



Section 2: **DEVELOPMENT DISTRICT PLANS**

The Development District Plans are based on the general policies and guidelines established in the Framework Plan, and present more specific improvement and development recommendations for the districts that compose the Near South Areas 1 and 2.

The District Plans focus on land use and development character, and encompass: a) ground floor land uses; b) upper floor land uses; c) development pattern; d) building improvement and construction; e) building height; f) streets and pedestrian amenities; and g) open spaces and other considerations.

The Development District Plans strive to enhance the distinct characteristics of each individual district, as well as link and interconnect the various districts into a single, cohesive urban neighborhood.

The Development Districts for Areas 1 and 2 are identified in Figures 15 and 16 on the following pages. An overview of the recommendations for each district precedes each graphic. More detailed policies and guidelines are presented in *Table 1: Development District Guidelines, Area 1* and *Table 2: Development District Guidelines, Area 2*.

The Development District Guideline tables address the following:

Ground Floor Land Uses. While most Development Districts are recommended for a mix of uses, Tables 1 and 2 indicate the preferred and acceptable ground floor land uses within each district. For example, the ground floor of buildings in some districts should be reserved for retail, res-

taurant, and other pedestrian-oriented uses. In other districts, a wide variety of uses are acceptable.

Upper Floor Land Uses. Tables 1 and 2 also indicate the preferred and/or acceptable upper floor land uses within the various districts. While a variety of upper-floor uses are acceptable in most districts, there are preferred upper floor uses for some districts. For example, while upper floor residential units are acceptable throughout the area, they are preferred in certain locations.

Development Pattern. Tables 1 and 2 indicate the predominant development pattern to be promoted within each district, including the placement and orientation of buildings, and the relationship of buildings to the street. Most districts should reflect Chicago's traditional grid pattern of streets and blocks, with building facades that are aligned with and facing the street. In the vacant Planned Development properties, the District Plans suggest the new development patterns to be established.

Building Improvement and Construction. While most districts will require a range of actions, Tables 1 and 2 indicate the preferred approach to building improvement and construction. For example, the emphasis in some districts is on the preservation and protection of existing buildings. In other districts, the emphasis is on reuse and rehabilitation; on small-scale infill development; on replacement and redevelopment; or on new construction.

Building Height. Tables 1 and 2 indicate the preferred building height within each district. In most districts, the heights of new buildings should complement and reflect the predominant height of existing buildings. In other districts, the District Plans establish new height guidelines. There are also recommended minimum building heights in several districts. The District Plans assume an average building height of 10 to 12 feet per floor.

Streets and Pedestrian Amenities. Tables 1 and 2 establish guidelines for streetscape treatments and pedestrian amenities within the various districts. Streets within most districts should have a strong pedestrian orientation. These streets should have generous sidewalks, street trees, pedestrian light fixtures, and other basic amenities. While streets in other districts may be characterized by vehicular orientation, they should also have safe and attractive sidewalks, crosswalks, and other pedestrian conveniences.

Open Spaces and Other Considerations. Tables 1 and 2 also highlight other design and development considerations that are unique to the individual Development Districts, including: a) the provision of new parks, plazas, and open spaces; b) special landscaping and screening along rights-of-way; c) the creation of new "gateway" features; and d) measures to accommodate the new riverfront greenway and public access to the riverfront.



Area 1:

Overview of the Development Districts

While the Development Districts that comprise Area 1 share many common features and characteristics, each also has its own unique conditions and potentials that are addressed in the Near South Community Plan. The Districts are outlined in Figure 15.

Recommendations for the ten districts in Area 1, briefly highlighted below, are described in more detail in *Table 1: Development District Guidelines, Area 1*.

1 The vacant **Franklin Point District** should be developed for a mix of commercial, residential, and entertainment uses. New development should enhance this highly visible gateway location, provide direct access to the Chicago River, and become a centerpiece for Area 1.

2 The **Wells Street District** should be improved for a mix of residential and commercial uses. Adaptive reuse and compatible new infill construction should be encouraged. Wells Street itself should be extended and enhanced as an attractive new "Main Street" for the series of districts west of the Metra tracks.

3 The **Clark Street District** should be significantly upgraded for a mix of office, service, retail, and residential uses. Adaptive reuse and compatible new construction should be promoted. New retail, restaurant, and entertainment uses should be encouraged on the street levels of buildings along Clark and Polk Streets.

4 The predominantly vacant **River City District** should be developed for a mix of new residential uses oriented to the Chicago River. Public access to and views of the river corridor should be preserved. Higher intensity mixed-use development should be considered at the south end of this district, with access off Roosevelt Road.

5 The vacant **LaSalle Park District** will be developed for a mix of commercial and residential uses, consistent with the approved Planned Development (PD). While all new improvements and developments will conform to the approved PD, the District Plan also suggests several additional guidelines for consideration by the City and developers of the property.

6 The **Dearborn Park I District** should be retained as the site of townhomes and mid- to high-rise condominiums. New pedestrian linkages should be considered to connect this innovative planned development to neighboring districts.

7 The distinctive historical scale and character of the **Printers Row District** should be maintained and enhanced. The district should be characterized by a mix of small stores, shops and commercial services which create an exciting and vital pedestrian-oriented environment. The "street wall" along Dearborn Street should be protected, and new construction should be compatible with existing buildings.

8 An attractive new image and identity should be established for the **State Street District**. Surface parking lots and other underutilized properties along the east side of State Street should be redeveloped for a mix of commercial and residential uses. The clustering of educational and institutional uses near Congress Parkway and State Street should continue to be encouraged, coordinated and enhanced.

9 The **Wabash Avenue District** should be substantially improved and revitalized as an exciting pedestrian-oriented commercial area. Retail, commercial service, entertainment, and educational uses should be promoted on the street level, with educational facilities, residential units and offices on the upper floors. The redevelopment of underutilized properties should be encouraged.

10 Hotel, institutional and residential uses should be maintained within the **Michigan Avenue District**. The historic Michigan Avenue street wall should be preserved and enhanced by encouraging improvements and developments that reflect the scale, placement, character and height of existing buildings.

In addition to the ten Development Districts highlighted above, the frontage properties along Congress Parkway and Roosevelt Road (designated as overlay districts) should be upgraded and coordinated as dramatic entryways to Chicago's Central Area and the Near South Community through the use of distinctive streetscape improvements and building and site enhancements.



Development Districts: Area 1 should be composed of a series of distinct but interconnected Development Districts that complement and enhance the overall image and character of the Near South Community.

Table 1: Development District Guidelines, Area 1

DISTRICT:	Land Uses	Development Pattern	Building Scale and Features	Pedestrian Amenities	Open Space and Other Considerations
<p>1: Franklin Point District</p>	<p>The Franklin Point District should contain a mix of residential, restaurant, and small retail uses; and appropriately-scaled entertainment and office development.</p> <p>Retail and other active uses should be focused at several nodes within this District.</p> <p>The mix of land uses is envisioned to include:</p> <p>Ground Floor:</p> <p>Preferred: Retail, service, restaurant, entertainment.</p> <p>Acceptable: Office, residential (except along Harrison and Wells Streets).</p> <p>Upper Floors:</p> <p>Acceptable: Residential, office, entertainment, hotel</p>	<p>New development should reflect Chicago's established street grid pattern.</p> <p>Building facades should be aligned with and face both Wells and Harrison Streets. If buildings are setback along Wells or Harrison, setbacks should be consistent in order to establish a "street wall" effect along each street.</p> <p>Buildings should also be aligned with and face the Polk Street extension west of Wells; this new roadway should not be designed as a "service street."</p> <p>Franklin Street might be extended south of Harrison to connect with Polk Street. However, this new roadway should serve primarily the development within Franklin Point and should not become a "cut-through" or by-pass route for through traffic.</p> <p>Polk Street should be extended west of Wells to provide access to the river, and a new pedestrian and/or vehicular bridge over the River should be considered at Polk Street extended.</p> <p>The possibility of widening or otherwise upgrading the intersection of Wells and Polk should be explored. This intersection is currently a "choke point" for traffic circulation.</p>	<p>High-quality new building construction should be promoted as a part of the District. Building design and orientation should enhance this highly visible gateway location. The northern part of this District should be designed and developed as a "signature" project for Area 1.</p> <p>A variety of building types and heights should be encouraged to avoid a "monolithic" image and character within this District.</p> <p>The heights of buildings should "step down" from north to south. Taller buildings are appropriate in the north half to emphasize the key gateway along Congress Parkway.</p> <p>Buildings in south half of the District should reflect the heights of existing development to the south.</p> <p>The height of buildings along Wells Street should be compatible with predominant heights that exist along the east side of the street, perhaps through the use of upper-floor setbacks.</p> <p>Improvements to designated Chicago Landmarks and buildings in Chicago Landmark Districts are subject to review by the City's Commission on</p>	<p>Wells Street should have a strong pedestrian orientation, including generous sidewalks, street trees, pedestrian light fixtures, and other amenities. A setback might be considered along Wells to allow for the widening of sidewalks, parkways and pavement width. A minimum of 14 feet is desirable to accommodate a sidewalk and parkway.</p> <p>Both Wells and Polk Streets should serve as pedestrian "connectors" to nearby districts. At least one new east-west street or pedestrian way (in addition to the Polk Street extension) should be established through this District to provide access to the river.</p>	<p>A new neighborhood park, preferably adjacent to the Riverwalk, should be provided as part of the Franklin Point Planned Development to serve new nearby residents.</p> <p>A new gateway plaza or other design feature should be provided in this District; at Oscar D'Angelo Park or near the intersection of Congress and the River.</p> <p>Landscaping, lighting and signage should also be used to enhance and emphasize this key intersection.</p> <p>The Riverwalk will be built as sites along the River are developed. Opportunities for additional Riverwalk width, and adjacent public spaces, should be sought in this District.</p> <p>The location and orientation of streets and buildings should preserve views toward the river and enable public access to the Riverwalk.</p>

DISTRICT:	Land Uses	Development Pattern	Building Scale and Features	Pedestrian Amenities	Open Space and Other Considerations
<p>2: Wells Street District</p>	<p>The Wells Street District should include a mix of residential and office uses, with neighborhood retail, services, and entertainment uses at the street level. Buildings along Wells Street, in particular, should have active uses in their ground floor spaces.</p> <p>Ground Floor: Preferred: Retail, restaurant, small entertainment, commercial service. Acceptable: Office, public, institutional.</p> <p>Upper Floors: Acceptable: Office, service, public, institutional, residential.</p>	<p>The grid pattern of streets and blocks is already in place.</p> <p>A strong and continuous "street wall" should be established along the east side of Wells Street to enhance this important new neighborhood collector street; building facades should be aligned with and face both Wells and Polk Streets.</p> <p>Wells Street should be extended through the River Corridor District, under Roosevelt Road, and improved as a primary pedestrian-friendly street for the area west of the Metra tracks.</p>	<p>Chicago Landmarks:</p> <p>Within the Wells Street District, the emphasis should be on maintaining existing buildings and on undertaking improvements and rehabilitation as required.</p> <p>Compatible new infill construction should be promoted, particularly along Wells Street.</p> <p>New buildings within this District should generally reflect the predominant character and heights of existing buildings along the east side of Wells Street.</p> <p>Building and site improvements within the eastern portion of this District should strive to minimize the noise and visual impacts generated by the Metra rail line. Landscaping should be used to soften the appearance of the rail corridor.</p>	<p>Streetscape improvements along Wells Street extended should include sidewalks, trees, pedestrian light fixtures, and crosswalk treatments. At least 14 feet is desirable to accommodate a sidewalk and parkway.</p> <p>Polk Street will become a major east-west pedestrian way and, should be improved in a similar manner. The Polk Street underpass at the Metra line should be upgraded for pedestrians.</p> <p>While Financial Place currently functions as a service street, it should be enhanced with landscaping and other appearance improvements to provide a pedestrian-friendly atmosphere as this area continues to be improved.</p>	<p>While no new parks or open spaces are recommended, the intersection of Wells and Polk should be a focal point for the Districts west of the Metra tracks.</p> <p>Landscaping, lighting and signage should also be used to enhance and emphasize this key intersection.</p> <p>Several parks are planned in adjacent Districts.</p>

DISTRICT:	Land Uses	Development Pattern	Building Scale and Features	Pedestrian Amenities	Open Space and Other Considerations
<p>3: Clark Street District</p>	<p>The Clark Street District should contain a mix of office, service, institutional, and retail uses; with residential uses limited to the upper floors.</p> <p>Ground Floor: Preferred: Retail, restaurant and small entertainment uses along the Polk Street frontage.</p> <p><u>Acceptable:</u> Retail, restaurant, entertainment, commercial service, office, public and institutional uses throughout the District.</p> <p>Upper Floors: <u>Preferred:</u> Office, service, public, institutional. <u>Acceptable:</u> Residential</p>	<p>The grid pattern of streets and blocks is already in place.</p> <p>Clark Street will continue to have a strong automobile traffic orientation.</p> <p>Building facades should be aligned with and face both Clark and Polk Streets to establish a consistent "street wall."</p> <p>Visual and noise impacts of the Metra rail line should be minimized through site and building design and landscaping.</p>	<p>Existing development is characterized by underutilization, vacancies and some deterioration. The overall image and appearance of this District should be significantly improved. The emphasis should be on improving and upgrading older buildings with architectural or historical interest, and on promoting compatible redevelopment and new construction.</p> <p>New buildings within the Clark Street District should generally be compatible (in height and mass) with the existing buildings to remain along and near Clark Street.</p> <p>Some variety in building heights is desirable.</p> <p>Special height restrictions may apply to portions of this District; building construction within Chicago Landmark Districts are to be reviewed by the City's Commission on Chicago Landmarks.</p>	<p>Streetscape improvements should be undertaken along Polk Street, including sidewalks, street trees, pedestrian light fixtures, and other features. The pedestrian underpass at Polk Street should also be upgraded and enhanced for pedestrian use.</p> <p>Sidewalk and streetscape improvements should be undertaken along Clark Street, although it will continue to be a major traffic route.</p> <p>While LaSalle Street will continue to function as a service street, landscaping and sidewalk improvements should be undertaken to soften the appearance of this route and provide a pedestrian-friendly atmosphere.</p>	<p>Opportunities for new plazas or public open spaces should be sought within this District.</p>

DISTRICT:	Land Uses	Development Pattern	Building Scale and Features	Pedestrian Amenities	Open Space and Other Considerations
<p>4: River City District</p>	<p>The River City District should be characterized by new residential developments oriented to the Chicago River; higher-intensity mixed-use development is appropriate near Roosevelt Road.</p> <p>Ground Floor: <u>Preferred:</u> Residential, convenience commercial uses at small "nodes" along Wells Street; higher-intensity development, including retail and hotel uses, at Roosevelt Road.</p> <p><u>Acceptable:</u> Public, institutional, office at small "nodes" along Wells and at Roosevelt Road.</p> <p>Upper Floors: <u>Preferred:</u> Residential.</p> <p><u>Acceptable:</u> Office, public and institutional at small "nodes" and at Roosevelt Road.</p>	<p>New development should reflect Chicago's established grid pattern of streets and blocks. Building facades should align with and face Wells Street. Placement of new buildings should be consistent in order to establish a new "street wall."</p> <p>Higher-intensity development at the south end should "front" the Roosevelt Road viaduct and be accessible from both Wells Street and Roosevelt Road.</p> <p>Wells Street should be extended under Roosevelt Road, and connect to Wentworth Avenue.</p> <p>Automobile and pedestrian links to Roosevelt Road should be maximized.</p> <p>Taylor Street should be extended west to provide access to the river, and a new pedestrian and/or vehicular bridge over the River should be considered at Taylor Street extended.</p>	<p>High-quality new building construction should be promoted as a part of the River City Planned Development in this District.</p> <p>The heights of buildings should generally "step up" from north to south. Buildings in the northern portion should be compatible with the existing River City development.</p> <p>Building design near Roosevelt Road should recognize and enhance the south end of the River City District as a gateway to the Near South community.</p> <p>Taller buildings will be acceptable along Roosevelt Road to emphasize this gateway location.</p> <p>While new buildings should respect the heights of existing buildings, some variety in building heights is desirable.</p>	<p>Wells Street should have a strong pedestrian orientation, including sidewalks, trees, pedestrian light fixtures, and other amenities.</p> <p>Streets within the interior of this District might be residential in character.</p> <p>Multiple east-west pedestrian/vehicular ways should be provided through this District to enable access to the Riverwalk</p>	<p>A small new park, preferably adjacent to the Riverwalk, should be provided as part of the Planned Development to serve new residents in the River City District.</p> <p>A new gateway plaza or other design feature should also be provided near Roosevelt Road and Wells Street, compatible with the recent bridge design treatments along Roosevelt Road.</p> <p>The Riverwalk within this District will be constructed as new development occurs. The design of sites and buildings should preserve views toward the river and enable public access to the Riverwalk.</p>

DISTRICT:	Land Uses	Development Pattern	Building Scale and Features	Pedestrian Amenities	Open Space and Other Considerations
<p>5: LaSalle Park District</p>	<p>The LaSalle Park District should include a mix of new commercial and residential development (consistent with the Planned Development for the area); and retail uses along Roosevelt Road.</p> <p>Ground Floor: <u>Acceptable:</u> Residential, office, commercial service, public and institutional are all acceptable under the approved LaSalle Park Planned Development.</p> <p>To supplement the provisions of the approved PD, it is suggested that:</p> <ul style="list-style-type: none"> a) Retail, restaurant and service uses be promoted along Polk and Clark and at small "nodes" along Wells Street; b) Higher-intensity development, including retail and hotel uses, be considered at Roosevelt Road; and c) Residential uses be promoted in the interior portions of the District. <p>Upper Floors: <u>Acceptable:</u> Residential, office, commercial service, public and institutional are all acceptable under the approved Planned Development.</p>	<p>Opportunities should be sought to extend Taylor Street and the east side of the Chicago River</p> <p>Wells Street should be extended southward, under Roosevelt Road, and connect to Wentworth Avenue.</p> <p>To supplement the provisions of the LaSalle Park Planned Development, the following guidelines should be considered:</p> <ul style="list-style-type: none"> a) New development should reflect and connect to Chicago's established grid pattern of streets and blocks; b) Building facades should be aligned with and face Wells, Clark, or Polk Streets; corner buildings should include finished facades and inviting entries and/or display windows along both sides; c) If setbacks are permitted along Wells Street, setbacks should be consistent in order to establish a "street wall;" and d) New development at the south end of the District should be aligned with and face Roosevelt Road. 	<p>High-quality new building construction should be promoted as a part of the Planned Development in this District.</p> <p>Building design near Roosevelt Road should recognize and enhance the south end of LaSalle Park as a gateway to the Near South Community.</p> <p>Buildings along the Clark Street frontage should complement the scale and character of Dearborn Park I, but should not "turn their backs" on Clark Street.</p> <p>Building heights should gradually step up as they get closer to Roosevelt Road.</p> <p>Upper floor setbacks should be encouraged along Clark and Wells Streets.</p>	<p>Wells Street should have a strong pedestrian orientation, including generous sidewalks, street trees, pedestrian light fixtures, and other amenities.</p> <p>Pedestrian and streetscape improvements should be undertaken along Polk Street.</p> <p>Sidewalk and streetscape improvements should be undertaken along Roosevelt Road, which should become a more pedestrian-friendly route at the south end of this District.</p> <p>Sidewalk and streetscape improvements should also be undertaken along Clark Street, although it will continue to be a major traffic route.</p> <p>At least one new east-west pedestrian and/or vehicular connection should be provided either under or over the Metra tracks to provide additional east-west connections to the rest of the Near South Community.</p> <p>Pedestrian links to Roosevelt Road should be maximized.</p>	<p>A new neighborhood park will be provided along the west side of the Metra tracks to serve new residents in this area. A second new neighborhood park would also be highly desirable east of the Metra tracks.</p> <p>Landscaping and building and site improvements within this District should strive to minimize the noise and visual impacts generated by the Metra rail line.</p>

DISTRICT:	Land Uses	Development Pattern	Building Scale and Features	Pedestrian Amenities	Open Space and Other Considerations
<p>6: Dearborn Park I District</p>	<p>Dearborn Park I is built out, and includes townhomes, mid-rise, and high-rise residences; and limited commercial uses.</p> <p>Ground Floor: <u>Preferred:</u> Residential. <u>Acceptable:</u> Public, institutional and convenience commercial in limited and selected locations. Retail and restaurant uses are appropriate in Dearborn Station.</p> <p>Upper Floors: <u>Acceptable:</u> Residential.</p>	<p>In contrast to most of Area 1, Dearborn Park I was developed as an internally-oriented residential neighborhood. Its street pattern includes cul-de-sacs and other modifications to Chicago's grid pattern of streets and blocks, and the street system is not well-linked with other streets in the area. Buildings are oriented inward, away from the surrounding streets and sidewalks. If any new construction is proposed, this trend should be gradually mitigated.</p>	<p>This District is fully developed and the emphasis will be on maintaining existing residential buildings. Changes in building height are not anticipated.</p> <p>Dearborn Station is within the Printing House Row Chicago Landmark District, and is subject to review by the Commission on Chicago Landmarks.</p>	<p>While the interior portion of Dearborn Park I is a safe and attractive pedestrian-oriented environment, this innovative planned development is not well connected to neighboring districts. To the extent possible, east-west pedestrian linkages should be improved between State and Clark Streets, perhaps along 9th Street and/or 11th Street.</p> <p>Roosevelt Road should also be enhanced for pedestrian use, and connected to Dearborn Park pedestrian amenities.</p>	<p>Two parks are currently located in Dearborn Park I; these areas should be maintained as neighborhood amenities and improved and enhanced as needs or opportunities arise.</p>

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<p>7: Printing House Row District</p>	<p>The Printing House Row District should continue to include a mix of small stores, shops, and services at the street level; with residential units, offices, and hotels on the upper floors.</p> <p>Ground Floor: <u>Preferred:</u> Retail, restaurant, small entertainment uses. <u>Acceptable:</u> Office, service.</p> <p>Upper Floors: <u>Preferred:</u> Residential. <u>Acceptable:</u> Office, service, hotel, public, institutional.</p>	<p>The grid pattern of streets and blocks is already in place.</p> <p>The strong and consistent "street wall" should be maintained along Dearborn Street. Any new development should be aligned in continuous rows and be positioned at the sidewalk line.</p> <p>All buildings along Dearborn Street should have active, pedestrian-oriented uses on the ground floor.</p> <p>Federal and Plymouth Streets will continue to function as "service streets" within this District.</p>	<p>The emphasis should be on maintaining the ensemble of existing buildings which gives Printing House Row Historic District a unique image and identity.</p> <p>New infill construction should be compatible with the existing scale and character of the District.</p> <p>Buildings with architectural and historical interest should be protected. Buildings located within the Printing House Row Chicago Landmark District, and individual designated Landmarks, are subject to review by the Commission on Chicago Landmarks.</p> <p>Building heights should reflect the historic context, which is largely characterized by structures between 90 and 180 feet tall.</p>	<p>A full range of streetscape improvements and pedestrian amenities should be provided along Dearborn Street, including generous sidewalks, street trees, pedestrian light fixtures, seating areas, and other features.</p> <p>Streetscape and pedestrian improvements should also be undertaken along Polk Street. North-south pedestrian crosswalks at Dearborn and Polk should be improved.</p>	<p>The existing plaza along the west side of Dearborn Street should be retained. One of the small east-west streets between Dearborn and Federal Streets could potentially be closed to expand the existing plaza. Traffic circulation impacts would need to be considered prior to such a closure.</p> <p>One or more small new plazas and gathering places should be encouraged within this District.</p> <p>Views down Dearborn Street toward historic Dearborn Station should be maintained and enhanced.</p>

DISTRICT:	Land Uses	Development Pattern	Building Scale and Features	Pedestrian Amenities	Open Space and Other Considerations
<p>8: State Street District</p>	<p>The State Street District should be characterized by retail, service, office, educational, and institutional uses; with residences limited to the upper floors.</p> <p>A mix of stores, shops, services, and other active uses at the street level is desirable.</p> <p>Ground Floor: <u>Preferred:</u> Retail, restaurant and commercial service uses (east side), retail, restaurant, public and educational (west side). <u>Acceptable:</u> Public, institutional, office.</p> <p>Upper Floors: Acceptable: Office, service, public, institutional, residential.</p>	<p>The grid pattern of streets and blocks is already in place.</p> <p>A strong and consistent "street wall" should be established along the east side of State Street. New development should be aligned in continuous rows and be positioned at the sidewalk line, with finished facades and inviting windows and doors along all street frontages.</p> <p>Buildings at the far south end of the District should be aligned with and face Roosevelt Road.</p> <p>Vehicular and pedestrian traffic operations should be improved at the "off-set" intersection of State and Harrison.</p>	<p>The emphasis should be on improving older buildings and on promoting high-quality redevelopment of underutilized properties along the east side of State Street.</p> <p>Existing development along the east side of State Street is characterized by underutilization and marginal uses, including a large number of parking lots. The overall image and appearance of State Street should be improved.</p> <p>Building and site improvements within the eastern portion of this District should strive to minimize the noise and visual impacts of the CTA elevated structure.</p> <p>Existing buildings do not establish a predominant scale and character along the State Street corridor. Higher intensity development should be permitted, particularly along the east side of State Street.</p> <p>While new buildings should respect the heights of existing buildings, some variety in building heights is desirable.</p>	<p>State Street features a wide right-of-way and is convenient to transit services, and should continue to function as an important pedestrian route. A full range of streetscape and transit-oriented amenities should be maintained along State Street.</p> <p>Pedestrian crossings on State at Harrison and at Congress should be improved to reinforce links to the Loop.</p> <p>Polk, Balbo, Harrison, and 9th Street should also be improved for pedestrian use.</p>	<p>A new urban park or plaza space has been proposed for the southwest corner of State Street and Congress Parkway. This new space is likely to be utilized by many students and staff of the surrounding educational institutions.</p> <p>Any new parks and plazas at the north edge of the District should incorporate, to the extent possible, features that enhance the function of Congress Parkway as dramatic gateway to the Near South</p>

DISTRICT:	Land Uses	Development Pattern	Building Scale and Features	Pedestrian Amenities	Open Space and Other Considerations
<p>9: Wabash Avenue District</p>	<p>Retail, service, entertainment, and educational uses should be located at the street level within the Wabash Avenue District to maintain an active, pedestrian-oriented character. Residential uses should be limited to upper floors.</p> <p>Ground Floor: <i>Preferred:</i> Retail, restaurant, entertainment and educational.</p> <p><i>Acceptable:</i> Commercial service, office, public, and institutional.</p> <p>Upper Floors: <i>Acceptable:</i> Office, service, educational, public, institutional, residential.</p>	<p>The grid pattern of streets and blocks is established. A consistent “street wall” should be established along Wabash Avenue. New development should be aligned in continuous rows and be positioned at the sidewalk line, with finished facades and inviting windows and entryways along all street frontages for corner buildings.</p> <p>Buildings at the far south end of the District should be aligned with and face Roosevelt Road.</p>	<p>The overall image and appearance of Wabash Avenue should be significantly improved. The emphasis should be on improving buildings with architectural or historical interest, and on promoting compatible redevelopment and new construction on underutilized properties.</p> <p>Existing buildings do not provide consistency in scale and character along Wabash Avenue. Higher intensity development could be permitted along both sides of the corridor, provided it does not detract from the image and character of the adjacent Michigan Avenue District.</p> <p>Building and site improvements in the western portion of this District should strive to minimize the noise and visual impacts generated by the “L” structure.</p> <p>Upper floor setbacks above 6 to 8 stories should be encouraged to reflect the predominant roofline of historic buildings in this District. The Commission on Chicago Landmarks will review designated Landmark buildings and Districts.</p> <p>While new buildings should respect the heights of existing buildings, some variety in building heights is desirable.</p>	<p>Wabash Avenue features a wide right-of-way and excellent proximity to transit amenities, and should be improved for pedestrian use. Streetscape treatments should be undertaken to establish a new visual continuity along this important connecting route. Sidewalks might be expanded at intersections in order to define the crosswalks and “protect” curbside parking spaces along Wabash.</p> <p>The pedestrian crossing at Wabash and Congress should be improved to reinforce linkages to the Loop.</p> <p>Several east-west streets that pass through this District should also be improved for pedestrian use, including Balbo and 9th Street.</p>	<p>Small new plazas, seating areas and gathering places should be encouraged to enhance the pedestrian orientation within this District.</p> <p>In addition to the existing Campus Park at Wabash Avenue and 11th Street, Columbia College—as part of its overall Campus Enhancement Plan—is exploring opportunities for additional open spaces within this District.</p>

DISTRICT:	Land Uses	Development Pattern	Building Scale and Features	Pedestrian Amenities	Open Space and Other Considerations
<p>10: Michigan Avenue District</p>	<p>The Michigan Avenue District should contain a mix of entertainment, hotel, educational, institutional, retail, and service uses; with residential units and offices on the upper floors. All buildings along Michigan Avenue should have active, pedestrian-oriented uses on the ground floor.</p> <p>Ground Floor: <u>Preferred:</u> Retail, restaurant, entertainment, public, institutional, hotel (north of 11th Street). <u>Acceptable:</u> Office, service.</p> <p>Upper Floors: <u>Preferred:</u> Hotel, public, institutional (north of 8th Street), residential (south of 8th Street). <u>Acceptable:</u> Office, public, institutional, residential.</p>	<p>The grid pattern of streets and blocks is in place. Michigan Avenue's signature "street wall" should be maintained, protected and enhanced. New development should be aligned in continuous rows and be positioned at the sidewalk line, with finished facades and inviting doors and display windows facing all street frontages.</p> <p>Infill development at the far south end of the District should be aligned with and face Roosevelt Road and Michigan Avenue.</p>	<p>The emphasis should be on maintaining the ensemble of existing buildings that gives the Historic Michigan Boulevard Chicago Landmark District a unique image and identity. New construction and redevelopment should be compatible with the existing scale and character of the District.</p> <p>The Commission on Chicago Landmarks will review building improvement and development projects within the Landmark District.</p> <p>Guidelines for building heights within the Historic Michigan Boulevard Chicago Landmark District (between Randolph and 11th Streets) are as follows: <u>Minimum:</u> 55 feet. <u>Maximum for streetwall:</u> 270 feet. <u>Maximum (with upper floor setback above 270 feet):</u> 425 feet.</p> <p>Somewhat taller buildings south of 11th Street would enhance this gateway location.</p>	<p>Michigan Avenue is an important pedestrian route, characterized by a full range of streetscape improvements and pedestrian amenities, including generous sidewalks, street trees and planters, pedestrian light fixtures, seating areas, and other features. These pedestrian-oriented elements are an important part of the District's appeal and should be maintained.</p> <p>Balbo Avenue and 9th and Harrison Streets should also be improved for pedestrian use.</p> <p>New curb cuts, loading zones, and drop-off areas should be prohibited.</p>	<p>While no new parks or open spaces are recommended, gateway design features should be considered along Congress Parkway and Roosevelt Road, as space permits.</p> <p>Grant Park should continue to be maintained as a world-class open space amenity. Any transportation or parking related improvements should be below grade in order to respect the image and character of the park.</p>

Purposes of the Overlay Guidelines	Development Pattern	Buildings	Pedestrian Amenities
<p>Congress Parkway Overlay</p> <p>In addition to the Development District Guidelines described above, several additional design and development guidelines should be applied as an "overlay" to the properties along the south side of Congress Parkway between Wells Street and Michigan Avenue.</p> <p>The purposes of the Congress Parkway Overlay are to:</p> <ol style="list-style-type: none"> highlight the significance of Congress Parkway as an east-west corridor; promote a consistent design and appearance along both sides of this dramatic and highly visible "entryway" to Chicago's Central Area and the Near South Community, and strengthen the linkages and connections between Area 1 and surrounding areas, including the Loop, Grant Park, and neighborhoods south of Roosevelt Road. 	<p>A strong and continuous "street wall" should be maintained along the south side of Congress Parkway to enhance this dramatic entryway to Downtown. New structures should be aligned with and face Congress Parkway.</p>	<p>To establish visual continuity along this key route, building heights should be generally consistent along both sides of Congress Parkway between Wells Street and Michigan Avenue.</p> <p>New buildings should reflect the context provided by heights of existing buildings.</p> <p>Building setbacks above the average cornice line should be encouraged along the south side of Congress to allow building heights to "transition" into the height limits of the underlying Development Districts.</p>	<p>Streetscape improvements should be undertaken along Congress Parkway to further enhance this important entryway route, consistent with City guidelines for lighting and other features.</p> <p>While efforts should continue to be made to improve traffic flow and traffic safety along Congress Parkway, improvements should also be undertaken to make the corridor more comfortable and convenient for pedestrians. In particular, north-south pedestrian crosswalks should be improved.</p>

Purposes of the Overlay Guidelines	Development Pattern	Buildings	Pedestrian Amenities
<p>Roosevelt Road Overlay</p> <p>In addition to the Development District Guidelines described above, several additional design and development guidelines should be applied as an "overlay" to the properties along the north side of Roosevelt Road between the river and Michigan Avenue.</p> <p>The purposes of the Roosevelt Road Overlay are to:</p> <ul style="list-style-type: none"> a) promote a consistent design and appearance along this highly visible "entryway" to Chicago's Central Area and the Near South Community; b) create a more comfortable, convenient and "friendly" pedestrian environment along the Roosevelt Road corridor; c) strengthen access and connections for automobiles between Area 1, Area 2, and the greater Central Area. 	<p>A strong and continuous "street wall" should be maintained along the north side of Roosevelt Road to frame this corridor to the Museum Campus, Grant Park, and the Lake.</p> <p>Buildings should be aligned with and face Roosevelt Road. Building entrances should be provided along the Roosevelt Road frontage wherever possible. Street level setbacks should be discouraged.</p>	<p>No additional building height guidelines are recommended for the Roosevelt Road Overlay District. The heights of buildings along Roosevelt Road should be subject to the guidelines of the individual Development Districts described above.</p> <p>The scale and massing of buildings along Roosevelt Road should be prominent enough to frame the gateway.</p> <p>Heights of buildings on both sides of Roosevelt should be generally consistent.</p>	<p>A full range of streetscape improvements should be maintained along Roosevelt Road to reflect the significance of this entryway corridor.</p> <p>Roosevelt Road should be comfortable, convenient and "friendly" for pedestrians, with crosswalk improvements made as opportunities arise.</p>



Area 2:

Overview of the Development Districts

While the Development Districts that compose Area 2 share many common features and characteristics, each also has its own unique conditions and potentials that are addressed in the Near South Community Plan.

Recommended land uses for Area 2's nine districts (as mapped in Figure 16) are briefly highlighted below. Additional and more detailed recommendations regarding land use, development patterns, and physical improvements to each of these Districts can be found in *Table 2: Development District Guidelines, Area 2*.

1 The vacant **River Corridor District** should be developed with a mix of retail, hotel, and entertainment uses to the north, with residential and mixed-use buildings on much of the site; all with access to the Riverwalk open space feature. An east-west link between the river and the lake should be provided along the St. Charles Air Line if the opportunity arises. The Riverwalk should also connect to Ping Tom Park, in the south end of the River Corridor District. The Riverwalk and at least one new north-south street should be extended under Roosevelt Road to the north.

2 The **Dearborn Park II District** is largely built out, with a blend of townhomes and low-rise residential buildings west of State Street, and supportive retail and commercial services east of State Street. A number of infill opportunities exist in this area. Additional retail and service uses should be encouraged in this area on the east side of State Street.

3 The **Dearborn South District** includes a mix of light industrial, commercial, and governmental uses; and mixed-use buildings with ground floor commercial and upper-story residential on the east side of State Street. Several potential infill parcels exist in this District.

4 The **South State District** is made up of residential and institutional buildings west of State Street, and mixed-use buildings with ground floor commercial and upper story office, service, or residential uses on the east side of State Street. Low-rise housing could be provided surrounding the Chicago Housing Authority buildings in this area. Additional retail and supportive commercial uses are needed.

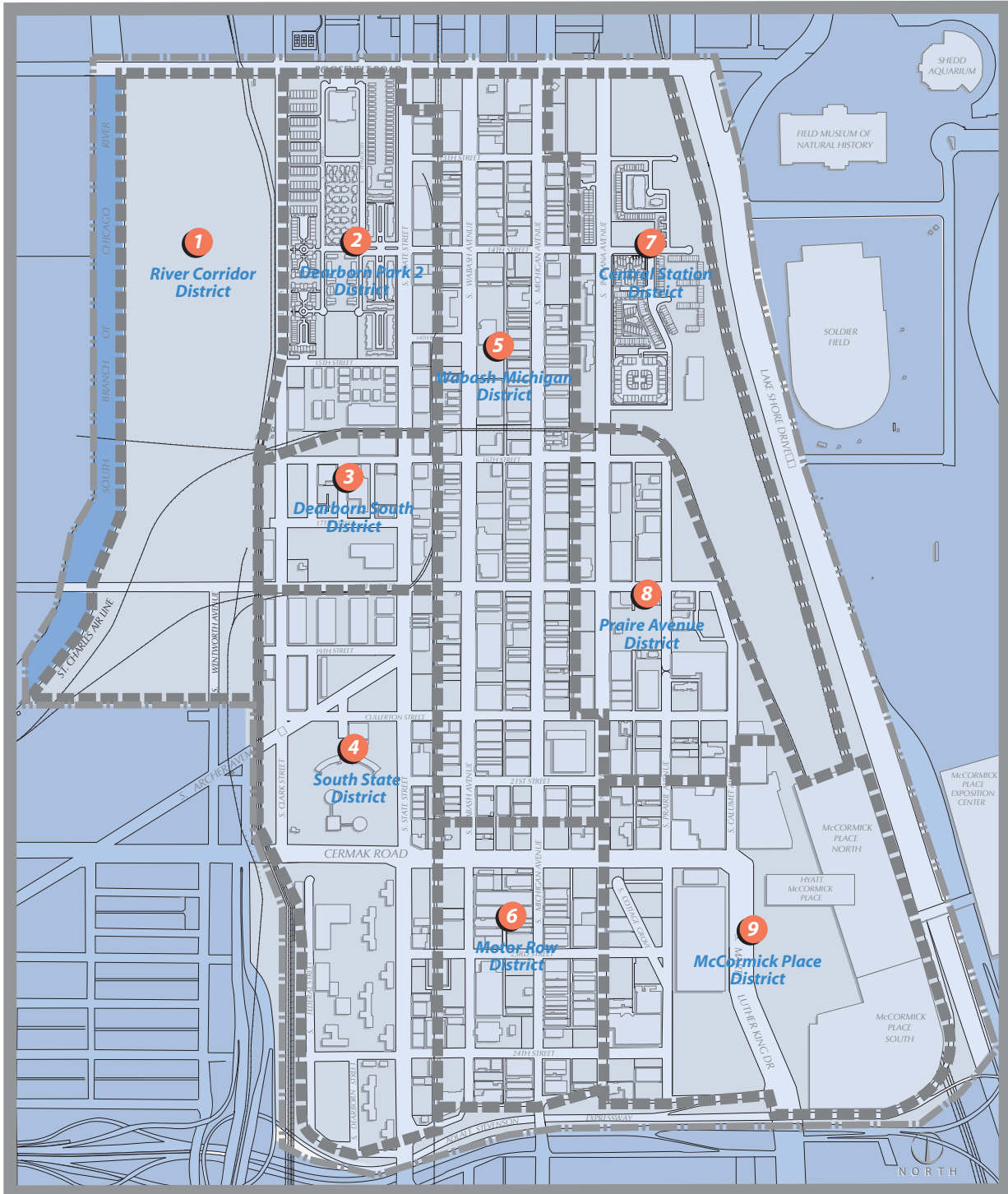
5 The **Wabash - Michigan District** will continue to house many of the supportive commercial uses in Area 2 on ground floors of its buildings. It contains a mix of ground-floor commercial uses with upper story residential or offices, along with townhomes and high-rise residential buildings. Retail, restaurant, and other "active" uses should initially be concentrated in area A of this District, north of the St. Charles Air Line.

6 The historic **Motor Row District** contains a variety of commercial uses, including service, retail, and some light industry. This area is likely to transition toward entertainment and retail on the lower floors with some upper floor residential uses. Pedestrian linkages and streetscape amenities should be provided here, in particular to encourage foot traffic from the McCormick Place District.

7 The **Central Station District** is dominated by a large Planned Development, primarily consisting of townhomes and residential high-rise buildings. Supportive commercial uses along the west side of Indiana Avenue are essential to this area, as are the existing and proposed open spaces.

8 The **Prairie Avenue District** includes an historic district and several cultural facilities that should be protected and preserved. New development in this area will be primarily residential along Prairie, although supportive uses such as boutique hotels should be allowed. Surrounding the historic district, taller residential and mixed-use buildings are appropriate.

9 The **McCormick Place District** will see significant development in the near future as a major expansion of the exposition center occurs between Indiana and Prairie Streets. The design of the site and building should strive to complement, rather than overpower, the nearby historic districts and smaller-scale buildings. Safe and convenient pedestrian links to surrounding areas such as Motor Row should be provided to encourage patronage of surrounding businesses by McCormick Place event attendees.



Development Districts: Area 2 should be composed of a series of distinct but interconnected Development Districts which complement and enhance the overall image and character of the Near South Community.

Table 2: Development District Guidelines, Area 2

DISTRICT:	Land Uses	Development Pattern	Building Scale and Features	Pedestrian Amenities	Open Space and Other Considerations
<p>1: River Corridor District</p>	<p>The River Corridor District should contain a mix of new residences, open spaces, hotels, and restaurants, with commercial uses on Roosevelt Road and small scale retail and restaurant uses at key locations along the future Riverwalk. The Riverwalk should be the focal point of this District.</p> <p>Ground Floor: Preferred: Residential, retail, service, hotel, restaurant, and entertainment along Roosevelt Road and 16th Street; small retail and restaurant uses along the Riverwalk.</p> <p>Upper Floors: Preferred: Residential. Acceptable: Office, hotel.</p>	<p>A grid street network should be constructed in the area, extending existing streets where feasible. Wells Street, at least one additional north-south street, and several east-west streets should be extended through the area to connect to the rest of the Near South Community. At least one new north-south street should provide access to Roosevelt Road.</p> <p>Development should be set back from the river as required to provide space for the Riverwalk. Additional setback distance should be considered for outdoor cafes, plazas, and pedestrian amenities. The setback distance could vary depending on use and building type.</p> <p>The location and orientation of streets and buildings should preserve river views and public access. Buildings along the river should not "turn their backs" to the water.</p>	<p>High-quality new building construction should be promoted in this area. Variety in building types should be encouraged to avoid a monolithic character and provide a choice of housing styles.</p> <p>Building design and orientation should recognize and enhance entryways to the area.</p> <p>Buildings should be aligned with and oriented toward streets rather than facing inward. Corner buildings should include finished facades with entryways and display windows on both primary front-ages.</p> <p>Taller buildings along Roosevelt Road should "frame" the gateway to the area. A mix of building heights (with taller buildings away from the river) is appropriate to take advantage of river views. Taller buildings would also be appropriate along 16th Street.</p> <p>Lower floor area ratios (FARs) with taller allowable building heights may be utilized to increase density while encouraging substantial public open space.</p>	<p>All new streets should include sidewalks and pedestrian amenities, including lighting and street trees. East-west streets should have generous sidewalk widths to permit easy access to the Riverwalk.</p> <p>Pedestrian and automobile links to neighborhoods and destinations surrounding this District should be provided in connection with new development in the area. The St. Charles Air Line is a potential pedestrian and bicycle link between the River and the Lake.</p> <p>The extension of Wells/Wentworth should include landscaping and a strong pedestrian orientation. Special treatments, such as a landscaped median, should be considered. Along with the Riverwalk, this new street should be a primary pedestrian route. An additional north-south street should be constructed in this District as development in the area occurs.</p> <p>Metered, on-street parking should be permitted wherever feasible.</p>	<p>The proposed Riverwalk should be a significant open space feature within this District. It should be at least 30' in width, including a multi-use path, and will be constructed as development occurs in this District.</p> <p>Complete the Expansion of Ping Tom Park between 18th and 16th, the River and Wentworth Avenue extended.</p> <p>A new community park, along with one or more new neighborhood parks, should be developed to serve nearby residents. The parks should be linked to the Riverwalk.</p> <p>The Riverwalk should be connected to future developments to the north and south of the River Corridor District.</p> <p>Natural and environmentally sensitive areas should be evaluated as part of development plans for this District.</p>

DISTRICT:	Land Uses	Development Pattern	Building Scale and Features	Pedestrian Amenities	Open Space and Other Considerations
<p>2: Dearborn Park 2 District</p> <p>Dearborn Park 2 should consist predominantly of residential uses, with supportive retail along the east side of State Street.</p> <p>Ground Floor: <u>Preferred:</u> Residential west of State; retail, service, restaurant, and entertainment on the east side of State Street. <u>Acceptable:</u> Hotel, office, and institutional on the east side of State Street.</p> <p>Upper Floors: <u>Preferred:</u> Residential. <u>Acceptable:</u> Office, service, and hotel.</p>	<p>The area west of State Street is fully built out. Its existing development pattern should be maintained.</p> <p>New structures should align with and face State Street, contributing to the street wall effect on the east side. There should be minimal building setback at ground level on the east side of State Street.</p>	<p>The existing character of the area should be maintained, with existing buildings improved as needed. Infill development should be encouraged, reflecting the scale of nearby existing buildings along State Street.</p> <p>Masonry construction should be promoted, with large ground-floor windows, appealing building entries, and other traditional building elements where appropriate.</p> <p>If wider-than-typical building lots are developed, articulation of facades should be employed to reflect the pattern of nearby buildings.</p> <p>East of State Street, mid-rise buildings should be encouraged, in order to achieve vertical separation between upper floors and the "L" tracks.</p>	<p>Pedestrian amenities in this area are in place and should be maintained. Links to surrounding areas and future development, including the Riverwalk, to the west should be provided where appropriate.</p> <p>On-street parking should be permitted.</p> <p>The St. Charles Air Line should be considered for a potential pedestrian and bicycle link between the River, Museum Campus, and the Lake.</p> <p>Connections to Roosevelt Road and neighborhoods to the north and south should be maximized. Linkages between the River and Lake should also be improved as opportunities arise.</p>	<p>Open space is established in this area; it should be maintained and improved as opportunities arise.</p> <p>The emphasis should be on directional signs and links to various open space amenities.</p> <p>Small plaza areas could be encouraged in this area to provide pedestrian gathering spaces and "rest stops."</p>	<p>The recreational area at 18th Street under the "L" should be improved, with the addition of landscaping, bicycle parking, and other amenities.</p>
<p>3: Dearborn South District</p> <p>Dearborn South should contain a mix of industrial, commercial, and governmental uses. Mixed-use buildings with ground floor commercial and upper story residences should be located along the east side of State Street.</p> <p>Ground Floor: <u>Preferred:</u> Light industrial, service, educational, governmental, institutional west of State Street; retail, service, restaurant, entertainment, office, and other commercial uses east of State Street.</p> <p>Upper Floors: <u>Preferred:</u> Office and commercial, institutional, service, educational, and governmental on the west side of State Street. <u>Acceptable:</u> Residential (east side of State Street).</p>	<p>The grid street pattern in this district is well established; streets in the area should be retained.</p> <p>New structures should align with and face the north-south streets, particularly State and Clark, if feasible. If corner buildings have their primary facades along the east-west streets (as may be the case on 16th St. south of the St. Charles Air Line), they should be designed with finished facades on both street frontages.</p> <p>Structures should be built to the sidewalk.</p> <p>Streets in the area should be repaved or reconstructed as needed.</p> <p>16th Street between Dearborn and Clark Streets should be considered for two-way traffic.</p>	<p>Infill development, reflecting the scale of nearby existing buildings along State Street, should be encouraged.</p> <p>Mixed-use buildings could be employed to provide a transition between residential and commercial uses.</p> <p>Traditional architectural styles and masonry buildings should be encouraged.</p> <p>If wider-than-typical building lots are developed, articulation of facades should be used to help reflect the historical building pattern.</p> <p>The low-rise character west of State should be maintained. East of State, taller buildings would allow for vertical separation between the "L" tracks and upper stories of buildings.</p>	<p>18th Street should be improved as a major east-west pedestrian way.</p> <p>Pedestrian and bicycle connections to the river should be provided along 18th Street. The St. Charles Air Line should be considered for a future development as a pedestrian and bicycle link between the River and the Lake.</p> <p>Directional signs to points of interest, such as the Riverwalk and open spaces, should be among the pedestrian amenities provided.</p> <p>On-street parking should be retained wherever it is currently permitted.</p>	<p>The recreational area at 18th Street under the "L" should be improved, with the addition of landscaping, bicycle parking, and other amenities.</p>	<p>The recreational area at 18th Street under the "L" should be improved, with the addition of landscaping, bicycle parking, and other amenities.</p>

DISTRICT:	Land Uses	Development Pattern	Building Scale and Features	Pedestrian Amenities	Open Space and Other Considerations
<p>4: South State Street District</p> <p>The South State Street District should include residential and educational uses west of State; and mixed-use buildings, some with upper story residences, east of State. Convenience commercial uses should be encouraged in this area, particularly along the east side of State Street.</p> <p>Ground Floor: <u>Preferred:</u> Residential west of State; retail, restaurant, and entertainment east of State Street. <u>Acceptable:</u> Institutional, governmental, educational, and service uses throughout; commercial and office uses east of State Street.</p> <p>Upper Floors: <u>Preferred:</u> Residential <u>Acceptable:</u> Office, institutional, retail, service</p>	<p>Some potential infill parcels exist on Clark Street; new buildings on these parcels should face and align with Clark Street. New structures should generally face and align with north-south streets.</p> <p>An improvement plan for the Ickes Homes should be developed and implemented; the plan should include ways to improve the connectivity between the Chicago Housing Authority properties and surrounding development districts and amenities.</p>	<p>Infill development should be encouraged, and should reflect the scale of nearby buildings.</p> <p>High-quality construction should be promoted, with minimal building setback on the east side of State Street. If wider-than-typical building lots are developed, articulation of facades would help to reflect the historical building pattern.</p> <p>Heights of new buildings should generally reflect those of existing structures. East of State Street, taller heights allow for vertical separation between upper building stories and the "L". Taller buildings along Cermak Road should be permitted to frame this important arterial street.</p>	<p>Streets and sidewalks in the area should be repaved or reconstructed as needed. On-street parking should be retained.</p> <p>While Cermak Road has a new landscaped median and lighting this area, crosswalk and sidewalk improvements are still needed to increase the level of pedestrian comfort.</p> <p>Visibility and pedestrian crosswalks at the intersection of 24th and State Streets should be improved.</p>	<p>Encourage construction of public plazas or small parks in connection with new development and as opportunities arise.</p> <p>Directional signs should be provided to the Riverwalk, Lakefront and Museum Campus, and the Prairie Avenue and Motor Row Landmark Districts.</p>	
<p>5: Wabash-Michigan District</p> <p>The Wabash-Michigan corridors should include a mix of ground floor commercial uses, loft and town home residences, and high-rise residential buildings. A concentration of pedestrian-oriented, "active" uses should be encouraged, beginning north of the St. Charles Air Line.</p> <p>Ground Floor: <u>Preferred:</u> Retail, service, hotel, restaurant, entertainment, and institutional. <u>Acceptable:</u> Residential, office.</p> <p>Upper Floors: <u>Preferred:</u> Residential, office, hotel. <u>Acceptable:</u> Retail, restaurant, entertainment, and service.</p>	<p>The grid street system in this area is well established. New buildings should face Wabash or Michigan, as well as east-west streets, if on a corner (especially at major intersections).</p> <p>Building setbacks at ground level should not be allowed, in order to provide a continuous street wall.</p>	<p>Infill development of traditional, mid- to high-rise, mixed-use structures should be promoted.</p> <p>Street level facades should include architectural detail, inviting entryways, and large display windows when buildings contain first floor commercial uses.</p> <p>Buildings should be tallest near Roosevelt Road and gradually "step down" as one moves south from Roosevelt.</p> <p>Several buildings within the Wabash-Michigan District are part of the Motor Row Chicago Landmark District, and are subject to review by the Commission on Chicago Landmarks.</p>	<p>A full range of streetscape amenities should be provided and maintained throughout this District.</p> <p>The St. Charles Air Line should be used as a potential pedestrian and bicycle link between the River and the Lake.</p> <p>Convenient and comfortable pedestrian connections to Roosevelt Road and north thereof should be provided.</p>	<p>Encourage construction of public plazas or small parks in connection with new development and as opportunities arise.</p> <p>Directional signs should be provided to the Riverwalk, Lakefront and Museum Campus, and the Prairie Avenue and Motor Row Landmark Districts.</p>	

DISTRICT:	Land Uses	Development Pattern	Building Scale and Features	Pedestrian Amenities	Open Space and Other Considerations
<p>6: Motor Row District</p> <p>The Motor Row Development District should feature a variety of retail establishments, entertainment, and other active ground floor uses, particularly along Michigan and Cermak. Commercial and light industrial uses are appropriate in this area. Potential exists for residential uses in upper stories.</p> <p>Ground Floor: <u>Preferred:</u> Retail, restaurant, service, cultural, office, entertainment.</p> <p><u>Acceptable:</u> Commercial, educational, institutional, hotel.</p> <p>Upper Floors: <u>Preferred:</u> Office, service, museums, and cultural uses.</p> <p><u>Acceptable:</u> Institutional, governmental, commercial, residential, hotel, light industrial.</p>	<p>The grid street system in this area is well established. Michigan and Cermak should continue to function as the main streets in this District. New construction should face Cermak, Wabash, Michigan, or Indiana, preferably with an additional front facade on corner sites.</p> <p>Building setbacks at ground level should not be allowed in order to provide a continuous street wall.</p>	<p>Historically accurate restoration (including removal of false facades) is encouraged. Infill development should reflect historic development patterns.</p> <p>Buildings at Cermak and Michigan should serve as anchors for Motor Row and include a visible, active mix of uses.</p> <p>Somewhat taller buildings along Cermak Road are appropriate to frame this important arterial street. Along the "L", mid-rise heights allow for vertical separation between the tracks and buildings' upper stories.</p> <p>Within and near the Motor Row Chicago Landmark District, buildings should reflect the existing low-rise character of Motor Row; very tall buildings are not appropriate in this District.</p> <p>While general guidelines regarding building heights are included here, designated Landmark structures and buildings located within Chicago Landmark Districts are subject to review by the Commission on Chicago Landmarks.</p>	<p>Unique thematic streetscape and pedestrian amenities should be provided. Michigan Avenue should be the top priority for streetscape features.</p> <p>East-west streets should also be improved with amenities, providing a physical and visual connection to the McCormick Place expansion. Sidewalks should be repaired in deteriorating areas.</p>	<p>Small plazas and public gathering spaces should be provided in this area. Ideally, their design should be reflective of Motor Row history.</p>	

DISTRICT:	Land Uses	Development Pattern	Building Scale and Features	Pedestrian Amenities	Open Space and Other Considerations
<p>7: Central Station District</p>	<p>Central Station will consist of new low- to high-rise residences and compatible uses consistent with the Planned Development. Structures along Michigan Avenue and Roosevelt Road should contain active uses wherever possible.</p> <p>Ground Floor: Preferred: Residential, retail and hotel on Roosevelt and Michigan frontages. Acceptable: Personal service.</p> <p>Upper Floors: Preferred: Residential, hotel along Roosevelt and Michigan frontages. Acceptable: Office, educational, institutional.</p>	<p>The Central Station Planned Development covers most of this district. Development in this district between 13th and 16th Streets is already completed or approved.</p> <p>The development pattern in the area south of 16th Street is restricted by the presence of the Metra tracks and Lake Shore Drive. The retention or removal of the St. Charles Air Line also impacts building and access configurations. Opportunities to improve connections with surrounding areas should be explored.</p> <p>Where feasible, remaining construction in the area should be oriented toward streets. Street extensions including the extension of Prairie Avenue to the north, should be made where possible.</p>	<p>Building style should respect and complement nearby structures.</p> <p>At the north edge of the Central Station District, high-rise buildings should frame Grant Park and Roosevelt Road.</p> <p>The Central Station Planned Development includes the following guidelines for building heights within its boundaries:</p> <p><u>Maximum (Roosevelt to 13th Street):</u> 400 feet <u>Maximum (NW, NE, SW corners of Indiana and 13th):</u> 350 feet <u>Maximum (along Lake Shore Drive):</u> 200 feet <u>Maximum (elsewhere in the District):</u> 200-225 feet, consistent with the Central Station Planned Development.</p> <p>Several historic properties within the Central Station District (on the west side of Wabash St.) should be preserved.</p>	<p>When its freight operations are discontinued, the St. Charles Air Line should be considered for a pedestrian and bicycle link between the River and the Lake.</p> <p>The grid street system should be extended if the Air Line is removed.</p> <p>An additional connection from existing streets to Lake Shore Drive between 16th and Cullerton Streets should be considered.</p> <p>In general, pedestrian and automobile connections to Roosevelt Road, Grant Park, and nearby Development Districts should be maximized.</p>	<p>Under the Planned Development agreement, parks should be constructed and public access provided for surrounding area residents.</p> <p>A park has been proposed to span the Metra Electric tracks between Roosevelt Road and 14th Street. If this option does not prove feasible, other open space areas should be provided to serve the north part of this District.</p>

DISTRICT:	Land Uses	Development Pattern	Building Scale and Features	Pedestrian Amenities	Open Space and Other Considerations
<p>8: Prairie Avenue District</p>	<p>The Prairie Avenue Development District should be a primarily residential area in and near the Prairie Avenue Chicago Landmark District, with ground floor commercial uses along Indiana.</p> <p>Ground Floor: <u>Preferred:</u> Residential, retail along Indiana. <u>Acceptable:</u> Institutional, governmental, office, boutique (small-scale) hotel.</p> <p>Upper Floors: <u>Preferred:</u> Residential. <u>Acceptable:</u> Hotel, office, cultural, institutional.</p>	<p>The predominant development pattern of the Prairie Avenue Chicago Landmark District should guide the pattern of new construction on the block between 18th and Cullerton Streets.</p> <p>Buildings should be set back ten feet along either side of Prairie Avenue from 21st to 16th Streets, 18th Street from Calumet Avenue to the alley west of Indiana Avenue, and along either side of Cullerton Street from Calumet Avenue to Indiana Avenue.</p> <p>Upper level setbacks should be encouraged above 50 feet in this District.</p>	<p>The Prairie Avenue Chicago Landmark District should be preserved and enhanced as the "centerpiece" for this District.</p> <p>Low-rise structures are most appropriate in the immediate Prairie Avenue area, with a gradual transition to the higher-rise residential and mixed-use buildings in surrounding blocks. Building materials and styles that are compatible with the historic character of Prairie Avenue should be used.</p> <p>Suggested building heights for this area should be in context with development along the block face and immediate surrounding area. Taller buildings should be approximately 60 feet along the Prairie, Cullerton, and 18th Street frontages; and up to 250 feet elsewhere in the Development District</p> <p>The City's Commission on Chicago Landmarks reviews building improvement projects for Landmark Districts and individual Landmarks.</p>	<p>Pedestrian elements such as trees, parkway improvements on Prairie, Cullerton, and 18th, and pedestrian-scale lighting should be incorporated as needed.</p> <p>The pedestrian bridge at 18th Street should be reconstructed to improve pedestrian and bicycle access to the lakefront.</p> <p>The St. Charles Air Line is a potential pedestrian and bicycle link between the River and the Lake.</p> <p>An additional connection to Lake Shore Drive between 16th and Cullerton Streets should be provided if feasible.</p>	<p>A new park is planned for the northeast corner of Indiana and 16th Streets. Additional access should be provided to Mark Twain Park (north of the St. Charles Air Line).</p> <p>The Chicago Women's Park and Gardens should continue to be improved.</p> <p>The system of historical markers and signs to points of interest should be expanded, and should include signs to the pedestrian way across Lake Shore Drive.</p>

DISTRICT:	Land Uses	Development Pattern	Building Scale and Features	Pedestrian Amenities	Open Space and Other Considerations
<p>9: McCormick Place District</p>	<p>The McCormick Place District should include supportive retail uses, such as restaurants and business services, should be encouraged along the Cermak Road and Indiana Avenue frontages.</p> <p>Ground Floor: <u>Preferred:</u> Institutional, hotel, business service, restaurant, entertainment, retail along Cermak and Indiana. <u>Acceptable:</u> Office.</p> <p>Upper Floors: <u>Preferred:</u> Institutional, hotel, service, restaurant, office, and entertainment. <u>Acceptable:</u> Residential north of Cermak.</p>	<p>The McCormick Place Planned Development covers most of the area in this District. Edge definition to the McCormick campus should be enhanced to provide a noticeable transition to the Motor Row and Prairie Avenue Landmark Districts. However, substantial visual and physical linkages between the two areas should be included as new development and redevelopment take place.</p>	<p>Several historic buildings in this area should be preserved and restored, subject to review by the Commission on Chicago Landmarks.</p> <p>Transition areas between the Exposition Center area and the Prairie Avenue and Motor Row Landmark Districts should be recognized and defined through building orientation and architecture, as well as landscaping and signage.</p> <p>Mid- and high-rise development is in character with the McCormick area, except near the Prairie Avenue Chicago Landmark District. Taller buildings along Cermak are appropriate, framing this corridor between McCormick Place and Chinatown.</p>	<p>As streets are vacated in the McCormick expansion area, pedestrian elements should be added. Access through structures and dedicated pedestrian paths should be included to maintain pedestrian links.</p> <p>Pedestrian crossings at Cermak Road should be improved in several locations as foot and auto traffic increases in this area.</p> <p>Better linkages are needed to the McCormick Center pedestrian bridge across Lake Shore Drive.</p> <p>Improved east-west pedestrian connections (using various streetscape elements) should be provided between McCormick Place and Motor Row at and south of Cermak Road.</p> <p>Landscaping along Cermak Road should be maintained to help define its role as the primary east-west corridor in the south part of the area.</p>	<p>Directional signs to points of interest, including the Prairie Avenue Chicago Landmark Districts and McCormick Place, should be added in this District.</p> <p>Outdoor seating areas should be added over time around McCormick Place..</p>