DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

January 7, 2025

Brian Murphy
Chief Operating Officer
Navy Pier Inc.
600 E. Grand Ave.
Chicago, IL 60611

Re: Lakefront exemption and minor change request for PD 527
Navy Pier Marina boater amenity building at 600 E. Grand Avenue

Dear Mr. Murphy:

Please be advised that your request for a Lake Michigan and Chicago Lakefront Protection Ordinance (the "Lakefront Ordinance") exemption and minor change has been considered by the Department of Planning and Development. Navy Pier is located within the Private Use Zone of the Lake Michigan and Chicago Lakefront Protection District and within Institutional Planned Development No. 527 ("PD 527").

Navy Pier, Inc., on behalf of the Metropolitan Pier and Exposition Authority, is seeking to construct a marina with boat slips, as shown within the PD Ordinance. The marina will also include a boater amenity building as shown on the attached exhibits. The proposed construction received a Harbor Permit from the Chicago Department of Transportation (No. 24-012).

You are requesting an exemption from the Lakefront Ordinance based on the classification of the amenity building as an accessory building. Pursuant to Chapter 16-4-150 of the Lakefront Ordinance, accessory buildings are exempt from securing approval of the Chicago Plan Commission. The proposed building will contain restrooms, a laundry facility, and small store and lounge area for boaters. It is subordinate in area, extent and purpose to the principal use and buildings at Navy Pier. Therefore, I hereby approve your request for a waiver from the Chicago Plan Commission approval provisions of the Lakefront Ordinance.

Secondly, in regard to your minor change request, the Department of Planning and Development has determined that allowing the marina amenity building will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and IPD 527, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

Noah Szafraniec
Assistant Commissioner

c: Mike Marmo, Janice Hill, Stephen Nutt, main file

NAVY PIER MARINA
AMENITIES BUILDING
600 E GRAND AVENUE UNIT 82
CHICAGO, ILLINOIS 60611

NAVY PIER MARINA
41.89117° N - 87.6063° W

NPM VENTURE, LLC
2610 LAKE COOK ROAD, SUITE 250
RIVERWOODS, ILLINOIS 60015
PHONE: (847) 444 5788
WWW.NAVYPIERMARINA.COM

CERTIFICATION STATEMENT

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE CHICAGO BUILDING CODE

ADDRESS: 600 E GRAND AVENUE UNIT 82

SIGNED _____ DATE: 12/12/24
ARCHITECT

ILLINOIS REGISTRATION NUMBER:

CLIFFORD TOWN 001-012578 LICENSED ARCHITECT STATE OF ILLINOIS EXP 11-30 12/12/24

SCOPE OF WORK

NEW 2 STORY BOATER AMENITIES BUILDING INCLUDING MECHANICAL, ELECTRICAL AND PLUMBING WORK

ZONING INFORMATION

EXISTING PD 526 PLANNED DEVELOPMENT DISTRICT

CONSTRUCTION INFORMATION

CONSTRUCTION TYPE III-B
REQUIRED EXTERIOR BEARING WALL RATING = 2HR
FIRE SEPARATION DISTANCE = >30'
SPRINKLER SYSTEM: NO
MAXIMUM BUILDING HEIGHT = 30'
ACTUAL BUILDING HEIGHT = 21.97'
MAXIMUM BUILDING STORIES = 2
ACTUAL BUILDING STORIES = 2

FLOOR AREA CALCULATIONS

FIRST FLOOR = 1280.00
SECOND FLOOR = 1280.00
TOTAL = 2560.00
MAXIMUM ALLOWABLE AREA PER TYPE III-B NON-SPRINKLED CONSTRUCTION = 6000 PER FLOOR, 12000 TOTAL

OCCUPANCY INFORMATION

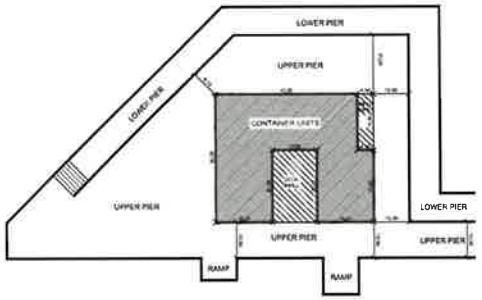
OCCUPANCY CLASSIFICATION
CLASS B-BUSINESS (MAIN OCCUPANCY)
CLASS M-MERCANTILE (ACCESSORY OCCUPANCY)
OCCUPANCY CALCULATIONS:
- SHIP'S STORE = 279 SF @ 1:60 = 5
- LAUNDRY = 84 SF @ 1:200 = 1
- OFFICE = 220 SF @ 1:100 = 3
- BREAK ROOM = 221 SF @ 1.15 = 15
- BOATER'S LOUNGE = 499 SF @ 1:15 = 33
- BALCONY = 547 SF @ 1:20 = 28
- STORAGE/MECH = 95 @ 1:300 = 1
- TOTAL = 86 OCCUPANTS

2018 IECC PRESCRIPTIVE INSULATION & GLAZING REQUIREMENTS

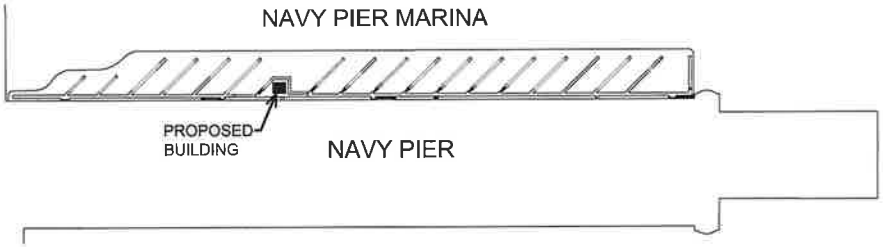
CLIMATE ZONE:	5
FENESTRATION U-FACTOR:	0.30
CEILING R-VALUE:	R-38
WOOD FRAME WALL R-VALUE:	R-20
FLOOR R-VALUE:	R-30

DESIGN LOADS

FLOOR LIVE LOAD	= 40 PSF
FLOOR DEAD LOAD	= 10 PSF
PARTITION LOAD	= 10 PSF
TOTAL LOAD	= 60 PSF
DECK LIVE LOAD	= 100 PSF
DECK DEAD LOAD	= 10 PSF (UPPER DECK)
DECK DEAD LOAD	= 20 PSF (GROUND FLOOR DECKS)
DECK LOAD TOTAL	= 110-120 PSF
ROOF SNOW LOAD	= 30 PSF
ROOF DEAD LOAD	= 10 PSF
TOTAL LOAD	= 40 PSF
WIND LOAD	= 20 PSF



01 SITE PLAN
SCALE: 1/16"=1'-0"



02 BUILDING LOCATION
SCALE: 1"=200'-0"

GENERAL NOTES

1. CONTRACTOR SHALL PROCEED WITH THE UNDERSTANDING AND AGREEMENT THAT A SATISFACTORY JOB IS OBTAINABLE WITH THE INFORMATION AS PROVIDED. THE GENERAL CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR DIMENSIONAL ACCURACY. ALL DIFFERENCES IN ANTICIPATED DIMENSIONS OR CONDITIONS SHALL BE IMMEDIATELY SUBMITTED IN WRITING TO THE ARCHITECT PRIOR TO THE COMMENCEMENT OR CONTINUATION OF WORK OR THE GENERAL CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR SAME. ANY DEVIATION FROM THESE PLANS AND SPECIFICATIONS WITHOUT PRIOR WRITTEN CONSENT OF ARCHITECT SHALL BE HIS RESPONSIBILITY OF OWNER AND SHALL NULLIFY AND VOID ANY ARCHITECTURAL CONDITION.
2. THE CONTRACTOR SHALL VERIFY THE DIMENSIONS OF EXISTING CONSTRUCTION IN THE FIELD. PLANS OF NEW AND EXISTING CONSTRUCTION SHALL NOT BE SCALED. DUE TO THE NATURE OF CONSTRUCTION, THE WRITTEN DIMENSIONS DEPICTED MAY VARY SLIGHTLY FROM ACTUAL CONDITIONS. IT IS THE GENERAL CONTRACTORS RESPONSIBILITY TO MAKE ALL FINAL MEASUREMENTS AND FIELD ADJUSTMENTS PRIOR TO ORDERING MATERIALS AND COORDINATING LABOR.
3. DUE TO THE NATURE OF CONSTRUCTION, THESE DRAWINGS MAY NOT DEPICT EVERY PIECE OF MATERIAL AND ALL LABOR REQUIRED FOR CONSTRUCTION. THE GENERAL CONTRACTOR IS TO PROVIDE AN ALLOWANCE OR CONTINGENCY FUND TO COVER SUCH UNFORESEEN CONDITIONS OR PLAN MISINTERPRETATIONS. BY PROCEEDING WITH CONSTRUCTION, THE GENERAL CONTRACTOR/BUILDER/SUB-CONTRACTOR AGREE AND ARE SATISFIED WITH THESE PLANS AS BEING ADEQUATE TO CONSTRUCT THE PROJECT AS INTENDED.
4. THE CONTRACTOR SHALL SUBMIT WRITTEN NOTICE TO THE ARCHITECT AND OWNER IF DISCREPANCIES EXIST.
5. BEFORE SUBMITTING PROPOSALS FOR THIS WORK, EACH BIDDER WILL BE HELD TO HAVE EXAMINED THE BUILDING SITE AND SATISFIED HIMSELF/HERSELF AS TO THE EXISTING CONDITIONS UNDER WHICH THEY WILL BE OBLIGED TO OPERATE IN PERFORMING THEIR PART OF THE WORK, OR THAT IN ANY MANNER AFFECT THE WORK UNDER CONTRACT.
6. ALL FEDERAL AND ILLINOIS HEALTH AND SAFETY ACTS SHALL BE INCORPORATED INTO THE GENERAL SPECIFICATIONS. ANY CONTRACTOR OR EMPLOYEE THEREOF REFUSING TO COMPLY WITH THE SAFETY STANDARDS SET FORTH IN THE ACTS SHALL BE DISMISSED FROM THE JOB SITE. ANY FINES LEVIED BY THE STATE OR FEDERAL OSHA OFFICERS SHALL BE PAID BY THE SUBCONTRACTOR.
7. FURNISH ALL LABOR, MATERIALS, TOOLS, INSURANCE AND PERMITS NECESSARY TO COMPLETE THE WORK AS SHOWN AND AS REASONABLY IMPLIED BY THE DRAWINGS, SPECIFICATIONS, NOTES AND REQUIRED BY ANY CODE WITH JURISDICTION TO COMPLETE THEIR SCOPE OF WORK FOR A COMPLETE AND PROPERLY FINISHED JOB.
8. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS ALWAYS TAKE PRECEDENCE OVER SCALED DIMENSIONS.
9. EACH SUBCONTRACTOR IS RESPONSIBLE FOR THE ACTION AND SUPERVISION OF HIS/HER EMPLOYEE, AS WELLS AS THE QUALITY AND SAFETY OF LADDERS, SCAFFOLDS, AND ANY CONSTRUCTION TOOLS OR STRUCTURES USED OR ERECTED A THE JOB SITE. ALL EMPLOYEES ARE TO HAVE MEDICAL/WORKER'S COMPENSATION AND LIABILITY COVERAGE UNDER THE INSURANCE POLICIES OF THEIR EMPLOYERS.
10. THE PROPERTY OWNER, GENERAL CONTRACTOR, AND SUB-CONTRACTORS UNDERSTAND AND AGREE THAT THE ARCHITECT IS NOT TO PROVIDE ANY SITE SUPERVISION OR SITE VISITATION. THE OWNER, GENERAL CONTRACTOR, AND SUB-CONTRACTORS ARE SOLELY RESPONSIBLE FOR SITE CONDITIONS, CONSTRUCTION PROCEDURES, AND SCHEDULING AND MATERIAL INSTALLATION AT THIS JOB.
11. EACH SUBCONTRACTOR SHALL IMMEDIATELY NOTIFY THE GENERAL CONTRACTOR AND PROPERTY OWNER OF ANY PERCEIVED HAZARD TO LIFE, HEALTH OR PROPERTY (OR ANY POTENTIALLY DANGEROUS SITUATION), WHICH MAY DEVELOP DURING THE COURSE OF CONSTRUCTION. WORK SHALL BE HALTED UNTIL SUCH HAZARDS ARE ELIMINATED.
12. ALL MATERIALS AND PRODUCTS ARE TO BE INSTALLED ACCORDING TO MANUFACTURER'S INSTRUCTIONS FOR COMPARABLE EXISTING CONDITIONS. CONTRACTOR IS TO MAKE HIMSELF FAMILIAR WITH THE EXISTING CONDITIONS AND THE MATERIALS AND INSTALLATION METHODS AND PRECAUTIONS BEFORE COMMENCING WORK.
13. GENERAL CONTRACTOR SHALL PROTECT ADJACENT AREAS AND PROPERTIES NOT IN CONTRACT.
14. EACH CONTRACTOR OR SUBCONTRACTOR IN SIGNING THEIR CONTRACT GUARANTEES THEIR WORK FOR A PERIOD OF 1 YEAR FROM THE DATE OF SUBSTANTIAL COMPLETION AND SHALL LEAVE THE WORK IN PERFECT ORDER UPON COMPLETION. NEITHER THE FINAL CERTIFICATE OF PAYMENT NOR ANY PROVISION IN THE CONTRACT DOCUMENTS SHALL RELIEVE THE CONTRACTOR OR SUB-CONTRACTOR OF THE RESPONSIBILITY FOR NEGLIGENCE, FAULTY MATERIALS, OR WORKMANSHIP, WITHIN THE EXTENT AND PERIOD PROVIDED BY LAW.
15. THE GENERAL CONTRACTOR AND ALL SUB-CONTRACTORS ARE TO SUPPLY THE OWNER WITH CERTIFICATES OF INSURANCE PRIOR TO CONSTRUCTION.
16. GENERAL CONTRACTOR IS RESPONSIBLE FOR VERIFYING WITH OWNER THE INSTALLATION REQUIREMENTS OF ALL FURNISHED ITEMS.

PROJECT LOCATION

NOT TO SCALE

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FIRST FLOOR CONTAINER KEY
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WINDOW SCHEDULE
ROOM FINISH SCHEDULE

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WATER SERVICE CALCULATIONS
DRAINAGE FIXTURE UNIT CALCULATIONS
SEWER & EJECTOR DIAGRAM

ALL WORK PER 2018 CHICAGO ELECTRICAL CODE & 2019 CHICAGO BUILDING CODE

PROFESSIONAL SEAL

CLIFFORD TOWN 001-012578 LICENSED ARCHITECT STATE OF ILLINOIS EXP 11-30 12/12/24

RESERVED FOR D.O.B.

DATE:
11.12.24 BID SET
11.14.24 BID SET
11.19.24
12.06.24
12.12.24

NAVY PIER MARINA
AMENITIES BUILDING
600 E GRAND AVENUE UNIT 82
CHICAGO, ILLINOIS 60611

TOWN STUDIOS, INC.
1061 SHERMER ROAD NORTHBROOK, IL 60062
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SHEET NAME
TITLE SHEET

A-1
SHEET NO.

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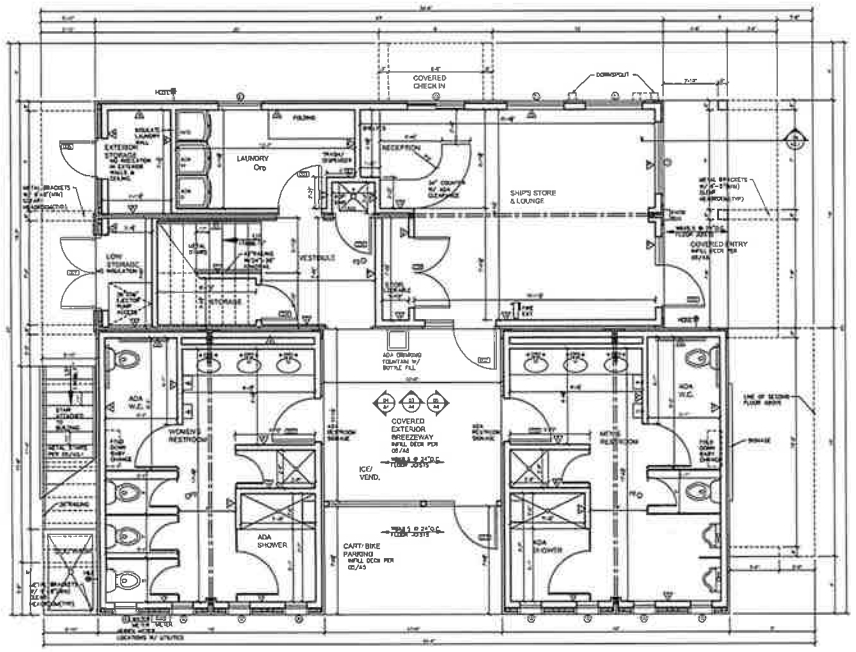
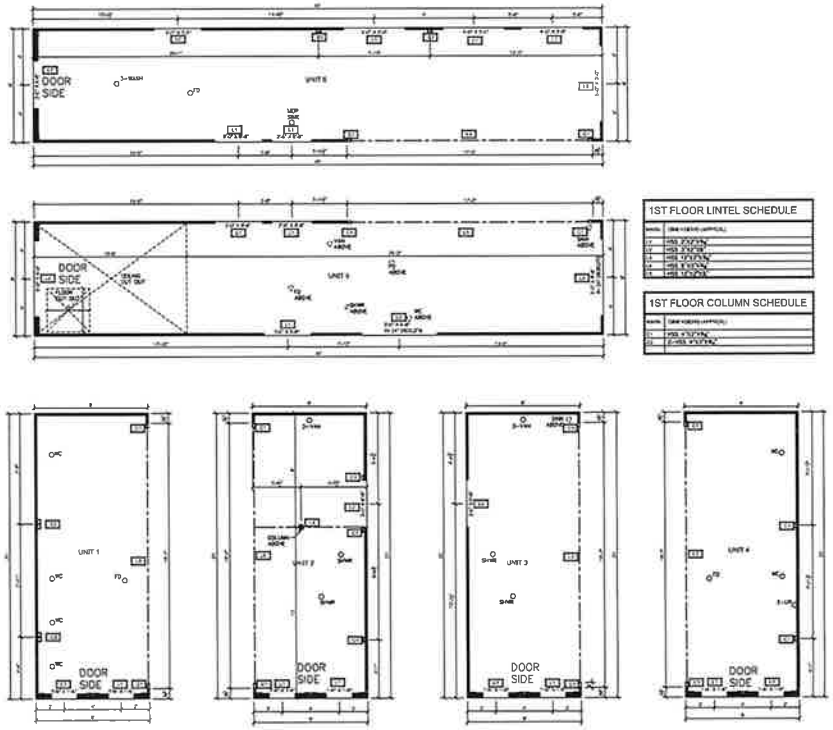


01 FIRST FLOOR PLAN
SCALE: 1/4"=1'-0"



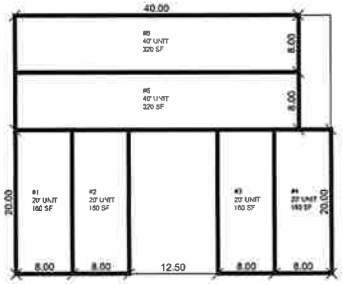
1ST FLOOR LINTEL SCHEDULE

MARK	DESCRIPTION (APPROX.)
L1	HSS 3"x3"x1/4"
L2	HSS 4"x3"x1/4"
L3	HSS 5"x3"x1/4"
L4	HSS 6"x3"x1/4"
L5	HSS 10"x3"x1/4"

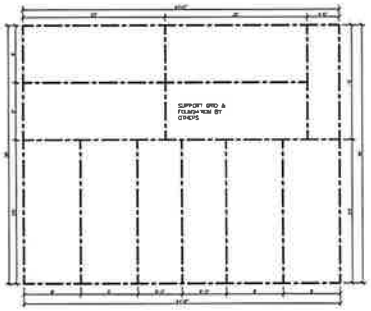
1ST FLOOR COLUMN SCHEDULE

MARK	DESCRIPTION (APPROX.)
C1	HSS 4"x3"x1/4"
C2	C-HSS 8"x3"x1/4"

02 FIRST FLOOR CONTAINER PLANS
SCALE: 1/4"=1'-0"



03 FIRST FLOOR CONTAINER KEY
SCALE: 1/8"=1'-0"



04 FOUNDATION PLAN
SCALE: 1/8"=1'-0"

DOOR SCHEDULE

MARK	SIZE	TYPE	MATERIAL	HARDWARE	FIRE RATING
101	3'-0" x 6'-8"	SWINGING	WOOD/GLASS	LOCK SET	1
102	3'-0" x 6'-8"	SWINGING	GLASS/METAL	LOCK SET	1
103	3'-0" x 6'-8"	SWINGING	METAL	LOCK SET	1
104	3'-0" x 6'-8"	SWINGING	METAL	LOCK SET	1
105	3'-0" x 6'-8"	SWINGING	METAL	LOCK SET	1
106	3'-0" x 6'-8"	SWINGING	WOOD	LOCK SET	1
107	3'-0" x 6'-8"	SWINGING	METAL	LOCK SET	1
108	3'-0" x 6'-8"	SWINGING	METAL	LOCK SET	1
109	3'-0" x 6'-8"	SWINGING	GLASS/METAL	LOCK SET	1
110	3'-0" x 6'-8"	SWINGING	GLASS/METAL	LOCK SET	1
111	3'-0" x 6'-8"	SLIDING	METAL	LOCK SET	1
112	3'-0" x 6'-8"	SLIDING	WOOD	LOCK SET	1
113	3'-0" x 6'-8"	SWINGING	WOOD	LOCK SET	1
114	3'-0" x 6'-8"	SWINGING	WOOD	LOCK SET	1

NOTES:
1. DOOR MARK FROM INSIDE WITHOUT KEY OR SPECIAL KNOWLEDGE
2. TEMPERED SAFETY GLAZING
3. SELF CLOSING
4. LOUVERED

WINDOW SCHEDULE

MARK	DIMENSIONS (APPROX.)	TYPE
A	3'-0" x 4'-0"	FIXED PICTURE W/ OBSCURE GLASS
B	3'-0" x 4'-0"	FIXED PICTURE
C	3'-0" x 4'-0"	OPERABLE CASEMENT
D	3'-0" x 4'-0"	FIXED PICTURE
E	3'-0" x 4'-0"	FIXED PICTURE
F	3'-0" x 4'-0"	FIXED PICTURE
G	3'-0" x 4'-0"	OPERABLE SLIDER

ROOM FINISH SCHEDULE

ROOM	FLOOR	BASE	WALLS	CEILING	CEILING HEIGHT
SHIP'S STORE					
LOUNGE					
LAUNDRY					
STORAGE					
WOMEN'S RESTROOM					
MEN'S RESTROOM					
JANITOR CLOSET					
SECURITY'S LOUNGE					
BREAK ROOM					
OFFICE					
OFFICE - SMITH					
MECHANICAL					
EXCITEMENT DECK					

LICENSED ARCHITECT
CLIFFORD TOWN
001-012779
STATE OF ILLINOIS
EXP 11-30
12/12/24

DATE:
11.12.24 BID SET
11.14.24 BID SET
11.19.24
12.05.24
12.12.24

NAVY PIER MARINA
AMENITIES BUILDING
600 E GRAND AVENUE UNIT 82
CHICAGO, ILLINOIS 60611

TOWN STUDIOS, INC.
1737 SHERMER ROAD NORTHBROOK, IL 60062
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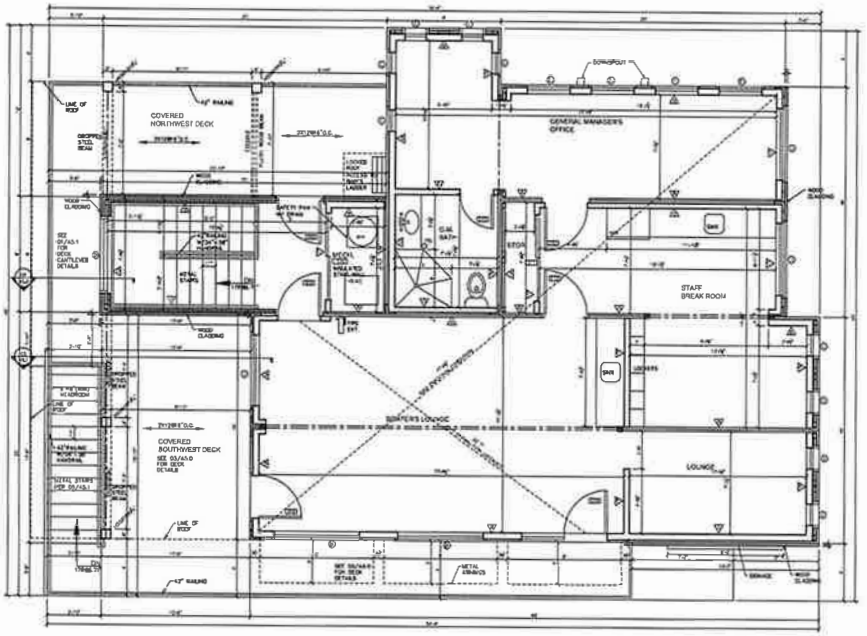
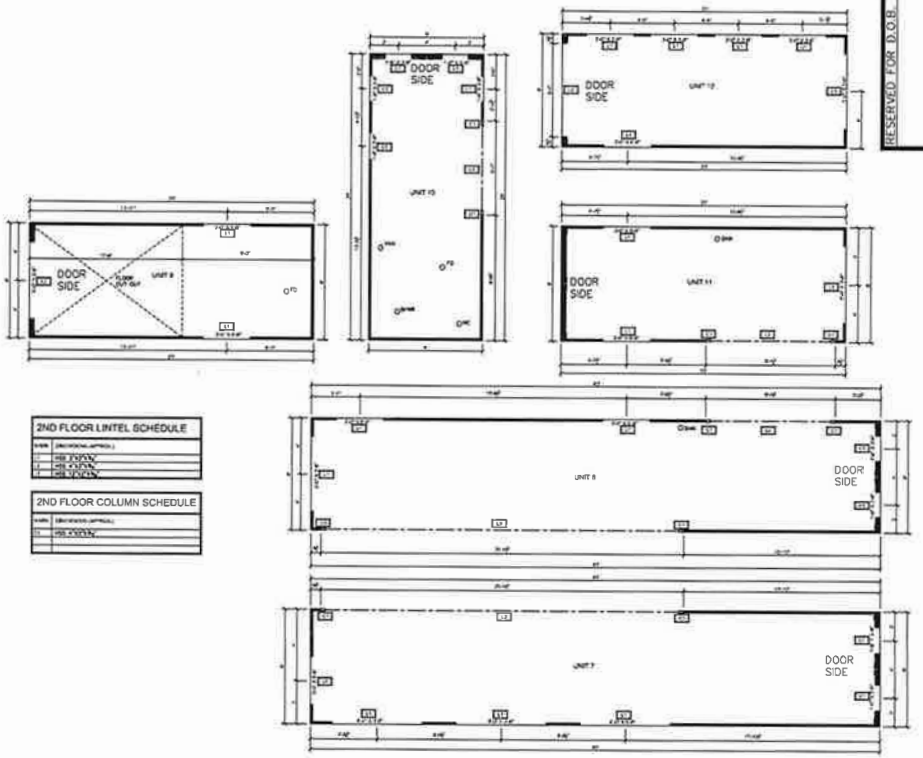
PHONE 847.498.9900
FAX 847.498.9909

SHEET NAME
FIRST FLOOR

A-2
SHEET NO.



01 SECOND FLOOR PLAN
SCALE: 1/4"=1'-0"



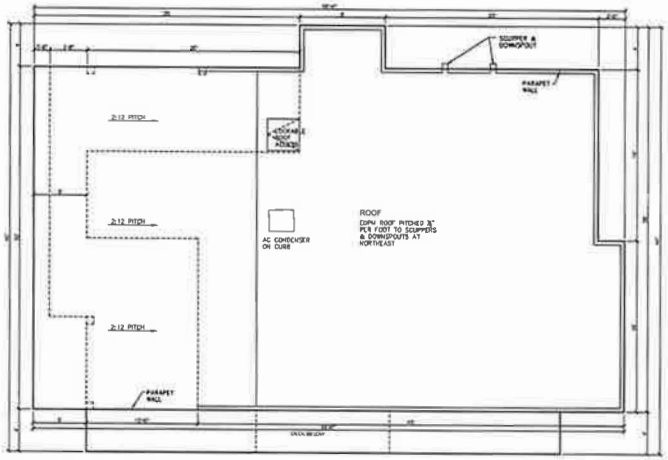
2ND FLOOR LINTEL SCHEDULE

MARK	DESCRIPTION (APPROX.)
L1	HSS 3"x3"x1/4"
L2	HSS 4"x3"x1/4"
L3	HSS 4"x4"x1/4"
L4	HSS 12"x3"x1/4"

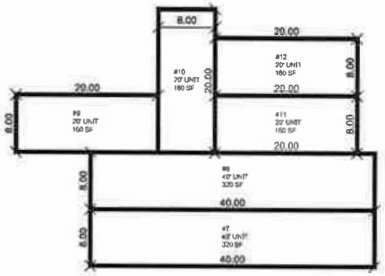
2ND FLOOR COLUMN SCHEDULE

MARK	DESCRIPTION (APPROX.)
C1	HSS 4"x4"x1/4"

02 SECOND FLOOR CONTAINER PLANS
SCALE: 1/4"=1'-0"



03 ROOF PLAN
SCALE: 3/16"=1'-0"



04 SECOND FLOOR CONTAINER KEY
SCALE: 1/8"=1'-0"

RESERVED FOR D.O.B.

DATE:
11.12.24 BID SET
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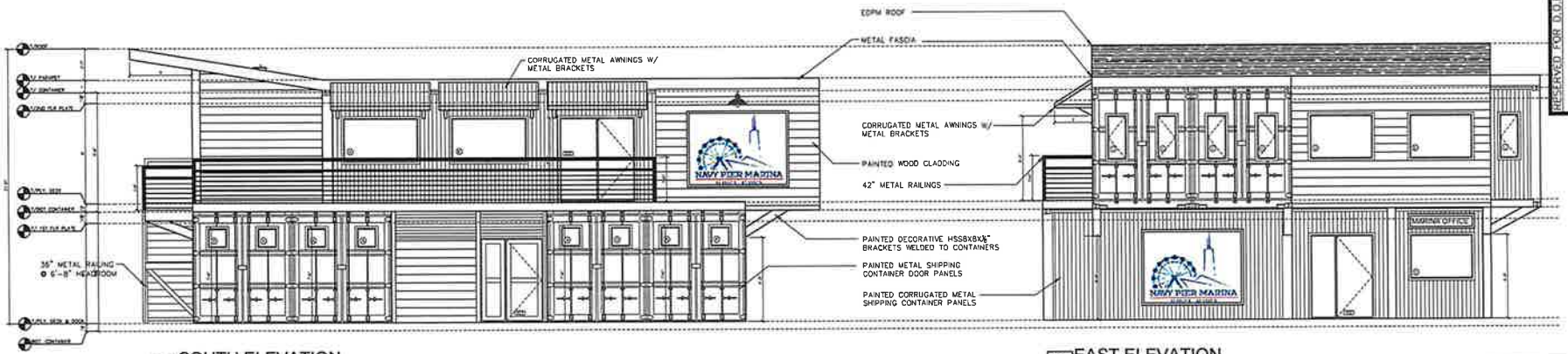
WWW.TOWNSTUDIOS.COM
PHONE 847-498-5900
FAX 847-498-5918

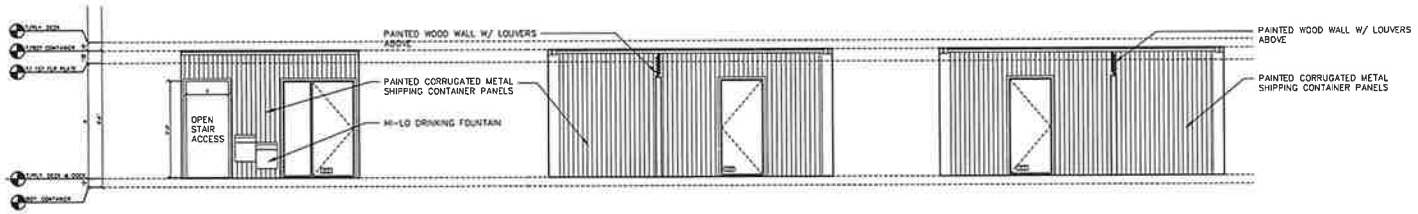
SHEET NAME
SECOND FLOOR

A-3
SHEET NO.



01 SOUTH ELEVATION
SCALE: 1/4"=1'-0"

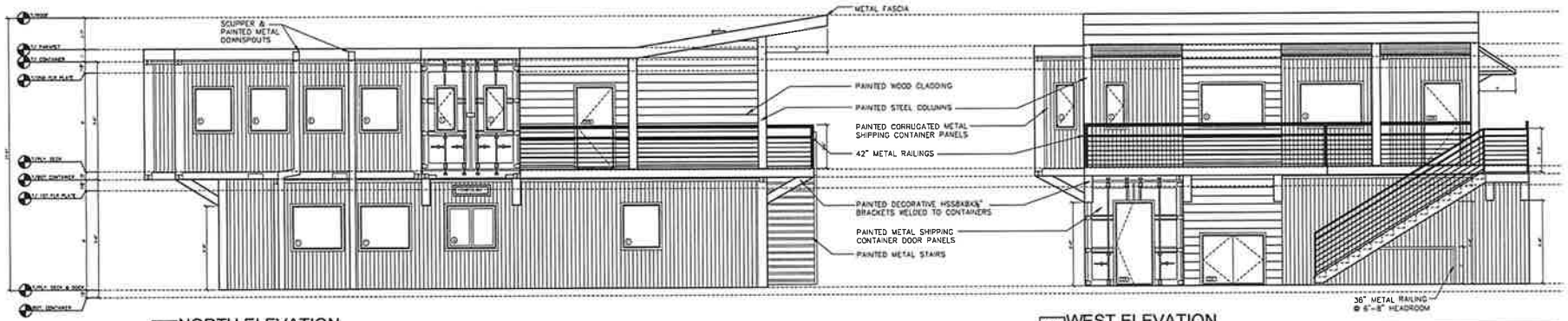
02 EAST ELEVATION
SCALE: 1/4"=1'-0"



03 SOUTH BREEZEWAY ELEVATION
SCALE: 1/4"=1'-0"

04 EAST BREEZEWAY ELEVATION
SCALE: 1/4"=1'-0"

05 WEST BREEZEWAY ELEVATION
SCALE: 1/4"=1'-0"



06 NORTH ELEVATION
SCALE: 1/4"=1'-0"

07 WEST ELEVATION
SCALE: 1/4"=1'-0"

RECEIVED FOR D.O.B.

DATE
11.12.24 BID SET
11.19.24 BID SET
12.05.24
12.17.24

NAVY PIER MARINA
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TOWN STUDIOS, INC.
1297 SHERMER ROAD NORTHBROOK IL 60062
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PHONE 847-498-0800
FAX 847-498-0808

SHEET NAME
ELEVATIONS

A-4
SHEET NO.

PIER MARINA

On motion of Alderman Tunney, the said proposed ordinances and substitute ordinances transmitted with the foregoing committee report were *Passed* by yeas and nays as follows:

Yeas -- Aldermen La Spata, Hopkins, Dowell, King, Hairston, Sawyer, Mitchell, Harris, Beale, Sadlowski Garza, Thompson, Cárdenas, Quinn, Burke, Lopez, Coleman, Moore, Curtis, O'Shea, Taylor, Brookins, Rodriguez, Tabares, Scott, Sigcho-Lopez, Maldonado, Burnett, Ervin, Taliaferro, Reboyras, Cardona, Waguespack, Rodriguez-Sanchez, Austin, Ramirez-Rosa, Mitts, Sposato, Nugent, Vasquez, Napolitano, Reilly, Smith, Tunney, Gardiner, Cappleman, Martin, Osterman, Hadden, Silverstein -- 49.

Nays -- None.

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

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

Reclassification Of Area Shown On Map No. 1-E.
(As Amended)
(Application No. 20727)
(Common Address: 600 E. Grand Ave.)

IPD 527.AA

[SO2021-2145]

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 Number 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.

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

Institutional Planned Development No. 527, As Amended.

Plan Of Development Statements.

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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 interment 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 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 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.

[Boundary Map; Zoning and Street System Map; Existing Land-Use Map; Roadway Network Map; Generalized Land-Use Map; Subarea Map; Site/Landscape Plan -- Headlands Subarea (Polk Bros Park); Conceptual Site/Landscape Plan -- On-Pier Park and Chicago Shakespeare Theater Expansion; Site Plan -- Navy Pier -- Zones 1 through 5; Conceptual Site Plan -- Navy Pier -- Zone 6; Building Elevations; Building Sections; Pedestrian Circulation Plan; Auto/Taxi Circulation Plan; Bus/Transit Circulation Plan; Bicycle Circulation Plan; North Dock Transient Boat Slips; Section -- North Dock at Family Pavilion; Hotel Site Plan; Rooftop Venue Site and Roof Plans; Hotel Section; Skating Rink Plan Headlands Subarea (Polk Bros Park) Polk Bros Park Welcome Pavilion; and East End Elevated Walkway Elevation and Section referred to in these Plan of Development Statements printed on pages 33563 through 33598 of this *Journal.*]

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

Institutional Planned Development No. 527, As Amended.

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 -- Exhibits 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 -- Exhibits 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 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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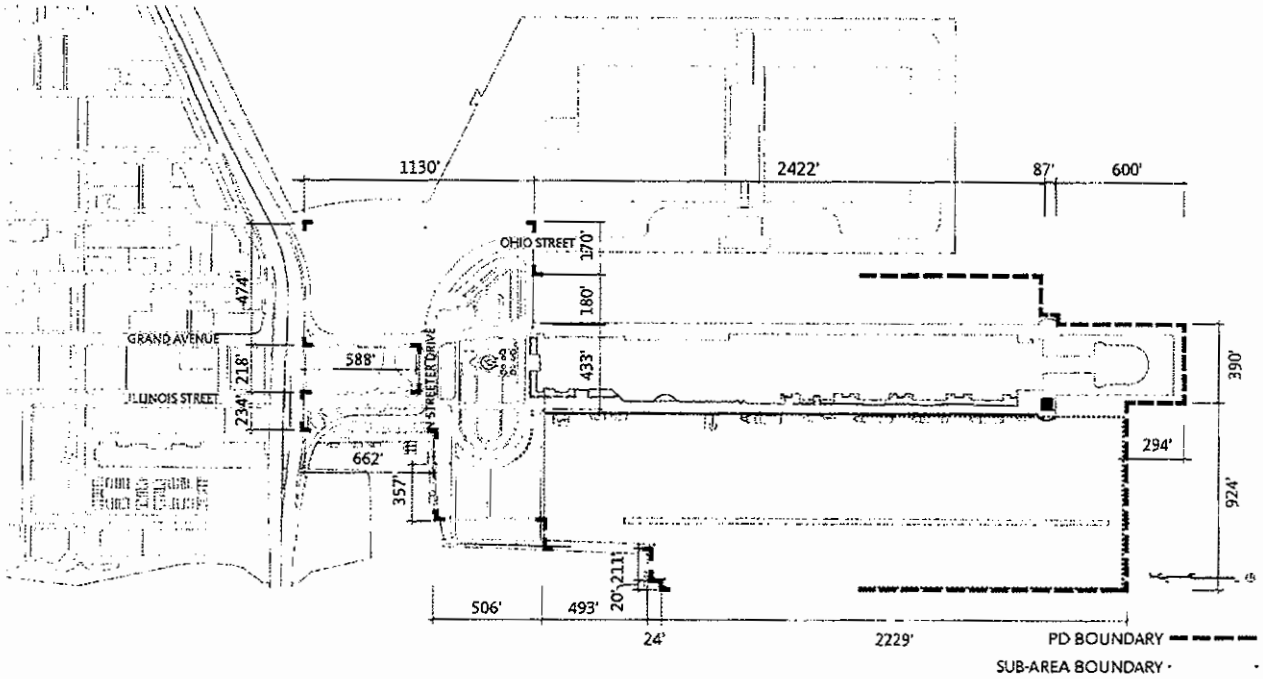
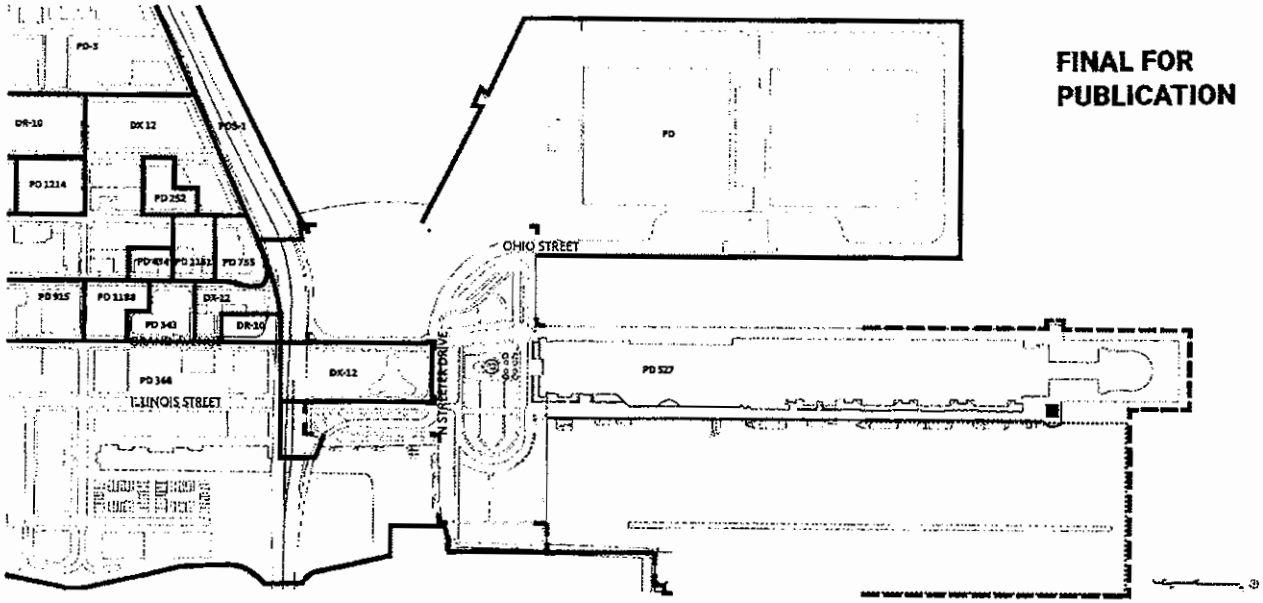


PLANNED DEVELOPEMENT BOUNDARY MAP

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 2

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



ZONING AND STREET SYSTEM MAP

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 3

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

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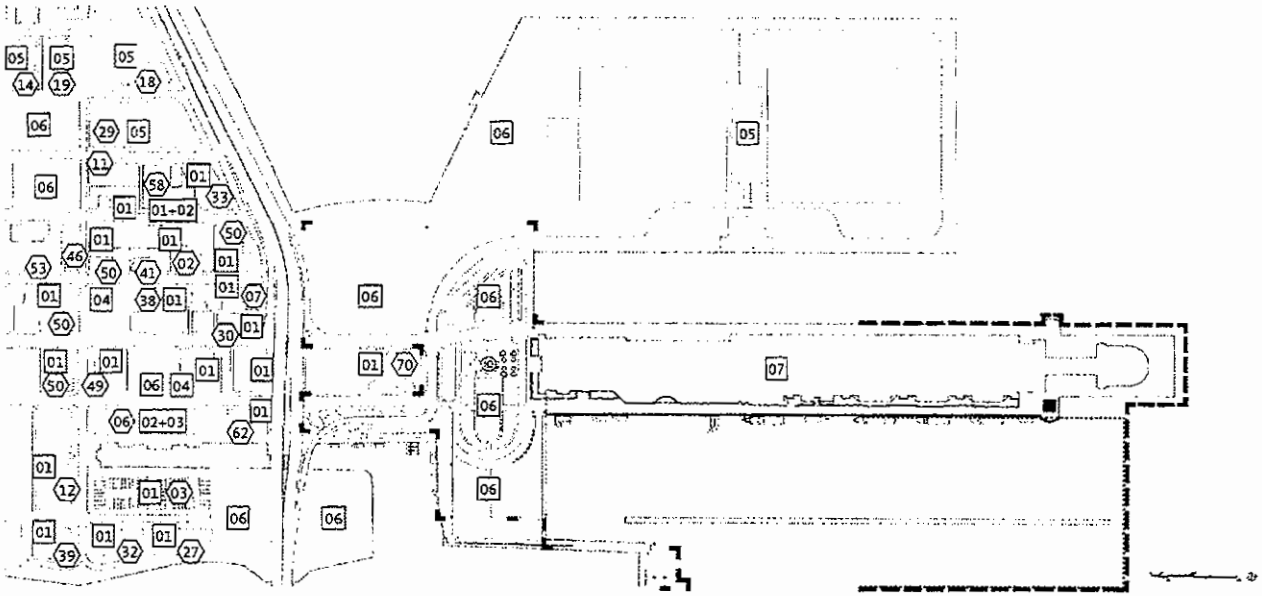

EXISTING LAND USE MAP

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 4

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

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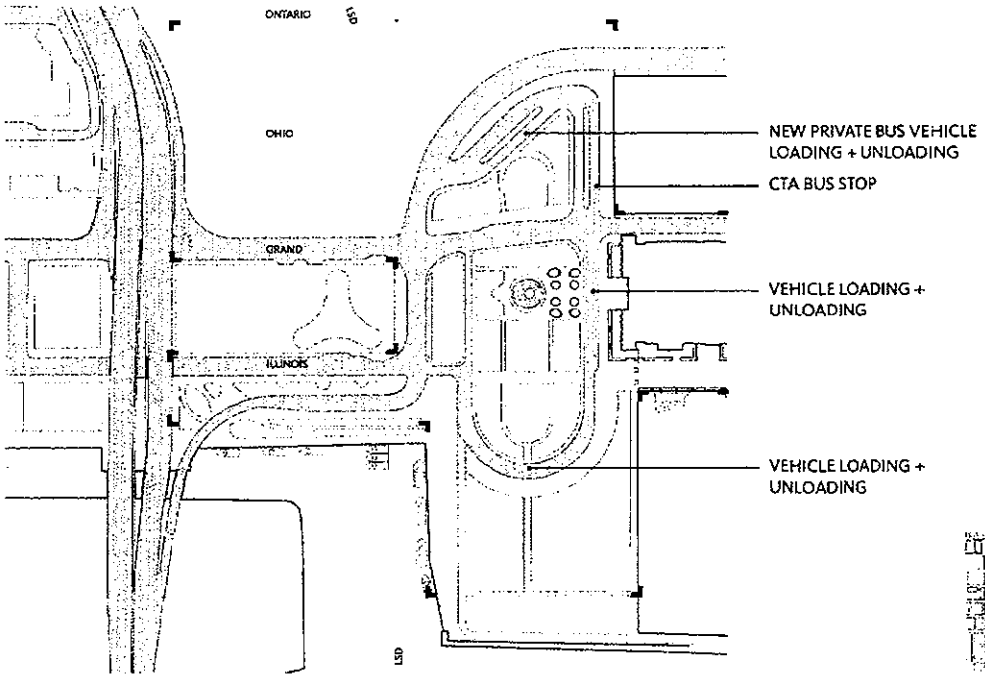

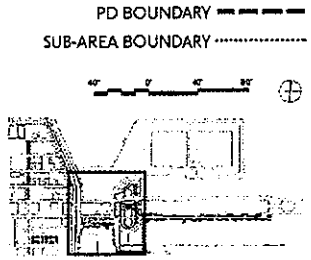

ROADWAY NETWORK MAP

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 5

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

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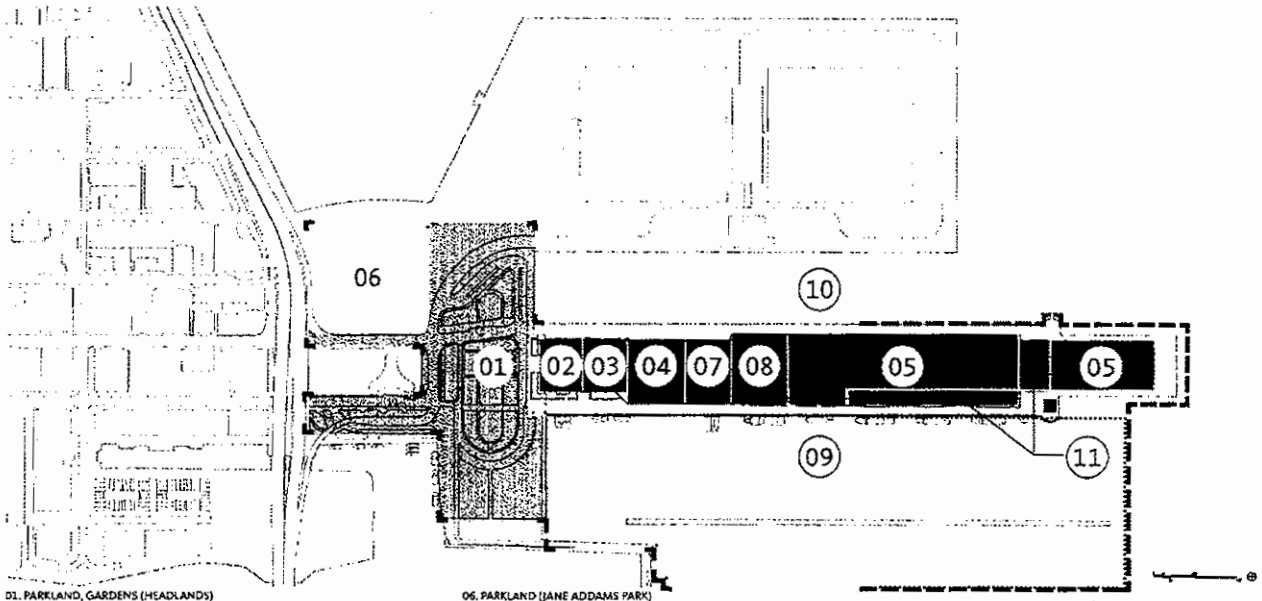

01. PARKLAND, GARDENS (HEADLANDS)
02. PUBLIC, CULTURAL & RECREATIONAL USES (FAMILY PAVILION)
03. CULTURAL, RECREATIONAL, ENTERTAINMENT & COMMERCIAL USES
04. OPEN SPACE FOR CULTURAL, RECREATIONAL AND ENTERTAINMENT USES (ENCLOSED PARKING AT GROUND LEVEL, ON-PIER PARK)
05. MULTI-PURPOSE EXPOSITION, MEETING & 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

PD BOUNDARY
SUB-AREA BOUNDARY

GENERALIZED LAND USE MAP

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 6

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

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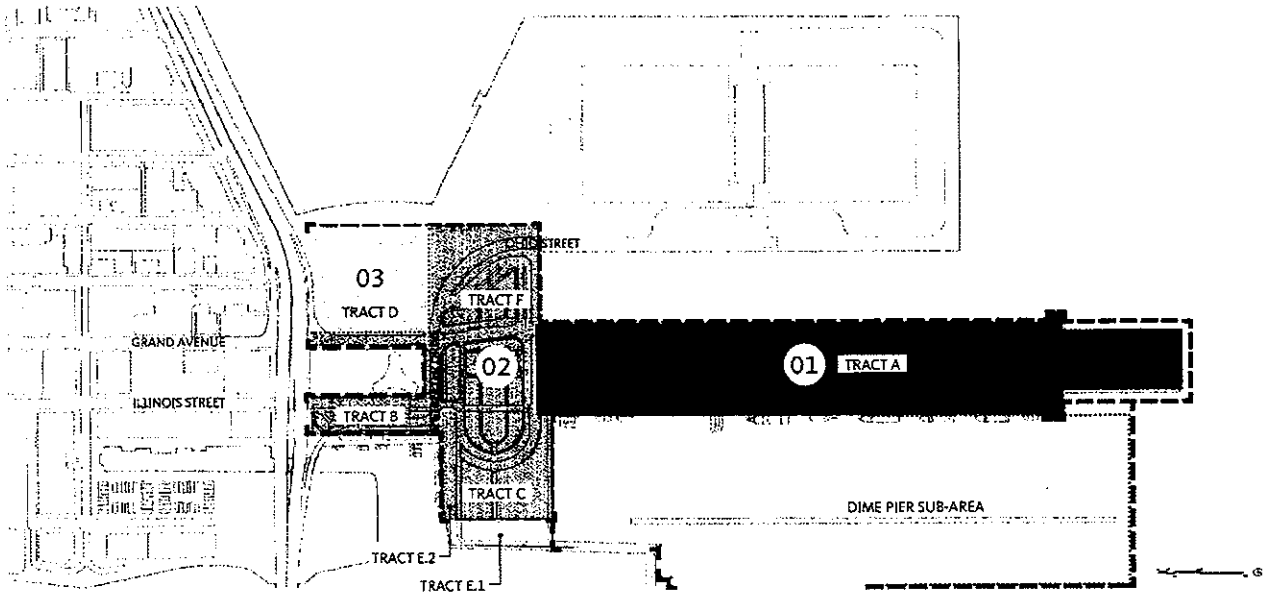

SUB-AREA 1: NAVY PIER (TRACT A)
SUB-AREA 2: HEADLANDS (INCLUDING AREA ADJACENT TO OGDEN SLIP, TRACTS B, C, E.2, AND F)
SUB-AREA 3: JANE ADDAMS PARK (TRACT D)
TRACT "E.1" - EXISTING FEDERAL PARCELS, NOT PART OF PLANNED DEVELOPMENT

SUB-AREA MAP

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 7

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

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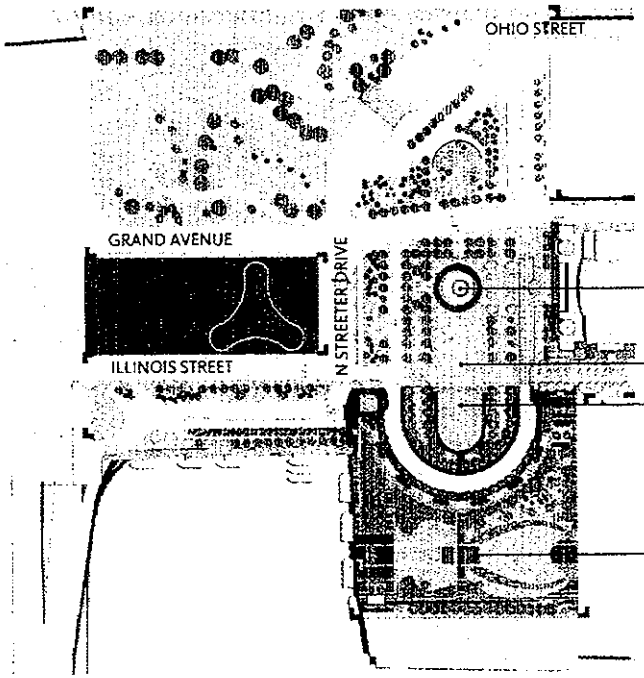

SITE / LANDSCAPE PLAN - HEADLANDS SUB-AREA
(POLK BROTHERS PARK)

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT
8

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

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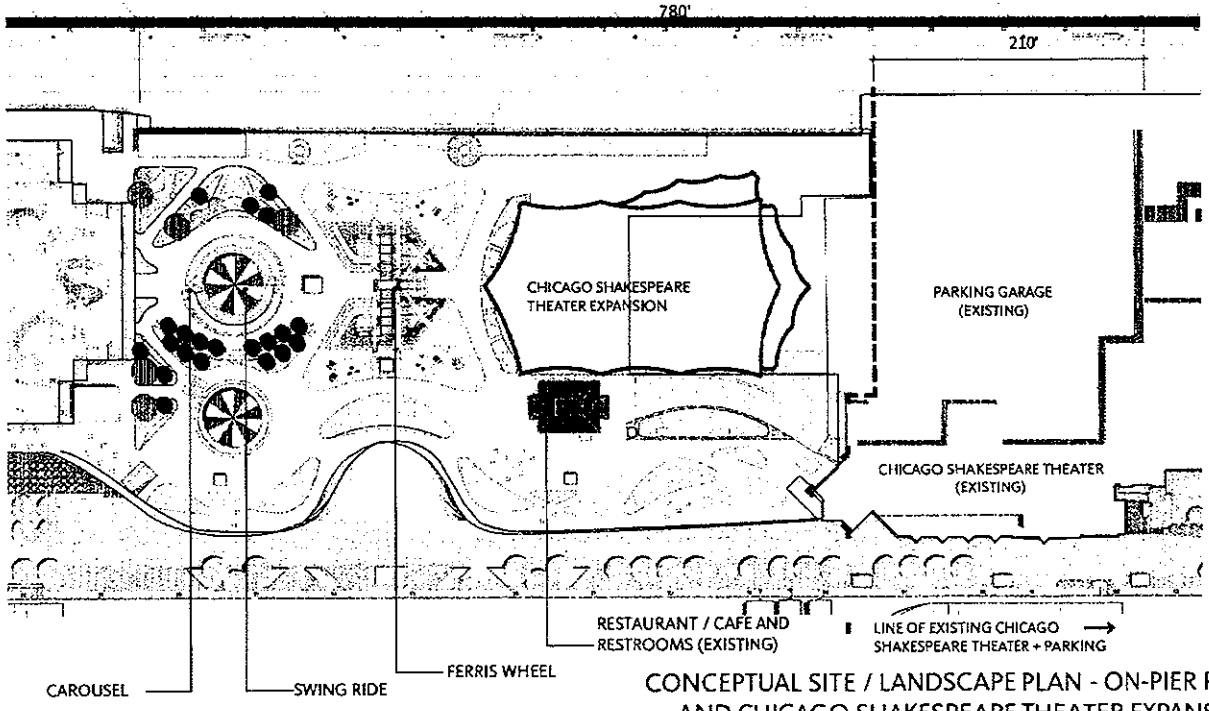

CONCEPTUAL SITE / LANDSCAPE PLAN - ON-PIER PARK AND CHICAGO SHAKESPEARE THEATER EXPANSION

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 9

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

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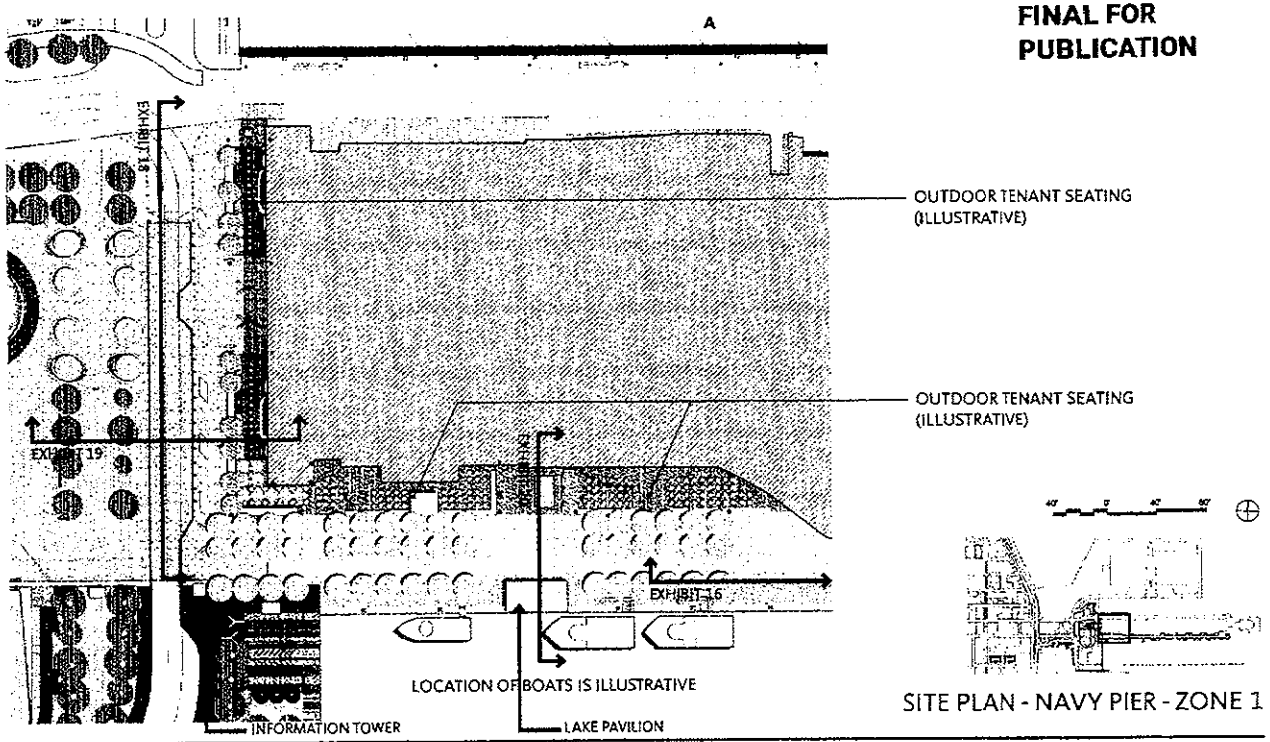

SITE PLAN - NAVY PIER - ZONE 1

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 10

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

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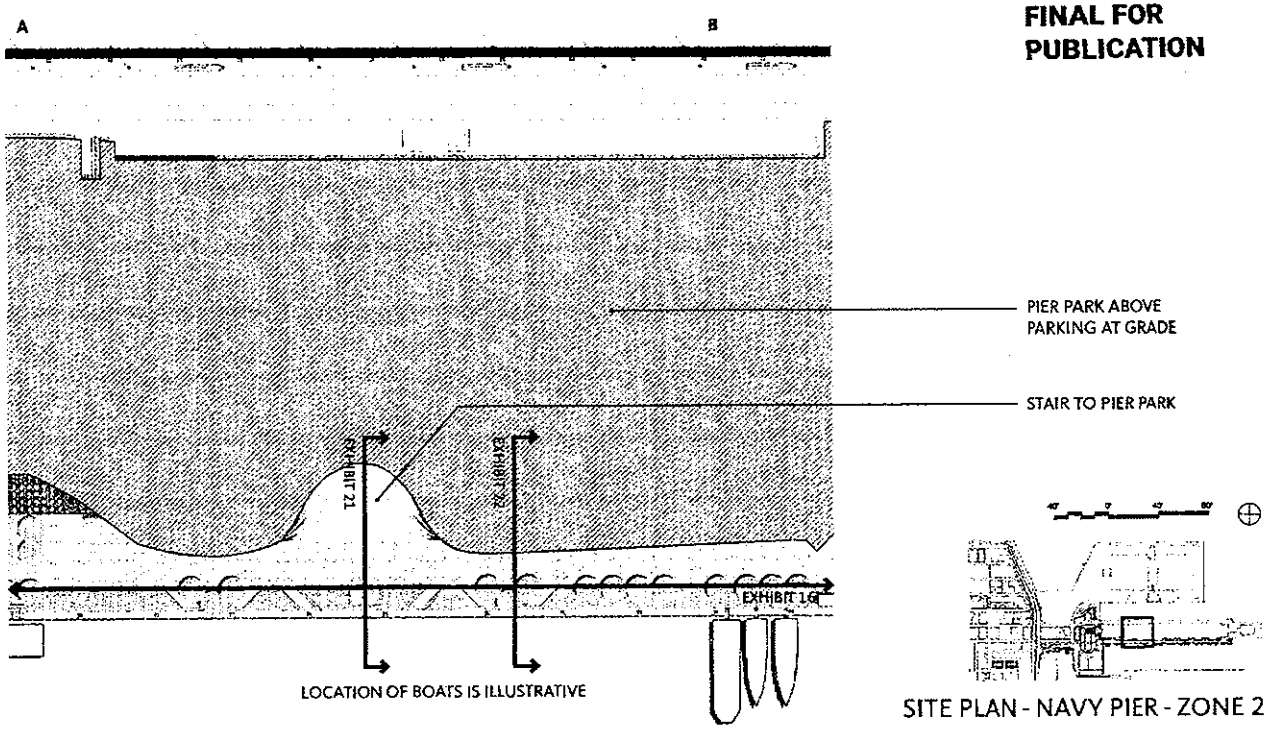

SITE PLAN - NAVY PIER - ZONE 2

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 11

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

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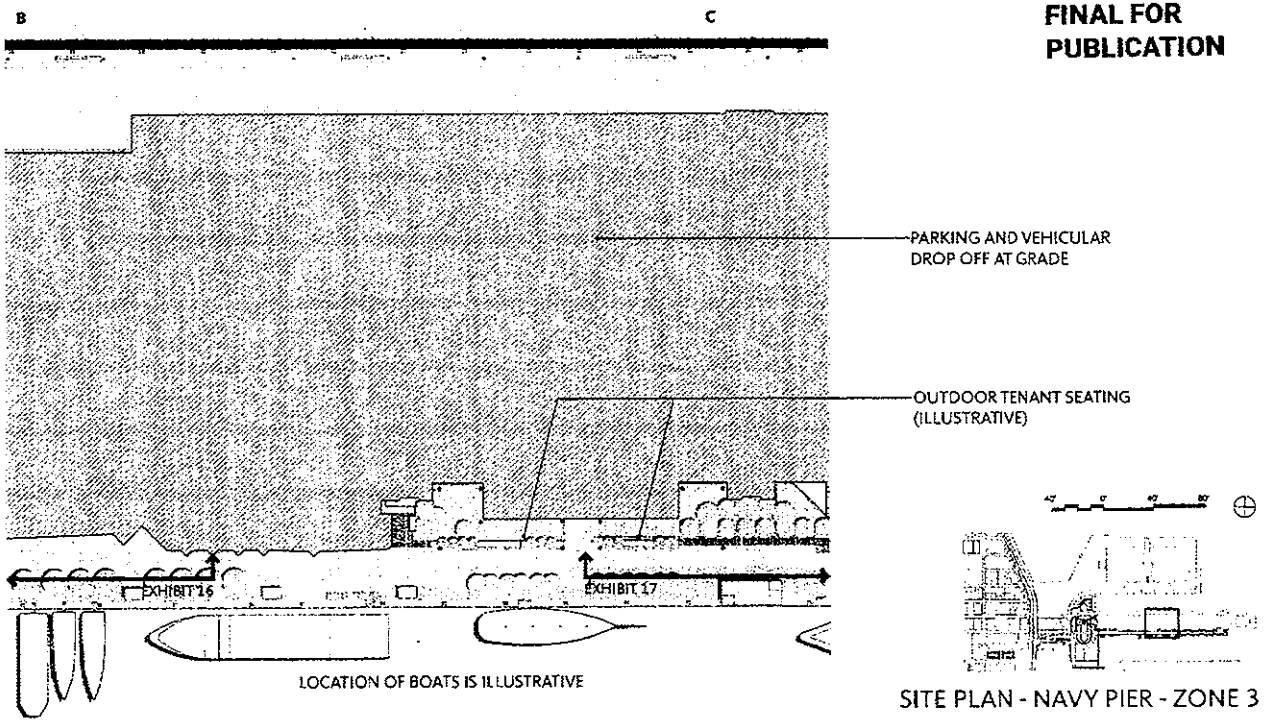
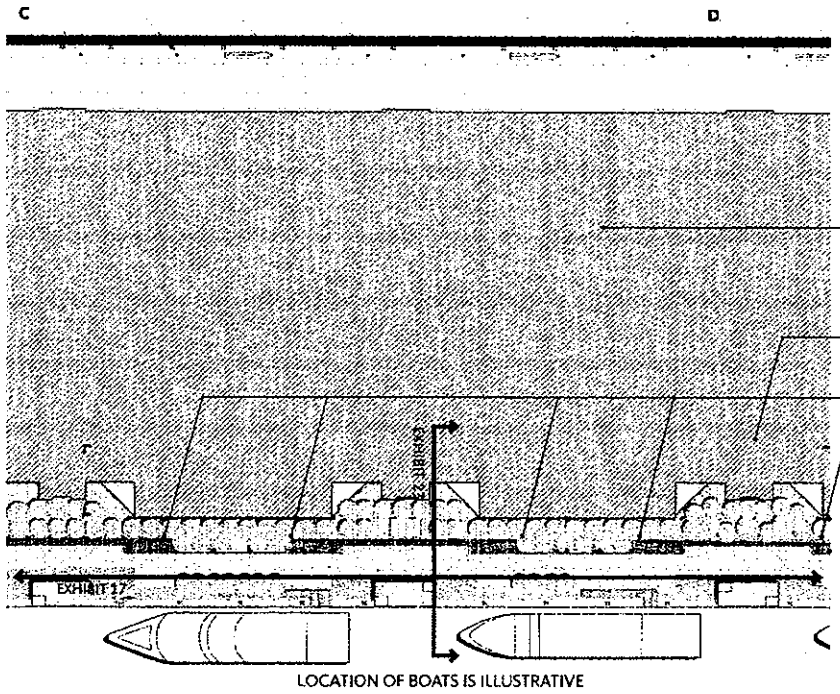


SITE PLAN - NAVY PIER - ZONE 3

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 12

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



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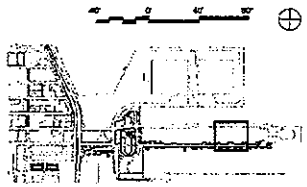

SITE PLAN - NAVY PIER - ZONE 4

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 13

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

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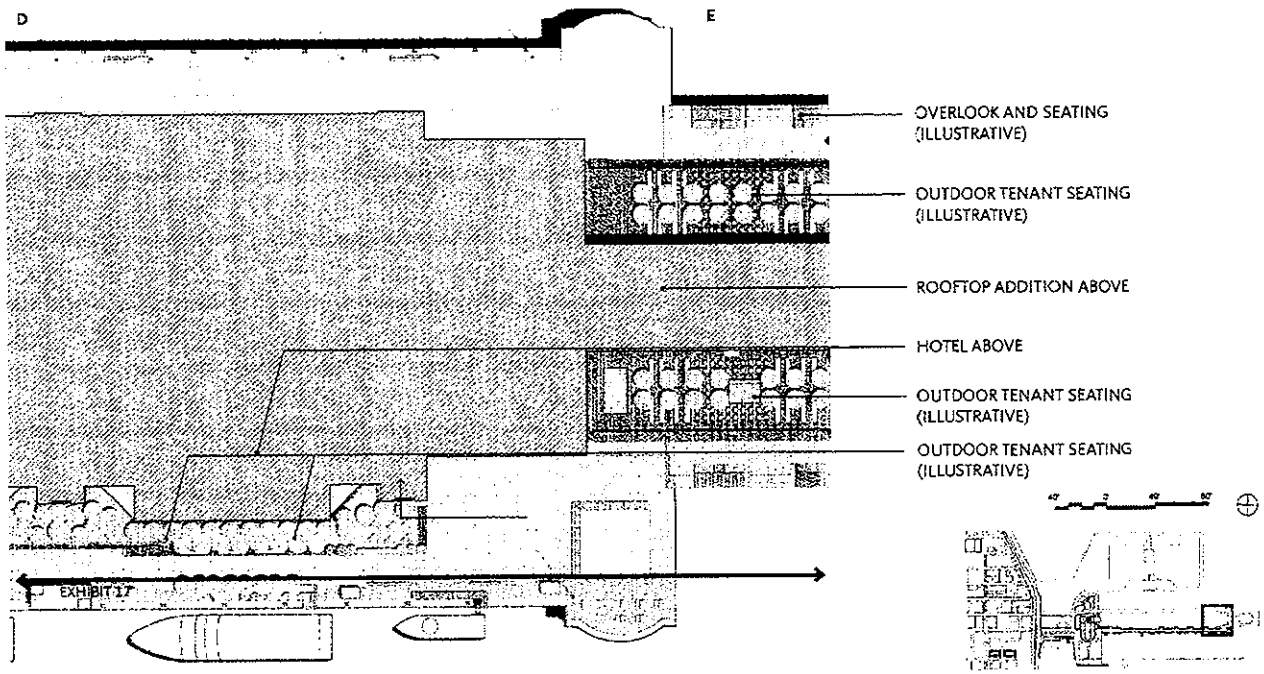

LOCATION OF BOATS IS ILLUSTRATIVE

SITE PLAN - NAVY PIER - ZONE 5

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 14

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

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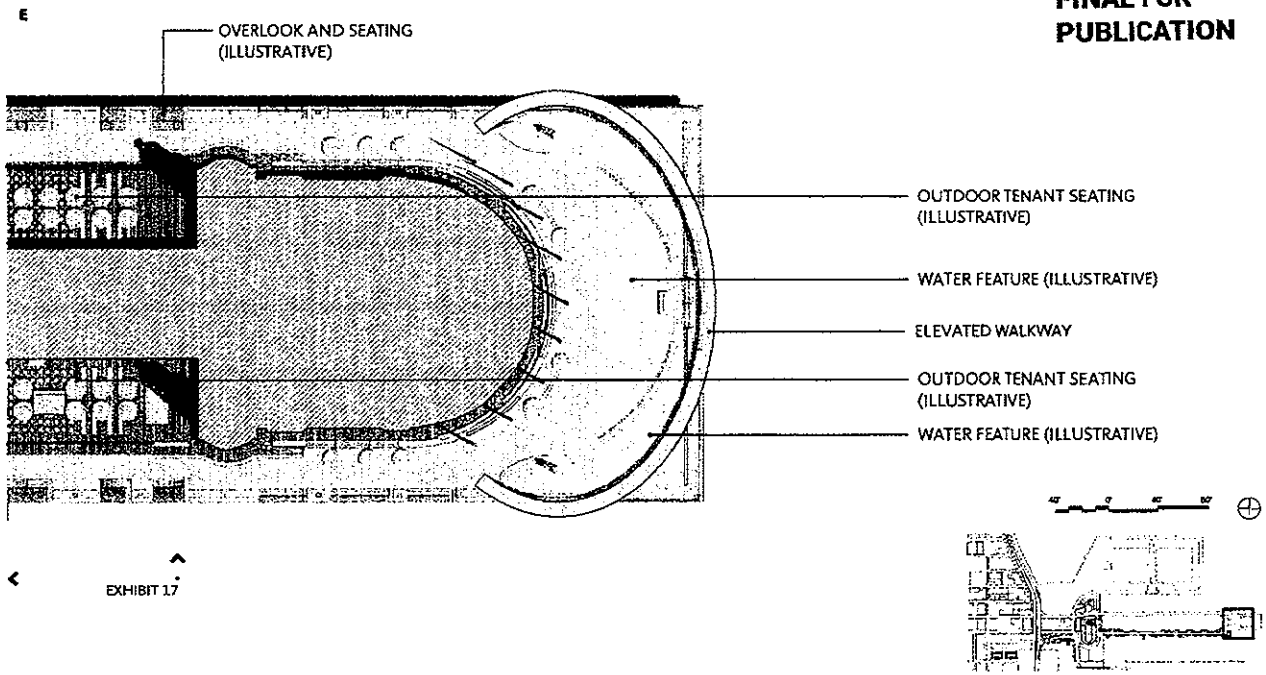

CONCEPTUAL SITE PLAN - NAVY PIER - ZONE 6

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 15

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

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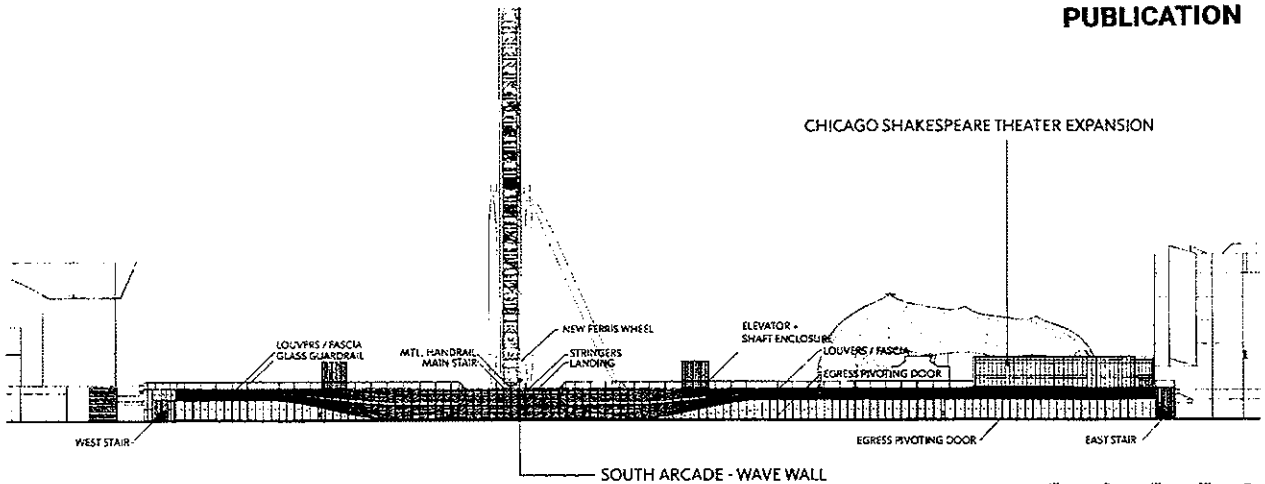

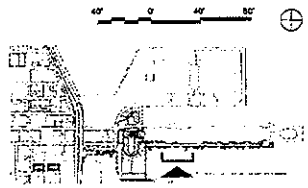

SOUTH ELEVATION - WAVE-WALL

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 16

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

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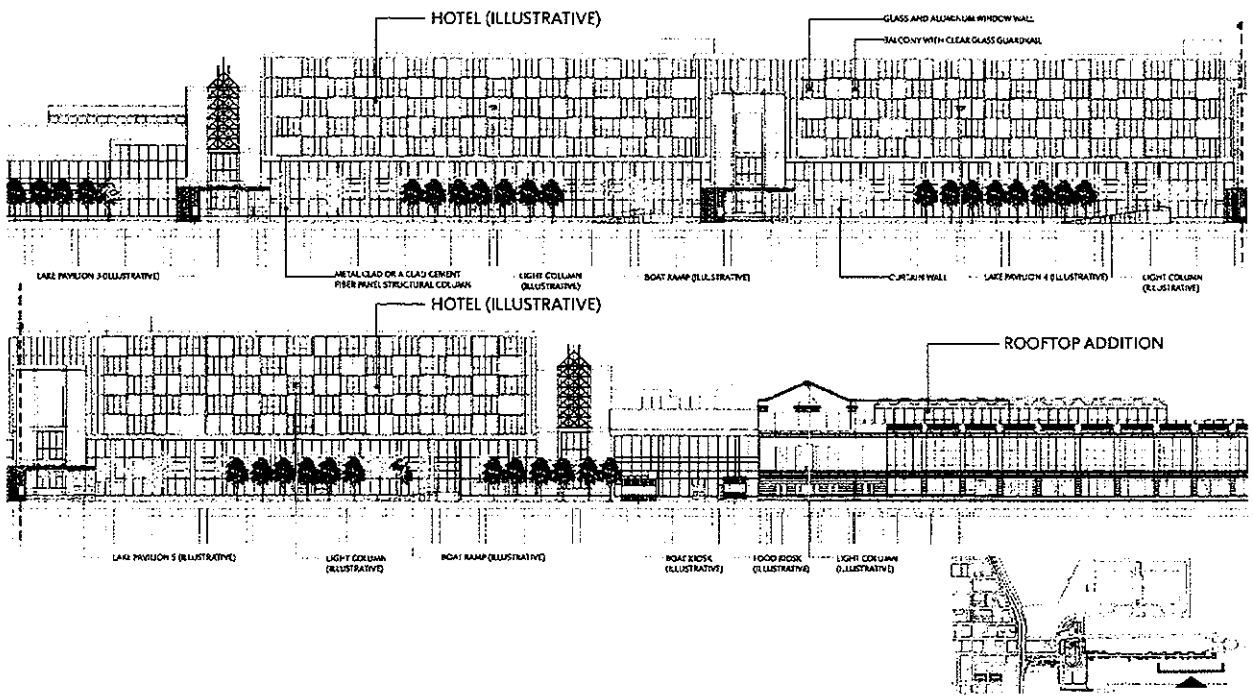

SOUTH ELEVATION - HOTEL + TERMINAL BUILDING

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 17

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

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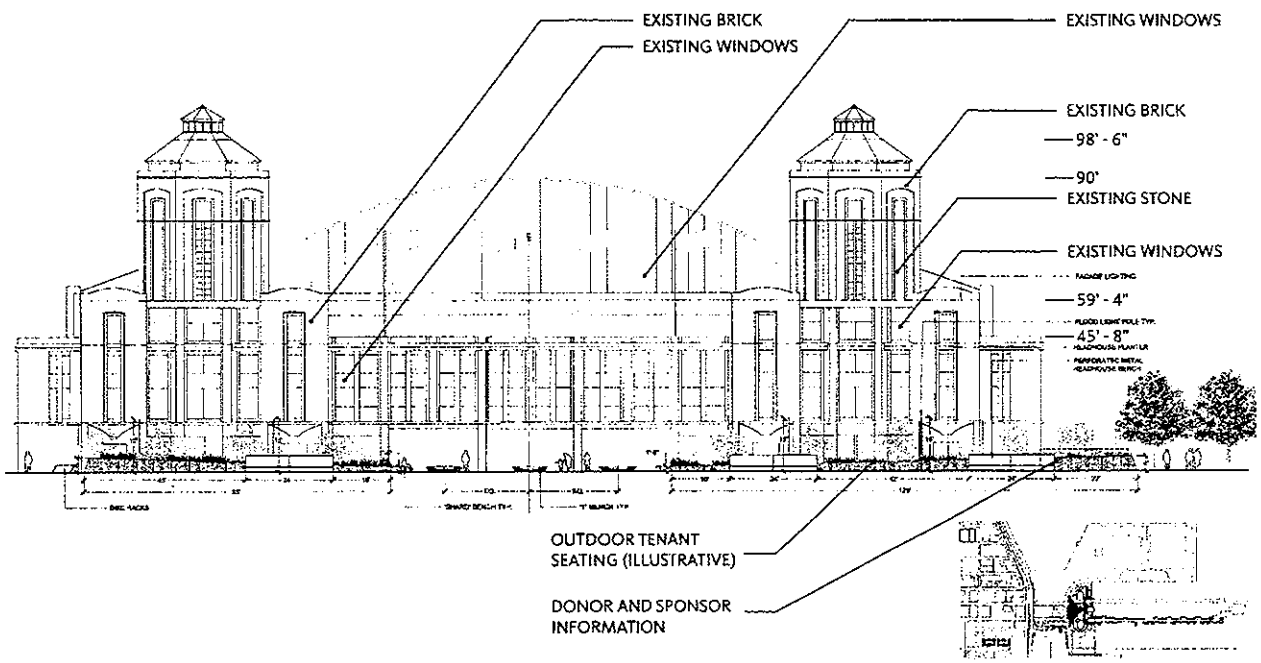


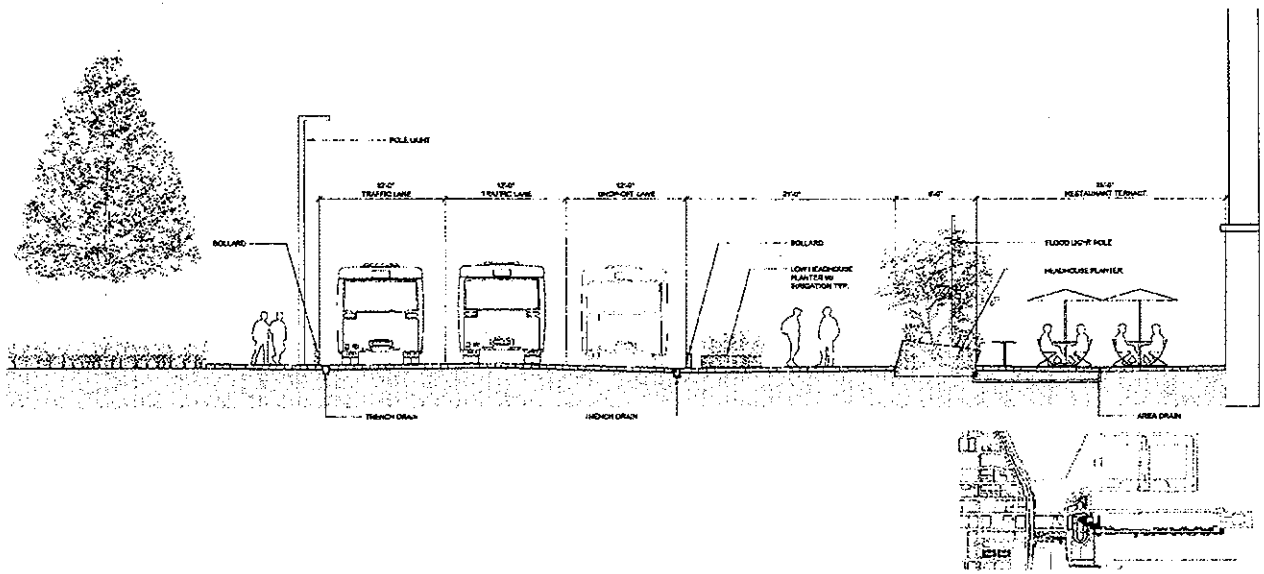
WEST ELEVATION - HEADHOUSE

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 18

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

FINAL FOR PUBLICATION



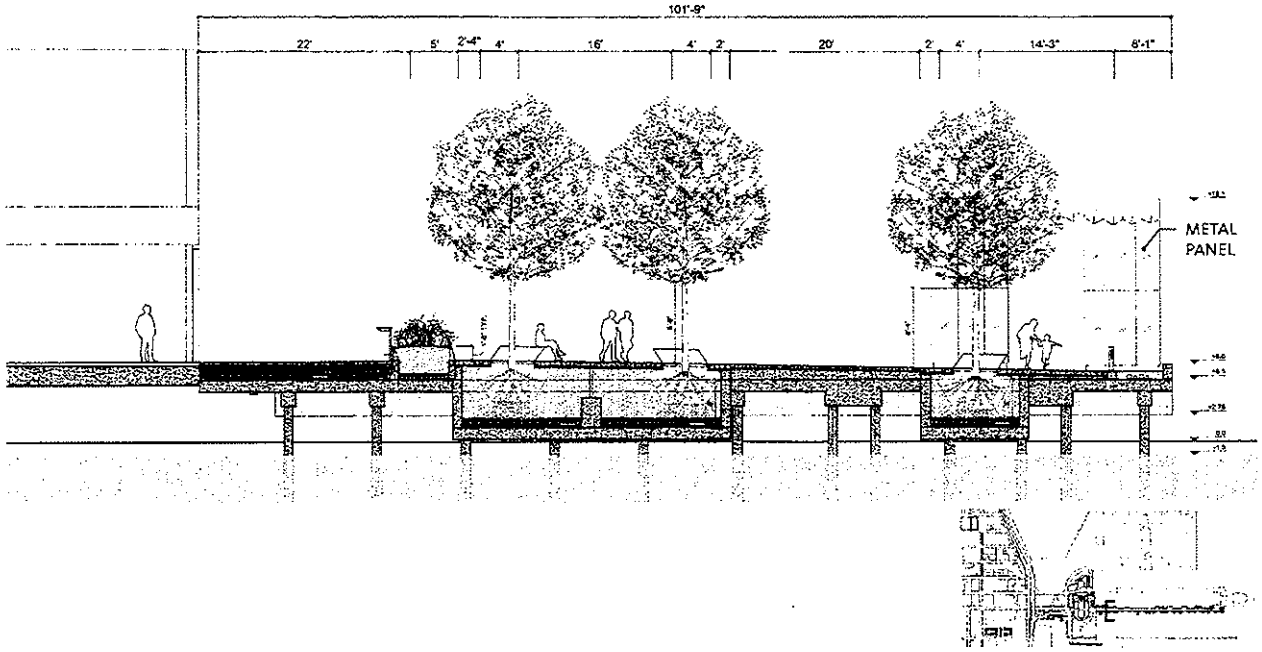
SECTION - POLK BROS PARK VEHICLE DROP-OFF

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 19

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

FINAL FOR PUBLICATION



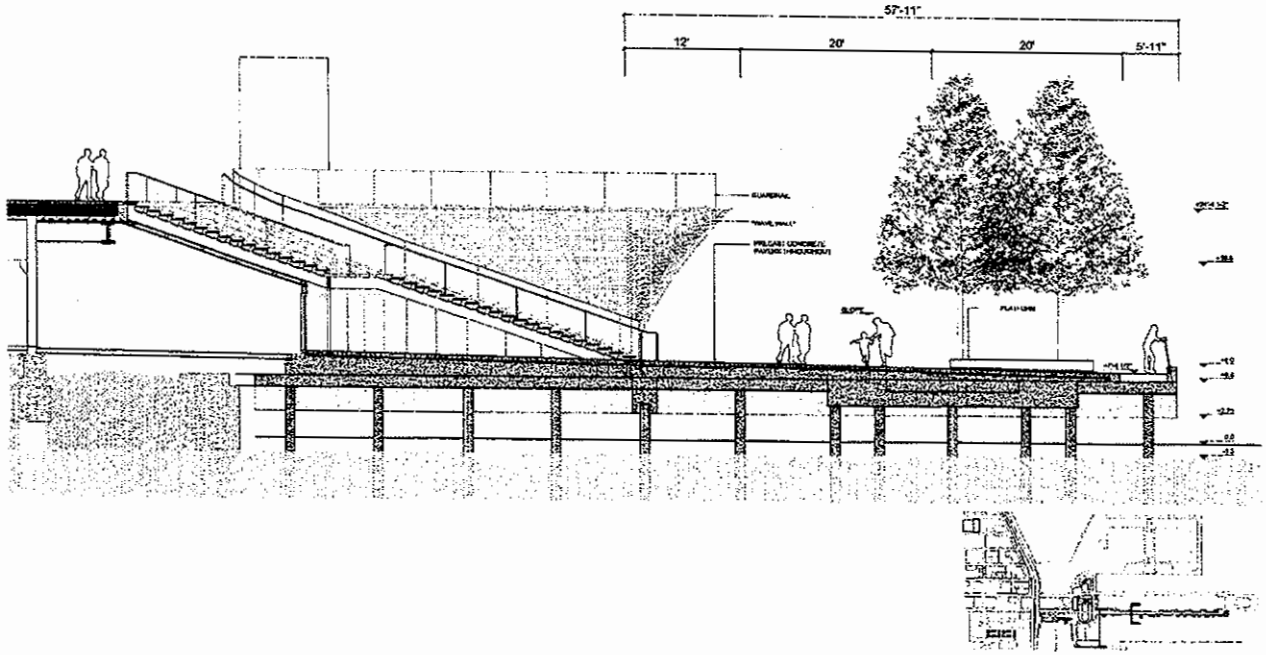
SECTION - SOUTH DOCK AT FAMILY PAVILION

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 20

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

FINAL FOR PUBLICATION



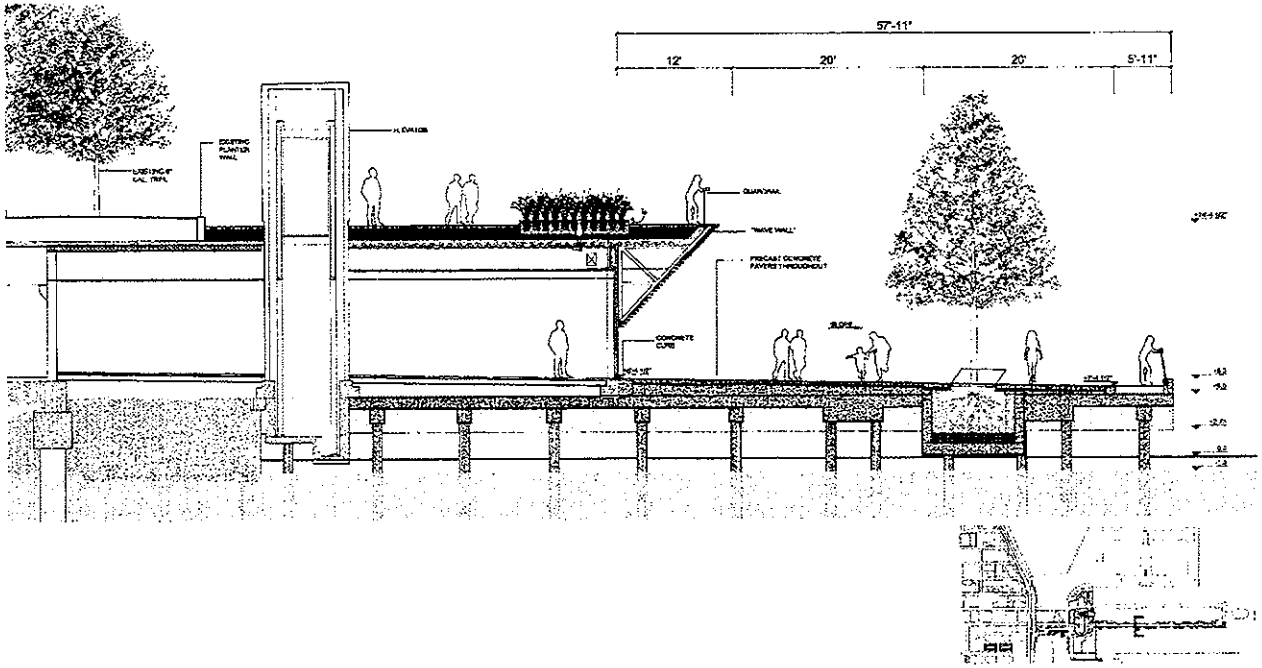
SECTION - SOUTH DOCK AT WAVE WALL 1

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 21

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

FINAL FOR PUBLICATION



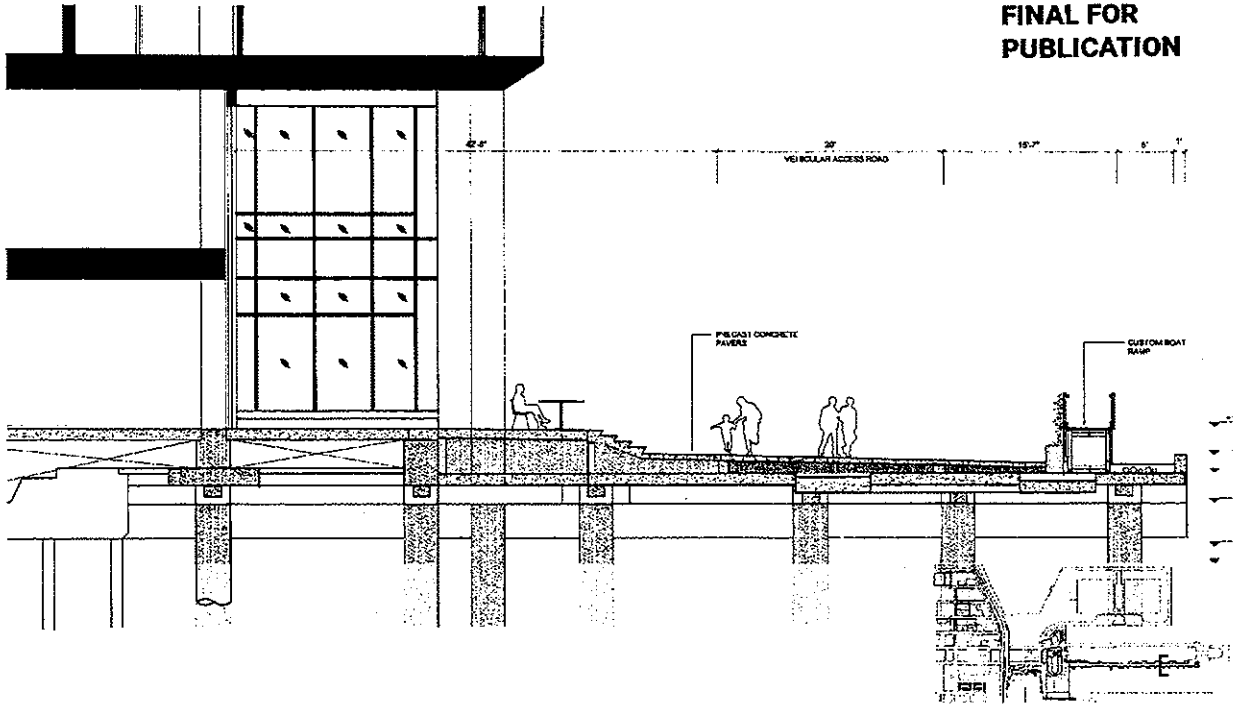
SECTION - SOUTH DOCK AT WAVE WALL 2

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 22

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

FINAL FOR PUBLICATION



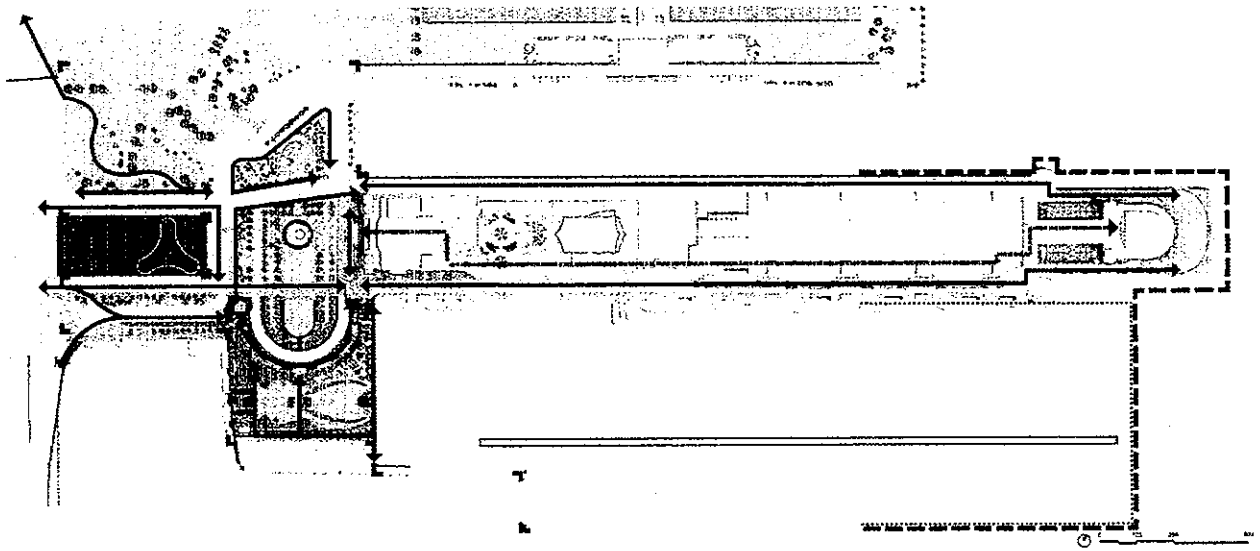
SECTION - SOUTH DOCK AND HOTEL + FESTIVAL HALL

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 23

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

FINAL FOR PUBLICATION



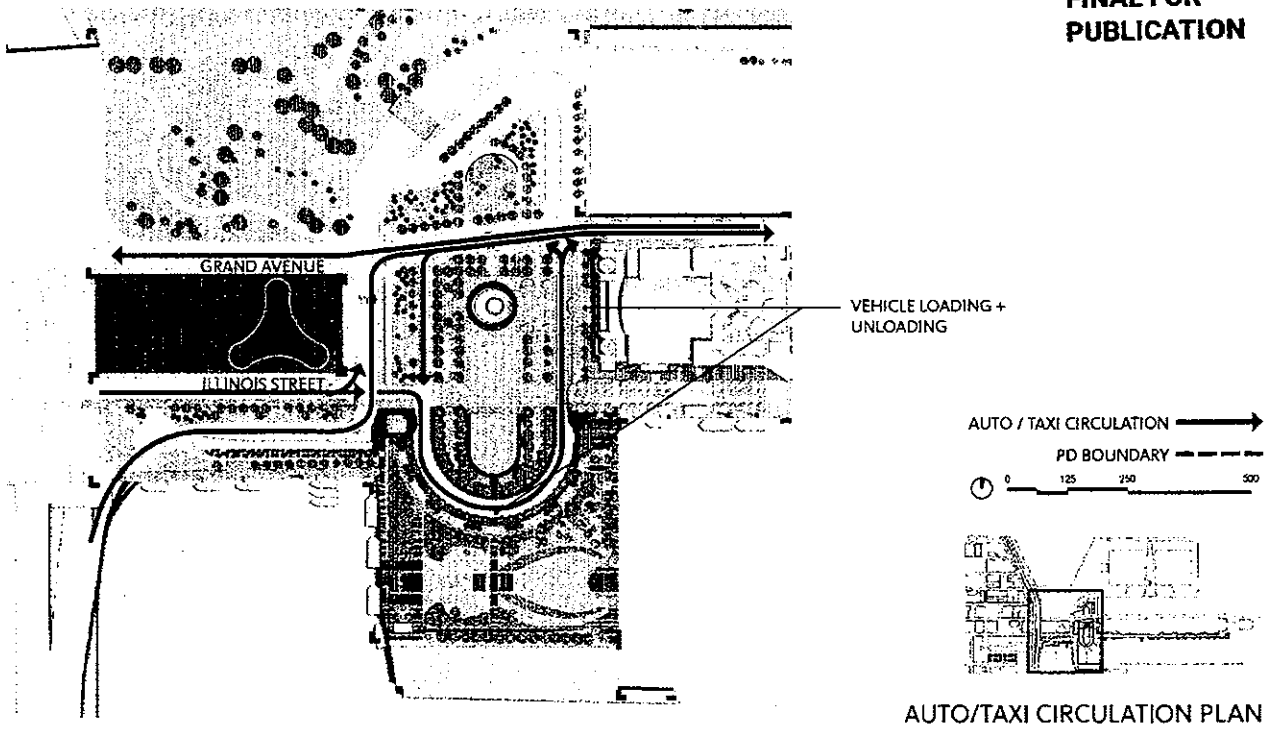
PEDESTRIAN CIRCULATION PLAN

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

FINAL FOR PUBLICATION



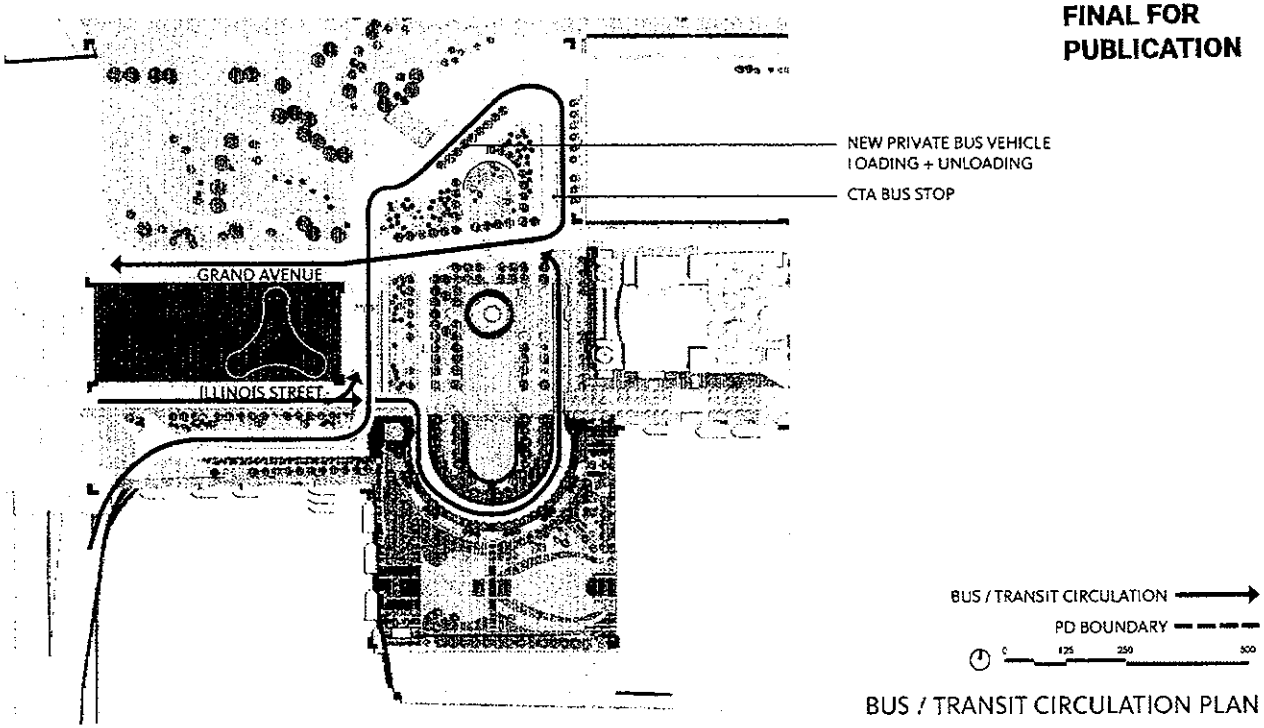
AUTO/TAXI CIRCULATION PLAN

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 25

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

FINAL FOR PUBLICATION



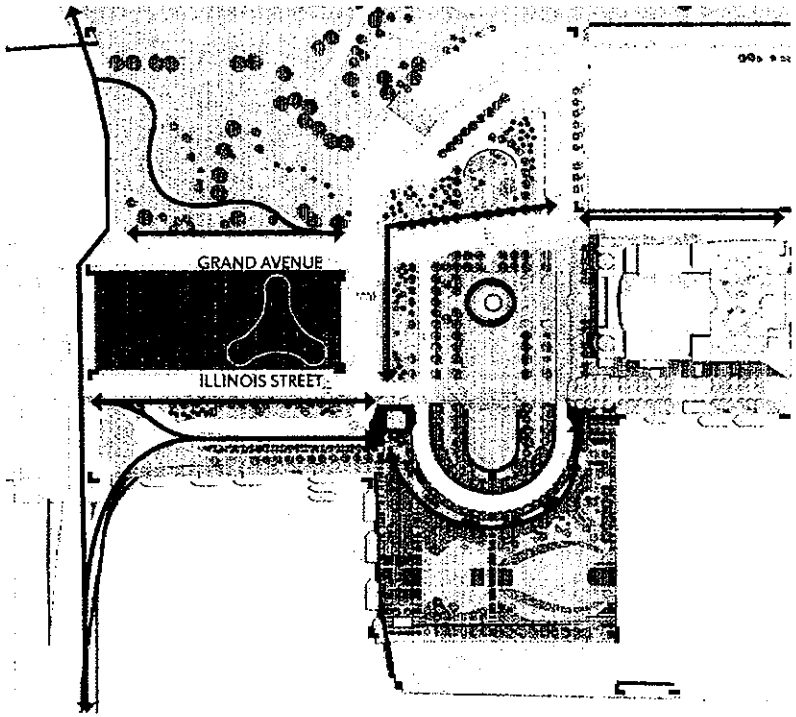
BUS / TRANSIT CIRCULATION PLAN

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

FINAL FOR PUBLICATION



BICYCLE CIRCULATION

PD BOUNDARY

0 125 250 500

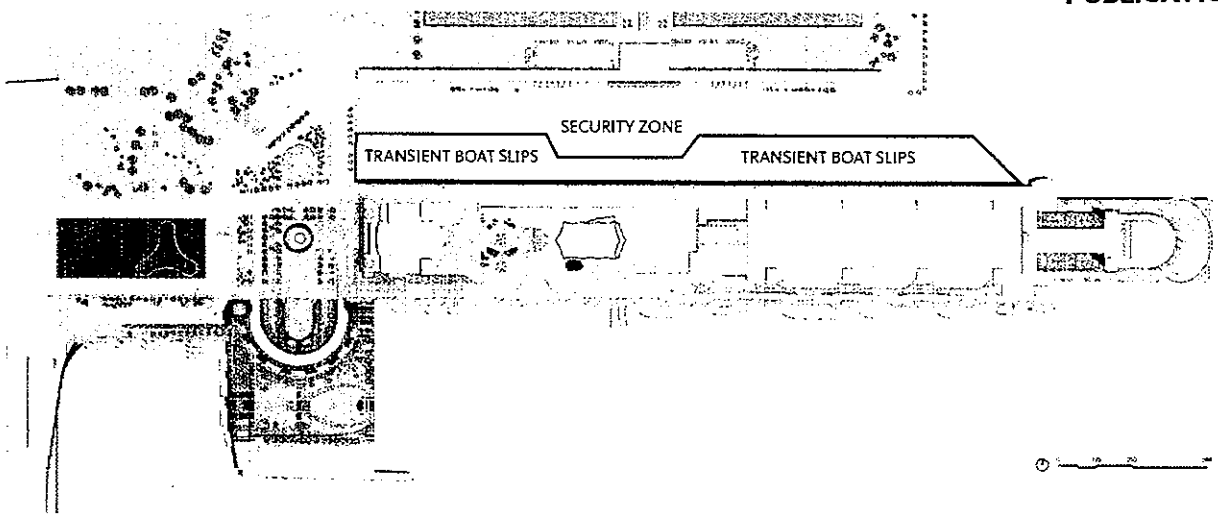
BICYCLE CIRCULATION PLAN

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

FINAL FOR PUBLICATION



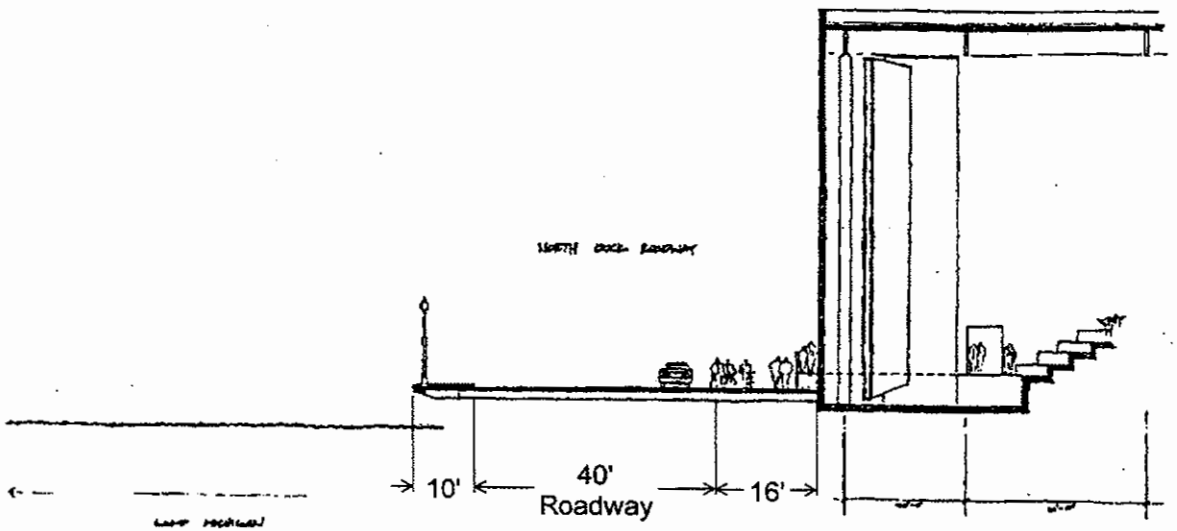
NORTH DOCK TRANSIENT BOAT SLIPS

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 28

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

FINAL FOR PUBLICATION



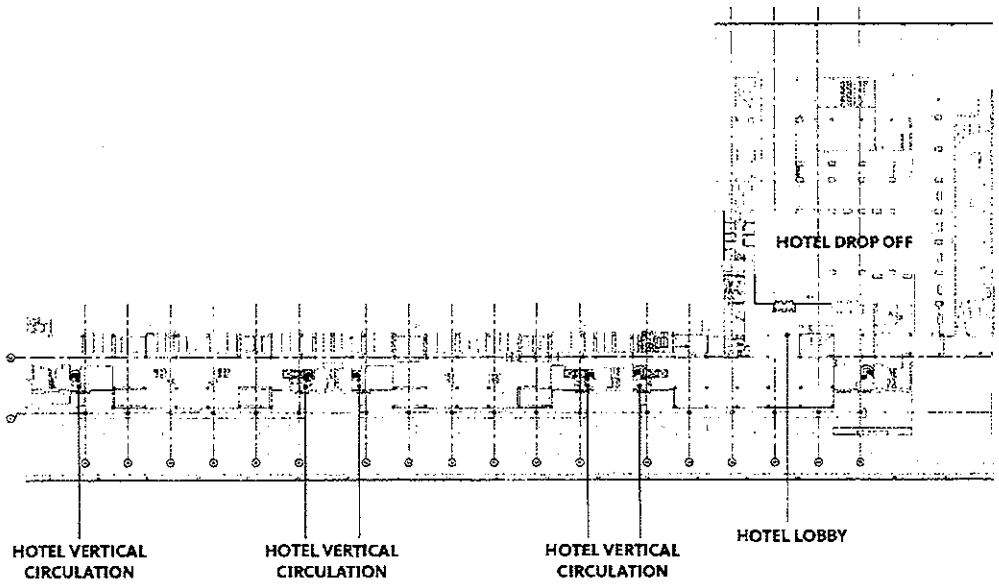
SECTION – NORTH DOCK AT FAMILY PAVILION

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 41

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

FINAL FOR PUBLICATION



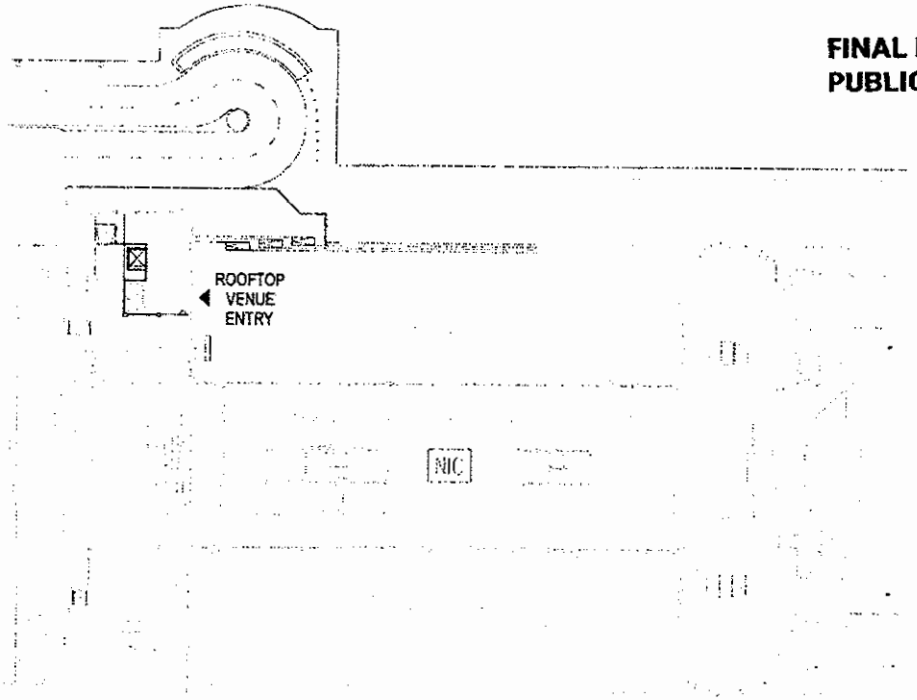
HOTEL SITE PLAN

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



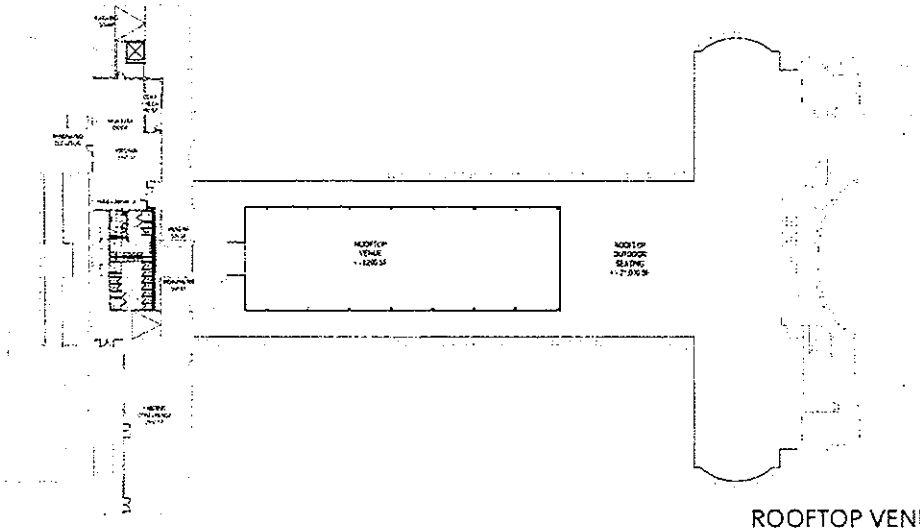
ROOFTOP VENUE SITE PLAN

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT
46

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

FINAL FOR PUBLICATION



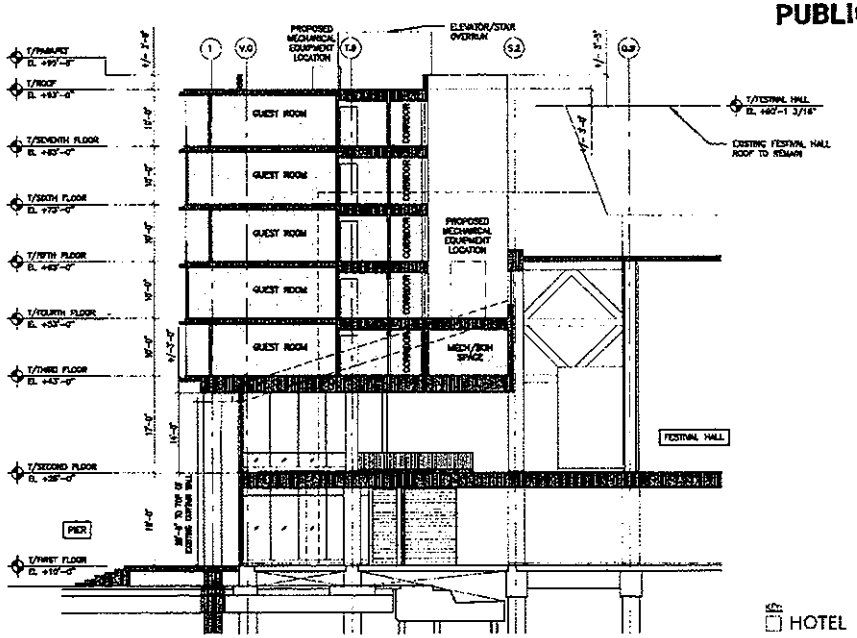
ROOFTOP VENUE ROOF PLAN

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 47

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

FINAL FOR PUBLICATION



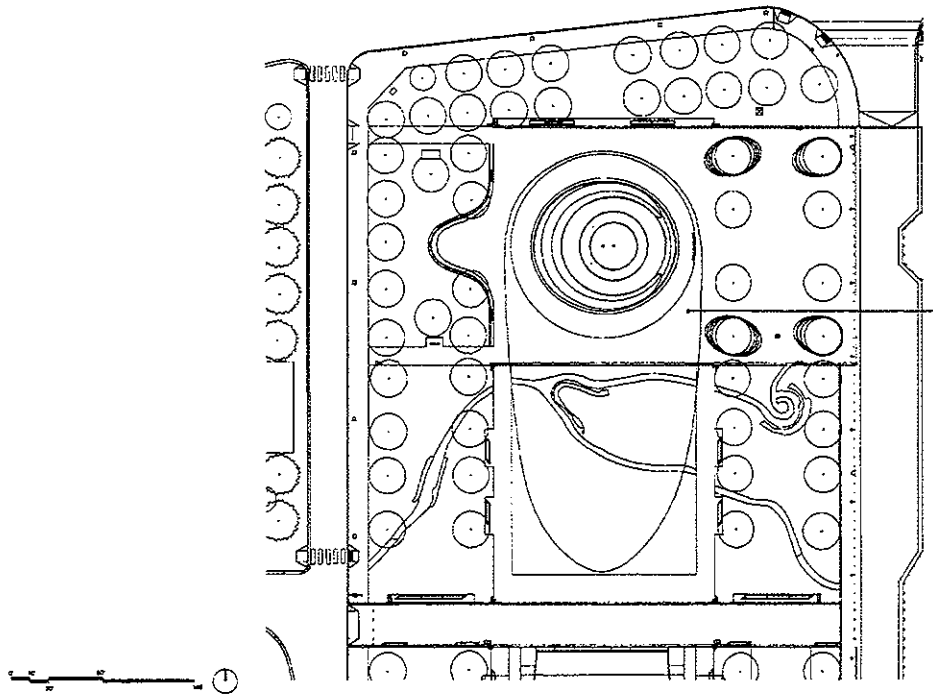
HOTEL SECTION

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 48

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

FINAL FOR PUBLICATION

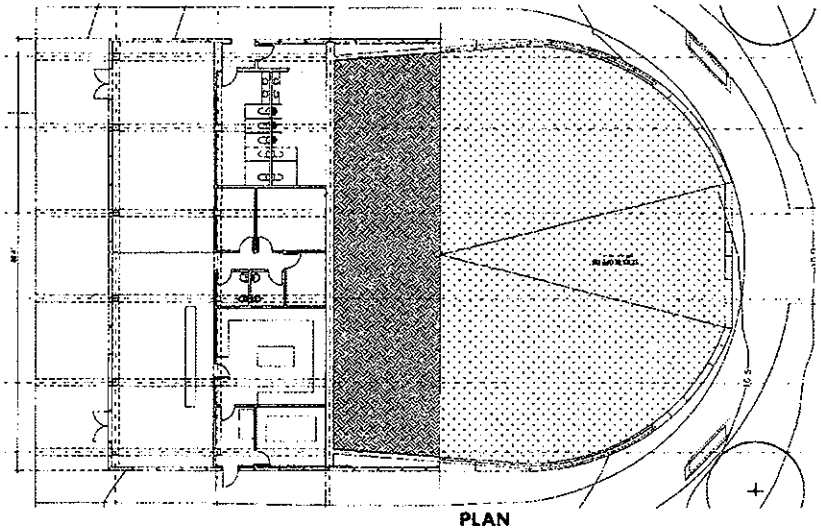


SKATING RINK PLAN
HEADLANDS SUBAREA
(POLK BROS PARK)

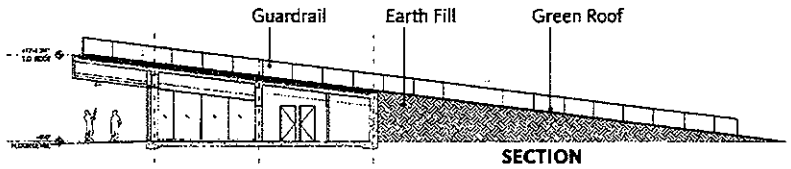
PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT
49

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



PLAN



SECTION

FINAL FOR PUBLICATION

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

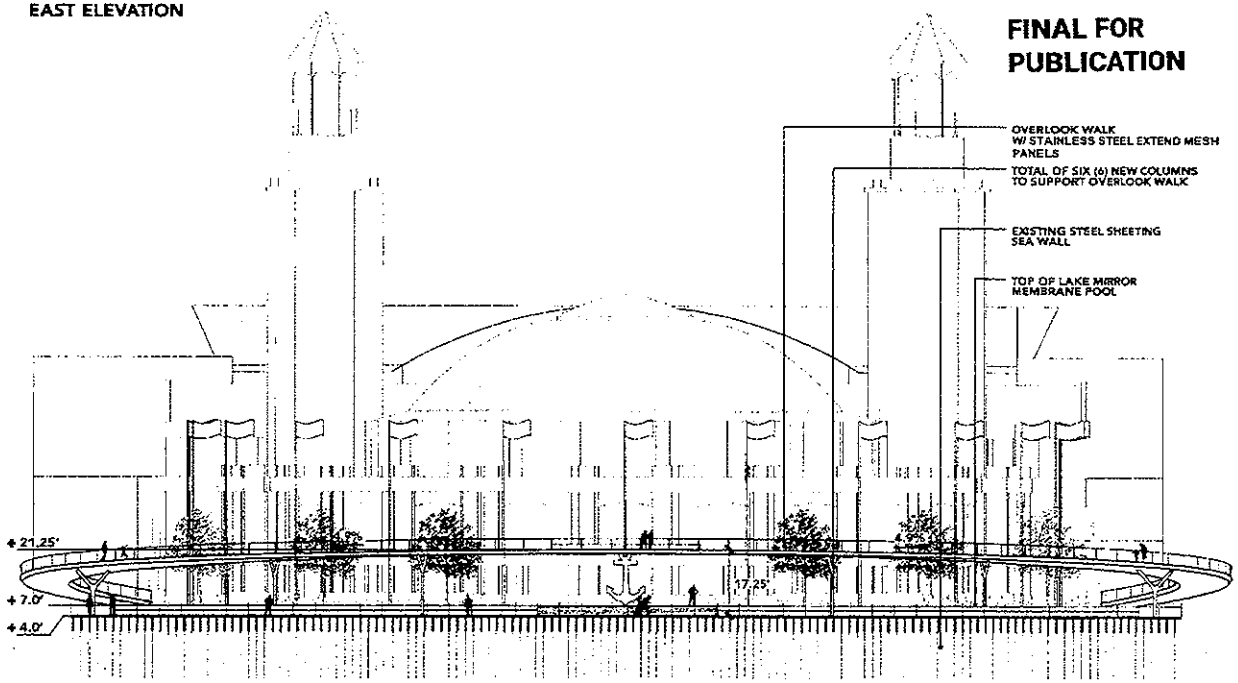
PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

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

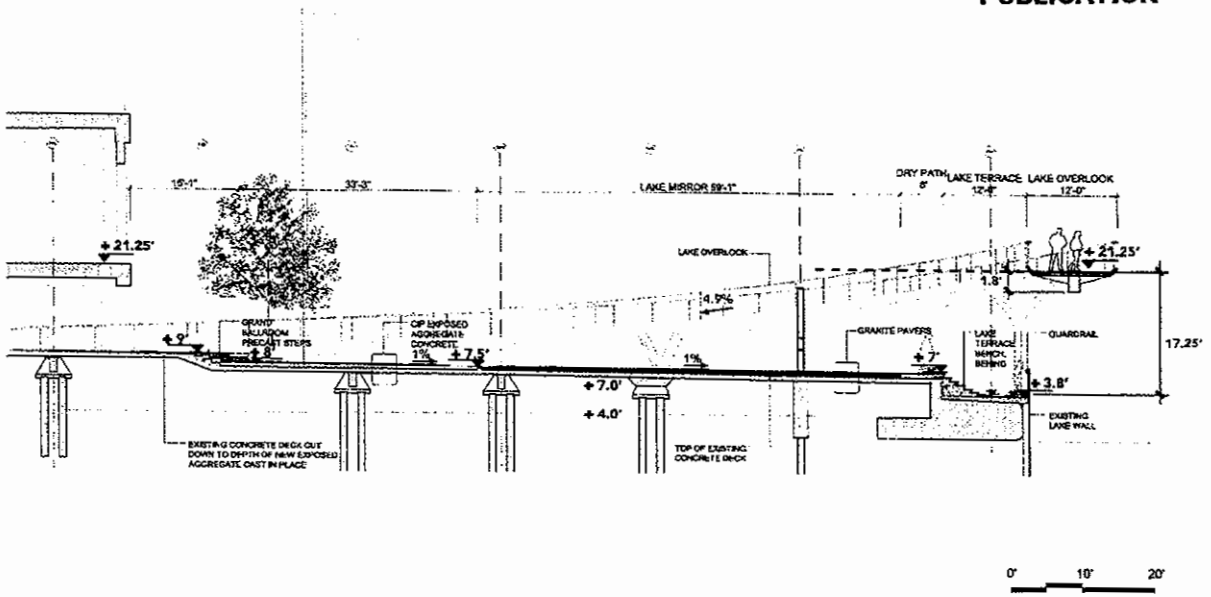
PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

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

DPD
Department of Planning and Development

June 3, 2021

Jack George
Akerman LLP
71 S. Wacker Dr., 47th Floor
Chicago, IL 60606

Re: Lakefront Ordinance Exemption for PD 527
Illuminarium Chicago at Navy Pier

Dear Mr. George:

Please be advised that your request for a Lake Michigan and Chicago Lakefront Protection Ordinance (the "Lakefront Ordinance") exemption has been considered by the Department of Planning and Development. On behalf of your client, Illuminarium Chicago, LLC, you are seeking an amendment to Institutional Planned Development No. 527 ("PD 527") related to the use of the space inside Navy Pier referred to as the Crystal Garden. Currently, the Crystal Garden allows only public uses and your client is proposing to allow cultural, recreation, entertainment and commercial uses within the Crystal Garden. No other changes are proposed.

You are requesting an exemption from the Lakefront Ordinance pursuant to Section 16-4-150 to receive approval for the changes as identified in the proposed amendment. Pursuant to the Lakefront Ordinance, repairs and rehabilitation which do not exceed 50% of the total cost of replacement of the existing structure and additions which do not increase the site coverage or the height of the structure are exempt from securing approval of the Chicago Plan Commission. The proposed Illuminarium construction costs are approximately $14,000,000 (not including soft costs and furniture, fixture and equipment) or 41% of the replacement cost for the Crystal Garden portion of the Pier ($34,200,000). Additionally, Illuminarium's interior modifications will not increase the site coverage or the height of Navy Pier.

Therefore, I hereby approve your request for an exemption from the Chicago Plan Commission approval provisions of the Lakefront Ordinance for the proposed Illuminarium modifications within the Crystal Garden. All new construction must comply with the requirements of PD 527 and all required permits must be obtained prior to the start of construction.

Sincerely,

Patrick Murphey
Zoning Administrator

PM:tm

c: Mike Marmo, Erik Glass, Janice Hill, Noah Szafraniec, Emily Thrun

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

March 9, 2020
Revised and Reissued April 29, 2020

Kevin Loughnane
General Manager, Capital Construction
Chicago Transit Authority
567 West Lake Street
Chicago, Illinois 60661-1498

Re: Lakefront Protection Ordinance exemption and minor change request for PD 527, CTA electric bus charging facility at Navy Pier, 590 East Grand Avenue

Dear Mr. Loughnane:

Please be advised that your request for a Lake Michigan and Chicago Lakefront Protection Ordinance (LPO) exemption and minor change has been considered by the Department of Planning and Development (DPD). Navy Pier is located within the Private Use Zone of the Lake Michigan and Chicago Lakefront Protection District and within Institutional Planned Development No. 527 (PD 527).

With the consent of Navy Pier, Inc. and the Metropolitan Pier and Exposition Authority, the Chicago Transit Authority (CTA) is proposing to construct an overhead charging system for electric buses at the bus birthing location along Park Dr. The overhead charging system consists of a mast which extends over the top of the bus, from which a pantograph extends to the top of the parked bus to charge its batteries. The equipment required to supply the power to these overhead charging masts will be located in a separate building, as shown on the attached plans and elevations. The building will contain electrical charging equipment and access by the general public will be precluded. The grey color palette of the building is consistent with the color palette of the work done at Navy Pier within the last few years. Additionally, the existing bus shelters at the site are proposed to be replaced with new shelters in the same grey palette. As shown on the attached Landscape Plan, additional landscaping will be provided along the perimeter of both the building and the Com Ed transformer courtyard to the south.

The CTA is requesting an exemption from the LPO based on classification of the proposed electric bus charging facility as an accessory building, as defined in Section 16-4-050(a) of the Chicago Municipal Code. Pursuant to Section 16-4-150, accessory buildings are exempt from securing approval of the Chicago Plan Commission (CPC). The proposed building's function is solely to house the required electrical charging equipment needed for the overhead chargers and as such: i) it is subordinate in area, extent and purpose to the principal use and building at Navy

Pier; ii) will directly contribute to the comfort, convenience and necessity of the occupants of Navy Pier (primarily both visitors and staff, along with other CTA customers who use this stop); and, iii) such proposed building is located not only within the same PD as Navy Pier (PD 527); but, is also on the same zoning lot, as the paved area used by the buses in not public right-of-way (ROW) and is not separated from the principal building at Navy Pier by any other public ROW. Therefore, I hereby approve your request for a waiver from the CPC approval provisions of the LPO for the electric bus charging facility at Navy Pier.

Secondly, you are also seeking a minor change to allow an increase in height from 5'-0" to 8'-0" for a proposed fence which will enclose Com Ed equipment immediately south of the proposed building, and as shown on the attached plans and Fence and Gate Elevations. With regard to your request, DPD has determined that allowing the fence height increase will not: i) change the character of PD 527; ii) increase the floor area ratio of PD 527; iii) increase the density of PD 527; nor, iv) decrease any minimum building separations or setbacks, and therefore, would constitute a minor change. The proposed electric bus charging facility is not subject to the minor change request as it is permitted under the terms of PD 527, per Statement 6, which specifically allows "public transportation facilities…and related and accessory uses and support facilities.

Accordingly, pursuant to the authority granted by Section 17-13-0611 and Statements 10(viii) and 21 of PD 527, I hereby approve the foregoing minor change, but no other changes to PD 527. This minor change is valid for 12 months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

Nancy Radzevich
Assistant Commissioner

NR:tm

cc: Alderman Brendan Reilly (42), Mike Marmo, Erik Glass, Janice Hill, Michael Gaynor, main file

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

March 9, 2020

Kevin Loughnane
General Manager, Capital Construction
Chicago Transit Authority
567 W. Lake Street
Chicago, Illinois 60661-1498

Re: Lakefront exemption and minor change request for PD 527, CTA electric bus charging facility at Navy Pier, 590 E. Grand Ave.

Dear Mr. Loughnane:

Please be advised that your request for a Lake Michigan and Chicago Lakefront Protection Ordinance (the "Lakefront Ordinance") exemption and minor change has been considered by the Department of Planning and Development. Navy Pier is located within the Private Use Zone of the Lake Michigan and Chicago Lakefront Protection District and within Institutional Planned Development No. 527 ("PD 527").

With the consent of Navy Pier, Inc. and the Metropolitan Pier and Exposition Authority, the Chicago Transit Authority is proposing to construct an overhead charging system for electric buses at the bus birthing locations along Park Dr. The overhead charging system consists of a mast which extends over the top of the bus, from which a pantograph extends to the top of the parked bus to charge its batteries. The equipment required to supply the power to these overhead charging masts will be located in a separate building, as shown on the attached plans and elevations. The building will contain electrical charging equipment and access will be limited as needed. The grey color palette of the building is consistent with the color palette of the work done at Navy Pier within the last few years. Additionally, the existing bus shelters at the site are proposed to be replaced with new shelters in the same grey palette. As shown on the attached Landscape Plan, additional landscaping will be provided along the perimeter of both the building and the Com Ed transformer courtyard to the south.

You are requesting an exemption from the Lakefront Ordinance based on classification of the proposed electric bus charging facility as an accessory building. Pursuant to Chapter 16-4-150 of the Lakefront Ordinance, accessory buildings are exempt from securing approval of the Chicago Plan Commission. The proposed building's function is solely to house the required electrical charging equipment needed for the overhead chargers and as such, it is subordinate in area, extent and purpose to the principal use and building at Navy Pier. Therefore, I hereby approve your request for a waiver from the Chicago Plan Commission approval provisions of the Lakefront Ordinance for the electric bus charging facility at Navy Pier.

Secondly, you are also seeking a minor change to allow an increase in height from 5'-0" to 8'-0" for a proposed fence which will enclose Com Ed equipment immediately south of the proposed building, and as shown on the attached plans and Fence and Gate Elevations. With regard to your request, the Department of Planning and Development has determined that allowing the fence height increase will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

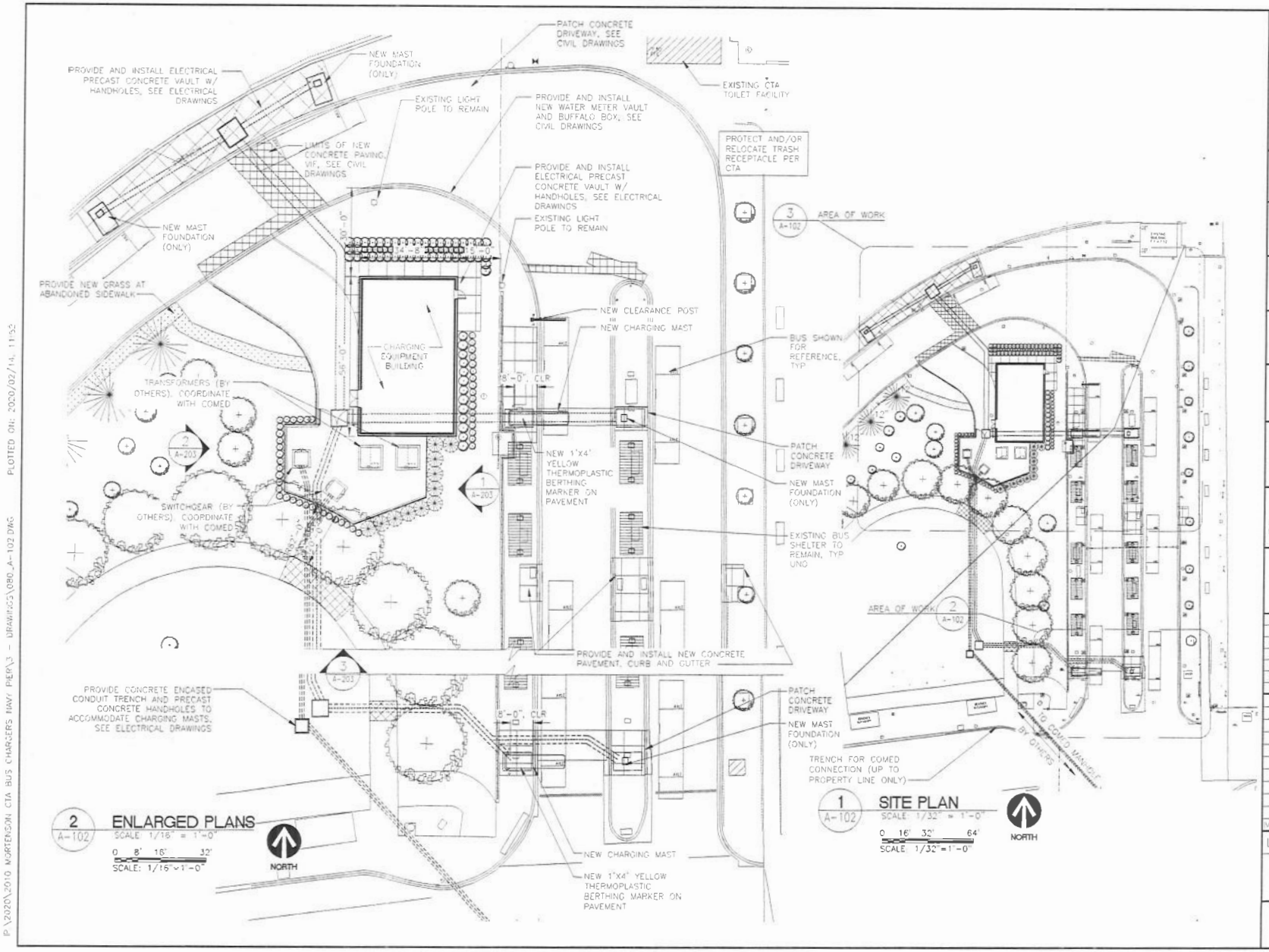
Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and IPD 527, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

Nancy Radzevich
Assistant Commissioner

NR:tm

c: Mike Marmo, Erik Glass, Janice Hill, main file



NOT FOR CONSTRUCTION

PROTERRA

Mortenson

JLK JOHNSON LASKY ENDELIN ARCHITECTS

CHICAGO TRANSIT AUTHORITY ENGINEERING

SENSITIVE SECURITY INFORMATION

WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW" AS DEFINED IN 49 CFR PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE IS GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.

DRAWING SCALE IS NOT GUARANTEED. CTA ASSUMES NO RISK OF LIABILITY FOR ERRORS CAUSED, DIRECTLY OR INDIRECTLY, BY SCALING OF THIS DRAWING.

ELECTRIC BUS EN-ROUTE
ISSUE FOR PERMIT

NAVY PIER

590 E. GRAND AVE

IN CHARGE	TS
APPROVED BY	TS
CHECKED BY	TS
DESIGNED BY	JW
DRAWN BY	JW
PROJECT NO.	2015-0028.01
FILE NAME	080_A-102

MARK	DATE	DESCRIPTION
5	14 FEB 2020	100% DESIGN DOCUMENTS REV 1
4	7 MAY 2019	100% DESIGN DOCUMENTS
3	4 APR 2019	INTERMEDIATE DESIGN DOCS REV 1
2	14 FEB 2019	INTERMEDIATE DESIGN DOCS
1	20 NOV 2018	VALIDATION DOCUMENTS

LOCATION IDENTIFIER: BT035

NAVY PIER SITE PLANS

A-102

P:\2020\2010 MORTENSON CTA BUS CHARGERS NAVY PIER\3 - DRAWINGS\080_A-102.DWG PLOTTED ON: 2020/02/14, 11:52

MAINTENANCE STATEMENT BY OWNER

THE UNDERSIGNED ACKNOWLEDGES THAT THE LANDSCAPE PLANTING PLAN SHOWN ON THE ATTACHED LANDSCAPE PLANS FOR THE PROPERTY AT PARK DRIVE, CHICAGO, ILLINOIS, 60611, HAS, TO THE BEST OF THE UNDERSIGNED APPLICANT'S KNOWLEDGE, BEEN DESIGNED AND WILL BE INSTALLED, MAINTAINED AND REPLACED AS REQUIRED, BY CURRENT AND SUBSEQUENT OWNERS IN ACCORDANCE WITH THE REQUIREMENTS OF TITLE 10, CHAPTER 32 OF THE CHICAGO MUNICIPAL CODE, THE LANDSCAPING STANDARDS OF THE CHICAGO ZONING ORDINANCE, AND THE "GUIDE TO THE CHICAGO LANDSCAPE ORDINANCE"

TREE PROTECTION STATEMENT BY OWNER

EXISTING PARKWAY AND ON-SITE INTERIOR TREES ARE TO BE PROTECTED WHILE THE PROJECT IS UNDER CONSTRUCTION AND WILL BE REPLACED BY CURRENT OR SUBSEQUENT OWNER IF DAMAGED

OWNER _____ DATE _____

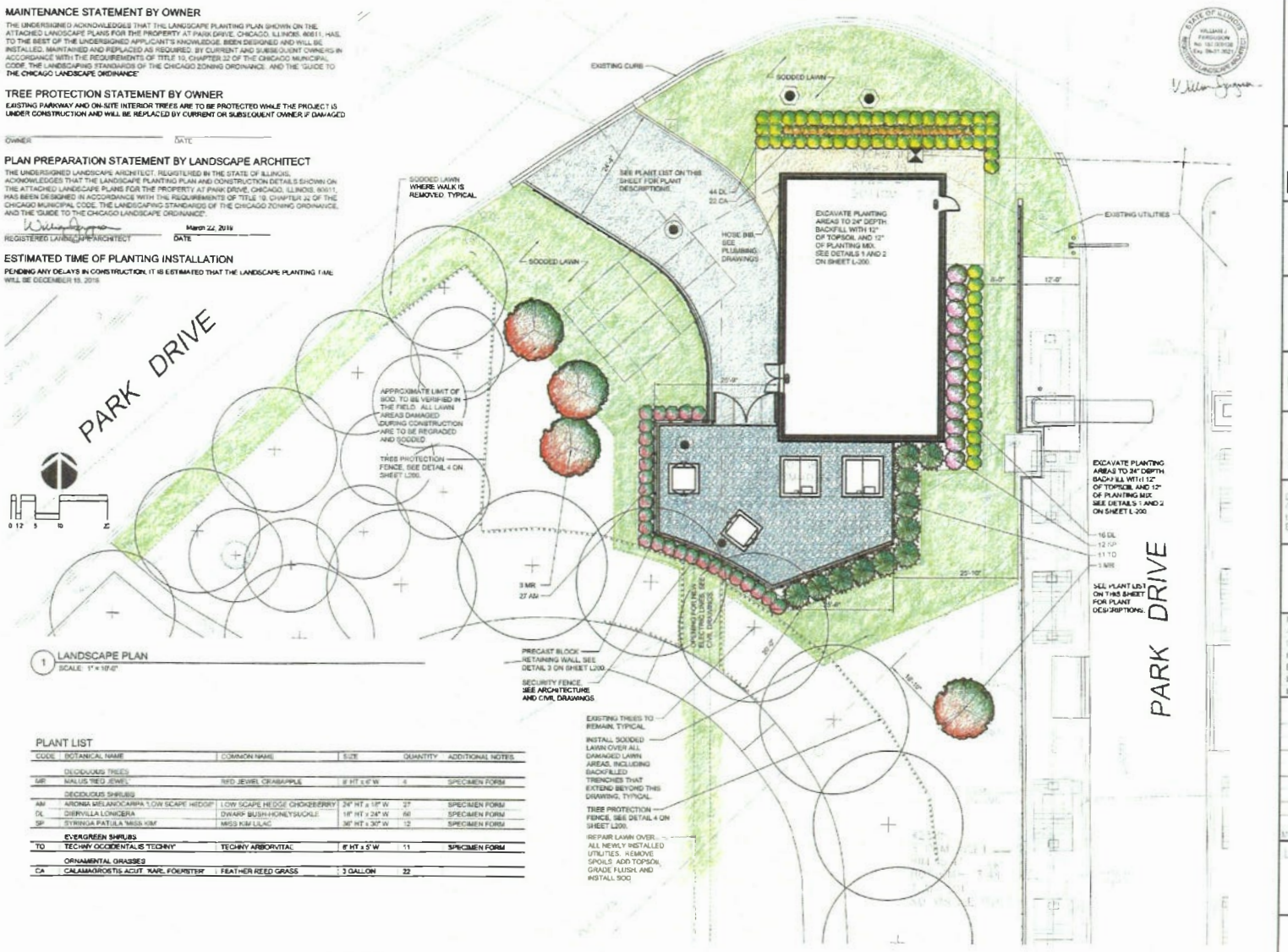
PLAN PREPARATION STATEMENT BY LANDSCAPE ARCHITECT

THE UNDERSIGNED LANDSCAPE ARCHITECT, REGISTERED IN THE STATE OF ILLINOIS, ACKNOWLEDGES THAT THE LANDSCAPE PLANTING PLAN AND CONSTRUCTION DETAILS SHOWN ON THE ATTACHED LANDSCAPE PLANS FOR THE PROPERTY AT PARK DRIVE, CHICAGO, ILLINOIS, 60611, HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF TITLE 10, CHAPTER 32 OF THE CHICAGO MUNICIPAL CODE, THE LANDSCAPING STANDARDS OF THE CHICAGO ZONING ORDINANCE, AND THE "GUIDE TO THE CHICAGO LANDSCAPE ORDINANCE"

REGISTERED LANDSCAPE ARCHITECT March 22, 2019 DATE

ESTIMATED TIME OF PLANTING INSTALLATION

PENDING ANY DELAYS IN CONSTRUCTION, IT IS ESTIMATED THAT THE LANDSCAPE PLANTING TIME WILL BE DECEMBER 15, 2019



1 LANDSCAPE PLAN
SCALE: 1" = 10'-0"

PLANT LIST

CODE	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY	ADDITIONAL NOTES
	DECIDUOUS TREES				
MR	MALUS 'RED JEWEL'	RED JEWEL CRABAPPLE	8' HT x 6' W	4	SPECIMEN FORM
	DECIDUOUS SHRUBS				
AM	ARONIA MELANOCARPA 'LOW SCAPE HEDGE'	LOW SCAPE HEDGE CHOKEBERRY	24" HT x 18" W	27	SPECIMEN FORM
DL	DIERVILLA LONICERA	DWARF BUSH-HONEYSUCKLE	18" HT x 24" W	66	SPECIMEN FORM
SP	SYRINGA PATULA 'MISS KIM'	MISS KIM LILAC	36" HT x 30" W	12	SPECIMEN FORM
	EVERGREEN SHRUBS				
TO	TECHNY OCCIDENTALIS 'TECHNY'	TECHNY ARBORVITAE	6' HT x 5' W	11	SPECIMEN FORM
	ORNAMENTAL GRASSES				
CA	CALAMAGROSTIS ACUT 'KARL FOERSTER'	FEATHER REED GRASS	3 GALLON	22	

NOT FOR CONSTRUCTION

Mortenson

JLK
JOHNSON LASKY KINDELIN ARCHITECTS

DANIEL WEINBACH & PARTNERS, LTD.
Landscape Architects

CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

DRAWING SCALE IS NOT GUARANTEED. CTA ASSUMES NO RISK OF LIABILITY FOR ERRORS CAUSED DIRECTLY OR INDIRECTLY BY SCALING OF THIS DRAWING.

ELECTRIC BUS EN-ROUTE RAPID CHARGER STATIONS

NAVY PIER
590 E GRAND AVE

IN CHARGE	
APPROVED BY	
CHECKED BY	
DRAWN BY	BF
DRAWN BY	BF
PROJECT NO.	2015-0029.01
FILE NAME	L100-L300

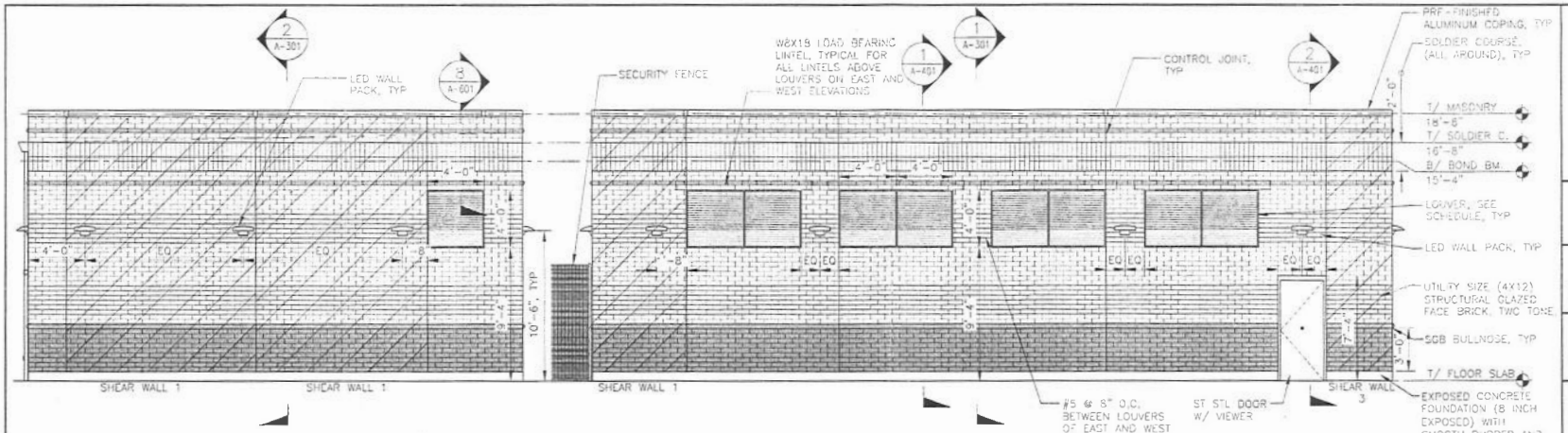
MARK	DATE	DESCRIPTION
5	21 FEB 2020	100% DESIGN DOC REV 1
4	07 MAY 2019	100% DESIGN DOCUMENTS
3	04 APR 2019	INTERMEDIATE DESIGN REV 1
2	12 FEB 2019	INTERMEDIATE DESIGN DOCS
1	06 NOV 2018	VALIDATION DOCUMENTS

LOCATION IDENTIFIER

LANDSCAPE PLAN

L100

CHICAGO TRANSIT
AUTHORITY

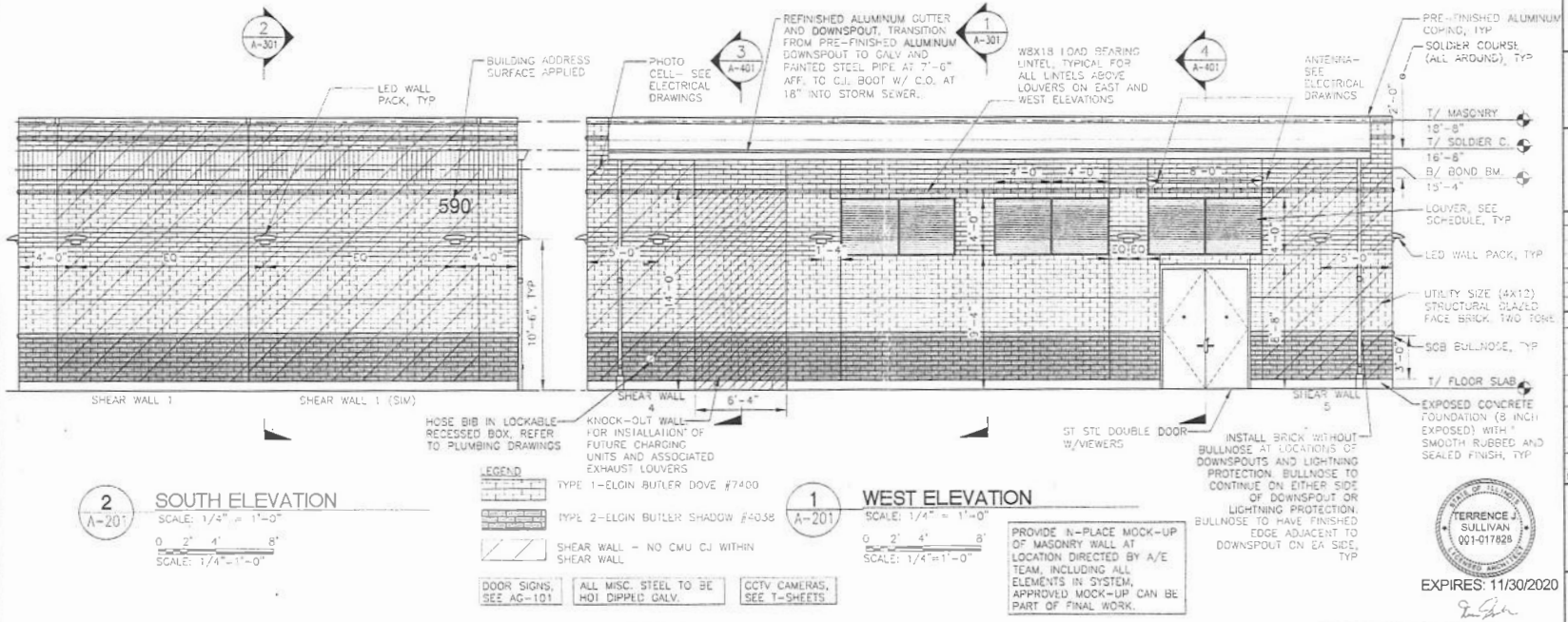


4 A-201 NORTH ELEVATION
SCALE: 1/4" = 1'-0"

SCALE: 1/4"=1'-0"

3 A-201 EAST ELEVATION
SCALE: 1/4" = 1'-0"

SCALE: 1/4"=1'-0"



2 A-201 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

SCALE: 1/4"=1'-0"

LEGEND

TYPE 1-ELGIN BUTLER DOVE #7400

TYPE 2-ELGIN BUTLER SHADOW #4038

SHEAR WALL - NO CMU CJ WITHIN SHEAR WALL

1 A-201 WEST ELEVATION
SCALE: 1/4" = 1'-0"

SCALE: 1/4"=1'-0"

DOOR SIGNS, SEE AG-101

ALL MISC. STEEL TO BE HOT DIPPED GALV.

CCTV CAMERAS, SEE T-SHEETS

PROVIDE IN-PLACE MOCK-UP OF MASONRY WALL AT LOCATION DIRECTED BY A/E TEAM, INCLUDING ALL ELEMENTS IN SYSTEM. APPROVED MOCK-UP CAN BE PART OF FINAL WORK.

TERRENCE J. SULLIVAN 001-017828 REGISTERED ARCHITECT

EXPIRES: 11/30/2020

PROTERRA

Mortenson JLK JOHNSON LASKY ENDELIN ARCHITECTS

CHICAGO TRANSIT AUTHORITY ENGINEERING

SENSITIVE SECURITY INFORMATION

WARNING: THIS RECORD CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A NEED TO KNOW, AS DEFINED IN 49 CFR PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE IS GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.

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ELECTRIC BUS EN-ROUTE
ISSUE FOR PERMIT

NAVY PIER
590 E GRAND AVE

IN CHARGE	TS
APPROVED BY	TS
CHECKED BY	TS
DESIGNED BY	JW
DRAWN BY	JW
PROJECT NO	2015-0028.01
FILE NAME	080_A-201

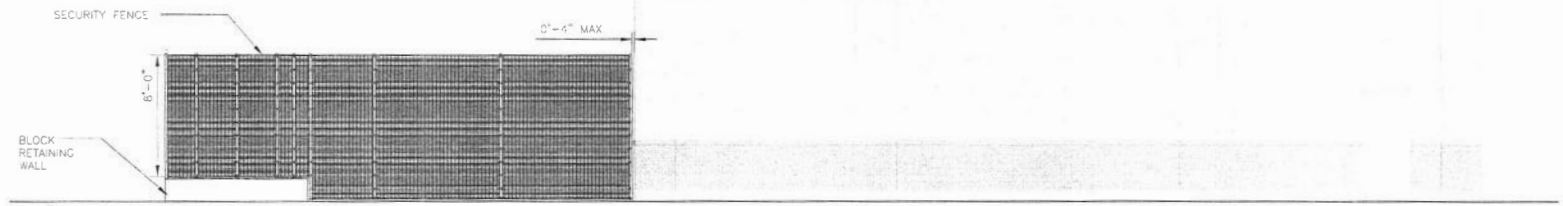
MARK	DATE	DESCRIPTION
6	26 FEB 2020	ISSUE FOR PERMIT
5	14 FEB 2020	100% DESIGN DOCUMENTS REV 1
4	7 MAY 2019	100% DESIGN DOCUMENTS
3	4 APR 2019	INTERMEDIATE DESIGN DOCS REV 1
2	14 FEB 2019	INTERMEDIATE DESIGN DOCS
1	20 NOV 2018	VALIDATION DOCUMENTS

LOCATION IDENTIFIER: BT035

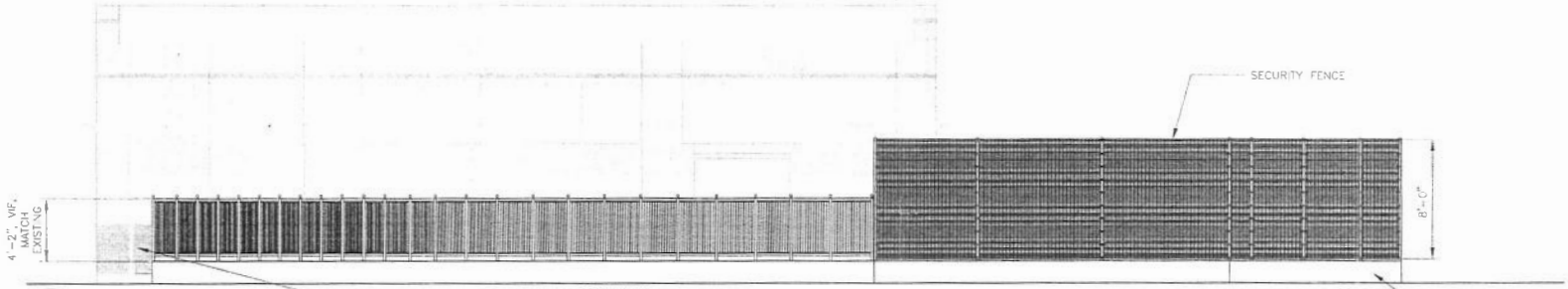
NAVY PIER BUILDING ELEVATIONS

A-201

P:\2020\2019 MORTENSON CTA BUS CHARGERS NAVY PIER\5 - DRAWINGS\080_A-201.DWG PLOTTED ON: 2020/02/26, 03:58

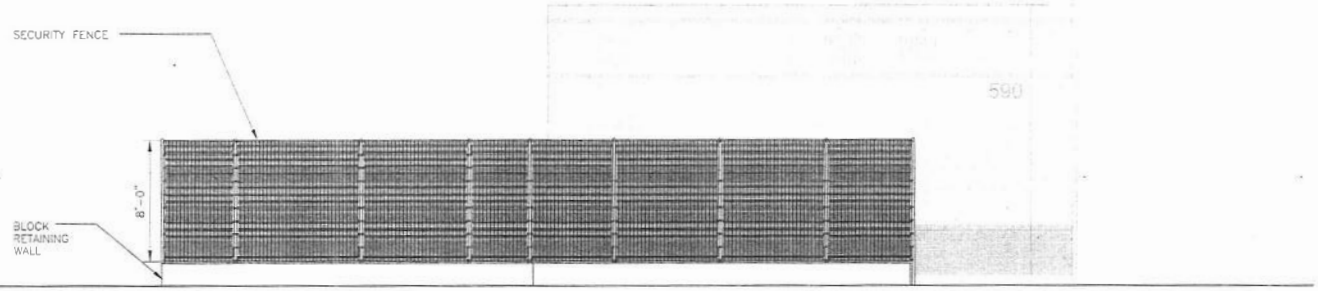


1 A-203 **EAST ELEVATION**
SCALE: 1/4" = 1'-0"
0 2' 4' 8'
SCALE: 1/4"=1'-0"



2 A-203 **WEST ELEVATION**
SCALE: 1/4" = 1'-0"
0 2' 4' 8'
SCALE: 1/4"=1'-0"

INSTALL BRICK WITHOUT BULLNOSE AT LOCATIONS OF DOWNSPOUTS AND LIGHTNING PROTECTION. BULLNOSE TO CONTINUE ON EITHER SIDE OF DOWNSPOUT OR LIGHTNING PROTECTION. BULLNOSE TO HAVE FINISHED EDGE ADJACENT TO DOWNSPOUT ON EA SIDE.



3 A-203 **SOUTH ELEVATION**
SCALE: 1/4" = 1'-0"
0 2' 4' 8'
SCALE: 1/4"=1'-0"

STATE OF ILLINOIS
TERRENCE J. SULLIVAN
001-017828
LICENSED ARCHITECT

EXPIRES: 11/30/2020

PROTERRA

Mortenson

JLK
JOHNSON LASEY KINDELIN
ARCHITECTS

cta CHICAGO TRANSIT AUTHORITY
ENGINEERING

SENSITIVE SECURITY INFORMATION

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CTA ASSUMES NO RISK OF LIABILITY FOR ERRORS CAUSED, DIRECTLY OR INDIRECTLY, BY SCALING OF THIS DRAWING

ELECTRIC BUS EN-ROUTE
ISSUE FOR PERMIT

NAVY PIER
590 E GRAND AVE

IN CHARGE	TS
APPROVED BY	TS
CHECKED BY	TS
DESIGNED BY	JW
DRAWN BY	JW
PROJECT NO	2015-0028.01
FILE NAME	080_A-203

MARK	DATE	DESCRIPTION
6	26 FEB 2020	ISSUE FOR PERMIT
5	14 FEB 2020	100% DESIGN DOCUMENTS REV 1
4	7 MAY 2019	100% DESIGN DOCUMENTS
3	4 APR 2019	INTERMEDIATE DESIGN DOCS REV 1
2	14 FEB 2019	INTERMEDIATE DESIGN DOCS
1	20 NOV 2018	VALIDATION DOCUMENTS

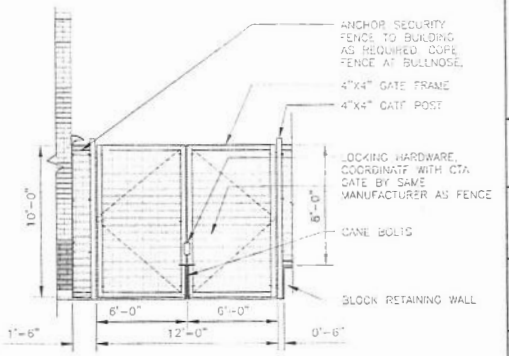
LOCATION IDENTIFIER: BT035

NAVY PIER FENCE AND GATE ELEVATIONS

A-203

P:\2020\2016 MORTENSON CTA BUS CHARGERS NAVY PIER\3 - DRAWINGS\080_A-203.DWG PLOTTED ON: 2020/02/26, 10:03

P:\2020\2018 MORTENSON CTA BUS CHARGERS NAVY PIER\5 - DRAWINGS\080_A-204.DWG PLOTTED ON: 2020/10/26, 10:01



1 A-204 **NOT USED**

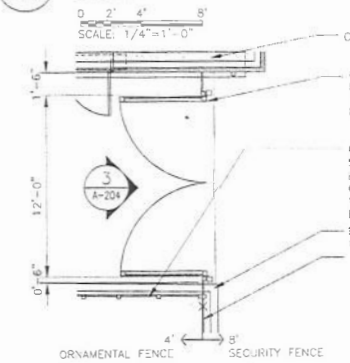
2 A-204 **NOT USED**

3 A-204 **SECURITY GATE ELEVATION (FRONT ON)**

SCALE: 1/4" = 1'-0"

0 2' 4' 8'

SCALE: 1/4"=1'-0"

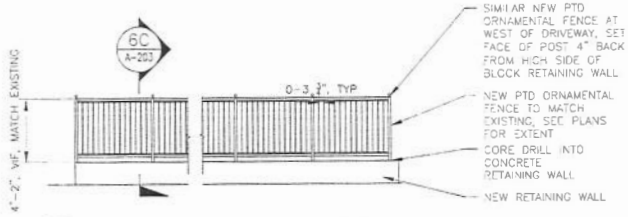


5 A 204 **SECURITY GATE PLAN**

SCALE: 1/4" = 1'-0"

0 2' 4' 8'

SCALE: 1/4"=1'-0"



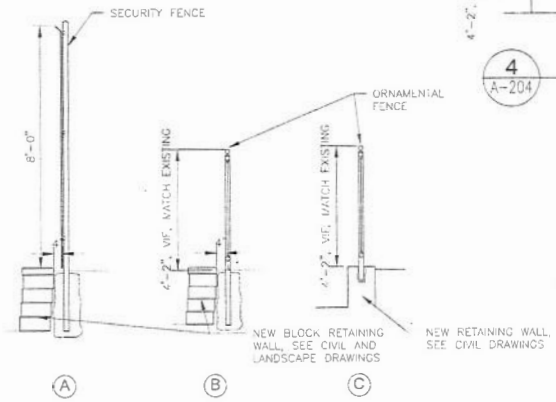
4 A-204 **ORNAMENTAL FENCE (EAST) ELEVATION**

SCALE: 1/4" = 1'-0"

SIMILAR FENCE AT BLOCK RETAINING WALL AT WEST OF ACCESS DRIVEWAY, SEE PLANS

0 2' 4' 8'

SCALE: 1/4"=1'-0"

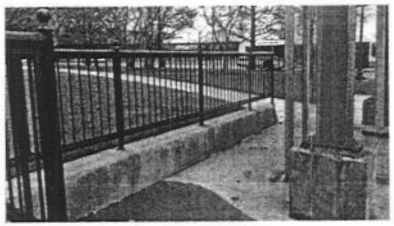


6 A-204 **FENCE SECTIONS**

SCALE: 1/2" = 1'-0"

0 2' 4' 8'

SCALE: 1/4"=1'-0"



7 A-204 **EXISTING ORNAMENTAL FENCE PICTURE**

EXPIRES: 11/30/2020

PROTERRA

Mortenson

JLK JOHNSON LASKY KINDELAN ARCHITECTS

CHICAGO TRANSIT AUTHORITY ENGINEERING

SENSITIVE SECURITY INFORMATION

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ELECTRIC BUS EN-ROUTE
ISSUE FOR PERMIT

NAVY PIER
590 E GRAND AVE

IN CHARGE	TS
APPROVED BY	TS
CHECKED BY	TS
DESIGNED BY	JW
DRAWN BY	JW
PROJECT NO	2018-0028.01
FILE NAME	080_A-204

MARK	DATE	DESCRIPTION
6	26 FEB 2020	ISSUE FOR PERMIT
5	14 FEB 2020	100% DESIGN DOCUMENTS REV 1
4	7 MAY 2019	100% DESIGN DOCUMENTS
3	4 APR 2019	INTERMEDIATE DESIGN DOCS REV 1
2	14 FEB 2019	INTERMEDIATE DESIGN DOCS
1	20 NOV 2018	VALIDATION DOCUMENTS

LOCATION IDENTIFIER: BT035

NAVY PIER FENCE AND GATE ELEVATIONS

A-204

DEPARTMENT OF PLANNING AND DEVELOPMENT

CITY OF CHICAGO

June 28, 2018

Mariah F. DiGrino
DLA Piper LLP
444 W. Lake Street
Suite 900
Chicago, IL 60606

Re: Administrative Relief request for IPD Number 527, Sub area 1
Navy Pier Hotel at 900 E. Grand Avenue

Dear Ms. DiGrino:

Please be advised that your request for a minor change to Institutional Planned Development Number 527 ("PD 527"), as amended, has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 21 of PD 527.

You are requesting, on behalf of Acron Navy Pier Hotel, LLC (the "Hotel Developer"), and with the consent of Navy Pier, Inc. ("NPI"), administrative relief to substitute plans and elevations depicting the proposed hotel at 900 E. Grand Ave. The PD was most recently amended on September 14, 2016, and since then, the Hotel Developer has completed design refinements and construction level drawings. The proposed changes are depicted on the attached exhibits, and consist of the following:

(1) Balconies and guardrails on the south elevation were removed: After the structural analysis was completed, it was determined that the only economically structural way to build the hotel rooms above the third floor construction podium was to use a light gauge metal framing, making it infeasible to construct cantilevered balconies. In addition, a wind study indicated that the wind conditions would make it uncomfortable for patrons to use the balconies.

(2) The 6th and 7th floor corridor "flyovers" were removed: These corridor connections between the three hotel bays were determined to be redundant, as there is a connection at the third floor. Each bay tower is served by its own bank of elevators, so the need for additional connections above the third floor was deemed not necessary.

(3) Removal of two additional exterior mounted trusses at existing stair towers: The PD originally contemplated removal of trusses at two existing stair towers in order to accommodate the new hotel. As the plans were advanced to construction level details, it

was determined that two additional exterior mounted trusses needed to be removed as well, resulting in a total of four trusses being removed from the existing stair towers.

(4) Trees shown in front of the south façade will not be included in the hotel construction: Trees are shown on the PD exhibits in front of the south façade of the hotel. These trees will not be installed as part of the hotel construction, but would be part of the landscape design submitted in connection with construction of the restaurant and retail tenant spaces at dock level.

(5) Glazing at south façade stair towers: The PD exhibits contemplate glazing immediately adjacent to the existing stair towers. The current plans depict some of these areas as solid wall, due to the refined design of the hotel.

(6) Relocation of back-of-house space: The PD exhibits contemplate back-of-house space located in 1-story locations at the third floor in each bay. The current plans consolidate the back-of-house space in a two-story configuration in one bay (easternmost bay), to provide a more efficient operational layout.

(7) Horizontal cross-bracing: The current plans add horizontal cross-bracing at new columns along the south façade to provide additional structural support.

(8) South parapet: The parapet shown at the south side of the hotel roof was deleted as part of the design progression.

(9) East and west façade wall systems at the guestroom floors: The east and west facades were previously shown with a curtainwall system. The current plans depict opaque walls with reduced window sizes. This change was necessary in order to provide space for FF&E placement against exterior walls.

(10) Column covers: The prior plans contemplated covering the columns in a fiber cement Nichiha panel system. As the design advanced, it was determined that this system was not durable enough for the hotel's location on the pier. The current plans show a composite metal panel system, as depicted in the enclosed sheet titled "ASK-90R Column Cover PD Admin. Relief".

(11) Green Roof: The green roof layout was modified to accommodate the final design. The current design maintains the 50% green roof ratio.

(12) On the north elevation, which is not visible from any public vantage point, as it is shielded by the existing festival hall structures, an exterior insulation and finish system (EIFS) will be used. The drive-up Portico at the existing drive-under drop-off area by the new Lobby will also have EIFS at the indicated areas. As noted on the attached drawings, all EIFS will drainable. Lastly, the visible third floor podium soffit overhang will be clad in metal panels, not in EIFS.

The following revised, attached drawings shall be inserted into the main file:

Elevation-South, Bay 1
Elevation-South, Bay 2
Elevation-South, Bay 3
Elevation-North, Bay 1
Elevation-North, Bay 2
Elevation-North, Bay 3
Building Sections
Enlarged Elevations, Plans & Sections
Transfer Slab Details (A-420, A-421, A-422)
Exterior Wall Details (A-430, A-431, A-432, A-435, A-436)
Hotel RCP-Level 1, Bay 1
Hotel RCP-Level 1, Bay 2
Hotel RCP-Level 1, Bay 3
Hotel RCP-Level 2, Bay 1
Hotel RCP-Level 2, Bay 2
Hotel RCP-Level 2, Bay 3
Navy Pier Hotel Entry Plans, Sections and Elevations
Column Cover PD Admin. Relief

With regard to your request, the Department of Planning and Development has determined that allowing the design changes will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

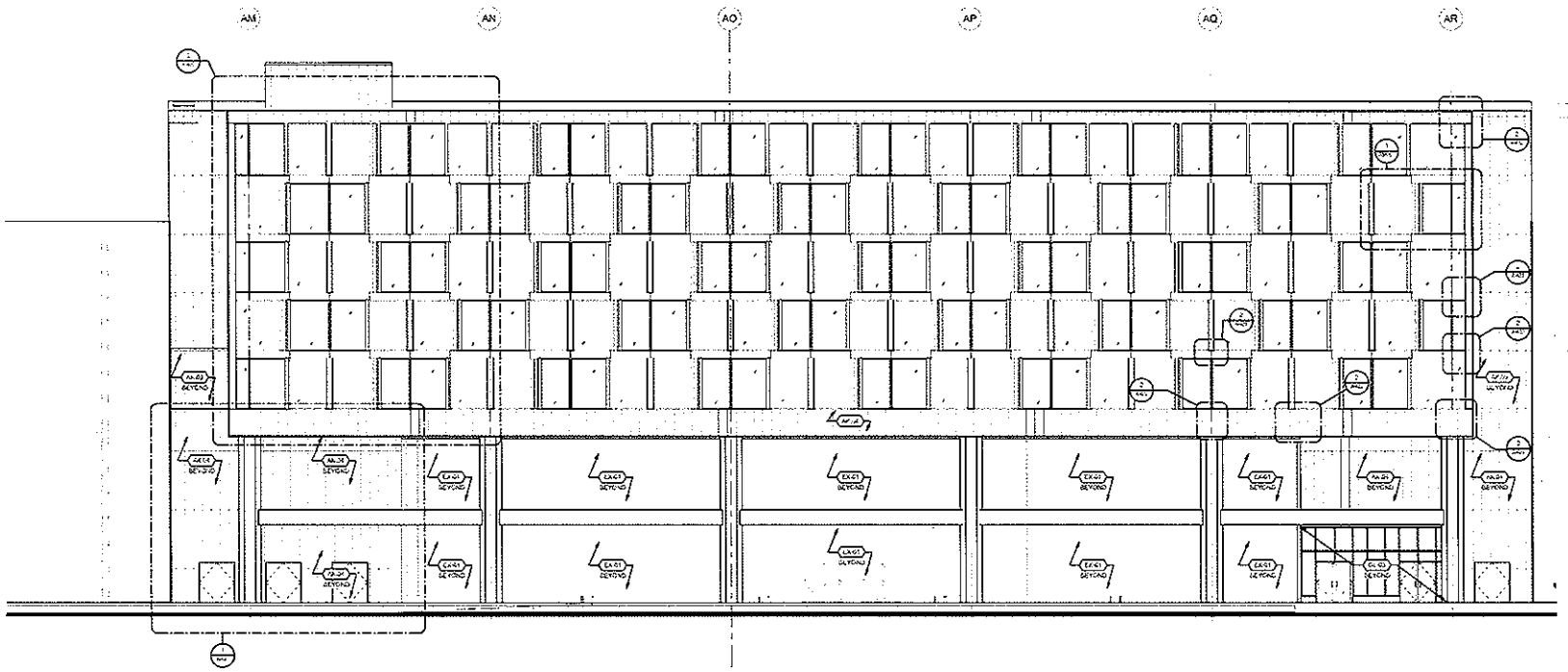
Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Institutional Planned Development No. 527, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:PM:tm

C: Mariah DiGrino, Mike Marmo, Erik Glass, Patrick Murphey, Cindy Roubik, Main file



1 SOUTH ELEVATION, BAY 1
SCALE: 1/8" = 1'-0"

EXTERIOR ASSEMBLY KEYNOTE LEGEND AND RATING KEY

EXTERIOR ASSEMBLY KEYNOTE LEGEND AND RATING KEY

GENERAL NOTES

FHG
FIRST HOSPITALITY GROUP
ADD LLC
33 W JACKSON BLVD
STE 215, CHICAGO, IL 60604
312-235-0920 PH
ARCHITECT OF RECORD

THORNTON TOMASETTI, INC
STRUCTURAL ENGINEER

TERRA ENGINEERING, LTD
CIVIL ENGINEER

DANIEL WEINBACH PARTNERS, LTD
LANDSCAPE ENGINEER

NAVY PIER HOTEL
900 E GRAND AVE
CHICAGO, IL 60611

REVISIONS

NO.	DATE	DESCRIPTION
1	07.03.16	100% DD HOTEL
4	04.07.17	50% DD HOTEL
5	07.14.17	100% DD HOTEL
12	09.08.17	REVISED DD PACKAGE
13	09.22.17	Issued for Owner Permit
14	09.27.17	Issued for Owner Permit

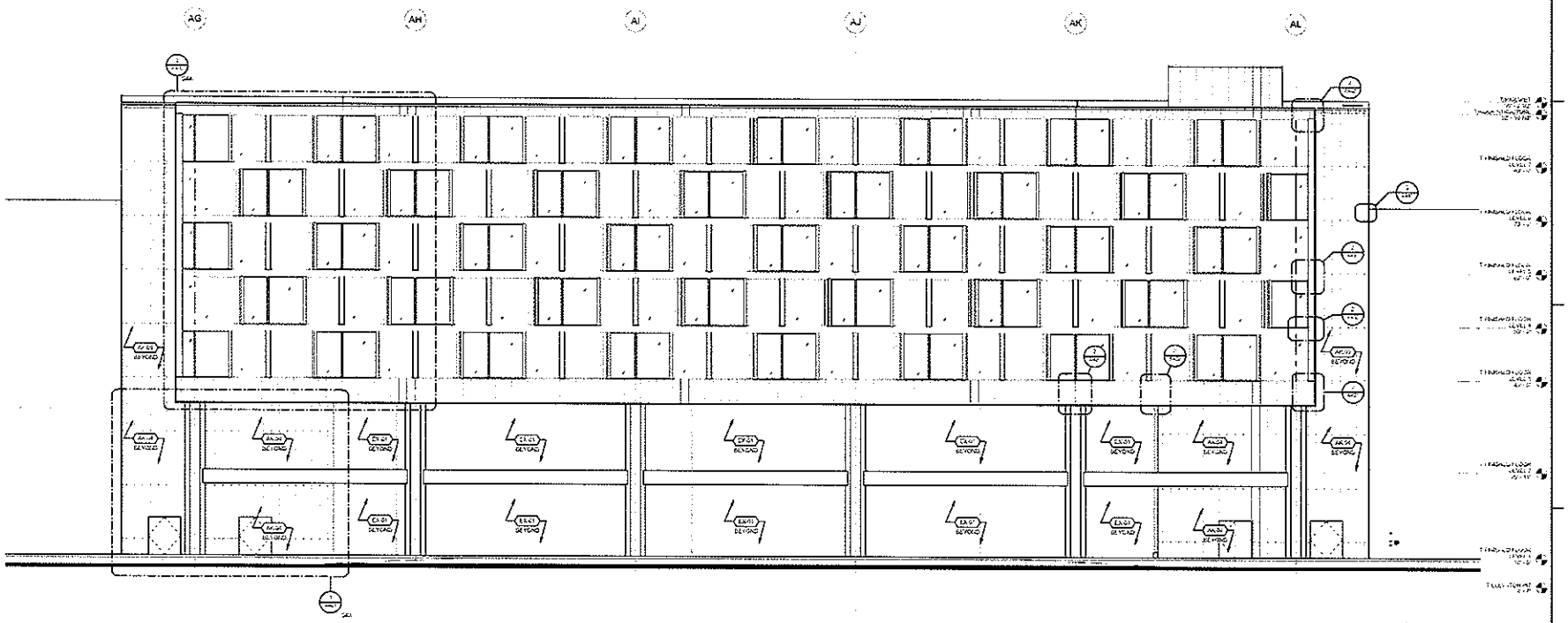
17	04.04.17	REVISED SUBMITTAL
21	04.04.17	PRICING SET
23	05.26.17	CLIENT REVIEW
27	07.14.17	ISSUE TO PRICING
28	07.14.17	Issue for 100% DD SET
31	10.20.17	CITY of CHICAGO REVIEW
33	2.14.18	PERMIT SET
34	5.23.18	HOTEL PERMIT REVISION

DRAWN BY: AUTH
SCALE: AS INDICATED

SHEET KEY PLAN

SHEET TITLE
ELEVATION - SOUTH, BAY 1

DRAWING NO
A-300.1



1 SOUTH ELEVATION, BAY 2

FHG
FIRST HOSPITALITY GROUP

KDO LLC
55 W JACKSON BLVD
STE 215, CHICAGO, IL 60604
312-250-0820 PH

THORNTON TOMASETTI, INC
STRUCTURAL ENGINEER

TERRA ENGINEERING LTD
CIVIL ENGINEER

DANIEL WEINBACH PARTNERS, LTD
LANDSCAPE ENGINEER

NAVY PIER
HOTEL

900 E GRAND AVE
CHICAGO, IL 60611

NO.	DATE	DESCRIPTION
4	06/28/18	SCHD. DEVELOPMENT
5	07/26/18	SCHD. DEVELOPMENT
6	11/16/18	SCHD. DEVELOPMENT
11	06/07/19	ZC RESUBMIT
12	06/28/19	ADDENDUM #1
13	08/30/19	ADDENDUM #2
14	09/06/19	ZC RESUBMIT
15	10/07/19	ADDENDUM #3
16	10/21/19	ZC RESUBMIT

NO.	DATE	DESCRIPTION
17	11/04/19	ZC RESUBMIT
18	11/18/19	ZC RESUBMIT
19	12/02/19	ZC RESUBMIT
20	12/16/19	ZC RESUBMIT
21	01/06/20	ZC RESUBMIT
22	01/13/20	ZC RESUBMIT
23	01/27/20	ZC RESUBMIT
24	02/03/20	ZC RESUBMIT
25	02/10/20	ZC RESUBMIT
26	02/17/20	ZC RESUBMIT

DRAWN BY: AUTHOR
SCALE: As indicated

SITE KEY PLAN

SHEET TITLE

ELEVATION- SOUTH, BAY 2

DRAWING NO.

A-300.2

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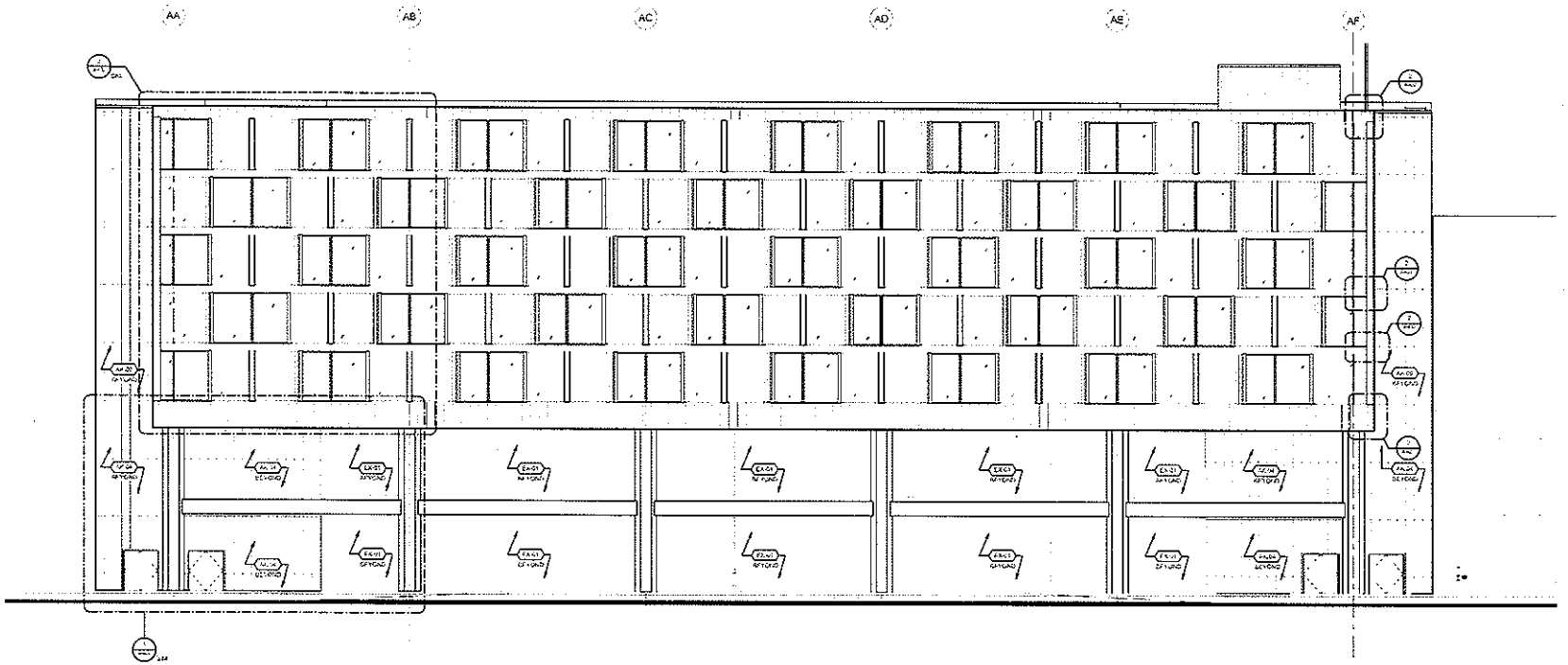


1 SOUTH ELEVATION, BAY 3
SCALE: 1/8" = 1'-0"

FHG
FIRST HOSPITALITY GROUP

KDG LLC
33 W JACKSON BLVD
STE 215, CHICAGO, IL 60604
312-235-0920 PH
ARCHITECT OF RECORD

THORNTON TOMASETTI, INC
STRUCTURAL ENGINEER

TERRA ENGINEERING, LTD
CIVIL ENGINEER

DANIEL WEINBACH PARTNERS, LTD
LANDSCAPE ENGINEER

NAVY PIER HOTEL
900 E GRAND AVE
CHICAGO, IL 60611

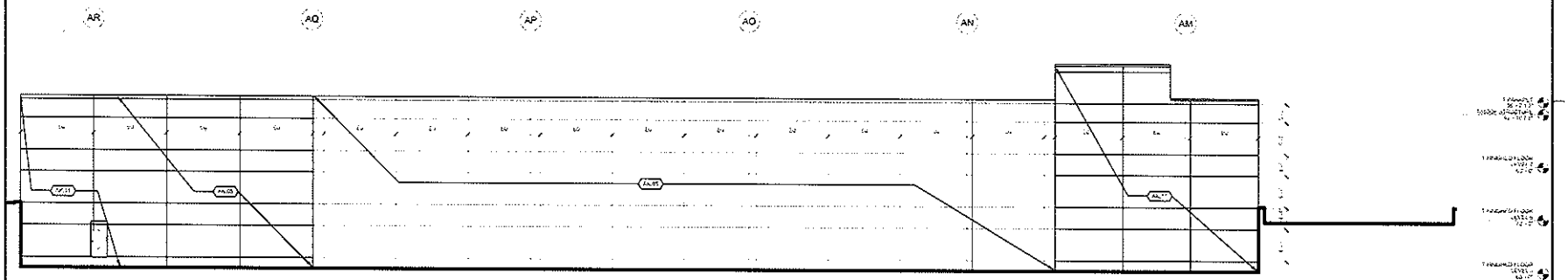
REVISIONS

NO.	DATE	DESCRIPTION
4	08/08/16	90% DD HOTEL
5	11/18/16	100% DD HOTEL
11	04/24/17	BLT PACKET
12	05/09/17	REVISED BLT PACKET
13	06/23/17	Board of Zoning Appeals
14	08/18/17	Board of Zoning Appeals
15	09/22/17	PERMIT SET
16		HISTORICAL DRAWING LIST
20	10/04/17	PERMIT SET
21	10/24/17	ADDENDUM 2
22	11/13/17	ISSUE FOR PERMIT
24	11/30/17	Issue for GMP Update
25	12/20/17	GMP - PERMIT SET
26	01/19/18	PERMIT SET
27	02/16/18	ADDENDUM 3
28	03/16/18	HISTORIC PERMIT SET

SEAL AND SIGNATURE

SHEET TITLE
ELEVATION- SOUTH, BAY 3

DRAWING NO
A-300.3



1 NORTH FACADE, BAY 1

GENERAL NOTE: EIFS TO BE DRAINAGE WATER MANAGED SYSTEM

ARCHITECTURAL/STRUCTURAL NOTES KEY

GENERAL NOTES

FHG
FIRST HOSPITALITY GROUP
KGO, LLC
33 W JACKSON BLVD
STE 215, CHICAGO, IL 60604
312/235-0920 PH

THORNTON TOMASETTI, INC
STRUCTURAL ENGINEER

TERRA ENGINEERING, LTD
CIVIL ENGINEER

DANIEL WEINBACH PARTNERS, LTD
LANDSCAPE ARCHITECT

NAVY PIER HOTEL
900 E GRAND AVE
CHICAGO, IL 60611

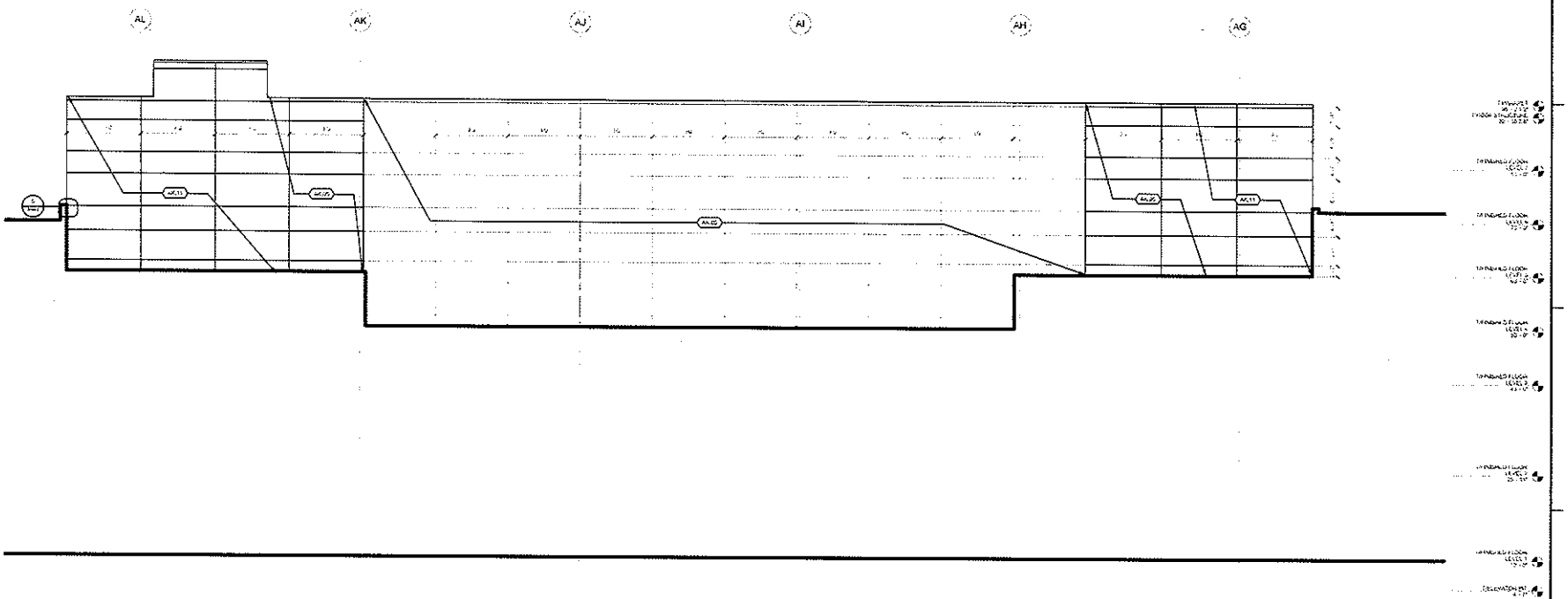
NO.	DATE	DESCRIPTION
1	07.15.16	100% SD HOTEL
6	11.18.16	100% DD HOTEL
9	12.21.16	ADDENDUM #1 HOTEL
11	3.03.17	PLOT CHANGE
12	3.29.17	REVISED DD PACKAGE
13	4.21.17	ADDED DUCT CHASE
14	5.19.17	ADDENDUM #2 HOTEL
15	7.14.17	ESMA - HOTEL
16		ARCHITECTS DRAWING SET
20	3.29.18	PERMIT RESET
21	7.13.18	Relief Set Hotel
24	7.31.18	Relief Set DD SET
33	12.21.18	HOTEL PERMIT REVISION
34	3.1.19	PERMIT RESET
43	6.27.19	HOTEL PERMIT REVISION

DRAWN BY: Author
SCALE: As shown

KEY PLAN

SHEET TITLE
ELEVATION - NORTH, BAY 1

DRAWING NO.
A-301.1



GENERAL NOTE: ERG TO USE DRAINABLE (WATER MANAGED) SYSTEM

1 NORTH FACADE, BAY 2
SCALE: 1/8" = 1'-0"

FHG
FIRST HOSPITALITY GROUP

KDG LLC
53 W JACKSON BLVD
STE 215, CHICAGO, IL 60604
312-235-2020 PH

THORNTON TOMASETTI, INC
STRUCTURAL ENGINEER

TERRA ENGINEERING, LTD
CIVIL ENGINEER

DANIEL WEINBACH PARTNERS, LTD
LANDSCAPE ENGINEER

NAVY PIER HOTEL
900 E GRAND AVE
CHICAGO, IL 60611

REVISIONS

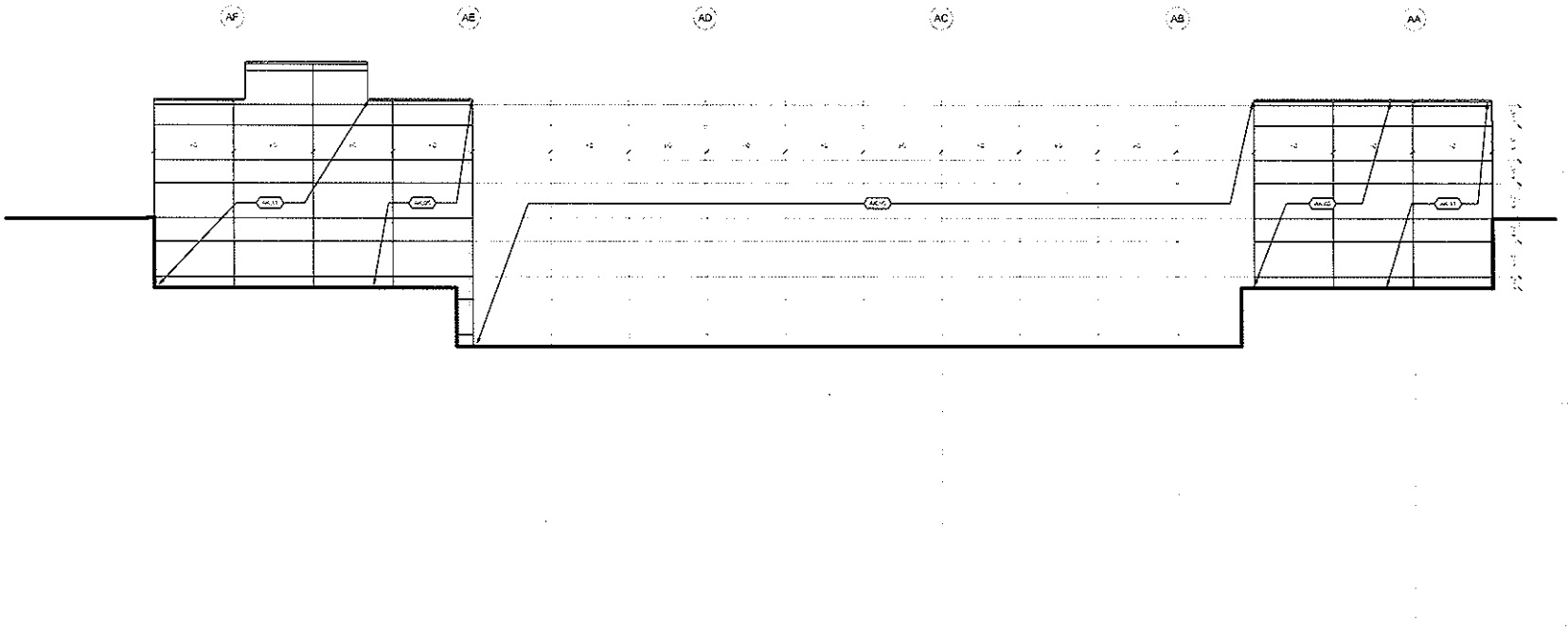
NO	DATE	DESCRIPTION
1	07.22.16	100% SD HOTEL
6	11.18.16	100% SD HOTEL
9	2.17.17	ADDENDUM #1 HOTEL
11	3.03.17	ELEVATIONS
12	3.24.17	HISTORIC CITY PACKAGE
13	3.27.17	Addendum #2
14	3.31.17	Addendum #3 and Permit Set
15	4.21.17	STAIR PACKAGE
16		MEP/FP/LP SHAFT WALL
19	5.26.17	PERMIT SET
21	6.16.17	Issue for Permit
25	7.17.17	Issue for 50% CD SET
33	12.15.17	HOTEL PERMIT REV.
34	4.19.18	PERMIT SET
42	5.23.18	HOTEL PERMIT REV. 4

DRAWN BY: AJ, LP
SCALE: As indicated

SHEET TITLE
ELEVATION - NORTH, BAY 2

DRAWING NO
A-301.2

CONFIDENTIALITY STAMP
ISSUE DATE



1 NORTH FACADE, BAY 3

FHG
FIRST HOSPITALITY GROUP
KDG LLC
33 W JACKSON BLVD
STE 215, CHICAGO, IL 60604
312-235-0920 PH

THORNTON TOMASETTI INC
STRUCTURAL ENGINEER

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DANIEL WEINBACH PARTNERS, LTD
LANDSCAPE ENGINEER

NAVY PIER
HOTEL

900 E GRAND AVE
CHICAGO, IL 60611

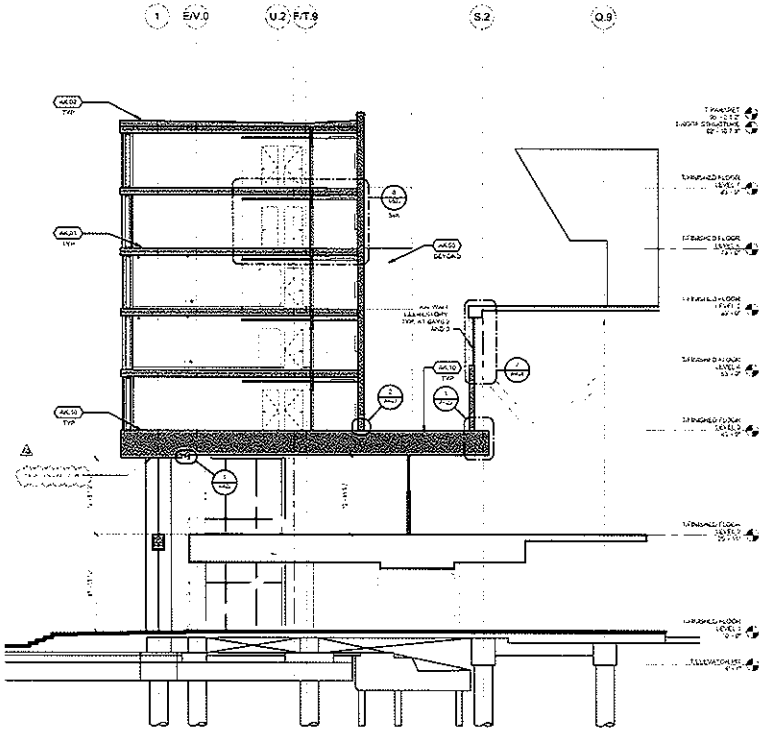
REVISIONS

NO.	DATE	DESCRIPTION
3	07.30.18	100% SD HOTEL
4	11.09.18	100% DD HOTEL
5	1.25.19	ADDENDUM #1
11	05.03.19	VE CHANGE
12	06.06.19	PLANNED DEVIATION
13	06.20.19	BALLROOM ROOF
14	08.08.19	SMART HOTEL
15	08.16.19	SMART HOTEL
16	09.06.19	PLANNED DEVIATION 1
20	10.04.19	PLANNED DEVIAT
27	11.15.19	Issue for Permit
28	11.15.19	Issue for 100% DD SET
33	1.22.20	HOTEL PLUMBING N.W.
37	2.14.20	PROPOSED SET 1
39	3.27.20	HOTEL PLANNED DEVIA

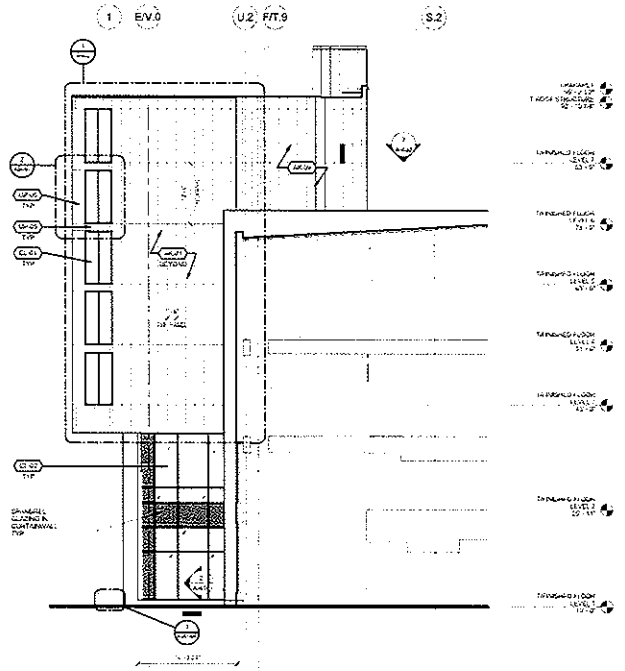
DRAWN BY
SCALE: AS SHOWN

SHEET TITLE
ELEVATION - NORTH, BAY 3

DRAWING NO
A-301.3



2 BUILDING SECTION TYPICAL BAY



1 BUILDING SECTION EXISTING STAR TOWER

FHG
FIRST HOSPITALITY GROUP

ADD LLC
33 W JACKSON BLVD
STE 215 CHICAGO, IL 60604
312-233-0920 PH

ARCHITECT OF RECORD

THORNTON TOMASETTI, INC
STRUCTURAL ENGINEER

TERRA ENGINEERING, LTD
CIVIL ENGINEER

DANIEL WEINBACH PARTNERS, LTD
LANDSCAPE ENGINEER

NAVY PIER HOTEL

900 E GRAND AVE
CHICAGO, IL 60611

NO.	DATE	DESCRIPTION
2	08/10/16	50% SD - HOTEL
3	09/09/16	100% SD HOTEL
4	09/30/16	30% DD1 HOTEL
5	11/18/16	100% DD HOTEL
12	02/24/17	INCREASED SETBACKS
13	04/05/17	Building Design Revisions
14	04/24/17	Structural Revisions
15	05/24/17	Grand Ballroom
16		REFERENCE DRAWING 1
20	07/21/17	PERMIT SET
21	11/17/17	Issue for Permit
22	12/21/17	Bldg Rel. NFPA 101 Edits
23	12/29/17	Floor Plan Revisions
24	01/5/18	PERMIT SET
25	4/6/18	Issue for Permit
26	6/29/18	HOTEL PERMIT REV 1

SCALE: As indicated

KEY PLAN

SHEET TITLE

BUILDING SECTIONS

DRAWING NO.

A-311

ASSEMBLY KEYNOTE (WALL FIRE RATING ONLY)

WA.01 TYPICAL EXTERIOR CONSTRUCTION
2 HOUR RATED CONSTRUCTION
EXTERIOR: CEMENTITIOUS PANEL SYSTEM
GLAZING: SEE ELEVATIONS
SUBSTRATE: 1/2" EXTERIOR GYPSUM SHEATHING
WEATHER BARRIER: WATER RESISTIVE BARRIER
INSULATION: 3" MINERAL WOOL INSULATION
STRUCTURE: 6" METAL STUD FRAMING @ 16" O.C.
INTERIOR: 5/8" TYPE 'X' GYPSUM BOARD

WA.02 TYPICAL EXTERIOR CONSTRUCTION
2 HOUR RATED CONSTRUCTION
EXTERIOR: CEMENTITIOUS PANEL SYSTEM
GLAZING: SEE ELEVATIONS
SUBSTRATE: 1/2" EXTERIOR GYPSUM SHEATHING
WEATHER BARRIER: WATER RESISTIVE BARRIER
INSULATION: 3" MINERAL WOOL INSULATION
STRUCTURE: 6" METAL STUD FRAMING @ 16" O.C.
INTERIOR: 5/8" TYPE 'X' GYPSUM BOARD

WA.03 TYPICAL EXTERIOR CONSTRUCTION
2 HOUR RATED CONSTRUCTION
EXTERIOR: CEMENTITIOUS PANEL SYSTEM
GLAZING: SEE ELEVATIONS
SUBSTRATE: 1/2" EXTERIOR GYPSUM SHEATHING
WEATHER BARRIER: WATER RESISTIVE BARRIER
INSULATION: 3" MINERAL WOOL INSULATION
STRUCTURE: 6" METAL STUD FRAMING @ 16" O.C.
INTERIOR: 5/8" TYPE 'X' GYPSUM BOARD

WA.04 TYPICAL EXTERIOR CONSTRUCTION
2 HOUR RATED CONSTRUCTION
EXTERIOR: CEMENTITIOUS PANEL SYSTEM
GLAZING: SEE ELEVATIONS
SUBSTRATE: 1/2" EXTERIOR GYPSUM SHEATHING
WEATHER BARRIER: WATER RESISTIVE BARRIER
INSULATION: 3" MINERAL WOOL INSULATION
STRUCTURE: 6" METAL STUD FRAMING @ 16" O.C.
INTERIOR: 5/8" TYPE 'X' GYPSUM BOARD

WA.05 TYPICAL EXTERIOR CONSTRUCTION
2 HOUR RATED CONSTRUCTION
EXTERIOR: CEMENTITIOUS PANEL SYSTEM
GLAZING: SEE ELEVATIONS
SUBSTRATE: 1/2" EXTERIOR GYPSUM SHEATHING
WEATHER BARRIER: WATER RESISTIVE BARRIER
INSULATION: 3" MINERAL WOOL INSULATION
STRUCTURE: 6" METAL STUD FRAMING @ 16" O.C.
INTERIOR: 5/8" TYPE 'X' GYPSUM BOARD

WA.06 TYPICAL EXTERIOR CONSTRUCTION
2 HOUR RATED CONSTRUCTION
EXTERIOR: CEMENTITIOUS PANEL SYSTEM
GLAZING: SEE ELEVATIONS
SUBSTRATE: 1/2" EXTERIOR GYPSUM SHEATHING
WEATHER BARRIER: WATER RESISTIVE BARRIER
INSULATION: 3" MINERAL WOOL INSULATION
STRUCTURE: 6" METAL STUD FRAMING @ 16" O.C.
INTERIOR: 5/8" TYPE 'X' GYPSUM BOARD

WA.07 TYPICAL EXTERIOR CONSTRUCTION
2 HOUR RATED CONSTRUCTION
EXTERIOR: CEMENTITIOUS PANEL SYSTEM
GLAZING: SEE ELEVATIONS
SUBSTRATE: 1/2" EXTERIOR GYPSUM SHEATHING
WEATHER BARRIER: WATER RESISTIVE BARRIER
INSULATION: 3" MINERAL WOOL INSULATION
STRUCTURE: 6" METAL STUD FRAMING @ 16" O.C.
INTERIOR: 5/8" TYPE 'X' GYPSUM BOARD

WA.08 TYPICAL EXTERIOR CONSTRUCTION
2 HOUR RATED CONSTRUCTION
EXTERIOR: CEMENTITIOUS PANEL SYSTEM
GLAZING: SEE ELEVATIONS
SUBSTRATE: 1/2" EXTERIOR GYPSUM SHEATHING
WEATHER BARRIER: WATER RESISTIVE BARRIER
INSULATION: 3" MINERAL WOOL INSULATION
STRUCTURE: 6" METAL STUD FRAMING @ 16" O.C.
INTERIOR: 5/8" TYPE 'X' GYPSUM BOARD

WA.09 TYPICAL EXTERIOR CONSTRUCTION
2 HOUR RATED CONSTRUCTION
EXTERIOR: CEMENTITIOUS PANEL SYSTEM
GLAZING: SEE ELEVATIONS
SUBSTRATE: 1/2" EXTERIOR GYPSUM SHEATHING
WEATHER BARRIER: WATER RESISTIVE BARRIER
INSULATION: 3" MINERAL WOOL INSULATION
STRUCTURE: 6" METAL STUD FRAMING @ 16" O.C.
INTERIOR: 5/8" TYPE 'X' GYPSUM BOARD

WA.10 TYPICAL EXTERIOR CONSTRUCTION
2 HOUR RATED CONSTRUCTION
EXTERIOR: CEMENTITIOUS PANEL SYSTEM
GLAZING: SEE ELEVATIONS
SUBSTRATE: 1/2" EXTERIOR GYPSUM SHEATHING
WEATHER BARRIER: WATER RESISTIVE BARRIER
INSULATION: 3" MINERAL WOOL INSULATION
STRUCTURE: 6" METAL STUD FRAMING @ 16" O.C.
INTERIOR: 5/8" TYPE 'X' GYPSUM BOARD

GENERAL NOTES

1. SEE SHEET G-001 FOR LIFE SAFETY CALCULATIONS
2. SEE EXISTING LOOP AS REQUIRED PER PART 7 OF NAVY PIER LEASE. MATCH EXISTING FOR FINISH, CONSTRUCTION TYPE, MATERIALS AND SIGNAGE. COORDINATE WITH PIER MATRON.
3. DOORS:
   a. ALL DOORS TO BE AS PER ELEVATION SECTION OF FINISHES
   b. ALL FIRE RATED DOORS AND UNIT ENTRY DOORS TO BE SELF CLOSING
   c. ALL GLAZED DOORS AND ANY GLAZED PANEL MORE THAN 9" IN WIDTH ADJACENT TO ANY DOOR LOCATED IN THE 24" X 60" SQ. THAN 18" ABOVE THE FLOOR SHALL BE TEMPERED
   d. ALL DOORS AT PATIO TO BE FULLY FULL OF AVAILABLE
4. ALL ELEVATION HOME (ANY DOORS 36 SQ. FT.) HOUR. Clarify if DOORS
5. ALL EXIT DOORS ARE OF NON-COMBUSTIBLE CONSTRUCTION
6. ALL INTERIOR DOORS, AND CEILING FINISHES AND TRIM SHALL BE CLASS I
7. ALL FLOOR COVERINGS SHALL BE CLASS 'A'
8. SEE SHEET A-600 FOR PARTITION DETAILS
9. SEE SHEET A-601 FOR FINISH ASSEMBLIES
10. SEE SHEET A-602 FOR FINISH SCHEDULE
11. ALL PENETRATIONS OF RATED WALLS TO BE FIRE STOPPED
12. SEE SHEET A-603 FOR TYPICAL DETAILS AND MOCK-UPS
13. ALL GUESTROOM DEMISING AND CORRIDOR PARTITIONS AT FLOOR LEVEL TO BE:
   a. SMOKE SEALED AND TO BE SET A BEARING LOAD OF 30 POUNDS PER SQUARE FOOT
   b. SHALL BE DESIGNED TO RESIST A CONCENTRATED LOAD OF 100 POUNDS
   c. SHALL BE CONSTRUCTED OF UNPAINTED FULLY TEMPERED GLASS. FULLY TEMPERED GLASS AND LAMINATED GLASS SHALL COMPLY WITH CATEGORY II OF CPSC 16 CFR PART 1201. CATEGORIES II OF I AND II OF I.
14. AT PARTITIONS WITH STC RATINGS OF 45 OR HIGHER, PROVIDE ACOUSTIC CAULK IN 4 SIDES AT DUCT PIPE CONDUIT, AND SEAL AT PIPE PENETRATIONS.
15. ALL BUILDING CODE TO FINISH (ED Exhibit K)
16. SEE A-700 SERIES SHEETS FOR SPECIFICATIONS
17. ALL NOTES DO NOT APPEAR ON ALL SHEETS

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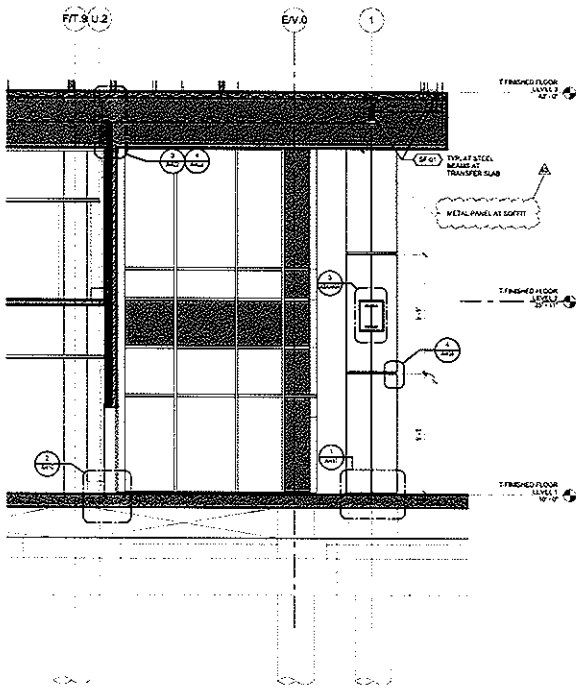
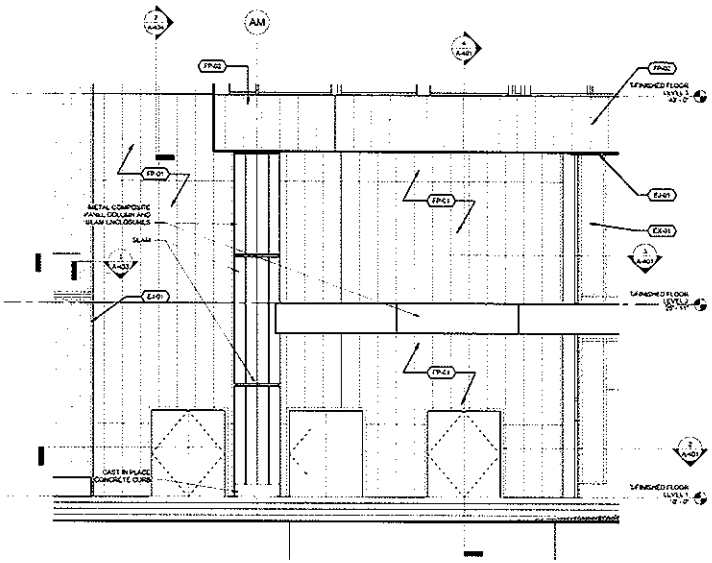
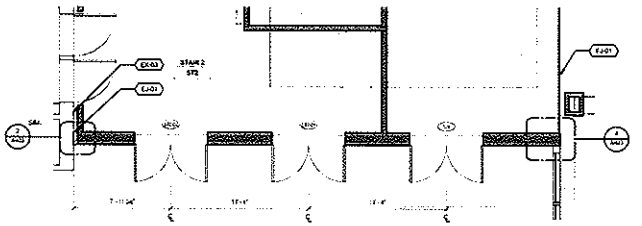


4 SECTION



1 PARTIAL SOUTH ELEVATION

3 ENLARGED PLAN 2ND FLOOR BAY 1



2 ENLARGED PLAN 1ST FLOOR BAY 1

MATERIAL KEYNOTES

AB-01	AIR BARRIER
AB-02	SELF ADHERED FLASHING MEMBRANE
AJF-01	SMOOTH GUIDED ACOUSTIC JOINT FILLER WITH 3 SIDES FACTORY APPLIED SILICONE FACING, ONE CUSTOM COLOR
CB-01	CONCRETE STRUCTURAL BOARD
CB-02	1/2" CLIMAT BOARD
CF-01	CAST-IN-PLACE CONCRETE
CF-02	COUNTERFLASHING
DF-01	DIRECT APPLIED EXTERIOR FINISH SYSTEM
EF-C1	EXTRUSION INSULATED FINISH SYSTEM, ONE CUSTOM COLOR AND FINISH
EF-C2	HORIZONTAL EXTRUSION INSULATED FINISH SYSTEM, ONE CUSTOM COLOR AND FINISH, R-30
EJ-01	1" METAL/PERFORMED EXPANSION JOINT, SEE EXPANSION JOINT SCHEDULE
ES-01	EXTERIOR SHEATHING
ETFE-1	ETFE ROOF MEMBRANE SYSTEM
ETFE-2	MAXIMUM ETFE MULLION
ETFE-3	AREA OF ETFE AIR SUPPLY ROUTING
ETFE-4	AIR COMPRESSOR EQUIPMENT FOR ETFE
FW-01	EXISTING WATERPROOFING
EX-01	EXISTING CURTAIN WALL TO REMAIN
EX-02	EXISTING WALL CONSTRUCTION
EX-03	EXISTING SLAB/CONCRETE
EX-04	EXISTING EXPANSION JOINT
FL-01	FLUID APPLIED FLOORING
FP-01	FIBER CEMENT PANEL RAINSCREEN SYSTEM, CUSTOM COLOR 1
FP-02	FIBER CEMENT PANEL RAINSCREEN SYSTEM, CUSTOM COLOR 2
FS-01	FLASHING STRIP, PVC OR EQUAL
FW-01	FELT UNDERLAYMENT
GB-01	GYPSUM BOARD
GL-01	HIGH PERFORMANCE INSULATED GLASS UNITS 4 LOW-E, 1" THICK THERMALLY BROKEN WINDOW WALL SYSTEM W/ SILL & HEAD TRACH, CLEAR
GL-02	PRE-FINISHED ALUMINUM CURTAIN WALL, THERMALLY BROKEN WITH INTERNAL DRAINAGE SYSTEM, 50 YR LIFE WATER TIGHTNESS, AND STRUCTURAL REINFORCEMENT, GLAZING TO BE "LOW E" INSULATED GLASS UNITS, CLEAR.
GL-03	PRE-FINISHED ALUMINUM CURTAIN WALL, THERMALLY BROKEN WITH INTERNAL DRAINAGE SYSTEM, 50 YR LIFE WATER TIGHTNESS, AND STRUCTURAL REINFORCEMENT, GLAZING TO BE "LOW E" INSULATED GLASS UNITS, TINTED.
GL-05	LAMINATED GLASS PANEL WINDWALL SYSTEM ON STAINLESS STEEL SUPPORTS, CLEAR.
GL-06	HIGH PERFORMANCE, INSULATED GLASS UNITS AND LOW-E, 1" THICK THERMALLY BROKEN WINDOW WALL, CLEAR.
IN-01	XPS RIGID INSULATION
IN-02	FIBERGLASS BATT INSULATION
IN-03	JOINT PANELS MINERAL WOOL INSULATION
IN-04	FACED MINERAL WOOL INSULATION
IN-05	LAP EDGE MINERAL WOOL INSULATION
IN-06	SPRAY FOAM INSULATION
MW-01	NON-WALL ASSEMBLY
MC-01	METAL COPING, ONE CUSTOM COLOR
MD-01	METAL DECK
MF-01	LIGHT GAUGE METAL FRAMING
MH-01	CONTINUOUS HINGE
MP-03	MITTAL SEAM FOOT CONFIG, ONE CUSTOM COLOR
MP-04	METAL PANEL, ONE CUSTOM COLOR/ORANGE FINISH, 0.050 THICKNESS
MS-01	PERFORATED METAL SCREEN
OHGM-01	HEADWALL SINGLE, GR, RAIL, GLASS AND ALUMINUM FOLDING DOOR SYSTEM, BOTTOM SUPPORTED
PL-01	1" BENCH SEAT PLANTER
PS-01	FOUR STOP
PP-01	24" STRUCTURAL PORCELAIN PAVER ON PEDESTAL SYSTEM
RF-01	STANDING SEAM METAL WALL PANEL AND ROOFING
SF-01	SEAMLESS APPLIED FLOORING
SL-01	SEALANT WITH BACKER ROD, BLACK
SM-01	SHEET METAL FLASHING, CUSTOM COLOR
SS-01	STAINLESS STEEL DRIP COVER CONTINUOUS ALUMINUM DRIP EDGE
SS-02	STAINLESS STEEL TWO PART FLASHING
ST-01	ANGHED SHACKLE CANOPY & HORIZONTAL STEEL SEE NOVUM DRAWINGS
ST-02	STRUCTURAL STEEL - SEE STRUCTURAL DRAWINGS
VP-01	VAPOR BARRIER
WB-01	PRESSURE TREATED WOOD BLOCKING AS REQUIRED
WP-01	WATERPROOFING
WP-02	FLUID APPLIED WATERPROOFING
WP-03	DRAINAGE MAT
WP-04	FILTER FABRIC
WS-01	WAITS AS TOP
WW-01	EXTERIOR GRADE COMPOSITE WOOD PANEL, ONE CUSTOM COLOR

GENERAL NOTES

1. SEE SHEET G-004 FOR LIFE SAFETY CALCULATIONS.
2. SEE BUILDING CODE REQUIREMENTS IN PART 2 OF BUILDING CODE MATRIX ON G-002 FOR FLOOR CONSTRUCTION FIRE RATINGS AND OCCUPANCY SEPARATION FIRE RATINGS.
3. DOORS:
   a. ALL DOORS TO BE KEYLESS IN DIRECTION OF EGRESS.
   b. ALL 1 HR. RATED DOORS AND UNIT ENTRY DOORS TO BE SELF CLOSING.
   c. ALL GLASS DOORS AND ANY GLAZED PANEL MORE THAN 18" IN WIDTH ADJACENT TO ANY DOOR WHERE THE SILL IS LESS THAN 24" ABOVE THE FLOOR SHALL BE TEMPERED.
   d. ALL DOORS 4" FROM FINISHED FACE OF WALL U.N.O.
4. ALL ELEVATOR HOISTWAY DOORS TO BE 1 1/2 HOUR, GLASS IS DOUBLE.
5. ALL EXIT STAIRCASE OF NONCOMBUSTIBLE CONSTRUCTION.
6. ALL INTERIOR WALL AND CEILING FINISHES AND TRIM SHALL BE CLASS 1.
7. ALL FLOOR COVERINGS SHALL BE CLASS A.
8. SEE SHEET A-600 FOR PARTITION DETAILS.
9. SEE SHEET A-601 FOR WALL ASSEMBLIES.
10. SEE SHEET A-605 AND A-606 FOR DOOR DETAILS.
11. SEE INTERIOR DESIGN SHEETS FOR FINISH INFORMATION.
12. SEE SHEET A-608 FOR WINDOW TYPES AND SCHEDULES.
13. ALL GYPSUM DIAPHRAGMS AND GWB PARTITIONS AT FLOOR SLAB EDGES:
   a. SHALL BE DESIGNED TO RESIST A LINEAR LOAD OF 30 POUNDS PER LINEAR FOOT.
   b. SHALL BE DESIGNED TO RESIST A CONCENTRATED LOAD OF 200 POUNDS.
   c. SHALL BE CONSTRUCTED OF LAMINATED FULLY TEMPERED GLASS, FULLY TEMPERED GLASS AND LAMINATED GLASS SHALL COMPLY WITH CPSC 16 CFR PART 1201 OR CLASS A OR ANSI Z97.1.
14. AT PARTITIONS WITH STC RATINGS OF 45 OR HIGHER, PROVIDE ACOUSTIC CAULK PLATES AT DUCT, PIPE, CONDUIT, AND SIMILAR PENETRATIONS.
15. ALL DIMENSIONS ARE TO FINISHED SURFACE.
16. SEE A-100 SERIES SHEETS FOR DIMENSIONED PLANS.
17. ALL KEYNOTES DID NOT APPEAR ON ALL SHEETS.

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FIRST HOSPITALITY GROUP
KOO LLC
53 W JACKSON BLVD
STE 215, CHICAGO, IL 60604
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ARCHITECT OF RECORD
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STRUCTURAL ENGINEER
TERRA ENGINEERING, LTD
CIVIL ENGINEER
DANIEL WEINBACH PARTNERS, LTD
LANDSCAPE ENGINEER

NAVY PIER HOTEL
900 E GRAND AVE
CHICAGO, IL 60611

REVISIONS

NO.	DATE	DESCRIPTION
6	11/16/18	100% DD HOTEL
12	09/25/17	REVISED DD PACKAGE
13	09/01/17	Issue for Depot review
14	08/01/17	Issue for Landmark Review
15	08/25/17	START PACKAGE
25	12/29/17	PROGRESS SET
27	1/31/18	Issue for Permit
28	1/31/18	Issue for 30% COMM
35	2/16/18	PROGRESS SET
43	6/22/18	HOTEL PERMIT REV 4

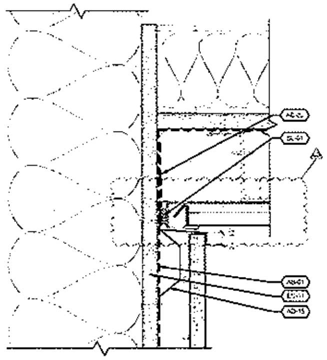
DRAWN BY: AUTHOR
SCALE: AS INDICATED

SITE KEY PLAN

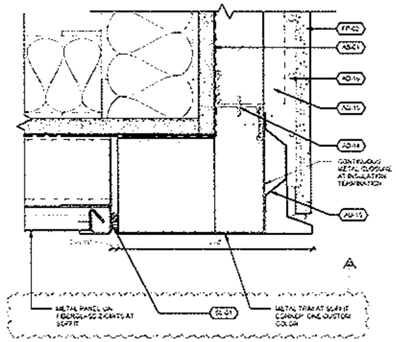
SHEET TITLE
ENLARGED ELEVATIONS, PLANS & SECTIONS

DRAWING NO.
A-401

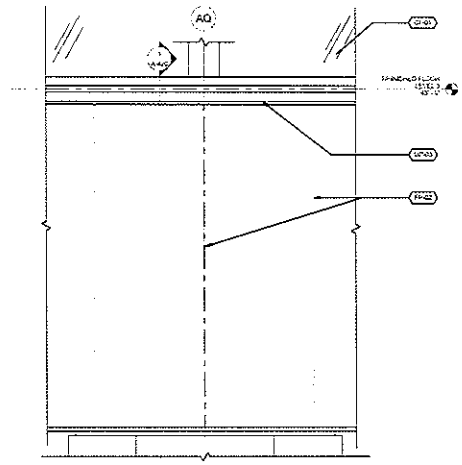
PLOT DATE: 6/22/2018 11:19:33 AM



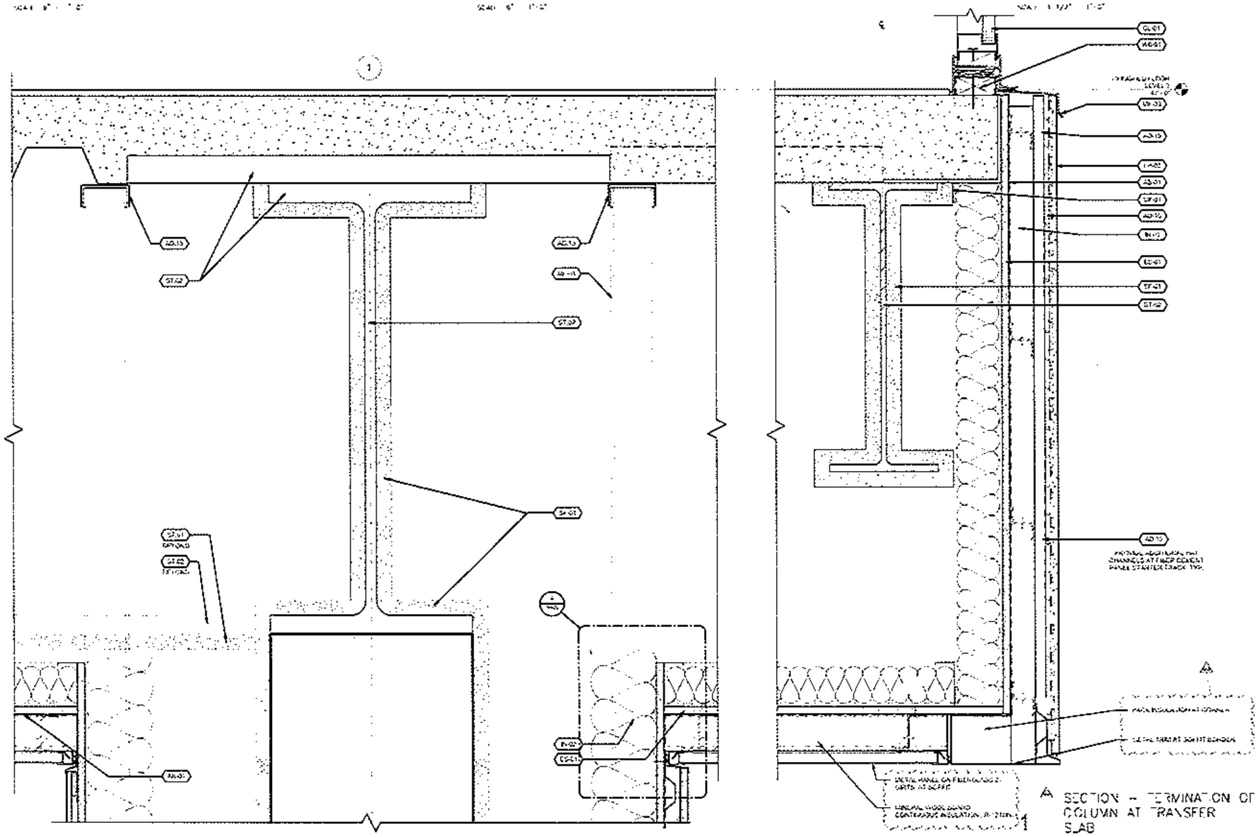
4 METAL PANEL TO FIBER CEMENT PANEL AT COLUMN



3 METAL PANEL TO FIBER CEMENT PANEL OVERHANG CORNER



2 ENLARGED ELEVATION - TERMINATION OF COLUMN AT TRANSFER SLAB



1 SECTION - TERMINATION OF COLUMN AT TRANSFER SLAB

MATERIAL KEYNOTES

AB-01 AIR BARRIER

FP-01 FIBER CEMENT PANEL RAINSCREEN SYSTEM CUSTOM COLOR 1

FP-02 FIBER CEMENT PANEL RAINSCREEN SYSTEM CUSTOM COLOR 2

ST-01 ARCHITECTURALLY EXPOSED STRUCTURAL STEEL. SEE NOVUM DRAWINGS

ST-02 STRUCTURAL STEEL. SEE STRUCTURAL DRAWINGS

WS-01 WATERSTOP

WW-01 EXTERIOR GRADE COMPOSITE WOOD PANEL. ONE CUSTOM COLOR

ARCHITECTURAL DETAIL KEYNOTES

AD-06 PEDESTAL PAVER SYSTEM

AD-15 METAL FURRING CHANNEL

AD-16 FIBER CEMENT PANEL CLIP SYSTEM

AD-17 FIBER CEMENT PANEL SPACER

AD-36 STAINLESS STEEL TERMINATION BAR WITH SEALANT AT CURB

GENERAL NOTES

FHG FIRST HOSPITALITY GROUP

KOO LLC
55 W JACKSON BLVD
STE 215, CHICAGO, IL 60604
312-235-0920 PH
ARCHITECT OF RECORD

THORNTON TOMASETTI, INC
STRUCTURAL ENGINEER

TERRA ENGINEERING, LTD
CIVIL ENGINEER

DANIEL WEINBACH PARTNERS, LTD
LANDSCAPE ENGINEER

NAVY PIER HOTEL
900 E GRAND AVE
CHICAGO, IL 60611

REVISIONS

NO	DATE	DESCRIPTION
23		PROGRESS SET
		BULLETIN

DRAWN BY:
SCALE: AS NOTED

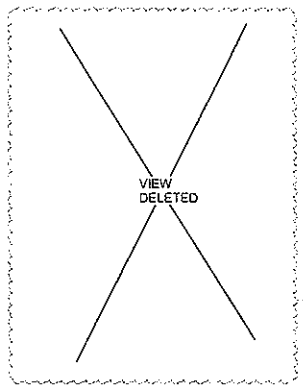
KEY PLAN

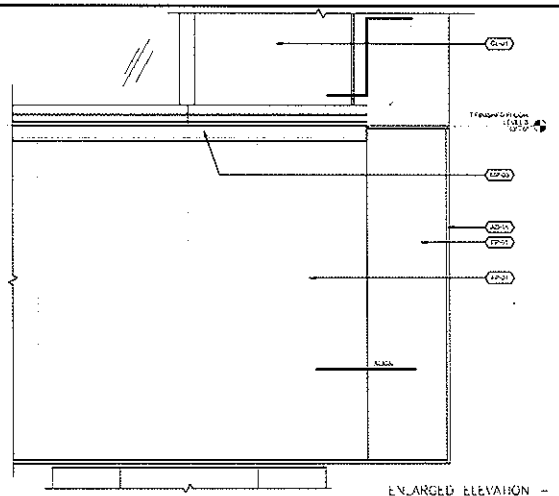
SHEET TITLE

TRANSFER SLAB DETAILS

DRAWING NO

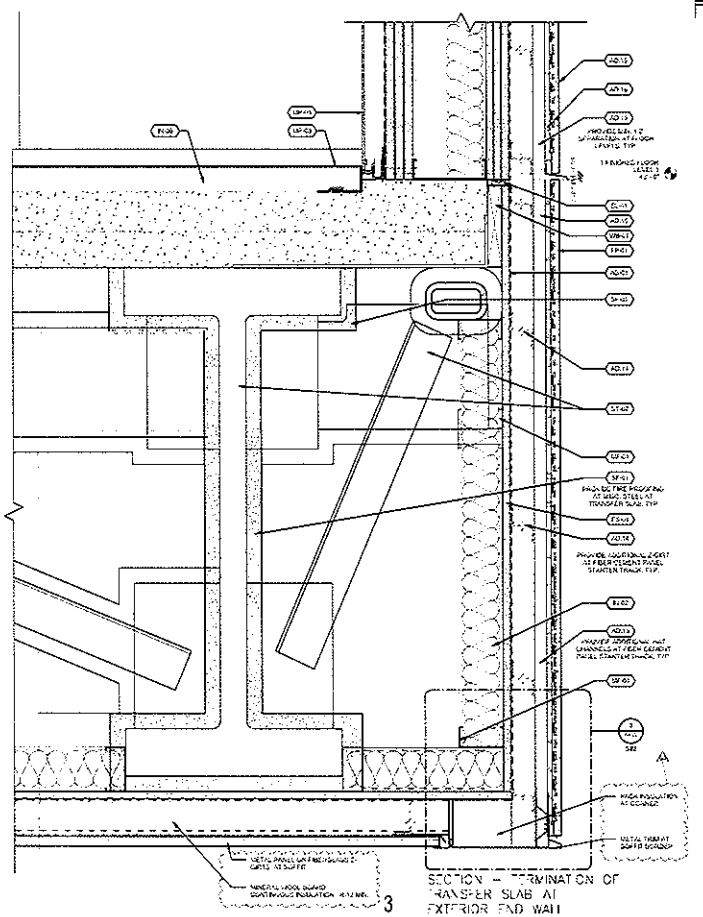
A-420





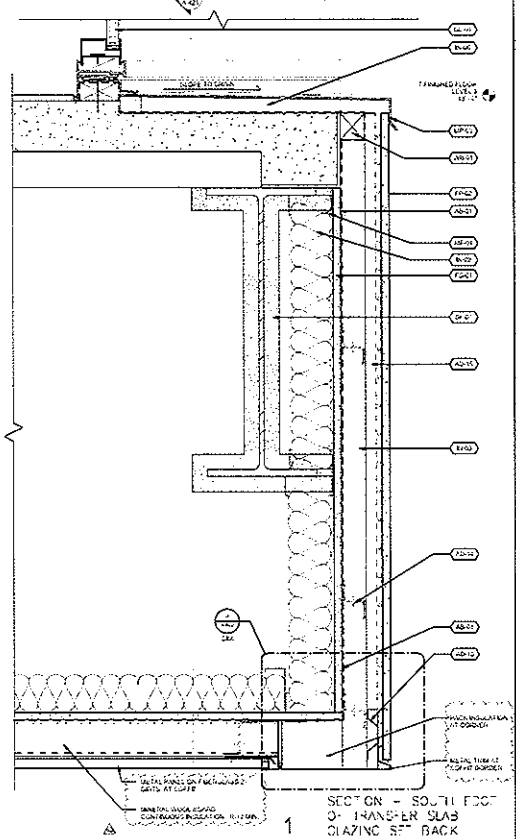
ENLARGED ELEVATION – TERMINATION OF TRANSFER SLAB AT END WALL

2



SECTION – TERMINATION OF TRANSFER SLAB AT EXTERIOR END WALL

3



SECTION – SOUTH EDGE OF TRANSFER SLAB GLAZING SET BACK

1

ARCHITECT OF RECORD
FHG
FIRST HOSPITALITY GROUP

400 LLC
33 W JACKSON BLVD
STE 215, CHICAGO, IL 60604
312-235-0920 PH

ARCHITECT OF RECORD
THORNTON TOMASETTI, INC
STRUCTURAL ENGINEER

TERRA ENGINEERING, LTD
CIVIL ENGINEER

DANIEL WEINBACH PARTNERS, LTD
LANDSCAPE ENGINEER

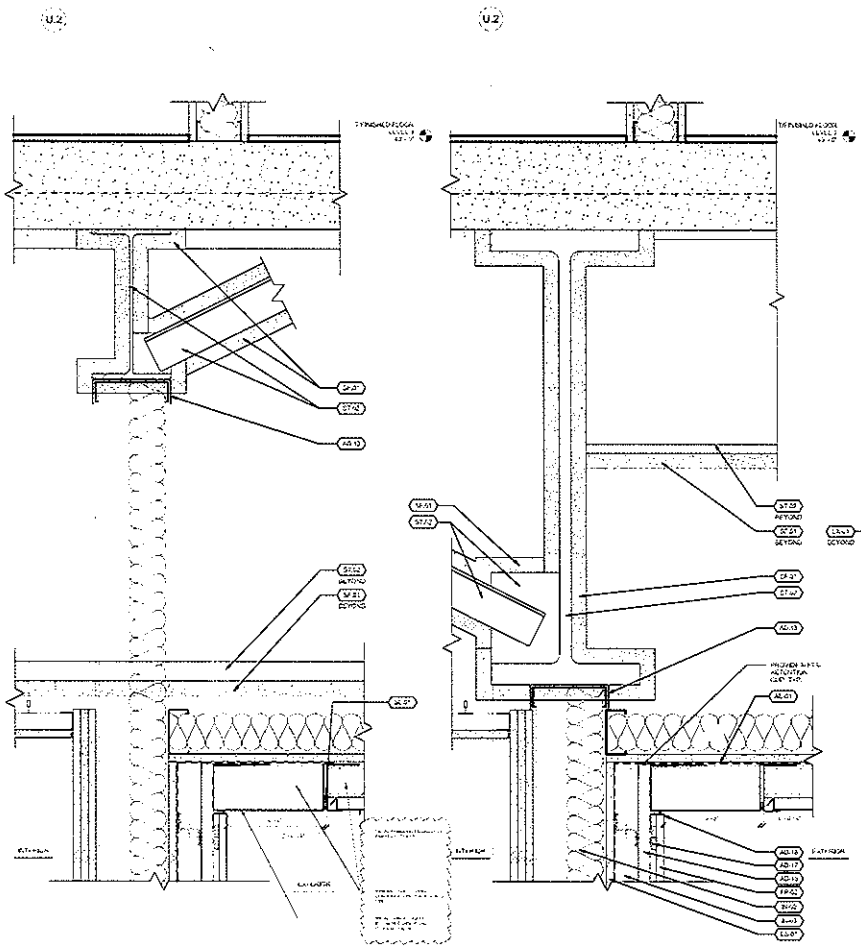
NAVY PIER HOTEL
900 E GRAND AVE
CHICAGO, IL 60611

NO.	DATE	DESCRIPTION
01	7/26/17	PROGRESS SET
02	9/29/17	BULLETIN #
03	11/10/17	Issued for PERMIT
04	12/15/17	Issued for 100% CD SET
05	2/14/18	PROGRESS SET
06	3/8/18	BULLETIN #2
07	4/6/18	BULLETIN #3
08	5/25/18	ISSUED FOR PERMIT

SHEET PLAN

SHEET TITLE
TRANSFER SLAB DETAILS

DRAWING
A-421



4 TERMINATION OF NON-BEARING WALL AT TRANSFER SLAB

3 TERMINATION OF NON-BEARING WALL AT TRANSFER SLAB (ENDWALL CONDITION)

2 ENLARGED ELEVATION - SOUTH EDGE OF TRANSFER SLAB

1 TERMINATION OF EXISTING CURTAIN WALL AT TRANSFER SLAB

FHG
FIRST HOSPITALITY GROUP

KDO, LLC
33 W JACKSON BLVD
STE 215, CHICAGO, IL 60604
312-435-0920 PH
ARCHITECT OF RECORD

THORNTON TOMASETTI, INC
STRUCTURAL ENGINEER

TERRA ENGINEERING, LTD
CIVIL ENGINEER

DANIEL WEINBACH PARTNERS, LTD
MECHANICAL ENGINEER

NAVY PIER HOTEL

900 E GRAND AVE
CHICAGO, IL 60611

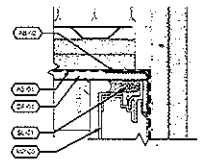
NO.	DATE	DESCRIPTION
24	09.14.18	PERMIT SET
27	10.05.18	Issue for permit
28	11.12.18	Issue for construction
29	4.5.19	Addendum #01
42	3.20.20	Issue for IFC
58	9.9.20	Issue for IFC
61	8.26.21	Issue for IFC

SHEET TITLE

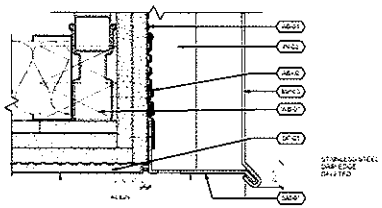
TRANSFER SLAB DETAILS

DRAWING NO

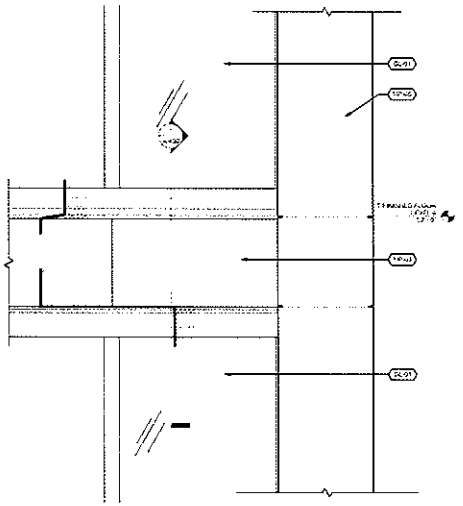
A-422



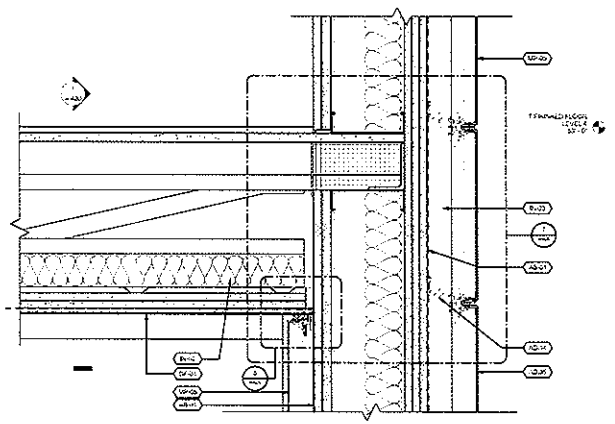
5 OFFS TO METAL PANEL SOFFIT CORNER



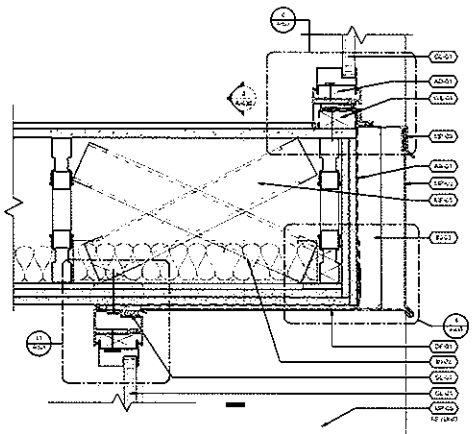
4 OFFS TO SLAB EDGE COVER - OVERHANG CONDITION



2 ENLARGED ELEVATION - ROOF CONDITION OF TYPICAL HOTEL FLOOR FRAMING



3 SECTION - EDGE CONDITION OF TYPICAL HOTEL FLOOR FRAMING



1 SECTION - GLAZING

MATERIAL KEYNOTES

AD-01	ADHESIVE
AF-02	SELF ADHERED FLASHING MEMBRANE
AJF-01	EXPANSION/CONTRACTION JOINT FILLER WITH 2 SIDES FACTORY APPLIED SEALANT AND BACKER ROD, SEE CUSTOM DETAIL
CJ-01	CONCRETE CONTROL JOINT
CO-02	1/2" CEMENT BOARD
CO-01	CEMENT PLASTER (STUCCO)
DF-01	DOUBLE FLASHING
DP-01	SHEET APPLIED MEMBRANE WATERPROOFING SYSTEM
EJ-01	EXPANSION JOINT COVER SYSTEM, SEE CUSTOM DETAIL AND FINISH
EP-02	HORIZONTAL EXTERIOR INSULATED PANEL SYSTEM, SEE CUSTOM COLOR AND FINISH
FJ-01	FIRE RATED PANEL EXPANSION JOINT, SEE EXPANSION JOINT CONSTRUCTION
FP-01	FIBER CEMENT SIDING
FPS-1	STEP ROOF MEMBRANE SYSTEM
FTS-2	FLUID APPLIED MEMBRANE
GL-01	GLASS GUARDRAIL
GL-02	ALUMINUM STOREFRONT SYSTEM
GP-01	GYPSUM BOARD
GL-04	HIGH PERFORMANCE, INSULATED GLASS UNITS 1" THICK, THERMALLY BROKEN ALUMINUM FRAME SYSTEM, SILL & JAMB HEAD, CLEAR
GL-05	PRECAST CONCRETE PANEL WITH INSULATED GLASS UNITS, SEE ELEVATIONS FOR LOCATIONS AND QUANTITIES
GL-03	PRECAST CONCRETE PANEL WITH VISION GLASS UNITS, SEE ELEVATIONS FOR LOCATIONS AND QUANTITIES
GL-06	HIGH PERFORMANCE, INSULATED GLASS UNITS AND LOW E 1" THICK SHADING PANELS IN ALUMINUM FRAME
IN-01	MINERAL FIBER INSULATION
IN-02	3" RIGID ISO-MATT INSULATION
IN-03	SEMI-RIGID MINERAL WOOL INSULATION
IN-04	1" RIGID MINERAL WOOL INSULATION
IN-05	1" RIGID POLYISOCYANURATE INSULATION
IN-06	SPRAY FOAM INSULATION
IN-07	1" AIR GAP
MC-01	METAL COPING, SEE CUSTOM COLOR
MP-01	18 GA SLOPE
MP-02	METAL PANEL SYSTEM
MP-03	METAL SIDING, SEE CUSTOM COLOR
MP-04	METAL PANEL, SEE CUSTOM COLOR AND FINISH, 2 500 THICKNESS
MP-05	1" THICK METAL PANEL
MP-06	THERMALLY BROKEN, ALUMINUM CLAD AND ALUMINUM FRAMED DOOR SYSTEM, SEE CUSTOM DOOR FINISH
PL-01	PLANTER
RA-01	HANDRAIL
RF-01	1/2" STRUCTURAL HONEYCOMB APPLIED PANEL SYSTEM
RF-02	STANDING SEAM METAL WALL PANEL AND ROOFING
SF-01	SPRAY APPLIED FIRE PROOFING
SF-02	SEALANT WITH BACKER ROD, BLACK
SM-01	SHEET METAL FLASHING, CUSTOM COLOR
SM-02	STAINLESS STEEL DRIP CHANNEL CONCEALED ALUMINUM DRIP LOCK
SM-03	STAINLESS STEEL TWO PART FLASHING
ST-01	ANGLE STEEL FRAME, CONCEALED STRUCTURAL STEEL, SEE ADDITIONAL DRAWINGS
ST-02	STRUCTURAL STEEL, SEE SPECIFICATIONS, SHOP PRIME
VP-01	VAPOR BARRIER
WB-01	PRESSURE TREATED WOOD BLOCKING AS REQUIRED
WP-01	WATERPROOFING
WP-02	FLUID APPLIED WATERPROOFING
WP-03	DRAINAGE MAT
WP-04	FLASHING TAPE
WP-05	WATERSTOP
WW-01	EXTERIOR GRADE, ENGINEERED WOOD PANEL, STAIN, CUSTOM COLOR

ADDITIONAL DETAIL KEYNOTES

AD-01	CONCRETE PLASTIC WORK
AD-02	AT EXISTING WATERPROOFING INSTALL NEW TORCH DOWN CHANNELIZED WATERPROOFING SYSTEM
AD-03	NOT USED
AD-04	AT NEW CURB, CONTINUE EXISTING WATERPROOFING ON TO NEW CURB
AD-05	PROVIDE EXPANSION ANCHOR PLATE WITH CHEMICAL ANCHOR PLATES
AD-06	PEDESTAL PAVER SYSTEM
AD-07	PAVER ANCHORING SYSTEM
AD-08	4" CONTINUOUS GALVANIZED STEEL ANGLE, BOLT TO SUBSTRATE W/ CHEMICAL OR DRILLAT 16" O.C.
AD-09	WELDED GALVANIZED EXPANSION JOINT COVER
AD-10	CONCRETE PLANTER WALL TO BECOME SUPPORT WALL, CONFIRM
AD-11	GALV. PLATE WITH WELDED STUD, SEE CONCRETE PLANTER
AD-12	EXISTING WATERPROOFING TO REMAIN, PROTECT AND REPAIR AS NEEDED, NEW WATERPROOFING
AD-13	FIBERGLASS ZIPPER
AD-14	METAL FLASHING CHANNEL
AD-15	4 BAR GUARDRAIL WALL SUPPORT SYSTEM
AD-16	PLANTER CONCRETE PANEL, SEE PLAN
AD-17	PLANTER PAVER PANEL, SEE PLAN
AD-18	PLANTER PAVER PANEL, LINEAR TRIM
AD-19	6" X 12" CONCRETE BEAM, SEE FLOOR FRAMING PLAN
AD-20	12" X 12" CONCRETE BEAM, SEE FLOOR FRAMING PLAN
AD-21	GLASS GUARD ON TOP OF WALL AT AREA OF PLANTER
AD-22	ADJUST ALUMINUM GLASS GUARD TO MEET CODE
AD-23	CONTINUOUS PLANTER TO BECOME SUPPORT WALL, CONFIRM
AD-24	1" CONCRETE
AD-25	FIRE PROOFING TO EXTEND TO STRUCTURAL SLAB
AD-26	GALVANIZED STEEL POST, SEE STRUCTURAL DRAWINGS
AD-27	LOCALLY CLEAN SURFACE AND PAINT ALL EXPOSED STEEL
AD-28	FILL CAVITY WITH CONCRETE
AD-29	STEEL ANGLE ABOVE
AD-30	LIGHT FIXTURE
AD-31	PROVIDE NEW GRADING AS REQUIRED
AD-32	EXISTING WALL TO REMAIN, PROTECT AND REPAIR AS NEEDED
AD-33	1 PAIR OF ANGLES AT EACH SIDE OF EXPANSION JOINT
AD-34	TWO SUPPORT ANGLES PER SINK
AD-35	SEE DRAIN ASSEMBLY
AD-36	STAINLESS STEEL TERMINATION BAR WITH SEALANT AT CURB

GENERAL NOTES

1. SEE SHEET A000 FOR CODE INFORMATION.
2. SEE 80.38(MC) 705.8(2)(MC)(EXCEPTION 1 PART 1) OF BUILDING CODE. WITHIN 10'-0" OF PROPERTY LINE CONSTRUCTION TYPE, RATINGS AND DOCUMENTATION AS SHOWN ON DRAWINGS.
3. DOORS
   a. ALL DOORS TO BE KEYLESS IN DIRECTION OF EGRESS
   b. ALL FIRE RATED DOORS AND UNITS EVERY DOOR TO BE SELF CLOSING
   c. ALL DOORS FROM FINISHED FACE OF WALL VAULT
4. ALL EXIT DOOR HARDWARE SHOWN TO BE 3 1/2 INCHES, DOUBLE TO 3'-0" WIDE
5. ALL DOORS SHALL BE SOLID CORE WOOD
6. SEE INTERIOR WALL AND LIFE PARTITION ELEVATIONS FOR SHEET METAL
7. SEE SHEET A700 FOR PARTITION DETAILS
8. SEE SHEET A000 FOR WALL ASSEMBLIES
9. SEE SHEET A000 AND A 1 SERIES FOR DOOR DETAILS
10. SEE INTERIOR ELEVATIONS SHEETS FOR CABINET ELEVATIONS
11. SEE SHEET A000 FOR WINDOW TYPES AND SCHEDULES
12. PROVIDE DIAGONAL WALL GUARD PARTITIONS AT FLOOR SLAB
   a. SHALL BE DESIGNED TO RESIST A HORIZONTAL LOAD OF 200 POUNDS
   b. SHALL BE DESIGNED TO RESIST A HORIZONTAL LOAD OF 200 POUNDS
   c. SHALL BE CONSTRUCTED OF LAMINATED FULLY TEMPERED GLASS. FULLY TEMPERED GLASS AND LAMINATED GLASS SHALL COMPLY WITH CPSC 16 CFR PART 1201 OR CAN/CGSB-12.1-M90 OR ANSI Z97.1
13. AT PARTITIONS WITH STC RATINGS OF 50 OR HIGHER, PROVIDE ACOUSTIC CONCRETE AT SLAB, MIN. CONCRETE AND MINERAL FIBER THICKNESS
14. ALL DRAG BOARDS AND TO FINISHED SLAB ACC.
15. SEE A000 SERIES SHEETS FOR DIMENSIONED PLANS.
16. ALL KEYNOTES DO NOT APPEAR ON ALL SHEETS.

FHG
FIRST HOSPITALITY GROUP

KDO, LLC
30 W. JACKSON BLVD
STE 215, CHICAGO, IL 60604
312-230-0920 PH

THORNTON TOMASETTI, INC
STRUCTURAL ENGINEER

TERRA ENGINEERING, LTD
CIVIL ENGINEER

DANIEL WEINBACH PARTNERS, LTD
LANDSCAPE ENGINEER

NAVY PIER HOTEL

900 E GRAND AVE
CHICAGO, IL 60611

REVISIONS

#	DATE	DESCRIPTION
15		REFERENCE DRAWING 5
25	7/24/17	PROGRESS SET
45	8/4/17	PERMIT SET
46	8/4/17	ISSUE FOR PERMIT
47	8/4/17	Issue for SDC Comment
50	8/31/17	SDC COMMENTS
51	9/1/17	PERMIT SET
52	9/15/17	MULTIPLE REVISIONS
53	9/22/17	HOTEL PLANNER REVIEW

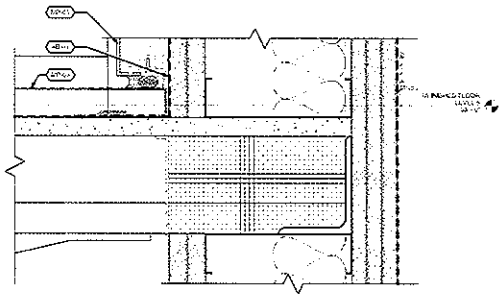
DRAWN BY: AUTHOR
SCALE: AS INDICATED

SHEET TITLE

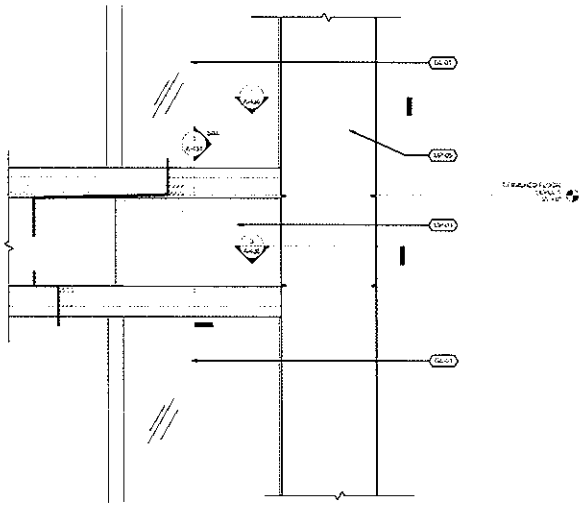
EXTERIOR WALL DETAILS

DRAWING NO

A-430

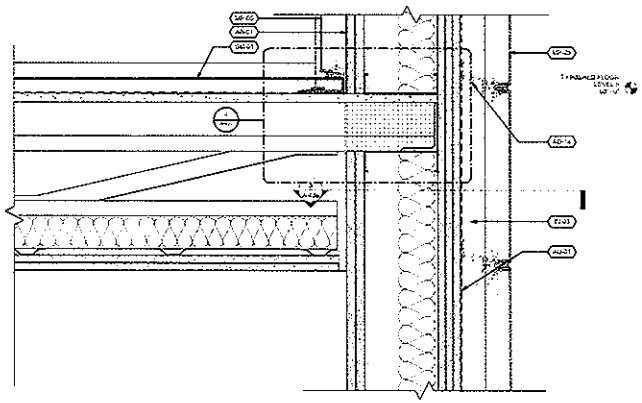


4 METAL PANEL TERMINATION AT CURTAIN WALL FLASHING

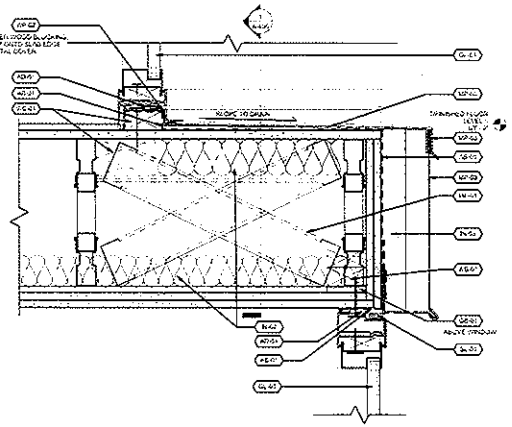


ENLARGED ELEVATION - ROOF CONDITION OF TYPICAL HOTEL FLOOR FRAMING GLAZING SET BACK

2



3 SECTION - ROOF CONDITION OF TYPICAL HOTEL FLOOR FRAMING



1 SECTION - GLAZING SET BACK

FHG
FIRST HOSPITALITY GROUP

400 LLC
3319 JACKSON BLVD
STE 215, CHICAGO, IL 60604
312-235-0320 PH

ARCHITECT OF RECORD

THORNTON TOMASETTI, INC
STRUCTURAL ENGINEER

TERRA ENGINEERING, LTD
CIVIL ENGINEER

DANIEL WEINBACH PARTNERS, LTD
LANDSCAPE ENGINEER

NAVY PIER
HOTEL

900 E GRAND AVE
CHICAGO, IL 60611

REVISIONS

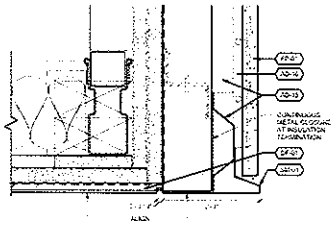
NO	DATE	DESCRIPTION
01	10/9/17	PRICING SET
02	12/4/17	BULLETIN 1
03	1/19/18	Revit Update
04	2/9/18	Revit Update
05	3/1/18	PRICING SET
06	3/30/18	BULLETIN #2 - PRICING
07	4/20/18	HOTEL PLUMBING REVISIONS

SHEET TITLE

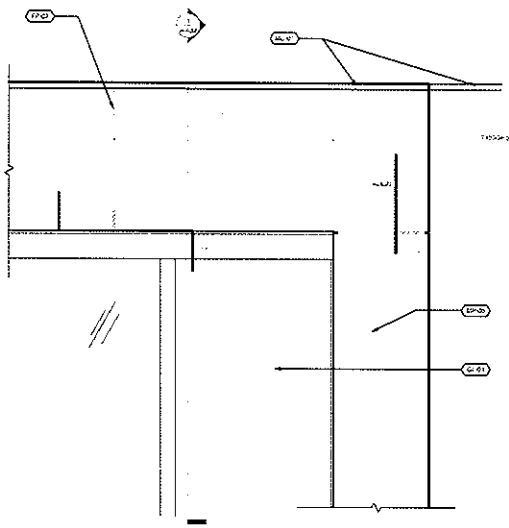
EXTERIOR WALL DETAILS

DRAWING NO.

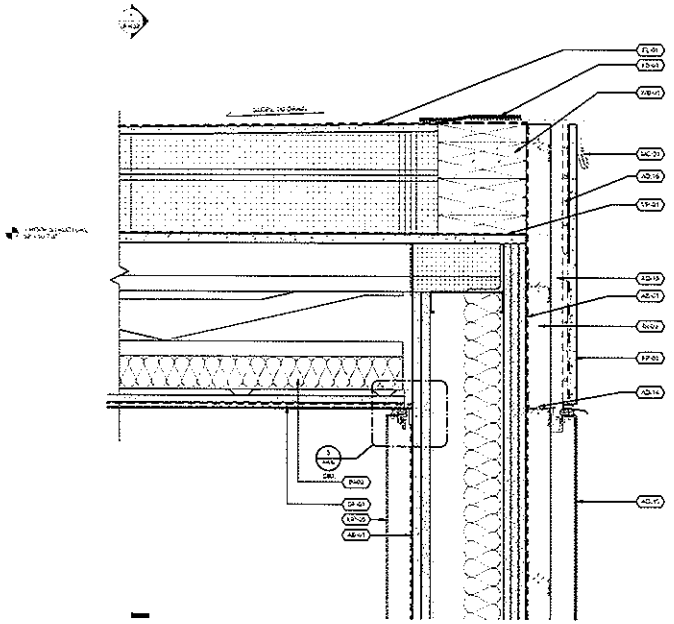
A-431



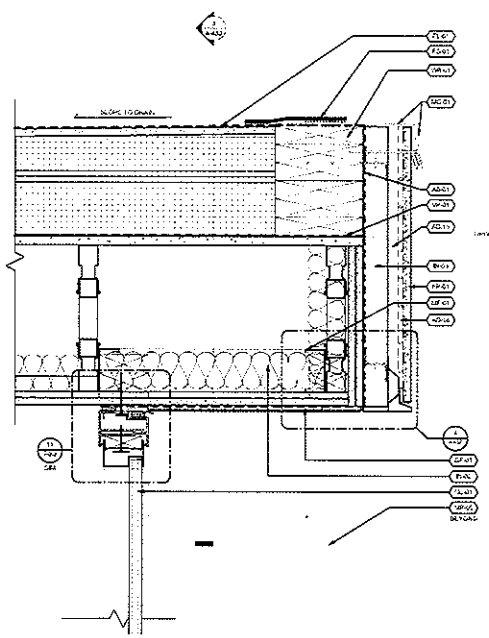
4 DETAIL TO FIBER CEMENT PANEL OVERHANG CONDITION



2 ENLARGED ELEVATION – TERMINATION OF VERTICAL END WALL AT ROOF



3 SECTION – TERMINATION OF VERTICAL END WALL AT ROOF

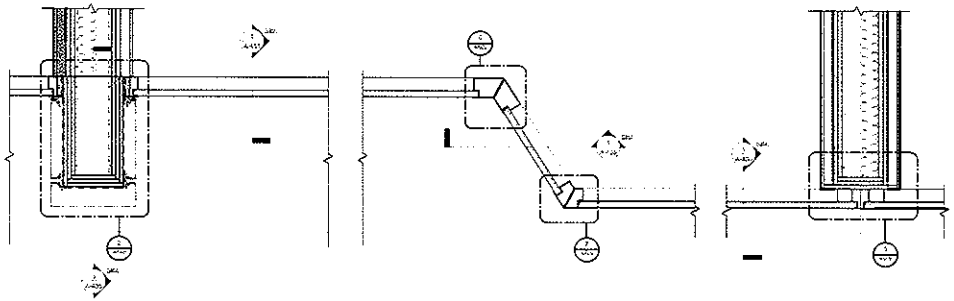


1 SECTION – ROOF CONDITION

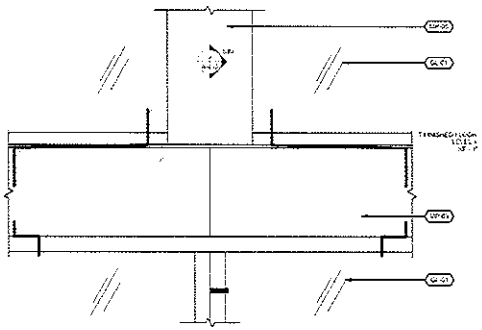
NAVY PIER HOTEL
900 E GRAND AVE
CHICAGO, IL 60611

EXTERIOR WALL DETAILS

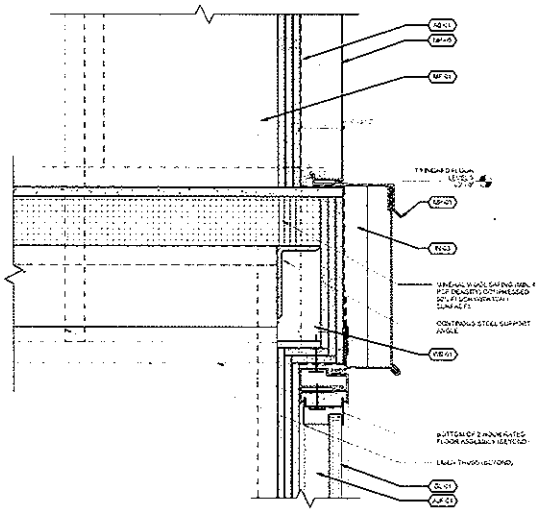
A-432



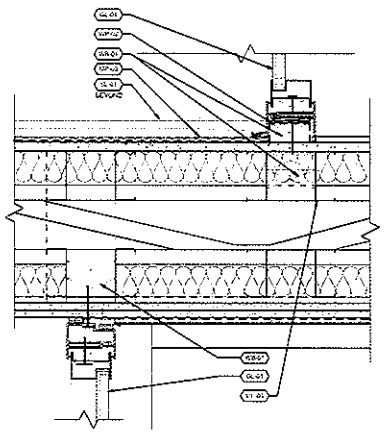
4 ENLARGED PLAN - ANGLED WINDOW WALL



2 ENLARGED ELEVATION - WING WALL AT TYPICAL HOTEL FLOOR FRAMING



3 SECTION - WING WALL AT TYPICAL HOTEL FLOOR FRAMING



1 SECTION - TYPICAL HOTEL ANGLED GLAZING

	FHG FIRST HOSPITALITY GROUP
	KDG, LLC 33 W JACKSON BLVD STE 215, CHICAGO, IL 60604 312-235-0820 PH
	THORNTON TOMASETTI, INC STRUCTURAL ENGINEER
	TERRA ENGINEERING, LTD CIVIL ENGINEER
	DANIEL WEINBACH PARTNERS, LTD LANDSCAPE ENGINEER
	NAVY PIER HOTEL 900 E GRAND AVE CHICAGO, IL 60611

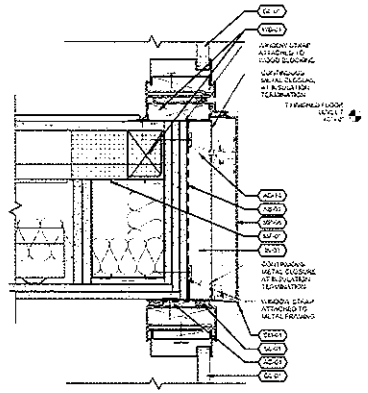
NO.	DATE	DESCRIPTION
23	1/26/17	PERMIT SET
22	1/13/17	Issue for Permit
21	1/11/17	Issue for 50% CD SET
20	12/1/17	BULLETIN 19
19	11/3/17	PERMIT SET
18	10/6/17	BULLETIN 18 - PERMIT REV
17	9/29/16	HOTEL PLEASE REVIEW

SHEET TITLE

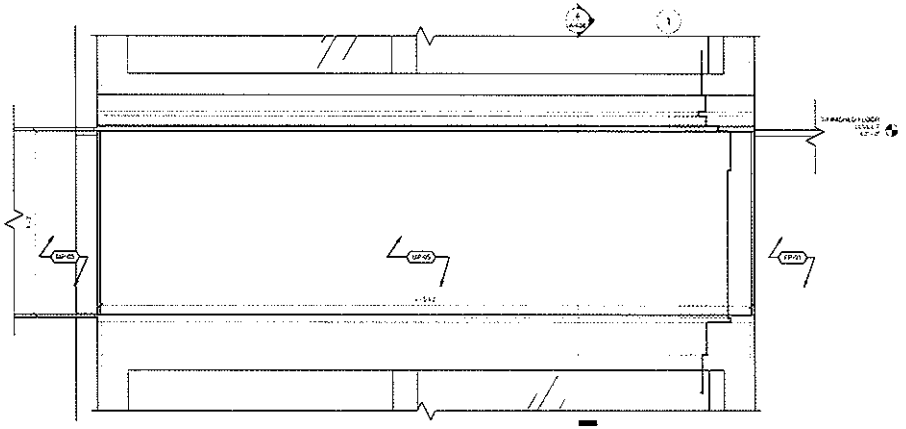
EXTERIOR WALL DETAILS

DRAWING NO.

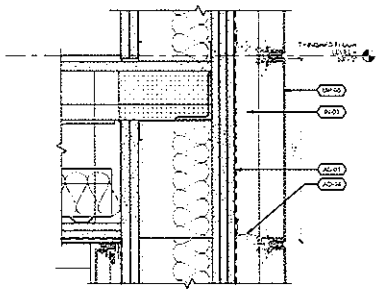
A-435



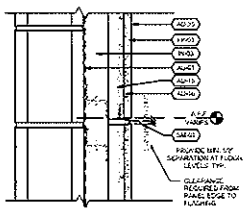
8 SECTION – HEAD & SILL GLAZING AT METAL PANEL



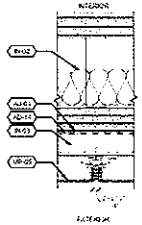
5 ENLARGED ELEVATION – METAL PANEL AT WINDOW SILL AND HEAD



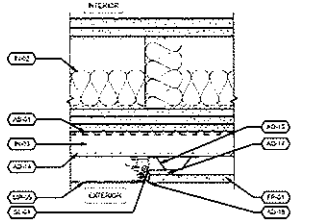
7 SECTION – METAL PANEL HORIZONTAL JOINT



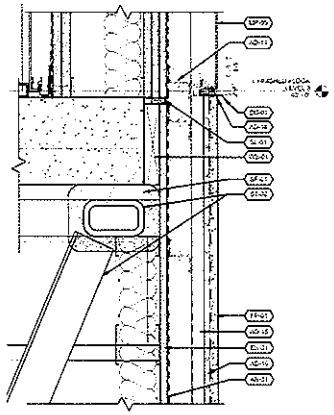
4 SECTION – TYP. FIBER CEMENT PANEL FLOOR JOINT



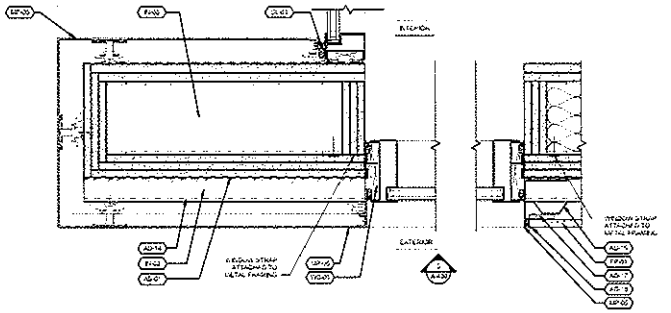
3 PLAN – METAL PANEL VERTICAL JOINT



2 PLAN – METAL PANEL & FIBER CEMENT PANEL VERTICAL JOINT



6 SECTION – METAL PANEL & FIBER CEMENT PANEL HORIZONTAL JOINT



1 PLAN – METAL PANEL ENDWALL TERMINATION

STRUCTURAL FINISHES

AM-01 ALUMINUM
AM-02 DECK-MOUNTED FLASHING (DRIP EDGE)
AJM-01 SLOPED-BACK ADHESIVE JOINT FILLER (WITH 2 SIDES FACTORY APPLIED SILICONE FILLING, ONE CUSTOM COLOR)
CB-01 CONCRETE
CB-02 CONCRETE STRUCTURAL SLAB DECK
CB-03 CONCRETE STRUCTURAL SLAB DECK
CB-04 1 ½" CLOSURE BOARD
CM-01 CAST-IN-PLACE CONCRETE
CP-01 COUNTERTOP
CP-02 COUNTERTOP LAB SINK
DF-01 DRAFT CURB (5'-0" AT FINISH, FINISH SYSTEM)
DF-02 FIBER CEMENT INSULATED FINISH SYSTEM, ONE CUSTOM COLOR, AND FINISH
EF-02 HORIZONTAL EXTERIOR INSULATED FINISH SYSTEM, ONE CUSTOM COLOR, AND FINISH
EJ-01 EXPANSION JOINT
EJ-02 FIRE RATED MECHANICAL EXPANSION JOINT, SEE EXPANSION JOINT SPECIALIST
EX-01 EXTERIOR SHEATHING
FW-01 A TYPE WATER MEMBRANE SYSTEM
LWC-01 LIGHTWEIGHT CONCRETE
LWC-02 AREA OF 3.5% AIR ENTRY ADDITIVE
LWC-03 AIR ENTRAINED CONCRETE
MW-01 EXISTING WATERPROOFING
P-01 PAINTING CURTAIN WALL TO REMAIN
PT-02 PAINTING WALL CONSTRUCTION
RM-01 EXISTING SUNSHADE STRUCTURE
SJ-01 SLAB EXPANSION JOINT
TL-01 TYVEK WRAP OVER METAL STUD
WP-01 FLUID APPLIED WATERPROOFING
WP-02 FLUID APPLIED WATERPROOFING
WP-03 FLUID APPLIED WATERPROOFING
WP-04 FLUID APPLIED WATERPROOFING
WP-05 FLUID APPLIED WATERPROOFING
WP-06 FLUID APPLIED WATERPROOFING
WP-07 FLUID APPLIED WATERPROOFING
WP-08 FLUID APPLIED WATERPROOFING
WP-09 DRAINMAT 15A
WP-10 FILTER FABRIC
WP-11 MAT FILTER
WW-01 CAST-IN-PLACE CONCRETE SHEARWALL (SEE PLANS FOR LOCATION)

ARCHITECTURAL DETAIL KEYNOTE

AD-01 HANDRAIL CLASS III SYSTEM
AD-02 AT LANDING STAIR, WINDOW ING. NO HANDRAIL WHEN GUARDRAIL IS IN PROTECTION ZONE
AD-03 MOT USED
AD-04 AT MOT DOOR, CONTINUE EXISTING MAT FROM EXISTING DOOR TO NEW DOOR
AD-05 PROVIDE CONCEALED ANCHOR PLATE WITH CHANNEL ANCHOR PLATES
AD-06 HR SECTAL PANEL SYSTEM
AD-07 LARGE ANCHOR LUCHENT SHOWS
AD-08 1/4" DIGHTFOLD WALKWALD STEEL ANGLE, WELT TO GUARD WITH 4 MAT NOT ON SECTAL METAL
AD-09 WEB FORMED EXPANSION JOINT (SIGHT)
AD-10 WINDOW HEAD FASTENED TO WINDOW (WEIGHT ANGLE (SIGHT)
AD-11 GALV. 8"x8"x1/2" BRACES AT 90° DIE SIGHT SEAT PLATE
AD-12 FRAMING MATERIAL INCLUDING SAG RAILS AND RAIL TO MI WATER PROOFED
AD-13 THICKNESS DEFLECTION TRACK TYPICAL AT SET AND FLOOR CONSTRUCTION OF WHERE ON FASTENER PERSPECTIVE
AD-14 1 RAILING ASSEMBLY
AD-15 METAL FURRING CHANNEL
AD-16 1 FIBER CEMENT PANEL CLIP SYSTEM
AD-17 1 FIBER CEMENT PANEL SPACER
AD-18 1 FIBER CEMENT PANEL REVEAL TYPE
AD-19 6" CURB FINISH ADJACENT TO ROOFING MAT
AD-20 DEMOLITION OF TOPPING SLAB AT AREA OF PLANTER
AD-21 AREA OF PLANTER, DOOR EXISTING TOPPING SLAB
AD-22 CONTINUOUS PARAPET WALL (SEE DRAWINGS)
AD-23 1 CONDUIT
AD-24 1 NEW PROPERTIC FATS INTO STRUCTURE SLAB
AD-25 GALVANIZED STEEL POST, SEE STRUCTURAL DRAWINGS
AD-26 LOCALLY REMOVE STRUCTURAL SLAB IN AREA OF EXISTING BEAM
AD-27 2 LL CONDUIT WITH SWEET CONFIGURATION
AD-28 STEEL ANGLE, NOTES
AD-29 1 MAT FIBT DAT
AD-30 PROVIDE REINFORCING STEEL AT SEALIONS AS REQUIRED
AD-31 EXPOSED RAILROAD EXPANSION JOINT
AD-32 PROTECTIVE COATING (TYP.) OVER: VERTICAL AT CORE OF LOBBING, INSULATED WALL PANELS, CLOSED CELL SPRAY FOAM INSULATION, ANNULED FIRING INSULATION
AD-33 LINE OF ASH CLEAN SHEET, REQUIREMENTS
AD-34 TRACK SUPPORT ROADS TO PLATFORM
AD-35 1 FIBER ADAPTER P-2
AD-36 STAINLESS STEEL TERMINATION BAR WITH SEALANT AT CURB

GENERAL NOTES

1. SEE SHEET G-001 FOR LIFE RATING CALCULATIONS.
2. SEE BUILDING CODE REQUIREMENTS IN PART 2 OF BUILDING WIDE MATRIX (AS APPLICABLE FOR FLOOR CONSTRUCTION AND MATERIALS AND OCCUPANCY SEPARATION) FOR RATINGS.
3. DIMENSIONS:
   - ALL DOORS TO BE MINIMUM 36" (915 MM) WIDE OR AS SHOWN.
   - ALL FIRE RATED DOORS AND DOOR FRAMES TO BE LABEL TYPE AS SHOWN.
   - ALL DOORS TO BE 80" (2030 MM) HIGH UNLESS NOTED OTHERWISE.
   - ALL DOORS WITH A FINISH FLOOR MATERIAL ON ONE SIDE ONLY SHALL BE INSTALLED WITH THE FINISH FLOOR MATERIAL ON THE PUBLIC SIDE OF THE DOOR.
   - ALL DOORS TO HAVE A MINIMUM CLEAR WIDTH OF 32" (815 MM).
4. ALL DOORS WITH A FINISH FLOOR MATERIAL ON ONE SIDE ONLY SHALL BE INSTALLED WITH THE FINISH FLOOR MATERIAL ON THE PUBLIC SIDE OF THE DOOR.
5. ALL ELEVATION HEIGHTS ARE SHOWN TO ALL FURNISHED CEILING OR STRUCTURE ABOVE, UNLESS NOTED OTHERWISE.
6. ALL DOOR STOPPERS ARE ACROSS CONSTRUCTION JOINTS.
7. ALL INTERIOR WALL AND CEILING FINISHES AND TRIM SHALL BE CLASS I.
8. ALL FLOOR FINISHES SHALL BE CLASS II.
9. SEE SHEET A-004 FOR PENETRATION DETAILS.
10. SEE SHEET A-005 FOR ALL DOOR SCHEDULE.
11. SEE SHEET A-010 AND A-011 FOR DOOR DETAILS.
12. SEE INTERIOR ELEVATIONS SHEETS FOR FINISH KEY DESIGNATION.
13. ALL SHEET MARKS ON FLOOR, STAIRS AND SCHEDULES.
14. ALL GLAZED OPENINGS AND GLAZED PARTITIONS AT FLOOR SEAL EDGES.
   - SHALL BE DESIGNED TO RESIST A LINEAR LOAD OF 50 POUNDS PER LINEAR FOOT.
   - SHALL BE CAPABLE OF WITHSTANDING A HORIZONTAL FORCE OF 200 POUNDS.
   - SHALL BE FABRICATED OF SAFETY GLASS MATERIAL CONFORMING WITH CATEGORY II OF SPEC. NO. CPSC 16 CFR 1201 OR CLASS A OF ANSI Z97.1.
15. AT PARTITIONS WITH STC RATINGS OF 45 OR HIGHER, PROVIDE ACOUSTIC SEALANT AT SLAB, FIRE CAULKING AND SEALANT AT PENETRATIONS.
16. ALL GLAZING SHALL COMPLY WITH CPSC 16 CFR 1201 CAT II.
17. ALL MATERIALS DO NOT APPLY TO EXISTING SYSTEMS.

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LANDSCAPE ENGINEER

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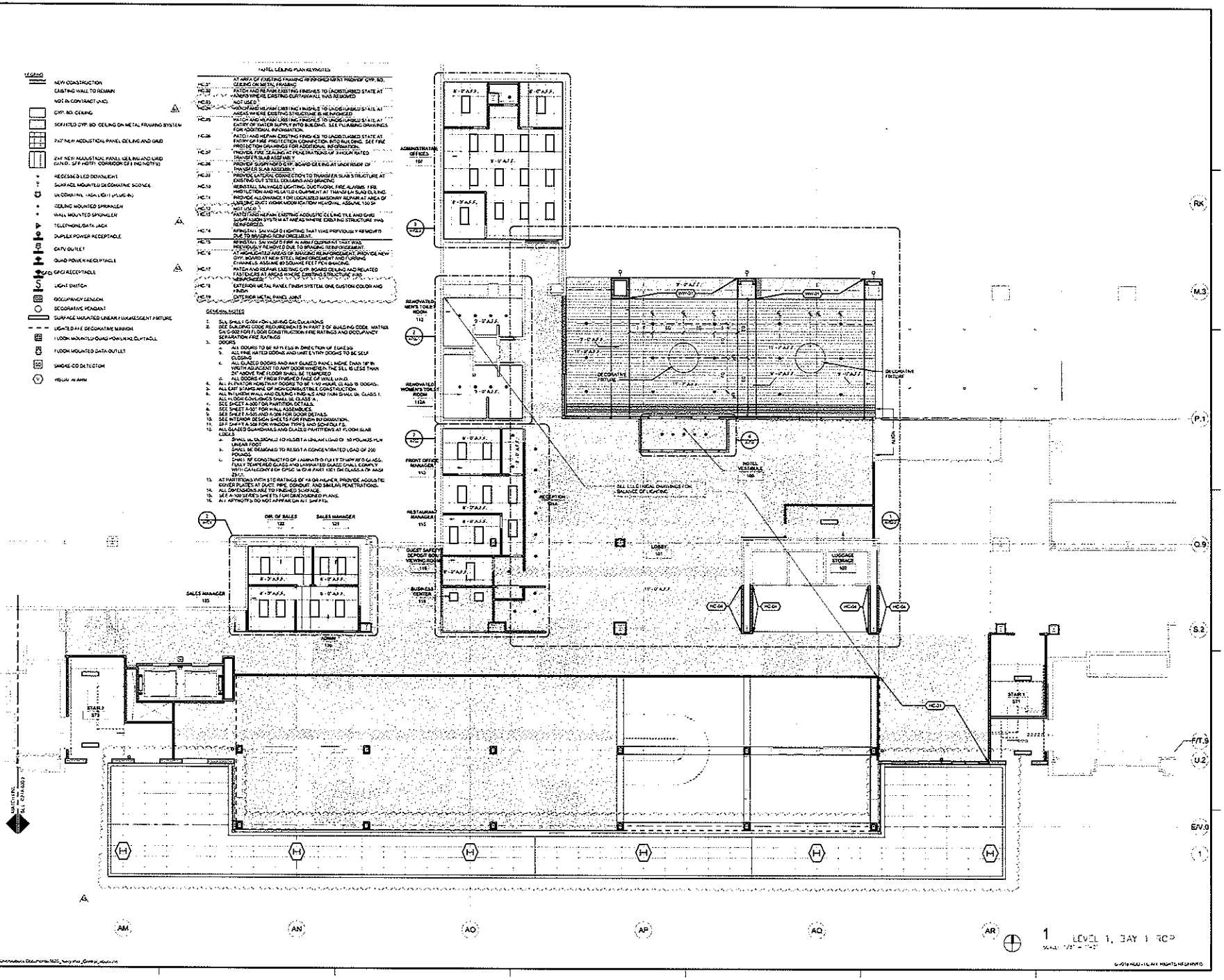
NO.	DATE	DESCRIPTION
23	10/20/17	PROGRESS SET
27	11/10/17	Issued for Review
28	11/15/17	Issued for Review
46	3/23/18	Issued for Review
49	4/2/18	Issued for Review
53	5/25/18	Issued for Review

SHEET TITLE
EXTERIOR WALL DETAILS

DRAWING NO.
A-436



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REVISIONS

NO.	DATE	DESCRIPTION
4	11/16/16	100% DD HOTEL
11	04/2017	VE PACKAGE
12	06/14/17	REVISED ADDENDUM 2
13	06/07/17	Issued for Owner Review
14	06/26/17	Issued for Construction Permit
19	08/2017	STANTEC PACKAGE
21	09/2017	PRICING SET
24	10/13/17	Add new LUGGAGE/LOUNGE
26	10/20/17	REVISED PRICING SET
27	11/15/17	Issued for Permit
28	11/15/17	Issued for 50% CD SET
30	2/2/18	HOTEL REVISIONS
39	3/14/18	ASI 14147, 132,155 Revisions
39	3/16/18	PRICING SET
45	3/16/18	BULLETIN #17
54	4/6/18	BULLETIN #20
61	4/20/18	HOTEL REVISIONS REV. 4

DRAWN BY AUTHOR
SCALE As indicated

KEY PLAN

SHEET TITLE
HOTEL RCP- LEVEL 1, BAY 1

DRAWING NO
A-600.1

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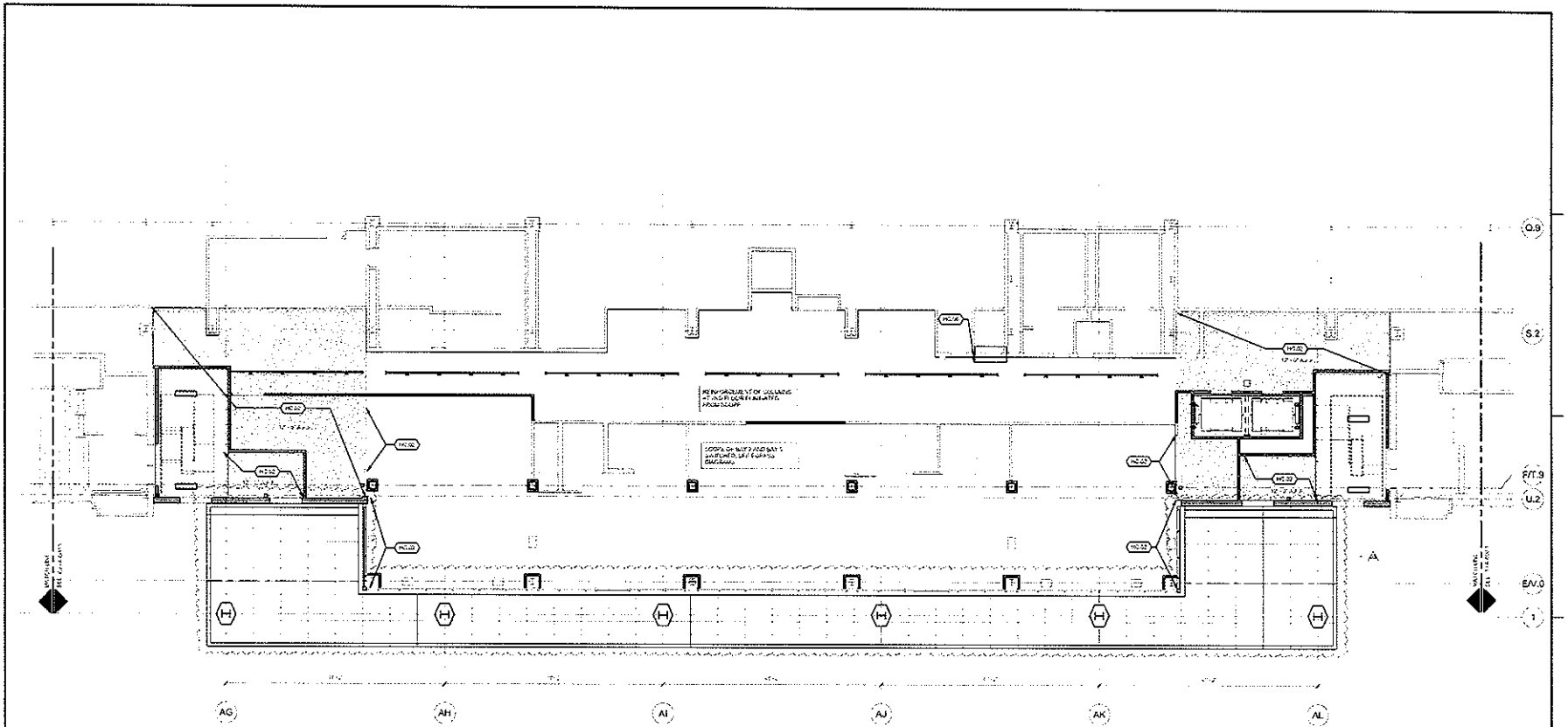

C2 LEVEL 1, Bay 2, RCP

HOTEL CEILING PLAN KEYNOTES

HC.01	AT AREA OF LIGHTING FIXTURE REMOVAL PROVIDE GYP. BD CEILING OR METAL FINISH AS REQUIRED TO MATCH ADJACENT CEILING FINISH
HC.02	PATCH AND REPAIR EXISTING FINISHES TO UNDISTURBED STATE AT AREAS WHERE LIGHTING FIXTURE IS BEING REMOVED
HC.03	NOT USED
HC.04	PATCH AND REPAIR EXISTING FINISHES TO UNDISTURBED STATE AT AREAS WHERE EXISTING STRUCTURE IS BEING REMOVED FOR ADDITIONAL INFORMATION
HC.05	PATCH AND REPAIR EXISTING FINISHES TO UNDISTURBED STATE AT CUTS OF FIRE PROTECTION CONDUCTORS AUTO SPRINKLER, SEE FIRE PROTECTION DRAWINGS FOR ADDITIONAL INFORMATION
HC.06	PROTECT FIRE SPRINKLER AT PENETRATIONS OF SHEETROCK
HC.07	PROTECT FIRE SPRINKLER AT PENETRATIONS OF SHEETROCK (HANGER SHOWN FOR REFERENCE ONLY)
HC.08	PROTECT SUBSTRUCTURE GYP. BOARD CEILING AT UNDISTURBED TRANSFER GRILLE AS REQUIRED
HC.09	NOT USED
HC.10	PATCH GYP. BD. CEILING AT SECTION TO TRANSFER GRILLE AT SECTIONS OF EXISTING GYP. BD. CEILING AND WHERE EXISTING TRANSFER GRILLE WAS REMOVED
HC.11	PROVIDE ALL DUCTWORK AS REQUIRED TO TRANSFER AIR FROM EXISTING DUCTWORK MODIFICATIONS. REMOVAL OF EXISTING DUCTWORK AS REQUIRED
HC.12	NOT USED
HC.13	PATCH AND REPAIR EXISTING ACOUSTIC CEILING TILE AND GRID SUSPENSION SYSTEM AT AREAS WHERE LIGHTING STRUCTURE WAS REMOVED
HC.14	REINSTALL SALVAGED LIGHTING THAT WAS PREVIOUSLY REMOVED DUE TO DEMOLITION (NEW SHELL WORK)
HC.15	REMOVE EXISTING FIRE ALARM EQUIPMENT THAT WILL BE NEW CONFLICT WITH NEW CEILING PLAN. REINSTALL AND RELOCATE PREVIOUSLY REMOVED DUE TO DEMOLITION AS REQUIRED
HC.16	ALL EXISTING FIRE ALARM EQUIPMENT THAT WILL BE NEW CONFLICT WITH NEW CEILING PLAN. REINSTALL AND RELOCATE PREVIOUSLY REMOVED DUE TO DEMOLITION AS REQUIRED
HC.17	PATCH AND REPAIR EXISTING GYP. BOARD CEILING AND WALLS AT AREAS WHERE EXISTING STRUCTURE HAS BEEN REMOVED
HC.18	PATCH AND REPAIR EXISTING GYP. BOARD CEILING AND WALLS AT AREAS WHERE EXISTING STRUCTURE HAS BEEN REMOVED
HC.19	PAINT ALL EXPOSED STRUCTURE AND PIPING IN THIS AREA
HC.20	PAINT GYP. BD. FINISH TO MATCH ADJACENT FINISH
HC.21	EXPOSED METAL PIPING (TYP.)

HOTEL CEILING PLAN NOTES

1. SEE SHEET G.000 FOR EXISTING CALCULATIONS
2. SEE BUILDING CODE REQUIREMENTS FOR PARTS OF BUILDING CODE, WITH SPECIFIC FOCUS ON CONSTRUCTION FIRE RATINGS AND OCCUPANCY SEPARATION FIRE RATINGS
3. Rooms
   a. ALL ROOMS TO BE PROVIDED WITH DOOR SIGNAGE
   b. ALL FIRE RATED DOORS AND CLIP & STAY DOORS TO BE SELF CLOSING
   c. ALL DOORS TO OPEN AND HAVE GUARD PANEL BOARD THAT IS 16" WIDTH ADJACENT TO ANY DOOR LOCATION THE TILE IS LESS THAN 24" WIDE THE FLOOR SHALL BE TEXTURED
   d. ALL DOORS TO PROVIDE PEEP HOLE AT 5'-6" A.F.F.
4. ALL EXIT SIGNAGE AND DOOR TO BE 3'-0" WIDE W/ ROD & PLATES
5. ALL EXIT SIGNAGE TO BE ILLUMINATED AND CONTINUOUS
6. ALL BUILDING WALLING, DEMISING WALLS AND FIRE WALLS SHALL BE CLEAN AND CLEAR OF ALL DEBRIS
   SEE SHEET G.001 FOR PARTITION DETAILS
7. SEE SHEET G.001 FOR ACCESSIBILITY
8. SEE SHEET A.000 FOR DOOR SCHEDULE
9. SEE SHEET A.000 FOR DOOR SCHEDULE
10. SEE SHEET A.000 FOR WINDOW TYPES AND SCHEDULE
11. ALL DOORS TO BE PROVIDED WITH DOOR SIGNAGE AS PER CODE
12. ALL DOORS TO BE PROVIDED WITH DOOR SIGNAGE AS PER CODE
    a. SHALL BE DESIGNED TO WITHSTAND A LOAD OF 100 POUNDS PER LINEAR FOOT
    b. SHALL BE DESIGNED TO WITHSTAND A CONCENTRATED LOAD OF 100 POUNDS
    c. SHALL BE CAPABLE OF SUPPORTING ITSELF AND ITS CONTENTS WHEN FULLY DEVELOPED GLASS AND LANDSCAPED GLASS SHALL COMPLY WITH CATEGORY II OR THOSE IN OTHER APPLICABLE STANDARDS OF THE SFM
13. AT PARTITIONS WITH STUD FRAMING OF 16" ON CENTER, PROVIDE ADDITIONAL STUD OR PLATE AT JOINT, TYPE, CONDUIT, AND SIMILAR PENETRATIONS
14. ALL DIMENSIONS ARE TO FINISHED SURFACES
15. SEE A.000 FOR LIFE SAFETY PLAN OF DRAWINGS AND PLANS
16. ALL EXISTING STRUCTURE AND FINISHES TO REMAIN

	NEW CONSTRUCTION
	EXISTING WALL TO REMAIN
	NON GYP. BOARD WALL
	GYP. BD. SOFFIT
	SOFFITED GYP. BD. CEILING ON METAL FRAMING SYSTEM
	2x2 NOM. ACOUSTICAL PANEL CEILING AND GRID
	2x4 NOM. ACOUSTICAL PANEL CEILING AND GRID WITH 6" DEEP HOTEL ROOM BOOM SEPARATION PANELS
	ACCESS DOOR PANEL
	SEMI-RECESSED FIXTURE W/ EMERGENCY BATTERY BACK-UP
	RECESSED FIXTURE
	SURFACE MOUNTED FIXTURE
	PENDANT MOUNTED FIXTURE
	DUPLEX POWER RECEPTACLE
	DATA OUTLET
	QUAD POWER RECEPTACLE
	SPEAKER
	LIGHT SWITCH
	OCCUPANCY SENSOR
	DECORATIVE PENDANT
	SMOKE EQUIPMENT WITH ASSOCIATED ALARM AND VISUAL DEVICE
	LIGHTED EXIT SIGN WITH DIRECTIONAL ARROW
	FURNITURE MOUNTED POWER RECEPTACLE
	FURNITURE MOUNTED DATA OUTLET
	SMOKE DETECTOR
	HEAT ALARM

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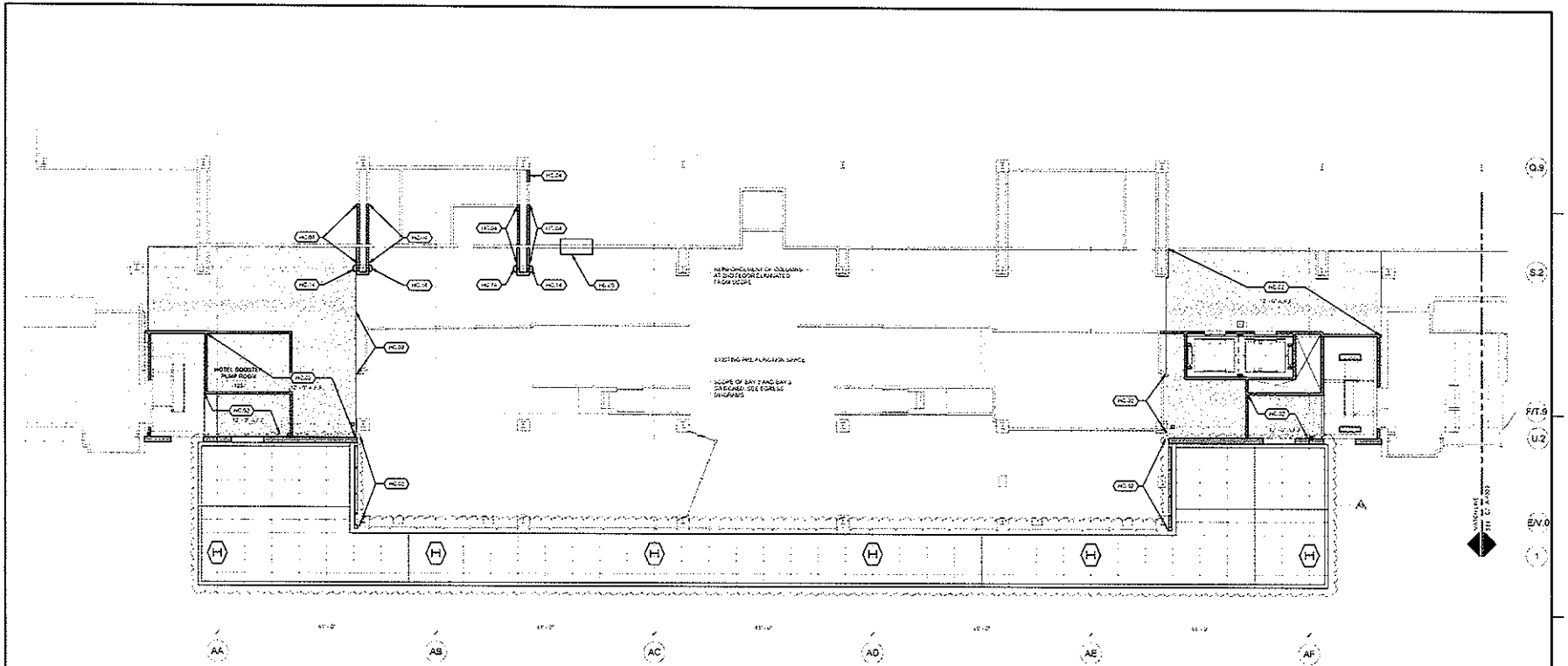
NO.	DATE	DESCRIPTION
1	1/16/16	100% DD SETS
11	3/22/17	VE PACKAGE
12	5/24/17	REVISED DD PACKAGE
13	9/27/17	Issue for Permit Update
14	10/24/17	Issue for Construction Update
15	1/5/18	DETAIL INCLUSIONS
16	2/9/18	PERMIT SET
24	10/13/17	UPDATE DRAWING INDEX
26	1/5/18	MEP/FP Permit Set 01
27	1/19/18	Issue for Permit
28	1/19/18	Issue for GMP/CD SET
30	2/15/18	Issue for PB
33	3/2/18	HOTEL PERMIT REV.
34	3/16/18	MEP/FP 15 DD Response
37	4/4/18	PERMIT SET 1
40	5/2018	HOTEL PERMIT REV. 1

KEY PLAN

SHEET TITLE
HOTEL RCP- LEVEL 1, BAY 2

DRAWING NO
A-600.2



C2 LEVEL 1, Bay 3 RCP

HOTEL CEILING PLAN KEYNOTES

HC.01	AT AREAS OF EXISTING PARKING, REMOVE GRID AND PROVIDE GYP. BD. CEILING ON METAL FRAMING
HC.02	PATCH AND REFINISH EXISTING FINISHES TO MATCH ADJACENT SURFACES AT AREAS WHERE EXISTING STRUCTURE IS REMOVED
HC.03	NOT USED
HC.04	PATCH AND REPAIR EXISTING FINISHES TO UNDISTURBED STATE AT ENTRY OF WATER SUPPLY INTO BUILDING. SEE PLUMBING DRAWINGS FOR ADDITIONAL INFORMATION.
HC.05	PATCH AND REPAIR EXISTING FINISHES TO UNDISTURBED STATE AT ENTRY OF WATER SUPPLY INTO BUILDING. SEE PLUMBING DRAWINGS FOR ADDITIONAL INFORMATION.
HC.06	PATCH AND REPAIR EXISTING FINISHES TO UNDISTURBED STATE AT ENTRY OF FIRE PROTECTION CONNECTION INTO BUILDING. SEE FIRE PROTECTION DRAWINGS FOR ADDITIONAL INFORMATION.
HC.07	PROVIDE FIRE SEALING AT PENETRATIONS OF SPECIFIED RATED FLOOR/CEILING
HC.08	INDUSTRIAL SHOP FLOOR GYP. BOARD CEILING AT UNFINISHED OR THROUGH SHED ASSEMBLY
HC.09	PROVIDE NATURAL CONNECTION TO THROUGH SHED STRUCTURAL AT EXISTING CUT STEEL COLUMNS AND GRATING
HC.10	INSTALL DEDICATED LIGHTING, SWITCHING, FIRE ALARMS, FIRE PROTECTION AND RELATED EQUIPMENT AT THROUGH SHED OPENING. PROVIDE ALL DETAILS, FURRING AND SUPPORTS AS REQUIRED FOR COMPLETE AND WORKING INSTALLATION. REMOVAL AS NOTED
HC.11	NOT USED
HC.12	NOT USED
HC.13	INTEGRATE NEW AND EXISTING HEATING, COOLING, AND VENTILATION SYSTEMS AS REQUIRED TO MAINTAIN EXISTING SYSTEM AT AREAS WHERE EXISTING STRUCTURE WAS REMOVED
HC.14	REINSTALL SALVAGED LIGHTING THAT WAS PREVIOUSLY REMOVED DUE TO UNSAFE CONDITIONS
HC.15	REINSTALL SALVAGED MECHANICAL EQUIPMENT THAT WAS PREVIOUSLY REMOVED DUE TO SHORING INTERFERENCE
HC.16	AT HIGHLIGHTED AREAS OF SHORING MOVEMENT, PROVIDE NEW GYP. BOARD AT VARIOUS HEIGHTS DEPENDENT ON FLOOR AREAS CHANGES, TAPERED AT SQUARE FEET PER SPACING
HC.17	PATCH AND REPAIR EXISTING GYP. BOARD CEILING AND RELATED FINISHES AT AREAS WHERE PARTIAL DEMOLITION WAS REQUIRED
HC.18	METAL PANEL ON ITEM RELEASE / CERT PANEL SYS. USE CUSTOM DIA ON AND FLUSH EDG UNI DESIGN METAL PANEL 20" x 40"
HC.19	EXTENDED METAL PANEL JOINT

LEGEND

- NEW CONSTRUCTION
- EXISTING WALL TO REMAIN
- NOT IN CONTRACT (NIC)
- GYP. BD. CEILING
- SEE FIFTH GEN. RD. CEILING DESIGN TRANSITION SYSTEM
- 2'x2' NEW INDUSTRIAL PANEL CEILING AND GRID
- 2'x2' NEW INDUSTRIAL PANEL CEILING AND TRIM (MATCH EXISTING CEILING) AT HOTEL CONVERSION CEILING ZONES
- NEW SURFACE MOUNTED JOINT
- SURFACE MOUNTED DECORATIVE LUMINAIRE
- DECORATIVE TRACK LIGHT (FLUSH)
- CEILING MOUNTED SPRINKLER
- WALL MOUNTED SPRINKLER
- TELEPHONE DATA JACK
- DIGITAL PHOTO ACCEPTANCE
- WIFI ANTENNA
- AUDIO PHOTO ACCEPTANCE
- WIFI ACCESS POINT
- LIGHT SENSOR
- OCCUPANCY SENSOR
- DECORATIVE PENDANT
- SURFACE MOUNTED LINEAR FLUORESCENT FIXTURE
- RECESSED FIRE DEPARTMENT CONNECTION
- FLOOR MOUNTED SOUND POWER RECEPTACLE
- FLOOR MOUNTED DATA OUTLET
- SMOKE DETECTOR
- VISUAL ALARM

DEMOLITION NOTES

1. SEE SHEET A-000.1 FOR LIFE SAFETY DEMOLITION NOTES.
2. SEE 2012 IBC CHAPTER 3 AND 2012 IEBC CHAPTER 4 FOR BUILDING CODE DEFINITIONS OF CONSTRUCTION TYPE, OCCUPANCY SEPARATION, FIRE RATINGS.
3. DEMOLITION:
   a. ALL WORK TO BE PERFORMED IN ACCORDANCE WITH 2012 IBC CHAPTER 33.
   b. ALL FIRE RATED CEILINGS AND UNIT ENTRY DOORS TO BE SELF CLOSING.
   c. ALL EXISTING DOORS AND ANY GLAZED PANEL SIDES EVEN NOT WITHIN ADJACENT TO ANY EGRESS PATHWAYS ARE TO BE REMOVED AND REPLACED WITH TEMPERED GLASS.
   d. ALL DEMOLITION TO BE PERFORMED IN A WAY THAT MINIMIZES DUST AND DEBRIS IN THE BUILDING.
4. ALL ELEVATOR INSTALLATION WORK TO BE IN ACCORDANCE WITH ASME A17.3 2005 AND ALL APPLICABLE LOCAL CODES.
5. ALL EXISTING WALLS AND CEILINGS TO REMAIN AND TRIM SHALL BE CLASS 1 FLAME SPREAD RATED.
6. ALL FLOOR OPENINGS SHALL BE SEALED #.
7. SEE SHEET A-000.1 FOR PARTITION DETAILS.
8. SEE SHEET A-000.1 FOR WALL TYPES.
9. SEE SHEET A-000.1 FOR DOOR SCHEDULE.
10. SEE SHEET A-000.1 FOR DOOR DETAILS.
11. SEE INTERIOR FINISH SHEETS FOR FINISHES SCHEDULE.
12. ALL EXISTING FINISHES TO BE PROTECTED DURING CONSTRUCTION.
13. ALL EXISTING WALLS AND CEILINGS TO REMAIN AND TRIM SHALL BE CLASS 1 FLAME SPREAD RATED.
14. ALL EXISTING DOORS AND ANY GLAZED PANEL SIDES EVEN NOT WITHIN ADJACENT TO ANY EGRESS PATHWAYS ARE TO BE REMOVED AND REPLACED WITH TEMPERED GLASS.
15. ALL DEMOLITION TO BE PERFORMED IN A WAY THAT MINIMIZES DUST AND DEBRIS IN THE BUILDING.
16. ALL ELEVATOR INSTALLATION WORK TO BE IN ACCORDANCE WITH ASME A17.3 2005 AND ALL APPLICABLE LOCAL CODES.
17. ALL EXISTING WALLS AND CEILINGS TO REMAIN AND TRIM SHALL BE CLASS 1 FLAME SPREAD RATED.
18. ALL FLOOR OPENINGS SHALL BE SEALED #.
19. SEE SHEET A-000.1 FOR PARTITION DETAILS.
20. SEE SHEET A-000.1 FOR WALL TYPES.
21. SEE SHEET A-000.1 FOR DOOR SCHEDULE.
22. SEE SHEET A-000.1 FOR DOOR DETAILS.
23. SEE INTERIOR FINISH SHEETS FOR FINISHES SCHEDULE.
24. ALL EXISTING FINISHES TO BE PROTECTED DURING CONSTRUCTION.
25. ALL DEMOLITION TO BE PERFORMED IN A WAY THAT MINIMIZES DUST AND DEBRIS IN THE BUILDING.
26. ALL ELEVATOR INSTALLATION WORK TO BE IN ACCORDANCE WITH ASME A17.3 2005 AND ALL APPLICABLE LOCAL CODES.
27. SHALL BE DESIGNED TO WITHSTAND A WIND LOAD OF 120 POUNDS PER SQUARE FOOT.
28. ALL # OF SIGNS TO BE SET & LOCATED PARTY BY OWNER OR OWNER
29. SHALL BE CONSTRUCTED OF LAMINATED TEMPERED GLASS WITH A MINIMUM OF TWO GLASS THICKNESSES OF 1/4" EACH, SEPARATED WITH CLEAR VINYL INTERLAYER AND SHALL COMPLY WITH ANSI Z97.1.
30. 10" VENTILATION WITH DECORATIVE PERFORATED GRILLE WITH CORNER PLATES AT DUCT, PIPE, CONDUIT, AND SMOKE DETECTORS.
31. ALL # TO BE PAINTED TO MATCH ADJACENT SURFACES.
32. SEE ELECTRICAL SHEETS FOR LOCATION OF ALL # DEVICES.
33. SEE ELECTRICAL SHEETS FOR LOCATION, SIZE AND NUMBER OF ALL # OUTLETS.

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DANIEL WEINBACH PARTNERS, LTD
LANDSCAPE ENGINEER

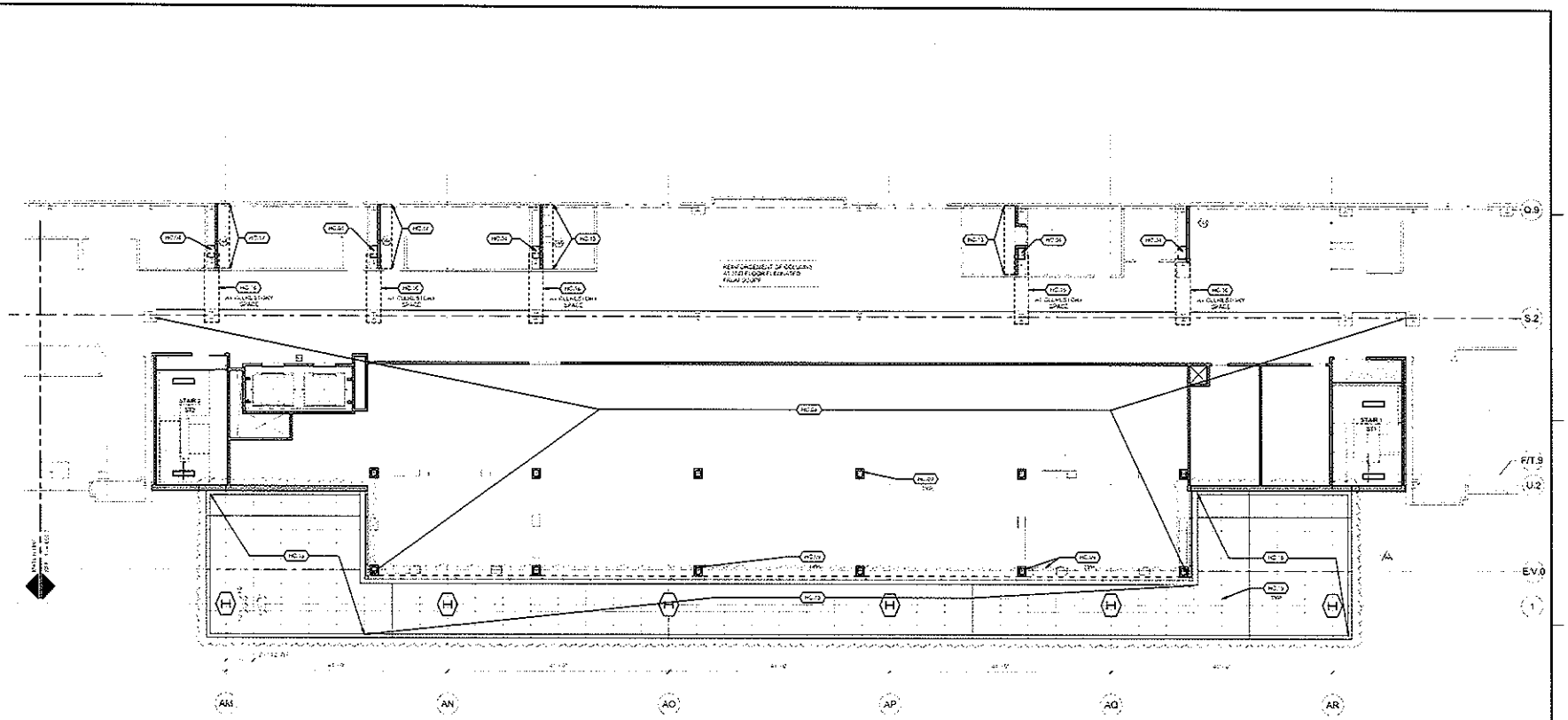
NAVY PIER HOTEL
900 E GRAND AVE
CHICAGO, IL 60611

NO.	DATE	DESCRIPTION
1	11/16/16	100% DD HOTEL
11	04/20/17	VE PACKAGE
12	04/27/17	HISTORICAL APPROVAL
13	05/01/17	ADD'L VE DOCUMENTS
14	05/22/17	ADD'L VE DOCUMENTS
15	06/02/17	ADD'L VE DOCUMENTS
16	06/23/17	ATRIUM TERRACE PERMIT SET
17	06/30/17	ATRIUM TERRACE PERMIT SET
18	07/14/17	VE # 1 PLANTER DOUBLE
19	08/11/17	ADD'L VE PACKAGE SET
20	11/01/17	ADD'L VE PACKAGE
21	11/15/17	Bulletin #1 Permit
22	12/12/17	Bulletin #2 (DR) CC Set
23	12/21/17	HOTEL HEIGHT REV
24	2/14/18	ADD'L VE PACKAGE
25	2/16/18	PERMIT SET
26	3/27/18	HOTEL HEIGHT REV 2

DRAWN BY: KOO
SCALE: AS SHOWN

SHEET TITLE
HOTEL RCP- LEVEL 1, BAY 3

DRAWING NO
A-600.3



1 LEVEL 2, Bay 1 RCP

HOTEL CEILING PLAN KEYNOTES

LEGEND

GENERAL NOTES

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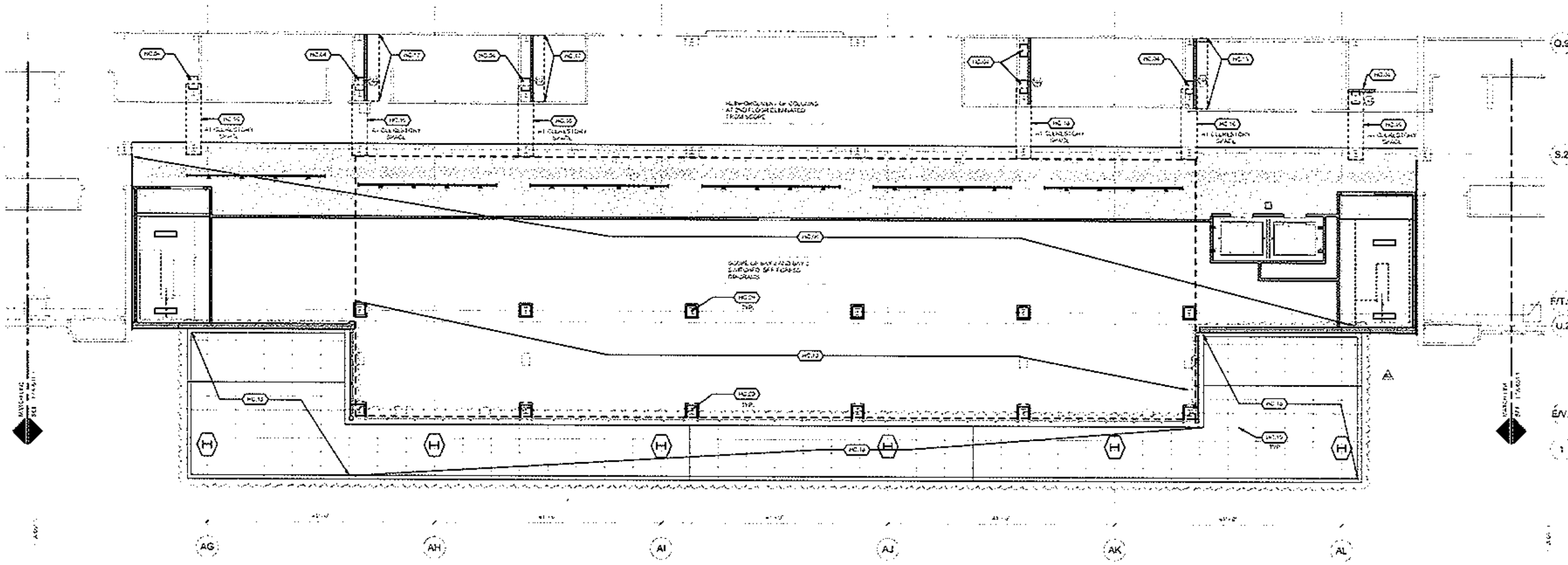
REVISIONS

NO.	DATE	DESCRIPTION
1	11/16/16	CDD / DD HOTEL
11	3/1/2017	95 PACKAGE
12	3/9/2017	PACKAGE 2 PERMIT SET
13	3/31/17	Issued for Construction
14	5/31/17	Issued for Additional Permit
15	6/30/17	100% PERMIT SET
16	7/31/17	PERMIT SET
17	10/13/17	10% PERMIT REVISIONS
18	10/20/17	100% PERMIT SET
19	11/3/17	Issued for Permit
20	11/13/17	Issued for GMP Set
21	12/15/17	Issued for Permit
22	1/22/18	100% PERMIT REVISIONS
23	4/6/18	Issued for GMP Set
24	4/6/18	Issued for GMP Set Revisions
25	6/29/18	HOTEL PERMIT REVISIONS

SHEET TITLE
HOTEL RCP- LEVEL 2, BAY 1

DRAWING NO.
A-601.1



1 LEVEL 2, Bay 2 RCP

SCALE: 1/8" = 1'-0"

HOTEL CEILING PLAN KEYNOTES

HC.01	AT AREA OF EXISTING FRAMING REINFORCEMENT, PROVIDE GYP. BD. CEILING ON METAL FRAMING.
HC.02	PATCH AND REPAIR EXISTING FINISHES TO UNDISTURBED STATE AT AREAS WHERE EXISTING CURTAINWALL WAS REMOVED.
HC.03	NOT USED
HC.04	PATCH AND REPAIR EXISTING FINISHES TO UNDISTURBED STATE AT AREAS WHERE EXISTING STRUCTURE IS REINFORCED.
HC.05	PATCH AND REPAIR EXISTING FINISHES TO UNDISTURBED STATE AT ENTRY OF WATER SUPPLY INTO BUILDING. SEE PLUMBING DRAWINGS FOR ADDITIONAL INFORMATION.
HC.06	PATCH AND REPAIR EXISTING FINISHES TO UNDISTURBED STATE AT ENTRY OF FIRE PROTECTION CONNECTION INTO BUILDING. SEE FIRE PROTECTION DRAWINGS FOR ADDITIONAL INFORMATION.
HC.07	PROVIDE FIRE SEALING AT PENETRATIONS OF 3 HOUR RATED TRANSFER SLAB ASSEMBLY.
HC.08	PROVIDE SUSPENDED GYP. BOARD CEILING AT UNDERSIDE OF TRANSFER SLAB ASSEMBLY.
HC.09	PROVIDE LATERAL CONNECTION TO TRANSFER SLAB STRUCTURE AT EXISTING OUT STEEL COLUMNS AND FRAMING.
HC.10	REINSTALL SALVAGED LIGHTING, DUCTWORK, FIRE ALARM, FIRE PROTECTION AND RELATED EQUIPMENT AT TRANSFER SLAB CEILING.
HC.11	PROVIDE ALLOWANCE FOR EXISTING MASONRY REPAIR AT AREA OF EXISTING DUCT WORK MODIFICATION REMOVAL. ASSUME 150 SF.
HC.12	NOT USED
HC.13	PATCH AND REPAIR EXISTING ACOUSTIC CEILING TILE AND GRID SUSPENSION SYSTEM AT AREAS WHERE EXISTING STRUCTURE WAS REINFORCED.
HC.14	REINSTALL SALVAGED LIGHTING THAT WAS PREVIOUSLY REMOVED DUE TO BRACING REINFORCEMENT.
HC.15	REINSTALL SALVAGED FIRE ALARM EQUIPMENT THAT WAS PREVIOUSLY REMOVED DUE TO BRACING REINFORCEMENT.
HC.16	AT NEW EXPOSED AREAS OF BRACING REINFORCEMENT, PROVIDE NEW GYP. BOARD AT NEW STEEL REINFORCEMENT AND FURRING CHANNELS. ASSUME 50 SQUARE FEET PER BRACING.
HC.17	PATCH AND REPAIR EXISTING GYP. BOARD CEILING AND RELATED FASTENING AT AREAS WHERE EXISTING STRUCTURE WAS REINFORCED.
HC.18	METAL PANEL ON FRAMING ASSEMBLY. [illegible] CUSTOM COLOR AND FINISH. [illegible] METAL PANEL [illegible]
HC.19	EXTERIOR METAL PANEL JOINT.

LEGEND

- NEW CONSTRUCTION
- EXISTING WALL TO REMAIN
- NOT IN CONTRACT (NIC)
- GYP. BD. CEILING
- SOFFITED GYP. BD. CEILING ON METAL FRAMING SYSTEM
- 2'x2' NEW ACOUSTICAL PANEL CEILING AND GRID
- 2'x4' NEW ACOUSTICAL PANEL CEILING AND GRID (V.I.F.) SEE HOTEL CORRIDOR CEILING NOTES
- RECESSED LED DOWNLIGHT
- SURFACE MOUNTED [illegible]
- [illegible]
- CEILING MOUNTED SPRINKLER
- WALL MOUNTED SPRINKLER
- TELEPHONE DATA JACK
- DUPLEX POWER RECEPTACLE
- DATA OUTLET
- QUAD POWER RECEPTACLE
- GFCI RECEPTACLE
- LIGHT SWITCH
- OCCUPANCY SENSOR
- DECORATIVE PENDANT
- SURFACE MOUNTED LINEAR FLUORESCENT LIGHT FIXTURE
- LIGHTED LED DECORATIVE MIRROR
- FLOOR MOUNTED QUAD POWER RECEPTACLE
- FLOOR MOUNTED DATA OUTLET
- SMOKE CO DETECTOR
- VISUAL ALARM

GENERAL NOTES

1. SEE SHEET G-001 FOR EXITING CALCULATIONS.
2. SEE CHICAGO BUILDING CODE IN PART 2 OF [illegible] G-002 FOR FLOOR CONSTRUCTION FIRE RATINGS AND OCCUPANCY SEPARATION FIRE RATINGS.
3. DOORS:
   a. ALL DOORS TO BE WITHIN [illegible]
   b. ALL FIRE RATED DOORS AND UNIT ENTRY DOORS TO BE SELF CLOSING.
   c. ALL GLAZED DOORS AND ANY GLAZED PANEL [illegible] WIDTH ADJACENT TO ANY DOOR WHERE THE SILL IS LESS THAN 24" ABOVE THE FLOOR SHALL BE TEMPERED.
   d. ALL DOORS 4" FROM FINISHED FACE OF WALL [illegible]
4. ALL ELEVATOR HOISTWAY DOORS TO BE 1-1/2 HOUR, CLASS B DOORS.
5. ALL EXIT STAIRS ARE OF [illegible] CONSTRUCTION.
6. ALL INTERIOR WALL AND CEILING FINISHES AND TRIM SHALL BE CLASS [illegible] ALL FLOOR COVERINGS SHALL BE CLASS [illegible]
7. SEE SHEET A-500 FOR PARTITION DETAILS.
8. SEE SHEET A-501 FOR WALL ASSEMBLIES.
9. SEE SHEET A-503 AND A-504 FOR DOOR DETAILS.
10. SEE INTERIOR DESIGN SHEETS FOR FINISH INFORMATION.
11. SEE SHEET A-505 FOR WINDOW TYPES AND SCHEDULES.
12. ALL GUARDS, GUARDRAILS AND GLAZED PARTITIONS AT FLOOR [illegible]
    a. SHALL BE DESIGNED TO RESIST A LINEAR LOAD OF 50 POUNDS PER LINEAR FOOT.
    b. SHALL BE DESIGNED TO RESIST A CONCENTRATED LOAD OF 200 POUNDS.
    c. SHALL BE CONSTRUCTED OF LAMINATED FULLY TEMPERED GLASS. FULLY TEMPERED GLASS AND LAMINATED GLASS SHALL COMPLY WITH CATEGORY II OF CPSC 16 CFR PART 1201 OR CLASS A OF ANSI Z97.1.
13. AT PARTITIONS WITH STC RATINGS OF 45 OR HIGHER, PROVIDE ACOUSTIC COVER PLATES AT DUCT, PIPE, CONDUIT, AND SIMILAR PENETRATIONS.
14. ALL DIMENSIONS ARE TO FINISHED SURFACE.
15. SEE A-100 SERIES SHEETS FOR DIMENSIONED PLANS.
16. ALL KEYNOTES DO NOT APPEAR ON ALL SHEETS.

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NAVY PIER HOTEL

900 E GRAND AVE
CHICAGO, IL 60611

REVISIONS

NO.	DATE	DESCRIPTION
[illegible]	[illegible]	100% CD HOTEL
11	[illegible]	VE PACKAGE
12	[illegible]	[illegible]
13	[illegible]	[illegible]
14	[illegible]	[illegible]
15	[illegible]	[illegible]
23	[illegible]	[illegible]
24	[illegible]	[illegible]
26	[illegible]	[illegible]
27	[illegible]	[illegible]
28	[illegible]	[illegible]
30	[illegible]	[illegible]
33	[illegible]	HOTEL PERMIT REV.
36	[illegible]	[illegible]
39	[illegible]	[illegible]
44	[illegible]	HOTEL PERMIT REV. [illegible]

DRAWN BY: Author

SCALE: As indicated

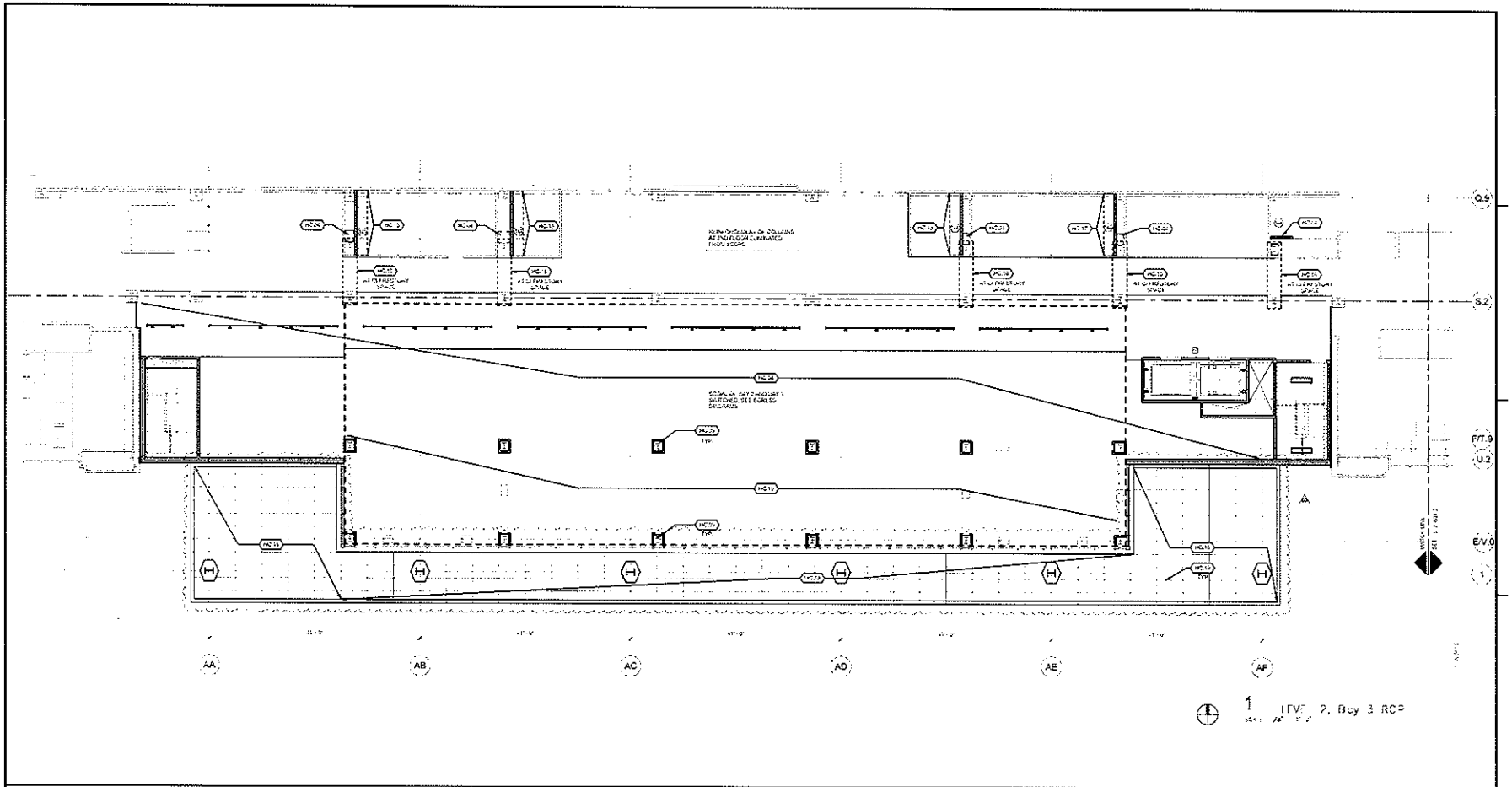
KEY PLAN

SHEET TITLE

HOTEL RCP- LEVEL 2, BAY 2

DRAWING NO.

A-601.2



HOTEL CEILING PLAN KEYNOTES

LEGEND

GENERAL NOTES

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NAVY PIER
HOTEL
900 E GRAND AVE
CHICAGO, IL 60611

NO.	DATE	DESCRIPTION
1	7/19/18	HDR CD HOTEL
1.1	9/12/18	VE PACKAGE
1.2	10/19/18	MUTUAL ELEVATIONS
1.3	10/31/18	Bays for Permitting
1.4	12/03/18	Added Bay 3 Ceiling Plans
1.5	12/18/18	ADDENDUM #1
2	1/11/19	ADDENDUM #2
2.1	1/31/19	GMP Proposal
2.2	2/15/19	Bay 3 Permit Set
2.3	2/15/19	Added Bay 3 Ceiling Plans
2.4	2/15/19	Added Bay 3 RCP
2.5	2/15/19	Added Bay 3 RCP
3	3/22/19	HOTEL PERMIT SET
3.1	4/5/19	PERMIT RESUBMITTAL
3.2	4/19/19	PERMIT SET
4	5/22/19	HOTEL PERMIT REV 4

DRAWN BY
SCALE: As indicated

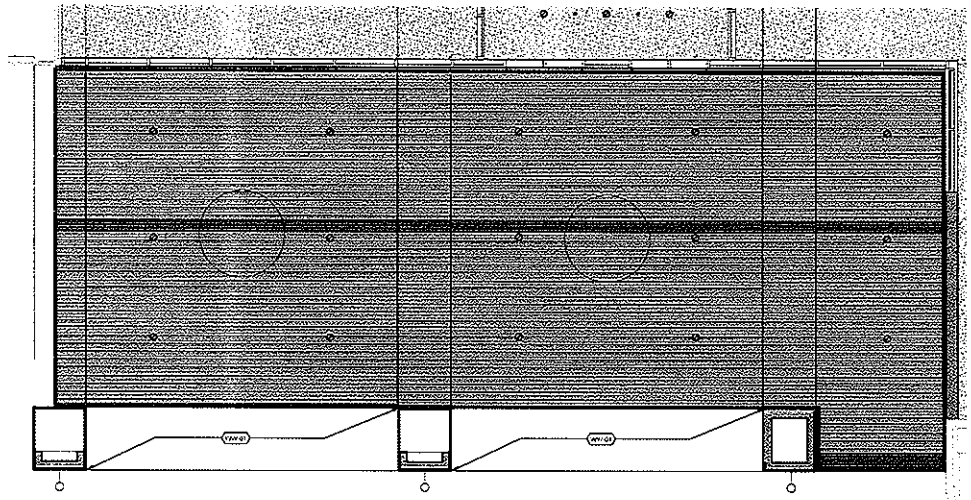
KEY KEY PLAN

SHEET TITLE
HOTEL RCP- LEVEL 2, BAY 3

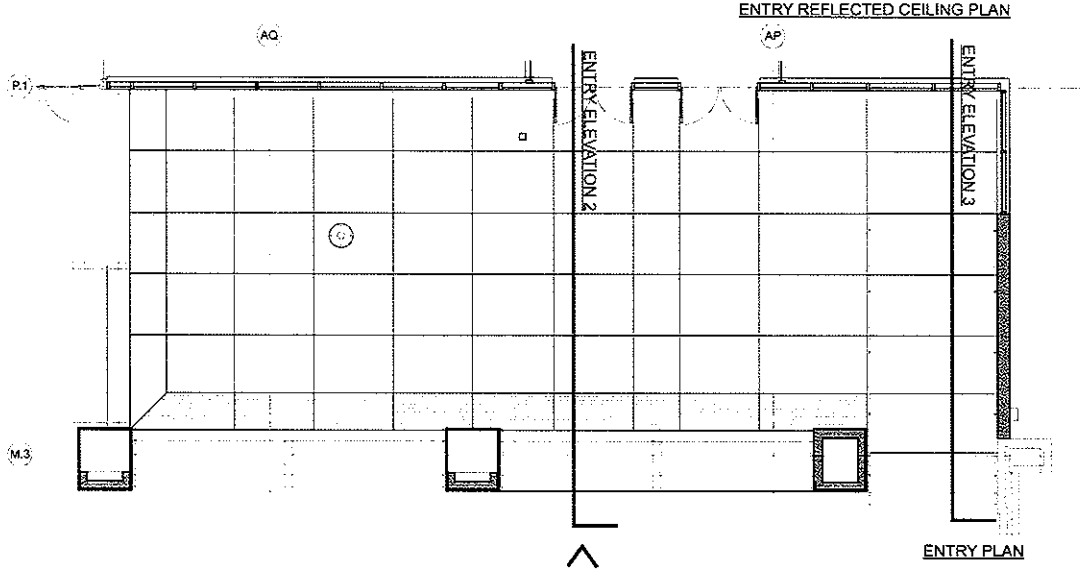
DRAWING NO.
A-601.3

EIFS

GENERAL NOTE: EIFS TO BE DRAINABLE (WATER MANAGED) SYSTEM

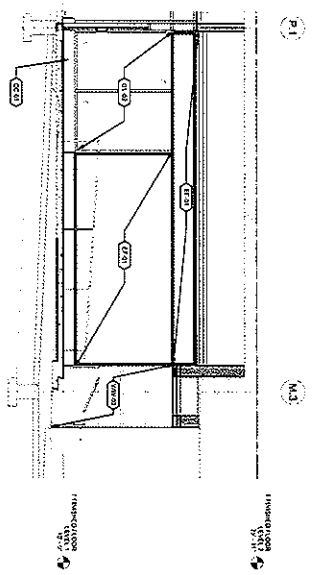


ENTRY REFLECTED CEILING PLAN

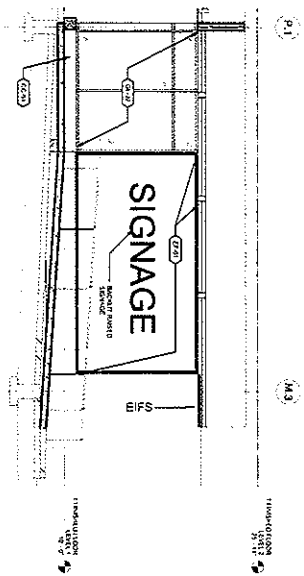


ENTRY ELEVATION 1

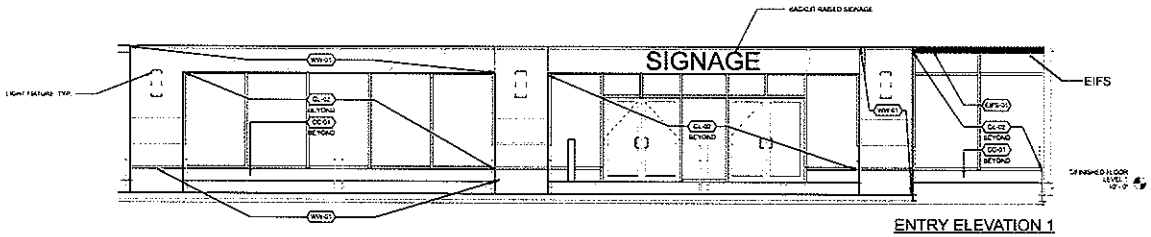
ENTRY PLAN



ENTRY ELEVATION 2



ENTRY ELEVATION 3

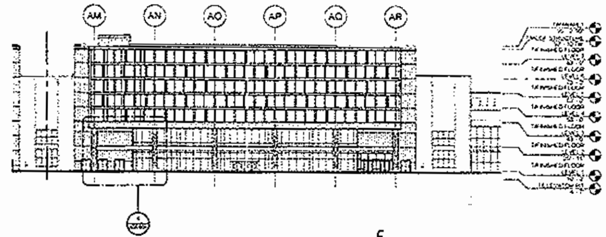


ENTRY ELEVATION 1

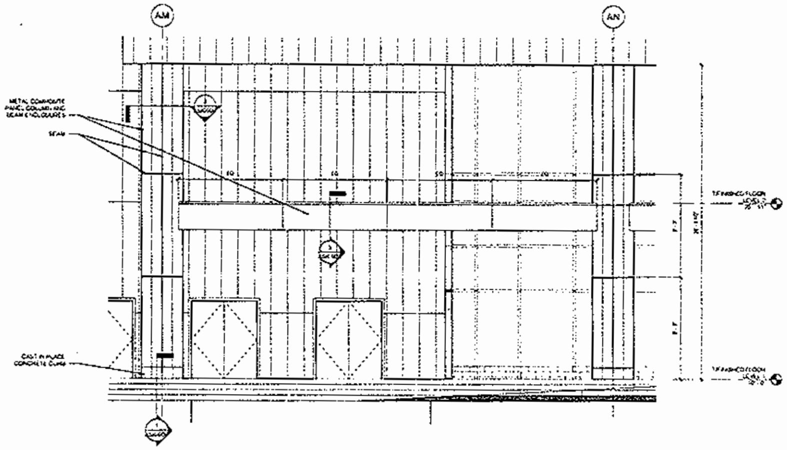
NAVY PIER HOTEL ENTRY PLANS , SECTIONS AND ELEVATIONS

SCALE: 1/4" = 1'-0"

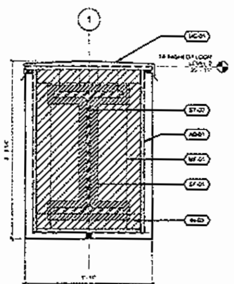
EIFS PRESENTATION - KOO LLC 2018.03.07



5 SOUTH KEY ELEVATION

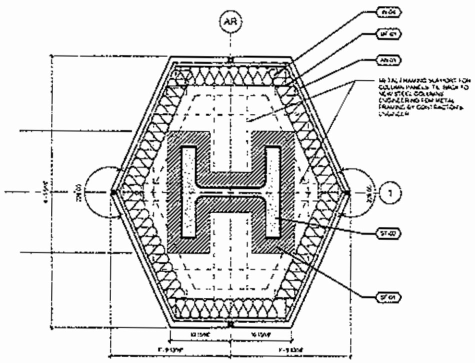


4 ENLARGED COLUMN ELEVATION



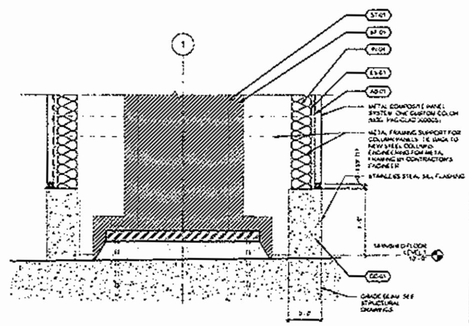
3 COLUMN BRACING SECTION DETAIL

SCALE: 1 1/2" = 1'-0"



2 COLUMN PLAN DETAIL

SCALE: 1 1/2" = 1'-0"



1 COLUMN BASE DETAIL

SCALE: 1 1/2" = 1'-0"

MATERIAL KEYNOTES

GENERAL NOTES

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REVISIONS

COLUMN COVER PD ADMIN. RELIEF

ASK-90R

18106

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

Reclassification Of Area Shown On Map No. 1-E. IPD 527,99
(As Amended)
(Application No. 18106)
(Common Address: 600 E. Grand Ave.)

[SO2014-5793]

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 Number 527, as amended, symbols and indications as shown on Map Number 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.

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

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 ("MPEA"), 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 MPEA 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 MPEA by this Planned Development shall not apply to the Jane Addams Park Subarea, and MPEA 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 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 ("ICA"). 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 titleholders 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 titleholder 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 MPEA 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 MPEA 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 Part 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

   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. Subarea Map
8. Site/Landscape Plan -- Headlands Subarea (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 and 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 and 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

46. Rooftop Venue Site Plan

47. Rooftop Venue Roof Plan

48. Hotel Section

49. Skating Rink Plan -- Headlands Subarea (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 BTA/VOA 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 BTA/VOA, 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

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 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-premises and off-premises 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-premises and off-premises 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 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 MPEA.

    (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-foot 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-foot 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 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.

(xiv) The MPEA, 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 MPEA 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 MPEA 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.

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 MPEA, 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 MPEA 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 MPEA.

Accordingly, the MPEA 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" ("TMP") Exhibit 29 described in Statement 5 in this Planned Development. The TMP, 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 MPEA's compliance with the TMP shall be a requirement of this Planned Development.

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

Modifications may be made to the TMP 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 TMP are properly carried out and that proper and prompt coordination exists among the MPEA and the various departments of the City and the applicable transit departments of the City and the applicable transit agencies and the public, the MPEA shall designate and maintain a Transportation Coordinator ("TC"). The TC may consist of one (1) or more individuals, but in any event, a single person, entity or division of the MPEA shall be readily available and apparent for inquiry by any parties concerned. The TC shall be charged with the responsibility, on behalf of the MPEA, to (a) oversee and coordinate the day-to-day implementation of the TMP, (b) act as a formal point of communication between the MPEA 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 MPEA 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 TMP, Exhibit 29. In order to serve this need the creation of a Traffic Management Authority ("TMA") covering that broader area may be

necessary. In the event a TMA is created, the MPEA agrees to join the TMA; 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 MPEA further agrees to continue to run its remote parking shuttle service at its current level of service as described in the TMP, Exhibit 29. The MPEA 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 MPEA 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 MPEA 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 MPEA. 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 MPEA 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 MPEA acknowledges, however, that such parcel shall be served by access ways over and across the Headlands Subareas. In the event that the MPEA 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 Subarea (Polk Bros Park), Exhibit 8, described in Statement Number 5 and attached hereto. Such reconfiguration and landscaping shall be completed by the MPEA 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 MPEA will permit third parties reasonable access to Tract E.2 in order to coordinate said development with Tract E.2.

17. The MPEA 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 MPEA, 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 MPEA, its successors and assigns and, if different than the MPEA, the legal titleholders and any ground lessors.

22. The MPEA 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 MPEA 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 ("LEED") 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 percent of its net roof area will be vegetated, meeting the guidelines of the Sustainable Policy of the Department of Planning and Development.

24. The MPEA 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 MPEA 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 MPEA 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.

[Exhibits 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 42, 43 and 44 referred to in these Plan of Development Statements unavailable at time of printing.]

[Exhibits 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 41, 45, 46, 47, 48, 49, 50, 51 and 52 referred to in these Plan of Development Statements printed on pages 31844 through 31879 of this *Journal*.]

Exhibits 1 and 29 referred to in these Plan of Development Statements read as follows:

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
Headlands 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 Site Plans and Site/Landscaping Plans -- Exhibits 8 through 15 and Exhibit 32, described in Statement Number 5 of this Planned Development and attached hereto or 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 -- Exhibits 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 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

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, 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 drop-offs and pick-ups are permitted along Head House Drive; however, 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. Buses 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 drop-off/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 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 P.M. and before 8:00 A.M. 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.

(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.

(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.

-- 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) drop-off 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.

-- 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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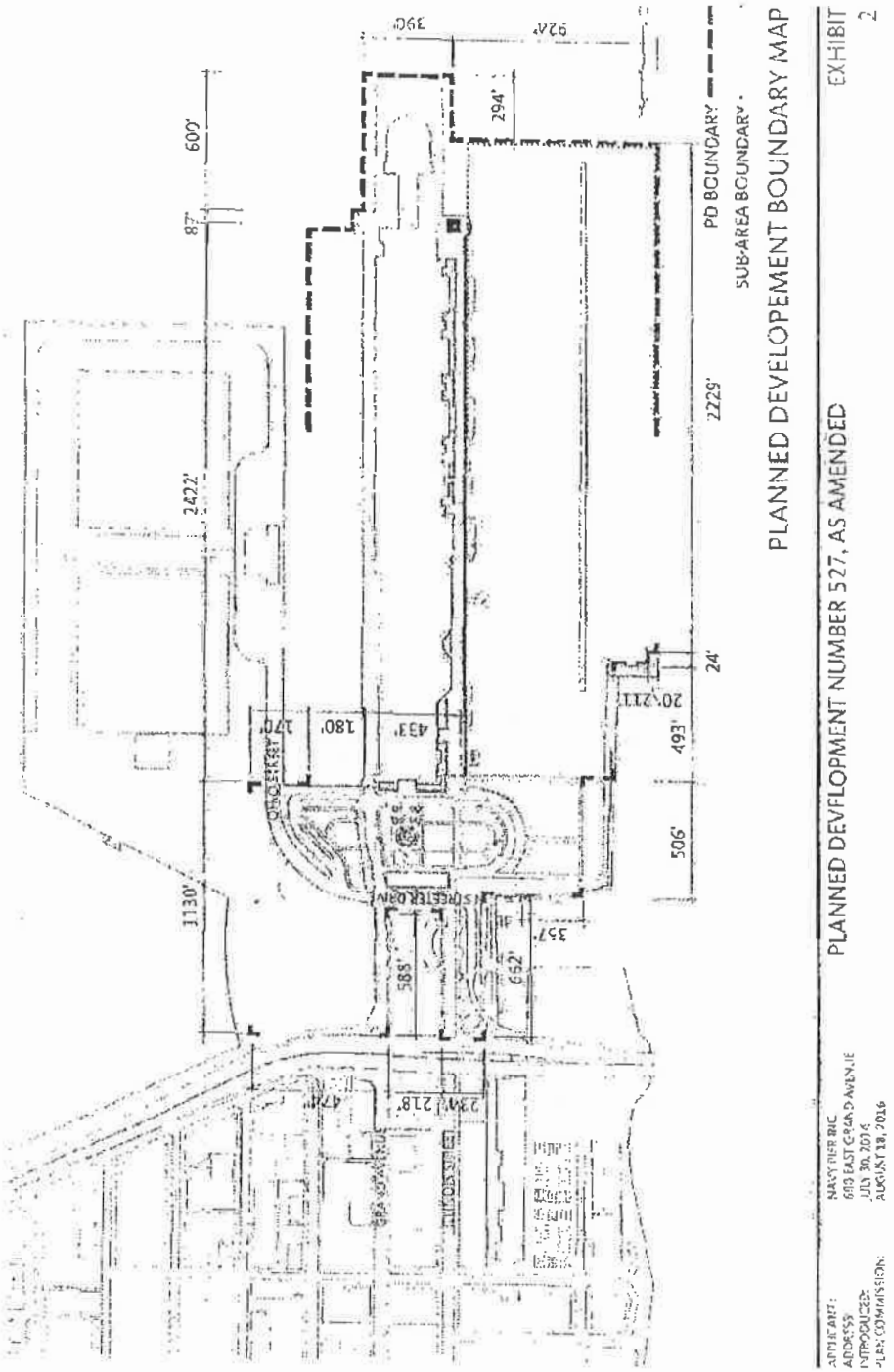

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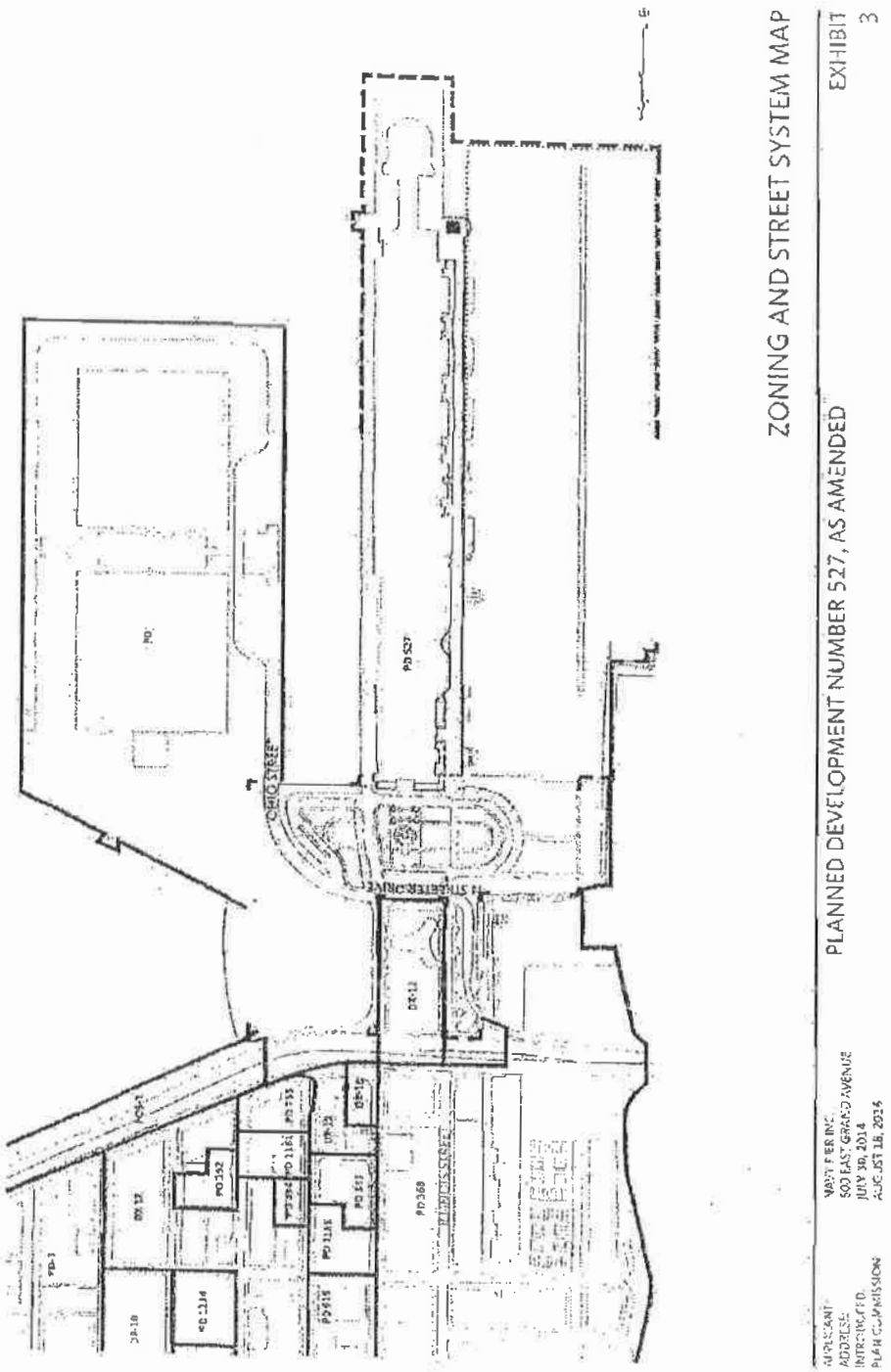

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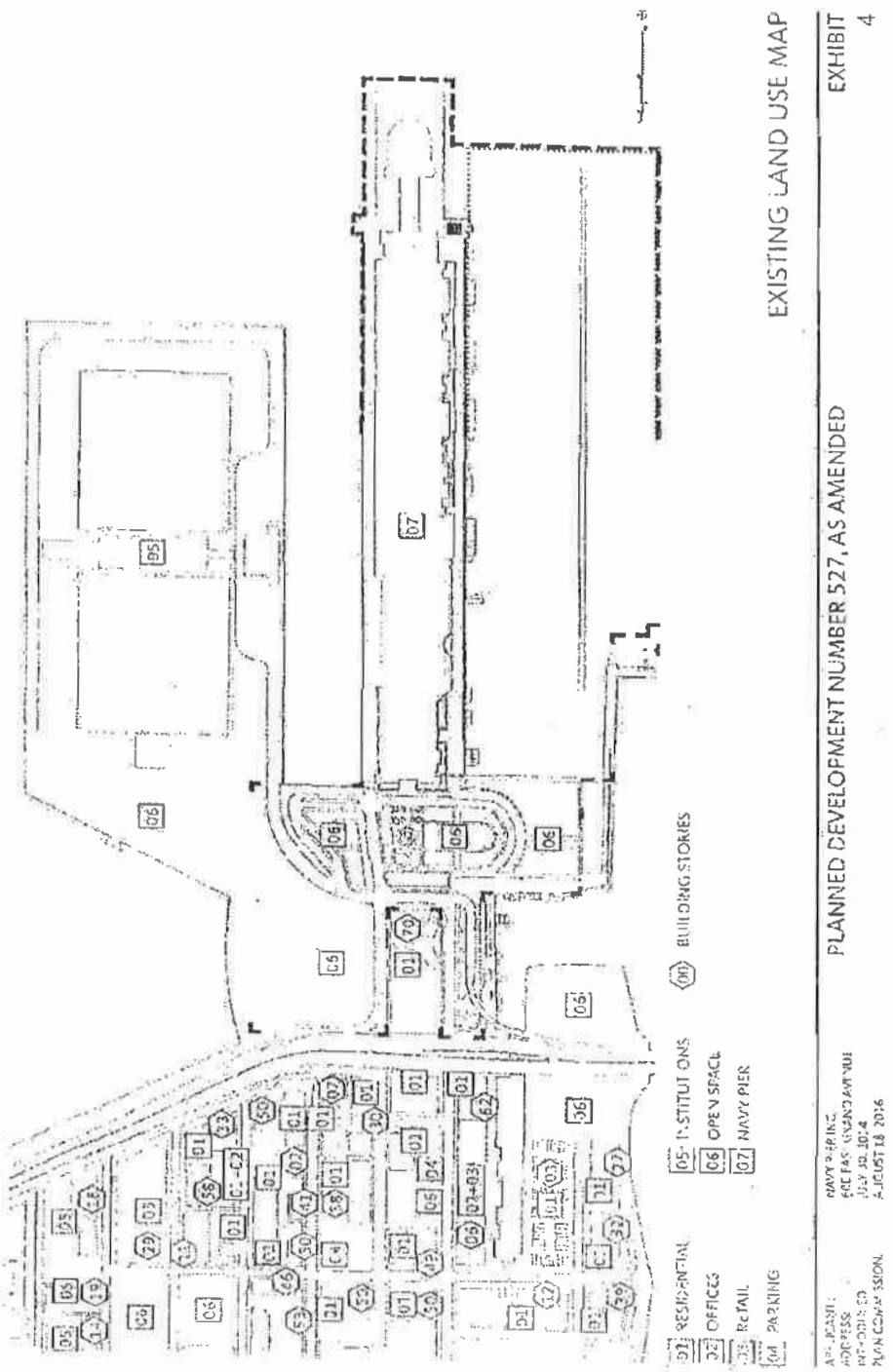

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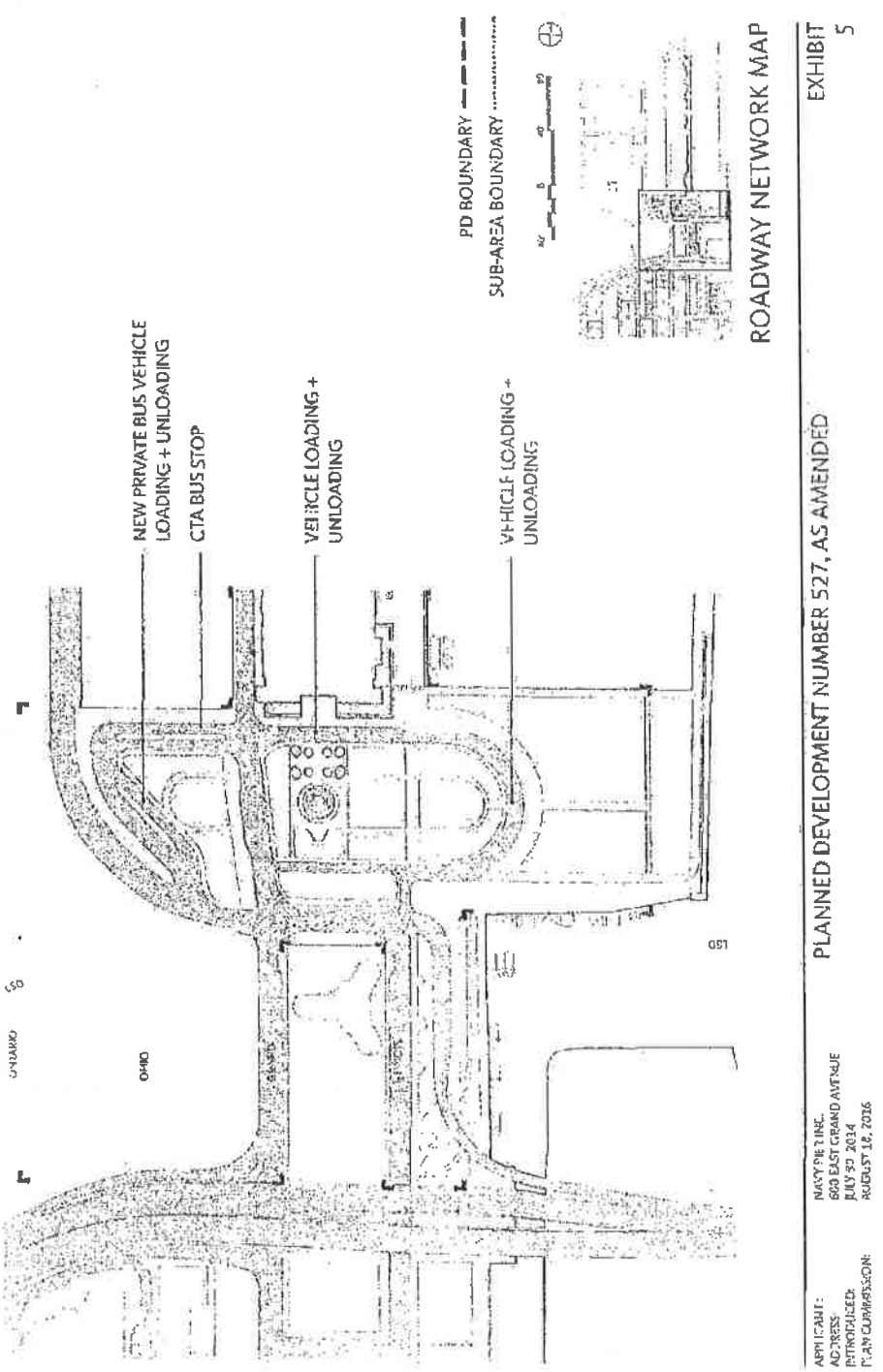

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 5

APPLICANT: NASTY PIG INC.
ADDRESS: 660 EAST GRAND AVENUE
INTRODUCED: JULY 20, 2016
PLAN COMMISSION: AUGUST 18, 2016

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01. PARKLAND, GARDENS (HEADLANDS)
02. PUBLIC, CULTURAL, RECREATIONAL USES (FAMILY PAVILION)
03. ENCLOSED PUBLIC SPACE (CRYSTAL GARDENS)
04. OPEN SPACE FOR CULTURAL, RECREATIONAL AND ENTERTAINMENT USES (ENCLOSED PARKING AT GRADE AND LEVEL ONE 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
11. NORTH PROMENADE
13. MULTI-PURPOSE EXPOSITION, MEETING, PUBLIC, CULTURAL, COMMERCIAL & HOTEL

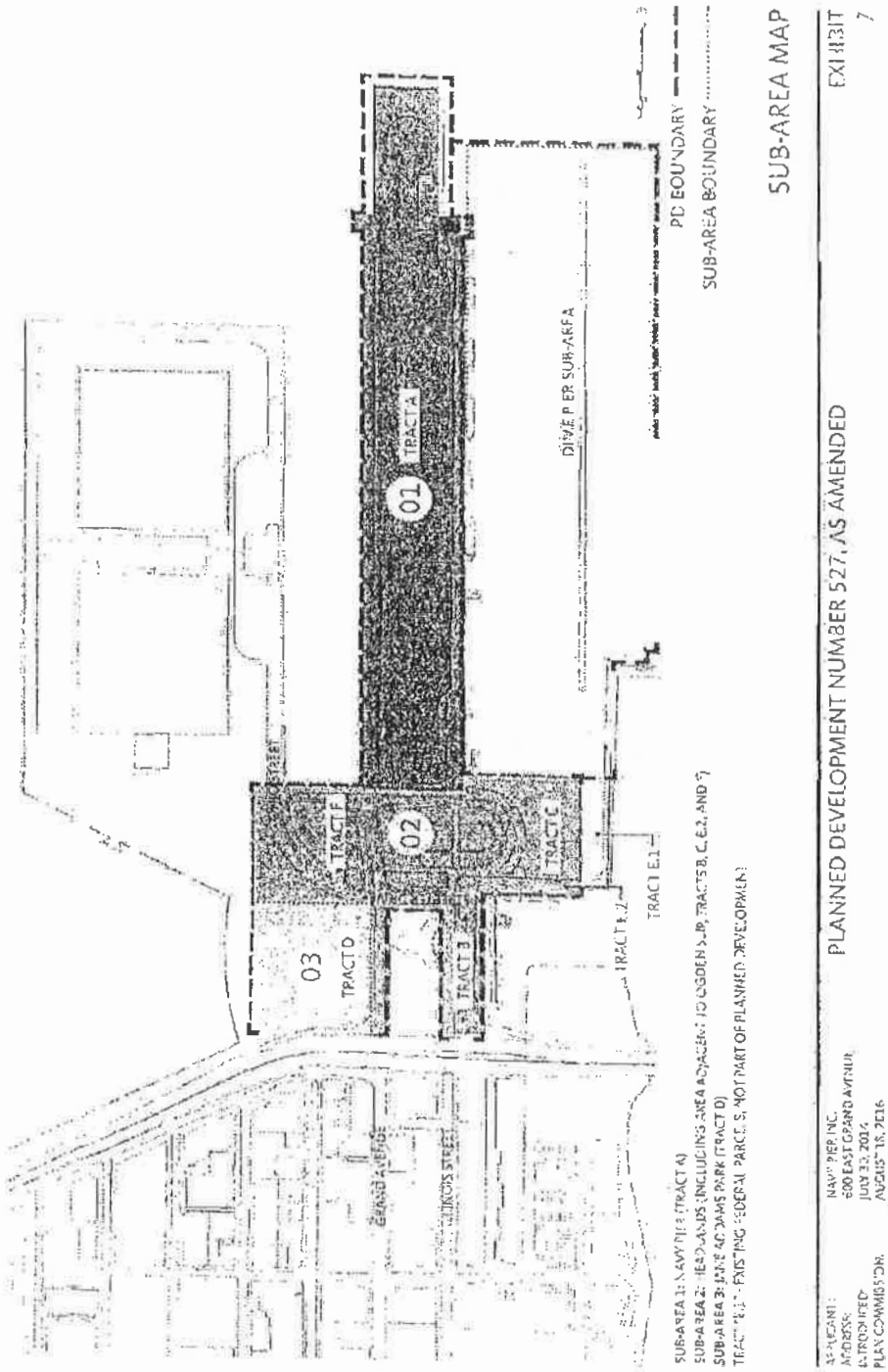
GENERALIZED LAND USE MAP

APPLICANT: NAVY PIER INC
ADDRESS: 600 EAST GRAND AVENUE
INTRODUCED: JULY 20, 2016
PLAN COMMISSION: AUGUST 18, 2016

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT
6

FINAL FOR PUBLICATION



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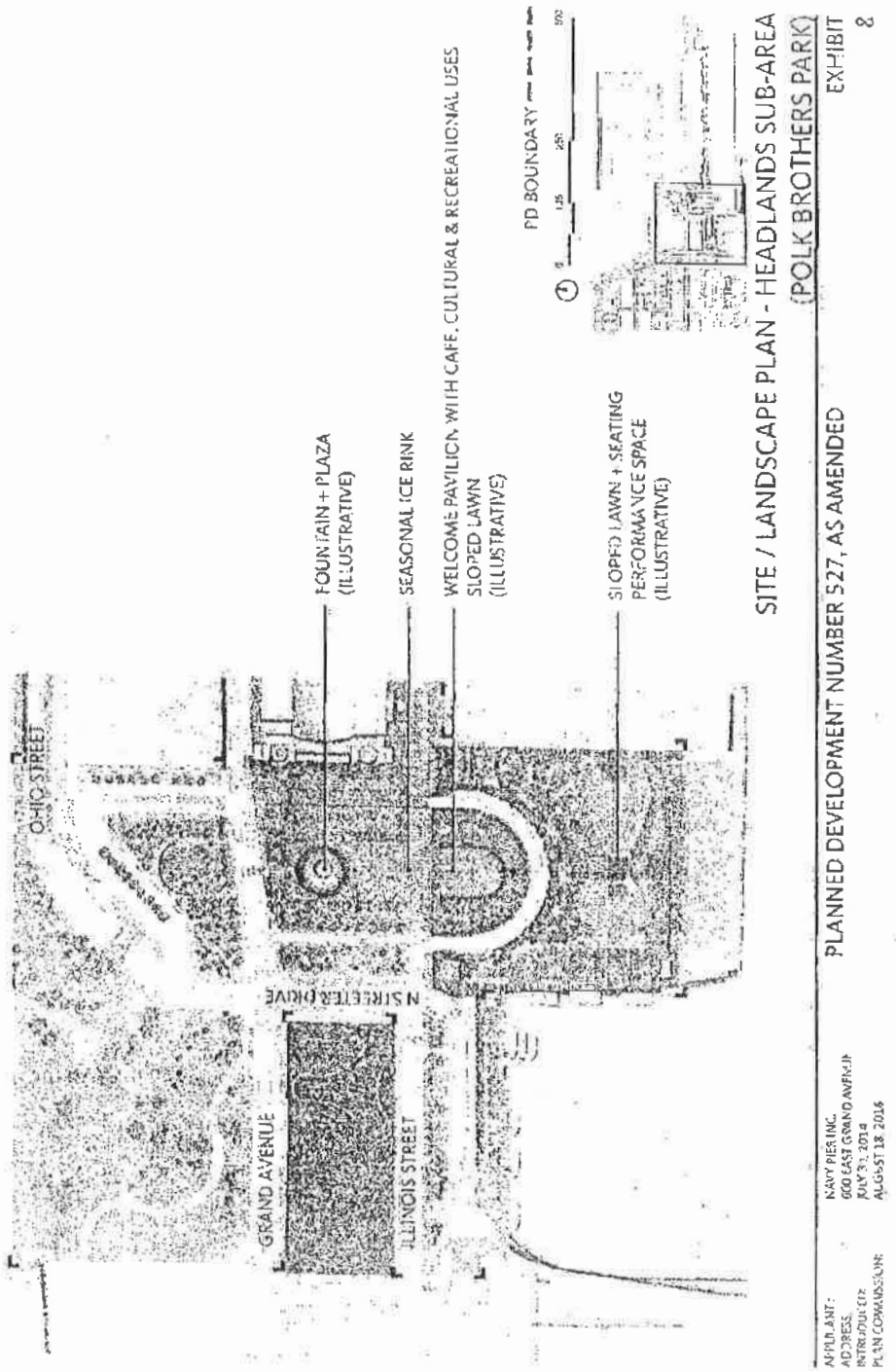

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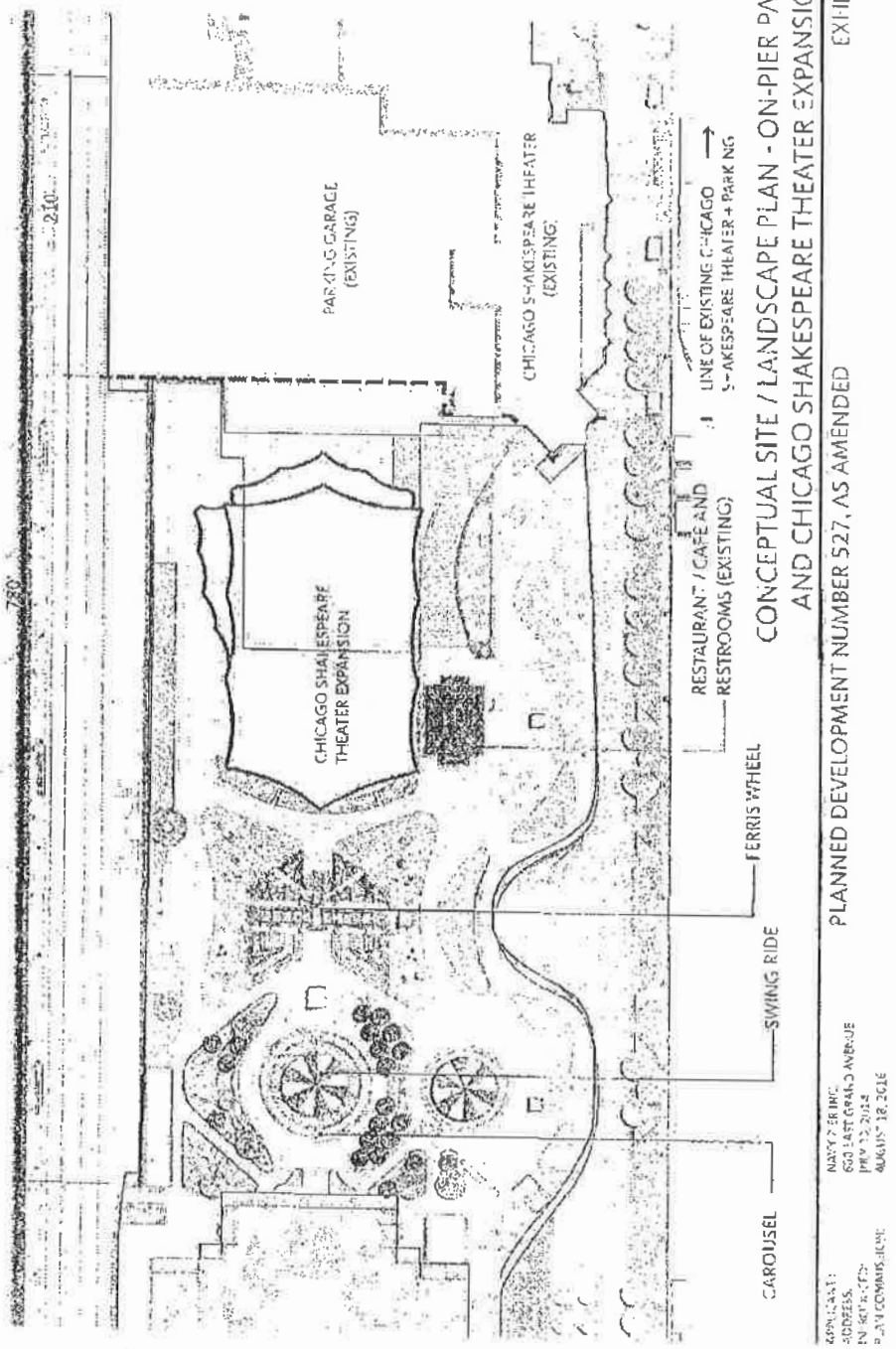
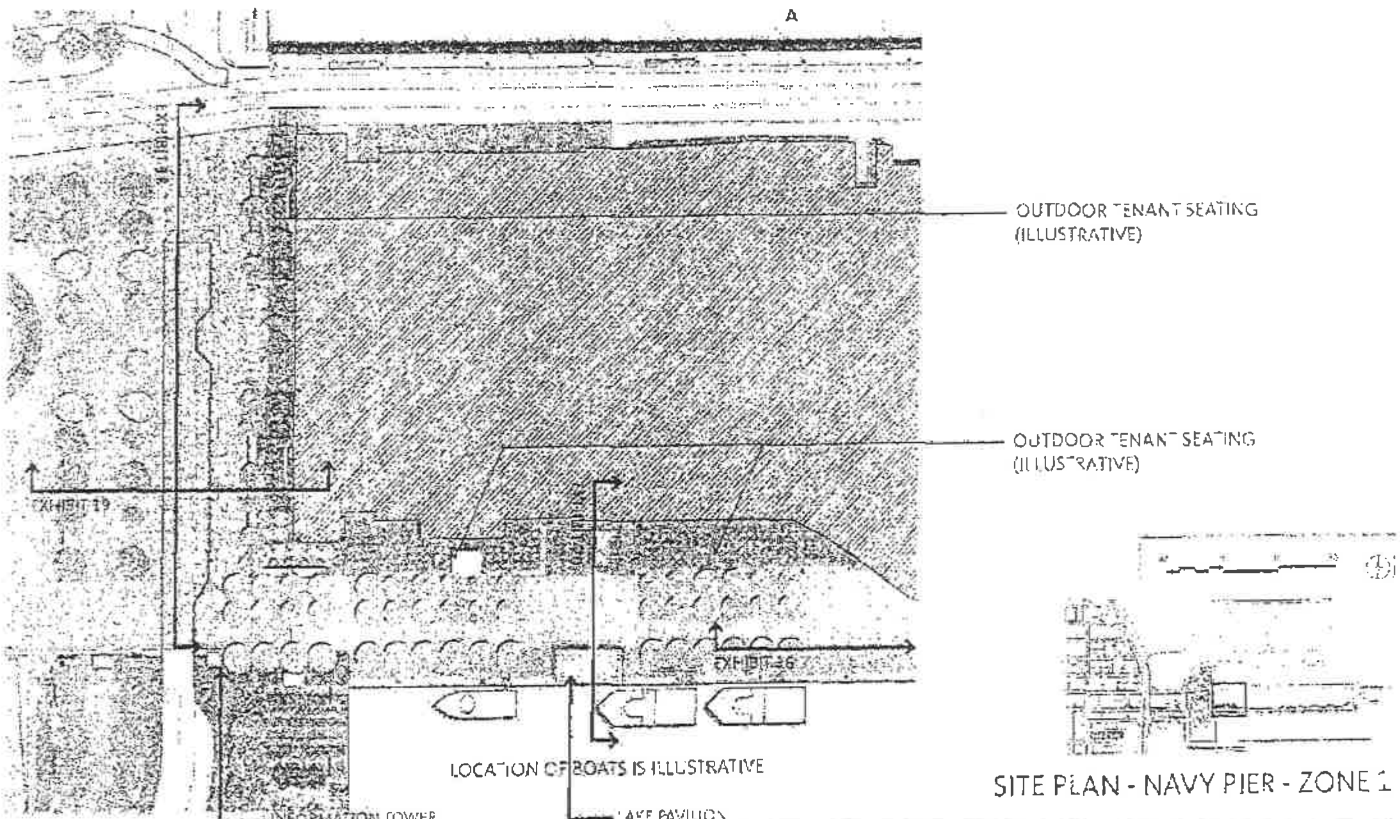




SITE PLAN - NAVY PIER - ZONE 1

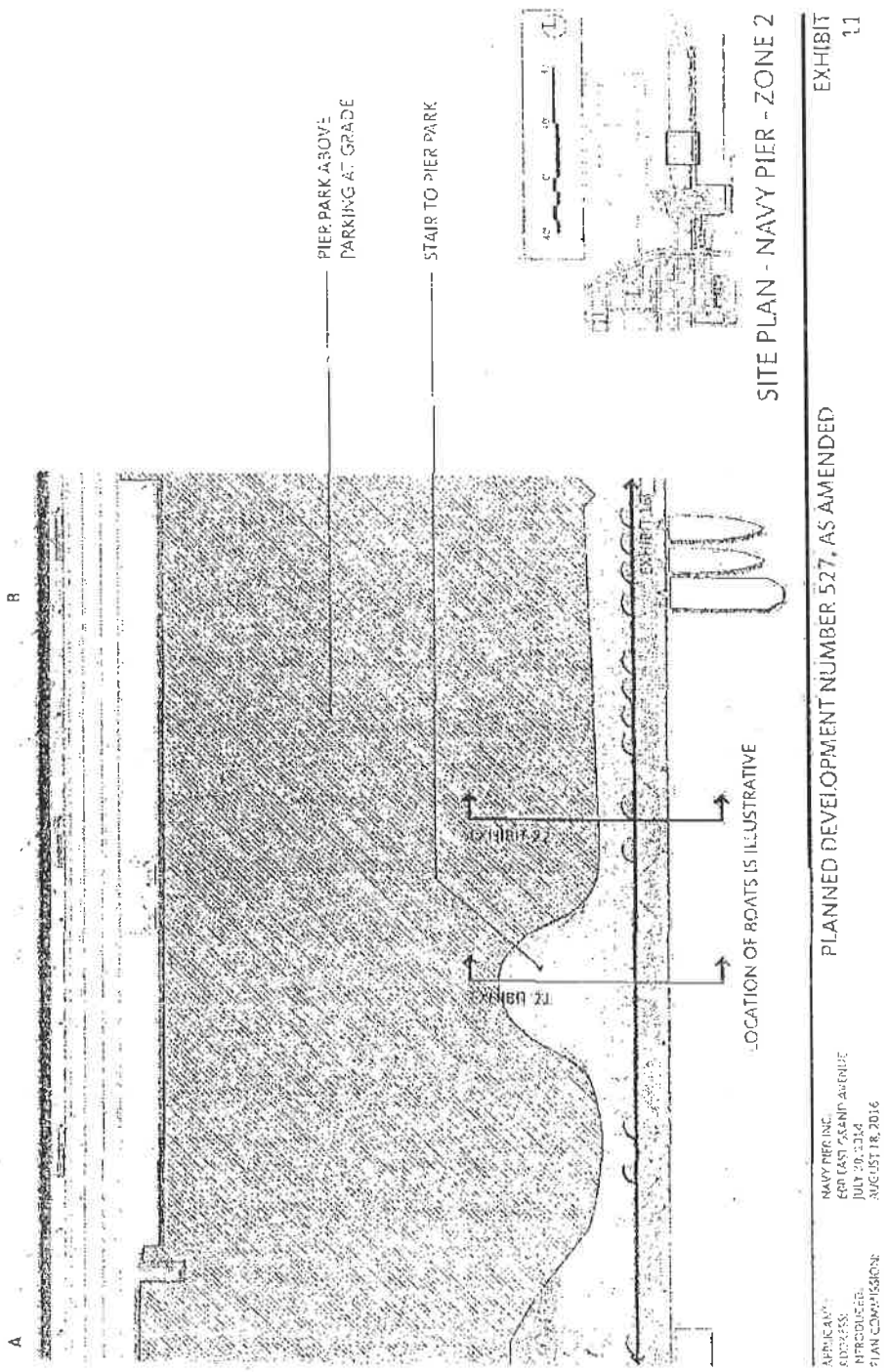
PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 10

APPLICANT: NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE
INTRODUCED: JULY 10, 2014
PLAN COMMISSION: AUGUST 18, 2016

FINAL FOR PUBLICATION

FINAL FOR PUBLICATION



SITE PLAN - NAVY PIER - ZONE 3

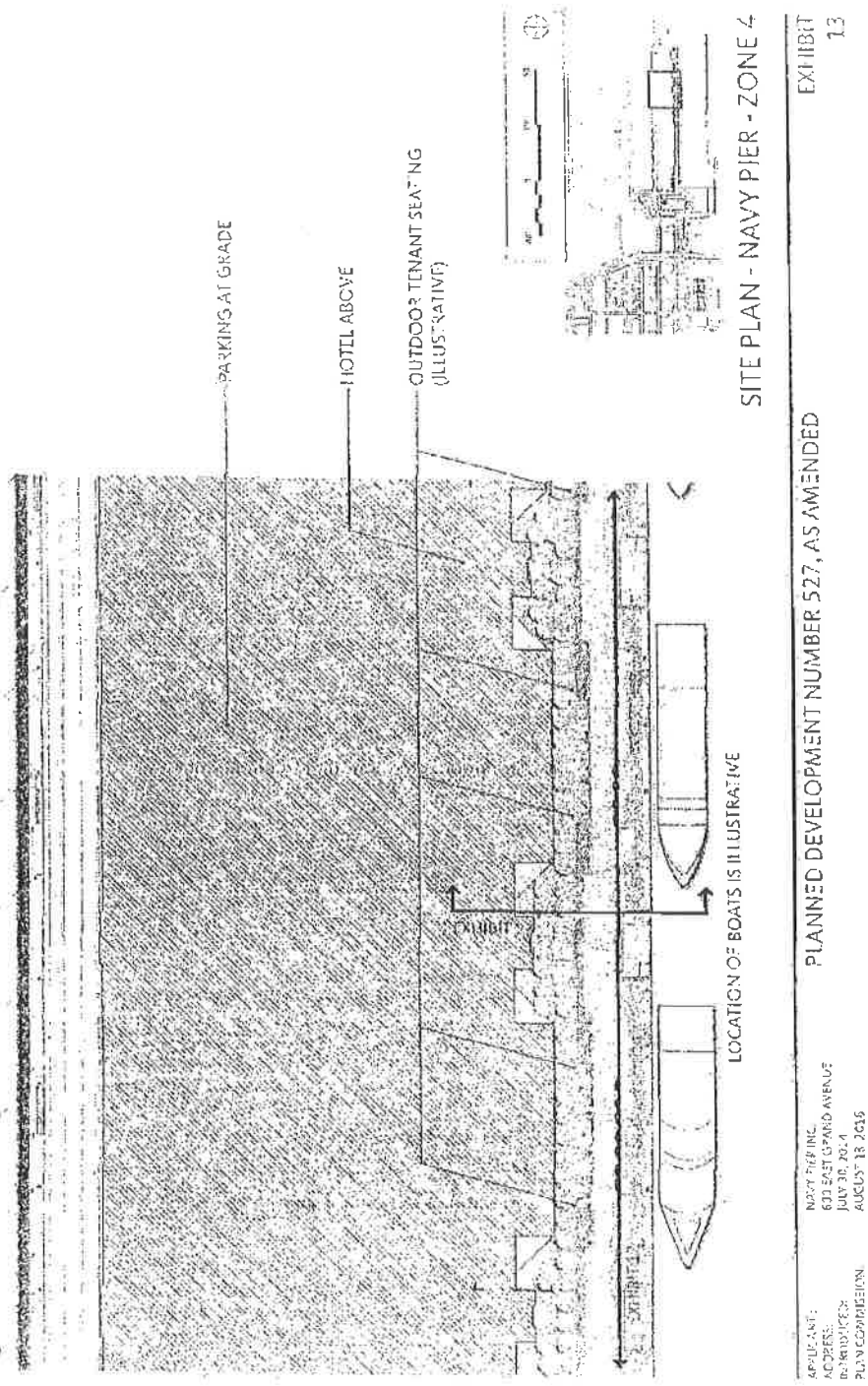
FINAL FOR PUBLICATION

APPLICANT: NAVY PIER INC
ADDRESS: 600 EAST GRAND AVENUE
INTRODUCED: JULY 30, 2014
PLAN COMMISSION: AUGUST 18, 2016

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 12

FINAL FOR PUBLICATION



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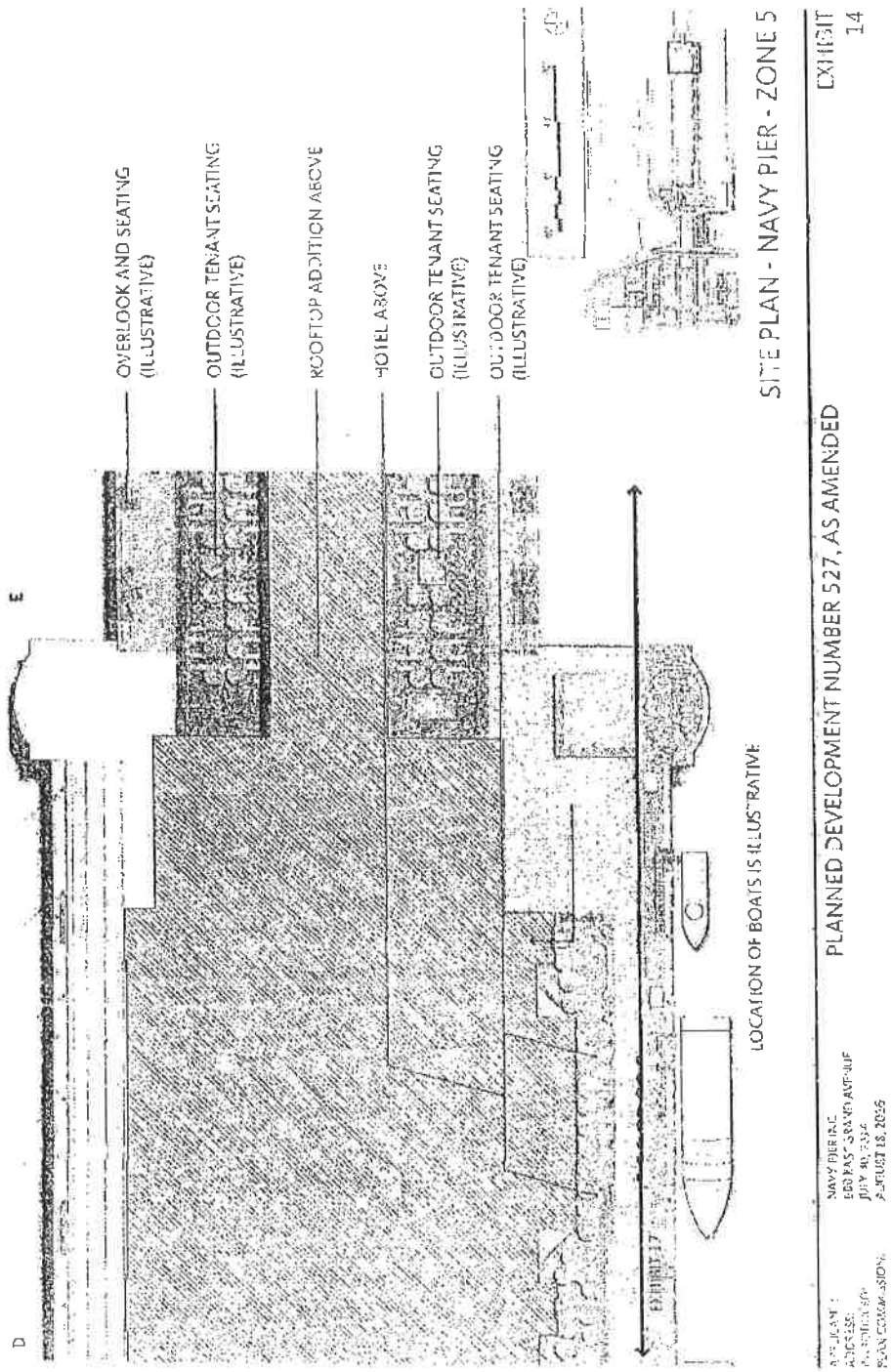

CONCEPTUAL SITE PLAN - NAVY PIER - ZONE 6

APPLICANT:	NAVY PIER INC
ADDRESS:	600 EAST GRAND AVENUE
INTRODUCED:	JULY 30, 2014
PLAN COMMISSION:	AUGUST 28, 2014

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 15

FINAL FOR PUBLICATION

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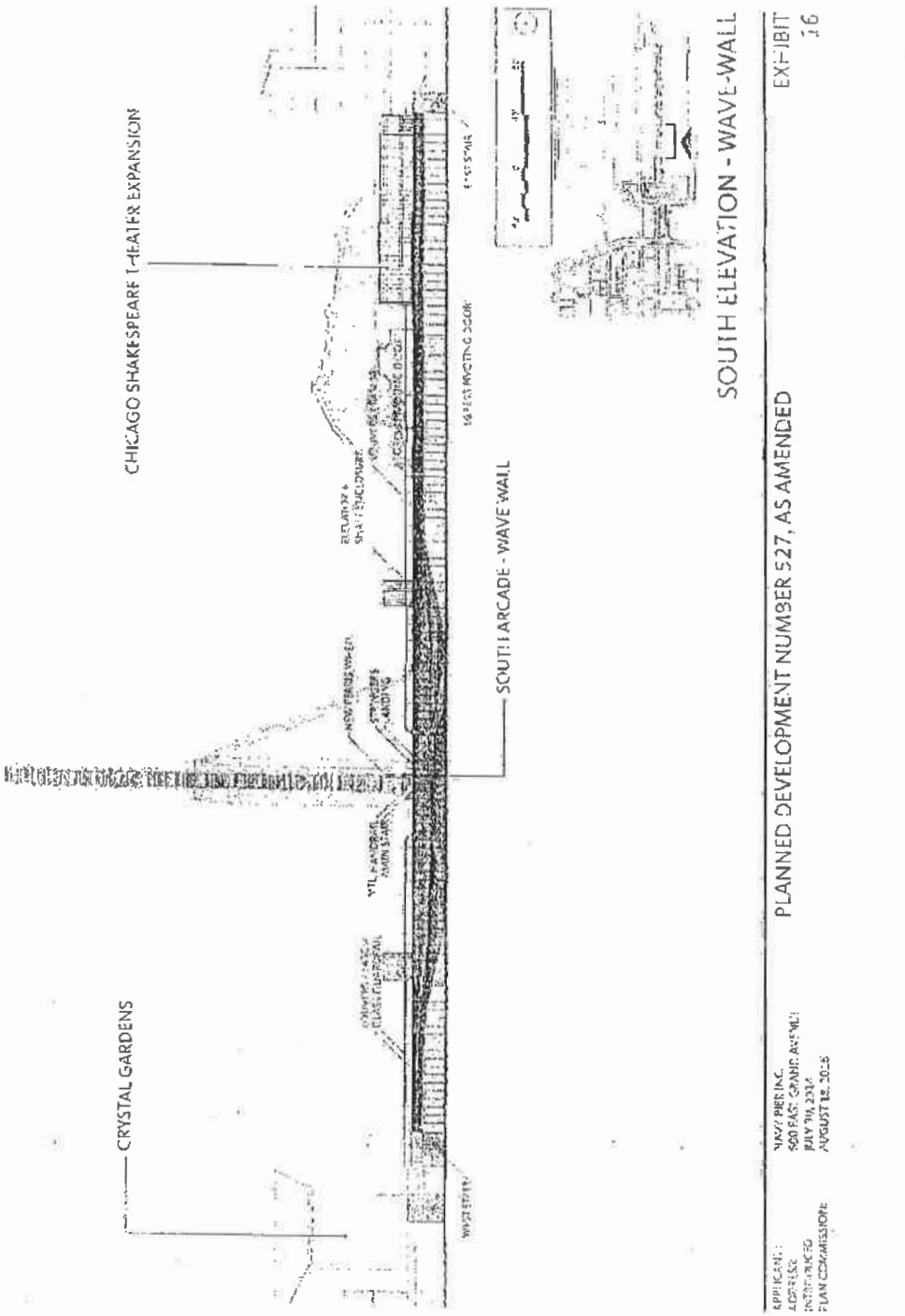

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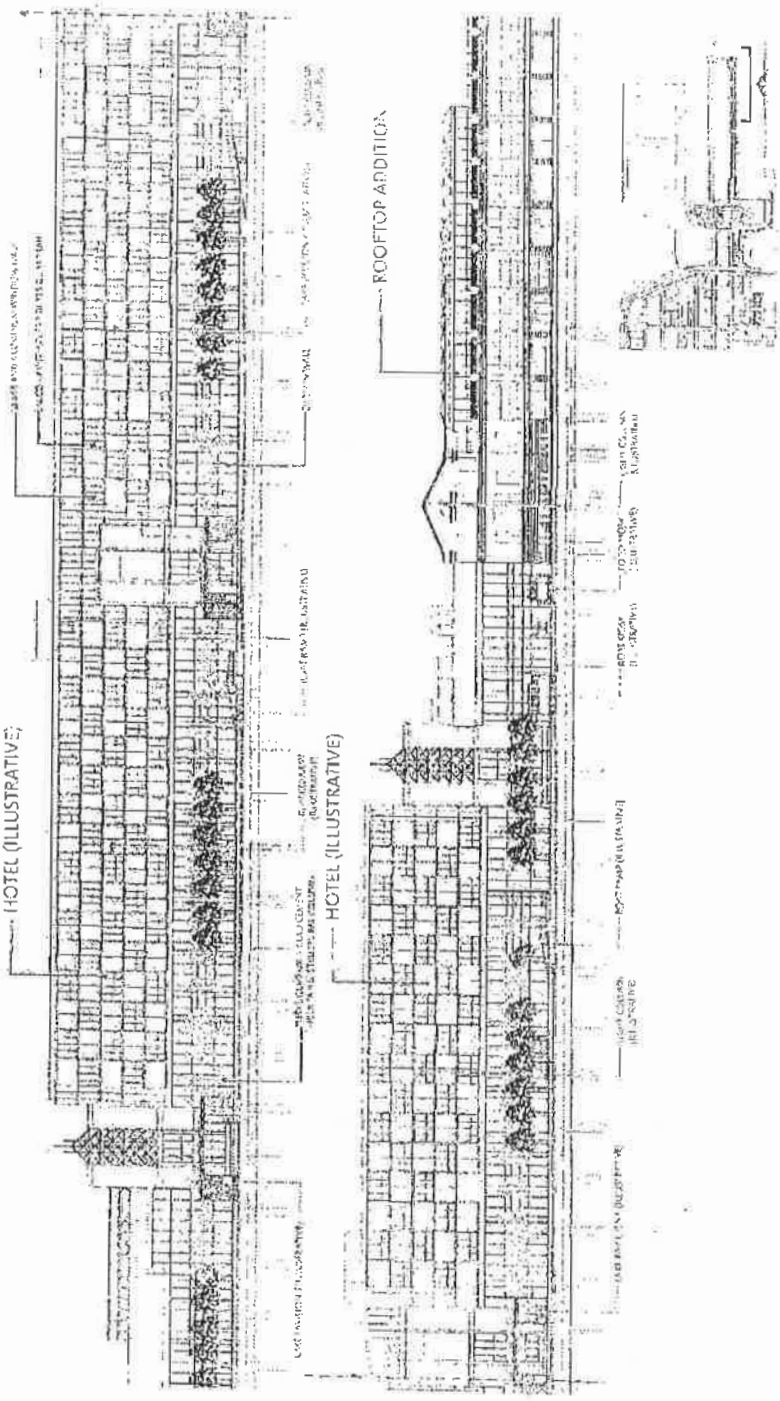

SOUTH ELEVATION - HOTEL + TERMINAL BUILDING

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 27

APPLICANT: NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE
INTRODUCED: JULY 20, 2016
PLAN COMMISSION: AUGUST 18, 2016

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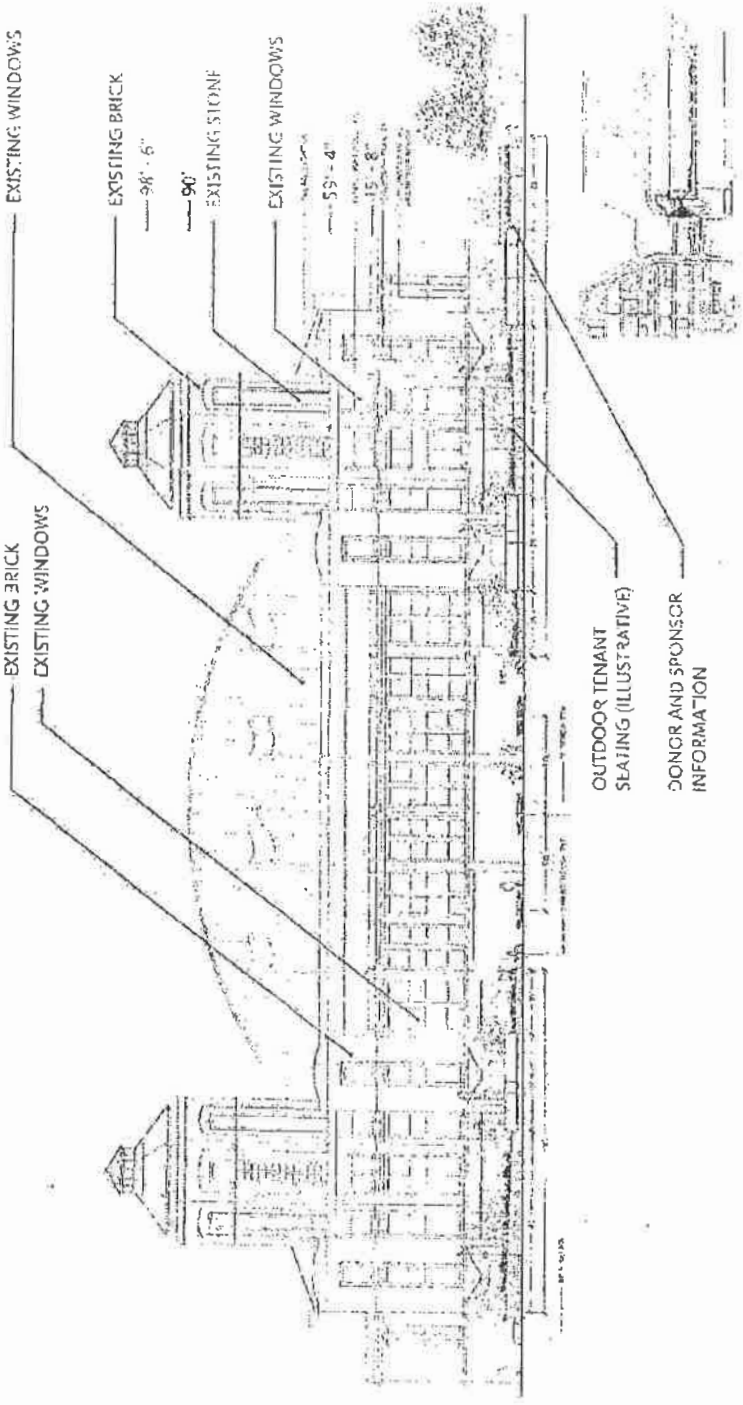

WEST ELEVATION - HEADHOUSE

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED EXHIBIT 18

APPLICANT MAPS PLUS INC.
ADDRESS 600 EAST GRAND AVENUE
INTRODUCED JULY 30, 2014
PLAN COMMISSION AUGUST 18, 2016

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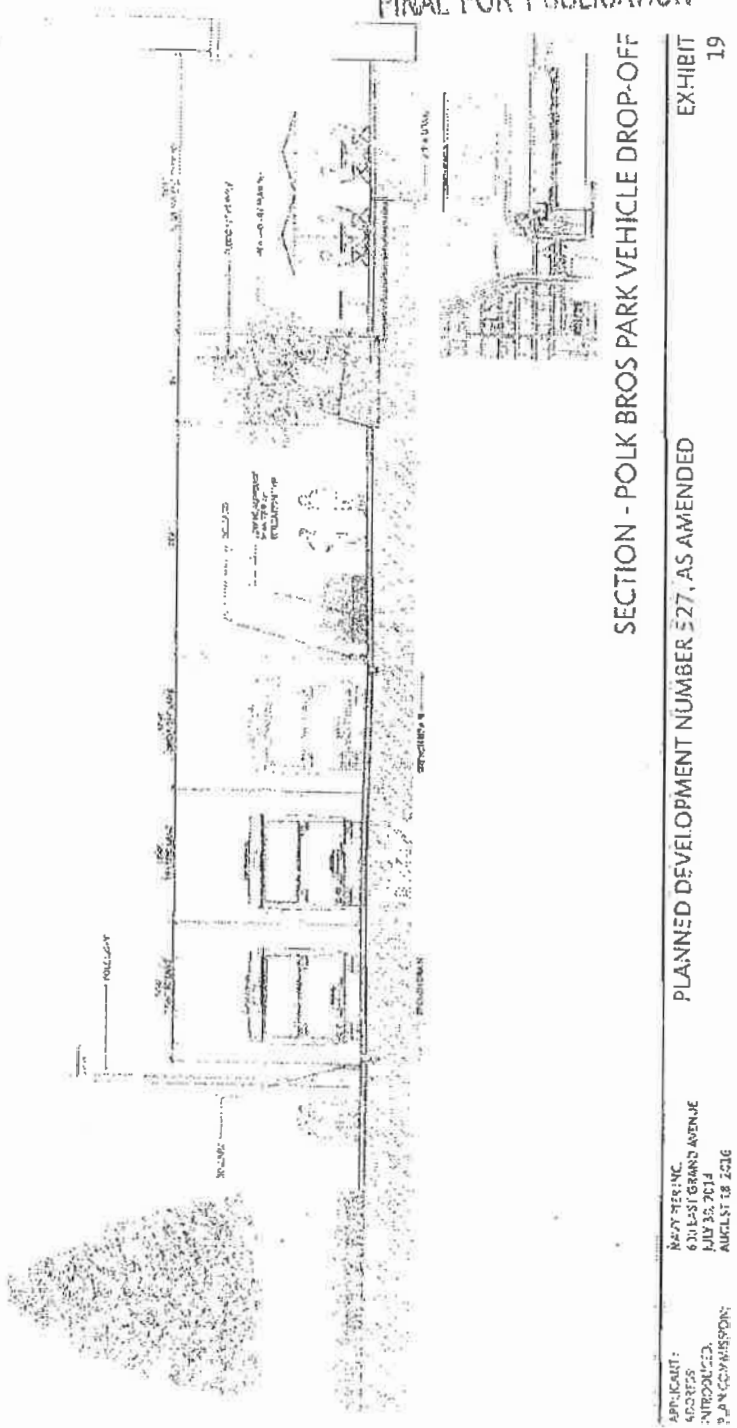

SECTION - POLK BROS PARK VEHICLE DROP-OFF

PLANNED DEVELOPMENT NUMBER 627, AS AMENDED

EXHIBIT 19

APPLICANT: NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE
INTRODUCED: JULY 30, 2014
PLAN COMMISSION: AUGUST 18 2016

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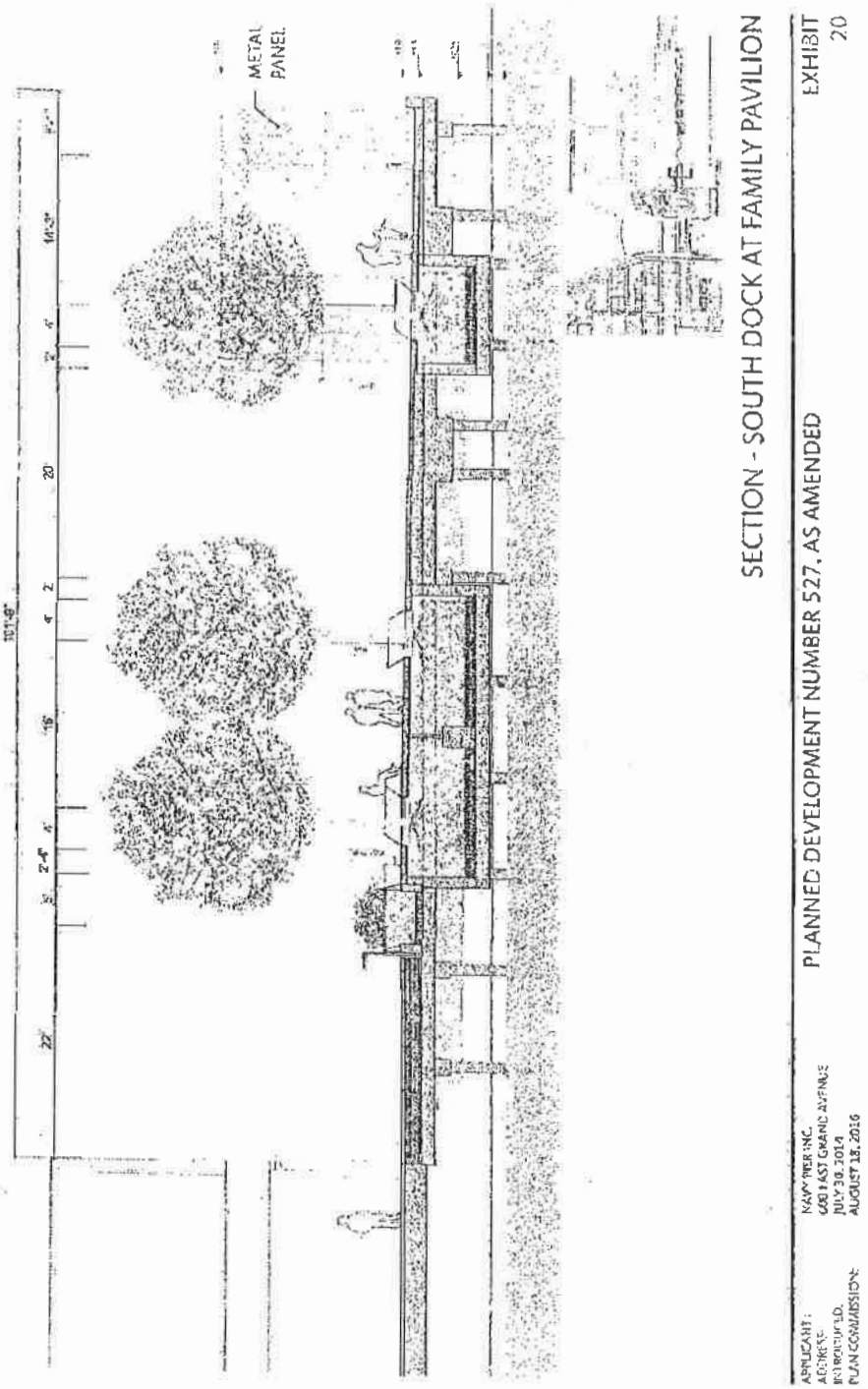

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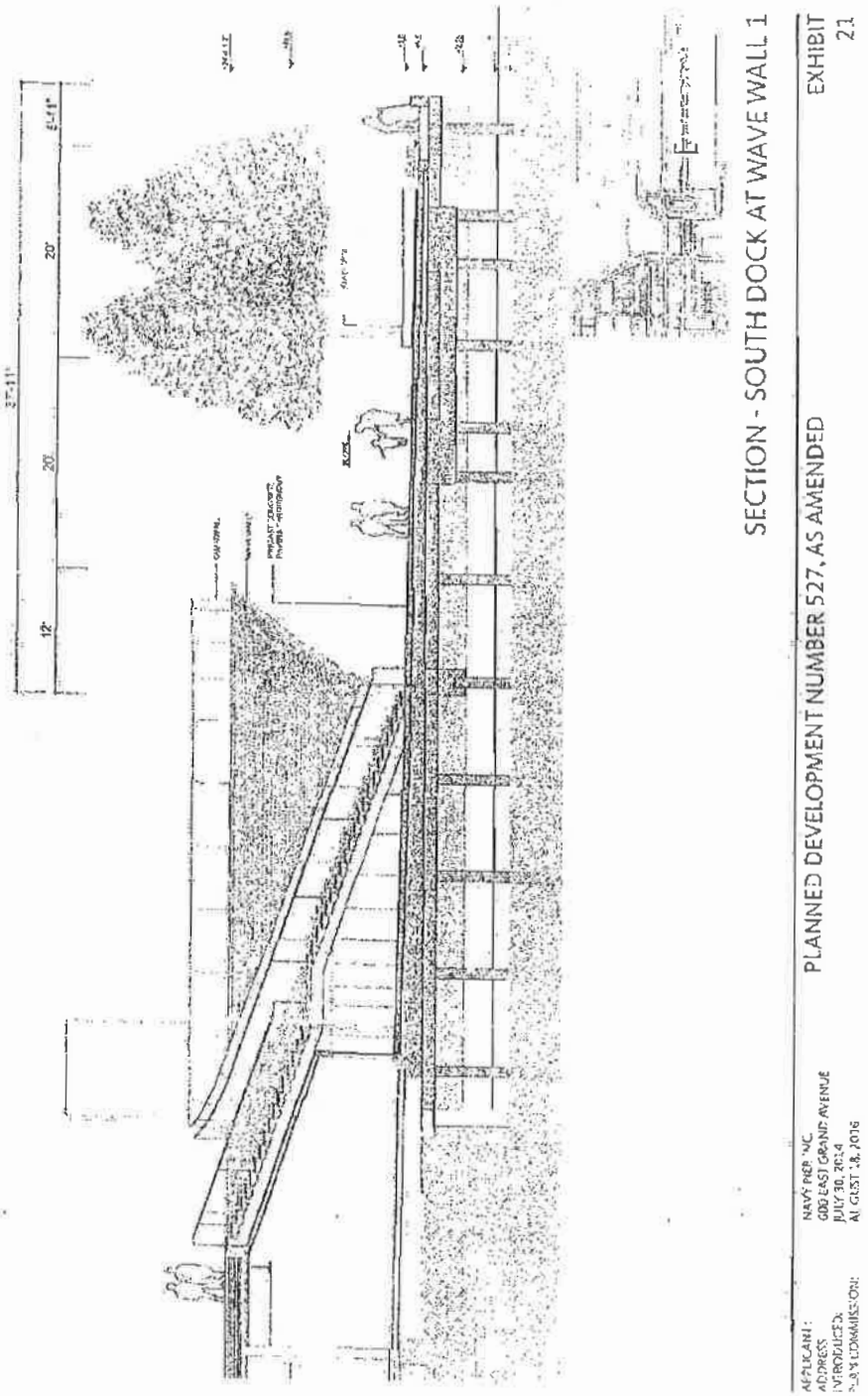

SECTION - SOUTH DOCK AT WAVE WALL 1

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 21

APPLICANT: NAVY PIER, INC.
ADDRESS: 600 EAST GRAND AVENUE
INTRODUCED: JULY 30, 2014
PLAN COMMISSION: AUGUST 18, 2016

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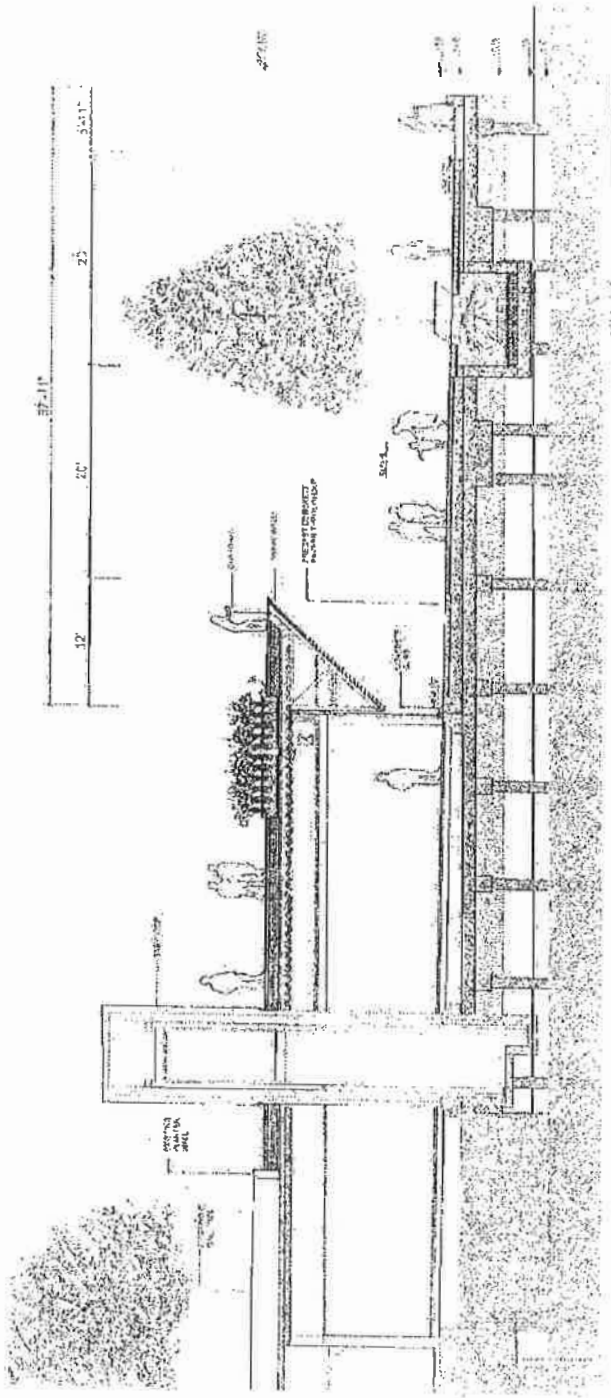
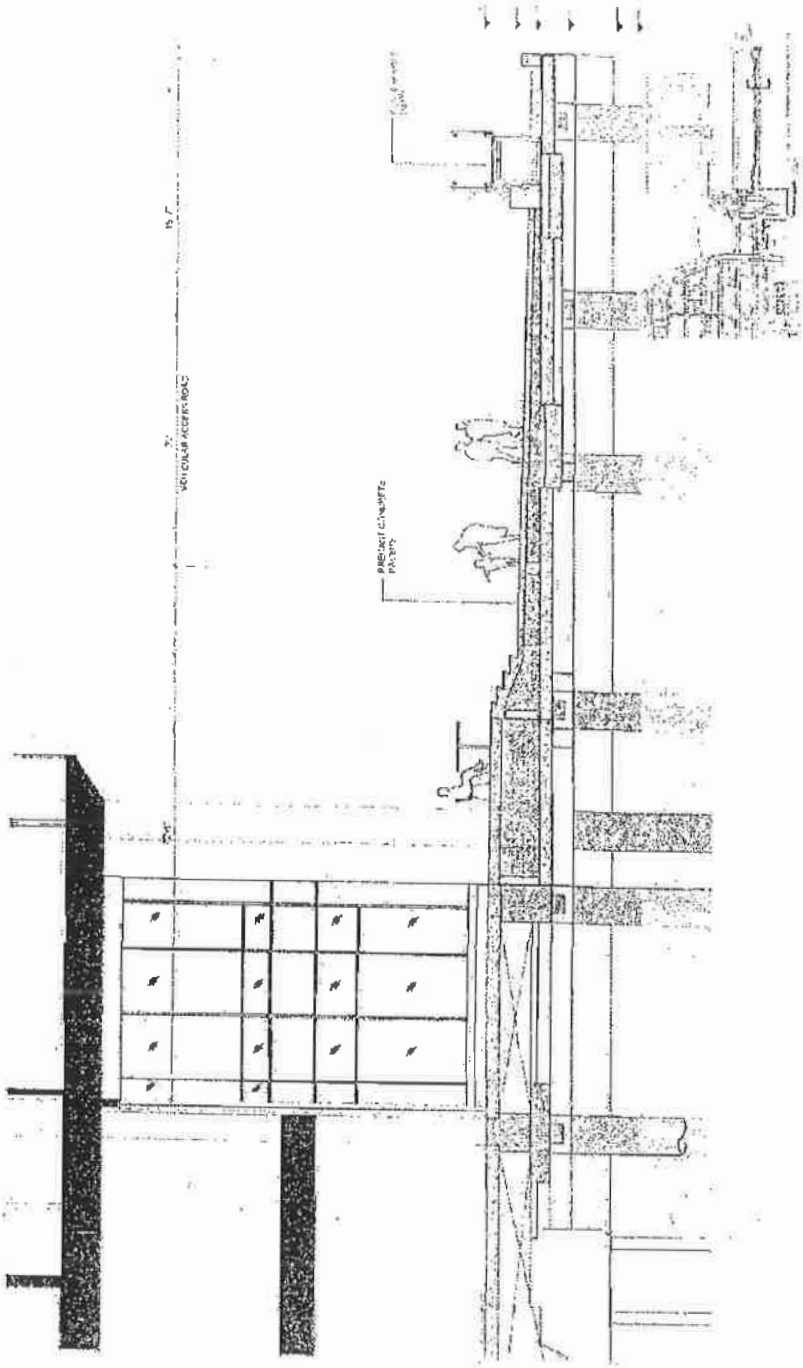


SECTION - SOUTH DOCK AT WAVE WALL 2

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 22

FINAL FOR PUBLICATION

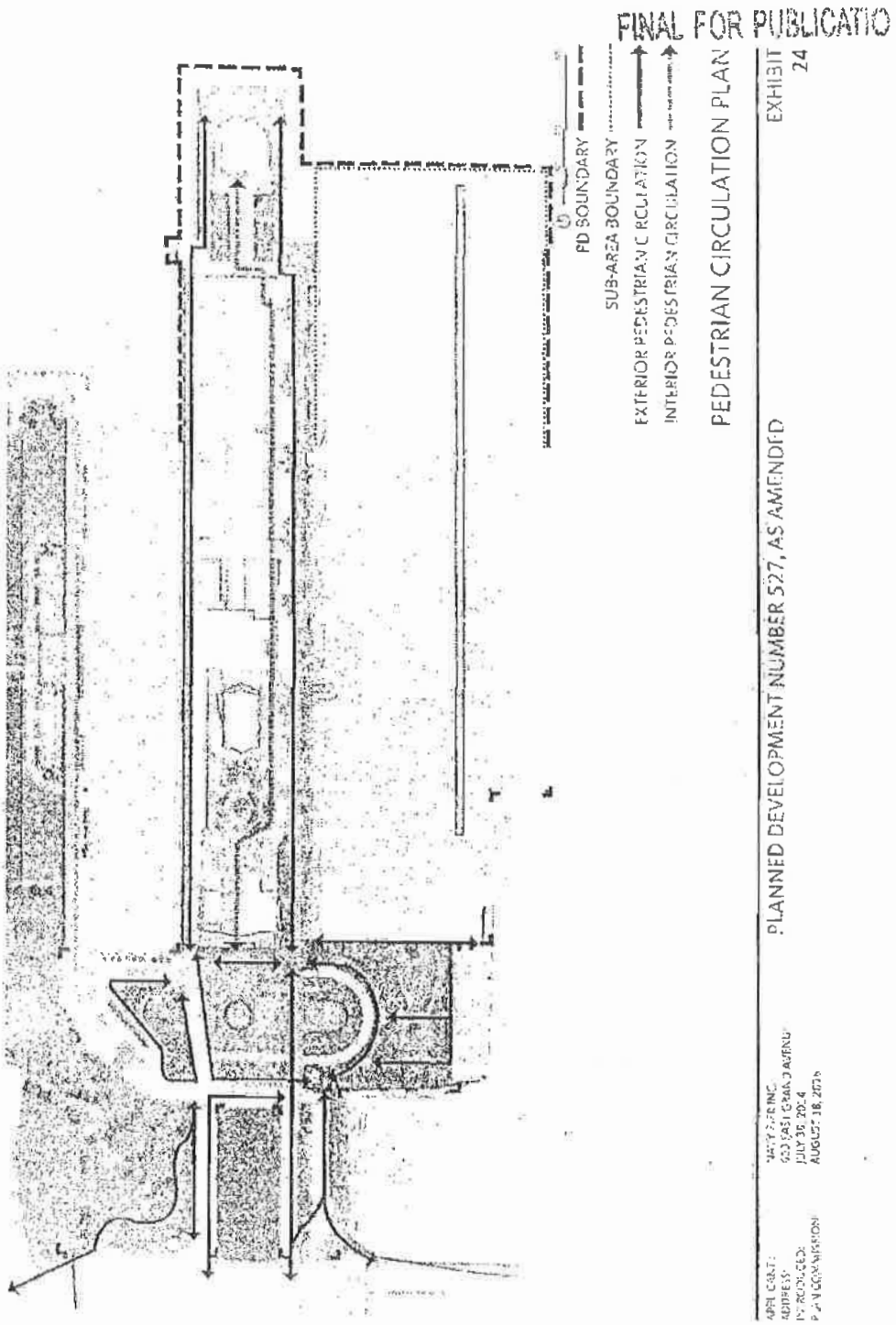


SECTION - SOUTH DOCK AND HOTEL + FESTIVAL HALL

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 23

APPLICANT: NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE
INTRODUCED: JUNE 30, 2016
PLAN COMMISSION: AUGUST 18, 2016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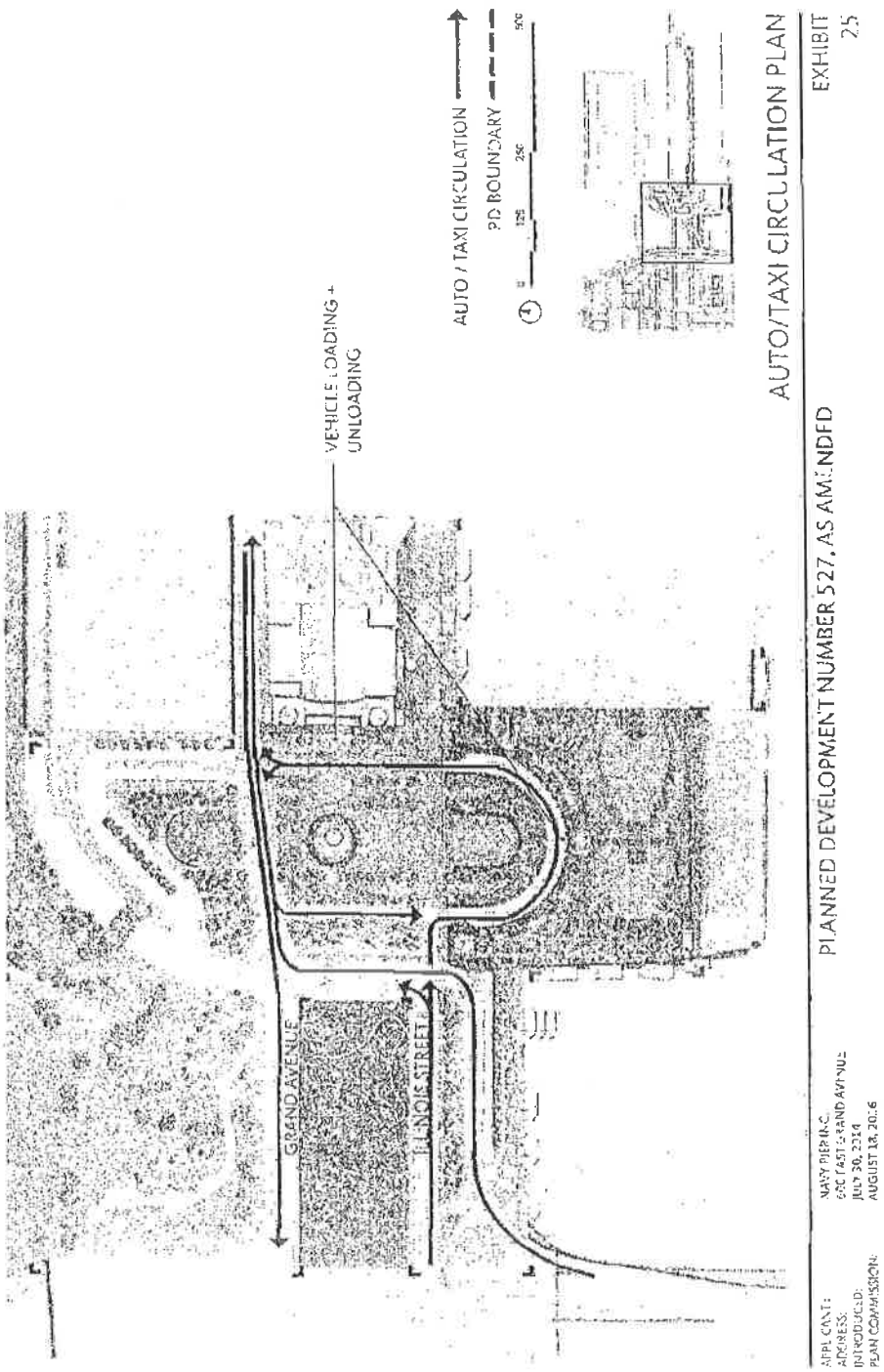
PD BOUNDARY
SUB-AREA BOUNDARY
EXTERIOR PEDESTRIAN CIRCULATION
INTERIOR PEDESTRIAN CIRCULATION
PEDESTRIAN CIRCULATION PLAN
PLANNED DEVELOPMENT NUMBER 527, AS AMENDED
EXHIBIT
24

FINAL FOR PUBLICATION



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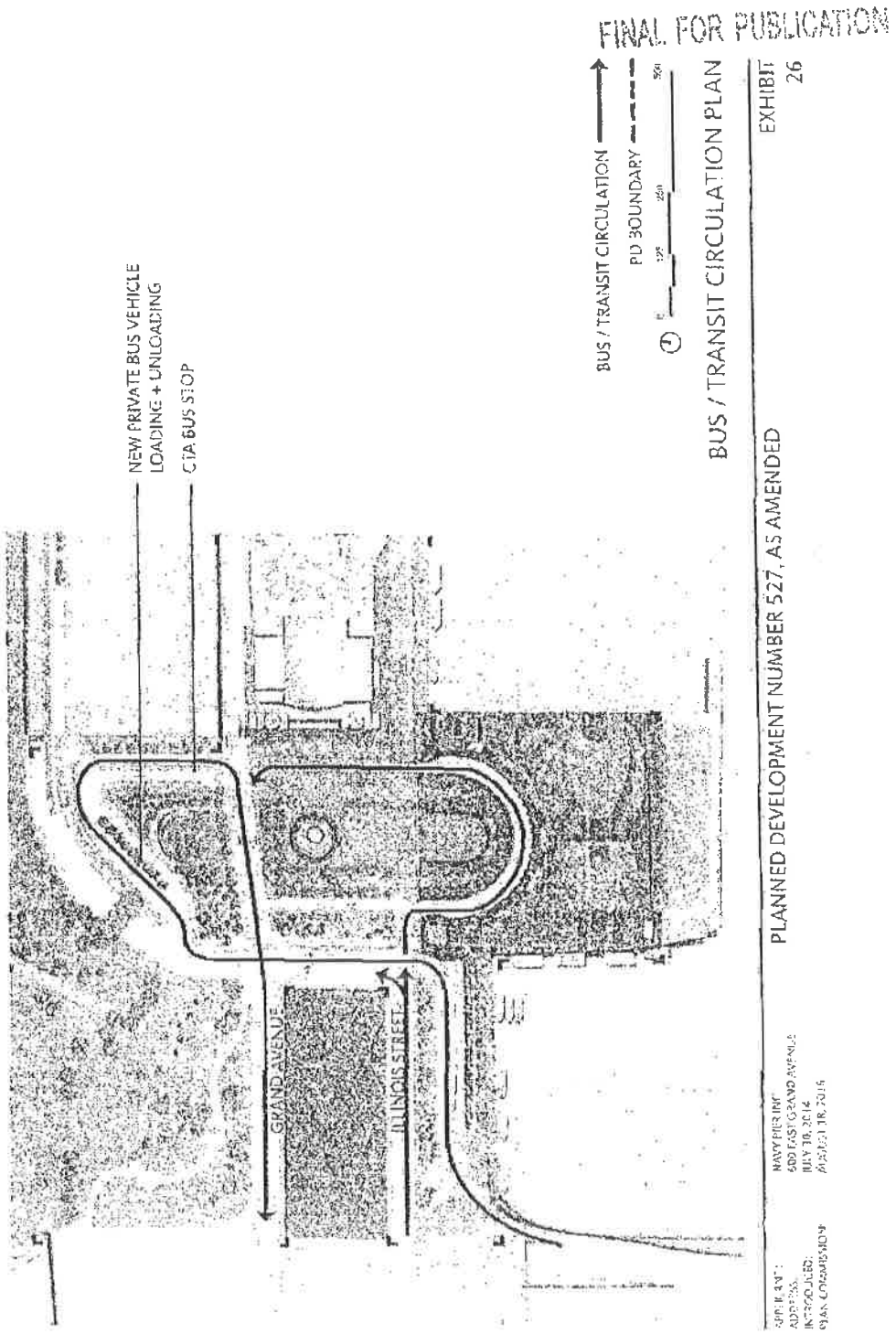
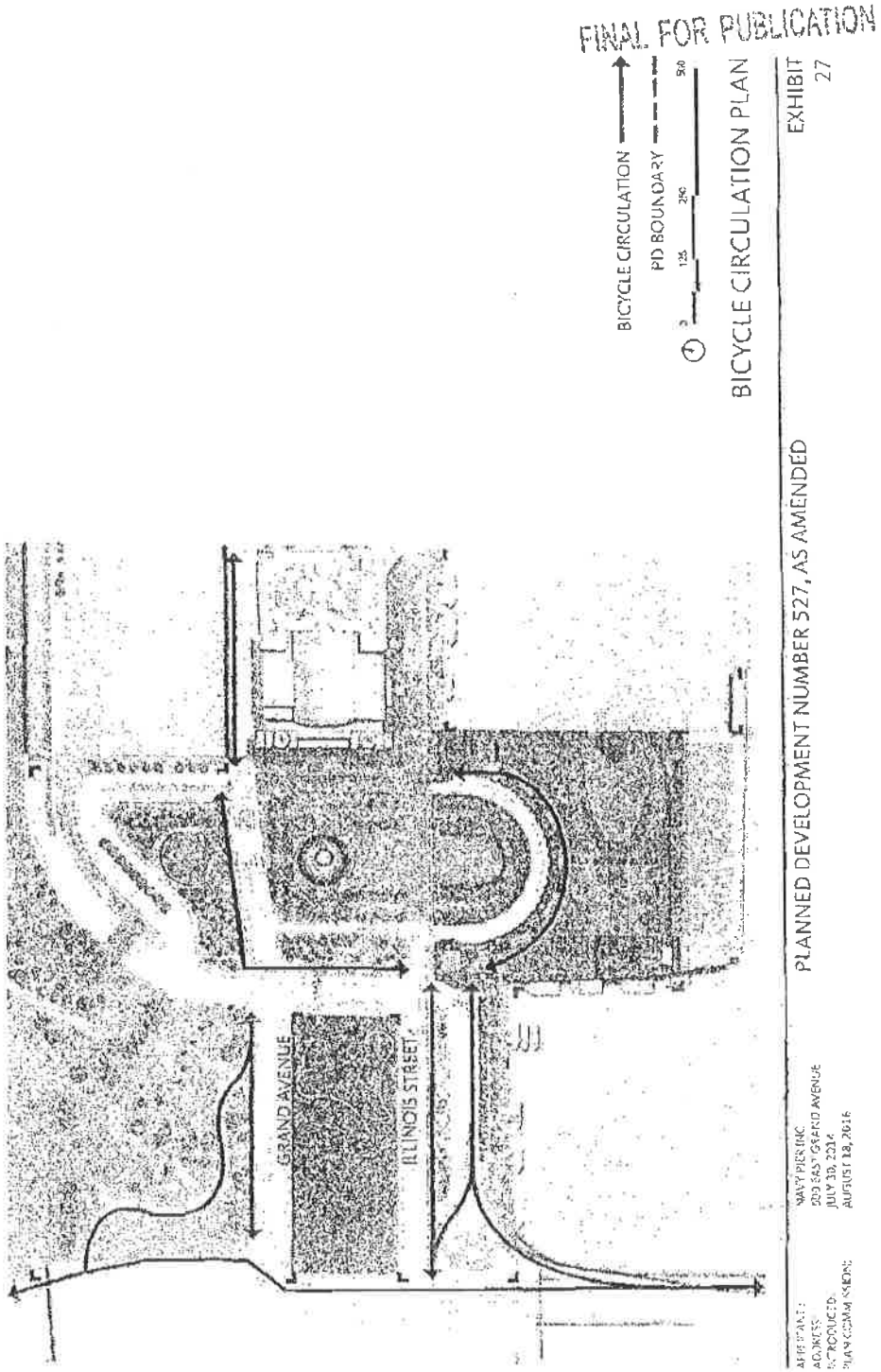
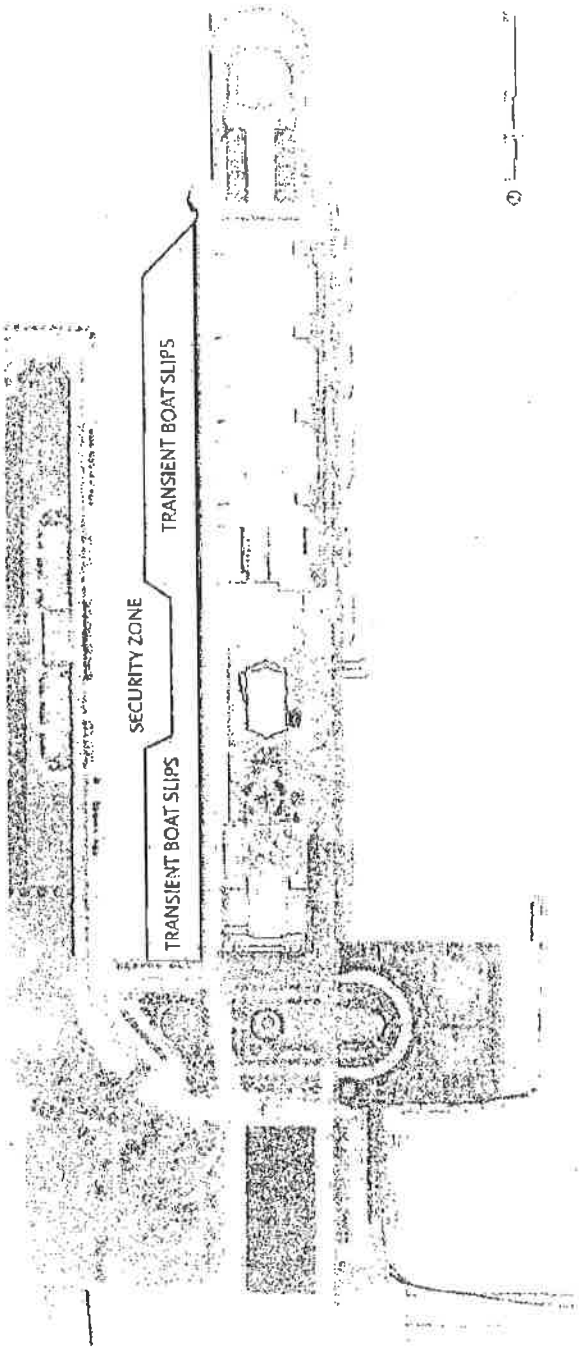



FINAL FOR PUBLICATION
BICYCLE CIRCULATION
PD BOUNDARY
0
125
250
500
BICYCLE CIRCULATION PLAN
EXHIBIT
27
PLANNED DEVELOPMENT NUMBER 527, AS AMENDED
GRAND AVENUE
ILLINOIS STREET
MARY PERKINS
200 EAST GRAND AVENUE
JULY 30, 2014
AUGUST 18, 2016

FINAL FOR PUBLICATION



NORTH DOCK TRANSIENT BOAT SLIPS

EXHIBIT 28

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

APPLICANT: NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE
INTRODUCED: JULY 23, 2014
PLAN COMMISSION: 4/05/05, 1/8, 3/16

SECTION – NORTH DOCK AT FAMILY PAVILION

APPLICANT	NAVY PIER INC
ADDRESS	600 EAST GRAND AVENUE
INTRODUCED	JULY 20, 2016
PLAN COMMISSION	AUGUST 18, 2016

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 41

FINAL FOR PUBLICATION

HOTEL SITE PLAN

APPLICANT: NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE
INTRODUCED: JULY 20, 2016
PLAN COMMISSION: AUGUST 18, 2016

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 45

FINAL FOR PUBLICATION

ROOFTOP VENUE SITE PLAN

FINAL FOR PUBLICATION

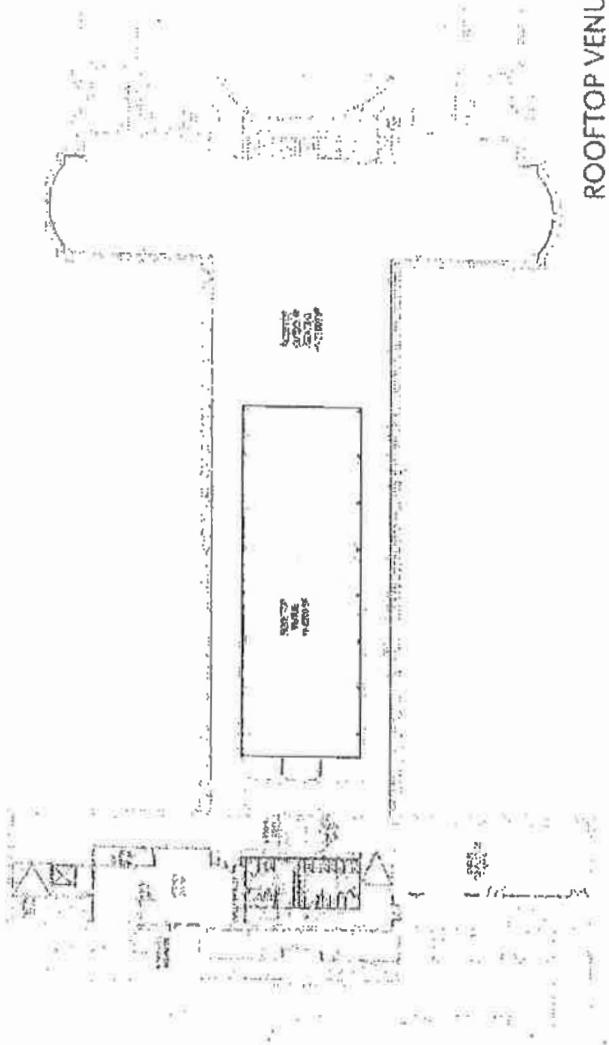
APPLICANT :	NAVY PIER INC.
ADDRESS:	600 EAST GRAND AVENUE
INTRODUCED:	JULY 20, 2016
PLAN COMMISSION:	AUGUST 18, 2016

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT
46

FINAL FOR PUBLICATION

ROOFTOP VENUE ROOF PLAN



PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT 47

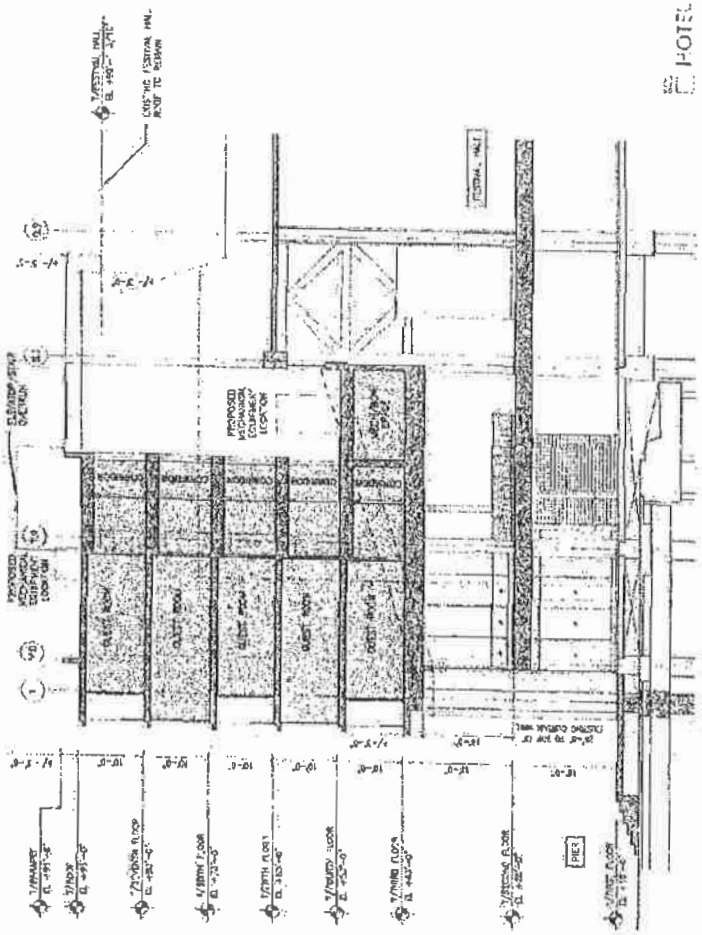
APPLICANT: NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE
INTRODUCED: JULY 30, 2014
PLAN COMMISSION: AUGUST 28, 2016

FINAL FOR PUBLICATION

EXHIBIT 48

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

HOTEL SECTION



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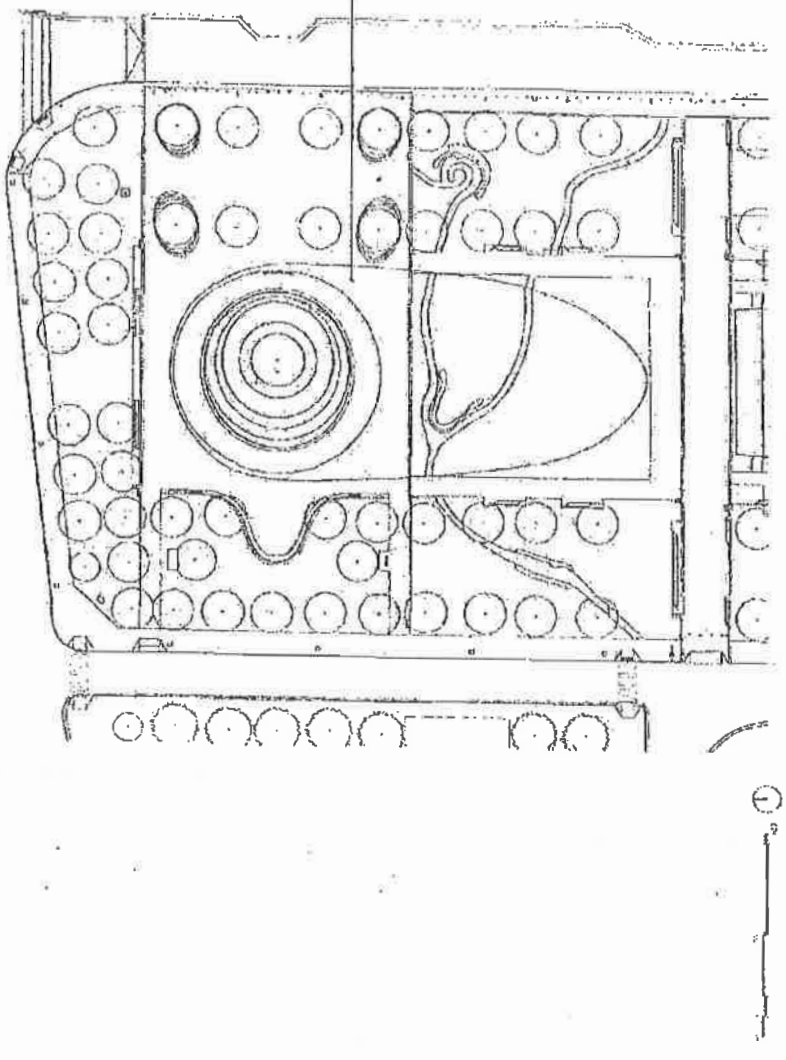

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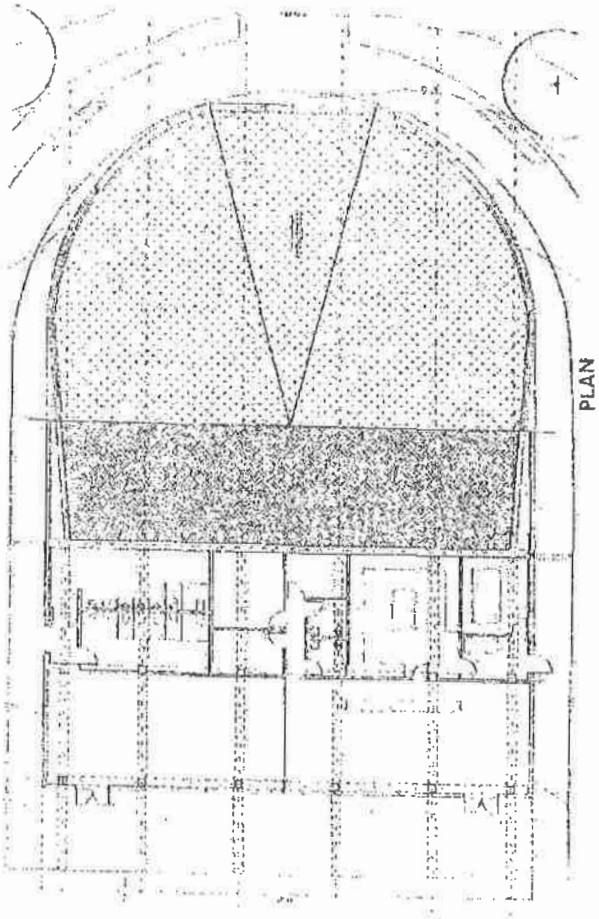


POLK BROS PARK WELCOME PAVILION
SLOPED ROOF ACCESSORY STRUCTURE
SECTION AND FLOOR PLAN

PLANNED DEVELOPMENT NUMBER 527, AS AMENDED

EXHIBIT
50

EAST ELEVATION

EAST END ELEVATED WALKWAY ELEVATION

FINAL FOR PUBLICATION

APPLICANT:	NAVY PIER INC	PLANNED DEVELOPMENT NUMBER 527, AS AMENDED	EXHIBIT
ADDRESS:	600 EAST GRAND AVENUE		51
INTRODUCED:	JUNE 30, 2016		
PLAN COMMISSION:	AUGUST 18, 2016		

SECTION

EAST END ELEVATED WALKWAY SECTION

FINAL FOR PUBLICATION

APPLICANT:	NAVY PIER INC.	PLANNED DEVELOPMENT NUMBER 527, AS AMENDED	EXHIBIT
ADDRESS:	600 EAST GRAND AVENUE		52
INTRODUCED:	JULY 30, 2014		
PLAN COMMISSION:	AUG. 1ST 18, 2014		

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

November 12, 2015

Theodore J. Novak
DLA Piper LLP
203 North LaSalle Street
Suite 1900
Chicago, IL 60601-1293

Re: Administrative Relief request and Lake Michigan and Chicago Lakefront Protection Ordinance Exemption for Institutional Planned Development Number 527, Navy Pier's Centennial Vision, Shakespeare Theater Expansion

Dear Mr. Novak:

Please be advised that your request for administrative relief and a Lake Michigan and Chicago Lakefront Protection Ordinance (the "Lakefront Ordinance") exemption has been considered by the Department of Planning and Development.

Navy Pier, Inc. ("NPI") is entering the final stages of construction of Phase One of its Centennial Vision, which was approved as minor changes on August 12, 2013 and January 20, 2015. An exemption from the Chicago Plan Commission approval provisions of the Lake Michigan and Chicago Lakefront Protection Ordinance was also approved for the Phase One work on June 19, 2013, January 20, 2015 and October 15, 2015.

You are requesting, on behalf of NPI, administrative relief and a Lakefront Ordinance exemption for the expansion of the Chicago Shakespeare Theater ("CST"), which is contemplated within the Centennial Vision.

The expansion will be located within the existing Syline Stage and surrounding area, and will result in the addition of up to 900 seats in a flexible theater. The Skyline Stage currently has 1,500 seats, so the CST expansion will result in a net reduction of 600 seats. The expansion project includes construction of a fully-enclosed structure, including theater seating and pre-function and support spaces that connect to the existing stage house, all beneath the existing Skyline Stage main tent. The project also includes construction of a new lobby structure with space for restrooms, concessions, ticketing, receptions, and queuing along with a walkway connecting the new venue to the existing CST. The attached, Existing Site Plan, Proposed Site Plan, Level 0, 1, 2, 3 and 4 Floor Plans, Roof Plan, Exterior Cladding Diagram, South and North Lobby Elevations, and South and North Theater Elevations, shall be inserted into the main file.

With regard to your request, the Department of Planning and Development has determined that the proposed expansion of the Chicago Shakespeare Theater will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Institutional Planned Development No. 527, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

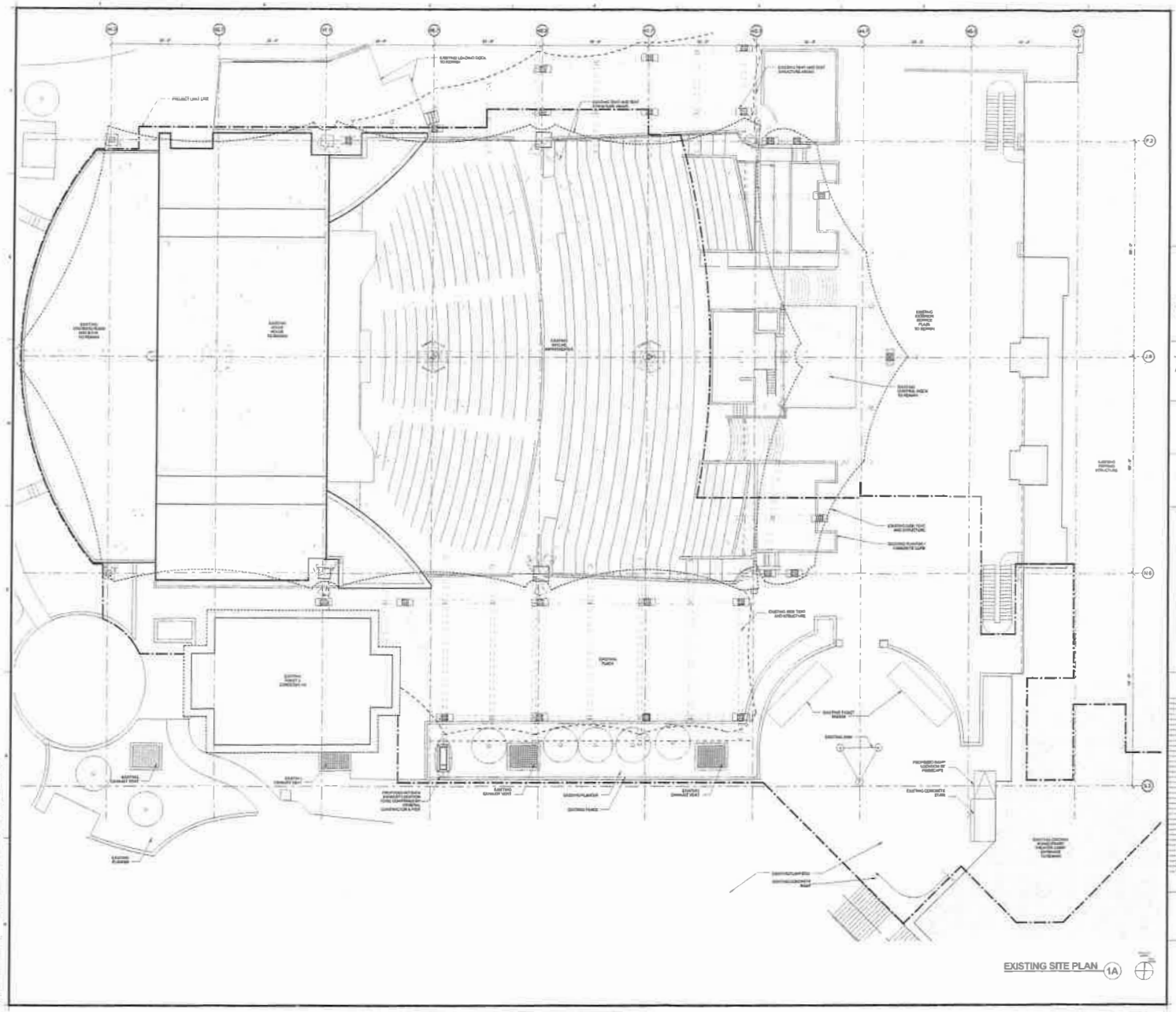
Secondly, in regards to your request for a Lakefront Ordinance exemption for the proposed expansion, repairs and rehabilitation which do not exceed 50% of the total cost of replacement of the existing structure are exempt from securing approval of the Chicago Plan Commission. The construction cost for the proposed expansion is estimated to be $12,775,000, whereas the estimated cost to rebuild and replace a theater building of similar size and design at this location is approximately $33,775,000, resulting in a cost ratio of 38%. Since the cost ratio does not exceed 50%, the theater expansion is exempt from the Chicago Plan Commission approval provisions of the Lake Michigan and Chicago Lakefront Protection Ordinance.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:HG:tm

C: Mariah DiGrino, Mike Marmo, Erik Glass, Patrick Murphey, Heather Gleason, Main file



EXISTING SITE PLAN 1A

ADRIAN SMITH + GORDON GILL

A S
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111 WEST WACKER STREET SUITE 2300 CHICAGO IL 60601
T 312 830 1888 F 312 680 1775

chicago shakespeare on navy pier theater

PROJECT NAME:
THE YARD AT CHICAGO SHAKESPEARE
A NAVY PIER SKYLINE STAGE RENOVATION

CLIENT:
CHICAGO SHAKESPEARE THEATER

ARCHITECT OF RECORD:
Adrian Smith + Gordon Gill Architecture

CONSULTANTS:

THEATER DESIGN CONSULTANT	
ACOUSTIC DESIGN CONSULTANT	
LIGHTING DESIGN CONSULTANT	
STRUCTURAL ENGINEER	
ME/P/FP ENGINEER	
CIVIL ENGINEER	
LIFE SAFETY CONSULTANT	

ISSUES:

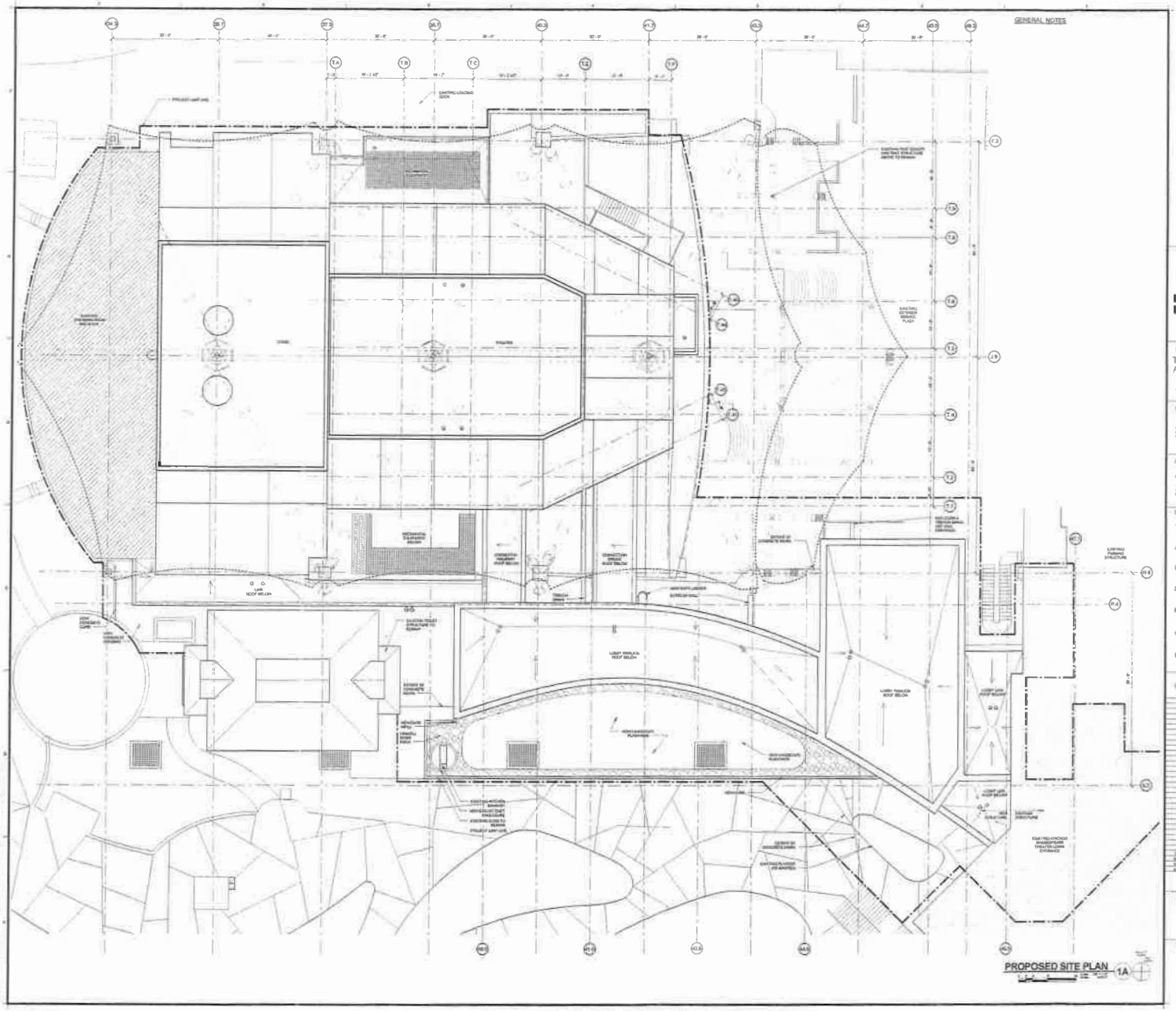
NO.	DESCRIPTION	DATE
1		
2		
3		
4		
5		
6		

PROJECT #:
SHEET SIZE: ARCH D 24" x 36"
Drawn BY: JT
CHECKED BY: Sal Dn

SHEET NAME:
EXISTING SITE PLAN

SHEET NUMBER:
A-0010

© 2016 ADRIAN SMITH + GORDON GILL ARCHITECTURE LLC



ADRIAN SMITH + GORDON GILL

A S
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111 WEST MONROE STREET SUITE 2300 CHICAGO IL 60603
T 312 920 1666 F 312 920 1771

chicago shakespeare on navy pier theater

PROJECT NAME:
THE YARD AT CHICAGO SHAKESPEARE
A NAVY PIER SKYLINE STAGE RENOVATION

CLIENT:
CHICAGO SHAKESPEARE THEATER

ARCHITECT OF RECORD:
Adrian Smith + Gordon Gill Architecture

CONSULTANTS:

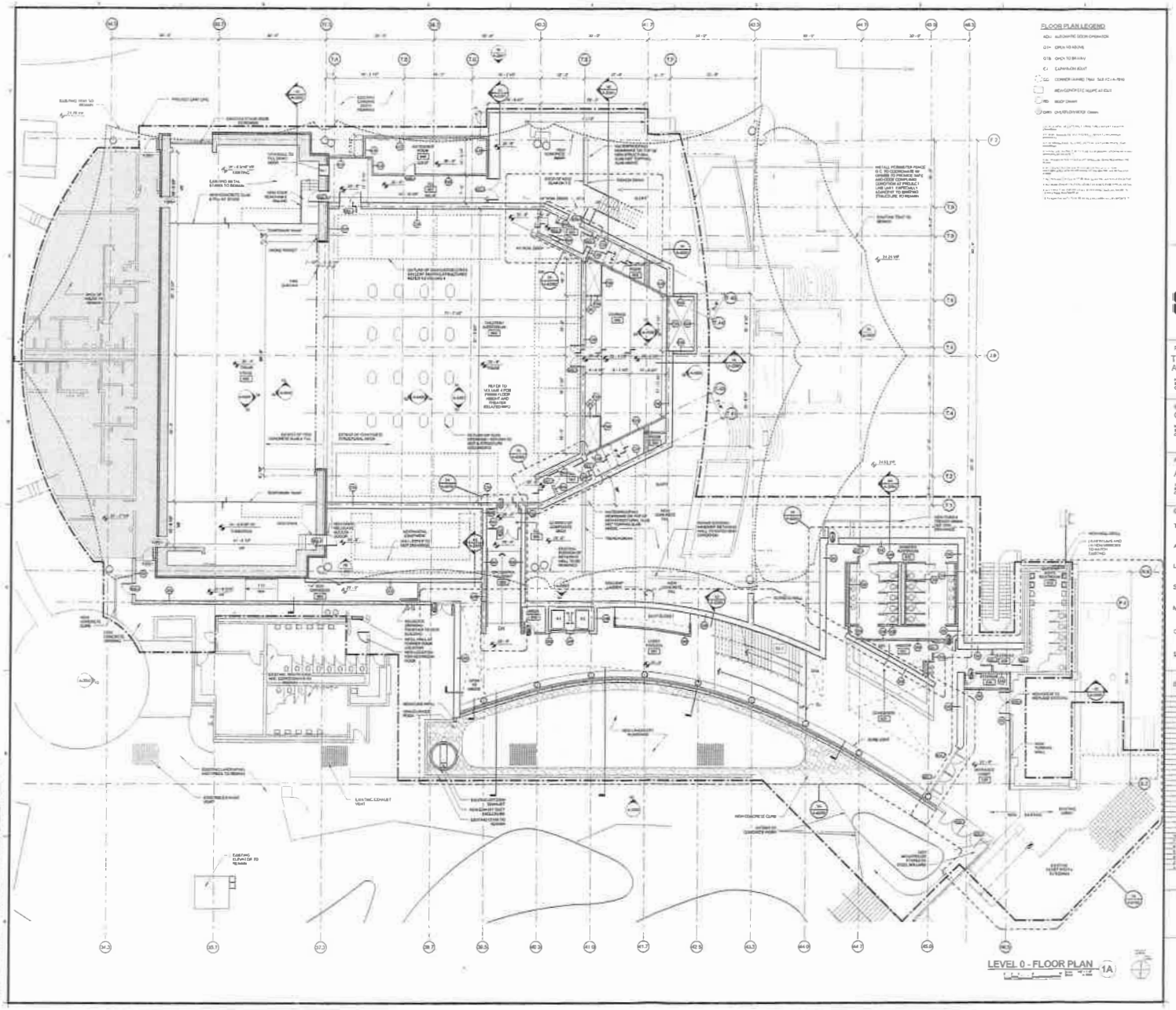
THEATER DESIGN CONSULTANT	
ACOUSTIC DESIGN CONSULTANT	
LIGHTING DESIGN CONSULTANT	
STRUCTURAL ENGINEER	
MEP/FP ENGINEER	
CIVIL ENGINEER	
LIFE SAFETY CONSULTANT	

ISSUES:

NO.	DESCRIPTION	DATE
1		
2		
3		
4		

SHEET NAME:
PROPOSED SITE PLAN

SHEET NUMBER:
A-0011



ADRIAN SMITH + GORDON GILL

A S
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111 WEST MONROE, 37TH FLOOR | SUITE 2300 | CHICAGO IL 60603
T 312 920 1999 F 312 920 1771

chicago shakespeare on navy pier theater

PROJECT NAME
THE YARD AT CHICAGO SHAKESPEARE
A NAVY PIER SKYLINE STAGE RENOVATION

NAVY PIER
600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611

CLIENT
CHICAGO SHAKESPEARE THEATER

NAVY PIER
600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611

ARCHITECT OF RECORD
Adrian Smith + Gordon Gill Architecture

111 West Monroe Street
Suite 2300
Chicago, Illinois 60603

CONSULTANTS

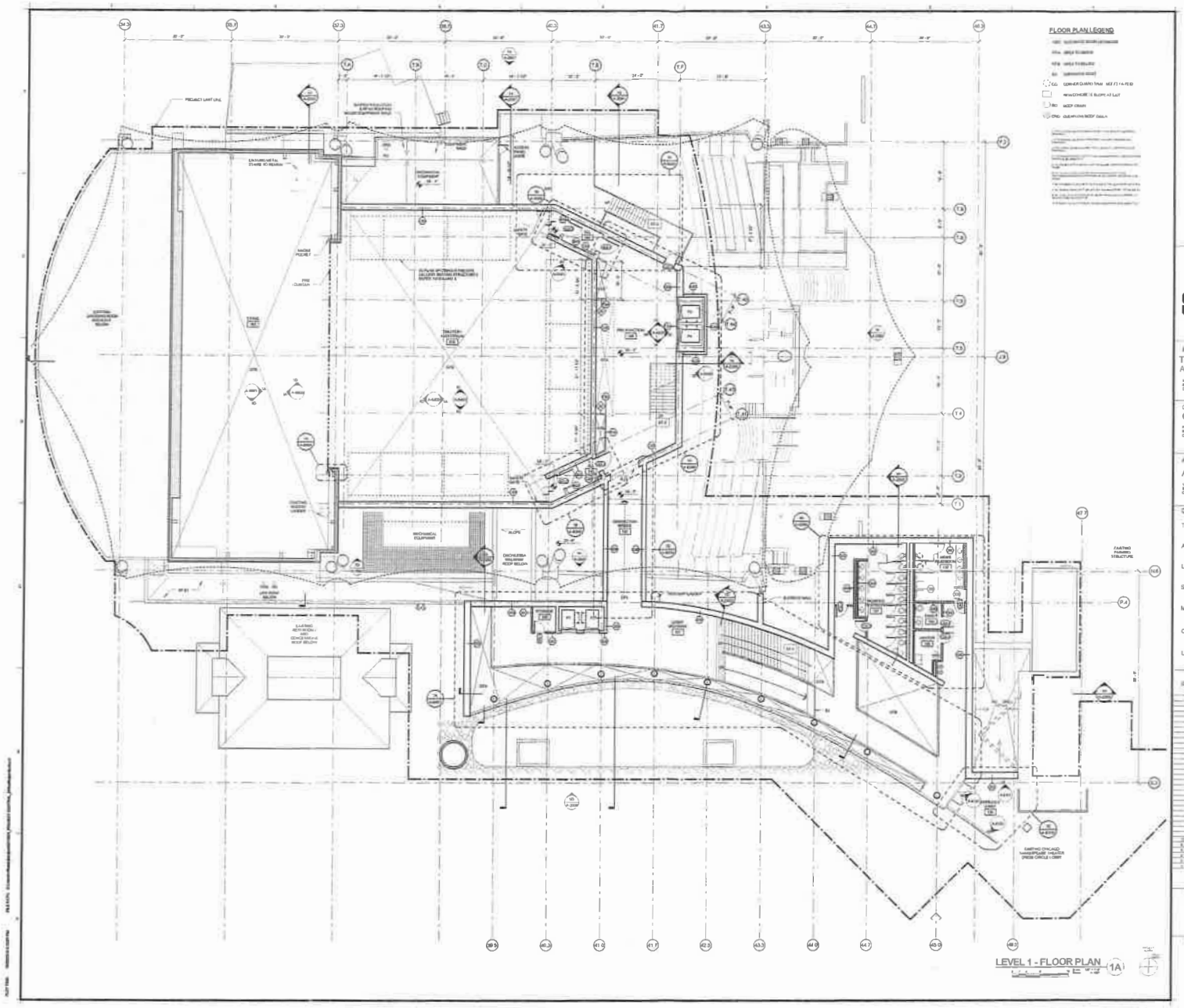
THEATER DESIGN CONSULTANT	Theatre Projects Bentley Mews Bentley Mews London W1T 1JE
ACOUSTIC DESIGN CONSULTANT	Cavanaugh Tocci 327 Boston Post Road Sudbury, MA 01776
LIGHTING DESIGN CONSULTANT	Schuler Shook Chicago, IL 60606
STRUCTURAL ENGINEER	Thornton Tomasetti Chicago, Illinois 60611
MEP/FP ENGINEER	Environmental Systems Design, Inc. Chicago, Illinois 60606
CIVIL ENGINEER	V3 Companies, LTD Chicago, IL 60607
LIFE SAFETY CONSULTANT	Jensen Hughes Chicago, Illinois 60601

ISSUES

NO.	DESCRIPTION	DATE

SHEET NAME
LEVEL 0 - FLOOR PLAN

SHEET NUMBER
A-1000



ADRIAN SMITH + GORDON GILL

A S
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111 WEST WASHINGTON STREET SUITE 2300 CHICAGO IL 60602
T 312 920 1966 F 312 920 1775

chicago shakespeare on navy pier theater

PROJECT NAME:
THE YARD AT CHICAGO SHAKESPEARE
A NAVY PIER SKYLINE STAGE RENOVATION

CLIENT
CHICAGO SHAKESPEARE THEATER

ARCHITECT OF RECORD:
Adrian Smith + Gordon Gill Architecture

CONSULTANTS:

THEATER DESIGN CONSULTANT

ACOUSTIC DESIGN CONSULTANT

LIGHTING DESIGN CONSULTANT

STRUCTURAL ENGINEER

MEP/FP ENGINEER

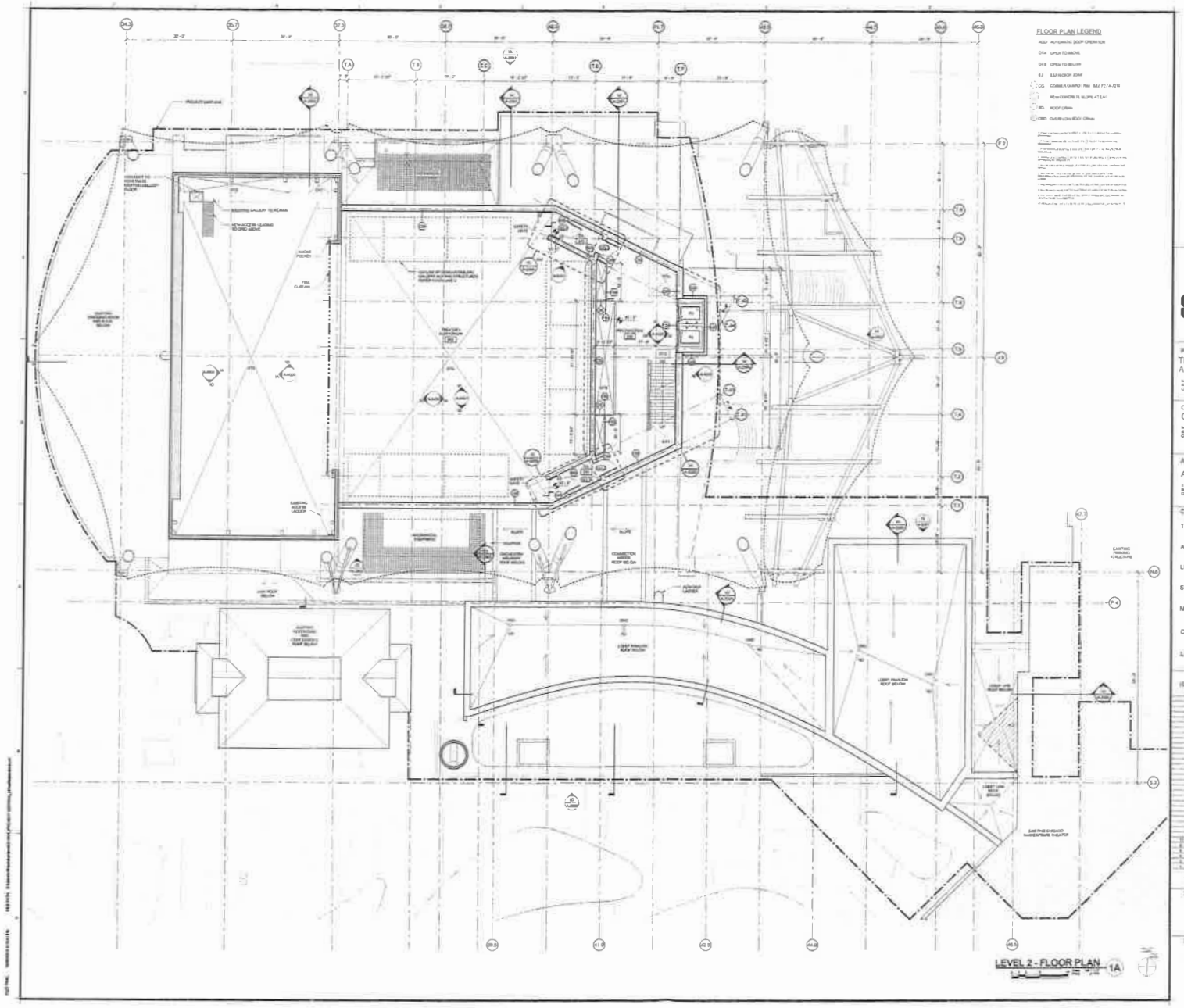
CIVIL ENGINEER

LIFE SAFETY CONSULTANT

ISSUES:

SHEET NAME:
LEVEL 1 - FLOOR PLAN

SHEET NUMBER:
A-1001



ADRIAN SMITH + GORDON GILL

A S
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111 WEST MONROE STREET SUITE 2300 CHICAGO, IL 60603
T 312 920 1888 F 312 920 1171

chicago shakespeare on navy pier theater

PROJECT NAME
THE YARD AT CHICAGO SHAKESPEARE
A NAVY PIER SKYLINE STAGE RENOVATION

CLIENT
CHICAGO SHAKESPEARE THEATER

ARCHITECT OF RECORD
Adrian Smith + Gordon Gill Architecture

CONSULTANTS
THEATER DESIGN CONSULTANT
ACOUSTIC DESIGN CONSULTANT
LIGHTING DESIGN CONSULTANT
STRUCTURAL ENGINEER
MEP/FP ENGINEER
CIVIL ENGINEER
LIFE SAFETY CONSULTANT

ISSUES

SHEET NAME
LEVEL 2 - FLOOR PLAN

SHEET NUMBER
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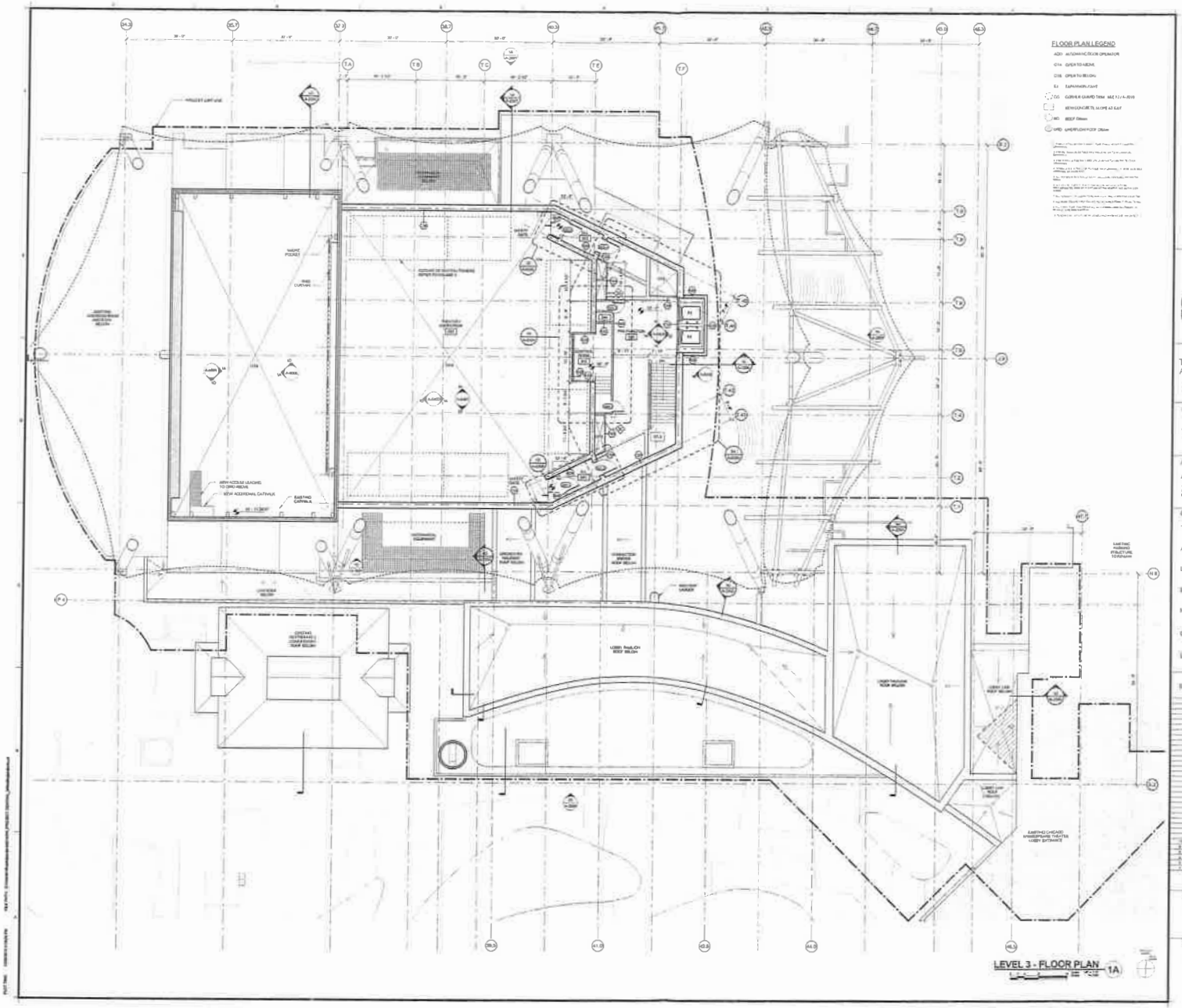


ADRIAN SMITH + GORDON GILL

A S
G G

111 WEST WASHINGTON STREET SUITE 2300 CHICAGO IL 60602
T 312 920 1888 F 312 920 1775

chicago shakespeare theater on navy pier

PROJECT NAME
THE YARD AT CHICAGO SHAKESPEARE
A NAVY PIER SKYLINE STAGE RENOVATION

CLIENT
CHICAGO SHAKESPEARE THEATER

ARCHITECT OF RECORD
Adrian Smith + Gordon Gill Architecture

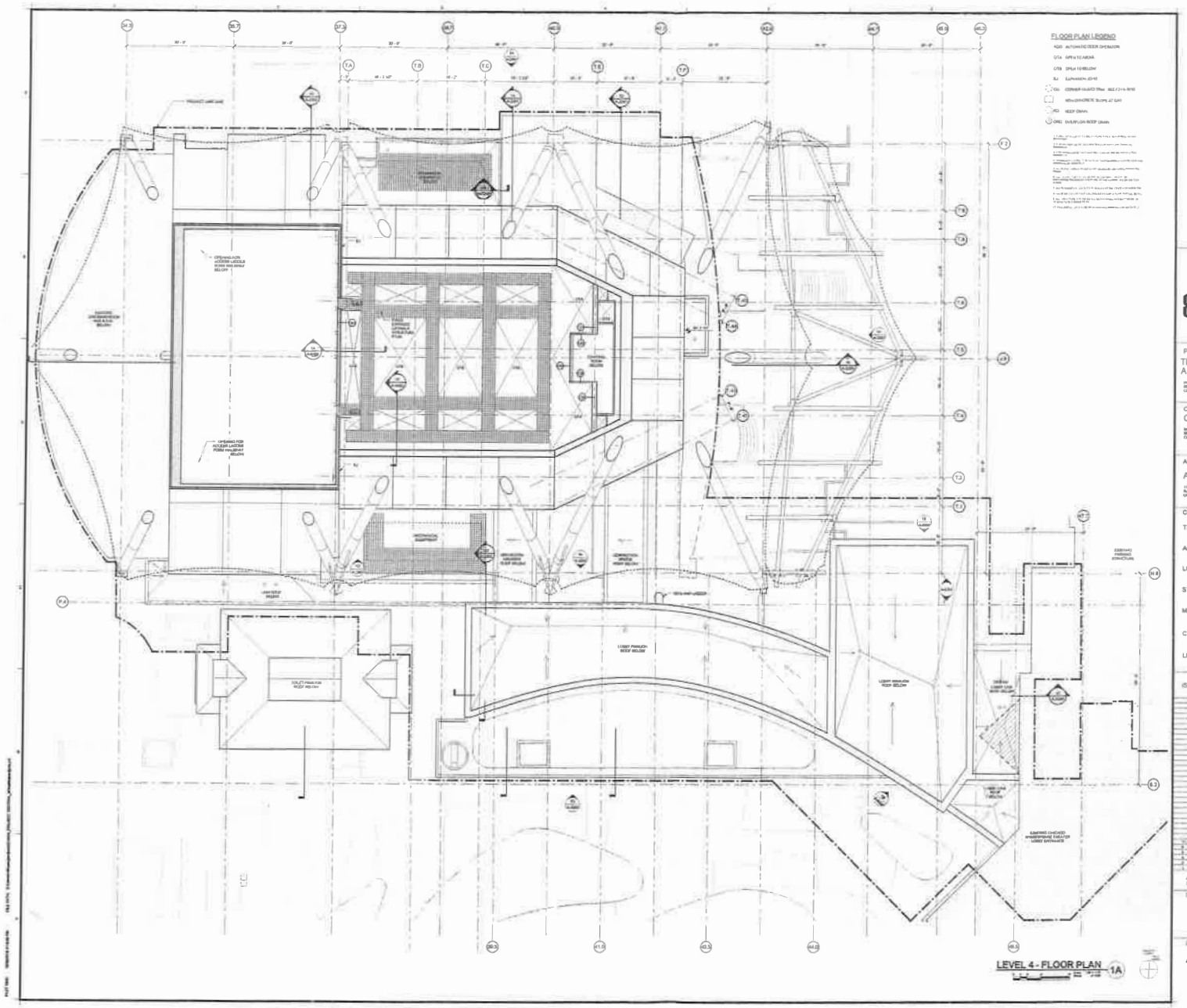
CONSULTANTS
THEATER DESIGN CONSULTANT
ACOUSTIC DESIGN CONSULTANT
LIGHTING DESIGN CONSULTANT
STRUCTURAL ENGINEER
MEP/FP ENGINEER
CIVIL ENGINEER
LIFE SAFETY CONSULTANT

ISSUES

NO.	DESCRIPTION	DATE

SHEET NAME
LEVEL 3 - FLOOR PLAN

SHEET NUMBER
A-1003



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A S
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111 WEST WACKER STREET SUITE 2100 CHICAGO, IL 60601
T 312 920 9460 F 312 920 1775

chicago shakespeare on navy pier theater

PROJECT NAME:
THE YARD AT CHICAGO SHAKESPEARE
A NAVY PIER SKYLINE STAGE RENOVATION

CLIENT
CHICAGO SHAKESPEARE THEATER

ARCHITECT OF RECORD
Adrian Smith + Gordon Gill Architecture

CONSULTANTS

THEATER DESIGN CONSULTANT

ACOUSTIC DESIGN CONSULTANT

LIGHTING DESIGN CONSULTANT

STRUCTURAL ENGINEER

MEP/FP ENGINEER

CIVIL ENGINEER

LIFE SAFETY CONSULTANT

ISSUES:

NO.	DESCRIPTION	DATE

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LEVEL 4 - FLOOR PLAN
(TECHNICAL LEVEL)

SHEET NUMBER:
A-1004

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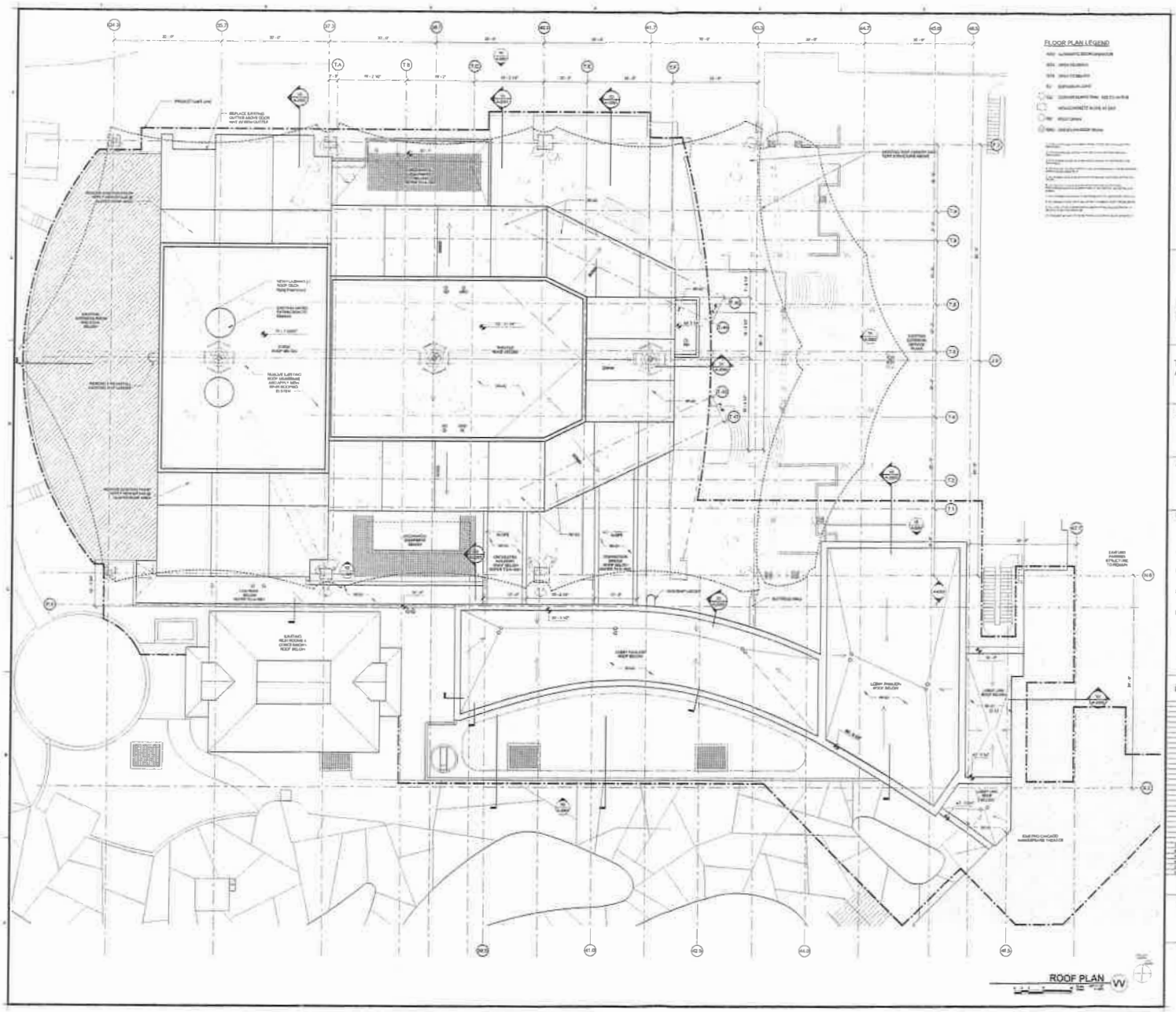

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111 WEST MONROE STREET SUITE 2300 CHICAGO IL 60603
T 312 920 1888 F 312 920 1771

chicago shakespeare theater on navy pier

PROJECT NAME:
THE YARD AT CHICAGO SHAKESPEARE:
A NAVY PIER SKYLINE STAGE RENOVATION

CLIENT:
CHICAGO SHAKESPEARE THEATER

ARCHITECT OF RECORD:
Adrian Smith + Gordon Gill Architecture

CONSULTANTS:

THEATER DESIGN CONSULTANT	
ACOUSTIC DESIGN CONSULTANT	
LIGHTING DESIGN CONSULTANT	
STRUCTURAL ENGINEER	
MEP/FP ENGINEER	
CIVIL ENGINEER	
LIFE SAFETY CONSULTANT	

ISSUES:

NO.	DESCRIPTION	DATE

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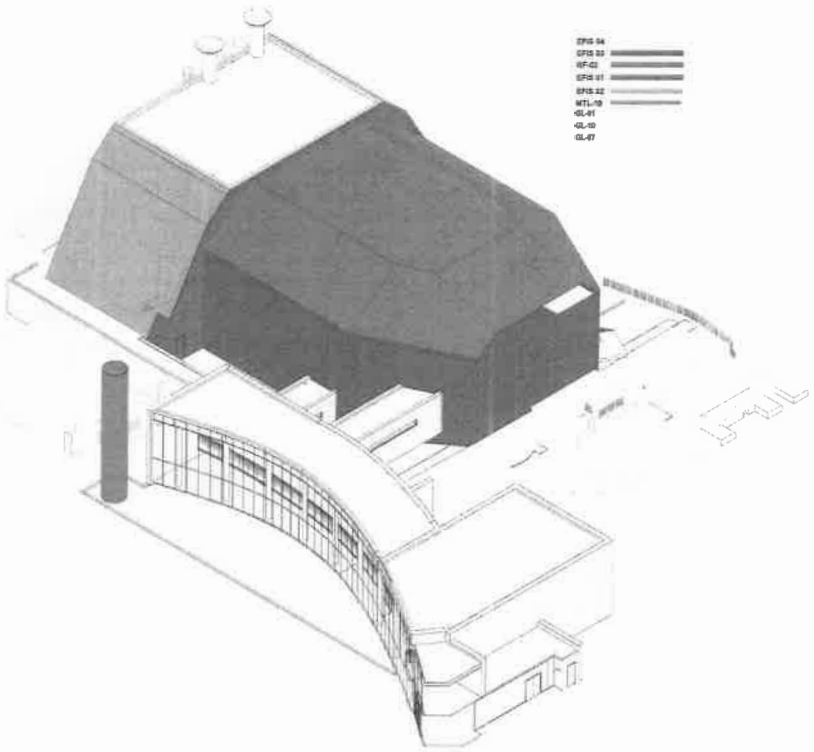
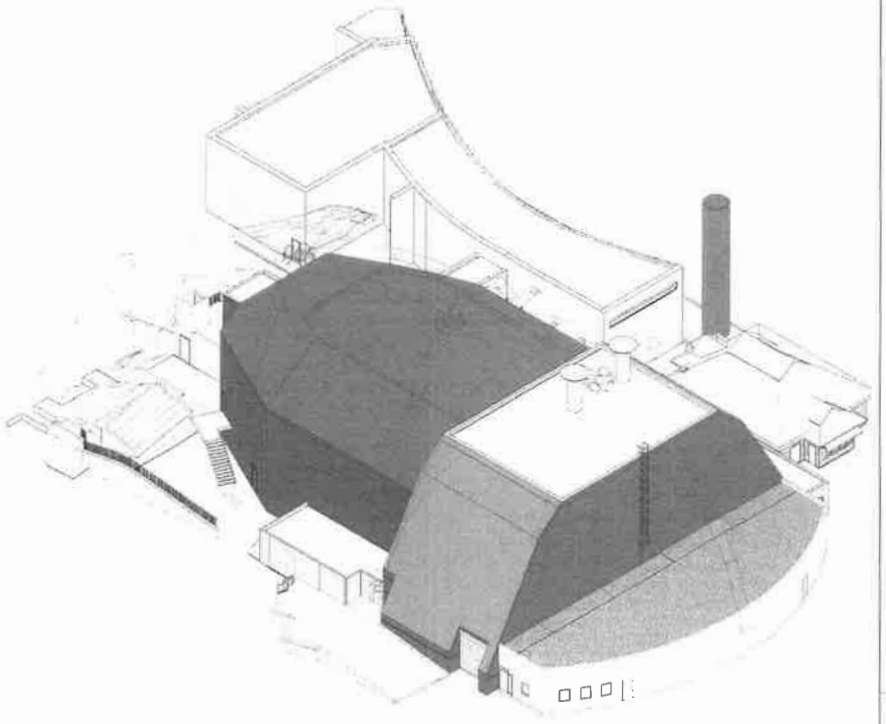
ROOF PLAN

SHEET NUMBER:
A-1005



MATERIAL DIAGRAM -VIEW FROM SOUTHEAST (4A)



MATERIAL DIAGRAM - VIEW FROM NORTHWEST (1A)

ASK-0031A

DRAWING TITLE: EXTERIOR CLADDING DIAGRAM
REFERENCE: A-5000
PROJECT NAME: SKYLINE STAGE - CHICAGO SHAKESPEARE THEATER
PROJECT NUMBER: 214004
CLIENT: CHICAGO SHAKESPEARE THEATER
DATE: 2015.10.23
SCALE: NTS
REV. DATE: —

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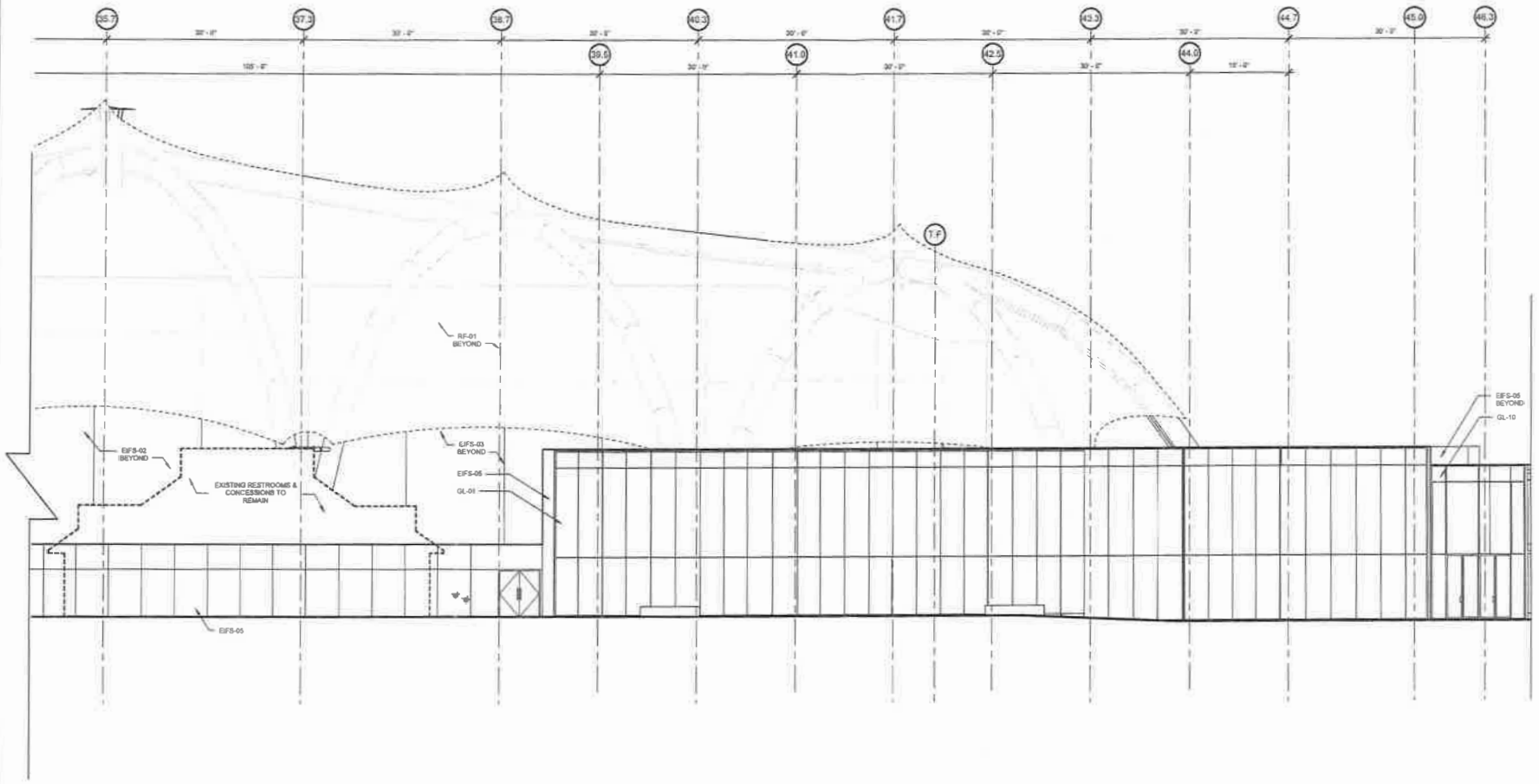

ASK-0031B

REFERENCE: A-2000

DRAWING TITLE: SOUTH LOBBY ELEVATION

PROJECT NAME: SKYLINE STAGE - CHICAGO SHAKESPEARE THEATER

PROJECT NUMBER: 214004

CLIENT: CHICAGO SHAKESPEARE THEATER

DATE: 2015.10.23

SCALE: 1/16" = 1'-0"

REV. DATE: —

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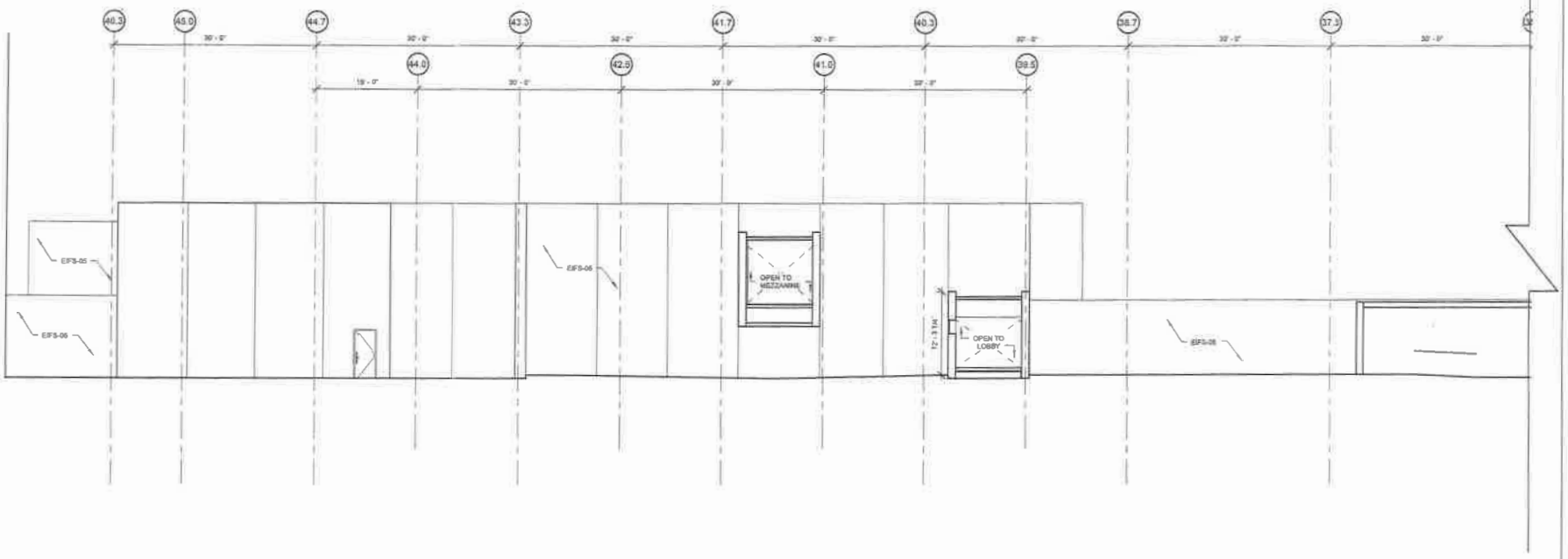

ASK-0031C

DRAWING TITLE: NORTH LOBBY ELEVATION

REFERENCE: A-2000

PROJECT NAME: SKYLINE STAGE - CHICAGO SHAKESPEARE THEATER

PROJECT NUMBER: 214004

CLIENT: CHICAGO SHAKESPEARE THEATER

DATE: 2015.10.23

SCALE: 1/16" = 1'-0"

REV. DATE: —

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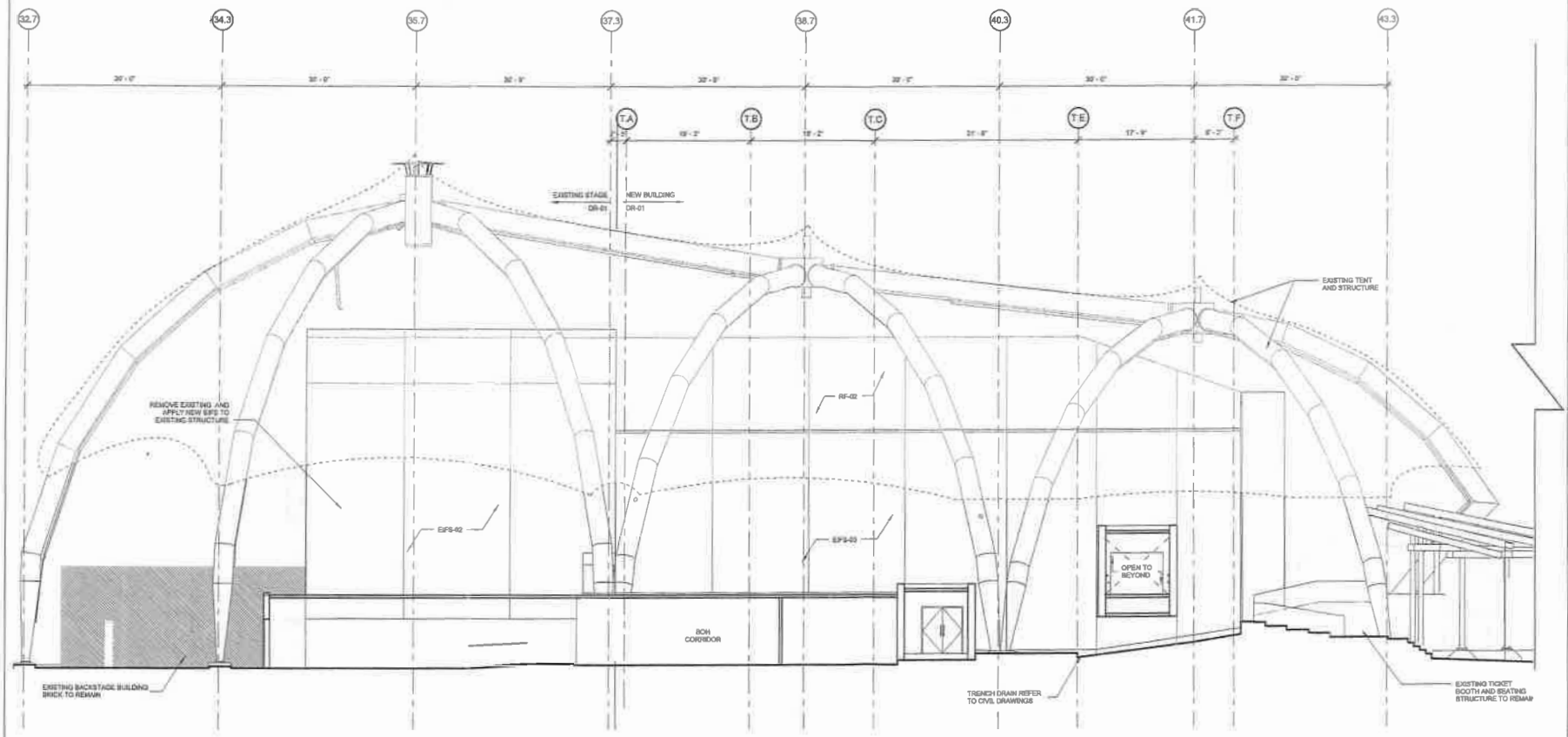

ASK-0031D

REFERENCE: A-2000

PROJECT NUMBER: 214004

DATE: 2015.10.23

REV. DATE: —

DRAWING TITLE: SOUTH THEATER ELEVATION

PROJECT NAME: SKYLINE STAGE - CHICAGO SHAKESPEARE THEATER

CLIENT: CHICAGO SHAKESPEARE THEATER

SCALE: 1/16" = 1'-0"

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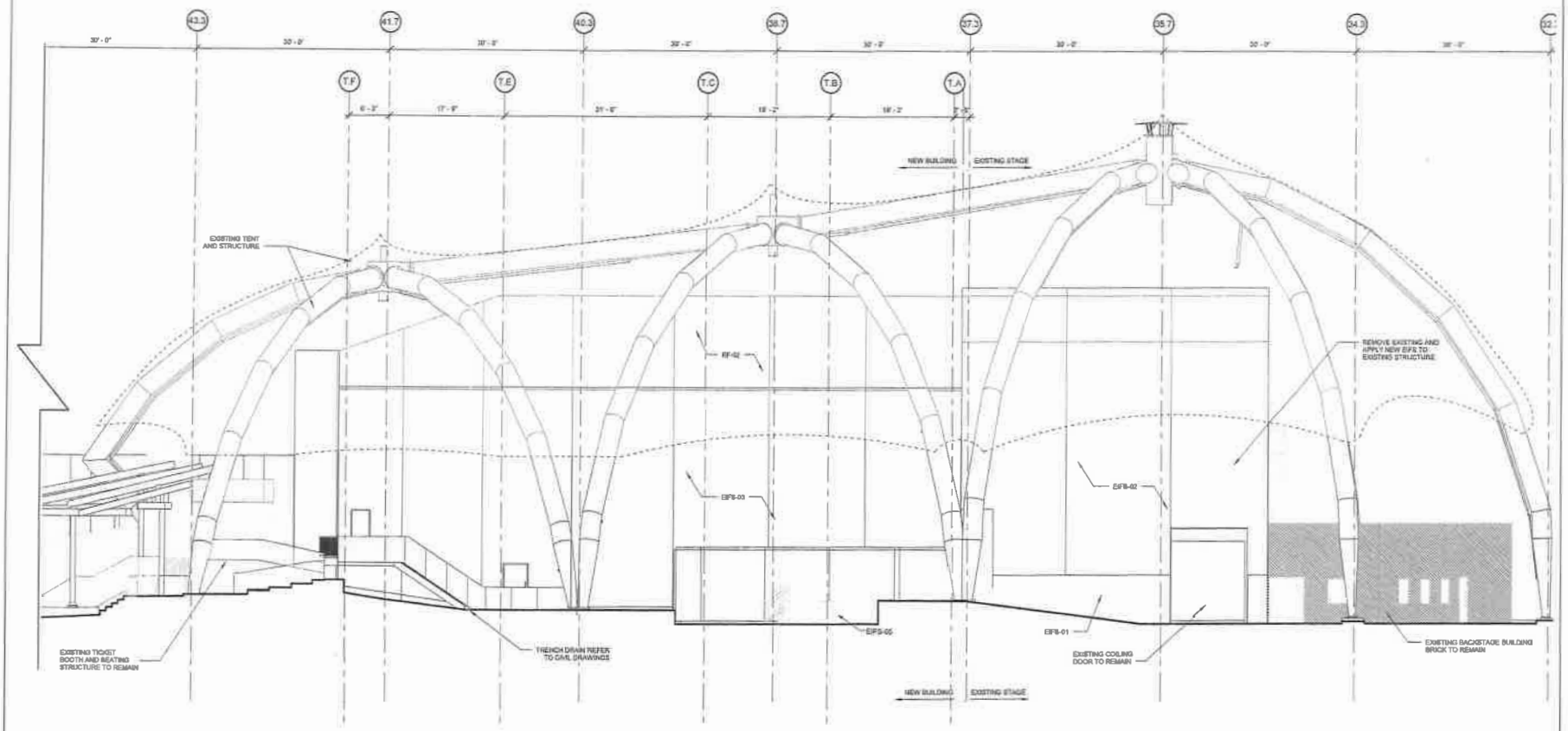


ASK-0031E

DRAWING TITLE: NORTH THEATER ELEVATION
REFERENCE: A-2000
PROJECT NAME: SKYLINE STAGE - CHICAGO SHAKESPEARE THEATER
PROJECT NUMBER: 214004
CLIENT: CHICAGO SHAKESPEARE THEATER
DATE: 2015.10.23
SCALE: 1/16" = 1'-0"
REV. DATE: —

A S
G G

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

October 15, 2015

Theodore J. Novak
DLA Piper LLP
203 North LaSalle Street
Suite 1900
Chicago, IL 60601-1293

Re: REVISED Administrative Relief request and Lake Michigan and Chicago Lakefront Protection Ordinance Exemption for Institutional Planned Development Number 527, Navy Pier's Centennial Vision, 600 East Grand Avenue, Ferris wheel control tower replacement

Dear Mr. Novak:

Please be advised that your request for administrative relief and a Lake Michigan and Chicago Lakefront Protection Ordinance (the "Lakefront Ordinance") exemption has been considered by the Department of Planning and Development.

On August 12, 2013, administrative relief was granted for Centennial Vision Phase One work which included improvements to the south dock, family pavilion, and south arcade of Navy Pier. On May 14, 2013, a Lakefront Ordinance exemption was approved for these same improvements. On June 19, 2013, a revised exemption was granted based on certain improvements to the roadways and to the Gateway Park fountain and plaza being deferred to a later date. On January 20, 2015, a revised administrative relief and Lakefront Ordinance exemption was approved for the replacement of the existing Ferris wheel as part of the Centennial Vision Phase One improvements. On September 24, 2015, administrative relief and a Lakefront Ordinance exemption was granted for the replacement and expansion of the Shoreline Boat ticket kiosk and Shoreline Boat maintenance shed along with landscaping, seawall, roadway and other amenity improvements.

You are now requesting, on behalf of Navy Pier, Inc. ("NPI"), administrative relief and a Lakefront Ordinance exemption for a new control booth servicing the new Ferris wheel. As a result of replacing the Ferris wheel, the existing control tower must also be replaced. The existing control tower is approximately 20 feet tall and contains approximately 248 square feet on two levels. NPI proposes to demolish the existing control tower and the 150 square foot miniature golf kiosk and replace them with an approximately 24 foot tall kiosk with a total of approximately 415 square feet on two levels. The design of the new control tower will match

similar kiosks being installed at Navy Pier. The attached Control Tower drawings shall be inserted into the main file.

With regard to your request, the Department of Planning and Development has determined that allowing the replacement of Ferris wheel control tower will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Institutional Planned Development No. 527, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Secondly, in regards to your request for a Lakefront Ordinance exemption for the control tower, accessory buildings and repairs and rehabilitation which do not exceed 50% of the total cost of replacement of the existing structure are exempt from securing approval of the Chicago Plan Commission. The proposed control tower is an accessory building and is therefore, exempt. Additionally, the cost to replace the proposed control tower was included in the estimated costs referenced in the Ferris wheel exemption dated January 20, 2015. Since the cost ratio remains 49%, and does not exceed 50%, the control tower is exempt on that basis as well.

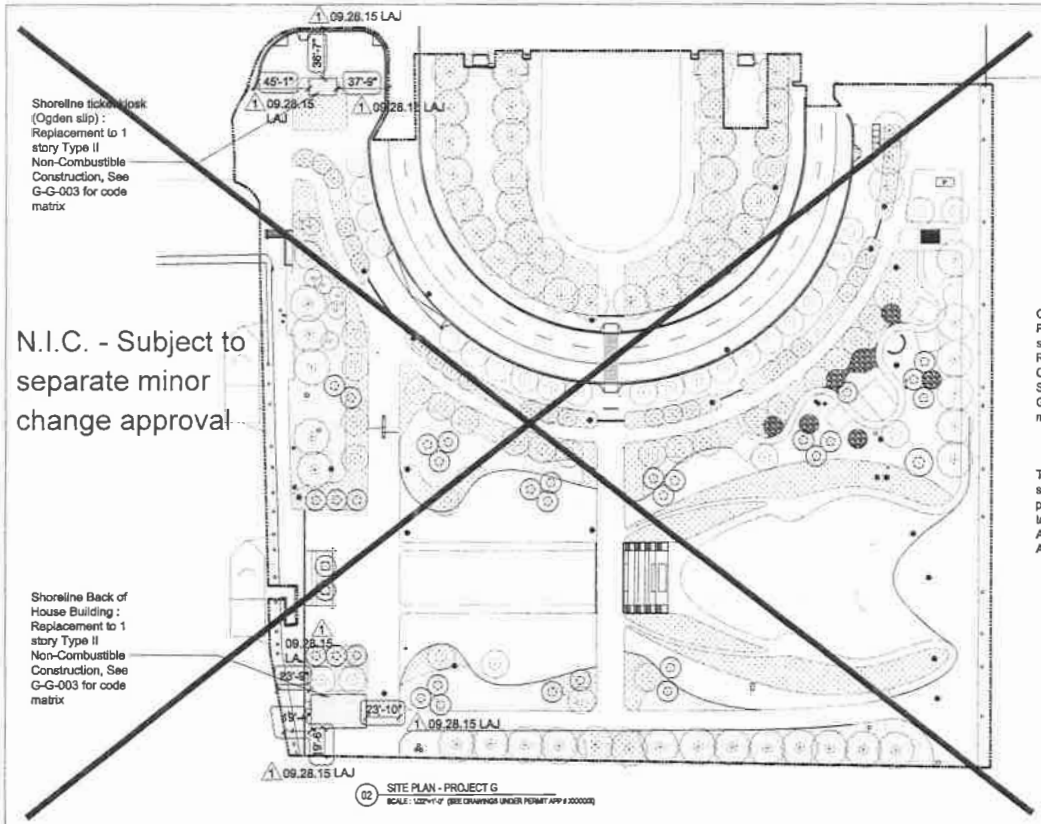
Therefore, I hereby approve your request for a waiver from the Chicago Plan Commission approval provisions of the Lake Michigan and Chicago Lakefront Protection Ordinance for the replacement of the Ferris wheel control tower.

Sincerely,

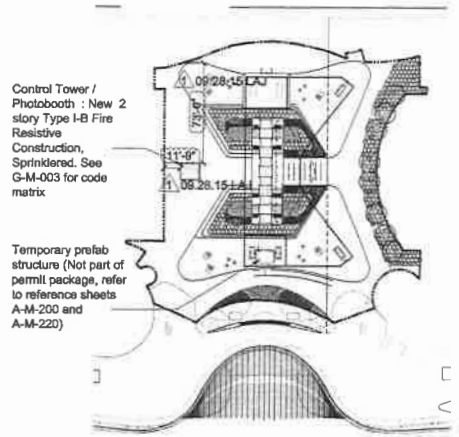
Patricia A. Scudiero
Zoning Administrator

PAS:HG:tm

C: Mariah DiGrino, Mike Marmo, Erik Glass, Patrick Murphey, Main file



02 SITE PLAN - PROJECT G
SCALE : 1/32"=1'-0" (SEE DRAWINGS UNDER PERMIT APP # XXXXXX)



01 SITE PLAN - PROJECT M
SCALE : 1/32"=1'-0" (SEE DRAWINGS UNDER PERMIT APP # XXXXXX)

P-SERIES PLUMBING

P-G-100	PLUMBING SYMBOLS & SCHEDULES
P-G-101	PLUMBING DETAILS
P-G-105	BOH BUILDING & OGDEN SLIP KIOSK PLUMBING PLAN

FP-SERIES FIRE PROTECTION

FP-M-100	FIRE PROTECTION SPECIFICATION, SYMBOLS AND DETAILS
FP-M-101	CONTROL TOWER FIRE PROTECTION PLAN

W-SERIES SIGNAGE AND GRAPHICS

W-G-001	*LOCATION PLAN (REFERENCE DWG)*
W-G-002	*MATERIALS PALETTE, TYPOGRAPHY & MESSAGE SCHEDULE (REFERENCE DWG)*
W-G-003	*SIGN TYPES (REFERENCE DWG)*
W-G-004	*SIGN TYPES (REFERENCE DWG)*
W-M-001	*LOCATION PLAN (REFERENCE DWG)*
W-M-002	*MAT. PALETTE, TYPOGRAPHY, MESSAGE SCHEDULE (REFERENCE DWG)*
W-M-003	*SIGN TYPES (REFERENCE DWG)*

S-SERIES STRUCTURE

S-G-000	GENERAL NOTES
S-G-001	GENERAL NOTES
S-G-100	POLK BROS PARK, SOUTH PLAN (REFER TO PERMIT APP #100811081)
S-G-200	SHORELINE BOH PLANS
S-G-201	SHORELINE BOH REPRESENTATIVE DETAILS
S-G-300	OGDEN SLIP KIOSK PLANS
S-G-301	OGDEN SLIP KIOSK SECTION AND DETAIL
S-M-002	PROJECT M LOADING DIAGRAM
S-M-100	FERRIS WHEEL LANDSCAPE PLAN
S-M-400	CONTROL TOWER PLANS AND SECTIONS
S-M-401	CONTROL TOWER DETAILS

M-SERIES MECHANICAL ENGINEERING

M-G-100	MECHANICAL NOTES, SYMBOL LIST & DETAILS
M-G-101	MECHANICAL SCHEDULES
M-G-102	BOH BUILDING & OGDEN SLIP KIOSK MECHANICAL PLAN
M-M-101	MECHANICAL SCHEDULES
M-M-102	CONTROL TOWER MECHANICAL PLAN

E-SERIES ELECTRICAL ENGINEERING

E-G-100	ELECTRICAL SYMBOLS LIST
E-G-101	ELECTRICAL SINGLE LINE DIAGRAMS
E-G-200	BOH BUILDING & OGDEN SLIP KIOSK ELECTRICAL POWER & LIGHTING PLANS
E-M-101	ELECTRICAL SCHEDULES
E-M-103	ELECTRICAL SINGLE DIAGRAMS
E-M-104	ELECTRICAL POWER PLAN
E-M-105	ELECTRICAL LIGHTING PLAN (REFER TO PERMIT APP #100811081)
E-M-105E	ELECTRICAL EMERGENCY PLAN (REFER TO PERMIT APP #100811081)
E-M-106	CONTROL TOWER POWER AND LIGHTING PLANS

G-SERIES GENERAL NOTES

G-G-000	COVER SHEET
G-G-001	DRAWING LIST + GENERAL NOTES
G-G-002	SYMBOLS + ABBREVIATIONS
G-G-003	SHORELINE TICKET KIOSK AND BOH CODE MATRIX AND EGRESS PLANS
G-M-003	CONTROL TOWER CODE MATRIX AND EGRESS PLANS
G-G-004	MOUNTING HEIGHT

L-SERIES LANDSCAPE

L-G-101	LAYOUT PLAN (REFER TO PERMIT APP #100811081)
L-M-101	LAYOUT & FURNISHING PLAN (REFER TO PERMIT APP #100811081)

A-SERIES ARCHITECTURE

A-M-200	*TEMPORARY PREFABRICATED TICKET KIOSK PLAN, ELEVATIONS (REFERENCE DWG)*
A-M-220	*TEMPORARY PREFABRICATED TICKET KIOSK CLADDING DETAILS (REFERENCE DWG)*
A-M-300	CONTROL TOWER + PHOTO BOOTH KIOSK: AXO, PLAN, RCP, POWER
A-M-320	CONTROL TOWER + PHOTO BOOTH KIOSK: SECT., ELEV., INT ELEV.
A-M-360	CONTROL TOWER + PHOTO BOOTH KIOSK: WALL SECTIONS AND DETAILS
A-M-370	CONTROL TOWER + PHOTO BOOTH KIOSK: DETAILS
A-M-380	CONTROL TOWER + PHOTO BOOTH KIOSK: SCHED. & PART. TYPES
A-O-400	SHORELINE TICKET KIOSK: AXO, PLAN, RCP, POWER, ELEV, SECT
A-O-420	SHORELINE TICKET KIOSK: INTERIOR ELEVATIONS, SCHEDULES
A-O-460	SHORELINE TICKET KIOSK: WALL SECTION + DETAILS
A-O-480	SHORELINE TICKET KIOSK: SCHEDULES AND DETAILS
A-G-500	BOH SHORELINE: PLAN, SECTIONS, ELEVATIONS
A-G-520	BOH SHORELINE: SECTIONS + ELEVATION
A-G-560	BOH SHORELINE: TYPICAL DETAILS + WALL SECTIONS
A-G-580	BOH SHORELINE: SCHEDULES AND PARTITION TYPES + DETAILS

32' 0' 32'

KEY PLAN:

LEGEND:

STAMP:

STATE OF ILLINOIS
Tommy Lee Lamar Direct
LAMAR LEE DIRECT
JURISDICTION
0001-016737
REGISTERED ARCHITECT
Exp. 11.30.2015
Project name: Navy Pier Phase 2
Project number: 21 3006.000

REVISIONS:

No.	DATE	DESCRIPTION	BY
01	08.28.15	Permit correction	

LANDSCAPE ARCHITECT:
James Corner Field Operations
475 Tenth Ave, 9F New York, NY 10018

CONSULTANT TEAM:
Gensler — Perkins+Will
aArchitects — Jeffrey L. Bruce & Company, LLC
Thorton Tomasetti — Environmental Systems Design
Millhouse — Terry Guen Design Associates
L'Observatoire International — Threshold Acoustics

CLIENT:
Navy Pier, Inc.
600 East Grand Avenue, Chicago, IL 60611

PROJECT NAME:
CHICAGO NAVY PIER, PHASE 2

DESCRIPTION: ISSUED FOR PERMIT
DRAWN: CHECKED:
DATE: 08.21.2015 SCALE:

DRAWING TITLE:
SITE PLANS AND DRAWING INDEX

DRAWING NO.
G-0-001

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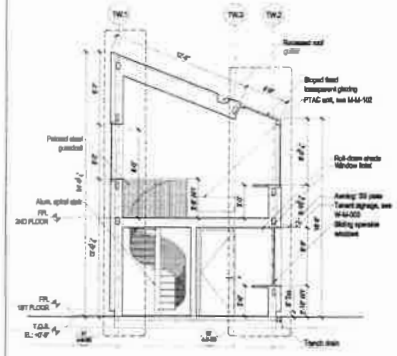
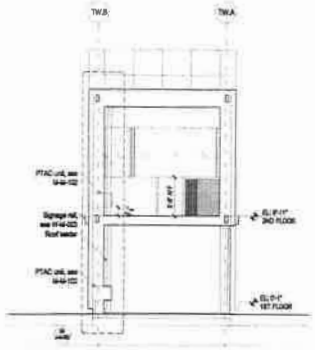
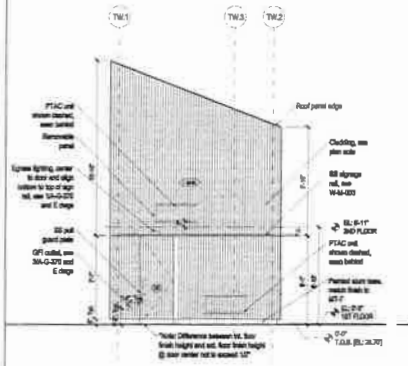


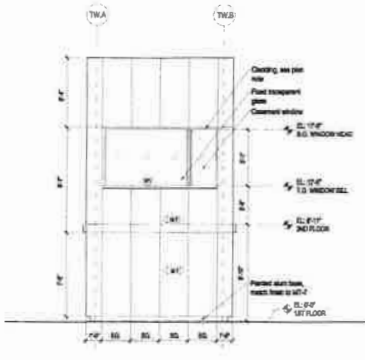
01 LONG SECTION: CTRL TWR + PH BOOTH KIOSK



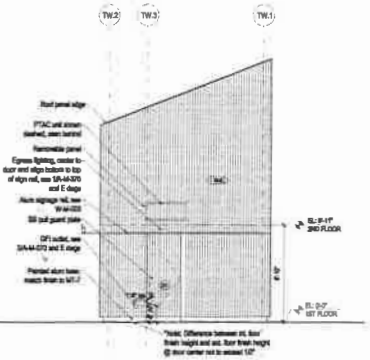
02 CROSS SECTION: CTRL TWR + PH BOOTH KIOSK



03 ELEVATION, SOUTH: CTRL TWR + PH BOOTH KIOSK



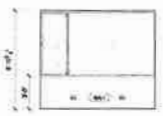
04 ELEVATION, WEST: CTRL TWR + PH BOOTH KIOSK



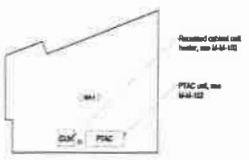
05 ELEVATION, NORTH: CTRL TWR + PH BOOTH KIOSK

06 ELEVATION, EAST: CTRL TWR + PH BOOTH KIOSK

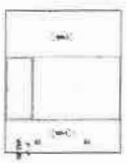
07 INT ELEVATION, NORTH: 2ND FL.



08 INT. ELEVATION, EAST: 2ND FL.

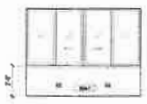


09 INT. ELEVATION, SOUTH: 2ND FL.



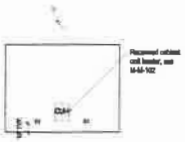
10 INT. ELEVATION, WEST: 2ND FL.

11 INT. ELEVATION, NORTH: 1ST FL.

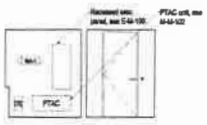


12 INT. ELEV. EAST: 1ST FL. P.BOOTH

13 INT. ELEV. EAST: 1ST FL. ENTRANCE

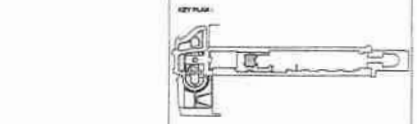


14 INT. ELEV. WEST: 1ST FL. P.BOOTH



15 INT. ELEVATION, SOUTH: 1ST FL.

16 INT.ELEV. WEST: 1ST FL. ENTRANCE



KEY PLAN :

LEGEND :

PERFORATED CORRUGATED ALUMINUM

STAMP :

Exp. 11.30.2016
Project name: Navy Pier Phase 2
Project number: 21 9086.000

NO.	DATE	DESCRIPTION	BY

LANDSCAPE ARCHITECT :

James Corner Field Operations
475 Tenth Ave, 9F New York, NY 10018

CONSULTANT TEAM :

Gensler
111 S Wacker Dr 30th, Chicago, IL 60606

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Millhouse
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L'Observatoire International
520 Hudson Street 3 Floor East, New York, New York 10014

Portzamparc
32 Rue Francois Miron, 75004 Paris, France

Jeffrey L. Bruce & Company, LLC
1001 North Dearborn, Suite 350, Chicago, IL 60610

Environmental Systems Design
123 North Wacker Drive, Suite 1800, Chicago, Illinois 60606

Terry Guen Design Associates
710 North Dearborn Street, 3 FL, Chicago, Illinois 60610

Thornwohl Acoustics
161 W. Harrison Street 60605, Chicago, IL 60605

CLIENT :

Navy Pier, Inc.
600 East Grand Avenue, Chicago, IL 60611

PROJECT NAME

CHICAGO NAVY PIER, PHASE 2

DESCRIPTION 100% CONSTRUCTION DOCUMENTS

DRAWN EC CHECKED RC

DATE 08.21.2015 SCALE 1/4"=1'-0"

DRAWING TITLE
CTRL TWR + PHOTO BOOTH KIOSK - SECT, ELEV, INT. ELEV

DRAWING NO.

A-M-320

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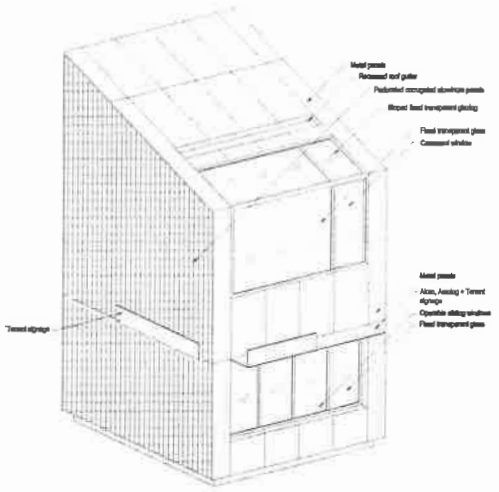
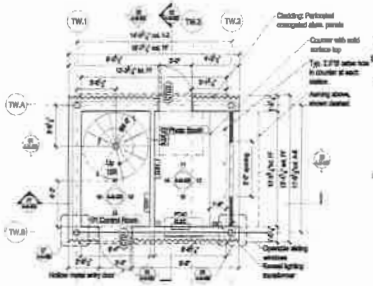
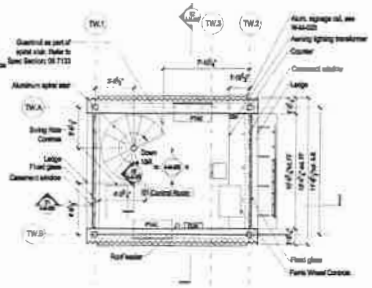


01 AXO, SOUTH-EAST: CONTROL TWR + PH BOOTH KIOSK

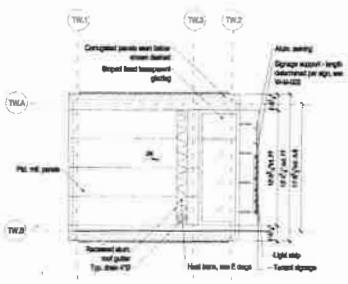
CONTROL TOWER + PHOTO BOOTH (TWR): EXTERIOR FINISHES (see dwgs for elevs & thicknesses)				
Key	Description	Manufacturer/Product	Material	Finish/Color/Notes
M-1	PVC metal panel	Fleetwood, Series 2000HP	Aluminum plate panels: 1/8"	Dark Gray: PPG Duranar; Custom Color: UC1456HP
M-2	Corrugated Facade	Montage: U.C. Custom corrugated perforated metal panel	Perforated + corrugated aluminum, 0.040 GA.	Custom Perforation pattern: 1/8" Ø perforated holes x 3/16" spacing (40% Open Area); Silver metallic
	Metal liner	Custom	(2 Ga. painted galvanized sheet metal attached at 2-4'o/c	Light Mist, PPG Duranar, Benefits Gloss Paint, UC100788F
	Coping	Fleetwood, Series 2000HP	Aluminum plate panels: 1/8"	Dark Gray: PPG Duranar; Classic Gray Mist UC100788F
	Window Header, Window Ledge & Surrounds	Custom	1/4" Aluminum	To match finish of corrugated perforated panel
	Awning above window	Custom	1/2" Aluminum plate	To match finish to corrugated perforated panel
	Flashing	Custom	Aluminum, 26 ga (0.018 thick)	
	Base	Custom	Aluminum plate, 1/4 inch thick	Match paint finish to M1.7. Refer to finish schedule for Control tower
CONTROL TOWER + PHOTO BOOTH (TWR): INTERIOR FINISHES (see dwgs for elevs & thicknesses)				
Type	Description	Manufacturer/Product	Material	Finish/Color/Notes
WA-1	Walls, Ceiling		5/8" Gypsum	Painted
	Finish Floor	Armstrong Medintyre	Vinyl Sheet, 6' W (Cove Weld installation)	Custom design inlays
	Baseboards	Armstrong	Vinyl, 1/8" thick x 2" H	To match Armstrong Medintyre #5537A Wood Brush or #5554
	Counter	Corian or LG	1/2" solid surface formed in 1/2" Ply or MDF	White
CONTROL TOWER + PHOTO BOOTH (TWR): SPECIALTIES SCHEDULE				
Type	Description	Manufacturer/Product	Material/ Finish / Color	
	Window Treatment	Roller Shades-mesa	Roller shade / 1% open / Color: Oyster/Pearl Gray	
	Signage	Custom, see Signage drawings (M-M-000)		



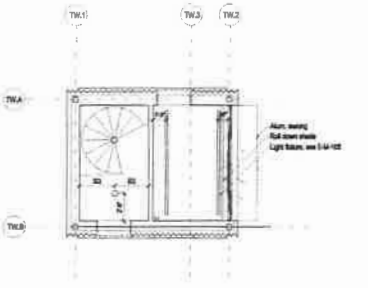
02 1ST FL PLAN: CONTROL TWR + PH BOOTH KIOSK



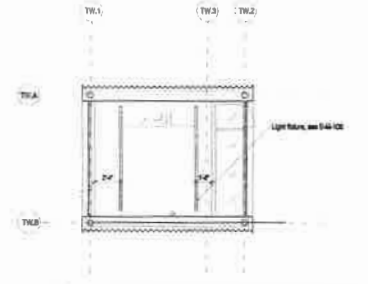
03 2ND FL PLAN: CONTROL TWR + PH BOOTH KIOSK



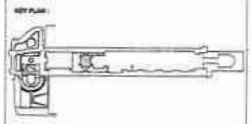
04 ROOF PLAN: CONTROL TWR + PH BOOTH KIOSK



05 1ST FL RCP + LIGHTING PLAN: CTRL TWR + PH BOOTH KIOSK



07 2ND FL RCP + LIGHTING PLAN: CTRL TWR + PH BOOTH KIOSK



KEY PLAN:

LEGEND:

STAMP:

Exp 11.30.2016
Project name Navy Pier Phase 2
Project number 21 V86 000

NO.	DATE	DESCRIPTION	BY

LANDSCAPE ARCHITECT:
James Corner Field Operations
475 Tenth Ave, 8F New York, NY 10018

CONSULTANT TEAM:
Gensler
nArchitects
Thorton Tomasetti
Millennia
L'Observatoire International
Pentagram
Jeffrey L. Bruce & Company, LLC
Environmental Systems Design
Terry Guen Design Associates
Threshold Acoustics

CLIENT:
Navy Pier, Inc.
600 East Grand Avenue, Chicago, IL 60611

PROJECT NAME
CHICAGO NAVY PIER, PHASE 2

DESCRIPTION 100% CONSTRUCTION DOCUMENTS

DRAWN EC CHECKED RC

DATE 06.21.2015 SCALE 1/4"=1'-0"

DRAWING TITLE
CTRL TWR + PHOTO BOOTH KIOSK - AXO, PLAN, RCP, POWER

DRAWING NO.
A-M-300

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DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

September 24, 2015

Mr. Theodore J. Novak
DLA Piper, LLP
203 North LaSalle Street
Suite 1900
Chicago, Illinois 60601-1293

Re: 600 East Grand Avenue – Navy Pier (PD 527 & Lakefront applications)

Dear Mr. Novak:

Thank you for providing the Department of Planning and Development with the September 11th supplemental information related to your client's request for minor changes to Planned Development 527, pursuant to said PD's Statement 17, and exemption from being subject to the requirements of the Lake Michigan and Chicago Lakefront Protection Ordinance (Section 16-4-150).

After further review of the proposed changes, according to the authority granted by the Chicago Zoning Ordinance and PD 527, I hereby approve the changes identified in the attached narrative, map and image exhibits. Furthermore, the replacement and expansion of the Shoreline Boat Ticket Kiosk and Shoreline Boat Maintenance Shed are both determined to be exempt from the requirements of the Lake Michigan and Chicago LPO due to their classification as accessory buildings. Finally, the landscaping, seawall, roadway and other amenity improvements contemplated as a part of this request, beyond the two aforementioned accessory structures, are all determined to be exempt from the requirements of the Lake Michigan and Chicago LPO due to their repair and rehabilitation costs not exceeding 50% of their replacement value.

Finally, thank you for confirming the following outstanding areas of work within PD 527, beyond the items covered in this PD minor change and Lakefront exemption request:

- Shakespeare Theatre
- Skating Rink in Polk Brother's Park
- Hotel
- East End
- Welcome Pavilion
- 1992 Intergovernmental Cooperation Agreement

Wildflower Hill (bus turnaround)
Crystal Garden
On-Pier Park
Conference/Convention Space
Family Pavilion
Children's Museum

The Department looks forward to working with you and your client on the review of these forthcoming items; in the meantime, if you have any questions, need further clarification on these comments or if you would like to schedule a meeting with DPD to discuss next steps,

please contact Patrick Murphey at (312) 744-5822 or at patrick.murphey@cityofchicago.org.

Sincerely,

Patti Scudiero
Zoning Administrator

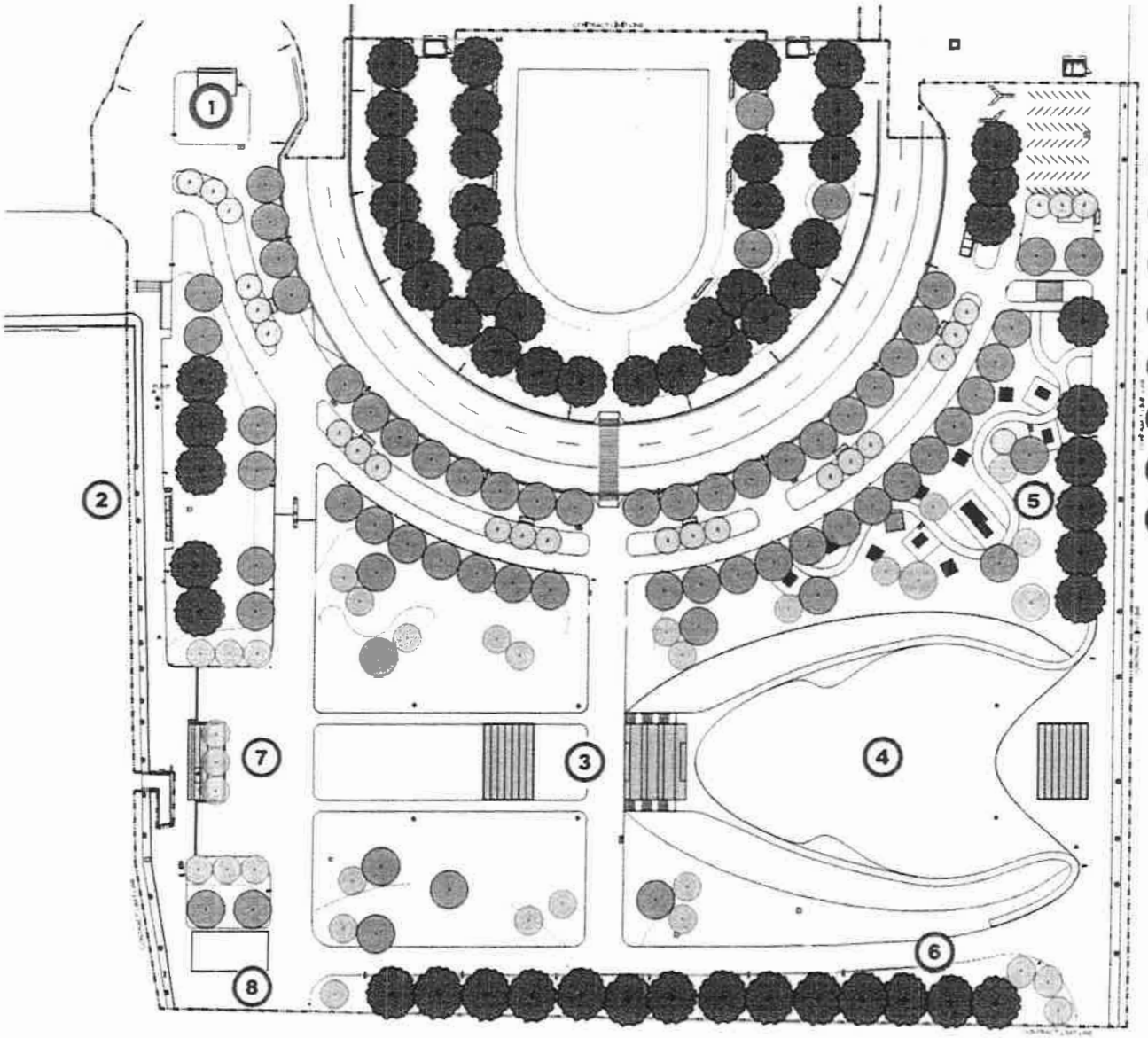
Attachments: Site Map
Project Narrative
Images and Renderings

Cc: Hon. Brendan Reilly, 42nd Ward
Madeleine Doering
Marilynn Gardner
Steve Haemmerle
Dan Bondin
Mariah DiGrino
Maureen West
Eleanor Gorski
Cynthia Roubik
Heather Gleason
Loretta Walsh
Mike Marmo
Eric Glass
Teresa McLaughlin
Patrick Murphey

POLK BROS PARK

100% DESIGN DEVELOPMENT

June 22, 2015



1. Shoreline Boat Ticket Kiosk
2. Ogden Slip Walk
3. City Steps
4. Lake Lawn
5. Picnic Area
6. Path + Service Access
7. Shoreline Boat Staging Area
8. Shoreline Boat Maintenance Shed

JAMES CORNER FIELD OPERATIONS

Narrative Description of Proposed Minor Change Components

1. **Shoreline Boat Ticket Kiosk**

   The existing Shoreline Boat Ticket Kiosk is used to sell tickets for its various operations on Navy Pier and in Polk Bros Park. This includes both lake and river tours, architectural tours, and a water taxi service. The existing structure is being replaced with a new kiosk that will be consistent with the new character of Navy Pier. This Shoreline kiosk will be the first one that visitors will encounter when arriving to the Pier from Illinois street.

   The exterior appearance of this kiosk will share the language of the new structures at Navy Pier. The new kiosk will have the same height, rectangular proportion, and awning and signage standards as the other kiosks. This kiosk is larger than the adjacent ones so in order to avoid a heavy appearance, it will be clad with perforated corrugated aluminum panels. The aluminum corrugations of the new kiosk will resemble the proportions of the wood and steel corrugations of the current kiosks on the South Dock and in Polk Bros Park. Behind the perforated cladding will be a subtle colored metal sheet that will bring a vibrant presence into Polk Bros Park. The light appearance and contemporary expression of this kiosk will be consistent with the new identity of the Navy Pier.

2. **Ogden Slip Walk**

   This area is approximately 7,600 SF and is currently provides access to Shoreline's Ogden Slip boat operations. Work in this will consist of repainting the existing rails and bollards and may include the installation of resin bound aggregate or other similar topping over the existing walkways.

3. **City Steps**

   The City Steps are approximately 1,700 SF and are designed as a flexible large piece of urban furniture; allowing park visitors to sit and enjoy the skyline views. These hardwood steps may also provide ample seating for spectators when performances take place on the adjacent wooden performance platform to the west.

4. **Lake Lawn**

   The Lake Lawn is an approximately 29,000 SF east facing sloped lawn that provides views to the lake as well as to the performance platform that is constructed east of the lawn. The bowl-shaped lawn provides the park with a generous open space for multiple leisure activities such as sunbathing and picnicking. The lawn is accessed by the City Steps or through accessible walkways on either side of the lawn.

5. **Picnic Area**

   The Picnic Area is approximately 12,000 SF and consists of an accessible meandering path through a densely landscaped area that provides access to picnic tables on both paved and unpaved surfaces. The tables have been arranged amongst clusters of flowering and shade trees. The paving material will be resin bound aggregate or other similar material.

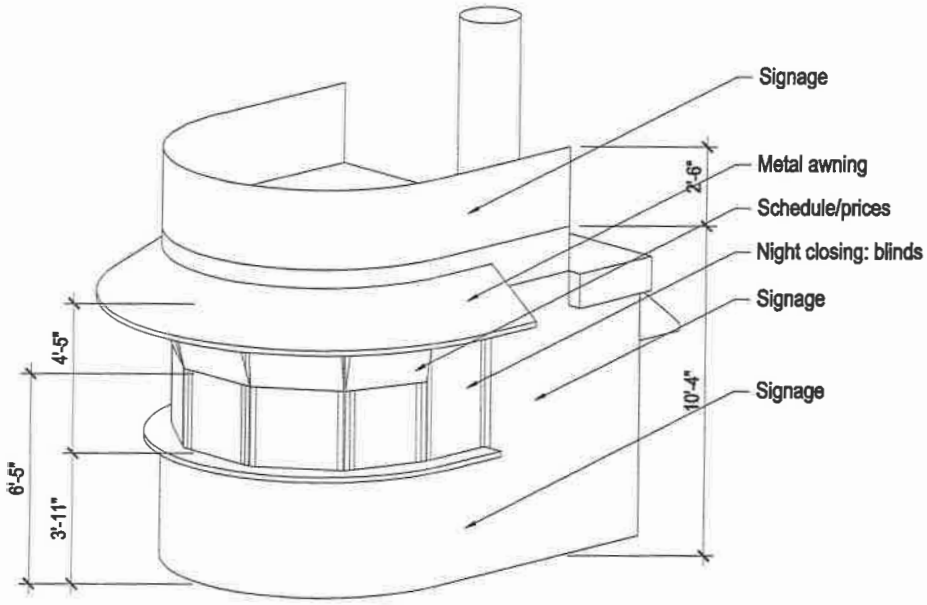
6. **Path + Service Access**

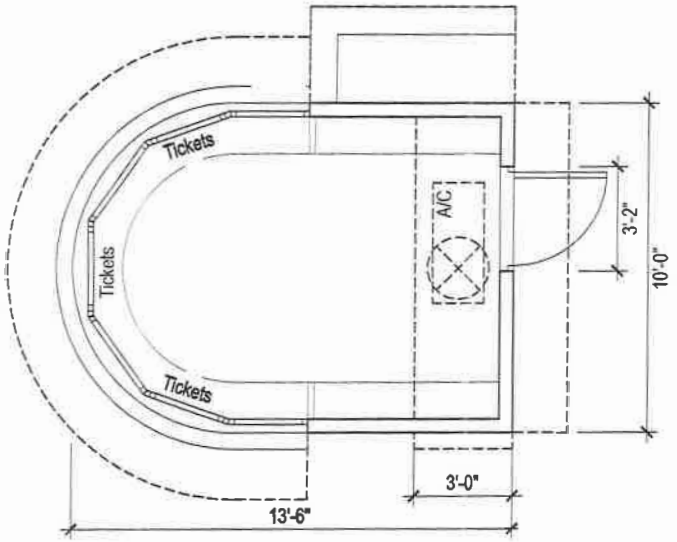
   The path and service access includes the relocation of the access road to the US Army Corps of Engineers property from the east side of the site to the west side of the site along with the repaving of the existing

service path along the south side of Polk Bros Park. The paving material will be resin bound aggregate or other similar material.

7. **Shoreline Boat Staging Area**
   The staging area is approximately 4,500 SF and provides an area where service vehicles can be located for the periodic service needs for the Shoreline operations in Ogden Slip. This area also can serve as a gathering place for guests that will be taking a Shoreline river cruise and features a large bench to allow visitors to rest while waiting to board the boat. The paving material will be resin bound aggregate or other similar material.

8. **Shoreline Boat Maintenance Shed**
   This small service building replaces the existing white frame building that currently exists on the site. The existing structure is located where the access road to the US Army Corps of Engineers property will be located. This structure is being replaced with a one story maintenance shed. Since the shed is larger than the other kiosks at Navy Pier, the cladding was modified to feel lighter than the wood and stainless steel corrugations located elsewhere on the Pier. The facades will consist of aluminum perforated corrugated panels that will match the cladding of the new Shoreline Boat Ticket Kiosk. This strategy will allow the maintenance shed to be consistent with the contemporary identity of the Pier while maintaining a light and simple expression.





NAVY PIER II
nARCHITECTS

POLK BROS. PARK

EXISTING SHORELINE KIOSK (1)
SCALE: 1/4" = 1'-0"

NAVY PIER II
nARCHITECTS

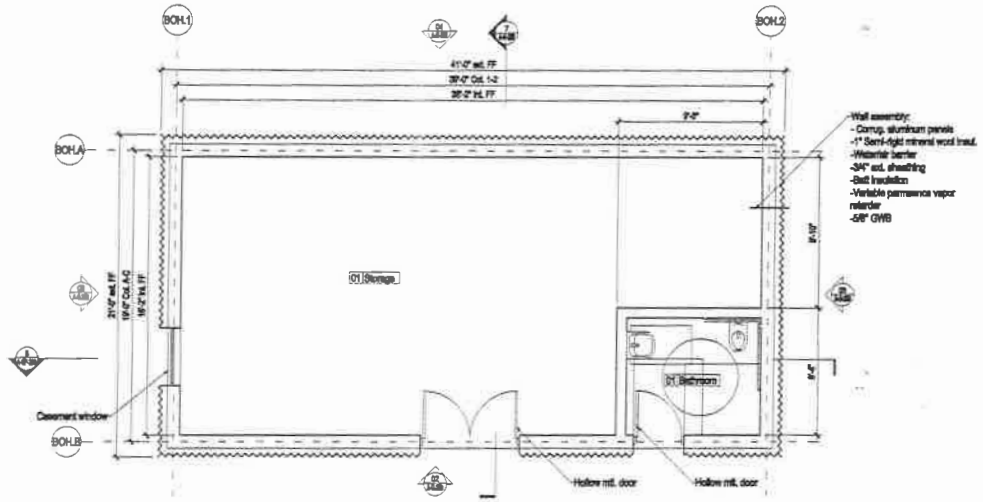
POLK BROS. PARK

SHORELINE BACK OF HOUSE EXISTING CONDITIONS

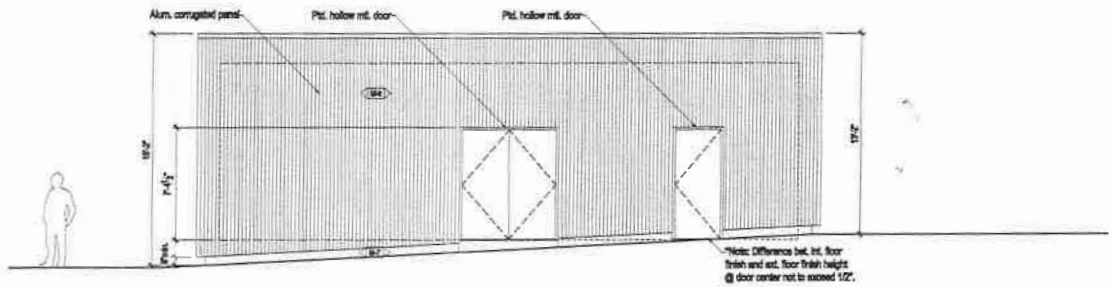
POLK BROS PARK

SHORELINE MARINE 'BACK-OF-HOUSE' - PLAN & ELEVATIONS

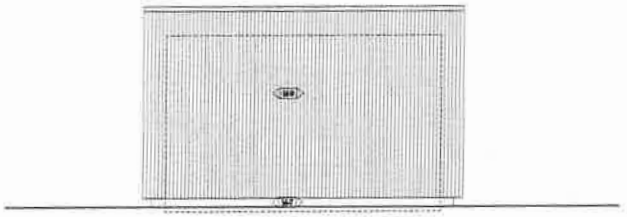
June 8, 2015



FLOOR PLAN



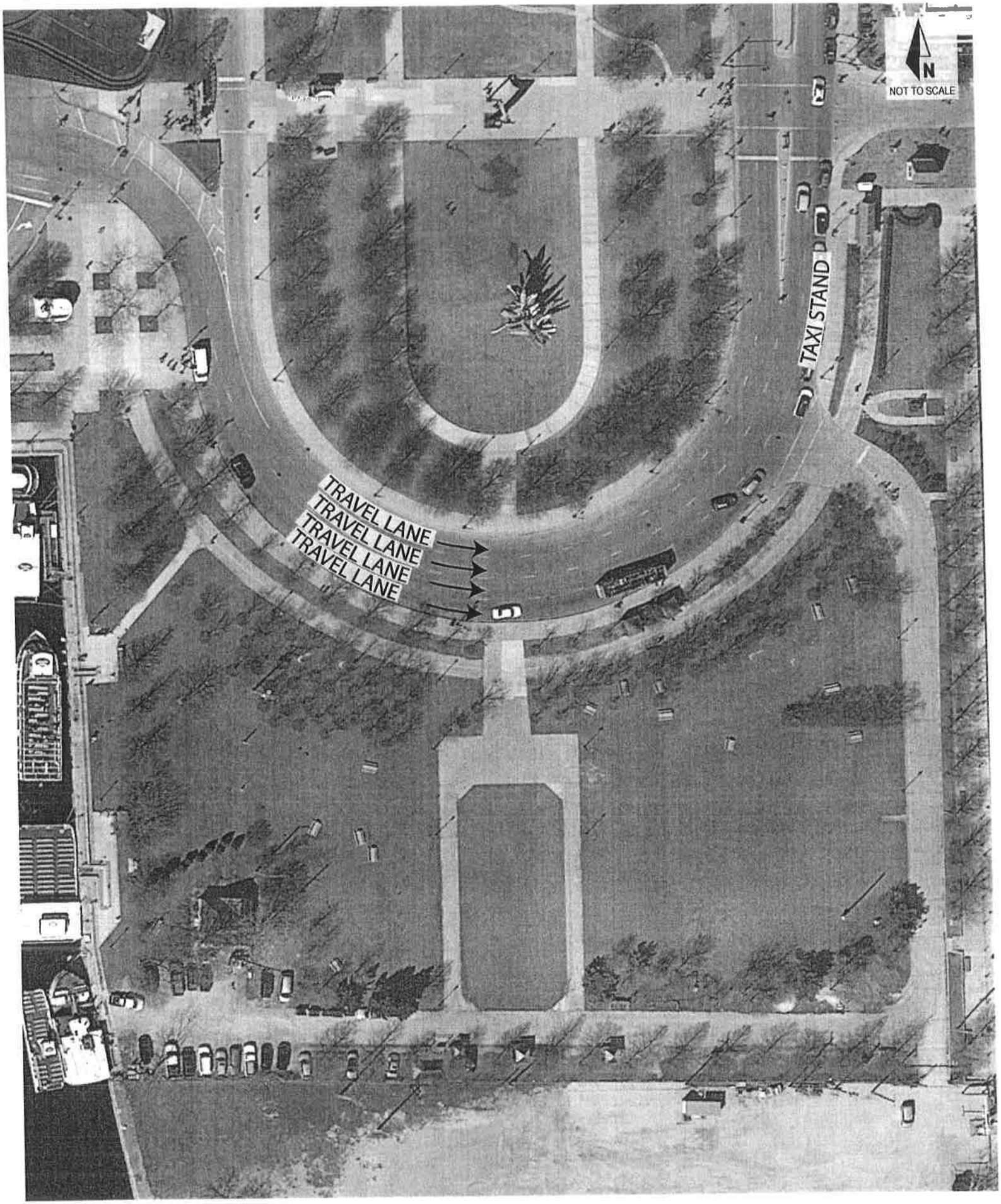
SOUTH ELEVATION



EAST ELEVATION

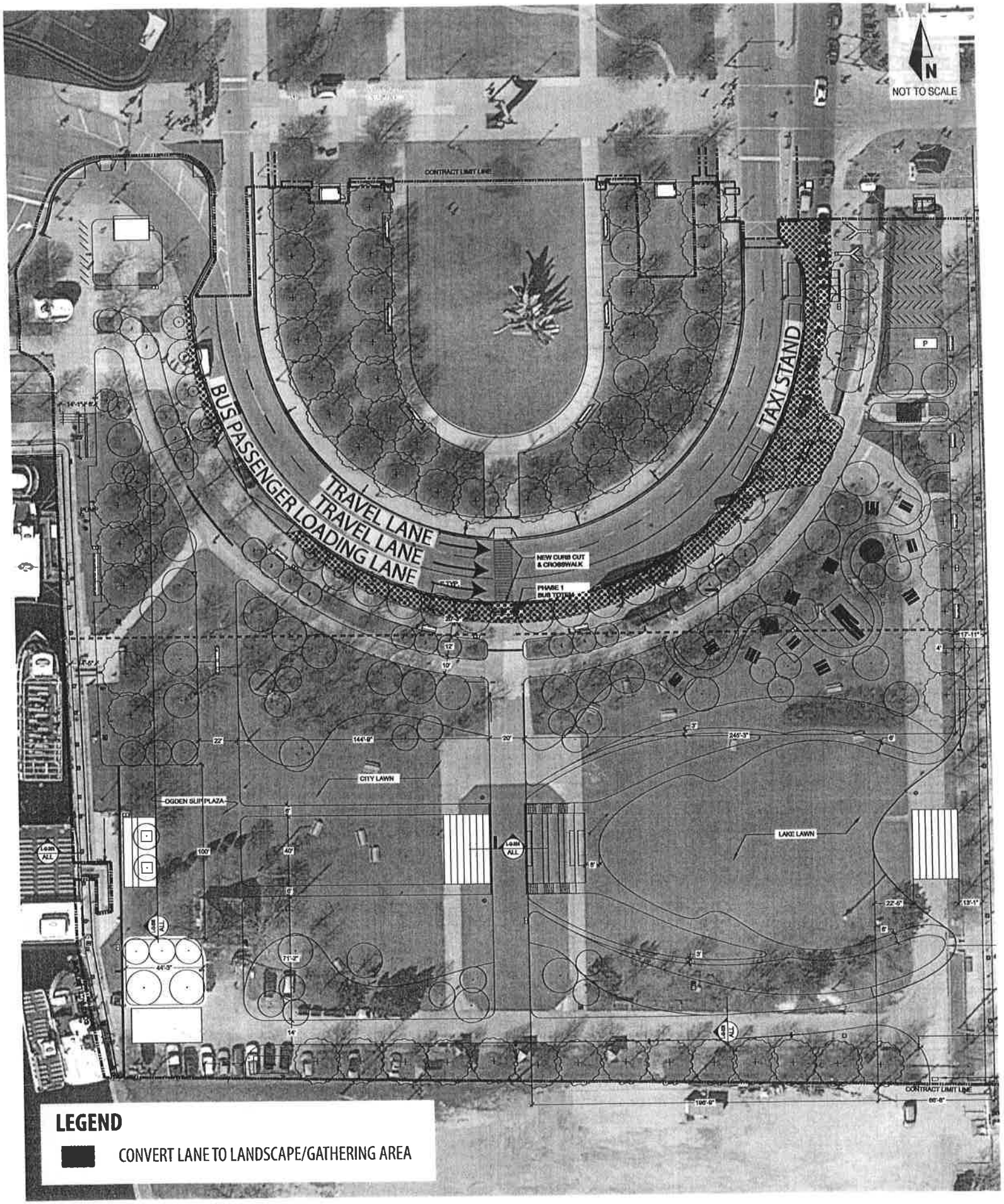
9

nARCHITECTS JAMES CORNER FIELD OPERATIONS



Kimley»Horn

EXHIBIT 1
NAVY PIER - LOOP ROAD
EXISTING DESIGN



Kimley»Horn

EXHIBIT 2
NAVY PIER - LOOP ROAD
FUTURE DESIGN

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
Commissioner

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(312) 744-2578 (TTY)
http://www.cityofchicago.org

December 29, 2004

Mr. Jack Guthman
Shefsky & Froelich Ltd.
444 North Michigan Avenue
Chicago, IL 60611

RE: Request for minor change to Institutional Planned Development No. 527 as amended January 14, 1998, Sub-area 1, Zone 1; Lakefront No. 353 (600 East Grand Avenue; Navy Pier; Chicago Children's Museum)

Dear Mr. Guthman:

Please be advised that your request for minor changes to Institutional Planned Development No. 527 and Lakefront No. 353 on behalf of the Metropolitan Pier and Exposition Authority (MPEA), has been considered by the Department of Planning and Development pursuant to Section 17-13-0611of Chicago Zoning Ordinance and Statement No.17 of the Planned Development. These changes are intended to permit a expansion of the Chicago Children's Museum on Navy Pier.

Specifically, you requested to extend the building footprint of the Family Pavilion onto the South Dock for a direct entry into the Chicago Children's Museum and to construct a glass structure, the Skyline Terrace, also for use by the Chicago Children's Museum, on the roof of the Head House replacing an existing metal shed. The proposed additions would result in approximately 2,867 additional square feet of interior space along the South Dock and approximately 1,271 square feet on the top of the Head House. The changes are documented on the exhibits by Gyroscope Architecture, dated November 2004.

The Department has reviewed the request and has determined that the proposed modifications would be minor and appropriate and consistent with the overall development of Navy Pier as contemplated by I.P.D. No. 527 as amended.

Also, the proposed addition does not require an application under the Lake Michigan and Chicago Lakefront Protection Ordinance because it neither increases the site coverage nor the height of the Navy Pier facilities, nor does it have an impact as measured by the principles and policies of that ordinance.

Further, the Permit Review Committee of the Commission on Chicago Landmarks has approved the proposed changes to the Head House, a Chicago Landmark, on November 4, 2004.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the requested minor change to Institutional Planned Development No. 527 as amended January 14, 1998; Lakefront 353.

Very truly yours,

Denise M. Casalino (KNC)

Denise M. Casalino, P.E.
Commissioner

DMC:SRP:fwd

cc: Michael Marmo, Terri Haymaker, PD Files

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City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
Commissioner

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http://www.cityofchicago.org

September 27, 2004

Mr. David Narefsky
Mayer, Brown, Rowe & Maw, LLP
190 South La Salle Street
Chicago, IL 60603-3441

RE: Request for minor change to Institutional Planned Development No. 527 as amended January 14, 1998, Sub-area 1, Zone 3; Lakefront No. 353
(600 East Grand Avenue; Navy Pier)

Dear Mr. Narefsky:

Please be advised that your request for minor changes to Institutional Planned Development No. 527, Lakefront No. 353 on behalf of the Metropolitan Pier and Exposition Authority (MPEA), has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of Chicago Zoning Ordinance and Statement No.17 of the Planned Development.

Specifically, you requested to substitute the Navy Pier Reconstruction Third Level Plan, the South Elevation, and the North Elevation dated August 13, 2004 by Nagel-Hartray-Danker-Kagan-McKay-Penney for Exhibits 13a (Site Plan - Navy Pier - Zone 3), 19a (South Elevation - Navy Pier - Zones 3 and 4), and 20a (North Elevation - Navy Pier - Zones 3 and 4) to Institutional Planned Development No. 527 as amended. These plans reflect a proposed addition to the offices of radio station WBEZ totaling approximately 20,500 square feet of floor space at the third and fourth levels of Zone 3 of Navy Pier.

The Department has reviewed the request and has determined that the proposed modifications would be minor and appropriate and consistent with the overall development of Navy Pier as contemplated by I.P.D. No. 527 as amended.

Also, the proposed addition does not require an application under the Lake Michigan and Chicago Lakefront Protection Ordinance because it neither increases the site coverage nor the height of the Navy Pier facilities, nor does it have an impact as measured by the principles and policies of that ordinance.

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Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

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http://www.ci.chi.il.us

May 4, 1998

Jon Clay
General Manager
Navy Pier
600 East Grand Avenue
Chicago, Illinois 60611

Re: Request for minor changes to
Institutional Planned Development No. 527 (Navy Pier)
Zone 3 - Shakespeare Repertory Theater

Dear Mr. Clay:

Your request for minor changes to Navy Pier Planned Development No. 527, Zone 3 for the Shakespeare Repertory Theater has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance and Statement 17 of the Planned Development.

Specifically, you requested administrative modification of the Planned Development to allow for the southward expansion of levels two through five of the Shakespeare Repertory Theater by approximately four feet, in order to obtain acoustical separation of the theater space from the parking garage. The proposed upper-story expansion would have no effect on the twenty-foot clear pedestrian zone at the South Dock level or on the adjacent four foot covered pedestrian zone approved as part of a previous minor change. The proposed modification would result in approximately 5000 additional square feet of interior space for the theater, but no increase in site coverage.

Through the authority granted by the Chicago Zoning Ordinance and by Statement 17 of the Planned Development, and based on the foregoing findings and analysis, I hereby approve the requested minor change but no other changes to Navy Pier Planned Development No. 527. This minor change requires the modification of the following Planned Development exhibits that were approved by the City Council on January 14, 1998: Exhibits 13a (Site

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Plan - Zone 3), 19a (South Elevation - Zones 3 and 4), and 25a (Section - South Dock at Walkway). The corresponding drawings prepared by VOA are made a part of this approval.

Very Truly Yours,

Christopher R. Hill
Commissioner

Originated by:

Christine Slattery
Deputy Commissioner

cc: Philip Levin
Paul Woznicki
Michael Marmo

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

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http://www.ci.chi.il.us

October 14, 1997

Mr. Jon Clay
General Manager
Navy Pier
600 East Grand Avenue
Chicago, Illinois 60611

Re: Request for minor changes to
Institutional Planned Development No. 527 (Navy Pier)
Future Development Zone

Dear Mr. Clay:

Your request for minor changes to the Navy Pier Planned Development Future Development Zone dated August 29, 1997 has been considered by the Department of Planning and Development and, under authority granted in Statement 17 of the Planned Development, is hereby approved.

Specifically, you requested administrative modification of the Planned Development to allow for changes to the west, east, and north sides of the new parking structure that was previously approved by an Administrative Modification dated January 23, 1997. These changes include the substitution of white metal louvers for the Renaissance Stone previously called for to fill openings in the lower west wall of the garage, and of the same metal louvers at all other openings on the west, north and east facades, which previously were to have remained open. These louvers will be per the mock-up viewed by the Department's staff this month, except that the louvers will be installed as far back from the outside face of the openings as possible to provide for variations in depth and shadow.

In addition, you are requesting that the central portion and roof of the stair tower at the southwest corner of the garage be glassed-in (with decorative lighting at the top), rather than open-air as previously approved. Other proposed modifications include planters, ivy and guide wires on the west facade, wall-wash lighting at the stair towers, ornamental light fixtures at the terrace and the top of the garage, and additional acoustical improvements which will not be visible. These changes are reflected in VOA Elevation Sheets SK-485 and SK-486, and Partial Plan Sheet A3-16, dated September 2, 1997 and attached. These sheets modify VOA sheets A3.01, A3.03, and A3.04, dated January 3, 1997 which were approved as part of the January 23, 1997 modification. A site plan (Sheet A2.06) dated October 9, 1997 has also been

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attached to show the retention of the lawn area in front of the planters at the base of the garage's west facade.

These proposed modifications will have no effect on the amount of floor area, the number of parking spaces, or the amount of landscaped area to be provided. The louvers, enclosed stairs, decorative lighting, planters, and ivy will improve the aesthetic appearance of the parking garage during the day and at night, and the improved acoustical treatment will benefit patrons of the Pier as well as its neighbors.

Finally, please note that the costs of constructing any additional features added or required by this relief letter will be the responsibility of the MPEA and will not in any way increase the City's construction obligations under the Intergovernmental Cooperation Agreement regarding Navy Pier.

Very Truly Yours,

Christopher R. Hill
Commissioner

Originated by:

Philip Levin
Assistant Commissioner

cc: Paul Woznicki
Jim Sasek, VOA

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

J. F. Boyle, Jr.
Commissioner

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February 26, 1997

Mr. Jon Clay
General Manager
Navy Pier
600 East Grand Avenue
Chicago, Illinois 60611

Re: Request for minor changes to
Institutional Planned Development No. 527 (Navy Pier)
Zone 1, relating to Joe's Bebop Cafe addition

Dear Mr. Clay:

Your request for minor changes to Navy Pier Planned Development No. 527, Zone 1, dated February 7, 1997, has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance and, under authority granted in this Section and in Statement 17 of the Planned Development, is hereby approved.

Specifically, you requested administrative modification of the Planned Development to allow for the construction of a one story glass-enclosed structure for Joe's Bebop Cafe, adjacent and to the south of the existing Family Pavilion in Zone 1. This new structure would contain 924 additional square feet, as depicted on drawings prepared by VOA architects with final revisions dated February 21, 1997. This request requires the modification of certain PD exhibits that were approved by the City Council on September 16, 1992, as follows:

1. Exhibit 11 (Site Plan -- Navy Pier -- Zone 1)

This exhibit would be modified as depicted on revised Exhibit 11 and on VOA Sheet A4.1 to permit the extension of the building footprint 14'-6" to the south, running 60'-0" east and west between column lines 2.7 and 5.7. While this represents an increase in site coverage compared to the original site plan, the one-story enclosed structure would extend no further onto the South Dock than the south wall of the historic headhouse structure, which is approximately 55 feet to the west. The Commission on Chicago Landmarks has determined that the addition as proposed would not have a negative impact on significant landmark features of Navy Pier, and issued its approval of the permit application for the project on February 20, 1997.

The addition is proposed within an existing outdoor seating area that extends a total of 37'-0" south from the building line of the Family Pavilion. The Chicago Department of Transportation has concluded, in a letter dated January 7, 1997, that the extension of the building footprint approximately 14'-6" to the south will not adversely affect pedestrian movement on the South Dock. A twenty-foot-wide clear pedestrian zone to the south of the outdoor seating area will be maintained at all

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times and has been noted on the plans.

2. Exhibit 17 (South Elevation -- Navy Pier -- Zones 1 and 2)

This exhibit would be modified as depicted on VOA Sheets A4.0 and A4.1 to provide South, East, and West Elevations for Joe's Bebop Cafe. The new structure would be of glass with a metal roof, in keeping with the character of surrounding new buildings. Its height would vary from 10'-6" at the low point of its roof to a maximum of 15'-6" where the roof abuts the Family Pavilion. Folding glass doors along the south facade would allow for the structure to be opened-up during mild weather and for the indoor dining area to merge with the outdoor seating.

3. Exhibit 24 (Section -- South Dock at Family Pavilion)

This exhibit would be modified per VOA Sheet A4.1 to correspond to changes appearing on the site plan and elevations as described above.

Finally, please note that the costs of constructing any additional features added or required by this relief letter will be the responsibility of the MPEA and will not in any way increase the City's construction obligations under the Intergovernmental Cooperation Agreement regarding Navy Pier.

Through the authority granted by the Chicago Zoning Ordinance and by Statement 17 of the Planned Development, and based on the foregoing findings and analysis, I hereby approve the requested minor changes, but no other changes to Institutional Planned Development No. 527.

Very Truly Yours,

J.F. Boyle, Jr.
Commissioner

Originated by:

Christine Slattery
Deputy Commissioner

cc: Philip Levin
Paul Woznicki
Roger Kiley, Jr.

of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

J.F. Boyle, Jr.
Commissioner

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January 23, 1997

Jon Clay
General Manager
Navy Pier
600 East Grand Avenue
Chicago, Illinois 60611

Re: Request for minor changes to
Institutional Planned Development No. 527 (Navy Pier)
Future Development Zone

Dear Mr. Clay:

Your request for minor changes to the Navy Pier Planned Development Future Development Zone dated December 27, 1996, has been considered by the Department of Planning and Development and, under authority granted in Statement 17 of the Planned Development, is hereby approved.

Specifically, you requested administrative modification of the Planned Development to allow for the construction of a new parking structure with approximately 700 additional parking spaces and approximately 27,800 square feet of new retail/restaurant/circulation space as depicted on drawings prepared by VOA architects dated January 17, 1997 (with final revisions to certain sheets dated January 23, 1997). This request requires the modification of certain PD exhibits that were approved by the City Council on September 16, 1992, as follows:

1. Exhibit 1 (Use and Bulk Regulations Data Sheet)

This Exhibit limits the maximum number of off-street parking spaces to 1,200 spaces. Statement 12(v) of the Navy Pier Planned Development requires consideration of the draft *Navy Pier Turning Basin Development Guidelines* in considering any future amendments or modifications to the Planned Development. After doing so, we believe that increasing the parking limit to 1,800 spaces would be consistent with the recommendation in the *Guidelines* (on p. 5) to "[c]reate up to 1,800 parking spaces on Navy Pier ... to meet the average daily demands of visitors coming to the area." Parking on the Pier was limited to 1,200 spaces primarily as a compromise to address community concerns regarding traffic congestion. CDOT has reviewed recent traffic

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analysis of the proposed garage expansion and has determined that the proposed expansion may actually improve existing traffic problems at the Pier.

2. Exhibit 10 (Site/Landscape Plan--On-Pier Park)

The current proposal would require further modifications to this exhibit (as depicted on VOA Sheet A2.02) to delineate the footprint of the new parking structure, restrooms and landscaping within the FDZ. While the existing grass lawn at this location would be reduced in size, a new landscaped terrace would be constructed. The total percentage of green space at the On-Pier Park after construction would exceed 25%, consistent with the recommendation in Exhibit 37.3(a) of the PD for an "appropriate minimum average landscaping coverage." Decorative paving, seating and lighting would be installed as well.

3. Exhibits 12 and 13 (Site Plans--Navy Pier --Zones 2 & 3)

These exhibits would be modified as depicted on VOA Sheets A2.03 and A2.04 to permit the extension of the building footprint by approximately 40 feet to the south to provide space for new retail uses and a 12-foot-wide interior walkway. (An additional approximate 4 feet to the south is covered by a roof but open to the air.) While this represents an increase in site coverage compared to the original site plan, the one-story enclosed structure would extend no further onto the South Dock than the base of the Grand Staircase. Due to existing structural limitations noted by your structural engineer, it is not possible to locate the new structure further to the north without either significantly increasing the cost of construction or reducing the retail space to an unleasable size. The Chicago Department of Transportation has concluded that the extension of the building footprint as depicted will not adversely affect pedestrian movement on the South Dock. A twenty-foot-wide clear pedestrian zone immediately to the south of the structure's column line will be maintained at all times and has been noted on the plans.

4. Exhibits No. 17, 18, 19, and 20 (North and South Elevations-- Navy Pier--Zones 1,2,3 and 4)

These exhibits would be modified as depicted on VOA Sheets A3.01 and A3.02 to provide detailed elevations for the area indicated in the Plan of Development as a Future Development Zone. The proposed elevations respect the 88 foot height limit defined by the original exhibits and the historic silhouette of Navy Pier as recommended per Exhibit 37, Urban Design policy C.1. The six additional stories that would be constructed for parking meet the standards of both Statement No. 16 (Future Development Zone) and of Statement 37,

Appendix C.2(i) (Parking Garages). Per both standards, the new structure has been designed to complement the materials, design, and detail of other structures on Navy Pier, and to minimize the visibility of parked automobiles from open spaces. The height, proportions, and the use and detailing of masonry piers on all facades is in character with the existing development. Concrete spandrels would shield the view of automobiles from all sides, and glass infill facing the South Dock would relate to adjacent structures to the east. Interior garage lighting would be shielded from exterior view by its location between concrete beams. Exposed lighting for parking on the roof would be provided by decorative acorn type fixtures, in keeping with the typical fixture used for public open spaces on the Pier. The one story retail structure and the four story retail/restaurant/music club structure are of glass with metal roofs, in keeping with the character of surrounding new buildings.

5. Exhibit 25 (Section--South Dock Walkway)

The exhibit would be modified (see VOA Sheet A3.10) to correspond to changes appearing on the site plans described above.

Finally, please note that the costs of constructing any additional features added or required by this relief letter will be the responsibility of the MPEA and will not in any way increase the City's construction obligations under the Intergovernmental Cooperation Agreement regarding Navy Pier.

Part II Approval

Your December 27, 1996, request for "Part II" approval for the proposed garage/retail structure is currently in process. Part II approval of plans for the foundation work only (filed by Schal Bovis on January 6, 1997) is attached. Full Part II approval for the proposed structure will be finalized by January 31st.

Very Truly Yours,

J.F. Boyle, Jr.
Commissioner

Originated by:
Christine Slattery
Christine Slattery
Deputy Commissioner

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Valerie B. Jarrett
Commissioner

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August 11, 1993

Steven J. Haemmerle
Development Manager
Metropolitan Pier and
Exposition Authority
2301 South Lake Shore Drive
Chicago, IL 60616

Re: Planned Development No. 527
Navy Pier/Headland Park

Dear Mr. Haemmerle:

The Department of Planning and Development has considered your request for minor changes to Planned Development No. 527 and hereby approves your request pursuant to the authority granted by Section 11.1-3(c) of the Chicago Zoning Ordinance. Specifically, your letter requested that the following exhibits included in the approved Plan of Development dated September 9, 1992, be substituted with revised exhibits dated July 28, 1993. Generally, these revised exhibits depict more detailed and refined site and landscaping plans than those approved in 1992.

The revised exhibits include the following:

1. **Exhibit No. 5 Roadway Network Map**
Plans have been revised to include the reduction of pavement and an increase in the amount of landscaping for the CTA terminal north of Grand Avenue and east of Streeter Drive. Additionally, a train turn-around loop and a driveway for access to the U.S. Army Corps of Engineer's property have been included.

2. **Exhibit No. 8 Site/Landscape Plan Headlands Subarea**
Plans have been revised to include the additional landscaping made necessary by the modifications to the CTA terminal. Additionally, the overall landscape concept has been further refined and those revisions are also included.

3. **Exhibit No. 9 Site/Landscape Plan Crystal Garden**
This exhibit has been revised to include 71 palm trees in a revised planting configuration with more seating and a central water feature rather than 93 palm trees in a more formal configuration. The area designated as the Crystal Garden remains 22,500 square feet but has been reconfigured to accommodate the revised planting plan. Access to the Crystal Garden from the South Dock has been revised to include an open stair in lieu of an enclosed stair.

4. **Exhibit No. 10 Site/Landscape Plan On-Pier Park**
Plans have been revised to include modified locations for an open-air performance area, a future ferris wheel, a future carousel, and a reflecting pool. Toilet facilities have been included in the park. The corresponding landscaping has been revised to accommodate these modifications.

5. **Exhibits No. 11-17 Site Plan Navy Pier Zones 1 Through 6**
Plans have been revised to include further refinements to the grade level public spaces and the site amenities to be provided on the South Dock.

6. **Exhibit No. 32 Bus/Transit Circulation Plan**
Plans have been revised to include modifications to the operation of the CTA terminal.

7. **Exhibit No. 35 Future Headlands Subarea Landscape Plan**
Plans have been revised to accommodate modifications to the Headlands park plans. In general, the revised plan provides a less formal landscaping configuration and more pedestrian walkways.

With regard to your request, the Department of Planning and Development has determined that these modifications would constitute a minor change pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Planned Development No. 527, I hereby approve the foregoing minor changes, but no other changes to Planned Development No. 527.

This Administrative Relief should not be understood to affect in any way the City's construction obligations under the Intergovernmental Cooperation Agreement regarding the Navy Pier and the Navy Pier Headlands. The costs of constructing any additional features added or required by this Administrative Relief will be the responsibility of the MPEA. The purpose of this letter is to deal solely with zoning issues pertaining to the project.

Sincerely,

Valerie B. Jarrett
Commissioner

cc: Marcel Acosta
Christine Slattery
Philip Levin
William Tippens
Mary Edwards

Polk Bros Park (Minor Change Request)

Polk Bros Park (JCFO Project G) *		$14.5	36.7%
Loop Roadway	25,000 SF	$1.5	
Utilities		$5.0	
Landscaping North of Loop Roadway		$1.0	
Area North of Ogden Slip and South of Illinois St.	80,000 SF	$4.0	
Seawall Reconstruction	1,350 LF	$13.5	
Total		$39.5	

* *Excludes cost for Shoreline Ticket Kiosk and Maintenance Shed.*

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

January 20, 2015

Theodore J. Novak
DLA Piper LLP (US)
203 North LaSalle Street
Suite 1900
Chicago, Illinois 60601-1293

Re: REVISED Administrative Relief request and Lake Michigan and Chicago Lakefront Protection Ordinance Exemption for Institutional Planned Development Number 527, Navy Pier, Centennial Vision Phase One, 600 East Grand Avenue

Dear Mr. Novak:

Please be advised that your revised request for administrative relief and a Lake Michigan and Chicago Lakefront Protection Ordinance (the "Lakefront Ordinance") exemption has been considered by the Department of Planning and Development.

On August 12, 2013, administrative relief was granted for Centennial Vision Phase One work which included improvements to the south dock, family pavilion, and south arcade of Navy Pier. On May 14, 2013, a Lakefront Ordinance exemption was approved for these same improvements. On June 19, 2013, a revised exemption was granted based on certain improvements to the roadways and to the Gateway Park fountain and plaza being deferred to a later date.

You are now requesting, on behalf of Navy Pier, Inc. ("NPI"), to include the replacement of the existing Ferris wheel within the Centennial Vision Phase One Improvements. The current Ferris wheel was installed in 1995 and is experiencing maintenance problems. The new Ferris wheel will be 50 feet taller than the current wheel, as shown on the attached drawing and will be lit using LED technology as opposed to the current incandescent system.

The existing Ferris wheel is illuminated using a system of exposed incandescent light bulbs mounted on the center panel, and along the spokes and wheel ring. Lights are not currently mounted on the gondolas of the existing wheel, although they receive and reflect light from the existing incandescent bulbs. The existing wheel is also illuminated by flood lights mounted at ground level and operates with animated motion, including sequential "chasing" and flashing. The proposed Ferris wheel will be lit by a system of LED lights, mounted in the same locations as the existing Feris wheel, including ground level LED flood lights. The gondolas will include a row of LED dots mounted on the gondola contours, allowing the edges of the gondolas to be

illuminated. In addition to providing a more energy efficient light source, the updated LED system will allow for different colored lights. The flood lights will also be updated to LED technology, allowing for a subtle glow effect to be displayed at night. The proposed system will be equivalent to the existing system in terms of brightness and motion and the nighttime LED floodlight glow display is anticipated to be dimmer than the existing incandescent system. No commercial message text or images will be displayed and any non-commercial text or images (such as a New Year's Eve numeric countdown or 100th Anniversary Celebration) must be submitted in advance for our review. The proposed lighting system will operate during the same hours as the existing system, with the subtle glow effect to be utilized during the later evening hours, and the entire system will be turned off when Navy Pier is closed.

With regard to your request, the Department of Planning and Development has determined that the revised Phase One improvements, including the Ferris wheel replacement, will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Institutional Planned Development No. 527, I hereby approve the foregoing minor change, but no other changes to this Planned Development. This minor change is valid for twelve (12) months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Secondly, in regards to your request for a Lakefront Ordinance exemption for the revised Phase One work, repairs and rehabilitations which do not exceed 50% of the total cost of replacement of the existing structure are exempt from securing approval of the Chicago Plan Commission. Based on the calculations outlined in your revised request letter dated December 3, 2014, the estimated cost of the proposed work, including replacement of the Ferris wheel is $67 million. The estimated cost to rebuild and replace the areas affected by the updated Phase One work (consisting of Polk Bros. Park-formerly known as Gateway Park-the area in front of the Head house, the South Dock and the Ferris wheel) is approximately $136.5 million, resulting in a cost ratio of approximately 49%.

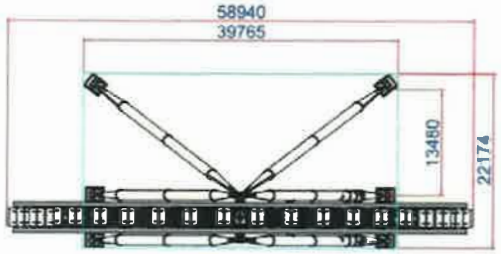
Therefore, I hereby approve your request for a waiver from the Chicago Plan Commission approval provisions of the Lake Michigan and Chicago Lakefront Protection Ordinance for the revised Phase One work at Navy Pier.

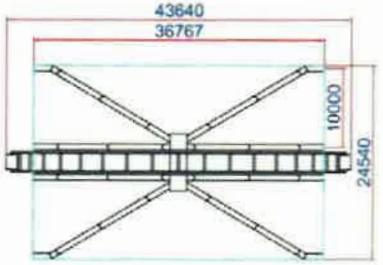
Sincerely,

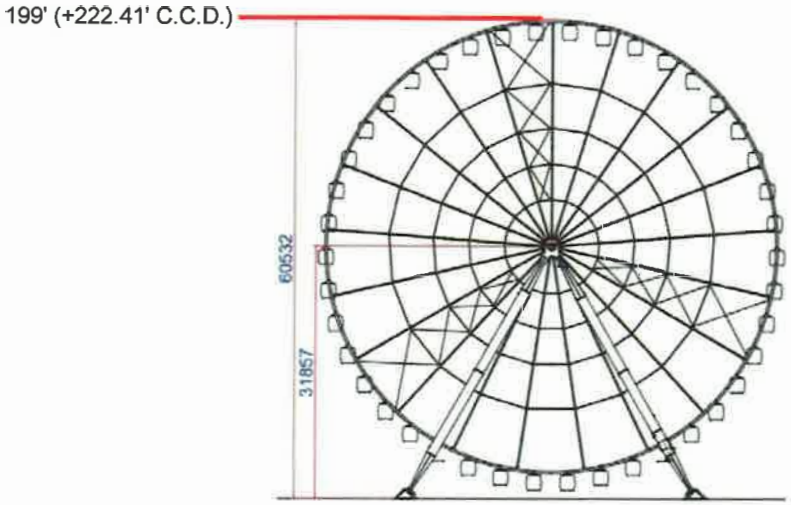
Patricia A. Scudiero
Zoning Administrator

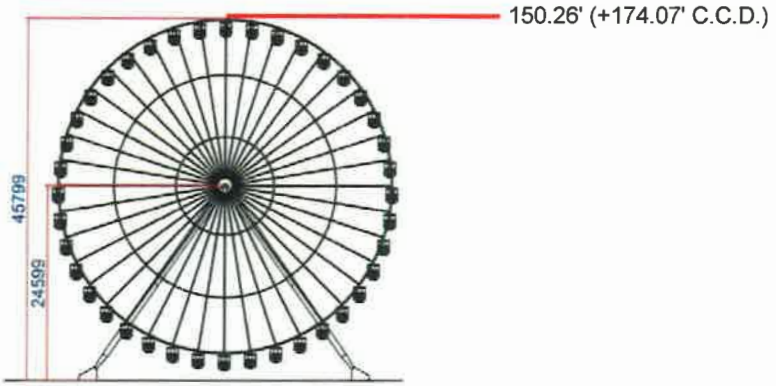
c: Mariah DiGrino, Heather Gleason, Mike Marmo, Erik Glass, Patrick Murphey, main file

Dutch Wheels









DW60
(Proposed Replacement Wheel)

Vekoma Navy Pier
(Current Wheel)

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT
CITY OF CHICAGO

December 23, 2013

Mr. Theodore J. Novak
DLA Piper LLP
203 N. LaSalle Street
Suite 1900
Chicago, IL 60601-1293

Re: Institutional Planned Development No. 527, Navy Pier-Centennial Vision

Dear Mr. Novak:

Please be advised that we have reviewed your request seeking an extension for the filing date set forth in our administrative relief letter dated August 12, 2013. Our administrative relief letter included a condition that Navy Pier, Inc. ("NPI") file an application to amend Planned Development No. 527 by December 31, 2013. NPI has been working to prepare the PD amendment application. However, based on input from the community and Alderman Reilly, you plan on conducting a community meeting in the first part of 2104, prior to filing the PD application. Therefore, we will grant you a three-month extension, until April 1, 2014, to file the PD application with the City Council. If you have any questions or need additional information, please contact Teresa McLaughlin of my staff at (312) 744-4891.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:HG:tm
C: Heather Gleason, Patrick Murphy, Fernando Espinoza, Main file

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

CITY OF CHICAGO

August 12, 2013

Theodore J. Novak
DLA Piper LLP
203 North LaSalle St., Suite 1900
Chicago, IL 60601-1293

Re: Administrative Relief request for Institutional Planned Development No. 527 Navy Pier – Centennial Vision, Phase One, 600 East Grand Avenue

Dear Mr. Novak:

Please be advised that your request for a minor change to Institutional Planned Development No. 527 ("PD 527") has been considered by the Department of Housing and Economic Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement No. 17 of PD 527.

You are requesting, on behalf of the property owner, Metropolitan Pier and Exposition Authority, improvements to the south dock, family pavilion, and south arcade of Navy Pier. The Centennial Vision Phase One improvements to Navy Pier include reconfiguring the existing vehicular traffic patterns, reduce traffic congestion and pedestrian-vehicle interactions, increase the amount of landscaping, create more flexible park space, and improve the pedestrian and visual connection between the Head House and Gateway Park.

The following is a summary of the Phase One work:

- Redirection of arriving vehicular traffic away from the Gateway Park Loop Roadway so that visitors arriving by car will go north on Streeter Dr. and then east on Grand Ave. to enter the North Dock. The changes in Gateway Park traffic patterns also include reconfiguration of the Illinois St. and Streeter Dr. intersection to improve the turning radius for buses and the installation of a new pedestrian cross-walk on the north side of Illinois St., both requests from the Department of Transportation.

- Revision of the existing walkway across Gateway Park between Illinois St. and the South Dock to create an open pedestrian promenade that will contain 17,700 SF of pavers, meadow plantings and lawn.

- Reconstruction of the existing fountain to create a more interactive water feature. Improvements in this area will also include the replacement of the existing pedestrian

plaza surface with pavers and its expansion by 13,000 SF. The plaza will be used for seasonal events and will accommodate the installation of an ice rink in the winter.

- Adjustments to the existing boat launch locations along the South Dock, including the installation of new kiosks and boat infrastructure.

- Installation of larger planting beds along the South Dock to allow for larger trees, an increase in the overall number of trees and the introduction of indigenous planting materials.

- Interior renovations to the Family Pavilion and South Arcade, including the expansion of the South Arcade within the existing pier footprint and the creation of a new food marketplace.

The following drawings, prepared by JCFO, and dated July 1, 2013, shall be inserted into the main file: Phase 1 Work Overall Site Plan, Enlarged Site/Landscape Plans (5), Site/Landscape Plan – On Pier Park, Head House Lighting/Landscape Elevation and Section, South Elevations (2), South Elevation at Wave Wall – Navy Pier, South Dock Cross Sections (5), Site Architectural Components, and Lighting. Also submitted with your request was an updated Traffic Management Plan.

With regard to your request, the Department of Housing and Economic Development has determined that allowing these proposed Navy Pier modifications will not create an adverse impact on the Planned Development or surrounding neighborhood, will not result in an increase in the bulk or density, and will not change the character of the development, and therefore, would constitute a minor change.

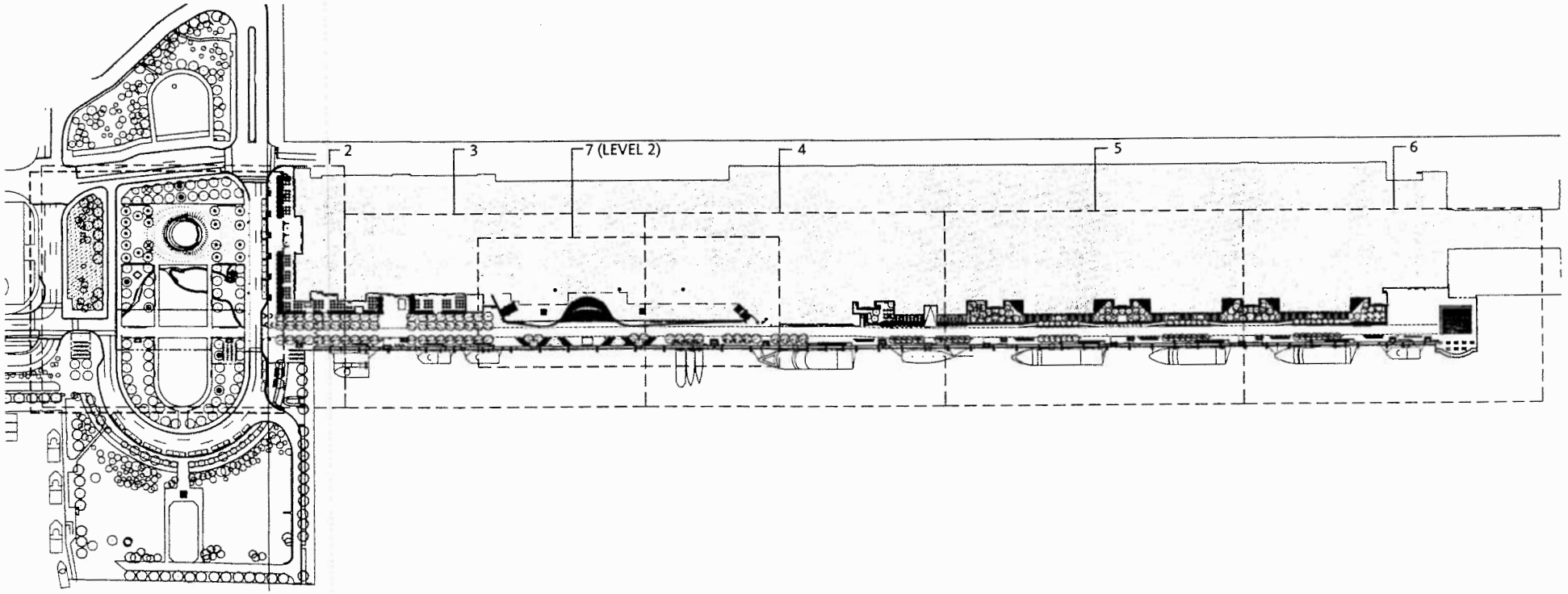
Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Institutional Planned Development No. 527, as amended, I hereby approve the foregoing minor change, but no other changes to this Planned Development. Approval of this minor change is contingent on the filing of a Planned Development amendment application with the City Council by December 31, 2013.

This minor change is valid for 12 months from the date of this letter unless action to implement the minor change is commenced within such time period and thereafter diligently pursued to completion, including, if applicable, construction consistent with the minor change as authorized by a building permit. If action to implement the minor change, including construction, does not begin within the time set forth, or does not proceed with reasonable diligence, then the approval will lapse and become null and void.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS: HG: tm
C: Mike Marmo, Erik Glass, Ron Daye, Main file

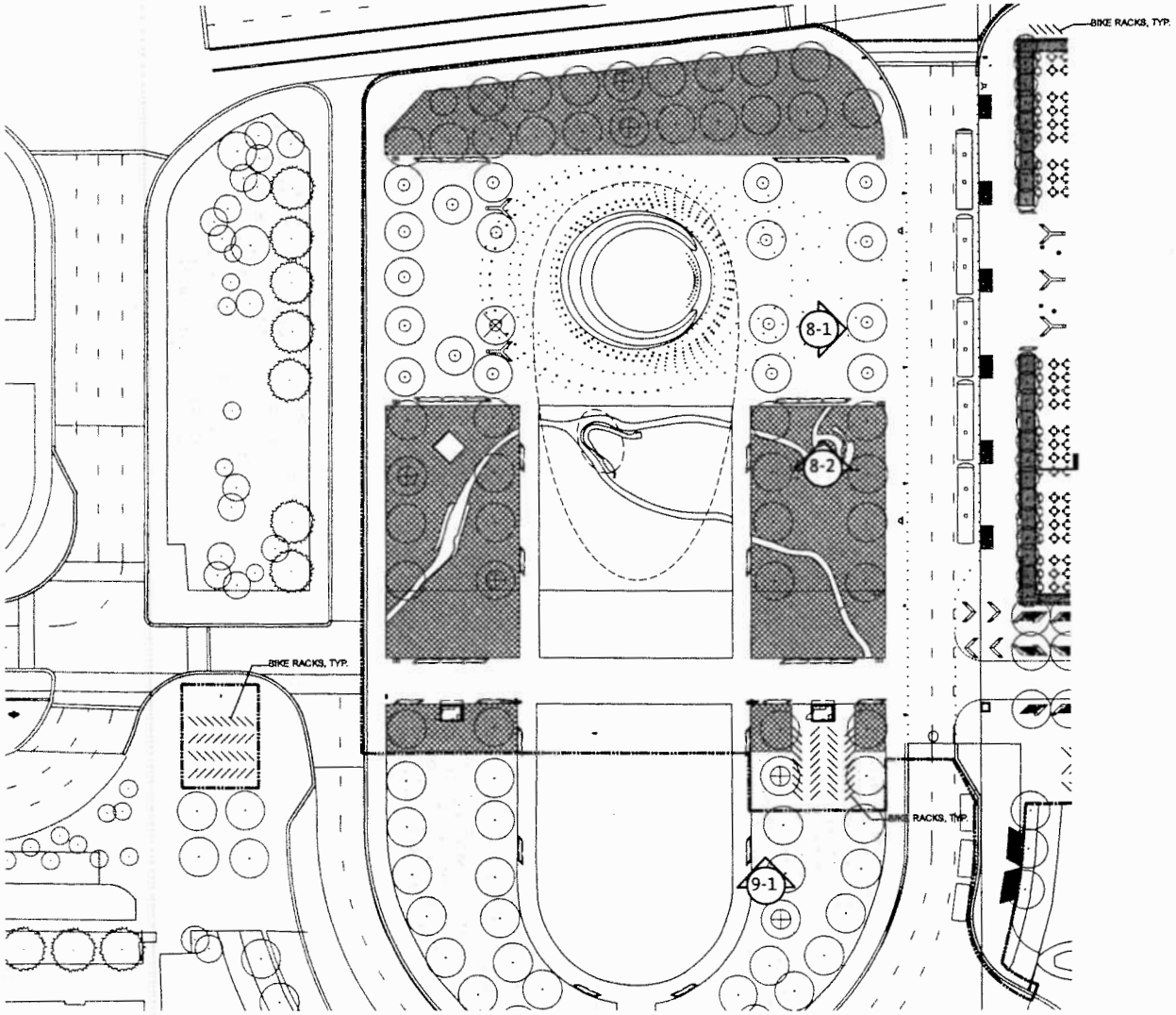


100' 0' 100' 200'

APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013

1. PHASE 1 WORK OVERALL SITE PLAN

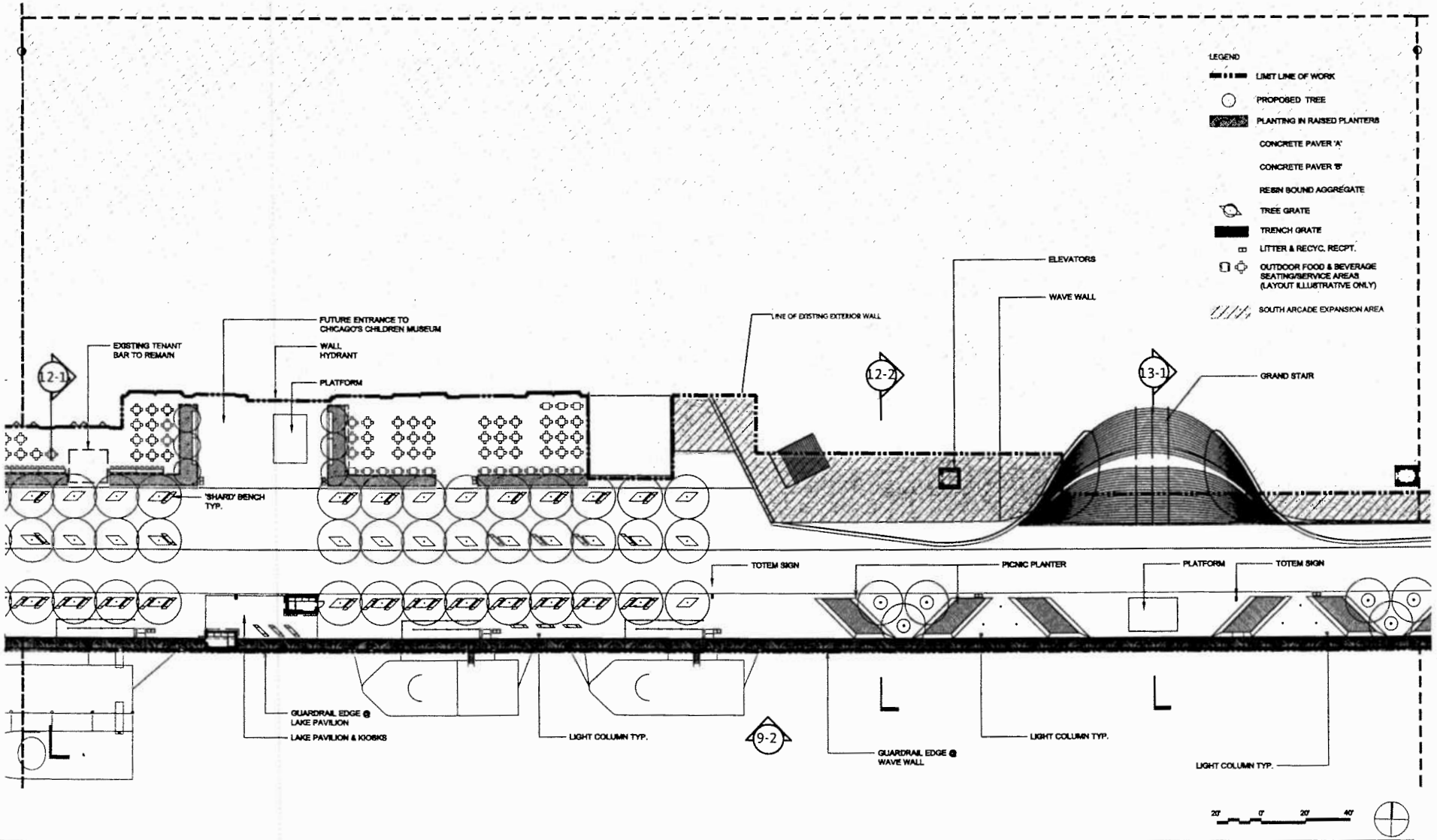
PLAN DEVELOPMENT NO. : 527, AS AMENDED



APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013

2. ENLARGED SITE / LANDSCAPE PLAN

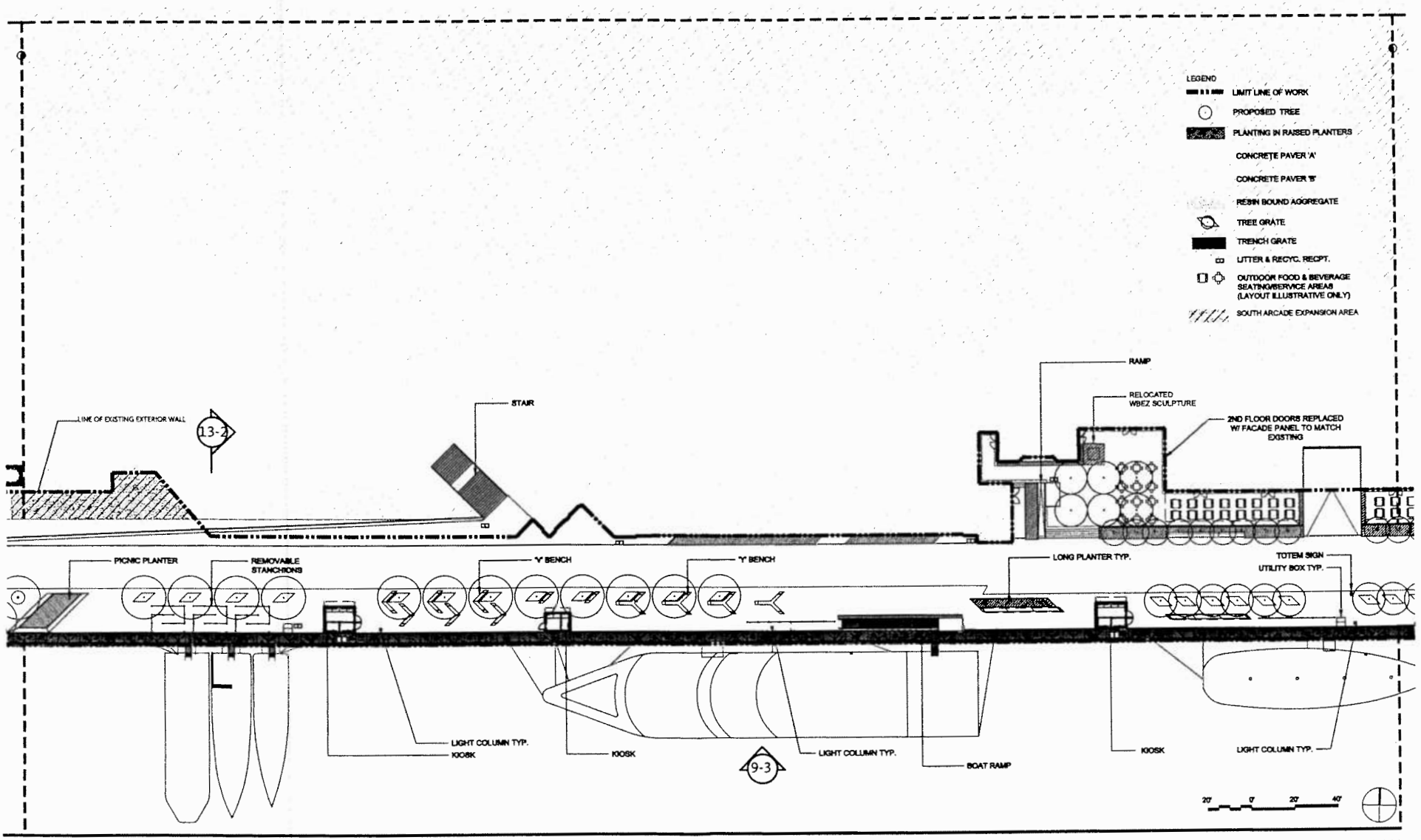
PLAN DEVELOPMENT NO. : 527, AS AMENDED



APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013

3. ENLARGED SITE / LANDSCAPE PLAN

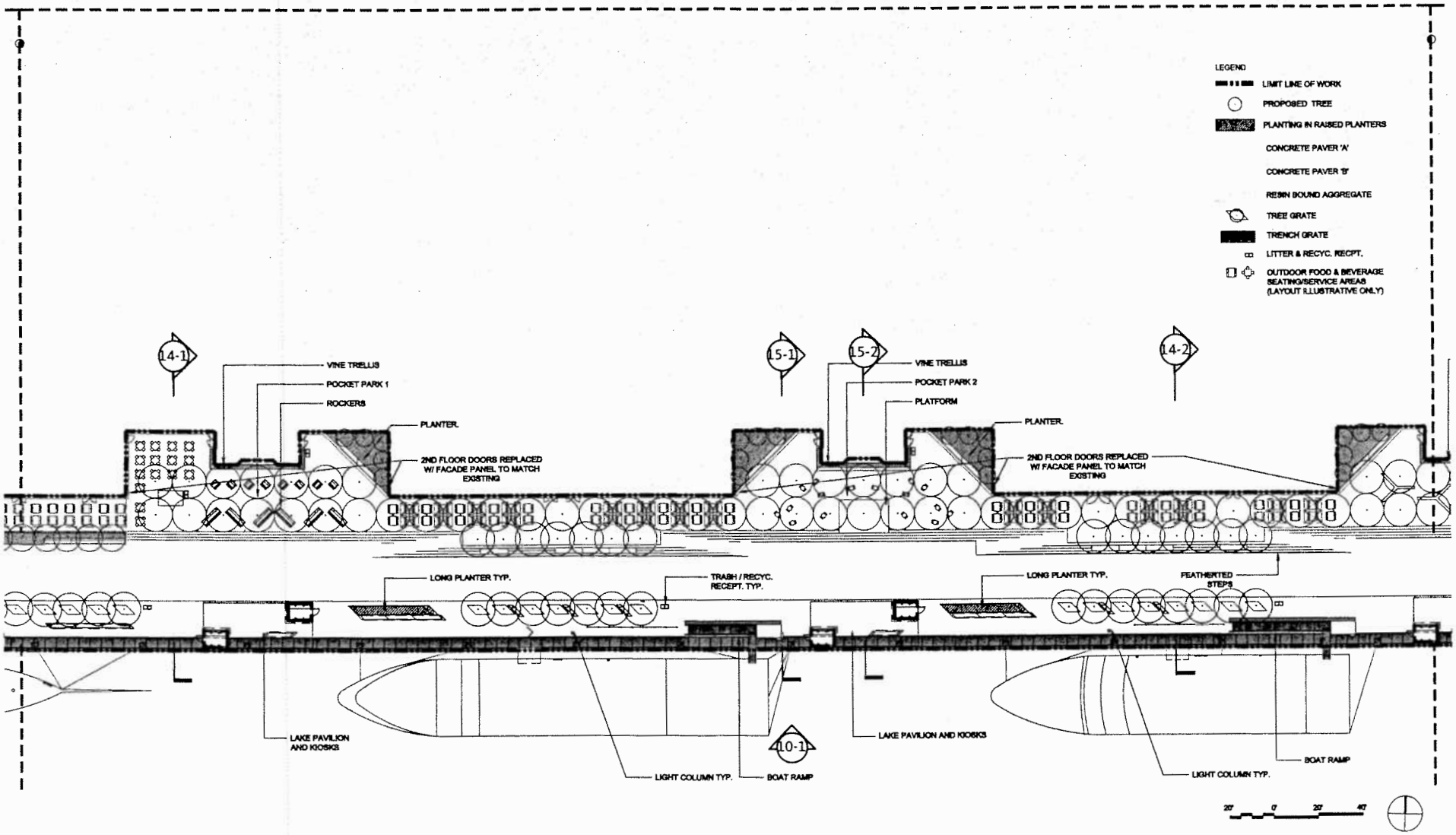
PLAN DEVELOPMENT NO. : 527, AS AMENDED



APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013

4. ENLARGED SITE / LANDSCAPE PLAN

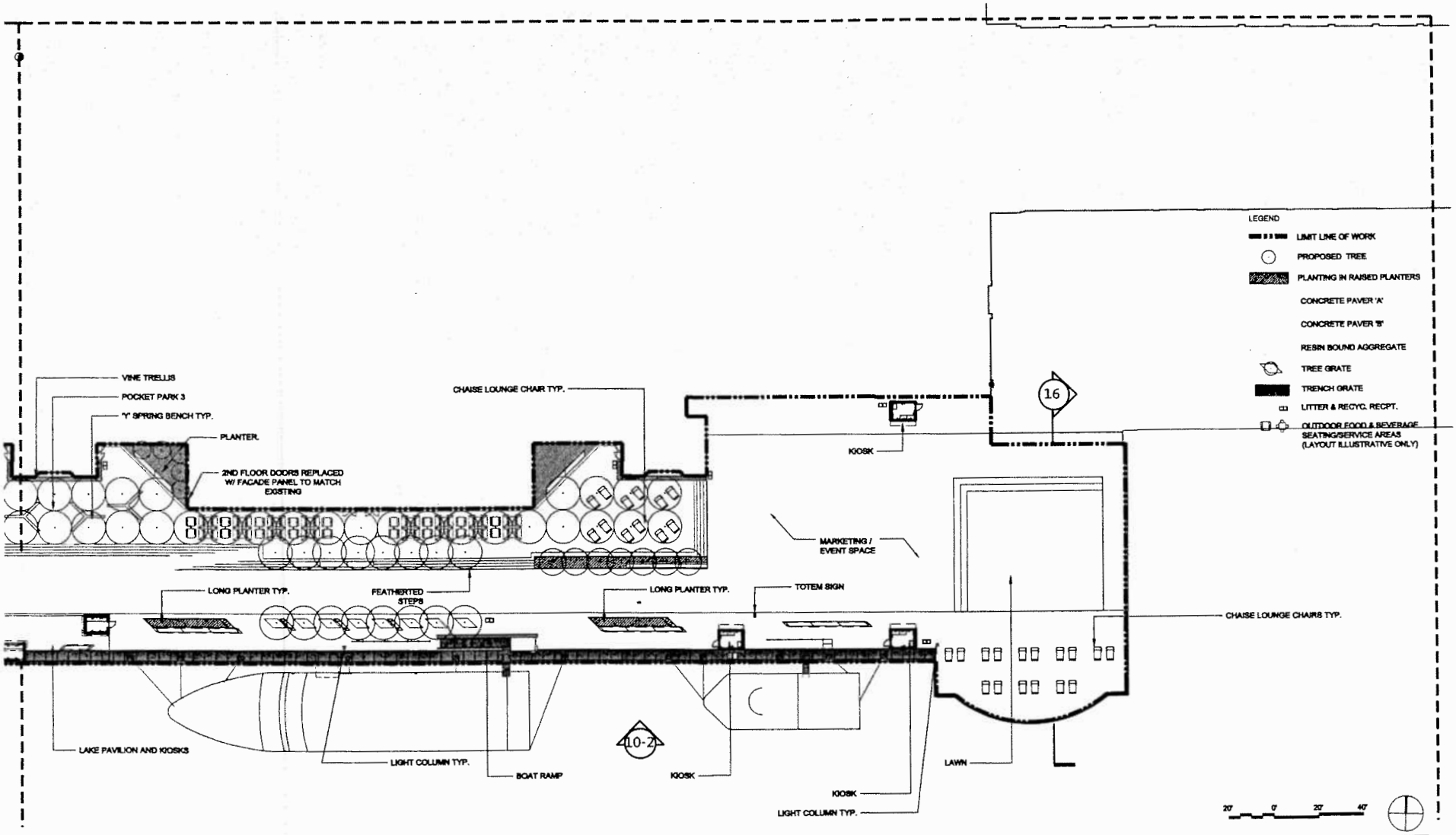
PLAN DEVELOPMENT NO. : 527, AS AMENDED



APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013

5. ENLARGED SITE / LANDSCAPE PLAN

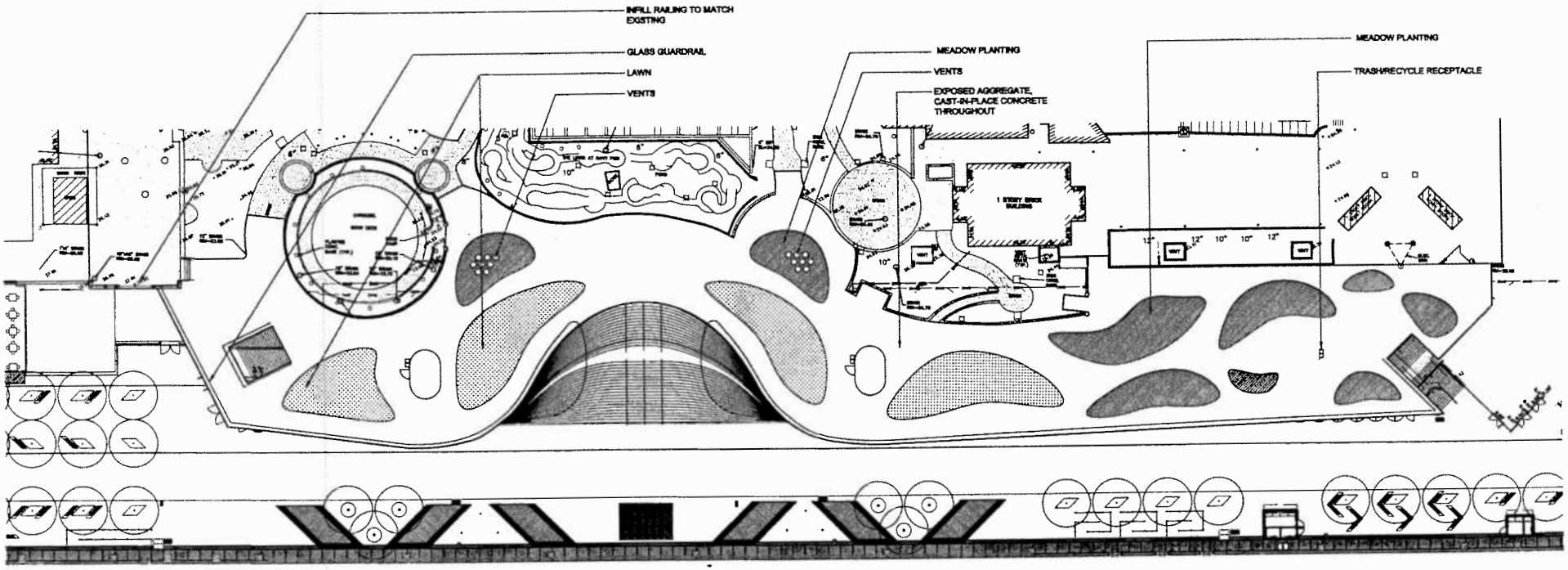
PLAN DEVELOPMENT NO. : 527, AS AMENDED



APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013

6. ENLARGED SITE / LANDSCAPE PLAN

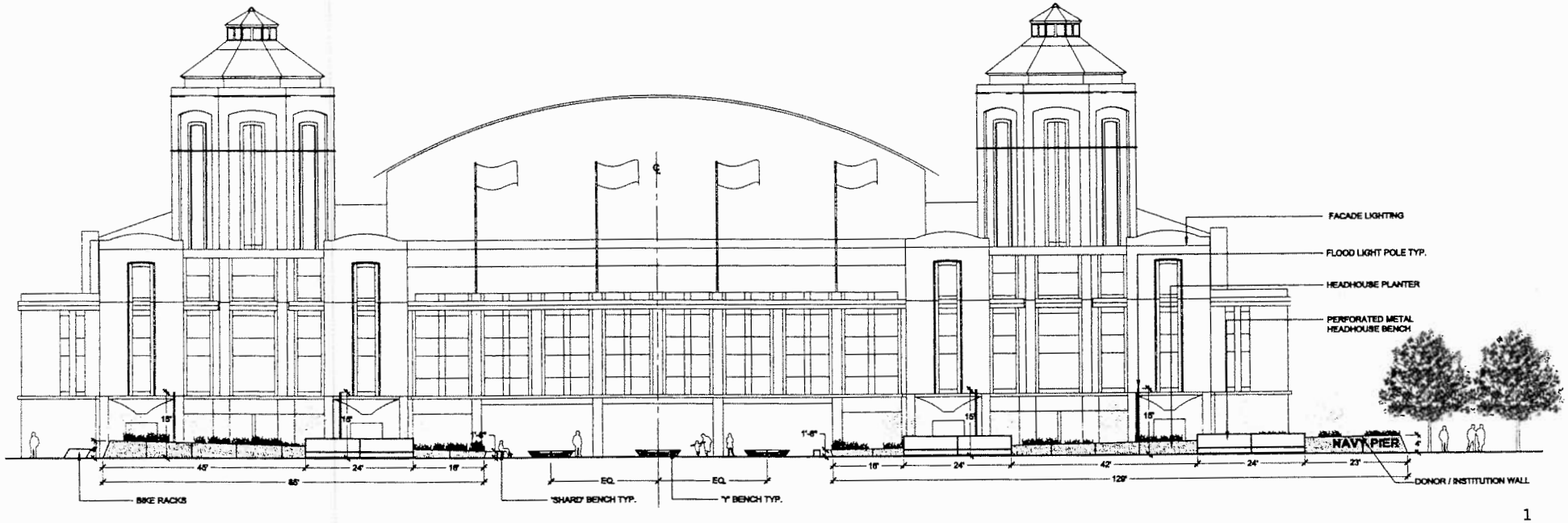
PLAN DEVELOPMENT NO. : 527, AS AMENDED



APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013

7. SITE / LANDSCAPE PLAN - ON-PIER PARK

PLAN DEVELOPMENT NO. : 527, AS AMENDED



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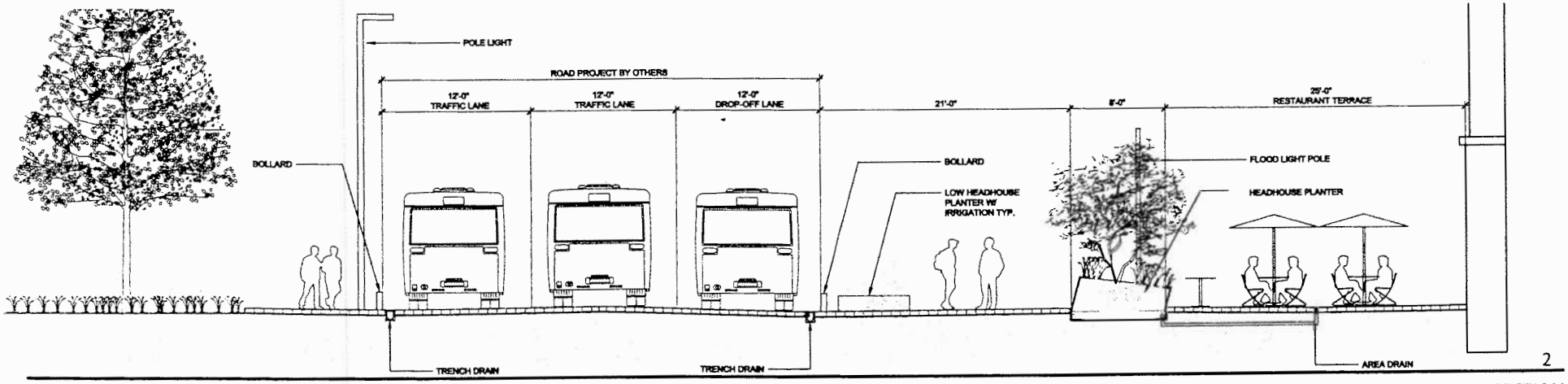

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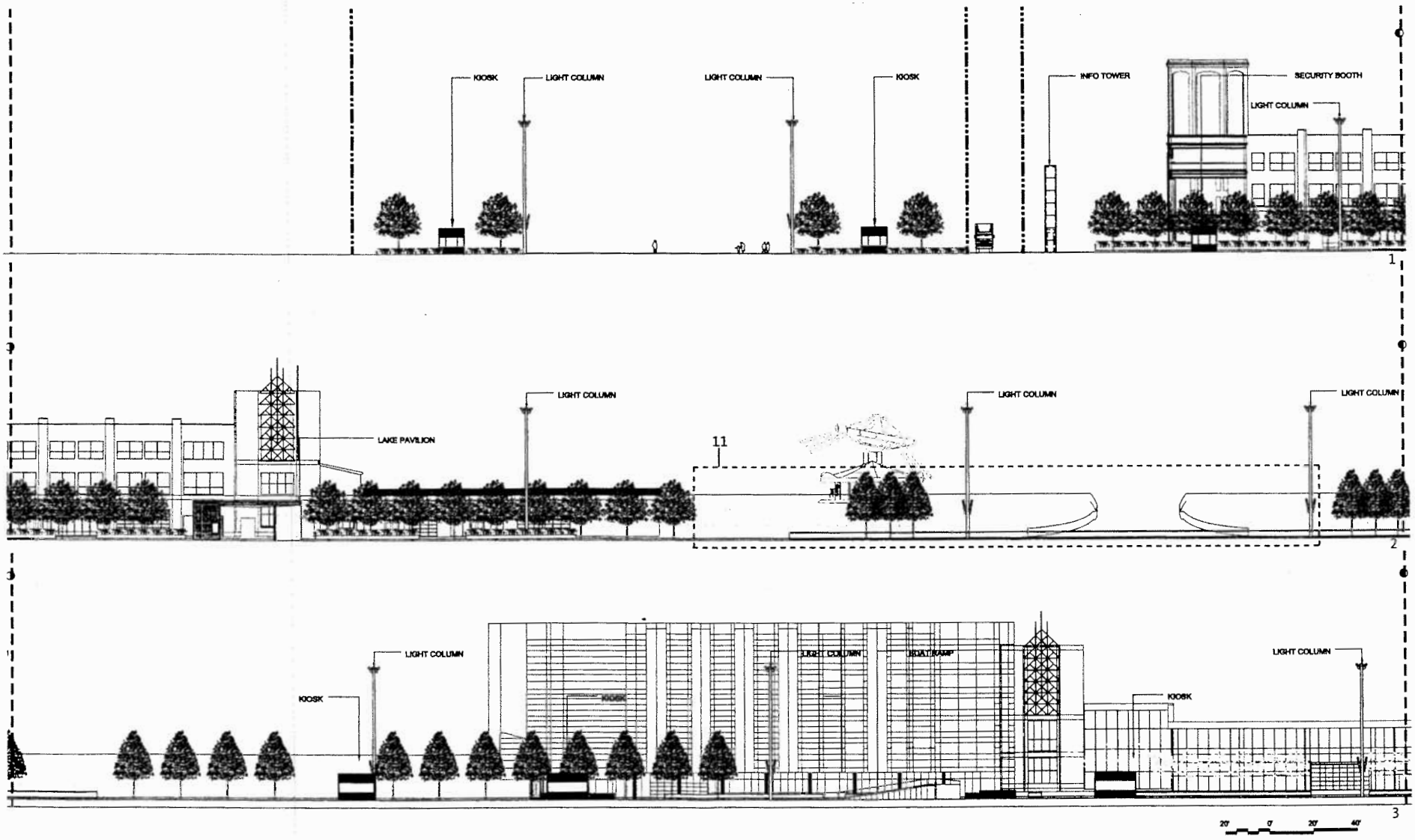
APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013

8. HEAD HOUSE LIGHTING / LANDSCAPE ELEVATION AND SECTION

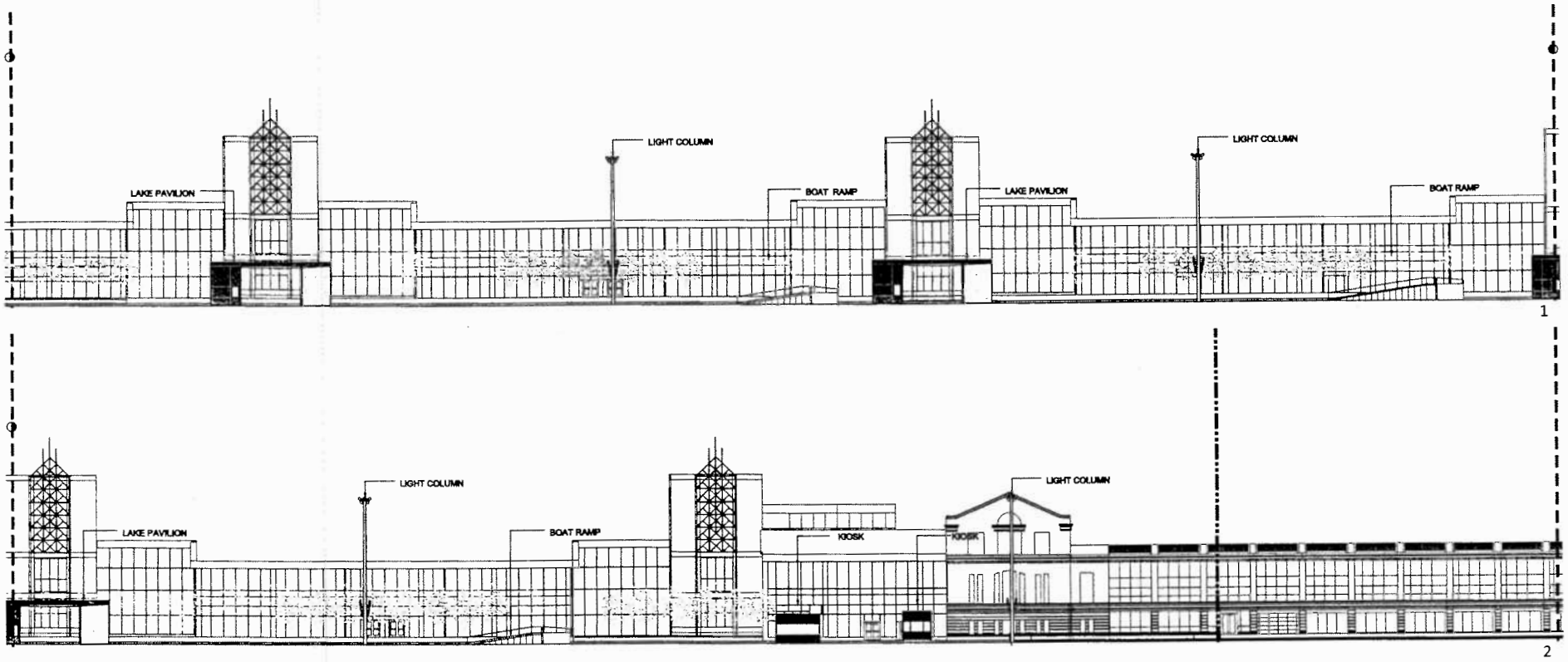
PLAN DEVELOPMENT NO. : 527, AS AMENDED



APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013

9. SOUTH ELEVATIONS

PLAN DEVELOPMENT NO. : 527, AS AMENDED

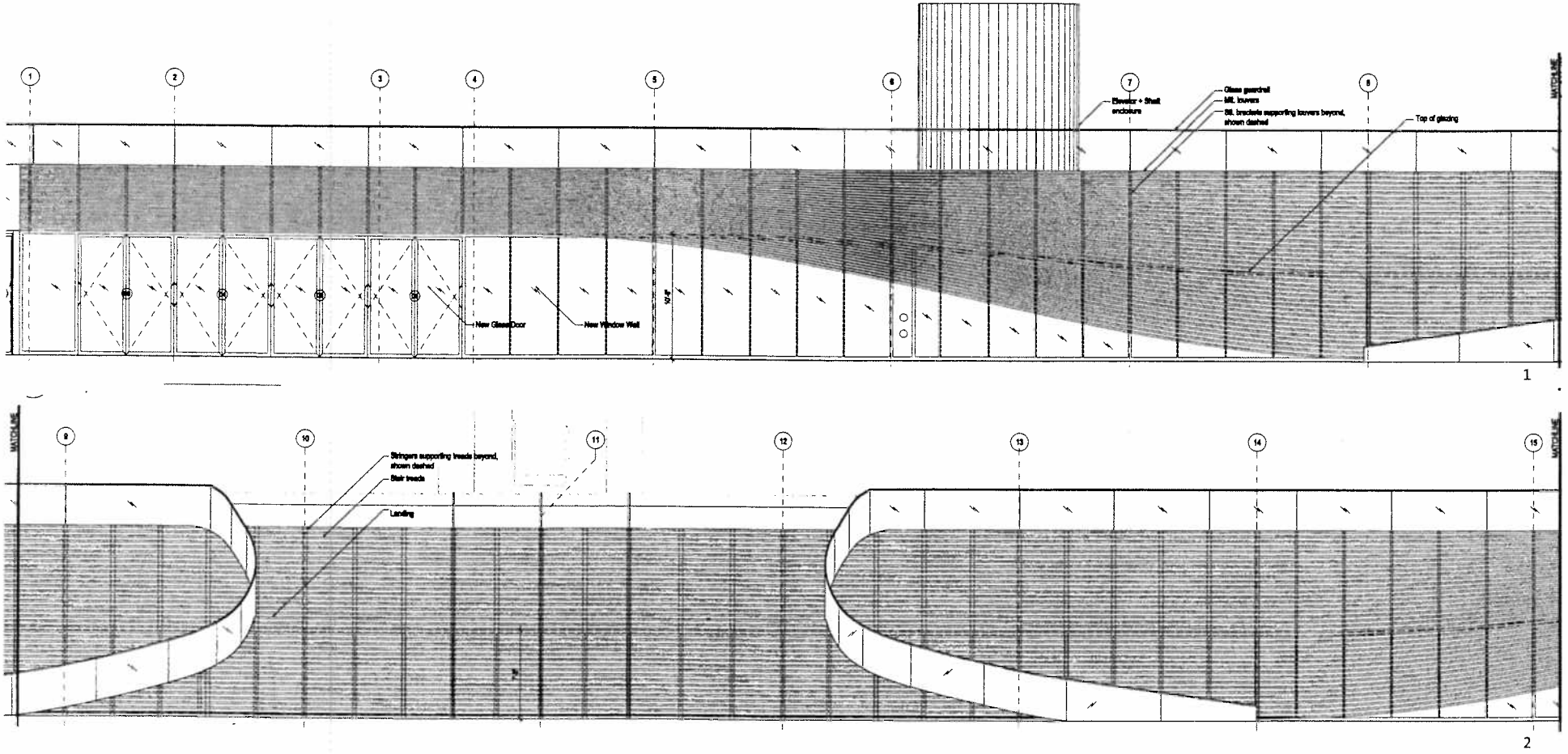


20' 0' 20' 40'

APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013

10. SOUTH ELEVATIONS

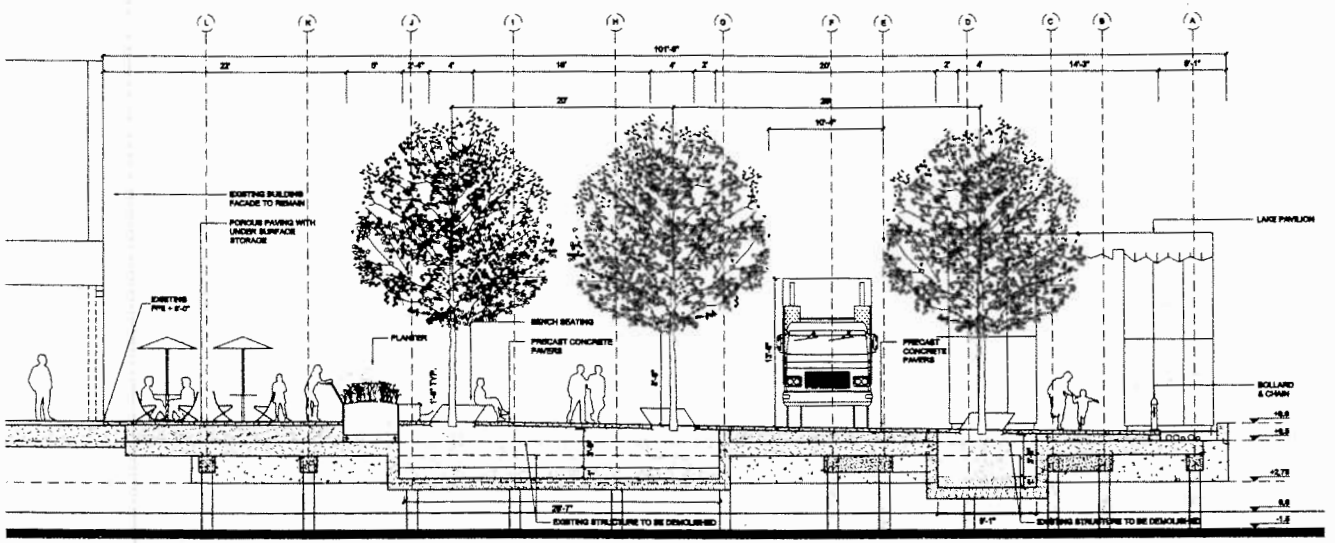
PLAN DEVELOPMENT NO. : 527, AS AMENDED



APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013

11. SOUTH ELEVATION AT WAVE WALL - NAVY PIER

PLAN DEVELOPMENT NO. : 527, AS AMENDED



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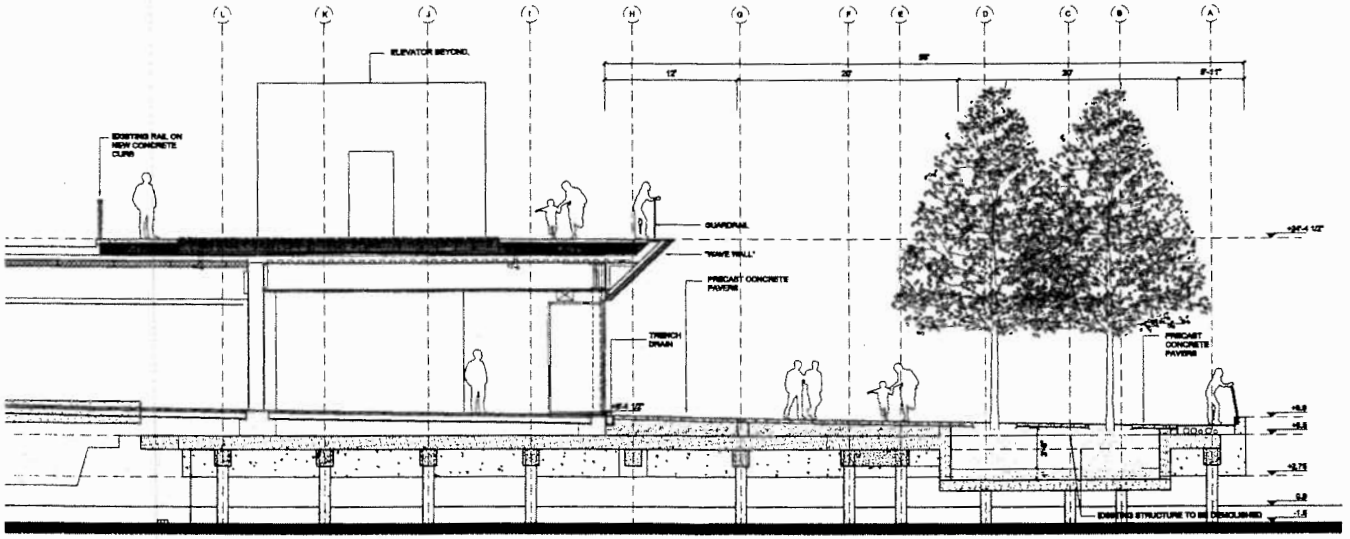

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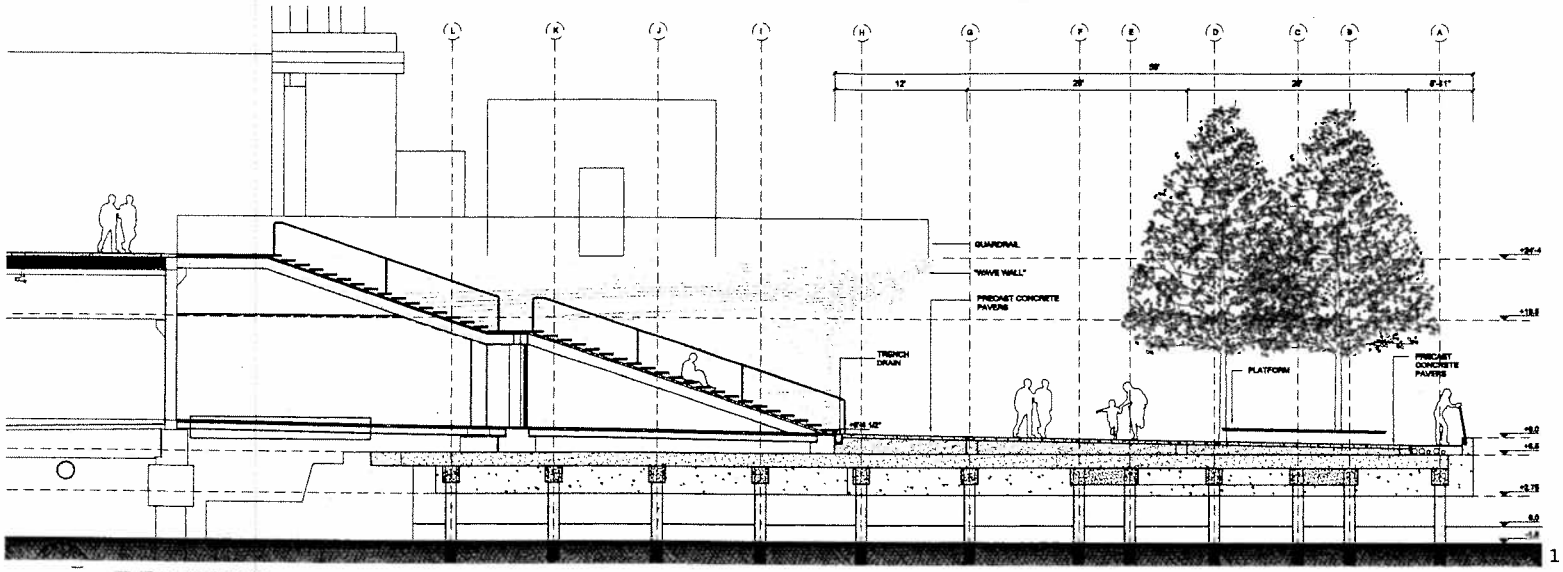
FFE: FINISH FLOOR ELEVATION

APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013

12. SOUTH DOCK CROSS SECTIONS

PLAN DEVELOPMENT NO. : 527, AS AMENDED



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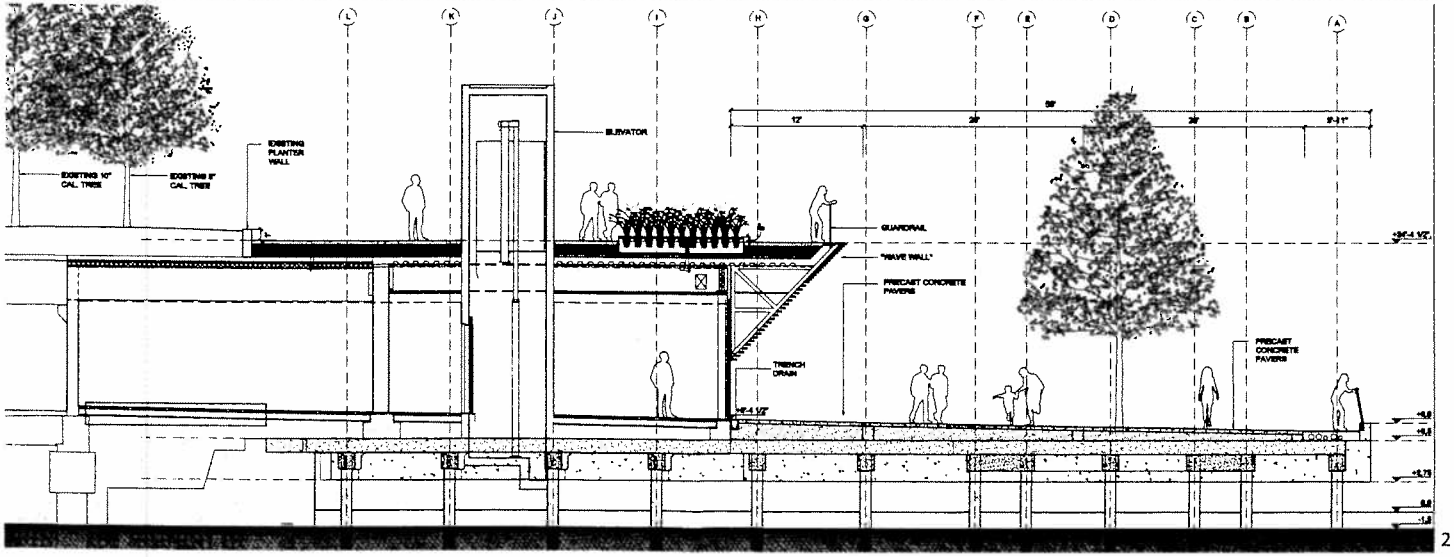

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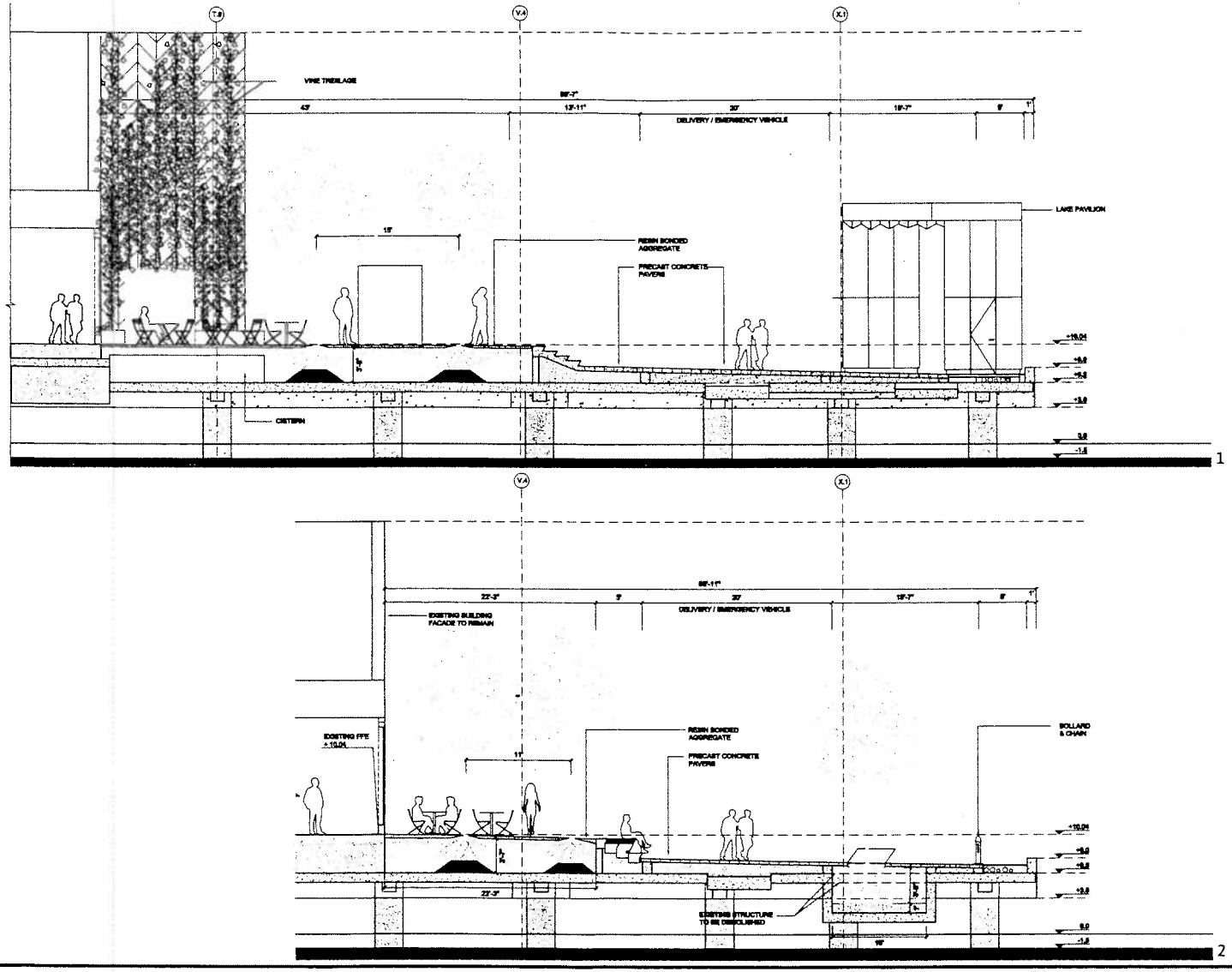
APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013

13. SOUTH DOCK CROSS SECTIONS

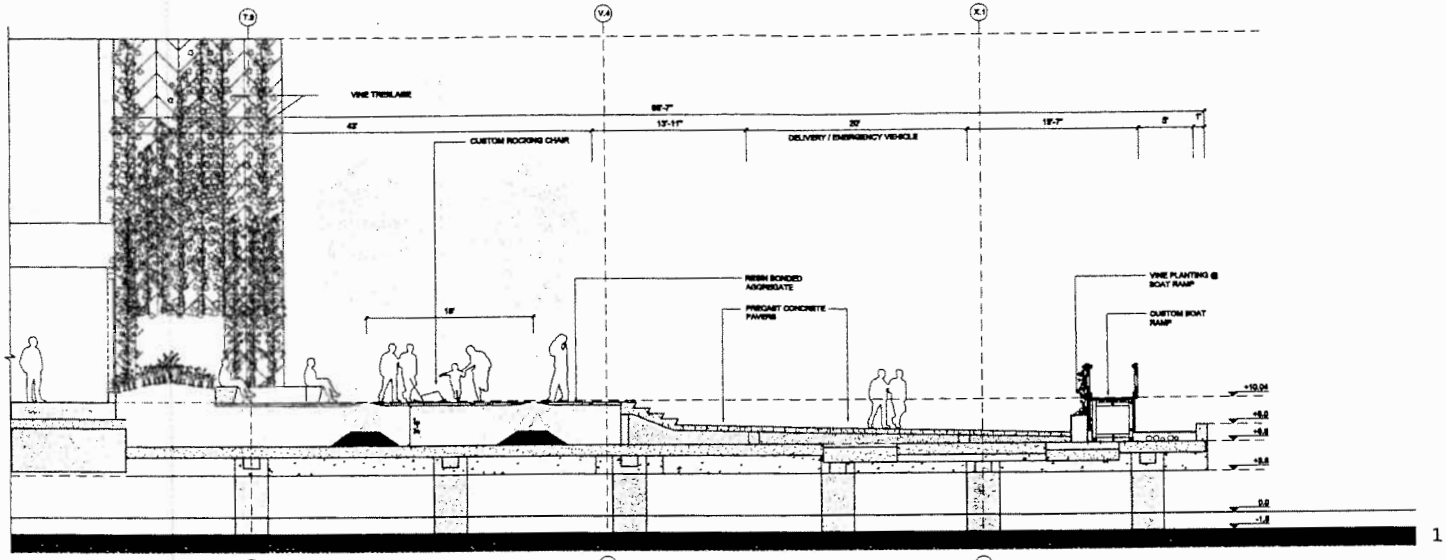
PLAN DEVELOPMENT NO. : 527, AS AMENDED



APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013

14. SOUTH DOCK CROSS SECTIONS

PLAN DEVELOPMENT NO. : 527, AS AMENDED



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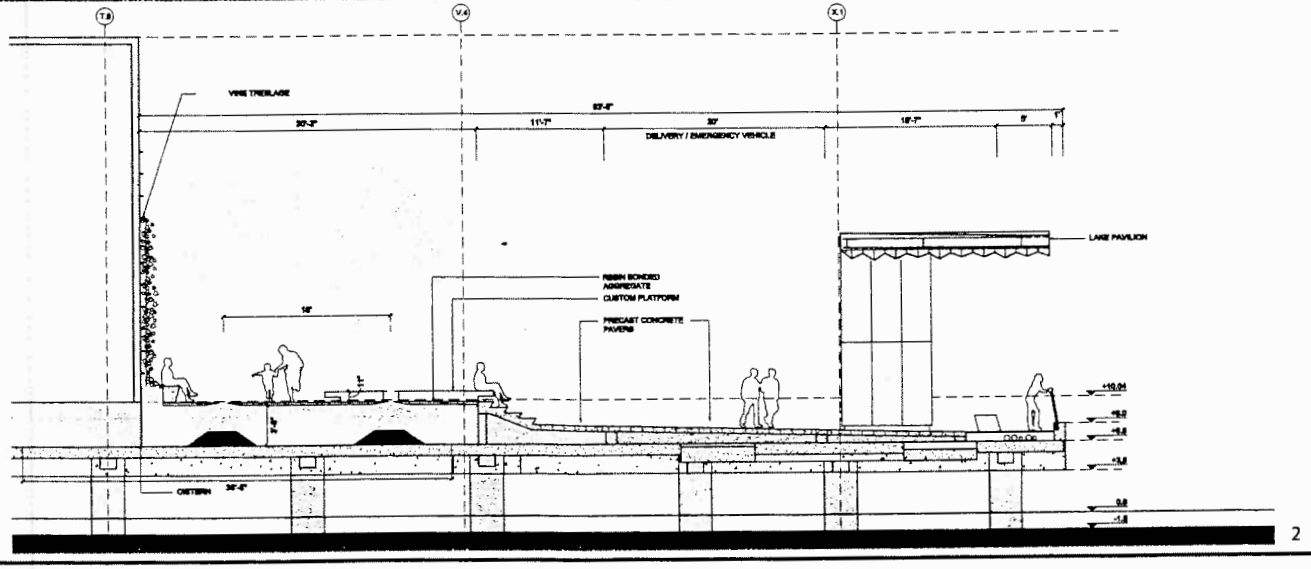

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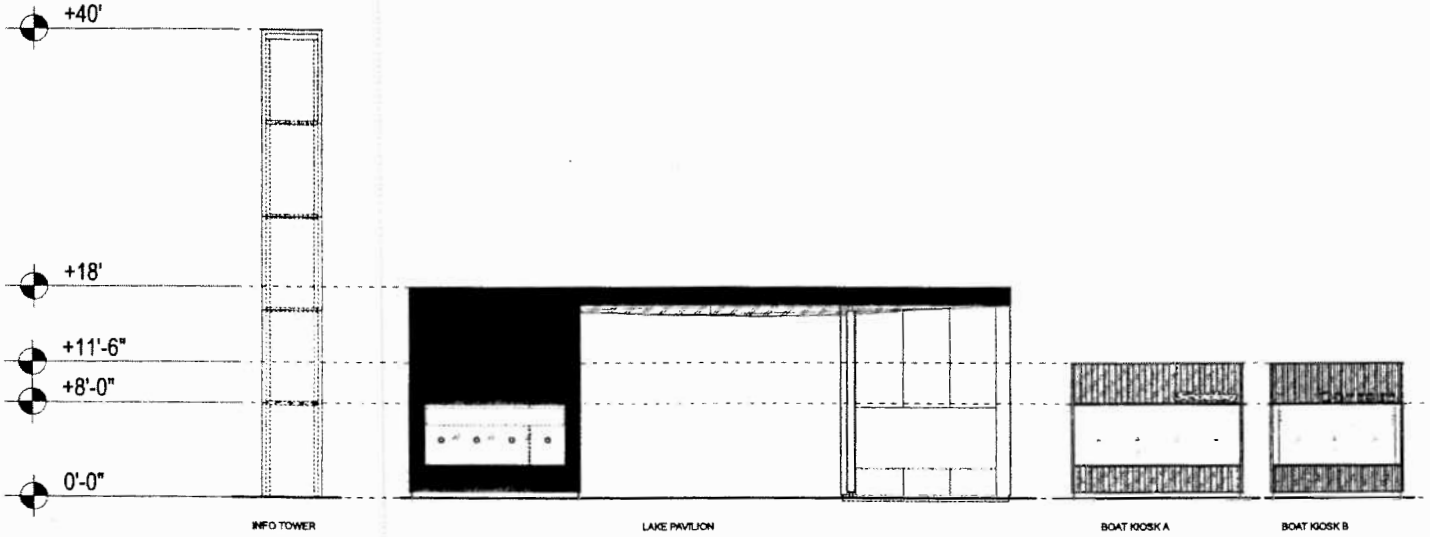
FFE: FINISH FLOOR ELEVATION

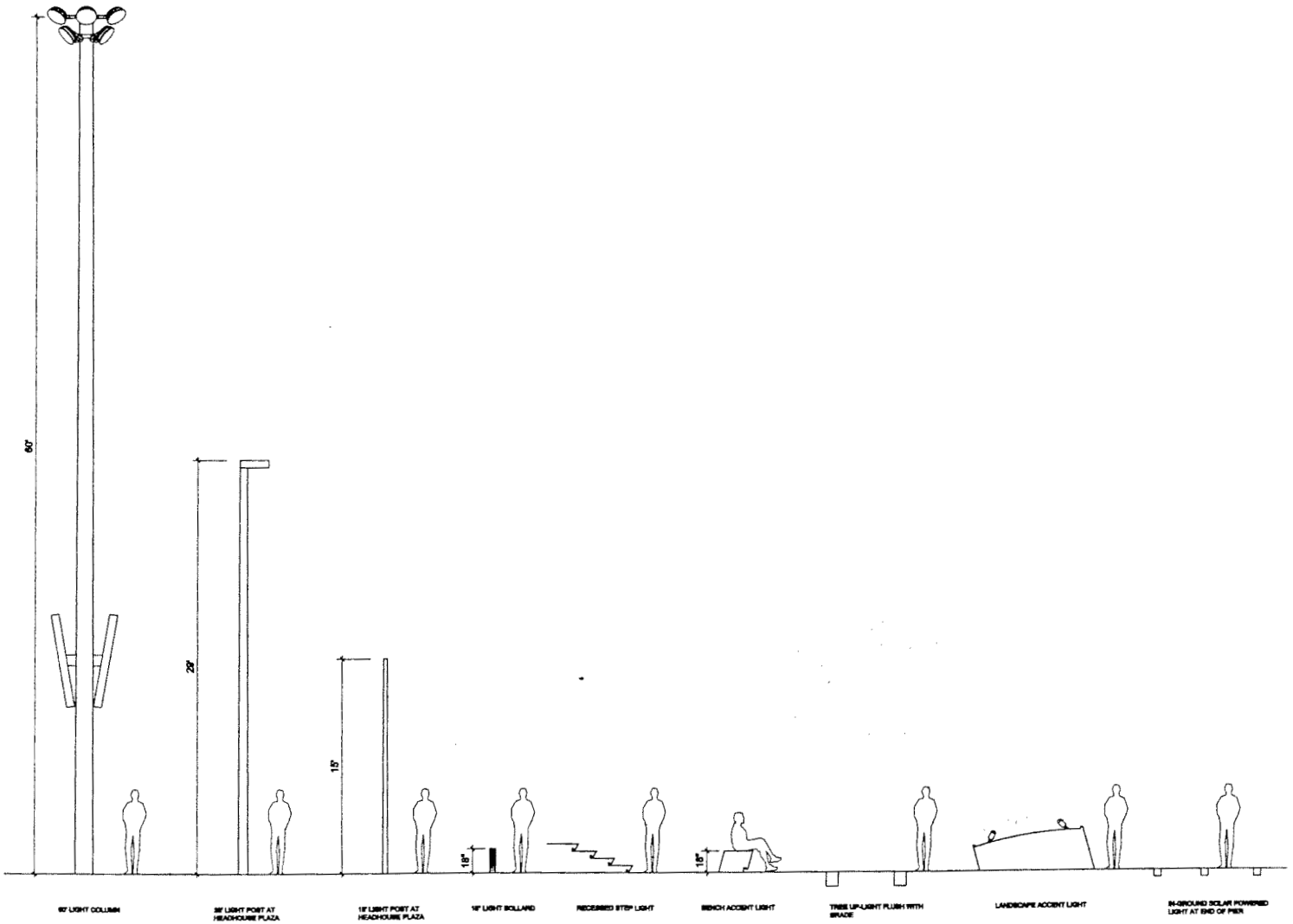
APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013

15. SOUTH DOCK CROSS SECTIONS

PLAN DEVELOPMENT NO. : 527, AS AMENDED



APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013



APPLICANT : NAVY PIER INC.
ADDRESS: 600 EAST GRAND AVENUE, CHICAGO, ILLINOIS 60611
DOCUMENTS PREPARED BY JCFO, JULY 01, 2013

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

CITY OF CHICAGO

June 19, 2013

Theodore J. Novak
DLA Piper LLP (US)
203 North LaSalle Street
Suite 1900
Chicago, Illinois 60601-1293

Re: REVISED Lake Michigan and Chicago Lakefront Protection Ordinance Waiver for Navy Pier, Centennial Vision Phase One

Dear Mr. Novak:

Please be advised that your request for a revised Lake Michigan and Chicago Lakefront Protection Ordinance (the "Lakefront Ordinance") waiver has been considered by the Department of Housing and Economic Development. Navy Pier is located within the Private Use Zone of the Lake Michigan and Chicago Lakefront Protection District and within Planned Development No. 527.

On May 14, 2013, we granted a waiver from the Chicago Plan Commission approval provisions of the Lakefront Ordinance for Phase One work at Navy Pier. As part of their Centennial Vision, a multi-phase redesign of Navy Pier is proposed. Phase One work was to include reconfiguring the existing vehicular traffic patterns, increasing the amount of landscaping, creating more flexible park space, improvements to the South Dock, and interior renovations to the Family Pavilion and South Arcade.

Over the past month, slight modifications have been made to the scope of the Phase One work. While the updated Phase One work maintains many of the same objectives as the previously approved Phase One, certain roadway improvements are being deferred to later stages of the overall project, and improvements to the Gateway Park fountain and plaza will now be conducted in Phase One. The following roadway improvements are being deferred to later stages of the overall project: removal of 5,900 SF of roadway pavement in the Gateway Park Loop Roadway and the addition of 17,000 SF of pavement adjacent to the existing CTA bus terminal.

The following is a complete summary of the updated Phase One work:

- Redirection of arriving vehicular traffic away from the Gateway Park Loop Roadway so that visitors arriving by car will go north on Streeter Dr. and then east on Grand Ave. to enter the North Dock. The changes in Gateway Park traffic patterns also include reconfiguration of

the Illinois St. and Streeter Dr. intersection to improve the turning radius for buses and the installation of a new pedestrian cross-walk on the north side of Illinois St., both requests from the Department of Transportation.

- Revision of the existing walkway across Gateway Park between Illinois St. and the South Dock to create an open pedestrian promenade that will contain 17,700 SF of pavers, meadow planting and lawn.

- Reconstruction of the existing fountain to create a more interactive water feature. Improvements in this area will also include the replacement of the existing pedestrian plaza surface with pavers and its expansion by 13,000 SF. The plaza will be able to be used for seasonal events and will accommodate the installation of an ice rink in the winter.

- Adjustments to the existing boat launch locations along the South Dock, including the installation of new kiosks and boat infrastructure.

- Installation of larger planting beds along the South Dock to allow for larger trees, an increase in the overall number of trees and the introduction of indigenous planting materials.

- Interior renovations to the Family Pavilion and South Arcade, including the expansion of the South Arcade within the existing pier footprint and the creation of a new food marketplace.

You are requesting, on behalf of Navy Pier, Inc., an exemption for the revised Phase One work from the Lakefront Ordinance. Pursuant to the Lakefront Ordinance, repairs and rehabilitations which do not exceed 50% of the total cost of replacement of the existing structure are exempt from securing approval of the Chicago Plan Commission. Based on the calculations outlined in your revised request letter dated June 12, 2013, the estimated cost of the proposed work is approximately 37% of the total cost of replacement (approximately $110 million).

Therefore, I hereby approve your request for a waiver from the Chicago Plan Commission approval provisions of the Lake Michigan and Chicago Lakefront Protection Ordinance for the revised Phase One work at Navy Pier.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:HG:tm

c: Mariah DiGrino, Mike Marmo, Erik Glass, main file

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

CITY OF CHICAGO

May 14, 2013

Theodore J. Novak
DLA Piper LLP (USA)
203 North LaSalle Street
Suite 1900
Chicago, Illinois 60601-1293

Re: Lake Michigan and Chicago Lakefront Protection Ordinance Waiver for Navy Pier Centennial Vision Phase One

Dear Mr. Novak:

Please be advised that your request for a Lake Michigan and Chicago Lakefront Protection Ordinance (the "Lakefront Ordinance") waiver has been considered by the Department of Housing and Economic Development. Navy Pier is located within the Private Use Zone of the Lake Michigan and Chicago Lakefront Protection District and within Planned Development No. 527.

To celebrate Navy Pier's upcoming 100th anniversary in 2016, Navy Pier, Inc. ("NPI") has created the Centennial Vision, a redesign which would be implemented in multiple phases. Phase One work includes reconfiguring the existing vehicular traffic patterns, increasing the amount of landscaping, creating more flexible park space, improvements to the South Dock, and interior renovations to the Family Pavilion and South Arcade. Construction of Phase One is scheduled to begin in September 2013 and be completed by summer 2015. The remaining components of the Centennial Vision are anticipated to commence at a later date in subsequent phases. The total cost of the Phase One work is approximately $34.8 million.

You are requesting, on behalf of NPI, an exemption for the Phase One work from the Lakefront Ordinance. Pursuant to the Lakefront Ordinance, repairs and rehabilitations which do not exceed 50% of the total cost of replacement of the existing structure are exempt from securing approval of the Chicago Plan Commission. Based on the calculations outlined in your request letter dated April 8, 2013, the estimated cost of the proposed work is approximately 32% of the total cost of replacement (approximately $110 million).

Therefore, I hereby approve your request for a waiver from the Chicago Plan Commission approval provisions of the Lake Michigan and Chicago Lakefront Protection Ordinance for the above-referenced Phase One work at Navy Pier.

Sincerely,

Patricia A. Scudiero
Zoning Administrator

PAS:HG:tm
c: Mariah DiGrino, Mike Marmo, Erik Glass, main file

Yeas -- Aldermen Flores, Fioretti, Dowell, Preckwinkle, Hairston, Lyle, Harris, Beale, Pope, Balcer, Cárdenas, Olivo, Burke, Foulkes, Thompson, Thomas, Lane, Rugai, Cochran, Brookins, Muñoz, Zalewski, Dixon, Solis, Maldonado, Burnett, E. Smith, Carothers, Reboyras, Suarez, Waguespack, Mell, Colón, Rice, Mitts, Laurino, O'Connor, Doherty, Reilly, Daley, Tunney, Shiller, Schulter, M. Smith, Moore, Stone -- 46.

Nays -- None.

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

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

Reclassification Of Area Shown On Map Nos. 1-E And 3-E.
(As Amended)
(Application No. 16956)
(Common Address: 600 E. Grand Ave.)

[SO2010-134]

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

SECTION 1. Title 17 of the Municipal Code of Chicago, the Chicago Zoning Ordinance, is hereby amended by changing all of the Institutional Planned Development Number 527 symbols as shown on Map Numbers 1-E and 3-E for all of the publicly owned property including Navy Pier, located in the area generally 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 the designation of Institutional Planned Development Number 527, as amended, subject to the use and bulk regulations set forth in the Plan of Development attached hereto and made a part hereof.

SECTION 2. This ordinance takes effect after its passage and approval.

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

Be It Further Resolved, That the tavern in the subject building is, and shall continue to be, subject to all applicable provisions of Article 6 of the Zoning Ordinance.

AMENDMENT OF TITLE 17 OF MUNICIPAL CODE BY RECLASSIFICATION OF PARTICULAR AREAS.

The Committee on Zoning submitted the following report:

CHICAGO, January 13, 2010.

To the President and Members of the City Council:

Reporting for your Committee on Zoning, for which a meeting was held on January 12, 2010, I beg leave to recommend that Your Honorable Body Pass various ordinances transmitted herewith for the purpose of reclassifying particular areas.

I beg leave to recommend the passage of one zoning exception for premises located at 13157 South Avenue M for Club 81 Too, L.L.C.

I beg leave to recommend that passage of seven ordinances which were corrected and amended in their amended form. They are Application Numbers A-7563, A-7570, 16944, 16956, 16114, 16912 and 16958.

Please let the record reflect that Application Number A-7568 was withdrawn.

At this time, I move for passage of various ordinances and substitute ordinances transmitted herewith.

Respectfully submitted,

(Signed) DANIEL S. SOLIS,
Chairman.

On motion of Alderman Solis, the said proposed ordinances and substitute ordinances transmitted with the foregoing committee report were *Passed* by yeas and nays as follows:

Planned Development No. 527, As Amended.

Plan Of Development Statements.

1. The area delineated herein as Planned Development Number 527, as amended, and subject to the use and bulk restrictions contained herein consists of five (5) tracts of land: Tracts A, B, C, D and F, those portions of Grand Avenue and Illinois Street east of Lake Shore Drive located within the planned development boundary, and 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, (Sub)Exhibit 7, which is described in Statement 6 and attached hereto (the "Property"). The Navy Pier Subarea consists of Tract A, and the Headlands Subarea consists of Tracts B, C 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, (Sub)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, 111. Rev. Stat., Ch. 85, Par. 1223, is the owner of one (1) of the five (5) tracts, Tract A. The City of Chicago (the "City") is the owner of three (3) of the five (5) tracts: Tracts B, C and F. The Chicago Park District is the owner of Tract D and Dime Pier. The Chicago Park District is the authorized applicant for this amendment which is being done for the sole purpose of constructing a marina and incorporating Dime Pier into the planned development. The exhibits for the Dime Pier Subarea are attached hereto as (Sub)Exhibits 39 -- 47.

   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 attached to this Planned Development and made a part hereof as (Sub)Exhibit 38a as described in Statement 6. 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 it 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 18 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 or Headlands Subareas. Notwithstanding the provisions of Statement 18 hereof, applications for amendments, modifications or changes to the Navy Pier and Headlands Subareas 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 M.P.E.A. acknowledges that the M.P.E.A., its affiliates, successors, assigns, grantees or lessees shall obtain all official reviews, approvals and permits which may be necessary to implement the development of the Property, except as may otherwise be provided in the I.C.A.

4. This plan of development and the development of the Property is and shall be subject to the "Rules, Regulations and Procedures in relation to the Planned Development Amendments" promulgated by the Commissioner of the Department of Zoning and Land Use Planning.

5. Any dedication or vacation of streets or alleys, or easements or any adjustments of rights-of-way which may be necessary to implement development of the Property, shall require a separate submittal on behalf of the owner and, if otherwise required, approval by the City Council.

6. This plan of development consists of twenty-five (25) planned development statements and the following (sub)exhibits, all of which are incorporated herein and made a part hereof by this reference:

(Sub)Exhibit Number*	Description
1a	Use and Bulk Regulation Data Sheet
2	Property Line Map
3	Existing Zoning and Street System Map
4	Existing Area Land-Use Map
5a	Roadway Network Map (revised August 1, 1993)
6	Generalized Land-Use Plan

* With the exception of the Traffic Management Plan and the Navy Pier Guidelines, B.T.A./V.O.A. prepared all other (sub)exhibits. The final revision date for all such (sub)exhibits is June 23, 1992, unless the (sub)exhibit number is followed by an "a", in which case the final revision date is some later date specified in parenthesis (revised August 11, 1993). The Dime Pier (Sub)Exhibits (39 -- 47) are dated November 20, 2009.

(Sub)Exhibit Number*	Description
7	Subarea Map
8a	Site/Landscape Plan -- Headlands Subarea (revised August 11, 1993)
9a	Site/Landscape Plan -- Crystal Garden
10a	Site/Landscape Plan -- On-Pier Park (revised December 11, 1997)
11a	Site Plan - Navy Pier -- Zone 1 (revised February 26, 1997)
12a	Site Plan -- Navy Pier -- Zone 2 (revised January 23, 1997)
13a	Site Plan -- Navy Pier -- Zone 3 (revised December 22, 1997)
14	Site Plan -- Navy Pier -- Zone 4
15	Site Plan -- Navy Pier -- Zone 5
16	Site Plan -- Navy Pier -- Zone 6
17a	South Elevation -- Navy Pier -- Zones 1 and 2 (revised February 26, 1997)
18a	North Elevation -- Navy Pier -- Zones 1 and 2 (revised December 11, 1997)
19a	South Elevation -- Navy Pier -- Zones 3 and 4 (revised December 11, 1997)
20a	North Elevation -- Navy Pier -- Zones 3 and 4 (revised December 11, 1997)
21	South Elevation -- Navy Pier -- Zones 5 and 6
22	North Elevation -- Navy Pier -- Zones 5 and 6
23	Elevation -- Headhouse

* With the exception of the Traffic Management Plan and the Navy Pier Guidelines, B.T.A./V.O.A. prepared all other (sub)exhibits. The final revision date for all such (sub)exhibits is June 23, 1992, unless the (sub)exhibit number is followed by an "a", in which case the final revision date is some later date specified in parenthesis (revised August 11, 1993). The Dime Pier (Sub)Exhibits (39 -- 47) are dated November 20, 2009.

(Sub)Exhibit Number*	Description
24a	Section -- South Dock at Family Pavilion (revised February 26, 1997)
25a	Section -- South Dock at Walkway (revised December 11, 1997)
26	Section -- South Dock at Festival Hall
27	Section -- North Dock at Family Pavilion
28	Section -- North Dock at Festival Hall
29	Pedestrian Circulation Plan
30	View Corridor Exhibit
31	Auto/Taxi Circulation Plan
32	Bus/Transit Circulation Plan
33	Bicycle Circulation Plan
34	Typical Street Furniture
35	Future Headlands Subarea Landscape Plan (Federal Parcels)
36	Traffic Management Plan
37	Navy Pier Recommendations, Policies and Standards
38a	Site/Landscape Plan -- Jane Addams Park Subarea (revised December 11, 1997)
39	Existing Land-Use Area Map (Dime Pier)
40	Property Line and Right-of-Way Adjustment Map (Dime Pier)
41	Existing Zoning Map (Dime Pier)
42	Generalized Site Plan (Dime Pier)

* With the exception of the Traffic Management Plan and the Navy Pier Guidelines, B.T.A./V.O.A. prepared all other (sub)exhibits. The final revision date for all such (sub)exhibits is June 23, 1992, unless the (sub)exhibit number is followed by an "a", in which case the final revision date is some later date specified in parenthesis (revised August 11, 1993). The Dime Pier (Sub)Exhibits (39 -- 47) are dated November 20, 2009.

(Sub)Exhibit Number*	Description
43	West Building Plan (Dime Pier)
44	East Building Plan (Dime Pier)
45	Landscape Plan (Dime Pier)
46	West Building Elevation (Dime Pier)
47	East Building Elevation (Dime Pier)

Full size sets of (Sub)Exhibits 2 through 35 and 38a are on file with the Department of Zoning and Land Use Planning. This planned development is applicable to the area delineated herein and these and no other controls shall apply. This planned development conforms to the intent and purpose of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago, and all requirements thereof, and satisfies the established criteria for approval as a planned development.

7. The following uses shall be permitted in the Navy Pier Subarea: pedestrian promenades; public open spaces; public, cultural, recreational; business and commercial uses; enclosed public spaces; multi-purpose exhibition, meeting and reception facilities; shops and restaurants; 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.

   Within the Navy Pier Subarea: exposition and meeting uses shall not be permitted in the buildings west of the On-Pier Park. However, these uses are permitted in the buildings east of the On-Pier Park. Additionally, the business and commercial uses permitted east of the On-Pier Park shall be subordinate and ancillary to the exposition and meeting uses. All business and commercial uses permitted in and special uses of the DX or DC zoning districts are permitted uses on the Navy Pier Subarea except the following: residential; hotel/motel; adult; 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, gardens and gathering places; walkways, bicycle paths and ramps; boat and ship docking,

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* With the exception of the Traffic Management Plan and the Navy Pier Guidelines, B.T.A./V.O.A. prepared all other (sub)exhibits. The final revision date for all such (sub)exhibits is June 23, 1992, unless the (sub)exhibit number is followed by an "a", in which case the final revision date is some later date specified in parenthesis (revised August 11, 1993). The Dime Pier (Sub)Exhibits (39 -- 47) are dated November 20, 2009.

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. 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, from at least 6:00 A.M. to 11:00 P.M.

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

8. Off-street parking and off-street loading shall be provided upon the Navy Pier Subarea in accordance with the Use and Bulk Regulations Data Table, (Sub)Exhibit 1a, described in Statement Number 6 and attached hereto.

9. Any service drive or other ingress or egress will be adequately designed and paved in accordance with the regulations of the Department of Transportation and in compliance with the Municipal Code of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. Fire lanes, if required, will be adequately designed and paved in compliance with the Municipal Code of Chicago. No parking shall be permitted within the service drives and other motor vehicle ingress and egress areas.

10. 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 related 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 Zoning and Land Use Planning. All exterior signs located within the Dime Pier Subarea, including signs on the kiosks, are subject to the prior approval of the Commissioner of Zoning and Land Use Planning, and are limited to on-premise messages. Illuminated, flashing, changing image signs and video display signs are expressly prohibited.

11. The maximum allowable height of any structure upon the Property shall conform to the Use and Bulk Regulation Data Table, (Sub)Exhibit 1a attached hereto, and shall further be subject to the following:

    (i) Height limitations as certified on Form FAA-117 (or on successor forms covering the same subject matter) and approved by the Federal Aviation Administration pursuant to Part 77 of the Regulations of the Administrator, Federal Aviation Administration.

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

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

    (i) The improvements on the Property shall be designed, constructed and maintained in general conformance with all of the (sub)exhibits described in Statement Number 6 of this planned development. Landscaping shall be installed and maintained in general conformance with all of the Site/Landscape Plan exhibits described in Statement Number 6 of this planned development. All landscaping shall be properly maintained, at all times, by the 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, (Sub)Exhibits 11a through 16, described in Statement Number 6 and shall be in general conformance with the provisions of the Traffic Management Plan, (Sub)Exhibit 36, described in Statement Number 6 of this planned development.

    Public pedestrian and bicycle passage during operating hours over all exterior areas depicted on the (sub)exhibits as pedestrian walks or pathways, including the south dock and the north dock, shall not be unreasonably restricted. Public pedestrian passage during operating hours over all interior areas depicted on the Pedestrian Circulation Plan, (Sub)Exhibit 29, described in Statement Number 6 of this planned development shall not be unreasonably restricted.

    The south dock shall be divided into east/west zones that are in general conformance with all of the section (sub)exhibits, (Sub)Exhibits 24a through 28, described in Statement Number 6 of this planned development and attached hereto. These zones shall be reasonably sized to accommodate the

predominantly public pedestrian and bike path character of the south dock. The edge of the south dock shall consist of an approximate fifteen (15) foot zone in which various boat and ship docking accessories are permitted. To the north and adjacent to this fifteen (15) foot zone, there shall be a furniture/planter zone of approximately eight (8) feet. Notwithstanding the foregoing, within the approximate twenty-three (23) foot width of these two (2) zones, there shall be an approximate ten (10) foot clear zone, free and clear of all obstructions for easy pedestrian passage.

The edge of the north dock shall consist of an approximate seven (7) foot zone in which various boat and ship dock accessories are permitted provided that public pedestrian passage is feasible. To the south and immediately adjacent to this seven (7) foot zone, there shall be an approximate eight (8) foot clear zone, free and clear of all obstructions appropriate for easy pedestrian passage.

The boat and ship docking accessories described above include, but are not limited to, gangplanks, stairs and accessory structures, 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 Number 13(i) hereof. They shall be limited to movable or semi-permanent structures.

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.

Permanent kiosks or other permanent buildings or structures located anywhere on the Property are subject to the approval of the Commissioner of Zoning and Land Use Planning.

(iii) The areas depicted on the Site/Landscape Plan -- Crystal Garden, (Sub)Exhibit 9a, and the Site/Landscape Plan -- On-Pier Park, (Sub)Exhibit 10a, described by Statement Number 6 of this planned development as the Crystal Garden and the On-Pier Park respectively, 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 Site/Landscape Plan -- On-Pier Park, (Sub)Exhibit 10, described in Statement Number 6, may charge customers for their use of said restaurant/cafe and catered dining areas. Each of these 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 and live performances 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.

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, and, during the period of May through September, may occur only after 6:00 P.M., and must be preceded by reasonable advance and posted notice.

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 and ferris wheel or for special entertainment in the tent on the On-Pier Park.

(iv) 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.

(v) The applicant acknowledges that the draft Navy Pier/Turning Basin Development Guidelines, issued by the Department of Planning and Development in December, 1990 was, in large part, a result of the joint efforts of the M.P.E.A., the City, the Chicago Park District and others to determine the appropriate guidelines for the development of the Navy Pier and Headlands Subareas. The City acknowledges that this development, as described by the provisions and (sub)exhibits of this planned development, satisfies the intent and purpose of those guidelines and of appropriate planning principles. The M.P.E.A. and the City further acknowledge, however, that the scope, complexity and nature of the development may require refinements in the applicable development regulations from time to time and that it may be impractical and contrary to good planning to require compliance with excessively detailed or rigid conditions. Accordingly, to the extent not otherwise provided to the contrary in this planned development, the development and operation of the Navy Pier and Headlands Subareas shall be in general conformance with the principles described in the "Navy Pier Recommendations, Policies and Standards" derived from the aforesaid draft guidelines and made a part hereof as (Sub)Exhibit 37 as described in Statement Number 6 of this planned development and attached

hereto. The recommendations, policies and standards embodied in (Sub)Exhibit 37 shall be considered in any future amendment of modification to this planned development.

(vi) The Navy Pier and Headlands Subareas development contemplated herein is intended to be constructed as a single, integrated project. No Certificate of Occupancy shall be issued unless substantially all of the development has been completed; provided, however, that the Commissioner of the Department of Zoning and Land Use Planning may authorize exceptions to this requirement.

(vii) The M.P.E.A. shall make appropriate arrangements to ensure public safety and public access to the Headlands and Navy Pier Subareas, to the extent feasible, during construction. If requested by any appropriate department of the City, the M.P.E.A. shall provide and follow a reasonably acceptable plan and schedule of such arrangements; which plan shall be coordinated with the Department of Zoning and Land Use Planning and the Department of Transportation.

13. 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 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 anyone 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.

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 Midnight on weekends.

14. For purposes of floor area ratio (F.A.R.) calculations and floor area measurements, the definitions in the Chicago Zoning Ordinance shall apply. For purposes of grade, the definition in the Chicago Zoning Ordinance shall apply.

15. The M.P.E.A. acknowledges that the development of the Navy Pier and Headlands 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.") (Sub)Exhibit 36 described in Statement Number 6 in this planned development and shall become effective after the issuance of the Certificate of Occupancy for either the Family Pavilion or the Festival Hall on the Navy Pier Subarea. The T.M.P., as it may be amended or otherwise modified from time to time, 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, prior to December 31, 2011, the M.P.E.A. shall submit to the Commissioner of the Department of Transportation (with a copy to the Commissioner of Zoning and Land Use Planning) an updated report describing the past year's traffic and parking activity and assessing the effectiveness of the various provisions of the T.M.P. and any recommended modifications thereto. Further, the updated report shall assess the proposed traffic plan for the development of the Dime Pier Subarea. 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.

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

    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 in place and functioning within one (1) year following the commencement of

construction of the Navy Pier Subarea. 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.

15a. The M.P.E.A. acknowledges that with the possibility of new and large developments coming to 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., (Sub)Exhibit 36. In order to serve this need the creation of a T.M.A. covering that broader area is necessary. 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 shuttles at its current level of service. The M.P.E.A. shall pay its pro rata share of the funding plan and that includes its agreement to run its remote parking shuttles at its current level of service.

16. The area formerly designated as the Future Development Zone within Zones 2 and 3, as shown on (Sub)Exhibits 10a, 11a, 12a, 13a, 17a, 18a, 19a, 20a, 24a and 25a, shall be improved with a new multi-story performing arts center, consisting of a theater with approximately five hundred fifty (550) seats, classrooms, administrative facilities and other related facilities. Future plans may include the development of the multipurpose space as a two hundred (200) seat studio theater. In addition, new retail and pedestrian circulation space will be included in the proposed facility. The new construction shall not exceed the height of the parking garage and shall be constructed in accordance with the height limitation contained in (Sub)Exhibits 17a through 23.

17. The terms and conditions of Statement Numbers 12, 13 and 16 of this planned development may be modified administratively by the Commissioner of the Department of Zoning and Land Use Planning upon the request of the M.P.E.A. and after a determination by the Commissioner that such a modification is appropriate and consistent with the nature of the development of the Property contemplated in this planned development. Any such modification shall be deemed to be a minor change in the planned development as contemplated by Section 17-13-0611 of the Chicago Zoning Ordinance. This statement shall not be construed as limiting the authority of the Commissioner pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance to authorize any other minor changes to any of the portions or statements of this planned development.

18. The' requirements, obligations and conditions contained within this planned development shall be binding upon the M.P.E.A., its successors and assigns and, if different than the M.P.E.A., the owners of record title of the Property. All rights granted hereunder to the M.P.E.A. shall inure to the benefit of the M.P.E.A.'s successors and assigns. Furthermore, pursuant to the requirement of Section 17-8-0400 of the Chicago Zoning Ordinance, the Property, at the time applications for amendments, modifications or changes (administrative, legislative or otherwise) to the planned development are made, shall be under single ownership or under single designated control.

Nothing herein shall be construed to mean that any individual owner of the Property, or any portion thereof, is relieved of obligations imposed hereunder of any rights granted herein or is not subject to City action pursuant to this planned development. Nothing herein shall prohibit, or in any way restrict, the alienation, sale or any other transfer of all or any portion of the Property or any rights, interests or obligations therein. Upon any alienation, sale or any other transfer of all or any portion of the Property, or the rights therein, except as assignment or transfer of rights pursuant to a mortgage or otherwise as collateral for any indebtedness, and solely with respect to the portion of the Property transferred, the term "Applicant" shall be deemed amended to apply to the legal titleholder thereof (and its beneficiaries if such title is held in a land trust), and the seller or transferor thereof (and its beneficiaries if such title is held in a land trust) shall thereafter be released from any and all obligation or liability hereunder.

19. Unless substantial construction of the proposed Performing Arts Center described in Statement Number 16 hereof has commenced within four (4) years following adoption of this planned development, and unless completion is thereafter diligently pursued, then this planned development shall expire. If this planned development expires under the provisions of this statement, then the zoning of the Property shall automatically revert to the previously existing Planned Development 527 as amended on January 14, 1998.

20. The design of the roadway network located on the Headlands Subarea as depicted on the Roadway Network Map, (Sub)Exhibit 5, described in Statement Number 6 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, prior to the expiration of the fifth (5^{th}) anniversary following the issuance of the first Certificate of Occupancy for the Navy Pier Subarea, the Applicant shall submit to the Commissioner of the Department of Zoning and Land Use Planning and the Commissioner of the Department of Transportation 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 five (5) year period. Following receipt of said study, the Commissioner of the Department of Zoning and Land Use Planning shall consult with the Commissioner of the Department of Transportation. If the Commissioner of the Department of Zoning and Land Use Planning 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.

21. The two (2) parcels depicted on the Subarea Map, (Sub)Exhibit 7, collectively as Tract E, Existing Federal Parcels, are outside the boundaries of this planned development. The M.P.E.A. acknowledges, however, that such parcels shall be served by access ways over and across the Headlands Subareas. In the event that the M.P.E.A. or the City acquires control of either or both of these parcels sufficient to allow redevelopment as park land, or either or both of these parcels are otherwise redeveloped as park land, then the Headlands Subarea park land included in this planned development shall be reconfigured and relandscaped to create a park area which is coordinated with the applicable parcel or parcels, as the case may be. Such reconfiguration and relandscaping shall be designed, constructed and maintained in general conformance with the future Headlands Subarea Landscape Plan, (Sub)Exhibit 35, described in Statement Number 6 and attached hereto. Such reconfiguration and relandscaping 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 parcels or following substantial completion of the redevelopment of the applicable parcel as park land, whichever is earlier. This statement shall be deemed satisfied when the Headlands Subarea park area has been reconfigured and relandscaped to create a coordinated park area with the redeveloped parcel(s) and the Turning Basin Park.

    Any development of the Headlands Subarea, and particularly of the applicable portions of Tract E, 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 in order to coordinate said development with Tract E.

22. 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.

23. 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.

24. In the event that construction of the improvements has commenced but substantial construction activities have ceased for a period of one hundred twenty (120) consecutive days, then the Applicant and the Owner of the property agree to undertake the following: (a) secure the construction site with fencing and/or construction barricades required pursuant to the Chicago Building Code; (b) remove any hazardous and/or flammable materials from the construction site; (c) maintain the construction site in a safe and clean condition; (d) encapsulate the improvements with tarping in order to prevent construction material/debris from leaving the construction site and maintain such tarping so as to secure the partial construction; (e) take any and all action necessary to protect the general public from any dangers associated with the construction site; and (f) preserve the improvements in a safe and sightly condition.

25. 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 roofing 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.

[(Sub)Exhibits 26, 27, 32, 43 and 44 referred to in these Plan of Development Statements unavailable at time of printing.]

[(Sub)Exhibits 2, 3, 4, 5a, 6, 7, 8a, 9a, 10a, 11a, 12a, 13a, 14, 15, 16, 17a, 18a, 19a, 20a, 21, 22, 23, 24a, 25, 28, 29, 30, 31, 33, 34, 35, 36, 37, 38a, 39, 40, 41, 42, 45, 46 and 47 referred to in these Plan of Development Statements printed on pages 83453 through 83512 of this *Journal*.]

(Sub)Exhibit 1a referred to in these Plan of Development Statements reads as follows:

(Sub)Exhibit 1a.
(To Plan Of Development Statements)

Use And Bulk Regulations Data Table.

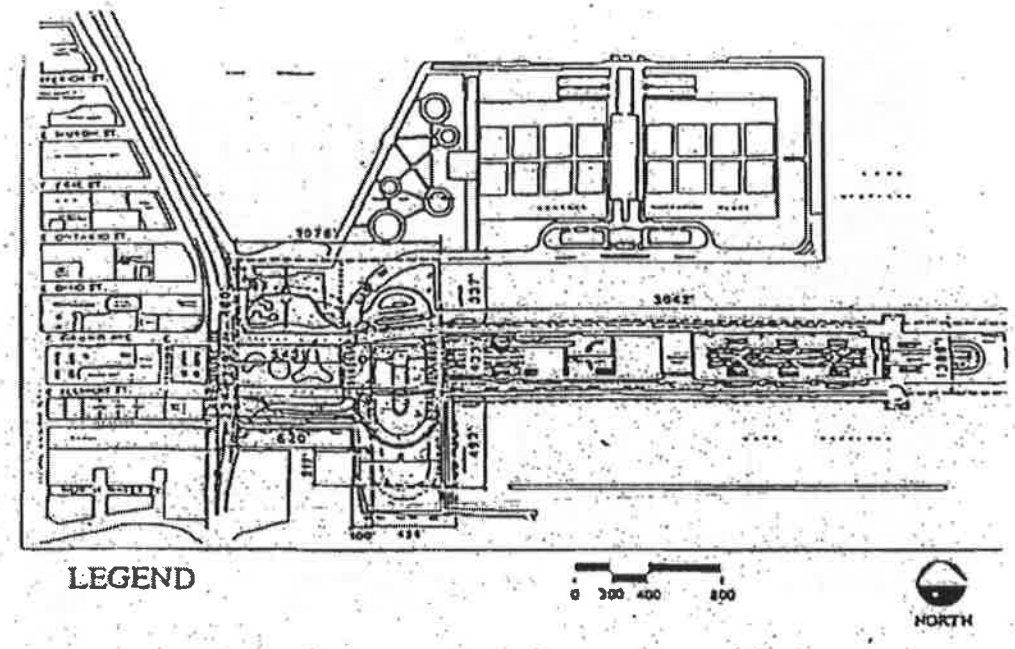
Net Site Area:	
Aggregate Area:	2,535,000 square feet 58.2 acres
Navy Pier Subarea:	30.6 acres
Headlands Subarea:	19.0 acres
Jane Addams Park Subarea:	5.3 acres
Dime Pier Subarea:	3.3 acres
General Description of Permitted Uses:	In accordance with the statements of this Planned Development

Maximum Permitted Floor Area Ratio:	.55
Maximum Percentage Of Land Covered:	In accordance with Site Plans and Site/ Landscaping Plans -- (Sub)Exhibits 8 through 16, described in Statement Number 6 of this Planned Development and attached hereto
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 -- (Sub)Exhibits 8 through 16, described in Statement Number 6 of this Planned Development and attached hereto
Maximum Roof Height:*	In accordance with the Elevations -- (Sub)Exhibits 17a through 23, and (Sub)Exhibits 46 and 47, described in Statement Number 6 of this Planned Development and attached hereto
Maximum Floor Area within the Buildings East of the On-Per-Parking Devoted to:	
Exposition/Conventions Uses:	200,000 square feet
Meeting Use:	90,000 square feet
Maximum Floor Area within the Building on the Dime Pier Subara Devoted to:	
Restaurant Use:	12,500 square feet
Harbor Facility:	5,000 square feet

* The maximum height of ferris wheel is +180 feet C.C.D.. The maximum height of the flagpole is +150 feet C.C.D.. The maximum roof height of the buildings on the Dime Pier Subarea is +32 feet.

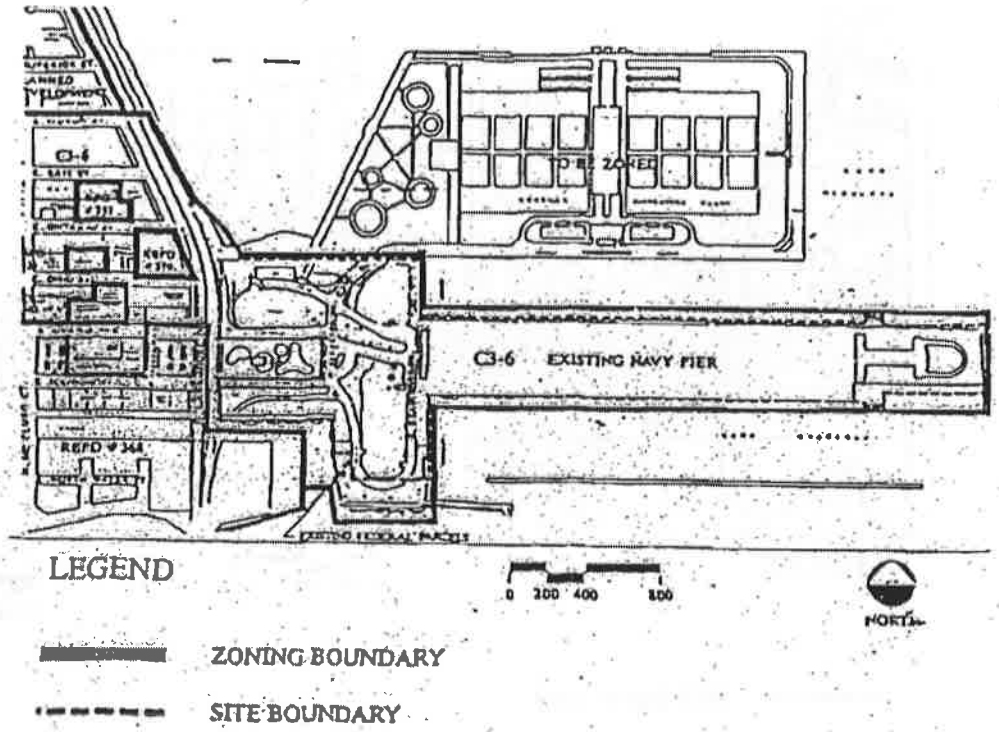
(Sub)Exhibit 2.
(To Plan of Development Statements)

Property Line Map.



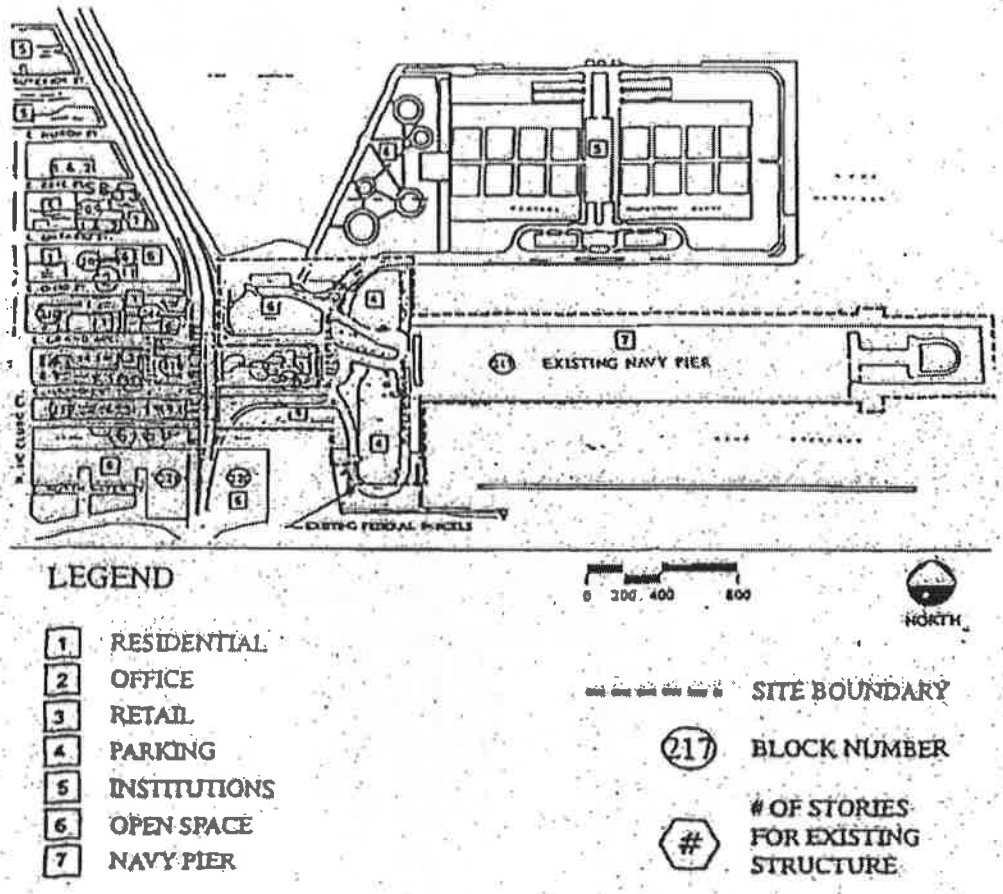
(Sub)Exhibit 3.
(To Plan of Development Statements)

Existing Zoning And Street System Map.



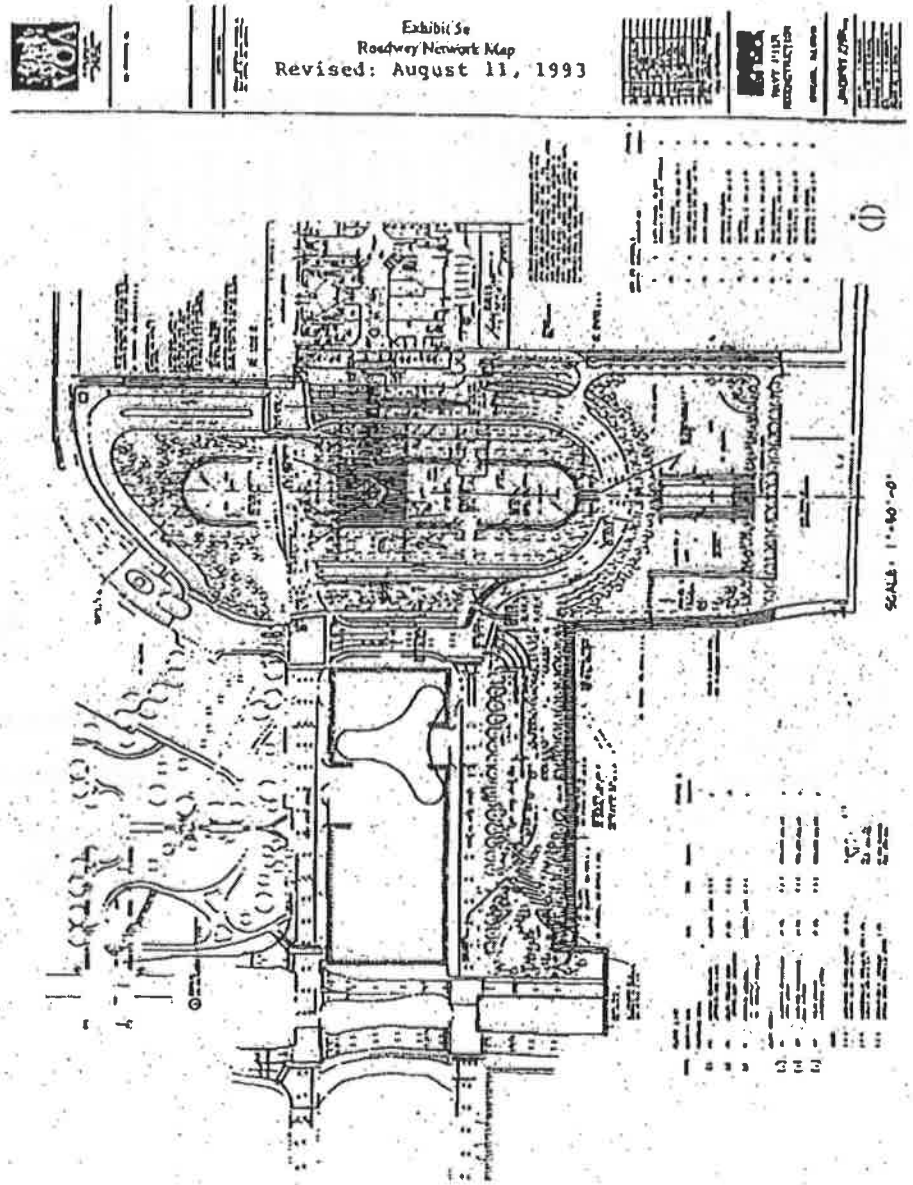
(Sub)Exhibit 4.
(To Plan of Development Statements)

(Existing Area Land-Use Map)



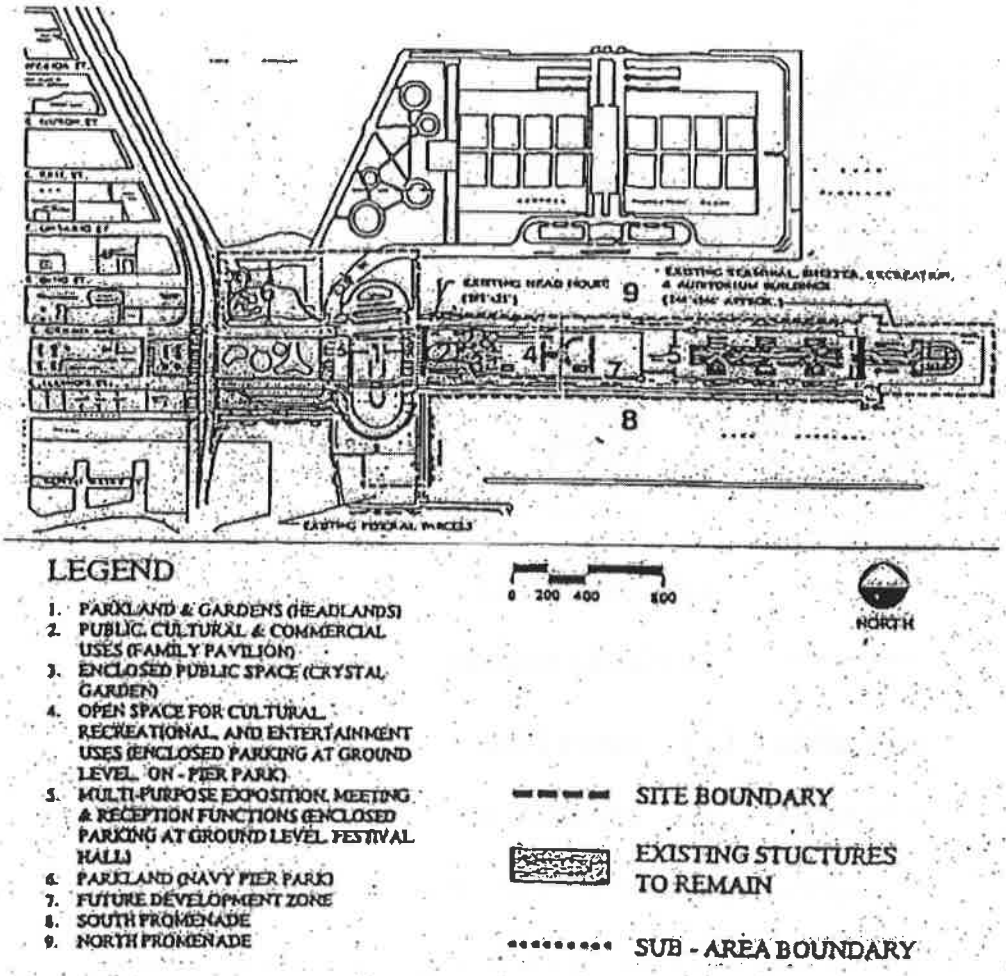
(Sub)Exhibit 5a.
(To Plan of Development Statements)

Roadway Network Map.



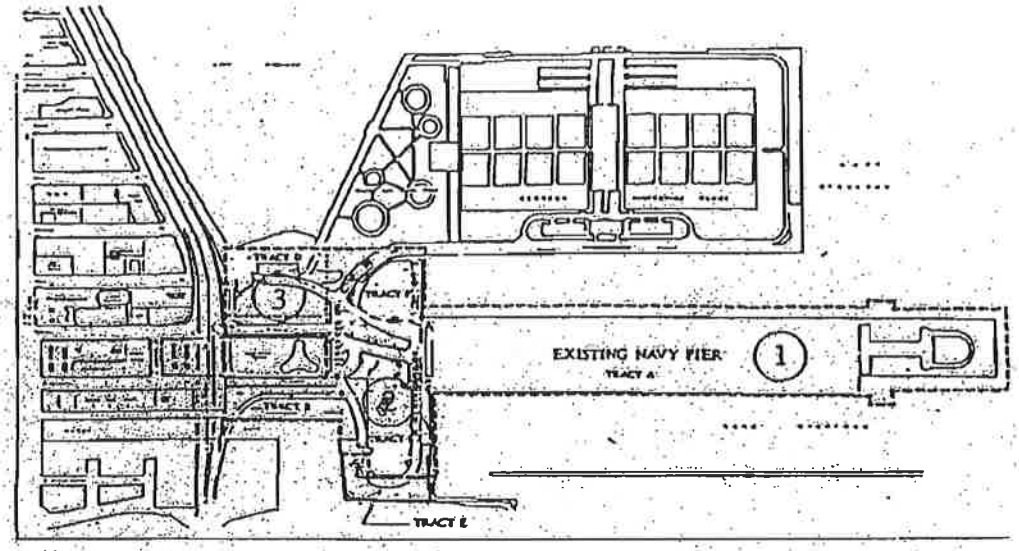
(Sub)Exhibit 6.
(To Plan of Development Statements)

Generalized Land-Use Plan.



(Sub)Exhibit 7.
(To Plan of Development Statements)

Sub-Area Map.



LEGEND

SITE BOUNDARY

SUB AREA BORDER

SUB AREA (1) NAVY PIER (TRACT A)

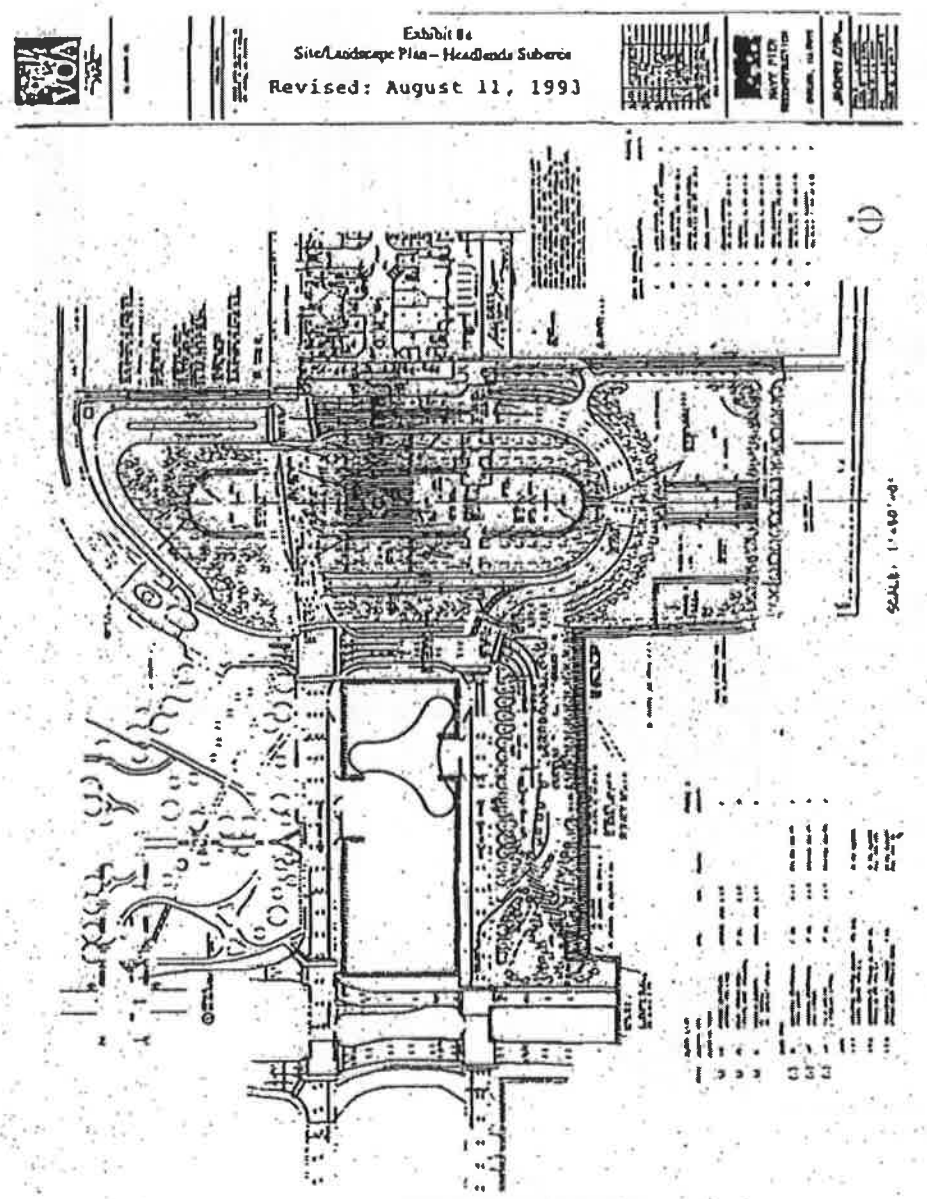
SUB AREA (2) HEADLANDS (INCLUDING AREA ADJACENT TO OGEN SLIP, TRACTS B, C, AND F)

SUB AREA (3) NAVY PIER PARK (TRACT D)

TRACT "E" - EXISTING FEDERAL PARCELS, NOT PART OF PLANNED DEVELOPMENT

(Sub) Exhibit 8a.
(To Plan of Development Statements)

Site/Landscape Plan -- Headlands Sub-Area.



(Sub)Exhibit 9a.
(To Plan of Development Statements)

Site/Landscape Plan -- Crystal Garden.

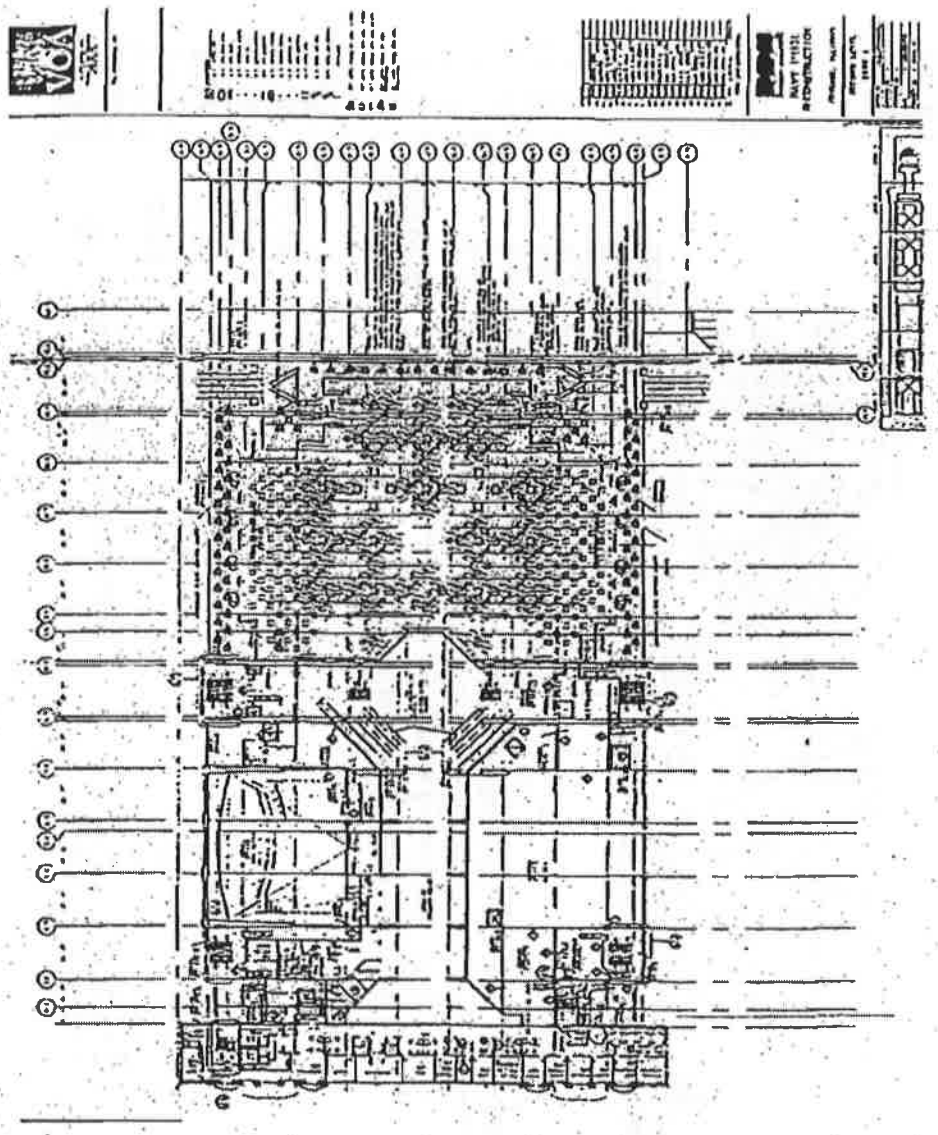
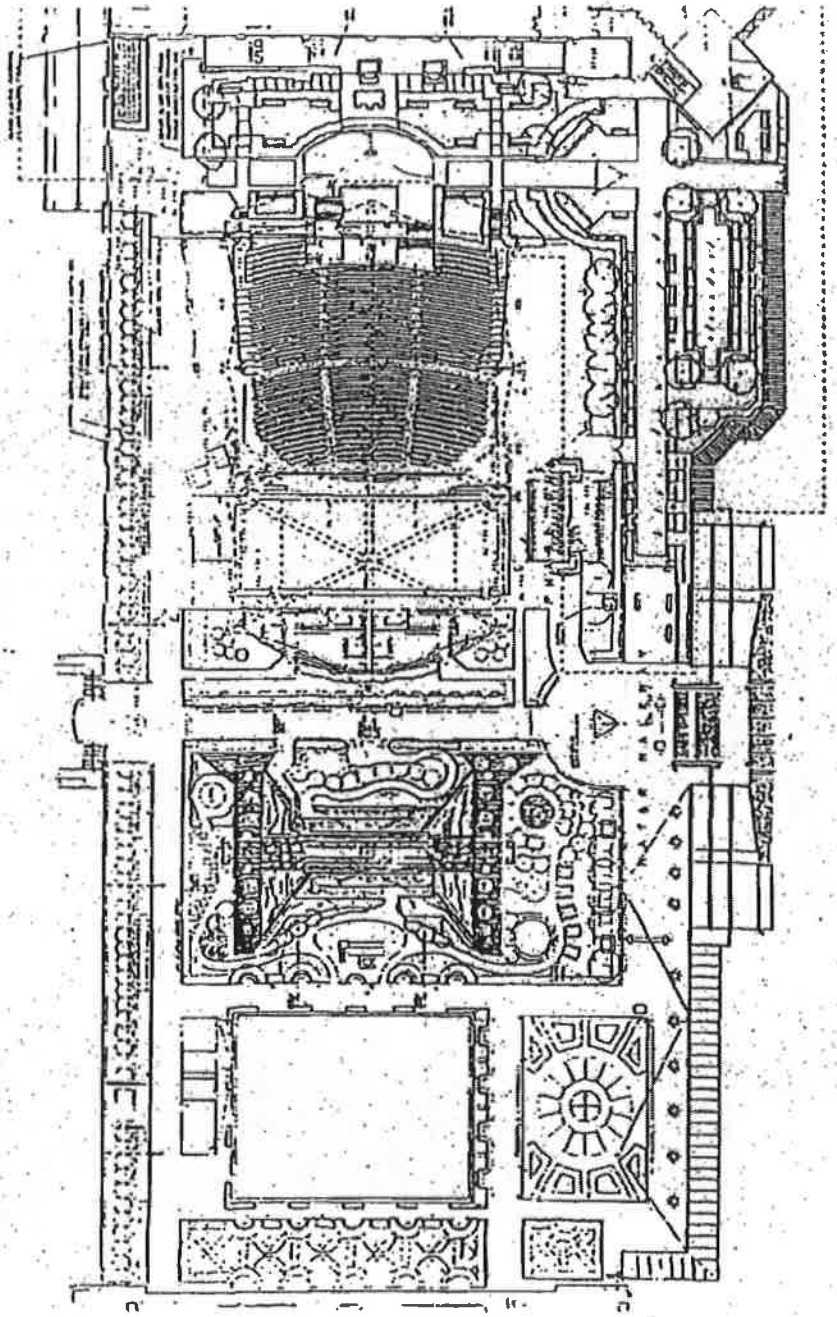


Exhibit 9a
Site/Landscape Plan - Crystal Garden
Revised: August 11, 1993

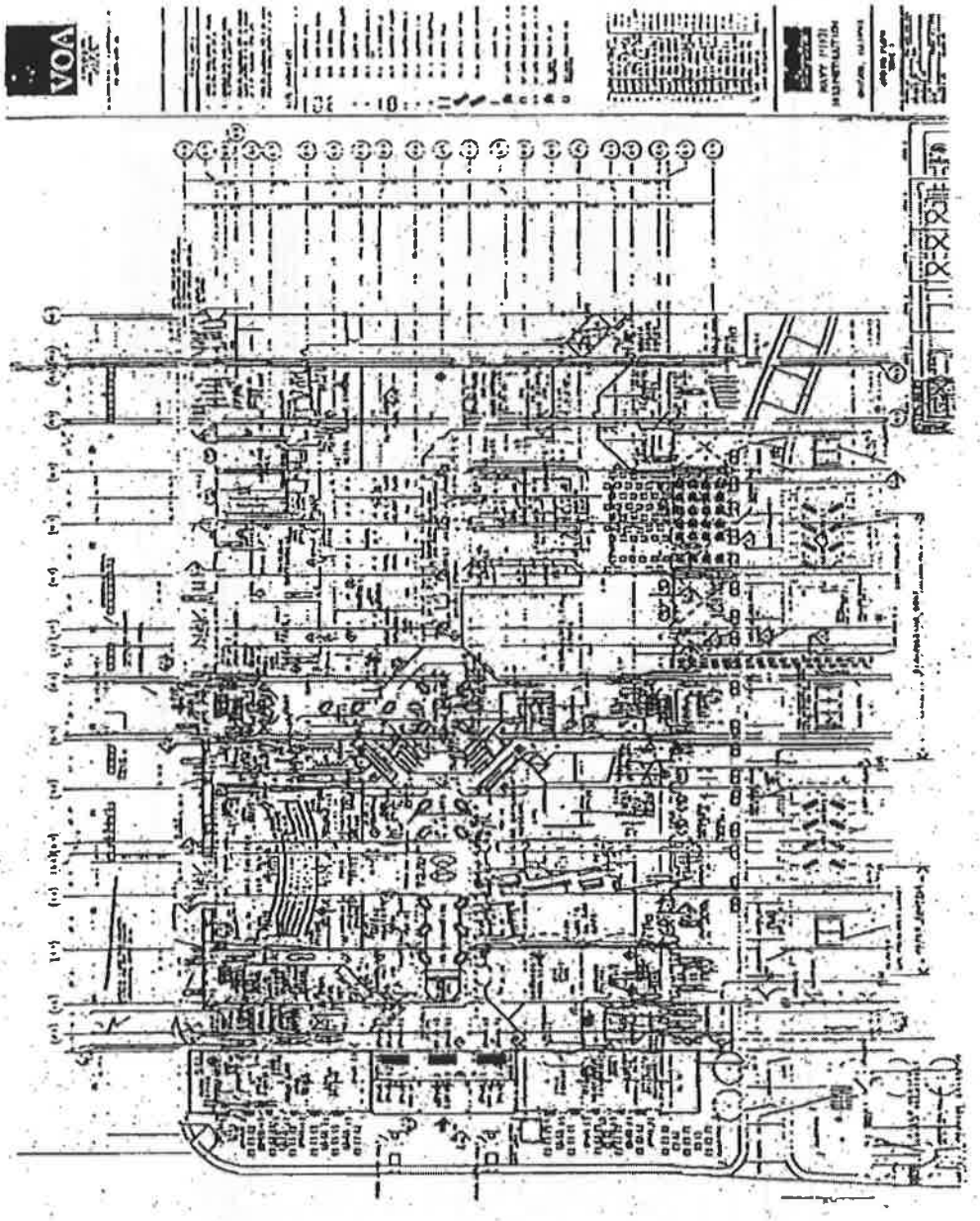
(Sub)Exhibit 10a.
(To Plan of Development Statements)

Site/Landscape Plan -- On - Pier Park.



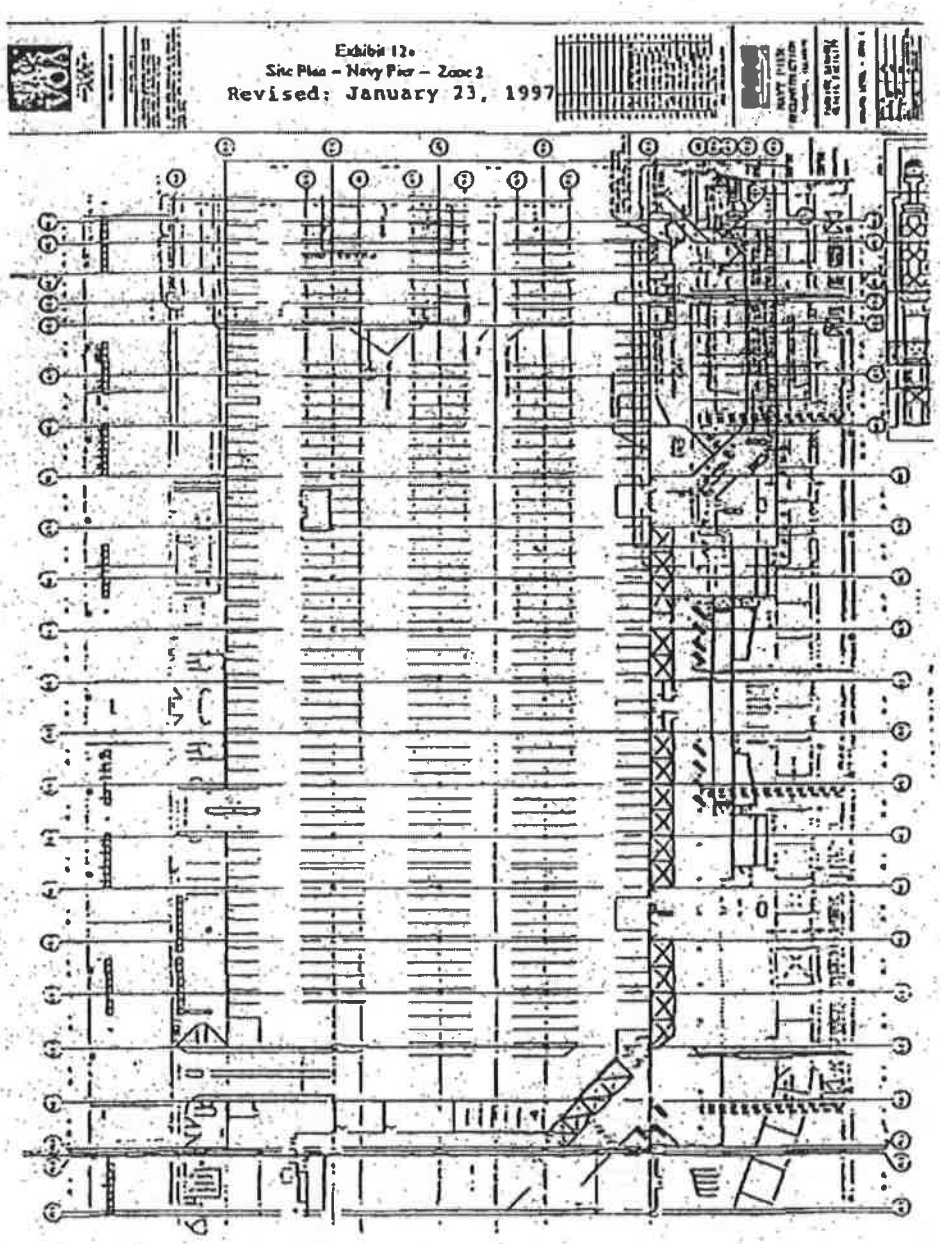
(Sub)Exhibit 11a.
(To Plan of Development Statements)

Site Plan -- Navy Pier -- Zone 1.



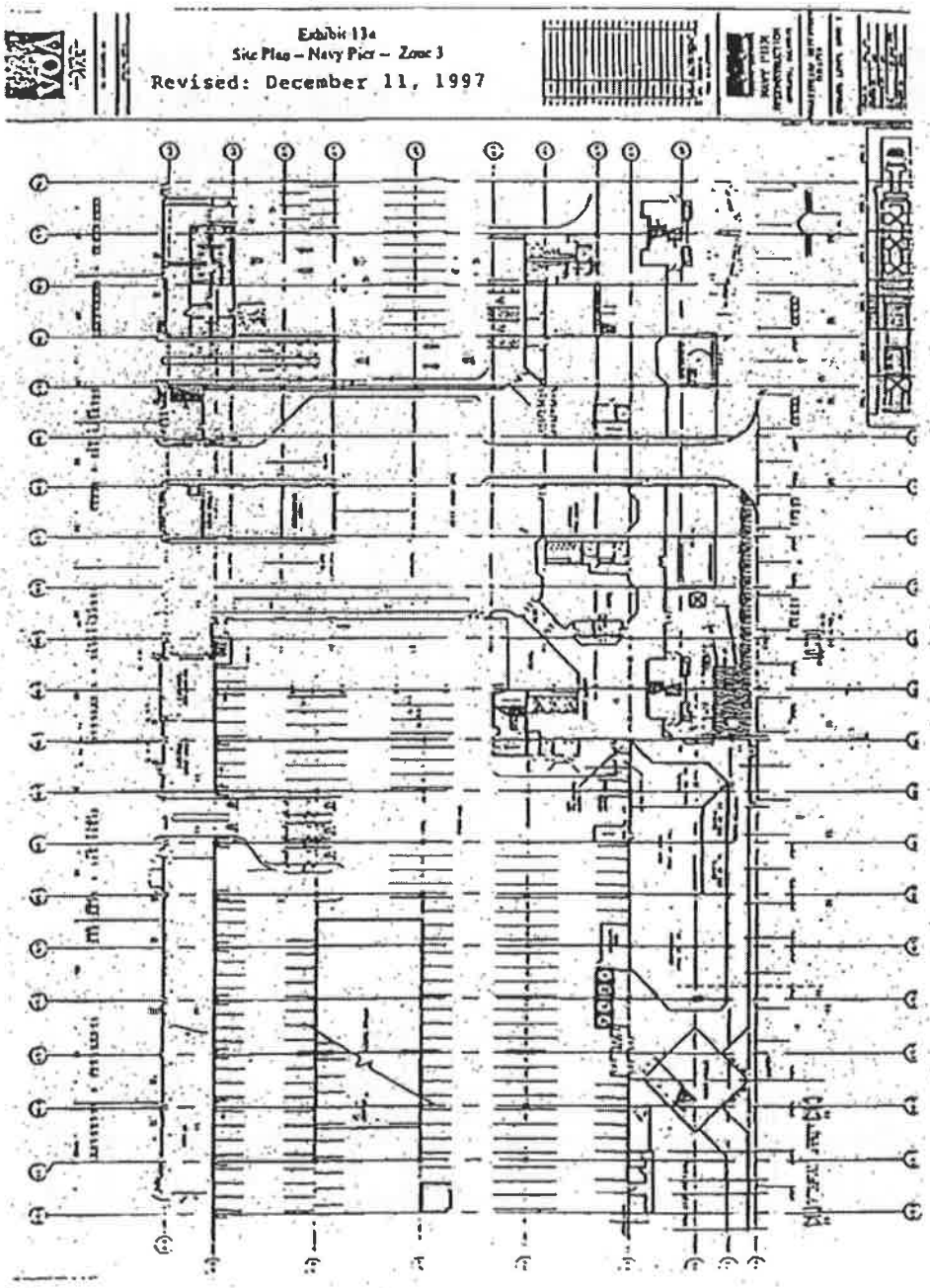
(Sub)Exhibit 12a.
(To Plan of Development Statements)

Site Plan -- Navy Pier -- Zone 2.



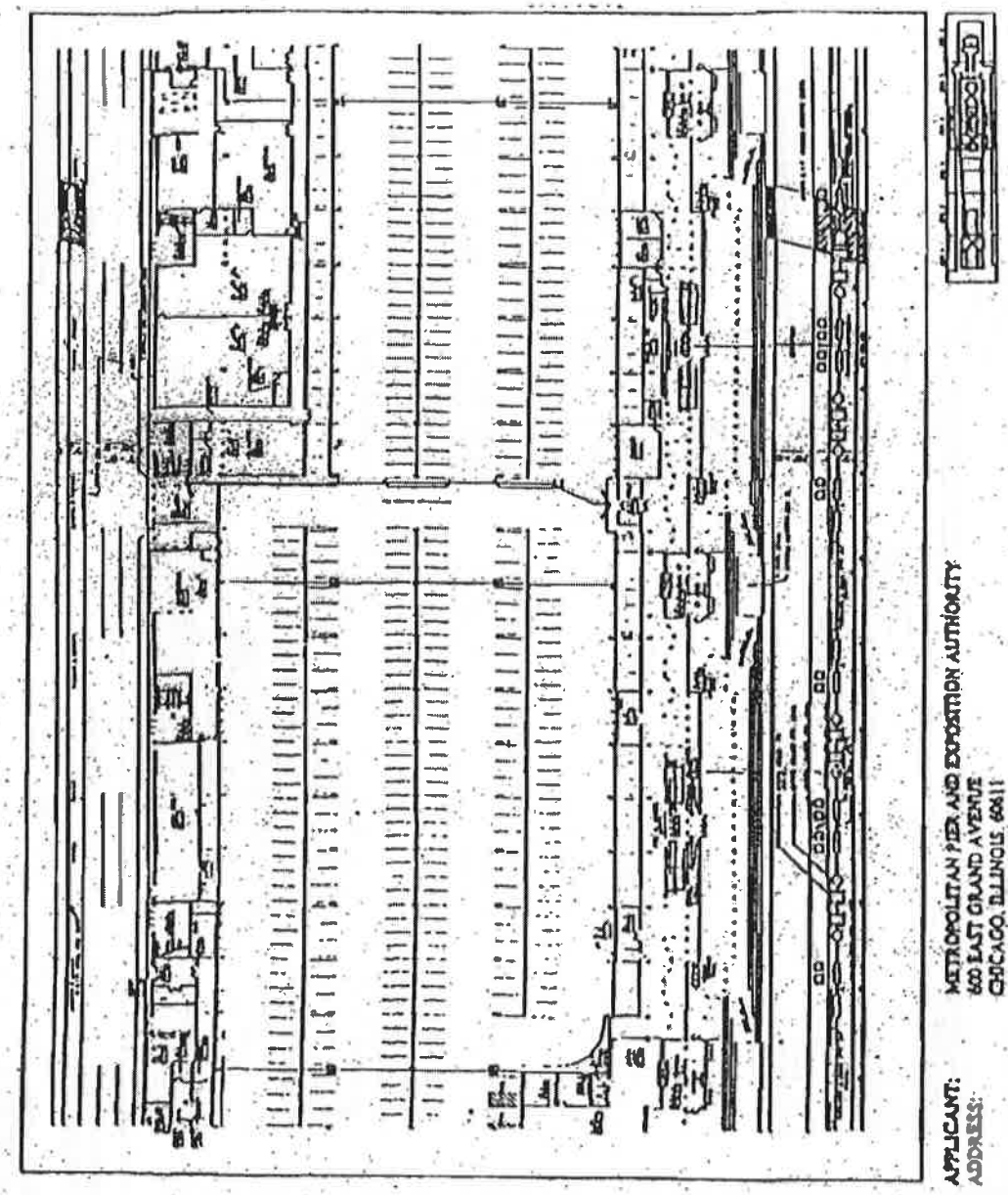
(Sub)Exhibit 13a.
(To Plan of Development Statements)

Site Plan -- Navy Pier -- Zone 3.



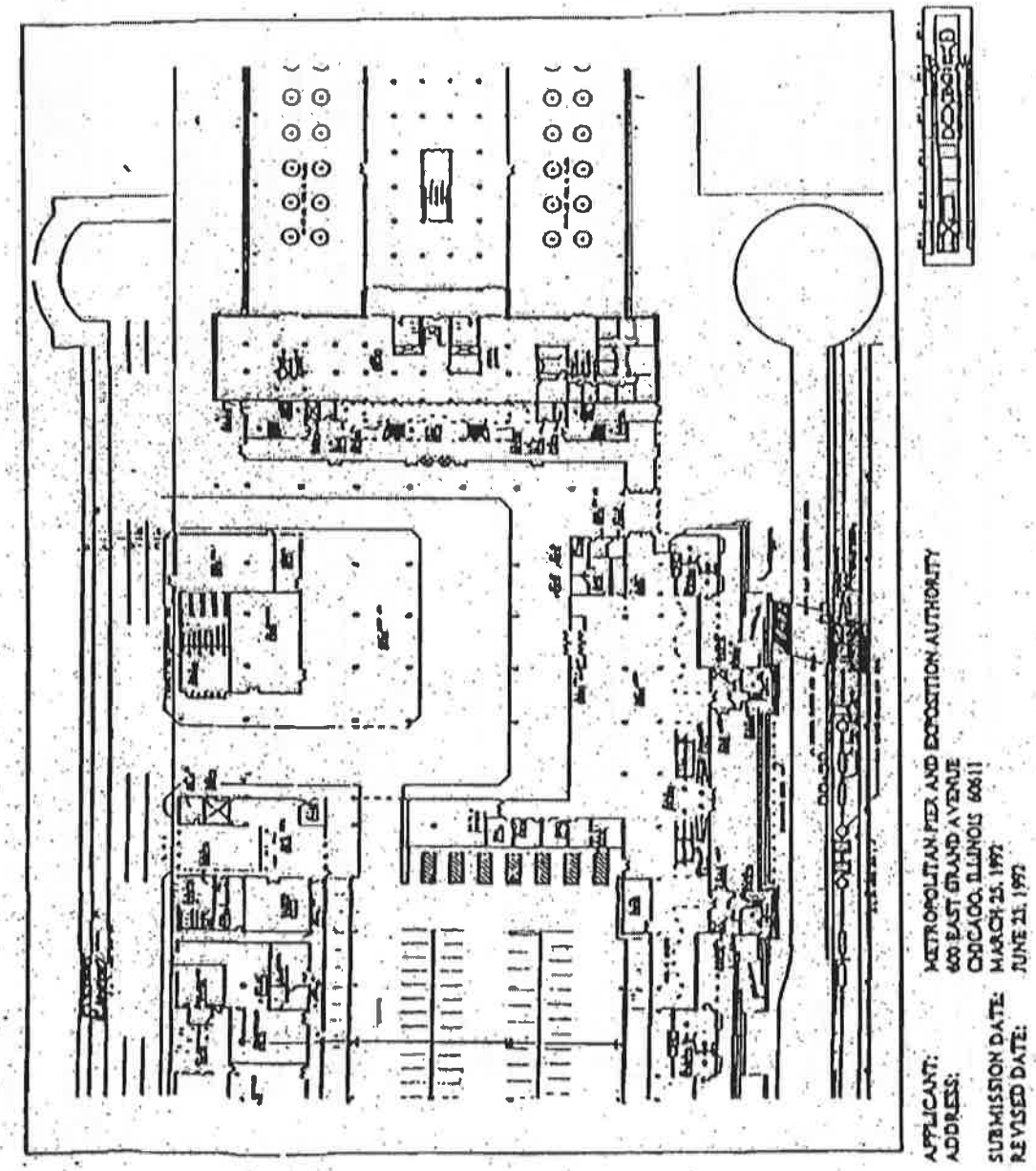
(Sub)Exhibit 14.
(To Plan of Development Statements)

Site Plan -- Navy Pier -- Zone 4.



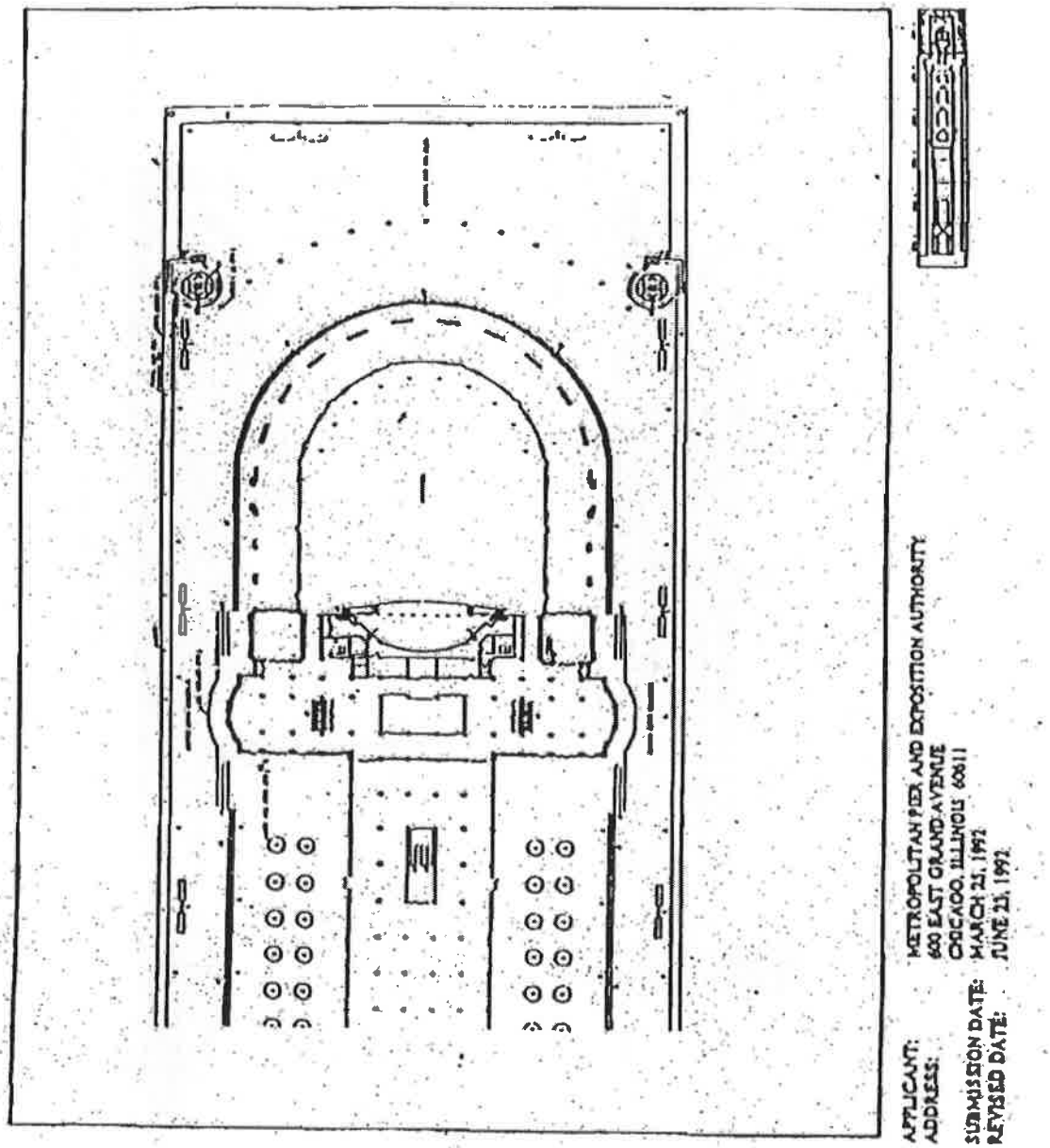
(Sub)Exhibit 15.
(To Plan of Development Statements)

Site Plan -- Navy Pier -- Zone 5.



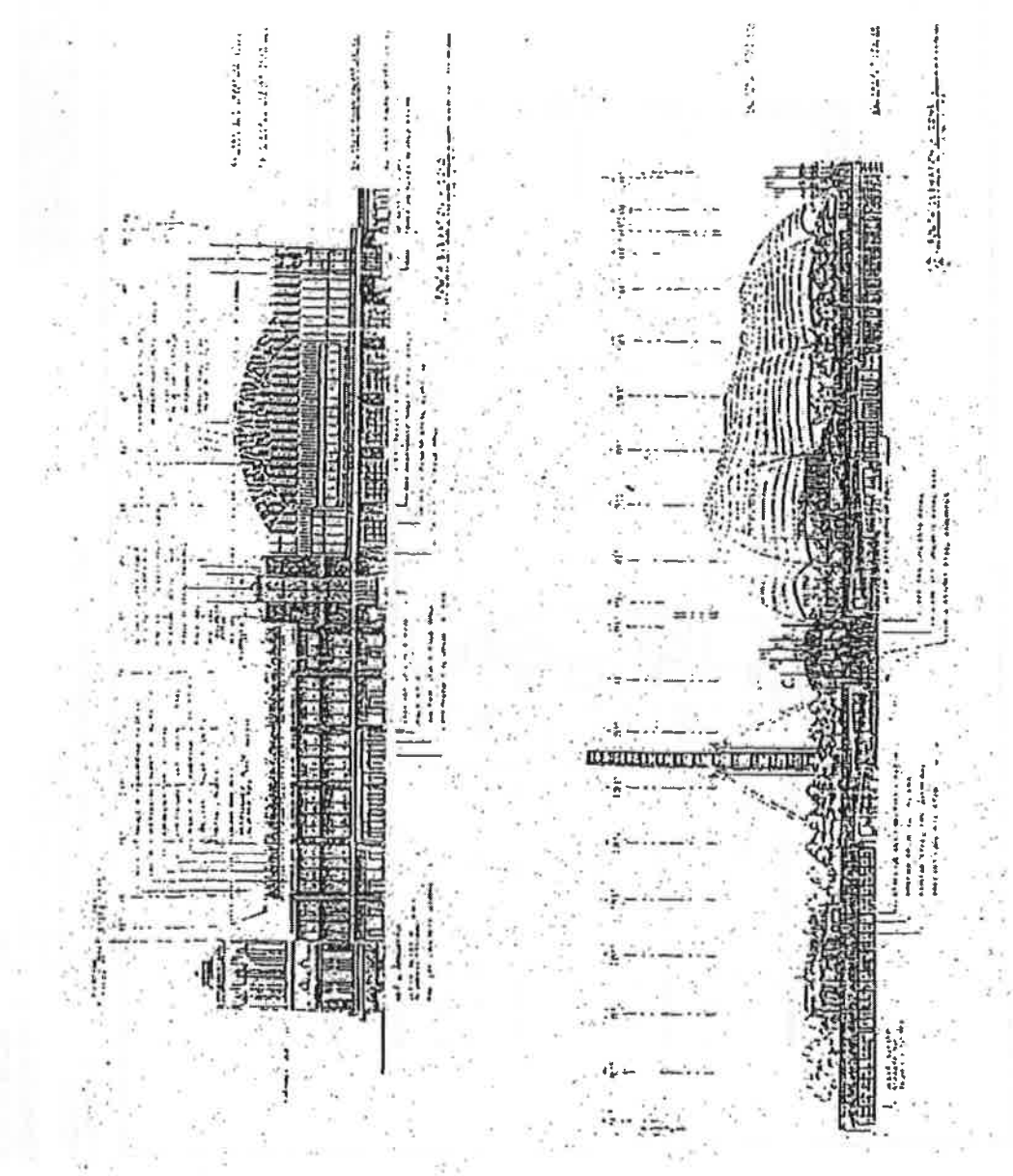
(Sub)Exhibit 16.
(To Plan of Development Statements)

Site Plan -- Navy Pier -- Zone 6.



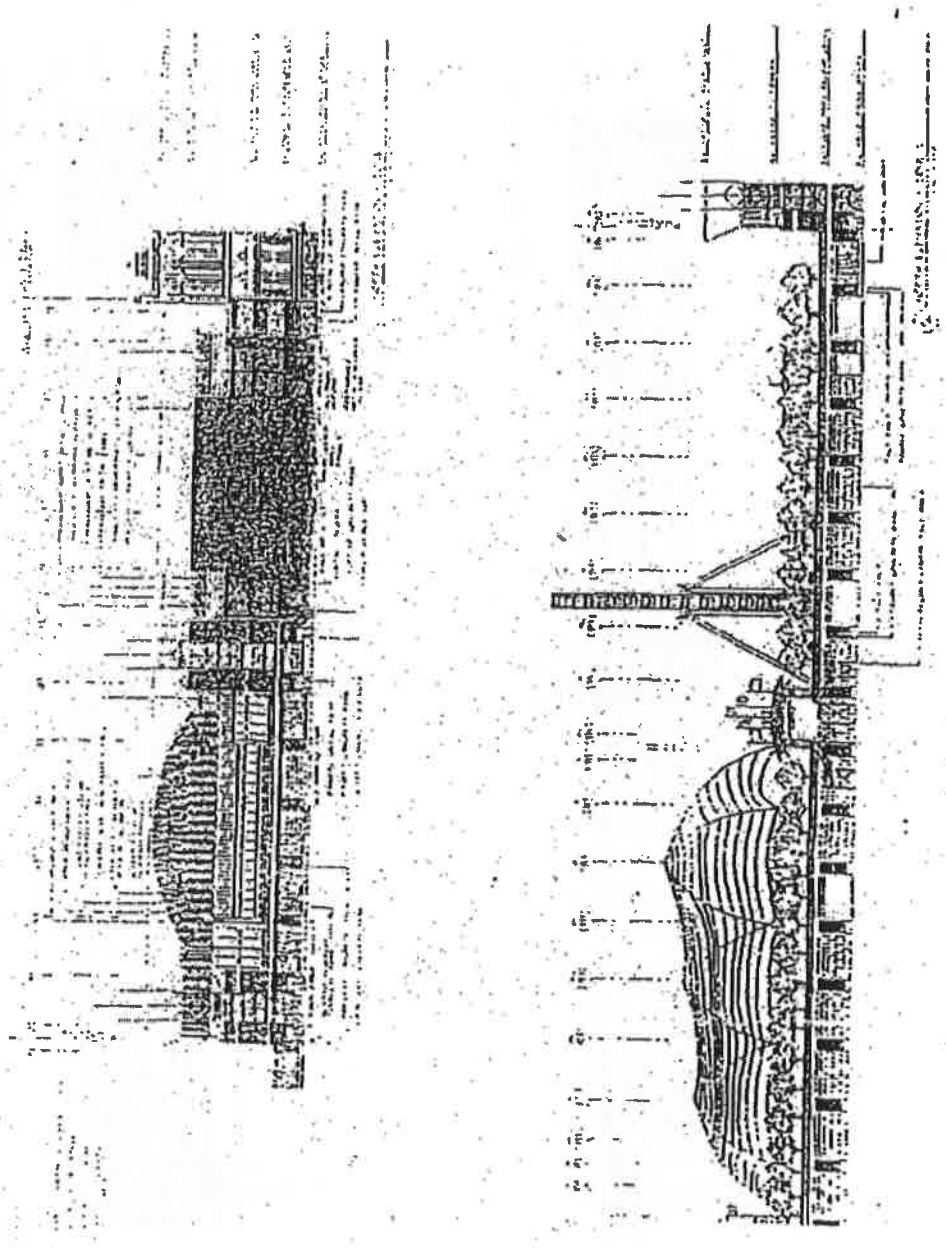
(Sub)Exhibit 17a.
(Plan of Development Statements)

South Elevation -- Navy Pier -- Zones 1 And 2.



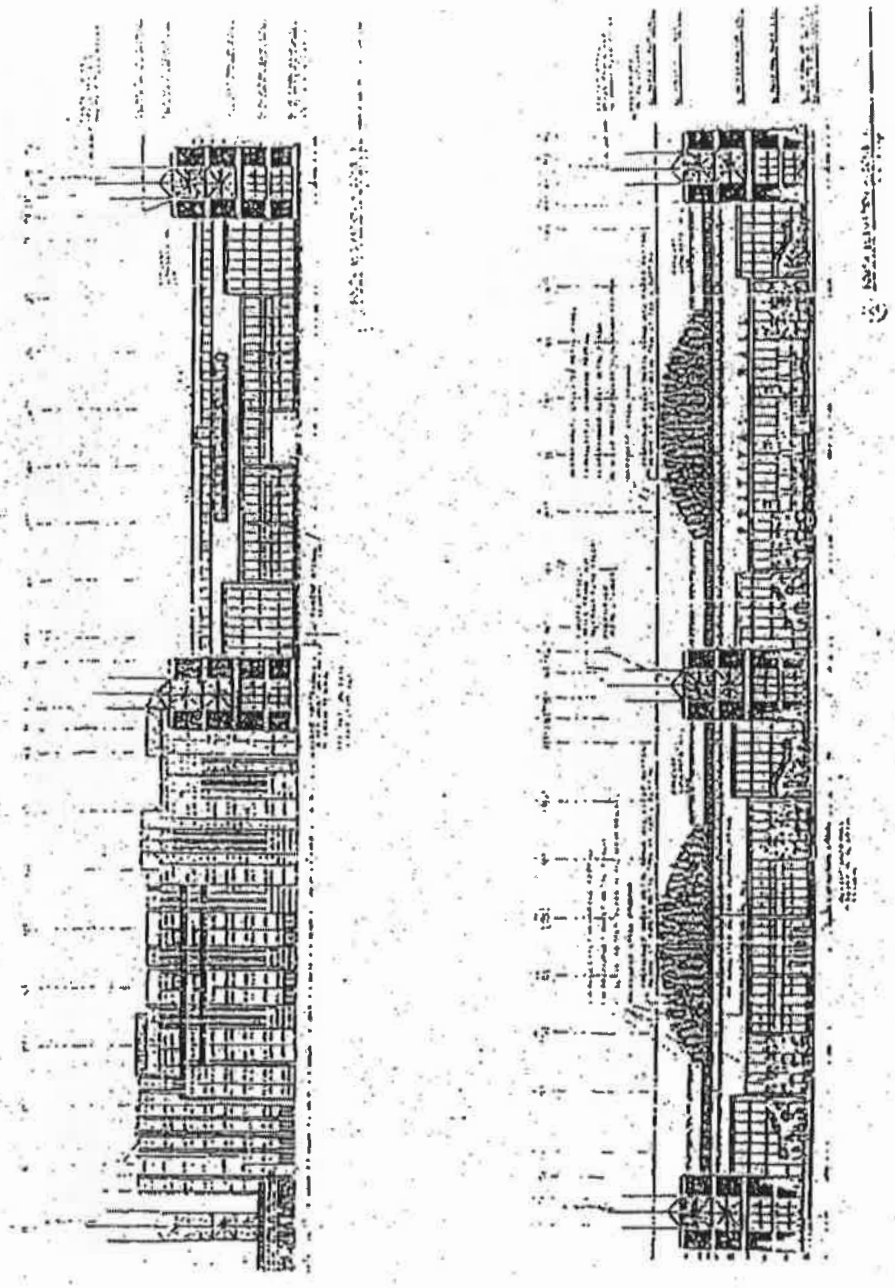
(Sub)Exhibit 18a.
(To Plan of Development Statements)

North Elevation -- Navy Pier -- Zones 1 And 2.



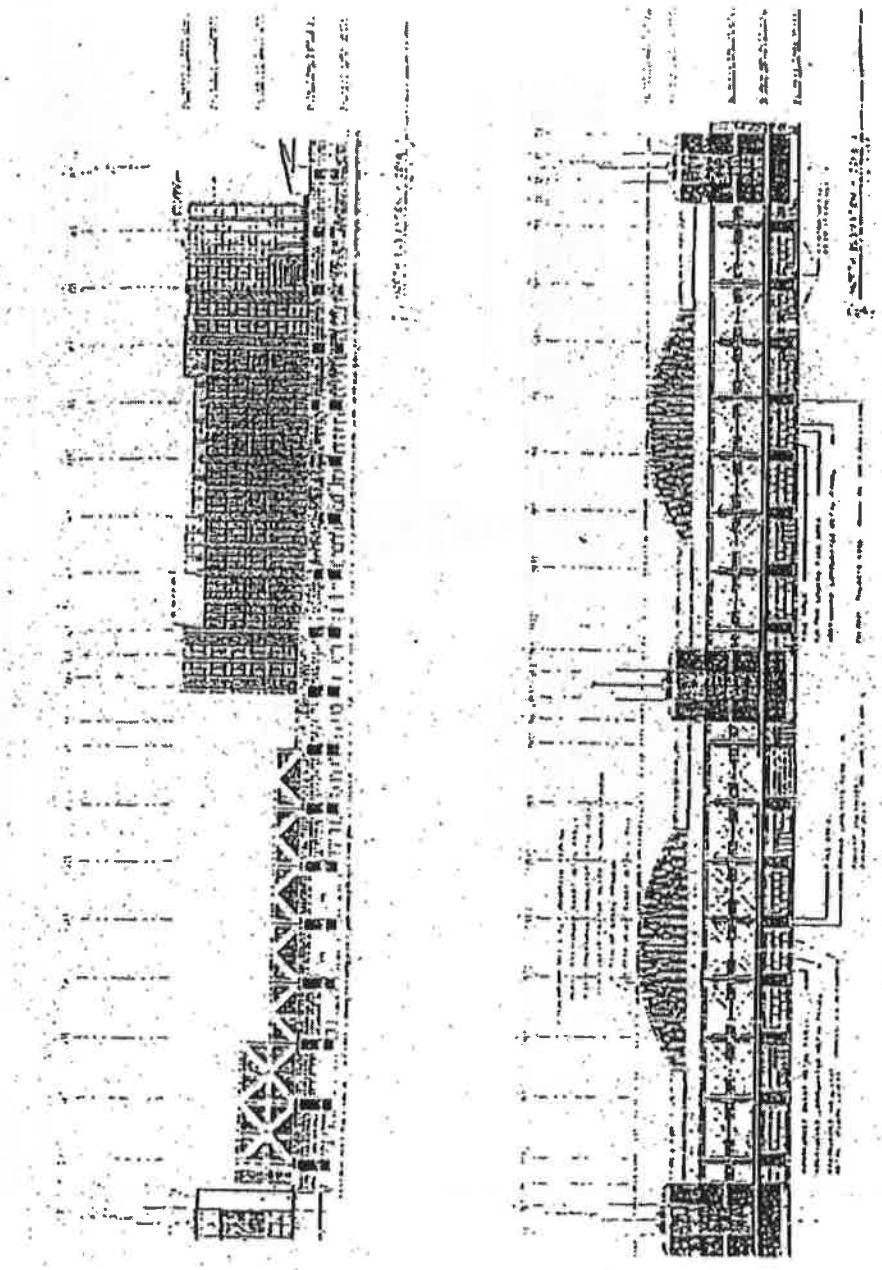
(Sub)Exhibit 19a.
(To Plan of Development Statements)

South Elevation -- Navy Pier -- Zones 3 And 4.



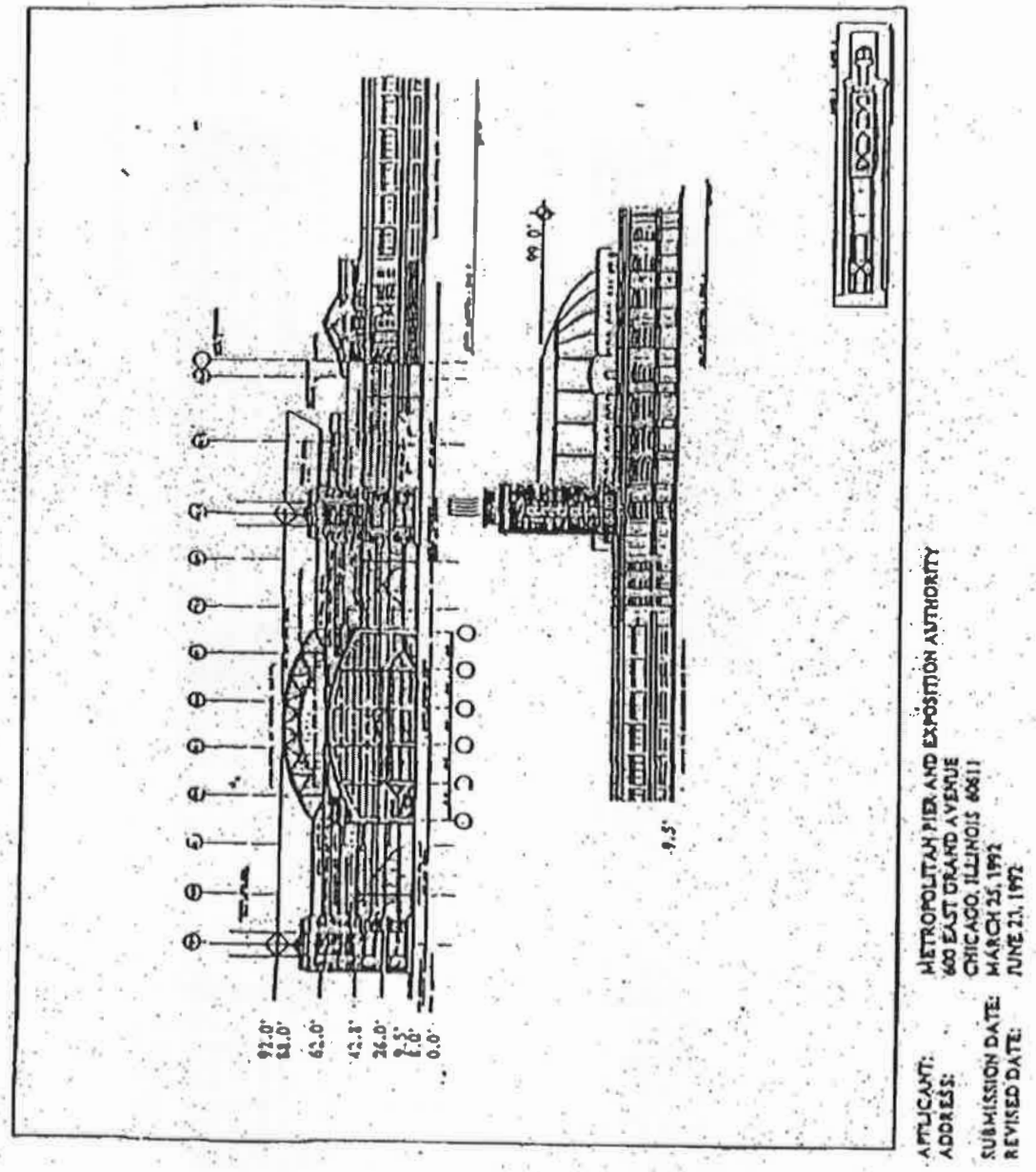
(Sub)Exhibit 20a.
(To Plan of Development Statements)

North Elevation -- Navy Pier -- Zones 3 And 4.



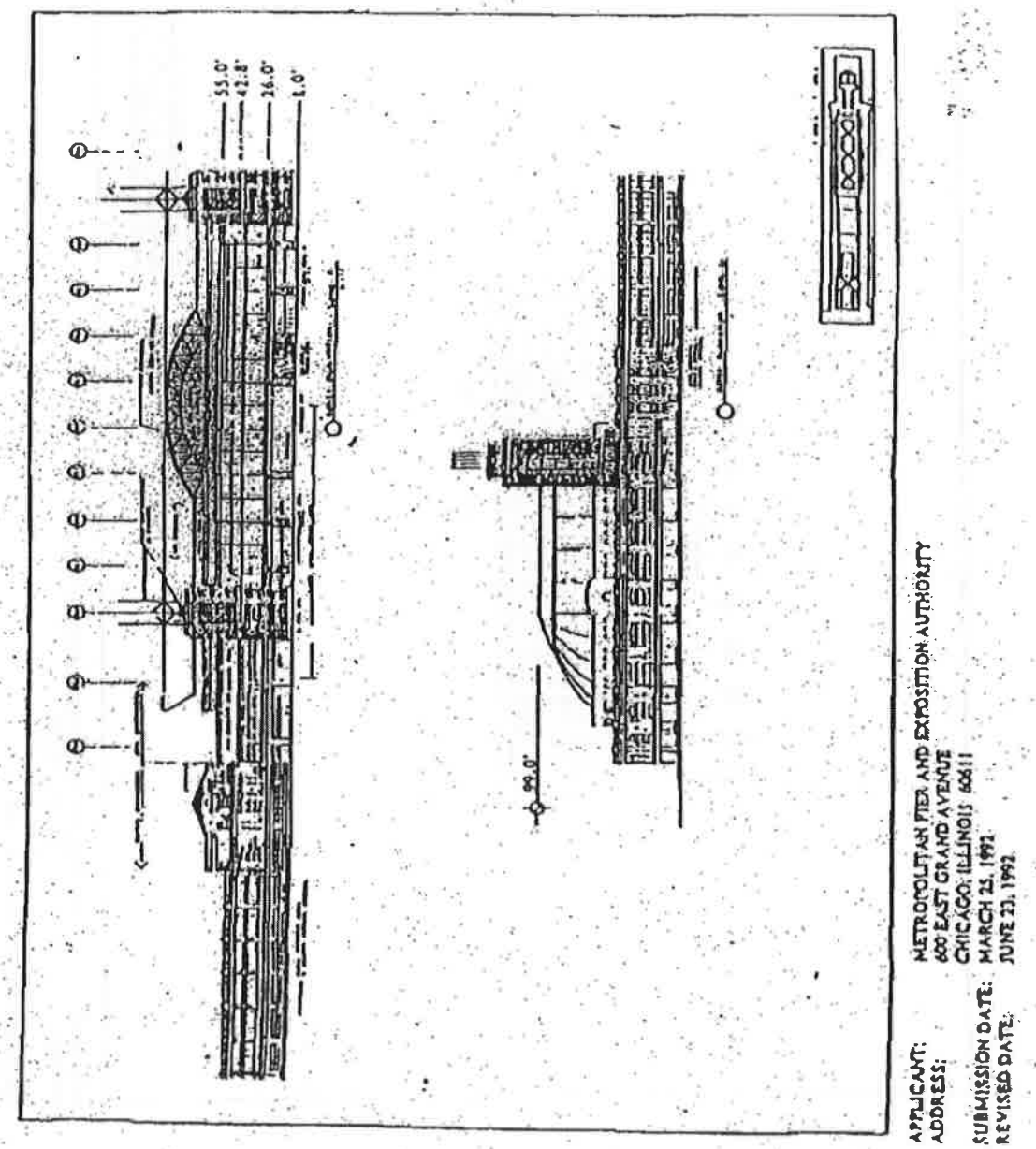
(Sub)Exhibit 21.
(To Plan of Development Statements)

South Elevation -- Navy Pier -- Zones 5 And 6.



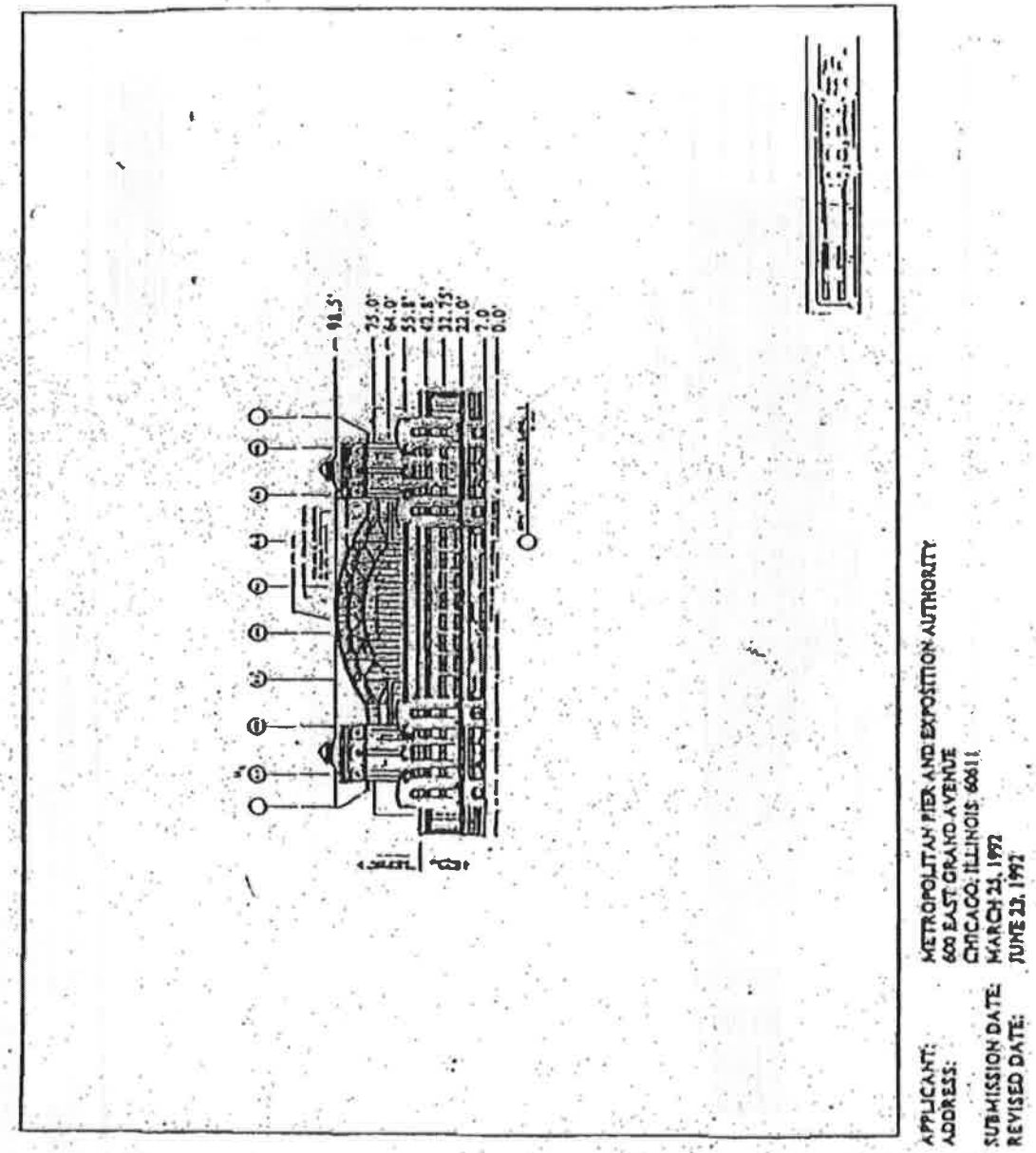
(Sub)Exhibit 22.
(To Plan of Development Statements)

North Elevation -- Navy Pier -- Zones 5 And 6.



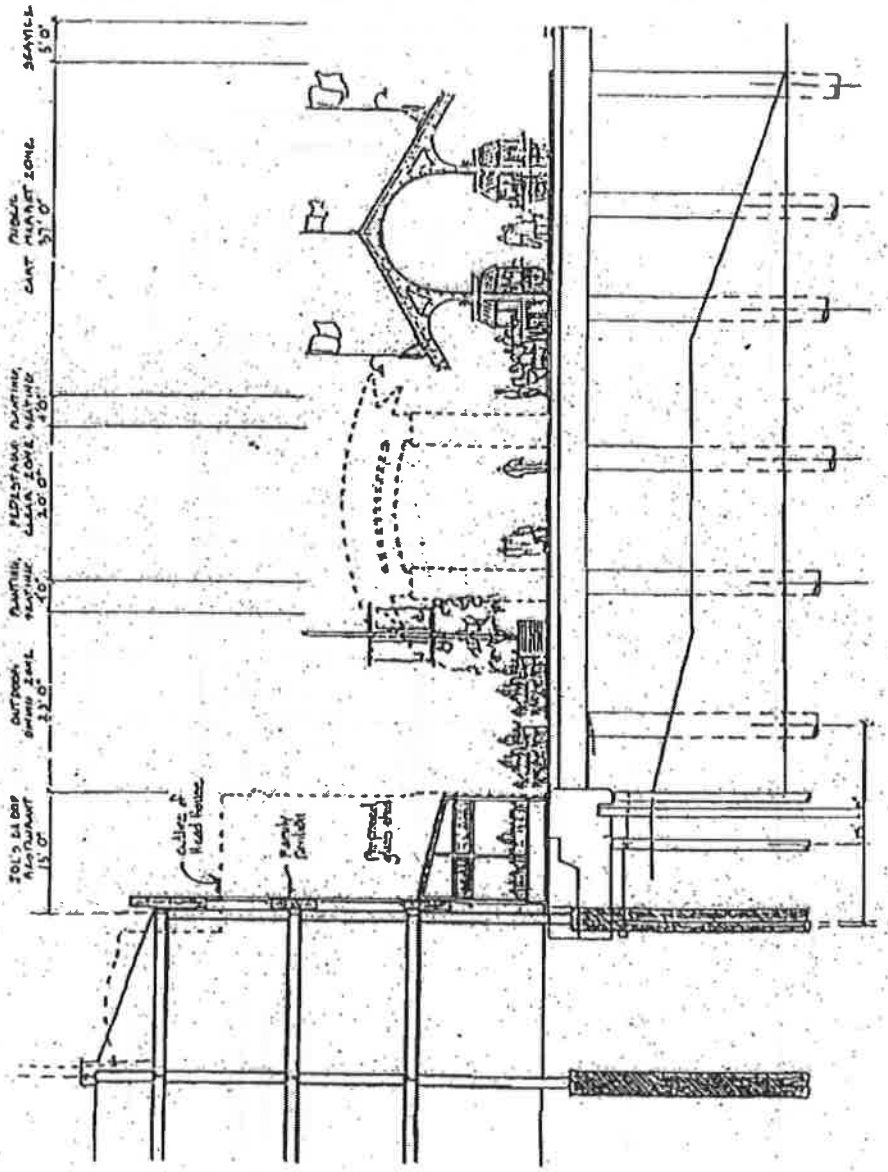
(Sub)Exhibit 23.
(To Plan of Development Statements)

Elevation -- Head House.



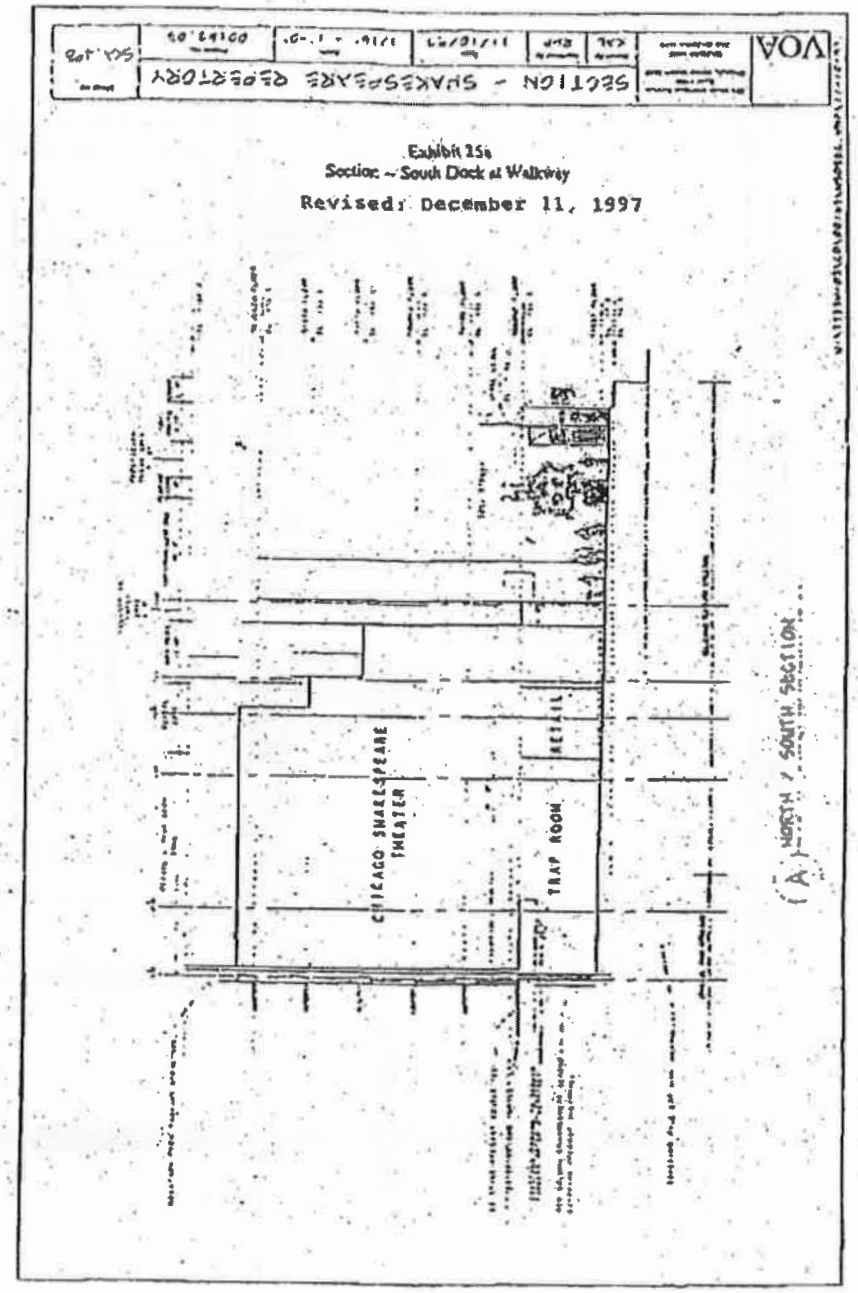
(Sub)Exhibit 24a.
(To Plan of Development Statements)

Section -- South Dock At Family Pavilion.



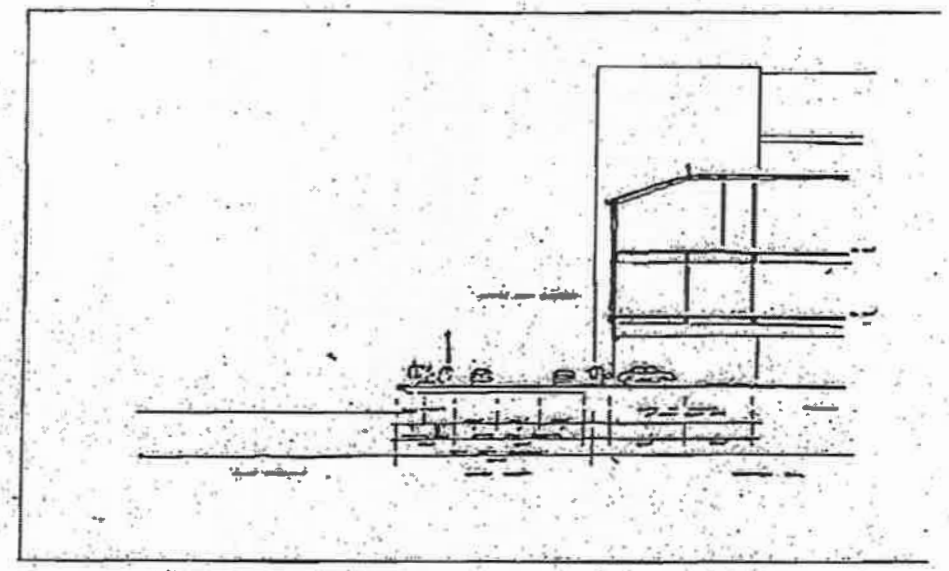
(Sub)Exhibit 25a.
(To Plan of Development Statements)

Section -- South Dock At Walkway.



(Sub)Exhibit 28.
(To Plan of Development Statements)

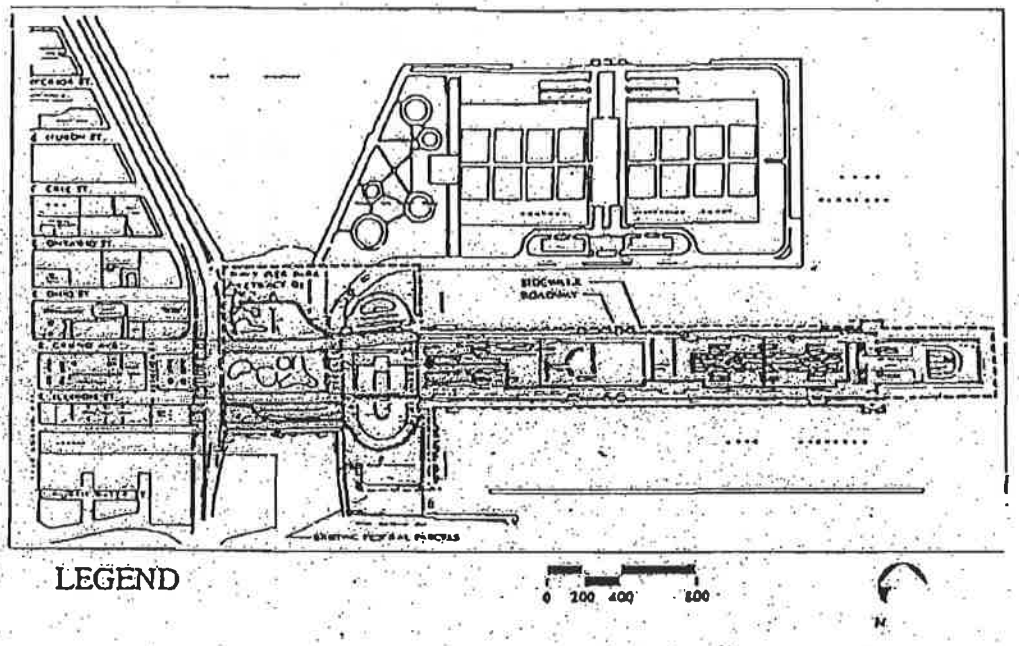
Section -- North Dock at Festival Hall.



LEGEND

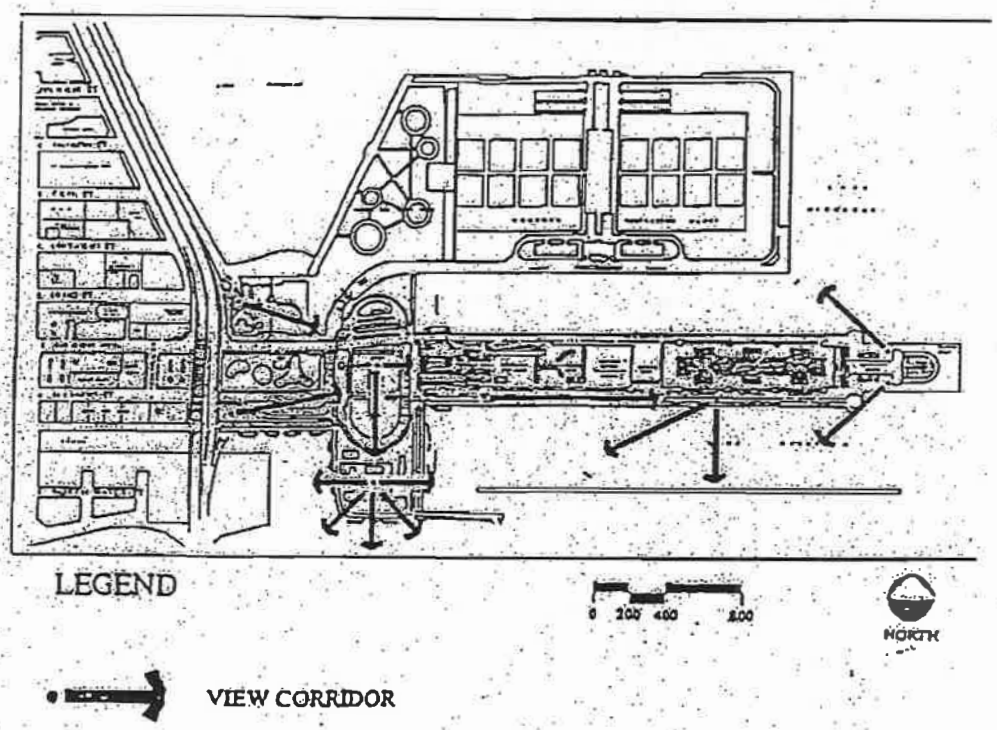
(Sub)Exhibit 28.
(To Plan of Development Statements)

Pedestrian Circulation Plan.



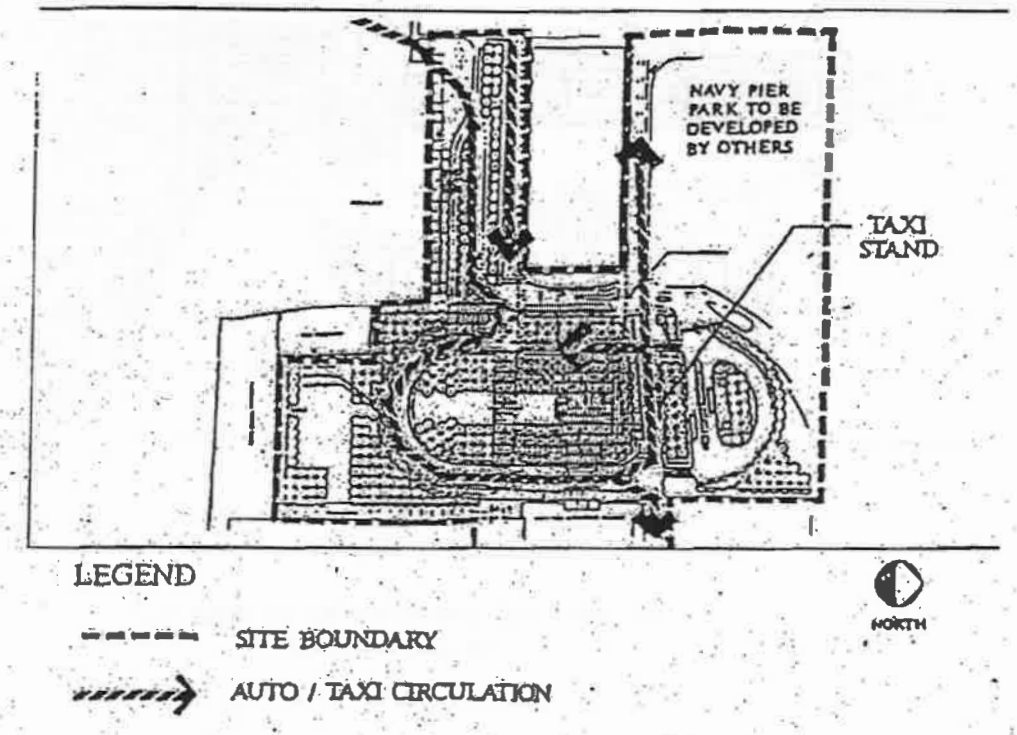
(Sub)Exhibit 30.
(To Plan of Development Statements)

View Corridors.



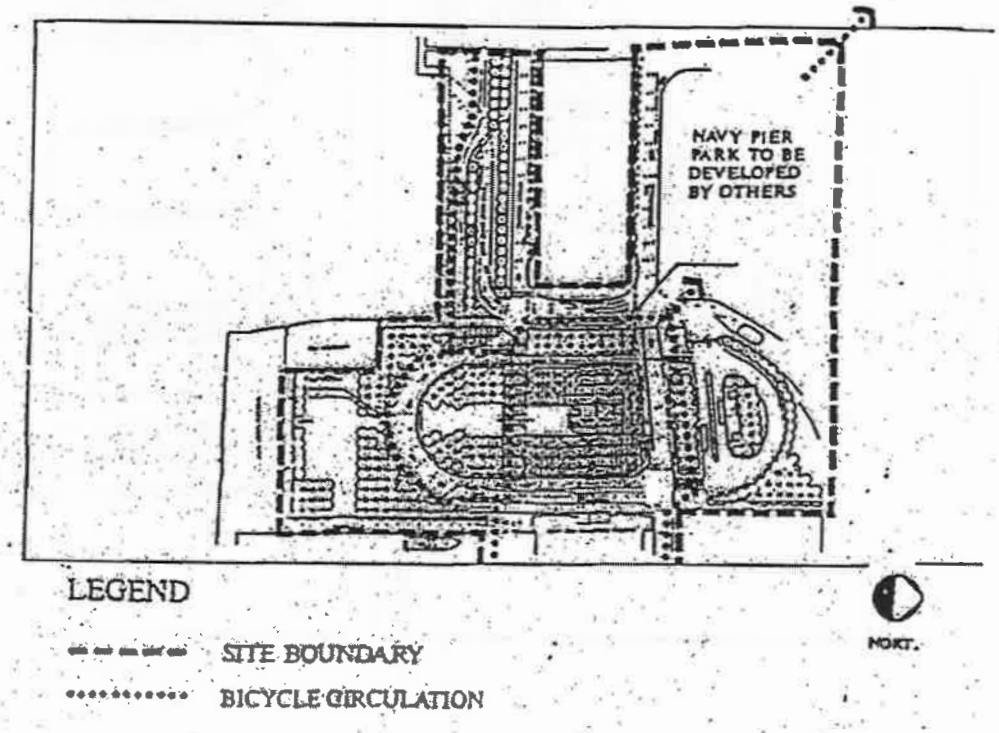
(Sub)Exhibit 31.
(To Plan of Development Statements)

Auto/Taxi Circulation Plan.



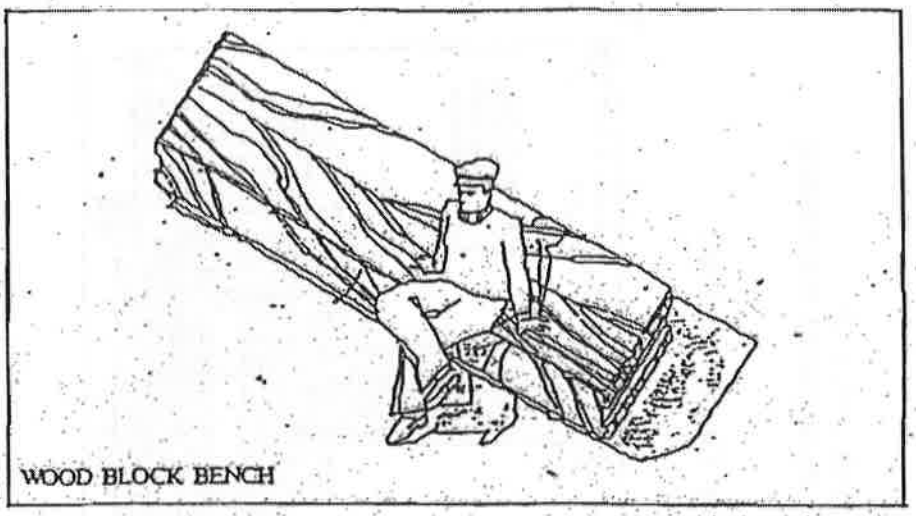
(Sub)Exhibit 33.
(To Plan of Development Statements)

Bicycle Circulation Plan.

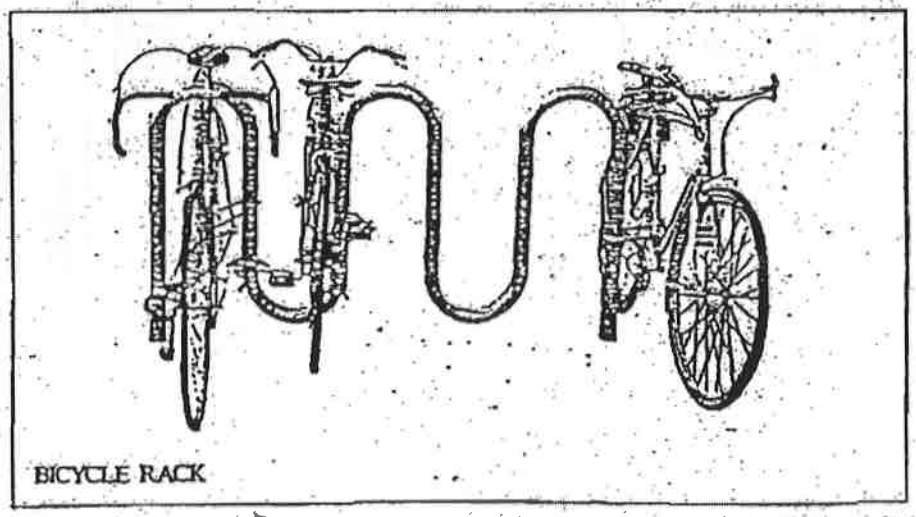


(Sub)Exhibit 34.
(To Plan of Development Statements)

Typical Street Furniture.
(1 of 5)



WOOD BLOCK BENCH



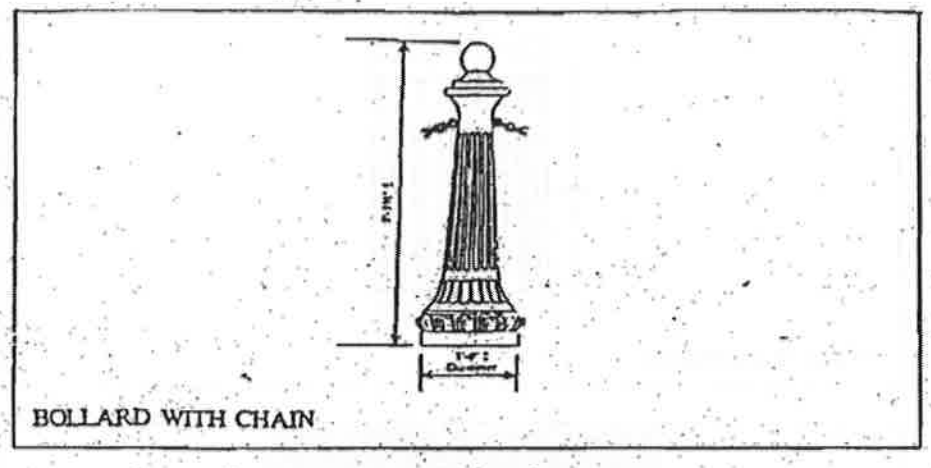
BICYCLE RACK

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

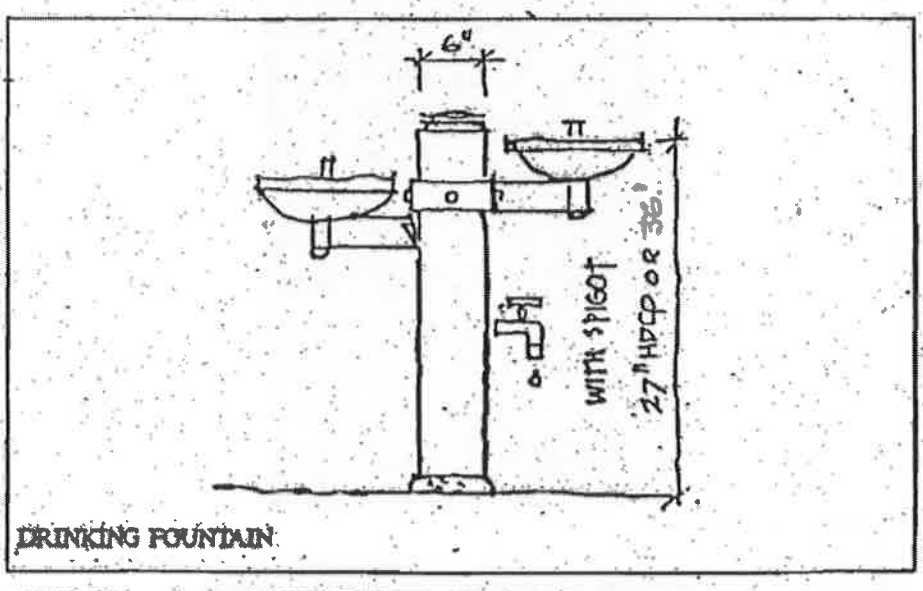
EXHIBIT
34

(Sub)Exhibit 34.
(To Plan of Development Statements)

Typical Street Furniture.
(2 of 5)



BOLLARD WITH CHAIN

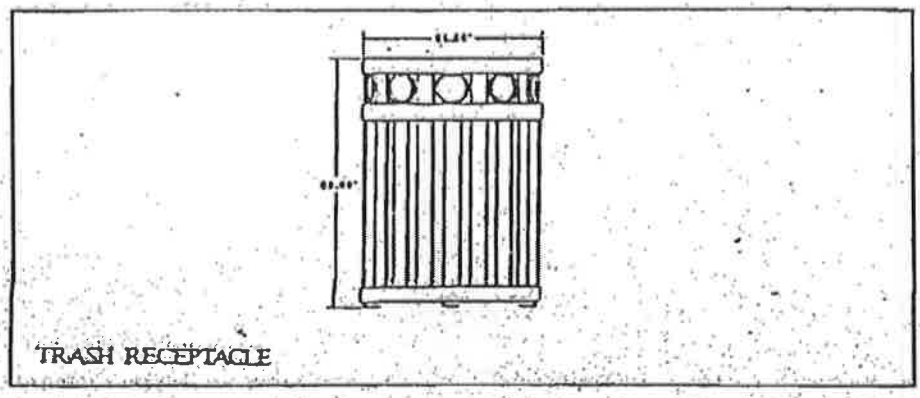


DRINKING FOUNTAIN

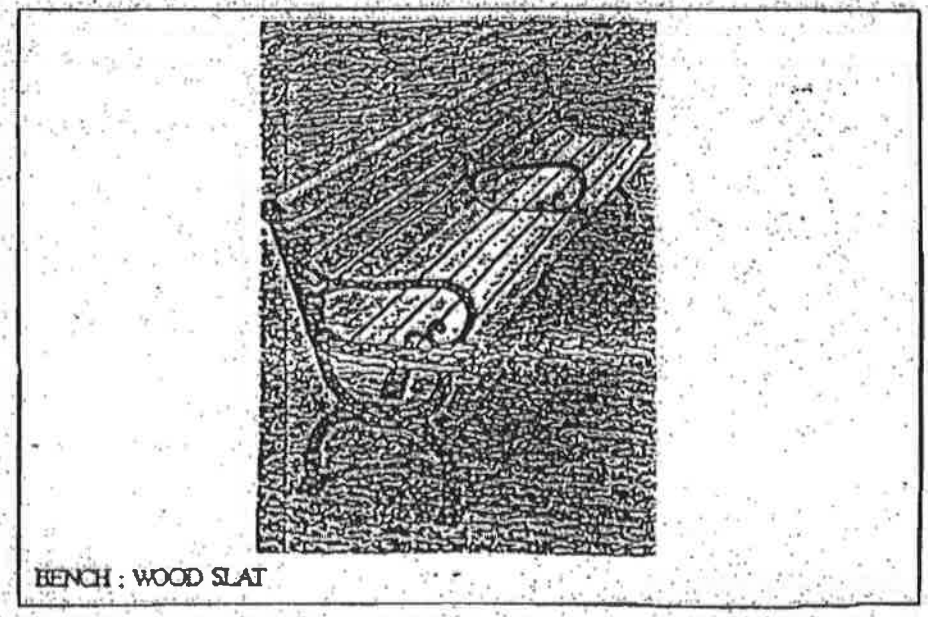
APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 25, 1992

(Sub)Exhibit 34.
(To Plan of Development Statements)

Typical Street Furniture.
(3 of 5)



TRASH RECEPTACLE

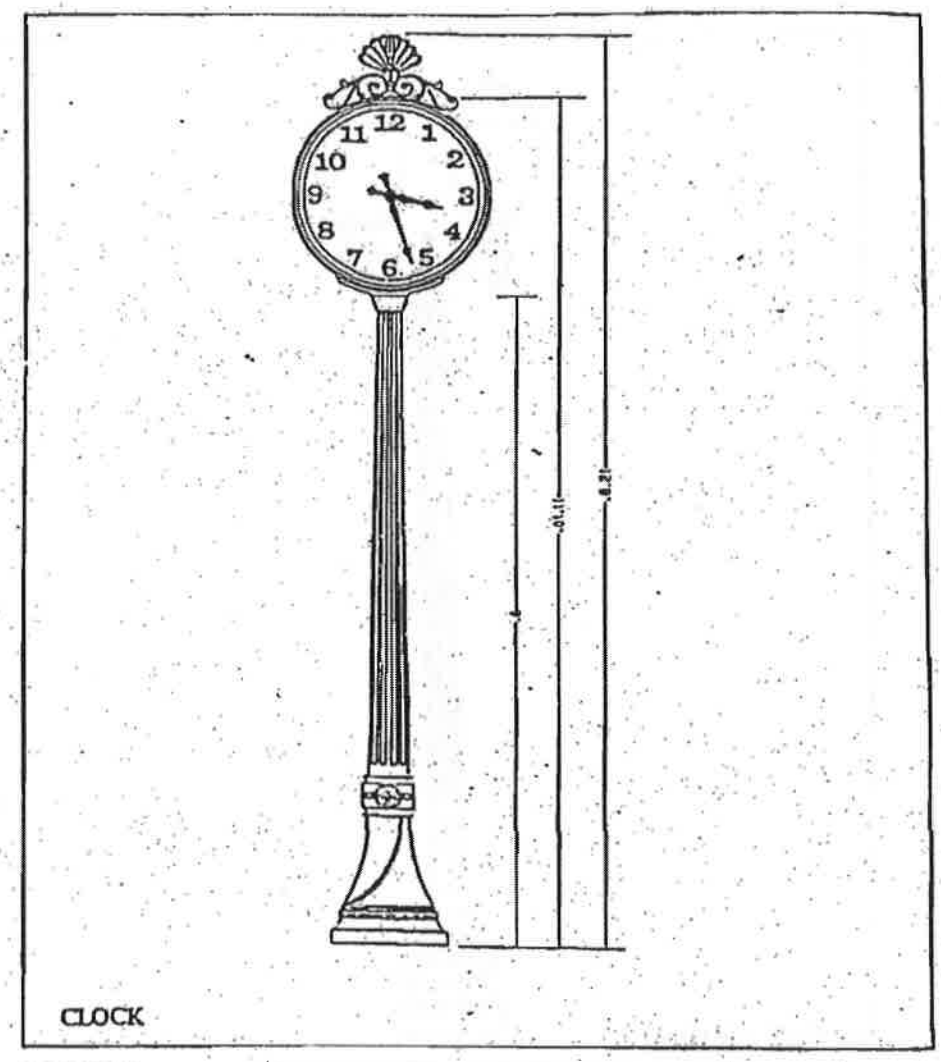


BENCH : WOOD SLAT

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

(Sub)Exhibit 34.
(To Plan of Development Statements)

Typical Street Furniture.
(4 of 5)

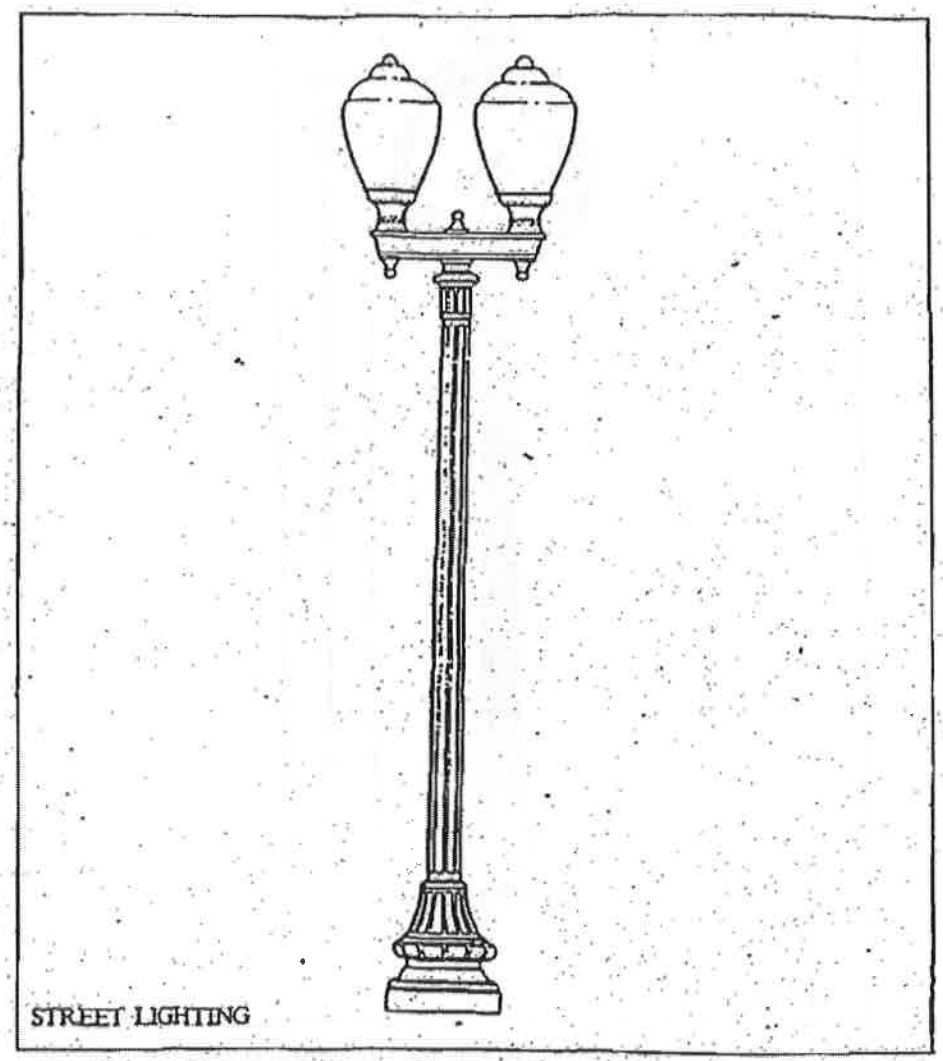


CLOCK

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

(Sub)Exhibit 34.
(To Plan of Development Statements)

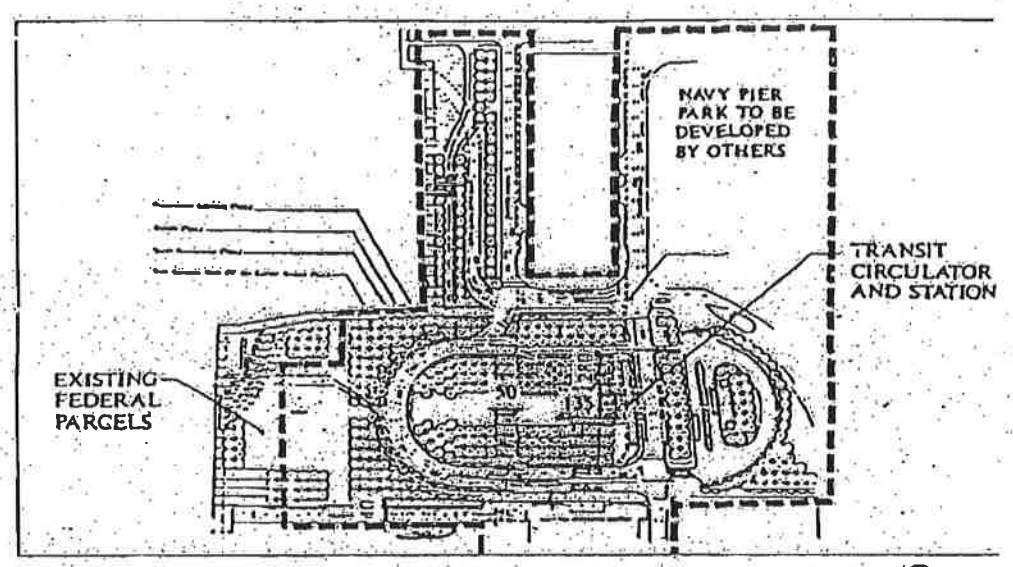
Typical Street Furniture.
(5 of 5)



APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

(Sub)Exhibit 35.
(To Plan of Development Statements)

Future Headlands Sub-Area
Landscape Plan.



LEGEND

SITE BOUNDARY

NOTES:

Exhibit 36.
(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 reasonably 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 and remote parking and to minimize private automobile use, especially when design day and peak-peak conditions prevail.

(iii) The Headlands Subarea should be maintained as a place of arrival and departure, not as a parking or staging 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 or vehicle staging, including restriction on vehicle lane movements and patterns of circulation on and about the Headlands Subarea. Reasonable steps should be taken to assure the safety of pedestrians crossing the Headlands Subarea roadway in front of the Head House.

(iv) The south dock of the Navy Pier Subarea is intended to be a pedestrian-oriented public way. All vehicles (other than the on-pier tram, emergency vehicles, small

service vehicles as necessary and appropriate which are similar in character to golf carts, and bicycles) 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.
- C.T.A. Buses: Allowed to stage within the designated bus terminal area only.
- Taxis: Allowed in designated space on north side of Grand Avenue only. Taxi queue should not extend into the traffic lanes or across Grand Avenue or Head House Drive.
- Other motor vehicles: No staging at any time.

(b) Circulation.

- No vehicular traffic should be allowed in C.T.A. terminal area at any time, other than C.T.A. buses or C.T.A. service vehicles. Bollards to remain in place except as permitted by the Chicago Department of Transportation.
- C.T.A. vehicles should have ingress via Illinois Street to Streeter Drive to Jardine Drive; egress should be via Jardine Drive to Grand Avenue.
- All charter buses, private buses, school buses, trucks and other delivery and service vehicles (except trucks providing boat delivery service during the period from 11:00 P.M. to 9:00 A.M.) should be prohibited, at all times, from using Illinois Street's loop extension and the recirculation lane. These vehicles should have ingress via Illinois Street to Streeter Drive to the eastbound lane of Grand Avenue to the north dock roadway of the Navy Pier Subarea. Egress should be via the north dock roadway to Grand Avenue.
- The eastbound lane of Grand Avenue is limited to these vehicles, except during Design Day-Peak Hours and Peak-Peak Day- Peak Hours.

- Private automobiles, taxis, limousines and parking shuttles should have ingress via the Illinois Street loop extension.

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

(ii) Navy Pier Subarea.

(a) South Dock.

- No motor vehicles (other than on-pier tram, emergency vehicles and small service vehicles as necessary and appropriate which are similar in character to the golf cart) should be permitted on the south dock during operating hours. Provided, however, service and maintenance vehicles may be permitted after 11:00 P.M. and before 9:00 A.M.

- The south dock on-pier tram should not deviate from the south dock's designated tram lane. The tram should provide east/west service to the public on the south dock. In addition, but complementary to the south dock tram service, the on-pier tram may run on the north dock; provided, however, the tram shall run to the north dock using the internal north/south connectors only.

(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 P.M. and before 9:00 A.M.. This includes to the extent reasonable and practical discouraging semi-truck activity at the Festival Hall loading docks during this time.

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

Design Days-Peak Hours is defined as an approximately one (1) hour period occurring on Saturdays between mid-May and mid-September usually between the hours of 1:00 P.M. to 3:00 P.M. and 6:00 P.M. to 8:00 P.M. or during a similar peak hour period on other days when daily attendance in excess of thirty-five thousand (35,000) is anticipated. During Design Days the following provisions shall apply:

(a) Remote Parking System.

- A remote parking system providing for an adequate number of available spaces to handle expected demand as determined by the Traffic Coordinator should be identified to supplement on-pier parking. More than one (1) site may be utilized.

- Signs on Lake Shore Drive and on other appropriate roadways should be installed which 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 shuttles should be allowed to pick-up and drop-off passengers 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.

(b) North Dock.

- The reversible third lane of the north dock roadway, normally an eastbound land, may be used as a westbound lane, but only when the reduced eastbound capacity does not impede the Headlands Subarea traffic flow.

(c) Intersection Control.

- Trained private traffic personnel or City Police should be located at the Illinois Street/Streeter Drive intersection, in front of the Head House, and at the Grand Avenue/Head House intersection to direct and assist the flow of traffic.

- Panel trucks or other vehicles of a similar nature may be permitted to enter the north dock at any time.

- Private buses, taxis or limos in any lane of the north dock roadway should not be permitted to queue unless such queuing would lessen congestion on the Headlands Subarea at such times.

- Use of the east end cul-de-sac turn-around at the end of the north dock roadway should be limited to private autos, taxis, limos, panel trucks and the parking shuttle.

- During the Design Days-Peak Hours, the following provisions shall apply:

- No semi-truck should be allowed to enter the north loading dock.

- 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 an approximately two (2) hour peak traffic period occurring on those rare days designated as such by the Chicago Department of Transportation and the Chicago Police Department on which 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 3, 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.

- No vehicles, except the parking shuttle, should be allowed on the loop extension of Illinois Street or on the recirculation lane.

- The parking shuttle may drop-off passengers in the two (2) drop-off areas reached from the north dock roadway (via Streeter Drive and the eastbound lane on Grand Avenue, between Streeter 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/Streeter intersection, in front of the Head House, at the Grand/Head House intersection, on the north dock roadway, and at the Streeter/Grand intersection.

- No semi-truck should be allowed to enter the north dock roadway.
- Panel trucks or other vehicles of a similar nature making a delivery may by permitted to enter the north dock at any
- No trucks of any kind should be allowed to stage on the north dock.
- Use of the east end cul-de-sac turn-around at the end of the north dock roadway should be limited to private autos, taxis, limos, panel trucks, and the parking shuttle

(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 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 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 Deviations.

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

(Sub)Exhibit 37.
(To Plan Of Development Statements)

Planned Development Number 527. (As Amended)

Navy Pier Recommendations. Policies And Standards.

Key Recommendations:

1. Improve the Quality and Continuity of Park Space along the Entire Waterfront.

   - Reclaim the existing surface parking lots on the Headlands for twelve (12) acres of additional lakefront park.
   - Convert the one-half mile long south dock of Navy Pier to a major public lakefront promenade and open space.
   - Redesign the park area along the South Bank of the Chicago River to connect to the new Turning Basin Parks and to serve as the downtown's gateway to the entire Navy Pier/Turning Basin area.
   - Reconfigure pedestrian and bicycle paths in order to promote better access to and through the lakefront parks.
   - Create a monumental gateway to the City and a link between the lakefront parks and riverwalk system by constructing a circular River Mouth Turning Basin park.

2. Improve Regional Access to the Area Minimize Traffic and Parking Impacts on the Surrounding Neighborhoods.

   - Promote more efficient traffic movement —and increase the available park land— through a redesigned street system on the Navy Pier Headlands. Encourage more transit use to the area by creating accommodations for increased bus transit service and the proposed downtown circulator system.
   - Create up to one thousand two hundred (1,200) parking spaces on Navy Pier to meet the average daily demands of visitors coming to the area.
   - Develop a remote parking strategy to meet the needs of design-day visitors to the Pier by utilizing appropriate existing parking facilities. These facilities would be served by remote shuttle service.

3. Unite Parks, Public Facilities, and Support Functions in a Permanent Downtown Waterfront Activity Center.

- Create special design standards to ensure that new development will respect the overall historic silhouette of Navy Pier.
- Promote a public activity center that emphasizes public uses of Navy Pier and discourages private hotel, commercial office and residential development.
- Develop a new Festival Hall on Navy Pier to host a number of public and private events and to complement the existing auditorium at the east end of the Pier.
- Develop complementary shopping, restaurant, theater and cultural facilities at Navy Pier for visitors and local residents.
- Develop a new public winter garden and other winter-oriented uses on Navy Pier to encourage year-round lakefront activity.

The following policies serve as the basis for redevelopment of parcels and facilities within the Navy Pier/Turning Basin planning area:

A. Land Use.

1. Enhance the public nature of the Navy Pier/Turning Basin area as a place for the use of and enjoyment by Chicago area residents, visitors and the adjacent community.
2. Develop Navy Pier and the Headlands in a way that emphasizes public uses and discourages future private hotel, commercial office or residential development.
3. Ensure sensitive water-side uses and development by addressing impacts of size, location, public access and operations of commercial tour boats.

B. Open Space/Pedestrian.

1. Complete and enhance the lakefront park system at Navy Pier, Pier Headlands and Chicago River Turning Basin.
2. Consider the policies of the Lakefront Plan of Chicago and Chicago River Urban Design Guidelines — Downtown Corridor.
3. Give pedestrian movement priority in the design of Navy Pier, Pier Headlands and the Turning Basin.

4. Provide public access, where feasible, along the entire waterfront.

5. Create an area-wide pedestrian corridor and open space system that improves access from the Loop, Streeterville, Cityfront Center and Illinois Center to the lakefront.

6. Minimize noise from arrivals, departures and activities on Navy Pier, Pick Headlands and the Turning Basin by promoting appropriate noise abatement.

7. Improve bicycle circulation within the Navy Pier/Turning Basin area.

8. Ensure that all new development at the Pier/Turning Basin area meets all governmental environmental quality standards.

C. Urban Design.

1. Maintain the historic silhouette of Navy Pier and preserve the existing Head House and east end building complex.

2. Orient development, pedestrian paths and open spaces towards the water edges.

3. Protect and frame views of the city skyline and the Lake to and from Navy Pier.

4. Conceal parking on Navy Pier from public view.

D. Transportation.

1. Design a more efficient street and block system for the Pier Headlands.

2. Minimize roadway and ramp intrusions on the lakefront parks and around the water edges.

3. Increase the availability of public transportation to the area.

4. Provide adequate facilities for circulation within and through the site for pedestrians, public transit, shuttle service, charter buses and private vehicles.

5. Improve transit and pedestrian circulation on the Pier itself.

6. Provide only the amount of parking necessary to serve the needs of the average daily demands of the Navy Pier/Headlands.

7. Establish a traffic and parking management program, including remote parking and linked shuttle service, to reduce direct, private automobile traffic to Navy Pier and to accommodate design-day parking needs.

Appendix A: Lake Michigan and Chicago Lakefront Protection Ordinance.

The basic policies which govern present and future development for Chicago's lakefront include:

1. Complete the publicly-owned and locally controlled park system along the entire Chicago Lakefront.

2. Maintain and enhance the predominantly landscaped, spacious and continuous character of the lakeshore parks.

3. Continue to improve the water quality and ecological balance of Lake Michigan.

4. Preserve the cultural, historical and recreational heritage of the lakeshore parks.

5. Maintain and improve the formal character and open water vista of Grant Park with no new above-ground structures permitted.

6. Increase the diversity of recreational opportunities while emphasizing lake-oriented leisure-time activities.

7. Protect and develop natural lakeshore park and water areas for a wildlife habitation.

8. Increase personal safety.

9. Design all lake edge and lake construction to prevent detrimental shoreline erosion.

10. Ensure a harmonious relationship between the lakeshore parks and the community edge, but in no instance will further private development be permitted east of Lake Shore Drive.

11. Improve access to the lakeshore parks and reduce through vehicular traffic on secondary park roads.

12. Strengthen the parkway characteristics of Lake Shore Drive and prohibit any roadway of expressway standards.

13. Ensure that all port, water supply and public facilities are designed to enhance lakefront character.

14. Coordinate all public and private development within the water, park, and community zones.

Appendix B: Chicago River Urban Design Guidelines.

The City of Chicago Department of Planning in conjunction with the Friends of the Chicago River has prepared a set of urban design guidelines for the downtown portion of the Chicago River. These Guidelines are intended for use by the Department of Zoning and Land Use Planning and Chicago Plan Commission in reviewing Planned Developments proposed for the downtown portion of the Chicago River. The guidelines apply to the portion of the river bounded by Chicago Avenue on the north, Cermak Road on the south, and the lock at Lake Michigan on the east. The guidelines were adopted by the Chicago Plan Commission in June 1990.

The objectives of the guidelines are:

- To establish a continuous riverside walkway throughout the downtown corridor.
- To create oases of quiet green space easily accessible to central area workers, residents and visitors.
- To transform the downtown portion of-the Chicago River into a high-profile tourist attraction and recreational amenity, thereby enhancing 'Chicago's image as a desirable place to live, work and visit.
- To reinforce and extend the visually impressive urban ensemble now in place on the river and thus promote the city's reputation as a center of quality design.
- To establish the river as a prestigious development corridor and create an appropriate centerpiece for the expanded downtown.

While the Navy Pier/Turning Basin Development Guidelines and Chicago River Urban Design Guidelines — Downtown Corridor share some overlapping planning area boundaries, both guidelines are consistent in policy and intent. However, the Navy Pier/Turning Basin Guidelines provide more detailed recommendations for this particular area.

The Chicago River Urban Design Guidelines — Downtown Corridor is available to the general public from the City of Chicago, Department of Zoning and Land Use Planning.

Appendix C: General Urban Design And Landscaping Standards.

The following general urban design and landscaping standards should be considered in the design of the promenade and open spaces within the Navy Pier/Turning Basin planning area.

1. Public Promenade, Plaza And Streetscape Features.

a. A comprehensive system of public and private signs should be developed for the Navy Pier/Turning Basin area. Standardized international symbols should be used for public service and information signs. A public/private system of "trailblazer" signs should be used to direct pedestrians and motorists to common destinations, including Navy Pier, Olive Park, Ohio Street Beach and remote parking.

b. Walkways should be sized to accommodate specific functions, such as pedestrian movement between places or window shopping. Where uninterrupted and quick walking between places is the primary function of the path, a minimum unobstructed width should be provided.

c. Along a pedestrian walkway or sidewalk, the distance from one (1) pedestrian cross-path to the next should be no greater than five hundred (500) feet where feasible, efficient and appropriate.

d. Walkways should not be obstructed or appear to be obstructed by gates, walls, chains, ropes or other barriers. Walkway routes should not be unnecessarily circuitous.

e. Railings, if any, along the water's edge should be relatively open and transparent, allowing pedestrians to view the water.

f. Where possible, promenades should be oriented towards the water's edge or building landmarks (e.g., Navy Pier Head House) for pedestrian orientation.

g. Where outdoor staircases are necessary to provide a transition between grades (such as at Navy Pier Park), the tread widths should be sized for easy removal of snow accumulation.

h. Pedestrian paths, seating areas and other high traffic areas should be paved with attractive materials.

i. Pavement materials should consist of colorful, durable, non-slip surfaces. Paving should include flat, even surfaces to facilitate snow and ice removal and for public safety during the winter.

j. For security, all walkways, stairways and public open spaces should be illuminated appropriately. Lighting must be attractively designed. To ensure pedestrian scale, the combined height of standard plus luminaire should not be excessive. Coordination of lighting design within the planning area is strongly encouraged.

k. Arcades (covered walkways open to the pedestrian promenade on one (1) side) should not be substituted for the minimum requirements for the pedestrian promenade.

l. Benches and group seating areas should be provided for public use. For comfort, benches with wooden seats and backs are preferred, although ledges and planters suitable for sitting are acceptable. Variety in the types of seating is encouraged. An appropriate number of the seating should permit a direct view of the water, where possible. Seating that faces the water, but has its view impaired by walls, vegetation or structures should be avoided.

m. Other street furniture elements such as traffic signals/sign/lighting supports, trash receptacles, newspaper boxes, mail boxes, flags, etc. should be designed and included as part of an overall system. Where possible and feasible, a standard kiosk should be designed and used throughout the area for events announcements and commercial advertising in lieu of billboards.

n. Storm run-off is one of the principal sources of lake and river pollution. Waterside projects, where feasible and appropriate, should be graded to direct storm run-off to the sewer system or suitable storm water retention areas, not into the lake or river. A one percent (1%) slope away from the water's edge should be encouraged.

o. Outside public promenades along the lake and river should be accessible to the public from 6:00 A.M. to 11:00 P.M. (Chicago Park District hours) every day, year-round, except when closed for maintenance.

2. Development Adjacent To Open Spaces And Promenades.

a. The ground floor of buildings along open spaces or sidewalks designated as pedestrian areas should maximize, within reason, the frontage in pedestrian-related uses. However, it is recognized that initially there may not be enough pedestrian traffic to support retail uses. In such cases, "punch-out" spaces that may be converted to retail use in the future should be considered. Lobbies, service areas and blank walls constituting more than twenty-five percent (25%) of the frontage along pedestrian designated areas should be discouraged.

b. The exterior facade of pedestrian-related uses should consist primarily of clear display windows or windows allowing for visibility into the shop, restaurant or other pedestrian use. Reflective glass, on both upper and lower floors, is discouraged.

c. Blank walls (i.e., without windows or doors) facing pedestrian paths should be discouraged. If a blank wall is necessary because an alternative treatment would create practical difficulty or hardship, such walls should be given an attractive architectural treatment using quality materials or else screened with planting.

d. Access doors into pedestrian-related uses should be spaced to avoid long expanses between doors.

e. The ground floor of buildings fronting on pedestrian promenades or plazas should be located as feasible and appropriate to the promenade right-of-way lines or edge delineation, in order that ground floor pedestrian uses are directly accessible by persons using the open spaces.

f. To create a lively pedestrian environment, outdoor cafes and shops are encouraged. Small retail kiosks could be located along walkways and should be movable.

g. When seating for an outdoor cafe adjoins a public walkway, the two should be clearly differentiated. Massive barriers separating public and private uses should be discouraged. In configuring outdoor seating, walkway obstructions should be avoided. An eight (8) foot wide corridor should be reserved for pedestrian circulation.

h. Building frontage incompatible with open spaces and promenades should be discouraged, in particular:

1. Chain linked fences or barbed wire.

2. Utility doors or staircases.

3. Truck docks.

4. Service drives.

5. Parking curb cuts and spaces located at-grade.

6. Storage facilities.

7. Electrical and mechanical equipment

8. Trash or garbage containers or other building maintenance facilities or equipment.

9. Billboards or other off-premise commercial signs, except as encouraged on storefronts and advertising kiosks.

10. Ventilator exhaust equipment.

11. Concrete road barriers and utility guard rails.

i. Parking garages on Navy Pier should be designated to minimize, where feasible and possible, the visibility of parked automobiles from open spaces.

1. Garage facades should be treated with quality materials as though the garage was part of overall redevelopment (e.g., Exhibit Hall, Winter Garden);

2. Sloping or ramped floors of the structure should not be visible from the exterior of the structure and should be discouraged.

3. Automobiles parked within the structure visible from any portion of the exterior of the structure should be avoided.

4. Harsh or glaring lighting should be avoided. Bare bulbs and unenclosed lighting fixtures visible from the exterior of the structure should be discouraged. Automobile headlights shining onto any open space or adjoining building from within the garage should be avoided if feasible.

5. Vehicular ingress and egress points should be located away from pedestrian circulation areas. Where this is unavoidable, the exit should be set back from the path or sidewalk so the exiting cars are visible to pedestrians before the cars cross the pedestrian area.

3. Landscaping.

a. All public promenades and plazas should have an appropriate minimum average landscaping coverage. Ground covered by tree grates may count towards the minimum.

b. All Pier Headlands and Turning Basin parks (except Head House Square) should also have an appropriate minimum average landscaping coverage.

c. Vegetation, if possible and feasible, should be planted in the ground rather than in planters to provide adequate root space and maintain pedestrian pathway widths. If planters are used, they should be as large (horizontally) as possible, particularly for trees. (Bear in mind that under ideal conditions, the horizontal diameter of a tree's roots may equal or exceed its height). For trees long pits permitting multiple plantings and shared root space are preferable to smaller pits with single plantings. Above ground

pots, which crowd roots and expose them to freezing winds, should be discouraged.

d. To permit moisture and oxygen to reach roots, the ground surface around trees kept in a natural state should be considered. If paving is necessary, paving blocks set in sand, which permit moisture to seep into the ground, should be considered.

e. Plants which tolerate the drying effects of strong wind, airborne salts and intermittent natural light are preferable. Trees should be chosen for year-round interest-spring flowers, summer foliage, bright fall colors and attractive shape, bark, berries or other features in winter. Trees selected should have long-season leaf presence.

f. Trees native to the riverbank should be considered for planting in ground along the river. These include:

1. Bald Cypress.

2. Black Adder.

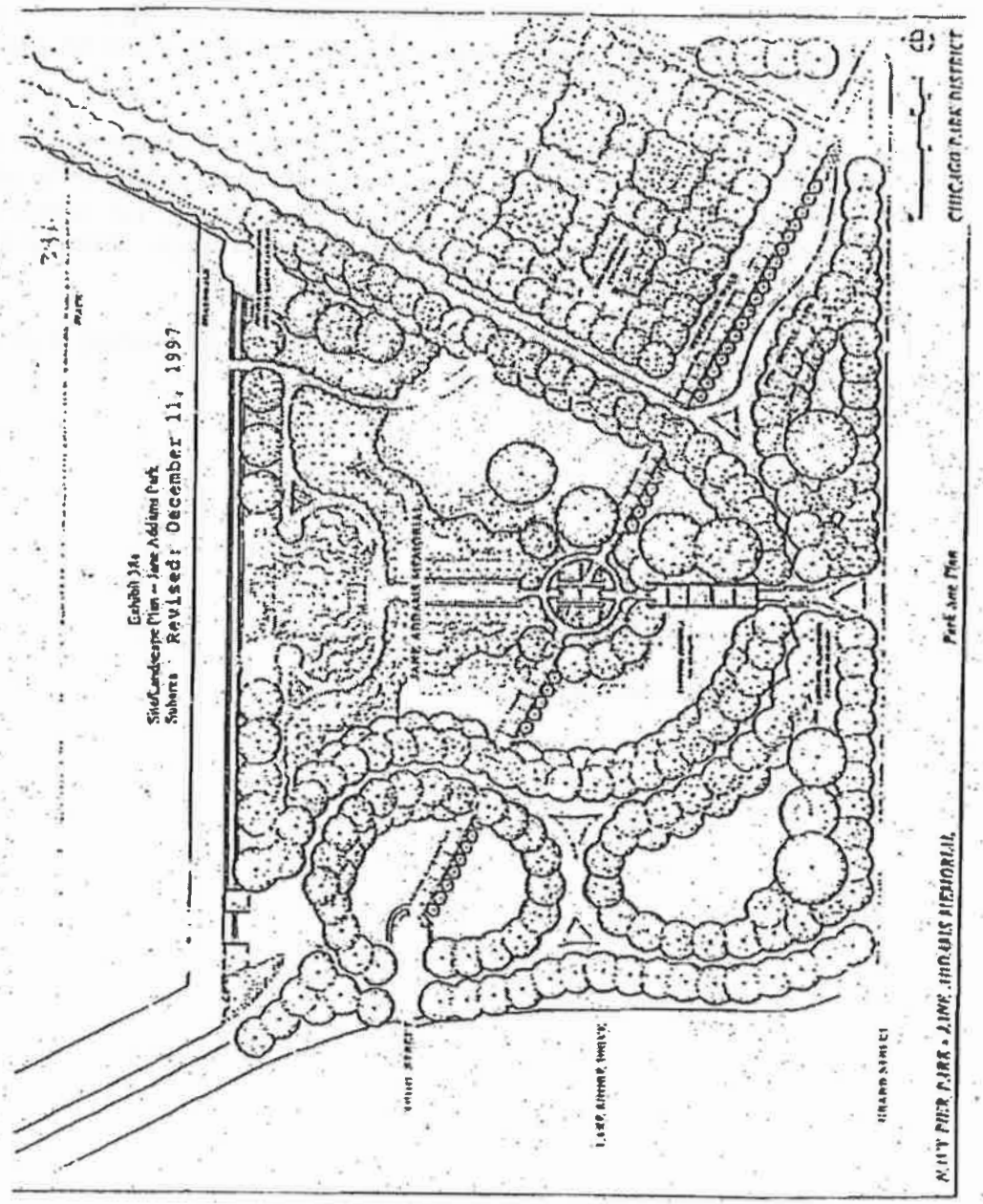
3. Green Ash.

4. Swamp White Oak.

5. Male Cottonwood.

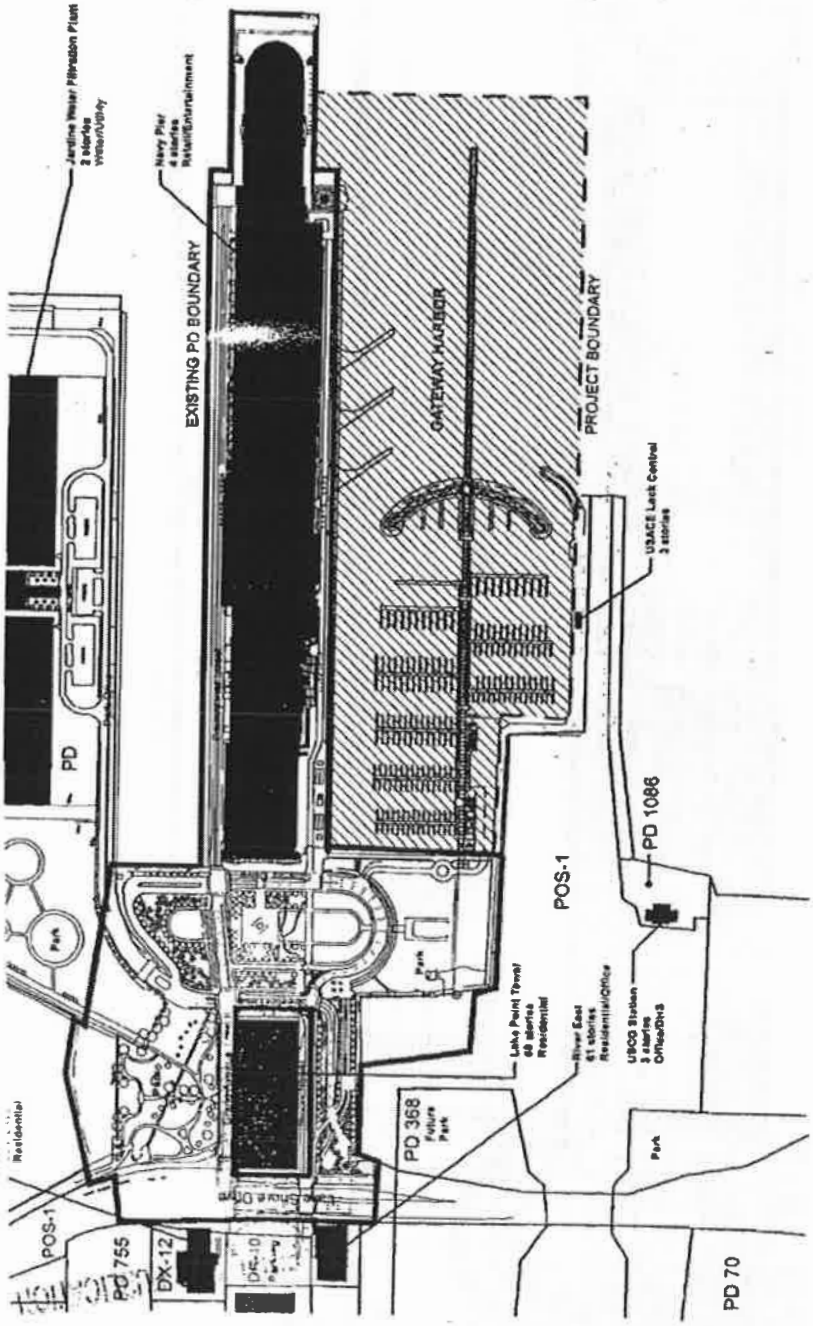
(Sub)Exhibit 38a.
(To Plan of Development Statements)

Site/Landscape Plan -- Jane Adams Park Sub-Area.



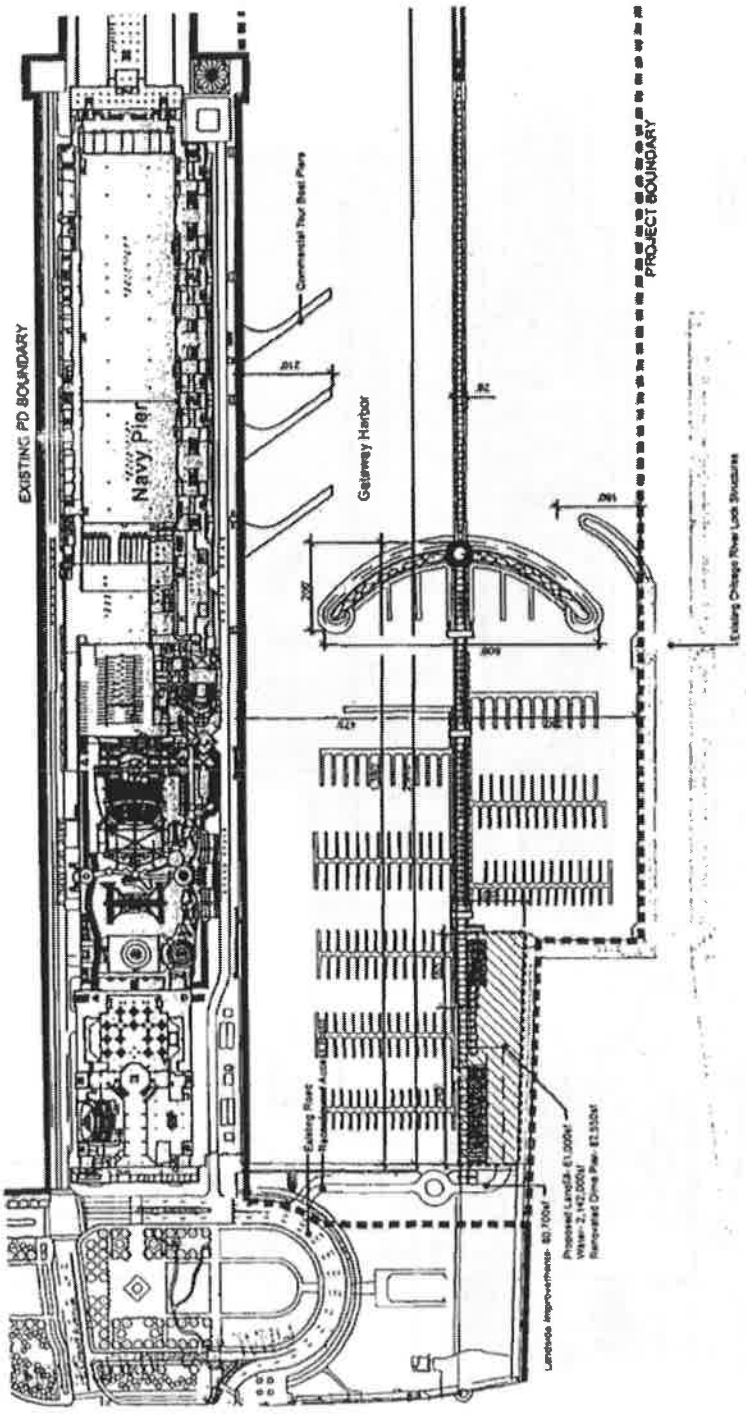
(Sub)Exhibit 39.

Existing Land-Use Area Map.



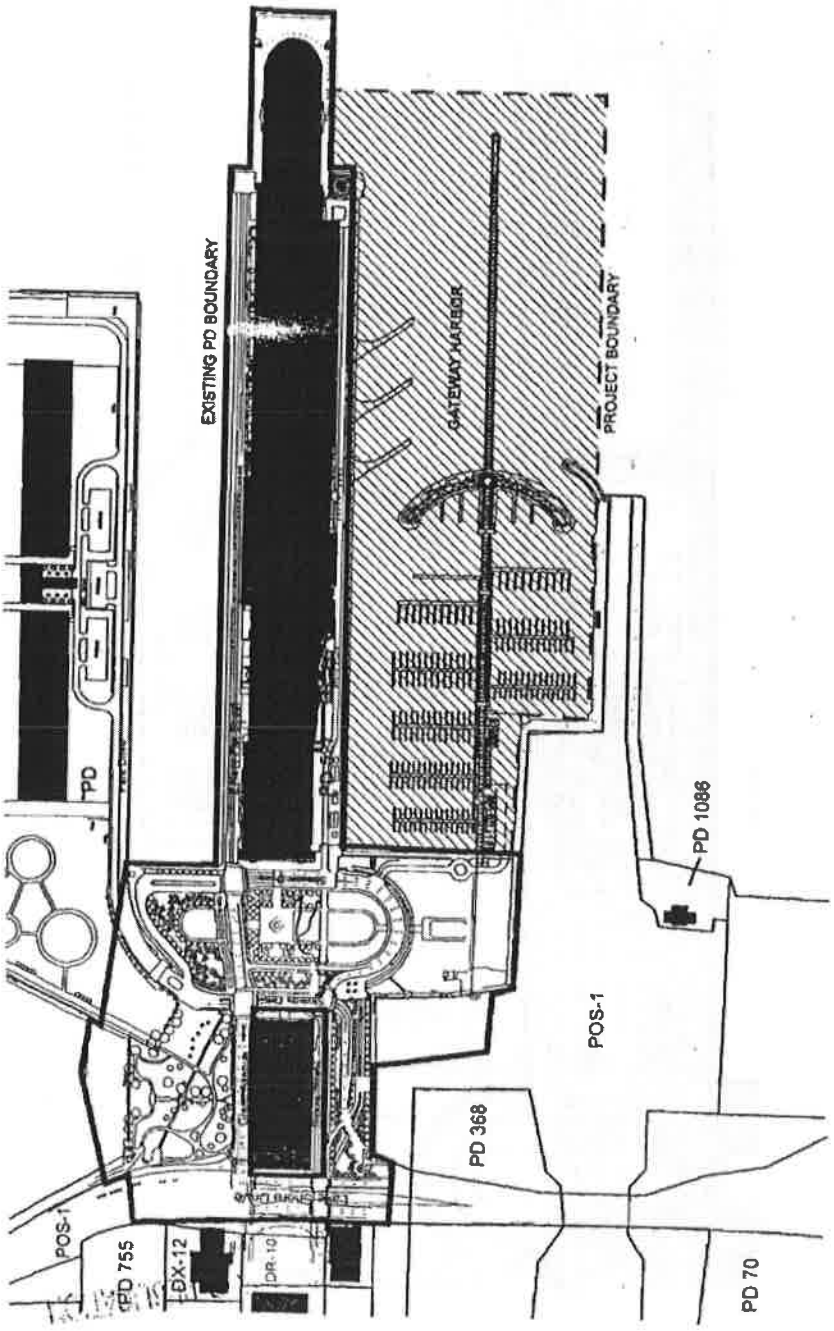
(Sub)Exhibit 40.

Property Line And Right-Of-Way Adjustment Map.



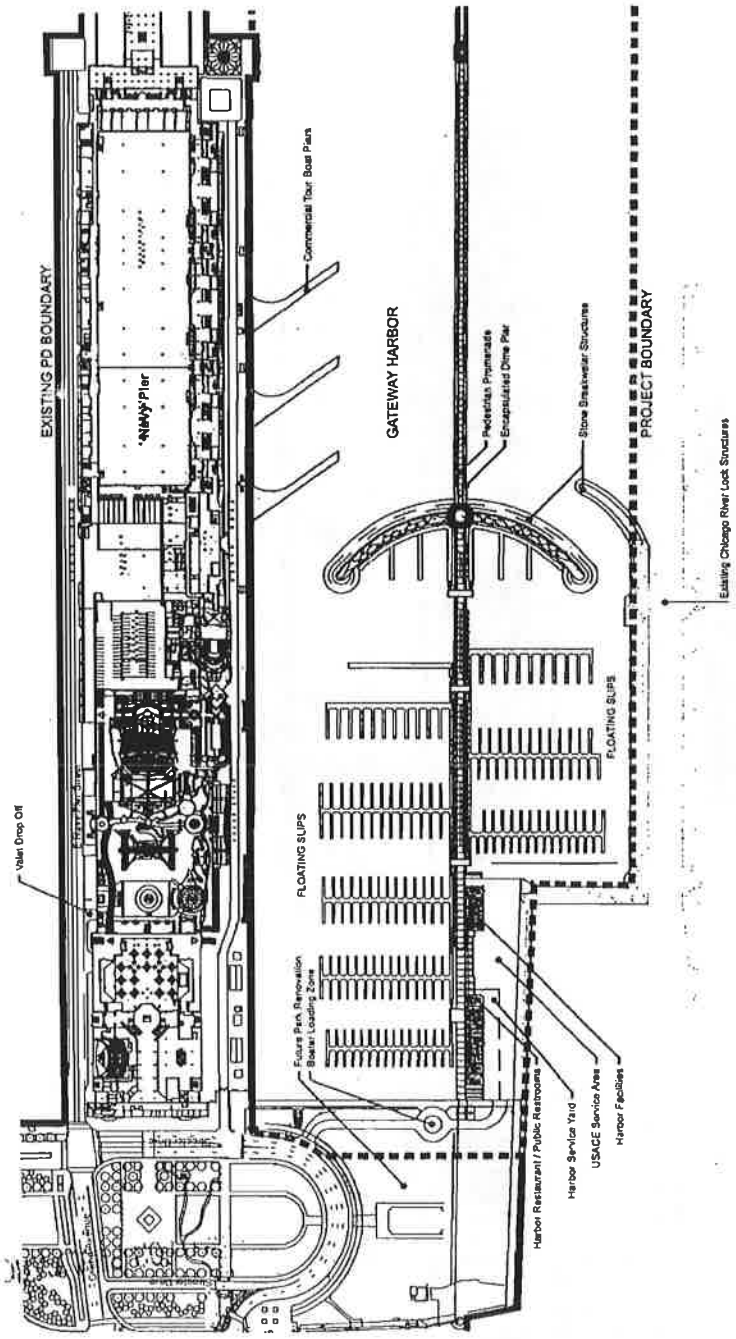
(Sub)Exhibit 41.

Existing Zoning And Street System Map.

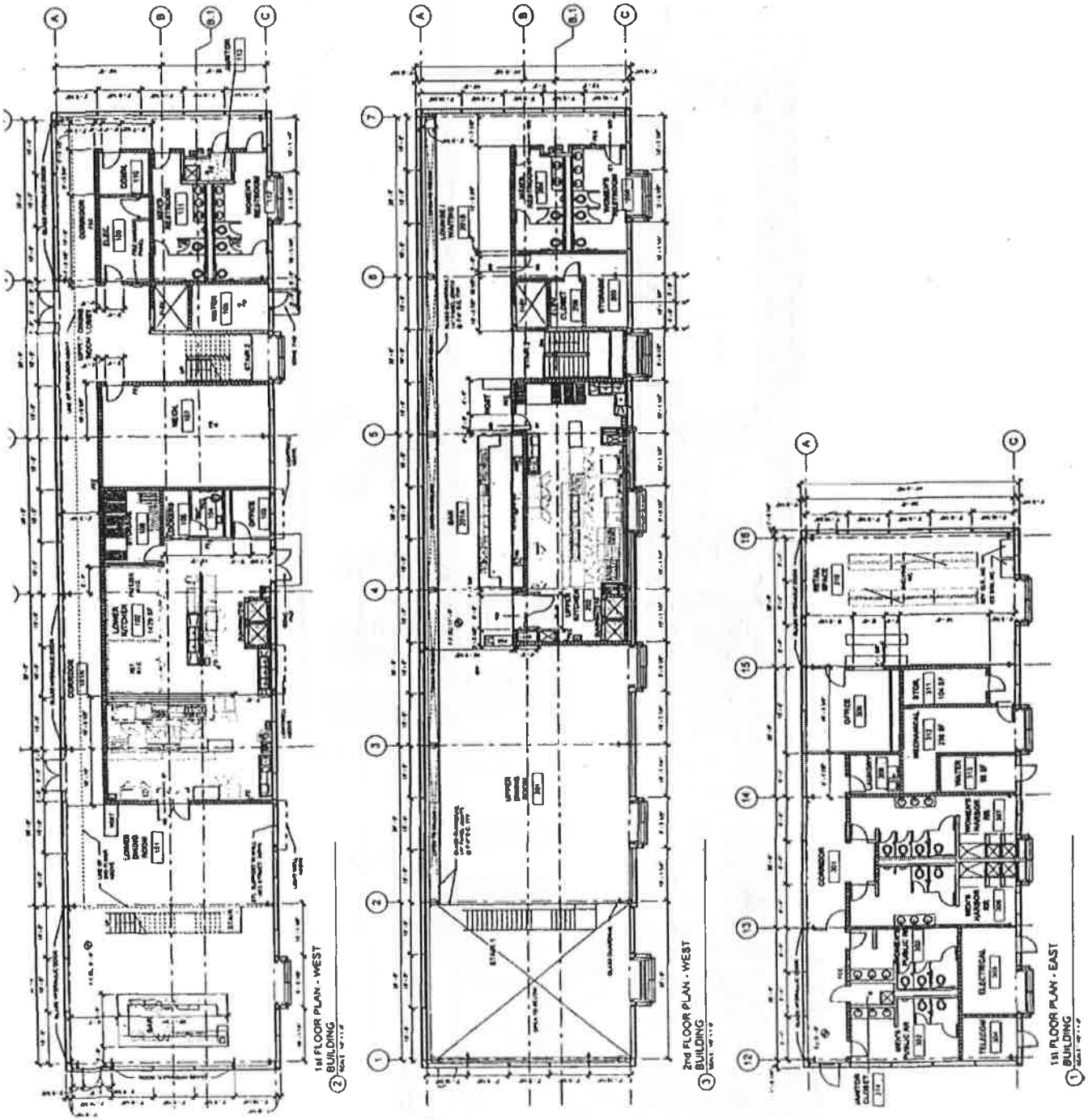


(Sub)Exhibit 42.

Generalized Site Plan.

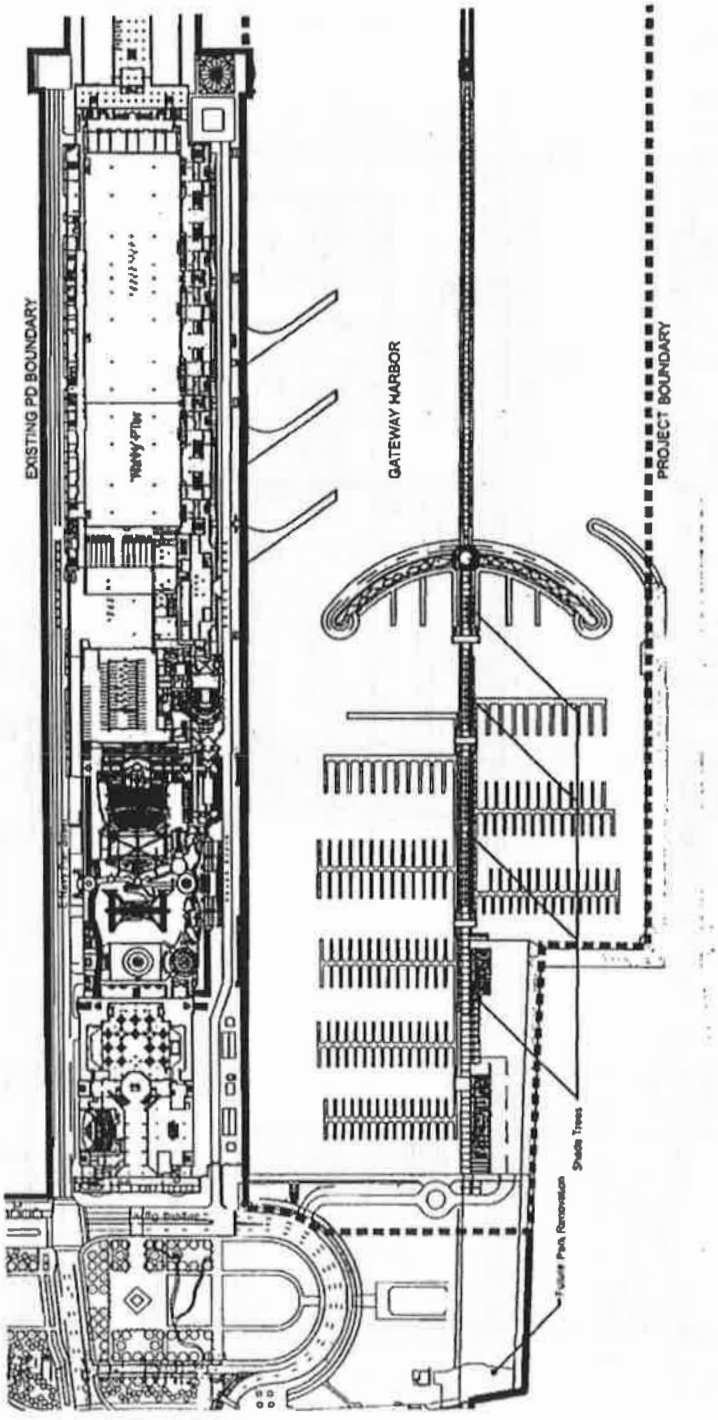


Floor Plans.


1st FLOOR PLAN - WEST
2 BUILDING
2nd FLOOR PLAN - WEST
3 BUILDING
1st FLOOR PLAN - EAST
1 BUILDING

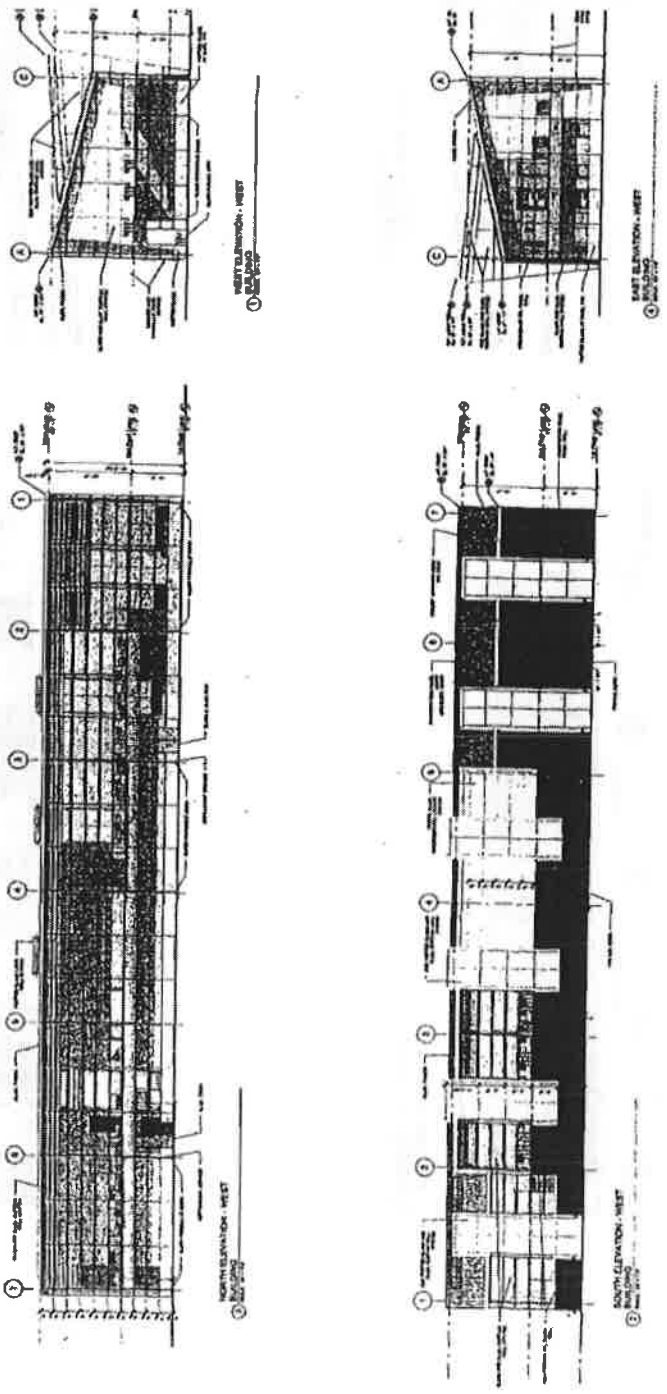
(Sub)Exhibit 45.

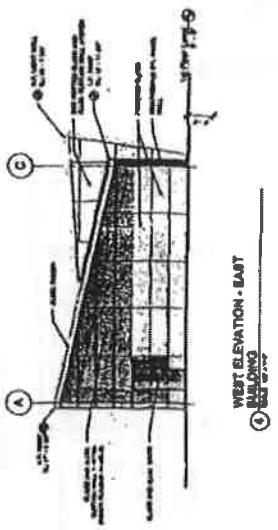
Landscape Plan.

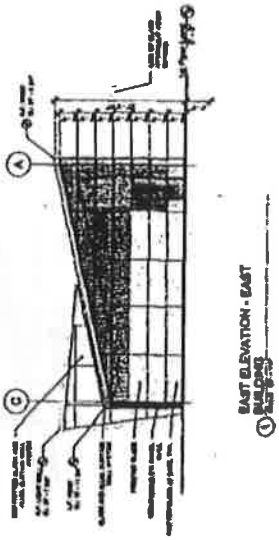


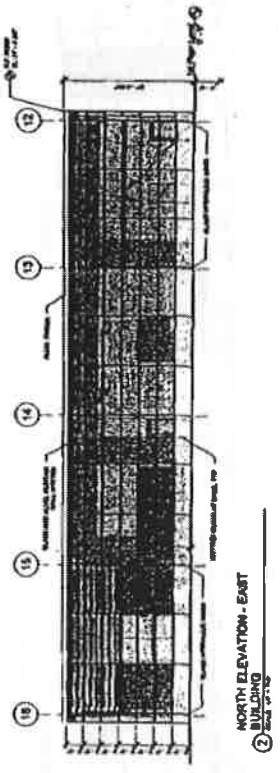
(Sub)Exhibit 46.

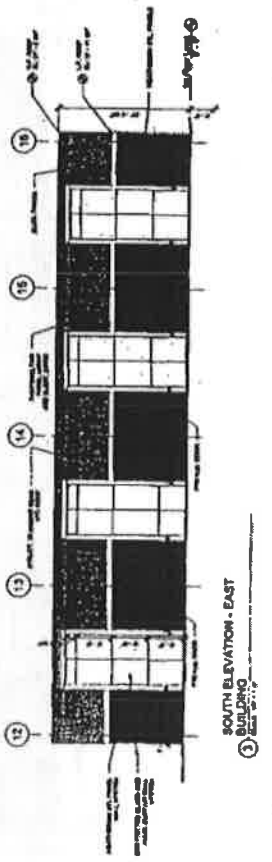
West Building Elevations.











Please let the record reflect that I, William J. P. Banks, abstain from voting on Application Numbers 12247 and 12248 under the provisions of Rule 14 of the City Council's Rules of Order and Procedure.

At this time, I move that this entire report be immediately passed because time is of the essence. In regards to Application Numbers 12240 and 12260, I, along with Alderman Ed Smith, move that those items be deferred and published.

Again, I request that the record reflect that I abstain from voting on Application Numbers 12247 and 12248 under the provisions of Rule 14 of the City Council's Rules of Order and Procedure.

Respectfully submitted,

(Signed) WILLIAM J. P. BANKS,
Chairman.

On motion of Alderman Banks, the said proposed ordinances transmitted with the foregoing committee report were *Passed* by yeas and nays as follows:

Yeas – Aldermen Granato, Haithcock, Tillman, Preckwinkle, Holt, Beavers, Dixon, Shaw, Balcer, Frias, Olivo, Burke, Jones, Coleman, Peterson, Murphy, Rugai, Troutman, DeVille, Munoz, Zalewski, Chandler, Solis, Ocasio, Burnett, E. Smith, Burrell, Wojcik, Suarez, Gabinski, Austin, Colom, Banks, Giles, Allen, Laurino, O'Connor, Doherty, Natarus, Bernardini, Hansen, Levar, Schulter, M. Smith, Moore, Stone -- 46.

Nays -- None.

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

Said ordinances as passed read as follows (the italic heading in each case not being a part of the ordinance):

Reclassification Of Areas Shown On Map Numbers 1-E And 3-E.
(As Amended)
(Application Number 12242)

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

12242

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the Institutional Planned Development Number 527 District symbols and indications as shown on Map Numbers 1-E and 3-E to the designation of Institutional Planned Development Number 527, as amended, which is hereby established, subject to such use and bulk regulations as are set forth in the Plan of Development attached herewith and made a part hereof and to no others.

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

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

Plan Of Development Statements. IPD 527 As Amended

1. The area delineated herein as a Planned Development and subject to the use and bulk restrictions of this Planned Development (the "Property") consists of five (5) tracts of land: Tracts A, B, C, D and F, and those portions of Grand Avenue and Illinois Street east of Lake Shore Drive located within the Planned Development boundary described on the Subarea Map, (Sub)Exhibit 7, which is described in Statement 6 and attached hereto. The Navy Pier Subarea consists of Tract A, and the Headlands Subarea consists of Tracts B, C 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 boundaries of each subarea are depicted on the Subarea Map, (Sub)Exhibit 7, herein. The Metropolitan Pier and Exposition Authority (the "Applicant"), a political subdivision, body politic and municipal corporation created by an Act of the Illinois legislature, Ill. Rev. Stat., Ch. 85, Par. 1223, is the owner of one (1) of the five (5) tracts, Tract A. The City of Chicago (the "City") is the owner of three (3) of the five (5) tracts: Tracts B, C and F. The Applicant has authority to act on the City's behalf for purposes of this application. The Chicago Park District is the owner of Tract D. The Applicant has the authority to act on the Chicago Park District's behalf for purposes of this application. All required disclosures are contained within the Economic Disclosure Statement filed with the City in accordance with applicable requirements.

   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 attached to this Planned Development and made a part hereof as (Sub)Exhibit 38a as described in Statement 6. 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 Applicant's obligations and requirements imposed by this Planned Development shall not apply to the Jane Addams Park Subarea, and it 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 18 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 or Headlands Subareas. Notwithstanding the provisions of Statement 18 hereof, applications for amendments, modifications or changes to the Navy Pier and Headlands Subareas 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 Applicant acknowledges that the Applicant, its affiliates, successors, assigns, grantees or lessees shall obtain all official reviews, approvals and permits which may be necessary to implement the development of the Property, except as may otherwise be provided in the I.C.A.

4. This Plan of Development and the development of the Property is and shall be subject to the "Rules, Regulations and Procedures in Relation to the Planned Development Amendments" promulgated by the Commissioner of the Department of Planning and Development.

5. Any dedication or vacation of streets or alleys or easements or any adjustments of rights-of-way which may be necessary to implement development of the Property shall require a separate submittal on behalf of the owner and, if otherwise required, approval by the City Council.

6. This Plan of Development consists of twenty-three (23) Planned Development Statements and the following (sub)exhibits, all of which are

incorporated herein and made a part hereof by this reference:

(Sub)Exhibit Number*	Description
1a	Use and Bulk Regulation Data Sheet (revised December 11,1997)
2	Property Line Map
3	Existing Zoning and Street System Map
4	Existing Area Land-Use Map
5a	Roadway Network Map (revised August 11, 1993)
6	Generalized Land-Use Plan
7	Subarea Map
8a	Site/Landscape Plan -- Headlands Subarea (revised August 11, 1993)
9a	Site/Landscape Plan -- Crystal Garden

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* With the exception of the Traffic Management Plan and the Navy Pier Guidelines, B.T.A./V.O.A. prepared all other (sub)exhibits. The final revision date for all such (sub)exhibits is June 23, 1992, unless the (sub)exhibit number is followed by an "a", in which case the final revision date is some later date specified in parenthesis. (revised August 11, 1993)

(Sub)Exhibit Number*	Description
10a	Site/Landscape Plan -- On-Pier Park (revised December 11, 1997)
11a	Site Plan -- Navy Pier -- Zone 1 (revised February 26, 1997)
12a	Site Plan -- Navy Pier -- Zone 2 (revised January 23, 1997)
13a	Site Plan -- Navy Pier -- Zone 3 (revised December 22, 1997)
14	Site Plan -- Navy Pier -- Zone 4
15	Site Plan -- Navy Pier -- Zone 5
16	Site Plan -- Navy Pier -- Zone 6
17a	South Elevation -- Navy Pier -- Zones 1 and 2 (revised February 26, 1997)
18a	North Elevation -- Navy Pier -- Zones 1 and 2 (revised December 11, 1997)
19a	South Elevation -- Navy Pier -- Zones 3 and 4 (revised December 11, 1997)

*With the exception of the Traffic Management Plan and the Navy Pier Guidelines, B.T.A./V.O.A. prepared all other (sub)exhibits. The final revision date for all such (sub)exhibits is June 23, 1992, unless the (sub)exhibit number is followed by an "a", in which case the final revision date is some later date specified in parenthesis.

(Sub)Exhibit Number*	Description
20a	North Elevation -- Navy Pier -- Zones 3 and 4 (revised December 11, 1997)
21	South Elevation -- Navy Pier -- Zones 5 and 6
22	North Elevation -- Navy Pier -- Zones 5 and 6
23	Elevation -- Headhouse
24a	Section -- South Dock at Family Pavilion (revised February 26, 1997)
25a	Section -- South Dock at Walkway (revised December 11, 1997)
26	Section -- South Dock at Festival Hall
27	Section -- North Dock at Family Pavilion
28	Section -- North Dock at Festival Hall
29	Pedestrian Circulation Plan

*With the exception of the Traffic Management Plan and the Navy Pier Guidelines, B.T.A./V.O.A. prepared all other (sub)exhibits. The final revision date for all such (sub)exhibits is June 23, 1992, unless the (sub)exhibit number is followed by an "a", in which case the final revision date is some later date specified in parenthesis.

(Sub)Exhibit Number*	Description
30	View Corridor Exhibit
31	Auto/Taxi Circulation Plan
32	Bus/Transit Circulation Plan
33	Bicycle Circulation Plan
34	Typical Street Furniture
35	Future Headlands Subarea Landscape Plan (Federal Parcels)
36	Traffic Management Plan
37	Navy Pier Recommendations, Policies and Standards
38a	Site/Landscape Plan -- Jane Addams Park Subarea (revised December 11, 1997)

Full size sets of (Sub)Exhibits 2 through 35 and 38a are on file with the Department of Planning and Development. This Planned Development is applicable to the area delineated herein and these and no other controls shall apply. This Planned Development conforms to the intent and purpose of the Chicago Zoning Ordinance, Chapter 194A of the Municipal Code of Chicago, and all requirements thereof, and satisfies the established criteria for approval as a Planned Development.

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*With the exception of the Traffic Management Plan and the Navy Pier Guidelines, B.T.A./V.O.A. prepared all other (sub)exhibits. The final revision date for all such (sub)exhibits is June 23, 1992, unless the (sub)exhibit number is followed by an "a", in which case the final revision date is some later date specified in parenthesis

7. The following uses shall be permitted in the Navy Pier Subarea: pedestrian promenades; public open spaces; public, cultural, recreational, business and commercial uses; enclosed public spaces; multi-purpose exhibition, meeting and reception facilities; shops and restaurants; 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.

Within the Navy Pier Subarea, exposition and meeting uses shall not be permitted in the buildings west of the On-Pier Park. However, these uses are permitted in the buildings east of the On-Pier Park. Additionally, the business and commercial uses permitted east of the On-Pier Park shall be subordinate and ancillary to the exposition and meeting uses. All business and commercial uses permitted in and special uses of the C3-6 zoning district are permitted uses on the Navy Pier Subarea except the following: residential; hotel/motel; adult; 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 convalescent 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, gardens and gathering places; walkways, bicycle paths and ramps; 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.

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. 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 periods, 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, from at least 6:00 A.M. to 11:00 P.M.

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

8. Off-street parking and off-street loading shall be provided upon the Navy Pier Subarea in accordance with the Use and Bulk Regulations Data Table, (Sub)Exhibit 1a, described in Statement Number 6 and attached hereto.

9. Any service drive or other ingress or egress will be adequately designed and paved in accordance with the regulations of the Department of Transportation and in compliance with the Municipal Code of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. Fire lanes, if required, will be adequately designed and paved in compliance with the Municipal Code of Chicago. No parking shall be permitted within the service drives and other motor vehicles ingress and egress areas.

10. Business and advertising 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. Business and advertising 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 related 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.

11. The maximum allowable height of any structure upon the Property shall conform with the Use and Bulk Regulation Data Table, (Sub)Exhibit 1a attached hereto, and shall further be subject to the following:

(i) Height limitations as certified on Form FAA-117 (or on successor form of forms covering the same subject matter) and approved by the Federal Aviation Administration pursuant to Part 77 of the Regulations of the Administrator, Federal Aviation Administration.

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

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

(i) The improvements on the Property shall be designed, constructed and maintained in general conformance with all of the (sub)exhibits described in Statement Number 6 of this Planned Development. Landscaping shall be installed and maintained in general conformance with all of the Site/Landscape Plan Exhibits described in Statement Number 6 of this Planned Development. All landscaping shall be properly maintained, at all times, by the Applicant.

(ii) Vehicular movement on the Navy Pier Subarea shall be limited to those areas designated on all of the Site Plans, (Sub)Exhibits 11a through 16, described in Statement Number 6 and shall be in general conformance with the provisions of the Traffic Management Plan, (Sub)Exhibit 36, described in Statement Number 6 of this Planned Development.

Public pedestrian and bicycle passage during operating hours over all exterior areas depicted on the (sub)exhibits as pedestrian walks or pathways, including the south dock and the north dock, shall not be unreasonably restricted. Public pedestrian passage during operating hours over all interior areas depicted on the Pedestrian Circulation Plan, (Sub)Exhibit 29, described in Statement Number 6 of this Planned Development shall not be unreasonably restricted.

The south dock shall be divided into east/west zones that are in general conformance with all of the section (sub)exhibits, (Sub)Exhibits 24a through 28, described in Statement Number 6 of this Planned Development and attached hereto. These zones shall be reasonably sized to accommodate the predominantly public pedestrian and bike path character of the south dock. The edge of the south dock shall consist of an approximate fifteen (15) foot zone in which various boat and ship

docking accessories are permitted. To the north and adjacent to this fifteen (15) foot zone, there shall be a furniture/planter zone of approximately eight (8) feet. Notwithstanding the foregoing, within the approximate twenty-three (23) foot width of these two (2) zones, there shall be an approximate ten (10) foot clear zone, free and clear of all obstructions for easy pedestrian passage.

The edge of the north dock shall consist of an approximate seven (7) foot zone in which various boat and ship dock accessories are permitted provided that public pedestrian passage is feasible. To the south and immediately adjacent to this seven (7) foot zone, there shall be an approximate eight (8) foot clear zone, free and clear of all obstructions appropriate for easy pedestrian passage.

The boat and ship docking accessories described above include, but are not limited to, gangplanks, stairs and accessory structures, 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 Number 13(i) hereof. They shall be limited to movable or semi-permanent structures.

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.

Permanent kiosks or other permanent buildings or structures located anywhere on the Property are subject to the approval of the Commissioner of the Department of Planning and Development.

(iii) The areas depicted on the Site/Landscape Plan -- Crystal Garden, (Sub)Exhibit 9a, and the Site/Landscape Plan -- On-Pier Park, (Sub)Exhibit 10a, described by Statement Number 6 of this Planned Development as the Crystal Garden and the On-Pier Park respectively, 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 dinning areas depicted in Site/Landscape Plan -- On-Pier Park, (Sub)Exhibit 10, described in Statement Number 6, may charge customers for their use of said restaurant/cafe and catered dinning areas. Each of these 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 and live performances 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.

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, and, during the period of May through September, may occur only after 6:00 P.M., and must be preceded by reasonable advance and posted notice.

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 and ferris wheel or for special entertainment in the tent on the On-Pier Park.

(iv) 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.

(v) The Applicant acknowledges that the draft Navy Pier/Turning Basin Development Guidelines, issued by the Department of Planning and Development in December, 1990 was, in large part, a result of the joint efforts of the Applicant, the City, the Chicago Park District and others to determine the appropriate guidelines for the development of the Navy Pier and Headlands Subareas. The City acknowledges that this development, as described by the provisions and (sub)exhibits of this Planned Development,

satisfies the intent and purpose of those Guidelines and of appropriate planning principles. The Applicant and the City further acknowledge, however, that the scope, complexity and nature of the development may require refinements in the applicable development regulations from time to time and that it may be impractical and contrary to good planning to require compliance with excessively detailed or rigid conditions. Accordingly, to the extent not otherwise provided to the contrary in this Planned Development, the development and operation of the Navy Pier and Headlands Subareas shall be in general conformance with the principles described in the "Navy Pier Recommendations, Policies, and Standards" derived from the aforesaid draft Guidelines and made a part hereof as (Sub)Exhibit 37 as described in Statement Number 6 of this Planned Development and attached hereto. The recommendations, policies and standards embodied in (Sub)Exhibit 37 shall be considered in any future amendment of modification to this Planned Development.

(vi) The Navy Pier and Headlands Subareas development contemplated herein is intended to be constructed as a single, integrated project. No Certificate of Occupancy shall be issued unless substantially all of the development has been completed; provided, however, that the Commissioner of the Department of Planning and Development may authorize exceptions to this requirement.

(vii) The Applicant shall make appropriate arrangements to ensure public safety and public access to the Headlands and Navy Pier Subareas, to the extent feasible, during construction. If requested by any appropriate department of the City, the Applicant shall provide and follow a reasonably acceptable plan and schedule of such arrangements; which plan shall be coordinated with the Department of Planning and Development and the Department of Transportation.

13. 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 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 orship 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 Applicant 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.

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 eastermost docks) of the headlands Subarea shall not be permitted after 11:00 P.M. on weekdays and 12:00 Midnight on weekends.

14. For purposes of Floor Area Ratio (F.A.R.) Calculations and floor area measurements, the definitions in the Chicago Zoning Ordinance shall apply.

15. The Applicant acknowledges that the development of the Navy Pier and Headlands 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 Applicant 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 Applicant.

Accordingly, the Applicant shall be responsible for implementing certain operational controls over parking and traffic activity excepted to occur on the Navy Pier and Headlands Subareas. These operational controls are

set forth in the "Traffic Management Plan" ("T.M.P.") (Sub)Exhibit 36 described in Statement Number 6 in this Planned Development and shall become effective after the issuance of the Certificate of Occupancy for either the Family Pavilion or the Festival Hall on the Navy Pier Subarea. The T.M.P., as it may be amended or otherwise modified from time to time, shall be deemed an integral part of this Planned Development. The Applicant'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, prior to December 31 on each year for five (5) years following the issuance of the first Certificate of Occupancy for the Navy Pier Subarea, the Applicant shall submit to the Commissioner of the Department of Transportation (with a copy to the Commissioner of Planning and Development) a report describing the past year's traffic and parking activity and assessing the effectiveness of the various provisions of the T.M.P. and any recommended modifications thereto. Additionally, the Applicant, 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.

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

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 Applicant and the various departments of the City and the applicable transit departments of the City and the applicable transit agencies and the public, the Applicant 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 Applicant shall be readily available and apparent for inquiry by any parties concerned. The T.C. shall be in place and functioning within one (1) year following the commencement of construction of the Navy Pier Subarea. The T.C. shall be charged with the responsibility, on behalf of the Applicant, to (a) oversee and coordinate the day-to-day implementation of the T.M.P., (b) act as a formal point of communication between the Applicant and any other agencies or individuals inquiring or concerned about traffic, or parking-related issues, and (c) coordinate traffic loading and parking management activity with representatives of the City and the appropriate transit agencies.

15a. The Applicant acknowledges that with the possibility of new and large developments coming to the "River East Corridor", there is a need for comprehensive traffic management plan for a larger area than that contemplated by the T.M.P., (Sub)Exhibit 36. In order to serve this need the creation of a T.M.A. covering that broader area is necessary. The Applicant 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 Applicant further agrees to continue to run its remote parking shuttles at its current level of service. The Applicant shall pay its pro rata share of the funding plan and that includes its agreement to run its remote parking shuttles at its current level of service.

16. The area formerly designated as the Future Development Zone within Zones 2 and 3, as shown on (Sub)Exhibits 10a, 11a, 12a, 13a, 17a, 18a, 19a, 20a, 24a and 25a, shall be improved with a new multi-story performing arts center, consisting of a theater with approximately five hundred fifty (550) seats, classrooms, administrative facilities and other related facilities. Future plans may include the development of the multi-purpose space as a two hundred (200) seat studio theater. In addition, new retail and pedestrian circulation space will be included in the proposed facility. The new construction shall not exceed the height of the parking garage and shall be constructed in accordance with the height limitation contained in (Sub)Exhibits 17a through 23.

17. The terms and conditions of Statement Numbers 12, 13 and 16 of this Planned Development may be modified administratively by the Commissioner of the Department of Planning and Development upon the request of the Applicant and after a determination by the Commissioner that such a modification is appropriate and consistent with the nature of the development of the Property contemplated in this Planned Development. Any such modification shall be deemed to be a minor change in the Planned Development as contemplated by Section 11.11-3(c) of the Chicago Zoning Ordinance. This statement shall not be construed as limiting the authority of the Commissioner pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance to authorized any other minor changes to any of the portions or statements of this Planned Development.

18. The requirements, obligations and conditions contained within this Planned Development shall be binding upon the Applicant, its successors and assigns and, if different than the Applicant, the owners of record title

of the Property. All rights granted hereunder to the Applicant shall inure to the benefit of the Applicant's successors and assigns. Furthermore, pursuant to the requirement of Section 11.11-1 of the Chicago Zoning Ordinance, the Property, at the time applications for amendments, modifications or changes (administrative, legislative or otherwise) to the Planned Development are made, shall be under single ownership or under single designated control. Single designated control for purposes of this paragraph shall mean that any applications to the City for any amendment to this Planned Development, or any other modification or change thereto (administrative, legislative or otherwise) shall be made or authorized by all the owners of the Property.

Nothing herein shall be construed to mean that any individual owner of the Property, or any portion thereof, is relieved of obligations imposed hereunder of any rights granted herein or is not subject to City action pursuant to this Planned Development. Nothing herein shall prohibit, or in any way restrict, the alienation, sale or any other transfer of all or any portion of the Property or any rights, interests or obligations therein. Upon any alienation, sale or any other transfer of all or any portion of the Property, or the rights therein, except as assignment or transfer of rights pursuant to a mortgage or otherwise as collateral for any indebtedness, and solely with respect to the portion of the Property transferred, the term "Applicant" shall be deemed amended to apply to the legal titleholder thereof (and its beneficiaries if such title is held in a land trust), and the seller or transferor thereof (and its beneficiaries if such title is held in a land trust) shall thereafter be released from any and all obligation or liability hereunder.

19. Unless substantial construction of the proposed Performing Arts Center described in Statement Number 16 hereof has commenced within four (4) years following adoption of this Planned Development, and unless completion is thereafter diligently pursued, then this Planned Development shall expire. If this Planned Development expires under the provisions of this statement, then the zoning of the Property shall automatically revert to the previously existing Planned Development 527 as approved on September 16, 1992.

20. The design of the roadway network located on the Headlands Subarea as depicted on the Roadway Network Map, (Sub)Exhibit 5, described in Statement Number 6 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, prior to the expiration of the fifth (5th) anniversary following the issuance of the first Certificate of Occupancy for the Navy Pier Subarea, the Applicant shall submit to the Commissioner of the Department of Planning and Development and the Commissioner of the Department of Transportation 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 five (5) year period. Following receipt of said study, the Commissioner of the Department of Planning and Development 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 Applicant. 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 Applicant 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.

21. The two (2) parcels depicted on the Subarea Map, (Sub)Exhibit 7, collectively as Tract E, Existing Federal Parcels, are outside the boundaries of this Planned Development. Applicant acknowledges, however, that such parcels shall be served by accessways over and across the Headlands Subareas. In the event that the Applicant or the City acquires control of either or both of these parcels sufficient to allow redevelopment as park land, or either or both of these parcels are otherwise redeveloped as park land, then the Headlands Subarea park land included in this Planned Development shall be reconfigured and relandscaped to create a park area which is coordinated with the applicable parcel or parcels, as the case may be. Such reconfiguration and relandscaping shall be designed, constructed and maintained in general conformance with the Future Headlands Subarea Landscape Plan, (Sub)Exhibit 35, described in Statement Number 6 and attached hereto. Such reconfiguration and relandscaping shall be completed by the Applicant within a reasonable time following the aforesaid acquisition of the necessary rights to the parcel or parcels or following substantial completion of the redevelopment of the applicable parcel as park land, whichever is earlier. This statement

shall be deemed satisfied when the Headlands Subarea park area has been reconfigured and relandscaped to create a coordinated park area with the redeveloped parcel(s) and the Turning Basin Park.

Any development of the Headlands Subarea, and particularly of the applicable portions of Tract E, 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 Applicant will permit third (3rd) parties reasonable access to Tract E in order to coordinate said development with Tract E.

22. The Applicant 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.

23. The Applicant 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 Applicant shall, in its planning for the design and construction of the proposed development, take into consideration the installation of art work as an integral part of interior and exterior spaces. In connection with this requirement, the Applicant shall work with the appropriate representatives of the Public Art Program of the City's Department of Cultural Affairs.

[(Sub)Exhibits 2, 3, 4, 5a, 6, 7, 8a, 9a, 10a, 11a, 12a, 13a, 14, 15, 16, 17a, 18a, 19a, 20a, 21, 22, 23, 24a, 25a, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35 and 38a referred to in these Plan of Development Statements printed on pages 60216 through 60254 of this Journal.]

(Sub)Exhibits (1a) (Use and Bulk Regulation Data Table), 36 and 37 referred to in these Plan of Development Statements read as follows:

(Sub)Exhibit 1a. IPD 527
(To Plan of Development Statements)

Use And Bulk Regulations Data Table.

Net Site Area:	
-- Aggregate Area:	2,391,450 square feet. 54.9 acres.
-- Navy Pier Subarea:	30.6 acres.
-- Headlands Subarea:	19.0 acres.
-- Jane Addams Park Subarea:	5.3 acres.
General Description of Permitted Uses:	In accordance with the Statements of this Planned Development.
Maximum Permitted Floor Area Ratio:	55.
Maximum Percentage of Land Covered:	In accordance with Site Plans and Site/Landscaping Plans, (Sub)Exhibits 8 through 16, described in Statement Number 6 of this Planned Development and attached hereto.
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 (Sub)Exhibits 8 through 16, described in Statement Number 6 of this Planned Development and attached hereto.

* Maximum Roof Height:	In accordance with the Elevations, (Sub)Exhibits 17a through 23, described in Statement Number 6 of this Planned Development and attached hereto.
Maximum Floor Area Within the Buildings East of the On-Per-Parking Devoted to:	
Exposition/Convention Uses:	200,000 square feet.
Meeting Use:	90,000 square feet.

Exhibit 36.
(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 reasonably 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

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* The maximum height of the ferris wheel is +180 feet C.C.D. The maximum height of the flagpole is +150 feet C.C.D.

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 and remote parking and to minimize private automobile use, especially when design day and peak-peak conditions prevail.

(iii) The Headlands Subarea should be maintained as a place of arrival and departure, not as a parking or staging 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 or vehicle staging, including restriction on vehicle lane movements and patterns of circulation on and about the Headlands Subarea. Reasonable steps should be taken to assure the safety of pedestrians crossing the Headlands Subarea roadway in front of the Head House.

(iv) The south dock of the Navy Pier Subarea is intended to be a pedestrian-oriented public way. All vehicles (other than the on-pier tram, emergency vehicles, small service vehicles as necessary and appropriate which are similar in character to golf carts, and bicycles) 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.

-- C.T.A. Buses: Allowed to stage within the designated bus terminal area only.

-- Taxis: Allowed in designated space on north side of Grand Avenue only. Taxi queue should not extend into the traffic lanes or across Grand Avenue or Head House Drive.

-- Other motor vehicles: No staging at any time.

(b) Circulation.

-- No vehicular traffic should be allowed in C.T.A. terminal area at any time, other than C.T.A. buses or C.T.A. service vehicles. Bollards to remain in place except as permitted by the Chicago Department of Transportation.

-- C.T.A. vehicles should have ingress via Illinois Street to Streeter Drive to Jardine Drive; egress should be via Jardine Drive to Grand Avenue.

-- All charter buses, private buses, school buses, trucks and other delivery and service vehicles (except trucks providing boat delivery service during the period from 11:00 P.M. to 9:00 A.M.) should be prohibited, at all times, from using Illinois Street's loop extension and the recirculation lane. These vehicles should have ingress via Illinois Street to Streeter Drive to the eastbound lane of Grand Avenue to the north dock roadway of the Navy Pier Subarea. Egress should be via the north dock roadway to Grand Avenue.

The eastbound lane of Grand Avenue is limited to these vehicles, except during Design Day-Peak Hours and Peak-Peak Day- Peak Hours.

-- Private automobiles, taxis, limousines and parking shuttles should have ingress via the Illinois Street loop extension.

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

(ii) Navy Pier Subarea.

(a) South Dock.

-- No motor vehicles (other than on-pier tram, emergency vehicles and small service vehicles as necessary and appropriate which are similar in character to the golf cart) should be permitted on the south dock during operating hours. Provided, however, service and maintenance vehicles may be permitted after 11:00 P.M. and before 9:00 A.M.

-- The south dock on-pier tram should not deviate from the south dock's designated tram lane. The tram should provide east/west service to the public on the south dock. In addition, but complementary to the south dock tram service, the on-pier tram may run on the north dock; provided, however, the tram shall run to the north dock using the internal north/south connectors only.

(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 P.M. and before 9:00 A.M.. This includes to the extent reasonable and practical discouraging semi-truck activity at the Festival Hall loading docks during this time.

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

Design Days-Peak Hours is defined as an approximately one (1) hour period occurring on Saturdays between mid-May and mid-September usually between the hours of 1:00 P.M. to 3:00 P.M. and 6:00 P.M. to 8:00 P.M. or during a similar peak hour period on other days when daily attendance in excess of thirty-five thousand (35,000) is anticipated. During Design Days the following provisions shall apply:

(a) Remote Parking System.

-- A remote parking system providing for an adequate number of available spaces to handle expected demand as determined by the Traffic Coordinator should be identified to supplement on-pier parking. More than one (1) site may be utilized.

-- Signs on Lake Shore Drive and on other appropriate roadways should be installed which 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 shuttles should be allowed to pick-up and

drop-off passengers 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.

(b) North Dock.

-- The reversible third lane of the north dock roadway, normally an eastbound land, may be used as a westbound lane, but only when the reduced eastbound capacity does not impede the Headlands Subarea traffic flow.

(c) Intersection Control.

-- Trained private traffic personnel or City Police should be located at the Illinois Street/Streeter Drive intersection, in front of the Head House, and at the Grand Avenue/Head House intersection to direct and assist the flow of traffic.

-- Panel trucks or other vehicles of a similar nature may be permitted to enter the north dock at any time.

-- Private buses, taxis or limos in any lane of the north dock roadway should not be permitted to queue unless such queuing would lessen congestion on the Headlands Subarea at such times.

-- Use of the east end cul-de-sac turn-around at the end of the north dock roadway should be limited to private autos, taxis, limos, panel trucks and the parking shuttle.

During the Design Days-Peak Hours, the following provisions shall apply:

-- No semi-truck should be allowed to enter the north loading dock.

-- 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 an approximately two (2) hour peak traffic period occurring on those rare days designated as such by the Chicago Department of Transportation and the Chicago Police Department on which 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 3, 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.

-- No vehicles, except the parking shuttle, should be allowed on the loop extension of Illinois Street or on the recirculation lane.

-- The parking shuttle may drop-off passengers in the two (2) drop-off areas reached from the north dock roadway (via Streeter Drive and the eastbound lane on Grand Avenue, between Streeter 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/Streeter intersection, in front of the Head House, at the Grand/Head House

intersection, on the north dock roadway, and at the Streeter/Grand intersection.

-- No semi-truck should be allowed to enter the north dock roadway.

-- Panel trucks or other vehicles of a similar nature making a delivery may by permitted to enter the north dock at any

-- No trucks of any kind should be allowed to stage on the north dock.

-- Use of the east end cul-de-sac turn-around at the end of the north dock roadway should be limited to private autos, taxis, limos, panel trucks, and the parking shuttle.

(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 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 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 Deviations.

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

(Sub)Exhibit 37.
(To Plan Of Development Statements)

Planned Development Number 527.
(As Amended)

Navy Pier Recommendations.
Policies And Standards.

Key Recommendations:

1. Improve the Quality and Continuity of Park Space along the Entire Waterfront.

   -- Reclaim the existing surface parking lots on the Headlands for twelve (12) acres of additional lakefront park.

   -- Convert the one-half mile long south dock of Navy Pier to a major public lakefront promenade and open space.

   -- Redesign the park area along the South Bank of the Chicago River to connect to the new Turning Basin Parks and to serve as the downtown's gateway to the entire Navy Pier/Turning Basin area.

   -- Reconfigure pedestrian and bicycle paths in order to promote better access to and through the lakefront parks.

   -- Create a monumental gateway to the City and a link between the lakefront parks and riverwalk system by constructing a circular River Mouth Turning Basin park.

2. Improve Regional Access to the Area Minimize Traffic and Parking Impacts on the Surrounding Neighborhoods.

   -- Promote more efficient traffic movement --and increase the available park land--through a redesigned street system on the Navy Pier Headlands. Encourage more transit use to the area by creating

accommodations for increased bus transit service and the proposed downtown circulator system.

-- Create up to one thousand two hundred (1,200) parking spaces on Navy Pier to meet the average daily demands of visitors coming to the area.

-- Develop a remote parking strategy to meet the needs of design-day visitors to the Pier by utilizing appropriate existing parking facilities. These facilities would be served by remote shuttle service.

3. Unite Parks, Public Facilities, and Support Functions in a Permanent Downtown Waterfront Activity Center.

-- Create special design standards to ensure that new development will respect the overall historic silhouette of Navy Pier.

-- Promote a public activity center that emphasizes public uses of Navy Pier and discourages private hotel, commercial office and residential development.

-- Develop a new Festival Hall on Navy Pier to host a number of public and private events and to complement the existing auditorium at the east end of the Pier.

-- Develop complementary shopping, restaurant, theater and cultural facilities at Navy Pier for visitors and local residents.

-- Develop a new public winter garden and other winter-oriented uses on Navy Pier to encourage year-round lakefront activity.

The following policies serve as the basis for redevelopment of parcels and facilities within the Navy Pier/Turning Basin planning area:

A. Land Use.

1. Enhance the public nature of the Navy Pier/Turning Basin area as a place for the use of and enjoyment by Chicago area residents, visitors and the adjacent community.

2. Develop Navy Pier and the Headlands in a way that emphasizes public uses and discourages future private hotel, commercial office

or residential development.

3. Ensure sensitive water-side uses and development by addressing impacts of size, location, public access and operations of commercial tour boats.

B. Open Space/Pedestrian.

1. Complete and enhance the lakefront park system at Navy Pier, Pier Headlands and Chicago River Turning Basin.

2. Consider the policies of the Lakefront Plan of Chicago and Chicago River Urban Design Guidelines -- Downtown Corridor.

3. Give pedestrian movement priority in the design of Navy Pier, Pier Headlands and the Turning Basin.

4. Provide public access, where feasible, along the entire waterfront.

5. Create an area-wide pedestrian corridor and open space system that improves access from the Loop, Streeterville, Cityfront Center and Illinois Center to the lakefront.

6. Minimize noise from arrivals, departures and activities on Navy Pier, Pick Headlands and the Turning Basin by promoting appropriate noise abatement.

7. Improve bicycle circulation within the Navy Pier/Turning Basin area.

8. Ensure that all new development at the Pier/Turning Basin area meets all governmental environmental quality standards.

C. Urban Design.

1. Maintain the historic silhouette of Navy Pier and preserve the existing Head House and east end building complex.

2. Orient development, pedestrian paths and open spaces towards the water edges.

3. Protect and frame views of the city skyline and the Lake to and from

Navy Pier.

4. Conceal parking on Navy Pier form public view.

Transportation.

1. Design a more efficient street and block system for the Pier Headlands.

2. Minimize roadway and ramp intrusions on the lakefront parks and around the water edges.

3. Increase the availability of public transportation to the area.

4. Provide adequate facilities for circulation within and through the site for pedestrians, public transit, shuttle service, charter buses and private vehicles.

5. Improve transit and pedestrian circulation on the Pier itself.

6. Provide only the amount of parking necessary to serve the needs of the average daily demands of the Navy Pier/Headlands.

7. Establish a traffic and parking management program, including remote parking and linked shuttle service, to reduce direct, private automobile traffic to Navy Pier and to accommodate design-day parking needs.

Appendix A: Lake Michigan and Chicago Lakefront Protection Ordinance.

The basic policies which govern present and future development for Chicago's lakefront include:

1. Complete the publicly-owned and locally controlled park system along the entire Chicago Lakefront.

2. Maintain and enhance the predominantly landscaped, spacious and continuous character of the lakeshore parks.

3. Continue to improve the water quality and ecological balance of Lake Michigan.

4. Preserve the cultural, historical and recreational heritage of the lakeshore parks.

5 Maintain and improve the formal character and open water vista of Grant Park with no new above-ground structures permitted.

6. Increase the diversity of recreational opportunities while emphasizing lake-oriented leisure-time activities.

7. Protect and develop natural lakeshore park and water areas for a wildlife habitation.

8. Increase personal safety.

9. Design all lake edge and lake construction to prevent detrimental shoreline erosion.

10. Ensure a harmonious relationship between the lakeshore parks and the community edge, but in no instance will further private development be permitted east of Lake Shore Drive.

11. Improve access to the lakeshore parks and reduce through vehicular traffic on secondary park roads.

12. Strengthen the parkway characteristics of Lake Shore Drive and prohibit any roadway of expressway standards.

13. Ensure that all port, water supply and public facilities are designed to enhance lakefront character.

14. Coordinate all public and private development within the water, park, and community zones.

Appendix B: Chicago River Urban Design Guidelines.

The City of Chicago Department of Planning in conjunction with the Friends of the Chicago River has prepared a set of urban design guidelines for the downtown portion of the Chicago River. These Guidelines are intended for use by the Department of Planning and Chicago Plan Commission in reviewing Planned Development proposed for the downtown portion of the Chicago River. The guidelines apply to the portion of the river bounded by Chicago Avenue on the north, Cermak Road on the south, and the lock at Lake Michigan on the east. The guidelines were adopted by the Chicago Plan Commission in June 1990.

The objectives of the guidelines are:

-- To establish a continuous riverside walkway throughout the downtown corridor.

-- To create oases of quiet green space easily accessible to central area workers, residents and visitors.

-- To transform the downtown portion of the Chicago River into a high-profile tourist attraction and recreational amenity, thereby enhancing 'Chicago's image as a desirable place to live, work and visit.

-- To reinforce and extend the visually impressive urban ensemble now in place on the river and thus promote the city's reputation as a center of quality design.

-- To establish the river as a prestigious development corridor and create an appropriate centerpiece for the expanded downtown.

While the Navy Pier/Turning Basin Development Guidelines and Chicago River Urban Design Guidelines -- Downtown Corridor share some overlapping planning area boundaries, both guidelines are consistent in policy and intent. However, the Navy Pier/Turning Basin Guidelines provide more detailed recommendations for this particular area.

The Chicago River Urban Design Guidelines -- Downtown Corridor is available to the general public from the City of Chicago, Department of Planning and Development.

Appendix C: General Urban Design And Landscaping Standards.

The following general urban design and landscaping standards should be considered in the design of the promenade and open spaces within the Navy Pier/Turning Basin planning area.

1. Public Promenade, Plaza And Streetscape Features.

   a. A comprehensive system of public and private signs should be developed for the Navy Pier/Turning Basin area. Standardized international symbols should be used for public service and information signs. A public/private system of "trailblazer" signs

should be used to direct pedestrians and motorists to common destinations, including Navy Pier, Olive Park, Ohio Street Beach and remote parking.

b. Walkways should by sized to accommodate specific functions, such as pedestrian movement between places or window shopping. Where uninterrupted and quick walking between places is the primary function of the path, a minimum unobstructed width should be provided.

c. Along a pedestrian walkway or sidewalk, the distance from one (1) pedestrian cross-path to the next should be no greater than five hundred (500) feet where feasible, efficient and appropriate.

d. Walkways should not be obstructed or appear to be obstructed by gates, walls, chains, ropes or other barriers. Walkway routes should not be unnecessarily circuitous.

e. Railings, if any, along the water's edge should be relatively open and transparent, allowing pedestrians to view the water.

f. Where possible, promenades should be oriented towards the water's edge or building landmarks (e.g., Navy Pier Head House) for pedestrian orientation.

g. Where outdoor staircases are necessary to provide a transition between grades (such as at Navy Pier Park), the tread widths should be sized for easy removal of snow accumulation.

h. Pedestrian paths, seating areas and other high traffic areas should be paved with attractive materials.

i. Pavement materials should consist of colorful, durable, non-slip surfaces. Paving should include flat, even surfaces to facilitate snow and ice removal and for public safety during the winter.

j. For security, all walkways, stairways and public open spaces should be illuminated appropriately. Lighting must be attractively designed. To ensure pedestrian scale, the combined height of standard plus luminaire should not be excessive. Coordination of lighting design within the planning area is strongly encouraged.

k. Arcades (covered walkways open to the pedestrian promenade on one

(1) side) should not be substituted for the minimum requirements for the pedestrian promenade.

l. Benches and group seating areas should be provided for public use. For comfort, benches with wooden seats and backs are preferred, although ledges and planters suitable for sitting are acceptable. Variety in the types of seating is encouraged. An appropriate number of the seating should permit a direct view of the water, where possible. Seating that faces the water, but has its view impaired by walls, vegetation or structures should be avoided.

m. Other street furniture elements such as traffic signals/sign/lighting supports, trash receptacles, newspaper boxes, mail boxes, flags, etc. should be designed and included as part of an overall system. Where possible and feasible, a standard kiosk should be designed and used throughout the area for events announcements and commercial advertising in lieu of billboards.

n. Storm run-off is one of the principal sources of lake and river pollution. Waterside projects, where feasible and appropriate, should be graded to direct storm run-off to the sewer system or suitable storm water retention areas, not into the lake or river. A one percent (1%) slope away from the water's edge should be encouraged.

o. Outside public promenades along the lake and river should be accessible to the public from 6:00 A.M. to 11:00 P.M. (Chicago Park District hours) every day, year-round, except when closed for maintenance.

2. Development Adjacent To Open Spaces And Promenades.

a. The ground floor of buildings along open spaces or sidewalks designated as pedestrian areas should maximize, within reason, the frontage in pedestrian-related uses. However, it is recognized that initially there may not be enough pedestrian traffic to support retail uses. In such cases, "punch-out" spaces that may be converted to retail use in the future should be considered. Lobbies, service areas and blank walls constituting more than twenty-five percent (25%) of the frontage along pedestrian designated areas should be discouraged.

b. The exterior facade of pedestrian-related uses should consist primarily of clear display windows or windows allowing for visibility

into the shop, restaurant or other pedestrian use. Reflective glass, on both upper and lower floors, is discouraged.

c. Blank walls (i.e., without windows or doors) facing pedestrian paths should be discouraged. If a blank wall is necessary because an alternative treatment would create practical difficulty or hardship, such walls should be given an attractive architectural treatment using quality materials or else screened with planting.

d. Access doors into pedestrian-related uses should be spaced to avoid long expanses between doors.

e. The ground floor of buildings fronting on pedestrian promenades or plazas should be located as feasible and appropriate to the promenade right-of-way lines or edge delineation, in order that ground floor pedestrian uses are directly accessible by persons using the open spaces.

f. To create a lively pedestrian environment, outdoor cafes and shops are encouraged. Small retail kiosks could be located along walkways and should be movable.

g. When seating for an outdoor cafe adjoins a public walkway, the two should be clearly differentiated. Massive barriers separating public and private uses should be discouraged. In configuring outdoor seating, walkway obstructions should be avoided. An eight (8) foot wide corridor should be reserved for pedestrian circulation.

h. Building frontage incompatible with open spaces and promenades should be discouraged, in particular:

1. Chain linked fences or barbed wire.

2. Utility doors or staircases.

3. Truck docks.

4. Service drives.

5. Parking curb cuts and spaces located at-grade.

6. Storage facilities.

7. Electrical and mechanical equipment.

8. Trash or garbage containers or other building maintenance facilities or equipment.

9. Billboards or other off-premise commercial signs, except as encouraged on storefronts and advertising kiosks.

10. Ventilator exhaust equipment.

11. Concrete road barriers and utility guard rails.

ii. Parking garages on Navy Pier should be designated to minimize, where feasible and possible, the visibility of parked automobiles from open spaces.

1. Garage facades should be treated with quality materials as though the garage was part of overall redevelopment (e.g., Exhibit Hall, Winter Garden).

2. Sloping or ramped floors of the structure should not be visible from the exterior of the structure and should be discouraged.

3. Automobiles parked within the structure visible from any portion of the exterior of the structure should be avoided.

4. Harsh or glaring lighting should be avoided. Bare bulbs and unenclosed lighting fixtures visible from the exterior of the structure should be discouraged. Automobile headlights shining onto any open space or adjoining building from within the garage should be avoided if feasible.

5. Vehicular ingress and egress points should be located away from pedestrian circulation areas. Where this is unavoidable, the exit should be set back from the path or sidewalk so the exiting cars are visible to pedestrians before the cars cross the pedestrian area.

3. Landscaping.

a. All public promenades and plazas should have an appropriate minimum average landscaping coverage. Ground covered by tree grates may count towards the minimum.

b. All Pier Headlands and Turning Basin parks (except Head House Square) should also have an appropriate minimum average landscaping coverage.

c. Vegetation, if possible and feasible, should be planted in the ground rather than in planters to provide adequate root space and maintain pedestrian pathway widths. If planters are used, they should be as large (horizontally) as possible, particularly for trees. (Bear in mind that under ideal conditions, the horizontal diameter of a tree's roots may equal or exceed its height). For trees long pits permitting multiple plantings and shared root space are preferable to smaller pits with single plantings. Above ground pots, which crowd roots and expose them to freezing winds, should be discouraged.

d. To permit moisture and oxygen to reach roots, the ground surface around trees kept in a natural state should be considered. If paving is necessary, paving blocks set in sand, which permit moisture to seep into the ground, should be considered.

e. Plants which tolerate the drying effects of strong wind, airborne salts and intermittent natural light are preferable. Trees should be chosen for year-round interest-spring flowers, summer foliage, bright fall colors and attractive shape, bark, berries or other features in winter. Trees selected should have long-season leaf presence.

f. Trees native to the riverbank should be considered for planting in ground along the river. These include:

1. Bald Cypress.

2. Black Adder.

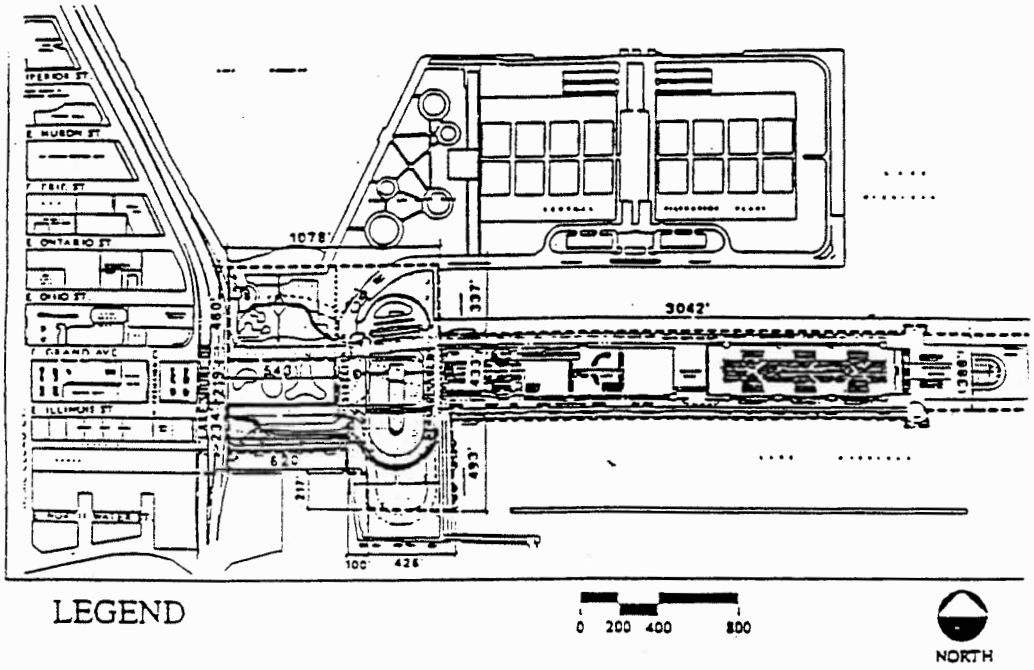
3. Green Ash.

4. Swamp White Oak.

5. Male Cottonwood.

(Sub)Exhibit 2.
(To Plan of Development Statements)

Property Line Map.



▬▬▬▬ SITE BOUNDARY

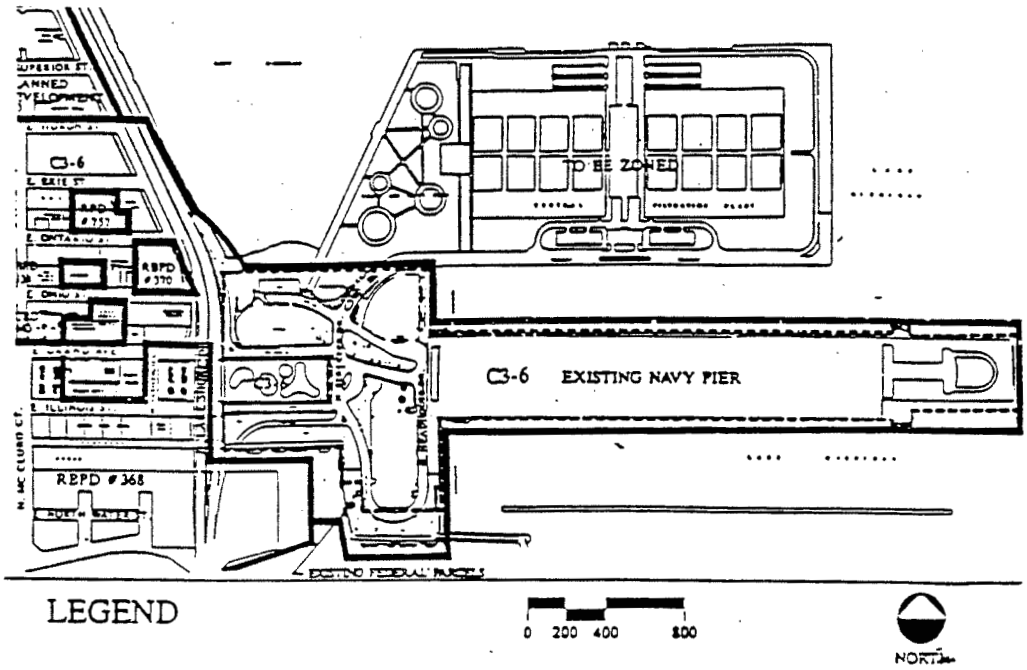
•••••••••• SUB - AREA BOUNDARY

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

EXHIBIT
2

(Sub)Exhibit 3.
(To Plan of Development Statements)

Existing Zoning And Street System Map.



APPLICANT:	METROPOLITAN PIER AND EXPOSITION AUTHORITY
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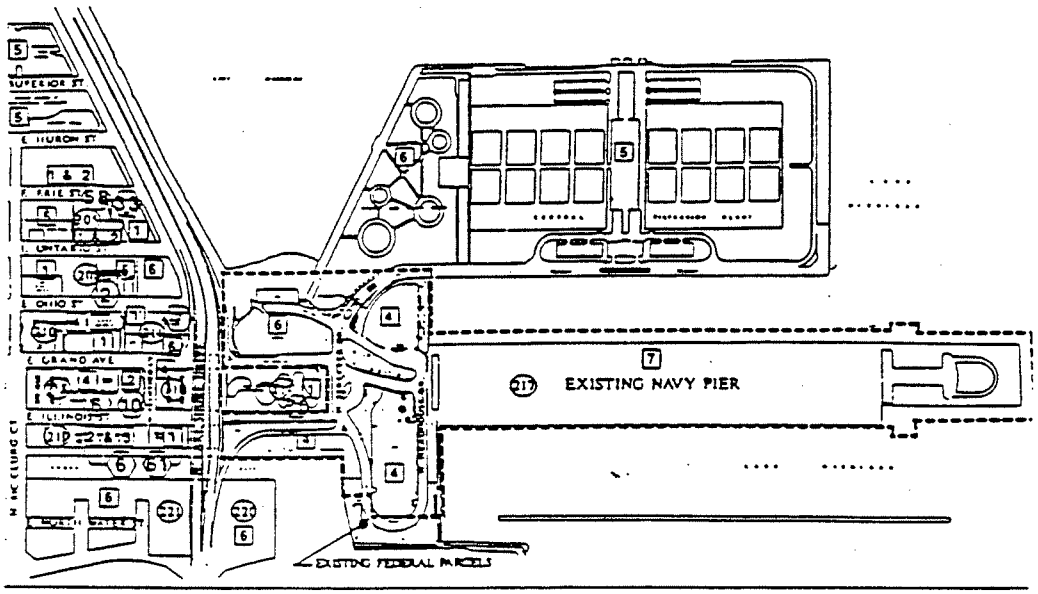
SUBMISSION DATE:	MARCH 25, 1992
REVISED DATE:	JUNE 23, 1992

EXHIBIT
3

(Sub)Exhibit 4.
(To Plan of Development Statements)

(Existing Area Land-Use Map)



LEGEND

0 200 400 800

NORTH

1 RESIDENTIAL
2 OFFICE
3 RETAIL
4 PARKING
5 INSTITUTIONS
6 OPEN SPACE
7 NAVY PIER

SITE BOUNDARY

217 BLOCK NUMBER

OF STORIES FOR EXISTING STRUCTURE

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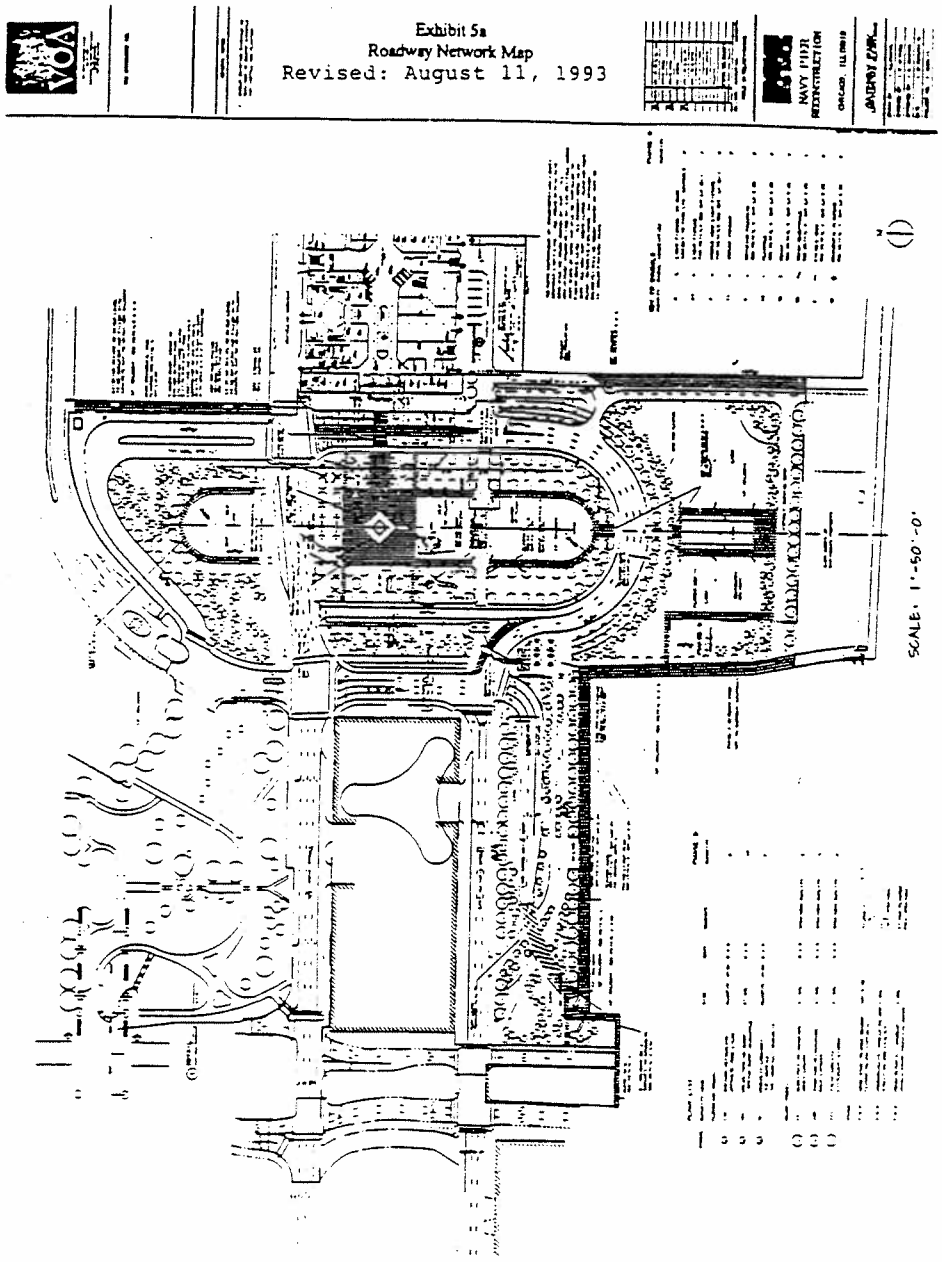
EXHIBIT 4

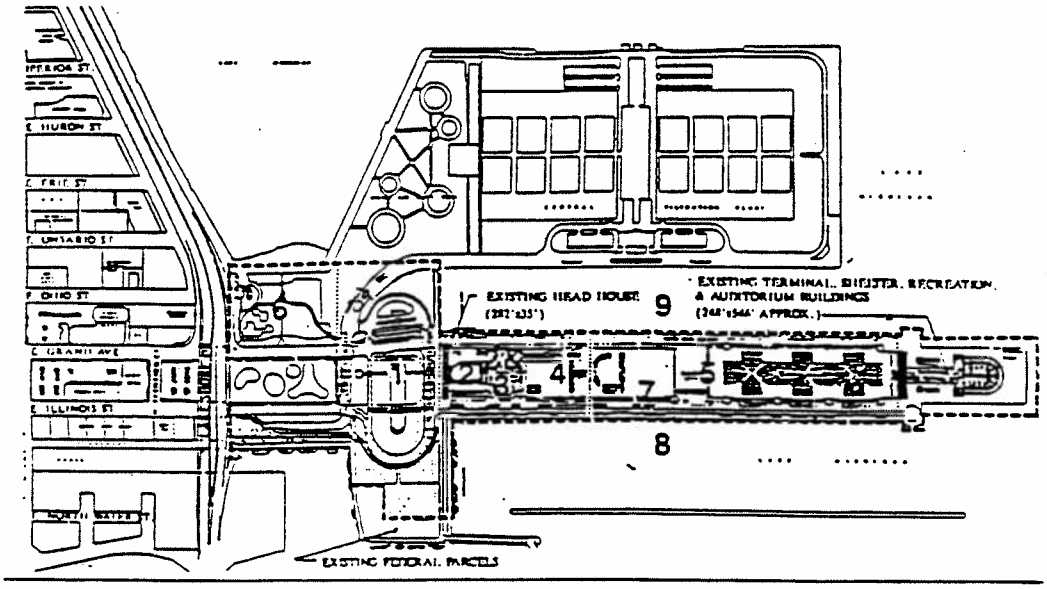
(Sub)Exhibit 5a.
(To Plan of Development Statements)

Roadway Network Map.



(Sub)Exhibit 6.
(To Plan of Development Statements)

Generalized Land-Use Plan.



LEGEND

1. PARKLAND & GARDENS (HEADLANDS)
2. PUBLIC, CULTURAL & COMMERCIAL USES (FAMILY PAVILION)
3. ENCLOSED PUBLIC SPACE (CRYSTAL GARDEN)
4. OPEN SPACE FOR CULTURAL, RECREATIONAL, AND ENTERTAINMENT USES (ENCLOSED PARKING AT GROUND LEVEL, ON - PIER PARK)
5. MULTI-PURPOSE EXPOSITION, MEETING & RECEPTION FUNCTIONS (ENCLOSED PARKING AT GROUND LEVEL, FESTIVAL HALL)
6. PARKLAND (NAVY PIER PARK)
7. FUTURE DEVELOPMENT ZONE
8. SOUTH PROMENADE
9. NORTH PROMENADE

0 200 400 800

NORTH

SITE BOUNDARY

EXISTING STUCTURES TO REMAIN

SUB - AREA BOUNDARY

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ADDRESS: 600 EAST GRAND AVENUE
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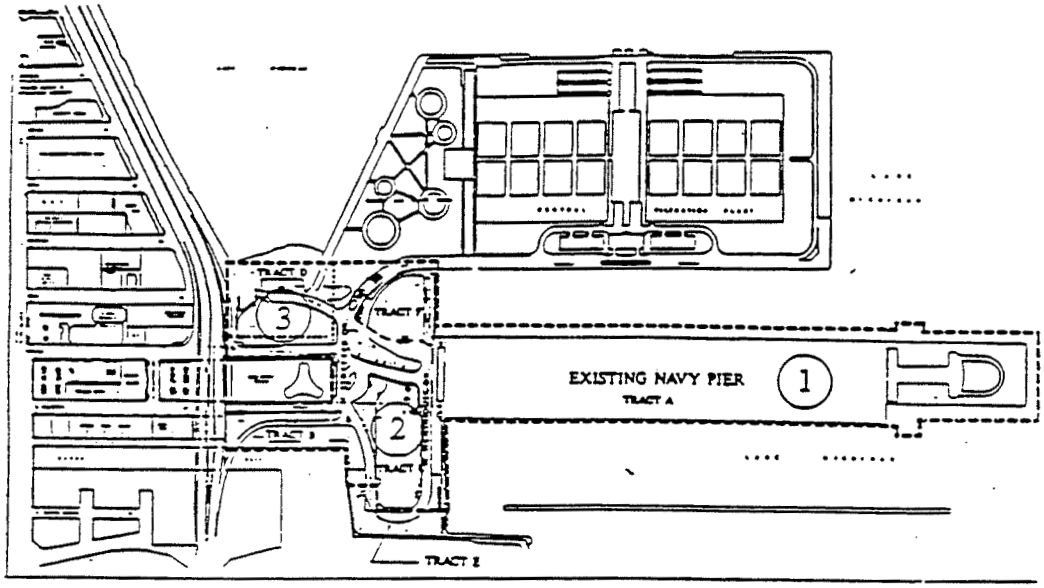
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

EXHIBIT
6

(Sub)Exhibit 7.
(To Plan of Development Statements)

Sub-Area Map.



LEGEND

▬▬▬▬ SITE BOUNDARY

•••••••••• SUB AREA BORDER

SUB AREA (1) NAVY PIER (TRACT A)

SUB AREA (2) HEADLANDS (INCLUDING AREA ADJACENT TO OGEN SLIP, TRACTB,C, AND F)

SUB AREA (3) NAVY PIER PARK (TRACT D)

TRACT "E" - EXISTING FEDERAL PARCELS, NOT PART OF PLANNED DEVELOPMENT

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
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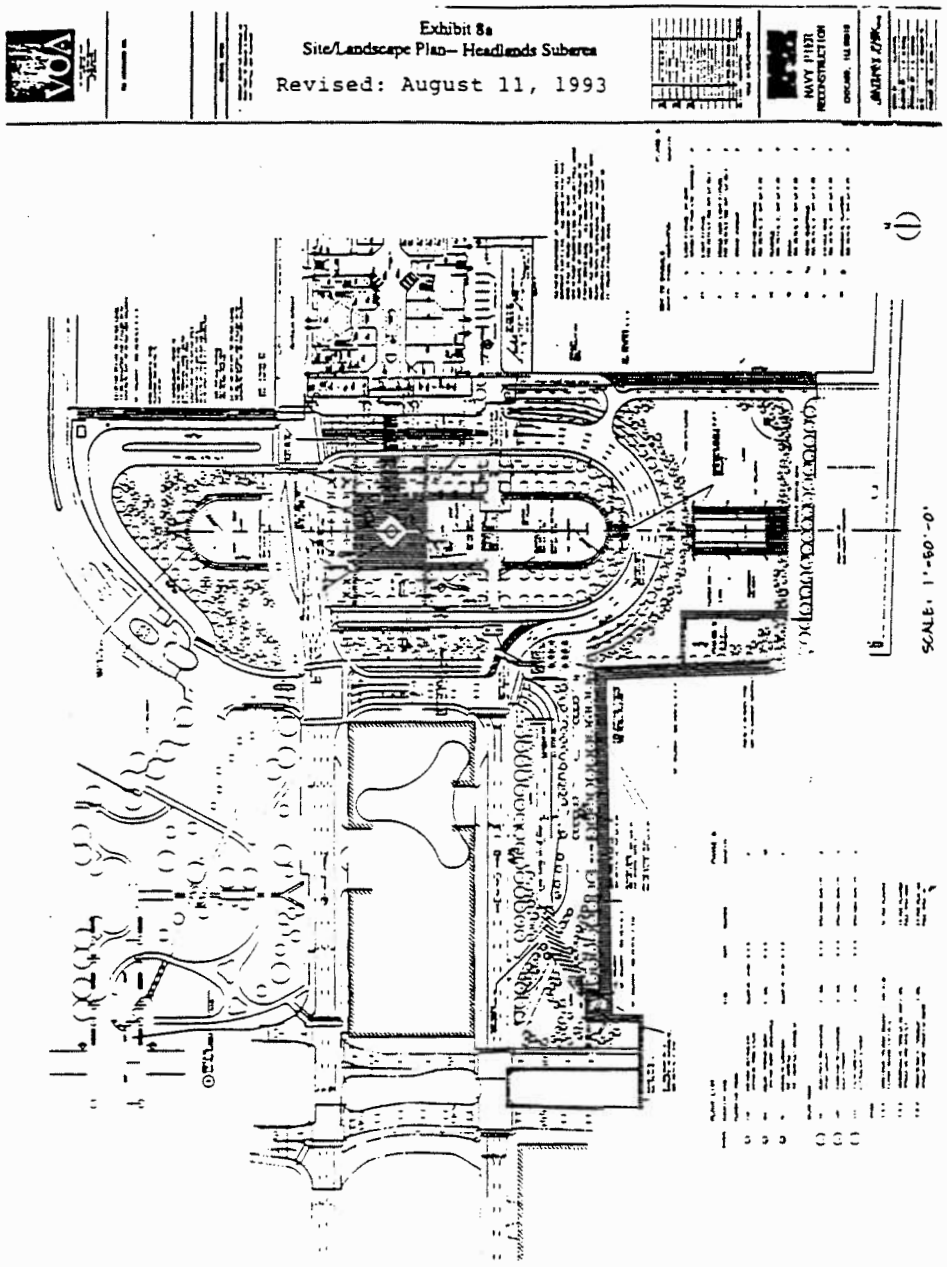
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

EXHIBIT
7

(Sub) Exhibit 8a.
(To Plan of Development Statements)

Site/Landscape Plan -- Headlands Sub-Area.



(Sub)Exhibit 9a.
(To Plan of Development Statements)

Site/Landscape Plan -- Crystal Garden.

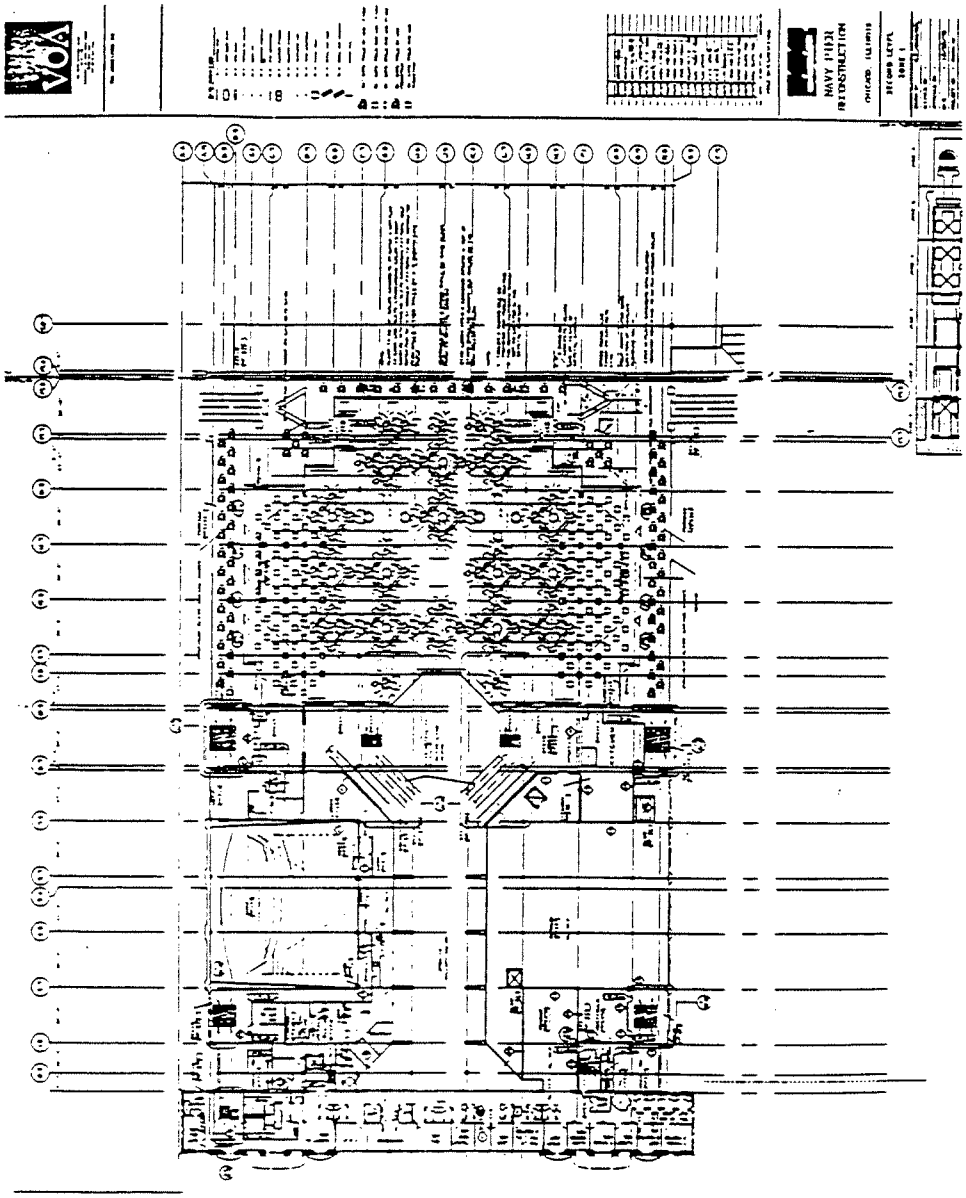
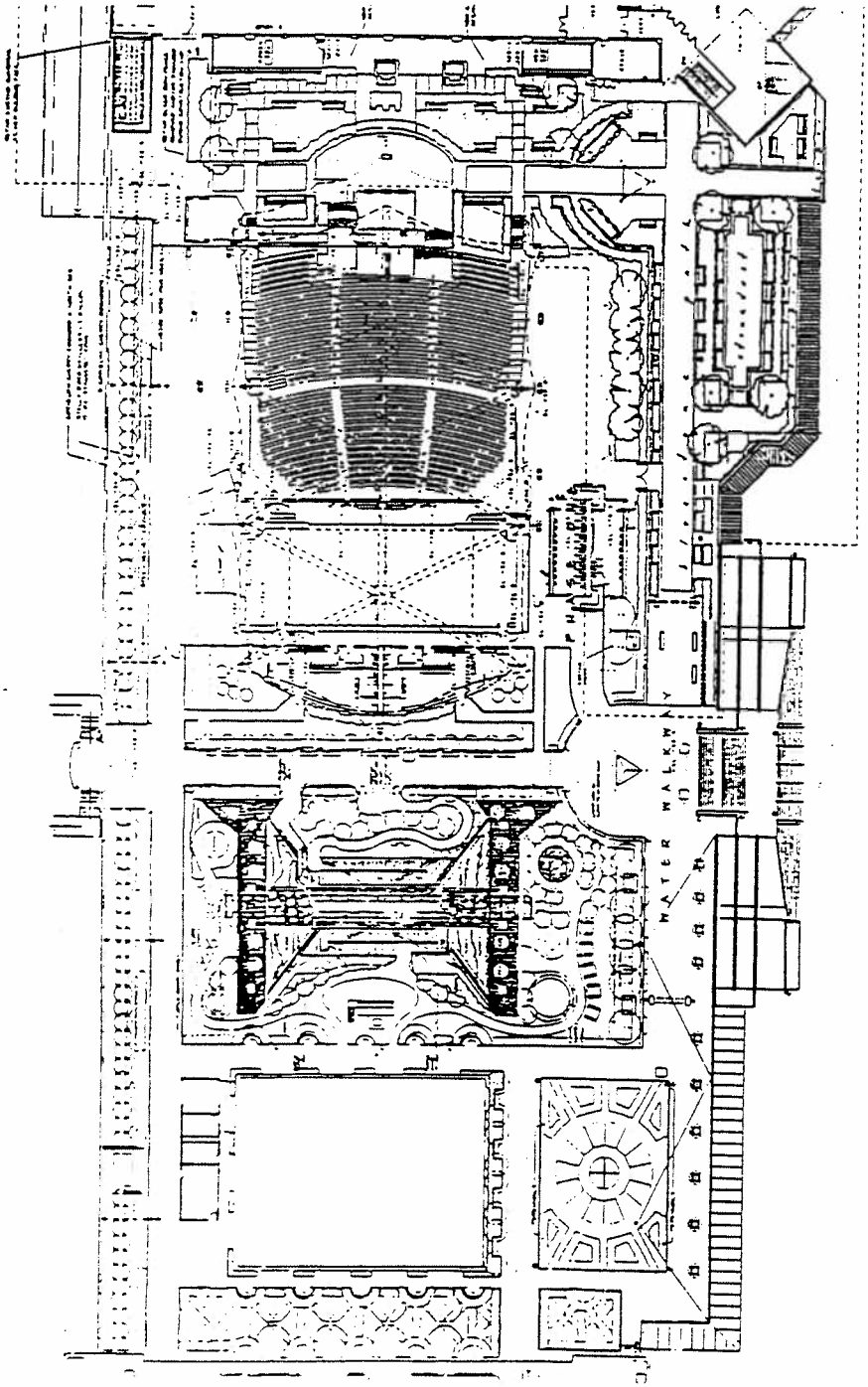


Exhibit 9a
Site/Landscape Plan – Crystal Garden
Revised: August 11, 1993

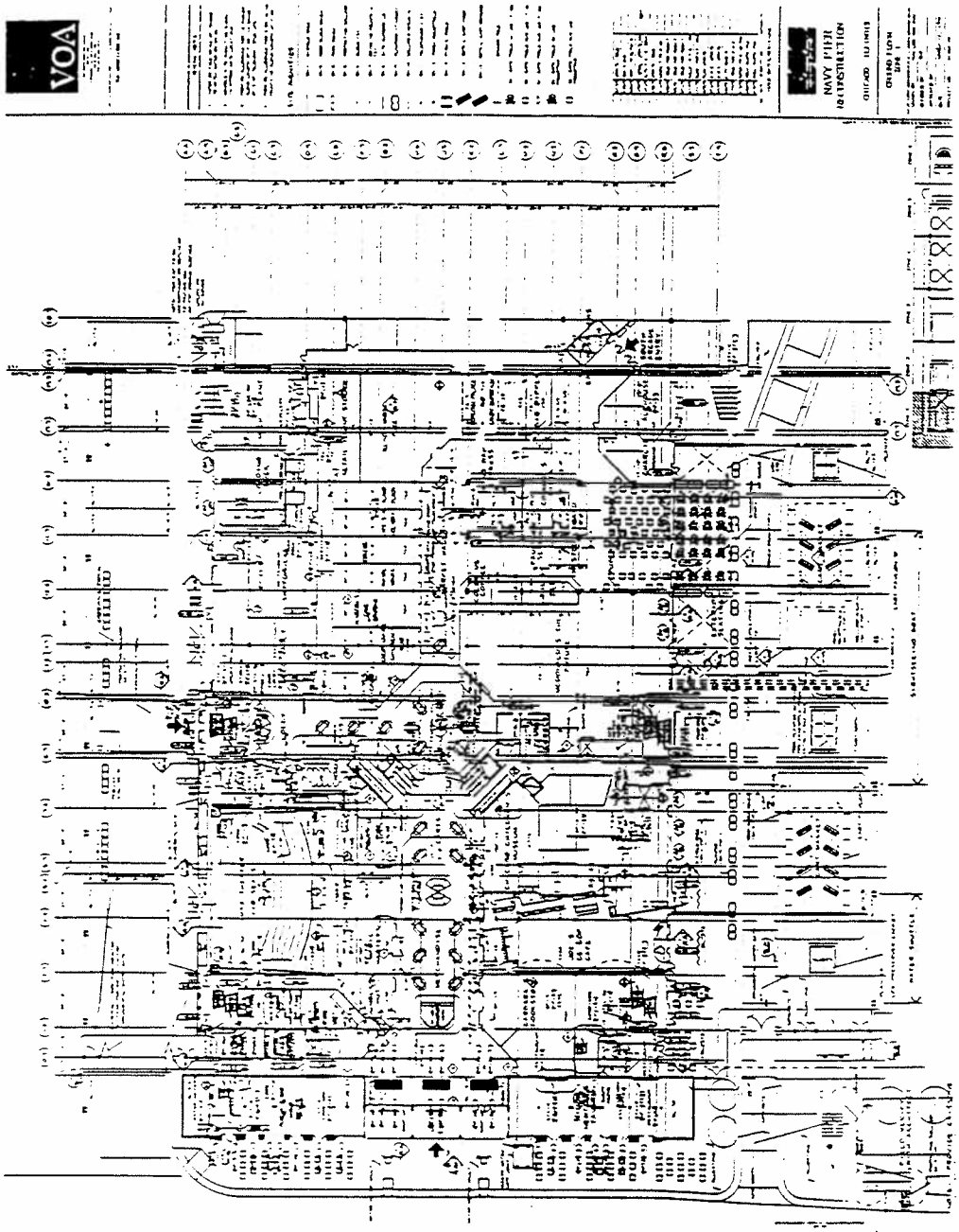
(Sub)Exhibit 10a.
(To Plan of Development Statements)

Site/Landscape Plan -- On - Pier Park.



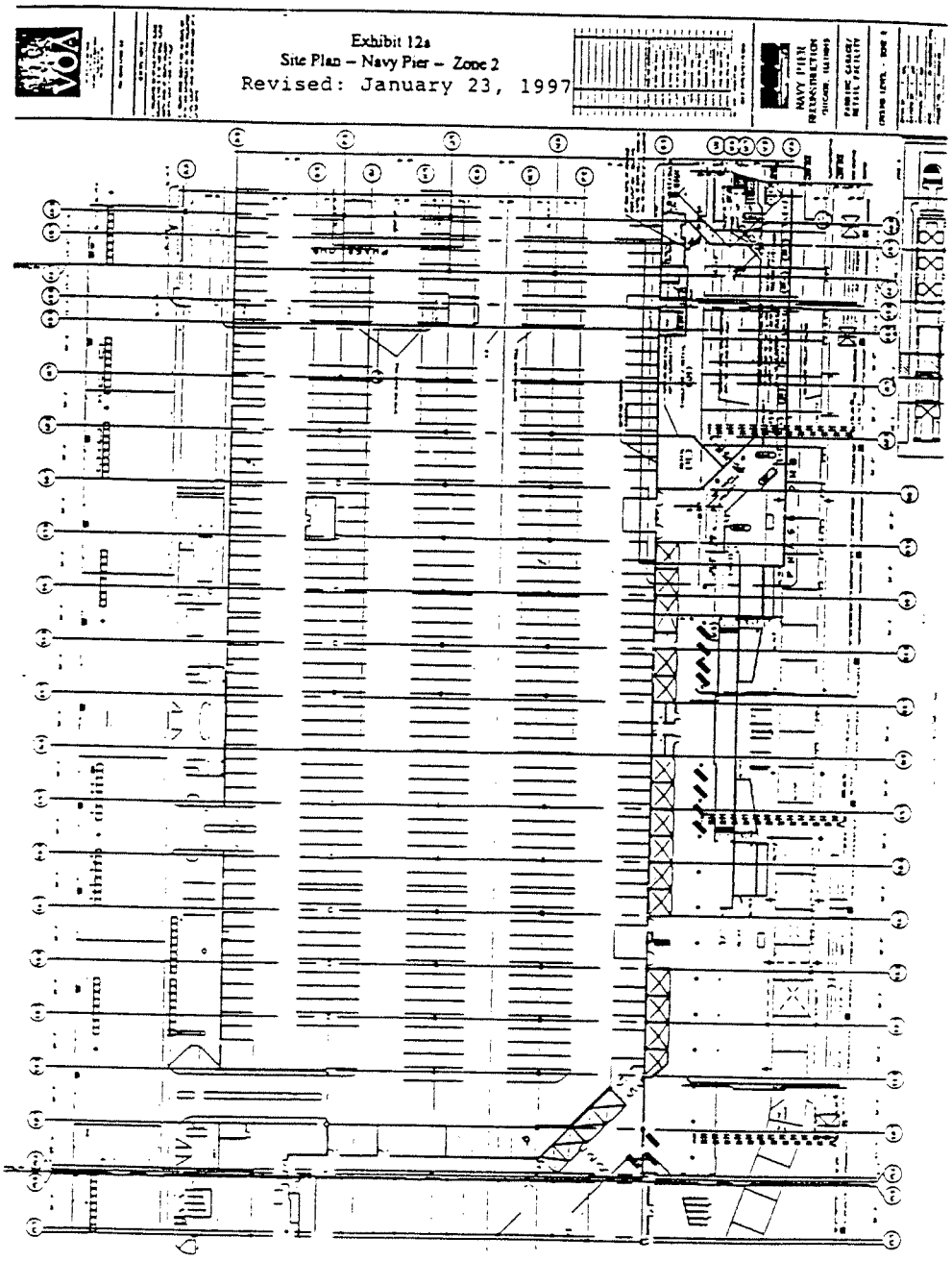
(Sub)Exhibit 11a.
(To Plan of Development Statements)

Site Plan -- Navy Pier -- Zone 1.



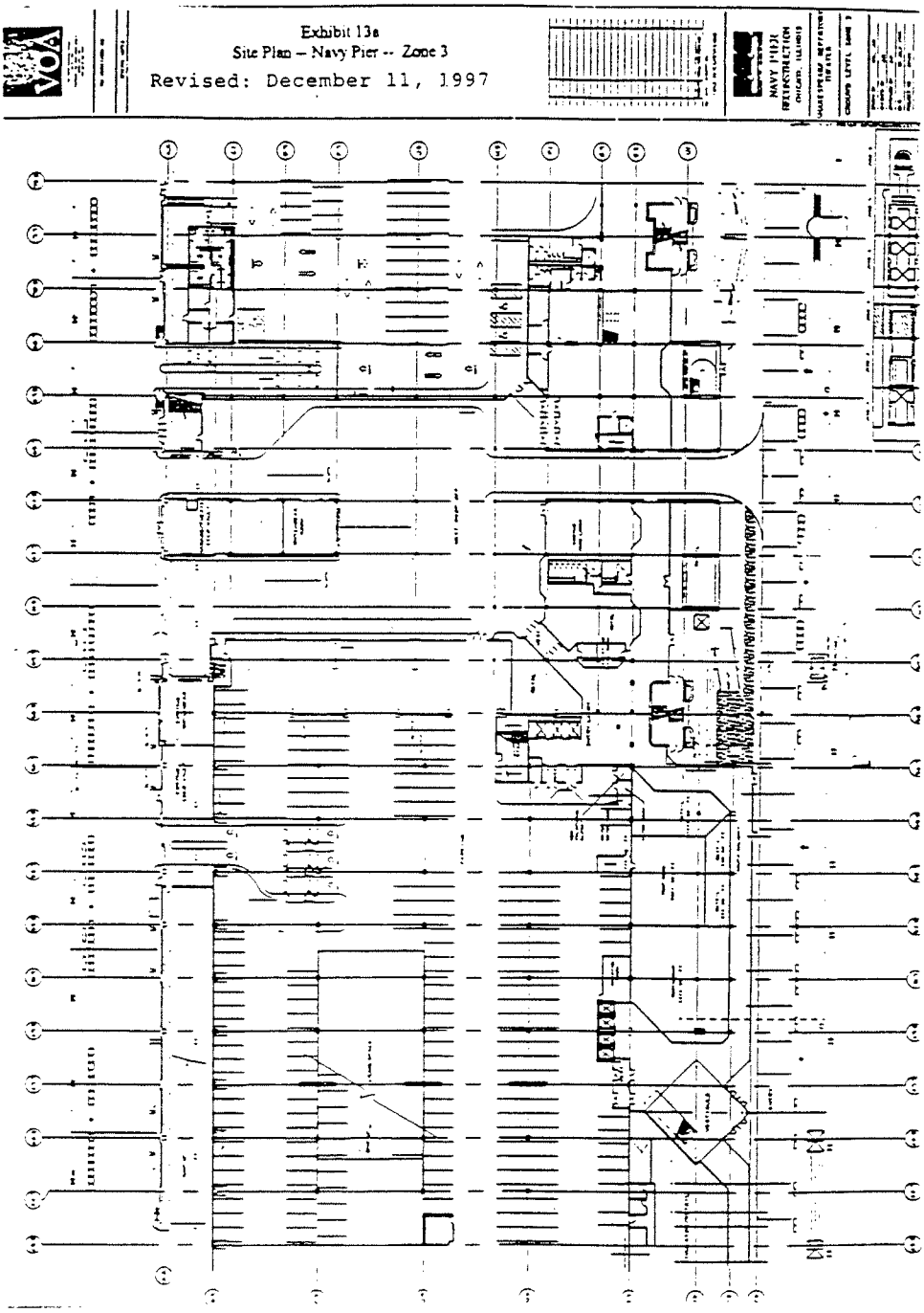
(Sub)Exhibit 12a.
(To Plan of Development Statements)

Site Plan -- Navy Pier -- Zone 2.



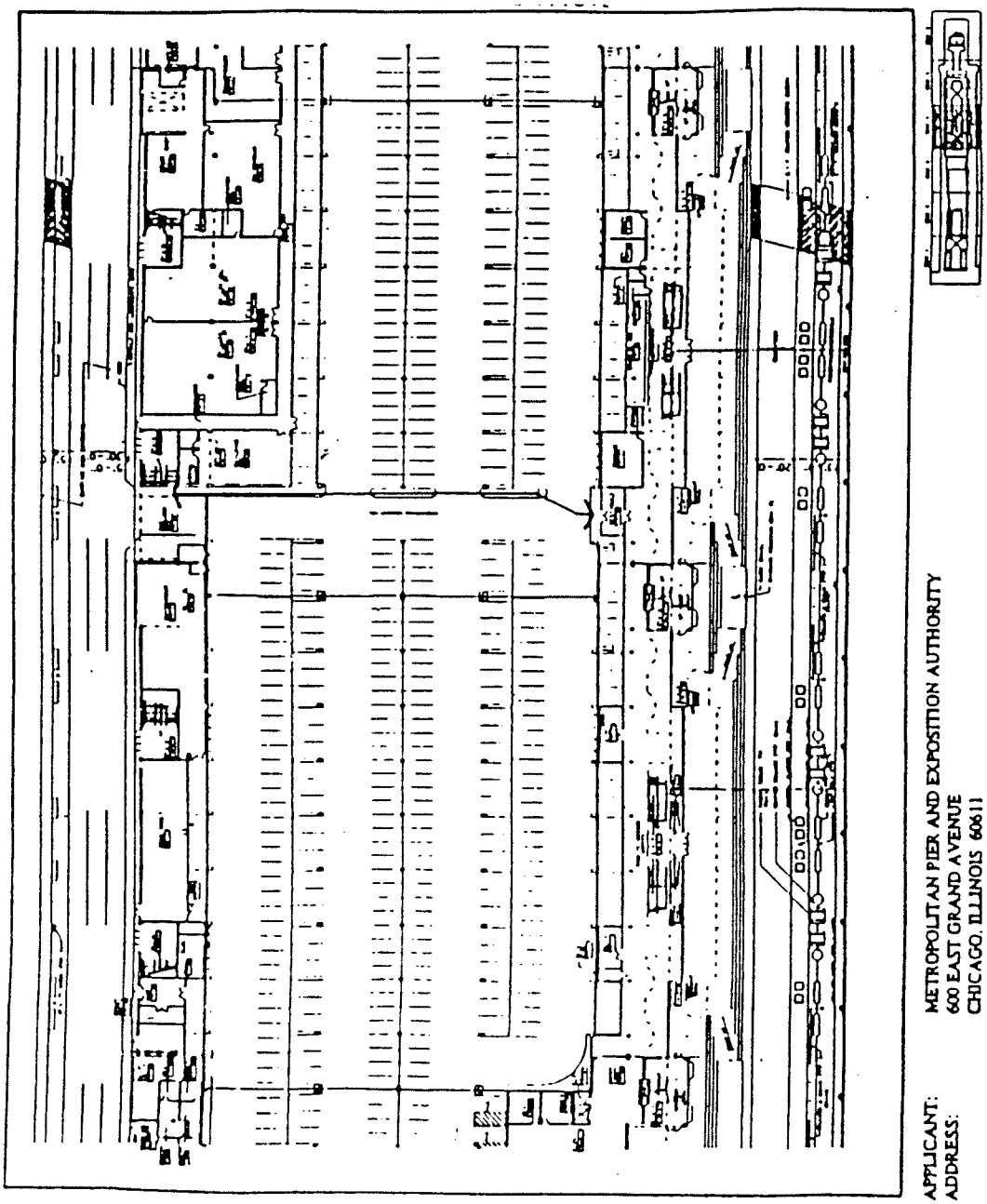
(Sub)Exhibit 13a.
(To Plan of Development Statements)

Site Plan -- Navy Pier -- Zone 3.



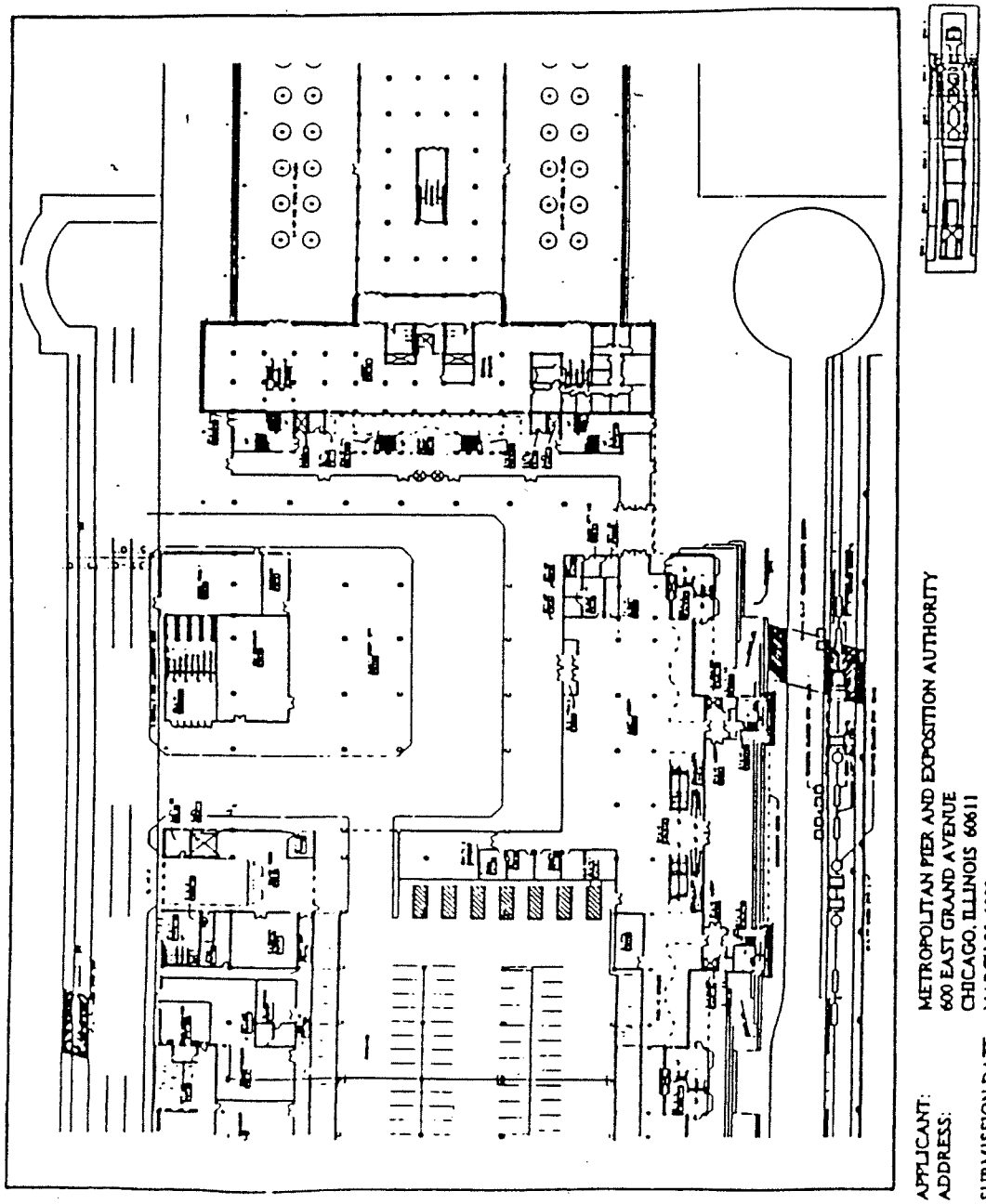
(Sub)Exhibit 14.
(To Plan of Development Statements)

Site Plan -- Navy Pier -- Zone 4.



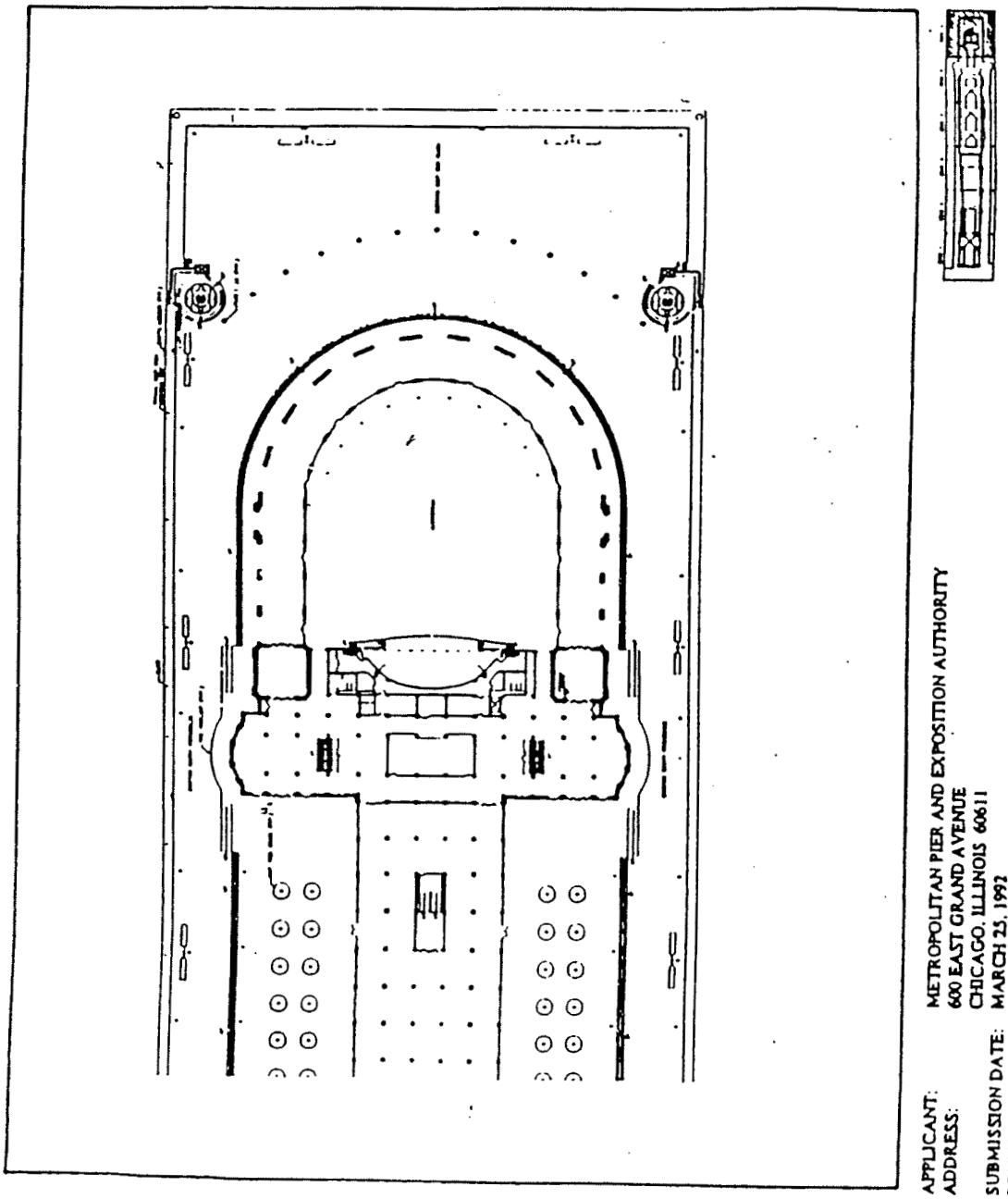
(Sub)Exhibit 15.
(To Plan of Development Statements)

Site Plan -- Navy Pier -- Zone 5.



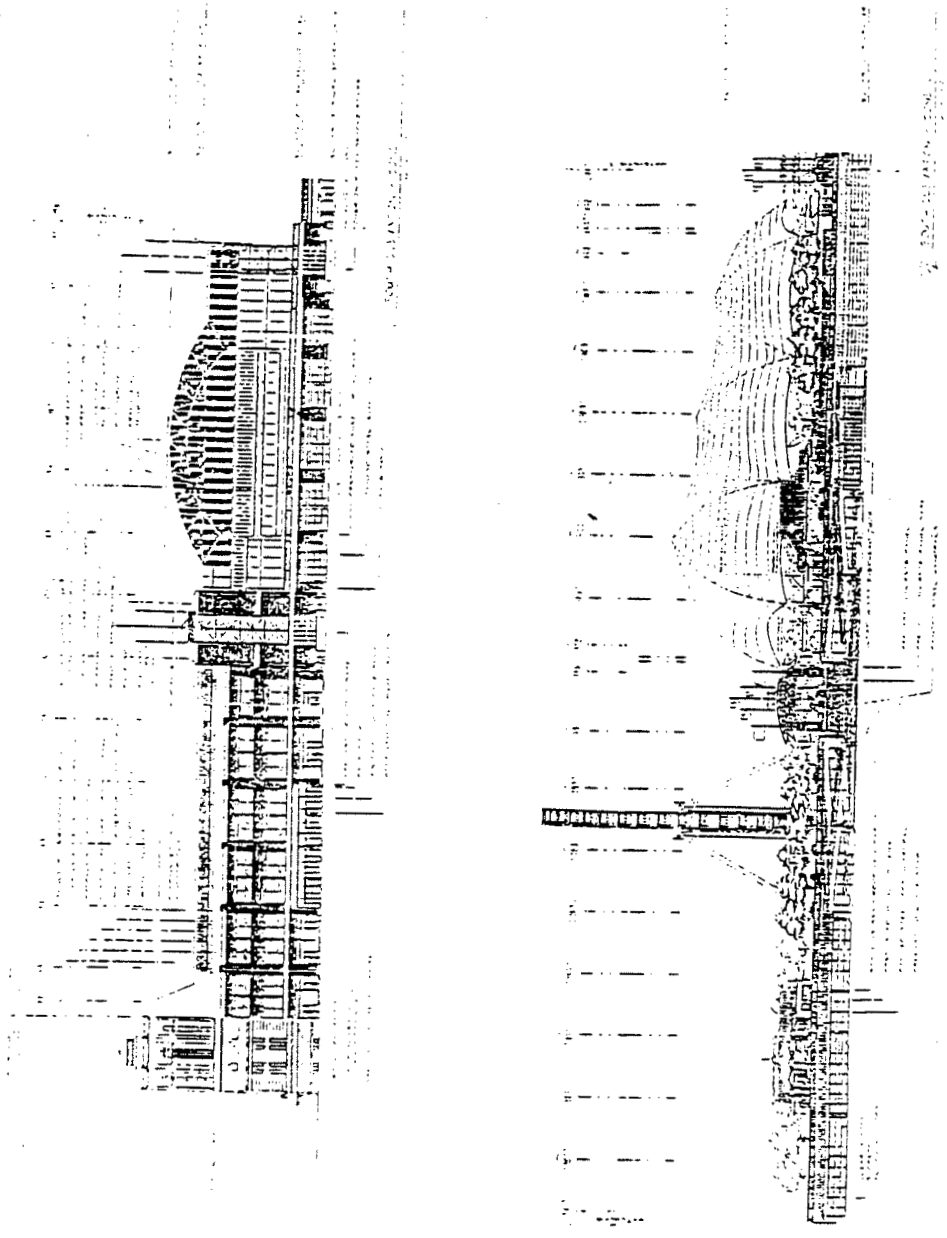
(Sub)Exhibit 16.
(To Plan of Development Statements)

Site Plan -- Navy Pier -- Zone 6.



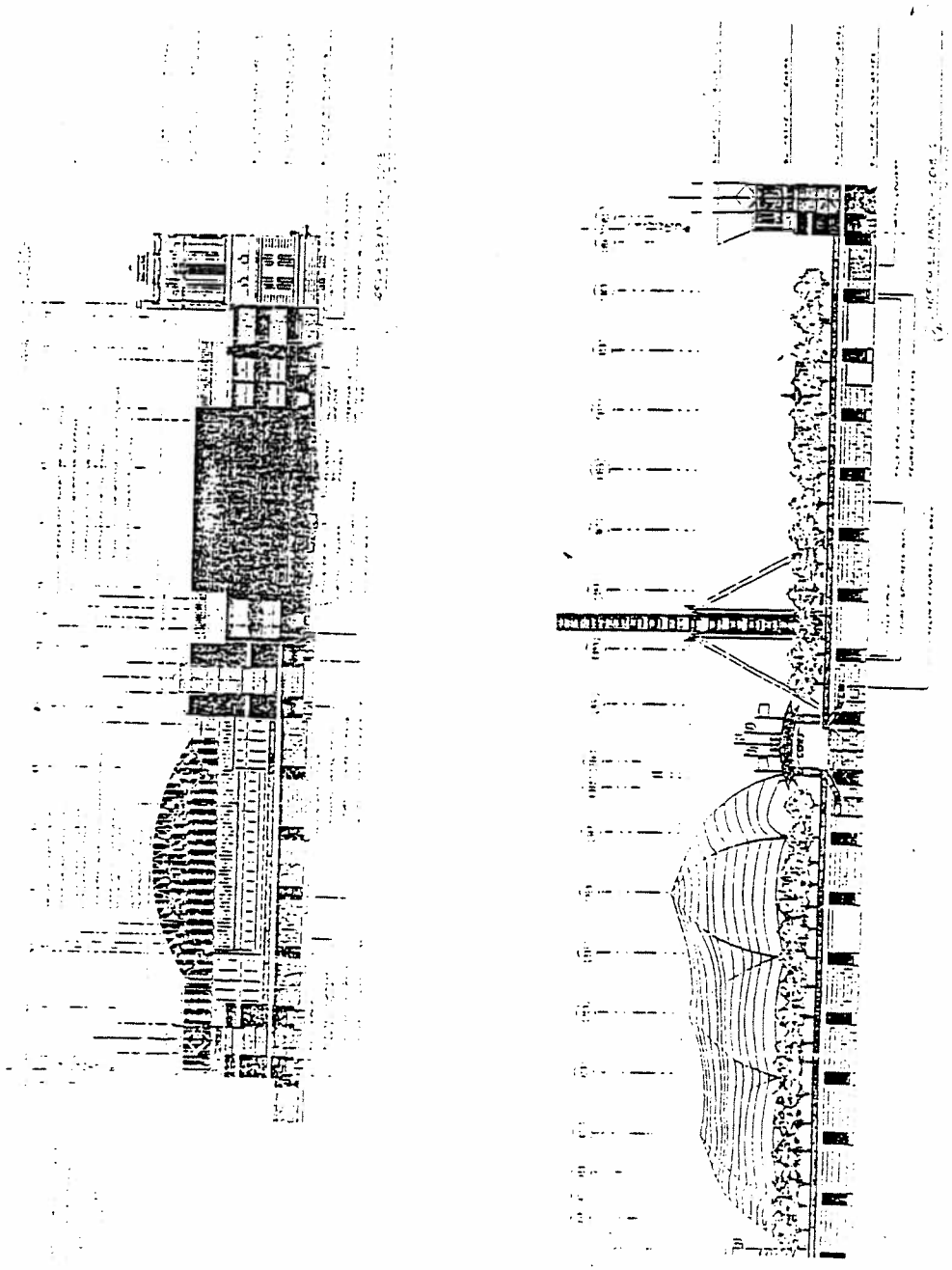
(Sub)Exhibit 17a.
(Plan of Development Statements)

South Elevation -- Navy Pier -- Zones 1 And 2.



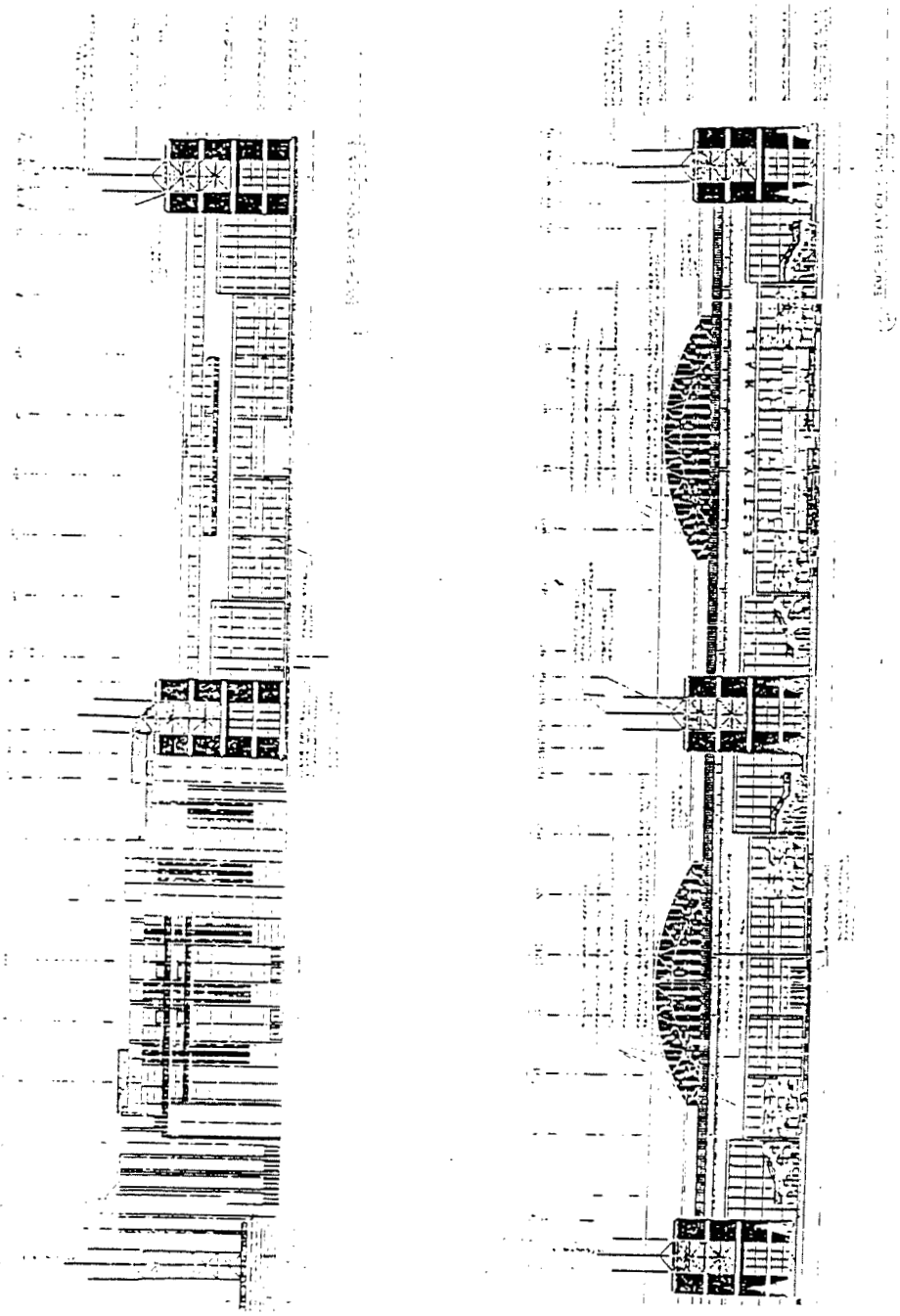
(Sub)Exhibit 18a.
(To Plan of Development Statements)

North Elevation -- Navy Pier -- Zones 1 And 2.



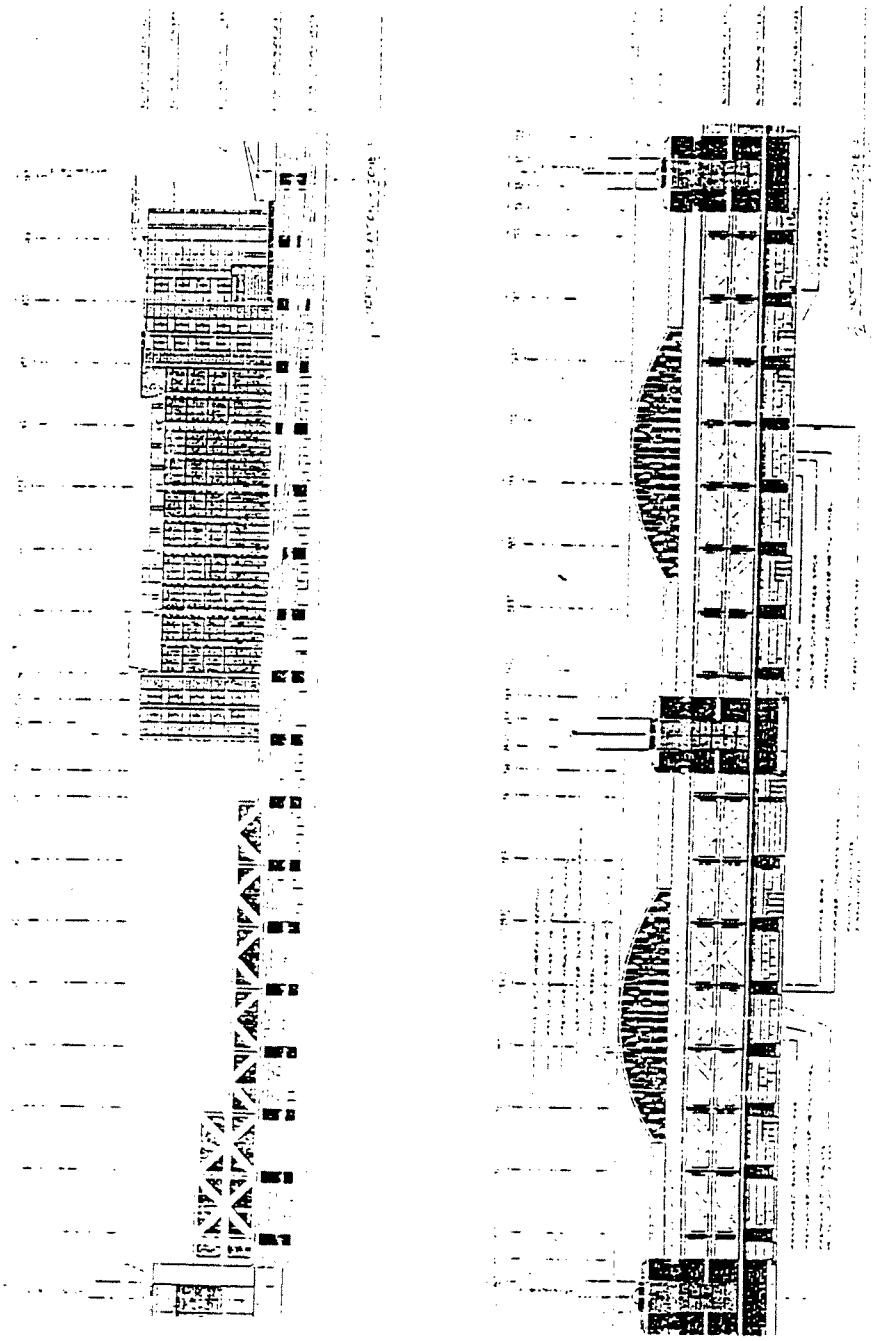
(Sub)Exhibit 19a.
(To Plan of Development Statements)

South Elevation -- Navy Pier -- Zones 3 And 4.



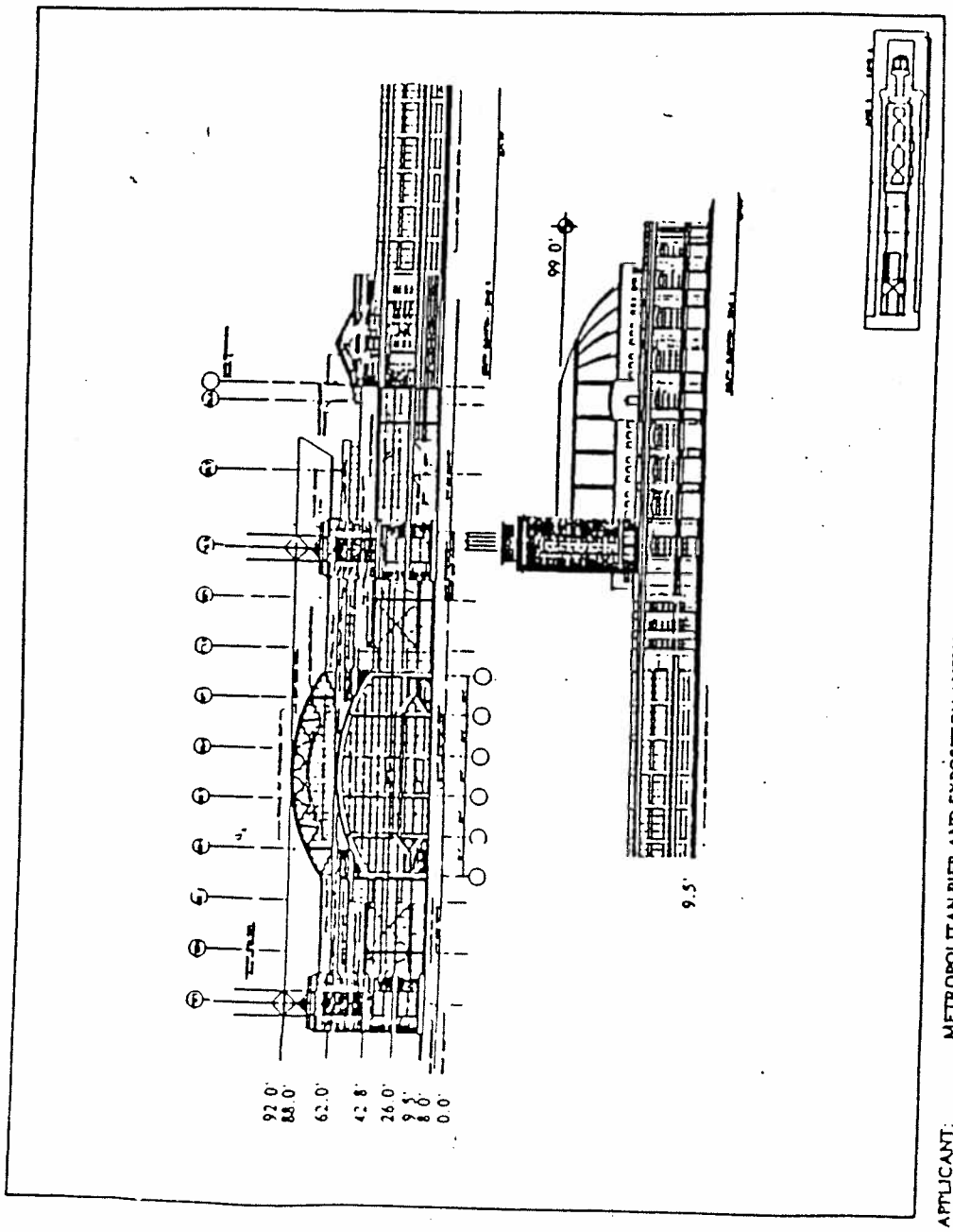
(Sub)Exhibit 20a.
(To Plan of Development Statements)

North Elevation -- Navy Pier -- Zones 3 And 4.



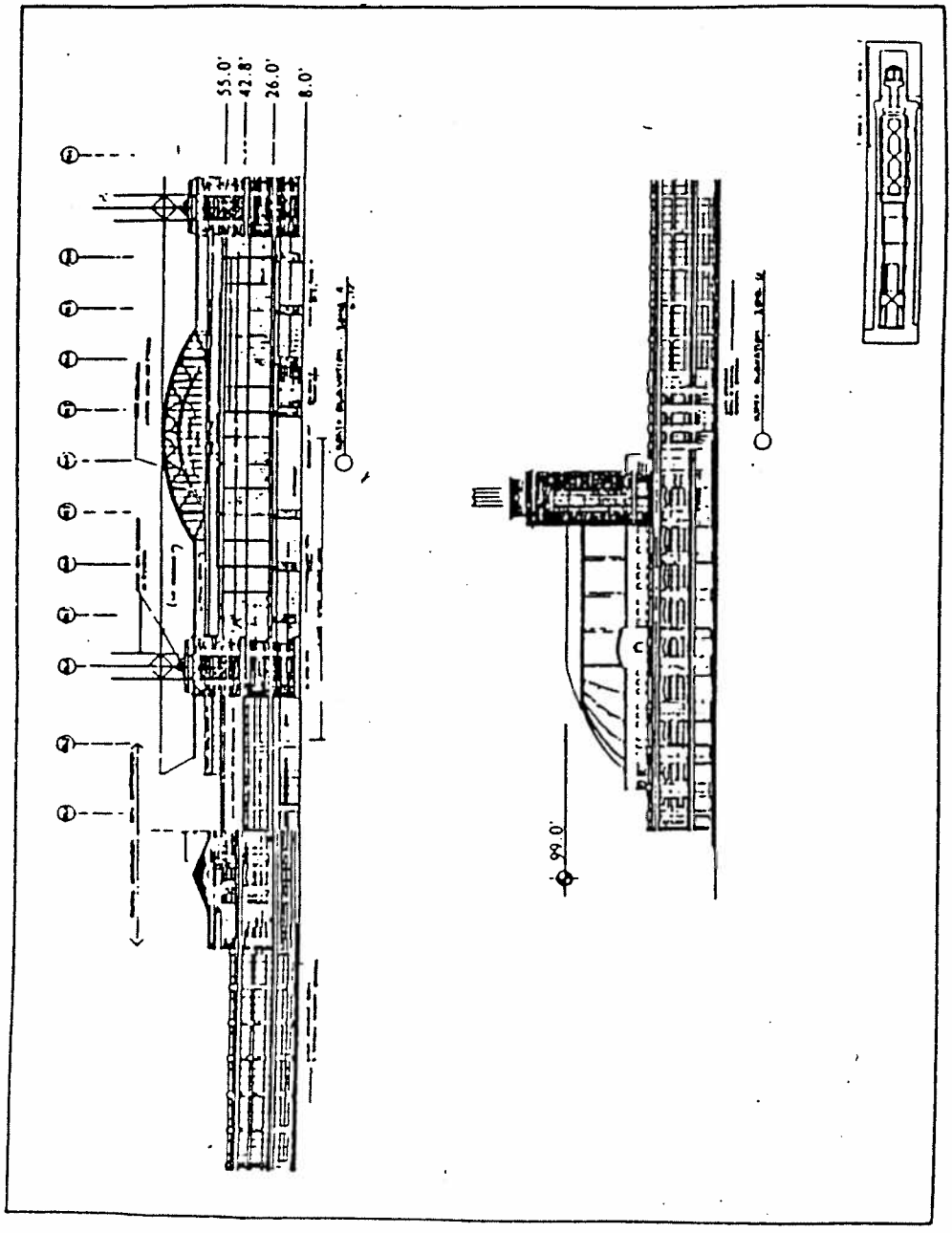
(Sub)Exhibit 21.
(To Plan of Development Statements)

South Elevation -- Navy Pier -- Zones 5 And 6.



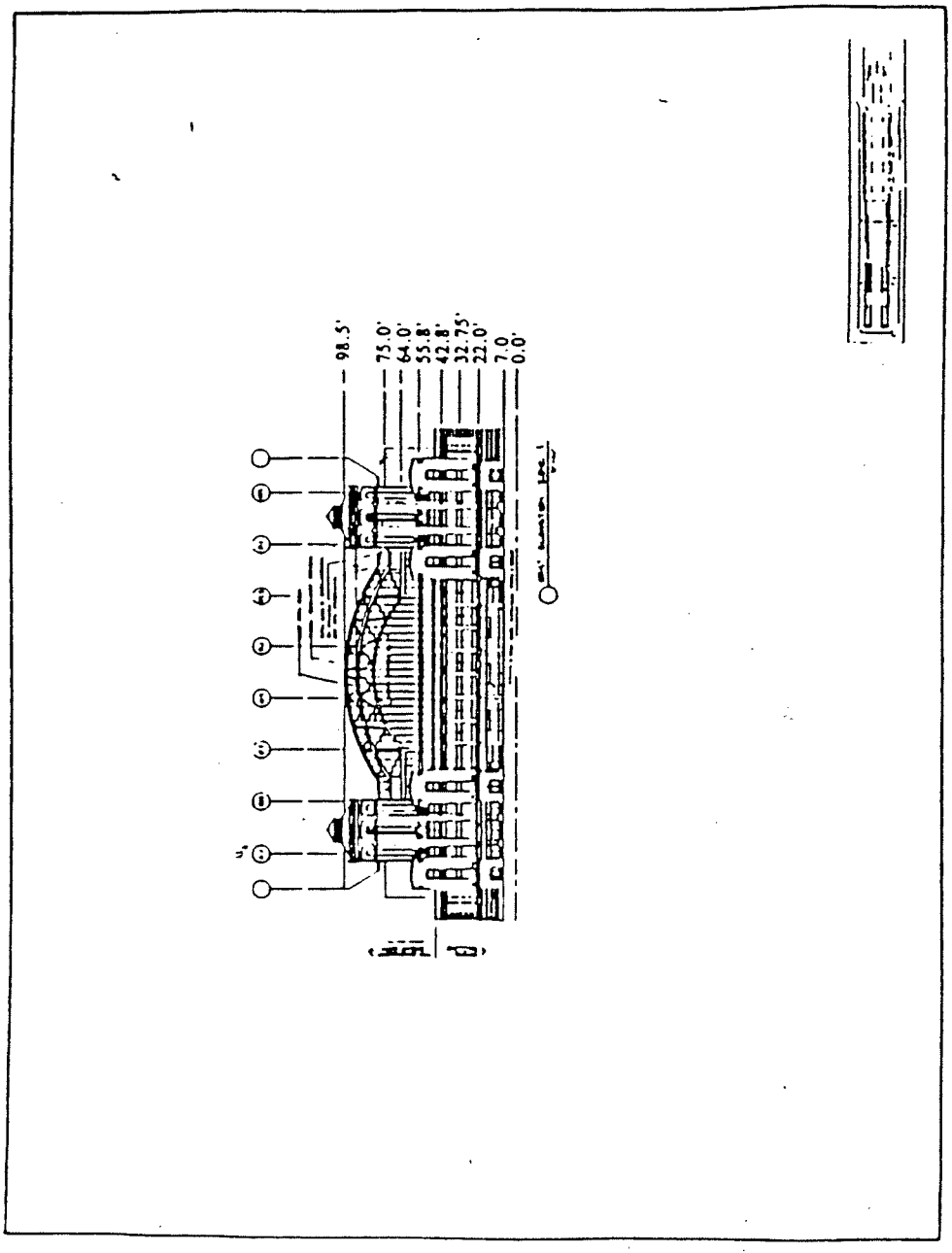
(Sub)Exhibit 22.
(To Plan of Development Statements)

North Elevation -- Navy Pier -- Zones 5 And 6.



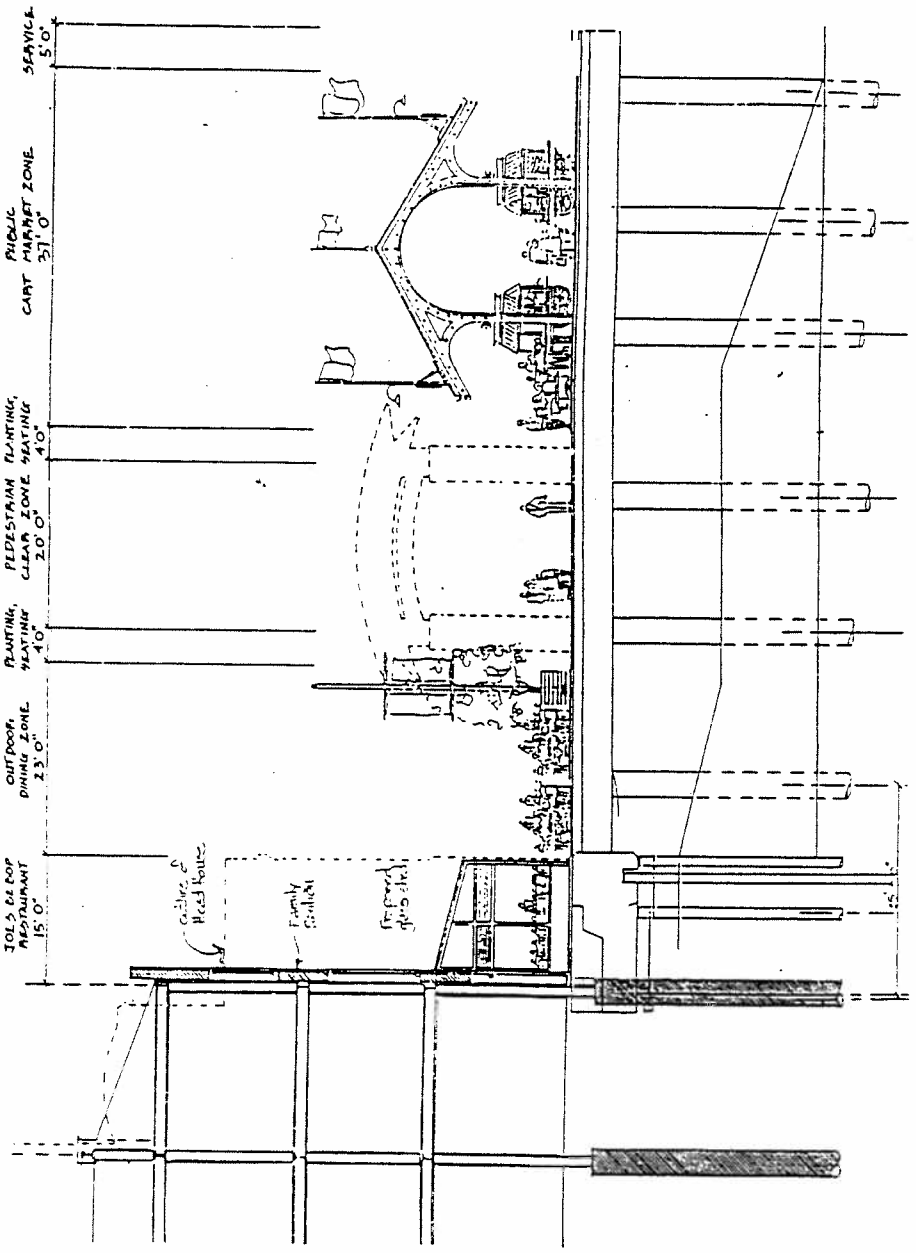
(Sub)Exhibit 23.
(To Plan of Development Statements)

Elevation -- Head House.



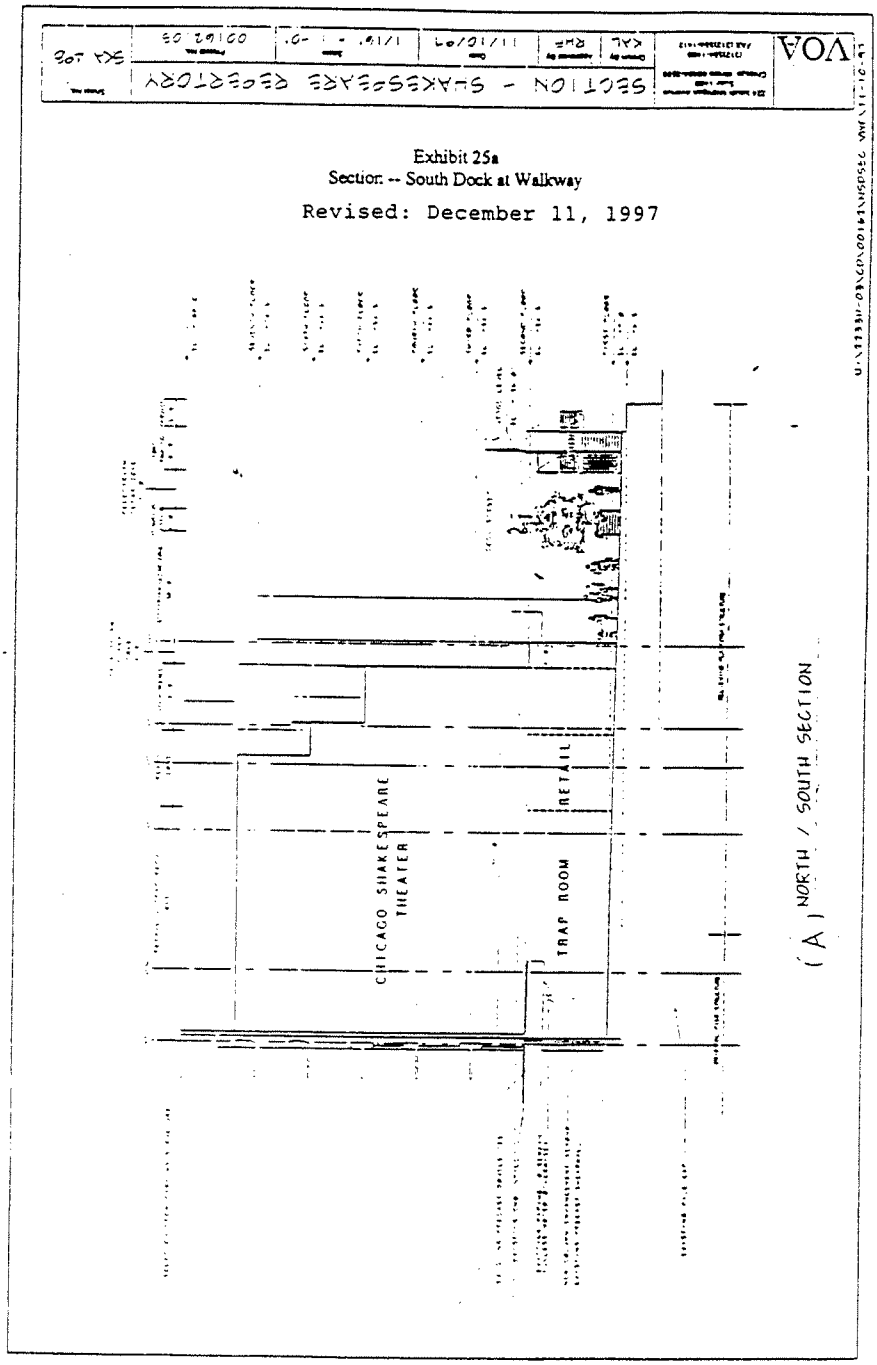
(Sub)Exhibit 24a.
(To Plan of Development Statements)

Section -- South Dock At Family Pavilion.



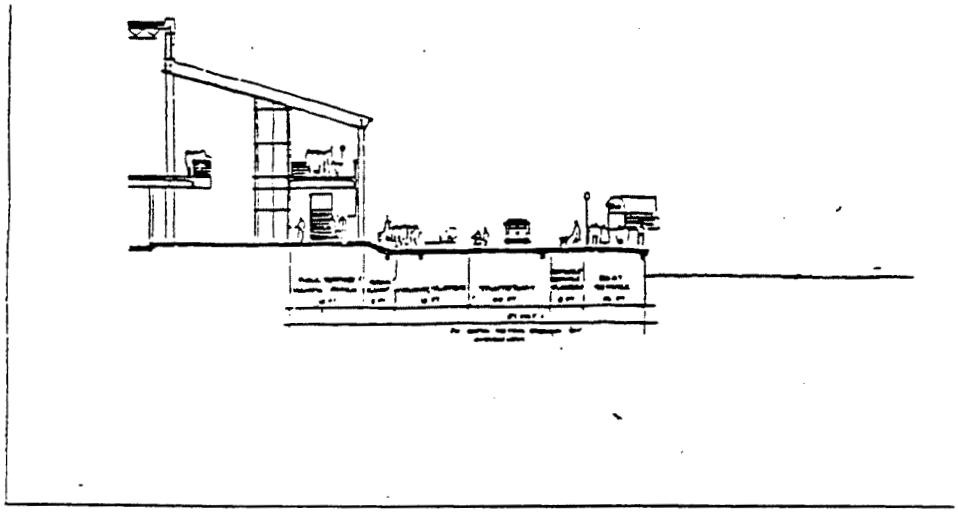
(Sub)Exhibit 25a.
(To Plan of Development Statements)

Section -- South Dock At Walkway.



(Sub)Exhibit 26.
(To Plan of Development Statements)

Section -- South Dock at Festival Hall.



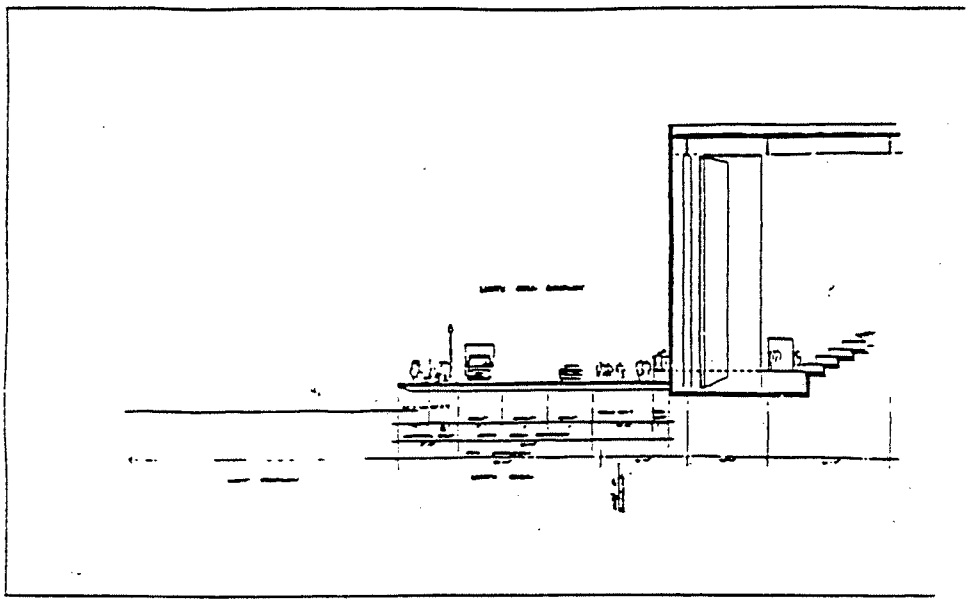
LEGEND

APPLICANT:	METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS:	600 EAST GRAND AVENUE
	CHICAGO, ILLINOIS 60611
SUBMISSION DATE:	MARCH 25, 1992
REVISED DATE:	JUNE 23, 1992

EXHIBIT
26

(Sub)Exhibit 27.
(To Plan of Development Statements)

Section -- North Dock at Family Pavilion.



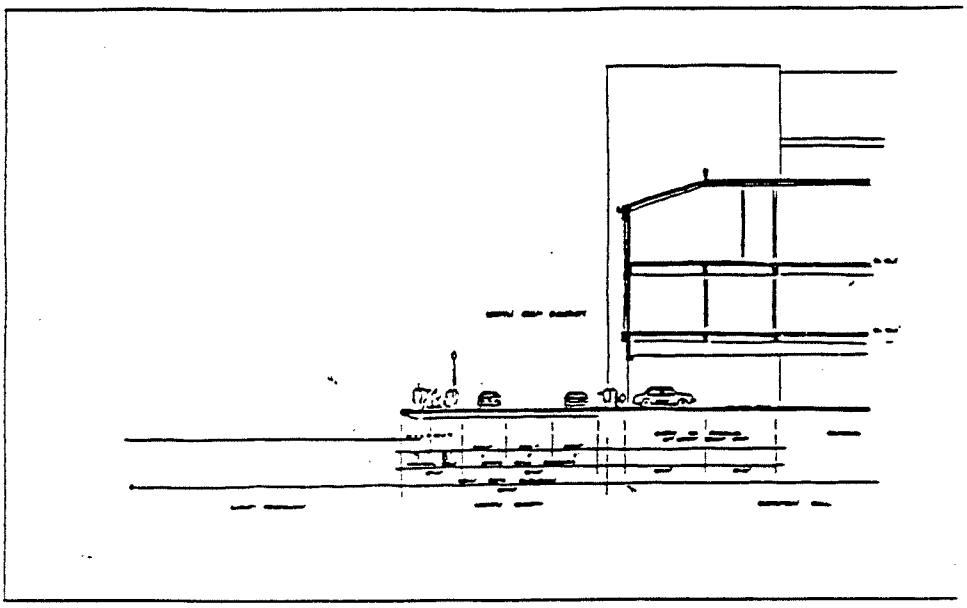
LEGEND

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

EXHIBIT
27

(Sub)Exhibit 28.
(To Plan of Development Statements)

Section -- North Dock at Festival Hall.



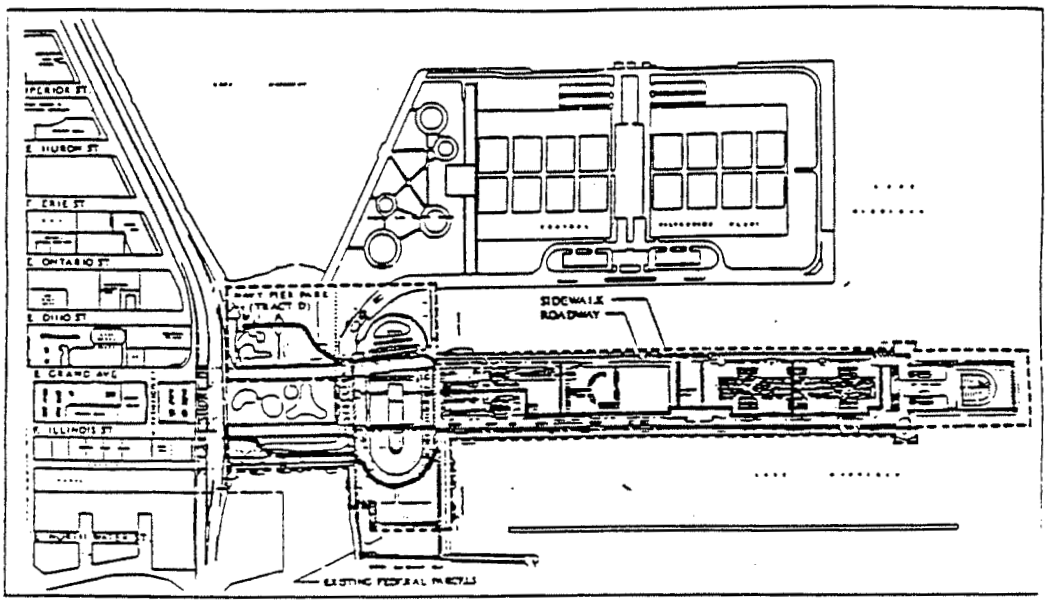
LEGEND

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

EXHIBIT
28

(Sub)Exhibit 28.
(To Plan of Development Statements)

Pedestrian Circulation Plan.



LEGEND

0 200 400 800

N

SITE BOUNDARY

INTERIOR PEDESTRIAN CIRCULATION

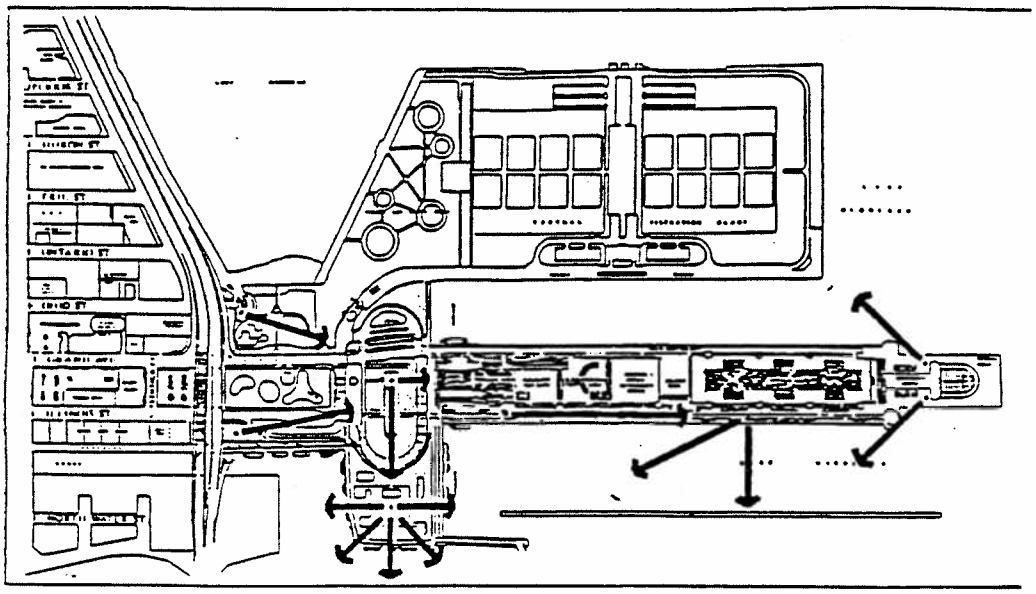
EXTERIOR PEDESTRIAN CIRCULATION

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

EXHIBIT
29

(Sub)Exhibit 30.
(To Plan of Development Statements)

View Corridors.



LEGEND

0 200 400 800

NORTH

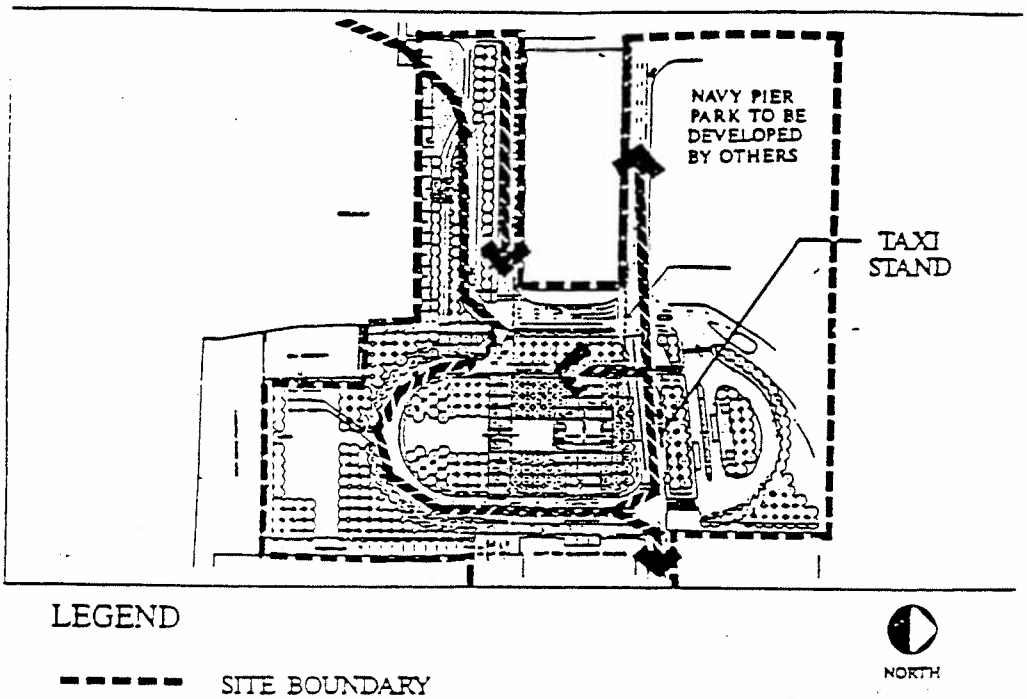
VIEW CORRIDOR

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

EXHIBIT
30

(Sub)Exhibit 31.
(To Plan of Development Statements)

Auto/Taxi Circulation Plan.

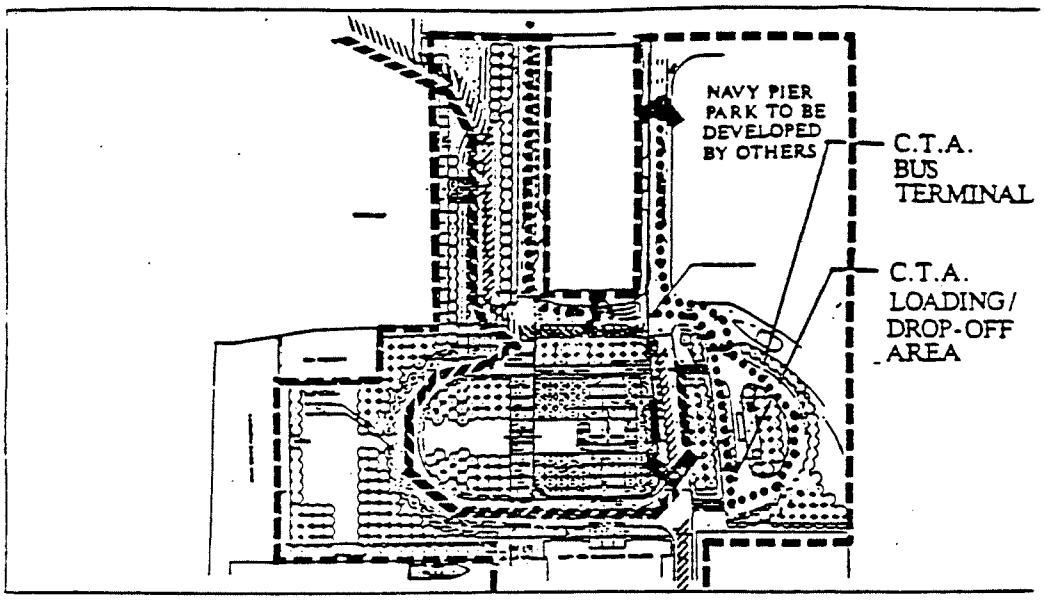


APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

EXHIBIT
31

(Sub)Exhibit 32.
(To Plan of Development Statements)

Bus/Transit Circulation Plan.



LEGEND

SITE BOUNDARY

BUS / TRANSIT CIRCULATION

PRIVATE SHUTTLE BUS CIRCULATION

REMOTE PARKING SHUTTLE BUS

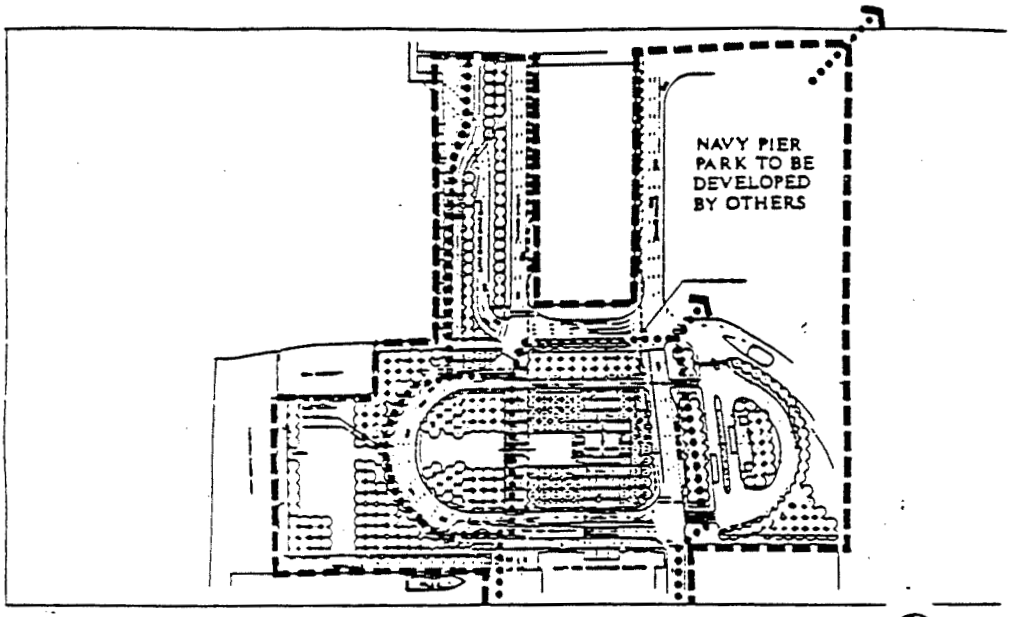
PROPOSED TRANSIT CIRCULATOR ROUTE AND STATION LOCATION

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

EXHIBIT
32

(Sub)Exhibit 33.
(To Plan of Development Statements)

Bicycle Circulation Plan.



LEGEND

SITE BOUNDARY

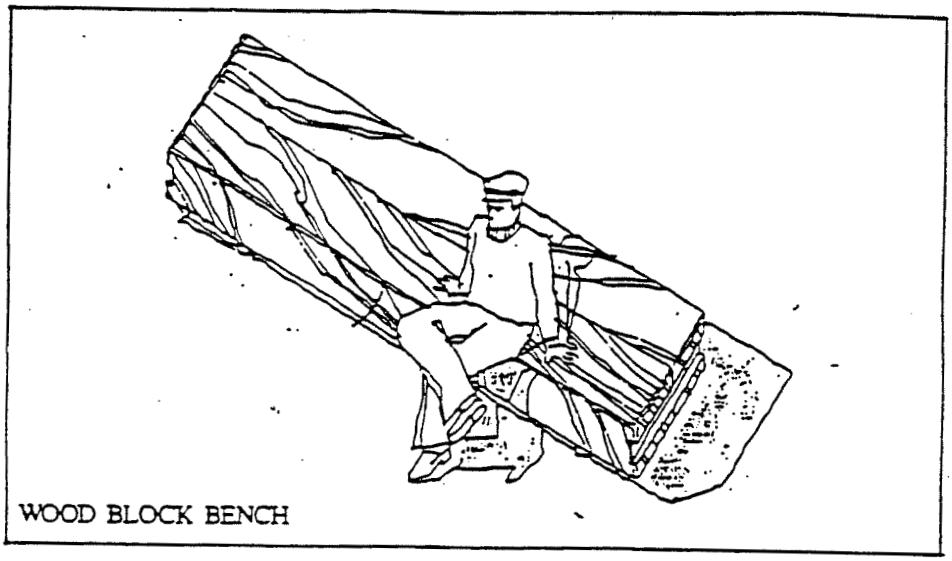
BICYCLE CIRCULATION

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

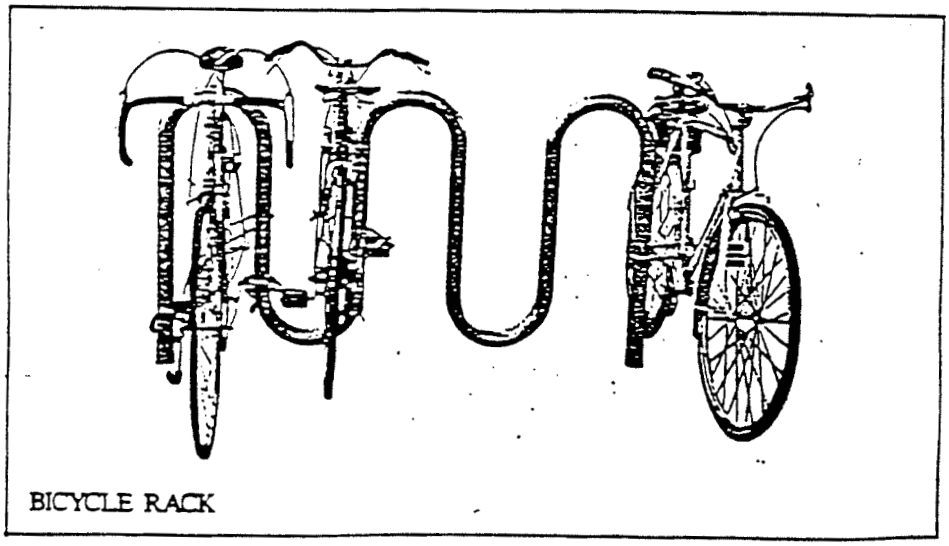
EXHIBIT
33

(Sub)Exhibit 34.
(To Plan of Development Statements)

Typical Street Furniture.
(1 of 5)



WOOD BLOCK BENCH



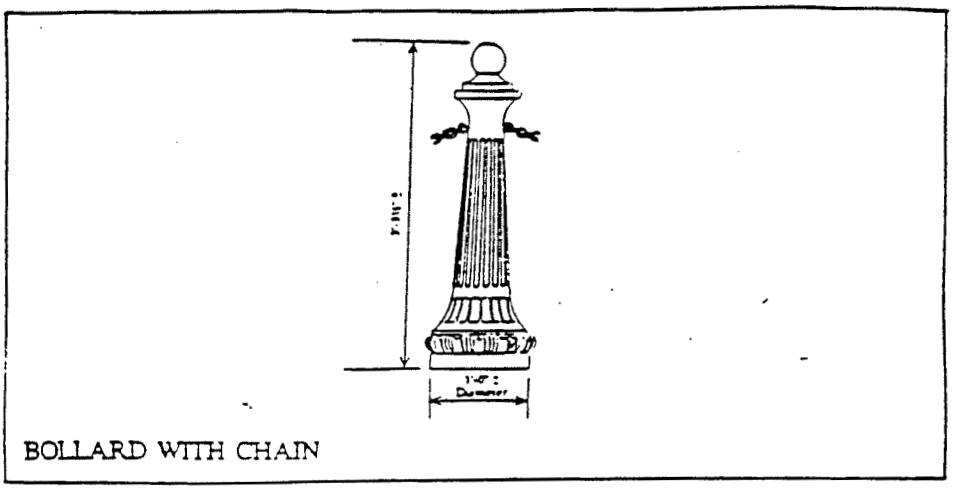
BICYCLE RACK

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

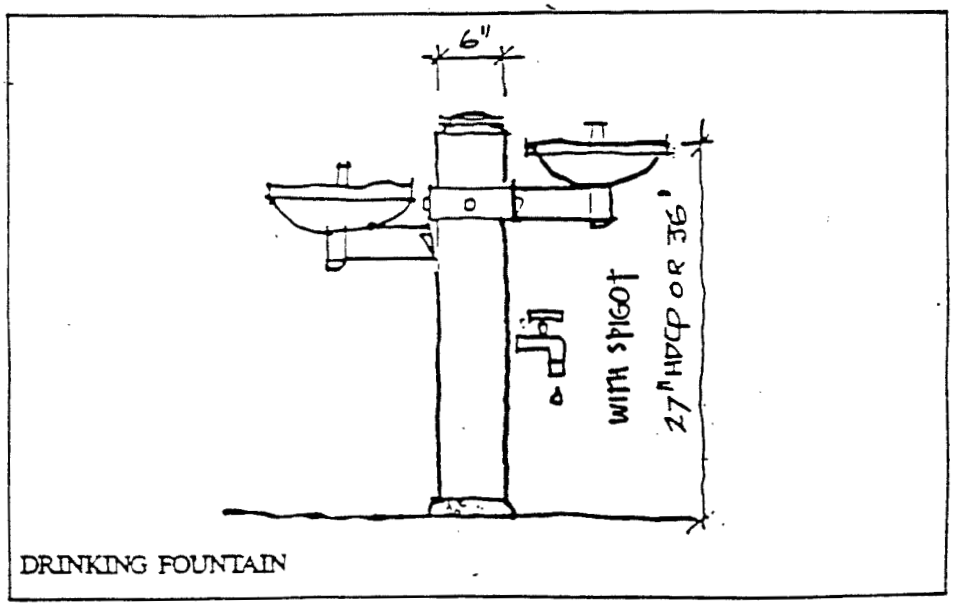
EXHIBIT
34

(Sub)Exhibit 34.
(To Plan of Development Statements)

Typical Street Furniture.
(2 of 5)



BOLLARD WITH CHAIN

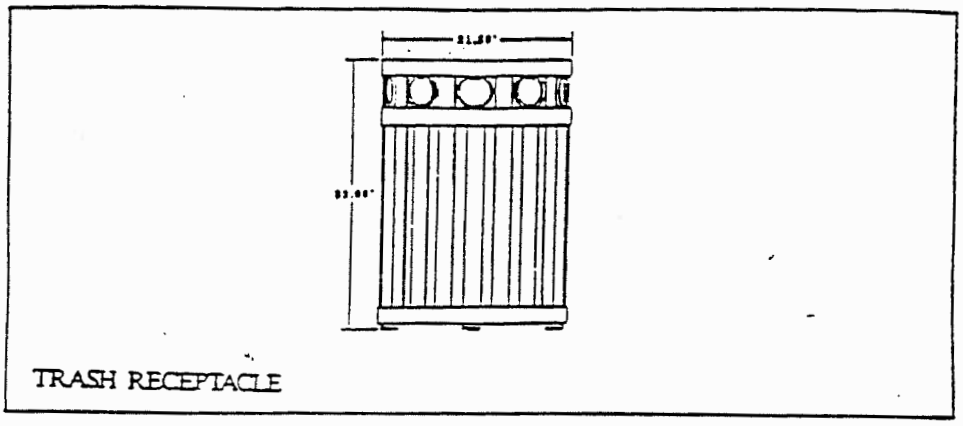


DRINKING FOUNTAIN

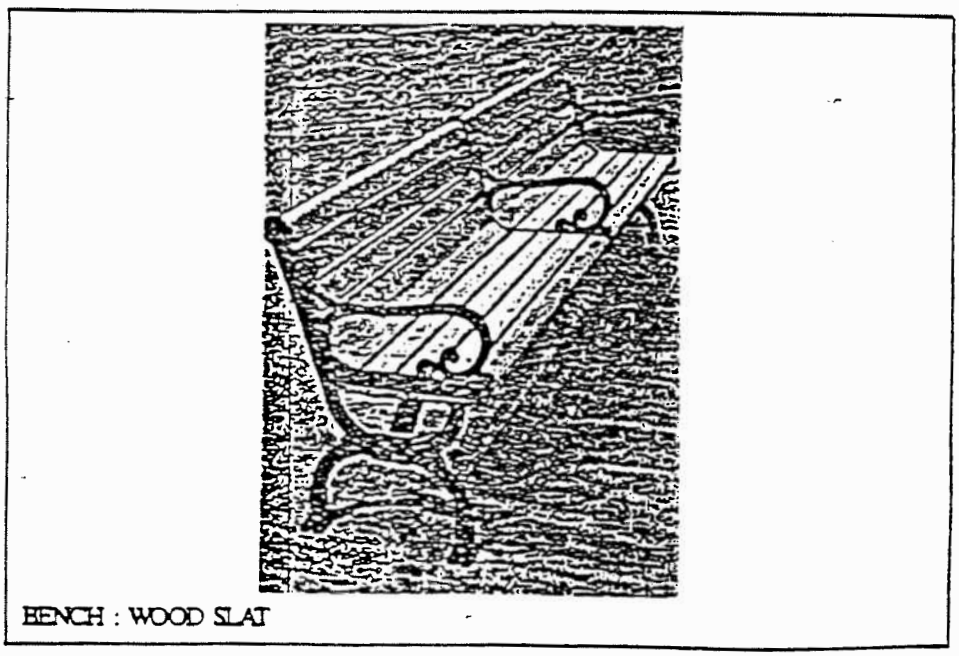
APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

(Sub)Exhibit 34.
(To Plan of Development Statements)

Typical Street Furniture.
(3 of 5)



TRASH RECEPTACLE

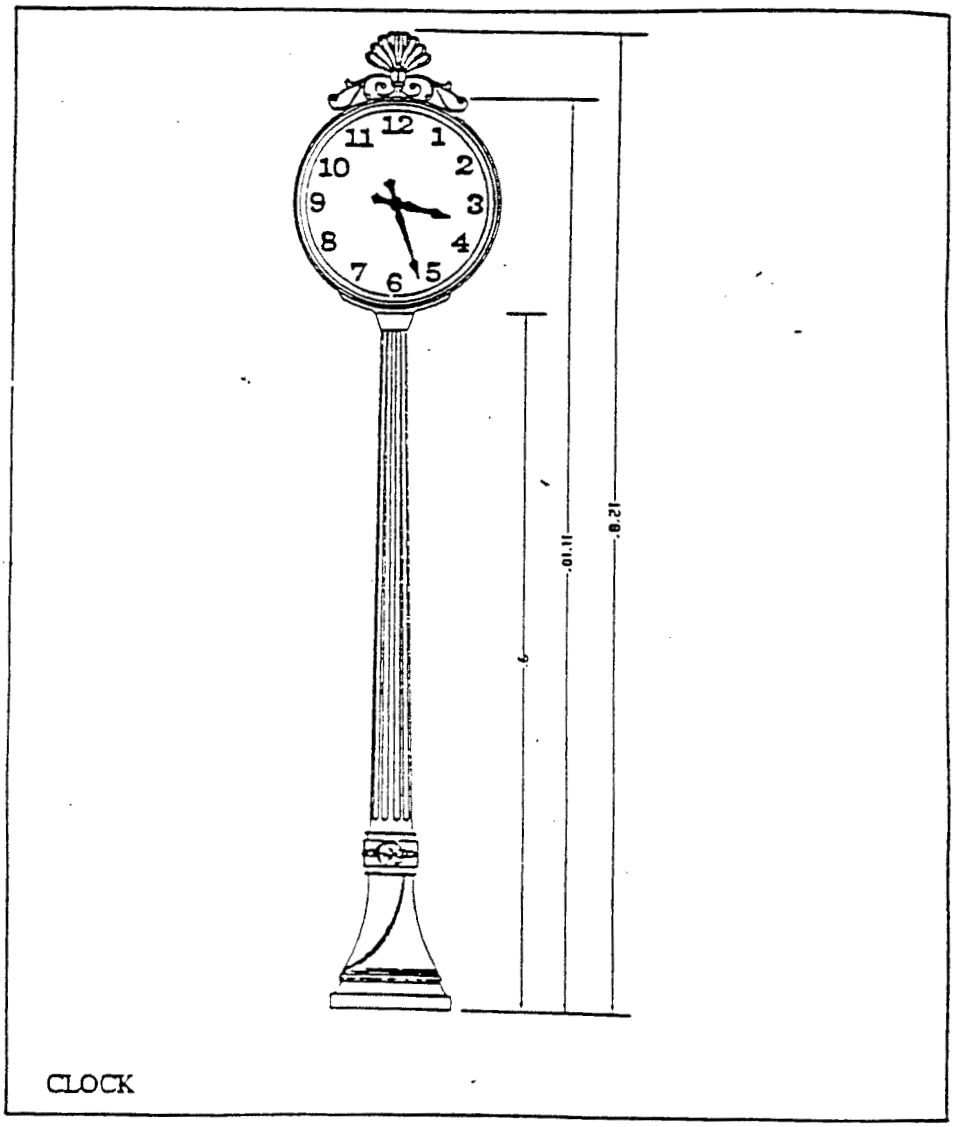


BENCH : WOOD SLAT

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

(Sub)Exhibit 34.
(To Plan of Development Statements)

Typical Street Furniture.
(4 of 5)

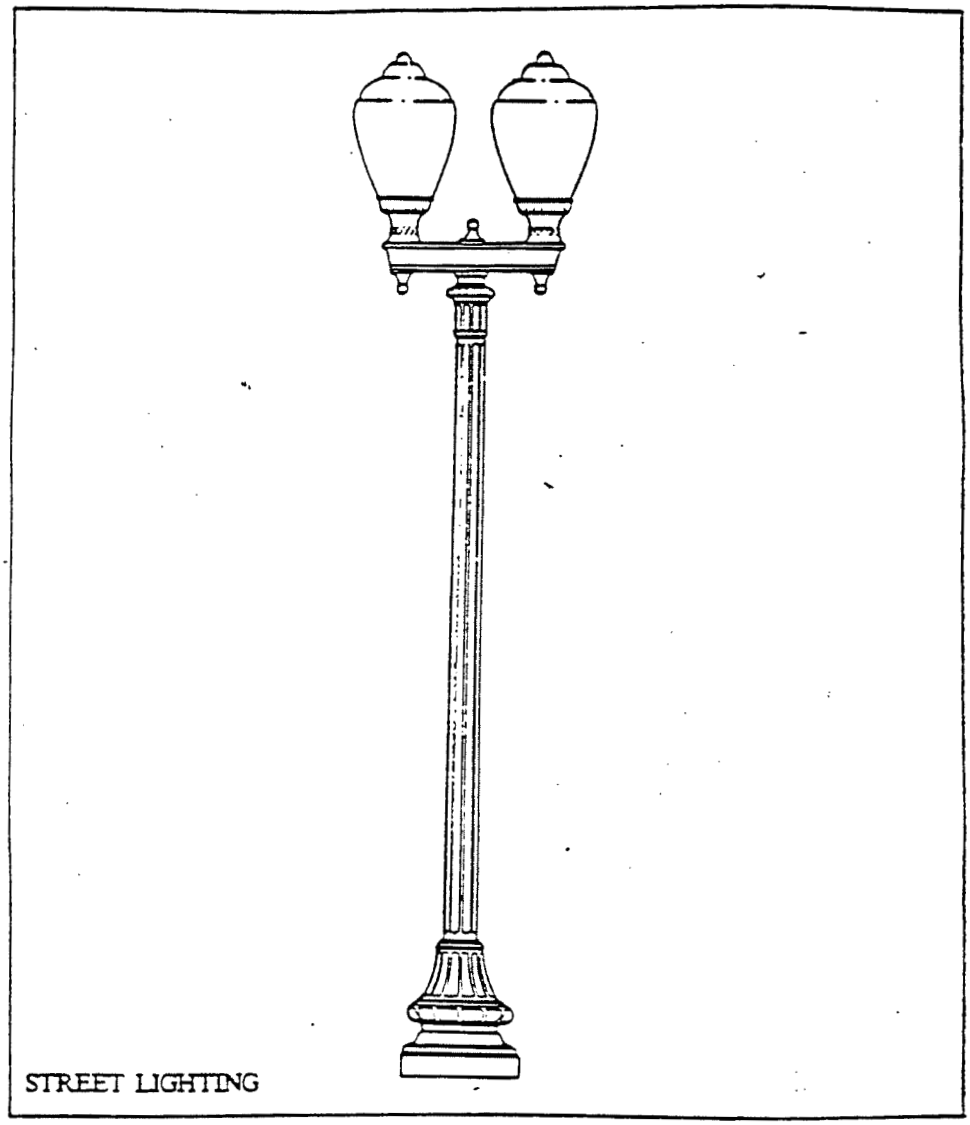


CLOCK

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

(Sub)Exhibit 34.
(To Plan of Development Statements)

Typical Street Furniture.
(5 of 5)

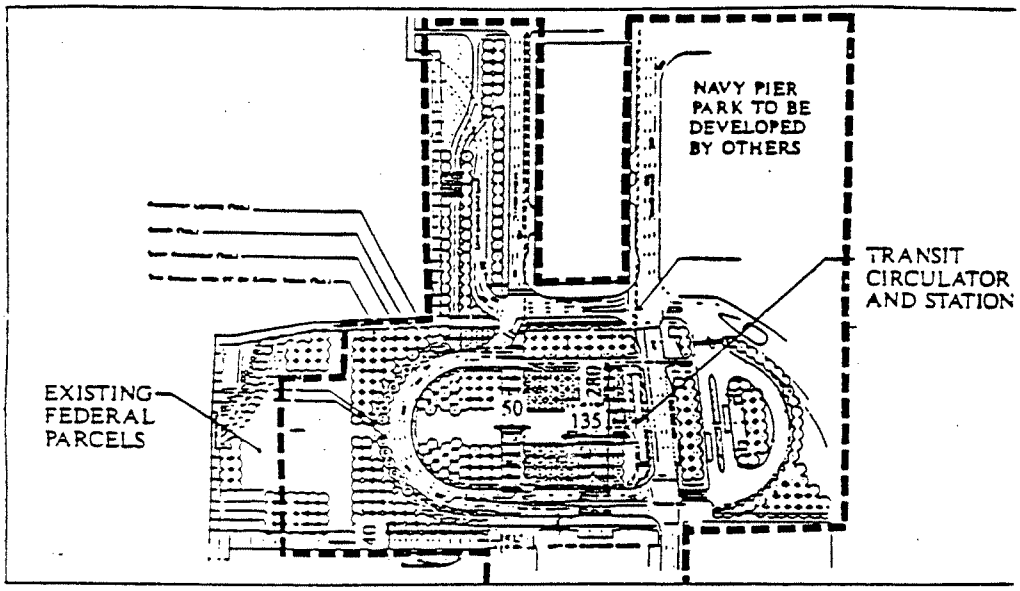


STREET LIGHTING

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

(Sub)Exhibit 35.
(To Plan of Development Statements)

Future Headlands Sub-Area
Landscape Plan.



LEGEND

SITE BOUNDARY

NOTES:

1. TREE SPACING SHALL BE 30' ON CENTER, BOTH WAYS

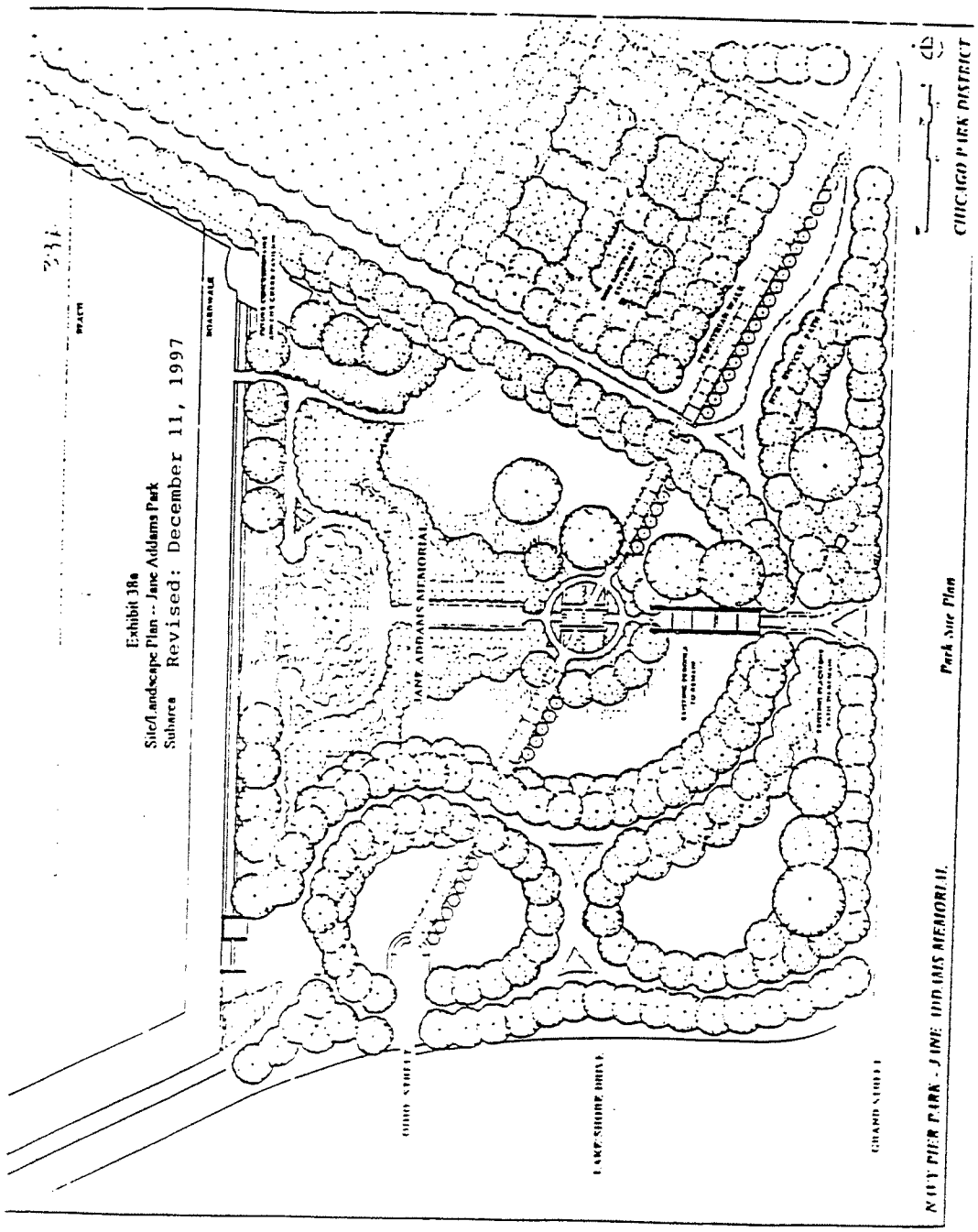
2. TREE SPECIES SHALL BE SELECTED FROM THE FOLLOWING:
   HONEYLOCUST
   ASH
   LITTLE LEAF LINDEN
   CHANTICLEER PEAR

APPLICANT:	METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS:	600 EAST GRAND AVENUE
	CHICAGO, ILLINOIS 60611
SUBMISSION DATE:	MARCH 25, 1992
REVISED DATE:	JUNE 23, 1992

EXHIBIT
35

(Sub)Exhibit 38a.
(To Plan of Development Statements)

Site/Landscape Plan -- Jane Adams Park
Sub-Area.



Page 20114 -- by deleting the number "201" appearing in the sixth line from the top of the page and inserting in lieu thereof the number "20".

The motion to correct *Prevailed.*

PD 527

Alderman Banks moved to *Correct* said printed Official Journal as follows:

Pages 20479 through 20487 and 20489 through 20490 -- by deleting in its entirety the ordinance and related material amending the Chicago Zoning Ordinance by reclassifying the area shown on Map Number 1-E beginning on the ninth line from the bottom of page 20479 through and including the thirteenth line from the top of page 20487 and the corresponding Property Line Map and Generalized Land Use Plan on pages 20489 and 20490, respectively, and inserting in lieu thereof the following:

Reclassification Of Areas Shown On Map Numbers 1-E And 3-E.

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

SECTION 1. That the Chicago Zoning Ordinance be amended by changing all the C3-6 Commercial Manufacturing District symbols and indications as shown on Map Nos. 1-E and 3-E in the areas described as follows:

(i) Tract "A" -- A parcel of land lying east of Fractional Section 10, Township 39 North, Range 14 East of the Third Principal Meridian, described as follows:

Commencing at the northeast corner of Lot 7 in Chicago Dock and Canal Company's Peshtigo Dock Addition recorded September 17, 1889 as Document No. 1157023, being a subdivision of Section 10 aforesaid; thence easterly, along the easterly extension of the north line of said lot, 439.25 feet to a point on the east face of a concrete dock wall, being also the hereinafter point of beginning of the following described tract; thence

northerly, along said east face, 50 feet, to a line drawn 50 feet north of the north face of the concrete bulkhead of Navy Pier; thence easterly parallel with the north line of Lot 7 aforesaid, 2,431.60 feet; thence northerly, parallel with the east line of Lot 7 aforesaid, 30 feet; thence easterly parallel with said north line, 100.00 feet; thence southerly parallel with said east line, 30 feet; thence easterly parallel with said north line, 590 feet; thence southerly, parallel with said east line, 394.59 feet to a line drawn 50 feet south of the south face of a concrete bulkhead of Navy Pier; thence westerly, parallel with said north line, 590 feet; thence southerly, parallel with said east line, 80 feet; thence westerly, parallel with said north line, 100 feet; thence northerly, parallel with said east line, 35 feet to the south face of a concrete bulkhead of Navy Pier; thence westerly, along said south face, 2,370 feet to the east face of the concrete dock wall of the north and south Municipal Pier; thence northerly, parallel with said east line 63.0 feet; thence westerly, parallel with said north line, 44.0 feet; thence northerly, parallel with said east line, 37.0 feet; thence easterly, parallel with said north line, 2.60 feet; thence northerly, parallel with said east line, 289.23 feet, more or less, to the easterly extension of the north line of said Lot 7; thence westerly, along the easterly extension of said Lot, 21.15 feet to the hereinabove designated point of beginning, in Cook County, Illinois.

(ii) Tract "B" -- That part of Lot 7, in Chicago Dock and Canal Company's Peshtigo Dock Addition, in Section 10, Township 39 North, Range 14 East of the Third Principal Meridian, according to the plat thereof recorded in the Recorder's Office of Cook County, Illinois on September 17, 1889, in Book 39 of plats at page 18, as Document No. 1157023, which lies west of the west line of the east 100.00 feet of said Lot 7; south of the south line of the north 366.00 feet of said Lot 7; and east of the east boundary line of Parcel "D" of the lands conveyed to the Commissioners of Lincoln Park by deed dated July 25, 1929, and recorded in the Recorder's Office of Cook County, Illinois, on July 27, 1929, as Document No. 10439522, together with a parcel of land in the fractional northeast quarter and accretions thereto, of Section

10, Township 39 North, Range 14 East of the Third Principal Meridian described as follows:

beginning at the point of intersection of the south line of Lot 7 with the west line of the east 100.00 feet of Lot 7 in Chicago Dock and Canal Company's Peshtigo Dock Addition, according to the plat thereof recorded in the Recorder's Office of Cook County, Illinois, on September 17, 1889, in Book 39 of Plats at page 18, as Document No. 1157023; thence north 89 degrees 10 minutes 06 seconds east along the south line of said Lot 7, a distance of 100.00 feet to the southeast corner of said Lot 7; thence south 0 degrees 08 minutes 58 seconds east along the southerly extension of the east line of said Lot 7 for a distance of 5.00 feet more or less to the south face of the steel sheet pilings along the north side of the Ogden Slip; thence westerly along the aforesaid south face of the pilings 100.00 feet to the west line of the east 100.00 feet of said Lot 7 extended southerly; thence north 0 degrees 08 minutes 58 seconds west along said west line as extended southerly for a distance of 5.00 feet more or less to the hereinabove designated point of beginning, in Cook County, Illinois.

(iii) Tract "C" -- that part of the fractional northeast quarter, and accretions thereto, of Section 10, Township 39 North, Range 14 East of the Third Principal Meridian described as follows:

beginning at the point of intersection of the south line of Lot 7 with the west line of the east 100.00 feet of Lot 7 in Chicago Dock and Canal Company's Peshtigo Dock Addition, according to the plat thereof recorded in the Recorder's Office of Cook County, Illinois, on September 17, 1889, in Book 39 of Plats at page 18, as Document No. 1157023; thence south 89 degrees 10 minutes 06 seconds west, along the south line of said Lot 7, a distance of 581.06 feet to the southeast corner of Parcel "D" of the lands conveyed to the Commissioners of Lincoln Park by deed dated July 25, 1929, and recorded in the Recorder's Office of Cook County, Illinois, on July 27, 1929, as Document No. 10439522; thence south 0 degrees 15 minutes 23

seconds east, 5.00 feet, more or less, to the south face of the steel sheet pilings along the north side of the Ogden slip; thence north 89 degrees 10 minutes 06 seconds east, along said south face, 581.05 feet to a point on the southerly extension of the west line of the east 100 feet of Lot 7 aforesaid; thence north 0 degrees 08 minutes 58 seconds west, along said southerly extension, 5.00 feet to the hereinabove designated point of beginning, together with the east 100 feet of Lot 7 in Chicago Dock and Canal Company's Peshtigo Dock Addition recorded September 17, 1889 as Document No. 1157023 in Section 10, together with that part of the fractional northeast quarter and accretions thereto of Section 10, Township 39 North, Range 14 East of the Third Principal Meridian, all taken as a tract, bounded and described as follows:

beginning at a point on the north line of said Lot 7, a distance of 100 feet west of the northeast corner thereof; thence south 0 degrees 08 minutes 58 seconds east, along the west line of the east 100 feet of said lot, 515.05 feet to the south line of said lot; thence north 89 degrees 10 minutes 06 seconds east, along said south line, 100.00 feet to the southeast corner of said lot; thence south 0 degrees 08 minutes 58 seconds east, along the southerly extension of the east line of said Lot 7 for a distance of 5.00 feet, more or less, to the easterly extension of the south face of the steel sheet pilings along the north side of the Ogden Slip; thence westerly, along the aforesaid south face of the pilings, 23.95 feet to the west face of a concrete dock wall; thence south 1 degree 52 minutes 23 seconds east, along the west face of a concrete dock wall, 138.32 feet to the north line of the land conveyed by quitclaim deed recorded April 10, 1931 as Document No. 10879128; thence east, along a line parallel with and 217 feet north of the north line of a tract of land conveyed by the City of Chicago to the United States of America by deed recorded December 8, 1921 as Document No. 7347325, a distance of 100 feet, more or less; thence south at right angles to the north line of the aforesaid tract 217 feet to the north line of the aforesaid

tract; thence easterly, along the north line of land conveyed by Document No. 7347325, a distance of 426 feet, more or less, to the east face of the concrete dock wall of the north and south municipal pier; thence northerly, along said east face of said concrete wall, 495 feet, more or less, to the south face of the concrete bulkhead of Navy Pier; thence northerly, parallel with the east line of Lot 7 aforesaid; 63.0 feet; thence westerly, parallel with the north line of said Lot 7, a distance of 44.0 feet; thence northerly, parallel with said east line, 37.0 feet; thence easterly, parallel with said north line, 2.60 feet; thence northerly, parallel with said east line, 289.23 feet, more or less, to the easterly extension of the north line of said Lot 7; thence westerly, along the north line of said lot and its easterly extension, 560.40 feet, more or less, to the hereinabove designated point of beginning, in Cook County, Illinois.

(iv) Tract "D" -- That part of the reclaimed lands and accretions thereto lying east of the fractional northeast quarter of Section 10, Township 39 North, Range 14 East of the Third Principal Meridian, bounded and described as follows:

beginning at the point of intersection of the north line of Lot 7 in Chicago Dock and Canal Company's Peshtigo Dock Addition, according to the plat thereof recorded on September 17, 1889 as Document No. 1157023 with the west line of the east 100 feet of Lot 7 aforesaid; thence westerly along the north line of said Lot 7, a distance of 588.02 feet to a point on a line drawn 139.00 feet east of and parallel with Lots 29 and 44 in the Circuit Court Partition of the Ogden Estate Subdivision of parts of Blocks 20, 31 and 32 in Kinzie's Addition to Chicago, being a subdivision of the north fractional quarter of Section 10 aforesaid; thence northerly along said parallel line and its northerly extension, 400.78 feet to the westerly extension of the northerly face of the concrete dock wall of said reclaimed lands lying east of North Lake Shore Drive and contiguous to East Grand Avenue; thence easterly, along said concrete dock wall and its easterly and westerly extensions,

519.77 feet to the northwesterly face of a concrete curb on the dike type cofferdam along the westerly side of the reclaimed land from Lake Michigan for the central filtration plant in the City of Chicago which lies east of the lands and accretions thereto in Kinzie's Addition to Chicago, being a subdivision of the North Fractional Section 10 aforesaid; thence southwesterly, along said northwesterly face of the concrete curb, 15.00 feet, to the westerly extension of the south face of the south concrete dock wall of the central filtration plant aforesaid; thence easterly, along said westerly extension, 75.95 feet to a point on the northerly extension of the west line of the east 100 feet of Lot 7 aforesaid; thence southerly, along said northerly extension, 387.86 feet to the point of beginning, in Cook County, Illinois.

(v) Tract "F" -- That part of the reclaimed lands and accretions thereto lying east of the fractional Northeast Quarter of Section 10, Township 39 North, Range 14 East of the Third Principal Meridian, bounded and described as follows:

beginning at the point of intersection of the north line of Lot 7 in Chicago Dock and Canal Company's Peshtigo Dock Addition, according to the plat thereof recorded on September 17, 1889 as Document Number 1157023 with the west line of the east 100 feet of Lot 7 aforesaid; thence easterly, along the north line of said Lot 7, and its easterly extension, 539.25 feet to the east face of a concrete dock wall of the aforesaid reclaimed lands; thence northerly, along said east face 387.68 feet to the south face of the south concrete dock wall of the central filtration plant in the City of Chicago which lies east of the lands and accretions thereto in Kinzie's Addition to Chicago, being a subdivision of the North Fractional Section 10 aforesaid; thence westerly, along the westerly extension of the south face of the south concrete dock wall of the central filtration plant aforesaid, 539.27 feet to a point on the northerly extension of the west line of the east 100 feet of Lot 7 aforesaid; thence southerly, along said northerly extension, 387.86 feet to the point of beginning, in Cook County, Illinois.

to the designation of a Planned Development which is hereby established in the area above described, subject to such use and bulk regulations as are set forth in the Plan of Development attached herewith and made a part hereof and to no other.

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

Planned Development attached to this ordinance reads as follows:

Planned Development For Navy Pier And The Navy Pier Headlands.

Plan Of Development.

1. The area delineated herein as a Planned Development and subject to the use and bulk restrictions of this Planned Development (the "Property") consists of five (5) tracts of land: Tracts A, B, C, D and F, and those portions of Grand Avenue and Illinois Street east of Lake Shore Drive located within the Planned Development boundary described on the Subarea Map, Exhibit 7, which is described in Statement 6 and attached hereto. The Navy Pier Subarea consists of Tract A, and the Headlands Subarea consists of Tracts B, C and F and those portions of Grand Avenue and Illinois Street east of Lake Shore Drive. The Navy Pier Park Subarea consists of Tract D. The boundaries of each Subarea are depicted on the Subarea Map, Exhibit 7 herein. The Metropolitan Pier and Exposition Authority (the "Applicant"), a political subdivision, body politic and municipal corporation created by an Act of the Illinois legislature, Ill. Rev. Stat., Ch. 85, Par. 1223, is the owner of two (2) of the five (5) tracts: Tracts A and B. The City of Chicago (the "City") is the owner of two (2) of the five (5) tracts: C and F. The Applicant has authority to act on the City's behalf for purposes of this application. The Chicago Park District is the owner of Tract D. The Applicant has the authority to act on the Chicago Park District's behalf for purposes of this application. All required disclosures are contained within the Economic Disclosure Statement filed with the City in accordance with applicable requirements.

Tract D of this Planned Development, known as the Navy Pier 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 attached to this Planned Development and made a part hereof as Exhibit 38 as described in Statement 6. 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 Navy Pier Park Subarea is not intended or scheduled for redevelopment in the immediate future. Nothing in this Planned Development shall be construed as requiring or prohibiting such redevelopment. Until such time, the Chicago Park District's current uses and development of the Navy Pier Park Subarea, as well as repairs, rehabilitation and other minor work, are hereby expressly permitted uses and development.

Any substantial redevelopment of the Navy Pier Park Subarea, however, shall be in general conformance with the applicable portions of the Site/Landscape Plans described in Statement 6 herein as Exhibits 8, 9, and 10 and made part of this Planned Development. Notwithstanding any other terms of and provisions of this Planned Development, no obligations or requirements of this Planned Development shall be applicable to the Navy Pier Park Subarea until and unless the Navy Pier Park Subarea is redeveloped and then only to the extent that such obligations and requirements are applicable to the Navy Pier Park Subarea, such as for example, the prohibition against the parking of vehicles in the Headlands Subarea.

The Applicant's obligations and requirements imposed by this Planned Development shall not apply to the Navy Pier Park Subarea, and it shall have no obligation with respect to any Navy Pier Park Subarea development. Where applicable, any such obligations and requirements shall be imposed on the Chicago Park District.

Notwithstanding the provisions of Statement 18 hereof, applications for amendments, modifications or changes to the Navy Pier Park Subarea do not require the consent or authorization of the owners of the Navy Pier or Headlands Subareas. Notwithstanding the provisions of Statement 18 hereof, applications for amendments, modifications or changes to the Navy Pier and Headlands

Subareas do not require the consent or authorization of the owner of the Navy Pier Park Subarea.

The force and effect of any provisions of this Plan of Development relating to Tract D is expressly conditioned upon the approval by the Chicago Park District of this Planned Development within sixty (60) days following City Council adoption hereof. If such approval is not secured within the 60-day time period, then all provisions of this Plan of Development relating to Tract D shall be deemed to be automatically deleted herefrom, shall be null and void, and the zoning of said tract shall automatically revert to the previously underlying C3-6 zoning district.

2. This Planned Development shall not become effective until and unless an Intergovernmental Cooperation Agreement ("I.C.A.") has been entered into by and between the Applicant and the City pursuant to mutually agreeable terms, and the I.C.A. has been properly approved and executed by the Applicant and the City. In the event that such approval and execution does not occur within one year following the date of adoption of this Planned Development, then, unless extended by mutual written agreement of the City (through the Commissioner of the Department of Planning and Development) and the Applicant (through its authorized representative), this Planned Development shall expire and the zoning of the Property shall automatically revert to the C3-6 zoning district.

3. The Applicant acknowledges that the Applicant, its affiliates, successors, assigns, grantees or lessees shall obtain all official reviews, approvals and permits which may be necessary to implement the development of the Property, except as may otherwise be provided in the I.C.A..

4. This Plan of Development and the development of the Property is and shall be subject to the "Rules, Regulations and Procedures in Relation to Planned Development Amendments" promulgated by the Commissioner of the Department of Planning and Development.

5. Any dedication or vacation of streets or alleys or easements or any adjustments or rights-of-way which may be necessary to implement development of the Property shall require a separate submittal on behalf of

the owner and, if otherwise required, approval by the City Council.

6. This Plan of Development consists of 24 Planned Development Statements and the following Exhibits, all of which are incorporated herein and made a part hereof by this reference:

*Exhibit Number	Description
1	Use and Bulk Regulation Data Sheet
2	Property Line Map
3	Existing Zoning and Street System Map
4	Existing Area Land Use Map
5	Roadway Network Map
6	Generalized Land Use Plan
7	Subarea Map
8	Site/Landscape Plan -- Headlands Subarea
9	Site/Landscape Plan -- Crystal Garden
10	Site/Landscape Plan -- On-Pier Park

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* With the exception of the Traffic Management Plan and the Navy Pier Guidelines, B.T.A./V.O.A. prepared all other exhibits and the final revision date for all such exhibits is June 23, 1992.

*Exhibit Number	Description
11	Site Plan -- Navy Pier -- Zone 1
12	Site Plan -- Navy Pier -- Zone 2
13	Site Plan -- Navy Pier -- Zone 3
14	Site Plan -- Navy Pier -- Zone 4
15	Site Plan -- Navy Pier -- Zone 5
16	Site Plan -- Navy Pier -- Zone 6
17	South Elevation -- Navy Pier Zones 1 and 2
18	North Elevation -- Navy Pier Zones 1 and 2
19	South Elevation -- Navy Pier Zones 3 and 4
20	North Elevation -- Navy Pier Zones 3 and 4
21	South Elevation -- Navy Pier Zones 5 and 6
22	North Elevation -- Navy Pier Zones 5 and 6

* With the exception of the Traffic Management Plan and the Navy Pier Guidelines, B.T.A./V.O.A. prepared all other exhibits and the final revision date for all such exhibits is June 23, 1992.

*Exhibit Number	Description
23	Elevation -- Headhouse
24	Section -- South Dock at Family Pavilion
25	Section -- South Dock at Walkway
26	Section -- South Dock at Festival Hall
27	Section -- North Dock at Family Pavilion
28	Section -- North Dock at Festival Hall
29	Pedestrian Circulation Plan
30	View Corridor Exhibit
31	Auto/Taxi Circulation Plan
32	Bus/Transit Circulation Plan
33	Bicycle Circulation Plan
34	Typical Street Furniture
35	Future Headlands Subarea Landscape Plan

* With the exception of the Traffic Management Plan and the Navy Pier Guidelines, B.T.A./V.O.A. prepared all other exhibits and the final revision date for all such exhibits is June 23, 1992.

*Exhibit Number	Description
36	Traffic Management Plan
37	Navy Pier Recommendations, Policies and Standards
38	Site/Landscape Plan -- Navy Pier Park Subarea

Full size sets of Exhibits 2 through 35 and 38 are on file with the Department of Planning and Development. This Planned Development is applicable to the area delineated herein and these and no other controls shall apply. This Planned Development conforms to the intent and purpose of the Chicago Zoning Ordinance, Chapter 194A of the Municipal Code of Chicago, and all requirements thereof, and satisfies the established criteria for approval as a Planned Development.

7. The following uses shall be permitted in the Navy Pier Subarea: pedestrian promenades; public open spaces; public, cultural, recreational, business and commercial uses; enclosed public spaces; multi-purpose exhibition, meeting and reception facilities; shops and restaurants; 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.

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* With the exception of the Traffic Management Plan and the Navy Pier Guidelines, B.T.A./V.O.A. prepared all other exhibits and the final revision date for all such exhibits is June 23, 1992.

Within the Navy Pier Subarea, exposition and meeting uses shall not be permitted in the buildings west of the On-Pier Park. However, these uses are permitted in the buildings east of the On-Pier Park. Additionally, the business and commercial uses permitted east of the On-Pier Park shall be subordinate and ancillary to the exposition and meeting uses. All business and commercial uses permitted in and special uses of the C3-6 zoning district are permitted uses on the Navy Pier Subarea except the following: residential; hotel/motel; adult; battery, tire and auto service station; motor vehicle repair; warehouse establishments; railroad related uses; stadiums, forums or arenas with capacity of over 2,000 seats; hospital and convalescent 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, gardens and gathering places; walkways, bicycle paths and ramps; 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.

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. 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 periods, 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, from at least 6:00 A.M. to 11:00 P.M..

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

8. Off-street parking and off-street loading shall be provided upon the Navy Pier Subarea in accordance with the Use and Bulk Regulation Data Sheet, Exhibit 1, described in Statement 6 and attached hereto.

9. Any service drive or other ingress or egress will be adequately designed and paved in accordance with the regulations of the Department of Transportation and in compliance with the Municipal Code of Chicago to provide ingress and egress for motor vehicles, including emergency vehicles. Fire lanes, if required, will be adequately designed and paved in compliance with the Municipal Code of Chicago. No parking shall be permitted within the service drives and other motor vehicles ingress and egress areas.

10. Business and advertising 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. Business and advertising signs of no more than 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 other 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 Commissioner of the Department of Planning and Development.

11. The maximum allowable height of any structure upon the Property will conform with the Use and Bulk Regulation Data Sheet, Exhibit 1 attached hereto, and shall further be subject to the following:

(i) Height limitations as certified on Form FAA-117 (or on successor form or forms covering the same subject matter) and approved by the Federal Aviation Administration pursuant to Part 77 of the Regulations of the Administrator, Federal Aviation Administration.

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

12. The following additional principles shall govern the 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 No. 6 of this Planned Development. Landscaping shall be installed and maintained in general conformance with all of the Site/Landscape Plan Exhibits described in Statement No. 6 of this Planned Development. All landscaping shall be properly maintained, at all times, by the Applicant.

(ii) Vehicular movement on the Navy Pier Subarea shall be limited to those areas designated on all of the Site Plans, Exhibits 11 through 16, described in Statement No. 6 and shall be in general conformance with the provisions of the Traffic Management Plan, Exhibit 36, described in Statement No. 6 of this Planned Development.

Public pedestrian and bicycle passage during operating hours over all exterior areas depicted on the Exhibits as pedestrian walks, paths or ways, including the south dock and the north dock, shall not be unreasonably restricted. Public pedestrian passage during operating hours over all interior areas depicted on the Pedestrian Circulation Plan, Exhibit 29, described in Statement No. 6 of this Planned Development shall not be unreasonably restricted.

The south dock shall be divided into east/west zones that are in general conformance with all of the Section Exhibits, Exhibits 24 through 28, described in Statement 6 of this Planned Development and attached hereto. These zones shall be reasonably sized to accommodate the predominantly public pedestrian and bike path character of the south dock. The edge of the south dock shall consist of an approximate 15-foot zone in which various boat and ship docking accessories are permitted. To the north and

adjacent to this 15-foot zone, there shall be a furniture/planter zone of approximately 8 feet. Notwithstanding the foregoing, within the approximate 23 feet width of these two zones, there shall be an approximate 10-foot clear zone, free and clear of all obstructions for easy pedestrian passage.

The edge of the north dock shall consist of an approximate 7-foot zone in which various boat and ship docking accessories are permitted provided that public pedestrian passage is feasible. To the south and immediately adjacent to this 7-foot zone, there shall be an approximate 8-foot clear zone, free and clear of all obstructions appropriate for easy pedestrian passage.

The boat and ship docking accessories described above include, but are not limited to, gangplanks, stairs and accessory structures, 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 13(i) hereof. They shall be limited to movable or semi-permanent structures.

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.

Permanent kiosks or other permanent buildings or structures located anywhere on the Property are subject to the approval of the Commissioner of the Department of Planning and Development.

(iii) The areas depicted on the Site/Landscape Plan -- Crystal Garden, Exhibit 9, and the Site/Landscape Plan -- On-Pier Park, Exhibit 10, described by Statement No. 6 of this Planned Development as the Crystal Garden and the On-Pier Park respectively, 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 Site/Landscape Plan -- On-Pier Park, Exhibit 10, described in Statement 6, may charge customers for their use of said restaurant/cafe and catered dining areas. Each of these 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 and live performances 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.

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, and, during the period of May through September, may occur only after 6:00 P.M., and must be preceded by reasonable advance and posted notice.

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 and ferris wheel or for special entertainment in the tent on the On-Pier Park.

(iv) 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.

(v) The Applicant acknowledges that the draft *Navy Pier/Turning Basin Development Guidelines*, issued by the Department of Planning and Development in December, 1990 was, in large part, a result of the joint efforts of the Applicant, the City, the Chicago Park District and others to determine the appropriate guidelines for the development of the Navy Pier and Headlands Subareas. The City acknowledges that this proposed development, as described by the provisions and exhibits of this Planned Development, satisfies the intent and purpose of those Guidelines and of appropriate planning principles. The Applicant and the City further acknowledge, however, that the scope, complexity and nature of the proposed development may require refinements in the applicable development regulations from time to time and that it may be impractical and contrary to good planning to require compliance with excessively detailed or rigid conditions. Accordingly, to the extent not otherwise provided to the contrary in this Planned Development, the development and operation of the Navy Pier and Headlands Subareas shall be in general conformance with the principles described in the "Navy Pier Recommendations, Policies, and Standards" derived from the aforesaid draft Guidelines and made a part hereof as Exhibit 37 as described in Statement No. 6 of this Planned Development and attached hereto. The recommendations, policies, and standards embodied in Exhibit 37 shall be considered in any future amendment of modification to this Planned Development.

(vi) The Navy Pier and Headlands Subareas development contemplated herein is intended to be constructed as a single, integrated project. No Certificate of Occupancy shall be issued unless substantially all of the development has been completed; provided, however, that the Commissioner of the Department of Planning and Development may authorize exceptions to this requirement.

(vii) The Applicant shall make appropriate arrangements to ensure public safety and public access to the Headlands and Navy Pier Subareas, to the extent feasible, during construction. If requested by any appropriate department of the City, the Applicant shall provide and follow a reasonably acceptable plan and schedule of such arrangements; which plan shall be coordinated with the Department of Planning and Development and the Department of Transportation.

13. 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 and the south dock of the Navy Pier Subarea no more than 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 50 feet, or if separated by a lesser distance, the total length of any portion of the dock which is occupied by boats or ships at any one time shall not exceed 200 feet (unless occupied by a single boat longer than 200 feet in which case said boat shall be separated from every other boat by 50 feet).

(ii) The operation of docked boats and ships shall be regulated by the Applicant 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.

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 midnight on weekends.

14. For purposes of Floor Area Ratio (F.A.R.) calculations and floor area measurements, the definitions in the Chicago Zoning Ordinance shall apply.

15. The Applicant acknowledges that the development of the Navy Pier and Headlands 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 Applicant 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 Applicant.

Accordingly, the Applicant 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 36 described in Statement 6 in this Planned Development and shall become effective after the issuance of the Certificate of Occupancy for either the Family Pavilion or the Festival Hall on the Navy Pier Subarea. The T.M.P., as it may be amended or otherwise modified from time to time, shall be deemed an integral part of this Planned Development. The Applicant'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, prior to December 31 on each year for five years following the issuance of the first Certificate of Occupancy for the Navy Pier Subarea, the Applicant shall submit to the Commissioner of the Department of Transportation (with a copy to the Commissioner of Planning and Development) a report describing the past year's traffic and parking activity and assessing the effectiveness of the various provisions of the T.M.P. and any recommended modifications thereto. Additionally, the Applicant, 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..

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

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 Applicant and the various departments of the City and the applicable transit agencies and the public, the Applicant shall designate and maintain a Transportation Coordinator ("T.C."). The T.C. may consist of one or more individuals, but in any event, a single person, entity or division of the Applicant shall be readily available and apparent for inquiry by any parties concerned. The T.C. shall be in place and functioning within one year following the commencement of construction of the Navy Pier Subarea. The T.C. shall be charged with the responsibility, on behalf of the Applicant, to (a) oversee and coordinate the day-to-day implementation of the T.M.P., (b) act as a formal point of communication between the Applicant and any other agencies or individuals inquiring or concerned about traffic, or parking-related issues, and (c) coordinate traffic loading and parking management activity with representatives of the City and the appropriate transit agencies.

16. The area designated as the Future Development Zone ("F.D.Z.") in the Site/Landscape Plan-On-Pier Park, Exhibit 10, as described in Statement 6 of this Planned Development may be developed subject to the conditions hereof. The use and design of the development shall be in general conformance with both the predominantly public character of the Property and with the overall nature of the development contemplated by this Planned Development and shall be an appropriate and beneficial design. Development of any structure within the F.D.Z. shall also be subject to the following:

(i) The maximum boundaries of the F.D.Z. shall not exceed the general boundaries depicted on the Site/Landscape Plan-On-Pier Park, Exhibit 10

and the Elevation exhibits, described in Statement No. 6 of this Planned Development.

(ii) Pedestrian access to any structure within the F.D.Z. shall be designed, constructed and maintained to complement the pedestrian access ways on the Navy Pier Subarea and shall promote a safe, efficient, appropriate and beneficial design. Entrances to the structure shall be located and designed to complement the design of the Navy Pier Subarea. The main entrance should face the south dock promenade.

(iii) The exterior walls of any structure within the F.D.Z. which face or are visible from any location in or outside the Navy Pier Subarea shall be designed, constructed and maintained to complement the materials, design, detail and other architectural characteristics of the Navy Pier Subarea. Such walls shall avoid a monotonous and blank appearance.

(iv) Loading functions for any structure within the F.D.Z. shall be screened from view from the south dock and from the On-Pier Park and shall promote a safe, efficient, appropriate and beneficial design.

(v) Any structure within the F.D.Z. shall be limited to a single integrated building (which may be developed in phases) housing civic, cultural or recreational uses. Such uses may include, without limitation, theater, performing arts, museum, permanent displays open to the general public or other similar uses. Any such uses may include commercial or business uses, but only as subordinate and ancillary functions. Meeting, trade show, convention and reception uses shall not be permitted within the F.D.Z., except as subordinate and ancillary functions.

(vi) The intensity of the use of the F.D.Z. shall be generally consistent with the functions and operations of the Navy Pier and Headlands Subareas and shall be otherwise appropriate.

(vii) The use and design of any structure within the F.D.Z. shall be subject to the review and approval of the Commissioner of the Department of Planning and Development. In connection with

such review, the Applicant shall submit a development plan for the proposed structure to the Commissioner for approval. No approval by the Department of Planning and Development pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance for development within the F.D.Z. shall be granted until such development plan has first been approved. Any such development plan approved by the Commissioner shall be deemed to be an integral and authorized part of this Planned Development. The Commissioner's determination of approval shall be based upon compliance with the provisions of this statement. The development plan shall, at a minimum, provide the following information: the building's footprint, setbacks, loading areas, points of ingress and egress, building height, building elevations, floor plans and such other information as required by the Commissioner.

(viii) Prior to development of any such structure in the F.D.Z., the area within the F.D.Z. shall be designed, constructed and maintained in accordance with the Site/Landscape Plan-On -Pier Park, Exhibit 10, described in Statement No. 6 of this Planned Development.

17. The terms and conditions of Statement Nos. 12, 13 and 16 of this Planned Development may be modified administratively by the Commissioner of the Department of Planning and Development upon the request of the Applicant and after a determination by the Commissioner that such a modification is appropriate and consistent with the nature of the development of the Property contemplated in this Planned Development. Any such modification shall be deemed to be a minor change in the Planned Development as contemplated by Section 11.11-3(c) of the Chicago Zoning Ordinance. This statement shall not be construed as limiting the authority of the Commissioner pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance to authorize any other minor changes to any of the portions or statements of this Planned Development.

18. The requirements, obligations and conditions contained within this Planned Development shall be binding upon the Applicant, its successors and assigns and, if different than the Applicant, the owners of record title of the

Property. All rights granted hereunder to the Applicant shall inure to the benefit of the Applicant's succcessors and assigns. Furthermore, pursuant to the requirements of Section 11.11-1 of the Chicago Zoning Ordinance, the Property, at the time applications for amendments, modifications or changes (administrative, legislative or otherwise) to the Planned Development are made, shall be under single ownership or under single designated control. Single designated control for purposes of this paragraph shall mean that any application to the City for any amendment to this Planned Development, or any other modification or change thereto (administrative, legislative or otherwise), shall be made or authorized by all the owners of the Property.

Nothing herein shall be construed to mean that any individual owner of the Property, or any portion thereof, is relieved of obligations imposed hereunder or any rights granted herein or is not subject to City action pursuant to this Planned Development. Nothing herein shall prohibit, or in any way restrict, the alienation, sale or any other transfer of all or any portion of the Property or any rights, interests or obligations therein. Upon any alienation, sale or any other transfer of all or any portion of the Property, or the rights therein, except as assignment or transfer of rights pursuant to a mortgage or otherwise as collateral for any indebtedness, and solely with respect to the portion of the Property transferred, the term "Applicant" shall be deemed amended to apply to the legal titleholder thereof (and its beneficiaries if such title is held in a land trust), and the seller or transferor thereof (and its beneficiaries if such title is held in a land trust) shall thereafter be released from any and all obligation or liability hereunder.

19. Unless substantial construction of the proposed Navy Pier Subarea improvements has commenced within ten (10) years following adoption of this Planned Development, and unless completion is thereafter diligently pursued, then this Planned Development shall expire; provided, however, that if the City Council amends the Chicago Zoning Ordinance to provide for a shorter expiration period which is applicable to all planned developments, then this Planned Development shall expire upon the expiration of such shorter time period as provided by said amendatory ordinance (the first day of which as applied to this Planned Development shall be the effective date of the amendatory ordinance). If this Planned Development expires under the provisions of this statement, then the

zoning of the Property shall automatically revert to the previously existing C3-6 zoning district.

20. The design of the roadway network located on the Headlands Subarea as depicted on the Roadway Network Map, Exhibit 5, described in Statement No. 6 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, prior to the expiration of the fifth anniversary following the issuance of the first Certificate of Occupancy for the Navy Pier Subarea, the Applicant shall submit to the Commissioner of the Department of Planning and Development and the Commissioner of the Department of Transportation 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 five-year period. Following receipt of said study, the Commissioner of the Department of Planning and Development 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 Applicant. Such changes shall be limited to modifications or changes to the roadway network. Said Commissioners shall make such determination and send such notice within 90 days following receipt of said study. The City shall, at its own expense and within one year thereafter, make such changes to the roadway network as are required. The Applicant shall, at its own expense and within one 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.

21. The two parcels depicted on the Subarea Map, Exhibit 7, collectively as Tract E, Existing Federal Parcels, are outside the boundaries of this Planned Development. Applicant acknowledges, however, that such parcels shall

be served by accessways over and across the Headlands Subareas. In the event that the Applicant or the City acquires control of either or both of these parcels sufficient to allow redevelopment as park land, or either or both of these parcels are otherwise redeveloped as park land, then the Headlands Subarea park land included in this Planned Development shall be reconfigured and relandscaped to create a park area which is coordinated with the applicable parcel or parcels, as the case may be. Such reconfiguration and relandscaping shall be designed, constructed and maintained in general conformance with the Future Headlands Subarea Landscape Plan, Exhibit 35, described by Statement No. 6 and attached hereto. Such reconfiguration and relandscaping shall be completed by the Applicant within a reasonable time following the aforesaid acquisition of the necessary rights to the parcel or parcels or following substantial completion of the redevelopment of the applicable parcel as park land, whichever is earlier. This statement shall be deemed satisfied when the Headlands Subarea park area has been reconfigured and relandscaped to create a coordinated park area with the redeveloped parcel(s) and the Turning Basin Park.

Any development of the Headlands Subarea, and particularly of the applicable portions of Tract E, 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 Applicant will permit third parties reasonable access to Tract E in order to coordinate said development with Tract E.

22. The Applicant shall manage the uses of the Headlands and Navy Pier Subareas to avoid unreasonable adverse impacts on the surrounding residents. On the Headlands Subarea, no neighborhood festivals shall be permitted.

23. The Applicant acknowledges that the Norwegian Viking Ship, currently located in Lincoln Park, is an important Chicago artifact which needs to be relocated from Lincoln Park and that the Navy Pier Subarea may be a suitable site for such relocation. In the event that a study performed by others reaches a conclusion acceptable to the Applicant to the effect that the relocation of the vessel to the Navy Pier Subarea is feasible and appropriate, then subject to any and all conditions the Applicant deems necessary or appropriate, the Applicant shall permit the placement of the vessel on or near the Navy Pier Subarea

in an appropriate location for public display. The Applicant shall not be responsible for or pay any cost or expense whatsoever involved in the study, the relocation, or for any repair, on-going maintenance, or liability associated with said Norwegian Viking Ship.

24. The Applicant 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 Applicant shall, in its planning for the design and construction of the proposed development, take into consideration the installation of art work as an integral part of interior and exterior spaces. In connection with this requirement, the Applicant shall work with the appropriate representatives of the Public Art Program of the City's Department of Cultural Affairs.

[Exhibits 1 through 38 attached to this Planned Development printed on pages 21684 through 21751 of this Journal.]

The motion to correct *Prevailed.*

Alderman Burke moved to *Approve* said printed Official Journal, as corrected, and to dispense with the reading thereof. The question being put, the motion *Prevailed.*

JOURNAL (August 27, 1992).

The City clerk submitted the printed Official Journal of the Proceedings of the special meeting held on August 27, 1992 at 10:30 A.M., signed by him as such City Clerk.

(Continued on page 21752)

Exhibit 1.
(Page 1 Of 2)

Use And Bulk Regulation Data Sheet.

1. Net Site Area:

-- Aggregate Area:	2,391,450 square feet 54.9 acres
-- Navy Pier Subarea:	30.6 acres
-- Headlands Subarea:	19.0 acres
-- Navy Pier Park Subarea:	5.3 acres

2. General description of permitted uses: In accordance with the Statements of this Planned Development.

3. Maximum permitted floor area ratio: .55

4 Maximum percentage of land covered: In accordance with Site Plans and Site/Landscape Plans, Exhibits 8 through 16, described in Statement 6 of this Planned Development and attached hereto.

5. Maximum number of off-street spaces: 1,200

6. Minimum number of off-street loading spaces: 10

Exhibit 1.
(Page 2 Of 2)

7. Minimum periphery setbacks: In accordance with Site Plans and Site/Landscape Plans, Exhibits 8 through 16, described in Statement 6 of this Planned Development and attached hereto.

8. */ Maximum Roof Height: In accordance with the Elevations, Exhibits 17 through 23, described in Statement 6 of this Planned Development and attached hereto.

9. Maximum Floor Area within the buildings east of the On-Pier Parking devoted to:

   (i) Exposition/Convention Uses: 200,000 square feet.

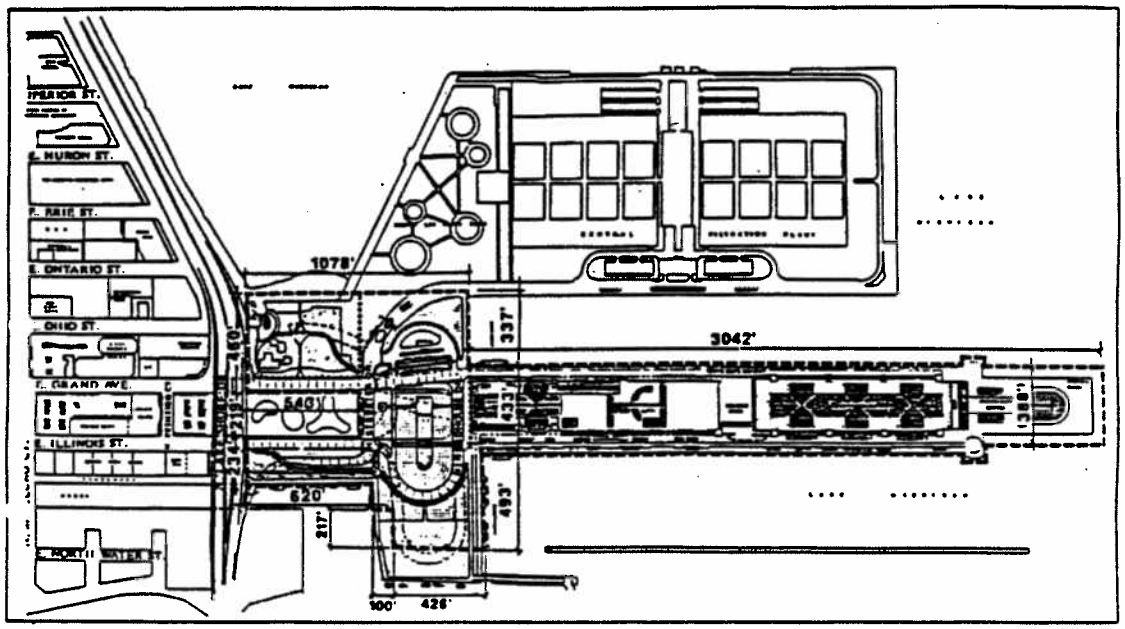
   (ii) Meeting Uses: 90,000 square feet.

---

*/ The maximum height of the ferris wheel is + 180 feet C.C.D.; the maximum height of the flagpole is + 150 feet C.C.D..

Exhibit 2.

Property Line Map.



LEGEND

0 200 400 800

NORTH

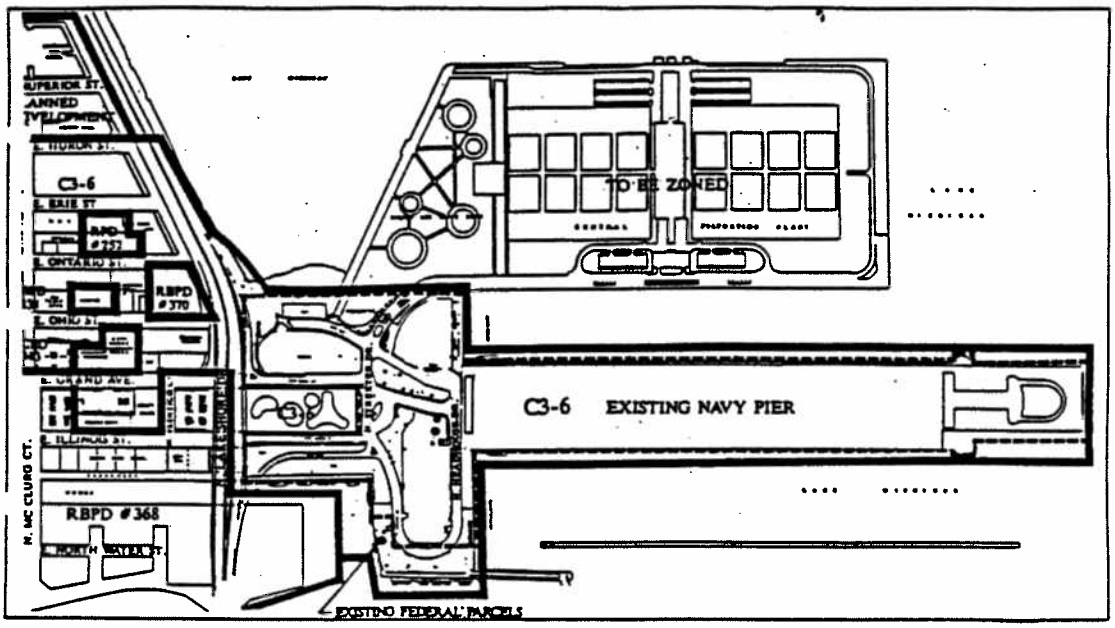
▬▬▬▬ SITE BOUNDARY

•••••••••• SUB - AREA BOUNDARY

APPLICANT:	METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS:	600 EAST GRAND AVENUE CHICAGO, ILLINOIS 60611
SUBMISSION DATE:	MARCH 25, 1992
REVISED DATE:	JUNE 23, 1992

Exhibit 3.

Existing Zoning And Street System Map.



LEGEND

ZONING BOUNDARY

SITE BOUNDARY

APPLICANT:	METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS:	600 EAST GRAND AVENUE CHICAGO, ILLINOIS 60611
SUBMISSION DATE:	MARCH 25, 1992
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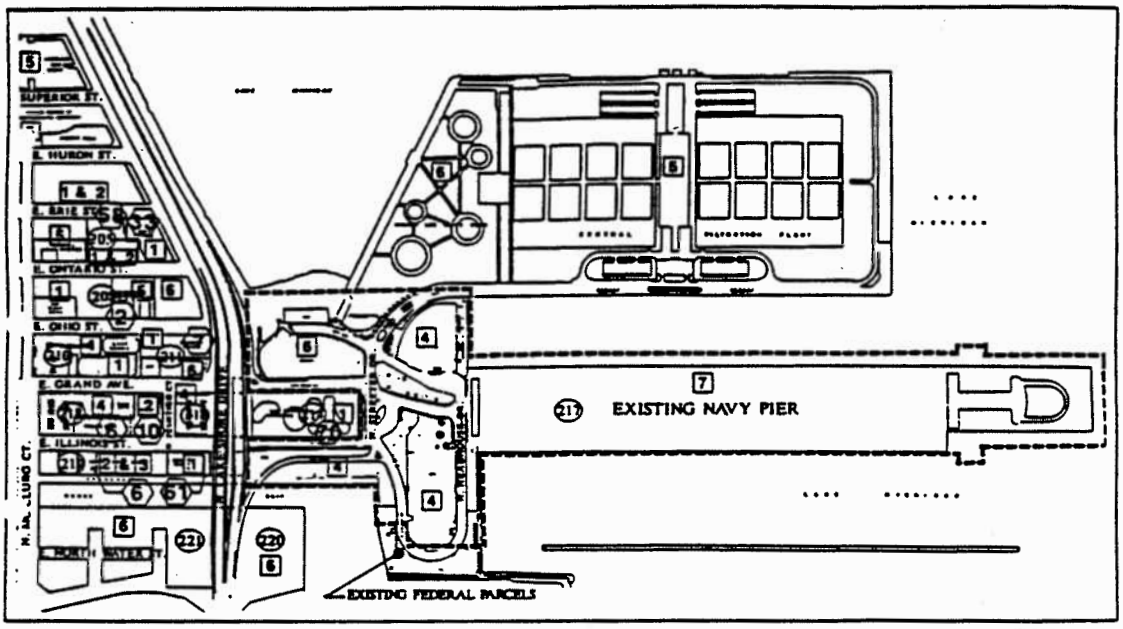
Exhibit 4.

Existing Area Land Use Map.



LEGEND

0 200 400 800

NORTH

- 1 RESIDENTIAL
- 2 OFFICE
- 3 RETAIL
- 4 PARKING
- 5 INSTITUTIONS
- 6 OPEN SPACE
- 7 NAVY PIER

SITE BOUNDARY

217 BLOCK NUMBER

OF STORIES FOR EXISTING STRUCTURE

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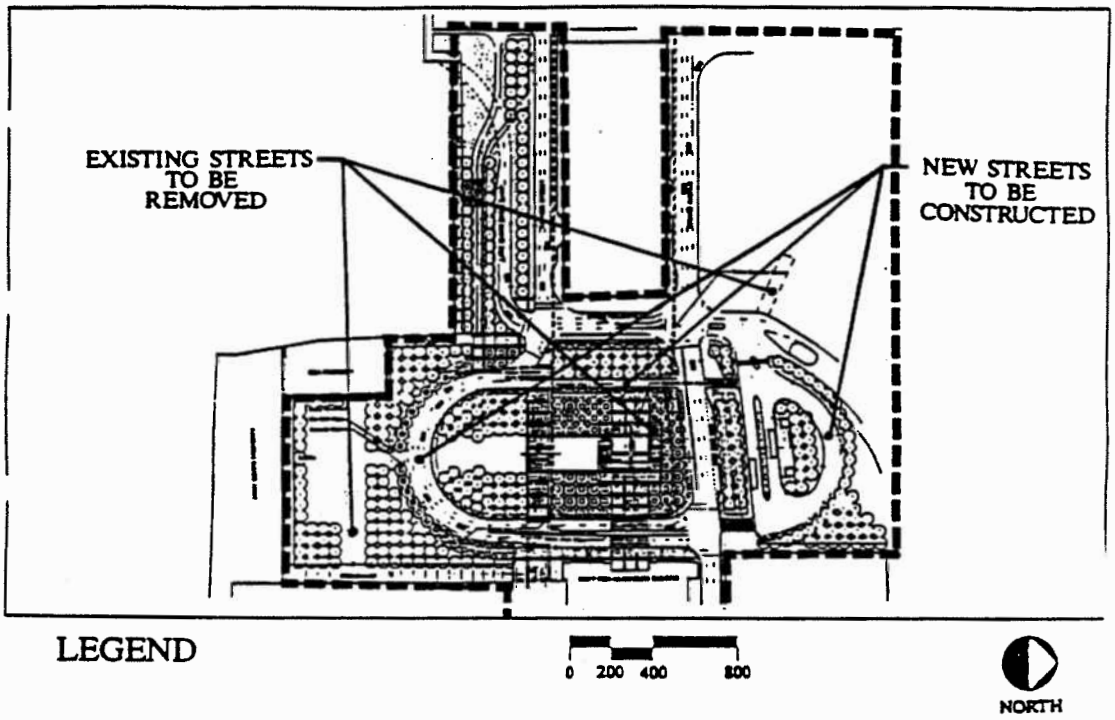
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

Exhibit 5.

Roadway Network Map.



APPLICANT:	METROPOLITAN PIER AND EXPOSITION AUTHORITY
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	CHICAGO, ILLINOIS 60611
SUBMISSION DATE:	MARCH 25, 1992
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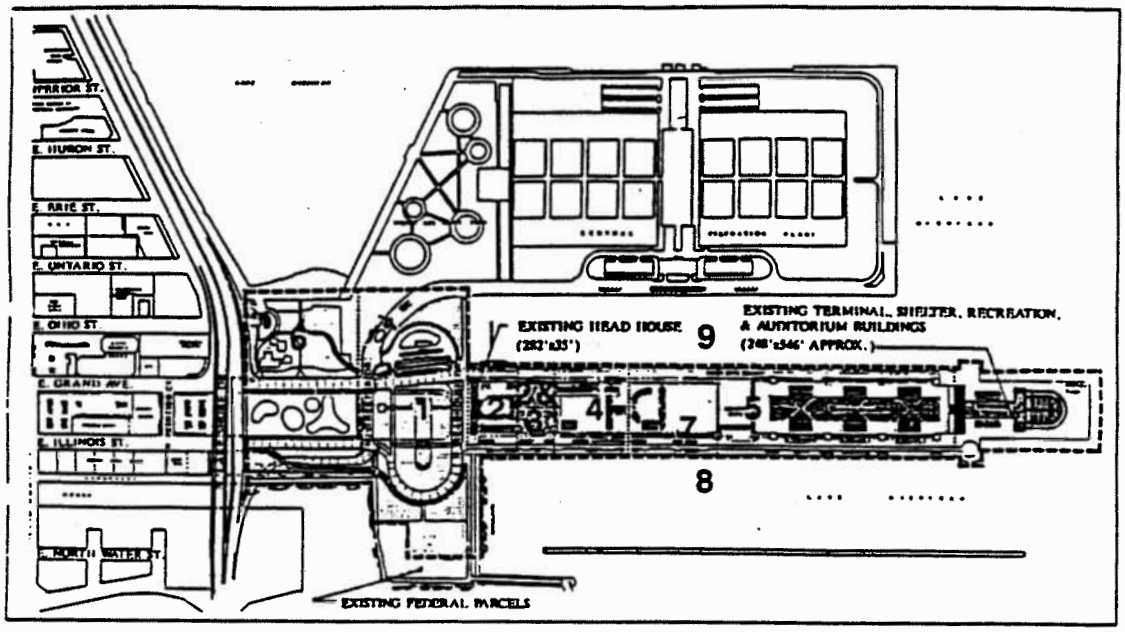
Exhibit 6.

Generalized Land Use Plan.



LEGEND

1. PARKLAND & GARDENS (HEADLANDS)
2. PUBLIC, CULTURAL & COMMERCIAL USES (FAMILY PAVILION)
3. ENCLOSED PUBLIC SPACE (CRYSTAL GARDEN)
4. OPEN SPACE FOR CULTURAL, RECREATIONAL, AND ENTERTAINMENT USES (ENCLOSED PARKING AT GROUND LEVEL. ON - PIER PARK)
5. MULTI-PURPOSE EXPOSITION, MEETING & RECEPTION FUNCTIONS (ENCLOSED PARKING AT GROUND LEVEL. FESTIVAL HALL)
6. PARKLAND (NAVY PIER PARK)
7. FUTURE DEVELOPMENT ZONE
8. SOUTH PROMENADE
9. NORTH PROMENADE

0 200 400 800

NORTH

SITE BOUNDARY

EXISTING STUCTURES TO REMAIN

SUB - AREA BOUNDARY

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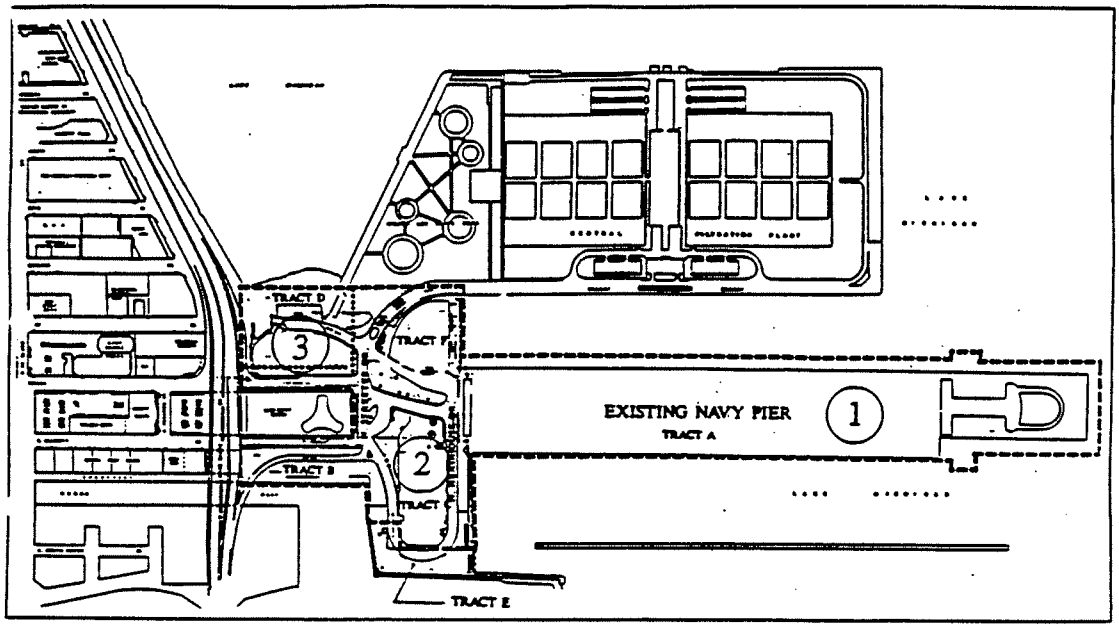
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

Exhibit 7.

Sub-Area Map.



LEGEND

▬▬▬▬ SITE BOUNDARY

•••••••••• SUB AREA BORDER

SUB AREA (1) NAVY PIER (TRACT A)

SUB AREA (2) HEADLANDS (INCLUDING AREA ADJACENT TO OGEN SLIP, TRACTB,C, AND F)

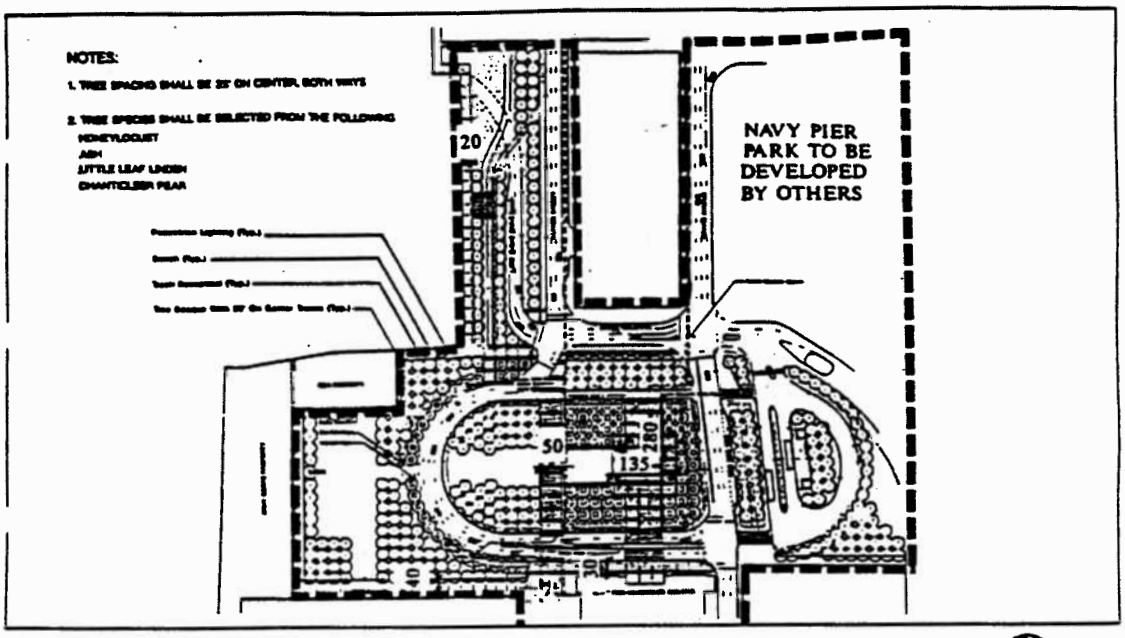
SUB AREA (3) NAVY PIER PARK (TRACT D)

TRACT "E" - EXISTING FEDERAL PARCELS, NOT PART OF PLANNED DEVELOPMENT

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

Exhibit 8.

Site/Landscape Plan -- Headlands Subarea.



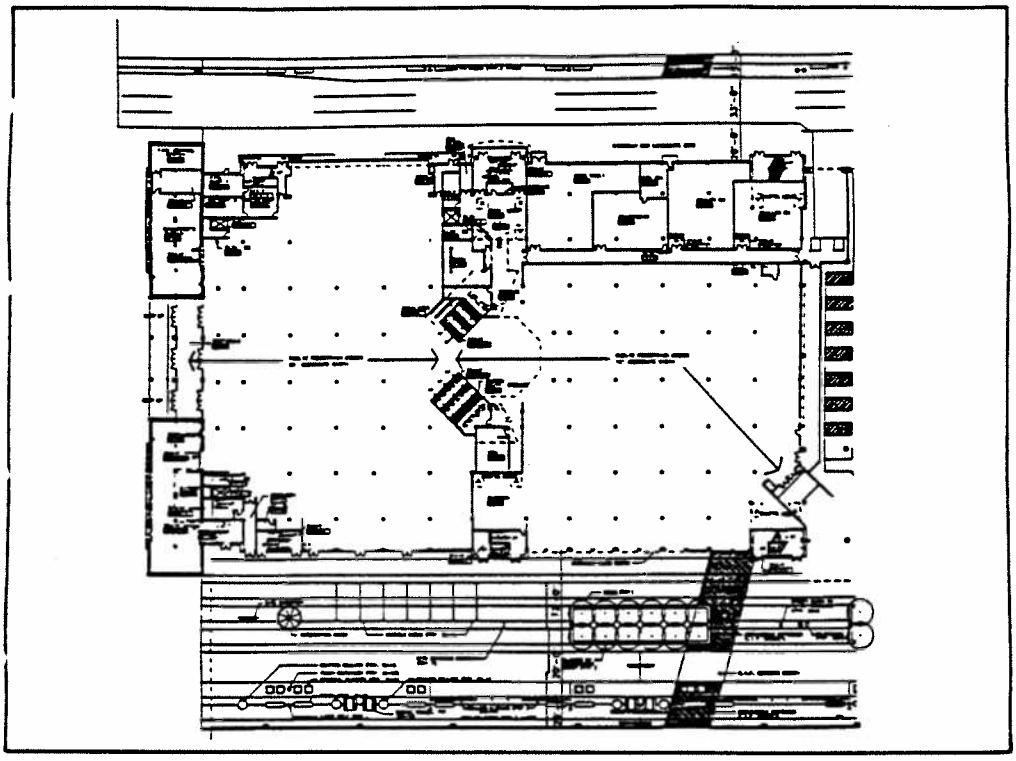
LEGEND

SITE BOUNDARY

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

Exhibit 11.

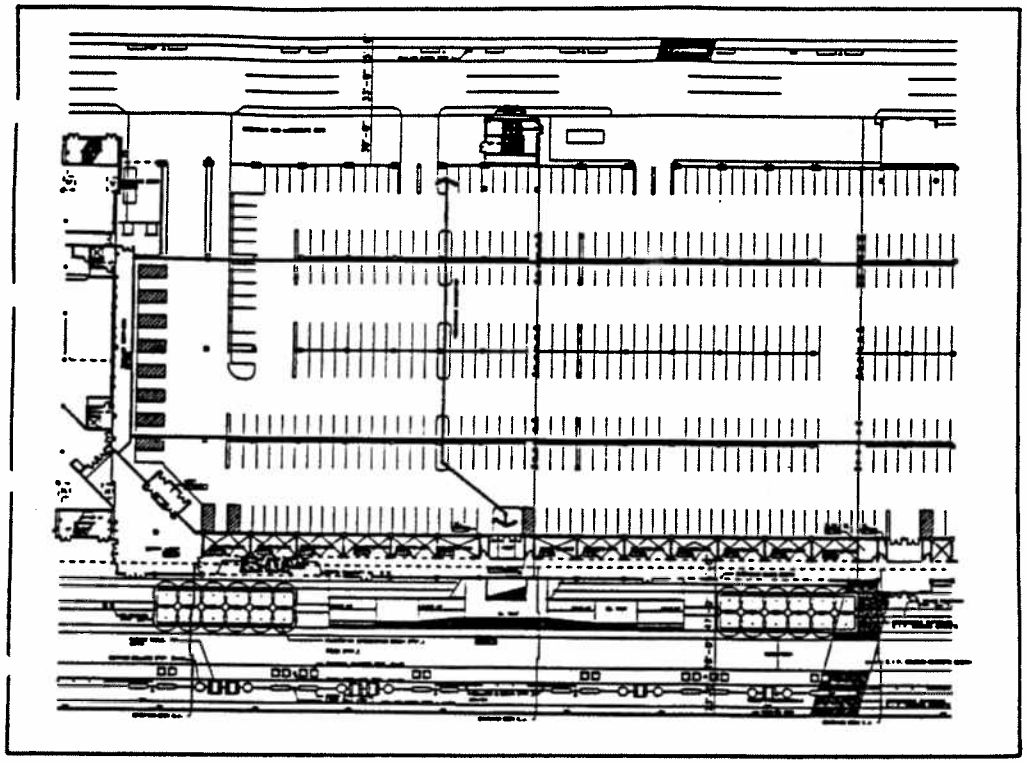
Site Plan -- Navy Pier -- Zone 1.



APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

Exhibit 12.

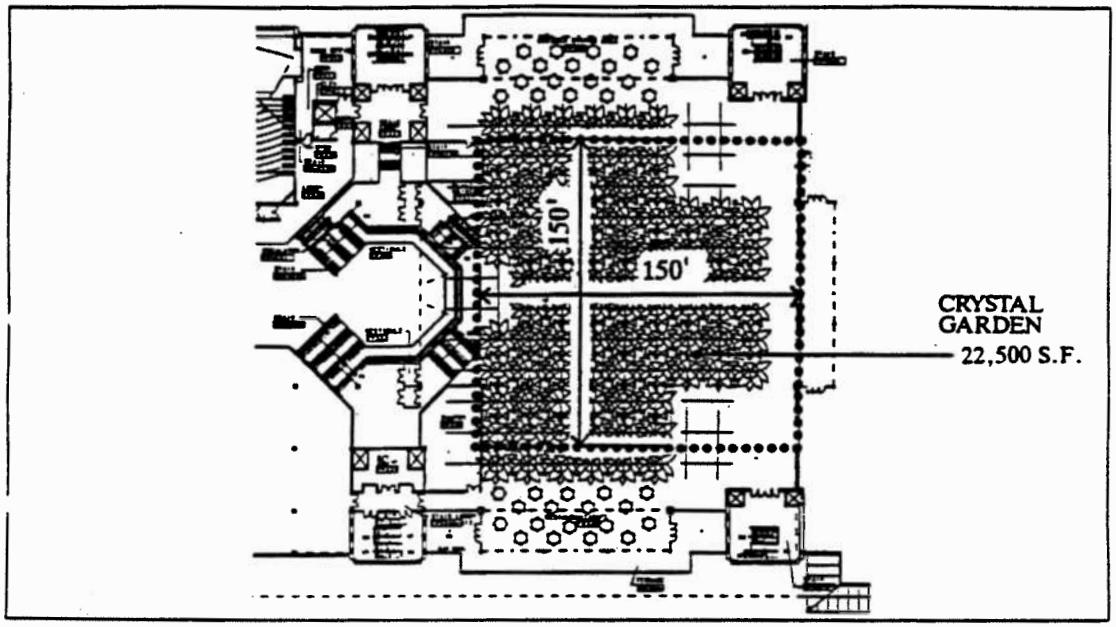
Site Plan -- Navy Pier -- Zone 2.



APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

Exhibit 9.

Site/Landscape Plan -- Crystal Garden.



LEGEND

94 PALM TREES: 'WASHINGTONIA' VARIETY TO BE 32' PLANTED HEIGHT (TOP OF ROOT BALL TO TOP OF PRONDS) 15' O.C.

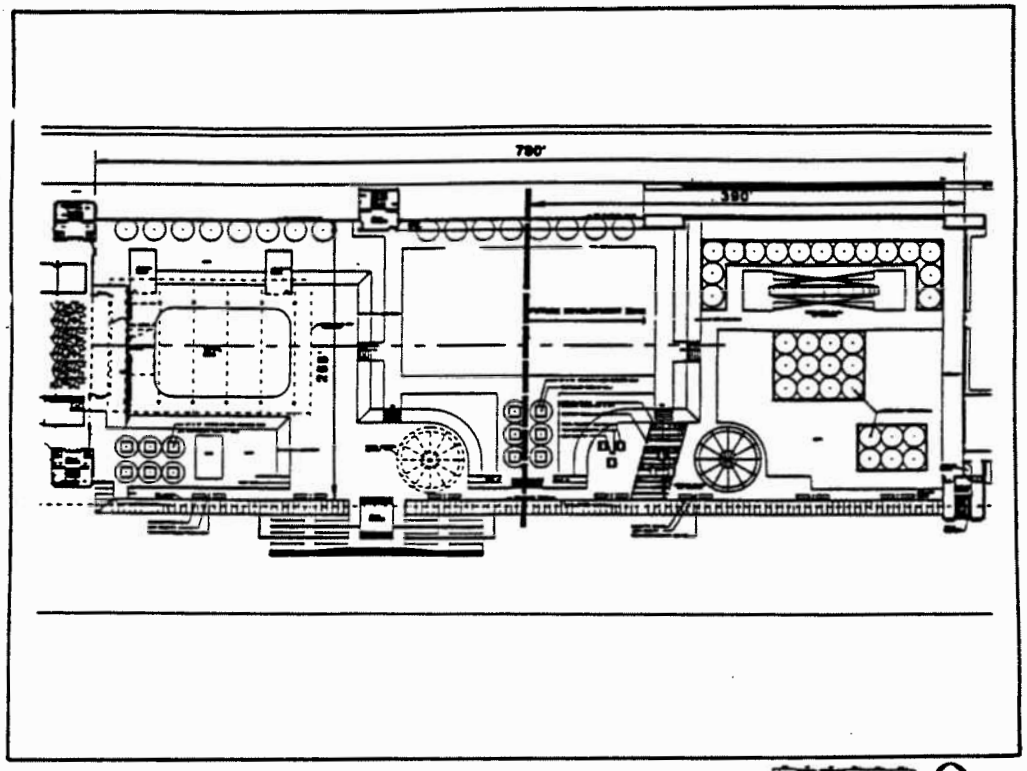
PLAN DEPICTS GENERAL ARRANGEMENT OF TREES IN CRYSTAL GARDEN. GROUND PLANE PLANTINGS ARE NOT SHOWN. GENERAL PARK SEATING TO BE PROVIDED AT BASE OF PLANTERS & DISPERSED THROUGHOUT GARDEN.

SEE SECOND LEVEL PLAN FOR EXTERIOR LANDSCAPING ON PIER.

APPLICANT:	METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS:	600 EAST GRAND AVENUE CHICAGO, ILLINOIS 60611
SUBMISSION DATE:	MARCH 25, 1992
REVISED DATE:	JUNE 23, 1992

Exhibit 10.

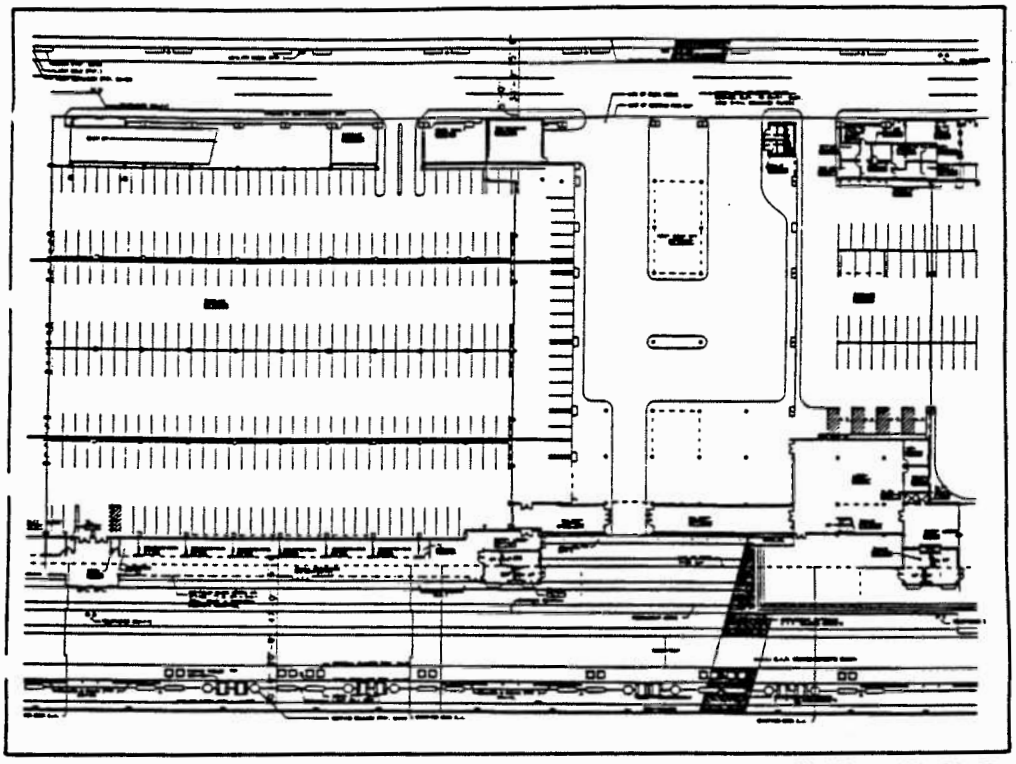
Site/Landscape Plan -- On-Pier Parking.



APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

Exhibit 13.

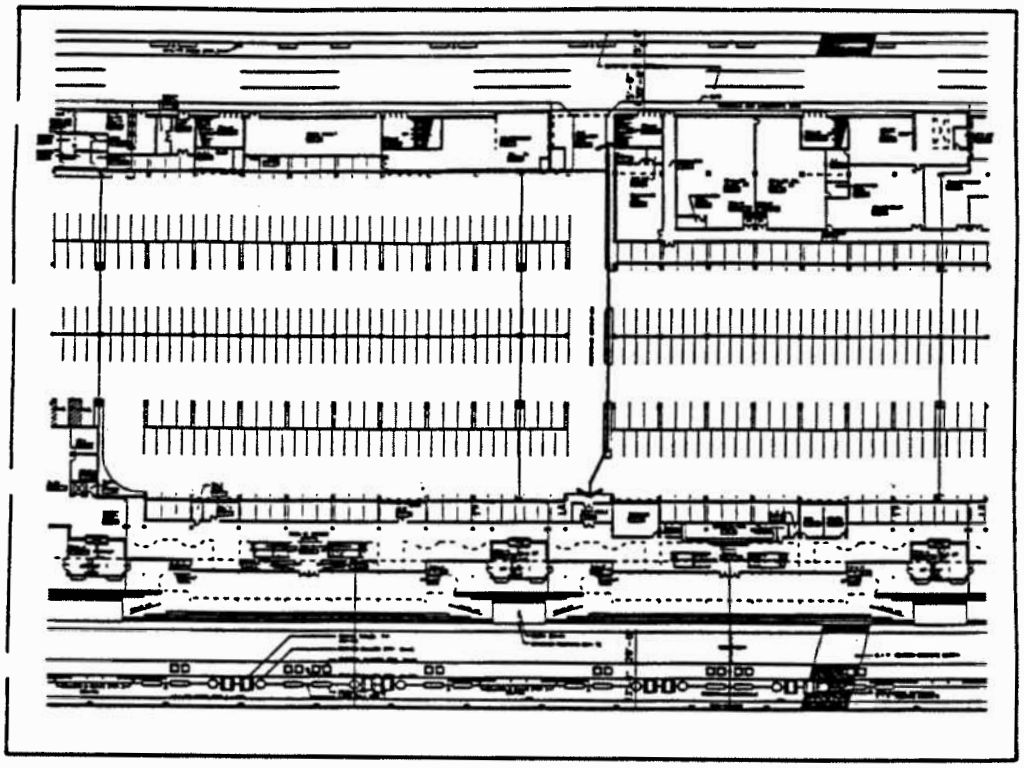
Site Plan -- Navy Pier -- Zone 3.



APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
;VISED DATE: JUNE 23, 1992

Exhibit 14.

Site Plan -- Navy Pier -- Zone 4.



APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
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SUBMISSION DATE: MARCH 25, 1992
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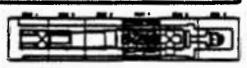
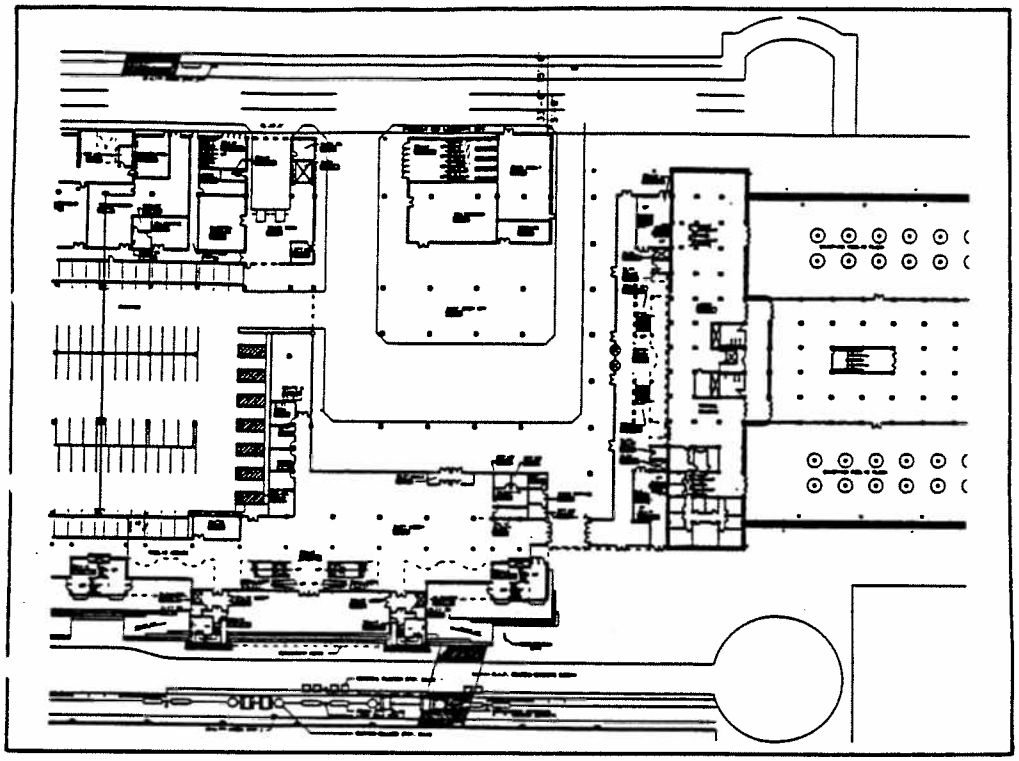


Exhibit 15.

Site Plan -- Navy Pier -- Zone 5.



APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
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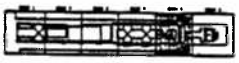
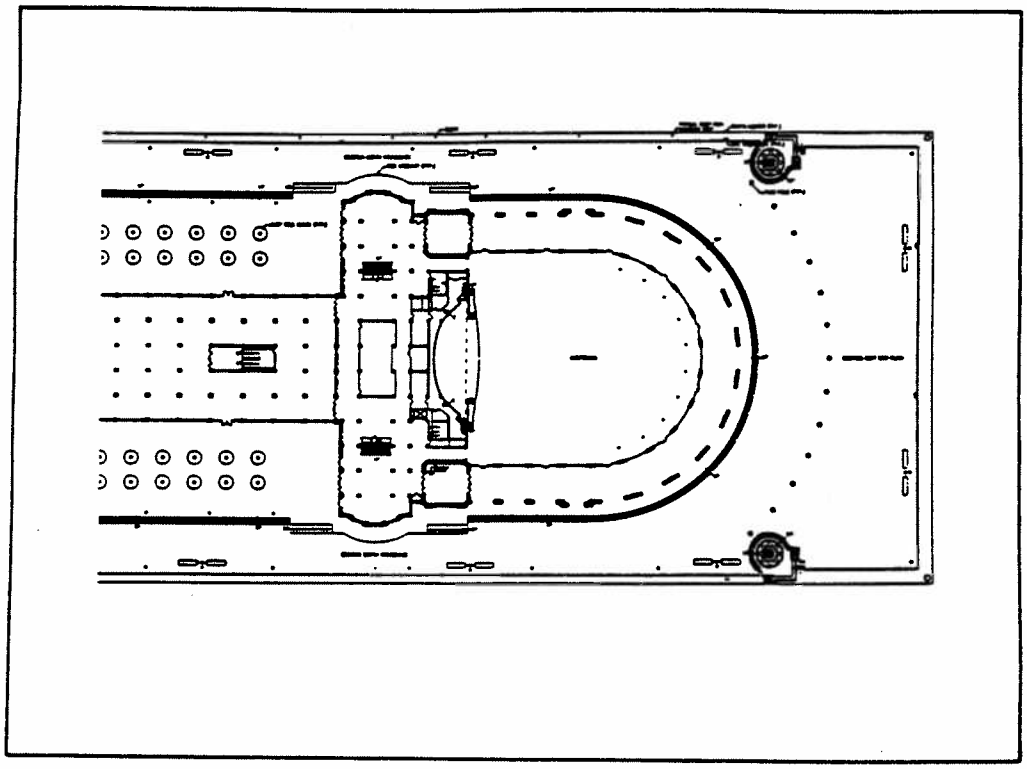


Exhibit 16.

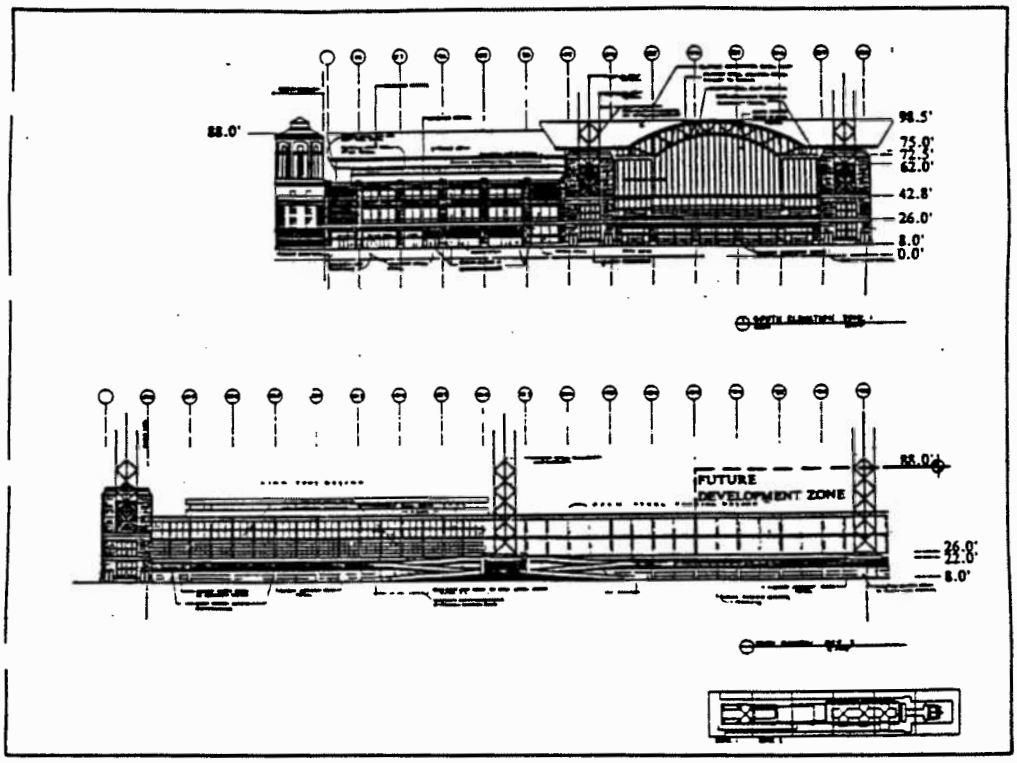
Site Plan -- Navy Pier -- Zone 6.



APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
F ISED DATE: JUNE 23, 1992

Exhibit 17.

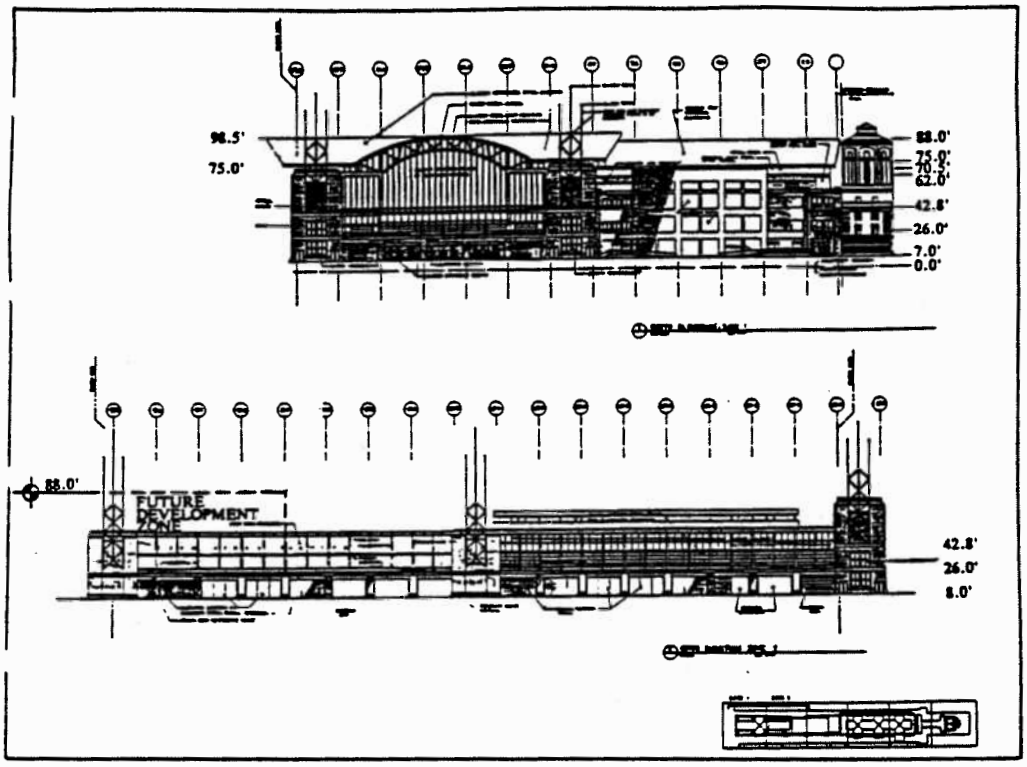
South Elevation -- Navy Pier Zones 1 And 2.



APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
'BMISSION DATE: MARCH 25, 1992
..EVISED DATE: JUNE 23, 1992

Exhibit 18.

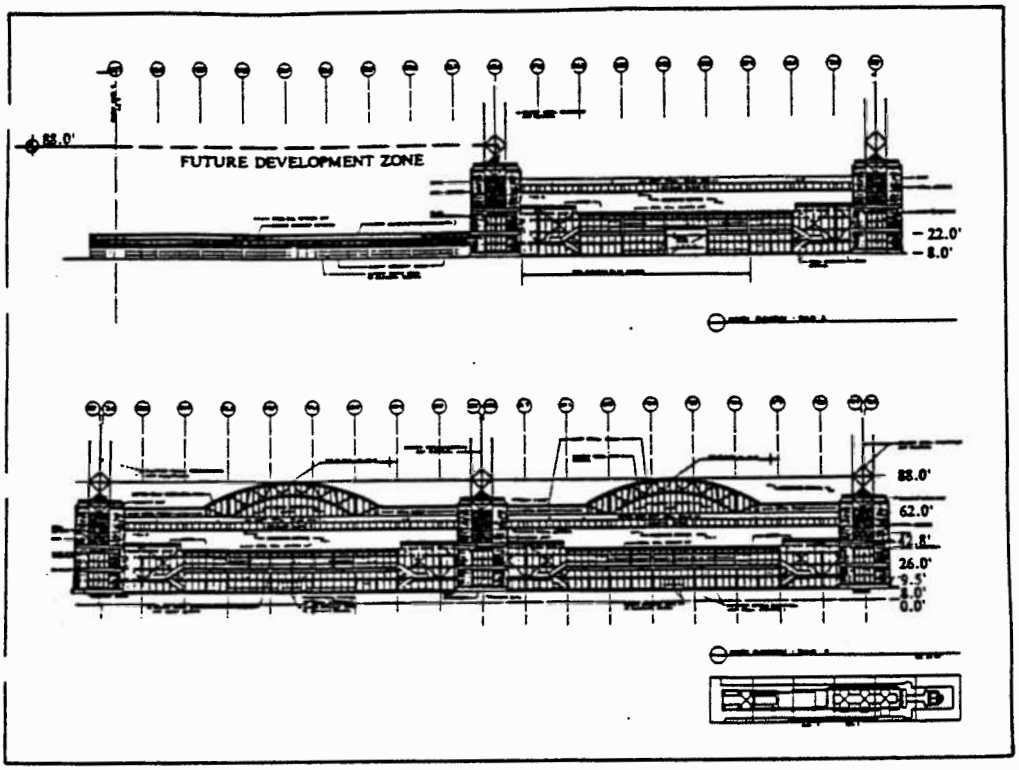
North Elevation -- Navy Pier Zones 1 And 2.



APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

Exhibit 19.

South Elevation -- Navy Pier Zones 3 And 4.



APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
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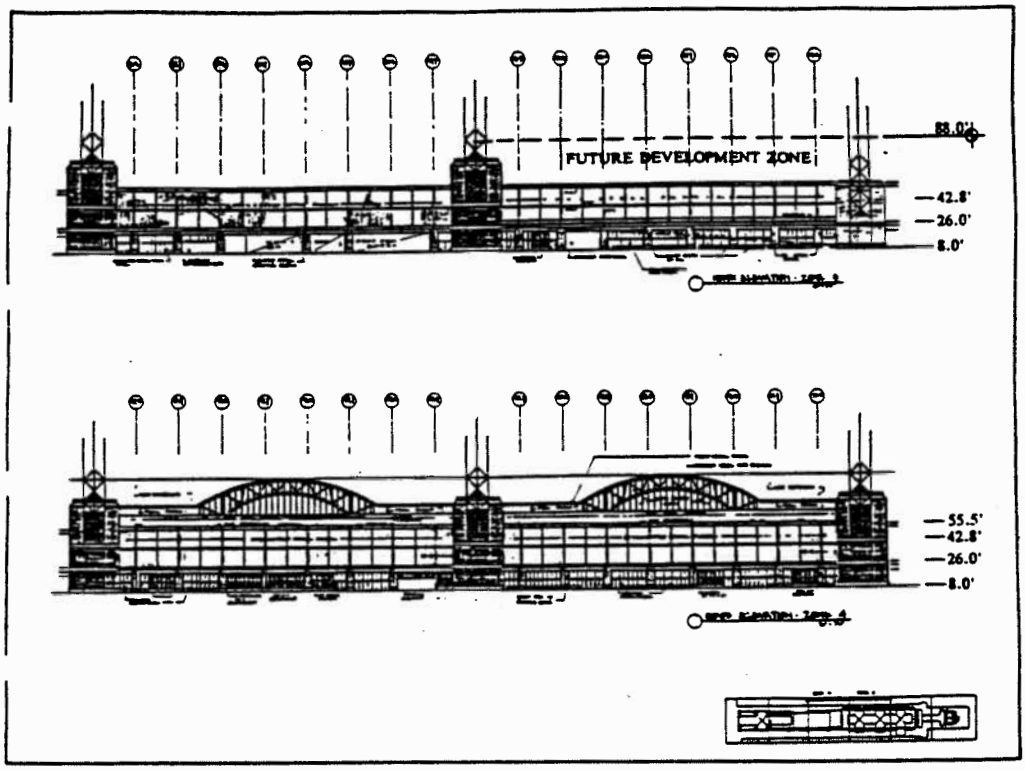
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

Exhibit 20.

North Elevation -- Navy Pier Zones 3 And 4.



APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
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CHICAGO, ILLINOIS 60611
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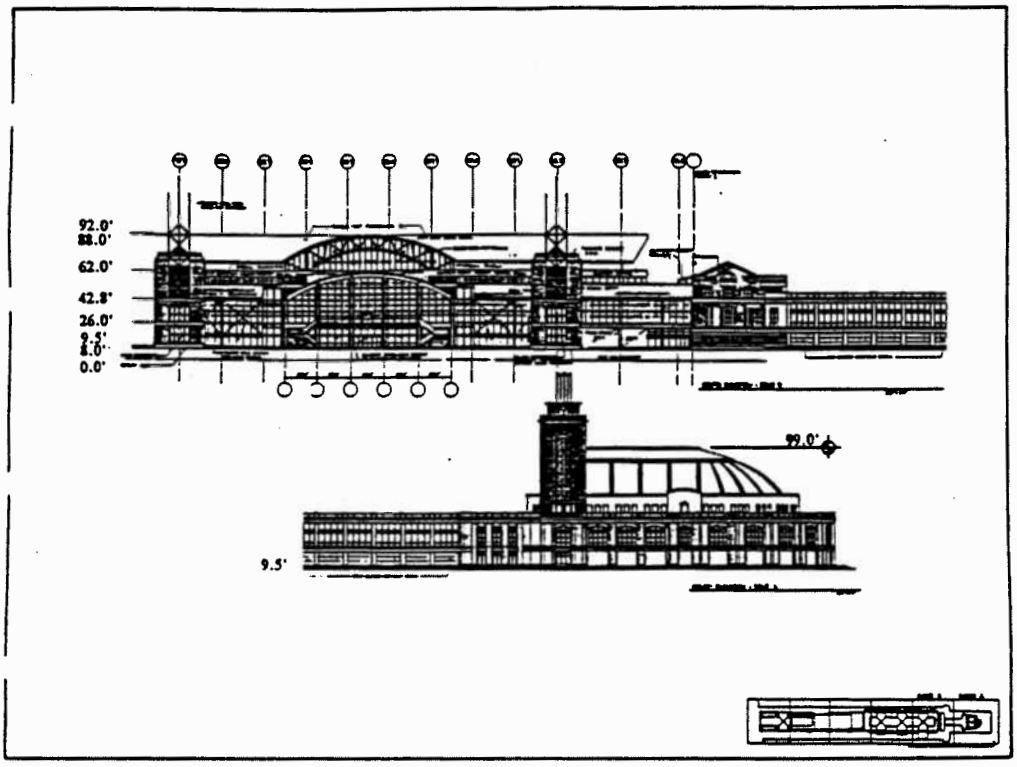
Exhibit 21.

South Elevation -- Navy Pier Zones 5 And 6.



APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
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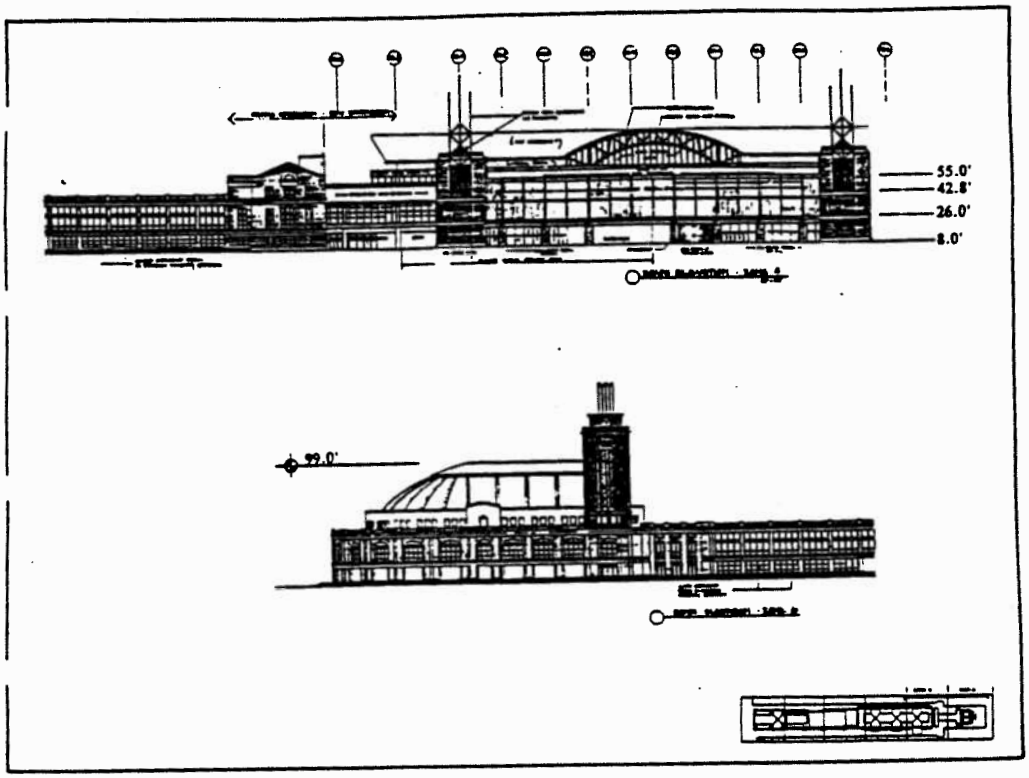
REVISED DATE: JUNE 23, 1992

Exhibit 22.

North Elevation -- Navy Pier Zones 5 And 6.



APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
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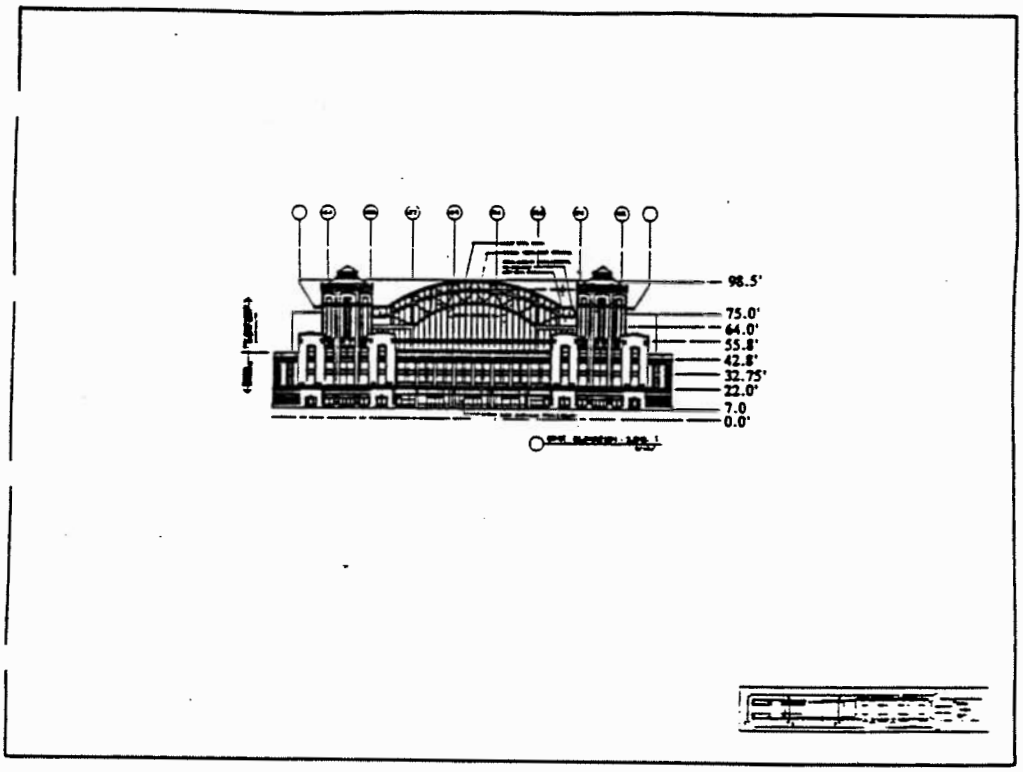
CHICAGO, ILLINOIS 60611
'BMISSION DATE: MARCH 25, 1992
nCVISED DATE: JUNE 23, 1992

Exhibit 23.

Elevation -- Headhouse.



APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
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CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
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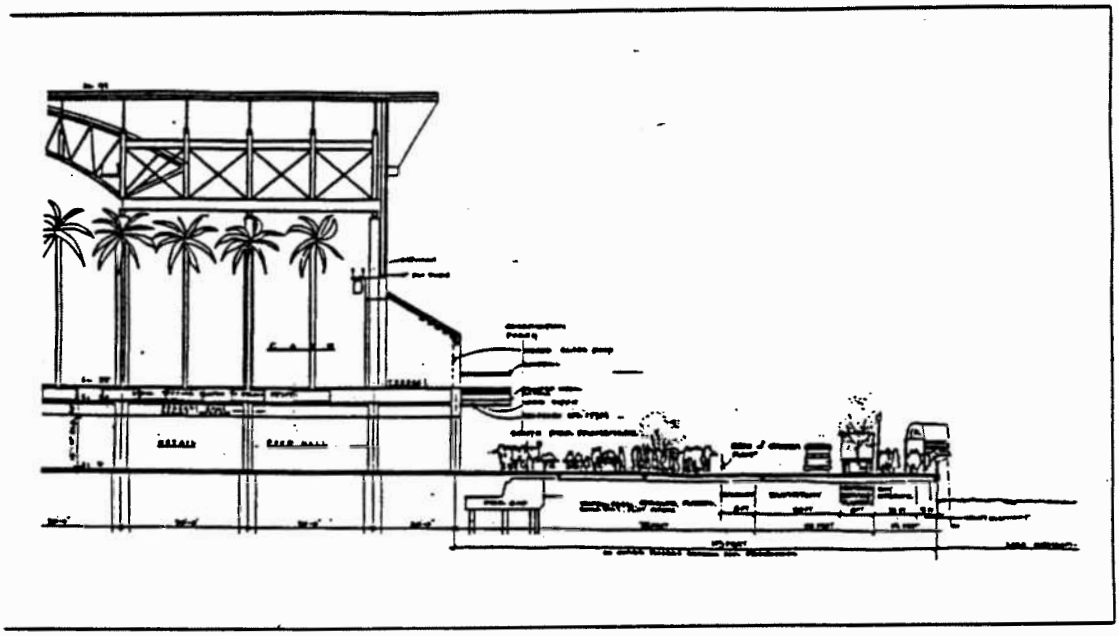
Exhibit 24.

Section -- South Dock At Family Pavilion.



LEGEND

APPLICANT:	METROPOLITAN PIER AND EXPOSITION AUTHORITY
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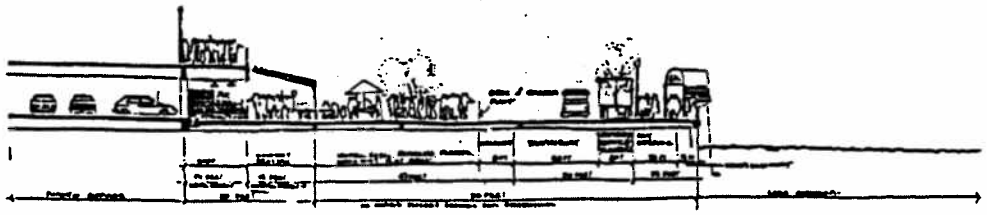
	CHICAGO, ILLINOIS 60611
SUBMISSION DATE:	MARCH 25, 1992
REVISED DATE:	JUNE 23, 1992

Exhibit 25.

Section -- South Dock At Walkway.

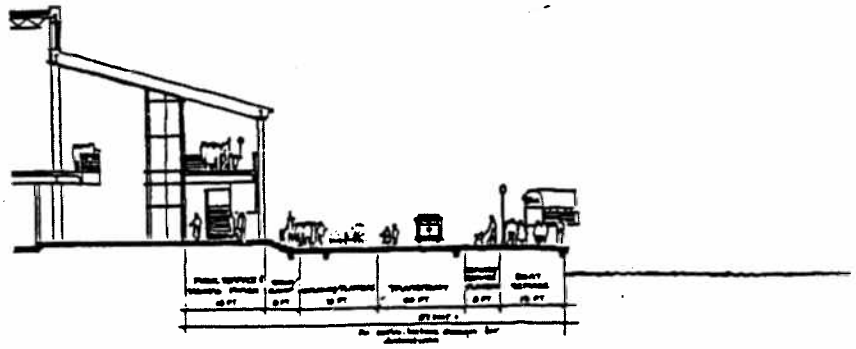


LEGEND

APPLICANT:	METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS:	600 EAST GRAND AVENUE
	CHICAGO, ILLINOIS 60611
SUBMISSION DATE:	MARCH 25, 1992
REVISED DATE:	JUNE 23, 1992

Exhibit 26.

Section -- South Dock At Festival Hall.



LEGEND

APPLICANT:	METROPOLITAN PIER AND EXPOSITION AUTHORITY
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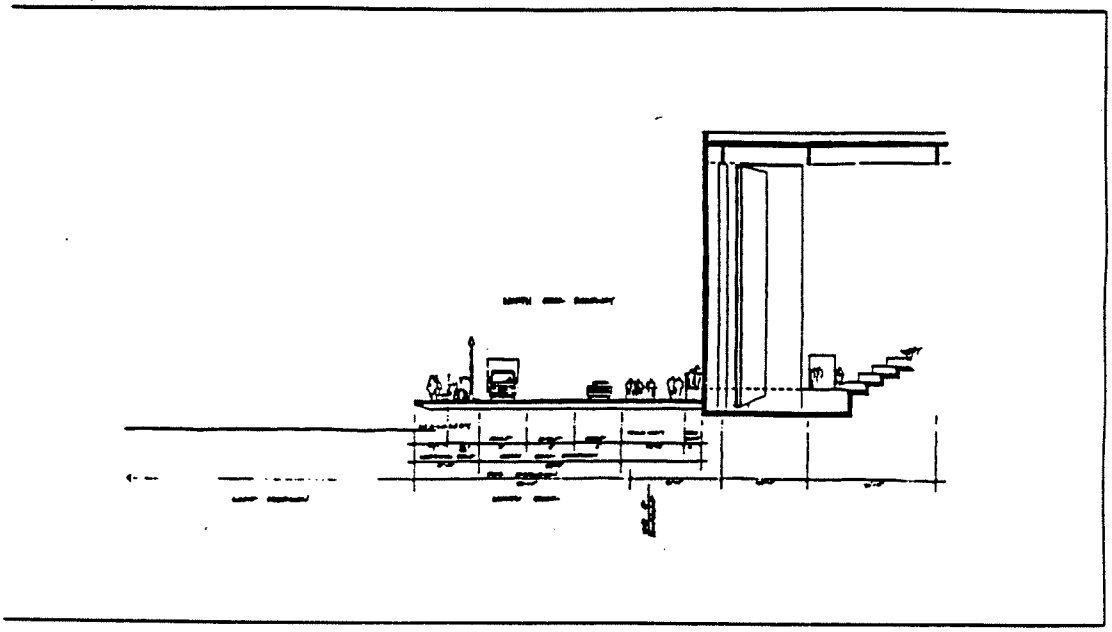
	CHICAGO, ILLINOIS 60611
SUBMISSION DATE:	MARCH 25, 1992
REVISED DATE:	JUNE 23, 1992

Exhibit 27.

Section -- North Dock At Family Pavilion.



LEGEND

APPLICANT:	METROPOLITAN PIER AND EXPOSITION AUTHORITY
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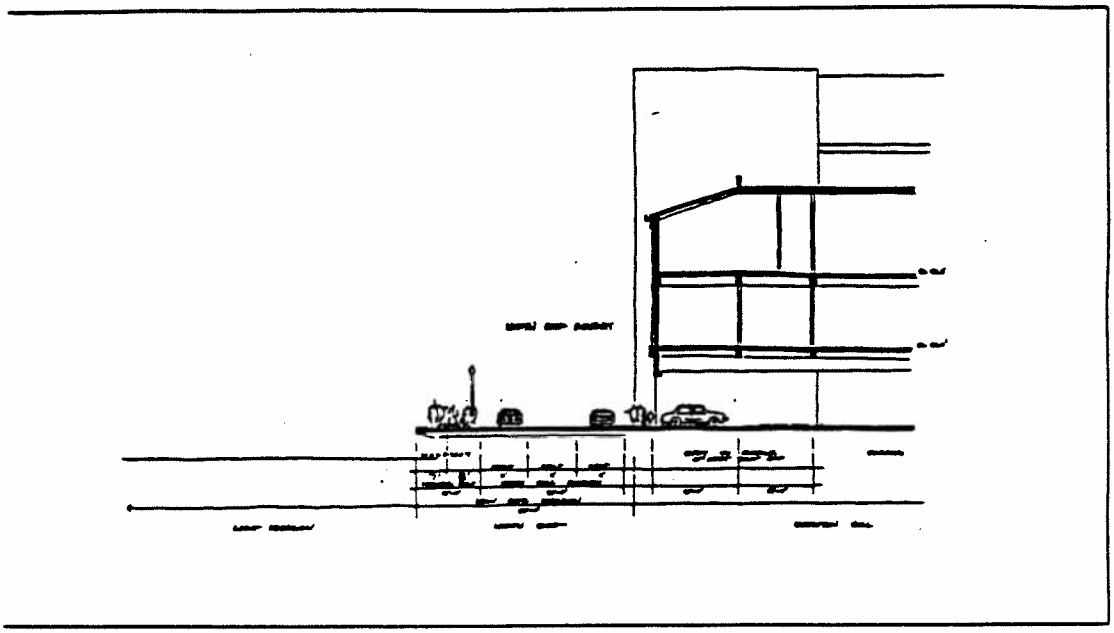
SUBMISSION DATE:	MARCH 25, 1992
REVISED DATE:	JUNE 23, 1992

Exhibit 28.

Section -- North Dock At Festival Hall.



LEGEND

APPLICANT:	METROPOLITAN PIER AND EXPOSITION AUTHORITY
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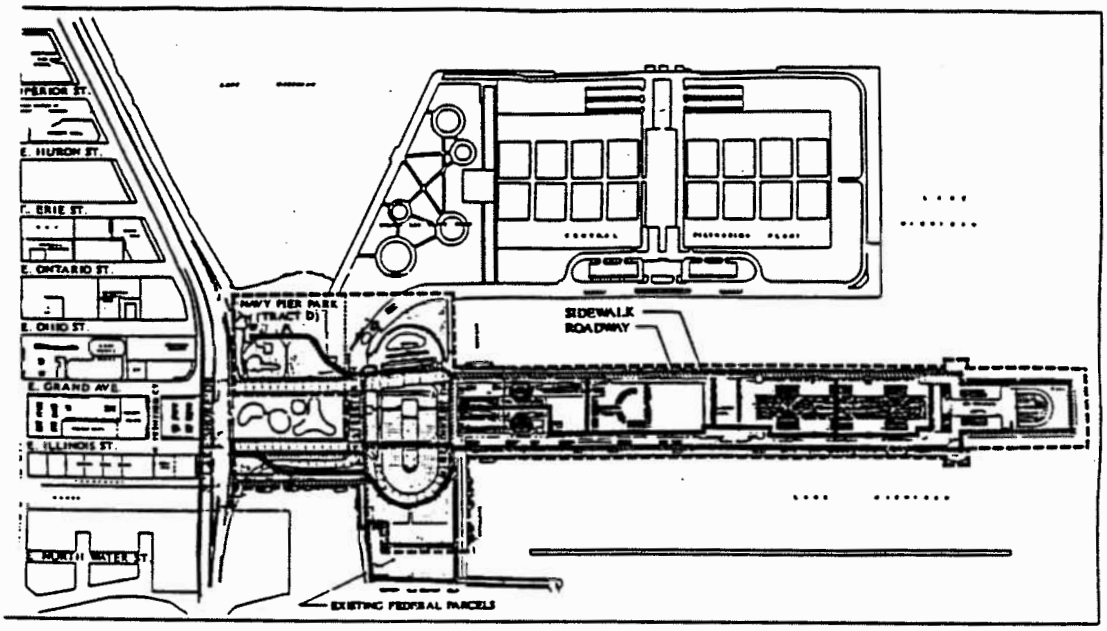
REVISED DATE:	JUNE 23, 1992

Exhibit 29.

Pedestrian Circulation Plan.



LEGEND

0 200 400 800

NORTH

SITE BOUNDARY

INTERIOR PEDESTRIAN CIRCULATION

EXTERIOR PEDESTRIAN CIRCULATION

APPLICANT:	METROPOLITAN PIER AND EXPOSITION AUTHORITY
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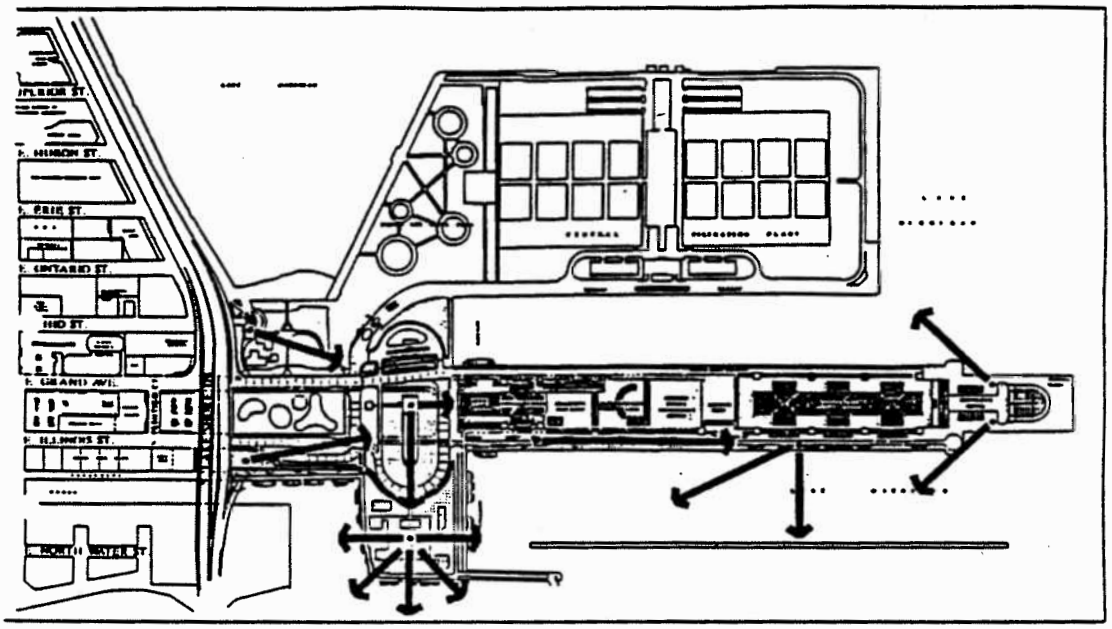
Exhibit 30.

View Corridors.



LEGEND

0 200 400 800

NORTH

VIEW CORRIDOR

APPLICANT:	METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS:	600 EAST GRAND AVENUE
	CHICAGO, ILLINOIS 60611
SUBMISSION DATE:	MARCH 25, 1992
REVISED DATE:	JUNE 23, 1992

Exhibit 31.

Auto/Taxi Circulation Plan.

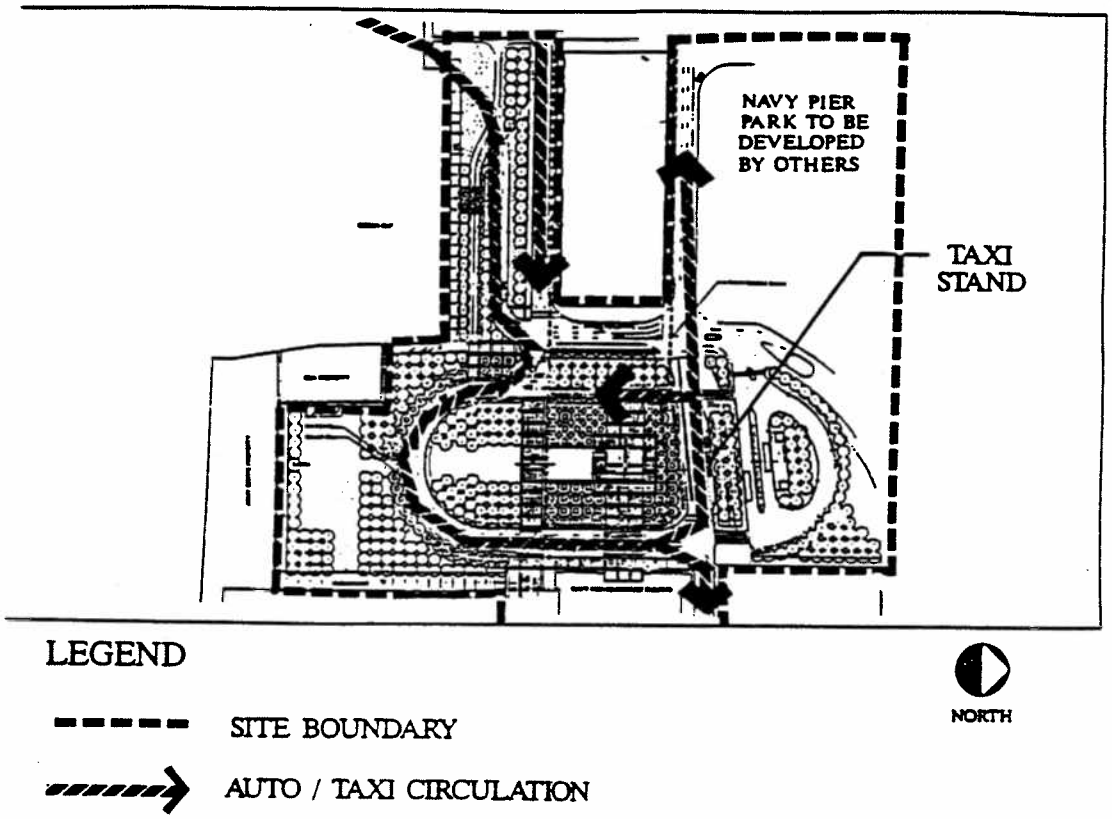


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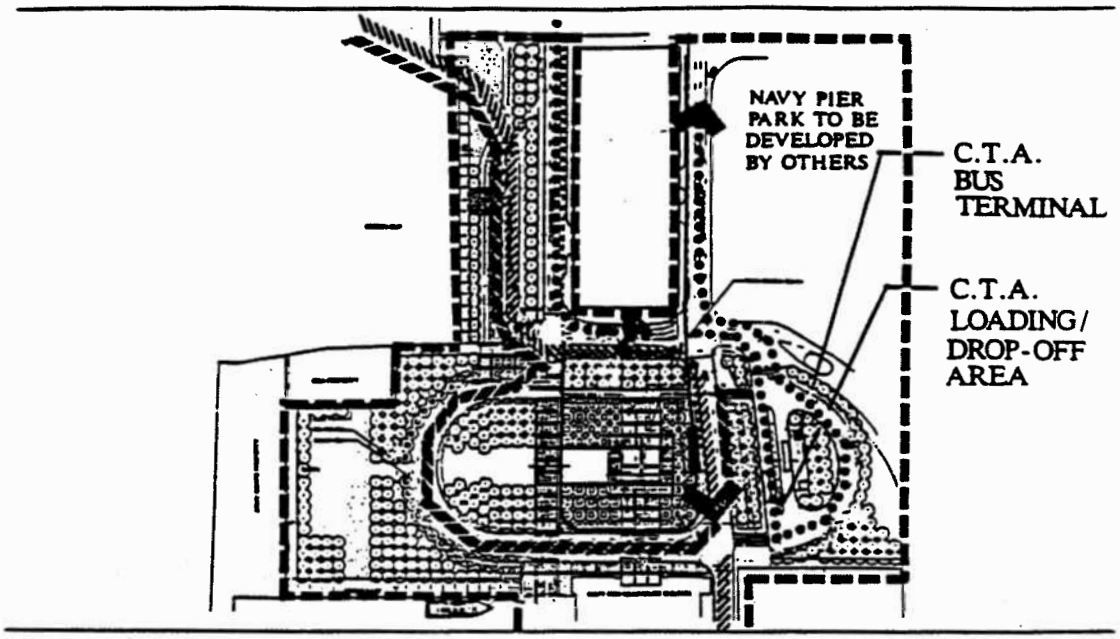
Exhibit 32.

Bus/Transit Circulation Plan.



LEGEND

NORTH

SITE BOUNDARY

BUS / TRANSIT CIRCULATION

PRIVATE SHUTTLE BUS CIRCULATION

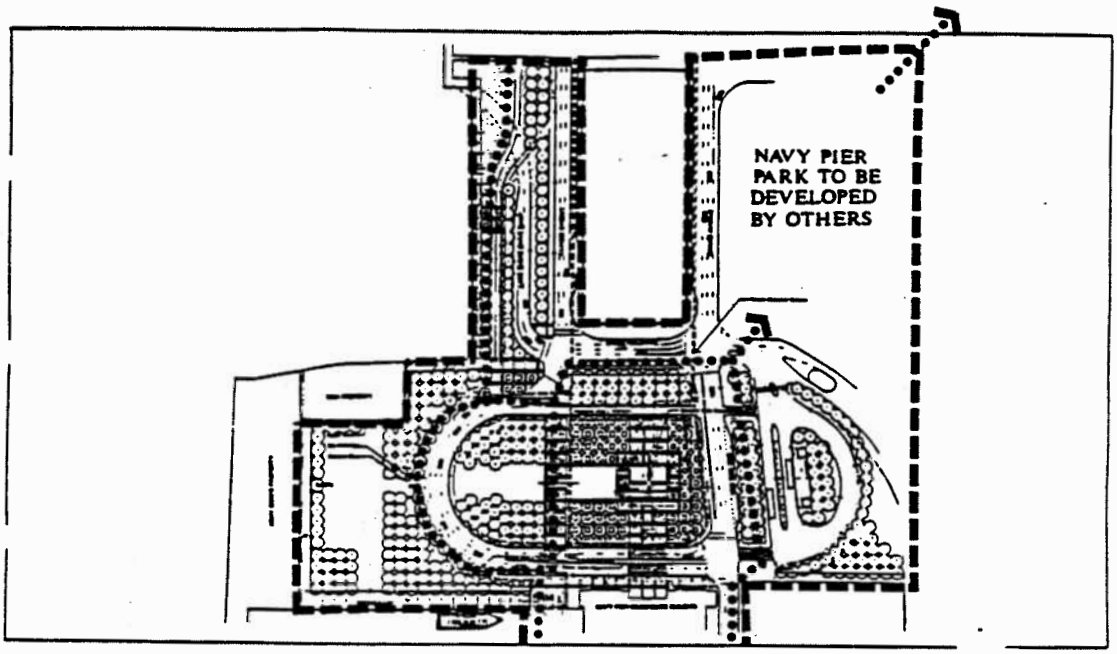
REMOTE PARKING SHUTTLE BUS

PROPOSED TRANSIT CIRCULATOR ROUTE AND STATION LOCATION

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

Exhibit 33.

Bicycle Circulation Plan.



LEGEND

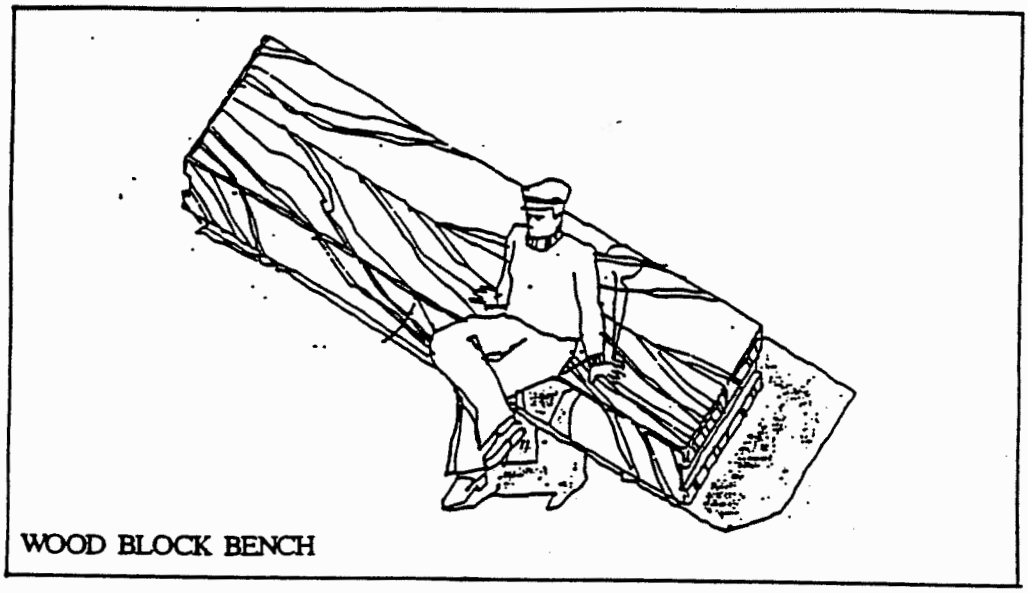
SITE BOUNDARY

BICYCLE CIRCULATION

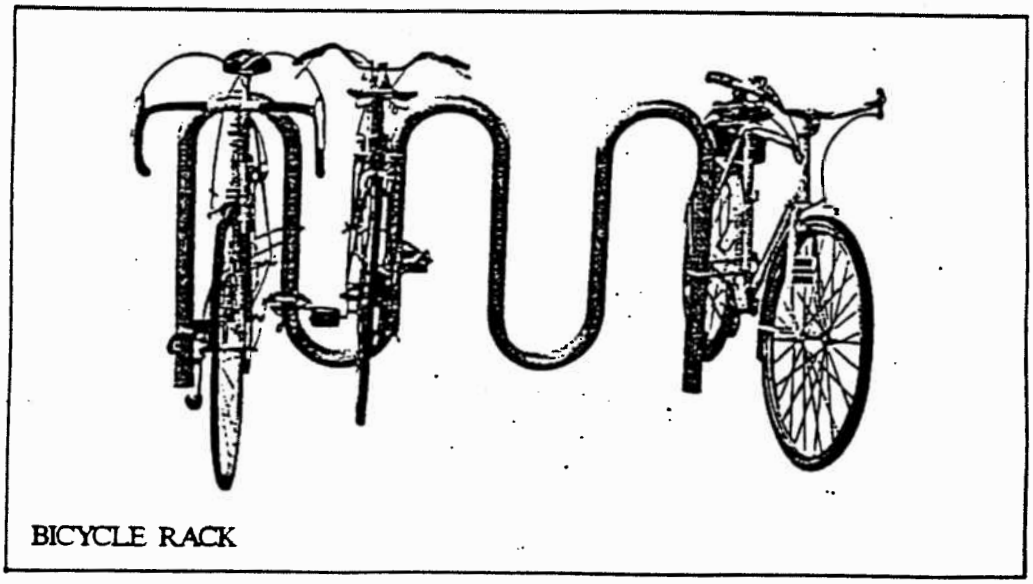
APPLICANT:	METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS:	600 EAST GRAND AVENUE
	CHICAGO, ILLINOIS 60611
SUBMISSION DATE:	MARCH 25, 1992
REVISED DATE:	JUNE 23, 1992

Exhibit 34.

Typical Street Furniture.
(Page 1 Of 5)



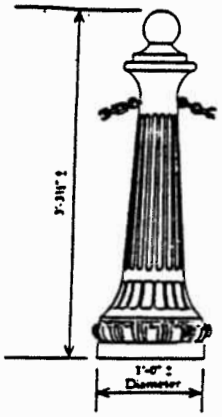
WOOD BLOCK BENCH



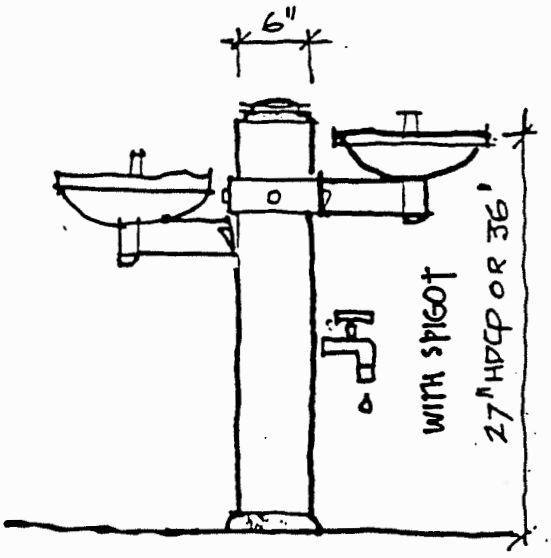
BICYCLE RACK

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

Typical Street Furniture.
(Page 2 Of 5)



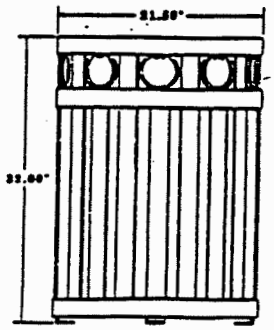
BOLLARD WITH CHAIN



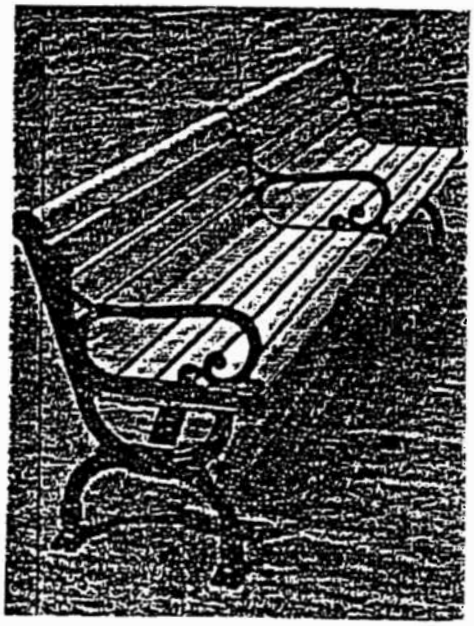
DRINKING FOUNTAIN

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

Typical Street Furniture.
(Page 3 Of 5)



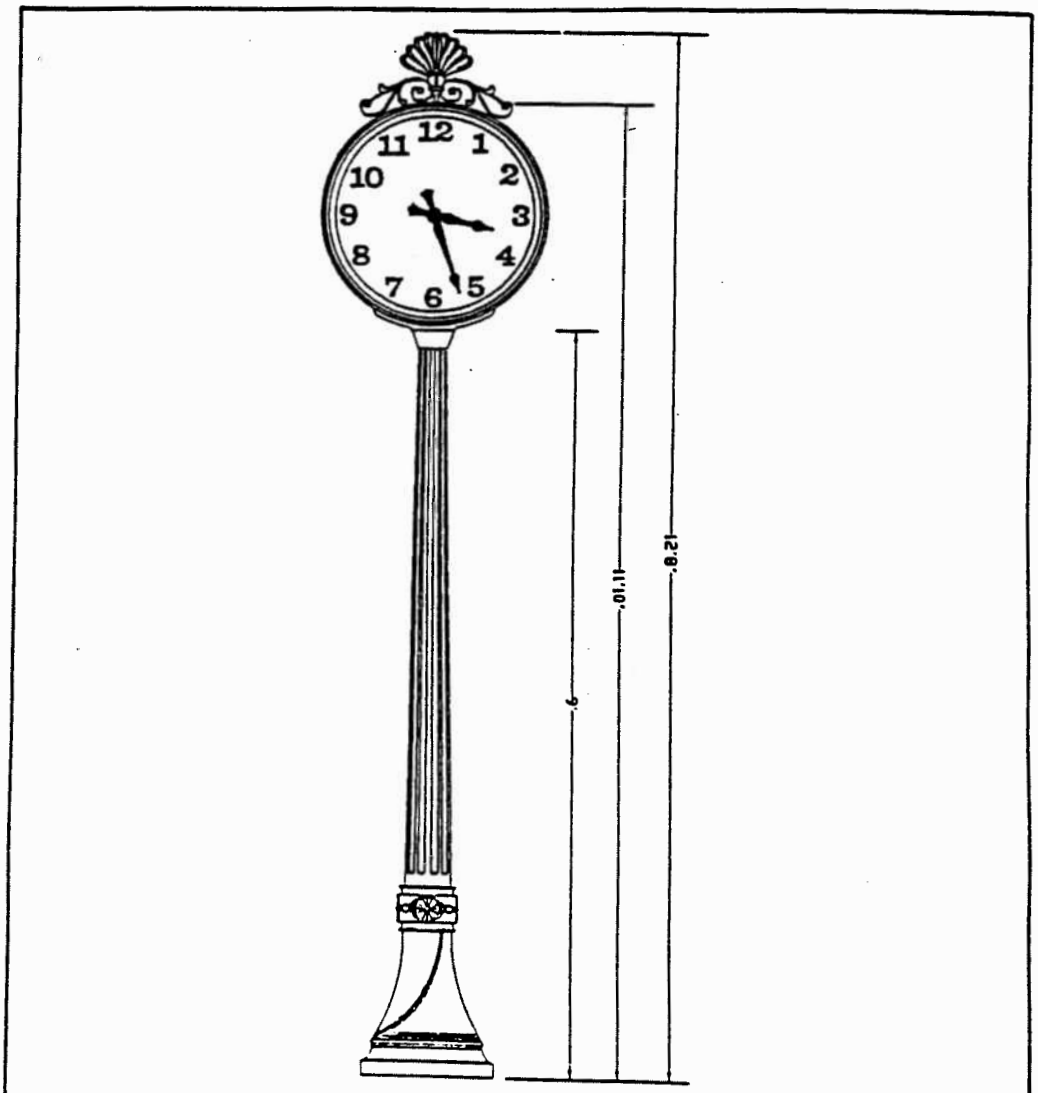
TRASH RECEPTACLE



BENCH : WOOD SLAT

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

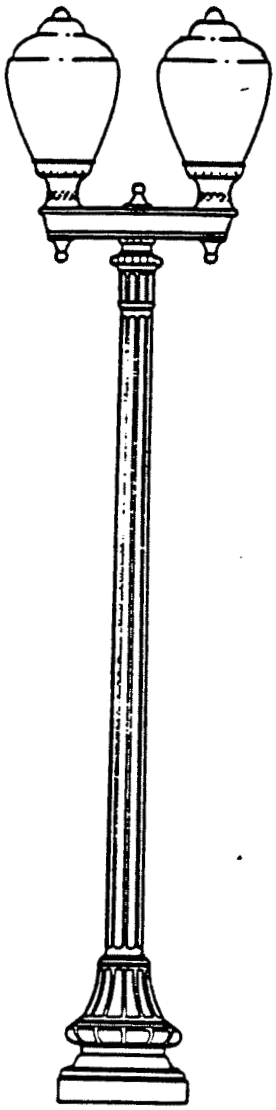
Typical Street Furniture.
(Page 4 Of 5)



CLOCK

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

Typical Street Furniture.
(Page 5 Of 5)

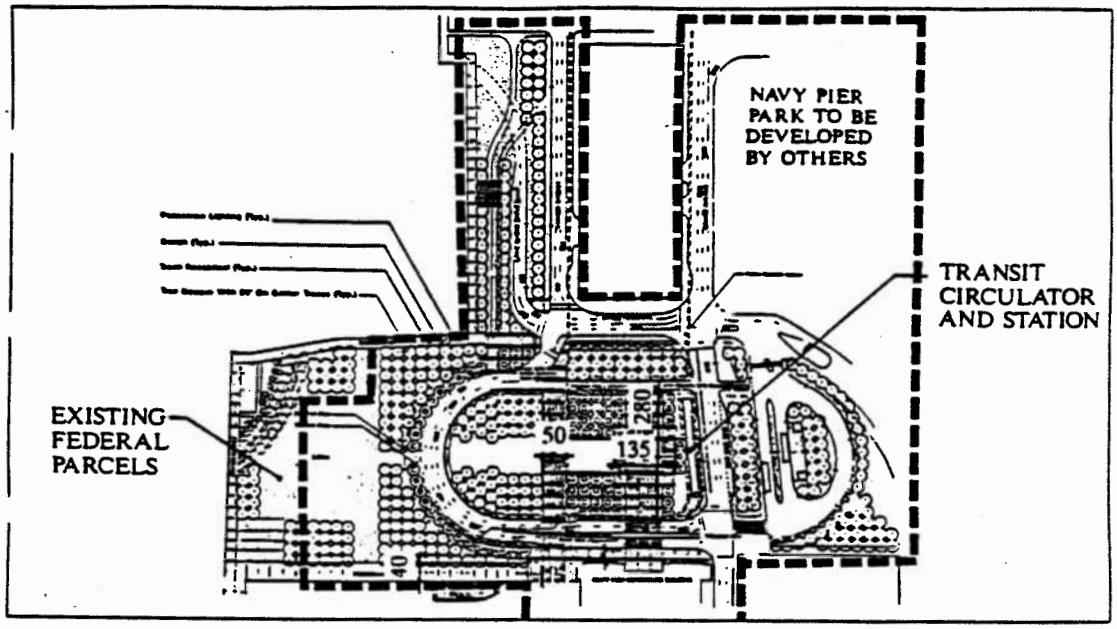


STREET LIGHTING

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

Exhibit 35.

Future Headlands Subarea Landscape Plan.



LEGEND

NORTH

SITE BOUNDARY

NOTES:

1. TREE SPACING SHALL BE 35' ON CENTER, BOTH WAYS

2. TREE SPECIES SHALL BE SELECTED FROM THE FOLLOWING
   HONEYLOCUST
   ASH
   LITTLE LEAF LINDEN
   CHANTICLEER PEAR

APPLICANT: METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS: 600 EAST GRAND AVENUE
CHICAGO, ILLINOIS 60611
SUBMISSION DATE: MARCH 25, 1992
REVISED DATE: JUNE 23, 1992

EXHIBIT
35

Exhibit 36.
(Page 1 Of 10)

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 reasonably 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 operations off 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 and remote parking and to minimize private automobile use, especially when design day and peak-peak conditions prevail.

Exhibit 36.
(Page 2 Of 10)

(iii) The Headlands Subarea should be maintained as a place of arrival and departure, not as a parking or staging 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 or vehicle staging, including restriction on vehicle lane movements and patterns of circulation on and about the Headlands Subarea. Reasonable steps should be taken to assure the safety of pedestrians crossing the Headlands Subarea roadway in front of the Head House.

(iv) The south dock of the Navy Pier Subarea is intended to be a pedestrian-oriented public way. All vehicles (other than the on-pier tram, emergency vehicles, small service vehicles as necessary and appropriate which are similar in character to golf carts, and bicycles) 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.

-- C.T.A. Buses: Allowed to stage within the designated bus terminal area only.

-- Taxis: Allowed in designated space on north side of Grand Avenue only. Taxi queue should not extend into the traffic lanes or across Grand Avenue or Head House Drive.

Exhibit 36.
(Page 3 Of 10)

-- Other motor vehicles: No staging at any time.

(b) Circulation.

-- No vehicular traffic should be allowed in C.T.A. terminal area at any time, other than C.T.A. buses or C.T.A. service vehicles. Bollards to remain in place except as permitted by the Chicago Department of Transportation.

-- C.T.A. vehicles should have ingress via Illinois Street to Streeter Drive to Jardine Drive; egress should be via Jardine Drive to Grand Avenue.

-- All charter buses, private buses, school buses, trucks, and other delivery and service vehicles (except trucks providing boat delivery service during the period from 11:00 P.M. to 9:00 A.M.) should be prohibited, at all times, from using Illinois Street's loop extension and the recirculation lane. These vehicles should have ingress via Illinois Street to Streeter Drive to the eastbound lane of Grand Avenue to the north dock roadway of the Navy Pier Subarea. Egress should be via the north dock roadway to Grand Avenue. The eastbound lane of Grand Avenue is limited to these vehicles, except during Design Day-Peak Hours and Peak-Peak Day-Peak Hours.

Exhibit 36.
(Page 4 Of 10)

-- Private automobiles, taxis, limousines and parking shuttles should have ingress via the Illinois Street loop extension.

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

(ii) Navy Pier Subarea.

(a) South Dock.

-- No motor vehicles (other than on-pier tram, emergency vehicles and small service vehicles as necessary and appropriate which are similar in character to the golf cart) should be permitted on the south dock during operating hours. Provided, however, service and maintenance vehicles may be permitted after 11:00 P.M. and before 9:00 A.M..

-- The south dock on-pier tram should not deviate from the south dock's designated tram lane. The tram should provide east-west service to the public on the south dock. In addition, but complementary to the south dock tram service, the on-pier tram may run on the north dock; provided however, the tram shall run to the north dock using the internal north-south connectors only.

Exhibit 36.
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(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 P.M. and before 9:00 A.M.. This includes, to the extent reasonable and practical, discouraging semi-truck activity at the Festival Hall loading docks during this time.

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

Design Days-Peak Hours is defined as an approximately one-hour period occurring on Saturdays between mid-May and mid-September usually between the hours of 1:00 P.M. to 3:00 P.M. and 6:00 P.M. to 8:00 P.M. or during a similar peak hour period on other days when daily attendance in excess of 35,000 is anticipated. During Design Days the following provisions shall apply:

(a) Remote Parking System.

-- A remote parking system providing for an adequate number of available spaces to handle expected demand as determined by the Traffic Coordinator should be identified to supplement on-pier parking. More than one site may be utilized.

Exhibit 36.
(Page 6 Of 10)

-- Signs on Lake Shore Drive and on other appropriate roadways should be installed which 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 shuttles should be allowed to pick up and drop off passengers 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.

(b) North Dock.

-- The reversible third 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.

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(Page 7 Of 10)

(c) Intersection Control.

-- Trained private traffic personnel or City Police should be located at the Illinois Street/Streeter Drive intersection, in front of the Head House, and at the Grand Avenue/Head House intersection to direct and assist the flow of traffic.

-- Panel trucks or other vehicles of a similar nature may be permitted to enter the north dock at any time.

-- Private buses, taxis or limos in any lane of the north dock roadway should not be permitted to queue unless such queuing would lessen congestion on the Headlands Subarea at such times.

-- Use of the east and cul-de-sac turn-around at the end of the north dock roadway should be limited to private autos, taxis, limos, panel trucks and the parking shuttle.

During the Design Days-Peak Hours, the following provisions shall apply:

-- No semi-truck should be allowed to enter the north loading dock.

-- 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.

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(Page 8 Of 10)

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

-- Peak-Peak Days-Peak Hours are defined as an approximately 2-hour peak traffic period occurring on those rare days designated as such by the Chicago Department of Transportation and the Chicago Police Department on which daily attendance in excess of 50,000 is reasonably anticipated. During these peak hours on such days, for example the fireworks display on July 3, 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 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.

-- No vehicles, except the parking shuttle, should be allowed on the loop extension of Illinois Street or on the recirculation lane.

-- The parking shuttle may drop-off passengers in the two drop-off areas reached from the north dock roadway (via Streeter Drive and the eastbound lane on Grand Avenue between Streeter and Head House Drives).

Exhibit 36.
(Page 9 Of 10)

-- To direct and assist with the flow of traffic, trained private traffic personnel or City Police should be located at the Illinois/Streeter intersection, in front of the Head House, at the Grand/Head House intersection, on the north dock roadway, and at the Streeter/Grand intersection.

-- No semi-truck should be allowed to enter the north dock roadway.

-- Panel trucks or other vehicles of a similar nature making a delivery may be permitted to enter the north dock at any time.

-- No trucks of any kind should be allowed to stage on the north dock.

-- Use of the east end cul-de-sac turn-around at the end of the north dock roadway should be limited to private autos, taxis, limos, panel trucks and the parking shuttle.

(v) Public Awareness.

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

Exhibit 36.
(Page 10 Of 10)

- -- Transit facility locations, schedules and routes;
- -- Headlands Subarea circulation routes depicting 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 Deviations.

Minor deviations from the requirements of the T.M.P. are permitted from time to time when and to the extent unique circumstances warrant each deviation.

Exhibit 37.
(Page 1 Of 17)

Navy Pier Recommendations.

Policies And Standards.

Key Recommendations.

1. Improve The Quality And Continuity Of Park Space Along The Entire Waterfront.

   -- Reclaim the existing surface parking lots on the Headlands for 12 acres of additional lakefront park.

   -- Convert the one-half mile long south dock of Navy Pier to a major public lakefront promenade and open space.

   -- Redesign the park area along the South Bank of the Chicago River to connect to the new Turning Basin Parks and to serve as the downtown's gateway to the entire Navy Pier/Turning Basin area.

   -- Reconfigure pedestrian and bicycle paths in order to promote better access to and through the lakefront parks.

   -- Create a monumental gateway to the City and a link between the lakefront parks and riverwalk system by constructing a circular River Mouth Turning Basin park.

2. Improve Regional Access To The Area And Minimize Traffic And Parking Impacts On The Surrounding Neighborhoods.

   -- Promote more efficient traffic movement -- and increase the available park land -- through a redesigned street system on the Navy Pier Headlands.

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(Page 2 Of 17)

-- Encourage more transit use to the area by creating accommodations for increased bus transit service and the proposed downtown circulator system.

-- Create up to 1,200 parking spaces on Navy Pier to meet the average daily demands of visitors coming to the area.

-- Develop a remote parking strategy to meet the needs of design-day visitors to the Pier by utilizing appropriate existing parking facilities. These facilities would be served by remote shuttle service.

3. Unite Parks, Public Facilities, And Support Functions In A Preeminent Downtown Waterfront Activity Center.

-- Create special design standards to ensure that new development will respect the overall historic silhouette of Navy Pier.

-- Promote a public activity center that emphasizes public uses of Navy Pier and discourages private hotel, commercial office and residential development.

-- Develop a new Festival Hall on Navy Pier to host a number of public and private events and to complement the existing auditorium at the east end of the Pier.

-- Develop complementary shopping, restaurant, theater and cultural facilities at Navy Pier for visitors and local residents.

-- Develop a new public winter garden and other winter-oriented uses on Navy Pier to encourage year-round lakefront activity.

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(Page 3 Of 17)

The following policies serve as the basis for redevelopment of parcels and facilities within the Navy Pier/Turning Basin planning area:

A. Land Use.

1. Enhance the public nature of the Navy Pier/Turning Basin area as a place for the use of and enjoyment by Chicago area residents, visitors and the adjacent community.

2. Develop Navy Pier and the Headlands in a way that emphasizes public uses and discourages future private hotel, commercial office or residential development.

3. Ensure sensitive water-side uses and development by addressing impacts of size, location, public access and operations of commercial tour boats.

B. Open Space/Pedestrian.

1. Complete and enhance the lakefront park system at Navy Pier, Pier Headlands and Chicago River Turning Basin.

2. Consider the policies of the *Lakefront Plan of Chicago* and *Chicago River Urban Design Guidelines -- Downtown Corridor.*

3. Give pedestrian movement priority in the design of Navy Pier, Headlands and the Turning Basin.

4. Provide public access, where feasible, along the entire waterfront.

Exhibit 37.
(Page 4 Of 17)

5. Create an area-wide pedestrian corridor and open space system that improves access from the Loop, Streeterville, Cityfront Center and Illinois Center to the lakefront.

6. Minimize noise from arrivals, departures and activities on Navy Pier, Headlands and the Turning Basin by promoting appropriate noise abatement.

7. Improve bicycle circulation within the Navy Pier/Turning Basin area.

8. Ensure that all new development at the Pier/Turning Basin area meets all governmental environmental quality standards.

C. Urban Design.

1. Maintain the historic silhouette of Navy Pier and preserve the existing Head House and east end building complex.

2. Orient development, pedestrian paths and open spaces towards the water edges.

3. Protect and frame views of the city skyline and the Lake to and from Navy Pier.

4. Conceal parking on Navy Pier from public view.

D. Transportation.

1. Design a more efficient street and block system for the Pier Headlands.

Exhibit 37.
(Page 5 Of 17)

2. Minimize roadway and ramp intrusions on the lakefront parks and around the water edges.

3. Increase the availability of public transportation to the area.

4. Provide adequate facilities for circulation within and through the site for pedestrians, public transit, shuttle service, charter buses and private vehicles.

5. Improve transit and pedestrian circulation on the Pier itself.

6. Provide only the amount of parking necessary to serve the needs of the average daily demands of the Navy Pier/Headlands.

7. Establish a traffic and parking management program, including remote parking and linked shuttle service, to reduce direct, private automobile traffic to Navy Pier and to accommodate design-day parking needs.

Appendix "A".

Lake Michigan And Chicago Lakefront Protection Ordinance.

The basic policies which govern present and future development for Chicago's lakefront include:

1) Complete the publicly owned and locally controlled park system along the entire Chicago lakefront.

Exhibit 37.
(Page 6 Of 17)

2) Maintain and enhance the predominantly landscaped, spacious and continuous character of the lakeshore parks.

3) Continue to improve the water quality and ecological balance of Lake Michigan.

4) Preserve the cultural, historical, and recreational heritage of the lakeshore parks.

5) Maintain and improve the formal character and open water vista of Grant Park with no new above-ground structures permitted.

6) Increase the diversity of recreational opportunities while emphasizing lake-oriented leisure-time activities.

7) Protect and develop natural lakeshore park and water areas for wildlife habitation.

8) Increase personal safety.

9) Design all lake edge and lake construction to prevent detrimental shoreline erosion.

10) Ensure a harmonious relationship between the lakeshore parks and the community edge, but in no instance will further private development be permitted east of Lake Shore Drive.

11) Improve access to the lakeshore parks and reduce through vehicular traffic on secondary park roads.

12) Strengthen the parkway characteristics of Lake Shore Drive and prohibit any roadway of expressway standards.

13) Ensure that all port, water supply and public facilities are designed to enhance lakefront character.

Exhibit 37.
(Page 7 Of 17)

14) Coordinate all public and private development within the water, park, and community zones.

Appendix "B".

Chicago River Urban Design Guidelines.

The City of Chicago Department of Planning in conjunction with the Friends of the Chicago River has prepared a set of urban design guidelines for the downtown portion of the Chicago River. These guidelines are intended for use by the Department of Planning and Chicago Plan Commission in reviewing Planned Developments proposed for the downtown portion of the Chicago River. The guidelines apply to the portion of the river bounded by Chicago Avenue on the north, Cermak Road on the south and the lock at Lake Michigan on the east. The guidelines were adopted by the Chicago Plan Commission in June, 1990.

The objectives of the guidelines are:

-- To establish a continuous riverside walkway throughout the downtown corridor.

-- To create oases of quiet green space easily accessible to central area workers, residents and visitors.

-- To transform the downtown portion of the Chicago River into a high-profile tourist attraction and recreational amenity, thereby enhancing Chicago's image as a desirable place to live, work and visit.

-- To reinforce and extend the visually impressive urban ensemble now in place on the river and thus promote the city's reputation as a center of quality design.

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(Page 8 Of 17)

-- To establish the river as a prestigious development corridor and create an appropriate centerpiece for the expanded downtown.

While the *Navy Pier/Turning Basin Development Guidelines* and *Chicago River Urban Design Guidelines -- Downtown Corridor* share some overlapping planning area boundaries, both Guidelines are consistent in policy and intent. However, the *Navy Pier/Turning Basin Development Guidelines* provide more detailed recommendations for this particular area.

The *Chicago River Urban Design Guidelines -- Downtown Corridor* is available to the general public from the City of Chicago, Department of Planning and Development.

Appendix "C".

General Urban Design And Landscaping Standards.

The following general urban design and landscaping standards should be considered in the design of the promenade and open spaces within the Navy Pier/Turning Basin planning area.

1. Public Promenade, Plaza And Streetscape Features.

   a. A comprehensive system of public and private signs should be developed for the Navy Pier/Turning Basin area. Standardized international symbols should be used for public service and information signs. A public/private system of "trailblazer" signs should be used to direct pedestrians and motorists to common destinations, including Navy Pier, Olive Park, Ohio Street Beach and remote parking.

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(Page 9 Of 17)

b. Walkways should be sized to accommodate specific functions, such as pedestrian movement between places or window shopping. Where uninterrupted and quick walking between places is the primary function of the path, a minimum unobstructed width should be provided.

c. Along a pedestrian walkway or sidewalk, the distance from one pedestrian cross-path to the next should be no greater than 500 feet where feasible, efficient and appropriate.

d. Walkways should not be obstructed or appear to be obstructed by gates, walls, chains, ropes or other barriers. Walkway routes should not be unnecessarily circuitous.

e. Railings, if any, along the water's edge should be relatively open and transparent, allowing pedestrians to view the water.

f. Where possible, promenades should be oriented towards the water's edge or building landmarks (e.g., Navy Pier Head House) for pedestrian orientation.

g. Where outdoor staircases are necessary to provide a transition between grades (such as at Navy Pier Park), the tread widths should be sized for easy removal of snow accumulation.

h. Pedestrian paths, seating areas and other high-traffic areas should be paved with attractive materials.

i. Pavement materials should consist of colorful, durable, non-slip surfaces. Paving should include flat, even surfaces to facilitate snow and ice removal and for public safety during the winter.

Exhibit 37.
(Page 10 Of 17)

j. For security, all walkways, stairways and public open spaces should be illuminated appropriately. Lighting must be attractively designed. To ensure pedestrian scale, the combined height of standard plus luminare should not be excessive. Coordination of lighting design within the planning area is strongly encouraged.

k. Arcades (covered walkways open to the pedestrian promenade on one side) should not be substituted for the minimum requirements for the pedestrian promenade.

l. Benches and group seating areas should be provided for public use. For comfort, benches with wooden seats and backs are preferred, although ledges and planters suitable for sitting are acceptable. Variety in the types of seating is encouraged. An appropriate number of the seating should permit a direct view of the water, where possible. Seating that faces the water, but has its view impaired by walls, vegetation or structures should be avoided.

m. Other street furniture elements such as traffic signals/sign/lighting supports, trash receptacles, newspaper boxes, mail boxes, flags, etc. should be designed and included as part of an overall system. Where possible and feasible, a standard kiosk should be designed and used throughout the area for events announcements and commercial advertising in lieu of billboards.

n. Storm run-off is one of the principal sources of lake and river pollution. Waterside projects, where feasible and appropriate, should be graded to direct storm run-off to the sewer system or suitable storm water retention areas, not into the lake or river. A one (1) percent slope away from the water's edge should be encouraged.

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(Page 11 Of 17)

o. Outside public promenades along the lake and river should be accessible to the public from 6:00 A.M. to 11:00 P.M. (Chicago Park District hours) every day, year-round, except when closed for maintenance.

2. Development Adjacent To Open Spaces And Promenades.

a. The ground floor of buildings along open spaces or sidewalks designated as pedestrian areas should maximize, within reason, the frontage in pedestrian-related uses. However, it is recognized that initially there may not be enough pedestrian traffic to support retail uses. In such cases, "punch-out" spaces that may be converted to retail use in the future, should be considered. Lobbies, service areas, and blank walls constituting more than 25 percent of the frontage along pedestrian designated areas should be discouraged.

b. The exterior facade of pedestrian-related uses should consist primarily of clear display windows or windows allowing for visibility into the shop, restaurant or other pedestrian use. Reflective glass, on both upper and lower floors, is discouraged.

c. Blank walls (i.e., without windows or doors) facing pedestrian paths should be discouraged. If a blank wall is necessary because an alternative treatment would create practical difficulty or hardship, such walls should be given an attractive architectural treatment using quality materials or else screened with planting.

d. Access doors into pedestrian-related uses should be spaced to avoid long expanses between doors.

Exhibit 37.
(Page 12 Of 17)

e. The ground floor of building fronting on pedestrian promenades or plazas should be located as feasible and appropriate to the promenade right-of-way lines or edge delineation, in order that ground floor pedestrian uses are directly accessible by persons using the open spaces.

f. To create a lively pedestrian environment, outdoor cafes and shops are encouraged. Small retail kiosks could be located along walkways and should be movable.

g. When seating for an outdoor cafe adjoins a public walkway, the two should be clearly differentiated. Massive barriers separating public and private uses should be discouraged. In configuring outdoor seating, walkway obstructions should be avoided. An eight (8) foot wide corridor should be reserved for pedestrian circulation.

h. Building frontages incompatible with open spaces and promenades should be discouraged, in particular:

1. Chain linked fences or barbed wire.

2. Utility doors or staircases.

3. Truck docks.

4. Service drives.

5. Parking curb cuts and spaces located at-grade.

6. Storage facilities.

7. Electrical and mechanical equipment.

Exhibit 37.
(Page 13 Of 17)

8. Trash or garbage containers or other building maintenance facilities or equipment.

9. Billboards or other off-premise commercial signs, except as encouraged on storefronts and advertising kiosks.

10. Ventilator exhaust equipment.

11. Concrete road barriers and utility guard rails.

i. Parking garages on Navy Pier should be designed to minimize, where feasible and possible, the visibility of parked automobiles from open spaces.

1. Garage facades should be treated with quality materials as though the garage was part of overall redevelopment (e.g., Exhibit Hall, Winter Garden).

2. Sloping or ramped floors of the structure should not be visible from the exterior of the structure, should be discouraged.

3. Automobiles parked within the structure visible from any portion of the exterior of the structure should be avoided.

4. Harsh or glaring lighting should be avoided. Bare bulbs and unenclosed lighting fixtures visible from the exterior of the structure should be discouraged. Automobile headlights shining onto any open space or adjoining building from within the garage should be avoided if feasible.

Exhibit 37.
(Page 14 Of 17)

5. Vehicular ingress and egress points should be located away from pedestrian circulation areas. Where this is unavoidable, the exit should be set back from the path or sidewalk so the exiting cars are visible to pedestrians before the cars cross the pedestrian area.

3. Landscaping.

a. All public promenades and plazas should have an appropriate minimum average landscaping coverage. Ground covered by tree grates may count towards the minimum.

b. All Pier Headlands and Turning Basins parks (except Head House Square) should also have an appropriate minimum average landscaping coverage.

c. Vegetation, if possible and feasible, should be planted in the ground rather than in planters to provide adequate root space and maintain pedestrian pathway widths. If planters are used, they should be as large (horizontally) as possible, particularly for trees. (Bear in mind that under ideal conditions, the horizontal diameter of a tree's roots may equal or exceed its height.) For trees, long pits permitting multiple plantings and shared root space are preferable to smaller pits with single plantings. Above ground pots, which crowd roots and expose them to freezing winds, should be discouraged.

d. To permit moisture and oxygen to reach roots, the ground surface around trees kept in a natural state should be considered. If paving is necessary, paving blocks set in sand, which permit moisture to seep into the ground, should be considered.

Exhibit 37.
(Page 15 Of 17)

e. Plants which tolerate the drying effects of strong wind, airborne salts and intermittent natural light are preferable. Trees should be chosen for year-round interest -- spring flowers, summer foliage, bright fall colors and attractive shape, bark, berries or other features in winter. Trees selected should have long-season leaf presence.

f. Trees native to the riverbank should be considered for planting in ground along the river. These include:

1. Bald Cypress
2. Black Adder
3. Green Ash
4. Swamp White Oak
5. Male Cottonwood

g. Trees appropriate to lakefront locations which should be considered include:

1. Burr, White, Scarlet and Northern Red Oaks
2. Sugar Maple
3. White and Red Ash
4. American Linden
5. London Plane

Exhibit 37.
(Page 16 Of 17)

6. Horse Chestnut
7. Black Cherry
8. Hackberry

h. Trees to be discouraged for lakefront locations include:

1. Norway Maple
2. Locust
3. Cottonwood
4. Tree of Heaven
5. Weeping Willow
6. Pin Oak
7. Beech
8. Black Walnut
9. Larch
10. Sweetgum
11. Tulip Tree
12. Mountain Ash
13. Birch

i. Trees which create shade and enhance walkways and streets within the planning area which should be considered include:

Exhibit 37.
(Page 17 Of 17)

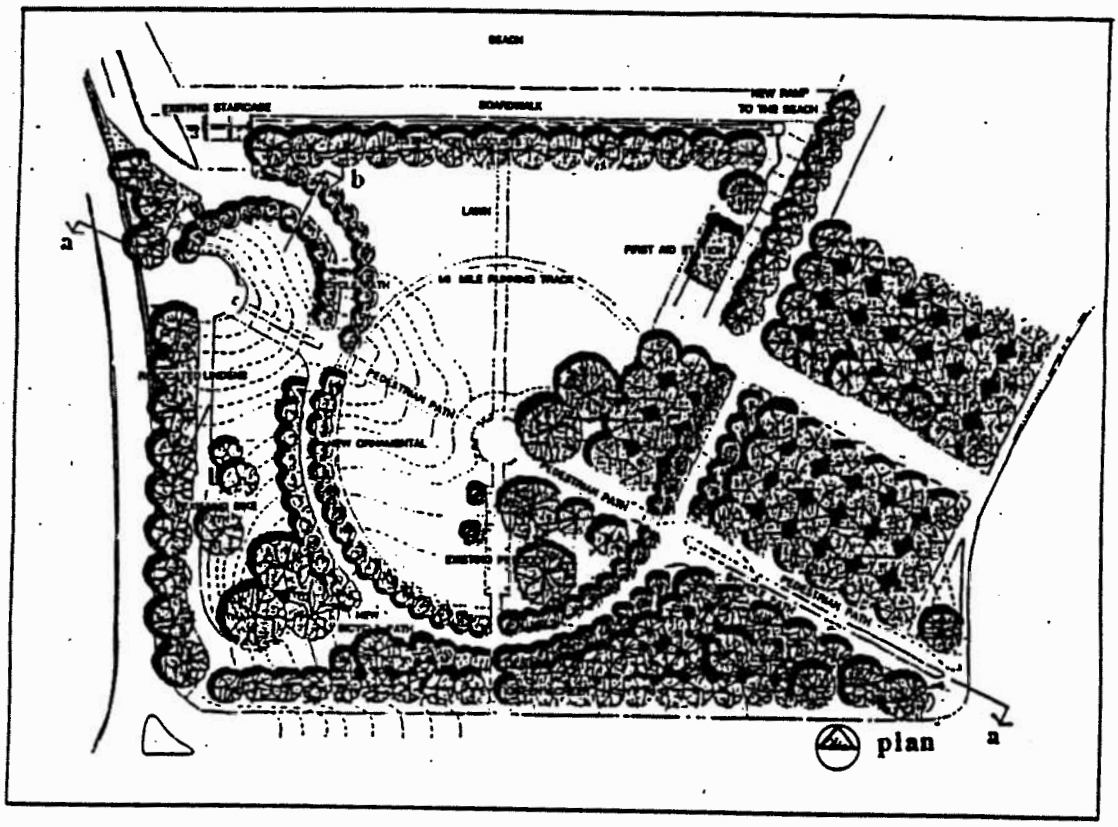
1. Honey Locust
2. Ash (numerous varieties)
3. Norway Maple
4. Green Spire Linden
5. Little Leaf Linden
6. Bradford Pear

j. Trees suitable for containers and other locations with limited root space which should be considered include:

1. Washington Hawthorn
2. Hedge Maple
3. Japanese Tree Lilac
4. Male Ginkgo
5. Amur Maple
6. Flowering Crabapple, particularly the Adams, Beverly, Zumi, Professor Sprenger and Donald Wayman varieties.

Exhibit 38.

Site/Landscape Plan -- Navy Pier Park Subarea.



TO BE DEVELOPED BY OTHERS

(CONCEPTUAL PLAN)

APPLICANT:	METROPOLITAN PIER AND EXPOSITION AUTHORITY
ADDRESS:	600 EAST GRAND AVENUE
	CHICAGO, ILLINOIS 60611
SUBMISSION DATE:	MARCH 25, 1992
REVISED DATE:	JUNE 23, 1992

(Continued from page 21683)

Alderman Burke moved to *Approve* said printed Official Journal and to dispense with the reading thereof. The question being put, the motion *Prevailed.*

JOURNAL CORRECTIONS.
(April 29, 1992)

Alderman Banks moved to *Correct* the printed Official Journal of the regular meeting held on Wednesday, April 29, 1992, as follows:

Page 15636 -- by deleting the words "Lawrence Gardner, doing business as 'Larry's Place' " appearing in the eighth line from the bottom of the page and inserting in lieu thereof the words "Jacqueline McNamara and Lawrence Gardner, doing business as Elsie Enterprise, Inc.".

Page 15637 -- by deleting the words "Mr. Lawrence Gardner, doing business as 'Larry's Place' " appearing in the sixth line from the bottom of the page and inserting in lieu thereof the words "Jacqueline McNamara and Lawrence Gardner, doing business as Elsie Enterprise, Inc.".

The motion to correct *Prevailed.*

(June 17, 1992)

Alderman Burke moved to *Correct* the printed Official Journal of the regular meeting held on Wednesday, June 17, 1992, as follows:

Page 17603 -- by deleting the words "Tecalitan Restaurant, Inc." appearing in the third, fourth and fifteenth lines from the bottom of the page and inserting in lieu thereof the words "Tecatitlan, Inc.".

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
Commissioner

City Hall, Room 1000
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Chicago, Illinois 60602
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December 29, 2004

Mr. Jack Guthman
Shefsky & Froelich Ltd.
444 North Michigan Avenue
Chicago, IL 60611

RE: Request for minor change to Institutional Planned Development No. 527 as amended January 14, 1998, Sub-area 1, Zone 1; Lakefront No. 353 (600 East Grand Avenue; Navy Pier; Chicago Children's Museum)

Dear Mr. Guthman:

Please be advised that your request for minor changes to Institutional Planned Development No. 527 and Lakefront No. 353 on behalf of the Metropolitan Pier and Exposition Authority (MPEA), has been considered by the Department of Planning and Development pursuant to Section 17-13-0611of Chicago Zoning Ordinance and Statement No.17 of the Planned Development. These changes are intended to permit a expansion of the Chicago Children's Museum on Navy Pier.

Specifically, you requested to extend the building footprint of the Family Pavilion onto the South Dock for a direct entry into the Chicago Children's Museum and to construct a glass structure, the Skyline Terrace, also for use by the Chicago Children's Museum, on the roof of the Head House replacing an existing metal shed. The proposed additions would result in approximately 2,867 additional square feet of interior space along the South Dock and approximately 1,271 square feet on the top of the Head House. The changes are documented on the exhibits by Gyroscope Architecture, dated November 2004.

The Department has reviewed the request and has determined that the proposed modifications would be minor and appropriate and consistent with the overall development of Navy Pier as contemplated by I.P.D. No. 527 as amended.

Also, the proposed addition does not require an application under the Lake Michigan and Chicago Lakefront Protection Ordinance because it neither increases the site coverage nor the height of the Navy Pier facilities, nor does it have an impact as measured by the principles and policies of that ordinance.

Further, the Permit Review Committee of the Commission on Chicago Landmarks has approved the proposed changes to the Head House, a Chicago Landmark, on November 4, 2004.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance, I hereby approve the requested minor change to Institutional Planned Development No. 527 as amended January 14, 1998; Lakefront 353.

Very truly yours,

Denise M. Casalino (KNC)

Denise M. Casalino, P.E.
Commissioner

DMC:SRP:fwd

cc: Michael Marmo, Terri Haymaker, PD Files

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Richard M. Daley, Mayor

Department of Planning
and Development

Denise M. Casalino, P.E.
Commissioner

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September 27, 2004

Mr. David Narefsky
Mayer, Brown, Rowe & Maw, LLP
190 South La Salle Street
Chicago, IL 60603-3441

RE: Request for minor change to Institutional Planned Development No. 527 as amended January 14, 1998, Sub-area 1, Zone 3; Lakefront No. 353
(600 East Grand Avenue; Navy Pier)

Dear Mr. Narefsky:

Please be advised that your request for minor changes to Institutional Planned Development No. 527, Lakefront No. 353 on behalf of the Metropolitan Pier and Exposition Authority (MPEA), has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of Chicago Zoning Ordinance and Statement No.17 of the Planned Development.

Specifically, you requested to substitute the Navy Pier Reconstruction Third Level Plan, the South Elevation, and the North Elevation dated August 13, 2004 by Nagel-Hartray-Danker-Kagan-McKay-Penney for Exhibits 13a (Site Plan - Navy Pier - Zone 3), 19a (South Elevation - Navy Pier - Zones 3 and 4), and 20a (North Elevation - Navy Pier - Zones 3 and 4) to Institutional Planned Development No. 527 as amended. These plans reflect a proposed addition to the offices of radio station WBEZ totaling approximately 20,500 square feet of floor space at the third and fourth levels of Zone 3 of Navy Pier.

The Department has reviewed the request and has determined that the proposed modifications would be minor and appropriate and consistent with the overall development of Navy Pier as contemplated by I.P.D. No. 527 as amended.

Also, the proposed addition does not require an application under the Lake Michigan and Chicago Lakefront Protection Ordinance because it neither increases the site coverage nor the height of the Navy Pier facilities, nor does it have an impact as measured by the principles and policies of that ordinance.

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Christopher R. Hill
Commissioner

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http://www.ci.chi.il.us

May 4, 1998

Jon Clay
General Manager
Navy Pier
600 East Grand Avenue
Chicago, Illinois 60611

Re: Request for minor changes to
Institutional Planned Development No. 527 (Navy Pier)
Zone 3 - Shakespeare Repertory Theater

Dear Mr. Clay:

Your request for minor changes to Navy Pier Planned Development No. 527, Zone 3 for the Shakespeare Repertory Theater has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance and Statement 17 of the Planned Development.

Specifically, you requested administrative modification of the Planned Development to allow for the southward expansion of levels two through five of the Shakespeare Repertory Theater by approximately four feet, in order to obtain acoustical separation of the theater space from the parking garage. The proposed upper-story expansion would have no effect on the twenty-foot clear pedestrian zone at the South Dock level or on the adjacent four foot covered pedestrian zone approved as part of a previous minor change. The proposed modification would result in approximately 5000 additional square feet of interior space for the theater, but no increase in site coverage.

Through the authority granted by the Chicago Zoning Ordinance and by Statement 17 of the Planned Development, and based on the foregoing findings and analysis, I hereby approve the requested minor change but no other changes to Navy Pier Planned Development No. 527. This minor change requires the modification of the following Planned Development exhibits that were approved by the City Council on January 14, 1998: Exhibits 13a (Site

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Plan - Zone 3), 19a (South Elevation - Zones 3 and 4), and 25a (Section - South Dock at Walkway). The corresponding drawings prepared by VOA are made a part of this approval.

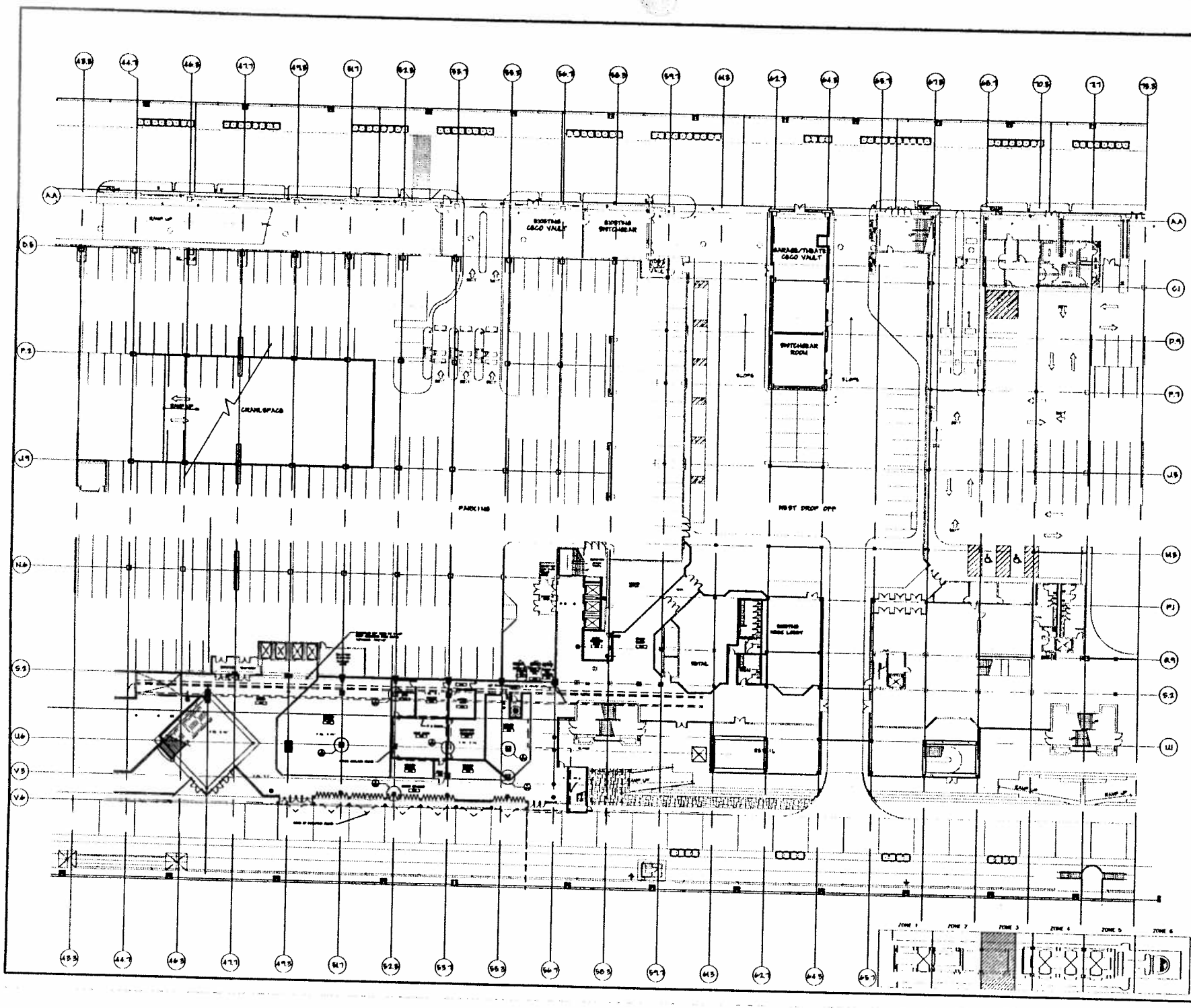
Very Truly Yours,

Christopher R. Hill
Commissioner

Originated by:

Christine Slattery
Deputy Commissioner

cc: Philip Levin
Paul Woznicki
Michael Marmo



VOA

GENERAL NOTES

ISSUE DATE/REVISIONS

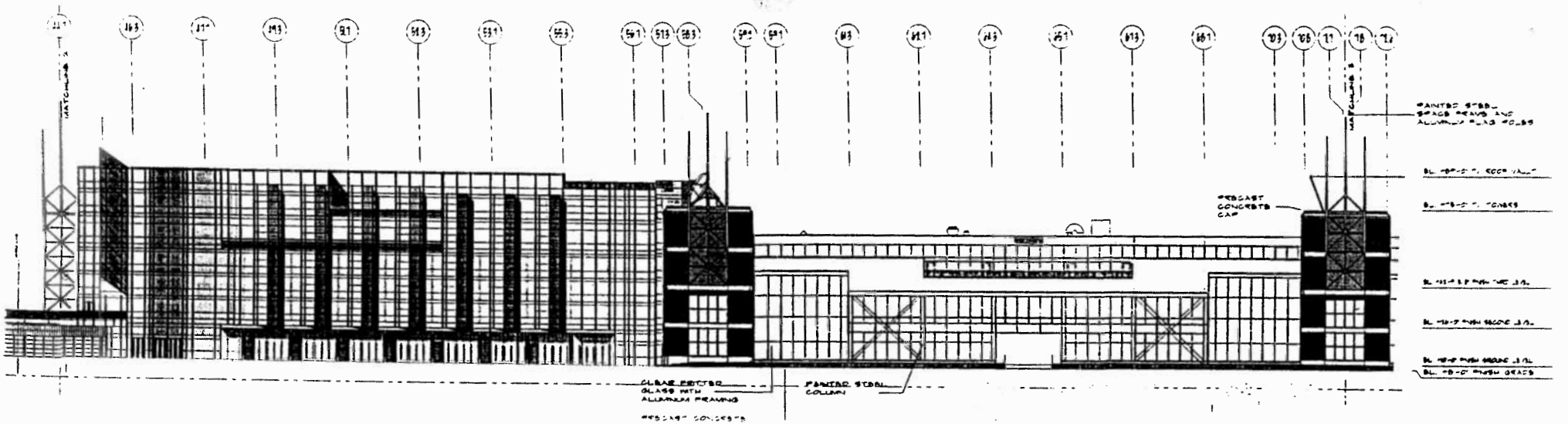
NAVY PIER
RECONSTRUCTION
CHICAGO, ILLINOIS

SHAKESPEARE REPERTORY THEATER

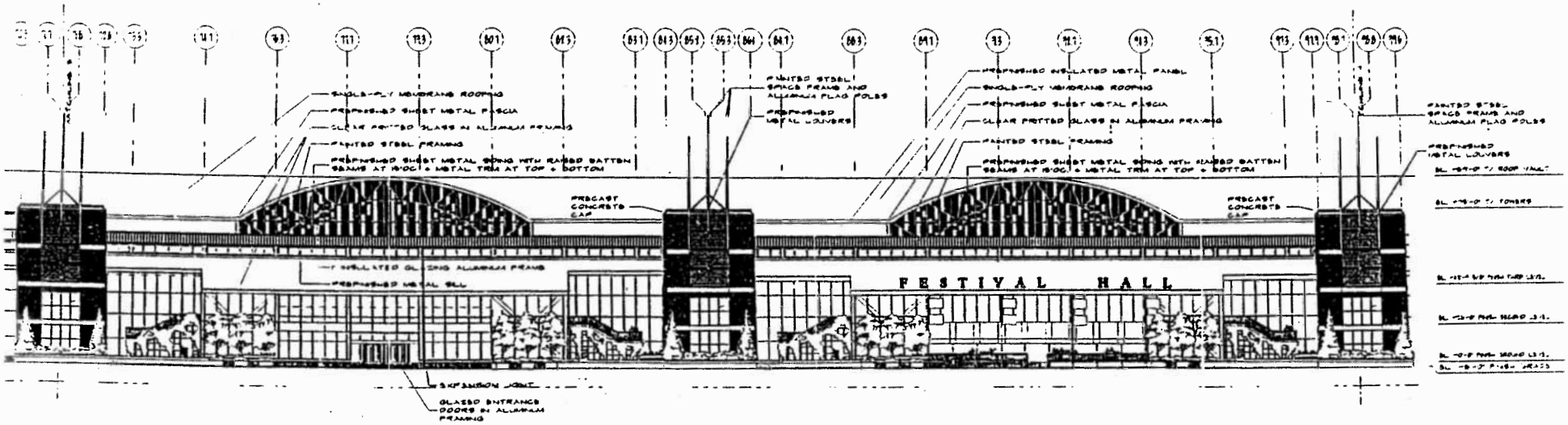
GROUND LEVEL ZONE 3

DRAWN BY
CHECKED BY
APPROVED BY
DATE
PROJECT NO.

SHEET NO. SKA.491

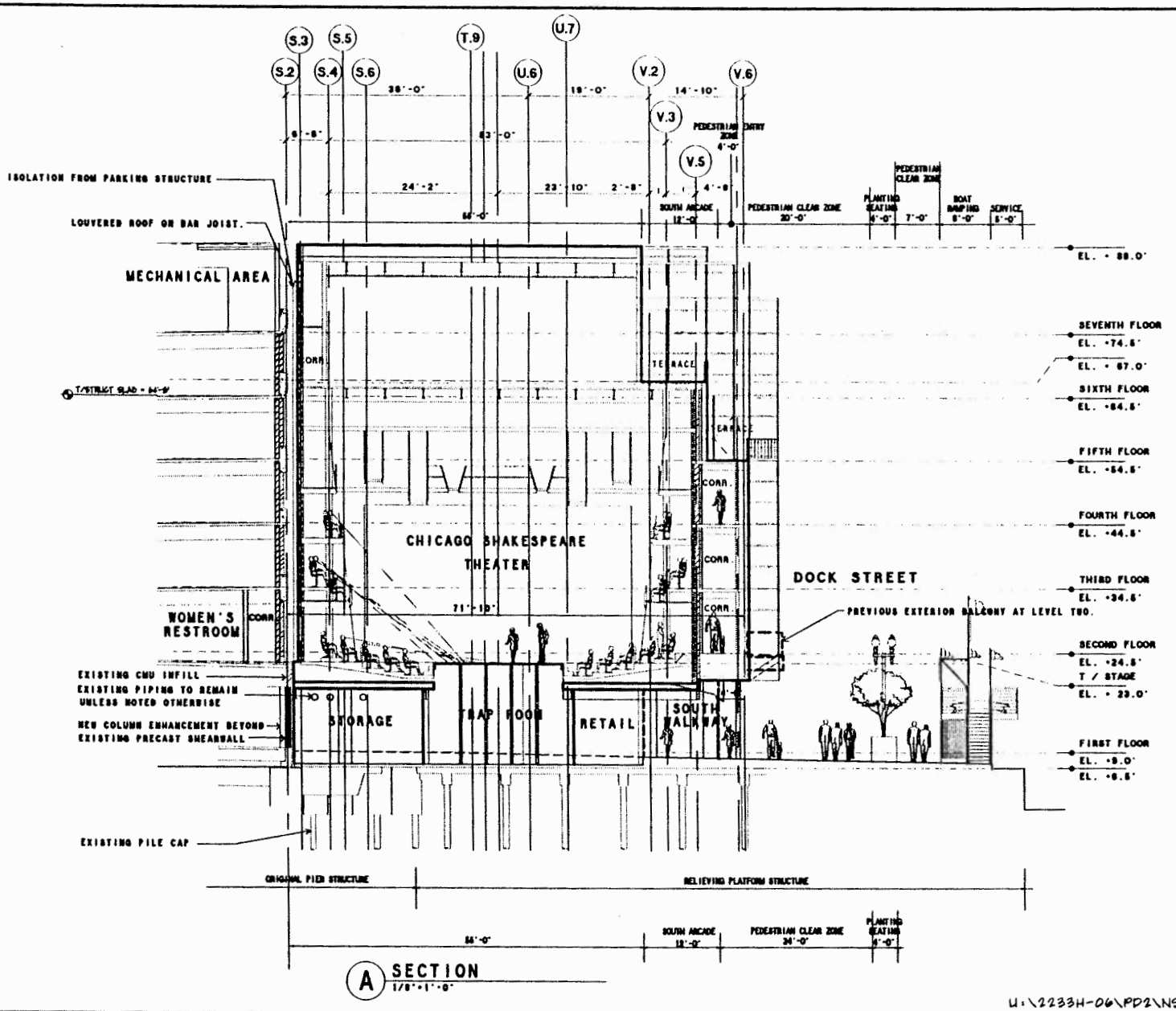


1 SOUTH ELEVATION - ZONE 3



2 SOUTH ELEVATION - ZONE 4

Exhibit 19A



A SECTION
1/8"=1'-0"

U:\2233H-06\PD2\NSECT2\04-10-98.

SECTION - SHAKESPEARE REPERTORY

Sheet No. SKA.498
Project No. 2233H.06
Scale 1/16" = 1'-0"
Date 04/01/98
Approved By RHF
Drawn By KAL

VOA
224 South Michigan Avenue Suite 1400 Chicago, Illinois 60604-2565
(312)554-1400 FAX (312)554-1412

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Christopher R. Hill
Commissioner

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October 14, 1997

Mr. Jon Clay
General Manager
Navy Pier
600 East Grand Avenue
Chicago, Illinois 60611

Re: Request for minor changes to
Institutional Planned Development No. 527 (Navy Pier)
Future Development Zone

Dear Mr. Clay:

Your request for minor changes to the Navy Pier Planned Development Future Development Zone dated August 29, 1997 has been considered by the Department of Planning and Development and, under authority granted in Statement 17 of the Planned Development, is hereby approved.

Specifically, you requested administrative modification of the Planned Development to allow for changes to the west, east, and north sides of the new parking structure that was previously approved by an Administrative Modification dated January 23, 1997. These changes include the substitution of white metal louvers for the Renaissance Stone previously called for to fill openings in the lower west wall of the garage, and of the same metal louvers at all other openings on the west, north and east facades, which previously were to have remained open. These louvers will be per the mock-up viewed by the Department's staff this month, except that the louvers will be installed as far back from the outside face of the openings as possible to provide for variations in depth and shadow.

In addition, you are requesting that the central portion and roof of the stair tower at the southwest corner of the garage be glassed-in (with decorative lighting at the top), rather than open-air as previously approved. Other proposed modifications include planters, ivy and guide wires on the west facade, wall-wash lighting at the stair towers, ornamental light fixtures at the terrace and the top of the garage, and additional acoustical improvements which will not be visible. These changes are reflected in VOA Elevation Sheets SK-485 and SK-486, and Partial Plan Sheet A3-16, dated September 2, 1997 and attached. These sheets modify VOA sheets A3.01, A3.03, and A3.04, dated January 3, 1997 which were approved as part of the January 23, 1997 modification. A site plan (Sheet A2.06) dated October 9, 1997 has also been

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attached to show the retention of the lawn area in front of the planters at the base of the garage's west facade.

These proposed modifications will have no effect on the amount of floor area, the number of parking spaces, or the amount of landscaped area to be provided. The louvers, enclosed stairs, decorative lighting, planters, and ivy will improve the aesthetic appearance of the parking garage during the day and at night, and the improved acoustical treatment will benefit patrons of the Pier as well as its neighbors.

Finally, please note that the costs of constructing any additional features added or required by this relief letter will be the responsibility of the MPEA and will not in any way increase the City's construction obligations under the Intergovernmental Cooperation Agreement regarding Navy Pier.

Very Truly Yours,

Christopher R. Hill
Commissioner

Originated by:

Philip Levin
Assistant Commissioner

cc: Paul Woznicki
Jim Sasek, VOA

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

J. F. Boyle, Jr.
Commissioner

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February 26, 1997

Mr. Jon Clay
General Manager
Navy Pier
600 East Grand Avenue
Chicago, Illinois 60611

Re: Request for minor changes to
Institutional Planned Development No. 527 (Navy Pier)
Zone 1, relating to Joe's Bebop Cafe addition

Dear Mr. Clay:

Your request for minor changes to Navy Pier Planned Development No. 527, Zone 1, dated February 7, 1997, has been considered by the Department of Planning and Development pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance and, under authority granted in this Section and in Statement 17 of the Planned Development, is hereby approved.

Specifically, you requested administrative modification of the Planned Development to allow for the construction of a one story glass-enclosed structure for Joe's Bebop Cafe, adjacent and to the south of the existing Family Pavilion in Zone 1. This new structure would contain 924 additional square feet, as depicted on drawings prepared by VOA architects with final revisions dated February 21, 1997. This request requires the modification of certain PD exhibits that were approved by the City Council on September 16, 1992, as follows:

1. Exhibit 11 (Site Plan -- Navy Pier -- Zone 1)

This exhibit would be modified as depicted on revised Exhibit 11 and on VOA Sheet A4.1 to permit the extension of the building footprint 14'-6" to the south, running 60'-0" east and west between column lines 2.7 and 5.7. While this represents an increase in site coverage compared to the original site plan, the one-story enclosed structure would extend no further onto the South Dock than the south wall of the historic headhouse structure, which is approximately 55 feet to the west. The Commission on Chicago Landmarks has determined that the addition as proposed would not have a negative impact on significant landmark features of Navy Pier, and issued its approval of the permit application for the project on February 20, 1997.

The addition is proposed within an existing outdoor seating area that extends a total of 37'-0" south from the building line of the Family Pavilion. The Chicago Department of Transportation has concluded, in a letter dated January 7, 1997, that the extension of the building footprint approximately 14'-6" to the south will not adversely affect pedestrian movement on the South Dock. A twenty-foot-wide clear pedestrian zone to the south of the outdoor seating area will be maintained at all

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times and has been noted on the plans.

2. Exhibit 17 (South Elevation -- Navy Pier -- Zones 1 and 2)

This exhibit would be modified as depicted on VOA Sheets A4.0 and A4.1 to provide South, East, and West Elevations for Joe's Bebop Cafe. The new structure would be of glass with a metal roof, in keeping with the character of surrounding new buildings. Its height would vary from 10'-6" at the low point of its roof to a maximum of 15'-6" where the roof abuts the Family Pavilion. Folding glass doors along the south facade would allow for the structure to be opened-up during mild weather and for the indoor dining area to merge with the outdoor seating.

3. Exhibit 24 (Section -- South Dock at Family Pavilion)

This exhibit would be modified per VOA Sheet A4.1 to correspond to changes appearing on the site plan and elevations as described above.

Finally, please note that the costs of constructing any additional features added or required by this relief letter will be the responsibility of the MPEA and will not in any way increase the City's construction obligations under the Intergovernmental Cooperation Agreement regarding Navy Pier.

Through the authority granted by the Chicago Zoning Ordinance and by Statement 17 of the Planned Development, and based on the foregoing findings and analysis, I hereby approve the requested minor changes, but no other changes to Institutional Planned Development No. 527.

Very Truly Yours,

J.F. Boyle, Jr.
Commissioner

Originated by:

Christine Slattery
Deputy Commissioner

cc: Philip Levin
Paul Woznicki
Roger Kiley, Jr.

of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

J.F. Boyle, Jr.
Commissioner

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January 23, 1997

Jon Clay
General Manager
Navy Pier
600 East Grand Avenue
Chicago, Illinois 60611

Re: Request for minor changes to
Institutional Planned Development No. 527 (Navy Pier)
Future Development Zone

Dear Mr. Clay:

Your request for minor changes to the Navy Pier Planned Development Future Development Zone dated December 27, 1996, has been considered by the Department of Planning and Development and, under authority granted in Statement 17 of the Planned Development, is hereby approved.

Specifically, you requested administrative modification of the Planned Development to allow for the construction of a new parking structure with approximately 700 additional parking spaces and approximately 27,800 square feet of new retail/restaurant/circulation space as depicted on drawings prepared by VOA architects dated January 17, 1997 (with final revisions to certain sheets dated January 23, 1997). This request requires the modification of certain PD exhibits that were approved by the City Council on September 16, 1992, as follows:

1. Exhibit 1 (Use and Bulk Regulations Data Sheet)

This Exhibit limits the maximum number of off-street parking spaces to 1,200 spaces. Statement 12(v) of the Navy Pier Planned Development requires consideration of the draft *Navy Pier Turning Basin Development Guidelines* in considering any future amendments or modifications to the Planned Development. After doing so, we believe that increasing the parking limit to 1,800 spaces would be consistent with the recommendation in the *Guidelines* (on p. 5) to "[c]reate up to 1,800 parking spaces on Navy Pier ... to meet the average daily demands of visitors coming to the area." Parking on the Pier was limited to 1,200 spaces primarily as a compromise to address community concerns regarding traffic congestion. CDOT has reviewed recent traffic

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Appendix C.2(i) (Parking Garages). Per both standards, the new structure has been designed to complement the materials, design, and detail of other structures on Navy Pier, and to minimize the visibility of parked automobiles from open spaces. The height, proportions, and the use and detailing of masonry piers on all facades is in character with the existing development. Concrete spandrels would shield the view of automobiles from all sides, and glass infill facing the South Dock would relate to adjacent structures to the east. Interior garage lighting would be shielded from exterior view by its location between concrete beams. Exposed lighting for parking on the roof would be provided by decorative acorn type fixtures, in keeping with the typical fixture used for public open spaces on the Pier. The one story retail structure and the four story retail/restaurant/music club structure are of glass with metal roofs, in keeping with the character of surrounding new buildings.

5. Exhibit 25 (Section--South Dock Walkway)

The exhibit would be modified (see VOA Sheet A3.10) to correspond to changes appearing on the site plans described above.

Finally, please note that the costs of constructing any additional features added or required by this relief letter will be the responsibility of the MPEA and will not in any way increase the City's construction obligations under the Intergovernmental Cooperation Agreement regarding Navy Pier.

Part II Approval

Your December 27, 1996, request for "Part II" approval for the proposed garage/retail structure is currently in process. Part II approval of plans for the foundation work only (filed by Schal Bovis on January 6, 1997) is attached. Full Part II approval for the proposed structure will be finalized by January 31st.

Very Truly Yours,

M. F. Boyle, Jr.
Commissioner

Originated by:

Christine Slattery
Deputy Commissioner

analysis of the proposed garage expansion and has determined that the proposed expansion may actually improve existing traffic problems at the Pier.

2. Exhibit 10 (Site/Landscape Plan--On-Pier Park)

The current proposal would require further modifications to this exhibit (as depicted on VOA Sheet A2.02) to delineate the footprint of the new parking structure, restrooms and landscaping within the FDZ. While the existing grass lawn at this location would be reduced in size, a new landscaped terrace would be constructed. The total percentage of green space at the On-Pier Park after construction would exceed 25%, consistent with the recommendation in Exhibit 37.3(a) of the PD for an "appropriate minimum average landscaping coverage." Decorative paving, seating and lighting would be installed as well.

3. Exhibits 12 and 13 (Site Plans--Navy Pier --Zones 2 & 3)

These exhibits would be modified as depicted on VOA Sheets A2.03 and A2.04 to permit the extension of the building footprint by approximately 40 feet to the south to provide space for new retail uses and a 12-foot-wide interior walkway. (An additional approximate 4 feet to the south is covered by a roof but open to the air.) While this represents an increase in site coverage compared to the original site plan, the one-story enclosed structure would extend no further onto the South Dock than the base of the Grand Staircase. Due to existing structural limitations noted by your structural engineer, it is not possible to locate the new structure further to the north without either significantly increasing the cost of construction or reducing the retail space to an unleasable size. The Chicago Department of Transportation has concluded that the extension of the building footprint as depicted will not adversely affect pedestrian movement on the South Dock. A twenty-foot-wide clear pedestrian zone immediately to the south of the structure's column line will be maintained at all times and has been noted on the plans.

4. Exhibits No. 17, 18, 19, and 20 (North and South Elevations-- Navy Pier--Zones 1,2,3 and 4)

These exhibits would be modified as depicted on VOA Sheets A3.01 and A3.02 to provide detailed elevations for the area indicated in the Plan of Development as a Future Development Zone. The proposed elevations respect the 88 foot height limit defined by the original exhibits and the historic silhouette of Navy Pier as recommended per Exhibit 37, Urban Design policy C.1. The six additional stories that would be constructed for parking meet the standards of both Statement No. 16 (Future Development Zone) and of Statement 37,

City of Chicago
Richard M. Daley, Mayor

Department of Planning
and Development

Valerie B. Jarrett
Commissioner

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August 11, 1993

Steven J. Haemmerle
Development Manager
Metropolitan Pier and
Exposition Authority
2301 South Lake Shore Drive
Chicago, IL 60616

Re: Planned Development No. 527
Navy Pier/Headland Park

Dear Mr. Haemmerle:

The Department of Planning and Development has considered your request for minor changes to Planned Development No. 527 and hereby approves your request pursuant to the authority granted by Section 11.1-3(c) of the Chicago Zoning Ordinance. Specifically, your letter requested that the following exhibits included in the approved Plan of Development dated September 9, 1992, be substituted with revised exhibits dated July 28, 1993. Generally, these revised exhibits depict more detailed and refined site and landscaping plans than those approved in 1992.

The revised exhibits include the following:

1. **Exhibit No. 5 Roadway Network Map**
Plans have been revised to include the reduction of pavement and an increase in the amount of landscaping for the CTA terminal north of Grand Avenue and east of Streeter Drive. Additionally, a train turn-around loop and a driveway for access to the U.S. Army Corps of Engineer's property have been included.

2. **Exhibit No. 8 Site/Landscape Plan Headlands Subarea**
Plans have been revised to include the additional landscaping made necessary by the modifications to the CTA terminal. Additionally, the overall landscape concept has been further refined and those revisions are also included.

3. **Exhibit No. 9 Site/Landscape Plan Crystal Garden**
This exhibit has been revised to include 71 palm trees in a revised planting configuration with more seating and a central water feature rather than 93 palm trees in a more formal configuration. The area designated as the Crystal Garden remains 22,500 square feet but has been reconfigured to accommodate the revised planting plan. Access to the Crystal Garden from the South Dock has been revised to include an open stair in lieu of an enclosed stair.

4. **Exhibit No. 10 Site/Landscape Plan On-Pier Park**
Plans have been revised to include modified locations for an open-air performance area, a future ferris wheel, a future carousel, and a reflecting pool. Toilet facilities have been included in the park. The corresponding landscaping has been revised to accommodate these modifications.

5. **Exhibits No. 11-17 Site Plan Navy Pier Zones 1 Through 6**
Plans have been revised to include further refinements to the grade level public spaces and the site amenities to be provided on the South Dock.

6. **Exhibit No. 32 Bus/Transit Circulation Plan**
Plans have been revised to include modifications to the operation of the CTA terminal.

7. **Exhibit No. 35 Future Headlands Subarea Landscape Plan**
Plans have been revised to accommodate modifications to the Headlands park plans. In general, the revised plan provides a less formal landscaping configuration and more pedestrian walkways.

With regard to your request, the Department of Planning and Development has determined that these modifications would constitute a minor change pursuant to Section 11.11-3(c) of the Chicago Zoning Ordinance.

Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and Planned Development No. 527, I hereby approve the foregoing minor changes, but no other changes to Planned Development No. 527.

This Administrative Relief should not be understood to affect in any way the City's construction obligations under the Intergovernmental Cooperation Agreement regarding the Navy Pier and the Navy Pier Headlands. The costs of constructing any additional features added or required by this Administrative Relief will be the responsibility of the MPEA. The purpose of this letter is to deal solely with zoning issues pertaining to the project.

Sincerely,

Valerie B. Jarrett
Commissioner

cc: Marcel Acosta
Christine Slattery
Philip Levin
William Tippens
Mary Edwards