



# Office of the City Clerk

City Hall  
121 N. LaSalle St.  
Room 107  
Chicago, IL 60602  
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## Legislation Text

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File #: SO2014-5793, Version: 1

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# FINAL FOR PUBLICATION

## ORDINANCE

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all of the Institutional Planned Development No. 527, as amended, symbols and indications as shown on Map 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 U.S. 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 No. 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. Navy Pier, Inc., an Illinois not-for-profit corporation ("NPI") is the authorized Applicant for this amendment which relates solely to Tracts A, B, C, E.2 and F. 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 the Applicant for so long as the Applicant is the authorized lessee and operator of Tracts A, B, C, E.2 and F.

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.

, 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

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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 Tracts A, B, C, E.2 and F shall be binding upon the Applicant, its successors and assigns and, if different than the Applicant, the legal title holders and any ground lessors. All rights granted hereunder to the Applicant shall inure to the benefit of the Applicant's successors and assigns and, if different than the Applicant, the legal title holder and any ground lessors. Furthermore, pursuant to the requirements of Section 17-8-0400 of the Chicago Zoning Ordinance, the Property, at the time of application for amendments, modifications or changes (administrative, legislative or otherwise) to this Planned Development are made, shall be under single ownership or designated control. Single designated control is defined in Section 17-8-0400.
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.

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 Pail II approval, the submitted plans must be approved by the Department of Transportation.

5. This Plan of Development consists of these 26 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

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- 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
- 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)

- 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

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- 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.W.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. Minor Change and Lakefront Protection Waiver to Theodore Novak dated November 12, 2015
- b. Revised Minor Change and Lakefront Protection Waiver to Theodore Novak dated October 15, 2015
- c. Minor Change and Lakefront Protection Waiver to Theodore Novak dated September 24, 2015
- d. Revised Minor Change and Lakefront Protection Waiver to Theodore Novak dated January 20, 2015
- e. Approval letter to Theodore Novak dated April 1, 2014
- f. Approval letter to Theodore Novak dated December 23, 2013
- g. Administrative Relief Request to Theodore Novak dated August 12, 2013
- h. Revised Lake Michigan and Chicago Lakefront Protection Ordinance Waiver to Theodore Novak dated

June 19, 2013

- i. Lake Michigan and Chicago Lakefront Protection Ordinance Waiver to Theodore Novak dated May 14, 2013 .
- j. Request for Minor Change to Jack Guthman dated December 29, 2004
- k. Request for Minor Change to David Narefsky dated September 27, 2004
- l. Request for Minor Change to Jon Clay dated May 4, 1998
- m. Request for Minor Change to Jon Clay dated October 14, 1997
- n. Request for Minor Change to Jon Clay dated February 26, 1997

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- o. Request for Minor Change to Jon Clay dated January 23, 1997
- p. 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; 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

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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 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

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- 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 Applicant 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.
  - 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.

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- 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 Crystal Garden and 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/cafe 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/cafe and catered dining areas. Within the Crystal Garden, the public space consists of approximately 22,000 square feet of area, centrally located. 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. The Crystal Garden shall have largely unobstructed views from within the space out to the lake and City.
- x) Limited private uses of the Crystal Garden during operating hours are permitted; provided, however, these uses, except for the restaurant/cafe and catered dining areas, may occur only very occasionally (from time to time), must be more limited in the summer months than otherwise.
- xi) It may be necessary in connection with live music, live performances or other events in the Crystal Garden and On-Pier Park to charge a fee to cover the cost of the entertainment. Also, the Applicant 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.
- xii) 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.
- xiii) 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 Applicant or, with respect to the Dime Pier Subarea, the Chicago Park District.

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(xiv) 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 ] 1:00 P.M. on weekdays and 12:00 A.M. on weekends.

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

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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 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 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

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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

i 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.

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.

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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.
  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

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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.

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.
26. The improvements contemplated by this Planned Development are anticipated to be conducted in phases. Unless substantial construction of any of the improvements contemplated by this 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 this 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 this amendment to the Planned Development shall expire by separately introduced ordinance, if any, in which event the zoning of the Property shall revert to Planned Development 527, as amended, on January 13, 2010. .

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### Exhibit 1

#### **INSTITUTIONAL PLANNED DEVELOPMENT NO. 527, AS AMENDED PLAN OF DEVELOPMENT BULK REGULATIONS AND DATA TABLE**

Net 4,718,841 square feet (108.33 acres) 29.1 acres 20.4 acres 5.3 acres 53.5 acres

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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 Site Plans and Site/Landscape Exhibit 32, described in Statement Number 5 of this Planned Development 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 Exhibit 32, described in Statement Number 5 of this Planned Development incorporated by reference herein.
Maximum Roof Height:	In accordance with the Elevations - Exhibits 16 through 20, described in Statement Number 5 of this Planned Development incorporated by reference herein. The maximum height of the Ferris wheel is flagpole is +150 feet CCD. The maximum roof height is +32 feet.

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feet.  
Maximum Floor Area within the Buildings East of 200,000 square feet 90,000 square feet  
accessory to said hotel to be developed in accordance with the Planned Development  
Maximum Floor Area 12,500 square feet  
Dime Pier Subarea  
Harbor Facility:



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Exhibit 29 (To Plan of Development Statements)

Planned Development Number 527 (As Amended)

### *Traffic Management Plan*

#### 1) Purpose

It is the intent of this plan to help assure that the Navy Pier and Headlands Subareas will be operated in a manner which avoids unreasonable adverse impacts on existing traffic on nearby streets and expressways; assures reasonable safe and efficient traffic operations on the Headlands Subarea and reasonably safe and efficient parking

and traffic operations on the Navy Pier Subarea and, as related to the Navy Pier and Headlands Subareas development, parking and traffic operation of the Property; assures reasonably safe and efficient pedestrian and bicycle movements on and about the Navy Pier and Headlands Subareas; and avoids unreasonable interference with the continuous flow of traffic to, through and from the Navy Pier and Headlands Subareas.

2) General Principles.

- i) Traffic movement on the Navy Pier Subarea should be subordinate to traffic movements on the Headlands Subarea. Every reasonable effort should be made to assure that traffic flow into or out of the Navy Pier Subarea is managed to assure that the Headlands Subarea street network operates at a reasonably acceptable level, is reasonably safe for pedestrians and bicyclists and is reasonably efficient for vehicles.
- ii) Private automobile traffic to the Navy Pier Subarea should be minimized to avoid unreasonable adverse impact on the surrounding neighborhood. Every reasonable effort should be made to encourage use of public transit, walking, and biking as modes to access Navy Pier. During Design Days and Peak-Peak Days, remote parking options should be promoted to limit impacts of private automobile use on the Navy Pier and Headlands Subareas.
- iii) The Headlands Subarea should be maintained as a place of arrival and departure, not as a parking area. Every reasonable effort should be made to assure the continuous flow of traffic on the Headlands Subarea and to prohibit stopping for lengthy periods of time, parking, including restriction on vehicle lane movements and patterns of circulation on and about the Headlands Subarea. Emphasize the safety of pedestrians accessing and crossing through the Headlands Subarea,

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particularly in front of the Head House and entrances to South Dock and North Dock.

- (iv) The South Dock of the Navy Pier Subarea is intended to be a pedestrian oriented public way. All vehicles (other than emergency vehicles and small service vehicles, as necessary and appropriate) should be prohibited from using the South Dock during operating hours.

(3) Specific Conditions.

- (i) Headlands Subarea
  - (a) Staging/Parking

- No vehicle of any kind is permitted to park at any time.
- CTA buses: Allowed to stage within the designated bus terminal area only.
- School/Charter buses: Allowed to unload/load passengers in designated space within one of the following areas (in order of each location's priority) as directed by signs and/or traffic management personnel:

- 1) North Gateway Park
- 2) Head House Drive (South Loop)
- 3) *Head House Drive (Head House) - Drop-Off Only*
- (4) ■ *Recirculation Lane - Temporary, as needed*

Passengers must be waiting for pick-up or the bus will be turned away and not allowed to stage.

- Trolleys/Sightseeing Tour Buses: Allowed in designated space along the north side of Grand Avenue between Head House Drive and Streeter Drive.
- Taxis: Allowed in designated space in the outside lane along Head House Drive south of the South Dock only. Taxi queues should not extend into the traffic lanes of Head House Drive.

Other motor vehicles: No staging or parking is allowed along roadways within the Headlands Subarea at any time. Passenger dropoffs and pick-ups are permitted along Head House Drive; however,

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vehicles may not stage or wait for passengers that are not waiting curbside.

### (b) Circulation.

The vehicular circulation plan for the Headlands and Navy Pier Subareas are planned to separate traffic patterns by mode of transportation, reduce volumes and congestion along Head House Drive, improve access to visitor parking, and increase pedestrian and bicycle safety via fewer vehicle conflicts at crossings, and facilitate a safer and more comfortable environment for

visitors between Navy Pier and Polk Bros Park.

CTA Buses (and CTA Service Vehicles): Buses enter via Illinois Street to Streeter Drive to Jardine Drive and the CTA bus terminal. Buses exit via Jardine Drive to westbound Grand Avenue. No vehicular traffic should be allowed in CTA terminal area at any time, other than CTA buses, CTA service vehicles, and school/charter buses exiting the North Polk Bros Park passenger loading/unloading area.

School/Charter Buses: Buses enter in one of two locations to access the three passenger loading/unloading areas in Polk Bros Park; north on Streeter Drive to Jardine Drive to access the North Gateway Park area; and east into Head House Drive to access the South Loop area or the passenger area in front of the Head House. Busses destined for either of the two on-Pier turnarounds travel north on Streeter Drive to Grand Avenue. All buses shall exit to westbound Grand Avenue.

- Trolley/Sightseeing Tour Buses: Buses enter via Illinois Street east into Head House Drive and circulate north to turn westbound on Grand Avenue to the designated passenger loading/unloading area. Some trolleys will instead turn east on North Dock before returning to westbound Grand Avenue. All buses exit to the west on Grand Avenue.
- Taxis and Limousines: Taxis and limousines primarily enter east into Head House Drive and circulate through the South Loop to dropoff/pick-up passenger in the designated areas. Some taxis and limousines may continue east along North Dock to the Riva/Shakespeare Theater turnaround or the east turnaround. To pick-up, taxis may use the designated taxi stand south of South Dock or in the designated locations in the two on-Pier turnarounds. Limousine passengers must be waiting curbside for pick-up or they will be turned away. All vehicles will exit to westbound Grand Avenue. To return to

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the taxi stand after dropping off a passenger, taxis may use the recirculation road from Grand Avenue.

Private Automobiles:

- 1) All autos destined for parking on Navy Pier will travel north on Streeter Drive to eastbound Grand Avenue and North Dock to the West or East Parking Garage.
- 2) Autos dropping off/picking up passengers will enter east into Head House Drive and circulate through the South Loop to drop-off/pick-up passenger in front of the Head House.

- 3) All vehicles will exit to westbound Grand Avenue.

Private automobiles, taxis, and limousines may use the recirculation lane.

(ii) Navy Pier Subarea.

a) South Dock.

- No motor vehicles, other than emergency vehicles and small service vehicles (as necessary and appropriate) should be permitted on the South Dock during operating hours. Provided, however, service and maintenance vehicles may be permitted after non-operating hours.

b) North Dock.

Loading activity at the Family Pavilion loading docks should be scheduled to avoid conflicts on the North Dock roadway.

Every reasonable effort should be taken to avoid unreasonable noise disturbance to the surrounding residential area due to loading activity after 11:00 PM and before 8:00 AM. This includes to the extent reasonable and practical discouraging semi-truck activity at the Festival Hall loading docks during this time.

- Parking for visitors arriving via private automobile may park in the West and East Garages which are accessible from the North Dock. Valet parking access is available for special events on a case-by-case basis in a way that minimizes conflicts along the North Dock.

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(iii) Design Days-Peak Hours; Special Considerations.

Design Days-Peak Hours is defined as peak hour periods on days when daily attendance in excess of thirty-five thousand (35,000) is anticipated. During Design Days, the following provisions shall apply, as appropriate:

(a) Advance Wayfinding Signs

Overhead signs (digital and static) may be provided at two locations; Illinois Street between Lake Shore Drive and Streeter Drive and Streeter Drive south of Grand Avenue. A sign over each lane would designate the appropriate lane assignment for

each vehicle type (i.e., buses, taxis, school/charter buses, cars) and/or destination (i.e., Navy Pier parking, alternate parking, Grand Avenue). Some signs would be digital and allow for variable messages and traffic circulation depending upon conditions.

Digital signs would be controlled by Navy Pier to be most responsive to ongoing traffic conditions. However, the City of Chicago would maintain the ability to access the variable message content via a wireless connection for emergency messages or other appropriate uses.

(b) Remote Parking System.

Remote parking locations will be identified to supplement on-pier parking, as needed.

Signs on appropriate roadways direct motorists to off-site parking for the Navy Pier Subarea. Electronic early warning signs should be installed on Lake Shore Drive, the exit ramp at Grand Avenue and Illinois Street west of Lake Shore Drive. In addition, the occupancy of the Navy Pier Subarea parking lots should be monitored. When the on-pier lots are substantially full, the electronic early warning signs should be activated so that motorists seeking parking are discouraged from entering the Headlands Subarea, other than to drop-off passengers.

Parking trolleys will continue to pick-up and drop-off passengers seasonally at designated and clearly marked points in front of the Head House and at the east and west drop-off areas reached from the north dock roadway. Regular and frequent shuttle intervals are recommended to enhance the attractiveness of off-site parking.

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c) Grand Avenue Reversible Lane.

Grand Avenue, between Streeter Drive and Head House Drive, will maintain four (4) travel lanes, including one (1) permanent eastbound travel lane, one (1) reversible travel lane and two (2) permanent westbound travel lanes.

- In its typical configuration, the reversible lane will provide eastbound travel to the North Dock and the on-pier parking garages to limit potential impacts of entering traffic on nearby streets. During peak periods when the on-pier garages are full and/or periods of peak exiting traffic from the on-pier garages (such as early weekend afternoons, after special events or performances, and after fireworks displays), the reversible lane will

transition to westbound traffic flow.

- Illuminated traffic signals on this segment of Grand Avenue will indicate the directional flow of traffic for the reversible lane and the two adjacent lanes.

d) North Dock.

The reversible middle lane of the North Dock roadway, normally an eastbound lane, may be used as a westbound lane, but only when the reduced eastbound capacity does not impede the Headlands Subarea traffic flow.

e) Intersection Control.

- Trained private traffic personal, City Traffic Control Aides (TCA), or City Police may be located at the Illinois Street/Streeter Drive intersection, in front of the Head House, the Grand Avenue/Head House intersection, and the Grand Avenue/Streeter Avenue intersection to direct and assist the flow of traffic.
- Panel trucks or other delivery vehicles of a similar nature may be permitted to enter the North Dock at any times.

During the Design Days-Peak Hours, the following provisions shall apply: No semi-truck should be allowed to enter the north loading dock.

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No trucks of any kind should be allowed to stage on the North Dock.

- No private buses shall be permitted to stage on the North Dock roadway.

(iv) Peak-Peak Days-Peak Hours, Special Conditions.

Peak-Peak Days-Peak Hours are defined as days when daily attendance in excess of fifty thousand (50,000) is reasonably anticipated. During these peak hours on such days, for example the fireworks display on July 4th, it is critical that the number of vehicles allowed access to the Headlands Subarea be sharply curtailed. All vehicular traffic should be subordinate to public transit, parking shuttle operations and pedestrian and bicycle circulation. Each of the following provisions should apply to an approximately two (2) hour period immediately preceding the event giving rise to the Peak-Peak Days-Peak Hour designation:

- No vehicles should be allowed to enter the Navy Pier Subarea parking lots except when such action will relieve traffic in the Headlands Subarea.
- No vehicles, except the parking shuttle, should be allowed on Head House Drive or on the recirculation lane.

The parking shuttle may drop-off passengers in the two (2) dropoff areas reached from the North Dock roadway (via Streeter Drive and the eastbound lane on Grand Avenue, between Street and Head House Drives).

- To direct and assist with the flow of traffic, trained private traffic personnel or City Police should be located at the Illinois/Street intersection, in front of the Head House, at the Grand/Head House intersection, on the North Dock roadway, and at the Grand Avenue/Streeter Drive intersection.
- No semi-truck should be allowed to enter the north loading dock roadway.
- Panel trucks or other vehicles of a similar nature making a delivery may be permitted to enter the North Dock during approved delivery times.

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No trucks of any kind should be allowed to stage on the North Dock.

### (v) Public Awareness.

Every reasonable effort shall be made to promote public awareness and understanding of the traffic management system. Additionally, directional signage for motorists should be installed where appropriate. At a minimum, brochures, pamphlets, online maps and advertising should communicate the following in a reasonably clear and easily comprehensible manner:

Transit facility locations, schedules and routes;

- Headlands Subarea circulation routes depicted by type of vehicles permitted on each roadway and applicable conditions; and
- Location of all remote parking facilities, together with information on remote parking



shuttle service (e.g. frequency and location of stops).

(4) Minor Derivations.

Minor derivations from the requirements of the TMP are permitted from time to time when and to the extent unique circumstances warrant such deviations.

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DEPARTMENT OF PLANNING AND DEVELOPMENT  
CITY OF CHICAGO-

MEMORANDUM

Alderman Daniel S. Solis  
Chairman, City Council Committee on Zoning

David I//keifman Secretary  
Chicago Plan Commission

August 19, 2016



RE: Proposed Amendment to Residential Business Planned Development No. 527 for property generally located at 600 East Grand Avenue.

On August 18, 2016, the Chicago Plan Commission recommended approval of the proposed amendment submitted by Navy Pier, Inc. A copy of the proposed planned development is attached. I would very much appreciate your assistance in having this introduced at the next possible City Council Committee on Zoning hearing.

Also enclosed is a copy of the staff report to the Plan Commission which includes the Department of Planning and Development, bureau of Planning and Zoning recommendation and a copy of the Resolution. If you have any questions in this regard, please do not hesitate to contact me at 744-5777.

cc: Steve Valenziano  
PD Master File (Original PD, copy of memo)

121 NORTH LASALLE STREET, ROOM 1000, CHICAGO, ILLINOIS 60602