



City of Chicago



SO2014-836

Office of the City Clerk

Document Tracking Sheet

Meeting Date:	2/5/2014
Sponsor(s):	City Clerk (transmitted by)
Type:	Ordinance
Title:	Zoning Reclassification App No. 17944 at 2101-2143 S Indiana Ave, 205-319 E 21st St, 204-334 E Cermak Rd and 2134-2142 S Calumet Ave
Committee(s) Assignment:	Committee on Zoning, Landmarks and Building Standards



JOHN ARENA
Alderman, 45th Ward

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COMMITTEE
MEMBERSHIPS
Aviation
Economic, Capital & Technology
Development
License and Consumer Protection
Special Events, Cultural Affairs &
Recreation

May 6, 2014

The Honorable Susana Mendoza
Clerk of the City of Chicago
121 North LaSalle Street
Chicago, Illinois 60602

Clerk Mendoza:

At the April 30, 2014, meeting of the City Council, I was unfortunately out of the room for a moment during the vote on SO2014-836, Zoning Reclassification Application # 17944. Later in the meeting, the President Pro Tem ruled my motion to suspend the rules for the purpose of being recorded as a "no" vote on the ordinance as out of order despite there being no objection raised from the members.

Be it known that I oppose SO2014-836 and intended to vote "no"

Please include this letter in the Clerk's record of the April 30, 2014, meeting of the Chicago City Council. Should you have any questions, please contact my office at (773) 286-4545.

Sincerely,

John Arena
Alderman, 45th Ward

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

SUBSTITUTE ORDINANCE

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

SECTION 1. Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by changing all of the DX-3, DX-5, DX-7 Downtown Mixed-Use Districts, Residential Business Institutional Planned Development No. 1055, Business Planned Development No. 331 and Residential-Business Planned Development No. 675 symbols and indications as shown on Map Numbers 4-E and 6-E in the area bounded by:

THE NORTH LINE OF VACATED EAST CERMAK ROAD AND ITS WESTERLY EXTENSION; THE EASTERLY LINE OF VACATED EAST CERMAK ROAD; THE WESTERLY OF THE ILLINOIS CENTRAL RAILROAD RIGHT-OF-WAY; A LINE 1,500 FEET NORTH OF AND PARALLEL WITH THE NORTHERLY LINE OF THE 23RD STREET VIADUCT;

THENCE NORTHWARDLY ALONG THE ARC OF A CIRCLE, CONVEX TO THE EAST WITH A RADIUS OF 915.13 FEET, A DISTANCE OF 46.841 FEET TO A POINT WHICH IS 424.314 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 1,546.469 FEET (MEASURED PERPENDICULARLY) NORTHERLY OF SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT; THENCE NORTHWARDLY ALONG THE ARC OF A CIRCLE, CONVEX TO THE EAST WITH A RADIUS OF 2,008.70 FEET, A DISTANCE OF 160.333 FEET, TO A POINT WHICH IS 434.030 FEET (MEASURED PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 1,706.466 FEET (MEASURED PERPENDICULARLY) NORTHERLY OF SAID NORTHERLY LINE OF THE 23RD STREET VIADUCT; THENCE NORTHWARDLY ALONG A STRAIGHT LINE, TANGENT TO LAST DESCRIBED ARC OF A CIRCLE, A DISTANCE OF 722.975 FEET TO A POINT WHICH IS 230.646 FEET WESTERLY AND 158.143 FEET NORTHERLY OF THE INTERSECTION OF THE WESTERLY LINE OF BURNHAM PARK (AS SAID WESTERLY LINE IS DESCRIBED IN THE 1919 LAKE FRONT ORDINANCE) WITH THE NORTH LINE OF EAST 18TH STREET, EXTENDED EAST, AS MEASURED ALONG SAID WESTERLY LINE AND A LINE

PERPENDICULAR THERETO; THENCE NORTHWARDLY ALONG THE ARC OF A CIRCLE, CONVEX TO THE WEST, TANGENT TO LAST DESCRIBED STRAIGHT LINE AND HAVING A RADIUS OF 1,343.75 FEET, A DISTANCE OF 278.822 FEET TO A POINT WHICH IS 197.423 FEET WESTERLY AND 434.475 FEET NORTHERLY OF THE INTERSECTION OF SAID WESTERLY LINE OF BURNHAM PARK WITH SAID NORTH LINE OF EAST 18TH STREET, EXTENDED EAST, AS MEASURED ALONG SAID WESTERLY LINE AND A LINE PERPENDICULAR THERETO; THENCE NORTHWARDLY ALONG A STRAIGHT LINE, TANGENT TO LAST DESCRIBED ARC OF A CIRCLE, A DISTANCE OF 436.277 FEET TO A POINT WHICH IS 100.767 FEET WESTERLY AND 859.910 FEET NORTHERLY OF THE INTERSECTION OF SAID WESTERLY LINE OF BURNHAM PARK WITH THE NORTH LINE OF EAST 18TH STREET, EXTENDED EAST, AS MEASURED ALONG SAID WESTERLY LINE AND A LINE PERPENDICULAR THERETO; THENCE NORTHWARDLY ALONG THE ARC OF A CIRCLE CONVEX TO THE EAST, TANGENT TO LAST DESCRIBED STRAIGHT LINE AND HAVING A RADIUS OF 2,448.29 FEET, A DISTANCE OF 86.233 FEET; THENCE EASTWARDLY ALONG A STRAIGHT LINE, WHICH FORMS AN ANGLE OF 73 DEGREES 40 MINUTES 14 SECONDS FROM NORTH TO WEST WITH SAID WESTERLY LINE OF BURNHAM PARK, A DISTANCE OF 86.641 FEET TO AN INTERSECTION WITH SAID WESTERLY LINE OF BURNHAM PARK; THENCE SOUTHWARDLY ALONG SAID WESTERLY LINE OF BURNHAM PARK, A DISTANCE OF 919.963 FEET TO SAID INTERSECTION WITH THE NORTH LINE OF EAST 18TH STREET, EXTENDED EAST; THENCE CONTINUING SOUTHWARDLY ALONG SAID WESTERLY LINE OF BURNHAM PARK, A DISTANCE OF 2,225.472 FEET TO A POINT 105.00 FEET NORTHERLY OF THE CENTER LINE OF THE AFORESAID 23RD STREET VIADUCT; THENCE EASTWARDLY ALONG A LINE WHICH IS PARALLEL WITH SAID CENTER LINE OF SAID 23RD STREET VIADUCT, A DISTANCE OF 397.34 FEET; THENCE NORTHWARDLY ALONG A STRAIGHT LINE PARALLEL WITH SAID WESTERLY LINE OF BURNHAM PARK, A DISTANCE OF 800.00 FEET; THENCE EASTWARDLY PERPENDICULAR TO LAST DESCRIBED LINE, A DISTANCE OF 50.00 FEET; THENCE NORTHWARDLY PARALLEL WITH SAID WESTERLY LINE OF BURNHAM PARK, A DISTANCE OF 55.00 FEET; THENCE EASTWARDLY PERPENDICULAR TO LAST DESCRIBED LINE, A DISTANCE OF 60.00 FEET; THENCE SOUTHWARDLY PARALLEL WITH SAID WESTERLY LINE OF BURNHAM PARK, A DISTANCE OF 55.00 FEET; THENCE EASTWARDLY PERPENDICULAR TO LAST DESCRIBED LINE, A DISTANCE OF 390.00 FEET; THENCE NORTHWARDLY PARALLEL WITH SAID WESTERLY LINE OF BURNHAM PARK, A DISTANCE OF 55.00 FEET; THENCE EASTWARDLY PERPENDICULAR TO LAST DESCRIBED LINE, A DISTANCE OF 60.00 FEET; THENCE

SOUTHWARDLY PARALLEL WITH SAID WESTERLY LINE OF BURNHAM PARK, A DISTANCE OF 55.00 FEET; THENCE EASTWARDLY PERPENDICULAR TO LAST DESCRIBED LINE, A DISTANCE OF 50.00 FEET; THENCE SOUTHWARDLY PARALLEL WITH SAID WESTERLY LINE OF BURNHAM PARK, A DISTANCE OF 785.00 FEET; THENCE EASTWARDLY PERPENDICULAR TO LAST DESCRIBED LINE, A DISTANCE OF 30.00 FEET; THENCE SOUTHWARDLY PARALLEL WITH SAID WESTERLY LINE OF BURNHAM PARK, A DISTANCE OF 240.00 FEET; THENCE WESTWARDLY PERPENDICULAR TO LAST DESCRIBED LINE, A DISTANCE OF 30.00 FEET; THENCE SOUTHWARDLY PARALLEL WITH SAID WESTERLY LINE OF BURNHAM PARK, A DISTANCE OF 335.00 FEET; THENCE WESTWARDLY PERPENDICULAR TO LAST DESCRIBED LINE, A DISTANCE OF 610.00 FEET; THENCE NORTHWARDLY PARALLEL WITH SAID WESTERLY LINE OF BURNHAM PARK, A DISTANCE OF 380.00 FEET, TO A POINT 75.00 FEET SOUTHERLY OF THE CENTERLINE OF AFORESAID 23RD STREET VIADUCT; THENCE WESTWARDLY ALONG A LINE WHICH IS PARALLEL WITH SAID CENTERLINE OF EAST 23RD STREET VIADUCT, A DISTANCE OF 378.03 FEET TO A POINT 19.31 FEET EASTERLY OF SAID WESTERLY LINE OF BURNHAM PARK; THENCE SOUTHWARDLY ALONG A STRAIGHT LINE WHICH IS PARALLEL WITH SAID WESTERLY LINE OF BURNHAM PARK, A DISTANCE OF 465.81 FEET; THENCE CONTINUING SOUTHWARDLY ALONG AN ARC OF A CIRCLE, CONVEX TO THE EAST, TANGENT TO LAST DESCRIBED STRAIGHT LINE, AND HAVING A RADIUS OF 561.35 FEET, A DISTANCE OF 147.65 FEET TO AN INTERSECTION WITH SAID WESTERLY LINE OF BURNHAM PARK, AT A POINT WHICH IS 686.38 FEET (MEASURED ALONG SAID WESTERLY LINE) SOUTHERLY FROM THE CENTERLINE OF SAID EAST 23RD STREET VIADUCT; THENCE SOUTHWARDLY CONTINUING ALONG THE WESTERLY LINE OF SAID BURNHAM PARK, BEING HERE A STRAIGHT LINE WHOSE SOUTHERLY TERMINUS IS A POINT WHICH IS 308.00 FEET (MEASURED ALONG SAID LINE) SOUTH OF THE INTERSECTION OF SAID LINE WITH THE NORTH LINE OF EAST 29TH STREET, EXTENDED EAST, A DISTANCE OF 3,211.315 FEET TO A POINT WHICH IS 89.16 FEET NORTHERLY OF THE AFORESAID SOUTHERLY TERMINUS; THENCE SOUTHWARDLY CONTINUING ALONG SAID WESTERLY LINE OF BURNHAM PARK, BEING HERE THE ARC OF A CIRCLE, CONVEX TO THE EAST, TANGENT TO LAST DESCRIBED STRAIGHT LINE, AND HAVING A RADIUS OF 635.34 FEET, A DISTANCE OF 177.175 FEET TO A POINT ON THAT WESTERLY LINE OF SAID BURNHAM PARK WHICH EXTENDS SOUTHERLY FROM THE AFORESAID POINT 308.00 FEET SOUTH OF THE NORTH LINE OF EAST 29TH STREET, EXTENDED EAST, TO A POINT ON THE NORTH LINE OF EAST 31ST STREET, EXTENDED EAST, WHICH IS 250.00 FEET

(MEASURED PERPENDICULARLY) EASTERLY OF THE AFOREMENTIONED WESTERLY RIGHT-OF-WAY LINE OF THE ILLINOIS CENTRAL RAILROAD; THENCE SOUTHWARDLY ALONG SAID LAST DESCRIBED WESTERLY LINE OF BURNHAM PARK, A DISTANCE OF 857.377 FEET TO A POINT WHICH IS 86.31 FEET (MEASURED ALONG SAID LINE) NORTHERLY OF AFORESAID POINT ON THE NORTH LINE OF EAST 31ST STREET, EXTENDED EAST; THENCE SOUTHWARDLY CONTINUING ALONG SAID WESTERLY LINE OF BURNHAM PARK, BEING HERE THE ARC OF A CIRCLE, CONVEX TO THE WEST, TANGENT TO LAST DESCRIBED LINE AND HAVING A RADIUS OF 573.69 FEET, A DISTANCE OF 69.447 FEET TO AN INTERSECTION WITH THE NORTH LINE OF SAID EAST 31ST STREET; THENCE WEST ALONG SAID NORTH LINE OF EAST 31ST STREET, A DISTANCE OF 106.724 FEET; THENCE NORTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 1,903.228 FEET TO A POINT WHICH IS 156.586 FEET EASTERLY AND 1,856.555 FEET NORTHERLY OF THE INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE WITH THE NORTHERLY LINE OF THE 31ST STREET VIADUCT, BEING A LINE 50.00 FEET (MEASURED PERPENDICULARLY) NORTHERLY OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHEAST FRACTIONAL 1/4 OF SECTION 27; THENCE NORTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 222.296 FEET, TO A POINT WHICH IS 148.535 FEET EASTERLY AND 2,078.705 FEET NORTHERLY OF THE INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE WITH THE NORTHERLY LINE OF SAID 31ST STREET VIADUCT, AS MEASURED ALONG SAID WESTERLY LINE AND A LINE PERPENDICULAR THERETO; THENCE NORTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 488.798 FEET TO A POINT WHICH IS 126.789 FEET EASTERLY AND 2,567.019 FEET NORTHERLY OF THE INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE WITH THE NORTHERLY LINE OF SAID 31ST STREET VIADUCT, AS MEASURED ALONG SAID WESTERLY LINE AND A LINE PERPENDICULAR THERETO; THENCE NORTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 458.564 FEET, TO A POINT WHICH IS 126.266 FEET EASTERLY AND 3,025.583 FEET NORTHERLY OF THE INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE WITH THE NORTHERLY LINE OF SAID 31ST STREET VIADUCT, AS MEASURED ALONG SAID WESTERLY LINE AND A LINE PERPENDICULAR THERETO; THENCE NORTHWARDLY ALONG A STRAIGHT LINE, A DISTANCE OF 362.655 FEET TO A POINT WHICH IS 143.70 FEET EASTERLY AND 3,387.819 FEET NORTHERLY OF THE INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE WITH THE NORTHERLY LINE OF SAID 31ST STREET VIADUCT, AS MEASURED ALONG SAID WESTERLY LINE AND A LINE PERPENDICULAR THERETO; THENCE NORTHWARDLY ALONG A STRAIGHT LINE, WHOSE NORTHERLY TERMINUS IS A POINT WHICH IS 194.66 FEET (MEASURED

PERPENDICULARLY) EASTERLY FROM SAID WESTERLY RIGHT-OF-WAY LINE AND 920.105 FEET (MEASURED PERPENDICULARLY) SOUTH FROM THE SOUTHERLY LINE OF THE AFORESAID 23RD STREET VIADUCT (BEING THE SOUTHERLY LINE OF THE EASEMENT GRANTED TO THE SOUTH PARK COMMISSIONERS DATED SEPTEMBER 25, 1922 AS DOCUMENT NO. 7803194) A DISTANCE OF 95.77 FEET TO THE POINT OF INTERSECTION WITH THE EASTERLY EXTENSION OF THE CENTERLINE OF EAST 25TH STREET, SAID CENTERLINE AND ITS EASTERLY EXTENSION BEING 33.00 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF BLOCK 4 IN WALKER BROTHERS ADDITION TO CHICAGO IN THE NORTHEAST FRACTIONAL 1/4 OF SECTION 27;

EAST 25TH STREET AND ITS EASTERLY EXTENSION; A LINE 94.00 FEET WEST OF AND PARALLEL WITH THE WEST LINE OF BLOCK 4 IN WALKER BROTHERS ADDITION TO CHICAGO AFORESAID; EAST 25TH STREET AND ITS EASTERLY EXTENSION; SOUTH INDIANA AVENUE; EAST 21ST STREET; A LINE 661.92 FEET EAST OF AND PARALLEL WITH THE CENTERLINE OF SOUTH INDIANA AVENUE; A LINE 358.89 FEET SOUTH OF AND PARALLEL WITH THE CENTERLINE OF EAST 21ST STREET (CENTERLINE OF THE VACATED 18 FOOT PUBLIC ALLEY); THE EAST LINE OF SOUTH CALUMET AVENUE; THE NORTH LINE OF VACATED EAST CERMAK ROAD AND ITS WESTERLY EXTENSION, IN COOK COUNTY, ILLINOIS.

To those of Business Planned Development No. 331, as amended, which is hereby established in the area described, subject to such use and bulk regulations as are set forth in the attached Plan of Development.

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

Bulk Regulations and Data Table (Exhibit 1) attached to this Plan of Development reads as follows:

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

Total Gross Site Area: Approximately 7,711,012 square feet.

Overall Net Site Area:* Approximately 1,334,779 SF

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

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

Remaining areas within
Planned Development which include
Subareas 2, 3 and 4. Approximately 5,471,400 SF

Total Net Site Area: Approximately 6,806,179 SF.
Subarea 1 Gross Site Area: Approximately 2,032,223 SF
Overall Floor Area Ratio: 2.0.

Subarea 1.

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

Min. Building Setbacks: In accordance with Exhibit No. 11A.
Min. No. of Loading Berths: In accordance with Exhibit No. 16A, 16C,
Min. No. of Parking Spaces: 1,900.

Subarea 2.

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

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Subarea 3.

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

Subarea 4; Parcel A -- North Building.

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

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

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

Subarea 4; Parcel C -- East Building.

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

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Subarea 4; Parcel E.

Permitted Uses:	See Statement No. 7.
Net Site Area:	Approximately 348,500 SF
Max. Percentage of Site Coverage:	As existing, or as otherwise permitted pursuant to site plan review. See Statement No. 13(k).
Max. Floor Area Ratio:	As existing, or as otherwise permitted pursuant to site plan review. See Statement No. 13(k).
Max. Building Height:	As existing, or as otherwise permitted pursuant to site plan review. See Statement No. 13(k).
Minimum Building Setbacks:	As existing, or as otherwise permitted pursuant to site plan review. See Statement No. 13(k).
Minimum Number of Loading Berths:	Not applicable.

Subarea 4; Parcel F.

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

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Sub Area 5:

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

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

1. The area delineated herein as Business Planned Development No. 331, as amended, and subject to the use and bulk restrictions of this Planned Development Ordinance (the "Property") consists of five Subareas: (1) McCormick Place West Development Area; (2) Existing Hotel /District and Local Energy Facility Area; (3) Existing McCormick Square/South Park Area; (4) Existing McCormick Complex Area and (5) proposed Event Center and Hotel Headquarters. The Applicant, The Metropolitan Pier and Exposition Authority (MPEA), the Contract Purchaser of the property located at 2101-2143 South Indiana Ave., 205-319 E. 21st street, 204-334 East Cermak Road, 2134-2142 South Calumet Ave. seeks to incorporate aforementioned property into a new Subarea (5). The following Subareas are depicted on the attached Subarea Map, Exhibit 6, which is described in Statement No. 6 as a reference.
 - a. Subarea 1, the McCormick Place West Development Area, consists existing convention facilities, a parking garage, and the Existing MPEA office building, along with (ii) the existing West Building convention facilities (the "West Hall").
 - b. Subarea 2, the Hotel/District and Local Energy Facility Area, contains the existing hotel, hotel parking garage, and the existing district and local energy facility.
 - c. Subarea 3, the McCormick Square/South Park Area, consists of Existing McCormick Square and the outdoor area to the west of the McCormick Place South Hall.
 - d. Subarea 4, the Existing McCormick Complex Area, consists of the six subparcels depicted on the attached Subarea Map and further described below:
 - (i) Parcel A, the North Hall Parcel, contains the Existing McCormick Place North Building and Existing Local Energy Facility Area and Lake Shore Drive on the east;

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- (ii) Parcel B, the South Hall Parcel, contains the Existing McCormick Place South Hall from the Grand Concourse to the Stevenson Expressway;
 - (iii) Parcel C, the East Hall Parcel, contains the Existing McCormick Place East Building;
 - (iv) Parcel D, the Grand Concourse Parcel, contains the Existing enclosed pedestrian passageway between the North Hall and the South Hall and the portion of the Property spanning Lake Shore Drive connecting the East Hall to the North and South Halls;
 - (v) Parcel E, the north of North Hall Parcel, contains the area of the Property north of the North Hall Parcel to the northern boundary of the Planned Development; and
 - (vi) Parcel F, the south of the South Hall Parcel, contains the area of the Property south of the South Hall Parcel and east of Subarea 1 to 31st Street, including the access ramp from the truck marshaling area located in Parcel F to the truck loading and unloading areas located in Subarea 1.
- e. Subarea 5, is generally bounded by East 21st Street on the north; a portion of a vacated alley to the east, East Cermak to the south; and South Indiana Avenue on the west. The project includes a hotel and event center and is depicted on the attached Subarea 5 Map.

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

2. The requirements, obligations and conditions contained within this Planned Development shall be binding upon the Applicant, its successors and assigns and,

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if different than the Applicant, the legal title holders and any ground lessors. All rights granted hereunder to the Applicant shall inure to the benefit of the Applicant's successors and assigns and, if different than the Applicant, the legal title holder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 of the Chicago Zoning Ordinance, the Property, at the time of application for amendments, modifications or changes (administrative, legislative or otherwise) to this Planned Development are made, shall be under single ownership or designated control. Single designated control is defined in Section 17-8-0400 of the Zoning Ordinance.

3. This Plan of Development and the development of the Property is and shall be subject to the Rules, Regulations and Procedures in Relation to Planned Development Amendments (hereinafter, the "Rules, Regulations and Procedures") promulgated by the Commissioner of the Department of Planning and Development (hereinafter, the "Commissioner").
4. All applicable official reviews, approvals or permits are required to be obtained by the Applicant or its successors, assignees or grantees. Any dedication or vacation of streets or alleys or grants of easements or any adjustment of the right-of-way shall require a separate submittal to the Department of Transportation on behalf of the Applicant or its successors, assigns or grantees.

Any requests for grants of privilege, or any items encroaching on the public way, shall be in compliance with the Plans. Ingress or egress shall be pursuant to the Plans and may be subject to the review and approval of the Departments of Planning and Development and Transportation. Closure of all or any public street or alley during demolition or construction shall be subject to the review and approval of the Department of Transportation.

All work proposed in the public way must be designed and constructed in accordance with the Department of Transportation Construction Standards for Work in the Public Way and in compliance with the Municipal Code of the City of Chicago. Prior to the issuance of any Part II approval, the submitted plans must be approved by the Department of Transportation.

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

Installation of Countdown Pedestrian Signals

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

Installation of Actuated Left Turn Arrows

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

Roadway and Other Improvements

1. Installation of westbound right turn lane pavement markings on Cermak at Prairie
2. Geometric, alignment and streetscaping improvements to improve pedestrian safety at the intersection of Cermak and Calumet as determined in coordination with the Chicago Department of Transportation.
3. Installation of static wayfinding signs and variable message signs as determined in coordination with the Chicago Department of Transportation and Office of Emergency Management and Communications.
6. This Planned Development Ordinance consists of (22) Planned Development Statements; a Bulk Regulations and Data Table; The Planned Development Exhibits (PDE); (2) Existing Zoning Maps; (2) Existing Land-Use Maps; a Planned Development Boundary and Property Line Map; a Right of Way Adjustment map; (2) Site Plans (Sub-Area No. 5); (2) Landscape Plans; (2) Green Roof Plans; and Building Elevations (North, South, East and West) prepared by (Gensler Architects and Pelli Clarke Pelli Architects) and dated April 23, 2014, submitted herein.

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Full-sized copies of the Site Plan, Landscape Plan and Building Elevations are on file with the Department of Planning and Development. In any instance where a provision of this Planned Development conflicts with the Chicago Building Code, the Building Code shall control. This Planned Development conforms to the intent and purpose of the Zoning Ordinance, and all requirements thereto, and satisfies the established criteria for approval as a Planned Development. In case of a conflict between the terms of this Planned Development Ordinance and the Zoning Ordinance, this Planned Development Ordinance shall control. To the extent there is a conflict between the Original Exhibits and the Administrative Approvals, the Administrative Approvals shall control. Similarly, to the extent there is a conflict between either the Original Exhibits or the Administrative Approvals and the PD Amendment Exhibits, the PD Amendment Exhibits shall control. Full size copies of the Original Exhibits and the Administrative Relief Exhibits are on file with the Department. These and no other zoning controls shall apply to the Property. This Planned Development conforms to the intent and purpose of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago and all requirements thereof, and satisfies the established criteria for approval as a planned development.

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

1. Conceptual Illustration Exhibits, Exhibit Nos. 7B - 17 (each, a "CIE"), which illustrate the application of the various requirements contained in the PDEs.
2. Reference Reports, Exhibit Nos. 18 - 20 (each, a "REP")
3. Historical Reference Exhibits 21-31 (each, a "HRE"), which provide the previously approved site plans, landscape plans, building elevations for the existing East Hall, North Hall, South Hall, McCormick Square and the Multi-Purpose Exhibition facility, MPEA Office Building and Parking garage located west of Dr. Martin Luther King Jr., Drive.

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Exhibit Number	Type	Description	Date
1	PDE	The Planned Development Amendment Exhibits Bulk Regulations and Data Table	4/23/14

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2	PDE	(2) Existing Zoning Maps	4/23/14
3	PDE	Planned Development Boundary, Property and Right-of-Way Map	4/23/14
4	PDE	Planned Development Expansion Area Map 2014	4/23/14
5	PDE	(2) Existing Land Use Area Map	4/23/14
6	PDE	Subarea Map	4/23/14
7A	PDE	(2) Generalized Land Use Map	4/23/14

ORIGINAL PD EXHIBITS*
For reference only

7B	PDE	Parking Location Plan	8/15/02
8	PDE	Public Right-of-Way Adjustment Plan	8/15/02
9	CIE	Renderings: Facade/Massing	8/15/02
10	CIE	Renderings: Urban Design Features	8/15/02
11A	CIE	Illustrative Site Plan - Zone A	8/15/02
11B	CIE	Illustrative Site Plan - Zone B	8/15/02
12	CIE	Illustrative Landscape Plan	8/15/02
13A	CIE	Conceptual West Elevation	8/1/02
13B	CIE	Conceptual North Elevation	8/15/02
13C	CIE	Conceptual East Elevation	8/15/02
13D	CIE	Conceptual South Elevation	8/15/02
14	CIE	At-Grade Transportation Access Plan	8/15/02
15	CIE	Upper Level Service Access Plan	8/15/02
16A	CIE	Illustrative Level 1 Floor Plan	8/15/02
16B	CIE	Illustrative Level 2 Floor Plan	8/15/02
16C	CIE	Illustrative Level 3 Floor Plan	8/15/02
16D	CIE	Illustrative Level 4 Floor Plan	8/15/02
16E	CIE	Illustrative Level 5 Floor Plan	8/15/02
16F	CIE	Illustrative Level 6 Floor Plan	8/15/02
16G	CIE	Illustrative Green Roof Plan	8/15/02

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17	CIE	Platt Building Facade Relocation	8/15/02
18	REP	Master Plan Report	8/15/02
19	REP	Transportation Plan Executive Summary	8/15/02
20A	REP	Traffic Management Plan I	3/8/93
20B	REP	Traffic Management Plan II	8/15/02
20C	REP	Traffic Management Plan III	4/23/14
21	HRE	South Hall Expansion Site Plan - Area A	3/8/93
22	HRE	South Hall Expansion Site Plan - Area B	3/8/93
23	HRE	South Hall Expansion Site Plan - Area C	3/8/93
24	HRE	South Hall Expansion Landscape Plan - Area A	3/8/93
25	HRE	Building Elevations - South Hall	3/8/93
26	HRE	Building Elevations - East Hall	3/8/93
27	HRE	Building Elevations - North Hall	3/8/93
28	HRE	Conference Center/MPEA Offices/West Parking Garage Landscape Plan	8/16/99
29	HRE	Conference Center/MPEA Offices/West Parking Garage Site Plan	8/16/99
30	HRE	Conference Center/MPEA Offices/West Parking Garage Building Elevations	8/16/99
31	HRE	Conference Center/MPEA Offices/West Parking Garage Building Elevations	8/16/99

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

- a. The following uses shall be permitted in Subarea 1: (i) following acquisition of title or control, if any, by the Applicant: multi-purpose exhibition, meeting, ballroom and reception facilities, unenclosed and enclosed accessory and non-accessory parking, public parks, gardens and gathering spaces,

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enclosed pedestrian passageways, transportation facilities and uses accessory and ancillary thereto, truck loading and unloading areas, truck staging areas, office and office support facilities and uses accessory and ancillary thereto, conference facilities, meeting rooms, dining areas, retail and restaurant uses and uses accessory and ancillary thereto, telecommunication facilities, theaters, district and local energy facilities, all of the uses permitted within Subarea 3 and Subarea 4, service, storage and support services and roadways and uses accessory and ancillary thereto; (ii) prior to acquisition of title or control, if any, by the Applicant: all uses existing and permitted by the zoning classifications as depicted on the Existing Zoning Map described in Statement No. 6 and made a part hereof.

- b. The following uses shall be permitted in Subarea 2: accessory and non-accessory parking, public parks, gardens and gathering places, district and local energy facilities, hotels, all of the uses permitted within Subarea 3 and Subarea 4, all uses permitted within the C3-5 Zoning District (except residential, adult, penal and correctional facility, recycling, manufacturing, warehouse, cartage, distribution, wholesale, automobile and other vehicle service, exterior sales and vending, animal slaughter, animal care, open stadium and open arena uses) and uses accessory and ancillary thereof.
- c. The following uses shall be permitted in Subarea 3: public parks, gardens and gathering places, walkways, bicycle paths, open landscaped areas, public transportation facilities, kiosks, fountains, lighting and appropriate park and garden structures and uses accessory and ancillary thereto.
- d. The following uses shall be permitted in Subarea 4:
 - (i) in Parcels A, B and C: multi-purpose exhibition, meeting and reception facilities, restaurants, ancillary retail uses, theaters, district and local energy facilities, telecommunication facilities, public transportation facilities, public and private roadways and uses accessory and ancillary thereto; provided, however, that (1) the portion of parcel C which extends from the Concourse Walkway through the East Hall (the "Parcel C Concourse Segment") shall be limited to the uses permitted in Parcel D; and (2) the portion of Parcel C which extends along the exterior of the west, south and east sides of the south half of the East Hall including the vertical pedestrian transition to the park level (the "Parcel C Exterior Promenade") shall be limited to the uses permitted in Parcel D;

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- (ii) in Parcel D (which includes the "Concourse Walkway" connecting McCormick Square to the East Hall): public pedestrian passageways, enclosed public space, walkways, bicycle paths, restaurants, retail uses, public transportation facilities, uses ancillary to public pedestrian passage, pedestrian passageways for uses and occupants of Parcels A, B and C, temporary multi-purpose exhibitions, public and private roadways and meeting and reception uses accessory and ancillary thereto;
 - (iii) in Parcel E: unenclosed accessory parking, parks, gardens, open landscaped areas, public and private roadways, public pedestrian ways, telecommunication facilities, district and local energy facilities, public pedestrian or vehicular bridges or appurtenances related to any of these public improvements and uses accessory and ancillary thereto; and
 - (iv) in Parcel F: unenclosed and enclosed accessory and non-accessory parking, truck marshaling areas and related structures, truck access ramps to and from loading and unloading areas, public and private roadways, telecommunication facilities, public pedestrian ways, public pedestrian or vehicular bridges or appurtenances related to any of these public improvements, parks, gardens, open landscaped areas and uses accessory and ancillary thereto.
- e. Exterior storage shall not be permitted on any of the Publicly Available Improvements as described by Statement No. 14 hereof except during construction provided for by this Planned Development Ordinance.
- f. The following uses shall be permitted in subarea 5: Hotel, Office, Entertainment and Spectator Sports, accessory parking, retail as an accessory use and related accessory uses, including multi-purpose exhibition, meeting, ballroom and reception facilities, enclosed accessory parking, gardens and gathering spaces, enclosed pedestrian passageways, transportation facilities and uses accessory and ancillary thereto, truck loading and unloading areas, truck staging areas, office and office support facilities and uses accessory and ancillary thereto, conference facilities, meeting rooms, dining areas, restaurant uses and uses accessory and ancillary thereto, storage and support services and roadways and uses accessory and ancillary thereto.

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

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

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

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

9. Off-street parking spaces and off-street loading berths shall be provided to serve the uses contained within this Planned Development Ordinance in accordance with the requirements contained in the Bulk Regulations and Data Table made a part hereof and other applicable requirements of this Planned Development Ordinance. Such off-street parking spaces shall be provided in the locations depicted on the Parking Location Exhibit described by Statement No. 6 hereof

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(which includes locations not within the boundaries of this Planned Development). If such parking spaces become unavailable for use by the Applicant, the Applicant shall promptly obtain the use of replacement parking spaces within a reasonable distance from the use served.

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

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

10. Any service drive or other ingress or egress shall be adequately designed and paved in accordance with the regulations of the Department of Transportation and in compliance with the Municipal Code of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. No parking on any service drive or blockage of said ingress and egress shall be permitted. Fire lanes, if required, shall be adequately designed and paved in compliance with the Municipal Code of Chicago.
11. Business, business identification and temporary signs, such as construction and marketing signs, may be permitted upon the exterior of the Property, subject to the review and approval of the Commissioner. Signs which conflict with any provision of the Chicago Zoning Ordinance which, shall not be permitted. No sign shall be permitted which would be visible from any lakefront park area other than building identification signs (limited in size to the otherwise applicable requirements of the Chicago Zoning Ordinance) and temporary business identification banners.
12. The maximum allowable height of any structure upon the Property shall conform with the Exhibits described in Statement No. 6 hereof and shall further be subject to the following:
 - a. Height limitations as certified on Form FAA-117 (or on successor form or forms covering the same subject matter) and approved by the Federal Aviation Administration pursuant to Part 77 of the Regulations of the Administrator, Federal Aviation Administration.

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

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

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

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

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

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

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

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- e. McCormick Square and the park areas south of McCormick Square shall be maintained as public space to provide an area for passive activities and public gatherings at no charge or cost to public users. This area shall be (i) accessible and convenient for the handicapped as required by applicable laws, (ii) improved with seating and other furnishings (including bicycle racks) appropriately located and arranged and in reasonable and sufficient quantities to encourage public use, (iii) provided with appropriate exterior landscaping, (iv) provided with appropriate, decorative exterior lighting and (v) open to the public during all Operating Hours. Regular musical entertainment and live performances within the areas are encouraged. The areas shall be maintained in a clean and litter-free condition. The final design of McCormick Square and the park areas to the west of the South Hall comply with the applicable plans made part hereof and, in addition, shall be subject to the review and approval of the Commissioner of the Department of Planning and Development to assure compliance with the terms hereof. No development, other than that provided herein, shall be permitted within McCormick Square or within the park areas south of McCormick Square.
- f. The "Grand Concourse" (consisting of the Concourse Walkway, the Parcel C Concourse Segment and the Parcel C Exterior Promenade) shall be maintained as a public space to permit public pedestrian passage (including bicycles, strollers and similar pedestrian oriented vehicles), at no charge or cost to public users. Such area shall also include, as appropriate, activities and uses related to public pedestrian use, such as without limitation, retail and convenience shops, restaurants and cafes, transit facility access, and cultural and visitor information and programs. The Grand Concourse shall be (i) accessible and convenient for the handicapped as required by applicable laws, (ii) improved with seating and other furnishing appropriately located and arranged and in reasonable and sufficient quantities to encourage public use, (iii) provided with appropriate interior and exterior landscaping and with appropriate water features, (iv) reasonably accessible to restroom facilities, (v) provided with appropriate retail, restaurant and service facilities, (vi) provided with adequate and appropriate signs to facilitate easy public understanding and use of the Concourse including, without limitation, identification of locations of restrooms, food service, retail shops, METRA station, access to Lake Michigan and Burnham Park, bicycle paths, McCormick Square, etc., (vii) open to the public during all Operating Hours, (viii) maintained in a clean and litter-free condition, and (ix) provided with cultural and tour information services intended to promote and enhance the public's interest in and knowledge of the attractions of the immediate area of the McCormick Place Complex and of the City, together with relevant information relating to transportation, restaurants, lodging and hotels, services, etc. Appropriate signs shall also be located throughout the McCormick Place Complex to achieve the purposes identified in clause (vi) above.

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

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

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

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

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

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- (i.) Review standards/submissions. In addition to compliance with all other applicable provisions of this Planned Development Ordinance, any such development shall be of an appropriate, efficient and beneficial design and shall create no significant adverse impact on public health, safety or welfare. In order to ensure compliance with this provision, the Commissioner may require the submission of any items described in the Rules, Regulations and Procedures as the Commissioner may deem necessary or appropriate.
- (ii) Street Wall. The multi-purpose facility to be developed in Subarea 1 and depicted on the Exhibits identified in Statement No. 6, which includes the proposed West Hall, shall be built proximate to the property line along Indiana Avenue, Cermak Road and Dr. Martin Luther King, Jr. Drive to create and promote the physical definition of a continuous urban street edge. Where setbacks are created along such street edges, they shall be designed to provide entry plazas or landscaped areas or to define significant design elements of the structure.
- (iii) Circulation. The structure and the uses within Subarea 1 shall be provided with appropriate vehicular and pedestrian access to a public roadway. Parking space layout, vehicular circulation, loading access, pedestrian circulation routes, and the location and design of curb-cuts at public streets shall be designed and constructed in accordance with the applicable provisions of this Planned Development Ordinance and shall promote a safe, efficient, appropriate and beneficial design.
- (iv) Loading. Off-street loading shall be provided in accordance with the Bulk Regulations Table attached hereto and made a part of this Planned Development Ordinance. All loading within Subarea 1 shall be located proximate to the building or use served thereby.
- (v) Curb-cuts. Driveways, entrances to off-street parking and to loading docks, and all other facilities requiring curb-cuts shall be located to minimize conflicts with on-street traffic and with pedestrian circulation. All curb-cuts shall be constructed in accordance with the standards of the City.

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- (vi) Landscaping. Open areas not otherwise devoted to a permitted building, parking areas or pedestrian/vehicular circulation and all other development, to the extent reasonably feasible, shall be landscaped to enhance the appearance of the development from the public street and McCormick Square, to screen unattractive uses from the street and McCormick Square, and to provide buffers between adjacent uses. Landscaping shall consist of grass, ground cover, shrubs, trees or other living plant materials. All landscaping shall be properly maintained by the Applicant at all times. To the extent reasonably possible, the Applicant shall shield the truck flyover, as viewed from the south, located on the south side of the West Hall through the use of trees, bushes, vines at grade, and through the use planter boxes at the top of the truck flyover retaining wall.
- (vii) Building Design and Exterior. The massing of the West Hall and the design of the building exterior shall, where appropriate, be designed to fit within the urban context and texture of the city appearing, to the extent possible, as a collection of buildings rather than a single monolithic structure. In addition, the façades and building edges shall be designed to (1) respond to the formal character of McCormick Square along the Dr. Martin Luther King, Jr. Drive façade, consistent with the massing and design of the South Hall; (2) respond to the civic character of McCormick Place along Cermak Road, providing a distinct and inviting massing and design; (3) respond to the urban character of the Motor Row Historic District along Indiana Avenue, with multiple façade treatments, elements and materials sensitive to the scale and context of adjoining areas; and (4) respond to the expressway edge and broader neighborhood edge along the Stevenson Expressway, providing properly designed screening and streetscaping while expressing the activity and use of the facility above with glazing or other design techniques.
- (viii) West Hall Central Concourse. The portion of Subarea 1 depicted on the applicable Exhibits identified in Statement No. 6 hereof as the Central Concourse (the West Hall Central Concourse) shall be designed, constructed and maintained to provide for an inviting pedestrian experience for convention-goers. Floor paving materials, pedestrian seating areas, wall finishes, ceiling finishes, lighting fixtures, signs, graphic display, and interior landscaping may be provided within the West Hall Central Concourse as appropriate for the purposes stated herein.
- (ix) South Edge. The City and Applicant acknowledge and anticipate that the south edge of the West Hall, above the ground level, may

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

- (x) Gateways at Dr. Martin Luther King, Jr. Drive. The Stevenson Expressway and truck flyover overpass at Dr. Martin Luther King, Jr. Drive will be designed to provide two gateways at Dr. Martin Luther King, Jr. Drive: (i) a gateway to be located on the south side of the truck flyover, and (ii) a gateway to be located on the north side of the Stevenson Expressway. The design of the gateways will reflect the general criteria contained in the Master Plan Report, Exhibit 18 of this Planned Development, and shall include consultation with the neighborhood and community groups in the geographic area of the Planned Development boundary. The design of the gateways shall be subject to review and approval by the Commissioner and such approval shall not be unreasonably denied. The commitment by the Applicant to so design and construct the gateways shall apply notwithstanding the fact that a gateway, or a portion thereof, may be located outside of the boundary of the Planned Development.
 - (xi) Truck Flyover. Prior to use of the truck flyover, the Applicant shall obtain the consent for such use from the Illinois Department of Transportation.
 - (xii) Light Fixtures on S. Indiana. The Commissioner shall have the opportunity to review the street light fixtures proposed for installation along S. Indiana Ave. as part of the Part II approval process.
- h. Enclosed parking shall be permitted in Subarea 1 and Parcel F of Subarea 4, provided that, with regard to Parcel F of Subarea 4:
- (i) Any such parking, if approved by the Commissioner, shall be designed, constructed and maintained in accordance with the policies and purposes of the Lake Michigan and Chicago Lakefront Protection Ordinance, and
 - (ii) The Commissioner determines, following the Applicant's submission of appropriate studies and other documentation, that the proposed enclosed parking would be appropriate including consideration of, without limitation, the traffic impact of the parking operation, the structure's location, appearance and design and, as applicable, compliance with the aforesaid plans, policies and purposes.

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- i. The Applicant shall, upon the request of the City, dedicate to the City such portions of (a) Parcel E of Subarea 4 as may be necessary to accommodate the right-of-way for any pedestrian crossing facility and (b) Parcel F of Subarea 4 as may be necessary to accommodate the right-of-way for any pedestrian crossing facility.
- j. The Applicant acknowledges that, although the City's Percent for Public Art Ordinance is not applicable to the proposed development, the McCormick Place development project is a public project and that the location and placement of art work in appropriate places within the McCormick Square/South Park and McCormick Complex Publicly Available Areas is a worthy public goal. Accordingly, the Applicant shall, in its planning for the design and construction of the proposed development, take into consideration the installation of art work as an integral part of interior and exterior spaces. In connection therewith the Applicant shall work with the appropriate representatives of the Public Art Program of the City's Department of Cultural Affairs.
- k. Prior to issuance by the Department of Planning and Development of a determination pursuant to Section 11.11-3(b) of the Chicago Zoning Ordinance ("Part II approval") for any development of Subarea 1, Subarea 2, and/or Parcels E or F of Subarea 4 and Subarea 5 with uses described as permitted by Statement No. 7 of this Planned Development Ordinance, a site plan for proposed development shall be submitted to the Commissioner for site plan approval. Site plan approval is intended to assure that specific development proposals conform with the Planned Development Ordinance and to assist the City in monitoring ongoing development. A Said site plan shall include all of the area within Subarea 1 or Parcel F of Subarea 4, as the case may be. No Part II approval for Subarea 1, Parcel F of Subarea 4, or Subarea 5 shall be granted until and unless an applicable site plan has been approved.

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

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

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

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

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

14. Three types of improvements are contemplated by this Planned Development Ordinance-as follows:
 - a. Public Improvements: The "Public Improvements" shall mean those improvements to, within or upon the public way (including area required to be dedicated to public uses) required or authorized by the I.G.A.
 - b. Publicly Available Improvements. The "Publicly Available Improvements": shall mean the Parcel C Concourse Segment and the Parcel C Exterior Promenade of Subarea 4 (as such terms are defined in Statement No. 7(d)(i) hereof), McCormick Square, certain open landscaped areas south of McCormick Square, and Parcel D of Subarea 4. The Applicant shall be responsible at all times for the maintenance of the Publicly Available Improvements in good and sound condition appropriate for public use thereof.
 - c. Convention Improvements. The "Convention Improvements" shall mean all improvements upon the Property other than the Public Improvements and the Publicly Available Improvements. The Convention Improvements include, without limitation, the West Hall.
15. For purposes of height measurement, the definitions in the Zoning Ordinance shall apply. The height of any building shall also be subject to height limitations, if any, established by the Federal Aviation Administration.
16. The Applicant shall be responsible for implementing certain operational controls over parking and traffic activity as further set forth in Traffic Management Plan

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

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

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

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

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17. The terms, conditions and exhibits of this Planned Development Ordinance may be modified administratively by the Commissioner of the Department of Planning and Development upon the request of the Applicant and after a determination by the Commissioner that such a modification is minor, appropriate, consistent with the nature of the development of the Property contemplated in this Planned Development Ordinance and will not result in increasing the maximum floor area ratio for the total Property Net Site Area or the maximum number of dwelling units an acre for the total Property Net Site Area established by this Planned Development Ordinance. Any such modification shall be deemed to be a minor change in the Planned Development Ordinance as contemplated by Section 11.11-3(c) of the Chicago Zoning Ordinance. Such minor changes may include the establishment of a use in a Subarea as a new use where such use is permitted as a use in another Subarea, a transfer of unused F.A.R. from one Subarea to another, or a transfer of unallocated F.A.R. for the total Property Net Site Area to one or more Subareas. Moreover, notwithstanding the provisions of subclauses (4) and (5) of Section 11.11-3(c) of the Chicago Zoning Ordinance, such minor changes may also include a reduction in the minimum required distance between structures, a reduction in periphery setbacks or an increase in the maximum percent of land covered.
18. The requirements, obligations and conditions contained within this Planned Development shall be binding upon the Applicant, its successors and assigns and if different than the Applicant, the Owners of record title of the Property. All rights granted hereunder to the Applicant shall inure to the benefit of the Applicant's successors and assigns. Furthermore, pursuant to the requirements of Section 11.11-1 of the Chicago Zoning Ordinance, the Property, at the time applications for amendments, modifications or changes (administrative, legislative or otherwise) to the Planned Development are made shall be under single ownership or under single designated control. Single designated control for purposes of this paragraph shall mean that any application to the City for any amendment to this Planned Development or any other modification or change thereto (administrative, legislative or otherwise) shall be made or authorized by all the owners of the Property.

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

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

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

19. In the event that, prior to acquisition of any portion of Subarea 1 intended to be acquired by the Applicant, the Applicant makes a final determination that any portion of said Subarea is not to be acquired; the Applicant shall so notify the Commissioner within thirty (30) days of such final determination. Upon the receipt of such notification by the Commissioner, the zoning of said portion of the Property shall automatically revert to the previously underlying zoning district, as set forth above.
20. Unless substantial construction of the improvements proposed in Subarea 5 has commenced within six (6) years following adoption of this Planned Development Ordinance, then this Planned Development Ordinance shall expire.-If this Planned Development Ordinance expires under the provisions of this Statement, then the zoning of the Property shall automatically revert to the a, DX-7 Downtown Mixed-Use Districts for the property identified as Subarea 5, and the remaining property defined in this ordinance shall revert to Business Planned Development No. 331, as amended and published in the *Journal of the City Council of Chicago* on September 4, 2002.
21. As part of the proposed development in Subarea 1, the Applicant agrees to relocate the façade of the Platt Luggage Building (the "Façade") from the west edge of the parking garage located in Subarea 1 to the west edge of the district and local energy facility located in Subarea 2, as depicted in Exhibit 17. The relocation of the Façade shall be subject to the following conditions: (i) the Applicant shall retain both an experienced preservation architect and a building mover to develop a relocation plan to ensure the safety, stability and integrity of the Façade during the relocation process; (ii) the relocation plan shall mean collectively those documents prepared by the preservation architect which shall include at least the following: measured drawings of the Façade prior to moving; photo documentation of the Façade; structural stabilization plan stamped by a structural engineer; site plan, foundation plans and details for the new location; specifications of the building moving operation; and a map of the moving route; (iii) if possible, the Applicant shall move the Façade in one piece, or if not possible, in the fewest pieces in an effort to preserve the integrity of the Façade; (iv) the Applicant shall present the relocation plan, including a time table for the relocation of the Façade, to the Commissioner for review and approval as a part of its Part II submission for the relocation of the Façade, and prior to relocation of the Façade; (v) as a part of its Part II submission, the Applicant shall submit renderings depicting the anticipated appearance of the Façade subsequent to the relocation, which renderings shall include a depiction of

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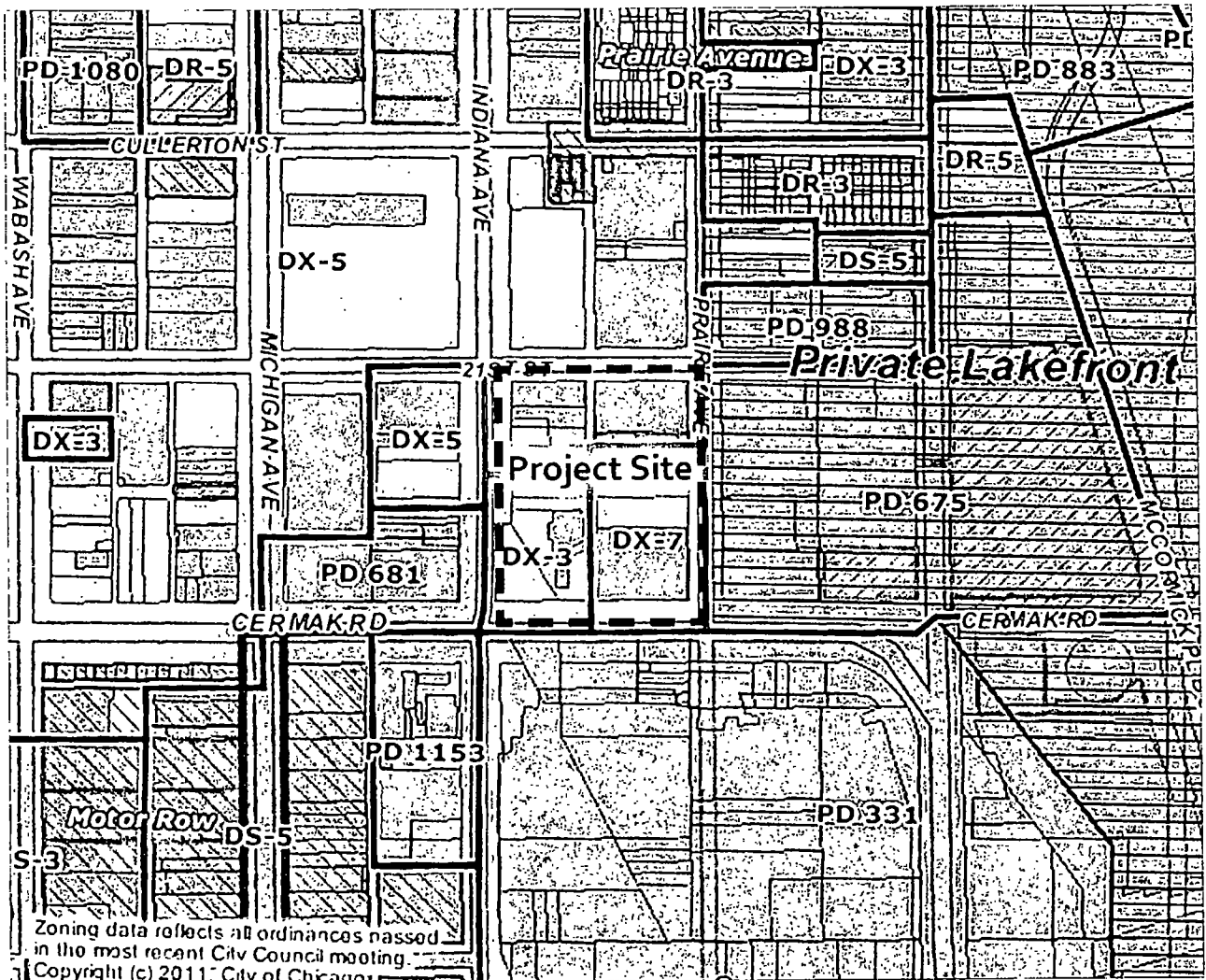
the appearance of the windows and will take into consideration the relationship of the Façade to its immediate context (including the design, color and materials of neighboring buildings and the portion of the tank visible as viewed from the west of the relocated Façade), and the pedestrian streetscape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

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

22. The Applicant acknowledges that it is in the public interest to design, construct, renovate and maintain all buildings in a manner that provides healthier indoor environments, reduces operating costs and conserves energy and natural resources. At the time of this hearing before the Chicago Plan Commission, all proposed development in Subarea 5 must be in substantial compliance with the current City of Chicago Sustainable Development Policy set forth by the Planning and Development. All development within Subarea 5 shall Achieve LEED certification and provides a green roof covering 50% of Net Roof Area (51,342 square footage)

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

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Zoning data reflects all ordinances passed in the most recent City Council meeting.
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--- Project Site Boundary

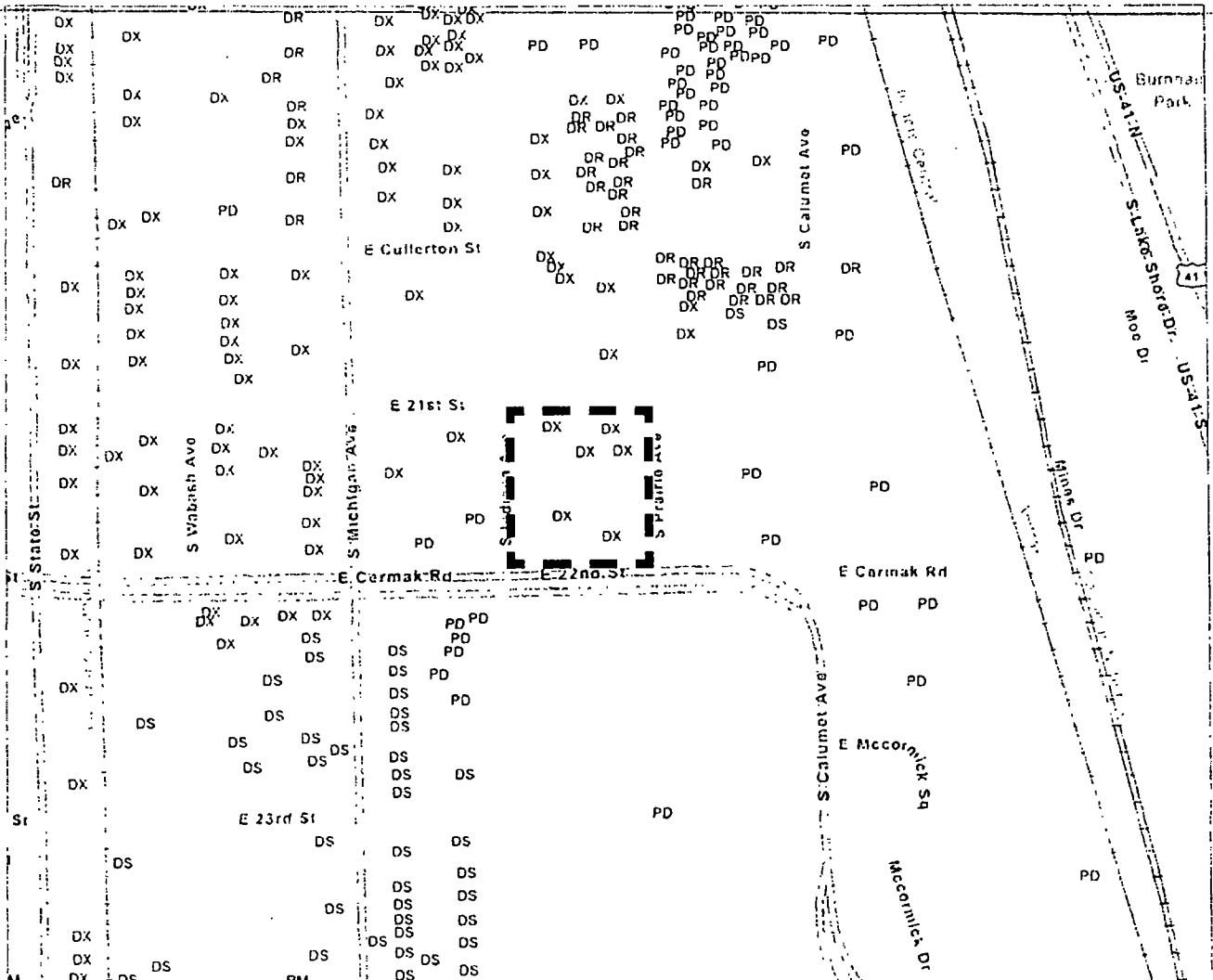
Business	Transportation	CHICAGO LANDMARKS	Lakefront
Commercial	Parks & Open Space	Chicago Landmarks	Pedestrian Streets
Manufacturing	Zoning Boundaries	Landmark Districts	Buildings
Residential		Chicago Historic Resources	Parcels
Planned Development		Survey Buildings subject to Demolition-Relay Ordinance	Streets
Planned Manufacturing		Red	Water
Downtown Core		Orange	Cemetery
Downtown Service		Forest Preserve	Municipalities
Downtown Mixed		City Boundary	
Downtown Residential			

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PD 331, Sub Area 5

EXISTING ZONING MAP

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--- Project Site Boundary

Land Use Legend

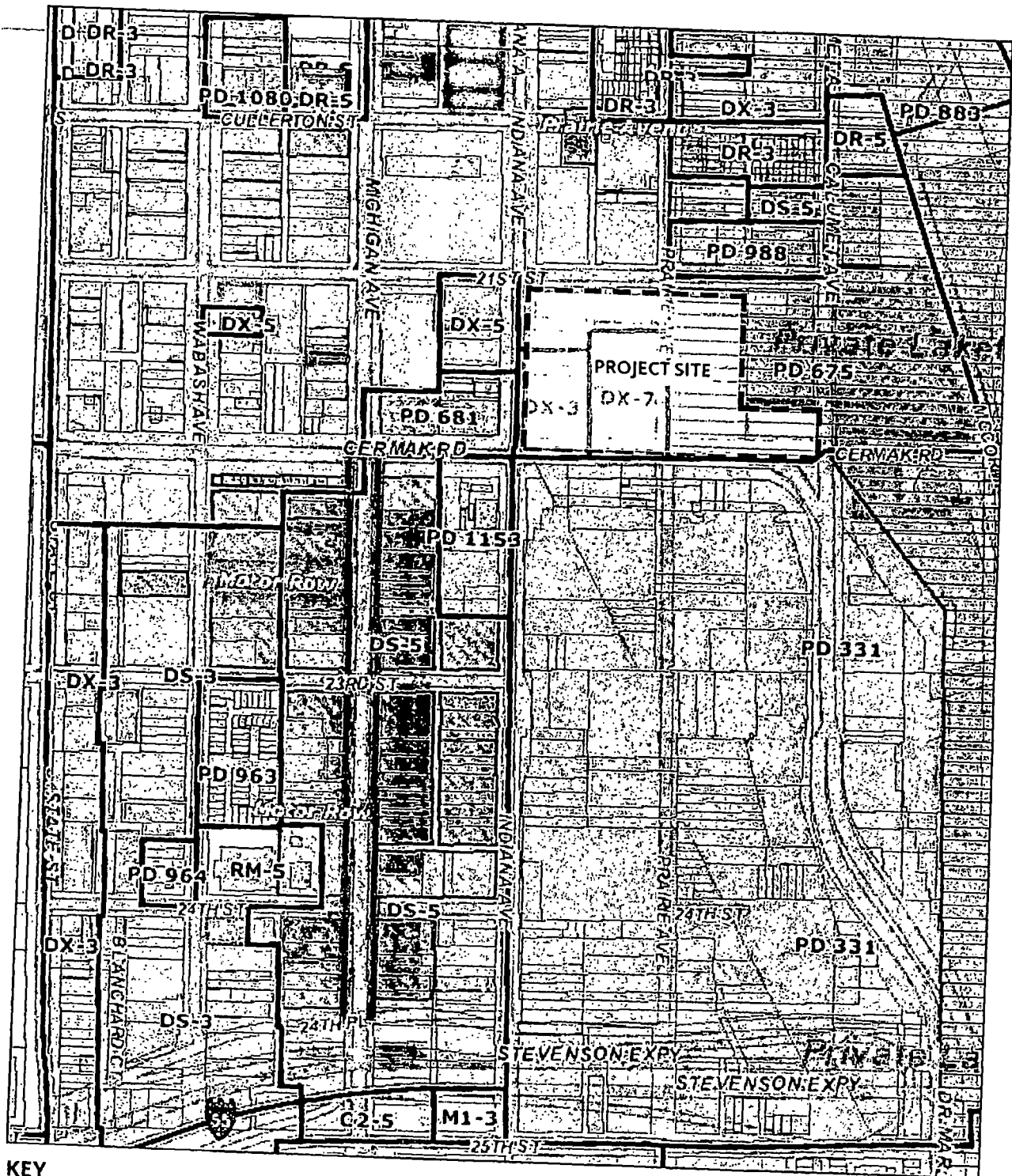
- DX - Downtown Mixed Use
- DS - Downtown Service
- DR - Downtown Residential
- PD - Planned Development
- RM - Residential Multi-Unit

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LAND-USE MAP

Pelli Clarke Pelli Architects



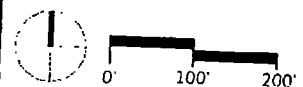
KEY

--- = PROJECT SITE
BOUNDARY

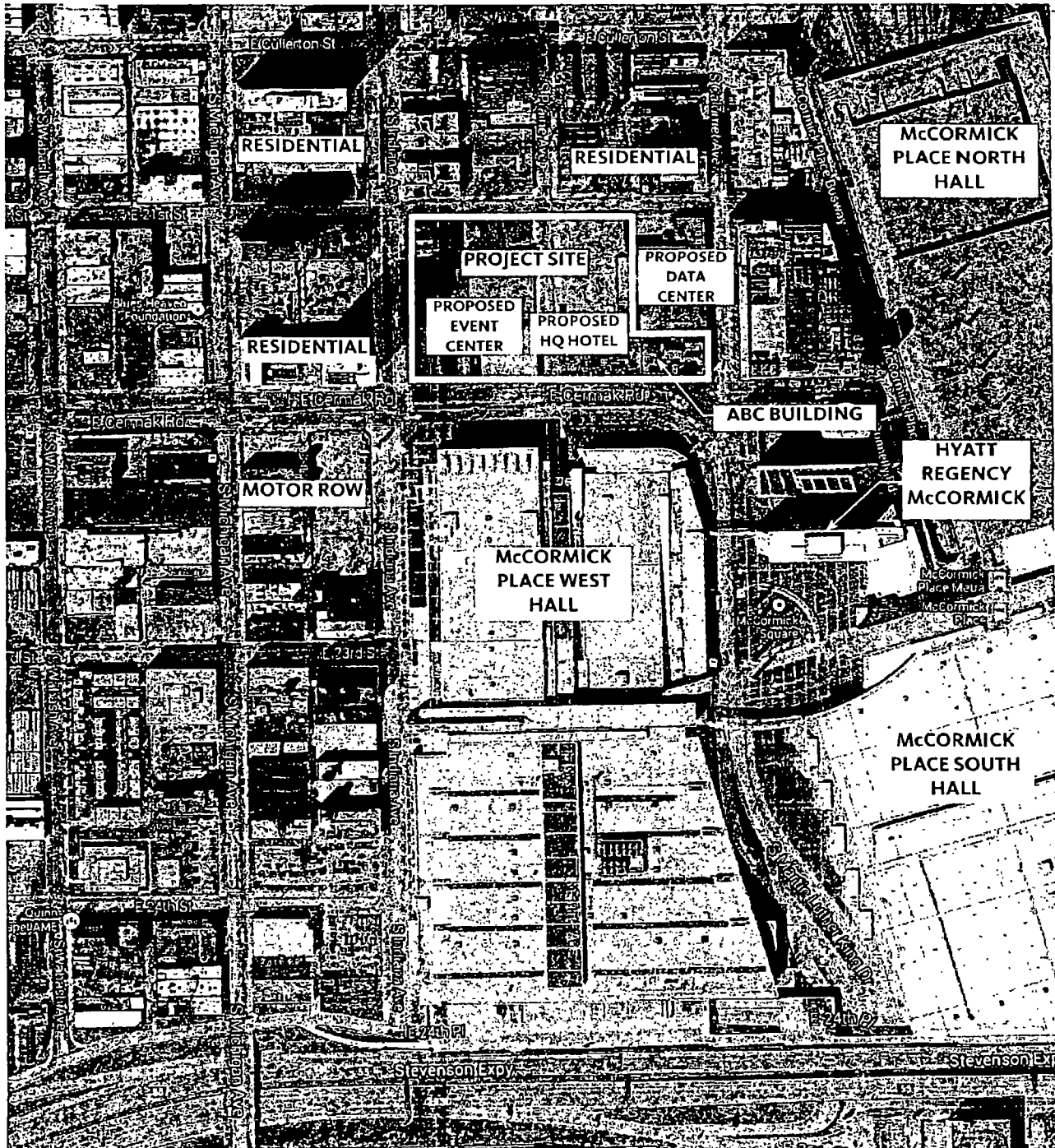
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PD 331, Sub Area 5

Existing Land Use
& Zoning Map



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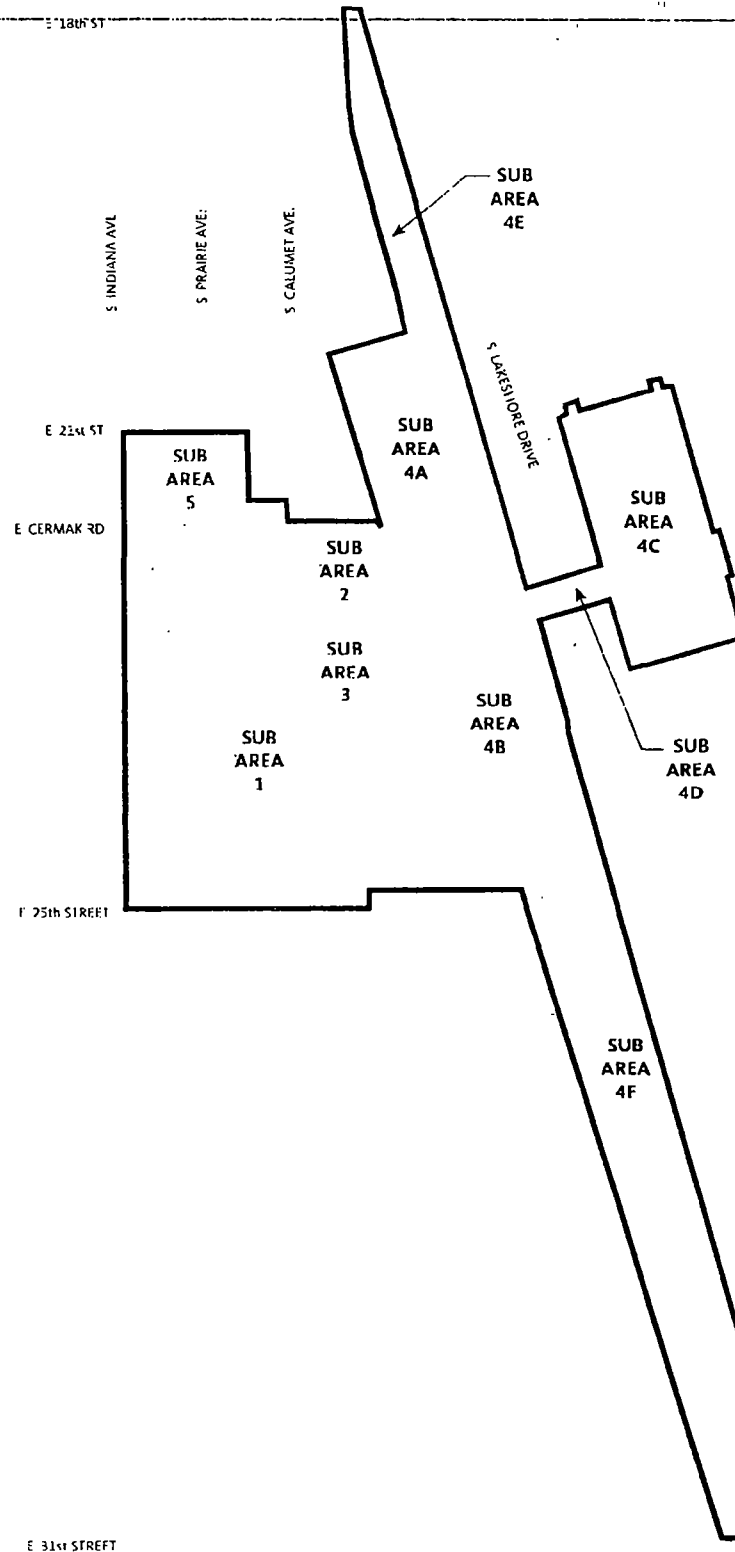
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Surrounding Land
 Use Map

(Not To Scale)

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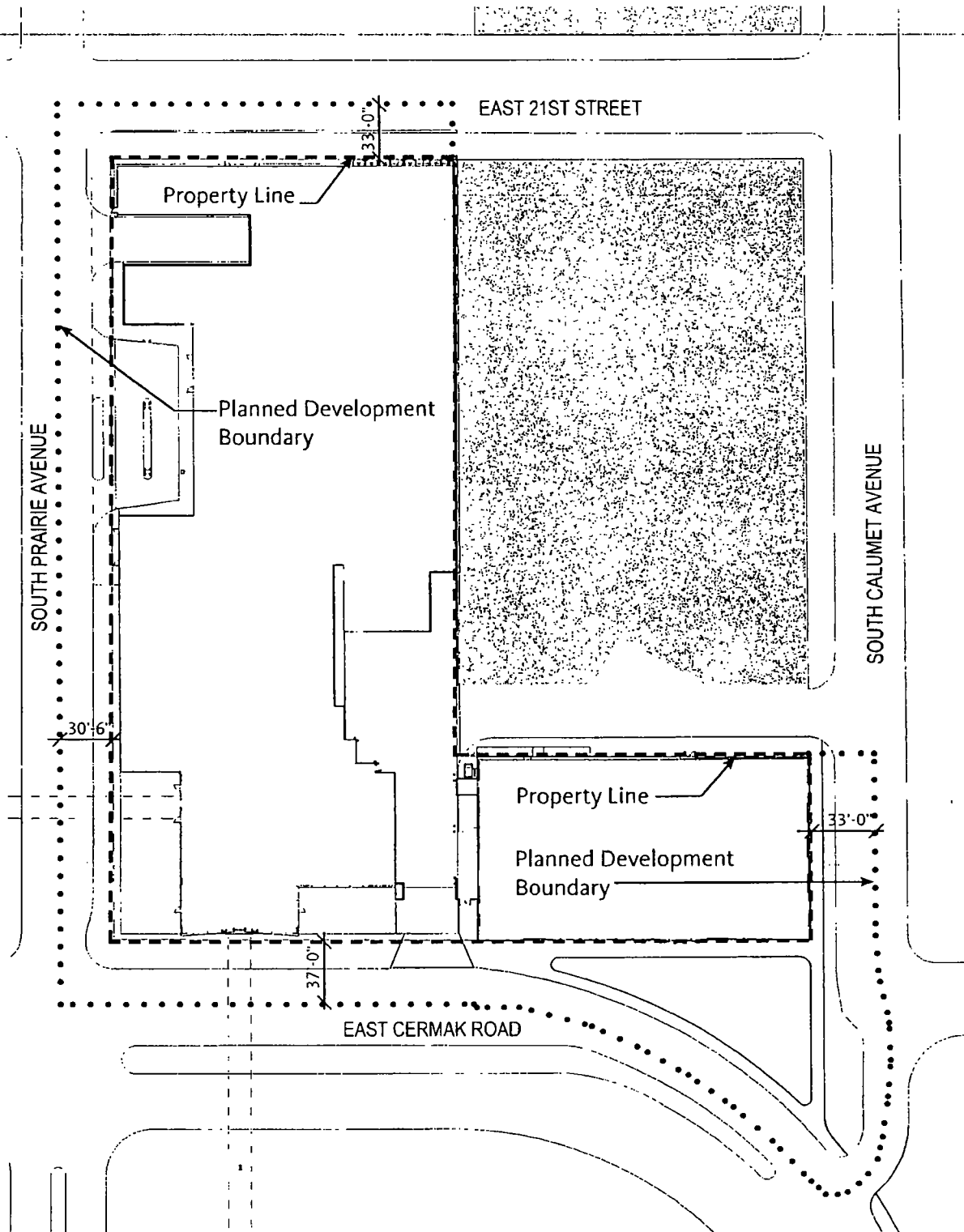
PD 331, Sub Area 5

PD Sub-Area Map



(Not To Scale)

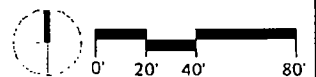
Gensler



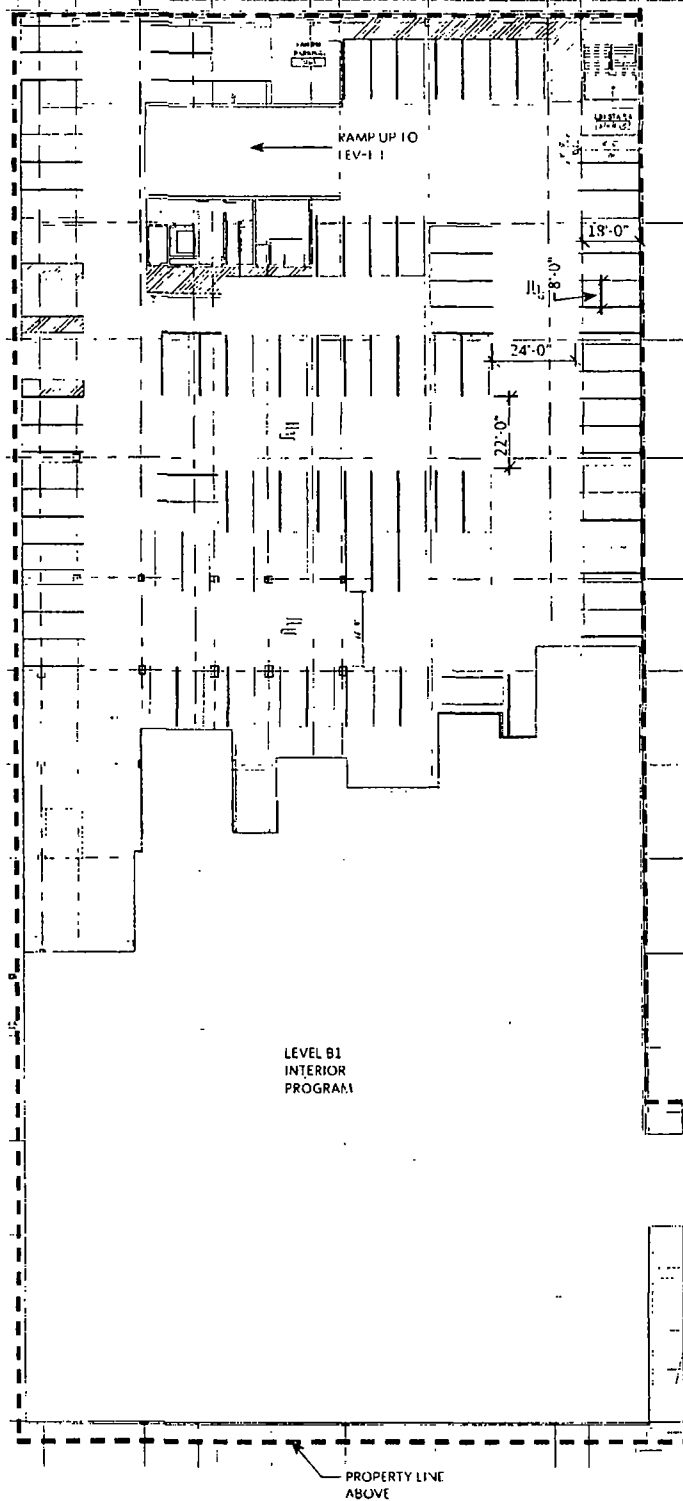
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PD 331, Sub Area 5

Planned
 Development
 Boundary and
 Property Line



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LEVEL B1 PARKING DETAILS:

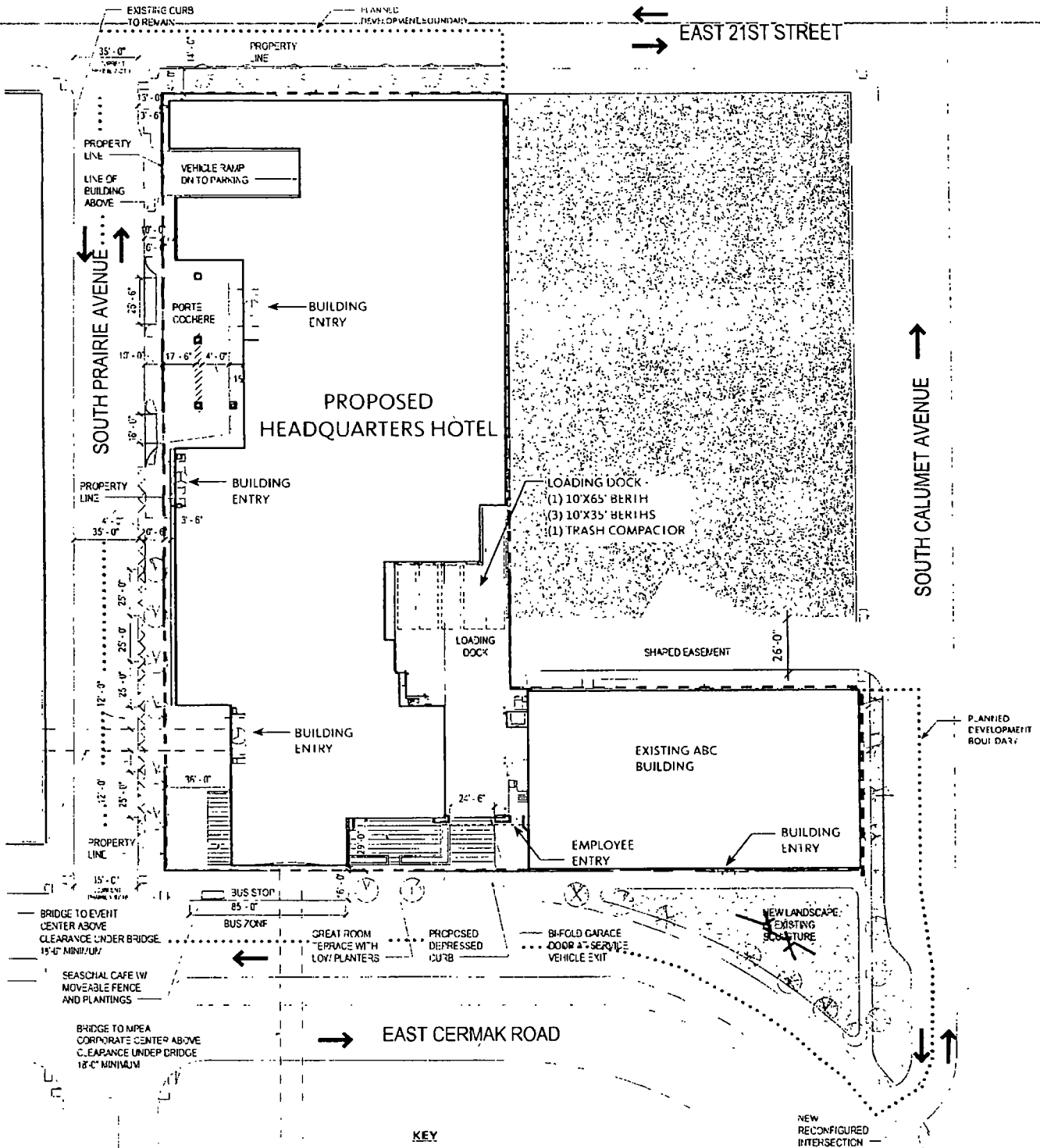
100 PARKING STALLS
 TYPICAL STALL DIMENSIONS: 8'X18'
 TYPICAL DRIVE AISLE WIDTH: APPROX. 24'-0"
 RAMP WIDTH: 24'-0"

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Floor Plan Level B1





NOTES

1. Tree spacing 25'-0" o.c. unless otherwise noted.

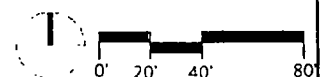
KEY

	CONTINUOUS SIDEWALK IMPROVED CONTRAST MATERIAL		NEWWALK
	NEW TRAFFIC LANE AT PRAIRIE AVENUE		DECORATIVE PAVING
	GRASS		

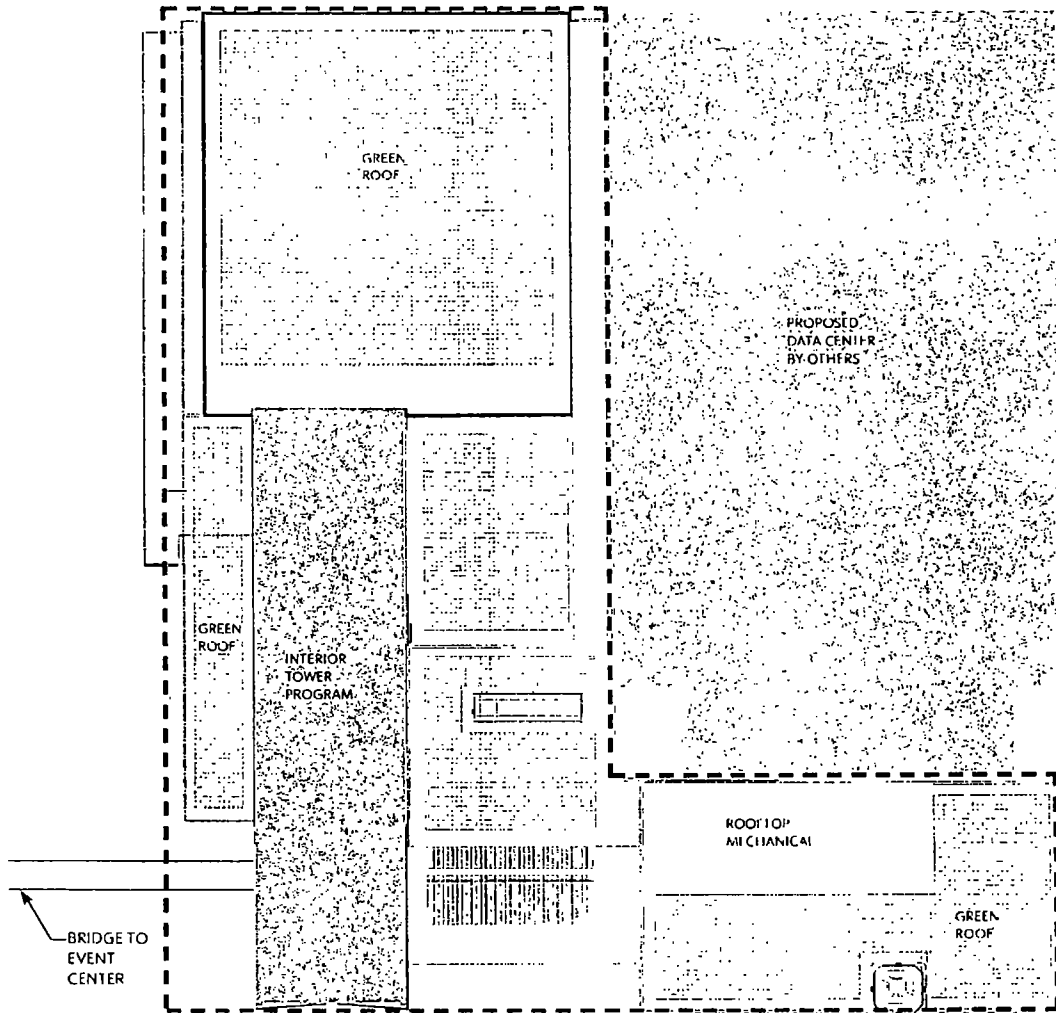
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PD 331, Sub Area 5

Site &
Landscape Plan



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ROOF DETAILS:

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

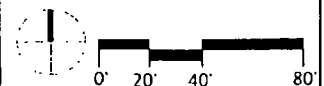
Total Green Roof = ~39,000 sf

% GREEN ROOF = APPROXIMATELY 50%

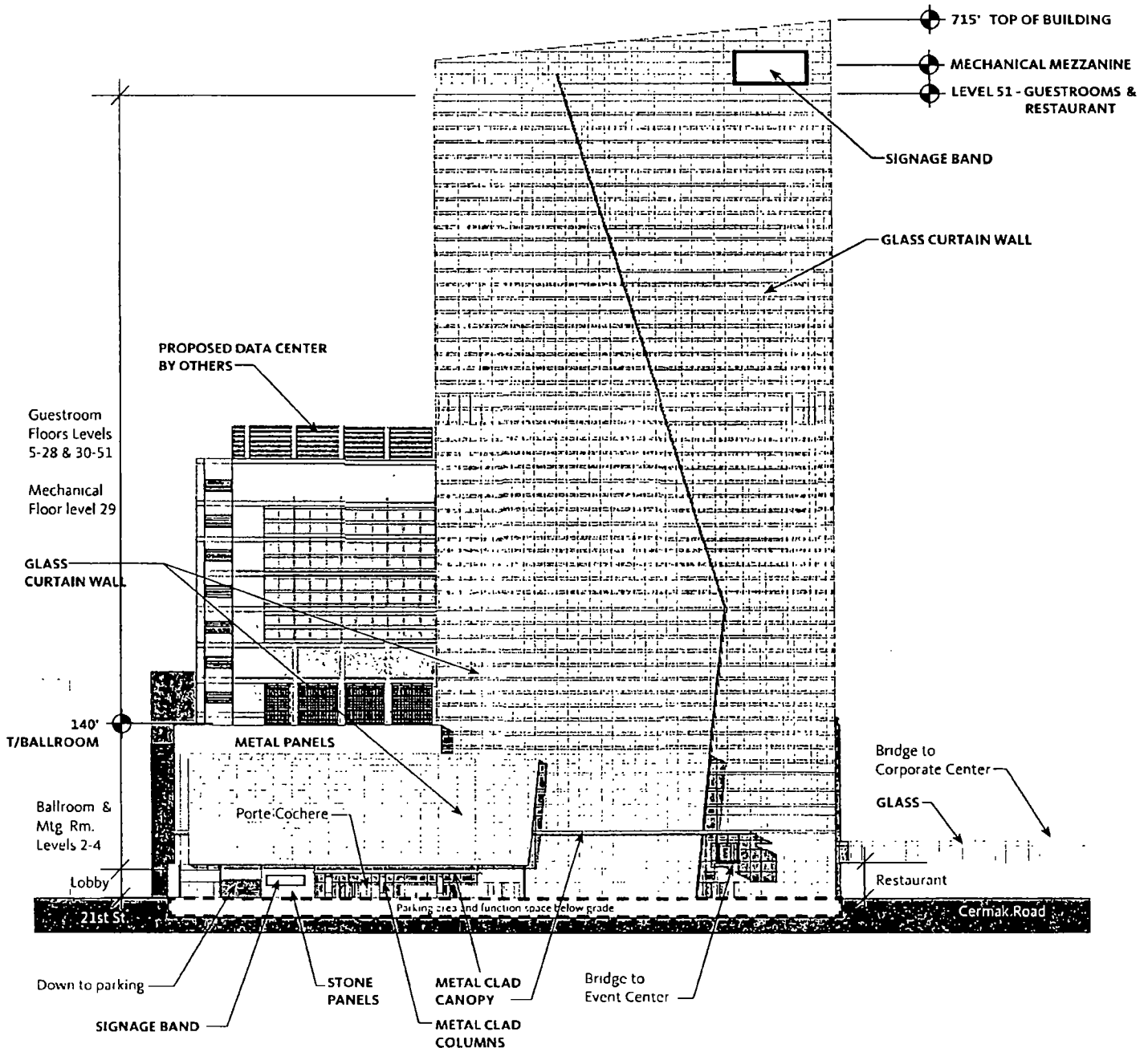
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Green Roof Plan



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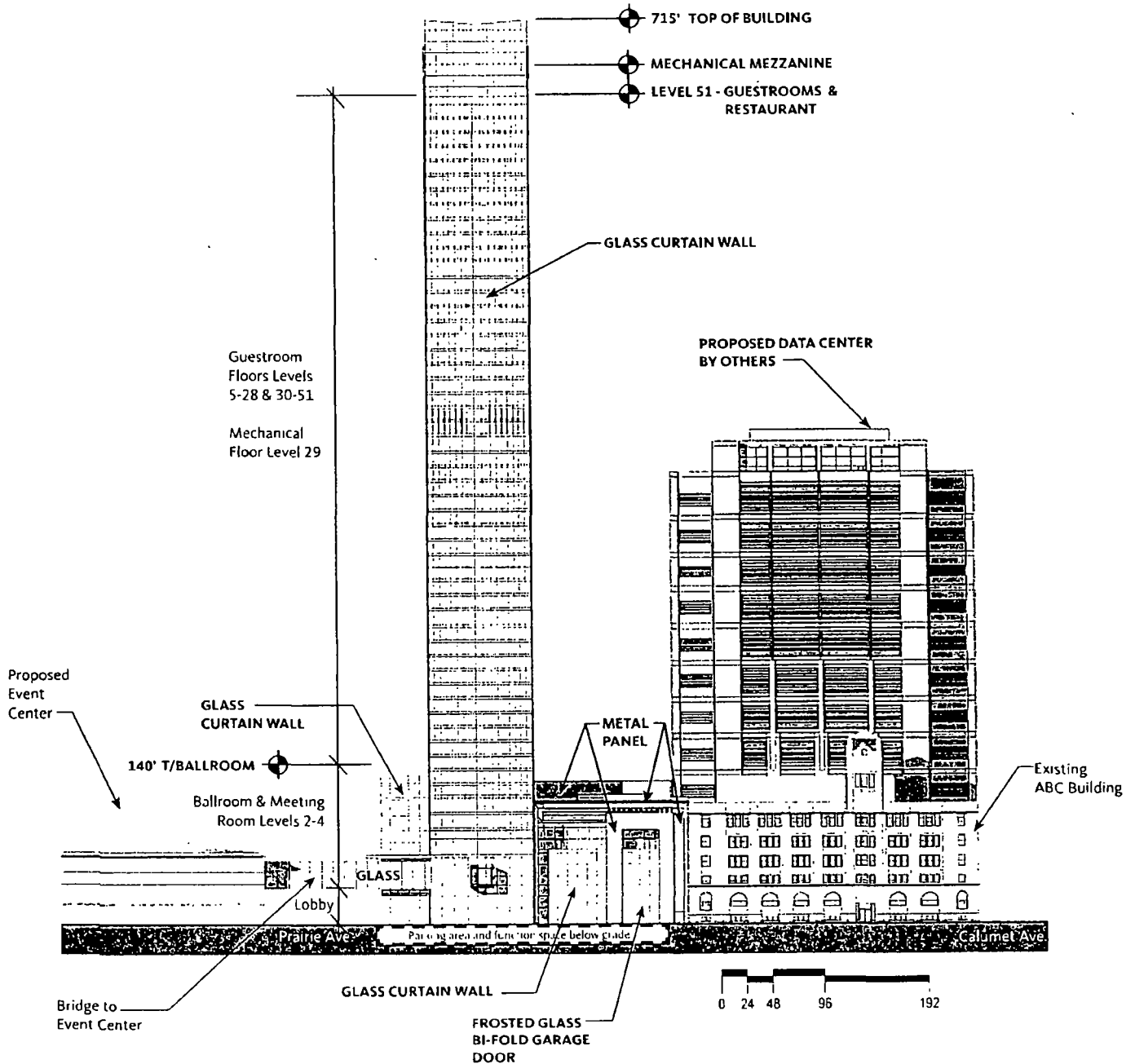


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WEST ELEVATION

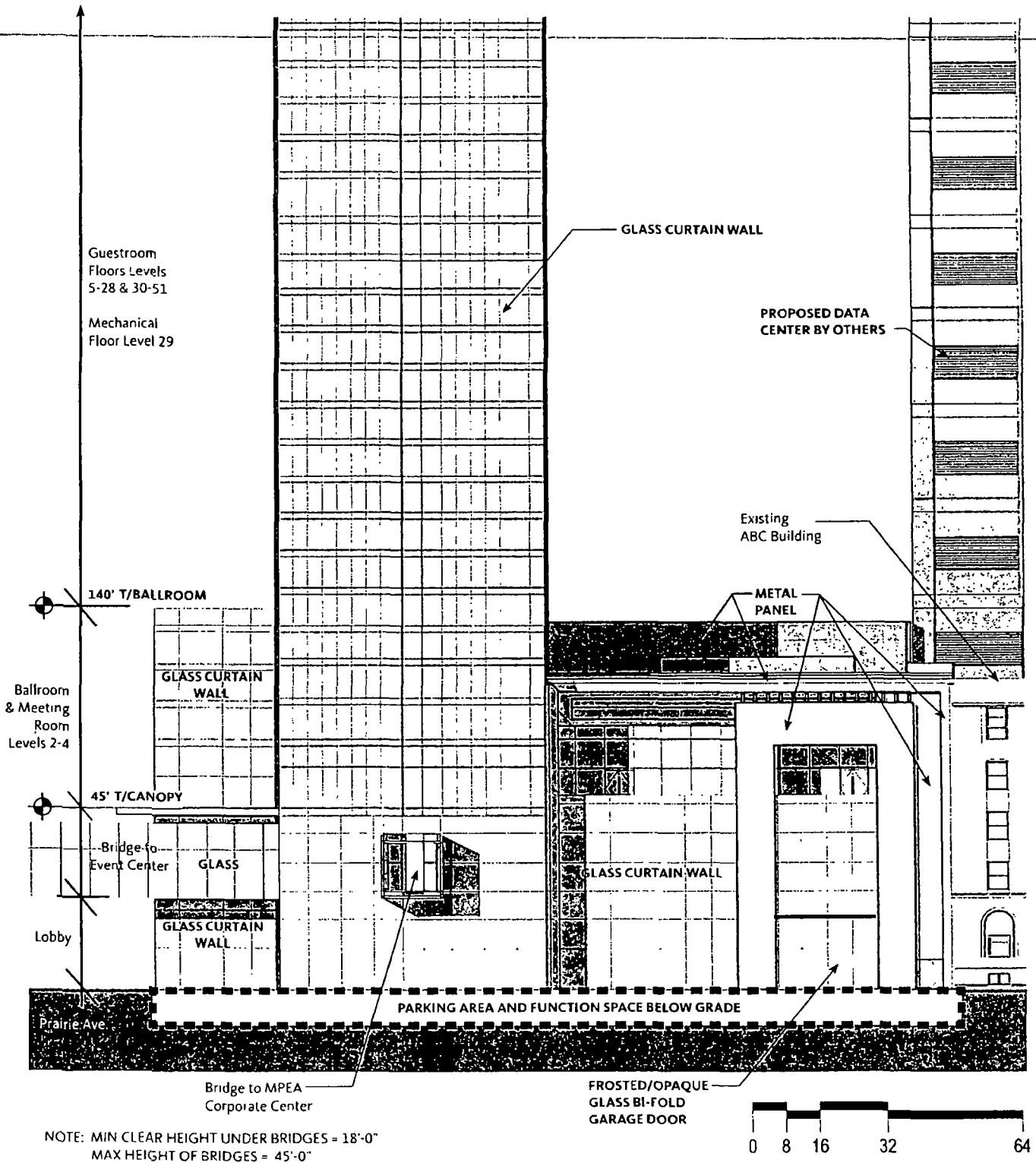
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SOUTH ELEVATION

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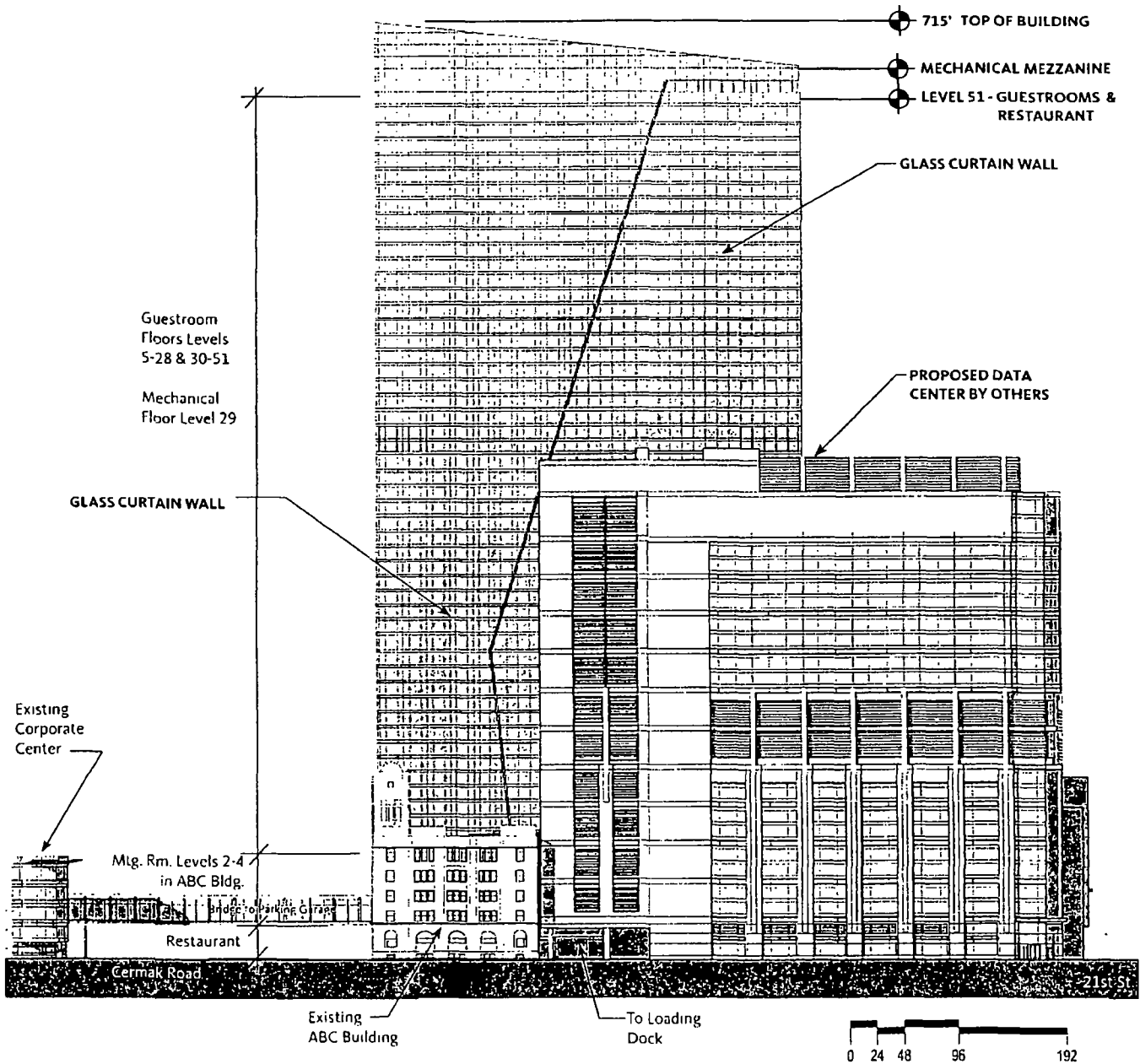
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DETAIL OF SOUTH ELEVATION

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FINAL FOR PUBLICATION

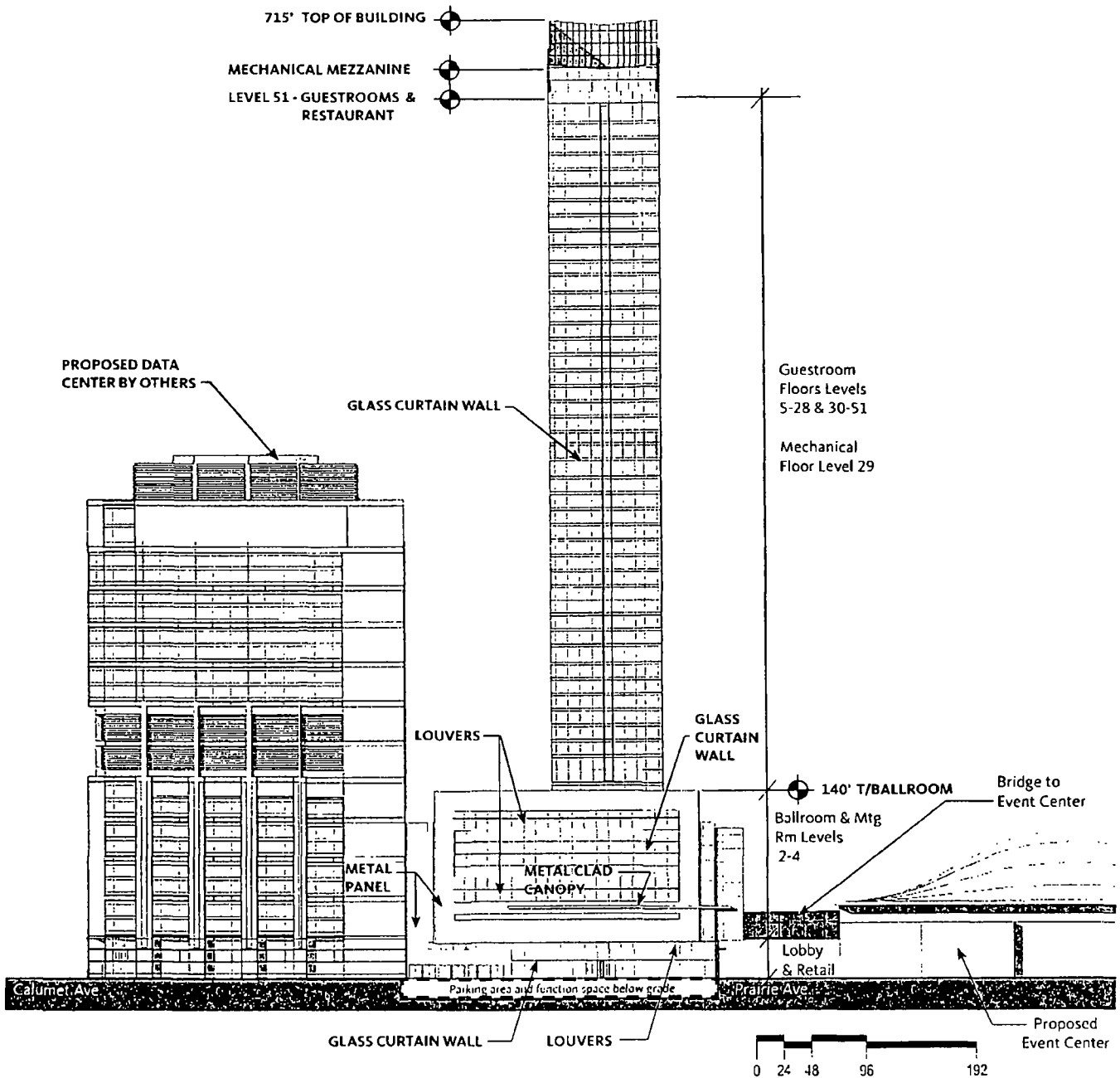


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EAST ELEVATION

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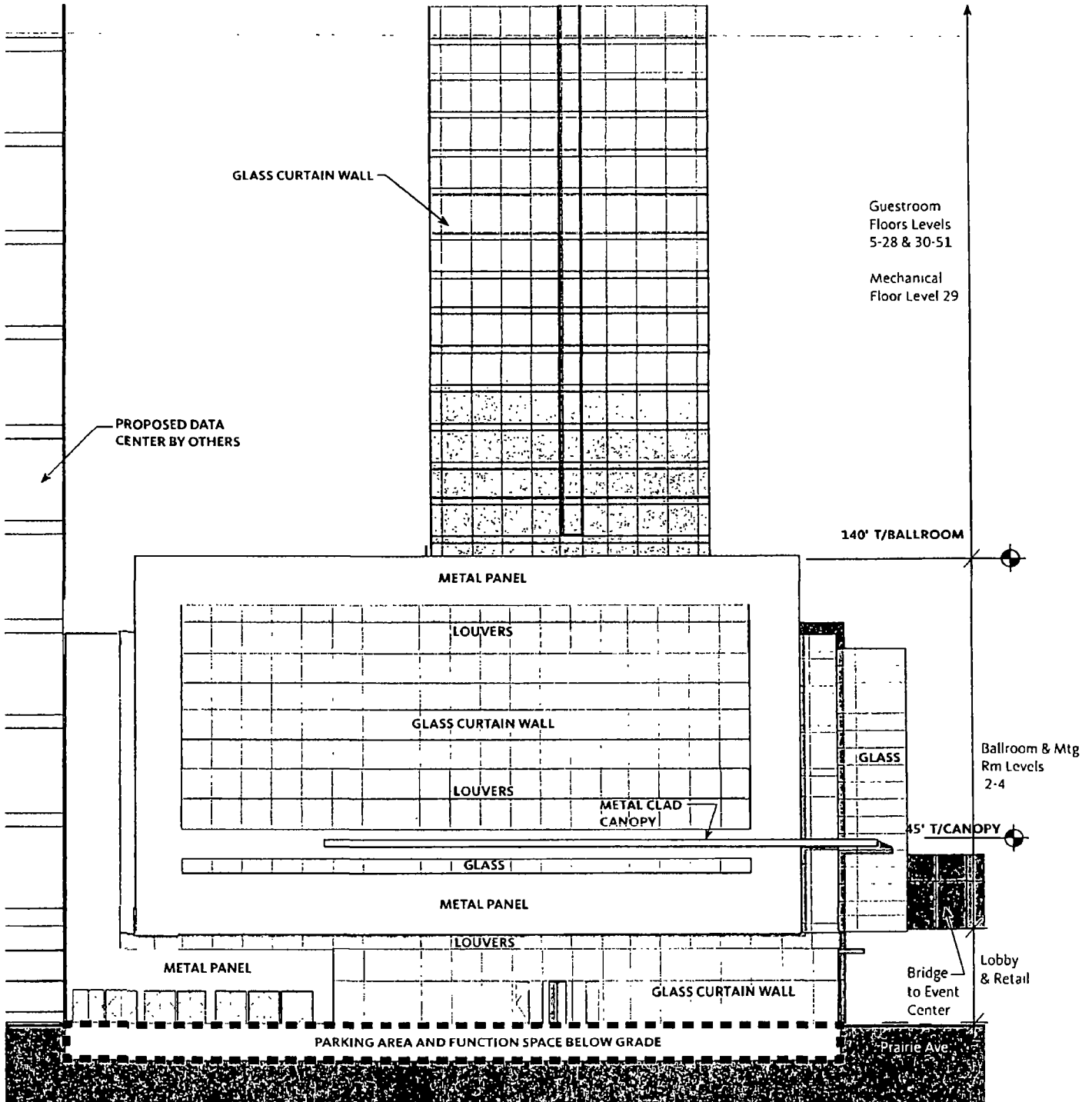


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NORTH ELEVATION

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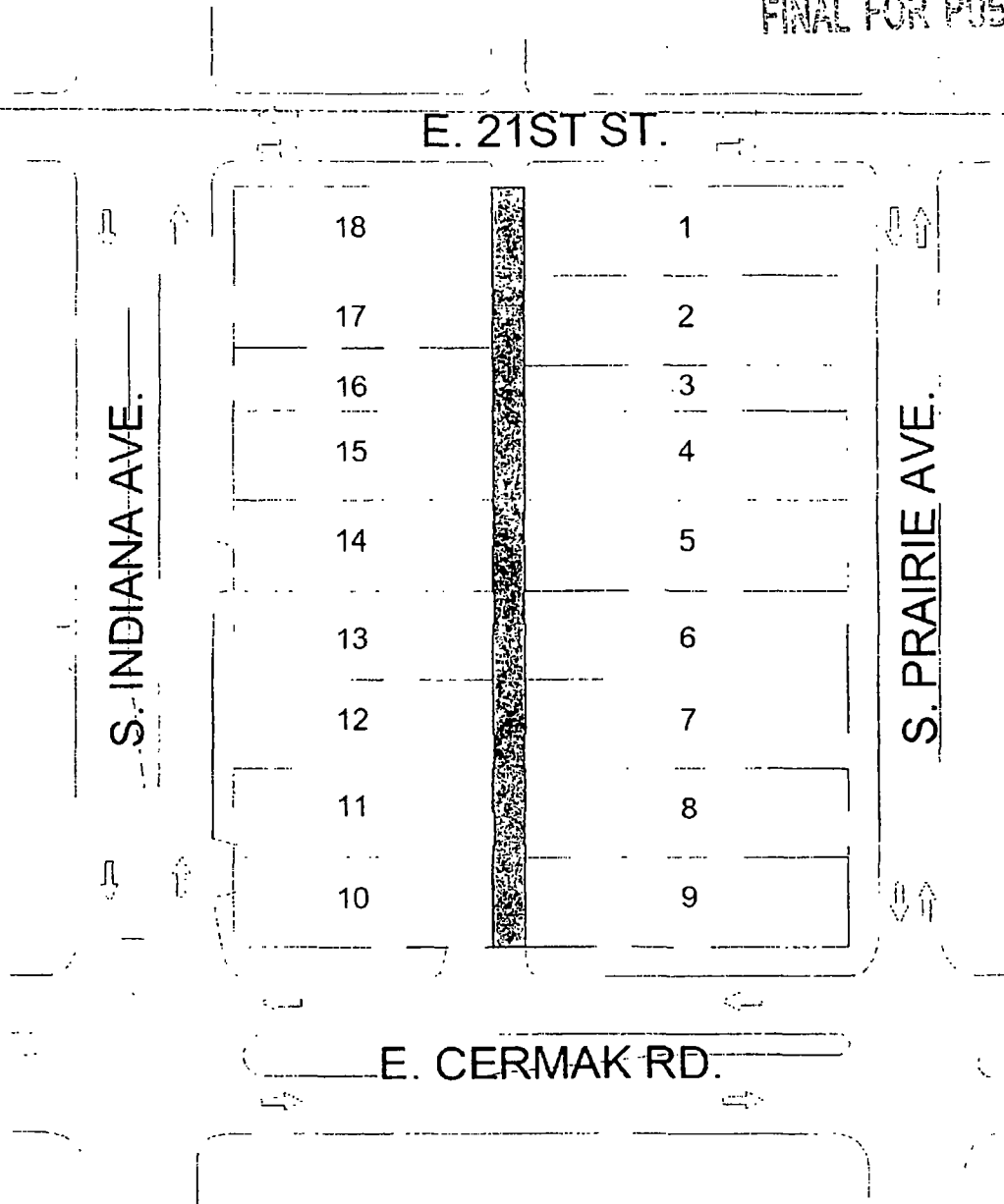


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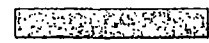

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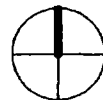
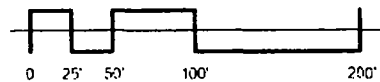
DETAIL OF NORTH ELEVATION

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Graphic Key

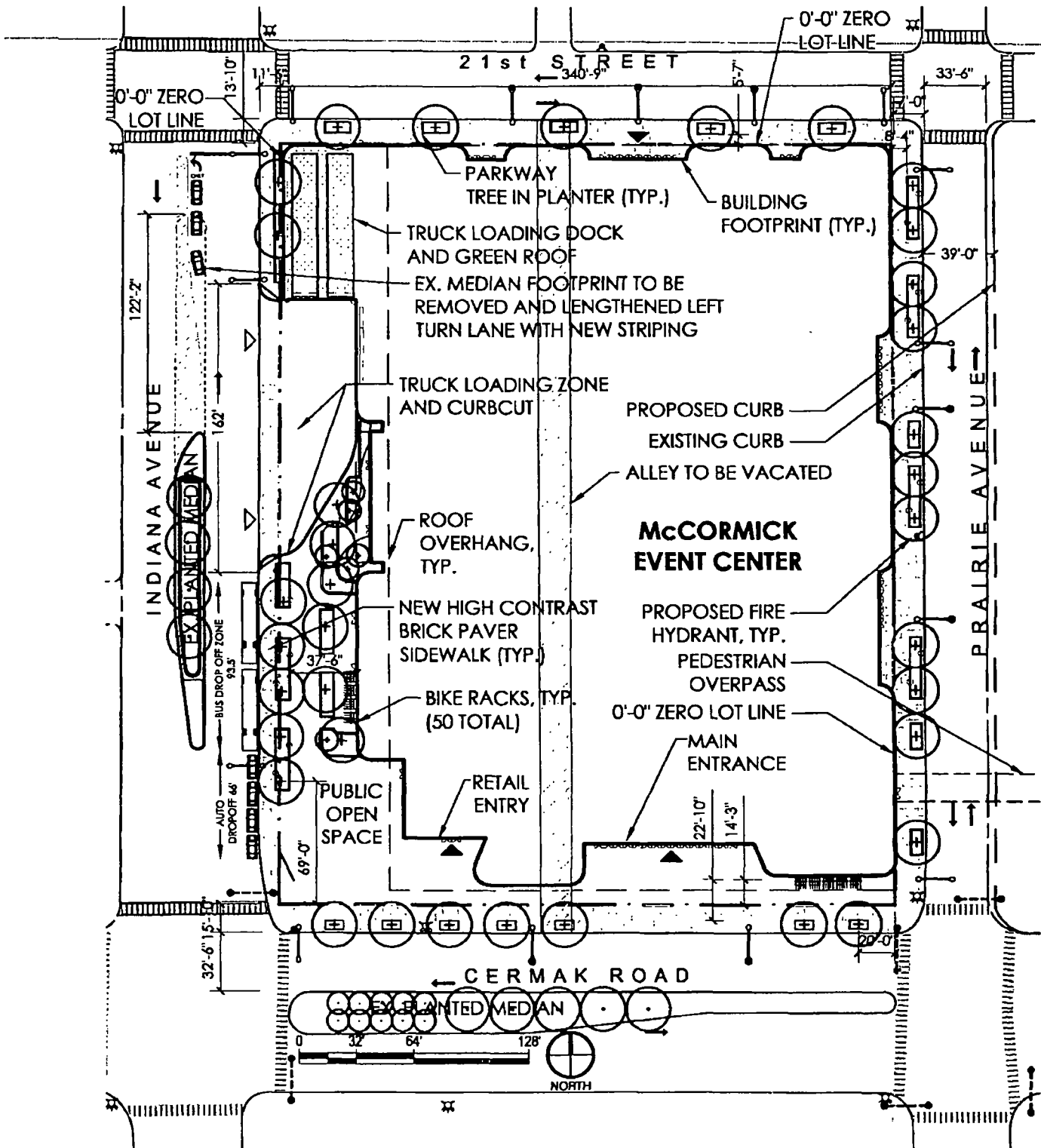
-  LOT LINES
-  STREETS AND ALLEYS
-  LIMITS OF VACATION
-  TRAFFIC FLOW OF DIRECTION



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**RIGHT OF WAY
ADJUSTMENT MAP**

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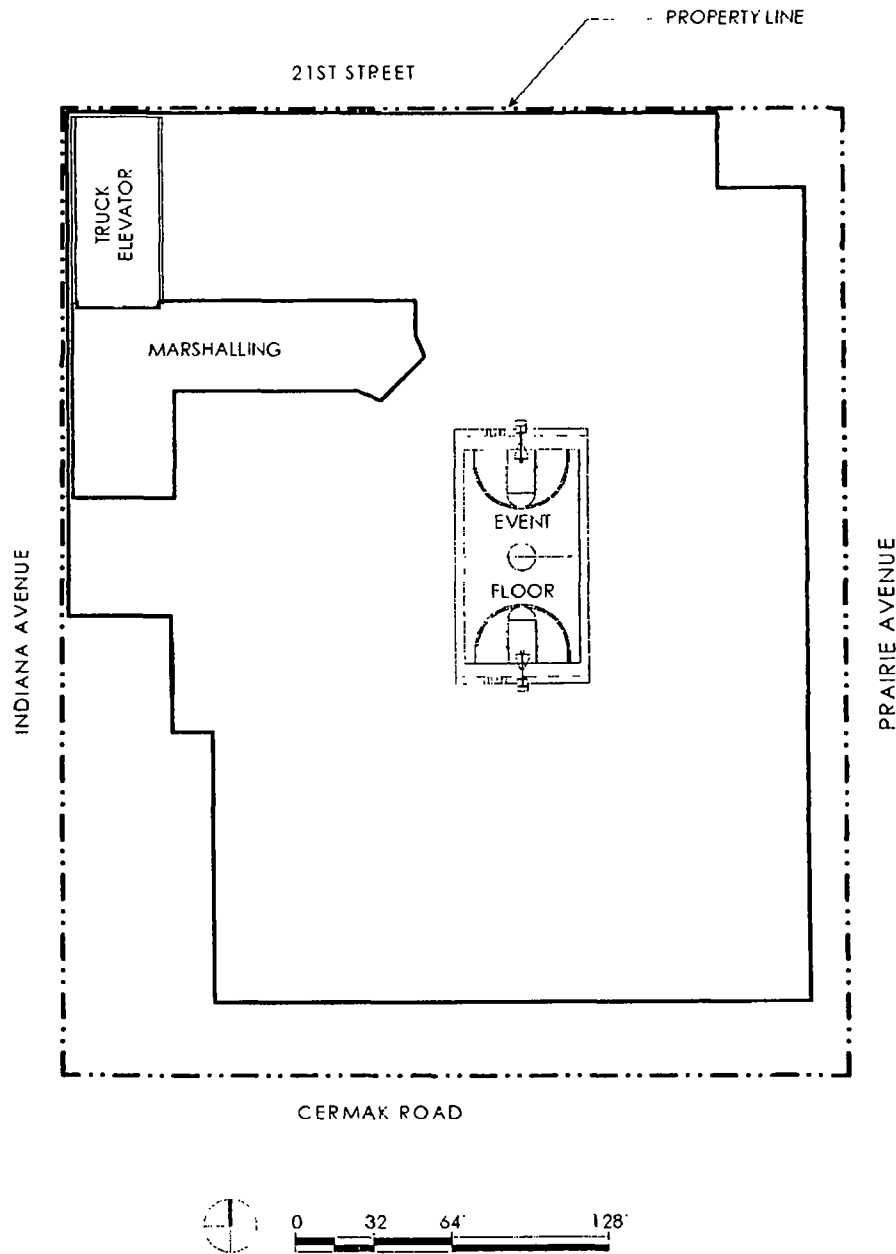


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SITE PLAN

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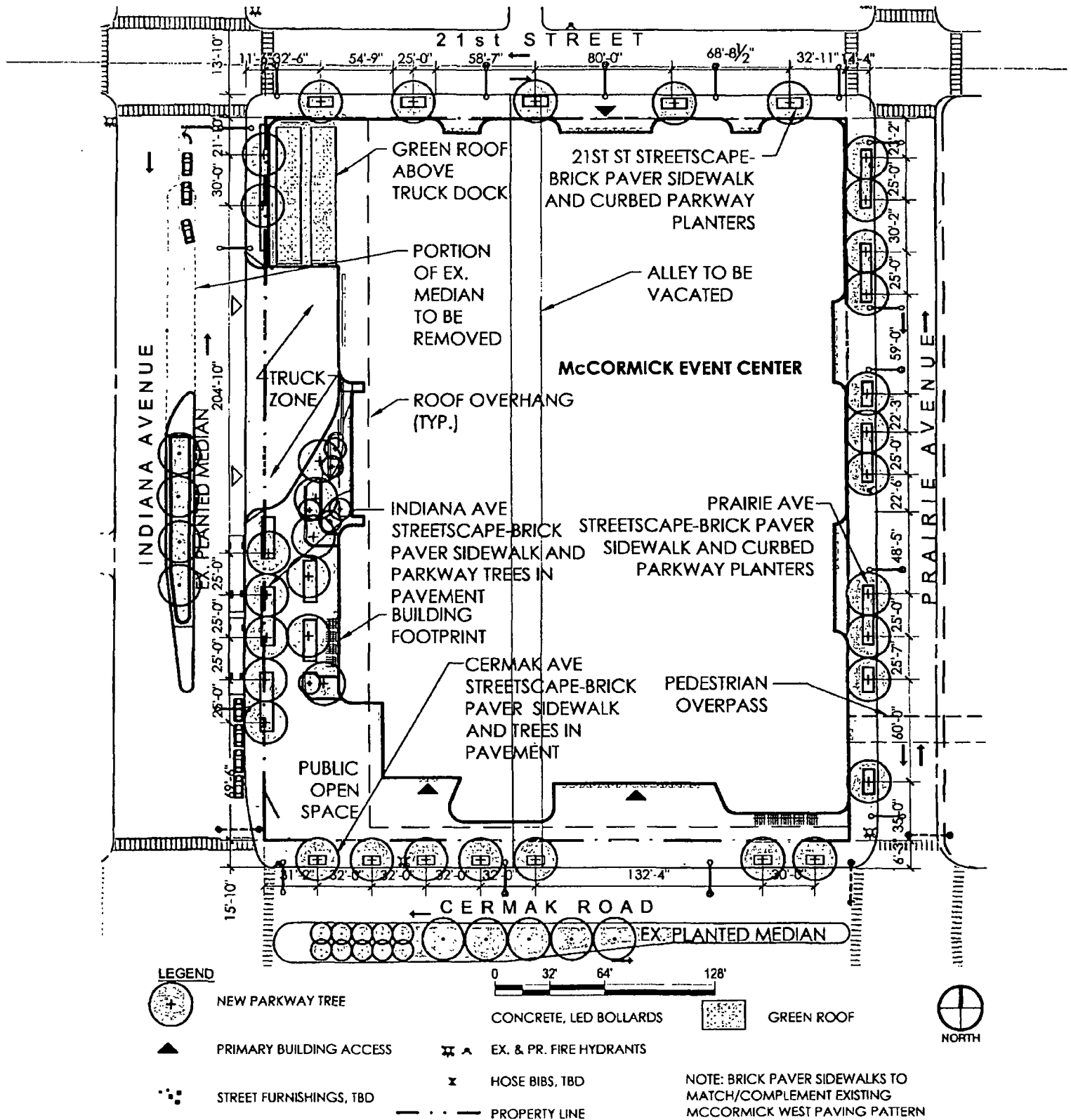


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EVENT LEVEL PLAN

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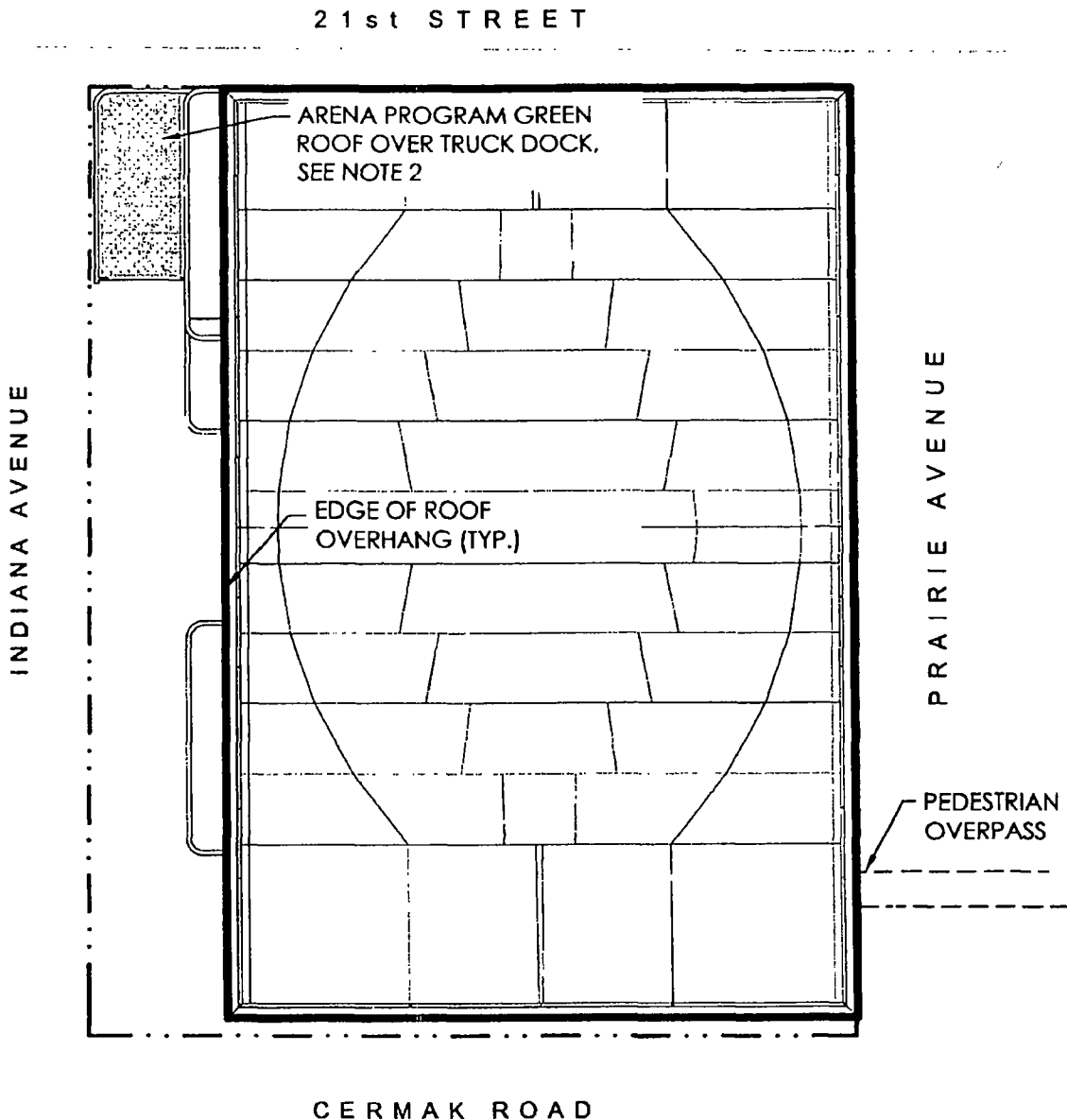


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LANDSCAPE PLAN

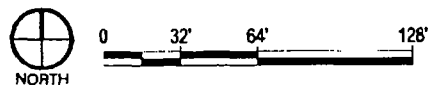
Pelli Clarke Pelli Architects



NOTES:

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

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

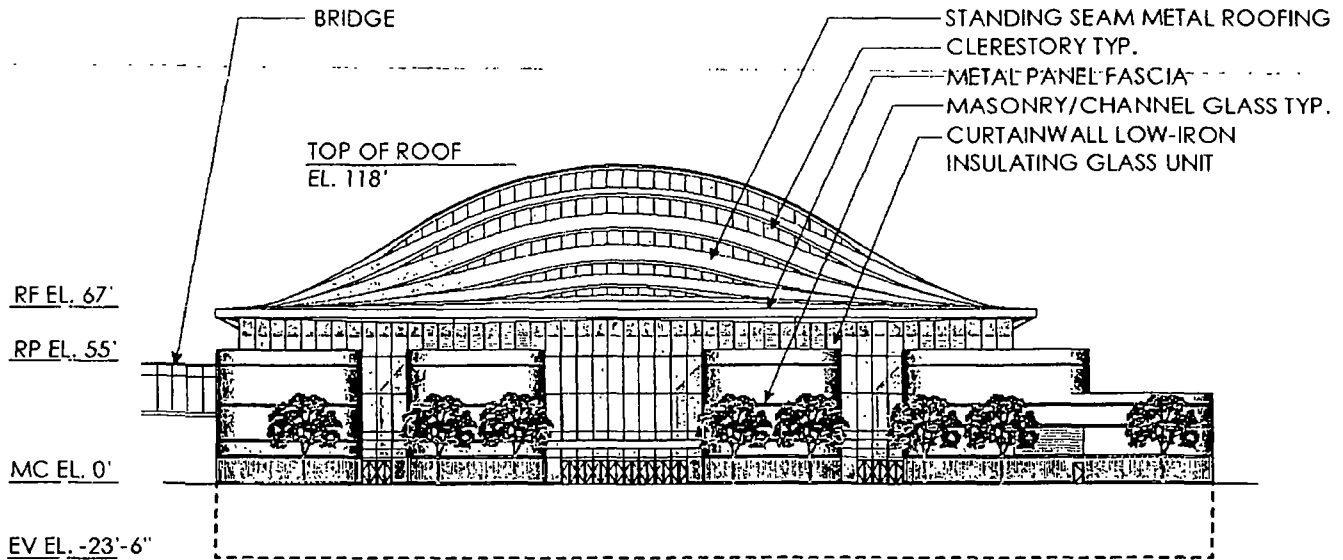


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GREEN ROOF PLAN

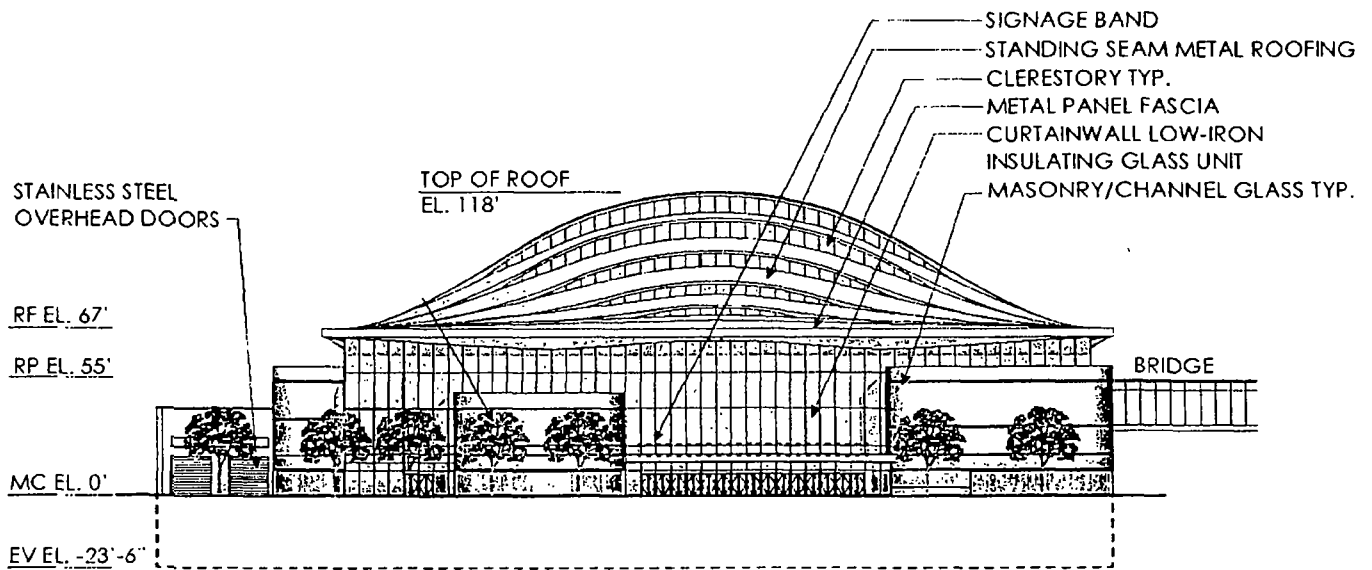
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PRAIRIE AVENUE

INDIANA AVENUE

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



INDIANA AVENUE

PRAIRIE AVENUE

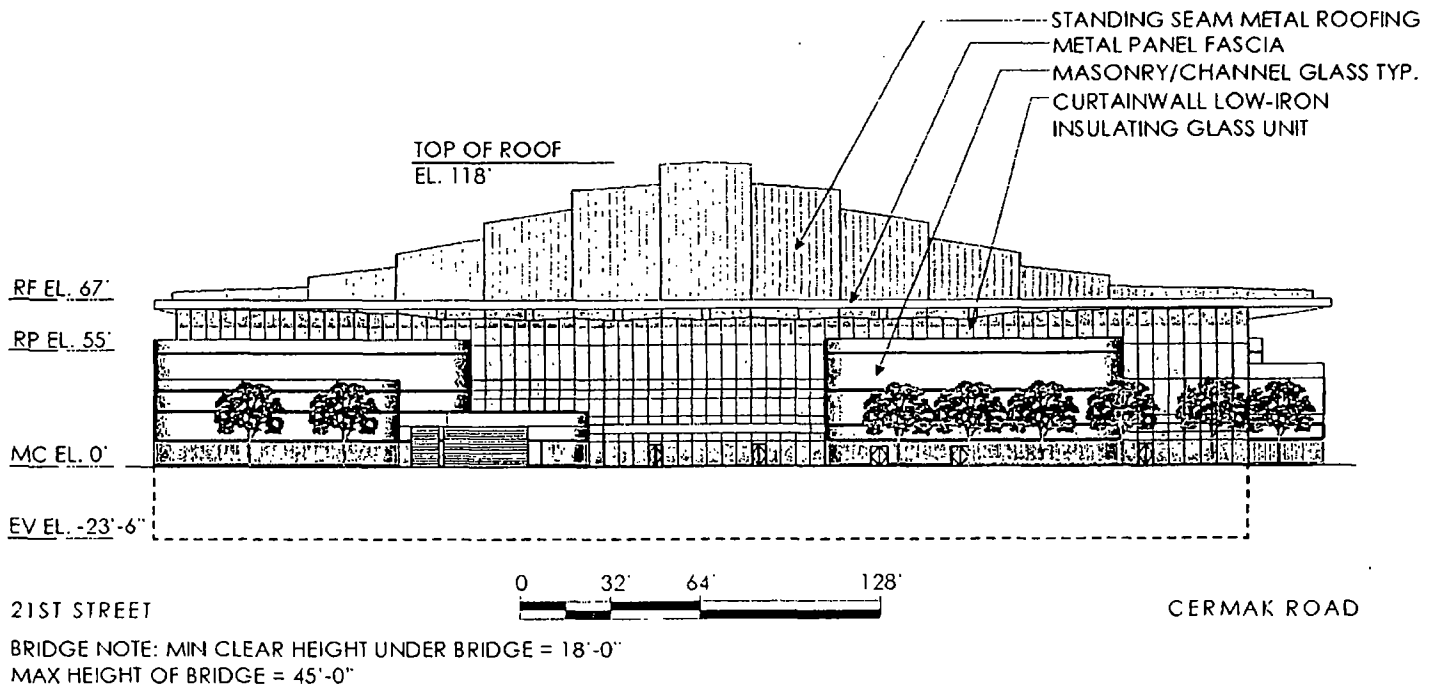
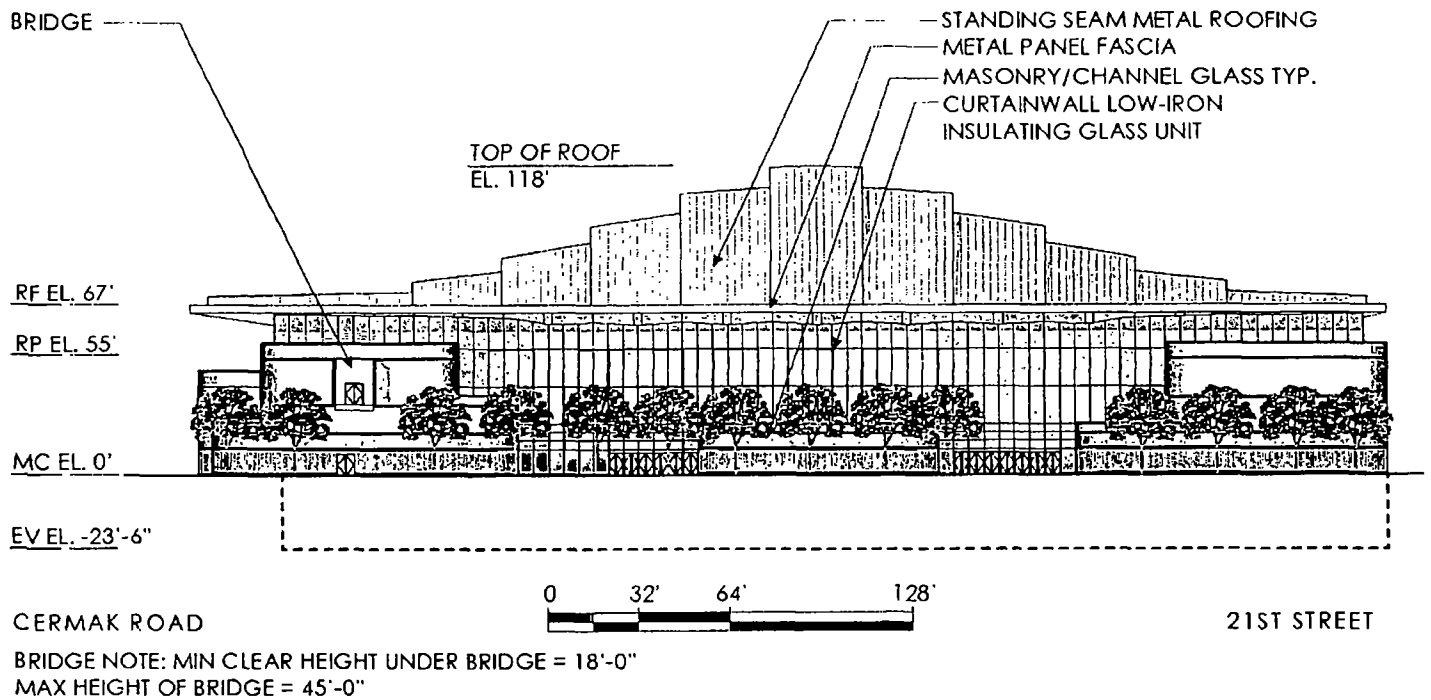
BRIDGE NOTE: MIN CLEAR HEIGHT UNDER BRIDGE = 18'-0"
MAX HEIGHT OF BRIDGE = 45'-0"

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

PD 331, Sub Area 5

ELEVATION – NORTH
ELEVATION – SOUTH

Pelli Claude Pelli Architects



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ELEVATION – EAST ELEVATION - WEST

Pelli Clarke Pelli Architects