

# PD 1509

**Table of Contents**

**04/11/2022 Minor Change** ..... **2**

    Exhibits ..... 4

**07/21/2021 PD Adoption** ..... **15**

    Ordinance ..... 15

    Statements ..... 16

    Bulk Table ..... 37

    ARO ..... 41

    Design Guidelines ..... 45

    Exhibits ..... 64



DEPARTMENT OF PLANNING AND DEVELOPMENT  
CITY OF CHICAGO

April 11, 2022

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

Re: Minor Change to PD 1509  
Sub-parcel 1.H

Dear Ms. DiGrino:

Please be advised that your request for a minor change to Business-Residential-Institutional Planned Development No. 1509 ("PD 1509") has been considered by the Department of Planning and Development pursuant to Section 17-13-0611 of the Chicago Zoning Ordinance and Statement Number 12 of PD 1509.

The City of Chicago is the sole owner of Sub-parcel 1.H and has provided consent to GRIT Chicago, LLC, to submit this request. The Sub-parcel is located at approximately 2950 S. Cottage Grove Avenue and 2955 S. Vernon Avenue. GRIT Chicago, LLC, is seeking a minor change to allow for the following modifications to the proposed interim parking lot:

- Eliminate the hose bibb requirement for the perimeter landscape area and provide a long-term watering and maintenance contract in lieu of the hose bibs.
- Install only 30 of the 88 required interior trees on the subject site, as shown on the attached Landscape Plan Phase 1 and Landscape Plan Phase 2.
- Install the remaining 58 required interior trees throughout Subarea 3A, as shown on the attached Site A, Site B, Site C, Site D, and Site E Site Plans.
- Provide planted ground cover and native seed mix in the internal landscape islands.

Regarding your request, the Department of Planning and Development has determined that allowing the proposed 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. The duration of the interim parking lot condition is approved for a period thirty-six months with the ability to request a 1-year extension, via a minor change. Accordingly, pursuant to the authority granted by the Chicago Zoning Ordinance and PD 1509, I hereby approve the foregoing minor change, but no other changes to this Planned Development.

Minor Change  
PD 1509, Sub-parcel 1H  
March 11, 2022  
Page 2

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 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,

A handwritten signature in blue ink, appearing to read 'S. Valenziano', with a long horizontal line extending to the right.

Steven Valenziano  
Assistant Zoning Administrator

## Landscape Ordinance Comparison Bronzeville Lakefront - Temporary Parking Lot

Item	Ordinance Requirement	Proposed Plan
Minimum Perimeter Landscape Area Width Along ROW Frontage (See Note 1)	7'	7'
Provide Continuous Shrub Hedge (30"-48" in Height) along Public ROW Frontage	Required	Provided
Provide One Tree per 25 LF of Public ROW Frontage (See Note 1)	38 Trees Required	38 Trees Provided
Provide 4' Ornamental Fencing along Public ROW Frontage	Required	Provided
Provide Hose Bibb every 100' in Perimeter Landscape Area	Required	Not Provided (See Note 2)
10% of VUA (Vehicular Use Area) Required for Internal Planting Area	10,806 SF Required	29,565 SF Provided
Provide One Tree per 125 SF of Required Internal Planting Area	88 Trees Required	30 Trees Provided (See Note 3)
Internal Islands shall be planted with a living material	Required	Provided (See Note 4)

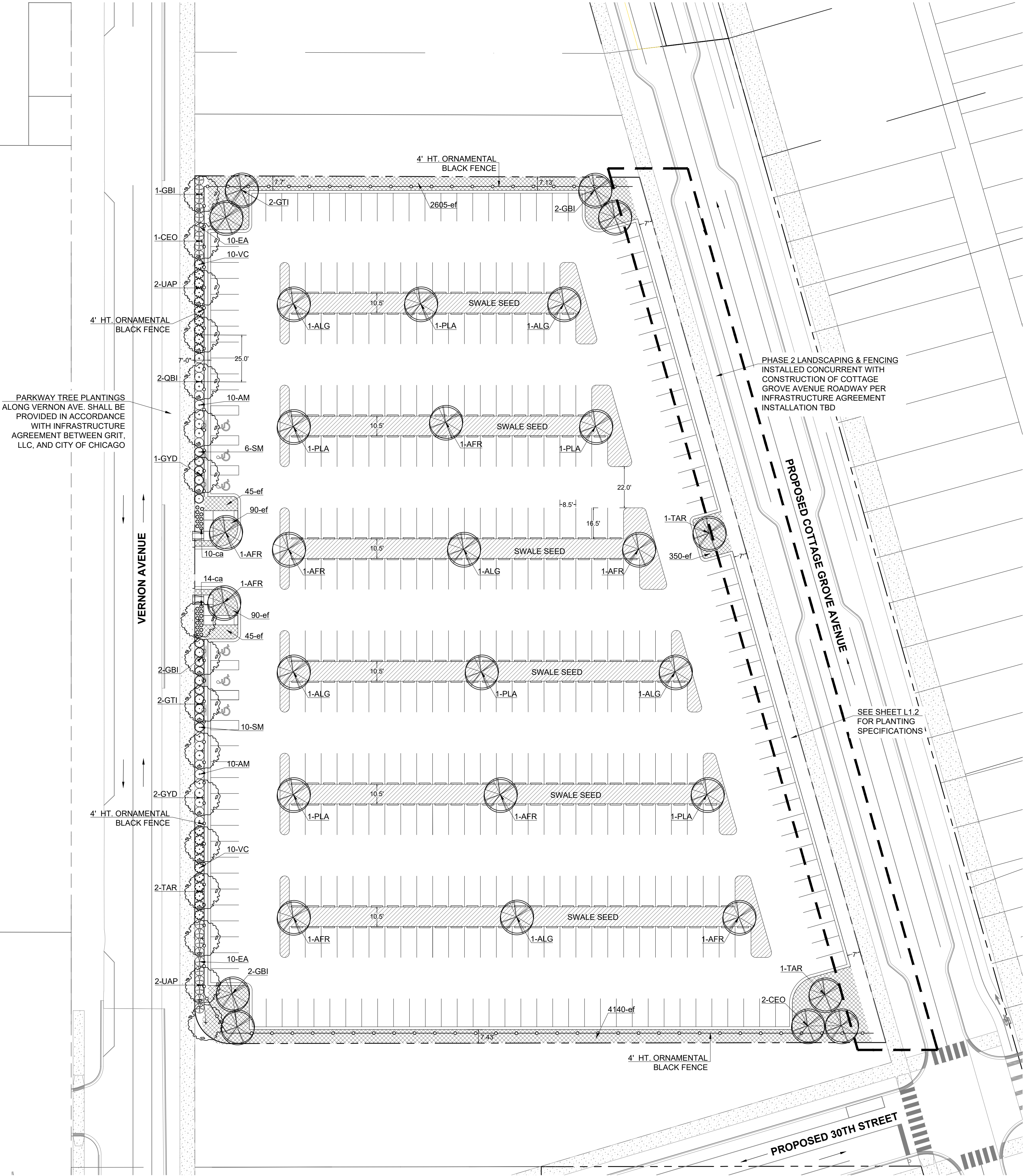
**Notes:**

1. Calculation based on Cottage Grove Ave. and Vernon Ave. ROW frontage only.
2. In lieu of hose bibs a watering contract shall be provided to confirm watering is provided.
3. An additional 58 trees shall be provided within the PD Boundaries.
4. Living Ground Cover will consist of planted ground cover and native seed mix in internal depressed islands.

SPACECO, Inc.

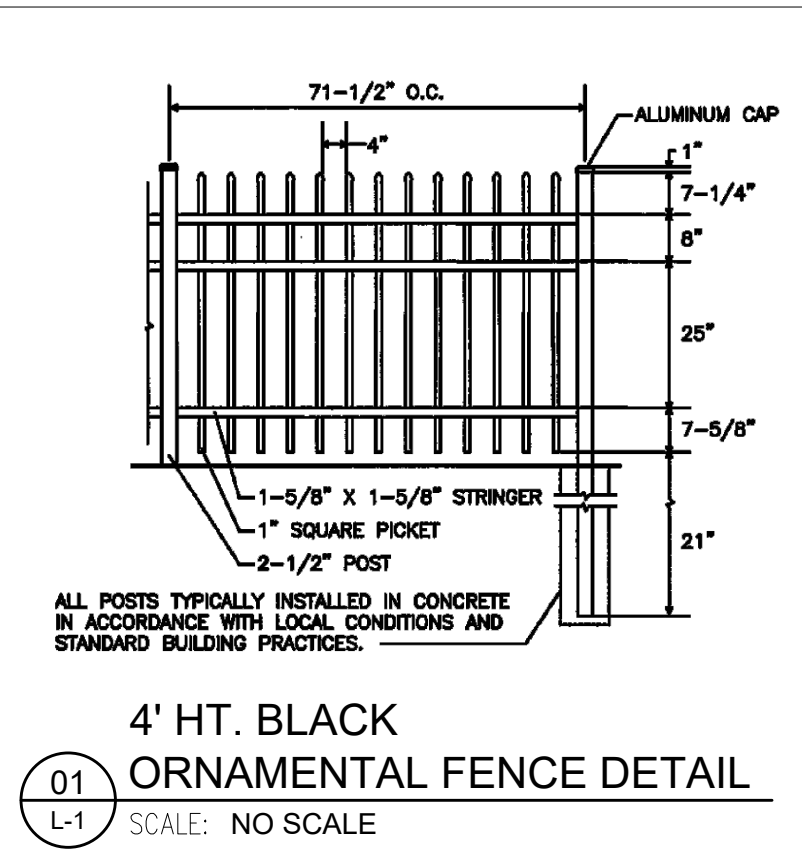
1/10/2022





Phase 1 Plant List					
Symbol	Quantity	Botanical Name	Common Name	Size	Notes
Shade Trees					
AFR	8	ACER X FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE FREEMAN MAPLE	3" BB	NATIVE
ALG	6	ALNUS GLUTINOSA	EUROPEAN BLACK ALDER	3" BB	NATIVE
CEO	3	CELTUS OCCIDENTALIS	HACKBERRY	3" BB	NATIVE
GBI	5	GINKGO BILOBA	GINKGO	3" BB	MALE SPEC. ONLY
GTI	4	GLEDITSIA TRIACANTHOS F. INERMIS	THORNLESS HONEYLOCUST	3" BB	NATIVE
GYD	3	GYMNOCLADUS DIOICUS	KENTUCKY COFFEETREE	3" BB	NATIVE
PLA	6	PLATANUS X ACERIFOLIA 'MORTON CIRCLE'	EXCLAMATION LONDON PLANETREE	3" BB	
QBI	4	QUERCUS BICOLOR	SWAMP WHITE OAK	3" BB	NATIVE
TAR	4	TILIA AMERICANA 'REDMOND'	REDMOND AMERICAN LINDEN	3" BB	NATIVE
UAP	4	ULMUS AMERICANA 'PRINCETON'	PRINCETON ELM	3" BB	
Deciduous Shrubs					
AM	20	ARONIA MELANOCARPA 'IROQUOIS BEAUTY'	IROQUOIS BEAUTY BLACK CHOKEBERRY	30" BB	NATIVE
EA	20	EUONYMUS ALATA 'COMPACTA'	DWARF BURNING BUSH	36" BB	
SM	16	SYRINGA MEYERI 'PALIBIN'	DWARF KOREAN LILAC	30" BB	
VC	20	VIBURNUM CARLESII 'COMPACTUM'	DWARF KOREANSPICE VIBURNUM	36" BB	
Groundcover					
ef	7,365	EUONYMUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	3" POTS	
Grasses					
ca	24	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	3 GAL	3'

LANDSCAPE REQUIREMENT SUMMARY	
VEHICULAR USE AREA	124,223 SF
REQUIRED GREEN SPACE (10%)	10,806 SF
PROPOSED GREEN SPACE	29,565 SF
PARKWAY PLANTING	
REQUIRED TREES (1:25')	N/A
EXISTING TREES TO REMAIN	N/A
PROPOSED TREES	N/A
TOTAL PARKWAY TREES	N/A
NOTE: REQUIRED P.O.W. LANDSCAPING SHALL BE PROVIDED IN ACCORDANCE WITH INFRASTRUCTURE AGREEMENT BETWEEN GRIT, LLC, AND THE CITY OF CHICAGO	
PERIMETER PLANTING (1:F)	
REQUIRED TREES (1:25')	918 LF
EXISTING TREES TO REMAIN	38
PROPOSED TREES	0
TOTAL PERIMETER TREES	38
NOTE: REQUIRED PERIMETER PLANTING TO BE INSTALLED IN TWO PHASES TO ACCOMMODATE CONSTRUCTION OF COTTAGE GROVE ROADWAY	
INTERIOR PLANTING	
REQUIRED TREES (1:125SF)	88
EXISTING TREES	0
PROPOSED TREES	30
TOTAL INTERIOR TREES	30
NOTE: REQUIRED INTERIOR PLANTING NON-CONFORMANCE DUE TO AGREEMENT WITH THE CITY OF CHICAGO FOR A TEMPORARY PARKING LOT. 58 ADDITIONAL TREES WILL BE PROVIDED IN OTHER AREAS WITHIN THE PD BOUNDARIES	



OWNER'S STATEMENT (PHASE 1 PLANTINGS)

THE UNDERSIGNED ACKNOWLEDGES THAT THE LANDSCAPE PLANTING PLAN SHOWN ON THE ATTACHED LANDSCAPE PLANS FOR THE PROPERTY ON VERNON AVENUE, IN CHICAGO, ILLINOIS 60616, 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".

PLANTING TO COMMENCE BY DECEMBER 15TH, 2022

OWNER

DATE

LANDSCAPE ARCHITECT'S STATEMENT

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 ON VERNON AVENUE, IN CHICAGO, ILLINOIS 606--, 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".



© 2021 KATHRYN TALTY LANDSCAPE ARCHITECTURE, INC.

no.	revision	description	initial	date
1	1	ISSUED FOR REVIEW	KMT	11-23-21
2	2	ISSUED FOR REVIEW	KMT	12-09-21
3	3	PER CITY COMMENTS	KMT	01-07-22

PRAIRIE SHORES  
TEMPORARY PARKING LOT  
CHICAGO, ILLINOIS

PRELIMINARY LANDSCAPE PLAN  
PHASE 1  
PLANTING REQUIREMENTS  
FENCE DETAIL

date	drawn	checked
11-11-21	KMT	KMT

job no.

21460

sheet no.

L 1.1

Kathryn Talty

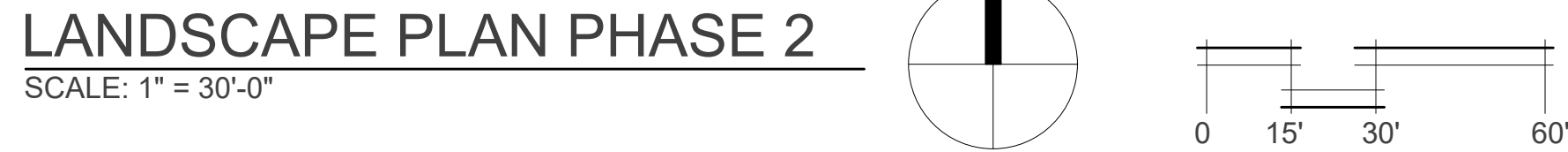
landscape architecture

Winnetka, Illinois 60093

847.612.5154

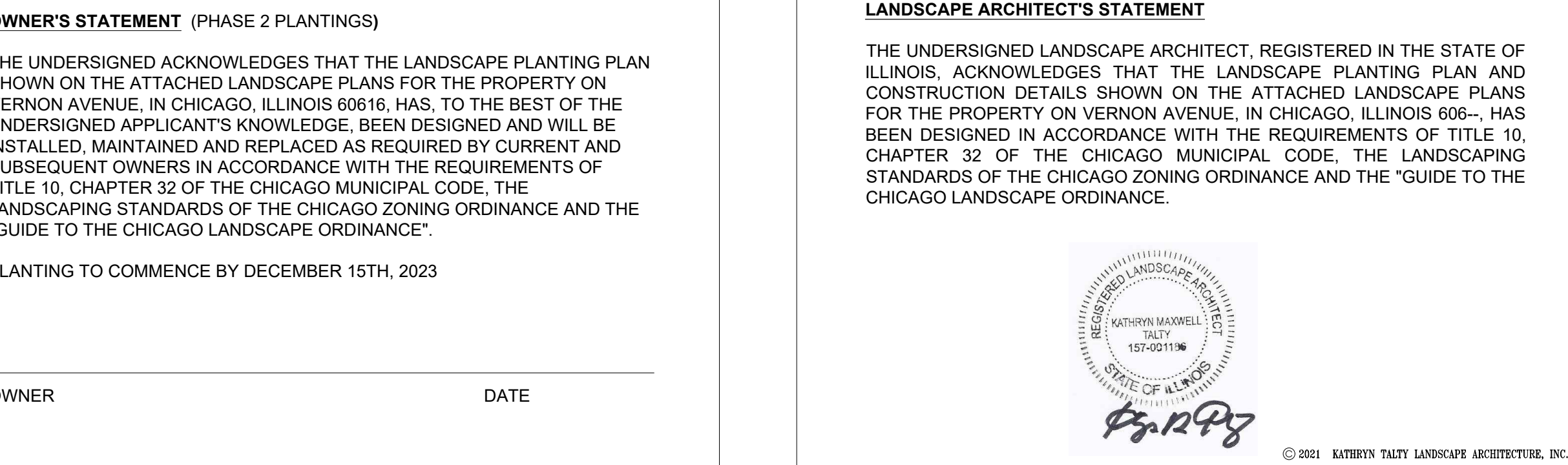
www.kmtaltdesign.com





### GENERAL CONSTRUCTION NOTES

1. REQUIRED LANDSCAPE MATERIAL SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND BE STAKED, WRAPPED, WATERED AND MULCHED PER ORDINANCE.
2. BEFORE ANY EXCAVATION ON THE SITE, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.
3. CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP OF THE ROOT ZONES AND/OR WITHIN THE DRIPLINE OF EXISTING TREES OR OTHER PLANT MATERIAL TO REMAIN IS STRICTLY PROHIBITED.
4. PLANT QUANTITIES ON PLANT LIST INTENDED TO BE A GUIDE. ALL QUANTITIES SHALL BE CHECKED AND VERIFIED ON PLANTING PLAN. ANY DISCREPANCIES SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT.
5. ANY DEVIATIONS FROM OR MODIFICATIONS TO THIS PLAN SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
6. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT UPON DELIVERY OF PLANT MATERIAL TO THE SITE. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL THAT DOESN'T MEET STANDARDS OR SPECIFICATIONS OF THE PROJECT.
7. ALL PLANT MATERIAL TO BE INSTALLED PER THE PLANTING DETAILS PROVIDED ON THIS PLAN SET.
8. ALL BED EDGES TO BE WELL SHAPED, SPADE CUT, WITH LINES AND CURVES AS SHOWN ON THIS PLAN SET.
9. ALL PLANTING BEDS TO BE PREPARED WITH PLANTING MIX: 50% TOPSOIL, 50% SOIL AMENDMENTS (3 PARTS PEATMOSS, 1 PART COMPOST, 1 PART SAND)
10. ALL SPECIFIED LANDSCAPE MATERIAL INDICATED ON THE CONSTRUCTION DOCUMENTS WILL BE REQUIRED TO BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT AND MUST BE REPLACED SHOULD IT DIE OR BECOME DAMAGED.
11. ALL PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE FROM SUBSTANTIAL COMPLETION AS DETERMINED BY THE LANDSCAPE ARCHITECT, AND SHALL BE REPLACED SHOULD IT DIE WITHIN THAT PERIOD.
12. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.
13. ALL LAWN AREAS TO BE SEEDDED WITH STANDARD TURF GRASS SEED AND COVERED WITH EROSION CONTROL BLANKET.
14. THE CONTRACTOR AT ALL TIMES SHALL KEEP THE PREMISES ON WHICH WORK IS BEING DONE, CLEAR OF RUBBISH AND DEBRIS. ALL PAVEMENT AND DEBRIS REMOVED FROM THE SITE SHALL BE DISPOSED OF LEGALLY.
15. ALL WORK AND OPERATIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.

















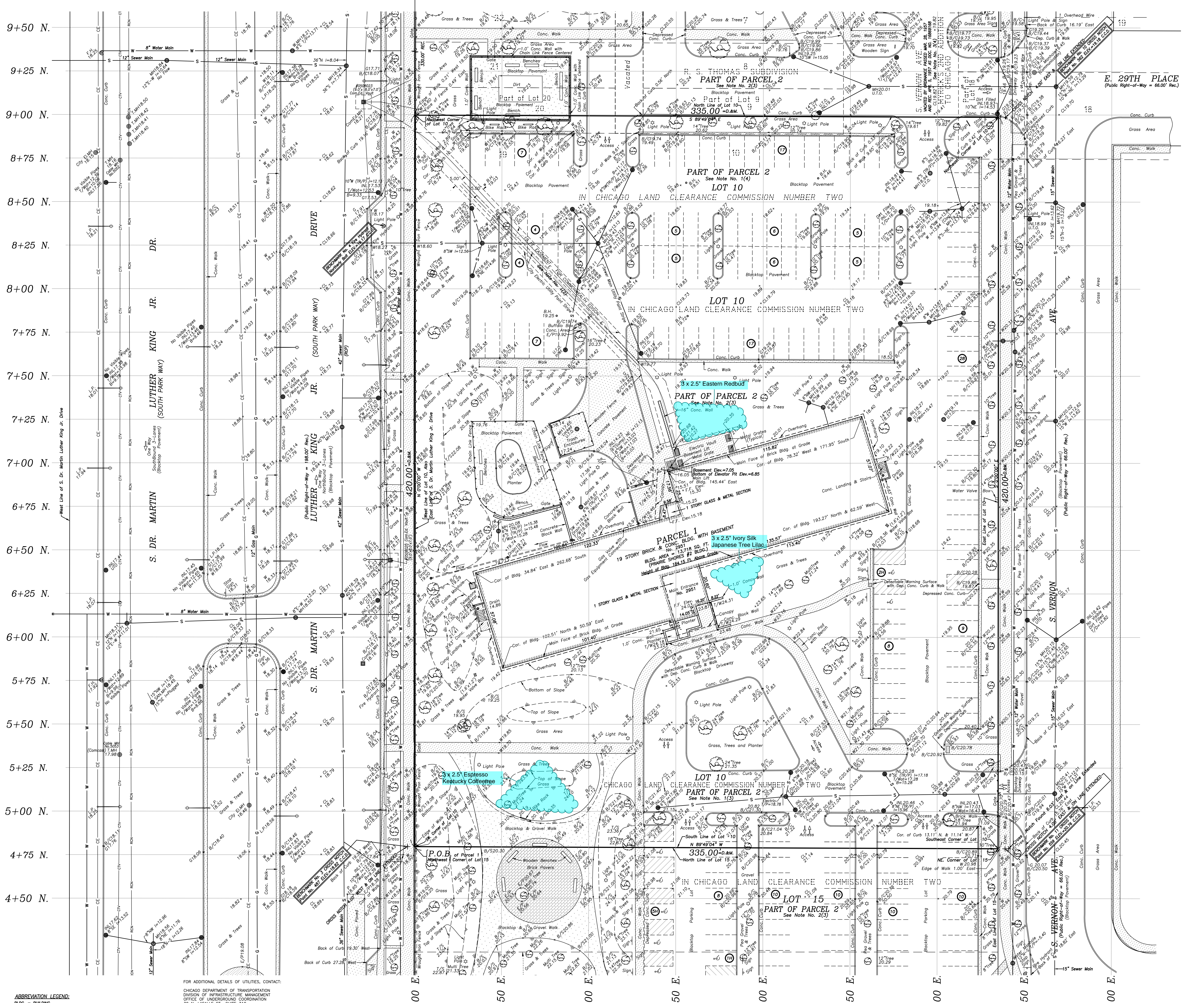
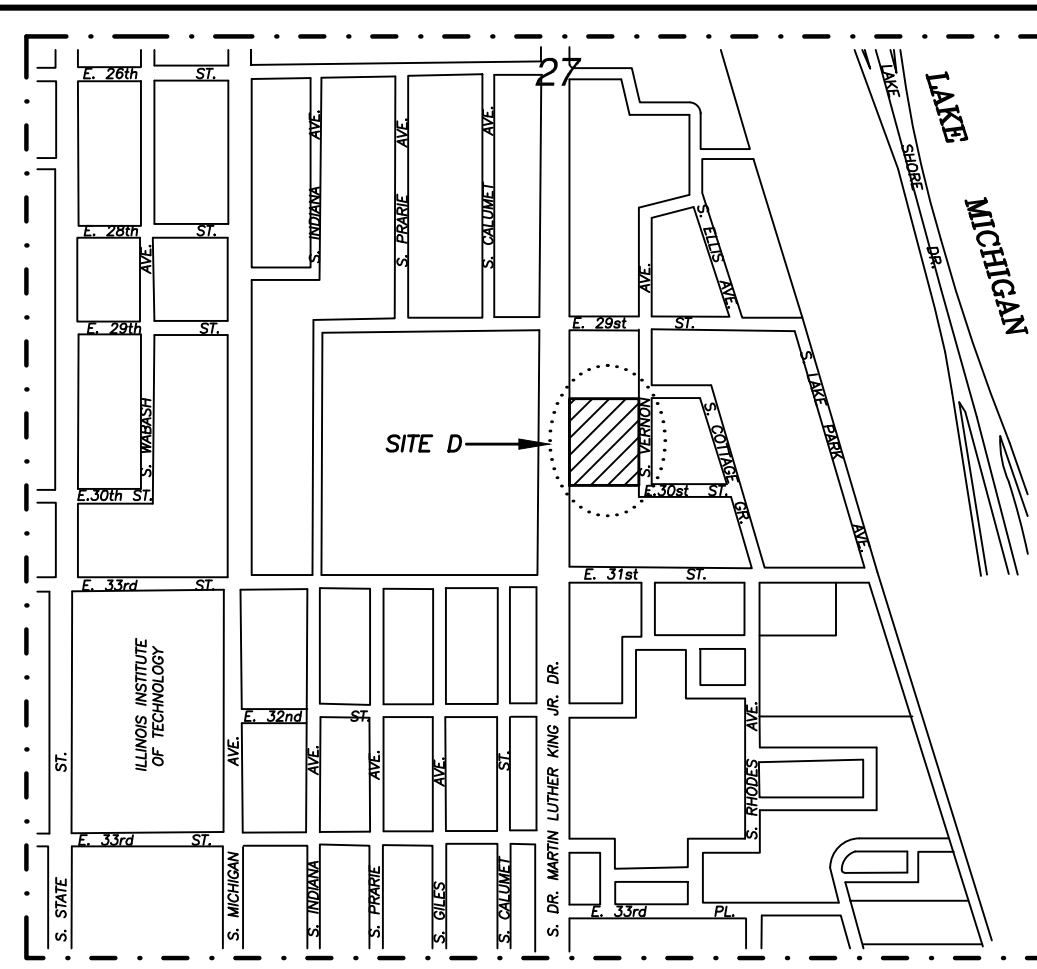
SURVEY NO.	DATE:	REVISION
N-124895 STAKE	MAR. 10, 2003	
REVISED	MAR. 26, 2003	
N-128065 LOCATION	JUNE 23, 2009	
REVISED	AUG. 5, 2009	
REVISED	AUG. 26, 2009	
N-129924 LOCATION	AUG. 17, 2010	
REVISED	SEP. 27, 2010	
N-130431 LOCATION	APR. 24, 2019	
REVISED	JUN. 13, 2019	
N-130578 STAKE & TOPO WITH ELEV. & UTILITIES ADDED UTILITIES	JUN. 8, 2020	
	AUG. 24, 2020	

PARCEL 2:

EASEMENT ESTATE FOR THE BENEFIT OF PARCEL 1 AS CREATED BY EASEMENT AGREEMENT DATED OCTOBER 1, 1960, RECORDED NOVEMBER 28, 1960 AS DOCUMENT 18026874 RECORDS OF COOK COUNTY, ILLINOIS AND FILED IN THE REGISTRAR'S OFFICES AS LR1955130 FOR INGRESS AND EGRESS (BOTH PEDESTRIAN AND VEHICULAR) AND FOR DRIVEWAY AND NON-COMMERCIAL VEHICLE PARKING PURPOSES IN, UPON AND OVER THE PREMISES MORE

KNOWN AS: 2951 S. DR. MARTIN LUTHER KING JR. DRIVE, CHICAGO, ILLINOIS  
SURVEY FOR: GOLUB & COMPANY, LLC

E. 29TH STREET



**ABSTRACT LEGEND:**  
B.D.C. = BUILDING  
C.O.C. = CONCRETE  
C.O.R. = CORNER  
D. = DEED  
D.C. = DEPOSITED  
D.O.C. NO. = DOCUMENT NUMBER  
D.P. = DEED  
P.O.B. = POINT OF BEGINNING  
P.O.C. = POINT OF COMMENCEMENT  
R. (Rm.) = RECORD  
S.E.C.T. = SECTION  
S.E. = SOUTHEAST E. = EAST  
S.W. = SOUTHWEST N. = NORTH  
S.E. = SOUTHEAST S. = SOUTH  
S.W. = SOUTHWEST

**ZONING INFORMATION:**  
THE PROPERTY IS ZONED "RM-5" = RESIDENTIAL MULTI-UNIT DISTRICT ACCORDING TO THE CHICAGO ZONING ORDINANCE, CURRENT THROUGH 2008 JOURNAL OF MARCH 18, 2020.

**FLOOD HAZARD INFORMATION:**  
THE SUBJECT PROPERTY IS DESIGNATED AS ZONE "X" DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL FLOOD PLAIN, AS SHOWN ON THE FLOOD INSURANCE RATE MAP (FIRM) FOR THE CITY OF CHICAGO, ILLINOIS, COMMUNITY NO. 170074, PANEL NO. 0528, MAP FLN# 17-010283L, MAP DATE 11/28/2008, AS PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

**WARNING**  
UTILITY INFORMATION IS BASED UPON FIELD MEASUREMENTS, AND THE BEST AVAILABLE RECORDS. FIELD DATA IS LIMITED TO THAT WHICH IS VISIBLE AND CAN BE MEASURED. THIS DOES NOT INCLUDE THE EXISTENCE OF OR INFORMATION FROM RECORD INFORMATION IS BASED UPON DATA RECEIVED FROM BOTH PUBLIC AND PRIVATE SOURCES. THE ACCURACY AND/OR VALIDITY/ACCURACY OF THESE RECORDS CANNOT BE GUARANTEED, EXCEPT INsofar AS THEY CAN BE VERIFIED BY FIELD MEASUREMENT, PRIOR TO ANY INFORMATION CANNOT TRIGGER AT 311-744-7000. CHICAGO  
UTILITY ALERT NUMBER

**P.I.N.: 17-27-407-060-000 (AFFECTS PARCEL 1)**

**IMPORTANT**  
NO DIMENSIONS SHOULD BE ASSUMED BY SCALE MEASUREMENTS UPON THIS PLAT.  
DISTANCES ARE MARKED IN FEET AND DECIMAL PARTS THEREOF, THUS: 4.5' MEANS 4' AND  $\frac{9}{20}$  FEET, OR IN FEET AND INCHES, THUS: 4'-6" MEANS 4' AND 6" INCHES.  
CONTRACTORS AND BUILDERS SHOULD BE NOTIFIED TO CAREFULLY TEST THIS PLAT WITH THE STAKES, PIVOTS, ETC. GIVEN ON THE PROPERTY BEFORE ANY CONSTRUCTION BEGINS. THE SURVEYOR'S INTENT IS TO SHOW THE DIFFERENCE BETWEEN THE DATA TO THE SURVEYORS THAT MISUNDERSTANDING OF THE DATA AND THE DATA AS SHOWN ON THE PLAT.  
UTILITY DATA FROM OTHER THAN PHYSICAL EVIDENCE VIEWED ON THE GROUND IS SHOWN AS RED RECORDS OBTAINED FROM PRIVATE AND PUBLIC SOURCES AS PROVIDED AND SHOULD BE APPROXIMATE.

CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION DIVISION OF INFRASTRUCTURE MANAGEMENT OFFICE OF UNDERGROUND COORDINATION 35 N. LAKEVIEW ST., SUITE 310 CHICAGO, IL 60662-2570 ATTN: MICHAEL A. MAJURE	
LEGEND:	
B = BOTTOM OF MANHOLE	D.T.M. = DRESS TOP MANHOLE
B.B. = BUTTEND BOP	I/VOL = INVERT OF PIPE
B/C = BACK OF CURB	I/VOL = INVERT OF CURVE
B.P. = BUMPER STOP	INL = INLET
B.F. = BOTTOM OF FENCE	LI = LIGHT POLE
B/S = BOTTOM OF SLOPE	M.H. = MANHOLE
C = CURB	M.W. = MONITORING WELL
C.BOX = CONTROL BOX	P = PAYMENT
CENLHM = CITY ELECTRIC MANHOLE	P/S = PAINT STRIPS
CHW = CONCRETE HEADWALL	RSP = REINFORCED CONCRETE PIPE
CL = CENTER LINE	S.BOX = SWITCH BOX
CL/D = CENTER LINE OF DITCH	S.P. = STAKEPOLE
CL/T = CENTER LINE OF TRUCK	T.M.H. = TELEPHONE MANHOLE
CONELHM = CONCRETE LEGAL MANHOLE	T/O/L = TOP OF CURVE
CUW = EDGE OF CURB	T/O/L = TOP OF DEBRIS
E.M. = EDGE OF MEDIAN	T/O/L = TOP OF UTILITY
E/P = EDGE OF PAVEMENT	T/P = TRAP PIPE
E. = ELEVATION	T/S = TOP OF SLOPE
F/B = FACE OF BUILDING	T/W = TOP OF WALL
F/C = FACE OF CURB	T/W/L = TOP OF WATER
F/F = FACE OF FENCE	T/W = TELEPHONE PEDESTAL
F.N. = FACE OF WALL	T.S. = TRAFFIC SIGNAL
F.F. = FINISHED	T.S.G. MH = TRAFFIC SIGNAL MANHOLE
F.H. = FISH HOOK	T.U. = TRUNK
G = GUTTER	U/L = UNABLE TO OPEN
G.M.H. = GAS MANHOLE	UT = VALVE
G.S. = GAS VALVE	W = WELT
G.R. = GROUND RAIL	WMH = WATER MANHOLE
CITY OF CHICAGO UNDERGROUND CITY ELECTRIC CONDUIT =	
CE	CE
CONCAST CABLE TV CABLES =	
CTV	CTV
CONCAST TRASHY ANTENNA =	
CTA	CTA
COMMONWEALTH EDISON CO. UNDERGROUND ELECTRIC CONDUIT =	
E	E
GAS MAIN =	
G	G
AT&T & SBC UNDERGROUND TELEPHONE CONDUIT =	
T	T
OVERHEAD WIRES =	
RCN UNDERGROUND COMMUNICATION FIBER CONDUIT =	
RCN	RCN
SUNEYS UNDERGROUND FIBER & POWER CONDUIT =	
SUN	SUN
SEWER MAIN =	
SAN	SAN
SEWER MAIN =	
SM	SM

BENCHMARK INFORMATION:  
ELEVATIONS ARE IN REFERENCE TO CITY OF CHICAGO STANDARD BENCHMARK NO. 482;  
LOCATED 10.6 FEET NORTH OF THE NORTH LINE OF E. 31ST PLACE AND 11.3 FT. EAST OF THE  
WEST LINE OF S. RHODES AVE.  
COPPER PLATE CHICAGO CITY DATUM  
ELEV.=21.324 C.C.D.

ELEVATIONS ARE IN REFERENCE TO CITY OF CHICAGO BENCHMARK NO. 4235:  
ELEVATION E. 29TH ST. AND S. VERNON AVE.  
72.6 FT. WEST OF THE WEST LINE OF S. VERNON AVE. AND 90.9 FT. SOUTH OF THE SOUTH  
LINE OF E. 29TH ST.  
- "X" MARK OUT ON CONCRETE PROJECTION AT NELY CORNER OF MULTI STORY APARTMENT BUILDING  
MARK IS 4.7 FT ABOVE GRADE.  
ELEV.=20.880 C.C.D.

ELEVATIONS ARE IN REFERENCE TO CITY OF CHICAGO BENCHMARK NO. 4410:  
LOCATED ON THE EAST LINE OF S. WABASH AVE. AND ABOUT 46 FT. SOUTH OF THE SOUTH LINE  
OF E. 29TH ST.  
- "T" MARK OUT AT THE SW. CORNER OF STORE WINDOW SILL ON THE WEST SIDE OF TWO STORY BRICK BUILDING AND MARK IS 3.1 FT. ABOVE STORE WINDOW.  
ELEV.=17.297 C.C.D.

TITLE EXCEPTIONS AND SURVEY NOTES:

(1). DISPOSITION GRANTED TO COMMONWEALTH EDISON COMPANY, THEIR SUCCESSORS AND ASSIGNS TO INSTALL, MAINTAIN, REPAIR AND OPERATE THEIR EQUIPMENT, TOGETHER WITH RIGHT OF ACCESS TO SPACE AS CREATED BY GRANT RECEIVED BY DOCUMENT NO. 100-1484 AND THE TERMS AND PROVISIONS CONTAINED THEREIN, (AFFECTS PARCEL 1)

(2). EASEMENTS FOR INTEREST, PLEDGE AND TRAVEL PURPOSES, AS CONTAINED IN EASEMENT AGREEMENT DATED AS DOCUMENT NO. 1802674 AND THE TERMS, CONDITIONS AND PROVISIONS OF THE DOCUMENT CREATING THE EASEMENT, TOGETHER WITH THE RIGHTS OF THE ADJOINING OWNERS IN AND TO THE CONCURRENT USE OF SAID EASEMENT.  
(AFFECTS PARCELS 1 AND OTHER QUASITY - FOR FURTHER PARTICULARS, SEE DOCUMENT NO. 1802674)

(3). RIGHTS OF THE PUBLIC OR OTHER PUBLIC UTILITIES, IF ANY, IN THE VACATED STREET OR ALLEY DESCRIBED IN SCHEDULE A.

②② DENOTES NUMBER OF REGULAR PARKING SPACES

②②② DENOTES NUMBER OF HANDICAPPED PARKING SPACES

TOTAL NUMBER OF REGULAR PARKING SPACES = 138

TOTAL NUMBER OF HANDICAPPED PARKING SPACES = 2

TOTAL NUMBER OF PARKING SPACES = 140

**GRAPHIC SCALE**

( IN FEET )

TO: SECOND PRARIE SHORES, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY;  
FARPOINT ACQUISITIONS, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY; ITS ASSIGNS AND LENDERS;  
FIRST AMERICAN TITLE INSURANCE COMPANY;

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/SUPD LAND SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 7(A), 7(B)(1), 7(C), 8, 9, 14, 16, 17 AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JUNE 8, 2020.

DATE OF PLAT OR MAP: AUG. 24, 2020

*Joseph A. Lima*  
JOSEPH A. LIMA  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3080

THE PROPERTY DESCRIBED HEREIN IS THE SAME AS THE PROPERTY DESCRIBED IN FIRST AMERICAN TITLE INSURANCE COMPANY POLICY NO. 105-8572-2, WHICH WITH AN EXPIRATION DATE OF JANUARY 1, 2022, 2019, EASEMENTS, COVENANTS AND RESTRICTIONS REFERENCED IN SAID TITLE COMMITMENT OR APPARENT FROM THE PHYSICAL INSPECTION OF THE SITE. THE EASEMENTS OF NOTE, COVENANTS AND RESTRICTIONS HAVE BEEN ADVISED OR HAS KNOWLEDGE, HAVE BEEN LISTED BELOW AND PLOTTED HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE PROPERTY.

TABLE A ITEMS NOTES:

6(A) REFER TO ZONING NOTE PROVIDED HEREON.

9. THERE ARE 136 RIDGE CURBED PARKING SPACES AND 2 HANDICAPPED PARKING SPACES PLANNED ON THE SUBJECT PROPERTY.

16. WE FIND NO EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS ON THE SUBJECT PROPERTY.

17. WE FIND NO EVIDENCE OF PROPOSED CHANGES IN STREET RIGHT-OF-WAY LINES. NOR HAS INFORMATION BEEN MADE AVAILABLE TO THE SURVEYOR BY THE CONTROLLING JURISDICTION. WE HAVE SHOWN ON THE SURVEYING ANY RECENT SIDEWALK RE-CONSTRUCTION AND/OR REPAIRS OBSERVED IN THE PROCESS OF COMPLETING THE FIELDWORK.

20. PROFESSIONAL GENERAL LIABILITY INSURANCE POLICY OBTAINED BY THE SURVEYOR IN THE MINIMUM AMOUNT OF \$100,000,000.00 TO BE IN EFFECT THROUGHOUT THE CONTRACT TERM. CERTIFICATE OF INSURANCE TO BE FURNISHED UPON REQUEST.

21. THE SUBJECT PROPERTY CURRENTLY HAS DIRECT UNRESTRICTED INGRESS AND EGRESS ACCESS TO S. VERNON AVENUE, A PAVED, UNDOCTED PUBLIC RIGHT-OF-WAY. THE RIGHT-OF-WAY LINES OF SAID STREET AND THE BOUNDARY LINE OF THE SUBJECT PROPERTY ARE CONTIGUOUS AND CONTAIN NO INTERVENING STRIPS, CMPS, CORNERS OR OVERLAYS.

THE LAND SURVEYED IS CONTIGUOUS TO THE APPURTENANT EASEMENT PARCEL SHOWN HEREON WITHOUT ANY GAPS, GORES OR HATCHES.

THE SOUTHERLY BOUNDARY OF THE LAND SURVEYED HEREIN IS CONTIGUOUS TO THE NORTHERLY BOUNDARY OF THE ADJACENT PARCEL KNOWN AS 2901 S. DR. MARTIN LUTHER KING JR. DRIVE, AND THE NORTHERLY BOUNDARY IS CONTIGUOUS TO THE SOUTHERLY BOUNDARY OF THE ADJACENT PARCEL KNOWN AS 2901 S. DR. MARTIN LUTHER KING JR. DRIVE, WITHOUT ANY GAPS, GORES OR HATCHES.

NO EVIDENCE WAS OBSERVED IN THE PROCESS OF CONDUCTING FIELD WORK OF THE LAND USED AS A CEMETERY OR BURIAL GROUND, OR OF ISOLATED GRAVESTONES NOT WITHIN A CEMETERY OR BURIAL GROUND.

ADDED UTILITIES  
N-130578 STAKE & TOPO  
WITH ELEV. & UTILITIES  
REVISED  
N-130431 LOCATION  
REVISED  
N-129924 LOCATION  
REVISED  
N-128065 LOCATION  
REVISED

AUG. 28, 2020  
JUN. 8, 2020  
JUL. 13, 2019  
APR. 24, 2019  
SEP. 27, 2016  
AUG. 15, 2016  
AUG. 26, 2009  
AUG. 5, 2009  
JUNE 23, 2009  
MAR. 26, 2003  
MAR. 10, 2003



SURVEY NO. N-124995 STAKE DATE: MAR. 10, 2003

*State of Illinois,  
County of Cook, ss.*

**We Doth Certify** that we have surveyed the above  
described property in accordance with official records and that the above  
plot is a true representation of said survey. Dimensions are corrected to  
a temperature of 62° Fahrenheit. Our professional service conforms to  
the current Illinois minimum standards for a boundary survey.

**NATIONAL SURVEY SERVICE, INC.**  
DESIGN FIRM LICENSE NUMBER: 184-002780  
**PROFESSIONAL LAND SURVEYORS**  
30 S. MICHIGAN AVENUE, SUITE 200  
CHICAGO, ILLINOIS 60603  
[WWW.NATIONALSURVEYSERVICE.COM](http://WWW.NATIONALSURVEYSERVICE.COM)  
TEL 312-630-9480 FAX 312-630-9484

BY *David J. Kiser*  
JUNIOR PROFESSIONAL LAND SURVEYOR NO. 3080









**DLA Piper LLP (US)**  
444 West Lake Street  
Suite 900  
Chicago, Illinois 60606-0089  
www.dlapiper.com

Mariah F. DiGrino  
mariah.digrino@dlapiper.com  
T 312.368.7261  
F 312.251.5833

March 10, 2022  
*VIA MAIL & E-MAIL*

Mr. Patrick Murphey, Zoning Administrator  
Attn: Teresa McLaughlin  
Department of Planning and Development, City of Chicago  
121 N. LaSalle St. Rm. 905  
Chicago, IL 60602

**Re: MODIFIED Request for Minor Change to Business-Residential Planned  
Development No. 1509  
Bronzeville Lakefront (Sub-Parcel 1.H Interim Site Plan)**

Dear Mr. Murphey:

On behalf of our client, GRIT Chicago, LLC (the “**Applicant**”), I am submitting this MODIFIED request for a minor change to Business-Residential Planned Development No. 1509 (the “**PD**”) with respect to the interim plans for Sub-Parcel 1.H. This request modifies and supersedes our prior request for minor change dated October 6, 2021. We respectfully request approval of the following modified plans:

- Preliminary Landscape Plan Phase I Planting Requirements Fencing Detail, Sheet L 1.1, prepared by Kathryn Talty Landscape Architecture as Job No. 21460 and dated “per City Comments” as of January 7, 2022;
- Preliminary Landscape Plan Phase II Construction Notes Planting Details, Sheet L 1.2, prepared by Kathryn Talty Landscape Architecture as Job No. 21460 and dated “per City Comments” as of January 7, 2022; and
- Plan depicting location and planting details of 58 additional trees to be located elsewhere within the PD.

For reference, enclosed is a Landscape Ordinance Comparison Chart, analyzing the proposed plan under the Landscape Ordinance requirements. Below are further notes regarding the changes:

- The modifications include reconfiguring the interim parking lot so that its eastern boundary follows the line of Cottage Grove Avenue. On the PD-approved plan, the eastern boundary was adjacent to Cottage Grove only at the northeast corner of the interim lot.



While the initial minor change plan omitted perimeter trees, perimeter trees are now provided along the length of Cottage Grove Avenue and Vernon Avenue. Thirty-eight perimeter trees are required. Thirty-eight perimeter trees are provided.

- A minimum 7-foot landscaped setback is provided along the northern and southern property lines. The northern property line is currently adjacent to 29<sup>th</sup> Place, which has been approved for vacation by the City Council. The southern property line is currently adjacent to 30<sup>th</sup> Street, which has also been approved for vacation by the City Council. The PD-approved interim plan did not require any landscaping in these areas.
- The modifications also restore ornamental fencing to the plan, in excess of what was contemplated by the PD-approved plan. The PD-approved plan specified a 4-foot tall ornamental metal fence in the areas adjacent to Vernon Avenue and Cottage Grove Avenue. No fencing was specified along the northern or southern boundaries, or along the interior eastern boundary. The initial minor change plan sought to substitute the ornamental fencing with chain link fencing due to the construction activities that would immediately ensue on the adjacent rights of way. However, in response to DPD's comments, the enclosed modified plans depict 4-foot tall ornamental fencing on all sides of the interim parking lot.
- The enclosed modified plans also provide more internal landscaped area than was specified on the PD-approved plan. The PD-approved plan specified 15,000 square feet of internal landscaped area, which was 25% more than what the Landscape Ordinance requires. Based on the adjusted interim lot configuration and area, the initial minor change plans proposed 16,160 square feet of internal landscaped area, which was approximately 46% more than what the Landscape Ordinance requires. The enclosed modified plans depict 29,565 square feet of internal landscaped area, which is 173% more than required by the Landscape Ordinance.
- Interior trees have been restored to the enclosed modified plans. The initial minor change plans omitted interior trees. The interior landscaped islands are acting as swale areas and will be planted with living material consisting of planted ground cover and native seed. Because trees are not as able to withstand the swale function, the Applicant proposes to reduce the number of trees in the internal islands. Due to the temporary nature of the interim lot, the tree canopy would not have sufficient time to mature to impact the heat island effect. Instead, to offset the required number of internal trees, the Applicant would install trees elsewhere within the PD, as shown on the enclosed plans. Eighty-eight internal trees are required. Thirty internal trees would be located in the interim lot, and the remaining 58 would be located in the PD, as shown on the enclosed plans.
- To optimize construction sequencing, plantings and fencing in the landscaped buffers will be installed in two phases, as depicted on the enclosed plans. Plantings and fencing along the northern, southern, and western (Vernon Avenue) perimeters and on the interior of the interim lot will be installed in the first phase. Plantings and fencing along Cottage

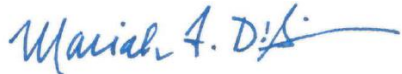
Grove Avenue will be installed concurrently with the construction of Cottage Grove Avenue and installation of parkway landscaping pursuant to the Bronzeville Lakefront Infrastructure Agreement.

No change or addition of permitted uses is proposed. The proposed changes do not result in an increase in bulk or density, and will not change the character of the development, increase the maximum permitted floor area, increase the number of dwelling units, or reduce periphery setbacks. Therefore, the requested minor change is authorized by Section 17-13-0611 of the Chicago Zoning Ordinance and Statement 12 of the PD.

The required \$1,500 application fee was previously provided to you. Thank you for your consideration of this matter. If there is additional information that you require, please contact me at (312) 368-7261.

Very truly yours,

**DLA Piper LLP (US)**



Mariah DiGrino

cc (via e-mail):      Noah Szafraniec  
                             Eric Helfand  
                             David Doig  
                             Heidi Sperry

*Reclassification Of Area Shown On Map No. 6-E.**BRPD 1509*

(Application No. 20428)

(Common Address: 2601 -- 3045 And 2600 -- 3001 S. Ellis Ave., 2900 -- 3030  
And 2901 -- 3001 S. Cottage Grove Ave., 2600 -- 2900 S. Lake Park Ave.,  
533 E. 29<sup>th</sup> St., 401 -- 434 E. 26<sup>th</sup> St., 2701 -- 2955 S. Vernon Ave.,  
440 -- 598 E. 31<sup>st</sup> St. And 2601 -- 3099 S. Dr. Martin Luther King, Jr. Dr.)

[SO2020-3001]

*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 Residential-Business-Institutional Planned Development Number 1133 and RM5 Residential Multi-Unit District symbols and indications shown on Map Number 6-E in the area bounded by:

a line 2 feet north of the north line of East 26<sup>th</sup> Street and the extension of that line where no street exists; the westerly line of the I.C.G.R.R. right-of-way; the centerline of East 31<sup>st</sup> Street; the east line of South Dr. Martin Luther King, Jr. Drive; the centerline of East 26<sup>th</sup> Street; and a line beginning at a point on the centerline of East 26<sup>th</sup> Street and 258 feet east of South Dr. Martin Luther King, Jr. Drive and extending northwesterly to a point 244 feet east of South Dr. Martin Luther King, Jr. Drive and on a line 2 feet north of the north line of East 26<sup>th</sup> Street,

to those of B3-5 Community Shopping District.

SECTION 2. That the Chicago Zoning Ordinance be amended by changing all the B3-5 Community Shopping District symbols and indications as shown on Map Number 6-E in the area bounded by:

a line 2 feet north of the north line of East 26<sup>th</sup> Street and the extension of that line where no street exists; the westerly line of the I.C.G.R.R. right-of-way; the centerline of East 31<sup>st</sup> Street; east line of South Dr. Martin Luther King, Jr. Drive; the centerline of East 26<sup>th</sup> Street; and a line beginning at a point on the centerline of East 26<sup>th</sup> Street and 258 feet east of South Dr. Martin Luther King, Jr. Drive and extending northwesterly to a point 244 feet east of South Dr. Martin Luther King, Jr. Drive and on a line 2 feet north of the north line of East 26<sup>th</sup> Street,

to those of a Business-Residential Planned Development which is hereby established in the area described above subject to such use and bulk regulations as are set forth in the Plan of Development attached hereto and made a part hereof and to no others.

SECTION 3. This ordinance shall be in force and effect from and after its passage and due publication.

Planned Development Statements referred to in this ordinance read as follows:

*Business-Residential Planned Development No. 1509.*

1. The area delineated herein as Business-Residential Planned Development Number \_\_\_\_\_ (the "Planned Development" or "PD") consists of approximately 2,293,237 square feet of net site area (after right-of-way adjustments contemplated by this PD) together with certain portions of adjacent rights-of-way, which are depicted on the attached Planned Development Boundary and Property Line Map (the "Property"). The Property is owned by the City of Chicago and Prairie Shores Owner, LLC ("PS"). GRIT Chicago, LLC ("GRIT"), is the Applicant for this Planned Development, with the authorization of the City and PS. References in these Planned Development Statements to the "Applicant" shall mean and refer to, with respect to Sub-Areas 1 and 2, GRIT and, with respect to Sub-Area 3, PS.
2. The requirements, obligations and conditions contained within this Planned Development shall be binding upon each Applicant, their respective successors and assigns and, if different than PS or GRIT, as the case may be, the legal title holders and any ground lessors of the respective portions of the Property. All rights granted hereunder to each Applicant shall inure to the benefit of each of their successors and assigns and, if different than PS or GRIT, as the case may be, the legal title holder and any ground lessors of their respective portions of the Property. 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 for purposes of this statement 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 and any ground/air-rights lessors of the Property, subject, however, to the following exceptions and conditions: (a) any changes or modifications to this Planned Development applicable to or in a given subarea need only be made or authorized by the owners and/or any ground/air-rights lessors of such subarea; provided, however, that for so long as GRIT or PS, or any affiliate thereof, owns or controls any portion of their respective Sub-Areas, and unless expressly stated otherwise in a written instrument executed by GRIT and PS, any application to the City for any such changes or modifications (administrative, legislative or otherwise) must in all cases be additionally authorized by GRIT (for changes affecting Sub-Areas 1 or 2) or PS (for changes affecting Sub-Area 3), (b) where portions of the improvements located on the Property have been submitted to the Illinois Condominium Property Act, the term "owner" shall be deemed to refer solely to the condominium association of the owners of such portions of the improvements and not to the individual unit owners therein and (c) for so long as either Applicant or any affiliate thereof owns or controls any portion of their respective Sub-Areas, and unless expressly stated otherwise in a written instrument executed by GRIT and PS, such entity may apply for any changes or modifications (administrative, legislative or otherwise) without the consent of any other owner or owners. 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 including any ground or air-rights leases. Upon any alienation, sale, or any other transfer of all or any portion of the Property or the rights therein including any ground or air-rights leases (but not including an 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 so transferred, the term "Applicant" shall be deemed amended to apply to the transferee thereof (and its beneficiaries if such transferee is a land trust) and the seller or transferor thereof (and its beneficiaries if such seller or transferor is a land trust) shall thereafter be released from any and all obligations or liability hereunder; provided, however that PS and GRIT's right to authorize changes or modifications to this Planned Development for so long as either owns or controls all or any portion of their respective portions of the Property as set forth in clause (a) of this Statement Number 2 above shall not be deemed amended or transferred to apply to a third party or transferee (or its beneficiaries as aforesaid) unless expressly stated or assigned in a written instrument executed by GRIT or PS, depending on the portion of the Property transferred. For purposes of this Planned Development, the term "subarea" shall mean the Sub-Areas or Sub-Parcels, as designated on the attached Planned Development Sub-Area Map.

3. Unless expressly stated otherwise or assigned in a written instrument executed by GRIT and PS, all applicable official reviews, approvals or permits are required to be obtained by the Applicant or its successors, assignees or grantees. Any subdivision of property, or 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 ("CDOT") on behalf of GRIT, with respect to development of Sub-Areas 1 and 2, and PS, with respect to development of Sub-Area 3, or their respective successors, assigns or grantees. Proposed right-of-way adjustments facilitating development of Sub-Areas 1 and 2 are shown in the attached "Right of Way Adjustment Map," including the proposed dedication and/or opening of approximately 380,332 square feet of new right-of-way and the vacation of approximately 168,563 square feet of existing right-of-way. Terms and conditions for the vacation and dedication of right-of-way shall be subject to the Infrastructure Agreement and Redevelopment Agreement (both of which are defined below) and/or the applicable ordinances approving such vacation and/or dedication.

Any requests for grants of privilege, or any items encroaching on the public way, shall be in compliance with the Planned Development.

Ingress or egress shall be pursuant to the Planned Development and may be subject to the review and approval of the Department of Planning and Development ("DPD") and CDOT. Closure of all or any public street or alley during demolition or construction shall be subject to the review and approval of CDOT.

It is anticipated that the City and GRIT will enter into an infrastructure agreement (hereinafter, the "Infrastructure Agreement") and a redevelopment agreement (the "Redevelopment

Agreement,” as described further in Statement 17 of this Ordinance) providing for the acquisition of a portion of the Property from the City and the provision of City financial assistance to pay the cost of construction of certain infrastructure and other work, including work in existing and proposed public right-of-way described in this Planned Development. All work proposed in the public way must be designed and constructed in accordance with CDOT Construction Standards for Work in the Public Way and in compliance with the Municipal Code of Chicago. Prior to issuance of any site plan approval as contemplated by Statement 15, the Applicant shall submit a site plan and coordinate with CDOT to determine whether an updated traffic study is required in conjunction with each site plan approval submission. A traffic impact analysis shall be required prior to establishing the following uses: colleges and universities; hospital; school; entertainment and spectator sports, medium venue (150-999 capacity) or large venue (1,000-2,000 capacity), non-accessory parking; indoor or outdoor athletic and training fields and facilities; and food and beverage sales or general retail sales which are not accessible by the general public. Further, the Applicant shall ensure the design of any adjacent public way is acceptable to CDOT and consistent with surrounding public way and CDOT plans. Each traffic study and site plan shall detail the specific improvements and necessary infrastructure upgrades, including the timing for completion of such improvements, which shall be incorporated into the site plan approval.

Prior to issuance of the certificate of occupancy for the building to be constructed in Sub-Parcel 1.B, the following improvements shall be completed, as to be set forth in the Infrastructure Agreement and Redevelopment Agreement:

- Extension of Cottage Grove Avenue from 29<sup>th</sup> Place to 29<sup>th</sup> Street and construction and restoration of Cottage Grove Avenue between 29<sup>th</sup> Place and 31<sup>st</sup> Street.
- Widening and restoration of Lake Park Avenue between 31<sup>st</sup> Street and 29<sup>th</sup> Street.
- Construction and re-alignment of 30<sup>th</sup> Street from approximately 200 feet west of Cottage Grove Avenue to Lake Park Avenue.
- Design and installation of new traffic signals at the following intersections to current CDOT standard to allow for pedestrian countdown timers and protected turn phases as needed:
  - E. 31<sup>st</sup> St. and S. Lake Park Avenue
  - E. 31<sup>st</sup> St. and S. Cottage Grove
- Construction, realignment, and restoration of 29<sup>th</sup> Street from Dr. Martin Luther King Jr. Drive to Lake Park Avenue.

Pursuant to a negotiated and executed Perimeter Restoration Agreement by and between CDOT's Division of Infrastructure Management and the Applicant, the Applicant shall provide improvements and restoration of all public way adjacent to the Property, which may include, but not be limited to, the following as shall be reviewed and determined by the CDOT's Division of Infrastructure Management:

- Full width of streets
- Full width of alleys
- Curb and gutter
- Pavement markings
- Sidewalks
- ADA crosswalk ramps
- Parkway & landscaping

The Perimeter Restoration Agreement must be executed prior to any CDOT and DPD Part II review permitting. The Perimeter Restoration Agreement shall reflect that all work must comply with current Rules and Regulations and must be designed and constructed in accordance with CDOT's Construction Standards for work in the Public Way and in compliance with the Municipal Code of Chicago Chapter 10-20. Design of said improvements should follow CDOT's Rules and Regulations for Construction in the Public Way as well as The Street and Site Plan Design Guidelines. Any variation in scope or design of public way improvements and restoration must be approved by CDOT. A Perimeter Restoration Agreement is not required for any Capital Improvements (as such phrase is defined in Statement 15).

The Applicant agrees to coordinate with both the Department of Transportation and Department of Planning and Development to implement future infrastructure improvements related to this PD. Roadway and signal planning and design will continue throughout the life of the project, and coordination between the Applicant and CDOT will be necessary. Site design and access, and right-of-way design and width are subject to change and CDOT approval. Modifications to site plans and any adjustment in net site area as a result of these infrastructure improvements may be made pursuant to the minor change provisions of Section 17-13-0611.

4. This Planned Development consists of 22 Statements; a Bulk Regulations Table and the following Exhibits:

- |           |  |
|-----------|--|
| Exhibit 1 | Existing Zoning Map                                |
| Exhibit 2 | Adjacent Land Use Map                              |
| Exhibit 3 | Planned Development Property Line and Boundary Map |
| Exhibit 4 | Planned Development Sub-Area Map                   |
| Exhibit 5 | Planned Right-of-Way Adjustment Map                |

Exhibit 5A	Planned Development Sub-Area and Right-of-Way Map
Exhibit 6	Open Space Plan
Exhibit 6A	Open Space Plan -Sub-Parcel 3.B
Exhibit 7	Phase One Plan
Exhibit 8	Sub-Parcel 1.A, 1.B, and 1.C Site Plan and Landscape Plan
Exhibit 9	Sub-Parcel 1.B Building: North Elevation
Exhibit 10	Sub-Parcel 1.B Building: South Elevation
Exhibit 11	Sub-Parcel 1.B Building: East Elevation
Exhibit 12	Sub-Parcel 1.B Building: West Elevation
Exhibit 13	Sub-Parcel 1.B Building: Upper Bar North and South Curtain Wall
Exhibit 14	Sub-Parcel 1.B Building: Upper Bar East and West Curtain Wall
Exhibit 15	Sub-Parcel 1.B Building: Lower Bars Wall Type
Exhibit 16	Sub-Parcel 1.B Building: Lower Bar Southeast Corner Wall, Facing South
Exhibit 16A	Sub-Parcel 1.B Building: Lower Bar Southeast Corner Wall, Facing East
Exhibit 17	Sub-Parcel 1.II Interim Site Plan
Exhibit 18	Sub-Parcel 1.II Interim Site Plan - Landscape

prepared by Skidmore, Owings & Merrill LLP, Hood Design Studio, Johnson & Lee, and McLennan Design and dated February 18, 2021, submitted herein (collectively, the "Plans"). In any instance where a provision of this Planned Development conflicts with the Chicago Building Code, the Building Code shall control, subject to the terms and conditions of Statement 15 below. 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 shall control.

#### **Additional Parking Provisions**

Sub-Parcel 3.B and a portion of Sub-Parcel 3.A are currently improved with approximately 295 surface parking spaces (the "Existing Parking Spaces") serving the existing residential buildings located in Sub-Parcel 3.A. Prior to issuance of a Certificate of Occupancy for the accessory amenity building planned to be built within Sub-Parcel 3.A (the "Sub-Parcel 3.A Amenity Building"), the parking spaces that will be displaced by the Sub-Parcel 3.A Amenity Building (currently estimated to be 35 spaces) shall be relocated to the parking areas currently located in Sub-Parcel 3.A and/or Sub-Parcel 3.B, by re-striping the same, and shall be part of the Existing Parking Spaces described in these Additional Parking Provisions. The Existing Parking Spaces may further be relocated to an interim surface parking lot that either PS or GRIT may elect to develop within Sub-Parcel 1.H, as depicted on the Sub-Parcel 1.H Interim Site Plan and Sub-Parcel 1.H Interim Site Plan - Landscape. Until such time as additional parking is provided within Sub-Parcel 3.A or elsewhere within this Planned Development to replace the Existing Parking Spaces, the location of which shall be subject to review and



approval by DPD, the Planned Development shall continue to provide the Existing Parking Spaces. To offset the number of required Existing Parking Spaces pursuant to the foregoing sentence, such additional parking, to the extent not located within Sub-Parcel 3.A, must be located in surface parking areas in sub-parcels adjacent to Sub-Parcel 3.A or Sub-Parcel 3.B and/or in enclosed parking structures located wholly or in part on sub-parcels adjacent to Sub-Parcel 3.A or Sub-Parcel 3.B. Until such time as DPD approves the relocation of such spaces, or portion thereof, (or the further relocation, or a reduction in the number of required spaces, as the case may be) in accordance with Statement 5, the Existing Parking Spaces shall either (a) remain located in Sub-Parcel 3.A or Sub-Parcel 3.B or (b) be relocated to the interim surface parking lot to be developed within Sub-Parcel 1.H.

5. The following uses are permitted in the area delineated herein as a Planned Development:

Artist and Business Live/Work Space (on and above the ground floor), Townhomes, Two-Flats, Multi-Unit Residential (on and above the ground floor), Group Living (including Elderly Housing, Assisted Living, Nursing Home, Student Housing), Colleges and Universities, Cultural Exhibits and Libraries, Day Care, Hospital, Lodge or Private Club, Parks and Recreation (including, without limitation, community centers, recreation buildings, amenity buildings and similar assembly uses), Postal Service, Public Safety Services, Religious Assembly, School, Minor Utilities and Services, Animal Services (including boarding kennel, sales and grooming, and veterinary services), Artist Work or Sales Space, Building Maintenance Services, Business Support Services (except Day Labor Employment Agency), Urban Farms (Indoor, Outdoor and Rooftop), Communication Service Establishment, Eating and Drinking Establishments (including limited and general restaurant, tavern, and outdoor rooftop and at-grade patio), Catering and Shared Kitchen, Entertainment and Spectator Sports (including Indoor Special Event [including incidental liquor sales], small venue [1-149 occupancy], medium venue [150-999 occupancy], large venue [1,000-2,500 occupancy], and banquet and meeting halls), Financial Services, Food and Beverage Retail Sales (including liquor store [package goods] and liquor sales), Lodging (Bed and Breakfast, Hotel/Motel and Vacation Rental), Medical Service (including without limitation medical, biomedical, and pharmaceutical research and development laboratories), Office (including without limitation high technology and medical, biomedical, and pharmaceutical and engineering research and development offices), Electronic Data Storage Center (provided, however, that not more than one Electronic Data Storage Center shall be located within this Planned Development), Accessory and Non-Accessory Parking, Personal Service, Repair or Laundry Service (Consumer), Residential Storage Warehouse, Retail Sales, Participant Sports and Recreation (Outdoor, Indoor and Children's Play Center), Light Equipment Sales/Rental (Indoor/Outdoor), food and beverage sales or general retail sales which are not accessible by the general public, Co-located Wireless Communication Facilities, Co-Generation Facilities and Renewable Energy Installations, Major Utilities and Services (including a Metra Transit Station and other transit and transportation services), and accessory and incidental uses

(including production of medical, biomedical, pharmaceutical, and other products accessory to a permitted principal use).

**Sub-Parcels 1.H, 1.I, 3.B, and 3.C**

Sub-Parcels 1.H, 1.I, 3.B, and 3.C may only be developed with residential buildings and mixed-use buildings containing residential uses at and/or above the ground floor with or without commercial uses at the lower floors, except that Sub-Parcel 1.H may be improved with an interim surface parking lot.

**Sub-Parcels 1.A, 1.B, and 1.H**

GRIT plans to construct a community center as part of the building to be constructed within Sub-Parcel 1.B which is to be the first building to start construction by GRIT. In addition to requiring GRIT to develop the planned community center in accordance with the foregoing, the Redevelopment Agreement between the City and GRIT will require GRIT to obtain full building permits, issue a notice to proceed, provide the City with evidence of construction financing for and a performance bond evidencing an obligation to complete, and commence construction of, the building containing the planned community center prior to the commencement of development of any other parcels within Subarea 1 or 2, other than Parcels 1.A, 1.B, and an interim parking lot on Parcel 1.H.

**Open Space**

Notwithstanding the foregoing uses permitted in the Planned Development, the following uses are permitted in the Open Space areas identified on Exhibit 6:

Parks and Recreation, Arboretums and Botanical Gardens, Band Shells and Outdoor Theaters, Community Center, Recreation Building and Similar Assembly Use, Community Garden, Conservatories and Greenhouses, Dog Park, Ice Skating Rink (indoor and outdoor), Miniature Golf, Passive Open Space, Playgrounds including water play areas, Playing Courts (basketball, volleyball, etc.), Playing Fields (baseball, soccer, etc.), Skate Park, Swimming Pools, Tennis Courts (indoor and outdoor), Trails for Hiking, Bicycling, or Running, Cultural Exhibits and Libraries, Minor Utility Service, Food and Beverage Retail Sales (including liquor sales), General Retail Sales, Eating and Drinking Establishments (all), Field house, locker rooms or similar buildings that support primary outdoor recreation areas, Kiosks, Accessory Off-Street Parking, Restrooms, Storage and Maintenance Areas/Buildings, Temporary Uses, Wireless Communication Facilities (Co-located and Freestanding), additional Parks and Recreation uses not listed above when approved as an administrative adjustment, and accessory and incidental uses.

Sub-Parcel 1.1 is, as of the effective date of this Planned Development, used by the Chicago Park District for surface parking. Without limiting the foregoing, such use is a permitted use under this Planned Development. The Commissioner of Assets, Information and Services is hereby authorized to negotiate and execute on behalf of the City any lease, right-of-entry agreement or other document evidencing an agreement for the use and occupancy of City-owned parcels within this Planned Development for a term that may exceed 180 days, for the purposes of, including without limitation, surface parking, site investigation and testing, remediation, and site preparation. Any such agreement (a) shall be subject to the approval of the Corporation Counsel as to form and legality and (b) shall expire upon the earlier to occur of (i) conveyance of the affected sub-parcel to another person or entity; or (ii) issuance of Site Plan approval, with respect to the sub-parcel affected by such rights of entry, pursuant to Statement 15 below.

In addition, temporary uses and additional uses that are consistent with the character of the uses permitted above, as determined and approved by the Zoning Administrator in accordance with Statement 12, shall be allowed.

As a result of input received through the community process, and in order to gain community support for the project, the Applicant has voluntarily agreed to consult with the local alderman's office prior to entering into any initial lease of pedestrian level retail space within Sub-Area 1, Sub-Area 2, Sub-Parcel 3.B, and Sub-Parcel 3.C of this Planned Development to an end user to confirm that retail leasing opportunities have been marketed to local-owned and small businesses.

The following uses shall be prohibited within this Planned Development:

Gambling and gaming operations involving the wager of money or thing of value, including without limitation casinos and businesses, devices or facilities regulated by and/or required to be licensed under the Illinois Gambling Act (230 ILCS 10/1, *et seq.*), the Illinois Video Gaming Act (230 ILCS 40/1, *et seq.*), the Illinois Sports Wagering Act (230 ILCS 45/25-1, *et seq.*), the Illinois Horse Racing Act of 1975 (230 ILCS 5/1, *et seq.*); Inter-Track Wagering Facility, sportsbook facilities and kiosks; provided, however, that the foregoing shall not prohibit issuance of licenses for raffles, bingo, or other similar games to bona fide religious, charitable, labor, fraternal, educational or veterans' organizations which are located within the corporate limits of the City of Chicago and which operate without profit to their members.

Parking/Loading:

- a. Minimum Requirements for uses are as follows and must comply with the requirements of Section 17-10-1000 (parking area design):

- Residential: 1 parking space per unit for the first 100 units, then 0.60 spaces per unit for each unit thereafter
  - Elderly Housing: 0.33 spaces per unit
  - Non-residential: None for the first 35,000 square feet or 2 x lot area, whichever is greater, then 1.33 spaces per 1,000 square feet
- b. Location. All parking spaces required to serve buildings or uses shall be located on the same Sub-Parcel as the building or use served, or elsewhere within the Planned Development.
- c. Intentionally omitted.
- d. Loading. Per site plan approval and in substantial conformance with the loading standards applicable to uses in the B3-5 Community Shopping District. The location of loading berths shall be subject to the review of CDOT and the approval of DPD. Loading requirements may be reduced or required loading may be shared by more than one parcel, subject to the review and approval of CDOT and DPD.
- e. Minimum Bicycle Parking Spaces in connection with new auto spaces added after adoption of the Planned Development:
- Residential 1 per 2 auto spaces
  - Non-residential 1 per 10 auto spaces
6. On-Premise signs and temporary signs, such as construction and marketing signs, shall be permitted within the Planned Development, subject to the review and approval of DPD. Off-Premise signs are prohibited within the boundary of the Planned Development.
7. For purposes of height measurement, the definitions in the Chicago Zoning Ordinance shall apply. The height of any building shall also be subject to height limitations, if any, established by the Federal Aviation Administration.
8. The maximum permitted floor area ratio (FAR) for the Property shall be in accordance with the attached Bulk Regulations and Data Table. For the purpose of FAR calculations and measurements, except as expressly specified in the attached Bulk Regulations and Data Table, the definitions in the Zoning Ordinance shall apply. The permitted FAR identified in the Bulk Regulations and Data Table has been determined using a net site area of 2,293,237 square feet and a maximum permitted FAR of 4.06.
9. Pursuant to Section 17-13-0610, a Part II Review Fee shall be assessed by DPD and paid by the Applicant as follows: The review fee is \$0.50 per square foot of buildable floor area. One-

half of the review fee is due at the time of Plan Commission review, and one-half of the review fee is due at the time of permit review. The Plan Commission review fee is due at time of filing the planned development application and is based on the total buildable floor area, as identified in the planned development's Bulk Regulations and Data Table. If the planned development includes phases or sub areas which are subject to future review by the Department or the Chicago Plan Commission prior to the issuance of permits for that phase or sub area, the Plan Commission review fee for such phases or sub areas is due when the relevant phase or sub area submission is made, pursuant to Section 17-13-0800. If the buildable floor area square footage changes between Plan Commission review and permit review, the total review fee will be prorated, accordingly, at the time of permit review.

A Part II Review Fee shall not be assessed or required for Plans or development for which building permit applications are submitted prior to the approval of this Planned Development, including the Capital Improvements defined in Statement 15 below.

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).

10. The Site Plan and Open Space Plan shall be in substantial conformance with the Landscape Ordinance and any other corresponding regulations and guidelines, including Section 17-13-0800. Final landscape plan review and approval will be by DPD. Any interim reviews associated with site plan review or Part II reviews, are conditional until final Part II approval.
11. The Applicant shall comply with Rules and Regulations for the Maintenance of Stockpiles promulgated by the Commissioners of the Departments of Streets and Sanitation, Fleet and Facility Management and Buildings, under Section 13-32-085, or any other applicable provision of the Municipal Code of Chicago.
12. The terms and conditions of development under this Planned Development ordinance may be modified administratively, pursuant to Section 17-13-0611-A, by the Zoning Administrator upon the application for such a modification by the Applicant, its successors and assigns and, if different than the Applicant, the legal title holders and any ground lessors.
13. The Applicant acknowledges 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 ("MOPD") to ensure (i) compliance with all applicable laws and regulations related to access for persons with disabilities and (ii) to promote the highest standard of accessibility. The Repair Projects, in

that they are primarily intended to be carried out in buildings more than 50 years old, are not subject to sub-part (ii) of the preceding sentence.

14. The Applicant acknowledges that it is in the public interest to design, construct, renovate and maintain buildings in a manner that provides healthier indoor environments, reduces operating costs, conserves energy and maximizes the preservation of natural resources. The Applicant agrees to be in compliance with the City of Chicago Sustainable Development Policy set forth by DPD in effect at the time of the Part II review process is initiated for each improvement (Phase, Sub-Area or Sub-Parcel) that is subject to the aforementioned Policy and must provide documentation verifying compliance provided, however, that the Zoning Administrator may approve alternative methods of satisfying the City of Chicago Sustainable Development Policy, including without limitation alternative building certification programs like Living Building and Living Community Challenge. The aforementioned Policy shall not apply to the Repair Projects or to accessory structures.
15. Prior to the Part II approval (Section 17-13-0610 of the Chicago Zoning Ordinance) for any buildings (other than (x) buildings to be constructed or open space areas to be installed, as applicable, within Sub-Parcels 1.A and 1.B, for which Site Plan Approval is hereby granted, (y) the future temporary surface parking lot which may be developed within Sub-Parcel 1.H, for which Site Plan Approval is not required, and (z) any Capital Improvements, for which Site Plan Approval is not required), the Applicant shall submit a site plan, landscape plan and building elevations for the specific Sub-Area(s), Sub-Parcel(s), or portion thereof for review and approval by DPD. Review and approval by DPD is intended to assure that specific development components substantially conform with the Planned Development and to assist the City in monitoring ongoing development. The Site Plan for which Site Plan Approval is hereby granted for Sub-Parcel 1.B is approved to require not more than 230 parking spaces, at least 200 of which shall be allocated to serve the building to be constructed in Sub-Parcel 1.B. Sub-Area or Sub-Parcel Site Plan Approval Submittals (Section 17-13-0800) need only include that portion of the Property for which approval is being sought by the Applicant. If the Applicant is seeking approval for a portion of the Property that represents less than an entire Sub-Area or Sub-Parcel, only a site plan for such portion of the Property shall be required. The Applicant anticipates developing the Phase One Plan as identified in Exhibit 7.

PS is the current owner of the existing residential buildings located in Sub-Parcel 3.A (the Prairie Shores Development, defined in Statement 17 below). The Prairie Shores Development is a pre-existing, legally established, nonconforming development (Section 17-15-0100, 17-15-0400). In compliance with Section 17-15-0105, PS plans to undertake various repair, maintenance, and rehabilitation projects ("Repair Projects") of the Prairie Shores Development and to construct the Sub-Parcel 3.A Amenity Building (collectively, the Repair Projects and the Sub-Parcel 3.A Amenity Building are hereinafter referred to as the "Capital Improvements"), which may include without limitation replacing appliances and fixtures to reduce energy and water consumption (Energy Star rating or equivalent), elevator

modernization; life safety enhancements; lobby renovations; mechanical upgrades; HVAC and MEP work improving the energy efficiency of mechanical systems; roof repairs and/or replacement; relocation, renovation, and reconfiguration of dwelling units within and among the existing buildings, which may result in a net increase in the number of dwelling units within Sub-Parcel 3.A; façade work; work to exterior elements of the existing buildings; and restriping existing surface parking areas, which is being undertaken pursuant to one or more building permits initially applied for or issued prior to the approval of this Planned Development or which will be applied for in conjunction with subsequent phases of work after the approval of this Planned Development.

Except as described herein, no Part II approval for any portion of the Property shall be granted until Site Plan approval has been granted. Following approval by DPD, the approved Sub-Area or Sub-Parcel Site Plan Approval Submittals, supporting data and materials shall be made part of the main file and shall be deemed to be an integral part of the PD.

Provided the Site Plan Submittal required hereunder is in general conformance with this Planned Development and the Design Guidelines, and provided Applicant has timely provided all Site Plan Submittals, the Commissioner of DPD (the "Commissioner") shall issue such site plan approval. The foregoing notwithstanding, prior to the Commissioner's issuance of such Site Plan approval, (i) the Applicant shall conduct a community meeting in accordance with DPD's Community Meeting Guidelines for Master PDs and (ii) the Site Plan must be presented to the Chicago Plan Commission, during a public meeting. Following approval of a Site Plan Submittal by the Commissioner, the approved plan shall be kept on permanent file with DPD and shall be deemed to be an integral part of this Planned Development.

After approval of the Sub-Area or Sub-Parcel Site Plan, changes or modifications may be made pursuant to the provisions of Statement 12. In the event of any inconsistency between approved plans and the terms of the PD, the terms of the PD shall govern. Any Sub-Area or Sub-Parcel Site Plan Approval Submittals shall, at a minimum, provide the following information:

- a. the boundaries of the property and a site plan identifying the proximity to public transit;
- b. the footprint of the improvements;
- c. location and dimensions of all parking spaces and loading berths;
- d. preliminary landscaping plan prepared by a landscape architect;
- e. all pedestrian circulation routes;
- f. the location of any adjacent public improvements;

- h. preliminary building elevations of the improvements with a preliminary building materials list;
- i. a school impact study will be required with any future site plan submittal involving residential development; and
- j. statistical information applicable to the property limited to the following:
  - (1) floor area and floor area ratio;
  - (2) uses to be established;
  - (3) building heights;
  - (4) all setbacks, required and provided;
  - (5) floor area devoted to all uses (e.g. office, retail etc.);
  - (6) number of dwelling units (if applicable);
  - (7) number of parking spaces;
  - (8) number of loading spaces/berths; and
  - (9) an approved Site Plan by CDOT (as provided in Statement 3), Fire Prevention Bureau, Mayor's Office for People with Disabilities, and the Building Departments Division of Storm water Management.

Sub-Area or Sub-Parcel Site Plan Approval Submittals shall include all other information necessary to illustrate substantial conformance to the PD and the associated Design Guidelines. The Design Guidelines shall not apply within Sub-Parcel 3.A.

16. Subject in all cases to the other statements, terms, regulations and provisions of this Planned Development, each Applicant, with respect to their respective Sub-Areas or portions thereof, shall have the right to designate additional subareas or sub-parcels or modify the boundaries of existing subareas or sub-parcels within the Planned Development from time to time in order to promote orderly development, to facilitate financing, acquisition, leasing or disposition of the Property or relevant portions thereof, to designate zoning control or to otherwise administer this Planned Development. The designation or modification of, and redesignation of the boundaries of, subareas or sub-parcels shall not in and of itself require an amendment to this Planned Development, but shall be subject to this Statement 16 and Section 17-13-0611; provided, however, GRIT or PS, depending on which portions of the Property to which such changes apply, shall provide notice of all material terms of any such designation to DPD, including the designated area or redesignated area and the bulk regulations that will



apply therein, for DPD's Part II review for any such designated or redesignated subarea or sub-parcel. In furtherance of the foregoing, and in all cases subject to the other statements, terms, regulations and provisions of this Planned Development and review by the City pursuant to this Statement 16 and Section 17-13-0611, the Applicant may allocate or assign the development rights under the Planned Development to and among designated subareas or sub-parcels within Sub-Areas 1 and 2 including, but not limited to, building height, floor area, dwelling units and parking; provided, however, that the overall regulations and limitations set forth in the Bulk Regulations and Data Table and the Plans applicable to the entirety of the Planned Development shall not be exceeded or increased as a result of any such allocation(s) or assignment(s), and all such allocation(s) or assignment(s) of development rights are subject to the terms of Section 17-13-0611 of the Chicago Zoning Ordinance and the Design Guidelines.

17. The Applicant acknowledges and agrees that the rezoning of the Property from Planned Development No. 1133 and RM-5 Residential Multi-Unit District to the B3-5 Community Shopping District and then to this Planned Development, triggers the requirements of Section 2-44-080 of the Municipal Code of Chicago (the "Affordable Requirements Ordinance" or "ARO"), and that, as of the date this Planned Development is approved, the receipt of tax increment financing ("TIF") or other City financial assistance increases the percentage of units required to be affordable from 10% to 20% and modifies the income eligibility and affordability standards, as specified in the ARO (the "Increased Requirements"). GRIT further acknowledges and agrees that the acquisition of a portion of the Property from the City also triggers the ARO, and that it is anticipated that the Redevelopment Agreement between the City and GRIT will provide for the acquisition by GRIT of Sub-Areas 1 and 2 from the City and the provision of City financial assistance (the "Redevelopment Agreement"), which will require GRIT to comply with the Increased Requirements. Further, as a result of input received through the community process, and in order to gain community support for the project, GRIT has agreed to the following modified affordable housing requirements. First, GRIT will provide affordable housing units within the Planned Development to supplement the affordable housing units required to be developed in Sub-Parcel 3.B and Sub-Parcel 3.C pursuant to this Statement 17, such that the number of affordable housing units comprises 20% of the total number of dwelling units developed within Subareas 1 and 2 and within Sub-Parcel 3.B and 3.C (the "Subarea 3 Additional Units"). As further described below, the Subarea 3 Additional Units shall equal 10% of the units constructed within Sub-Parcel 3.B and Sub-Parcel 3.C plus such PS 7.5% ARO Units (defined below) for which PS has deposited funds into the PS ARO Escrow (defined below), such that the aggregate number of affordable units constructed by GRIT and PS and located in the PD equals or exceeds 20% of the units constructed within Sub-Parcel 3.B, Sub-Parcel 3.C, Subarea 1 and Subarea 2. Accordingly, with respect to those portions of the Property acquired from the City and/or developed pursuant to the Redevelopment Agreement, under the requirements of the ARO in effect as of the date this Planned Development is approved, GRIT must set aside 20% of the dwelling units constructed on such Property acquired from the City, plus such Subarea 3 Additional Units as are required

to supplement the PS Total ARO Requirement (as hereinafter defined) to cause the total number of affordable units constructed in the PD to equal or exceed 20% of the units constructed within Sub-Parcel 3.B, Sub-Parcel 3.C, Subarea 1, and Subarea 2 (collectively, the "GRIT ARO Units"). Second, GRIT may reduce the number of GRIT ARO Units in exchange for units with more bedrooms, according to the equivalency table set forth in Section 2-44-090(G)(6) of the Municipal Code. Finally, GRIT may provide ARO units to households at multiple income levels, provided the weighted average of all income levels for rental units is 60% (100% for owner-occupied units) of the Chicago Primary Metropolitan Statistical Area Median Income (AMI), as updated annually by the City of Chicago and provided further that (a) the maximum income level for any ARO rental unit may not exceed 80% of the AMI (120% for owner-occupied units) and (b) all income levels must be multiples of 10% of the AMI. Except as modified herein, the requirements of Section 2-44-080 shall remain in full force and effect.

A portion of the Property is located in a "low-moderate income area" and the remainder is located in a "downtown district," as those terms are, as of the date this Planned Development is approved, defined in the ARO. The current right-of-way line of 26<sup>th</sup> Street, as extended, separates the two portions, with the "low-moderate income area" located to the south and the "downtown district" to the north. The Planned Development permits the construction of up to 5,842 new dwelling units on those portions of the Sub-Areas 1 and 2 contemplated to be subject to the Redevelopment Agreement. If, for example, GRIT constructs the maximum number of permitted units on those portions of the Property subject to the Redevelopment Agreement (5,842), and if PS constructs the maximum number of permitted units within Sub-Parcel 3.B and Sub-Parcel 3.C (945), and if PS elects to deposit funds into the PS ARO Escrow for all of the PS 7.5% ARO Units, GRIT's affordable housing obligation will be 1,334 ARO units (20% of 5,842, plus 10% of 945 to supplement the PS Total ARO Requirement, plus 7.5% of 945 to provide the PS 7.5% ARO Units) ("GRIT's Total ARO Unit Requirement") under the ARO in effect as of the date this Planned Development is approved. GRIT has agreed to satisfy GRIT's Total ARO Unit Requirement by providing the GRIT ARO Units in the building(s) to be constructed in Sub-Areas 1 and 2. Consistent with the ARO and except as otherwise provided in this Statement 17, the ARO units may be established in phases, concurrently with and proportionate to the number of market-rate units constructed during any particular phase, such that the number of ARO units established may exceed (temporarily, and subject to reduction in later phases), but shall not be less than (even if temporarily), the percentage and number of ARO units that would be required by the ARO and this Statement 17 based on the aggregate number of market-rate units actually constructed.

Prior to the issuance of any building permits for any building or phase of development containing dwelling units in the Planned Development that are subject to the ARO, including, without limitation, excavation or foundation permits, the Applicant must execute and record an affordable housing agreement in accordance with Section 2-44-080(L) for that building or phase. In addition, prior to the issuance of any building permits for any building or phase of

development containing dwelling units, the Applicant must submit to DOH for its review and approval a plan or update, as applicable, describing how the Applicant intends to meet its ARO obligation in future phases of development.

The terms of the affordable housing agreement and any amendments thereto are incorporated herein by this reference. The Applicant acknowledges and agrees that the affordable housing agreement will be recorded against the Property, or the applicable portion thereof, and will constitute a lien against such property. The Commissioner of DOH or any successor department may enforce remedies for any breach of this Statement 17, including any breach of any affordable housing agreement, and enter into settlement agreements with respect to any such breach, subject to the approval of the Corporation Counsel, without amending the Planned Development.

The existing residential development located within Sub-Parcel 3.A (the "Prairie Shores Development") is a "residential housing project" within the meaning of the ARO. It is owned by PS, which is not affiliated with GRIT, and is included in this Planned Development for the purposes of master planning and facilitating the establishment of the right-of-way adjustments depicted on the attached Right-of-Way Adjustment Map. The Prairie Shores Development is not a phase of GRIT's development of Sub-Area 1 or Sub-Area 2, or development of Sub-Parcel 3.B or Sub-Parcel 3.C, but was developed under a common plan of development in the late 1950s and early 1960s as part of the City's plans for urban renewal. The Prairie Shores Development is operated as a single, unified project, independent of GRIT's proposed development of Sub-Area 1 and Sub-Area 2, and development of Sub-Parcel 3.B and Sub-Parcel 3.C. The Prairie Shores Development does not propose to share common elements with development to be located in Sub-Area 1, Sub-Area 2, Sub-Parcel 3.B, or Sub-Parcel 3.C. The Prairie Shores Development is not anticipated to be the subject of "financial assistance," as defined in the ARO, nor the subject of GRIT's anticipated redevelopment agreement with the City. As noted in Statement 15 above, PS plans to conduct the Repair Projects, including the repair, maintenance, renovation and rehabilitation to the existing residential buildings, which may include without limitation reconfiguring dwelling units resulting in an initial net increase of up to 16 dwelling units (the "Initial Increased Units"). The Planned Development allows up to 1,867 dwelling units, which includes the Initial Increased Units within Sub-Parcel 3.A. Pursuant to the prefatory clause of 2-44-080 in effect as of the date this Planned Development is approved, the Prairie Shores Development, as now approved pursuant to this Planned Development, is governed by the ARO, and PS may develop 1,867 units without triggering its affordability requirements.

Pursuant to the prefatory clause of 2-44-080 in effect as of the date this Planned Development is approved, the remainder of Subarea 3 is subject to the ARO. Sub-Parcel 3.B and Sub-Parcel 3.C are approved for a total of 945 units. As a result, PS's maximum affordable housing obligation is 95 ARO units (10% of 945, rounded up, to be called the "PS Total ARO Requirement"), of which a minimum of 24 ARO units (25% of 95 or 2.5% of 945, rounded up)

must be provided in the building(s) to be constructed in Sub-Parcels 3.B and 3.C and the remainder of which (the "PS 7.5% ARO Units") are required to be (i) provided in the building(s) to be constructed in Sub-Parcels 3.B or 3.C, or (ii) in another building located in the PD, or (iii) a combination thereof. If PS elects to provide the PS 7.5% ARO Units in another building located in the PD pursuant to (ii) above, PS shall deposit in escrow (the "PS ARO Escrow") funds in the amount of \$53,697 per ARO unit as adjusted in accordance with Section 2-44-080. The PS ARO Escrow shall be a joint order escrow between the City and GRIT, in form and substance acceptable to the City, and funds in the PS ARO Escrow shall be used to construct the PS 7.5% ARO Units within the PD, subject to the City's approval. To the extent PS elects to satisfy its PS Total ARO Requirement for the PS 7.5% ARO Units by depositing funds into escrow, the term Subarea 3 Additional Units shall be defined to require GRIT to provide such PS 7.5% ARO Units. By way of example, using the in-lieu fee schedule in effect as of the date this Planned Development is approved, if PS constructs 945 dwelling units, PS will be required to provide 24 ARO units in the buildings to be constructed in Sub-Parcel 3.B and Sub-Parcel 3.C (25% of 95, rounded up) and to deposit an amount equal to \$3,812,487 in the PS ARO Escrow. Under this example, GRIT will be required to provide 166 ARO units (10% of 945, rounded up, plus 75% of 95, rounded down), so long as ARO units equaling to 20% of the total number of dwelling units constructed in Sub-Parcel 3.B and Sub-Parcel 3.C are provided in the PD.

18. Each Applicant, with respect to their respective Sub-Areas, or their respective successors and assigns, shall design, construct, and maintain the open spaces depicted on the Open Space Plan (hereinafter the "Open Spaces") in accordance with this Statement 18; provided, however, that changes to the specific location and dimensions of the Open Spaces are permitted. The Open Spaces depicted on the Open Space Plan as "Planned Parks" shall, upon completion of construction, be conveyed and dedicated to the Chicago Park District, and construction and maintenance of same shall be the responsibility of the applicants and their successors and assigns subject to a Park DEMA (defined below) for each Planned Park. The Open Spaces depicted on the Open Space Plan as "On-Parcel Open Space" shall be subject to an Open Space DEMA (defined and described below). GRIT, its respective successors and assigns and, if different than GRIT, the legal title holders to and any ground lessors of portions of the Property located in Sub-Areas 1 and 2, shall be responsible for maintaining and managing the Open Spaces for the purposes set forth herein, including ensuring that landscaping is well maintained, that the vegetation and plantings are kept in a healthy condition and that the Open Space facilities are clean, well lit, litter free and clear of snow (hardscaped areas) and debris, subject to its corresponding Park DEMA or Open Space DEMA, as the case may be. Nothing in this Statements 18 shall be construed to require the Chicago Park District to bear any construction or maintenance responsibility for the Property located in Sub-Areas 1 and 2. Each Applicant, with respect to the On-Parcel Open Space within their respective Sub-Areas, shall provide appropriate liability insurance coverage for the operation of the On-Parcel Open Space for public use, and appropriate insurance coverage for its maintenance and management of the Open Spaces. Each Applicant, with respect to their respective Sub-Areas, shall provide

informational and wayfinding signage at all entries that the Open Spaces are open to the public (subject to occasional partial closure of the privately-owned public spaces for private use provided that a path providing access during such closures shall be maintained through the privately-owned public spaces), free of charge, during normal park hours from 6:00am to 11:00pm every day of the year, subject to the Code of the Chicago Park District. The maintenance and management obligations contained herein shall continue for the life of this Planned Development, subject to and in accordance with the corresponding Park DEMA(s) and Open Space DEMA(s) (both defined below), as the case may be.

The Planned Park to be developed within Sub-Area 1.A shall be constructed in accordance with plans approved by the Chicago Park District, and the base park improvements, as set forth in the Infrastructure Agreement, shall be completed prior to receipt of the Certificate of Occupancy for the first principal building constructed in Sub-Area 1, provided that plantings may be delayed if consistent with good landscape practice, but not longer than one year following the construction of the open space improvements set forth herein, or if necessary to accommodate the later construction of large park recreation components which may be located in more than one phase. Prior to issuance of building permits for the first principal building to be constructed in Sub-Parcel 1.B, GRIT will enter into a development and maintenance agreement (a "Park DEMA") with the Chicago Park District and the City for the construction, maintenance, and management of the Planned Park to be developed in Sub-Parcel 1.A.

The Planned Park to be developed in Sub-Parcel 2.A shall be constructed in accordance with plans approved by the Chicago Park District, and shall be completed prior to receipt of the Certificate of Occupancy for the first principal building to be constructed in Sub-Area 2 (other than Sub-Parcel 2.D), provided that plantings may be delayed if consistent with good landscape practice, but not longer than one year following the construction of the open space improvements set forth herein, or if necessary to accommodate the later construction of large park recreation components which may be located in more than one phase. Prior to issuance of building permits for the first principal building to be constructed in Sub-Area 2 (other than Sub-Parcel 2.D), GRIT will enter into a Park DEMA with the Chicago Park District and the City for the construction, maintenance and management of the Planned Park to be developed in Sub-Parcel 2.A.

The Park DEMA obligations shall be binding upon GRIT, its successors and assigns, including but not limited to a homeowners or master association whose purpose includes maintaining the Open Spaces.

Each Applicant, with respect to their respective Sub-Areas, will also construct and maintain the On-Parcel Open Space depicted on the Open Space Plan Exhibit 6, in conjunction with development of the Sub-Parcel on which such On-Parcel Open Space is located and the adjacent development parcels located therein, and coordinated with the dedication of and construction of adjacent public rights of way and private streets, and shall be completed (in

whole or in part, as identified in the applicable Site Plan Approval) prior to the receipt of the Certificate of Occupancy for the adjacent development parcels within the applicable Sub-Parcel. Prior to issuance of building permits for the first principal building to be constructed within a Sub-Parcel planned to include On-Parcel Open Space, GRIT or PS, as the case may be with respect to their respective Sub-Parcel, shall enter into a development and maintenance agreement ("Open Space DEMA") with respect to the On-Parcel Open Space located in such Sub-Parcel, providing for the development and maintenance of such On-Parcel Open Space.

Upon completion of the Open Spaces, public access to On-Parcel Open Spaces provided for herein shall be memorialized in a public access easement agreement (which may be included in an Open Space DEMA) with and for the benefit of the City. The recording and other costs associated with establishing the easement shall be the responsibility of GRIT or PS, as applicable. A copy of said public access easement agreement shall be on file with DPD.

The DPD Commissioner with the concurrence of the Superintendent and General CEO of the Chicago Park District is hereby authorized to enter into the Park DEMA(s) and all other documents contemplated by this Statement 18 and, in his/her sole discretion, may modify by minor change the foregoing requirements, without further City Council approval, for the Park DEMA(s), so as to permit alternate forms of achieving compliance with the Applicant's construction, maintenance and management obligations and public access rights, such as, by means of example and not limitation, one or more restrictive covenants or owners' reciprocal easement and operation agreements in form and substance acceptable to the City and the Chicago Park District which expressly grant the City and the Chicago Park District necessary enforcement, self-help and lien rights as may be necessary to assure compliance with this Statement. The foregoing authority granted to the Commissioner does not limit or supersede the independent authority of the Chicago Park District to approve the Park DEMA(s) or such alternate forms of achieving compliance with the Applicant's obligations set forth in this Statement 18 with respect to the Planned Parks or other land within this Planned Development owned by the Chicago Park District. The Chicago Park District may, at its election, to release the City from any Park DEMA authorized and recorded in association with this Planned Development.

The DPD Commissioner is hereby authorized to enter into the Open Space DEMA(s) and all other documents contemplated by this Statement 18 and, in his/her sole discretion, may modify by minor change the foregoing requirements, without further City Council approval, for the Open Space DEMA(s) and public access easement agreement(s) so as to permit alternate forms of achieving compliance with the Applicant's construction, maintenance and management obligations and public access rights, such as, by means of example and not limitation, one or more restrictive covenants or owners' reciprocal easement and operation agreements in form and substance acceptable to the City, which expressly grant the City necessary enforcement, self-help and lien rights as may be necessary to assure compliance with this Statement.

19. 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, and that the receipt of TIF or other City financial assistance mandates projects to provide at least (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). GRIT acknowledges that GRIT will acquire and develop portions of the Property pursuant to the Redevelopment Agreement, and GRIT further acknowledges and agrees that the Redevelopment Agreement will require GRIT to achieve 30% MBE and 10% WBE construction contract participation with respect to those portions of Sub-Areas 1 and 2 subject to the Redevelopment Agreement, and GRIT's goal will be to achieve 65% MBE and 10% WBE participation, regardless of whether GRIT receives City financial assistance. PS shall provide a minimum of 26% MBE and 6% WBE construction contract participation with respect to construction of the Sub-Parcel 3.A Amenity Building. Except with respect to projects that are the subject of TIF or other City financial assistance, for which participation is mandated, and except with respect to the Repair Projects, PS acknowledges that 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).

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 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 foregoing, DPD may request such additional information as DPD 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. The foregoing reporting and tracking requirements shall not apply to the Repair Projects.

20. GRIT acknowledges that the Planned Development (PD) includes a building commonly known as the Singer Pavilion. Pursuant to the Municipal Code of Chicago, Sections 17-8-0911 and 13-32-230, GRIT acknowledges that PDs should give priority to the adaptive reuse of historic buildings which are color-coded red or orange in the Chicago Historic Resources Survey. Therefore, GRIT agrees to retain the character-defining features of the Singer Pavilion. The character-defining features are those features identified as such in the Design Guidelines. Such work to the character-defining features shall be subject to the review and approval of DPD as a part of the Part II Review.
21. GRIT acknowledges that it will acquire and develop portions of the Property pursuant to the Redevelopment Agreement, which will contain additional terms and conditions, including details related to the planned community center, educational support, internship and apprenticeship opportunities, and local and small business inclusion, and which may be more stringent than and/or supplemental to the requirements set forth in this Planned Development.
22. Construction of the improvements contemplated by this Planned Development may be completed in phases over a period of years. Unless construction of the first building within Sub-Parcel 1.B, or the building in Sub-Parcel 3.B or the building in Sub-Parcel 3.C (provided that the number of affordable units provided in Sub-Parcel 3.B and Sub-Parcel 3.C equals 20% of the total number of dwelling units constructed in Sub-Parcel 3.B and Sub-Parcel 3.C), whichever occurs earliest, has commenced within six years following adoption of this Planned Development (subject to extension for one additional year as set forth in Section 17-13-0612 of the Chicago Zoning Ordinance), then this Planned Development shall lapse, and the Zoning Administrator shall initiate a Zoning Map Amendment to rezone the site to the B3-5 Community Shopping District.

[Cottage Grove Avenue, Lake Park Avenue and 31<sup>st</sup>, 30<sup>th</sup>, 29<sup>th</sup>, 27<sup>th</sup> and 26<sup>th</sup> Streets  
 Illustrative Street Sections; Existing Zoning Map; Adjacent Land-Use Map; Property  
 Line and Boundary Map; Subarea Map; Right-of-Way Adjustment Map; Subarea  
 and Right-of-Way Map; Open Space Plan; Open Space Plan -- Subparcel 3.B;  
 Phase One Plan; Subparcel 1.A, 1.B and 1.C Site and Landscape Plan; North,  
 South, East and West Building Elevations; Upper Bar North, South, East  
 and West Curtain Walls; Lower Bars Wall Type; Lower Bar Southeast  
 Corner Wall Facing South and East; Interim Site Plan; and Interim  
 Site Plan -- Landscape referred to in these Plan of Development  
 Statements printed on pages 33851 through  
 33879 of this *Journal*.]

Bulk Regulations and Data Table, ARO Affordable Housing Profile Form (AHP), ARO Web Form and P.D. Design Guidelines referred to in these Plan of Development Statements read as follows:



Final for Publication

## BUSINESS-RESIDENTIAL PLANNED DEVELOPMENT NO. 1509

BULK REGULATIONS AND DATA TABLE

Sub-Parcel	Sub-Area	Area of Sub-Parcel (sq. ft.)	Max Site Area (sq. ft.)	Existing Max Site Area (sq. ft.)	Existing Floor Area (sq. ft.)	ROW to be Opened (sq. ft.)	ROW to be Dedicated (sq. ft.)	Existing Floor Area to Remain (sq. ft.)	Maximum Floor Area Ratio	Existing Bulk Floor Area (sq. ft.)	Maximum Permitted Bulk Floor Area (sq. ft.)	Maximum Clearing Ratio	Maximum Height
I													
1.A		139,410.11	52,067.06	87,343.05	0	5,178.52	0	45,888.54	0.05		4,367.15		350'
1.B		186,340.00	49,672.39	136,667.61	0	25,765.13	0	23,907.26	3.84		525,000.00	683	350'
1.C		110,288.98	33,483.25	76,805.73	0	20,440.86	0	13,042.39	1.20	72,000.00	92,166.88		350'
1.D		96,088.01	23,099.69	72,988.32	0	5,225.92	0	17,873.77	7.56		551,899.11	365	350'
1.E		118,456.14	35,490.33	82,965.81	16,211.35	20,479.41	0	15,010.92	7.53		624,734.78	415	350'

<sup>1</sup> Area of land within public rights of way, after all right of way adjustments contemplated in this PD have occurred.<sup>2</sup> Area of land exclusive of area within public rights-of-way, after all right of way adjustments contemplated in this PD have occurred.<sup>3</sup> For Sub-Area 3 only, area of land owned by PS Owner prior to the right of way adjustments contemplated in this PD have occurred.<sup>4</sup> Maximum FAR to be calculated based on net site area that results after all right of way adjustments contemplated in this PD have occurred.<sup>5</sup> Built floor area existing as of the effective date of this Planned Development.<sup>6</sup> The Maximum Floor Area Ratio for each Sub-Parcel will govern the Maximum Permitted Floor Area for that Sub-Parcel. The Maximum Floor Area Ratios shown in the Sub-Totals and PD Totals lines are approximate and provided only for illustration and overall context, and shall not govern the Maximum Permitted Floor Area within individual Sub-Parcels.

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

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Sub-Parcel	Area (sq. ft.)	Area of Public Right-of-Way (sq. ft.)	Area (sq. ft.)	Existing Maximum Area (sq. ft.)	Existing ROW to be Vested (sq. ft.)	ROW to be Vested (sq. ft.)	ROW to be Dedicated (sq. ft.)	Existing ROW to be Dedicated (sq. ft.)	Maximum Floor Area Ratio	Existing built floor area (sq. ft.)	Maximum Permitted Total Floor Area (sq. ft.)	Maximum Building Area	Maximum Height
1.F	91,880.16	14,000.82	77,879.34		0	4,900.29	0	9,100.53	7.54		587,603.55	389	350'
1.G	110,632.61	27,667.08	82,965.53		11,706.17	17,108.93	0	10,558.15	7.53		624,732.74	415	350'
1.H	214,572.77	47,259.05	167,313.72		27,096.26	1,981.26	0	45,277.79	5.60		936,956.83	837	350'
1.I	126,998.27	4,468.01	85,530.26		0	5,875.56	0	35,591.45	4.82		412,255.85	478	350'
2													
2.A	149,785.00	46,517.40	103,267.60		14,825.79	42,913.05	0	3,604.35	0.05		5,163.38		450'
2.B	127,364.32	36,099.18	91,265.14		5,950.78	34,856.74	0	1,242.44	9.10		830,512.77	456	450'
2.C	121,180.76	29,914.90	91,265.86		32,255.87	24,423.43	0	5,491.47	9.10		830,519.33	456	450'
2.D	328,006.14	104,256.87	223,749.27		50,786.45	91,680.97	0	12,575.90	2.70		604,123.03	1,119	450'
2.E	73,622.06	17,976.57	55,645.49		2,357.88	3,692.26	0	14,284.31	8.21		456,849.47	278	190'
2.F	70,224.46	44,971.16	25,253.30		0	20,214.27	0	24,756.89	0.20		5,050.66		450'
3													
3.A	837,077.28	115,733.07	721,344.21	746,950.40	0	0	25,606.19	90,126.88	2.00	1,305,946.00	1,442,688.43	1,867	190'
3.B	88,881.55	35,345.05	53,536.50	77,975.75	0	0	24,439.25	10,905.80	8.32		445,423.66	550	350'
3.C	85,187.18	27,736.38	57,450.80	59,627.31	7,372.12	0	9,548.63	18,187.75	5.60		321,724.51	395	350'

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Introduced: June 17, 2020  
Plan Commission: February 18, 2021

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Sub-Parcel	Green Space Area (sq ft)	Area of Public Right-of-Way (sq ft)	Net Site Area (sq ft)	Existing Net Site Area (sq ft)	Existing ROW to be Vacated (sq ft)	ROW to be Created (sq ft)	ROW to be Deducted (sq ft)	Existing ROW to be Retained (sq ft)	Maximum Floor Area Ratio	Maximum Floor Area (sq ft)	Maximum Permitted Total Floor Area (sq ft)	Maximum Building Units	Maximum Height
Sub-Area Sub-Totals													
1	1,194,667.05	324,207.68	870,459.37	-	55,013.78	107,956.88	0	216,250.80	5.01	72,000.00	4,359,716.90	3,532	-
2	870,182.74	279,736.08	590,446.66	-	106,176.77	217,780.72	0	61,955.36	4.63	0	2,732,218.64	2,309	-
3	1,011,146.01	178,814.49	832,331.52	884,554.46	7,372.12		59,594.06	119,220.43	2.65	1,305,946.00	2,209,836.60	2,812	-
Planned Development Totals													
PD	3,075,995.80	782,758.25	2,293,237.55		168,562.67	325,737.60	59,594.06	397,426.59	4.06	1,377,946.00	9,301,772.14	8,653	

## Additional Notes:

## A. Minimum Parking

Subject to the requirements set forth in the Planned Development Statements, including without limitation the requirements applicable to the Existing Parking Spaces to remain, the following parking ratios shall apply to development with this Planned Development:

- Residential: 1 parking space per unit for the first 100 units, then 0.60 spaces per unit for each unit thereafter
- Elderly Housing: 0.33 spaces per unit
- Non-residential: None for the first 35,000 square feet or 2 x lot area, whichever is greater, then 1.33 spaces per 1,000 square feet

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**Final for Publication**

- The Site Plan for which Site Plan Approval is hereby granted for Sub-Parcel 1.B is approved to require not more than 230 parking spaces, at least 200 of which shall be allocated to serve the building to be constructed in Sub-Parcel 1.B.
- Parking for the planned community center, to be located in Sub-Parcel 1.B, shall be located in Sub-Parcel 1.B.

**B. Character of Development and Permitted Uses in Sub-Parcels 1.H, 1.I, 3.B, and 3.C**

Pursuant to Statement 5, Sub-Parcels 1.H, 1.I, 3.B, and 3.C may only be developed with residential buildings and mixed-use buildings containing residential uses at and/or above the ground floor with or without commercial uses at the lower floors, except that Sub-Parcel 1.H may be improved with an interim surface parking lot.

**C. Bronzeville Community Center**

GRIT plans to construct a community center as part of the building to be constructed within Sub-Parcel 1.B which is to be the first building to start construction by GRIT. In addition to requiring GRIT to develop the planned community center in accordance with the foregoing, the Redevelopment Agreement between the City and GRIT will require GRIT to obtain full building permits, issue a notice to proceed, provide the City with evidence of construction financing for and a performance bond evidencing an obligation to complete, and commence construction of, the building containing the planned community center prior to the commencement of development of any other parcels within Subarea 1 or 2, other than Parcels 1.A, 1.B, and an interim surface parking lot on Parcel 1.H.

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 Introduced: June 17, 2020  
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Date: 2-15-2021

**DEVELOPMENT INFORMATION**

Development Name: Bronzeville Lakefront

Development Address: 31st and Cottage Grove

Zoning Application Number, if applicable: 20428

Ward: 4th

If you are working with a Planner at the City, what is his/her name? Cindy Roubik and Noah Szafraniec

Type of City Involvement  
check all that apply

City Land\*See note below\*



Planned Development (PD)



Financial Assistance



Transit Served Location (TSL) project



Zoning increase

**REQUIRED ATTACHMENTS:** the AHP will not be reviewed until all required docs are received

ARO Web Form completed and attached - or submitted online on



ARO "Affordable Unit Details and Square Footage" worksheet completed and attached (Excel)



If ARO units proposed, Dimensioned Floor Plans with affordable units highlighted are attached (pdf)



If ARO units proposed are off-site, required attachments are included (see next page)



If ARO units are CHA/Authorized Agency units, signed acceptance letter is attached (pdf)

**DEVELOPER INFORMATION**

Developer Name GRIT Chicago, LLC

Developer Contact Scott Goodman

Developer Address c/o Farpoint Development, 120 N Racine, Suite 200, Chicago, IL

Email sgoodman@farpointdev.com

Developer Phone (312) 871-0522

Attorney Name DLA Piper - Paul Shadle &amp; Mariah DiGrino Attorney Phone (312) 368-3493 / -7261

**TIMING**

Estimated date marketing will begin TBD

Estimated date of building permit\* TBD

Estimated date ARO units will be complete TBD

\*the In-lieu fee, recorded covenant and \$5,000 per unit administration fee (for off-site units) are required prior to the issuance of any building permits, including the foundation permit.

**PROPOSED UNITS MEET REQUIREMENTS** (to be executed by Developer & ARO Project Manager)

Developer or their agent

Date

Ricardo Lopez, DOH

2-15-2021

Justin Root or Denise Roman, DOH

Date

2-15-2021

Note: The Redevelopment Agreement between the City and GRIT will require GRIT to provide affordable housing equaling to 20% of the units constructed in Subareas 1 and 2, and to supplement the affordable housing units required to be developed within Sub-Parcel 3.B and Sub-Parcel 3.C such that the number of affordable housing units comprises 20% of the total number of dwelling units constructed therein.

**Required Attachments:** For Off-Site Land Use:

Subsequent work will be reviewed when required documentation has been

into one of three categories: New Construction (NC); Significant Rehab (SR);

Documentation is also required for the Subject Property (SP); the property

**Equipment:** The documents required for each are listed below:

N/A - All units on-site

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### Evidence of Site Control

Project Budget, with per-unit cost breakdown & documentation

**CMA or appraised value of proposed, for sale, off-site units**

### Description + Schedule of anticipated building permits

**Certificate of Occupancy + Approved Plans & Permits** (CoO must be <3 years old, or <1 year, if low-mod zone)

**Management Plan for off-site building that includes ARO units and a Marketing Brochure**

Signed Statement attesting that units are currently vacant - OR -

**Income Qualification packets, if current tenants are income-qualified & intend to lease ARO units**

### Completed ARO Unit Evaluation Table

Recent permits: most recent permits for all major systems; plumbing, electrical, HVAC, Mechanicals and building envelope.

**Does the proposed off-site project require a zoning change or financial assistance from the City?**

### Construction Drawings/Submissions

Yes No

The Development team and the Architect of Record should prepare and submit the following information for review. One hard copy and one electronic pdf of all materials, plans, sketches, and photos should be submitted for review. Label each attachment to correspond to the requirement below (ie "Master Plan" etc)

**All Projects:**

- ☐ **Project narrative:** should briefly summarize (one page, double-spaced) the project work scope, development objectives, site, building construction systems (identify wall, floor and roof construction), building design concepts and environmental
- ☐ **Master plan:** should locate the project site(s), depict the adjacencies to existing properties and, in the case of larger developments, illustrate proximity of proposed multiple sites.
- ☐ **Context photographs and drawings:** photos of the sites and existing buildings, photos should include nearest adjacent buildings.
- ☐ **Floor plans:** should clearly depict room designations, dimensions and typical furniture layout
- ☐ **Building section (optional):** should identify building materials, structural framing, depth of footings/foundations, ceiling heights of interior spaces and general floor and roof framing.
- ☐ **Site / Landscape plan:** conceptual site plan should identify setbacks, easements, number of parking spaces provided/required; refuse pick-up areas, utilities and pedestrian environment issues. Illustrate the type of plant materials, location of shrubs and trees, ground treatment, security fencing and other site features.
- ☐ **Front, side and rear elevations:** Illustrate selection and location of materials, doors, fenestration and roof configuration. Drawings should also indicate vertical heights and depth of foundations when a section drawing is not provided. For existing buildings, provide photographs of all exterior elevations.

Additional documents may be requested during the review by Construction & Compliance staff. A \$5,000/unit fee is required for prior to the issuance of the building permit for the ARO-triggering property.



ARO Web Form

Final for Publication

**Applicant Contact Information**

Name: Scott Goodman

Email: sgoodman@farpointdev.com

**Development Information****Address**

Printed Date: 02/18/2021

Number From: 2601    Number To: 3045    Direction: S

Street Name: Ellis Ave

Postal Code: 60616

**Development Name**

Bronzeville Lakefront

Are you rezoning to downtown?: No

Is your project subject to the ARO Pilots?: 2015 ARO REQUIREMENTS APPLY

**Information**

Ward: 4

ARO Zone: Low / Moderate Income

**Details**

ARO trigger: ZC

Total units: 6,787

Development type: Rent

TSL project: TSL-or FAR doesn't exceed 3.5

Date submitted: 02/18/21

**Final for Publication****Requirements**

Affordable units: 1,357 \*On-site aff. Units: 339

How do you intend to meet your required obligation

On-Site: at least 1,287 Off-Site: 0

On-Site to CHA or Authorized agency: 0 Off-Site to CHA or Authorized agency: 0

Total Units: 0 In-Lieu Fee Owed: 0

**GRIT's Total ARO Unit Requirement:**

- 1,263 On-Site Units (20% of 5,842 (Sub-Areas 1 + 2) + 10% of 945 (Sub-Parcels 3B and 3C))

**Prairie Shores' Total ARO Unit Requirement:**

- 95 ARO Units (10% of 945 (Sub-Parcels 3B and 3C))

\* 24 Required Units (25% of 95 ARO Units)

\* 71 on-site and/or by payment of a fee in lieu

**Breakdown of max units:**

Sub-Area 1: 3,532

Sub-Area 2: 2,310

Sub-Parcel 3B: 550

Sub-Parcel 3C: 395

THIS IS A PRELIMINARY APPROVED AHP, WHICH WILL BE REVISED WHEN FURTHER PROJECT DETAILS ARE DETERMINED. All ARO units are to be approved by DOH prior to the execution of the Affordable Housing Agreement for that building or phase.



**PD Design Guidelines****Final for Publication** Page 1 of 19**Table of Contents****1. Introduction****2. Public realm guidelines**

- a. Public realm and open space framework
- b. 31st Street Park
- c. 29th Street Park
- d. On-parcel open spaces
- e. Street design and streetscape
- f. Street specific elements
  - i. Cottage Grove Avenue
  - ii. Lake Park Avenue
  - iii. Vernon Avenue
  - iv. 26th Street
  - v. 27th Street
  - vi. 29th Street
  - vii. 30th Street
  - viii. 31st Street

**3. Ground floor guidelines**

- a. Street level activation
- b. Service and parking

**4. Built form guidelines**

- a. Base building/Podium
- b. Height and massing
- c. Materials
- d. Building performance

**5. Character zone guidelines**

- a. Introduction
- b. East of Cottage Grove: Character Zone A
  - i. Introduction
  - ii. Building typology and massing
  - iii. Activation
  - iv. Access
  - v. Building materials
  - vi. Iconic Sites
- c. West of Cottage Grove: Character Zone B
  - i. Introduction
  - ii. Building typology and massing
  - iii. Activation
  - iv. Access
  - v. Building materials
  - vi. Iconic Sites
- d. North of 29th Street: Character Zone C
  - i. Introduction
  - ii. Building typology and massing
  - iii. Activation
  - iv. Access
  - v. Building materials
  - vi. Iconic Sites

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Introduced.....June 17, 2020

Plan Commission.....February 18, 2021

**PD Design Guidelines****Final for Publication** Page 2 of 19**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 the History of Michael Reese Hospital in public realm, open spaces, and buildings. Development of each sub-parcel shall incorporate art into publicly-accessible spaces that builds on the creative legacy of Bronzeville and honors 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. Development of each sub-parcel shall include a budget of at least \$25,000 for such artwork.

**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.

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Introduced.....June 17, 2020

Plan Commission ... February 18, 2021

**PD Design Guidelines****Final for Publication Page 3 of 19**

## 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. 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.

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Introduced.....June 17, 2020

Plan Commission.....February 18, 2021

**PD Design Guidelines**

Final for Publication Page 4 of 19

**e. 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.

**f. 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.

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Introduced.....June 17, 2020

Plan Commission.....February 18, 2021

**PD Design Guidelines****Final for Publication** Page 5 of 19**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.

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Introduced.....June 17, 2020

Plan Commission.....February 18, 2021

**PD Design Guidelines****Final for Publication** Page 6 of 19

- 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.

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Introduced..... June 17, 2020

Plan Commission..... February 18, 2021

**PD Design Guidelines**

Final for Publication Page 7 of 19

- 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 consistent 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

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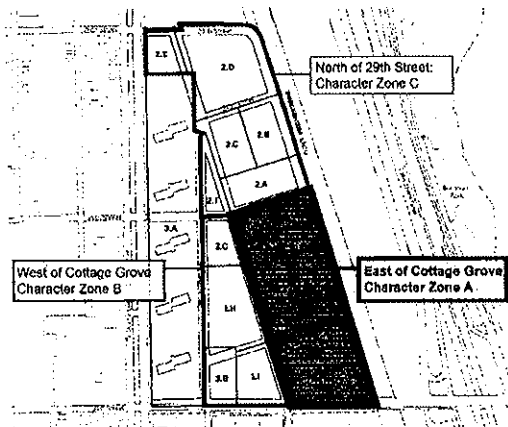
Introduced..... June 17, 2020

Plan Commission..... February 18, 2021

## PD Design Guidelines

Final for Publication Page 8 of 19

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.



### 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 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 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

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Introduced..... June 17, 2020

Plan Commission.... February 18, 2021



## PD Design Guidelines

Final for Publication Page 9 of 19

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.

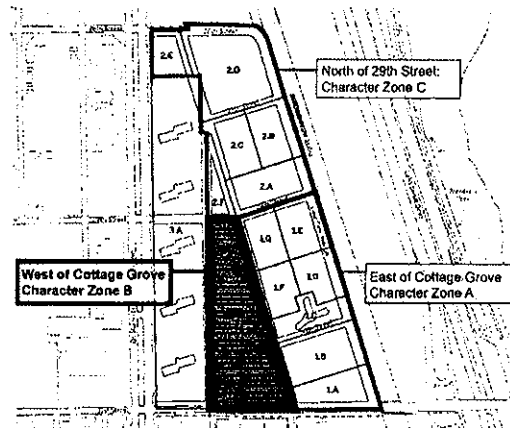
### f. Open Space:

- 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.

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Introduced ..... June 17, 2020

Plan Commission ..... February 18, 2021

## PD Design Guidelines

Final for Publication 10 of 19

#### 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

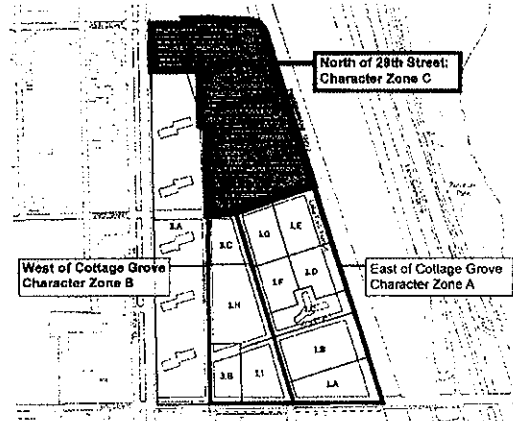
design requires a higher design expectation.

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.

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Introduced June 17, 2020

Plan Commission..... February 18, 2021

**PD Design Guidelines****Final for Publication** 11 of 19

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 29th 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, having frontage on King Drive, acts as the north gateway to the neighborhood. As a visible gateway location, this building requires 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.

Applicant.....GRIT Chicago, LLC

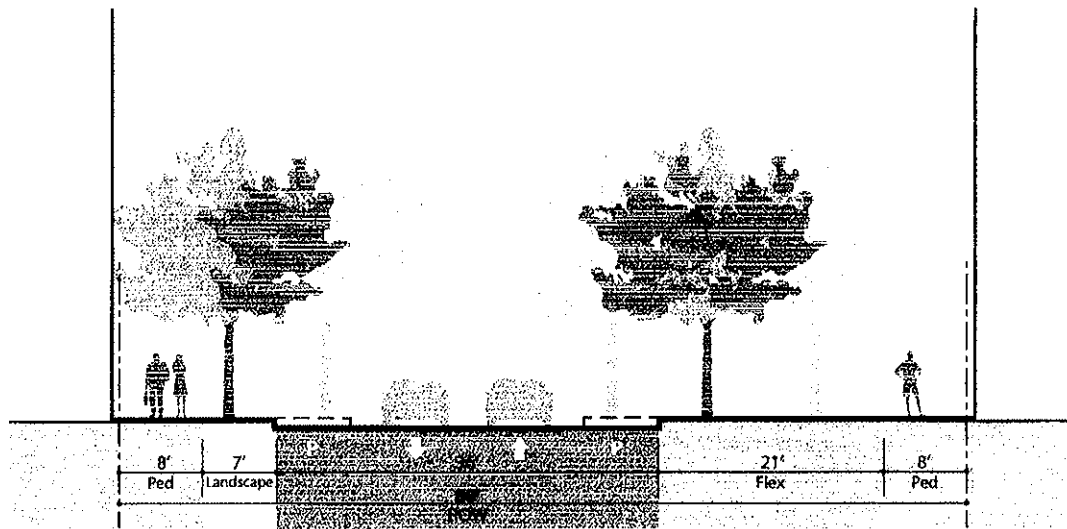
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Plan Commission.....February 18, 2021

## Illustrative Street Sections Cottage Grove Avenue

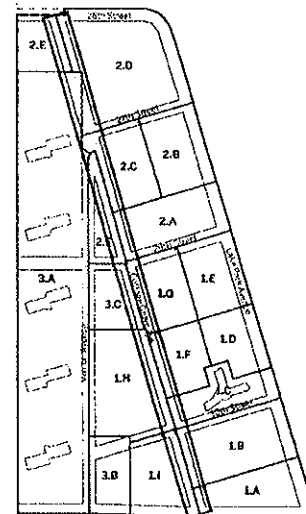
Final for Publication 12 of 19



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

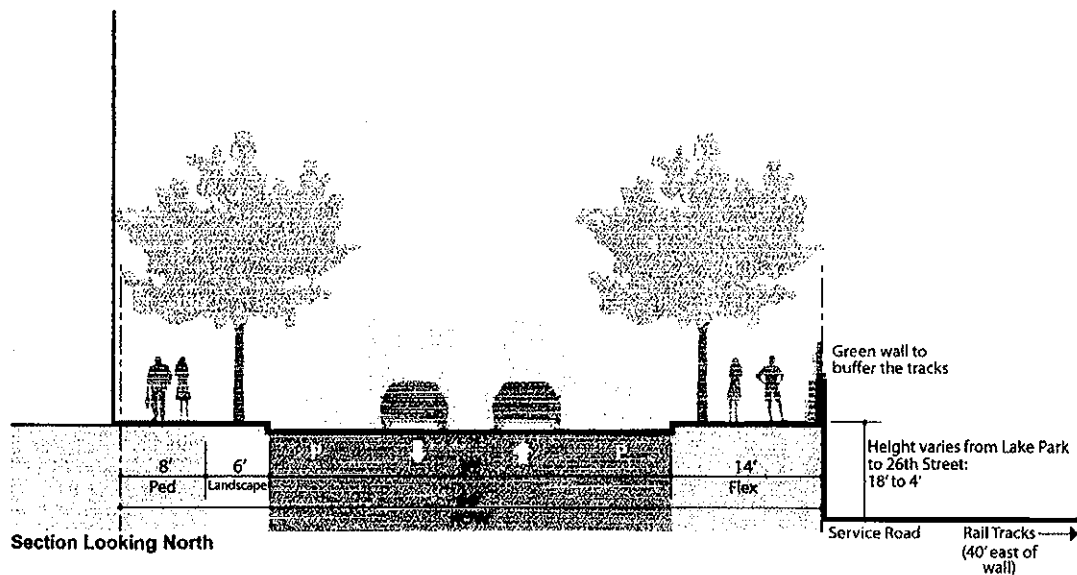
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Plan Commission...February 18, 2021

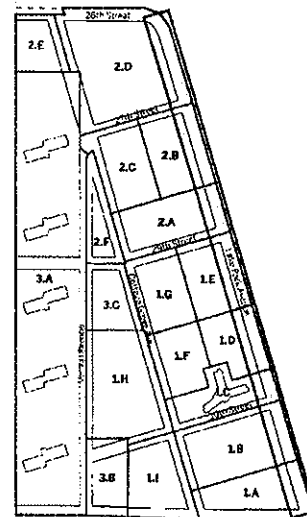
# **Illustrative Street Sections** Lake Park Avenue

**Final for Publication** 13 of 19



## **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.



**Location Plan**

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

Applicant..... GRIT Chicago, LLC

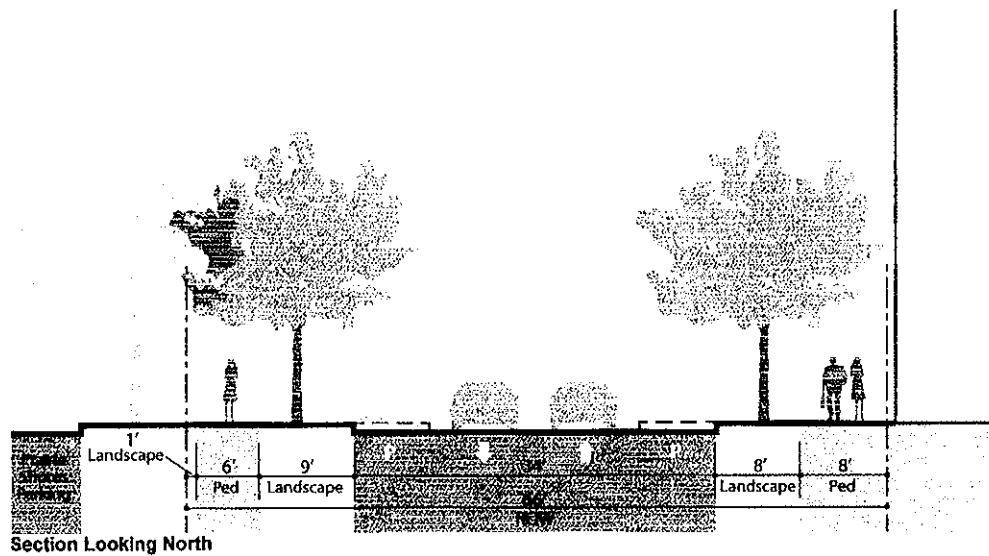
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Plan Commission..... February 18, 2021

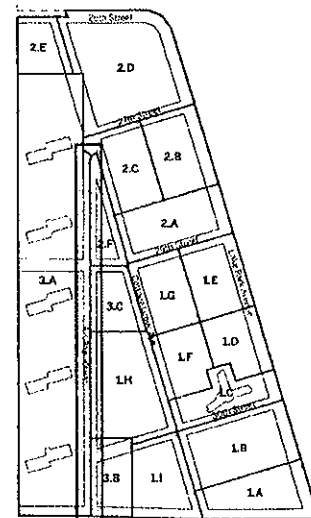
# **Illustrative Street Sections** Vernon Avenue

Final for Publication 14 of 19



## **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



**Location Plan**

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

Applicant..... GRIT Chicago, LLC

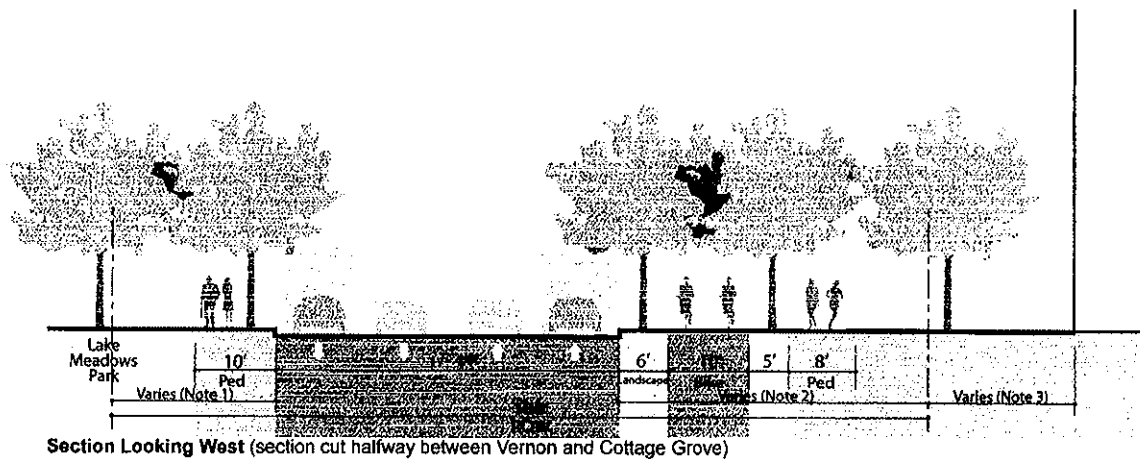
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Introduced..... June 17, 2020

Plan Commission..... February 18, 2021

# **Illustrative Street Sections** 31st Street

Final for Publication 15 of 19



## **Street Elements**

ROW Width	100'
Roadway Width	+/- 44' (existing dimension, no change)
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.

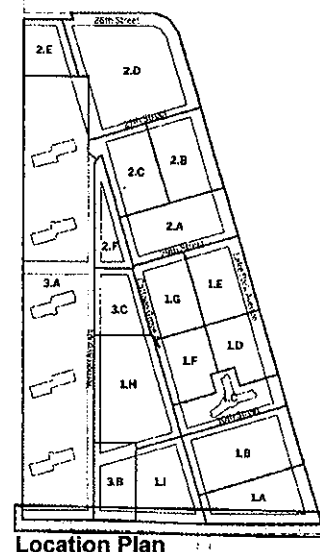
Dimension Note 2: This width varies; no change to existing widths proposed:

- 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.

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



Applicant.....GRIT Chicago, LLC

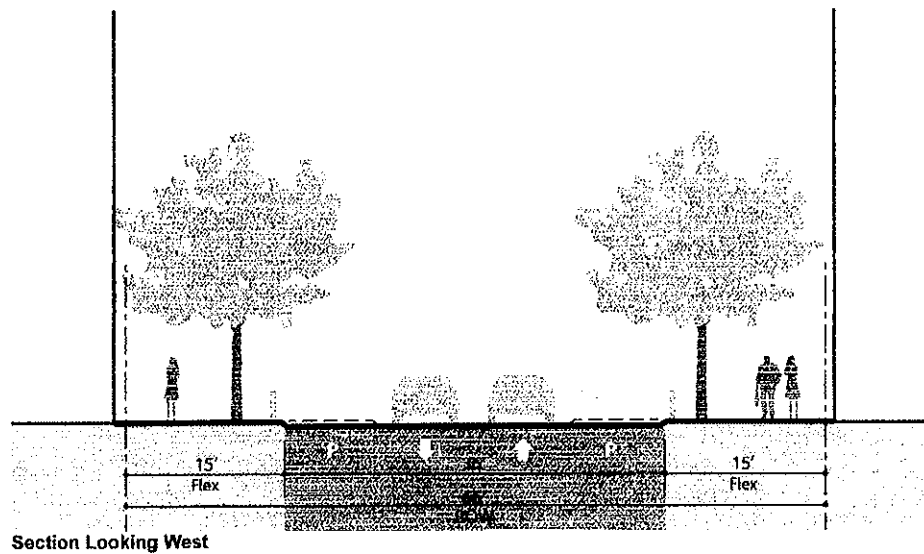
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Plan Commission.....February 18, 2021

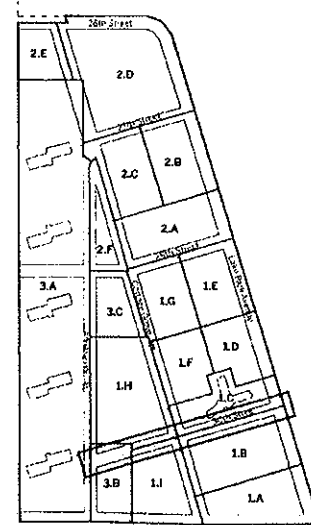
### Illustrative Street Sections 30th Street

Final for Publication 16 of 19



#### 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 curbless street with bollards, and special paving. Vernon to Cottage Grove: Full curb street.



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;  
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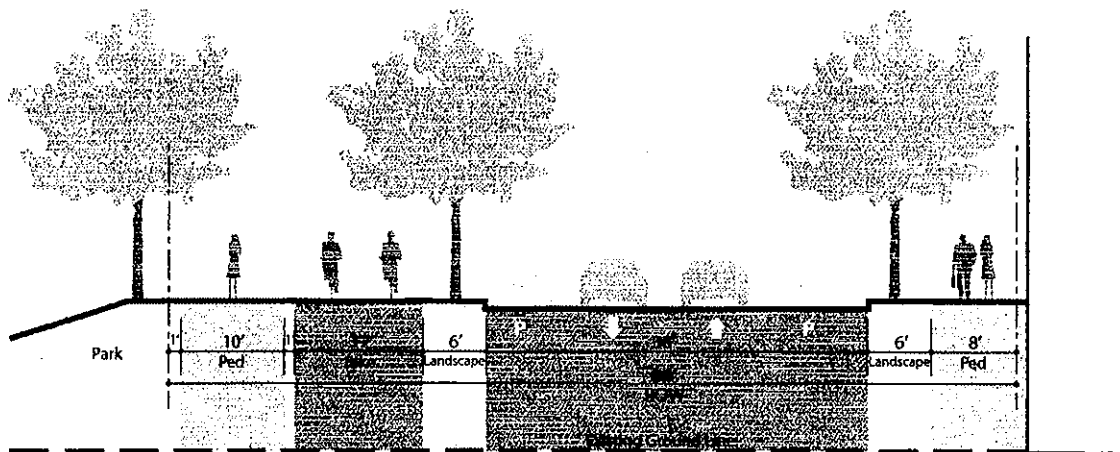
Introduced..... June 17, 2020

Plan Commission... February 18, 2021



## Illustrative Street Sections 29th Street

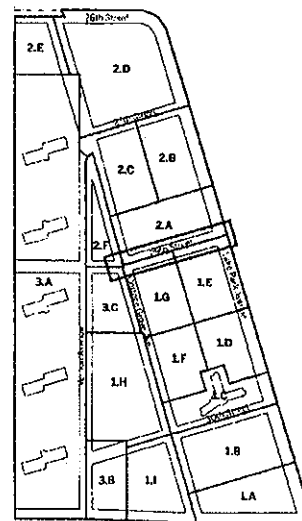
Final for Publication 17 of 19



### 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

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

Applicant..... GRIT Chicago, LLC

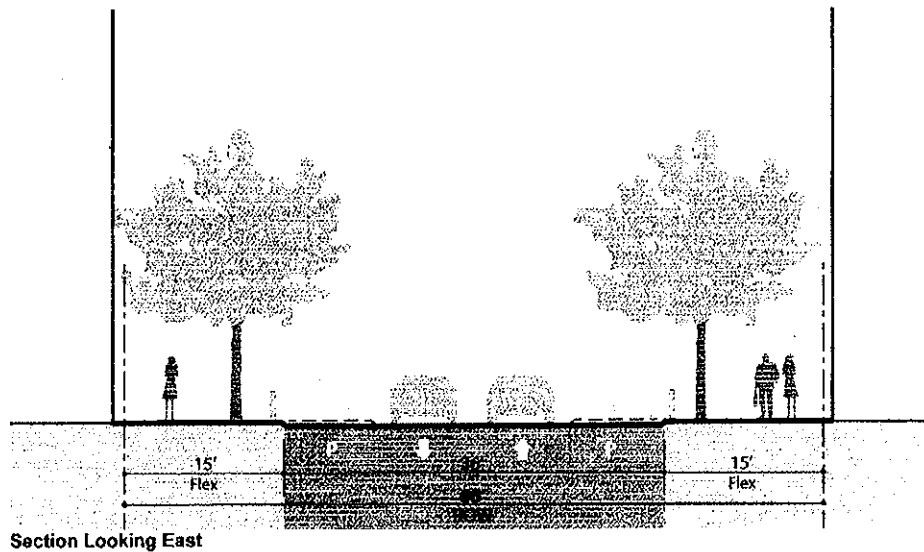
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Plan Commission..... February 18, 2021

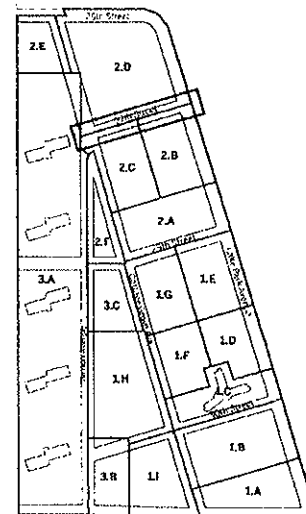
# **Illustrative Street Sections** 27th Street

Final for Publication 18 of 19



## **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 curbless street with bollards, and special paving.



**Location Plan**

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

Applicant.....GRIT Chicago, LLC

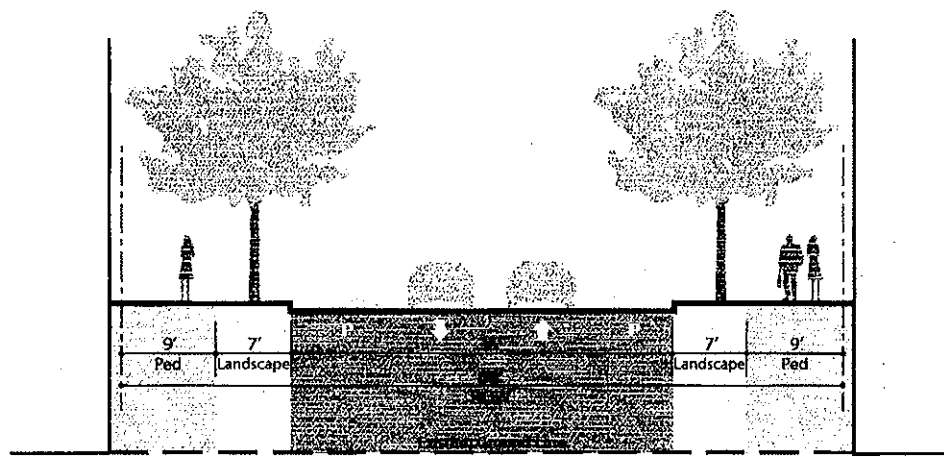
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Plan Commission February 18, 2021

# **Illustrative Street Sections** 26th Street

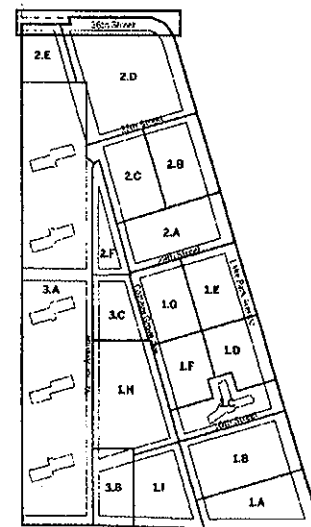
Final for Publication 19 of 19



## **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**

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

Applicant.....GRIT Chicago, LLC

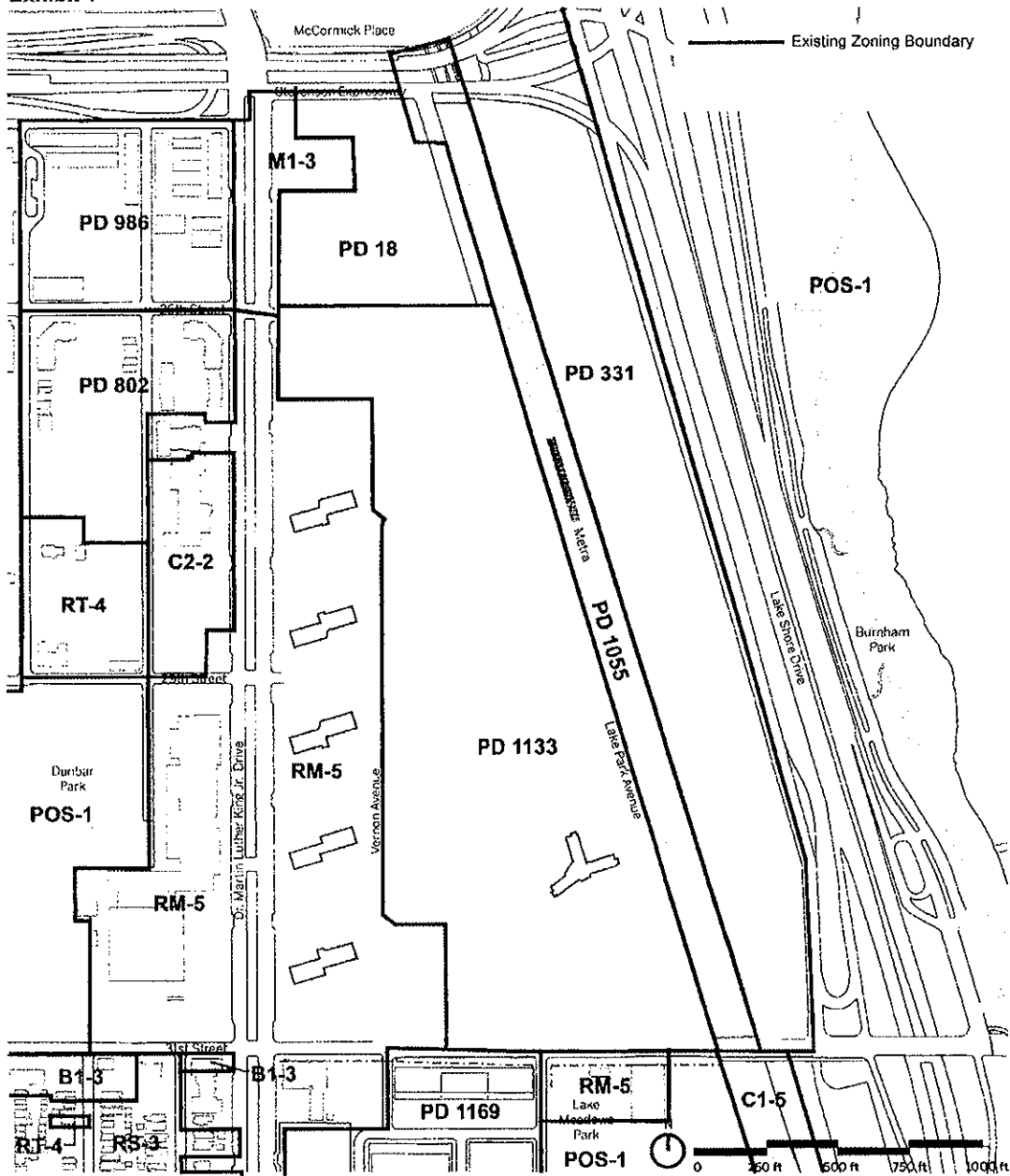
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Plan Commission.....February 18, 2021

# Existing Zoning Map Exhibit 1

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Applicant.....GRIT Chicago, LLC

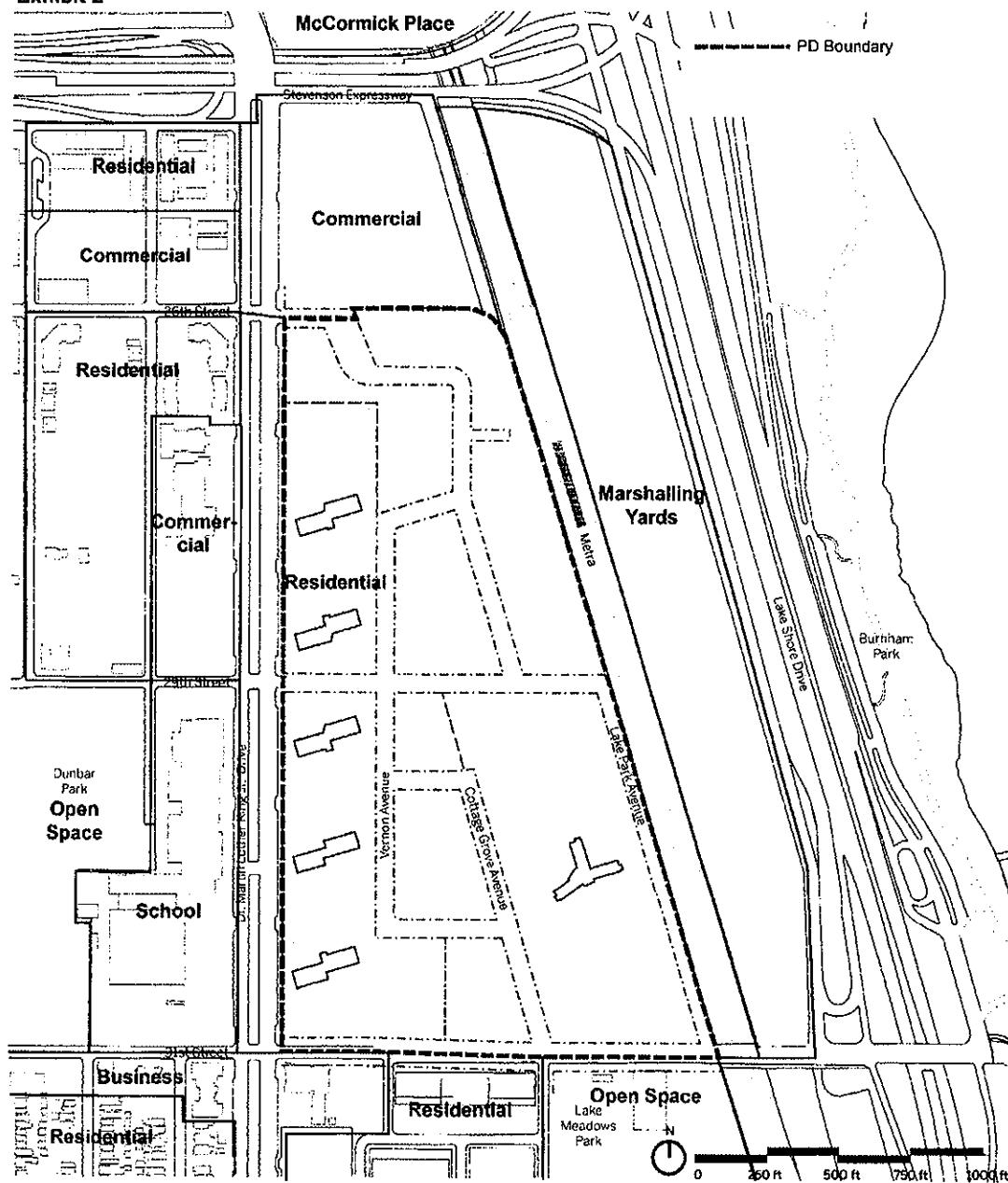
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Plan Commission.....February 18, 2021

# **Adjacent Land Use Map** **Exhibit 2**

**Final for Publication**



Applicant..... GRIT Chicago, LLC

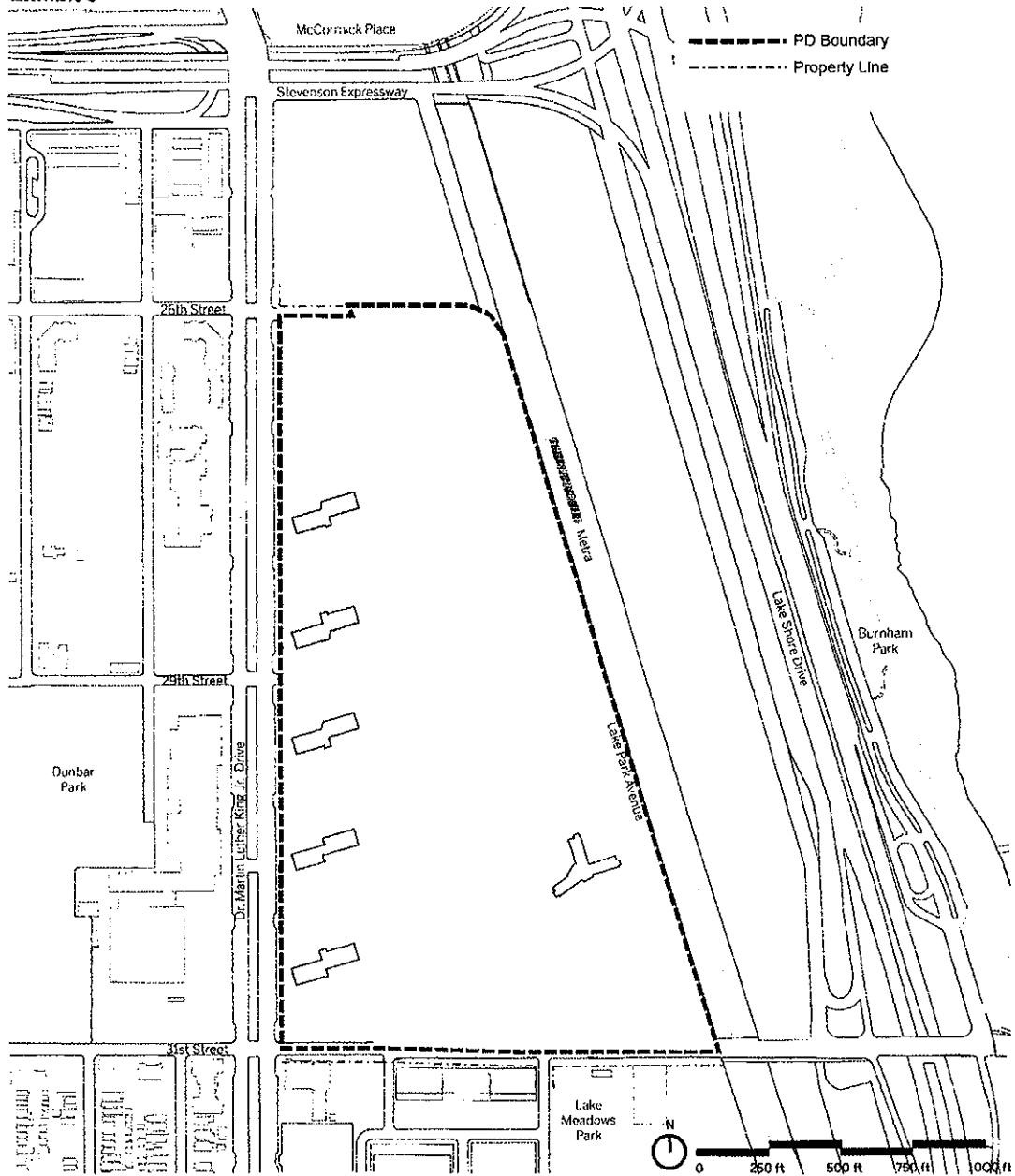
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Plan Commission..... February 18, 2021

**Planned Development Property Line and Boundary Map**  
**Exhibit 3**

**Final for Publication**



Applicant..... GRIT Chicago, LLC

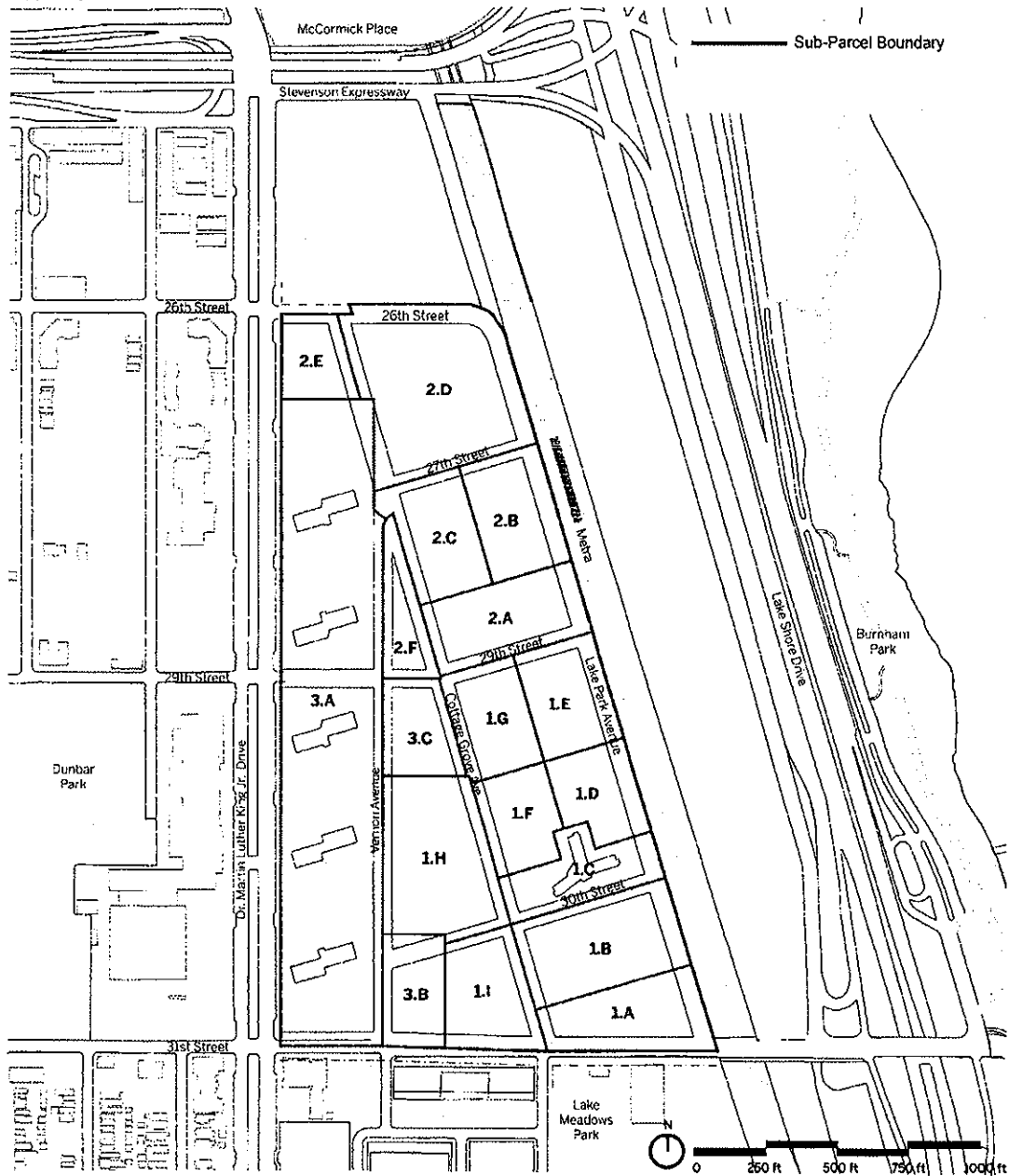
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Plan Commission..... February 18, 2021

**Planned Development Sub-Area Map  
Exhibit 4**

**Final for Publication**



Applicant..... GRIT Chicago, LLC

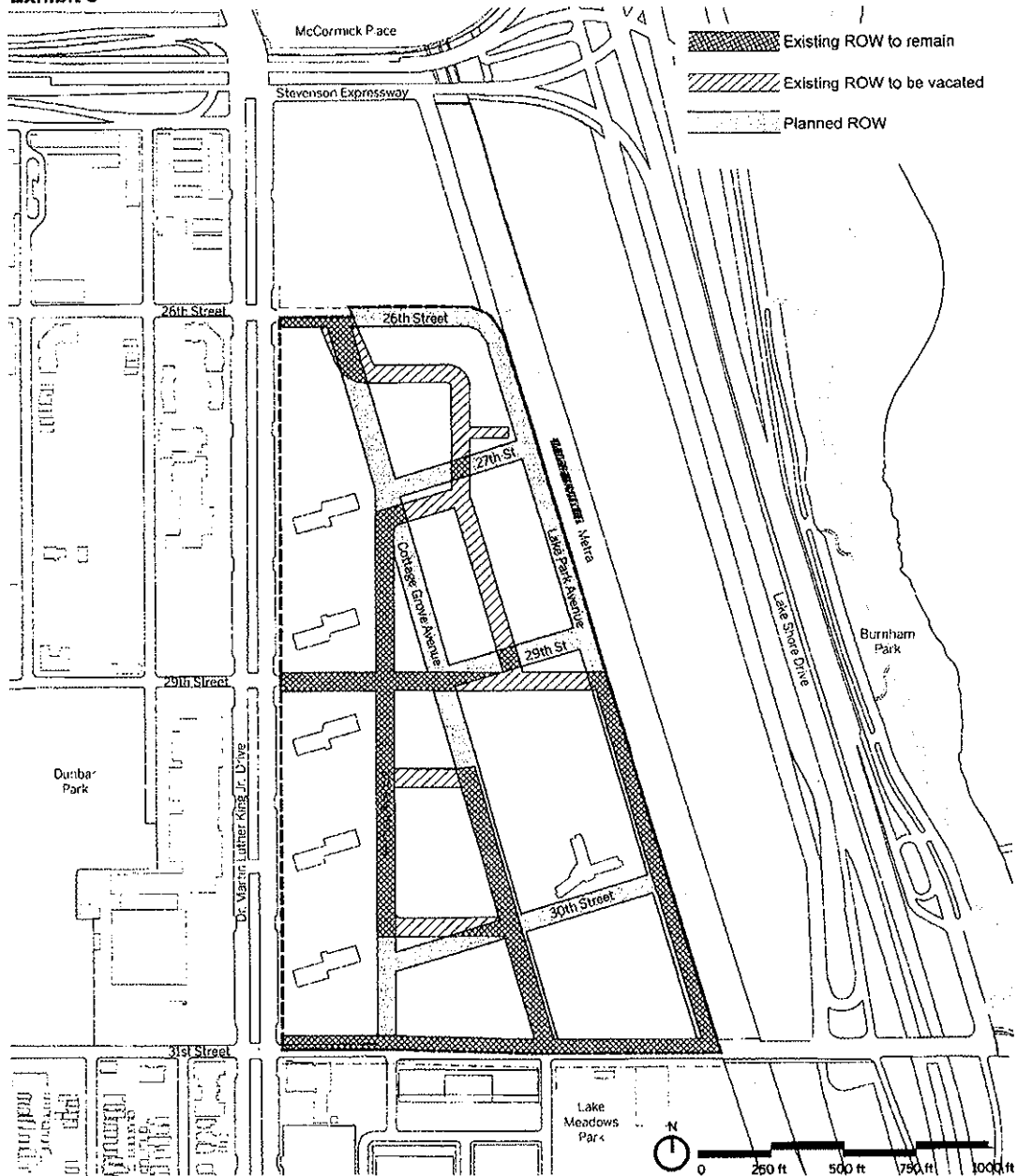
Address..... 2601-3045 and 2600-3001 S. Ellis Avenue; 2900-3030 and 2901-3001 S. Cottage Grove; 2600-2900 S. Lake Park Avenue;  
533 E. 29th Street; 401-434 E. 26th Street; 2701-2955 S. Vernon Avenue; 400-598 E. 31st Street; 2601-3099 S. Martin Luther King Drive

Introduced..... June 17, 2020

Plan Commission..... February 18, 2021

# Planned Right-of-Way Adjustment Map Exhibit 5

Final for Publication



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. 28th Street; 2701-2955 S. Vernon Avenue; 400-598 E. 31st Street; 2601-3099 S. Martin Luther King Drive

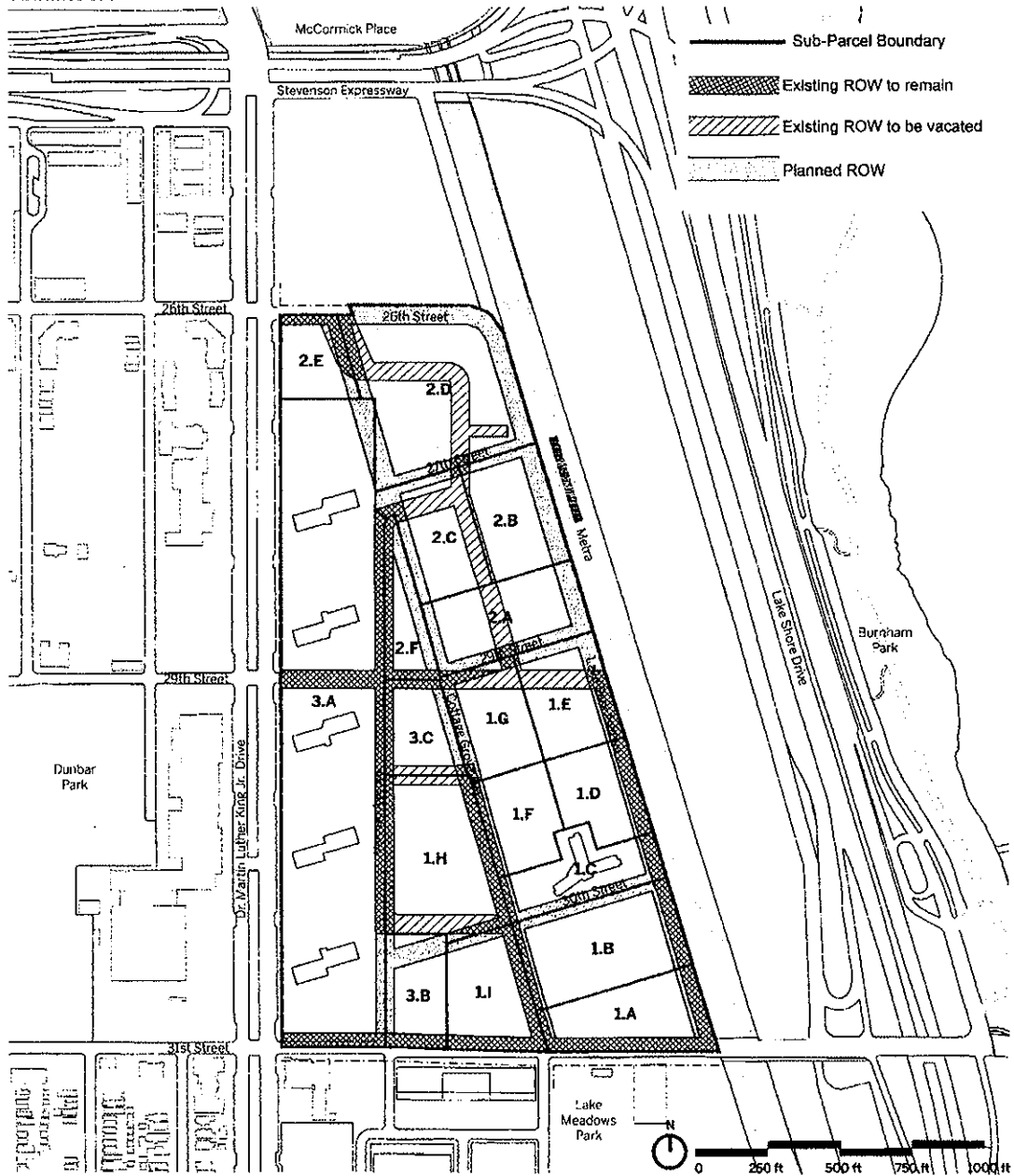
Introduced..... June 17, 2020

Plan Commission..... February 18, 2021



**Planned Development Sub-Area and Right-of-Way Map  
Exhibit 5A**

**Final for Publication**



Applicant: GRIT Chicago, LLC

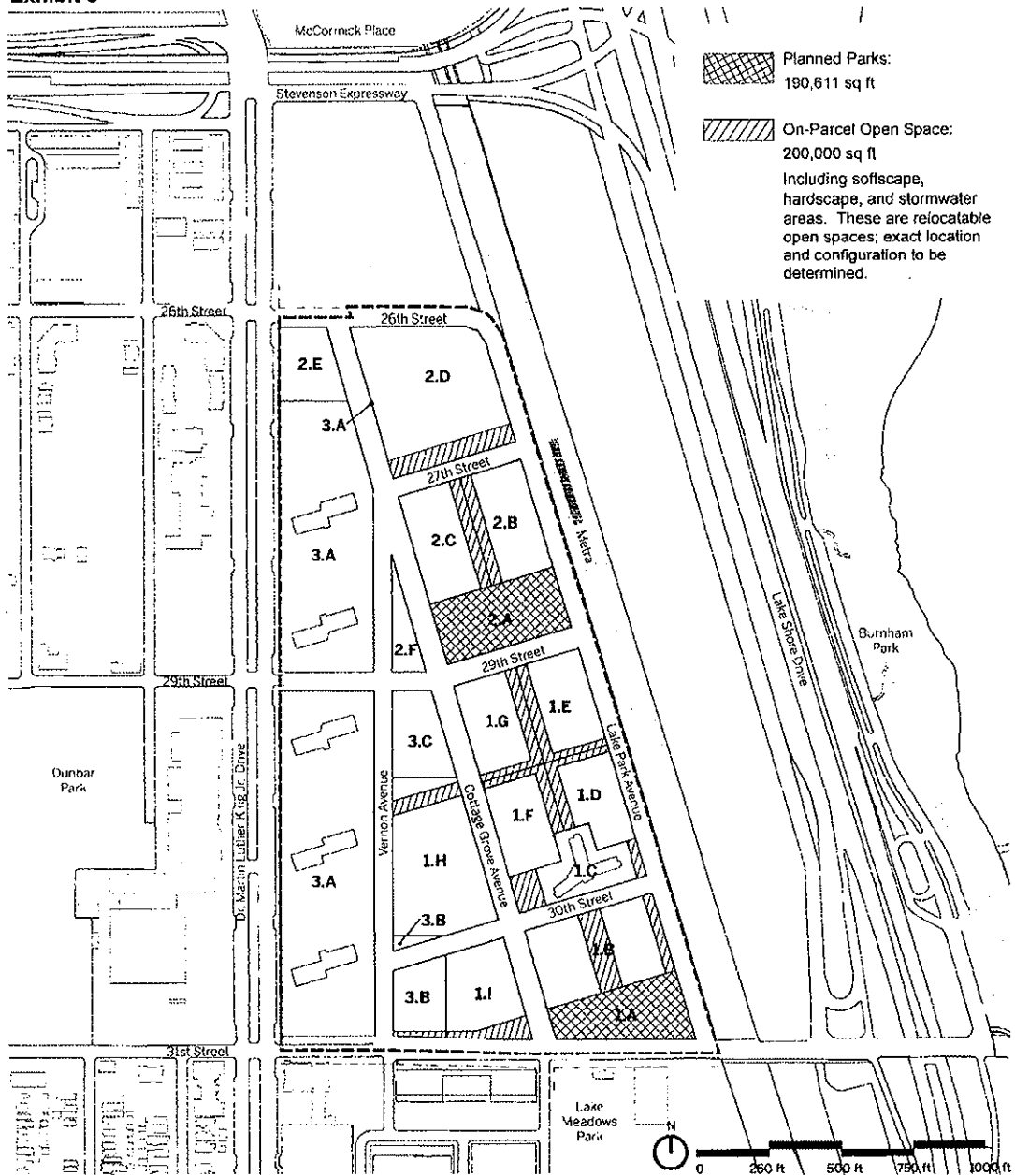
Address: 2601-3045 and 2600-3001 S. Ellis Avenue; 2900-3030 and 2901-3001 S. Cottage Grove; 2600-2900 S. Lake Park Avenue; 533 E. 29th Street; 401-434 E. 26th Street; 2701-2955 S. Vernon Avenue; 400-598 E. 31st Street; 2601-3099 S. Martin Luther King Drive

Introduced: June 17, 2020

Plan Commission: February 18, 2021

# Open Space Plan Exhibit 6

## Final for Publication



Applicant.....GRIT Chicago, LLC

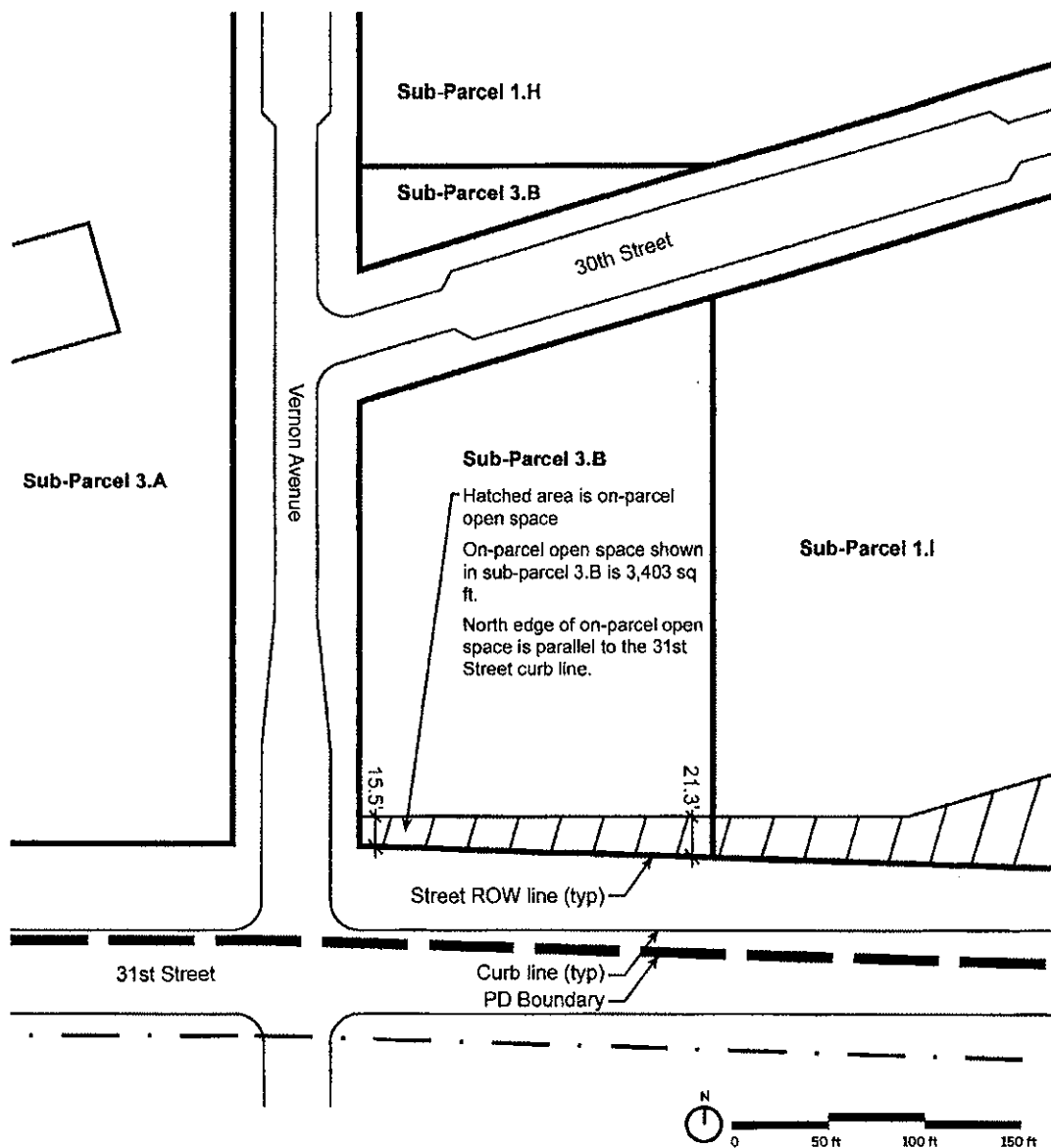
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533 E. 29th Street; 401-434 E. 26th Street; 2701-2955 S. Vernion Avenue; 400-598 E. 31st Street; 2601-3099 S. Martin Luther King Drive

Introduced.....June 17, 2020

Plan Commission.....February 18, 2021

**Open Space Plan - Sub-Parcel 3.B**  
Exhibit 6A

**Final for Publication**



Applicant.....GRIT Chicago, LLC

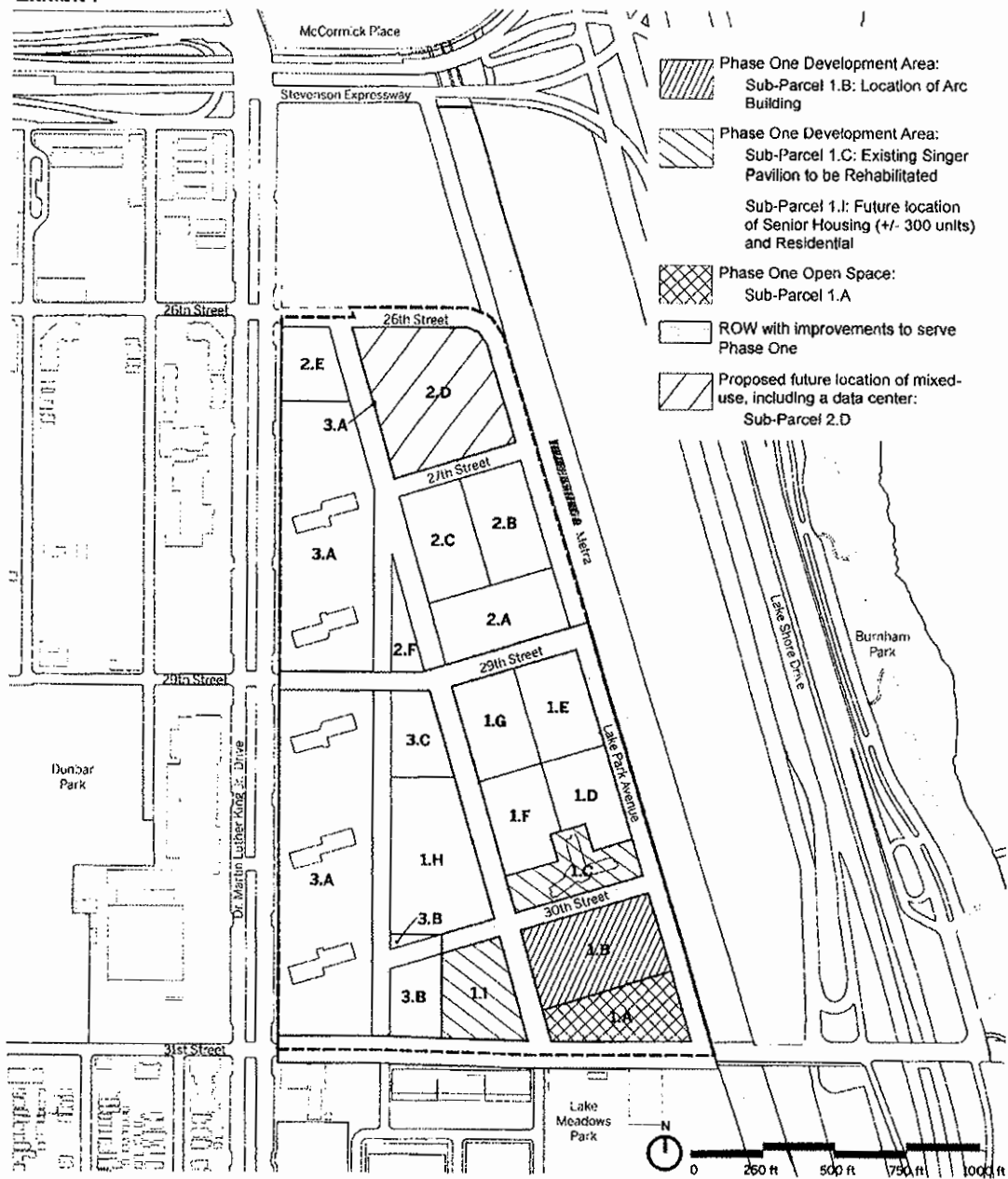
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533 E. 29th Street; 401-434 E. 26th Street; 2701-2955 S. Vernon Avenue; 400-598 E. 31st Street; 2601-3099 S. Marlin Luther King Drive

Introduced.....June 17, 2020

Plan Commission.....February 18, 2021

# Phase One Plan Exhibit 7

Final for Publication



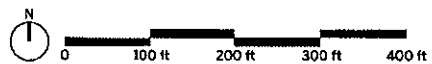
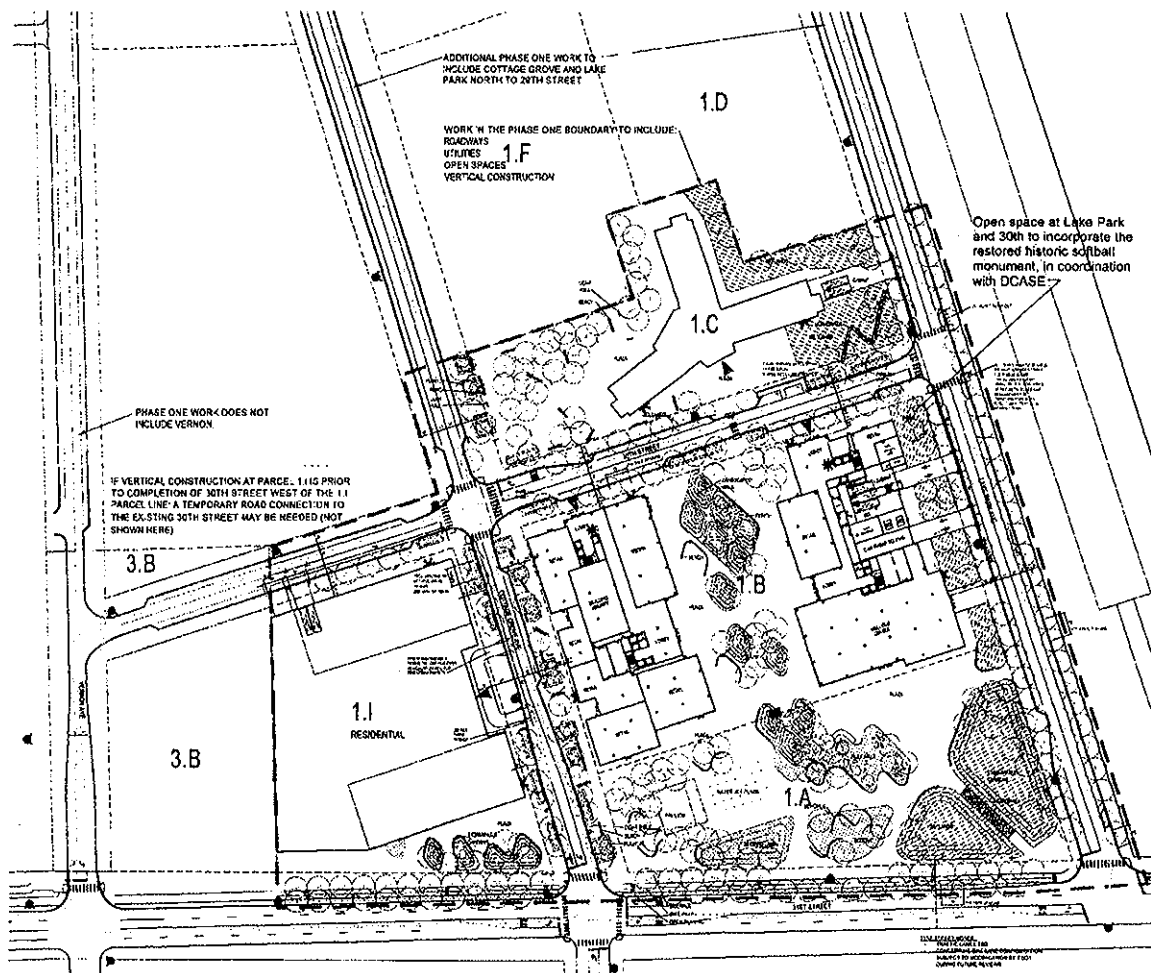
Applicant: GRIT Chicago, LLC

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

**Sub-Parcel 1.A, 1.B, and 1.C Site Plan and Landscape Plan Final for Publication**  
**Exhibit 8**



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. 28th Street; 2701-2955 S. Vernon Avenue; 400-598 E. 31st Street; 2601-3089 S. Martin Luther King Drive

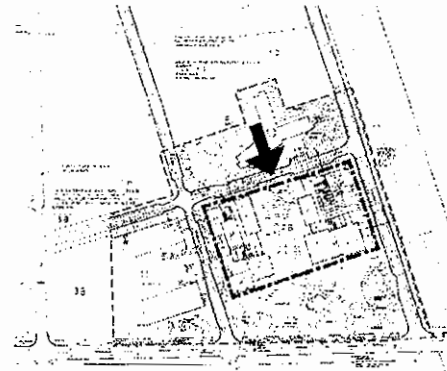
Introduced..... June 17, 2020

Plan Commission..... February 18, 2021

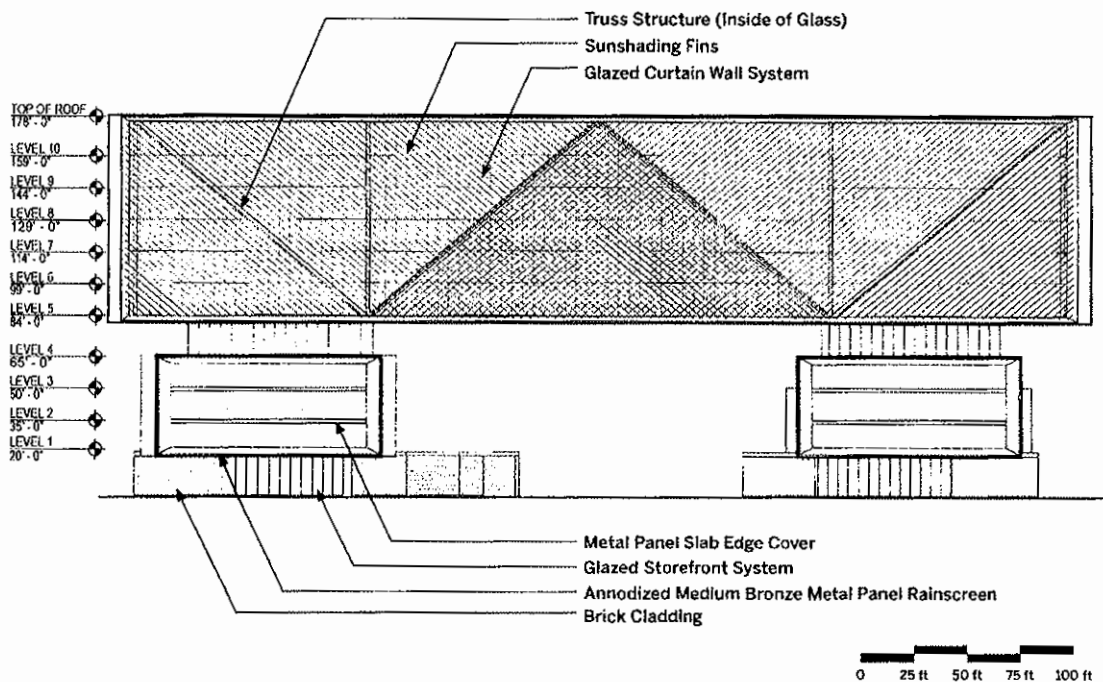
### Sub-Parcel 1.B Building: North Elevation Exhibit 9

Final for Publication

NOTE: All exterior wall systems to incorporate bird-friendly design strategies, including but not limited to glazing types that are apparent to birds, shading devices, screens, and physical barriers that reduce glass access, and a minimization of visible night light through windows.



Key Plan



Applicant.....GRIT Chicago, LLC

Address.....2801-3045 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

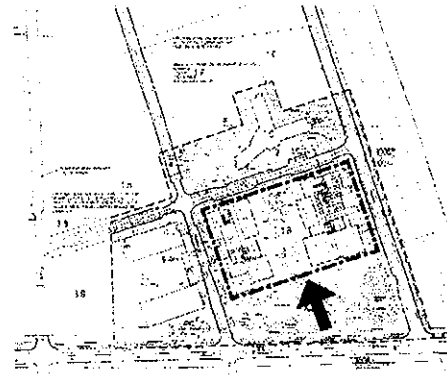
Introduced.....June 17, 2020

Plan Commission...February 18, 2021

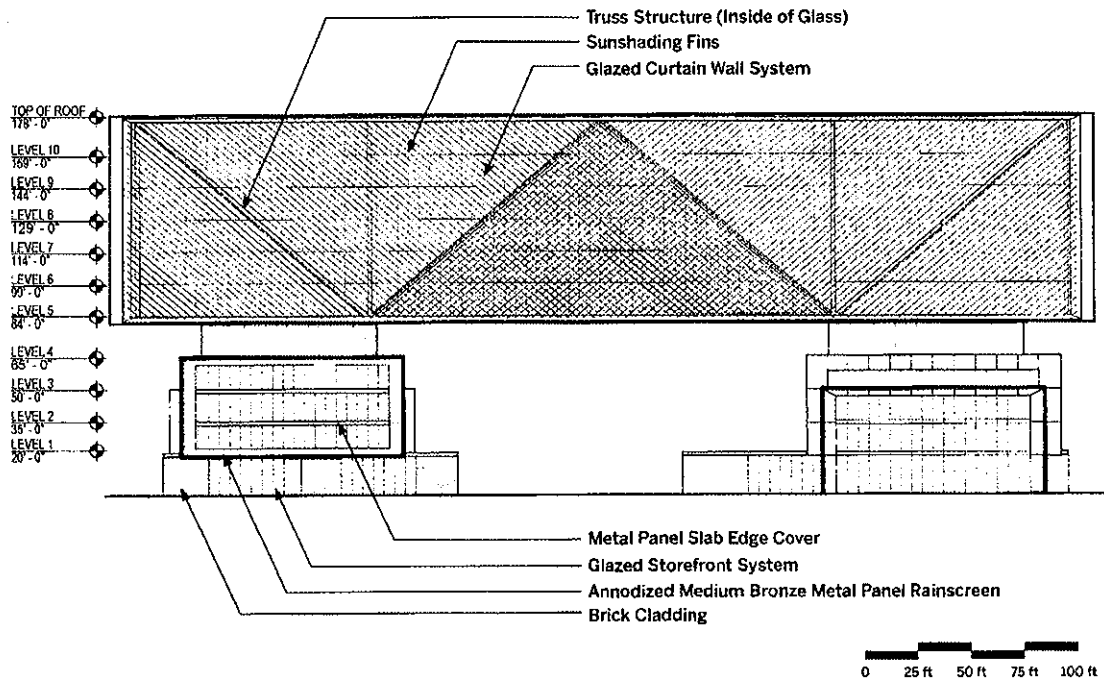
# **Sub-Parcel 1.B Building: South Elevation** **Exhibit 10**

**Final for Publication**

NOTE: All exterior wall systems to incorporate bird-friendly design strategies, including but not limited to glazing types that are apparent to birds, shading devices, screens, and physical barriers that reduce glass access, and a minimization of visible night light through windows.



**Key Plan**



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

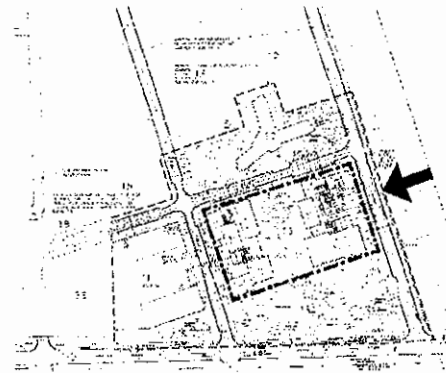
Introduced..... June 17, 2020

Plan Commission..... February 18, 2021

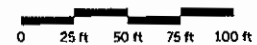
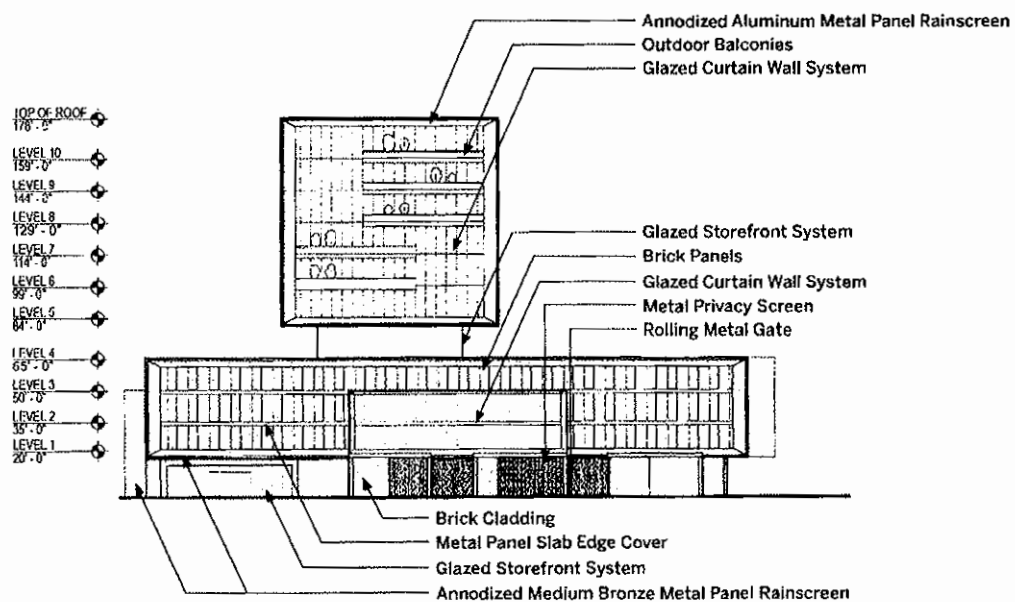
### Sub-Parcel 1.B Building: East Elevation Exhibit 11

Final for Publication

NOTE: All exterior wall systems to incorporate bird-friendly design strategies, including but not limited to glazing types that are apparent to birds, shading devices, screens, and physical barriers that reduce glass access, and a minimization of visible night light through windows.



Key Plan



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. 28th Street; 2701-2955 S. Vernon Avenue; 400-598 E. 31st Street; 2601-3099 S. Martin Luther King Drive

Introduced..... June 17, 2020

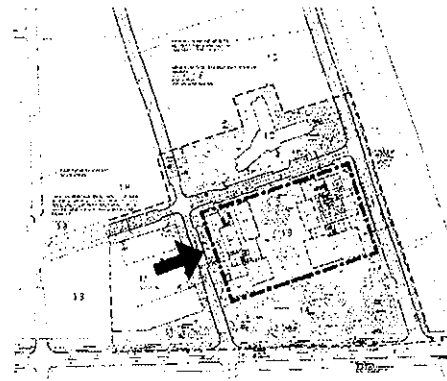
Plan Commission .. February 18, 2021



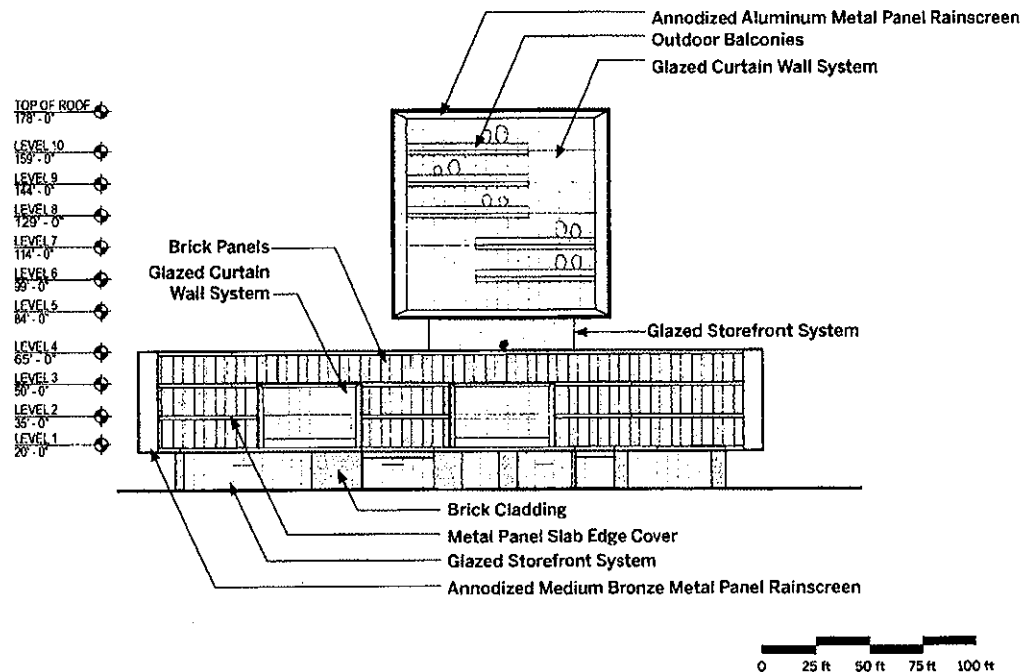
### Sub-Parcel 1.B Building: West Elevation Exhibit 12

Final for Publication

NOTE: All exterior wall systems to incorporate bird-friendly design strategies, including but not limited to glazing types that are apparent to birds, shading devices, screens, and physical barriers that reduce glass access, and a minimization of visible night light through windows.



Key Plan



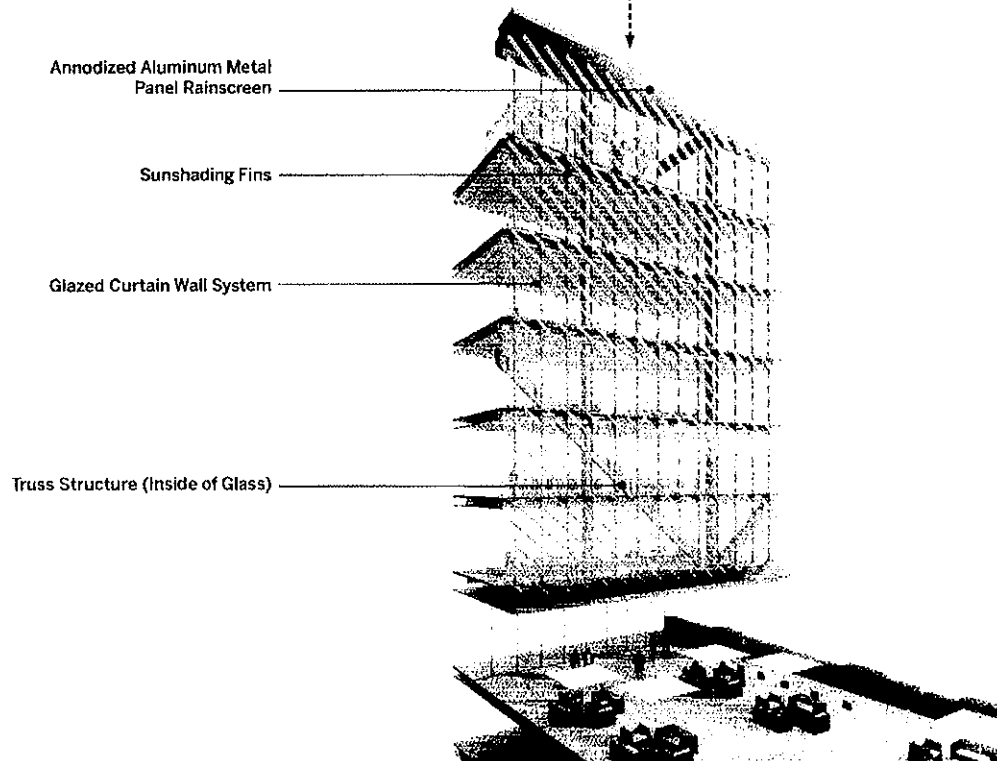
Applicant..... GRIT Chicago, LLC

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. 28th 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

**Sub-Parcel 1.B Building: Upper Bar North and South Curtain Wall for Publication**  
**Exhibit 13**



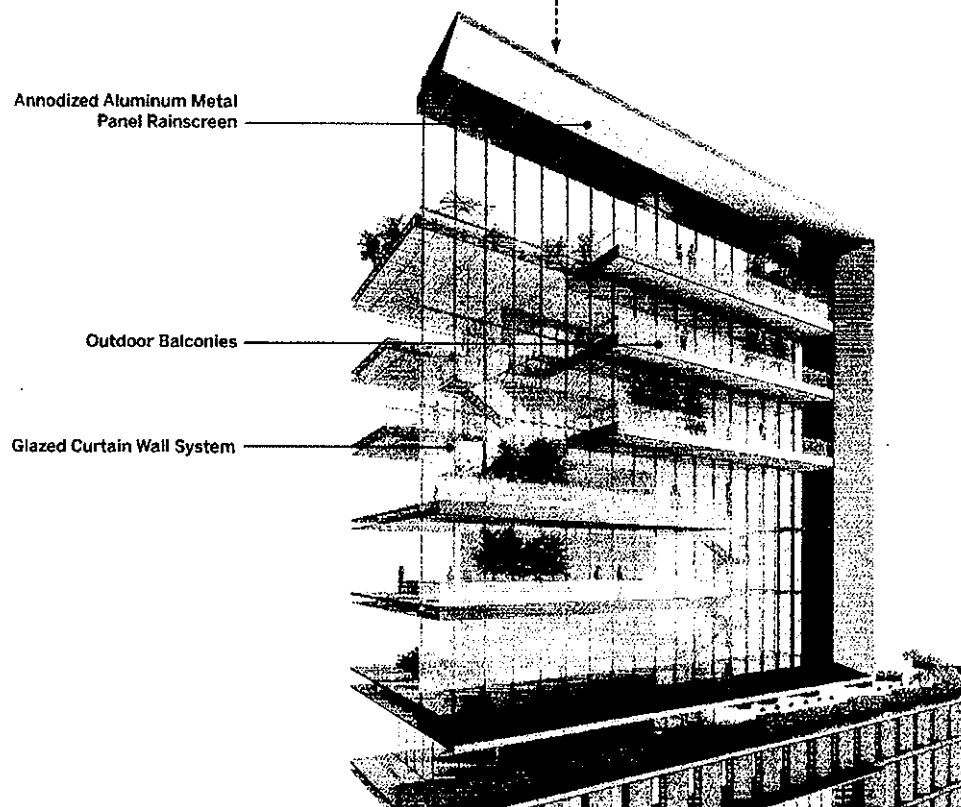
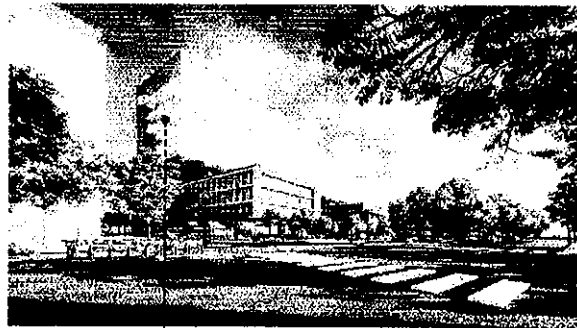
Applicant..... GRIT Chicago, LLC

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

**Sub-Parcel 1.B Building: Upper Bar East and West Curtain Wall for Publication**  
**Exhibit 14**



Applicant.....GRIT Chicago, LLC  
 Address.....2601-3045 and 2600-3001 S. Ellis Avenue; 2900-3030 and 2901-3001 S. Cottage Grove; 2600-2800 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

**Sub-Parcel 1.B Building: Lower Bars Wall Type**  
Exhibit 15

Final for Publication



Metal Panel Slab Edge Cover

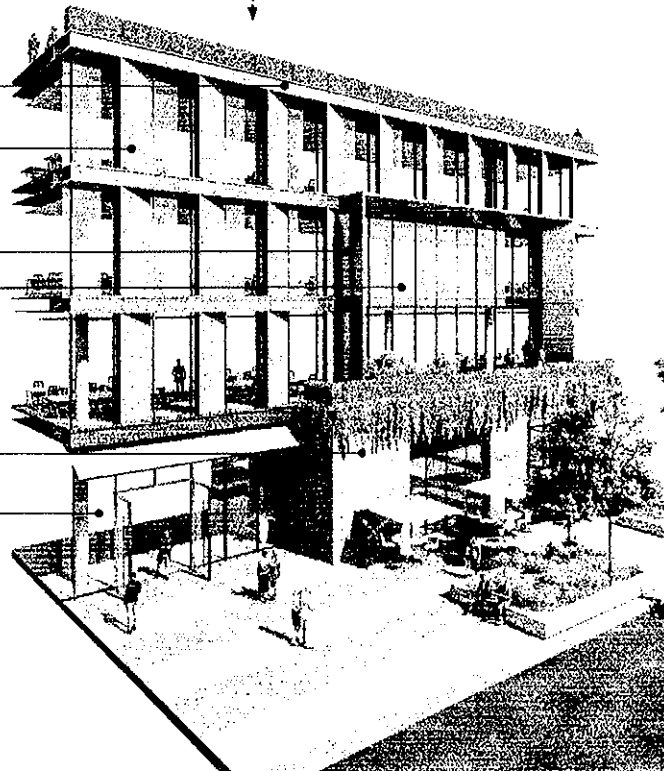
Brick Panels

Anodized Medium Bronze Metal  
Panel Rainscreen

Glazed Curtain Wall System

Brick Cladding

Glazed Storefront System



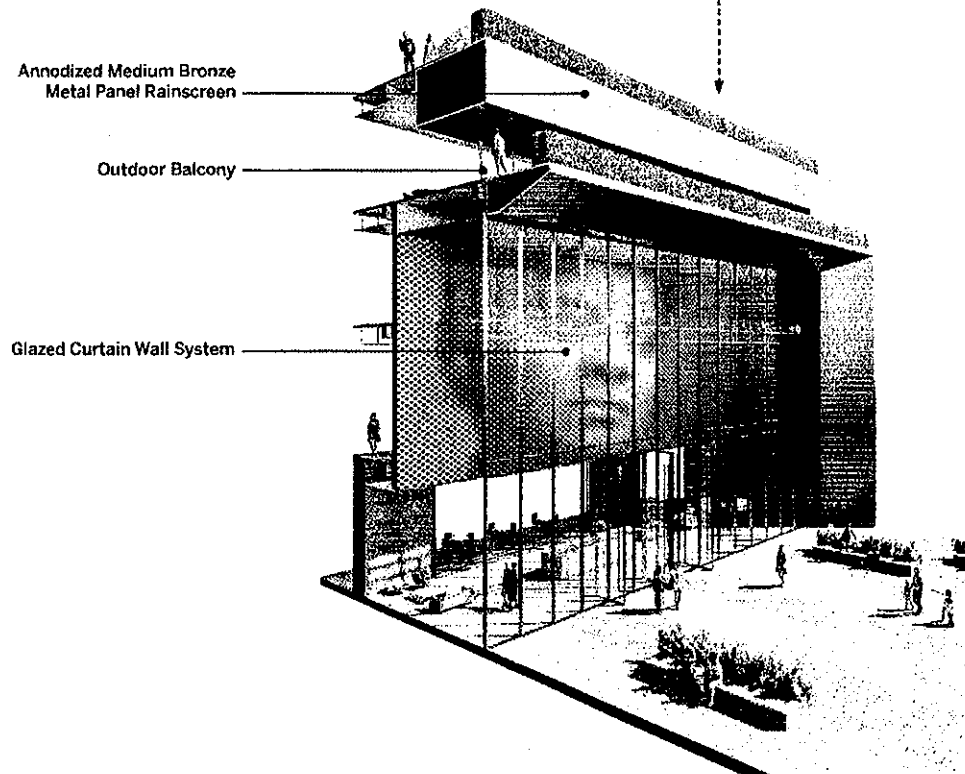
Applicant..... GRIT Chicago, LLC

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. 28th Street; 2701-2955 S. Vernon Avenue; 400-598 E. 31st Street; 2601-3099 S. Martin Luther King Drive

Introduced..... June 17, 2020

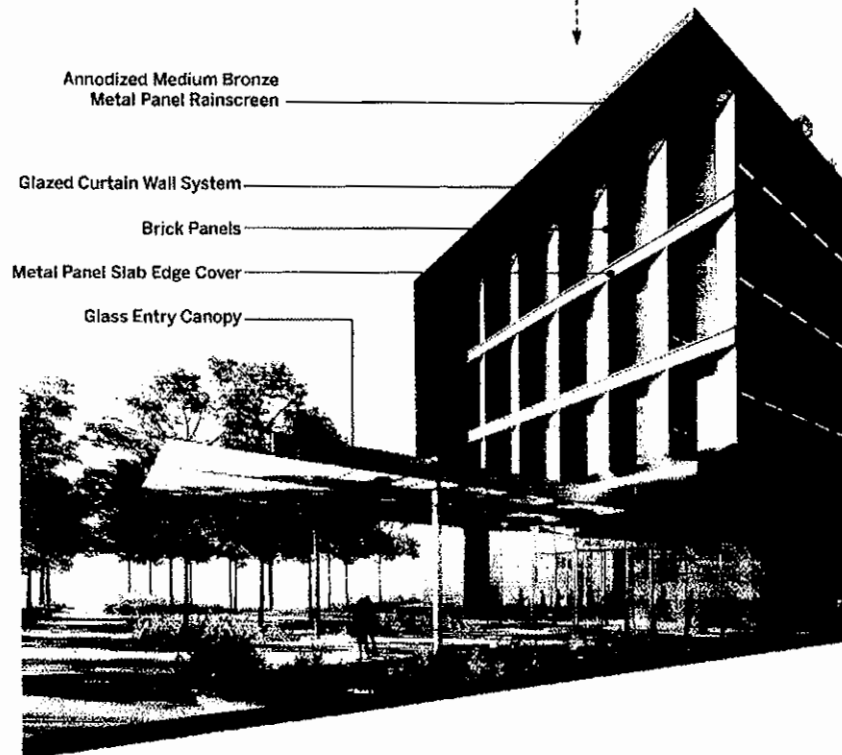
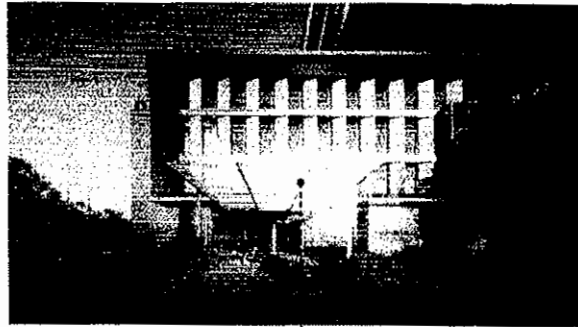
Plan Commission..... February 18, 2021

**Sub-Parcel 1.B Building: Lower Bar Southeast Corner Wall, Facing South**  
**Exhibit 16**



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

**Sub-Parcel 1.B Building: Lower Bar Southeast Corner Wall, Facing East**  
**Exhibit 16A**



Applicant..... GRIT Chicago, LLC

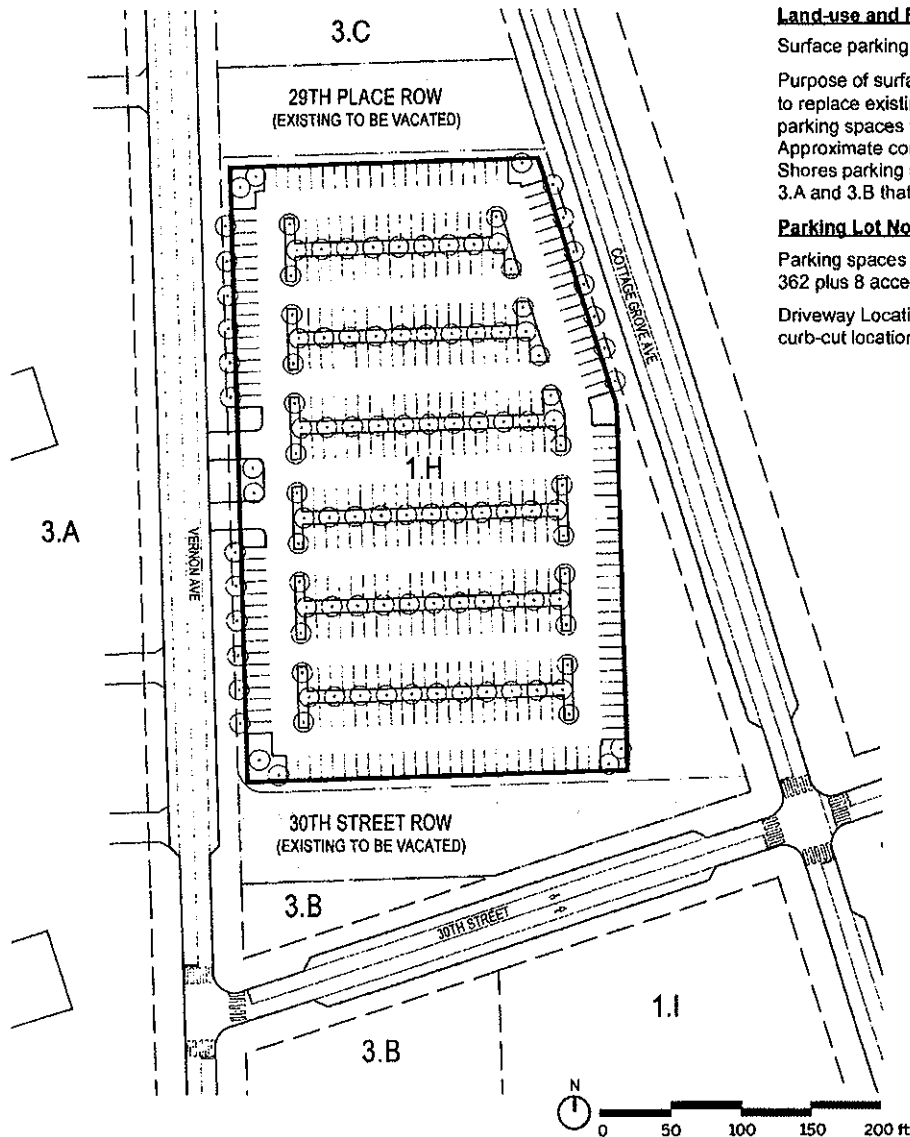
Address..... 2601-3045 and 2600-3001 S. Ellis Avenue; 2900-3030 and 2901-3001 S. Cottage Grove; 2800-2900 S. Lake Park Avenue;  
 533 E. 29th Street; 401-434 E. 26th Street; 2701-2955 S. Vernon Avenue; 400-598 E. 31st Street; 2601-3099 S. Martin Luther King Drive

Introduced..... June 17, 2020

Plan Commission .. February 18, 2021

**Sub-Parcel 1.H Interim Site Plan**  
**Exhibit 17**

**Final for Publication**



**Land-use and Purpose:**

Surface parking lot.

Purpose of surface parking lot is to replace existing Prairie Shores parking spaces that may be displaced. Approximate count of off-street Prairie Shores parking spaces in Sub-parcels 3.A and 3.B that may be displaced: 295.

**Parking Lot Notes:**

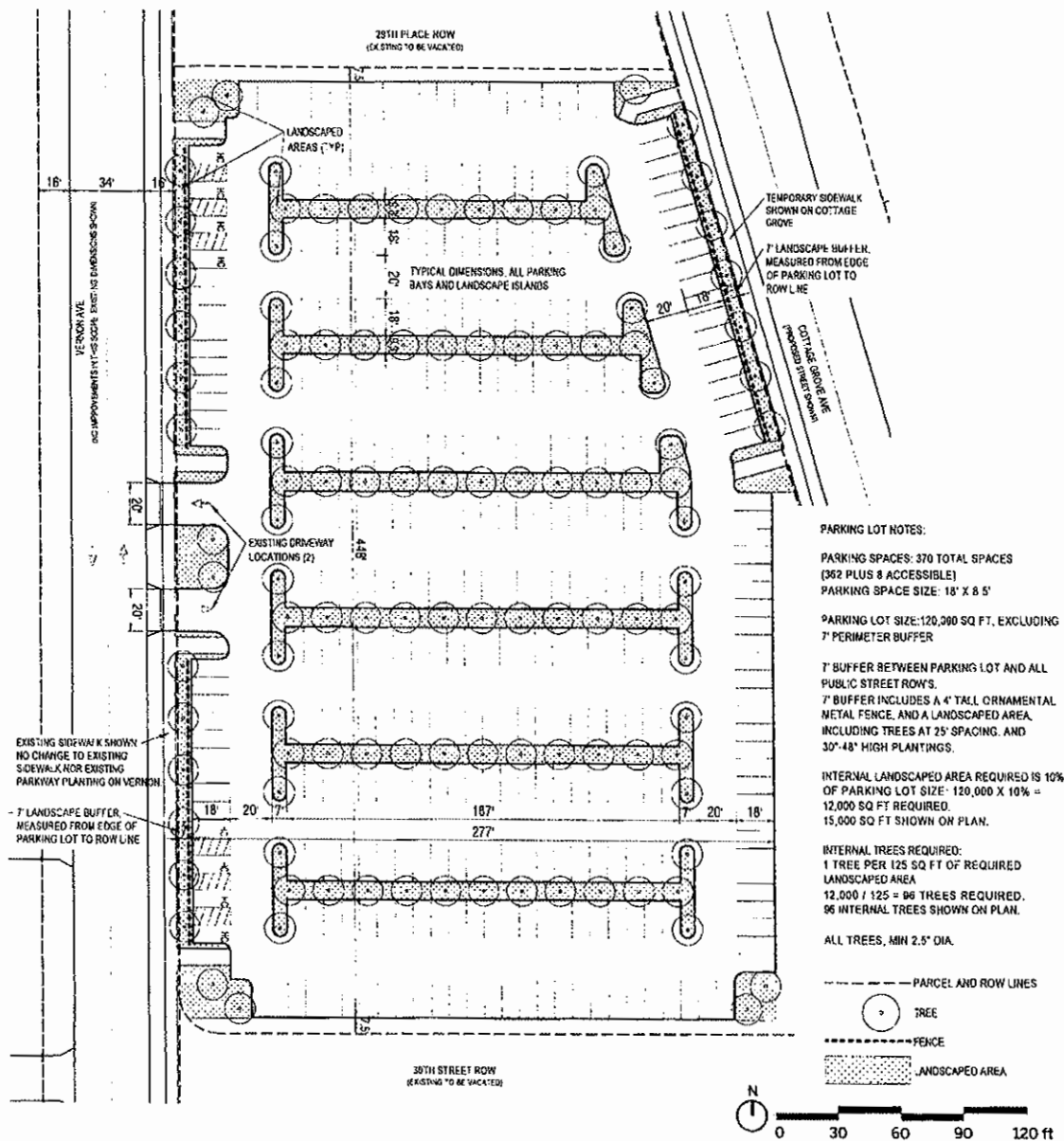
Parking spaces shown: 370 total spaces: 362 plus 8 accessible spaces

Driveway Locations shown: Existing curb-cut locations on Vernon Avenue

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

**Sub-Parcel 1.H Interim Site Plan - Landscape**  
**Exhibit 18**

**Final for Publication**



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