



# Chapter 3

## Urban Design, Waterfront & Open Space

## PROJECT STATUS UPDATE



Image 3-1: New park space has been added in the center of the Lake Shore East development.



Image 3-2: The completion of Millennium Park and its open space and recreational amenities creates a signature attraction.



Image 3-3: The first phase of Ping Tom Park has been completed along the South Branch.

Investments in parks, waterfront amenities and streetscape and corridor enhancements are essential if a high quality-of-life is to be maintained in Chicago's Central Area. The Central Area contains the most densely developed and expensive land in Chicago, presenting a challenge to the provision of open space and recreational amenities for its growing numbers of residents, workers, students and visitors.

### Completed projects (2001-2006)

**Millennium Park:** Millennium Park is complete and serves as Chicago's signature downtown park around which high levels of private sector investment are occurring.

**Grant Park Framework Plan:** This plan defines a series of enhancements to improve the function and appearance of Grant Park over a multi-year timeline.

**Wacker Pier/Renovated Coast Guard Station:** Following a complete renovation, the Chicago Marine Safety Station now houses the Coast Guard, the Illinois Conservation Police and the Chicago Police Marine Unit.

**River Access through Montgomery Ward Site:** The residential and commercial redevelopment of the former Montgomery Ward headquarters campus now includes a public walkway along the riverfront.

**Veteran's Memorial:** The Vietnam Veteran's Memorial located along the Chicago River at Wacker and State is complete, providing a high-quality, open space anchor for the Riverwalk system.

**Chicago River Museum:** The McCormick Tribune Bridgehouse & Chicago River Museum is open in the southwest bridge tower of the Michigan Avenue Bridge.

**Ping Tom Park Phase 1:** The first phase of Ping Tom Park along the Chicago River in Chinatown is complete.

**Walter Payton Campus Park:** A campus park at Walter Payton College Preparatory School at Oak and Wells is complete.

**Neighborhood Parks:** A number of community parks to serve adjacent residential and mixed-use neighborhoods are complete:

- Park #546 at Lakeshore East
- Park #513 at 15th & Indiana
- Heritage Green Park (At Adams & DesPlaines across from Old St. Patrick's Church)

### Work Process

At four meetings and several small group work sessions over six months, the Urban Design, Waterfront & Open Space Task Force followed a three-step process to review and refine strategies and projects.

1. Confirmed status of 2003 Central Area Plan projects and identified additional projects
2. Conducted a goals and needs analysis
3. Identified costs, implementation factors, and project recommendations

The Task Force also assessed the design issues related to five district focus areas and five signature streets through charrettes and mobile workshops.

## PROJECT STATUS UPDATE

- Park #547 at 18th & Calumet
- Franklin School Campus Park at 225 W. Evergreen
- Park #511 at 630 North Kingsbury (Erie Park)

**South Loop Annex School/Teachers Academy:** The campus park at the South Loop Annex School/Teachers Academy, located at 55 W. Cermak Road, is complete.

**Soccer Fields at Moody Bible Institute:** New play fields are in place between LaSalle and Wells at Moody Bible Institute.

**Plaza at Chicago and State:** A new public plaza at Chicago and State, adjacent to McDonalds, is complete.

**Chicago Lakefront Harbor Framework Plan:** Completed plans to expand the Chicago harbor system include a new transient boat facility adjacent to Navy Pier and new harbors at 31st and 87th Streets.

**Couch Place:** A “Green Alley” demonstration project.

### Projects Underway or Nearing Completion (2007-2008)

**East Wacker Drive Riverwalk:** Riverwalk features and vendor space along the southern edge of the Chicago River are in place between Michigan and Franklin.

**Northerly Island:** The Northerly Island Framework Plan is underway to develop improvements that will make this a key waterfront park amenity area.

**Streetscape Projects:** A series of streetscape improvements are in the design stage, scheduled for implementation, or under construction:

- Congress Streetscape – Michigan Avenue to Wells Street
- Michigan Avenue Streetscape – Roosevelt to 24th Street
- Wabash Phase 1 – Wacker to Harrison
- Wabash Phase 2 – Harrison to Roosevelt

**Park Projects:** Six public parks are in the design phase:

- Library Tower Park – Harrison & State
- 24th & Federal
- Pritzker Park Reconfiguration – State & Van Buren
- Park at Roosevelt Collection
- Kinzie Park – Kinzie & Des-Plaines
- Printers Row Park
- Park at Adams & Sangamon
- Park behind 16th & Wabash



Image 3-4: The campus park at the Teacher's Academy has added functional open space in the Near South.



Image 3-5: Improvements continue along the existing Lakefront Trail.



Image 3-6: New harbor space will be added along the Lakefront, including Gateway Harbor at Navy Pier

## GOALS AND NEEDS

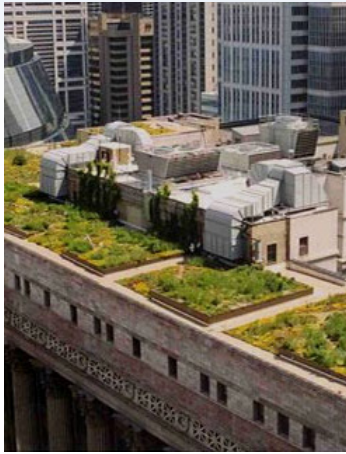


Image 3-7: The green roof atop City Hall serves as an example for other buildings in the Central Area.



Image 3-8: Erie Park along the North Branch has become a focal point for residential development.

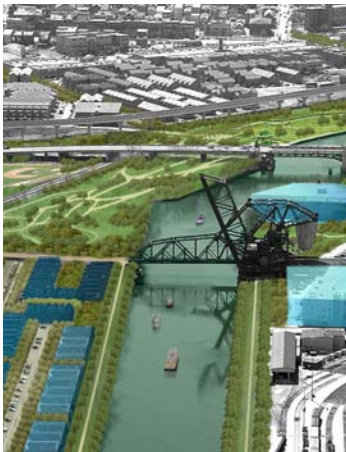


Image 3-9: The second Phase of Ping Tom Park will continue this award-winning public space north of 18th Street.

The 2003 Central Area Plan established a major theme of expanded and connected waterfronts and open spaces to create great public places. It also set goals for urban design within the Central Area. The Urban Design Task Force took these goals as a starting point for the action planning process, establishing key needs for each goal and using them to help prioritize the proposed urban design projects.

### Strengthen Chicago as an Environmentally Sustainable City

- *High performance green buildings:* The design and construction of new buildings will continue to be improved by meeting existing and new sustainable building standards. The renovation of existing buildings and a commitment to historic preservation will save resources and reduce waste while preserving the character of the Central Area. Increasing the energy efficiency of buildings by upgrading energy and building codes and using density bonuses and expedited approval processes as incentives will help Chicago reduce its contribution to global climate change.
- *Environmental regulations, policies and incentives promoting green building:* Building Green/Green Roof Policy; 2001 Energy Plan; Energy Code; Stormwater Ordinance; Landscape Ordinance; Green Permitting Program; Green Roof Improvement Fund; Green Roof Density Bonus; Green Roof Website ([www.chicagogreenroofs.org](http://www.chicagogreenroofs.org)); Green Roof Grant Program; and the Chicago Green Homes Program.
- *Clean air, land and water:* Clean air and water, resource conservation and biodiversity are key elements

of a healthy urban environment. Maintaining and improving upon Chicago's urban design to optimize its environmental benefits by preserving, expanding and improving the quality and function of vegetated areas; capturing, cleaning and using precipitation; encouraging water conservation; and contributing towards improved air quality will ensure a cleaner environment for current and future generations.

- *Sustainable open spaces:* Sustainably designed and maintained, publicly-accessible parks, waterfronts and open spaces will improve the quality of life in Chicago and engage people in the outdoors environment.
- *Green streets and public right-of-ways:* Discouraging the use of personal vehicles by encouraging alternative modes of transportation such as walking, biking and public transit will help lower our City's carbon emissions and help mitigate global climate change.

These objectives can be reached through the implementation of the City's Green Streets/Alleys program, the Green Urban Design (GUD) and Chicago Climate Change recommendations, and revisions to the Open Space Impact Fee.

### Strengthen the Lakefront as Chicago's Great Public Space

- *Improved connections to the Lakefront:* Identify strategies to better connect the Lakefront to all neighborhoods and business districts within the Central Area.
- *Improved Lakefront Trail system:* Define projects that will improve problematic conditions along the Lakefront Trail in the Central Area. A high priority is the configuration

of the Lakefront Trail between Navy Pier and North Avenue, including a dedicated pedestrian access over the Chicago River.

- *Improved Lakefront connections to Central Area attractions:* Identify projects or initiatives to link the Lakefront to the river, coordinating access between Central Area destinations.

### Develop the Riverfront as a Premier Public Space and Continuous System

- *Formation of a riverfront management entity:* Support formation of an entity to oversee operations of a riverwalk system.
- *Improved access to and circulation along the riverfront:* Invest in public infrastructure to improve vertical access from street level to the riverwalk as well as under-bridge connections for pedestrian access.
- *Established mix of uses along the riverfront:* Encourage the inclusion of commercial space in new construction or renovation projects to accommodate active uses oriented to and accessible from the riverwalk.

### Create the Next Generation of Parks

- *Integrated parks and open space with new development:* Plan and develop public parks alongside new development of scale.
- *Integrated parks and open space in underserved areas:* Integrate parks into densely developed areas of the Central Area with the greatest imbalances of open space to resident/workforce populations.
- *Improved park amenities:* Integrate a wide range of recreational amenities into existing and planned major public parks, including

Grant Park, Northerly Island and Ping Tom Park.

- *Partnerships with developers and other private donors:* Capitalize on opportunities to add new public open space integrated with or alongside new development projects in the Central Area, and identify other private partners willing to fund major new public investments, as in Millennium Park.

### Complete the Central Area's Framework of Richly Landscaped Streets and Boulevards

- *Enhanced east/west streets and corridors:* Balance Chicago's rich heritage of signature north/south streets and corridors by improving a series of east/west streets and corridors.
- *Innovative green streets and alleys:* Utilize state-of-the-art techniques such as permeable pavement, rain gardens, and light-emitting diode (LED) lighting standards for green street and alley improvements.
- *Beautifully illuminated buildings and civic features:* Partner with the private sector to incorporate architectural lighting into streetscape enhancement projects, unifying character districts within the Central Area and reducing light pollution.

## GOALS AND NEEDS



Image 3-10: Riverwalk Plaza will provide access to the riverfront and become part of a continuous pedestrian connection.



Image 3-11: Major street corridors, such as Michigan Avenue, will be maintained as richly landscaped street environments.



Image 3-12: The City will capitalize on opportunities to improve existing parks, such as the rillscape improvements through Grant Park.

## URBAN DESIGN RECOMMENDATIONS

Chicago's Central Area is one of the most dynamic urban areas in the world. As the result of consistent growth over the past decade and at present, the urban form of the Central Area is evolving to meet demand. It is important to guide the physical characteristics of this growth in order to assure that each subdistrict within the Central Area functions well and reinforces the character of Chicago's great public spaces, corridors and neighborhoods.

The Urban Design Task Force provided urban design guidance for five district focus areas and five signature streets within the Central Area. As the Central Area has grown and development has expanded out of the Loop, adjacent communities, such as the Near West and Near South, have realized significant changes. The amount of residential and commercial growth has greatly changed the built environment in those communities. These areas of growth and expansion are

considered **"Focus Areas"** in which particular attention is needed to continue to ensure a high quality of life and livability of these areas.

**"Signature Streets"** are defined as streets with distinguishable character that anchor neighborhood, shopping and/or employment districts. Chicago has a well defined series of north-south signature streets that have seen public and private investment over the past decade. Near future investments should enhance the function and character of key east-west streets around which high levels of private investment are occurring.

As the Central Area continues to evolve into a world-class area to live, work, and play, it is critical to balance development and redevelopment with public open spaces and waterfront amenities. Investments in urban design projects are needed not only to support new private sector investments, but also to balance the provision of open space and public amenities to elevate the quality of life.

The Central Area is renowned for its world-famous collection of signature buildings. As opportunities arise for a new generation of signature buildings to be built in the Central Area, it is important to encourage and accommodate these developments. In conjunction, opportunities to incorporate open space, plazas, pedestrian amenities, and access to waterfront and transit should be considered.

Detailed findings, illustrations, and recommendations for the Signature Streets and Focus Areas are provided in Chapter 4, which addresses the 12 planning subdistricts in detail.

Details of the Urban Design, Waterfront and Open Space projects are provided on the following pages.

**Figure 3-1: Urban Design Focus Areas and Signature Streets**



## URBAN DESIGN RECOMMENDATIONS

### Conceptual Principles for Building Heights

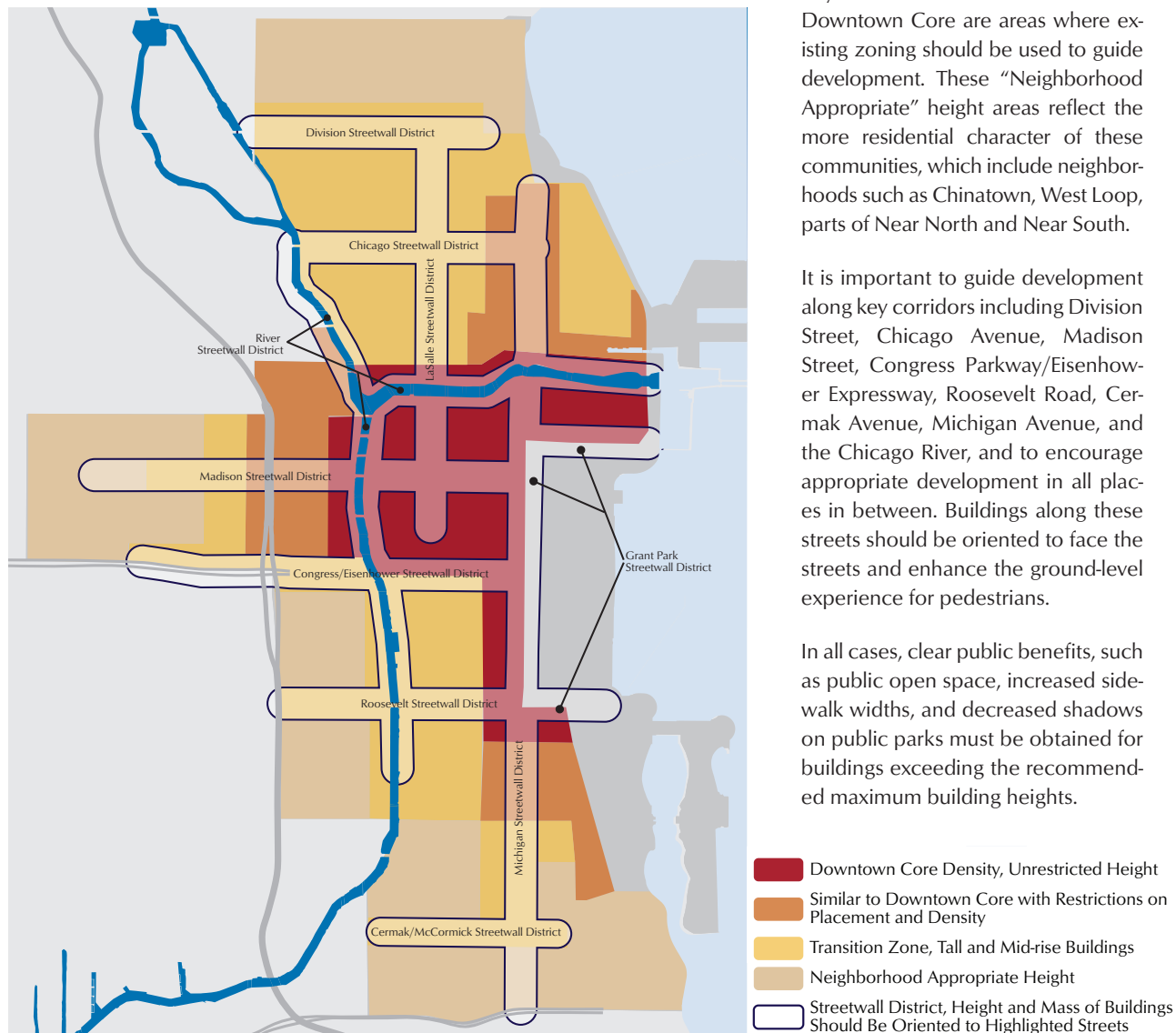
As the Central Area continues to grow and redevelop, allowable building heights and appropriate densities are changing, and new opportunities for signature buildings should be encouraged. In general, the existing zoning classifications are appropriate and should be used to guide placement, density, mass, bulk, and height in the Central Area.

The Downtown Core (zoned DC) functions as the region's economic core. Very tall buildings are appropriate in the Downtown Core, along the Chicago River, and surrounding Grant Park to take advantage of existing infrastructure, create a dense, dynamic, urban area and enhance the beautiful Chicago skyline.

The areas around the "Downtown Core" are mixed-use areas that are becoming highly residential in use. These "Transition Zones" (zoned DX)

are areas in which tall and mid-rise buildings are appropriate. The Near South and Near West communities in particular have benefitted from high levels of new development in recent years, and, as a result, present new opportunities to create dynamic, pedestrian-oriented communities focused around high-quality streets and public amenities. The Near North Side is an established mixed-use/residential area and new developments should be of appropriate height to reinforce existing development.

Figure 3-2: Conceptual Principles for Building Heights



Beyond the Transition Zones and Downtown Core are areas where existing zoning should be used to guide development. These "Neighborhood Appropriate" height areas reflect the more residential character of these communities, which include neighborhoods such as Chinatown, West Loop, parts of Near North and Near South.

It is important to guide development along key corridors including Division Street, Chicago Avenue, Madison Street, Congress Parkway/Eisenhower Expressway, Roosevelt Road, Cermak Avenue, Michigan Avenue, and the Chicago River, and to encourage appropriate development in all places in between. Buildings along these streets should be oriented to face the streets and enhance the ground-level experience for pedestrians.

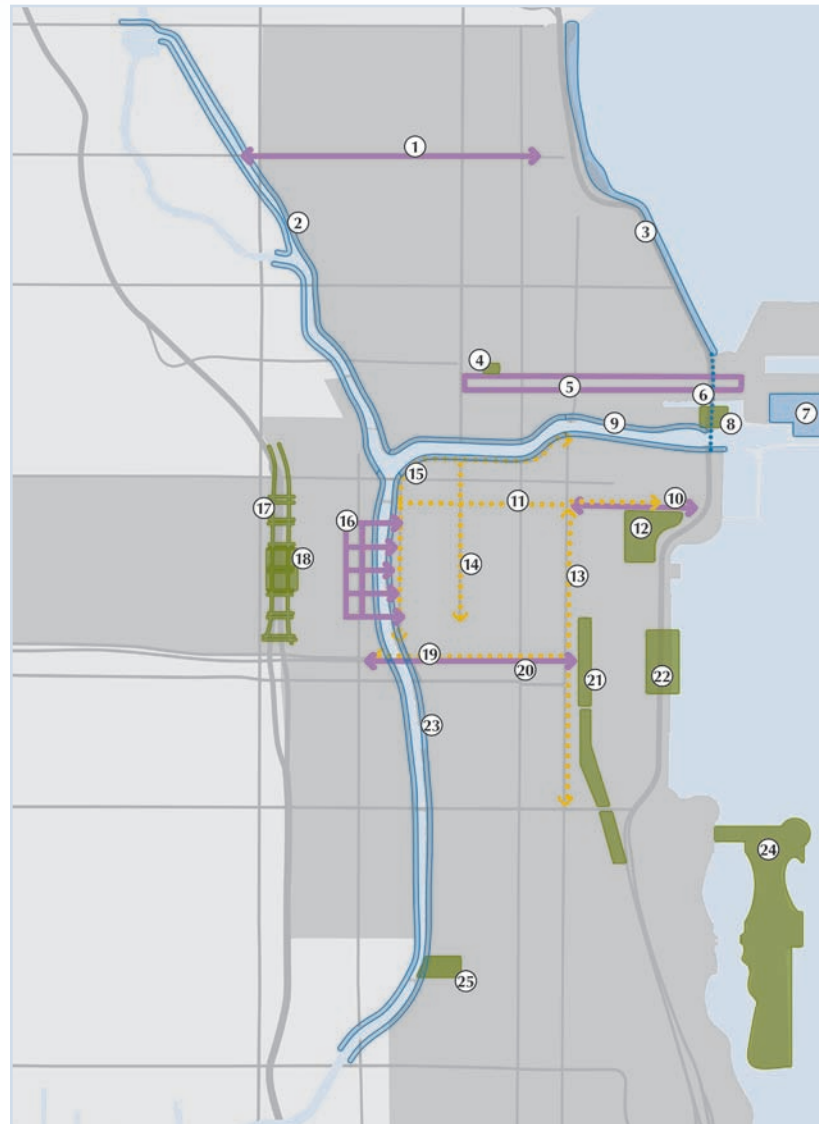
In all cases, clear public benefits, such as public open space, increased sidewalk widths, and decreased shadows on public parks must be obtained for buildings exceeding the recommended maximum building heights.

# URBAN DESIGN, WATERFRONT AND OPEN SPACE PROJECTS

Figure 3-3: Urban Design, Waterfront, and Open Space

## Central Area Project Key

1. Division Streetscape
2. North Branch Riverfront Improvements
3. Lakefront Trail Expansion
4. Fort Dearborn Park
5. Illinois and Grand Streetscape
6. Lakefront Trail Bridge
7. Gateway Harbor
8. DuSable Park
9. Main Branch Riverfront Improvements
10. East Randolph Streetscape
11. Randolph Lighting Enhancements
12. Grant Park Improvements North
13. Michigan Lighting Enhancements
14. LaSalle Lighting Enhancements
15. Wacker Lighting Enhancements
16. West Loop/Union Station Area Streetscape
17. Kennedy Corridor Enhancements
18. Kennedy Cap
19. Congress Lighting Enhancements
20. Congress Streetscape
21. Grant Park Railscape
22. Pedestrian Connection at Queen's Landing
23. South Branch Riverfront Improvements
24. Northerly Island Park Improvements
25. Ping Tom Park Phase II



- Parks
- Waterfront
- Pedestrian Bridge
- Streetscape
- Lighting Plan



# URBAN DESIGN, WATERFRONT AND OPEN SPACE PROJECTS

## Urban Design

### Streetscape Improvements

**Project Description:** Chicago has a series of prominent north/south streets within the Central Area that have recently benefited from streetscape upgrades. To complement these, improvements are proposed for east/west streets to enhance motorist and pedestrian mobility and to anchor investment in surrounding areas. Improvements should incorporate environmentally-friendly design elements and materials from the City's "Green Alleys and Streets" initiative and from the Green Urban Design Task Force.

- East Randolph: Michigan to Lake Shore Drive (2,500 lf) = \$8,750,000
- Congress Pkwy: Michigan Ave. to Wells St. (2,545 lf) = \$19,000,000
- Grand & Illinois: Michigan Ave. to Lake Shore Drive (5,500 lf) = \$19,000,000
- Division: Lake Shore Drive to Goose Island (6,000 lf) = \$21,000,000
- West Loop/Union Station Area: between Jackson and Washington (3,300lf) = \$33,000,000

**Implementation Goal:** 2008-2016

**Implementation Responsibility:** CDOT

**Cost Estimate:** Varies, see above



Image 3-13: Central Area streetscape investments will focus on signature east-west corridors.

### Lighting Enhancements

**Project Description:** A program of structural lighting improvements along Michigan Avenue has been developed by Schuler Shook.

Michigan should serve as the pilot location, followed by Congress, Wacker, LaSalle and Randolph. A grant or loan program should be established to facilitate private sector implementation. Lighting improvement guidelines should include recommendations from the "Lights Out Chicago" program, which saves migratory birds, saves energy, and decreases maintenance costs.

**Implementation Goal:** 2008-2016

**Implementation Responsibility:** CDOT, DZP, DOE

**Cost Estimate:** \$ 1,000,000



Image 3-14: The lighting plan for Michigan Avenue should be emulated in other key corridors such as LaSalle and Randolph.

### Kennedy Corridor Enhancements & Cap

**Project Description:** Two complementary improvements that will improve connections between the Central Loop and the West Loop.

The short-term improvements include traffic calming elements, landscaping, and screening of the embankments to enhance pedestrian mobility. This improvement should supplement IDOT's standard highway improvements.

The long-term option involves creating new parkland over the Kennedy Expressway between Monroe and Washington Streets. This improvement would provide

a signature amenity around which new office and residential development may be focused. This urban greenway would improve air quality and reduce noise pollution.

**Implementation Goal:**

- Enhancements = 2008-2012
- Kennedy Cap = 2016-2020

**Implementation Responsibility:** CDOT

**Cost Estimates:**

- Enhancements = \$10,000,000
- Kennedy Cap = \$500,000,000

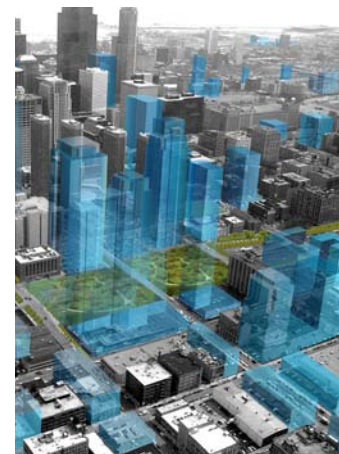


Image 3-15: A cap over the Kennedy Expressway is a long-term option for connecting the West Loop and the Near West.

# URBAN DESIGN, WATERFRONT AND OPEN SPACE PROJECTS

## Waterfront



Image 3-16: Additional open space will improve this currently uninviting segment of the Lakefront.



Image 3-17: Gateway Harbor will expand opportunities for boating in the Central Area.



Image 3-18: A management entity will coordinate improvements and maintenance.

### Lakefront Trail Expansion

**Project Description:** The Lakefront Trail between North Ave. and Navy Pier will be expanded by up to 200 ft. Introduce landscaping to create parkland and expanded pedestrian and bicycle paths between the city and the Lakefront.

A feasibility study should be conducted. This study would address a range of issues including environmental, regulatory processes, design and construction alternatives and public support of the project. This project should be undertaken in conjunction with the North Lake Shore Drive improvements planned by the Chicago Department of Transportation and the Il-

linois Department of Transportation at the Oak St. curve and Chicago Ave.

- Navy Pier to Oak St. Beach (3,300 lf) = \$85,800,000
- Oak St. Beach to North Ave. Beach (3,500 lf) = \$91,000,000

**Implementation Goal:** 2012-2016

**Implementation Responsibility:** CDOT, DZP, CPD

**Cost Estimate:** \$177,000,000

### Gateway Harbor

**Project Description:** This signature boat dock facility will be created downtown along the southern edge of Navy Pier at the inlet of the Chicago River. Utilize the existing "Dime Pier" area for a new facility to accommodate boats of various sizes.

**Implementation Goal:** 2008-2012

**Implementation Responsibility:** CPD, City

**Cost Estimate:** \$30,000,000

### Chicago River Management Entity

**Project Description:** In order to implement the riverfront projects a management entity must be identified, funded and empowered to develop and manage the improvements. Such an entity should evolve from the private sector with public sector support. Key activities include:

- Raising funds for land and easement acquisitions in the river corridor
- Raising capital for public use and access improvements to the river
- Working with government agencies, land owners, non-profits and private corporations to promote and ensure the quality of the river corridor

- Monitoring public access to the river
- Promoting events and activities that celebrate use of the river

**Implementation Goal:** 2008-2012

**Implementation Responsibility:** Private & Non-Profit

**Cost Estimate:** \$250,000

# URBAN DESIGN, WATERFRONT AND OPEN SPACE PROJECTS

## Main Branch Riverfront– Lake Shore Drive to Franklin

**Project Description:** A continuous multi-level, but mostly street level, riverwalk at the north side of the Chicago River with under-bridge connections at Michigan Avenue and Lake Shore Drive to DuSable Park. Establish clearly identified on-street connections west of Michigan Avenue and east of Wells Street (\$12,000,000).

Develop a dock level riverwalk at the south side of the Chicago River with under bridge and vertical connections for continuous water access. Develop “market,” “civic” and “arcade” zones per recent City plans to activate all levels of riverwalk (\$80,000,000).

The City has identified \$1 million in its Capital Improvement Plan for design at the Wacker Drive Riverwalk, and \$200,000 for gateway canopy and repairs (Lake Shore Drive and the river)

**Implementation Goal:** Phase 1 2008-2012; Phase 2 2012-2016

**Implementation Responsibility:** MWRD, CDOT, DZP

**Cost Estimate:** \$92,000,000



Image 3-19: The Main Branch will include underbridge connections for pedestrians.

## North Branch Riverfront – Lake to Halsted

**Project Description:** This part of the Riverwalk has several components, which include:

- ADA Accessible Boatyard (\$3,500,000)
- Off-river connection from Kinzie Park to Fulton House riverwalk (\$500,000)
- Under-bridge connection on east bank at Kinzie St. to connect to future Wolf Point development (\$5,000,000)
- West bank, establish a riverwalk, Incorporate a park at street level with future development (\$20,000,000)
- On-river path to connect lower level walks south of Grand Ave. to meet Erie Park (\$15,000,000)

- East bank, establish a riverwalk from River Village to the North Ave. Turning Basin (\$15,000,000)
- Improve access to east bank between North and Division (\$12,000,000)
- Landscape/Screen the west side riverbank from Grand Ave. to North Ave. Turning Basin (\$10,000,000)

**Implementation Goal:** 2012-2016

**Implementation Responsibility:** CDWM, CDOT, DZP

**Cost Estimate:** \$75,000,000



Image 3-20: The North Branch will become accessible for River North residents.

## South Branch Riverfront– Lake to Harrison

**Project Description:** This part of the Riverwalk has several components, which include:

- Create a contiguous street level riverwalk with improved connections and access to larger plazas (\$5,000,000)
- Create a dock level riverwalk on the east side of the River at Van Buren Street south to Harrison Street. Improve adjacent green space and introduce a vertical connection near Van Buren Street (\$10,000,000)

**Implementation Goal:** 2012-2016

**Implementation Responsibility:** CDWM, CDOT, DZP

**Cost Estimate:** \$15,000,000



Image 3-21: The South Branch Downtown will primarily maintain street-level plazas and pedestrian paths.

# URBAN DESIGN, WATERFRONT AND OPEN SPACE PROJECTS

## Waterfront (continued)



Image 3-22: Investments along this section of the Riverfront will connect numerous open space improvements.

## Open Space



Image 3-23: Northerly Island will be transformed into a park built around conservation and sustainability principles.



Image 3-24: Existing Gardens in North Grant Park.

### South Branch Riverfront – Harrison to Stewart

Components in this section include:

- Mid-level riverwalk at Harrison St. south (\$15,000,000)
- Vertical connection at Harrison St. (\$2,000,000)
- Pedestrian and vehicular crossing at Taylor St. (\$25,000,000)
- Polk St. Pedestrian crossing (\$12,000,000)
- Underbridge connections Roosevelt and 18th St. (\$500,000)
- Public park as part of Franklin Point development (\$10,000,000)
- At south end of Ping Tom Park, designate/identify on-street connections via Princeton and Archer Avenues to

- Stearns Quarry and to future riverwalk development at East Canal Origins Park (\$500,000)
- Enhance west side of riverbank, Harrison St. to Cullerton St., with landscape buffer (\$10,000,000)

**Implementation Goal:** 2016-2020

**Implementation Responsibility:** CDWM, CDOT, DZP

**Cost Estimate:** \$75,000,000

### Northerly Island Park Improvements

**Project Description:** Create a state-of-the-art park designed around environmental conservation/sustainable design principles to serve as an outdoor museum for conservation. Northerly Island is partially complete, but there are several aspects of this project that are unfinished. The following principles/projects should be incorporated as the island is developed:

- Reuse of existing structures
- Integration of sustainable design principles
- Creation of a wildlife/nature preserve

Promotion of environmental technologies to create a self-sufficient site to be used as an educational tool

**Implementation Goal:** 2008-2012

**Implementation Responsibility:** CPD

**Cost Estimate:** \$75,000,000

### Grant Park Improvements North

**Project Description:** While the exact scope of this project has not yet been determined, the project will generally include reconstruction of the obsolete Monroe Street Garage and other public amenities associated with the garage structure. Open spaces and park facilities potentially affected by this project include Daley Bicentennial Plaza/Fieldhouse, Cancer Survivors Garden and "Peanut Park."

**Implementation Goal:** 2008-2012

**Implementation Responsibility:** CPD

**Cost Estimate:** \$35,000,000

# URBAN DESIGN, WATERFRONT AND OPEN SPACE PROJECTS

## Ping Tom Phase II

**Project Description:** Develop Phase 2 of Ping Tom Park. Expand the existing 12-acre public urban park located at 19th Street and the South Branch of the Chicago River. In 2002, the Chicago Park District acquired 5 additional acres on the northeast side of the park. A former industrial site, or brownfield, the land will be cleaned up and redeveloped into a spacious community park with ball and soccer fields, a field house, and a swimming pool.

When completed, Ping Tom Memorial Park will be one of the largest neighborhood parks in Chicago. Phase 2 focuses on development of active recreational uses. Improvements include:

- A: Site development - \$15,000,000
- B: Railway underpass - \$5,000,000
- C: Multi-purpose center - \$15,000,000
- D: Boathouse - \$3,000,000

**Implementation Goal:** A-B 2008-2012, C-D 2012-2016

**Implementation Responsibility:** CPD, DZP, CDOT, Canadian National RR

**Cost Estimate:** \$38,000,000



Image 3-25: The project will expand upon the latest addition to the Central Area's great public spaces.

## DuSable Park

**Project Description:** A park at the inlet of the Chicago River at Lake Michigan to commemorate Chicago's founding pioneer. The public-private agreement with the developer of The Spire will assist with the development of this park and can serve as a model for new park developments adjacent to major new residential projects. A pedestrian/bicycle flyover bridge is planned to improve pedestrian access to this park but has not been included in this cost estimate.

The preliminary park design is partially the result of a robust community planning process. DuSable Park is named for Jean Baptiste Pointe DuSable, the first non-na-

tive settler and founding father of Chicago. The site currently contains 3.5 acres of undeveloped land. The Park was originally announced in 1987 by then Mayor Harold Washington. The City of Chicago has pledged \$3 million and the Park District has also budgeted \$3 million for park development.

**Implementation Goal:** 2008-2012

**Implementation Responsibility:** CPD, CDOT, DZP

**Cost Estimate:** \$17,000,000



Image 3-26: This park at the inlet of the Chicago River will be dedicated to the first non-native settler of Chicago.

## Lakefront Trail Bridge

**Project Description:** Currently the Lakefront Trail uses the same bridge over the Chicago River as Lake Shore Drive. A new pedestrian/bicycle bridge is proposed to improve this part of the Trail. This is often referred to as a flyover.

The new bridge will reduce conflicts between autos, pedestrians and bicyclists. Potential exists for combining creation of this bridge with the Spire and DuSable Park.

**Implementation Goal:** 2012-2016

**Implementation Responsibility:** DZP

**Cost Estimate:** \$25,000,000



Image 3-27: The new bridge will separate bicycle and pedestrian traffic from the existing street crossing.

# URBAN DESIGN, WATERFRONT AND OPEN SPACE PROJECTS

## Open Space (continued)



Image 3-28: A "pocket park" integrated into this redevelopment site will create public open space in River North, where park space is limited.

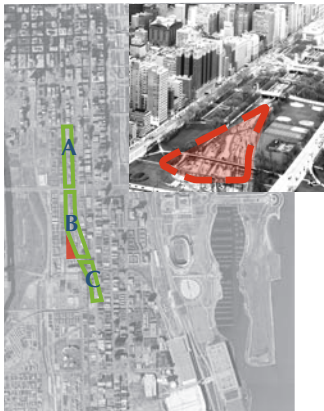


Image 3-29: The rail right-of-way that cuts through Grant Park will be improved with "green screening."



Image 3-30: The natural pedestrian connection from the Lakefront to Buckingham Fountain through Grant Park will be restored.

### Fort Dearborn Park

**Project Description:** The City will partner with a private developer to redevelop the square block site currently occupied by the Fort Dearborn Post Office. Part of the redevelopment will include the construction of a new public open space.

This open space will serve the growing residential population of River North.

**Implementation Goal:** 2016-2020

**Implementation Responsibility:** DZP

**Cost Estimate:** \$10,000,000 (expected public contribution)

### Railscape Improvements

**Project Description:** Screen the railroad throughout Grant Park and south to Museum Place. The open railroad trench could be improved by utilizing a "green screen" over the tracks. Explore potential to reduce the former rail service yard area (as depicted in red) generally known as the pennant lot.

There are three major sections to be improved:

- Area A: Grant Park Central (316,000 sf) = \$7,900,000
- Area B: Grant Park South (688,000 sf) = \$17,200,000
- Area C: Central Station Area (300,000 sf) = \$7,500,000

**Implementation Goal:** 2012-2016

**Implementation Responsibility:** RTA, Metra, DZP, CPD

**Cost Estimate:** \$32,600,000

### Pedestrian Connection at Queen's Landing

**Project Description:** The improvement of a pedestrian connection between Grant Park at Buckingham Fountain and the Lakefront across Lake Shore Drive is a key component of the Grant Park Framework Plan. Includes improvements to crosswalks and signage.

Queen's Landing was named after the 1959 visit by Queen Elizabeth II when she came ashore at that spot.

**Implementation Goal:** 2008-2012

**Implementation Responsibility:** CDOT

**Cost Estimate:** \$500,000

# PHASING PLAN

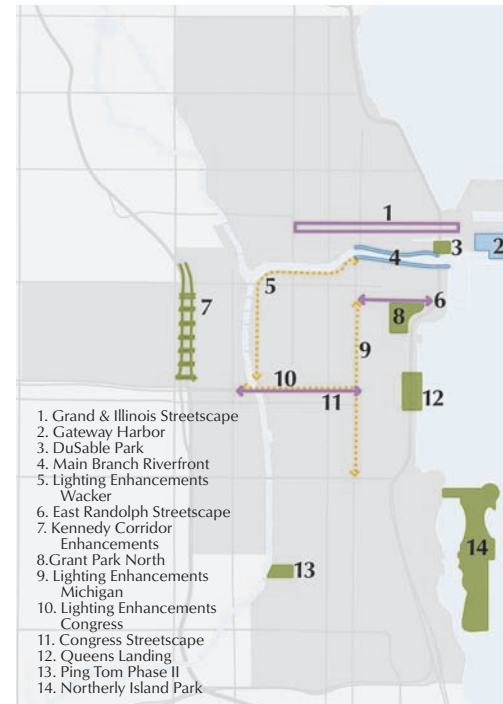
Based upon a combination of the Task Force ratings and the current status of projects, the draft implementation timeline that follows is provided for consideration:

**Table 3-1: 2008-2012 Projects**

Northerly Island Park Improvements	\$75,000,000
Main Branch Riverfront (Phase I)	\$46,000,000
Grant Park Improvements North	\$35,000,000
Gateway Harbor	\$30,000,000
Ping Tom Phase II (Site Dev./Railway Underpass)	\$20,000,000
Congress Parkway Streetscape	\$19,000,000
Grand & Illinois Streetscape	\$19,000,000
DuSable Park	\$17,000,000
Kennedy Corridor Enhancements	\$10,000,000
East Randolph Streetscape	\$8,750,000
Lighting Enhancements (Michigan, Congress & Wacker)	\$600,000
Pedestrian Connection at Queen's Landing	\$500,000
Chicago River Management Entity	\$250,000
<b>Subtotal (2008-2012)</b>	<b>\$281,100,000</b>

All figures based on 2007 \$ amounts.

**Figure 3-4: 2008-2012 Urban Design, Waterfront, and Open Space Projects**

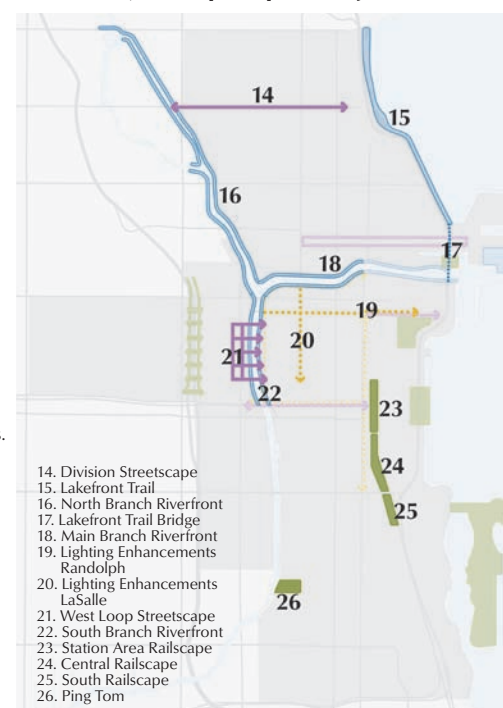


**Table 3-2: 2012-2016 Projects**

Lakefront Trail Expansion	\$177,000,000
North Branch Riverfront (River North)	\$75,000,000
Main Branch Riverfront (Phase II)	\$46,000,000
West Loop/Union Station Area Streetscape	\$33,000,000
Lakefront Trail Bridge	\$25,000,000
Division Streetscape	\$21,000,000
Ping Tom Phase II (Multi-Purpose Center/Boathouse)	\$18,000,000
Grant Park South Railscape	\$17,200,000
South Branch Riverfront (Downtown)	\$15,000,000
Grant Park Central Railscape	\$7,900,000
Central Station Area Railscape	\$7,500,000
Lighting Enhancements (LaSalle & Randolph)	\$400,000
<b>Subtotal (2012-2016)</b>	<b>\$443,000,000</b>

All figures based on 2007 \$ amounts.

**Figure 3-5: 2012-2016 Urban Design, Waterfront, and Open Space Projects**



# PHASING PLAN

**Table 3-3: 2016-2020 Projects**

Kennedy Cap	\$500,000,000
South Branch Riverfront (River South)	\$75,000,000
Fort Dearborn Park	\$10,000,000
<b>Subtotal (-2020)</b>	<b>\$585,000,000</b>

All figures based on 2007 \$ amounts.

**TOTAL COST \$1,309,100,000**

**Figure 3-6: 2016-2020 Urban Design, Waterfront, and Open Space Projects**

