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1. Introduction

- a. All development must substantially comply with the design standards and guidelines outlined in the Zoning Ordinance, Section 17-8-0900 Standards and Guidelines.
- b. The guidelines listed below provide additional standards for buildings and the public realm, to complement the specific context of this planned development. These guidelines also provide a foundation for the review of individual projects to ensure each element within the PD upholds the goals for the entire development.
- c. The PD Design Guidelines are intended to provide space for flexibility, creativity and design innovation.
- d. The guidelines support the idea that each building will reflect its own position, program, and function within the development, but will also respect the patterns and relationships with adjacent buildings, open spaces, and the surrounding community.
- e. The guidelines support the planned integration and manifestation of public art and wayfinding that relate to Bronzeville Culture, Community, and History of Michael Reese Hospital in public realm, open spaces, and buildings. Artwork within the site should include art honoring the spirit of entrepreneurship and innovation that marked the early growth and flourishing of Bronzeville, as evidenced by those honored in the Existing Walk of Fame. Design elements which build on the creative legacy while looking to the future are also encouraged.

2. Public Realm Guidelines

a. Public realm and open space framework

- i. Inspired by the world’s best places and Chicago’s best neighborhoods, the publicly accessible open space and public realm will include vibrant streets, pedestrian-scaled sidewalks, and welcoming green spaces. All public realm and open space areas are to be well-lit, safe and publicly accessible. Publicly accessible open spaces will be designed to the applicable standards of Chicago Park District.
- ii. The public realm and infrastructure of the PD area will be designed in a sustainable manner. Sustainable certification, such as the Living Community Challenge, may be targeted.
- iii. Public realm and open space areas will be considered that can allow for art or other elements that communicate the history and culture of Bronzeville and the Michael Reese Hospital.
- iv. Landscape spaces shall be designed to include a variety of different native and non-invasive trees, shrubs, and perennials that provide a rich connection to nature and promote health and wellness and seasonal interest. Mature trees of minimum 4” caliper will be utilized, and will provide shading for seating and gathering areas.

- v. Landscape spaces will be interconnected to the extent possible to support natural habitat, and will incorporate best practices for wildlife habitat creation and biodiversity.
- vi. Landscape spaces will include stormwater areas, with the goal of minimizing or eliminating runoff from entering the City’s combined sewer system. Naturalized areas will promote retention and infiltration, and be planted with appropriate native plants. Specific infiltration percentages will be refined in coordination with geotechnical studies and the City.
- vii. Recreational amenities shall be integrated within the site and used to activate spaces for all ages.
- viii. Interpretive signage shall be provided across the development to bring awareness to the cultural context and history of the site.
- ix. A site-wide wayfinding signage system shall be implemented throughout the development.
- x. Public, universal accessibility will be provided across the entire site, to connect open spaces with the street network. Stair and ramp designs shall avoid blank walls and unactivated spaces.
- xi. Open space amenities shall be designed with high-quality components and materials.
- xii. Pedestrian-scaled lights will be provided in all open spaces. Park light fixtures shall be dark sky compliant and will provide lumen output consistent with Chicago Park District standards.

b. 31st Street Park (Sub-parcel 1.A)

- i. The publicly accessible park at 31st Street will be an open space that provides a ‘front door’ to the development and provides amenities for the development and the surrounding community. Access to the park will be maximized from 31st Street, Cottage Grove, and from the Metra station. The park will relate to the sub-parcel 1.B building.
- ii. Park elements will include:
 - 1. Gathering areas
 - 2. Children’s play area

- 3. Hardscaped open spaces
- 4. Public restrooms
- 5. Naturalized stormwater management areas that promote retention and infiltration. Areas will be designed with plants appropriate for stormwater areas, and will include pedestrian engagement opportunities such as boardwalks. Exact sizing and design will be refined in coordination with geotechnical studies and the City.
- iii. Additional park amenities may include: Public art, picnic areas, interpretive gardens, and small pavilion(s) up to the allowable GFA per the bulk regulations.
- iv. As the park is adjacent to the planned community center, park programs and elements should coordinate with community center programs, including elements that showcase the history and culture of the neighborhood.

c. 29th Street Park (Sub-parcel 2.A)

- i. The publicly accessible park at 29th Street will be an open space that is the center of the neighborhood and provides amenities for the development and the surrounding community. Access to the park will be maximized from Cottage Grove and from 29th Street. The park will relate to sub-parcel 2.B and 2.C buildings.
- ii. The park will be sloped up toward the raised 29th Street in order to provide ADA-compliant access between the park and 29th Street, along the length of 29th Street between Cottage Grove and Lake Park.
- iii. Interim conditions, if required due to phasing of the park relative to the phasing and grading of the 29th Street bridge, will be coordinated with CDOT and DPD.
- iv. The park design will be coordinated with the design of 29th Street, including the bike and pedestrian paths along 29th Street.
- v. Park elements will include:
 - 1. Gathering areas
 - 2. Flexible programming
 - 3. Hardscaped open spaces
 - 4. Public restrooms
 - 5. Naturalized stormwater management areas that promote retention and infiltration. Areas will be designed with plants appropriate for stormwater areas, and will include pedestrian engagement opportunities such as boardwalks. Exact sizing and design will be refined in coordination with geotechnical studies and the City.

- vi. Additional park amenities may include: dog-friendly areas, public art, picnic areas, interpretive gardens, children’s play area, small pavilion(s) up to the allowable GFA per the bulk regulations.

d. 29th/Vernon Park (Sub-parcel 2.F)

- i. The publicly accessible park at 29st and Vernon will be an open space that acts as an extension of the larger 29th Street Park. This park will provide a gateway to the development from 29th Street. Access to the park will be maximized from Cottage Grove, 29th Street, and Vernon.
- ii. Park elements will include:
 - 1. Gathering areas
 - 2. Hardscaped open spaces
- iii. Additional park amenities may include: Native plantings, public art, an open air market pavilion, or mobility hub, of up to up to the allowable GFA per the bulk regulations.

e. On-parcel open spaces

- i. On-parcel open spaces are located throughout the development. These areas provide safe and welcoming amenity areas for building tenants, residents, and the public.
- ii. On-parcel open spaces will be visible and publicly accessible.
- iii. Programming may include cafe areas, markets, and community gathering. Programs will relate to adjacent building programs.
- iv. Amenities will include seating areas, lighting, walkways, landscaping, and other pedestrian amenities to provide usable and comfortable spaces.
- v. If fencing is used, high quality and durable materials will be used. Chain link fencing is prohibited.
- vi. On-parcel open spaces between buildings will serve as pedestrian connections through the development,
- vii. On-parcel open spaces will include stormwater areas. Naturalized areas will promote retention and infiltration, and be planted with appropriate native plants. Stormwater areas and associated topography will be integrated into the landscape design, will be coordinated with adjacent building design, and will enhance the pedestrian experience of the open spaces. Exact parcel requirements relating to stormwater quantities and rates will be established in coordination with geotechnical studies and the City.

viii. Linear east-west open spaces within each parcel may be used as vehicular access to parking and service, including fire access, if needed, depending on building requirements. These linear open spaces connect to Lake Park, Cottage Grove, and Vernon. If so used, these open spaces will be designed with pedestrian priority. They will not be used as vehicle cut-throughs from Cottage Grove to Lake Park. Vehicle and service access is encouraged to be time-of-day limited to avoid pedestrian conflicts. Paving will be pedestrian-friendly. Refer to CDOT standards: *Green Alleys* and *People Alleys* programs.

f. Street design and streetscape

- i. All streets and streetscapes will follow the Complete Streets Chicago Design Guidelines and the Vision Zero Action Plan, and shall include multi-modal facilities within the public way, in coordination with CDOT. This approach will create safe and welcoming streetscapes for all users, and include high-quality materials, lighting, landscaping, and sidewalk furnishings.
- ii. Intersection design will prioritize pedestrian crossings and movement.
- iii. Street designs will include a parkway landscape zone of a minimum width of 5 feet.
- iv. The designs will incorporate sustainable design features into the streetscape following CDOT’s Sustainable Urban Infrastructure Guidelines. This will include utilizing streets and connected open spaces to manage stormwater, with the goal of minimizing runoff to the City’s combined sewer system. Strategies within the ROW may include using landscape area and the subsurface sand layer for retention and infiltration, and using trench backfill material to increase storage capacity. Specific strategies and infiltration percentages will be refined in coordination with geotechnical studies and the City.
- v. Primary streets will consider supplemental pedestrian-scaled light fixtures. Pedestrian light fixtures shall be dark sky compliant.
- vi. Prior to final street design, the locations of bus stops will be determined in conjunction with CDOT and CTA; appropriate lane widths and bus stop areas to be provided where required.
- vii. Curb-side lane uses will prioritize on-street parking and other uses that enhance the user experience of the buildings, retail, and amenities. Delivery, service, and valet parking are discouraged in curb-side lanes to the extent possible. Final uses will be coordinated with

CDOT.

- viii. All final street designs will be coordinated with CDOT at each phase of the development.
- ix. All street design plans and details shall be subject to preliminary and final design review and concurrence by CDOT.
- x. Where shared-street designs, or non-standard elements are included, such as pavers, maintenance agreements with CDOT may be required.

g. Street specific elements

i. Cottage Grove Avenue

- 1. Cottage Grove will be designed as a primary street unifying the neighborhood. Cottage Grove is the primary commercial street; the streetscape design will allow maximum visibility and accessibility to the commercial business facing the street. The design will provide pedestrian features such as seating areas, pedestrian scaled lighting, planters and shade trees.
- 2. Enhanced paving will be considered on Cottage Grove to prioritize the pedestrian experience and create a special character unique to this street.
- 3. Wayfinding and cultural signage will be considered that highlights the history of the neighborhood.
- 4. On-street parking will be provided.
- 5. Landscape and drop-off/parking areas will be designed to further enhance the pedestrian experience, slow traffic, and maintain pedestrian flow along the sidewalk zones.
- 6. Where adjacent to parks, Cottage Grove will be designed as a “park road” with increased landscape.
- 7. Discourage driveways accessing parking and service from Cottage Grove Avenue.

ii. Lake Park Avenue

- 1. Provide transit priority systems on Lake Park, such as enhanced boarding areas and/or signals that prioritize transit. Design of transit facilities will be coordinated with CDOT and CTA, including lane configurations, widths, and usage.
- 2. Dedicated areas for bus stops with shelters are to be incorporated at appropriate distances.
- 3. Bus stop configuration and potential mid-block crosswalks shall be subject to preliminary and final design review and concurrence by CDOT and CTA.
- 4. On-street parking will be provided.

5. The east edge of Lake Park will be a barrier to the rail tracks. Treatment will include landscape and a wall. Design will include considerations for safety, visual barrier, and acoustic barrier to the tracks.
6. Parking and service access to parcels will be from Lake Park; pedestrian sidewalks and paving will be continuous over parcel driveways.
7. The historical softball monument will be conserved, a new historic plaque will be made for it, and installed on or as near as possible to the softball historic site at 3016-18 S. Lake Park, in coordination with DCASE.

iii. Vernon Avenue

1. Vernon will be primarily a residential street, with access to existing Prairie Shores and new development on the east side of the street.
2. Existing access drives to Prairie Shores parking will remain, as well as the landscape buffer between the Vernon sidewalk and the existing Prairie Shores parking lots.
3. Landscape and drop-off/parking areas are to be designed to enhance the streetscape and slow traffic.
4. On-street parking will be provided.

iv. 26th Street

1. 26th Street will lead to a bridge over the rail tracks.
2. The bridge will provide vehicular access over the tracks.
3. 26th Street will slope up between Cottage Grove and Lake Park as it approaches the bridge.
4. A pedestrian vertical connection between Lake Park and the upper level of 26th Street will be provided. The vertical connection will be publicly accessible, indoor, and ADA-compliant. Connection may be in the public way or integrated into an adjacent building.
5. Interim conditions will be coordinated with CDOT at each phase of development. Interim conditions may include a temporary street at grade if needed; and/or may include sloped grade with no street, until the bridge is constructed.

v. 27th Street

1. A local east-west street connecting Cottage Grove to Lake Park.
2. Street may be designed as curbless; with emphasis on pedestrian connections across the street.
3. On-street parking and drop-off lane will be provided.

vi. 29th Street

1. 29th Street will be a primary street in the center of the neighborhood. It will lead to a bridge over the rail tracks.
2. The bridge will provide vehicular access over the tracks.
3. The bridge will provide pedestrian and bike access over the tracks and continue east over South Lake Shore Drive to connect pedestrians and bikes to the lakefront trail.
4. 29th Street will slope up as it approaches the bridge, this condition between Cottage Grove and Lake Park will be designed in coordination with the adjacent park on the north side of 29th Street.
5. A pedestrian vertical connection between Lake Park and the upper level of 29th Street will be provided. The vertical connection will be publicly accessible, indoor, and ADA-compliant. Connection may be in the public way, in the adjacent park, or integrated into an adjacent building.
6. Interim conditions will be coordinated with CDOT at each phase of development. Interim conditions may include a temporary street at grade if needed; and/or may include sloped grade with no street, until the bridge is constructed.

vii. 30th Street

1. A local east-west street connecting Cottage Grove to Lake Park.
2. Street may be designed as curbless; with emphasis on pedestrian connections across the street.
3. On-street parking and drop-off lane will be provided.

viii. 31st Street

1. The primary and existing east-west connection to the lakefront.
2. A planned off-street bike path on the north side of 31st Street shall be coordinated with and subject to preliminary and final design review and concurrence by CDOT. The bike path design shall allow for it to safely continue east over the railroad and South Lake Shore Drive and into the Lakefront Trail. This may require developing and accommodating both interim and final design conditions for the bike path east of Lake Park Ave to reflect phased implementation of the future Metra station, MPEA Yard site development, and South Lake Shore Drive junction improvements. All bike path designs and implementation plans shall include any necessary modifications to affected signalized and unsignalized intersections.

- 3. Any lane configuration changes on 31st Street shall be coordinated with and subject to relocating the existing bike lanes off-street. Any lane configuration changes on 31st Street shall also be subject to preliminary and final design review and concurrence by CDOT. The final 31st Street lane configuration will be subject to traffic capacity, flow, and safety needs to be assessed during design review, and may or may not ultimately include four through lanes.
- 4. Dedicated areas for bus stops with shelters are to be incorporated at appropriate distances.
- 5. Bus stop configuration and potential mid-block crosswalks shall be subject to preliminary and final design review and concurrence by CDOT and CTA

3. Ground floor guidelines

a. Street level activation

- i. The ground level of buildings should contain the most active and public functions.
- ii. The ground level facades facing primary streets are to emphasize transparency, to connect the ground floor activities with the adjacent public realm.
- iii. Integration of art to represent Bronzeville Culture, Community and history of Michael Reese Hospital in publicly accessible spaces.
- iv. Primary pedestrian entrances are to be visible from the street and easily accessible, and evident in daytime and at night.
- v. If security gates and bars are added, they should be installed inside the storefront.
- vi. Tenant signage for each building will be considered as part of the façade design, to ensure consistency of placement, size, materials, and method of illumination.
- vii. Undeveloped parcels may support interim uses including, but not limited to, open space, pop-up markets, and surface parking. Interim use plan improvements and time frame shall require review and approval by DPD.

b. Service and parking

- i. Service areas to be located so as to not negatively impact primary pedestrian streets or pedestrian entrances.
- ii. Lights in service areas will be designed to minimize unnecessary light pollution; design solutions may include directional lighting and motion sensors.

- iii. Where possible, access to loading and parking will not occur directly from Cottage Grove Ave or from 31st Street, unless constrained by specific site conditions.
- iv. Curb cuts will not exceed 20' in width for service entrances, unless constrained by specific site conditions. Parking garage and service entrances will not exceed the minimum number required.
- v. Access points for parking and service will be consolidated to the extent possible to minimize the total number of curb cuts within the development.
- vi. All driveways shall be constructed with flares and maintain a level pedestrian sidewalk, a minimum of 6-feet-wide, across the driveway
- vii. Setback loading docks off the public way, to minimize conflicts within the public way.
- viii. Service areas will be incorporated within the building and/or screened. Screening will be a minimum of 6' tall, or as high as needed to screen equipment from view from public streets and parks
- ix. Vehicle drop-off zones are to be coordinated with primary building entrances and will be designed in consideration of the pedestrian experience.
- x. Off-street drop-offs will be minimized and included only for hospitals or medical facilities and residential buildings with a majority senior residents.

4. Built form guidelines

a. Base building/Podium

- i. Buildings shall follow the design guidelines for the building's specific Character Zone.
- ii. Maintain a consistent street wall at the building base to define an urban street environment, except for setbacks that create inviting open spaces. Provide variety in facade treatments along the sidewalk for visual interest.
- iii. Building podiums within a character zone will relate to a consistent streetscape experience.
- iv. Parking garage entries will be integrated into the facade of the building.
- v. Where possible, design podium rooftops as participatory spaces accommodating building amenities and landscaping.
- vi. Podium and tower designs will relate to each other to provide a cohesive expression.

vii. When parking or service areas are located within a building podium, incorporate architectural screens consistent with the building facade.

b. Height and massing

- i. Taller buildings will be designed with consideration of orientation, views, and sunlight exposure.
- ii. To preserve access to light, a minimum separation of 40' between towers is required.
- iii. Building massing shall achieve a varied and distinctive skyline.
- iv. Step down the heights of buildings to transition to the scale of surrounding neighborhoods.
- v. Buildings will be delineated with building steps, recesses and setbacks to divide the facade into smaller masses consistent with context and the pedestrian scale.
- vi. All rooftop mechanical systems will be concealed from pedestrian view within an architectural enclosure consistent with the overall building.
- vii. If balconies are provided, they should be integrated with the architecture of the building facade.
- viii. The Department may require that shadow studies be undertaken in connection with site plan reviews for later phases of development of the Property.
- ix. Design and siting of buildings with residential uses shall mitigate nuisance impacts.

c. Materials

- i. The aesthetic quality and durability of materials is to support and promote the quality of the public realm.
- ii. Design all building facades considering the composition and architectural expression of the building as a whole.
- iii. Promote architectural and urban design, sustainability, innovation, longevity, and creative expression with visionary design, and high-quality materials.
- iv. Colors and finishes of the materials will reinforce the character zone identity, and will draw from the architectural heritage of the Bronzeville neighborhood.
- v. Buildings will not be clad with low-quality materials or materials with low aesthetic value such as EIFS, unfinished CMU, or residential-type thin brick, vinyl or metal siding.
- vi. Buildings will employ architectural materials consis-

tent with contemporary building practices, such as high-quality wall systems in glass, metal, masonry, architectural concrete, or hardwood.

- vii. Glazing shall not be highly reflective or mirrored. Bird protection will be provided at building lower levels. Buildings will follow Bird Safe Buildings Best Practice Checklist
- viii. The finish and detailing of building materials is to be consistent with the intent for architectural quality throughout the PD.

d. Building performance

- i. The buildings of the PD area will be designed in a sustainable manner. Sustainable certification, such as the Living Building Challenge, may be targeted.
- ii. Sustainable design will prioritize energy efficiency and human health.
- iii. Building orientation will consider solar gain, shading, and other passive design strategies.
- iv. Building envelopes will support environmentally responsible design by reducing heating and cooling loads, improving energy efficiency, maximizing occupant health, comfort and productivity, and using sustainable materials.
- v. Respond to seasonal wind patterns and opportunities for natural ventilation.
- vi. Use of green technologies and recycled materials is encouraged.
- vii. Water efficient fixtures and use of reclaimed water is encouraged.

5. Character zone guidelines

a. Introduction

- i. The PD includes three character zones based on primary building use, surrounding site features, and the relationship to adjacent open spaces. Buildings within a character zone will complement each other through unifying design principles. Each of these zones will carefully respond to unique site opportunities and proposed building placements, to frame and animate public spaces at the street level. These guidelines reinforce the urban design vision by prioritizing a mix of uses. They provide opportunities for social interaction on landscaped sidewalks and open spaces, bringing access and amenities to adjacent neighborhoods.

- ii. All Character zones will allow for opportunities to showcase the history and culture of the Bronzeville community and the Michael Reese site throughout the public realm, buildings, and open spaces.

b. East of Cottage Grove: Character Zone A

i. Introduction

1. Located between Cottage Grove and Lake Park, south of 29th Street. Along the length of the corridor will be active, publicly-oriented ground floor uses with generous floor-to-ceiling heights and a high degree of transparency. Many of the buildings have a direct relationship with Cottage Grove. And buildings have a direct relationship with the north-south on-parcel linear open space. This zone is planned to include the phase one building on sub-parcel 1.B, The 31st Street Park, and the renovation of the Singer Pavilion. These areas and buildings will be considered for opportunities to showcase the history and culture of the Bronzeville community and the Michael Reese site.

delineate the massing into smaller elements.

iii. Activation

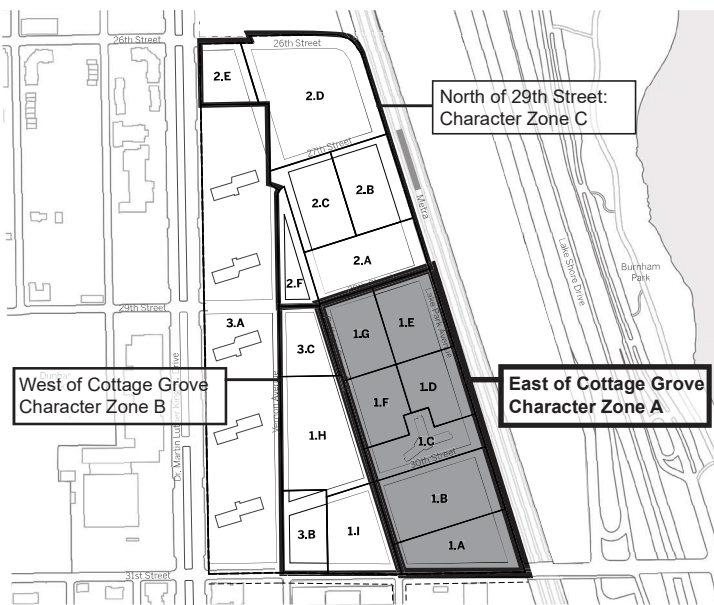
1. Locate the most public, active uses facing Cottage Grove; including commercial uses and building amenity areas.
2. Locate active uses facing the north-south on-parcel linear open space. And provide active and usable outdoor spaces that relate to the internal building uses.
3. Locate active uses facing the 31st Street park.

iv. Access

1. Primary building pedestrian entrances are to be located along Cottage Grove or along the adjacent east-west streets.
2. Exterior, accessible, at-grade Pedestrian connections will be provided between buildings within the north-south on-parcel linear open space.
3. Where possible, locate vehicular access points for parking and loading along Lake Park Ave. Site constraints may require alternative access points; the east-west streets or east-west linear open spaces may be used, as long as pedestrian priority design is maintained in these areas.
4. Locate dedicated drop-off zones adjacent to primary building entrances; these are typically on adjacent east-west streets; but may also be on Cottage Grove.
5. The parking for the commercial buildings is primarily located below grade, or in podiums. Podium parking will be screened from view, and will not front primary streets.

v. Building materials

1. The materials and detailing will support a pedestrian friendly, human-scale environment and will relate to the Bronzeville history and culture.
2. Materials will be selected for sustainability, durability, tactility and diversity.
3. Materials that will be utilized include, but are not limited to metals, wood, brick masonry, stone and other ornamental metals.
4. Where appropriate, material variation, and/or landscape elements can be utilized to break down building mass into a composition of well-scaled components, introduce architectural diversity and placemaking, while adhering to a unifying identity of place.
5. Facade articulation to respond to sustainability



ii. Building typology and massing

1. Primarily office and mixed-use. With some residential; exact mix TBD.
2. Building podium heights range from 2-5 floors.
3. Building siting and massing will ensure visual permeability beyond.
4. Create a distinctive skyline along the corridor.
5. Stagger taller buildings to maximize views to the lake and sunlight exposure.
6. Consider building steps, recesses and setbacks to

aspects, the quality of adjacent park spaces, and views.

vi. Iconic Sites

1. Sub-parcel 1.B, located at the 31st Street Park, is an important gateway site to the neighborhood. As a highly visible location, the building design requires a higher design expectation, and will be designed along with the 31st Street Park.
2. Sub-parcel 1.C contains the existing Singer Pavilion, which will be adaptively reused. As the remaining structure on the Reese site, the building renovation requires a high level of design. Design considerations should include:

a. Building Identity:

- i. The basic form of the building will be retained.
- ii. Additions and alterations to the building may be considered in order to meet programmatic and performance needs. Additions and alterations will still allow the historic identity of the building to be showcased.
- iii. The Paganin “Expulsion” art piece will be properly conserved and reinstalled to its original location on the building in coordination with DCASE.

b. Programs:

- i. Programs will include, but not limited to, retail, F&B, and cultural uses that share the history of the Michael Reese Hospital.

c. Internal Configuration:

- i. Floors, walls, and circulation elements may be selectively altered as required to meet programmatic needs and code compliance.

d. Building Systems:

- i. Structural, mechanical, roofing, exterior wall and windows will be evaluated and may be upgraded to meet programmatic, performance, or code compliance requirements.

e. Sustainability:

- i. The Singer Pavilion renovation will consider sustainable certification targets such as the Living Building Challenge.
- ii. Sustainable goals will include energy efficiency, human health, and water conservation.
- iii. Specific strategies may include high performance building envelope, sustainable materials, energy generation, on-site water recycling and re-use.

f. Open Space:

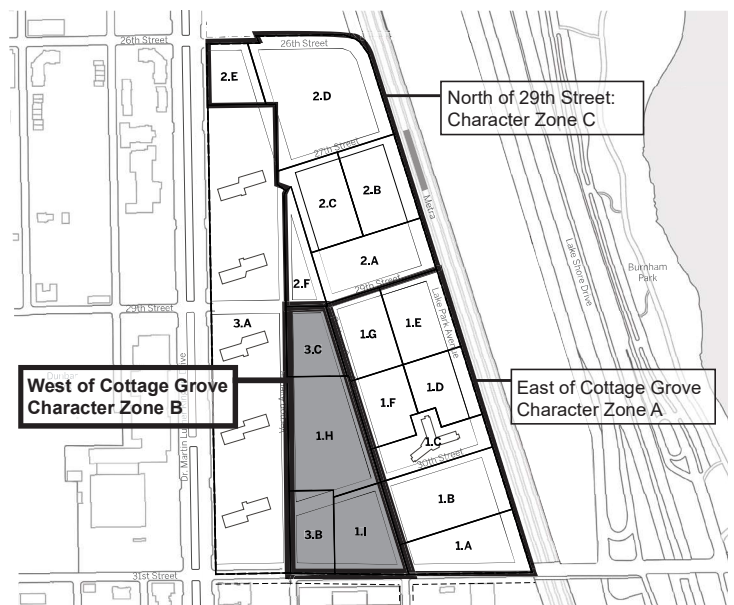
- i. The surrounding on-parcel open spaces will be designed as publicly accessible, programmed, and landscaped areas in concert with the building design.

3. Sub-parcel 1.E, north part of parcel, located on the 29th Street Park and Lake Park Avenue, is in the heart of the neighborhood. With this highly visible location fronting the park, and with great views to the park and the lakefront, the building on the north part of this sub-parcel design requires a higher design expectation.

c. West of Cottage Grove: Character Zone B

i. Introduction

1. Located west of Cottage Grove and south of 29th Street, is primarily a residential zone that serves as a transition in both use and building height between Prairie Shores and the buildings east of Cottage Grove. This corridor is defined by buildings that reinforce active pedestrian life along the street and mid-block pathways that connect from west to east. Low podiums define street edges, lined with residential lobbies, neighborhood amenities, and restaurants.



ii. Building typology and massing

1. Primarily residential and mixed-use.
2. Building podium heights range from 2-3 floors.
3. Shape and stagger taller buildings to maximize views between buildings and sunlight exposure.
4. Building towers are to step back from the podium/ building base.

iii. Activation

1. Locate the most public, active uses facing Cottage Grove; including commercial uses and building amenity areas. Consideration should be given to situating active uses in Sub-parcel 3.B facing 31st Street or also Vernon (for a new building constructed after the extension of Vernon). Active uses in Sub-parcel 1.I should also face 31st Street.
2. Primary residential entrances are to be located on Vernon, 30th, and Cottage Grove.
3. Consider participatory spaces on podium rooftops accommodating building amenity spaces.

iv. Access

1. Primary building pedestrian entrances are to be located along Cottage Grove or along the adjacent east-west streets. Primary pedestrian entrances for a new building on Sub-parcel 3.B developed after the extension of Vernon or the reorientation of 30th Street will face either street.
2. Where possible, locate vehicular access points for parking and loading along Vernon and 30th Street. Site constraints may require alternative access points; the east-west linear open spaces may be used, as long as pedestrian priority design is maintained in these areas.
3. Locate dedicated drop-off zones adjacent to primary building entrances; these are typically on Vernon or east-west streets; but may also be on Cottage Grove.
4. Incorporate a minimum 10' building setback where residential uses are at the ground floor. The setback will be landscaped to provide a privacy buffer.
5. Residential building parking can be located within the building podiums, but must be screened from view and integrated into the architectural expression of the façade.

v. Building materials

1. The materials and detailing will support a pedestrian friendly, human-scale environment and will relate to the Bronzeville history and culture.
2. As a primarily residential zone that serves as a transition, consider design elements that achieve a successful fit between a building and its neighbors.
3. Ensure that all facades are attractive and well-proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, so they are consistent with the residential scale and character of the surrounding area.

4. Where appropriate, material variation, landscape rooftops and other amenity spaces can be utilized to break down building mass into a composition of well-scaled components, introduce architectural diversity and placemaking, while adhering to a unifying identity of place.
5. Facade articulation to respond to sustainability aspects, the quality of adjacent park space, transition in scale to the adjacent neighborhood, and views.

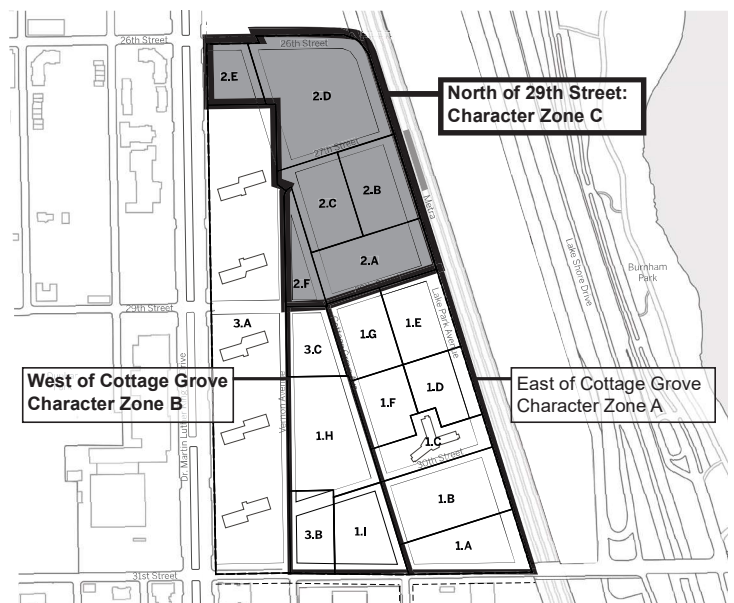
vi. Iconic Sites

1. Sub-parcel 3.B, located at 31st Street and Vernon, is an important gateway site to the neighborhood. As a highly visible location along 31st Street, the building design requires a higher design expectation.
2. Sub-parcel 3.C, located at Cottage Grove and 29th Street, is in the heart of the neighborhood, on two primary streets. With this highly visible location near the 29th Street Park, the building design requires a higher design expectation.

d. North of 29th Street: Character Zone C

i. Introduction

1. Located north of 29th Street. Along the length of the corridor will be active, publicly-oriented ground floor uses with generous floor-to-ceiling heights and a high degree of transparency. Many of the buildings have a direct relationship with Cottage Grove. And buildings have a direct relationship with the north-south on-parcel linear open space.



ii. Building typology and massing

- 1. Primarily office and mixed-use. With some residential, as outlined per the requirements of the PD.
- 2. Building podium heights range from 2-5 floors.
- 3. Building siting and massing will ensure visual permeability beyond.
- 4. Create a distinctive skyline along the corridor.
- 5. Stagger taller buildings to maximize views to the lake and sunlight exposure.
- 6. Consider building steps, recesses and setbacks to delineate the massing into smaller elements.

iii. Activation

- 1. Locate the most public, active uses facing Cottage Grove; including commercial uses and building amenity areas.
- 2. Locate active uses facing the north-south on-parcel linear open space. And provide active and usable outdoor spaces that relate to the internal building uses.
- 3. Locate active uses facing the 29st Street park.

iv. Access

- 1. Primary building pedestrian entrances are to be located along Cottage Grove or along the adjacent east-west streets.
- 2. Exterior, accessible, at-grade pedestrian connections will be provided between buildings within the north-south on-parcel linear open space.
- 3. Where possible, locate vehicular access points for parking and loading along Lake Park Ave. Site constraints may require alternative access points; the east-west streets or east-west linear open spaces may be used, as long as pedestrian priority design is maintained in these areas.
- 4. Locate dedicated drop-off zones adjacent to primary building entrances; these are typically on adjacent east-west streets; but may also be on Cottage Grove.
- 5. The parking for the commercial buildings is primarily located below grade, or in podiums. Podium parking will be screened from view, and will not front primary streets.

v. Building materials

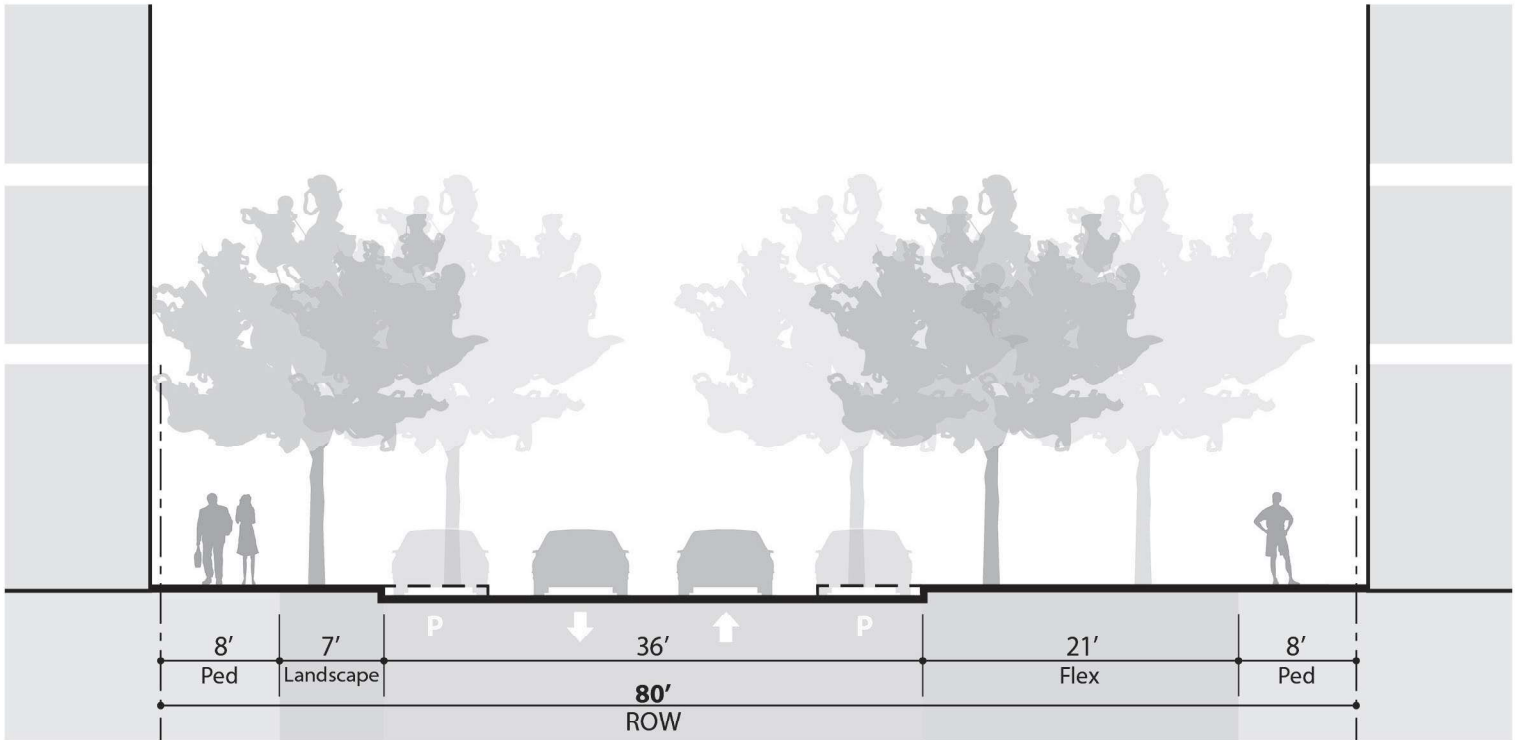
- 1. The materials and detailing will support a pedestrian friendly, human-scale environment and will relate to

the Bronzeville history and culture.

- 2. Materials will be selected for sustainability, durability, tactility and diversity.
- 3. Materials that will be utilized include, but are not limited to metals, wood, brick masonry, stone and other ornamental metals.
- 4. Where appropriate, material variation, and/or landscape elements can be utilized to break down building mass into a composition of well-scaled components, introduce architectural diversity and placemaking, while adhering to a unifying identity of place.
- 5. Facade articulation to respond to sustainability aspects, the quality of adjacent park spaces, and views.

vi. Iconic Sites

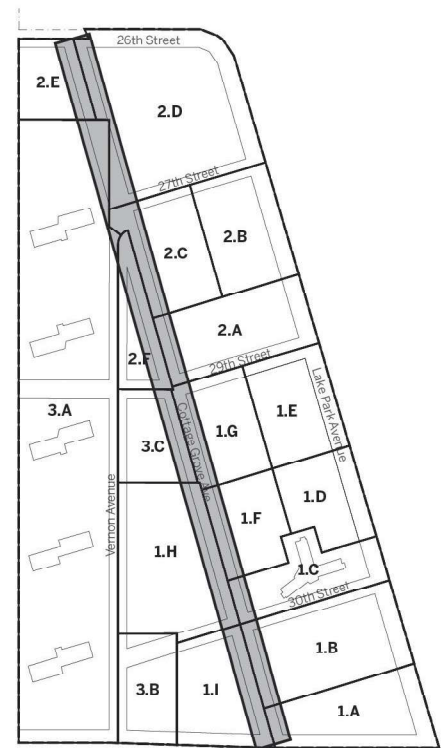
- 1. Sub-parcel 2.E and the west portion of Sub-parcel 2.D, facing Cottage Grove at 26th Street, with 2.E having frontage on King Drive, act as the north gateway to the neighborhood. As visible gateway locations, these buildings require a higher design expectation.
- 2. Sub-parcel 2.B, located on the 29th Street Park and Lake Park Avenue, is in the heart of the neighborhood. With this highly visible location fronting the park, and with great views to the park and the lake-front, the building design requires a higher design expectation.



Section Looking North

Street Elements

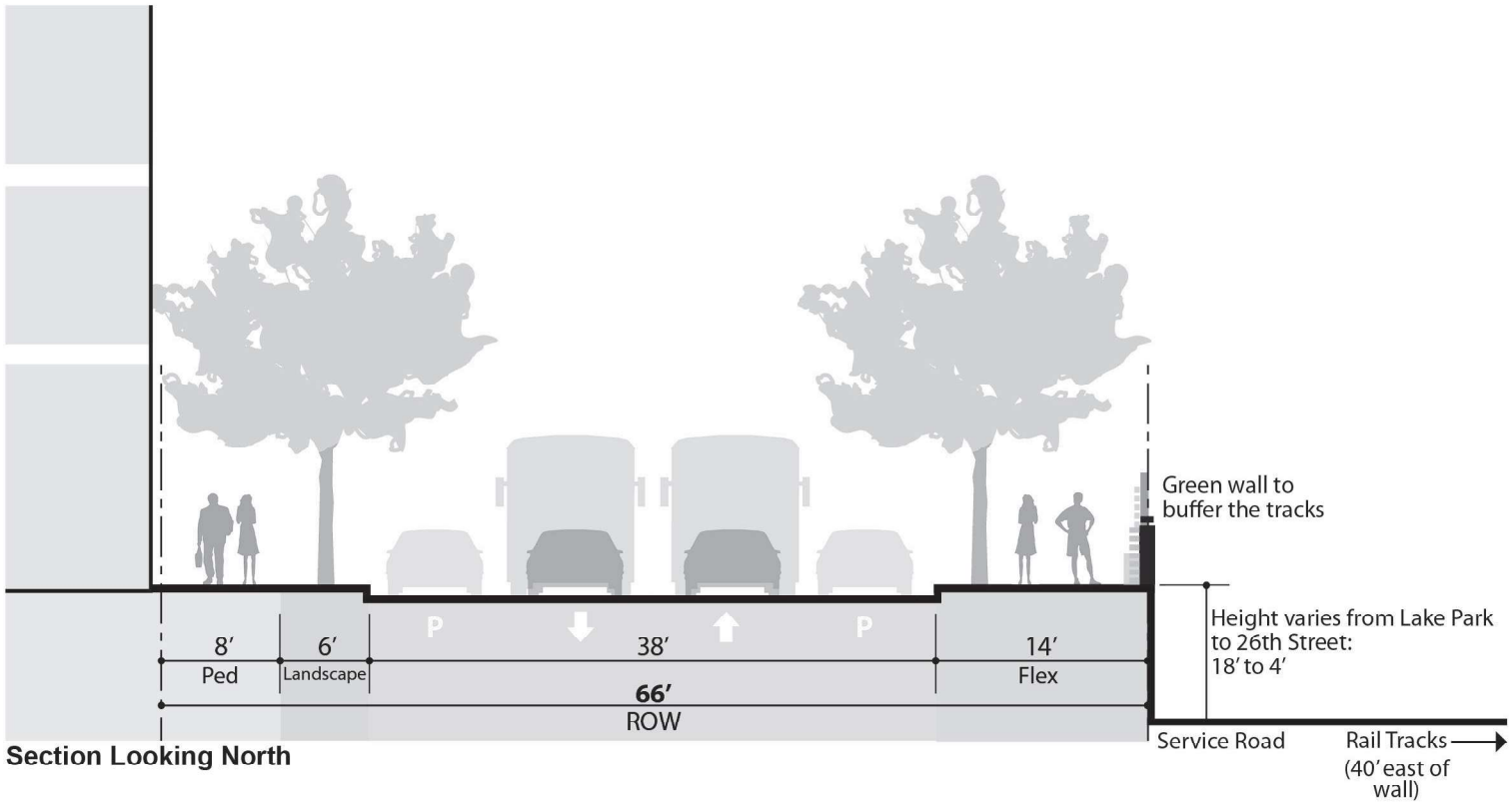
ROW Width	80'
Roadway Width	36' (measured from face of curb)
Travel Lanes	Two-way
Travel Lane Width	11'
Drop-off, Parking Lane Width	7' (may include curb extensions at some locations)
Landscape Zone Width	7' (including curb zone)
Sidewalk Width	8' min
Bike Lanes	None
Flex Zone	Flex Zone is a combination of landscape and pedestrian area
Paving	Cottage Grove may include special paving.



Location Plan

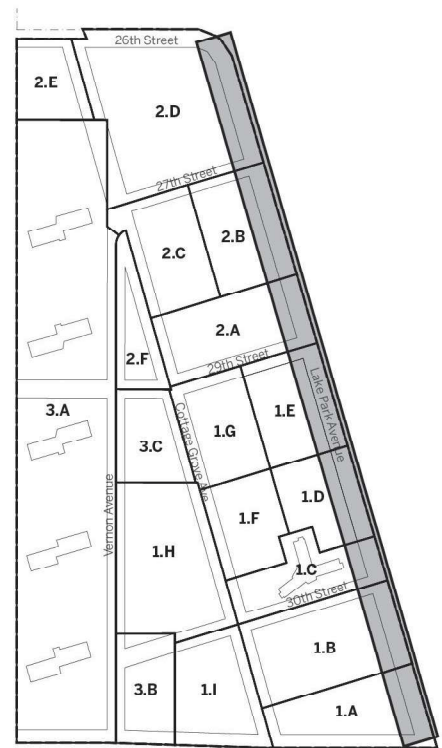
Street sections to be finalized by CDOT upon phased traffic study and final design approval.

Applicant..... GRIT Chicago, LLC
 Address..... 2601-3045 and 2600-3001 S. Ellis Avenue; 2900-3030 and 2901-3001 S. Cottage Grove; 2600-2900 S. Lake Park Avenue;
 533 E. 29th Street; 401-434 E. 26th Street; 2701-2955 S. Vernon Avenue; 400-598 E. 31st Street; 2601-3099 S. Martin Luther King Drive
 Introduced..... June 17, 2020
 Plan Commission..... February 18, 2021



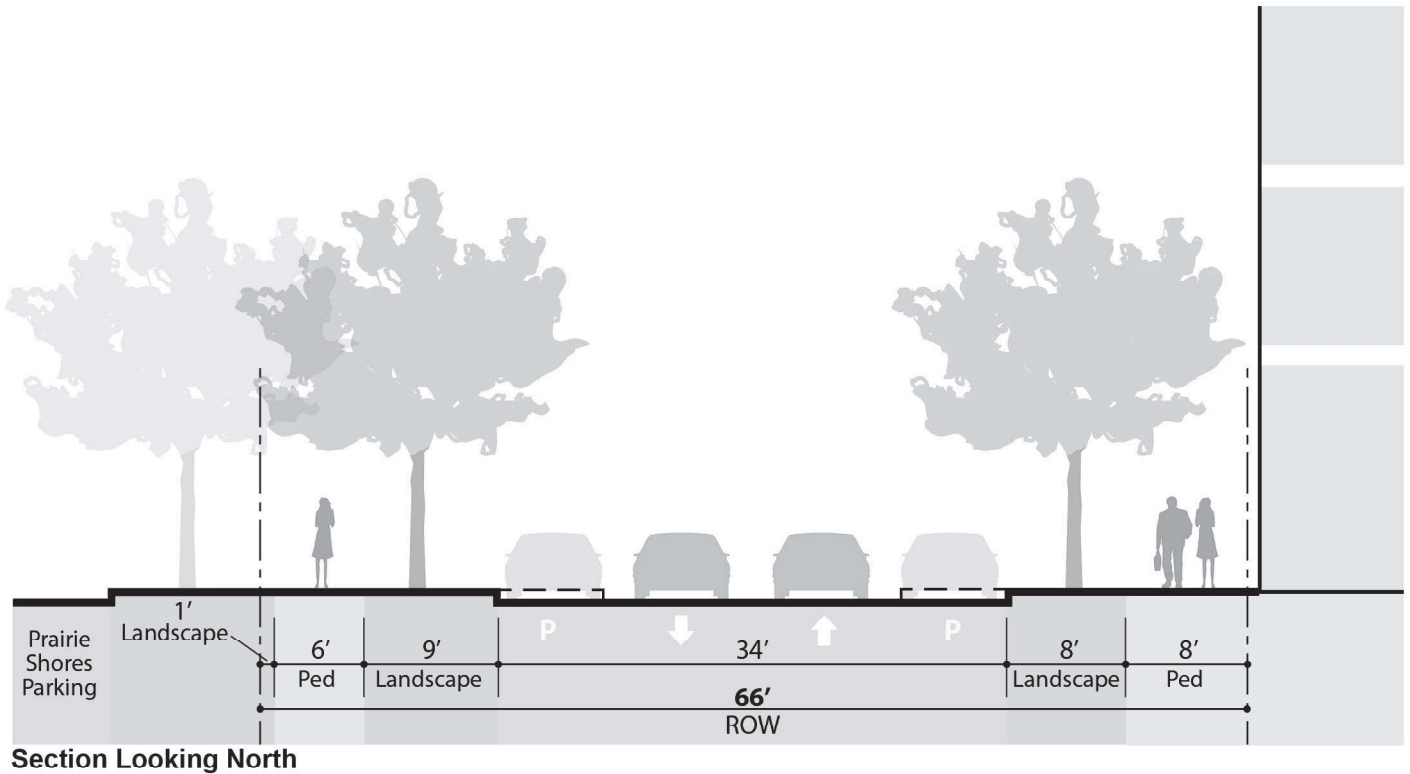
Street Elements

ROW Width	66'
Roadway Width	38' (measured from face of curb)
Travel Lanes	Two-way
Travel Lane Width	11'
Drop-off, Parking Lane Width	8' (will also serve as a bus stop lane)
Landscape Zone Width	6' (including curb zone)
Sidewalk Width	8' min
Bike Lanes	None
Flex Zone	Flex Zone is a combination of landscape and pedestrian area. Wall at east edge acts as a visual, safety, and acoustic barrier to the tracks, and includes landscape treatment.



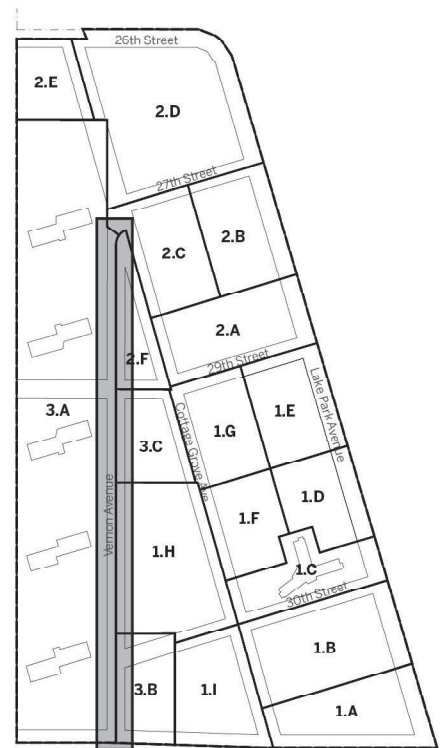
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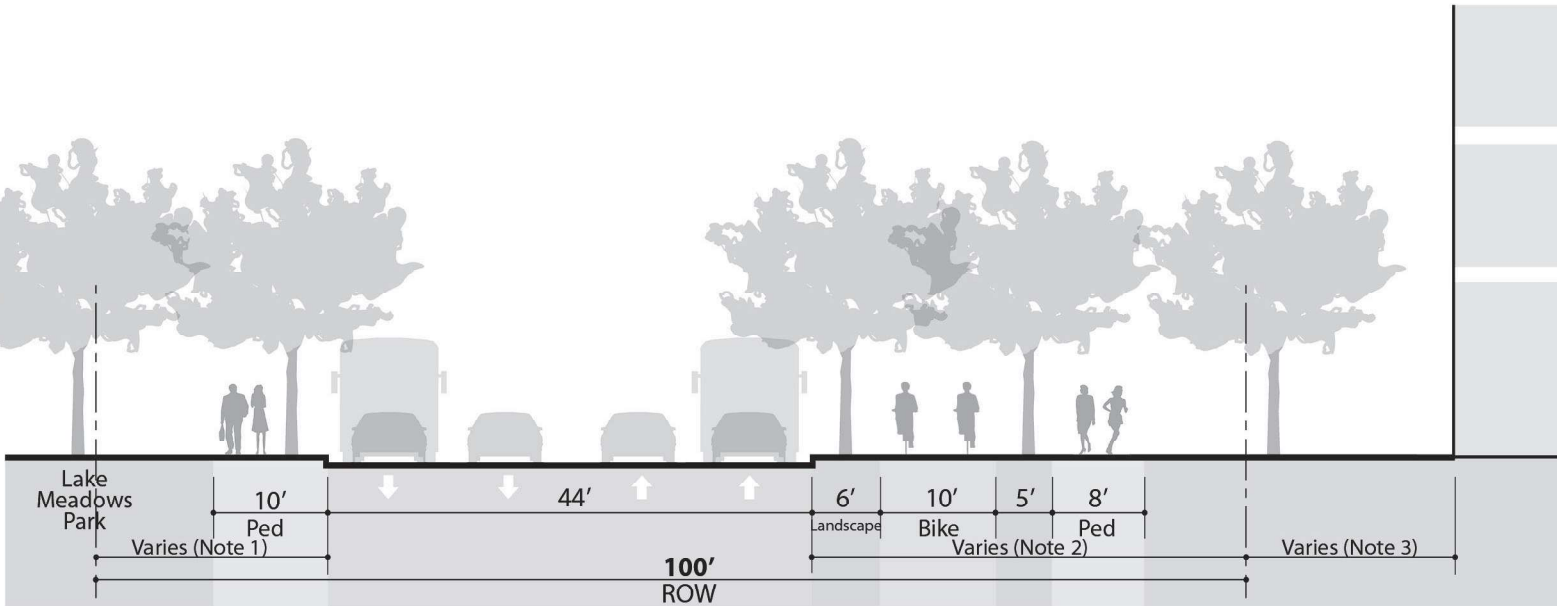
Street Elements

ROW Width	66'
Roadway Width	34' (measured from face of curb)
Travel Lanes	Two-way
Travel Lane Width	10'
Drop-off, Parking Lane Width	7' (may include curb extensions at some locations)
Landscape Zone Width	8' - 9' (including curb zone)
Sidewalk Width	8' min on east side. 6' on west side
Bike Lanes	None



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Section Looking West (section cut halfway between Vernon and Cottage Grove)

Street Elements

ROW Width	100'
Roadway Width	42' (measured from face of curb; exstg)
Travel Lanes	Two-way
Travel Lane Width	10', 11'
Drop-off, Parking Lane Width	None
Landscape Zone Width	6' (including curb zone)
Sidewalk Width	8' min
Bike Lanes	10' off-street path on North
South side	Ped and landscape areas shown are exstg

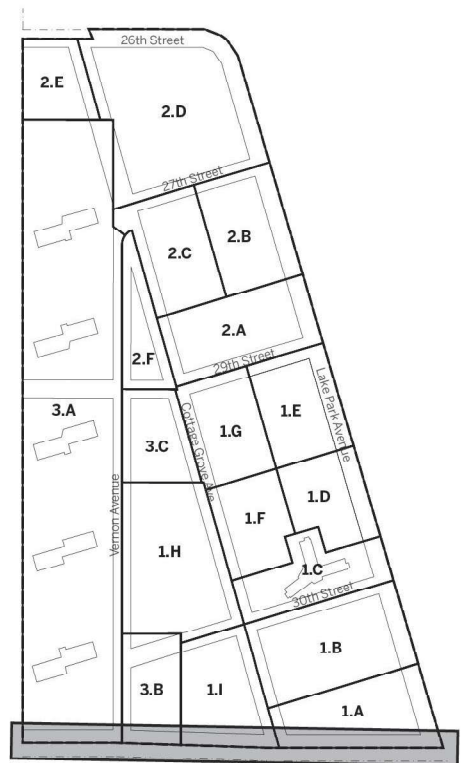
Dimension Note 1: Width varies 11.3' to 28'; no change to existing widths proposed.

Dimension Note 2: This width varies; no change to existing widths proposed:

- MLK to Vernon: Constant 44.7'
- Vernon to Cottage Grove: Varies from 44.7' to 28'
- Cottage Grove to Lake Park: Constant 28'

Dimension Note 3:

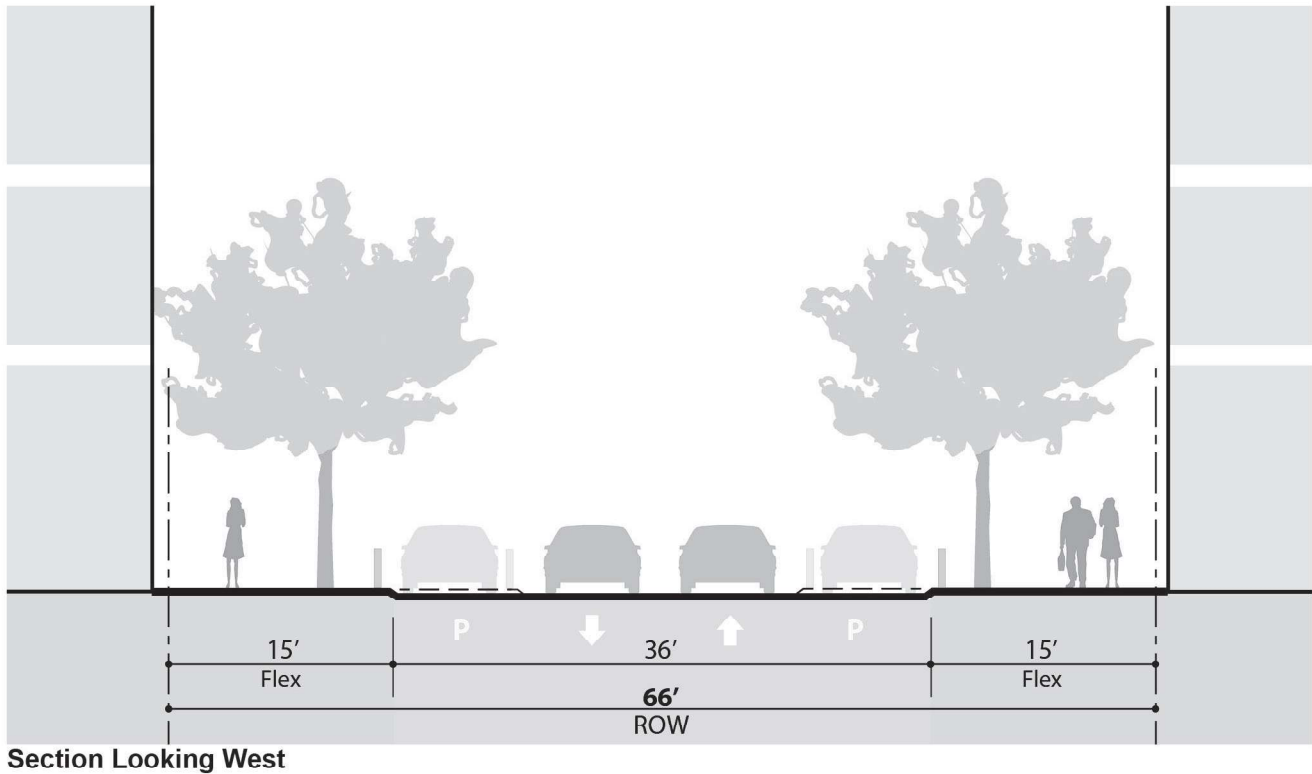
- MLK to Vernon: Existing Prairie Shores condition to remain.
- Vernon to Cottage Grove: This is on-parcel open space.
- Cottage Grove to Lake Park: This is the park.



Location Plan

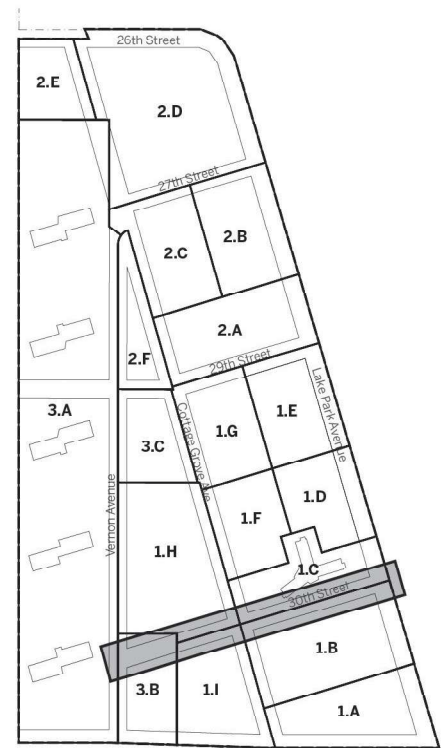
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Street Elements

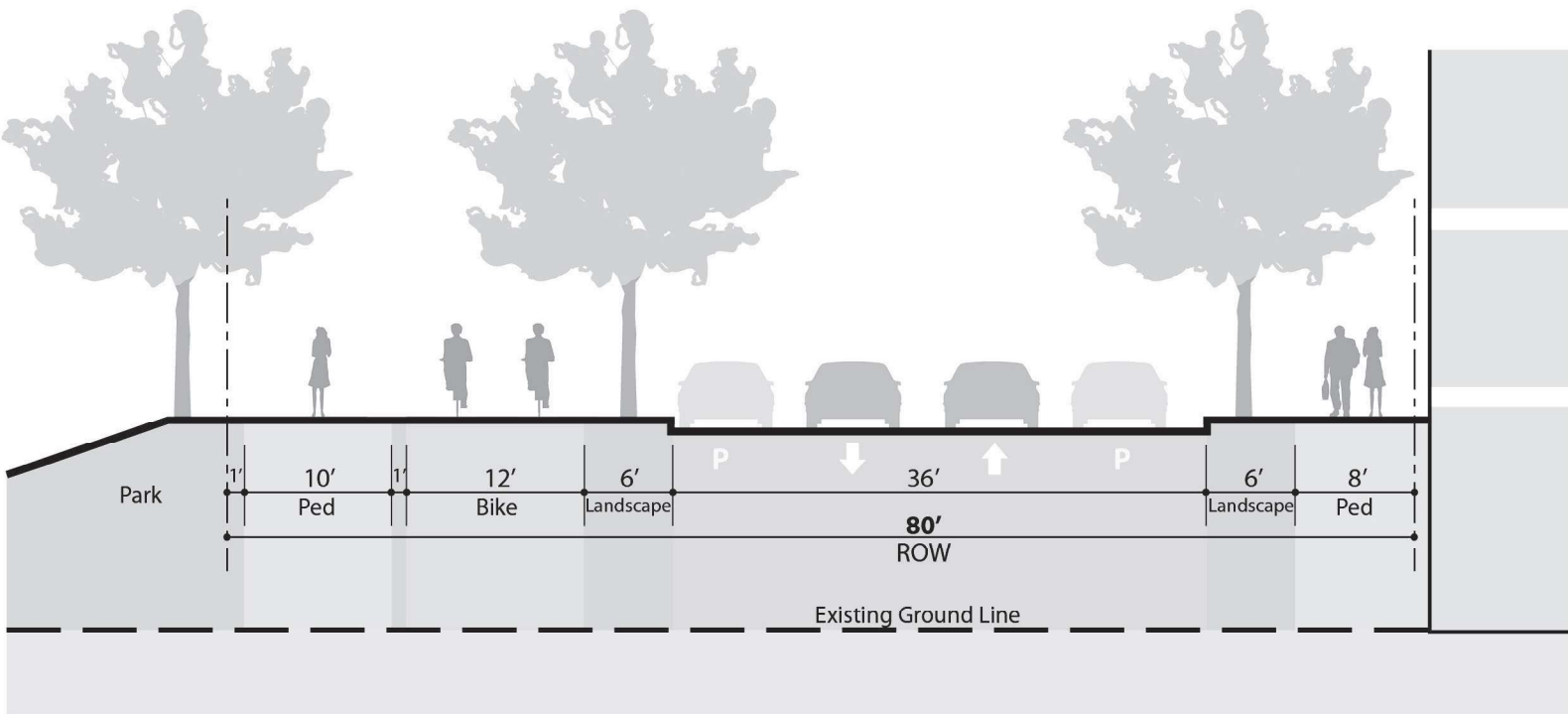
ROW Width	66'
Roadway Width	36' (measured from face of curb)
Travel Lanes	Two-way
Travel Lane Width	11'
Drop-off, Parking Lane Width	7' (may include curb extensions at some locations)
Sidewalk Width	8' min
Bike Lanes	None
Flex Zone	Flex Zone is a combination of landscape and pedestrian area. Ped width to be 8' min.
Curb and Paving	Cottage Grove to Lake Park: design treatments may include curbsless street with bollards, and special paving. Vernon to Cottage Grove: Full curb street.



Location Plan

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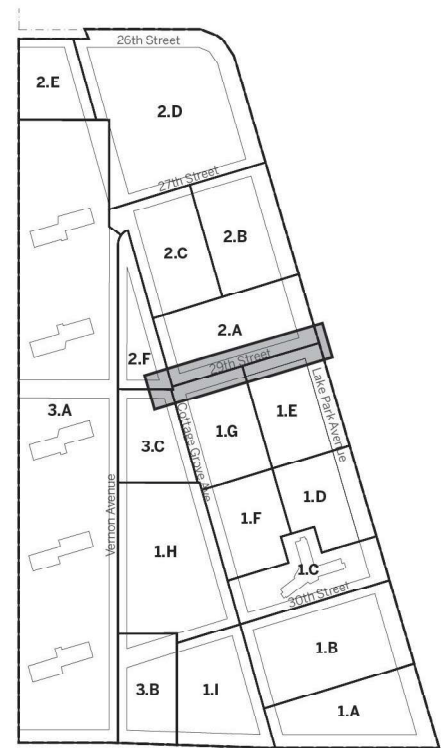
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 Plan Commission..... February 18, 2021



Section Looking East

Street Elements

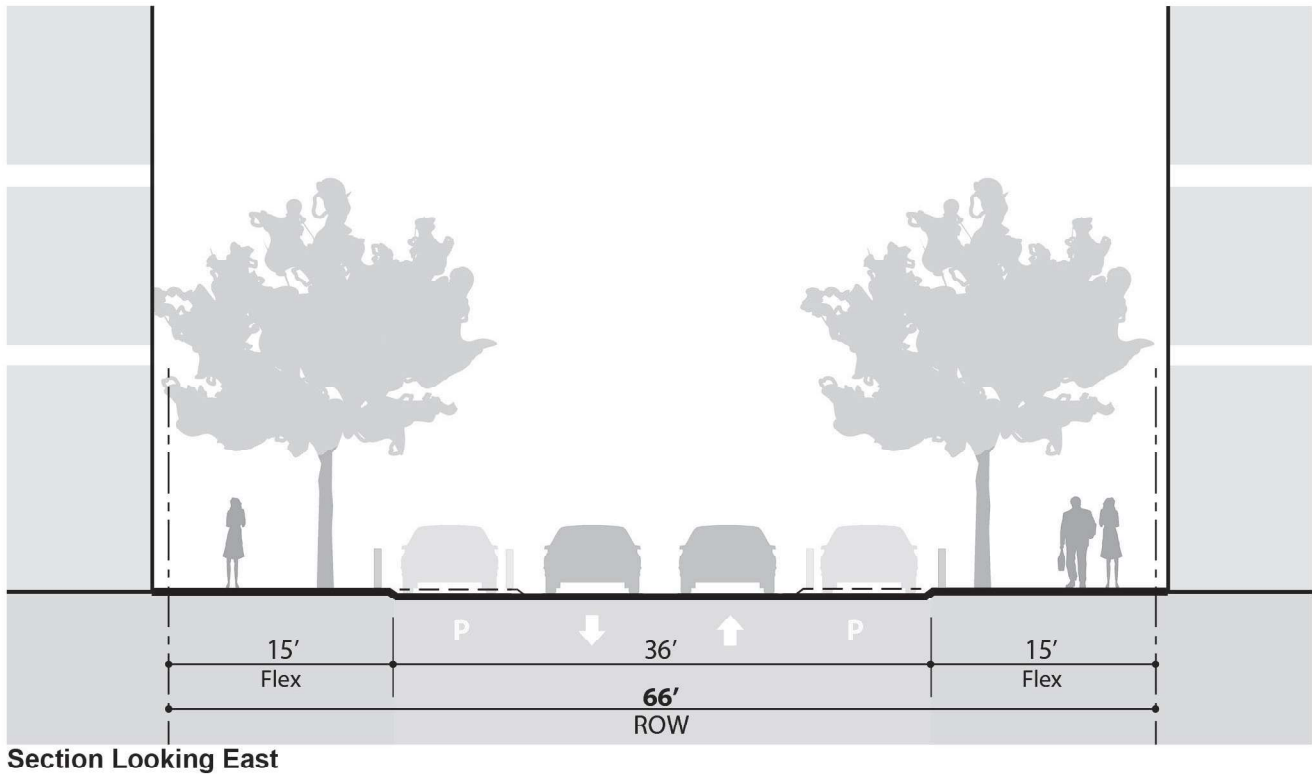
ROW Width	80'
Roadway Width	36' (measured from face of curb)
Travel Lanes	Two-way
Travel Lane Width	11'
Drop-off, Parking Lane Width	7'
Sidewalk Width	8' min
Landscape Width	6' (including curb zone)
Bike Lanes	12' off-street bike lane
Bridge	Section shows sloped street leading to future bridge over tracks. Interim conditions may include a temporary street at grade if needed; may include a cul-de-sac street; and/or may include a sloped grade with no street, until the bridge is constructed.



Location Plan

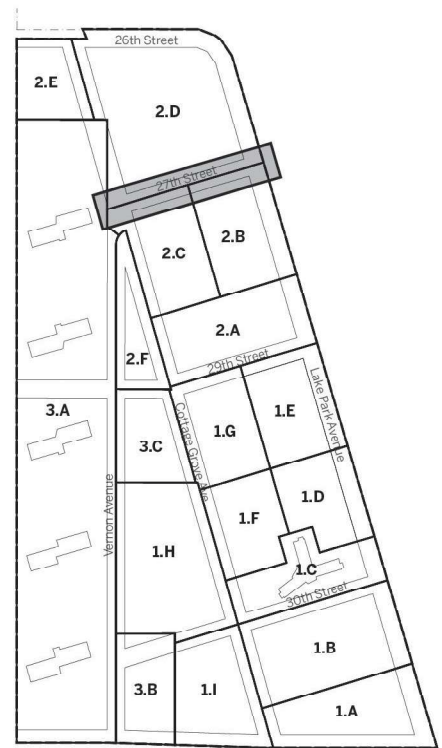
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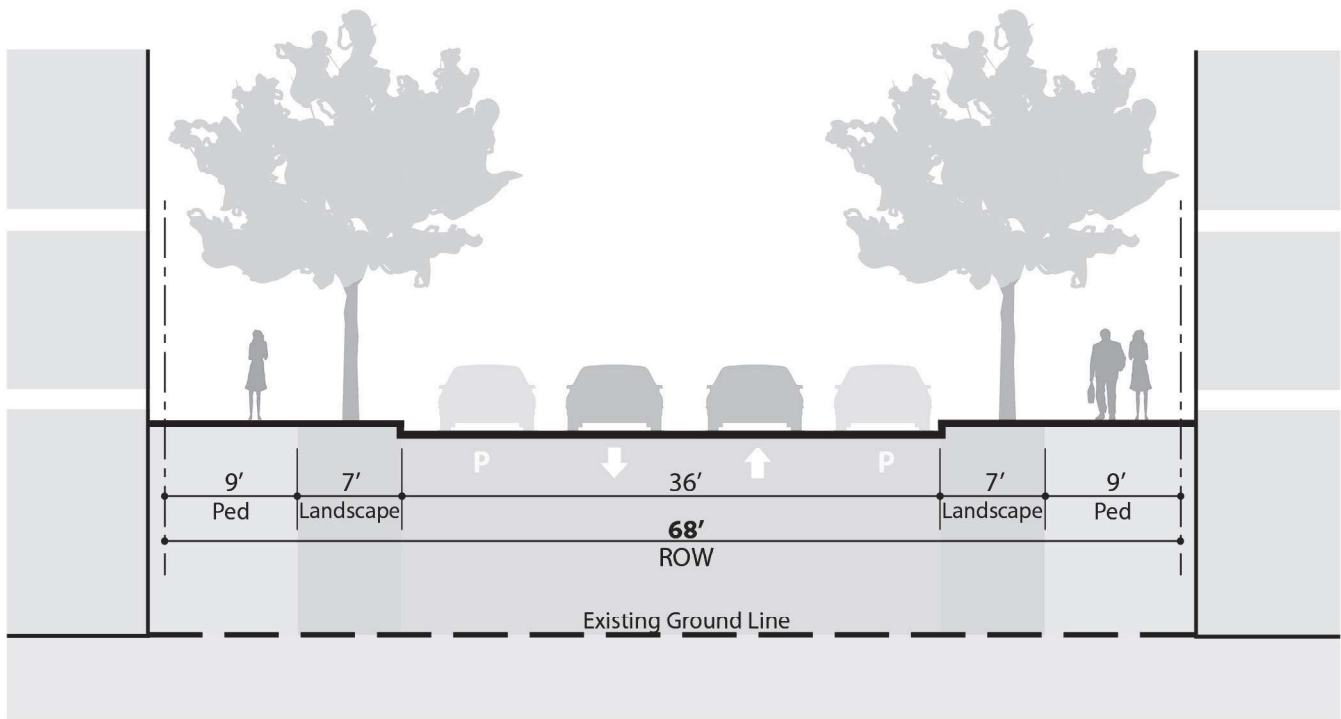
Street Elements

ROW Width	66'
Roadway Width	36' (measured from face of curb)
Travel Lanes	Two-way
Travel Lane Width	11'
Drop-off, Parking Lane Width	7' (may include curb extensions at some locations)
Sidewalk Width	8' min
Bike Lanes	None
Flex Zone	Flex Zone is a combination of landscape and pedestrian area. Ped width to be 8' min.
Curb and Paving	Design treatments may include curbsless street with bollards, and special paving.



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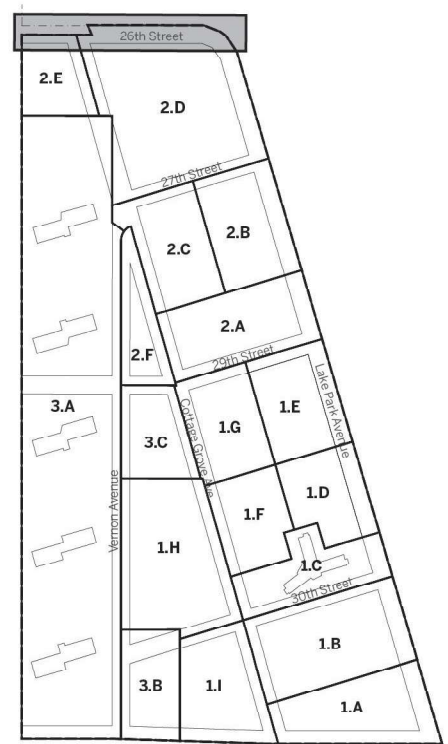
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Section Looking East

Street Elements

ROW Width	68'
Roadway Width	36' (measured from face of curb)
Travel Lanes	Two-way
Travel Lane Width	11'
Drop-off, Parking Lane Width	7'
Sidewalk Width	8' min
Landscape Width	7' (including curb zone)
Bike Lanes	None
Bridge	Section shows sloped street leading to future bridge over tracks. Interim conditions may include a temporary street at grade if needed; may include a cul-de-sac street; and/or may include a sloped grade with no street, until the bridge is constructed.



Location Plan

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