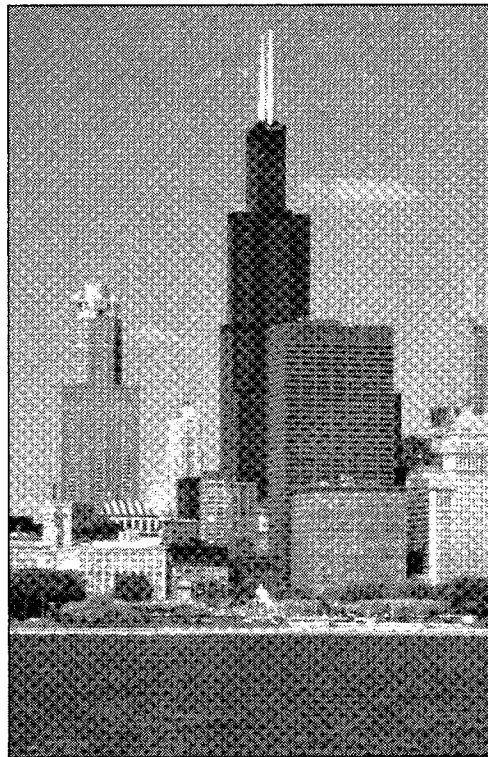


DOWNTOWN DISTRICT

VISION: TO HAVE IN PLACE A SYSTEM OF PARKS, PLAZAS, GREENWAYS AND OTHER OPEN SPACES OF UNMATCHED QUALITY AND BEAUTY THAT ENHANCE THE IMAGE OF DOWNTOWN CHICAGO AS AN URBAN ENVIRONMENT OF THE HIGHEST ORDER, AND PROVIDE A DIVERSE RANGE OF RECREATIONAL OPPORTUNITIES FOR WORKERS, VISITORS AND RESIDENTS.

INTRODUCTION

On any business day, over a half-million people occupy an area less than three square miles, creating the extraordinarily dense Downtown District. Downtown Chicago is one of the most successful commercial centers in the world. With over 115 million square feet in office space, it is second only to Midtown New York. The greater Downtown area provides jobs to over 600,000 people, and it has a rapidly-growing residential population of over 100,000. It has millions of square feet of retail space and two major shopping districts. Downtown Chicago is also a major convention center and tourist destination.



In the future, downtown public space improvements will be one part of a more comprehensive strategy. Typical of such strategies will be support for specialized retail, entertainment, and cultural institutions, together with an effort to increase middle- to upper-middle income housing downtown. The greening of downtown by adding trees and creating small parks will continue to be a key feature of these revitalization attempts.

*Stephen Carr, Mark Francis,
Leanne Rivlin, Andrew Stone,
Public Space, 1992*

The greater Downtown area generally encompasses the area from Oak Street to Cermak Road, and from the lakefront to Halsted Street. The bulk of the population and the primary need for open space is concentrated in the “Loop,” the area bounded by the elevated rail tracks.

Downtown open spaces provide a pleasant visual and physical respite from



the office buildings and street traffic. In addition to its aesthetic role, open spaces provide practical locations for workers and other visitors to eat lunch, meet, and engage in outdoor recreation. Bordering downtown to the east is Grant Park, one of the finest open spaces in the city. While this lakefront park is well-used, it is not the only downtown outdoor space important to workers, residents, and out-of-town visitors. In fact, for people located on the west side of the Loop, the lakefront parks are too distant for a quick lunch or other daytime break. Other downtown open spaces include the Chicago River and its banks, plazas, courtyards, sidewalks and major street corridors. Examples of important open spaces include the plazas at the First National Bank, Daley Center, Amoco, Equitable, One Financial Place, Prudential and the Sun-Times buildings. Virtually all of Downtown's open spaces are used and enjoyed whenever weather conditions permit.

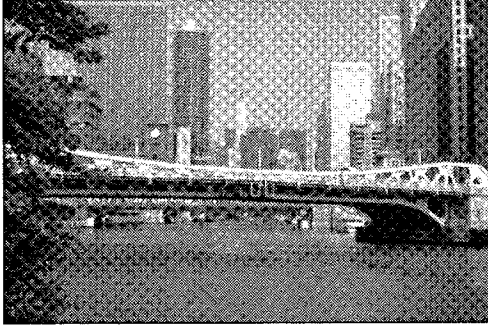
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middle- to upper-middle income housing downtown. The greening of downtown by adding trees and creating small parks will continue to be a key feature of these revitalization attempts.

NEEDS AND OPPORTUNITIES

While Downtown Chicago is renowned for its famous lakefront parks, planning studies reveal deficiencies in the amount and distribution of other types of open space within the greater Downtown area. The majority of existing open space is located along the eastern edge of the district, away from major employment centers and residential areas. Only 3.3 percent of the land within the Loop, or just 17 acres, is devoted to open space. These few acres must serve a weekday worker population of over 432,000. Many sections of the Loop have little or no conveniently located open space. Shortages also exist on the perimeter of the Loop, where residential growth has boomed in recent years.

Open space can provide a distinctive focal point for development, particularly in the growing areas surrounding the Loop.



It can enhance prominent natural or architectural features, such as Wolf Point and the Michigan Avenue Bridge District. Creating focal points with open space can strengthen the image and identity of both the historic and new downtown.

Because of Downtown's dense development, the City must take creative approaches to expanding and improving its open spaces. The open space system must embrace parks and plazas, the river corridor, streets, major entryways, building plazas and setbacks, public rights-of-way, parking lots, vacant land and other unique outdoor spaces and features.

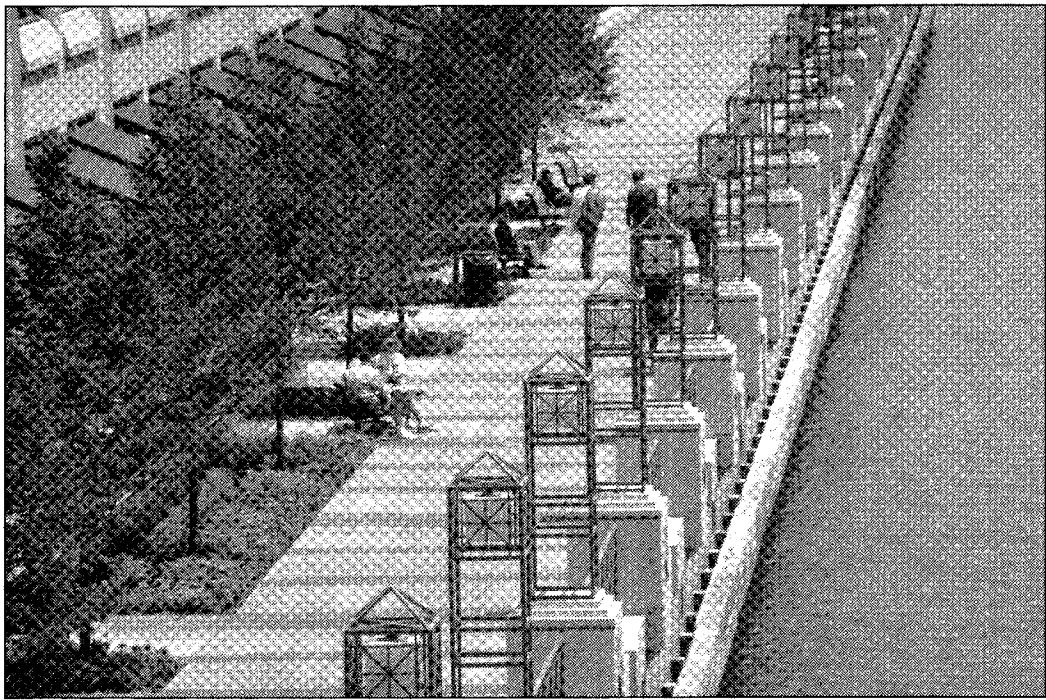
KEY OBJECTIVES AND OPEN SPACE POLICIES

The key objectives and policies listed below embrace not only the conclusions of the CitySpace Downtown Task Force, but also recommendations included in the *Chicago River Urban Design Guidelines for the Downtown Corridor: Planning Principles for Chicago's Central Area*, and other downtown district plans.

1. Create new downtown open spaces and expand existing ones where possible.

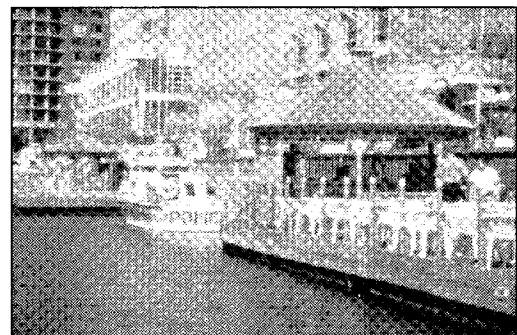
- Develop new open spaces in areas of the business district with limited outdoor space.
- Develop new parks and recreation areas to serve downtown's growing residential population.
- Design open space to provide a central focus for new development and to enhance areas with significant natural, historic or architectural features.
- Discourage parking on vacant lots, and encourage alternative uses of vacant lots for a variety of outdoor activities.





2. Create a Downtown Riverwalk.

- Develop a continuous walkway and park system along the downtown river corridor, with places for both recreation and relaxation.
- Improve public land and acquire private property along the river to complete the Riverwalk.
- Provide stairways, overlooks and docks to increase public access to the Riverwalk.
- Encourage private participation in developing and maintaining the Riverwalk.



3. Preserve and improve existing Downtown open spaces.

- Expand and upgrade existing parks and plazas where possible.
- Create inviting parks and plazas by providing pleasant landscaping, seating and other pedestrian amenities.
- Preserve the historic character of downtown open spaces.
- Ensure that all downtown open spaces are safe and well-maintained.



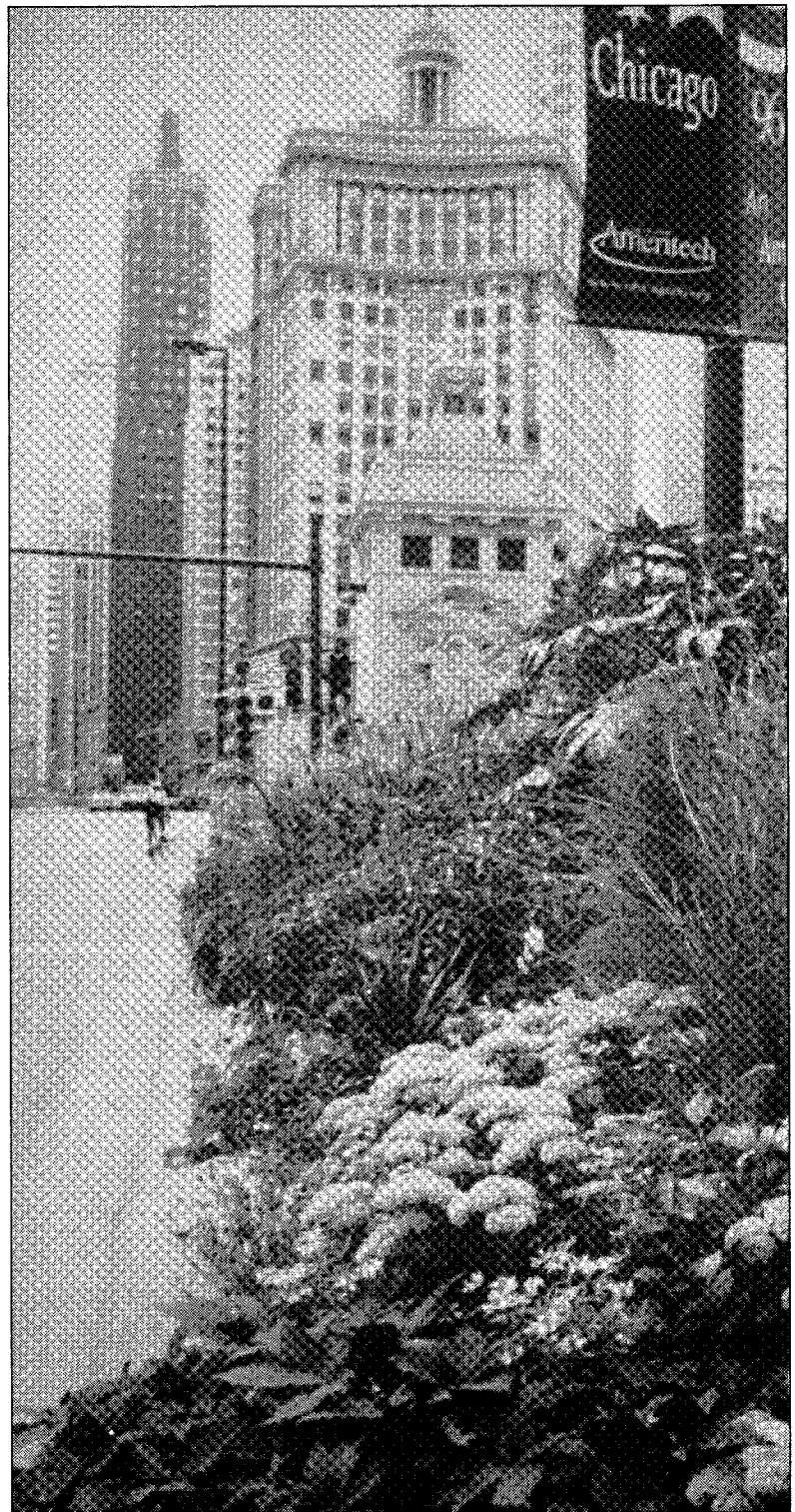
4. Improve the quality of Downtown streets.

- Establish a street classification system to guide comprehensive streetscape improvement programs.
- Improve the environmental quality and appearance of downtown streets through more extensive landscaping and proper maintenance.
- Provide special streetscape improvements on prominent streets, intersections and connections to downtown open spaces.
- Landscape existing surface parking lots.
- Develop an orientation system to direct motorists and pedestrians to the Riverwalk, lakefront and other downtown open spaces.

PLANS AND PROJECTS

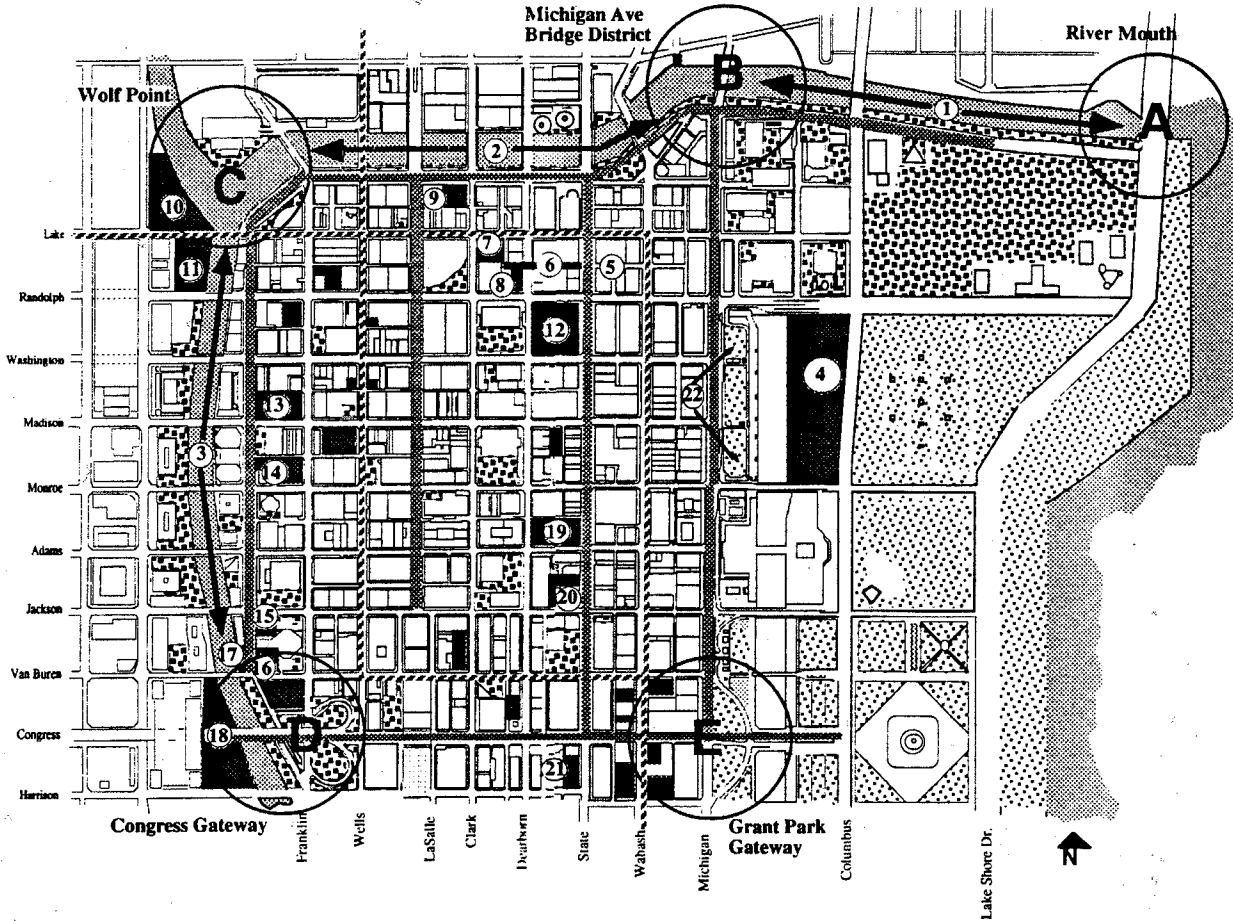
Several specific open space projects have been recommended for Downtown in previous plans and by CitySpace lead agencies and task forces. If implemented, these projects would significantly increase the amount of open space, improve the pedestrian environment and provide new opportunities for recreation and outdoor activities in the Downtown District. These projects include the following priorities:

1. Prepare a master plan for downtown open space and development and streetscape improvements.
2. Establish gateway parks and plazas at major entryways to Downtown: River Mouth, Michigan Avenue Bridge District and Wolf Point. (see Map 9).
3. Create a continuous downtown Riverwalk, from Lake Shore Drive to Chinatown on the south to Chicago Avenue on the north.
4. Implement park plans in areas surrounding the core Downtown area, including River North, Near South and the West Loop (see Map 10).







Map 9

LOOP AREA OPEN SPACE OPPORTUNITIES



LEGEND:

-  Existing Open Space
-  Vacant Land / Parking Lot
-  Grant Park / Lakefront Open Space
-  Special Streets

Key to Map 9

GATEWAY/SPECIAL OPPORTUNITIES

A. River Mouth

- DuSable Park
- Riverwalk Gateway at Lake Shore Drive
- Riverwalk (see Project 1, below)

B. Michigan Avenue Bridge District

- Michigan Avenue Stair and Ramp to Main Branch (East) Riverwalk
- Rush Street Park on North Bank, West of Michigan Avenue
- Under-Bridge Connection (East and West) at Michigan Avenue
- Riverwalk (see Project 2, to the right)

C. Wolf Point

- River edge improvement
- Expansion of open space incorporating adjacent development sites

D. Congress Gateway

- Vacant Post Office lands adjacent to Chicago River (West Bank) and other privately-owned vacant land, from River to Wells, in unified open space plan.

RIVERWALK PROJECT SITES

1. Riverwalk, Main Branch East (see Design Concepts):

- Improved park and paths for walking and biking
- Stairs at Field Drive and Columbus Blvd.

2. Riverwalk, Main Branch West (see Design Concepts):

- Upgraded river edge parks
- River stairs
- Overlook from Upper Wacker Drive
- Under-bridge connections from Michigan to Franklin

3. Riverwalk, South Branch

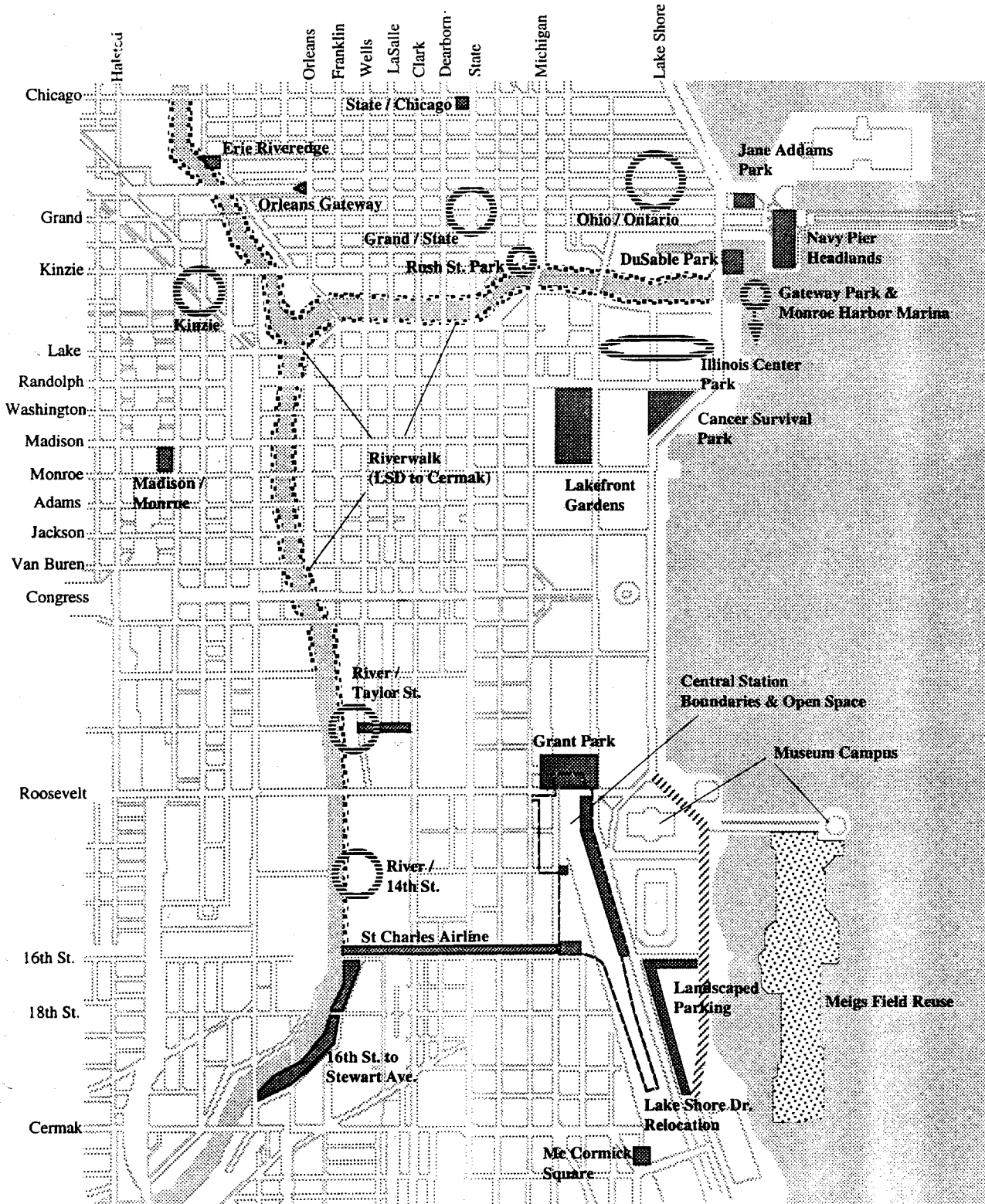
- Improve street-level crosswalks
- Develop dock-level parks, where feasible (see 17 below)

VACANT LOTS

4. Grant Park/Lakefront Gardens Site (public)
5. State Street/Benton Place (public)
6. Couch Place (link to Theater Row)
7. Clark/Lake (Chicago Title site)
8. Dearborn/Randolph (Goodman Theater site, public)
9. Wacker/Clark (private)
10. River Bend development site (private)
11. Lake-Randolph development site (private)
12. Block 37 (private)
13. Madison/Wacker (private)
14. Wacker/Monroe (private)
15. Wacker/Jackson (private)
16. Wacker/Van Buren (private)
17. 300 South Wacker (public and private)
18. Post Office site (public, see Focal Point D)
19. State/Adams (private)
20. State/Quincy Court (public)
21. State/Harrison (private)
22. Grant Park Garage/Park Rehabilitation (public)

Map 10

GREATER DOWNTOWN AREA OPEN SPACE OPPORTUNITIES



Key to Map 10

RECOMMENDATIONS FROM DOWNTOWN PLANS

Cityfront Center Development Guidelines (Approved by Chicago Plan Commission 1985)

1. Create a continuous river edge promenade along entire southern edge of development site.
2. Develop peninsula east of Lake Shore Drive as a water-oriented activity center.

River North Urban Design Plan (Approved by Chicago Plan Commission 1989)

1. Rush Street Park: Develop river edge park at Rush Street right-of-way. 2 Grand/State: Develop open space feature at Grand/State intersection.
3. Erie River Edge Park: Develop a new river edge park at Erie Street connected to north, south river walks.
4. Orleans Gateway: Develop gateway structures with open space at entry point to downtown Chicago.
5. State/Chicago: Create a linear open space feature with future development adjacent to Holy Name Cathedral.

Chicago River Urban Design Guidelines (Approved by Plan Commission 1990)

1. Establish a continuous riverside walkway system throughout the downtown river corridor.

Central Station Development Guidelines (Approved by Chicago Plan Commission 1990) and

South Loop Plan (Draft, 1993)

1. Complete southern end of Grant Park between 9th and Roosevelt.
2. Create neighborhood parks in the vicinity of the Chicago River and Taylor Street and River and 14th Street.

3. Create a riverfront park along the Chicago River between 16th Street and Stewart Avenue.
4. Create public open space near the intersection of Martin Luther King Drive and Cermak Road.
5. Study the feasibility of closing Meigs Field airport and returning Northerly Island to parkland.
6. Create new parkland on the northbound lanes of Lake Shore Drive.
7. Use sections of the parking lots adjacent to Soldier Field for parkland and landscape the remaining parking lots.
8. Re-route St. Charles Airline rail traffic and create greenway along the right-of-way to connect lakefront to the river.
9. Develop a one-acre landscaped park at McFetridge and Indiana.
10. Provide a three-acre open space between 15th and 16th streets, from Indiana to Lake Shore Drive.
11. Deck over Metra railyards to provide five-acre open space buffer between Central Station and Lake Shore Drive.

West Loop Plan (Draft, 1993)

1. Build a new district park on blocks bounded by the Kennedy Expressway, Monroe, Madison and Desplaines.
2. Create a mid-sized open space (1-3 acres) with development of vacant air rights land at northern edge of district.
3. Develop pocket parks at dead-end streets along the Kennedy Expressway, e.g., at Court Place and Quincy Street.

State Street Development Plan and Urban Design Guidelines (Approved by Plan Commission 1993)

1. Develop pocket parks at Quincy Court and Benton Place.
2. Maintain Pritzker Park as a permanent open space.

CHICAGO RIVERWALK

The Chicago Riverwalk Project was initiated by the City Chicago, Chicago Central Area Committee, and Friends of the Chicago River, to promote development of a downtown river edge park and walkway system, extending from Navy Pier to Chinatown.

A not-for-profit organization, the Chicago Riverwalk Corporation (CRC), was established to support the planning and development of the Chicago Riverwalk. With a grant from the CCAC, a master plan was prepared, which outlined a phased development program and budget for the Riverwalk. The master plan covers for more than 7 miles of river frontage extending through the center of Downtown. The plan provides a framework for creating a series of river edge parks, walkways, bikeways, stairs and overlooks.

A continuous Riverwalk will be achieved by making connections under and around bridges and through streetscape enhancements, bridge house lighting, banners and interpretive signs. The master plan takes into consideration existing river edge amenities as well as improvements anticipated by future planned developments in accordance with the *Waterway Ordinance* and the *Chicago River Design Guidelines*.

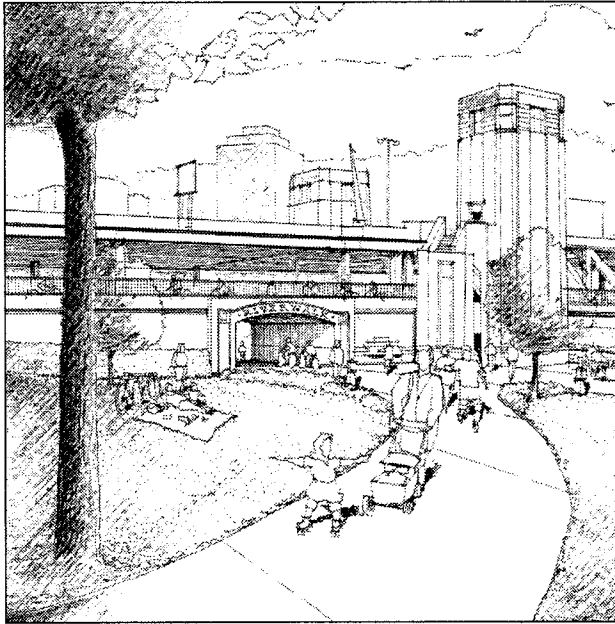
The first Riverwalk project to be initiated is a bikeway and pedestrian path between Lake Shore Drive and Michigan Avenue, with connections to the 26-mile lakefront bike path. Funding for the project is the

result of an innovative public-private partnership, including a \$300,000 contribution from the Illinois Center Plaza Venture, and matching funds from the Illinois Department of Natural Resources.

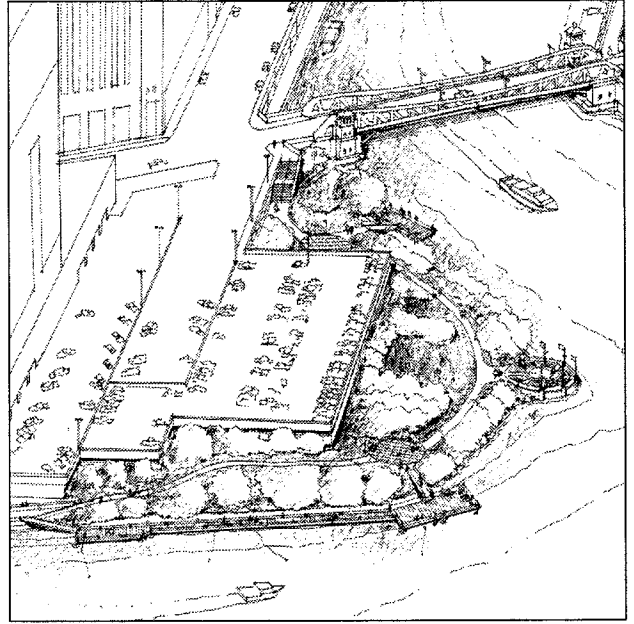
Future projects include a gateway to the Riverwalk under Lake Shore Drive and river edge parks at Rush Street, Wolf Point, Erie Street and Van Buren Street. In 1997, the Chicago Department of Transportation incorporated the Riverwalk into its plans for reconstructing historic Wacker Drive. Riverwalk projects funds are being sought from the U.S. Department of Transportation and other public and private sources.

CONCEPT PLANS FOR DOWNTOWN RIVER PARKS

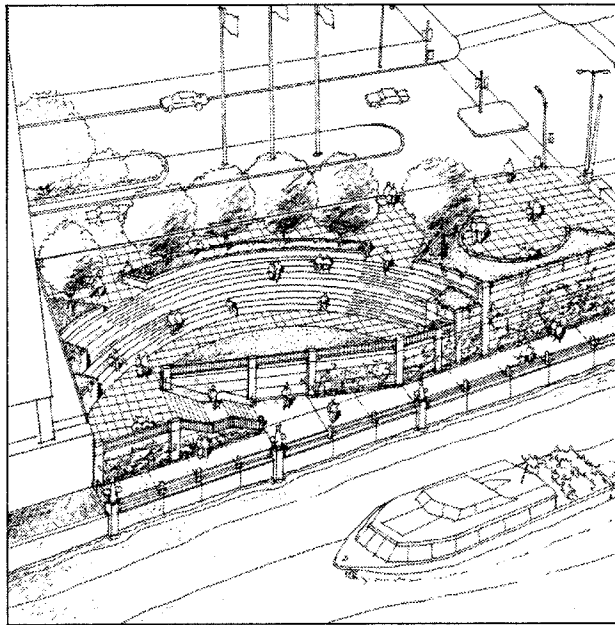
by Wolff Clements and Associates



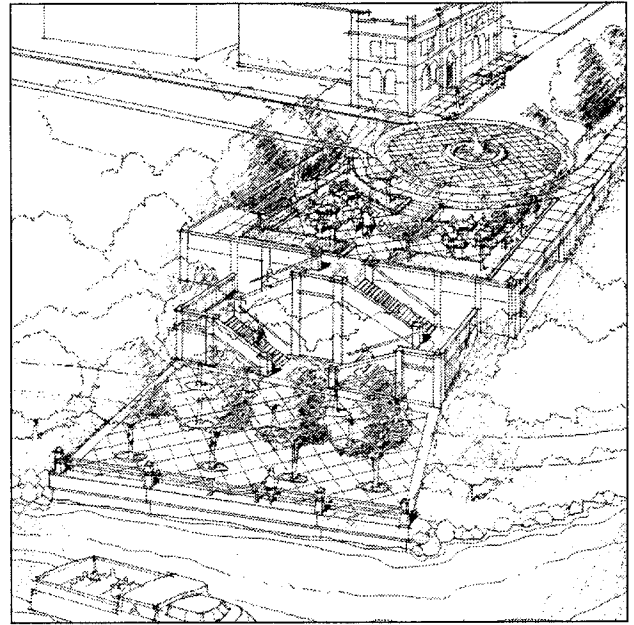
Riverwalk Gateway at Lake Shore Drive



Wolf Point Park



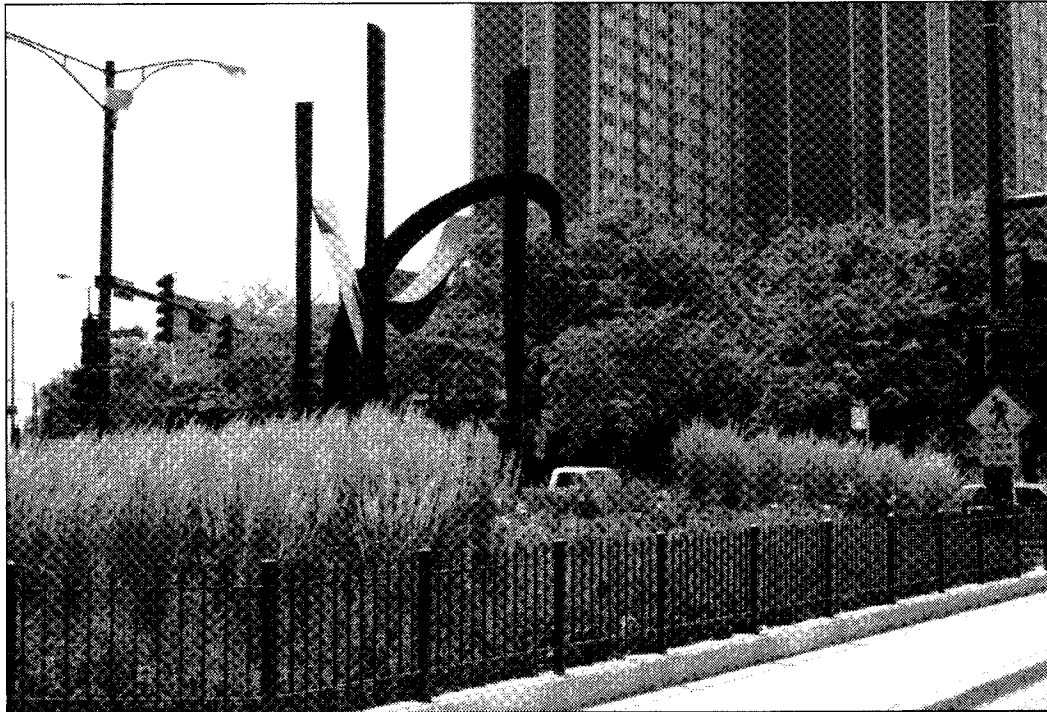
River park north of Van Buren Bridge



Erie Street Terraces

T R A N S P O R T A T I O N C O R R I D O R S

VISION: CHICAGO'S PARKS AND NEIGHBORHOODS CONNECTED BY LANDSCAPED BOULEVARDS AND SAFE, TREE-LINED STREETS; AND EXPRESSWAYS AND RAILROAD CORRIDORS PASSING THROUGH CHANNELS OF TREES, GRASSES AND FLOWERS.



Streets and their sidewalks, the main public places of a city, are its most vital organs. Think of a city and what comes to mind? Its streets. If a city's streets look interesting, the city looks interesting; if they look dull, the city looks dull.

Jane Jacobs, The Death and Life of Great American Cities, 1961

INTRODUCTION

Chicago's streets, boulevards, expressways and rail corridors provide interesting possibilities for expanding the urban forest and for providing additional paths for bicyclists and pedestrians. Chicago has within its boundary more than 2,500 miles of local and collector streets, over 1,100 miles of larger arterial streets, approximately 28 miles of historic boulevards and over 59 miles of expressways. In addition, hundreds of miles of rapid transit and commuter lines course throughout the city.

In addition to providing routes for vehicular traffic, transportation corridors serve other important functions, particularly in residential areas. Local streets (and even alleys) provide space for social interaction within the community — places for conversations with neighbors, children's play and passive enjoyment of one's front yard or porch on summer evenings. Cities across the country are looking at street design and landscaping techniques that will work to "calm" traffic and improve the general safety, as well as the physical appearance, of neighborhoods.¹





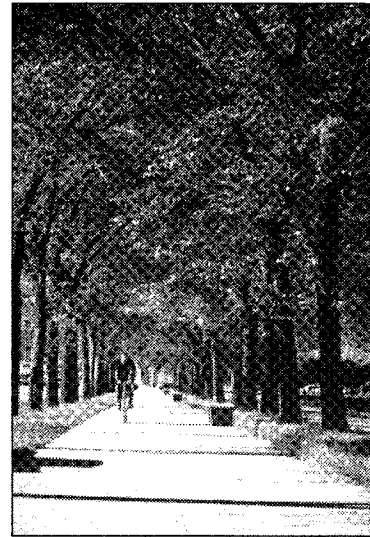
NEEDS AND OPPORTUNITIES

Maintaining Chicago's Urban Forest.

Chicago's streets were once lined with over 300,000 mature American Elms. Beginning in the 1950s, these trees began to fall victim to Dutch Elm disease. During most of the late 1960s and 70s, the Bureau of Forestry removed more than 20,000 trees annually. Today, fewer than 20,000 American elms are found on the city's streets. Over the past three decades, the elms were replaced with plantings of silver maple, green ash, honey locust and Norway maple. These four species now make up 75 percent of the city's 500,000 street trees. The Norway maple, overplanted in the 1970s and 1980s, is the predominant species, with 27 percent of the current inventory.²

Much of the ongoing deterioration of the urban forest is due to the fact that city trees live in a harsh environment and are subjected to salt exposure, exhaust emissions, vehicle damage, soil compaction and frequent drought. The average life expectancy of a street tree in Chicago is only 28 years, far less than the tree's natural life, making maintenance of the urban forest a job that requires vigilance and regular replanting. Today, the City's Bureau of Forestry is planting more than 5,000 trees per year and is caring for 500,000 street trees in Chicago.

The City's Bureau of Forestry and the GreenStreets Program have worked with Morton Arboretum to select the hardiest trees for Chicago's streets. City foresters continue to study, analyze and update approaches to combat the stresses of city streets.



Mayor Daley's GreenStreets Program is working to expand tree plantings in difficult situations typically found in Chicago, such as in medians, vaulted sidewalks and land with low levels of contaminated soil. This unique program fosters public-private partnerships in tree planting and other landscaping initiatives throughout the city. Since its inception in 1989, GreenStreets has initiated the planting of more than 500,000 trees through partnerships with community groups, schools, businesses and local, state and federal agencies.



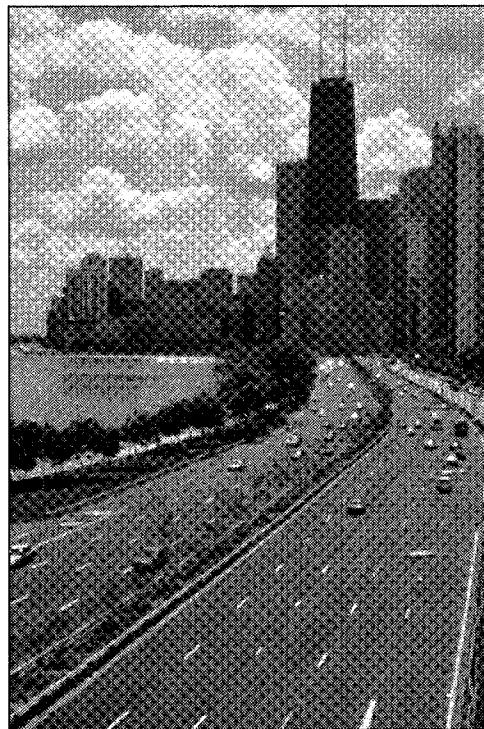
In recent years, the Chicago Park District has made great strides in sustaining the urban forest. Since 1993, the district has planted 25,000 trees in Chicago's parks.

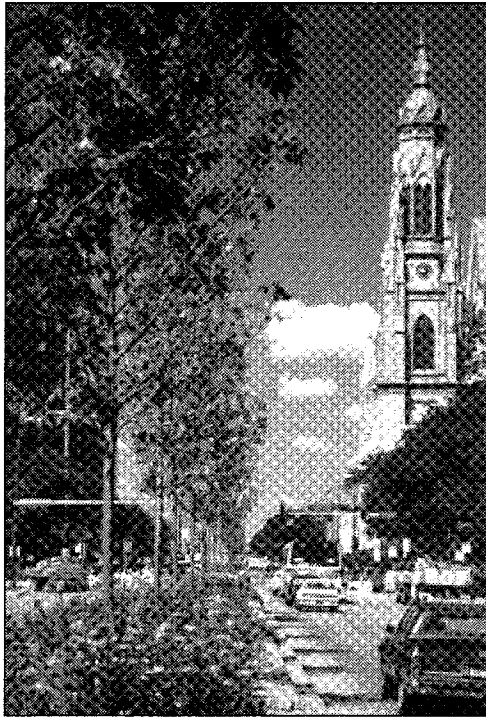
Private developers are also contributing to the tree planting effort. The *Chicago Landscape Ordinance* requires all new construction and major building renovation projects to plant one tree for every 25 feet of street frontage. Landscaping requirements generally fall into three categories: street tree planting, perimeter parking and service area screening, and internal parking/service area planting. Since its passage in 1991, the *Landscape Ordinance* has significantly improved the appearance and character of Chicago's streets and new development. The *CitySpace Plan* seeks to build upon the early success of the Ordinance by expanding its goals and requirements to all City-sponsored capital projects and properties.

The City's Department of Transportation (CDOT) Bureau of Streets supports tree planting with its Streetscape and Model Block programs. The program applies the *Landscape Ordinance* to various neighborhood transportation projects, including streetscape treatments along major arterials, diagonal parking conversions, cul-de-sacs and median plantings.

Median Plantings and Maintenance. In recent years, Chicago has benefited greatly from a number of highly visible and successful median landscape projects involving intergovernmental and public-

private partnerships. The Wacker Drive median improvements were funded through a public-private partnership involving property owners along the Drive. The Lake Shore Drive median construction and landscaping project was funded by the Illinois Department of Transportation (IDOT) and the City of Chicago, with design and technical assistance provided by the Chicago Park District and Morton Arboretum. The Michigan Avenue median project was funded by CDOT, and the Madison Street and LaSalle Street medians were funded through the federal Intermodal Surface Transportation Efficiency Act (ISTEA) Enhancement grant program.



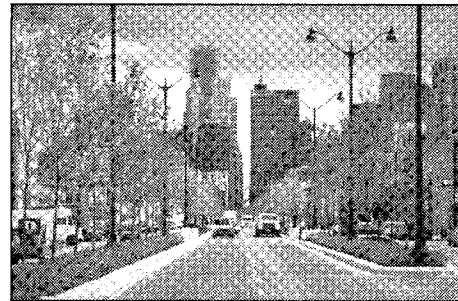


Projects installed in 1996 through a combination of City, state and federal funds include median planters installed on Randolph Street, Congress Parkway, LaSalle Street, Cermak Road, King Drive, Cicero Avenue and Roosevelt Road.

The type and extent of median landscaping will vary, depending on the planter size and maintenance program planned for the project. For example, the Michigan Avenue and Wacker Drive medians are maintenance-intensive, with plantings changing with the seasons. Maintenance of the landscaped medians is paid for by private property owners along these streets. The Madison Street planters, on the other hand, are only two feet wide and will include simple drought- and salt-tolerant perennials to be maintained by the City's Department of General Services program.

Before medians are designed, built and planted, maintenance programs and responsibilities must be defined. The the City's Department of Transportation is responsible for maintaining trees planted in medians, and the Bureau of Forestry is

responsible for maintaining trees along the primary boulevards and parkways, but not for other types of plantings. While some medians may be more appropriately cared for by the City, others may be better served by private landscape maintenance. The City contracts out median maintenance to the Christian Industrial League, which trains homeless and other under-employed individuals in the practice of landscape maintenance. This program provides the dual benefits of valuable work experience and quality landscape maintenance of prominent public spaces.



Whether public or private, design and maintenance standards are needed to ensure attractive and viable landscaping within the public right-of-way.

Safe Streets. Automobile traffic that is too fast or dense has created a growing concern for safety in many neighborhoods. “Traffic calming” treatments such as traffic circles, speed bumps, cul-de-sacs and other measures can be used to direct traffic and reduce speed according to the needs and desires of particular neighborhoods. In many cases, traffic safety solutions can be made more effective and attractive when combined with landscaping and other streetscape improvements.

The Chicago Department of Transportation is conducting pilot projects to determine the effectiveness of various traffic calming measures. These projects are being constructed on an experimental basis and evaluated over time to test the effectiveness of alternative measures and their potential for wider application in the city. Landscape elements are being incorporated into the designs.

KEY OBJECTIVES AND POLICIES

1. *Create more green space along Chicago’s transportation corridors.*

- Apply the *Chicago Landscape Ordinance* tree planting requirement as the minimum standard for all street planting and maintenance programs.

- Incorporate landscape design standards into all City street and highway capital improvement funding requirements and maintenance programs.
- Plant trees and other vegetation in medians and in parkways along arterial and collector streets.
- Expand tree planting and other landscape improvements along expressway slopes and in the patches of vacant land along expressway edges.
- Increase landscaping along commuter rail and rapid transit corridors, including vacant land and easement.

2. *Ensure the viability of Chicago’s urban forest.*

- Expand and diversify the urban forest by planting a wider variety of trees, concentrating on the hardy and less-commonly planted species.
- Ensure that conditions are appropriate for landscaping through an evaluation and review process that measures physical constraints, maintenance requirements and costs, traffic and safety factors, and benefits of alternative solutions.
- Ensure that transportation corridors are appropriate for landscaping through evaluation prior to planting.
- Ensure that trees and other vegetation are planted with adequate volumes of well-drained soil and that plantings are either irrigated or convenient to water sources.
- Protect trees planted in pits from soil compaction by installing tree grates, tree guards, raised curbs or planter walls.

3. *Encourage the participation of private businesses and local neighborhood groups in urban landscaping.*

- Educate private businesses and the general public in the proper planting and landscaping along the public way.
- Organize a citywide program to support private development and management of median and parkway landscape improvements.
- Encourage partnerships between transportation agencies and local volunteers to develop and maintain landscaping along corridors and at transit stations.

4. *Make streets safer and more attractive for pedestrians and bicyclists.*

- On local residential and commercial streets, design and implement “traffic calming” measures, incorporating landscaping and other streetscape improvements where possible.
- Involve local communities in planning traffic calming solutions appropriate to their specific needs.
- Encourage landscaping along high-traffic volume streets as a traffic calming measure and pedestrian amenity.
- Develop a network of 300 miles of bikeways, including off-street paths, painted lanes, signed routes and wide curb lane streets, in accordance with the City’s Bike 2000 Plan.
- Apply appropriate design standards for bicycle lanes on selected City bicycle routes.

PLANNING, DESIGN AND CAPITAL FUNDING

Incorporating landscape design standards into a project from its inception, ensures that landscaping will be coordinated with the engineering improvements and that adequate funding is programmed for the entire project. A project review and tracking system will ensure that high-quality landscaping is included, where feasible, in all capital projects. Further, standards should be fine-tuned based on experience and project evaluation.



DESIGN AND MANAGEMENT GUIDELINES

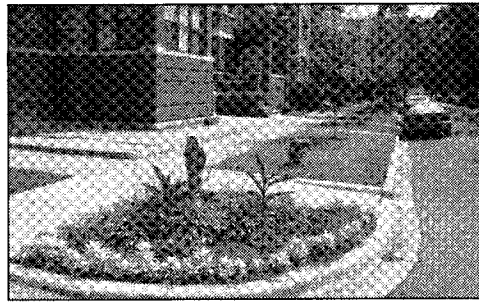
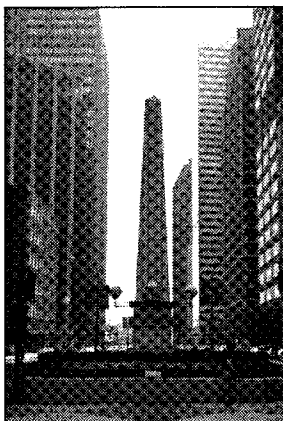
The City’s departments of Transportation, Planning and Development, and Streets and Sanitation/Bureau of Forestry and Mayor’s GreenStreets Program have worked together to develop design standards for medians and parkways that specify:

- conditions that define the most appropriate location for landscaping (i.e., parkways vs. medians);
- dimensions necessary for successful plant growth;

- plants, soil mixes and drainage requirements;
- the type and location of water systems required;
- management and maintenance standards for private contractors;
- maintenance requirements for each type of median and parkway management entity (i.e., City's Bureau of Forestry and Department of General Services, and private associations and contractors); and
- coordination of the many functional characteristics of the street (e.g., pedestrians, vehicle traffic and open space).

PUBLIC-PRIVATE PARTNERSHIPS

Streetscape improvement projects, especially those in commercial districts, should be developed with private partners wherever possible. Model management programs, such as those developed for Wacker Drive and Michigan Avenue, should be expanded and adapted to meet the special needs and opportunities that



exist in other parts of downtown as well as the in outlying neighborhoods. Local community organizations and private sponsors should be included in the preliminary planning and design phases in order to develop appropriate management and financing structures for ongoing maintenance.

BEAUTIFICATION OF CHICAGO HIGHWAYS AND NEIGHBORHOOD LANDSCAPES

The Illinois Department of Transportation (IDOT) manages a program that allows private citizens to become involved in keeping Illinois highways free of litter. Through the Adopt-A-Highway program, local governments enter into agreements with private groups that adopt and maintain a section of highway for a minimum of two years.

Currently, the Adopt-A-Highway program exempts interstate highways.³ This exemption is reasonable for long stretches of highway maintained by IDOT. However, within the city, the highway right-of-way often includes small parcels of land that abut residential properties and which could be used as neighborhood open spaces. When landscaped, these areas can provide a visual screen for neighbors and help to diffuse highway noise and auto emissions. IDOT and NeighborSpace should establish an "Adopt-A-Parcel" program that includes landscaping and involvement of local community groups in maintaining these parcels.



RAIL LINE AND STATION BEAUTIFICATION

Railroad corridors could be vastly improved with landscaping and regular clean-up and maintenance. Hundreds of thousands of commuters enter Chicago daily on the city's many commuter rail corridors, and thousands more out-of-town visitors enter Chicago on Amtrak trains and other rail corridors. Trips would be more pleasurable if these rail corridors were bordered by trees and grasses, and further enhanced by flowering trees, shrubs and flowers at stations.

In communities throughout Chicago and the suburbs, transportation agencies and neighborhood groups are working together to beautify rail lines and stations through landscaping. Examples include the Metra's northwest line through the suburbs of DesPlaines, Arlington Heights and Mount Prospect; at stations on the North Shore; and along the former Rock

Island commuter line through Beverly and Morgan Park on the city's southwest side.

The CTA also works with local neighborhood groups and businesses to install and maintain landscaping at transit stations through its Adopt-A-Station Program. In addition, the CTA issues Adjacent Neighbors licenses which allows property owners to use CTA right-of-way under the elevated rail structures for gardens and yards.

MODEL PROJECTS

- **The Kennedy Expressway** right-of-way, extending from the Dan Ryan and Eisenhower interchanges to the Edens Expressway junction, has been planted with a variety of trees, shrubs and flowers. This \$1.6 million project was funded and administered by the Illinois Department of Transportation.

- **LaSalle Street Boulevard** was improved with landscaped planters extending from Kinzie to North Avenue. Public funds totalling \$1.1 million have been provided through ISTEA and the Mayor's GreenStreets programs.

- The **East-West Wacker Drive Streetscape** improvement project was initiated with \$270,000 in ISTEA enhancement funds for design and engineering. Another \$320,000 in federal highway funds paid for repair and restoration of the historic Beaux Arts Wacker Drive streetscape, including the stone obelisks, balustrades and lighting.

- **Clark Street**, from Rosehill Avenue to Devon Avenue, was improved by the City of Chicago with a \$6.5 million project, which provided a landscaped median, street planting, street pavement resurfacing and sidewalk replacement.

- The **Pershing/Oakwood Connector** project received \$4.5 million from the Federal Highway Administration and Illinois Department of Transportation. Under this project, Pershing Road and Oakwood Boulevard will be realigned between Drexel Boulevard/Cottage Grove and Lake Park Avenue. A six-acre park connecting to the Historic Boulevard system will be constructed by the Chicago Park District in 1998.

INDUSTRIAL CORRIDORS

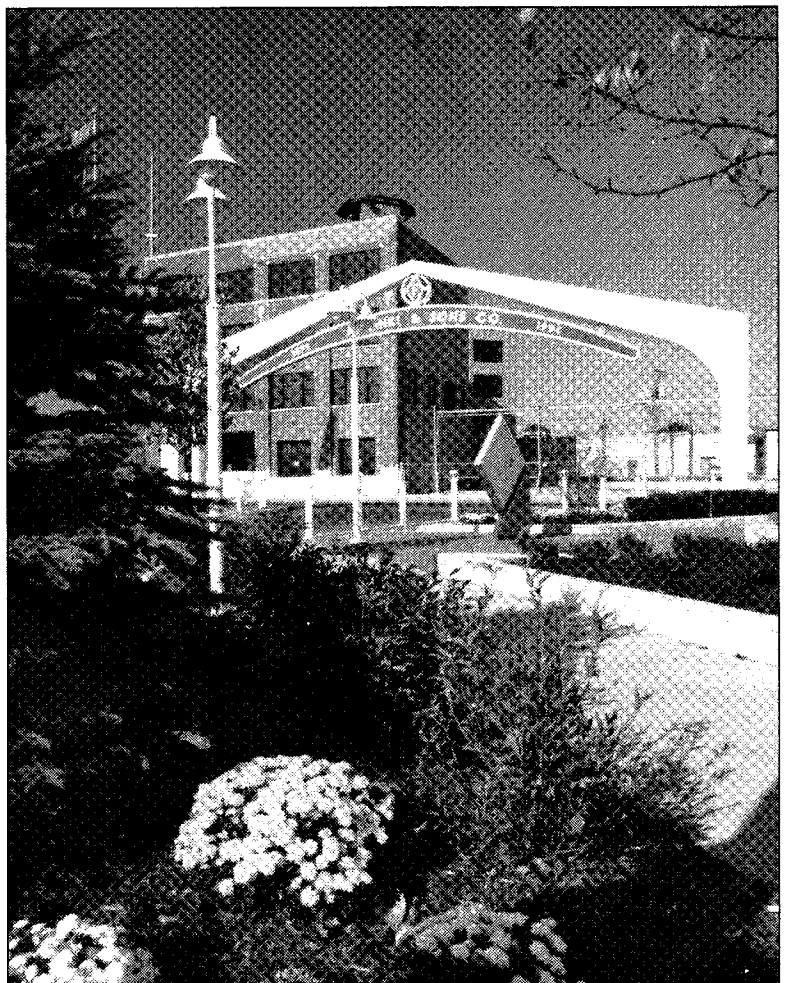
VISION: TO HAVE OPEN SPACES THAT ENHANCE THE IMAGE AND IDENTITY OF CHICAGO'S INDUSTRIAL CORRIDORS, HELP RETAIN EXISTING INDUSTRIES AND ATTRACT NEW INDUSTRIAL DEVELOPMENT, AND PROVIDE RECREATIONAL OPPORTUNITIES TO EMPLOYEES AND NEARBY RESIDENTS.

INTRODUCTION

Chicago's industrial corridors vary in size, physical characteristics and target markets. While many retain thriving businesses, others suffer from deterioration, obsolescence and poor property maintenance. In some areas, factories have been abandoned, leaving behind significant amounts of vacant land and buildings.

The City of Chicago designated 22 industrial corridors throughout the city as priority areas for business retention and development, and initiated the Industrial Corridors Program to guide strategic public investments in these areas (see Map 11). The program also supports efforts of local organizations to assume greater management responsibility for planning, private investment and development within industrial corridors.

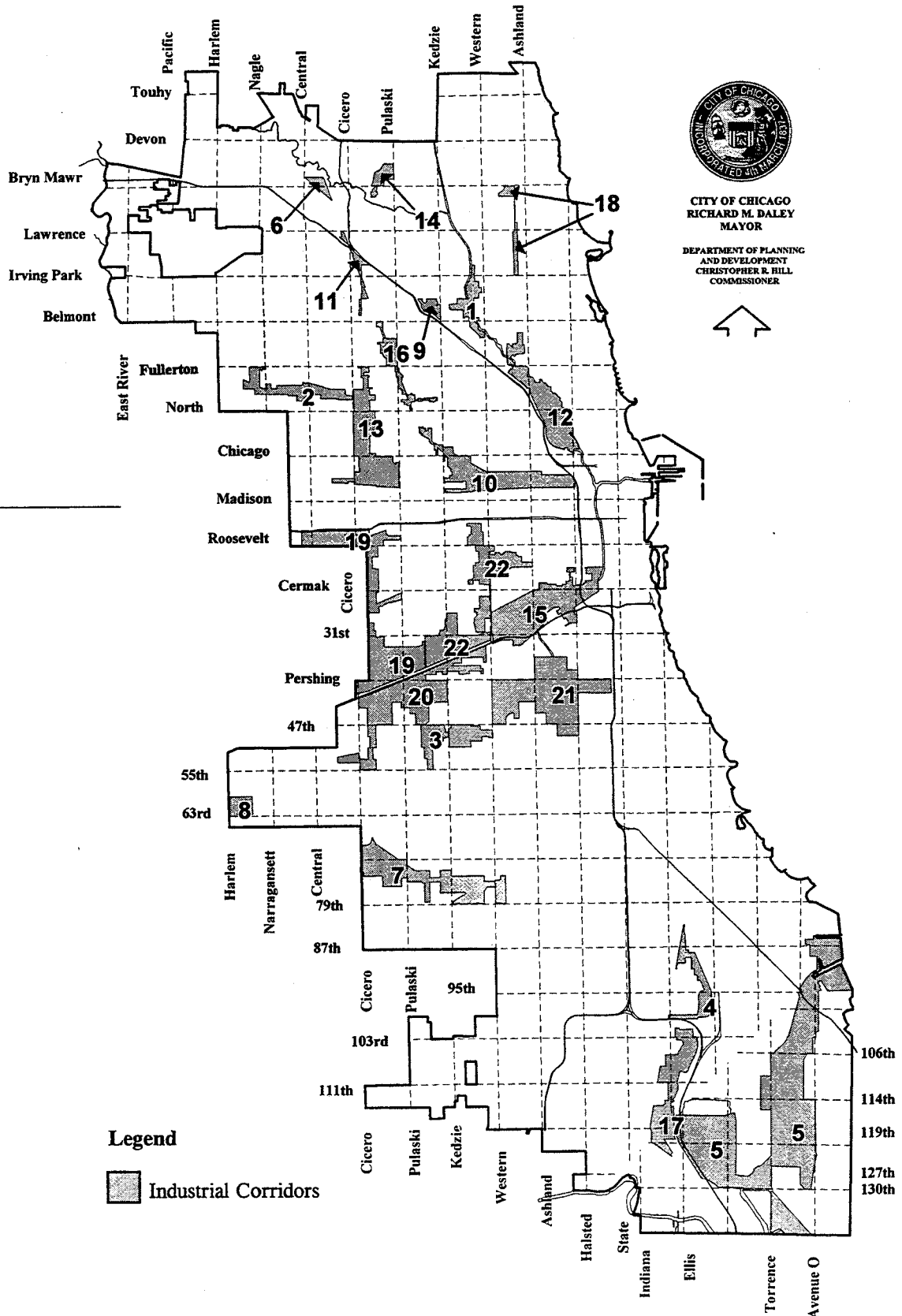
Open spaces within industrial corridors include parks, plazas, yards, building setbacks, and streets and other rights-of-way. Enhancement of the physical



environment through physical amenities, such as landscaping and attractive streetscape, signage and gateway treatments, can create a more marketable image for potential employers and provide a safer, healthier environment for employees.

Map 11

INDUSTRIAL CORRIDORS IN CHICAGO



CITY OF CHICAGO
RICHARD M. DALEY
MAYOR


DEPARTMENT OF PLANNING
AND DEVELOPMENT
CHRISTOPHER R. HILL
COMMISSIONER



LEGEND:

1. Addison
2. Armitage
3. Brighton Park
4. Burnside
5. Calumet
6. Elston/Armstrong
7. Greater Southwest
8. Harlem
9. Kennedy
10. Kinzie
11. Knox
12. North Branch
13. Northwest
14. Peterson
15. Pilsen
16. Pulaski
17. Pullman
18. Ravenswood
19. Roosevelt/Cicero
20. Stevenson
21. Stockyards

Legend

 Industrial Corridors

NEEDS AND OPPORTUNITIES

Although there is often a significant amount of open land surrounding industrial sites, typically little of it is landscaped or used for open space. However, there are excellent opportunities for creating recreational spaces for use by the employees of businesses located within industrial corridors. Closer attention should be given to the design and appearance of industrial roadways, the entrances to industrial districts, the landscaping around the periphery of industrial corridors and the design and maintenance of individual industrial properties. In addition to improving the character and attractiveness of corridors for potential employers, the newly-created open spaces could become park-like amenities for nearby residents.

Enhancing Industrial Sites. Industrial developments in the city often grow and expand around the existing street grid. However, the public way can act as a deterrent to efficient operation and a hindrance to company safety. Vacating and blending little-used streets into an industrial campus can address these problems, while creating space for additional greening and employee amenities.

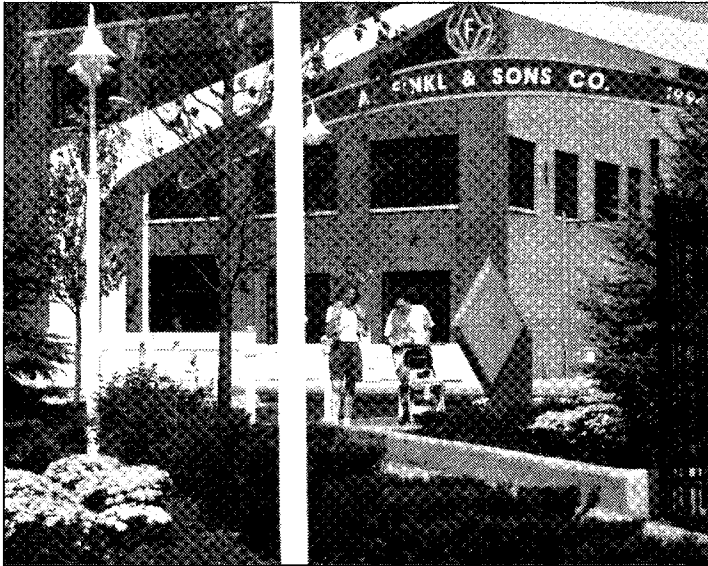
One example in Chicago is the industrial campus created by A. Finkl and Sons in 1994. The two major employers in the area, Finkl, a leading producer of custom steel forging, and A. Lakin and Sons, a tire recycler, have been at this location for over 100 years and employ over 700



people. Finkl and Lakin are advocates for retaining industry in Chicago and are dedicated to the co-existence of residential, industrial and commercial development.

Finkl, which is located adjacent to a commercial and residential neighborhood, acquired and improved a portion of Southport Avenue. This small stretch of Southport is now restricted to industrial vehicles, while other traffic is rerouted around the plant. The plan helped to improve the safety of the greater Clybourn neighborhood by and minimizing industrial truck traffic.

Finkl paid to upgrade the vacated portion of Southport and provided extensive landscaping, greenery and lighting to blend with the neighborhood. Finkl also made a substantial additional investment by assuming responsibility for maintaining Southport Avenue. The streetscape improvements include an archway identifying the Planned Manufacturing District (PMD) area, information kiosks presenting the history of the neighborhood, and landscaped plazas featuring antique pieces of machinery.



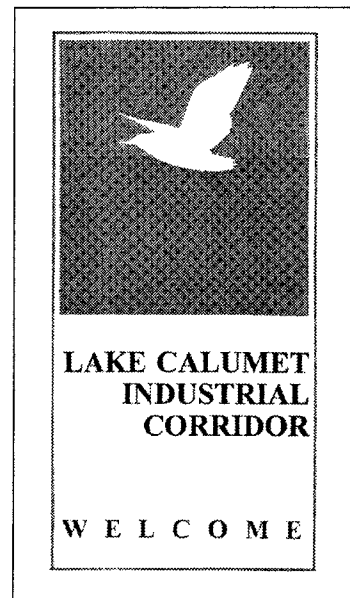
Preserving Open Space and Linking Industrial Corridors to the Region. The proximity of many industrial corridors to existing or potential greenways, such as railways and rivers, presents interesting open space opportunities. Planned correctly, the industrial corridors could provide valuable links to the regional greenway system.

The Lake Calumet District offers a unique opportunity to combine industrial development and regional open space conservation. The Calumet Industrial Corridor contains both the largest supply of vacant land and underused land suitable for development, along with the greatest concentration of significant wetlands and natural areas in the city. This juxtaposition of available land and environmentally sensitive open space represents a one-of-a-kind opportunity for rebuilding this industrial district through a comprehensive development strategy which recognizes its remaining natural features, which are so rare in urban areas.

The strategic plan for the Calumet Corridor, developed by the Southeast Chicago Development Commission, seeks to promote and protect these unique wetland and natural areas as part of an area-wide economic development program. Key recommendations of the

plan include working with environmental groups to develop special signs that explain the area's natural resources and creating viewing areas adjacent to the wetlands that will enable employees, residents and visitors to observe, enjoy and learn about the Lake Calumet ecosystem.

The Lake Calumet area offers opportunities for cooperative landscape maintenance programs, including the leasing of publicly owned land and the acquisition of tax delinquent properties for nature preserves and greenways. NeighborSpace and the Illinois Nature Preserves Commission can play an important role in preserving and managing high quality natural areas by working with local property owners and business groups to establish cooperative land management agreements for privately owned lands.



KEY OBJECTIVES AND OPEN SPACE POLICIES

1. Improve and expand public open spaces within Chicago's industrial corridors.

- Preserve and enhance greenways and natural areas present within industrial corridors.
- Develop new picnic areas, play fields, jogging and walking trails and other usable open spaces within industrial corridors.
- Use available vacant lots as interim parks or other open spaces.
- Use retention ponds and other drainage facilities as open space features.
- Capture the open space potential of utility and rail rights-of-way through appropriate planning and landscaping.

2. Improve the appearance of public streets.

- Improve the appearance and environmental quality of roads connecting industrial corridors to expressways and internal streets within industrial corridors.
- Establish distinctive "gateway" open space features at major entrances to the industrial corridors.
- Improve the appearance of parkways and sidewalks within industrial corridors with landscaping, streetscape improvements and appropriate maintenance.

- Convert unused streets and alleys into parks or other public open spaces.

3. Upgrade industrial sites and buildings.

- Improve landscaping in yards and other areas that front industrial properties.
- Promote landscaping and attractive fencing to screen parking, loading and outdoor storage areas.
- Improve the overall maintenance and housekeeping of sites and buildings within industrial corridors.
- Remove and eliminate illegal dumping, abandoned vehicles, graffiti and other highly visible environmental problems.
- Improve the relationship between industrial corridors and adjacent neighborhoods.
- Encourage cooperation and interaction between businesses and local neighborhood organizations in providing and maintaining open space.
- Create landscaped screens and buffers between industrial areas and adjacent residential neighborhoods.
- Permit nearby residents to use designated open spaces within industrial corridors.

MUNICIPAL BUILDINGS

VISION: TO HAVE ATTRACTIVELY LANDSCAPED OPEN SPACES SURROUNDING CHICAGO'S MUNICIPAL BUILDINGS. THESE SPACES ENHANCE CITY NEIGHBORHOODS BY SCREENING PARKING AND SERVICE AREAS, AND BY PROVIDING OUTDOOR RECREATIONAL SPACE FOR EMPLOYEES, VISITORS AND NEARBY RESIDENTS.

INTRODUCTION

Municipal buildings are properties owned or maintained by the City of Chicago. The City's Department of General Services maintains an inventory of buildings that house more than 50 different City departments. A number of administrative office buildings are located downtown, while other types of public buildings, such as libraries, police and fire stations are distributed throughout the city.

Open spaces associated with municipal buildings vary in character according to the function of the facility and its location in the city. For example, certain community centers might have playgrounds to accommodate day care, while health clinics might have only lawns and parking lots.

Few municipal buildings provide landscaping on the open space surrounding them. At a minimum, all public buildings and their grounds would benefit from improved maintenance. By going one step further and providing landscaping at public buildings, the city's green infrastructure could be significantly improved at an affordable cost.

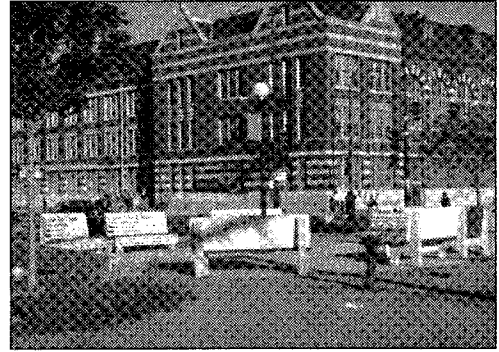


Types of municipal facilities and their settings include:

Public Safety. Fire station, police stations and the administrative support buildings. The Fire Department operates more than 100 fire stations and 18 administrative buildings. The Police Department operates 25 district stations, 12 administrative office buildings and four outdoor facilities, auto pounds, mounted patrol stables and canine operations. The amount of open space surrounding these facilities is limited. It usually consists of landscaping around the buildings, and hedges or trees on the parkway in front of the buildings.

Public Welfare. The Department of Human Services operates 21 offices, and the Department of Health operates 39 clinics, mostly from leased space distributed throughout the city. The open space surrounding these facilities primarily takes the form of public plazas with minimal landscaping, and adjacent playlots. These are prime sites for improving landscaping and enhancing open space available to the community.

Public Education. There are 84 public libraries within the City of Chicago. Some libraries are stand-alone buildings, while others are "reading rooms" within other public buildings such as the social service community centers, and Chicago Housing Authority development sites. With improved landscaping, the public libraries located within low-density residential areas might provide additional open space opportunities for the surrounding neighborhoods.



Maintenance of Public Property. The Department of Streets and Sanitation and the Water Department operate industrial-type facilities throughout the city. These include 110 ward yards for Streets and Sanitation and 11 pumping stations for the Water Department. Service vehicles, equipment and supplies for salt, snow removal, water collection and purification are stored at these facilities. Open space at ward yards is minimal, and the only landscaping tends to be along access driveways. Some pumping station sites provide larger landscaped open areas.

City Administration and Operations. Numerous public administration buildings are located throughout the City, housing more than 50 City agencies. Located mostly downtown, many of these structures appear as office towers with street level plazas, adjacent parking structures, court houses or loft-type warehouse buildings. Open space at these sites varies from large plazas like the one between City Hall and the Daley Center, to the river edge walkway along the Traffic Court building at 320 North Clark Street.

KEY OBJECTIVES AND OPEN SPACE POLICIES

1. Use the landscapes surrounding municipal buildings for community open spaces.

- Promote municipal buildings as attractive focal points for the neighborhoods.
- Encourage the use of municipal building sites for special neighborhood events and programs.
- Ensure that appropriate open spaces are available and accessible to the public.
- Preserve and enhance municipal building sites that are of historic or architectural interest.

2. Implement quality landscape and streetscape treatments.

- Use the *Guide to the Chicago Landscape Ordinance* as minimum standards for public facility improvements and open space maintenance.
- Use landscaping and attractive fencing to enhance street frontage and to screen parking lots, loading facilities, and outdoor storage areas.
- Ensure that landscaping at municipal building sites is adequately maintained.

3. Establish open space models and standards for new municipal buildings.

- Ensure that useable public open space is an integral part of all new municipal development programs.
- Develop new open space features at municipal building sites where space permits, including recreational areas, plazas and courtyards, seating and gathering areas.
- Cooperate with neighborhood groups and active public agencies in the design and programming of new open space at municipal sites.
- Explore opportunities for installing outdoor public art at existing municipal building developments.

PROGRAMS

The CitySpace Public Buildings Task Force identified 10 municipal building sites that demonstrate how quality landscape design and streetscape treatments can be incorporated into existing and proposed municipal landscapes. The improved municipal landscapes have become aesthetic, and sometimes recreational, assets for the surrounding communities.

By improving the landscapes it owns and manages, the City of Chicago could lead the effort to green the places where we live and work. New programs and standards should be adopted for improving existing and new municipal landscapes. A municipal landscape program should be incorporated into future capital planning and budgeting. Guidelines and strategies are also needed to encourage public-private partnerships for landscape management and programming.

City Office Buildings:

- City Hall, 121 North LaSalle
- City Office Building, 510 N. Peshtigo Court

Department of Streets and Sanitation Facilities:

- Salt storage facility, 52nd and Western (Western Avenue frontage)
- Transfer stations, 1440 W. Pershing and 1633 W. Medill
- Mixed Yard and Police Station, 6441-45 N. Ravenswood

Police Station:

- 6464 N. Clark (see above)
- Parking Lot, 3151 W. Harrison

Social Service Community Centers:

- Garfield Social Service Center, 10 S. Kedzie
- King Social Service Center, 4314 S. Cottage Grove

Water Pumping Station:

- 4925 S. Western



