Consultant Team:

SCB

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site design group, ltd.
urban design | landscape architecture | architecture
District Overview: The Illinois Medical District (IMD) is located within two miles of Chicago’s downtown Loop and is the largest urban medical district in the country. This special-use zoning district consists of 560 acres of medical research facilities, laboratories, biotech business incubators, raw development land, universities, and more than 40 healthcare related facilities. The District is a 24/7/365 environment that includes four world-class medical centers and hospitals, with convenient access to public transportation and major expressways. The Illinois Medical District Commission (IMDC) fosters economic growth of the IMD partners by supporting healthcare, research, program, technology commercialization, and real estate development initiatives. The IMDC facilitates collaboration among clinicians, academic researchers, private industry and patients, acting as an independent third party convener that brings institutions and individuals together around common needs, goals, and themes. Our mission is to be a leader in patient care and medical research utilizing our diversity and unique assets while driving economic growth.
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PURPOSE OF THE DESIGN GUIDELINES

The 2016 IMD Master Plan provides District leadership with a comprehensive list of goals, strategies, and policies to help shape the future development of the District. This Design Guidelines document compliments the Master Plan by providing tools for leadership to implement the public realm, landscape, and development goals of the Master Plan.

The Design Guidelines are divided into two sections; Buildings + Massing which outlines recommendations for the design and placement of buildings on development parcels, and Landscape, Streetscape, + Parks, which provides guidance for enhancing the District public realm.

The purpose of these Design Guidelines is to promote world class development within the IMD to support an inviting urban sense of place and branded identity. These Design Guidelines are intended to ensure urban style development, defined by buildings that activate the street, with coordinated landscape and streetscape that encourages walkability and provides opportunities to improve the visitor, patient, and employee experience.
Objective

Building design is a key element of the built environment that contributes to the overall success of an urban district. These Design Guidelines are crafted to function in harmony with the City of Chicago Streetscape Standards to establish a cohesive District with urban buildings and streetscapes that define the edge of the street, encourage pedestrian activity, and promote active ground floor uses.

1.1 Building Orientation

1.1.1 To establish a cohesive street-wall, buildings should occupy a minimum of 50% of the parcel frontage along the Primary Street.* (Refer to the Primary Streets Diagram on page 9 and build-to-line requirements in Section 1.9).

1.1.2 All buildings should be oriented to create an urban streetwall, with the main building entrance adjacent to the Primary Street.

1.2 Building Height

1.2.1 Primary Street frontages should have at least two levels of occupied space along the public street frontage and a minimum building height of 26 feet.

1.3 Facade Treatment and Ground Floor Fenestration

1.3.1 All developments should have active uses on the ground floor along the Primary Street (including, but not limited to lobbies, reception areas, retail, restaurants, cafeterias, and employee lounges).

1.3.2 Entries to the ground floor of buildings should be at grade and open directly onto the Primary Street.

1.3.3 A minimum of 50% of the ground floor facade should be transparent along the Primary Street frontage.

Treatment of Building Entrances and Setbacks

*See diagram on the facing page: Arterial Streets, Pedestrian / Cyclist Corridors, and Retail Streets are considered “Primary Streets”.

This building is not oriented toward the public street, the entrance location is not clear, and there is no transparency in the facade at the ground level. The building is set back too far from the sidewalk and lacks landscaping.

The main street frontage of this building is well landscaped, with opportunities for stormwater infiltration, low water use plants, and is oriented to the public way. It also provides benches and pedestrian scaled lighting along the sidewalk.
Future Massing and Density Goals

Master Plan Vision: As part of the master planning process, concepts for the future density of the District were developed and illustrated above in blue. This conceptual model visualizes the potential of the District to become a denser, more vibrant urban medical district. The massing concepts show additional building height at key District gateways and at major arterial intersections. Floor to Area Ratios, building massing, and allowable heights are regulated by PD #30.
Addressing the Public Way

The massing and main entrance in this example is not oriented towards the public street frontage. The building does not support the activity of the street nor define the edge of the public realm.

This office building entrance is clearly identified by both the architecture and the entrance canopy. The entrance and the building facade are transparent, inviting, and help to define the urban street wall.

Master Plan Redevelopment Concepts

Master Plan Vision: This concept illustration from the 2016 IMD Master Plan illustrates the transformation of Harrison Street (existing condition shown in top image) into a pedestrian friendly, multi-modal urban street lined with institutional, educational, and research uses.
Service Areas and Refuse Handling

This cooking oil bin and dumpster are not screened from public view and present a poor image for the District.

This service area is screened from the public right of way on an internal street. Landscaping on both sides of the service-access street acts as a pedestrian buffer.

Diagram A
Future Retail Supporting Zones
1.4 Location of Service Areas
1.4.1 Loading docks, refuse handling areas, and delivery areas should not be located along the Primary Street.

1.4.2 Loading docks, refuse handling areas, and delivery areas should not be directly visible from the pedestrian way on the Primary Street.

1.4.3 Loading docks, refuse handling areas, and delivery areas should incorporate visual architectural screening and/or a planted landscape buffer to conceal these areas from view on the Primary Street.

1.5 Location of Visitor Drop-off Areas
1.5.1 Visitor drop-off areas may be located within a building setback, but should not disrupt or restrict pedestrian circulation.

1.5.2 Off-street drop-off areas should not be located within future or existing Retail Zones (see Diagram A).

1.6 Parking Entrances
1.6.1 Parking entrance drives should be shared, to reduce the quantity of curb cuts needed.

1.6.2 Curb cuts for parking structures/lots should not be located less than 80 feet apart.

1.6.3 Pedestrian safety should be considered in the design of parking entrance drives and may include special paving at the sidewalk crossing, traffic warning strips to slow traffic, and pedestrian warning signage.

1.7 Parking Structure Facades
1.7.1 Parking Structure exteriors should be covered with an architectural façade that conceals the parking from view of the Primary Street frontage.

1.7.2 Where possible, parking structures should have active ground floor uses, such as retail, offices, or lobbies along the Primary Street.

1.7.3 Where active ground floor uses are not possible, additional landscaped buffering should be planned between the sidewalk and the parking structure façade.

1.8 Location of Surface Parking
1.8.1 Extensive surface parking should be avoided within the District. Parking structures that are shared between multiple institutions and that utilize the proposed District Shuttle Loop system are preferred.

1.8.2 In instances where surface parking is the only available option, it should be located at the rear of the parcel, not along the Primary Street (see Diagram L).

1.8.3 Surface parking for new developments should not be located along areas identified as Retail Zones (see Diagram A).

1.8.4 Surface parking lots should meet minimum landscape standards and stormwater control requirements (see Diagrams K and L).
1.9 Build-To-Lines

Objective

A build-to-line is used to define a building setback along the street frontage (see Diagram C). These requirements will ensure that future developments create buildings in a more urban configuration that activate and define the edge of the street.

1.9.1 A build-to-line indicates the facade location and dimension the building is set back from the property line (refer to specific distances shown in Diagram B).

1.9.2 Where a build-to-line is identified, a minimum of 50% of the building frontage should be built to that line.

1.9.3 Up to 50% of the building façade may be setback, but should not be recessed more than 10 feet from the build-to-line.

1.9.4 Active ground floor uses along the Primary Street frontage is encouraged and should be characterized by transparent storefront-style facades, pedestrian scaled signage, and entries that open directly on the street.

1.10 Site Coverage and Density

To support the goals of the IMD Master Plan, maximum site coverages are no longer relevant within the District. Developments should include extensive urban streetscape and landscape as outlined in the IMD Master Plan and this document, but are not restricted to specific amounts of site covered by built area, except that as regulated by the Floor to Area Ratios outlined in Planned Development #30 and City of Chicago landscape or stormwater ordinances.
Diagram D
Typical Institutional Street with 8’-10’ Build-To-Line
(Harrison Street Shown)

- Setback planted zone, entry, pedestrian amenities or sidewalk cafe
- Dedicated bike lanes
- Pedestrian scaled light fixtures
- Architectural features to denote the entry location

Diagram E
Typical Retail Street with 6’ Build-To-Line
(Polk Street Shown)

- Setback zone used as a sidewalk cafe helps to activate the street
- Dedicated bike lanes
- Planters along the curb with street trees
- Awnings along retail storefronts shade the street and provide opportunity for branding
Treatment of Facades and Setbacks

This street frontage lacks architectural interest and pedestrian amenities. There is inadequate landscape and the entry is neither well marked nor inviting.

This street frontage has architectural features to denote the entry, low pedestrian-scaled signage, transparent glass facade, and planters along the sidewalk.

Retail Streets / Active Ground Floor Uses

This building example doesn’t provide transparency along the public realm and places surface parking along the primary street frontage.

Active uses along the street should compliment the office or medical uses and provide much needed employee amenities. This example shows a fast, casual lunch spot for employees and residents of the neighborhood.
Large scale signage is appropriate for major District gateways

Buffer zone along building can be used for plantings, entries, and/or sidewalk cafes

Diagram F
Damen Avenue Concept with 10’ Build-To-Line and the Linear Wellness Park

Diagram G
Typical Arterial Street with 8’ Build-To-Line (Ogden Avenue shown)
Landscape Within the Setback

This example illustrates a building with an excessive setback and surface parking along the street without a landscaped buffer.

This building is built close to the sidewalk, but with a small setback to provide additional streetscape and a zone for bike storage, stormwater collection, and a welcoming entry.

Scale / Proportion of Setbacks

This example shows a building built too close to the sidewalk, leaving no space for proper streetscape or street trees.

This appropriately scaled setback allows for a small planted area along the building facade and small-scale signage. The additional public realm space also provides the opportunity for bike storage.
Open Space Activation Concept:
Shown above is a concept from the 2016 IMD Master Plan which proposes reactivating the existing open space along Damen Avenue into a new linear park with fitness activities, therapeutic gardens, and other health related programming.

Urban Gathering Places:
The 2016 IMD Master Plan also includes a concept (shown below) for a new plaza / park at Ogden Avenue and Polk Street. The proposed park would accommodate a variety of programming throughout the year and would provide a much needed gathering place for residents and employees of the District.
2.0 LANDSCAPE, STREETSCAPE, + PARKS

Objective
Modernization of the District’s public realm through the creation of vibrant landscaped spaces, walkable streets, and linear parkways will require the coordinated effort of the IMD stakeholders. The following landscape recommendations and strategies will ensure that future developments support a pleasant public realm that is inviting, provides a sense of place, and promotes pedestrian activity.

2.1 Property Lines, Fencing and Landscape Buffers
2.1.1 Property line fencing may be used to help define the public realm of the street in areas where buildings are setback from the sidewalk greater than eight feet.

2.1.2 Property line fencing should be set back from interior edge of the sidewalk a minimum of four feet. This setback should be landscaped with low hedges or decorative plantings. Trees and/or other landscaping is encouraged surrounding fenced frontages (see Diagrams H, I, and J).

2.1.3 Chain-link style fencing should not be used along the Primary Street frontage.

2.1.4 Property line fencing should not exceed a height of four feet.

2.1.5 Property line fencing should not be used in areas identified in Diagram A for future ground floor retail uses.
Diagram H
Typical Street Section - 6ft Setback

Diagram I
Typical Street Section - 8 to 10ft Setback

Diagram J
Typical Street Section - 10ft and Greater Setback
2.2 Treatment of Setbacks and Other Planted Areas

2.2.1 Existing setbacks and setbacks that are greater than 20 feet in depth from the sidewalk edge should be landscaped with a variety of plantings and trees (shown in Diagram J).

2.2.2 Other required setbacks (see Diagram B) should be landscaped to compliment the scale of the building entries, with multi-level plantings, bollard style lighting, and small scale signage (shown in Diagram I).

2.2.3 Surface parking areas should be designed with landscape buffers, street trees, and streetscape (shown in Diagrams K and L).
Diagram K
Landscaping for Surface Parking Areas

Diagram L
Typical Surface Parking Plan

15 parking spaces
(120’ maximum)

5’ minimum landscape area with continuous hedge (36” - 48” mature / maintained height)

Sight triangle
No landscape above 30” in height is to be located within a 12’ sight triangle as measured from the right-of-way.

Driveway

48” ORNAMENTAL GRASS BEDS
ORNAMENTAL SHRUBS REQUIRED BY ORDINANCE
6” GROUNDCOVER

7` minimum perimeter landscape area

18’ TYP
11’ TYP
5’ TYP

15’ H SITE LIGHTING

5’ minimum landscape area with continuous hedge, 30” - 48” high

Ornamental metal fencing, 4’ min. height

Continuous screening hedge, 30” - 48” high

18’ TYP

Tree in Parkway Landscape Area

Perimeter Landscape Area

ADA Parking Stall

ADA Parking Sign

Landscaping for Surface Parking Areas

Typical Surface Parking Plan

250 SF +/- island

6” GROUNDCOVER

ORNAMENTAL SHRUBS REQUIRED BY ORDINANCE

48” ORNAMENTAL GRASS BEDS

5’ SETBACK

PARKING R.O.W. PARKING LOT

Diagram L
Typical Surface Parking Plan

15 parking spaces
(120’ maximum)

5’ minimum landscape area with continuous hedge, 30” - 48” high

Ornamental metal fencing, 4’ min. height

Continuous screening hedge, 30” - 48” high

18’ TYP

Tree in Parkway Landscape Area

Perimeter Landscape Area

ADA Parking Stall

ADA Parking Sign

Landscaping for Surface Parking Areas

Typical Surface Parking Plan

250 SF +/- island

6” GROUNDCOVER

ORNAMENTAL SHRUBS REQUIRED BY ORDINANCE

48” ORNAMENTAL GRASS BEDS

5’ SETBACK

PARKING R.O.W. PARKING LOT
The edges of parking areas should have extensive landscaping to help reduce heat island effect and stormwater run-off. This example shows the inclusion of a bioswale that helps rainwater infiltrate on-site.

Parking built along a sidewalk without a zone for planting provides little shade or comfort for pedestrians.

An ornamental fence and a multi-level landscaped zone along the parking area help define the street edge.

This example lacks an adequate landscape buffer for the edge of the surface parking area.
2.3 Planting Palettes

2.3.1 Recommended Plantings: A matrix of preferred tree and plant species for landscaping within the IMD is shown in sections 2.3.4 and 2.3.6. These plant types support the goals of the Master Plan to create contemporary and sustainable landscaped spaces throughout the District.

A list of trees to avoid is shown in section 2.3.5. These species are undesirable and routinely present maintenance issues such as brittle wood, pest problems, or problematic fruit.

2.3.2 All invasive plant species should be avoided. More information regarding invasive species can be found on the Chicago Botanic Garden website.

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Recommended Cultivars</th>
<th>Maximum Size</th>
<th>Tolerates Sidewalk Cutout</th>
<th>Spring Planting Recommended</th>
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</thead>
<tbody>
<tr>
<td>Maple, Hedge</td>
<td>Acer campestre</td>
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<td>Maple, Miyabei</td>
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<td>Morton</td>
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<td>Maple, Sugar</td>
<td>Acer saccharum</td>
<td>Fall Fiesta, PNI 0285</td>
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<td>Freeman Maple</td>
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<td>Buckeye, Ohio</td>
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<td>Apple Serviceberry</td>
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<td>Hornbeam, European</td>
<td>Carpinus betulus</td>
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<td>Hackberry</td>
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<td>Ginkgo (male only)</td>
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<td>Honeylocust (thornless)</td>
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<td>London Planetree</td>
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<td>Oak, Hill's</td>
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<td>Japanese Tree Lilac</td>
<td>Syringa reticulata</td>
<td>Ivory Silk, Summer Snow</td>
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<td>Baldcypress</td>
<td>Taxodium distichum</td>
<td>Shawnee Brave</td>
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<td>Linden, American</td>
<td>Tilia americana</td>
<td>American Sentry, Redmond</td>
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<td>Elm, American</td>
<td>Ulmus americana</td>
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<td>Elm, Hybrid</td>
<td>Ulmus x sp.</td>
<td>Morton Glossy, Morton</td>
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<td>Zelkova</td>
<td>Zelkova serrata</td>
<td>Musashino, Village Green</td>
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</tbody>
</table>
# 2.3.5 Tree Species to Avoid

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
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<tbody>
<tr>
<td>Ash</td>
<td><em>Fraxinus Spp.</em></td>
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<tr>
<td>Black Locust</td>
<td><em>Robinia Spp.</em></td>
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<tr>
<td>Black Walnut</td>
<td><em>Juglans Nigra</em></td>
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<tr>
<td>Box Elder</td>
<td><em>Acer Negundo</em></td>
</tr>
<tr>
<td>Cottonwood, Poplar, Aspen</td>
<td><em>Populus Spp.</em></td>
</tr>
<tr>
<td>Female Gingko</td>
<td><em>Gingko Biloba (female)</em></td>
</tr>
<tr>
<td>Mulberry</td>
<td><em>Morus Spp.</em></td>
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<tr>
<td>Norway Maple</td>
<td><em>Acer platanoides</em></td>
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<tr>
<td>Osage Orange</td>
<td><em>Maclura Pomifera</em></td>
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<tr>
<td>Siberian Elm</td>
<td><em>Ulmus Pumila</em></td>
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<td>Silver Maple</td>
<td><em>Acer Saccharinum</em></td>
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<tr>
<td>Slippery Elm</td>
<td><em>Ulmus Rubra</em></td>
</tr>
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</table>

![Tree Species to Avoid](https://example.com/tree-species.png)

- Osage Orange Tree
- Silver Maple Tree
- Female Gingko Tree
### 2.3.6 Recommended Plant List

<table>
<thead>
<tr>
<th><strong>Common Name</strong></th>
<th><strong>Scientific Name</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EVERGREEN SHRUBS</strong></td>
<td></td>
</tr>
<tr>
<td>Holly, China Boy or China Girl</td>
<td><em>Ilex x meserveae 'China Boy' or 'China Girl'</em></td>
</tr>
<tr>
<td>Yews (Low, horizontally branching varieties)</td>
<td><em>Taxus spp.</em></td>
</tr>
<tr>
<td>Mugo Pine</td>
<td><em>Pinus mugo</em></td>
</tr>
<tr>
<td>Ink Berry</td>
<td><em>Ilex glabra</em></td>
</tr>
<tr>
<td>Junipers (Low, spreading varieties)</td>
<td><em>Juniperus spp.</em></td>
</tr>
<tr>
<td>False Cypress</td>
<td><em>Chamaecyparis spp.</em></td>
</tr>
<tr>
<td>White Pine (dwarf or shrub cultivars)</td>
<td><em>Pinus strobus</em></td>
</tr>
<tr>
<td><strong>DECIDUOUS SHRUBS</strong></td>
<td></td>
</tr>
<tr>
<td>Alpine Currant</td>
<td><em>Ribes alpinum</em></td>
</tr>
<tr>
<td>Viburnums (compact or native varieties)</td>
<td><em>Viburnum spp.</em></td>
</tr>
<tr>
<td>Cotoneasters</td>
<td><em>Cotoneaster spp.</em></td>
</tr>
<tr>
<td>Dwarf Bush Honeysuckle</td>
<td><em>Diervila lonicera</em></td>
</tr>
<tr>
<td>Gro-low Sumac</td>
<td><em>Rhus aromatica 'Gro-low'</em></td>
</tr>
<tr>
<td>New Jersey Tea</td>
<td><em>Ceanothus americanus</em></td>
</tr>
<tr>
<td>Ninebark</td>
<td><em>Physocarpus opulifolius</em></td>
</tr>
<tr>
<td>Slender Deutzia</td>
<td><em>Deutzia gracilis</em></td>
</tr>
<tr>
<td>Spireas</td>
<td><em>Spirea bumalda, japonica, nipponica</em></td>
</tr>
<tr>
<td>Spicebush</td>
<td><em>Lindera benzoin</em></td>
</tr>
<tr>
<td><strong>GROUND COVERS</strong></td>
<td></td>
</tr>
<tr>
<td>Astilbe</td>
<td><em>Astilbe chinensis</em></td>
</tr>
<tr>
<td>Bugleweed</td>
<td><em>Ajuga reptans</em></td>
</tr>
<tr>
<td>English Ivy</td>
<td><em>Hedera helix</em></td>
</tr>
<tr>
<td>Bearberry</td>
<td><em>Arcostaphylos uva-ursi</em></td>
</tr>
<tr>
<td>Carpathian Bellflower</td>
<td><em>Campanula carpatica</em></td>
</tr>
<tr>
<td>Creeping Phlox</td>
<td><em>Phlox subulata</em></td>
</tr>
<tr>
<td>Daylilies</td>
<td><em>Hemerocallis spp.</em></td>
</tr>
<tr>
<td>Hosta</td>
<td><em>Hosta spp.</em></td>
</tr>
<tr>
<td>Japanese Spurge</td>
<td><em>Pachysandra terminalis</em></td>
</tr>
<tr>
<td>Lily turf</td>
<td><em>Liriope spp.</em></td>
</tr>
<tr>
<td>Lily of the Valley</td>
<td><em>Convallaria majalis</em></td>
</tr>
<tr>
<td>Violets</td>
<td><em>Viola spp.</em></td>
</tr>
<tr>
<td>Wild Ginger</td>
<td><em>Asarum canadense</em></td>
</tr>
<tr>
<td><strong>GRASSES</strong></td>
<td></td>
</tr>
<tr>
<td>Fountain grass</td>
<td><em>Pennisetum alopecuroides</em></td>
</tr>
<tr>
<td>Little bluestem</td>
<td><em>Schachryium scoparium</em></td>
</tr>
<tr>
<td>Prairie dropseed</td>
<td><em>Sporobolus heterolepis</em></td>
</tr>
<tr>
<td>Karl Forester Grass</td>
<td><em>Calamagrostis acutiflora 'Karl Forester'</em></td>
</tr>
</tbody>
</table>
2.4 Lighting

2.4.1 Pedestrian-scaled lighting should be used along the public street frontage throughout the District to improve safety and wayfinding.

2.4.2 City standard light fixtures should be used to extend the lighting character of existing streets, especially along major arterial roadways such as Roosevelt Road, Damen Avenue, and Ogden Avenue.

2.4.3 Other, more contemporary lighting fixture styles (as shown in examples below) are recommended for open spaces, courtyards, and off-street pedestrian paths to add interest, and a more modern feel to these places. One alternative lighting style should be determined and used consistently throughout the District to complement the standard City of Chicago fixtures.

2.4.4 Bollard style lighting is excellent for adding safety to building entrances and landscaped areas. Bollards should be included in building setback areas, external stairs, and along parking areas.

2.4.5 Directional lighting fixtures that illuminate planted areas, trees, or architectural features provide a softer form of indirect lighting to public spaces and streets. This style of lighting is recommended throughout the District, especially along gateway zones and retail streets.

2.4.6 Street light spacing should meet minimum standards of the City of Chicago, and provide at least 2.5 foot candles on streets, 5 foot candles at intersections, and 1.5 foot candles on sidewalks. Refer to City of Chicago Streetscape Design Guidelines for more information about these requirements.

Standard City of Chicago Lighting

Contemporary Lighting Concepts

Application: The lighting examples shown above are standard City of Chicago fixtures and should be used on existing streets to continue the existing character of streetscape in the District and create consistency.

Application: Contemporary lighting styles should be introduced into parks, pedestrian paths, and gateway areas to provide a more modern feel to these spaces, and be more representative of the District brand identity.
Lighting used to accent the architecture of a building also helps to light the street and surrounding spaces, and provides a greater sense of safety. This building uses several styles of lighting, to create a consistent level of illumination.

Historic buildings such as on UIC’s West Campus provide the distinct opportunity to use lighting to highlight the building’s historic features as shown in the example above.

Other Landscape Lighting Examples

Tree uplighting highlights landscape features and provides ambient light for pedestrians.

Bollard lighting should be used to light setbacks and entries.

Low landscape lighting may highlight landscape features and light a footpath.
The District currently lacks consistent signage that directs visitors to the various institutions. More signage in this style, at key intersections is encouraged.

Maps should be oriented towards the street, with easy access for people with disabilities. Lighting of the maps and signage is critical.

Gateway Monument Signs Typology (2011 IMD Signage Plan)
2.5 Signage Coordination and Implementation

A District signage plan was created in 2011 that outlines design requirements for all scales/types of needed signage. The signage system was partially implemented and continues to be the primary source for wayfinding standards and graphics for the District. To support the goals of the IMD Master Plan, a few additional signage considerations are recommended to supplement the 2011 Signage Plan:

- Key gateways to the District (identified in the map to the right) lack signage at a scale that provides a sense of arrival for visitors. New District-branded, large-scale signage pylons should be located in these areas in the future.

- Today, each institution has extensive signage that provides wayfinding within each campus, but the District lacks overall signage to provide wayfinding to key destinations and amenities. Expansion of the IMD wayfinding signage system (such as shown on the facing page) is recommended.

- The current signage systems lack adequate lighting to be visible at night. All new signage should incorporate lighting into the design.
Consultant Team:

site design group, ltd.

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