



# City of Chicago



SO2021-2145

Office of the City Clerk

## Document Tracking Sheet

<b>Meeting Date:</b>	5/26/2021
<b>Sponsor(s):</b>	Misc. Transmittal
<b>Type:</b>	Ordinance
<b>Title:</b>	Zoning Reclassification Map No. 1-E at 600 E Grand Ave - App No. 20727
<b>Committee(s) Assignment:</b>	Committee on Zoning, Landmarks and Building Standards

**FINAL FOR  
PUBLICATION**

**ORDINANCE**

#20727  
INTRO DATE  
MAY 26, 2021

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHICAGO:

SECTION 1: That the Chicago Zoning Ordinance is hereby amended by changing all the Institutional Planned Development Number 527, as amended, symbols and indications as shown on Map No. 1-E in the area bounded by:

all of the property including Navy Pier, lying south of a line 400 feet north of the north line of East Grand Avenue, lying north of the north line of the Ogden Slip, lying east of the concrete retainer wall at the east end of said slip lying north of property owned by the United States Government located at Streeter Drive and the north bank of the Chicago River, lying east of the east line of North Lake Shore Drive and lying west of the east boundary of Navy Pier and west of the existing dock located north and south of Navy Pier (except all of the block bounded by the north line of East Grand Avenue, the south line of East Illinois Street, the east line of North Streeter Drive and North Lake Shore Drive, commonly known as Lake Point Tower), and except a strip of land 63 feet wide located on the east side of North Lake Shore Drive, between East Ohio Street approach and East Grand Avenue and except the existing right-of-way for East Ohio Street approach, East Grand Avenue, East Illinois Street, North Streeter Drive and the entrance roadway to the Water Filtration Plant, and including the area known as Dime Pier, as more fully delineated on the Property Line Map,

to those of Institutional Planned Development Number 527, as amended.

SECTION 2: This Ordinance shall be in force and effect from and after its passage.

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## INSTITUTIONAL PLANNED DEVELOPMENT NO. 527, AS AMENDED

### PLAN OF DEVELOPMENT STATEMENTS

1. The area delineated herein as Planned Development Number 527, as amended (the “Planned Development”) and subject to the use and bulk restrictions contained herein consists of the following areas: (i) six (6) tracts of land, identified as Tracts A, B, C, D, E.2 and F; (ii) those portions of Grand Avenue and Illinois Street east of Lake Shore Drive located within the Planned Development boundary; and (iii) the property commonly known as Dime Pier located in Lake Michigan running parallel to and south of Navy Pier in the City of Chicago’s Harbor District 1, all as further described on the Subarea Map, Exhibit 7, which is described in Statement 5 and attached hereto (the “Property”). The Navy Pier Subarea consists of Tract A. The Headlands Subarea consists of Tracts B, C, E.2 and F and those portions of Grand Avenue and Illinois Street east of Lake Shore Drive. The Jane Addams Park Subarea consists of Tract D. The Dime Pier Subarea consists of Dime Pier and the marina located south of and parallel to Navy Pier. The boundaries of each subarea are depicted on the Subarea Map, Exhibit 7 herein. The Metropolitan Pier and Exposition Authority (“M.P.E.A.”), a political subdivision, body politic and municipal corporation created by an Act of the Illinois legislature, 70 ILCS 210/1, *et seq.*, is the owner of Tract A. The City of Chicago (the “City”) is the owner of Tracts B, C, E.2 and F. The Chicago Park District is the owner of Tract D and Dime Pier. Illuminarium Chicago, LLC (“Illuminarium”) is the authorized Applicant for this amendment which relates solely to Area 3 in Tract A (formerly the Crystal Garden). For purposes of this amendment to the Planned Development, the rights conferred on, obligations imposed on, and acknowledgements made on behalf of M.P.E.A. shall be deemed to extend to and include Navy Pier, Inc. (“NPI”) for so long as the NPI is the authorized lessee and operator of Tracts A, B, C, E.2 and F, or any MPEA designated master operator of Navy Pier should NPI cease to operate Navy Pier. This amendment only amends the Planned Development with respect to Area 3 in Tract A Navy Pier Sub-Area. This amendment does not affect or modify any of the provisions or obligations of M.P.E.A. or Navy Pier, Inc., an Illinois not-for-profit corporation, created in prior amendments to the Planned Development.

Tract D of this Planned Development, known as the Jane Addams Park Subarea, is included in this Planned Development for the purpose of assuring a coordinated approach to the development of the Headlands Subarea. The Site/Landscape Plan for Tract D is referenced in Statement 5 as Exhibit 43, and made a part hereof. The uses permitted in Tract D are public beach and bathing uses and those uses permitted in the Headlands Subarea, except for public transportation facilities; and boat and ship docking, passenger embarking and disembarking.

The obligations and requirements imposed upon M.P.E.A. by this Planned Development shall not apply to the Jane Addams Park Subarea, and M.P.E.A. shall have no obligation with respect to any Jane Addams Park Subarea development. Where applicable, any such obligations and requirements shall be imposed on the Chicago Park District.

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Notwithstanding the provisions of Statement 3 hereof, applications for amendments, modifications or changes to the Jane Addams Park Subarea do not require the consent or the authorization of the owners of the Navy Pier Subarea, the Headlands Subarea or, if different from the Chicago Park District, the Dime Pier Subarea. Notwithstanding the provisions of Statement 3 hereof, applications for amendments, modifications or changes to the Navy Pier Subarea, the Headlands Subarea or, if different from the Chicago Park District, the Dime Pier Subarea do not require the consent or authorization of the owner of the Jane Addams Park Subarea.

2. This Planned Development as originally adopted on September 16, 1992, was conditioned on the execution of an Intergovernmental Cooperation Agreement (“I.C.A.”). This agreement was entered into on August 25, 1992, thereby satisfying this condition.
3. The requirements, obligations and conditions contained within this Planned Development as they relate to Area 3 in Tract A as depicted on the attached Generalized Land Use Map shall be binding upon the Applicant, its successors and assigns and, if different than the Applicant, the legal title holders and any ground lessors (including NPI or any MPEA designated master operator of Navy Pier). The requirements, obligations and conditions contained within this Planned Development as they relate to Tracts A, B, C, E.2 and F shall be binding upon the NPI, its successors and assigns and, if different than the NPI, 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.
4. All applicable official reviews, approvals or permits are required to be obtained by the M.P.E.A. or the Chicago Park District, with respect to their respective subareas, or their respective successors, assignees, lessees, 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 M.P.E.A. or the Chicago Park District, with respect to their respective subareas, or their respective successors, assignees, lessees, 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.

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

5. This Plan of Development consists of these 27 Statements, the Administrative Approvals (defined below) and the following exhibits and plans attached hereto or referenced below, all of which are incorporated herein and made a part hereof by this reference:
  - 1 Bulk Regulations and Data Table
  - 2 Planned Development Boundary Map
  - 3 Zoning and Street System Map
  - 4 Existing Land Use Map
  - 5 Roadway Network Map
  - 6 Generalized Land Use Plan
  - 7 Sub-Area Map
  - 8 Site/Landscape Plan – Headlands Sub-Area (Polk Bros Park)
  - 9 Conceptual Site/Landscape Plan – On-Pier Park and Chicago Shakespeare Theater Expansion
  - 10 Site Plan – Navy Pier – Zone 1
  - 11 Site Plan – Navy Pier – Zone 2
  - 12 Site Plan – Navy Pier – Zone 3
  - 13 Site Plan – Navy Pier – Zone 4
  - 14 Site Plan – Navy Pier – Zone 5
  - 15 Conceptual Site Plan – Navy Pier – Zone 6
  - 16 South Elevation – Wave Wall
  - 17 South Elevation – Hotel + Terminal Building
  - 18 West Elevation – Headhouse
  - 19 Section – Polk Bros Park Vehicle Drop-Off
  - 20 Section – South Dock at Family Pavilion
  - 21 Section – South Dock at Wave Wall 1
  - 22 Section – South Dock at Wave Wall 2
  - 23 Section – South Dock at Hotel + Festival Hall
  - 24 Pedestrian Circulation Plan
  - 25 Auto/Taxi Circulation Plan
  - 26 Bus/Transit Circulation Plan
  - 27 Bicycle Circulation Plan
  - 28 North Dock Transient Boat Slips
  - 29 Traffic Management Plan – adopted on 9/14/2016 (Journal pages 31836-31843) and incorporated by reference
  - 30 Existing Land-Use Area Map (Dime Pier)
  - 31 Property Line and Right-of-Way Adjustment Map (Dime Pier)
  - 32 Generalized Site Plan (Dime Pier)
  - 33 West Building Plan (Dime Pier)
  - 34 East Building Plan (Dime Pier)
  - 35 Landscape Plan (Dime Pier)

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36	West Building Elevation (Dime Pier)
37	East Building Elevation (Dime Pier)
38	North Elevation – Navy Pier – Zones 1 and 2 (revised December 11, 1997)
39	North Elevation – Navy Pier – Zones 3 and 4 (revised December 11, 1997)
40	North Elevation – Navy Pier – Zones 5 and 6
41	Section – North Dock at Family Pavilion
42	Section – North Dock at Festival Hall
43	Future Headland Subarea Landscape Plan (Federal Parcels)
44	Site/Landscape Plan – Jane Addams Park Subarea (revised December 11, 1997)
45	Hotel Site Plan
46	Rooftop Venue Site Plan
47	Rooftop Venue Roof Plan
48	Hotel Section
49	Skating Rink Plan – Headlands Sub-Area (Polk Bros Park)
50	Sloped-Roof Accessory Structure Elevations and Floor Plan (Polk Bros Park Welcome Pavilion)
51	East End Elevated Walkway Elevation
52	East End Elevated Walkway Section

With the exception of the Traffic Management Plan (Exhibit 29), Exhibits 30-37, Exhibits 38-40 and Exhibits 42-44, all other Exhibits were prepared by Gensler Architects and are dated July 30, 2014, revised August 18, 2016. Exhibits 30-37 relate to the Dime Pier Subarea, were prepared by B.T.A./V.O.A. and are dated November 20, 2009. Exhibits 38-40 and Exhibits 42-44 relate to existing improvements, were approved pursuant to Planned Development 527, as amended, on January 14, 1998, were prepared by B.T.A./V.O.A., and are dated June 23, 1992, with the exception of Exhibit 38 (North Elevation – Navy Pier – Zones 1 and 2), Exhibit 39 (North Elevation – Navy Pier – Zones 3 and 4), and Exhibit 44 (Site/Landscape Plan – Jane Addams Park Subarea), which were revised December 11, 1997. Exhibits 45-52 were prepared by Gensler Architects and are dated July 30, 2014, revised August 18, 2016. Exhibits 30-37 and Exhibits 38-40 and 42-44 are not attached hereto, but are on file with the Department.

The following minor change and site plan approval letters are hereby incorporated by reference and made part of this Planned Development (collectively, the “Administrative Approvals”):

- a. Revised and Reissued Lakefront Protection Ordinance exemption and minor change request for PD 527, to Kevin Loughnane dated April 29, 2020
- b. Lakefront Protection Ordinance exemption and minor change request for PD 527 to Kevin Loughnane dated March 9, 2020
- c. Administrative Relief Request to Mariah F. DiGrino dated June 28, 2018
- d. Minor Change and Lakefront Protection Waiver to Theodore Novak dated November 12, 2015
- e. Revised Minor Change and Lakefront Protection Waiver to Theodore Novak dated October 15, 2015

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- f. Minor Change and Lakefront Protection Waiver to Theodore Novak dated September 24, 2015
- g. Revised Minor Change and Lakefront Protection Waiver to Theodore Novak dated January 20, 2015
- h. Approval letter to Theodore Novak dated April 1, 2014
- i. Approval letter to Theodore Novak dated December 23, 2013
- j. Administrative Relief Request to Theodore Novak dated August 12, 2013
- k. Revised Lake Michigan and Chicago Lakefront Protection Ordinance Waiver to Theodore Novak dated June 19, 2013
- l. Lake Michigan and Chicago Lakefront Protection Ordinance Waiver to Theodore Novak dated May 14, 2013
- m. Request for Minor Change to Jack Guthman dated December 29, 2004
- n. Request for Minor Change to David Narefsky dated September 27, 2004
- o. Request for Minor Change to Jon Clay dated May 4, 1998
- p. Request for Minor Change to Jon Clay dated October 14, 1997
- q. Request for Minor Change to Jon Clay dated February 26, 1997
- r. Request for Minor Change to Jon Clay dated January 23, 1997
- s. Request for Minor Change to Steven Haemmerle dated August 11, 1993.

Full-sized copies of Exhibits 2-28 and 30-52 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 Chicago 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 Chicago Zoning Ordinance, this Planned Development Ordinance shall control.

6. The following uses shall be permitted in the Navy Pier Subarea: pedestrian promenades; public open spaces; public, cultural, and recreational uses; cultural exhibits; participant sports and recreation uses; enclosed public spaces; hotel/motel; multi-purpose exhibition, meeting and reception facilities; shops and restaurants, including without limitation general and limited restaurants, taverns, outdoor patios located at grade and outdoor patios located on a rooftop; boat and ship docking, passenger embarking and disembarking; movable commercial vendors' facilities; kiosks and other similar structures; on-pier accessory and non-accessory parking; roadway ingress and egress; walkways, bicycle paths and ramps; and related and accessory uses and support facilities; and all business and commercial uses allowed in the DX zoning districts, except as set forth below.

The following uses shall be prohibited within the Navy Pier Subarea: residential; adult uses; hookah bar; shooting range facilities; funeral and internment service; pawn shop; inter-track wagering facility; battery, tire and auto service station; motor vehicle repair; warehouse establishments; railroad related uses; stadiums, forums or arenas with capacity of over two thousand (2,000) seats; hospital and convalescence related uses; penal and correctional facilities; electric substations; water filtration and pumping stations; recycling facilities;

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drive-through facilities; business and professional offices (except as ancillary uses); and transitional shelters.

The following uses shall be permitted in the Headlands Subarea: public parks, which include gardens and gathering places, outdoor recreational activities, fountains, skating rinks, accessory park pavilions, accessory retail sales, walkways, bicycle paths and bicycling, ramps and other similar individual vehicular activities. The following uses shall also be permitted in the Headlands Subarea: boat and ship docking, passenger embarking and disembarking; public transportation facilities; movable commercial vendor's facilities; kiosks and other similar structures; and related and accessory uses and support facilities.

The following uses shall be permitted in the Dime Pier Subarea: marina, harbor facilities, restaurants; kiosks; and other related and accessory uses pursuant to Section 17-6-0203-D of the Chicago Zoning Ordinance.

All of the Property shall remain public places for the use and enjoyment of the public. Any limitations on the public use and any private uses shall be subordinate and ancillary as well as complementary to the predominantly public character of the Property. Consistent with the foregoing, hotels, restaurants and commercial vendors may exclusively occupy areas at the Property, provided that the goods and services offered shall be available to the public as a place of public accommodation. For purposes of this Planned Development, the term "operating hours" shall have the following meanings:

- (i) during the period from May through September, it shall mean, for the interior public spaces of the structures, from at least 9:00 A.M. to 9:00 P.M.;
- (ii) during the period from October through April, it shall mean, for the interior public spaces of the structures, from at least 10:00 A.M. to 5:00 P.M.; and
- (iii) during all periods, it shall mean, for the exterior spaces in the Headlands Subarea, from at least 6:00 A.M. to 11:00 P.M., and for the exterior spaces in the Navy Pier Subarea, from at least 6:00 A.M. to one (1) hour later than the operating hours of the interior public spaces of the structures, as set forth in subsections (i) and (ii) above.

All uses of the Property shall be located, designed, constructed, maintained and operated in accordance with the provisions of this Planned Development.

7. Off-street parking and off-street loading shall be provided upon the Navy Pier Subarea in accordance with the Bulk Regulations and Data Table described in Statement 5 and attached hereto.
8. On-Premise and off-premise signs are permitted within the enclosed facilities on the Navy Pier Subarea; provided, however, these signs shall be of a limited size, and be appropriate and consistent with the character of the Navy Pier and Headlands Subarea development. On-premise and off-premise signs of no more than one hundred (100) square feet in dimension are permitted outside of the facilities on the Navy Pier Subarea, provided that they are appropriate and consistent with the character of the Navy Pier Subarea and relate to the Navy

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Pier Subarea uses. All exterior signs, including flashing, animated or moving signs, and all signs inside or out facing and visible from the Headlands Subarea are subject to the prior approval of the Department of Planning and Development (the "Department"). All exterior signs located within the Dime Pier Subarea, including signs on the kiosks, are subject to the prior approval of the Commissioner of the Department (the "Commissioner"), and are limited to on-premises messages. Illuminated, flashing, changing image signs and video display signs are expressly prohibited within the Dime Pier Subarea.

9. The maximum allowable height of any structure within the Planned Development shall conform to the attached Bulk Regulations Table. 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.
10. The following additional principles shall govern development of the Property:
  - (i) The improvements on the Property shall be designed, constructed and maintained in general conformance with all of the Exhibits described in Statement 5 of this Planned Development. Landscaping shall be installed and maintained in general conformance with all of the Site/Landscape Plan exhibits described in Statement 5 of this Planned Development. All landscaping shall be properly maintained, at all times, by M.P.E.A.
  - (ii) Vehicular movement on the Navy Pier Subarea shall be limited to those areas designated on all of the Site Plans, Exhibits 8 through 15, described in Statement 5 and shall be in general conformance with the provisions of the Traffic Management Plan, Exhibit 29 (which may be adjusted administratively from time to time in conformance with Section 17-13-0611), described in Statement 5 of this Planned Development.
  - (iii) Public pedestrian and bicycle passage during operating hours over all exterior areas depicted on the exhibits as pedestrian walks or pathways, including the south dock and the north dock, shall not be unreasonably restricted; provided, however, that bicycle passage shall be secondary to pedestrian passage, and the M.P.E.A. and NPI may restrict bicycle passage to prevent unreasonably interference with pedestrian passage and to protect pedestrian safety. Public pedestrian passage during operating hours over all interior areas depicted on the Pedestrian Circulation Plan, Exhibit 24, described in Statement 5 of this Planned Development shall not be unreasonably restricted.
  - (iv) The south dock shall be divided into east/west zones that are in general conformance with all of the section exhibits, Exhibits 20 through 23, described in Statement 5 of this Planned Development and attached hereto. These zones shall be reasonably sized to accommodate the predominantly public pedestrian character of the south dock. The edge of the south dock shall consist of an approximate 26' foot zone in which various boat and ship docking accessories, pavilions, kiosks, planters and furniture are permitted. To the north and adjacent to this 26' foot zone, there shall be an approximately 20' clear zone, free and clear of all obstructions for easy pedestrian passage.

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- (v) The edge of the north dock shall consist of an approximately 10' zone in which various boat and ship dock accessories, kiosks, planters and furniture are permitted provided that public pedestrian passage is feasible.
- (vi) The boat and ship docking accessories described above include, but are not limited to, gangplanks, stairs and accessory structures, pavilions and kiosks. These accessories shall be appropriate and consistent with the character of the Navy Pier and Headlands Subareas development. They shall be sized and located to avoid unreasonable interference with public pedestrian passage or with public access to the water or lake front vistas. The location of the accessories of each boat or ship shall be limited to the boat dock areas set forth in Statement 11 hereof. They shall be limited to movable or semi-permanent structures.
- (vii) Movable or semi-permanent kiosks are also permitted in the Headlands Subarea and elsewhere along the south dock of the Navy Pier Subarea, except in the clear zones. The kiosks shall be sized and located appropriately and consistently with the character of this Planned Development. Moreover, they shall not unreasonably interfere with public pedestrian passage or with public access to the water or the lake front vista.
- (viii) Permanent kiosks or other permanent buildings or structures located anywhere on the Property are subject to the approval of the Commissioner. The approximately 4,000 square foot "Welcome Pavilion" proposed to be developed in the Headlands Subarea, as depicted on the Plans, is hereby approved.
- (ix) The areas depicted on the Conceptual Site/Landscape Plan – On-Pier Park, Exhibit 9, described by Statement 5 of this Planned Development, west of the area depicted as Chicago Shakespeare Theater Expansion, commonly known as the On-Pier Park, shall be designed, constructed and maintained as public spaces to provide areas for passive activities and public gathering and, except as provided herein, at no charge or cost to public users; provided, however, that the restaurant/café and catered dining areas depicted in the Conceptual Site/Landscape Plan – On-Pier Park, Exhibit 9, described in Statement 5 of this Planned Development, may charge customers for their use of said restaurant/café and catered dining areas. Each of these public areas shall be (a) handicapped accessible, (b) designed to function as a public space, (c) improved with seating and tables appropriately located and arranged and in reasonable and sufficient quantities to encourage public use, (d) provided with appropriate interior and exterior landscaping, (e) reasonably accessible to restroom facilities and to food and beverage facilities, and (f) except as provided herein, shall be open to the public during all operating hours. Regular musical entertainment, live performances and cultural programs and exhibits within these areas are encouraged. The areas shall be maintained in a clean and litter free condition.
- (x) It may be necessary in connection with live music, live performances or other events in the On-Pier Park to charge a fee to cover the cost of the entertainment. Also, the M.P.E.A. and/or NPI may charge a reasonable fee to ride the carousel, Ferris wheel, or swing ride, or other rides or attractions, or for special entertainment in the On-Pier Park.

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- (xi) Appropriate and decorative lighting of all exterior public pedestrian areas and budget permitting, of appropriate Navy Pier Subarea building features, shall be provided and maintained. In no circumstances should lighting on the Property be directed at Lake Point Tower.
  - (xii) The Navy Pier Subarea, Headlands Subarea and Dime Pier Subarea development contemplated herein are intended to be a single, integrated project; provided, however, that the work described in Exhibits 8 through 27, 38 through 43, and 45 through 52 and the Dime Pier Subarea development may be conducted in stages and phases, as designated by the M.P.E.A. and/or NPI or, with respect to the Dime Pier Subarea, the Chicago Park District.
  - (xiii) The M.P.E.A., with respect to the Headlands and Navy Pier Subareas, and the Chicago Park District, with respect to the Jane Addams Park Subarea and Dime Pier Subarea, shall make appropriate arrangements to ensure public safety and public access to such subareas, to the extent feasible, during construction. If requested by any appropriate department of the City, the M.P.E.A. or the Chicago Park District, as applicable, shall provide and follow a reasonably acceptable plan and schedule of such arrangements; which plan shall be coordinated with the Department.
11. The perimeter of the north and south dock areas of the Navy Pier and Headlands Subareas may be used to dock boats and ships, and passengers may embark and disembark from such boats and ships along the docks of the Navy Pier and Headlands Subareas, provided that the following principles are followed:
- (i) Pedestrian circulation along, and public access to, the dock's edge and views from the pedestrian areas of the Navy Pier and Headlands Subareas shall not be unreasonably impaired. In the Headlands Subarea (except in areas adjacent to Ogden Slip) and the south dock of the Navy Pier Subarea no more than fifty percent (50%) of each of the dock's length may be occupied by docked boats or ships at any one time, and each docked boat or ship shall be separated from every other docked boat or ship by fifty (50) feet, or if separated by a lesser distance, the total length of any portion of the dock which is occupied by boats or ship at any one time shall not exceed two hundred (200) feet (unless occupied by a single boat longer than two hundred (200) feet in which case said boat shall be separated from every other boat by fifty (50) feet).
  - (ii) The operation of docked boats and ships shall be regulated by the M.P.E.A. to avoid unreasonable adverse impacts of such uses on the surrounding neighborhood. These impacts include, but are not limited to, noise created by passengers and litter.
  - (iii) No boats or ships shall be permanently docked on the north, south or east side of the Navy Pier Subarea adjacent to the Auditorium. Embarking and disembarking of boat passengers along any portion of the Headlands (except the easternmost docks) of the Headlands Subarea shall not be permitted after 11:00 P.M. on weekdays and 12:00 A.M. on weekends.

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12. The maximum permitted Floor Area Ratio ("FAR") for the site shall be in accordance with the attached Bulk Regulations Table. For the purposes of FAR calculations and measurements, the definitions in the Zoning Ordinance shall apply. For purposes of grade, the definition in the Zoning Ordinance shall apply. The permitted FAR identified in the Bulk Regulations Table has been determined using a Net Site Area of 4,718,841 square feet.
13. The M.P.E.A., with respect to the Navy Pier and Headlands Subareas, acknowledges that the development of such subareas will have unique traffic-generation and parking characteristics which will require diligent and ongoing operational control to assure that the impact of the development on the surrounding traffic network, park uses, pedestrian flow and parking supply will not be unreasonably adverse. The M.P.E.A. further acknowledges that, although the streets on the Headlands Subarea will be City-owned streets over which the City shall maintain legal jurisdiction, the generation of traffic activity and the traffic activity itself on these streets will largely be within the control of the M.P.E.A.

Accordingly, the M.P.E.A. shall be responsible for implementing certain operational controls over parking and traffic activity expected to occur on the Navy Pier and Headlands Subareas. These operational controls are set forth in the "Traffic Management Plan" ("T.M.P.") Exhibit 29 described in Statement 5 in this Planned Development. The T.M.P., as it may be amended or otherwise modified from time to time, shall be effective upon passage and approval of this Planned Development, or in accordance with such amendment or modification from time to time, and shall be deemed an integral part of this Planned Development. The M.P.E.A.'s compliance with the T.M.P. shall be a requirement of this Planned Development.

In order to assure the T.M.P.'s effectiveness, the Commissioner may request, not more than once every two years after the effective date of this Planned Development, M.P.E.A. to submit, and M.P.E.A. shall so submit, reports describing traffic and parking activity and assessing the effectiveness of the various provisions of the T.M.P. as they relate to the Navy Pier and Headlands Subareas, and any recommended modifications thereto. Additionally, the M.P.E.A., or its designated representative, shall cooperate with the City and with applicable transit agencies in the on-going review and updating of the T.M.P., as it relates to the Navy Pier and Headlands Subareas.

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

In order to assure that the provisions of the T.M.P. are properly carried out and that proper and prompt coordination exists among the M.P.E.A. and the various departments of the City and the applicable transit agencies and the public, the M.P.E.A. shall designate and maintain a Transportation Coordinator ("T.C."). The T.C. may consist of one (1) or more individuals, but in any event, a single person, entity or division of the M.P.E.A. 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 M.P.E.A., to (a) oversee and coordinate the day-to-day implementation of the T.M.P., (b) act as a formal point of communication between the M.P.E.A. and any other agencies or individuals

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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.

14. The M.P.E.A. acknowledges that with the development of the “River East Corridor,” there is a need for a comprehensive traffic management plan for a larger area than that contemplated by the T.M.P., Exhibit 29. In order to serve this need the creation of a Traffic Management Authority (“T.M.A.”) covering that broader area may be necessary. In the event a T.M.A. is created, the M.P.E.A. agrees to join the T.M.A.; to be an active and participating member of its board; and to cooperate and participate in the creation of such a comprehensive plan, and in the preparation of a funding structure which implements the plan and which at a minimum advances the goal of providing regular, frequent shuttle service to remote parking. The M.P.E.A. further agrees to continue to run its remote parking shuttle service at its current level of service as described in the T.M.P., Exhibit 29. The M.P.E.A. shall pay its pro rata share of the funding plan, which shall include its agreement to run its remote parking shuttle service at its current level of service,. The Commissioner may approve modifications to the level of shuttle service at the request of M.P.E.A. based on updated analyses regarding need and demand for shuttle service.
15. The design of the roadway network located on the Headlands Subarea as depicted on the Roadway Network Map, Exhibit 5, described in Statement 5 of this Planned Development has been determined by the City to be necessary and appropriate to handle the expected uses of the Navy Pier and Headlands Subareas in a safe and efficient manner, while maximizing the availability of open space and park land on the Headlands Subarea. The City acknowledges, however, that the actual uses of the Navy Pier and Headlands Subareas may vary from that expected. Accordingly, the Commissioner may request, and M.P.E.A. shall submit, not more than once prior to the expiration of the fifth anniversary following the effective date of this amendment to the Planned Development, a traffic study prepared by a traffic engineer assessing the adequacy and sufficiency of the Headlands Subarea’s roadway network to handle the actual traffic demand experienced during said period. Following receipt of said study or studies, the Commissioner shall consult with the Commissioner of the Department of Transportation. If the Commissioner of the Department of Planning and Development and the Commissioner of the Department of Transportation determine that changes to said roadway network are necessary or appropriate to accommodate the actual uses of the Navy Pier and Headlands Subareas, while maximizing the availability of open space and park land, said Commissioners shall so notify the M.P.E.A. Such changes shall be limited to modifications or changes to the roadway network. Said Commissioners shall make such determination and send such notice within ninety (90) days following receipt of said study. The City shall, at its own expense and within one (1) year thereafter, make such changes to the roadway network as are required. The M.P.E.A. shall, at its own expense and within one (1) year thereafter, make such changes to the landscaping on the Headlands Subarea as are reasonably required as a result of the changes to the roadway network undertaken by the City.

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16. The parcel depicted on the Subarea Map, Exhibit 7, as Tract E.1, Existing Federal Parcels, is outside the boundaries of this Planned Development. The M.P.E.A. acknowledges, however, that such parcel shall be served by access ways over and across the Headlands Subareas. In the event that the M.P.E.A. or the City acquire control of this parcel sufficient to allow redevelopment as park land, then the Headlands Subarea shall be reconfigured and landscaped to create a park area which is coordinated with the parcel. Such reconfiguration and landscaping shall be designed, constructed and maintained in general conformance with the Site/Landscape Plan – Headlands Sub-Area (Polk Bros Park), Exhibit 8, described in Statement Number 5 and attached hereto. Such reconfiguration and landscaping shall be completed by the M.P.E.A. within a reasonable time following the aforesaid acquisition of the necessary rights to the parcel or following substantial completion of the redevelopment of the parcel as park land, whichever is earlier.  
Any development of the Headlands Subarea, and particularly of Tract E.2, shall be coordinated with and shall be designed and constructed to accommodate the then existing or known plans for the Turning Basin Park. When and if the Turning Basin Park is developed, the M.P.E.A. will permit third parties reasonable access to Tract E.2 in order to coordinate said development with Tract E.2.
17. The M.P.E.A. shall manage the uses of the Headlands and Navy Pier Subareas to avoid unreasonably adverse impacts on the surrounding residents. On the Headlands Subarea, no neighborhood festivals shall be permitted.
18. Upon review and determination, “Part II Review”, pursuant to Section 17-13-0610 of the Zoning Ordinance, a Part II Review Fee shall be assessed by the Department of Planning and Development. The fee, as determined by staff at the time, is final and binding on the Applicant and must be paid to the Department of Revenue prior to the issuance of any Part II approval.
19. The Site and Landscape Plans shall be in substantial conformance with the Landscape Ordinance and any other corresponding regulations and guidelines. Final landscape plan review and approval will be by the Department. Any interim reviews associated with site plan review or Part II reviews, are conditional until final Part II approval.
20. The M.P.E.A., with respect to the Headlands and Navy Pier Subareas, and the Chicago Park District, with respect to the Jane Addams Park Subarea and Dime Pier Subarea, shall comply with Rules and Regulations for the Maintenance of Stockpiles promulgated by the Commissioners of the Departments of Streets and Sanitation, Environment and Buildings, under Section 13-32-085 of the Chicago Municipal Code, or any other provision of that Code.
21. The terms and conditions of development under this Planned Development ordinance may be modified administratively, pursuant to section 17-13-0611-A of the Chicago Zoning Ordinance by the Zoning Administrator upon the application for such a modification by the M.P.E.A., its successors and assigns and, if different than the M.P.E.A., the legal title holders and any ground lessors.

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22. The M.P.E.A. and the Chicago Park District acknowledge that it is in the public interest to design, construct and maintain the project in a manner which promotes, enables and maximizes universal access throughout the Property. Plans for all buildings and improvements on the Property shall be reviewed and approved by the Mayor's Office for People with Disabilities to ensure compliance with all applicable laws and regulations related to access for persons with disabilities and to promote the highest standard of accessibility.
23. The M.P.E.A. and Chicago Park District acknowledge 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. The proposed structures on the Dime Pier Subarea shall be designed and constructed in an energy efficient manner generally consistent with the Leadership in Energy and Environmental Design ("L.E.E.D.") Green Building Rating System; the roof of the proposed structures will consist of twenty-five percent (25%) of the net roof area covered with photovoltaic panels and the remaining seventy-five percent (75%) covered with high albedo roof materials; in addition, the project will incorporate FSC certified wood products, native plantings, and the heating and cooling system will incorporate natural ventilation that will reduce energy demand through a geothermal system located beneath the floating docks in the harbor. The South Dock and the initial work in Polk Bros Park, which includes the fountain, plaza and surrounding landscaping, has been submitted for certification under the SITES program, a comprehensive rating system for the development of sustainable landscapes administered by Green Business Certification, Inc. The hotel will achieve a LEED certification and 50% of its net roof area will be vegetated, meeting the guidelines of the Sustainable Policy of the Department of Planning and Development. Any alterations to existing buildings or new construction shall comply with the current Sustainable Development Policy at the time of Part II review.
24. The M.P.E.A. acknowledges that, although the City's Percent for Public Art ordinance is not applicable to the proposed development, the Navy Pier and Headlands Subareas development project is a public project and that the location and placement of art work in appropriate places on the Headlands and Navy Pier Subareas is a worthy public goal. Accordingly the M.P.E.A. 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 with this requirement, the M.P.E.A. shall work with the appropriate representatives of the Public Art Program of the City's Department of Cultural Affairs and Special Events.
25. The Plans are hereby approved in their entirety and no further approvals shall be required under this Planned Development or the Zoning Ordinance for the improvements undertaken in accordance with the Plans, other than Part II Approval (per Section 17-13-0610 of the Zoning Ordinance). Applicant and DPD, at either party's request, may continue to evolve the design of the elevations or materials, and changes to such elevations or materials, if any, shall, if mutually agreed upon, be reviewed by DPD pursuant to Section 17-13-0800.

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26. The Applicant acknowledges that it is the policy of the City to maximize opportunities for Minority and Women-owned Business Enterprises (“M/WBEs”) and city residents to compete for contracts and jobs on construction projects approved through the planned development process. To Assist the city in promoting and tracking such M/WBE and city resident participation, an applicant for planned development approval shall provide information at three points in the city approval process. First, the applicant must submit to DPD, as part of its application for planned development approval, an M/WBE Participation Proposal. The M/WBE Participation Proposal must identify the applicant’s goals for participation of certified M/WBE firms in the design, engineering and construction of the project, and of city residents in the construction work. The city encourages goals of (i) 26% MBE and 6% WBE participation (measured against the total construction budget for the project or any phase thereof), and (ii) 50% city resident hiring (measured against the total construction work hours for the project or any phase thereof). The M/WBE Participation Proposal must include a description of the Applicant’s proposed outreach plan designed to inform M/WBEs and city residents of job and contracting opportunities. Second, at the time of the Applicant’s submission for Part II permit review for the project or any phase thereof the Applicant must submit to DPD (a) updates (if any) to the Applicant’s preliminary outreach plan, (b) a description of the Applicant’s outreach efforts and evidence of such outreach, including, without limitation, copies of certified letters to M/WBE contractor associations and the ward office of the alderman in which the project is located and receipts thereof; (c) responses to the Applicant’s outreach efforts, and (d) updates (if any) to the applicant’s M/WBE and city resident participation goals. Third, prior to issuance of a Certificate of Occupancy for the project or any phase thereof, the Applicant must provide DPD with the actual level of M/WBE and city resident participation in the project or any phase thereof, and evidence of such participation. In addition to the forgoing, DPD may request such additional information as the department determines may be necessary or useful in evaluating the extent to which M/WBEs and city residents are informed of and utilized in planned development projects. All such information will be provided in a form acceptable to the Zoning Administrator. DPD will report the data it collects regarding projected and actual employment of M/WBEs and city residents in planned development projects twice yearly to the Chicago Plan Commission and annually to the Chicago City Council and the Mayor. This PD Statement shall apply to the Applicant for purposes of this amendment to the Planned Development but not to applicants for purposes of prior amendments to the Planned Development.
27. The improvements contemplated by this Planned Development are anticipated to be conducted in phases. Unless substantial construction of any of the improvements contemplated by the September 14, 2016 amendment to the Planned Development and depicted in the Plans, including without limitation the hotel to be constructed in the Navy Pier Subarea, the welcome pavilion to be constructed in the Headlands Subarea, or any of the improvements depicted the Conceptual Site Plan – Navy Pier – Zone 6 (Exhibit 15) have commenced within six (6) years following adoption of the September 14, 2016 amendment to the Planned Development (subject to extension for one additional year as set forth in Section 17-13-0612 of the Chicago Zoning Ordinance), then the September 14, 2016 amendment to the Planned Development shall expire by separately introduced ordinance, if any, in which

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event the zoning of the Property shall revert to Planned Development 527, as amended, on January 13, 2010. Unless substantial construction of any of the improvements contemplated by this amendment to the Planned Development has commenced within six (6) years following adoption of this amendment to the Planned Development (subject to the extension for one additional year as set forth in Section 17-13-0612 of the Chicago Zoning Ordinance), then this amendment to the Planned Development shall lapse, and the Zoning Administrator shall initiate a Zoning Map Amendment to rezone the property to Planned Development 527, as amended on September 14, 2016.

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## EXHIBIT 1

Institutional Planned Development No. 527, As Amended.

Plan of Development

Bulk Regulations and Data Table

Net Site Area:	
Aggregate Area:	4,718,841 square feet (108.33 acres)
Navy Pier Subarea:	29.1 acres
Headland Subarea:	20.4 acres
Jane Addams Park Subarea:	5.3 acres
Dime Pier Subarea:	53.5 acres
General Description of Permitted Uses:	In accordance with the statements of this Planned Development
Maximum Number of Hotel Keys:	240
Maximum Permitted Floor Area Ratio:	0.55
Maximum Percentage of Land Covered:	In accordance with the Site Plans and Site/Landscaping Plans – Exhibit 8 through 15 and Exhibit 32, described in Statement Number 5 of this Planned Development and attached hereto and incorporated by reference herein
Maximum Number of Off-Street Spaces:	1,800
Minimum Number of Off-Street Loading Spaces:	12
Minimum Periphery Setbacks:	In accordance with Site Plans and Site/Landscape Plans – Exhibit 8 through 15 and Exhibit 32, described in Statement Number 5 of this Planned Development and attached hereto or incorporated by reference herein
Maximum Roof Height:	In accordance with the Elevations – Exhibits 16 through 18, 38 through 40 and 48, described in Statement Number 5 of this Planned Development and attached hereto or incorporated by reference herein

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The maximum height of the Ferris wheel is +230 feet CCD, the maximum height of the flagpole is +150 feet CCD. The maximum roof height of the buildings on the Dime Pier Subarea is +32 feet.

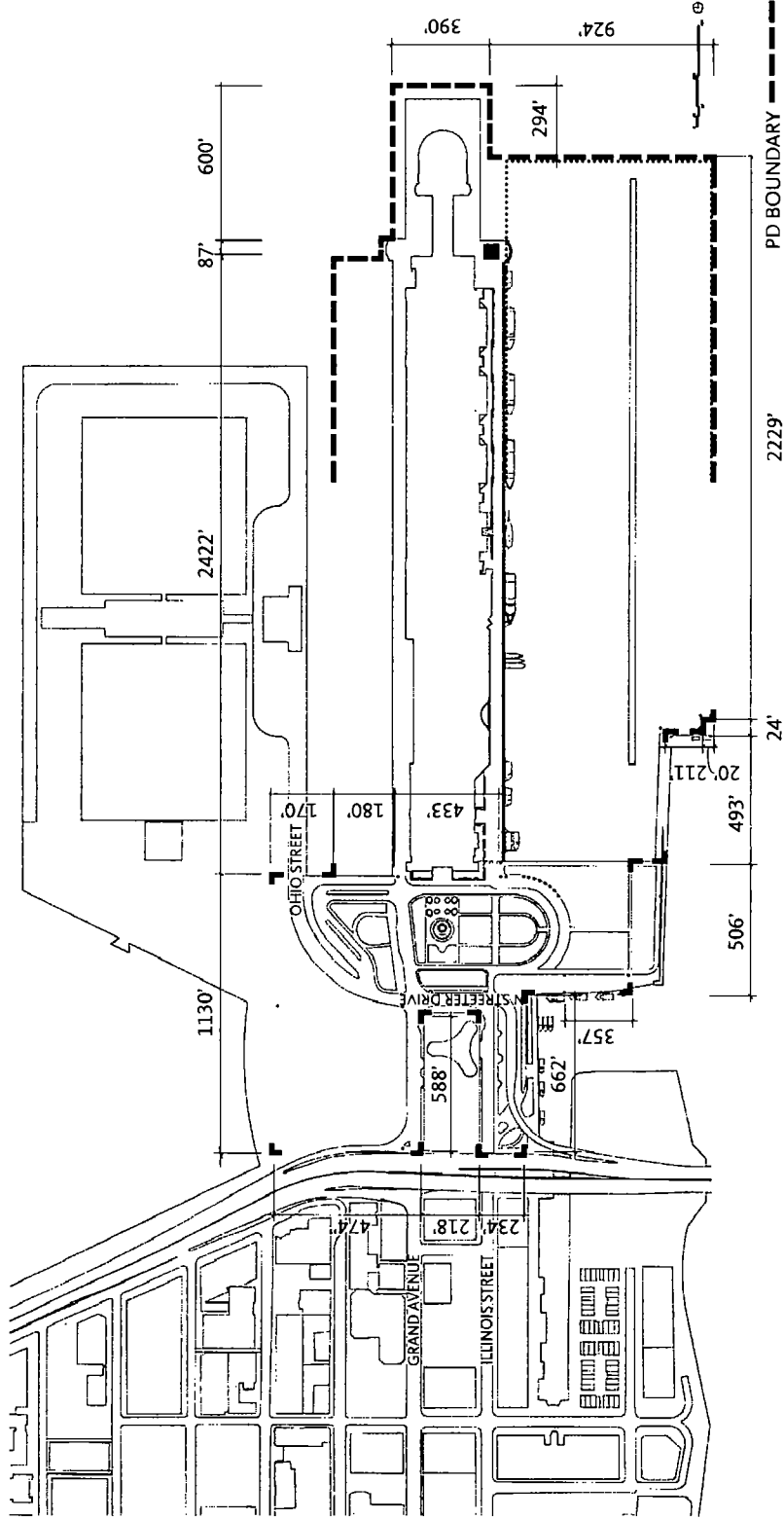
Maximum Floor Area within the Buildings East of the On-Pier Parking devoted to the following uses, excluding the hotel and such areas as are accessory to said hotel to be developed in accordance with this amendment:

Exposition/Convention Uses:	200,000 square feet
Meeting Use:	90,000 square feet

Maximum Floor Area within the Building on the Dime Pier Subarea devoted to:

Restaurant Use:	12,500 square feet
Harbor Facility:	5,000 square feet

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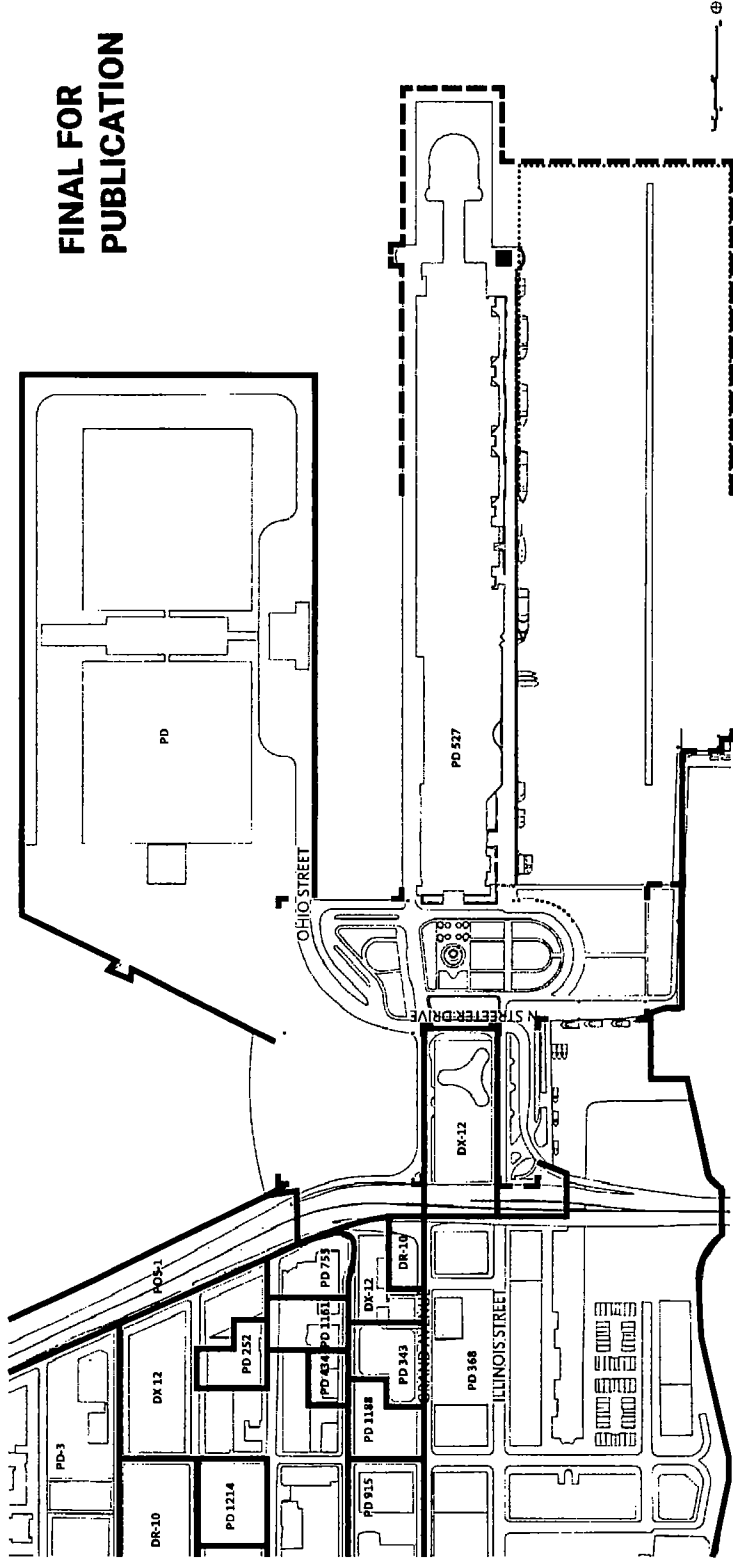


**PLANNED DEVELOPMENT BOUNDARY MAP**

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED  
EXHIBIT 2

Applicant: Illuminarium Chicago, LLC.  
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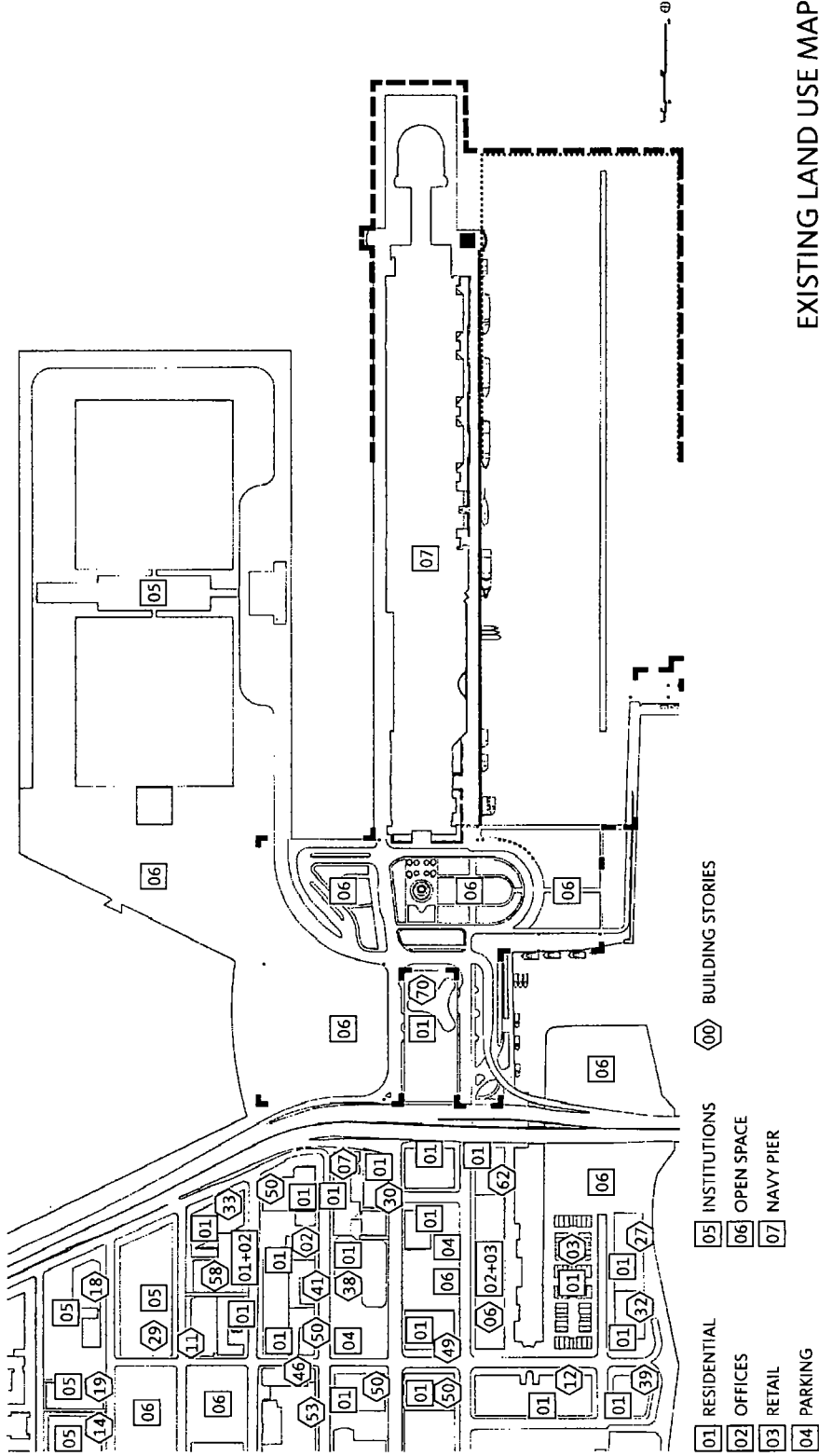
**ZONING AND STREET SYSTEM MAP**

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 3

Applicant: Illuminum Chicago, LLC  
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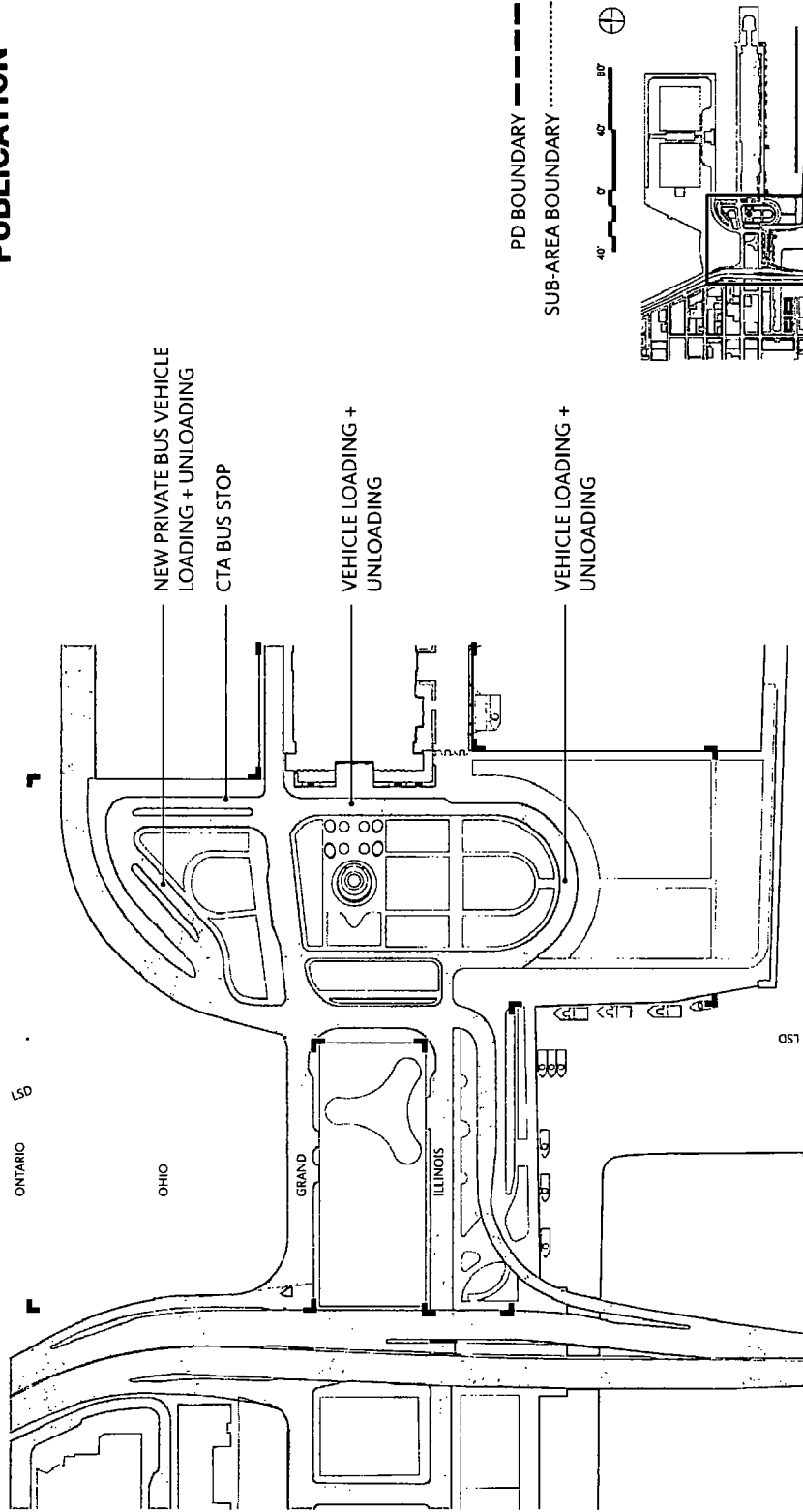


**EXISTING LAND USE MAP**

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED  
EXHIBIT 4

Applicant: Illuminarium Chicago, LLC  
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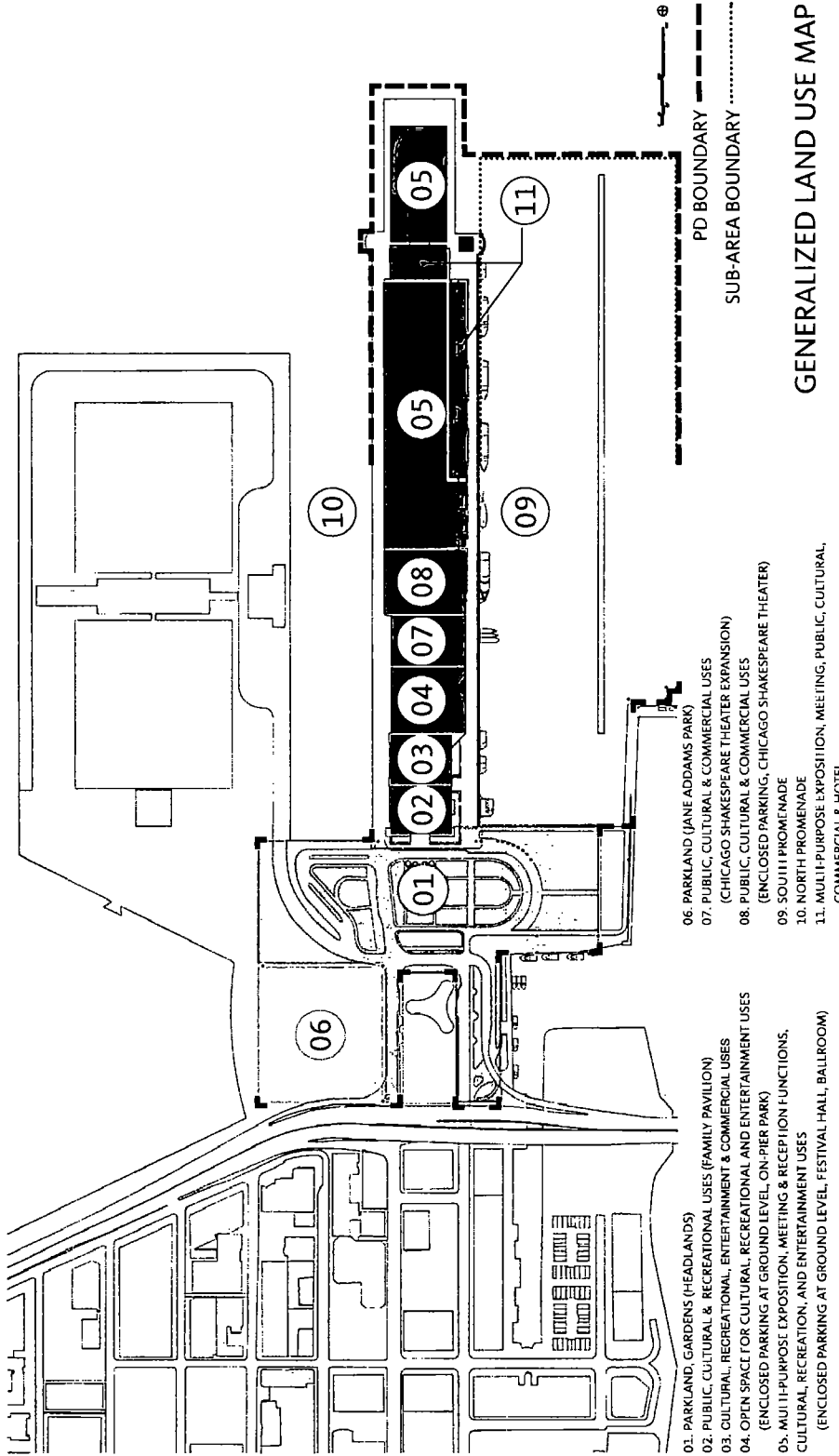


**ROADWAY NETWORK MAP**

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 5

Applicant: Illuminarium Chicago, LLC.  
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- 01. PARKLAND, GARDENS (HEADLANDS)
- 02. PUBLIC, CULTURAL & RECREATIONAL USES (FAMILY PAVILION)
- 03. CULTURAL, RECREATIONAL, ENTERTAINMENT & COMMERCIAL USES
- 04. OPEN SPACE FOR CULTURAL, RECREATIONAL AND ENTERTAINMENT USES  
(ENCLOSED PARKING AT GROUND LEVEL, ON-PIER PARK)
- 05. MULTI-PURPOSE EXPOSITION, MEETING & RECEPTION FUNCTIONS,  
CULTURAL, RECREATION, AND ENTERTAINMENT USES  
(ENCLOSED PARKING AT GROUND LEVEL, FESTIVAL HALL, BALLROOM)

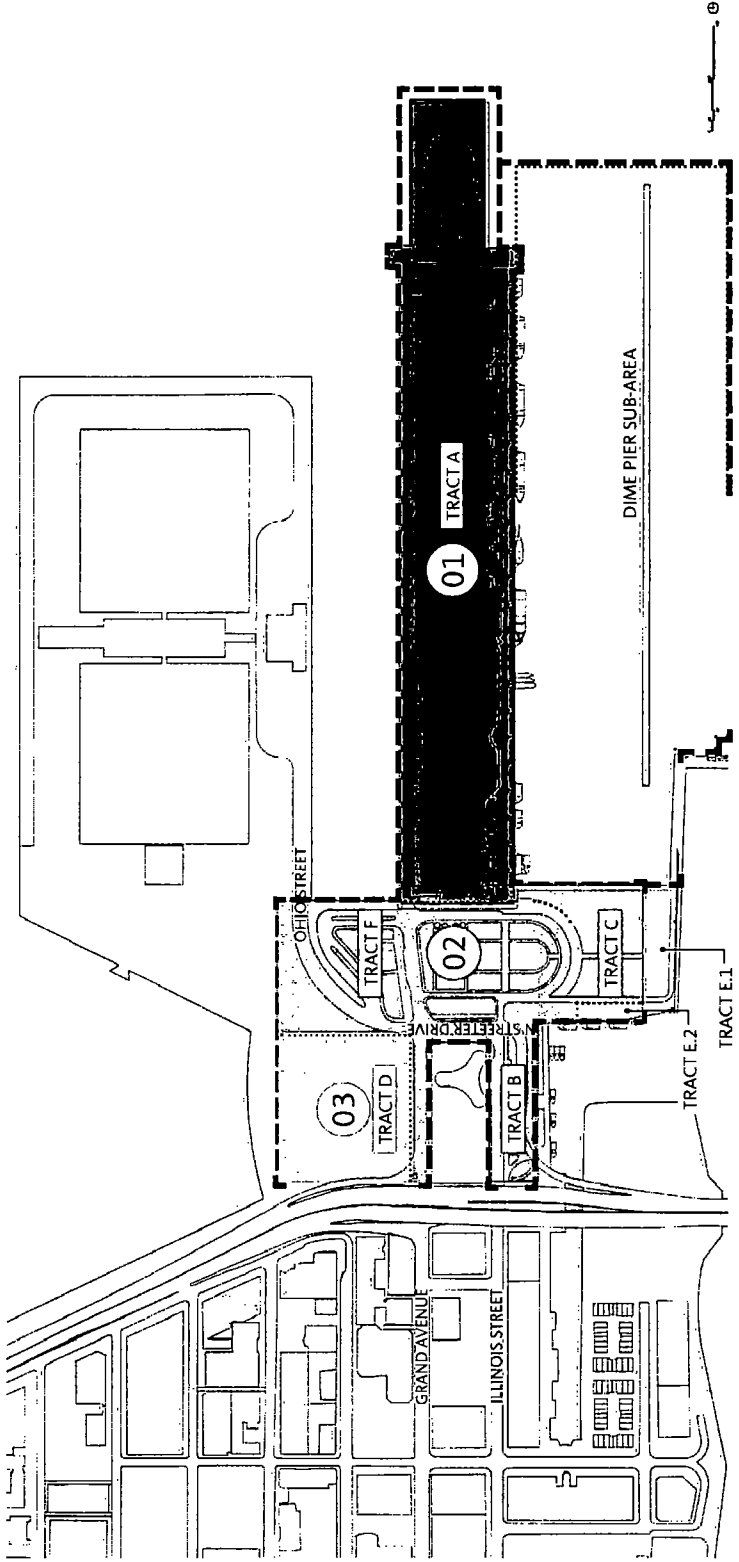
- 06. PARKLAND (JANE ADDAMS PARK)
- 07. PUBLIC, CULTURAL & COMMERCIAL USES  
(CHICAGO SHAKESPEARE THEATER EXPANSION)
- 08. PUBLIC, CULTURAL & COMMERCIAL USES  
(ENCLOSED PARKING, CHICAGO SHAKESPEARE THEATER)
- 09. SOUTH PROMENADE
- 10. NORTH PROMENADE
- 11. MULTI-PURPOSE EXPOSITION, MEETING, PUBLIC, CULTURAL,  
COMMERCIAL & HOTEL

**GENERALIZED LAND USE MAP**

**PLANNED DEVELOPMENT NUMBER 527, AS AMENDED**  
**EXHIBIT 6**

Applicant: Illuminarium Chicago, LLC.  
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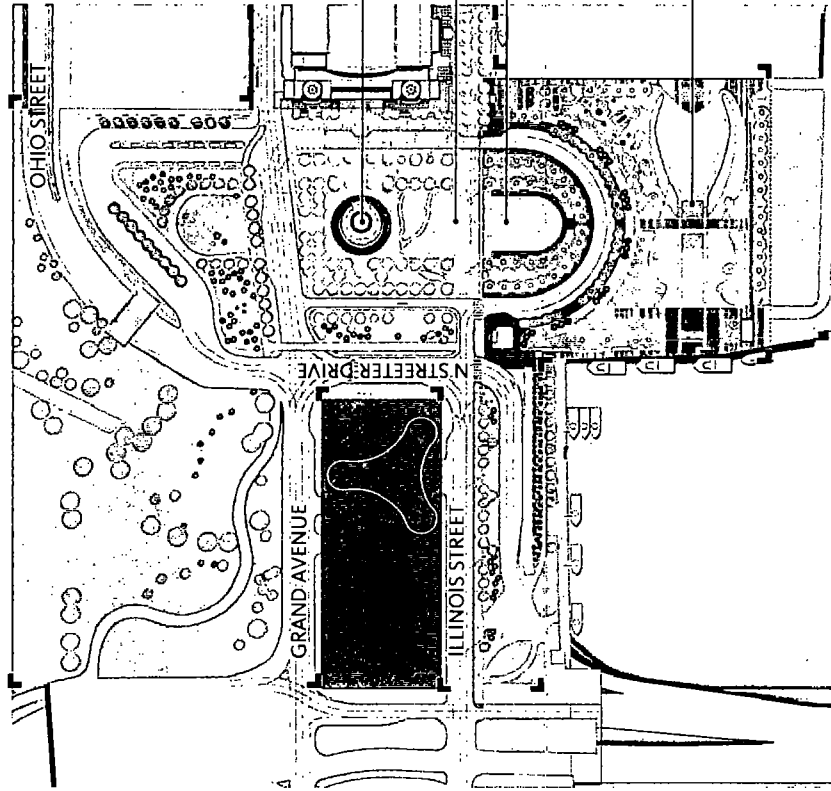
**SUB-AREA 1:** NAVY PIER (TRACT A)  
**SUB-AREA 2:** HEADLANDS (INCLUDING AREA ADJACENT TO OGDEN SLIP, TRACTS B, C, E.2, AND F)  
**SUB-AREA 3:** JANE ADDAMS PARK (TRACT D)  
 TRACT "E.1" - EXISTING FEDERAL PARCELS, NOT PART OF PLANNED DEVELOPMENT

**SUB-AREA MAP**

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT  
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Applicant: Illuminum Chicago, L.L.C.  
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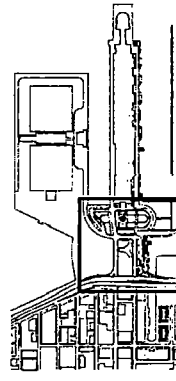


FOUNTAIN + PLAZA  
(ILLUSTRATIVE)

SEASONAL ICE RINK

WELCOME PAVILION WITH CAFE, CULTURAL & RECREATIONAL USES  
SLOPED LAWN  
(ILLUSTRATIVE)

SLOPED LAWN + SEATING  
PERFORMANCE SPACE  
(ILLUSTRATIVE)



**SITE / LANDSCAPE PLAN - HEADLANDS SUB-AREA  
(POLK BROTHERS PARK)**

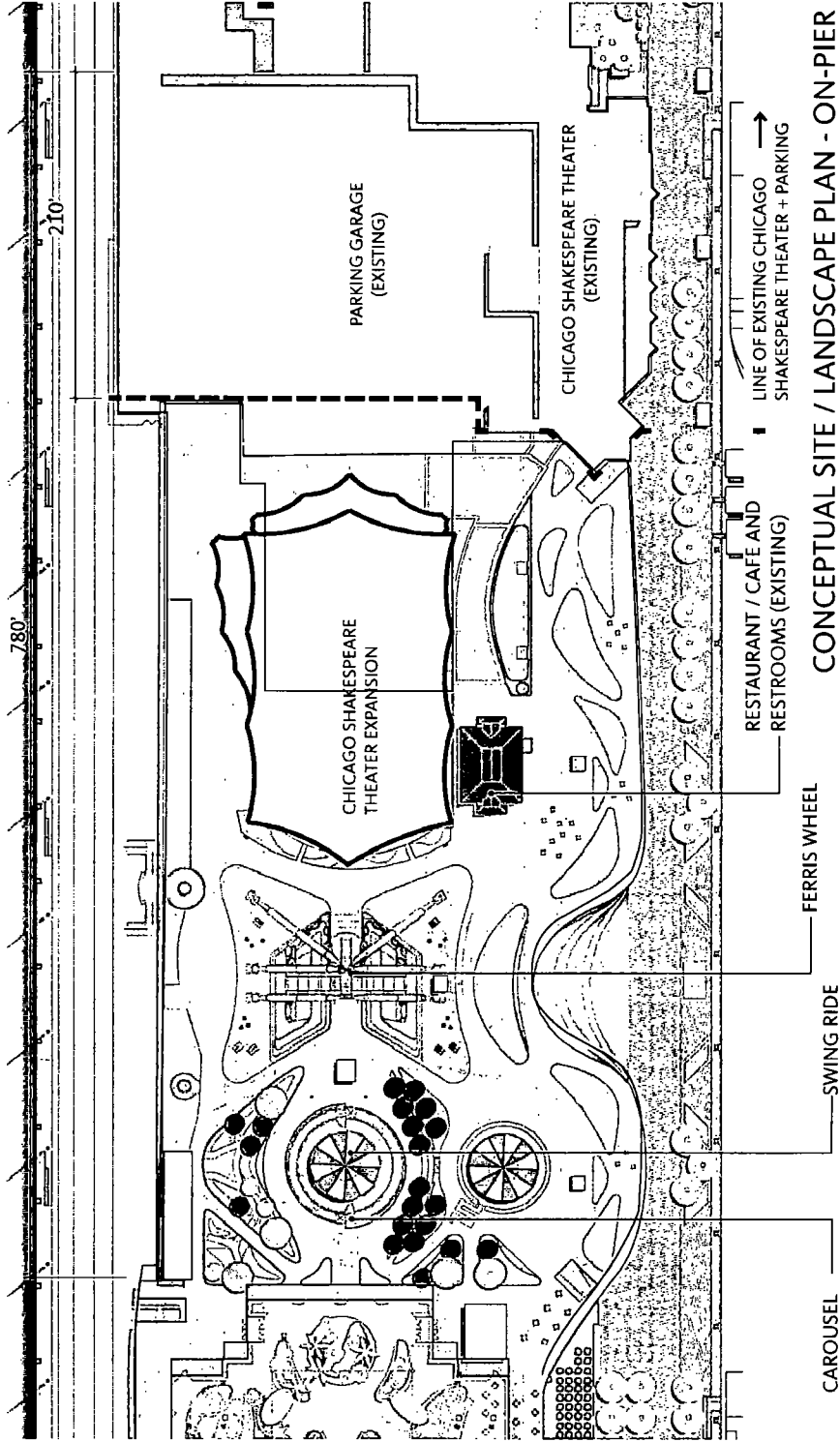
PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT

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Plan Commission

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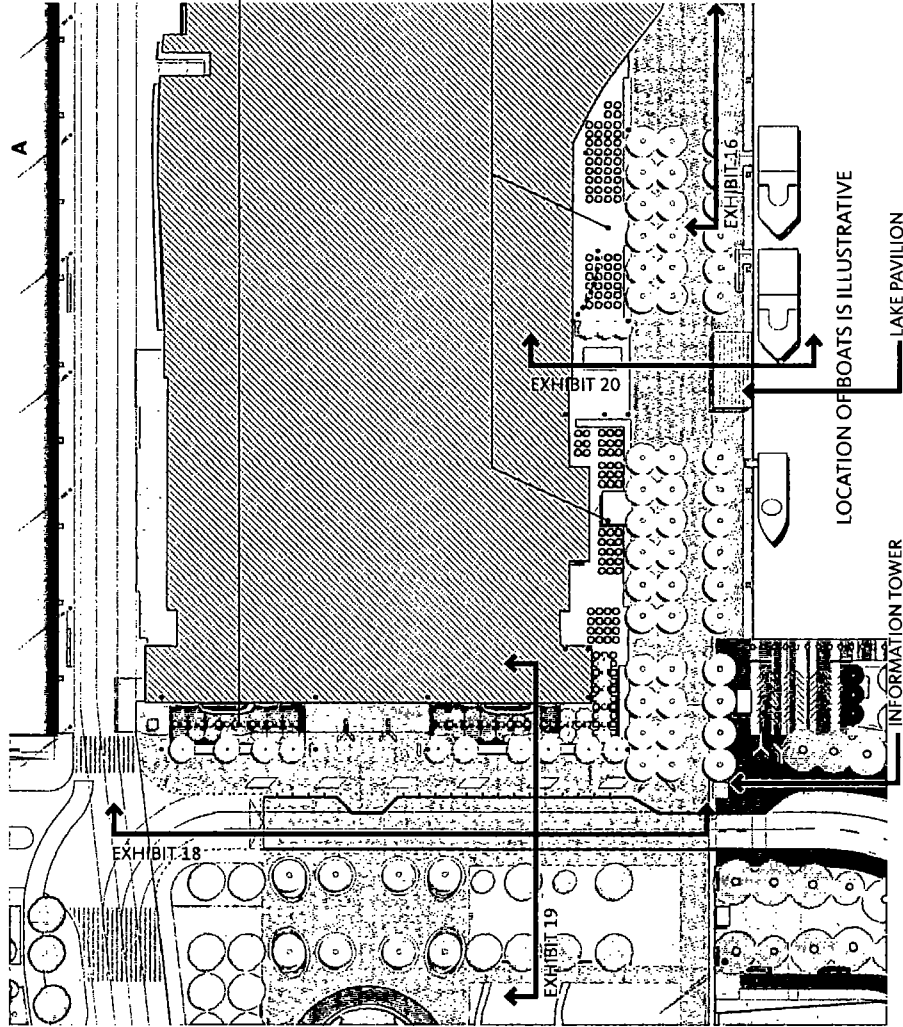


CONCEPTUAL SITE / LANDSCAPE PLAN - ON-PIER PARK AND CHICAGO SHAKESPEARE THEATER EXPANSION

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED EXHIBIT 9

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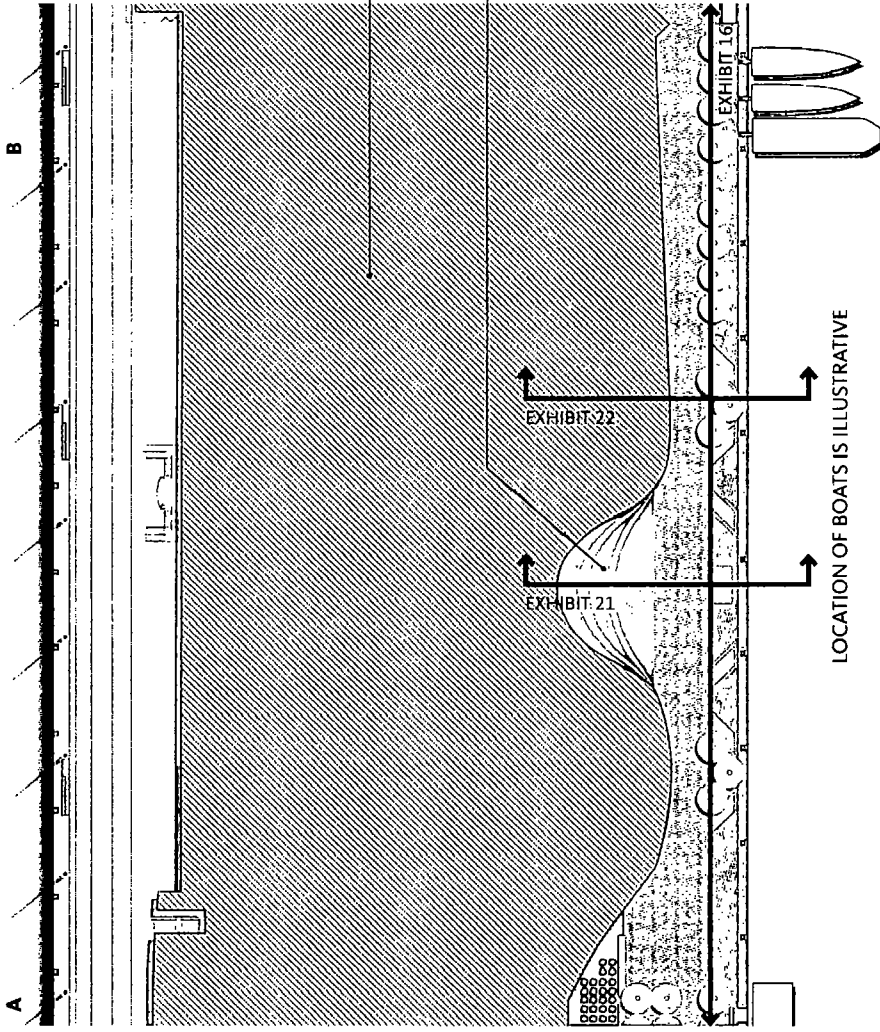
**SITE PLAN - NAVY PIER - ZONE 1**

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 10

Applicant: Illuminarium Chicago, LLC  
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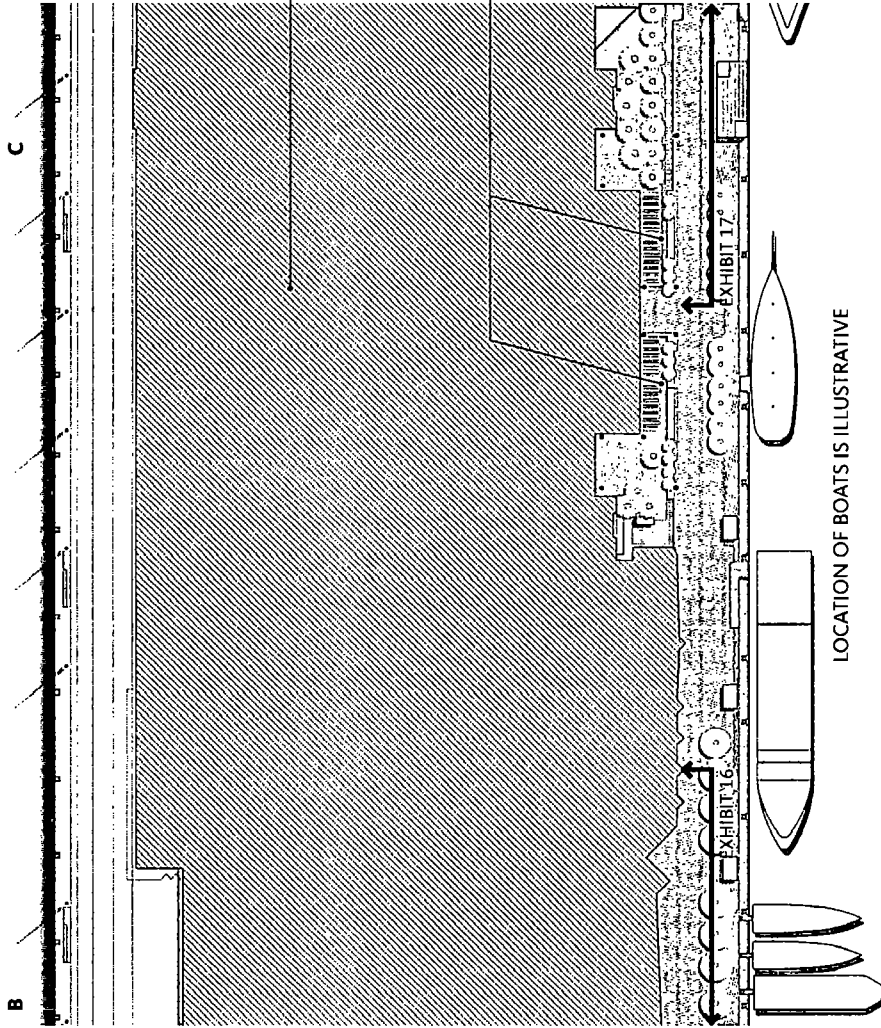


**SITE PLAN - NAVY PIER - ZONE 2**

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 11

Applicant: Illuminarium Chicago, LLC.  
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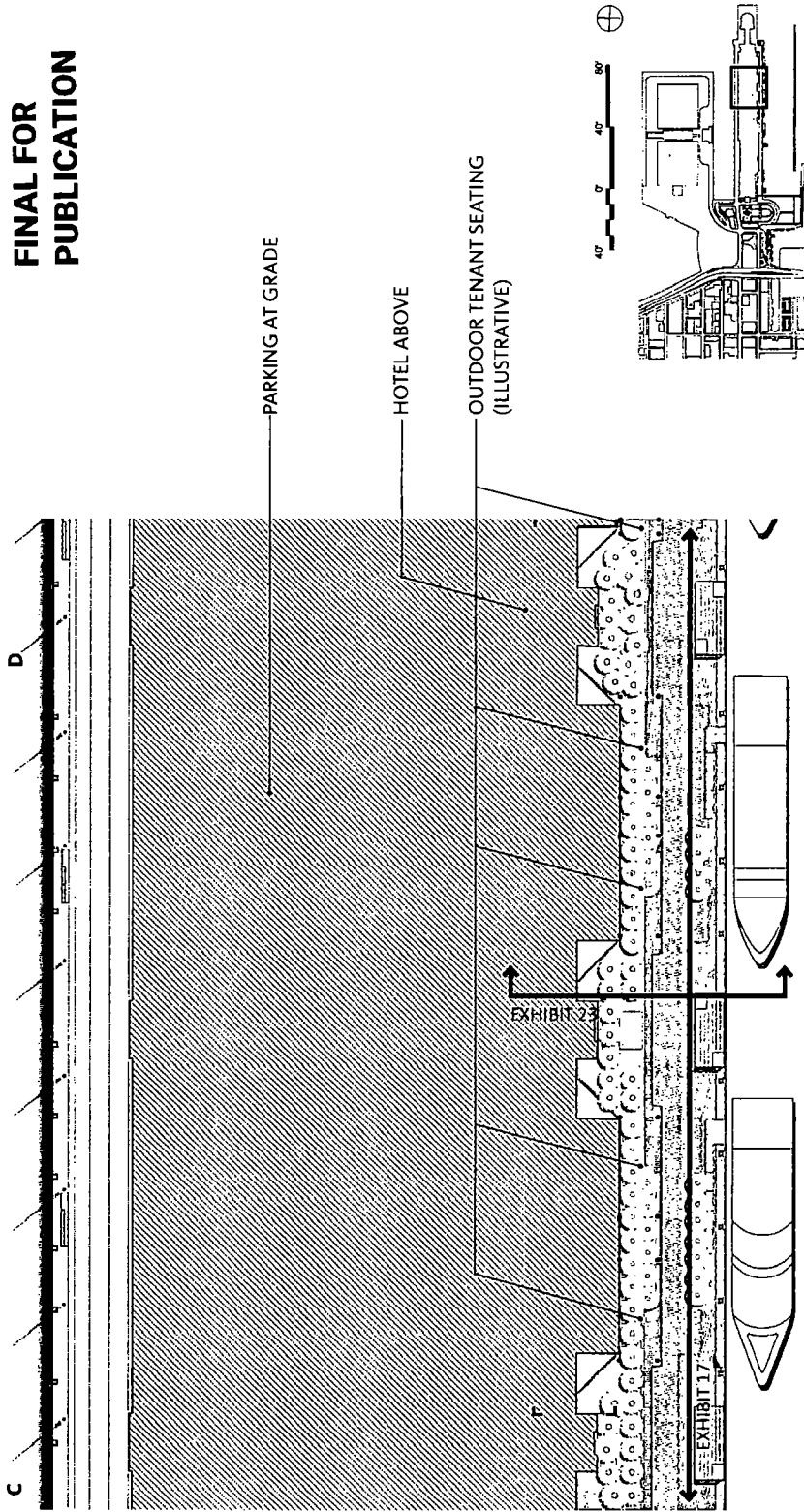


SITE PLAN - NAVY PIER - ZONE 3

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED  
EXHIBIT 12

Applicant: Illuminarium Chicago, LLC  
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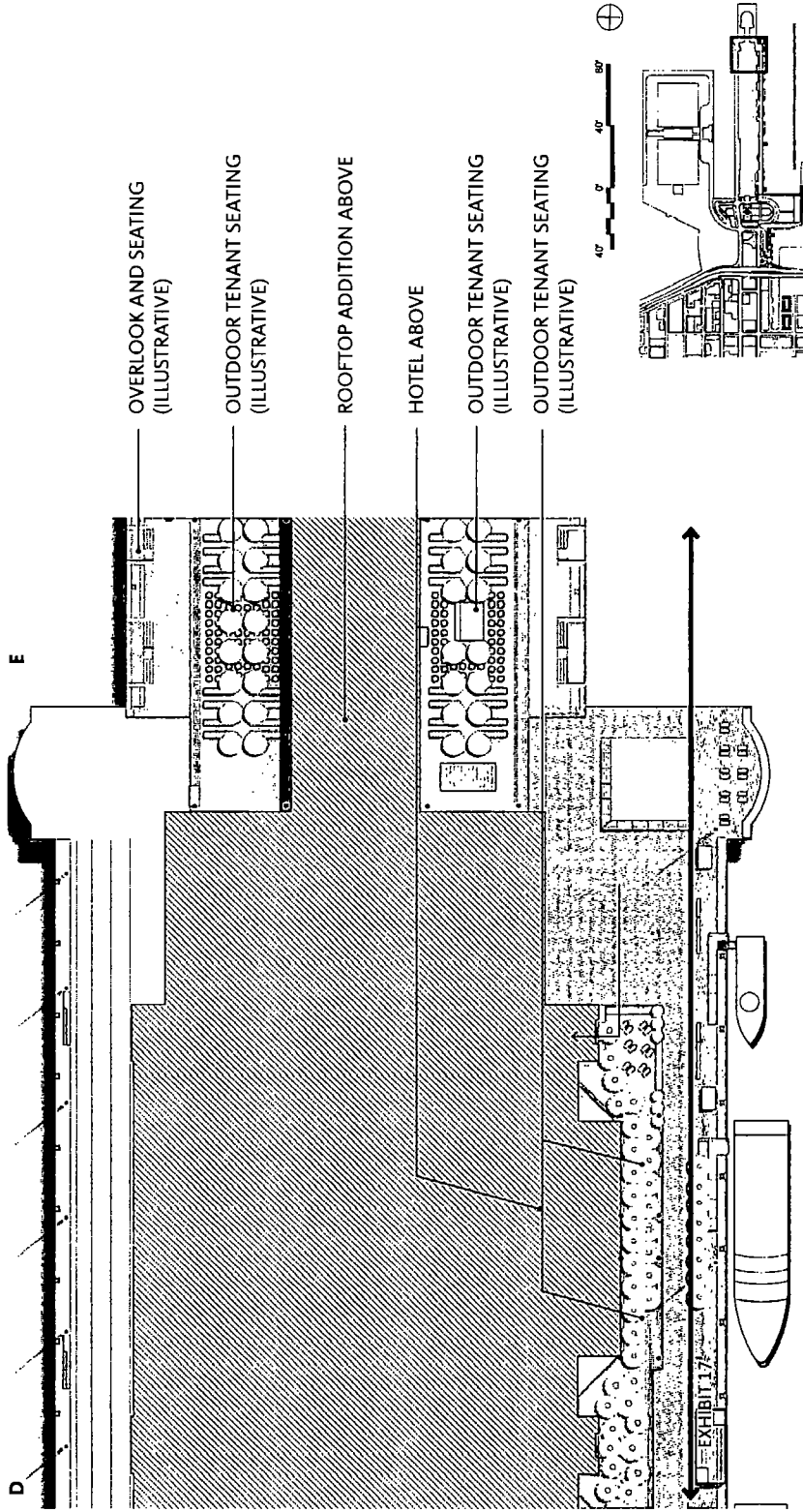
**SITE PLAN - NAVY PIER - ZONE 4**

**PLANNED DEVELOPMENT NUMBER 527, AS AMENDED**

**EXHIBIT  
13**

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LOCATION OF BOATS IS ILLUSTRATIVE

**SITE PLAN - NAVY PIER - ZONE 5**

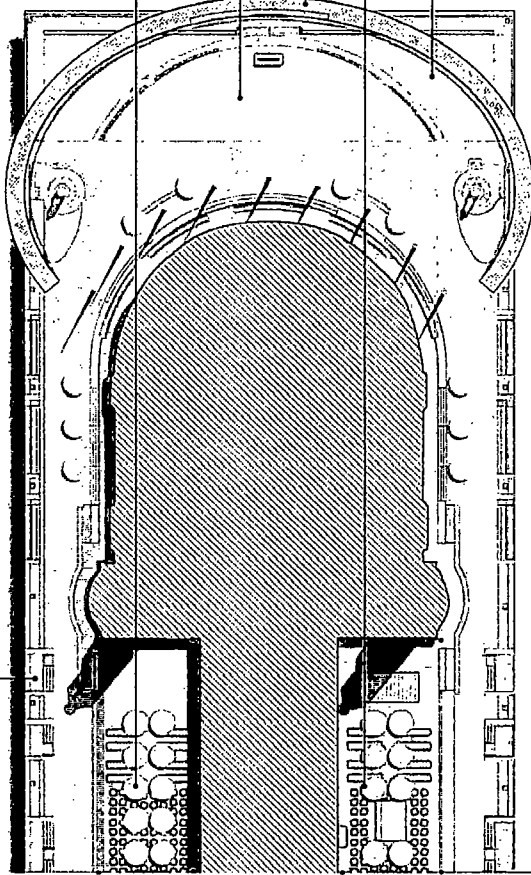
PLANNED DEVELOPMENT NUMBER 527, AS AMENDED  
EXHIBIT 14

Applicant: Illuminarium Chicago, LLC.  
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E  
OVERLOOK AND SEATING  
(ILLUSTRATIVE)



OUTDOOR TENANT SEATING  
(ILLUSTRATIVE)

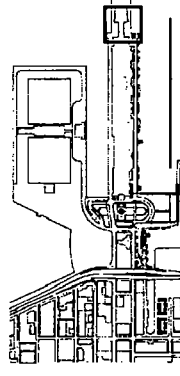
WATER FEATURE (ILLUSTRATIVE)

ELEVATED WALKWAY

OUTDOOR TENANT SEATING  
(ILLUSTRATIVE)

WATER FEATURE (ILLUSTRATIVE)

EXHIBIT 17



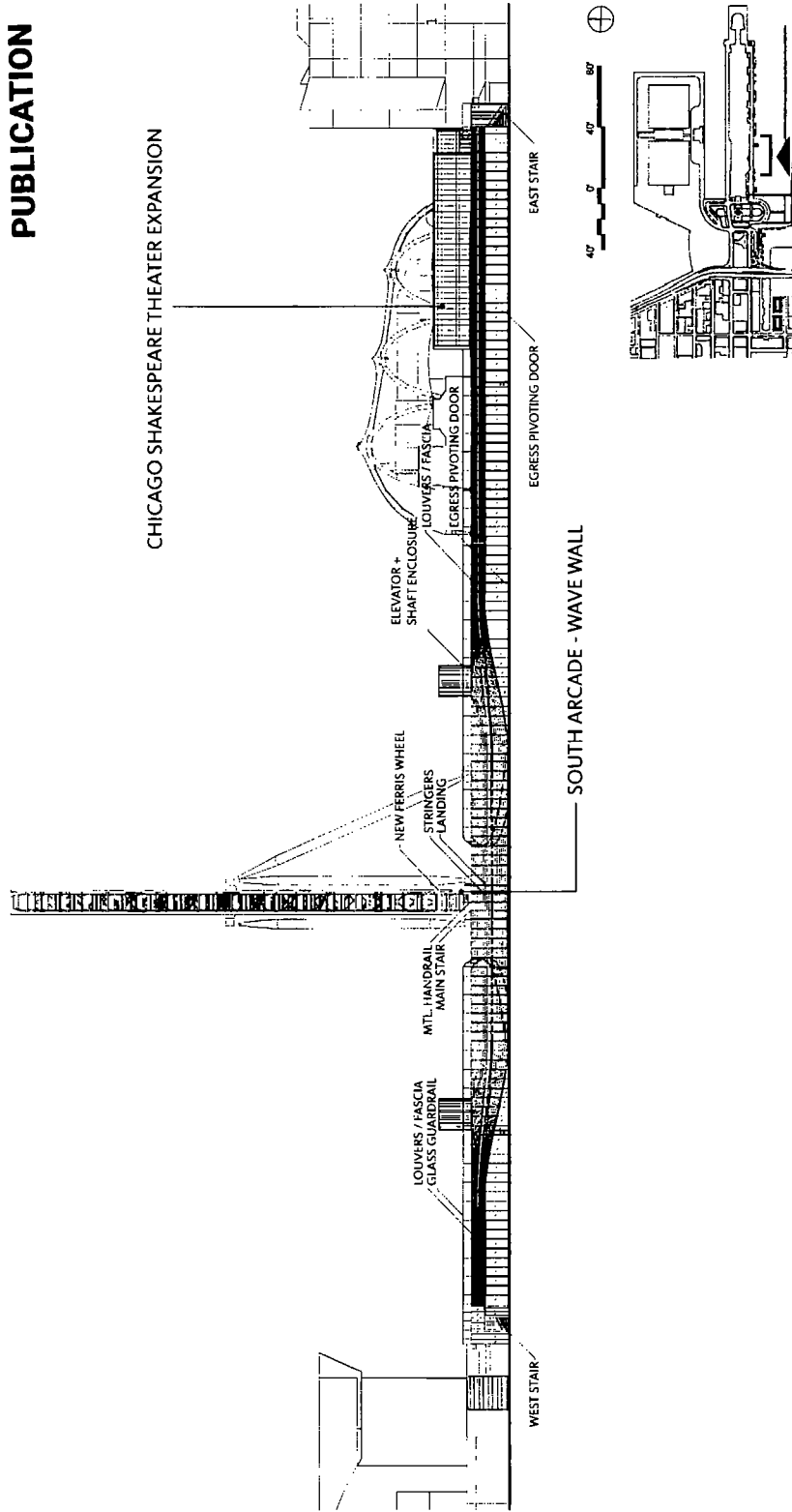
**CONCEPTUAL SITE PLAN - NAVY PIER - ZONE 6**

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT  
15

Applicant: Illuminarium Chicago, LLC  
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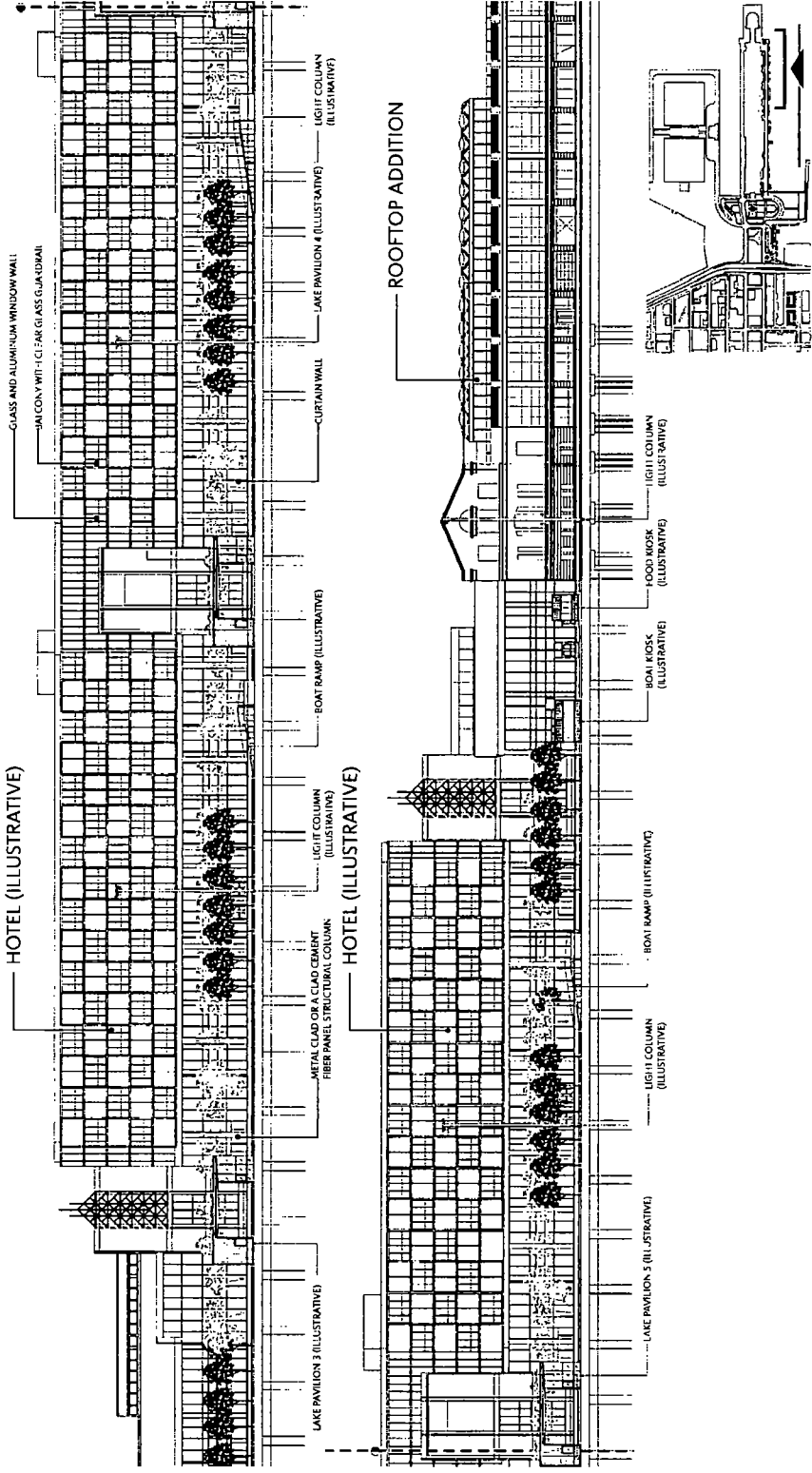


**SOUTH ELEVATION - WAVE-WALL**

**PLANNED DEVELOPMENT NUMBER 527, AS AMENDED**

**EXHIBIT 16**

Applicant: Illuminarium Chicago, LLC  
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**SOUTH ELEVATION - HOTEL + TERMINAL BUILDING**

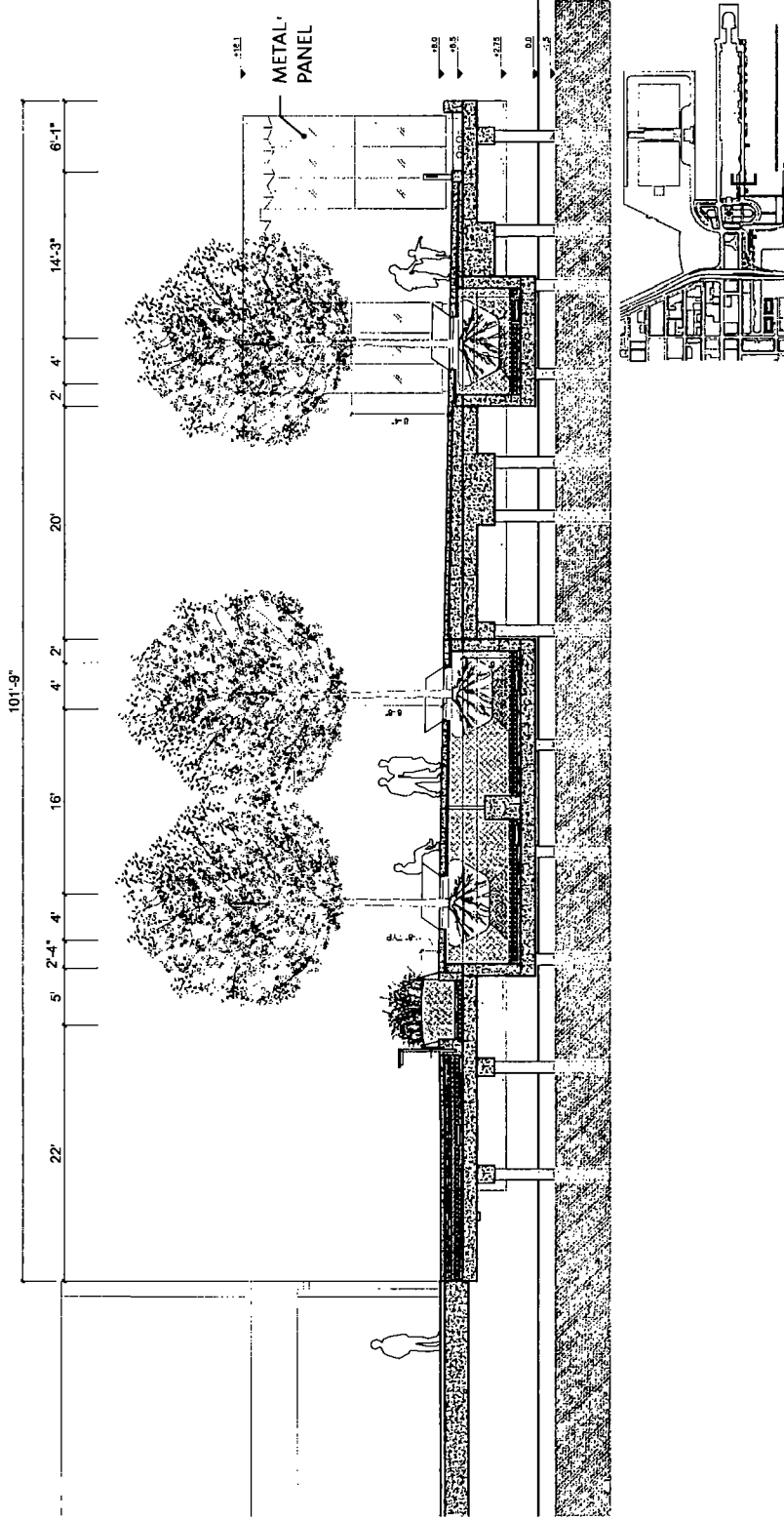
PLANNED DEVELOPMENT NUMBER 527, AS AMENDED  
EXHIBIT 17

Applicant: Illuminarium Chicago, LLC.  
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**SECTION - SOUTH DOCK AT FAMILY PAVILION**

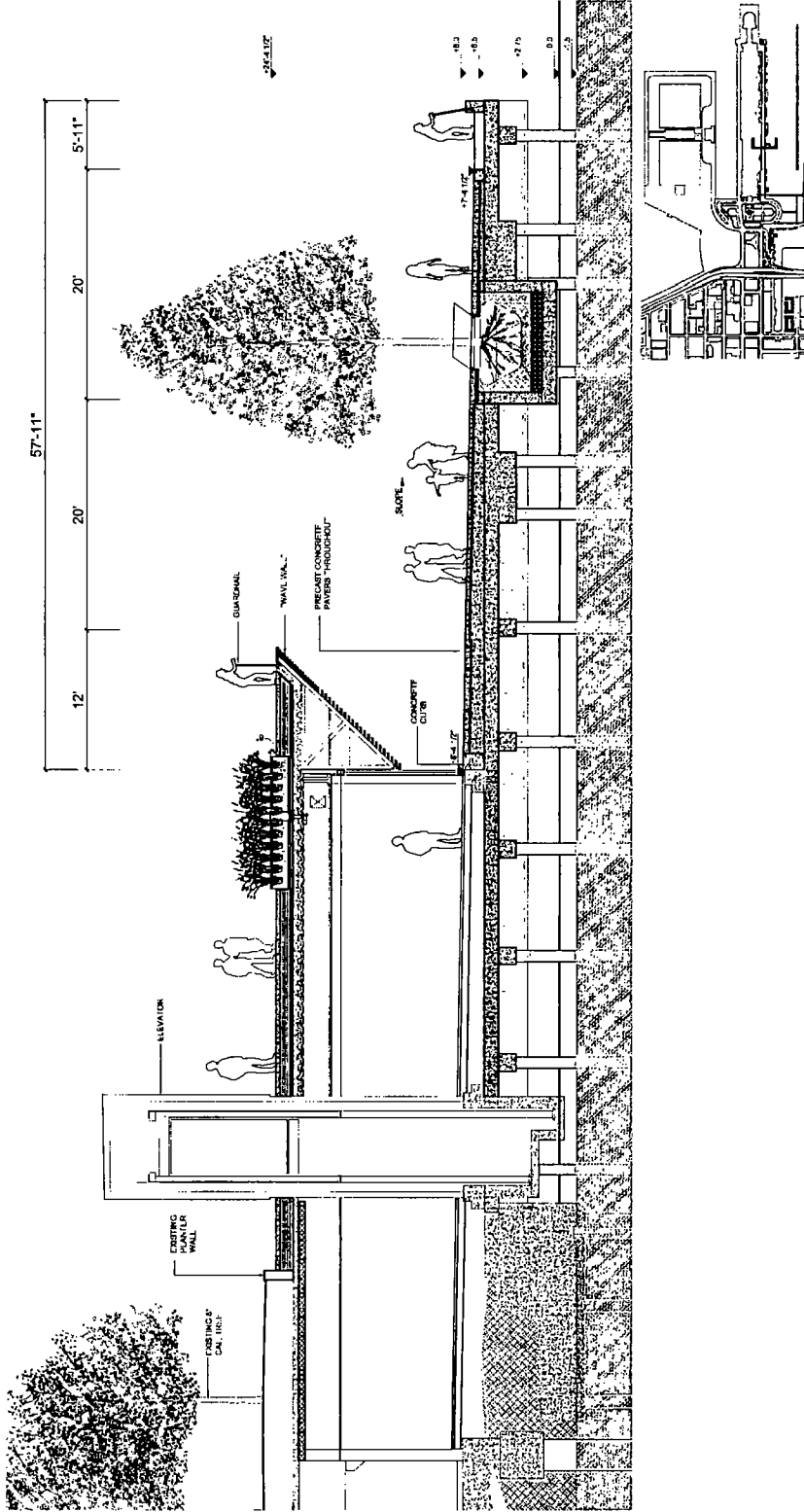
PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT  
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Applicant: Illuminarium Chicago, LLC.  
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**SECTION - SOUTH DOCK AT WAVE WALL 2**

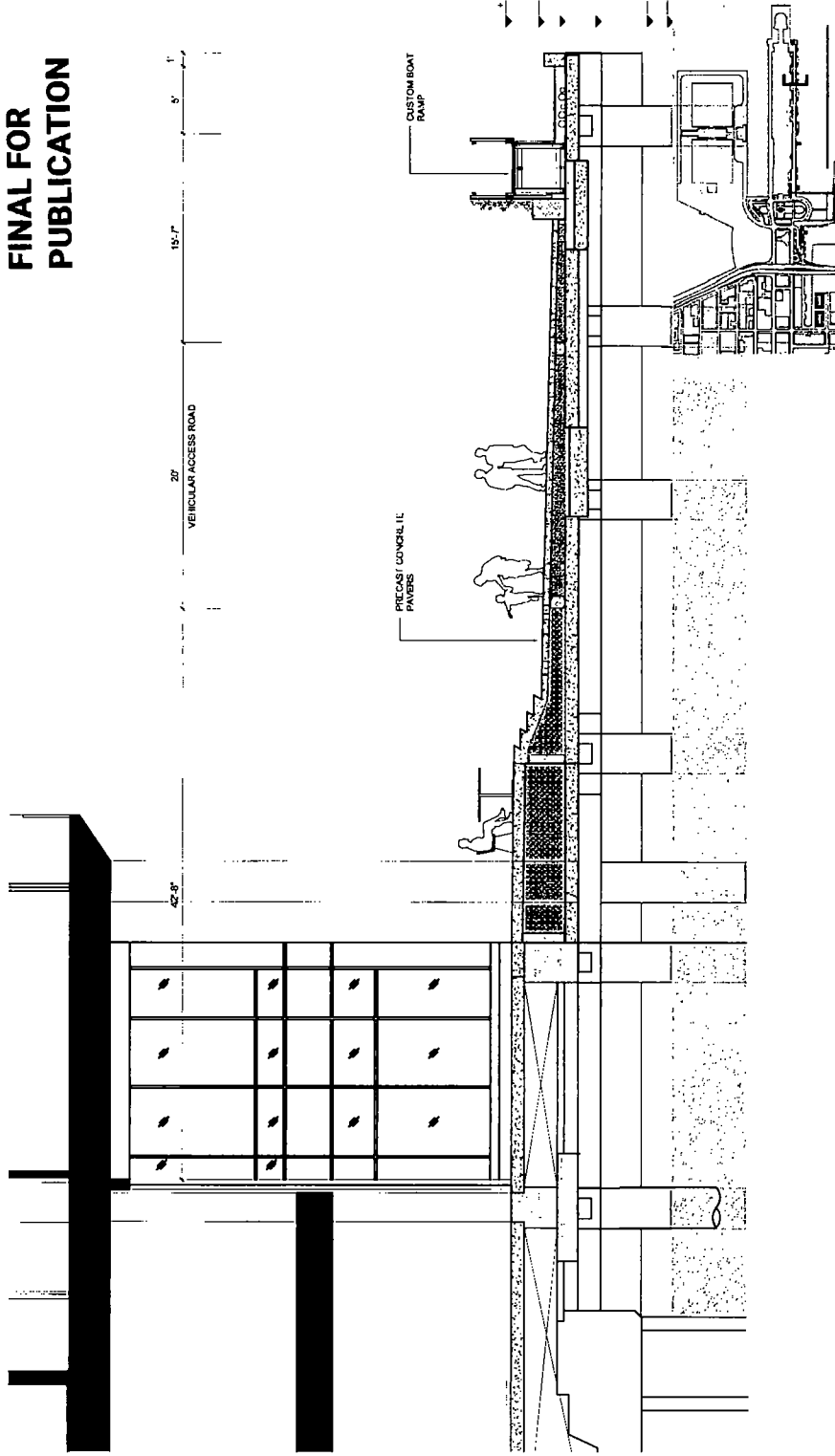
PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT  
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Applicant: Illuminarium Chicago, LLC  
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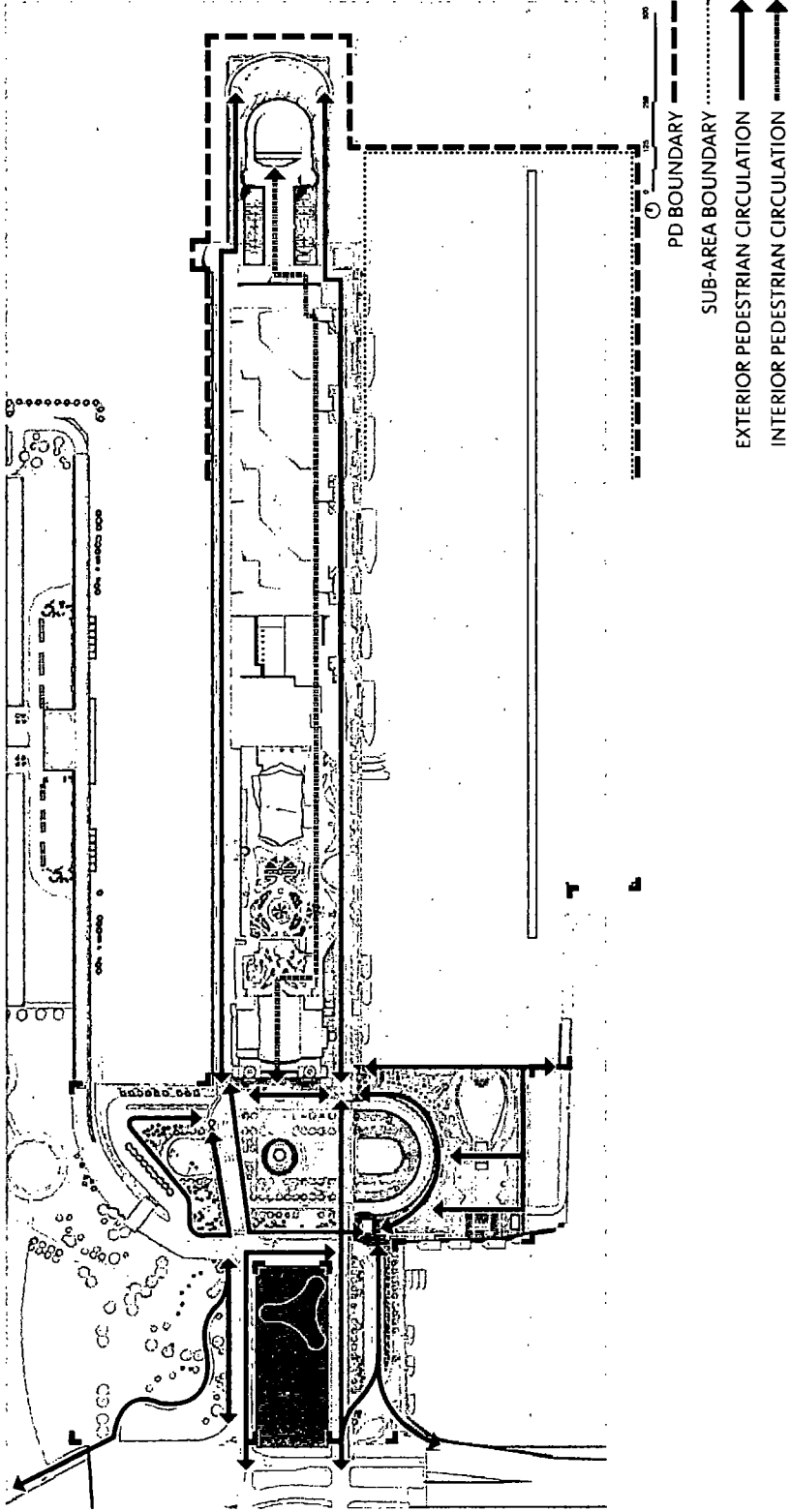


**SECTION - SOUTH DOCK AND HOTEL + FESTIVAL HALL**

**PLANNED DEVELOPMENT NUMBER 527, AS AMENDED**

**EXHIBIT  
23**

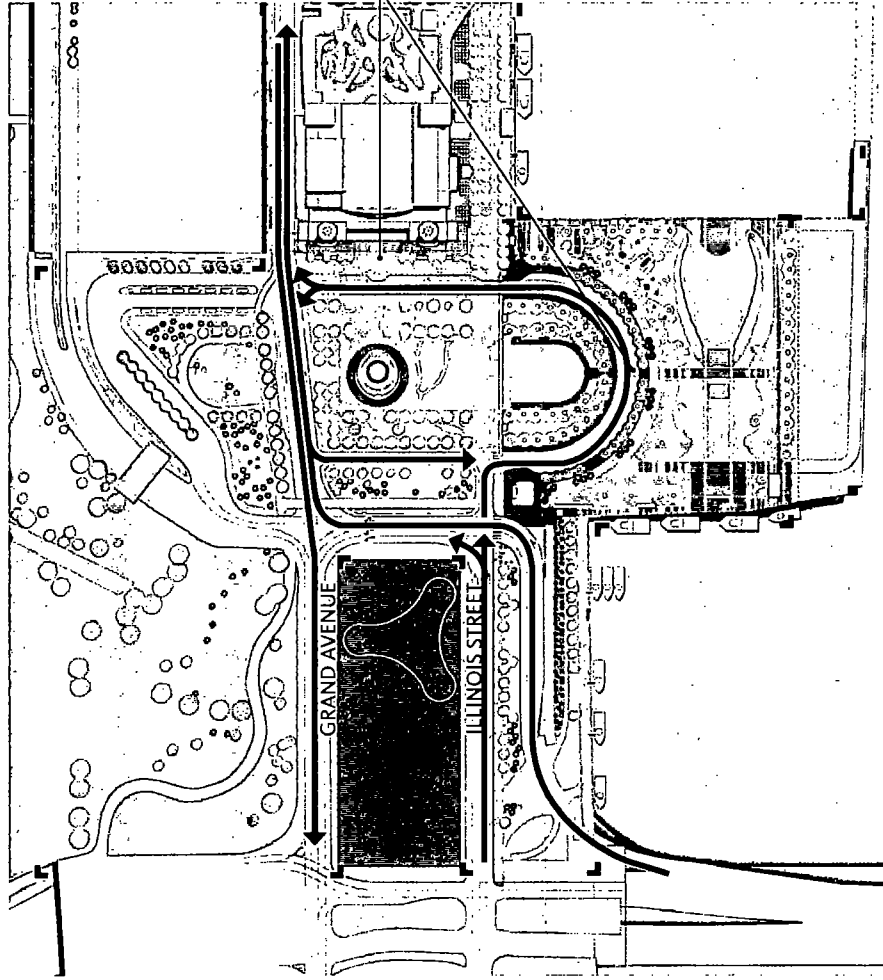
**Applicant:** Illuminarium Chicago, L.L.C.  
**Address:** 600 East Grand Avenue  
**Introduced:** May 26, 2021  
**Plan Commission:** July 15, 2021



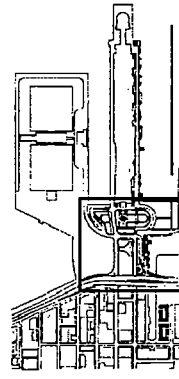
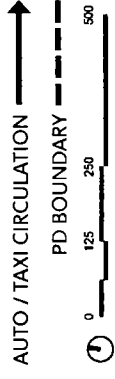
**PEDESTRIAN CIRCULATION PLAN**

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED  
EXHIBIT  
24

Applicant: Illuminarium Chicago, LLC.  
Address: 600 East Grand Avenue  
Introduced: May 26, 2021  
Plan Commission: July 15, 2021



VEHICLE LOADING +  
UNLOADING

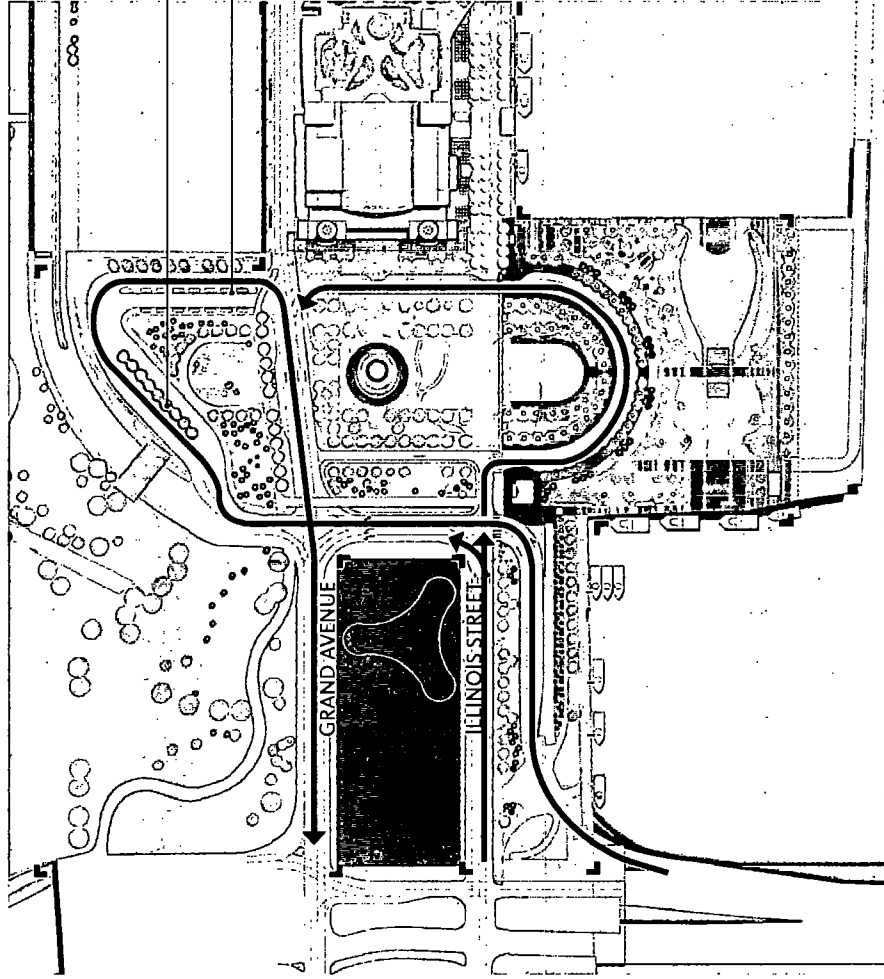


**AUTO/TAXI CIRCULATION PLAN  
EXHIBIT  
25**

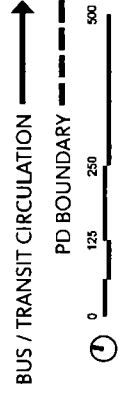
PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

Applicant: Illuminarium Chicago, LLC  
Address: 600 East Grand Avenue  
Introduced: May 26, 2021  
Plan Commission: July 15, 2021

**FINAL FOR  
PUBLICATION**



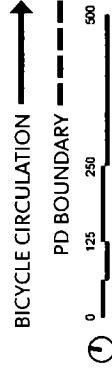
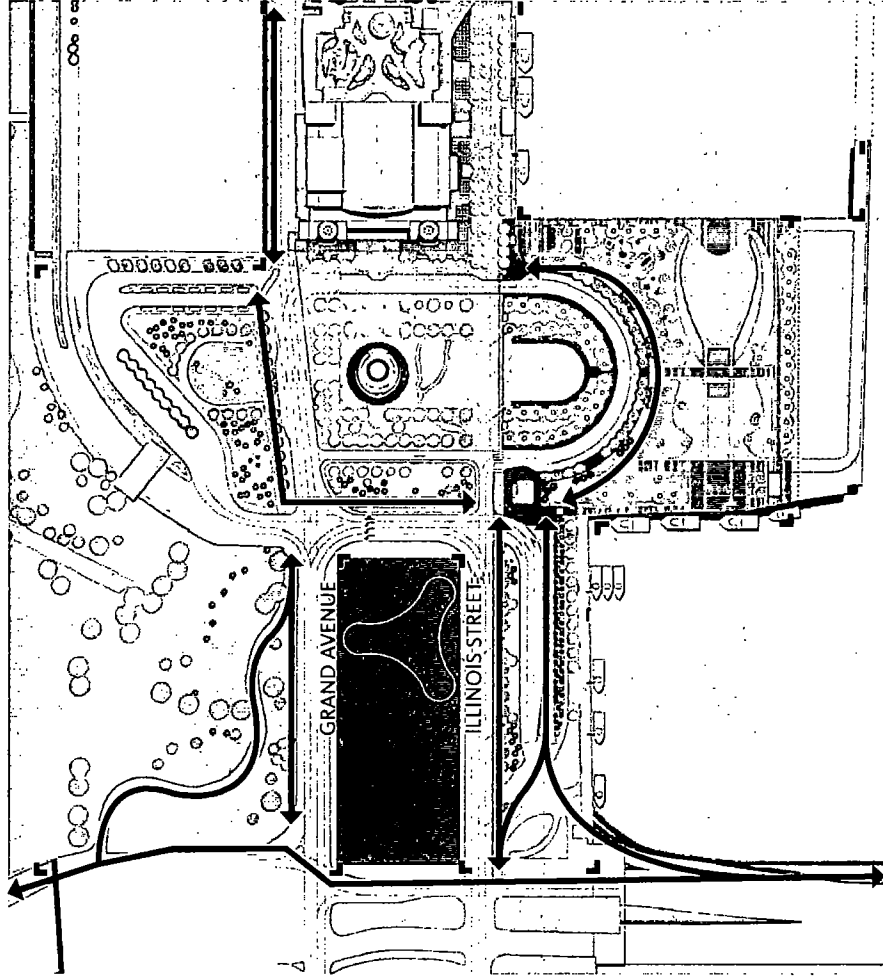
NEW PRIVATE BUS VEHICLE  
LOADING + UNLOADING  
CTA BUS STOP



**BUS / TRANSIT CIRCULATION PLAN**

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED  
EXHIBIT  
26

Applicant: Illuminarium Chicago, LLC  
Address: 600 East Grand Avenue  
Introduced: May 26, 2021  
Plan Commission: July 15, 2021

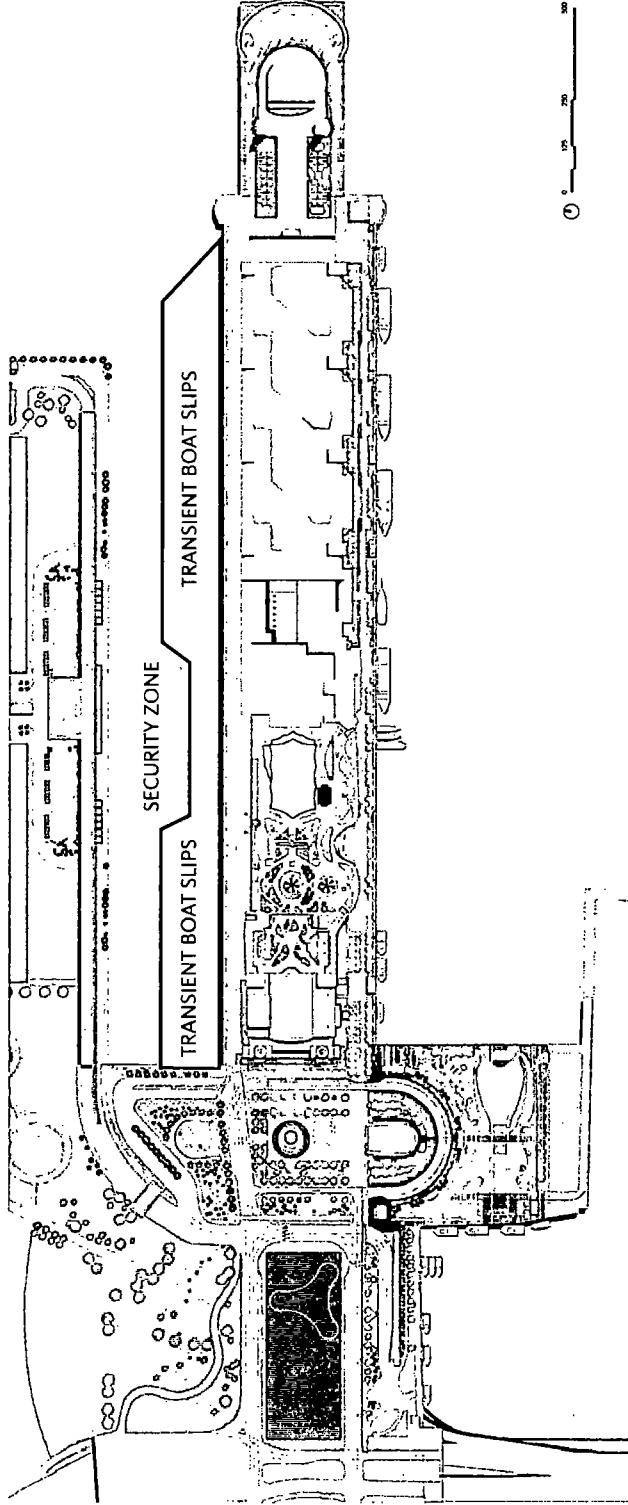


**BICYCLE CIRCULATION PLAN**

**PLANNED DEVELOPMENT NUMBER 527, AS AMENDED**

**EXHIBIT  
27**

Applicant: Illuminarium Chicago, LLC.  
Address: 600 East Grand Avenue  
Introduced: May 26, 2021  
Plan Commission: July 15, 2021



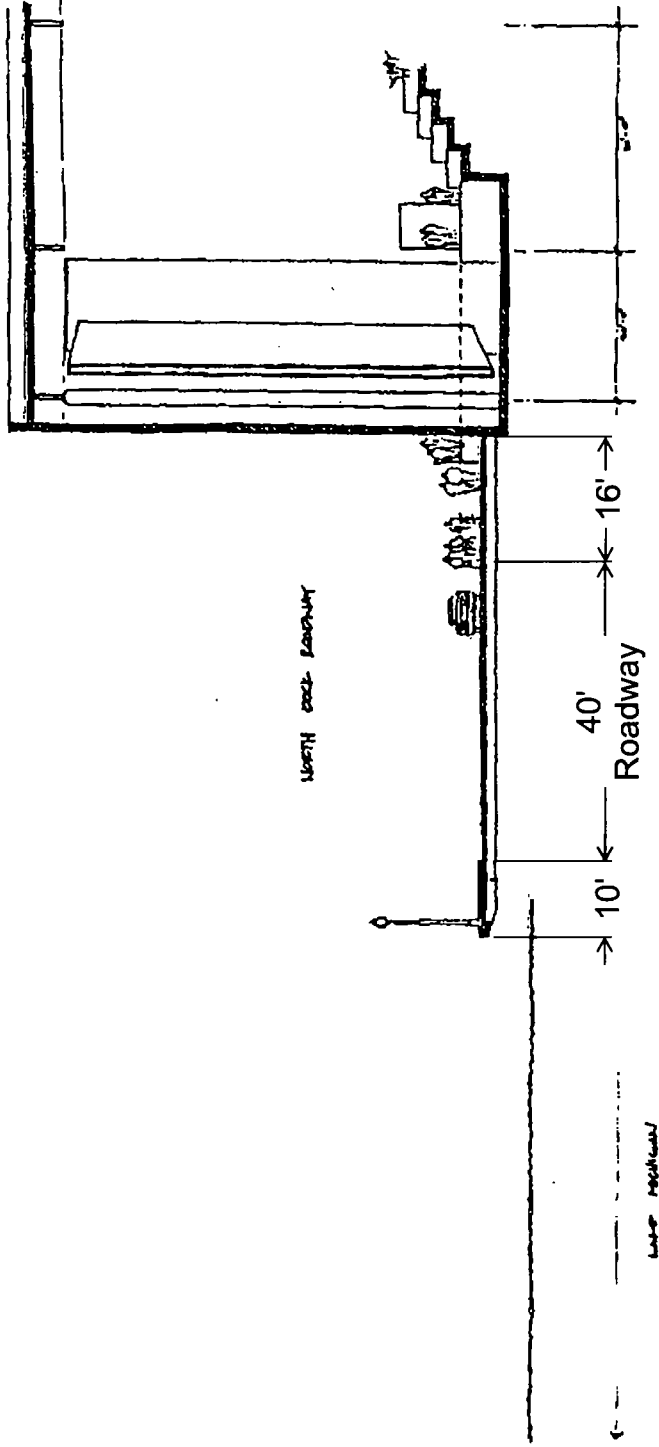
**NORTH DOCK TRANSIENT BOAT SLIPS**

**PLANNED DEVELOPMENT NUMBER 527, AS AMENDED**

**EXHIBIT  
28**

Applicant: Illuminarium Chicago, I.L.C.  
Address: 600 East Grand Avenue  
Introduced: May 26, 2021  
Plan Commission: July 15, 2021

FINAL FOR  
PUBLICATION



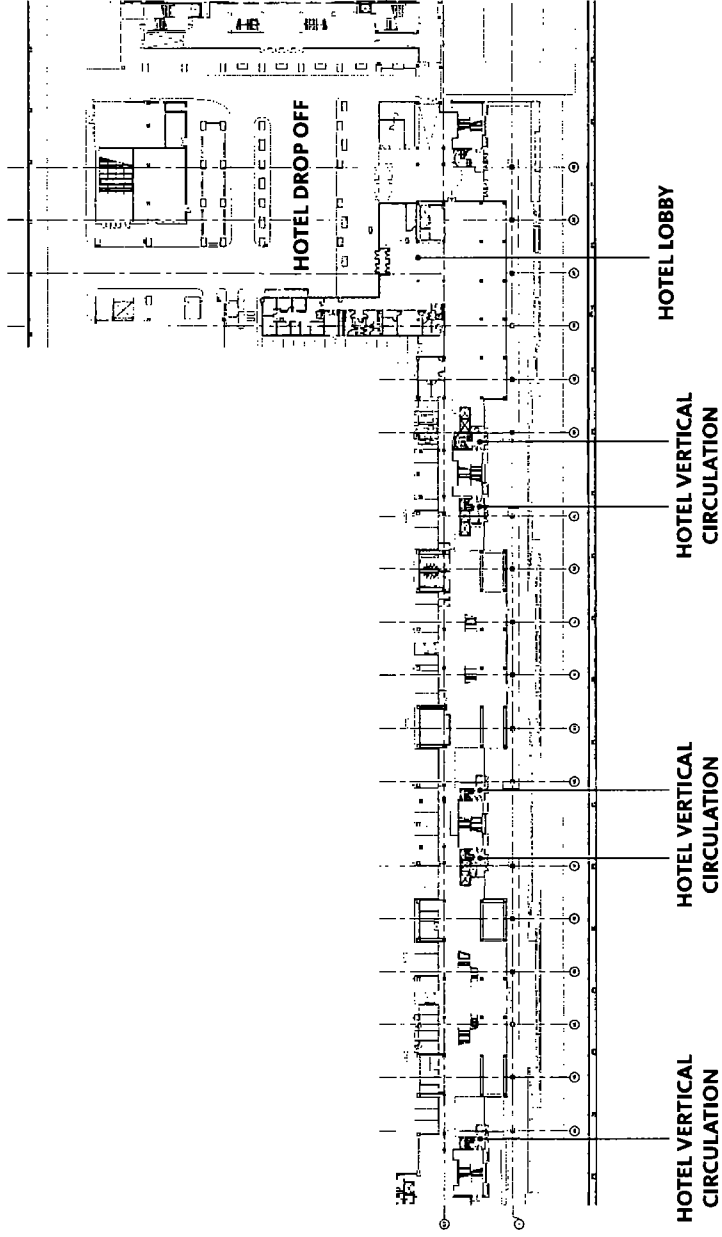
SECTION - NORTH DOCK AT FAMILY PAVILION

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT  
41

Applicant: Illuminarium Chicago, I.LC  
Address: 600 East Grand Avenue  
Introduced: May 26, 2021  
Plan Commission: July 15, 2021

**FINAL FOR  
PUBLICATION**



**HOTEL SITE PLAN**

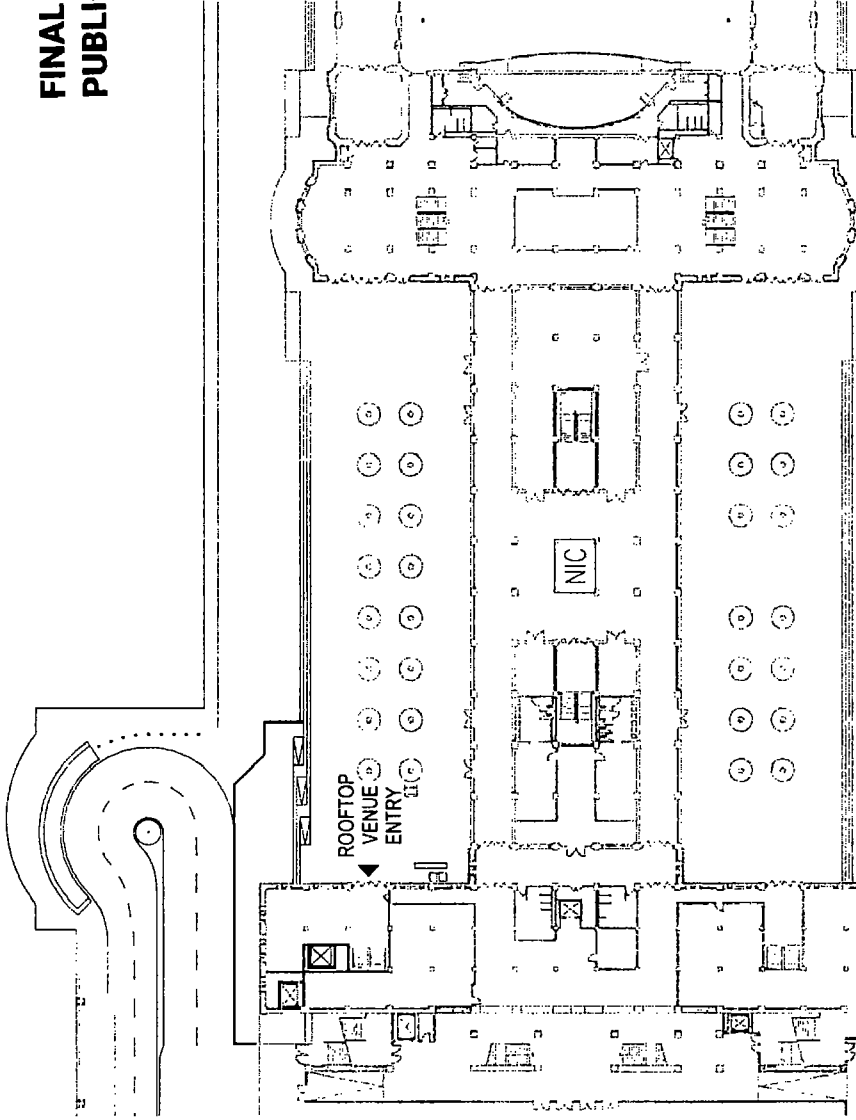
**PLANNED DEVELOPMENT NUMBER 527, AS AMENDED**

**EXHIBIT 45**

Applicant: Illuminarium Chicago, LLC  
Address: 600 East Grand Avenue  
Introduced: May 26, 2021  
Plan Commission: July 15, 2021



**FINAL FOR  
PUBLICATION**



**ROOFTOP VENUE SITE PLAN**

**EXHIBIT  
46**

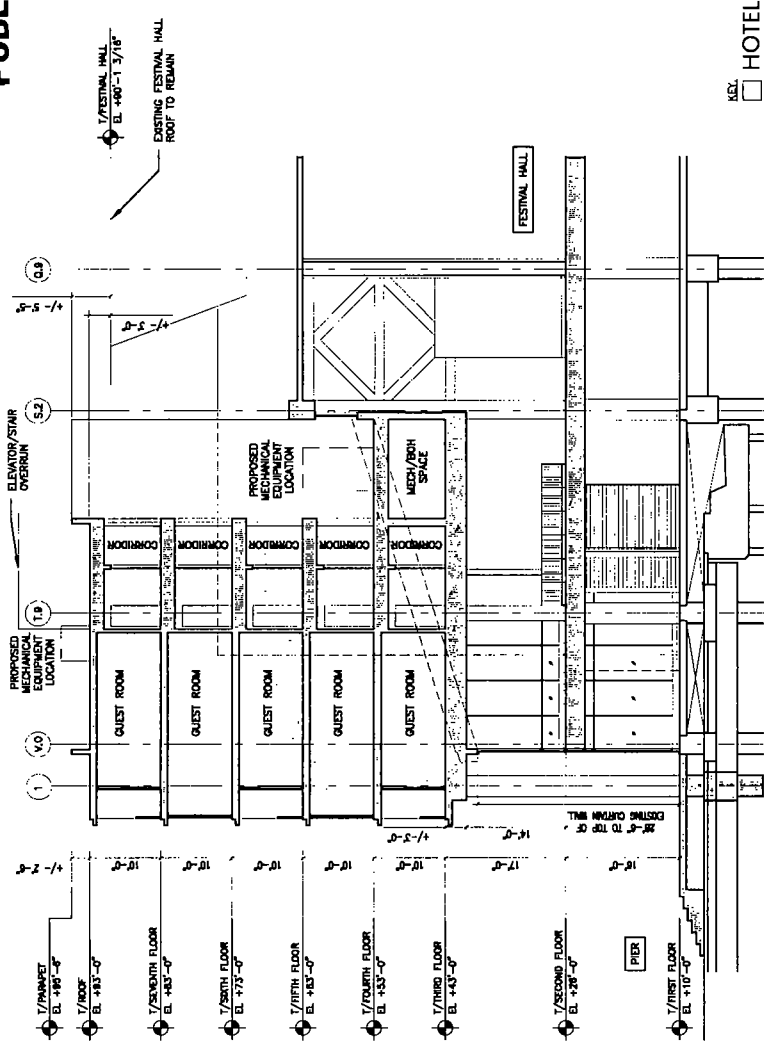
**PLANNED DEVELOPMENT NUMBER 527, AS AMENDED**

Illuminarium Chicago, LLC.  
600 East Grand Avenue  
May 26, 2021  
July 15, 2021

Applicant  
Address  
Introduced:  
Plan Commission.



**FINAL FOR PUBLICATION**



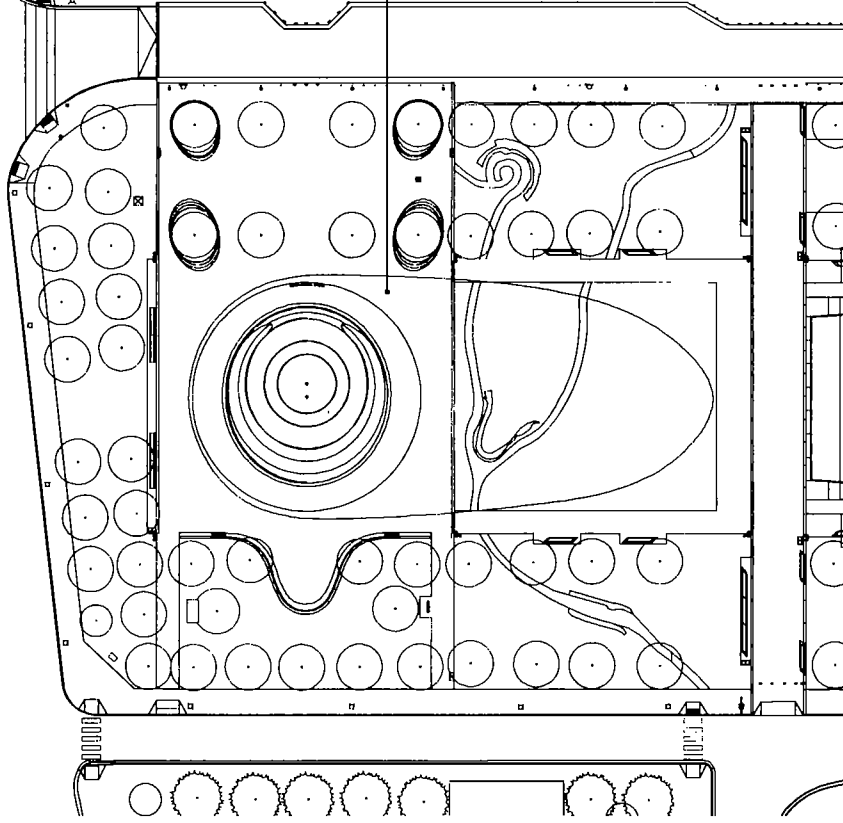
REL.  HOTEL

**HOTEL SECTION EXHIBIT 48**

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

Applicant: Illuminarium Chicago, LLC.  
 Address: 600 East Grand Avenue  
 Introduced: May 26, 2021  
 Plan Commission: July 15, 2021

**FINAL FOR  
PUBLICATION**



CONCEPTUAL SEASONAL  
ICE RINK PLAN

SKATING RINK PLAN  
HEADLANDS SUBAREA  
(POLK BROS PARK)

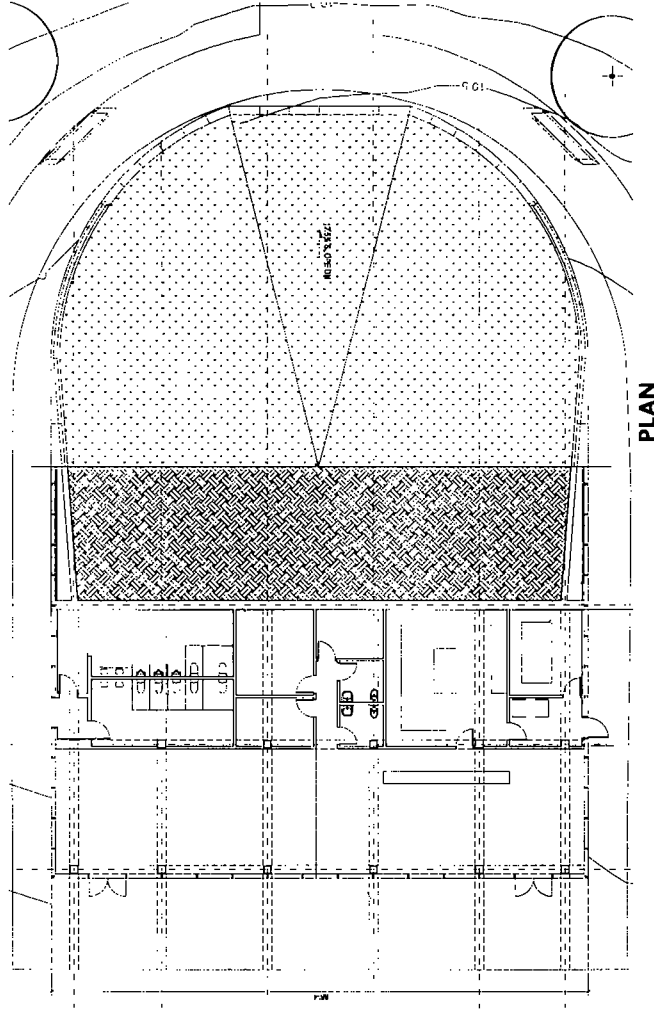
PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT  
49

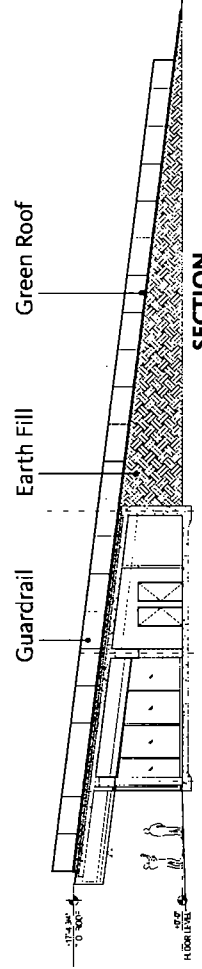
Illuminarium Chicago, L.L.C.  
600 East Grand Avenue  
May 26, 2021  
July 15, 2021

Applicant  
Address  
Introduced  
Plan Commission:

**FINAL FOR  
PUBLICATION**



**PLAN**



**SECTION**

**POLK BROS PARK WELCOME PAVILION  
SLOPED ROOF ACCESSORY STRUCTURE  
SECTION AND FLOOR PLAN**

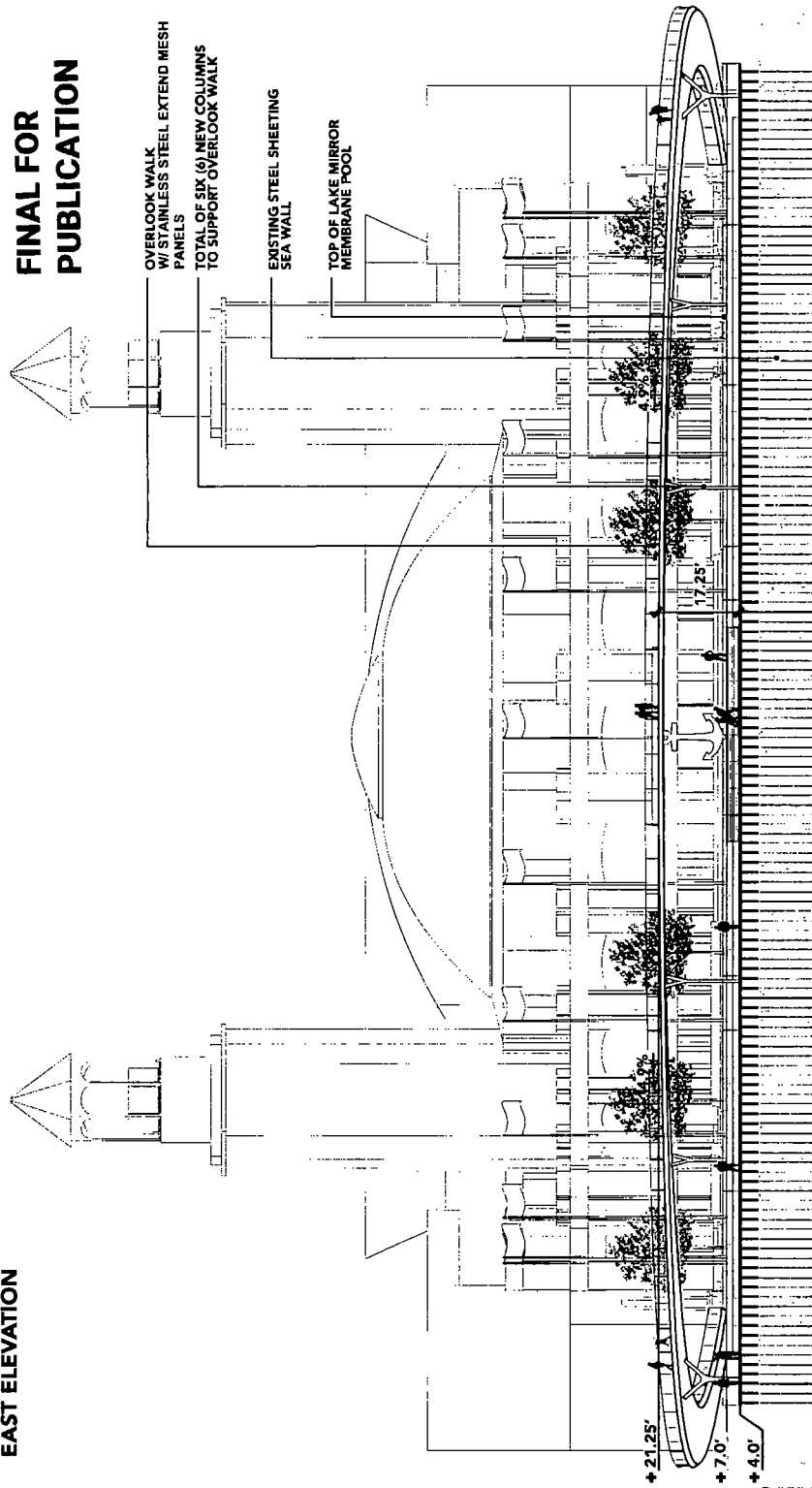
**PLANNED DEVELOPMENT NUMBER 527, AS AMENDED**

**EXHIBIT  
50**

Applicant: Illuminarium Chicago, LLC  
Address: 600 East Grand Avenue  
Introduced: May 26, 2021  
Plan Commission: July 15, 2021

**EAST ELEVATION**

**FINAL FOR PUBLICATION**



**EAST END ELEVATED WALKWAY ELEVATION**

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

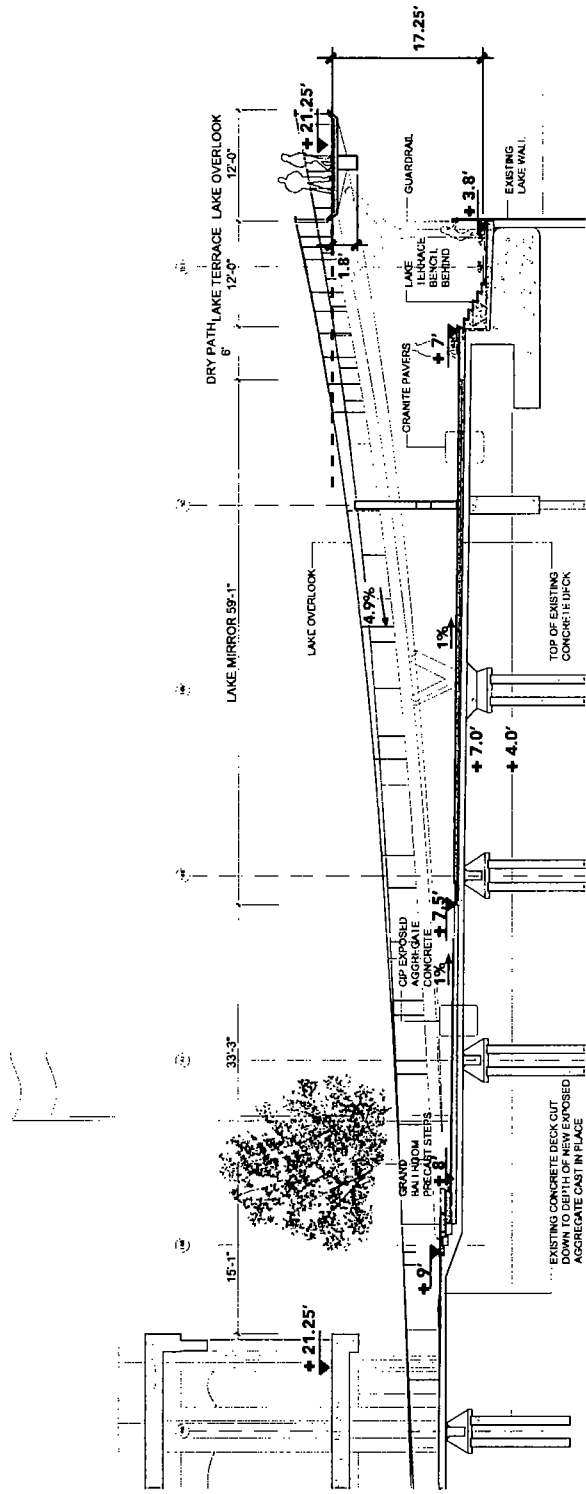
EXHIBIT

51

Applicant: Illuminarium Chicago, LLC.  
Address: 600 East Grand Avenue  
Introduced: May 26, 2021  
Plan Commission: July 15, 2021

SECTION

FINAL FOR PUBLICATION



EAST END ELEVATED WALKWAY SECTION

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 52

Applicant: Illuminarium Chicago, LLC.  
 Address: 600 East Grand Avenue  
 Introduced: May 26, 2021  
 Plan Commission: July 15, 2021



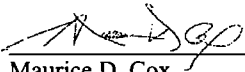
Application #20727

To: Clerk

DEPARTMENT OF PLANNING AND DEVELOPMENT  
CITY OF CHICAGO

**MEMORANDUM**

To: Alderman Tom Tunney  
Chairman, City Council Committee on Zoning

From:   
Maurice D. Cox  
Chicago Plan Commission

Date: July 15, 2021

Re: Proposed Amendment to Institutional Planned Development #527 (600 E. Grand Ave.)

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On July 15, 2021, the Chicago Plan Commission recommended approval of the proposed amendment to Institutional Planned Development #527, submitted by Illuminarium Chicago, LLC. The applicant proposes to amend the Planned Development to allow for commercial uses within the Crystal Garden space at Navy Pier. No changes to the exterior of the building will be made. A copy of the proposed ordinance, planned development statements, bulk table and exhibits are attached. I would very much appreciate your assistance in having this introduced at the next possible City Council Committee on Zoning.

Also enclosed is a copy of the staff report to the Plan Commission which includes the Department of Planning and Development, Bureau of Zoning recommendation and a copy of the resolution. If you have any questions in this regard, please do not hesitate to contact Emily Thrun at 312-744-0756.

Cc: PD Master File (Original PD, copy of memo)