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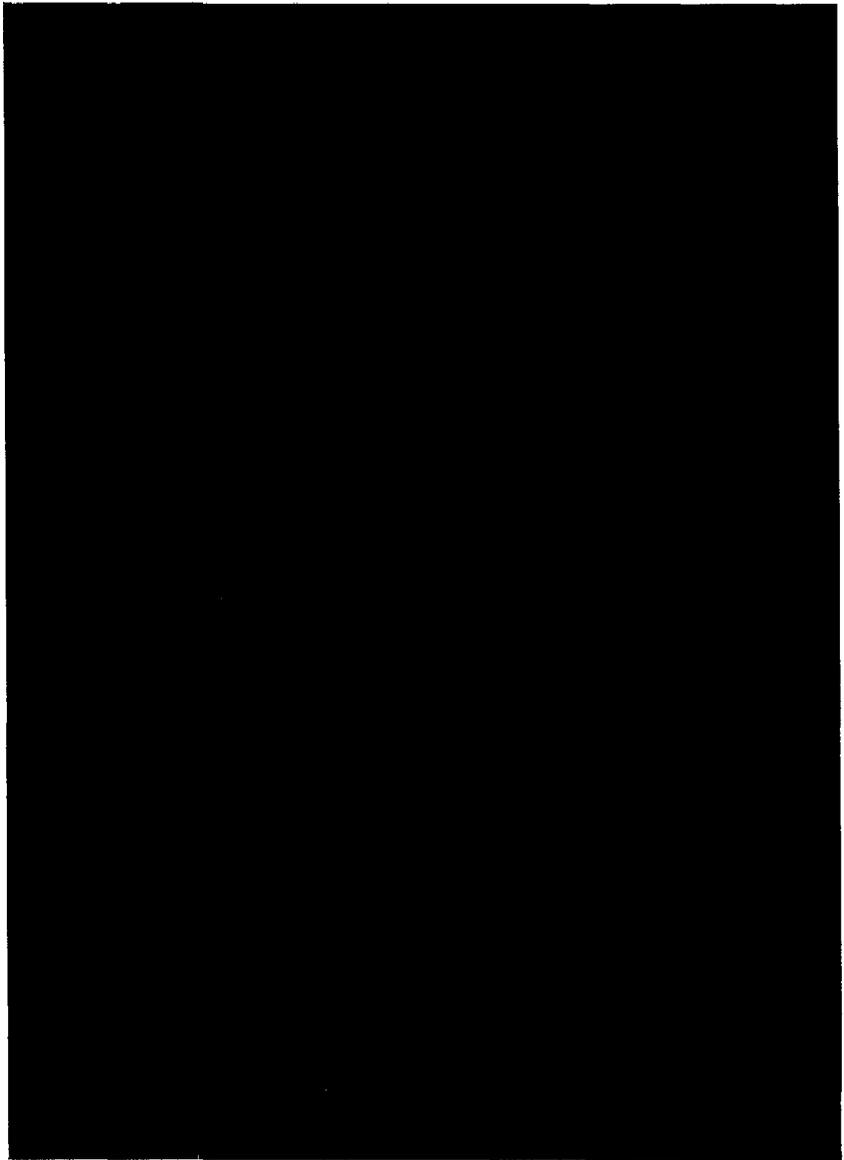
# NEAR SOUTH

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# DEVELOPMENT AREA JUN 14 1977

Department of Development and Planning

*Illinois. City of Chicago Dept. of Development + Planning*



# Near South Development Area

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City of Chicago, Richard J. Daley, Mayor

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John G. Duba, Commissioner of Development and Planning

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January 1967

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## PURPOSE OF THE DEVELOPMENT AREA REPORTS

In order to relate long-term basic policies to contemporary needs and varied conditions, a continuing process is required for formulating and refining plans and programs for Chicago communities. Planning, programming, and the actual construction of new homes, factories, transit, and other facilities are all parts of a complex process of decision-making which can be coordinated best by sub-sections of the city.

A series of reports on specific areas of the city has been prepared to initiate discussion of issues, problems, and possible solutions. This discussion will lead to more detailed policies and programs to help government and citizens coordinate their activities and achieve their goals more effectively. There are 16 Development Areas, covering the entire city, each with a population of 150,000 to 250,000 and with a land area of 6 to 20 square miles. Each report recommends, in more specific terms, land use changes, residential and industrial improvements, and transportation improvements needed to achieve the policies of the Comprehensive Plan in that area.

### Coordinating Development

The various kinds of projects that the city undertakes—street improvements, new schools and parks, urban renewal, and the human relations and community action programs—need to be related to each other if they are to produce maximum benefits for the communities they serve. In other words, the best way to improve the city is not on a project-by-project basis but in accordance with an over-all, coordinated program that assures the proper time and location for each item.

Chicago is too large to deal with as a whole in scheduling specific projects. Area plan and General Neighborhood Renewal Plan experience has demonstrated the need for an intermediate step between the level of the total city and the level of the specific project. The boundaries of the Development Areas are drawn to provide a practical means of dividing up the city for planning purposes. There is enough detail which residents can readily recognize so that the scale of the area facilitates effective citizen participation. The Development Areas offer a means for citizens and government officials to discuss planning objec-

tives, proposals, and improvement programs, so that varying viewpoints can be considered before final decisions are made about specific projects.

The recommendations in the Development Area reports are ideas and suggested projects for consideration. They do not represent final plans for the areas, nor do they cover all the issues that will have to be dealt with. The reports recognize that not all planning problems have immediate solutions. In some cases questions are raised for which answers have not been determined, in the expectation that the best solution will evolve through discussion.

In this report, the statements of objectives and programs for the Development Area are limited to the more evident community facility, transportation, renewal, and institutional needs and opportunities. Through community discussion and continuing research, additional objectives and program approaches will be identified and developed. These will include specific proposals for coordinating park, school, and traffic facilities and for relating industrial and business district improvements to urban renewal and transportation projects.

Of special importance will be the identification of community social needs and the evaluation of alternative programs of facilities and activities. In some areas, private institutions may cooperate or new privately sponsored activities may be established to achieve major educational, recreational, or health objectives. In other areas, public agencies such as the Board of Education or Chicago Park District may modify their programs or start new services to expand opportunity for individuals and families.

### Steps in the Review Process

Several specific steps will be followed in reviewing and revising the Development Area reports:

—Each Development Area report will be distributed to civic organizations and other private groups, both within the local area and city-wide. Citizen participation in Development Area planning will be an essential objective.

—City representatives will meet with groups and elected officials with an interest in each area to

discuss the preliminary findings and proposals of the report. Findings will be modified, other ideas sought, and approaches to resolving issues will be explored.

—Appropriate revisions in the proposals will then be made, which will result in a planning framework for the Development Area. After public discussion, the report would be adopted by the Chicago Plan Commission as a policy guide in review of projects and programs for the area.

—Using the planning framework as a guide the department will work with the agencies involved to meet the area's critical needs and achieve local objectives by adjustment of programs and scheduling of projects. This will be a continuing process requiring the maintenance of communications and the revision of programs as administrative and staff capabilities are improved.

### From Plans to Action

Chicago is constantly changing. Therefore, from time to time, each planning framework will be amended to reflect new needs or changes in objectives as a result of continuing study and discussion.

In recent years new transportation facilities, urban renewal, and other public and private developments have greatly improved the city's appearance, livability, and opportunities. Other projects are under way or planned. Still greater effort and change will be necessary if Chicago is to meet its commitment to the goals of the Comprehensive Plan. In the coming years sections of the city must be rebuilt or rehabilitated to meet high expectations for living standards. New ways must be found for dealing with related social problems and for broadening opportunities for all Chicagoans.

The Development Area reports have been prepared to inform Chicago citizens what the Comprehensive Plan's recommendations mean to each locality, to provide a means whereby city officials exchange information with citizens about the needs of their communities, and to develop a cooperative planning procedure. Achieving the kind of city envisioned in the Comprehensive Plan will call for the ideas, the widespread support, and the involvement of the people of Chicago.

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## NEAR SOUTH DEVELOPMENT AREA

The World's Columbian Exposition of 1893 in Jackson Park spurred residential development on the South Side of Chicago. The early growth of housing in the area was also encouraged by excellent transportation facilities: the Jackson Park elevated, a network of streetcar lines, the Illinois Central commuter service, and frequent service by the New York Central and Pennsylvania railroads. Much of the housing stock today dates back to the 19th century. During its history, the Near South area of the city has been severely affected by such problems as overcrowding of residential buildings through conversions, physical deterioration, rapid increases in the number of recently migrated low-income families, adverse mixtures of industry and housing, heavy traffic in residential areas, and inadequate community facilities.

To meet these problems, Chicago has undertaken an extensive program of public improvement in the Near South Development Area, which is bounded by Lake Michigan and the Dan Ryan Expressway and extends from the Stevenson Expressway to the Chicago Skyway and 67th Street. This effort has produced new, racially integrated middle-income housing, stimulated private rehabilitation, and provided space for the expansion of such institutions as Michael Reese and Mercy hospitals and the Illinois Institute of Technology. These developments have been important steps toward the achievement of Chicago's physical, social, and economic goals.

However, some portions of the Near South are still badly deteriorated, and other areas need community facilities. The nature and timing of future programs are of special significance because of the area's strategic location and because of the need to build upon existing public investments as advantageously as possible.

As a guideline for future development, the Comprehensive Plan calls for high residential densities in this section of the city.

The Near South area is close to the Central Business District, adjacent to the lakefront and large parks, and well-served by rapid transit—all factors calling for a high level of density. This does not mean that the area should be uniformly developed with high-rise housing. It is uniquely suited to a very wide variety of residential types, including single-family housing.

Programs in the Near South Development Area must provide for the expansion of educational and medical institutions, as well as for related residential and business facilities.

Recreation and transportation facilities in the Near South area serve regional functions. Improvements in roadways and rapid transit will be required to accommodate efficiently the heavy flows of traffic to and from the Loop. Also, recreation facilities, particularly those on the lakefront, need to be expanded to serve the people of the entire city, as well as those living in adjacent neighborhoods.

STEVENSON EXPRESSWAY

31ST

35TH

PERSHING

43RD

47TH

51ST

GARFIELD

59TH

63RD

67TH

DAN RYAN EXPRESSWAY

CRISP RR NYC RR

STATE

MICHIGAN

INDIANA

SOUTH PARK-WAY

COTTAGE GROVE

WOODLAWN

IC RR

STONY ISLAND

LAKE SHORE DRIVE

A

CHA

**Characteristics  
Near South Development Area**

Residence in Good Condition	
Residence in Need of Some Improvement	
Residence in Need of Major Repair	
Business Concentration	
Industrial Concentration	
Park	
Institution	

**A** Elevated Structure a Blighting Influence

**B** Blighted Area

**C** Overcrowded High School

**D** Serious Housing and Environmental Problems

**E** Inadequate Lakefront Facilities

**F** Adverse Mix of Land Use

**G** Adequate Housing, Some Environmental Problems

**Planning Framework**

**Objectives**

Public programs in the area should be directed toward the following long-range objectives :

1. Continue to improve housing, through redevelopment, rehabilitation, and conservation, in sections where programs have not already been undertaken. Develop a variety of housing types with an over-all high level of density. Provide an opportunity for a maximum number of families to live near the lake and near the central area.
2. Develop and expand social service programs to increase opportunities, relieve deprivation, and encourage participation in civic activities for all Near South residents.
3. Improve community facilities and business centers to serve and enhance residential areas.
4. Provide for the expansion needs of major medical and educational institutions and for related housing and facilities in nearby areas.
5. Provide for a limited amount of industrial development, in planned districts, with emphasis on research and service industries.
6. Expand regional recreation activities along the lakefront and in major parks; improve local recreation facilities to serve Near South neighborhoods.
7. Improve rapid transit facilities and major streets to serve Loop-bound traffic; reduce through traffic on local residential streets.

**Existing Conditions  
and Recommendations**

**Residence**

The 1960 population of the Near South Development Area was 385,000. Its boundaries include seven community areas as defined by the Chicago Community Inventory: Douglas, Oakland, Grand Boulevard, Kenwood, Washington Park, Hyde Park, and Woodlawn.

This Development Area was the first part of the city to contain a major concentration of Negroes, and by 1960 the area's population was 87 per cent non-white. The white residents live in racially integrated areas—the Hyde Park-Kenwood community and in new buildings in residential, redevelopment projects.

The financial status of families in the Development Area ranges from below the poverty line to upper middle-income. For example, in the census tract where Prairie

Shores is the only residential development, the median income was \$7,837, well above the city-wide median of \$6,738. But the median income for Chicago Housing Authority units was only \$2,915, and the Near South contains 42 per cent of all the city's public housing. Median 1959 family income figures for other sections of the Development Area indicate a general level below the city-wide average:

<i>Community</i>	<i>Median Family Income</i>
Oakland	\$3,412
Grand Boulevard	4,329
Washington Park	4,806
Woodlawn	4,797
Hyde Park	6,772
Kenwood	4,852

About one-tenth of the area's 11.6 square miles is covered by completed or scheduled redevelopment programs, including public housing and the clearance portions of urban renewal projects. An estimated 76,000 people, 20 per cent of the Near South Development Area's population, live in these rebuilt sections.

Much remains to be done in the area, however. Of its 128,600 housing units, 87,700 are in unrenewed areas. Of these more than one-third were substandard in 1960. About 23 per cent of the units in unrenewed areas were overcrowded (more than one person per room).

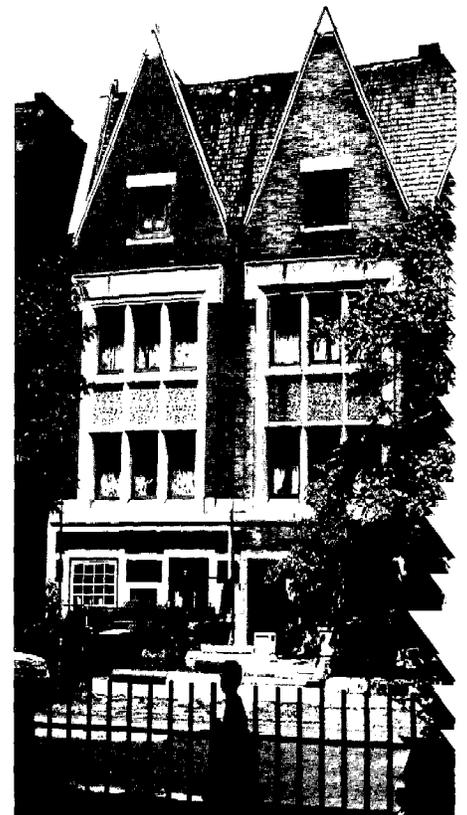
The over-all density of the Near South Development Area should be maintained at a high level. However, in several unrenewed sections, conversions, over-crowding, and excessive land coverage have resulted in densities too high to be accommodated adequately by existing structures and community facilities. In areas designated for new development it is possible to achieve high densities without overcrowding, by carefully planning the locations of structures, by closing streets not needed for traffic, and by varying building types and heights. At the same time, usable open space would be increased and community appearance improved.

There should be a wide variety of housing types in the Development Area to attract families of a broad range of ages, backgrounds, and income levels. The area today contains outstanding examples of effective community integration—economic, social, racial—and this quality should be expanded and strengthened.



One of the five buildings at Prairie Shores, containing moderate-rental apartments at a location convenient to downtown and the Michael Reese-Mercy Hospital complex. This land, as in the Lake Meadows development to the south, was made available for private redevelopment through the urban renewal program.

The Robert W. Roloson Houses at 32nd and Calumet, designed by Frank Lloyd Wright in the 1890's. The striking design and architectural details of the four townhouses were innovations in their era. Rehabilitation could make these homes among the most attractive of the city's historically and architecturally important residences.



Generally in the Near South area, intensively developed sections with tall residential buildings should be near the lakefront, large parks, and transit stations. High-density housing can include both family units and small apartments. Medium-density housing, including larger units suitable for families with children, should predominate elsewhere. Some sections recommended for redevelopment facing Jackson and Washington parks are appropriate for a combination of residential building types.

There is also a need to tie together the residential neighborhoods of the Near South Development Area, visually and functionally. This can be done by developing park-malls and walkways to connect major centers of activity, by reducing traffic on local streets, and by placing community facilities at locations that are easily accessible to more than one neighborhood. Sections that have already been redeveloped should be linked with other parts of the area as they are renewed, and greenways should connect business centers, schools, the lakefront, and large parks.

Programs for the Near South Development Area must do more than just improve the physical environment. Some sections confront social problems—such as delinquency, poverty, and poor health—that are greater detriments to sound community development than physical blight. Effective improvement programs must involve public and private social agencies serving the area. Both physical and social efforts can and should augment each other. Urban renewal and relocation programs help bring to light the need for certain types of social services. In turn, social service activities can stimulate individual responsibility and citizen participation so essential to the physical improvement of neighborhoods.

Programs in the Near South area should include (1) an expansion of social, educational, and recreational services, (2) new types of services and techniques, and (3) improved coordination of the services provided by public and private agencies. Programs designed to enlarge economic opportunities through education, job retraining, vocational guidance, and job placement will be of particular importance to this area. When the over-all income level is raised, it will be possible for residents of the area to improve the quality of their homes and support a wider range of public and private services.

The specific recommendations for residential improvement in the Development Area are discussed by sub-sections.

#### **North**

This is the section of the Near South Development Area north of 35th Street. Most of the area has been or is in the process of being completely rebuilt.

Lake Meadows and Prairie Shores, east of South Park Way between 26th and 35th streets, provide approximately 3,700 privately built, moderate-rental apartments on land made available through the city's urban renewal program. To the west of Prairie Shores is the Department of Urban Renewal's 128-acre Project 6 area. A portion of this area is being rebuilt with the South Commons development, which will include 1,400 units in a variety of housing types. New residential and institutional buildings have been constructed on the Illinois Institute of Technology campus. In addition, renewal projects have made possible the construction of the Lake Meadows Shopping Center and two new parks. The Dearborn Homes and Prairie Avenue public housing projects are also in this section.

The northern section also contains the "Gap Area," located between Lake Meadows and the IIT campus and bounded by 31st Street, 35th Street, South Park Way, and Michigan Avenue.

Housing conditions in the area are among the worst in the city. At least 80 per cent of buildings are structurally deficient in some way. It is recommended that this area be rebuilt in a variety of housing types with greenways and park facilities linking the adjacent Lake Meadows and IIT areas. The Douglas elementary school should be replaced on a site with adequate playground space. A community activities center, shopping, and other neighborhood facilities should be considered in redevelopment plans for the Gap Area.

#### **Central South**

This area extends west from Cottage Grove between 35th and 51st streets, and west from South Park Way between 51st and 63rd streets. The Dan Ryan Expressway is the western boundary. The Chicago Housing Authority has nearly rebuilt two areas within the section: the area between 35th and 39th, from South Park Way to Cottage Grove; and the area south of 35th Street on the west side of State Street, including

Stateway Gardens and Robert Taylor Homes. Additional public housing is scattered throughout the central south section. Other parts of the section face serious physical problems. The section as a whole, and particularly its northern part, ranks among the poorest in the city in housing quality. Information available on such social-economic factors as income, employment, education, delinquency, and health point up the need for a coordinated social-physical approach to effective area-wide improvement. Because of the degree of physical deterioration and mixed land uses, it may be necessary to remove between 30 and 50 per cent of the existing structures. The southern portion of the area, near Washington Park, should require less clearance. Until other renewal programs can be planned and scheduled, code enforcement should be strengthened to prevent further deterioration.

The central south section has good rapid transit service. The rapid transit elevated structure, however, is a blighting influence. Its relocation to elsewhere in the Near South Development Area is discussed in the transportation section of this report. Future development in the central south section should provide for high-density housing near rapid transit stations. Some high-density housing also should be built facing Washington Park, but more family-type units would be emphasized in other parts of the area.

Washington Park, an important asset to the area, is well-equipped with a field house, swimming pool, tennis courts, and other facilities. Park-malls and landscaped walkways are recommended to link Washington Park with other parts of the area.

The section as a whole lacks small parks and playground space next to schools. A special need is a neighborhood park with athletic fields at DuSable High School, 49th and State.

Renewed business centers and a full range of community facilities should be included in any redevelopment plans for the area.

#### **North Kenwood-Oakland**

This section is bounded by 35th and 47th streets, Cottage Grove Avenue, and Lake Michigan. Both public housing and residential redevelopment projects are under way or completed in the area north of 39th Street. But in the area south of 39th Street to 47th Street, a conservation and rehabilitation program is needed.



Four-story walk-up apartment buildings near 53rd Street and Prairie Avenue, typical of the dense development and excessive land coverage in many parts of the Near South Development Area.

In the background is part of the Chicago Housing Authority's Robert Taylor Homes, the nation's largest public housing development. More than 4,000 families live in its 28 buildings.



The exact nature and scope of renewal action cannot be determined before detailed surveys are made. However, it is reasonable to assume that 20 to 30 per cent of the structures will require removal and replacement with new housing and community facilities. A conservation program would build upon and strengthen the improvements already made both to the north and the south. A portion north of 47th Street, from Cottage Grove to the lake, is now under study by the Department of Urban Renewal.

#### Hyde Park-Kenwood

The 856-acre Hyde Park-Kenwood area has received national attention as one of the first, and most successful, conservation-type urban renewal projects in the country. Execution of the project began in 1959.

The dilapidated structures in the area have been cleared, and approximately 1,800 new housing units will have been built by the time the project is fully completed. The main emphasis is on the rehabilitation of nearly 24,000 existing housing units in 2,300 buildings. By mid-1965 more than 1,500 structures either met the plan's property rehabilitation standards or were in the process of rehabilitation.

The renewal plan also provides for other necessary improvements—such as expanded school sites, neighborhood parks, and shopping centers. Improvements already made and the remainder of the program committed for the area will insure the continued health and attractiveness of this stable, racially integrated community.

#### Woodlawn

This community—bounded by the Midway Plaisance, 67th Street, Cottage Grove Avenue, and Stony Island Avenue—has been a port of entry for migrants to the city since the area was first settled in the late 19th century. It is largely an apartment district, with some row houses and numerous apartment hotels. The community is now seriously overcrowded with more than 25 per cent of all housing units having one or more persons per room in 1960.

An area just south of 60th Street is already scheduled for redevelopment. There will be University of Chicago expansion and other institutional development between 60th and 61st streets, with middle-income housing built along both sides of Cottage Grove between 60th and 63rd streets.



A small park provides welcome open space in an intensely built up Near South residential area. Rear yards in other parts of the area could be developed in a similar way.

Buildings near South Park Way and Oakwood Boulevard, once luxurious single-family homes, have been converted to apartments which have become overcrowded and physically deteriorated. This area is recommended for rehabilitation.



Other parts of Woodlawn face serious housing and environmental problems. It is estimated that between 30 and 40 per cent of the existing buildings cannot be economically rehabilitated. Redevelopment should be undertaken in the areas east of the Illinois Central tracks and near 63rd and Dorchester. The Department of Urban Renewal now has the 63rd-Dorchester area under study. In other parts of Woodlawn, the removal of substandard buildings would provide an opportunity to expand play areas next to public schools. Woodlawn should be maintained as a community with an over-all high level of density. A variety of residential types should be retained, however, with higher-density housing fronting on parks and adjacent to transit stops and with lower densities elsewhere.

Much of the commercial frontage on 63rd Street is badly deteriorated and can be removed in conjunction with the eventual replacement of the elevated structure with a modern rapid transit line. A major neighborhood business center is recommended at 63rd and Cottage Grove and a smaller center at 63rd and Woodlawn.

Stony Island Avenue is a barrier to access to Jackson Park. Park and recreation areas west of Stony Island could be connected to Jackson Park with major overpasses, especially at the Midway Plaisance. New neighborhood parks and playgrounds are needed in the community. It is recommended that landscaped walkways connect Woodlawn with the Midway Plaisance and Washington and Jackson parks.

#### West Woodlawn

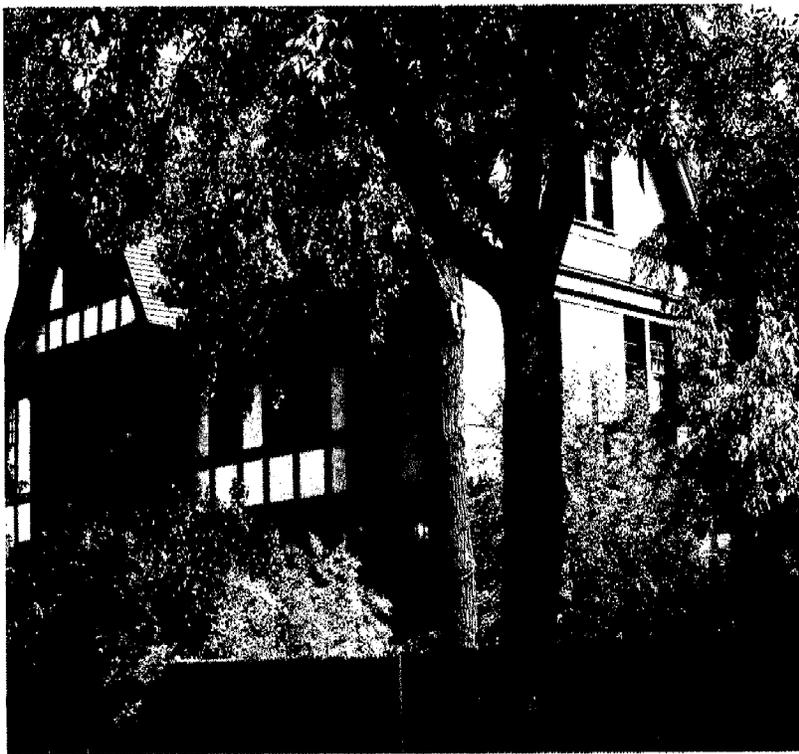
This section—bounded by Washington Park, the Chicago Skyway, Cottage Grove, and South Park Way—has been maintained as a stable, middle-income neighborhood in fairly good condition. The removal of scattered dilapidated buildings and small pockets of substandard housing would help to conserve the quality of the area. West Woodlawn would benefit from the up-grading of the Woodlawn community and from the plan to construct middle-income housing along Cottage Grove Avenue south of 61st Street. In addition, reduction or elimination of the adverse influences of the elevated structure and obsolete commercial strip along 63rd Street should be a major objective.

West Woodlawn south of 63rd Street has been designated as a conservation area. In 1960, only 13 per cent of its housing units



The Commons, a cluster of individually owned townhouses at 52nd and Kimbark, an attractive example of inner-city family housing. The inner court provides protected recreation space for residents and their children.

A typical Kenwood home, on Woodlawn Avenue. This community of large single-family residences has been maintained in excellent condition.



were listed as substandard. Within the conservation area, the Department of Urban Renewal has established a small study area in the vicinity of 69th Street and Cottage Grove Avenue. Redevelopment of the area with middle-income housing and a small shopping center is recommended.

West Woodlawn needs more open space, but not as badly as other sections, because its actual and potential population density is lower. More playground space should be provided next to elementary schools, and some local streets could be re-used as pedestrian walkways.

### Schools

The Near South Development Area contained 67 public elementary schools, branches, and upper-grade centers in 1965. Twenty-one of these were built since 1955, many to accommodate the increasing number of children living in public housing projects in the area. Because of the great increase in the school-age population, it also has been necessary for the Board of Education to lease some Chicago Housing Authority apartments for classroom use.

According to 1965 Board of Education data, 61 of the 67 schools have average classroom occupancies in excess of the board's recommended goal of 30 pupils per room. The current city-wide public schools average of 32.5 pupils per room is exceeded in 46 of the 67 schools. Most of the schools lack adequate playground space, and many are more than 50 years old.

More than 200 classrooms would be needed, at the present level of enrollment, to meet the objective of 30 pupils per room. Because of changing family migration patterns and birth rates, classroom needs must constantly be reviewed. Additional facilities are needed to replace over-age classrooms, as well as all those now in mobile units and public housing apartments. Modernization of many remaining schools and provision of adequate recreation space are also needed.

In the Near South area there are four general high schools—Phillips, Forrestville, DuSable, and Hyde Park. Dunbar Vocational High School also is in the area. These schools are facing an acute shortage of space as the large number of children born in the 1950's reach high school age.

Dunbar adjoins a 16-acre park, but the other schools are greatly in need of adjacent recreational space. Opportunities for additional Board of Education-Park District joint facil-

ities should be explored.

The Board of Education has proposed two new high schools, Forrestville and Kenwood, to relieve overcrowding in the Development Area. In addition, DuSable, Hyde Park, and Phillips are in need of modernization.

### Recreation

Five miles of the Lake Michigan shoreline bound the Near South Development Area. This portion of the lakefront, including Jackson Park and part of Burnham Park, must be developed further. The Comprehensive Plan recommends extensive landfill to create additional large park areas. The location and form of this expansion will be determined by the lakefront study now underway.

Regional activity centers are recommended in the lakefront parks at the terminal points of the one-mile major streets. Additional pedestrian bridges or underpasses at Lake Shore Drive and the Illinois Central tracks are also proposed, generally at the half-mile streets.

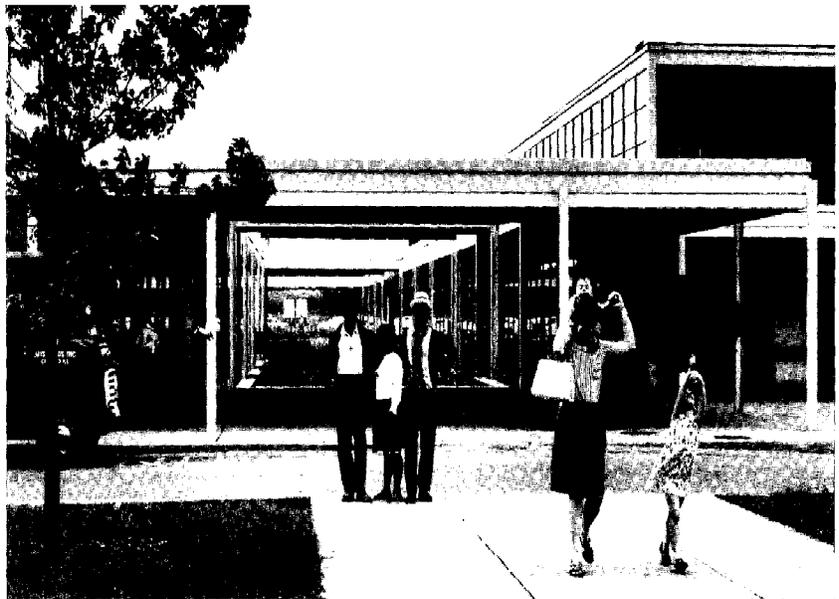
Regional recreation facilities should also be added or expanded in Washington Park. This is an excellent location for serving Chicago's South Side. As indicated earlier, smaller parks, playgrounds, and landscaped walkways are recommended throughout the Development Area.

### Business

Most of the mile and half-mile streets that have not been included in improvement programs in the Near South Development Area are lined with deteriorating commercial buildings. These business strips have high vacancy rates and reflect the poor physical condition of adjacent residential areas.

Urban renewal projects in the area have removed deteriorated commercial strips and provided for the development of several new business centers of modern design with adequate off-street parking. These include the Lake Meadows shopping center and smaller centers, such as Kimbark Plaza and Harper Court, which was developed in Hyde Park by a non-profit corporation as a display and sales center for artists and craftsmen.

As further urban renewal programs are undertaken in the area, remaining strip commercial development should be consolidated into business centers that meet contemporary standards. Additional major neighborhood shopping facilities compa-



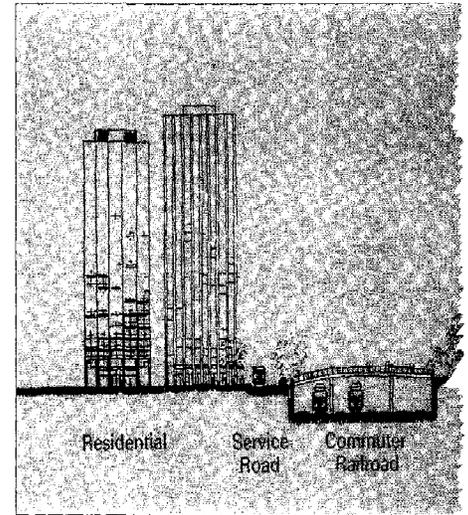
Lake Meadows Shopping Center, an excellent example of a modern community-level business center built as part of an urban renewal project. It replaced obsolete, deteriorated commercial strips.

Harper Court, at 52nd Street and Harper Avenue, a group of small stores and galleries, offering unique and individually designed products. Artists and craftsmen work on the premises in some of the shops, making pottery, candles, and musical instruments. A sunken courtyard provides space for outdoor exhibits.





This land, part of the Garfield-LaSalle urban renewal project, will be cleared and rebuilt as a light industrial district extending between the Dan Ryan Expressway and New York Central Railroad. When redeveloped the area will provide modern, attractively designed plants with adequate off-street parking and loading space.



rable to the Lake Meadows and Hyde Park centers, as well as smaller neighborhood and convenience shopping centers. are needed at various other locations in the Near South Development Area. Shopping facilities should be developed as part of broader community improvement and renewal programs.

Other kinds of commercial activities that do not require shopping center locations are needed to serve the Near South area and other parts of the city. The Comprehensive Plan recommends special service districts, near major streets and expressways, to accommodate such firms as auto and repair shops, plumbing and heating stores, and building material outlets. Two locations in the Development Area are proposed for special service districts: south of 55th Street between the Dan Ryan Expressway and the New York Central right-of-way, and in the vicinity of 63rd-64th and State Street.

### Industry

Industrial development should be limited to special types at carefully selected locations in order to preserve the residential, institutional, and recreational functions of the Near South Development Area.

Space should be made available for the development of research activities and al-

lied light industries near the Illinois Institute of Technology. Scattered plants in residential areas should be relocated to industrial districts as part of community-wide improvement programs.

Also recommended in the Comprehensive Plan for industrial use is the strip of land between the New York Central Railroad tracks and the Dan Ryan Expressway from 47th to 55th streets. The Department of Urban Renewal already has designated part of this strip for redevelopment with light industry.

### Institutions

Among the institutions in the Near South Development Area that have been able to undertake expansion and renovation programs because of urban renewal projects are Mercy Hospital, Michael Reese Hospital, Chicago Osteopathic Hospital, Illinois Institute of Technology, the University of Chicago and its associated institutions, and the Jewish Children's Bureau.

Other important institutions now in the area are the American Bar Association headquarters, the Midwest Inter-Library Loan Center, the Chicago Theological Seminary, Woodlawn Hospital, Illinois Central Research Hospital, and LaRabida Tuberculosis Sanitarium.

Land will soon be cleared at the northern end of the Woodlawn community for University of Chicago expansion and a Veterans' Administration Hospital.

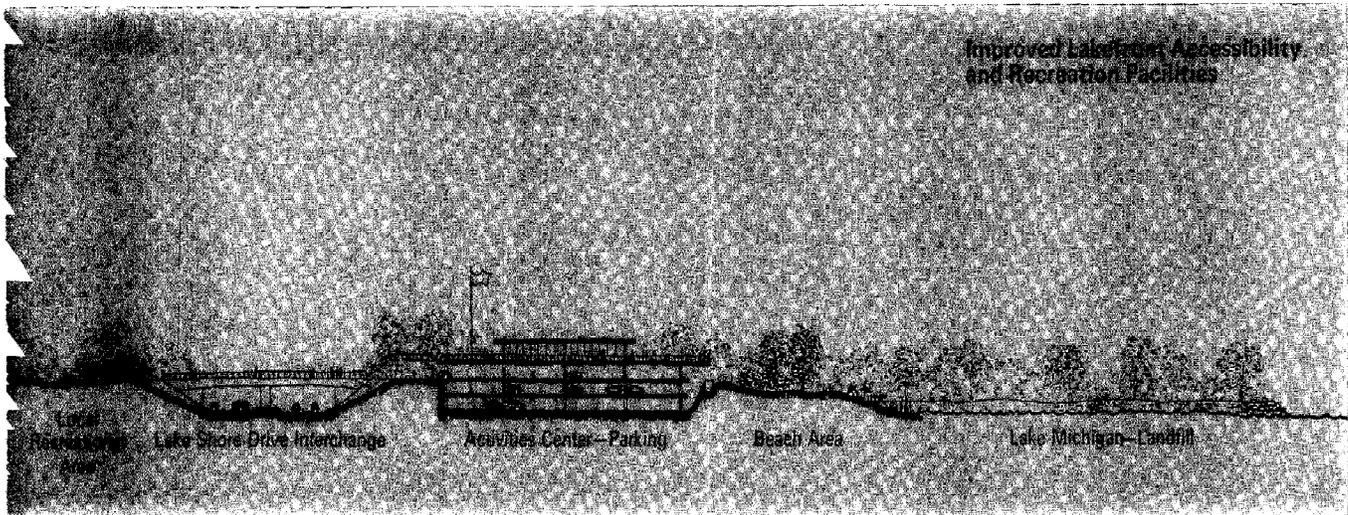
Both Michael Reese and Mercy hospitals, in the northeast corner of the Development Area, will soon be nearly surrounded with new development. Possible expansion of Michael Reese could be accommodated in an area immediately north of the hospital. This would also provide a link between the Michael Reese and Mercy complexes. Another possibility would be to use air rights over the Illinois Central right-of-way for either hospital buildings or other suitable activities. Such development would bridge over a major barrier and could be designed to provide better access to lake shore recreation for residential areas to the west.

### Transportation

The Near South Development Area contains many major north-south transportation routes serving the Central Business District. However, construction of the Dan Ryan Expressway has greatly relieved traffic congestion on these streets, and several which had served as major carriers can now be de-emphasized.

The Comprehensive Plan identifies transportation corridors of high accessibility

## Improved Lakefront Accessibility and Recreation Facilities



along the east and west edges of the Near South area. These corridors contain the Dan Ryan Expressway on the west and Lake Shore Drive on the east. The plan further designates Michigan and Cottage Grove avenues as primary north-south thoroughfares. Primary east-west thoroughfares are 31st, 47th, 55th, and 63rd streets, and Pershing Road. These streets are part of a city-wide network of high-level traffic service and, consequently, will require major improvement. Their prime function will be to distribute expressway traffic and provide direct connections between major functional areas of the city and its metropolitan region.

Secondary thoroughfares include portions of State Street; South Park Way; Woodlawn Avenue; Lake Park Avenue; and 35th, 43rd, 51st, 59th, and 67th streets. These carry smaller volumes of traffic and serve as links between primary thoroughfares and local service streets. Secondary thoroughfares will require less extensive improvement and need not be continuous throughout the city. Several changes in the street pattern have already been made as part of improvement programs in the Near South area. The city is now in the process of up-grading State Street and Michigan Avenue between 26th and 35th streets, thus allowing the possible elimination of parallel portions of Wabash

and Indiana avenues. In the future, it may also be possible to close additional streets when the primary thoroughfares in the Development Area, such as Michigan Avenue, are up-graded to recommended standards. Eventually, portions of all major streets must be up-graded to meet anticipated traffic volumes. Some local streets can be eliminated or redesigned in connection with redevelopment or conservation activities.

### Transit

The Near South Development Area is presently served by Chicago Transit Authority rapid transit and the Illinois Central Railroad commuter line. The Jackson Park rapid transit line uses the elevated structure that runs south through the Development Area as far as 63rd Street, and then east over 63rd to Stony Island Avenue. The Englewood branch also uses this structure as far south as 60th Street, where it continues westward.

The planned provision of rapid transit in the median of the Dan Ryan Expressway will produce a service area that overlaps with that of the present elevated. And, as in other parts of the city, the relation between this elevated structure and its surrounding environment has been poor, and blight has resulted. These difficulties indicate that the possible eastward relocation of the Jackson

Park line should be studied to gain maximum service to the area and to eliminate environmental problems.

One alignment possibility would be to extend the existing Jackson Park route eastward to the Illinois Central Railroad right-of-way south of Roosevelt Road. From about 35th Street south, this line would extend to 63rd Street in an alignment along Cottage Grove Avenue, where it would connect with the proposed Crosstown transit line. Other alignments are possible, including along South Park Way. Extension of the new Jackson Park line south of 63rd Street would be possible should rapid transit be proposed to serve other development areas to the south.

Such a new alignment, together with the Dan Ryan transit line, would allow broader and more convenient service throughout the Near South Development Area. The new line should serve specific areas of need, such as McCormick Place, the Michael Reese Hospital complex, the Lake Meadows and Prairie Shores developments, as well as potential new high-density developments over the Illinois Central Railroad air rights. Direct transit service would also be available to the University of Chicago. In addition to alternative alignments, the question of alternative designs (open-out, elevated, subway) should be thoroughly considered.

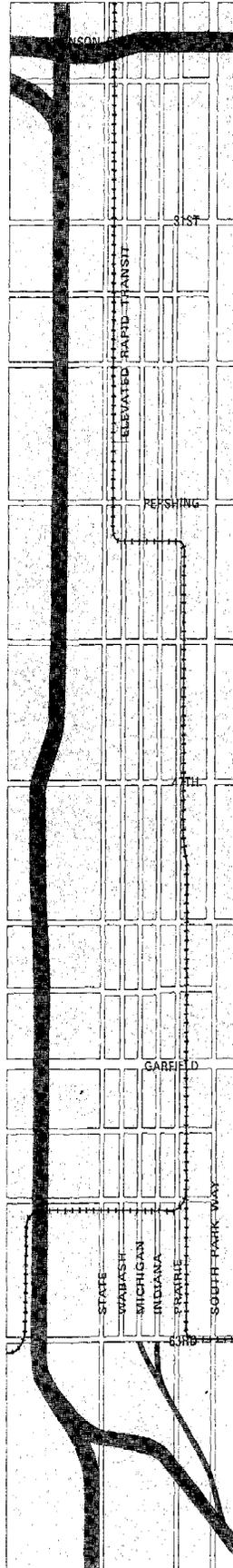
### Transportation Patterns in the Near South Area

Many of the major north-south transportation lines leading to the Chicago Central Business District pass through the Near South Development Area. This fact offers an important advantage of high accessibility, but the traffic carriers unnecessarily fragment the area into land units which will not support cohesive community development.

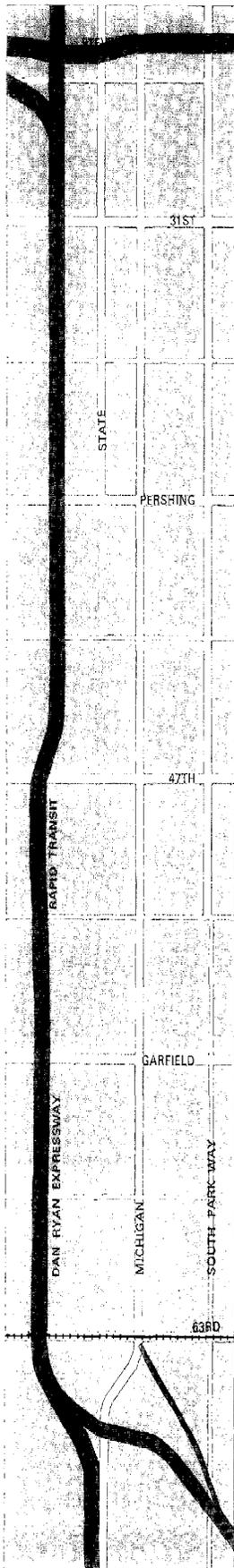
The Comprehensive Plan designates the area paralleling the Dan Ryan Expressway as one of a system of corridors of high accessibility. Such high-intensity activities as business centers, institutions, high-density housing, and industrial districts would locate along these corridors. They would make advantageous use of the rail and road facilities, and in turn they would attract users to support the transportation lines.

Changes in local streets are suggested to create patterns that will encourage sound development along the Dan Ryan corridor. These diagrams illustrate the existing transportation pattern in this part of the Near South area and two alternative ways in which this pattern could be changed in accordance with the Comprehensive Plan.

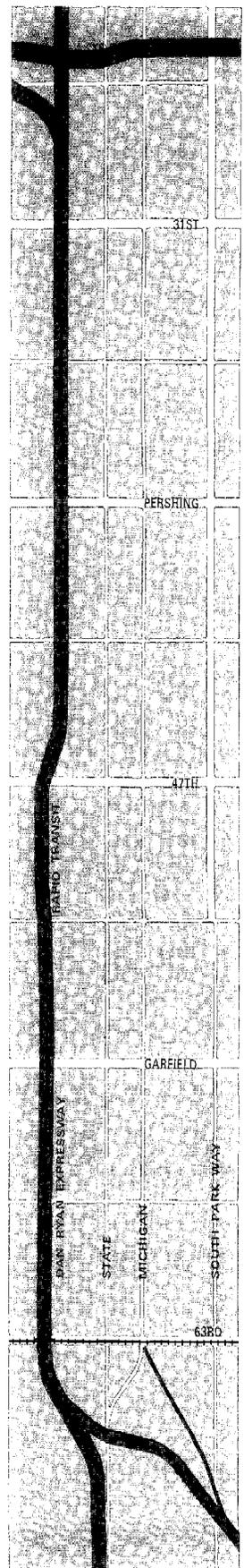
In Alternative A, Michigan Avenue has been up-graded to primary thoroughfare standards and connected with the Chicago Skyway. In Alternative B, both Michigan and State have been improved. In both alternatives, South Park Way remains a collector street, and Prairie, Indiana, and Wabash avenues have been closed. The east-west mile streets serve distributor-collector functions. A new rapid transit line has been installed in the Dan Ryan median strip.



Existing



Alternative A



Alternative B

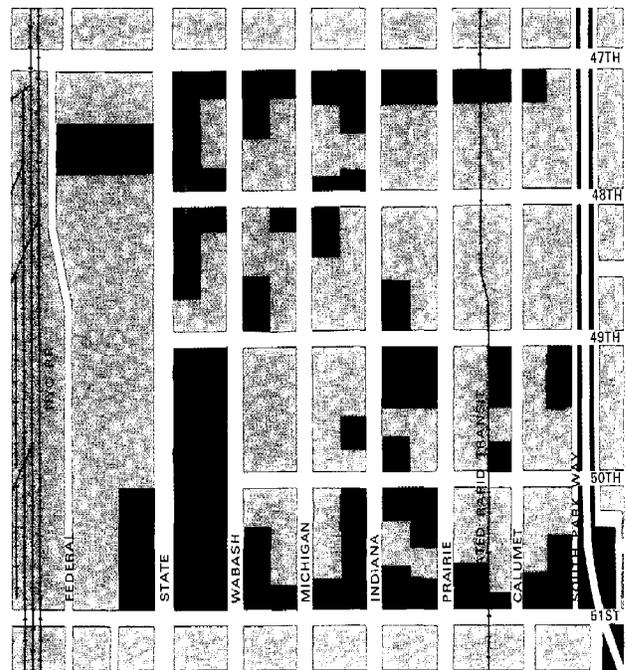
**Environmental Patterns  
in the Near South Area**

This part of the Near South Development Area contains a complex of high-rise public housing buildings west of State Street. The section east of State Street, recommended for redevelopment, contains badly deteriorated residential buildings, scattered industrial and commercial uses, and serious social problems.

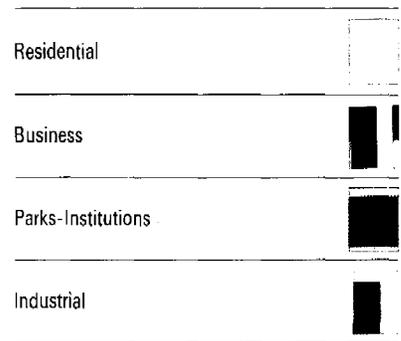
A major goal in new development here is to relate the public housing complex more closely to the rest of the community. Another important consideration is that this section is part of the Dan Ryan high accessibility corridor, and new development would be related to the improvements and street realignments described in the transportation diagrams.

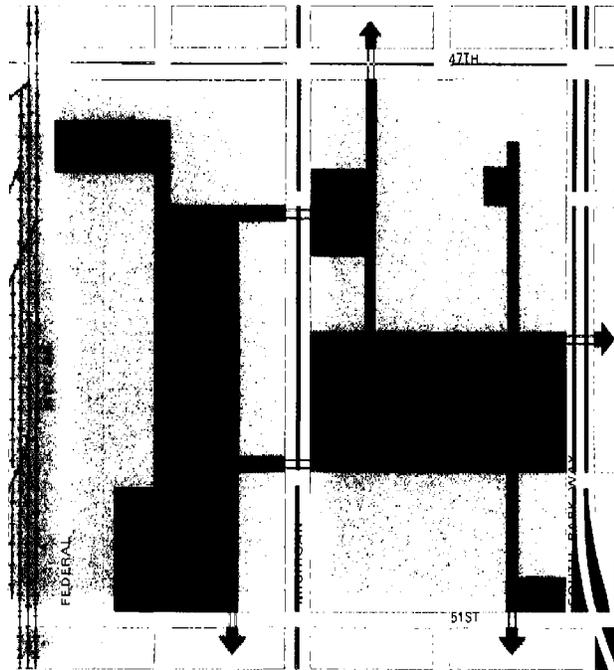
These alternative plans illustrate two ways in which the area could be rebuilt as a sound community in an attractive environment, in accordance with Comprehensive Plan objectives. In Alternative A, State Street has been closed and the public housing complex connects directly with a park-mall. In Alternative B, State Street has been retained, and pedestrian bridges connect the public housing with the mall to the east. In both alternatives, the closing of some streets and the removal of the South Side elevated structure have formed relatively traffic-free land units that are more conducive to sound development. The area east of State Street has been rebuilt mainly with housing at an over-all high-density level, appropriate to this portion of the high accessibility corridor.

The system of park-malls and greenways connects residential neighborhoods with business centers, the improved DuSable High School, and expanded recreation facilities. Deteriorated commercial strips along major streets have been removed, and business activities have been consolidated into attractive centers near major street intersections. These centers could contain needed community facilities, such as a library or health center, and offices for social services, in addition to shops.

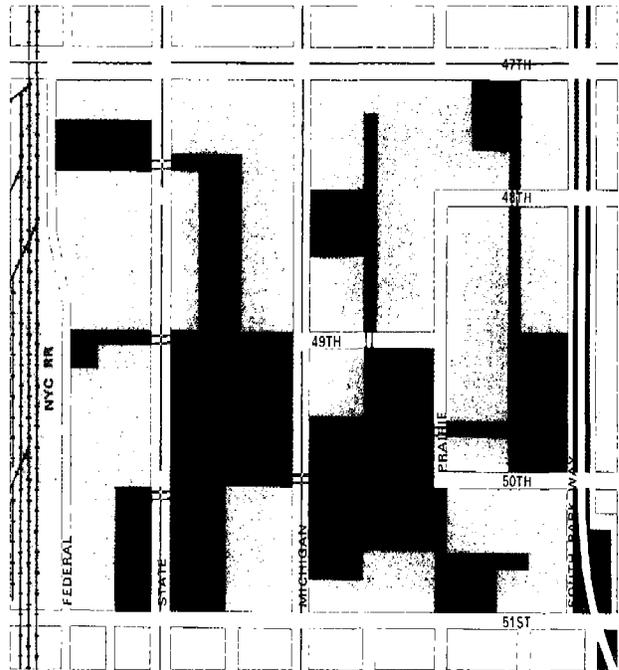


Existing





Alternative A



Alternative B

## Summary

The illustration opposite this summary presents an overview of the major concepts identified through the Development Area process at this stage. Through this device it is possible to see how each of these ideas contributes to the design of the total fabric for the Development Area:

A. The Near South pattern of thoroughfares, as part of the city-wide circulation system, is overdeveloped. It is therefore proposed that Michigan Avenue and Cottage Grove Avenue be up-graded to major street standards, while sections of State Street, South Park Way, and Woodlawn and Lake Park avenues remain as north-south collectors. Michigan Avenue south of 63rd Street will have a direct connection to the Chicago Skyway.

B. It is proposed to improve rapid transit service in the Near South Development Area by locating one line in the median strip of the Dan Ryan Expressway. Study will be given to the possible relocation of the Jackson Park line.

C. In order to create a unified medical complex in the vicinity of Mercy and Michael Reese hospitals and to clear deteriorating structures, the entire area bounded by the Stevenson Expressway, Michigan Avenue, 26th Street, South Park Way, and Michael Reese's current west and south limits should be made available for medical expansion and development.

D. The north central portion of the Near South area includes some of the city's most distinctive urban renewal, institutional improvements, and public housing. The "Gap Area," the remaining portion of the north central section lying between the Illinois Institute of Technology and the residential renewal areas to the east, requires substantial clearance of its substandard structures. Here, varied residential redevelopment, provision of a park-mall system, and reduction of through traffic would enhance the area's potential as a desirable residential neighborhood, near educational and institutional facilities.

E. The central portion of the Near South area is a rapidly deteriorating area requiring as much as 30 to 50 per cent clearance. Provision must be made for adequate community facilities, increased open space, reduced through traffic, and improved business centers.

F. The corridor between the Dan Ryan Expressway and Michigan Avenue, stretching from 35th to 55th streets, includes a major concentration of public housing. This residential development could have an improved relationship to the adjacent communities to the east with the de-emphasis or redesign of State Street as a major thoroughfare, the design of park-malls and recreational open space, and the improvement of community facilities and institutions.

G. The area bounded by 35th, 47th, Cottage Grove

Avenue, and the Illinois Central right-of-way is suggested for an extensive residential conservation-rehabilitation program which would also increase open space, improve community facilities, reduce through traffic, and provide consolidated business centers.

H. The Hyde Park-Kenwood area is a significant example of the benefits which can accrue to a community through an active conservation and rehabilitation effort. Continuing work is needed to provide all necessary community facilities and services.

I. The University of Chicago has been a major force in the redevelopment of its surrounding community. It has drawn related institutions and educational facilities into the area and has improved the residential fabric through provision of housing for students and affiliated personnel. It will have similar beneficial effects on Woodlawn as campus and related development proceed south of the Midway.

J. The rerouting of South Lake Shore Drive through Jackson Park will define the two major functional districts of the park. One of these is inland-oriented and will afford increased opportunities for neighborhood-park interaction. The other portion will concentrate on water and lakefront activities and will include minor landfills at the 57th, 63rd, and 67th street beaches. Other lakefront improvements north of Jackson Park will generally add to existing shoreline developments by means of landfill projects.

K. Woodlawn is one of the city's most challenging communities for planning. The University of Chicago south campus development, middle-income housing, a proposed Veterans' Hospital, and a planned business center at 63rd and Cottage Grove will all have definite effects upon the redevelopment of Woodlawn. The remainder of the community requires a program which will provide substantial redevelopment east of the Illinois Central right-of-way. In the rest of the area, a concerted rehabilitation-conservation program is suggested. The more serious social problems of this area must be met with a large commitment of new, increased, and more effectively coordinated services.

L. In the Washington Park area, residential improvement programs are advocated. Park improvements are also suggested to provide new and improved recreational facilities, reduce through traffic movements in the park, and create a new regional point of interest, such as a museum, zoo, or golf course.

M. A part of the industrial district along the Dan Ryan Expressway has been designated for redevelopment by the Department of Urban Renewal. The remainder of the area should be strengthened through the development of new industry and special service districts.

## Planning Framework Near South Development Area

Residential



Institutions



Business



Industry



Parks



A Major Street Improvements

B Improvement of Rapid Transit Service

C Expansion of Medical Institutions

D Residential and Related Redevelopment

E Community Improvement

F Improvement of Residential Environment

G Community Improvement

H Continuing Community Improvement Program

I University of Chicago and Related Development

J Lakefront Recreational Development

K Woodlawn Community Improvement

L Washington Park and Community Improvements

M Industrial Corridor Development



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