



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. This is further divided into Area 1 (north of Roosevelt Road) and Area 2 (south of Roosevelt Road).

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 1-2: 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 3 & 4: 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 5 & 6: 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 7 & 8: 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 9 & 10: 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 lake-front, streetscape treatments, "gateway" areas, views and vistas, and the provision of parks and open spaces.

Figures 11 & 12: 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 13 & 14: 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.

Figure 1 illustrates the generalized land use pattern for Area 1 buildings and sites.

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

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.

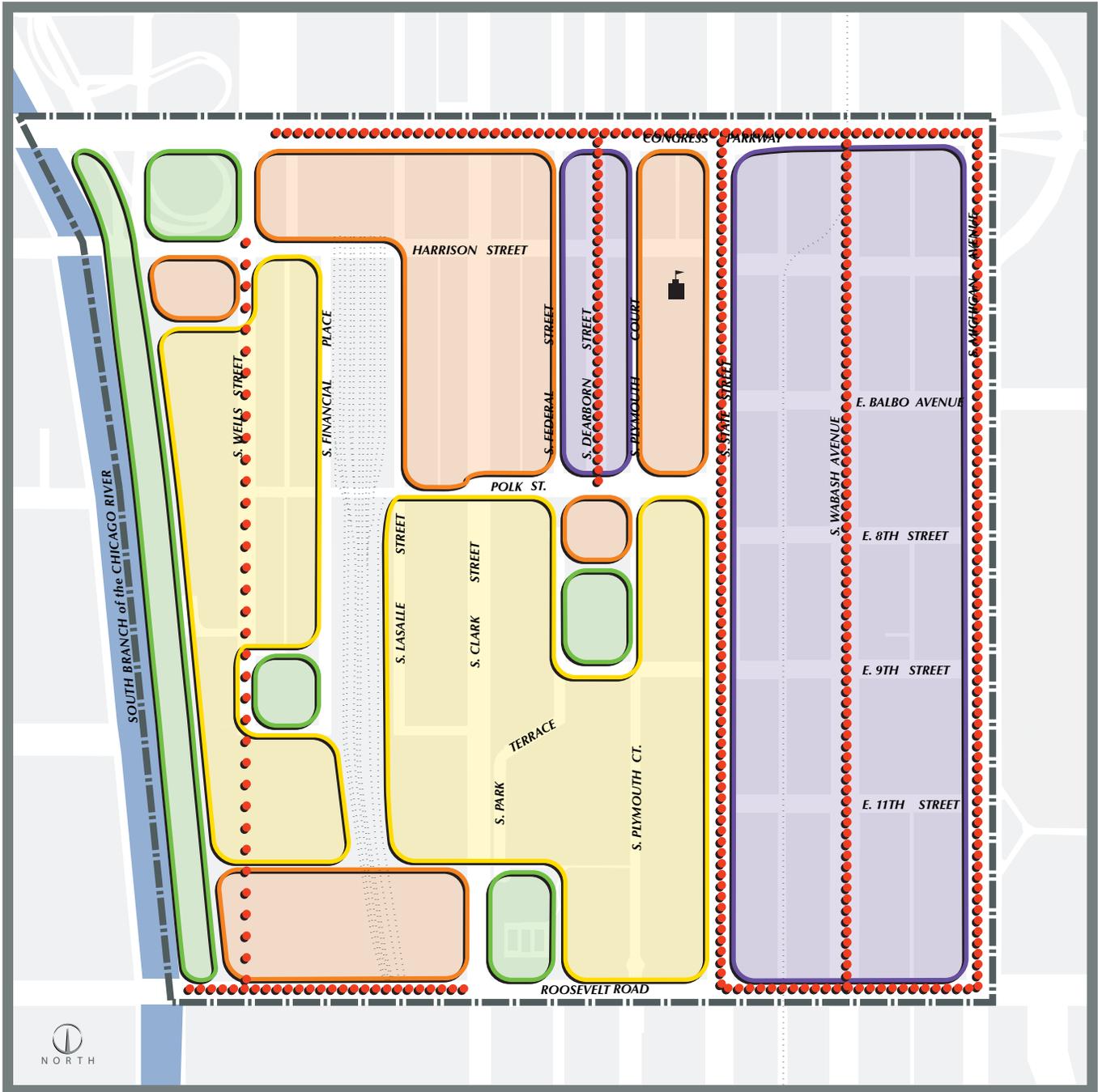
Convenience commercial uses oriented to the day-to-day needs of nearby residents should be located on ground floors throughout the area, and in commercial nodes proximate to the large-scale residential developments in the southern and western portions of Area 1.

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

Area 2 should continue to be improved and developed as a mixed-use urban neighborhood containing a diverse blend of residential, retail, office, service, recreational, and institutional land uses. A mutually-supportive blend of uses should be encouraged, in order to promote day and evening activity in Area 2.

The location and arrangement of land uses in Area 2 that should be pursued in order to encourage a true mixed-use neighborhood are described below and on the next few pages. Included is an indication of the mix of land uses to be encouraged in each of Area 2's Development Districts. Section 2: Development District Guidelines, provides additional detail plans.

Figures 3 and 4 on the following pages describe the generalized future land use envisioned for Area 2. In order to promote a true mixed-use neighborhood, specific land uses should be located and arranged as follows:

Residential uses should be concentrated in the eastern and western portions of Area 2, and on upper floors of buildings throughout the area.

Retail uses should be located on the ground floors of buildings along primary commercial streets and pedestrian corridors, especially on Roosevelt Road and Michigan and Wabash Avenues north of 16th Street, and Michigan Avenue south of Cermak Road.

Retail "nodes" are appropriate to supplement retail corridors in certain locations, such as along the Riverwalk and near the State/Cermak intersection.

Restaurants and small entertainment uses should be located on ground floors along primary retail streets and pedestrian corridors, especially Michigan and Wabash Avenues in the northern part of Area 2 and along Michigan and Cermak in Motor Row.

Office uses should be located in the northern and southern portions of Area 2 near existing commercial and institutional areas, including McCormick Place. Offices are also appropriate on the upper floors of buildings east of State Street and in the Motor Row District.

Hotels should be located in the northern and southeastern parts of Area 2, in order to serve existing cultural and tourist destinations such as the Museum Campus, Prairie Avenue, and McCormick Place.

Commercial service uses, including business services, could be located on the ground and upper floors of buildings from State Street to Indiana Avenue.

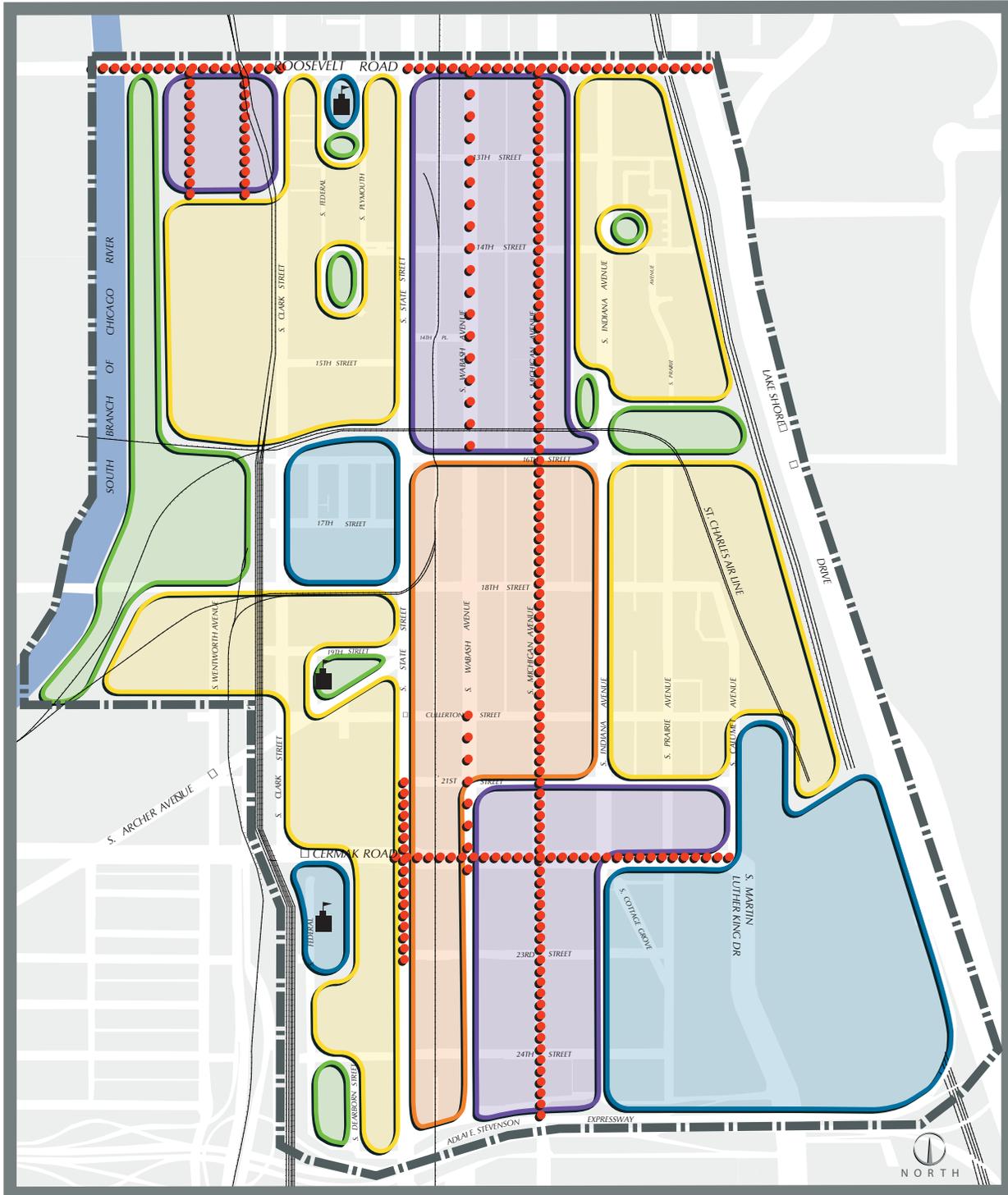
Convenience commercial uses oriented to the day-to-day needs of nearby residents should be located near concentrations of existing and potential residential developments.

Public, institutional, cultural, and educational uses should be permitted throughout most of Area 2. Institutional facilities should be encouraged in areas where such uses already exist.

Parks, plazas, and other open spaces should be encouraged throughout Area 2. At least one public open space should be available within a short walk of all residents.

Light industrial uses are gradually becoming less prominent in Area 2 as residential, commercial, and public uses replace them. However, light industrial uses are still appropriate in several parts of Area 2, such as south of Dearborn Park and in Motor Row.

Generalized Future Land Use, Area 2 • Figure 2



- 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 3.

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; f) reassess the desirability of retaining one-way traffic along Clark, Federal, and Plymouth Streets and Wabash Avenue in Area 1; and g) consider extending Franklin Street south of Harrison.

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 4 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. Care should be taken to ensure that traffic is reasonably distributed on all north-south streets, so that no one street becomes a highway.

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 Clark and Wabash Streets would benefit from aesthetic improvements.

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.



Area 1: **Parking System**

The Near South Community should be served by attractively designed and appropriately located parking facilities (see Figure 5) 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.

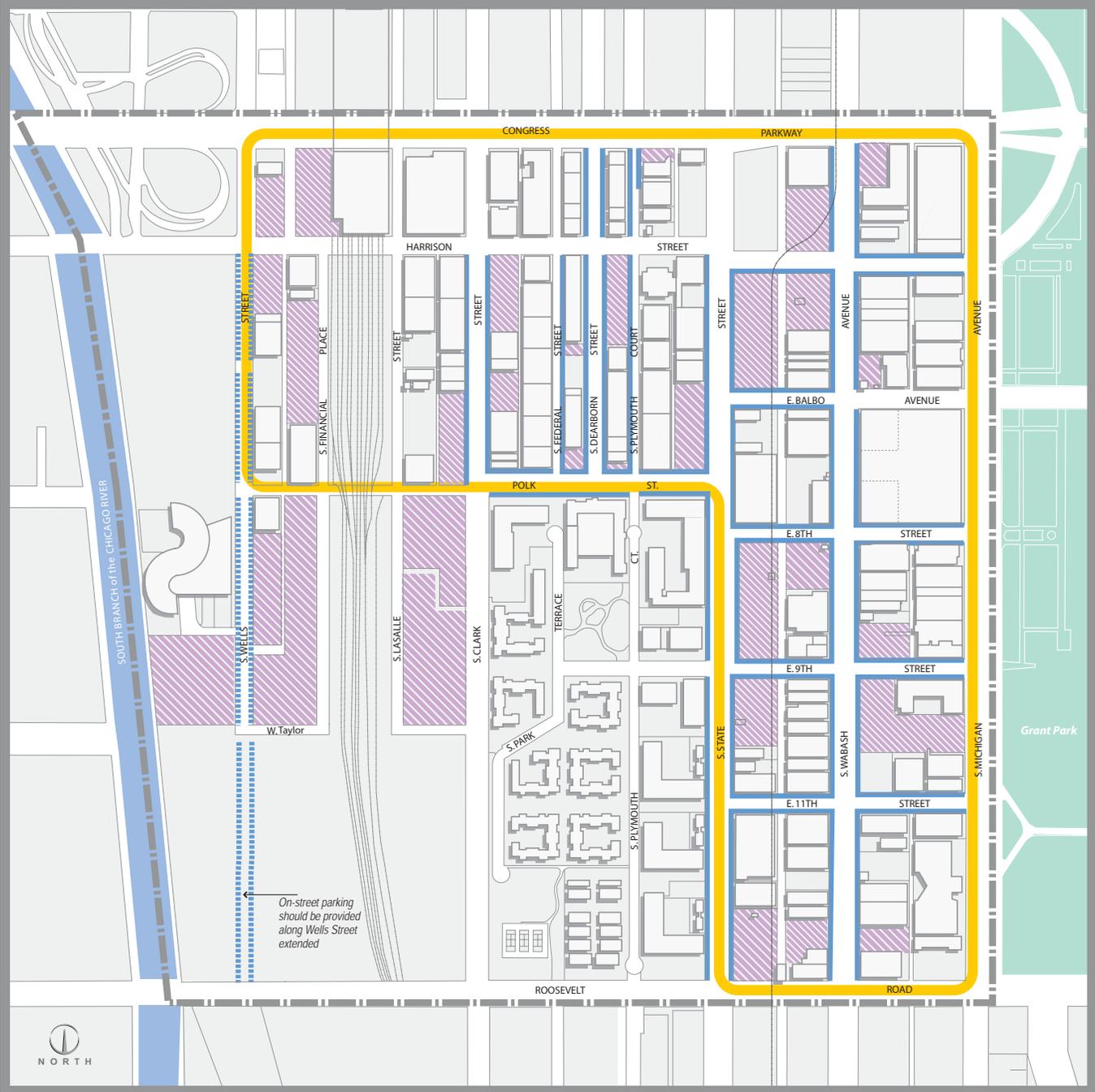
Parking access drives, which interrupt the "street wall" and the pedestrian environment, should also be limited. Access to parking facilities should generally be from east-west streets. There should be no curb cuts along Michigan Avenue, Congress Parkway or Dearborn Street.

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 6.

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 7.

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.

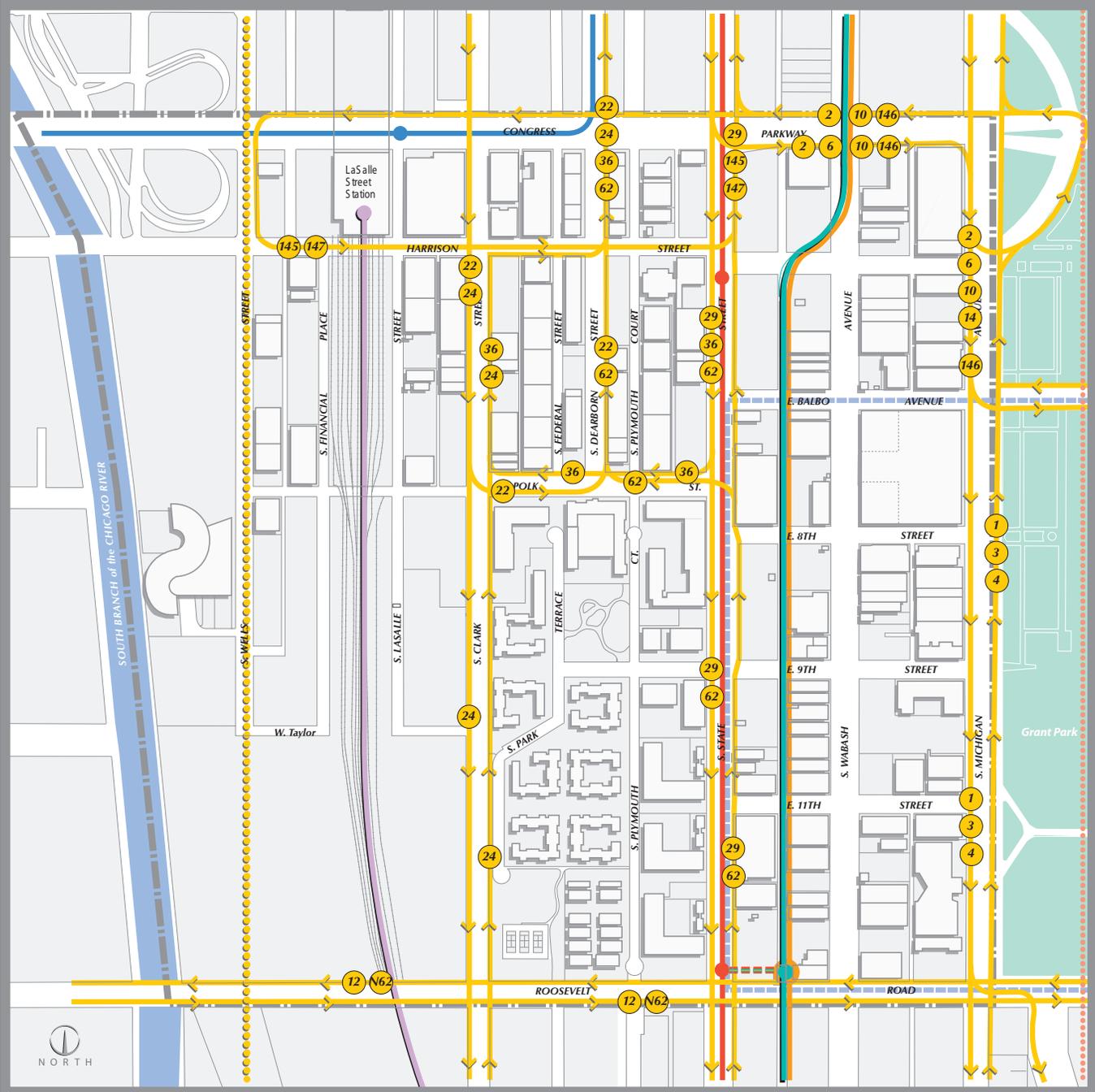
- Improve the appearance of the Metra Rock Island rail corridor as it passes through Area 1, perhaps through the use of landscaping, berming, and/or special architectural treatment of the retaining wall.
- As new development occurs in the southwestern portion of Area 1, it may be possible to better integrate 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 8. 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 tracks 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.

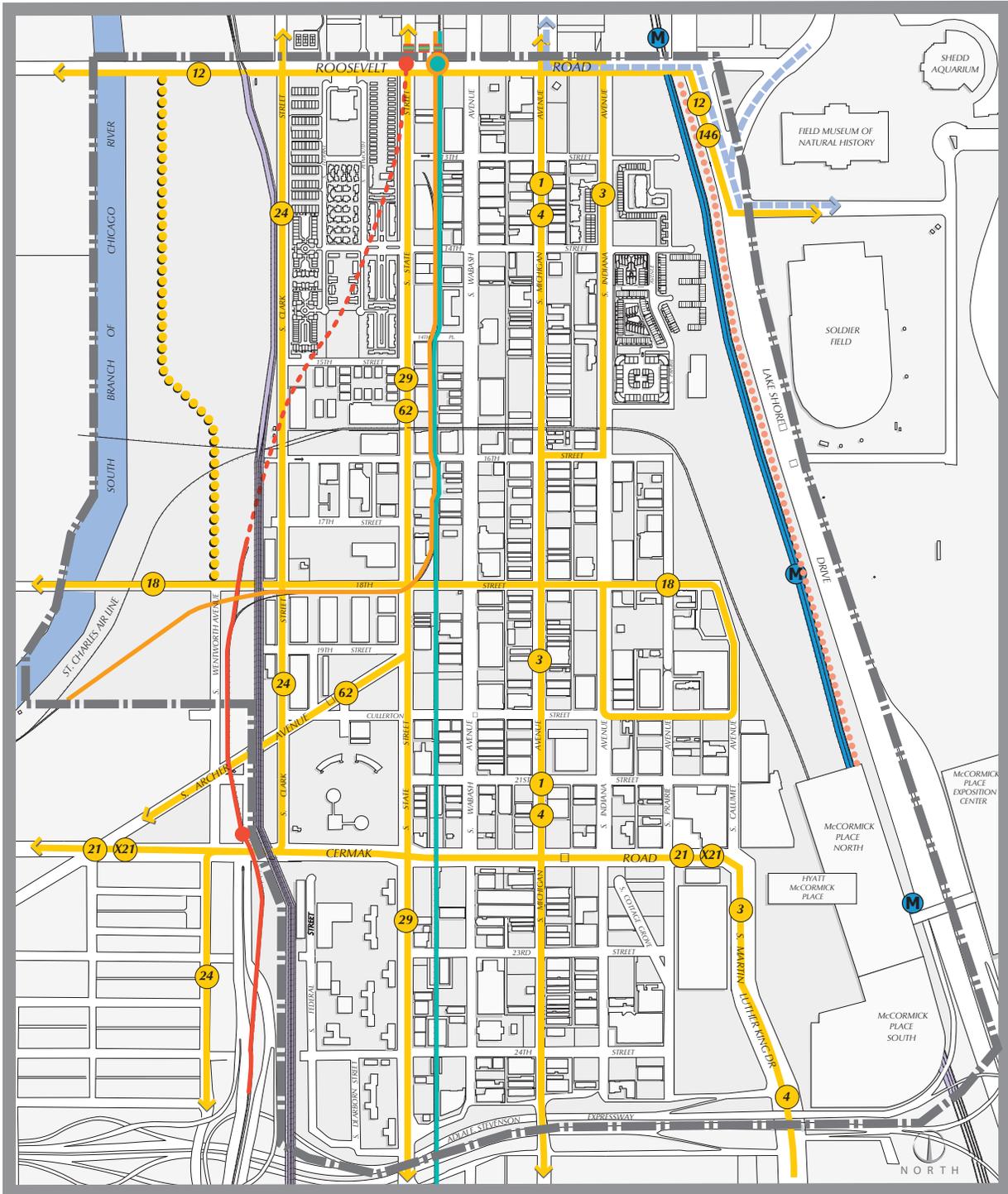
- Maintain and promote the two-lane, grade-level, charter bus route in the Metra Electric railroad right-of-way between Randolph Street and McCormick Place to provide connections between the hotels to the north and McCormick Place to the south. A bus stop and pedestrian access point at Roosevelt Road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

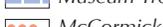
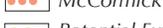
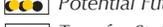
Transit Station Facilities:

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.
- Improve the Metra Electric Line stations at 18th Street and Roosevelt Road.



-  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 9.

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 Chicago Zoning Ordinance requires that all new developments along the river be set back a minimum of 30 feet from the top of the river bank and that these 30 feet be accessible to the public. New development should be encouraged to provide a greater width wherever possible, to place private yards adjacent to these public spaces to provide a wider "green belt" adjacent to the river, and to provide east-west public access to these new Riverwalk sections. A wider green belt will not only make the river edge more attractive, but also allow for swales and other landscaping features to prevent harmful stormwater run-off from spilling into the river.

In Area 1, the private land adjacent to the river consists of two development sites: Franklin Point (Harrison to Polk) and River City (north of Roosevelt).

Although the opportunities for Riverwalk development along the west bank of the river are minimal, the owners of these properties should be encouraged to add landscaping to make the river more attractive.

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 as shown in Figure 1.

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 Riverside Park Planned Development is the only privately owned parcel next to the river within Area 2. The Riverwalk ranges in width from the minimum of 30' to as wide as 50'. This public space is to be enhanced by a park on the northern end, adjacent private yards along most of its length, several overlooks, seating areas, and nearby retail businesses. This Riverwalk section will connect to the expanded Ping Tom Park to the south.

New Riverwalk additions should better connect Chinatown to 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 recreational and playground equipment 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.

- Expanded park space along the River 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.
- A new park at the northeast corner of 16th and Indiana adjacent to Mark Twain Park.

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; and 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.



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 11).

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.

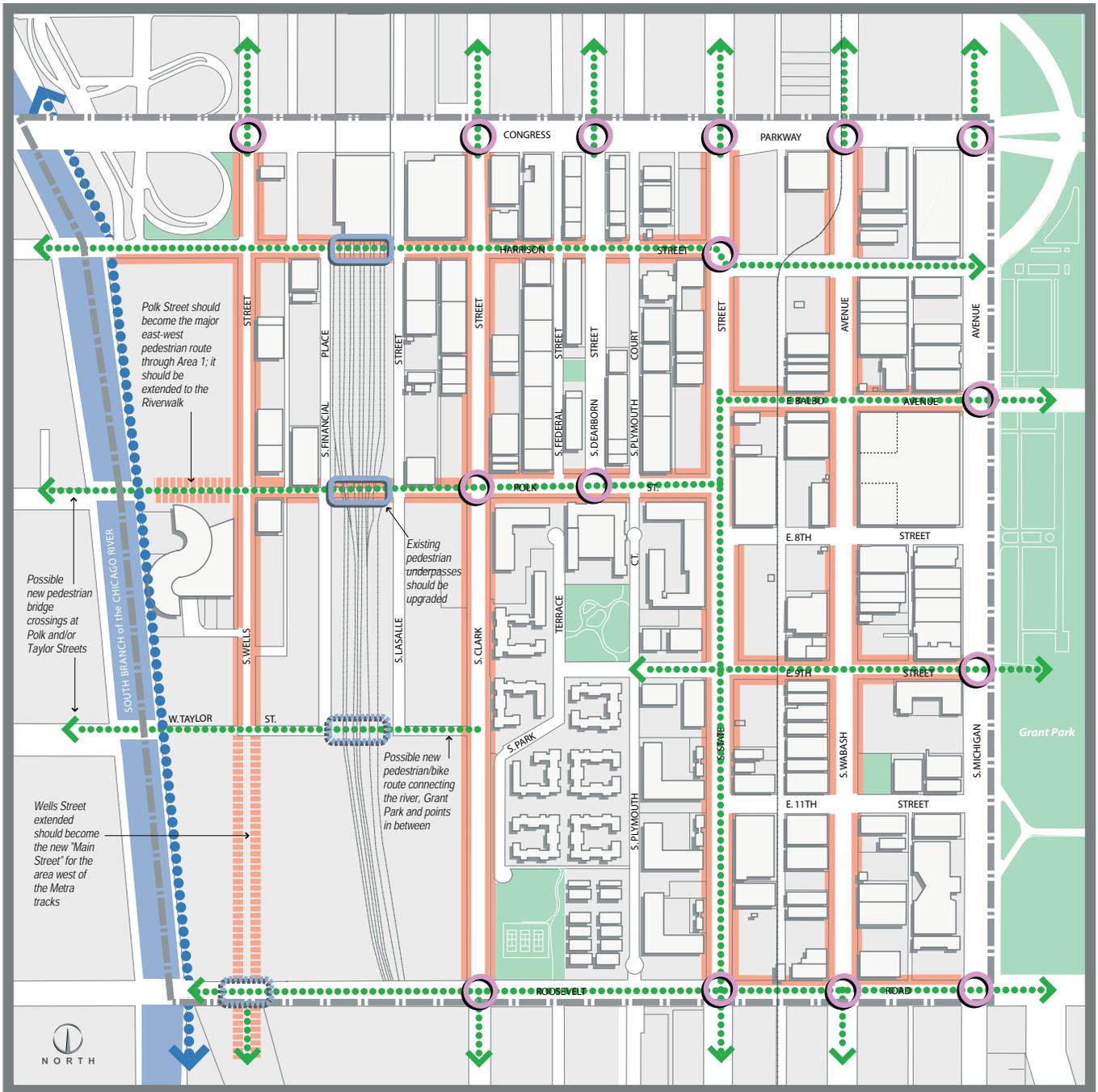
In addition, the location and orientation of buildings, doorways, display windows and open spaces should enhance the Near South’s pedestrian-friendly environment.

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 12).

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 street-scape 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, near 15th Street, 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.

As new residential, educational and park development occurs near 18th and Clark, it will be particularly important to ensure pedestrians can cross Clark Street and that traffic obeys the posted speed limit of 25 miles-per-hour.

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.

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 signs

is also important. 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.

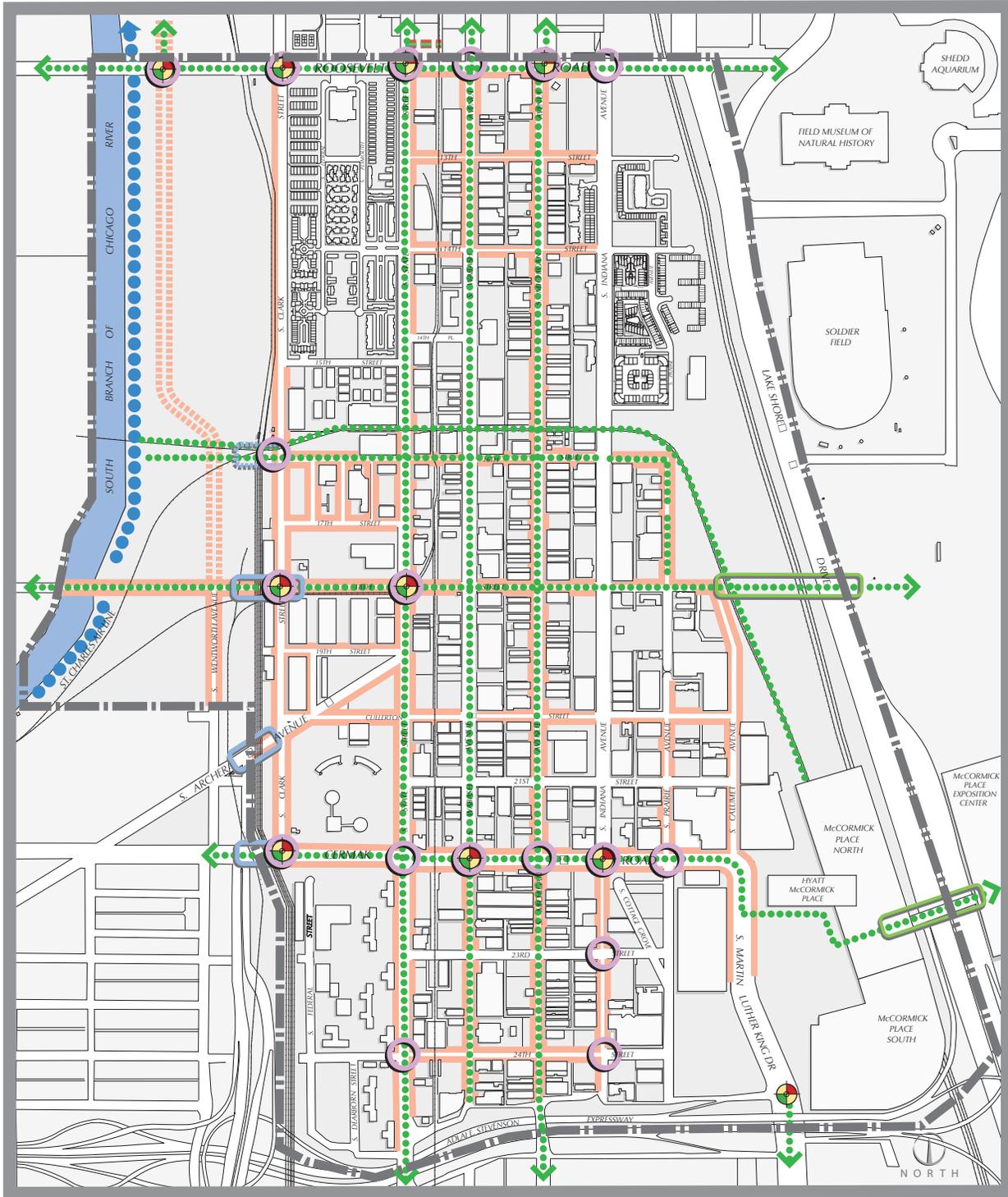
Views and vistas. Views and vistas along public rights-of-way should be protected and enhanced. View corridors toward the Downtown skyline, the lake, and the river should be maintained as unique features of the Near South Community.

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.

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 with additional elements along Motor Row.



- Primary Pedestrian Ways/Bicycle Routes
- Existing Auto/Pedestrian Underpass
- Possible New Auto/Pedestrian Underpass or Overpass
- Existing 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 13).

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 con-

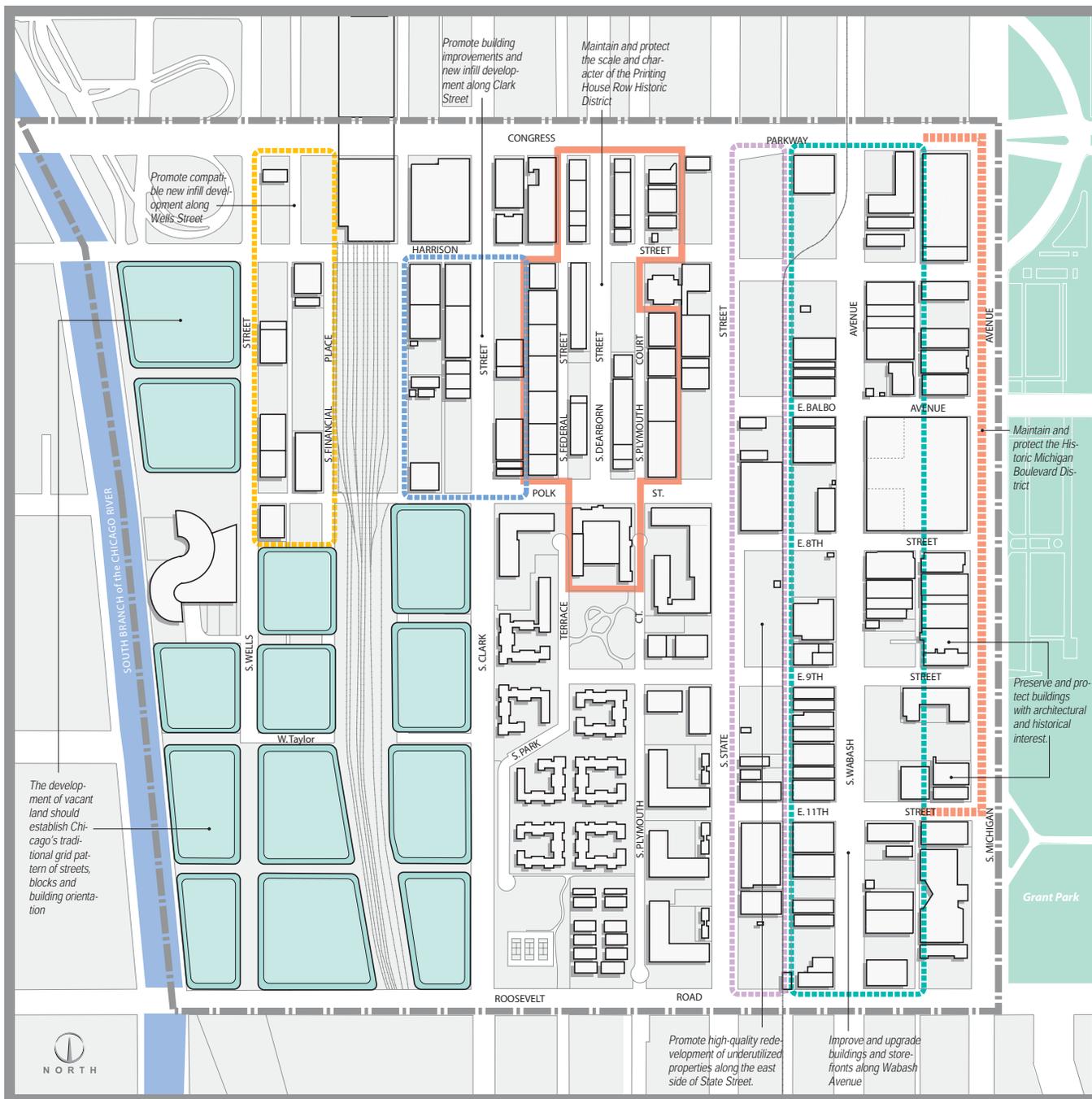
tinuous and uninterrupted street wall is particularly important along Michigan and Wabash Avenues and State, Dearborn, and Wells Streets.

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.

Developers should be encouraged to create more environment-friendly buildings which conform to the Leadership in Energy and Environmental Design (LEED) standard or other comparable standards where applicable. All new public facilities for municipal agencies will conform to these standards. Greater landscaping at ground level, the inclusion of green roofs, and energy efficient building envelopes will help to improve the quality of life for both users and their neighbors in the Near South Community.

Building Improvement and Development, Area 1 • Figure 13



- 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 Plans.



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 14).

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 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.

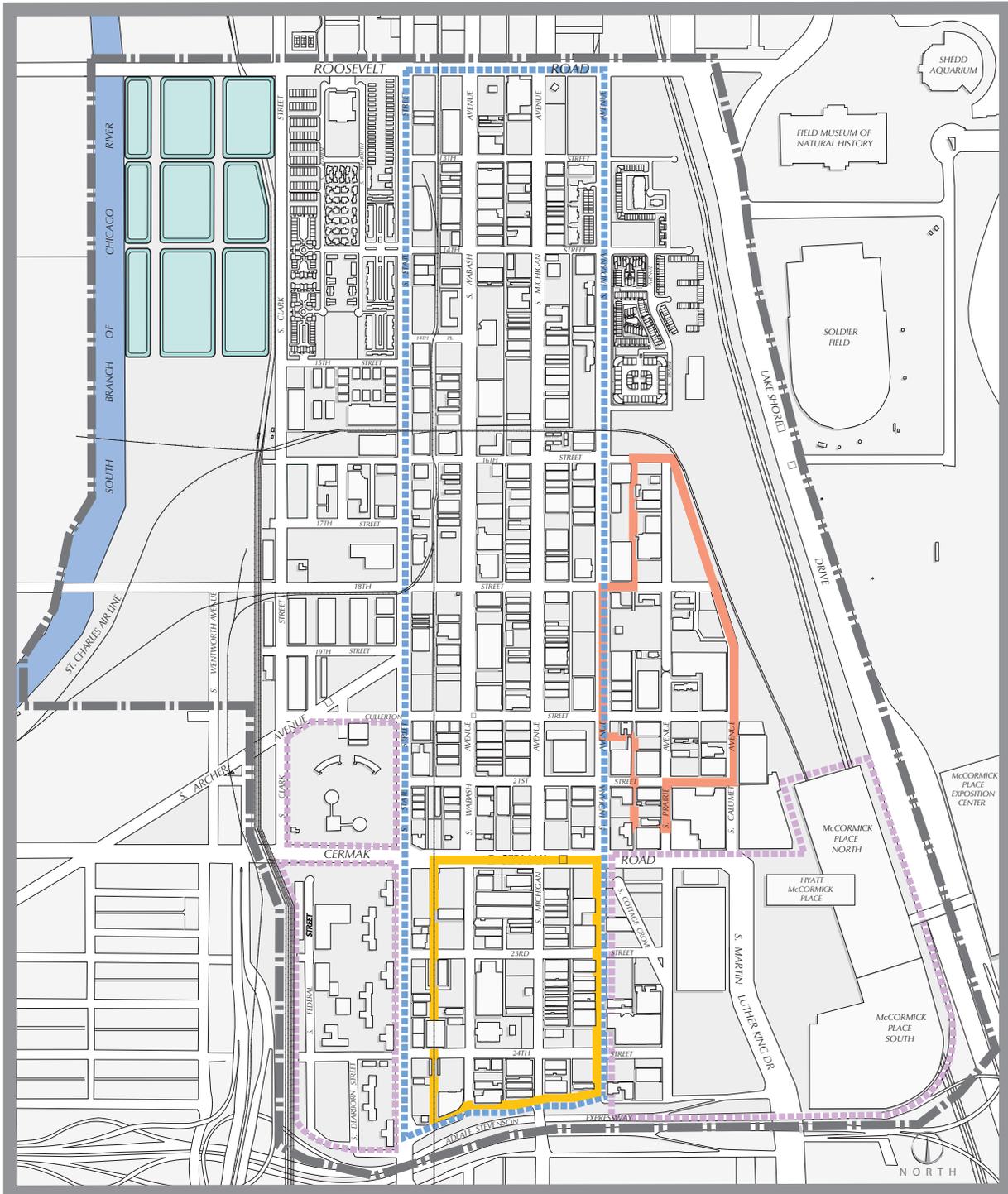
In residential areas and where additional space is needed to enhance the

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 Plans 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.

Developers will be encouraged to create more environment-friendly buildings which conform to the Leadership in Energy and Environmental Design (LEED) standard or other comparable standards where applicable. All new public facilities for municipal agencies will conform to these standards. Greater landscaping at ground level, the inclusion of green roofs, and energy efficient building envelopes will help to improve the quality of life for both users and their neighbors in the Near South Community.



- 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 Plans.**

