



City of Chicago



SO2020-3001

Office of the City Clerk

Document Tracking Sheet

Meeting Date: 6/17/2020

Sponsor(s): Misc. Transmittal

Type: Ordinance

Title: Zoning Reclassification Map No. 6-E at 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 29th St, 401-434 E 26th St, 2701-2955 S Vernon Ave, 440-598 E 31st St and 2601-2627 S Martin Luther King Jr Dr. - App No. 20428

Committee(s) Assignment: Committee on Zoning, Landmarks and Building Standards

SUBSTITUTE ORDINANCE

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

SECTION 1: That the Chicago Zoning Ordinance be amended by changing all the Residential-Business-Institutional Planned Development Number 1133 and RM-5 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 26th Street and the extension of that line where no street exists; the westerly line of the I.C.G.R.R. right of way; centerline of East 31st Street; east line of South Dr. Martin Luther King, Jr. Drive; centerline of East 26th Street; and a line beginning at a point on the centerline of East 26th 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 26th 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 26th Street and the extension of that line where no street exists; the westerly line of the I.C.G.R.R. right of way; centerline of East 31st Street; east line of South Dr. Martin Luther King, Jr. Drive; centerline of East 26th Street; and a line beginning at a point on the centerline of East 26th 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 26th 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.

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;
440-598 E. 31st Street;
2601-3099 S. Martin Luther King Drive

BUSINESS-RESIDENTIAL PLANNED DEVELOPMENT NO.

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

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

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

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Final for Publication

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 29th Place to 29th Street and construction and restoration of Cottage Grove Avenue between 29th Place and 31st Street.
- Widening and restoration of Lake Park Avenue between 31st Street and 29th Street.
- Construction and re-alignment of 30th 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. 31st St. and S. Lake Park Avenue
 - E. 31st St. and S. Cottage Grove
- Construction, realignment, and restoration of 29th Street from Dr. Martin Luther King Jr. Drive to Lake Park Avenue.

Applicant Address:	GRIT Chicago, LLC 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
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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 |

Applicant Address.	GRIT Chicago, LLC 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
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- 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.H Interim Site Plan
- Exhibit 18 Sub-Parcel 1.H 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

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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

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(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.

Applicant	GRIT Chicago, L.L.C.
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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):

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- 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-

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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

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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

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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;

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- 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

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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

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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 26th 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*

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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)

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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

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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

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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.

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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 forgoing, 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

Applicant	GRIT Chicago, I.L.C
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
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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.

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BUSINESS-RESIDENTIAL PLANNED DEVELOPMENT NO. _____

BULK REGULATIONS AND DATA TABLE

Sub-Parcel	Gross Site Area (sf)	Area of Public Rights-of-Way (sf)	Net Site Area (sf) ¹	Existing Net Site Area (sf) ²	Existing ROW to be Vacated (sf)	ROW to be Opened (sf)	ROW to be Dedicated (sf)	Existing ROW to Remain (sf)	Maximum Floor Area Ratio ³	Existing built floor area (sf) ⁴	Maximum Permitted Total Floor Area (sf) ⁵	Maximum Dwelling Units	Maximum Height
1													
1 A	139,410.11	52,067.06	87,343.05	0	6,178.52	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'

¹ Area of land within public rights of way, after all right of way adjustments contemplated in this PD have occurred.

² Area of land exclusive of area within public rights-of-way, after all right of way adjustments contemplated in this PD have occurred.

³ 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.

⁴ Maximum FAR to be calculated based on net site area that results after all right of way adjustments contemplated in this PD have occurred.

⁵ Built floor area existing as of the effective date of this Planned Development.

⁶ 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.

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Sub-Parcel	Gross Site Area (sf)	Area of Public Rights-of-Way (sf)	Net Site Area (sf)	Existing Net Site Area (sf)	Existing ROW to be Vacated (sf)	ROW to be Opened (sf)	ROW to be Dedicated (sf)	Existing ROW to Remain (sf)	Maximum Floor Area Ratio*	Existing built floor area (sf)	Maximum Permitted Total Floor Area (sf)	Maximum Dwelling Units	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	41,468.01	85,530.26	0	5,876.56	0	35,591.45	4.82	412,255.85	428	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	456	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	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	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	5.60	321,724.51	395	350'		

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Sub-Parcel	Gross Site Area (sf)	Area of Public Rights-of-Way (sf)	Net Site Area (sf)	Existing Net Site Area (sf)	Existing ROW to be Vacated (sf)	ROW to be Opened (sf)	ROW to be Dedicated (sf)	Existing ROW to Remain (sf)	Maximum Floor Area Ratio ⁴	Existing built floor area (sf) ⁵	Maximum Permitted Total Floor Area (sf) ⁶	Maximum Dwelling Units	Maximum Height
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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- 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.II.

Applicant Address	GRIT Chicago, LLC 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 Plan Commission	June 17, 2020 February 18, 2021

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ARO Affordable Housing Profile Form

Submit this form for projects that are subject to the 2015 ARO, including the Bronzeville, Milwaukee Pilot or Pilsen/Little Village Pilot Ordinances (all projects submitted on or before October 18, 2015). More information is online at www.cityofchicago.gov/ARO. Submit this form to the Department of Housing (DOH), 121 N LaSalle Street, 10th Floor, Chicago, IL 60602. E-mail: denise.roman@cityofchicago.org or justin.root@cityofchicago.org. Applications that include off-site units should submit documentation listed on page two.

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 Szafranec

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) 971-0522

Attorney Name DLA Piper - Paul Shadle & 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

2-15-2021

Date



Ricardo Lopez, DOH

2-15-2021

Date

Justin Root or Denise Roman, DOH

Note: The Redevelopment Agreement between the City and GRIT will require GRIT to provide affordable housing equating 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.



ARO Web Form

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

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))

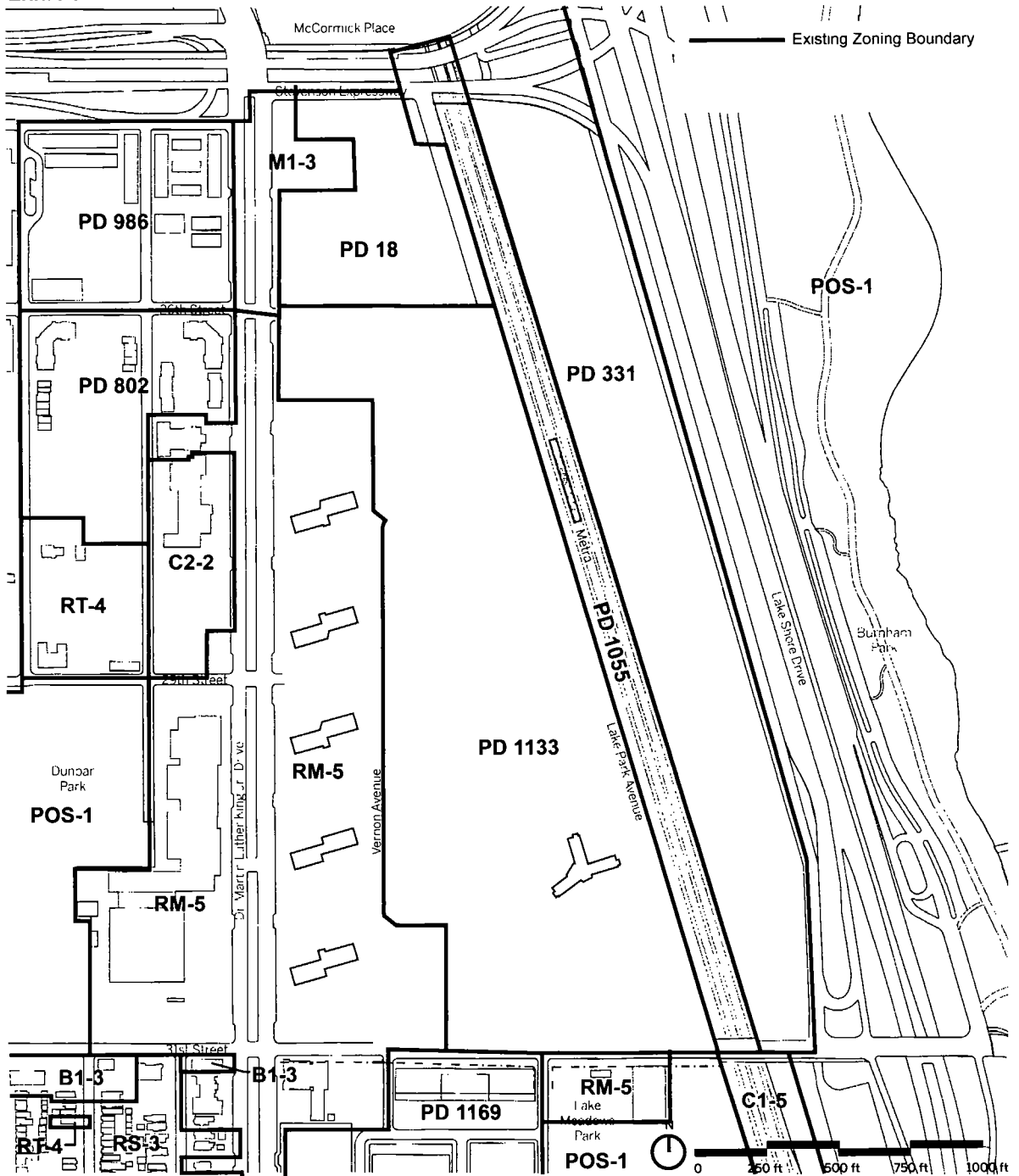
Prairie Shores' Total ARO Unit Requirement
- 95 ARO Units (10% of 945 (Sub-Parcels 3B and 3C))
* 24 Required Units (25% of 95 ARO Units)
* 71 on-site and/or by payment of a fee in lieu

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

**Existing Zoning Map
Exhibit 1**

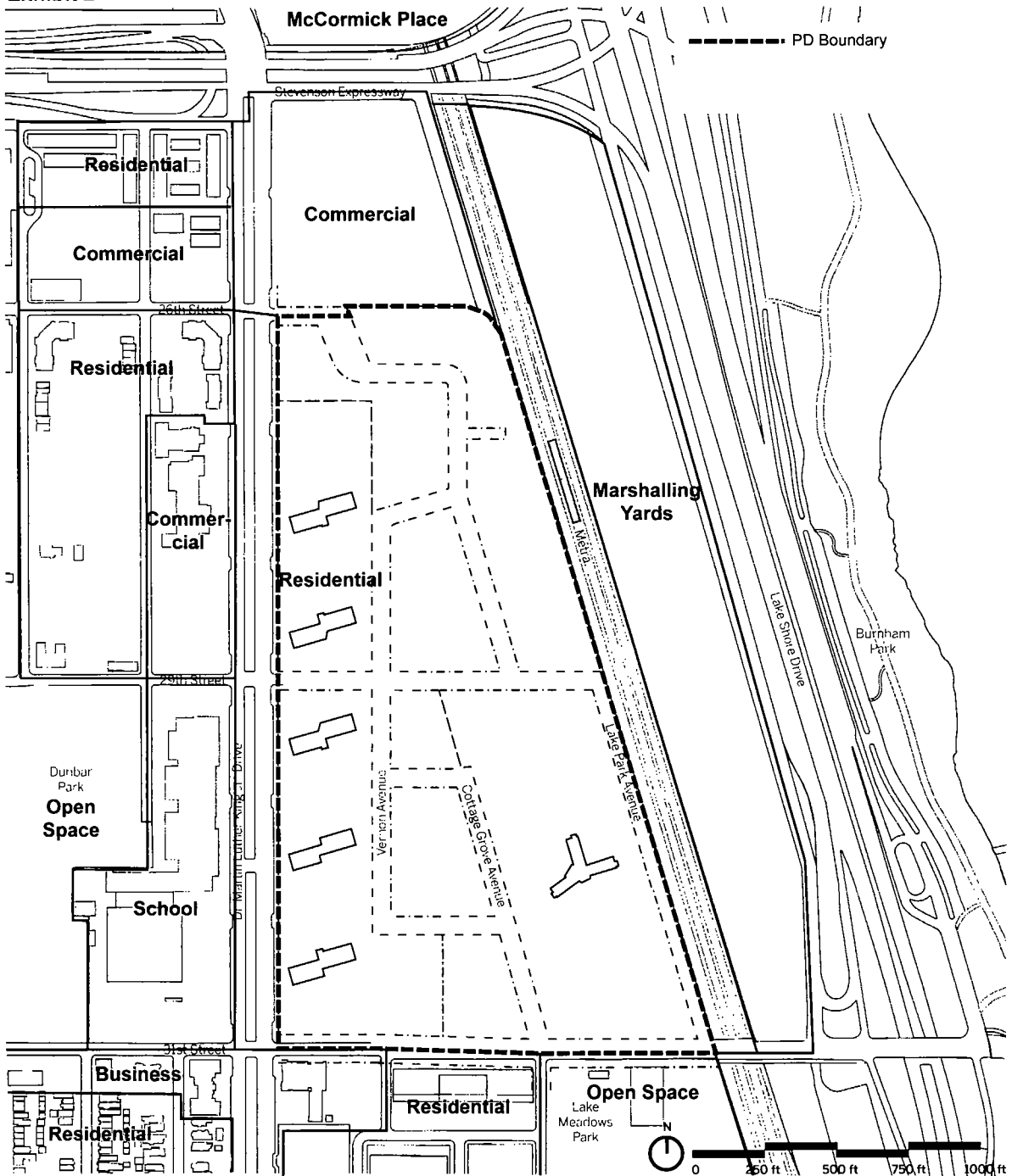
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**Adjacent Land Use Map
Exhibit 2**

Final for Publication



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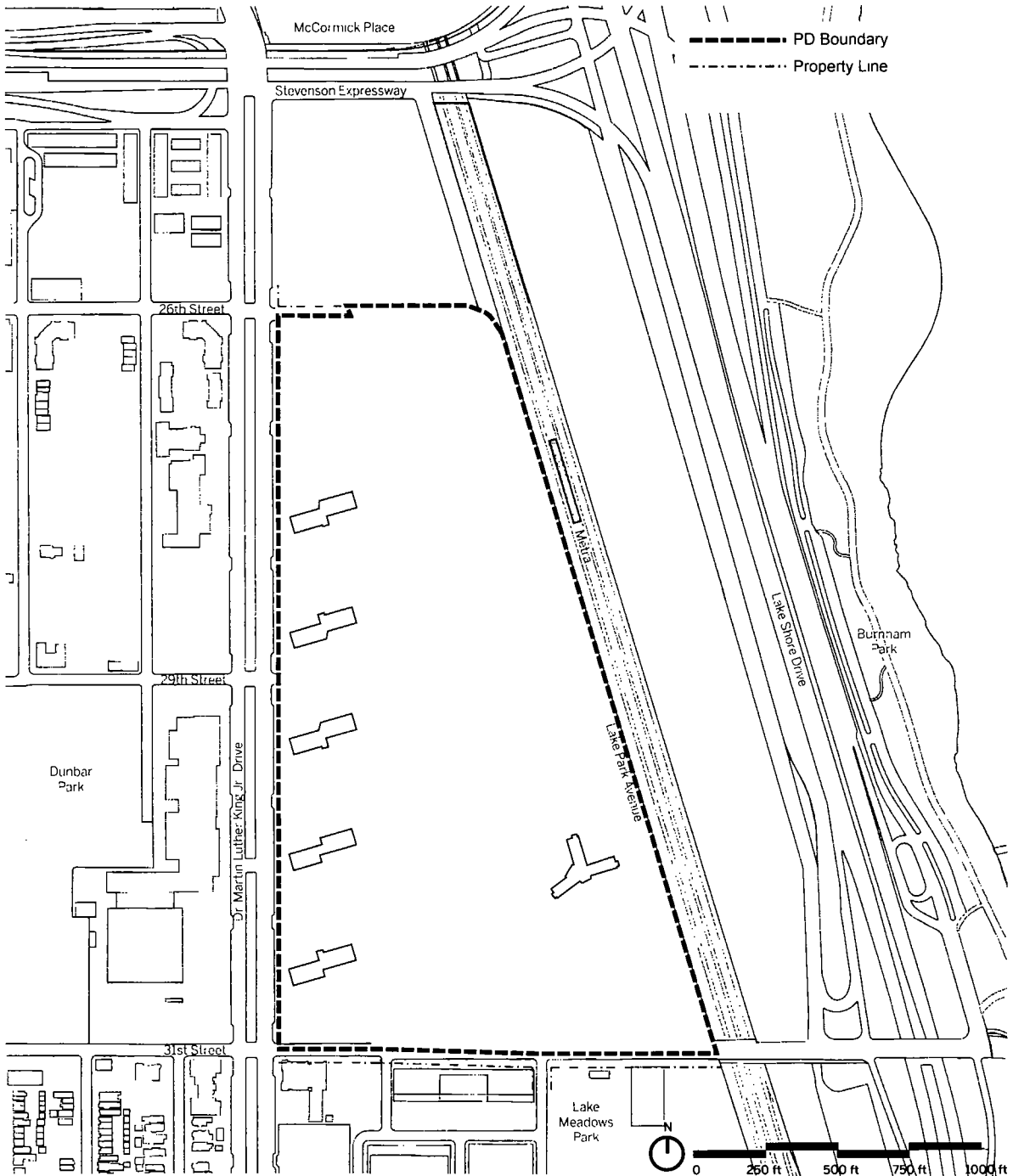
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**Planned Development Property Line and Boundary Map
Exhibit 3**

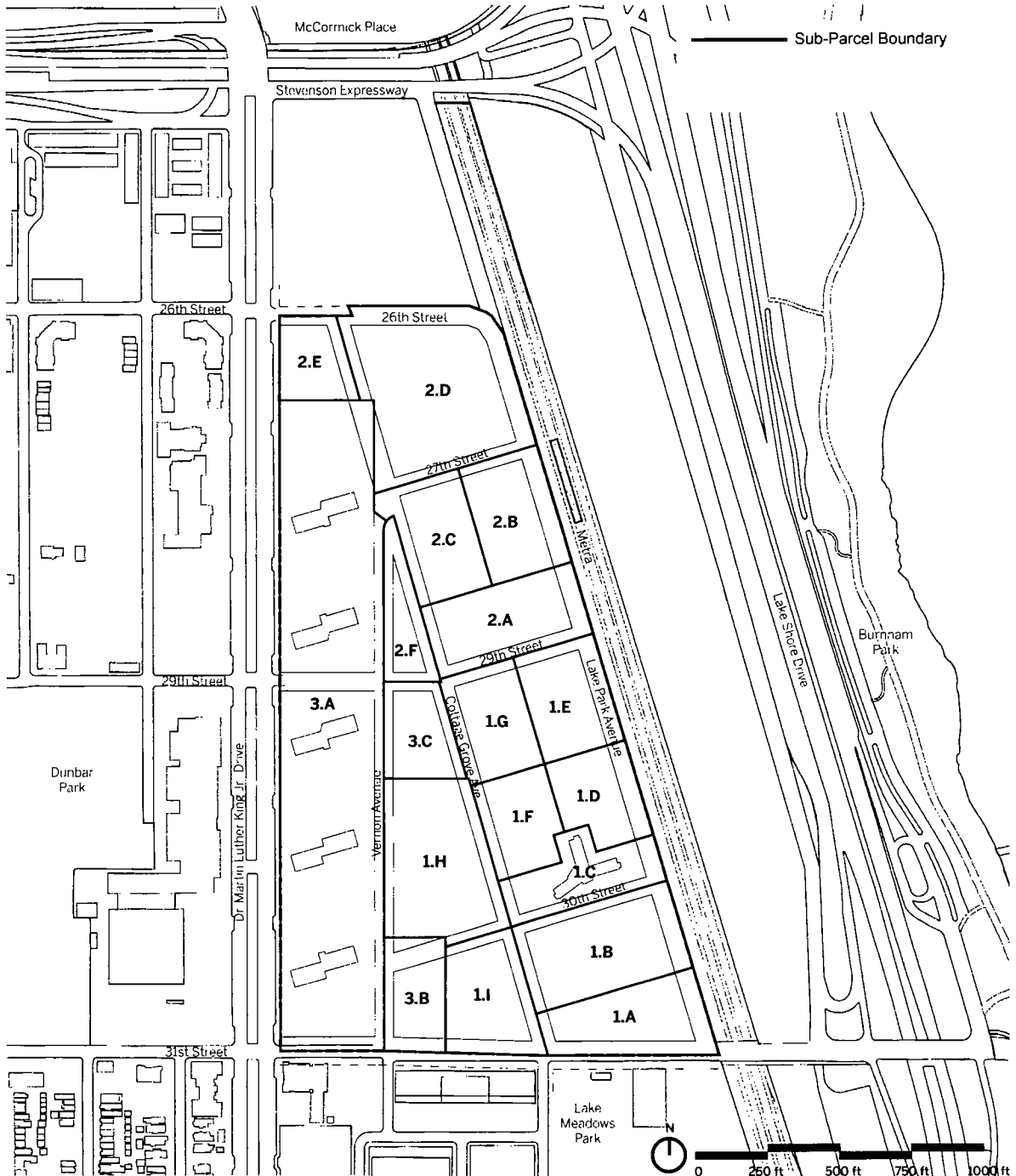
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**Planned Development Sub-Area Map
Exhibit 4**

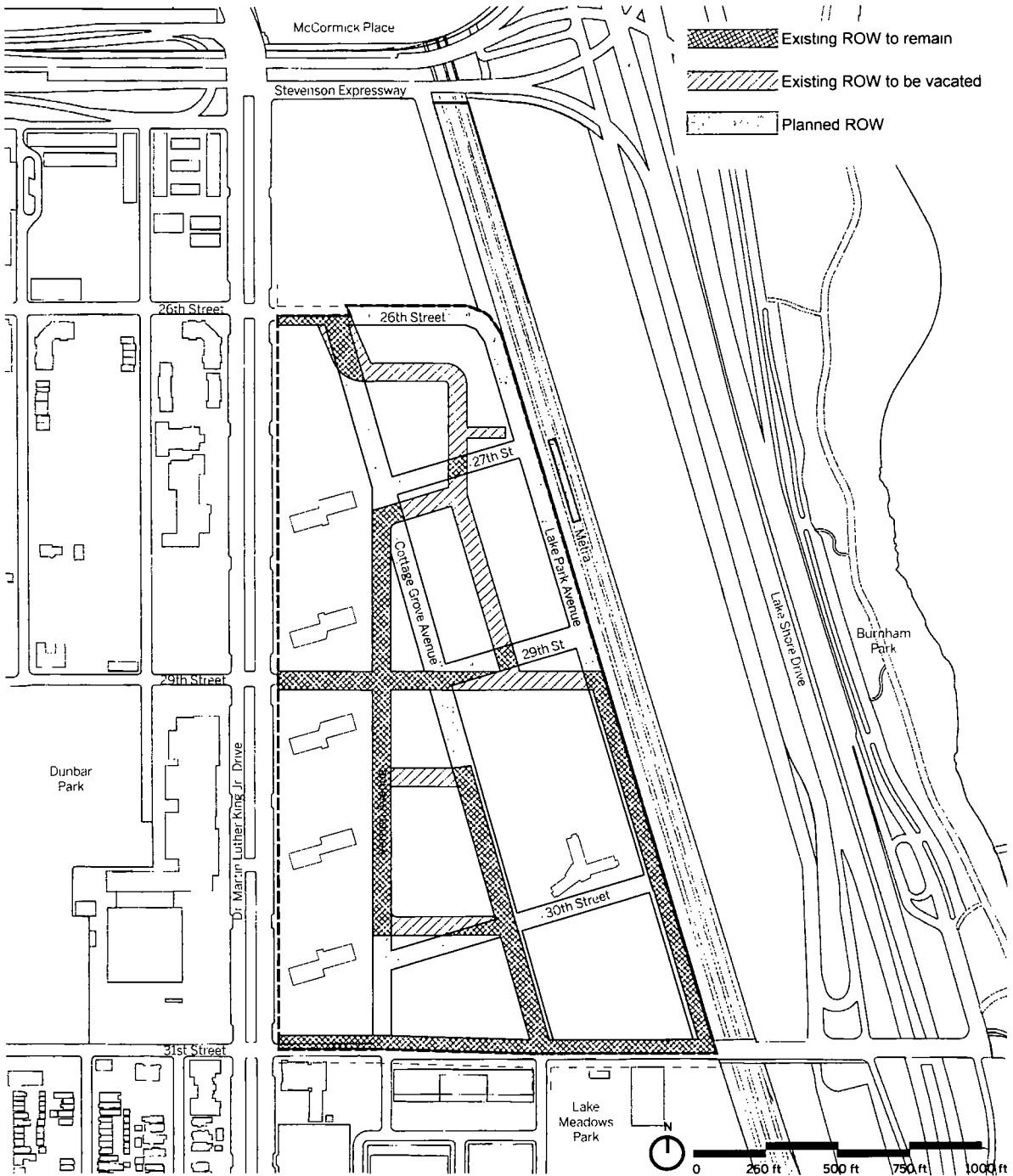
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Planned Right-of-Way Adjustment Map
Exhibit 5

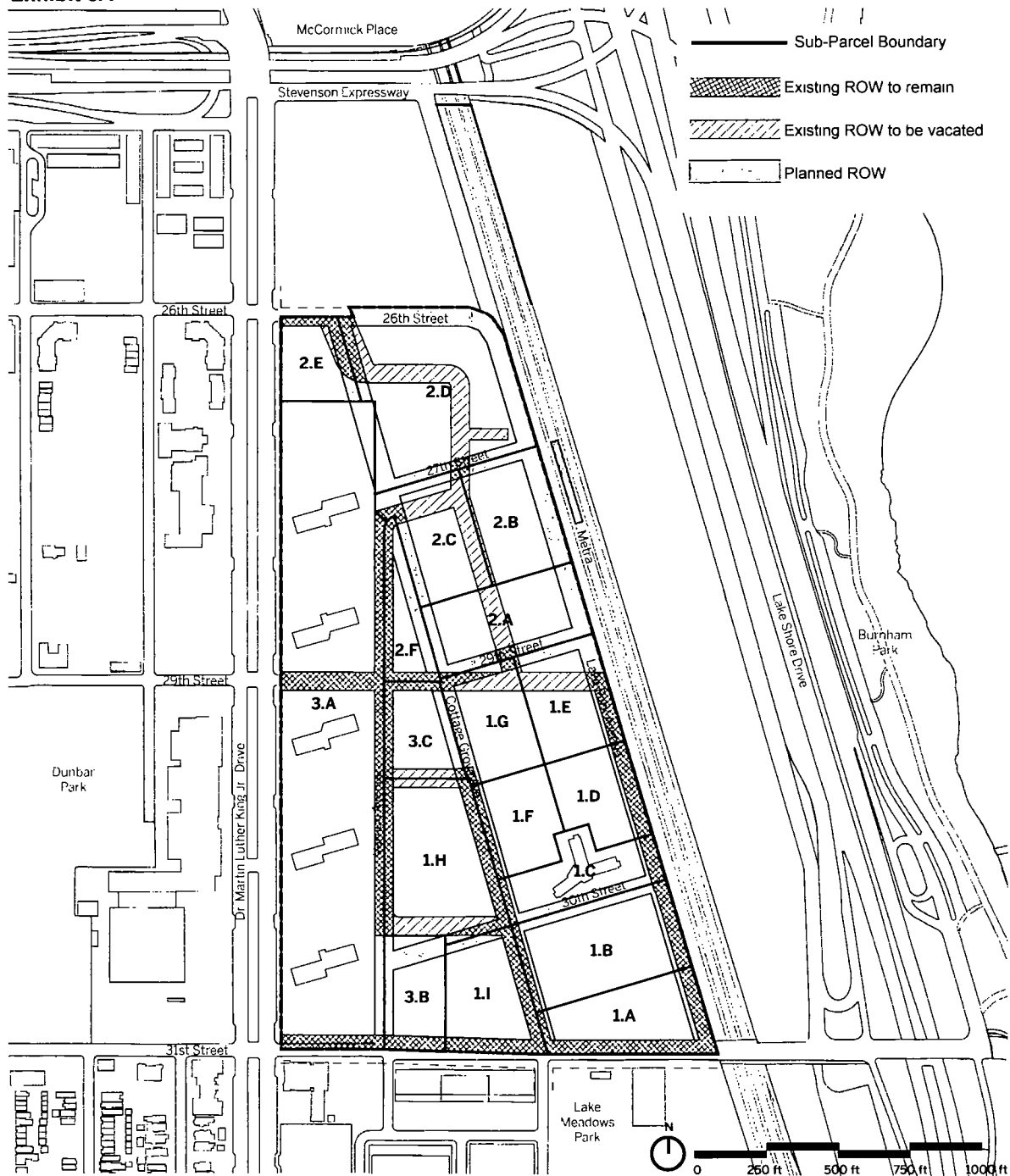
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**Planned Development Sub-Area and Right-of-Way Map
Exhibit 5A**

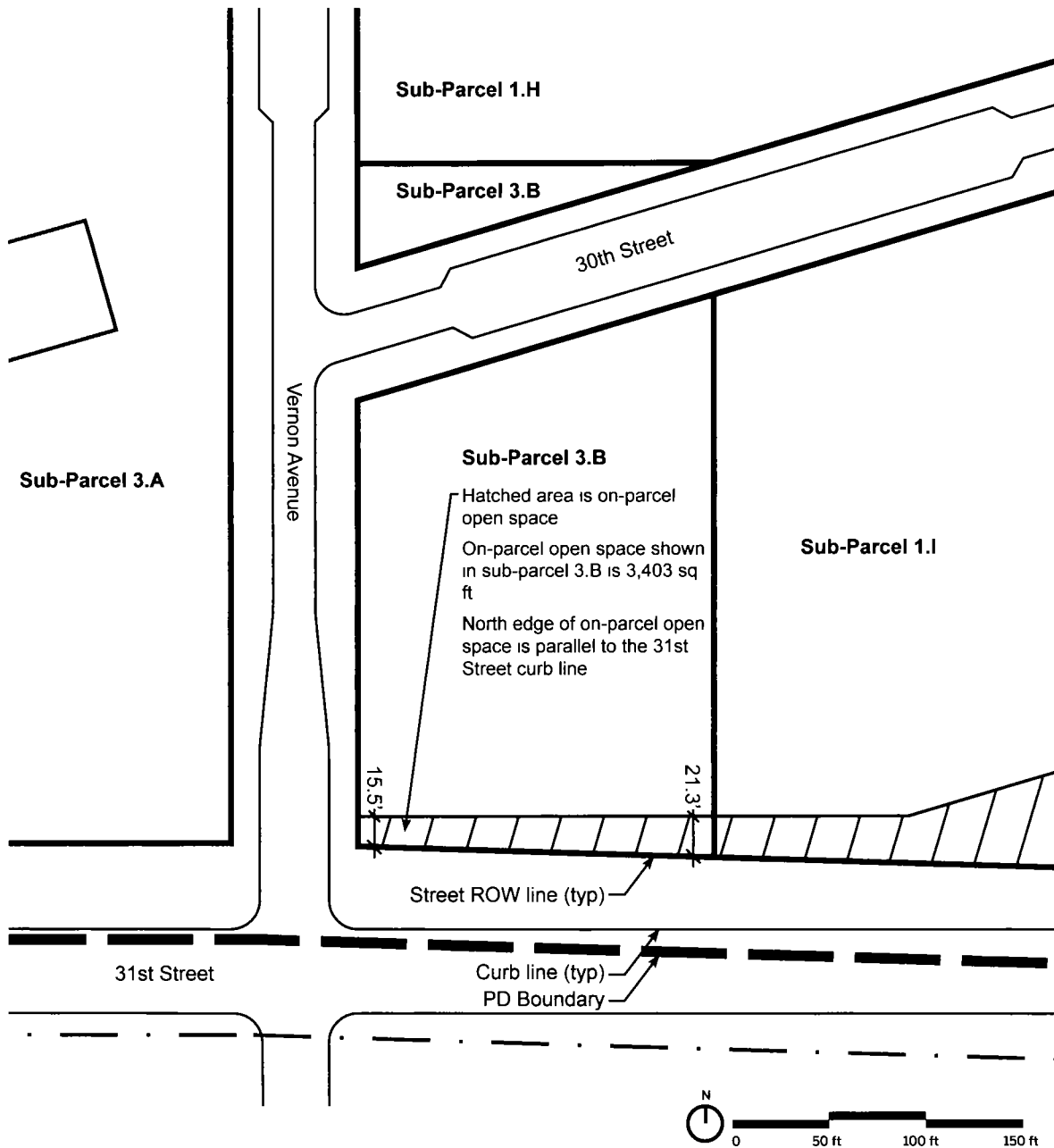
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Open Space Plan - Sub-Parcel 3.B
Exhibit 6A

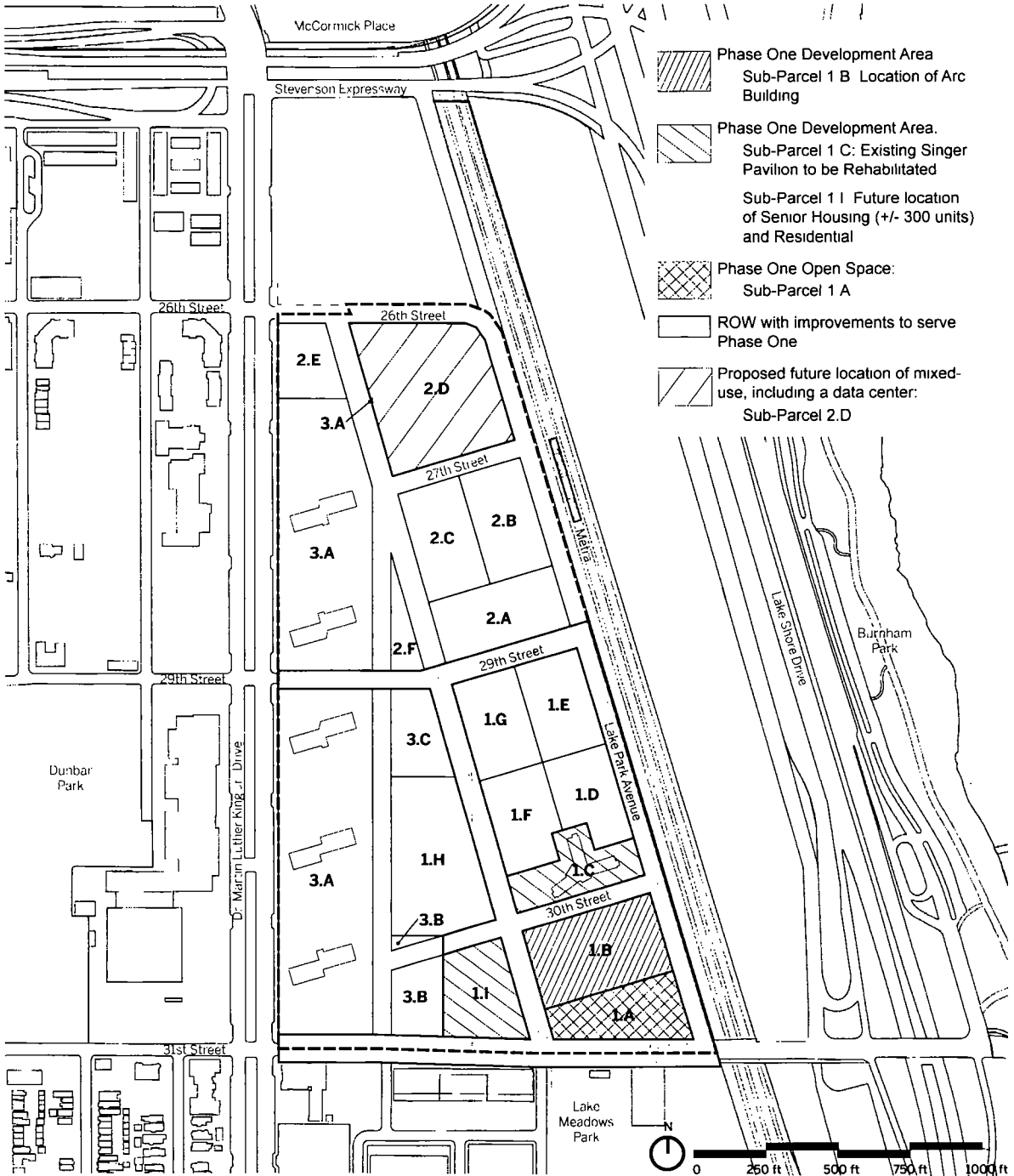
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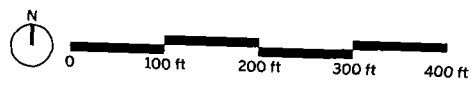
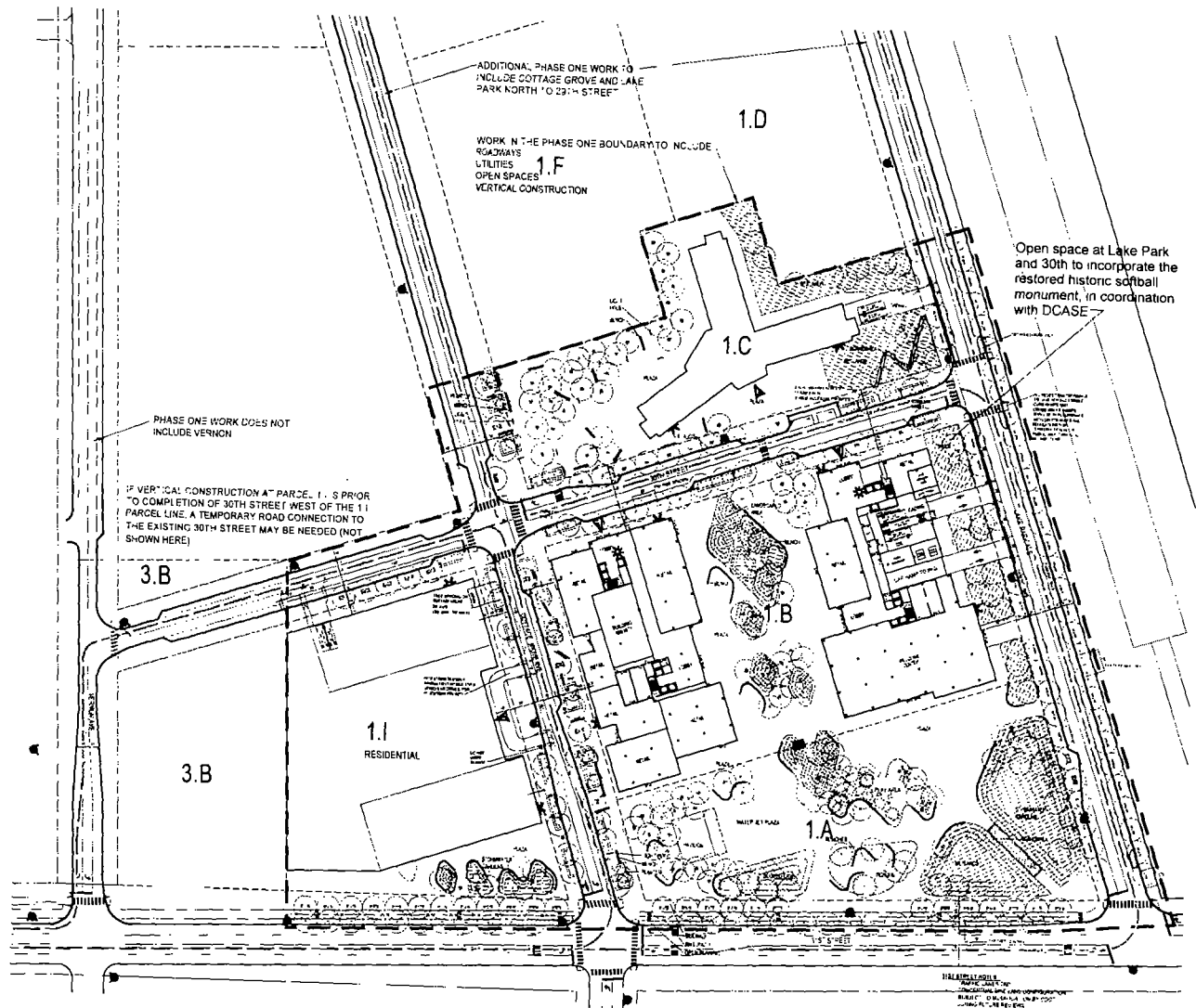
**Phase One Plan
Exhibit 7**

Final for Publication



Applicant GRIT Chicago, LLC
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Sub-Parcel 1.A, 1.B, and 1.C Site Plan and Landscape Plan Final for Publication
Exhibit 8

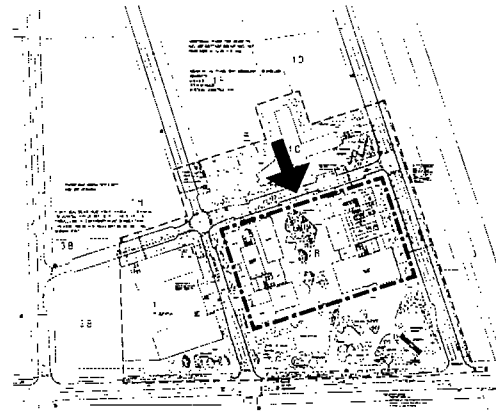


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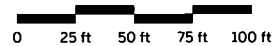
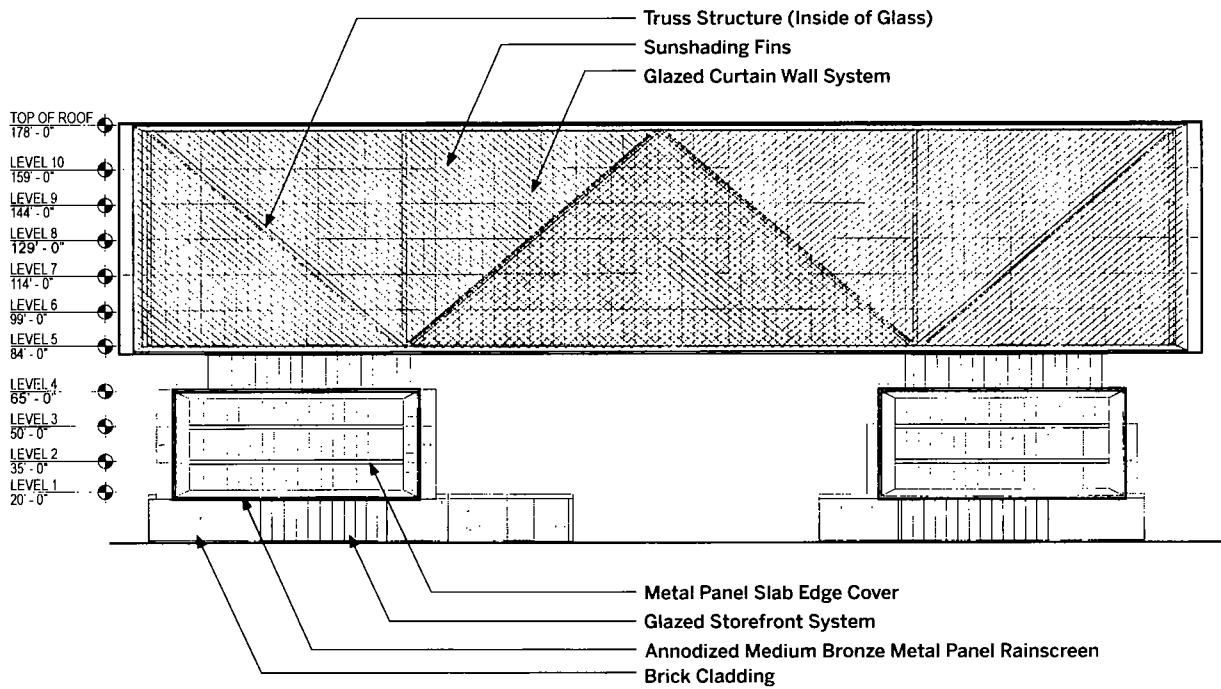
**Sub-Parcel 1.B Building: North Elevation
Exhibit 9**

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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

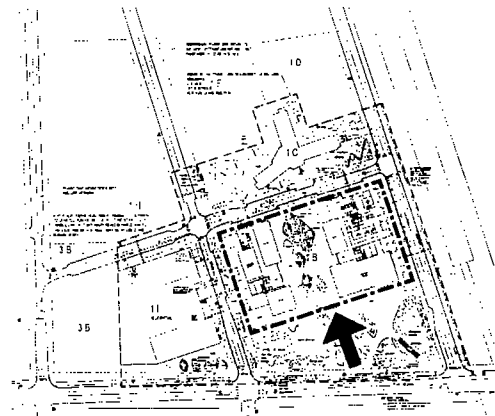


Applicant	GRIT Chicago, LLC
Address	2601-3045 and 2600-3001 S Ellis Avenue, 2900-3030 and 2901-3001 S Cottage Grove, 2600-2900 S Lake Park Avenue, 533 E 29th Street, 401-434 E 26th Street, 2701-2955 S Vernon Avenue, 400-598 E 31st Street; 2601-3099 S Martin Luther King Drive
Introduced	June 17, 2020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

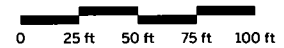
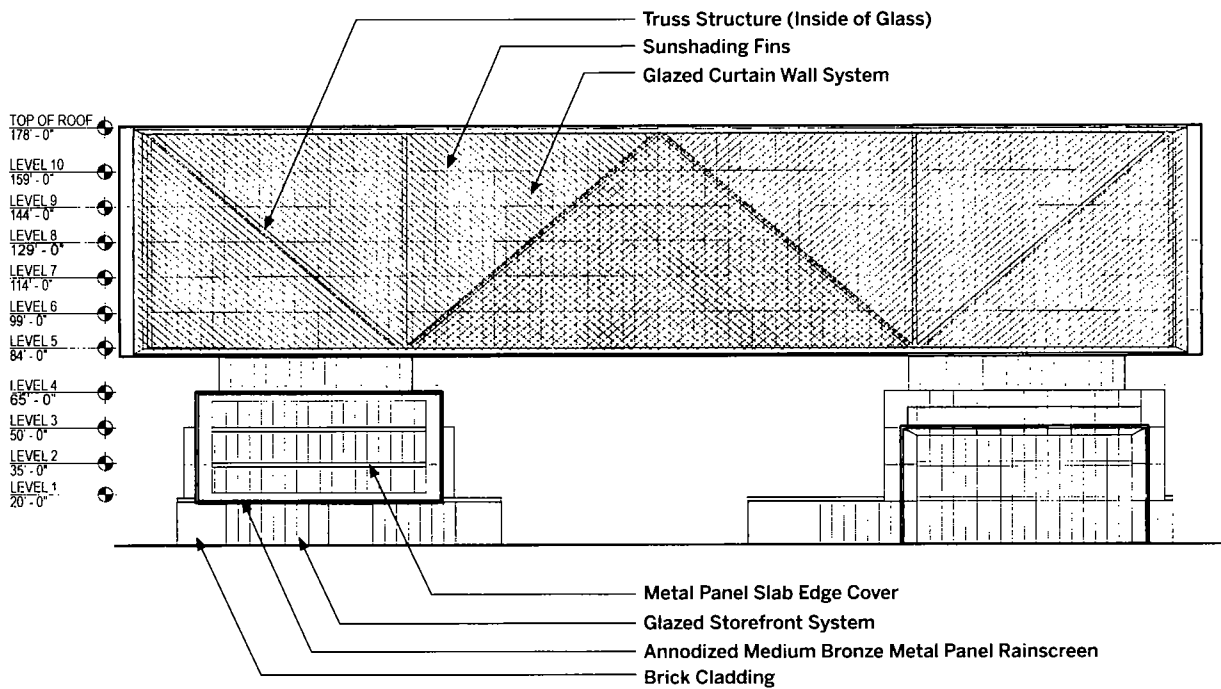
**Sub-Parcel 1.B Building: South Elevation
Exhibit 10**

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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

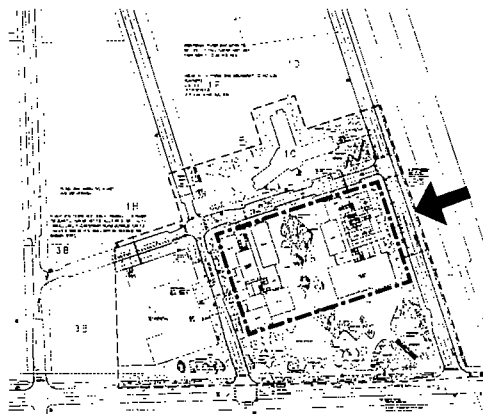


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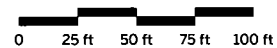
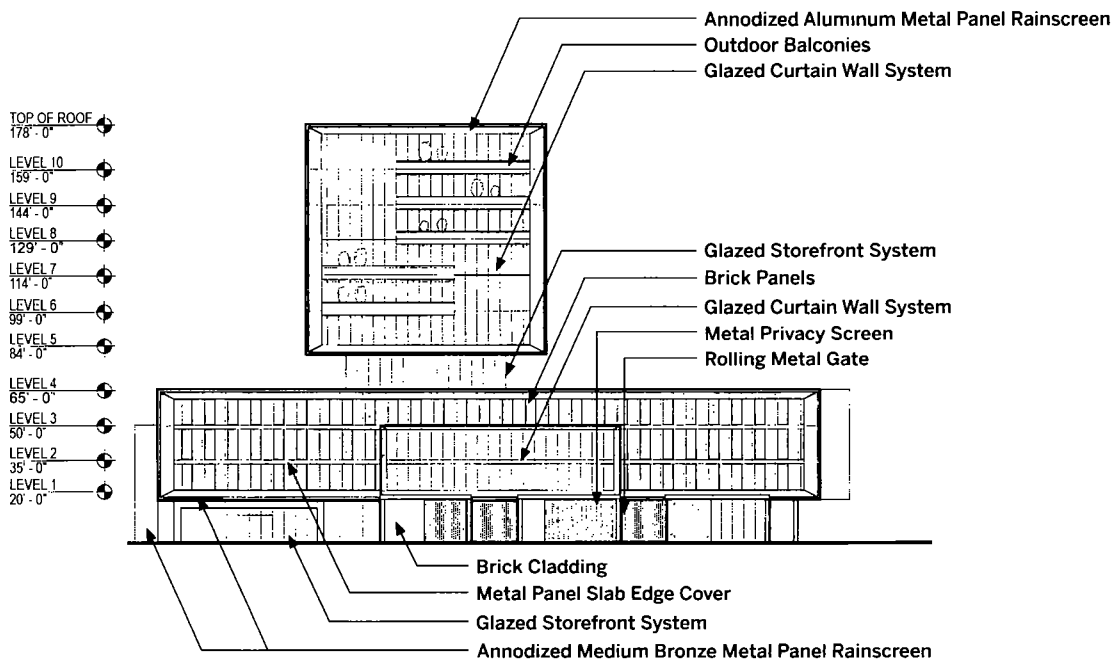
**Sub-Parcel 1.B Building: East Elevation
Exhibit 11**

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

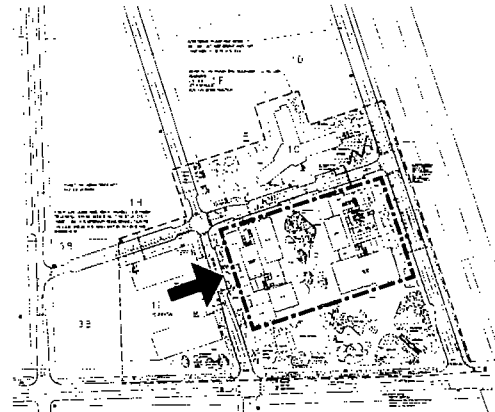


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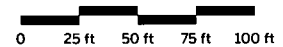
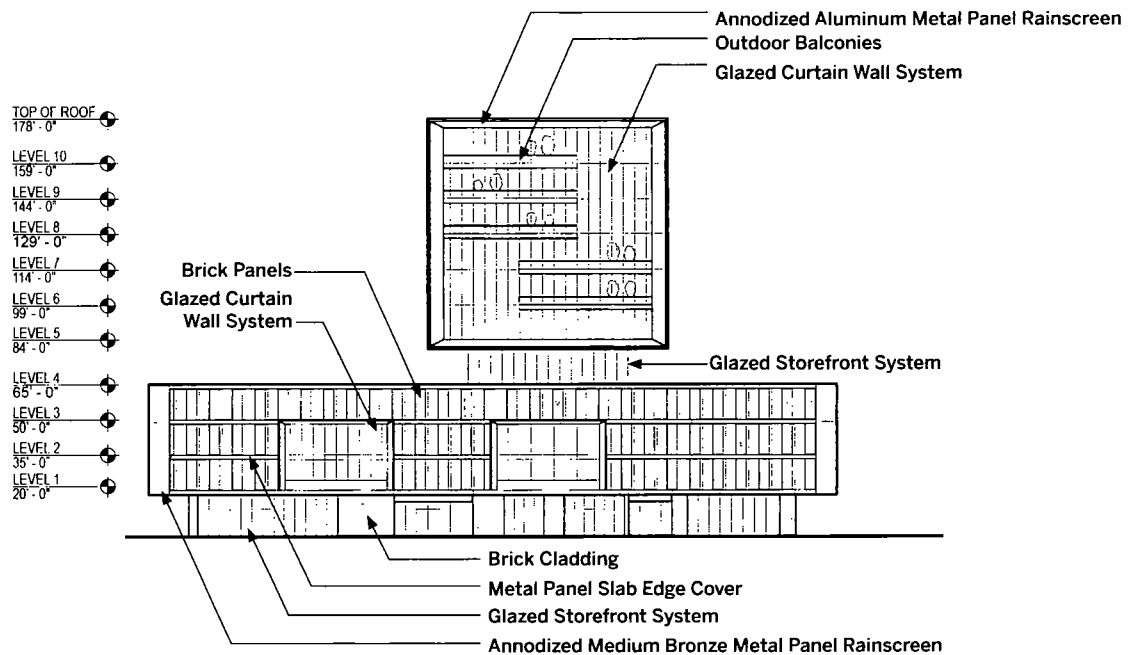
**Sub-Parcel 1.B Building: West Elevation
Exhibit 12**

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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

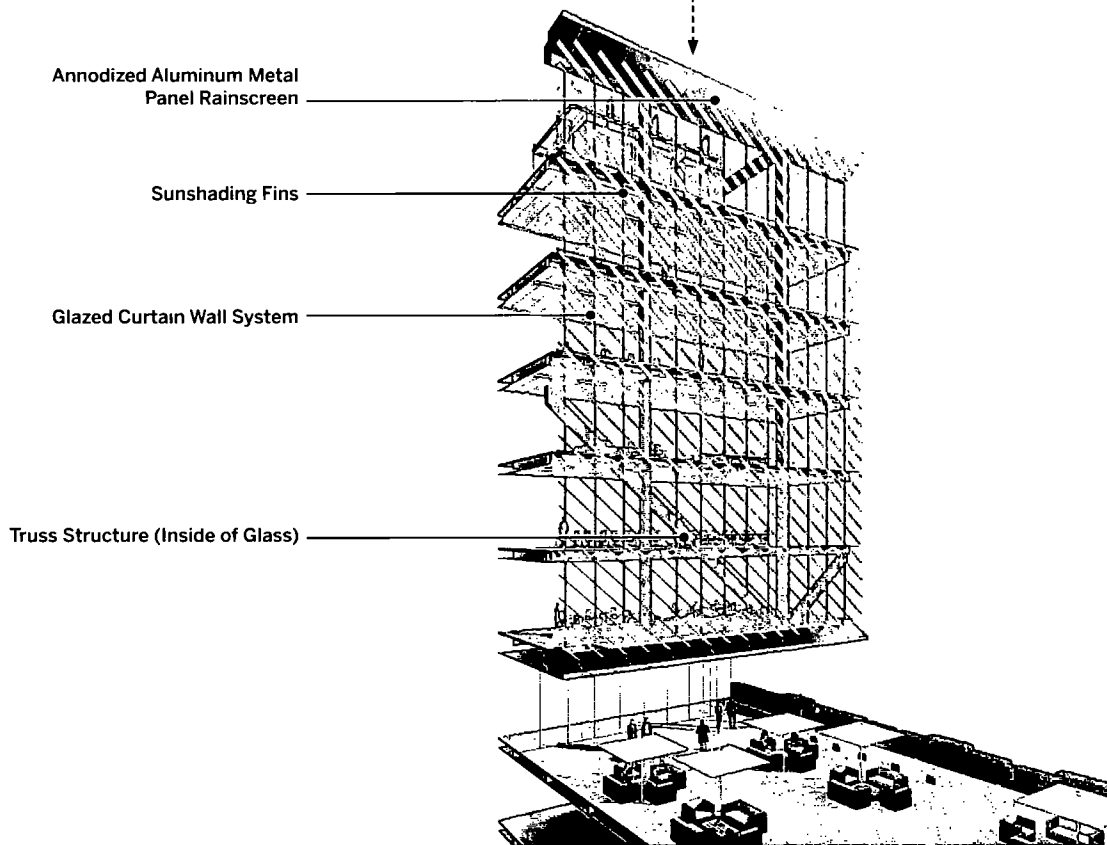
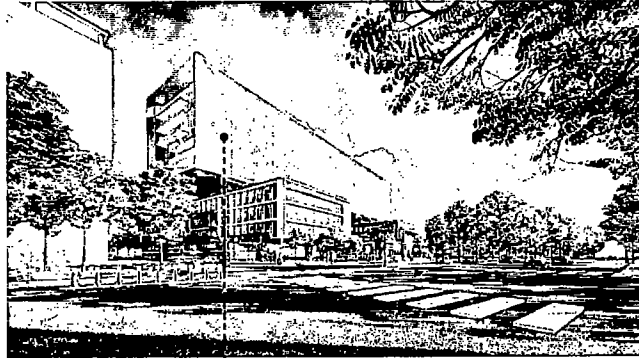


Key Plan



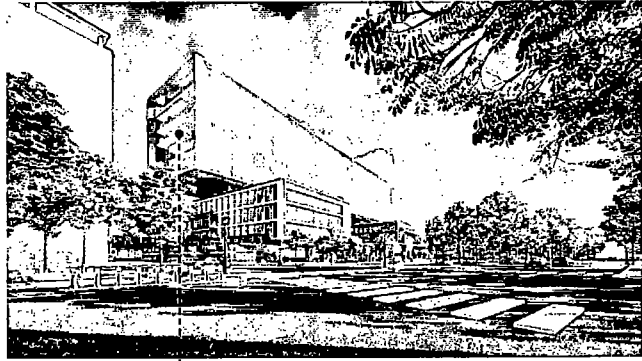
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Sub-Parcel 1.B Building: Upper Bar North and South Curtain Wall for Publication
Exhibit 13



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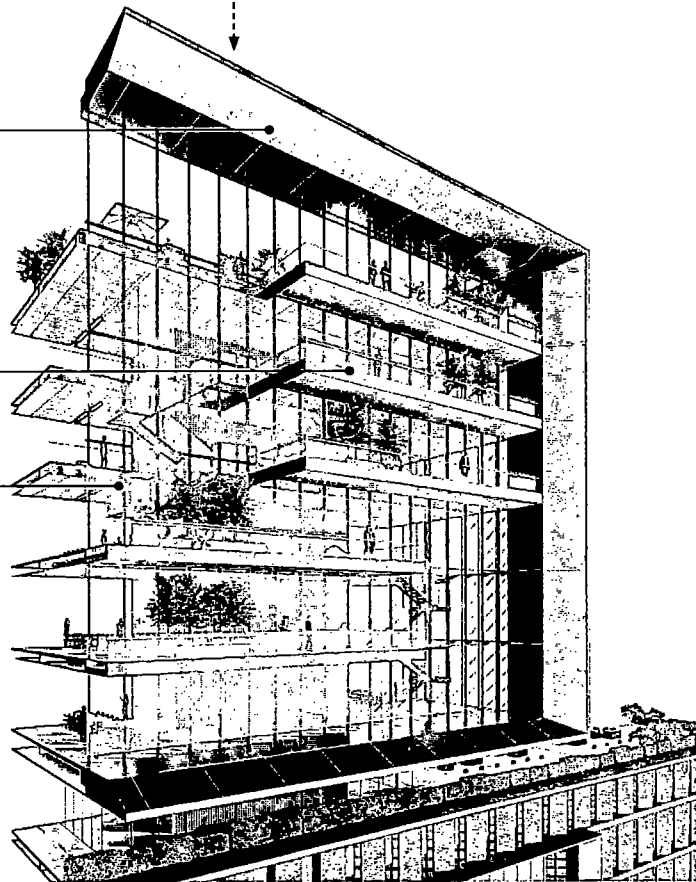
Sub-Parcel 1.B Building: Upper Bar East and West Curtain Wall for Publication
Exhibit 14



Anodized Aluminum Metal
Panel Rainscreen

Outdoor Balconies

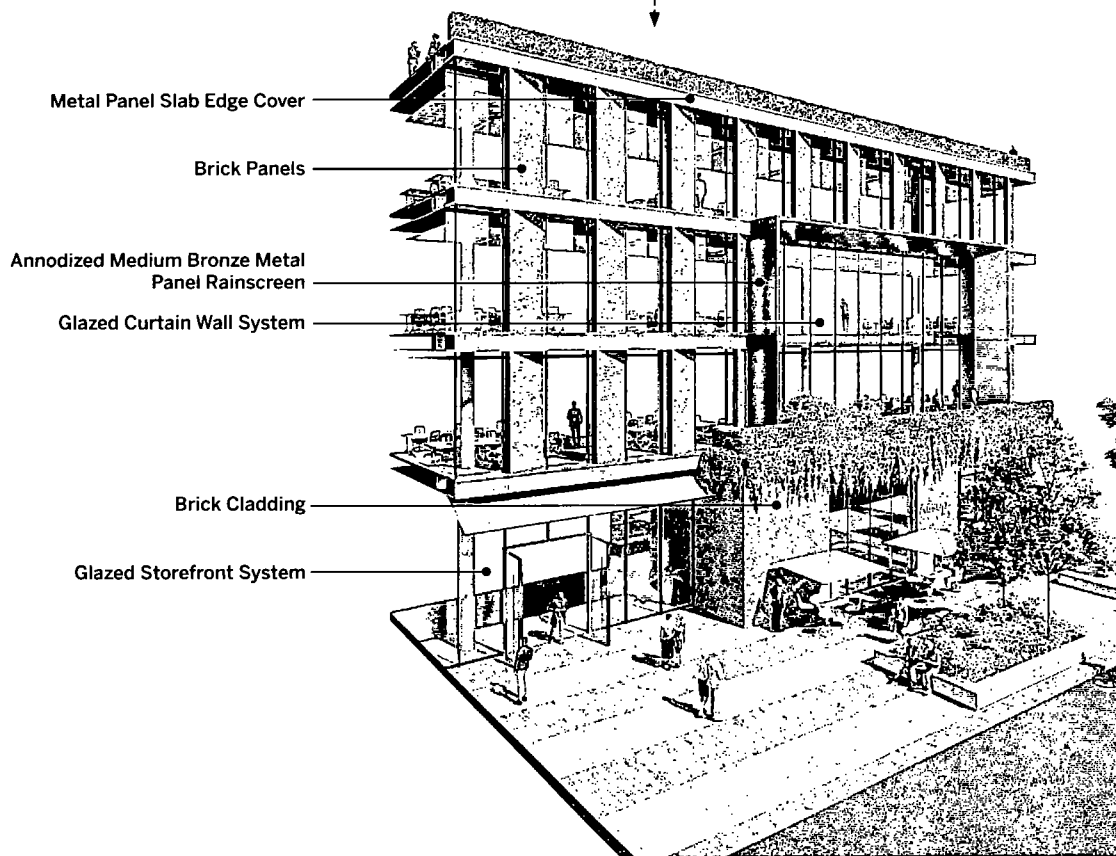
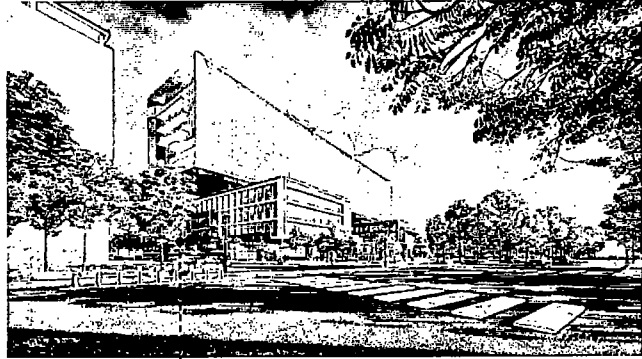
Glazed Curtain Wall System



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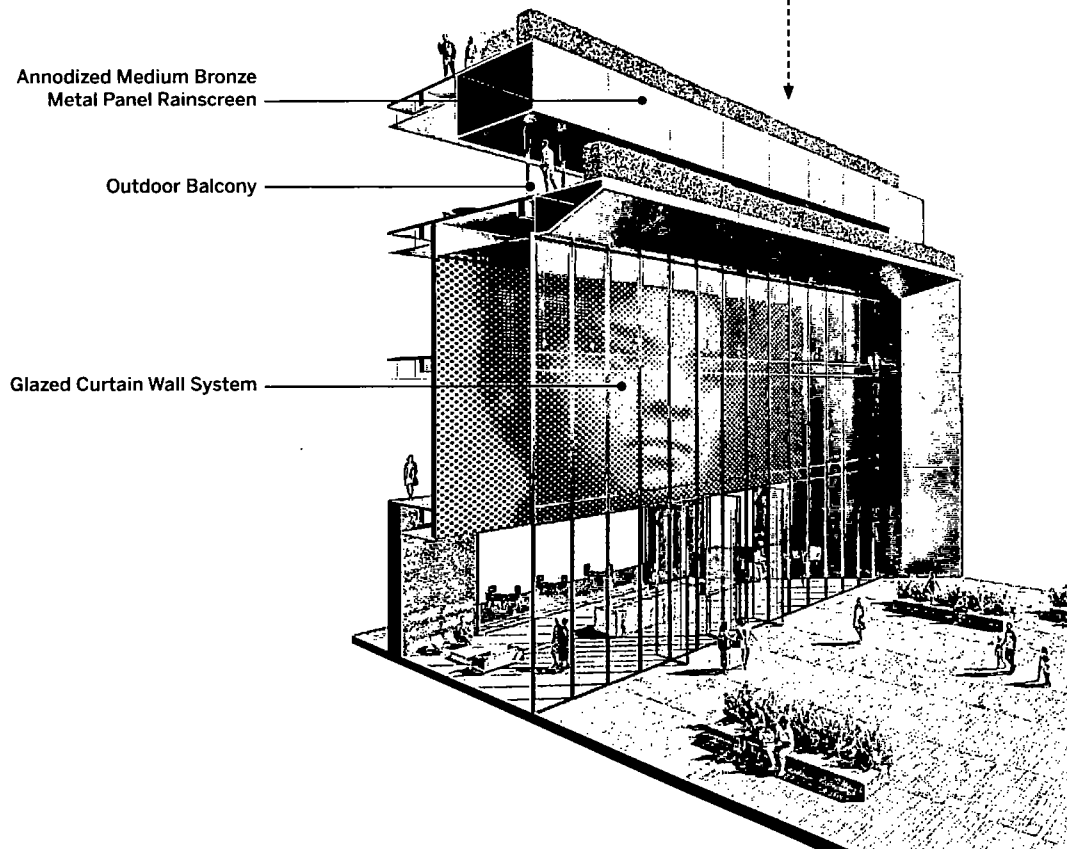
Sub-Parcel 1.B Building: Lower Bars Wall Type
Exhibit 15

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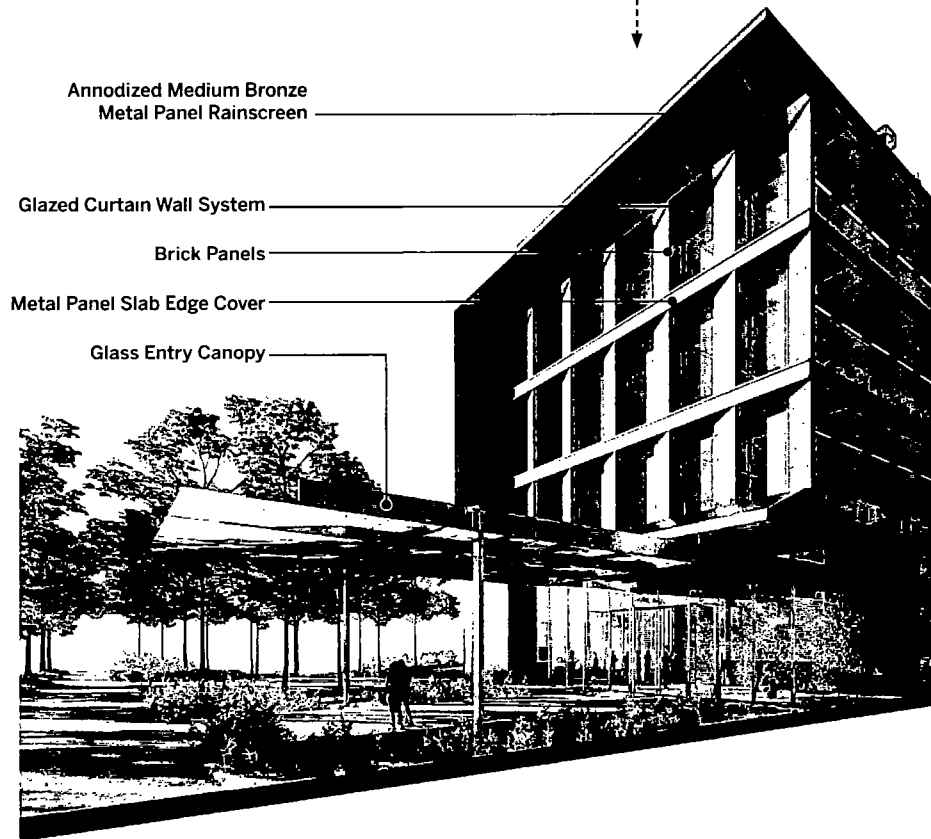
Applicant GRIT Chicago, LLC
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Sub-Parcel 1.B Building: Lower Bar Southeast Corner Wall, Facing South
Exhibit 16



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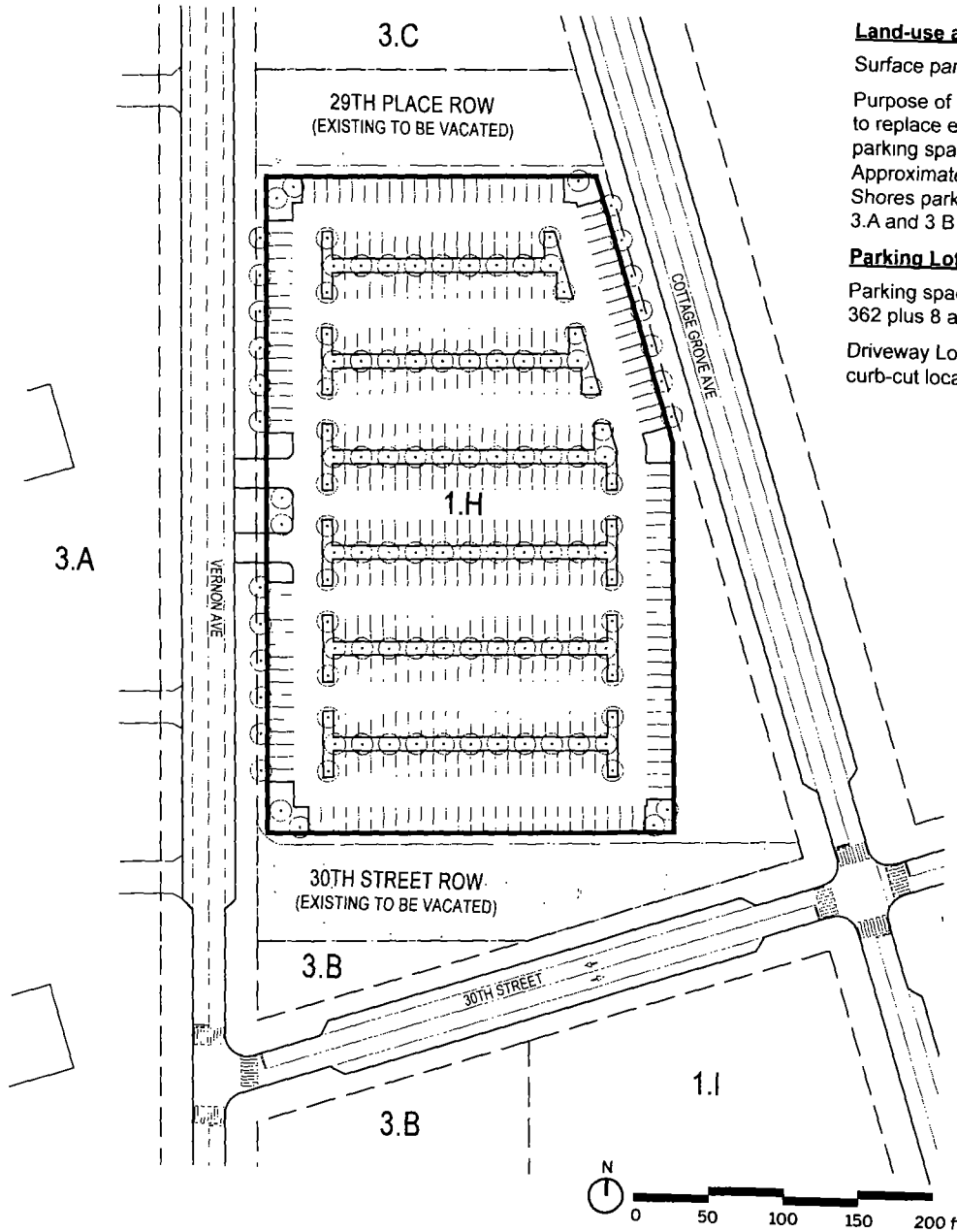
Sub-Parcel 1.B Building: Lower Bar Southeast Corner Wall, Facing East
Exhibit 16A



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 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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**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

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Introduced

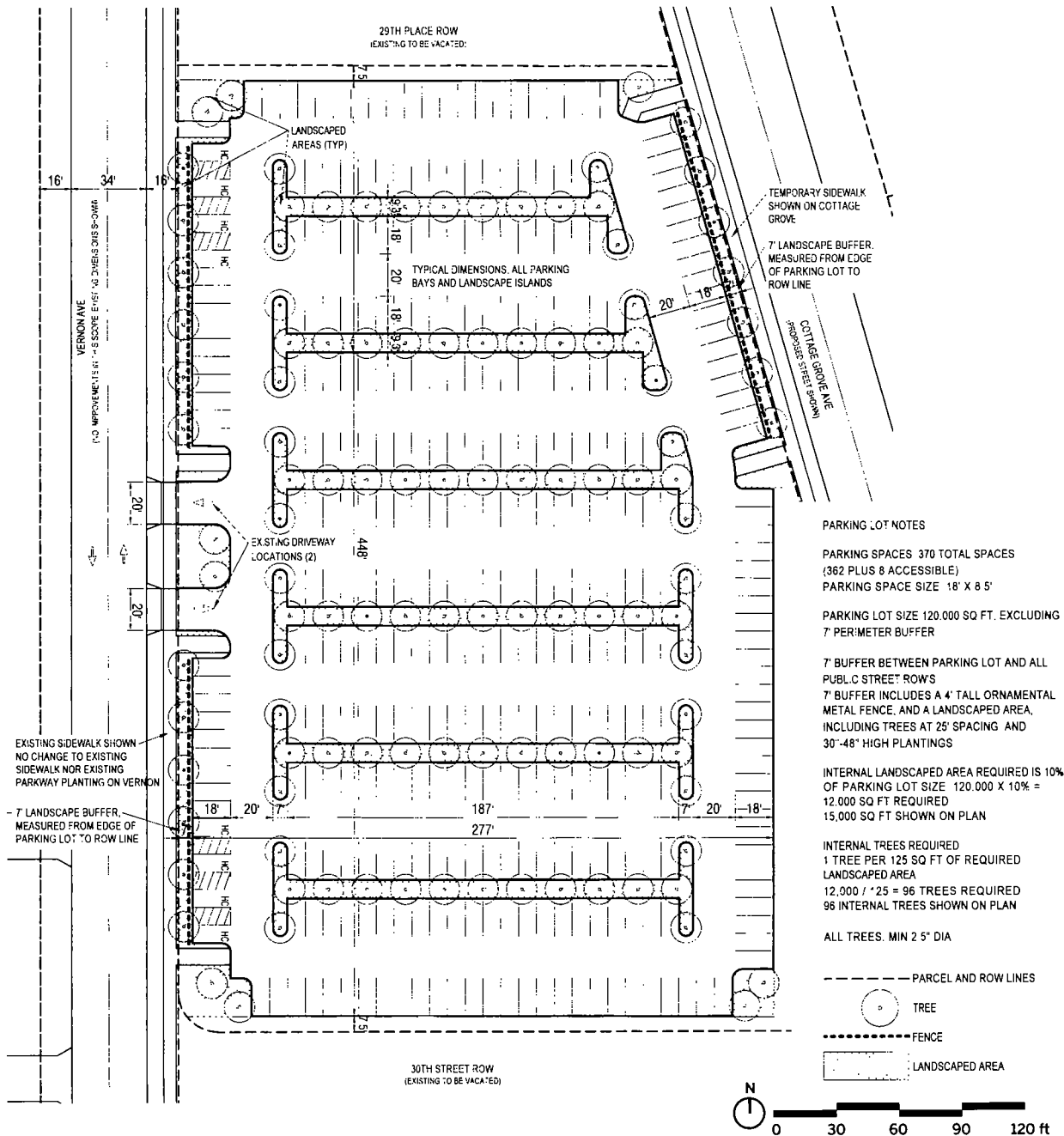
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Plan Commission

February 18, 2021

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

Final for Publication



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1. Introduction

- a. All development must substantially comply with the design standards and guidelines outlined in the Zoning Ordinance, Section 17-8-0900 Standards and Guidelines
- b. The guidelines listed below provide additional standards for buildings and the public realm, to complement the specific context of this planned development. These guidelines also provide a foundation for the review of individual projects to ensure each element within the PD upholds the goals for the entire development
- c. The PD Design Guidelines are intended to provide space for flexibility, creativity and design innovation.
- d. The guidelines support the idea that each building will reflect its own position, program, and function within the development, but will also respect the patterns and relationships with adjacent buildings, open spaces, and the surrounding community
- e. The guidelines support the planned integration and manifestation of public art and wayfinding that relate to Bronzeville Culture, Community, and 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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- 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 29st 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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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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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 curbsless, 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 curbsless; 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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- 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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- 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

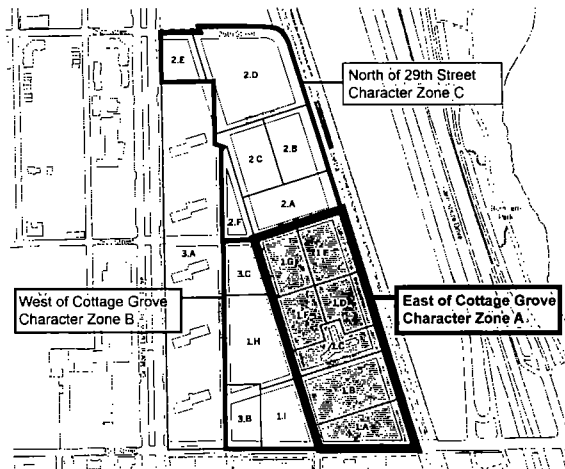
b. East of Cottage Grove: Character Zone A

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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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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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:

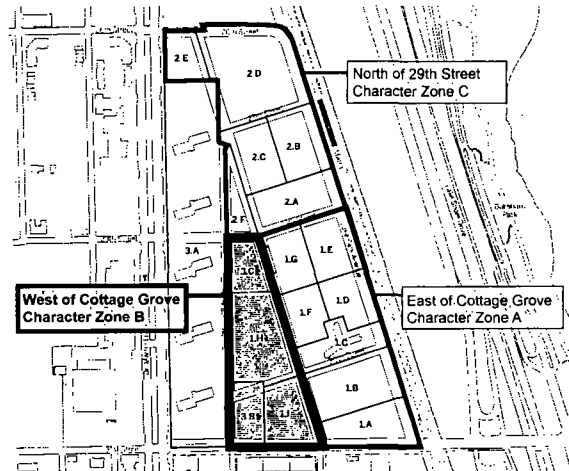
- i. The surrounding on-parcel open spaces will be designed as publicly accessible, programmed, and landscaped areas in concert with the building design.

- 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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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

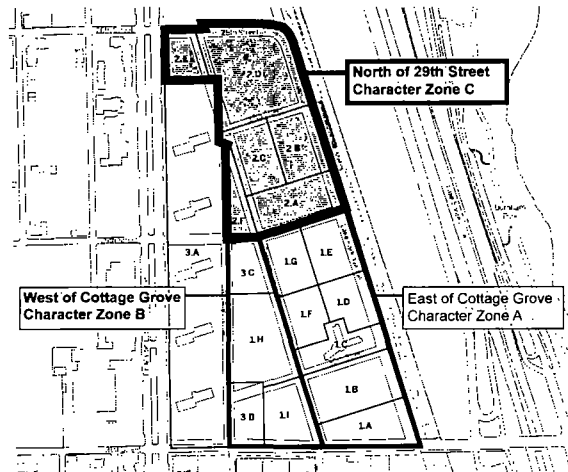
design requires a higher design expectation

- 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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- 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

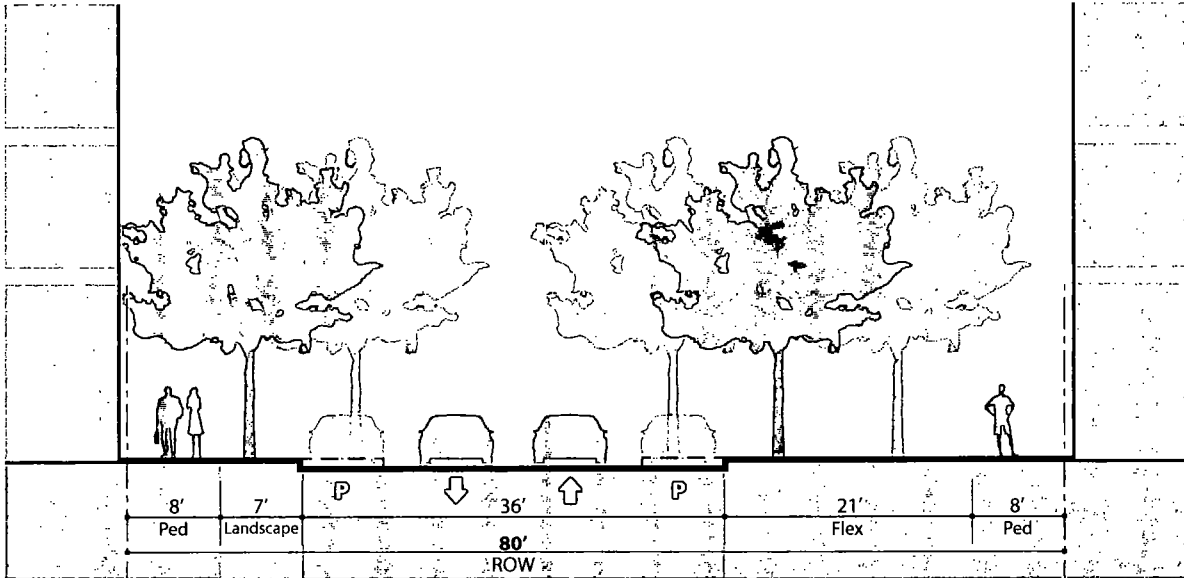
- 1 The materials and detailing will support a pedestrian friendly, human-scale environment and will relate to the Bronzeville history and culture.
- 2 Materials will be selected for sustainability, durability, tactility and diversity.
- 3 Materials that will be utilized include, but are not limited 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.

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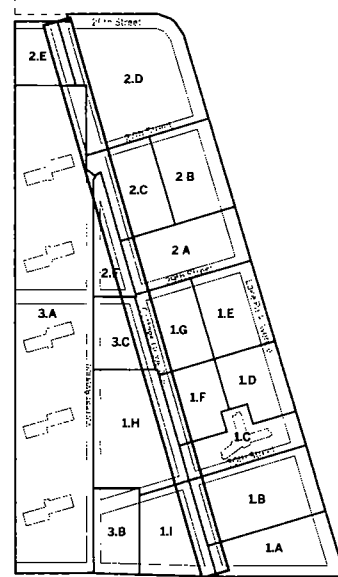
Illustrative Street Sections
Cottage Grove Avenue



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.

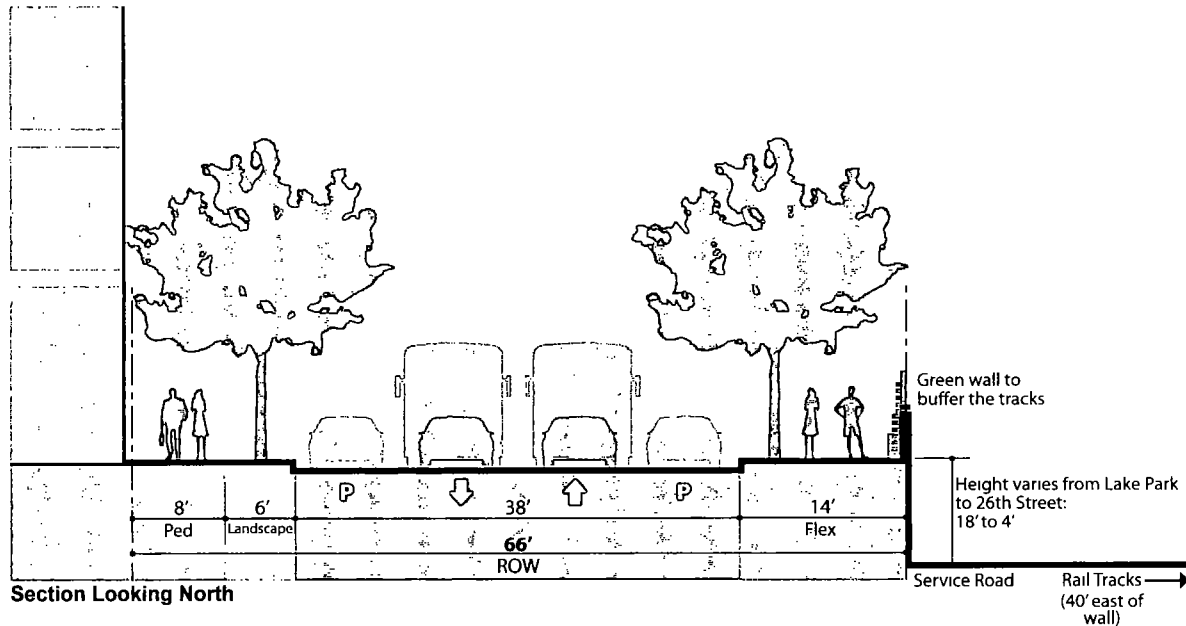


Location Plan

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

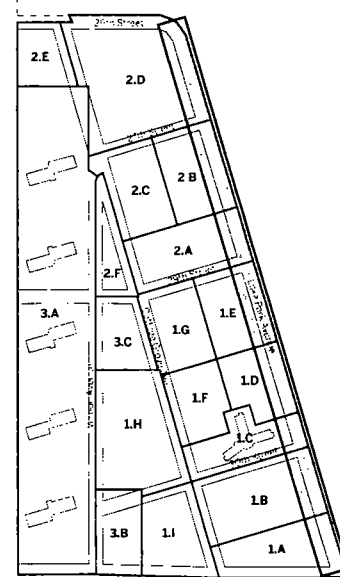
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Illustrative Street Sections
Lake Park Avenue



Street Elements

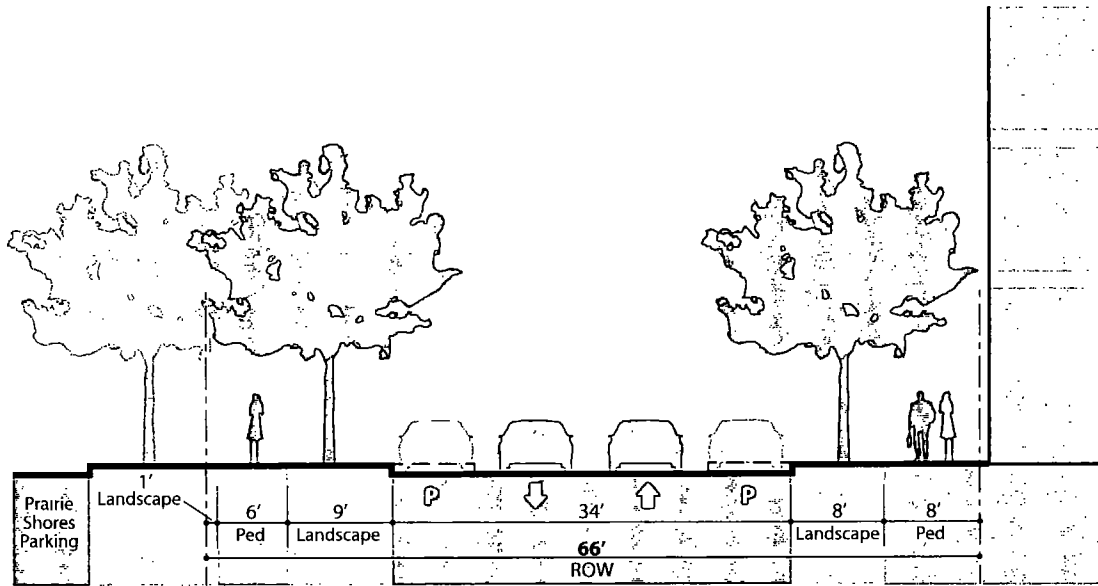
ROW Width	66'
Roadway Width	38' (measured from face of curb)
Travel Lanes	Two-way
Travel Lane Width	11'
Drop-off, Parking Lane Width	8' (will also serve as a bus stop lane)
Landscape Zone Width	6' (including curb zone)
Sidewalk Width	8' min
Bike Lanes	None
Flex Zone	Flex Zone is a combination of landscape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



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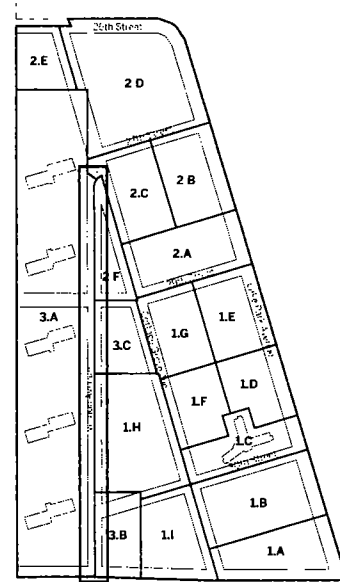
Illustrative Street Sections
Vernon Avenue



Section Looking North

Street Elements

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

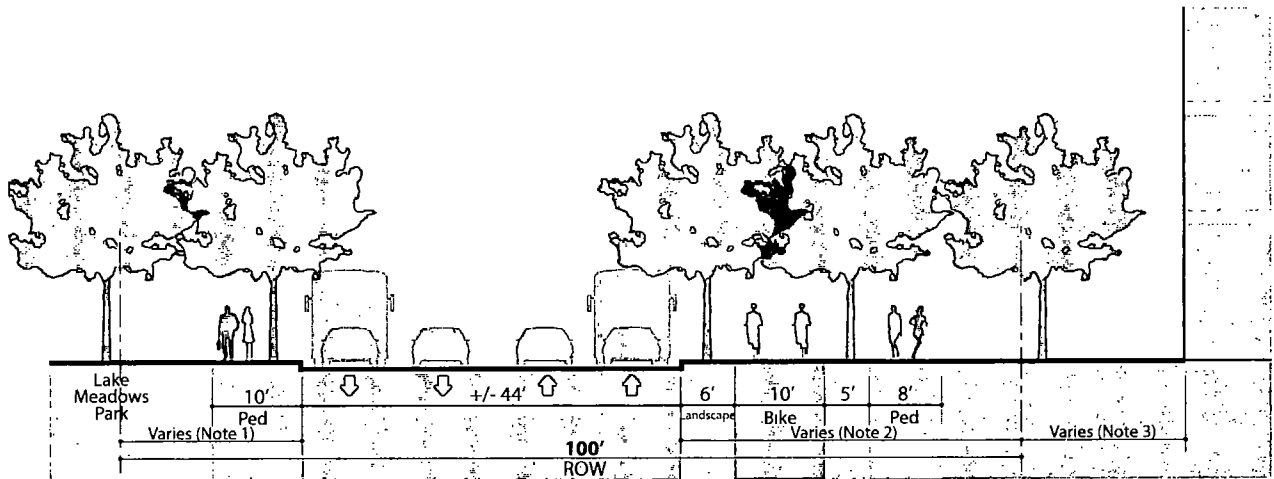


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Illustrative Street Sections
31st Street



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

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

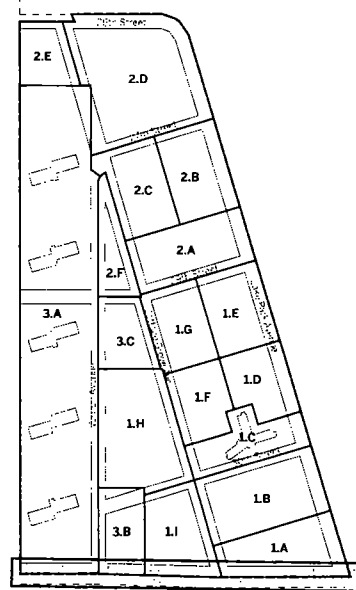
Dimension Note 2 This width varies; no change to existing widths proposed

- 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

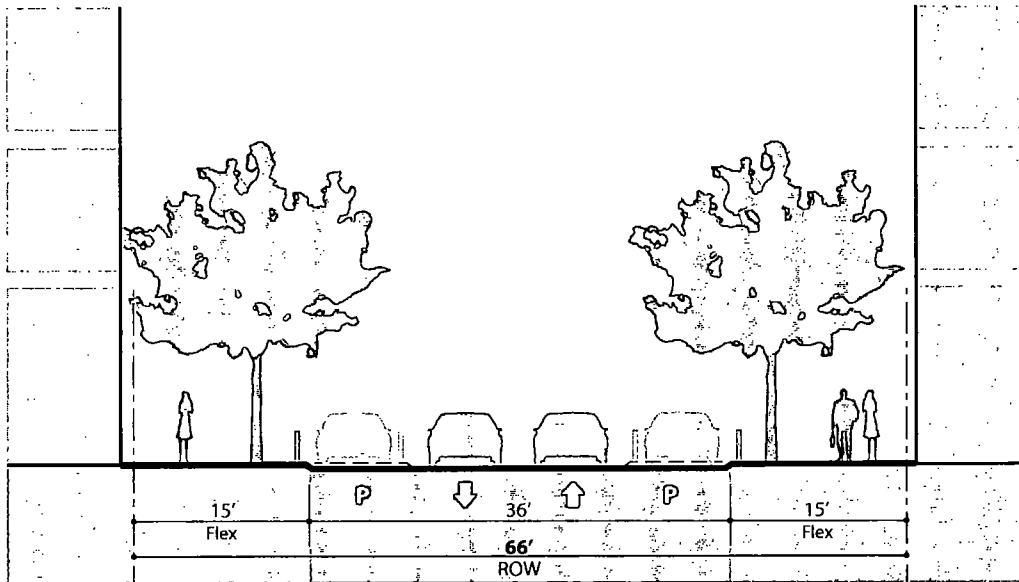
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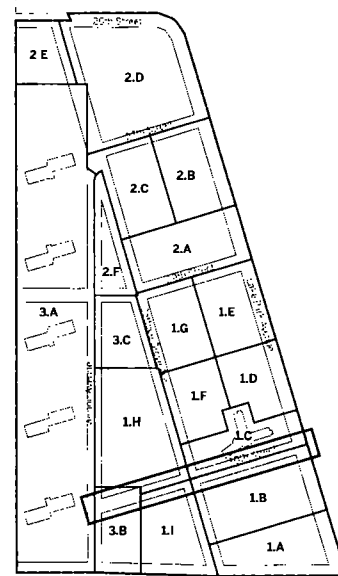
Illustrative Street Sections
30th Street



Section Looking West

Street Elements

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

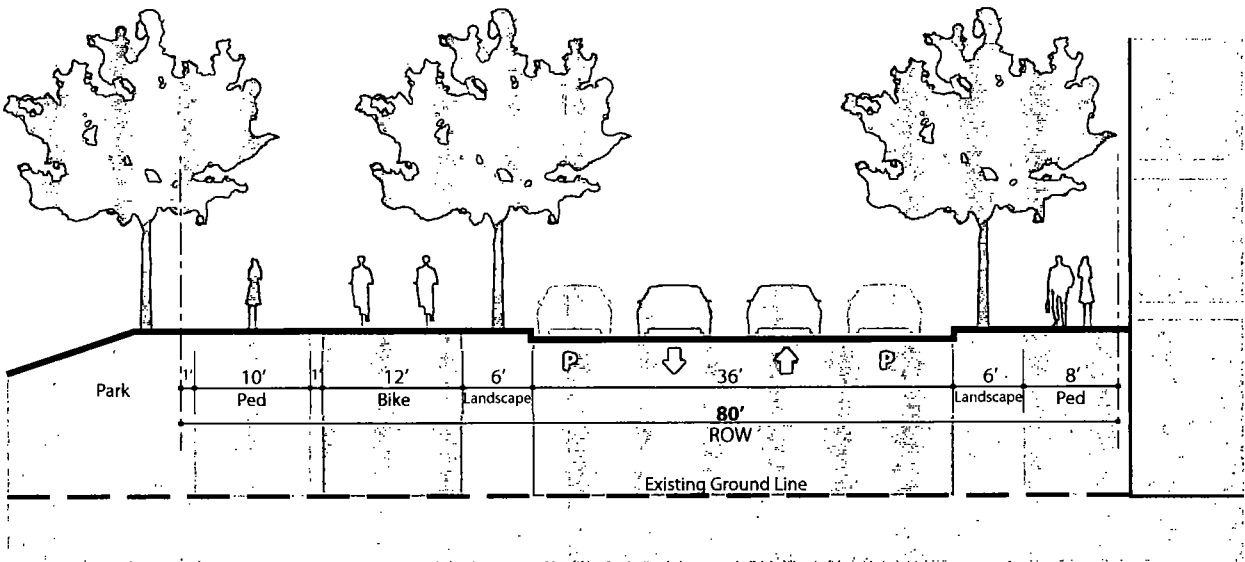


Location Plan

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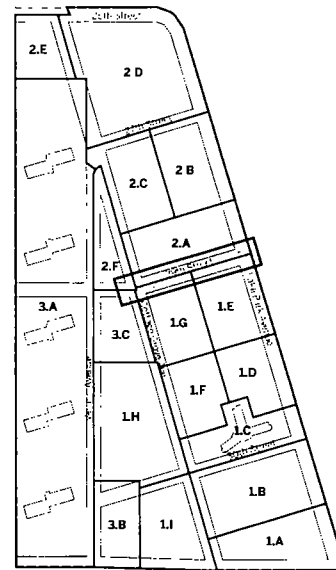
Illustrative Street Sections
29th Street



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.

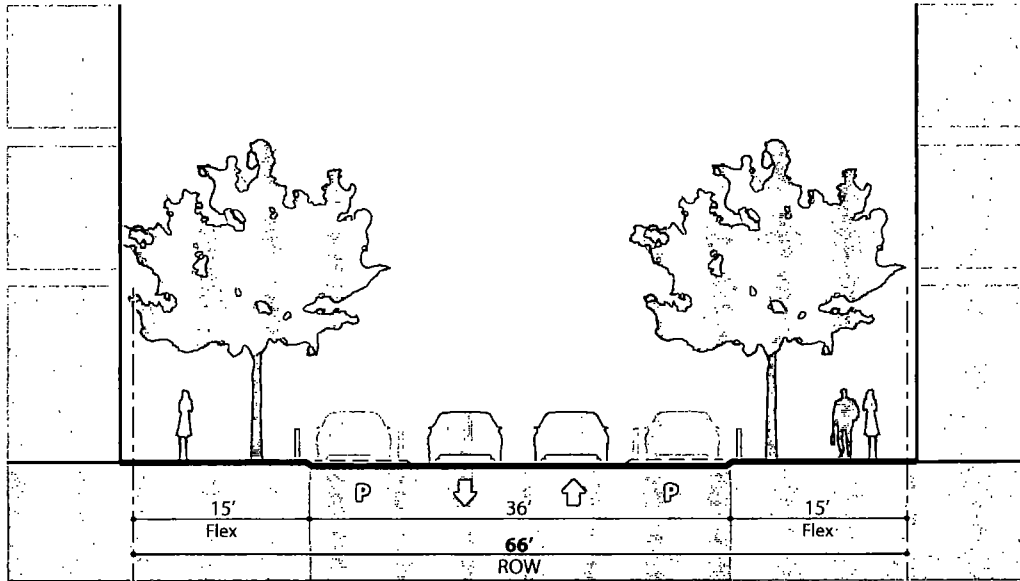


Location Plan

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

Applicant GRIT Chicago, LLC
 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

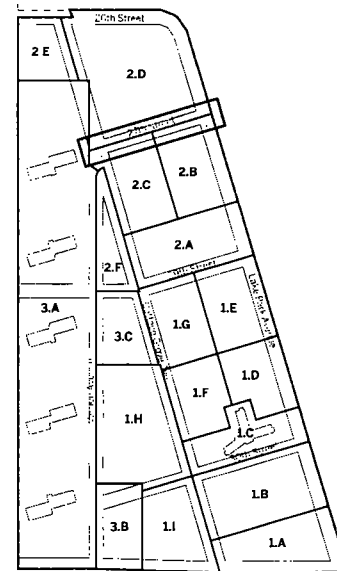
Illustrative Street Sections
27th Street



Section Looking East

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.

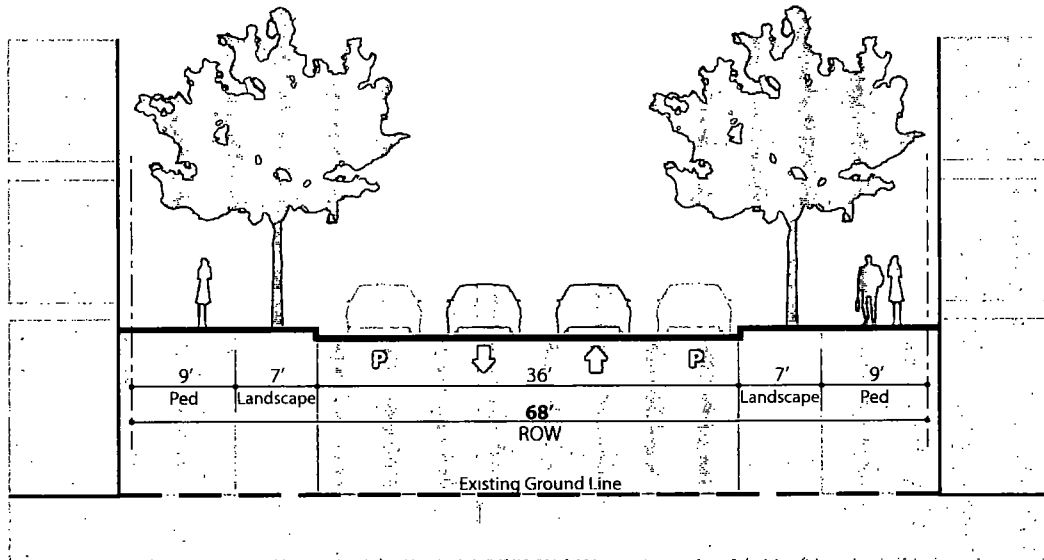


Location Plan

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

Applicant GRIT Chicago, LLC
 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

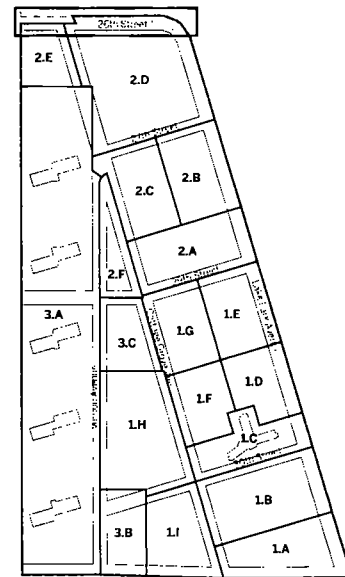
Illustrative Street Sections
26th Street



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

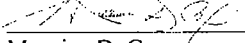
Applicant GRIT Chicago, LLC
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DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

MEMORANDUM

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

From: 
Maurice D. Cox
Chicago Plan Commission

Date: February 18, 2021

Re: Proposed Business Planned Development for the property generally located at 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

On February 18, 2021, the Chicago Plan Commission recommended approval of the proposed business planned development submitted by, GRIT Chicago, LLC. A copy of the proposed planned development is attached. I would very much appreciate your assistance in having this introduced at the next possible City Council Committee on Zoning.

Also enclosed is a copy of the staff report to the Plan Commission which includes the Department of Planning and Development, Bureau of Zoning and Land Use recommendation and a copy of the resolution. If you have any questions in this regard, please do not hesitate to contact me at 744-9476.

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