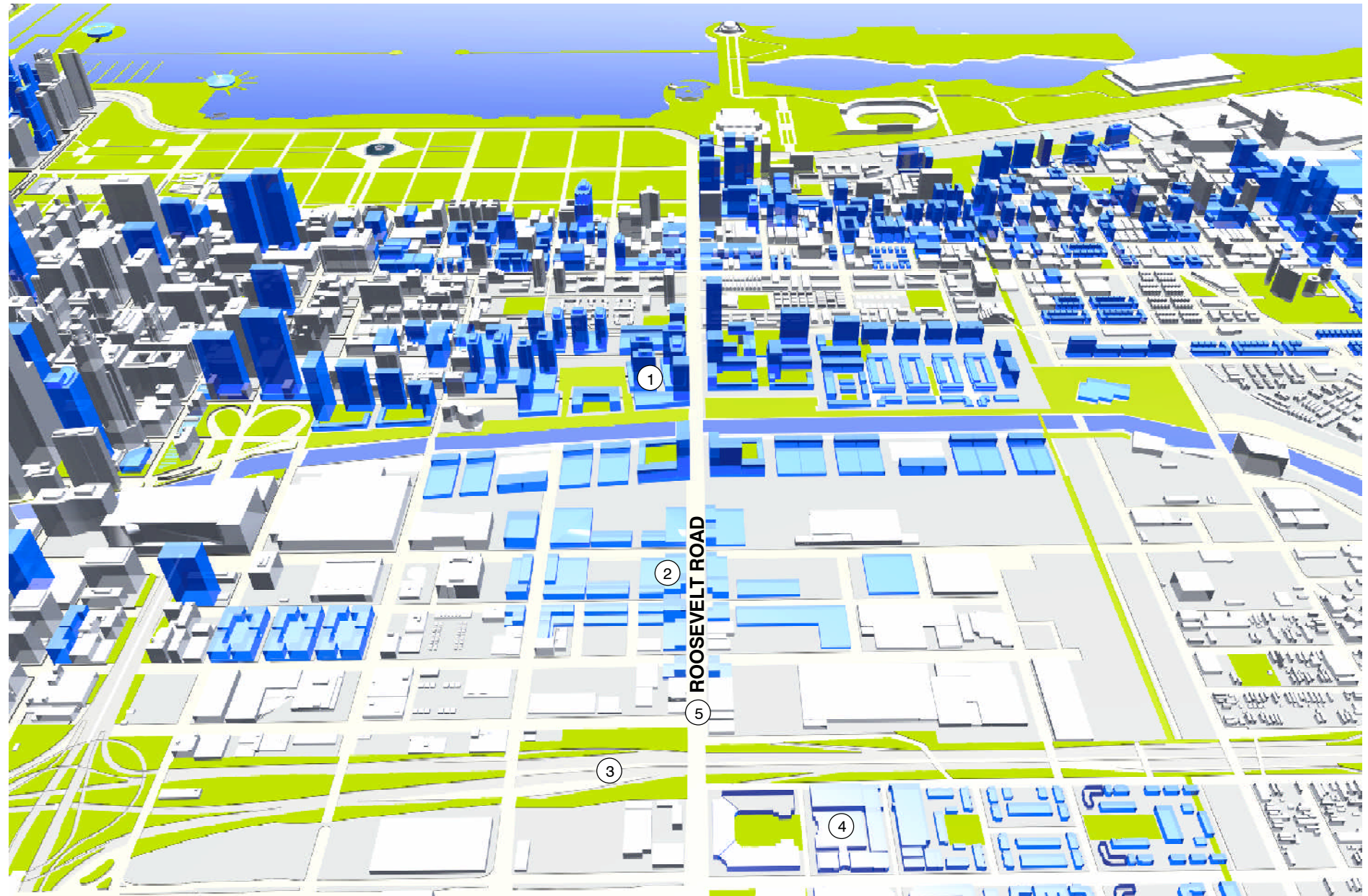


Figure 5.23
The Roosevelt Road Corridor

Roosevelt Road will develop as a mixed-use corridor, emphasizing regional retail, west of the river and mixed-use development east of the river.



KEY RECOMMENDATIONS

1. High density residential infill development between the east riverfront and Clark Street
2. Large scale retail west of the Chicago River
3. Landscape improvements along the Dan Ryan Expressway
4. Completion of University Village and Neighborhood parks
5. Roosevelt Road as a gateway boulevard to the Central Area and Museum Campus

The Roosevelt Road Corridor A Major City Gateway and Urban Boulevard

Roosevelt Road is envisioned as a great urban boulevard that is one of the Central Area's important gateways. Landscaping and lighting should reflect the importance of this civic boulevard, which connects the lakefront and Museum Campus to the new University Village, the redeveloped ABLA Homes, the Illinois Medical District and points west.

Roosevelt Road will be an urban contemporary shopping district that will meet demand for large-scale retail while respecting the city's character. Due to the area's excellent expressway access, stores west of the river will attract customers not only from downtown but also from throughout the city.

To keep the area compact and walkable, the spatial arrangement will be more vertical than that of the typical auto-dominated retail district. Retail buildings will be built out to the sidewalk with parking below or behind. Entries and display windows will face the sidewalk, bringing activity and light to the sidewalk. High quality materials will be used on facades. Upper floors may include housing and office. Front doors of all buildings should face Roosevelt Road.

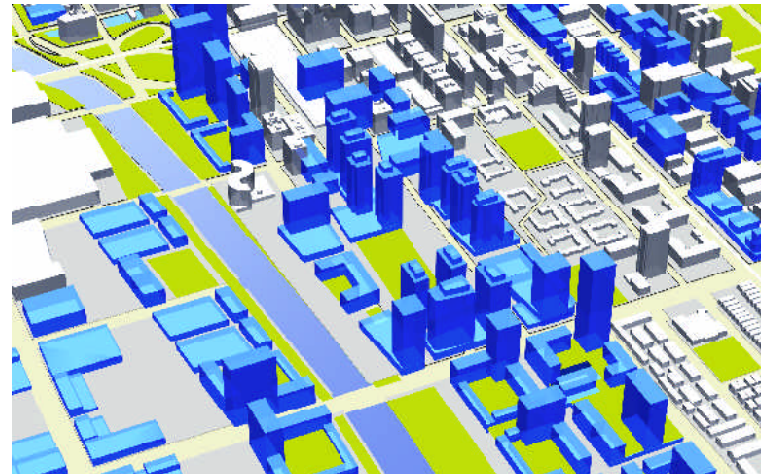


Figure 5.24

Proposed new high density residential neighborhood north of Roosevelt Road and east of the Chicago River

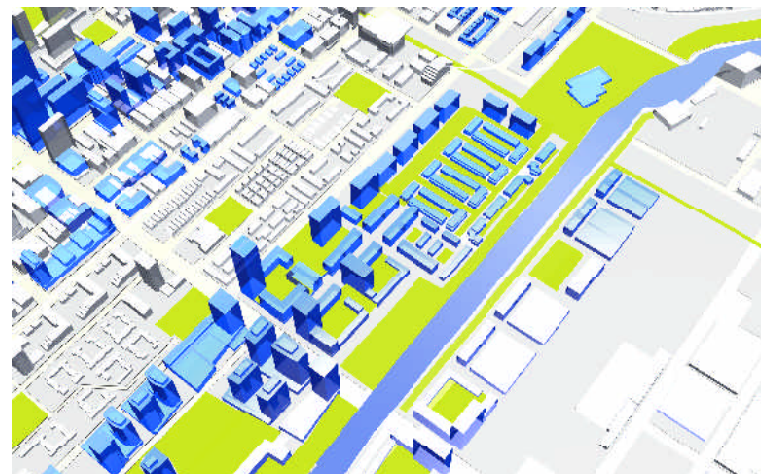


Figure 5.25

Proposed new residential neighborhood south of Roosevelt Road along the River

Figure 5.26
The South River Corridor

A new generation of livable neighborhoods and public open spaces will be created in the South River Corridor.



KEY RECOMMENDATIONS

1. New South River Corridor neighborhoods east of the River
2. Higher density mixed-use development at Roosevelt Road
3. Potential industrial, distribution or warehousing development west of the Chicago River
4. New system of riverfront open spaces, parks, and riverwalk
5. Re-use the St. Charles Airline as a greenway or transit right of way
6. Extend Wentworth Street north to join Wells Street.



The New South River Neighborhoods

In a dramatic reversal of its history as derelict rail yards, the river's edge south of Congress Parkway will become a grand "river promenade". It will draw people to the river and complete a missing link in the riverwalk between Congress Parkway and Ping Tom Park. The street grid will be extended in the South Loop and Near South, creating links to new neighborhoods from the downtown.

A connection along the Wells Street and Wentworth Avenue rights-of-way will function as a neighborhood connector, with Wentworth extended to the north to meet Wells Street at a point south of Roosevelt Road.

New bridges over the Chicago River at Taylor, Polk and/or 16th Streets will improve east-west access and circulation. The St. Charles Airline will be converted to a greenway with bike and walking trails that link the river and neighborhoods further west to the lakefront.

New residential neighborhoods will emerge both north and south of Roosevelt Road that are a 5 to 10 minute walk to the Central Area and are served by Roosevelt Road transit and retail. A variety of residential densities will be encouraged, with higher densities where the corridor intersects with Roosevelt Road. The massing and scale of river edge development to the south of Roosevelt road will be lower to avoid creating a canyon effect.

Neighborhoods and Special Places

East of the Michigan – Wabash – State corridor are the emerging neighborhoods of Central Station and Prairie Avenue.

The *Prairie Avenue Historic District and Museums* will continue to be cultural destinations and to serve as an anchor for a revitalized residential neighborhood. Lower building heights along Prairie Avenue, 18th Street and Cullerton Street will reinforce the scale of the residential neighborhood. To preserve the character of the historic district, density surrounding the historic district will be lower, with higher density development along the development corridors.

West of the Michigan – Wabash – State Corridor the renovation and redevelopment of new mixed-income communities will be completed at the *Hilliard and Ickes Homes* at Cermak Road and State Street in the south of the district. This redevelopment will complement the new Chicago Teacher's Academy.

Chinatown will continue to thrive as a distinctive residential community and a long-standing visitor destination. The neighborhood's development community will create new housing, including single-family homes, townhomes and senior housing. The revamped Cermak Road Corridor will encourage more conventioners and visitors to travel from McCormick Place to Chinatown.

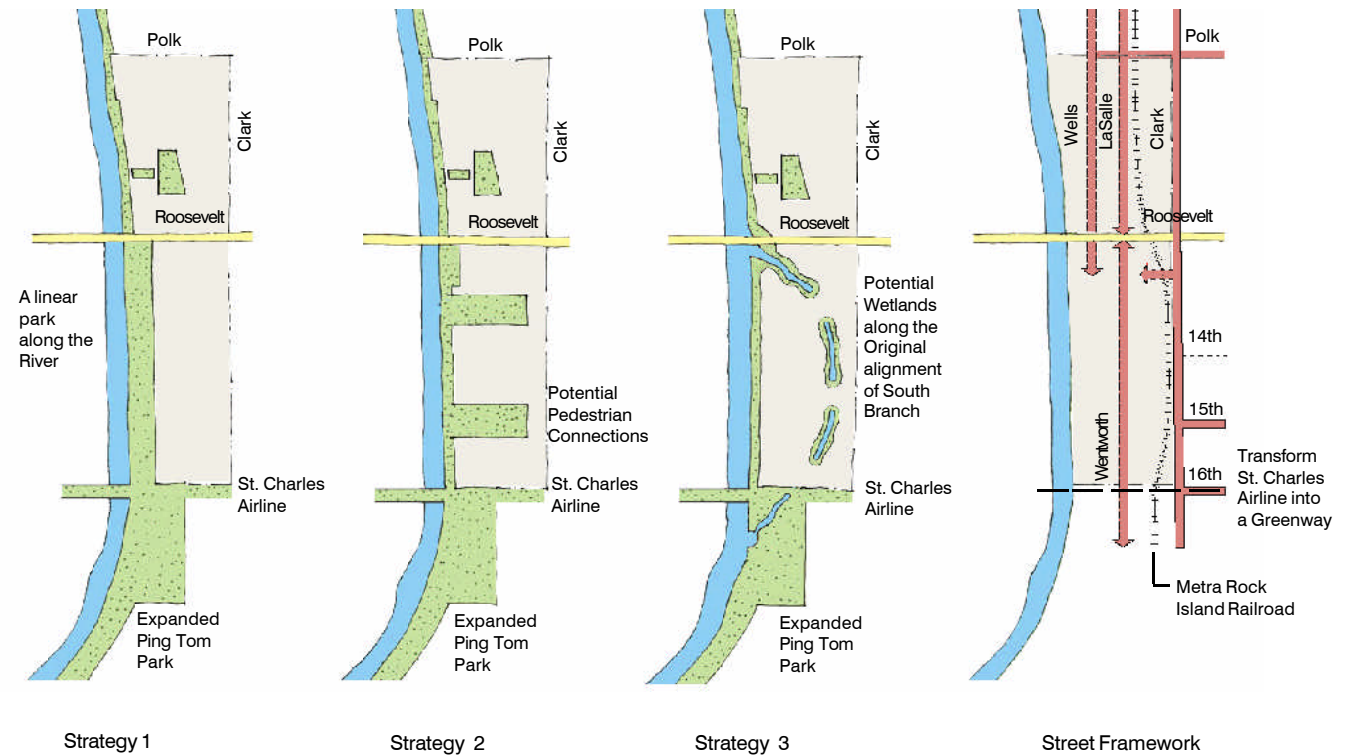


Figure 5.27

These three illustrations indicate some of the open space factors to consider as part of the redevelopment of riverfront properties into new residential communities. The foundation for all these open space ideas is continuous river-edge open space connecting to larger public open spaces and, ultimately, to an expanded Ping Tom Park. Options under consideration in these illustrations are:

- Strategy 1: Create a significant open space setback from the river's edge that will offer continuous public access.
- Strategy 2: Develop open spaces extending east from the river that link the neighborhood to the riverfront.
- Strategy 3: Reflect the site's history and incorporate the natural bend in the river as an open space feature.



Figure 5.28
Location and direction of views.



Figure 5.29
St. Charles Airline today



Figure 5.30
The St. Charles Airline in 2020 will be a landscaped pedestrian and bike way connecting the South River neighborhoods to the Lakefront.

West of the Chicago River, back-office, light industrial, and distribution uses will remain in the blocks north and south of Roosevelt Road. Reliant on highway access and good circulation on local roadways, these businesses will continue to be compatible neighbors to new retailers.

The Near South includes the eastern corner of the *Pilsen Industrial Corridor* and neighborhood, south of 16th Street between Halsted and the Chicago River. This is primarily an industrial area, and along with the adjoining larger Pilsen Industrial Corridor provides important distribution, service and back office support to the Central Area. Connections between the residential portions of Pilsen, which provide affordable family housing and distinctive neighborhood restaurants and retail, and other parts of the Near South and the Lakefront will be enhanced with the redevelopment of the St. Charles Airline. See below, “Adjoining areas”, for further discussion of the Pilsen neighborhood.

Transportation Recommendations

Existing transportation facilities will be upgraded, and new facilities will be developed to respond to the growing residential base and retail activities in the South Loop and Near South Side.

- Extended east-west and north-south streets on the current grid pattern will provide connections and circulation to and through the area.
- The extension of Wells Street south of Roosevelt Road to Wentworth Avenue (which will be extended north from Cermak Road) will connect the emerging neighborhoods along the east bank of the Chicago River’s South Branch.
- New bridges over the Chicago River at Polk, Taylor and/or 16th Streets will increase east-west connections
- Key pedestrian streets including State, Michigan, Wabash, Polk, Harrison and 18th Streets will be improved.
- With construction of the Circle Line, a new intermodal station will be created connecting the CTA red and orange lines with Metra’s southwest line.
- A new green line station near Cermak Road will improve access to McCormick Place, Chinatown and Motor Row.

Open Space Recommendations

The development of new open spaces and the expansion of existing parks will provide a comprehensive system of open space amenities for local residents, employees, and tourists. Various types of open spaces will be developed, from parks and plazas to green streets and riverwalks. Connections to nearby open space amenities such as Grant Park and the Lakefront will be improved.

- The improvement of the Chicago River corridor will provide greater pedestrian access to open spaces and communities along the river.

- River setbacks will vary to create a variety of interesting public and open spaces.
- Larger open spaces will be focused where the Chicago River meets major streets, at Congress Parkway, Roosevelt Road and 18th Street.
- More tranquil, natural spaces can be created with the introduction of wetlands in the former bed of the Chicago River.
- Ping Tom Park will expand to include a soccer field, ball fields, and a fieldhouse, as well as a possible boat launch under the 18th Street Bridge. These new recreational facilities will serve local residents, and the expanded park will be a crucial element in the riverfront open space system.
- Improved access to the lakefront will be facilitated by a new connection over Lakeshore Drive at 18th Street.
- The St. Charles Airline will be redeveloped as a greenway, giving pedestrians and cyclists access from the river directly to the lakefront.
- Improvements to Grant Park will include:
 - An increase in amenities such as playgrounds to serve young families.
 - A deck over the Metra tracks at 9th Street will provide a location for athletic fields.
- New neighborhood parks will be developed at Federal and 24th Street, Central Station and Franklin Point.
- A new Campus Park on State Street near Congress will serve educational institutions.
- A new three-acre park in the LaSalle Park Planned Development at Wells and Taylor Streets will anchor new developments nearby.
- A system of landscaped pedestrian ways will be created to provide access to the new parks
- A comprehensive streetscaping system will be implemented.
- Landscaping along the Stevenson and Dan Ryan Expressways will soften their edges and provide green gateways to the Central Area.

Adjoining Areas

Pilsen will continue its long tradition as a place for affordable family housing, bungalows, two and three flats, distinctive local stores and restaurants, neighborhood schools and parks. Careful rehabilitation and infill with new family housing for local residents by local non-profit developers will continue.

The *Pilsen Industrial Corridor* will continue to provide manufacturing and distribution jobs to local residents and to service downtown businesses, the convention industry and the Central Area entertainment and restaurant sector.

The University Village neighborhood surrounding the University of Illinois will expand, with new retail and residential development adjacent to the University campus.