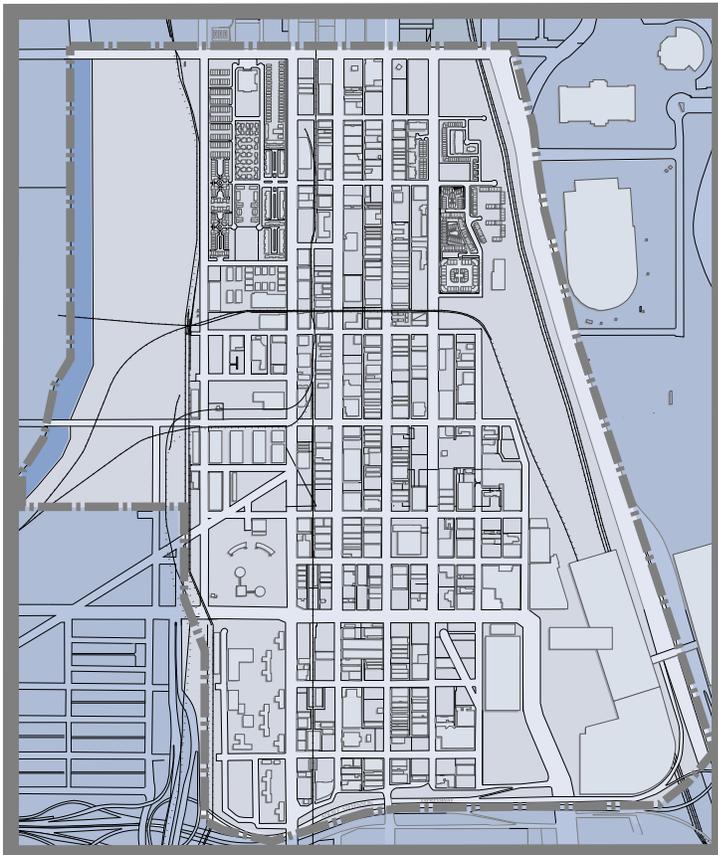




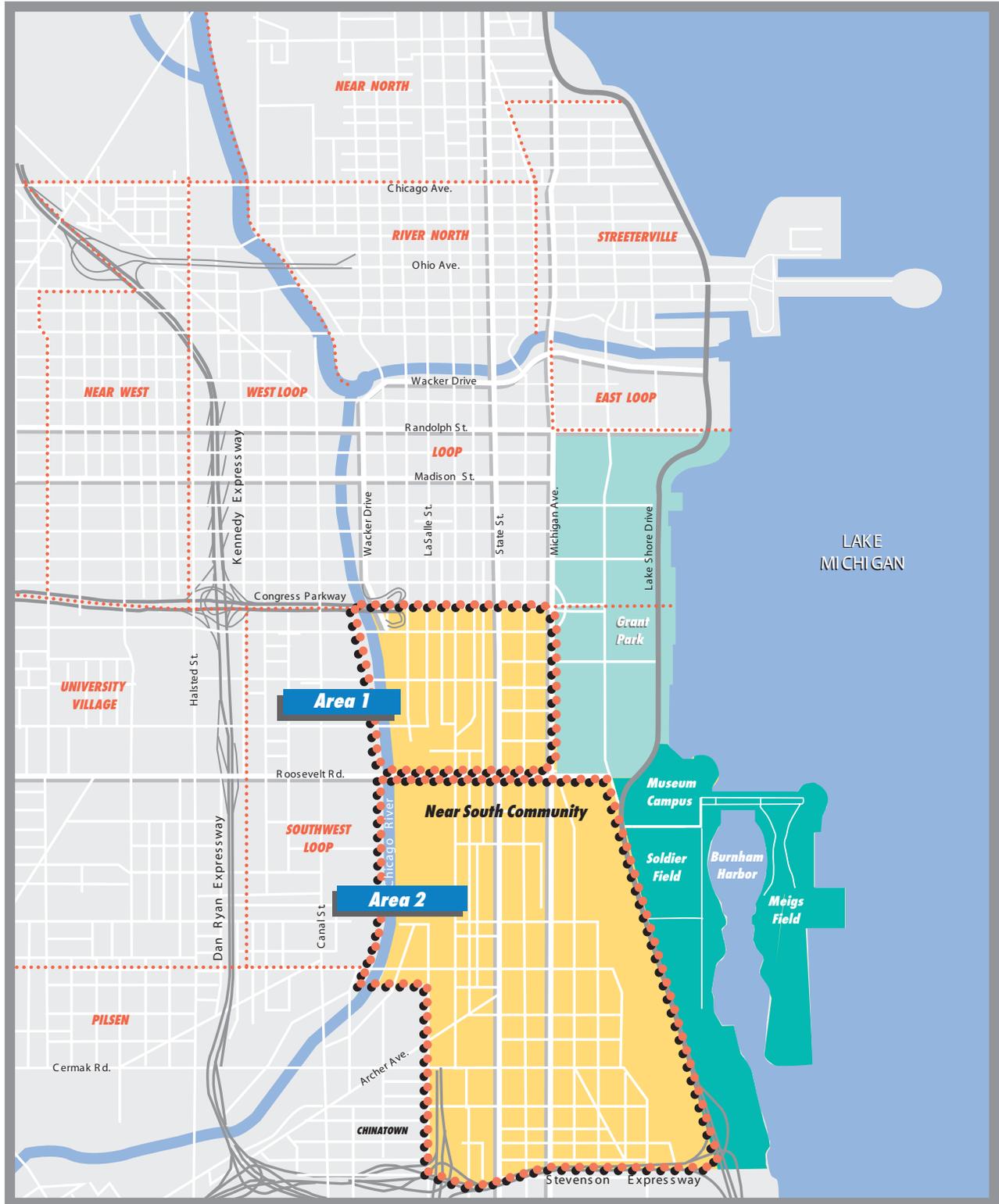
Near South Community Plan

Draft
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The Near South Community





INTRODUCTION

Chicago's **Near South Community** encompasses the area bounded by Congress Parkway to the north, Lake Michigan to the east, the Stevenson Expressway (I-55) to the south, and the Chicago River and Wentworth Avenue to the west. At two square miles, it is roughly double the geographical size of Chicago's Loop.

The Near South is home to many of Chicago's outstanding attractions; including several famous museums; the nation's largest convention center; four miles of waterfront along Lake Michigan and the Chicago River; and four Chicago Landmark Districts: Printing House Row, Motor Row, Prairie Avenue, and Historic Michigan Boulevard.

The Near South Community, once a commercial/industrial area, is becoming increasingly residential in character. This change in character commenced when abandoned railroad properties were transformed into new residential communities, including Dearborn Park, River City, and Central Station.

The Near South has also seen the conversion of former industrial buildings to residential use, including many in Historic Printing House Row. In addition, large-scale public improvements have been undertaken in recent years, including the relocation of Lake Shore Drive in 1997 and the construction of the District 1 Police Headquarters in 1999.

The City of Chicago is preparing the *Near South Community Plan* in order to address the many land use, zoning and "character" issues confronting this diverse and dynamic community area.

The *Near South Community Plan* involves a three-phase planning process. Phase One, summarized in the Appendix, entails the analysis of existing conditions and identification of key issues and concerns. Phase Two consists of preliminary land use, zoning, and "community character" recommendations. Phase Three includes preparation and discussion of the draft and final versions of the *Near South Community Plan* document.



EXECUTIVE SUMMARY

The **Near South Community Plan** presents policies and guidelines for improvement and redevelopment of the area bounded by Congress Parkway on the north, Grant Park and Lake Shore Drive on the east, the Stevenson Expressway on the south, and the Chicago River on the west. Roosevelt Road divides the two study areas (Area 1 and Area 2) that make up the Near South Community.

The Plan strives to enhance the Near South Community as a mixed-use urban neighborhood that complements Chicago’s nearby commercial, office and institutional developments.

The Plan builds upon the existing qualities of the Near South Community, including its rich street life; residential orientation; pedestrian scale; historic character; and unique shops, services, and institutions.

The Plan recognizes the distinguishing characteristics of the “development districts” that compose the Near South Community, and strives to link and interconnect these districts into a cohesive urban neighborhood.

The Plan is based on several guiding principles, as highlighted below.



The Development Districts within Area 1 include:

1. Franklin Point District
2. Wells Street District
3. Clark Street District
4. River City District
5. LaSalle Park District
6. Dearborn Park I District
7. Printers Row District
8. State Street District
9. Wabash Avenue District
10. Michigan Avenue District



The Development Districts within Area 2 include:

1. River Corridor District
2. Dearborn Park II District
3. Dearborn South District
4. South State Street District
5. Wabash-Michigan District
6. Motor Row District
7. Central Station District
8. Prairie Avenue District
9. McCormick Place District

Executive Summary (continued)

Guiding Principles

A Diverse and Exciting Mix of Uses:

The Near South Community should continue to be improved as a vibrant and diverse urban neighborhood serving residents, employees, students, and visitors alike. Various land uses and activities should support and complement one another, adding to the overall vitality of Near South Community. Recommendations include:

- The trend of an increasing residential population should be encouraged and promoted, with a range of housing types to support the community's diverse population. Residential uses should be located on the upper floors of buildings throughout the Near South Community. Residences are appropriate on all floors of many buildings in the southern and western portions of Area 1 and the eastern and western portions of Area 2.
- Retail, restaurant, entertainment and service uses should be located on the ground floors of buildings along primary shopping streets and pedestrian corridors, as described in the Land Use System and Pedestrian System recommendations for each Area.
- Additional ground floor retail and service uses that will meet the day-to-day needs of the growing residential and academic communities should be encouraged.
- New retail development should be compatible in scale and character with nearby existing development. Neither Area 1 nor Area 2 is an appropriate location for traditional "big box" or strip commercial site designs.
- Office uses should be located north of Polk Street, near the central business area in Area 1, and on the upper floors of buildings throughout the Near South Community.
- Hotel uses should be located in the northern and eastern portions of Area 1, particularly along and near Michigan Avenue, and in Area 2 near McCormick Place.

● Public, institutional, and educational uses should be permitted throughout the Near South Community. In particular, educational facilities should be encouraged in the northeastern portion of Area 1; along State Street, Wabash Avenue, and Michigan Avenue.

Safe and Convenient Access and Circulation:

The Near South Community should be served by a street system that provides safe and convenient access and circulation, enhances the neighborhood's land development pattern, and unites the Development Districts.

Recommendations that apply throughout the Near South Community include:

- Chicago's traditional grid pattern of streets and blocks should be extended into the LaSalle Park, River City, Franklin Point, and River Corridor Districts to enhance east-west circulation and improve connections between adjacent districts.
- Wells Street should be extended through Area 1 and Area 2 to create an important, continuous, N-S street, linking the various riverfront development districts. New east-west streets should be built to intersect with Wells Street.
- The Clark and Roosevelt intersection will be improved to facilitate through traffic movements on Clark Street and Roosevelt Road, improve turning movements, and provide better access to future developments in the immediate vicinity.
- Transit facilities and operations should be expanded throughout the Near South Community, as the area continues to gain residents. The proposed CTA Circle Line, following the route of the existing Red Line through Area 1 and Orange Line through Area 2, should be pursued.

Recommendations that apply to Area 1 include:

- Polk Street should be upgraded as an east-west route through the heart of Area 1. Of special concern is the segment between Wells and Clark Streets, which is characterized by relatively narrow right-of-way, pavement, and side-

walk widths; an unattractive underpass at the Metra tracks; and a narrow, constrained intersection at Wells Street.

- Traffic operational improvements should be undertaken along Congress Parkway to improve traffic circulation and enhance pedestrian safety and convenience along this major "gateway" route.
 - Traffic operations should also be improved at other locations, including the intersections of Harrison /State and Polk/8th Streets.
 - The need for and feasibility of additional bridges over the Chicago River should be studied in more detail, in coordination with development west of the River. Possible bridge locations include Polk Street, Taylor Street, and 15th or 16th Street.
 - Continue development of an "intermodal transit center" at LaSalle/ Congress, including a CTA bus turnaround, to provide connections between Metra trains at the LaSalle Street Station and CTA buses.
- Recommendations that apply to Area 2 include:*
- As one of only two river crossings within Area 2, 18th Street should be upgraded and connected to the new Wells Street/Wentworth Avenue extension.
 - Traffic operations at the intersection of Clark Street and Cermak Road should be improved.
 - The operations and aesthetics of the underpasses at the Stevenson Expressway should be reviewed and upgraded.
 - The possibility of additional connections to Lake Shore Drive should be explored.
 - One or more new transit stations in Area 2 (particularly in its southern portion) should be developed.
 - Continue to explore the development of a new CTA/Metra "intermodal transit center" north of Cermak on Wentworth as part of the development of the CTA Circle Line.

Well Designed and Appropriately Located Parking Facilities:

The Near South Community should be served by attractively designed and appropriately located parking facilities that are compatible with the area's historical scale and pedestrian orientation. Recommendations include:

- The development of public transportation and pedestrian facilities should continue to reduce the need for off street parking in the South Loop neighborhood over time. South Loop's role as parking support for Central Loop should be reduced.
- On-street parking should be provided wherever possible for convenience of Near South visitors and pedestrian comfort.
- Surface parking lots should be well maintained and attractively edged with landscaping and decorative fencing. The development of new non-accessory surface parking lots should not be permitted.
- Signage should be provided to direct motorists to parking locations in and near Areas 1 and 2. Signs should be limited as to number and size.
- Attractively designed parking structures and underground parking should be promoted to serve new developments and to replace existing surface lots. Parking structures should reflect the architectural style and character of nearby existing buildings and conform to design requirements in the City's Standards for Parking Garages. Garages should have ground floor retail, restaurants, and other active uses. Upper floors of parking structures should be adequately screened with landscaping or decorative fencing/mesh.
- The developers of new buildings should be required to provide new on-site parking to serve their developments and, where appropriate, encouraged to provide replacement parking to serve the surrounding area.

A Rich Variety of Open Spaces and Public Amenities:

The Near South Community should be characterized by a planned and coordinated system of parks, plazas, open spaces, "gateways," and landscaped streets that serves the needs of local residents and employees, and helps organize and provide focus for the neighborhood. Recommendations include:

- The Chicago River corridor should be improved as a continuous greenway and public promenade serving pedestrians and bicyclists, with places for both recreation and relaxation. Overlooks and public access points should be provided at key locations that are accessible from the remainder of the Study Area.
- Grant Park should continue to be enhanced as a major amenity for the entire Near South Community in accordance with the recently completed Grant Park Framework Plan.
- Federal Park (at Federal and 24th Streets), Teachers Academy Open Space (at 24th and Dearborn Streets), Ping Tom Park expansion, and a new three-acre park are to be developed west of the tracks within the LaSalle Park Planned Development. Several new open spaces will be created as part of the Riverside Park Planned Development.
- New accessible public open spaces should be provided as new development occurs, commensurate with the City's standard of at least two acres of public open space per 1,000 population. Parks should be created within a short walk of every Near South resident.
- Gateways to the Near South Community form the first impression of the area for visitors, and should be enhanced wherever possible. Gateways of particular importance are identified in the Framework Plan. Improvements could include landscaping, sculpture, lighting, signage, and architectural treatments.
- Planted medians should be provided along Michigan Avenue from Roosevelt Road to Cermak Road, and considered for Motor Row.

A Pedestrian-Friendly Neighborhood Environment:

Streets and walkways should be safe and convenient and should encourage pedestrian activity. Recommendations for the Near South Community include:

- Pedestrian connections along east-west streets should be significantly improved in order to better link development districts and provide more direct connections between the Chicago River, Grant Park, and the lakefront.
- Shops, restaurants, and similar uses should be encouraged on buildings' ground floors to provide an interesting pedestrian environment.
- Directional signs and kiosks should be installed to help pedestrians find the riverwalk, the lake, transit stations, and other amenities and attractions in the Near South Community.
- Wabash Avenue and State Street should be improved as pedestrian routes to the Loop and between Areas 1 and 2. Generous and comfortable sidewalks should be provided along State Street.
- Primary pedestrian routes should include Wells Street, State Street, and the riverwalk, and perhaps one or more routes internal to the existing Planned Developments. New north-south pedestrian routes should be developed west of the Metra tracks.
- Polk Street should be enhanced as the primary east-west pedestrian route for Area 1, extending from State Street to the river. Harrison Street should also be improved for pedestrians.
- Eighteenth Street and Cermak Road should be upgraded as important east-west routes in Area 2.
- The pedestrian overpass near 18th Street and Calumet Avenue should be replaced, and additional pedestrian links to the lakefront should be provided.

Executive Summary (continued)

- One or more new east-west pedestrian and bicycle corridor(s) should be established, perhaps utilizing the Taylor Street right-of-way west of Clark Street. If the St. Charles Air Line is no longer needed for freight trains in the future, it might be adaptively reused for a pedestrian and bicycle trail.
- The existing pedestrian underpasses at Polk, Harrison, and 18th Streets; Archer Avenue; and Cermak Road should be kept clean and attractive, and made more comfortable and convenient for pedestrians.
- Safe and convenient pedestrian crosswalks should be provided throughout Areas 1 and 2. In particular, pedestrian crossings should be improved along Congress Parkway and Cermak Road.

An Attractive and Compatible Mix of Old and New Buildings:

The Near South Community should be characterized by an attractive mix of old and new buildings that reflects and complements the neighborhood's established development pattern and building context. Recommendations include:

- New construction within historic districts, and adjacent to historic buildings, should be designed to relate to existing buildings and deal sensitively with the district's historic resources, in terms of scale, proportion, and materials.
- Buildings with architectural and historical interest, which help give the Near South a distinctive image and identity, should be preserved, protected, and enhanced.
- The City should continue to promote the renovation and adaptive reuse of older existing buildings. In particular, the ground floors of commercial buildings, which are highly visible to pedestrians and passing motorists, should be improved and upgraded.

- The reuse and rehabilitation of underutilized upper floor space should be actively promoted, particularly in historic buildings and in those areas such as Wabash Avenue, Clark Street, and Motor Row that have a higher percentage of buildings with vacant upper floors.
- New developments should be based on Chicago's traditional grid pattern of regularly shaped blocks and parcels.
- New developments should relate to and connect with surrounding existing developments. Isolated enclaves and internally-oriented "development islands" should be avoided.
- To promote visual continuity and uninterrupted pedestrian and retail environments, buildings should generally be built out to the property line. Except in residential areas, street level setbacks should be discouraged.
- The heights of new buildings should reflect the predominant height of nearby existing buildings. The heights of new buildings should consider the scale and character of nearby districts, pedestrian ways, "gateways," view corridors, and other pertinent features.

Implementation Plan

Three primary strategies underpin the Implementation Plan for the Near South Community: a) leadership and partnerships; b) zoning reform; and c) project financing.

Leadership and Partnerships:

- The City must assume the leadership role in implementing the Plan through public projects as well as financial and technical assistance to a variety of partners including other public agencies, local businesses, community organizations, property owners, and developers.

- In addition to City leadership, active support, participation, and implementation of Plan initiatives and projects are required by a variety of Plan partners including: the Park District, the Board of Education, the Chicago Transit Authority (CTA), Metra, schools, churches, institutions, businesses, community groups, residents, property owners, and developers.

Zoning Reform:

- Zoning for the Near South should: a) help ensure that the intensity of new development is consistent with existing and proposed neighborhood scale and character; b) preclude the establishment of incompatible land uses; c) foster design and character recommendations; and d) help to conserve historic buildings and areas that are not protected by landmark status.
- The designation of new Planned Developments or the review of construction plans within existing Planned Developments should consider the use, design and improvement recommendations of the Plan. In some cases, existing Planned Developments should be amended to incorporate land use and design recommendations of the Plan.

Project Financing:

- Many of the projects and actions called for in the Near South Community Plan can be implemented through policy and administrative decisions and/or funded through existing municipal programs.
- The City has established five TIF districts within the planning area: the Near South TIF District, the River South TIF District, the Michigan and Cermak TIF District, the Calumet/Cermak TIF District, and the 24th and Michigan TIF District. Each of these districts provide potential funding sources for actions such as roadway and intersection improvements; street-scape improvements; construction of gateway design features; pedestrian crosswalk and underpass improvements; land assembly; riverwalk construction, neighborhood park and plaza facilities, and the rehabilitation of older, deteriorating buildings (especially those with architectural or historical significance). The Implementation section of this Plan provides details as to how each TIF district can be best utilized for improvements in the various Development Districts it overlaps.
- The City has various other programs that may benefit the Near South Community; these are described in the Implementation section. They may be tailored to the specific needs of the Near South area as opportunities arise.



Section 1: **FRAMEWORK PLAN**

The Framework Plan presents policies and guidelines for improvement, development and redevelopment within the Near South, which is bounded by Congress Parkway to the north, Lake Michigan to the east, the Stevenson Expressway (I-55) to the south, and the Chicago River and Wentworth Avenue to the west.

The Framework Plan is based on surveys, investigations, and analyses undertaken by the Consultant; advice and assistance from City of Chicago Staff; and input and suggestions from a number of residents and business persons within the Near South Community. The Framework Plan also reflects many of the ideas and concepts included in the City's previously prepared plans and studies for the area.

The Framework Plan is comprehensive in scope and coverage. It addresses all of the physical components of Areas 1 and 2, including: 1) land use, 2) traffic, 3) parking, 4) public transit, 5) parks and open space, 6) pedestrian circulation, and 7) building improvement and development.

The Framework Plan strives to: a) maintain and enhance the unique and distinguishing characteristics of the Near South Community, b) link and unite the various "districts" within each area, and c) promote compatible new development and redevelopment in selected locations.

The Framework Plan establishes the basis for the more specific improvement and development recommendations set forth in the Development District Guidelines, presented in Section 2 of this report.

The components of the Framework Plan, briefly highlighted below, are described on the following pages.

Figures 1-4: Land Use System present policies and guidelines for the location, mix and arrangement of land uses. While much of the area is designated for "mixed-use" development, the Plan indicates the "predominant" uses to be promoted in various locations.

Figures 5 & 6: Traffic Circulation System present policies and guidelines for vehicular access and circulation. It addresses existing streets to be upgraded, intersections to be improved, and new streets to be constructed.

Figures 7 & 8: Parking System present policies and guidelines for the location, arrangement, and design of parking facilities. It addresses on-street parking, parking lots, parking garages, and the provision of parking to serve new developments.

Figures 9 & 10: Transit System present policies and guidelines for public transit service and transit facilities. It addresses Metra and CTA lines and stations, as well as the appearance and maintenance of transit facilities.

Figures 11 & 12: Parks and Open Space System present policies and guidelines for the location and design of public open spaces. It addresses the River corridor, Grant Park, the Lakefront, streetscape treatments, "gateway" areas, views and vistas, and the provision of parks and open spaces.

Figures 13 & 14: Pedestrian System present policies and guidelines for pedestrian movement and facilities. It addresses pedestrian ways, street crossings, underpasses, and the impact of building design and ground-floor land uses on the pedestrian environment.

Figures 15 & 16: Building Improvement and Development present policies and guidelines for the building "fabric" within the Near South. It addresses the rehabilitation of existing buildings, the preservation of historic structures, and the design and orientation of new construction.



Area 1: Land Use System

The Near South should continue to be improved and developed as a mixed-use urban neighborhood with a diverse mix of residential, retail, office, service, educational, institutional, and recreational land uses. A blend of complementary, mutually-supportive land uses should be encouraged in order to promote day and evening activity.

The location and arrangement of land uses in Area 1 that would best promote a true "mixed-use neighborhood" are described on the following pages. The land use descriptions appear below. Following this section, the mix of land uses to be encouraged in each of the Development Districts is described.

Figures 1 and 2 illustrate the generalized land use pattern for ground floors and upper floors, respectively, of Area 1 buildings.

Additional detail relating to the pattern of uses in each District is included in *Section 2: Development District Guidelines*.

Residential uses are appropriate and desirable throughout the entire area, and should be diverse in both type and size. In the northern and eastern portions of Area 1, residential uses should be located on the upper floors. In the southern and western portions (except on the pedestrian/retail corridors) residences may be located on all floors.

Retail uses should be located on ground floors along primary retail streets and pedestrian corridors, particularly in the northern and eastern portions of Area 1. Primary retail corridors include Michigan, Wabash, State, Dearborn, Wells, Roosevelt, and Congress.

New retail development should be compatible in scale and character with nearby existing development. Traditional "big box" or "strip commercial" site designs are not appropriate in the Near South Community; however, buildings that are designed to fit in with the urban context shall be considered. Features to be encouraged include: mixed-use structures, multiple stories, and minimal building setbacks. Siting and design of large retail uses also must consider traffic access, circulation, and volume impacts.

Concentrations or "nodes" of retail and other active uses are appropriate along the Riverwalk, intersections of primary pedestrian and retail streets, and near large residential developments.

Restaurants and small entertainment uses should be located on ground floors of buildings along primary retail and pedestrian corridors, especially along Wabash Avenue and in the northern and eastern sections.

Commercial service uses, including business and personal services, could be located on the ground and upper floors of buildings throughout much of Area 1, particularly in the northern and eastern portions of the area.

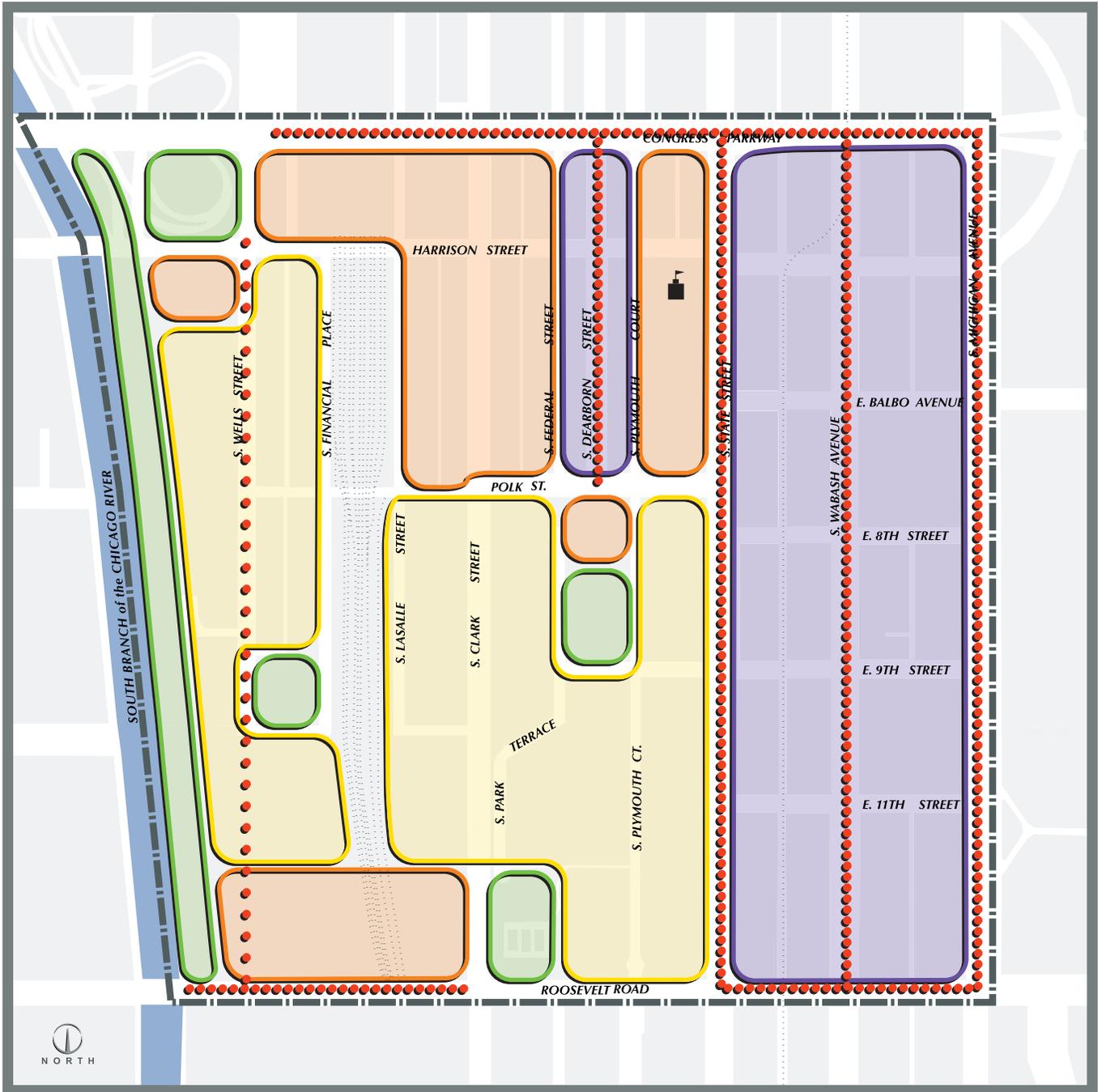
Convenience commercial uses oriented to the day-to-day needs of nearby residents should be located on ground floors throughout the area, and in commercial nodes proximate to the large-scale residential developments in the southern and western portions of Area 1.

Office uses should be located in the northern portion of Area 1, near the central business area, and on the upper floors of buildings throughout much of Area 1. Larger office uses should be concentrated in the north part of the study area.

Hotels should be focused in the northern and eastern parts of Area 1, particularly along and near Michigan Avenue.

Public, institutional, and educational uses should be permitted throughout most of Area 1. In particular, educational facilities should be encouraged in the northeastern portion of the area, along State Street, Wabash Avenue, and Michigan Avenue. This location has become known as the "Education Corridor."

Parks, plazas, and other open spaces should be encouraged throughout Area 1. At least one public open space should be available within a short walk of each resident.



- Primary Retail Corridor
- Neighborhood Retail Corridor
- Residential and Commercial
- Parks and Open Spaces
- Residential
- Hotel, Restaurant, Retail, Entertainment, Residential, and Education
- Schools



Area 2: Land Use System

Development Districts:

Each of the nine Development Districts which compose Area 2 should be characterized by a somewhat different mix of land uses, as highlighted below. Additional land use recommendations are presented in *Section 2: Development District Guidelines*.

River Corridor District - A mix of new residences, open spaces, hotels, and restaurants, with commercial uses on Roosevelt Road and small-scale retail at key locations along the future riverwalk. The Riverwalk should be the focal point of this District.

Dearborn Park II District - Predominately residential uses, with supportive retail along the east side of State Street.

Dearborn South District - A mix of industrial, commercial, and governmental uses. Mixed-use buildings with ground floor commercial and upper story residences should only be located along the east side of State Street.

South State Street District - Existing residential and educational uses west of State; 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.

Wabash-Michigan District - A mix of ground floor commercial uses, loft and town home residences, and high-rise residential buildings. Retail uses should initially be concentrated north of the St. Charles Air Line.

Motor Row District - A variety of retail and entertainment establishments and other active ground floor uses should be promoted, particularly along Michigan and Cermak. Commercial and light industrial uses are appropriate in this area. Potential exists for residential uses in upper stories.

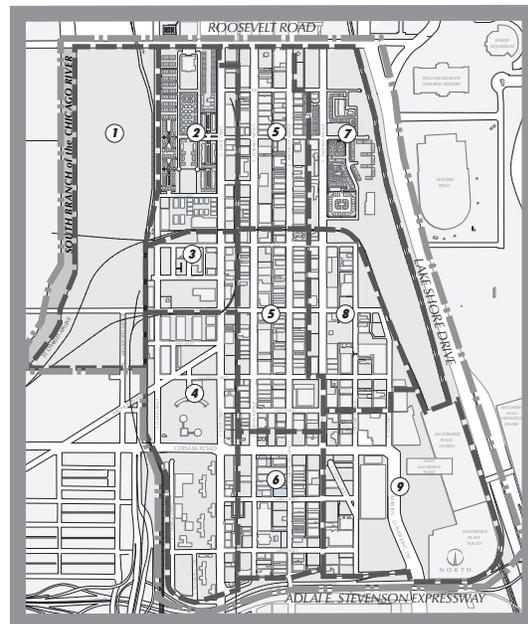
Central Station District - New low-to high-rise residences and compatible uses consistent with the adopted Planned Developments.

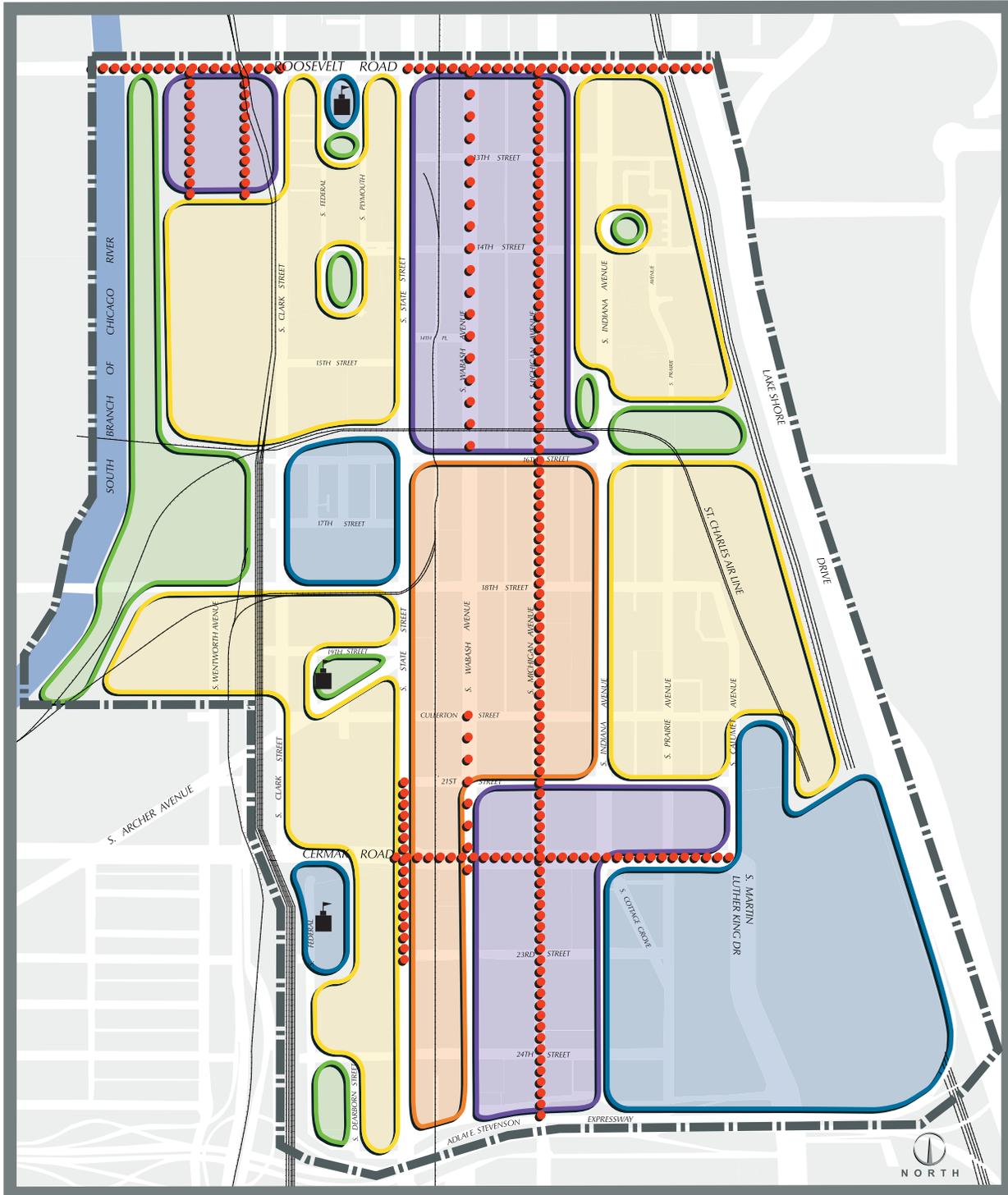
Prairie Avenue District - Primarily a residential area in and near the Prairie Avenue Chicago Landmark District, with ground floor commercial and cultural uses along Indiana. This area is becoming known as "Prairie Avenue Museums and Gardens."

McCormick Place District - Institutional, business service and technology, entertainment, and retail uses, with residential uses on upper floors of buildings north of Cermak Road.

The Development Districts within Area 2 include:

1. River Corridor District
2. Dearborn Park II District
3. Dearborn South District
4. South State Street District
5. Wabash-Michigan District
6. Motor Row District
7. Central Station District
8. Prairie Avenue District
9. McCormick Place District





- Primary Retail Corridor
- Neighborhood Retail Corridor
- Residential and Commercial
- Parks and Open Spaces
- Residential
- Hotel, Restaurant, Retail, Entertainment, Residential, and Education
- Warehouse, Industrial, and Institutional
- Schools



Area 1: Traffic Circulation System

The Near South Community should be served by a street system that provides safe and convenient vehicular access to and within the neighborhood, and supports the area's mixed-use development pattern as shown in Figure 5.

Major traffic routes within Area 1 include Congress Parkway, State Street, Roosevelt Road, Clark Street, and Michigan Avenue. In addition, Harrison Street and Wabash Avenue provide important connections to the Loop, West Loop, and the subareas south of Roosevelt Road.

In addition to serving traffic circulation needs, the street system should serve to link and unite the districts of Area 1 and the larger Near South Area. Pedestrian and automobile links to Roosevelt Road should be maximized.

While street system and traffic operational improvements should be undertaken as required, priority within Area 1 should be given to pedestrians and transit patrons, as highlighted in other components of the Framework Plan.

Congress Parkway is a major "gateway" to the Loop and the Near South Community. It provides direct connections between the expressways and Michigan Avenue, Grant Park, and Lake Shore Drive.

Traffic operational improvements should be undertaken along Congress Parkway in order to: a) enhance this major gateway route, b) provide efficient traffic circulation, and c) improve pedestrian safety and convenience.

Wells Street should be extended southward under Roosevelt Road, connecting to Wentworth Avenue. This extension would improve north-south traffic circulation and connect neighborhoods within the Near South Community and beyond.

Potential vehicular and pedestrian connections at Wells Street and Roosevelt Road should be studied. A boulevard cross-section with a landscaped median and on-street parking should be considered for Wells Street south of Polk or Taylor Street, although this would require additional right-of-way.

Polk Street should be upgraded as an important east-west route through the heart of Area 1. Of special concern is the segment of Polk between Wells and Clark Streets, which is characterized by relatively narrow right-of-way, pavement, and sidewalk widths; an unattractive underpass at the Metra tracks; and a narrow, constrained intersection at Wells Street.

Traffic operational improvements should be undertaken along Polk Street to improve the efficiency of traffic circulation, and improve pedestrian safety and convenience.

Street grid. Chicago's neighborhoods have traditionally featured a grid pattern of streets and blocks. To the maximum extent possible, the street grid should be extended into the LaSalle Park, River City, and Franklin Point Districts in order to enhance east-west circulation and improve connections between adjacent districts.

Polk and Taylor Streets should be extended over the Chicago River. Creating one or more additional east-west routes between Clark Street and the River should also be considered.

While there are existing cul-de-sacs within the Dearborn Park 1 District, the development of new cul-de-sacs and other street discontinuities in Area 1 should be discouraged.

Bridges. There are currently no bridges over the Chicago River between Harrison Street and Roosevelt Road. As new development takes place in the Franklin Point, River City, and LaSalle Park Districts, options for additional bridges should be studied. Possible bridge locations include Polk Street and Taylor Street. Additional bridges would help relieve pressure on existing east-west traffic routes, particularly Roosevelt Road.

Other possible traffic improvements. Other traffic-related recommendations within Area 1 include: a) improve traffic operations at the "off-set" intersections of Harrison/State and Polk/8th Street; b) improve, expand, and upgrade the Wells/Polk and Dearborn/Polk intersections; c) phase traffic signals to provide for more efficient traffic operations, except where this would negatively impact pedestrian safety or pedestrian circulation; d) reduce traffic congestion, particularly at Roosevelt Road; e) reduce speeding along Clark Street; and f) reassess the desirability of retaining one-way traffic along Clark, Federal, and Plymouth Streets and Wabash Avenue in Area 1.

*NOTE: Recommendations related to the design and appearance of streets within Area 1 are presented in the **Pedestrian System** recommendations.*



- Major Arterial
- Minor Arterial
- Neighborhood Collector
- Street Grid Extension
- Intersection Improvement Location
- Roadway Improvement Location
- Possible Pedestrian or Vehicular Bridge



Area 2: Traffic Circulation System

The Near South Community should be served by a street system that provides safe and convenient vehicular access and circulation, and enhances the area's mixed-use land development pattern. The street system should serve to link the various Development Districts which compose Area 2 and areas beyond. Figure 6 depicts traffic recommendations.

Major traffic routes within Area 2 include the Stevenson Expressway (I-55), Lake Shore Drive, Cermak and Roosevelt Roads, Michigan Avenue, State and Clark Streets, Martin Luther King Drive, and Archer Avenue. Wabash and Indiana Avenues and 18th Street also provide important connections to the Loop and across the Chicago River, respectively.

While street system and traffic operational improvements should be undertaken as needed, enhancements to the pedestrian environment should be a priority within Area 2, as highlighted in other components of the Framework Plan.

Roosevelt Road. Roosevelt Road should be maintained as a major gateway to the larger Near South community. It provides direct connections between the highways and Michigan Avenue, the Museum Campus, and Lake Shore Drive.

Wells Street Extended. Wells Street (and an additional street such as Wentworth) should be extended southward through Area 2 in order to: a) provide north-south traffic circulation between the Metra tracks and the River; and b) create a continuous north-south street to connect the riverfront Development Districts through the Near South Community and to adjacent areas, including Chinatown.

18th Street. As one of only two river crossings in Area 2, 18th Street should be improved and upgraded as an important east-west route through the study area. An at-grade connection to a possible Wells/Wentworth extension is crucial to create connectivity in this western area. 18th Street needs resurfacing or reconstruction; its underpass at the Metra tracks needs aesthetic treatment such as improved lighting, painting, and landscaping.

The area between and beneath the two "L" tracks on 18th Street between State and Wabash Streets would benefit from aesthetic improvements. Potential connections to Lake Shore Drive at or near 18th Street should be studied.

Street grid. Chicago's neighborhoods are generally characterized by a grid system of streets and blocks. However, major barriers to extension of the street grid exist in Area 2, including the River, the St. Charles Air Line, and transit lines. As development projects in the River Corridor and Central Station Districts are planned, opportunities to extend the street grid and

improve circulation and improve connections to adjacent districts should be sought. Street discontinuities should be discouraged.

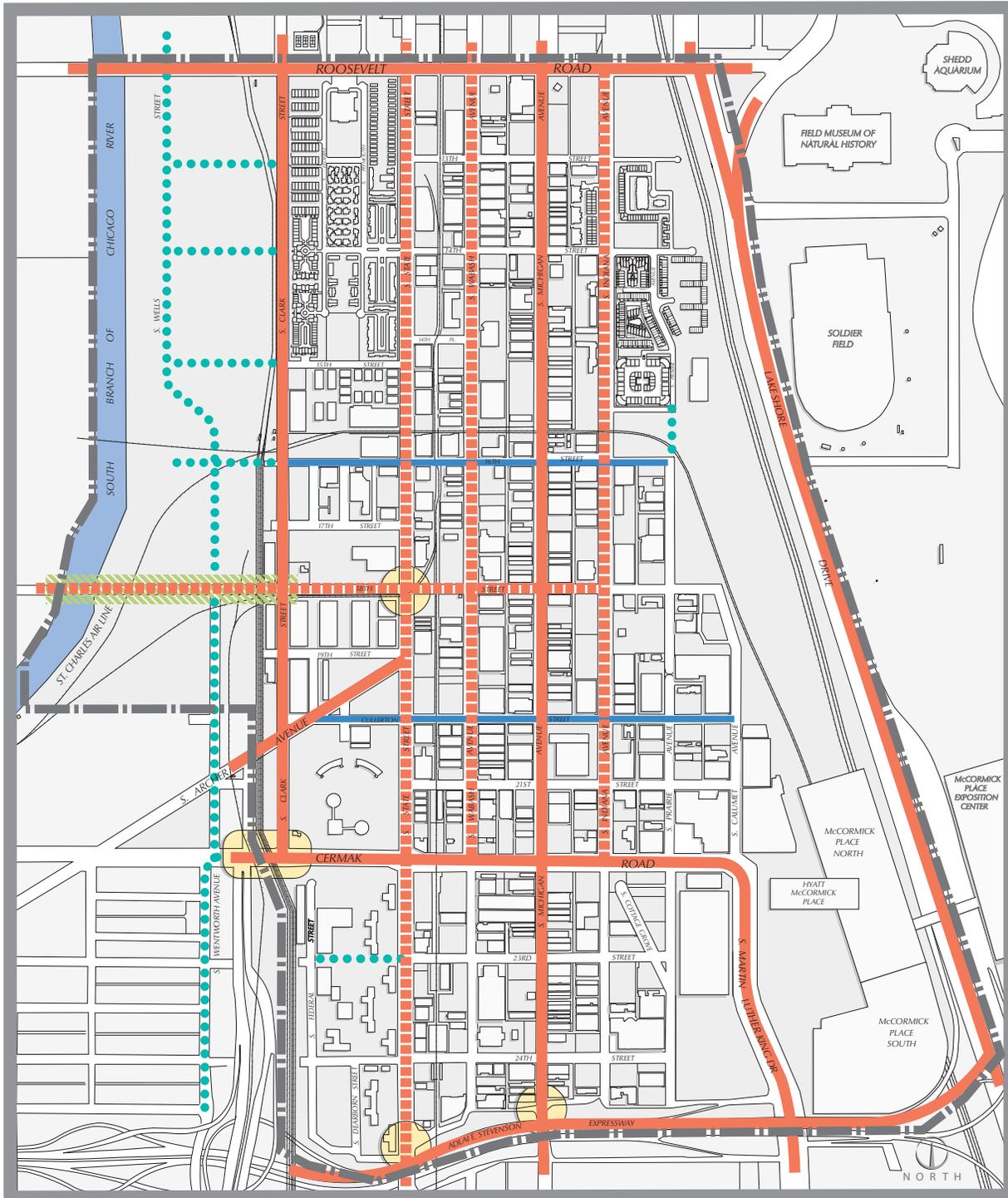
Efforts should be undertaken to reconnect the Hilliard and Ickes Chicago Housing Authority properties to the surrounding community. Possible circulation improvements include the extension of 23rd Street from State Street to Federal Street.

The potential removal of the St. Charles Air Line would enable extension of the street system eastward, permitting better access to the land just west of the Metra Electric line.

Bridges. Currently, the Chicago River is a major barrier between Area 2 and neighborhoods to the west. No bridges exist between Roosevelt and 18th Street; opportunities to provide a new river crossing location should be sought as development occurs.

Other possible traffic improvements. Other traffic-related recommendations within Area 2 include: a) improve traffic operations at the offset intersections on Cermak Road at the Clark Street/Dan Ryan Expressway connection, b) improve the visibility and functionality of intersections near underpasses at the Stevenson Expressway, and c) investigate the feasibility of an additional connection to Lake Shore Drive between 16th and Cullerton Streets.

*NOTE: Recommendations related to the design and appearance of streets within Area 2 are presented in the **Pedestrian System** recommendations.*



-  Major Arterial
-  Minor Arterial
-  Neighborhood Collector
-  Street Grid Extension
-  Intersection Improvement Needed
-  Reconstruct 18th Street to improve street condition/pedestrian access



Area 1: Parking System

The Near South Community should be served by attractively designed and appropriately located parking facilities (see Figure 7) that are compatible with the area's historical scale and pedestrian orientation.

While an adequate supply of parking is essential, the overall need for parking within Area 1 should be de-emphasized by further improving and enhancing public transportation and pedestrian facilities throughout the neighborhood.

On-street parking. On-street parking is quite convenient for shoppers, business customers, and visitors to an urban neighborhood. Curb parking, which provides a buffer between the sidewalk and moving traffic, is also considered to be "pedestrian friendly." Metered, on-street parking should be maintained wherever possible within Area 1, including along the new Wells Street extension, to serve retail and other commercial uses.

Surface parking lots. Surface parking lots within Area 1 should be well maintained. Lots used at night should be adequately illuminated. All lots should comply with city codes regulating landscaping and operations.

New accessory parking lots within Area 1 should be located behind buildings or in mid-block locations. Parking lots in front of buildings or on corner parcels should be avoided.

The development of new non-accessory surface parking lots should not be permitted in Area 1.

Parking structures. Attractively designed parking structures should be promoted to serve new developments within Area 1 and to replace existing surface lots. Parking decks should be screened where appropriate with such treatments as flower boxes, vines, and/or decorative metal work. New parking structures should conform to the City's Standards for Parking Garages.

In general, parking structures should be designed to reflect the architectural style and character of nearby existing buildings. Stores, restaurants, and other active uses should be located on the ground floors of parking facilities along major streets and pedestrian routes. Parking garages should be "fronted" with residential units or commercial space. Along State Street and Wabash Avenue, parking should be designed and located to provide a buffer between the "L" structure and buildings where possible.

Parking access and signage. As part of the City's overall system for identifying parking facilities, attractively designed signage should direct motorists to parking within Area 1. The size, number, and location of signs should be carefully regulated.

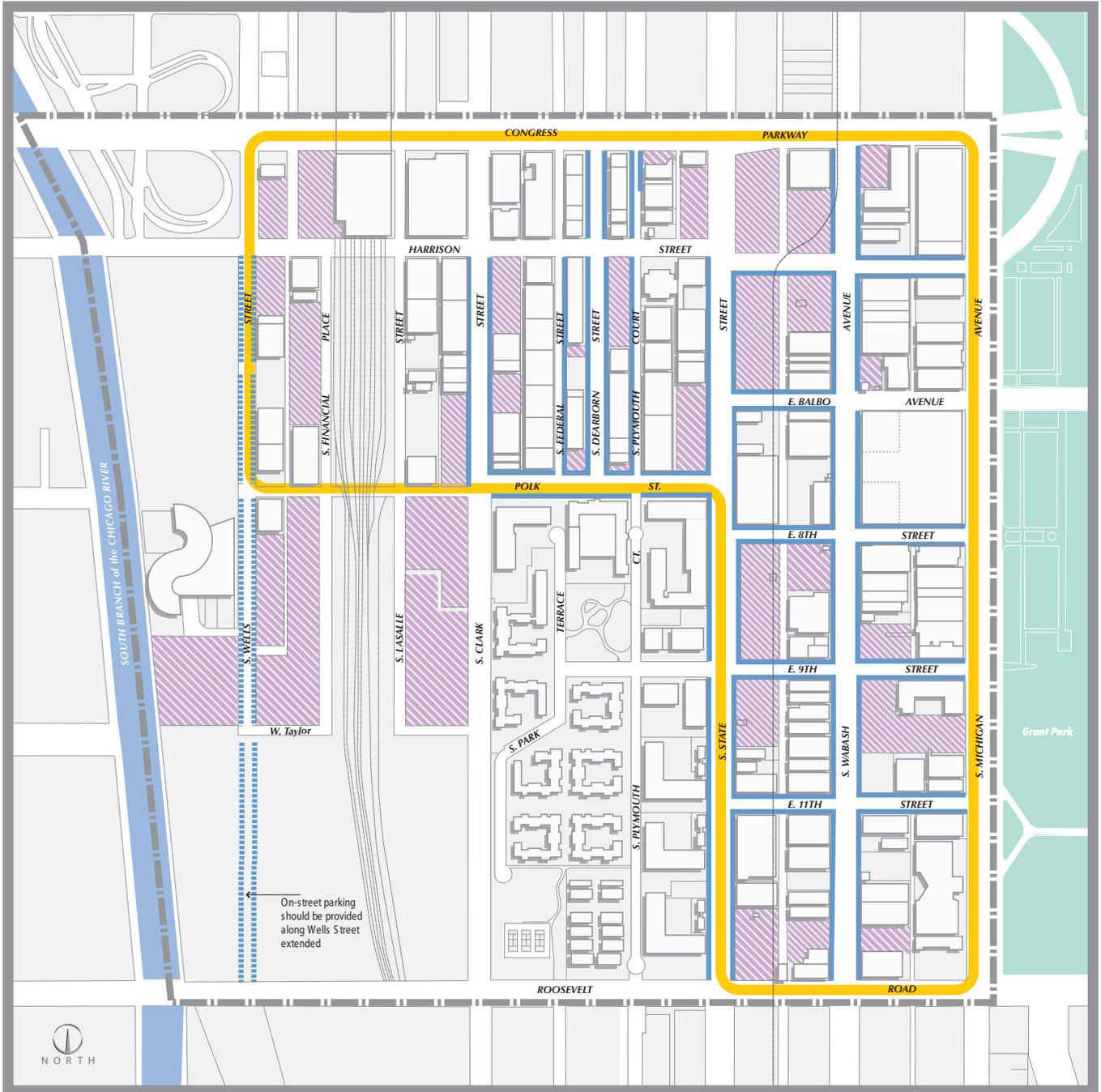
Parking access drives, which interrupt the "street wall" and the pedestrian environment, should also be limited. Access to parking facilities should generally be from east-west streets. There should be no curb cuts along Michigan Avenue, Congress Parkway or Dearborn Street.

Provision of new parking. Developers should be required to provide new on-site parking to serve new developments. In the case of residential and mixed-use developments, parking should be provided for both residents and visitors. Parking provision should also be considered for retail uses.

To minimize impacts on the streetscape and to preserve land for buildings and open space, the provision of parking structures and underground parking rather than surface lots should be strongly encouraged. The development of shared parking facilities that can serve several different uses should also be encouraged. Reduced parking requirements should be considered for development near transit.

Redevelopment of selected parking facilities. The large number of surface parking lots within Area 1 tends to disrupt street life and pedestrian activity. The redevelopment of selected surface parking lots and older parking decks should be encouraged, particularly along major street frontages and pedestrian routes.

Replacement parking. Area 1 will continue to provide parking support for the commercial developments located north of Congress Parkway, but this role should be gradually reduced. As existing surface parking lots are redeveloped, replacement parking should be encouraged as a part of new developments, particularly in the northern portion of Area 1.



- Existing on-street parking
- Area in which new surface parking lots should be discouraged
- Existing surface parking lots subject to redevelopment



Area 2: Parking System

The Near South Community should be served by attractively designed and appropriately located parking facilities that are compatible with the area's historic character and pedestrian orientation.

Although an adequate supply of parking is essential, the overall need for parking within Area 2 should be de-emphasized by further improving public transportation and pedestrian facilities throughout Area 2.

On-street parking. On-street parking should be maintained and added in Area 2 wherever possible for convenience, traffic calming, and pedestrian comfort. On-street parking is particularly important near area destinations. Parking meters should be installed wherever on-street parking is provided.

Surface parking lots. Surface parking lots within Area 2 should be well maintained. Lots used at night should be adequately and appropriately illuminated. All lots should be attractively edged with landscaping and/or decorative fencing, consistent with the Chicago Landscape Ordinance.

Redevelopment of selected parking facilities. The large number and poor condition of surface parking and outdoor storage areas within Area 2 detract from the area's appearance. As such lots offer larger sites with few physical obstacles, the redevelopment of selected surface parking lots and outdoor storage areas should be emphasized, particularly lots at major intersections and along major street frontages and pedestrian routes.

Surface parking lot locations that may be good redevelopment sites are highlighted in Figure 8.

Parking structures. Attractively designed parking structures should be promoted to serve new developments within Area 2. Adequately screened parking structures should be designed with flower boxes, vines, and/or decorative metal work/fencing. Above-grade parking structures should reflect the architectural style and character of nearby existing buildings. Stores, restaurants, and other active uses should be provided on the ground floors of parking facilities located along major streets and pedestrian routes. Architectural screening of parking levels above the ground floor should be promoted to continue street rhythm and architectural consistency. New parking structures should conform to the design guidelines contained in the City's Standards for Parking Garages.

In appropriate locations, new parking facilities should be designed to provide a buffer between the "L" and adjacent buildings.

Parking access and signage. As part of the City's overall system for identifying parking facilities, signage should direct motorists to parking within Area 2. The size, number, and location of signs should be carefully regulated.

Parking access drives, which interrupt the "street wall" and the pedestrian environment, should also be carefully controlled. Where possible, access to parking facilities should be from rear alleys and from east-west streets. The number of curb cuts in each block should be minimized.

Provision of new parking. As the area continues to develop, many new commercial uses and increasingly popular transit stations will require off-street

parking to serve customers and riders. To minimize the presence of surface parking in the area, the development of shared parking facilities that can serve several different uses should also be encouraged.

Wherever possible, the developers of new buildings within Area 2 should be required to provide new on-site parking to serve their developments. Commercial and institutional projects should, at a minimum, provide parking for employees. All residential projects should provide parking for both residents and visitors. Reduced parking requirements should be considered for development near transit.

When they are necessary to accommodate new developments, accessory parking lots should be located behind buildings or in mid-block locations. Parking lots in front of buildings or on corner parcels should be avoided. When possible, street-fronting parking lots should be combined or shared between uses to minimize the number of breaks in the "street wall."

Large-site residential developments should, when feasible, incorporate below-grade or enclosed parking in order to provide retail or other recommended uses at ground level.

McCormick Place. McCormick Place creates a large traffic and parking burden on Area 2. Recent parking additions near McCormick Place have helped to meet the demand it creates. Future expansions should be designed to incorporate parking to continue this trend.



Area 1: Transit System

The Near South Community is convenient to a number of public transit lines and station facilities, as shown in Figure 9.

Public transportation service will become increasingly important as additional new residential units and educational facilities are developed within the Near South Community.

In general, public transportation services should continue to be improved and upgraded in order to increase personal mobility and minimize the need for private auto trips and extensive parking facilities within the Near South Community.

Transit Lines:

Recommended improvements and enhancements related to transit lines within Area 1 include:

- As new development occurs within the Franklin Point, River City and LaSalle Park Districts, provide new bus service along the Wells Street extension.
- Proceed to develop the CTA Circle Line, which would follow the route of the existing Red Line through Area 1, providing a convenient link between the Near South and the Near West neighborhoods (including the University of Illinois Medical Center employment district and the United Center).
- Improve the appearance of the “L” structure and associated stations through cleaning, lighting, painting, and signage.

- Improve the appearance of the Metra Rock Island rail corridor as it passes through Area 1, perhaps through the use of landscaping, berming, and/or special architectural treatment of the retaining wall.

- As new development occurs in the southwestern portion of Area 1, it may be possible to better integrate the transit corridor into adjacent building developments, or actually build over the tracks.

- The Museum Campus operates a “Museum Trolley” that passes through Area 1 and provides access to and from the Museum Campus. The City is expanding trolley service along Michigan Avenue within Area 1.

- Maintain and promote the two-lane, grade-level, limited-access bus route in the Metra Lakefront Electric railroad right-of-way between Randolph Street and McCormick Place to provide connections between the hotel developments to the north and McCormick Place to the south. If it is feasible in the future, a stop should be provided at Roosevelt Road.

Transit Station Facilities:

Recommended improvements and enhancements related to transit station and pedestrian access facilities within Area 1 include:

- Provide convenient pedestrian connections from the Metra LaSalle Street Station to: a) the LaSalle/Congress subway station, b) the LaSalle/Van Buren “L” station, and c) the sidewalk along Congress Parkway. Provide connections from the station’s platform to both Harrison Street and Polk Street.

- Explore the possibility of reopening the Polk Street entrance of the Red Line “L” Harrison Street Station, and/or an additional station along the Orange and Green lines.

- Maintain an “intermodal transit center” at LaSalle/ Congress, including a CTA bus turnaround, to provide connections between Metra trains at the LaSalle Street Station and CTA buses.

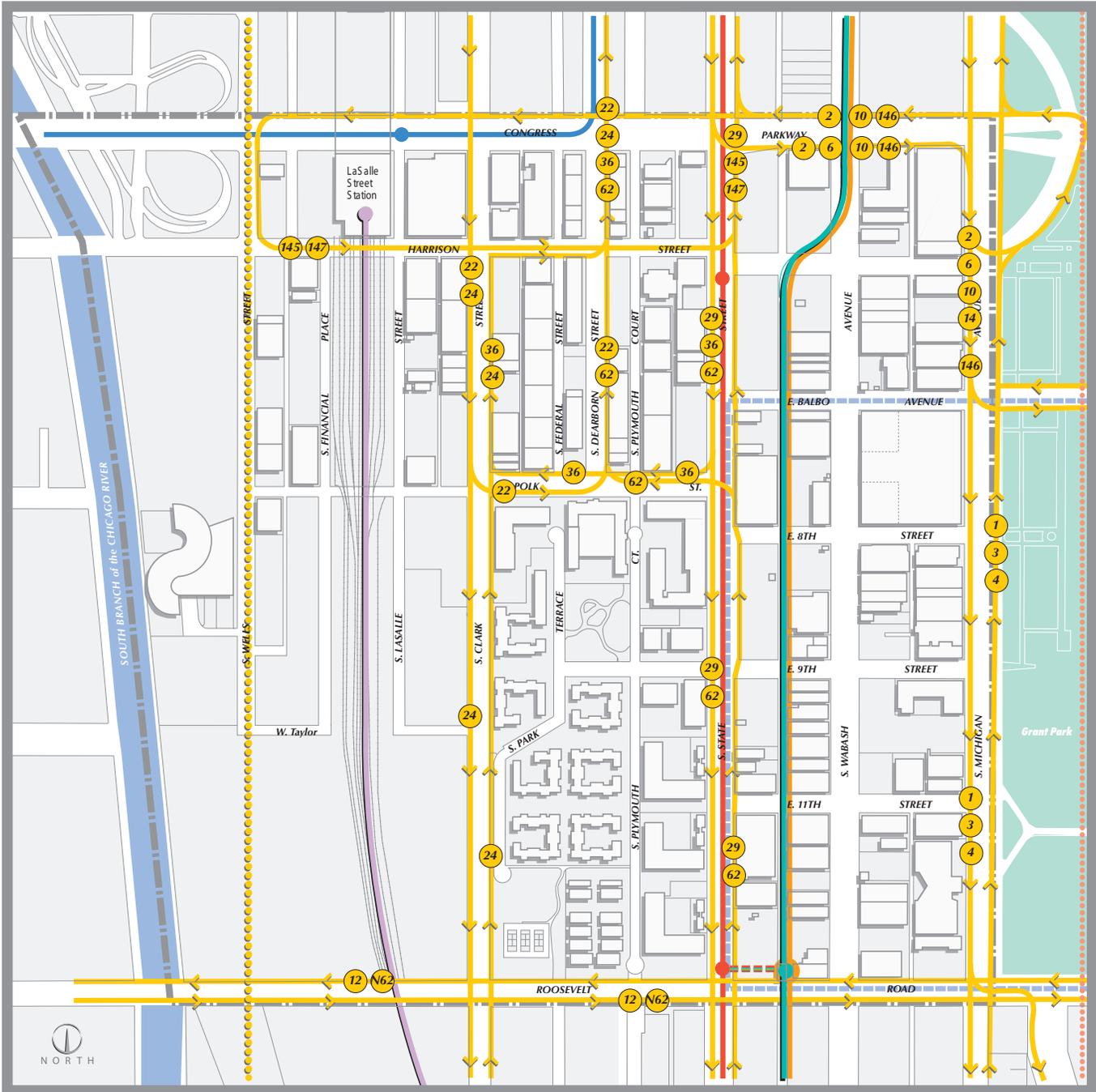
- Rebuild the transit station at Roosevelt Road on the Metra Electric line.

- Provide vertical pedestrian connections between the elevated Roosevelt Road and the Wells Street extension in order to facilitate transfer between CTA bus lines.

- Maintain the new tunnel connection for pedestrian transfer for fare-paid customers of the subway and elevated train lines at Roosevelt Road.

- Provide attractive and convenient bus stops and shelter facilities along bus routes throughout Area 1.

- In the past, a multi-modal transportation center has been discussed for the the area along Roosevelt Road east of Michigan Avenue. If new transportation facilities are eventually constructed at this location, they should be below grade in order to maintain the image and character of Grant Park.



- Blue Line (Subway)
- Red Line (Subway)
- Green Line (Elevated)
- Orange Line (Elevated)
- Metra Rock Island District
- Bus Routes
- Bus Route Numbers
- Museum Trolley
- McCormick Place Busway
- Transfer Station
- Potential Future Bus Route



Area 2: Transit System

The Near South Community is convenient to a number of public transit lines and station facilities, as shown in Figure 10. Public transportation services will become increasingly important as the area continues to see development of new residential, commercial, and public uses, particularly in the southern and eastern portions.

In general, public transportation services should continue to be improved and upgraded in order to minimize the need for private auto trips and extensive parking facilities, increase the mobility of residents, and enhance the desirability of the Near South Community.

Transit Lines:

Recommended improvements and enhancements related to transit lines within Area 2 include:

- Proceed to develop the proposed CTA Circle Line, which would follow the route of the existing Orange Line through Area 2, linking the Near South and Near West areas.
- Investigate a connection from the McCormick Place Busway to Soldier Field.
- Continue to improve the appearance of the "L" structure and stations through cleaning, lighting, painting, and signage.
- As new development occurs and density increases within the River Corridor Districts, provide new bus service along the Wells Street extension.

- To improve the appearance of the Orange Line "L" structure, repair at the curve at 18th and State Streets.

- Improve the appearance of the Metra Rock Island rail corridor as it passes through Area 2, perhaps through the use of landscaping, berming, and/or special architectural treatment on street overpasses.

New development next to the Metra lines in the Central Station and River Corridor Districts should attempt to minimize the physical separation caused by the transit lines, for example, by building over the tracks.

- Maintain and promote the two-lane, grade-level, charter bus route in the Metra Electric railroad right-of-way between Randolph Street and McCormick Place to provide connections between the hotels to the north and McCormick Place to the south. A bus stop and pedestrian access point at Roosevelt Road should be provided, if possible, to permit intermodal access to the McCormick Place Busway.

Transit Station Facilities:

Recommended improvements and enhancements related to transit station and pedestrian access facilities within Area 2 include:

- Explore the possibility of a new "L" station at Cermak/Wentworth that would connect to a new Rock Island Line Metra Station and link the Orange, Red, and new Circle Lines. These two new stations, along with the existing CTA Red Line station at Cermak-Chinatown, would be core components of a new "Chinatown Intermodal Transit Center."

- Explore the possibility of a new Green Line "L" station south of 16th Street in Area 2.

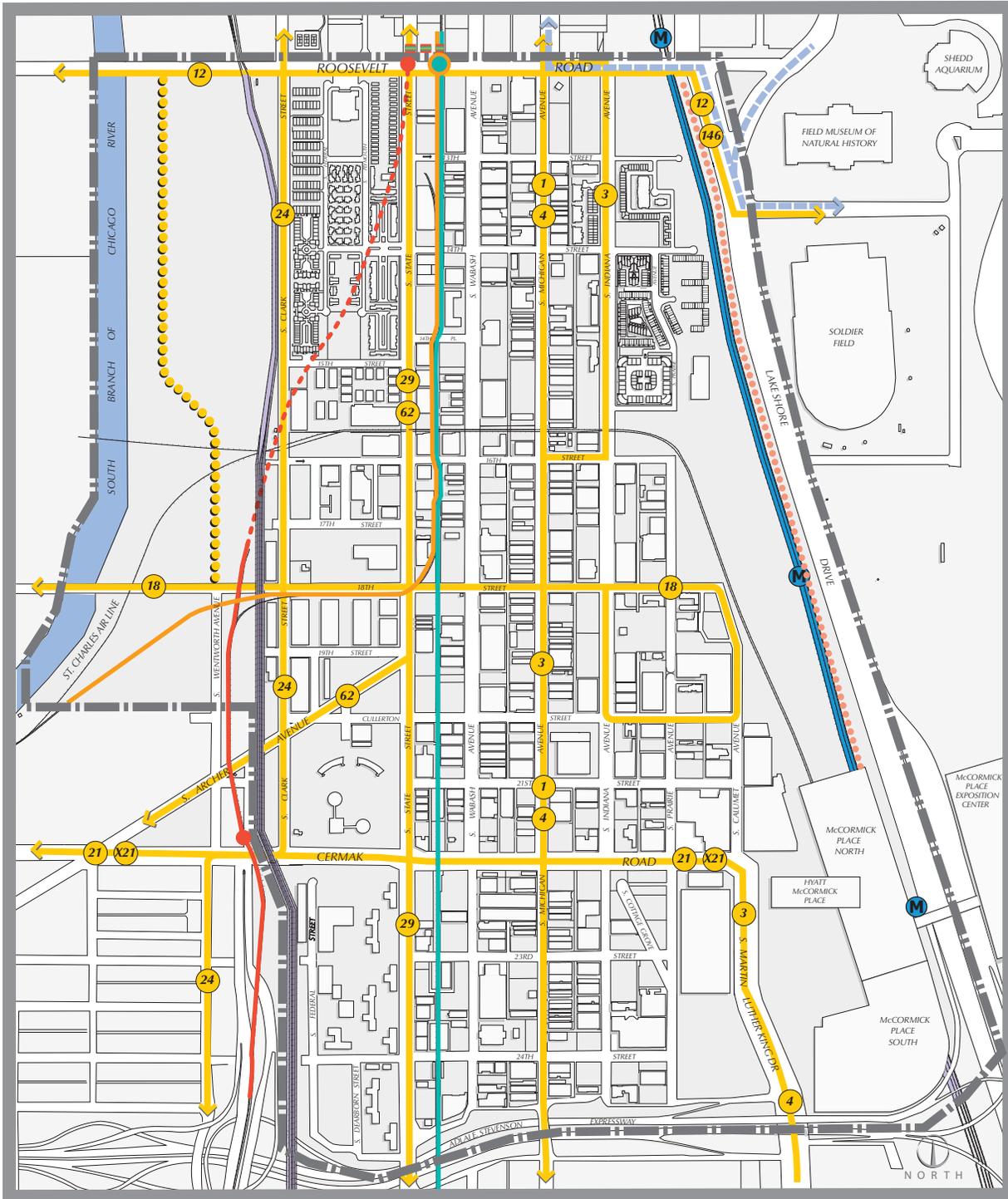
- Provide convenient pedestrian access and signage to existing and future stations along the Metra Electric and South Shore Lines.

- Provide vertical pedestrian connections between the elevated Roosevelt Road and the Wells Street extension in order to allow transfer between CTA bus lines.

- Provide attractive and convenient bus stops and bus shelter facilities along bus routes throughout Area 2.

- Continue with plans to improve the exit from the "L" (orange and green lines) on the south side of Roosevelt Road.

- A multi-modal transportation center has been discussed for the northeast corner of Michigan Avenue and Roosevelt Road. If new transportation facilities are constructed at this location, they should be below grade in order to maintain the character of Grant Park and the vistas to the Museum Campus.



-  CTA Red Line (Elevated)
-  CTA Red Line (Subway)
-  CTA Green Line (Elevated)
-  CTA Orange Line (Elevated)
-  Metra Electric/South Shore Line
-  Metra Stations
-  Metra Rock Island Line
-  Bus Routes
-  Bus Route Numbers
-  Museum Trolley
-  McCormick Place Busway
-  Potential Future Bus Route
-  Transfer Station



Area 1: Parks and Open Space System

The Near South Community should have a planned and coordinated system of parks, open spaces, landscaped streets, and other public amenities that serves the needs of local residents and employees, and helps link and unite the various parts of the community, as shown in Figure 11.

All park and open space improvements in the Near South Community should comply with CitySpace and other adopted City plans and policies.

Riverwalk. The Chicago River corridor should be improved as a continuous greenway and public promenade serving pedestrians and bicyclists, with places for recreation and relaxation. Stairways, overlooks, and public access points should be provided at key points along the riverwalk.

The Zoning Ordinance requires that new developments be set back a minimum of 30 feet from the top of the river bank and consistent with the Chicago River Corridor Design Guidelines and Standards. Public access to the riverwalk should be encouraged.

Grant Park. Grant Park is a major amenity for the Near South, and improvements should be undertaken to make the park more usable and accessible for employees, residents and visitors. The Chicago Park District recently completed the Grant Park Framework Plan. Possible actions include:

| Creation of open space "rooms" along Michigan Avenue at the south end of Grant Park for small gatherings, informal activities, and other neighborhood-scale uses; and as an enhanced gateway to public uses to the east.

| Decking over the Metra tracks south of 9th Street for potential playgrounds or ball fields.

Park sites. New parks and public open spaces within Area 1 should include:

| A new park of approximately three acres will be developed west of the tracks as the LaSalle Park Planned Development is constructed.

| As part of its overall *Campus Improvement Plan*, Columbia College is considering one or more new parks along Wabash Avenue.

| As large-scale new residential development takes place within the Franklin Point, River City and LaSalle Park Districts, new public open space should be provided commensurate with the City of Chicago's standard of at least two acres of public open space per 1,000 population.

New park sites within these Districts should be located adjacent to or near primary pedestrian walkways and should be accessible to the public. A public park or open space should be within a short walk of each resident.

| Additional new public plazas and open spaces should be considered at key locations along primary pedestrian routes. Possible locations include vacant sites and surface parking lots near the intersections of Polk/Clark, Polk/State, and State/9th Streets.

In addition to the new park sites highlighted above, consideration should be given to closing one of the short east-west streets between Dearborn and Federal Streets to allow

for expansion of the existing Printers Square Park. Further community input should be sought and a traffic study performed prior to any street vacation.

Gateways. Attractive and distinctive "gateways" should be provided at key intersections around the periphery of the Near South Community. Possible "gateways" include Congress/Wells, Congress/State, Congress/Michigan, Michigan/Balbo, Michigan/Roosevelt, State/Roosevelt, Wells/Roosevelt, Riverwalk/Roosevelt, and Harrison Street and the River.

Gateway treatments might include signage, landscaping, lighting, and/or a small sculpture or architectural feature.



Area 2: Parks and Open Space System

The Near South Community should have a coordinated system of parks, open spaces, landscaped rights-of-way, and other public amenities that serves the needs of local residents and employees, and helps unite the various parts of the community.

Related improvements should comply with CitySpace and other City plans and policies, including the goal for provision of park space (two acres per 1000 residents). A public open space should be available within a short walk of all Near South residents.

The Pedestrian System also provides suggestions for enhancing the open space environment.

Riverwalk. The Chicago River corridor should be improved as a continuous greenway serving pedestrians and bicyclists, with places for recreation and relaxation. The Zoning Ordinance requires that new developments be set back a minimum of 30 feet from the top of the river bank and consistent with the Chicago River Corridor Design Guidelines and Standards. Stairways, overlooks and public access points are required at key points along the riverwalk. New riverwalk additions should connect to Chinatown and Ping Tom Park.

Lakefront/Grant Park/Burnham Park. Better visibility and access to Grant Park from Roosevelt Road should be provided. The Grant Park Framework Plan recommendations reflect the increasing demands of residents throughout the Near South Community.

Better access to the lakefront recreational areas would benefit the entire Near South Community. This regional open space is a significant amenity to be expanded upon. The Pedestrian System section suggests ways to improve access to the lake and nearby amenities.

Park sites. A variety of new parks and open spaces should be developed or enhanced to serve Area 2:

- Explore the possibility of a recreational facility (e.g. playground equipment and a field house) and increased space for families and children in Grant Park and elsewhere.
- The proposed new open spaces on the Hilliard Homes and Ickes Homes redevelopment sites, the expansion of Ping Tom Park, and any other parks and open spaces should attempt to connect with the larger neighborhood. This could be done by enhancing public access to the park, and by including seating areas or other public amenities.
- A 3-acre linear park (which could potentially span the Metra Electric line between Roosevelt Road and 14th Street) and a small park just south of the St. Charles Air Line at Indiana Avenue and 16th Street are planned for the area. If the St. Charles Air Line is removed, the park spaces north and south thereof could be combined.
- As new residential development takes place within the Central Station Planned Development, between Clark Street and the Chicago River, and elsewhere in Area 2, new public open space should be provided.

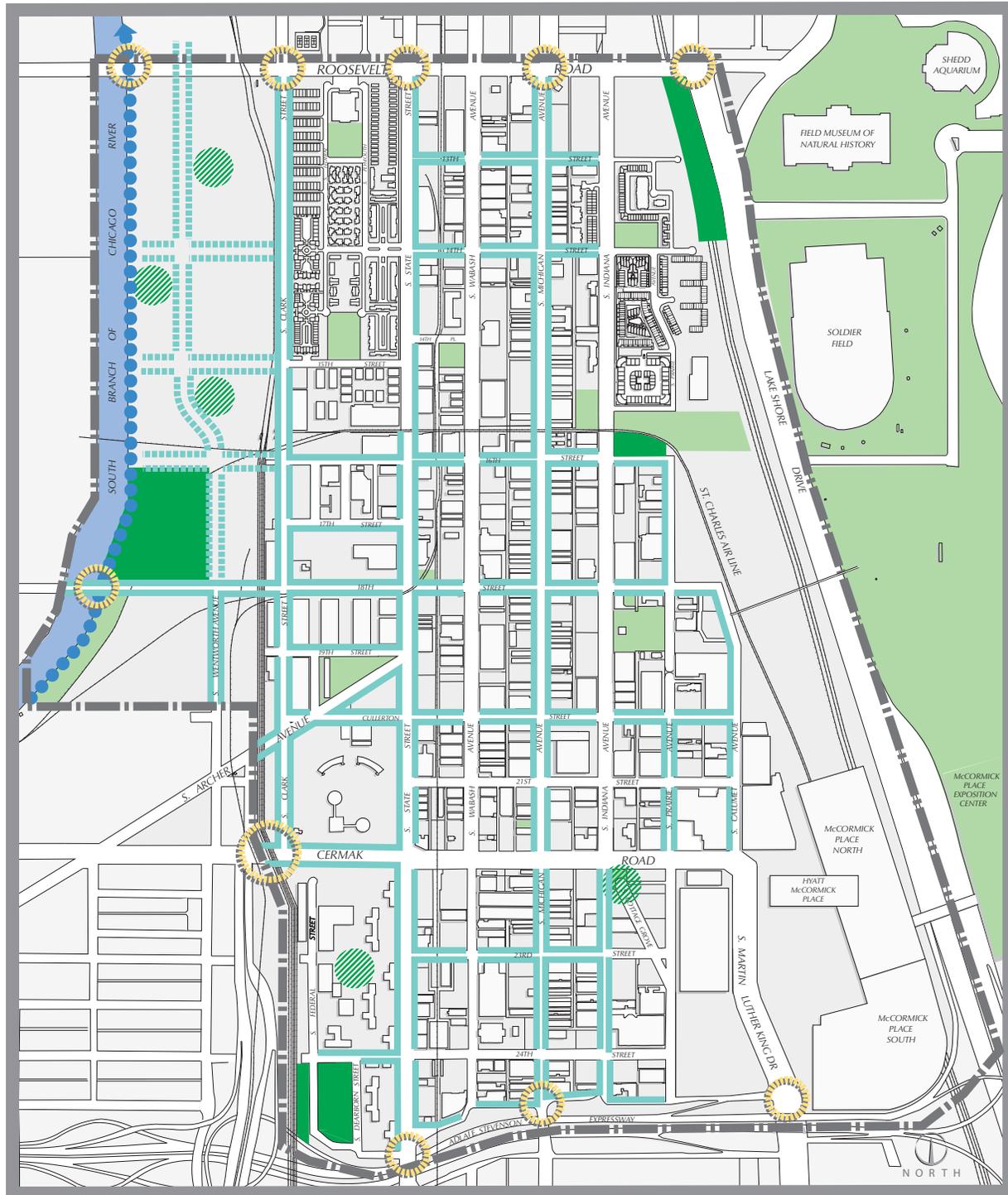
New park sites should be located adjacent to or near primary pedestrian walkways and accessible to the public, especially at the intersection of 24th and Dearborn, and near the Teachers Academy.

- Ping Tom Park is to be extended north of 18th Street.
- Additional new public plazas and open spaces should be considered at key locations along primary pedestrian routes, such as on vacant sites and surface parking lots.

Gateways. Attractive and distinctive gateways should be provided at key intersections on the periphery of the Near South Community:

- The existing gateway at Roosevelt Road and Columbus Drive should be enhanced to highlight this highly visible intersection as an entry into the community.
- Other possible gateway locations include: Roosevelt at Michigan, Clark and State; the Stevenson Expressway at Michigan, State and Martin Luther King Drive; the Metra Rock Island viaduct at Cermak; the Riverwalk at the Rock Island viaduct, Roosevelt Road and 18th Street.

Gateway treatments might include signage, landscaping, lighting, and/or sculptures or architectural features.



- Existing Park, Plaza, or Open Space
- Riverwalk Open Space Corridor
- Proposed Park or Open Space
- Potential Neighborhood Park Site (General Location)
- Gateway Design Feature
- Proposed Streetscape Improvements
- New Development Area Streetscape Improvements



Area 1: Pedestrian System

The Near South Community should have a strong pedestrian orientation, with safe and convenient streets and walkways that encourage pedestrian movement and pedestrian activity. Pedestrian routes should link development districts within the Near South Community and nearby destinations (Refer to Figure 13).

Pedestrian Routes:

All streets within Area 1 – even those with higher traffic volumes – should have attractive and well-maintained sidewalks, and all streets should be safe and convenient for pedestrians. Several north-south and east-west streets should be designated as “primary pedestrian routes.”

Primary pedestrian routes might have special sidewalk and streetscape treatments and a variety of other conveniences and amenities. Bicycle routes within the area should connect to each other and the rest of the existing bicycle system.

North-south pedestrian routes.

Wabash Avenue and State Street should be improved as pedestrian links to the Loop and to Area 2. Attractive sidewalks should be provided along State and Wells Streets as these Districts are improved and redeveloped. Michigan Avenue and Dearborn Street should also be maintained as important pedestrian routes.

Primary pedestrian routes in this area should include State Street, the Riverwalk, and perhaps one or more routes internal to the Planned Developments. New north-south pedestrian routes should be developed west of the Metra tracks as this area undergoes development in the future.

East-west pedestrian routes. Pedestrian connections along east-west streets within Area 1 should be significantly improved to link the Development Districts and provide more direct connections between the Chicago River and Grant Park. Pedestrian connections to transit stations should be top-priority for streetscape improvements.

Polk Street should be enhanced as the area’s primary east-west pedestrian route, extending from State Street to the river. Sidewalks should be widened, particularly along the south side of Polk west of Clark Street. Harrison Street should also be improved for pedestrians, especially at the State Street intersection, with additional streetscape elements, crosswalks, and wider sidewalks.

One or more new east-west pedestrian and bicycle corridors should be established, perhaps utilizing the Taylor Street right-of-way, extending from the river to Clark Street. The possibility of extending these new pedestrian ways between Clark and State Streets should also be explored. New routes should connect to the existing bicycle system.

Pedestrian Facilities:

Viaducts: The existing pedestrian underpasses on Polk and Harrison Streets (beneath the Metra tracks, between LaSalle and Financial) should be kept clean and attractive, and made more comfortable and convenient. If feasible, new pedestrian underpasses or overpasses should be provided at the Metra tracks south of Polk Street, in conjunction with new east-west pedestrian ways described previously.

Crosswalks: Pedestrian crossings should be improved along Congress Parkway, perhaps through enhancement of the small existing islands, which provide a refuge for pedestrians. The existence and timing of crossing signals is also important.

Bump-outs: Bump-outs may be used at intersections to shorten pedestrian crossing distances and calm traffic to improve pedestrian comfort.

Frontage development along pedestrian routes: Stores, restaurants, and similar uses should be encouraged on ground floors of buildings along primary pedestrian routes to maintain a lively, active pedestrian environment. Sidewalk cafes and other sidewalk uses are encouraged but should maintain an adequate walkway clearance.

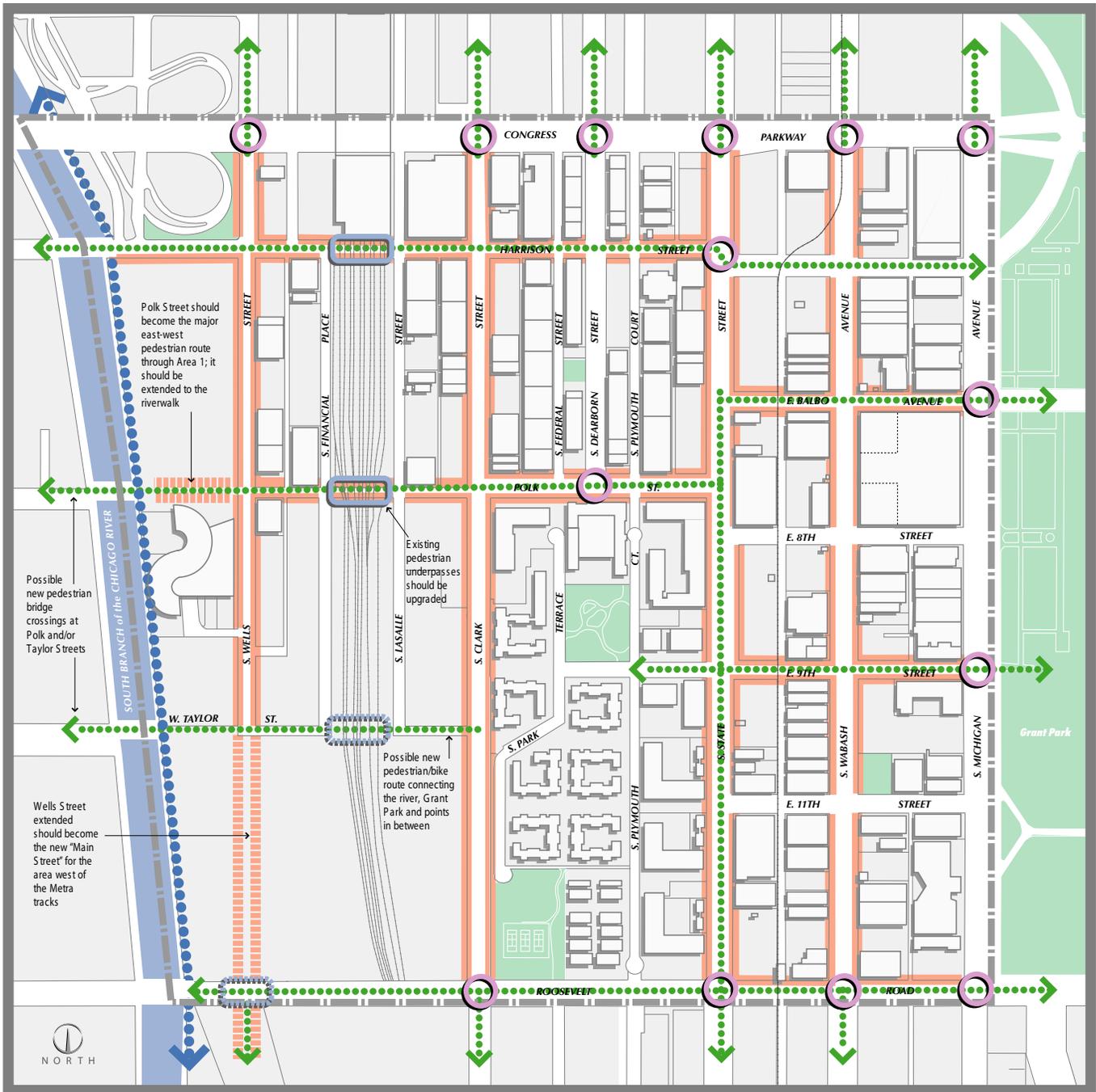
In addition, the location and orientation of buildings, doorways, display windows and open spaces should enhance the Near South’s pedestrian-friendly environment.

Views and vistas: Views and vistas along the public rights-of-way toward the lakefront, the river, Dearborn Station and other major landmarks within and around Area 1 should be protected and enhanced.

Signs and directional information: Consistent with the City’s overall “wayfinding” system for the Central Area, new directional signs and informational kiosks should be developed to direct motorists and pedestrians to the transit stations, riverwalk, Grant Park and other destinations and attractions within and around the Near South Community.

Streetscape. An attractive and distinctive “streetscape” can help to enhance the image and appearance of the community area; link the Development Districts; and establish “pedestrian friendly” shopping, living and leisure-time environments.

Streetscape amenities might include street trees, planted medians, special paving of sidewalks and crosswalks, lighting, banners, and benches, consistent with appropriate Central Area and City standards.



- Primary Pedestrian Ways/
Bicycle Routes
- Existing Pedestrian Underpass
- Possible New Pedestrian
Underpass or Overpass
- Riverwalk
- Pedestrian/Bicycle Links to
Surrounding Areas
- Existing Streets to be Enhanced
for Pedestrian Use
- Wells Street and Polk Street
Extensions to be Enhanced
for Pedestrian Use
- Pedestrian Crosswalk
Improvement



Area 2: Pedestrian System

Area 2 should be oriented to pedestrians, with safe, convenient streets and walkways that promote walking. Pedestrian routes should link development districts within the Near South area, and provide convenient access to nearby destinations and attractions (refer to Figure 14).

Pedestrian Routes:

All streets in Area 2 – even those with higher traffic volumes – should have attractive and well-maintained sidewalks, and all should be safe and convenient for pedestrians. Several streets should be designated as “primary pedestrian routes.”

Primary pedestrian routes might have special sidewalk and streetscape treatments and a variety of pedestrian amenities, such as benches and directional signs.

North-south pedestrian routes.

Because of their commercial and institutional activities and links to major mixed-use areas to the north, State Street and Michigan and Wabash Avenues should be designated as primary pedestrian routes through the Area. Attractive new streetscape treatment along Indiana Avenue makes it a good pedestrian route as well, particularly to link residential developments to Grant Park.

New north-south pedestrian routes should be developed west of Clark Street and the Metra tracks as this area undergoes development. Primary pedestrian routes in this area should include Wells Street, the Riverwalk, and perhaps additional routes as development occurs in the River Corridor area.

East-west pedestrian routes. Pedestrian connections along east-west streets within Area 2 should be improved to provide more direct connections between the Chicago River, the lakefront, parks, and transit.

18th Street should be enhanced as a primary east-west pedestrian route, extending from the River to Lake Shore Drive. Sidewalks should be widened and street trees or parkway landscaping installed to create a safer, more comfortable pedestrian environment. Connections to Ping Tom Park should be enhanced.

Cermak Road should be improved for pedestrians as a primary link from Chinatown to Motor Row, McCormick Place, and the lakefront, with improved crosswalks at intersections, improved signage, more landscaping, and wider sidewalks.

One or more new east-west pedestrian and bicycle corridors should be established. Opportunities for connections across the Metra tracks should be sought. If its use for freight transport is discontinued, the removal of the St. Charles Air Line could provide right-of-way for a new pedestrian and bicycle link between the Lake and the River.

Other Pedestrian Facilities:

Viaducts: The existing pedestrian and vehicular underpasses at 18th Street, Archer Avenue, and Cermak Road beneath the Metra Rock Island line should be rehabilitated to be made more comfortable for pedestrians.

If feasible, the pedestrian overpass near 18th Street and Calumet Avenue should be replaced with an accessible overpass to improve access from 18th Street to the lakefront, Soldier Field, and transit stations.

Crosswalks: Safe and convenient pedestrian crosswalks should be provided throughout Area 2, especially along Cermak Road, perhaps through the addition of islands. The existence and timing of pedestrian crossing signals is also important.

Bump-outs: Bump-outs may be used at intersections to shorten pedestrian crossings and calm traffic to improve pedestrian experience.

Frontage development along pedestrian routes: Stores, restaurants and similar uses should be encouraged on the ground floors of buildings along pedestrian routes to maintain a lively and welcoming pedestrian environment. Sidewalk cafes and other sidewalk uses are encouraged but should maintain an adequate walkway clearance.

In addition, the location and orientation of buildings, doorways, display windows, and open spaces should enhance existing or potential pedestrian-friendly streets.

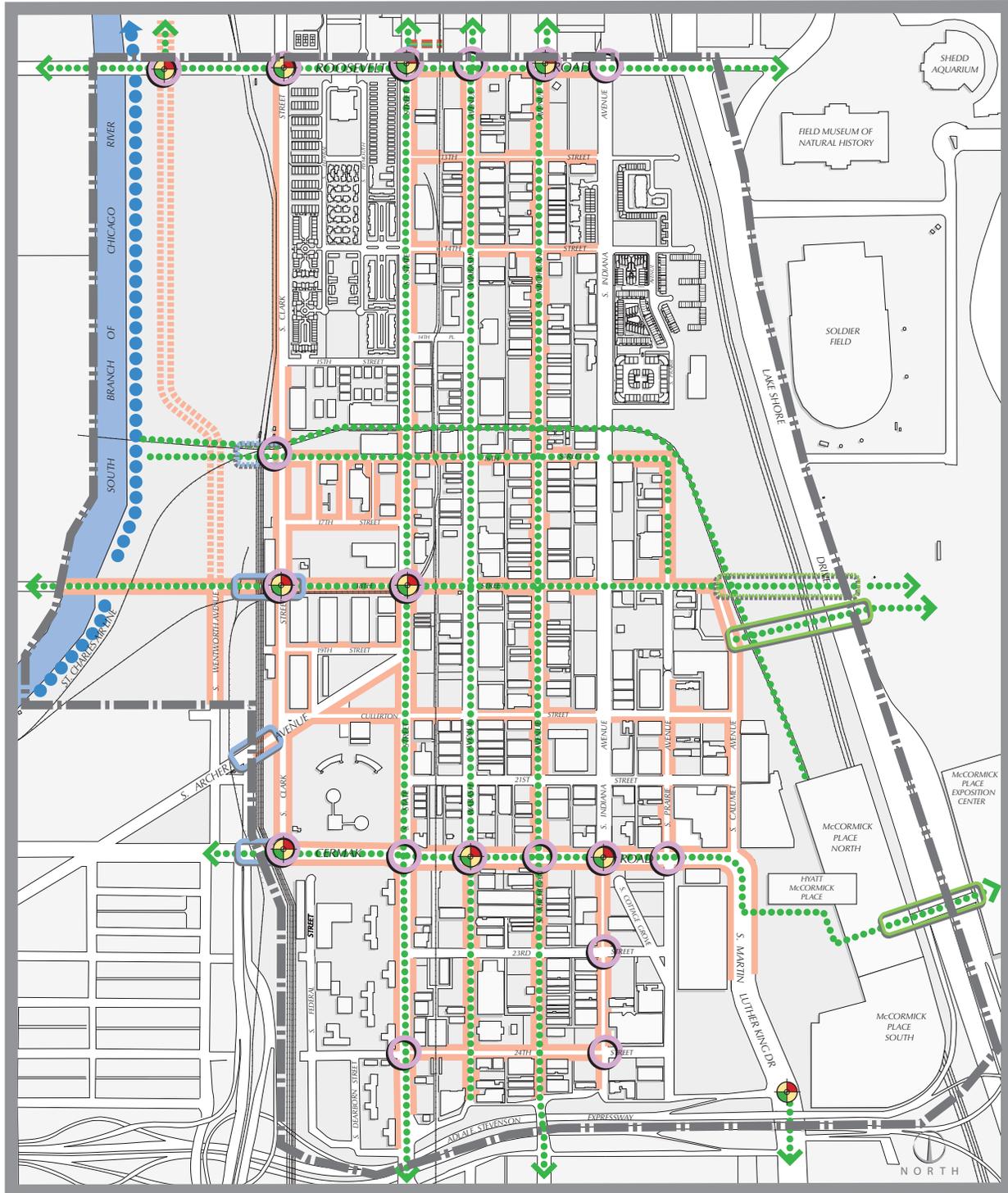
Views and vistas: Views and vistas along public rights-of-way should be protected and enhanced. Specific view corridors toward the Downtown skyline, the lake, and the river should be maintained as unique features of the Near South Community.

Signs and directional information:

Consistent with the City’s overall “wayfinding” system for the Central Area, new directional signs and informational kiosks should be developed to direct motorists and pedestrians to the riverwalk, Museum Park, Prairie Avenue, Motor Row, and other destinations and attractions within and around Area 2.

Streetscape. While streetscape improvements should complement those implemented in Area 1, unique features might also be used to distinguish particular districts:

- Prairie Avenue - enhancing the unique architecture and character of this historic and emerging district.
- Michigan Avenue - Continue the pattern of benches, trash cans, and other street furniture southward from Roosevelt.



- Primary Pedestrian Ways/Bicycle Routes
- Existing Auto/Pedestrian Underpass
- Possible New Auto/Pedestrian Underpass or Overpass
- Existing Pedestrian Overpass
- Replacement of 18th Street Pedestrian Overpass
- Riverwalk
- Pedestrian/Bicycle Links to Surrounding Areas
- Existing Streets to be Enhanced for Pedestrian Use
- Wells/Wentworth Streets Extension to be Enhanced for Pedestrian Use
- Pedestrian Crosswalk Signal
- Pedestrian Crosswalk Improvement
- CTA Underground Transfer



Area 1: Building Improvement and Development

The Near South Community should be characterized by an attractive mix of old and new buildings that reflects and complements the community's established development pattern and building context (refer to Figure 15).

Existing Buildings:

Historic structures. The presence of many buildings with architectural and historical interest helps give Area 1 a distinctive image and identity. Historic structures are most prominent within the Printing House Row Chicago Landmark District and the Historic Michigan Boulevard Chicago Landmark District. Structures with architectural and historical interest should be preserved, protected, and enhanced.

Views and vistas: Views and vistas along the public rights-of-way toward the lakefront, the river, Dearborn Station and other major landmarks within and around Area 1 should be protected and enhanced.

Building improvements and renovations. While portions of Area 1 will experience redevelopment and new construction, the emphasis in many locations should be on the retention and improvement of existing buildings. The City should continue to promote the renovation and adaptive reuse of existing buildings, particularly those with historical or architectural interest. While poorly maintained buildings are widely scattered throughout the area, they are particularly prominent along Wabash Avenue and Clark Street.

Storefronts. The ground floors of commercial buildings within Area 1 are highly visible to pedestrians and passing motorists. In general, the condition and appearance of commercial storefronts should be improved and upgraded, particularly along major streets and pedestrian ways. The generous use of display windows should be encouraged on the ground floors of non-residential buildings. Long blank walls without windows or architectural articulation, particularly along sidewalks, should be discouraged.

Upper floors. The upper floors of many buildings are partially or totally vacant, particularly along State, Wabash and Clark. The reuse and rehabilitation of underutilized upper floor space should be actively promoted, particularly in historic buildings. Upper floor spaces within Area 1 are suitable for offices, institutional uses, housing units, and other uses. When upper floors include residential units, balconies should not be permitted to extend over the public right-of-way.

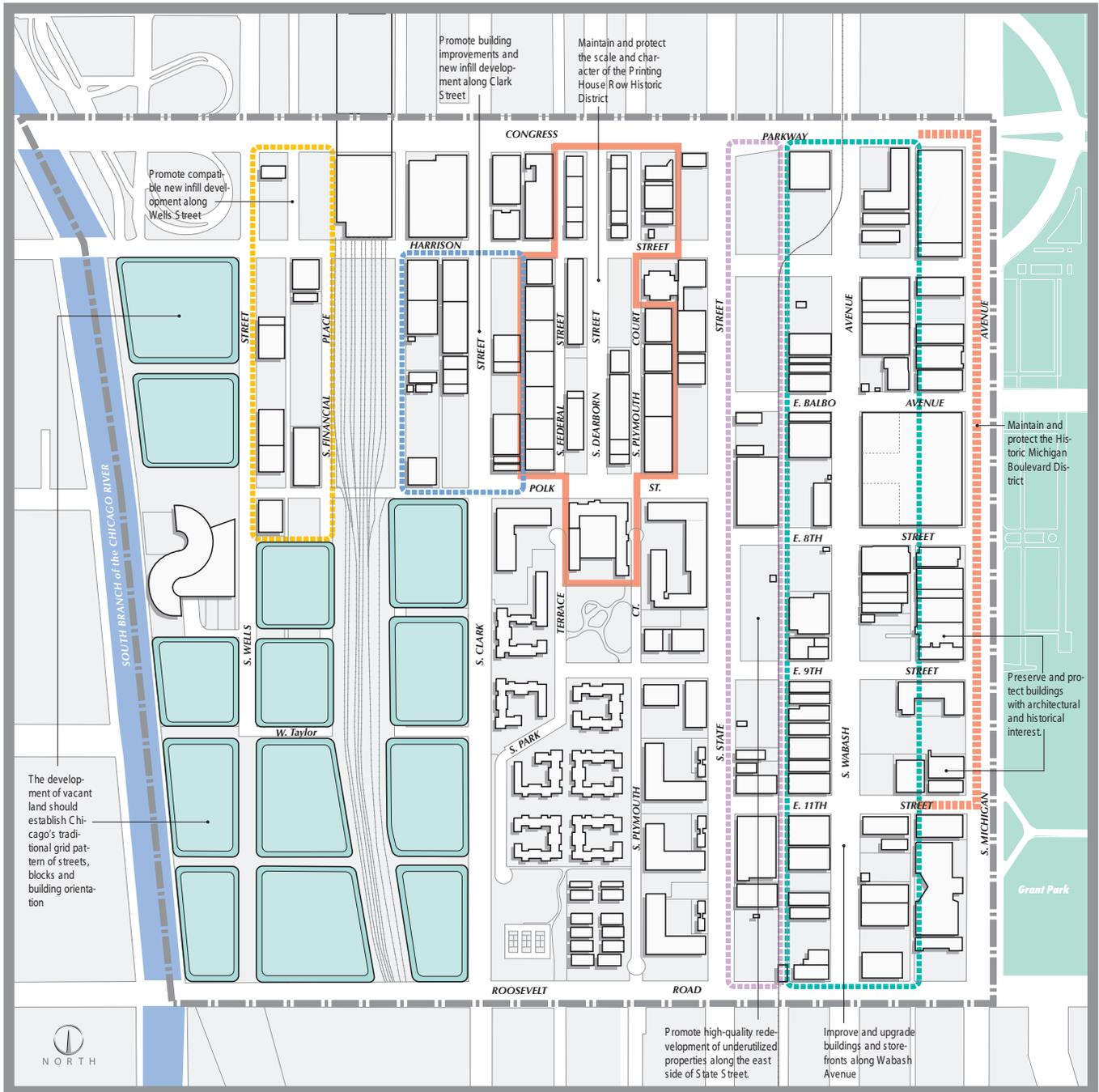
New Construction:

Overall development pattern. Most developed portions of Area 1 are characterized by Chicago's traditional grid pattern of streets and regularly shaped blocks and parcels. New developments west of Clark Street should be based on this traditional grid pattern. New development should consist of blocks ranging in size from three to five acres. New developments should relate to and connect with surrounding existing developments. Isolated enclaves and internally-oriented developments should be avoided.

Street wall effect. To promote visual continuity and uninterrupted pedestrian and retail environments, buildings within Area 1 should be built out to the property line. Except in residential areas and where additional sidewalk width is needed to enhance the pedestrian experience, street-level setbacks should be discouraged. A continuous and uninterrupted street wall is particularly important along Michigan and Wabash Avenues and State, Dearborn, and Wells Streets.

Building heights. In general, the heights of new buildings should reflect the predominant height of nearby existing buildings. In areas designated for redevelopment or new construction, the heights of new buildings should consider the scale and character of nearby districts, pedestrian ways, gateways, and other pertinent features. Except for townhouses and similar housing types, new buildings should have a minimum height of three to five stories in order to maintain and reinforce the urban character of Area 1. Building height recommendations for each district are made in the Development District Guidelines section. The Planned Development process provides an opportunity for consideration of building heights that exceed those possible under existing zoning.

New building design and construction. It is essential that new buildings respect and complement the existing scale and architectural character of existing buildings within Area 1, with varying heights, careful detailing, and lower floors that enhance the public realm.



- Promote Development of Chicago's Traditional Grid Pattern.
- Promote Compatible New Infill Development in Wells Street District.
- Promote Building Improvement and Development in Clark Street District.
- Maintain and Protect the Scale and Character of Printing House Row.
- Promote Redevelopment Along the East Side of the State Street District.

- Improve and Upgrade Buildings Within the Wabash Avenue District.
- Maintain and Protect the Historic Michigan Boulevard Chicago Landmark District.

NOTE: Additional recommendations are presented in **Section 2: Development District Guidelines**.



Area 2: Building Improvement and Development

The Near South Community should be characterized by an attractive mix of old and new buildings that reflects and complements the community's established development pattern and building context (refer to Figure 16).

Existing Buildings:

Historic structures. The presence of many buildings with architectural and historical interest helps give parts of Area 2 a distinctive image and identity. Historic structures are most prominent within the Prairie Avenue Chicago Landmark District and the Motor Row Chicago Landmark District along Michigan Avenue. Structures with architectural and historical interest should be preserved, protected, and enhanced.

Building improvements and renovations. While portions of Area 2 will experience redevelopment and new construction, the emphasis, especially in historically and architecturally significant areas, should be on the retention and improvement of existing buildings.

The City should continue to promote the renovation and adaptive reuse of existing buildings, particularly those with historical or architectural interest. While poorly maintained buildings are widely scattered throughout the area, they are particularly prominent south of Cermak Road.

Storefronts. The condition and appearance of commercial storefronts should be improved and upgraded, particularly along major streets and active pedestrian ways. The generous use of display windows should be encouraged on the ground floors of non-residential buildings. Long blank walls without windows or architectural articulation, particularly along sidewalks, should be discouraged.

Upper floors. The upper floors of many buildings are partially or totally vacant, particularly along State and Michigan, and throughout the area south of Cermak. Although much rehabilitation and conversion has already taken place, the reuse and rehabilitation of functional upper floor space should be actively promoted, particularly in historic buildings. Upper floor spaces within Area 2 are suitable for offices, institutional uses, housing units, and other uses. When upper floors include residential units, balconies should not be permitted to extend over the public right-of-way.

New Construction:

Overall development pattern. Most developed portions of Area 2 are characterized by Chicago's traditional grid pattern of streets and regularly shaped blocks and parcels. New developments west of Clark Street should be based on this traditional grid pattern.

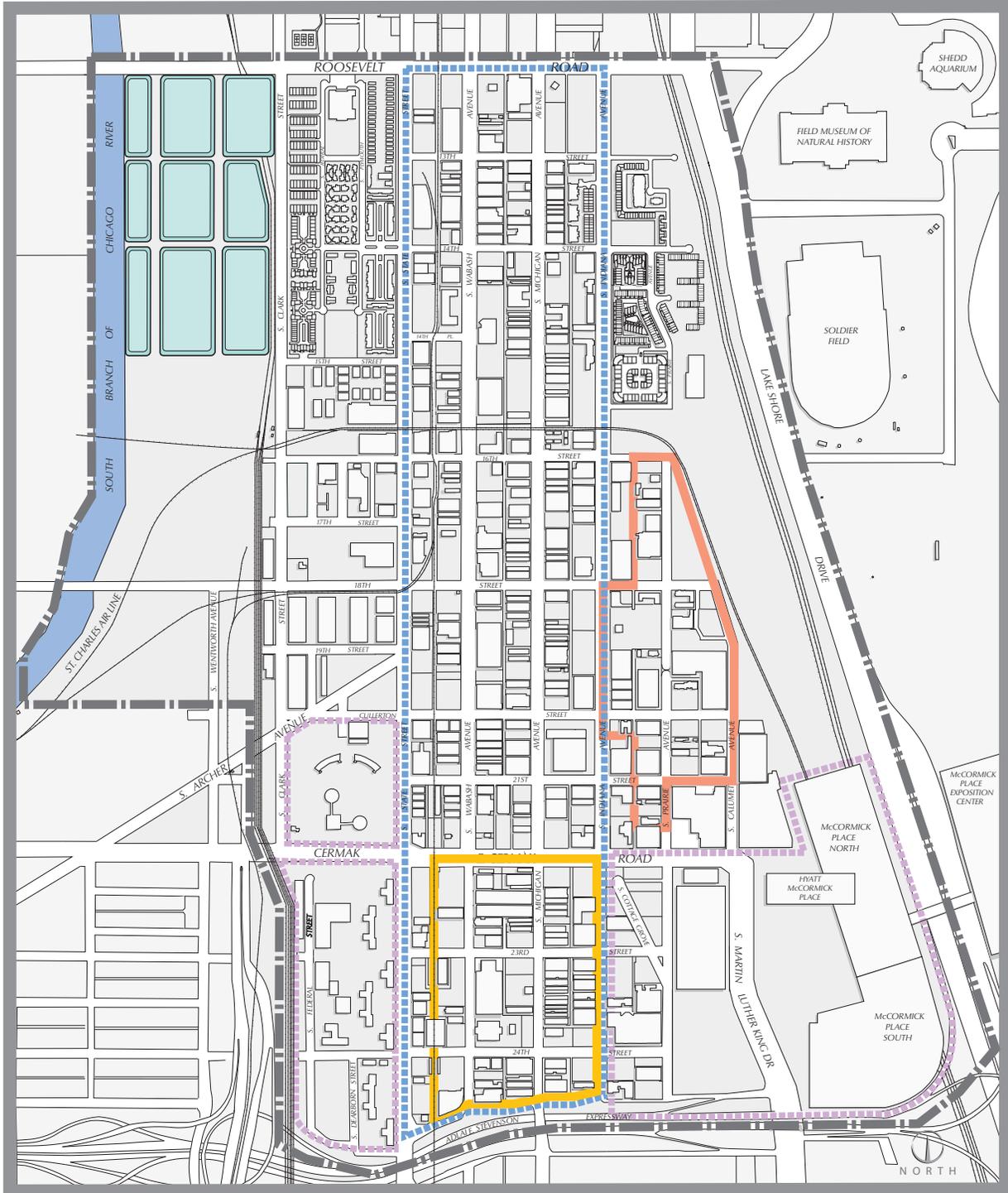
New development should consist of "blocks" ranging in size from three to five acres. New developments should relate to and connect with surrounding existing developments. Isolated enclaves and internally-oriented "development islands" should be avoided.

Street wall effect. To promote visual continuity and an uninterrupted pedestrian environment, buildings along commercial corridors within Area 2 should be built out to the property line. Ground level windows should be encouraged to enhance the streetscape.

In residential areas and where additional space is needed to enhance the pedestrian experience, street-level setbacks should be consistent with historic and recent building patterns. A continuous and uninterrupted "street wall" is particularly important along Michigan, Wabash, State/Indiana south of 16th Street, and the Wells Street extension.

Building heights. In general, the heights of new buildings should reflect the predominant heights of nearby existing buildings. In areas designated for redevelopment or new construction, the heights of new buildings should consider the scale and character of nearby districts, pedestrian ways, "gateways," view corridors and other pertinent features. New buildings should have a height of at least two stories in order to maintain and reinforce the character of Area 2. Building height recommendations for each district are made in the Development District Guidelines section.

New building design and construction. It is essential that new construction respect and complement the existing scale and architectural character of existing buildings within the different Development Districts in Area 2.



- Promote Development of Chicago's Traditional Grid Pattern
- Promote Street wall Infill Development along State, Wabash, Michigan, and Indiana
- Protect and Enhance the Scale and Character of the Prairie Avenue Chicago Landmark District and Surrounding Blocks
- Protect and Enhance the Scale and Character of the Motor Row Chicago Landmark District and Surrounding Blocks
- Promote Physical Connections to Surrounding Streets and Blocks

NOTE: Additional recommendations are presented in **Section 2: Development District Guidelines**.



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 18 and 19 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 dis-

tricts should be reserved for retail, restaurant, 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 compose 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 18.

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 which complement and enhance the overall image and character of the Near South Community.

Note: Detailed recommendations for improvement and development within the ten "development districts" are presented in **Table 1: Development District Guidelines, Area 1.**

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><u>Preferred:</u> Retail, service, restaurant, entertainment.</p> <p><u>Acceptable:</u> Office, residential (except along Harrison and Wells Streets).</p> <p>Upper Floors:</p> <p><u>Acceptable:</u> 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 Planned Development in this 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. 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 Chicago Landmarks.</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. 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> |

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| DISTRICT: | Land Uses | Development Pattern | Building Scale and Features | Pedestrian Amenities | Open Space and Other Considerations |
|-------------------------------------|---|--|---|---|--|
| 2: Wells Street District | <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: <u>Preferred:</u> Retail, restaurant, small entertainment, commercial service. <u>Acceptable:</u> Office, public, institutional.</p> <p>Upper Floors: <u>Acceptable:</u> 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>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. 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: <u>Preferred:</u> Retail, restaurant and small entertainment uses along the Polk Street frontage. <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. 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. <u>Acceptable:</u> Public, institutional, office at small “nodes” along Wells and at Roosevelt Road.</p> <p>Upper Floors: <u>Preferred:</u> Residential. <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. 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 |
|---|--|---|--|---|--|
| 5: LaSalle Park District | <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 between Financial Place 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 |
|--|--|--|--|--|--|
| 6: Dearborn Park I District | <p>Dearborn Park I is built out, and includes townhomes, mid-rise, and high-rise residences; and limited commercial uses.</p> <p>Ground Floor: <i>Preferred: Residential.</i></p> <p><i>Acceptable: Public, institutional and convenience commercial in limited and selected locations. Retail and restaurant uses are appropriate in Dearborn Station.</i></p> <p>Upper Floors: <i>Acceptable: Residential.</i></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> |

| DISTRICT: | Land Uses | Development Pattern | Building Scale and Features | Pedestrian Amenities | Open Space and Other Considerations |
|---|---|--|---|---|---|
| 7: Printing House Row District | <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 |
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| 8: State Street District | <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).</p> <p><u>Acceptable:</u> Public, institutional, office.</p> <p>Upper Floors: <u>Acceptable:</u> 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 |
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| <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: <u>Preferred:</u> Retail, restaurant, entertainment and educational. <u>Acceptable:</u> Commercial service, office, public, and institutional.</p> <p>Upper Floors: <u>Acceptable:</u> 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:</p> <p><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> |

| | <i>Purposes of the Overlay Guidelines</i> | <i>Development Pattern</i> | <i>Buildings</i> | <i>Pedestrian Amenities</i> |
|---------------------------------|--|---|--|---|
| Congress Parkway Overlay | <p><i>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.</i></p> <p><i>The purposes of the Congress Parkway Overlay are to:</i></p> <ul style="list-style-type: none"> <i>a) highlight the significance of Congress Parkway as an east-west corridor;</i> <i>b) 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</i> <i>c) strengthen the linkages and connections between Area 1 and surrounding areas, including the Loop, Grant Park, and neighborhoods south of Roosevelt Road.</i> | <p><i>A strong and continuous “street wall” should be maintained along the south side of Congress Parkway to enhance this dramatic entryway to Downtown.</i></p> <p><i>New structures should be aligned with and face Congress Parkway.</i></p> | <p><i>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.</i></p> <p><i>New buildings should reflect the context provided by heights of existing buildings.</i></p> <p><i>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.</i></p> | <p><i>Streetscape improvements should be undertaken along Congress Parkway to further enhance this important entryway route, consistent with City guidelines for lighting and other features.</i></p> <p><i>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.</i></p> |

| | <i>Purposes of the Overlay Guidelines</i> | <i>Development Pattern Guidelines</i> | <i>Buildings</i> | <i>Pedestrian Amenities</i> |
|-------------------------------|---|--|---|---|
| Roosevelt Road Overlay | <p><i>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.</i></p> <p><i>The purposes of the Roosevelt Road Overlay are to:</i></p> <ul style="list-style-type: none"> <i>a) promote a consistent design and appearance along this highly visible “entryway” to Chicago’s Central Area and the Near South Community;</i> <i>b) create a more comfortable, convenient and “friendly” pedestrian environment along the Roosevelt Road corridor; and</i> <i>c) strengthen access and connections for automobiles between Area 1, Area 2, and the greater Central Area.</i> | <p><i>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.</i></p> <p><i>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.</i></p> | <p><i>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.</i></p> <p><i>The scale and massing of buildings along Roosevelt Road should be prominent enough to frame the gateway.</i></p> <p><i>Heights of buildings on both sides of Roosevelt should be generally consistent.</i></p> | <p><i>A full range of streetscape improvements should be maintained along Roosevelt Road to reflect the significance of this entryway corridor.</i></p> <p><i>Roosevelt Road should be comfortable, convenient and “friendly” for pedestrians, with crosswalk improvements made as opportunities arise.</i></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 19) 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.

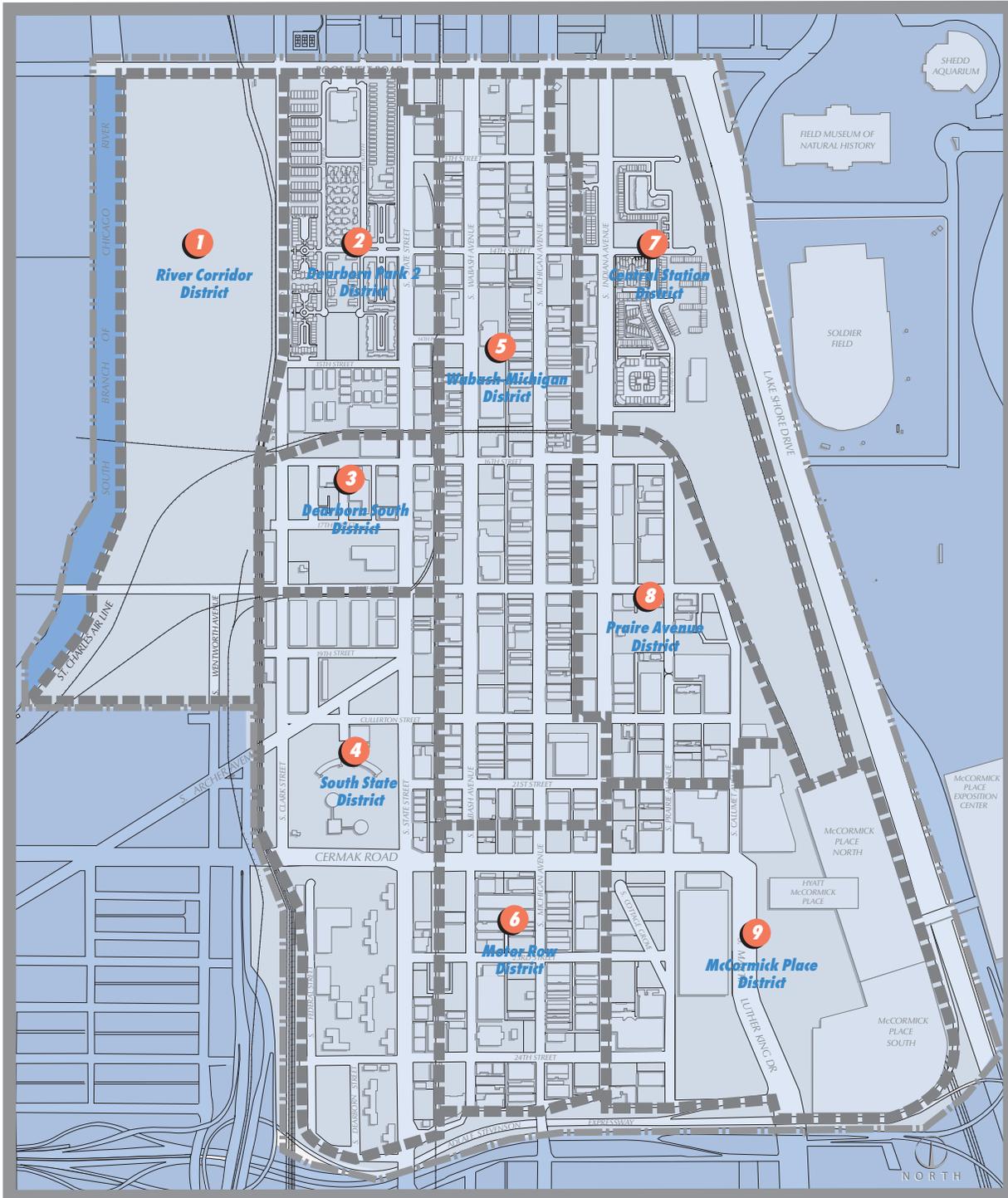
5 The **Wabash - Michigan District** will continue to house many of the supportive commercial uses in Area 2 on ground floors of its buildings. It contains a mix of ground-floor commercial uses with upper story residential or offices, along with townhomes and high-rise residential buildings. Retail, 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 more residential uses over time, particularly in upper stories of buildings. 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.

Note: Detailed recommendations for improvement and development within the nine "development districts" are presented in **Table 2: Development District Guidelines, Area 2.**

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: <u>Preferred:</u> 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: <u>Preferred:</u> Residential. <u>Acceptable:</u> 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 frontages.</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 predominately 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. 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>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. 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. 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> |

| 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>South Loop Park (east of South Loop Branch School) should be retained as a neighborhood amenity. The Park should encompass the school site once the school building is demolished.</p> <p>New public open space in the southwest corner of the area (at 24th and Federal Streets) and other parks and open spaces should be accessible to nearby residential developments.</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 |
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| 6: Motor Row District | <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> |

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| <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: <u>Preferred:</u> Residential, retail and hotel on Roosevelt and Michigan frontages. <u>Acceptable:</u> Personal service.</p> <p>Upper Floors: <u>Preferred:</u> Residential, hotel along Roosevelt and Michigan frontages. <u>Acceptable:</u> Office, educational, institutional.</p> | <p>The Central Station Planned Development covers most of this Development 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. 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> |

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| 8: Prairie Avenue District | <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 2^{1st} 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.</p> <p>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> |

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| 9: Mc Cormick Place District | <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 front-ages.</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.</p> <p>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 nearby Motor Row and 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> |