



Section 4: **Appendix: Existing Conditions**

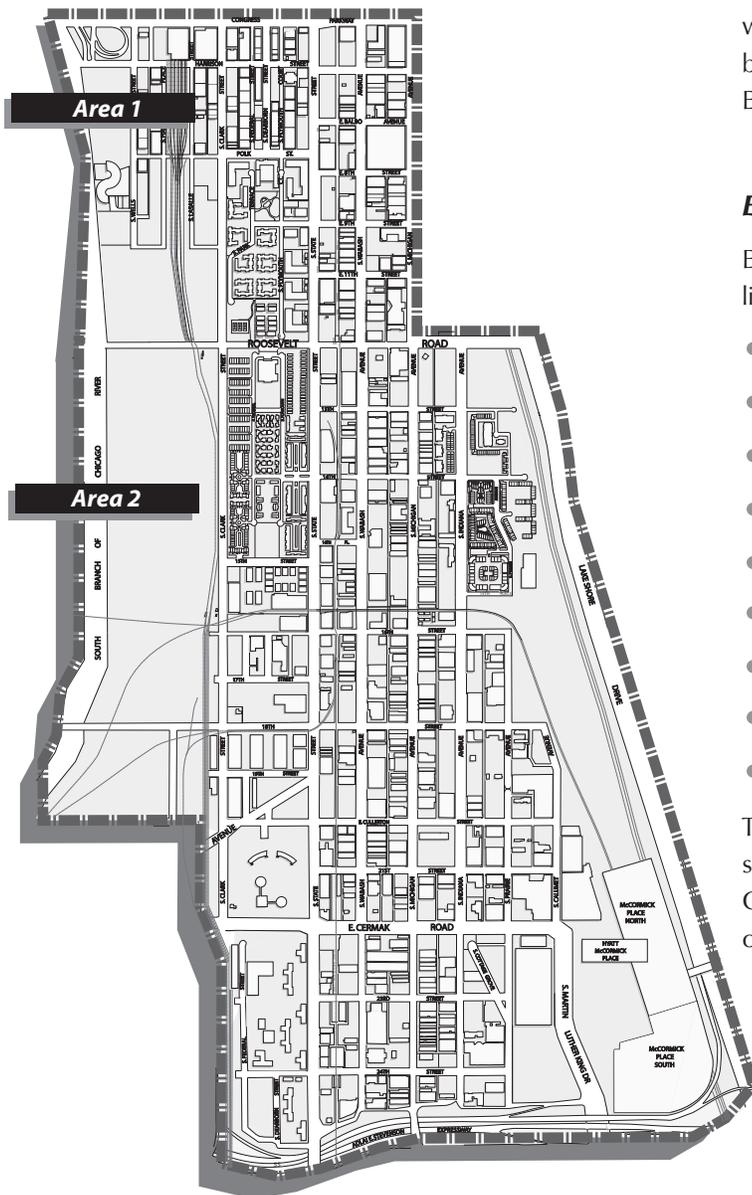
Since the Near South Community is large in size and is composed of several diverse land use districts, the Near South Community Plan has been undertaken in two stages. The first stage (Area 1) consists of the area from Congress Parkway to Roosevelt Road, while the second stage (Area 2) consists of the blocks between Roosevelt Road and the Stevenson Expressway (not including Chinatown).

Existing Community Conditions

Existing conditions within Areas 1 and 2 are highlighted on the following pages and include:

- Ground Floor and Upper Floor Land Use;
- Building Heights;
- Historic Properties & Urban Design;
- Community Facilities;
- Transportation and Parking Conditions;
- Recent and Ongoing Projects;
- Pending Plans and Projects;
- Current Zoning; and
- Properties Susceptible to Change.

The summary of existing conditions is based on field surveys, investigations, and data compiled by the Consultant; and on information provided by the various City departments and other public agencies.





Area 1: **Existing Ground Floor Land Use**

Existing ground floor land use is highlighted in Figure A1, based on field surveys undertaken in September 2000 and updated in February 2002.

Area 1 contains a diverse and exciting mix of uses, reflecting its location within Chicago's central area.

Retail and service uses are widely scattered throughout Area 1, with concentrations along Dearborn Street (in the Printing House Row Chicago Landmark District) and along the Wabash Avenue corridor. Historic Printing House Row, with its numerous restaurants, services and specialty retail establishments, serves as a "service center" for the surrounding area.

While **office uses** are also dispersed throughout Area 1, offices are located primarily north of Harrison Street, adjacent to the central business area, and near transit terminals.

Several **hotels**, including the Chicago Hilton and Towers and the Congress, are located along the west side of Michigan Avenue overlooking Grant Park, giving this corridor a distinct image and identity.

Residential land uses are concentrated in the southern portion of Area 1, including Dearborn Park I, located south of Polk Street between State and Clark Streets; and River City, a freestanding development along the Chicago River. Residential uses are also becoming more prominent in other parts of Area 1, particularly in the blocks between State Street and Michigan Avenue.

Public and institutional uses are widely scattered throughout Area 1, with a cluster of these uses in the northeast quadrant, including Jones College Prep., East West University, Spertus College, and Columbia College, which occupies space in several different buildings.

A large amount of land is devoted to **surface parking**, particularly along the State Street frontage and along Wells Street and Financial Place. These parking lots not only serve uses within Area 1, but also provide parking support for Downtown office and commercial developments.

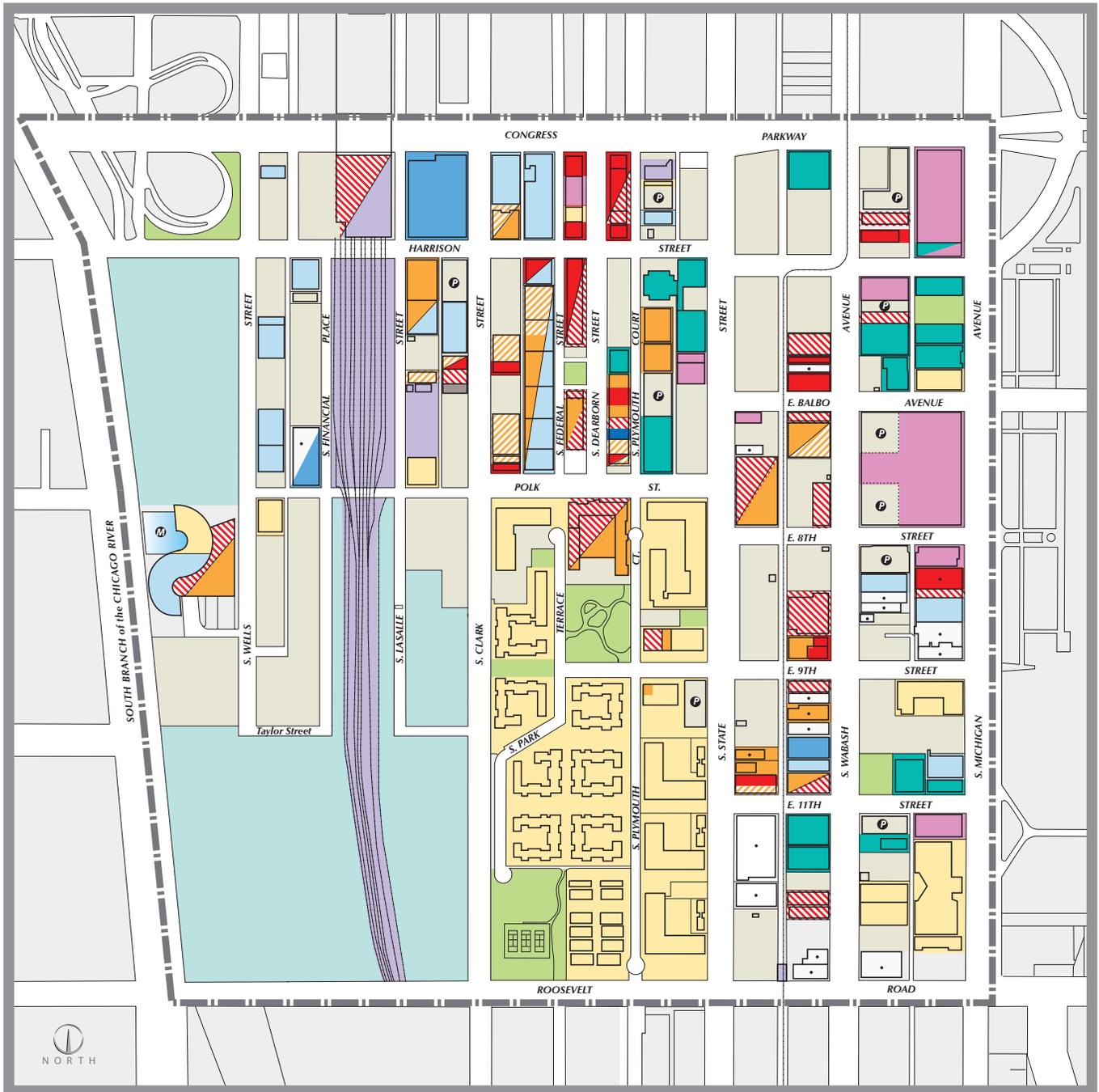
The **Metra rail corridor** extends north-south through Area 1. While the existing Metra Station at Congress is an important amenity for the area, the rail line itself, which is elevated, creates an obstacle and a physical barrier between the east and west sides of Area 1.

Vacant land exists along and near the River, although most of this land is slated for development as a part of the Franklin Point, River City, and LaSalle Park Planned Developments.

Vacant buildings can be found throughout Area 1, but are primarily located in the southeast portion of the Area.

The existing land use pattern within Area 1 is an important consideration in assessing future improvement and development potentials.

Existing Ground Floor Land Use, Area 1 (as of February 2002) • Figure A1



- | | |
|--------------------------|------------------------------------|
| Residential | Institutional |
| Office | Park/Landscaped Open Space |
| Banks | Metra Line/ComEd Facility/CTA line |
| General Retail | Mixed Use |
| Restaurant/Entertainment | Vacant Building |
| Business Service | Partially Vacant Building |
| Personal Service | Vacant Land |
| Auto-Oriented Service | Surface Parking |
| Hotel | Parking Garage |
| Governmental | Marina |



Area 2: **Existing Ground Floor Land Use**

Existing ground floor land use is highlighted in Figure A2, based on field surveys undertaken by the Consultant. Area 2 contains a diverse and dynamic mix of uses, signifying an ever-changing community in Chicago's central area.

Most **retail, office, and service uses** are located within the corridor from State Street to Michigan Avenue, from Roosevelt Road to the Stevenson Expressway. Despite the relative lack of neighborhood commercial uses or districts, many long-time and several newer establishments provide for an exciting urban atmosphere. South of Cermak Road, service and storage uses are prevalent. Some of these businesses serve the growing convention market of McCormick Place.

Residential land uses are concentrated in the northern portion of Area 2, including Dearborn Park, located south of Roosevelt Road between State and Clark Streets; and Central Station, a large, multi-site development generally between Indiana Avenue and Lake Shore Drive. Residential conversions and new construction are becoming more prominent along State Street, Michigan Avenue, and Indiana Avenue north of 21st Street.

The Ickes Homes and Hilliard Homes, housing developments located along State Street in the southwestern portion of Area 2, are also prominent residential components.

Public and institutional uses, from historically significant churches to small museums, are found throughout Area 2. Chicago's Museum Campus, Soldier Field, Burnham Harbor, and the museums along historic Prairie Avenue combine to form a dominant cultural feature along the eastern edge of Area 2.

Surface parking, particularly in areas south of 18th Street, consumes much of the land in many blocks. While a few parking facilities are in good condition and well-screened, many lots are poorly maintained or are small, ancillary parking lots for private uses.

The **Metra Rock Island Line and Electric Line commuter rail corridors** form a community boundary near the periphery of Area 2. The St. Charles Air Line, an elevated freight railway located just north of 16th Street, creates a physical barrier between the north and south portions of Area 2.

Vacant land exists along and near the Chicago River and in the eastern portion of Area 2, an area slated for development as part of the ongoing Central Station complex. A number of vacant lots are scattered throughout State and Wabash Streets south of Cermak Road.

Vacant buildings are widely scattered throughout Area 2, with the largest concentration located along State and Wabash Streets south of 16th Street.

The existing land use pattern establishes an overall framework for the *Near South Community Plan* and will be an important determinant in assessing future improvement and development potentials within Area 2.



Area 1:

Existing Upper Floor Land Use

Existing upper floor land use is presented in Figure A3, based on field surveys undertaken in September 2000 and updated in February 2002.

Except for single-purpose buildings such as hotels and institutional facilities, residential and office uses are the predominant uses on the upper floors of most buildings within Area 1.

The upper floors of many older commercial and industrial buildings, such as those along Historic Printing House Row, have been upgraded and remodeled for residential units, a trend that is expected to continue.

It should also be noted that many existing buildings, such as those along Wabash Avenue south of E. 8th Street, have vacant upper floor space.

Existing Upper Floor Land Use, Area 1 (as of September 2000) • Figure A3



- | | |
|--|---|
|  Residential |  Governmental |
|  Office |  Institutional |
|  Restaurant/Entertainment |  Metra |
|  Business Service |  Vacant Building |
|  Personal Service |  Partially Vacant Building |
|  General Retail |  Parking Garage |
|  Hotel | |



Area 2: Existing Upper Floor Land Use

Existing upper floor land use (where applicable) is highlighted in Figure A4, based on field surveys conducted by the Consultant in September of 2000.

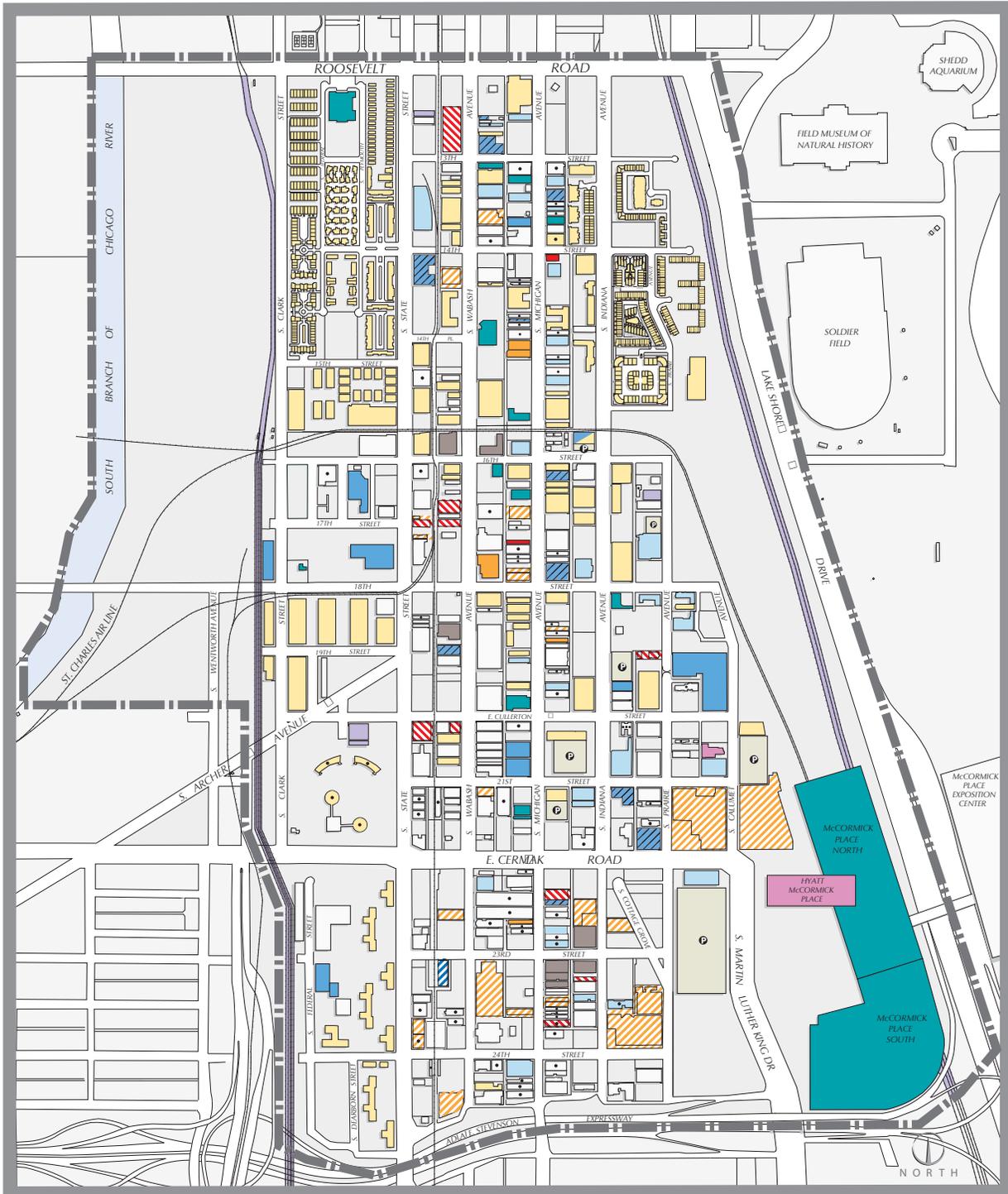
Upper floor uses in Area 2 vary from predominantly service uses and vacant space to the south to primarily residential uses north of Cullerton Street.

A majority of recent multi-story construction has been for residential use, such as Dearborn Park and Central Station. Along State Street and Michigan and Indiana Avenues north of 21st Street, upper floor residential conversions are becoming more numerous. Other uses commonly found on upper floors are storage and commercial service businesses.

Many upper floors are currently underutilized and offer potential for residential or loft office space. Of particular note are the buildings in the Motor Row Chicago Landmark District, located along Michigan Avenue primarily south of Cermak Road. While only a few are used for selling or servicing automobiles, their size and architectural character offer exciting opportunities for new uses.

Vacant upper floors are more common along State Street and Wabash and Michigan Avenues south of 16th Street. Many of these buildings are functionally obsolescent or characterized by deferred maintenance.

Existing Upper Floor Land Use, Area 2 (as of September 2000) • Figure A4



- | | | |
|--------------------------|---------------------------------|---------------------------|
| Residential | Private Storage | Vacant Building |
| Office | Auto-Oriented Sales and Service | Partially Vacant Building |
| Retail | Hotel | Parking Garage |
| Wholesale | Governmental | |
| Restaurant/Entertainment | Institutional | |
| Business Service | Metra Line/CTA/ComEd Facility | |
| Personal Service | Mixed Use | |



Area 1: **Building Heights**

The heights of buildings within Area 1 are presented in Figure A5, based on field observations.

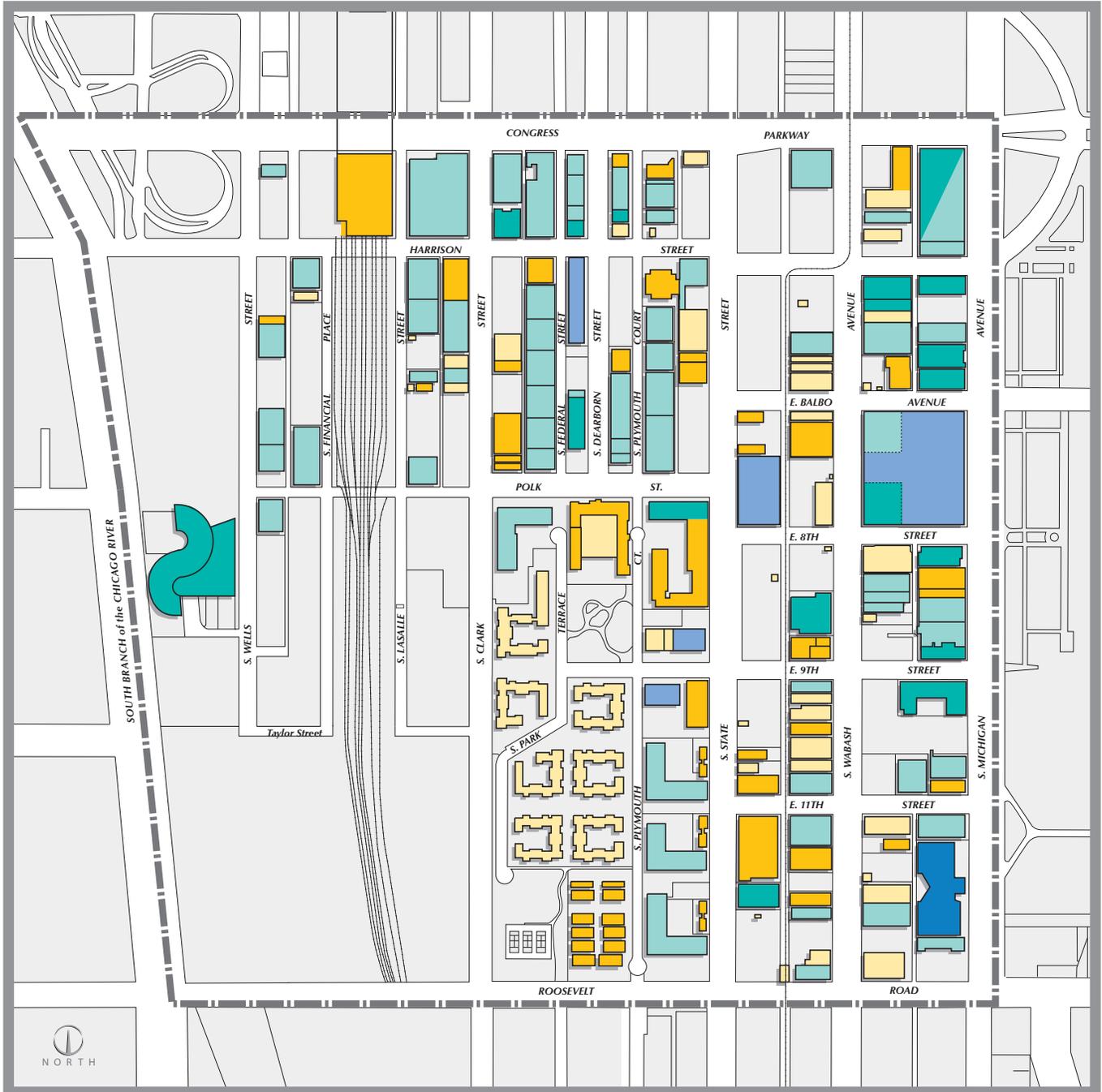
Buildings within Area 1 range from small one- and two-story buildings to structures 25 stories and taller. On average, the height of a story ranges from ten to twelve feet.

Clusters of taller buildings include: a) the Michigan Avenue frontage, b) State Street between Balbo Avenue and 9th Streets, c) Dearborn Street between Harrison and Polk Streets, and d) portions of the Congress Parkway frontage.

In contrast to the Downtown area located north of Congress Parkway, which is characterized by high-rise construction, Area 1 has few very tall buildings. In fact, only two buildings in the area are over 27 stories in height.

The majority of buildings in Area 1 have heights ranging from three to eleven stories. This pattern of development creates a character that is different from that of other central area neighborhoods, such as River North.

There is increasing interest in developing taller buildings within Area 1, and building height is a key issue addressed in Sections 1 and 2 of this Plan.



- 1 to 2 Stories (11-22 feet)
- 3 to 5 Stories (33-55 feet)
- 6 to 11 Stories (66-121 feet)
- 12 to 21 Stories (132-231 feet)
- 22 to 27 Stories (242-297 feet)
- 28 to 39 Stories (308-429 feet) - no buildings
- 40 Stories and Over (440+ feet)

Note: Building heights are estimated, assuming an average story height of eleven feet.



Area 2: **Building Heights**

The heights of buildings in Area 2 are shown in Figure A6, based on field surveys undertaken by the Consultant.

Buildings in Area 2 range from one-story commercial structures to residential buildings with thirty or more floors. The average height of a story ranges from ten to twelve feet. Areas with definable scales include the Dearborn Park and Central Station developments and the Motor Row Historic District.

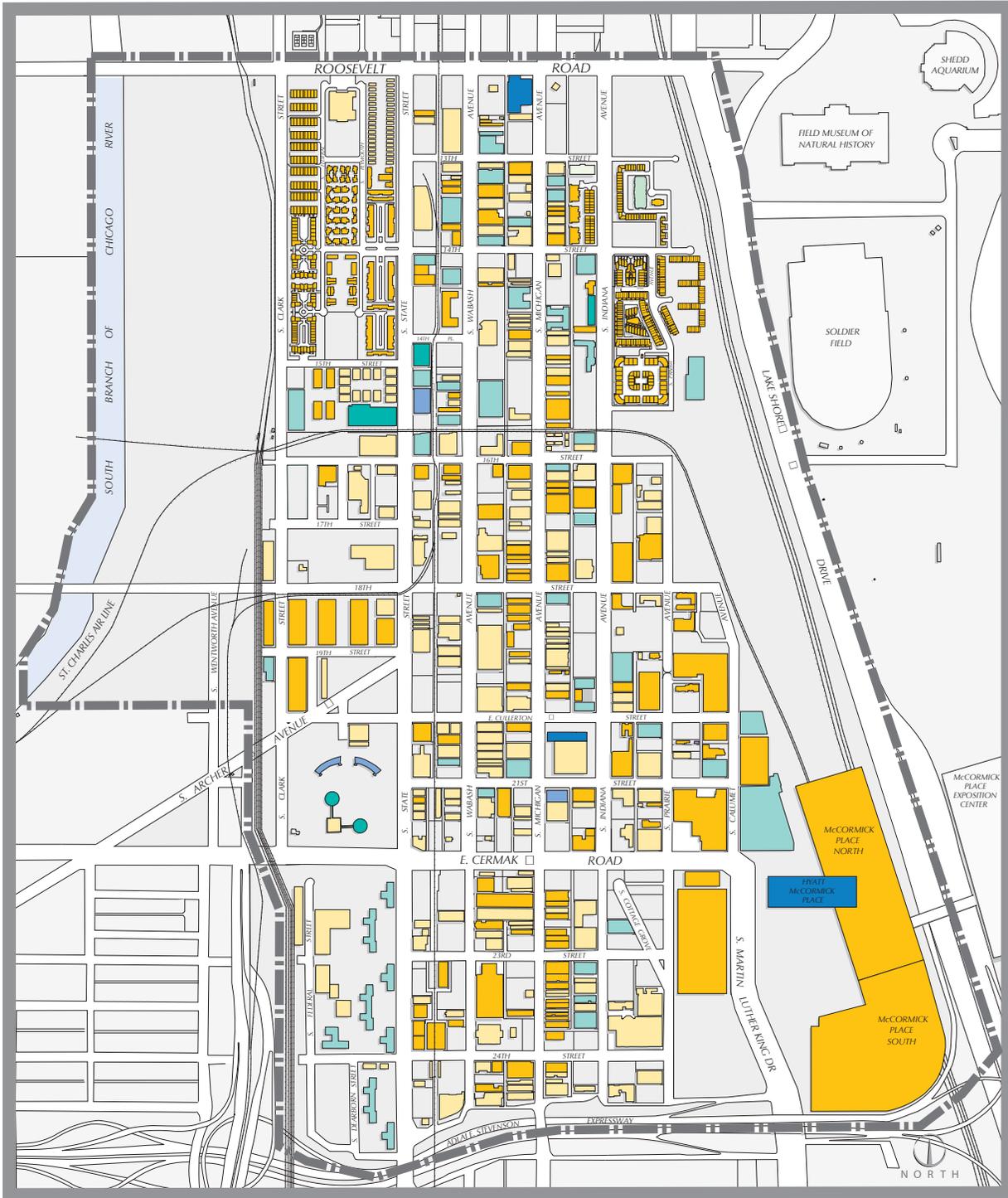
The largest concentration of mid- and high-rise structures is found in the Harold Ickes and Hilliard Homes residential developments, both along State Street near Cermak Road. These groups of buildings are significantly taller than most nearby structures, and do not complement the surrounding development pattern.

Two sets of buildings, located along Michigan Avenue near 21st Street and along State Street near 14th Place, rise above most other structures in these portions of Area 2.

Structures in the three- to five-story range are predominant. Many of the newer buildings fall within this height range, including the McCormick Place additions and the large residential developments to the north. These low-rise building heights establish a consistent scale within several parts of Area 2.

However, pressure to construct residential towers is increasing, especially in the eastern portion of Area 2, where lake and skyline views are marketable assets.

While some building height diversity is reflective of historical development patterns and creates interesting urban environments, new buildings should be of a similar scale with their surroundings in order to maintain neighborhood and community character.



- 1 to 2 Stories (11-22 feet)
- 3 to 5 Stories (33-55 feet)
- 6 to 11 Stories (66-121 feet)
- 12 to 21 Stories (132-231 feet)
- 22 to 27 Stories (242-297 feet)
- 28 to 39 Stories (308-429 feet)

Note: Building heights are estimated, assuming an average story height of eleven feet.



Area 1: **Historic Properties & Urban Design**

Historic Properties:

Buildings with architectural and historical interest are highlighted in Figure A7, based on information received from the Commission on Chicago Landmarks. The ages of buildings in Area 1 are also shown on this map.

Buildings within Area 1 range in age from the late nineteenth century to new construction. Except for the residential developments and a few other newer structures scattered throughout Area 1, most existing buildings were constructed prior to 1950, and many were constructed before 1930.

Clusters of older structures include: a) the Wabash Avenue corridor, b) Michigan Avenue north of 8th Street, and c) the Printing House Row Chicago Landmark District. Many of the older buildings have been renovated, upgraded, expanded, or otherwise modified since the original construction.

Area 1 includes two designated Chicago Landmark Districts. The Printing House Row Chicago Landmark District is located along and near Dearborn Street between Congress Parkway and Dearborn Station. The west side of Michigan Avenue is in the Historic Michigan Boulevard Chicago Landmark District in recognition of its distinctive street wall of contiguous taller buildings facing Grant Park.

Four buildings have been designated as individual Chicago Landmarks by the Commission on Chicago Landmarks. These buildings, and the buildings located in the Chicago Landmarks Districts, are protected under the Chicago Landmarks Ordinance. Five structures are listed on the National Register of Historic Places.

The large number of older commercial and industrial buildings with architectural and historical interest help give Area 1 its special image and identity. An important objective of the *Near South Community Plan* is to preserve and enhance this traditional image and character, while still encouraging improvements and new developments.

Other Urban Design Considerations:

In addition to buildings with architectural and historical interest, other notable urban design features within Area 1 are highlighted below. These are addressed in more detail in *Section 1: Framework Plan*.

Grant Park. Grant Park, Chicago's signature public open space, creates an exceptional visual backdrop for Area 1 and is an important recreational and open space amenity for the neighborhood as a whole.

The Chicago River. The river corridor and the river's edge represent unique opportunities for open space and pedestrian amenities, and as settings for new development within Area 1.

Street walls. Several streets, particularly Michigan Avenue and Dearborn Street, are characterized by continuous rows of buildings located at the edge of the sidewalk. This distinctive street wall effect promotes visual continuity and an uninterrupted pedestrian environment, and contributes to the character and appeal of Area 1.

Views and vistas. There are several attractive views and vistas within Area 1 that should be preserved and enhanced, including terminated views along Dearborn Street, Balbo Avenue and 9th Street.

Streetscape. While attractive streetscape improvements have been undertaken along several streets, including Michigan Avenue, State Street, and Dearborn Street, much could be done to further enhance the image and appearance of streets, sidewalks, and pedestrian ways throughout Area 1.

Appearance concerns. Existing features that currently detract from the image and appearance of Area 1 include: a) the appearance and condition of the "L" structure, b) the pedestrian underpasses at Polk and Harrison Streets, c) the visual barrier created by the Metra rail line, and d) the unkempt appearance of several vacant lots and poorly maintained buildings. These problem conditions should be corrected or mitigated.



- 1930 or Earlier
- 1931 to 1950
- 1951 to 1970
- 1971 to the Present
- Printing House Row Chicago
Landmark District
- Historic Michigan Boulevard
Chicago Landmark District
- ★ Chicago Landmarks
- ★ Properties on the National
Register of Historic Places



Area 2:

Historic Properties & Urban Design

Historic Properties:

Buildings within Area 2 with historical or architectural interest are highlighted in Figure A8.

Buildings date from the late nineteenth century to the present. Information on age of buildings is also provided, the majority of buildings in Area 2 were built before 1960, with large groups of pre-1940 structures still intact. Although a significant number of buildings north of Cermak Road have been renovated for new uses, many more will require extensive restoration, especially south of Cermak.

Many of the oldest structures are found in the Prairie Avenue Landmark District. The District includes the Glessner House, a National Historic Landmark designed by Henry Hobson Richardson. Several other stately mansions, including the Clarke House, reflect the area's former role as home to some of Chicago's early influential citizens.

Also of note is the Motor Row Chicago Landmark District, a collection of early twentieth century commercial structures originally built as automobile showrooms and service centers. Auto dealers once present in the area include Packard, Cadillac, Ford, and Pierce Arrow. The Landmark District encompasses buildings along and near Michigan Avenue south of Cermak Road, as well as sev-

eral historically auto-related buildings north on Michigan Avenue.

Area 2 is home to six buildings designated as individual Chicago Landmarks. These buildings, and the buildings located in Chicago Landmark Districts, are protected under the Chicago Landmarks Ordinance. Area 2 is also home to nine properties listed on the National Register of Historic Places.

Many other historic buildings, ranging from a former hospital to printing and cold storage uses, offer examples of various architectural styles and building types.

Of particular note are clusters of older buildings along Wabash and Michigan Avenues, particularly between 13th and 14th Streets. The Motor Row District, located along Michigan Avenue south of Cermak Road, includes a collection of early-to mid-twentieth century automobile-oriented buildings.

The presence of many historic buildings in Area 2 will be an important influence in determining architectural styles, building scale, and infill patterns for future developments.

Other Urban Design Considerations:

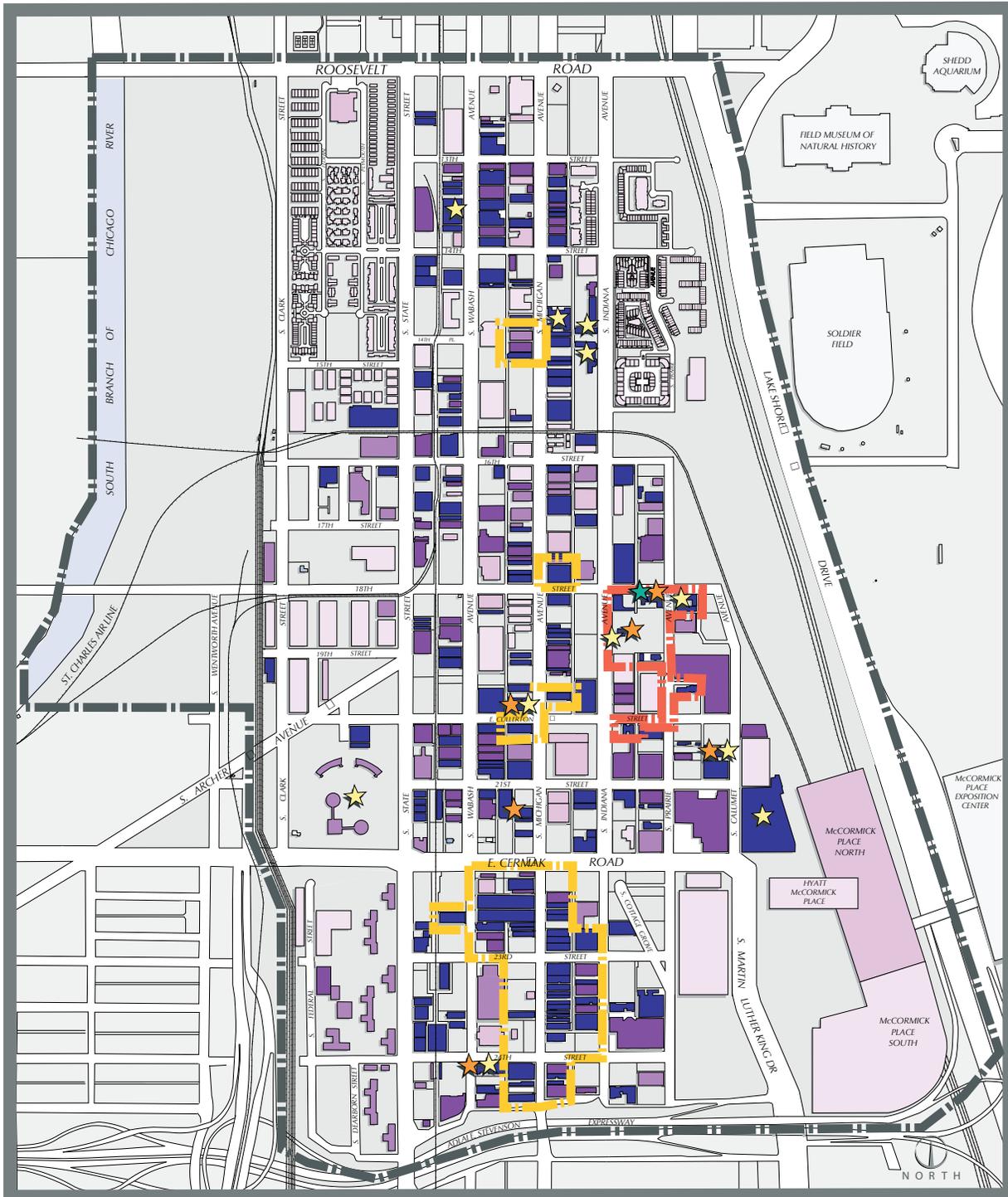
Area 2 includes other elements and features related to urban design. As noted below, some are positive, contributing features that should be preserved and enhanced; other areas may benefit from improvements, as noted in *Section 1: Framework Plan*.

The Chicago River. Perhaps more than any other feature, the Chicago River will influence the pattern and design of new development in Area 2. The land along the river's eastern shore within Area 1 is vacant, and plans exist to extend streets, open spaces, pedestrian ways, and mixed-use development into this area.

The Lakefront, Grant Park, and the Museum Campus. Area 2 benefits greatly from its proximity to these public amenities. Views and access to these features are an essential component of Area 2's appeal.

Streetscape. Some sections of Area 2, such as Roosevelt Road and the northern part of Indiana Avenue, have recently received streetscape improvements. The character of certain streets has been greatly enhanced by the addition of landscaped medians, more street trees, and new sidewalks. Other parts of Area 2, however, are in need of streetscape improvements, as described in the *Framework Plan*.

Appearance Concerns. Several conditions currently detract from Area 2's image and appearance: a) a number of poorly-maintained sites and buildings, particularly in the south part of Area 2; b) the appearance and condition of the "L" structure in several locations; c) visual barriers created by the Stevenson Expressway and various rail lines; and d) false building facades and other architectural or site design features that do not complement the Area's historic character and urban pattern.



- 1930 or Earlier
- 1931 to 1950
- 1951 to 1970
- 1971 to 1990
- 1991 to the Present
- Prairie Avenue Chicago Landmark District
- Motor Row Chicago Landmark District
- ★ Chicago Landmarks
- ★ Properties Listed on the National Register of Historic Places
- ★ National Historic Landmark



Area 1:

Community Facilities

Existing community facilities within Area 1 are identified in Figure A9.

Institutional facilities located within Area 1 include Jones College Prep High School; East West University; Spertus College; and Columbia College, which occupies space in several buildings.

Several governmental offices are located on the upper floors of buildings along Wabash Avenue. The Police Headquarters facility, previously located at 1121 S. State Street, was relocated to a site outside of Area 1.

Several small parks and open spaces are located within Area 1, including Dearborn Park, Roosevelt Park, and Columbia College Park. Dearborn and Roosevelt Parks are primarily used by Dearborn Park residents. In addition, the proposed Jones High School Campus Park is to be constructed along the south side of Congress Parkway, west of State Street.

Grant Park is a prominent public open space amenity for Area 1. However, its recreational facilities are programmed for City-wide use.

As the greater Near South Community continues to develop and intensify as a mixed-use urban neighborhood, a full range of public facilities and services will be required, including parks, schools, fire and police stations, public meeting spaces, cultural facilities, and governmental services. While all of these facilities need not be situated within the boundaries of Area 1, they must be conveniently located and readily available to those living and working within the Near South Community. In particular, the need for additional park land to serve the growing number of residents is a frequently mentioned concern.



Institutional Facilities
 Parks and Open Spaces

- | | |
|---|--|
| <ul style="list-style-type: none"> A Oscar D'Angelo Park B Dearborn Park C Roosevelt Park D Columbia College Park E Proposed Campus Park F Jones Magnet High School | <ul style="list-style-type: none"> G Spertus College H Columbia College J East West University K Merle Reskin Theater L Printers Square Park |
|---|--|



Area 2: **Community Facilities**

Existing community facilities in Area 2 are highlighted in Figure A10, based on field observations by the Consultant.

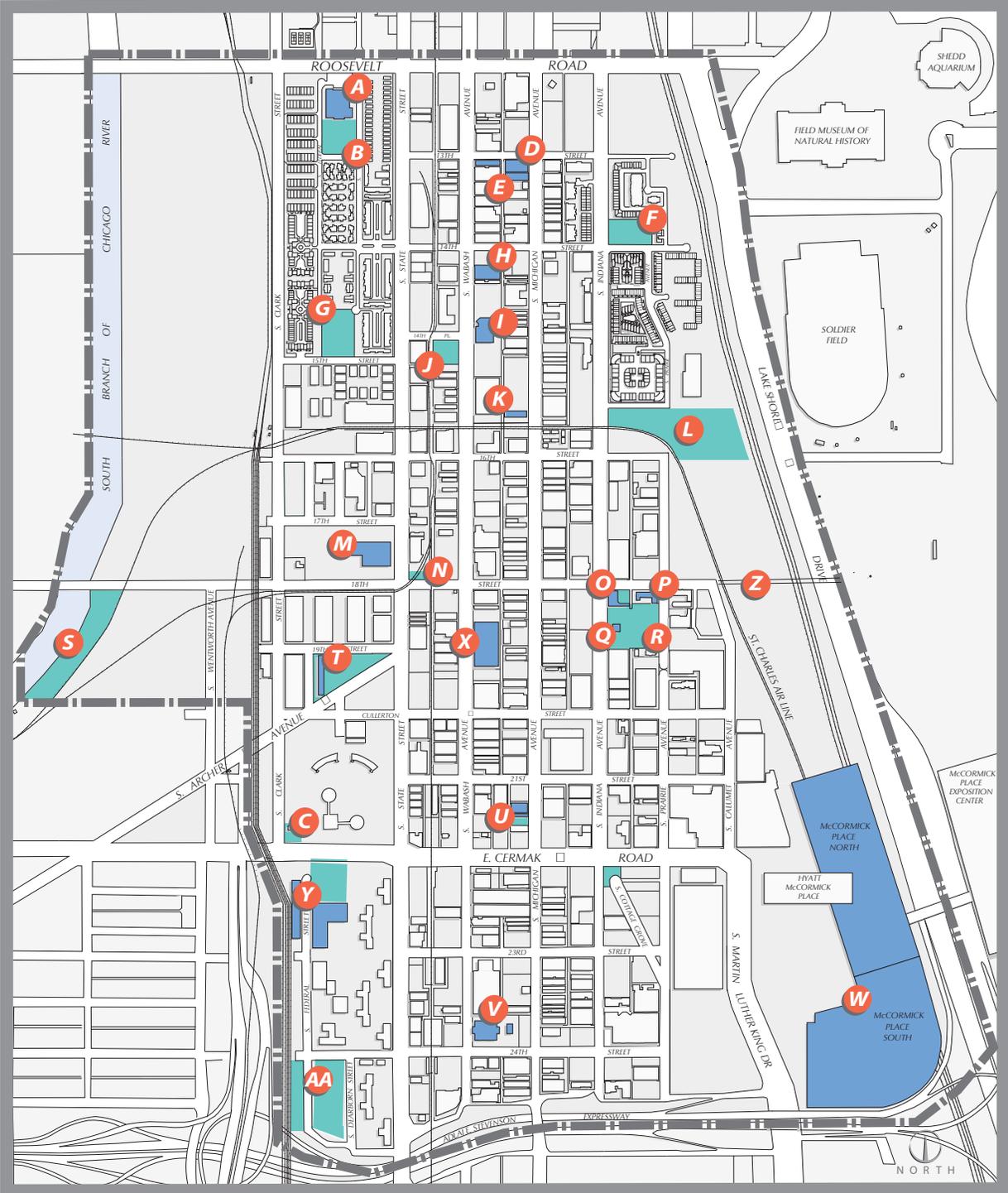
Area 2 is currently home to several parks, schools, and cultural facilities. Larger civic buildings include the new First District Police Headquarters and McCormick Place.

The Near South is served by South Loop Elementary School, located on Roosevelt Road, and the temporary South Loop Branch School on Archer Avenue. The Ray Graham Training Center, operated by the Chicago Public School System, provides education and vocational training for non-traditional students. A new elementary school and professional development school for teachers, the Cermak School and National Teachers Academy, has recently opened at the northern end of the Harold Ickes Homes at Cermak Road and Federal Street. This new facility is considered to be a key factor in serving existing and new residents in Area 2.

In addition to the offerings of the nearby Museum Campus, a number of smaller cultural uses are present in Area 2. Small museums, such as those in the Prairie Avenue Chicago Landmark District, contribute to the unique character of the community by showcasing local history and culture and attracting visitors and talent to the area.

The recent construction of the Chicago Women's Park and Gardens, together with several other small park sites, has provided much-needed green space for Area 2 residents. As the area continues to become a "full-service" urban community, more parks and open space will be necessary, especially in areas currently underserved, such as those south of Cermak Road. In addition, connections to the lakefront, Chicago River, and Grant Park should be improved where possible.

Recently, emphasis has been placed on building parks in conjunction with large residential developments, including Central Station and Dearborn Park. This initiative should continue, as these parks provide a recreational outlet not only for nearby residents, but for the entire Near South Community. Over time, new developments along the Chicago River should contribute significant new green space for Area 2.



- Institutional Facilities
- Parks and Open Spaces
- A** South Loop Elementary School
- B** Indigo Bird Park
- C** Hilliard Open Space
- D** Columbia College Dance Center
- E** Sherwood Conservatory of Music
- F** Webster Park
- G** Cotton Tail Park
- H** Columbia College Theater/ Film Annex
- I** Soka Gakkai International
- J** Coliseum Park
- K** Perspectives Charter School
- L** Mark Twain Park
- M** First District Police Headquarters
- N** D'Elia Park
- O** Vietnam Veterans Art Museum
- P** Glessner House Museum
- Q** Clarke House
- R** Chicago Women's Park and Gardens
- S** Ping Tom Memorial Park
- T** South Loop Branch School
- U** Chess Records Studio/Willie Dixon's Blues Heaven Foundation/Blues Artists Garden
- V** Ray Graham Training Center
- W** McCormick Place Exposition Center
- X** Ada McKinley Community Center
- Y** Cermak School and National Teachers Academy; the Park at NTA
- Z** Pedestrian Bridge
- AA** Ickes Open Space



Area 1: **Transportation and Parking Conditions**

Figure A11 highlights several observations regarding existing transportation conditions within Area 1, including traffic circulation, parking, and public transit.

Traffic:

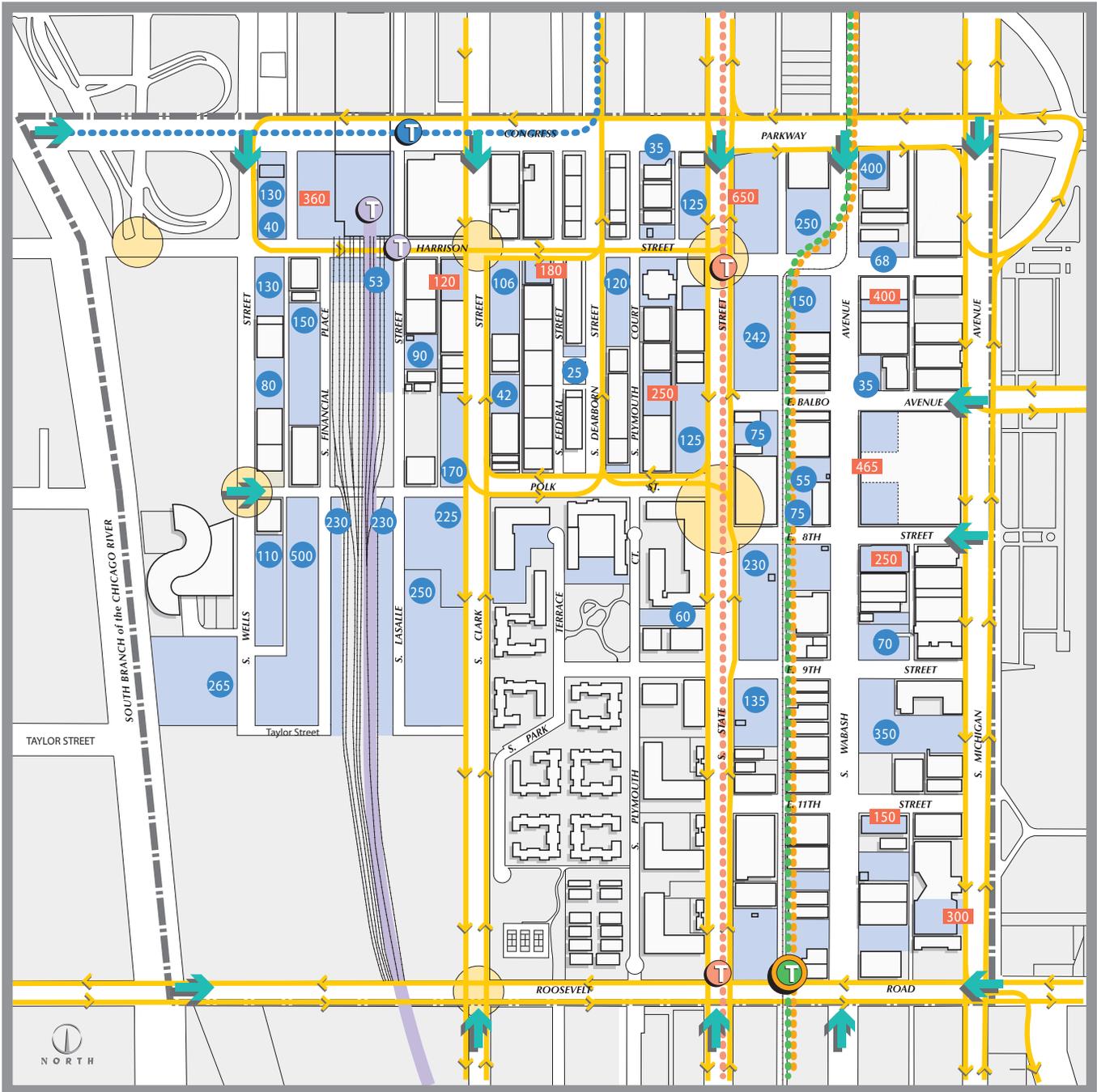
- Most major entryways into Area 1 are from the north and south, meaning that most traffic must flow from Congress or Roosevelt.
- Dearborn Park I acts as a barrier to the grid street pattern within Area 1.
- Many intersections are constrained by right-of-way limitations and geometrics.
- Substandard or deficient intersections, based on capacity and geometry, include Polk/8th/State, Wells/Polk, Harrison/State, Harrison/Franklin, Harrison/Clark, and Clark/Roosevelt.
- East-west traffic circulation is limited by historic street patterns, the Metra Rock Island commuter rail line, and the Chicago River. Access to the western portion of Area 1 is further limited by the capacity of the Polk Street intersection with Wells Street.
- Other physical constraints to traffic circulation within Area 1 include the Roosevelt Road grade separation west of Clark.

Parking:

- The *Parking Needs Analysis* (8/99) shows that the area north of Taylor Street is at capacity, while the area south of Taylor Street has availability.
- Current parking policy directs off-street public parking to be located outside of core of the Central Area, in fringe and peripheral locations. (Source: *Downtown Parking Policies*, 1989). However, the existing supply is being eroded as new buildings replace existing parking lots.
- Eliminating off-street public parking within Area 1 will mean that developers must provide for the parking demand of their developments; this is also the direction provided by the Mayor's Parking Task Force (1997).

Transit:

- The State Street, Wabash Avenue and Michigan Avenue corridors are well served by transit rail and bus lines. Rapid transit and Metra commuter rail service is also convenient to the northern edge of Area 1.
- The growing residential base within Area 1 has increased transit usage.
- Transit has highest share of all transportation modes (48.3%).



- Major Portals
- Rail Stations
- Substandard Intersections
- Surface Parking
- Public Parking Lot
- Public Parking Garage
- Number of Parking Spaces
- CTA Red Line (Subway)
- CTA Green Line (Elevated)
- CTA Orange Line (Elevated)
- CTA Blue Line (Subway)
- Metra Rock Island District
- Bus Routes



Area 2: **Transportation and Parking Conditions**

Existing transportation and parking facilities and conditions for Area 2 are presented in Figure A12, based on field observations by the Consultant.

Several major entry points into Area 2 are highlighted. These typically occur at major street intersections and at various portals on the edge of Area 2. They often signify large traffic volumes or strategic view corridors.

The vast majority of streets in Area 2 permit travel in two directions. A few one-way streets have been highlighted.

Public transportation is a critical component in Area 2's connection to the greater Chicago area. CTA Green, Red, and Orange rapid transit lines traverse Area 2. Metra's Electric and Rock Island commuter Lines run on the periphery of the community. The Metra Electric Line stops at Roosevelt Road, 18th Street, and McCormick Place.

Major arterial streets such as Michigan Avenue, Roosevelt Road, and Cermak Road carry a significant portion of Area 2's vehicular and bus traffic.

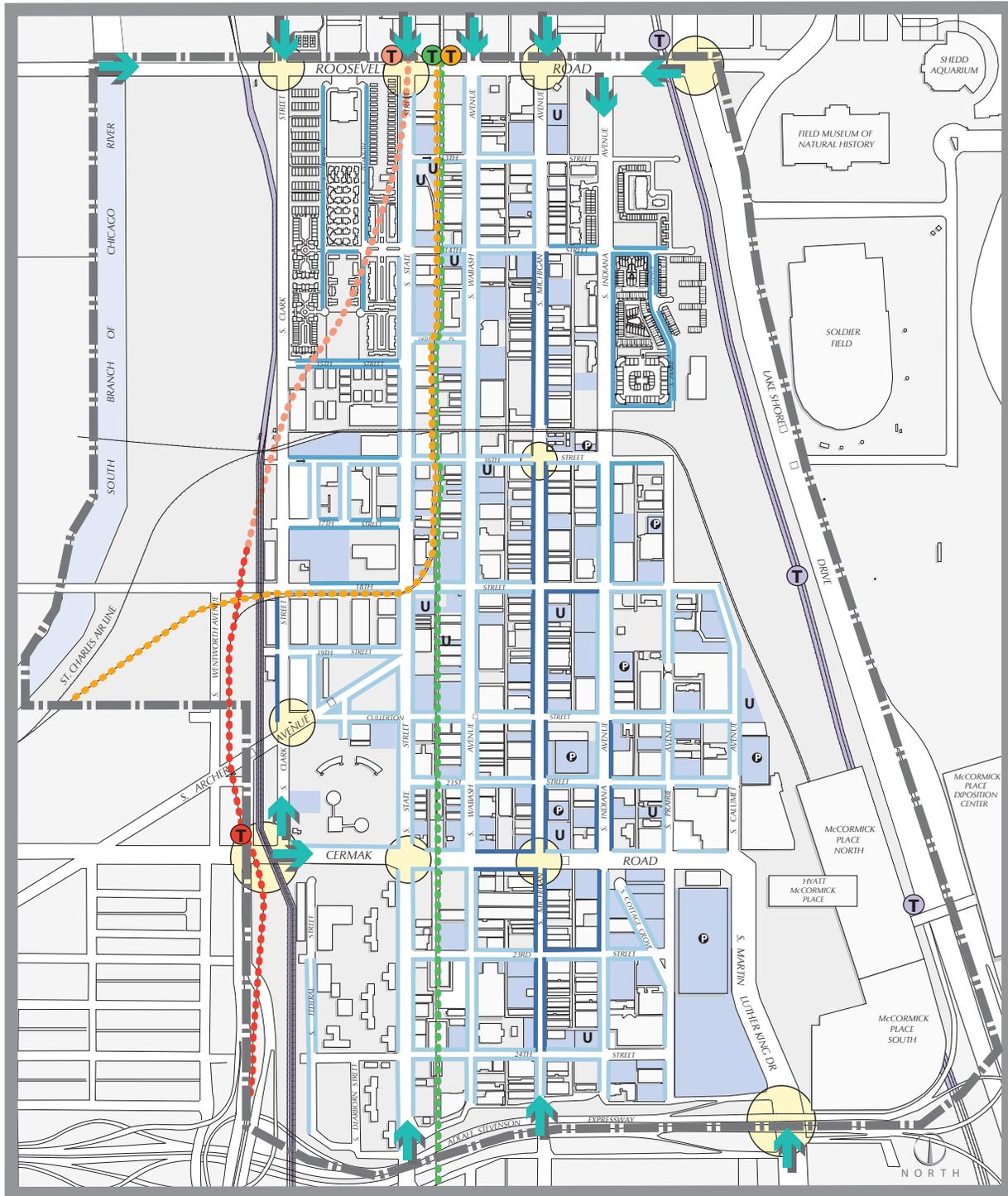
Several critical intersections within Area 2 should be the focus of further study, as their locations, traffic flow, and/or surrounding developments create unique opportunities for enhancement.

The proximity of Area 2 to Lake Shore Drive and the Dan Ryan (I-90/94) and Stevenson (I-55) Expressways also permits several entry and exit opportunities.

Despite a recent trend toward the provision of parking for residential construction, on-street parking continues to serve many visitors and customers in the area. Several streets are regulated by zoned permit parking, while metered or timed parking can be found on most others.

As has been discussed, an abundance of surface parking exists, especially south of 18th Street. Many lots are unimproved – lacking landscaping, fencing, or proper lighting – and offer potential for physical improvement.

Transportation and Parking Conditions, Area 2 • Figure A12



-  Major Portals
-  Rail Transit Station
-  CTA Red Line (Elevated)
-  CTA Red Line (Subway)
-  CTA Green Line (Elevated)
-  CTA Orange Line (Elevated)
-  Metra/South Shore Line
-  Critical Intersections
-  Free/Timed Curb Parking
-  Permit Curb Parking
-  Metered Curb Parking
-  Parking Garage
-  Surface Parking Lot
-  Unimproved Surface Parking Lot



Area 1: **Recent and Ongoing Projects**

Projects either under construction or completed within the last few years are presented in Figure A13.

Area 1 has seen significant property investment and development in recent years, including major renovation projects, building conversions, and new construction.

The majority of recent projects have been related to residential and institutional facilities. Most commercial redevelopment projects have involved the re-leasing of existing space, rather than new construction projects.

Major projects that were either recently completed or are currently under construction include Polk Street Station, Market Square, Harrison Street Lofts, Michigan Avenue Lofts, Parkview on Michigan, Wells Street Tower, and Paper Place Lofts residential projects; and Columbia College and Jones College Prep High School institutional facilities.

These recent and ongoing projects are scattered throughout Area 1, with a small cluster of projects in the southeast corner.

List of Recent and Ongoing Projects:

- 1** - Market Square
- 2** - Harrison Street Lofts
- 3** - Columbia College
- 4** - Polk Street Station
- 5** - Jones College Prep High School Renovation and Expansion
- 6** - Paper Place Lofts
- 7** - 11th Street Lofts
- 8** - Columbia College Film & Video
- 9** - Michigan Avenue Lofts
- 10** - Columbia College
- 11** - Cosmopolitan Lofts
- 12** - Parkview on Michigan
- 13** - Wells Street Tower
- 14** - 888 S. Michigan
- 15** - Roosevelt Hotel Apartments
- 16** - 41 E. 8th Street
- 17** - University Center of Chicago
- 18** - Target
- 19** - State Place
- 20** - Office of Homeland Security
- 21** - South Loop SRO
- 22** - 1111 S. Wabash



- Residential Projects
- Institutional Projects
- Hotel Projects
- Commercial Projects



Area 2: **Recent and Ongoing Projects**

Projects in Area 2 either under construction or completed within the last several years are shown in Figure A14, based on information from the City of Chicago Department of Planning and Development and field observations by the Consultant.

In recent years, this portion of the Near South Community has experienced tremendous investment. Residential projects, both new construction and rehabilitation, are prevalent north of Cermak Road, including the southern portion of Dearborn Park and the blocks between 18th and Cullerton Streets. Michigan Avenue is also experiencing significant residential construction and renovation.

Recent institutional projects include the McCormick Place additions, First District Police Headquarters, and South Loop Elementary School. Several new commercial uses, parks, and recreational facilities have also been completed within the last few years.

List of Recent and Ongoing Projects:

- 1 - 1250 S. Michigan
- 2 - Jewel/Osco
- 3 - Wabash Flats
- 4 - Columbia College Dance Center
- 5 - Opera Reataurant
- 6 - Gioco Restaurant
- 7 - Film Exchange Lofts
- 8 - Sherwood Conservatory of Music
- 9 - McCormick Place Expansion
- 10 - 13th and Michigan Lofts
- 11 - Old Saint Mary's Church
- 12 - Museum Park
- 13 - 1420 S. Micigan
- 14 - 1 E. 14th Place
- 15 - 1601 S. State
- 16 - Chicago Firehouse Restaurant
- 17 - Prairie Place
- 18 - 1421 S. Wabash Lofts
- 19 - Michigan Avenue Garden Terraces
- 20 - ComEd Substation
- 21 - Central Park Townhomes
- 22 - Park Row
- 23 - Soka Gakkai International
- 24 - Harbor Square
- 25 - Prairie House
- 26 - 1 East 15th Place
- 27 - 1520 S. Wabash
- 28 - Prairie District Homes
- 29 - Dearborn Tower
- 30 - Imperial Lofts
- 31 - 1600 S. Wabash
- 32 - Solo Soft Lofts
- 33 - Clarke House Renovation
- 34 - East Side Townhomes
- 35 - Bicycle Station Lofts
- 36 - McHugh Headquarters
- 37 - 1801 S. Wabash Studios
- 38 - Kensington Park Townhomes
- 39 - The Commonwealth Phase III
- 40 - Prairie District Homes
- 41 - Millennium Townhomes
- 42 - The Pointe
- 43 - Cullerton Station
- 44 - Perspective Charter School
- 45 - VUE20
- 46 - Wheeler Mansion
- 47 - Bank Note Place
- 48 - 212 E. Cullerton
- 49 - Townhomes of Prairie Avenue
- 50 - Marshall Field Mansion
- 51 - Cornerstone of the Commonwealth
- 52 - 2001 S. Calumet
- 53 - Locomotive Lofts
- 54 - 2001 S. Prairie
- 55 - Hilliard Homes
- 56 - 2030 S. Wabash
- 57 - Donnelley Technology Center
- 58 - 2125 S. Wabash
- 59 - Lakeside Bank
- 60 - Cermak School
- 61 - McCormick Place Office/Parking
- 62 - 2245 S. Michigan
- 63 - 2251 S. Michigan
- 64 - L'oreal
- 65 - Joyce Ford



Area 1: **Proposed Plans and Projects**

Projects that are either proposed or being discussed for Area 1 at the present time are highlighted in Figure A15.

The majority of projects currently under discussion within Area 1 are for primarily residential use. Pending projects include the 1000 S. Michigan, 636 S. Dearborn, and 777 S. Dearborn residential developments; and additional improvements at Columbia College and Jones College Prep High School.

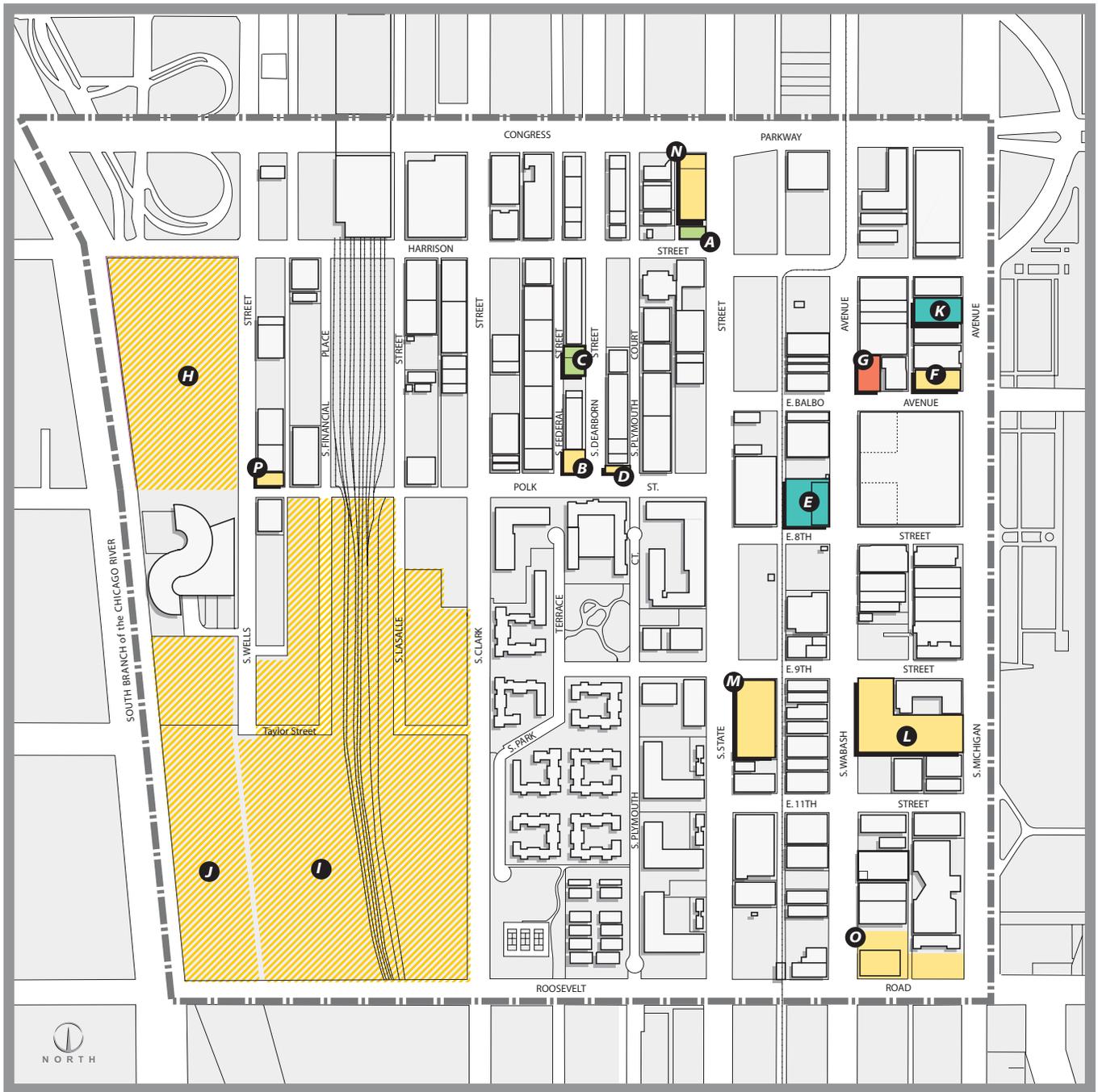
The City of Chicago issued a Request for Proposals (RFP) for mixed-use projects within Area 1. While all projects are still under review, it now appears that the Michigan/Roosevelt/Wabash RFP will result in new condominium development with retail and arts/cultural-related uses.

It should also be noted that a major portion of the vacant land west of Clark Street contains three large planned development sites: Franklin Point, River City, and LaSalle Park. The future development of these properties will have a major impact on the image and character of the Chicago River corridor and Area 1 as a whole. All three properties will be governed by planned developments.

The unbuilt portions of the River City and Franklin Point Developments were subject to a Fall 2003 "sunset" clause, or expiration date. However, because they are located along the Chicago River, planned development approval is required by the City.

List of Proposed Plans and Projects:

- A** - Campus Park
- B** - 776 S. Dearborn
- C** - Printers Row Park
- D** - 777 S. Dearborn
- E** - Columbia College Student Center
- F** - Blackstone Hotel Apartments
- G** - Buddy Guy's
- H** - Franklin Point PD
- I** - LaSalle Park PD
- J** - River City PD
- K** - Spertus Expansion
- L** - 1000 S. Michigan
- M** - 9th and State
- N** - 524 S. State
- O** - Roosevelt and Michigan
- P** - Polk and Wells



- Residential Projects
- Institutional Projects
- Hotel Projects
- Restaurant/Entertainment Projects
- Park Projects
- Planned Developments
- Requests for Proposals



Area 2: **Proposed Plans and Projects**

Projects that are either proposed or being discussed for Area 2 are shown in Figure A16, based on information from the City of Chicago Department of Planning and Development.

There are a number of planned residential projects, including larger, ongoing developments such as Central Station as well as many single-building redevelopments.

Especially noteworthy are several planned commercial projects. If completed, these commercial projects will provide additional employment, dining, and shopping opportunities to the growing community.

Improvements are also proposed for large parcels of City-owned property along Cermak Road at State Street.

Ongoing investment in the Near South Community suggests that Area 2 will continue to see major changes in land-use patterns in the coming years.

List of Proposed Plans and Projects:

- A** - 13th and Michigan Senior Apartments
- B** - Central Station Planned Development
- C** - 1313 S. Michigan Lofts
- D** - Museum Park
- E** - Webster Park
- F** - 1400 S Michigan
- G** - New Park
- H** - Ping Tom Park Expansion
- I** - Retail/Commercial RFP Sites
- J** - Prairie Tower
- K** - New Park
- L** - Prairie/Cermak Condos
- M** - New Restaurant
- N** - McCormick Place Expansion
- O** - LINK Headquarters
- P** - 1255 S. State
- Q** - 1454 S. Michigan
- R** - 2301 S. Wabash
- S** - 2346 S. Wabash



- Residential Projects
- Institutional Projects
- Commercial Projects
- Park Projects
- Mixed-Use Developments



Area 1: **Current Zoning**

Current zoning within Area 1 is presented in Figure A17. Several observations regarding existing zoning are highlighted below.

Area 1 is primarily zoned for business and commercial use. While recent projects and developments have included both commercial and residential uses, residential uses have predominated.

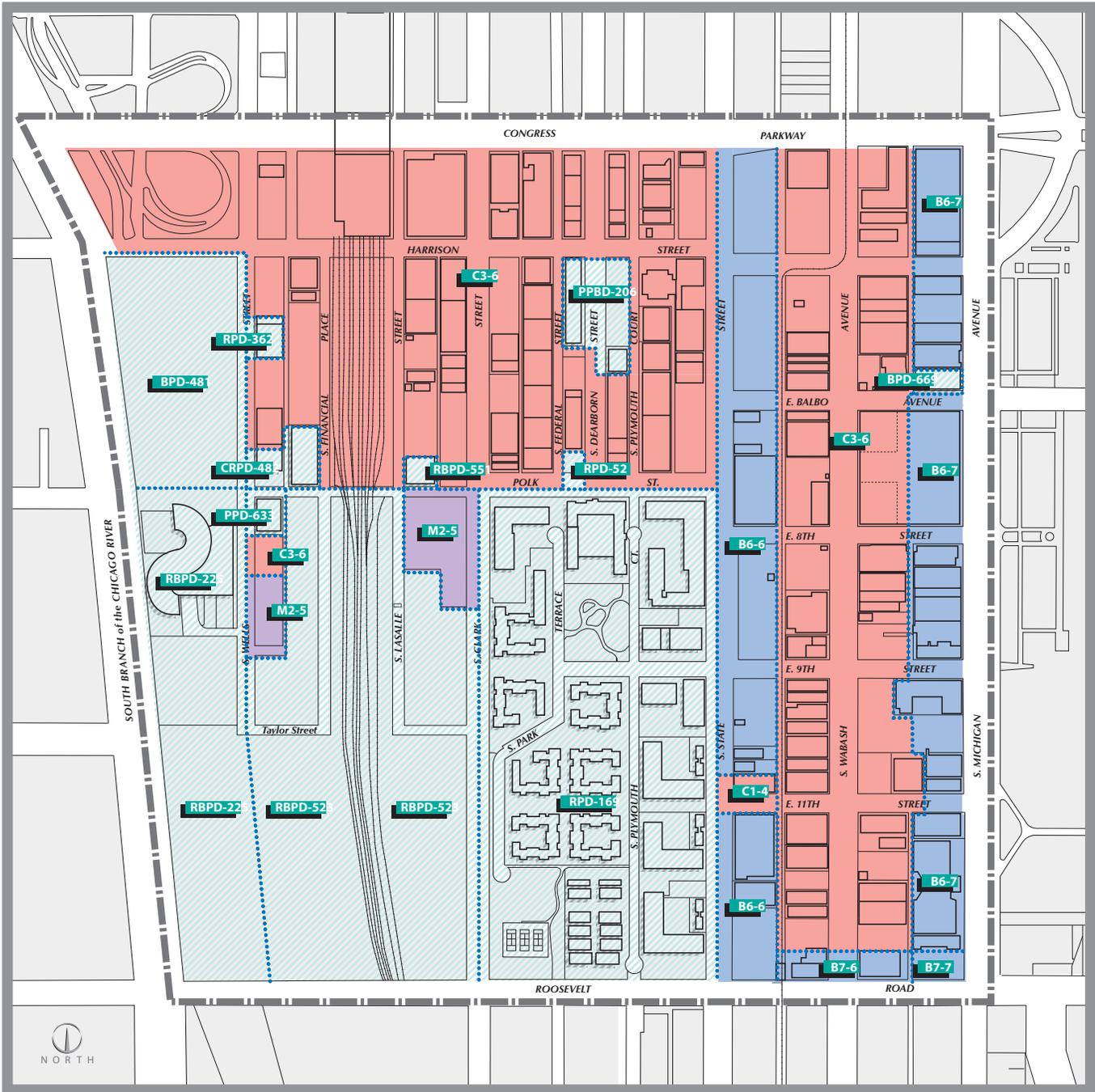
In many ways, current zoning classifications do not reflect the type, scale and character of the recent and ongoing developments within Area 1. In some cases, existing zoning permits uses or developments that would not be compatible with the emerging scale and character of the area.

Although portions of Area 1 are zoned for manufacturing uses, new industrial development would not be compatible with the existing and emerging character of the area.

The heavy commercial uses permitted under the C1-4 and C3-6 zoning districts, which include cartage facilities, slaughtering, and contractor and construction shops, would also not be compatible with the character of Area 1.

Current zoning does not reflect or reinforce the distinct and unique sub-areas within Area 1, such as the Printing House Row Chicago Landmark District and the Historic Michigan Boulevard Chicago Landmark District. The City is currently in the process of updating its entire Zoning Ordinance, which was originally adopted in 1957. The recommendations contained in this Plan will help to guide the new zoning regulations affecting the Near South Community.

Note: The area east of Wabash Avenue is also subject to the Lakefront Protection Ordinance.



- Business Zoning Districts
- Commercial Zoning Districts
- Manufacturing Zoning Districts
- Approved Planned Developments



Area 2: **Current Zoning**

Current zoning within Area 2 is presented in Figure A18, based on information from the City of Chicago Department of Planning and Development as of January 2000.

Area 2 is currently zoned for a broad range of land uses, including manufacturing/industrial and commercial and business uses. In recent years, this portion of the Near South Community has experienced significant investment, marked by the numerous Planned Development zones. A number of residential, institutional, and commercial projects are now in place.

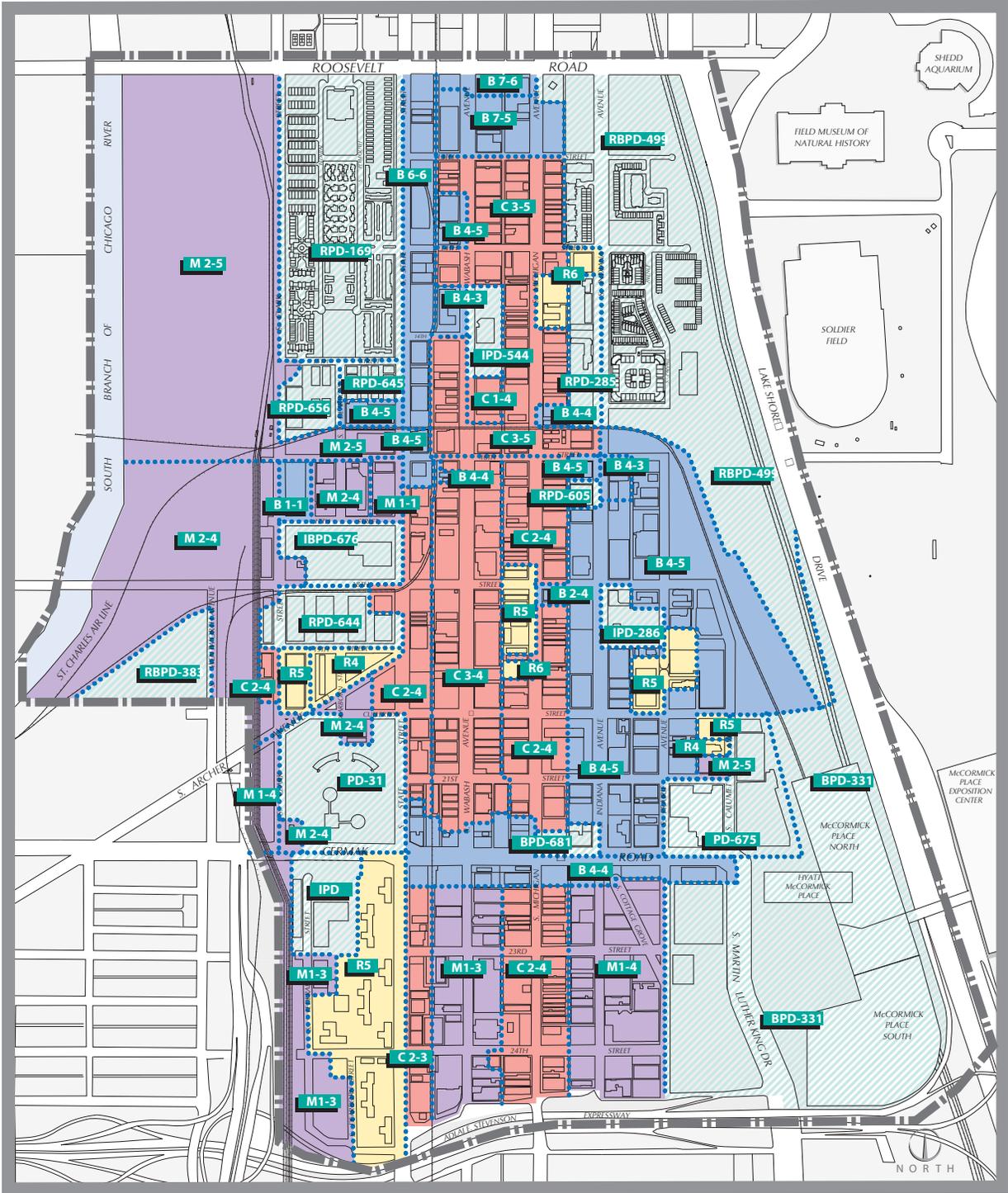
Residential and business Planned Developments have become increasingly popular options for large-scale redevelopment in the City of Chicago. Examples in Area 2 are the Dearborn Park, Central Station, and McCormick Place projects. Established as an alternative to older, restrictive zoning provisions, the Planned Development concept will likely remain a popular tool for the foreseeable future.

Commercial and business zoning districts, which cover the remainder of Area 2, permit a number of different uses. These zoning districts are typically home to mixtures of residential, office, and commercial uses. Several zoning districts, however, allow for many uses considered incompatible with recent residential developments.

As the City updates its Zoning Ordinance, the recommendations provided in the Plan will help to guide new zoning regulations for the Near South Community.

The few areas currently zoned residential are governed by more restrictive requirements and specific criteria on types and density of developments. These zones can be useful in creating and maintaining an urban residential community.

The western parts of Area 2 that are currently zoned for manufacturing and industrial uses once housed thriving railyard industries. Given recent trends of residential and commercial development spreading towards Cermak Road, these areas will be prime redevelopment sites, and need to be rezoned.



- Business Zoning Districts
- Commercial Zoning Districts
- Manufacturing Zoning Districts
- Residential Zoning Districts
- Approved Planned Developments



Area 1: Zoning Analysis

Figure A19 highlights several factors that influence the intensity of development within Area 1, including building height and Floor Area Ratio (FAR).

The FAR of a site is the ratio of building floor area to parcel size. For example, in simplified terms, an FAR of 7.0 applied to a 10,000 square foot lot would permit a 70,000 square foot building.

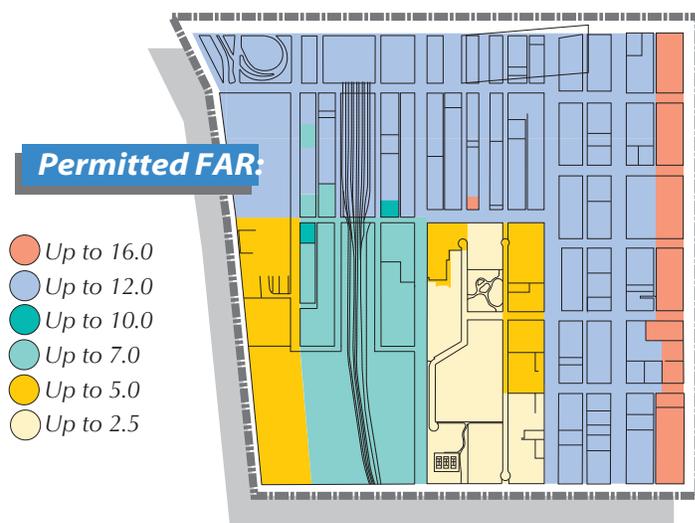
Building heights within Area 1 were determined by field surveys and are described more fully in Figure A5. FARs were estimated with the assistance of City base maps, aerial photography, and property ownership data obtained from Cook County Assessor tax records.

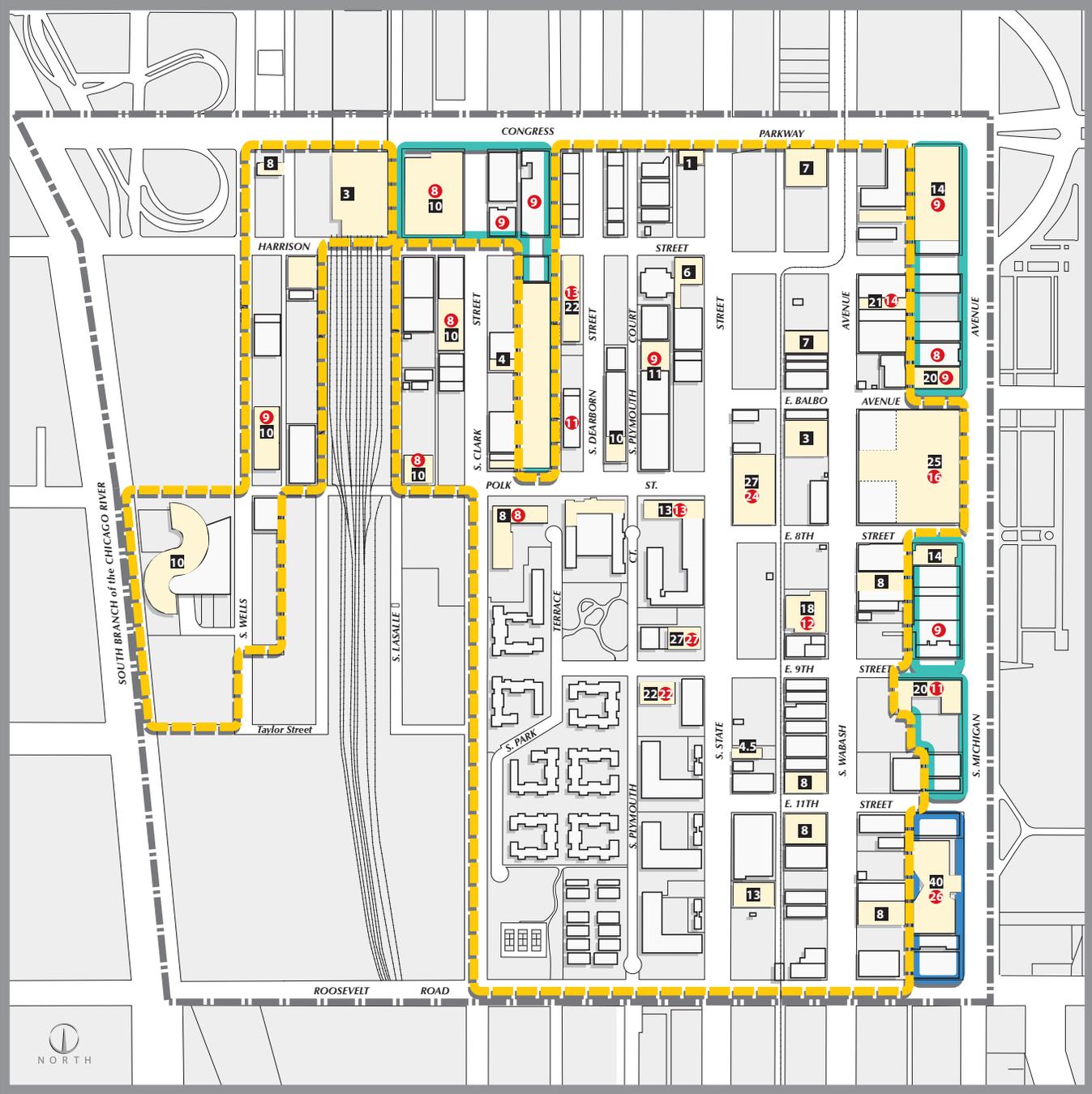
The City is updating its entire Zoning Ordinance and Map, which were originally adopted in 1957. One of the Ordinance sections or "modules" overlaps much of the Near South Community, and will serve to implement many of the recommendations in this Plan.

Several issues and concerns related to development intensity are highlighted below.

- There are no building height limitations within Area 1, except for those imposed by individual Planned Developments. In general, these limits range from approximately 100 feet to 750 feet, the upper limits of which far exceed the heights of existing buildings within Area 1.

- With only a few exceptions, existing FARs fall well below those permitted "by right" in the underlying zoning districts. The FARs of most existing buildings within Area 1 are less than 7.0. However, within much of Area 1, current zoning permits an FAR of up to 12.0. In addition, the range of FARs provided for under the existing Zoning Ordinance does not encourage an effective or gradual transition between development densities.
- Along Michigan Avenue, which is the most intensely developed portion of Area 1, an FAR up to 16.0 is permitted. Currently, only two structures meet or exceed this FAR.
- Existing zoning regulations could permit new development that greatly exceeds the scale and intensity of existing development within Area 1. The use of zoning bonuses could further increase development intensities.
- Accessory parking does not currently count toward calculation of FAR, but this is being reviewed by the City for potential changes.





-  Location where the average Floor Area Ratio along a block front is less than or equal to 7.0
-  Location of the tallest structure along each block front
-  Location where the average Floor Area Ratio along a block front is between 7.1 and 10.0
-  Number of Stories
-  Location where the average Floor Area Ratio along a block front is between 10.1 and 12.0
-  Structures with Floor Area Ratios greater than 7.0



Area 2: Zoning Analysis

Figure A20 highlights several factors, including building height and Floor Area Ratio (FAR), that influence the intensity of development in Area 2.

The FAR of a site is the ratio of building floor area to parcel size. An FAR of 7.0 applied to a 10,000 square foot lot, for example, would permit a 70,000 square foot building.

Building heights within Area 2 were determined by field surveys and are described more fully in Figure A6. FARs were estimated with the assistance of City base maps, aerial photography, and property ownership data obtained from Cook County Assessor's Office tax records.

The City is currently in the process of updating its entire Zoning Ordinance and Zoning Map, which were originally adopted in 1957. The recommendations of this Plan will help to guide the new zoning regulations affecting the Near South Community.

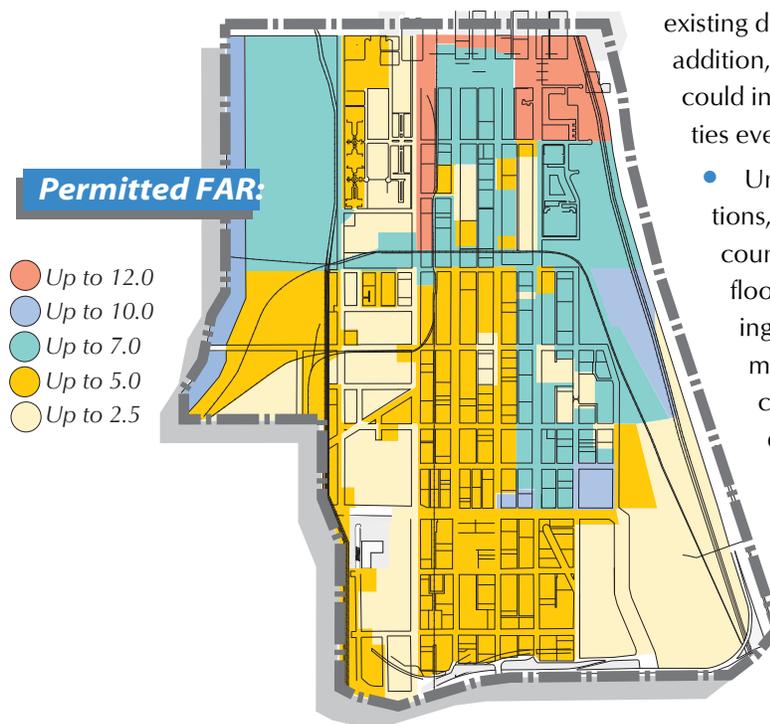
Several issues and concerns related to development intensity are highlighted below.

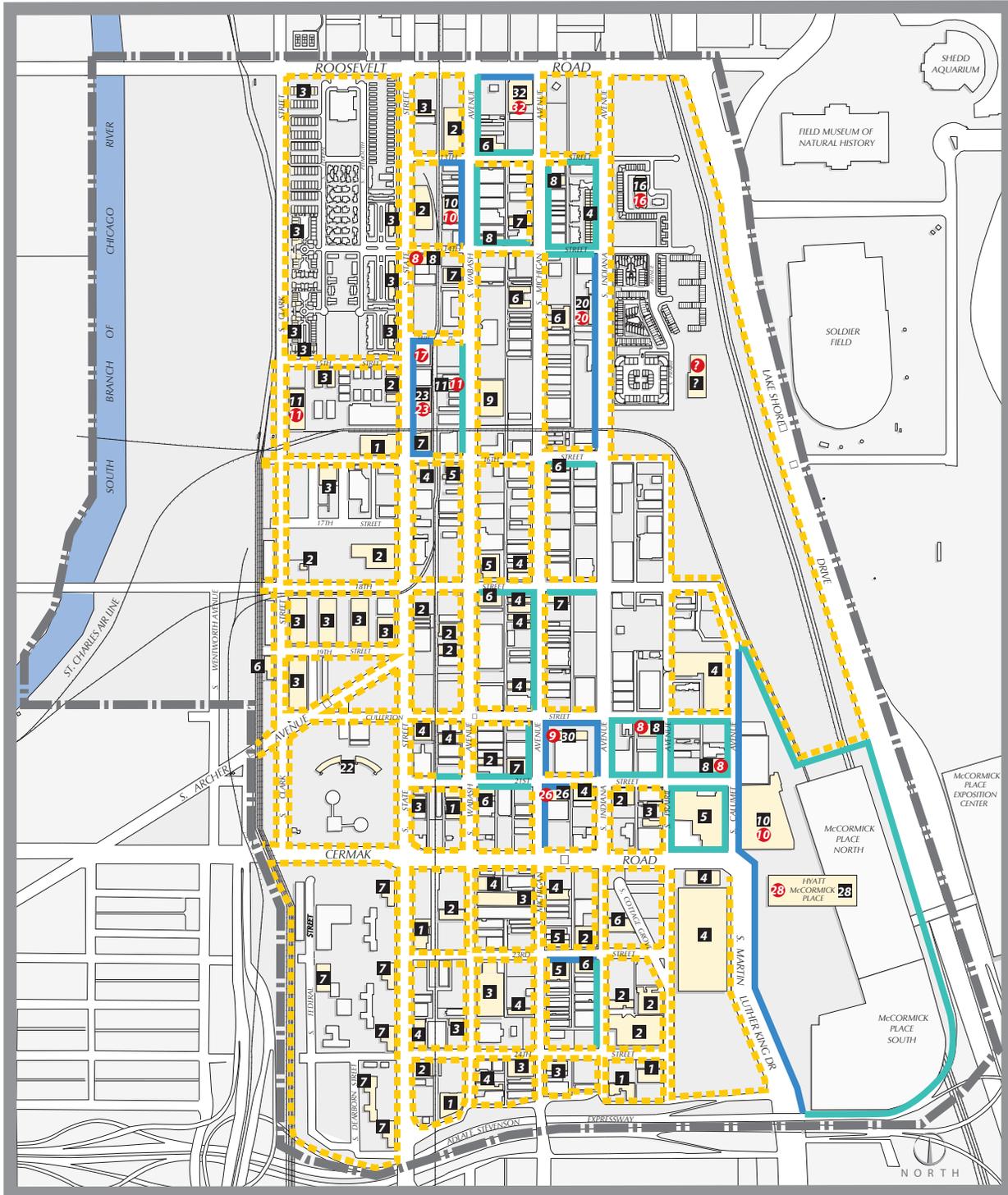
- The only building height limitations within Area 2 are those imposed by individual Planned Developments. In general, these limits range from approximately 27 feet to 260 feet, the upper limits of which far exceed the heights of existing buildings within Area 2.

- With only a few exceptions, existing Floor Area Ratios fall well below those permitted "by right" in the underlying zoning districts. The FARs of most existing buildings within Area 2 are less than 7.0. However, within much of Area 2, current zoning permits an FAR of up to 10.0 or 12.0. Currently, only 11 structures meet or exceed this FAR. In addition, the range of FARs provided for under current zoning regulations does not permit an effective transition between densities.

- Under existing zoning regulations, there is the potential for large scale new development that greatly exceeds the scale and intensity of existing development within Area 2. In addition, the use of zoning bonuses could increase development intensities even further.

- Under existing zoning regulations, accessory parking does not count toward the calculation of floor area. The City is considering the establishment of a maximum amount of parking that could be built as part of a development without being included as part of the FAR





- Location where the average Floor Area Ratio along a block front is less than or equal to 3.0
- Location where the average Floor Area Ratio along a block front is between 3.1 and 5.0
- Location where the average Floor Area Ratio along a block front is above 5.0
- Location of the tallest structure along each block front
- 10 Number of Stories
- 8 Properties with Floor Area Ratios greater than 7.0



Area 1: **Properties Susceptible to Change**

Figure A21 highlights several properties within Area 1 that may represent opportunities for improvement, development or redevelopment in the future.

Properties susceptible to change include:

Vacant land. Although vacant land still remains along the River in the western portion of Area 1, much of it will develop within approved Planned Developments.

Vacant buildings. Some vacant buildings may have reuse potential. However, other vacant structures may be functionally obsolete and/or severely deteriorated and these should be removed to allow for new building

development or open space.

Predominantly vacant buildings.

Excessive vacancies can reflect a building's functional obsolescence. At a minimum, these buildings have potential for intensification.

Small obsolete buildings. There are a few very small buildings that have become functionally obsolete and should most likely be removed. The buildings highlighted in Figure A21 do not include small structures linked to surface parking lots, some of which may also be subject to change.

Surface parking lots. Even though the provision of an adequate amount of parking is essential, large surface parking lots, particularly on prime frontage properties, represent an underutilization of land within Area 1. Certain existing parking lots may represent

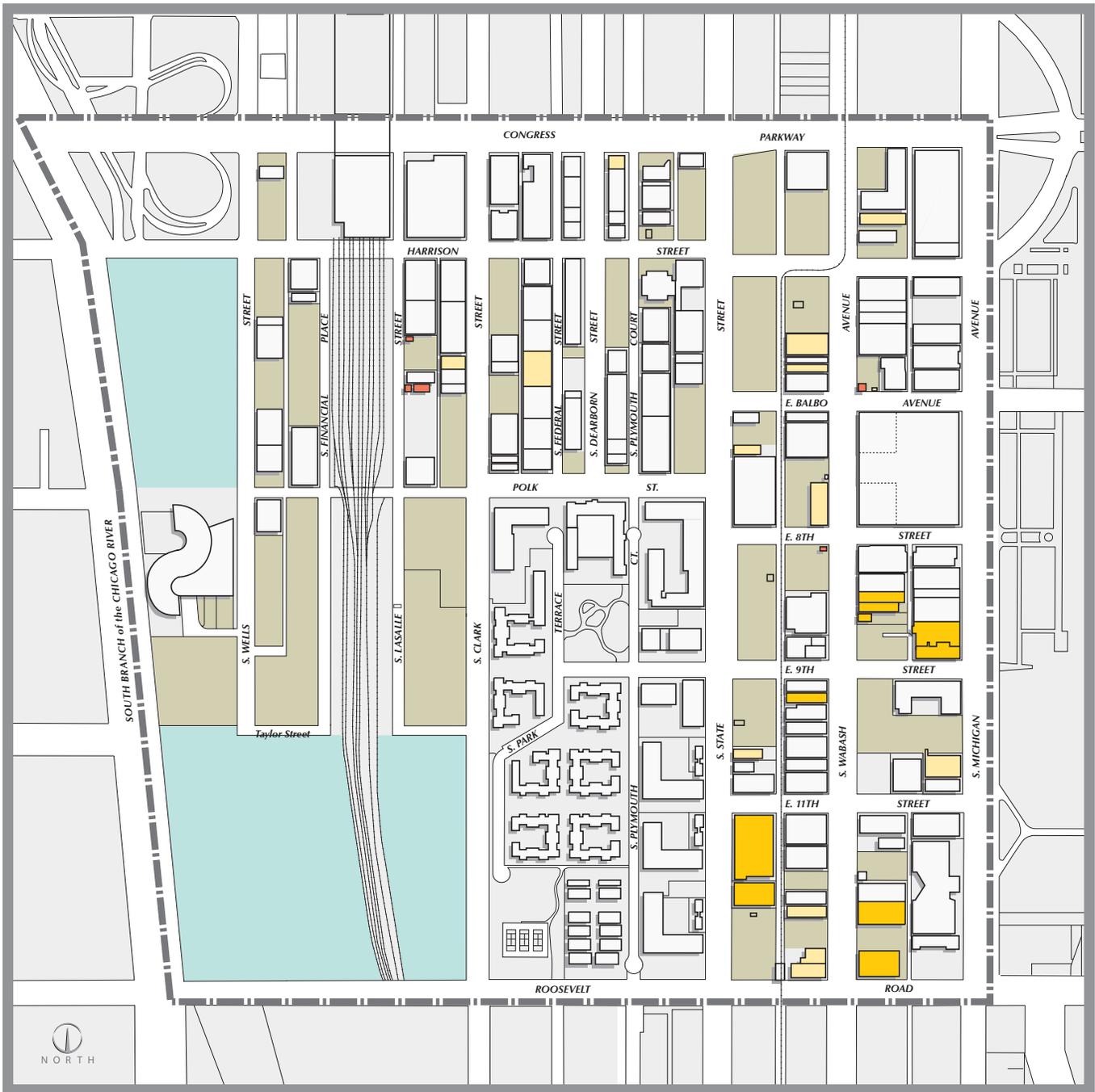
opportunities for new development.

While properties susceptible to change are widely scattered throughout Area 1, there are three primary concentrations:

- The Wabash Avenue corridor, which includes a mix of vacant buildings and surface parking lots;
- The east side of State Street, which includes numerous surface parking lots; and
- The area west of the Metra Rock Island rail corridor, which is characterized by vacant land and surface parking.

It should be noted that improvement or development projects are either proposed or being discussed for several properties shown in Figure A21 (see Figure A13 and A15 for a listing of these proposed projects).

Properties Susceptible to Change, Area 1 (as of September 2000): Figure A21



- Surface Parking Lots
- Totally Vacant Buildings
- Buildings Over 50% Vacant
- Small Obsolete Buildings
- Vacant Land



Area 2: **Properties Susceptible to Change**

Based on the analysis of existing conditions summarized in the previous panels, Figure 22 highlights several specific properties and sites within Area 2 that may represent opportunities for improvement, development, or redevelopment in the future.

Properties susceptible to change include:

Vacant buildings. Vacant buildings are scattered throughout Area 2. Many have potential for reuse or rehabilitation, such as older multi-story commercial buildings, which can yield exciting residential or office space. Others, however, are functionally obsolete or not feasible for cost-effective renovation. Buildings not appropriate for reuse should be removed to create opportunities for new building or open space development.

Buildings predominantly vacant. Buildings with excessive vacancies can signify functional obsolescence or other concerns. These buildings have potential for renovation or redevelopment.

Buildings exhibiting obsolescence factors. Many buildings in Area 2, mainly due to age and changes in land use needs, currently show signs of obsolescence. Those occupying valuable and highly visible sites may offer redevelopment opportunities. Other buildings, such as long, narrow, one-story commercial structures, do not provide functional space for today's demands and have limited value for future uses.

Buildings showing advanced deterioration. Buildings which have structural deficiencies or in substandard condition are most often found in areas where significant redevelopment has yet to occur.

Vacant land. Much of the vacant land along the eastern edge of Area 2 is within approved Planned Developments. Other large areas of vacant land along the Chicago River represent development opportunities.

Parking Lots. A large number of surface parking lots exist within Area 2. Several public lots north of 14th Street provide convenient parking options for Near South and Loop employees and visitors. Many of the smaller lots which serve an adjacent or nearby building are unimproved or in otherwise neglected condition. Parking lots that are underutilized or in prime locations present opportunities for redevelopment.

Outdoor storage areas. A number of outdoor storage areas are scattered throughout Area 2. Improving the appearance of these typically unsightly and underutilized parcels would enhance the surrounding neighborhood. When combined with neighboring parcels, they also offer potential for development.

Chicago Housing Authority Homes. The future of the Ickes and Hilliard Homes properties along State Street will determine the direction of a significant portion of Area 2. These large parcels may have significant potential for improvement or redevelopment.

