



Chapter 4 : THEME 1

Development Framework

Direct growth to create a dynamic Central Area made up of vibrant, mixed-use districts

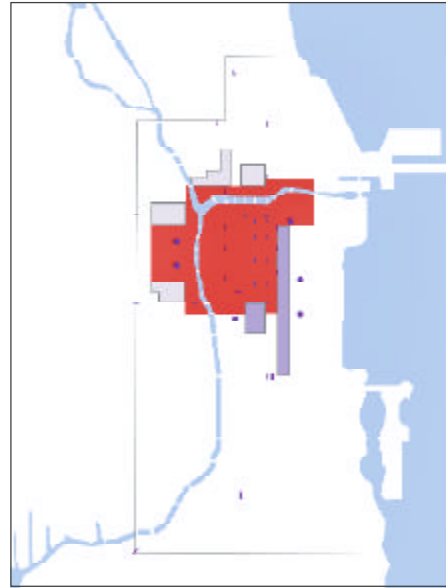


Figure 4.1.1 The Expanded Loop

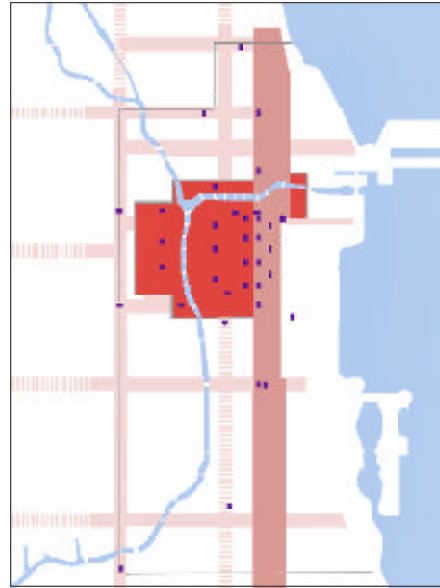


Fig. 4.1.2 High-Density, Mixed-Use Corridors

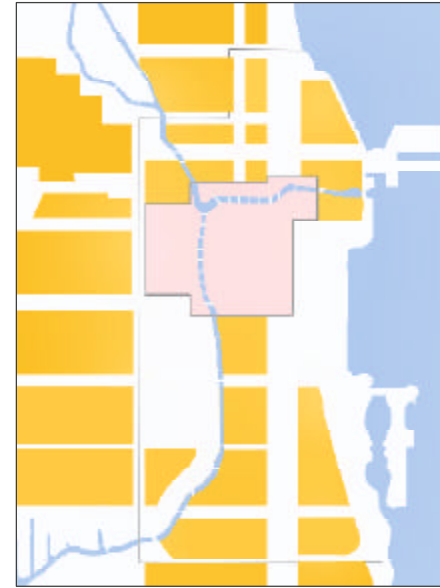


Fig. 4.1.3 Neighborhoods and Special Places

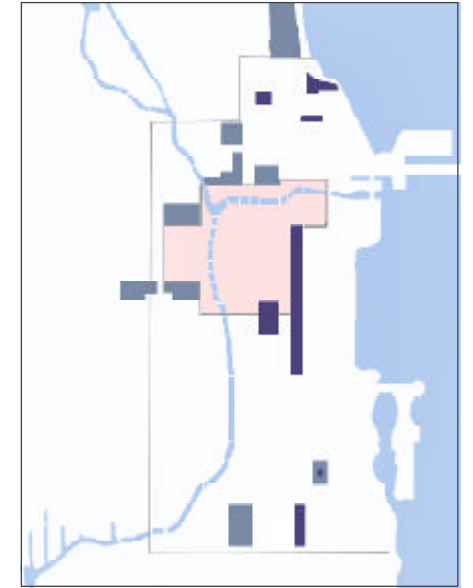


Fig. 4.1.4 Landmark and Character Districts

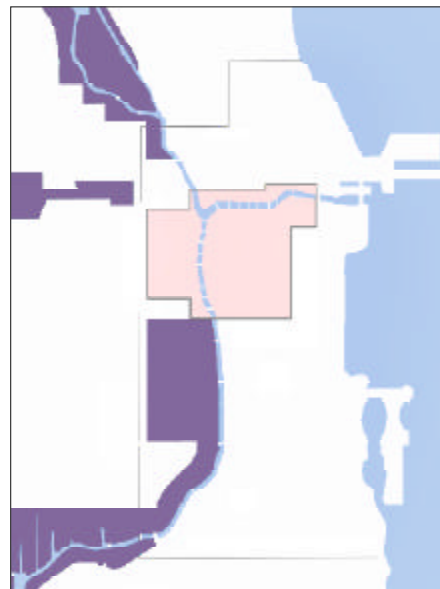


Fig. 4.1.5 Industrial Districts and Corridors

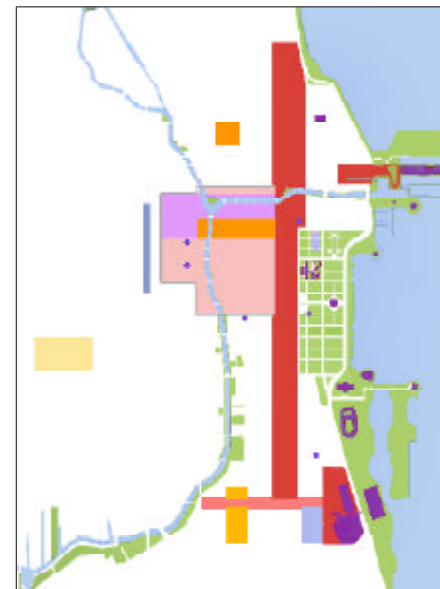


Fig. 4.1.6 Cultural Attractions and Tourist Destinations

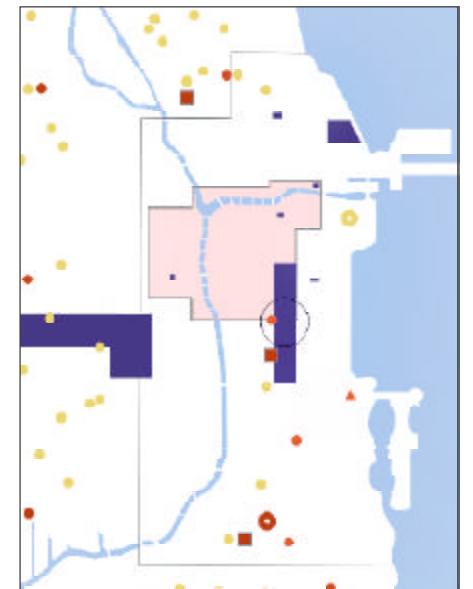


Fig. 4.1.7 Education and Learning

Theme 1

Development Framework

Direct growth to create a dynamic Central Area made up of vibrant, mixed-use urban districts

Guiding Principles

- **THE EXPANDED LOOP**
Extend the highest density office core into the West Loop around transit stations, services and the Chicago River
- **HIGH-DENSITY, MIXED-USE CORRIDORS**
Develop high-density, mixed-use corridors which extend from the expanded Loop and are served by transit
- **NEIGHBORHOODS AND SPECIAL PLACES**
Support a diverse collection of livable neighborhoods and special places
- **LANDMARKS AND CHARACTER DISTRICTS**
Preserve and strengthen the Central Area's world-renowned architectural and cultural heritage
- **INDUSTRIAL DISTRICTS AND CORRIDORS**
Strengthen Industrial Corridors and Planned Manufacturing Districts
- **EDUCATION AND LEARNING**
Direct the growth of the Central Area's educational institutions and provide opportunities for lifelong learning
- **CULTURAL ATTRACTIONS AND TOURIST DESTINATIONS**
Promote and strengthen the Central Area's world-class cultural assets

The substantial growth projected for the Central Area requires a development framework to ensure that it remains a desirable office address and is livable, convenient and attractive. The following sections describe a framework that organizes the general land uses found in the Central Area and the special uses that contribute to the area's vitality.

See Chapter 6 for an overview of how the development framework should be used to inform the City of Chicago's ongoing Zoning Reform project.

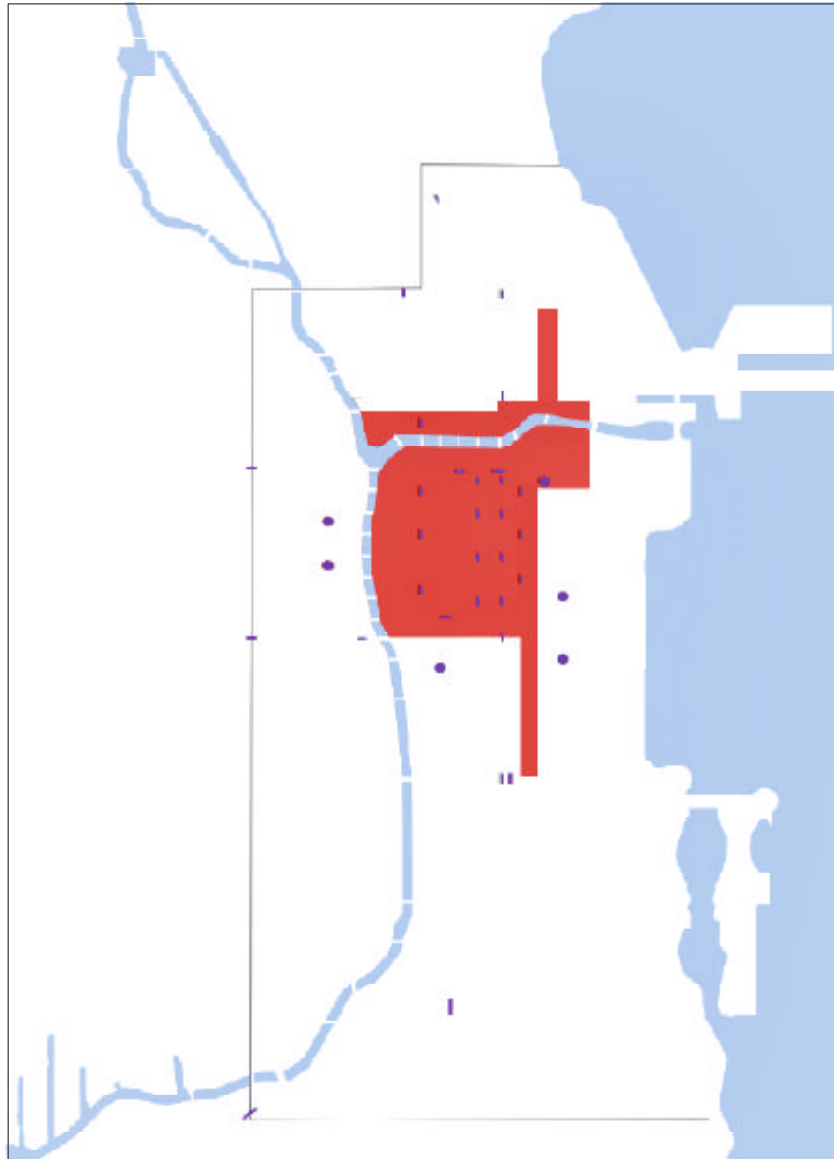


Figure 4.1.8a
The Higher-Density Zoning Defines Today's Loop

The Central Area's high-density mixed-use core should expand to the west and be framed by character districts

- Extend the high-density Loop to the west around transit opportunities
- Emphasize office, hotels & related commercial uses
- Emphasize active retail and commercial services at the street level
- Emphasize the Loop as a single, dense, walkable office core based on transit
- De-emphasize housing, except in the East Loop
- Explore minimum as well as maximum densities
- Minimize parking

- The Expanded Loop
- Landmark Districts
- Character Districts
- Metra Station
- CTA Station

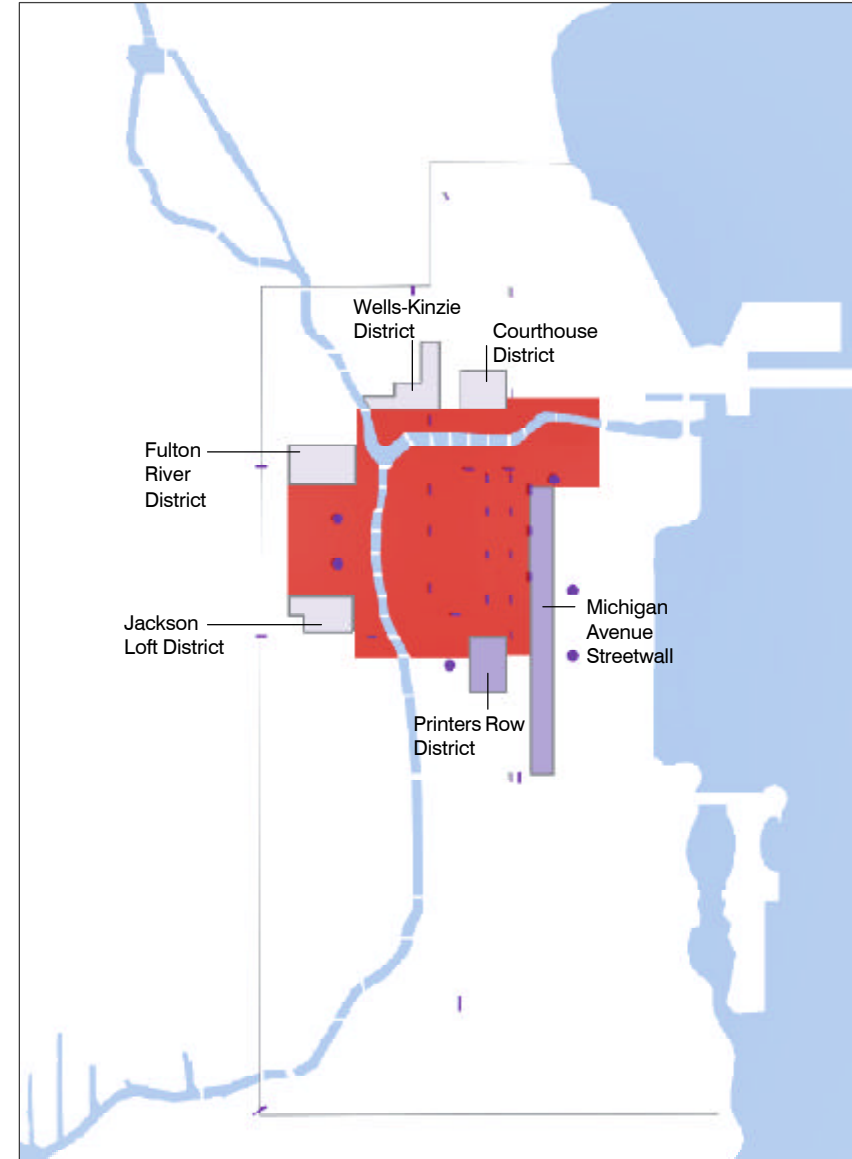


Figure 4.1.8b
The proposed Expanded Loop



The Expanded Loop

Extend the highest-density office core West to the Kennedy Expressway around the transit stations and the Chicago River

Key Recommendations:

- **Strengthen the Loop as a single, dense, walkable office core that is well-served by transit**
- **Emphasize office, hotels & related commercial uses in the West Loop and the Central Loop**
- **De-emphasize residential development in the Central Loop and the West Loop**
- **Promote mixed-use, cultural use and innovative adaptive reuse in the East Loop**
- **Promote historic preservation throughout the Loop**
- **Develop active retail and commercial services at the street level**
- **Emphasize the pedestrian environment**

Approximately 60% of new office development can be accommodated within the existing central Loop business district from Dearborn Street to the Chicago River. In order to accommodate and attract additional growth while retaining the advantages of a single, dense, walkable business district served by transit, the Loop will expand west to the Kennedy Expressway.

The development emphasis in the West and Central Loop will be office, ground floor retail, hotel and related commercial uses. Although the West and Central Loop are primarily intended to accommodate new office development, vertically mixed-uses will be encouraged. Single-use residential buildings will be deemphasized.

The growth of the Loop will be supported by increasing permissible densities in the West Loop. The expanded Loop will embrace the Chicago River. It will also be framed by historic areas: the recently designated Michigan Avenue Streetwall, Printer's Row, the Jackson and Fulton Loft Districts, the Wells-Kinzie District and the Courthouse District.

The emphasis in the East Loop will be mixed-use and smaller tenants. The City of Chicago is committed to preserving the area's historic buildings and districts and traditional east loop businesses.

Expansion of the high-density office core west of the river offers many advantages:

1. PROXIMITY TO THE WEST LOOP TRANSIT STATIONS

Most of the area between the river and the Kennedy Expressway is within easy walking distance of Metra commuter rail terminals and two CTA stations. Minimal investment in transit would be required to distribute workers. The West Loop's direct access from the Kennedy Expressway also strengthens its attractiveness as a strong Class A office address.

2. PROXIMITY TO THE EXISTING CORE

The compactness of the Loop has always been one of its great advantages as a place to do business - any point is within a short walk, bus or cab ride of any other point. Despite expansion, the Loop remains a more convenient place for meetings than suburban business centers and the downtowns of most other cities. The addition of the adjacent West Loop to the core would extend these efficiencies and competitive advantages while maintaining compactness.

3. COST-EFFECTIVE TRANSIT INVESTMENT

Chicago's century-old commitment to transit will continue. The high-density business district has the critical mass of workers needed to support convenient mass transit. The ability of mass transit to deliver large numbers of workers to the core in turn makes density viable.

4. EFFICIENT USE OF LAND

High densities are an efficient use of land, transit and infrastructure. The office growth projected for the next 20 years, 32 to 44 million square feet, will be accommodated in the approximately 1 square mile of the Expanded Loop. In comparison, if the amount of projected office growth were developed at typical suburban office densities (0.3 FAR), the office space alone would require at least 4 square miles of land. Additional land would be required to support the necessary infrastructure improvements.

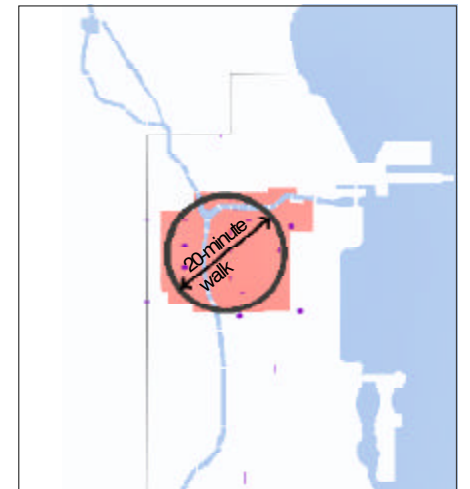


Figure 4.1.9
Pedestrians can cross the Expanded Loop in 20 minutes.

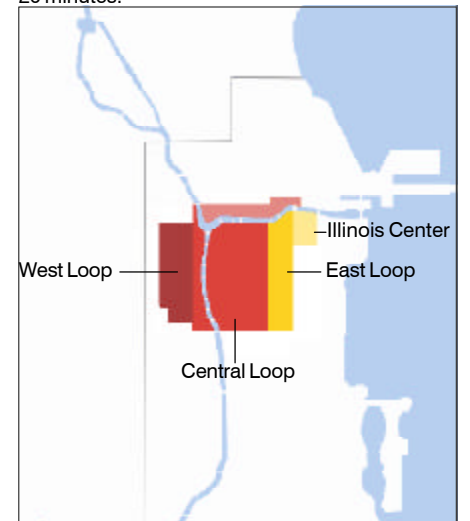


Figure 4.1.10
The Expanded Loop consists of the West Loop, the Central Loop, the East Loop, and Illinois Center.

Dense Mixed-Use Corridors

Develop high density, mixed-use corridors which extend throughout the Central Area

Key Recommendations:

- Focus transit improvements along the major corridors
- Encourage the development of neighborhood serving retail along the corridors
- Focus higher density housing along the corridors

Future growth will also be directed to high-density, mixed-use corridors outside the expanded Loop. The corridors will be served by CTA rail and bus transit systems and accommodate housing, retail, educational and cultural institutions, hospitality and some office activity. With their broad array of uses and activities in close proximity to one another, mixed-use corridors are quintessentially urban. Museums are down the street from shopping districts, and both are within walking distance of housing and offices. All support and enhance one another, adding a richness to the urban experience no single use could provide. This diversity is one of the Central Area's greatest assets, making it more vital and sustainable over time.

High density mixed-use corridors offer many advantages:

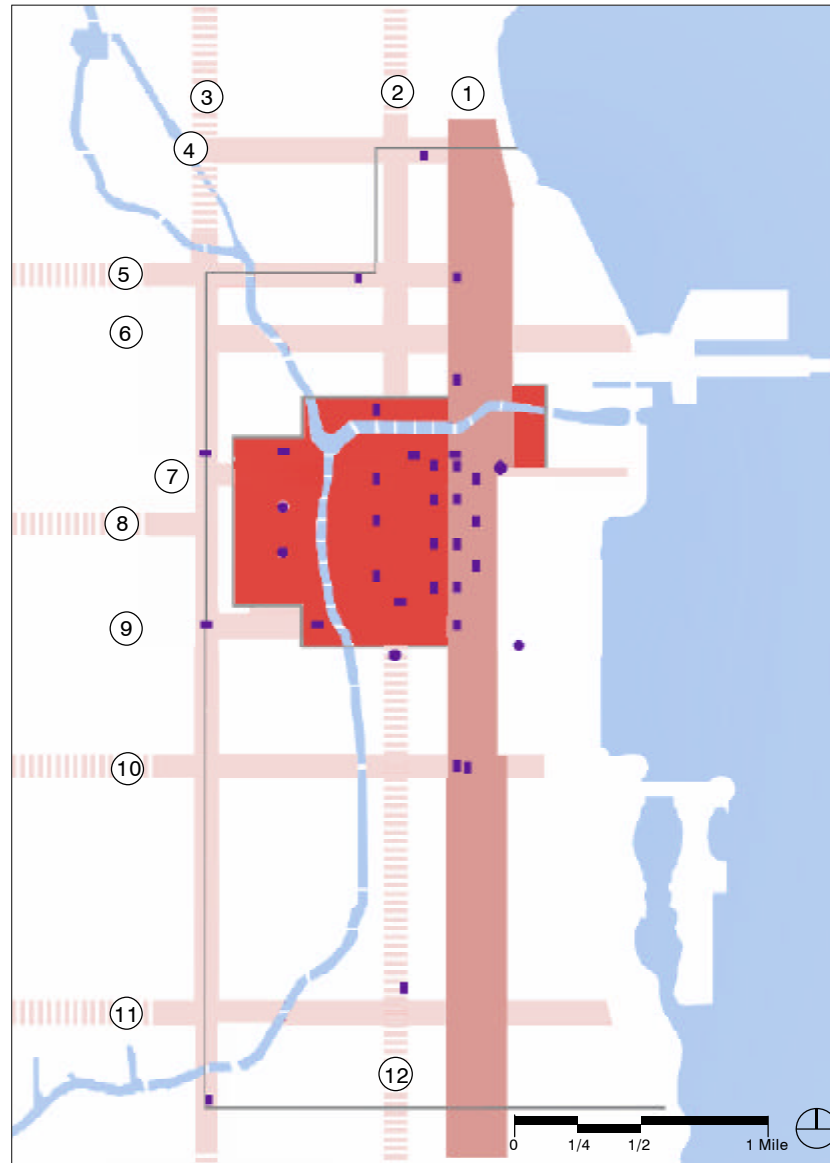
- **A SENSE OF PLACE FOR THE COMMUNITY.**
High density corridors are a natural focus for the surrounding community, serving as gathering places and strengthening neighborhood identity.
- **PROXIMITY TO TRANSIT.**
Mixed-use corridors generally focus on major streets and transit, a reflection of Chicago's street car and transit corridor history.
- **CONVENIENT ACCESS TO COMMERCIAL SERVICES.**
The high density mixed-use corridors provide the opportunity for important retail nodes to adequately serve the needs of the community.
- **A CLEAR ORGANIZATION OF MIXED-USE AND RESIDENTIAL USES.**
The corridors provide mixed-use development opportunities while the adjacent areas may be developed as single-use residential neighborhoods. This will permit residents to live on a quiet street within a short walk of convenient shopping and services.
- **OPPORTUNITIES FOR HIGHER DENSITY HOUSING.**
Apartments and condominium buildings concentrate residents close to transit and to work.
- **OPPORTUNITIES FOR SECONDARY OFFICE GROWTH ALONG TRANSIT CORRIDORS.**
Smaller scale office development can be directed to portions of the corridors to allow secondary offices to have easy access to services and transit and to allow people to work close to home.

Figure 4.1.11
Dense, Mixed-Use Corridors will be a focus for new residential and retail development with secondary office and other uses. They will be community centers served by public transit.

PROPOSED CENTRAL AREA HIGH-DENSITY MIXED-USE CORRIDORS

1. Michigan-Wabash-State
2. La Salle Street
3. Halsted Street
4. Division Street
5. Chicago Avenue
6. Ohio - Ontario
7. Randolph Street
8. Madison Street
9. Congress Parkway
10. Roosevelt Road
11. Cermak Road
12. Future Wentworth Connection

- Highest density corridor
- High density corridors
- The Expanded Loop
- Metra Station
- CTA Station



Neighborhoods and Special Places

Support a diverse collection of livable neighborhoods and special places

Key Recommendations:

- Ensure all neighborhoods will have convenient access to transit
- Ensure all neighborhoods are within walking distance to a commercial corridor
- Provide convenient access to open space, parks and recreation for each neighborhood
- Respect and enhance the existing character of each neighborhood

The Expanded Loop and Mixed-use Corridors will be complemented by a diverse collection of residential neighborhoods and special Chicago places.

The variety of neighborhoods include existing stable neighborhoods such as Pilsen and Chinatown, emerging neighborhoods in the Near South, and opportunities for new neighborhoods along the south branch of the Chicago River and in the loft districts west of the Loop. The Central Area's neighborhoods will vary in density, use and physical form. Its special places will require the careful balancing of preservation with new development.

Central Area and Adjacent Neighborhoods

- | | |
|-----------------------------------|--|
| 1. Old Town | 12. Near West Side and Greektown |
| 2. Gold Coast | 13. UIC and Little Italy |
| 3. Cabrini Green | 14. Printers Row and Dearborn Park I |
| 4. Near North | 15. University Village |
| 5. Streeterville and Northwestern | 16. Near South and Dearborn Park II |
| 6. River North | 17. Central Station and Prairie Avenue |
| 7. Near Northwest | 18. Pilsen |
| 8. Fulton River District | 19. Near South and Chinatown |
| 9. Cityfront Center | 20. McCormick Place |
| 10. The Expanded Loop | 21. Kinzie Station |
| 11. Lakeshore East | |

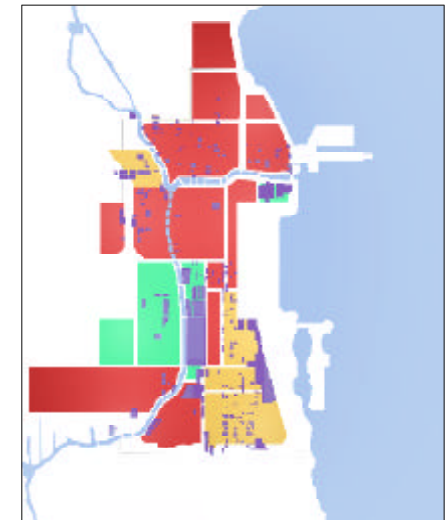
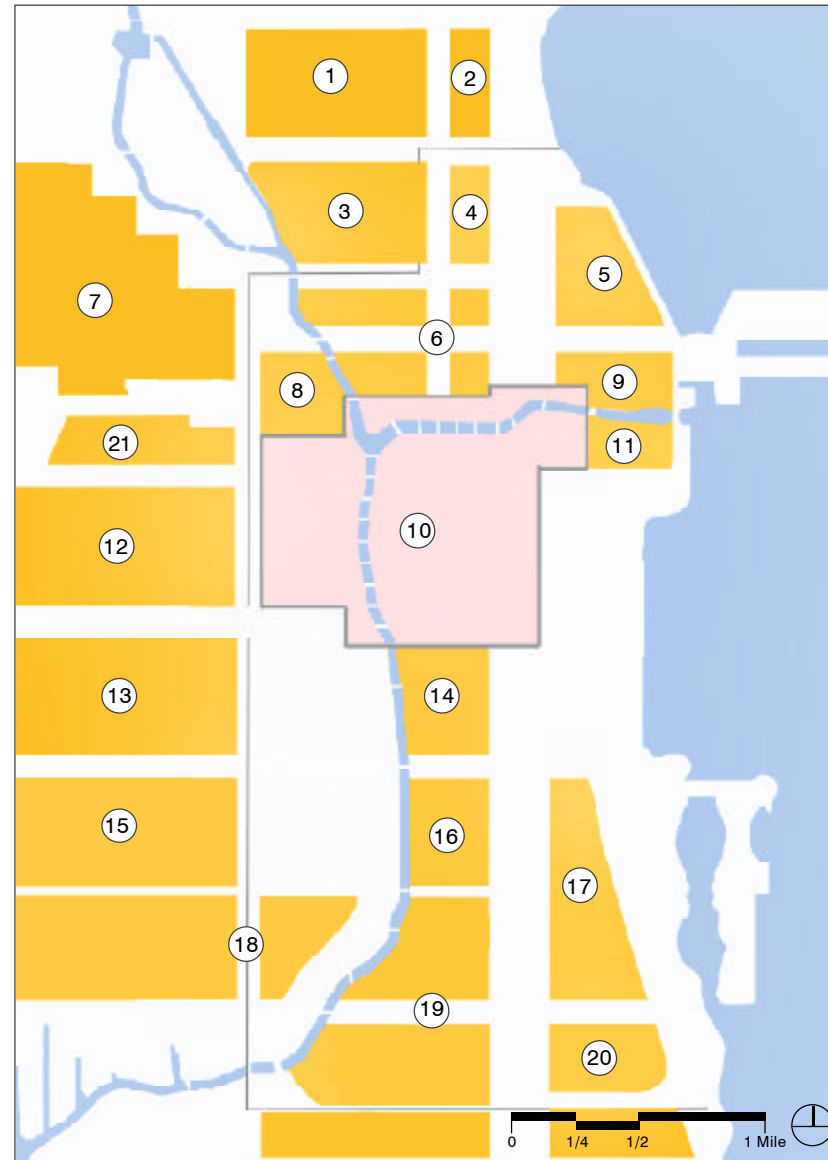


Figure 4.1.12
Stable, emerging and new neighborhoods in the Central Area with vacant land and underutilized sites.

- Stable Neighborhoods
- Emerging Neighborhoods
- New Neighborhoods
- Vacant and Underutilized Sites

Figure 4.1.13
Neighborhoods and Special Places

- Neighborhoods
- The Expanded Loop

City of Chicago Landmark Districts
in the Central Area

1. Washington Square District
2. East Lake Shore Drive District
3. Old Chicago Water Tower District
4. Printers Row District
5. Michigan Avenue Streetwall
6. Prairie Avenue District
7. Motor Row District

Character Districts in the Central Area

8. Gold Coast
9. Gallery District
10. Wells-Kinzie District
11. Courthouse District
12. Fulton River District
13. Jackson Loft District
14. Prairie Avenue District
15. Chinatown District

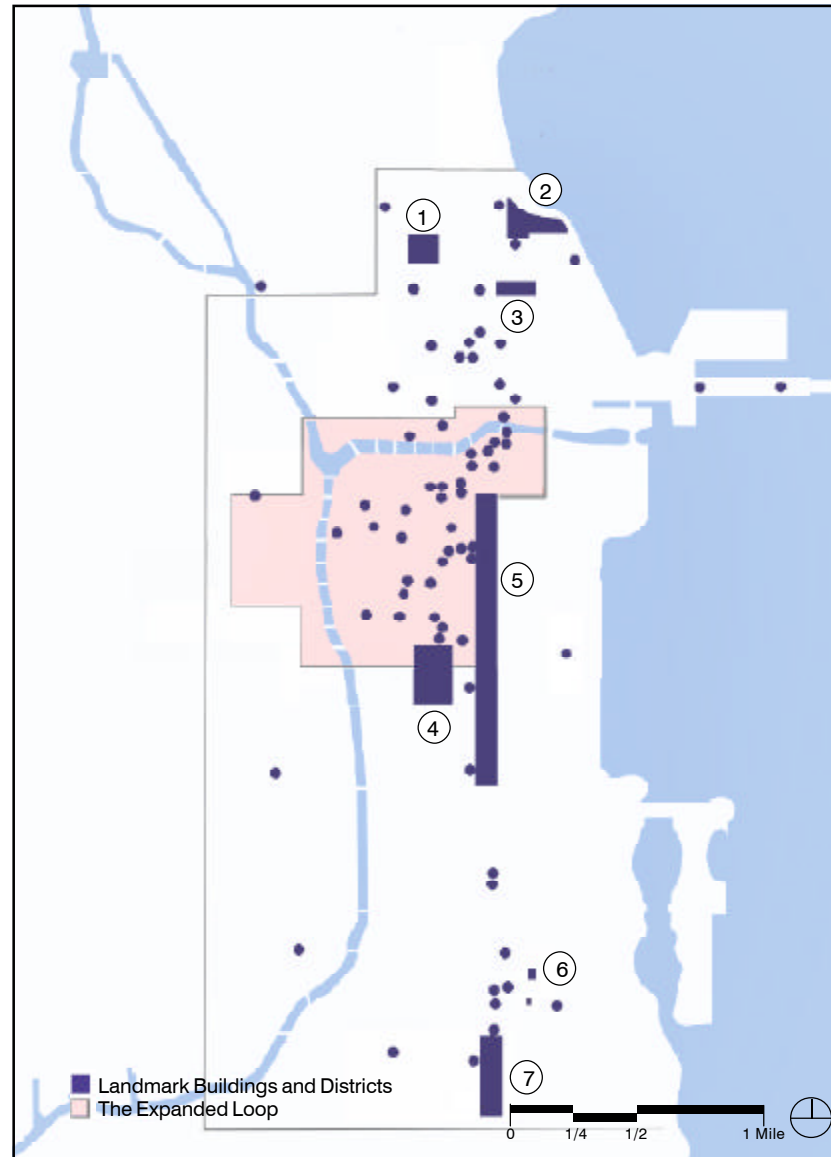


Figure 4.1.14
Landmark Buildings and Districts within the Central Area

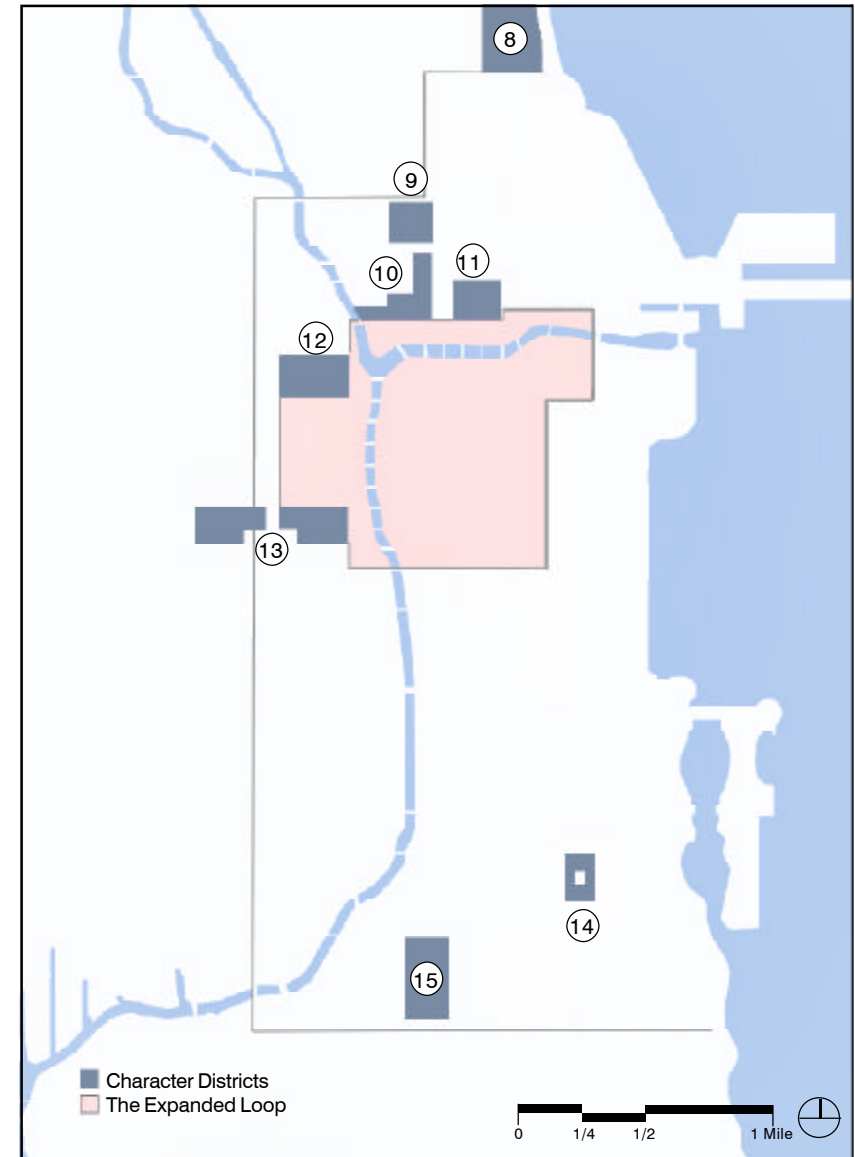


Figure 4.1.15
Character Districts within the Central Area

Landmarks and Character Districts

Preserve and strengthen the Central Area's world-renowned architectural and cultural heritage

Key Recommendations:

- Protect and preserve the most significant historic buildings and districts through landmark designation and economic incentives.
 - Protect the currently designated landmark buildings and districts in the Central Area.
 - Continue to designate the Central Area's most important landmark buildings and districts.
 - Protect significant buildings and districts that have been identified on the City's historic resources survey, are under study as potential landmarks, or are on or eligible for listing on the National Register of Historic Places.
 - Expand incentives to motivate owners to preserve and maintain historic buildings.
 - Educate building owners about the benefits of preservation.
- Strengthen and conserve character districts.
 - Establish and enforce appropriate densities, height limits, setback requirements and other zoning elements to preserve character.
 - Establish design guidelines for specific districts.
 - Lower the threshold for Planned Development review of projects in character districts.
 - Create incentives for building owners who sensitively rehabilitate buildings that contribute to character districts.

CHICAGO'S ARCHITECTURAL HERITAGE

Chicago's landmarks give form and texture to the Central Area and connect people to the achievements of past generations. The rich materials, street-level interest, human scale, exceptional ornament and superb craftsmanship of landmark buildings and districts contribute visual excitement to the urban environment and give Chicago's Central Area its special sense of place.

Chicago is the city that gave birth to the modern skyscraper, and its tradition of architectural innovation includes some of the world's tallest buildings. The bold skeletal frames of the Chicago School of Architecture, Louis Sullivan's exquisite ornament, the stately neoclassical designs that mark public and financial institutions, the geometry of art deco buildings, the expansive forms of modernism, the

elegance of cultural spaces from Tiffany domes to exuberant movie palaces, and the smaller scale details of residential neighborhoods from Beaux Arts apartment buildings to Richardsonian Romanesque homes, make Chicago's Central Area a living museum of architecture that is known worldwide. Its historic buildings add immeasurably to the Central Area's quality of life, create great urban symbols, provide street level excitement and impressive interior public spaces, and attract visitors from around the world.

Preservation makes economic sense. It creates the quality of life that attracts businesses and visitors to the Central Area, and enhances property values. The economic benefits of heritage tourism are growing rapidly – travel industry surveys report that 40% of Americans make visiting an historic place part of their vacations, and that these travelers tend to spend 40% more than the typical visitor. A national study demonstrates that \$1 million spent on rehabilitation will create more jobs and keep more money in the local economy than the same million dollars spent on new construction. Recent experience in Chicago shows that rehabilitating existing school buildings is \$25 per square foot less expensive than constructing new schools.

Chicago must continue to be proactive in preserving Central Area Landmarks, and educate property owners and developers on the economic and environmental benefits of recycling historic buildings for new uses. Preservation will continue to be a major priority in Central Area Development.

CHARACTER DISTRICTS

There are numerous districts in the Central Area where design, scale, use and materials combine to create a distinctive identity. Character districts in the Central Area include the Gallery and Mart Districts in River North, the Courthouse District in the Near North, the Jackson Loft District in the West Loop and Chinatown in the Near South.

The distinctive features that give these districts their special character will be maintained as new development occurs. Design guidelines, zoning regulations, height limits, and lower thresholds for reviewing new projects as Planned Developments are tools for preserving the character that these districts contribute to the Central Area.

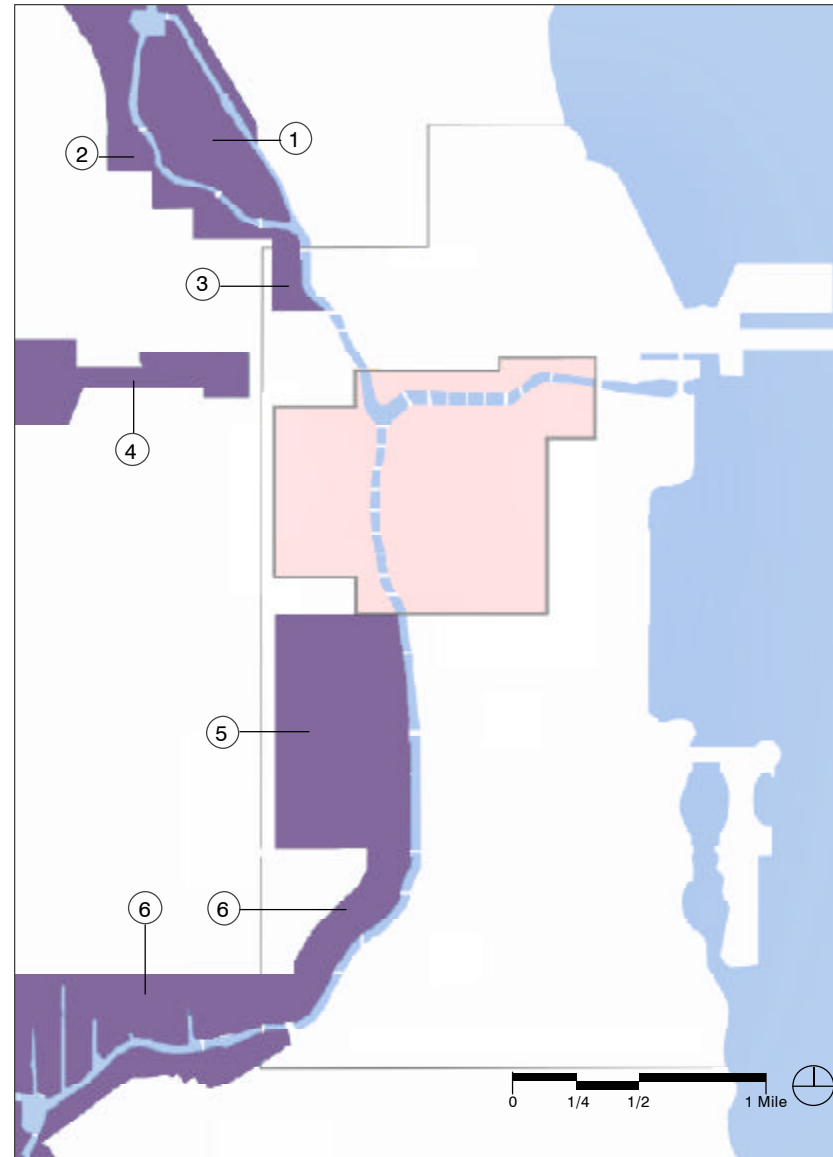
Figure 4.1.16

The DesPlaines / Canal district (#5 on map) is buffered by the Dan Ryan Expressway on the west and railroad tracks on the east, and is an ideal location for warehousing, distribution and industrial use.

Central Area Industrial Districts and Corridors

1. Goose Island Planned Manufacturing District
2. The Elston Industrial Corridor Planned Manufacturing District
3. Chicago Halsted Planned Manufacturing District
4. The Kinzie Industrial Corridor
5. Southwest Loop Area
The Des Plaines/Canal district south of Harrison Street
6. Pilsen Industrial Corridor

Industrial and Downtown Service Districts
The Expanded Loop



Industrial Districts & Corridors

Strengthen Industrial Corridors and Planned Manufacturing Districts

Key Recommendations:

- Maintain sufficient industrial land to service the downtown business core
- Maintain industrial and distribution jobs in the Central Area
- Improve transit access for employees
- Maintain good truck access for businesses and improve truck access from expressways to adjacent industrial sites
- Improve landscaping throughout these districts
- Emphasize innovative architecture for the next generation of industrial uses
- Distinguish these districts as complementary to the adjacent residential and business districts

Warehousing, distribution, new industries and other industrial uses remain essential to the Central Area. An adequate supply of industrial land will be retained to maintain jobs and diversity of use. Planned Manufacturing Districts were created to define boundaries for industrial, distribution, warehousing and other uses. These and other special land use regulations will retain land for industrial uses and keep these necessary services close to the downtown office core.

Cultural Attractions & Tourist Destinations

Promote and strengthen the Central Area's world-class cultural assets

Key Recommendations:

- Improve transit connections between the Museum Campus, McCormick Place, Downtown, the airports, North Michigan Avenue, Navy Pier and major train stations
- Accommodate McCormick Place expansion to Indiana Street
- Integrate Motor Row with McCormick Place expansion through the development of dining, entertainment, hotels and conference facilities
- Develop Cermak Road as a mixed-use corridor connecting Pilsen, Chinatown, McCormick Place and the Lakefront
- Continue efforts to strengthen the Theater District
- Promote existing neighborhood cultural attractions and develop new ones
- Expand and complete Monroe Harbor
- Create Wacker Pier with a new museum
- Create a new public arts high school

Central Area Visitor Destinations

- | | |
|--|---|
| 1. Magnificent Mile | 14. Michigan-Wabash-State Corridor |
| 2. Navy Pier | 15. Museum Campus |
| 3. Museum of Contemporary Art | 16. Prairie Avenue Museums and Gardens |
| 4. River North Gallery District | 17. Chinatown |
| 5. Chicago River Main Branch | 18. Motor Row |
| 6. Randolph Street Theater Row | 19. Cermak Road |
| 7. Millenium Park with Band Shell | 20. Northerly Island Park |
| 8. The Art Institute | 21. Burnham Park |
| 9. Grant Park | 22. Civic Opera |
| 10. Chicago River Open Space / Ping Tom Park | 23. Symphony Center |
| 11. Greek Town | 24. Proposed Wacker Pier and New Museum |
| 12. Little Italy | 25. An Expanded Monroe Harbor |
| 13. McCormick Place | |

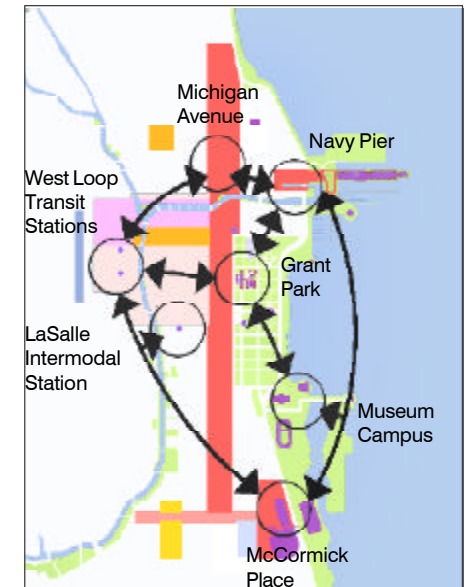
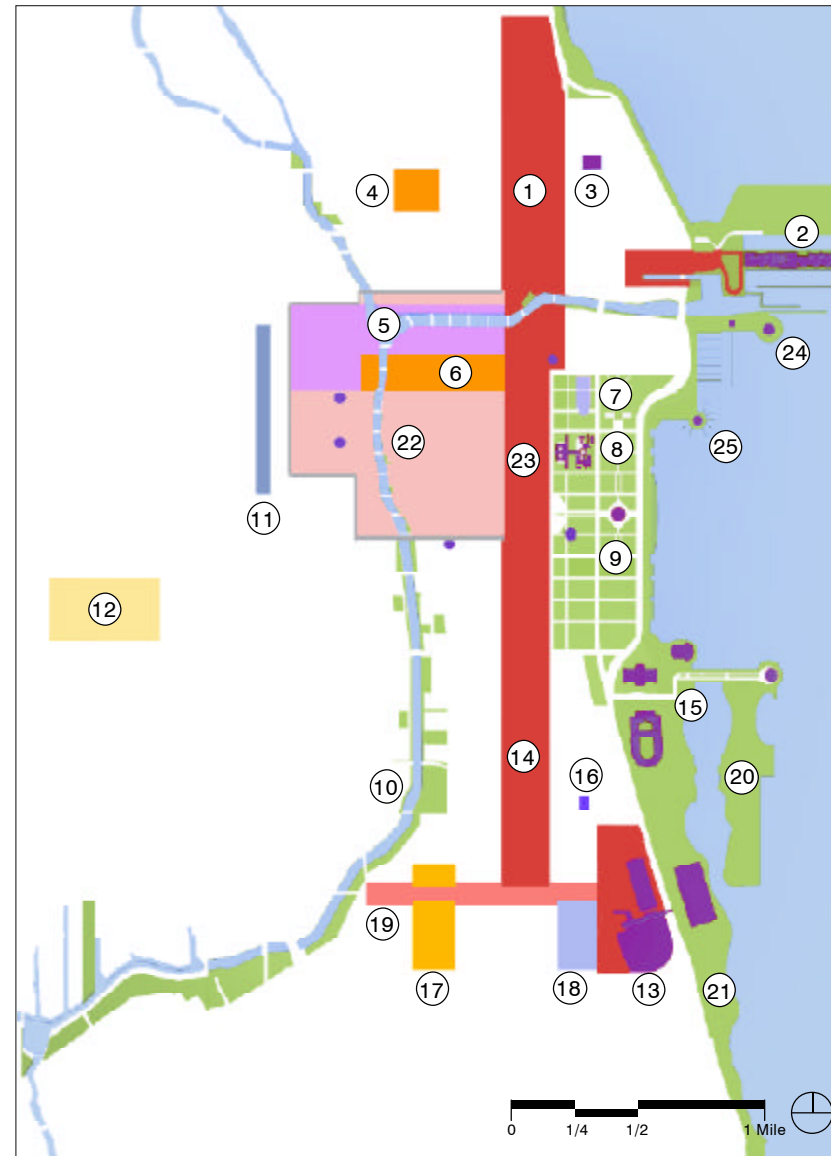


Figure 4.1.17
Transit improvements should conveniently tie the tourist destinations together

Figure 4.1.18
A strengthened framework of tourist destinations and visitor districts

- Visitor Districts
- Tourist Destinations
- Regional open space
- Amtrak and Metra Stations

Education and Learning

The Central Area will provide opportunities for lifelong learning

Key Recommendations:

- Cluster higher-educational uses in the Near North and South Loop, with special emphasis around Congress Parkway and at U.I.C.
- Allow for future institutional growth in each of these three clusters
- Encourage shared uses between institutions including student housing
- Ensure institutional compatibility with neighborhoods
- Support primary and secondary education facilities in the Central Area
- View Central Area museums as learning environments that can play an active role in education
- Expand use of libraries as educational resources

Central Area educational institutions include primary and secondary schools that service residents, higher education institutions, and alternative learning environments including museums, libraries and the Chicago Cultural Center.

The City should continue its efforts to strengthen the public school system, and primary and secondary schools should function as important neighborhood community centers. Higher education facilities in the Central Area contribute vitality by bringing students downtown, preserving buildings, providing innovative public programs and making learning accessible to downtown workers and residents. The city and the educational institutions should continue their collaboration to ensure the future growth of this valuable community asset.

The Central Area's museums and cultural institutions in collaboration with educational institutions, create learning environments for all ages.

Legend

Central Area Higher Education

1. Loyola University
2. Northwestern University
Northwestern Memorial Hospital
3. University of Chicago
4. Illinois Institute of Technology
5. Harold Washington College
6. University of Illinois at Chicago
and Medical Center
7. East Loop universities and colleges
DePaul University
Roosevelt University
School of the Art Institute of Chicago

7. East Loop universities and colleges
National Louis University
Robert Morris College
Columbia College
John Marshall Law School
East-West University
Aurora University

Central Area New Schools

8. Lake Shore East Elementary School
9. Teacher's Academy - Cermak
Elementary and Teacher's Academy

Additional Learning Environments

10. Museum Campus

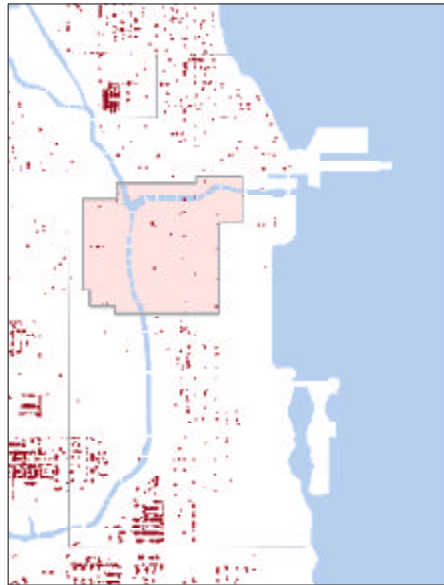


Figure 4.1.19
The distribution of Chicago Public School students in the Central Area

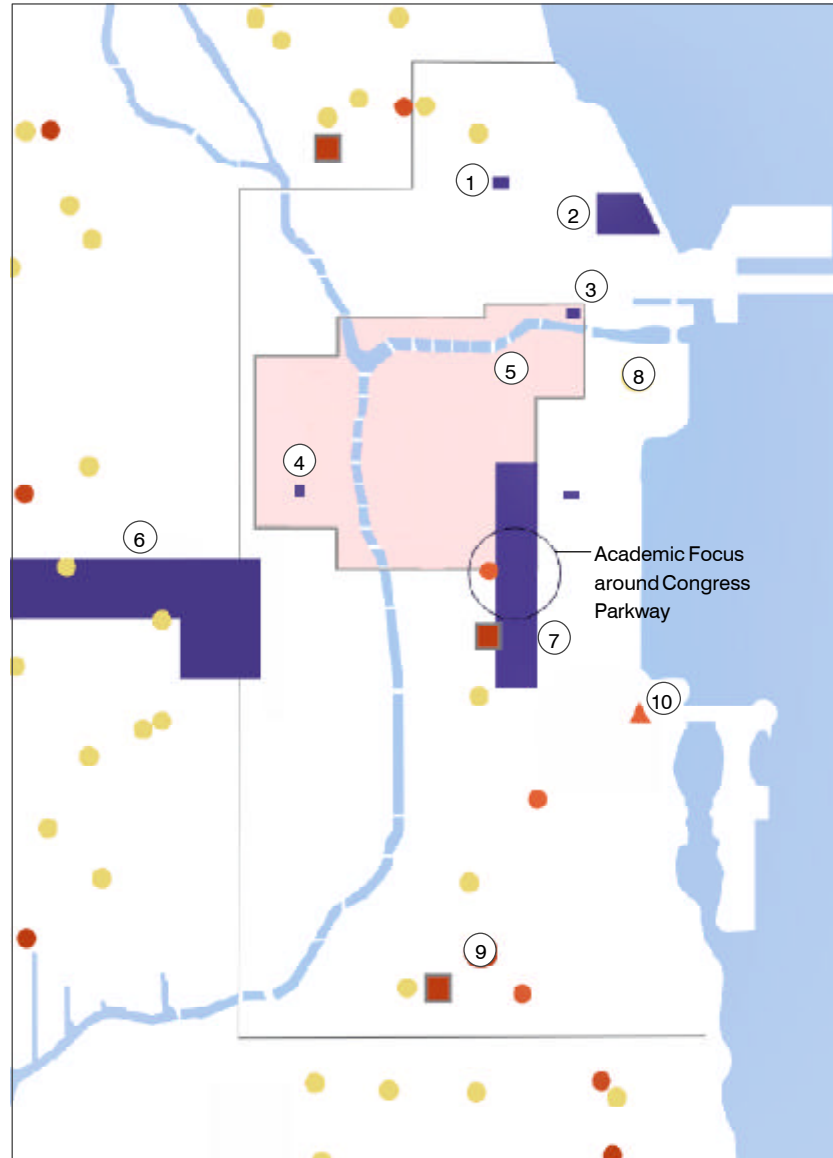


Figure 4.1.20
The Future of Education in the Central Area

- Higher Education Districts
- The Expanded Loop
- High Schools - existing
- High Schools - new
- Elementary Schools - existing
- Elementary Schools - new
- ▲ Museum Campus
- Library