as follows:

beginning at a point of intersection of the north line of Lot 1 in Block 5 in Garfield Avenue Subdivision (being also the southerly right-of-way line of West 56<sup>th</sup> Street) extended westerly, with the easterly line of the Consolidated Rail Corporation right-of-way (formerly the Englewood Connecting Railway Company); thence southerly along the said easterly right-of-way line, being 200 feet, more or less, normally distant east and parallel with the west line of the east half of the northwest quarter of said Section 18 to a point 1,694.8 feet, more or less, south of the north line of the northwest quarter of said Section 18, said point being the northwest corner of a parcel of land conveyed by warranty deed recorded March 5, 1932 as Document Number 11055397; thence southeasterly along the

northeasterly line of said Document Number 11055397 a distance of 181.468 feet, more or less, to a point 257.85 feet, more or less, normally distant east of the west line of the east half of the northwest quarter of said Section 18; thence continuing southeasterly along the northeasterly line of said Document Number 11055397 a distance of 135.157 feet, more or less, to a point 1,986.8 feet, more or less, south of the north line and 319.17 feet, more or less, normally distant east of the west line the east half of the northwest quarter of said Section 18 (said point being 20 feet, more or less, east of and 24.06 feet, more or less, south of the intersection of the west line of South Hamilton Avenue and the north line of West 58<sup>th</sup> Street according to Dewey's Subdivision); thence easterly along a line parallel with the north line of the northwest quarter of said Section 18 a distance of 170.83 feet, more or less, to a point of intersection with the west line of an alley lying 16 feet west of the west line of Block 13 in Dewey's Subdivision, extended northerly; thence southerly along the west line of said alley to a point of intersection with the south line of Block 13 in Dewey's Subdivision, extended westerly; thence easterly along the said extension of the south line of Block 13 a distance of 16 feet, more or less, to the southwest corner of Lot 10 in Block 13 in Dewey's Subdivision; thence continuing easterly along the south line of Lot 10 in said Block 13 a distance of 125.1 feet, more or less, to the southeast corner of Lot 10 in Block 13, being also a point on the west line of South Hoyne Avenue; thence southerly along the west line of South Hoyne Avenue, being also a southerly extension of the east line of said Block 13 a distance of 66 feet, more or less, to the northeast corner of Lot 1 in Block 18 in Dewey's Subdivision; thence continuing southerly along the east line of Lots 1 through 6, inclusive, in Block 18 and the southerly extension thereof, being also the west line of South Hoyne Avenue, a distance of 167.0 feet, more or less, to the northeast corner of Lot 7 in said Block 18; thence westerly along the north line of Lots 7 and 8 in Block 18 a distance of 49.97 feet, more or less, to the northeast corner of Lot 9 in said Block 18; thence southerly along the east line of Lot 9 in said Block 18 a distance of 123.0 feet, more or less, to the southeast corner of Lot 9, being also a point on the north line of West 59<sup>th</sup> Street; thence southerly along the southerly extension of the east line of said Lot 9 a distance of 66 feet, more or less, to a point of intersection with the south line of West 59<sup>th</sup> Street, said point being 33 feet, more or less, normally distant south of the north line of the southwest quarter of said Section 18; thence easterly along the south line of West 59<sup>th</sup> Street, being 33 feet, more or less, normally distant south and parallel with the north line of the southwest quarter of said Section 18 to a point 124.77 feet, more or less (as measured along the north line of the southwest quarter of said Section 18) easterly of a point of intersection with the east line of South Hoyne Avenue, extended southerly; thence southerly along a line lying 124.69 feet, more or less, easterly of the east line of South Hoyne Avenue

extended northerly, to a point of intersection with the centerline of West 61<sup>st</sup> Street, to the most northerly point of a parcel of land designated as Parcel Number IL B10h 08-6 and recorded as Document Number 25027856; thence southwesterly along the westerly line of said Parcel Number IL B10h 08-6, being 15 feet radially distant southeasterly and concentric with the centerline of Track Number 24 of the Philadelphia, Baltimore and Washington Railroad Company, as it was located on November 28, 1975, a distance of 435 feet, more or less, to the southwest corner of Parcel Number IL B10h 08-6; thence southerly along the west line of South Hoyne Avenue to a point 830 feet, more or less, north of the point of intersection with the north line of the first alley north of West 63<sup>rd</sup> Street, being also the most northerly point of a parcel of land designated as Parcel Number ILB 10h 07-4 and recorded as Document Number 25027856; thence southwesterly along the westerly line of said Parcel Number ILB 10h 07-4 a distance of 875 feet, more or less, to the southwest corner of Parcel Number ILB 10h 07-4, said point being 275 feet, more or less, west of the intersection of the north line of the first alley north of West 63<sup>rd</sup> Street with the west line of South Hoyne Avenue, being a point on the east line of South Hamilton Avenue according to said document; thence westerly along the westerly extension of the said north line of the first alley north of West 63<sup>rd</sup> Street to a point 25 feet, more or less, normally distant east of the west line of vacated South Hamilton Avenue; thence southerly along a line 25 feet, more or less, normally distant east and parallel with the said west line of vacated South Hamilton Avenue a distance of 141 feet, more or less, to a point of intersection with the north line of West 63<sup>rd</sup> Street, extended easterly; thence westerly along the said extended north line of West 63<sup>rd</sup> Street and along the north line of West 63<sup>rd</sup> Street a distance of 85 feet, more or less; thence southwesterly 85.7 feet, more or less, to a point 81.4 feet, more or less, westerly of the west line of South Hamilton Avenue, as measured along the south line of West 63<sup>rd</sup> Street; thence westerly along the south line of West 63<sup>rd</sup> Street to the west right-of-way of the Consolidated Rail Corporation, said point being 50 feet normally distant west of the original centerline of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company right-of-way; thence northerly along the said west right-of-way line of the Consolidated Rail Corporation, being 50 feet normally distant west and parallel with the said original centerline of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company right-of-way a distance of 83 feet, more or less to the north line of West 63<sup>rd</sup> Street; thence westerly along the north line of West 63<sup>rd</sup> Street a distance of 35 feet, more or less, to a point 50 feet, more or less, normally distant easterly of the westerly line of the Consolidated Rail Corporation right-of-way; thence northerly along a line 50 feet, more or less, normally distant easterly and parallel with the westerly line of the Consolidated Rail Corporation right-of-way a distance of 597 feet, more or less, to a point on a 1,697.42

foot, more or less, radius curve; thence northerly along said 1,697.42 foot, more or less, radius curve, concave northeasterly and 50 feet, more or less, radially distant easterly and concentric with the westerly line of the Consolidated Rail Corporation right-of-way a distance of 360 feet, more or less; thence northerly along a line 50 feet, more or less, normally distant easterly and parallel with the west line of the Consolidated Rail Corporation right-of-way a distance of 3,044 feet, more or less, to a point on a 2,456.31 foot, more or less, radius curve; thence northerly along said 2,456.31 foot, more or less, radius curve, concave easterly and 50 feet, more or less, radially distant easterly and concentric with the west line of the Consolidated Rail Corporation right-of-way a distance of 707 feet, more or less; thence northerly along a line 50 feet, more or less, normally distant easterly and parallel with the west line of the Consolidated Rail Corporation right-of-way a distance of 4 feet, more or less to a point 60 feet, more or less, normally distant north of the north line of West 56<sup>th</sup> Street, extended westerly; thence easterly along a line 60 feet, more or less, normally distant north and parallel with the north line of West 56<sup>th</sup> Street, extended westerly a distance of 419 feet, more or less, to a point 200 feet, more or less, normally distant east of the west line of the east half of the northwest quarter of said Section 18, being also a point on the easterly line of the Consolidated Rail Corporation right-of-way (formerly the Englewood Connecting Railway Company); thence southerly along the said easterly line of the Consolidated Rail Corporation right-of-way (formerly the Englewood Connecting Railway Company), being 200 feet, more or less, normally distant east and parallel with the west line of the east half of the northwest quarter of said Section 18 a distance of 126 feet, more or less, to the point of beginning,

to those of an M3-2 Heavy Manufacturing District and a corresponding use district is hereby established in the area above described.

SECTION 2. That the Chicago Zoning Ordinance be further amended by changing all the M3-2 Heavy Manufacturing District symbols and indications in the area bounded by:

that part of the Consolidated Rail Corporation (formerly the Philadelphia, Baltimore and Washington Railroad Company) right-of-way lying in the west half of Section 18 and in the northwest quarter of Section 19, all in Township 38 North, Range 14 East of the Third Principal Meridian, in Cook County, Illinois, described as follows:

beginning at a point of intersection of the north line of Lot 1 in Block 5 in Garfield Avenue Subdivision (being also the southerly right-of-way line of West 56<sup>th</sup> Street) extended westerly, with the easterly line of the Consolidated Rail Corporation right-of-way (formerly the Englewood Connecting Railway Company); thence southerly along the said easterly right-of-way line, being 200 feet, more or less, normally distant east and parallel with the west line of the east half of the northwest quarter of said Section 18 to a point 1,694.8 feet, more or less, south of the north line of the northwest quarter of said Section 18, said point being the northwest corner of a parcel of land conveyed by warranty deed recorded March 5, 1932 as Document Number 11055397; thence southeasterly along the northeasterly line of said Document Number 11055397 a distance of 181.468 feet, more or less, to a point 257.85 feet, more or less, normally distant east of the west line of the east half of the northwest quarter of said Section 18; thence continuing southeasterly along the northeasterly line of said Document Number 11055397 a distance of 135.157 feet, more or less, to a point 1,986.8 feet, more or less, south of the north line and 319.17 feet, more or less, normally distant east of the west line the east half of the northwest quarter of said Section 18 (said point being 20 feet, more or less, east of and 24.06 feet, more or less, south of the intersection of the west line of South Hamilton Avenue and the north line of West 58<sup>th</sup> Street according to Dewey's Subdivision); thence easterly along a line parallel with the north line of the northwest quarter of said Section 18 a distance of 170.83 feet, more or less, to a point of intersection with the west line of an alley lying 16 feet west of the west line of Block 13 in Dewey's Subdivision, extended northerly; thence southerly along the west line of said alley to a point of intersection with the south line of Block 13 in Dewey's Subdivision, extended westerly; thence easterly along the said extension of the south line of Block 13 a distance of 16 feet, more or less, to the southwest corner of Lot 10 in Block 13 in Dewey's Subdivision; thence continuing easterly along the south line of Lot 10 in said Block 13 a distance of 125.1 feet, more or less, to the southeast corner of Lot 10 in Block 13, being also a point on the west line of South Hoyne Avenue; thence southerly along the west line of South Hoyne Avenue, being also a southerly extension of the east line of said Block 13 a distance of 66 feet, more or less, to the northeast corner of Lot 1 in Block 18 in Dewey's Subdivision; thence continuing southerly along the east line of Lots 1 through 6, inclusive, in Block 18 and the southerly extension thereof, being also the west line of South Hoyne Avenue, a distance of 167.0 feet, more or less, to the northeast corner of Lot 7 in said Block 18; thence westerly along the north line

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more or less, westerly of the west line of South Hamilton Avenue, as measured along the south line of West 63<sup>rd</sup> Street; thence westerly along the south line of West 63<sup>rd</sup> Street to the west right-of-way of the Consolidated Rail Corporation, said point being 50 feet normally distant west of the original centerline of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company right-of-way; thence northerly along the said west right-of-way line of the Consolidated Rail Corporation, being 50 feet normally distant west and parallel with the said original centerline of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company right-of-way a distance of 83 feet, more or less to the north line of West 63<sup>rd</sup> Street; thence westerly along the north line of West 63<sup>rd</sup> Street a distance of 35 feet, more or less, to a point 50 feet, more or less, normally distant easterly of the westerly line of the Consolidated Rail Corporation right-of-way; thence northerly along a line 50 feet, more or less, normally distant easterly and parallel with the westerly line of the Consolidated Rail Corporation right-of-way a distance of 597 feet, more or less, to a point on a 1,697.42 foot, more or less, radius curve; thence northerly along said 1,697.42 foot, more or less, radius curve, concave northeasterly and 50 feet, more or less, radially distant easterly and concentric with the westerly line of the Consolidated Rail Corporation right-of-way a distance of 360 feet, more or less; thence northerly along a line 50 feet, more or less, normally distant easterly and parallel with the west line of the Consolidated Rail Corporation right-of-way a distance of 3,044 feet, more or less, to a point on a 2,456.31 foot, more or less, radius curve; thence northerly along said 2,456.31 foot, more or less, radius curve, concave easterly and 50 feet, more or less, radially distant easterly and concentric with the west line of the Consolidated Rail Corporation right-of-way a distance of 707 feet, more or less; thence northerly along a line 50 feet, more or less, normally distant easterly and parallel with the west line of the Consolidated Rail Corporation right-of-way a distance 4 feet, more or less to a point 60 feet, more or less, normally distant north of the north line of West 56<sup>th</sup> Street, extended westerly; thence easterly along a line 60 feet, more or less, normally distant north and parallel with the north line of West 56<sup>th</sup> Street, extended westerly a distance of 419 feet, more or less, to a point 200 feet, more or less, normally distant east of the west line of the east half of the northwest quarter of said Section 18, being also a point on the easterly line of the Consolidated Rail Corporation right-of-way (formerly the Englewood Connecting Railway Company); thence southerly along the said easterly line of the Consolidated Rail Corporation right-of-way (formerly the Englewood Connecting Railway Company), being 200 feet, more or less, normally distant east and parallel with the west line of the east half of the northwest quarter of said Section 18 a distance of 126 feet, more or less, to the point of beginning, to the designation of a Manufacturing Planned Development and corresponding use districts are hereby established in the above area 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.

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

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

*Manufacturing Planned Development. 658*

*Plan Of Development Statements.*

1. The area delineated herein as manufacturing planned development (the "Planned Development") consists of approximately three million six hundred seventy- three thousand seven hundred sixty-four and twenty one-hundredths (3,673,764.20) square feet (approximately eighty-four and thirty-four one-hundredths (84.34) acres) of real property which is depicted on the attached Property Line Map and Right-of-Way Adjustment Map (the "Property"). The Applicant, CSX Intermodal, Inc., a Delaware corporation (the "Applicant"), is in the process of acquiring the subject property through a merger with the current owner, Consolidated Rail Corporation, a Pennsylvania corporation. The Property is controlled by the Applicant.
2. All applicable official reviews, approvals or permits required in connection with this Planned Development shall be obtained by the Applicant or its successors, assignees or grantees. Any dedication or vacation of streets, alleys or easements or any adjustment of rights-of-way, or consolidation or resubdivision of parcels shall require a separate submittal on behalf of the Applicant and approval by the City Council.
3. The requirements, obligations and conditions contained within this Planned Development shall be binding upon the Applicant, or its successors and assigns and, if different than the Applicant, the legal title holders and any ground lessors. All rights granted hereunder to the Applicant shall inure to the benefit of the Applicant's successors and assigns and, if different than the Applicant, the legal title holder and any ground lessors. Furthermore, pursuant to the requirements of Section 11.11-1 of the Chicago Zoning Ordinance, the Property, at the time of applications for amendments, modifications or changes (administrative, legislative or otherwise) to this Planned Development are made, shall be

4. This Planned Development consists of these fourteen (14) statements, a Bulk Regulations and Data Table; an Existing Zoning and Street System Map; an Existing Land-Use Area Map; a Site Plan; a Landscape Plan; a Gateway Intersection Plan; an Elevations Canopy Plan; Elevation Gate/Administration Building Plan and a Property Line Map and Right-of-Way Adjustment Map. The Planned Development is applicable to the area delineated herein and these and no other controls shall apply. The Planned Development conforms to the intent and purpose of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago, and all requirements thereof, and satisfies the established criteria for approval as a manufacturing planned development.
5. The permitted uses in the Planned Development are an intermodal facility, railroad and water freight terminals, railroad switching and classification yards, repair shops and roundhouses and accessory uses.
6. Identification and other necessary signs shall be permitted within the Planned Development, subject to the review and approval of the Department of Planning and Development. Temporary signs, such as construction and marketing signs, shall be permitted, subject to the review and approval of the Department of Planning and Development.
7. Off-street parking and loading facilities shall be provided in compliance with this Planned Development, subject to the review and approval of the Departments of Transportation and Planning and Development.
8. Any service drive or other ingress or egress shall be adequately designed and paved in accordance with the regulations of the Department of Transportation in effect at the time of construction and in compliance with the Municipal Code of the City of Chicago, to provide ingress and egress for motor vehicles, including emergency vehicles. There shall be no parking within such paved areas. The primary means of ingress and egress to the Property will be located at the intersection of West 59<sup>th</sup> Street and South Hoyne Avenue. A secondary means of ingress and egress to the Property will be provided from West 71<sup>st</sup> Street through CSX rail land. In addition, ingress and egress shall be subject to the review and approval of the Department of Transportation and the Department of Planning and Development.

9. The height restriction of any building or any appurtenance attached thereto shall, in addition to the Building Elevations and the Bulk Regulations and Data Table, be subject to limitations approved by the Federal Aviation Administration.
10. For purposes of maximum Floor Area Ratio (F.A.R.) calculations, the definitions in the Chicago Zoning Ordinance shall apply.
11. Improvements on the Property, including landscaping and all entrances and exits, shall be designed and installed in substantial conformance with the Site Plan, Landscape Plan, Gateway Intersection Plan, Elevations Canopy Plan, Elevation Gate/Administration Building Plan and Bulk Regulations and Data Table, attached hereto and made a part hereof.
12. Applicant recognizes that the subject property is located within the 60<sup>th</sup> and Western Redevelopment Project Area ("Project Area") which has been designated pursuant to the Tax Increment Allocation Redevelopment Act, and further supports the policy of the City of Chicago of facilitating the redevelopment of vacant and underutilized land with new commercial and industrial facilities, and acknowledges that the foregoing policy is in furtherance of a public purpose and that such development would also encourage development in the surrounding area of such uses and those related thereto, including retail and residential. Applicant desires and intends to assist the City of Chicago in the accomplishment of its announced public purpose to encourage commercial, retail, and industrial development within the Project Area and the surrounding area which would have benefited from the redevelopment of the Project Area, by contributing an initial sum of One Million and no/100 Dollars (\$1,000,000.00), and additional sums to be paid pursuant to a contract to be entered into between the Applicant and the City of Chicago (the "Neighborhood Investment Fund Agreement").

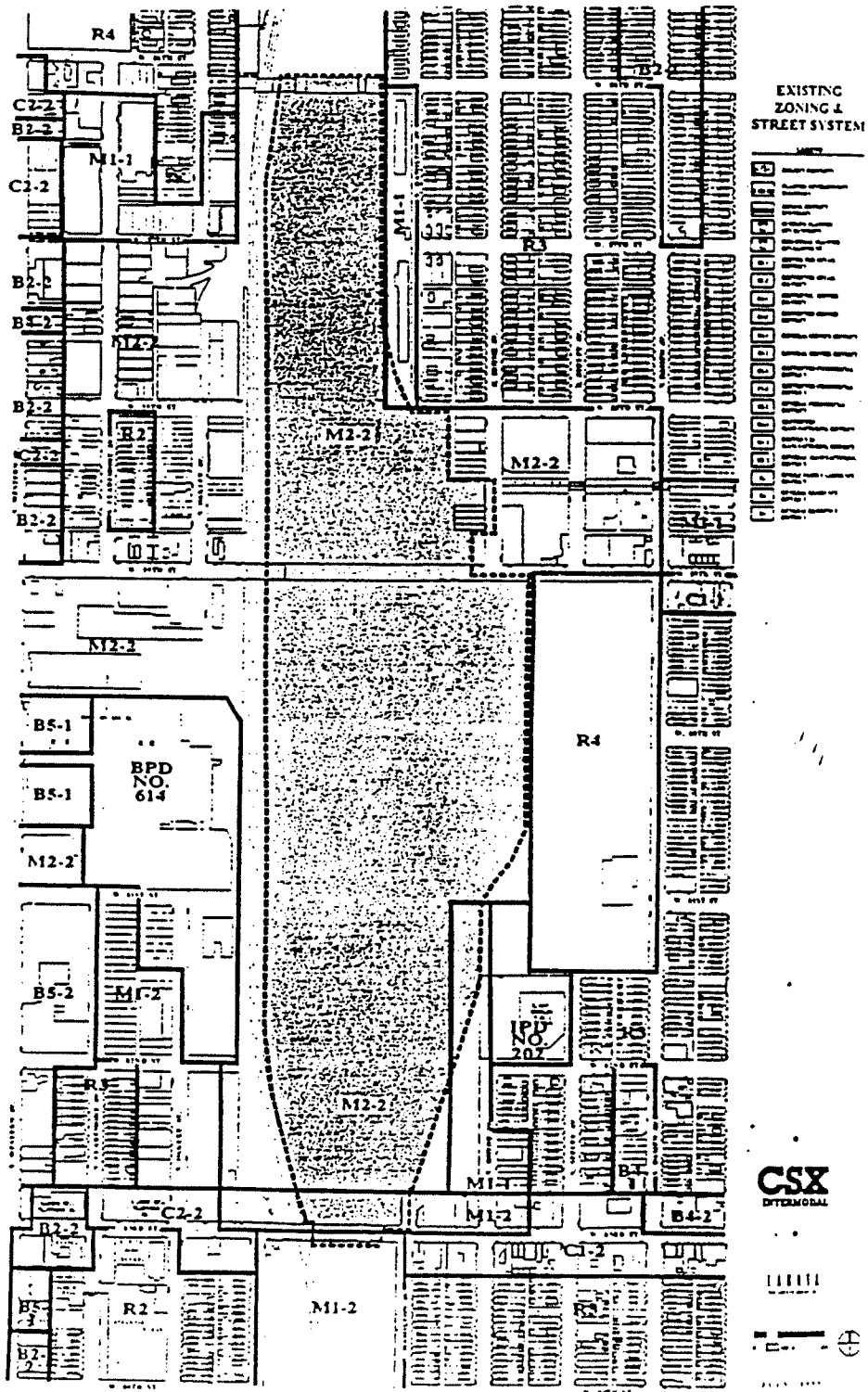
The Commissioner of Planning and Development is hereby authorized to accept payment of the above-mentioned contribution and to enter into and execute a contract between the Applicant and the City of Chicago, subject to approval by the Corporation Counsel, which will specify how the payments are to be made.

13. - The terms, conditions and exhibits of this Planned Development Ordinance may be modified administratively by the Commissioner of the Department of Planning and Development upon the request of the Applicant and after a determination by the Commissioner that such a modification is minor, appropriate and consistent with the nature of the development of the Property contemplated in this Planned Development Ordinance. Any such modification shall be deemed to be a minor change in the Planned Development Ordinance as contemplated by Section 11.11-3(c) of the Chicago Zoning Ordinance.
  
14. Unless substantial construction of the improvements contemplated by this Planned Development has commenced within five (5) years following adoption of this Planned Development, and unless completion thereof is diligently pursued, or if CSX elects to terminate the Neighborhood Investment Fund Agreement, then this Planned Development shall expire; provided, however, that if the City Council amends the Chicago Zoning Ordinance to provide for a shorter expiration period which is applicable to all planned developments, then this Planned Development shall expire upon the expiration of such shorter time period as provided by said Amendatory Ordinance (the first (1<sup>st</sup>) day of which as applied to this Planned Development shall be the effective date of the Amendatory Ordinance). If this Planned Development expires under the provisions of this section, then the zoning of the Property shall automatically revert to M1-1 and M1-2 Restricted Manufacturing Districts and M2-2 General Manufacturing District as depicted on the Existing Zoning and Street System Map.

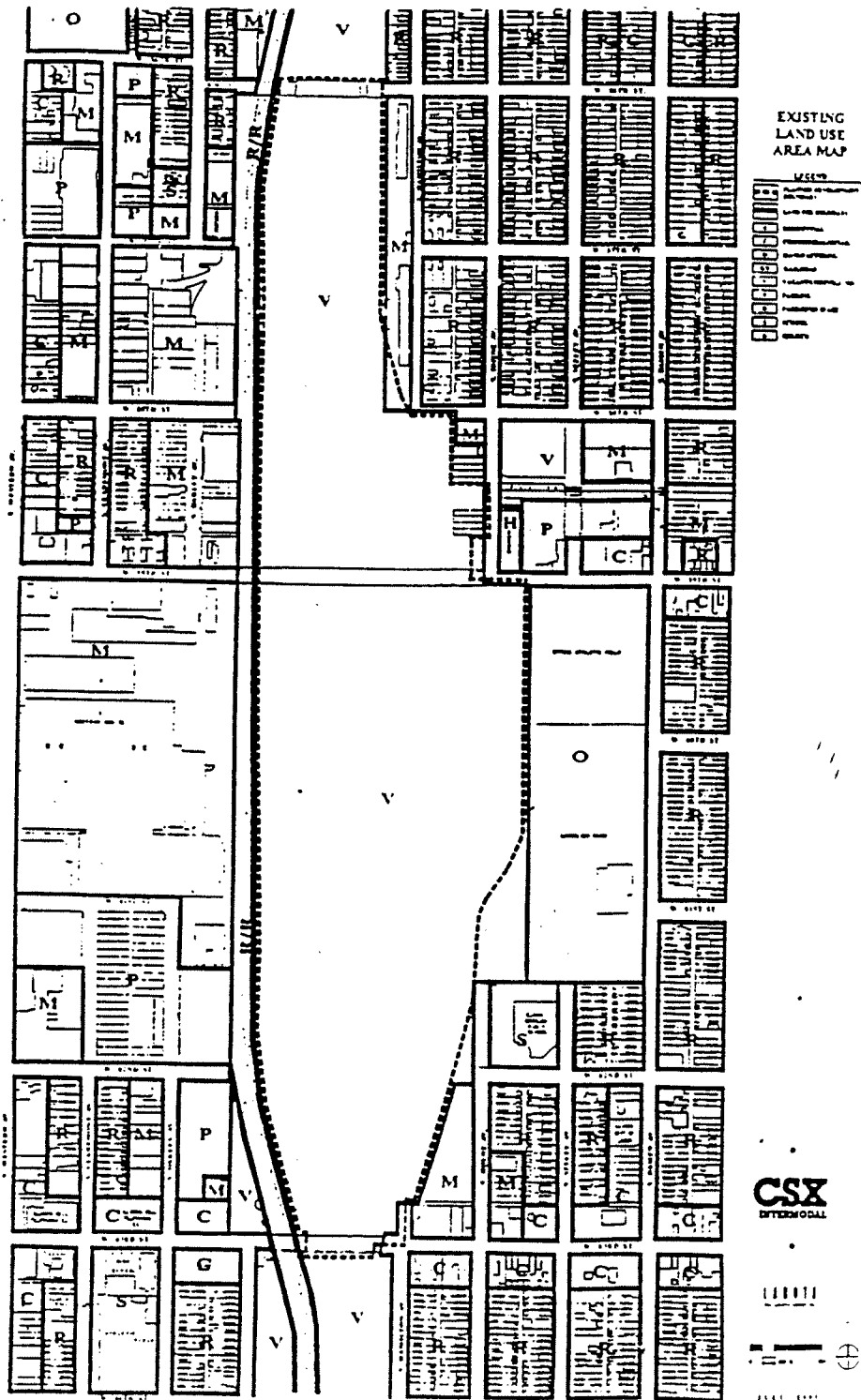
[Existing Zoning and Street System Map; Existing Land-Us Area Map; Site Plan; Landscape Plan; Property Line and Right-of-Way Adjustment Map; Gateway Intersection Drawings; Elevation Canopy Drawings; and Elevation Gateway/Administration Building Drawings referred to in these Plan of Development Statements printed on pages 59316 through 59323 of this Journal.]

(Continued on page 59324)

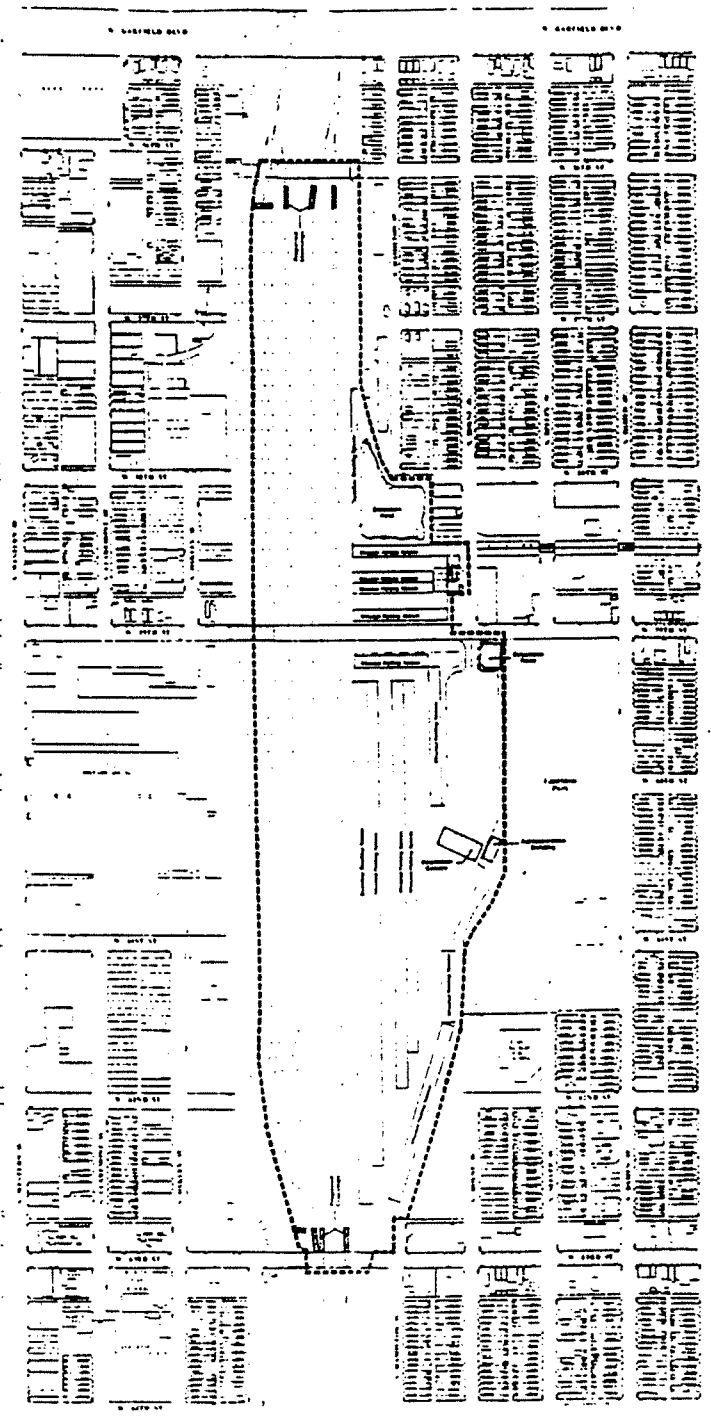
Existing Zoning And Street System Map.



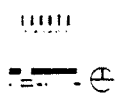
Existing Land-Use Area Map.



Site Plan.

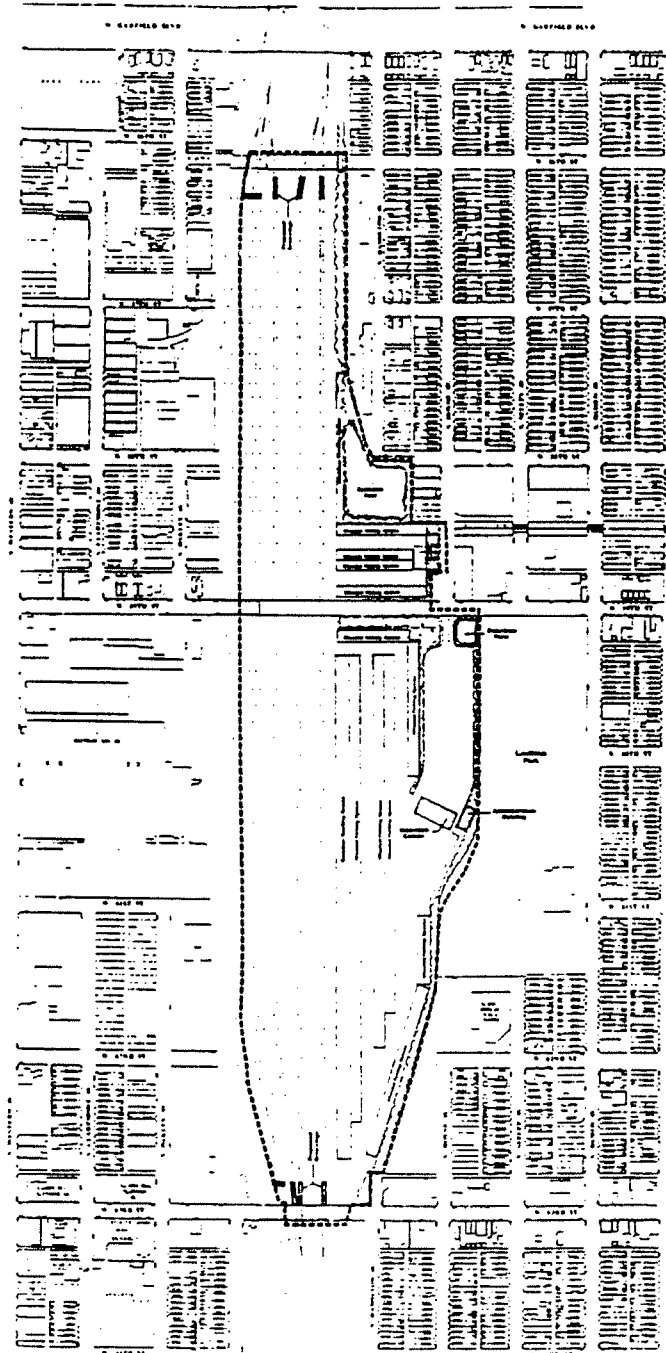


CSX  
INTERNATIONAL



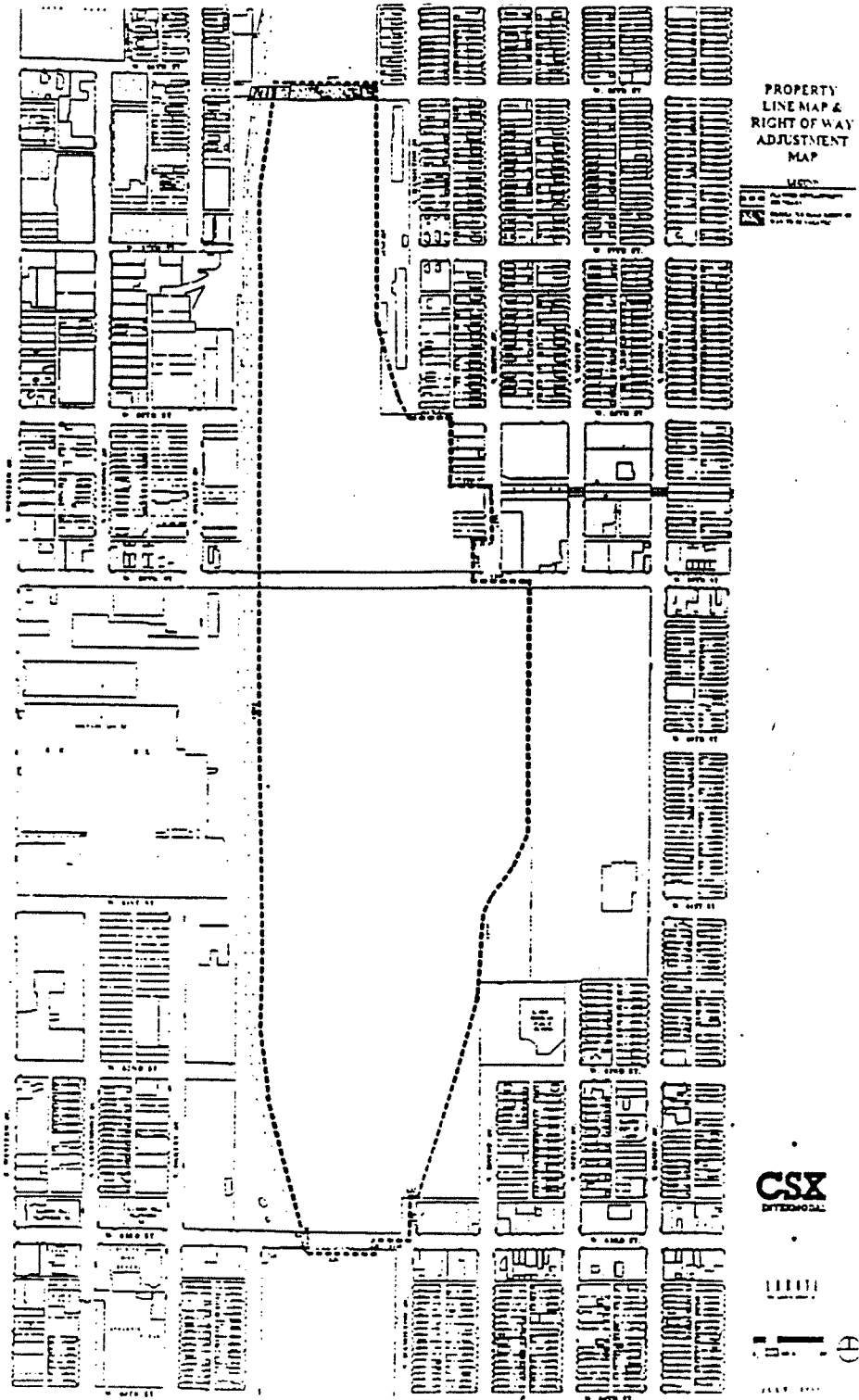
SITE PLAN

Landscape Plan.

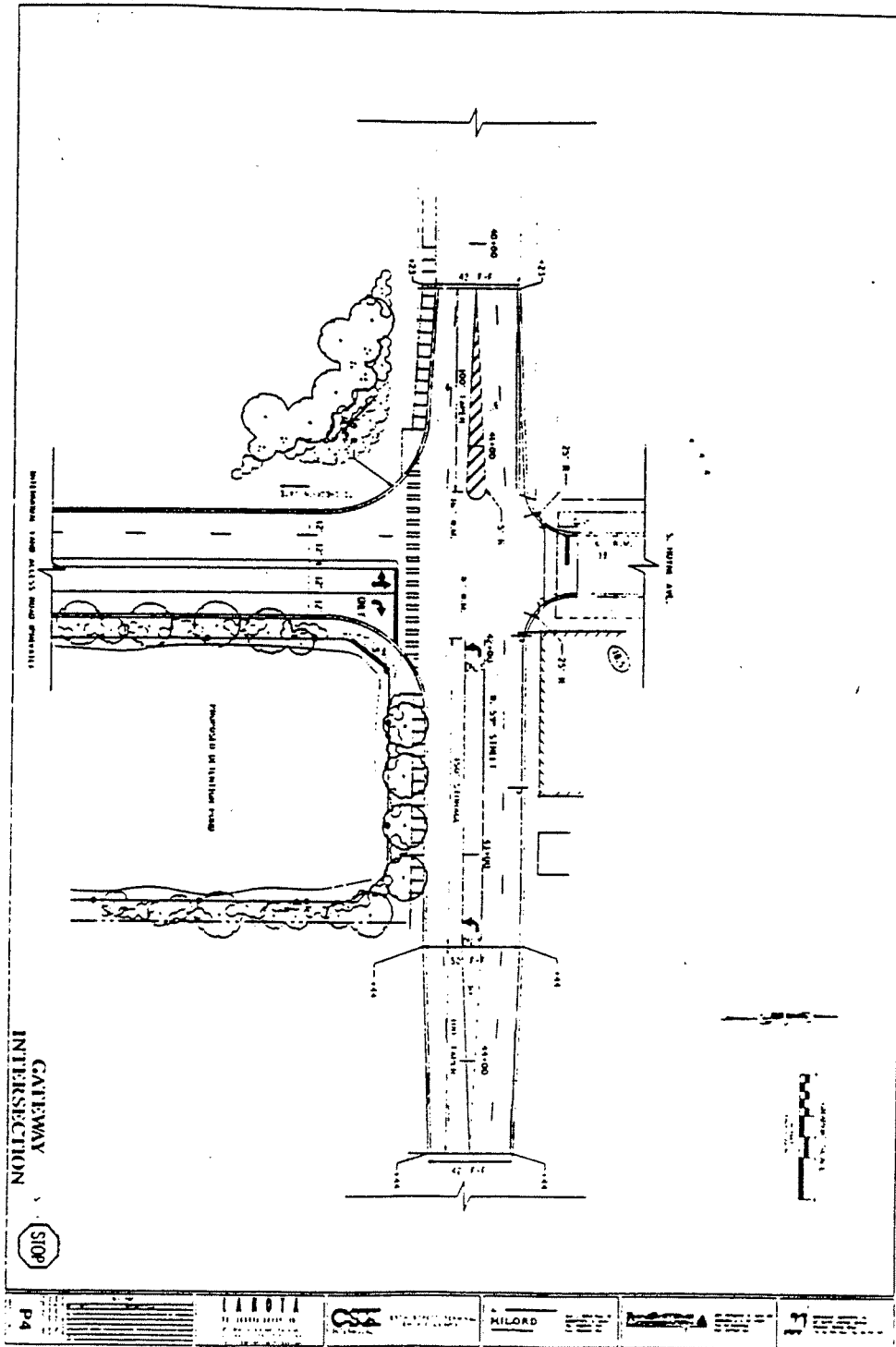


LANDSCAPE PLAN

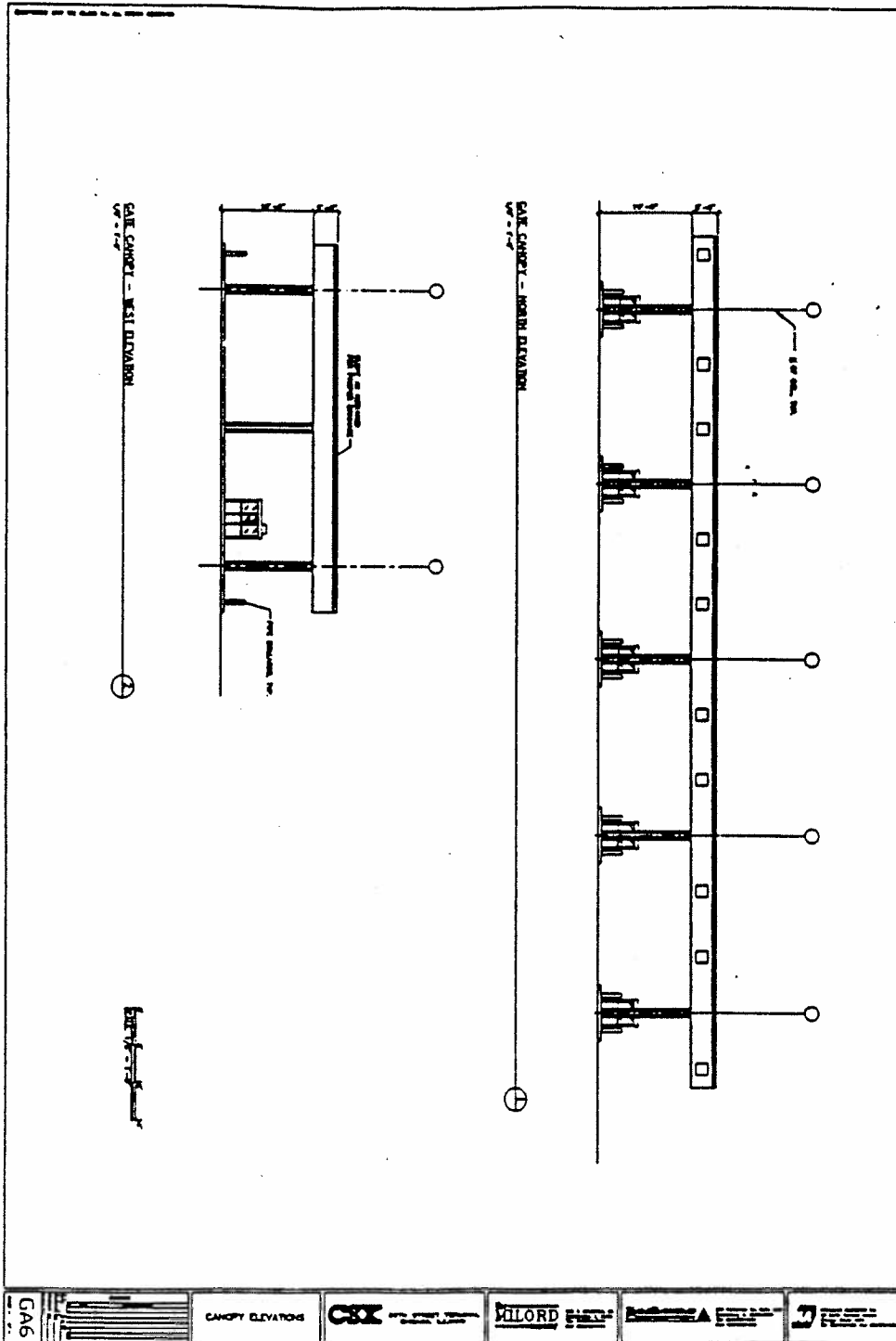
Property Line And Right-Of-Way Adjustment Map.



Gateway Intersection.

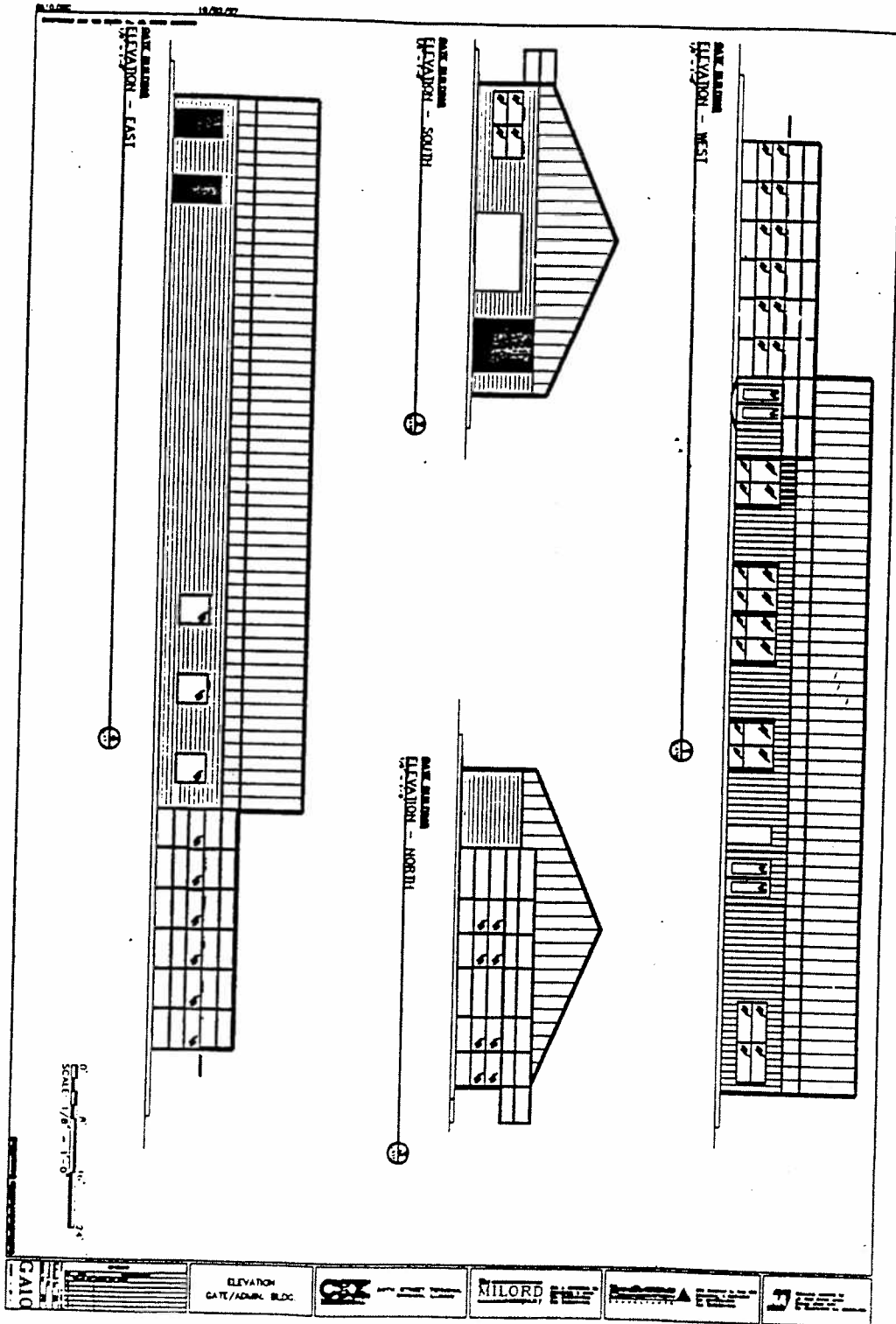


Elevation Canopy.



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Elevation Gateway/Administration Building.



(Continued from page 59315)

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

*Manufacturing Planned Development* **658**

*Bulk Regulations And Data Table.*

1. Net Site Area: 3,644,539.7 square feet/approximately 83.67 acres.
2. Gross Site Area: 3,673,764.2 square feet, approximately 84.0 (Gross Site)
3. Uses : As set forth in Statement Number 5.
4. Maximum Floor Area Ratio: 0.2.
5. Minimum Number of Off-Street Parking Spaces: 35.
6. Minimum Number of Off-Street Loading Spaces: 0.
7. Maximum Building Height: 25 feet, measured as the vertical distance from finished lot grade level, at the building side at which such grade level is highest, to the highest point of the underside of the ceiling beams in the case of a flat roof; to the deck line of a mansard roof, and to the eaves of a gable, hip or gambrel roof.

*Reclassification Of Area Shown On Map Number 14-K.  
(Application Number A-3792)*

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the B4-1 Restricted Service District symbols and indications as shown on Map Number 14-K in area bounded by: