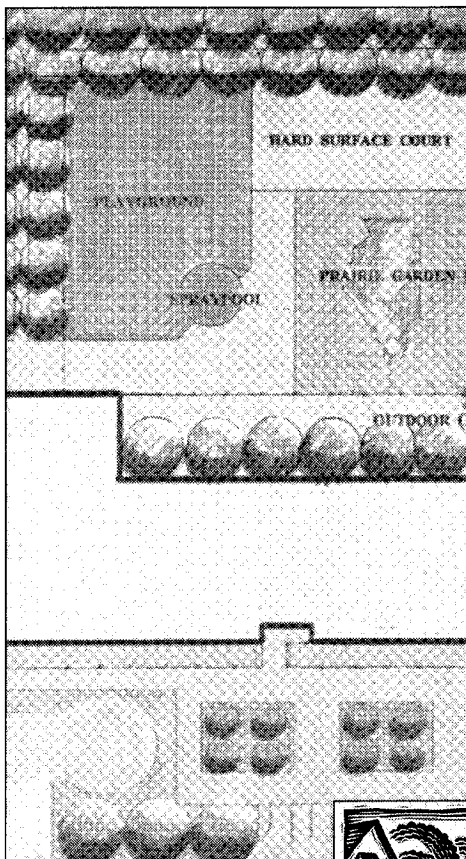


THE PLAN

IV FRAMEWORK PLAN



NEIGHBORHOOD SPACES

GREENWAYS

WETLANDS & NATURAL AREAS

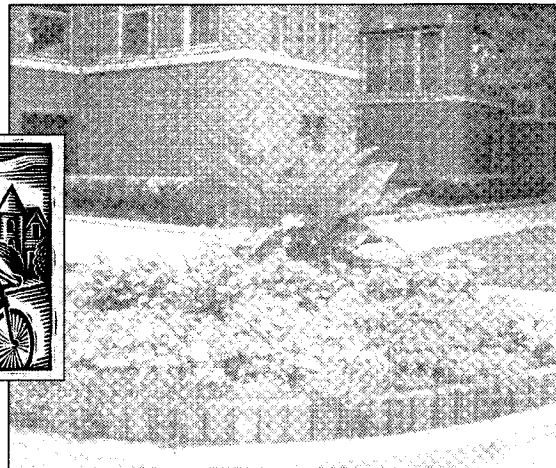
LAKEFRONT

DOWNTOWN DISTRICT

TRANSPORTATION CORRIDORS

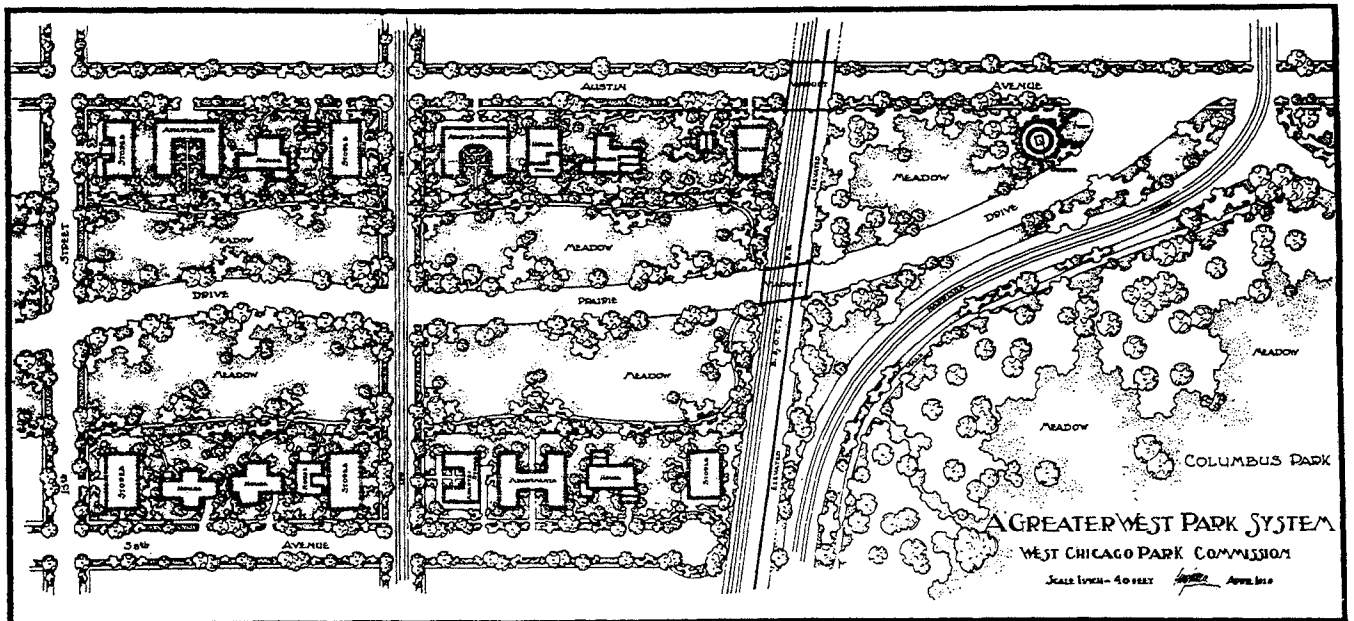
INDUSTRIAL CORRIDORS

MUNICIPAL BUILDINGS

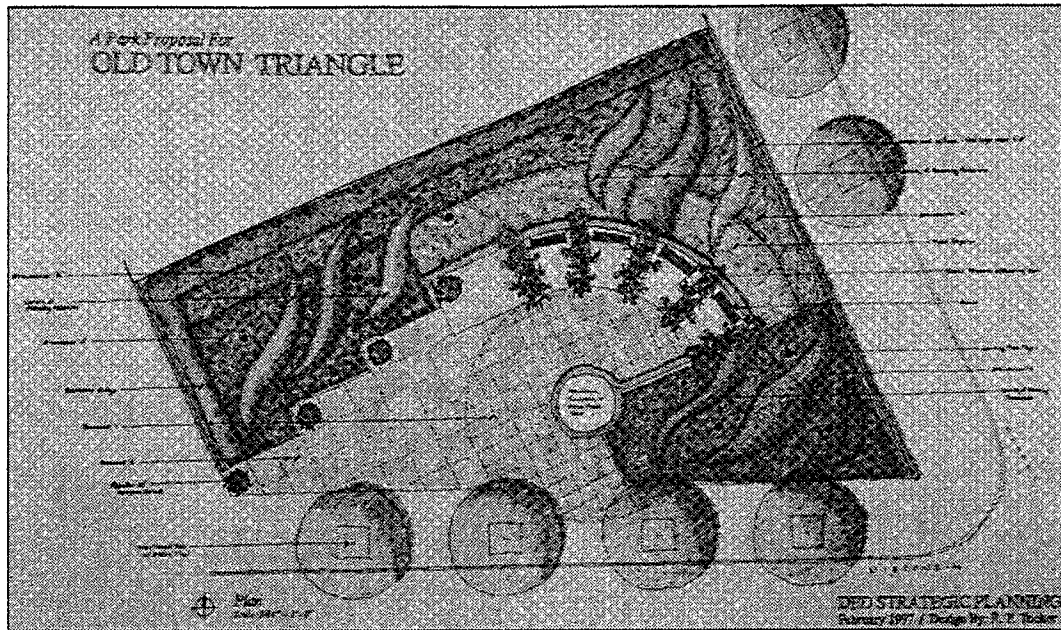


IV FRAMEWORK PLAN

Over a century ago, the city's historic park system was created on prairies, along the lakefront and on other undeveloped land to preserve open space and stimulate residential and business growth. Today, the city faces the same challenge, but the circumstances and landscape have changed dramatically. Decades of demographic and economic changes have left thousands of acres of land and buildings vacant throughout the city. Innovative strategies are needed to reclaim and restore the city's valuable land resources for new, productive uses.



Proposed Plan of Prairie Drive, southwest corner of Columbus Park on Mason Avenue, Jens Jensen, A Greater West Park System, 1920



Concept plan for park at Clark and Wisconsin streets

Altogether we see in this park plan a more beautiful city; a city whose buildings are interspersed with growing things — trees, shrubs and flowers — and whose streets are broken by playgrounds and broad stretches of woodlands and meadows; a city that is a fairer world for the city dweller to live in.

Jens Jensen, A Greater West Park System, 1920



THE FRAMEWORK PLAN IS INTENDED TO GUIDE THE NEXT GENERATION OF CHICAGO'S OPEN spaces and to ensure that open space becomes an integral part of the city's community and economic development strategy. The Plan included broad participation by representatives of conservation and community groups, business leaders, developers and public officials who served on the CitySpace Steering Committee and its ten task forces.

THE TASK FORCES ADDRESSED A WIDE RANGE OF OPEN SPACE ISSUES AND DEVELOPMENT opportunities, including the neighborhoods, lakefront, downtown, greenways, wetlands and natural areas, transportation and industrial corridors, and municipal buildings. Their recommendations are the foundation of the CitySpace Framework Plan.

THE FRAMEWORK PLAN DESCRIBES HOW OPEN SPACE CAN BE INCORPORATED INTO THE FUTURE development of the city. Each section discusses a vision for the future, the challenges that must be addressed to achieve the vision, and recommended policies and programs for creating a variety of open spaces in Chicago

NEIGHBORHOOD SPACES

VISION: FOR RESIDENTS OF EVERY CHICAGO NEIGHBORHOOD TO HAVE OPEN SPACES WITHIN EASY WALKING DISTANCE. THERE WILL BE AREAS FOR STRUCTURED AND PROGRAMMED ACTIVITIES, FOR NEIGHBORHOOD GATHERING, SOCIALIZING AND GARDENING, AND PLACES WHERE CHILDREN AND TEENAGERS CAN SAFELY CREATE THEIR OWN PLAY ENVIRONMENTS.

INTRODUCTION

Neighborhood spaces are the modest-sized parks, playgrounds and community gardens located in the midst of residential areas. These are the places where children and adults go for outdoor activities closest to home. Such spaces are intended to be near enough and safe enough for children to be able to walk to on their own, and they also provide a destination for neighbors to gather and watch children playing team sports and games. The distinctive character of these small parks and their role as meeting places make them sources of neighborhood pride and identity.

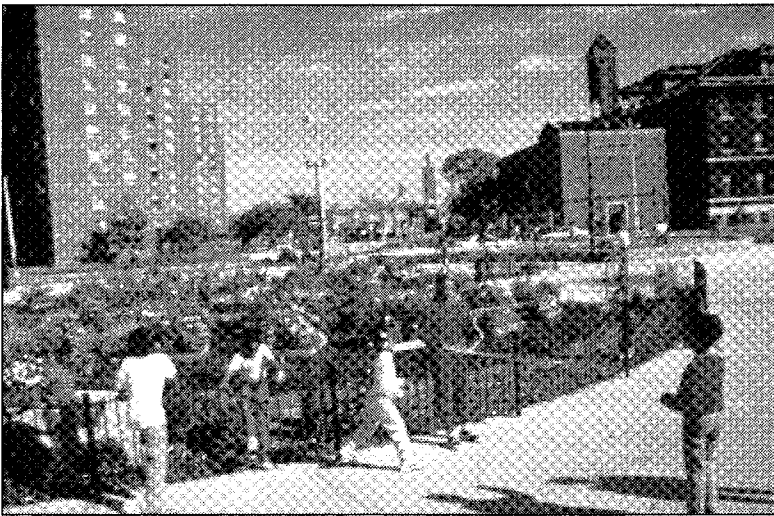
The Chicago Park District has acknowledged that its park system is deficient in neighborhood spaces.¹ Wonderful though they are, the lakefront and regional park system simply cannot serve everyone. The lack of an adequate system of neighborhood parks has caused two problems. First, the lakefront and regional parks must host citywide festivals and athletic programs as well as neighborhood and



school athletic activities. These popular destinations become damaged and deteriorated, a problem that is particularly obvious on the playing fields and meadows.² Secondly, some residents live too far away from any kind of park or open space to be able to use such spaces with regularity. This second problem is particularly harmful for young children, who are unable to bike, drive or take public transportation alone to reach outdoor spaces. These children end up doing without.

Children learn more on the playground than in the classroom during the first two years of school. Providing environmental enrichment areas in schools as part of playground design is an important component of developing environmental competence, the ability to understand and deal with the environment in its broadest sense.

*Mark Francis, Professor of
Landscape Architecture,
University of California-Davis,
1991*



The environs in which the child has been brought up helps form his character and usefulness, and the more beautiful and more pleasant the schools and their playgrounds, the better we have provided for nobler manhood and womanhood and for a more beautiful city and a more beautiful country.

Jens Jensen,
A Greater West Park System.
1920

With funding and technical assistance provided by the U.S. Forest Service, the Openlands Project conducted research for CitySpace on the attitudes and ideas residents hold about open space in their neighborhoods. The research indicated that for the participants, neighborhood parks and open spaces served two primary roles: one was as a place for community and family gatherings and the other was as a place for activities for children and young adults. Parents specifically stated that they wanted these neighborhood spaces available within an easy walking distance of their homes.³

NEEDS AND OPPORTUNITIES

Traditional Neighborhood Parks. In Chicago, traditional neighborhood and community parks are one-half acre to 15 acres in size and include ballfields, playgrounds with equipment, and often a field house. These parks used for structured athletic activities and are still very much in demand. According to the Chicago Park District, many communities need more baseball diamonds, basketball backboards, athletic fields and playgrounds.⁴

Neighborhood Schools. The grounds surrounding most Chicago public schools offer the greatest potential for increasing parks and green open space throughout

the city. Because schools are typically sited on at least one acre of land and are distributed widely in all residential areas, schools make ideal locations for neighborhood open spaces.

There are several examples of Chicago schools with outdoor learning areas and green spaces, including Lane Tech, Foreman High School, and Norwood Park High School. However, the vast majority of Chicago's 557 public schools, and many private schools, are surrounded by large asphalt or concrete slabs containing decrepit play equipment and backstops. Many have no grass at all. Although there are ways to play on these hard surfaces, many are used as parking lots and filled with cars. This is almost always the case with the elementary schools.

Community Gardens. A community garden is an open space designed, managed and maintained by a group of neighbors, school children and teachers, or residents of an institution such as a senior housing complex. In these spaces, participants grow vegetables, fruits, flowers, or simply maintain the spot as a sitting garden. Community gardens provide a recreational opportunity different from those opportunities provided by traditional parks and playgrounds. In a study of park users and community gardeners in Sacramento, the community garden served many older adults who did not often use traditional city parks.⁵ Community gardens also bring neighbors together and improve communities by beautifying what in many cases are unsightly vacant lots.

Other major cities have made community gardens a prominent part of their open space network. Since 1974, Philadelphia Green has helped low- and moderate-income residents create 2,000 greening projects including community gardens on vacant lots and lining streets with window boxes and flowering barrels. New York City groups have developed 845 neighborhood gardens. Both Boston and Seattle have included community gardens in city open space plans.

The Chicago Botanic Garden, Illinois Cooperative Extension Service, the Resource Center and Openlands Project have been helping neighbors build gardens on vacant lots and at schools in Chicago for more than 10 years. The Chicago Community Trust's *Urbs in Horto* fund provided small grants for community gardens and other greening projects throughout the city from 1991 to 1994. The City's Department of Environment began providing grants for neighborhood greening in 1993. The number of Chicagoans requesting grants for greening projects continues to grow each year.

In many cases, community gardens are not owned by the neighbors that build and manage them. Long-term ownership and the need for providing basic liability insurance poses problems for many community gardeners.

Found Spaces. "Found spaces" are places to play or spend time outdoors that are not planned or sanctioned by any agency



or authority. A found space can be a vacant lot, a scrap of land along a railroad track or in a rail yard, a storage yard for industry or municipal services, or a part of a designated park not dedicated to any particular recreational activity. For obvious reasons, there is little or no management and maintenance of these spaces.

Many adults will remember that some of their favorite places often were not approved of by their parents. Children and teenagers tend to seek these spaces out instinctively and make them part of their daily lives.⁶ The challenge with found spaces is to make them appear to be "discovered" by improving the landscape quality and maintaining them safe places to enjoy.

Community Safety. The primary concern of focus groups participants was safety.⁷ Security considerations were raised in all communities, by both adults and teenagers. In some neighborhoods, crime is a major deterrent to using parks and playgrounds. Almost all Chicago open spaces were considered too unsafe to use after dark. More police and better security are undoubtedly needed for Chicago's open spaces. But this is not the only answer. Community control and stewardship were also cited as ways to make open spaces safe.

Ninety percent of the people spend 90 percent of their free time within 1,000 feet of where they live. You should not have to drive to have simple contact with nature.

*Seymour Gold,
Professor of Environmental
Planning, University of
California—Davis, 1991.*



As part of a campaign to get people back into the parks, we are increasing security.

This year I have allocated \$3 million to hire 100 full-time Chicago Police Officers—officers whose sole beats will be our parks, integrated into Mayor Daley's community policing program.

Forrest Claypool, General Superintendent, Chicago Park District, 1994



The gardens are a source of pride for the neighborhoods they are in. People had cleaned up these lots themselves. We removed a lot of diapers and old Chevrolets. Anyone who has a history in the neighborhood remembers what these places looked like before, and the truth is everybody knows somebody who is involved with the garden.

Brenda Funches of Common Ground, explaining why community gardens were untouched in the May 1992 L.A. riots.



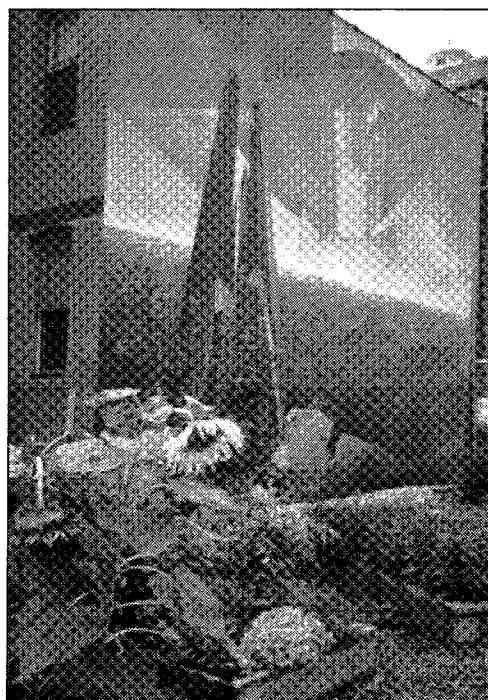
Vacant lots can become magnets for illegal dumpers and other destructive behavior; however, they also offer opportunities to develop neighborhood parks and community gardens. Transforming a vacant lot into a park or garden allows the neighborhood to build a sense of pride and community spirit and sends a clear signal to others that the residents care about their neighborhood and will not tolerate destructive or criminal behavior.

The community gardens of Los Angeles illustrate the power of community stewardship. In the Pico-Union area of L.A., the Tenth Street School Mothers Club had cleared a vacant lot for a vegetable garden. After the riots that stormed the neighborhood in 1992 subsided, the gardeners returned to find that not one of their plants had been disturbed, while the buildings surrounding the garden had been burned and looted. This phenomenon was repeated throughout L.A. as community gardens were left untouched by the anger of the rioters.⁸

Closer to home, small neighborhood spaces such as community gardens can be used to expand the role of the Chicago Alternative Policing Strategy (CAPS). As part of the CAPS program, residents of many police districts have established Citizen Advisory Subcommittees focusing on environmental and recreational issues.⁹ The subcommittees can be used to involve beat teams in the establishment and protection of neighborhood spaces.



Ensuring the safety of residents using the Chicago Park District parks has also been a concern of the City and the Park District. This concern led to an agreement to provide an additional 70 police officers to patrol the parks, increasing the number of officers to 100. In addition, the City also agreed to provide \$1 million to install and maintain additional lights in the parks.¹⁰



KEY OBJECTIVES AND OPEN SPACE POLICIES

1. Enhance Chicago's communities by expanding open space in the neighborhoods.

- Provide traditional parks, school parks, and community gardens in every neighborhood.
- Design and program neighborhood open spaces to accommodate a variety of recreational activities.
- Provide safe outdoor spaces that allow children and teenagers to shape, explore and learn about their environment.

2. Strengthen neighborhood institutions by preserving and using adjacent open space.

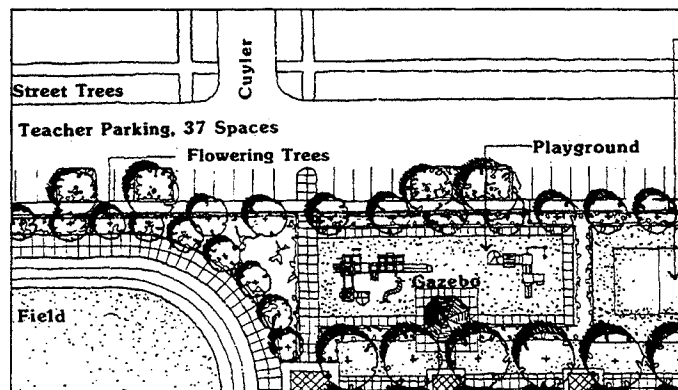
- Forge partnerships between the Chicago Public Schools, City of Chicago, Chicago Park District, local school councils, teachers, parents, students and community organizations to fund, design and develop parkland on school grounds.
- Include school parks in the design and programming of new public schools and in rehabilitation of existing public schools.
- Negotiate agreements with private institutions to open and manage their grounds as public open space.

3. Develop 1,000 community gardens by the year 2005.

- Create and provide long-term support for an organization that can acquire and lease land and provide the liability insurance to sustain community-managed open spaces.
- Organize an information and resource exchange network of citizens that manage and maintain community gardens and found spaces.
- Expand resources available for developing and sustaining community-managed open spaces.

4. Ensure that neighborhood open spaces are safe places.

- Continue and expand CAPS programs in all Chicago neighborhoods to protect parks, school playgrounds and other neighborhood open spaces.
- Include CAPS personnel, elected officials and neighborhood organizations in the community garden information and resource-exchange network.





PROGRAMS

NeighborSpace

For many years, neighbors, block clubs and businesses have been watering, planting and caring for nearby open spaces and river edges. These groups can take advantage of a wide array of technical service assistance programs and funding from government and private funding sources.

But in the long run, what happens to all the financial and human capital invested in these open spaces? Frequently, groups who tend open space lose the land to a parking lot or new development. In many cases, these open spaces are the last ones to be found in the neighborhood. Permanent solutions, such as land acquisition and ownership, are typically beyond the mission and capacity of most community greening organizations.

The idea of forming a land trust to own community-managed open space has been discussed for many years by Chicago's community gardeners. Through the CitySpace planning process, a land trust emerged as a permanent solution for addressing the needs of neighborhood open spaces. In May 1996, a not-for-profit corporation called *NeighborSpace* was created by the City of Chicago,

Chicago Park District and Forest Preserve District of Cook County. NeighborSpace will acquire and insure land to be improved and managed by local community groups as small parks, gardens, natural areas, river edges and scenic landscapes.

NeighborSpace will target City-owned and tax delinquent vacant land and river edges dedicated to open space as part of planned developments. NeighborSpace will not be a substitute for local government, but rather it will fill the gap in the existing system by helping community groups to create and sustain open space projects that do not currently fall within the purview of local government.

By helping to fulfill the administrative responsibilities and burdens of land acquisition, ownership, and liability insurance, NeighborSpace will enable community groups to direct their energy where it will have the greatest impact: *greening Chicago's neighborhoods* (see Table 8 for a list of potential NeighborSpace sites and sponsors).

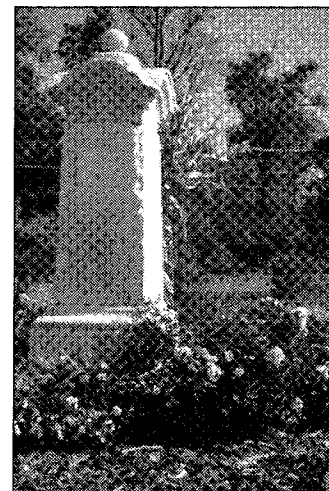


Table 8

NEIGHBORSPACE PROJECTS

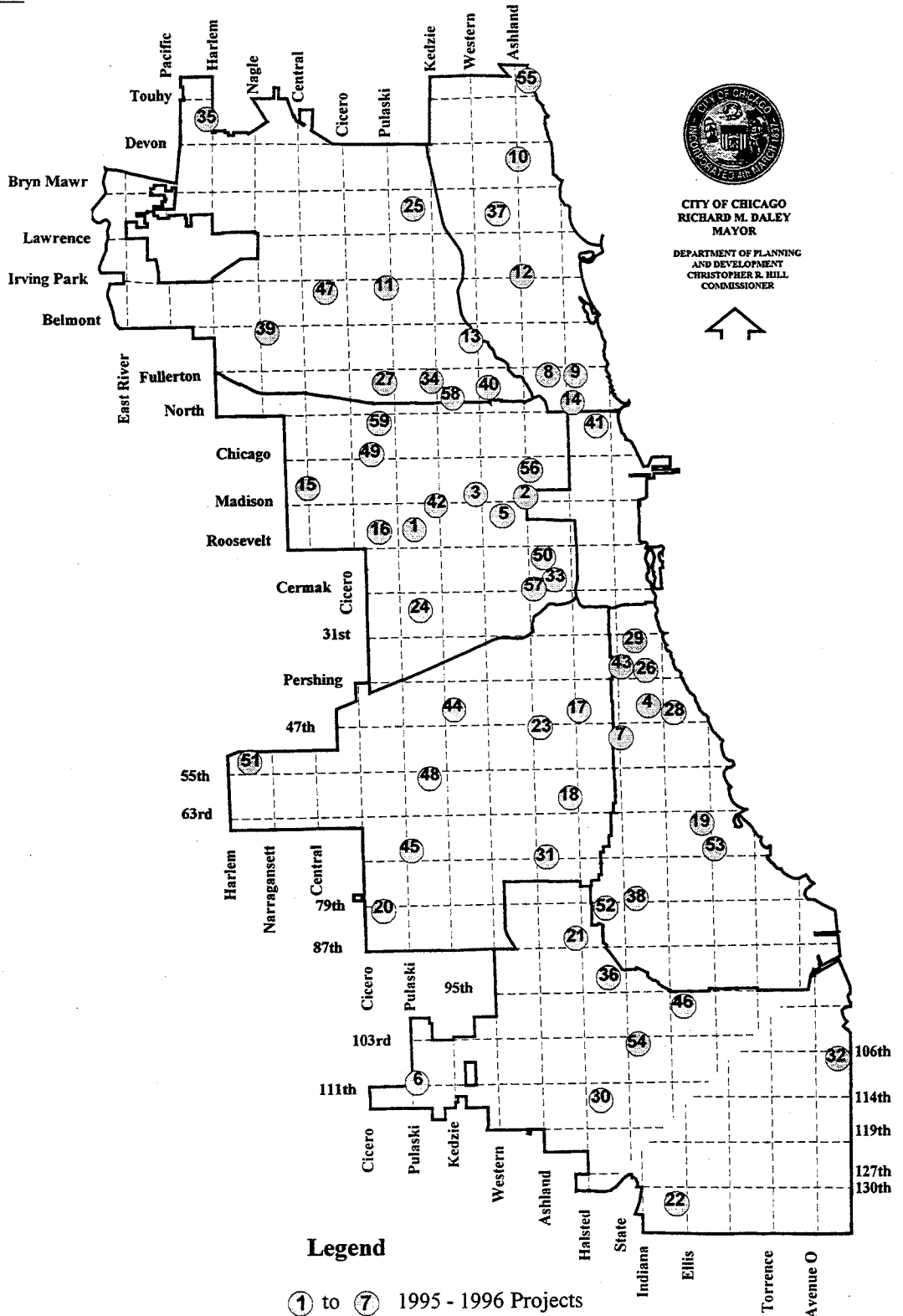
	Project Name and Address	Location	Open Space Type	Acres	Landowner	Management Entity
1	1900 S. Ridgeway Enabling Garden	North Lawndale - 29	Community garden	0.13	City of Chicago	1900 S. Ridgeway Block Club
2	3400 Flournoy Block Club	East Garfield Park - 27	Mini-park	0.14	City of Chicago	3400 Flournoy Block Club
3	3800 Arthington Block Club Garden	West Garfield Park - 26	Community garden	0.22	Tax delinquent	3800 Arthington Block Club
4	3800 W. Flournoy Block Club Garden	West Garfield Park - 26	Community garden	0.07	City & tax delinquent	3800 W. Flournoy Block Club
5	7000 S. Merrill Community Garden	South Shore - 43	Community garden	0.14	City of Chicago	7000 S. Merrill Block & Garden Club
6	Bethel New Life Community Garden	West Garfield Park - 26	Community garden	0.21	City of Chicago	Bethel New Life, Inc.
7	Chicago Better Housing Association	Englewood - 68	Community garden	0.55	City of Chicago	Chicago Better Housing Assoc.
8	Children's Garden of Hope	Humboldt Park - 23	Community garden	0.21	Private	Gardeners
9	Churchview Park	Chicago Lawn - 66	Neighborhood Park	0.17	Private	Greater Southwest Development Corp.
10	Clark and Wisconsin	Lincoln Park - 7	Mini-park	0.15	City of Chicago	Old Town Triangle Association
11	Drake Street Park	Albany Park - 14	Neighborhood park	0.26	Private	Neighbors
12	Edna White Community Garden	Morgan Park - 75	Community garden	1.10	City of Chicago	Friends of the Edna White Century Garden
13	Emerald Triangle	Lower West Side-31	Mini-park	0.26	City of Chicago	Friends of the Emerald Triangle
14	Frankie Machine Garden	West Town-24	Community garden	0.10	East Village Assoc.	East Village Association
15	Ginkgo Organic Gardens	Uptown - 3	Community garden	0.21	City of Chicago	Ginkgo Organic Garden Steering Com.
16	GreenHouse Garden	West Town-24	Community garden	0.07	City of Chicago	Gardeners
17	Howard Area Community Garden	Rogers Park - 1	Community garden	0.34	City of Chicago	Howard Area Community Center
18	LaPointe Park	Albany Park-14	Mini-park	0.17	MWRD	Ravenswood Manor Improvement Assoc.
19	Langston Hughes School Garden	Roseland - 49	Community garden	0.14	City/tax delinquent	Langston Hughes Principal and LSC
20	Neighbors Garden	Logan Square-22	Mini-park	0.14	Chicago Park Dst.	LSRA Neighbors
21	Origins Park Extension	Bridgeport - 60	Mini-park	0.07	IDNR to CPD	Holsum Bakery and Neighbors
22	Paradise Garden	Austin - 25	Community garden	0.20	Corlands & NAC	Neighbors
23	Riverside Neighbors	North Center - 5	Greenway/river edge	1.50	MWRD	Riverside Neighbors
24	Super Block Park	Humboldt Park - 23	Mini-park	0.22	City & tax delinquent	800 N. Harding Block Club
25	Triangle Park	Rogers Park-1	Neighborhood park	2.45	City of Chicago	Triangle Park Corporation
26	WECAN Community Garden	Woodlawn - 42	Community garden	0.26	City of Chicago	Woodlawn East Community & Neighbors
27	Xochiquetzal Peace Garden	Lower West Side-31	Community garden	0.06	Private	Proyecto Xochiquetzal
	TOTAL			9.40		

Map 4

SCHOOL PARK PROJECTS

SCHOOLS:

1. Gregory/Bowler Park
2. Brown
3. Dett
4. Woodson
5. Touhy-Herbert
6. Chicago Agricultural H.S.
7. DuSable H.S./Farren
8. Oscar Meyer/Trebes Park
9. Lincoln Park/Oz Park
10. Senn
11. Lakeview H.S.
12. Irving Park Middle
13. Brentano
14. Newberry
15. Ellington
16. Sumner
17. Graham/McInerney
18. Nicholson
19. Wadsworth
20. Stevenson
21. Gresham
22. Carver
23. Hamline (PBC)
24. Burns-Cardenas (PBC)
25. Von Steuben
26. Mayo-Phillips/Anderson
27. Nixon (PBC)
28. King H.S./Price
29. Douglas
30. Brenan
31. Altgeld
32. Addams
33. Walsh
34. Darwin
35. Ebinger
36. Turner-Drew
37. Amundsen H.S./Chappell
38. Ruggles
39. Steinmetz
40. Pulaski
41. Franklin
42. Faraday
43. Raymond
44. Gunsaulas
45. Hurley
46. Schmidt
47. Gray
48. Tonti-Peck/Senka Park
49. Piccolo
50. Medill
51. Byrne
52. Westcott
53. Parkside
54. Kohn
55. Gale
56. Otis
57. Jurarez H.S.
58. Yates
59. Nobel



Legend

- ① to ⑦ 1995 - 1996 Projects
- ⑧ to ⑳ 1997 Projects
- ㉔ to ⑵⑨ 1998 Projects

School Parks

Though many of Chicago's underserved community areas have no vacant land suitable for open space development, they all possess centrally located schools surrounded by grounds that offer potential for open space. As the Chicago Public Schools and Chicago Park District each work to rebuild and expand their facilities, there is a great opportunity to join forces and transform unsightly and underused school grounds into beautifully landscaped open spaces, with playgrounds, gardens, recreational fields and gathering places to serve the entire neighborhood.

As part of the community area assessments, the *CitySpace Plan* identified more than 150 schools with potential for park improvements. In a 1995-1996 pilot program, seven school parks were developed through joint efforts of the City, Chicago Park District, Chicago Public Schools and volunteer organizations. These included parks at Touhy-Herbert, Brown, Gregory, Dett, DuSable-Farren, Woodson, and Chicago Agricultural schools.

In October 1996, Mayor Richard M. Daley announced a major expansion of the program, with the goal of creating 100 school parks over a four-year period (1997-2000). The School Park Program is funded by the City, Chicago Park District and Chicago Public Schools (see Map 4 for school park sites). In selecting sites, priority will be given to schools based on the following criteria:

Need. Relative need for parkland in the surrounding community, including whether the school is located in an area that has no parkland within a one-mile travel distance and those with insufficient parkland to serve all the residents of the community.

Opportunity. The size of the sites and potential to develop open space to serve the school children and the surrounding neighborhood.

Partnerships. Potential for partnerships with other public and private organizations to develop and maintain the school parks, and for coordinating park improvements with other City development programs, such as the Strategic Neighborhood Action Program and Empowerment Zones.

Commitment. Support by the principals, local school councils and community organizations for school park development and commitment of additional resources to the projects.



GREENWAYS



VISION: TO HAVE PEDESTRIAN TRAILS AND BICYCLE PATHS WINDING THROUGH PRAIRIES AND ALONG RIVERS, FOLLOWING THE CITY'S HISTORIC BOULEVARDS AND THE LAKE MICHIGAN SHORELINE. THESE GREENWAYS WILL LINK CHICAGO'S NEIGHBORHOODS AND PARKS, AND CONNECT CITY DWELLERS TO THE REGION'S OUTLYING FOREST PRESERVES, BICYCLE PATHS, AND NATURAL AREAS—AND TO EACH OTHER.

INTRODUCTION

Greenways are corridors of open land. Often following the paths of rivers, railroads, utility rights-of-way or scenic boulevards, greenways lend themselves to development as bicycle paths and hiking trails. In less developed areas, greenways provide important passageways for wildlife to travel from one natural area to another; in urban areas, greenways can provide connections for people between neighborhoods, parks, and other open spaces.

One outstanding example of an existing greenway in Chicago is the lakefront. Tracing the water's edge and varying in width from a narrow trail to wide stretches of parkland, the open space on Lake Michigan is in many ways a prototypical greenway. Another example, and one of the jewels of the metropolitan area, is the North Branch of the Chicago River. Like the lakefront, its miles of preserved land vary in width, support diverse recreational activities, and have a heavily-used bike path along stretches of its length. The North Branch also provides critical habitat for rare plants and animals in its prairies and oak savannas.

Greenway *n.* 1. A linear open space, established along either a natural corridor such as a riverfront, stream valley, or ridge line, or overland along a railroad right-of-way converted to recreational use, a canal, a scenic road, or other route. 2. Any natural or landscaped course for pedestrian or bicycle passage. 3. An open-space connector linking parks, nature reserves, cultural features, or historic sites with each other and with populated areas. 4. Locally, certain strip or linear parks designated as a parkway or greenbelt.

Charles E. Little, Greenways for America, 1990

NEEDS AND OPPORTUNITIES

Accessibility. Though many miles of greenways have already been established throughout the metropolitan region, with more on the way, the vast majority lie far outside the city and are inaccessible for Chicagoans except by car. For example, most of the splendid 67,000-acre Cook County forest preserve system, with its bikeway and trail system, is located beyond Chicago's city limits and is not easy to reach from the majority of Chicago's neighborhoods. City dwellers need access to these resources. The challenge is to link Chicagoans by bicycle and pedestrian routes, trails and public transportation.

Waterways. Chicago's 41-mile inland waterway system is an important natural and economic resource which extends through the city's diverse neighborhoods and industrial districts and provides connections to significant natural resources both within and outside the city. This system includes both the North and South branches of the Chicago River, North Shore Channel, DesPlaines River, Sanitary and Ship Canal, Calumet River, Lake Calumet, Little Calumet River and Wolf Lake.

Recognizing the value of this extensive inland waterway system, public agencies have invested \$4 billion over the last 25 years to clean up the system, particularly the Chicago River. As the environmental quality of the waterways has improved, Chicago residents and businesses continue to look to the waterways not only for open space and recreation but also as sites



for new residential, commercial and industrial development.

The inland waterways offer greenway opportunities as significant as Chicago's revered lakefront, although different in character. The challenge for the waterways is one of balancing development to allow for a variety of land uses while enhancing the environmental and aesthetic quality of the entire system. The resulting greenways may not be completely "green"—that is, natural in character—but trail and walkways can pass through developed areas and provide links to other natural areas.

The maintenance of the regional setting, the green matrix, is essential for the culture of the cities. Where this setting has been defaced, despoiled or obliterated, the deterioration of the city must follow, for the relationship is symbiotic.

Lewis Mumford, The City in History, 1961



In fact, existing and proposed greenways pass through many Chicago neighborhoods, on land with a diverse mix of ownership and uses. Public owners include the Metropolitan Water Reclamation District, Forest Preserve District of Cook County, Chicago Park District, and the City of Chicago, all of which support the development of an expanded greenway system.

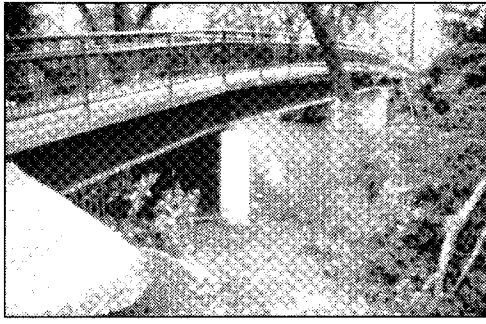
Railways. Railroad corridors also provide a variety of opportunities for creating new greenways that would pass through many Chicago neighborhoods and intersect regional greenways, including those existing and proposed along the north and south branches of the Chicago River. The type of greenway will depend on whether the railway is a freight or commuter line and whether it is abandoned, active or lightly used.

Abandoned railroad corridors can be converted to multi-use trails and can be improved with park amenities, including seating, shelters, landscaping and drinking fountains. A good example is the Conrail Bikeway, scheduled for construction in 1997, which will connect Dan Ryan Woods on the north to the Little Calumet River and Cal Sag Channel on the south. The Burnham Greenway, connecting Calumet Park to the Indiana boarder at Lansing, is currently being developed by several agencies.

Boulevards. Chicago's 28 miles of historic boulevards offer additional potential for an expanded and improved

greenway system. These wide, landscaped streets are currently dominated by automobile traffic. The boulevards are also continuous corridors of green space, passing through many of Chicago's older neighborhoods and intersecting with other existing and proposed greenways, including those along Lake Michigan and the north and south branches of the Chicago River. The historic boulevards could be made more accessible and usable by pedestrians and bicyclists through the introduction of sidewalks in the boulevard medians, crosswalks between medians, pedestrian crossings at traffic lights, designated bicycle lanes, and landscaping improvements compatible with their historic character.





GUIDING PLANS

In recent years, government agencies and private non-profit groups have prepared visionary plans to promote the creation of greenways in the Chicago region. The most comprehensive of these is the *Northeastern Illinois Regional Greenways Plan*, developed jointly by the Northeastern Illinois Planning Commission and the Openlands Project, which proposes a 1,600-mile network of greenways. Many Chicago open spaces, such as the boulevard system with its associated parks and Lake Michigan shoreline parks, are critical elements of the regional network. Additional greenway improvements need to be made in order to improve this region-wide network, especially along the rivers and canals which cross City of Chicago boundaries, along the Lake Michigan shoreline, connection to the Illinois Prairie Path system, and linkage to the proposed Grand Illinois Trail.

Other significant plans include *Life Along the Boulevards*, prepared by the Chicago Department of Planning and Development; the *Chicago River Urban Design Guidelines: Downtown Corridor*, prepared jointly by the Friends of the Chicago River and the Department of Planning and Development, and adopted by the Chicago Plan Commission; the *North Branch Riverwalk Concept Plan*, prepared by the Friends of the Chicago River, the North River Commission and the Albany Park Planning Committee; and

the *Land Acquisition Plan* of the Forest Preserve District of Cook County.

In addition, Friends of the Chicago River and the National Park Service are undertaking a national demonstration project, focusing on the Chicago River. The goal of the project is to develop new approaches to river protection and restoration, involving citizens, government, business and community leaders.^{1,2}

Inland Waterways Development Plan.

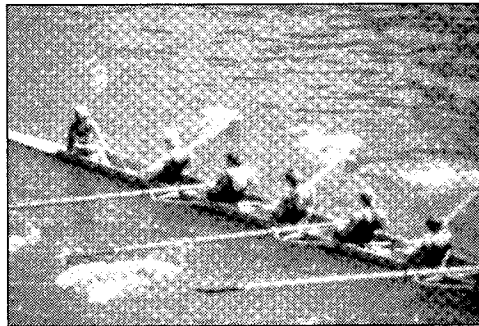
The City of Chicago Department of Planning and Development is preparing the *Chicago River Corridor Development Plan and Design Guidelines*. The intent of the plan is to enhance the environmental and aesthetic quality of the inland waterways and provide for public access while also promoting economic development. The plan will establish a framework for developing a continuous greenway corridor along the entire waterway system. The plan builds upon the principles of the *Chicago River Urban Design Guidelines: Downtown Corridor*.

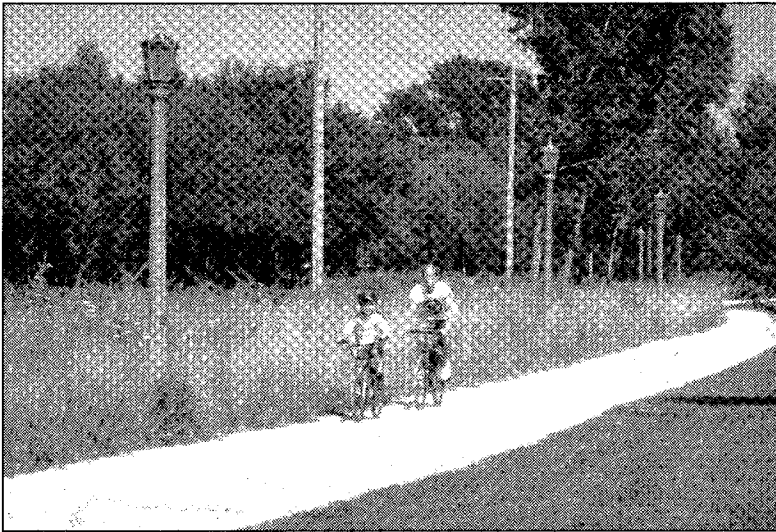
The *Chicago River Corridor Development Plan and Design Guidelines* will include the results of detailed surveys of the existing physical characteristics and future development potential along the entire waterway system. The Plan will identify specific opportunities for public agencies, such as the Forest Preserve District of Cook County and the Chicago Park District, to acquire or lease land for open space and greenways. In addition, the plan will provide a framework for

expanding the greenway system on private land through the use of conservation easements or donations to a land trust, such as NeighborSpace. The Plan will guide public review and approval of all development proposals along the inland waterways, in accordance with the *Waterway Planned Development Ordinance of 1992*.

In 1997, the Chicago Department of Transportation completed inventory of approximately 30 potential off-street bicycle trails, including rails-to-trails and other greenways. *The Bicycle Facilities Development Plan* will identify potential off-street bicycle paths throughout Chicago, leading to an citywide network of connected off-street bicycle paths. This network will enable bicyclists and other trail users travel uninterrupted and safely for miles.

With proper design and safety considerations, some active railroad corridors can also accommodate adjacent multi-use trails that can be improved with park amenities. One such project in the Chicago area is the Green Bay Trail, which runs parallel to Metra's North Line on the Chicago and Northwestern Railway to Waukegan and Kenosha, Wisconsin. This is less common in Chicago, where rails are often on narrow embankments. However, the *Bicycle Facilities Development Plan* recommends further study of such facilities along six corridors.





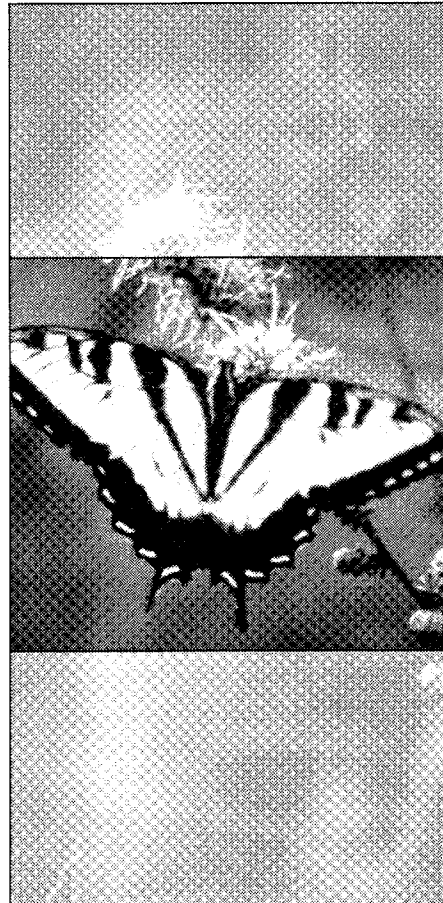
KEY OBJECTIVES AND OPEN SPACE POLICIES

- 1. *Create greenways within the City of Chicago that link to the regional greenway system.***
 - Develop a unified system of pedestrian and bicycle trails, park, recreational facilities, and protected natural areas along or adjacent to Chicago's inland waterways.
 - Require new development to locate 30 to 50 feet back from the top of the river bank for open space and/or public access.
 - Acquire through lease or easement river edge property owned by the Metropolitan Water Reclamation District for park and open space development.
 - Create greenways along utility easements, active and abandoned railways, and other transportation corridors and private property through purchase, lease or easement to fill missing gaps in the greenway system whenever it becomes available.
 - Link Chicago's open spaces to regional greenways, forest preserves and nature centers.
- 2. *Develop greenways that enhance and protect existing natural and cultural resources.***
 - Preserve and protect important natural features along greenways, including vegetation, riverbanks and wildlife habitat.
 - Preserve and enhance cultural and historic features located along greenways.
 - Protect scenic views along greenways.
- 3. *Extend and improve Chicago's landscaped boulevards.***
 - Restore the existing boulevard system with new landscaping and amenities for pedestrians and bicyclists, consistent with the boulevards' historic character.
 - Where appropriate, acquire vacant land along the boulevard for open space.
 - Extend the boulevard system, where possible, and create connections to other major parks and open spaces.
- 4. *Establish cooperative approaches to develop and manage Chicago greenways.***
 - Encourage intergovernmental agreements to acquire land and easements for greenway development and management.
 - Promote participation by adjacent landowners, neighbors and businesses to develop and maintain greenways.

PROJECTS

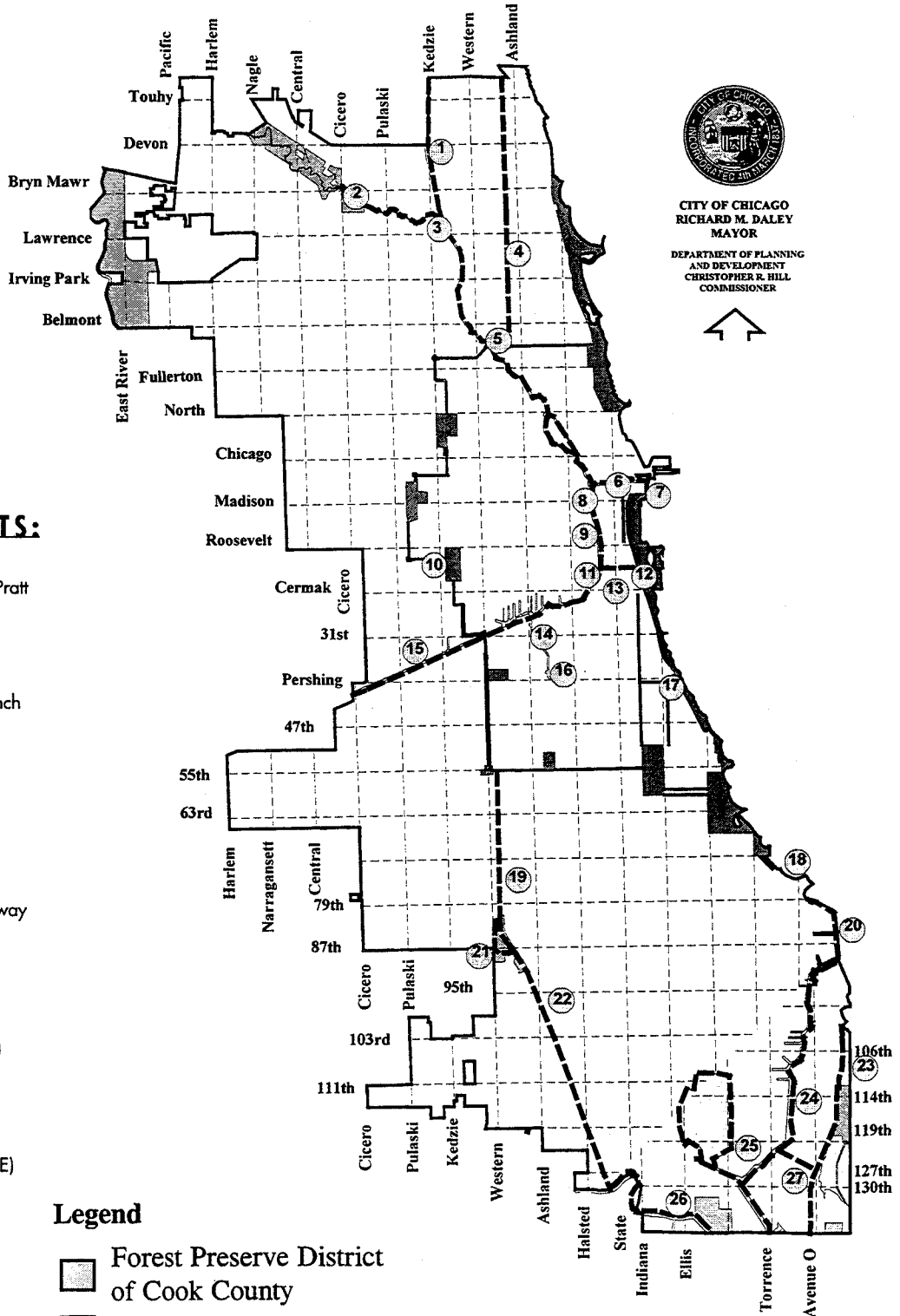
The following are the specific projects which the Greenways Task Force endorsed as a framework for expanding the regional greenways system throughout the city:

1. Extend the North Branch Riverwalk through LaBagh Woods and Caldwell Woods, to connect with the North Branch Trail, the Skokie Lagoons, the Chicago Botanic Garden in Glencoe, and other forest preserves in northern Cook County.
2. Complete the North Shore Channel Greenway through Lincolnwood and Evanston, to connect with the Green Bay Trail and the North Shore suburbs.
3. Develop the South Branch Greenway with connections to the Downtown Riverwalk on the north, to the Centennial Trail and the forest preserves in western and southwestern Cook County, and to the Illinois & Michigan Historic Canal Corridor, extending to LaSalle-Peru.
4. Develop the Conrail Bikeway between Dan Ryan Woods and the Calumet Sag Channel to connect with the forest preserves in southern Cook County, including Whistler Woods, Calumet Woods, and Kickapoo Woods.
5. Extend the Conrail greenway north to link to Garfield Boulevard.
6. Develop the Burnham Greenway along an inactive Conrail line in southeast Chicago/Cook County to create an 11-mile greenway linking Calumet Park on the lakefront to forest preserves and nature centers, including Eggers Grove, Wolf Lake, Powderhorn Lake Preserve, Burnham Woods and Sand Ridge Nature Preserves.
7. Develop greenways along and linkages between Lake Calumet and the Calumet rivers, including the Indian Creek Greenway.



Map 5

POTENTIAL GREENWAYS IN CHICAGO



CITY OF CHICAGO
RICHARD M. DALEY
MAYOR
DEPARTMENT OF PLANNING
AND DEVELOPMENT
CHRISTOPHER R. HILL
COMMISSIONER



GREENWAY PROJECTS:

- 1 North Shore Channel, Touhy to Pratt
- 2 North Branch Riverwalk
- 3 Riverwalk Gateway: Ronan Park
- 4 Ravenswood Greenway
- 5 Lathrop Homes River Edge
- 6 Downtown Riverwalk, Main Branch
- 7 DuSable Park
- 8 South Branch Riverwalk
- 9 Taylor Street River Park
- 10 Historic Boulevard - Systemwide
- 11 14th Street River Park
- 12 St. Charles Air Line
- 13 Chinatown Park
- 14 Chicago Origins Park
- 15 I & M/Heritage Corridor Greenway
- 16 Bubbly Creek
- 17 Pershing/Oakwood Park and Boulevard Extension
- 18 South Shore/Rainbow Park Connection
- 19 Conrail Greenway Extension (N)
- 20 Rainbow Park/Calumet Park Connection
- 21 Dan Ryan Woods Trail
- 22 Conrail Bikeway (SW)
- 23 Burnham (Conrail) Greenway (SE)
- 24 Calumet River Greenway
- 25 Lake Calumet District
- 26 Cal-Sag Greenway

Legend

- Forest Preserve District of Cook County
- Chicago Park District
- Boulevards
- Potential Greenways

MODEL PROJECTS

Ronan Park Gateway is located along the west bank of the North Shore Channel of the Chicago River between Lawrence Avenue and Ainslie Street. In 1990 the Metropolitan Water Reclamation District (MWRD) leased land and provided a \$500,000 grant to the Chicago Park District to develop a 3.5-acre park adjacent Ronan Park. The Park District provided an additional \$500,000 for the park. The Ronan Park Gateway was completed in 1996. Paths developed at the river edge and street level create connections to schools, parks, and adjacent neighborhoods and commercial areas, making the river a focal point for the community.

The 11-mile **Burnham Greenway** will be developed in 1998 on an abandoned Conrail right-of-way and will connect many of the recreational, wetlands and natural areas in southeast Chicago and Cook County. The Burnham Greenway is a joint project of the Chicago Park District, Forest Preserve District of Cook County, Illinois Department of Natural Resources, Calumet Memorial Park District, Lan-Oak Park District Management of the Burnham Greenway will be coordinated to ensure compatible trail design, signage and habitat restoration.

The **Burnham Greenway Connector** is a vital link between the 22-mile Lakefront bike route and the Burnham Greenway. The connector will extend from 100th Street to 104th Street along Indianapolis Boulevard. A bicycle path will be built on



a strip of City-owned property located between Indianapolis Boulevard and the Chicago Skyway.

Chicago's Historic Boulevards are getting much-needed attention. In 1996, as part of the system-wide image enhancement, new signs were located on approximately every fifth light pole along the entire 28-mile boulevard system. Information kiosks were located in parks and squares intersecting the boulevard, and three monument markers were placed at significant turns in the system. Kiosks highlighting local history were placed along Martin Luther King, Jr. Drive from 24th to 35th Streets, the Gateway to the Black Metropolis. The Metropolitan Pier and Exposition Authority provided funds for the Gateway project.