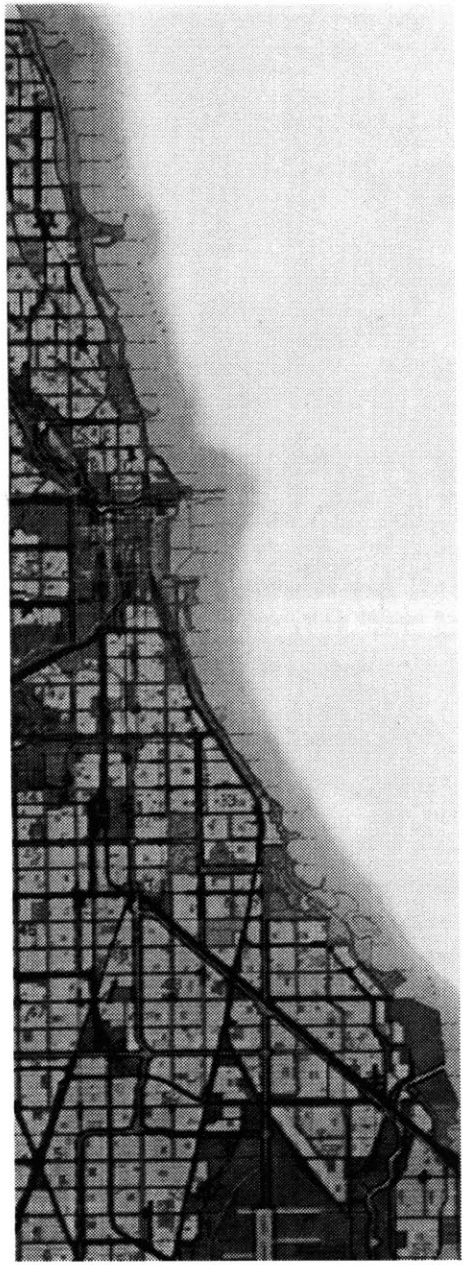


REDEFINING THE EDGE:

Housing on Chicago's Waterfront

by
Anthony Olindo Montalto
B.S. Architectural Studies, University of Illinois
Champaign-Urbana, Illinois
May 1993

SUBMITTED TO THE DEPARTMENT OF ARCHITECTURE
IN PARTIAL FULFILLMENT OF THE REQUIREMENTS FOR THE DEGREE OF
MASTER OF ARCHITECTURE
AT THE
MASSACHUSETTS INSTITUTE OF TECHNOLOGY
JUNE 1995

Signature of the Author: _____
Anthony O. Montalto, Department of Architecture
May 12, 1995

Certified by: _____
Gary Hack
Professor of Architecture and Planning
Thesis Supervisor

Accepted by: _____
Ellen Dunham-Jones
Chairman, Departmental Committee on Graduate Studies

©1995 Anthony O. Montalto. All rights reserved. The author hereby grants to MIT permission to reproduce and to distribute publicly paper and electronic copies of this document in whole or in part.

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
JUL 25 1995

Aerial view of South Loop and Waterfront.

Cover Photo: 1968 Comprehensive Plan from 1972 *Lakefront Plan of Chicago.*

(this page) Aerial provided by Geonex Aerial Service.

REDEFINING THE EDGE:
Housing on Chicago's Waterfront

by Anthony Olindo Montalto

Submitted to the Department of Architecture on May 12, 1995 in partial fulfillment of the requirements for the degree of Master of Architecture.

ABSTRACT

This thesis proposes an approach to the design of urban housing which uses the public realm to reconcile the various desires of the city for continuous, accessible fabric, the developer for property value raising enhancements, and the inhabitant for security and a sense of local community.

The project proposes thinking about urban housing development as a part of a larger neighborhood development rather than as an enclave. The design proposal demonstrates the application of this design method in answering to the needs of Chicago and the public realm, development pressures, and most importantly the comfort and quality of life of the inhabitant.

The evolution of this more integrated urban housing design is traced and critiqued under various applications ranging from publicly-developed low-income to privately-developed upper-income housing. The housing is evaluated according to its success first from a quality of life standpoint for its inhabitants, and second according to its integration and affects on the surrounding urban fabric. The basis of this range being that the argument revolves on establishing housing which can answer to the needs of the public realm and satisfy the basic needs of an inhabitant, in all income levels. This analysis of models and applications leads to a method, or rather standards in the success rate and feasibility of a housing development. The public realm is the next item critiqued to establish similar models of success. The result is a list of standards which a development must respond to, to satisfy both the needs of the city, and of its inhabitants. The comprehensive approach becomes the next step in the evolution.

An 80-acre plot of Chicago's waterfront, where current housing and commercial development is occurring, is the test site for the comprehensive approach. The same standards by which the other housing was critiqued will be applied both at a city-wide level and a housing level. A master-plan is provided for growth on the 80-acre site including the general scope of the housing needs and requirements. The housing is then fully developed and explored on both the urban and architectural level.

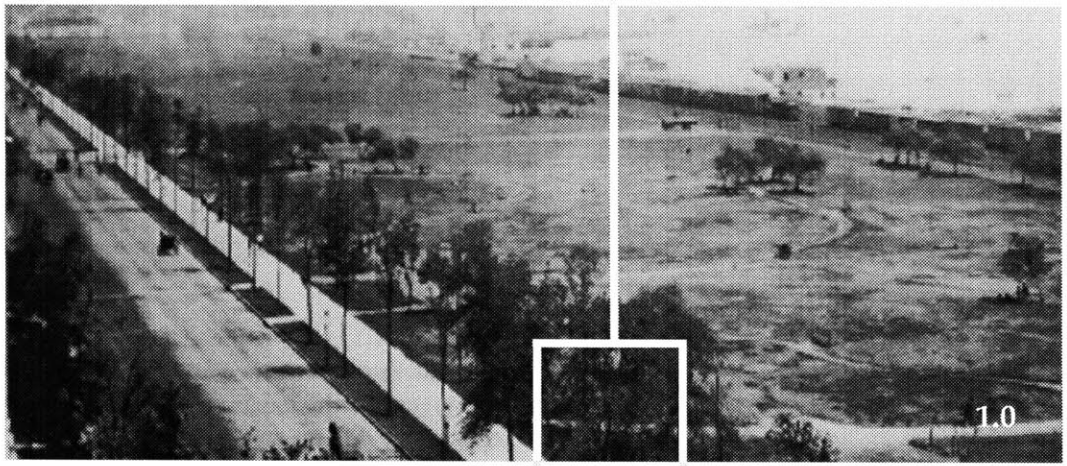
Thesis Supervisor: Gary Hack
Title: Professor of Architecture and Planning

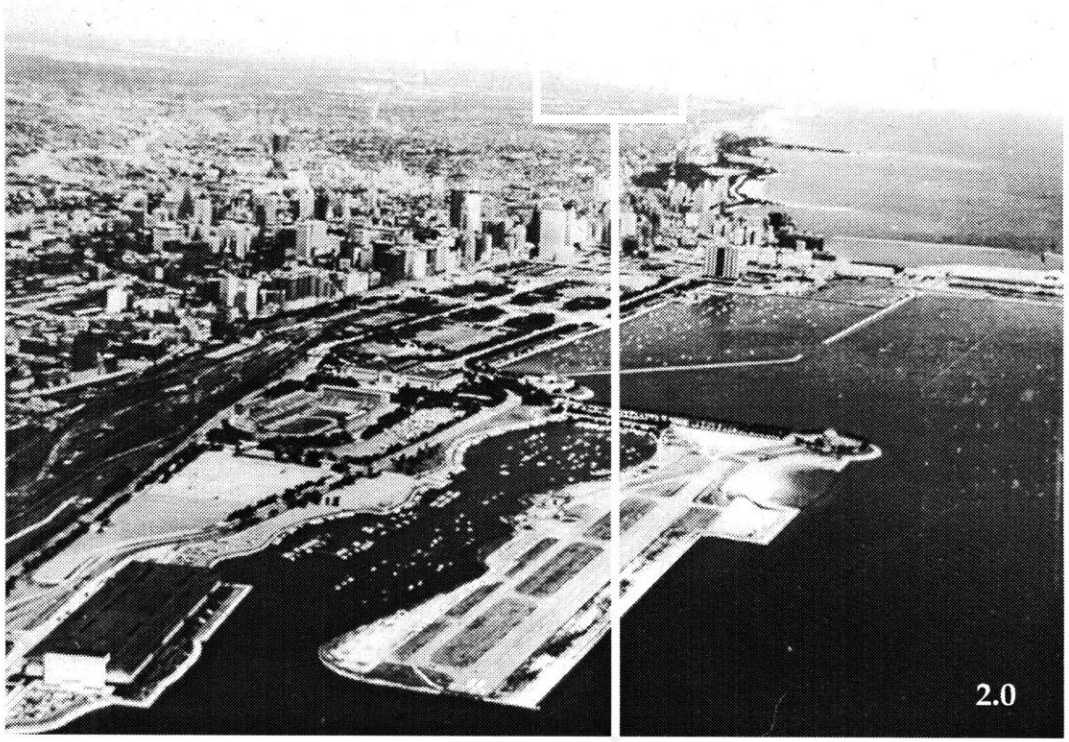
Acknowledgments

I greatly appreciate the support and dedication I received from my thesis committee. Handling both the urban and architectural scales was trying and frustrating. Gary Hack, Antonio DiMambro, and Ellen Dunham-Jones offered the criticism and suggestions necessary to carry the conceptual diagrams from the master plan into the architecture. Gary Hack, extremely experienced and knowledgeable in both urban planning and architecture provided a backbone for the design. Antonio DiMambro, equally knowledgeable and dedicated, challenged the conceptual diagrams for clarity and consistency. I truly appreciate the time on both the written and design work from reader Ellen Dunham-Jones, who dedicated herself to five thesis committees. I thank them all for their support.

I extend gratitude to my fellow students who lent their assistance to this thesis: Bill Scholtens, James Rissling, Paul Wang, and to Erik Mar, who acted as a critic and provided design support at crucial times.

Special thanks to Olindo and Rose Montalto, whose sacrifices and dedication to their children have not only allowed me to attend MIT, but also gave me the strength to focus as hard as I have on my goals. I love you!.



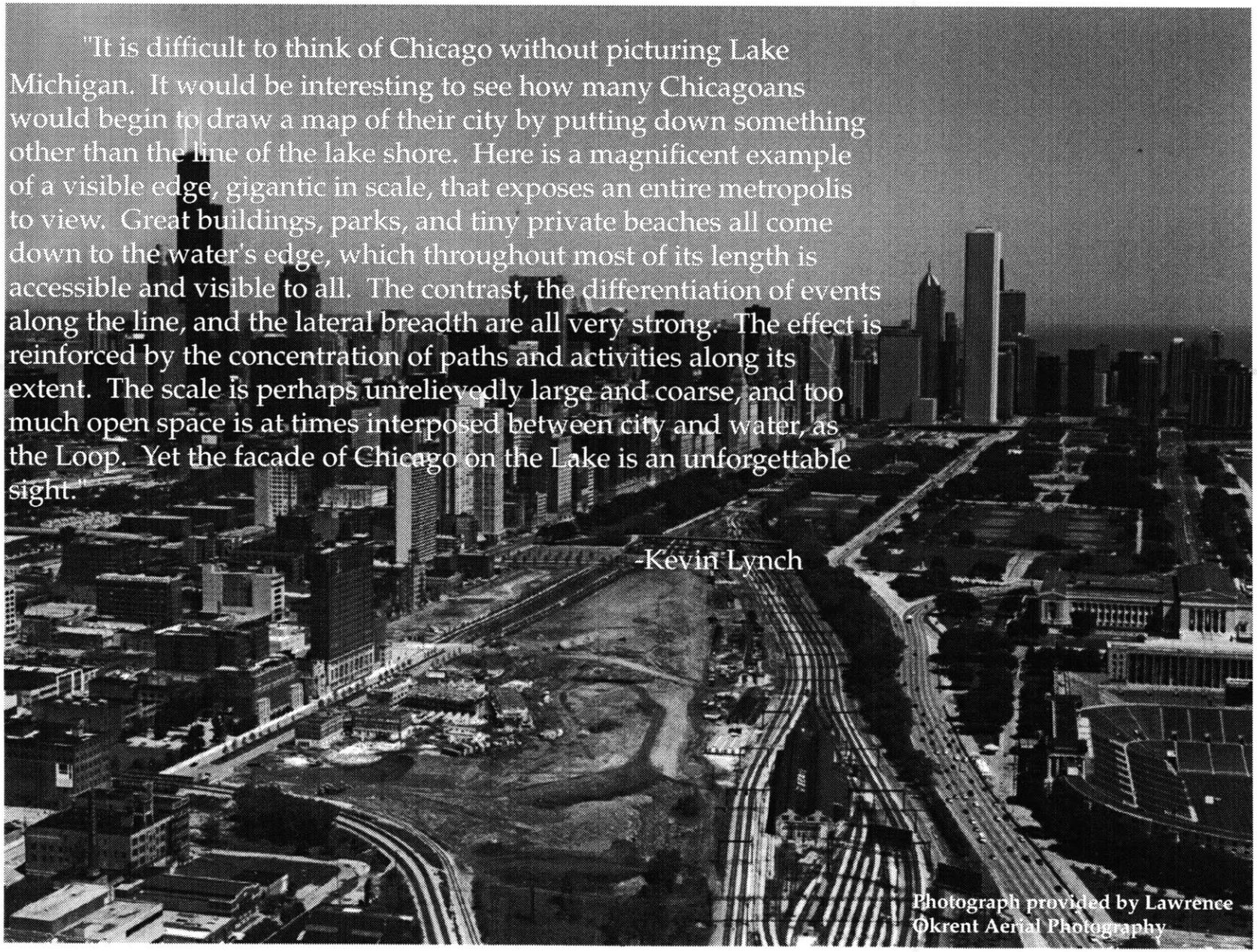


Grant Park in the early 1900s and Grant Park today.
(1.0) *Lakefront Plan of Chicago*, pg. 6.

(2.0) Aerial provided by SOM.

TABLE OF CONTENTS

All images by author unless otherwise noted.


"It is difficult to think of Chicago without picturing Lake Michigan. It would be interesting to see how many Chicagoans would begin to draw a map of their city by putting down something other than the line of the lake shore. Here is a magnificent example of a visible edge, gigantic in scale, that exposes an entire metropolis to view. Great buildings, parks, and tiny private beaches all come down to the water's edge, which throughout most of its length is accessible and visible to all. The contrast, the differentiation of events along the line, and the lateral breadth are all very strong. The effect is reinforced by the concentration of paths and activities along its extent. The scale is perhaps unrelievedly large and coarse, and too much open space is at times interposed between city and water, as the Loop. Yet the facade of Chicago on the Lake is an unforgettable sight."
-Kevin Lynch
Photograph provided by Lawrence Okrent Aerial Photography

1.0
Introduction

The development of urban housing model has been largely driven by needs other than spatial and urban qualities. Rather in response to developer and inhabitant security needs, it has emerged as a pattern of "enclaves" in the urban fabric. This thesis aims to convert the use of suburban spatial ideals and privatization to one which enhances the urban public framework and answers the living needs of a diverse group of people. The basic question this thesis tries to answer is: How does a private entity coexist with a public framework, without having to create an enclave? It answers the question with a documented comprehensive process which looks at enhancing an existing urban framework while maintaining a focus on a community. The first chapter provides a background of the site and reasons for its appropriateness to this project. Chapter 2 analyzes housing types and their effects on both the urban surroundings and the housing development, and draws conclusions. Chapter 3 synthesizes analysis from Chapter 2 and presents comprehensive design guidelines and a master plan for the 80-acre site. Chapter 6 implements the site guidelines for city and regional needs and proposes internal housing standards for the development. Finally, Chapter 7 presents the design process with a sample of exercises undertaken at various levels in the development and concludes with a final design proposal for three blocks of housing and mixed-use development.

1.1
Purpose

The development, *Redefining the Edge*, is located on the 72-acre Central Depot site in Chicago's Near South For the purpose of this thesis, the site will be named South Park. The site is framed by some of the city's premier public amenities: the Lakefront, Burnham Park, Grant Park, McCormick Place and the Museum Campus. Recent transportation developments, the new commuter stations, the Circulator, and moving of the Northbound lanes of Lake Shore Drive to combine them with the Southbound lanes, have placed tremendous development pressures on the undeveloped rail yard site. The expansion of McCormick Place, just South of the site, shows retail interest in the area, as well as marketability of the surrounding property. The consolidation of the museum and park grounds gives great opportunity for South Park to tap into a cultural amenity. Because of the project's scale and strategic location, South Park can become a major catalyst to the redevelopment of the Near South Side.

The purpose of the study is to encourage and investigate a process of design for higher density urban development of a private entity which integrates and enhances an existing urban public framework.

1.2
Analysis

1.2.1
Regional Context
(see figure 1.2.1)

South Park lies on Chicago's south lakefront, immediately south of the Loop business district and Grant Park. It is just west of the major cultural complex of the Field Museum, Shedd Aquarium, and Adler Planetarium. It is immediately north of the McCormick Place exposition halls.

1.2.2.
Historical Perspective

The South Park site was "created" by the Illinois Central Railroad through landfill

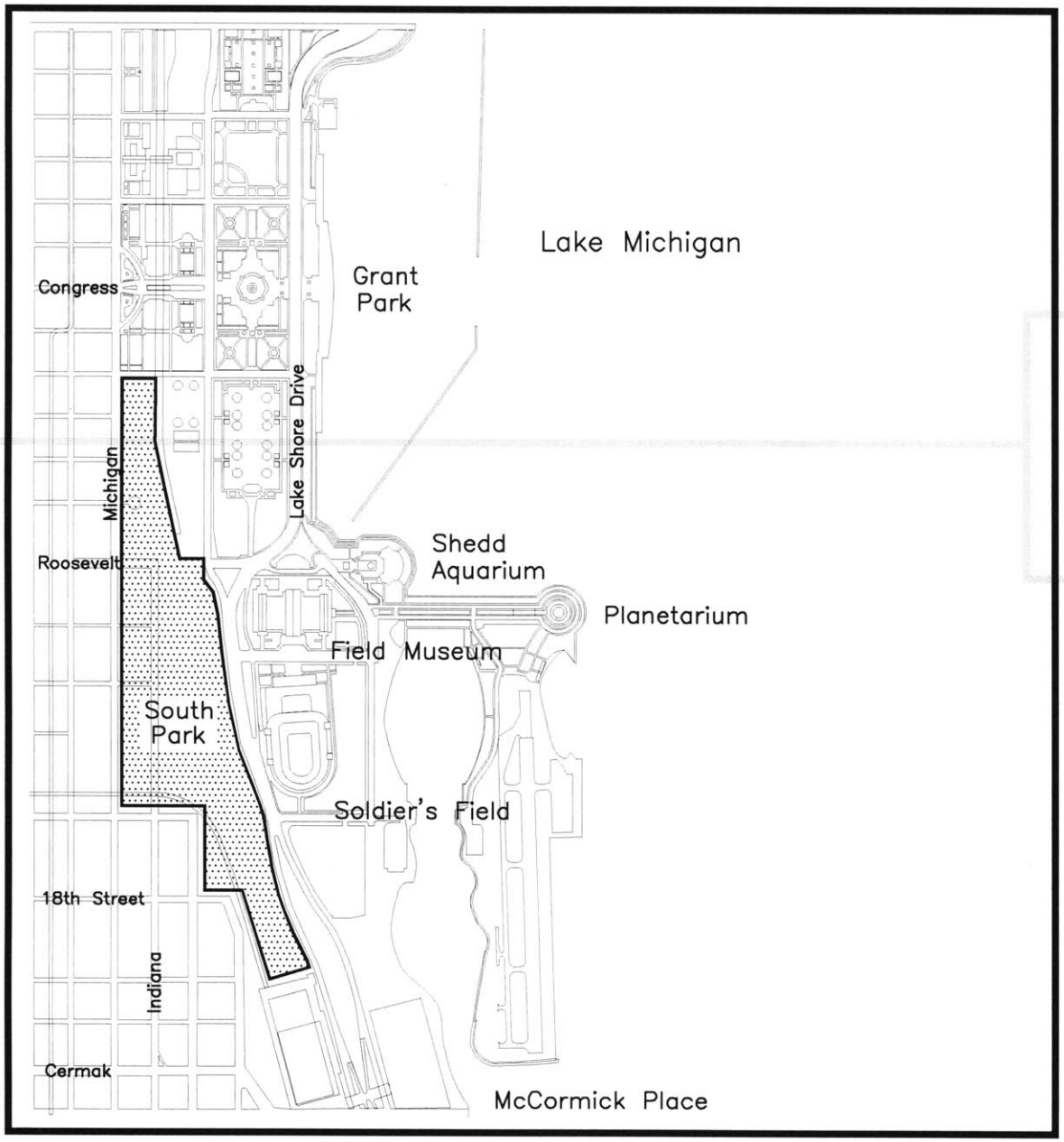
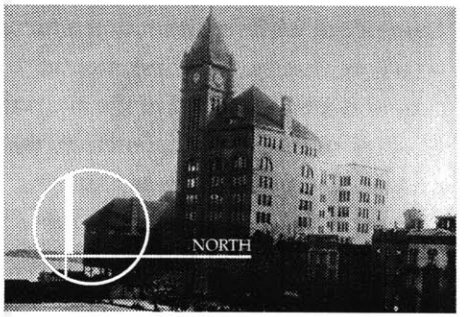


Figure 1.2.1
Central Area Context

South Park Site

(image on all diagram pages) *Lost Chicago, pg.56.*



and development activity between 1860 and 1930. The railroad built a protective breakwater along the lakefront and extended its tracks northward through the South Park site to a freight terminal located between Randolph Street and the Chicago River. As Chicago grew, the railroad expanded its freight and passenger services, and both the Randolph Terminal facilities and a new passenger terminal at Roosevelt Road were developed. These terminal development efforts followed major landfill activity along the lakefront which first created the railroad right-of-way property and later Grant Park.

Daniel Burnham's *Plan of Chicago* (1909) envisioned Grant Park as the City's front yard, with cultural and recreational facilities tied into the lakefront parks and the city by a system of boulevards, parks and open spaces. The first stage of that development included a variety of improvements, including a series of islands, located along the lakefront from Roosevelt Road to 31st Street.

In July, 1919, the City Council adopted an ordinance approving a contract between the City, the South Park Commissioners (later consolidated into the Chicago Park District) and the Illinois Central Railroad in which the South Park site was a principal focus. Most of the provisions of the Ordinance were designed to implement concepts generated out of the 1909 Plan.

The *Lakefront Plan of Chicago* was published by the City late in 1972. This Plan presented policies and recommendations for public improvements and cited the need to consider the interrelationships between new private development and adjacent areas of the Lakefront. This Plan also recommended the adoption of the Lakefront Protection Ordinance, which was approved by the City Council in 1973 as the process through which all development proposals at the Lakefront are reviewed.

The *Near South Development Plan* (1986, Draft for Public Review and Discussion) laid down principles for development of the site, including: mixture of uses; completion of the south end of Grant Park; and creation of more east-west links to the lakefront.

1.2.3.
Local Context

1.2.3.1.
Surrounding Land Uses
(see figure 1.2.3.1)

South Park lies at the meeting point of many different land uses. Each of these will have some impact on the development of South Park. And each of these, in turn, will be touched by what takes place on the South Park site.

The site contains approximately 72 acres, 38 acres of land and 34 acres of air rights over Metra's Lakefront Electric Line.

a. South Michigan Avenue, between Congress and Roosevelt, is a wide avenue featuring hotels, cultural institutions, and apartments. It also forms part of the striking western edge of Grant Park.

b. Grant Park is the front yard of downtown Chicago. Its formal gardens and broad vistas reach from Michigan Avenue to the lake, and from Randolph Street to Roosevelt Road. South of 11th Street, the park is unfinished and flows out into a formless expanse of parking lots, railroad tracks, and open storage.

c. The cultural complex formed by the Field Museum, Shedd Aquarium, and Adler Planetarium is one of the great cultural facilities of the world. The formal, monumental architectural style of the buildings demands respect and focus. Unfortunately, the complex

is separated from the rest of the city by the lanes of Lake Shore Drive and the tracks of the Metra Lakeshore Electric Line.

d. Soldier Field is a monumental stadium and home of the Chicago Bears. Though used only 10-12 times a year, the traffic associated with the Bears games can tie up the lakefront and adjacent museums for a whole day. The acres of lakefront parking needed for the stadium lie empty most of the year and waste valuable lakefront park space.

e. The McCormick Place exhibition complex contains over 1.5 million square feet of exhibition space and is the largest facility of its kind in the nation. Expansion is now occurring South of the complex.

f. The Prairie Avenue Historic District commemorates the period when the Near South Side was the neighborhood of choice for Chicago's elite and Chicago's great architectural heritage.

g. Surrounding the Prairie Avenue Historic District is a district of underutilized commercial and loft buildings which have been proposed as the home for a Near South Arts District. Artists and art organizations might be able to find a permanent, affordable home here.

h. Dearborn Park, between Clark and State streets, is a pioneering residential development built on former railroad land. A second phase is now being developed from Roosevelt Road to 15 th Street.

i. Between Dearborn Park and the South Park site lies a corridor of old underused commercial buildings and vacant lots. For many years this area has been in need of direction and investment. Its redevelopment is necessary to link Dearborn Park with the South Park site and the lakefront.

1.2.3.2.
Existing Street Network
(see figure 1.2.3.2)

South Park is served by many arterial streets, although they are all on the periphery of the site and neither penetrate nor cross it:

Lake Shore Drive (from north and south) Columbus Drive (from north) Michigan Avenue (from north and south) Indiana Avenue (from south) Roosevelt Road (from west) 18th Street (from west) McFetridge Drive (from east) Waldron Drive (from east)

The Stevenson, Dan Ryan, Eisenhower, and Kennedy Expressways are all within a mile of the South Park site.

1.2.3.3.
Transit Facilities
(see figure 1.2.3.3)

The CTA currently has a subway station on its Howard-Jackson Park/ Engelwood Line at Roosevelt Road and State Street, two blocks from the South Park site.

The construction of the Southwest Transit Line was completed in 1993. When the associated line restructuring has been implemented, the Roosevelt Road subway station will serve the Howard-Dan Ryan Line. There will also be a new adjacent elevated station at Roosevelt Road which will serve the Southwest (Midway) Transit Line and the Lake/Jackson Park/Engelwood Line.

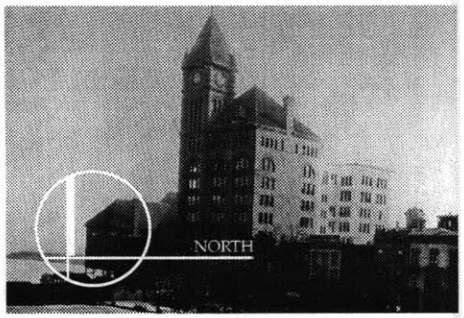
Metra and the South Shore Railroads operate commuter rail service through the site with stations at Roosevelt Road and 18th Street. These stations are lightly used and in poor condition.

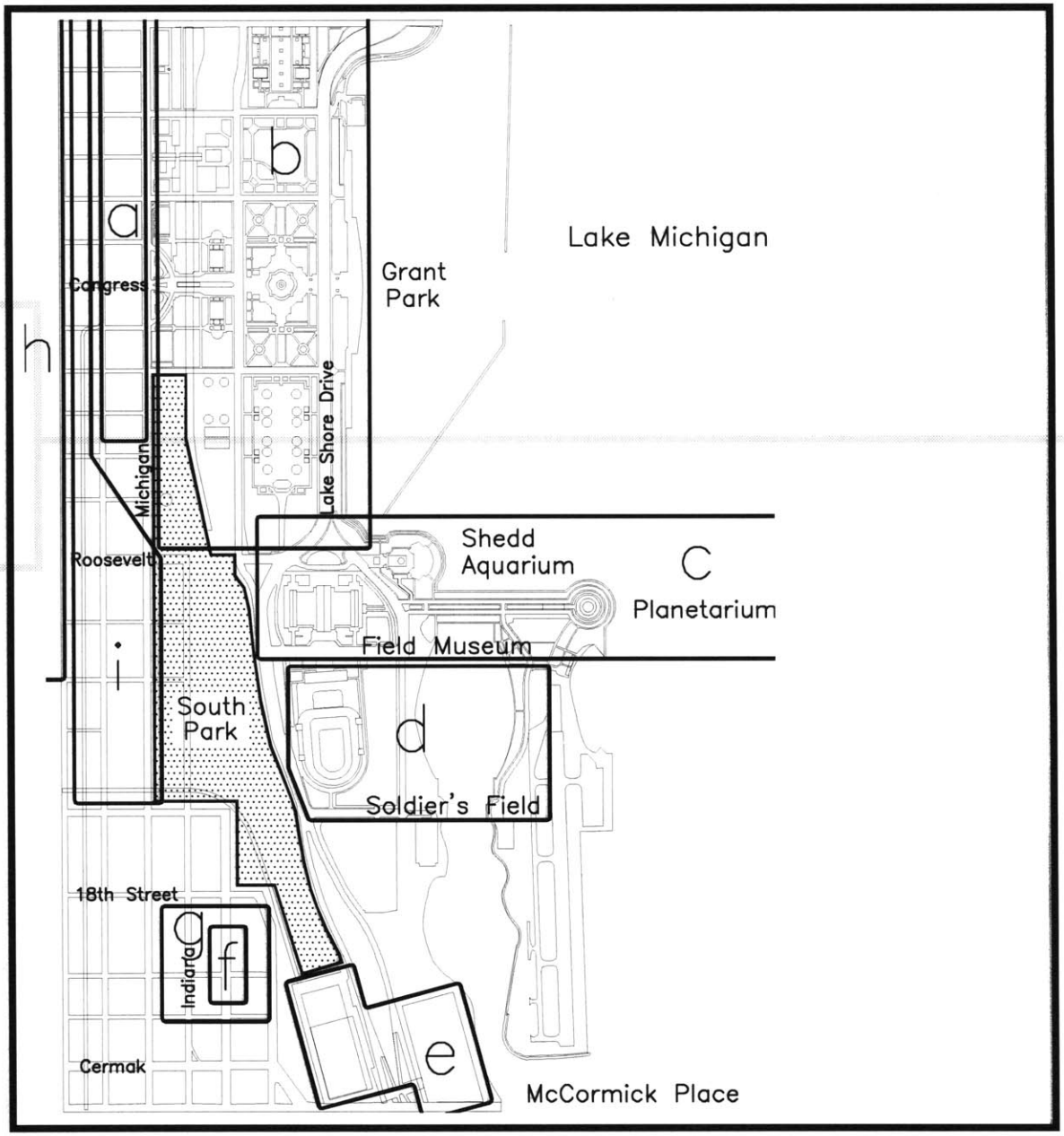
The other Metra commuter terminals are some considerable distance away.

Bus service at the site is now

Figure 1.2.3.1
Surrounding Land Uses

a. South Michigan Avenue
b. Grant Park
c. Museum Complex
d. Soldier Field
e. McCormick Place
f. Prarie Avenue Historic District
g. Proposed Arts District
h. Dearborn Park
i. Commercial Corridor





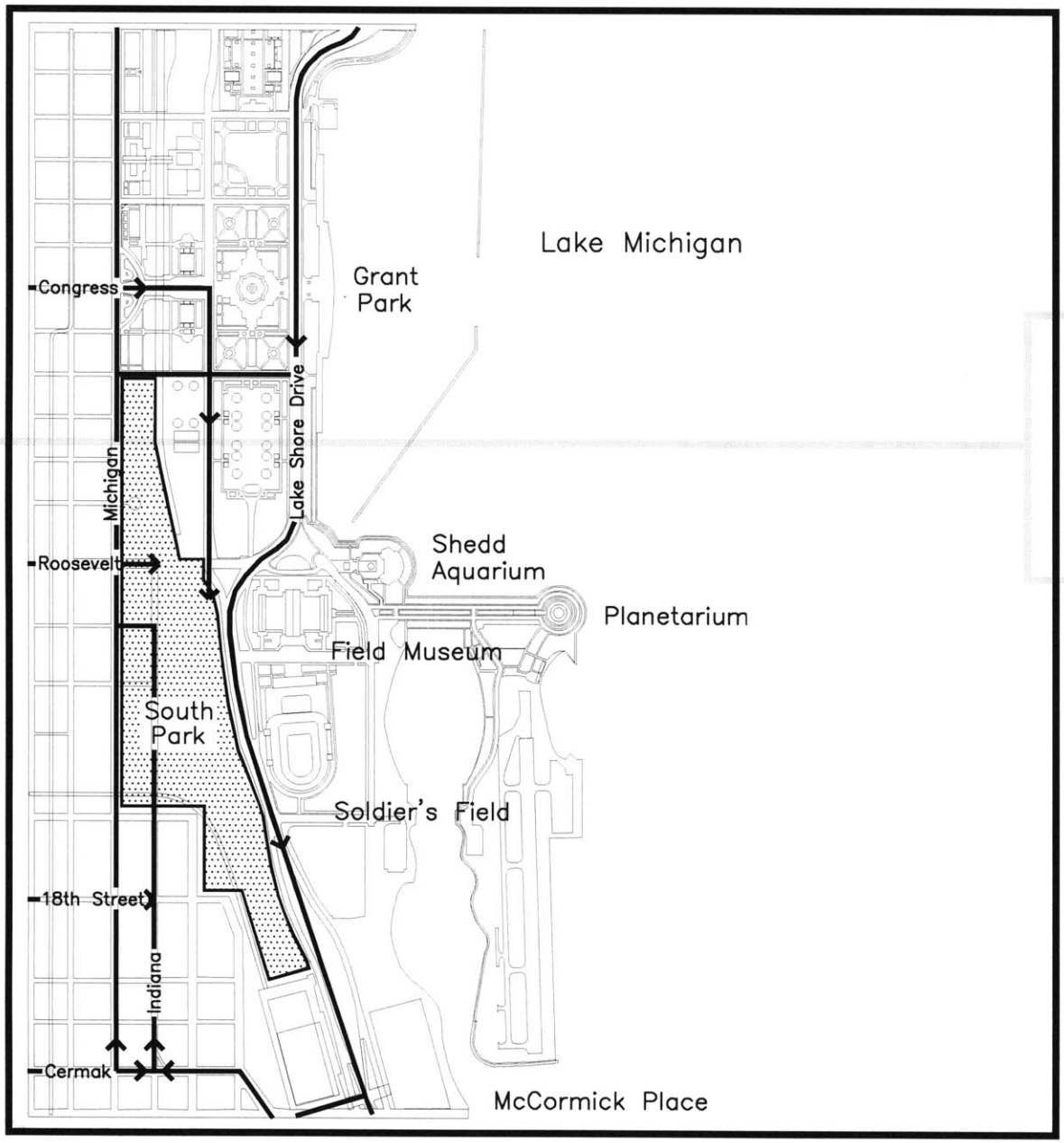


Figure 1.2.3.2
Existing Street Network

South Park Site

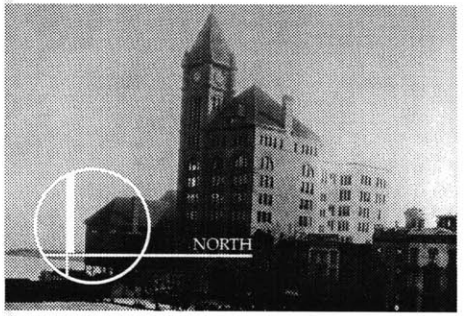
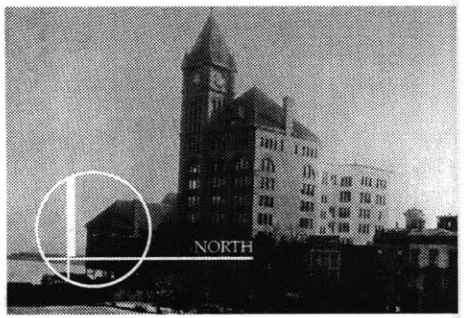
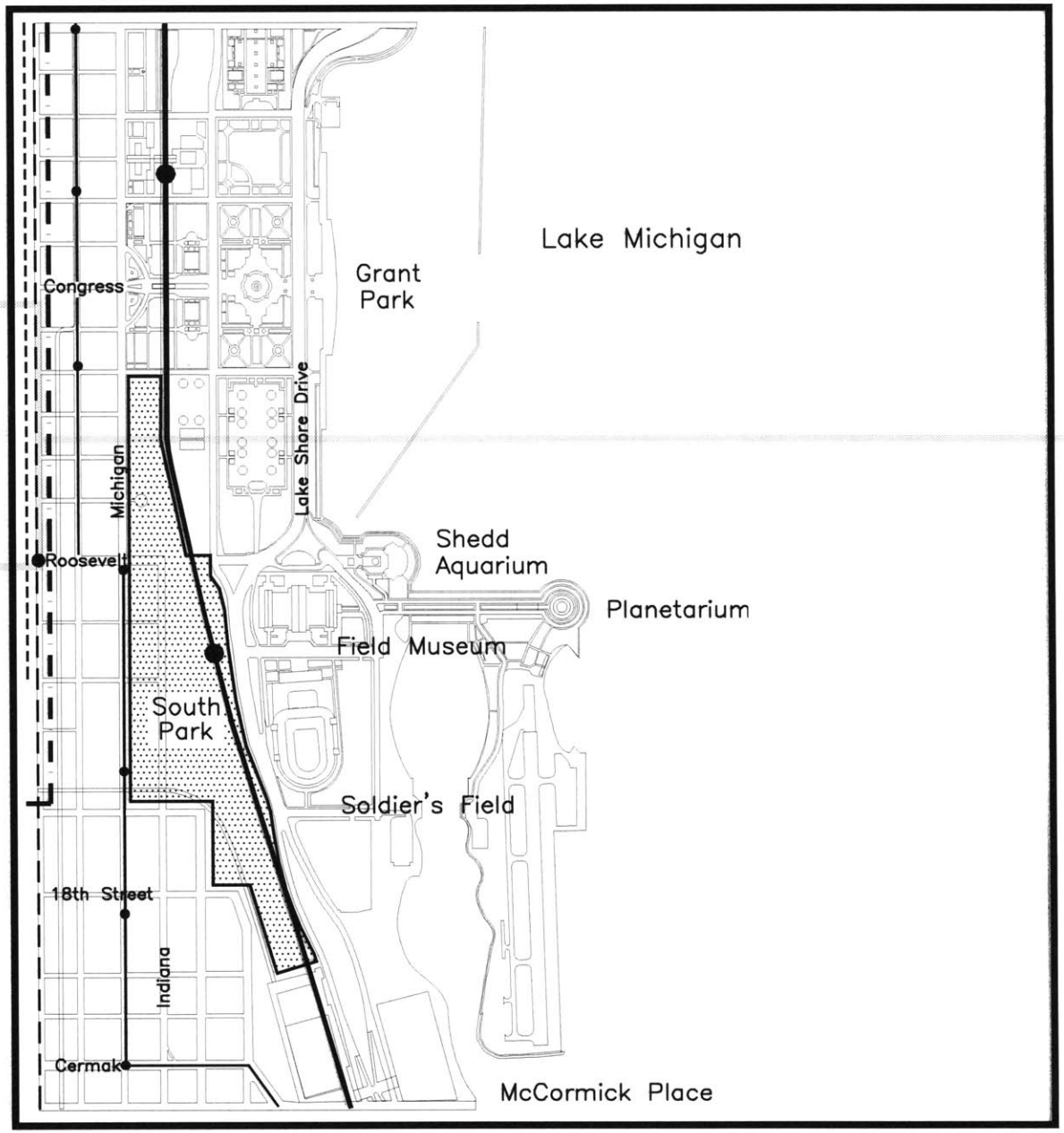


Figure 1.2.3.3.
Transit Facilities

Metra
Metra Stations
CTA - Howard/Dan Ryan
CTA - Southwest
CTA - Jackson Park
Circulator
Circulator Station





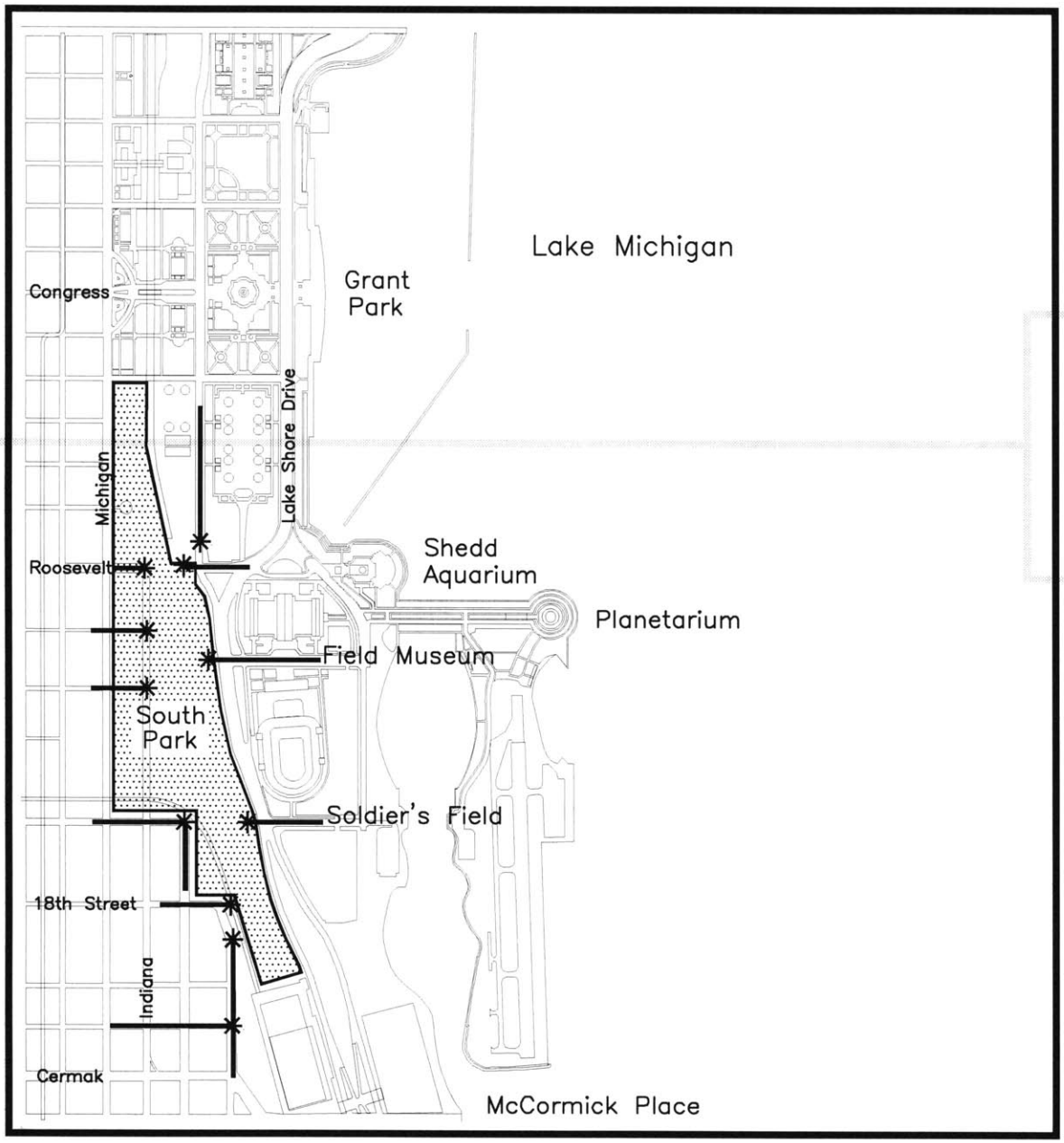
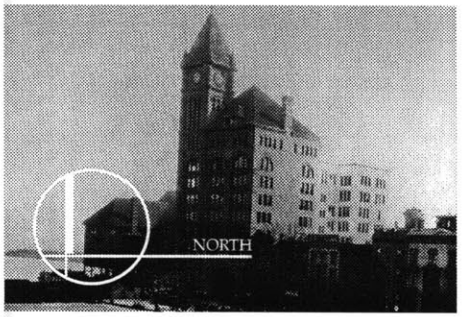


Figure 1.2.3.4
Poor Connections to Lakefront

South Park Site



provided by both the CTA and PACE along Lake Shore Drive, Michigan Avenue, and Roosevelt Road.

Plans for the light-rail Central Area Circulator line anticipate a line along or near the South Lakefront. This branch could provide direct access from South Park to the West Side commuter stations and the Near North Side.

1.2.3.4.
Poor Linkages
(see figure 1.2.3.4)

Largely due to the past dominance of railroad facilities in the Near South Side, the area has suffered from an acute lack of connections, both north-south and east-west. Only Lake Shore Drive, Michigan Avenue, and State Street continue all the way from the Loop to the area south of the Stevenson Expressway. In the east-west direction, there are no links between Michigan Avenue and the lakefront between Balbo Drive (7th Street) and 23rd Street. There are no through links to the lakefront from west of the Chicago River between Congress Street (Eisenhower Expressway) and Cermak Road (1.5 miles).

1.2.4.
Site and Constraints

1.2.4.1.
Restricted Access
(see figure 1.2.4.1)

There are presently no streets in the 72 acre site. Lake Shore Drive along the eastern edge is separated from the site by the tracks and repair facilities of the Metra Lakefront Electric Line. Roosevelt Road stops at Indiana Avenue, and does not continue across the northern end of the site. Indiana Avenue ends at Roosevelt Road.

It will be a major effort to provide both the internal roadways needed for the site and the missing access points to the existing peripheral roads.

1.2.4.2.
Air Rights
(see figure 1.2.4.2)

Air rights over the active tracks and shops of Metra's Electric Line comprise 34 acres of the site's total 72 acres. At both the northern and southern ends of the site, the air rights require an 18-foot clearance for rail operations. In the center of the project, however, the air rights require a clearance of 55 feet for the shops (the height of a five-story building).

Air rights, particularly over active rail lines are both difficult and expensive to build upon.

1.2.4.3.
Metra Facilities

Metra's 16th Street yard and shop facilities not only necessitate the 55-foot clearance in the central portion of the air rights zone, but they also prevent grade level connections with the lakefront south of 14th Street.

Metra is currently studying the possibility of relocating its heavy maintenance activities elsewhere. These guidelines assume that Metra will eventually be able to do so, and that the extra-high clearances in the air rights zone can be lowered to 18 feet. Therefore, as illustrated in Figure 10, the entire deck is assumed to rise approximated to +36 feet for the entire length of the property. It may also be possible to substantially reduce the width of the entire air-rights zone if the facilities are moved.

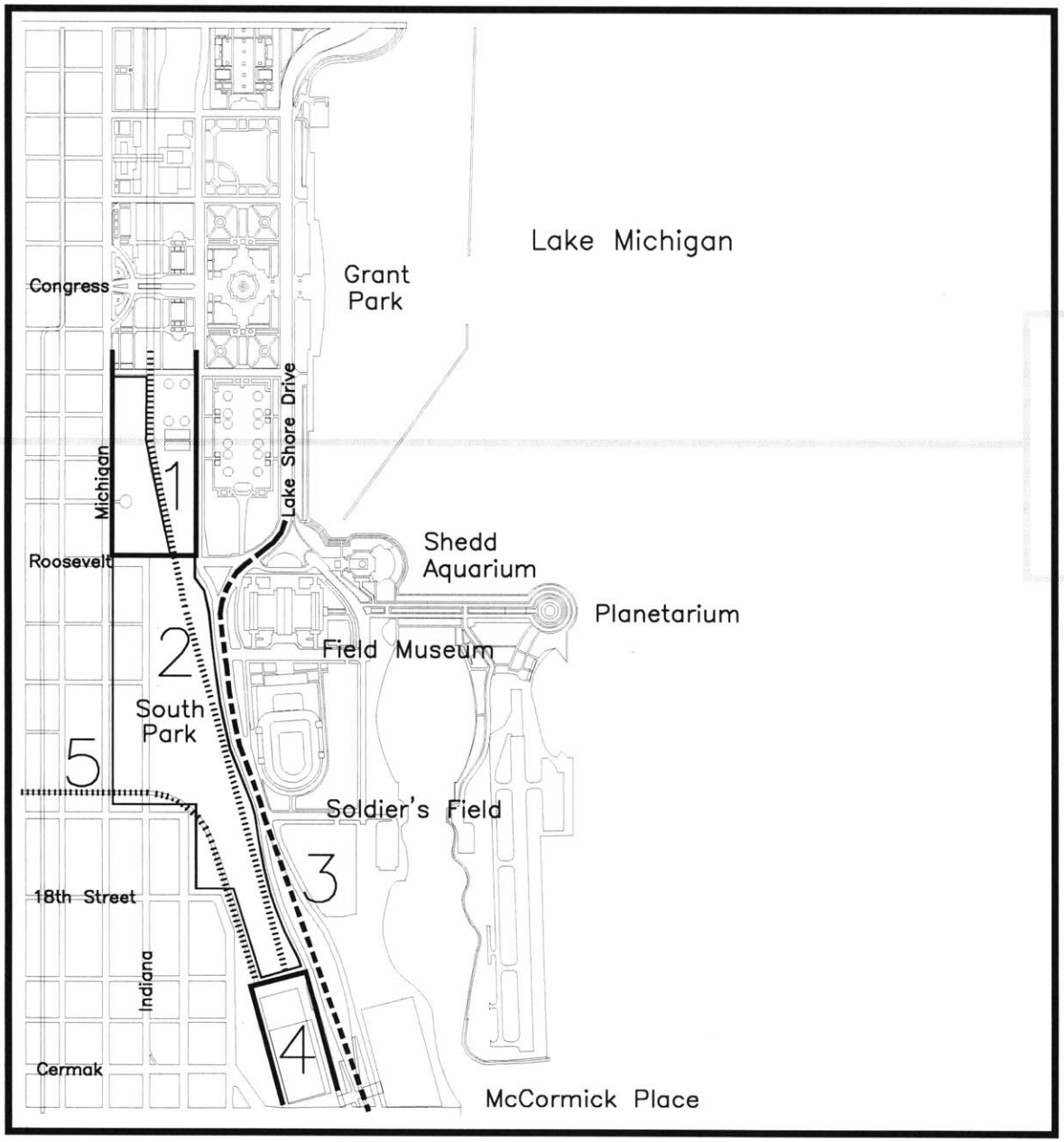


Figure 1.2.4.1
Restricted Access

1. Unfinished Grant Park
2. Metra Tracks
3. Lake Shore Drive
4. McCormick Place
5. St. Charles Line

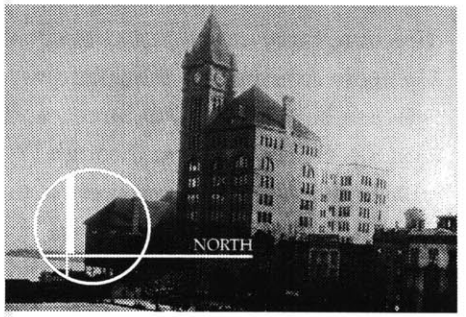
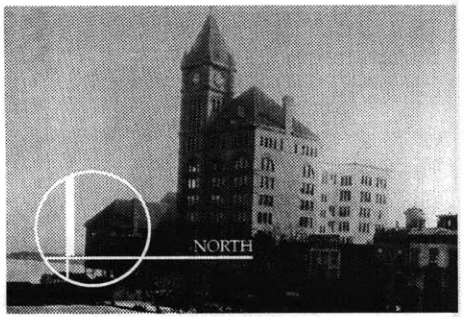
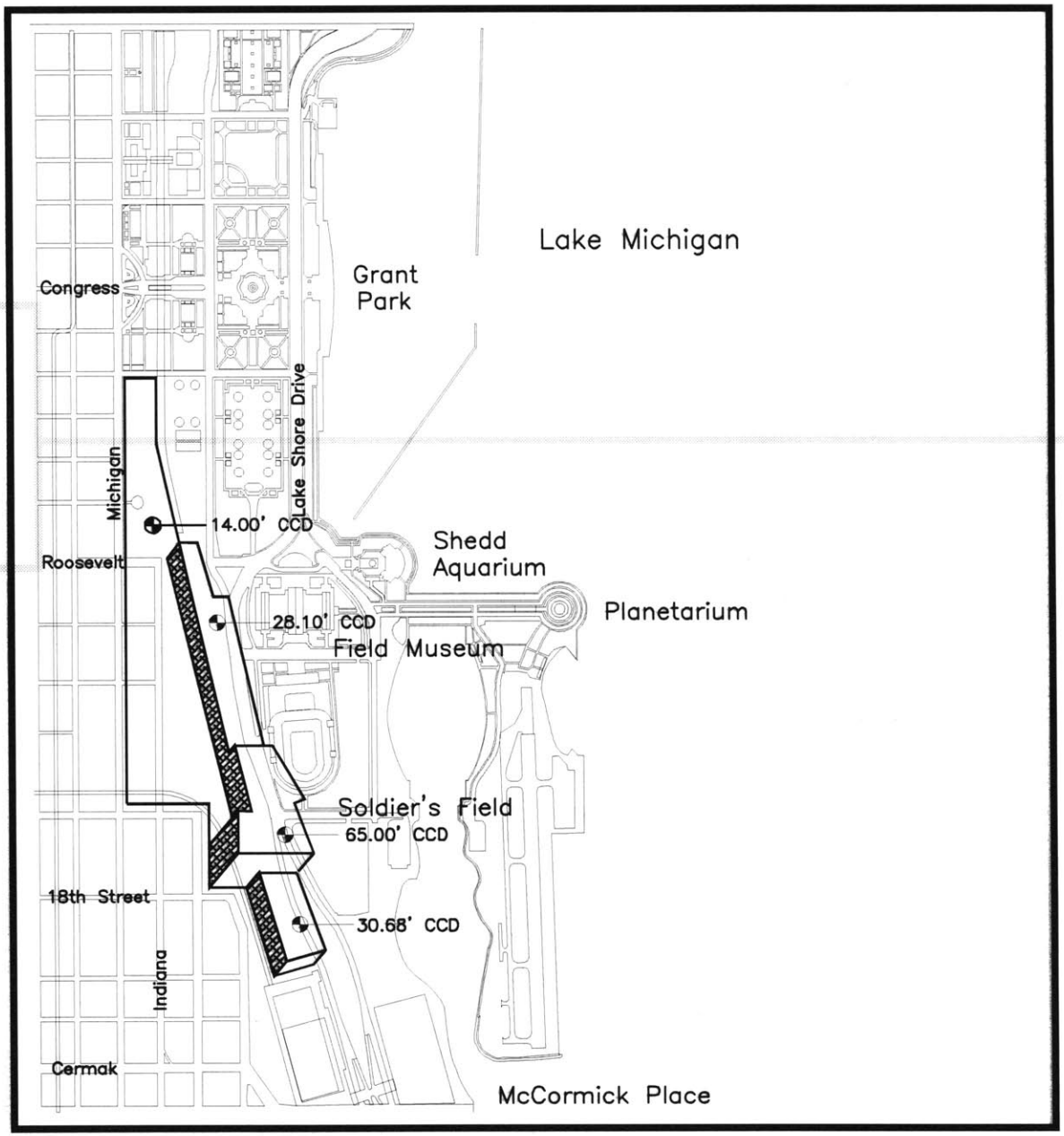


Figure 1.2.4.2
Air Rights Zone





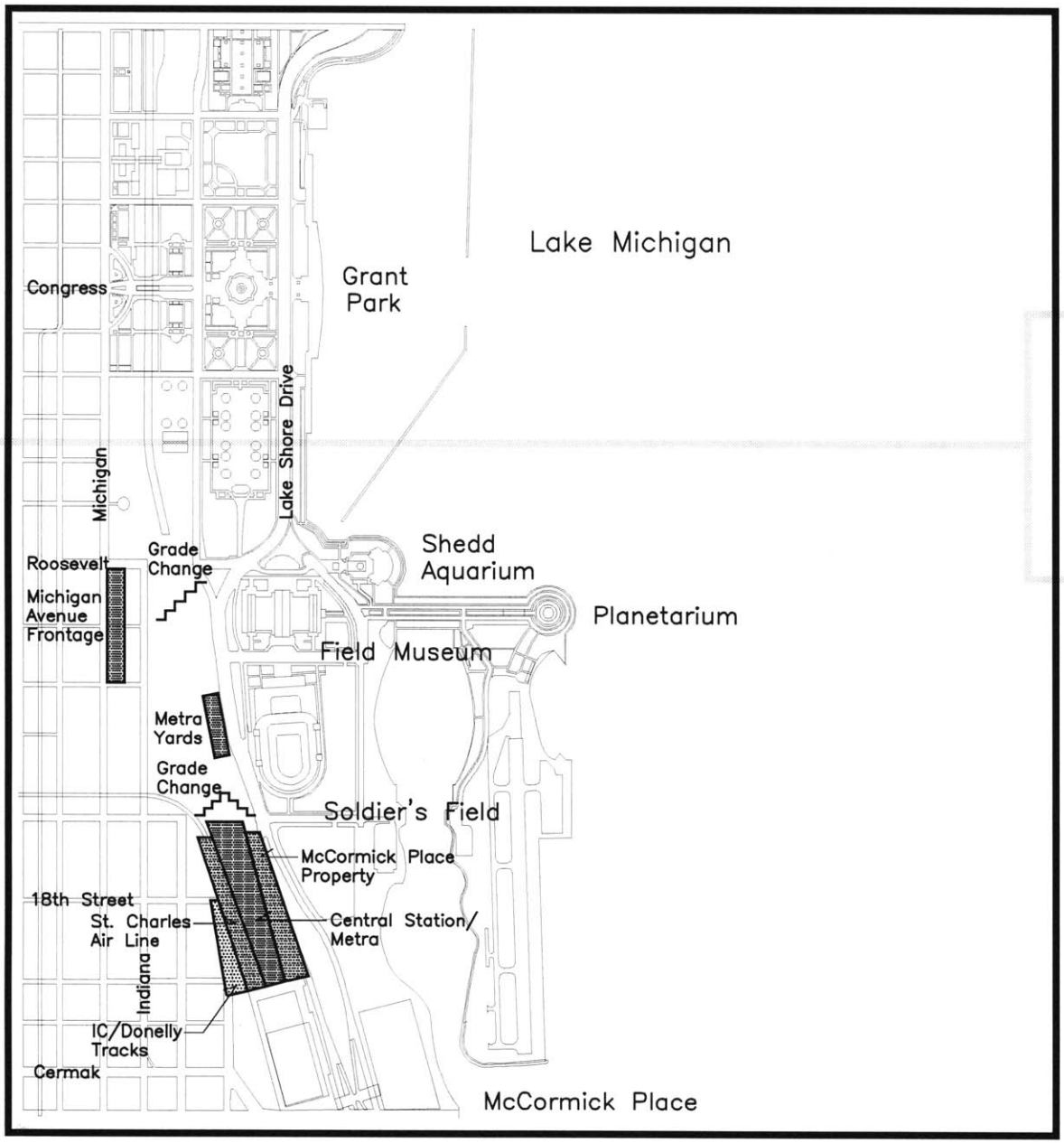
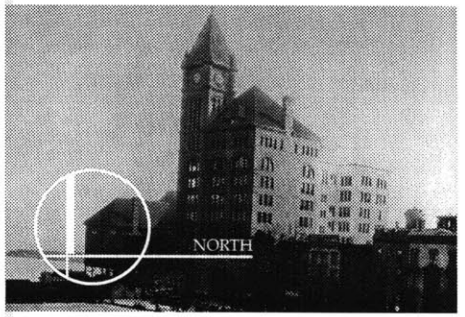


Figure 1.2.4.4
Site Constraints



1.2.4.4.
Grade Changes
(see figure 1.2.4.4.)

At the northern end of the site, between Roosevelt Road and 14th Street, the elevation of Lake Shore Drive and the surrounding museum complex is approximately level with the top of the 18-foot air rights zone over the Metra tracks. This makes it relatively easy to bridge over the tracks in this zone and to establish links between the South Park site and the lakefront.

South of 14th Street, the grade of Lake Shore Drive and the adjacent lakefront drops to the same level of the South Park site. This leaves the Metra tracks as a barrier to east-west linkages.

1.2.4.5.
Michigan Avenue Frontage

Although Michigan Avenue is the prime access and prestige street in the vicinity of South Park, the project has only a short frontage on Michigan. The rest of the east frontage on Michigan Avenue between Roosevelt Road and 14th Street consists of some older, neglected commercial and residential buildings. If this stretch of Michigan Avenue can be redeveloped in conjunction with South Park, it could be possible to widen Michigan Avenue to boulevard proportions as it is north of Roosevelt Road, integrate South Park better into the Near South Side and promote a redevelopment catalyst to the neglected area between Michigan and State Street.

1.2.4.6.
South Of 16th Street

The south end of the South Park site, between 16th Street and Cullerton (20th) Street presents some particularly difficult development problems.

The area consists of a series of north-south parcels under separate ownerships: South Park Limited Partnership; Metra; McCormick Place; and the Illinois Central Railroad. Only the parcel owned by McCormick Place has any frontage on an existing road (Lake Shore Drive).

Also, the Illinois Central Railroad passes through this area on an embankment, causing additional grade change challenges.

Although these guidelines discuss development in this area, it is assumed that such development can only take place if several owners (at least South Park and McCormick Place) can pool their interests for joint development.

1.3
Why this Site to Test a Comprehensive Urban Housing Design?

South Park provides a challenging and typical case for modern day redevelopment of an urban environment. This site, if developed with a housing design which is solely inwardly focused, would eliminate any possibilities for connecting and enhancing the existing urban and pedestrian network. The enclave approach should especially be avoided on this site because of its vicinity to public amenities. These public entities both enhance and challenge the existence of a private entity. The vicinity to the central business district can also be viewed as a good as well as an evil.

South Park is large enough to undergo development under the comprehensive method and exhibits challenges and opportunities at both the urban and architectural scale. The development aims to redefine not only the edge of the city, but also of the transition between public and private realms.

South Park tests existing prototypes for both building and community form, and presents not a replacement prototype, but rather a design approach to urban housing.

2.0
Urban Housing

The quest for alternatives in housing and community development has always been a major concern in urban design. Sprawling subdivisions have been consuming the nation's land at an incredible pace, destroying open space, endangering the natural environment, and weakening the once vibrant American city. American cities of the past were ethnic mixtures of all classes and the activities of rich and poor alike centered on the thriving downtown areas. Today, it is not uncommon to see a city, such as Cleveland, Ohio, shut down and become deserted after business hours. The shift of the affluent middle-class to the suburbs and the growth of the suburban shopping areas has left many American cities to face a shrinking tax base, and a disproportionate number of low-income families with demands for city services and decent housing.

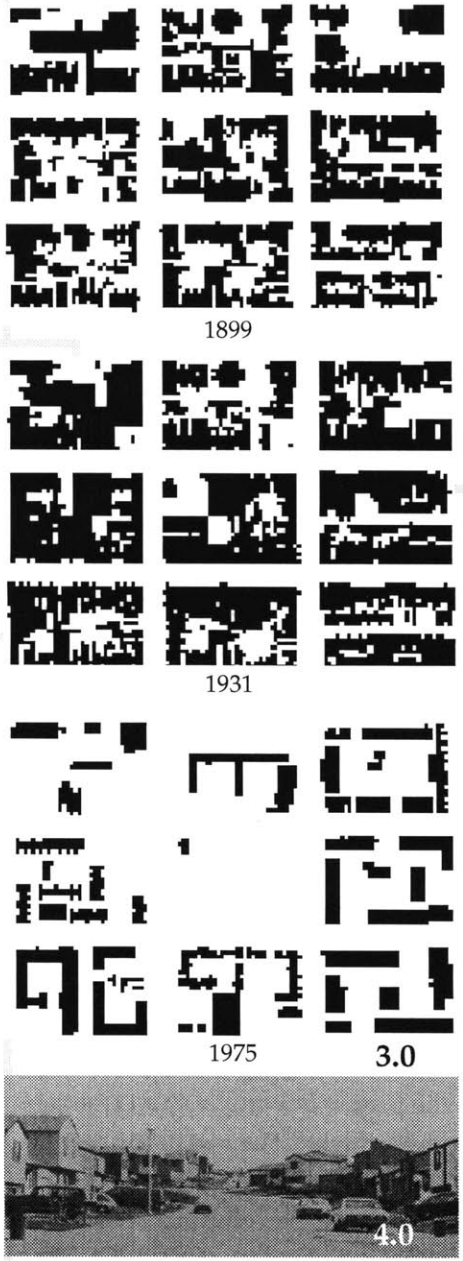
(3.0) The evolution of the American block. Last phase of evolution shows effects of urban renewal and loss of street definition. *Built for Change*, figure 1.15.

(4.0) The typical monotonous suburb. *National Association of Home Builders*, pg. 9.

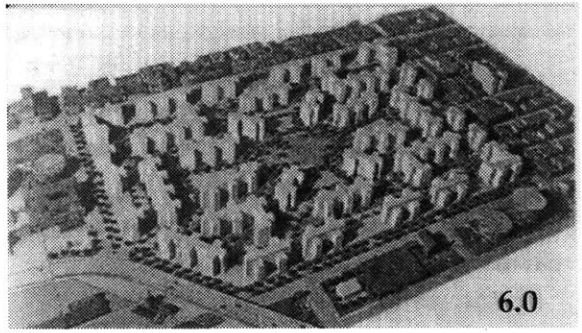
2.1
Economic Impacts

Unfortunately for the United States, the driving force of housing is economics. Since the founding of the United States, the federal government has subsidized funds for the provision of housing. Hand in hand with this provision, the federal government has also assisted private builders by opening up cheap land and by establishing protected sources of mortgage money. Private enterprise, as aided by the Federal Government, has assembled a tremendously productive, unequal housing system. Taken altogether, the mortgage guarantees, direct loans, and, by far the largest subsidy, tax deductions have financed the nation's longest and largest housing boom. The years between 1950 and 1980 saw the construction of forty-six million housing units, 48 percent of the number of current housing units, by private builders. New interstate highway land and tax benefits enabled Americans to take up their present form of dispersed living. Overcrowding as a norm was largely ended, and much of the old dense urban fabric was either abandoned or burned. Americans today enjoy an abundance of space and shelter that no population has ever possessed before.

The figure grounds at the left show the physical effects of the economic impacts.



5.0



6.0

2.1.1
The Private and Public Sectors

"Housing in the United States is contradiction."[1] The contradiction in housing is created by the conflict and diverse evolution of the private and public housing spheres. Our best architects design and build some of the finest housing in the world, along side other architects who build massive, minimal standard housing projects that are dynamited or destroyed twenty years after they are built. Housing can be pride and joy for some and shame and fear for others. Housing by the private enterprise, whom have access to traditional sources of capital in their corner, evolves with the current fads and real estate characteristics of the given area. Public housing, on the other hand, is marked by two qualities. The first of which is that the private enterprise has seen public housing as a threat and has adamantly opposed it. In doing so they have forced the government to accept that public housing must always be built at standards below the current market-standards of designs. "That is, if you are a project American not only must you wear the copies, you must live in one."[2] The unintended consequence of these developments, labeled "projects" as opposed to scattered units in many buildings, was in most cities, the building of large, ugly, and isolated public housing clusters contributing to the isolation and segregation of the poor.

The key to these contradictions in housing is polarization and privatization. The polarization of society, the increasing gap between the rich and poor, leads to and is reinforced by the transfer of basic public functions to the realm of private concern to the wealthy and public neglect to the poor. In 1949, the government designed Urban Renewal, a program designed to assist cities in rebuilding their old inner areas. Again the migration of well-to-do taxpayers and private real-estate interests turned the program, in 1954, into a program of inner-city land clearance for the private construction of new offices, stores, and luxury housing. This polarization and privatization are directly reflected in the evolving housing model we see in the United States.

The division among the middle-class is the most striking feature of the 1980s housing scene. The spreading out of the middle class into socially differentiated but similarly bland suburbs at the edge of every metropolitan area no longer exists. The new model is growing and is directly reflected in the changing of neighborhoods and the restructuring of cities. The wealthy people are gentrifying neighborhoods, "reclaiming" older housing, displacing poorer residents and reversing the filtering process that for so long was looked upon as the improvement of working class housing. The pressures force the working class to move farther from the city and their places of work, increasing their commute and the hassles

The effects of urban renewal.
(6.0) Stuyvesant Town, *Stuyvesant Town USA*, pg. 12.

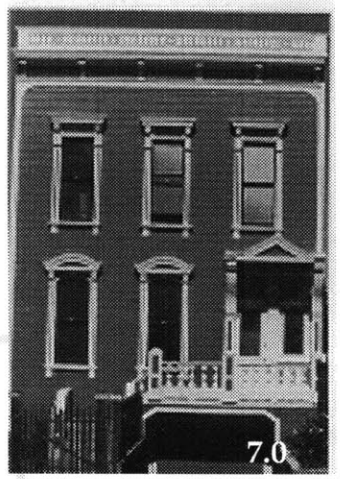
(5.0) Pruitt Igoe, *Housing: Symbol, Structure, Site*, pg. 22.

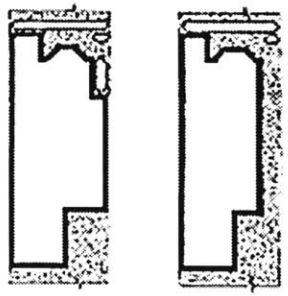
they have to endure. Household patterns have both contributed to and reflect this division among classes: single young professionals move to the center of the city, couples with children and limited incomes find only older fringe areas and remote suburbs affordable. The impetus is straight economics. When the private sector appropriates housing, effective demand determines who gets what where and who must leave to make it possible. The withdrawal of the public sector contributes mightily to these developments. City planning and housing policies fail their ideals, in what is not done far more than what is done. The problem does not lie in the control of the professionals and the civic volunteers who attempt to guide these policies directly, but rather in developments which lie outside of the housing sector.

Professionals, be they planners, architects, designers, community leaders, have only been able to minimally influence the process of housing in the urban environment. The architectural fashions which produced the high-density, high-rises of Cabrini-Green and Pruitt-Igoe are now ridiculed. What is not realized is that in both cases, the architects were working "in the financial straight jacket imposed by conservative political leaders and a tax-shy voting public." [3] The professionals have been most successful in the area of environmental protection, since the public sees the biggest threat here. Some of the worst abuses in city planning have been terminated under minor concerns within the legislation, while larger "accepted" forms of environmental degradation fall out of the range of the legislation: the waste of land of suburban large-lot developments; location choices that force reliance on the automobile rather than on mass transit; densities that consume open space, light, and air; ugliness, monotony, and dirt; these are still largely immune to public control.

2.1.2
The "Enclave" Model

The physical effects on the urban housing model are quite dramatic. The single-family, street-oriented, row house type, has transformed to a part street-oriented, part private courtyard model, to finally housing complexes which pull away from the street, or place services on the street and are accessed from and look into private courtyards. The gradual pull towards the inside of the development and away from the city and the street is an example of the architectural response to the privatization, and the need for "safe" places in a "hostile" environment. Developers argue that the process of "fortification" is in response to the need for a safe environment, and to sell units and profit, the development must offer: security of shared spaces, clear line of usage, and clear definition of maintenance responsibility. Urban housing is evidence of how

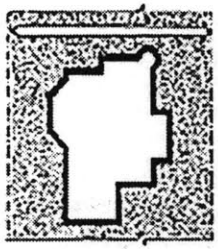




8.0

The 25' Rowhouse.
(7.0) The 25' lot dictated the typology of the early house. Variations of the plan existed in depth and side yard. *Built for Change,* figure 3.15

(8.0) *Built for Change,* figure 3.9



9.0

10.0

architecture is just one factor in the success/failure of the built environment. The poor urban response and form of these housing developments is an instinctual move to satisfy a social ideal. The architecture and urban design of the housing model must not exclude any factors in the "better model" quotient and must reinterpret quick and easy moves which provide private enclaves of maximum profit.

2.1.3
Evolution of Form

The street-oriented model goes back to the 1920's, when housing sizes were dictated by the cellular division of lots, with a width of around 25'. The houses faced the street, the source of life, activity, and commerce in the growing city. This earliest form of residence, was built for a single family, who purchased and owned the lot. The 25' dimension became a standard dictated by the building technologies of the time and material limitations. The street facade was the only public facade, and was ornamented as such. The street was treated as special, not only for the activity and community interaction, but also for the source of light and air. A similar, "private street", would be maintained in the back of the house, to service light and air to the back rooms of the houses, and to create private areas for the inhabitants. Because of limited finances, and the limited lot sizes, these exterior spaces became the social and "family" rooms for the housing.

As populations grew in the city, the answer to the housing problem was to begin placing multiple families into the original single family homes. Building also occurred in the back yards, slowly eliminating any type of open space. This expansion of the single family home was the answer to the problems of a limited financed, ever-growing urban population. The growth on a single lot was limited to the dimensions of the lot. As time passed without any quality of life standards, the occupants would fill the entire lot, creating rooms within the residence without light and ventilation. The deteriorating quality of life led to the establishing of codes and setback requirements. The land coverage was more intense and buildings easily reached four to six stories. The increased desire for coverage forced all buildings to be attached and, consequently, all side yards to disappear. These new aggregations and codes forced changes of building type and in the parceling of lots.

The speculative builder, the early developer, saw the opportunity at this stage, to begin purchasing and aggregating a number of smaller lots. These most drastic changes in the parceling of land, brought changes in building form and organization. This newer building form, called the apartment or tenement, housed many building units, and was the result of code compliance, and maximizing lot size. The subdivision of private land corresponding to cellular and small-scale buildings had

(9.0) The apartment type responded to the larger lot sizes. *Built for Change*,figure 3.9.

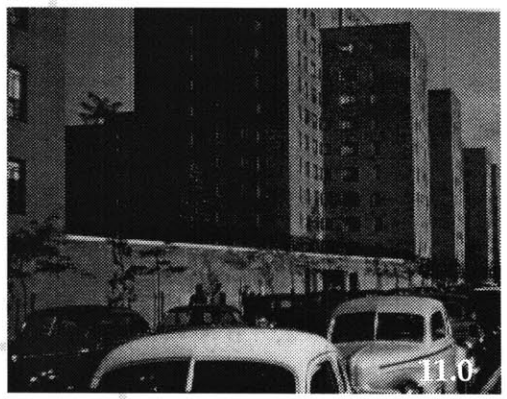
(10.0) New typology no longer restricted to the 25' lot. *Built for Change*, figure3.15.

transformed into sizable portions of the land being owned by the public sector, or the wealthy private sector. These newer developments began developing the second model of housing in the evolution. As developers were able to purchase a larger number of lots, they created private courtyards within their developments, and housing units which no longer faced the street. These housing units were accessed from the private courtyards, and no longer had individual access from the street. This newer development again could be seen as an answer to the limited amount of building possible at the street edge, and the want to take advantage of as much of the site as possible. In effect, the death of the American Street began with the pulling away of activity from the face of the street and moving it into the privatized courtyards. The blocks subject to the whims of the private market were losing lots, but at a much slower pace than those blocks subject to urban renewal.

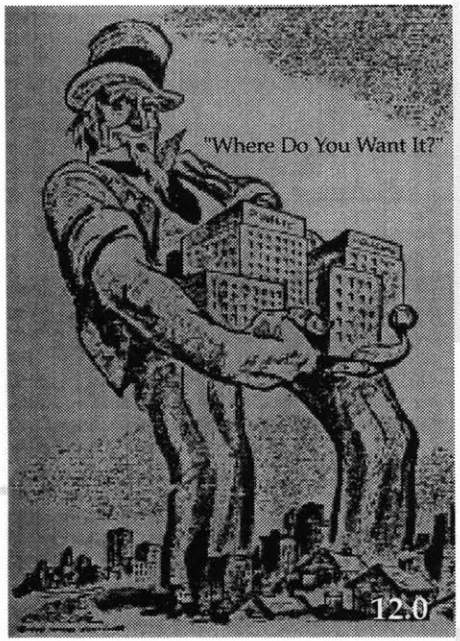
(11.0) Stuyvesant Town. Typical of the urban housing "forts", the public face is usually a wall.

2.1.4
Urban Renewal

The areas deemed for urban renewal saw more brutal transformations, where massive land aggregation often made each city block a single lot, or superblock. This peculiar evolution came at a time when the City was unsure of how to deal with the rundown, poverty-stricken areas, which could not benefit from an able bodied and financially endowed population to maintain the area. Lacking the architectural precedent, the social workers, architects, building unions, and the like turned to Europe for precedents. What the Americans adapted was the post-World War, large cluster of housing with a great deal of open space surrounding it. This most dramatic jump in the evolution of housing saw the construction of huge, singular slab buildings, pulled off of the street, and totally withdrawn from their surroundings. This new building type expressed the removal from the street and block by declaring its independence from constraints of size and orientation. The buildings could "be as large as necessary, depending on the size of the site; [they] no longer [had] a front or a back; and [they] need not face the street at a 90-degree angle." [4] A simple double-loaded corridor building could have numerous amounts of vertical circulation towers, the entrances to which could be fronting a street, a side yard, or a backyard. This trend can be seen in Stuyvesant Town, New York.



This trend toward "scalelessness" and lack of orientation, can be traced back to building types of the 1920s. There, the moving of the stairway core toward the middle of the building brought the vertical circulation away from the street into what began to evolve as a semiprivate space. Yet the main entry was oriented toward the street, an aspect which disappeared in the modern building. This difference did not only affect the entry of the buildings, but also its front and side yards, if they existed, ceased to address the street. This evolution in the housing model had truly separated itself from its lot, and for the first time, lacked any rules governing its position in relation to the larger elements of



urban space. The general public feeling towards the street was becoming more and more suburban in nature, as the housing model continued to respond, both physically and socially, with separation.

The last evolution in the housing model can be considered a hybrid of the street-oriented model and the private unit access model. This hybrid is a result of the economic focus of the city, the attraction to the American suburb and the need for territoriality. The urban environment is no longer attractive to the growing family, looking for security and suburban school standards. The city has become a place of intense commercial and business interaction, making the streets crowded and polluted. Combined with this activity, are the poor conditions of inner city areas and the delinquency associated with the population of these developments. In response, the post-urban renewal developments address the street with activities which are considered to be urban in nature. These newer housing units create a wall of commercial and service activities at street level to respond to the city and provide minimal access to often large plots of interior open space. "These fort-like complexes with outdoor spaces surrounded by buildings, permit no outsiders....and satisfy residents' territorial needs."[5]

Although these developments provide defensible spaces, these lots are now antiurban in the traditional public nature of the city. The housing units are then accessed from the interior of the development, now completely private in nature, and cut off from the street.

The effects of providing a secure perimeter on any developed housing project have definite impacts on both the inhabitants and the urban framework. Private security guards instead of adequate public policing, private health spas instead of public recreational facilities, private automobiles or commuter buses instead of mass transit, even whole private residential complexes instead of public communities; private streets, private gates, private schools, private and exclusive lives. In each case public contraction and private expansion go hand in hand, privatization accentuating polarization. As the rich get richer, the poor get poorer. The almost physical "walls" to protect and privatize residential enclaves continue to expand and consume the once publicly accessible land.

2.2
Comparison and Analysis of Housing Models

In charting the evolution of housing, one can begin to see the influence of economics and the developer on the design of housing developments. Economics is like gravity, you can't avoid dealing with it, but there are different ways to cope with it. The ultimate success of these developments to integrate into the urban fabric, lies in the altering of suburban attitudes in the city which lead to walled, densely fortified compounds, private enclaves in the city.

The issue of housing as place making becomes an important concern for these urban

(12.0) Cartoon image of the lack of sensitivity of the public developer. *Reclaiming the Inner City,* pg.99.

developments. The sense of place of the traditional American town requires profitable land which would otherwise be available to the developer for creating housing. For this reason, the relationship between architect, developer, and inhabitant is a tenuous one. The architect, a victim of the need for economic efficiency, must respond to both social fads/ideals and client demands, right or wrong. For example, Lawrence Amstader, an architect who designed the nineteen-story Cabrini-Green building stated:

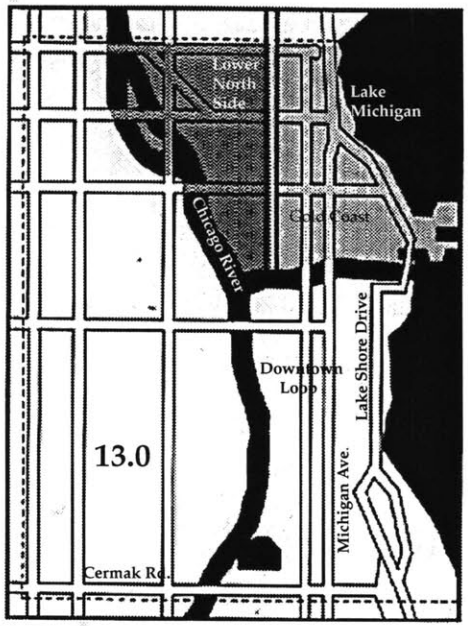
"At the time we thought we were God. We thought we were doing something wonderful.....Back in those days, public housing was considered charity. It wasn't your God-given right like social security. So it had to look economical, it had to give the impression of being inexpensive. For example, it actually cost more to have the painter paint the address numbers on the buildings than it would have to put up numerals. But I wasn't allowed to put up numbers because it looked expensive." [6]
Human needs, growth, environmental quality, and effects on the surrounding area are considerably secondary in nature in the planning of these developments.

The failure of many urban models to create neighborhoods or communities is the downfall of the housing we find in American cities. If the economic- driven growth and change in the American housing continues by developer builders, the once strong sense of community of the American town will live only in the memory of the elders, and after a certain point be lost in the amorphous built environment.

The attempts at housing, specifically urban developments, take on many forms. It is interesting to see how the financial issues discussed in the previous chapter begin to physically mold the housing and its interaction, or lack there of, with its surrounding environment. The examples which follow present distinct methods of dealing with urban housing and discuss the effects of the decisions on both the housing and the urban fabric.

2.2.1
Cabrini-Green Homes, Chicago, Illinois

Cabrini-Green is located in Chicago's Lower North Side. Chicago's history plays an interesting role in the developing of Cabrini-Green. Neal R. Pierce and Jerry Hagstrom in *The Book of America*, wrote that "Chicago is the glory and damnation of America all rolled up into one.

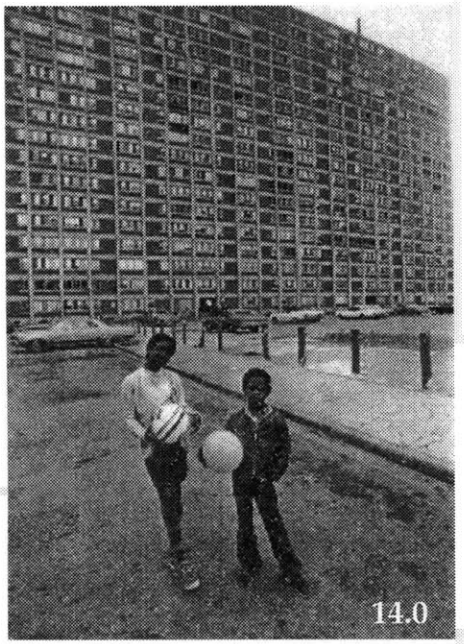


(13.0) Locational map of the Lower North Side and vicinities. *Reclaiming the Inner City*, pg. 5.

Not to know Chicago is not to know America."

In 1974, an urban geographer stationed at the Chicago campus of the University of Illinois listed Chicago in its urban obituary, with specific reference to certain communities. The community singled out by the latest generation of urban pessimists is the Lower North Side.

The Lower North Side is an area just north of the Chicago River, embracing nearly two square miles of the city's inner core. The area is a part of the original ten miles and 4,170



residents which made up the city of Chicago in 1837. Practically every block of the historic area was left in ashes from the Great Fire. No bridges, landmarks, historic buildings, or even a monument remained that would remind a later generation that early Chicago was centered, in part, on the Lower North Side. Today, the Lower North Side adjoins the "downtown" area, the center of commerce and government. Its southern boundary is the Chicago River. The western border is again the river which forks at Wolf Point. The northern limit, the city's original edge, is North Avenue. The Lower North Side's eastern edge is Lassie Drive, which separates the area from Chicago's Gold Coast, a wealthy neighborhood situated next to Lake Michigan.

The Lower North Side's past is inseparable from the history of Chicago. Unfortunately, the urban cynics will not let anyone forget that the area coincides with the Chicago "slum" spotlighted in 1929. Harvey Warren Zorbaugh in his study contrasting the adjoining areas, *The Gold Coast and the Slum*, describes the Lower North Side "as a slum, without fear of contradiction." [7] The Lower North Side presents older urban America in miniature. The area labeled the Lower North Side did not receive the same attention that the adjoining Gold Coast did in initial attempts at rejuvenation. The Cabrini-Green project planned for the area, aimed at eliminating the slum which existed.

The Cabrini-Green housing project from the start had a great opportunity to give the project a sense of unity and importance. The site with all its historical significance and vicinity to the heart of Chicago had worn down and was in serious decay. The project was part of the giant steps Chicago was taking to rejuvenate the Lower North Side during the Great Depression. Maintaining in the traditional confidence, Chicago's business leaders would try to reclaim the urban jungle which had overrun the Lower North Side, only a few blocks from their corporate offices. Cabrini-Green was one of the four large brick and mortar projects that went up. The site, in the heart of the Lower North Side, is down the street from Montgomery Ward & Company, and the Merchandise Mart, the world's largest commercial building at that time. The vicinity to these commercial giants offered great employment potential and accessibility to the city. The arrangement was quite favorable for the housing project and for the business men.

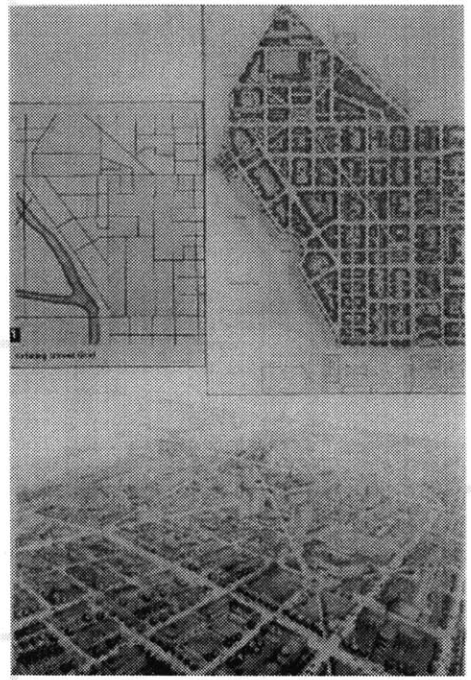
The project, did not take an inwardly focused approach to its layout. The first portion of housing was designed as row houses. The subsequent housing was high-rise, criticized for its "army barrack" appearance. The high-rise approach was to be the planner's solution to the problem of housing. The vertical solution was cost efficient and allowed a greater amount of construction on a smaller amount of land. What occurred from placing a large number of problem families in this high-rise solution was a man-made disaster. The high-rises fostered a social environment in which the residents had little chance to kick the habit of poverty, placing individuals into environments where creating

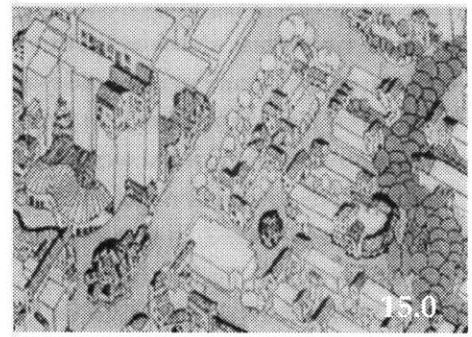
(14.0) Image of children in front of the "army barracks" of Cabrini-Green. *Reclaiming the Inner City*, pg. 10.

the sense of community was difficult, if not impossible. Social norms were broken down. The high-rise mania eventually found its end in 1970 with the Chicago Housing Authority's revised policy, not permitting projects of more than three stories, or of a larger scale. The CHA publicly confessed that the high-rise projects threatened the health and welfare of families, because of the individuals and the environment within the buildings. The confession placed the developer in quite a dilemma. This developer-induced failure in the design and maintenance, both in physical and in day-to-day administration, is typical of these larger housing projects.

When the model of housing used by the CHA is analyzed, the most crucial factor attached to the failure of the community is the architectural decision taken by the public developer in response to economic limitations and social pressures from the wealthy. Decisions of this nature are designed in a vacuum, almost disregarding urban or inhabitant needs. Of the four initial projects slotted for the redevelopment of the area, Cabrini-Green was the only public venture. The emphasis was placed most importantly on the rich's perception of what housing was supposed to be and what minimally could be done to meet these self established standards. The architect was, as usual in these public projects, a mere draftsman in the scheme of things. As stated earlier by Lawrence Amstader, the public developer's focus and vision of housing did not take into consideration what the people wanted, or what would be best for the inhabitants. The task was not to create a community or place, but rather to say that they provided the "gift" of shelter.

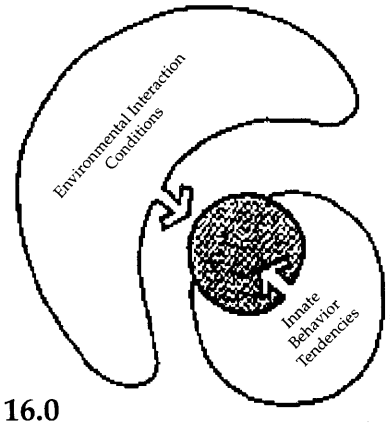
Supplementing the ideal image housing should have for the public developer, were the inhabitants which the developer would place in the projects. Initially, rental priority was given to wartime workers and their families. The future residents evolved into single parent families of often delinquent children. The developer, the CHA, created the majority of its own problems. Into the high-rises, instead of a mixed-income population, similar to the original residents, the public agencies packed into them many families prone to delinquency, crime, and dependency. Income ceilings forced out upwardly mobile families who might have served as models for the less mobile ones. New racial ghettos were founded, replacing older buildings occupied by two-parent families. Ironically, similar housing forms worked for the wealthy, proving that the housing development must create communities where social norms are maintained and are congruent with surrounding communities.





A nearly revolutionary shift had taken place in residential

(15.0) Entries from Progressive Architecture Cabrini-Green revitalization competition. Entries show a network of green and public spaces to unify the area. *MIT Slide Library.*



16.0

Human behavior is the result of both innate tendencies and environmental conditioning.

proprietorship. For the majority of the 19th and 20th centuries, outsiders had stigmatized the Lower North Side's housing as slum. The public developer, the city, basically became a slumlord. Its residents, however had a different opinion. A grandmother now living in Melrose Park, a working class suburb of Chicago, reflects on her youth:

"We were married in St. Philip Benzini Church, two blocks east of Montgomery Ward's. That's where I grew up. After the wedding we moved to Melrose Park. Not long afterwards they tore down St. Philips. It was only then that my friends reminded me that I had been raised in a *slum.* That was news to me. My memories are warm, enriching and romantic. I only hope that my children and grandchildren are as happy growing up in suburban Melrose Park as I was in Chicago's 'Little Sicily.'" [8]

The all-important difference was that the earlier residences had been privately owned and operated. Their landlords lived on the premises or next door. The frame house and substandard family tenements were early forms of private enterprise. On the other hand, large public housing projects discouraged private enterprise and small business. The heart of the Lower North Side had been converted into a gigantic public housing project managed by a single government agency, thanks to a continuing subsidy from the federal government. Unwittingly and unwillingly, the CHA had become the biggest slumlord on the Lower North Side. This confounded both amateur reformers and professional planners.

Urban developers differentiate the *environment* of a given place from the *conditions* of the site itself. When urban communities are under siege, or deteriorating, they single out, rightly or wrongly, an outside enemy to blame. Their Goliath may be urban renewal, the threat of racial change, a thundering new expressway, poor code enforcement, lax police surveillance or indifferent elected officials. For the Lower North Side, however, the key obstacle became the condition of the site itself. The "enemy within" was Cabrini-Green. Adding to the site conditions were the ease at which generalizations about quality of life within the community came. When a neighborhood contains a thousand or more property owners, generalizations about the quality of life come slowly and cautiously. When most of the housing is under single ownership, sweeping statements flow easily and carelessly. Beginning in the 1950s, the press, radio, and television have not hesitated to remind Cabrini-Green residents that the place they call home is a slum. "In an unprecedented way, the mass media has shaped the image of the Cabrini-Green neighborhood as much as the residents themselves." [9] The nature of the developer had not only created the slum, but also allowed the outside to make sure it will always be regarded a slum. It was not the design of Cabrini-Green which turned its back on the city, but rather the social and political stigmas associated with the development.

Despite its history, today the Cabrini-Green project still exists. It has become a foreign country within the city of Chicago. No one goes there, besides those who for some reason need to

(16.0) Human behavior and the environment. *Occupant Behavior Information,* pg. V., and 1-7.

pass by it to reach their point of employment. Ironically, it is just as walled off as a "fortress" community. By not allowing a mixed-population, therefore establishing a model resident, the CHA dug the grave of Cabrini-Green, using the idea of charity and creating an image for this charity as the shovel. There have been, however, attempts to spark the idea of renewal of the development. It is interesting to note that all of the winning entries focused on some unifying element, creating a new image or a sense of community linking it with a surrounding neighborhood. The selected entries also integrated the existing community more with the city through public spaces and community buildings. It is evident that publicly developed projects, such as Cabrini-Green, with enforced income-ceilings, create a community and environment which will not prosper. A developer which does not understand the social dynamics of poverty will have a difficult time at creating a socially integrated community and city.

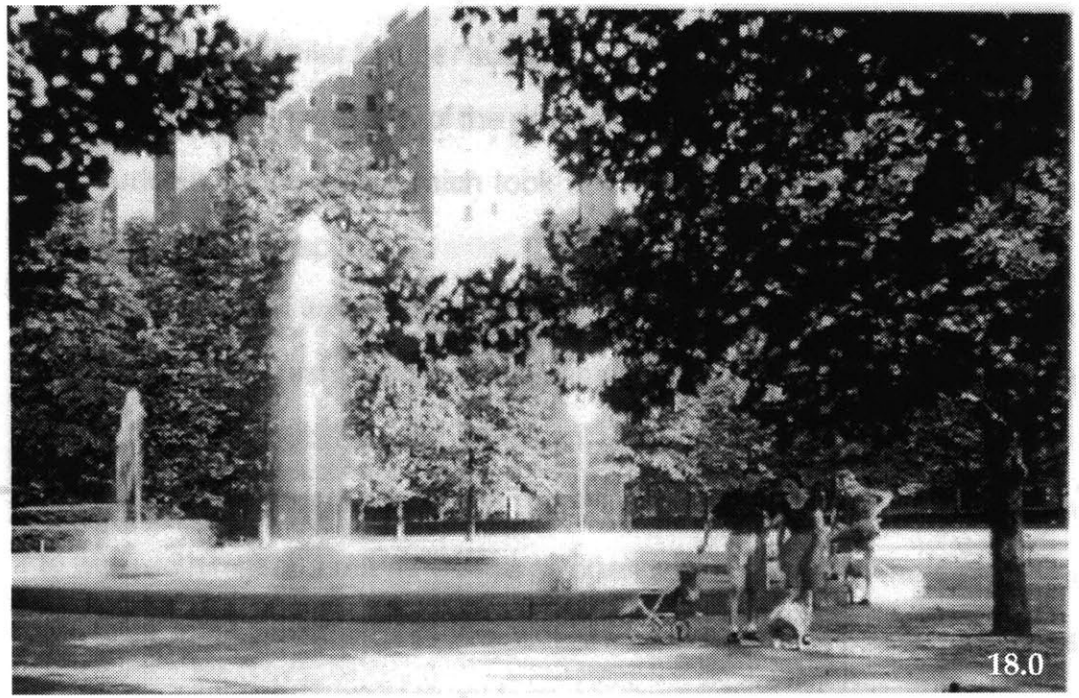
The entries express the necessity for community within a larger urban framework. The comprehensive approach developed later in this text, argues for the necessity of community focus in urban housing design.

Discontinuity and disruption of the public realm and urban fabric.
(17.0) Stuyvesant Town, *Stuyvesant Town, USA,* intro page.

2.2.2
Stuyvesant Town, Manhattan

Stuyvesant Town was unique in many ways, not in issues of design or site, but rather in the developing of both the project and the tenant variety. The development was the first project of slum clearance and redevelopment attempts by a private enterprise, Metropolitan life, with public assistance. Already, the inherent problem of the public developer is more in sync with the needs of housing rather than a public agency trying to make the most of their minimal spending dollars. The town was unashamedly built for white residents, but hundreds of its earliest inhabitants demanded that the landlord live up to American ideals and let African Americans into the project. An incidence of whites organizing whites for the rights of African Americans was a rare occurrence. Contrary to Cabrini-Green, there was an initial unity and community sense inherent in the project. "Stuyvesant Town, with all of its exciting virtues, shows how decent Americans victimize themselves and others." [10] It is a study of good people caught up in social separation, of piety and racism flourishing side by side. In many respects, Stuyvesant Town can be seen as a model neighborhood.

The development was a monumental effort to provide a desirable environment for thousands of people who worked in the city and who wanted to live there. Metropolitan Life desired to offer excellent housing accommodations at moderate cost. The buildings and grounds were well maintained and its crime rate impressively low. The site, a stretch of land extending the residential area below 14th Street on the East side of lower Manhattan, was a locus for change due to the immigrants who poured their way in and made their way out again. What Stuyvesant Town offered to propose was a unified "place" which designated space and open areas.



Commercial uses were also integrated on the borders of the community. It was labeled the "Suburb in the City," offering all the positives of the suburbs, including the comfort of white, middle class neighbors. The development did have its black residents, but they were put through an extensive review process and their numbers kept from the public. These actions were specific to attitudes of the time which were associated with slums, regardless of the slums' planning concepts.

The inherent success of the design, as an inwardly focused development, was based on the ability and desires of a private developer to create suburban environments within the city. This environment was the means for the private developer to gain success. Stuyvesant Town "was a magnificent conception of urban living, a monumental idea about how private enterprise, with the cooperation of the state and municipal governments could attack the decay of the city and turn it into a veritable paradise." [11] This paradise, however, depended on and played off of the infrastructure of the city. What Metropolitan Life did is create a parklike town within the city. In effect it created a place and a community to fill it, and attracted the private market to the issue of housing. In the case of the privately funded Stuyvesant Town, it worked well at creating a flourishing community which took from the city what it needed, but gave back the ills of the poor which it displaced. The development also destroyed any continuity to the fabric and the public realm surrounding the housing.

Although Stuyvesant Town was a successful community, it in effect, by the urban and architectural decisions it embodied, turned its back on the city. It offered an oasis from the noise and congestion of the city. This solution was the easy way out of dealing with housing within an urban structure. Integrating with an existing framework may have been more difficult than sectioning off an area and creating a new framework to work within. The area as well as all open spaces, were of the development and not of the city. The more successful model would have created an outwardly focused community, integrating more with the existing

Private Suburban oasis in the city.
(18.0) Private courtyard in Stuyvesant Town.
MIT Slide Library.

neighborhoods, instead of creating an oasis and architectural form which separated the development both physically and socially from the rest of the city. Architecturally, the monotonous brick buildings made no effort to aesthetically or contextually integrate with Lower Manhattan, creating an unadorned vision for tomorrow's housing and redevelopment.

The architectural issue also becomes critical in these housing projects. If New York had cared about good design, it would come from too little caring on a communal or civic level. In New York, as in so many other American cities, strong public policy and private community support have not been able to raise durable design values to a broadly meaningful level; where isolated examples of beauty are found, they usually resulted from an act of will of individual patrons who cared and from the dedicated efforts of particularly gifted designers. In the case of Stuyvesant Town, the developer, Metropolitan Life, put all efforts into the creation of clean green space within the dirty city, to attract people, rather than creating integrated public and private spaces and architecture to beautify not only the development, but also the

city. Unfortunately, the suburban spaces were enough to attract the people to the environment. The architecture aided in further isolating Stuyvesant Town from the rest of the city. The few American cities which have done the most to increase the scope for good design have done so through integration of design with the urban renewal process and large-scale public development. It is not a matter of creating qualities of design which everyone agrees upon. With the sensitive governmental support and conscientious private initiative New York could create under a reorganized development process, the ways of achieving good design could be as varied as the many tastes and styles preferred by New Yorkers.

In a more successful approach to integrating public and private concerns, the city should in certain cases provide local area consultants who would jointly serve city and neighborhood interests. If Boston needed its waterfront, CBD, or Back Bay coalitions, or Philadelphia its Old Philadelphia Development Corporation and Citizens Planning Council, New York will need these and many more kinds of groups. In Central Business District programs there will be a need for broadly-based

Monotony in architecture.
(19.0) Stuyvesant Town. *MIT Slide Library.*

policy coalescing and self-policing interest groups to assist the city in reaching a consensus and promoting sound improvement programs. "In Downtown Lower Manhattan and other such major program areas, private planning and development organizations are also needed to cooperate with the city." [12] Today a BID exists for this purpose. In the fields of open space development, like that of Stuyvesant Town, or cultural improvements, city-wide development organizations are needed to back up the efforts of established special interest groups. Educational, medical, and charitable institutions should be strongly encouraged to fund and participate in area development programs, not only around their established locations, but especially in the ghettos.

The problems of public versus private developer become too evident in the results of Cabrini-Green when compared to Stuyvesant Town. The cost of creating town-like communities is not much more than the cost for models like Cabrini-Green. Stuyvesant Town in part was an attempt to attract the private money, not only for funding, but also for a more positive social image. Stuyvesant Town was successful in part because the private developer needed to draw people back to the city by providing some amenity. In Cabrini-Green, the public developer had no demand or care for inhabitants which were given the "gifts." What the public developers do not realize is that gifts without a special meaning can and will be abused. Unfortunately, when charity is not appreciated it tends to stop. In the case of housing, the more projects which fail, the harder the money is to raise. The irony of Stuyvesant Town is that the form and cost of the housing was very similar to Cabrini-Green. The developer of Stuyvesant Town, to insure success, placed well-to-do inhabitants within it. The green was bait to get them there.

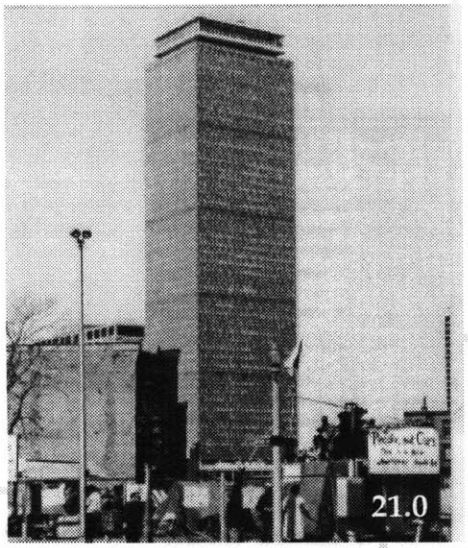
The housing that Stuyvesant represents is the typical "enclave" approach to resolving the edge conflict of public and private entities. The retail at the ground floor of the perimeter provides a minimum response to the surrounding public entity. The enclave model is very inwardly focused, creating discontinuity in a public framework and a privatized public realm. Although Stuyvesant Town was successful in creating a community, it was extremely unsuccessful in providing a continuous and accessible public realm. The comprehensive approach argues for establishing the necessary edges at the urban scale while continuing pedestrian space.

2.2.3
Tent City, Boston

Tent City is a unique case because of the national reputation that the particular site and it's plan has won for the city of Boston due to its monumental achievements, accomplished through 19 years of dedicated, community activism. The name "Tent City" recalls a demonstration in 1968 organized in opposition to the gentrification of the South End neighborhood. What happened between the demonstration and the actual groundbreaking in 1986 symbolizes a vision of a South End that would retain racial and economic diversity in the face of intense pressures to change.

The 19 yearlong embroiled battle between the South End, City Hall and developers has been memorialized in a $26.8 million mixed-income housing development on the original site of the 1968 demonstration. The site itself is 3.3 acres, located at the edge of Boston's South End at Columbus Ave. and Dartmouth Street; surrounded on three sides by older structures that house residents of diverse income levels; the fourth side rises to the Southwest Corridor-Back Bay station, and shoulders up to the opulent Copley Place shopping mall, a strong market force in the area that did not want its location tarnished by a housing development for the less well off. At the time Copley Place was being built, the face of the landscape was about to undergo a major transformation from economic decline and blight to prosperity and reclaimed open space through the construction of the Southwest Corridor, a multi-billion dollar investment in Boston's future. The Southwest Corridor project was one of the largest public works projects undertaken in the city within the last century. It stands completed today as an integrated transportation, park/ recreation, land-use, and economic development project which is expected to bring broad benefits to the neighborhoods through which it passes, as well as to the city as a whole. The Tent City site was also an opportunity to bridge the historic

Boston's South End.
(20.0) Tent city along side Copley Place.
Architectural Record, vol. 176, pg. 113.



Back Bay, Copley Square with the traditional 19th century Victorian townhouses of the South End. The development stands up against the massive Copley Place almost as a tribute to the community-activism and commitment from South Enders, dedicated to the cause of preserving the integrating character of their neighborhood, both racially and economically. The developer and architect respectfully chose to create the mixed-income development instead of a luxury apartment block or a prestigious office building.

The process and the resultant plan for the site had the current urban renewal plan for the South End as its impetus. Preceding and during the 19 year battle for affordable housing, there were major forces imposed by the public will that constrained the site as well as the face of Boston. The demonstration in 1968 was the first of many that followed in opposition to the disregard of a struggling society.

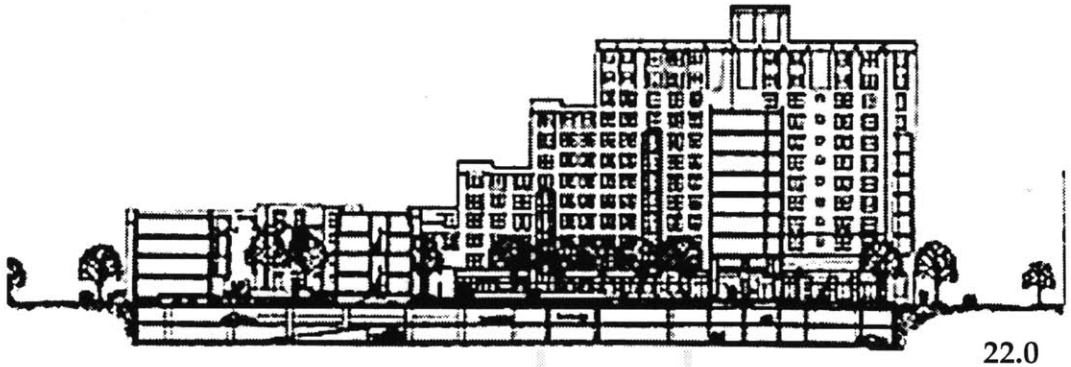
Urban renewal has displaced several thousand families without the construction of any new housing. In strong opposition to this trend, a group of community activists protested by constructing a "tent-city" in a parking lot at the corner of Columbus Ave. and Dartmouth Street. The demonstrators wanted affordable housing to replace the parking lot which had recently paved over deteriorating row houses. The lot was owned by William Fitzgerald, a fire commissioner, who had a reputation for buying up vacant land and turning it into parking lots for future uses. According to an article in the *South End News*, April 28, 1988, Mel King felt that the demonstrators agenda was clear: "To force the city to build affordable housing on the site of the privately owned parking lot, and to dramatize opposition to the city's urban renewal policy." The federally approved plan, approved by the Boston Redevelopment Authority in 1965, critiqued as the "demolition and displacement" plan, was aimed at tearing down substandard housing and relocating the people living in them until new buildings were built. The problem, and the reason for the negative name, was that these new developments were rarely built. The demonstration attracted enough national attention that the BRA promised to build low-cost housing in the "near future."

In 1974, there was still no housing, and the BRA was proposing an 18-story luxury apartment tower for the Tent City site. Again, public opposition halted the proposal and led to the formation of the Tent City Task Force (TCTF). The TCTF had seen ten years of the urban renewal plan and feared that the development would resemble the Prudential Towers, a single tower with a parking block behind it, surrounded by green grass.

When the plan was proposed for a housing development, with a mix of 10% subsidized families and 90% market rate, the TCTF began work on what turned out to be

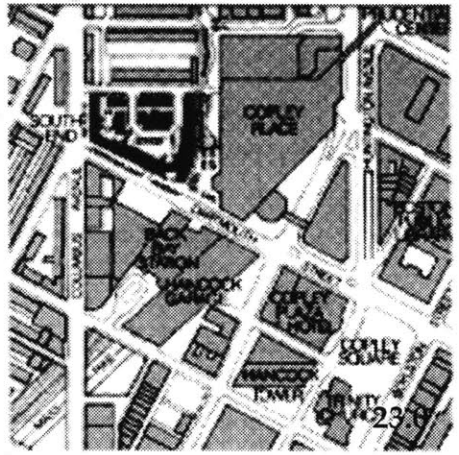
Community protest against upper-income construction.
(21.0) Protest on the "Tent City" parking lot. *Progressive Architecture*, Vol. 69, pg. 73.

development guidelines for "Tent City," *The Fundamental Principles For Development of Parcels 11a and 11b.* Ken Kruckmeyer, president of the TCTF at the time, describes the guidelines in conversation (taken from an interview), "briefly summarized (the Fundamental Principles) said two major things, that the people who lived in the development should mimic the composition of the South End."..."while they had more detail than that, they really evolved around a socioeconomic goal and a physical goal and a physical for the kind of development that ought to happen on that site. And in my opinion that was one of the most important events in the whole development of the Tent City site, because it got people to agree—widely, broadly, within the entire South End as well as within the group that was trying to see that good housing got built on that site—about what the goals ought to be—and it was that set of Fundamental Principles than, that as we went through another [15] years of process, (before people actually moved into housing)—that held people together in spite of an enormous amount of diversity." The Fundamental Principles was able to unite a diverse group of people toward the common goal of retaining affordable housing in the South End.



22.0

In 1979, the BRA published its "Final Environmental Assessment" for the South End Urban Renewal financial closeout. The recommended 280 residential units and up to 26,000 s.f. of ground floor commercial space, with parking to serve only the development. The Tent City Corporation, which consisted of people from the community, the Task Force, and various private and public organizations, was created and named as co-developer with the Fitzgerald family, the previous owners of the site. Through lengthy negotiations ending in inability to reach an agreement, the Fitzgeralds were bought out by the Urban Investment Development Company (UIDC), the developer of Copley Place. The Negotiations were renewed, resulting in another stalemate for the TCC because of the architecture at the edge of the site.



23.0

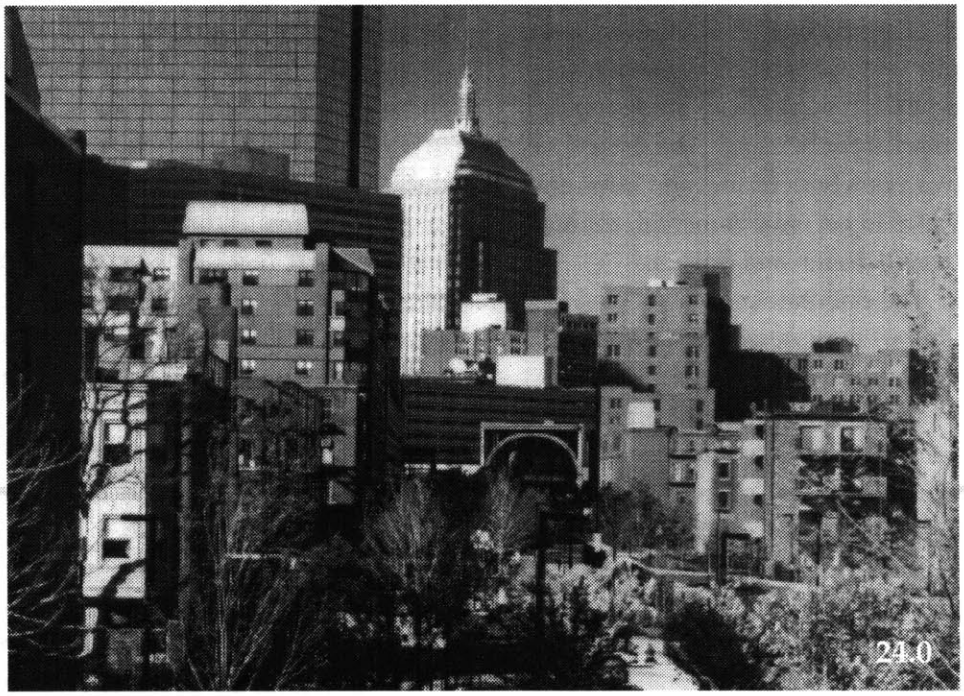
(22.0) Site Section. *Progressive Architecture.*, Vol. 69, pg.74.

(23.0) Site Plan. *Progressive Architecture*, Vol. 69, pg. 74.

White administration. 1979 through 1984 saw the TCC efforts toward a tentative designation for the tent city site. In 1984, a full-time executive director and development staff was hired, consisting of John Bok of Csapler & Bok, Joan Goody of Goody & Clancy Architects, Pat Clancy of the Greater Boston Community Development Corporation. The newly elected mayor, Mayor Flynn held a community meeting to announce his support of affordable housing on the site and designated the TCC as sole developer of the site. The city on the other hand encouraged further negotiations between UIDC and TCC.

In the fall of 1984, the agreement was finally reached, providing 270 unit mixed-income housing development with two floors of underground parking that would accomodate a maximum of 698 cars, 129 of which would be for the residents of Tent City. TCC was granted tentative designation as the developer of the tent city site and the city submitted a $10 million Urban Development Action Grant (UDAG) to HUD for the TCC development. HUD rejected the proposal, pledging $29 million in Copley plaza payback funds to allow Tent City Corporation to meet its housing goal. By 1985 the TCC was working closely with the BRA in developing design schematics, cost estimates, and contract details for the project. Tentative designation allowed the city to hold title to the Tent City site, granting them surface and airights at $1/year lease for 99 years. The undergrounds rights went to the Copley Place developer, UIDC.

The architectural and planning goals of Goody, Clancy and Associates grew out of a unique relationship with the TCC and the *Fundamental Principles* in the design of the housing development. The ultimate goals of the plan were to create a human scaled urban living environment, to carefully blend new construction into an existing urban fabric, to achieve richness and variation within the



(24.0) Tent City in its context, backed up against South Station. *Architecture Record*, Vol. 176, pg. 115.

constraints of severe budget limitations, and demonstrate that outstanding residential quality and design need not be limited to the high-end market for housing. The design went through two years both formal and informal public reviews to get environmental, zoning, historic district, design and financial approvals. The elaborate process allayed the concerns that were expressed about traffic congestion, air pollution, and the social disarray that some feared would come from a mixed-income, and racially integrated housing development. Tent City Corporation not only presented the project in detail at numerous formal public hearings, it also met repeatedly with abutters and neighborhood residents in small groups to discuss their concerns about the plans. The review process generated so much support that by the time construction started, the opposition had dissolved.

The design consisted of 269 residential units, arranged in a variety of configurations in both flat and duplex arrangements, in addition to a 12 story tower at the northeast corner which gradually steps down to four-story townhouses, responding to the Victorian The apartments are arranged around an interior loop road and courtyard. The courtyard at Tent City, contrary to one like Stuyvesant Town, has public access and uses which break down the fortified edge. Paul Goldberger, architecture critic of the *New York Times*, felt that Tent City was "a remarkable trick of urban design: it fills a long-empty site between the townhouse-filled neighborhood of the South End and Copley Place, an immense development that consists of two high-rise hotels and an upscale shopping mall. Tent City is a bridge between two worlds that are as different architecturally as they are sociologically, and it ties them together deftly."

The architectural result was the result of abiding by guidelines set in the *Fundamental Principles*. Within the document was the requirement that the physical development should mimic the row house orientation to the street, typical of the South End. The largest element of the site, a twelve-story wing, was placed logically at the end closest to the Copley Place mega-project. The area in between these two ends, constructed of reddish-orange brick with narrow bands of colored brick trim, steps down gradually to the scale of the town houses of the old neighborhood on the other side. The design of the complex never imitates the 19th century town houses of the South End directly, but it echoes many element from their design: double hung bay windows, mansard roofs, front stoops. And the various sections of this 271-apartment complex are arranged in a conventional street pattern rather than on some huge and bland super block.

The Model

The politically steeped name, "Tent City" immediately suggests the GOOD CITY MODEL and as is evident in the aims and goals of the *Fundamental Principles*, there are many "local spatial policies" (Kevin Lynch) inherent in the Tent City plan itself, and the plan as an integral piece of the surrounding area:

1. The design and density of the site is limited to preserve the community's character and to support the desired lifestyles.
2. The housing supply is advocated to meet demand, to support the family, and to improve equity.
3. A mix of social class in residential areas is promoted for reasons of equity, better social integration and social stability.
4. Efforts are made to stabilize and rehabilitate declining areas, to protect the housing supply, prevent social disruption, maintain

equity and to meet political pressures.

5. The infrastructure is extended or improved, in order to open up new areas, increase interaction and access. (Southwest Corridor)

6. The supply of open space may be increased. (Southwest Corridor)

The resulting model was a product of a group of deeply committed residents who worked persistently for 19 years to defend and preserve the multicultural and multi-income South End neighborhood. When asked of the future impacts of Tent City on the area, Ken Kruckmeyer felt that the longest felt impacts will be in the socioeconomic mix of the South End. "Tent City is a very important keystone that assures that mix remains. And that has a long term and major effect on how the neighborhood feels and works for people."

The Tent City plan is an excellent example of public/private cooperation with reconciliation of conflicting goals (commercial vs. private interests) resulting in a visually appealing, financially sound development that serves the different sectors of the community as well as contributes to the city's reputation. The plan would not have been successful without the leadership, support and determination achieved among the private and public constituents.

Tent City has come the closest to a comprehensive approach than either of the two previous housing examples. The successes in the design are a result of public pressures and extreme code and conservatism by the Boston authorities. In this example, the outward focus from the protest, combined with a design firm focused on both architectural and urban design, was able to respond to the surrounding public realm, while maintaining a focus on the community level.

2.3
The Public Realm

In recent decades, the shape, focus, and purpose of public space has been increasingly defined by development agreements, between the public sector and the private developers. A dominant trend has become the supply of public open space through privatization. This privatization of the public, which includes the street in most active cities, is redefining the public realm. Activity and release from crowded urban areas have historically been considered an asset for the people. Traditionally, the public realm would be publicly acquired, created, owned, controlled, and managed, and available for individual and communal activities. Skyrocketing land values and construction costs have caused the private developer to demand for benefits in exchange for public gestures. Often these developers will turn their buildings within, not only privatizing the space, but also killing the street life around the perimeter. This attitude is often taken, because to the private sector, urban design is thought of as being the responsibility of the public sector.

Public activity and public space.
(25.0) Food as a catalyst for activity, *Social Life of Small Public Space*, pg. 51.

2.3.1
The Sidewalk Cafe

Jan Osterman in *Welcome to the Pleasure Dome: play and entertainment in the urban public space: the example of the sidewalk cafe,* Built Environment, #18, 1992, deals with the European version of the American pedestrian mall, the sidewalk cafe, and explains a public design process. "With the recent evaluation of city life, the so-called *urban renaissance*, urban public spaces, such as streets, parks, plazas, terraces and pavement cafes, have become the focus in many cities in Western Europe." Architects and urban planners are striving for quality in their public domain. Plazas are often thought of as the 'living room' of the community, where every city dweller can meet all

other city dwellers. Meetings in public embody the core of city life. Many people offer opposing views on the capabilities of open space and their role within the urban fabric, however, "whether pessimistic or optimistic, the discussants share one great ideal with regard to urban public space: the ideal of social accessibility, the ideal of free exchange of goods and ideas among people of different kinds of cultures."

Traditional analytic criteria such as accessibility and 'free' exchange do not prove adequate in the analysis of contemporary leisure entertainment in urban public space. In modern cities, for example, public space very often is a place where people do not really meet at all, and do not wish to do so either. "To analyze contemporary public space, a broader theoretical view on public space is required: a view that discusses more possible (socio-functional) qualities of urban public space. Four qualities of urban public space: 'fun city' (the way individuals use public space for their own sake), 'sacred space' (sacredness is a very old and deep rooted quality of public spaces), 'safety' (vulnerability to robberies and possible attacks), and 'pass by without disturbing' or 'social traffic' (The sidewalks and the boulevards, the streetcars and the trains, are all spaces for anonymous social traffic which enable the working of any modern city.)

Early Renaissance bourgeois cities were based on manufacturing and trade, the market place, where goods and money changed owners, was the very heart of urban life. The inherent value of the market place versus the city plaza, is this existing activity of which more informal activity is generated. It has become a trend in the United States to combine the city plaza with the marketplace (Mall of America, City Walk, Epcot Center / shopping as theme park / entertainment as "public")

Each period has had different manifestations of public space and has made its own specific demands on the public realm. Each group, each function has its own moment, in time and in space. The difference has been facilitated by the big expansion of public 'space' in modern society. Today there are more locations that can serve as a public space because they can be reached easily by car (shopping malls at the edge of a city).

Another criticism of the prevailing socio-functional approach towards urban public space is disregarding the individual's perspective. Planners find it attractive to conceive of public spaces as a unifying element where all sectors of the urban population meet. With the help of this image, they can present their cities as communities, regardless of all of the contrasts and differences. It cannot be denied that some individuals find great pleasure from being in public. Masses of people come to town every day to go out to a bar, a disco, to sit down at a sidewalk cafe, or just to walk around and enjoy the presence of other, mostly unknown people. The sidewalk cafe falls into a category which Ray Oldenburg, in *The Great Good Place,* calls a "Third Place." A third place is a place with a capacity to serve the human need for communion. The third place is a neutral ground, providing more than a mere haven for escape. Ray Oldenburg states that, "the eternal sameness of the third place overshadows the variations in its outward appearance and seems unaffected by the wide differences in cultural attitudes toward the typical gathering places of informal public life." Apart from drinking, relaxing and enjoying the sunshine, people at sidewalk cafes participate in a number of activities that have to do with the public character of the setting. The first and by

far the favorite activity of the people at the sidewalk cafe is to "watch people go by", to be entertained by street life and to inhale the atmosphere of the city. The chairs are always placed towards the street, as the chairs in a theater are placed towards the stage. Today the popularity of urban public spaces and their excitement can be better explained by their potential to generate individual pleasure and play.

2.3.2
The Urban Stage

Understanding the four aspects of an urban space and its manifestations seems to provide an outlined approach to solving an area's needs (at the social level). The idea of the space as the urban stage brings up the issue of "to be seen, or not to be seen." Today, and even more in the American culture, lives have been geared towards the individual and privacy. The pedestrian mall allows private activity to occur within a public context, allowing the public "family room" to continue functioning as a public space. This phenomenon can be seen evolving in culturally based areas like Boston's North End, where younger professionals are moving into established communities and offering little at the social level. For the younger generation, the North End is their urban stage, and the performers, the community and family-oriented Italians. The critical issue, which Jan Osterman presents in the analysis of the sidewalk cafe, is to activate a space according to individual needs and not to the needs of the buildings.

2.4
The Comprehensive Approach

An example of redevelopment within an existing downtown area, with the public realm as a major design concern, is San Francisco's Mission Bay. The characteristics of the design proposal are taken from an essay by Thomas W. Schurch entitled, *Design Development: The Open Space Plan for San Francisco's Mission Bay.*

2.4.1
Mission Bay

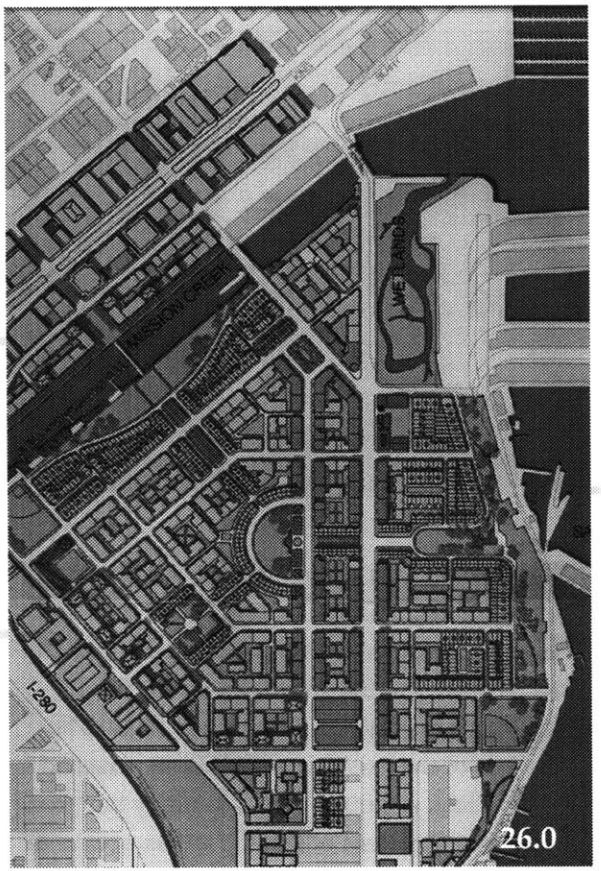
The Mission Bay site is currently an industrially-zoned rail yard adjacent to San Francisco Bay. Mission Bay is 50% under-utilized and vacant due to changes in the economic climate since W.W.II in San Francisco. The site, once considered the City's backyard, is now seen as an economic resource for employment and housing for 22,000 people. 40% of the land is allocated for mixed housing types (30% of which is dedicated to affordable housing), 20% for commercial and industrial uses, 35% to open space and community facilities, and the remainder to right-of-way and related infrastructure. An aggregation of retail, residential, research and development, and light industrial uses is intended to produce an urban fabric similar to that of other parts of San Francisco. In addition, various transportation systems serving other parts of San Francisco are planned to connect Mission Bay to the rest of the city.

The firm, Danadjieva & Koenig Associates, struck a balance between significant off-site features in San Francisco and site characteristics. Three initial models were presented, displaying distinct alternatives for open space planning, building masses and interiors, solar access and street configurations were analyzed, and opportunities for alternatives to vehicle circulation

were considered. From the initial three models, a fourth model, developed from suitable characteristics of the original three concepts and from additional elements arising from the analysis, was proposed. This preferred option addressed four major categories: the legacy of Mission Bay, the Two Bays and China Basin, the street grids, and the concern for city-wide open space. In addition the location and character of open spaces within the other parts of the city played an influential role.

The Legacy of Mission Bay

Mission Bay's legacy is identifiable as an section of the site called China Basin. As a remainder of Mission Creek, the China Basin Channel is connected with San Francisco Bay and is subject to tidal conditions. China Basin Channel is also important because it contains wildlife inhabited wetlands on its perimeter. The houseboat community, along with other concerned citizens, stressed the importance of preserving both the wetlands and the wildlife which



inhabits them. As a responsive environmental design, the proposal preserves both the boathouse colony and the wetlands in its master plan.

The Two Bays and China Basin

Accessibility to the San Francisco Bay and the legacy of Mission Bay were of great influence to the open space plan. Danadjieva & Koenig Associates proposed a crescent shaped waterway corridor to connect the existing channel to the Bay. This formal move is reminiscent of the original "bowl" shape of Mission Bay. The waterway was a feature added as a recreational amenity for the community. The waterway's form also influences the formal gestures of the master plan.

Street Grids

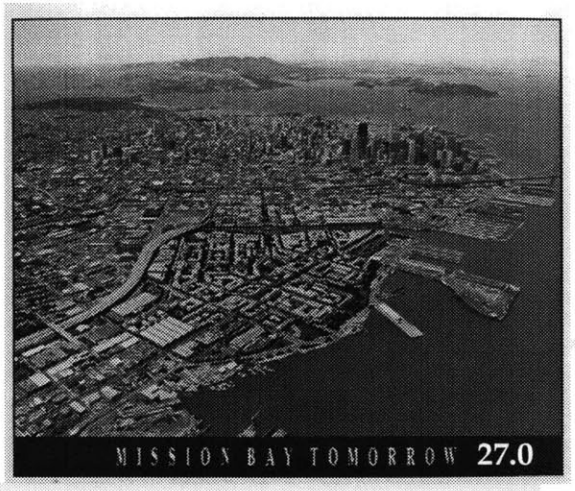
Analysis of the surrounding street grids presented significant constraints. Two grids existed at the periphery of Mission Bay, which connected it to the other parts of the city. A northeast-southwest, southeast-northwest grid exists south of Market, which followed the traditional Spanish street layout. The other grid, a north-south, east-west grid, is immediately south of the site. The north-south grid, the Portero Hill grid, in particular reflects overall patterns existing in the city that give identity to the neighborhoods. The constraints

Mission Bay Master Plan.
(26.0) Image from the advertising pamphlet, *Imagine, A New Neighborhood.*

posed by the grids was most felt by the location of Third Street, a major thoroughfare connecting the South of Market area to the Portero Hill area, bisecting the Mission Bay site. Maintaining The location of Third Street would result in traffic hazards and odd shapes, if the South of Market grid would be extended into the site. An extension of this grid would require a rerouting of Third street which would cut off the shoreline areas. The Portero grid on the other hand complemented Third Street and allowed for the application of the open-space system on the shoreline areas. Because of this issue and the scale of the Portero Grid more closely resembling the scale of the surrounding neighborhoods, The Portero Grid was extended into the site. The two grids meet at a crescent-shaped street pattern, which accentuated the "bowl" shape of Mission Bay.

Concern for City-Wide Open Space

The design firm assessed the open space and recreational areas in the City, particularly of the other shoreline areas. The



Mission Bay area's park system was developed far before recreational activities had been a concern, and therefore show sharp contrast to the parks in the city managed under the Golden Gate National Recreation Area. The analysis of the existing park system revealed a general lack of public access to many bay front locations. Analysis of smaller urban spaces in the city revealed other characteristics of public space in San Francisco, and were integrated into the Open Space System.

The Open Space System

The system encompasses a 70-acre plot of land and compliments existing land uses, siting for buildings and existing features on Mission Bay.

One of the stronger elements of the proposal is its provision of linkages through a variety of methods of circulation, views, and articulated spaces. The user of the site is able to choose between streets, walks, jogging paths or bicycle routes. These various paths allow a pedestrian the comfort of choosing the level of interaction with community and traffic he/she desires. The streets not only provide multi-modal movement, but also visual gateways to focal points and act as extensions of open space. The circulation also integrates the newer residential areas in Mission Bay with the existing areas, avoiding the development of residential enclaves.

The main design concept of the proposal is a spine which extends through the core of the site. This spine acts as an open space, circulation, and view corridor, establishing a relationship to San Francisco and the Bay. The major open spaces on the spine, Crescent Park, Fountain Park, Mission Bay Green, Waterfront Park and the China Basin Channel, connect the inner and outer edges of the development to the waterfront. These spaces vary from

Mission Bay.
(27.0) Image from the advertising pamphlet, *Imagine, A New Neighborhood.*

formal to informal, as one moves from the developed core, to the perimeter of Mission Bay. In addition to the larger spaces, lane parks, pocket parks, and "green ways" are important aspects of the pedestrian experience and the character of the community. Lane parks and pocket parks provide smaller open spaces in residential blocks. Lane parks are proposed for one-way slow-moving alleys to serve as visual amenities, and sidewalk gathering areas. Pocket parks are located at neighborhood entries, and provide sitting, strolling and play areas. Green ways serve as heavily planted edge strips on the site's perimeter. Containing paths for jogging and walking, planting and seating, they connect the China Basin Channel to the Bay.

Danadjieva & Koenig Associates went through this extensive outwardly focused analysis process to develop a design proposal for the site. The Open Space system which resulted, fully considered the public realm on a city wide basis, instead of an independent entity which would privatize huge portions of land from the rest of the city. It is this thought process which should be utilized when planning a housing development into an existing urban framework. In providing a diverse but unified structure for people working, living, recreating and shopping in its midst, the proposal realized the what the last significant undeveloped area in San Francisco had to offer.

2.4.2
Reconciliation of the Public Realm, Inhabitant, and Developer

To provide the ideal model for housing is very difficult, due to the amount of variables which affect the development. For example, if an affluent population would have filled the Cabrini-Green development, the outcome would have been quite different. After analyzing the three housing developments, more variables than initially believed to effect the outcome surfaced. The entire spectrum of variables include:

Project	Developer	Environment Type	Income Group
Cabrini-Green	Public	Urban - Single Use	Low - income
Stuyvesant	Private	Suburban	Lower to Middle
Tent City	Public / Private	Urban - Mixed Use	Low to Upper
Mission Bay	Public/Private	Urban - Mixed Use	Low to Upper

Concluding from the variables presented, the nature of the developer and the future inhabitants has a direct effect on the type of environment that is created when the developer fails to respond to the public realm which xists outside the walls of the development. One can conclude that the more economically isolated the future population of the development, the greater the need for community integration into the city form. The successful Planned Unit Development then becomes population specific. For this reason, success lies in the dialogue between developer, planner, and inhabitant to create an environment suitable to the conditions of the population and the city. Regardless of this population, the surrounding city must always be considered and integrated into the planning. The imagery of the public agency placing the housing wherever it pleases shows a severe lack of planning by the developer. Although Stuyvesant Town was successful as a community, it did little for the city. The destructive force that the suburb creates was merely placed within the heart of the city.

One can easily criticise and draw conclusions from the housing presented by looking at the integration or lack of integration of the developments with the public realm on both social and physical levels. For example, the architectural and functional relation of the architecture to communal spaces, streetwalls, surrounding neighborhood, scale, contextual forms, and continuity of block size and street pattern is very much different in Stuyvesant Town than a dvelopment like Tent City. Here you have a situation where an urban designer foicused on exterior forces to give internal structure to the development. The housing project appears to be a continuation of the urban framework while allowing a locally focused community to exist.

The failures of the integration of the urban Planned Unit Development with the city structure and the community's overall success is driven by the environment created by nearsighted developers and the consequent background of the inhabitants. One quickly begins to

understand that the attraction towards the suburbs is not based on the ideal environment, but arises out of disgust for the filth, noise, and congestion of urban living. The suburban subdivision is a sole creation of a developer, financially and individually driven, who has put together a few model homes, which offer the buyer minimal options, but the option to individualize the detailing. Even these minuscule opportunities to individualize one's built environment creates some sort of identity within the amorphous strings of houses too densely packed to be rural, too scattered to be urban, with too wide, pointlessly winding streets that make navigation difficult and walking unthinkable. As seen in Tent City, when there is a collaboration between public, private, and the designer, the development is more prone to success and growth within the community and for the surrounding city. The disaffection from the suburb has been felt with criticism exclaiming that our children are not like cows that need to graze on suburban grass. Unfortunately, the economic forces which act upon us in a capitalistic society are much stronger than the forces of quality of life and human welfare. What the developers must understand is that initial economic investment does not compare to what can be gained with dedication to the community and the environment, both socially and financially.

A physical prototype is difficult, if not impossible to develop for each urban situation. On the other hand, a prototype housing development can respond to many physical entities which surround and impact that development. The successful model is the one which is able to integrate itself into the fabric and maintain, if not improve the public realm which it imposes itself upon. This model is achieved by the combination of a, both environmentally and humanistically responsive housing design, and a planning process for the public realm surrounding it similar to the guidelines which were developed for Mission Bay. Tent City was the closest of the three models to achieve this resolution, under difficult political and urban situations.

Achieving a goal of maintaining the South End's cultural character, one quarter of Tent City housing is designated for low-income households, one half serves moderate-income households and one quarter rents at the market rate. Tent City has since become a model for the development of other sites throughout the South End as a result strong development entity that continues to produce affordable housing in the South End. The development has also had a positive impact omits surroundings and on the people who live in the area. It replaced a full city block of surface parking with a desirable housing and retail development. The design relates well to the South End historic district in terms of materials and scale of Copley Place. It provides 269 affordable units, many of which were rented to formerly displaced residents who were forced out in the name of urban renewal. It incorporates five retail shops, a community meeting place, daycare facilities, and parking for the use of everyone.

The design possibilities which Mission Bay presents is one which is similar to the design proposal of this thesis. Urban housing can be more successful as both a community and an architectural model when zoned and planned within a larger development which can act as a buffer and protect it from "hostile" environments. Urban housing is problematic because of the contradictory forces which are in effect: the public and action driven urban life, and the private relaxed home life. The question lies in the location of the line, or rather transition from public to private. To satisfy both needs, the housing must be given room to protect itself while providing public amenities which tie into and unify existing urban systems.

3.0
Policies for South Park

3.1
Other Proposals for South Park

South Park has been in the public eye since the 70s, having the potential for connections and redevelopment. Studying proposals can give an idea of the public's and city's perception of need and in part what would be socially and politically feasible. Public participation and agreement in these type of projects is critical for success.

3.1.1
SOM Chicago 21

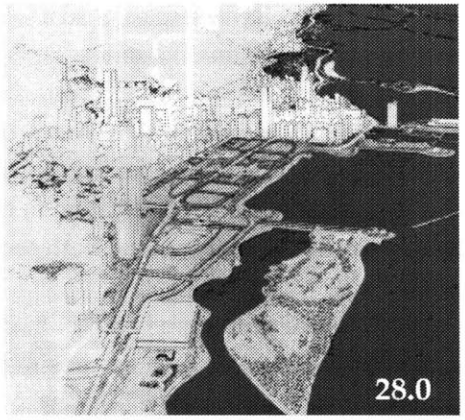
In 1973, Skidmore Owings and Merril recommended the following objectives for the redevelopment of the South Park area:

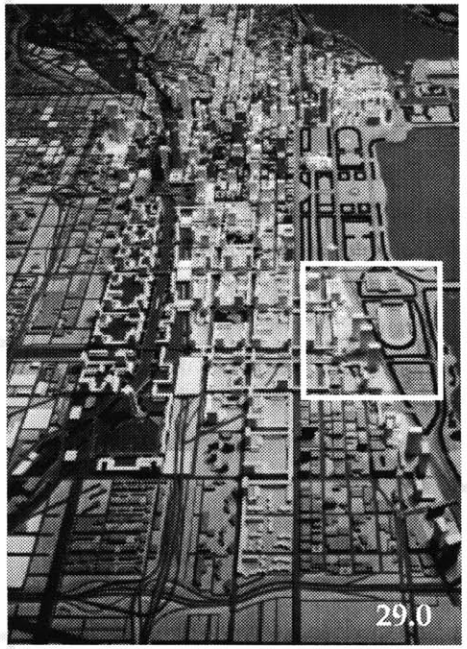
To create residential neighborhoods on the surplus railyards and in the slips area along the river. The neighborhoods should accommodate a balanced social and economic mixture of people and should be strongly oriented towards families. The challenge is to provide an in-town residential environment that is sufficiently attractive to a full range of residents.

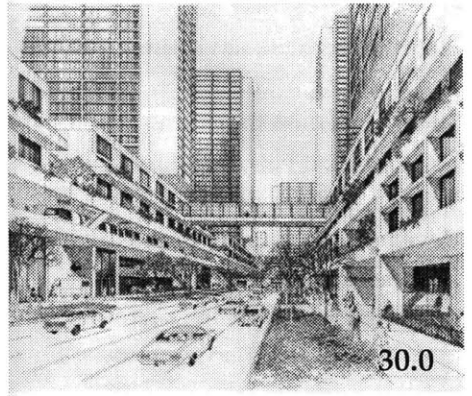
To preserve and enhance the natural amenities provided by the Lake and the River.

To integrate new development with the transportation, commercial, cultural, and recreational activities of the Central Business District.

To revitalize existing residential and industrial areas and tie them into the new community framework.


28.0


29.0

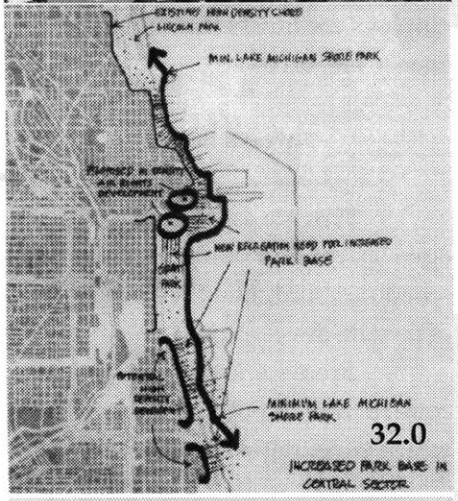

30.0

(28.0) Lakefront Perspective, *Chicago 21*, pg. 105.

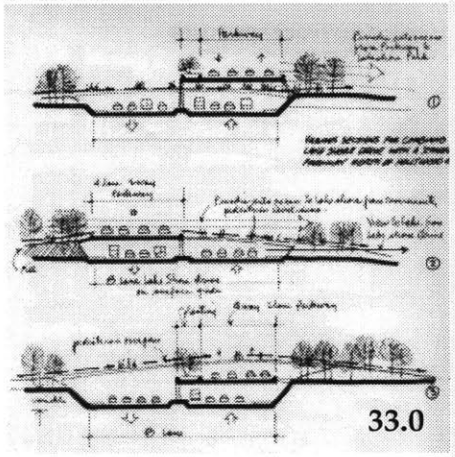
(29.0) Site Model of Proposed Developement, *Chicago 21*.

(30.0) Typical Block, Exterior View, *Chicago 21*, pg.31.

31.0



32.0



33.0

3.1.2
Central Station

In 1989 studies by the city and the Department of Planning were begun on the South Park site. The plan took into account the consolidation of the museum complex and the moving of Lake Shore Drive's Northbound lanes. The plan originally called for the completion of the Grant Park shell, in response to the Michigan Avenue Frontage, with an office complex. Residential, and light commercial activity was zoned to the South of the office complex, adjacent to the existing residential area and light industrial areas.

In 1993, a plan was developed, much changed from the 1989 plan, and construction began, to the disappointment of many urban designers, on a suburban density, town-home development. The propsal cuts off any continuity of the public realm and basically walls off the waterfront from any connection eastward. Typical of the urban enclaves of housing, the development is inwardly focused, and pulls away from the street edge. The density and FAR of the development is much less than the projected FAR in 1989, probably due to the decision to eliminate the cost of air rights construction.

3.2
Policies

The following are general policies to guide in the development of the South Park properties:

Streets and Blocks

Provide better access between the South and Near South Sides and the Downtown and Lakefront through creation of better and more frequent east-west and north-south links.

Extend the public features of Chicago's historic boulevard system along Michigan and Indiana Avenues.

Accommodate the relocation of northbound Lake Shore Drive to the west side of the Field Museum.

Design an internal street network that is clear, direct and easily accessible to the public.

(31.0) Aerial rendering of Central Station. Photograph from an advertising billboard.

(32.0 and 33.0) Pedestrian considerations for Lake Shore Drive and waterfront. *Progress Report on the Future of Chicago's Lakefront*, pgs. 35, & 41.

Land-Use

Encourage a mixture of uses and scale of development that provides a transition from higher densities found in the Loop to the lower densities of the Near South Side.

Expand the residential population of the Near South Side and encourage housing types that accommodate a diverse economic and social mix of residents.

Open Space

Complete the south end of Grant Park.

Apply the policies of the Lakefront Plan of Chicago.

Provide formal open spaces that relate to Grant Park and Burnham Park and are connected by the pedestrian street network.

Provide sufficient parks and recreational areas related to the needs of new Near South Side residents.

Promote a quality, attractive environment compatible with the museum complex in Burnham Park and greater access to the Park from downtown and the community to the west.

Urban Design

Present dramatic and active edges to the communities on all sides, especially towards Grant Park, Lake Shore Drive and Michigan Avenue.

Respect the prominent architectural quality of the Museum Campus in Burnham Park and Michigan Avenue streetwalls through the application of Internal Design Standards.

Enhance the Prairie Avenue Historic District by improving the accessibility and image of the surrounding community and creating connections between the District and the Burnham Park Museum Complex.

Protect and frame important views and vistas through the site.

Encourage active, landscaped pedestrian-oriented streets.

Transportation

Encourage a high use of public transportation and improve public transportation services to South Park and the surrounding community.

Promote the development of a Central Area Circulator system connecting the downtown with McCormick Place and the Museums.

Provide adequate facilities for circulation within and through the site for pedestrians, public transit and private vehicles.

Energy

Promote development which employs the most efficient use of energy resources.

Infrastructure

Provide associated parks, open spaces and public facilities in a schedule coordinated with the pace of private development.

Promote the design and construction of public infrastructure which encourages quality development while minimizing up-front construction costs.

3.3
Master Plan
(see figures 3.3.1 and 3.3.2)

Key Standards for redevelopment of the South Park Site. *Battery Park City* and *Central Station* design guidelines were used for the format and issues referred to in this section. All data and statistical information are from the *Central StationDevelopment Guidelines* 1989.

3.4
Issues and Principles

3.4.1
Streets and Blocks

South Park's location between the Loop, McCormick Place, the Lakefront and the Near South Side can play a critical role in resolving some of the Near South's access and circulation problems. Additional streets and intersections will be needed to accommodate anticipated downtown and Near South Side development. South Park's streets should provide connections between the existing Chicago street grid to the west and the park drives to the east and north.

Major Roads Extended Into the Site
(see figure 3.4.1.1)

a. Roosevelt Road

Extending Roosevelt Road from Michigan Avenue to Lake Shore Drive will provide an important link. A key arterial in the regional roadway network, the Roosevelt Road extension will connect the Lakefront and Near South Side to areas west of the River and the Dan Ryan Expressway.

This segment of Roosevelt Road should also serve as the gateway to South Park at its intersection with Columbus Drive. Roosevelt Road should be treated as an inviting pedestrian route, connecting the Roosevelt Road CTA rail stations at State/Wabash with the site and the Museum Campus.

b. Columbus Drive

A Columbus Drive parkway extension would provide direct connections to the Loop and Streeterville. By intersecting with McFetridge Drive and Roosevelt Road extensions, Columbus Drive adds another north/south street that could alleviate existing and future traffic congestion on Lake Shore Drive.

c. McFetridge Drive

Because of the lack of east-west streets across Lake Shore Drive between Balbo and 23rd Street, McFetridge Drive should be extended across the South Park site. The intersection at Lake Shore Drive, flanked by two parks, would create a formal entry into the Museum Campus. This extension adds capacity to the street system, and provides improved traffic circulation and distribution in all directions.

d. 14th Street

Paired with McFetridge Drive, 14th Street will provide the major east-west connection to Indiana and Michigan Avenues. 14th Street will provide northbound access to Columbus Drive and southbound access to Lake Shore Drive via one-way ramps.

Links With the South Side Boulevard System
(see figure 3.4.1.2)

To create a strong identity for the western edge of the South Park and the surrounding area, the major public open space

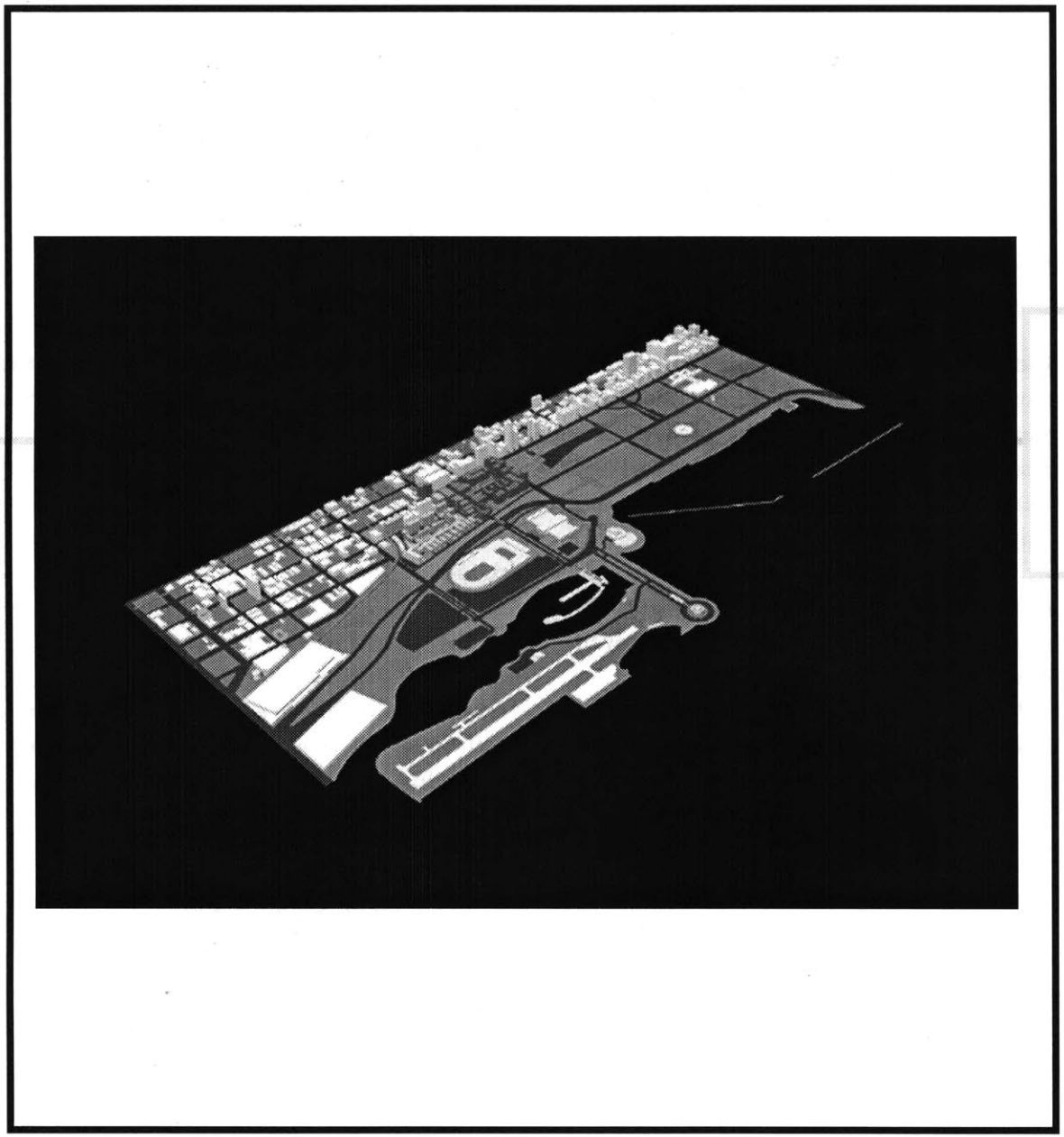
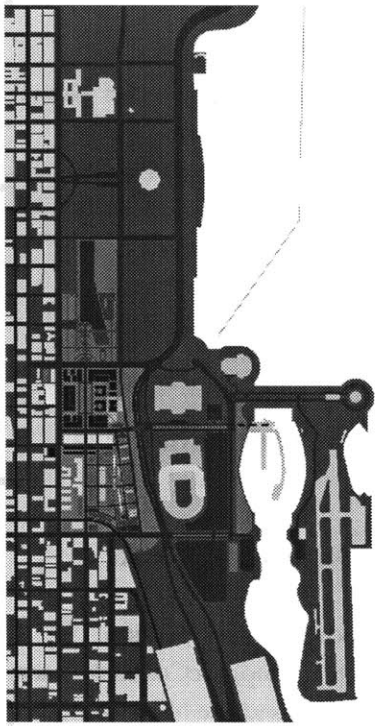


Figure 3.3.1
Master Plan



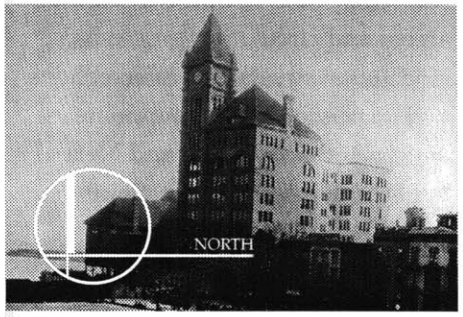
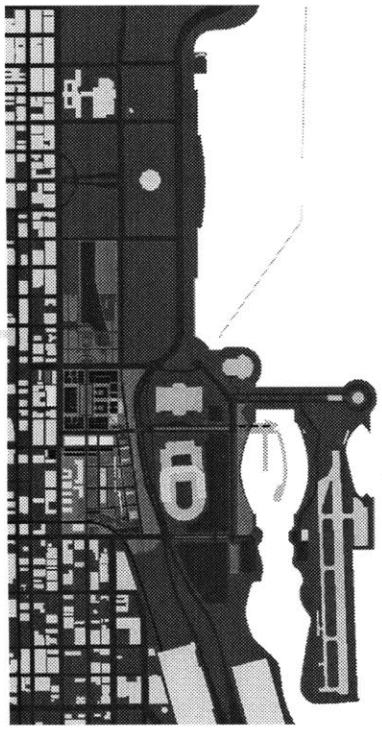
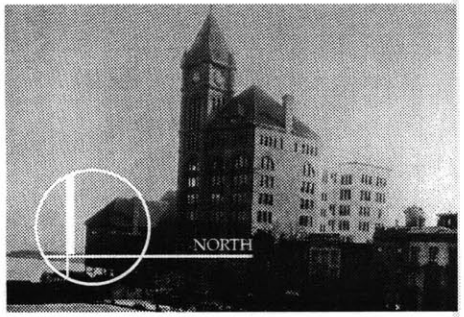
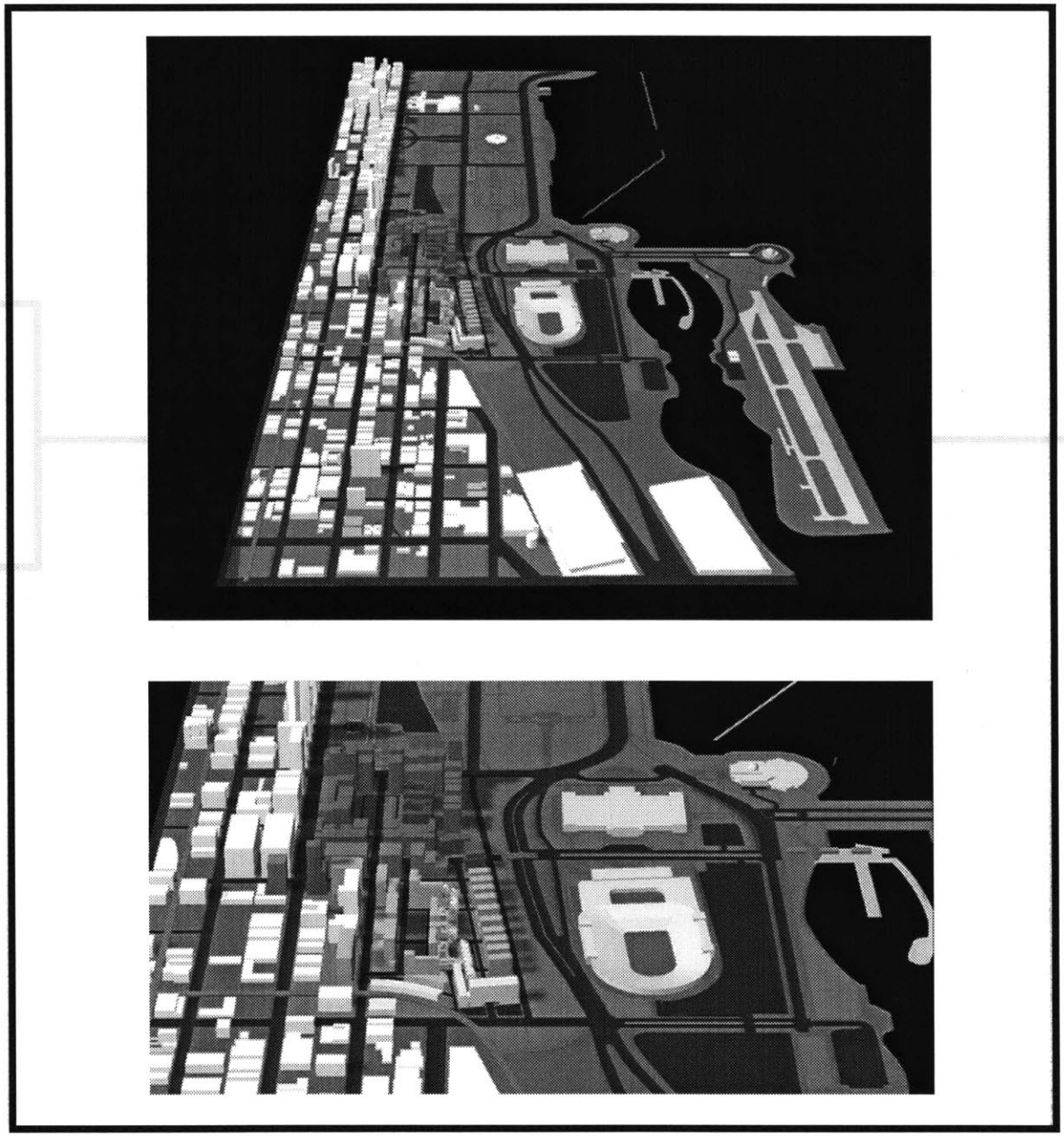


Figure 3.3.2
Master Plan







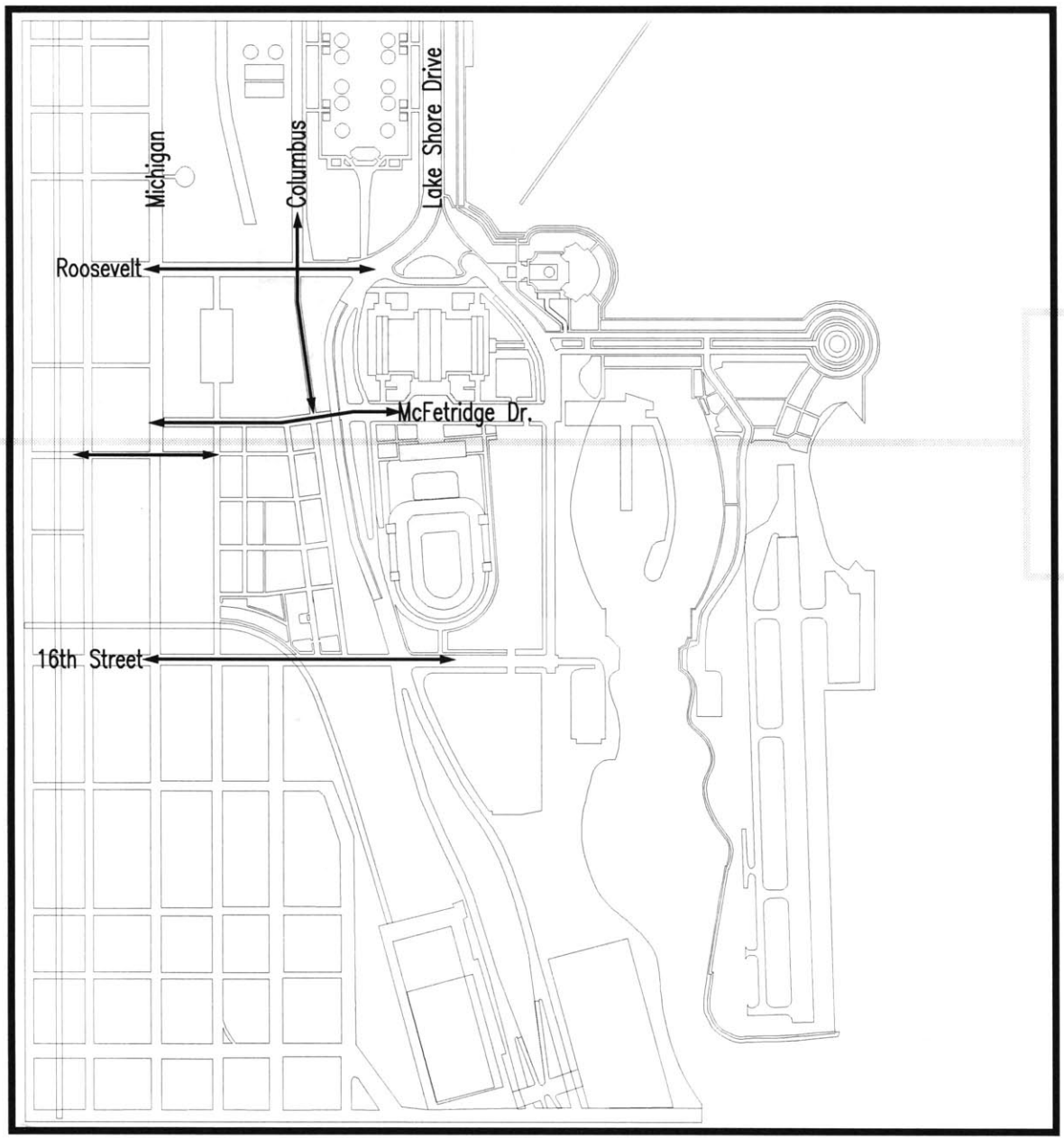


Figure 3.4.1.1
Major Roads Extended
Into Site

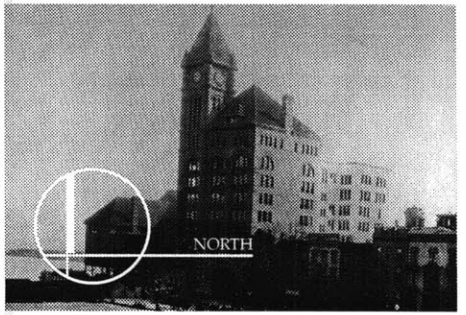
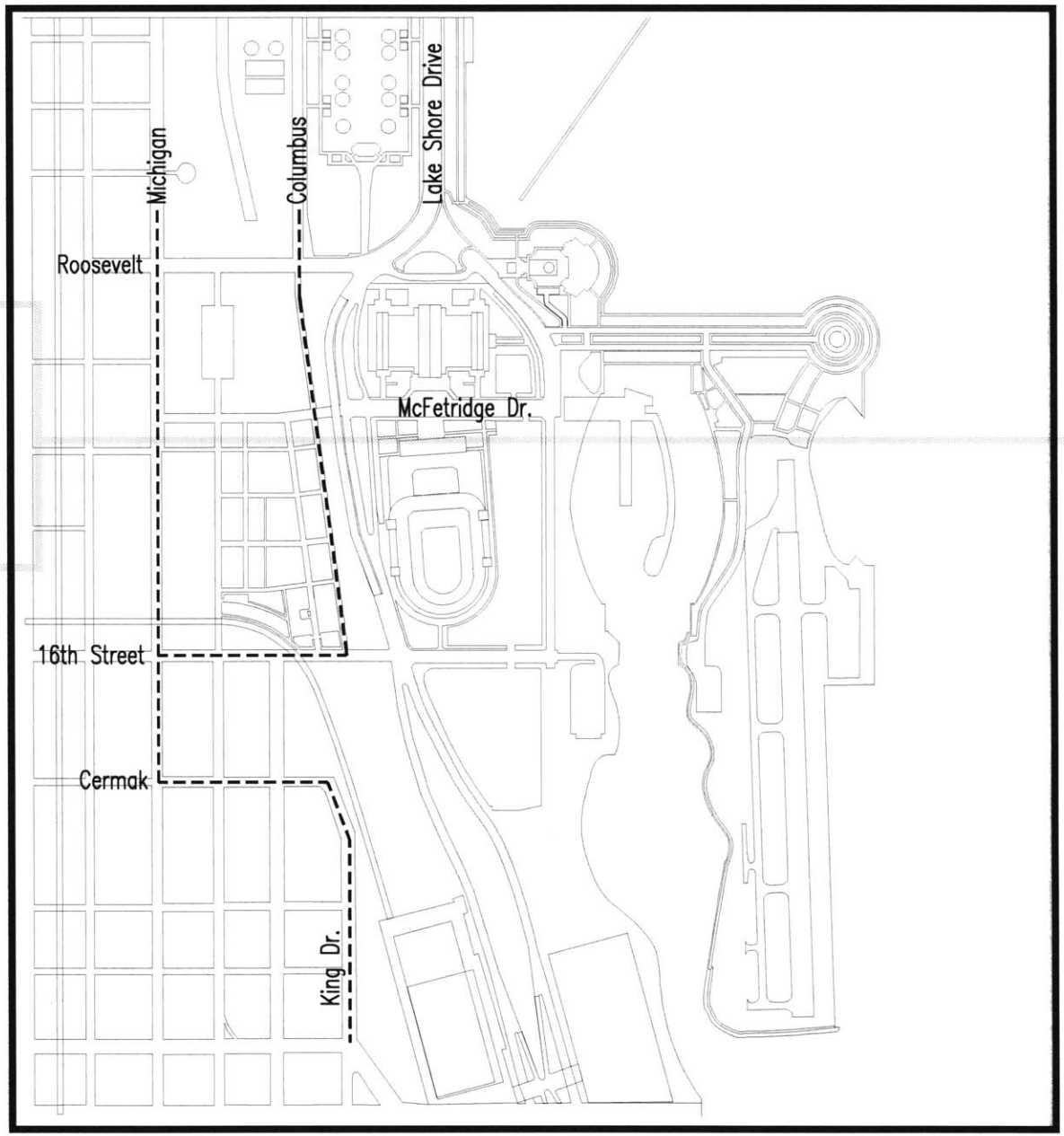
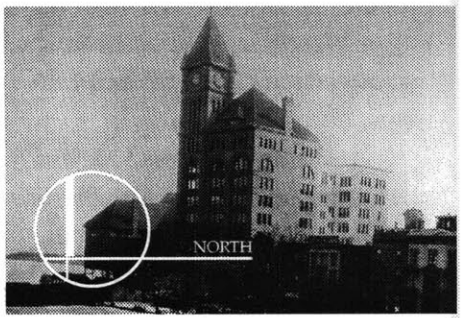


Figure 3.4.1.2
Link With Boulevard System





features of Chicago's 28-mile boulevard system should be extended onto Michigan and Indiana Avenues. The opportunity should be taken to restore Michigan and Indiana Avenues as landscaped boulevards, completing the historic link between Grant Park, King Drive and Chicago's regional parks.

Paired with Michigan Avenue, Indiana Avenue would function as a secondary boulevard, lined with trees, and landscaped edges.

South Michigan Avenue

South Michigan Avenue is the primary arterial street for the Near South Side and should serve as its prestigious boulevard.

Future development along South Michigan Avenue should establish a major presence for the Near South Side, and provide clear connections to the South Park development. Policies for Michigan Avenue include:

Promote a tree-lined, landscaped boulevard between Roosevelt and Cermak Road that extends the South Side Boulevard system;

Create a presence for development along Michigan Avenue and spread the impact of redevelopment westward;

Clear underutilized and blighted commercial buildings from the area and rehabilitate architecturally significant structures;

Create landscaped connections to South Park at the 13th and 14th Street intersections;

Explore the possibility of extending McFetridge Drive to Michigan Avenue to establish a clear parkway link to the Museum Campus and Lakefront from Michigan Avenue;

Permit widening of Michigan to the proportions north of Roosevelt and accommodate traffic without unnecessarily burdening other area streets.

Connections to the Lakefront
(see figure 3.4.1.3)

South Park should promote better pedestrian and vehicular access between the Near South communities and the Lakefront by:

Providing a signalized, at-grade connection at Roosevelt Road and Lake Shore Drive, with a pedestrian overpass;

Providing a signalized, at-grade connection at McFetridge Drive and Lake Shore Drive, with a pedestrian overpass;

Providing pedestrian overpasses at 16th and 18th Streets over Lake Shore Drive.

Lake Shore Drive Relocation

The relocation of northbound Lake Shore Drive to the west of the Museum Campus is anticipated in the near future, with partial financial kickbacks from the McCormick Place expansion, and South Park should be designed to accommodate all potential realignments. The project should provide adequate open space buffer along Lake Shore Drive.

Lower Level Roadway Network
(see figure 3.4.1.4)

By taking advantage of the existing grade changes from Indiana Avenue to Lake Shore Drive, a lower level roadway system could remove most service vehicles from local streets. Service vehicles would approach South Park from Michigan, State or Wabash and enter the lower level directly at 13th, 14th and 15th Streets.

Additional access to lower level parking would be from discrete locations off of major streets on the perimeter of the development blocks.

A sensitively designed entry might make it possible to add an outlet at 11th Street in Grant Park. In addition, the lower level roadway network should be designed to ensure service vehicle access to Metra's facilities.

Internal Street System
(see figure 3.4.1.5)

The exact location and character of internal streets within each block will be determined in the forthcoming internal design standards. These internal streets are meant to provide local vehicular and pedestrian access to serve anticipated development.

The following corridors should be addressed in the internal street layout within the South Park blocks:

A north/south corridor on line with Indiana Avenue, between McFetridge and Roosevelt Road;

An east/west corridor on line with 13th Street, between Indiana Avenue and Columbus Drive and Lake Shore Drive;

A mid-block east/west corridor between 14th and 16th Streets that begins at Indiana Avenue and terminates short of Lake Shore Drive;

A mid-block north/south corridor between Indiana Avenue and Columbus Drive from Roosevelt Road to 15th Street.

The following are general performance criteria to guide the mapping of internal streets:

All internal streets should be pedestrian oriented. Mixed local vehicular and pedestrian traffic on these streets are preferred. All retail and lobby entrances should be oriented to the street;

All internal streets should be publicly accessible;

All internal streets should provide clear, direct paths through the block with minimal curves and no obstructions. The streets should reach the perimeter of the block in the most efficient manner;

All internal streets should have direct and public connections to public open spaces and major streets. Internal streets should have strong visual ties to major streets and function as extensions of these streets;

All internal streets should connect and provide direct access to interior open spaces, such as winter gardens and gallerias.

Proposals for pedestrian-only streets will be considered on a case-by-case basis and must satisfy these criteria:

All pedestrian-only streets should be at-grade or at deck-grade. Above-grade skywalks are strongly discouraged;

Any covered portions of the street that function as part of the internal open space system should be publicly accessible and skylighted to the extent possible.

3.4.2
Land-Use

Compatibility With Adjacent Uses and Density
(see figure 3.4.2.1)

Development within the South Park site should reflect adjacent land-use and density. South Park's overall density should be distributed in a step-down fashion to provide a clear transition from the higher densities found in the Loop and the lower densities found in the Near South Side. Figure 3.4.2.2 identifies the location of each development sub-area.

Higher density, commercial land uses should be located in the Michigan /Columbus Gateway portion of the site, completing the commercial frontage of Grant Park. The scale of development in this area should provide a transition between the towers in the Loop to the mid and low density development to the South. The proposed extension of Roosevelt Road and the high-level of CTA and commuter rail service in the area enable high-density office and retail uses. Hotel and residential uses are also encouraged within this area to

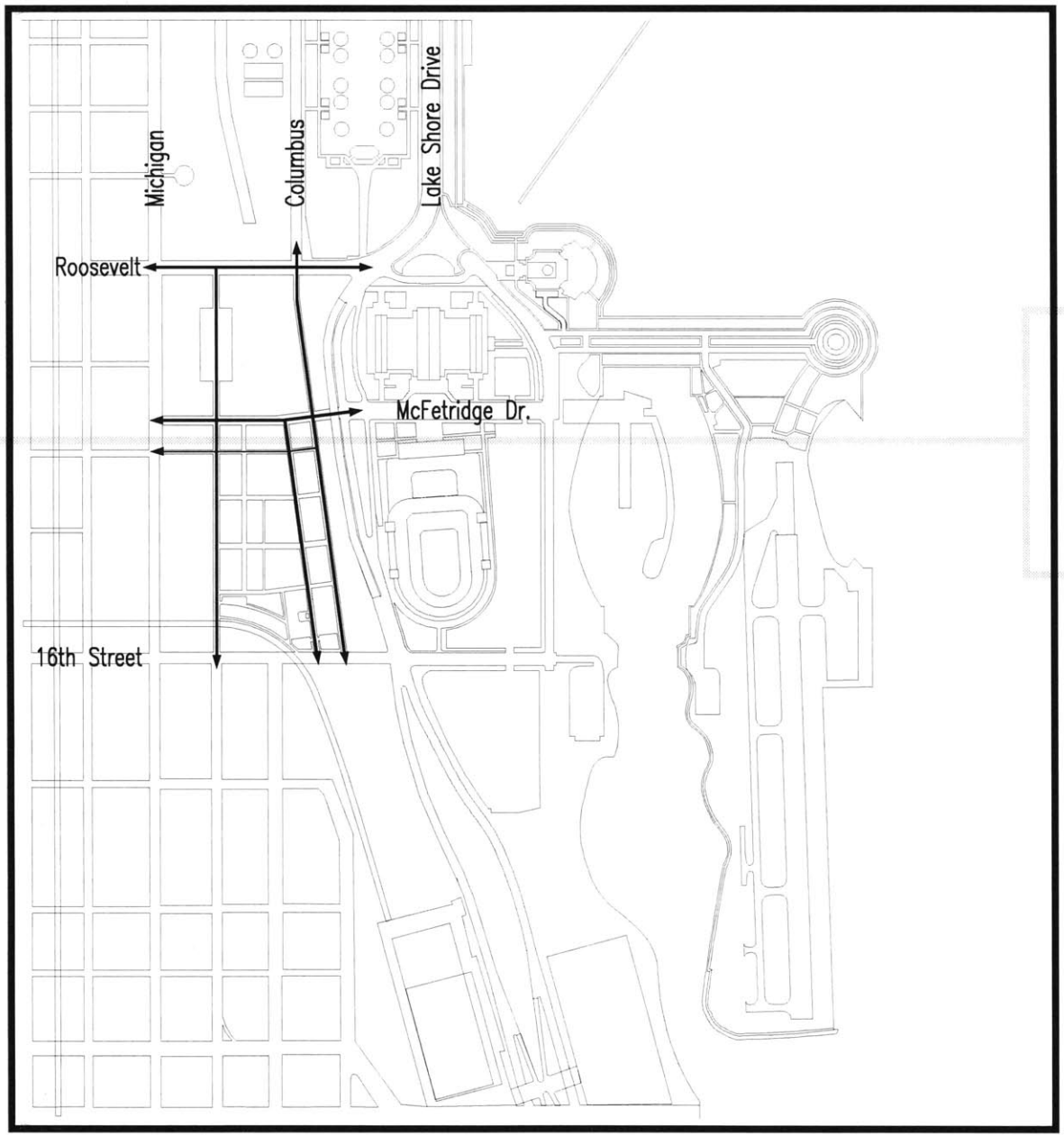


Figure 3.4.1.3
Circulation Plan

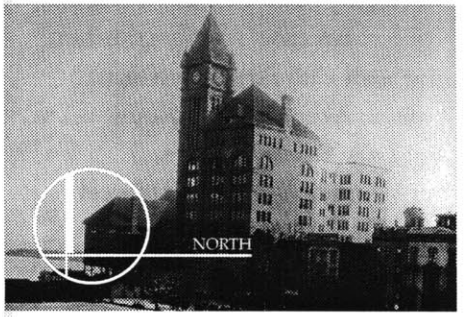
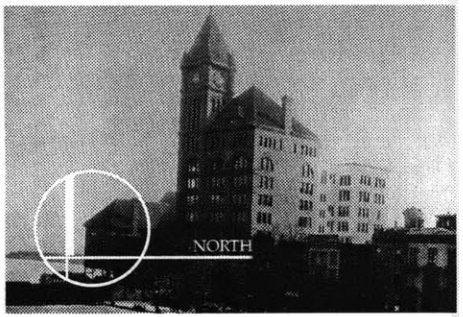
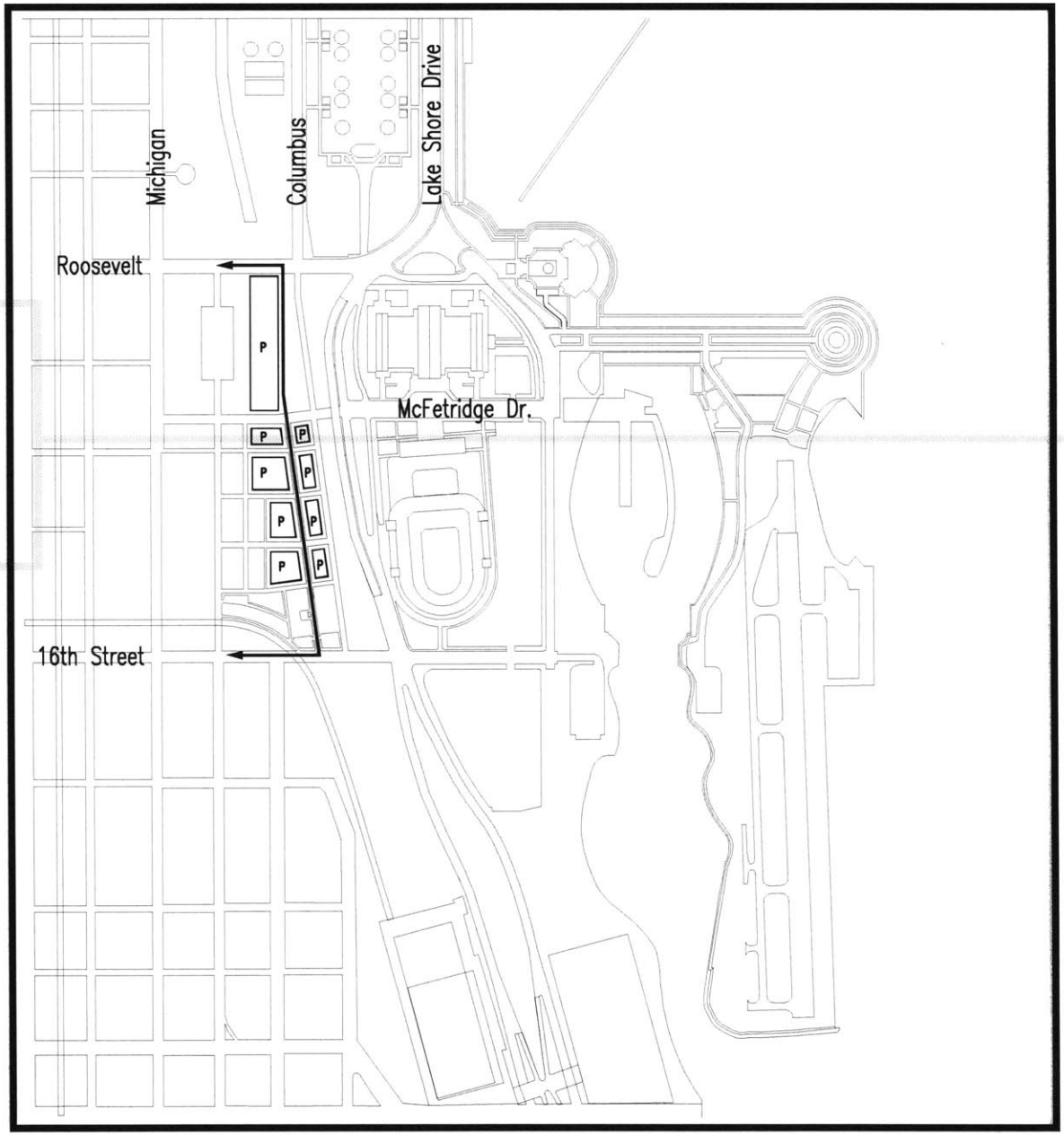


Figure 3.4.1.4
Lower Level Roadway Network

Parking P





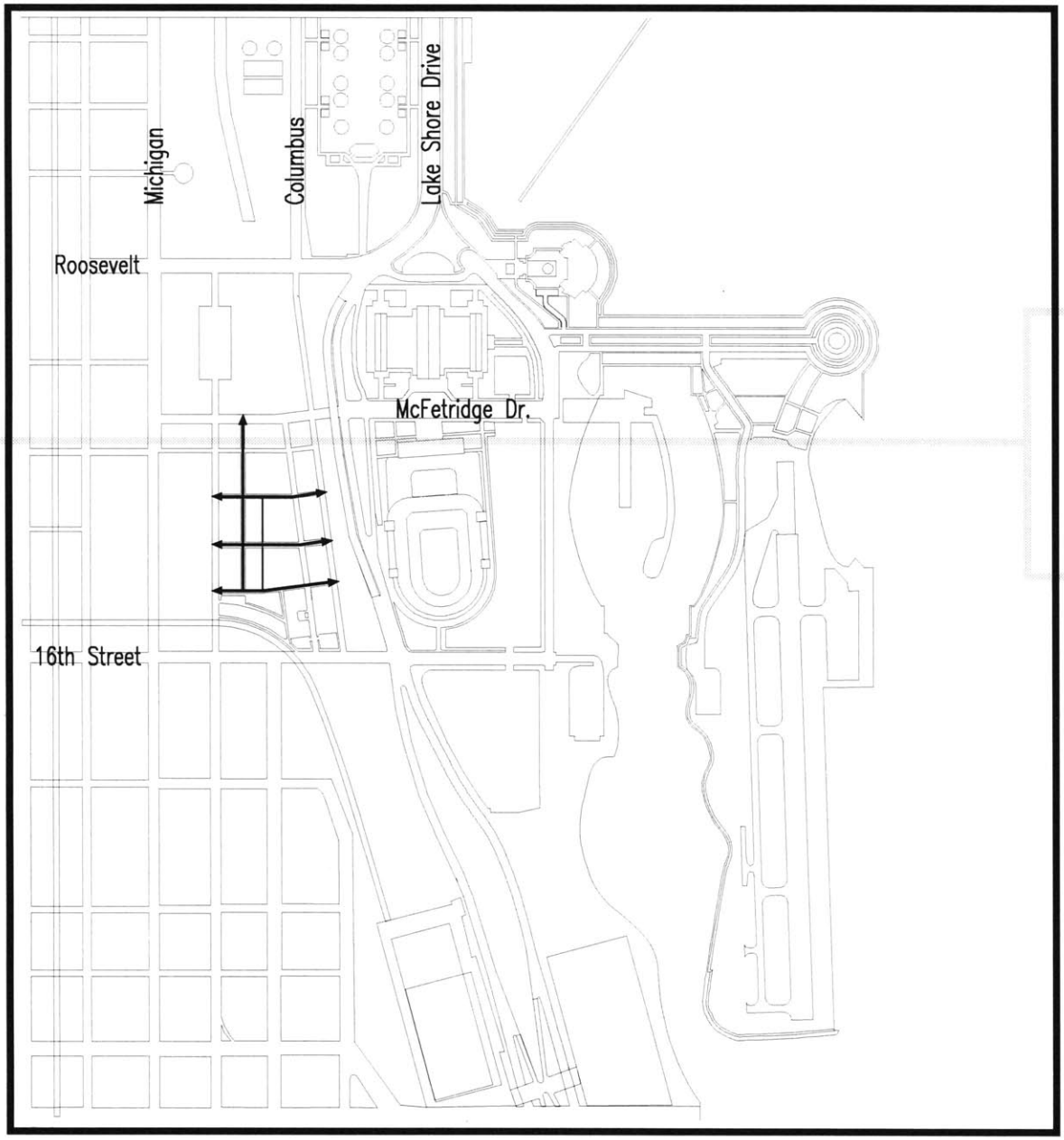


Figure 3.4.1.5
Internal Street System

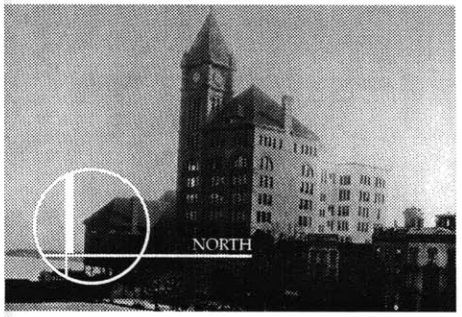
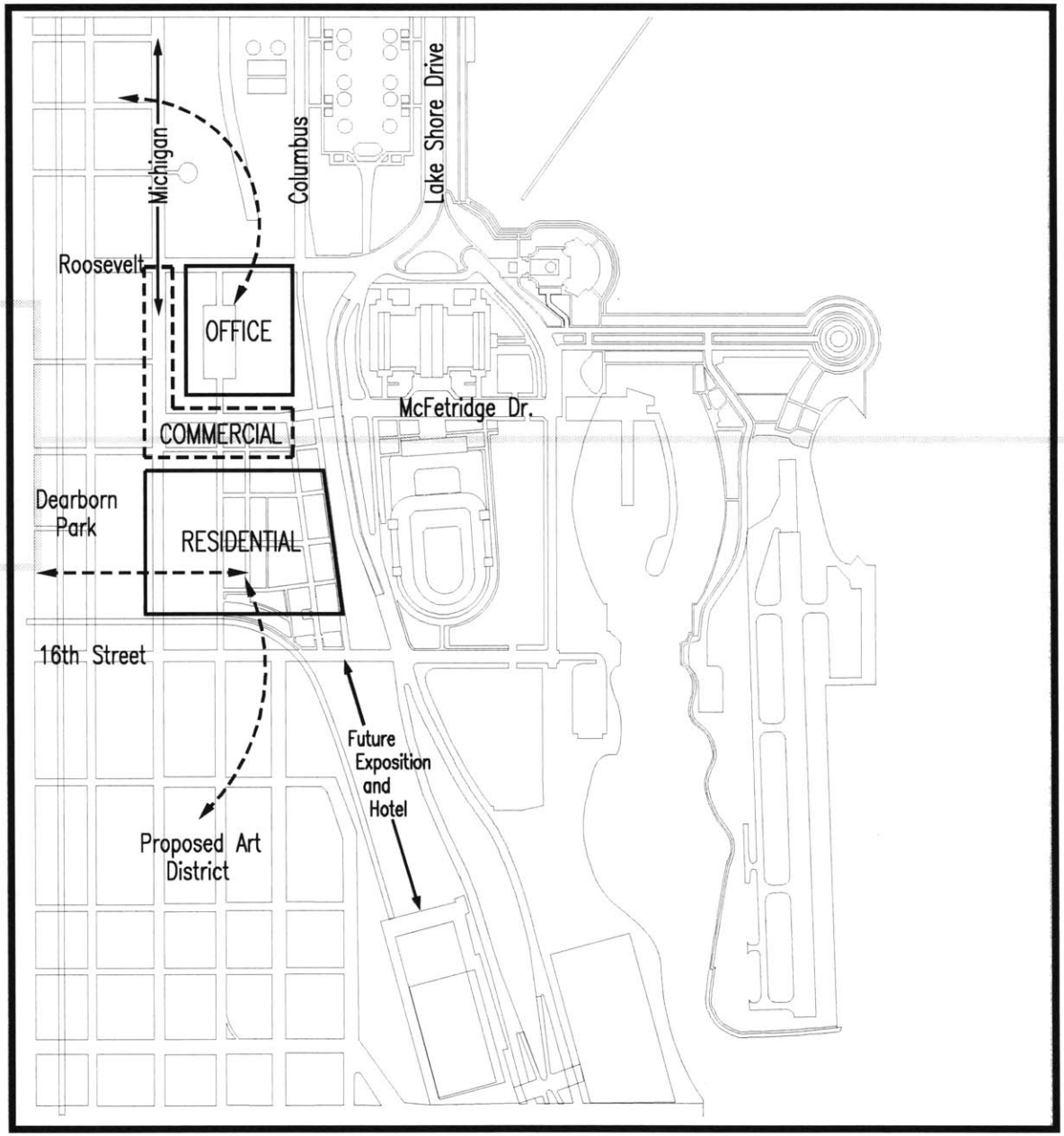
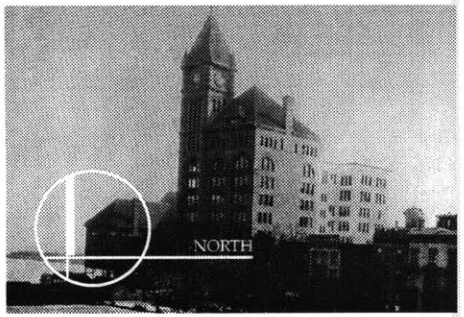


Figure 3.4.2.1
Compatability With Adjacent Uses and Density





promote 24 hour activity.

The center portion of the site, Lake Shore area, should be a residential neighborhood, reflecting the expanding South Loop residential community to the west, and respecting the character of the Prairie Avenue Historic District. Any major commercial development should be sited on the northern portion of the site along the extended Mcfetridge Drive and should not be located within the heart of the residential neighborhood.

The City wishes to encourage diversity for the Near South Side neighborhood. While it is anticipated that South Park will contain market-rate housing, a variety of housing types are encouraged with equal opportunity for a broad economic and social range of residents ensured.

To the south, the Harbor-View area should be related to existing exposition and convention facilities at McCormick Place by providing visitor and hotel related uses. This area is also ideal for attracting convention-related business facilities.

Retail uses would be permitted in all sub-areas. In the Michigan Avenue/Columbus Gateway district, retail should be designed to serve the office population and visitors/ tourists to the neighboring Museum Campus and parks. Local retail that supports residential areas in the Lake Shore/15th Street district and the surrounding Near South Side should be focused along Indiana Avenue.

Development Parameters
(see figure 3.3.2.2)

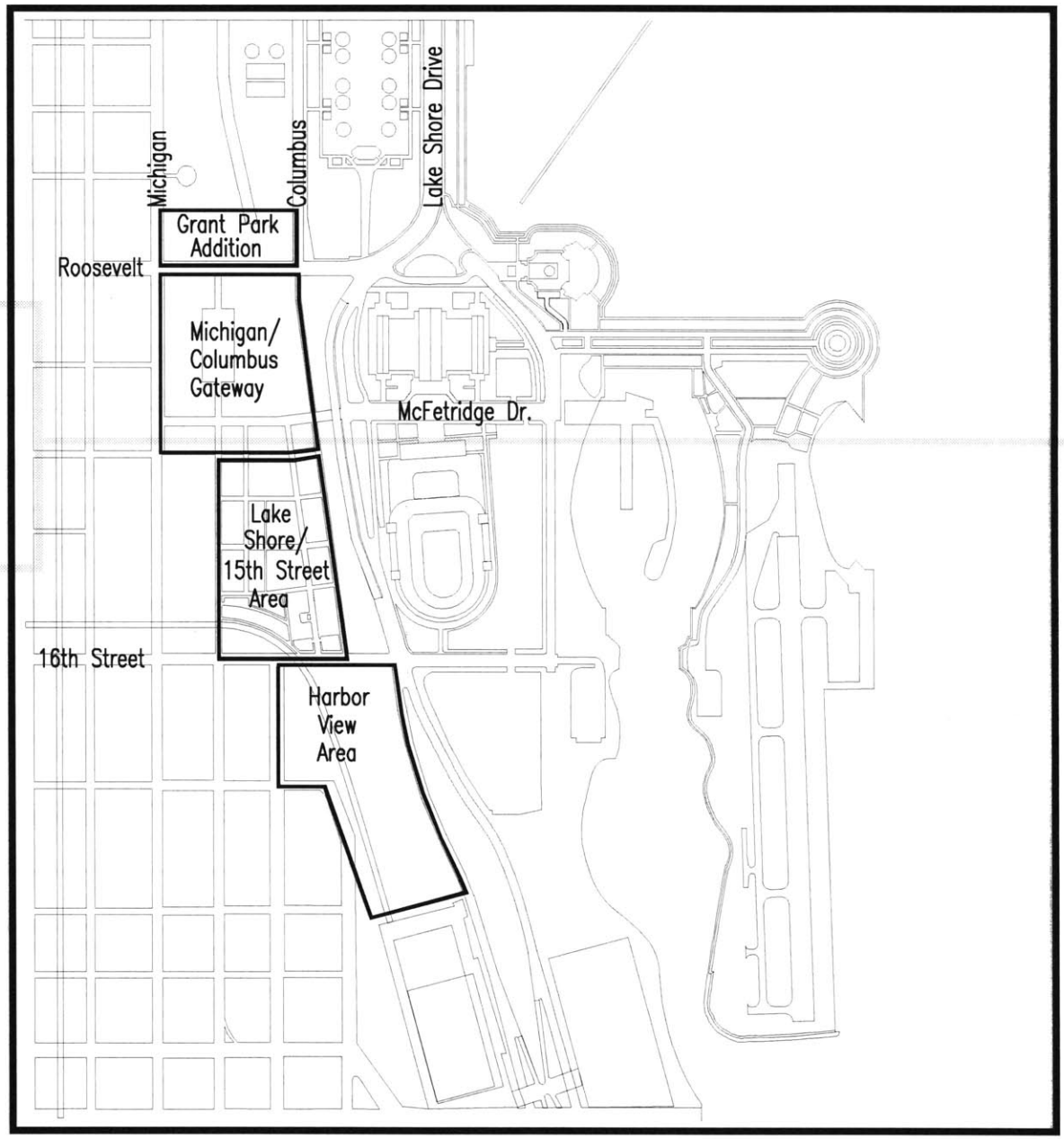
The Bulk and Land-Use Parameter Tables suggests development controls for South Park. It proposes the maximum bulk for: 1) the overall project's underlying Floor Area Ratio (FAR) at 7.7; 2) each of the subareas; and 3) each of the major use categories.

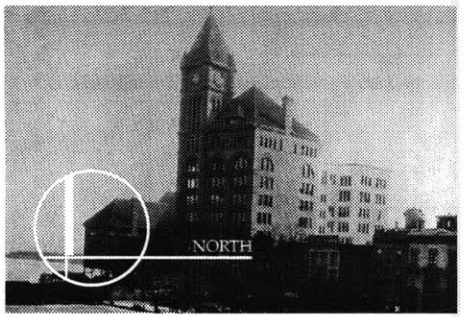
The Bulk and Land-Use Parameter Tables distribute development potential among the four subareas, as shown in the table below. The overall Door area for the entire development should not exceed 17,975,000 square feet.

The Bulk Table establishes the maximum development potential for each of the sub-areas, regardless of use.

In addition, the Land-Use Table establishes maximum floor area for each use category in each sub-area and the entire development. This permits flexibility in mixing land-uses.

Figure 3.4.2.2
Development Sub-Areas





South Park Bulk Parameters Table

(S.F. = Square Feet)

SUBAREA	GRANT PARK ADDITION	MICHIGAN-COLUMBUS GATEWAY	LAKE SHORE AREA	HARBOR VIEW AREA	PROJECT MAXIMUM
Net Site Area	Not Applicable	854,306 S.F.	919,284 S.F.	555,766 S.F.	**2,329,356 S.F.**
Maximum Floor Area Ratio	0.0 F.A.R.	10.0 F.A.R.	7.0 F.A.R.	5.4 F.A.R.	**7.7 F.A.R.**
Permitted Floor Area	Not Permitted	8,540,000 S.F.	6,435,000 S.F.	3,000,000 S.F.	**17,975,000 S.F.**
Maximum (9) Parking (Below)	32,000 S.F. 130 Spaces	1,280,000 S.F. 5,120 Spaces	180,000 S.F. 720 Spaces	32,000 S.F. 130 Spaces	**1,500,000S.F. 6000 Spaces**

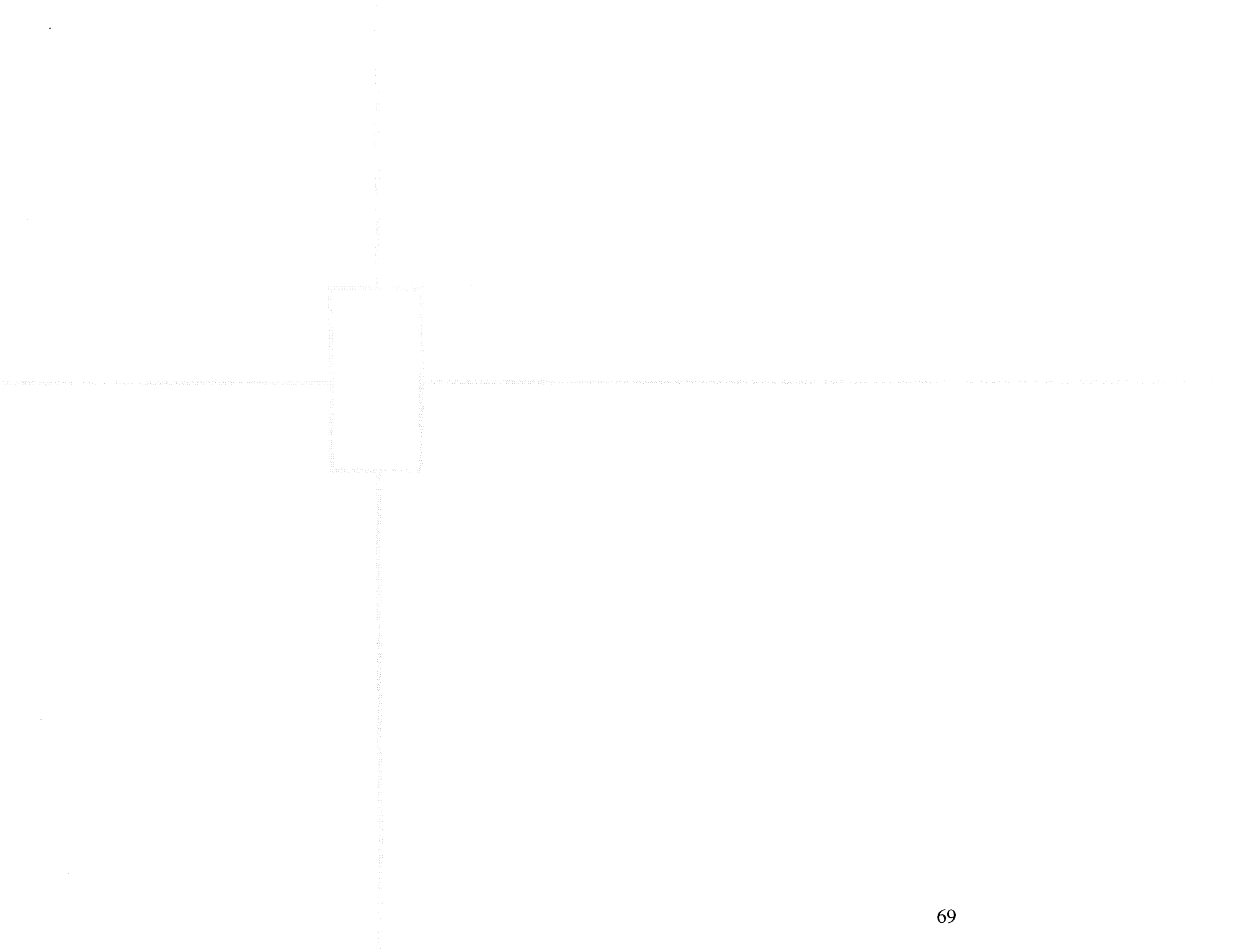
South Park Land-Use Parameters Table

(S.F. = Square Feet)

USE CATEGORY	GRANT PARK ADDITION (1)	MICHIGAN-COLUMBUS GATEWAY	LAKE SHORE AREA (2)	HARBOR VIEW AREA	PROJECT TOTAL CANNOT EXCEED (3) (10)
Maximum (4) Residential	-0-	2,200,000 S.F. 2,000 Units	6,050,000 S.F. 5,500 Units	2,200,000 S.F. 2,000 Units	**10,450,000 S.F. 9,500 Units, 5225 Spaces**
Maximum Hotel (5,6)	-0-	1,375,000 S.F. 2,500 Rooms	660,000 S.F. 1,200 Rooms	1,375,000 S.F. 2,500 Rooms	**1,925,000 S.F. 3,500 Rooms, 875 Spaces**
Maximum Commercial (7,8)	-0-	7,000,000 S.F.	200,000 S.F.	3,000,000 S.F.	**7,200,000 S.F. 5040 Parking Spaces**
Maximum Retail	-0-	500,000 S.F.	200,000 S.F.	500,000 S.F.	**1,000,000 S.F. 130 Parking Spaces**

Footnotes to the Land-Use Parameters Table:

1) No development allowed in the Grant Park Addition except Chicago Park District facilities
2) Development of parcels with frontage on the Lakefront between 14th Street and 16th Street shall be restricted to residential, retail and related uses. Commercial uses restricted to parcels fronting 14th Street between Indiana and Columbus Drive.
3) This column establishes maximum land-use totals allowed in the entire Redefing the Edge project.
4) The maximum residential floor area for project: 10,450,000 S.F. Dwelling units figured at 1,100 S.F./Unit
5) The maximum hotel floor area for project: 1,925,000 S.F. Rooms figured at 550 S.F./Room
6) Hotel Floor Area, where permitted, may be converted to residential floor area in any subarea at the ration of 1:1.
7) This number may be adjusted based on the City's further analysis of Near South Side traffic impacts.
8) Commercial uses include institutional, exhibition, r mart office and related uses.
9) Maximum Parking Area available. Spaces figured at 250 S.F. per car.
10) Parking spaces figured at .55 cars per dwelling, .25 cars per hotel rooms .7 per1,000 S.F. commercial, 1 car per 7,500 S.F retail



3.4.3
Open Space

Provide Different Types of Open Spaces (see figure 3.4.3.1)

South Park should contribute towards the Near South's open space system and connect these spaces through its pedestrian network. The site is framed by the City's exceptional recreational and cultural amenities-Grant Park, Lake Michigan, the Museum Campus, Soldier Field and Burnham Harbor. With the dedicated public parks, open space buffers and privately maintained internal open spaces, the development should achieve a 20 percent open space of total net site area standard.

The new open spaces should enhance connections to the larger park system. By extending Columbus Drive, the formal landscaping established by Grant Park can be continued along the west side of the Museum Campus.

With the extension of McFetridge Drive and 14th Street, a new street and park corridor system enhances the connection between the existing community and the lakefront.

The following section describes the general character of each South Park open space.

Grant Park Completion

Presently, the southern end of Grant Park is unfinished because of railroad tracks and storage, Park District maintenance sheds, a Metra station, and parking. Multiple ownership-- the Chicago Park District, Metra, the South Park Limited Partnership and the Illinois Central Railroad-- of both the fee and the air-rights necessitates cooperative planning of these parcels.

A Design to Finish Grant Park

Finishing the southern edge of Grant Park will complete Chicago's front yard. Elements of this redevelopment might include:

Edges: Roosevelt Road, developed as a major pedestrian and vehicular link between Michigan Avenue and Lake Shore Drive, would define the southern edge of Grant Park. Development along Roosevelt Road would frame the park, similar toRandolph Street to the north and Michigan Avenue to the west. A formal gesture in this facade, which might include a grand colonnade and landscaped crescent on axis to the park, would extend the formal Grant Park scheme into the site.

Formal Garden Design: In keeping with the Chicago Park District's effort to restore Grant Park to its formal, French garden design, the southern end must be designed in keeping with the original design program. The formal, Beaux Arts plan, with groves of trees, paths, monuments, continuation of stone terraces, park seating and lighting should be extended to the southern edge.

Parking Garage or Maintenance Facility. Taking advantage of the existing grade change, a landscaped decked underground garage, similar to the garage at Monroe Street could be considered. This lower level can be used for public parking or for a Park District maintenance facility relocated from its existing location along the west side of Columbus Drive north of Roosevelt Road.

Access Portal at 11th Street. An access portal to the underground garage and South Park's lower level service road at 11th Street could be incorporated into the Grant Park design, emphasizing formal park

features such as monuments, walks and walls. It must be designed to safely separate vehicles and pedestrians.

Columbus-Lake Shore Drive Linear Park

The reconfiguration of Columbus Drive should create a linear park along its east side. This park represents a newly-created link between Grant Park and the Museum Campus. The design should establish a transition from Grant Park to the informal nature of Burnham Park, and promote strong pedestrian connections between Roosevelt Road, McFetridge Drive and the museums. At McFetridge, there can be an entrance to the relocated Metra station located at Columbus and McFetridge, further strengthening the connection to the museums.

McFetridge Transit Square and Commercial Area Amenities

McFetridge Transit Square, at Columbus and McFetridge, provides a transition between the high-density commercial development to the north and the residential area to the south. Integrated with the boulevard treatment of McFetridge and building setbacks along McFetridge and 14th Street, McFetridge Park provides a landscaped corridor for pedestrians coming from the museum campus to the west and to the neighborhoods to the east along 14th Street. It also provides park frontage for the office buildings on Columbus, and serves as the focal point for the. retail, residential, commercial buildings along the boulevard.

Major public open spaces need to be provided within the commercially oriented Michigan/Columbus area blocks. These spaces could include a public winter gardens, and retail galleria.

Neighborhood Park

Recognizing the needs of a varied residential population, active and passive open spaces should be provided within the residential core. The major neighborhood public park, should include open lawn area for active recreation and more programmed areas, including a playground and courts. An additional recreational space could be provided in a landscaped area along the curved portion of the St. Charles Airline.

Other recreational spaces should be provided within each of the residential blocks. These parks and recreational areas will be mapped in the project's Internal Design Standards. In addition, a series of smaller gardens, private landscaped areas, tot-lots and playgrounds should be provided within each of the residential blocks.

3.4.4 Urban Design

South Park will be viewed from the most public places of the City and should take advantage of its prominence. South Park provides an opportunity to enhance the image of the Near South Side and establish a character that will set the tone for neighboring developments to come.

Massing

South Park should relate its building massing and heights to the neighboring public open spaces, amenities and landmarks. The following serve as guidelines for each sub-area:

There will be no development in Grant Park except to restore the formal park plan;

The Michigan/Columbus area, which has the highest density, will have the tallest buildings. A height-limit range, aligned with the Field Museum and reflecting the scale of the Michigan Avenue streetwall facing Grant

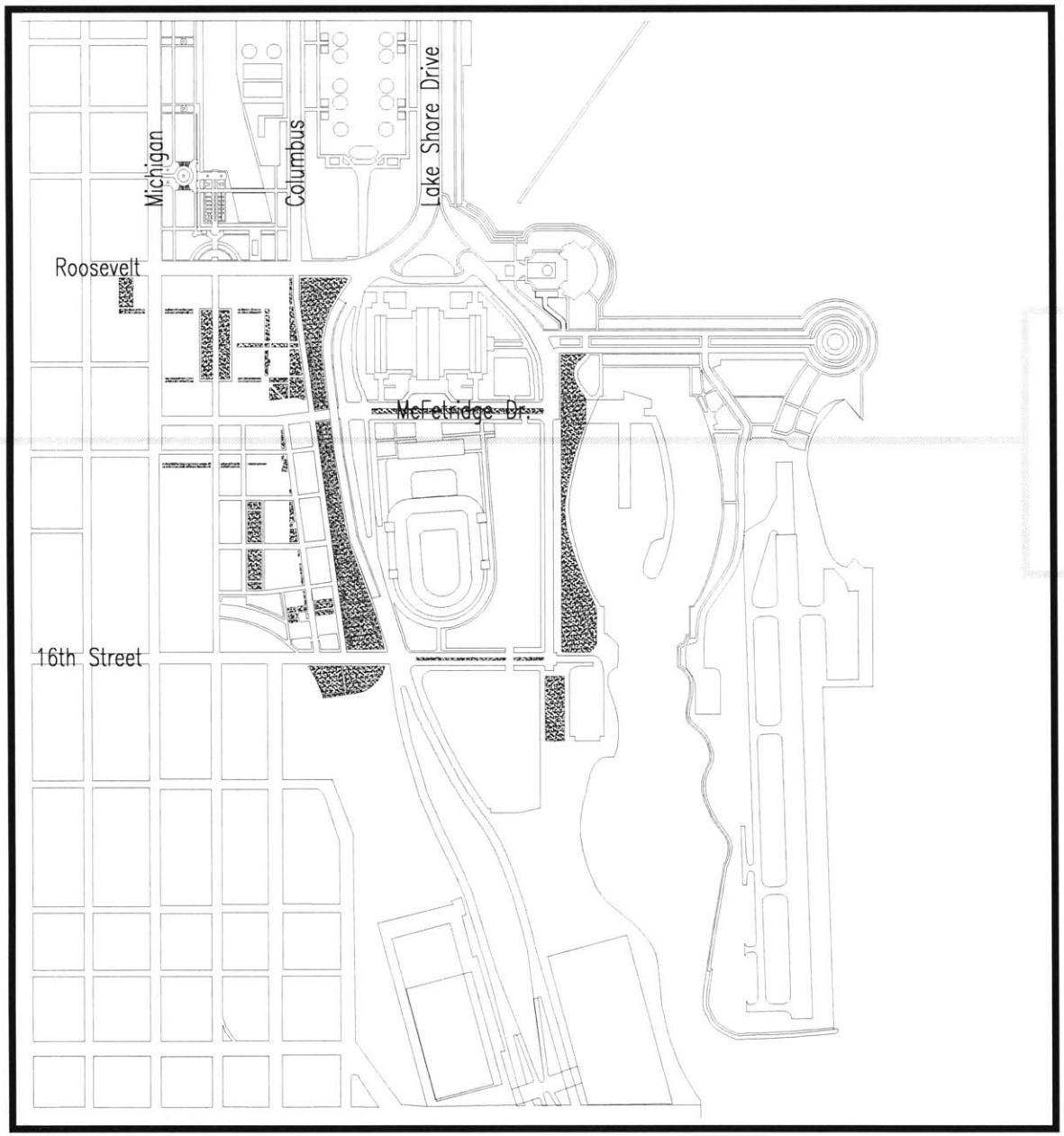
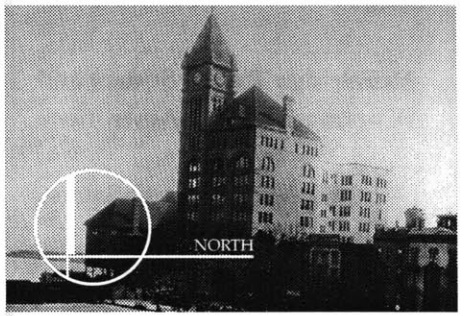


Figure 3.3.3.1
Open Space



Park should be established along the Roosevelt Road streetwall;

If feasible, a gateway building to create a high profile for a revitalized Michigan Avenue Boulevard should be constructed at Michigan and Roosevelt.

In the residential area, a variety of housing types should be provided. Residential towers, mid-rises and townhouses should be related to the lakefront, parks and open spaces.

To the south, the scale should be sensitive to the Lake Shore Drive edge. The deck along Lake Shore Drive should be sensitively designed and to the extent possible, landscaped and terraced.

Streetwalls/Facades

The site is defined by five important avenues that create the character of the most public sides of the development. The streetwalls along these avenues should present facades of varying height, rhythm and architectural character within established ranges to prevent the appearance of a megastructure or superblock. The openings and punctuations created by the internal streets should reduce the bulk and appearance of massiveness within the development.

Roosevelt Road becomes a highly visible side of South Park, facing Grant Park. Emphasizing the connection to the rest of downtown, the Michigan Avenue building streetwall as it faces Grant Park should be continued along Roosevelt Road, and complete the framing of the Park.

Columbus Drive and **Lake Shore Drive** present the most sensitive edges. In the north part of the site, the Roosevelt Road streetwall should wrap around Columbus, providing continuity and creating a formal edge to the Museum Campus. The treatment of the facades along these edges should respect and relate to the architectural significance of the buildings in the Museum Campus.

Indiana Avenue should be treated as a secondary boulevard. New streetscape and median treatment should be complemented with buildings which are built to the lot line and have a varied streetwall.

Michigan Avenue, widened between Roosevelt and 14th Street, will be a continuation of the broad avenue to the north. The Michigan Avenue facade and streetwall should help integrate the development to the community on the west and provide a gateway to the development.

View Corridors
(see figure 3.4.4.1)

The South Park site is very visible from the north (Grant Park, lakefront and Loop), the South (Lake Shore Drive and Indiana Avenue) and east (McFetridge). By extending key streets through the site and preserving through-block corridors, many view corridors have been preserved and others created:

The Roosevelt Road vista, as extended, will terminate with a view of the west facade of Shedd Aquarium;

The northbound vista on Indiana Avenue should be framed by major towers or monuments that signify the transition from the Near South Side to the Loop and Grant Park;

The extension of McFetridge Drive should open a western vista to the city from the Museum Campus and Lake Shore Drive;

View corridors along 14th Street, between 14th and 15th Street, and between 15th Street and 16th Street, terminated by Soldier Field's west facade and columns.

16th and 18th Streets are maintained to provide light and views for the area to the west;

In addition, secondary view corridors (aerial or full) should be considered through each development block in order to break up

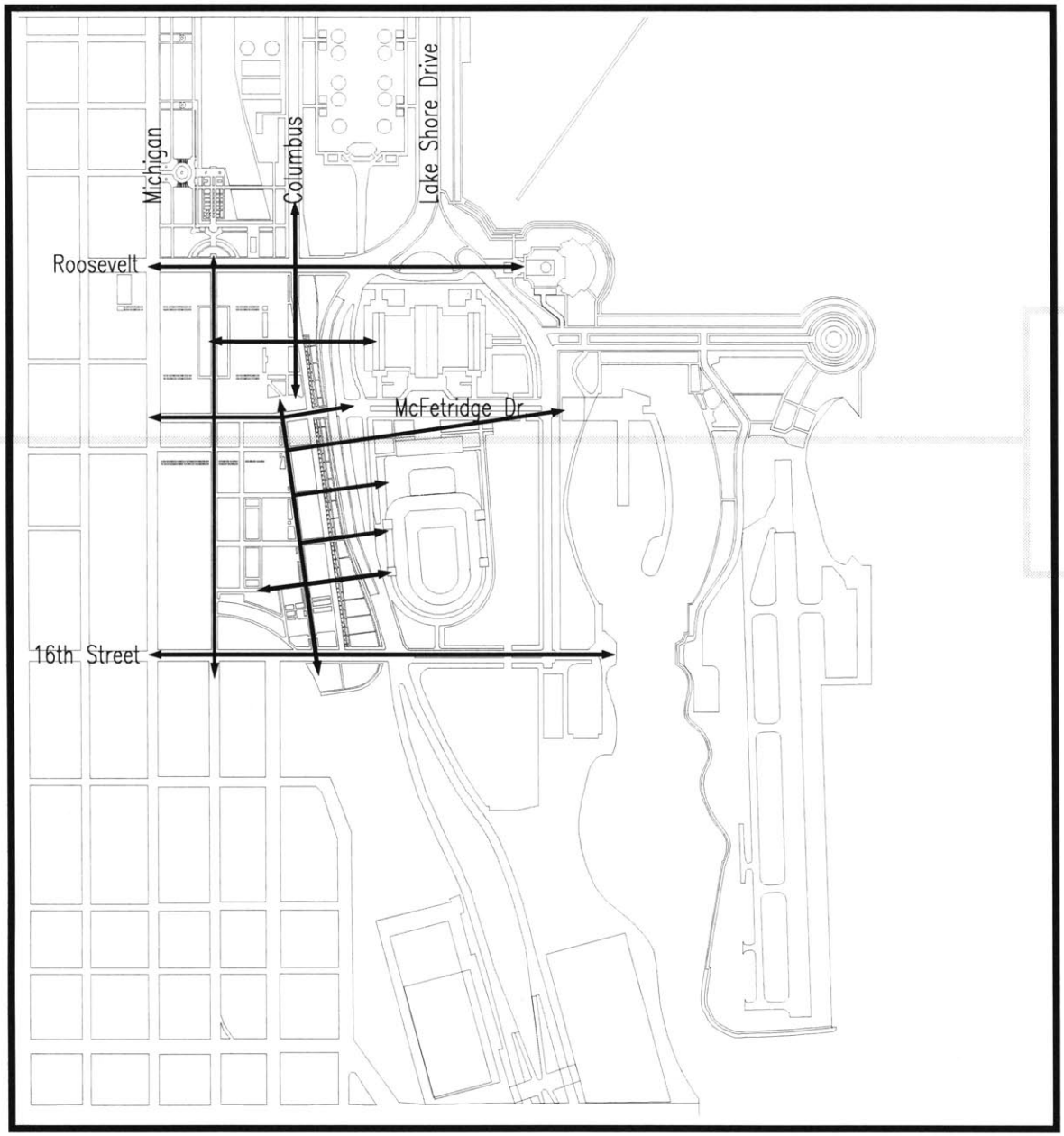
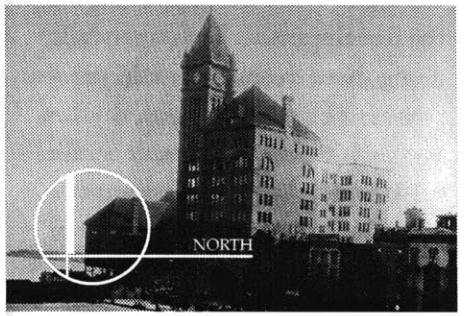


Figure 3.4.4.1
View Corridors



building massing and bulk. The internal streets at Indiana, 13th, midblock between 14th and 15th, should be designed to provide additional relief.

Landscaped Pedestrian Environment (see figure 3.4.4.2)

South Park's pedestrian environment should emphasize landscaping to soften all edges. All streets, to the extent made possible by decking, should be lined with street trees and other appropriate hard or soft landscaping treatment. Planters for street trees and other landscaping should be accommodated in new street medians, decks and sidewalks.

A comprehensive set of street furnishings should be designed for the South Park development.

Special emphasis should be placed on the Michigan and Indiana Avenues to extend boulevard treatment and those streets facing Lake Shore Drive.

The major streets should be the focus of ground-level activity. The development should be designed to minimize internalization of street life. Retail and lobby entrances should open to the major streets to animate the pedestrian environment.

3.4.5 Transportation

Mode Choice

To accommodate the anticipated development of South Park and the surrounding Near South Side, a transit-first policy must be followed. Although the automobile is currently the primary means of access to the area (60% arrivals), this balance needs to be changed to favor transit usage as the project develops and transit and parking strategies are implemented.

South Park development should be phased based on improvements in transit opportunities and usage over time in order to reduce onstreet traffic and parking requirements. A long tern goal of 70% transit usage could be reached if the following improvements are made:

Normal expansion of public transit services that occur in response to new development and provision of bus facilities, such as turn arounds and shelters;

Relocation of Metra's 12th Street commuter station south to provide a modern station and access directly from the station to Roosevelt Road and the South Park development;

Provision of an attractive pedestrian environment along Roosevelt Road between State Street and the South Park development to promote CTA rail transit usage;

Extension of the proposed Central Area Circulator either within or near the site to provide service to South Park, the Museum Campus and McCormick Place;

Implementation of moderately - aggressive transportation and parking management strategies aimed at reducing the number of automobile drives, through such programs as ride-sharing incentives and transit fare subsidies offered by businesses;

Provision of incentives for additional commuter rail use through improved access to and from Metra's Union and Northwestern Stations by either: 1) express bus service between South Park and the commuter stations, or 2) expansion of CTA services through rush hour extensions which would carry rail commuters express between the site and the Metra Stations with local stops in the Loop on the other leg of the trip.

The implementation of these improvements and programs should establish a pattern of transit usage which would reduce the potential number of vehicles on the streets at peak hours and reduce the number of

vehicles requiring parking spaces on the site.

To accommodate increased transit service, a number of bus facilities and bus/pedestrian shelters should be incorporated into the project.

Traffic Impact

The City's Departments of Planning and Public Works and the Chicago Area Transportation Study are currently analyzing the traffic impacts of projected Near South Side development. This street traffic impact analysis will identify future congestion points and establish priorities for future roadways and transit facilities for this area.

Based on the outcome of this effort and subsequent traffic impact studies submitted by the developer, the development parameters of this project may be adjusted to reflect anticipated conditions.

It will also be necessary to reevaluate the transit and traffic situation at each phase of development to validate the original transportation assumptions and ensure that development does not overload the Near South's transportation capacity. The augmented Planned Development evaluation (See Section 3.6) will for these periodic reviews and adjustment to South Park's development parameters.

Curb Cuts

Curb cuts will be limited in order to reinforce the pedestrian environment. Drop-offs on Roosevelt and the north part of Columbus Drive will serve the relocated METRA station. There should be no curb cuts along the public open spaces.

Parking

Location of Facilities

In order to enhance the pedestrian environment, access to service and parking should be limited. Taking advantage of the existing grade change between Indiana Avenue and Lake Shore Drive, service and parking are below the new upper level deck, with service access at 11th, 13th, 14th and 15th Streets and parking access at discrete points on less active streets.

In certain areas, accessory or non-accessory parking structures may be built to accommodate parking requirements. These structures should not be visible from Roosevelt Road, Columbus Drive or Lake Shore Drive or from major public spaces. All parking structures should be architecturally treated and have ground floor retail uses.

Interim surface lots would be permitted, but must be appropriately landscaped and meet the City's applicable siting standards and parking policies.

Shared Parking

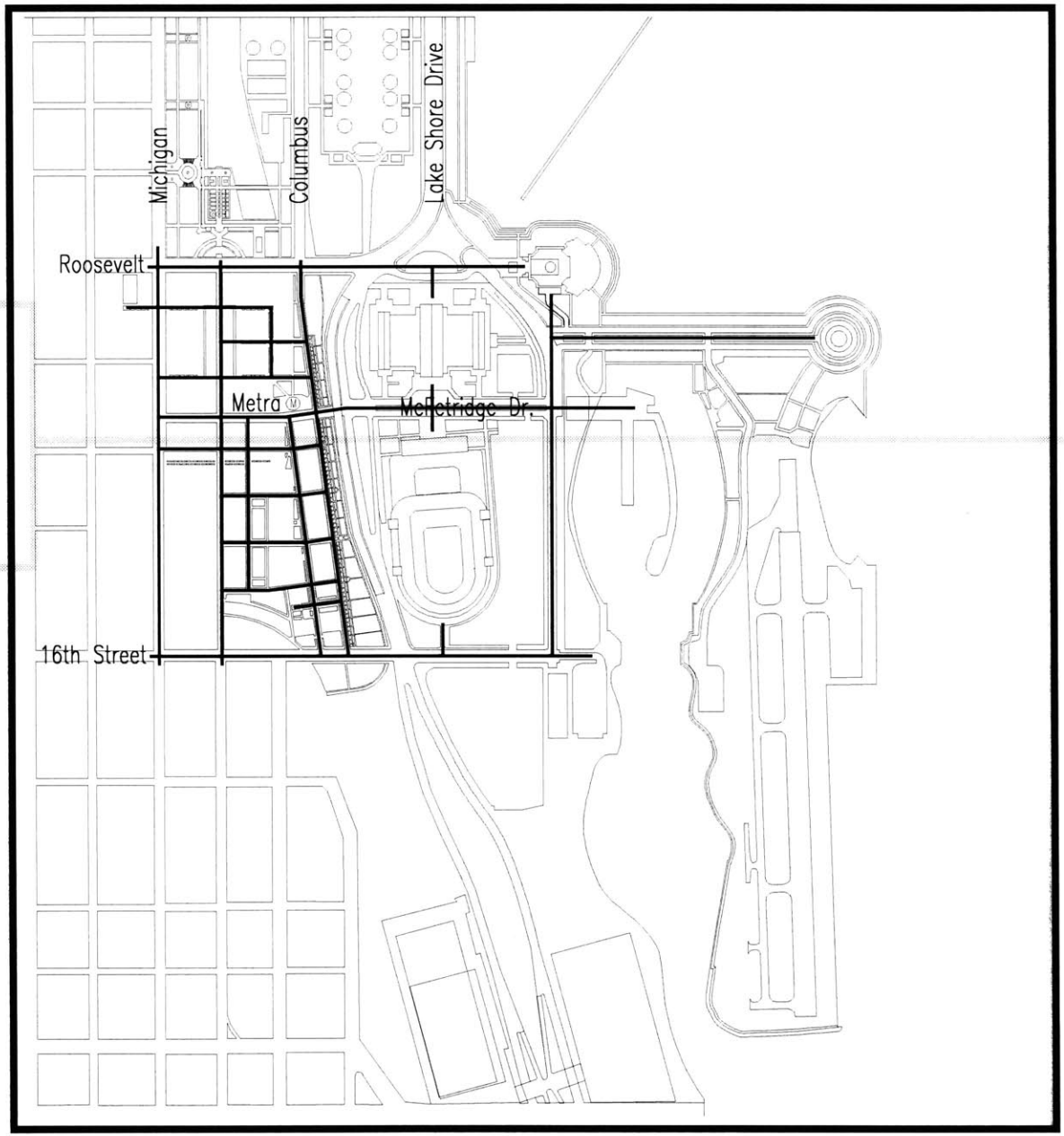
Parking spaces needed to serve the commercial development during business hours should be made available for other uses during offhours and weekends. The museum campus, Soldier Field and Prairie Avenue Arts and Historic District and other facilities should have access to these facilities during evening and weekends.

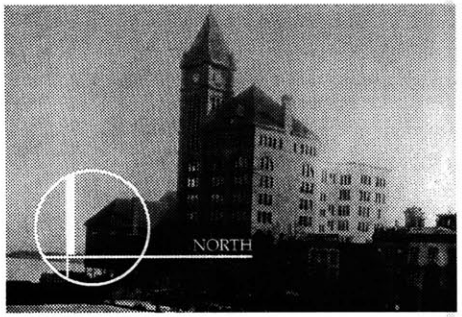
Parking Requirements

Commercial. The transit-first strategies should affect auto usage by office workers and other visitors to the office/commercial properties. If commitments are made to reach the 70% goal, a parking requirement of 0.7 spaces per 1000 square feet of commercial development could be established for the South Park development.

Hotel. Shared parking between hotel and office uses is one advantage of mixed use development, especially

Figure 3.4.4.2
Pedestrian Circulation





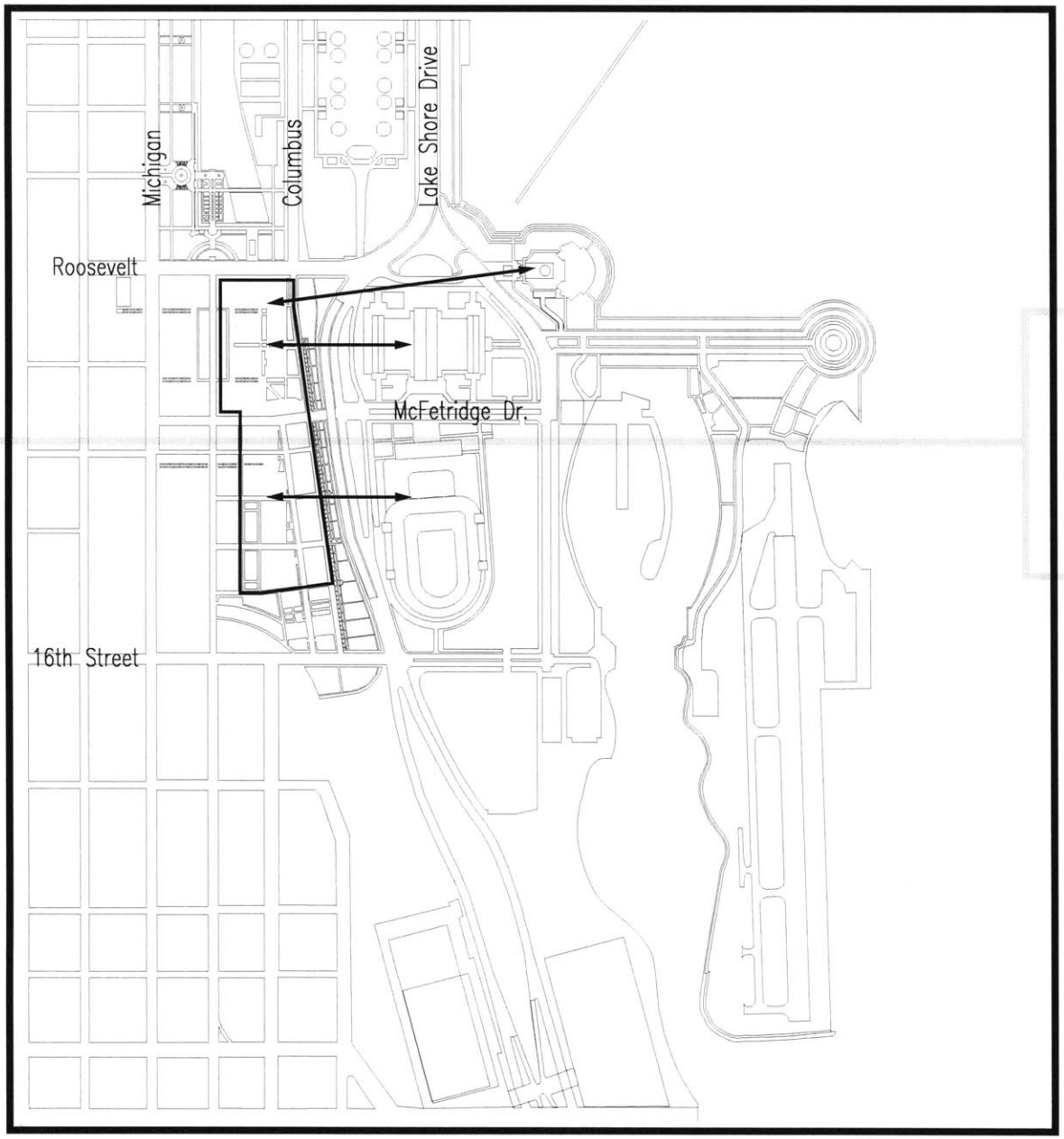
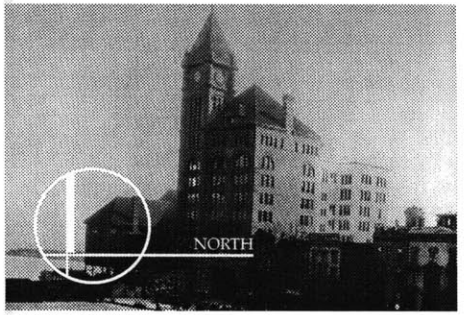


Figure 3.4.5.1
Shared Parking



when events at a hotel generate extra parking demand. Alternative transportation (taxi, limo and charter bus) will still constitute the major access modes for hotels for this site. The appropriate parking requirement for hotel employees and guests combined should be 0.25 spaces per hotel room.

Retail. Retail space in excess of five percent of the combined floor area in other uses in a mixed use development can be defined as Destination retail and its parking should be provided at the rate of 2.9 spaces per 1000 square feet of development (2.5 spaces for customers and 0.4 spaces for employees). If retail space does not exceed the five percent threshold, it should provide parking sufficient for employees at the rate of 1 space per 7500 square feet of development.

Residential. South Park will use the existing standard of 0.55 spaces per residential unit.

3.4.6
Schools

The projected residential density of both South Park and the surrounding impact can create additional demand for schools. Public school sites should be sited in South Park's residential neighborhood or placed in a multi-use structure depending on the eventual population pattern generated by the South Park development and the surrounding Near South community.

3.4.7
Affirmative Action

Affirmative Action to achieve equal opportunity should be an important goal of all public and private development in Chicago.

The City of Chicago requires all private developments receiving City financial assistance to comply with the Mayor's Executive Order 89-7, which establishes requirements for awarding contracts to disadvantaged minority owned and women owned businesses. In addition, the Chicago Plan Commission encourages all applicants for zoning changes to consider these policies and programs reviewed by the Commission.

As stated in the Department of Planning's Planned Development Handbook, MBE/WBE Plans should be prepared concurrently with other Planned Development submittals and presented to the City for review and comment. These submittals should include: commitments/ goals for pre-construction, construction and post-construction; appointment and statement of duties for an Affirmative Action Officer; and procedures to accomplish stated goals.

3.5
Summary
(see figure 3.5.1)

1 - COMPLETION OF GRANT PARK
Park and Open Space from 11th Street to Roosevelt Road
Below-grade Parking and Maintenance Facilities
East-west Pedestrian Corridor

2 - COLUMBUS/ LAKE SHORE DRIVE LINEAR PARK
Links between Grant Park, Museum Campus and Burnham Park
Creates gateway to Museum Campus
Open space buffer between South Park and Lake Shore Drive

3 - MICHIGAN AVENUE IMPROVEMENT
Gateway between Loop and Near South Side
Boulevard Extension and Street Widening
Street Trees and Landscaping
Transit Corridor

4 - INDIANA AVENUE IMPROVEMENT
Two-way Traffic
Secondary Boulevard
Street Trees and Landscaping
South Park's Main Streets

5 - ROOSEVELT ROAD EXTENSION
Vehicular Connection to ColumbusLake Shore Drive
Connects Loop/Near South to Lakefront and Museums
Below-grade Parking
Off-Site Streetscape Improvements to State/Wabash CTA stations

6 - ROOSEVELT/COLUMBUS INTERSECTION
Simple and Functional
Adaptable to Lake Shore Drive Realignment

7 - COLUMBUS DRIVE EXTENSION
Wide Boulevard and View Corridor
Two-way traffic

8 - McFETRIDGE DRIVE EXTENSION
Major east/west link between South Park and Museum Campus
Two-way traffic and signalized intersection at Lake Shore Drive
Potential pedestrian bridge over Lake Shore Drive

9 - McFETRIDGE TRANSIT SQUARE
Public Plaza oriented towards South Park's worker and visitor population
Integrated with boulevard treatment on Michigan Indiana Avenues, and McFetridge
Connection to New METRA Station

10 - OPEN SPACE BUFFER
Interim Open Space Setback along Lake Shore Drive

11 - NEIGHBORHOOD PARK
Serves residential population
Provides active recreational areas
Internal block parks and open spaces supplement residential needs

Blocks in the Development Plan (see figure 3.5.2)

Michigan/Columbus Gateway

A. Predominantly Commercial
Higher Intensity

B. Mixed Uses
Higher Intensity

C. Mixed Uses
Moderate Intensity

D. Predominantly Retail
Moderate Intensity

Lake Shore/15th Street Area

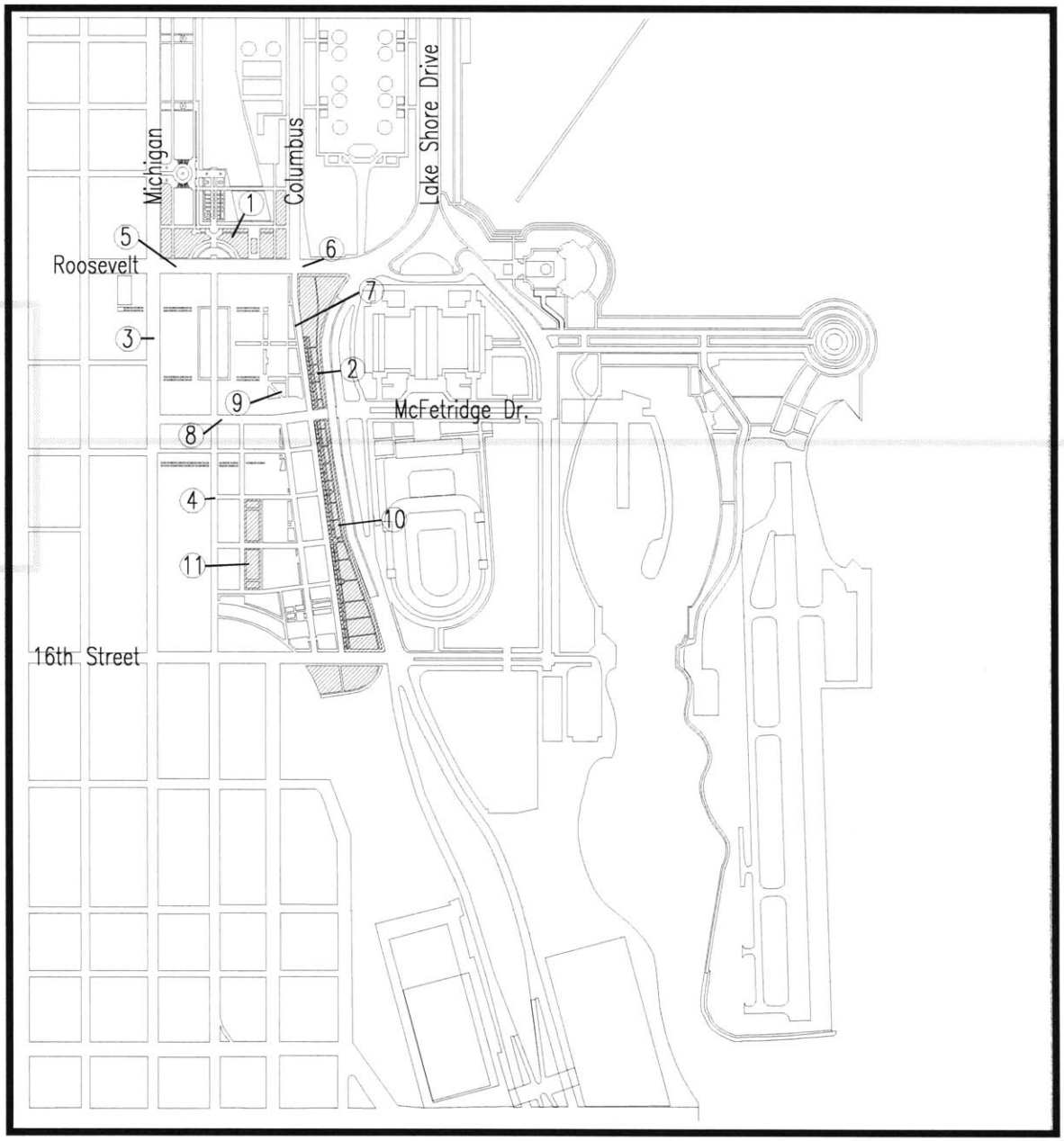
E. Residential Neighborhood
Moderate Intensity
No commercial development

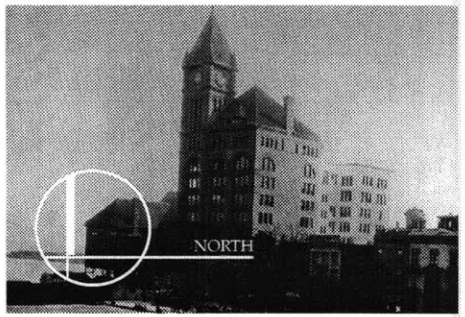
F. Residential Neighborhood
Higher Intensity

G. Instituional
Low Intensity

Harbor View Area

Figure 3.5.1
Summary





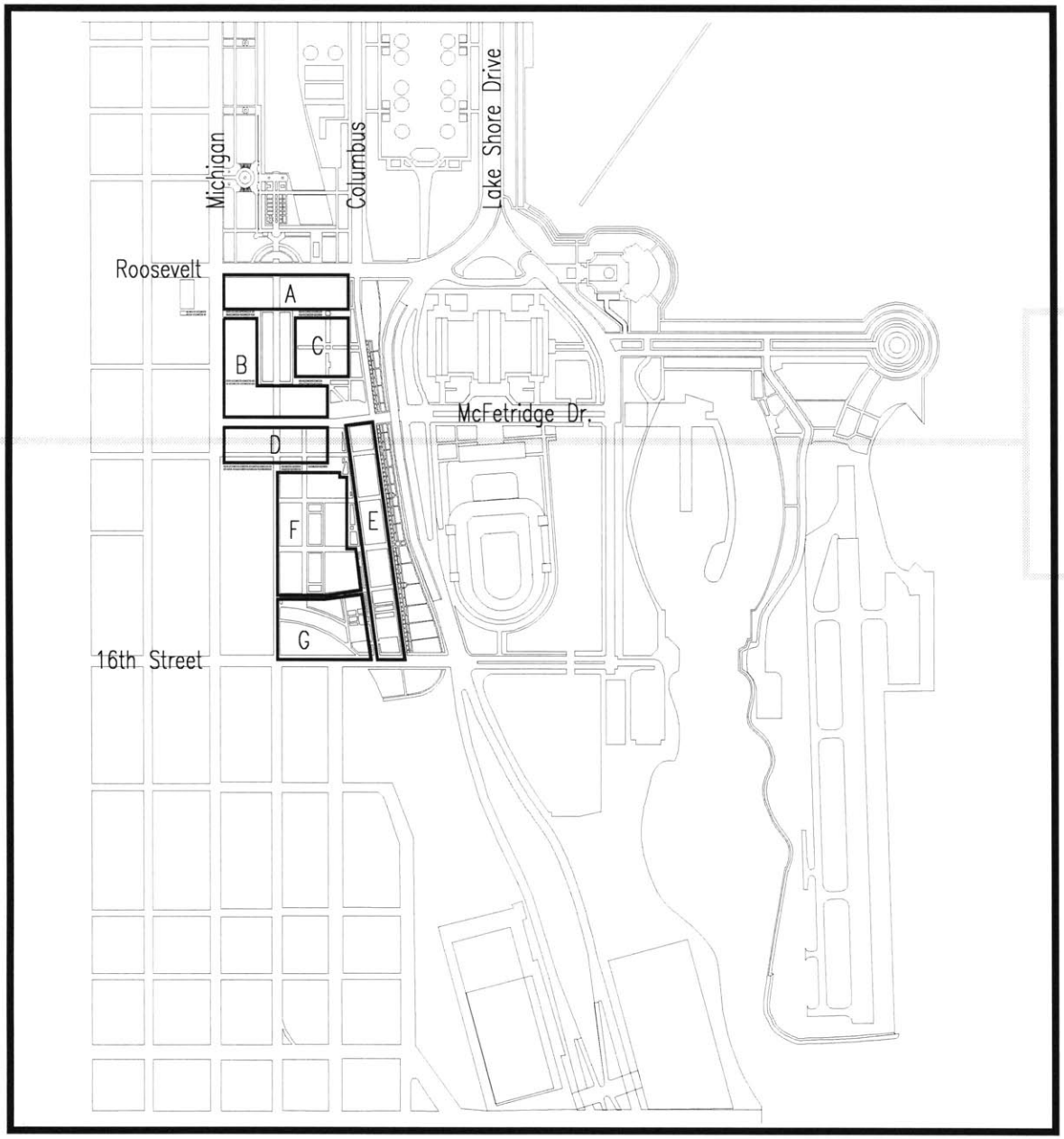
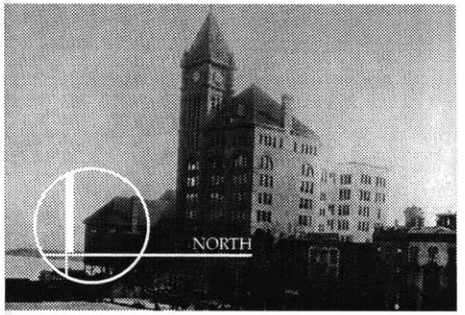


Figure 3.5.2
Blocks in Development Plan



H. Future Exposition Expansion

3.6 Implementation

Development Tracking

South Park Development Guidelines represent the first step in the overall public planning and approval process. As with similar largescale projects, such as Cityfront Center, a development tracking process will be established for South Park.

The intent of the Development Guidelines is to establish parameters which ensure an overall mix of land-uses, adequate circulation and public open space features. This is accomplished through application of public policy and the development framework through the following (for the purpose of this thesis, only the Internal Design Standards for the residential portions will follow):

1. Planned Development Ordinance Part I and Lakefront Protection Application
2. Internal Design Standards
3. Planned Development Part II Submittal
4. Annual Developer's Report
5. On-Going Project Evaluation

1. Planned Development Ordinance

1. All private development projects large enough to affect and impact adjacent areas are required to be reviewed as Planned Development. The first step is the Planned Development Ordinance Part I submittal. This includes control statements, right-of-way adjustments, generalized land-use plan, and use and bulk regulations. The Part I submittal involves a public review process which culminates in action by the Chicago Plan Commission and City Council.

Simultaneously, the applicant is required to file a Lakefront Protection Application for those portions of the property which fall under the Lakefront Protection District. The Chicago Plan Commission will review the project for its impact and contribution towards fulfilling the policies stated in the Lakefront Plan of Chicago.

2. Internal Design Standards

After adoption of the Planned Development Ordinance, the Developer will be required to produce a set of Internal Design Standards in consultation with the City. These standards should be consistent with the stated policies in these guidelines. The Internal Design Standards will be made available prior to the applicant's first Part II submittal, as defined below.

The Internal Design Standards involves a set of specific urban design controls created to assist and be made part of the City Guidelines and operate as conditions on the use of any individual parcel (in the building, its immediate surrounding and open space) These standards should address the following:

1. Site Conditions
Utilities
Grading
Easements

2. Use Controls
Density
Type
Location

3. Vehicular Circulation
Internal Street Layout
Parking
Curb-Cuts
Loading Docks

4. Pedestrian Circulation
Building Entrances
Easements
Arcades

5. Bulk
Density
Streetwall, Heights and Setbacks
View Corridors
6. Architectural Features
Materials
Expression Lines
Signage and Lighting

7. Open Space
Use, Size, Location and Character
Surface Treatment, Paving, Landscaping
Furnishing, Benches, Fountains, and Artwork

3. Planned Development Part II Submittal

The second part of the Planned Development process is a Part II submittal. This includes submission of individual building plans by the developer to be reviewed against the Part I controls and the Internal Design Standards.

4. Annual Development Report

A major review element calls for a development report describing development and infrastructure activities to date. This report must be submitted annually after passage of the Planned Development Ordinance. This step is a formal report to the Commissioner of Planning for submittal to the Plan Commission. It is to be submitted on the anniversary date of the Planned Development approval. It must include accomplishments to date in terms of construction, public improvements, transportation impact and affirmative action.

5. On-Going Project Evaluation

Since South Park is a long-term project, a statement should be added to the Planned Development establishing development milestones (e.g. achieving a certain level of development) which triggers and/or specifies dates to conduct a comprehensive evaluation of the development. Further Part II permit applications would not be approved by the commissioner until this evaluation is completed. The Commissioner of Planning and developer representatives would review the current status of the project and changes in area-wide conditions. This review should include:

An evaluation of the current transportation mode split and the development's achievement of the 70% transit goal;

Changes in development parameters that are necessitated by shifts in the real estate market;

Carrying capacity of existing roads and infrastructure and construction status of planned infrastructure.

Raced on this joint review, the Commissioner of Planning would submit a report to the Chicago Plan Commission that outlines the status of the project and make recommendations, if necessary, for amendment to the Planned Development.

1919 Lakefront Ordinance Amendments

The portions of the 1919 Lakefront Ordinance that affect South Park need to be amended to reflect the adopted guidelines. The amendments would create a new "contract" between the City and the applicant that spells out public and private responsibilities for public improvements.

Infrastructure Phasing

It is recognized that it could take up to 30 years to develop the entire South Park site. The policies established in these guidelines suggest that South Park should:

Promote the design and construction of public infrastructure which encourages quality development while minimizing up front construction costs;

Provide associated parks, open spaces and public amenities in a schedule coordinated with the pace of private development.

A phasing plan ensures that any public funds promote the highest priority public benefits while leveraging the maximum private investment. It focuses on developing the fee portions of the site in the initial phase. Subsequent phases with more costly amenities and infrastructure that arise from the decking to the east should be constructed later.

It is emphasized that this phasing strategy does not constitute a public financing commitment for any of the following infrastructure components, It is meant to establish a relationship between development and infrastructure staging It is also recognized that market forces affecting the order of private development could change the appropriate order of phasing:

Phase I (see figure 3.6.1) addresses the most crucial public needs, creates a marketable environment attractive to private investment and ensures that development of South Park will have a beneficial effect on adjoining areas of the Near South neighborhood. It will promote access to the fee parcels along the western edge of the South Park site which minimizes the need for decks. Phase I should include:

Extension of Roosevelt Road from Michigan Avenue to Lake Shore Drive;

Initial and/or interim improvements to the south end of Grant Park (e.g. temporary planting and grading of site);

Sidewalk improvements and landscaping along Roosevelt Road (from State Street/CTA stations to Lake Shore Drive), 14th Street and Indiana Avenue;

Street widening and landscaping along Michigan Avenue and 13th Street.

Phase II (see figure 3.6.2) aims to bridge the railroad barriers between the Near South and the Lakefront, define the western edge of Burnham Park, and construct the major open spaces in the northern portions of the development and might include:

Columbus Drive (from Roosevelt Road to 14th Street), McFetridge (from Indiana Avenue to Lake Shore Drive) and 14th Street (from Indiana Avenue to Lake Shore Drive)

Lower Level Service Road from 11th to 14th Street;

Final Construction and Landscaping of Grant Park;

Provide McFetridge Park and Columbus Park Open Spaces;

Provide internal open spaces (e.g. Winter Garden, Plazas)

Relocated Station at McFetridge and Lake Shore Drive.

Provide South Lakefront Light-Rail Circulator as demand warrants.

Phase III (see figure 3.6.3) should provide the roads and open spaces needed to expand the residential environment as well as extend street improvements into the surrounding areas:

Neighborhood Park

Columbus Drive (between 14th and 15th Street)

"A" Street (between 15th and 16th Street)

Complete Lower Level Roadway (between 15th and 16th Street)

Landscaped Michigan Avenue (14th and 16th Street)

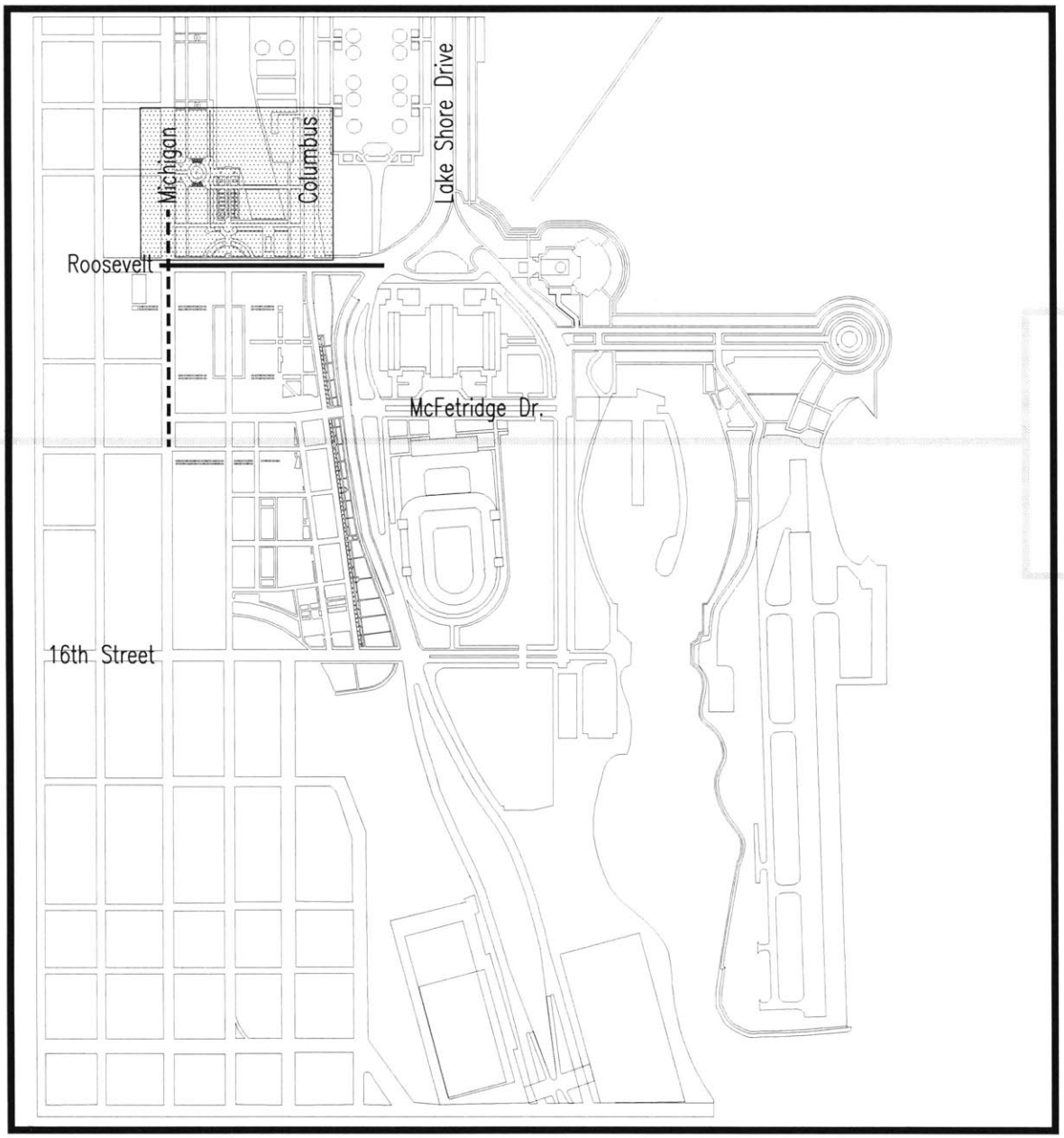


Figure 3.6.1
Phase 1

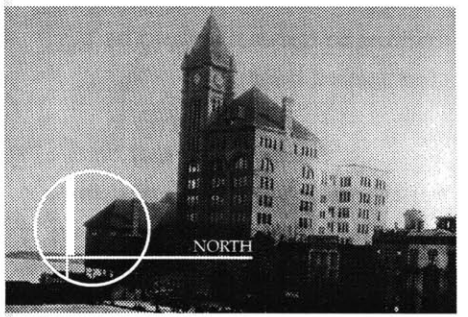
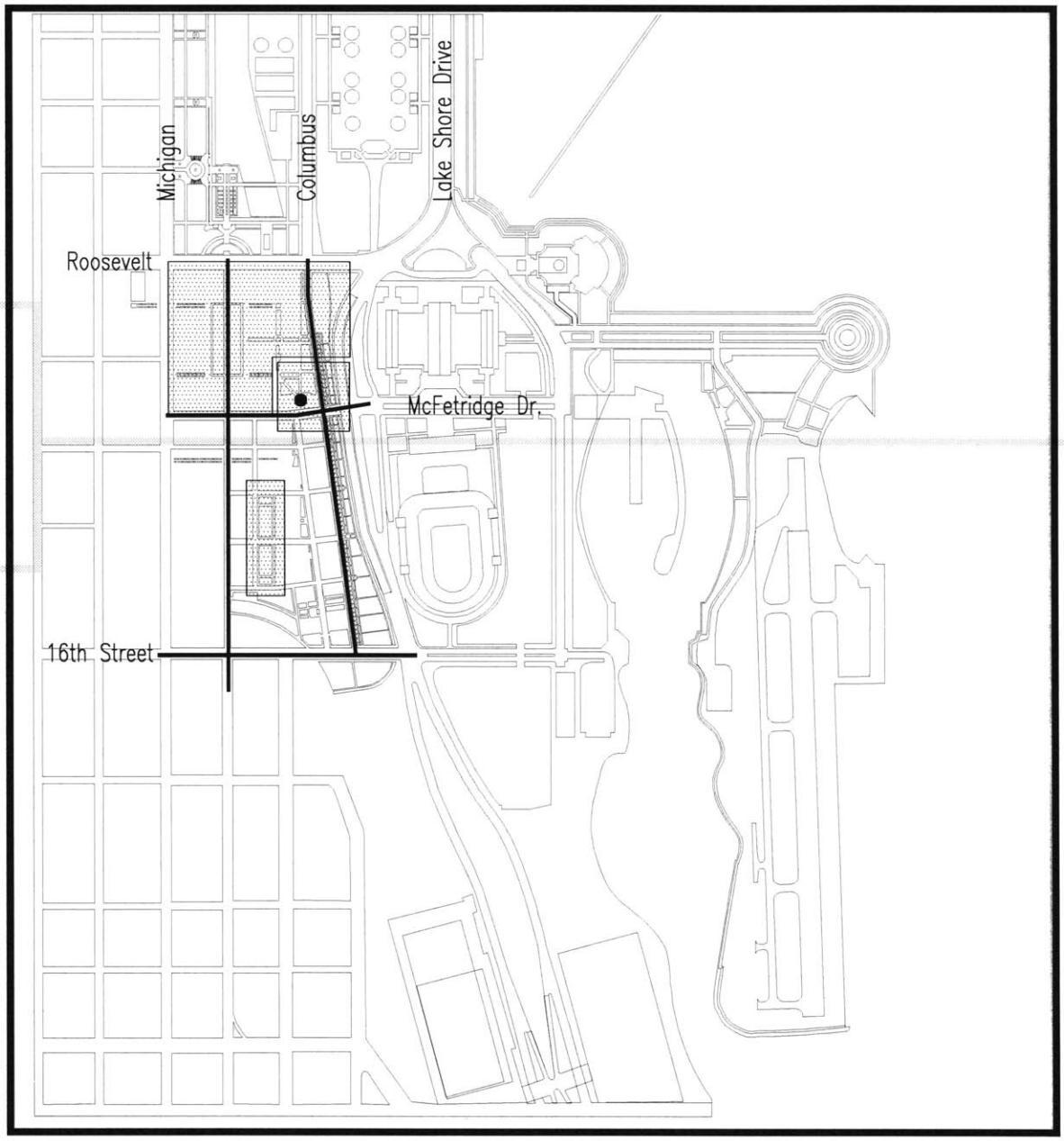
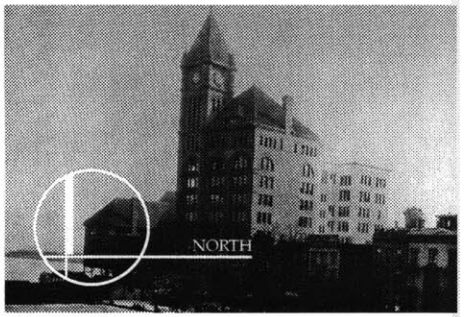


Figure 3.6.2
Phase 2





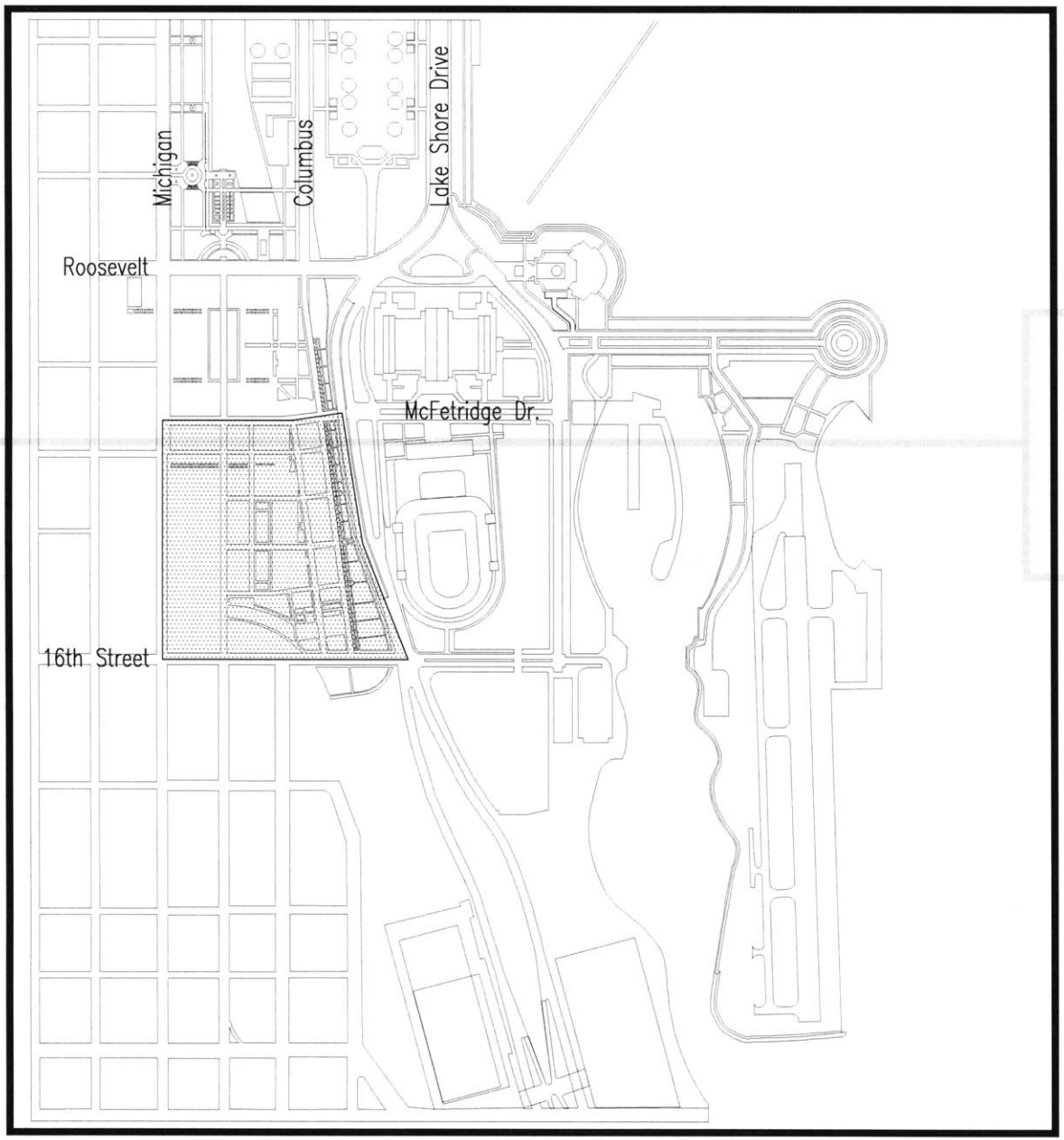
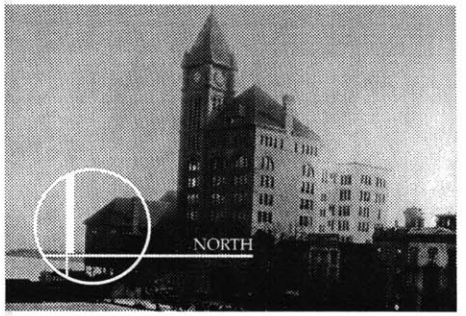


Figure 3.6.3
Phase 3



4.0
Endnotes for Chapters 1-3

1 Taylor, Lisa, editor. *Housing: symbol, structure, site.* The Smithsonian Institute: New York, 1990, pg. 22.

2 Taylor, pg. 35.

3 Taylor, pg. 23.

4 Moudon, Anne Vernez. *Built for Change: Neighborhood Architecture in San Francisco.* The MIT Press: Cambridge, Massachusetts, 1986, pg. 113.

5 Taylor, pg. 59.

6 Marciniak, Ed. *Reclaiming the Inner city: Chicago's Near North Revitalization Confronts Cabrini-Green.* National Center for Urban Ethic Affairs: Washington, D.C., 1986, pg. 98.

7 Zorbaugh, Harvey Warren. *The Gold Coast and the Slum.* University of Chicago Press: Chicago, Il., 1929.

8 Marciniak, pgs. 38-39.

9 Marciniak, pg. 39.

10 Marciniak, pg. 29.

11 Simon, Arthur R. *Stuyvesant Town, U.S.A. : pattern for two Americas.* New York University Press: New York, 1970, pg.16.

12 Crane, David A. *Planning and Designing in New York.* Institute of Public Administration: New York, N.Y., 1966, pg.50.

5.0
Sources for Chapters 1-3

Bacon, Chris. *Pruitt Igoe Revisited.* University of Sheffield, Dept. of Town and Regional Planning, Faculty of Architectural Studies: Sheffield, South Yorkshire, 1985.

Baiter, Richard Abbott. *Lower Manhattan Waterfront: the special Battery Park City District.* Office of lower Manhattan: New York, 1975.

Battery Park City Authority. Battery Place Residential Area. Cooper, Eckstut Associates: New York, N.Y., 1966.

Burchell, Robert W. *Frontiers of Planned Unit Development.* Center for Urban Policy Research: New Brunswick, N.J., 1973.

Crane, David A. *Planning and Designing in New York.* Institute of Public Administration: New York, N.Y., 1966.

Charles L. Leven. *Neighborhood Change: Lessons in the Dynamics of Urban Decay.* Praeger: New York, 1976.

Hack, Gary. "Keeping the Pedestrian Viable: Developing an Environmental Design System." Paper for Pedestrian Conference, 1981.

Institute of Public Administration. *Let There Be Commitment.* New York, NY, 1966.

Institute of Real Estate Management. *Expense Analysis. Condominiums, cooperatives and planned unit developments.* Chicago, IL, 1991.

Jensen, David. *Small Lots, Big Savings.* National Association of Home builders: Washington, D.C., 1986.

Katz, Peter. *The New Urbanism: Toward an Architecture of Community.* Mcgraw, 1994.

Kelly, Barbara M. *Expanding the American Dream: Building and Rebuilding Levitt Town.* State University of New York Press: Albany, 1993.

Kelly, Christine Kuehn. *Non-Profits with Hard Hats: Building affordable housing.* National Center for Urban Ethnic Affairs, 1986.

Klassen, Leo H. *Integration of Socio-economic and Physical Planning.* University Press Rotterdam: Rotterdam, 1974.

Komives, Bob. *Land Development Guidance System for Planned Unit Developments.* Fort Collins, Co, 1981.

Loewenstein, Louis K. *Municipal Cost/Revenue Analysis for Planned Unit Developments.* University of California, 1973.

Marciniak, Ed. *Reclaiming the Inner city: Chicago's Near North Revitalization Confronts Cabrini-Green.* National Center for Urban Ethic Affairs: Washington, D.C., 1986.

Massey, D.W. *Private Housing: Developer and Planner.* University of Liverpool, Dept of Civic Design: Liverpool, 1973.

McHarg, Ian. *Design with Nature.* Doubleday: New York, 1971.

Meehan, Eugene J. *The Quality of Federal Policy making: Programmed Failure in Public Housing.* University of Missouri Press: Columbia, 1979.

Milgram, Grace. *The City Expands; a study of the conversion of land from rural to urban use: Philadelphia, 1945-62.* U.S. Department of Housing and Urban Development: Washington, 1967.

Montgomery, Roger. *Pruitt-Igoe: an Annotated Bibliography.* Council of planning Librarians: Chicago, Illinois, 1987.

Moore, Colleen Grogan. *PUDs in Practice.* Urban Land Institute: Washington, D.C., 1985.

Moudon, Anne Vernez. *Built for Change: Neighborhood Architecture in San Francisco.* The MIT Press: Cambridge, Massachusetts, 1986.

Nabeel, Hamdi. *Housing Without Houses: Participation, Flexibility, Enablement..* Van Nostrand Reinhold: New York, New York, 1991.

National Association of Home Builders. *Planning for Housing.* Washington, D.C., 1980.

Oliver, Tess. *Tent City: A mixed-income housing complex in Boston's South End.* Paper for Design and Development, MIT, 1993.

Oppenheim, Thomas Kurt. *A Public Sector Financial Dream—New York's Battery Park City Development.* Massachusetts Institute of Technology (DUSP): Cambridge, 1990.

Porter, Robert L. *Occupant Behavior Information from Environmental Design.* Robert L. Porter: Champaign, IL, 1982.

Rose, Sandra J. *Affordable Housing at Risk a Booklet on Expiring Use Restrictions: What Every Owner, Developer, Community Group, Tenant, Public Officer and Concerned Citizen Should Know to Preserve Affordable Housing.* Citizens Housing and Planning Association: Boston, MA, 1989.

Schaffer, Richard Lance. *Income Flows in Urban poverty Areas.* New York University, 1972.

Schurch, Thomas W. "Design Development: The Open Space Plan for San Francisco's Mission Bay." Paper for the 1989 American Collegiate Schools of Planning Conference: Department of Urban Planning, Ball State University, 1989.

Schwanke, Dean. *Mixed-Use Development Handbook.* Urban Land Institute: Washington, D.C., 1987.

Shiffman, Yvette. *Producing Low-income Housing in New York City.* Community Service Society of New York: New York, 1985.

Simon, Arthur R. *Stuyvesant Town, U.S.A. : pattern for two Americas.* New York University Press: New York, 1970.

Sternlieb, George. *Planned Unit Development: theoretical origins evolutionary framework.* Monticello, IL., 1972.

Stromberg, Jerome S. *Private Problems in Public Housing: a further report on the Pruitt Igoe housing project.* Social Science Institute, Washington University: St. Louis: 1968.

Taylor, Lisa. *Housing: symbol, structure, site.* The Smithsonian Institute: New York, 1990.

Tomioka, Seishiro. *Planned Unit Developments: design and regional impact.* Wiley: New York, 1984.

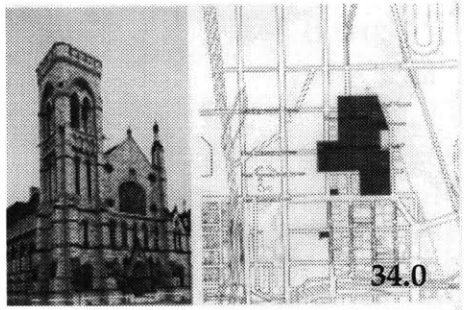
Warren, Elizabeth. *Subsidized Housing in the Chicago Suburbs.* Center for Urban Policy, Loyola University: Chicago Illinois, 1981.

Weiss, Shirley F. *Residential Developer Decisions; a focused view of the urban growth process.* University of North Carolina: Chapel Hill, 1966.

Werthman, Carl. *Planning and the Purchase Decision: why people buy in planned communities.* Institute of Urban and Regional Development: Berkeley, Ca., 1965.

Young, Arthur & company. *Public Housing Security Manual: Planning for the City of Chicago.* University of Illinois at Urbana-Champaign, 1981.

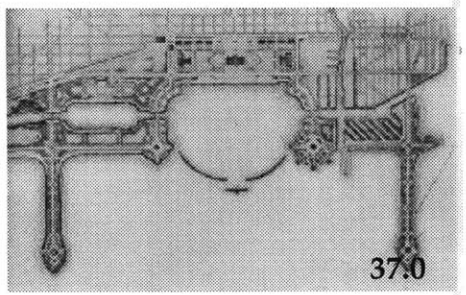
Zorbaugh, Harvey Warren. *The Gold Coast and the Slum.* University of Chicago Press: Chicago, IL., 1929.



34.0

35.0

36.0



37.0

6.0
Internal Design Standards for Housing in South Park

The standards provided in this section are to insure the quality of the public and private realm within the residential sector. Specific design decisions will be looked at in the final chapter of this book in regards to the block selected for study. Organization, main points, and wording taken from the *Battery Park City Design Guidelines*, May 1985, and adapted for use in the South Park development.

6.1
Development Area

6.1.1
Site Boundary
(see figure 6.1.1.1)

The South Park Residential Area comprises nine blocks at the eastern end of South Park. These blocks are bounded by Indiana Avenue on the West, McFetridge Drive on the North, the linear park on the East, and the proposed school and medical center on the South.

6.1.2.
Parcelization Plan

The building parcels are full blocks and are not subdivided. The area bulk controls and design guidelines for a study parcel are described in section 6.4.

6.2
Open Spaces

6.2.1
Design Intent

The relatively large and varied public open spaces, streets and parks are the focal point of the South Park plan. The combination of parks and landscaped streets creates diversity and, at the same time, forms a single unified system. The buildings facing the formal gardens respond in the traditional formal wall that Chicago is famous for, as seen on the Michigan Avenue street wall.

The relationships between the streets and the parks are very important. The

Chicago:
(34.0) Historic District Beside Site, (35.0) *Chicago 21*, pg. 37, fig. 25, (36.0) Oblique of Site, *Courtesy of Okrent Aerial Photography, Chicago, Il.*, Waterfront Activity *MIT Slide Library*, (37.0) 1909 Burnham Plan, *MIT Slide Library.*

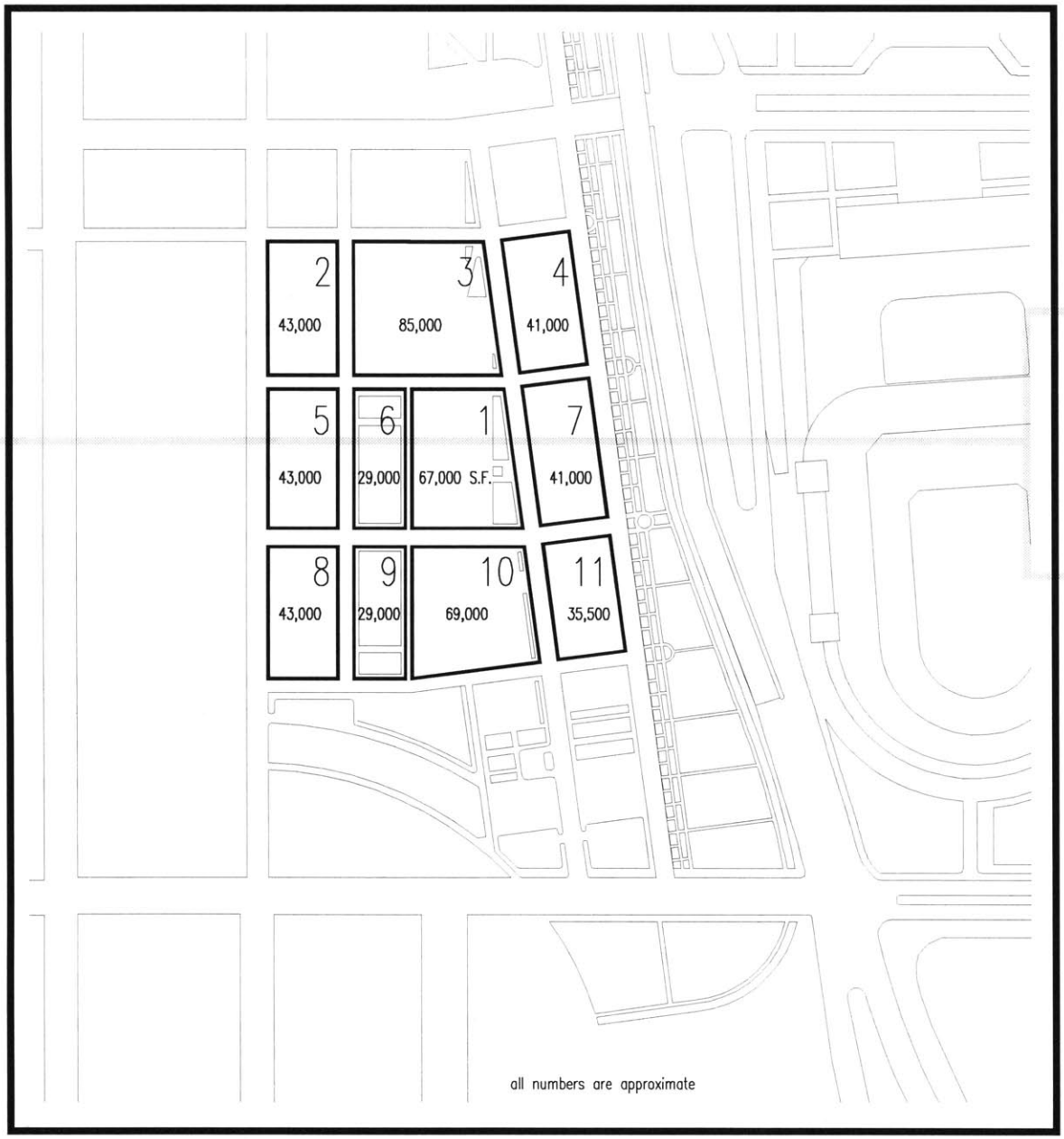
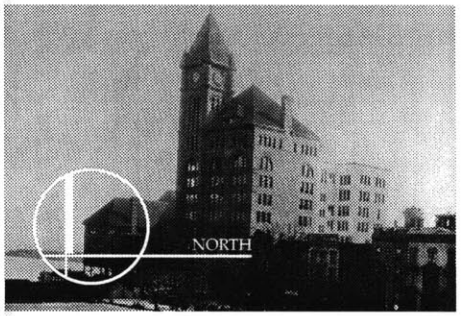


Figure 6.1.1.1
Block Areas



intention is to obscure the legal boundary between the street and the right-of -way and the parkland. The streets are designed to appear more park-like than usual in urban settings. The parks, on the other hand, are fully integrated with the streets to assure high visibility and accessibility, preventing them from being isolated and unsafe.

6.2.2
Columbus/Lake Shore Drive Linear Park

Because of its location between the new development and Soldiers' Field, the Linear Park will be the most important urban park element in the new development. The park not only acts as a buffer for the development from the stadium activity, but also extends the public realm of Grant Park into the South Park Development. As an edge, the Linear Park is the easternmost element for South Park. As frontage for the residential strip to the west, the Linear Park provides a soft edge which stems from the Transit station to the medical and school complex.

6.2.3
McFetridge Transit Square

The public space around the transit station is one of the focal points of the South Park development. McFetridge Square intersects all major public boulevards, and acts as an activity hinge and disperser. The square terminates both the commercial and institutional corridor, and is centralized for access to all the amenities surrounding.

6.2.4
Neighborhood Park

As the focal point of the residential community, the neighborhood park acts as the pedestrian scale focus within the larger urban framework. The park is surrounded by buildings of a scale reflecting the size of the open space.

The open space is not only integrated with the larger park system at the urban scale, but also ties in to a public realm which links the new and existing residential blocks.

6.2.5
Street Trees and Pavements

Street trees play a very important role in the South Park development. To create a strong visual order emphasizing the importance of the street vistas, the trees are planted in continuous rows and uniformly spaced along the streets and avenues.

The street trees are located in cobble strips which permit rain water to penetrate to the roots and serve as the organizing element for the placement of street furniture.

The pavement materials are ones of enduring quality and require low maintenance. Concrete is used for the sidewalks on the avenues. Granite curbs and cobble strips border all streets and avenues.

6.2.6
Landscaped Easement Areas (see figure 6.2.6.1)

The open space plan for South Park's residential development includes dedicated landscape easement areas on each development parcel. The landscaped areas, planted with ground cover, trees and shrubs, will provide a visual extension of the public green spaces and also serve to integrate the public and private spaces.

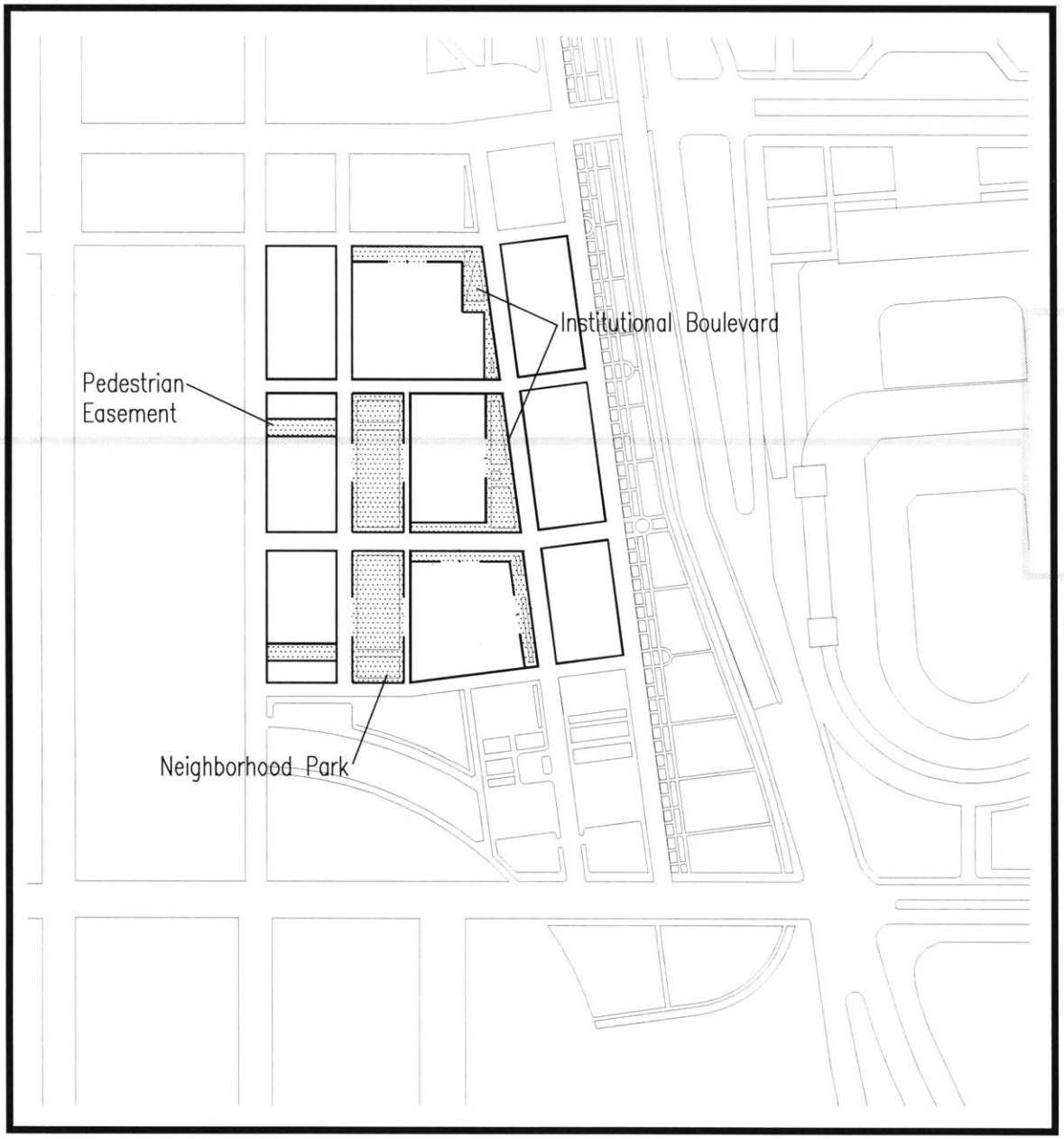
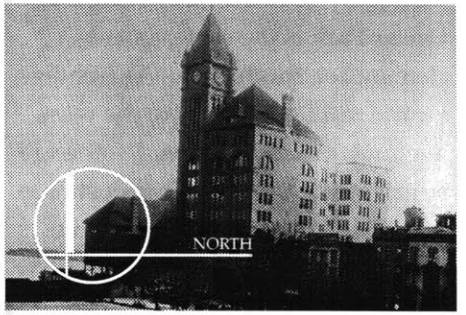


Figure 6.2.6.1
Easements



6.3
Development Guidelines

6.3.1
Ground Level Land Use
(see figure 6.3.1.1)

In the South Park Development Area, a variety of uses are planned for the ground level. Retail and commercial uses are planned in conjunction with the arcades of the avenues. Restaurants and outdoor cafes are encouraged on the institutional boulevard to provide an amenity and activity. Lobby entrances are preferred at certain locations in order to provide activity and surveillance.

6.3.2
Parking and Curb Cuts
(see figure 6.3.2.1)

A limited amount of on-street parking may be provided. In addition, subject to zoning, developers may build accessory parking spaces in their buildings. All parking must be enclosed, and no portion is allowed to be built to a height of more than 43 feet above curb level. Above grade parking structures must be set back from the avenues and the side streets by 10 to 50 feet, as shown in figure 6.3.2.1.

Curb cuts are prescribed within certain zones and are to be kept to a minimum size. No curb cuts will be allowed within 50' of a major street intersection. No service/parking entry areas shall be more than 20 feet in width.

6.3.3
Bulk Controls

The bulk controls regulate the density of development and the configuration of the buildings on the parcels.

6.3.3.1
Density

The maximum floor area that may be built on each parcel must conform to the Development Parameters outlined earlier in this document. The minimum floor area contained within any dwelling shall not be less than 550 square feet.

6.3.3.2
Building Configuration: Streetwalls, Height, and Setback

Bulk controls and regulations regarding streetwalls and tower locations define each building's placement and its coordination and compatibility with adjacent developments and the streets and parks. These controls are the most important tools for preventing any one building from dominating others.

The streetwalls provide continuity and, at the same time, should have decorative touches and modest changes to guarantee individual expression and distinction to each building.

The placement of towers is directed towards marking place, importance, maintaining views, providing adequate light and air, and reinforcing the patterns of avenues and streets. See figure 6.3.3.2.1 for tower locations.

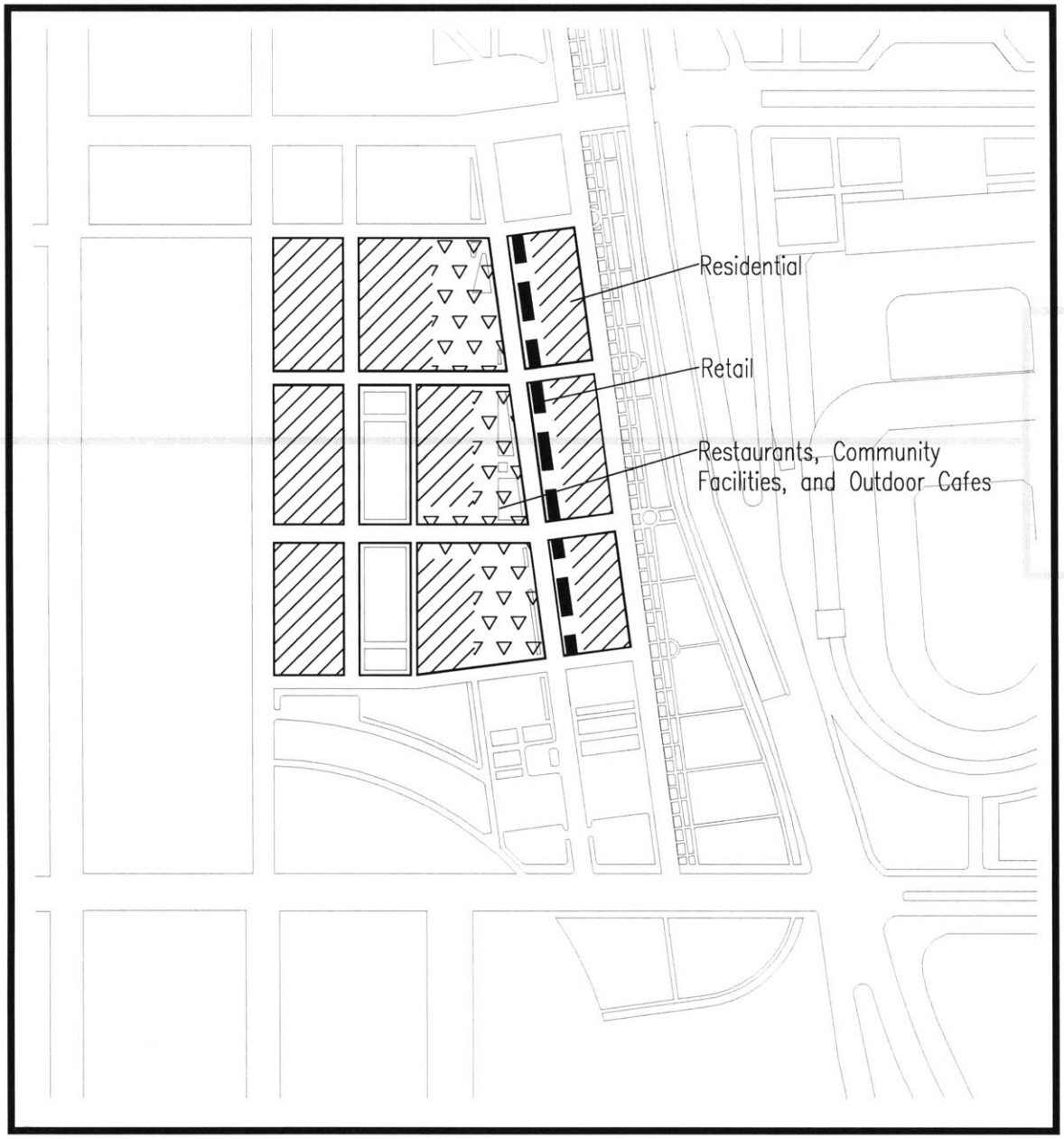


Figure 6.3.1.1
Preferred Ground Floor Uses

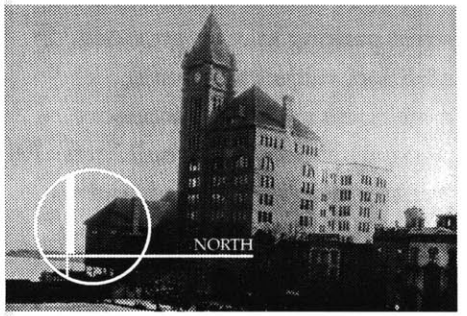
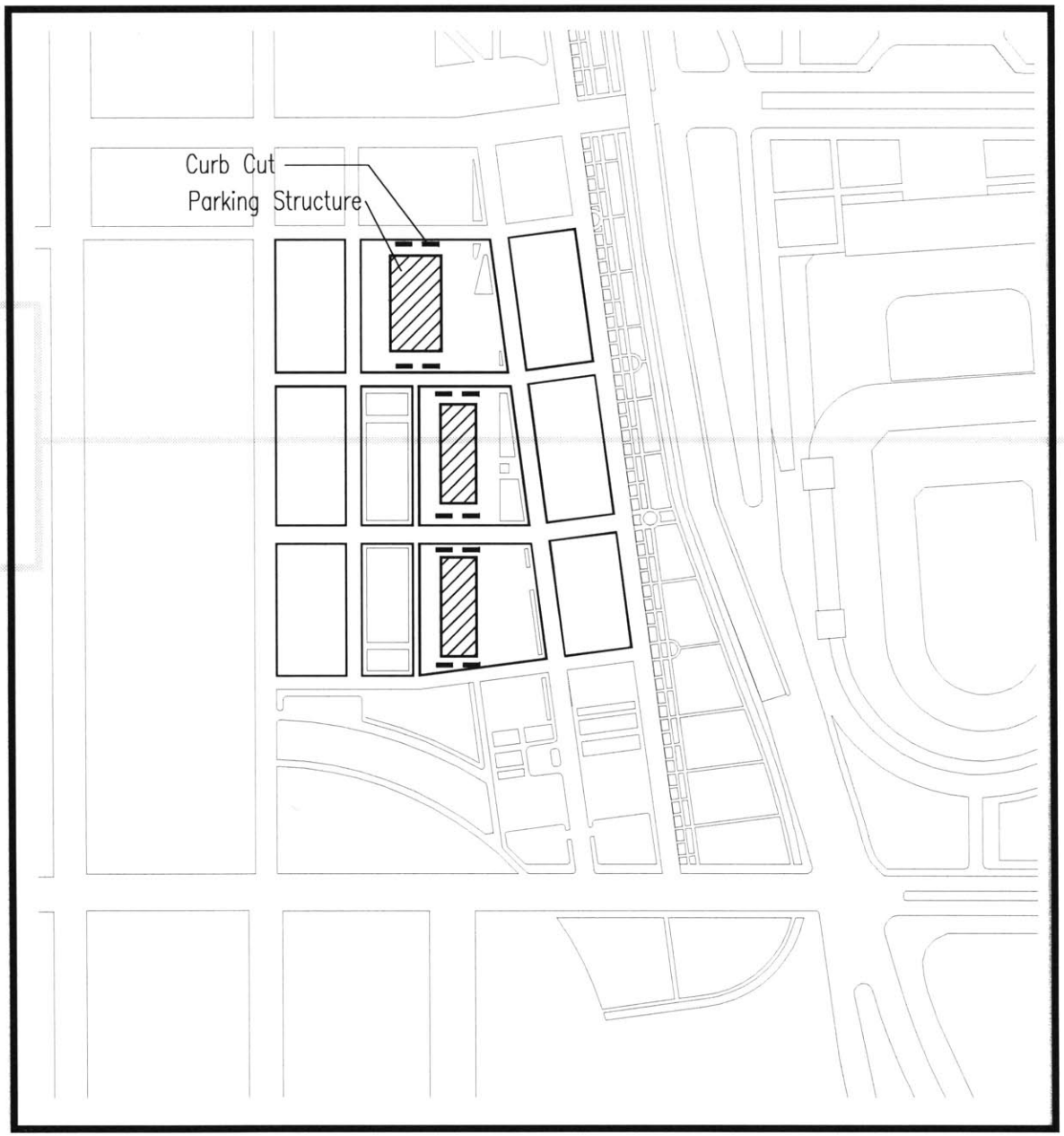
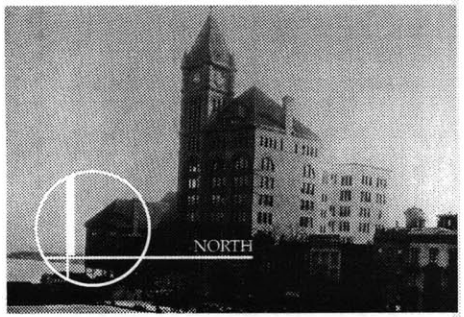


Figure 6.3.2.1
Curb Cut and Parking Structure Location





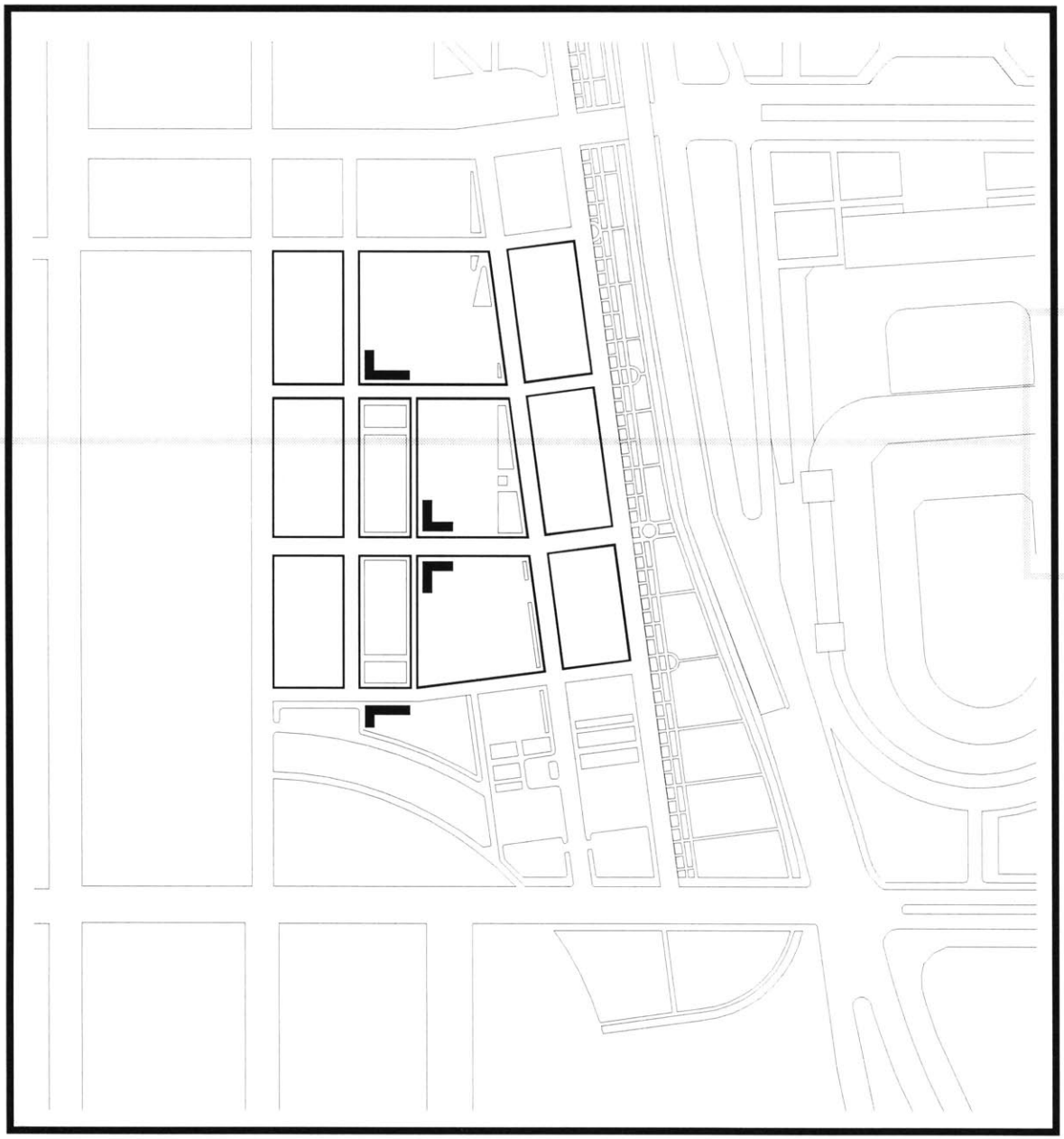
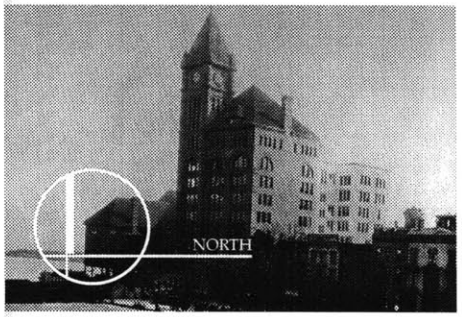


Figure 6.3.3.2.1
Tower Locations and Guidelines



6.3.4
Architectural Features

6.3.4.1
Introduction

The design emphasis in the South Park Residential Area is on elements that reinforce a human scale and produce a Chicago character. Variety is purposely sought to avoid any appearance of a "project" look or super-blocks and instead provide the complexity and interest normally associated with older and more established urban neighborhoods. No one building is to dominate, except where a special effect is intended to acknowledge the base, middle, and tops of buildings. The design review process will include consideration of adjacent and opposite buildings, to ensure both cohesiveness and variety in the entire residential area.

6.3.4.2
Materials

Traditional Chicago stone and brick building materials are required in order to provide continuity among the buildings. Building exteriors must be predominantly masonry. Curtainwall (metal and glass) and concrete exteriors are not permitted.

Stone Base

A two to three story stone base is required on the avenues, but may be reduced to a single story height along the side streets. A special articulation is required at lobby entrances. Polished stone is discouraged.

Brick

The predominant material of the streetwall above the stone base must be standard 2 1/4" x 8" brick. The intent of the size limitation is to achieve a character similar to older residential buildings in Chicago. The streetwalls are to be relatively plain with intermediate expression lines of stone meant to reduce the scale of the streetwall. Larger brick may be used for decorative treatment, and on walls that are not predominantly visible from public streets and parks. Different brick color tones are required for developments on adjacent or opposite parcels.

Glass and Fenestration

Bronze window glass, as well as all highly reflective glass, is prohibited within the residential sector. However, a variety of window types is encouraged to add visual interest to the streetwalls and towers. Variation from the overall building fenestration is encouraged within the two-story stone base.

6.3.4.3
Colors

The building's masonry color or colors must be within a range of warm earth tones. An unusual amount of contrasting color is discouraged. However, sensitive arrangements of colors and materials are desired for decorative purposes in special locations, such as lobby entrances, as well as on the rooftops where they can be enjoyed from a distance. Brick colors used in a parcel are to be compatible with, but different from the colors used on adjacent and opposite parcels.

The colors of metal elements, such as window frames, railings and fences, etc. are to be park-like, such as the black or dark green colors typically found on metal work in Chicago parks.

6.3.4.4
Rooftops/Bulkheads

Seen from Lake Michigan, South Park will compliment the skyline of Chicago's Loop. The tower buildings will dominate and their rooftops and upper floors should, therefore, be consciously designed to create a special and interesting effect. The bulkheads of towers and of lower-rise buildings will be particularly visible and an important part of the building's appearance. Although designed as separate features, achieving a special effect, the bulkheads must relate to the design of the building's exterior treatment in materials and decorative style. In addition, terraces and setbacks stepping up to the bulkheads are recommended.

6.3.4.5
Parapets

An articulated roof line or cornice is to be designed as a major decorative feature, making use of stone or rusticated masonry, at or near the tops of all building walls.

6.3.4.6
Expression Lines

Expression lines, developed as lines or projections marked by a change in color, texture, material, or fenestration, are required on all residential blocks. Keeping to the three story podium, the first expression line will occur at the top of the third story. This will act as a unifying element for the development, and refers back to the traditional base Chicago buildings had.

6.3.4.7
Arcades

Pedestrian arcades, at least 12 feet deep with 14 feet of clear inside height, are required along the institutional boulevard. The arcades provide both weather protection and access to retail and commercial facilities. The floor of the arcade is primarily an extension of the adjacent concrete sidewalk. The interior of the arcade (ceiling, walls, and interior face of columns) is to be an adaptation of the architectural design on the base of the exterior of the building. Lighting must be compatible with the architecture and assure safe, comfortable visibility without detracting from the pedestrian-oriented street lamps. The facade on the interior of the arcade shall have windows to encourage retail activity. In the interest of maintaining continuous retail frontage, mechanical rooms are discouraged immediately adjacent to the arcade. No venting is permitted onto the arcades. Articulation of the arcade to mark the lobby entrance is encouraged.

6.3.4.8
Balconies

Balconies can be provided to take advantage of the views and waterfront setting. In order that they do not dominate the street walls, balconies are not to occur at or within ten feet of a corner.

6.3.4.9
Relief of Scale

The intent of the guidelines is that the streetwall be broken down to a smaller scale. Relief can be achieved by creating the appearance of parcelization through changes to the type, height and pattern of the stone base as well as changes to the streetwall itself in the midblock. Other devices include changes in

fenestration, reveals, and/or other architectural expression.

6.3.4.10
Roof Treatment

The roofs of parking structures in the South Park Residential Area must be landscaped to provide a passive outdoor space for tenants' use, as well as to create a pleasant view from the apartment windows above.

6.3.4.11
Parking Garage Walls

Parking must be enclosed and parking structures must be set back from property boundaries. Exterior walls of all parking structures are to be designed as part of the architectural form of the main residential building. The intent is to minimize the garage appearance through designs which conform to the residential buildings' architectural features and requirements, and building design guidelines. Natural or mechanical ventilation may not be achieved through the use of metal grilles or large openings. Parking garage roofs must be landscaped.

6.4
Program and Guidelines for Study Parcel
(see figure 6.4.1)

This section of the Guidelines describes density, location, easements, use, access, and bulk controls for each block in the South Park Residential Area.

All sidewalks and street trees are the responsibility of the developer and must be built and/or installed according to the South Park designs and specifications. South Park will install all curbs, street lighting and temporary sidewalks. On those sites where applicable, the developer will build public pedestrian easements according to South Park specifications.

Guidelines for Study Block

The original master plan establishes the South Park residential area. The eleven blocks, grouped around South Park were intended to be developed for almost entirely residential uses. The Design Guidelines pertaining to this area seek to ensure that the design quality of the neighborhood will be consistent with the best residential addresses in Chicago. The primary means of creating this high quality environment are to give prominence to landscaped streets and parks while buildings, though they give shape and character to open spaces, intentionally remain in the background.

Block 1, the study block, is mid-block within the institutional boulevard. For this reason, the block will be developed as a mix-use, combining retail, small office, and residential. It is the intention of the guidelines to ensure that thee buildings have a residential character. Retail uses will be encouraged at the ground floor on the boulevard. The storefront designs are expected to have a residential character. Glass, fenestration and lighting will be in keeping with the residential character of the neighborhood and signage is to be restrained.

6.4.1
Area

Area (approximate): 60,000 s.f.

6.4.2
Floor Area

Floor Area; maximum permitted:
330,000 s.f. (FAR 5

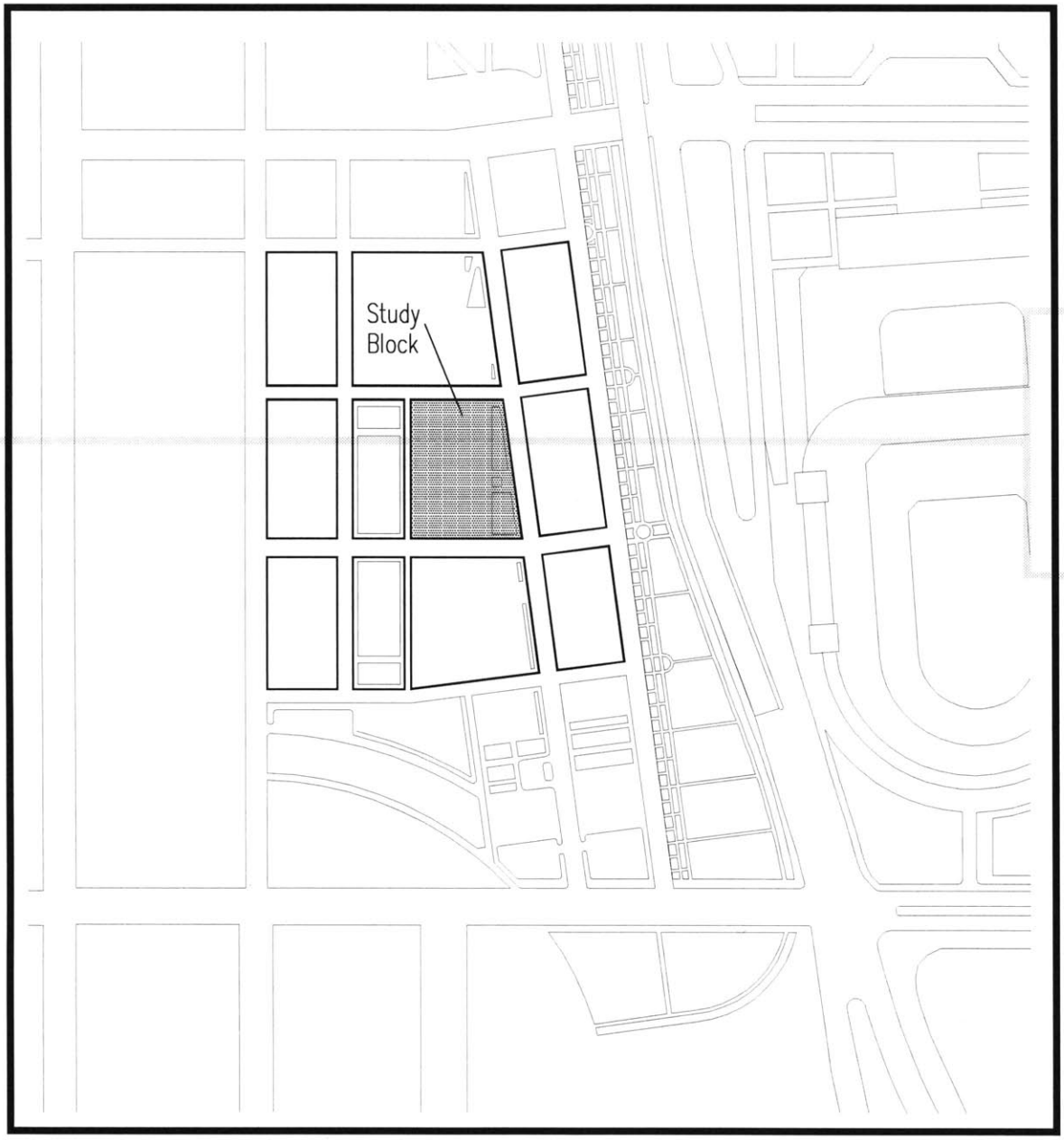
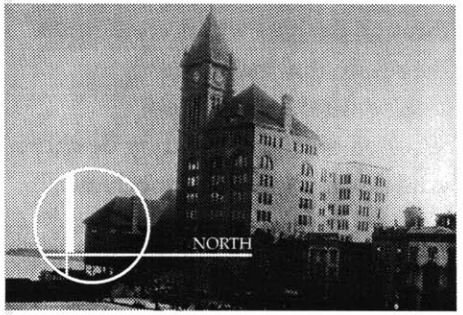


Figure 6.4.1
Location Map



6.4.3
Location and Easements

Block 1 is bounded by the institutional boulevard on the East, the Neighborhood Park on the West, and two inner streets North and South. The developer must provide the public easement for the sidewalk cafe on the Institutional boulevard side as well as a public sidewalk easement to the specifications outlined by these guidelines.

6.4.4
Use and Access
(see figures 6.4.4.1, 6.4.4.2, 6.4.4.3, 6.4.4.4, 6.4.4.5)

The site is to be devoted to retail, office and residential uses. The ground floor, facing east on the Institutional boulevard, is encouraged to be devoted to uses such as restaurants, coffee shops and lobbies, commensurate with the operation of a hotel, or to professional offices. These facilities may have entrances which are separate from any residential entrance on the institutional boulevard.

Service, loading dock and parking access are limited to curb cuts on First Place. The curb cuts will be either 15 feet wide (for a single cut) or 25 feet wide (for a double cut), and must be located more than 50 feet from the eats and west property lines. Any on-site parking must be located either along the street in the provided spaces, or within the parking zone shown on figure 6.4.4.5, and be enclosed.

6.4.5
Bulk

The development of Block 1 is governed by the guidelines provided earlier in this document. A three story base is required along the East Side and the two inner street sides. The base should be designed according to principles outlined in Section 6.3.4.9. Bulkheads located above the last habitable floor should have an articulated and distinctive profile and must be integrated into the overall building design.

6.4.6.
Architectural Features

Glass and Fenestration

Openings on the ground floor should be single story. If openings are two stories high, scale should be broken down into single story increments.

Openings must be framed by the masonry base and may not be continuous.

Glazing should not be flush with the plane of the building, but should be recessed.

6.4.7
Signage

Signage is to be part of a coordinated typeface and color program. All signage is subject to the approval of the Authority. Wherever possible, signage should be positioned on canopies, awnings, columns or piers. If placed on buildings, signage should be placed within masonry openings in a prescribed signage zone.

Signage permitted in the zone at the top of the tower must be carved or in relief of stone or masonry and is to be front lighted.

6.4.8
Canopies and Marquees

A marquee is strongly encouraged for the office lobby on the Institutional boulevard. Also canopies should be provided above all entries on the ground floor.

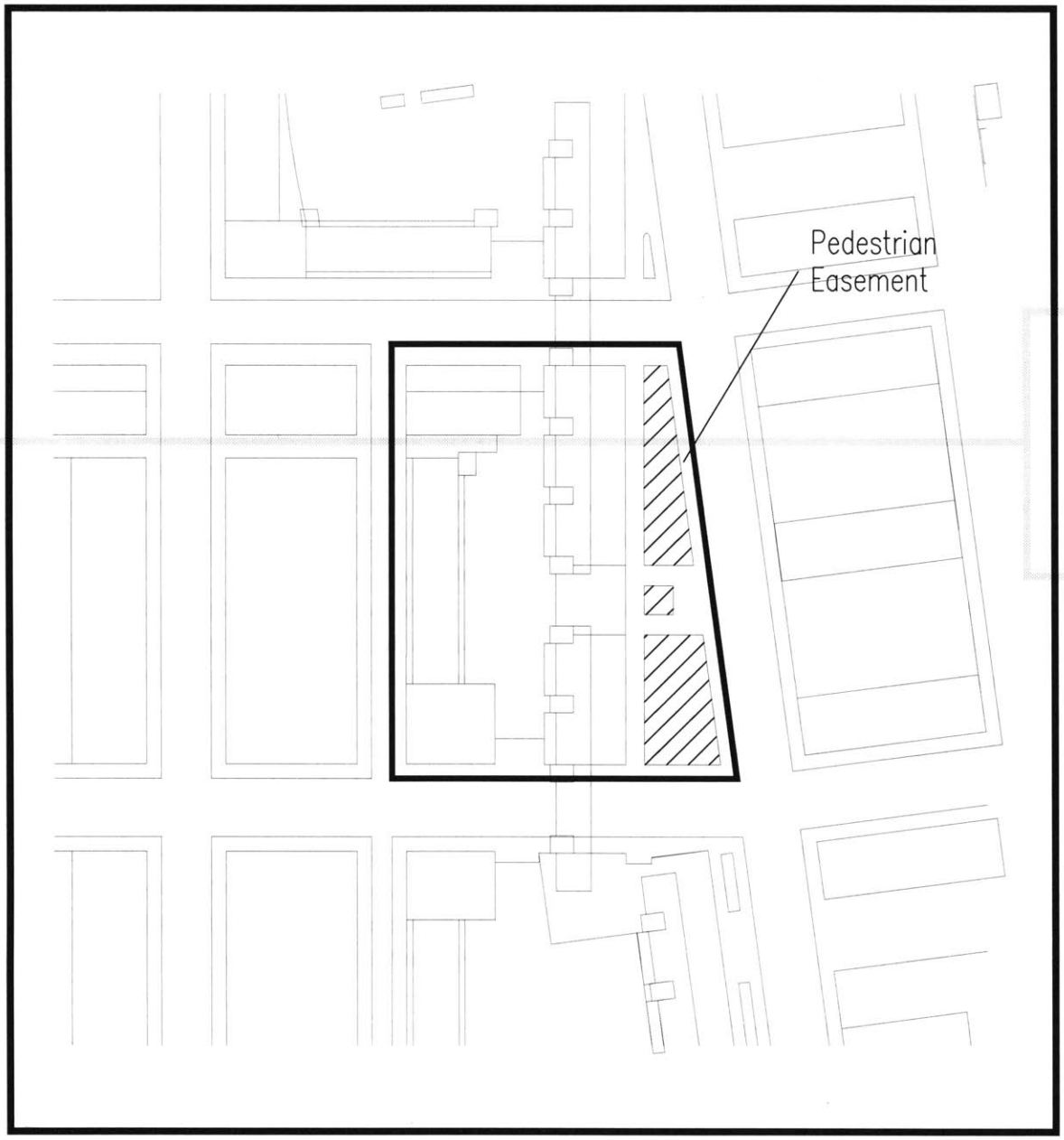


Figure 6.4.4.1
Site and Easements

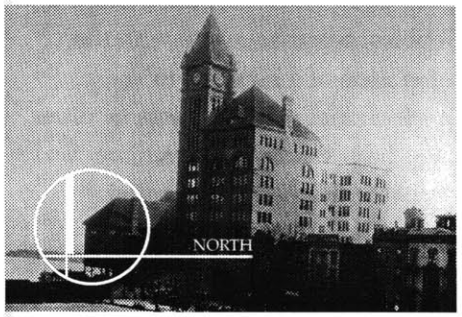
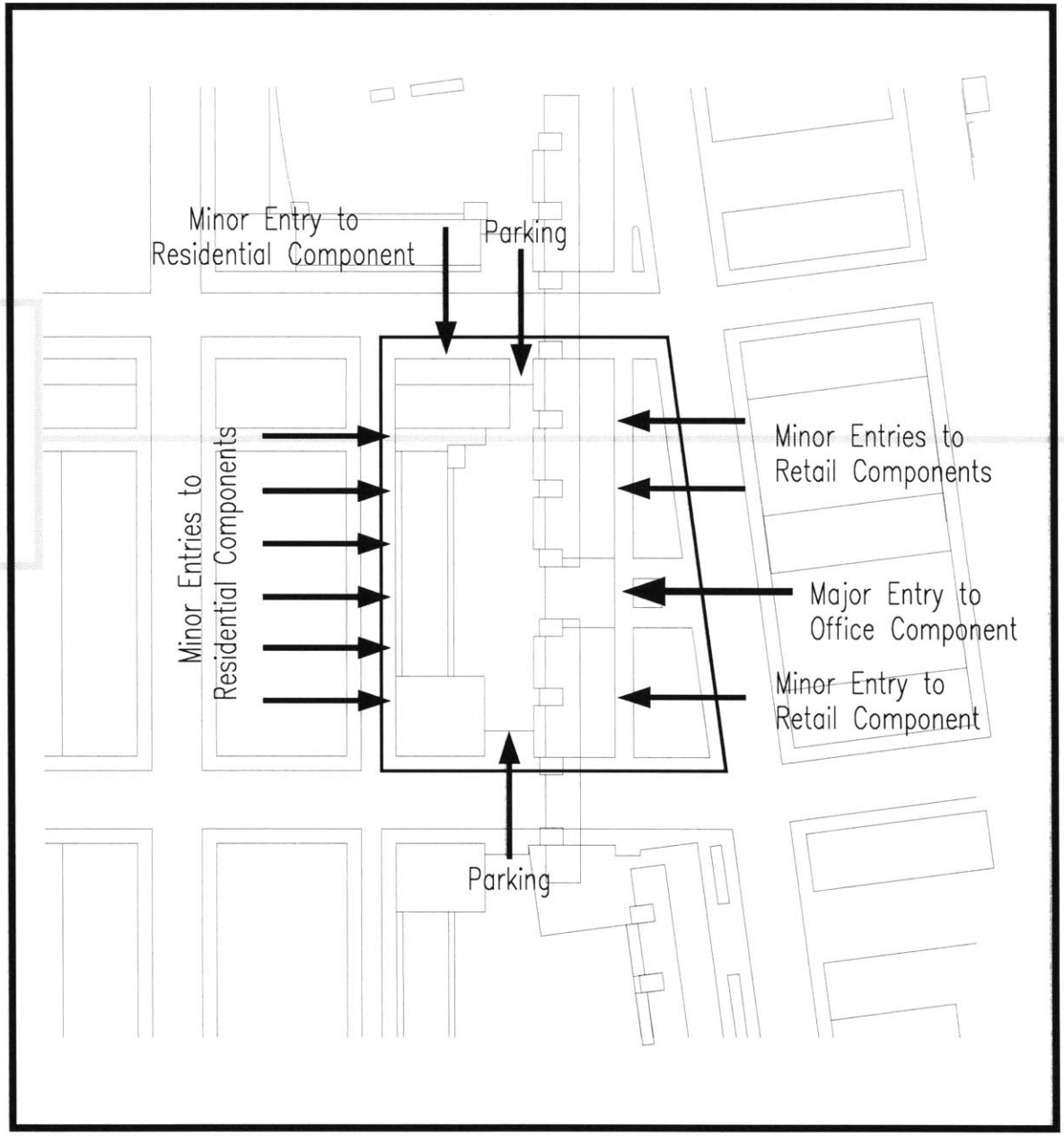
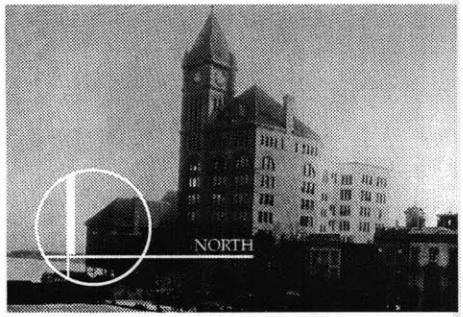


Figure 6.4.4.2
Permitted Entrances





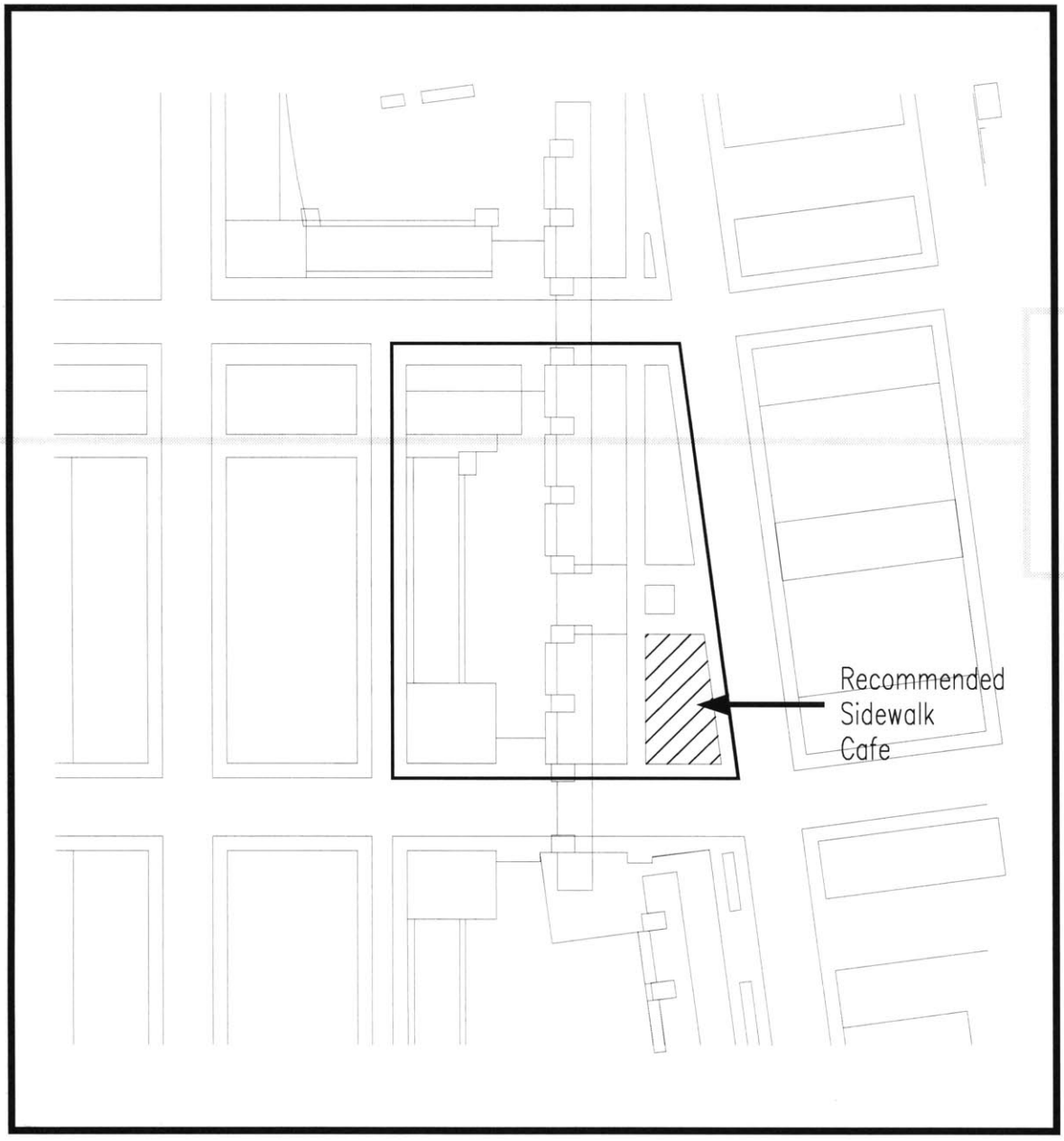


Figure 6.4.4.3
Recommended Sidewalk Cafe

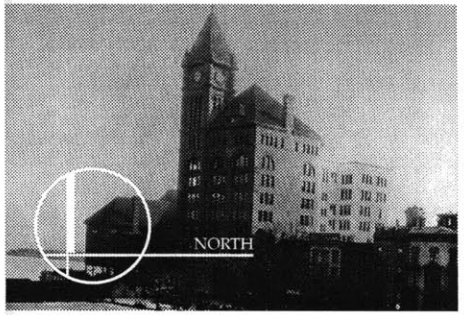
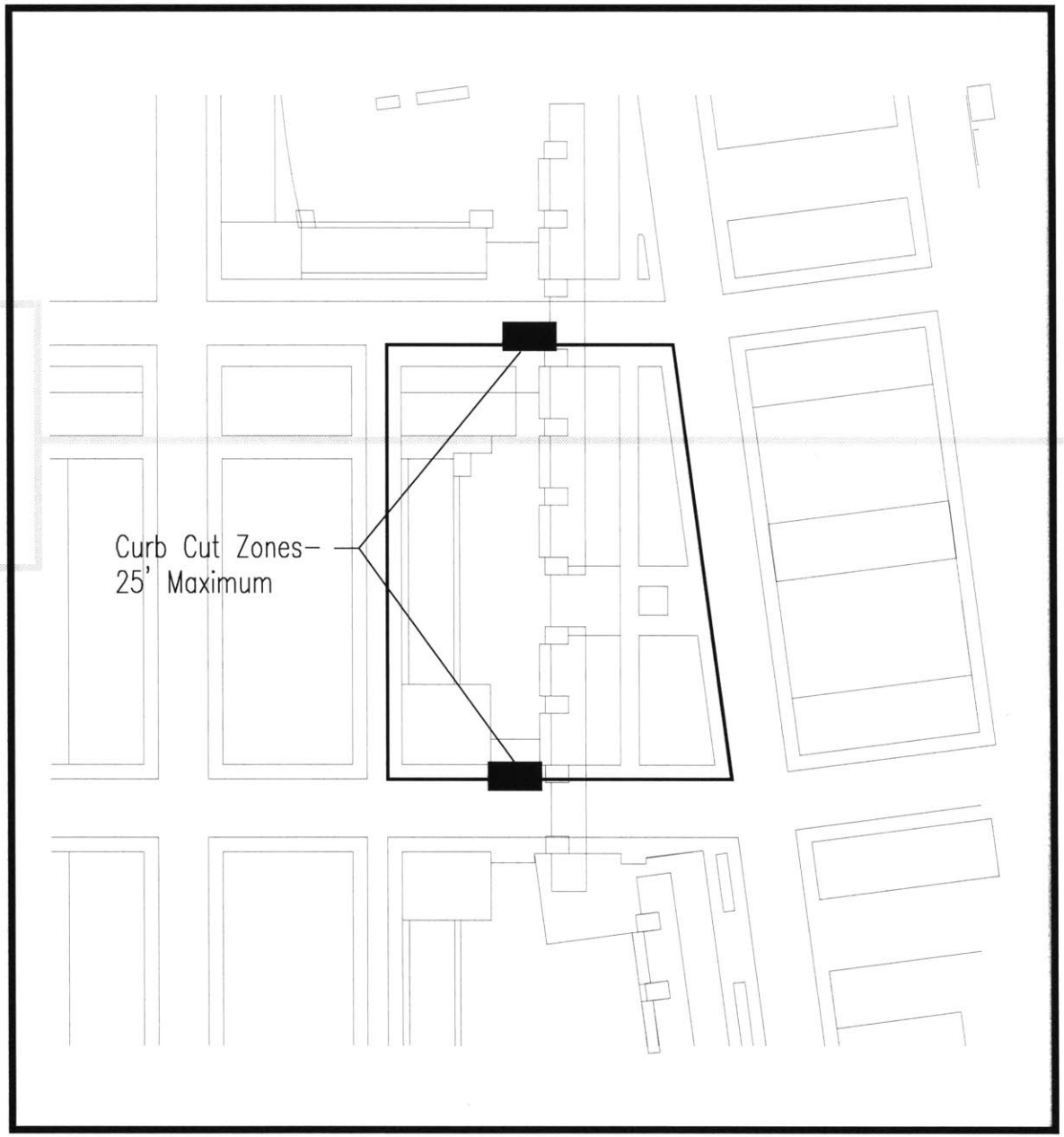
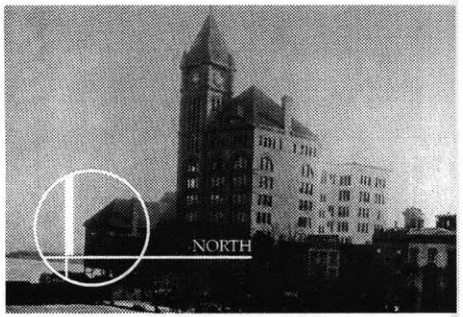


Figure 6.4.4.4
Allowable Curb-Cut Zone





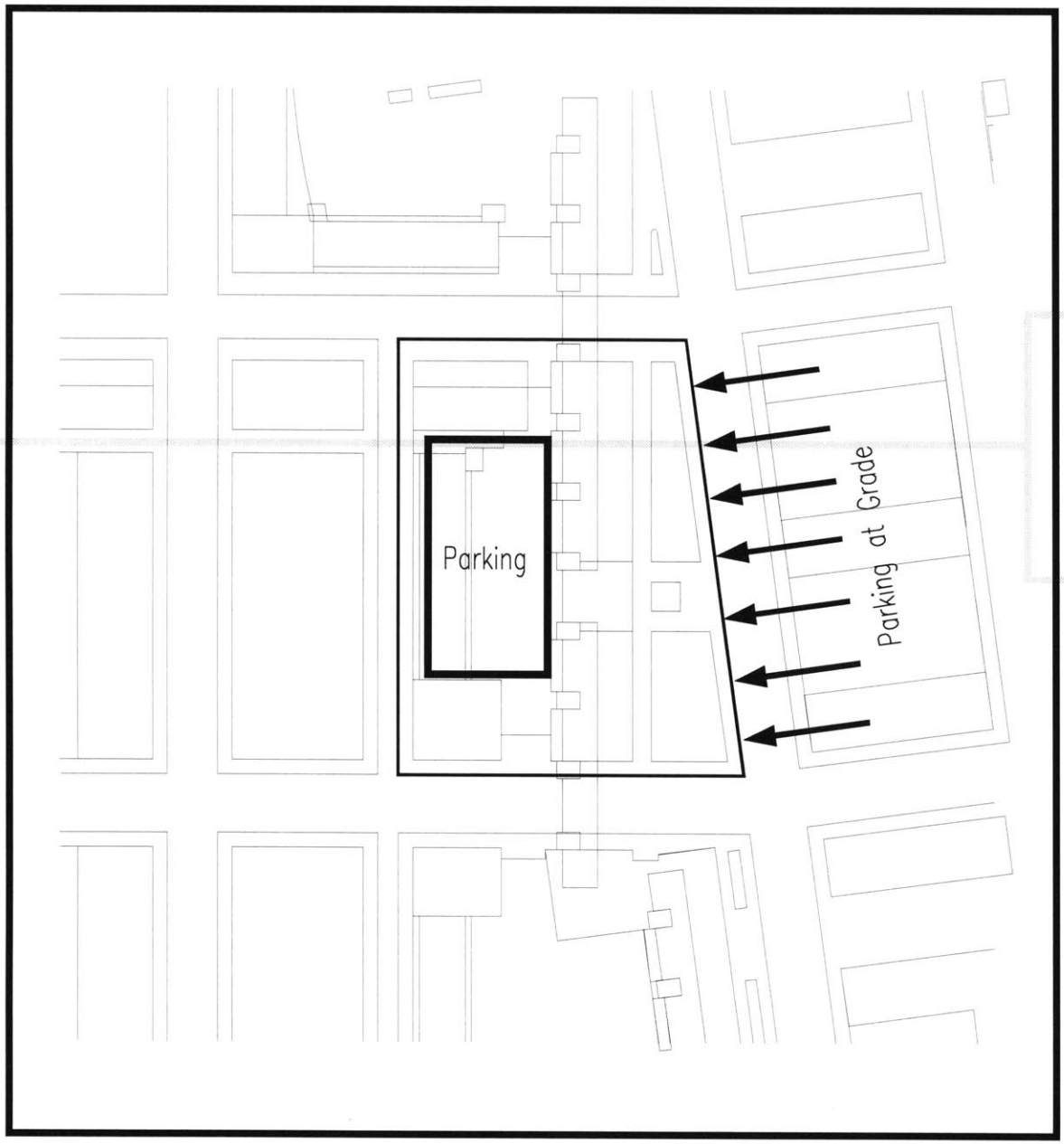
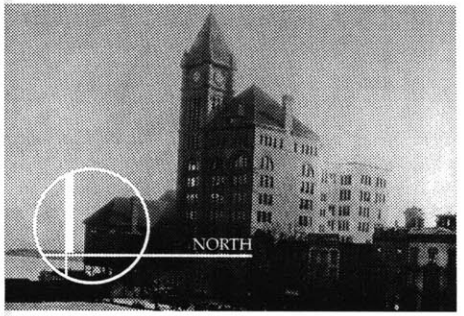
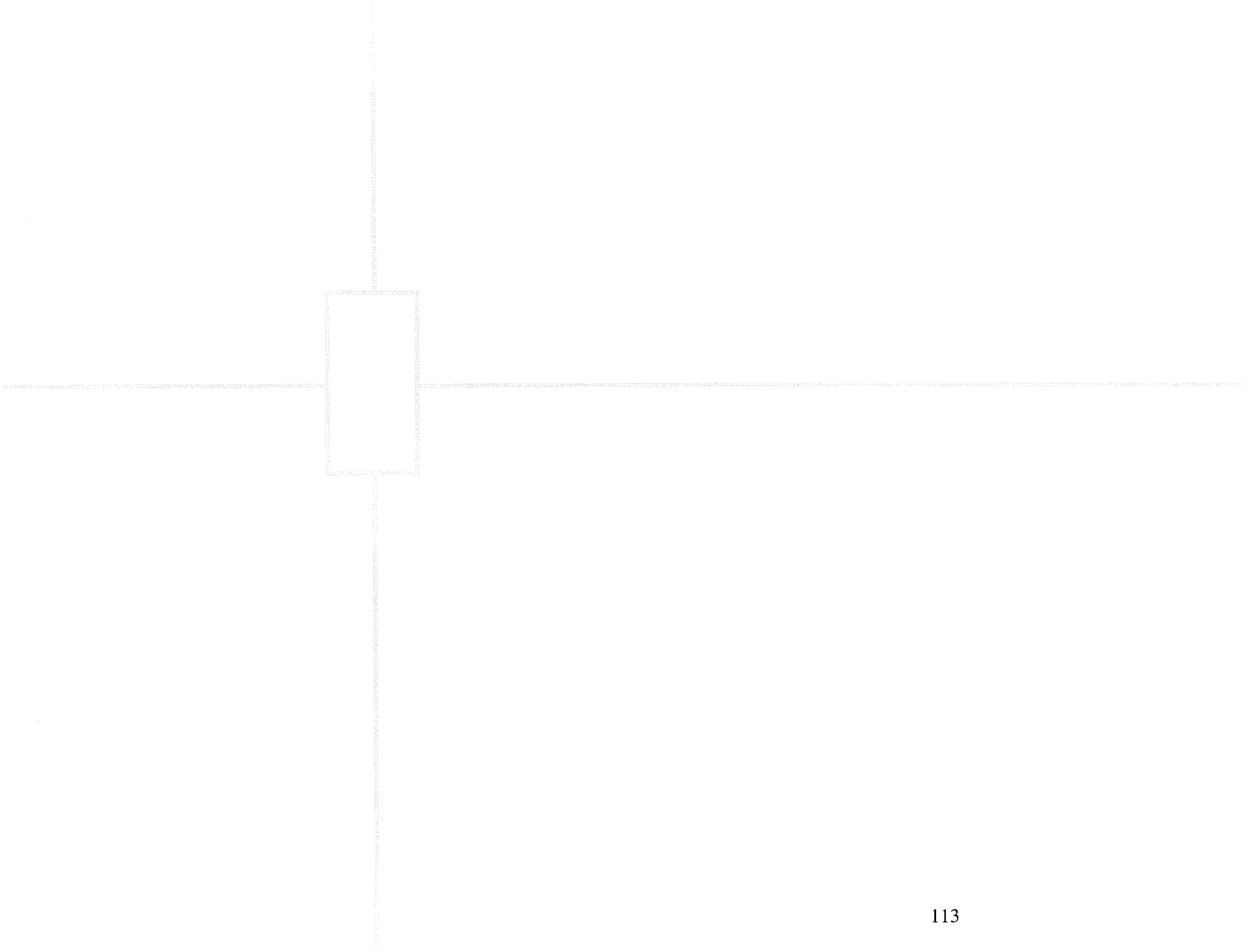


Figure 6.4.4.5
Above Grade Parking



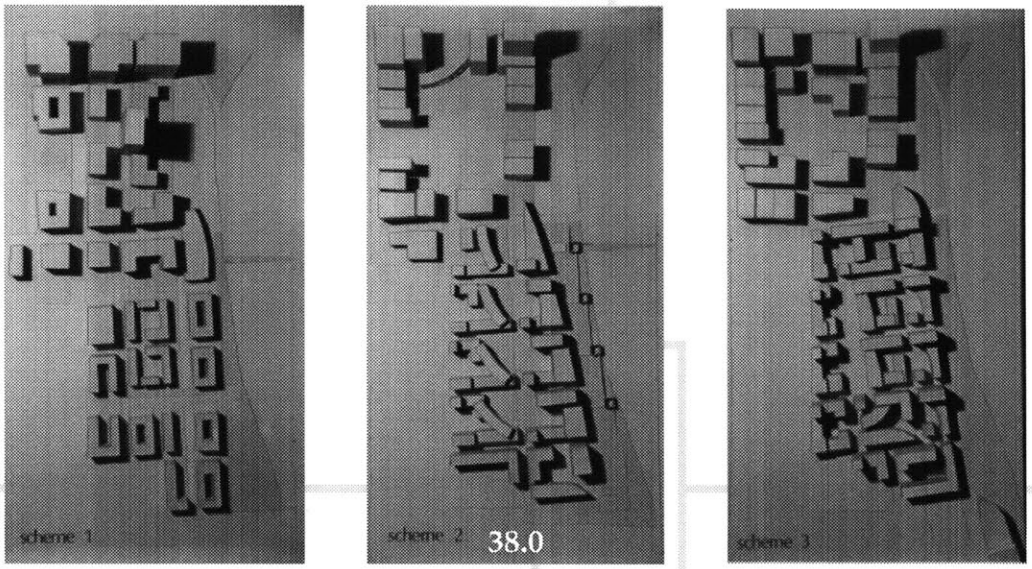


7.0
The Comprehensive Urban Housing Design Approach

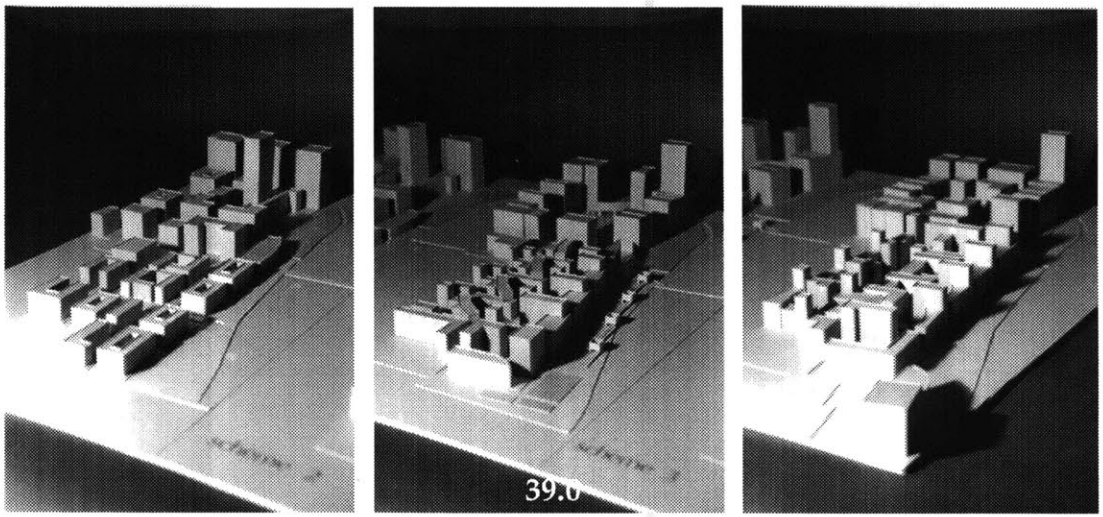
This section documents a comprehensive design process for urban housing, showing the physical development and diagrammatic analysis of the design guidelines and internal design standards outlined in the previous chapters.

7.1
Initial Density Distribution Studies

The models at the right show three iterations of density distribution (according to the projected FARs shown earlier in the development parameters), open spaces, street networks within the development, and general building massing. A quick overview of the main issues of each of the schemes demonstrates the approach to beginning the comprehensive housing design method.

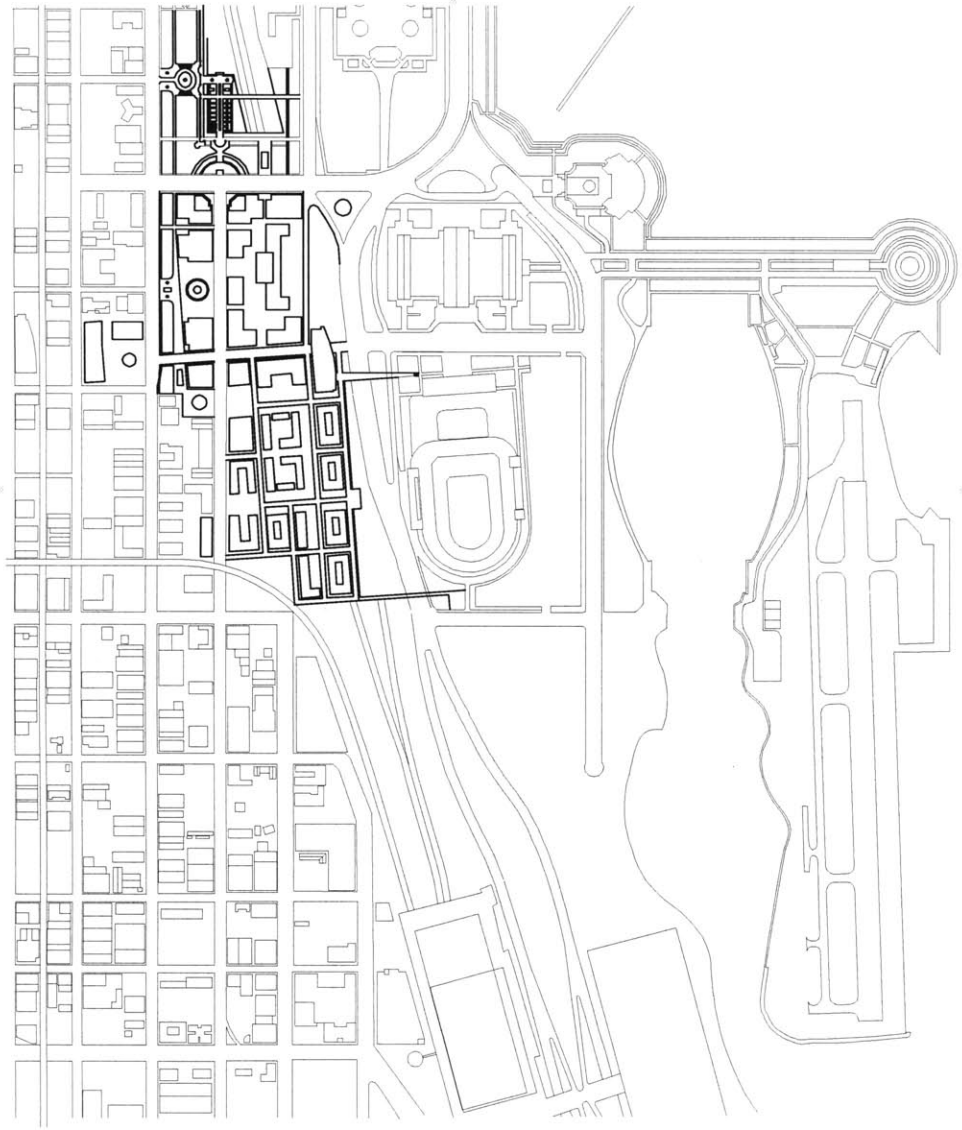


Scheme 1 Scheme 2 Scheme 3



(38.0) Model shots of the first three schemes.

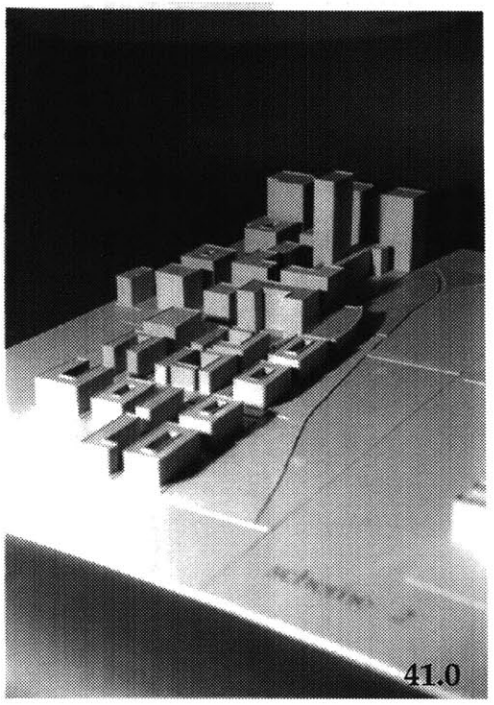
(39.0) Perspective views of the edge of the preliminary schemes.



40.0 Scheme 1

The focus of the first scheme was to generate an idea of the size and density requirements of the existing site. The main issues that the design looked at were: the importance of an "edge" site, translation of the edge and rail in expression of vehicular circulation and building orientation, and defining edges and heights at the urban scale.

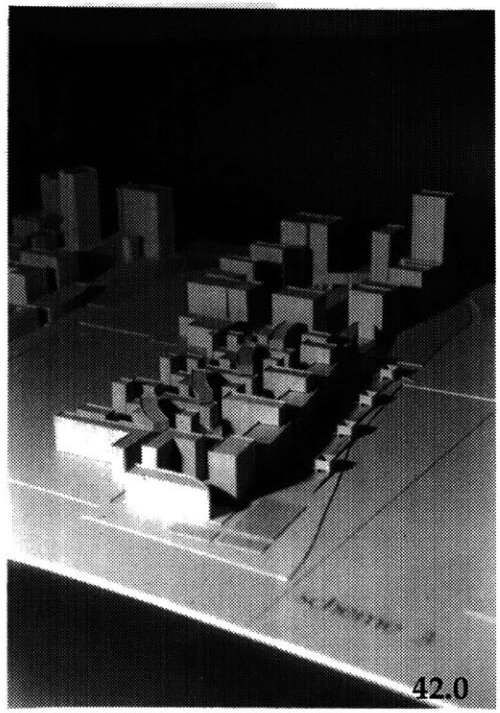
At this point, building footprints and spatial definition were emphasized on to a greater extent than the FAR requirements. The idea of tying into and enhancing both the development and existing public framework with pedestrian linkages and connections was an ongoing theme for the project.



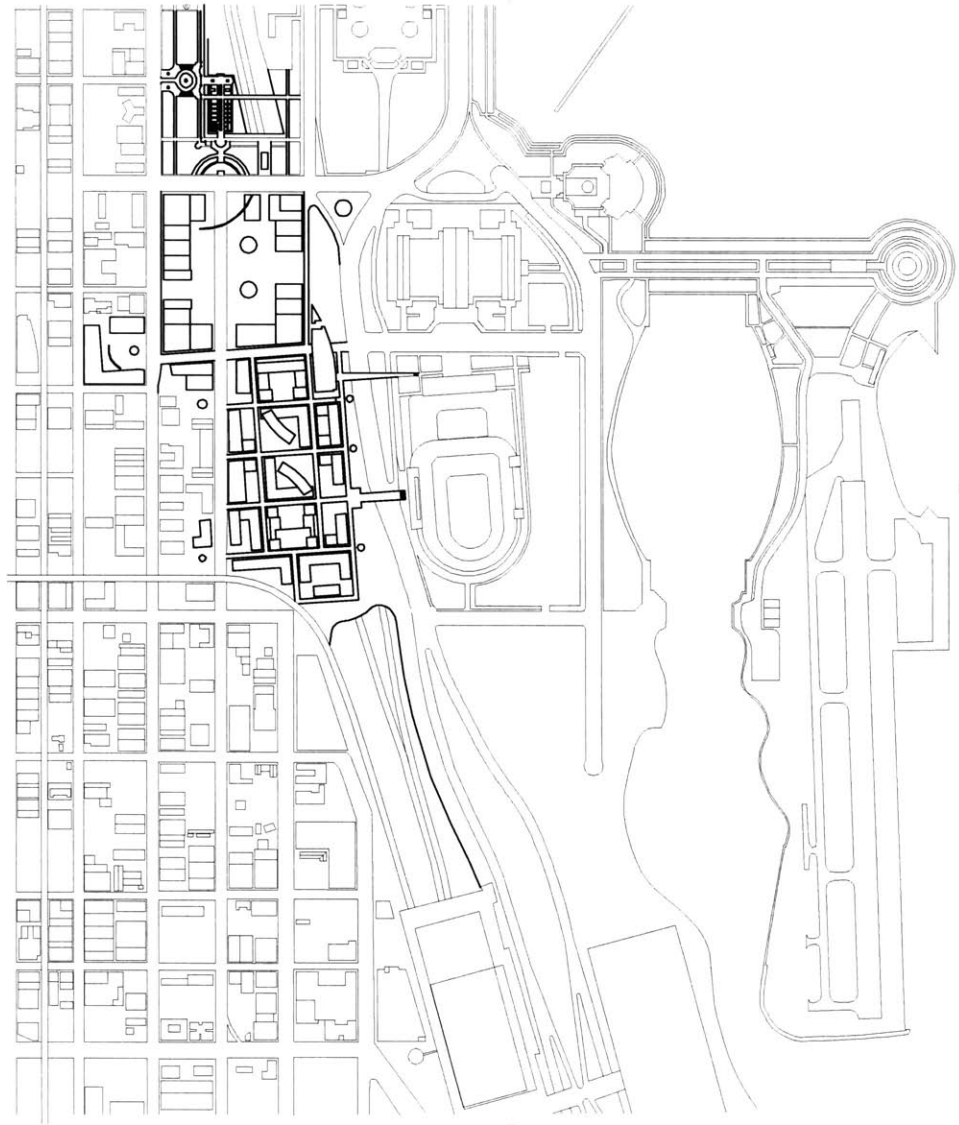
41.0

The second scheme began to focus on the articulation of the first public edge and connections to the cultural complex and waterfront. The idea of block orientation and directional emphasis was also explored. The office complex at the south end of Grant Park began to make a place, while defining the shell of the park.

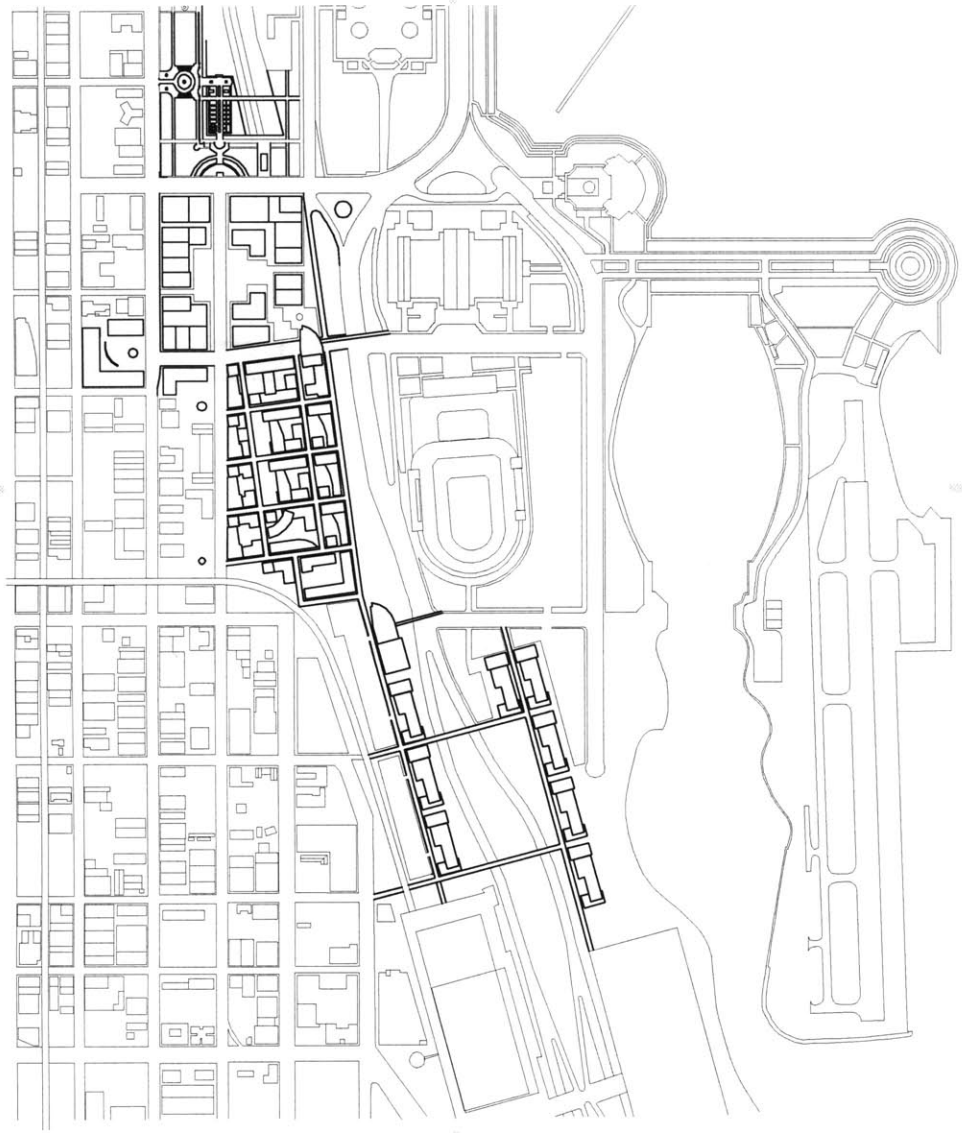
The train station, located as the link between the office and residential developments, became the "heart" of the pedestrian realm. This second scheme also explored the possibility of puncturing the vacant and abandoned existing fabric as an extension of the ground connections. The FAR requirements were also calculated and taken into account.



42.0



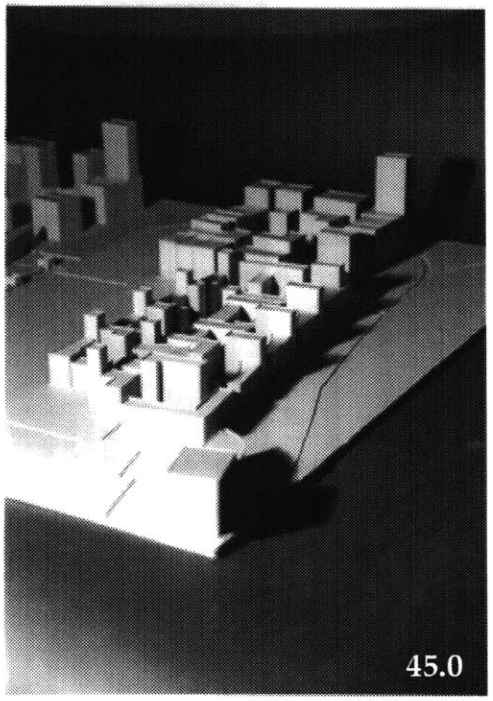
43.0 Scheme 2



44.0 Scheme 3

The third scheme attempted to align the eastern edge with the rail below, and at tying the South Park development with future exposition and hotel expansion adjacent to McCormick Place. Two "places" were thus defined, respective to the office and the residential complexes. The combination of place and urban edge was fully explored and became the stepping stone for the future development of the project.

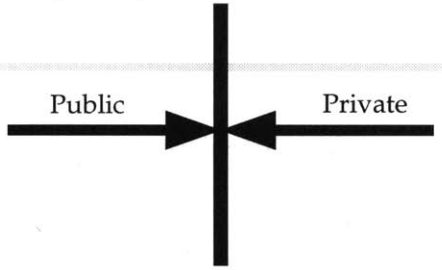
The train station, as a major pedestrian focal point, became a hinge for activity and use, stemming from all sides of the station. The station bridged McFetridge Drive and anchored itself within a small public plaza.



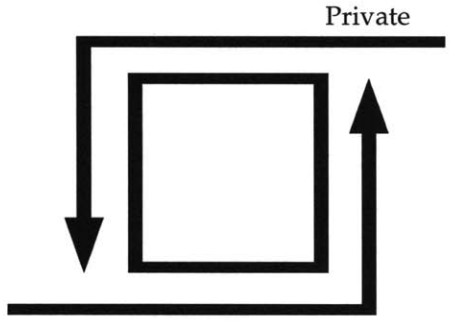
45.0

The initial massing and circulation stage led to larger and more specific issues concerning the edge. Contrary to the typical edge of Chicago, where the transition between public and privatewais resolved with the wall, the South Park development attempts to resolve this edge through a "zone" of exchange. The residential development becomes this zone. The diagrams below show the "wall" versus "zone" relationship for the public to private transition.

The model at the upper rights is an early study of a possible cross-section.

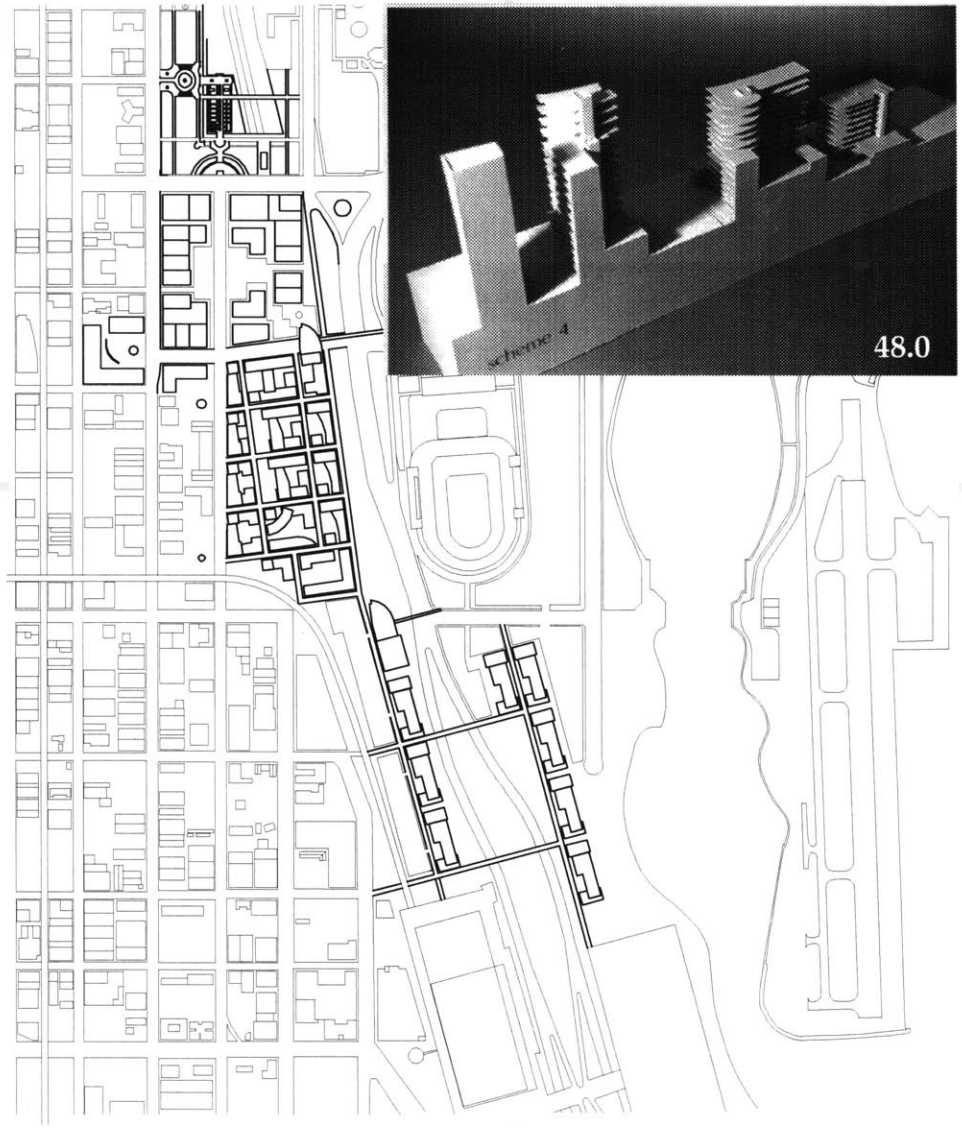


The Traditional "Edge"

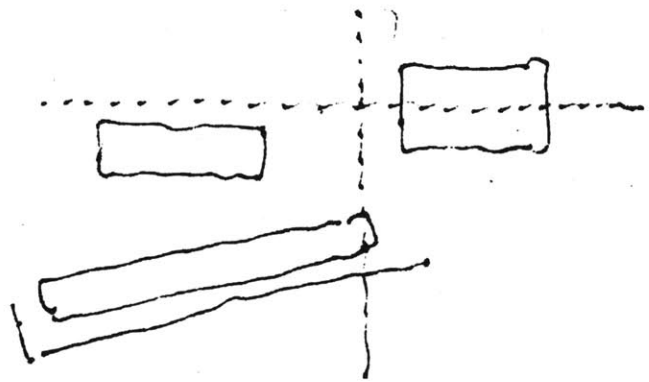


The "Edge" Redefined

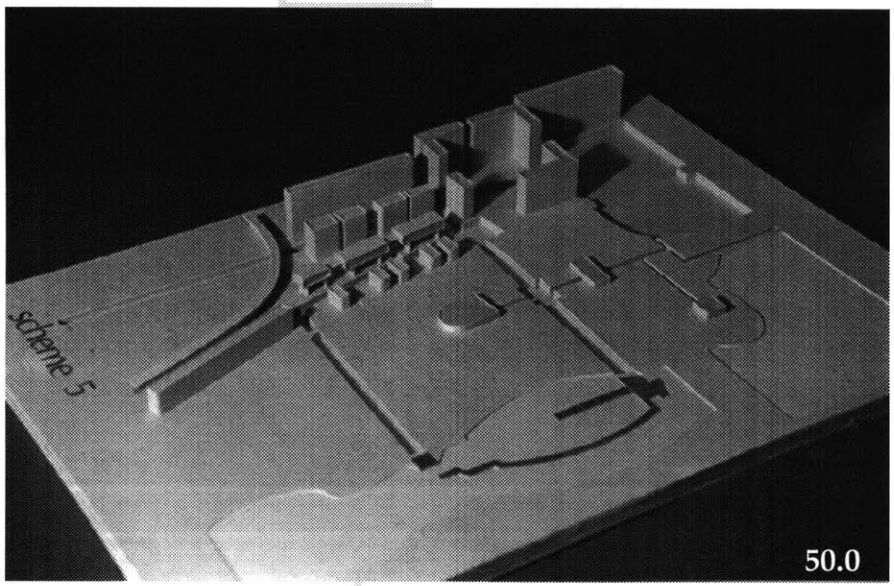
46.0 Public / Private Relationship Diagrams



47.0 Scheme 4



49.0



50.0

7.2
The Edge Redefined

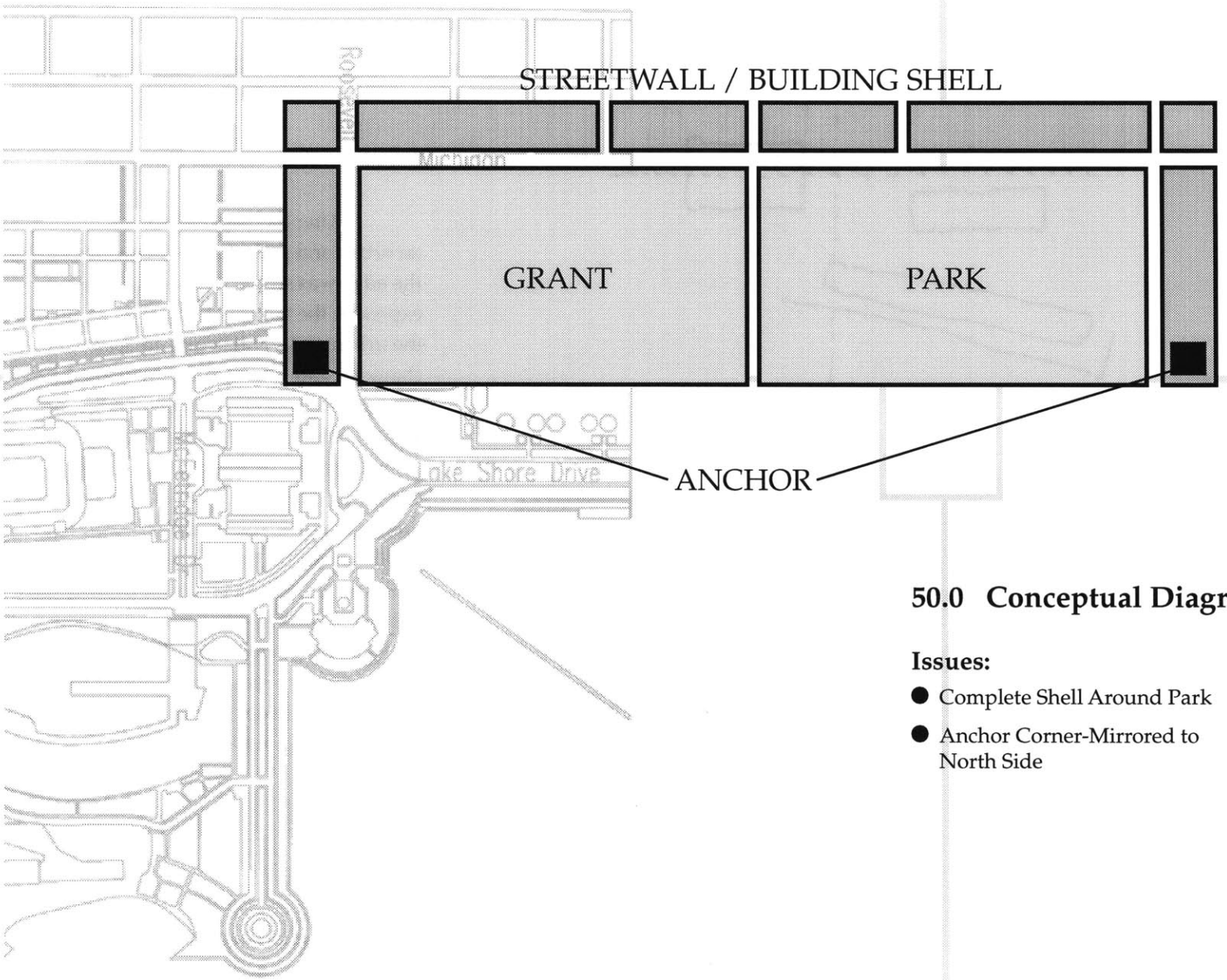
7.2.1
Conceptual Diagrams

After having studied and developed an urban and pedestrian scheme, the nature of the edge was studied. The model below expresses the nature of the edge, in relation to the urban scale, and begins to define the character and size of the pedestrian space.

The conceptual sketch at the upper left shows the major open spaces and the major avenues which tie the spaces together. As will be seen in the further development of this process, these major avenues become the public spines for the development, and represent the heart of the new development's public realm. The conceptual diagrams on the following pages represent the main issues and goals which the master plan aimed to focus on to resolve the issues and the transition between the private and public entity.

(49.0) Conceptual sketch of the public spaces.

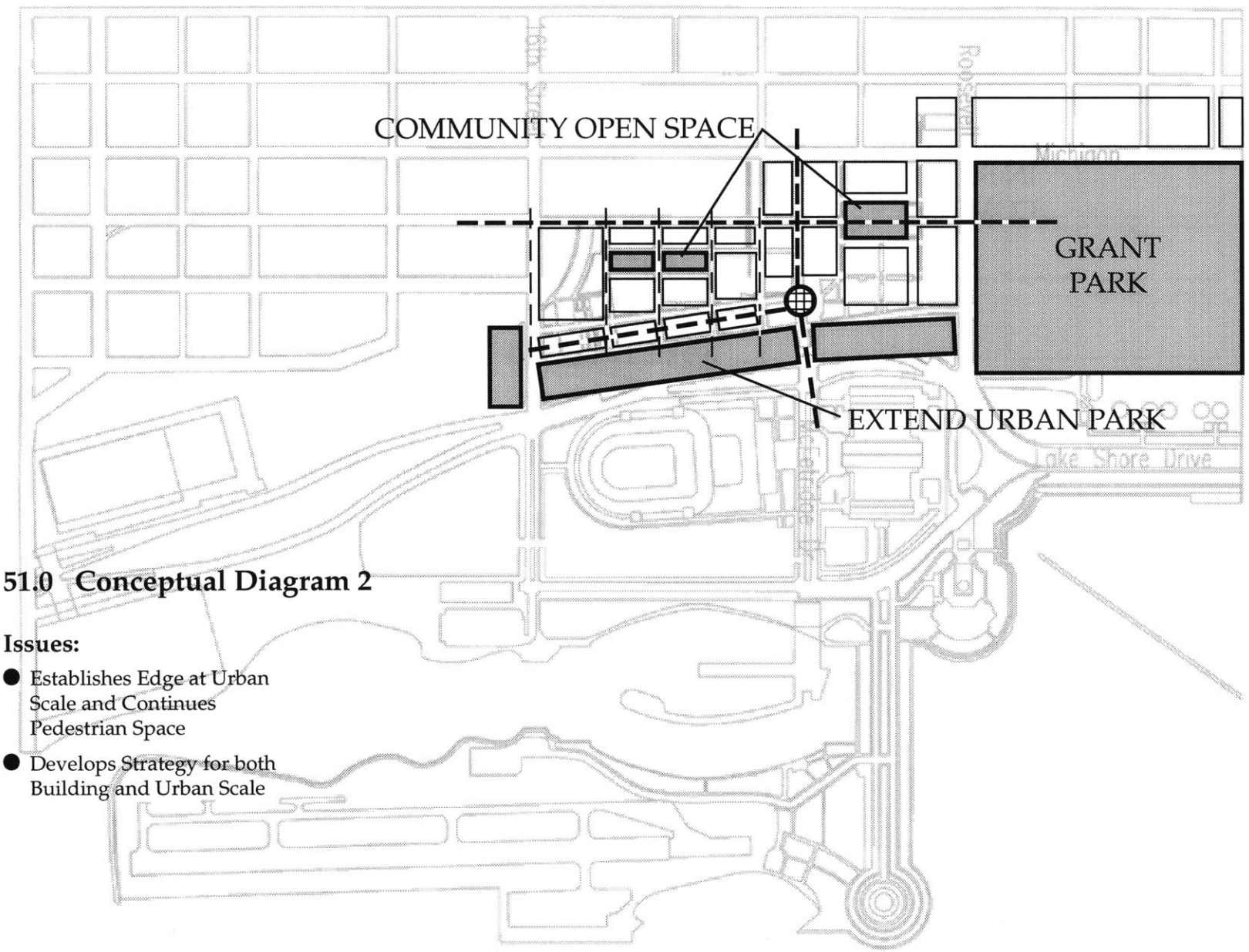
(50.0) Conceptual model of the redefined edges.



50.0 Conceptual Diagram 1

Issues:

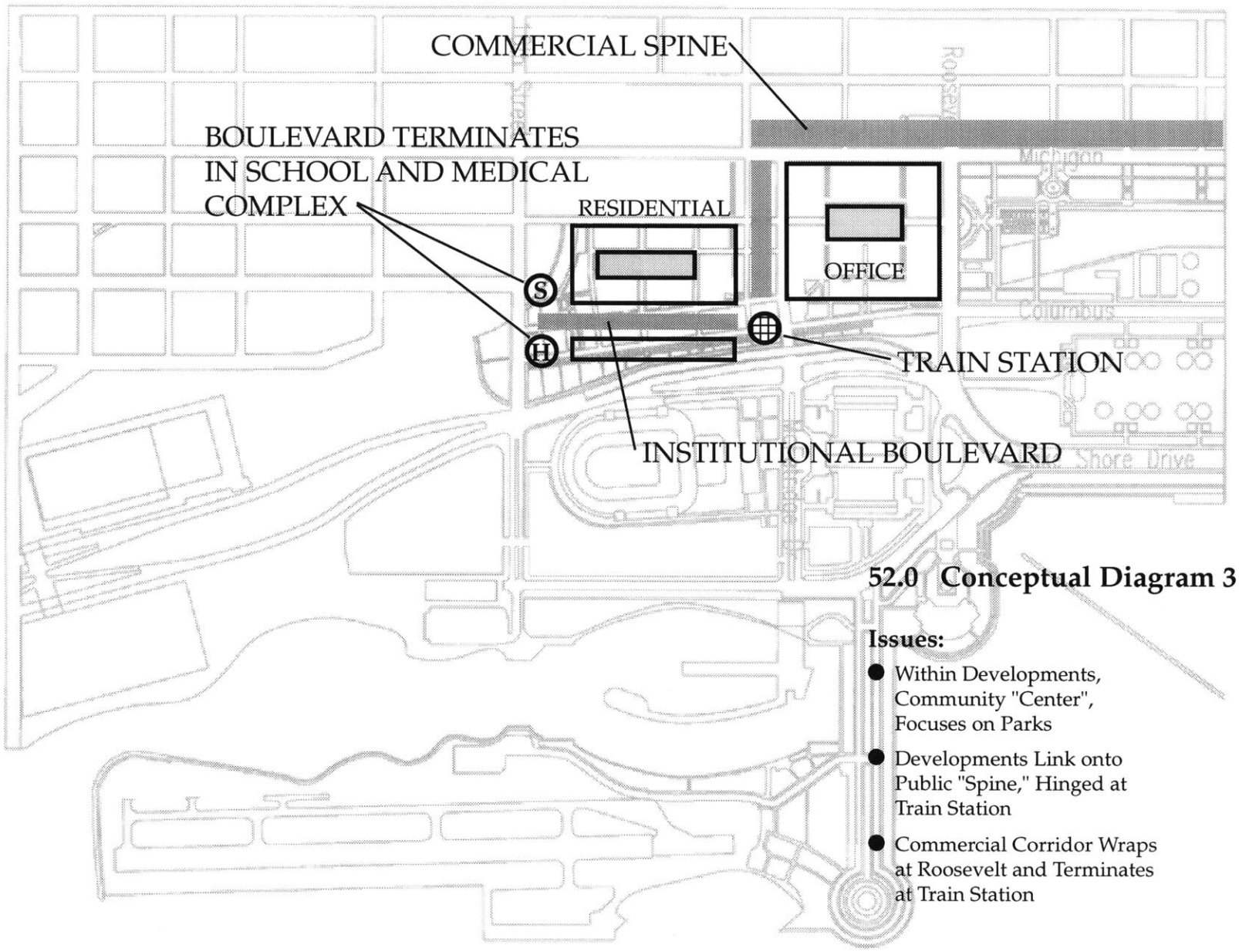
- Complete Shell Around Park
- Anchor Corner-Mirrored to North Side



51.0 Conceptual Diagram 2

Issues:

- Establishes Edge at Urban Scale and Continues Pedestrian Space
- Develops Strategy for both Building and Urban Scale

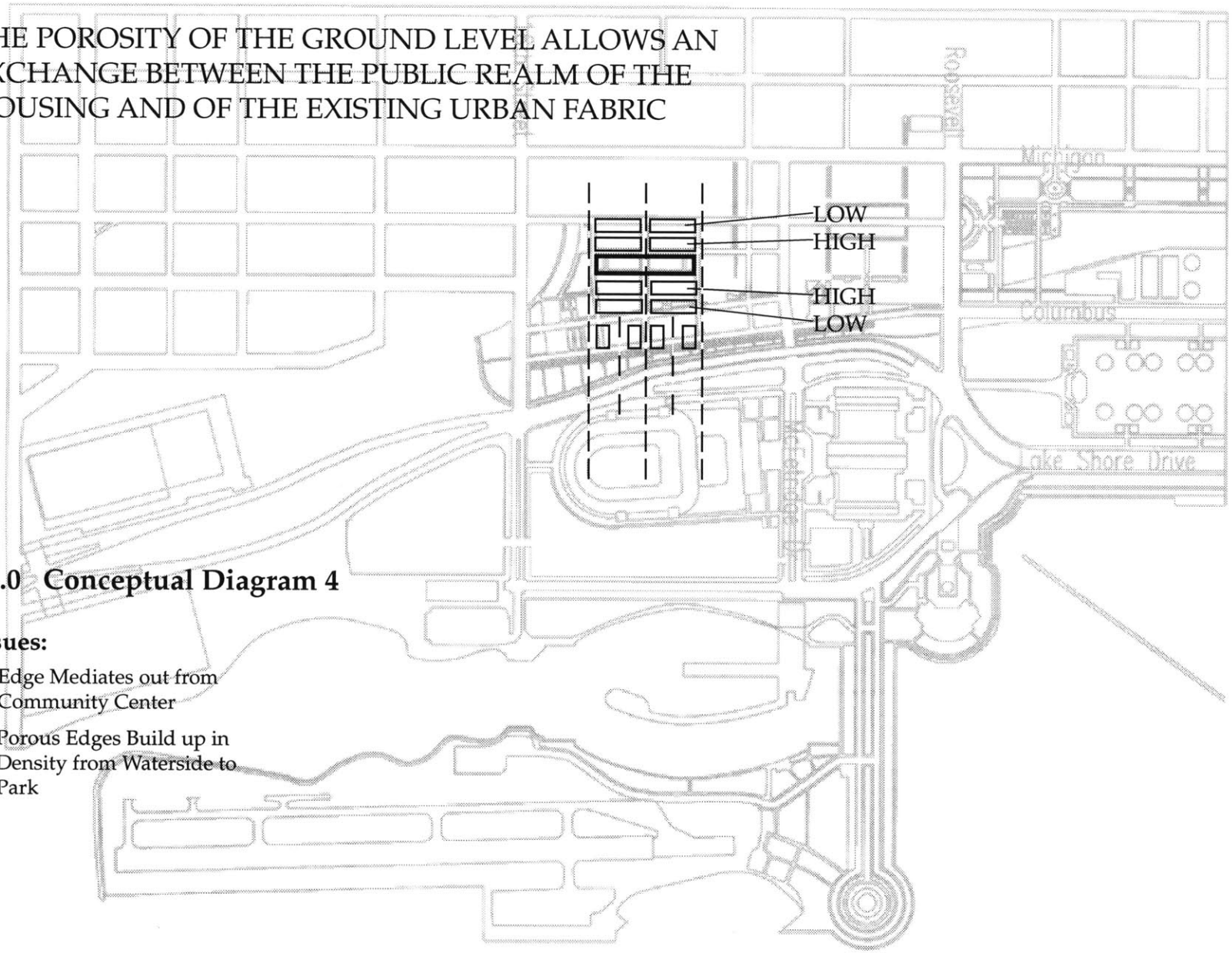


52.0 Conceptual Diagram 3

Issues:

- Within Developments, Community "Center", Focuses on Parks
- Developments Link onto Public "Spine," Hinged at Train Station
- Commercial Corridor Wraps at Roosevelt and Terminates at Train Station

THE POROSITY OF THE GROUND LEVEL ALLOWS AN EXCHANGE BETWEEN THE PUBLIC REALM OF THE HOUSING AND OF THE EXISTING URBAN FABRIC



53.0 Conceptual Diagram 4

Issues:

- Edge Mediates out from Community Center
- Porous Edges Build up in Density from Waterside to Park

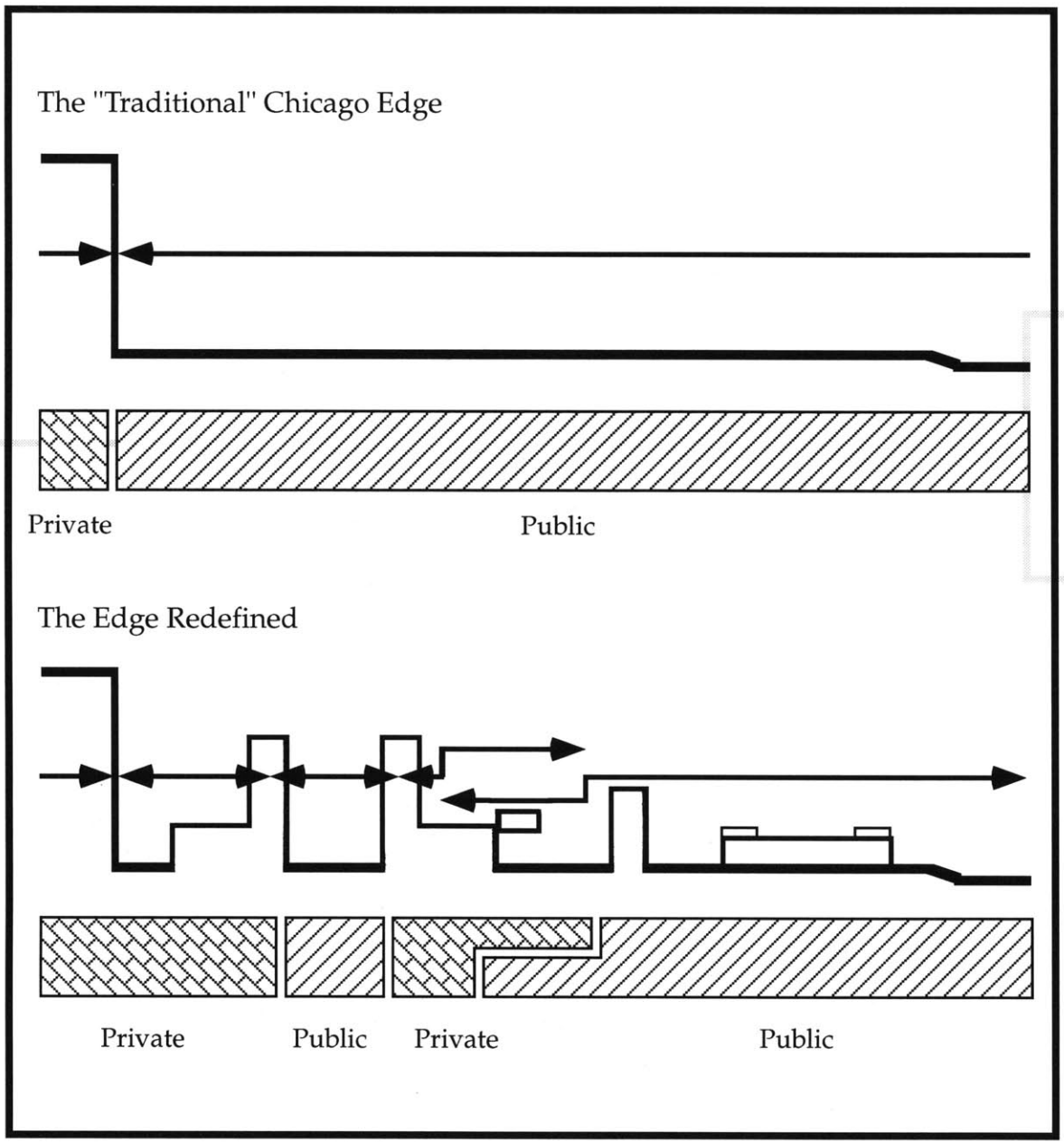
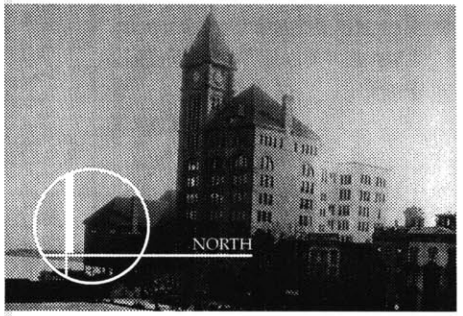
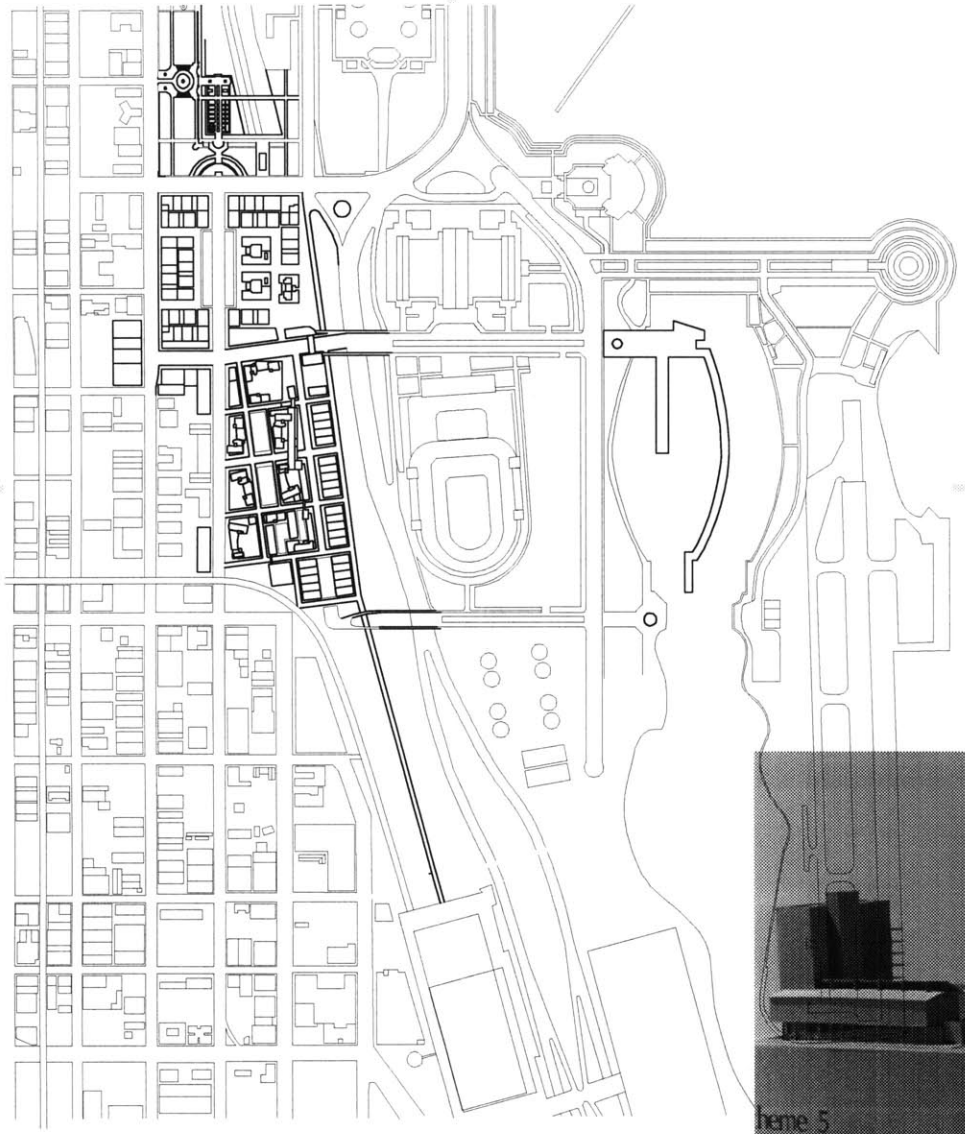


Figure 7.2.2.1
Exchange of the Public and Private Realms



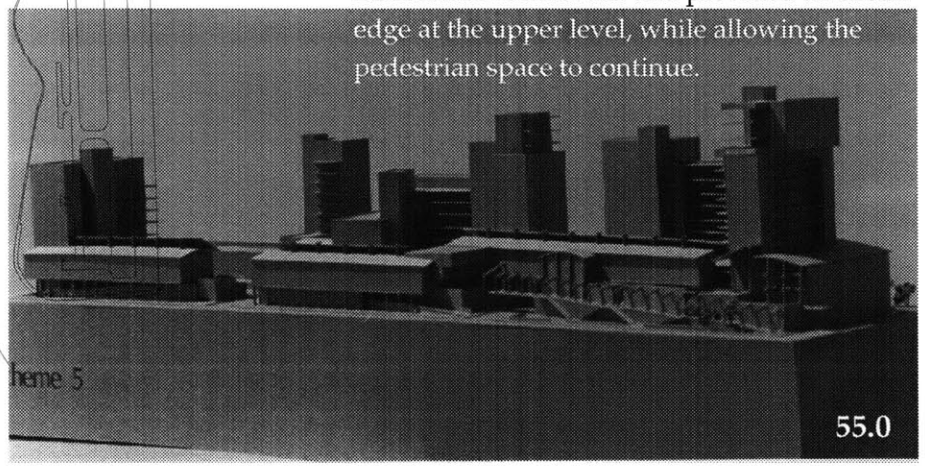


54.0 Scheme 5

7.2.2
The "Horizontal" High Rise

Scheme 5 expressed the issues presented in the conceptual diagrams which preceeded this section of the book. The train station, which had been a major public element from the beginning, was now the link between the commercial corridor continued down Roosevelt road, and the institutional boulevard which is an eastern public edge for the South Park development.

As the issues took physical form, the problem of resolving the urban and residential dimension took precedent. This scheme presented a building type named the "Horizontal" High Rise. As shown in the model below, the building spanned the institutional boulevard and provided an urban edge at the upper level, while allowing the pedestrian space to continue.



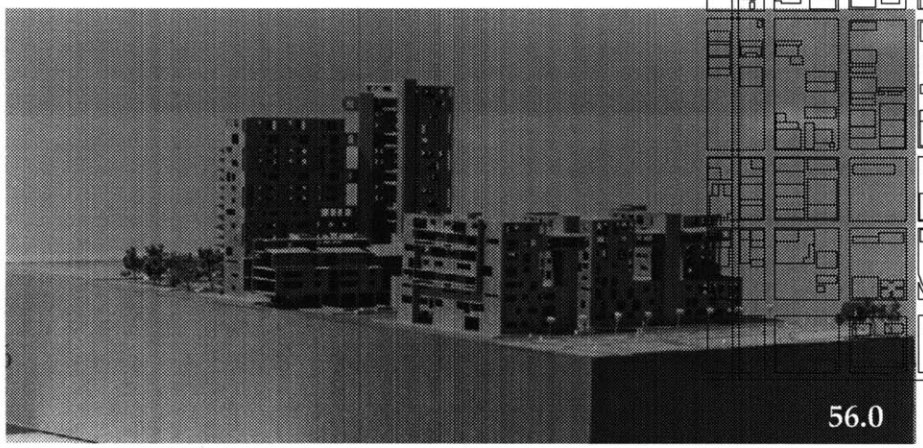
55.0

Model of the "Horizontal" High-Rise

The horizontal high rise not only resolved the need for block dimension and edge at the urban scale, but also acted as a porous edge to allow an exchange of public and private at the pedestrian level. Scheme 6 showed an articulated band which wove through the entire stretch of the institutional boulevard, beginning near the station and ending at the medical center.

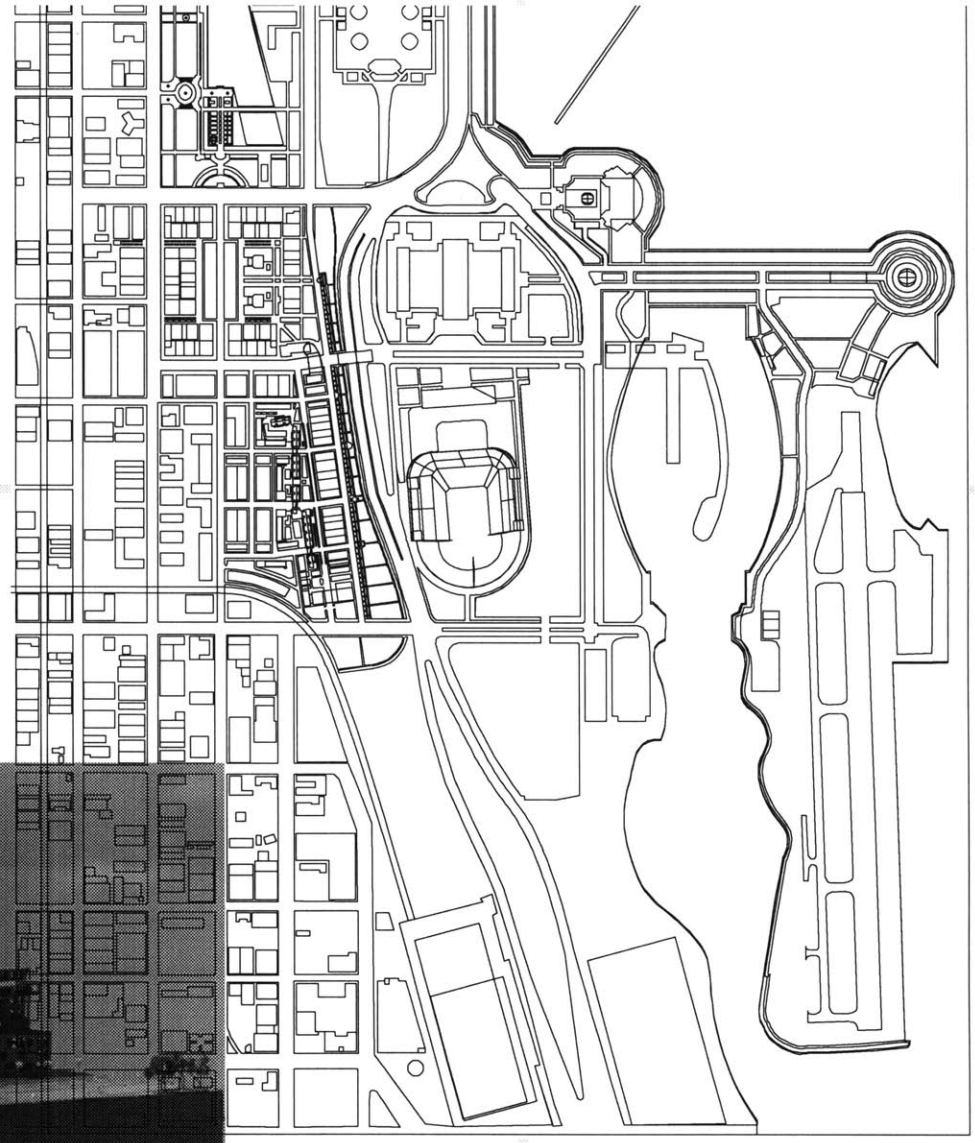
The horizontal high rise also embodied the ideas of the master plan at an architectural level and this will be explored in more depth in the final design section.

The model below is of a section perpendicular to the horizontal band. It is a study of the transition between public and private, and demonstrates how the band is a spine for the entities to either side.

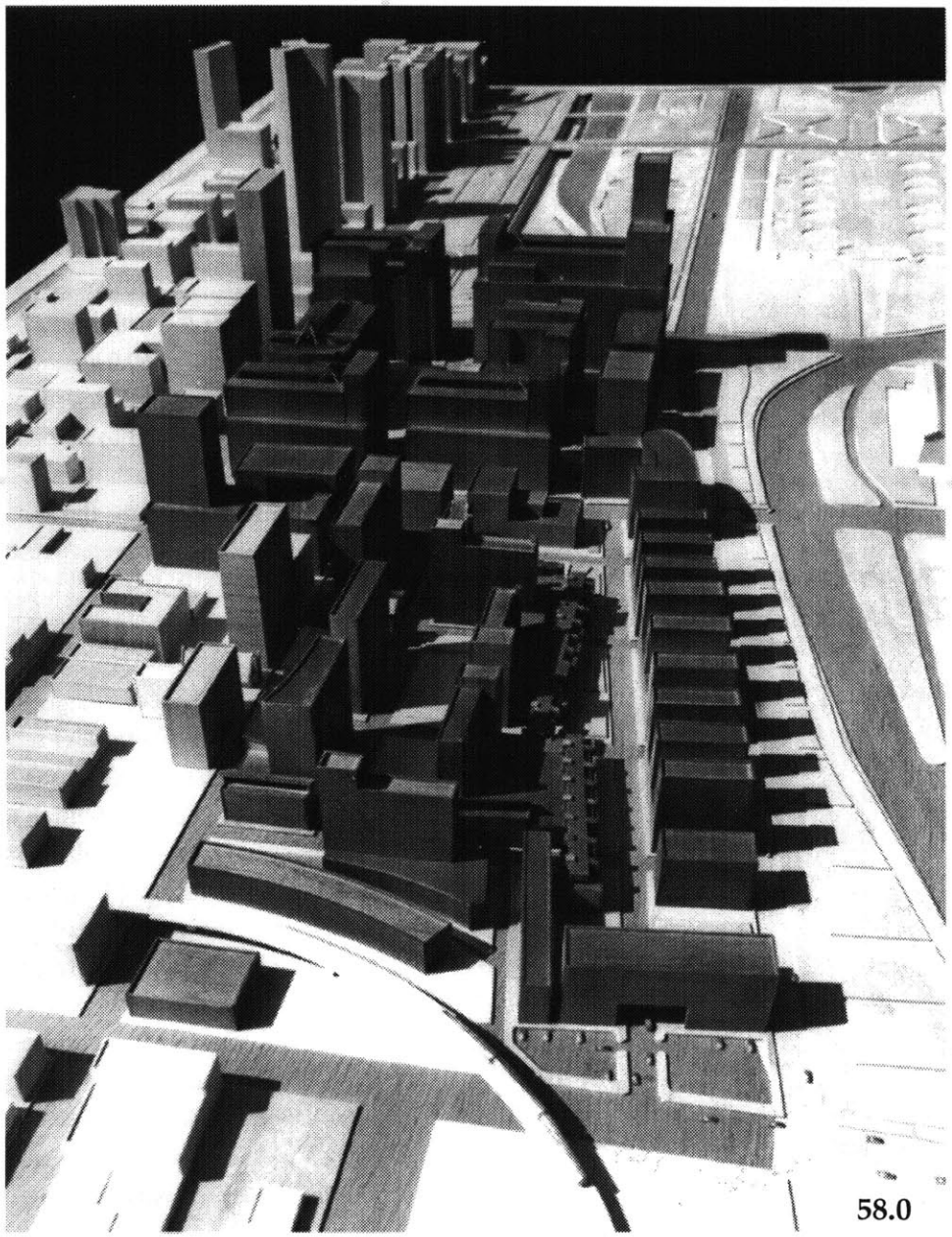


56.0

Cross-section of the Horizontal High Rise



57.0 Scheme 6



58.0

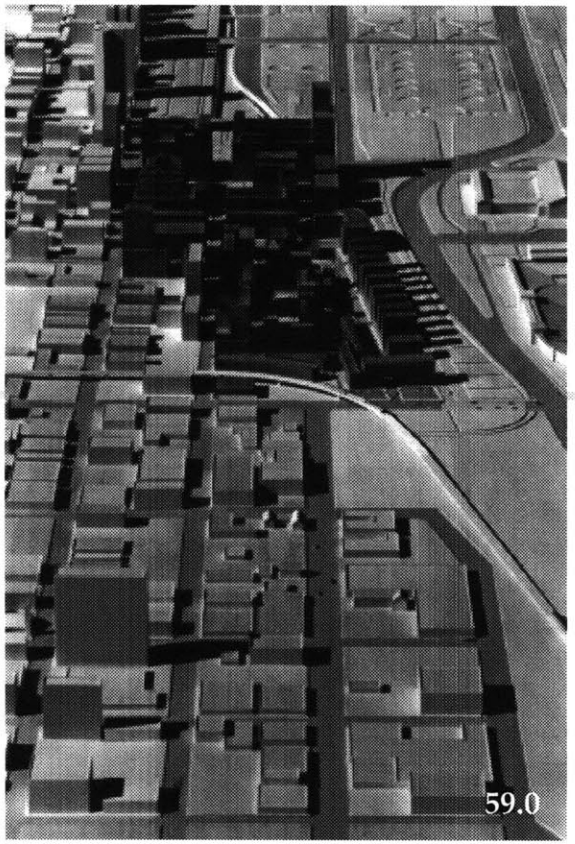
7.2.3
Final Design

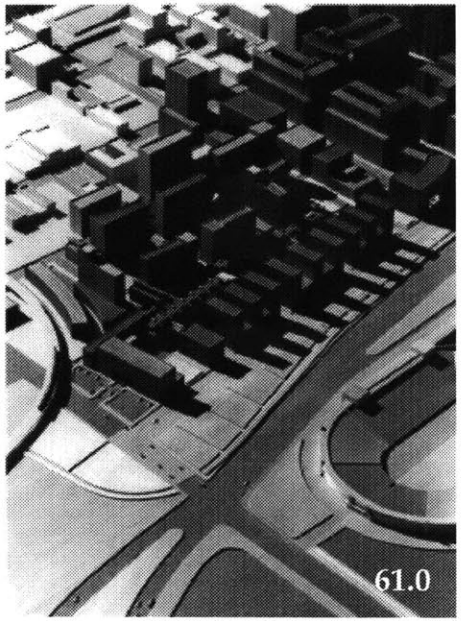
The model to the left displays the sectional relationships and qualities of the final scheme. The first porous edge acts almost as a filter, providing penetration, physical or visual at certain levels, while acting as a wall at others. The next edge, the institutional boulevard, is the weaving band called the "horizontal" high rise. Beyond the horizontal high rise is the residential development bordering the public space.

In the photograph, one can see the three dimensional development of the conceptual diagrams presented earlier in the book. The two main spaces within the development, the neighborhood park and the office park, become secondary elements of the public realm, and act as transitory elements between public and private. The master plan was designed to allow this slippage, or rather the exchange between the two realms, public and private.

The following discussion and images reflect upon the relationship and ties of the

(58.0) Final model of master plan. Model shows institutional boulevard anchored by the medical center and school.





(59.0) Model photo showing the relationship of the existing and proposed ßgrids.

(60.0) Aerial view showing the grid of Chicago. *MIT Slide Library.*

(61.0) Perspectival view of the new development.

proposed development to the surrounding entities, and to the various entities which exist within the development.

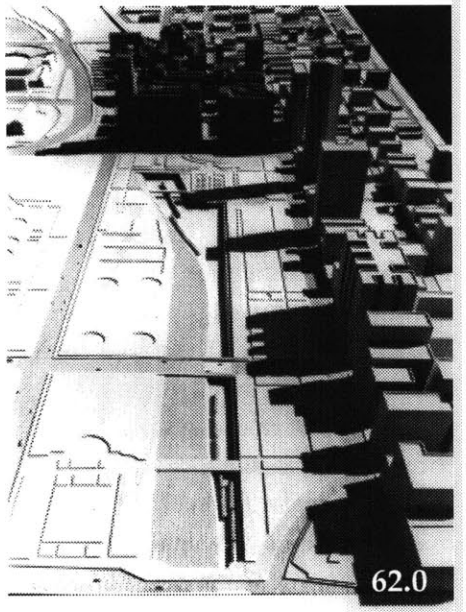
Image 59.0 shows the extension of the city grid into the development, and places emphasis on the institutional boulevard and its departure from the orthogonal orientation. Image 60.0 shows the rigorous grid iron of Chicago, only skewed when needed to respect the edge or rail. The South Park development maintains the same ideology behind the grid, except that it places more emphasis on the skew by making it an important public spine.

In section, the development presents a series of edges which provide the transition from the urban fabric to that of the residential, and the transition from the public entities to the private. Image 61.0 provides a perspectival view of these edges.

Alongside the linear park, which extends the public realm of Grant Park, lies the first residential edge. The nature of this edge is private, although dimensionally it is geared towards public penetration. The massing provides a formal edge

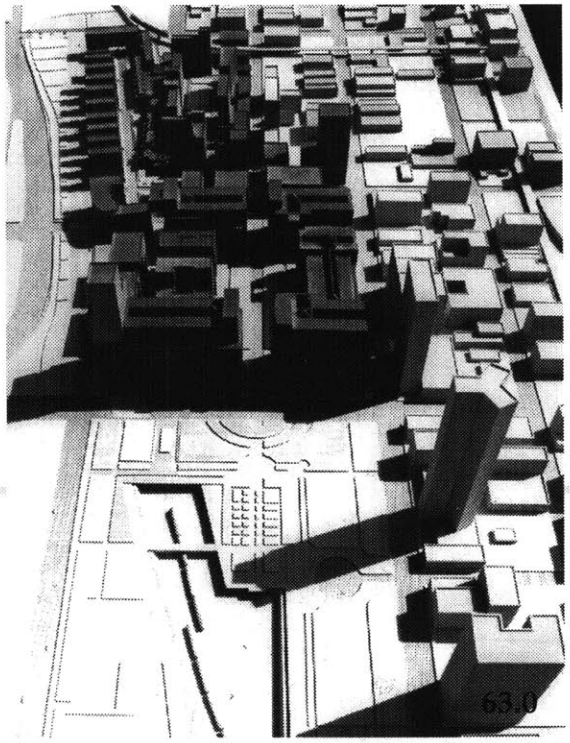
which traditionally bordered public spaces in Chicago.It also allows porosity at the upper levels for visual continuity, and at the street level for continuity of the pedestrian realm.

The next edge one encounters is the horizontal high rise. This building type is a low rise answer to providing an urban scale and edge. Bordering the institutional boulevard, the horizontal high rise is a "sandwich" of retail at the ground floor, offices on the middle floors, and residential areas at theupper floors. The residential units are entered from a fourth level podium, which acts as a semi-public street and secondary public realm. (The details and specifics of the design of this element will be presented more fully in the housing section of this document). The horizontal high rise spans the inner streets for the entire length of the development. This continuous band provides definition and an edge for the residential development beyond, and a continuous pedestrian realm at street level. Contrary to the typical "enclave" model, the edge in South Park's residential development is not only a public edge, but also encourages and links public activity to the private entity beyond. This relationship and linkage between the entities provides for the exchange necessary in successfully integrating a private entity into a public framework.



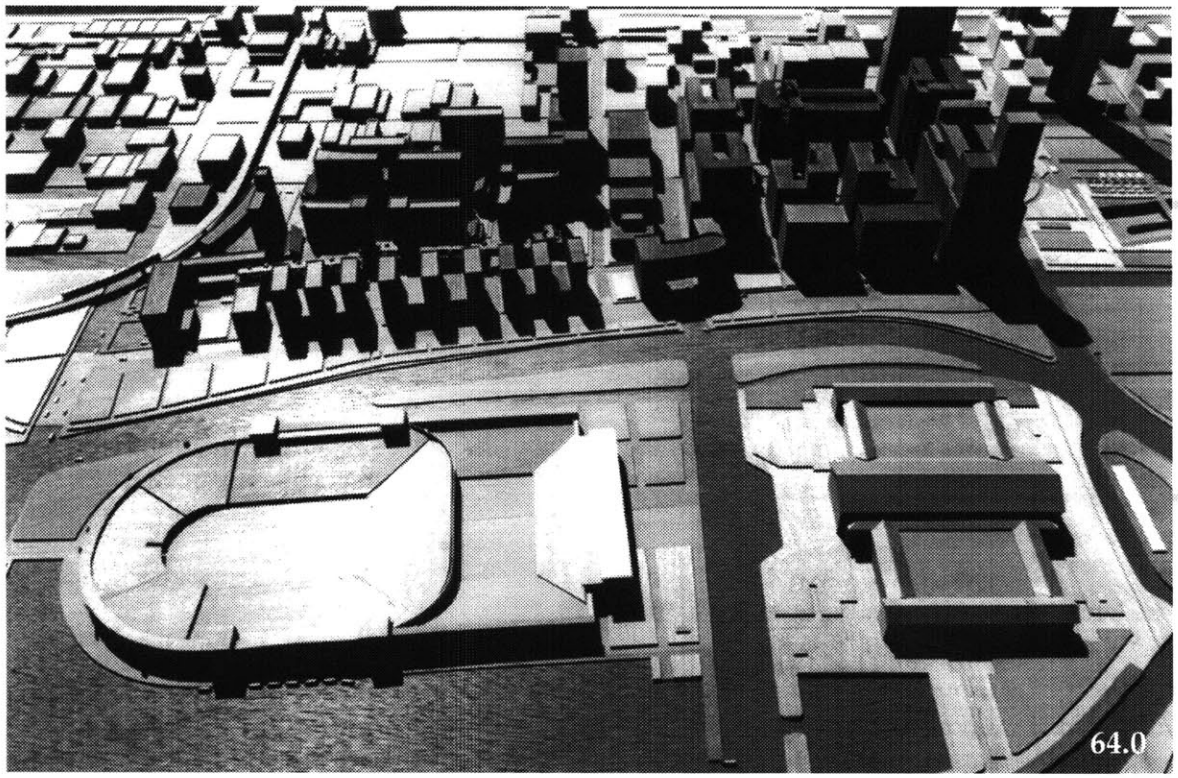
The next layer cuts through the residential development which borders a public space. Taller buildings line this space to emphasize the almost resultant nature of space created from random growth of separate entities. This idea is similar to the occurrence of many randomly shaped public spaces in Europe, which not only resolve divergent grids, but also become focal points. Again, this idea of public space is contrary to the typical "enclave" version which places its taller buildings on its edges, in effect privatizing the space to surrounding developments.

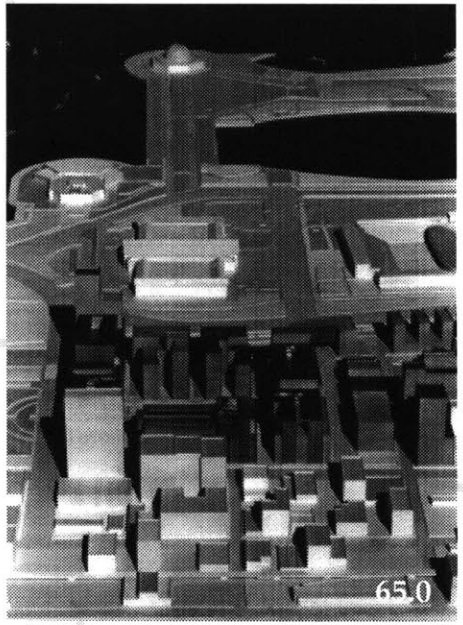
The next and final edge of the new residential development is the extended Indiana Avenue. Indiana Avenue, part of the larger boulevard system of Chicago, becomes a public entity between the existing residential buildings, and the edge of the new residential development. Indiana Avenue also plays the



(62.0) Michigan Avenue edge and the termination of Grant Park.

(63.0) Penetration of the office edge and link to the space.



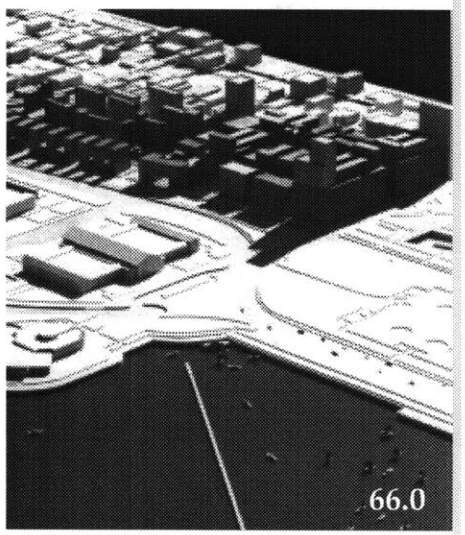


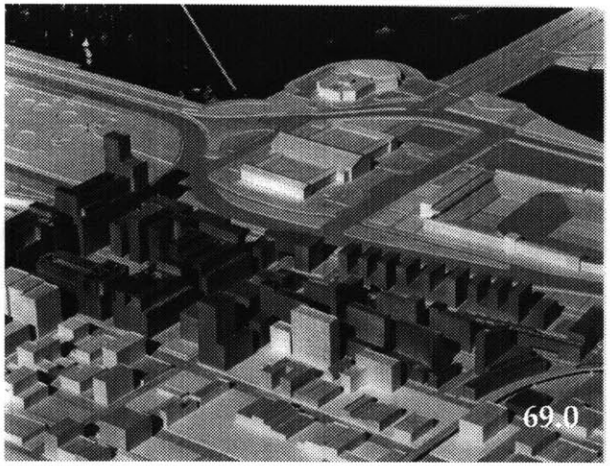
(64.0) Model photograph of new development from above Soldier's Field.

(65.0) Model view of new office development and Museum complex.

larger role as link between the private residential entities and the public office complex at the terminus of Indiana Avenue. Again the highly important relationship between edge and link exists between the office and residential complexes.

This relationship, which is diagrammed on page 121, can also be seen at the edges of the office complex, in relation to its surrounding entities. Image 62.0 shows the continuation of the Michigan Avenue edge at the South End of Grant Park. The Park's shell is terminated with the tower at the intersection of Roosevelt and Lake Shore Drive. Image 63.0 shows the link to the space in the office complex, and how that edge is broken down at the pedestrian level.





Images 64.0 and 65.0 display the vicinity and connections to the museum and sports complex on the other side of Lake Shore Drive. The train Station, the curved element in image 64.0, becomes the public focal point between the existing and proposed developments. McFetridge Drive, which is an existing pedestrian boulevard bisecting the Field Museum and Soldier's Field, is extended into the new development and is bridged by the train station. McFetridge Drive, within the development, is the commercial extension of Michigan Avenue, which terminates at the station, and links to the Institutional Boulevard. The links to this existing public realm show the outwardly focused design approach of the South Park development.

Image 65.0 shows the formal and axial relationship between the space of the office complex and the Burnham plan of the museum complex.

Image 67.0 shows the existing edge of Chicago, with the rail yard at the South End of Grant Park. Images 66.0 and 68.0 show the newly defined edge in relation to the existing context and public amenities.

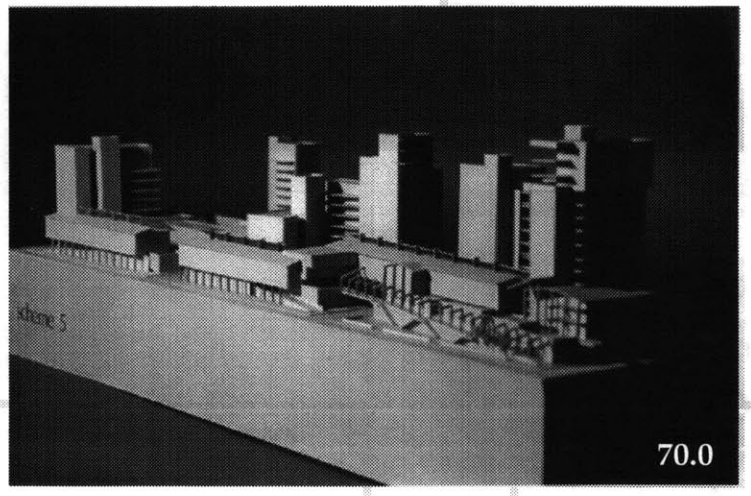
(66.0) View of new development from above Lake Michigan

(67.0 and 68.0) Aerial views of activity on Chicago's edge. *MIT Slide Library.*

(69.0) Aerial view towards Lake Michigan.

7.3
Housing Design

The housing which will be shown in this section is the final design portion of the three stage process of the comprehensive design. After answering citywide and community needs (Masterplan and Internal Design Standards), the block design also responds to the same criteria, and carries the public and private issues to the unit scale.

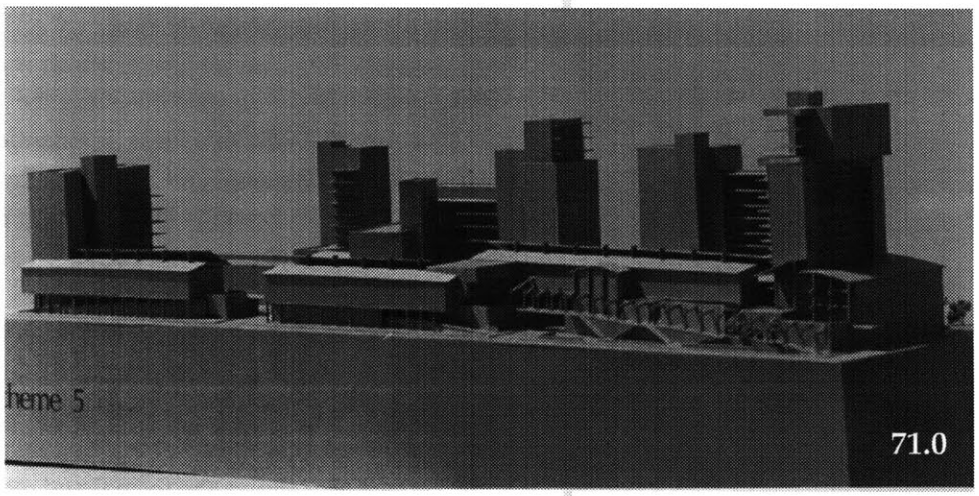


70.0

7.3.1
Preliminary Design

7.3.1.1
Study Models

The two model shots to the right display some of the initial massing studies of the residential blocks bordering the Institutional boulevard. The models were used to study the transition and integration of the public entity and realm on the street and within the band, with the private residential



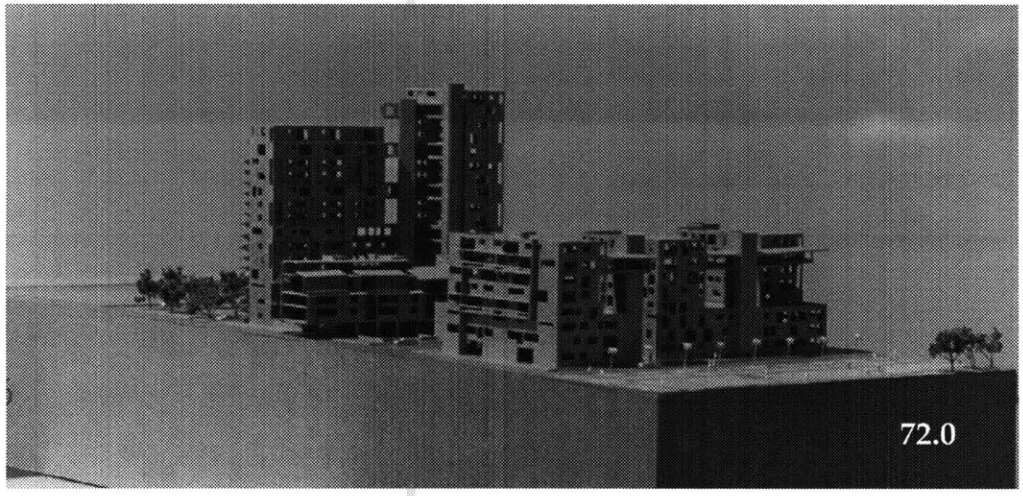
71.0

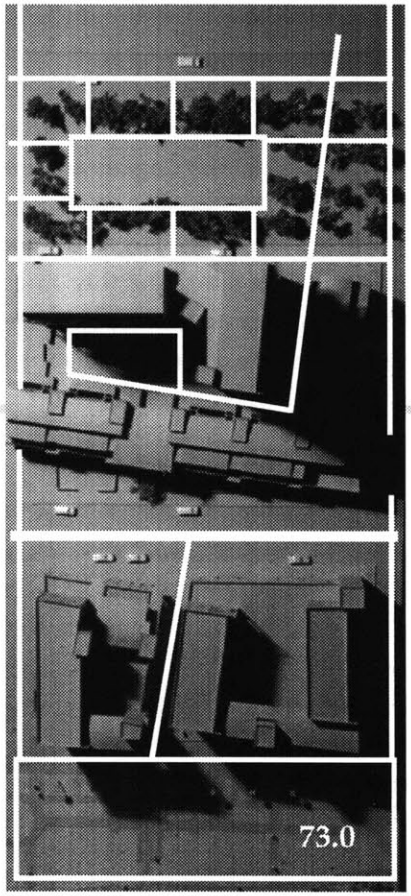
(70.0) View of Institutional Boulevard and high rise housing behind the band.

(71.0) Elevational shot of band and housing.

buildings. This first pass at the block looked at a second level corridor which ran the length of the band. This second level street began at the train station and service all of the offices. The top two levels of the band constituted duplex residential units. The lower levels of the residential portion were townhomes, fronting the street and the Neighborhood Park. There was public access to a fourth level podium which had entrances to the residential units at the top of the horizontal band and entrances to the high rise units. This podium level became a semi-public space, with community oriented activities and functions geared towards the residential development.

The second pass at the housing is shown in images 72.0 and 73.0. 73.0 shows the diagram of pedestrian spaces and connections, which were a main focus of the housing design. These spaces were major elements of the master plan and were linked into the residential block pedestrian network. The preliminary stage of the housing design focused more on massing and the urban strategy, and how this shaped the resultant housing units. (Preliminary drawings follow this section).





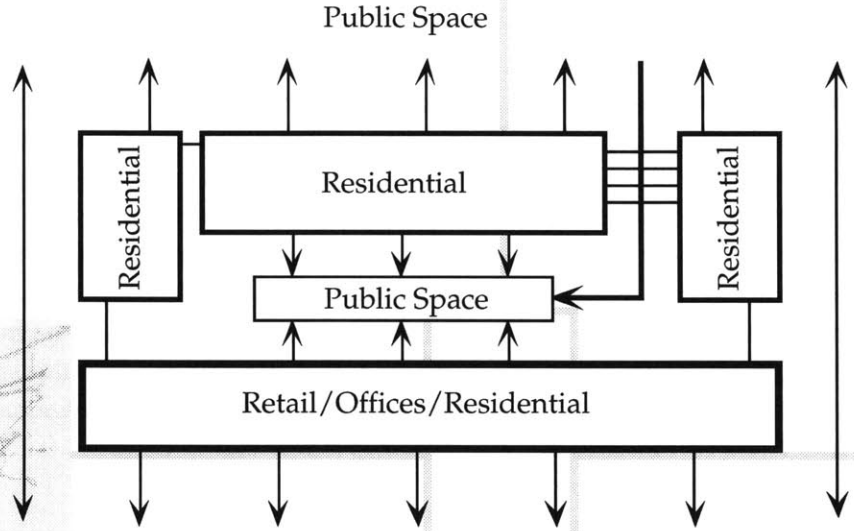
(72.0) Street level photo of second housing study.

(73.0) Plan shot with diagrammatic overlay of pedestrian system.

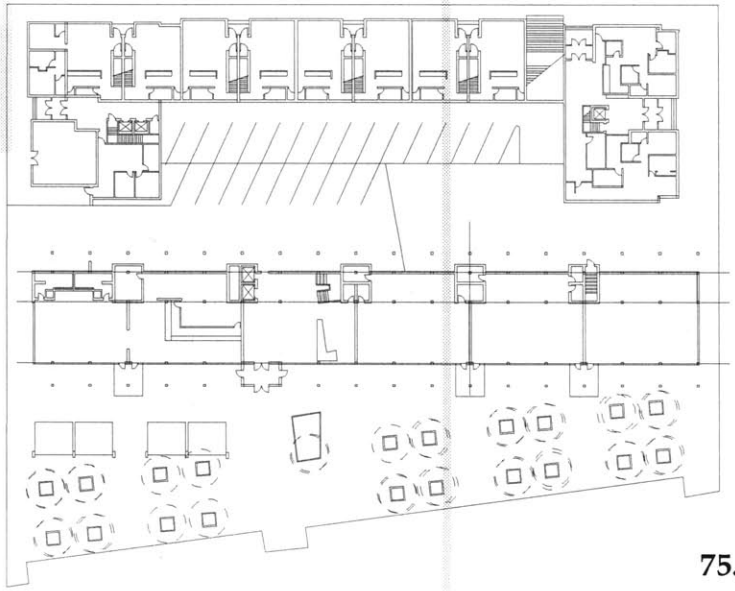
7.3.1.2
Preliminary Drawings

The diagram to the right shows the relationship of the built elements within the block to the spaces both outside and inside the housing realm. The massing, as explained earlier, was driven by the larger scheme for the development. The success of this process lies in the ability to tie into and enhance the larger pedestrian network, the same way the Internal Standards and Master Plan tied into the larger schemes.

The block takes advantage of the shift in geometry between the Chicago grid and the Institutional Boulevard, and instills a very soft public edge, combining a variety of common spaces and outdoor cafes. The shift argues for the benefits of larger activity sidewalks and for the effects on the perspective of the street. Instead of direct shots down seemingly endless vehicular corridors, the shift allows the public realm to inhabit a niche of the private "wall."



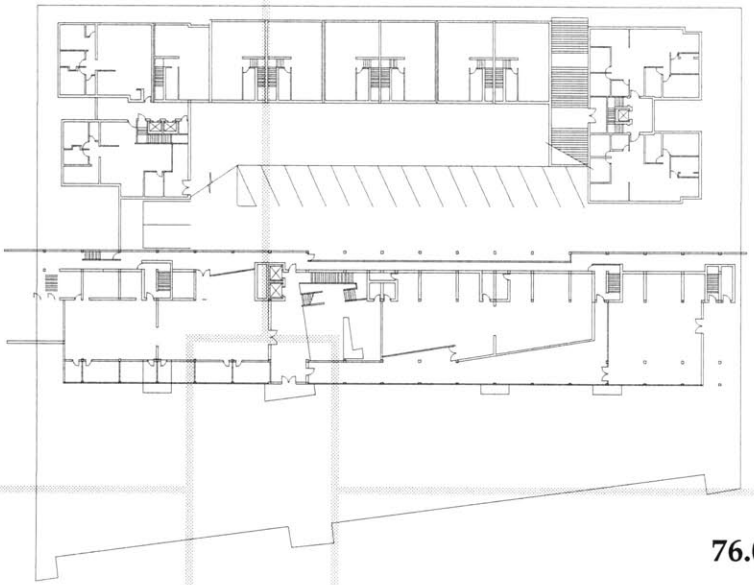
74.0



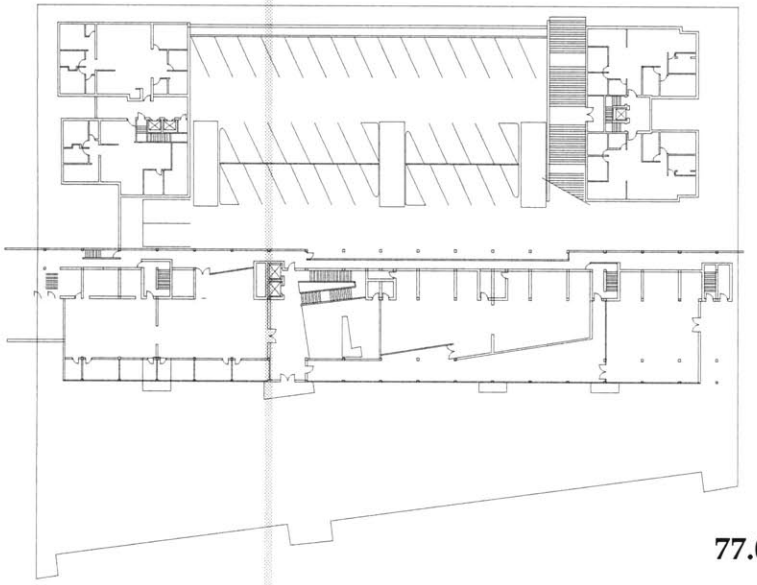
75.0

(74.0) Diagram of mass - space relationship.

(75.0) Preliminary ground floor plan.



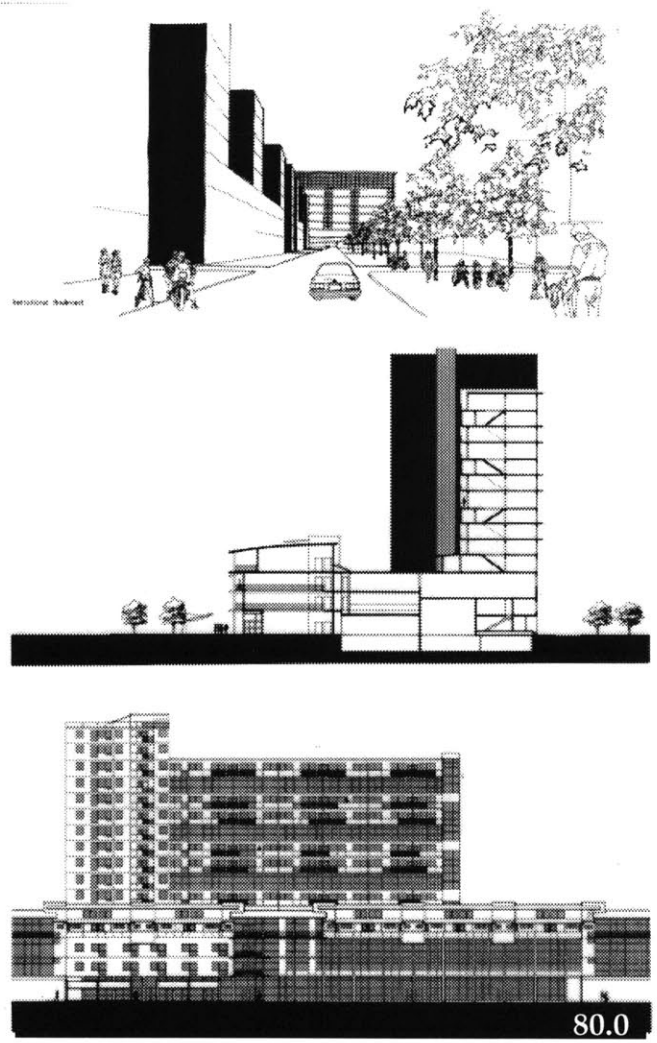
76.0

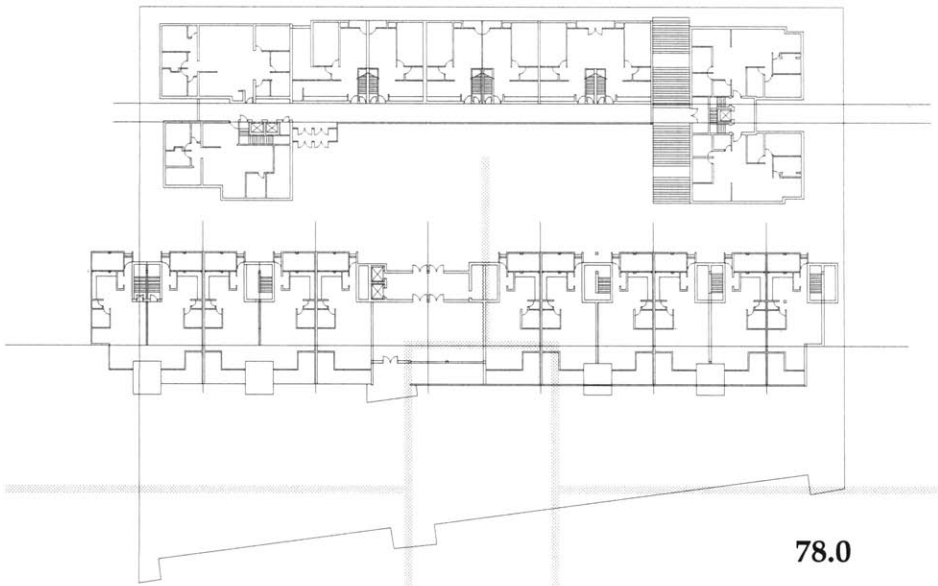


77.0

(76.0) Preliminary second floor plan.

(77.0) Preliminary third floor plan.





(78.0) Preliminary fourth floor plan.

(79.0) Preliminary fifth floor plan.

(80.0) Preliminary perspective, section, and elevation.

7.3.2
Final Housing Design

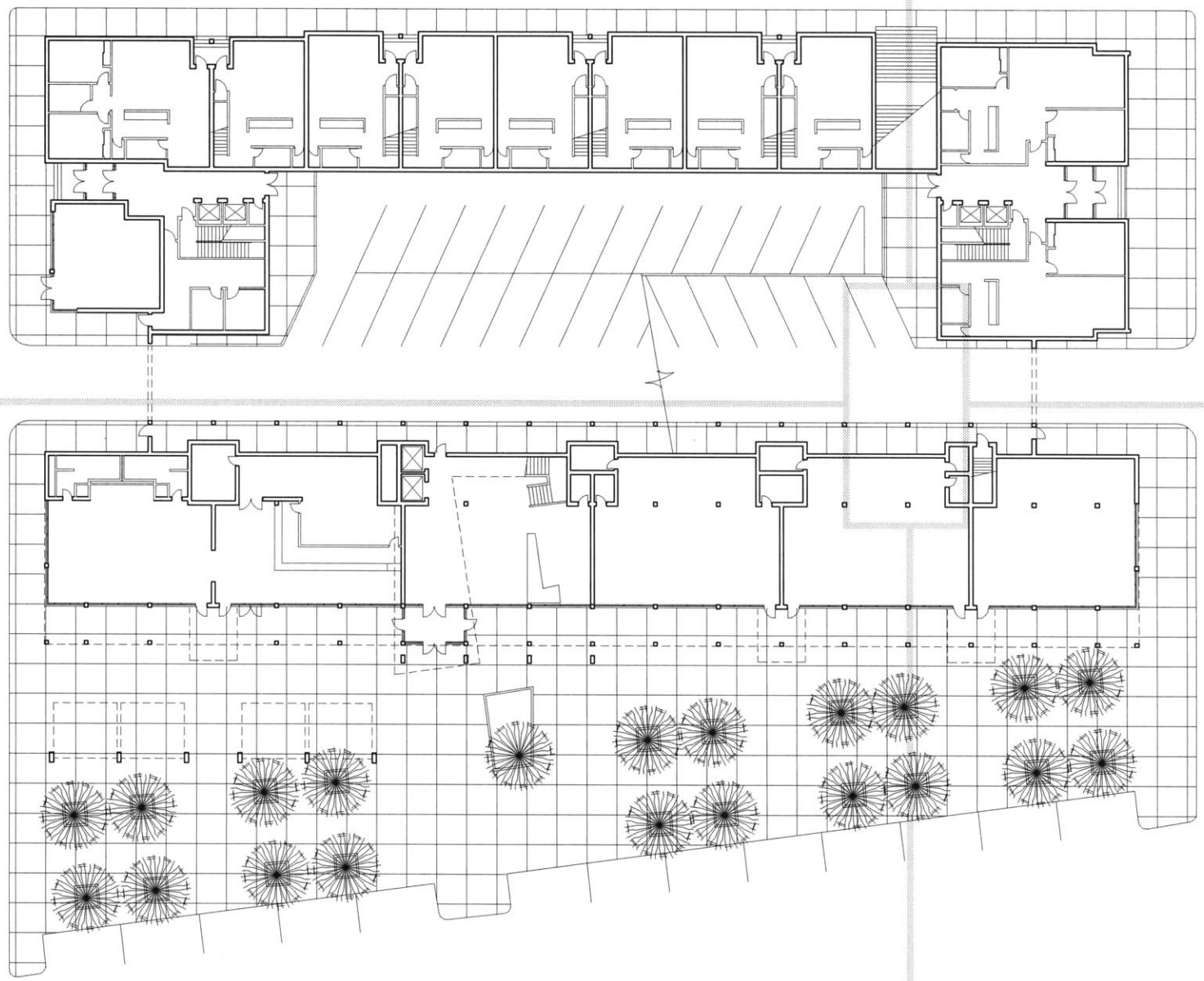
7.3.2.1
Final Drawings

The final design combines elements developed throughout the comprehensive design process. The program has not been given until this point because of the need to extrude the requirements from the earlier stages of the process. The housing design is a result of responding to the city's density requirements, the master plan's land use breakdown, and the community's need for commercial, entertainment, and residential entities. Each floor plan is shown on the following pages. The program will be discussed in terms of the stratification and nature of the various levels instead of specific floor requirements.

The first floor plan, shown on page 138, shows the final proposed ground level. The front band, the "Horizontal High Rise," is allocated for retail use. At the south end of the band, the plan proposes a restaurant which extends its realm into the outdoor sidewalk space, with an outdoor seating area. The connection to the outdoor eating area creates a zone of exchange between the inside and outside eating areas, and weather permitting, extends the activity to the sidewalk.

Service and parking access bisects the front band and the residential units facing the park. These residential units are townhomes with entries on the street. The townhome type is used to revitalize the street life, and housing type of early cities.

The second level, on page 140, is the



First Floor Plan
Scale: 1"= 40'-0"

first level of office use within the horizontal band, and shows the band as it bridges the street. The inner "street" wraps a portion of "public" circulation along the front of the building, allowing expression of the public realm within the building.

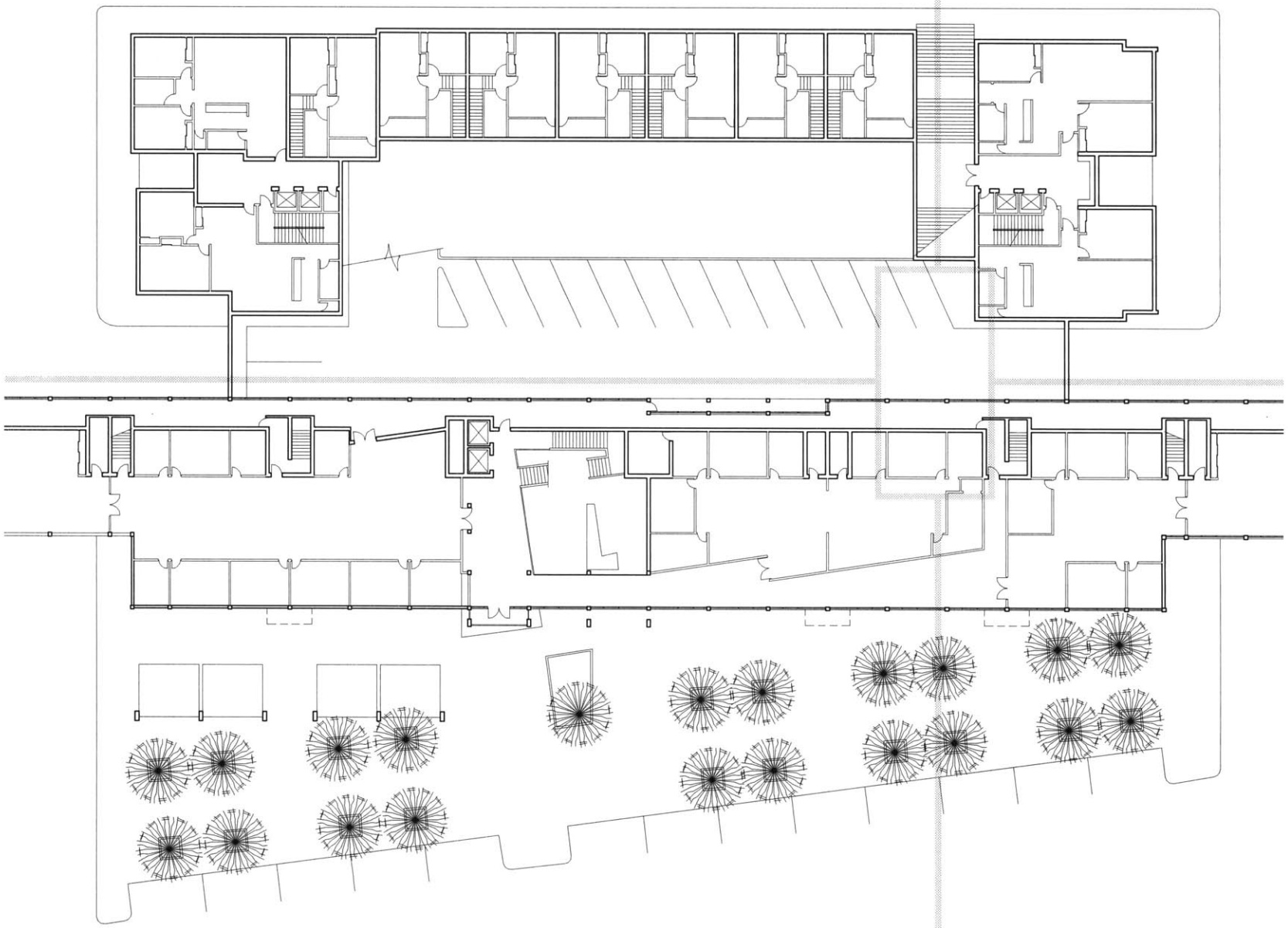
The second level of the residential units along the park exists of the bedrooms for the townhomes on the lower levels with views and openings on the park.

The third level, page 141, has the same office floor plate as the lower level, creating the core office stratum of the institutional boulevard. The retail parking, accessed from a ground level ramp, wraps above the townhomes and separates the townhomes from the high rise buildings above.

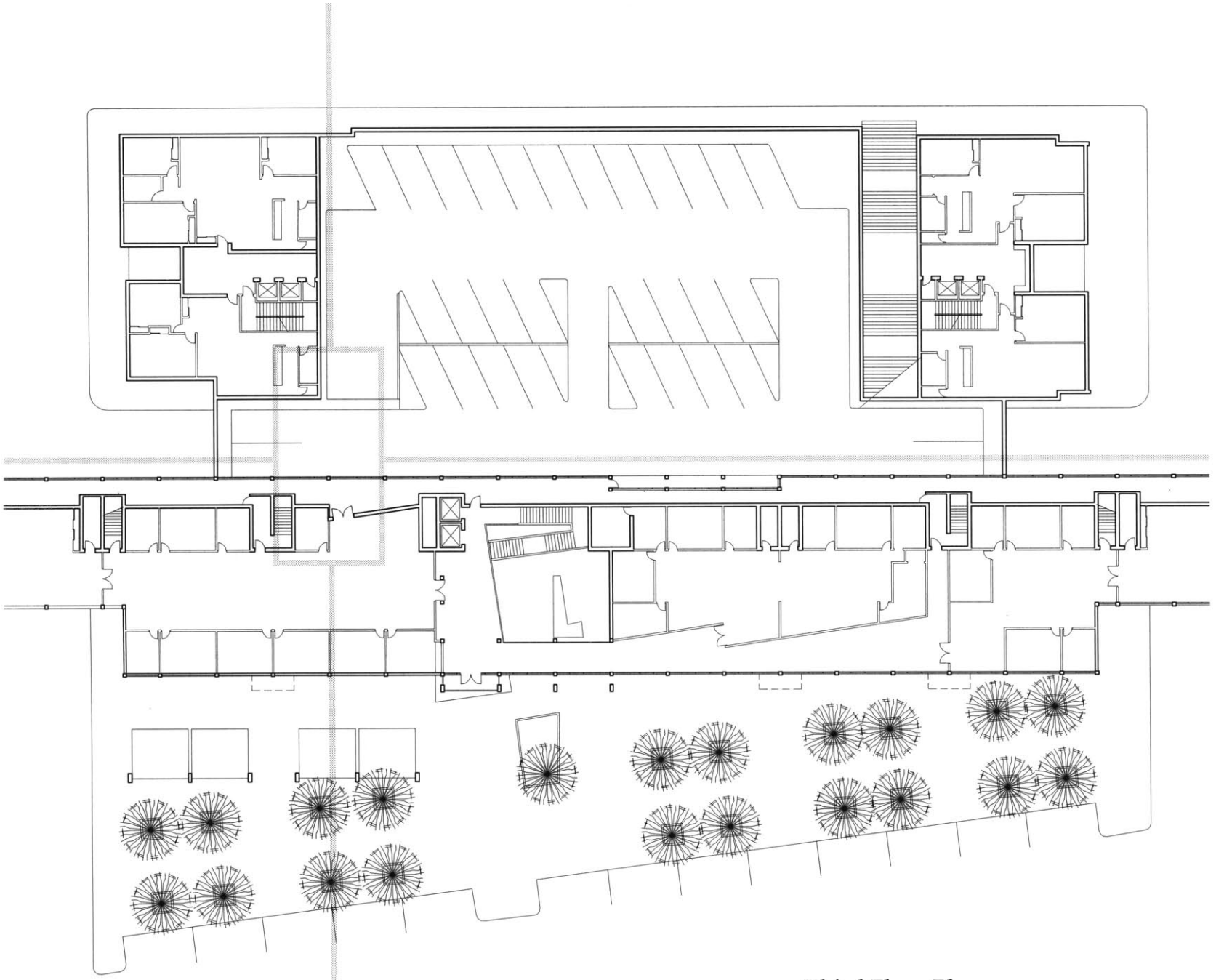
The fourth floor, on page 142, shows the residential portion of the horizontal band. The duplex units are accessed from a fourth level landscaped podium. The podium becomes a "semi-public" street and a major public space for the residential block. The podium is linked to a larger inner pedestrian realm which exists within the development. A community center exists within the band at this level, and is expressed on the front elevation of the building.

The fourth floor of the high rise is a typical corridor level, with inner stair cores for access to the upper and lower floor. The corridors are every third floor to allow for units with views, light, and air on both sides.

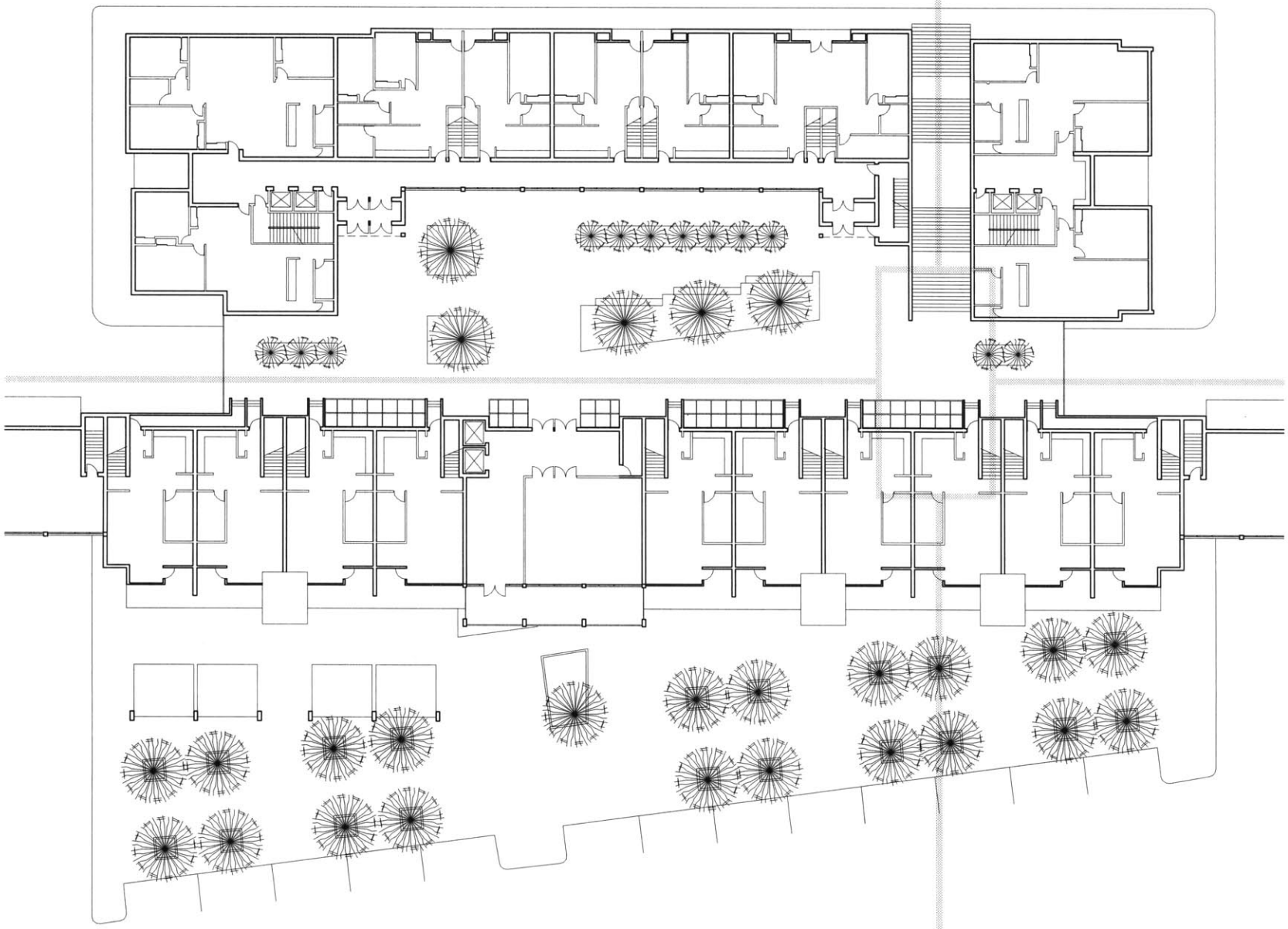
The fifth level plan, on page 143, shows the upper bedrooms of the residential duplexes and the non-corridor level of the high rise buildings.



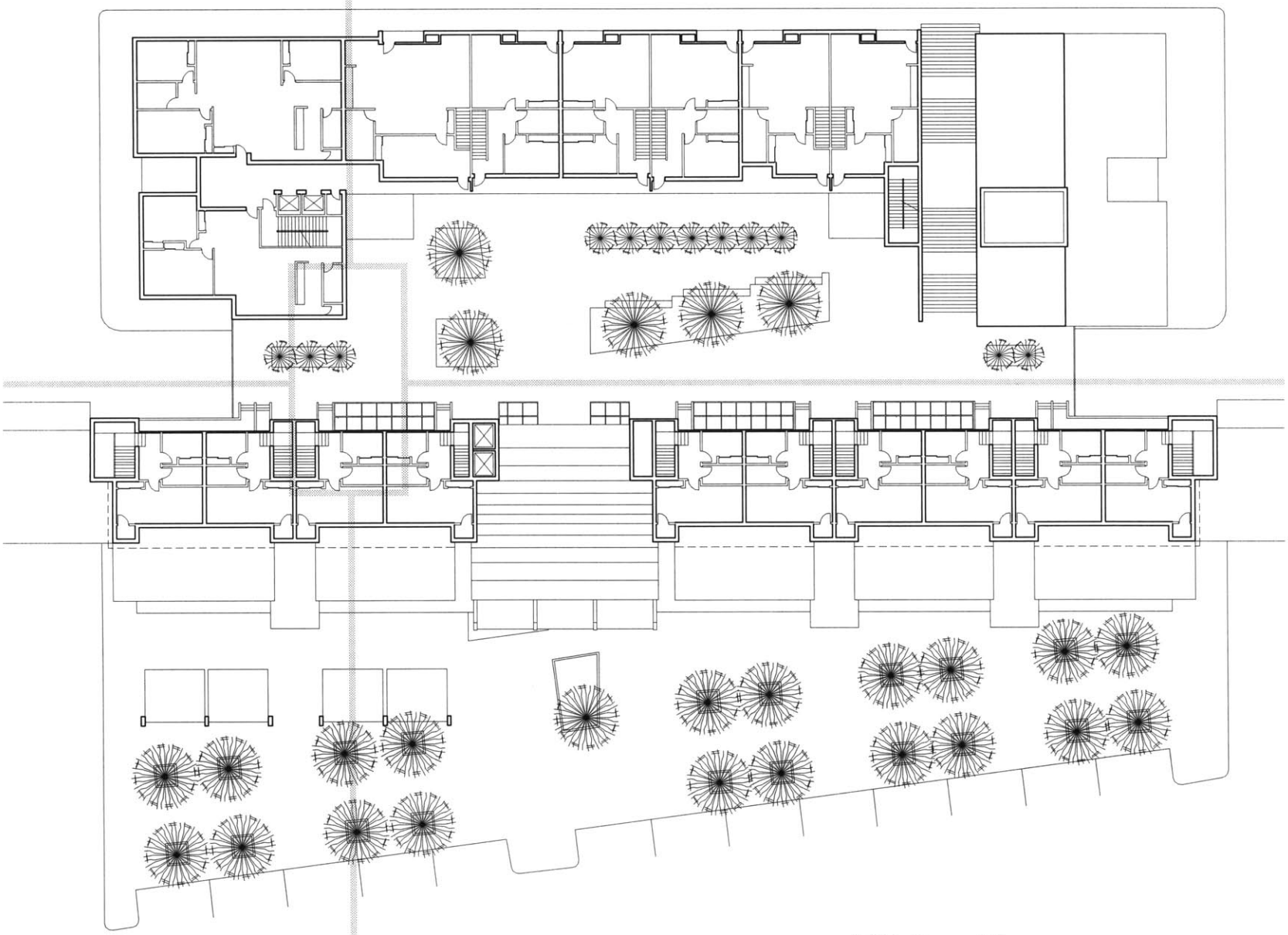
Second Floor Plan
Scale: 1"= 40'-0"



Third Floor Plan
Scale: 1"= 40'-0"

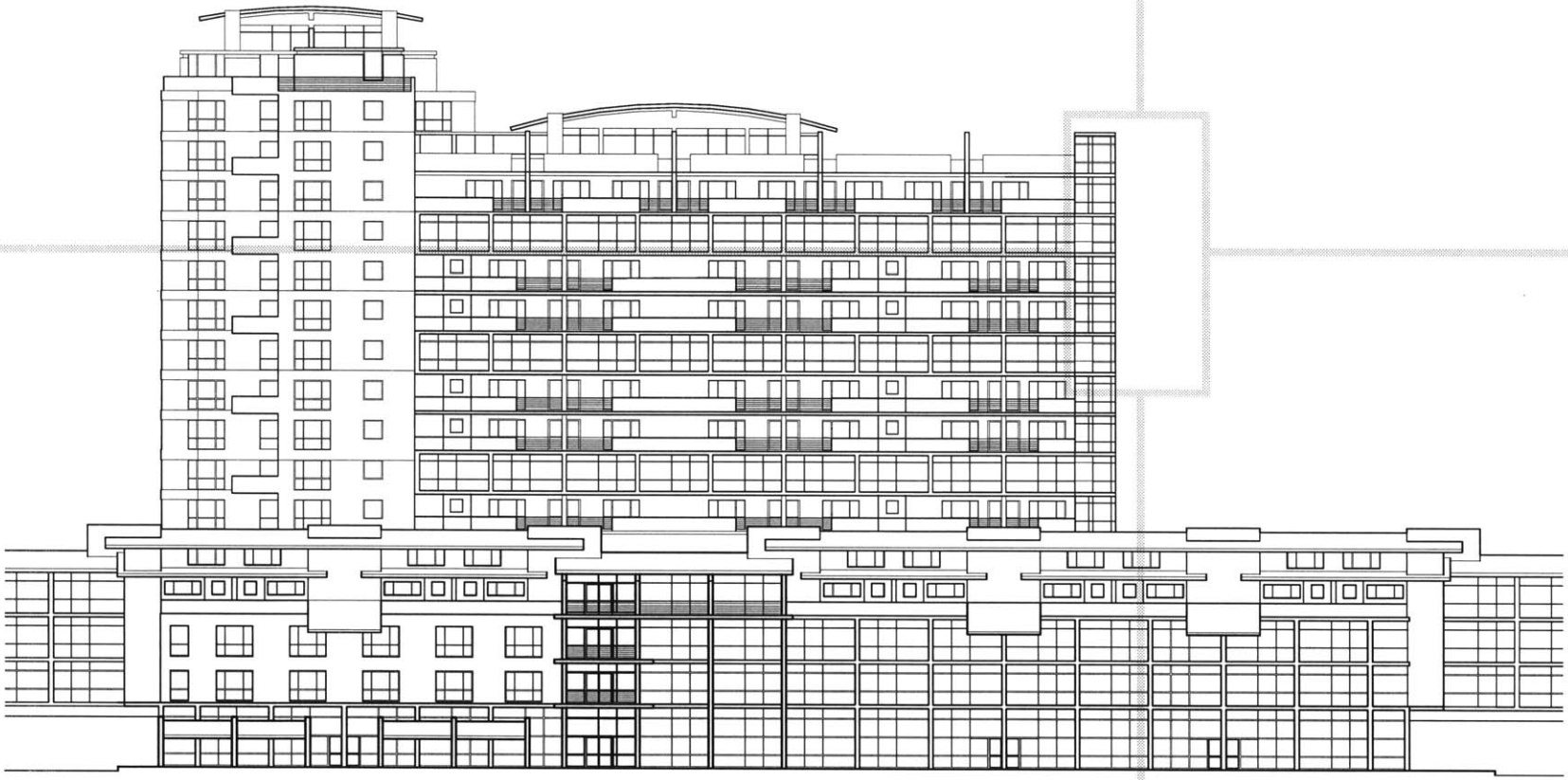


Fourth Floor Plan
Scale: 1"= 40'-0"



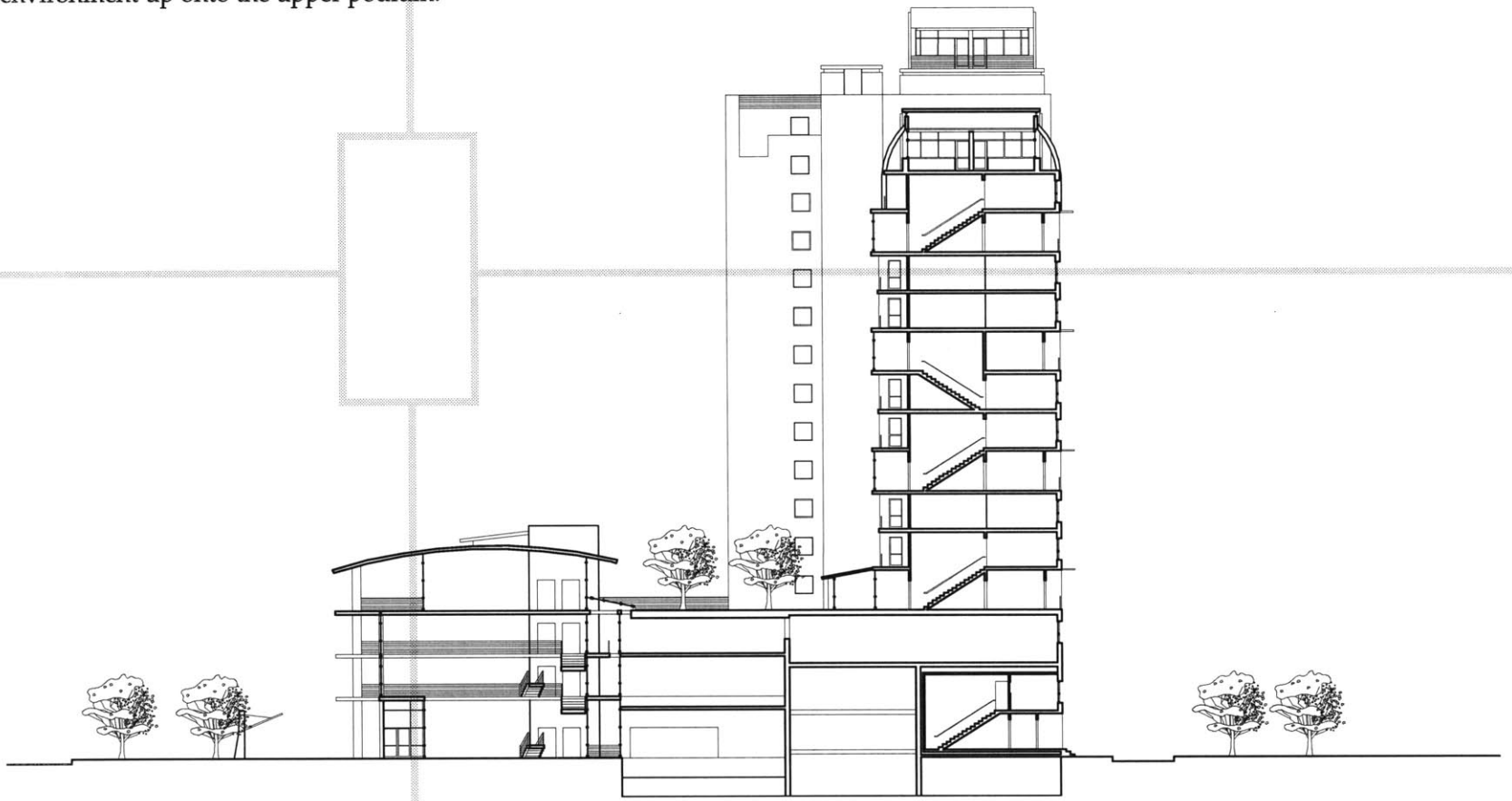
Fifth Floor Plan
Scale: 1"= 40'-0"

The elevation shows the visual overlay of the horizontal band with the high rise in the background. Model photos of the final horizontal band follow this section.

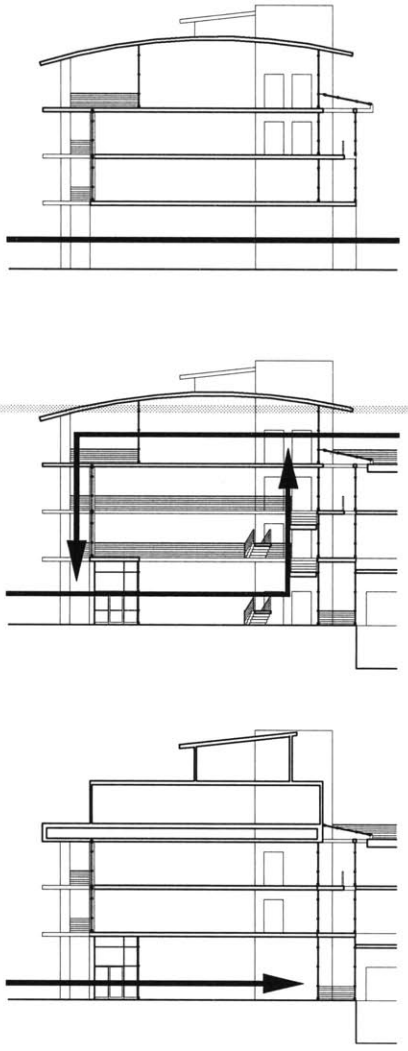


East Elevation
Scale: 1"= 40'-0"

The section displays the podium and the connections between the horizontal band and the vertical residential development. The section also shows the displaced landscaped environment up onto the upper podium.



Cross Section
Scale: 1"= 40'-0"



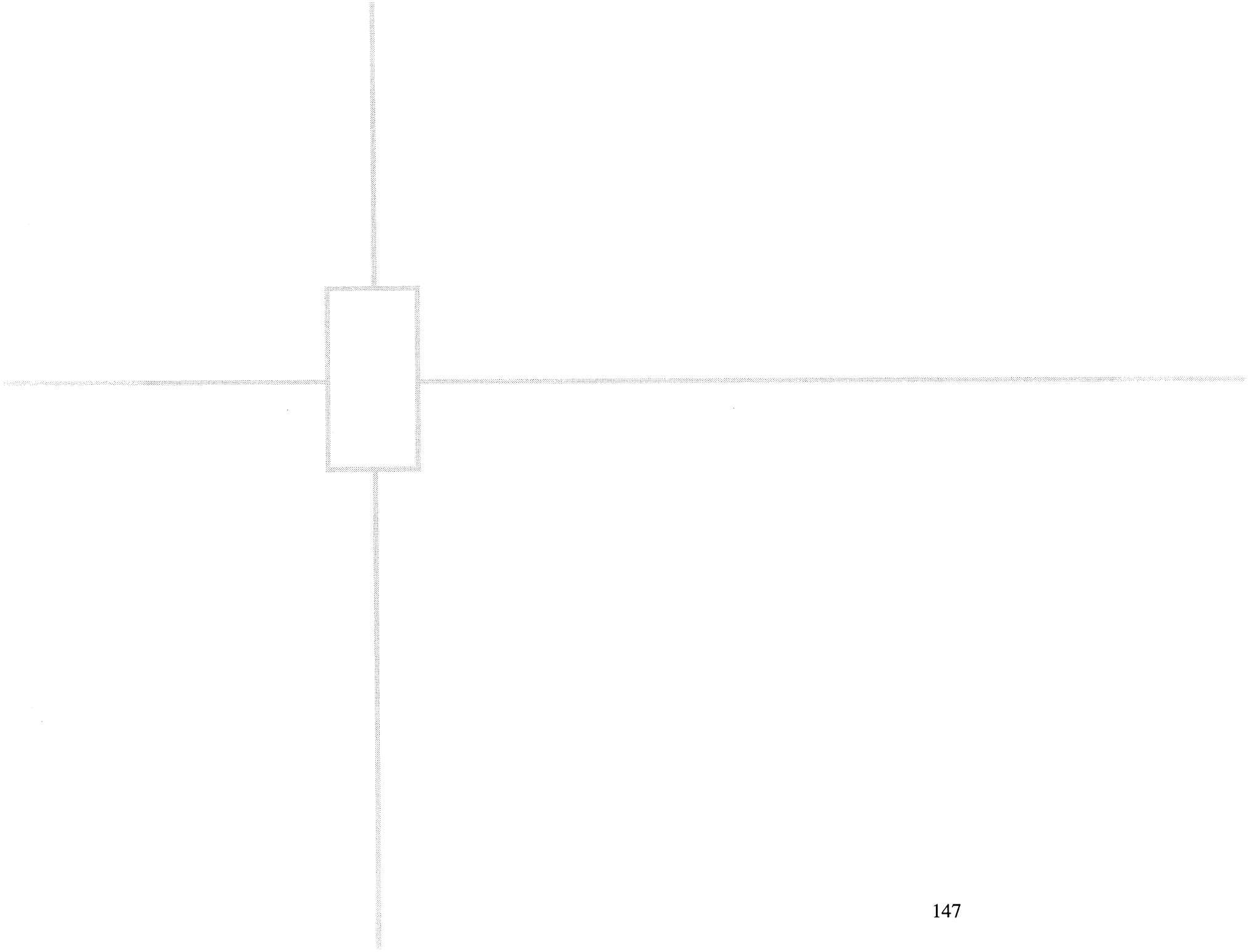
The diagrams to the right display the sectional relationships which exist within the horizontal band. As mentioned earlier in the text, the band attempts to create a transitional zone at the edge, instead a singular wall.

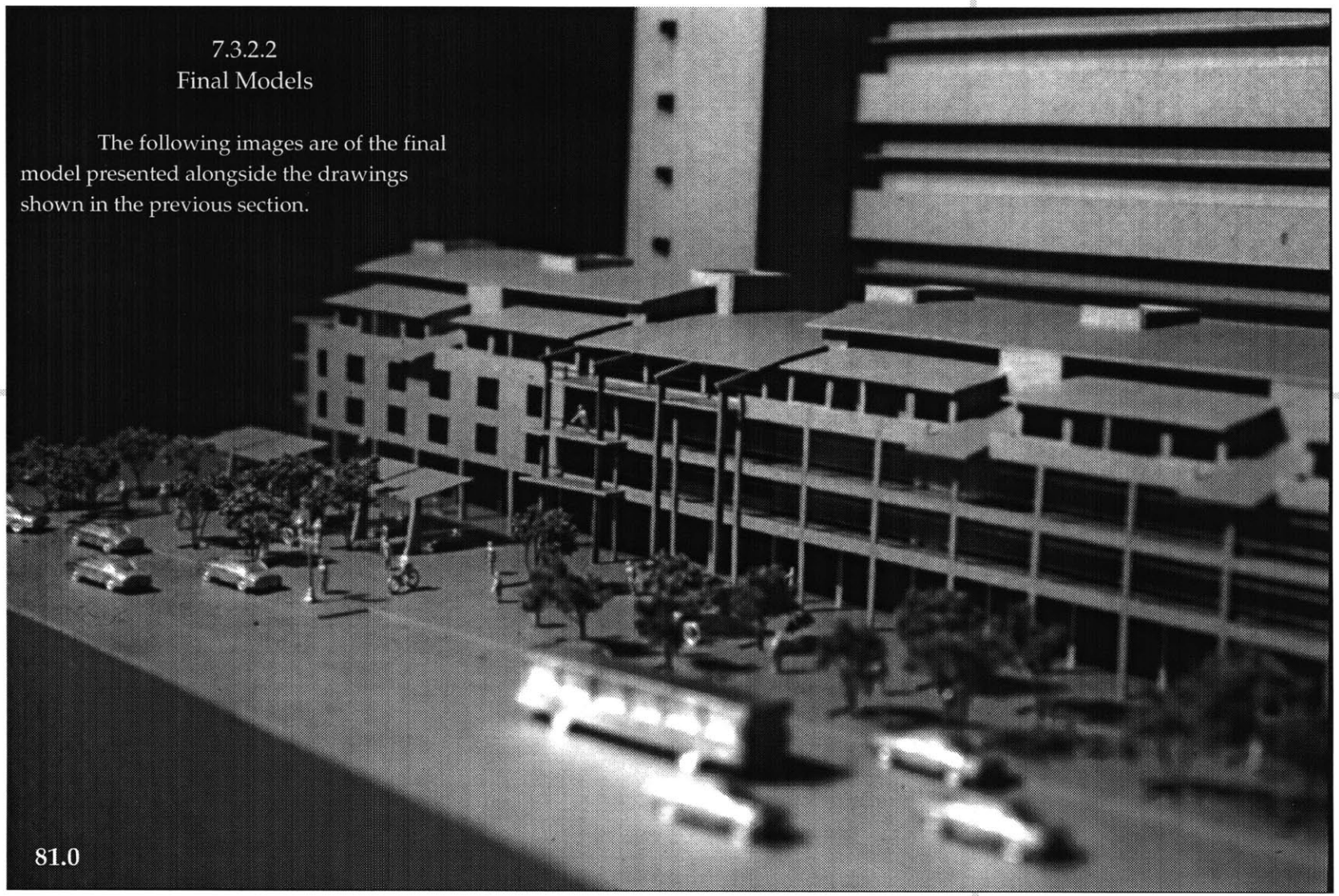
The first diagram shown at the top shows the band acting as a gateway when it bridges over the street. The pedestrian realm is allowed to extend into the development.

The second diagram shows the band acting as a zone of exchange. This behavior exists within the community center and main atrium space, and allows an exchange between the podium on the fourth level and the office atriums.

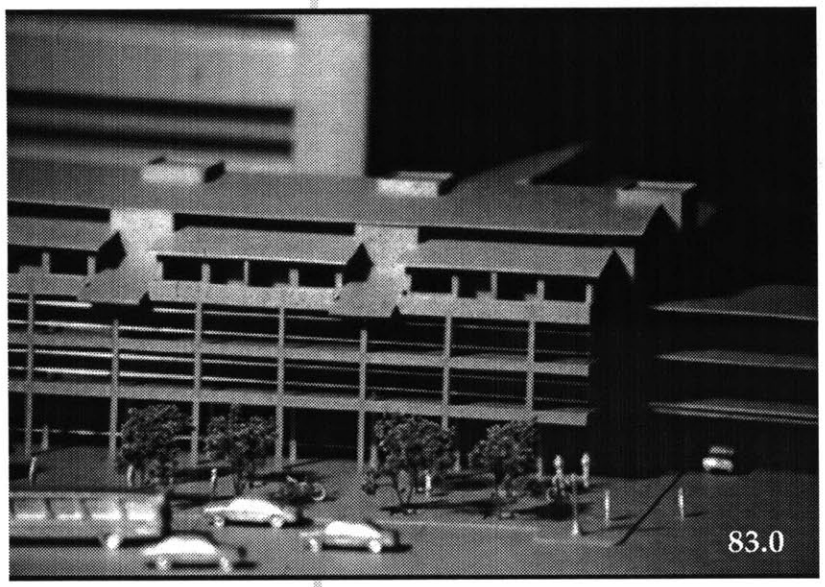
The last diagram shows the final behavior of the band as a pocket. This behavior exists where separation is needed, but allows an exchange of the public realm to exist.

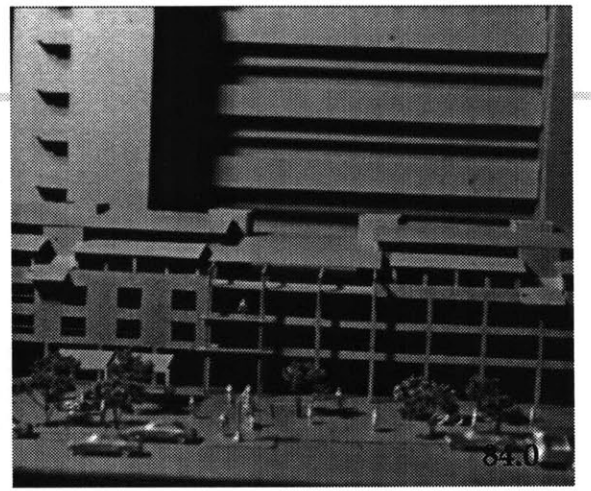
Horizontal High Rise
Scale: 1"= 40'-0"





(81.0) Ground level perspective of street.

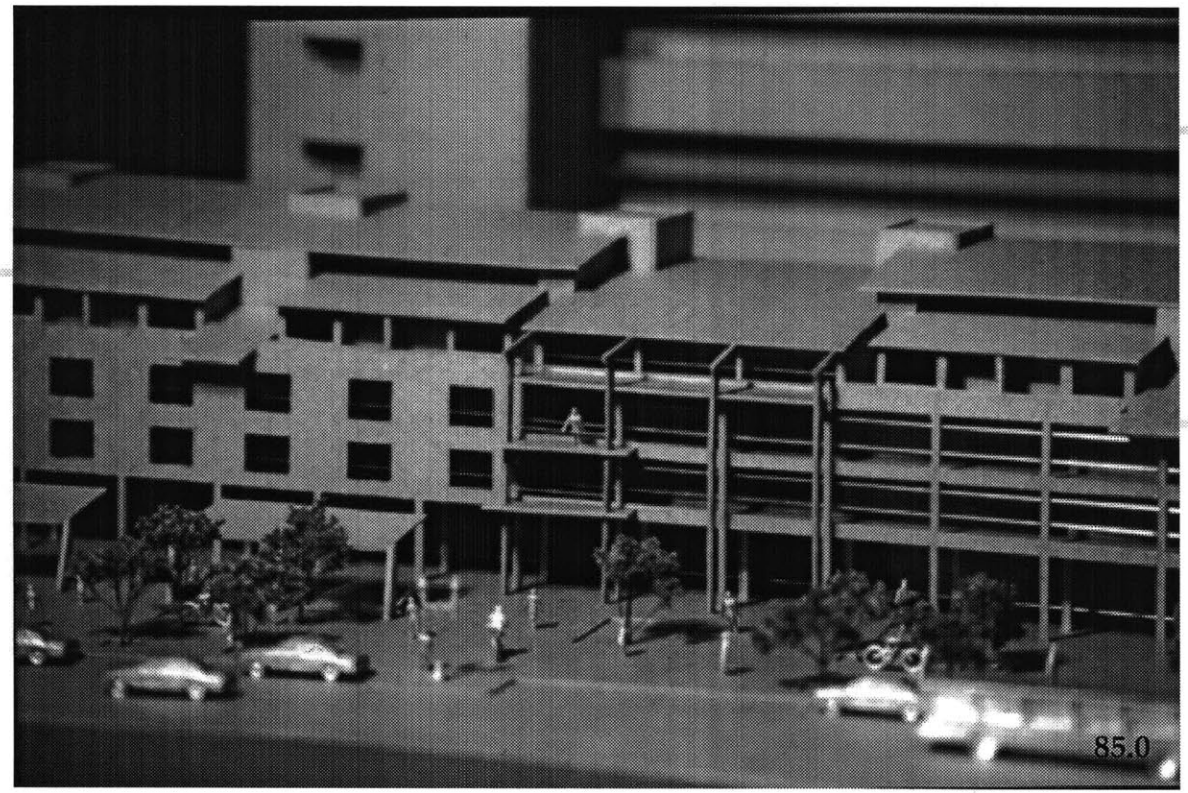




(82.0) Aerial shot of study block.

(83.0) Photograph of edge of the office portion and bridge over street.

(84.0) Photograph of the elevation and community center.



(85.0) Close up of the entry and community center.

7.4
Conclusion

This thesis originated from the notion that urban housing can be better integrated within an existing public framework. It envisioned the possibility of not only extending the public realm, but also enhancing blighted conditions and broken links. Behind the notion of a comprehensive design process is a method by which all design should occur, and the role of the object in the larger scheme.

The project, titled *Redefining the Edge*, offered the opportunity to see how a building can act at the block, development, and city level. Furthermore, the design of the development provided an exploration of place making within the urban environment.

The exploration and process of design presented an ever evolving process by which the various levels of design (city, development, and block) are influenced and rethought. The project presented here in no way could fully explore the full potential of the comprehensive design process, due to the time constraints of the thesis semester. It presents a physical representation of a process which accepted certain termination points, while moving to the next scale. Again, a series of passes and scale changes must occur to allow the more detailed design work to influence the master plan, in a similar fashion to that of the influence of the master plan on the development.

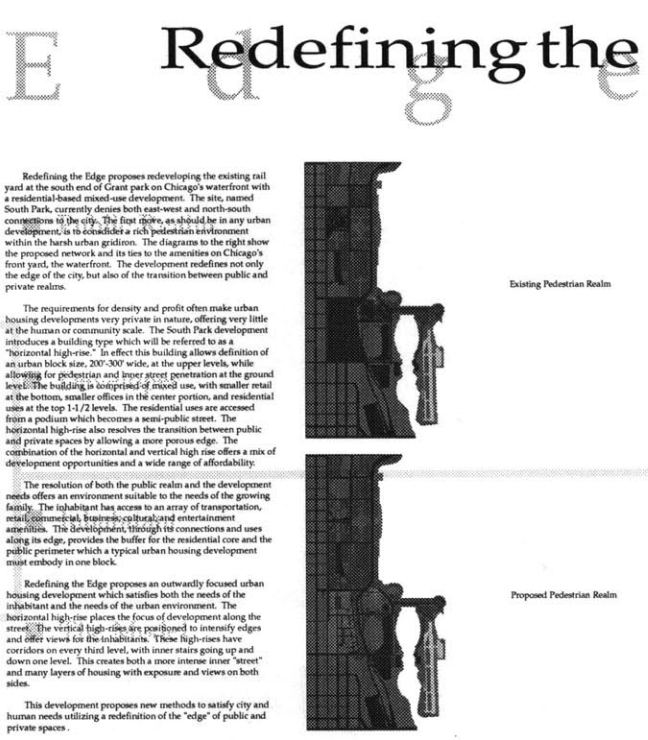
Most importantly, the comprehensive design process presents an outwardly focused urban design process, an and alternative to the development of places within the urban framework.

8.0
Appendices

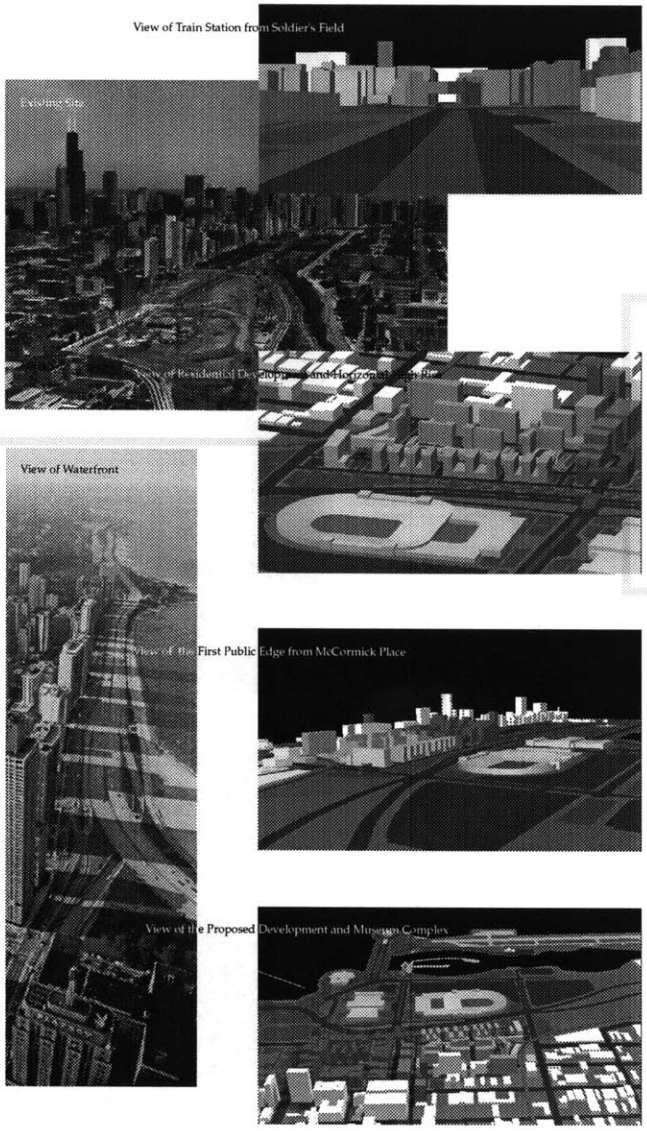
This section documents the boards presented throughout the thesis semester. The non-computer items are scanned images.

8.1
Master Planning Presentation Boards

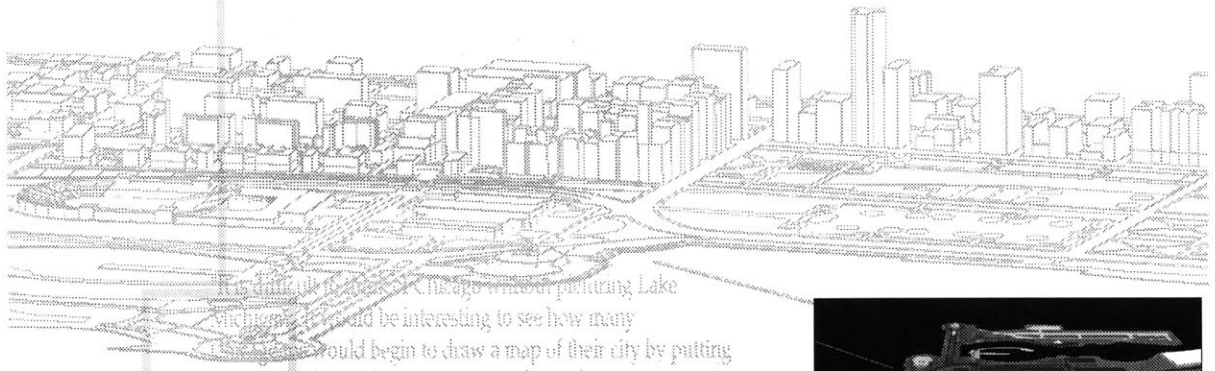
The following boards were used to present the urban planning ideas.

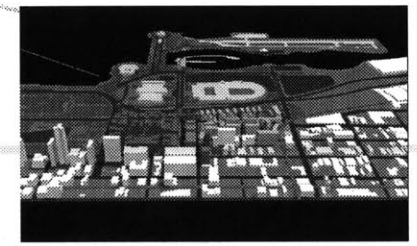


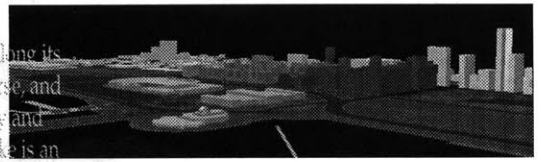
(1.0 a) Presentation Board.

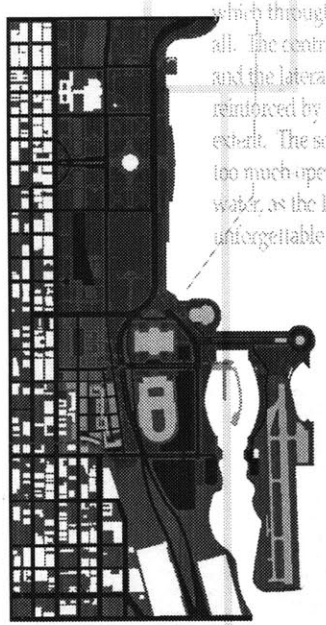


(2.0 a) Presentation Board.

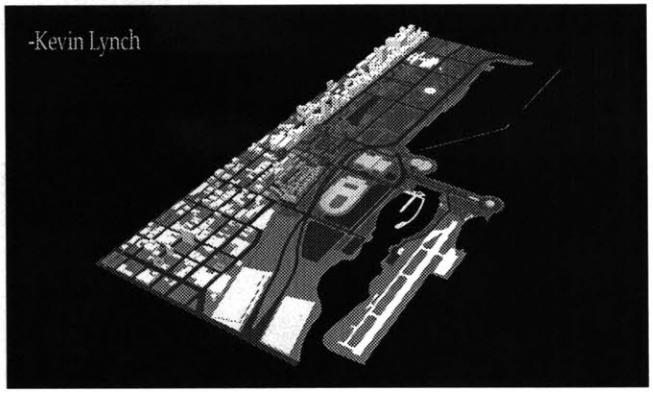




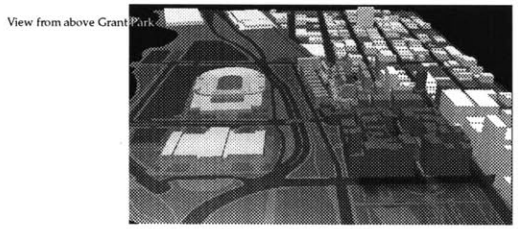


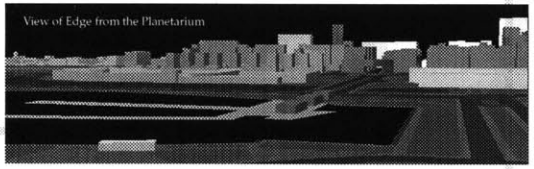


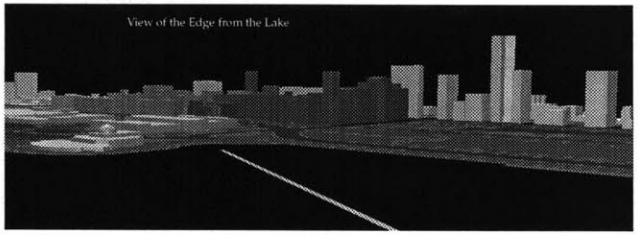
Land Use
- Office
- Transit Station
- Pedestrian Realm
- Existing
- Institutional
- Residential



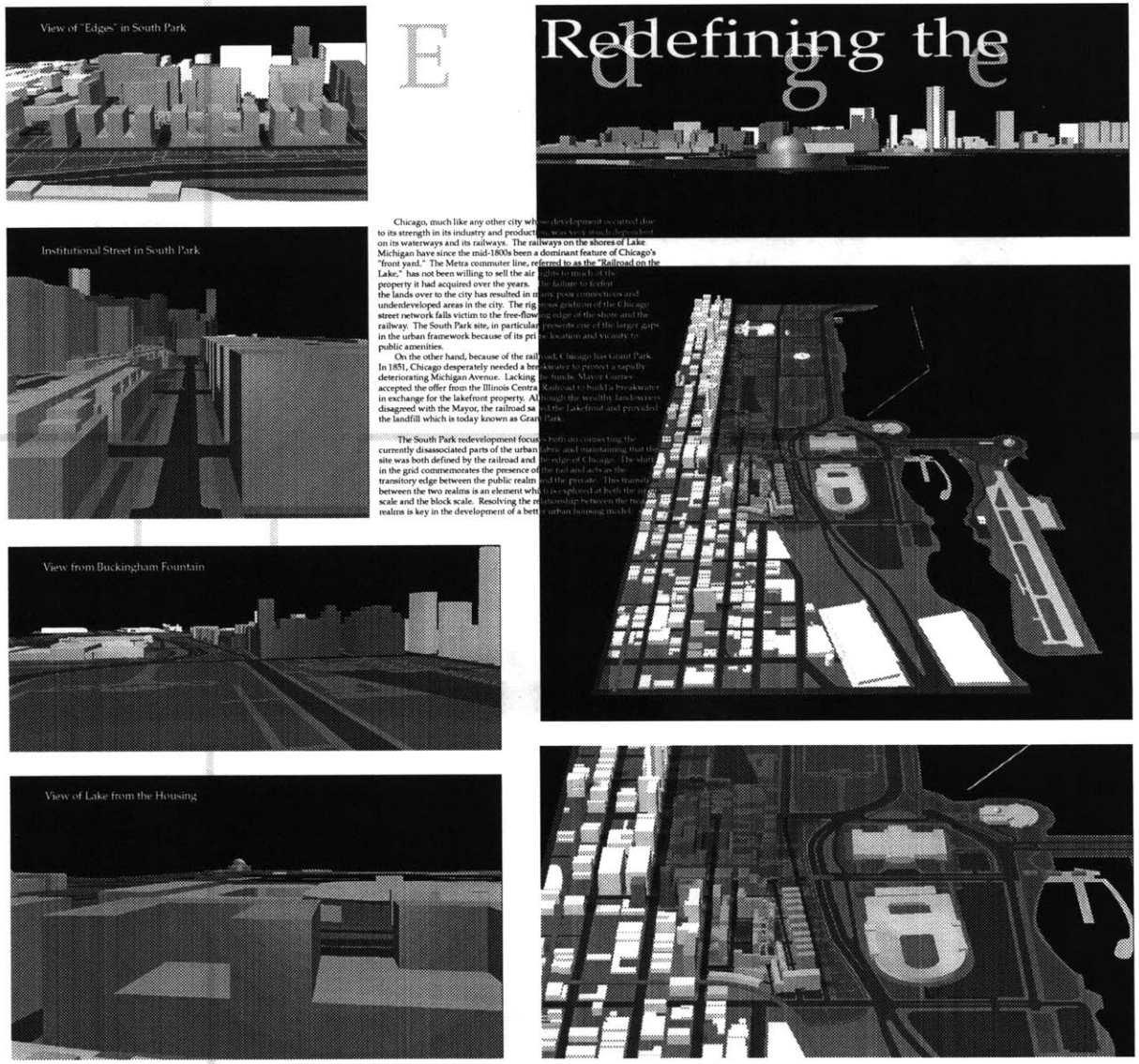
(3.0 a) Presentation Board.



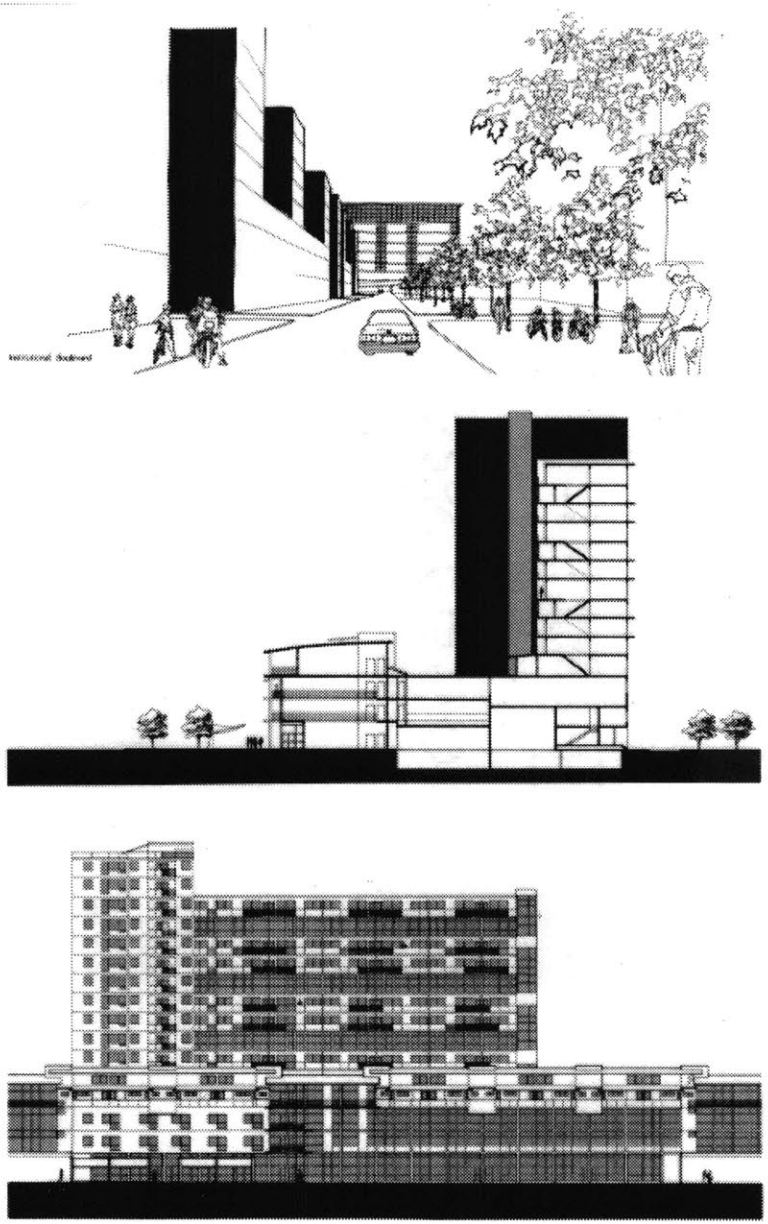




(4.0 a) Presentation Board.



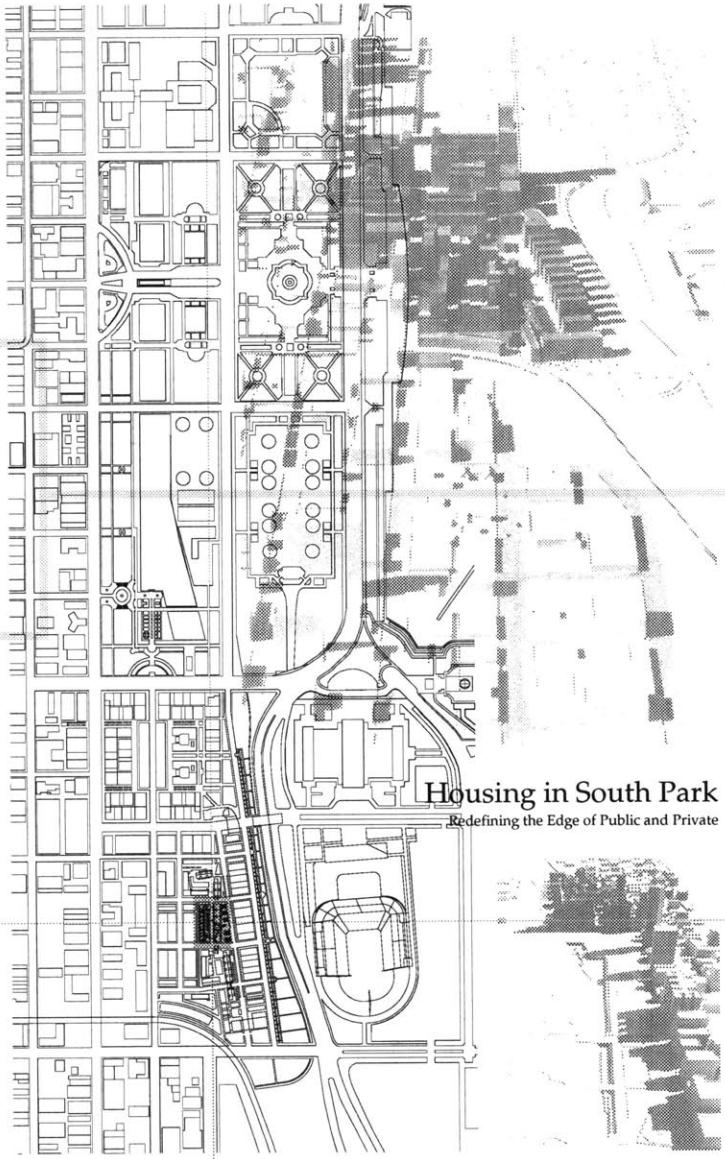
(5.0 a) Presentation Board.



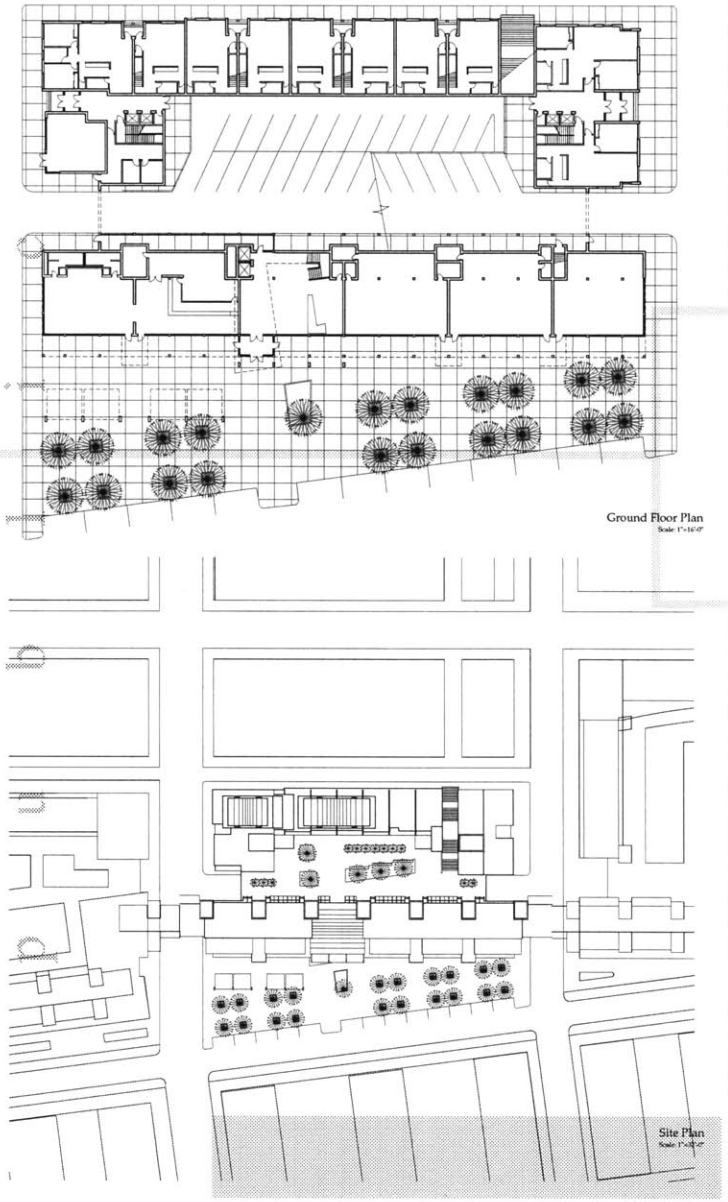
8.2
Architectural Presentation Boards

The following boards were used to present the architectural ideas.

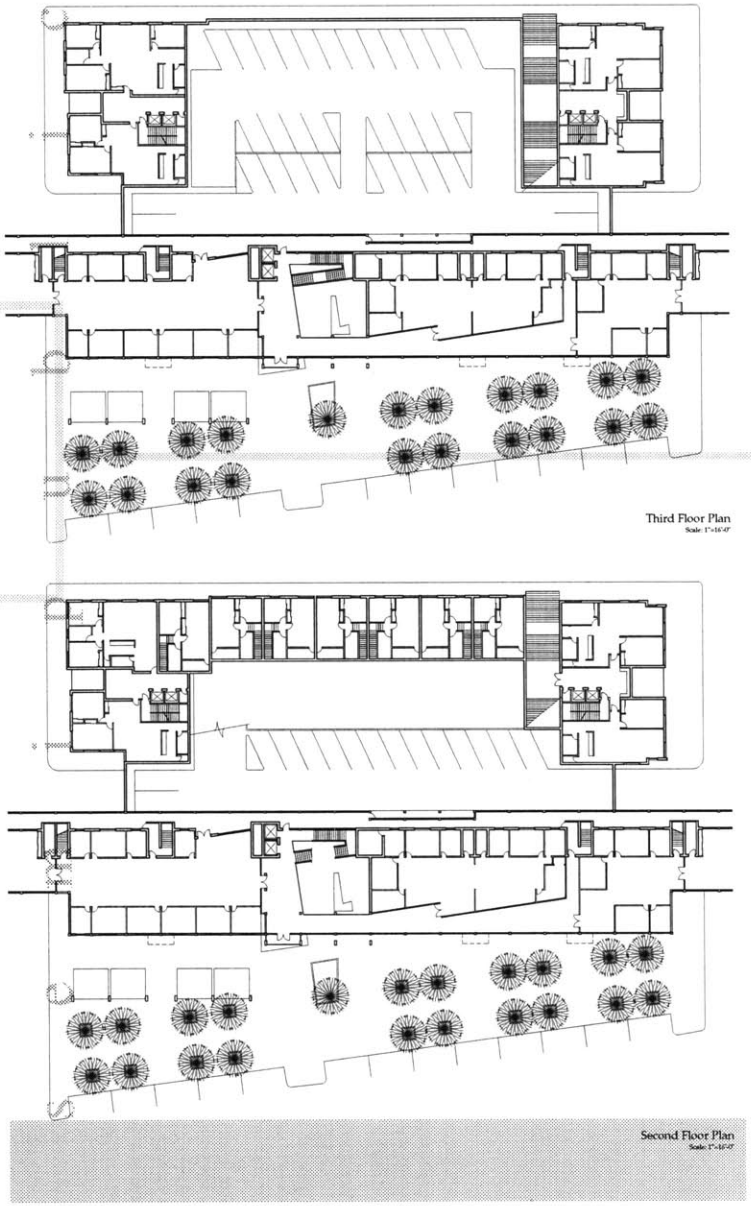
(6.0 a) Presentation Board.



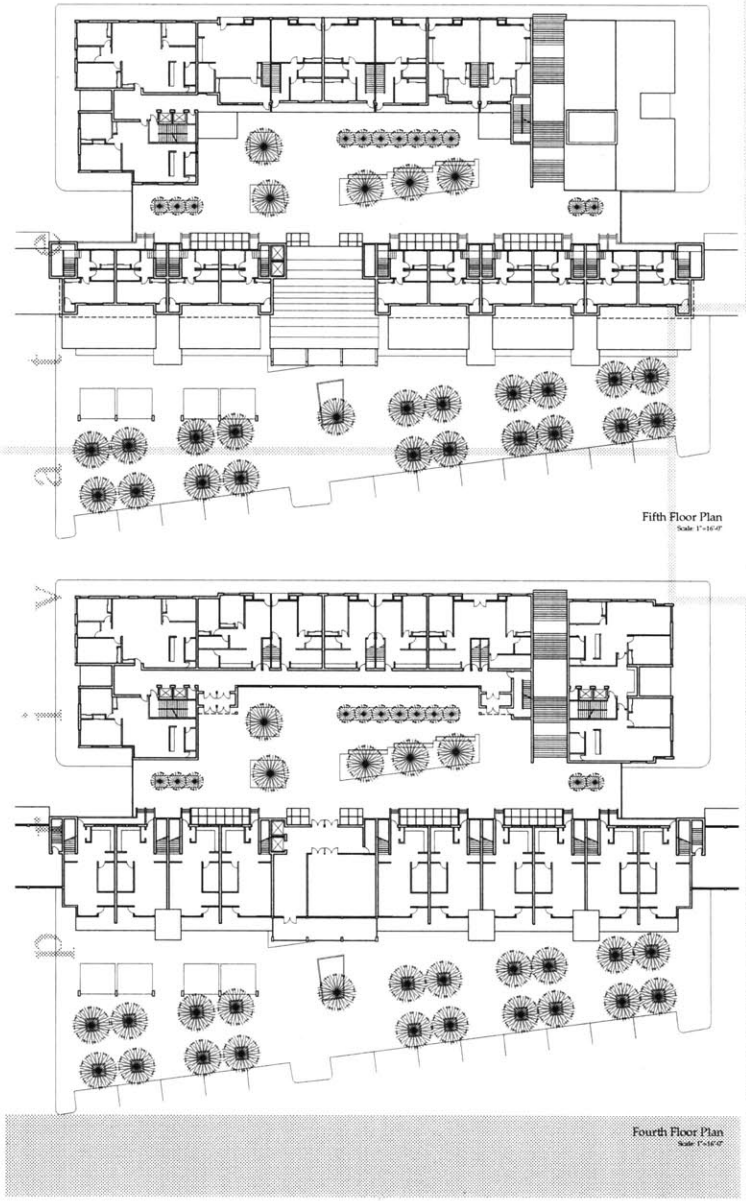
(7.0 a) Presentation Board.



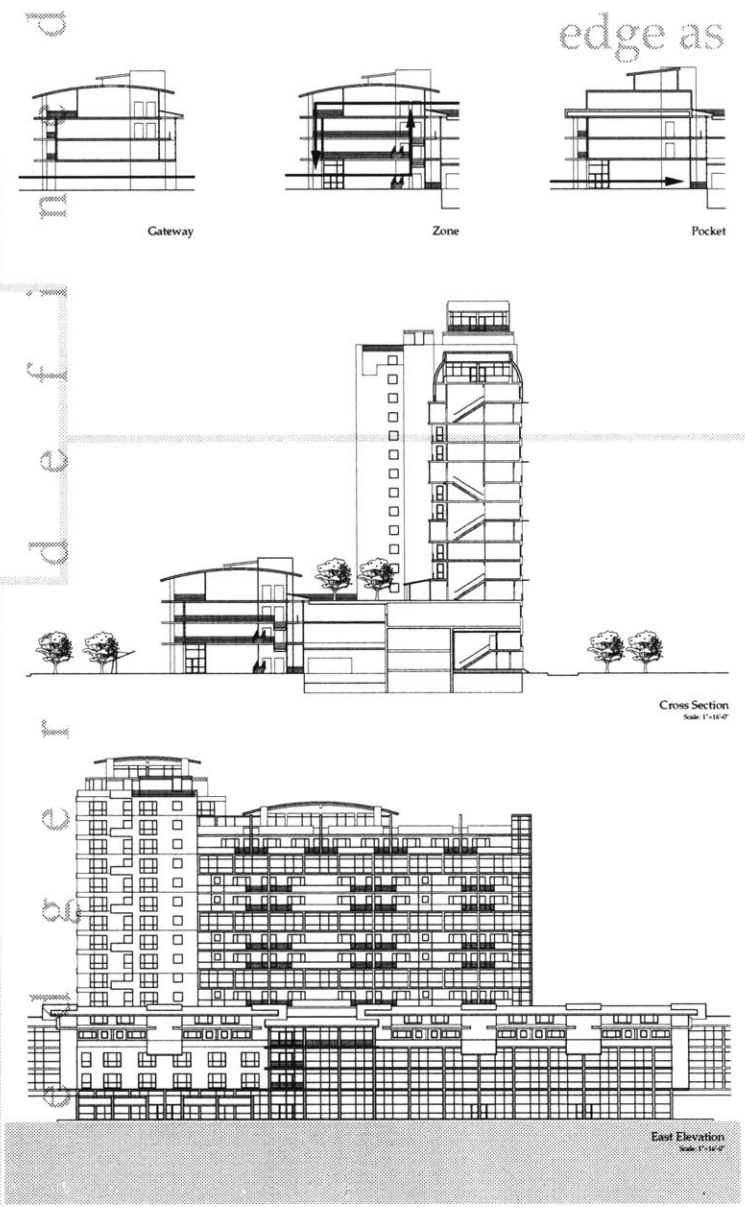
(8.0 a) Presentation Board.



(9.0 a) Presentation Board.



(10.0 a) Presentation Board.



(11.0 a) Presentation Board.