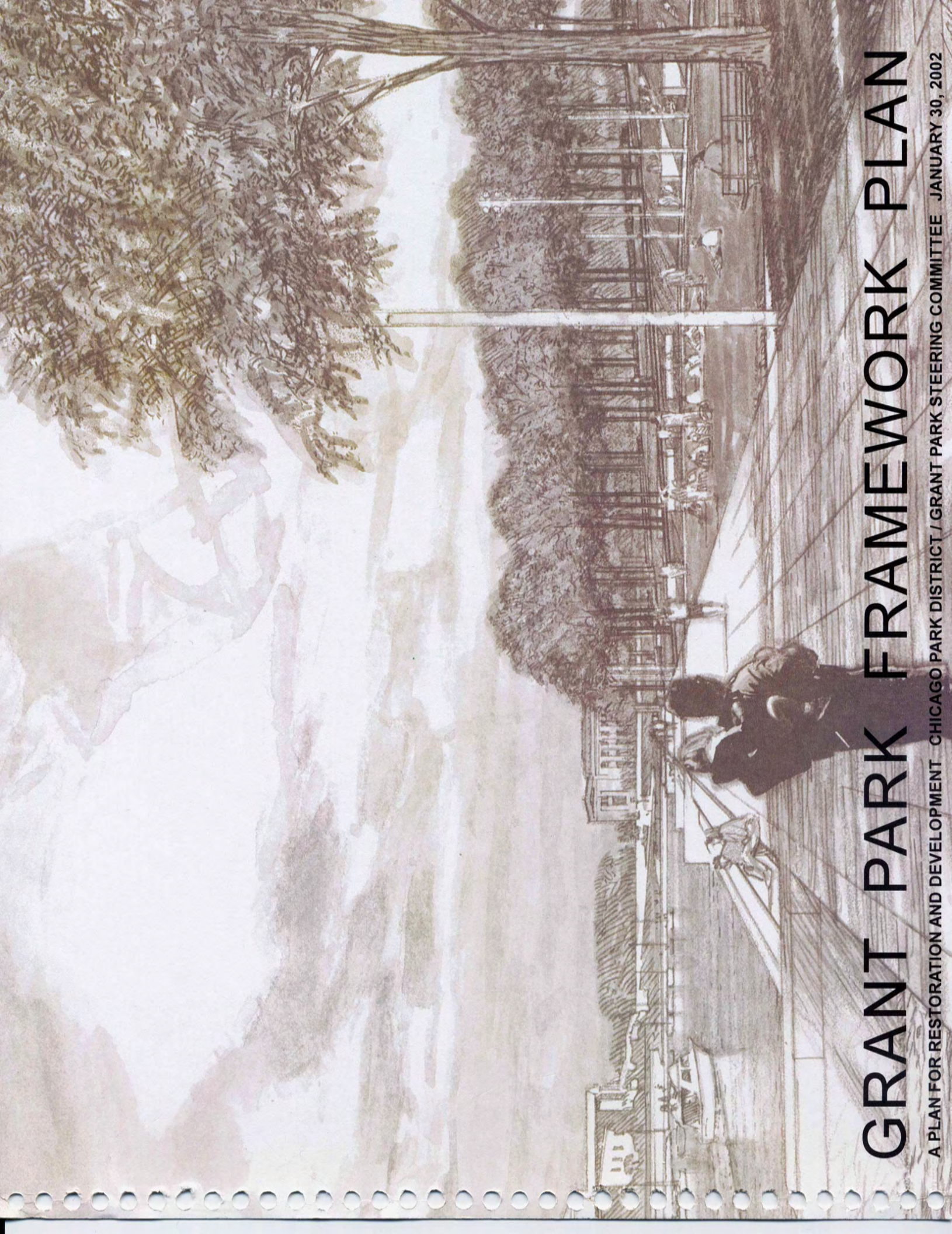




GRANT PARK FRAMEWORK PLAN

A PLAN FOR RESTORATION AND DEVELOPMENT CHICAGO PARK DISTRICT / GRANT PARK STEERING COMMITTEE JANUARY 30, 2002

GRANT PARK FRAMEWORK PLAN

A PLAN FOR RESTORATION AND DEVELOPMENT

January 30, 2002

CHICAGO PARK DISTRICT

GRANT PARK STEERING COMMITTEE



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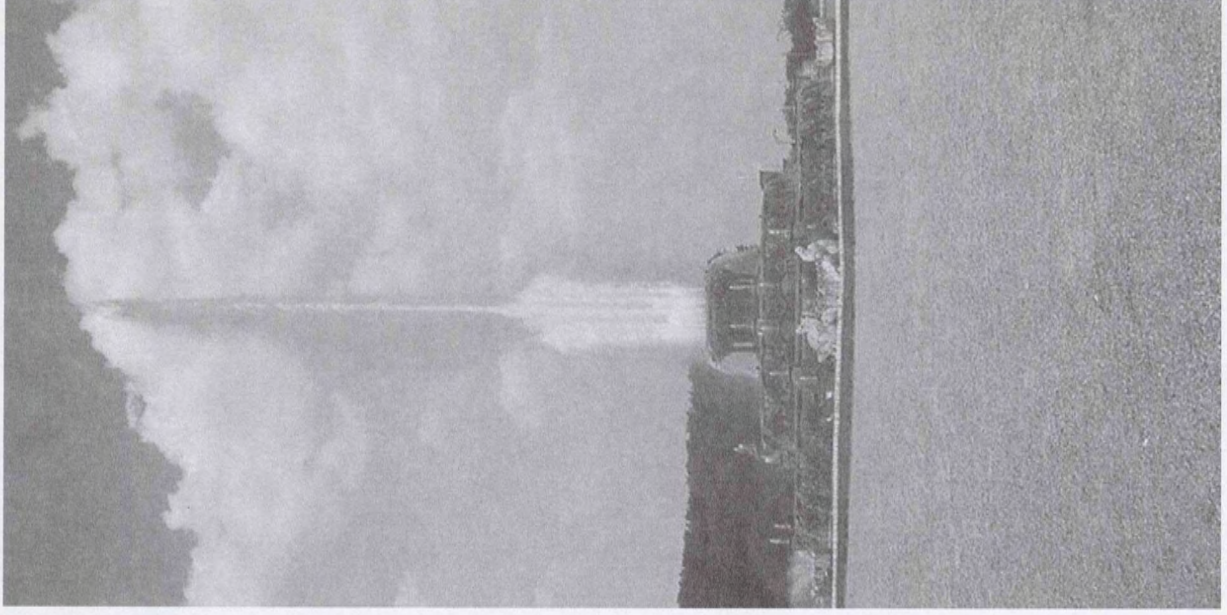
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Grant Park Framework Plan

I. The Grant Park Framework Plan	4	IV. Planning and Design Process	26	VI. Grant Park Future	96
Introduction		Grant Park Activity Areas		Grant Park in the Future	
What is a Framework Plan?		Public Input		Framework Plan Proposed Interventions	
Why a Framework Plan?		Design Process		Linked vs. Independent Interventions	
Framework Plan Goals		Three Schemes		Framework Plan Implementation	
		Framework Plan Objectives			
		Festivals and Events			
II. Grant Park History	8	V. Components of the Plan	38		
Forever to Remain Free and Clear		Grant Park's Historic Core	40		
Illinois Central Railroad		North Grant Park	42		
Expansion Through Landfill		North Grant Park's Disparate Spaces			
World's Colombian Exposition		Daley Bicentennial Plaza:			
Make No Little Plans		Butler Field Recreation Rooms			
Ward's Final Lawsuit		'Peanut Park'			
Improving the Park		South Grant Park	54		
A Century of Progress		South Grant Park			
Renewed Interests		Columbus Plaza			
Pomp and Circumstance		Amphitheater			
Recent Renaissance		Southwest Corner			
1992 Design Guidelines		Grant Park Lakefront	72		
		Grant Park Transformed	82		
III. Grant Park Context	16	VI. Park-Wide Systems	86		
Chicago's Front Yard		Vegetation			
Downtown Land Use		Pedestrian Circulation, Bicycle Access, Roadways and Parking			
Neighborhoods		Seating, Lighting, Furnishings, and Signage			
Adjacent Development		Furnishing/Systems Zones			
Current Planning Projects					
Vehicular Traffic					
Parking					
Transit					
Non-Motorized Access					

Introduction

The Importance of Grant Park

Grant Park is Chicago's central civic open space, and the keystone of Chicago's extensive lakefront park system. It represents the synthesis of Chicago's civic integrity, its cultural development, and its greatest natural resource, Lake Michigan. Its historic significance to the City of Chicago is comparable to that of Franklin Park in Boston and Central Park in New York City. Grant Park is, and will remain a preeminent park, nationally and internationally. Throughout its decades of transformation and evolution, Grant Park has retained a treasured historical fabric of spaces, built elements, and plant materials. The primary challenge of the Grant Park Framework Plan is to revitalize Grant Park's historical core while transforming other areas to fully realize its potential as one of Chicago's greatest resources - a resource distinguished by its resonance with neighborhoods, downtown, the region, and the world.

Preservation, Intervention, Reclamation

The Grant Park Framework Plan addresses the complex issues and conditions that arise when dramatic increases in use and diversity of demands of a rapidly developing city are focused upon a historic park that derived its structure from a set of urban conditions that no longer exist. Grant Park must, and will, evolve with the city and people that use it.

The Framework Plan proposes a spectrum of modifications to different areas of the park. It is a plan for preservation of the park's treasured historic elements, particularly within the park's historic core. It is a plan for intervention within those areas that must adapt to new park uses and demands. It is a plan for reclamation of the park's undeveloped and neglected areas. Cumulatively, the plan sets a course for the transformation of Grant Park into a vibrant and rich fusion of historic and contemporary elements that strengthens the park's grandeur and allows it to fully accommodate current needs of park users. The plan's flexible structure will allow it to evolve with future demands. The plan embraces Grant Park's role as a neighborhood, city, regional and international park.

A Multi-Use, Green, Human Scale Park

The proposed transformation of Grant Park is based on three fundamental principles.

- As an oasis within the urban core, Grant Park should be green. The Plan recommends the planting of thousands of trees, aggressively addressing the problem of depleted tree stocks within the Park.
- Grant Park should be multi-use. Grant Park's spaces must be programmed for maximum flexibility to accommodate a wide diversity of uses.
- The transformation of Grant Park should progress toward a greater sense of human scale - a pedestrianization of its vast, automobile-dominated spaces. The Plan recommends a diversity of spaces within the Park, from intimate to grand.

What is a Framework Plan?

A Framework Plan is a tool used to create a comprehensive vision of future development. It outlines specific long range changes to an existing park and suggests how to accomplish these tasks. Historical research and input from public and private interest groups build the foundation for the Framework Plan. Design proposals include improvements to land use, access, landscape, and park amenities. The Framework Plan will serve as a guide for evaluating future proposals within Grant Park and building support for future development.

Why a Framework Plan?

Grant Park is the front yard of Chicago's business, cultural and civic institutions. People are drawn to the diverse amenities and unique setting of this great urban park; Lake Michigan, the Clarence Buckingham Memorial Fountain, grand vistas of the city and lake, and impressive museums. The park's adjacency to the Loop and residential developments to the north and south makes it convenient to a broad spectrum of people. New residential developments, improved transit service, and additional downtown amenities have dramatically changed Grant Park's context over the past several decades. As the city continues to flourish, particularly in the central area, the demand for Grant Park to parallel this progress intensifies. Within the park, improvements and changes continue to occur in various locations without a vision of the park as a whole. Cumulatively, these changes necessitate a Framework Plan that weaves historic elements, current demands, and projected needs into a single vision for the future of Grant Park.

Grant Park Framework Plan Goals

The Chicago Park District initiated this extensive project by convening a steering committee to study the park's problems and issues. The resultant 1992 Grant Park Design Guidelines laid the foundation for the subsequent Grant Park Framework Plan. The Grant Park Framework Plan outlines a strategy to restore, reclaim and transform the park into a comprehensive public common. The integrity of Grant Park, one of Chicago's most prominent and beautiful parks, depends on the plan's ability to evaluate current park needs, guide development, and anticipate future changes in a contemporary and timeless manner. The Framework Plan develops a vision of Grant Park's future consistent with the following basic goals:

- Integrate the planning process for Grant Park with the plans for other facilities of the Central Lakefront, including Navy Pier, Northerly Island, Soldier Field, McCormick Place, the Michigan Avenue Cultural and Historic Corridor, Art Institute of Chicago, Millennium Park, and the Museum Campus.
- Research options and develop recommendations for implementation and administration of the Framework Plan.
- Expand the role of Grant Park as a regional, city-wide and local resource.
- Activate the park as a whole, on a year-round basis, especially on non-event days and during the winter.
- Protect and enhance the unique landscape of the park.
- Preserve and interpret the park's historical character while accommodating its evolving uses, including the needs of new residential developments on its periphery.
- Integrate Grant Park into the Lakefront open space system.
- Develop short and long-range guidelines for land use, management, maintenance, transportation, roadway design and use, and park development.



Grant Park's History

Forever to Remain Free and Clear*

Illinois Central Railroad*

Expansion Through Landfill*

World's Colombian Exposition*

Make No Little Plans*

Ward's Final Lawsuit*

Improving the Park*

A Century of Progress*

Renewed Interests*

Pomp and Circumstance*

Recent Renaissance*

1992 Design Guidelines

Grant Park History

Forever to Remain Free and Clear*

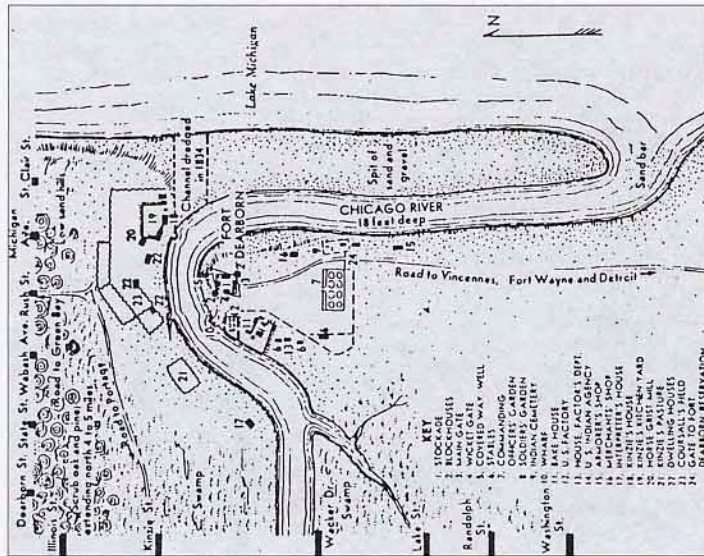
Even before Chicago was officially incorporated in 1837, early town residents worked to ensure that some of the lakefront would be saved as parkland. Fort Dearborn, the U.S. military outpost located on Lake Michigan at the Chicago River, was closing. Land surrounding the Fort was scheduled to be sold for development with the revenues to benefit the construction of the Illinois and Michigan Canal. When the Canal Commissioners platted lots to sell at public auction in 1836, they left an area between Lake Michigan undivided. Aware of strong public opinion about saving this portion of the lakefront as open space, in 1839 the Commissioners recorded the following notation on the plat map for the area: "Public ground forever to remain vacant of buildings."

Illinois Central Railroad*

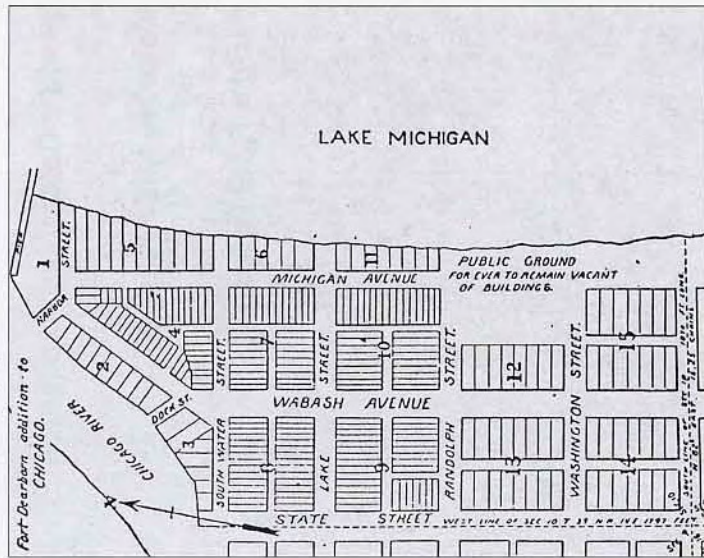
The lakefront open space was formally dedicated as Lake Park by the City of Chicago in 1847. There were no early improvements and by 1850, lakeshore erosion posed a serious threat to the Park. Because the city could not afford to build seawalls to protect the land from washing away, there were concerns that the whole area would have to be abandoned. In 1852, a clever solution to this problem was conceived. In exchange for constructing a masonry breakwater that would protect the park and Michigan Avenue, the city allowed the Illinois Central railroad (IC) to build a train trestle in the bed of Lake Michigan.

Expansion Through Landfill*

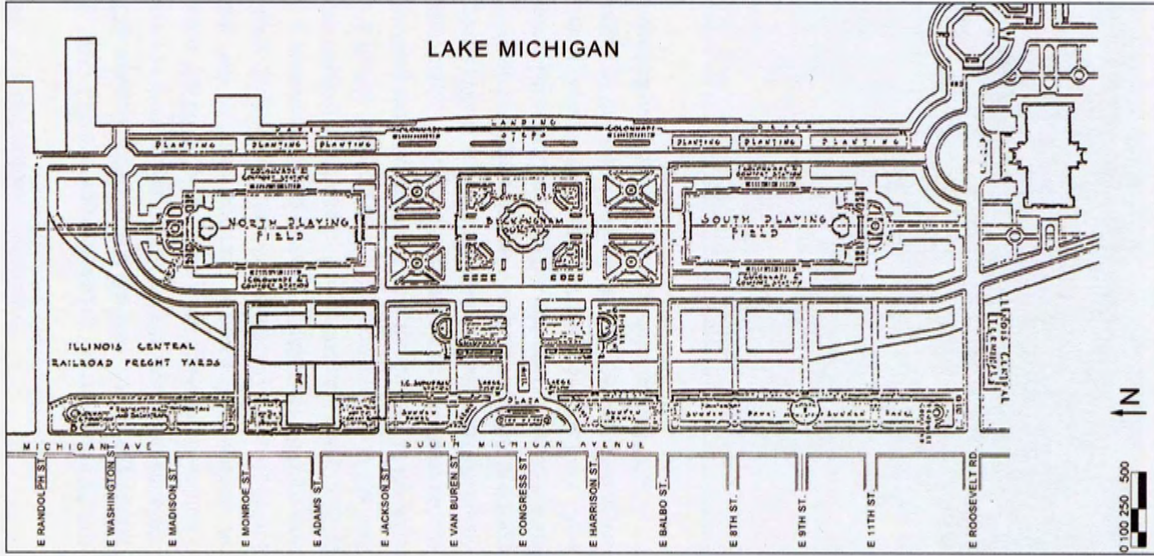
The devastating Chicago Fire of October 9, 1871, left the city with approximately 1,700 acres of charred debris and rubble. The city needed a place to dump these materials, and the area in Lake Michigan between the shoreline and the train trestle was selected. This was the first of many landfill projects that expanded the Park's acreage. At the time, minimal landscape improvements were made and the Park was little more than an unsightly strip of land with wooden squatter's shacks and livery stables. The Park was even used as a dump for garbage that was later hauled away by railroad cars.



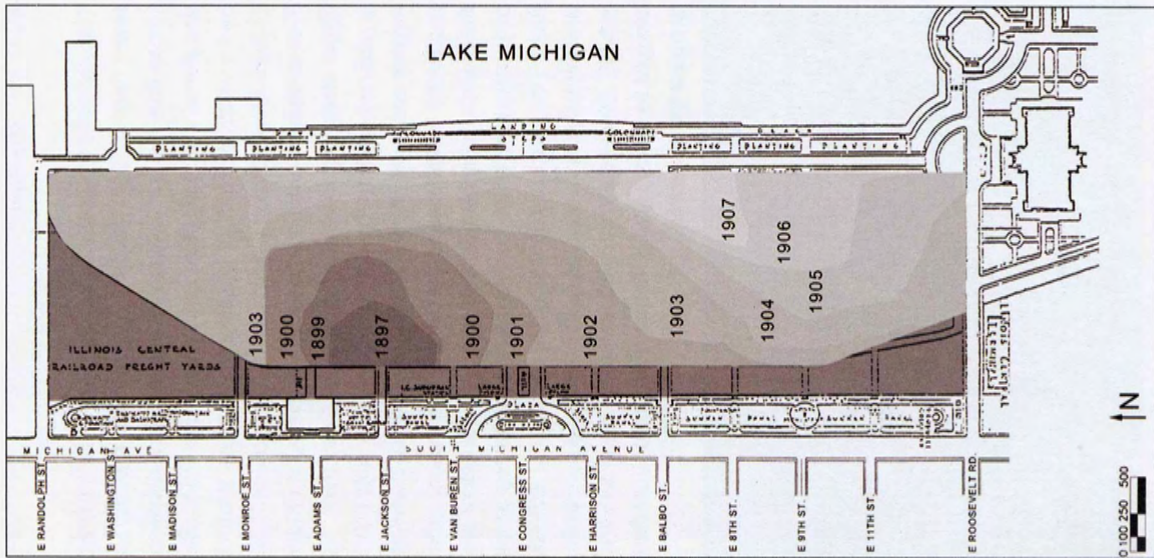
1. Early Site History



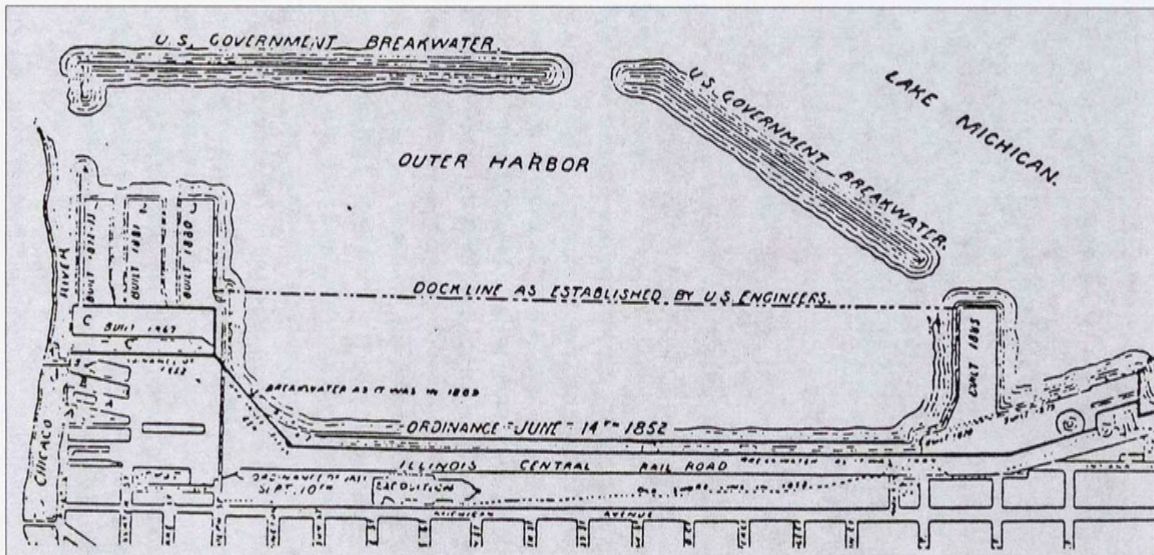
2. 1839 Fort Dearborn Addition



5. 1925 Plan



4. "Dump Lines" - Fill History

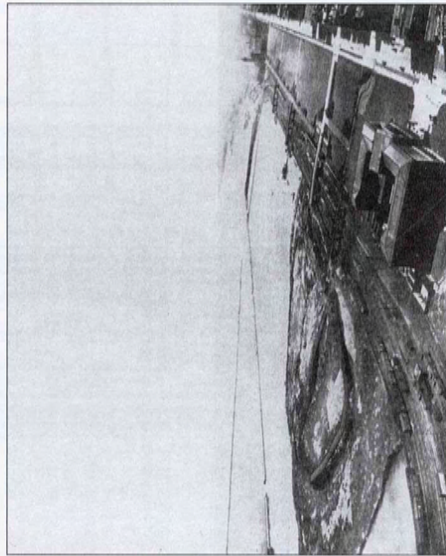


3. 1880 Chicago Plan - Rail Corridor on Lake Edge

Grant Park History

World's Columbian Exposition*

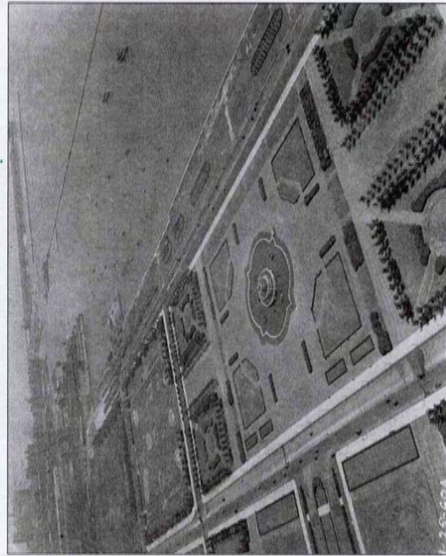
In 1890, Chicago was selected as the site for the World's Columbian Exposition and the Park was briefly considered as the location. While the site was under consideration, the World's Congress Building was constructed in the Park to house a variety of humanities exhibits. An agreement was reached that this building would become the permanent home of the Art Institute of Chicago after the World's Fair closed. Due to the acts that protected the Park's open character, the construction of the new building required approval from the owners of the adjacent property. One of them was magnate Aaron Montgomery Ward, whose mail-order business was headquartered on Michigan Avenue. Ward approved the building's construction and initiated the first of what became a series of lawsuits to clean up and improve the Park. As a result of the initial lawsuit, Mayor DeWitt Cregier announced plans to build a civic center in the Park.



6. Fill History

Make No Little Plans*

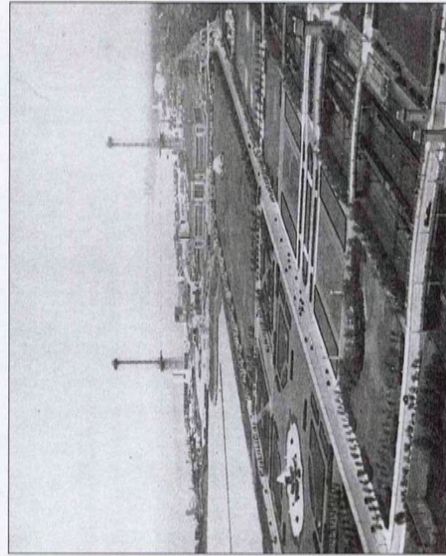
Transferred to the South Park Commission and renamed Grant Park in 1901, the lakefront park was drawing attention from many of Chicago's most important architects and planners. Among them was Daniel H. Burnham, who had served as chief of construction for the World's Columbian Exposition which was held in Jackson Park. True to his famous credo "make no little plans," Burnham began sketching ambitious schemes for Grant Park. He envisioned a formal French landscape with civic buildings on each end. As the Park's centerpiece, Burnham suggested a new classically designed museum. After the World's Columbian Exposition closed, the natural history collection, which was temporarily exhibited at the Fair's Fine Arts Building (today the Museum of Science and Industry), was donated to Chicago as a permanent exhibit. Chicago's prominent merchant, Marshall Field, pledged \$4 million to build the new museum in Grant Park to house the collection.



7. Fountain Table without Elm Trees

Ward's Final Lawsuit*

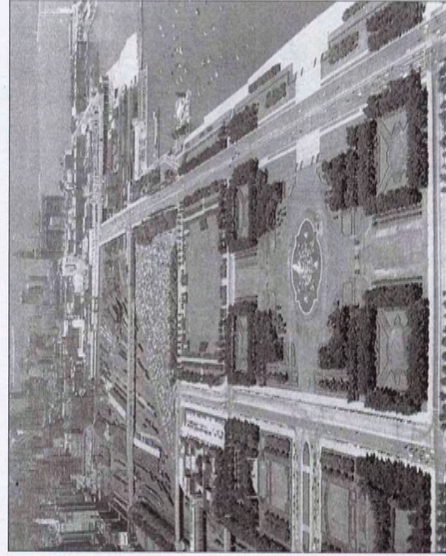
In 1903, the State of Illinois enacted legislation allowing the Field Museum's construction in the center of Grant Park. Aware of the early restrictions against buildings in the Park, Aaron Montgomery Ward filed additional lawsuits to prevent the construction of the museum and other proposed buildings. In 1911, the fourth and final State Supreme Court case was decided in Ward's favor. The following year, the South Park Commissioners found a way to build the Field Museum in Grant Park without violating the law. An agreement was reached with the IC railroad Company. The railroad would surrender its rights to submerged lands south of 12th Street in exchange for expanding its right-of-way south of Grant Park. By obtaining these lakefront rights, the South Park Commission could add landfill to expand the Park's southern border. This provided a location for the Field Museum of Natural History.



8. South Grant Park

Improving the Park*

After remaining an eyesore on the lakefront for many years, construction to improve Grant Park finally began in 1915. Plans for the Field Museum had been developed by Burnham prior to his death in 1912, and construction of the building took place between 1915 and 1920. To create new plans for the Park's overall improvements, the South Park Commission hired Edward H. Bennett, co-author of Burnham's 1909 Plan of Chicago and consulting architect to the Chicago Plan Commission. Bennett and his partners Parsons, Frost and Thomas remained true to Burnham's classical vision for Grant Park. Inspired by the grand landscapes of the French Renaissance, the designers included symmetrical lawn panels and floral plantings, alleys of elm trees, and as the Park's focal point, the monumental Clarence Buckingham Memorial Fountain with its breathtaking views of Lake Michigan. Clas-

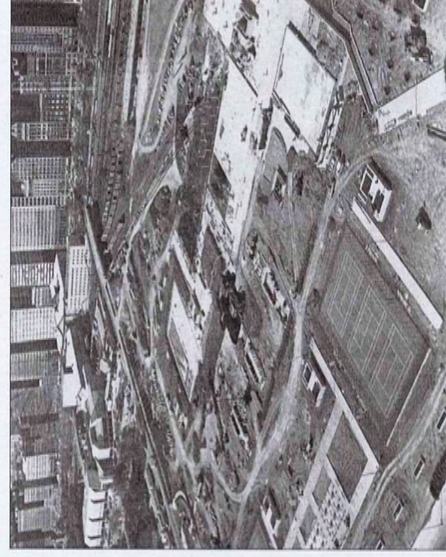


9. North Grant Park

sical structures near Grant Park include Soldier Field, which was designed by Holabird and Roche and built between 1923-25 in adjacent Burnham Park. Many Grant Park improvements were designed in the late 1920s, and the influence of the Art Deco style is clear. For example, the 1929 John G. Shedd Aquarium, designed by Graham, Anderson, Probst and White to relate to the classical Field Museum, has numerous stylized Art Deco elements with aquatic themes.

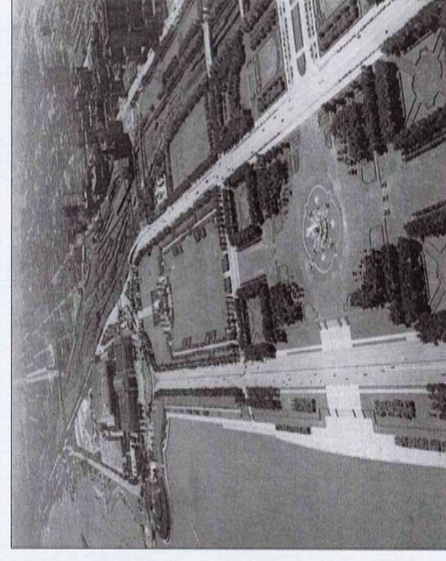
A Century of Progress*

By the early 1930s, construction had slowed due to the Great Depression and many of Grant Park's improvements were still incomplete. A second World's Fair, held in adjacent Northerly Island and Burnham Park, inspired additional improvements to Grant Park.



10. Construction - Daley Bicentennial Plaza

The 1933-34 Fair, A Century of Progress, celebrated Chicago's centennial and fostered a sense of optimism about the future. The Adler Planetarium & Astronomy Museum was constructed on the Northerly Island in 1930. Finishing touches were also made in Grant Park in time for the Fair, including additional sculptures, landscape paintings and a band shell emulating the Hollywood Bowl (the band shell was demolished in the 1970s). In 1934, the South Park Commission and the city's 21 other independent park districts were consolidated into a single agency, the Chicago Park District. Additional Grant Park improvements were made through the remainder of the 1930s and the early 1940s by the Chicago Park District through funding from the WPA, the federal Works Progress Administration.



11. South Grant Park

Grant Park History

Renewed Interests*

During the 1970s, there was renewed interest in improving Grant Park. In 1976, the Richard J. Daley Bicentennial Plaza was constructed on the northeast side of the Park in what had been a huge parking lot. This facility provided a broad spectrum of new recreational and athletic programs without obstructing valuable green space or primary lakefront views. A band shell, built in 1978, was named for James C. Petrillo, who had served as president of the Chicago Federation of Musicians for 40 years.

Pomp and Circumstance*

Throughout its history, Grant Park has hosted spectacular events and prominent visitors. On summer weekends during the 1870s and early 1880s, the Chicago White Stockings, a professional baseball team that later became the Chicago Cubs, played in the Park. A temporary wigwam built in 1892 was used for the Democratic National Convention. Between 1918 and the late 1920s, a circus was held in Grant Park each summer. On a summer evening in 1935, the first season of free Grant Park concerts began. Between the late 1930s and early 1940s, NBC and CBS often had radio broadcasts on concerts in the Park. In 1959, Queen Elizabeth II began her Chicago visit by ceremoniously entering Grant Park from the lakefront. Since that day when the Queen crossed Lake Shore Drive to the Buckingham Fountain, the terrace on the lakefront's edge has become known as the "Queen's Landing". The Petrillo Music Shell has been the site of notable speakers, performers, athletes and public figures, including Pope John Paul II, the Dalai Lama and the Chicago Bulls.

Recent Renaissance*

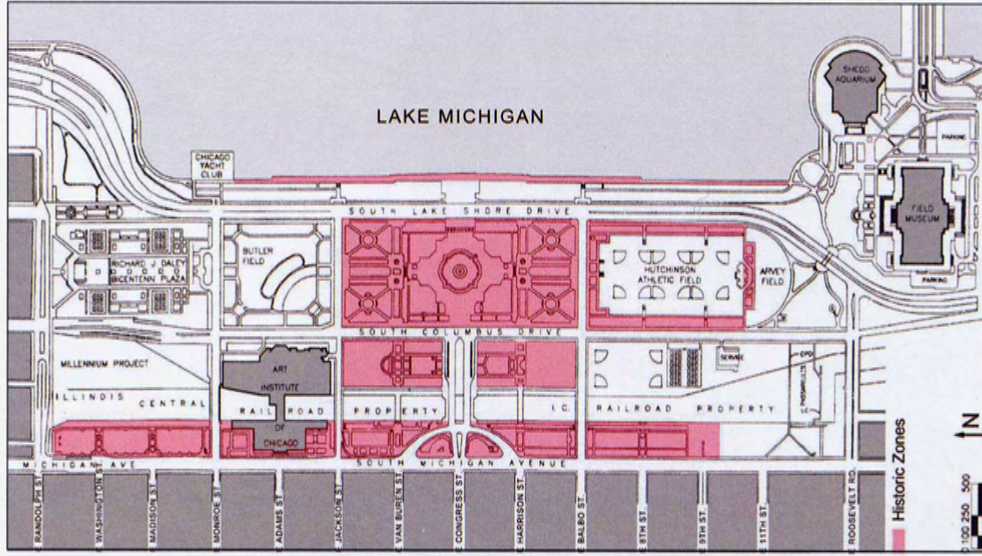
Ambitious restoration projects and new design efforts have brought about a renaissance for Grant Park. Over the years, the Park's impressive stands of American elm trees suffered losses from Dutch elm disease. In the early 1990s, the Chicago Park District began monitoring the health of historic trees, and reforesting with hundreds of new disease-resistant elms. Historic bridges, ornamental concrete, sculptures, and the Clarence Buckingham Memorial Fountain have been restored, and the original lamp posts and benches were reconstructed. New pavilions, beautifully incorporated into the landscape, provide bathrooms and food concessions near the Fountain. A Cancer Survivors Garden has been created along the road bed of the old Outer Drive Bridge. This quiet, reflective garden celebrates those who have won the battle against cancer, and includes two original columns from Chicago's 1896 Federal Building. One of the most significant improvements is the Museum Campus, a 57-acre extension to Burnham Park made possible by the 1995 relocation of Lake Shore Drive. The entire stretch of roadway that existed east of Soldier Field is now converted to green space connecting the museums at the south end of Grant Park through spectacular plazas, gardens and landscapes. The new century is bringing further improvements as the lakefront Millennium Park is replacing old railway land with a beautiful landscape and festival site.

* — From "Welcome to Grant Park," written in 1998 by Julia Sniderman Bachrach, Chicago Park District historian.

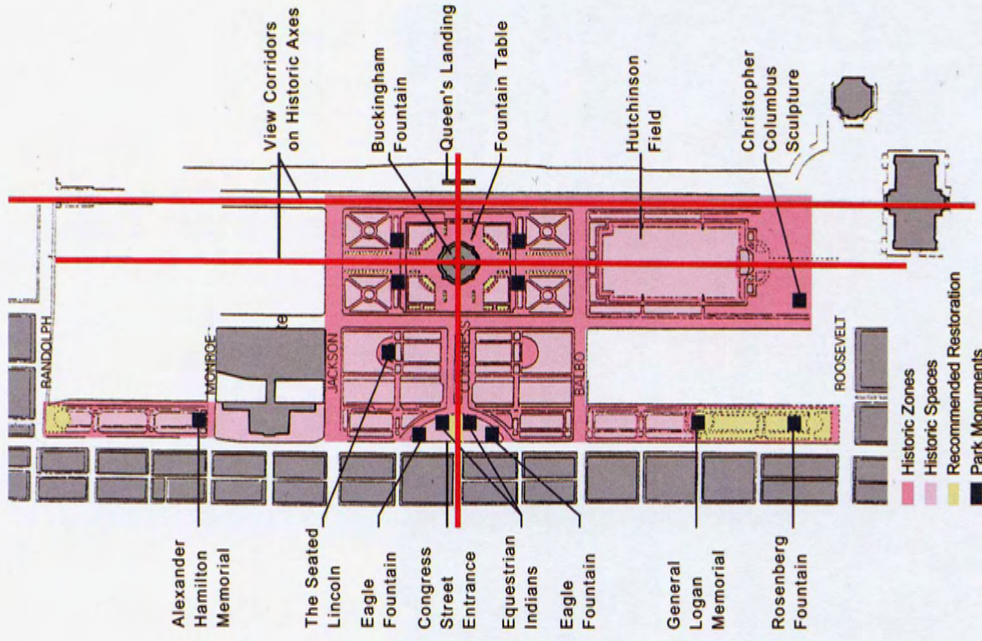
1992 Design Guidelines - Historic Template

The 1992 Design Guidelines defined the Historic Template for Grant Park. In doing so, the boundaries of the park's historic spaces, zones and monuments were established, thus identifying areas for restoration and preservation. Areas such as the Buckingham Fountain Table, the Court of Presidents, and the Congress Street Plaza were recognized for their historic importance. Reinstating the historic double rows of trees along Michigan Avenue was included in the template. Reinterpreting the Bennett Plan's Peristyle through a semicircular landscape or architectural element was also included. The two pylons that signify the old Lake Shore Drive and the existing elm trees that line the lakeshore are recognized as significant. At Hutchinson Field, the template focuses on the configuration of its surrounding walks, lilacs and Hawthorns planted along the perimeters of the field. The southern portion of the template includes the implementation of a semicircular element at the south end of the axis, which recalls the unexecuted Peristyle of the Bennett plan, mirroring the north axis. The 1992 Design Guidelines also identified areas that could be transformed into new spaces for new uses.

The Design Guidelines laid the groundwork for the Grant Park Framework Plan to utilize the park's existing rich historical elements as an armature to support a new vision of Grant Park.



12. Current Plan - Remaining Historic Areas



13. Historic Template - 1992 Design Guidelines



Grant Park's Context

Chicago's Front Yard

Downtown Land Use

Neighborhoods

Adjacent Development

Current Planning Projects

Grant Park Access

Vehicular Traffic

Parking

Transit

Non-Motorized Access

Grant Park Context

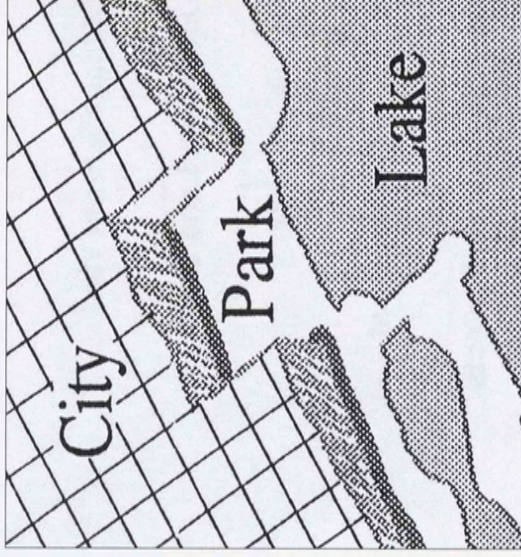
Chicago's Front Yard

Chicago's Lakefront heritage has been enriched and defined by Grant Park, the keystone of its extensive lakefront park system (15, 16). Located adjacent to the city's central business district, the Michigan Avenue cultural and historic corridor serves as the western boundary of the park. The city street grid continues east of Michigan Avenue through the park to the edge of Monroe Harbor. Multilevel Randolph Street encloses the park to the north, with the exception of the lakefront strip east of Lake Shore Drive that extends north to the Chicago River. To the south, Roosevelt Road, the new Central Station development, and the Museum Campus define Grant Park's southern edge. As the central link of Chicago's historic park system, Grant Park connects the historic boulevard system to twenty-four miles of uninterrupted lakefront parkland.

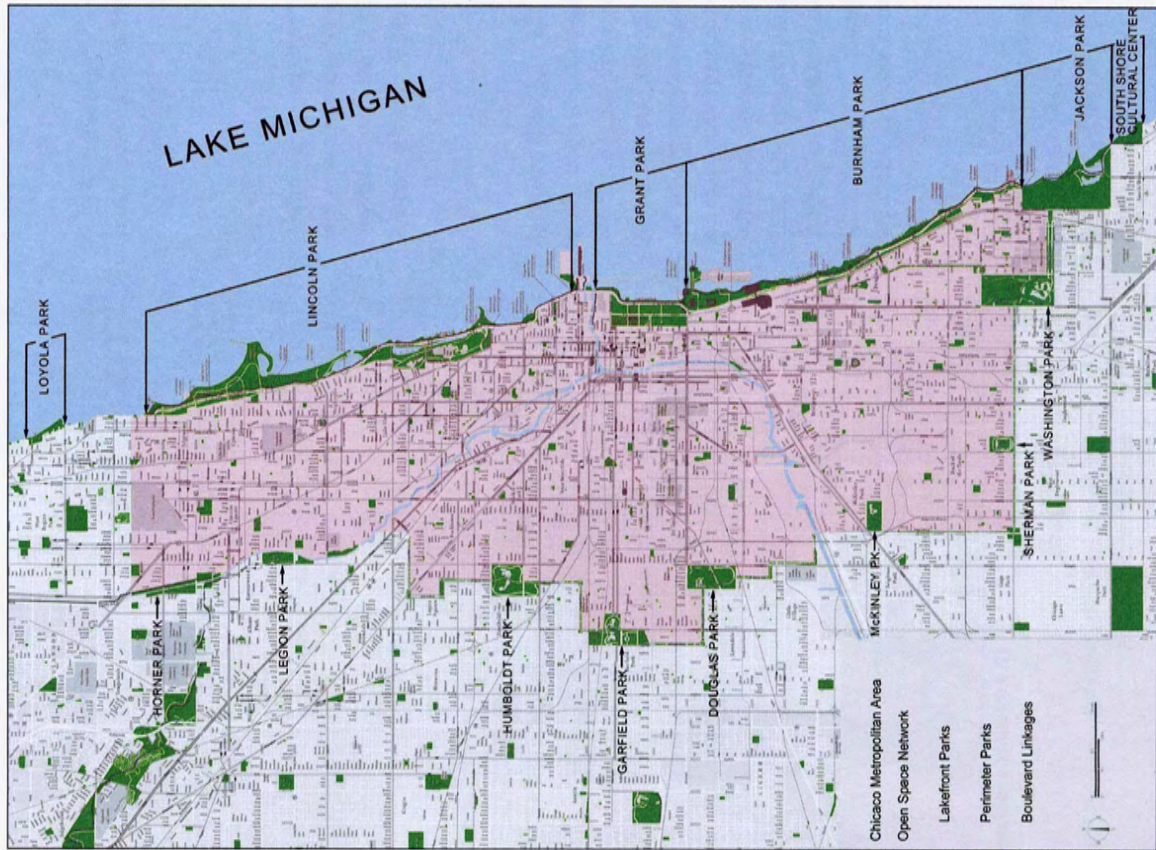
Downtown Land Use

Grant Park is an integral component of Chicago's downtown, serving as the access point to the lakefront. The cultural and academic institutions within and surrounding Grant Park draw a diverse user group at all times of the day. The internationally renowned Art Institute of Chicago is located within Grant Park. The Museum Campus, anchoring the south end of the park, is comprised of the Field Museum, the Shedd Aquarium and the Adler Planetarium. Adjacent to the northwest corner of the park is the landmark Chicago Cultural Center. Numerous academic and cultural institutions along Michigan Avenue such as the School of the Art Institute of Chicago, Columbia College and Roosevelt University add to the park's vitality. These cultural and academic facilities have helped make Grant Park a regional and worldwide destination.

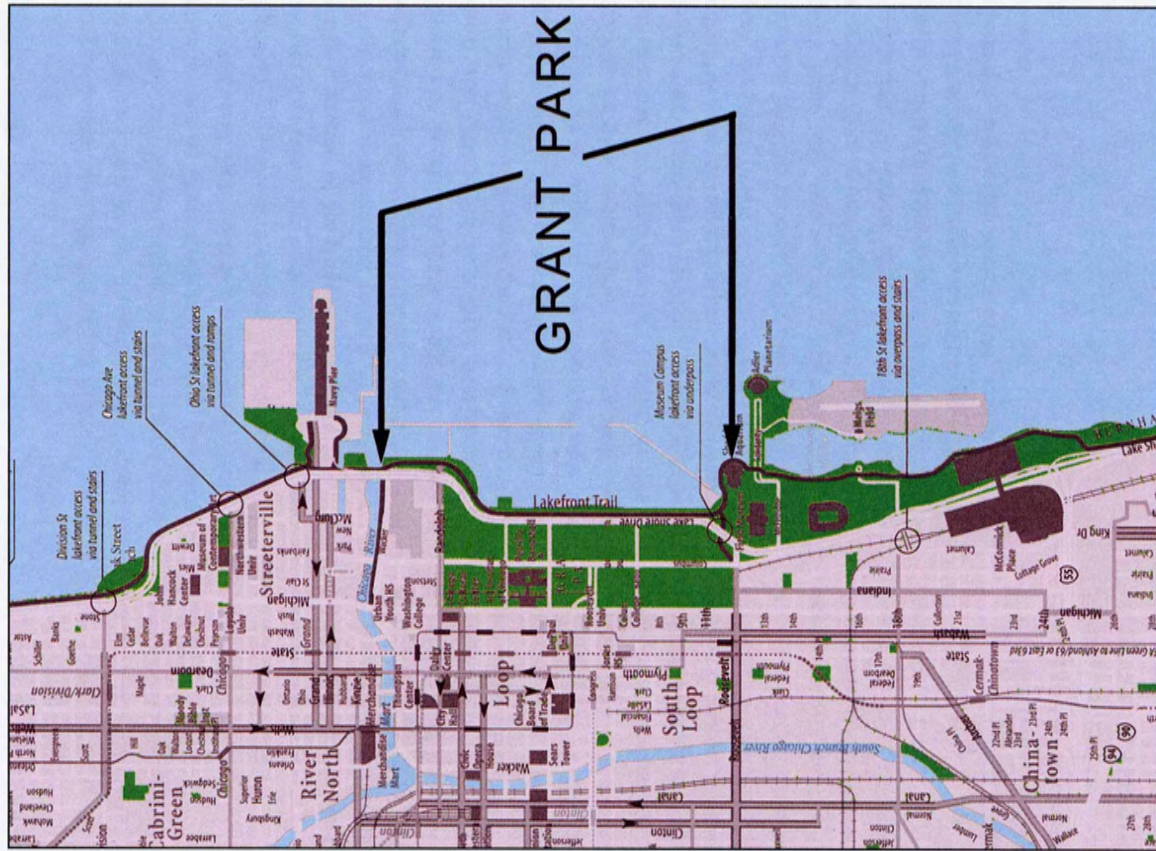
Chicago's business district has played a large role in the development of Grant Park and continues to do so today. Downtown's growing institutions, businesses and neighborhoods, north and south of the park, put new and increasing demands on Grant Park's limited space.



14. Street Wall Enclosure



15. Regional Context



16. Regional Context

Grant Park Context

Neighborhoods

Chicago's central business district has recently undergone a planning transformation spurred by an explosion in the downtown residential market. Established neighborhoods such as Streeterville to the north, Chinatown to the south and West Loop to the west are proximal to the park (17). Newer communities such as South Loop and Near South Side, the Randolph Street / Fulton Market developments to the west, and residences along Michigan Avenue also impact the park. The Lakeshore East and Central Station developments, immediately north and south of Grant Park respectively, are particularly notable (18). Although both of these developments incorporate additional internal open spaces and community facilities within their project boundaries, Grant Park will increasingly be utilized as a neighborhood park. The necessity for park improvement, coupled with an increased demand for amenities, has become apparent. The once and future "front yard" is now also the "back yard" of the growing residential population. Addressing indoor recreation needs of the south loop has been a concern of the City, Chicago Park District and community for some time, and was rearticulated through the series of community meetings associated with the planning process. A number of opportunities for locations for such facilities may prove to be viable including possibilities that could lead from relationships with the Board of Education, park expansion projects, and new developments.

Adjacent Developments

The changing face of Chicago's urban core is evident in the number of planned and current developments. Many of these projects are located within or adjacent to Grant Park (17).

• Northerly Island

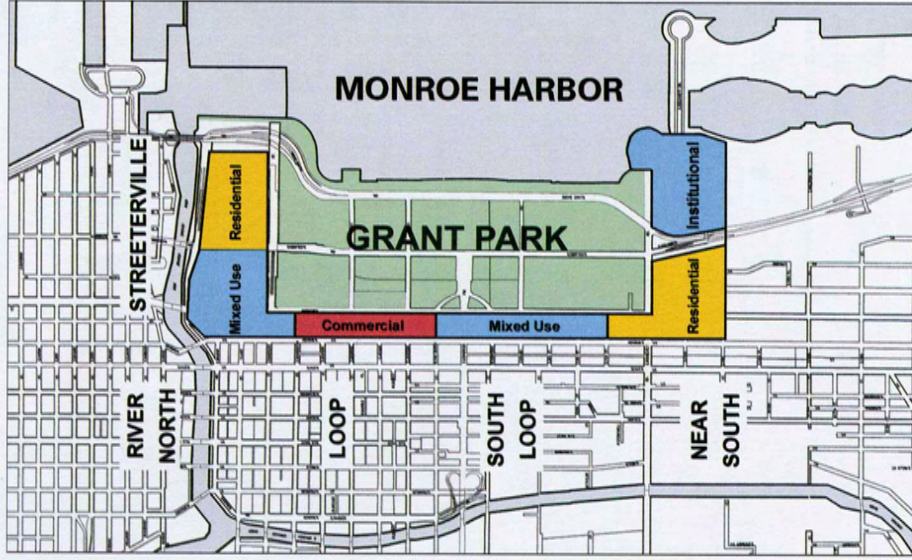
Directly east of Soldier Field, Northerly Island is a potential site to introduce plant and wildlife communities that would add another dimension to Chicago's Lakefront. Northerly Island may revert to parkland in the future if the Meigs Field airport were to close.

• Millennium Park

Currently under construction in the northwest corner of Grant Park, this reclaimed twenty-four acre open space is built atop a new, 2,400-space parking garage and extends over the existing railway corridor. The main feature of the Park is an amphitheater/bandshell seating up to 10,000 people. Millennium Park also includes an ice rink, sculpture garden, the Millennium Garden, the earth-sheltered Chicago Music and Dance Theater, and a 300-seat restaurant, all placed within a formal garden setting. Successful integration of Millennium Park's new facilities is critical to Millennium Park's success within the larger Grant Park.

• Queen's Landing Project

The project's main initiative is to create a grade-separated crossing from the Buckingham Fountain Table to Monroe Harbor at Queen's Landing. This pedestrian connection is crucial to integrating the lakefront with Grant Park's interior.



17. Adjacent Land Uses

• Art Institute Expansion

The museum's planned new wing reconfigures both the building and the exterior circulation.

• Lakeshore East

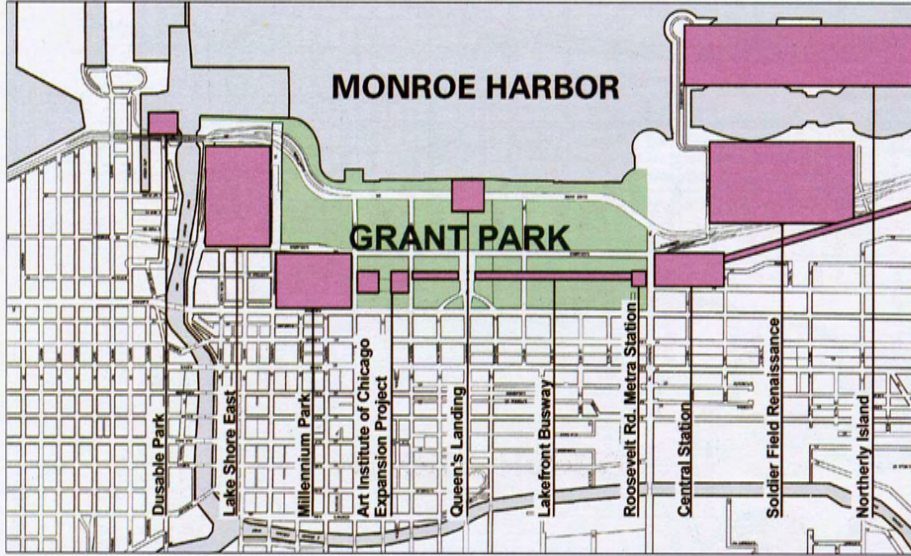
Lakeshore East is a planned development north of the park that ultimately will contain thousands of new residences as well as office and hotel space in buildings of various sizes. Lakeshore East also will include a public school. A six acre public park will serve as the community's central open space and will supplement the neighborhood park role served by Grant Park.

• North Burnham Park Redevelopment

Soldier Field is currently the home of Chicago's professional football and soccer teams as well as host to a number of large summer music events. Renovation plans include changes to circulation and parking. New amenities will include a 2,500 stall parking structure north of Soldier Field, and seventeen acres of additional parkland. The project also proposes a new underpass at Columbus Drive and Roosevelt Road near the south end of Grant Park. The additional parking and open space is a benefit to the surrounding institutions, the growing South Loop community, and its northern neighbor Grant Park. Parking garages in Grant Park and Soldier Field will mutually support events in both areas.

• Lakefront Busway / Roosevelt Road Metra Station

Currently under construction, the Busway utilizes vacant land within the depressed Metra/IC corridor. Although intended to transport conventioners to and from McCormick Place and the North Michigan Avenue hotel area, it has the potential to distribute Park visitors north/south through the Park. At the far south end of the Park, the Roosevelt Road Metra Station renovation affords further opportunity to improve mass transit in Grant Park.



18. Planned and Current Developments

• Millennium Park Pedestrian Bridge

Spanning Columbus Drive, this serpentine bridge strengthens the connection between Millennium Park and Daley Bicentennial Plaza and draws people eastward through the Park from Downtown.

These projects will substantially impact Grant Park. By establishing a strong vision for Grant Park's future, the Framework Plan acts to support and inform the projects that occur within its boundaries and adjacent to it.

Current Planning Projects

Due to the increase in real estate development near the park, there have been numerous planning efforts geared toward assessing the City's central area on a larger scale. Among these documents are the Central Area Plan, Near South Community Plan, and Illinois Center Plan. Sponsored by the Chicago Department of Planning and Development, each plan tackles the delicate balance of encouraging growth while maintaining a livable urban environment.

As new residents increasingly move to the City's core and diverse amenities draw larger crowds, access and circulation issues are magnified. The Chicago Department of Transportation has spearheaded the Central District Transportation Study. This study identifies and analyzes growing transportation issues in the downtown area.

Access

Grant Park is accessible by all modes of transportation including auto and transit (CTA bus, CTA rail, Lakefront Trolley, and Metra), as well as by bicycle and foot. In fact, transportation plays a major role in the organization and experience of Grant Park. However, it is the conflict between these modes that requires attention in an effort to generate a more cohesive, yet efficient, means for moving to, within, and from Grant Park. With Grant Park located at the heart of a major metropolitan city, the transportation system must be considered not only as access to the Park, but within the context of the adjacent business district.

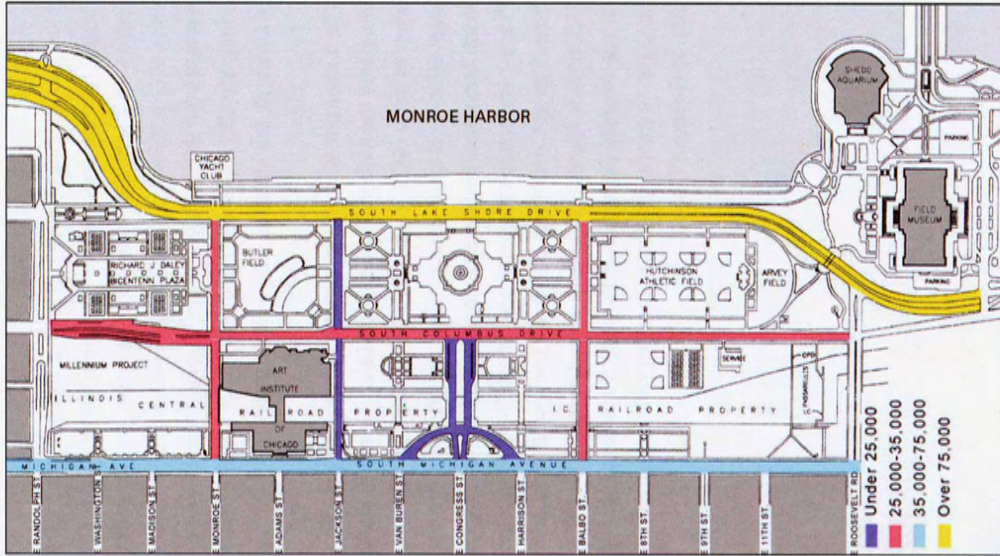
Average daily traffic volumes on roadways within or adjacent to the Park vary with over 150,000 on Lake Shore Drive, over 50,000 on Congress Drive, and between 25,000 and 30,000 on the east-west arterials. During weekday peak periods, intersections within or adjacent to Grant Park operate at or near capacity.



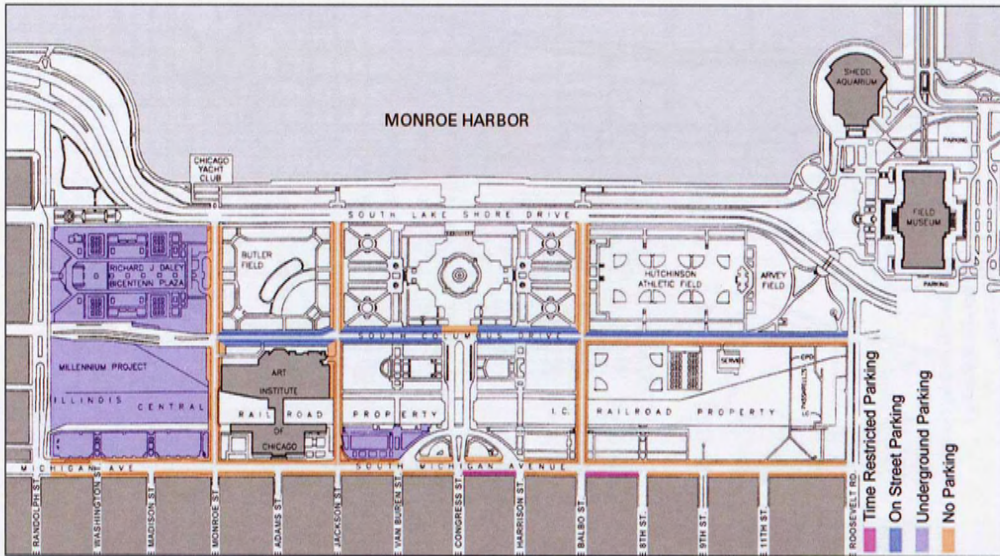
19. Grant Park Proximate Parking

Parking

Ample parking facilities exist in and near Grant Park. Approximately 200 on-street spaces are located along Columbus Drive between Randolph and Roosevelt, generally with four-hour time limits. No on-street parking is located along the east-west arterials through the Park. Four underground parking facilities located within Grant Park provide almost 10,000 parking spaces: Monroe Street Garage (3,800 spaces), Grant Park North Garage (2,100 spaces), Grant Park South Garage (1,500 spaces), and Millennium Park Garage (2,400 spaces). Parking facilities along the perimeter of Grant Park (at Wacker Drive to the north, State Street to the west, and Soldier Field to the south) provide an additional approximately 15,000 spaces within walking distance of Grant Park. Planned improvements to Soldier Field will create an additional 2,500 spaces.



21. Daily Traffic Volumes



20. Grant Park Parking

Grant Park Context

Transit

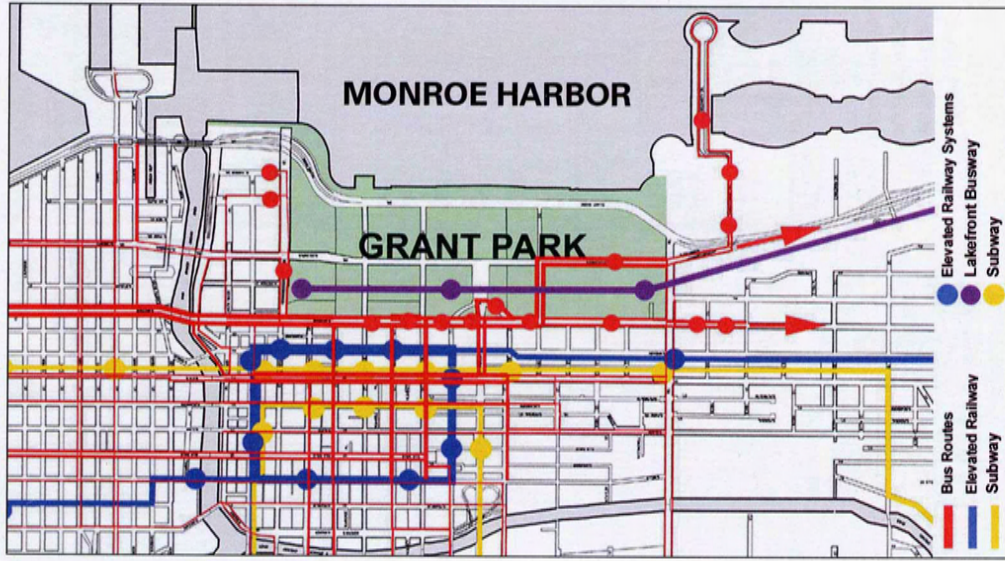
Grant Park is easily accessible by public transportation. Although a variety of transit modes are available at or near the park's perimeter they do not provide direct access the park's interior. Rail service access is provided via the CTA Red, Green, Orange, and Brown lines. The elevated Green, Orange, Brown, and Purple (with limited weekday service) lines have station stops along Wabash at Randolph, Madison, Monroe, and Adams. The Green and Orange Lines have a stop at Roosevelt Road just west of Wabash. The CTA Red Line subway travels underneath State Street, with stops at Lake, Washington, Monroe, Jackson, Harrison, and Roosevelt Road. The CTA plans to construct a pedestrian connection between these elevated and subway lines.

CTA bus service is provided via eight local routes and 6 express (peak hour or limited stop) routes along Michigan Avenue. One route travels through the southern portion of Grant Park connecting to the Museum Campus. The CTA also provides additional service during events such as festivals and Soldier Field events.

Metra/South Shore service operates along the former Illinois Central (IC) Railroad track, located in the open 'trench' through Grant Park. Metra stations are located at Randolph St., Van Buren St., and Roosevelt Road. The Randolph Street station is being renovated as part of the Millennium Park project. The Roosevelt Road Station is in need of renovation and Metra plans to improve this station at some point in the future.

The City of Chicago sponsors a free trolley service with three routes that provide access to Grant Park. Two routes provide connections between Metra commuter station on Canal Street and the northern and southern ends of Grant Park. A third route travels along Michigan Avenue from Water Tower to the Museum Campus. Recently, the City expanded trolley service during the Taste of Chicago; the initiative was well received.

The Lakefront Busway is currently under construction alongside the Metra/IC railroad tracks and is expected to open in early 2002. This facility is intended to serve, at least initially, charter buses connecting hotels from the North Michigan Avenue/Streeterville area to McCormick Place. Ramps to the facility are located near Randolph Street and Columbus Drive at the north end and McCormick Place at the south end. There are currently no intermediate stops planned. Future consideration could be given to event-specific service as well as a potential stop at Roosevelt Road.

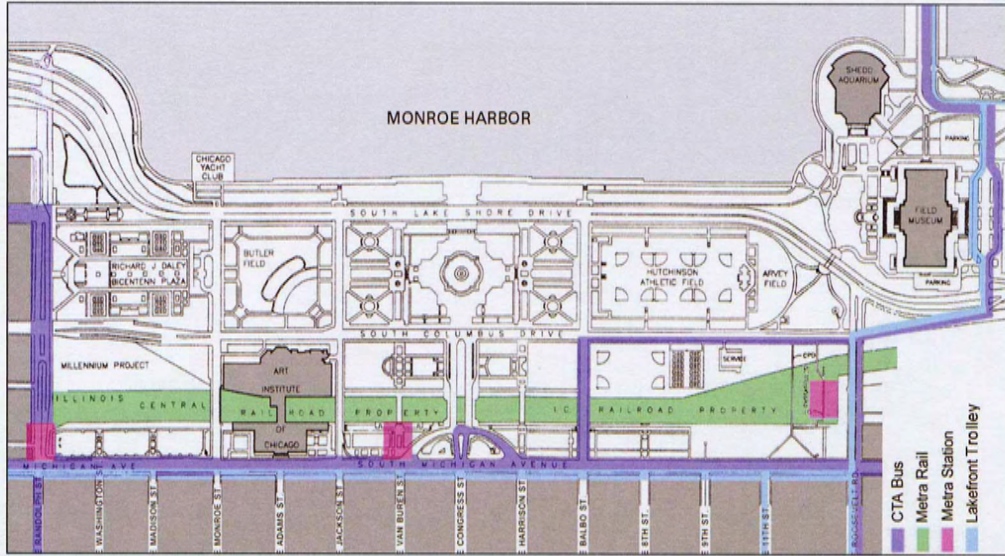


22. Transit

Non-Motorized Access

Grant Park is also accessible by walking, biking, and other modes of non-motorized transportation. Pedestrian access to and from the Park occurs primarily via the existing roadway network along adjacent sidewalks. Traffic signals at Buckingham Fountain and at the Monroe, Jackson, and Balbo intersections facilitate pedestrian access across Lake Shore Drive to the lakefront. The Lakefront Trail running along the east side of Lake Shore Drive is an uninterrupted north-south pathway within the Park, and extends 18 miles along the lakefront north and south of Grant Park. Pedestrian access within the Park also occurs via the existing sidewalk network, but also using the pedestrian underpass located at the south end of Grant Park, connecting to the Museum Campus.

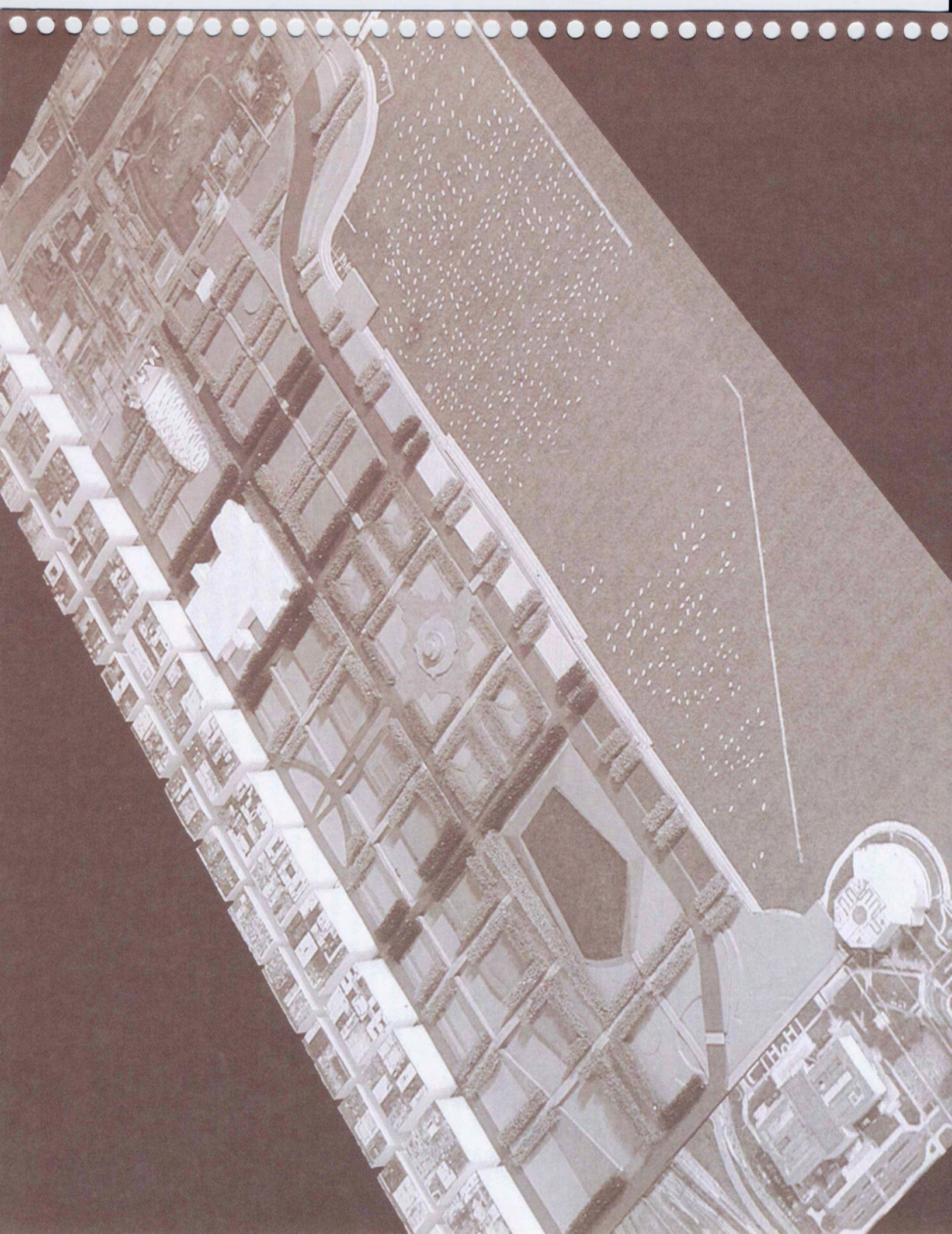
Bicycle-designated facilities include the Lakefront Trail, and striped bicycle lanes located on Roosevelt Road, ending at the intersection of Roosevelt Road and Michigan Avenue. There are a number of bicycle racks located within the Park, plus approximately 150 bicycle parking spaces at the museums. Temporary bike parking is provided during events at Grant Park.



23. Grant Park Transit

Lake Shore Drive and the Metra/IC railroad trench are among the largest barriers to pedestrian movement within the Park. There is an existing pedestrian/bicycle bridge ('passarelle') over the railway trench located just north of the Roosevelt Road Metra station, but it is structurally unsound and has been closed for some time. Connections are difficult on the south end of the Park at Roosevelt Road's intersections with Michigan Avenue and Columbus Drive, where the bicycle lanes end and pedestrian routes are unclear. Additionally, connections are difficult at the north end at Randolph Street where a multi-level roadway is encountered.

A number of proposals have been put forward to improve pedestrian and bicycle movements within the Park. A pedestrian underpass, similar to the existing underpass connection to the Museum Campus, has been proposed for the south end of Columbus Drive near Roosevelt Road. Pedestrian bridge over Columbus Drive is included as part of the Millennium Park project, connecting Millennium Park and Daley Bicentennial Plaza. A proposal for a grade-separated crossing is currently under study to connect Buckingham Fountain with the lakefront at Queen's Landing. Finally, the Millennium Park project includes a bicycle storage area and shower facility at the northeast corner of Millennium Park.



Planning and Design Process

Grant Park Activity Areas

Public Input

Design Process

Framework Plan Objectives

Festivals and Events

Grant Park Activities

Grant Park Activity Areas

Grant Park currently offers a variety of organized park activities ranging from passive to highly active programs. The diversity of park users include neighboring residents, the workers from the Loop's businesses, students, and local, regional and international tourists. Grant Park has thus become a neighborhood, regional, and international destination. Although different activities utilize portions of the park for different uses, the lack of multifunctional spaces, clear circulation, and a changing environment for new park uses continue to be issues.

Daley Bicentennial Plaza

Daley Bicentennial Fieldhouse is located at the north end of the park. This below-grade building is comprised of a clubroom, a lounge, and locker rooms. It serves as a hub for Chicago Park District programs, rental opportunities, indoor activities and other conveniences. There are programs for all ages and every season, ranging from yoga classes and fitness rooms indoors, to the ice skating rink just steps out the front door. The tennis courts flanking the plaza are heavily used. The newly renovated playground to the east of the fieldhouse is popular and accommodates children of various ages. At the top of the fieldhouse and along upper Randolph Street, taxi cab drivers congregate, socialize and utilize the pay telephones. Skateboarders and rollerbladers find this area suitable to display their range of skills. The Wildflower Garden south of the field house is an item of interest with local residents and daily park users. Other activities include picnicking and sunbathing.

'Peanut Park'

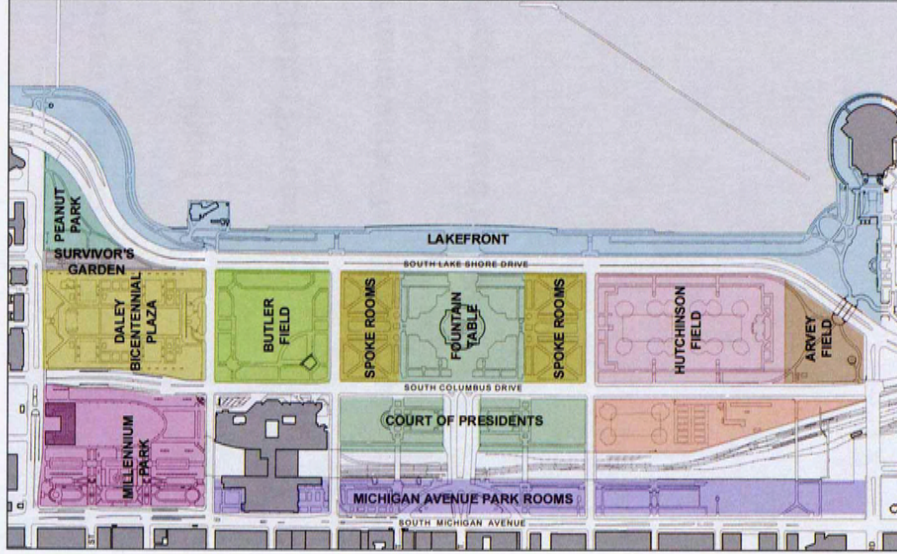
Tucked in the northeast corner of Grant Park where lower Randolph Street meets Lake Shore Drive, the area known as 'Peanut Park' is a neighborhood destination for passive recreation. Neighborhood school groups frequently use this space for fitness and educational activities. Birdwatching is a popular activity in the park. This space is most popular to those seeking a quiet or secluded place although it is also a point of connection to and from the Lakefront path system.

Butler Field

Butler Field is the open green space defined by Monroe Street to the north, Jackson Street to the south, Columbus Drive to the west, and Lake Shore Drive to the east. Butler Field and its Petrillo Bandshell is used primarily during large concerts and events. Other times of the year, visitors use the space for pick-up ball games, frisbee throwing, kite flying and sunbathing.

Cancer Survivors Garden

Between 'Peanut Park' and Daley-Bicentennial Plaza, in an area once occupied by Lake Shore Drive, sits the Cancer Survivors Garden. True to its mission and unique within Grant Park, the garden is an intimately scaled, quiet and contemplative place for sitting, strolling or taking pictures. The scale and enclosure of the garden encourages passive leisure, while allowing views to the Field Museum and Monroe Harbor.



24. Grant Park Activity Areas

The Fountain Table

Clarence Buckingham Memorial Fountain, among the country's largest basin fountains, is a recognizable Chicago icon. This city landmark and its surrounding plaza and gardens have always been a major gathering place for local residents as well as tourists, made even more popular by its appearances in movies and television. The eruptive water display on the hour is an event that often becomes interactive on windy days. The fountain is active from April through November, and tourists appear throughout the day to take photographs and pose in front of this dramatic show. At night, droves of visitors delight in the computerized colored light display, choreographed with water and music. In 1998, comfort stations and concession buildings were added to the Fountain Table plaza. This is the axis point of the Burnham Plan, and Grant Park's centerpiece.

Michigan Avenue Park Rooms

Lunchtime users fill the Michigan Avenue Park Rooms during the mild season months. Prior to the Millennium Park project, the park rooms north of Monroe Street were heavily utilized for sunbathing and lunch activity. When construction is completed these restored park rooms are anticipated to be utilized as before. The Art Institute courtyards are particular favorites of the lunchtime crowd. Congress Plaza was restored in 1998. The park rooms south of Congress Plaza transform into outdoor studios during the warmer weather. Art classes, from painting to filmmaking, utilize these 'enclosed' spaces. The Summer Dance Program and Gallery 37 respectively occupy two of the southern Michigan Avenue Park Rooms for part of the summer season.

Arvey Field

Arvey Field, immediately south of Hutchinson Field, serves as the starting mark for many fund-raising walks, races and fun runs throughout the summer. This was the original site of Grant Park's music and theater venue, when a bandshell was constructed in 1933. In 1978, the bandshell was razed. Arvey Field remains the preferred open space for kite flying in Grant Park.

Hutchinson Field

Hutchinson Field, the depressed area south of the Fountain Table, is utilized mainly for its softball fields. Softball games, using a sixteen-inch softball and played without the aid of gloves, are unique to Chicago. Chicago Park District-sanctioned corporate and social leagues regularly occupy the fields after work and during the week-ends in the summer months. Pick-up soccer games and high school practices occur throughout the seasons.

The Lakefront

Grant Park contains a central stretch of the continuous Lakefront Trail that extends from the north end of Lincoln Park south to the South Shore Cultural Center. Bicyclists, joggers, strollers, and rollerbladers utilize the Lakefront's promenade all hours of the day. Many congregate on the lakefront for fireworks displays, occasional picnics, and to view the boating activity in the harbor and on the lake.

Festivals

Grant Park has become synonymous with summer festivals and events in Chicago. From the long-standing traditions of the Chicago Jazz Festival, the annual Blues Festival and the ten-day Taste of Chicago to new activities such as the Outdoor Film Festival and Celtic Fest Chicago, Grant Park has been the popular meeting place for residents and visitors alike. The annual 3rd of July Fireworks presentation draws more than a million visitors each year. The Petrillo Bandshell, in Butler Field, hosts main stage entertainment while adjacent streets showcase other talent and activities including walks and runs.

Most festivals and events are limited to a small and concentrated area of the park on summer weekends. With the exception of a few events like the popular Nuveen Tennis tournament held in Daley Bicentennial Plaza and Venetian Night at the Lakefront, most festivals and events are staged in the Butler Field / Petrillo Bandshell area. Many festivals and events also occupy, or overflow onto, the adjacent streets. Many events rely heavily on Columbus Drive as a movement corridor for crowds. Parades and running events take advantage of Columbus Drive's generous width. Certain events, like the well-attended Taste of Chicago and the beginning and finishing stretch of the Chicago Marathon, cause Columbus Drive to close to vehicular traffic. Lack of permanent infrastructure for service, street closures, utility access, promotional visibility, and crowd control currently present logistical and other concerns.

Public Input

Public Input

Three separate sources of input and advice guided the work of the Grant Park Framework Plan consulting team.

A Management Team composed of high-level staff from the four City of Chicago sponsoring agencies – the Chicago Park District, the Chicago Department of Transportation, the Chicago Department of Planning & Development, and the Mayor's Office of Special Events – helped to frame the context of the planning effort.

A Steering Committee consisting of representatives of twenty-seven different stakeholders – neighborhood residents, various user groups, the cultural community, the civic sector, private industry, tourism interests, and the sponsoring agencies – provided a lively forum at which ideas were discussed, debated, and shaped.

Public Participation Process

Finally, the Grant Park Framework Plan is the product of a widespread public participatory planning process. The general public was invited to review and offer guidance throughout the ongoing planning process. The extensive public process had four primary components: Large Public Meetings; Small/Focus Group Meetings; and the Public Input Questionnaire. For those unable to attend meetings, a page on the Park District website contained downloadable versions of the consultants presentations and the questionnaire.

Large Public Meetings

Four large Public Meetings were convened over an eight-month period in order to provide a forum for community involvement with Plan development. Several hundred attendees signed in on sheets made available at these four Public Meetings.

At early meetings, attendees were invited to share their general feelings, ideas, and concerns about Grant Park with the consulting team.

At subsequent Public Meetings, the consulting team shared with the attendees their synthesis of the input provided, alternative concepts under study, and progressively refined design schemes.

At each Public Meeting, the majority of the meeting was dedicated to public questions and comments. The consulting team's presentation from each Public Meeting was made available subsequent to the meeting on the Chicago Park District's website, where a section was dedicated to the Grant Park Framework Plan.

Small/Focus Group Meetings

In addition to the large Public Meetings, the consulting team participated in dozens of smaller topical meetings. Presentations were made and feedback was encouraged from community groups, civic and professional organizations, and public and private sector agencies. In many instances, the consulting team met with particular organizations several times throughout the project, in order to provide input at the various stages of plan development.

The consulting team, working in concert with members of the Steering Committee, convened a number of topic-specific Focus Groups that analyzed the plan throughout its development. Separate Focus Groups addressed: Environmental Issues; Transportation & Access; Neighborhood Issues; Special Events; and Recreational Use.

Public Input Questionnaire

The consulting team developed a Public Input Questionnaire to solicit wide public input, and to specifically allow for those interested people who could not attend any of the meetings to share their insights on the project. The questionnaire was empirical in nature and was intended to invite open-ended comments rather than simply require respondents to choose from among specific response options. The public was encouraged to access the survey via the Chicago Park District's website. Questionnaire forms were also made available at the Public Meetings and blank note-cards were distributed for free and extemporaneous comments. Written letters, e-mail notes and voicemail messages added further layers of input. It should be noted that all of this public input, while very insightful and noteworthy, was intended to help comprise an impressionistic, rather than a scientific, basis for the Grant Park Framework Plan.

During the course of the eight-month public process, almost 400 questionnaire responses were received. Most respondents lived in Chicago and nearly half of those reside near the downtown area. The majority of respondents work downtown and arrive at the Park by foot, bicycle, or public transportation. Park use is heaviest on the weekends and, not surprisingly, summer is the most popular season to visit. Surveys showed that festivals and events were the main reason people visit the Park. The various cultural institutions and recreational amenities were also big attractions, followed closely by passive activities that engage nature and park landscape. Evenings and noontime lunch hours were busy park visitation times, and most respondents reported spending from one to three hours in the park.

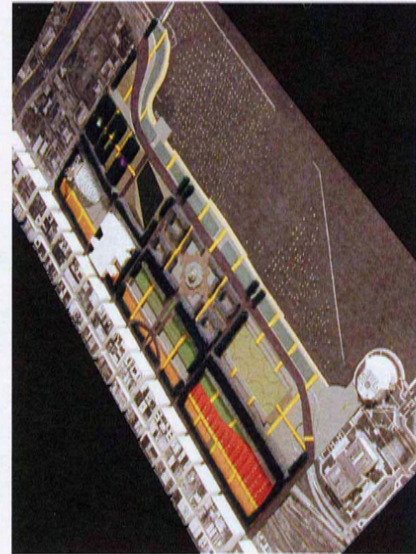
Design Process

Early Alternatives

Public input, site history, and analysis informed the conceptual development of three early schemes. Popular support for the Quadrants Alternative made it the basis of the final plan, but the final plan incorporates elements of each of the early alternatives.

The Parkway Scheme (25,28)

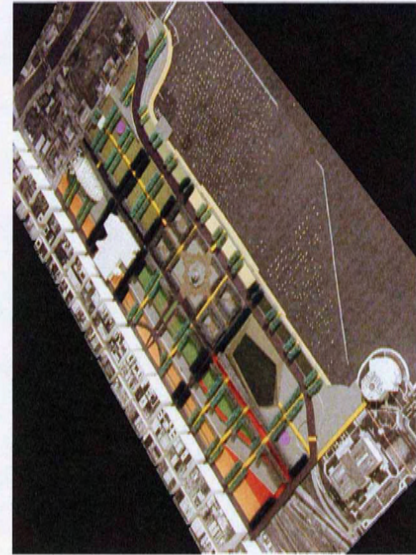
Transform Columbus Drive into a shaded parkway. Canopy trees become the connective device that both quiets Columbus Drive and enlivens it as a green corridor from which all other green spaces emanate. Deck the railway trench between Balbo Street and Roosevelt Road. Utilize new parkland to create a self-contained festival/event plaza that circumscribes green space. Reform the existing Butler Field/Petrillo Bandshell into an improved amphitheater venue. Hutchinson Field remains the primary softball field location. Transform Daley Bicentennial Plaza into large program rooms with tree frames. 'Lake Rooms' vary in program and character. Monumental terraces activate the entire lakefront.



25. Parkway Scheme

The Quadrants Scheme (26, 29)

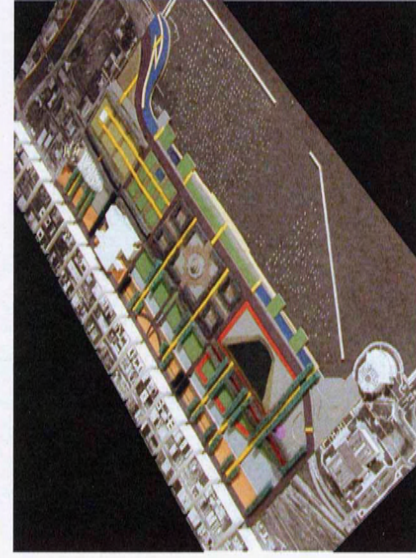
Build a large, landform performance venue in Hutchinson Field with the stage projected toward Monroe Harbor. The amphitheater is combined with a transformed Columbus Drive and partially decked southwest corner of the Park to create a cohesive and synergistic festival/event quadrant. Accommodate increased neighborhood programs in the south of Grant Park. Design north Grant Park as a symmetrical series of large programmed rooms. Program Butler Field for multi-use recreation, particularly softball, while Daley Bicentennial Plaza is renovated to enhance its function as a neighborhood center of recreation and activity. Assign a variety of activities to the 'Lake Rooms', while uniformly stepping terraces into the lake.



26. Quadrants Scheme

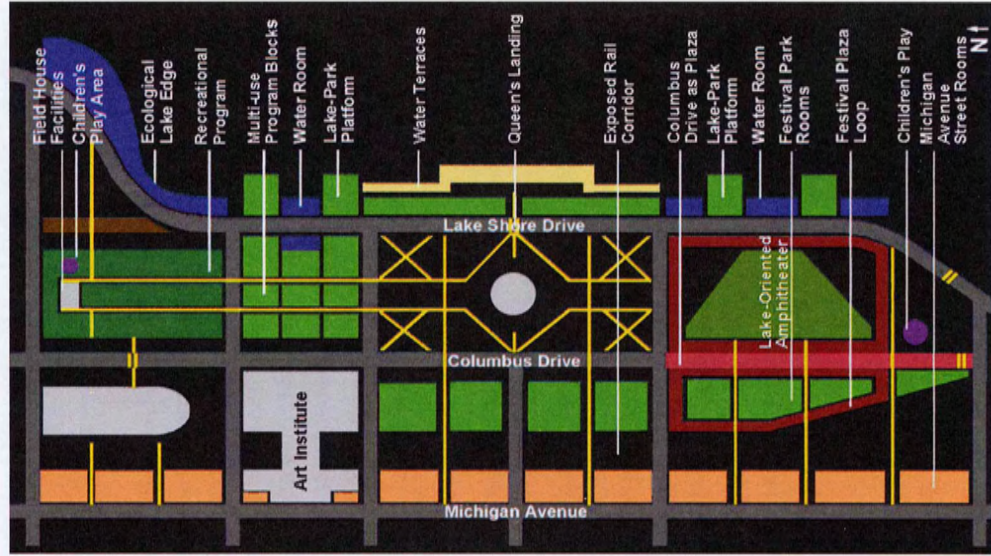
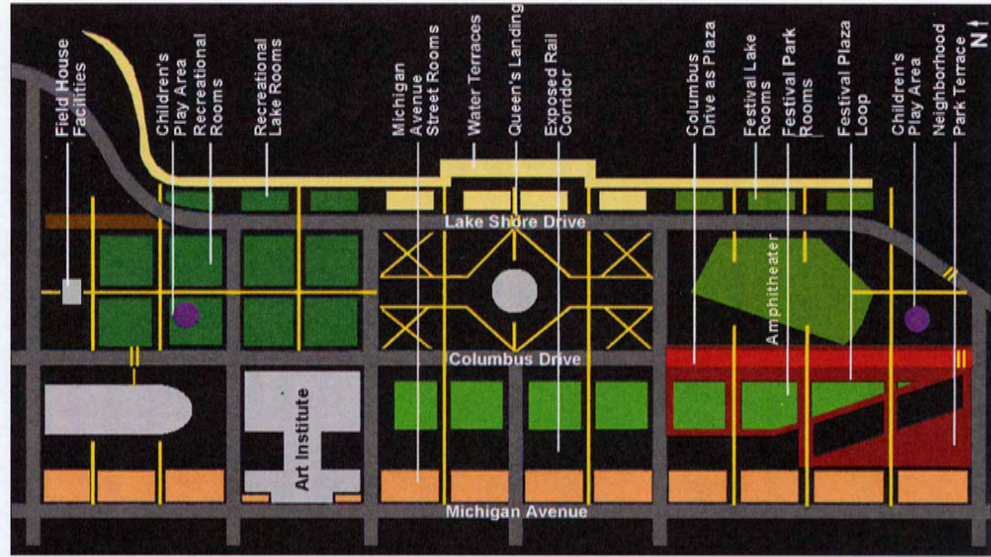
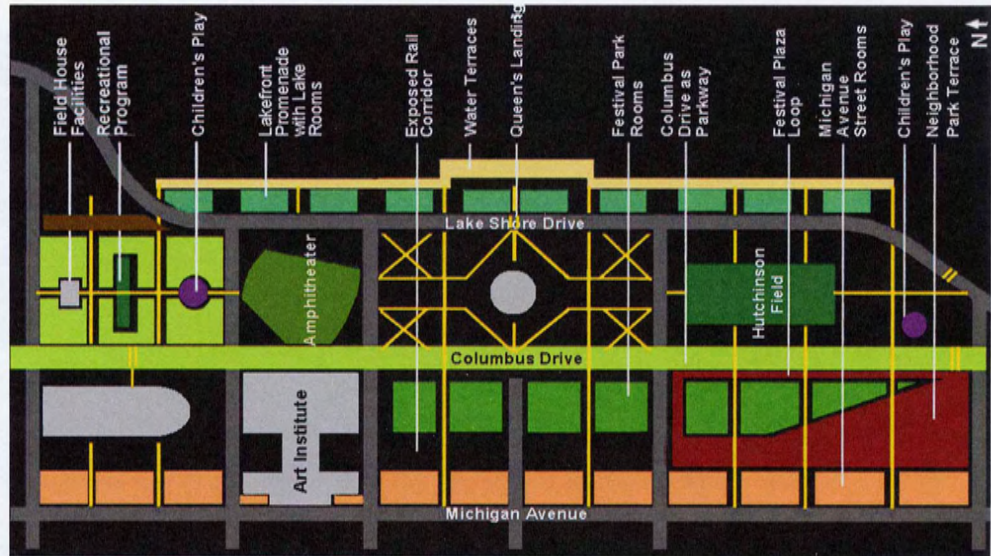
The Lake Scheme (27, 30)

Create a dramatic new landform performance venue in Hutchinson Field that orients the audience out toward Monroe Harbor. The landform amphitheater is a multi-use amenity with prospects to the harbor. Without decking the railway, a dual-loop festival/event area spreads east from the railway corridor to Lake Shore Drive between Balbo and Eleventh Streets. A north/south circulation axis bisects Daley Bicentennial Plaza, creating large programmable spaces for recreation and expanded neighborhood use. Lake Michigan is brought into the Park with water activated 'Lake Rooms'. Diversifying the shoreline edge increases habitat potential, particularly adjacent to Peanut Park.



27. Lake Scheme

Grant Park Framework Plan



Framework Plan Objectives

Adjacent Independent Park Spaces

Grant Park exists as a series of tenuously connected Park spaces. Barriers in the form of large roadways and a depressed railway corridor running the length of the Park have divided the city from Lake Michigan and separated the park into a series of adjacent, but detached park spaces.

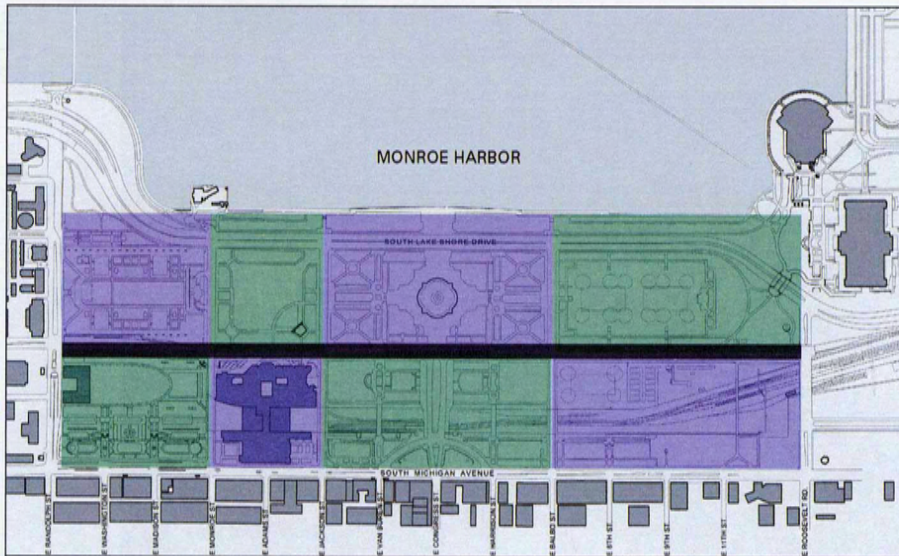
A strong remnant of the 1925 Plan persists in the Historic Core of Grant Park. Many of the remaining park spaces have evolved with separate design languages applied to meet the specific needs of different eras. The resulting lack of design coherence, compounded by the physical barriers within the park, evokes the perception of Grant Park as a cluster of parks rather than a single entity.

Existing Park Usage

Pressure from user groups on Grant Park's limited acreage will continue to grow. Grant Park will increasingly be expected to accommodate the diverse demands associated with its role as a regional, city, and neighborhood park. Most of the park spaces are currently designed to fulfill a single programmatic function. A further complication is the consolidation of intense park use into small areas. The north half of the park is programmed rather intensively, while the south half of the park has been relatively ignored in terms of program and use.

Grant Park Connectivity Proposals

- Enhance connections between the city and the park and between the park and the lake.
- Establish a gridded network of east/west pedestrian paths throughout the park (Diagram 31 - orange lines). This grid, vertically reinforced by accompanying tree plantings and grade change, defines the boundaries of the 'Park Rooms'. The pedestrian circulation network introduces a dominant pedestrian-oriented structure into the park that is not dictated by, or dependent upon, the park's roadways. The idea of a dominant pedestrian-oriented circulation network was introduced in the 1925 Plan but was not comprehensively applied on a park-wide scale.
- Reestablish the north/south visual axis as the central pedestrian circulation corridor linking park areas. This axis creates a connected chain of spaces from Daley Bicentennial Plaza in the north to Hutchinson Field in the south where a series of isolated spaces previously existed. This axis also defines a further subdivision of vast spaces into Park Rooms.
- Mitigate the effects of barriers separating park spaces. The most central of these barriers, Columbus Drive (31), runs down the center of the park and separates the park's major areas.
- Envision ways in which independent park blocks can be stitched back together physically and perceptually, and re-created as a single entity. Apply a consistent design language (form, structure, and materiality) to the entire park.



31. Columbus as Spine of Activity

Grant Park's Structure

Many of Grant Park's central spaces are vast. In relation to the city grid, each of the park's primary spaces occupies four to six city blocks. The vastness and monumentality of Grant Park was modeled after Louis XIV's Versailles. As a physical manifestation of the monarch's power, and thus the French State, Versailles was deliberately designed to intimidate and overwhelm visitors with its scale and grandeur. Grant Park was similarly designed to represent the civic strength and integrity of Chicago, the State of Illinois, and the United States, but today is required to serve a host of purposes.

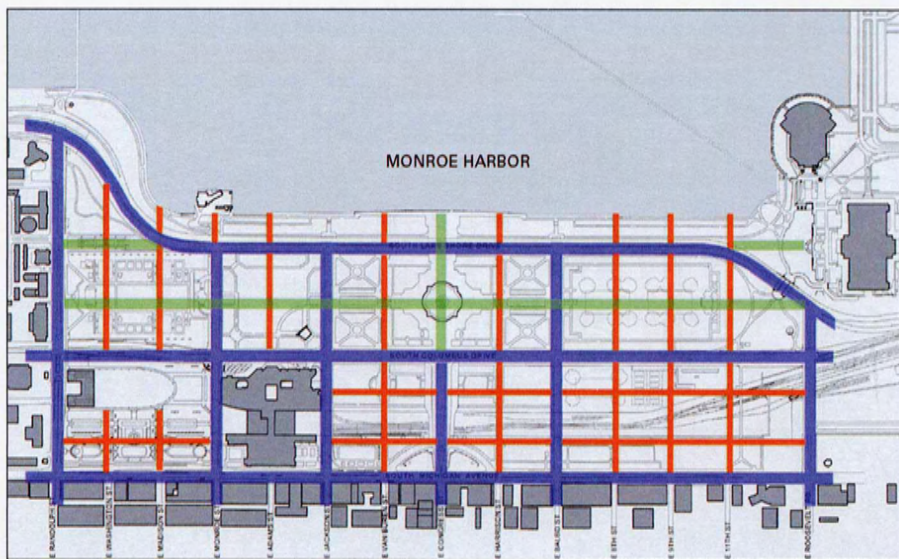
Today, the relative vastness, similarity, and lack of flexibility of Grant Park's spaces restricts daily use, occupation, and enjoyment of the park. Increasing residential demands have challenged the park's capacity to function at the scale of the individual in addition to that of the city.

Grant Park's strong axial organization is also based on French landscape precedents. The ceremonial Congress Street axis slices through the center of the city, terminating at the monumental Buckingham Fountain, the park's focal object. A perpendicular axis runs north/south between Randolph and Roosevelt, bisecting the park's central spaces (Diagram 26 - green lines), and establishing a visual corridor oriented toward the fountain.

The park's central spaces are separated from each other by the grid of roadways (Diagram 26 - purple lines). The sub-grid of pedestrian circulation routes (Diagram 26 - orange lines), corresponding to the city's block structure, was included in the 1925 Plan in a fragmentary fashion and was not fully realized.

Scale, Program, and Use Proposals

- Reduce the vastness of Grant Park by creating smaller 'Park Rooms' within the hierarchy of existing spaces. This fundamental reduction in scale and transformation of the park's structure allows the park to comfortably accommodate the diverse and evolving needs of urban residents.
- Evenly distribute programs and uses throughout Grant Park. Redesign underutilized areas south of Balbo Street with consideration of a rapidly increasing residential population to the south of the park and a general shift in festival/event layouts.
- Incorporate a multi-use design strategy. Increased demand on Grant Park's limited acreage, both in scale and diversity of use necessitates a park-wide strategy of flexible design. These spaces must have the capacity to function on different levels for different user groups, and at various intensities of use.
- Extend the season of use in all of Grant Park by creating and programming spaces and facilities with year-round activities.



32. Historic Grids as Pedestrian Circulation

Festivals and Events

Existing Event/Festival Use

As Chicago's central civic open space, Grant Park has become the staging grounds for many of Chicago's grand outdoor festivals and special events, runs/walks and parades. These events range in size from a few thousand to over a million participants. Currently festivals and events occupy the open lawn of Butler Field and the surrounding roadways, particularly Columbus Drive. The Chicago Marathon and many parades also occur along Columbus Drive. The diagram (right) shows the general layout of the Park's largest festival, Taste of Chicago (33).

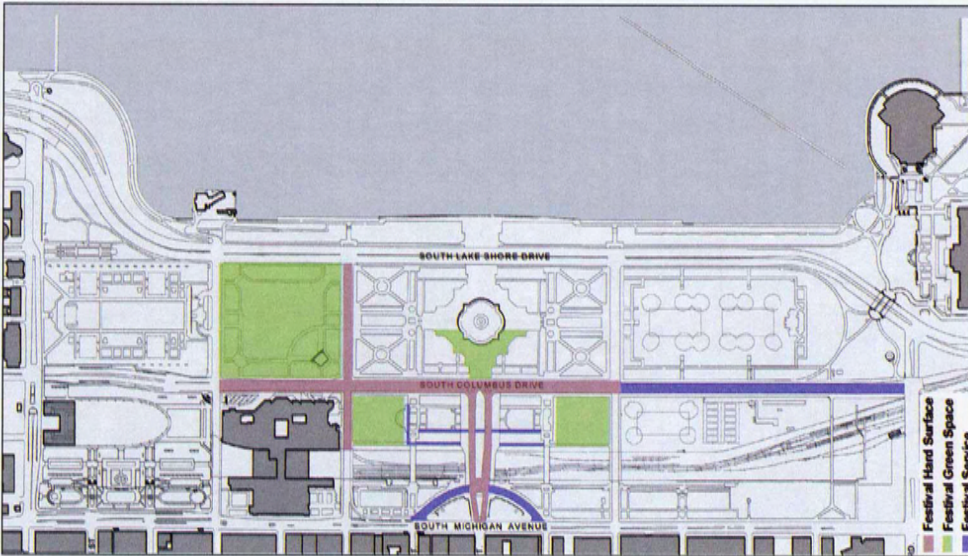
Music festivals which use the Petrillo Bandshell as their centerpiece are concentrated in the northern half of the park, resulting in crowd density on the surrounding streets. Damage to the park occasionally results when dense crowds occupy and overflow the understructured event spaces. Infrastructure necessities such as electricity and water are limited. Event service vehicle parking is distributed according to proximity requirements. Park damage results when heavy trucks are driven over, or parked upon landscaped areas.

The viability of the Butler Field / Petrillo Bandshell venue will be lessened after the opening of the new Millennium Park Amphitheater. Sound bleed, traffic congestion, and parking competition would likely prevent some simultaneous use of these two venues.

Framework Plan Proposals

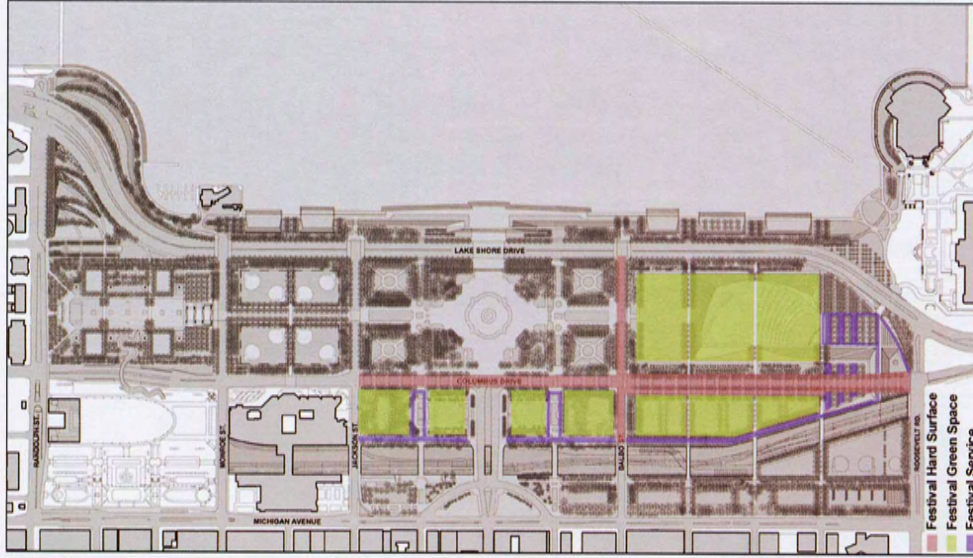
- Relocate current Butler Field / Petrillo Bandshell functions to a new landform amphitheater in the south end of the park, allowing for the simultaneous operation of the park's two major amphitheater venues. Acoustical testing will need to be done to maximize quality of the events and minimize disruption to the surrounding area.
- Create a synergistic festival event quadrant, between Balbo and 11th Streets, with Columbus Plaza at its heart (hard surface festival program and circulation conduit), the landform amphitheater to the east (central performance venue), and the "Festival Park Rooms" to the west (secondary performance venues and overflow spaces). These use areas are "stitched" together and accessed by the east/west pedestrian circulation corridors at 8th, 9th, and 11th Streets.
- Shift the focus of park festivals and events south of Balbo Street (34, 35). Propose that Taste of Chicago extend on Columbus Plaza north to Jackson Street and south to 11th Street, distributing crowds and program over a larger area while retaining the essential proximity to Loop patrons (34, 35). Study the traffic and parking impacts to the neighborhoods and institutions at the South end of the park. The southward shift of the festivals also reduces potential damage to vulnerable historic elm trees. Damage to the park is minimized by staging festivals and events within spaces designed specifically for them.

- Provide a service corridor along the east side of the railway trench, at park level, to consolidate event service vehicle parking and staging in close proximity to product destinations (37). The corridor would also facilitate emer-

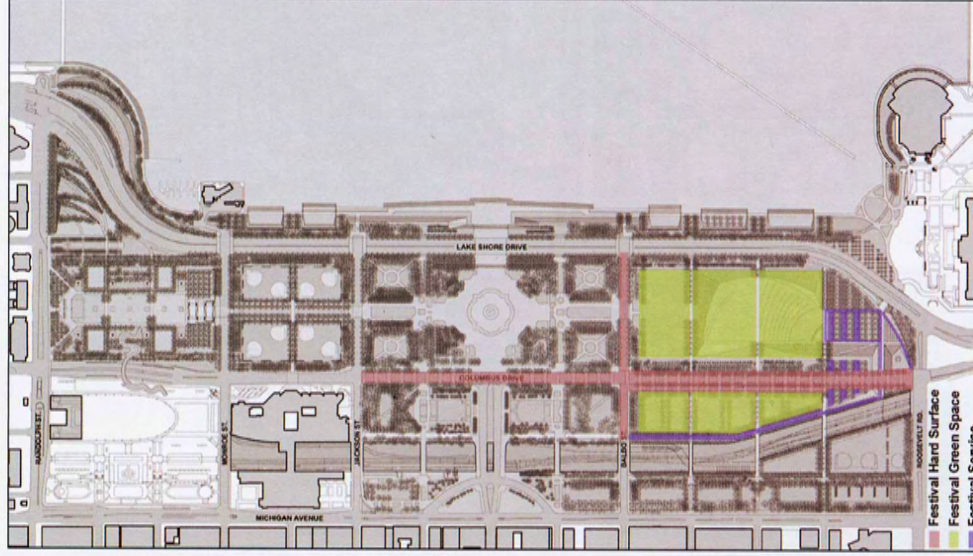


33. Existing Festival Layout - Taste of Chicago

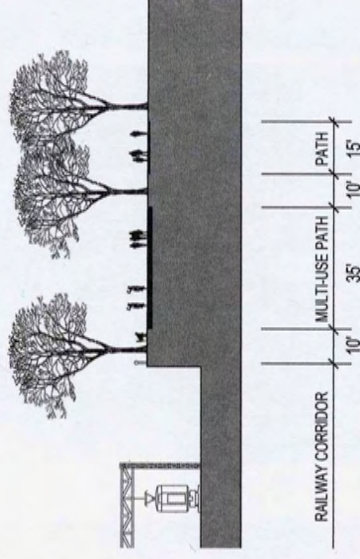
gency vehicle access during events and serve as a non-vehicular multi-use path on a daily basis (36).



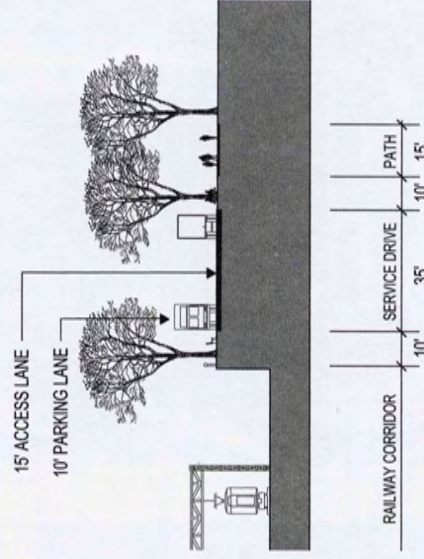
34. Festival Layout - Taste of Chicago



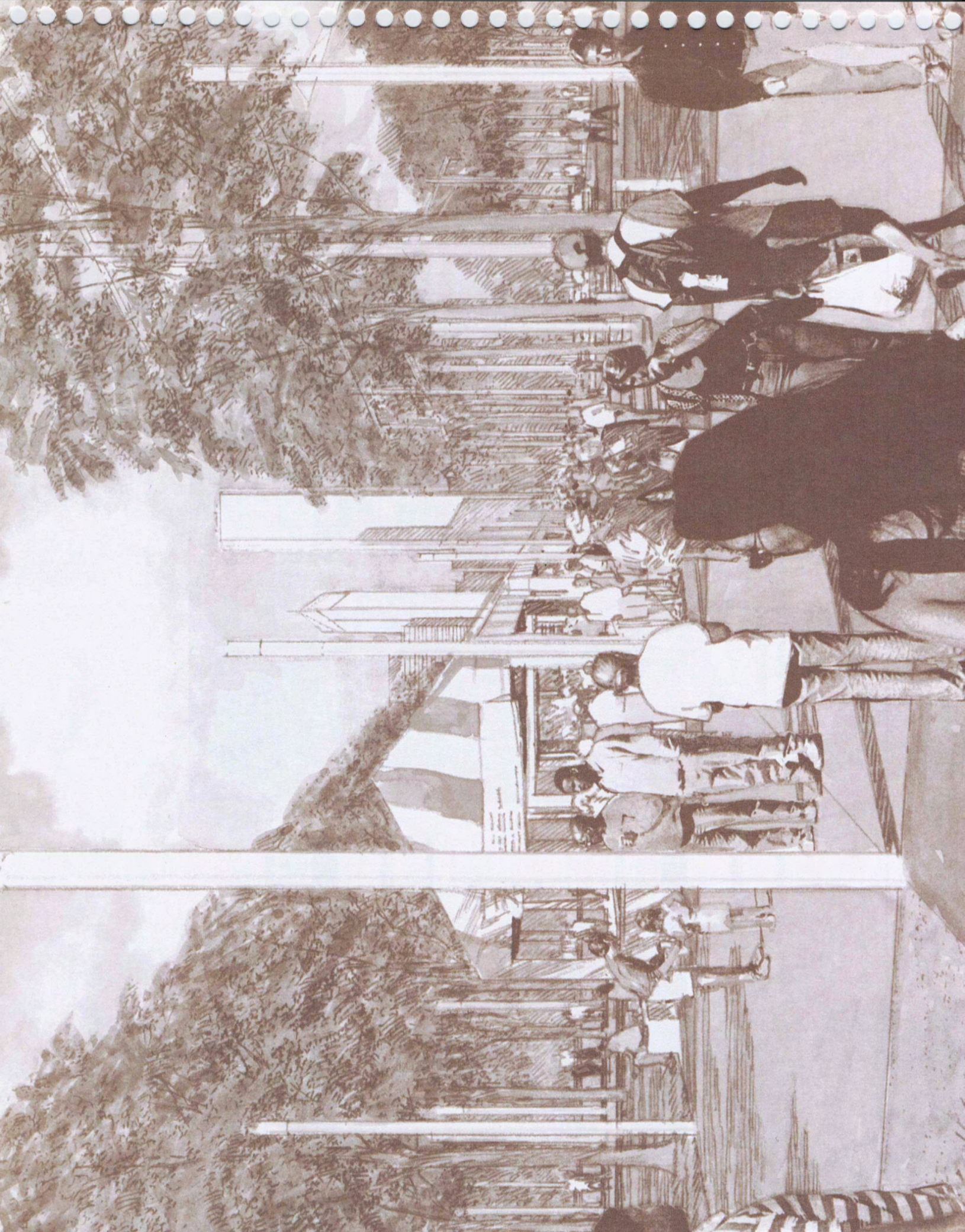
35. Festival Layout - Typical Small/Medium-Sized Event



36. Multi-Use Path - Daily Use



37. Multi-Use Path - Event Use



Components of the Plan by Area

Grant Park's Historic Core

North Grant Park

North Grant Park's Disparate Spaces

Daley Bicentennial Plaza

Butler Field Recreational Rooms

'Peanut Park'

South Grant Park

South Grant Park

Columbus Plaza

Amphitheater

Southwest Corner

Grant Park Lakefront



38. Overall Plan

Grant Park's Historic Core

Existing Historic Core

Grant Park's Historic Core is defined by Michigan Avenue on the west, Lake Shore Drive on the east, Jackson Street on the north, and Balbo Street on the south. Representing the park area most consistent with the Bennett, Parsons, Frost and Thomas plan, the design remains largely intact today. The Historic Core is composed of three areas: the Fountain Table and adjacent Spoke Rooms, the Court of Presidents, and the Congress Street Plaza. The Historic Core contains many of Grant Park's icons such as Buckingham Fountain, the Abraham Lincoln Memorial and the historic stands of elm trees.

Buckingham Fountain prominently marks the intersection of the east/west Congress Street axis and the north/south axis through the park. Formal parterres, plazas and monuments reinforce the axial design and symmetrical arrangement of the historic core. These large, clearly defined elements establish the grand scale of Grant Park.

Framework Plan Proposals

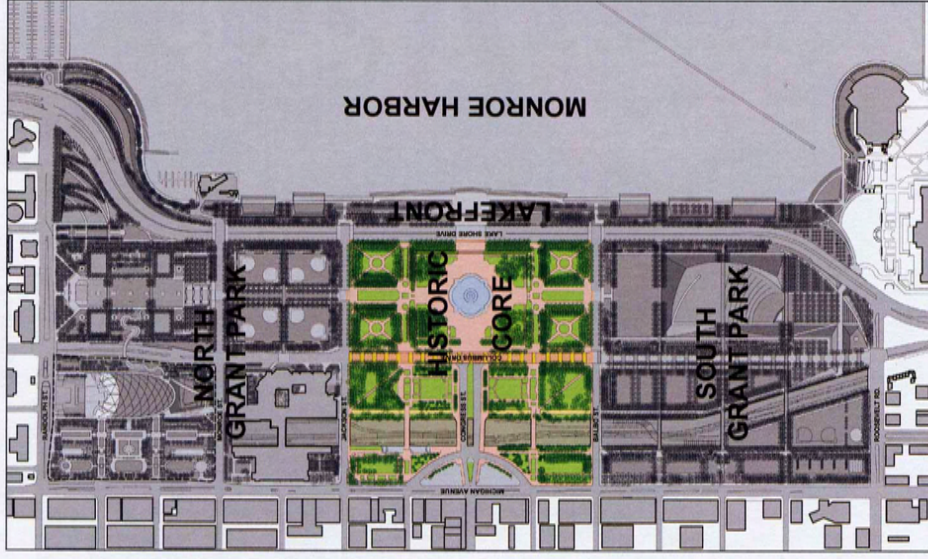
- Provide minimal intervention, intended only to strengthen the overall park design.
- Coordinate the Historic Core, and Lakefront, proposals with those of the Queen's Landing Project. As the Queen's Landing design team studies grade-separated, pedestrian crossing alternatives, recommend that the design acknowledge the east/west axis established by Congress Street and Buckingham Fountain that extends, at grade, to Monroe Harbor. The view corridor along Lake

Shore Drive looking south to the Field Museum should be preserved to the extent possible, as should important views from the Fountain Table to Monroe Harbor.

- Improve the loose rock aggregate surfacing and provide access ramps to the Fountain Table to make it universally accessible. The granite stairs leading to the rose gardens are to be repaired and/or replaced.
- Transform Columbus Drive into Columbus Plaza with rich and patterned pavement, uniform lanes widths, street trees, lights, and benches that emphasize the corridor as a space for people (without reducing traffic capacity).
- Connect, pending further study, the Historic Core to the rest of the park along the north/south visual axis with mid-block crossings at Balbo and Jackson Streets.
- Establish a multi-use path at park level that can be used as a service corridor during festivals by widening the existing path along the east side of the railway trench. The corridor accommodates service vehicles and provides an emergency access route during special events. The path is also an alternate bike route.

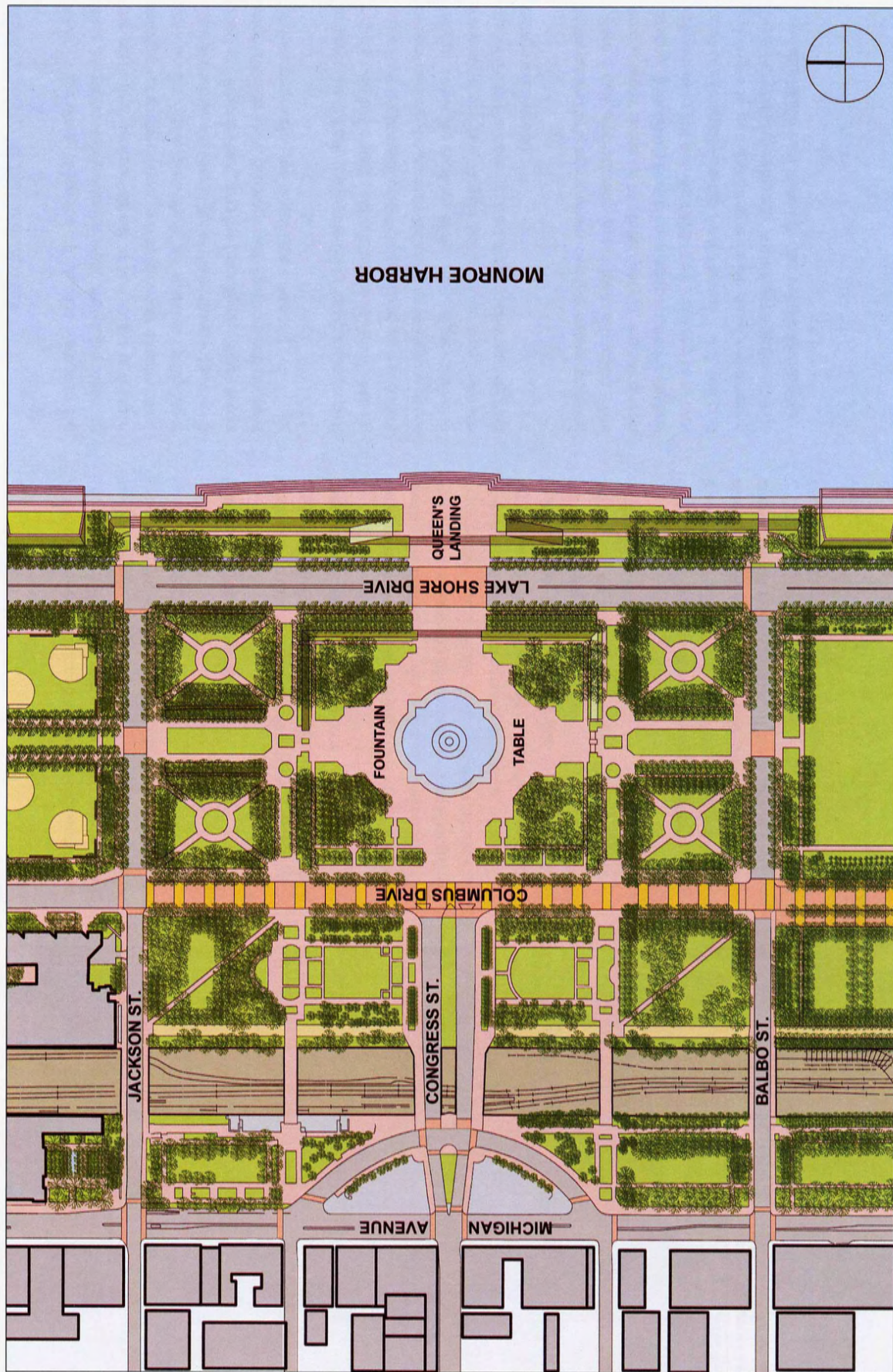
- Enhance pedestrian circulation between Michigan Avenue and Columbus Drive by formalizing paths diagonally across the park rooms to the north and south of the Court of Presidents.

- Maintain and restore the historic tree canopy with a program of replanting and maintenance consistent with the historic plan of the Grant Park.



39. Historic Core

- Encourage Metra to enhance the aesthetics of the existing open railroad trench by improving landscaping, utilizing surface and material treatments, artistic enhancements, and enforced maintenance standards.



40. Historic Core

North Grant Park

North Grant Park's Disparate Spaces

North Grant Park, (bounded by Monroe Harbor to the east, Michigan Avenue to the west, Randolph Street to the north and Jackson Street to the south) is a loose amalgam of seven distinct, and surprisingly disconnected, park areas: (Millennium Park, Art Institute of Chicago, Daley Bicentennial Plaza, Butler Field, Cancer Survivor's Garden, 'Peanut Park', and the Lakefront). These areas vary in design style, programmatic function, and degrees of autonomy within the larger Grant Park.

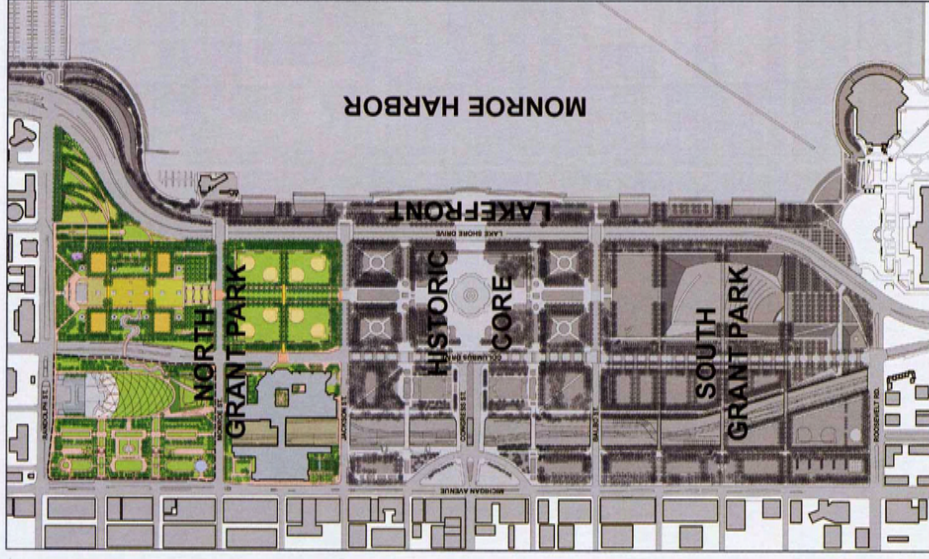
In North Grant Park, the Framework Plan focuses its proposals on Park areas east of Columbus Drive. Millennium Park is currently under construction as a separate project and the Art Institute retains a large degree of autonomy within the confines of its block. Opportunities to integrate these two, largely autonomous areas with the rest of Grant Park are focused more on connectivity than design intervention.

Millennium Park, constructed over the railway corridor, offers a new amphitheater as its main attraction. The amphitheater seats up to 10,000 people, including lawn seating. Millennium Park's open space contains several references to the historic 1925 Plan, including its re-creation of Michigan Avenue Park Rooms. A 2,400 stall below-grade parking garage helps satisfy increasing Grant Park parking demands. A sinuous pedestrian bridge connects Millennium Park with Daley Bicentennial Plaza.

The Art Institute of Chicago is a major institutional presence in Grant Park and is the only large, above ground building within the park. It will be expanding its exhibition space and developing additional open space over the railway corridor.

Framework Plan Proposals

- Establish a rational and flexible programmatic organization in North Grant Park that responds to evolving Park needs as well as external pressures.
- Make connections between disparate North Grant Park areas. The north/south visual axis is transformed into a well-defined pedestrian circulation corridor linking Daley Bicentennial Plaza, Butler Field and the Historic Core. An enhanced east/west circulation network connects the Art Institute to Butler Field and establishes a connective chain through Daley Bicentennial Plaza, the Cancer Survivor's Garden, 'Peanut Park' and the Lakefront. At the larger scale this network reestablishes the city's connection to its waterfront.
- Reduce the vastness of park spaces by defining pedestrian scaled 'Park Rooms' without disrupting Grant Park's overall spatial hierarchy. Paths, plantings and grade change define the boundaries of these rooms.
- Design all spaces to accommodate multiple uses.



41. North Grant Park



42. North Grant Park

Daley Bicentennial Plaza

Existing Program

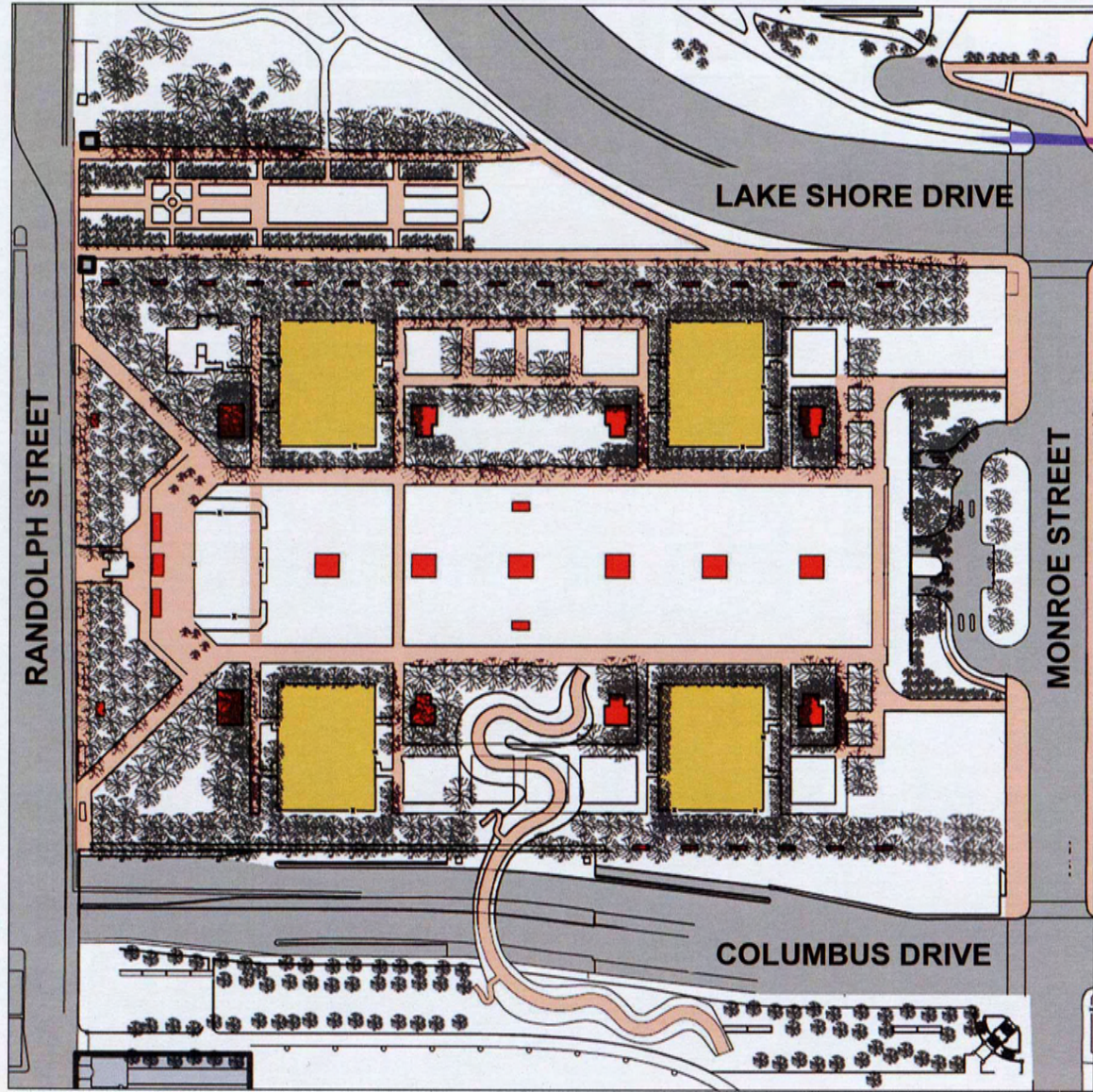
Built on the roof of a 1970's parking garage, Daley Bicentennial Plaza occupies the central section of North Grant Park. It serves as a neighborhood park to nearby residents and as a city park for hundreds of people who enjoy the fieldhouse facilities, skating rink, tennis courts, playground, and central wildflower garden. The fieldhouse is inefficiently organized in its internal space layout. Unprogrammed space occupies about sixty percent of the overall Daley Bicentennial Plaza zone. The area is entirely isolated from the Cancer Survivor's Garden by a grade change and retaining wall.

Existing Limitations

Vents and stairwells (in red, 43) are dispersed across the roof of the parking structure. The inability to relocate or eliminate the vents diminishes the range of potential immediate transformations.

Existing Circulation

Daley Bicentennial Plaza is surrounded mainly by roadways. To the west, a pedestrian bridge will link Daley Bicentennial Plaza to Millennium Park. To the east, the area is isolated from the Cancer Survivor's Garden, 'Peanut Park', and Monroe Harbor. A defunct garage entrance disrupts the central north/south circulation axis and acts as a barrier between Daley Bicentennial Plaza and Butler Field to the south. Pedestrians moving between Daley Bicentennial Plaza and Butler Field often risk mid-block crossings rather than using established crosswalks at road intersections.



43. Daley Bicentennial Plaza - Existing

North Grant Park

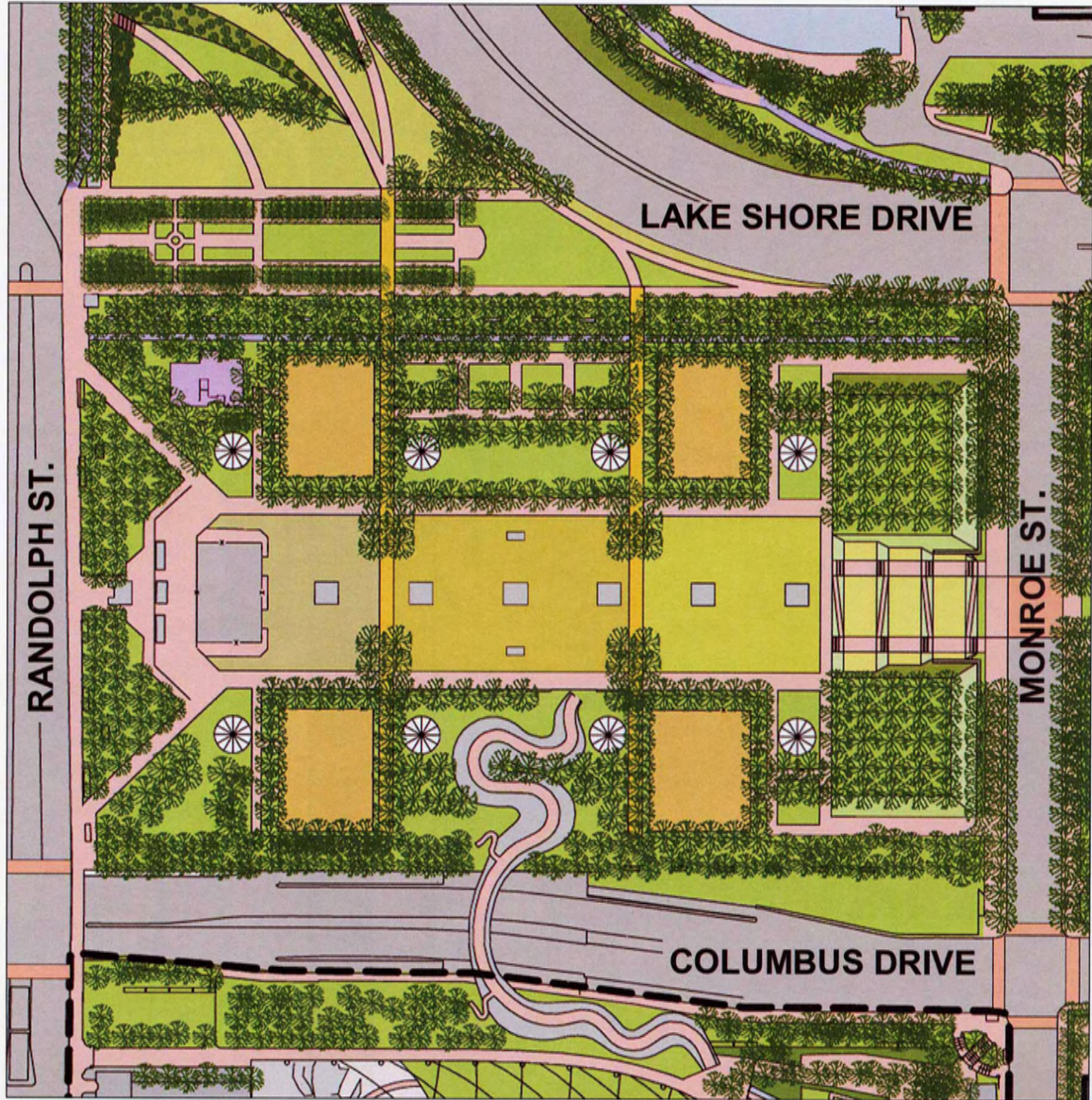
Daley Bicentennial Plaza

Framework Plan: Short and Long Term Proposals

Based on the existing configuration of the parking structure's roof, the Framework Plan proposes a plan for renovating / reconfiguring Daley Bicentennial Plaza (44). The Framework Plan also envisions a plan involving a more comprehensive redesign of this area which would coincide with the rebuilding of the underlying garage (Quadrants Scheme, diagram 29, pg. 31). The diagram indicates a central circulation corridor along the north/south visual axis, flanked by large programmable rooms to the east and west. Larger rooms would more efficiently accommodate recreational activities such as soccer and softball while activating space for other activities.

Framework Plan Proposals: Short Term

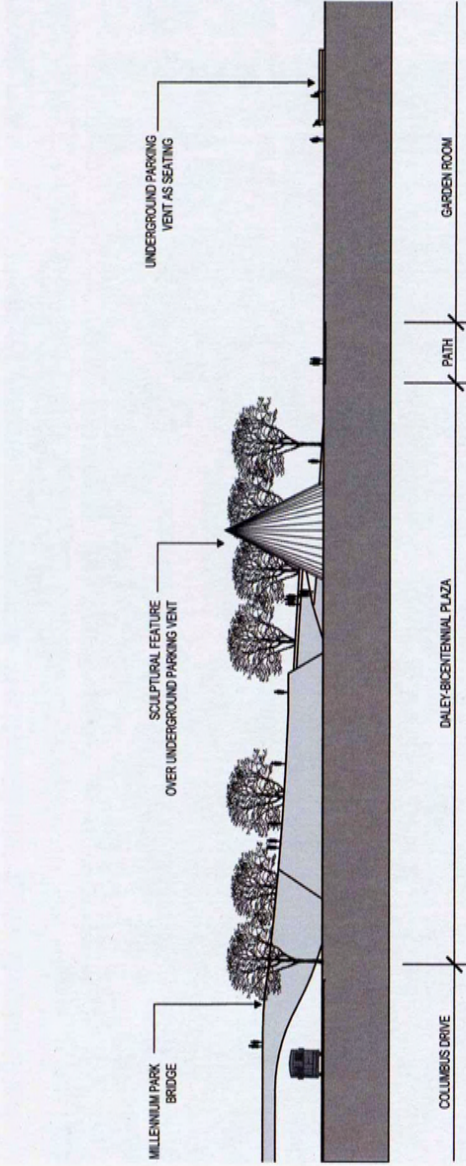
- Connect Daley Bicentennial Plaza to Cancer Survivor's Garden and 'Peanut Park' with east/west paths that extend the urban street grid into the park.
- Divide the vast, open interior of Daley Bicentennial Plaza into intimate 'Garden Rooms' defined by the pedestrian circulation network and additional tree plantings. One or more of these rooms could contain a reconfigured wild-flower garden.
- Renovate and expand the Daley Bicentennial Plaza fieldhouse and maintain the existing ice-skating rink.



44. Daley Bicentennial Plaza - Short Term Proposal

Daley Bicentennial Plaza

- Transform vents and stairwells from eyesores and barriers into positive elements. A field of conical sculptural elements cover the east and west rows of large vents and stairwells (45). They both reference the colonnades that historically graced the park and establish a contemporary design language consistent with the sinuous metal-clad bridge. These objects could be further developed as custom lighting elements or vine-covered trellis structures. The vents in the center of the existing wildflower garden are transformed into seating decks or viewing platforms centrally located within the Garden Rooms (45).



45. Daley Bicentennial Plaza Vent Transformation and Garden Rooms

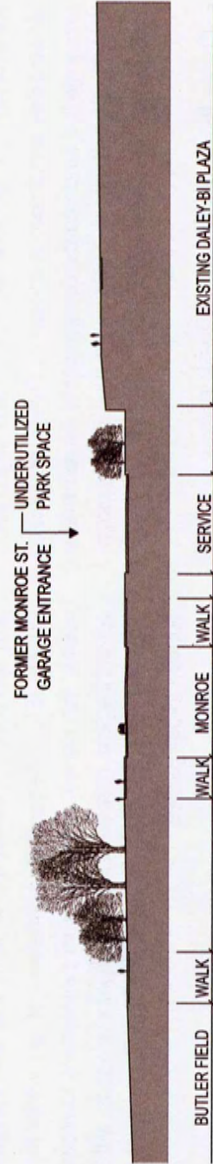
Daley Bicentennial Plaza

Existing Butler Field / Daley Bi Plaza Connection

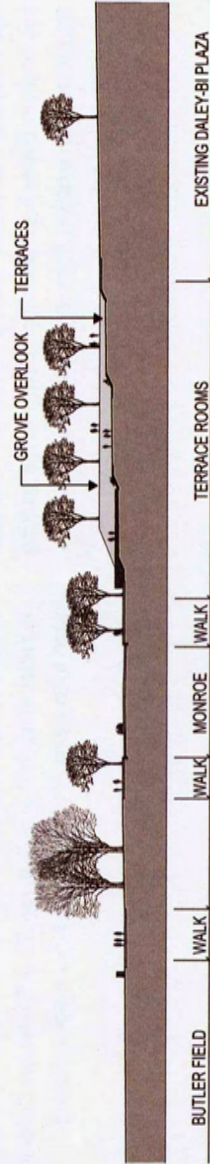
The defunct Monroe Street garage entrance (43, 46) occupies a critical area of the park. The large retaining wall to the north of the entrance drive is a visual and physical barrier along the Park's north/south axis. Daley Bicentennial Plaza and Butler Field are further disconnected by the perceived vastness of the Monroe Street corridor.

Framework Plan Proposals

- Extend the existing grade of Daley Bicentennial Plaza out toward Monroe Street before sloping to meet the sidewalk. Groves of trees planted on top of these grade extensions are intimately scaled spaces overlooking Butler Field, the Historic Core, and Lake Michigan (44, 47).
- Reinforce the north/south visual axis with the design of planting, grading and path systems. The defunct garage entrance is replaced by two 'Grove Overlooks' and a series of central descending terraces that create a smooth, universally accessible transition between the Daley-Bicentennial Plaza and Butler Field (44).
- Diminish the perceived scale of Monroe Street by planting trees and a low hedge along the toe of the Daley Bicentennial Plaza terrace and rows of street trees along the curb on both sides of the street. Planting of trees will require a review of park road maintenance practices, due to the current use of salt for snow removal, as well as study of traffic issues (44, 47).



46. Butler Field / Daley Bicentennial Plaza Transition - Existing



47. Butler Field / Daley Bicentennial Plaza Transition - Proposed

Butler Field Recreational Rooms

Existing Butler Field

Butler Field is currently an open lawn used primarily as an amphitheater venue for large outdoor performances and other special events. Butler Field is not a well-configured amphitheater venue in terms of stage viewing, acoustics, pedestrian circulation, adjacency to crowd overflow spaces, or service vehicle access. The grade of Butler Field is domed slightly at the center obscuring the stage from a large section of the field. Pedestrian access to and from Butler Field is limited to crosswalks on heavily trafficked, four-way road intersections. Back-of-stage service vehicles are often parked near the highly visible intersection of Jackson Street and Columbus Drive. The below-grade service areas are inadequate for current uses, and in need of renovation. The bandshell orients the music toward residential towers north of Randolph Street and the lack of containment encourages sound bleed.

These issues are compounded by proximity to the new Millennium Park amphitheater, one block to the northwest, and by event-oriented operational conflicts with the Art Institute. Sound bleed, traffic congestion, and parking competition would likely prevent the simultaneous use of this venue and the new Millennium Park amphitheater.

Built in 1978 as a 'temporary' backdrop and sound shield for park events, Petrillo Bandshell has occupied the southwest corner of Butler Field for the past 23 years. Permanent above-grade structures within the park are inconsistent with the A. Montgomery Ward decision.

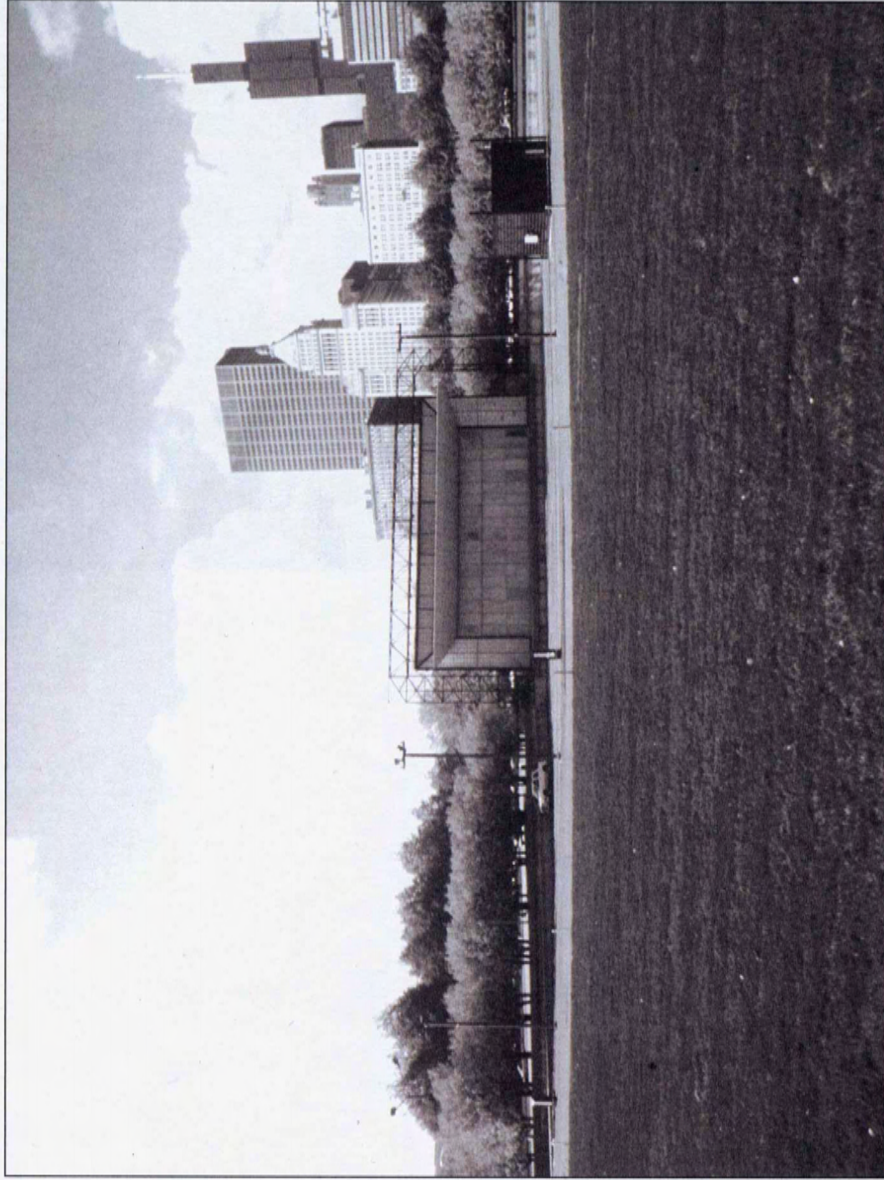
Framework Plan Proposals

- Relocate the amphitheater functions to a new venue south of Balbo Street. Reciprocally, relocate softball fields into multi-use 'Recreational Rooms' in Butler Field (48, 51). The two amphitheaters are thus distributed to greatest advantage in the north and south ends of the park, allowing their simultaneous operation. This programmatic exchange is a fundamental component of the redistribution of use throughout the park and the southward movement of festivals and events.
- Create four multi-use Recreational Rooms in Butler Field (48, 51). Each room accommodates two sixteen-inch softball fields. The rooms are defined by tree rows and intermittent hedges. Seat walls corresponding to the interior edges of the hedges allow spectators to line the rooms. The independence of the rooms helps them to accommodate different concurrent uses. Timed lighting set within the tree frames extends use of the rooms into the evening hours. Butler Field's soil will be structured to resist the soil compaction and associated drainage problems that plague Hutchinson Field. The softball fields in Butler Field are much closer to the parking structures than existing fields at Hutchinson.
- Enhance the north/south visual axis of Grant Park by extending a major pedestrian circulation corridor across Butler Field. Parallel tree-lined paths extend from the historic core of the Park, defining a flexible space for passive recreation between the more active Recreational Rooms (51). Regardless of intensity of use within the rooms, this central corridor allows pedestrians to move across the field, or relax in the central passive space, without being forced to diverge from the visual axis or be forced out due to ball games.
- Construct, pending further study, three mid-block crossings that connect Butler Field with adjacent park blocks. The first connects Butler Field across Monroe Street to the axial terraces at the south end of Daley Bicentennial Plaza. The Jackson Street crossing connects Butler Field to the Historic Core of the park along the north-south visual axis. The third, on Columbus Drive, links Butler Field to the east entrance of the Art Institute of Chicago, and is an extension of the east/west pedestrian path passing between the Recreation Rooms. The Art Institute is studying relocating the Louis Sullivan Stock Exchange Building arch to the axis of this proposed mid-block crossing.

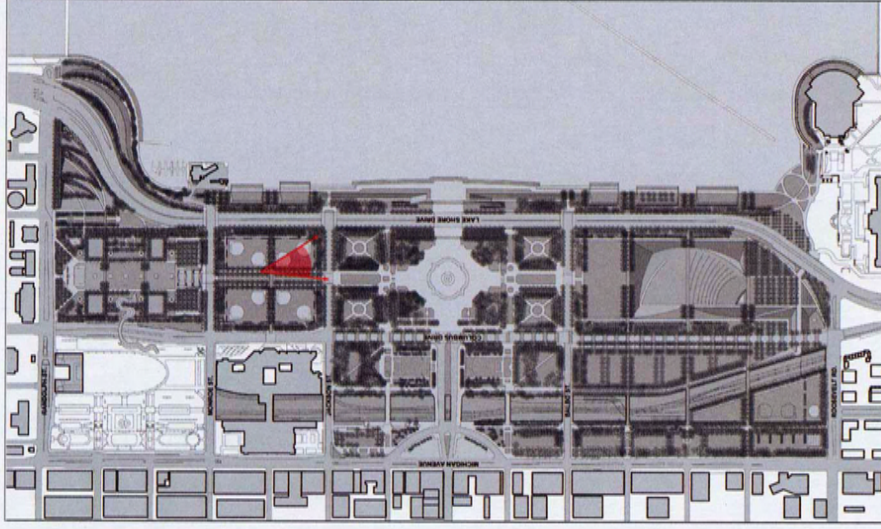


48. Butler Field Recreational Rooms

Butler Field Recreational Rooms



49. Butler Field (Amphitheater) - Existing



50. Perspective View Location (Image 51)



51. Butler Field Recreational Rooms - Looking Southeast

'Peanut Park'

Existing Conditions

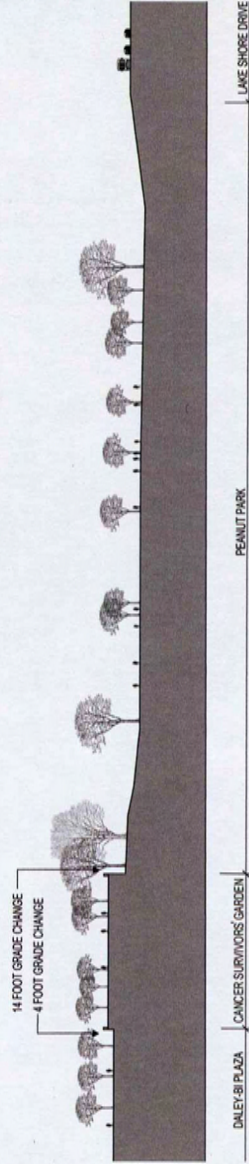
'Peanut Park' is a small, isolated, unprogrammed, triangular space within Grant Park. It is enclosed on two sides by imposing roadways: multilevel Randolph Street to the north and Lake Shore Drive to the southeast. Its west edge is defined by a large wall that retains the Cancer Survivor's Garden, and previously retained Lake Shore Drive, until it was rerouted. The bowl-shaped space is sunken and inwardly oriented (52). The area's isolation and lack of external views cause some people to perceive it as unsafe. The irregularly scattered trees and meandering paths stand in contrast to the regular geometric forms and spaces in nearly all other areas of Grant Park.

Framework Plan Proposals

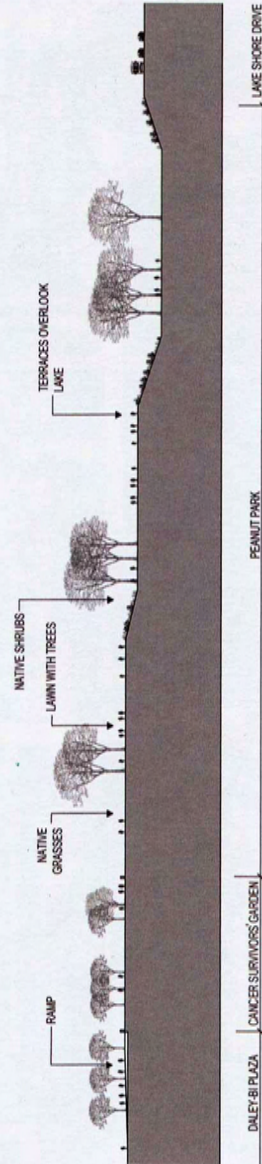
- Create a series of open programmable terraces oriented to Monroe Harbor. The highest terrace is raised, to the grade of the Cancer Survivor's Garden. From this level, a series of terraces gracefully step down toward Monroe Harbor. The upper terraces provide for expansive views out over Lake Michigan, the harbor, and the lakefront, while the lower terrace, below the elevation of Lake Shore Drive, is a protected and enclosed space similar in character to existing 'Peanut Park'. The terraces continue on the opposite side of Lake Shore Drive.

- Maintain access from the lower level of residential buildings on Randolph Street to this portion of the park at the intersection of lower Randolph Street and Lake Shore Drive. These spaces accommodate a variety of passive recreational uses such as picnicking, walking, jogging, boat watching, and bird-watching.

North Grant Park



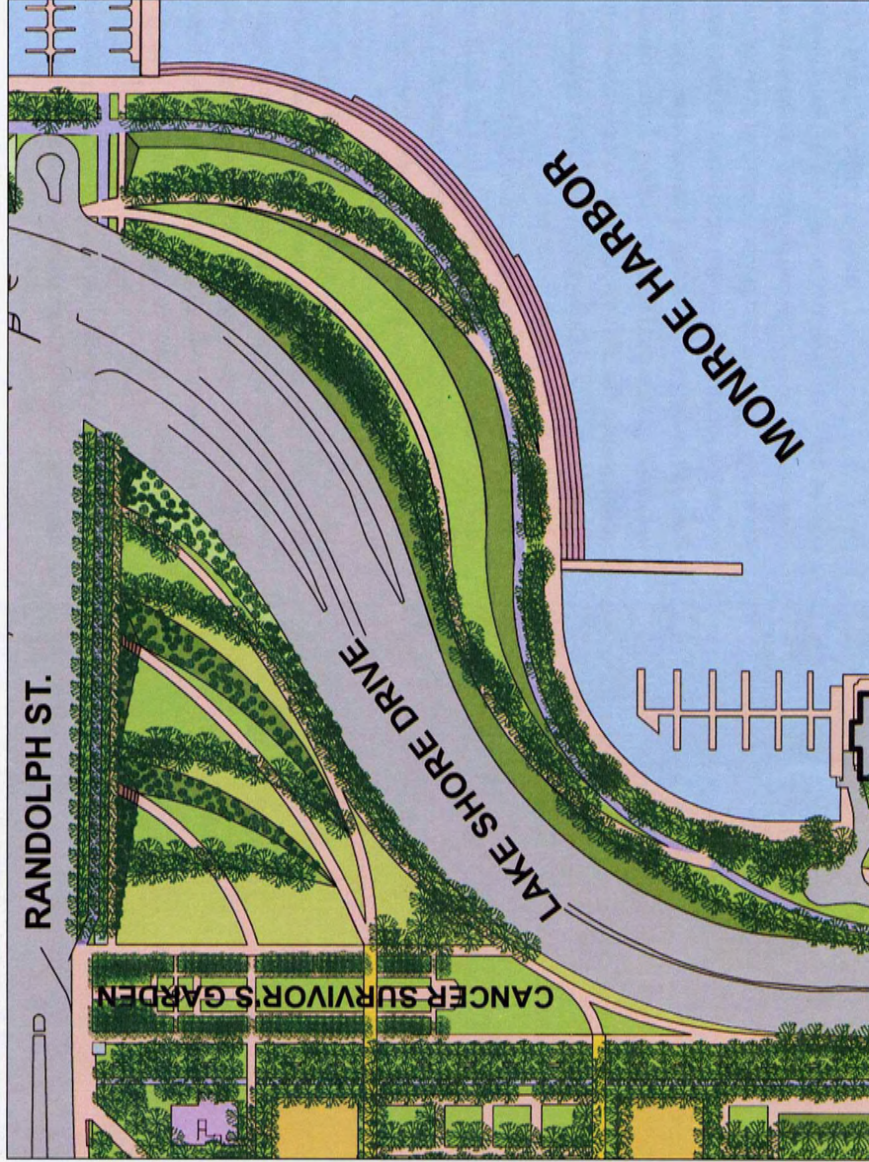
52. 'Peanut Park' - Existing



53. 'Peanut Park' - Proposed

'Peanut Park'

- Provide a network of universally accessible paths through 'Peanut Park' as extensions of the Park-wide network of east/west circulation paths. The paths link this area with Daley Bicentennial Park and the Cancer Survivor's Garden to the west.
- Enhance connections between 'Peanut Park' and the residential developments north of Randolph Street to encourage the use of this area as a neighborhood park.
- Provide a bike path along the northern edge of 'Peanut Park' connecting the Lakefront Path to Upper Randolph, and continuing along Randolph Street to the new Millennium Park bike station.
- Introduce a varied plant palette of native shrubs, trees, and grasses. Plant materials are selected for their capacity to provide food and shelter to migratory birds and other animals as well as aesthetic quality and diversity, consistent with the City's Urban Conservation Treaty for Migratory Birds. Slopes will be planted with native shrubs. Native grasses and trees will be planted at the rear of each terrace. The fronts of the terraces, where use will be most intense, will be planted with conventional lawn.
- Develop educational programs focusing on 'Peanut Park' as a native plant showcase, a unique urban habitat, and bird watching area.



54. Proposed "Peanut Park"

South Grant Park

South Grant Park

South Grant Park has been overlooked in terms of program and amenity. Existing program in South Grant Park caters chiefly to active recreation. It does not address the diverse needs of expanding neighborhoods to the south. The largely undeveloped southwest corner of the park, the Chicago Park District's Tenth Street Maintenance Yard, and the railway service yard are examples of South Grant Park areas that have not been developed for park activities.

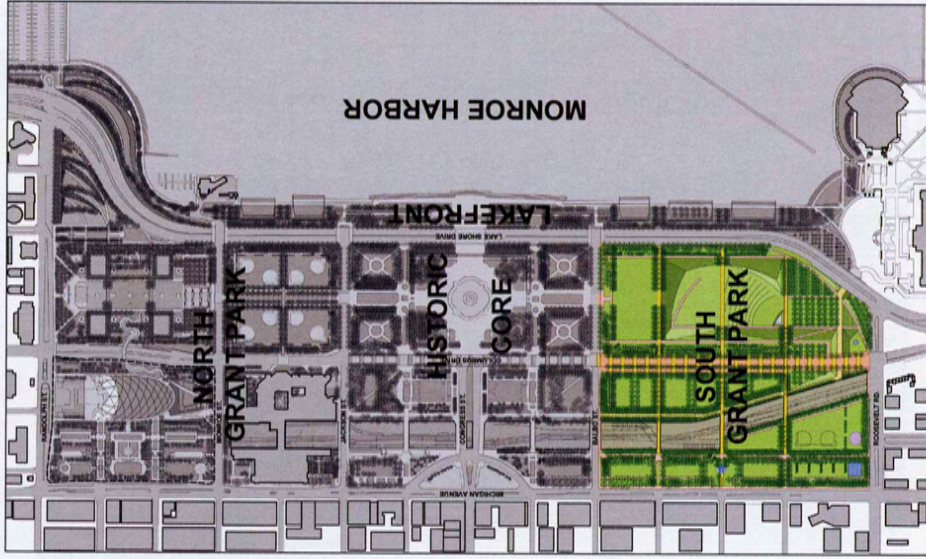
Little physical connectivity or design cohesion exists between South Grant Park's spaces. The area south of Balbo, between Columbus Drive and the railway corridor, exemplifies this lack of spatial and programmatic cohesion. From north to south: softball fields, tennis courts, the maintenance yard, and a structurally unsound pedestrian railway overpass share a single space loosely defined by perimeter plantings. Hutchinson Field and the two Michigan Avenue Park Rooms north of Ninth Street are the most well-defined spaces in South Grant Park. However, the overwhelming vastness of Hutchinson Field discourages activities other than softball.

The open railway corridor, running from Monroe Street southward beyond Roosevelt Road, separates Grant Park's interior from the City. Pedestrian access to the park's interior is confined to roadway corridors and the dilapidated Metra bridge south of Eleventh Street. Connections between park spaces are at times fragmented and, with exceptions such as the Museum Campus underpass, fail to traverse existing infrastructural barriers.

Framework Plan Proposals

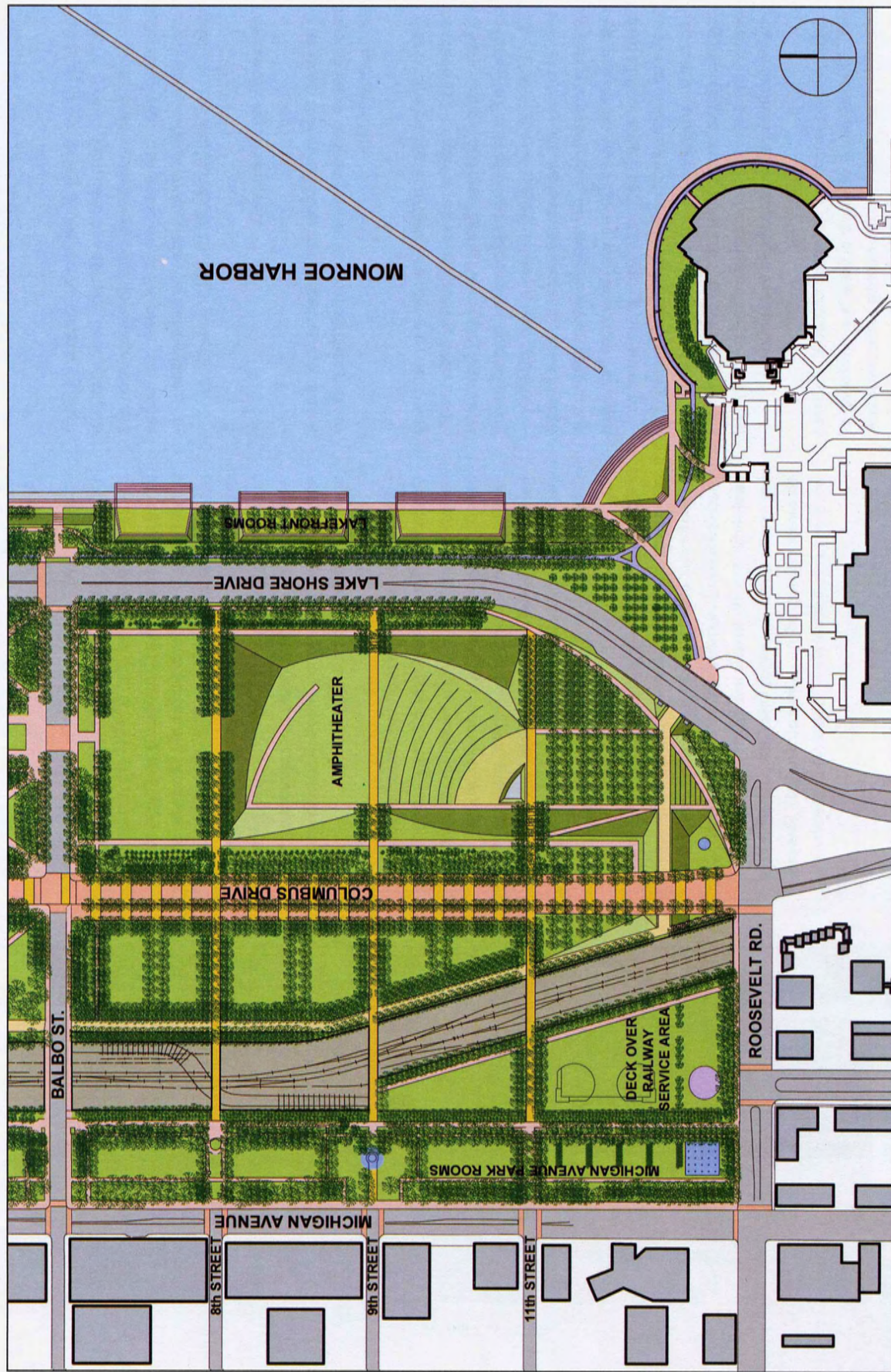
- Design and program South Grant Park to satisfy expanding neighborhood, city, and regional needs.
- Supporting amenities such as seating, lighting, and restrooms, would accompany development of the festival and event area. Further studies such as pilot testing of events in this area and traffic studies should be undertaken to demonstrate the viability and build support for the location of festivals and events.
- Diminish the sense of vastness and emptiness of the park by defining smaller 'Park Rooms' within the existing hierarchy of larger spaces. These spaces are programmed flexibly to satisfy evolving park needs.
- Create an integrated festival/event quadrant, composed of a new landmark amphitheater (as the central performance venue), Columbus Plaza (as the staging platform and circulation conduit), Festival Park Rooms (as overflow spaces), and a multi-use service corridor will satisfy current and projected festival/event needs. These improvements will activate the park on a daily basis while accommodating the high-impact temporary use associated with festivals and events.

- Connect South Grant Park spaces physically and perceptually. A comprehensive network of east/west paths link adjacent park areas and bridge the railway corridor at three locations. This network, including the Columbus Drive and Museum Campus pedestrian underpasses, allows unimpeded pedestrian movement from Michigan Avenue to the lakefront, thus reestablishing the City's connection to the park's interior and the lakefront.



55. South Grant Park

- Develop the underutilized southwest corner of the park to satisfy the needs of the growing neighborhoods to the south.
- Concerns about the lack of indoor recreational facilities serving neighborhoods surrounding south Grant Park were voiced in public meetings. Locations for such a facility outside of Grant Park continue to be examined.



56. South Grant Park

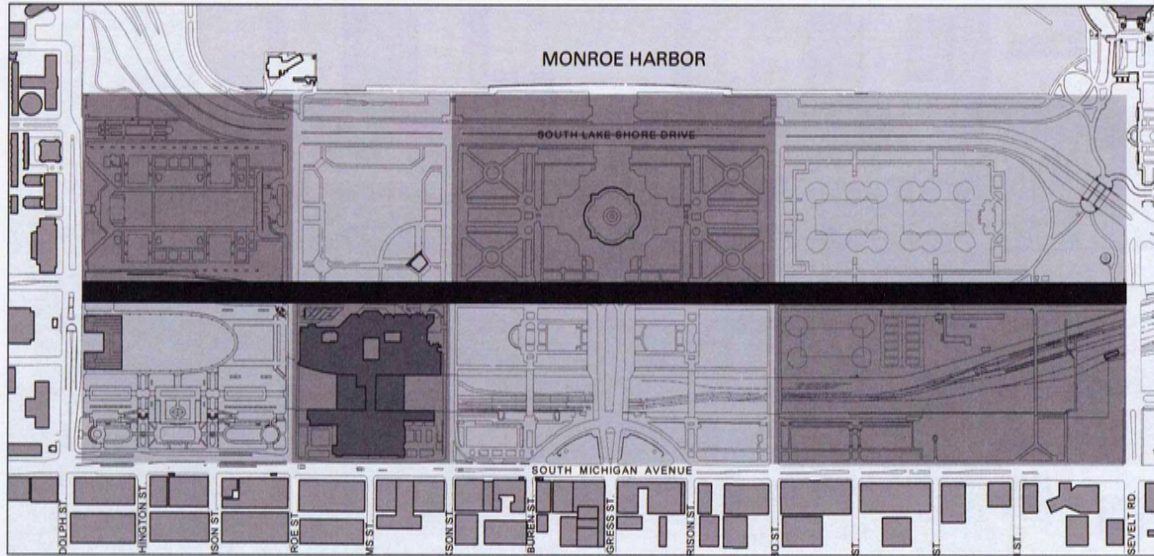
Columbus Plaza

Columbus Drive as Barrier

Columbus Drive serves as the central corridor of Grant Park. It is often dominated by vehicular traffic and acts as a barrier inhibiting east/west pedestrian circulation and separating major use areas within the park. Columbus Drive's great width is compounded by turning lanes, on-street parking, and sidewalks devoid of street trees.

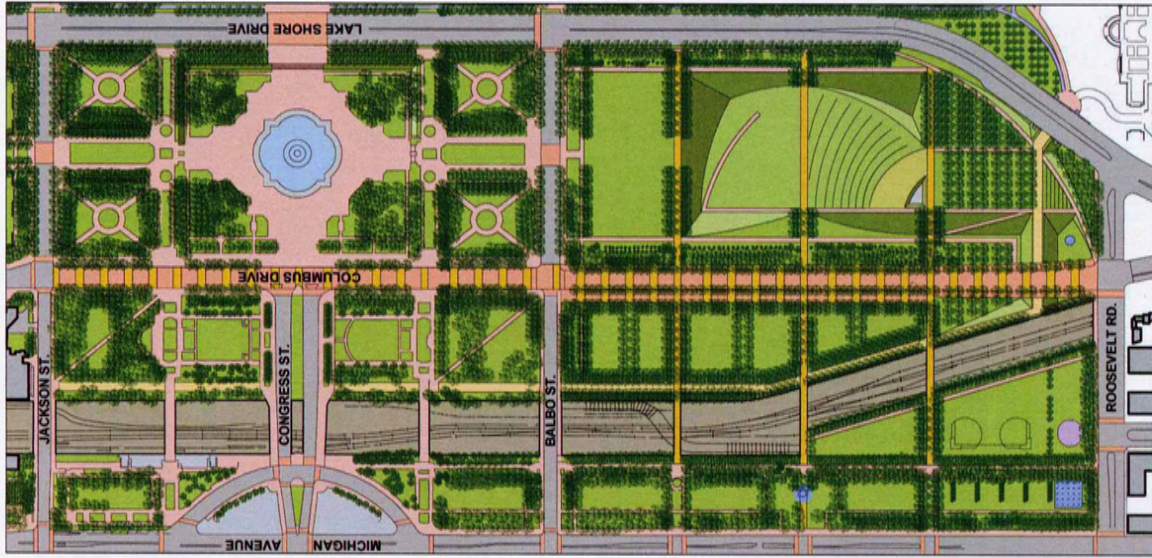
Framework Plan Proposals

- Transform Columbus Drive from a barrier that divides the park into a connective element that stitches park areas together (57).
- Improve the character of Columbus Drive by narrowing the roadway through the removal of parking lanes (pending further study) and resurfacing the corridor from Jackson Street to Roosevelt Road with textured, colored paving (58, 59, 60). Special paving defines a new spine of pedestrian activity and the festival/event setup zone through the center of Grant Park. Custom pedestrian lighting and seating extends along Columbus Drive from Randolph Street to Roosevelt Road, transforming the entire corridor into an attractive and usable year-round amenity. The road corridor is perceptually transformed into a plaza, running through the center of the park. Street tree plantings diminish the perception of vastness of the roadway and provide desirable street shading in the summer.
- Adjust driving lanes to a park-wide standard of eleven feet. The net result of these actions is a narrowing of Columbus Plaza while retaining existing traffic capacities.

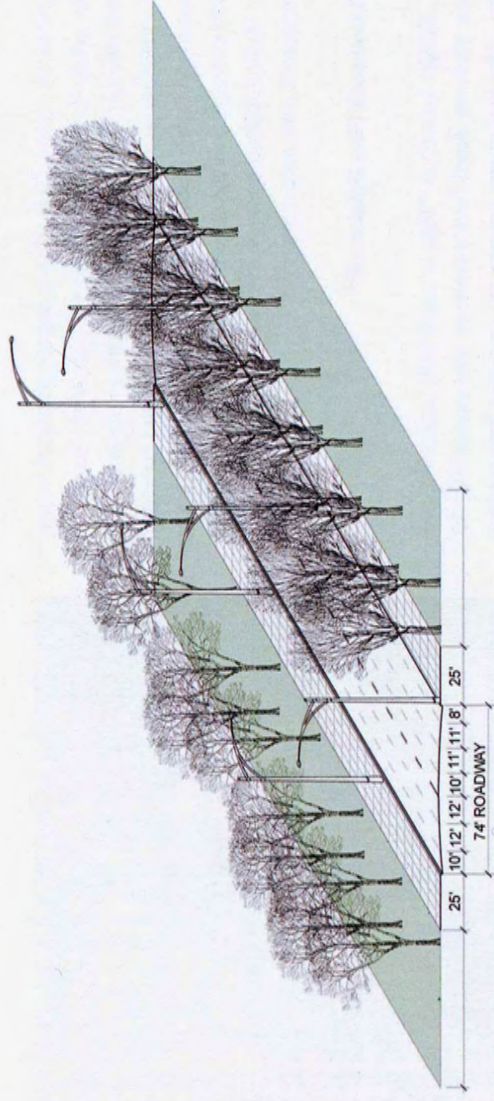


57. Columbus as Spine

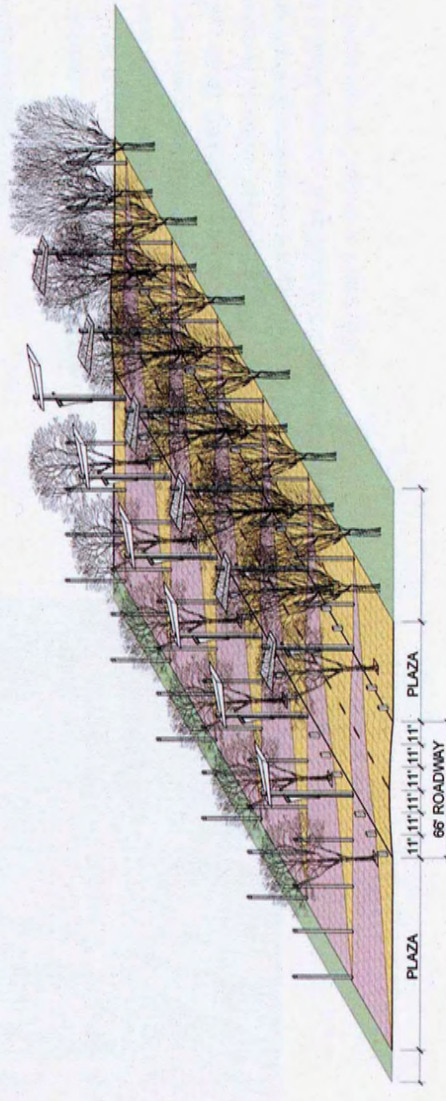
South Grant Park



58. Columbus Plaza - Jackson Street to Roosevelt Road



59. Columbus Drive - Existing Conditions



60. Columbus Plaza - Conceptual Drawing

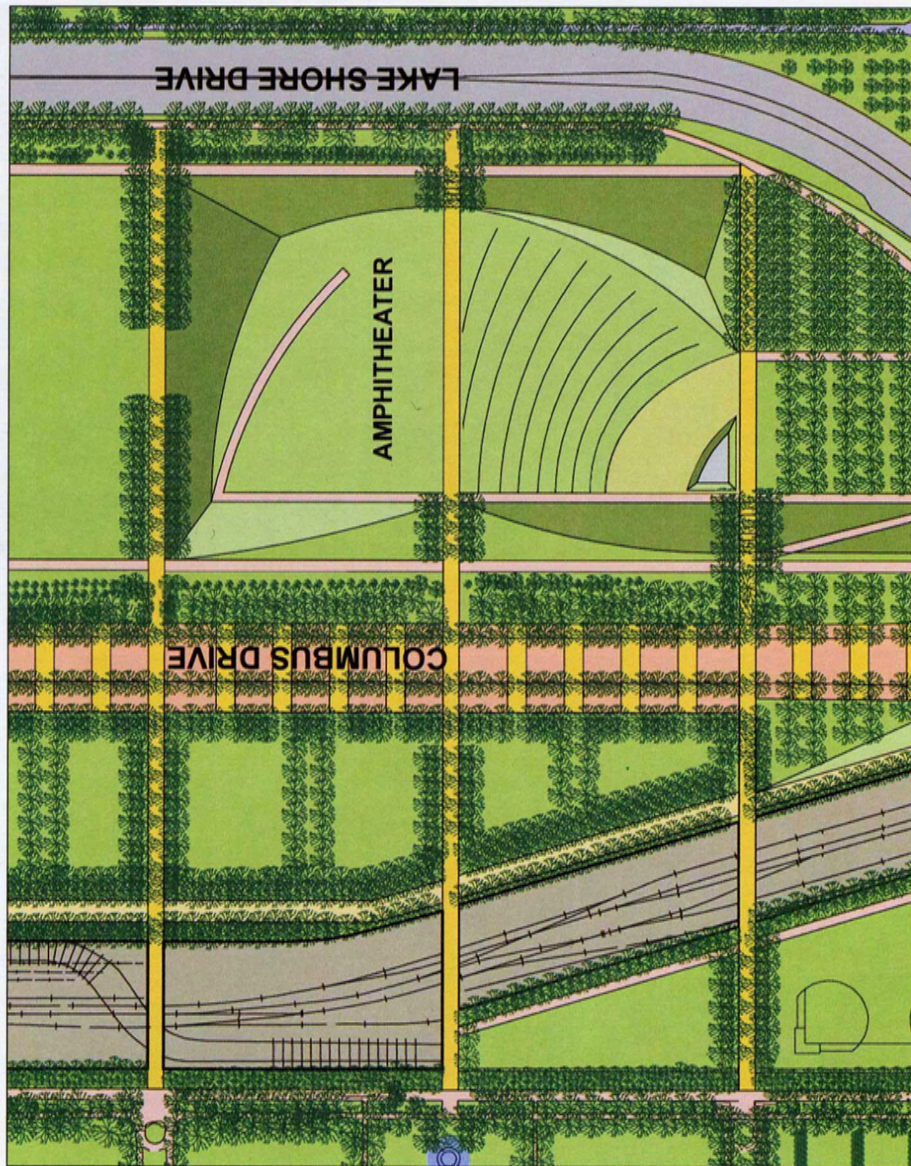
Columbus Plaza

Columbus Drive as Festival Staging Area

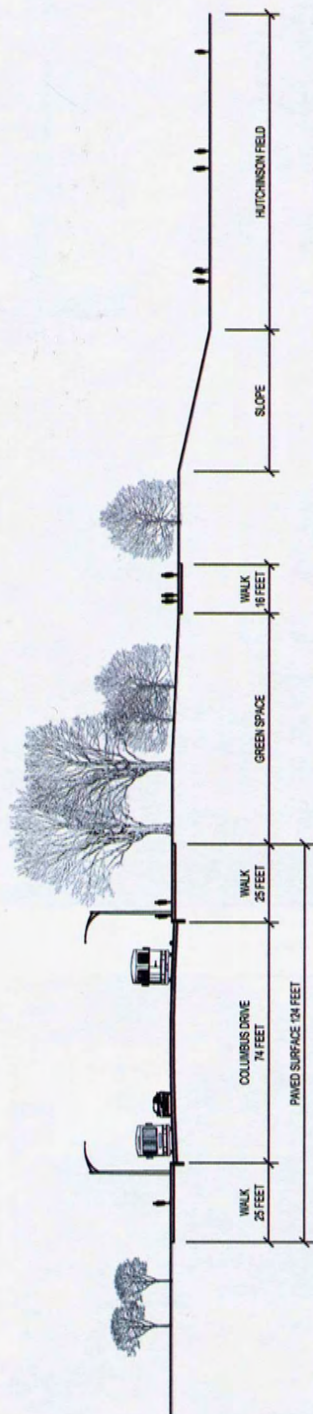
Columbus Drive is Grant Park's primary hard surface layout space for festivals and events. Tents and other festival elements temporarily occupy this corridor according to individual event needs. Festival setup and takedown periods at times inconvenience casual park users and disrupt traffic flow for several weeks a year. The repair of festival-related damage to roadways and vegetation consumes park resources.

Framework Plan Proposals

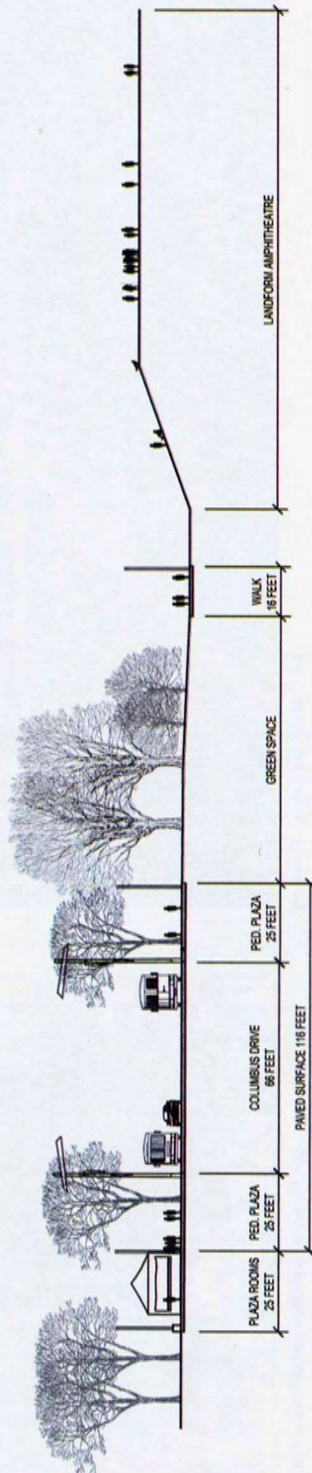
- Design Columbus Plaza to specifically accommodate and facilitate Grant Park's festivals and events (63, 69, 70). The resurfaced corridor incorporates below-grade infrastructure consistent with current and projected festival needs. Easily-accessible infrastructure taps and embedded sleeves for tent poles dramatically reduce negative festival impacts upon the park and minimize setup/takedown time.
- Accommodate a variety of festival/event layout alternatives consistent with the program and service needs of the diverse events held within the Grant Park. During small events, a single row of tents or other festival amenities occupy the Plaza Rooms while Columbus Plaza remains at full traffic capacity (67, 68). During large events, the Plaza Rooms have the capacity to contain a third row of festival program, in addition to the standard tent quads in the center of Columbus Plaza (63).



61. Columbus Plaza

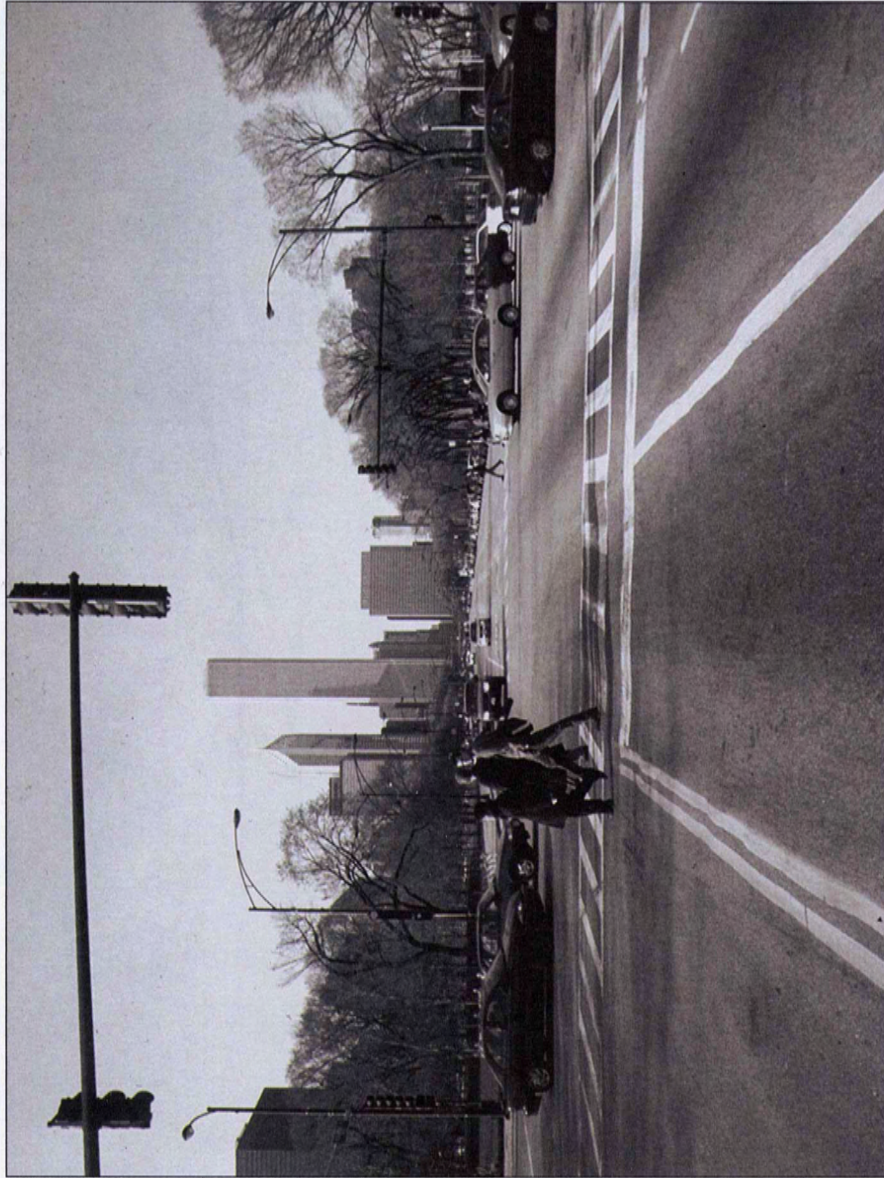


62. Columbus Drive - Existing

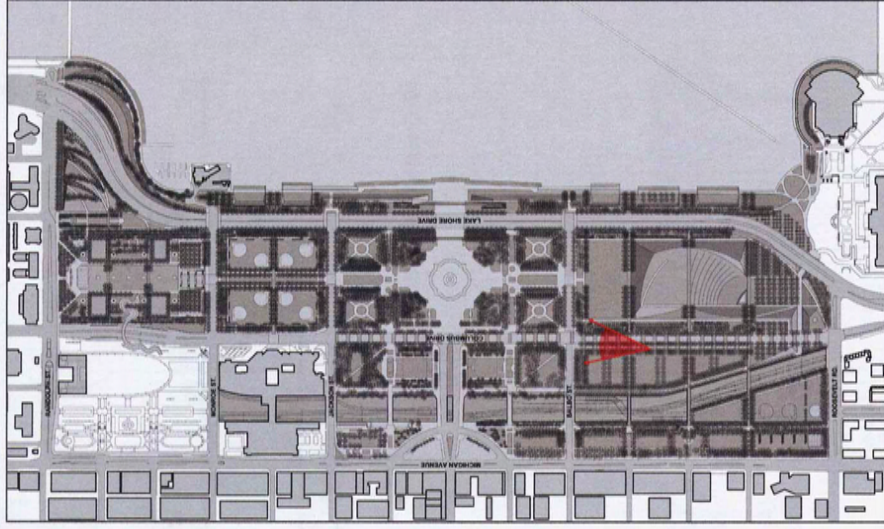


63. Columbus Plaza - Small Festival Program

Columbus Plaza



64. Columbus Drive - Existing

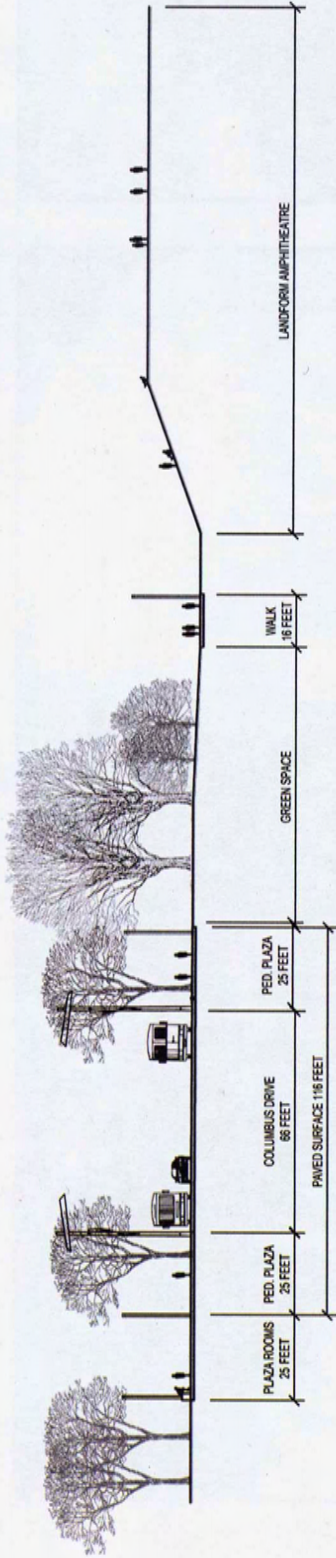


65. Perspective View Location (Image 66)



66. Columbus Plaza - Looking North

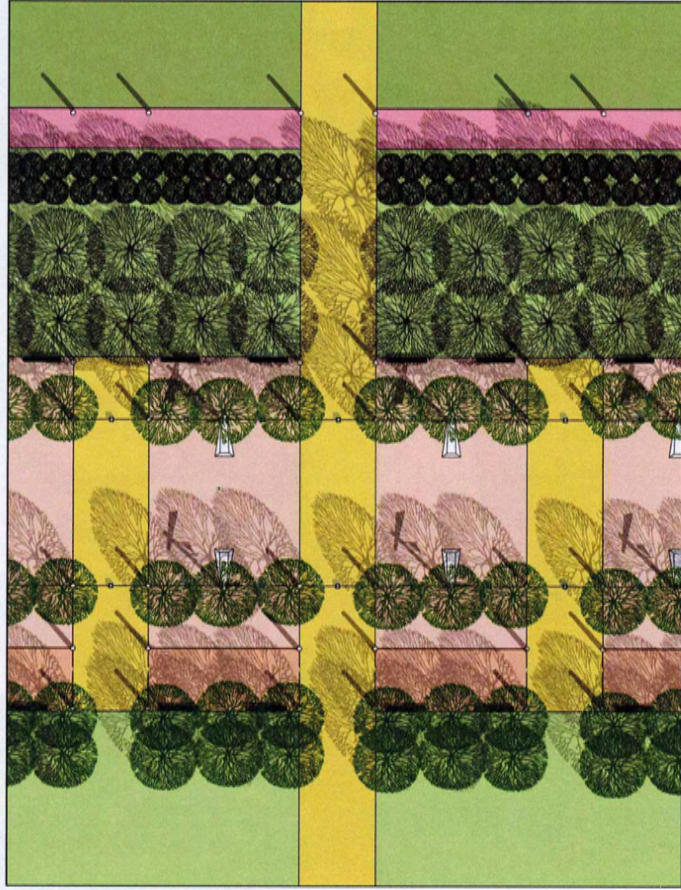
Columbus Plaza



67. Columbus Plaza - Daily Use

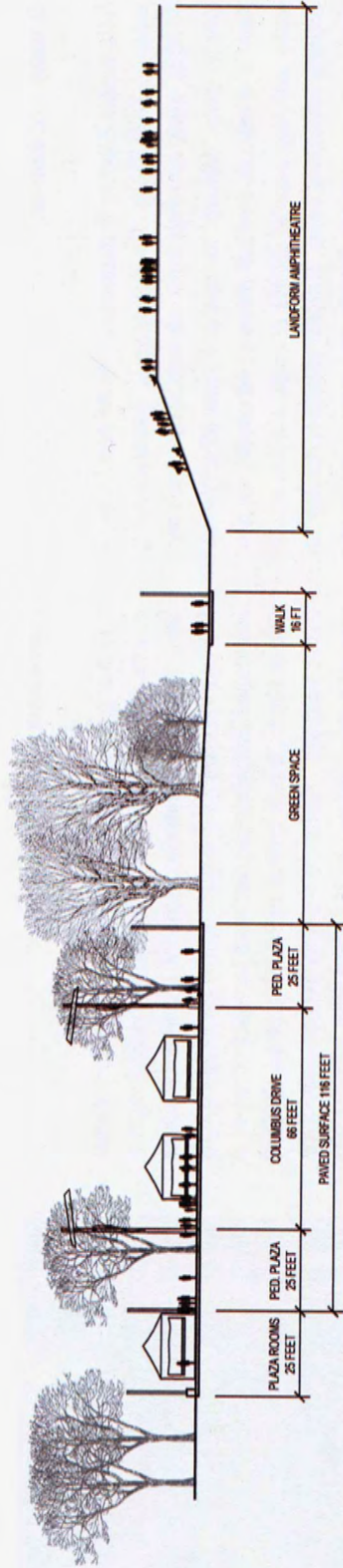
Columbus Plaza, Balbo St. - 11th St. Framework Plan Proposals

- Separate the curbless driving corridor from the entirely pedestrian walkways with rows of bollards, special lights, and street trees. This design maximizes the perception of the overall corridor as a unified plaza (66, 68).
- Define the circulation spaces (yellow) with bands of pedestrian lighting corresponding to the paving module. These bands also serve as thresholds between the Plaza Rooms (66, 68). Street lights establish a larger scale of the lighting that further reinforces the modular design of the streetscape. Benches lining the outer edges of Columbus Plaza encourage pedestrian occupation of the Plaza Rooms and the corridor in general.

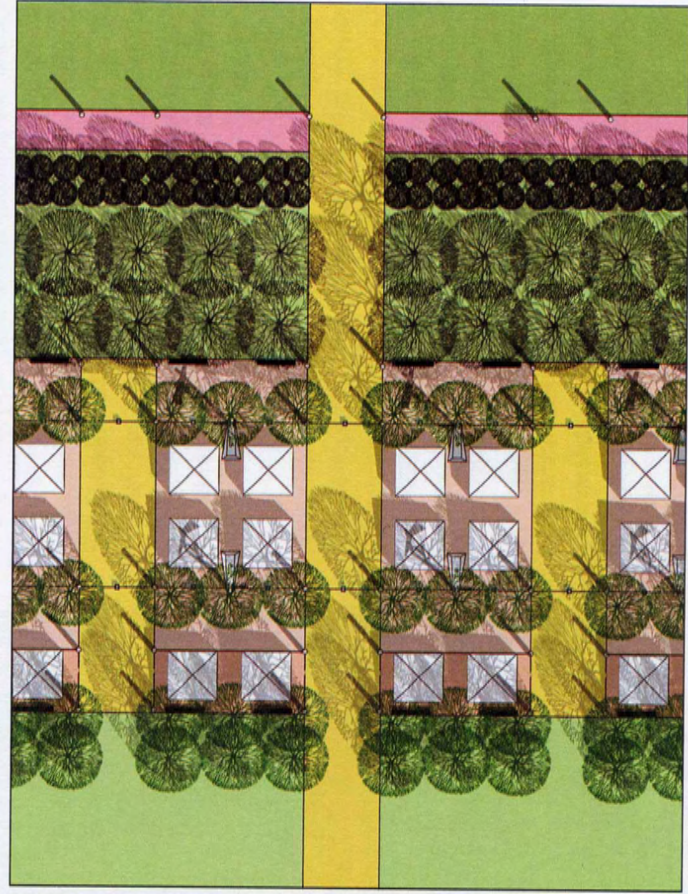


68. Columbus Plaza - Daily Use

Columbus Plaza



69. Columbus Plaza - Large Festival Program



70. Columbus Plaza - Large Festival Program

- Design the Columbus Drive paving module to work with the typical 'tent quad' layout utilized during festivals and events (73, 74). Tents are set up within the wider paving bands (orange in the drawings). Narrower bands (yellow in the drawings) indicate the circulation spaces between the tents and crossing points of the major east/west paths.
- Create a parklike ambience for both drivers, cyclists and pedestrians with rich, festive paving colors. Vehicles are encouraged by the atmosphere to move more slowly across the banded surface and pedestrians feel comfortable utilizing the curbless driving corridor as an activity space when appropriate.

Amphitheater

Existing Conditions

Hutchinson Field is a depressed, rectangular tray of twelve softball fields. The paths, trees, and lilacs lining its north, west, and east sides are part of the park's historic template. Although the vast openness of Hutchinson Field is appreciated by ball players and spectators who enjoy watching several games at once, it tends to discourage alternative uses. The lack of paths crossing the field and its lowered topography also restrict casual use and circulation through the space. The fields are monopolized by organized corporate softball teams during peak playing times.

The current configuration of Hutchinson Field is not ideal in terms of accommodating softball and associated demands. The fields are squeezed tightly together, and are not well configured in relation to each other. Poor drainage causes the fields to occasionally flood. Spectator seating is unshaded, and becomes hot during the summer. Existing adjacent street parking on Columbus Drive is inadequate to satisfy demands.

The Arvey Field area south of Hutchinson Field is an unprogrammed amorphous space, neither connected to Hutchinson Field, nor defining its own identity. Its south slope connects Columbus Drive with the Museum Campus underpass. This area was historically used as an amphitheater venue and is currently used to stage fun runs and other events.

Framework Plan Proposals

- Build a multi-use landform amphitheater, within Hutchinson Field's frame of historic paths and vegetation. The amphitheater is a dynamic recreational space that has the capacity to accommodate the large periodic events and performances that have for years occurred in Butler Field. It is a critical component of the festival/event quadrant. Audience capacity exceeds that of the current Butler Field venue (72). Displaced softball fields will be relocated to the Butler Field Recreation Rooms.
- Shape the amphitheater to accommodate a variety of passive unorganized activities such as sunbathing, picnicking, kite flying, and frisbee throwing, on the large shallow slope, and wintertime sledding on steeper side slopes (71, 77). The landform provides sculptural topographic relief within the overwhelming flatness of Grant Park and acts as a viewing platform overlooking Monroe Harbor, Buckingham Fountain, Columbus Plaza and the Museum Campus.
- Configure the landform amphitheater to facilitate stage viewing, universal access to seating, and back-of-stage servicing while minimizing sound bleed to adjacent residential areas and the Millennium Park amphitheater. The slight axial shift of the amphitheater allows sound to be projected out over the Monroe Harbor without disrupting the overall axial organization of the park. Sound bleed is also controlled by depressing the stage and speaker system and containing the sound, to some extent, within the surrounding landforms (73). An acoustic/audiovisual study will inform further refinements of the proposed amphitheater during design development.

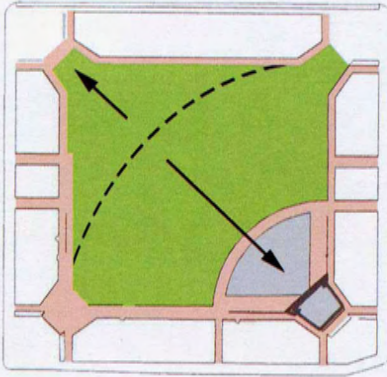


71. Proposed Landform Amphitheater and Context

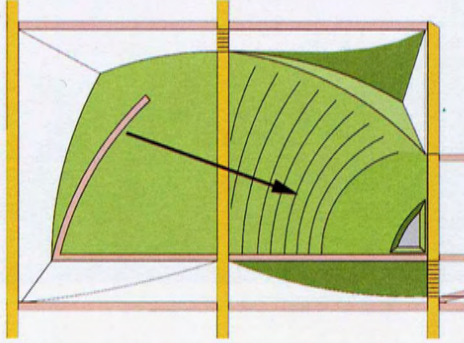
Amphitheater

- Redesign Arvey Field as a multi-use grassy expanse, lightly shaded by an open grove of trees. The final design needs to address back-of-stage event storage and service facilities. These facilities should be equal to those currently provided at the Petrillo bandshell. Service and storage accommodations should not compromise the aesthetic qualities of this area. A pedestrian walkway from the intersection of Columbus Drive and Roosevelt Road provides service vehicle access route to backstage areas during large events.
- Construct the amphitheater within the grid of east/west pedestrian paths to maximize access and provide direct lines of circulation from the city to the amphitheater. Columbus Plaza serves as the primary north/south pedestrian conduit into the amphitheater. A service drive/multi-use path linking the Museum Campus underpass with the planned Columbus Drive underpass, and continuing along the railway corridor, further facilitates service needs and pedestrian circulation.

EXISTING PETRILLO BANDSHELL
IN BUTLER FIELD



PROPOSED AMPHITHEATER
IN HUTCHINSON FIELD



72. Amphitheater Scale Comparison



73. Existing Hutchinson Field (North/South Section)

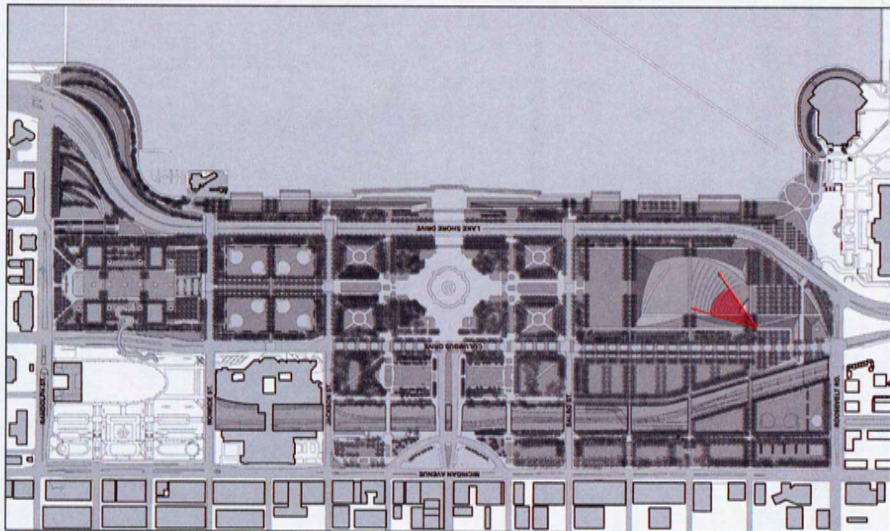


74. Proposed Landform Amphitheater in Hutchinson Field (North/South Section)

Amphitheater



75. Hutchinson Field - Existing



76. Perspective View Location (Image 77)



77. Proposed Landform Amphitheater - Looking Northeast

Southwest Corner - Neighborhood Park Area

Existing Southwest Corner

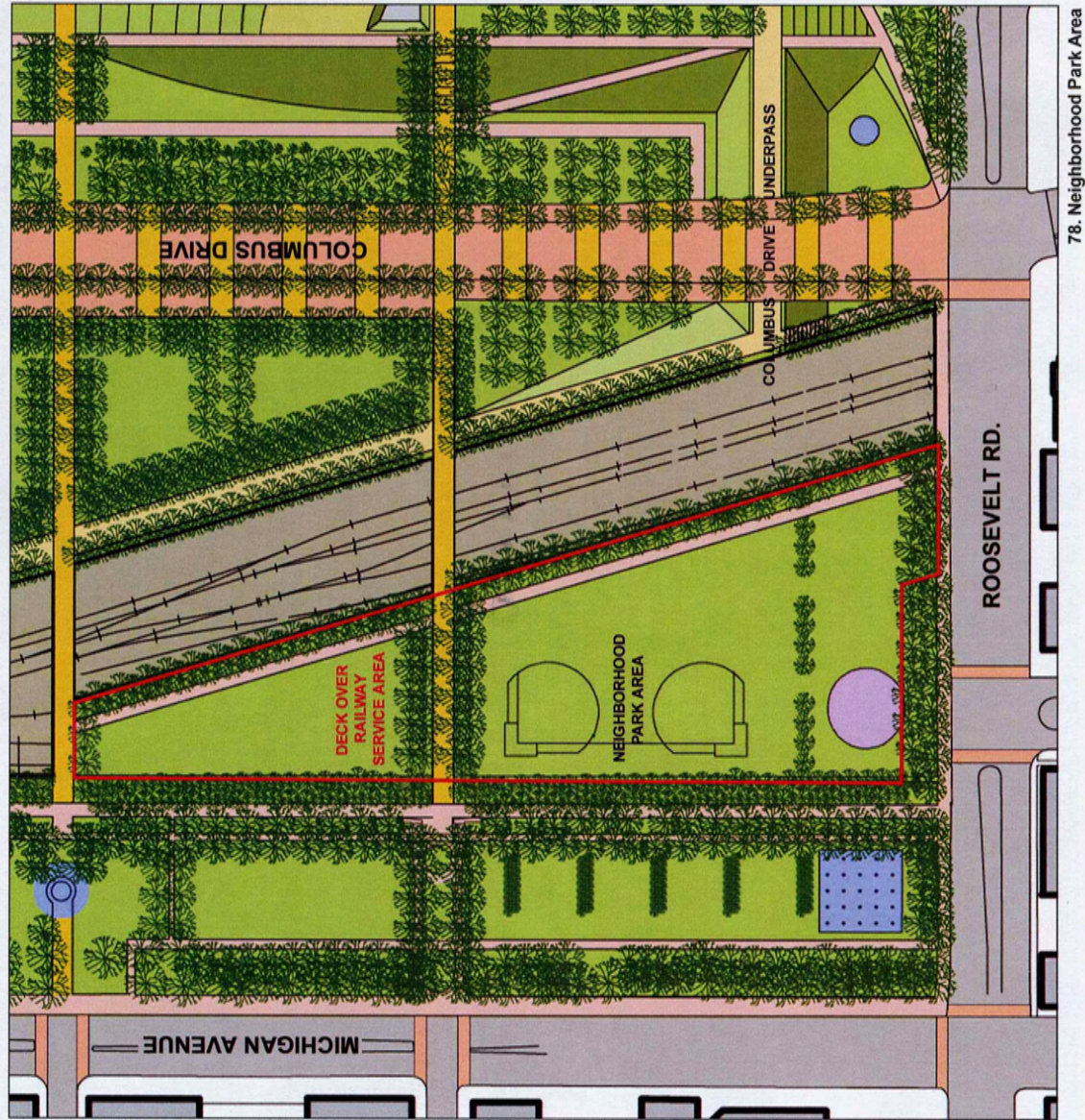
The southwest corner of Grant Park is mostly undeveloped and is isolated from the park's interior. The current park landscape is limited to street trees, mowed turf, and a flower bed at the corner of Michigan Avenue and Roosevelt Road. The Michigan Avenue Street Rooms and adjacent promenade along the railway corridor, designed to run the full length of the park, were never completed south of Ninth Street. This area has remained with little attention as a result of unbalanced program investment and subsequent lack of use.

Development has brought an increasing number of residents to neighborhoods south of Grant Park. The closest access point and most convenient use area for these residents is the southwest corner of the park. Unfortunately, this is the area currently least suited to accommodate intensive park use.

The largest barrier to development and integration with other park areas is the active railway corridor and the six acre service/storage area (79,81). Pedestrian circulation across this chasm is limited to the Metra station bridge.

Framework Plan Proposals

- Fulfill the intent of the historic template by extending the chain of Michigan Avenue Park Rooms south to Roosevelt Road (78). These rooms could be thematically programmed for use as outdoor art exhibition space or classrooms in addition to their daily use as lunch areas. The spaces offer easily-accessible respites from the city.



South Grant Park

Southwest Corner - Neighborhood Park Area

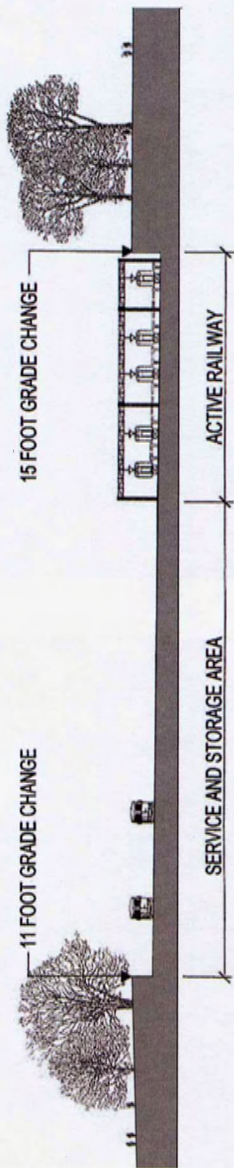
- Construct a deck over the railway service/storage area on top of which is built a neighborhood-oriented park expansion (79, 80, 81). The deck reduces the divisive effect of the railway corridor and reclaims six acres of land for park uses. The active rail corridor remains exposed. Future decking could enclose a portion or all of the active railway corridor, but at a relatively high cost per acre.

- Program the deck area by creating a children's play area and multi-use recreation fields to accommodate the growing park needs of proximate neighborhoods (83).

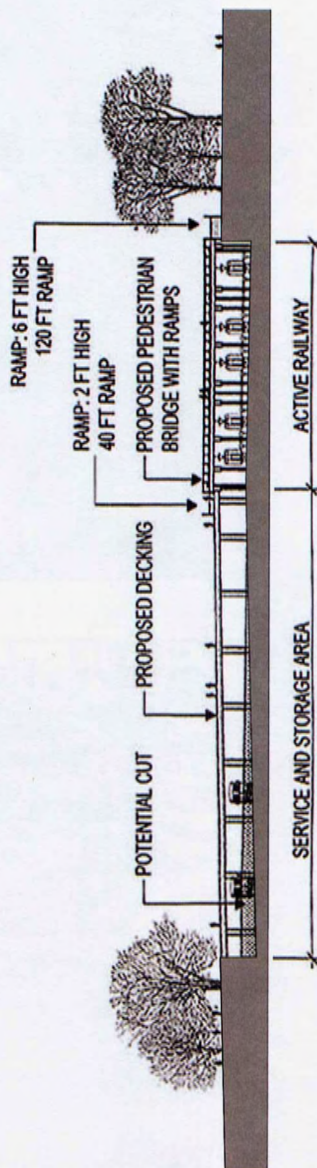
- Incorporate a new Metra station and service access to below-grade program into the design of the deck. Program underneath the deck could include park maintenance facilities, a parking structure, and/or a busway stop.

- Enhance non-vehicular circulation in the southwest corner with three pedestrian/bicycle bridges crossing the active railway corridor. These bridges connect to interior park paths, including the multi-use path along the east side of the railway corridor. The Columbus Drive pedestrian underpass, accessible from ramps on both sides and a stairway connecting it to the corner of Columbus Drive and Roosevelt Road, adds another grade separated crossing connecting the city and the lake.

- Construct a gateway/entry feature at the intersection of Michigan Avenue and Roosevelt Road (78). It announces entry into Grant Park and the Museum Campus, serves as the southern anchor of the string of monuments lining Michigan Avenue, and acts as a counterpoint to the reconstructed peristyle at the northwest corner of Grant Park.



79. Railway Service/Storage Area and Active Railway Corridor - Existing

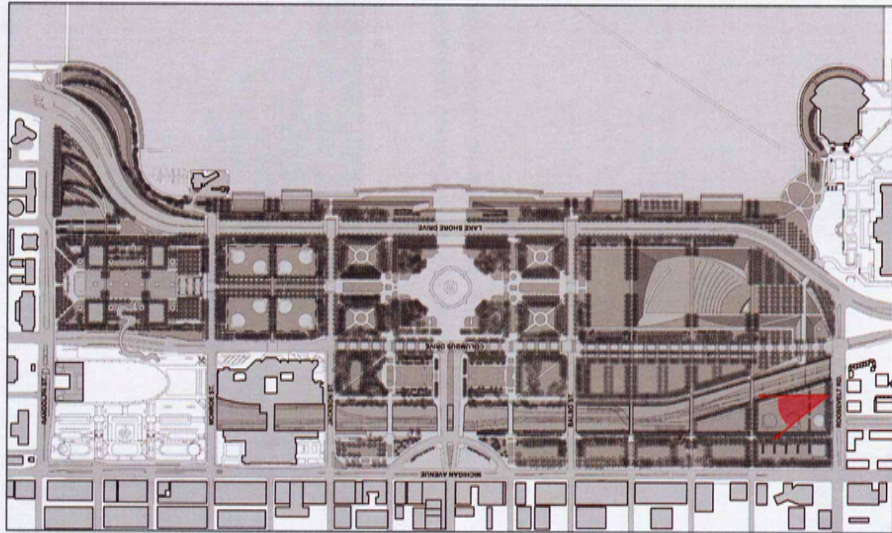


80. Deck over the Railway Service/Storage Area with Pedestrian Bridges over Active Railway Corridor

Southwest Corner - Neighborhood Park Area



81. Railway Service Area (Existing)



82. Perspective View Location (Image 83)



83. Neighborhood Park Area (Proposed) - Looking North

Lakefront Zone A

Grant Park Lakefront

Lake Michigan is Chicago's greatest natural resource. The Grant Park Lakefront is used primarily as a circulation corridor and for leisure activities such as walking, bicycling, and picnicking. Lake Shore Drive acts as a barrier separating the Lakefront from the interior of the park. The water-edge promenade is the central draw of the Lakefront. Most of those who enjoy the Lakefront do not deviate from the promenade. The Lakefront lacks programmable spaces, adequate seating, and pedestrian-scale lighting, dictating its primary usage as a conduit rather than a destination. Metal sheet piling backed with concrete defines the promenade's land/water interface. Although spectacular views over the lake and harbor are ever present, the pedestrian is physically separate from the water. A long grassy slope mediates the grade change between Lake Shore Drive and the deteriorating promenade. Intermittent plantings of small trees obscure views of the lake without providing much shade to the promenade or slopes.

Framework Plan Lakefront and Harbor Proposals

- Transform Grant Park's Lakefront from a circulation conduit into a city-wide destination by activating it with pedestrian seating, lighting, and discrete 'Lake Rooms' as areas of interlude and activity along the popular promenade.
- Maintain the essential historic character and recreational/boating capacities of Monroe Harbor, unencumbered by additional piers or other barriers. Alterations to the harbor or breakwater should be consistent with the overall character of the Grant Park Framework Plan.

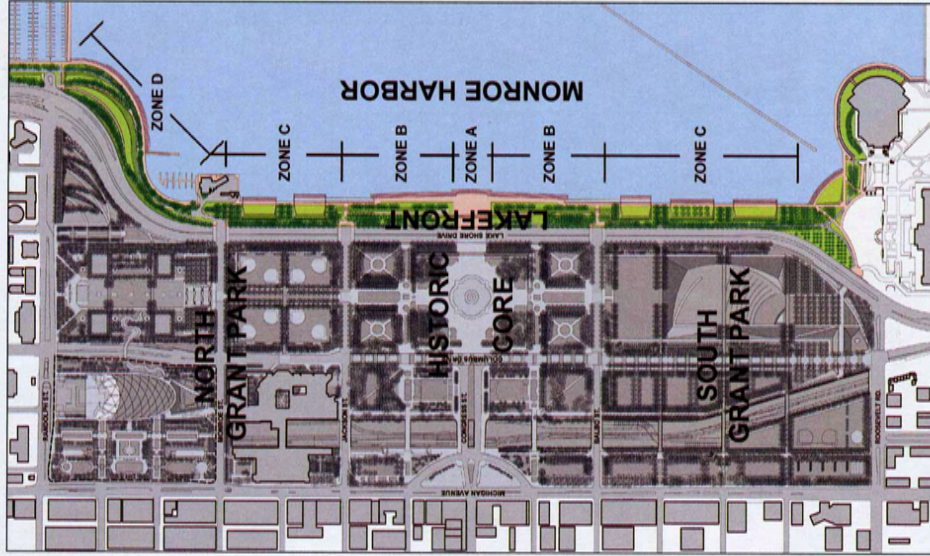
Existing Lakefront Zone A

Zone A is Queen's Landing, a large, paved threshold named in celebration of the point at which Queen Elizabeth II disembarked on her visit to Chicago. Ceremonial steps ascend to Lake Shore Drive and continue up the grade to the Fountain Table. In addition to Queen's Landing's symbolic importance, water taxis and tour boats use this area as a staging platform.

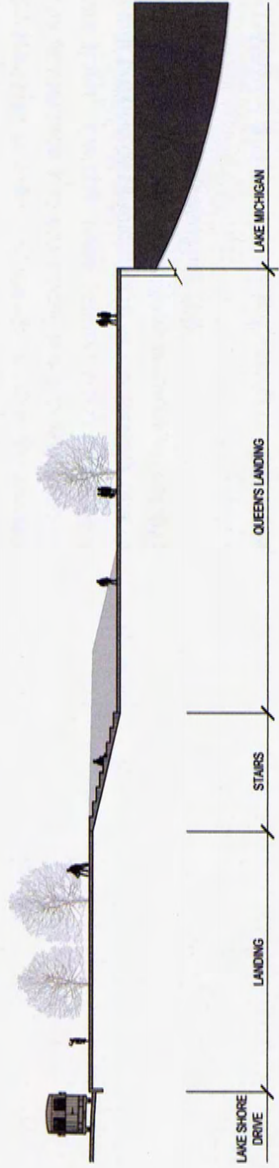
Buckingham Fountain is the park's most popular element. The only connection between the Fountain Table and the lakefront is the timed, signalized crosswalk at Lake Shore Drive. The ten-lane roadway is a strong barrier separating the park's interior from the Lakefront.

Framework Plan Proposals

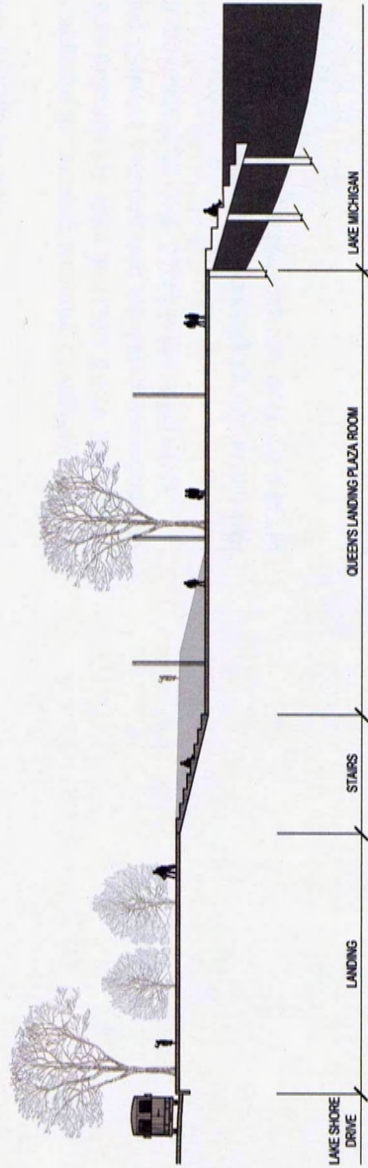
- Provide a grade-separated pedestrian connection between Buckingham Fountain and the Lakefront at Queen's Landing as a continuation of the ceremonial Congress Street axis. The pedestrian overpass ideally will be an at-grade extension of the Fountain Table, passing over the slightly depressed Lake Shore Drive and descending onto the Queen's Landing plaza. The City is currently studying such a pedestrian overpass that would conform to the overall structural parameters of the Framework Plan.
- Create a programmable plaza or 'Room' at Queen's Landing as the terminus of the Queen's Landing overpass (85, 86). Physically and symbolically this plaza is the central Lake Room. Terraces descend into the harbor as a final projection of the overpass and the ceremonial Congress Street Axis (86). This extension into the lake should not negatively impact boating activities or access.



84. Lakefront Zones



85. Lakefront Zone A - Existing



86. Lakefront Zone A - Proposed Terraces

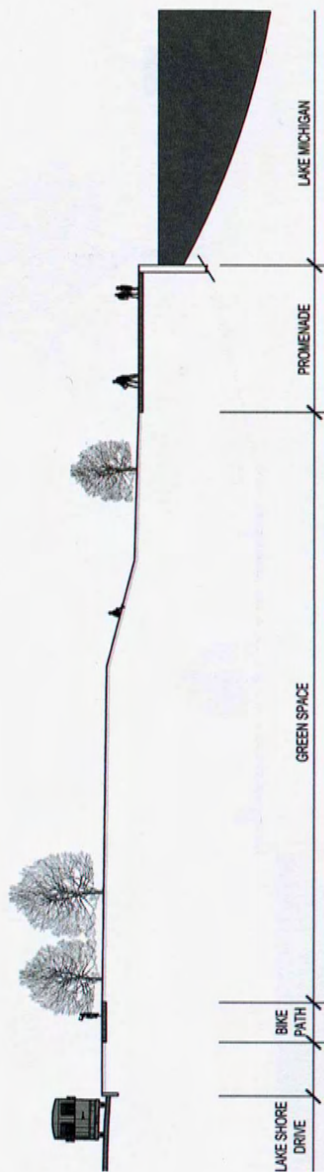
Lakefront Zone B

Existing Lakefront Zone B

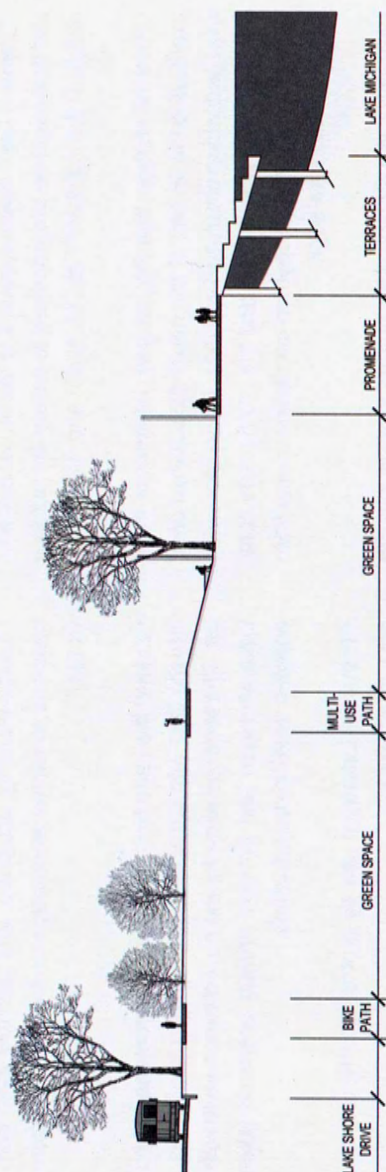
The Zone B Lakefront occupies the shoreline between Jackson and Balbo Streets, excluding Queen's Landing. The Lakefront's most significant historic vegetation exists at the top of the Zone B's slopes. This denser vegetation shields the promenade from busy Lake Shore Drive, defines the space of Queen's Landing, and frames views of the lake from the Fountain Table. The promenade widens as it reaches the park's central axis, expanding to a monumental width at Queen's Landing (87).

Framework Plan Proposals

- Activate the Lakefront slope with seating blocks embedded into its base and pedestrian lighting between the promenade and the slope, and along the top of the slope. Canopy trees planted along the slope's base provide desirable shade to the seating blocks and the slope. These amenities encourage rest and repose along the Lakefront (88).
- Construct a new multi-use path along the top of the slope. This path provides bicyclists and pedestrians with a smaller, more intimate, path than the promenade and a more pleasant park experience than riding or walking along Lake Shore Drive's ten lanes of traffic. The Lake Shore Drive path continues to accommodate those desiring a direct line of circulation through the park.
- Improve the existing structure of vegetation in the area between the slope and Lake Shore Drive, framing Queen's Landing and insulating the slope and promenade from Lake Shore Drive traffic noise.
- Create an increased opportunity for interaction with water by constructing terraces that descend into the lake.



87. Lakefront Zone B - Existing

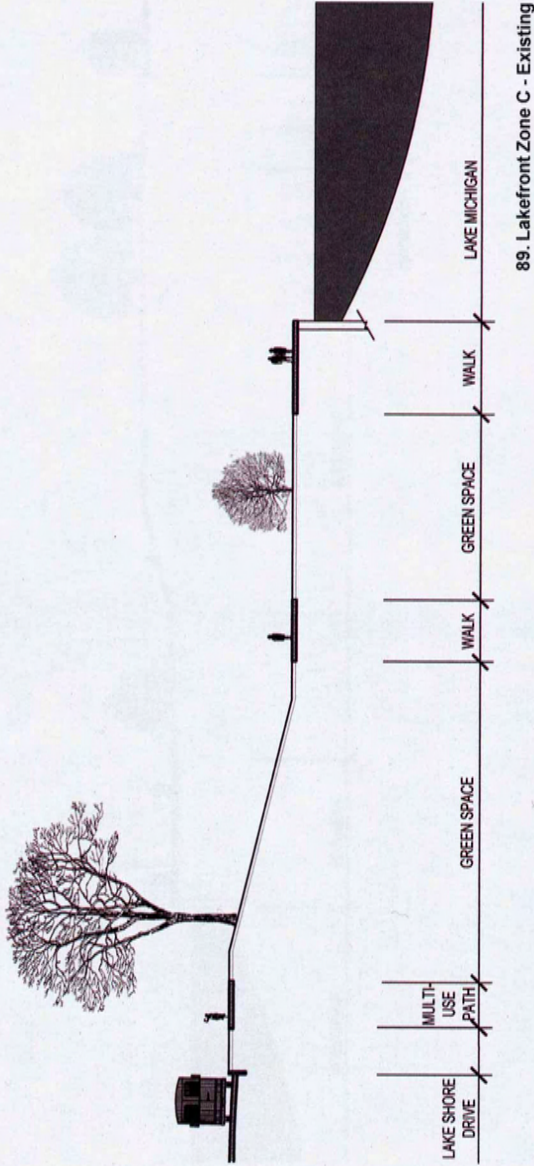


88. Lakefront Zone B - Proposed

Lakefront Zone C

Existing Lakefront Zone C

The Zone C Lakefront is Grant Park's most common harbor edge condition. Its linear promenade, lawn slope, and lack of seating and pedestrian lighting encourage north/south movement along the harbor. A narrow grass strip between the promenade and a redundant parallel path at the toe of the slope is planted with low vegetation that obscures harbor views from potential seating areas on the slope. Significant historical vegetation exists only along the edge of Lake Shore Drive (89, 93).

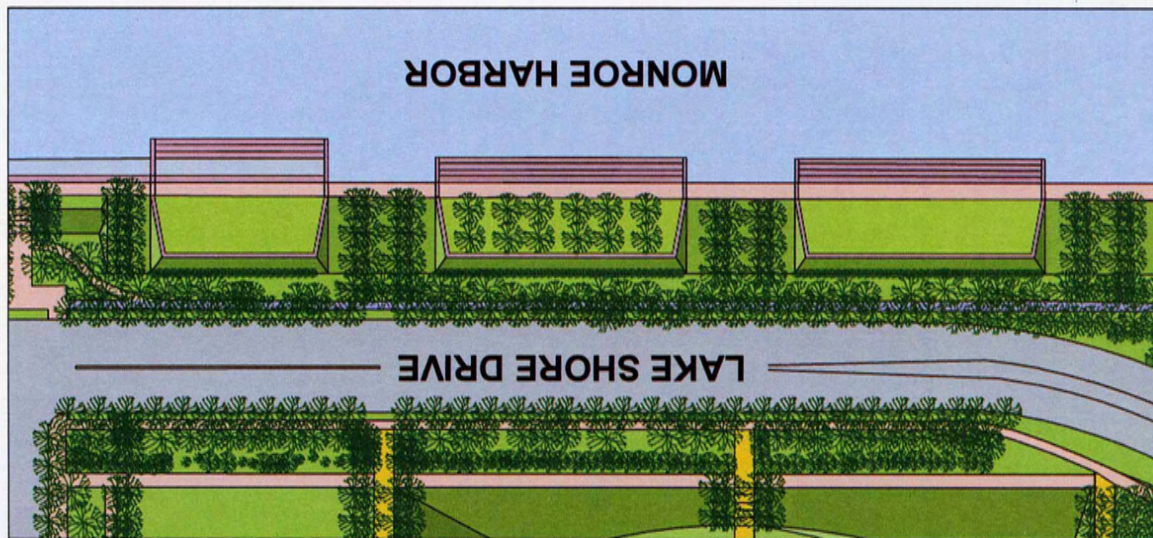


Framework Plan Proposals

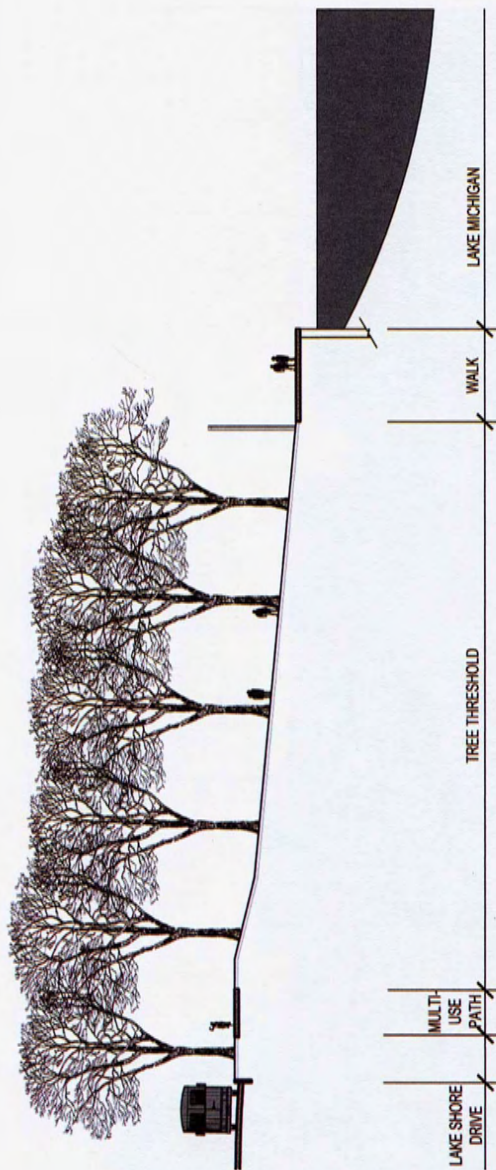
- Transform what is now a linear circulation corridor along the lake into a series of discrete, programmable spaces (90). These Lake Rooms are linked by the promenade and activated through their association with Lake Michigan (95).
- Shape the Lake Rooms by cutting voids (Rooms) into the existing slope and reciprocally filling/extending the slopes between the Rooms (Thresholds) to the edge of the Promenade (91, 92). An earthen containment is thus created around the interior of the Rooms. The rooms are cut back into the slope as far as possible without damaging the root systems of the mature trees along Lake Shore Drive. These rooms provide an intimate environment for a variety of activities.

- Create a Lake Room adjacent to the Museum Campus that could be programmed to satisfy the outdoor needs of the adjacent Field Museum and Aquarium.
- Plant the shallow threshold slopes with rows of trees expressing the termini of the newly-established east/west pedestrian circulation grid (91). Connector paths between Lake Shore Drive and the promenade complete the east/west pedestrian circulation routes from the city to the lake edge.
- Furnish Lake Rooms with integral seating into the rear slopes and long benches along side slopes. The seat walls subdivide the rear slope into intimate, occupiable spaces. Pedestrian lighting extends promenade and Lake Room use into the evening hours. These amenities add to the enjoyment of the Lakefront and increase quantity, quality, and duration of use.

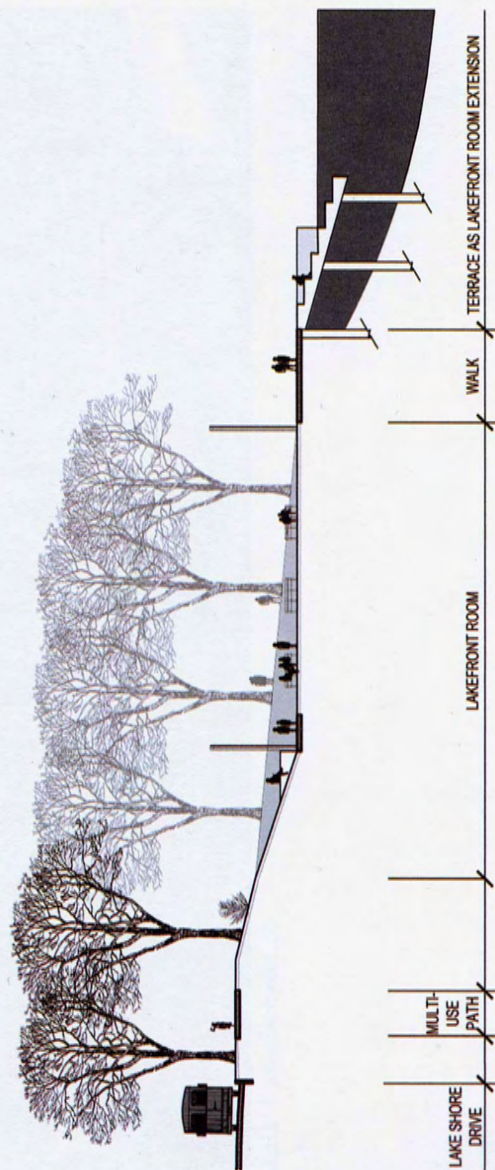
- Utilize planting, sculpture, and possibly even concessions to further encourage and enrich Lakefront usage.
- Extend the Lake Rooms across the promenade and into the lake with terraces that step down into the water. The terraces allow for increased exposure to with Lake Michigan and provide virtually unlimited lake-oriented seating opportunities.
- Enhance Lakefront use by providing universal access to all spaces.



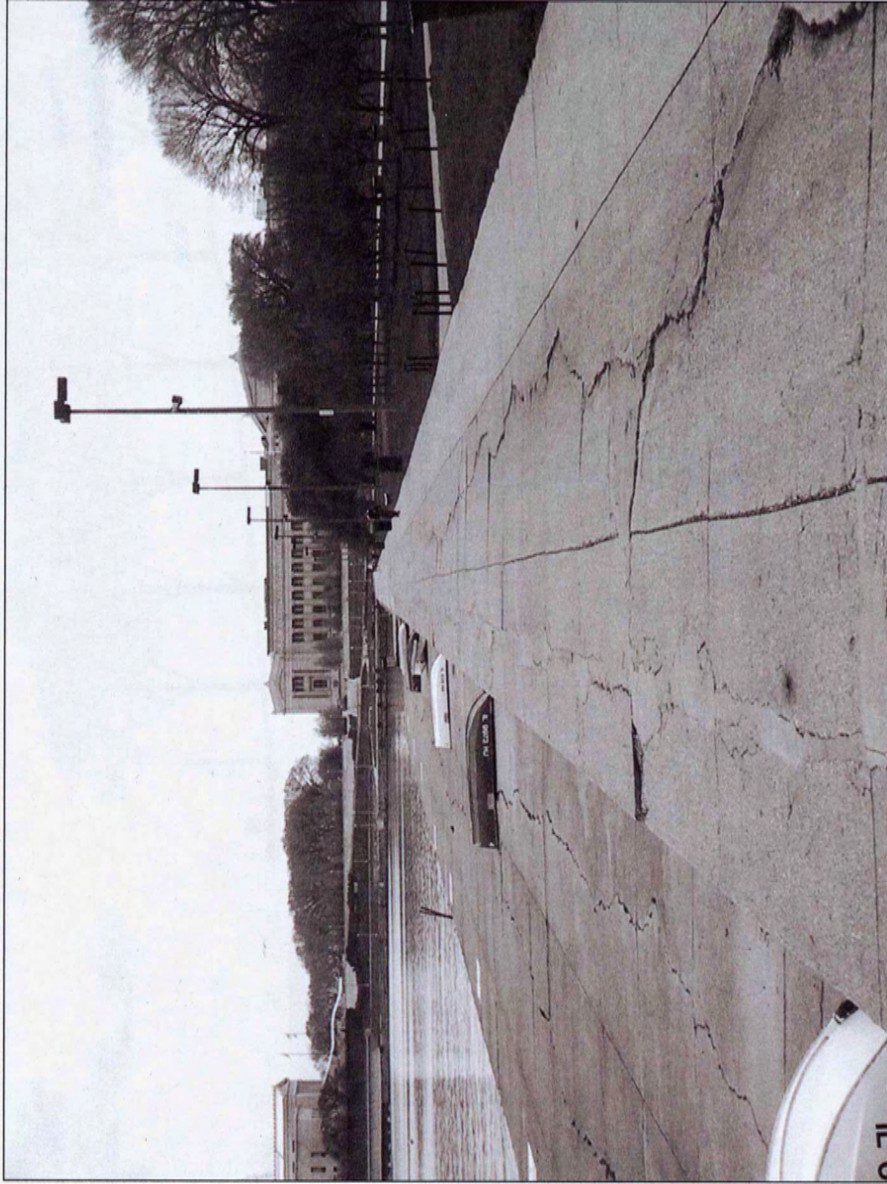
90. South Lakefront Rooms



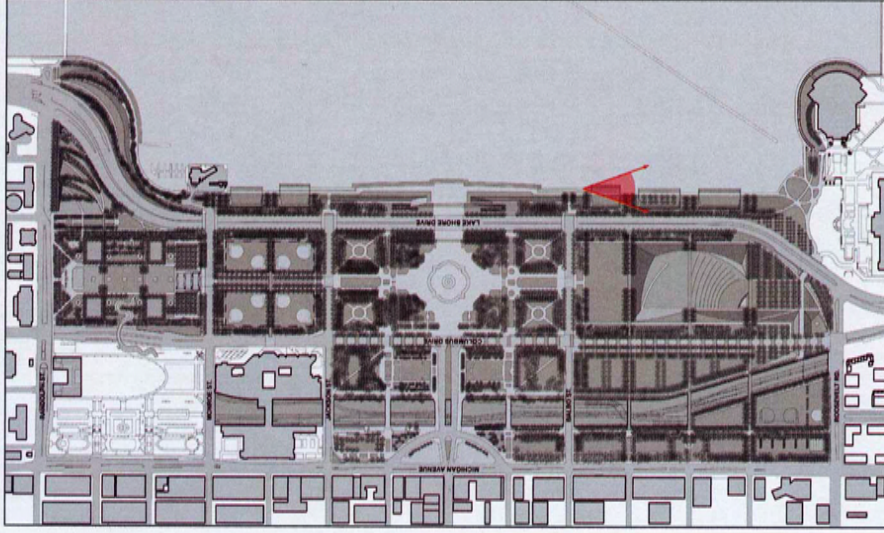
91. Lakefront Zone C - Proposed Lakefront Room Bosque Threshold



92. Lakefront Zone C - Proposed Lakefront Room with Terrace



93. Lakefront Zone C - Existing



94. Perspective View Location (Image 95)



95. Lakefront Rooms Zone C- Looking South

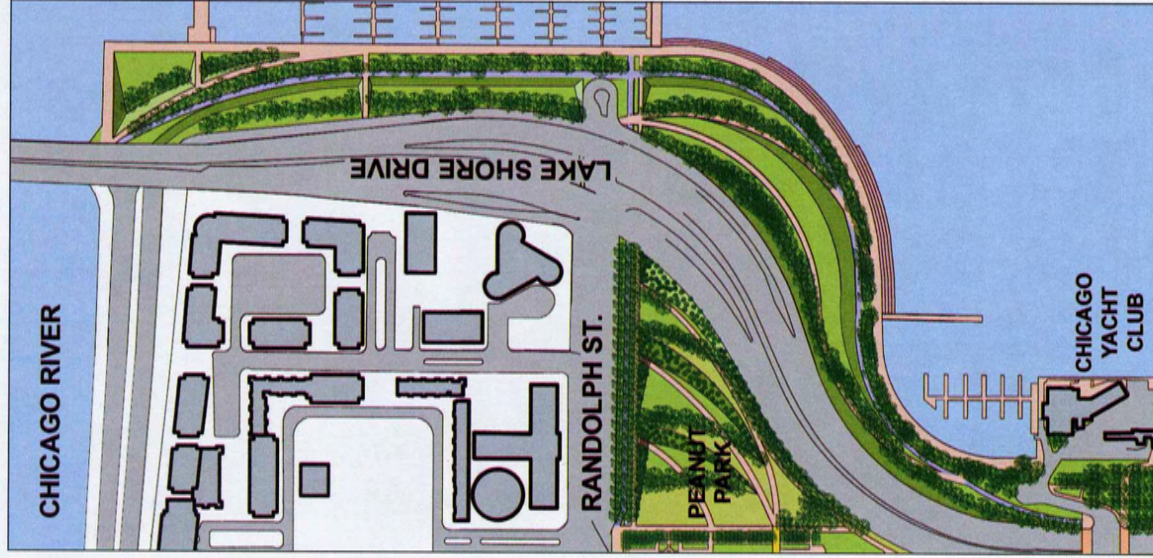
Lakefront Zone D

Existing Lakefront Zone D

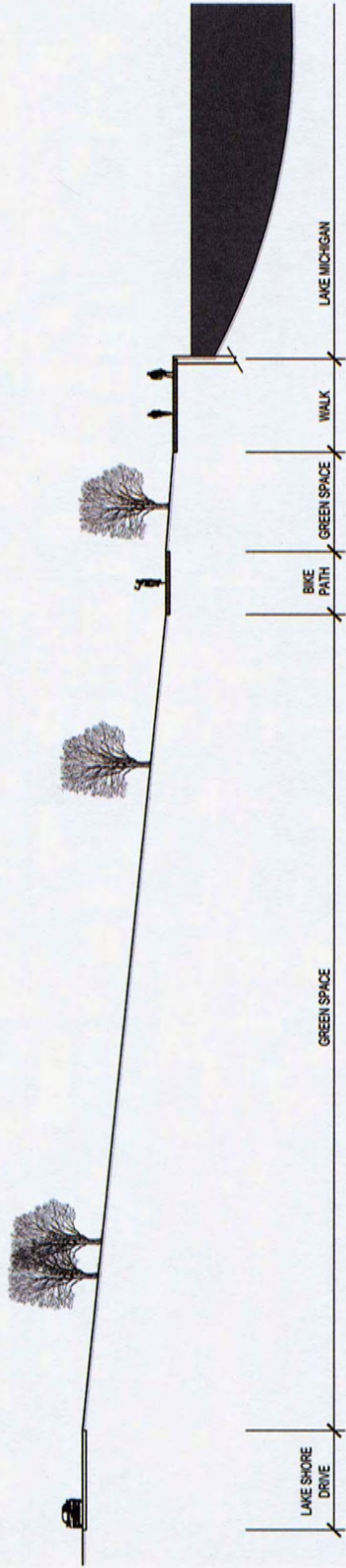
The Lakefront in Zone D splays out to a greater width north of the Chicago Yacht Club. The multi-use bike path and pedestrian promenade are close parallel paths along the lakefront (97). A nondescript shallow slope, planted with shrubs and small trees, rises to the grade of Lake Shore Drive from the bike path. Among other passive uses, this slope is used as an amphitheater-like seating area with magnificent views over the lake and lake-borne events. The strip of park land along the lake continues north of Randolph Street to the mouth of the Chicago River. This area is a grassy slope used for passive leisure activities and as a staging and access area for moored pleasure boats in the harbor.

Framework Plan Proposals

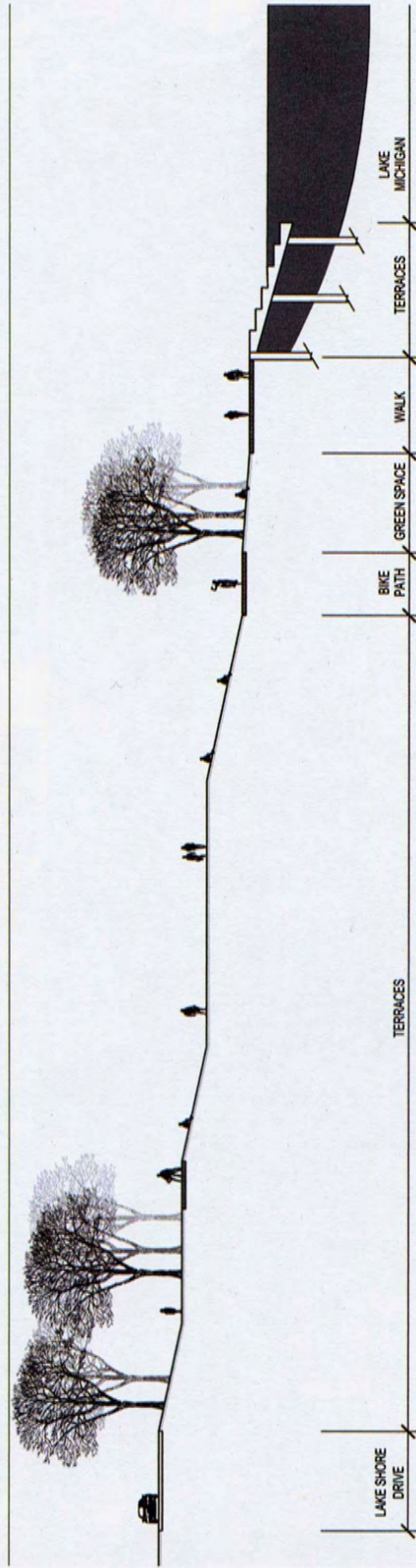
- Terrace the existing slope to increase accessibility and use alternatives (96, 98). The design of this area is a continuation of the flowing terrace and path system established in 'Peanut Park'.
- Provide desirable shade with canopy trees to the paths and the front edges of terraces where use will be most intense.
- Separate the terraces from the noise of Lake Shore Drive with planting and grade change.
- Extend the terraces across the Promenade and into the lake, facilitating access to the water and creating theater-like seating overlooking the harbor.



96. Lakefront Zone D

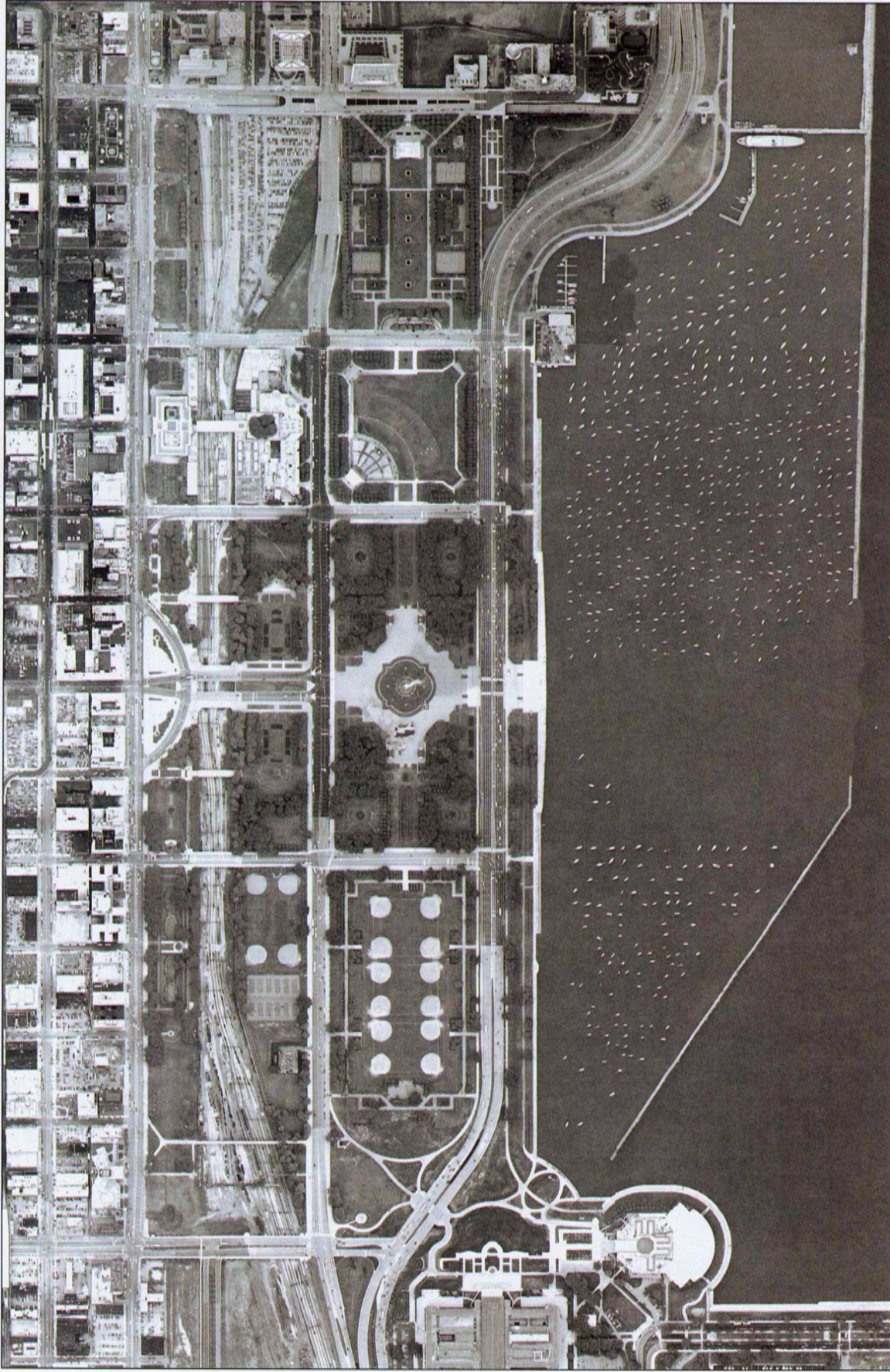


97. Lakefront Zone D - Existing

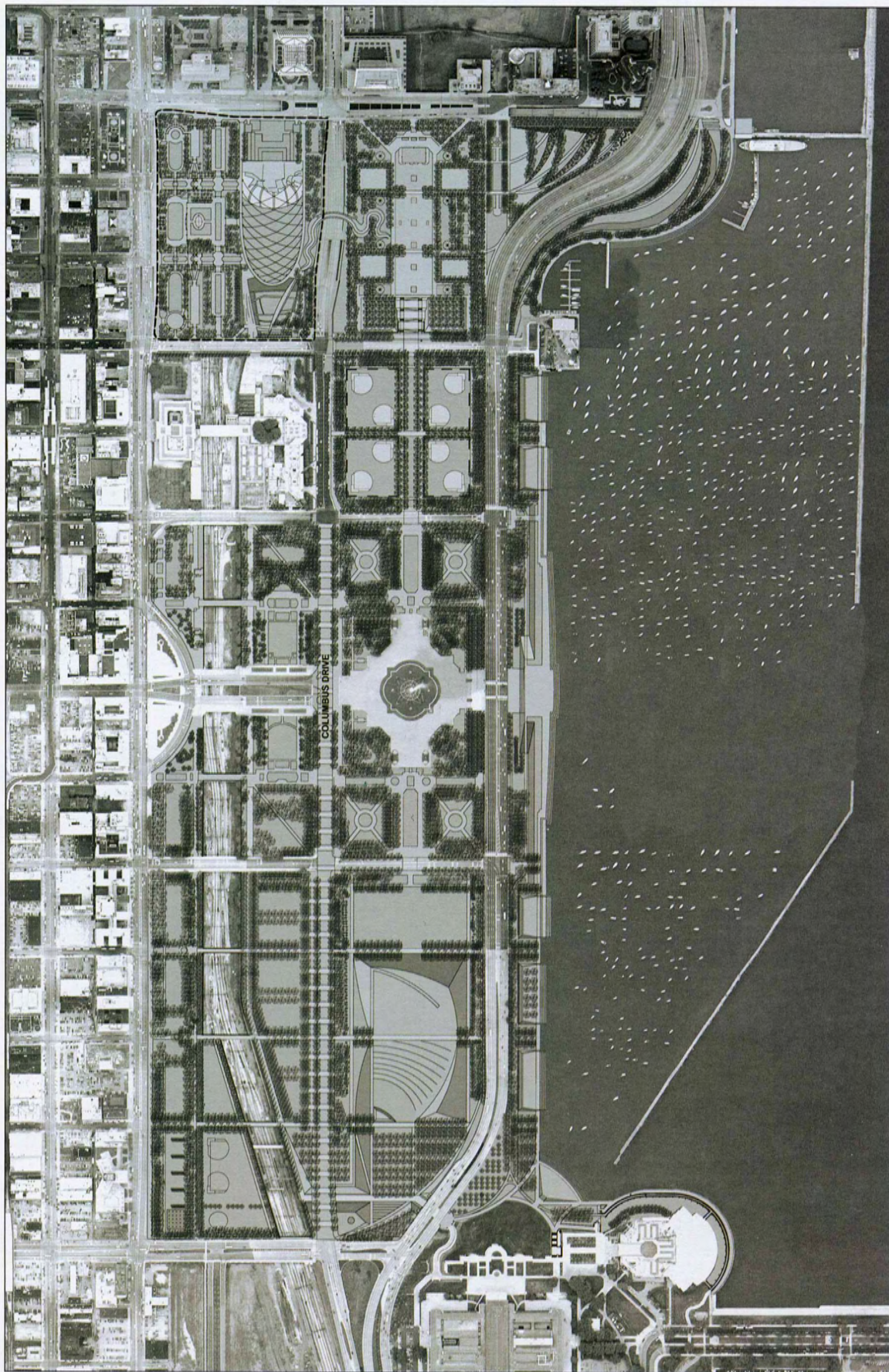


98. Lakefront Zone D - Proposed Terraces

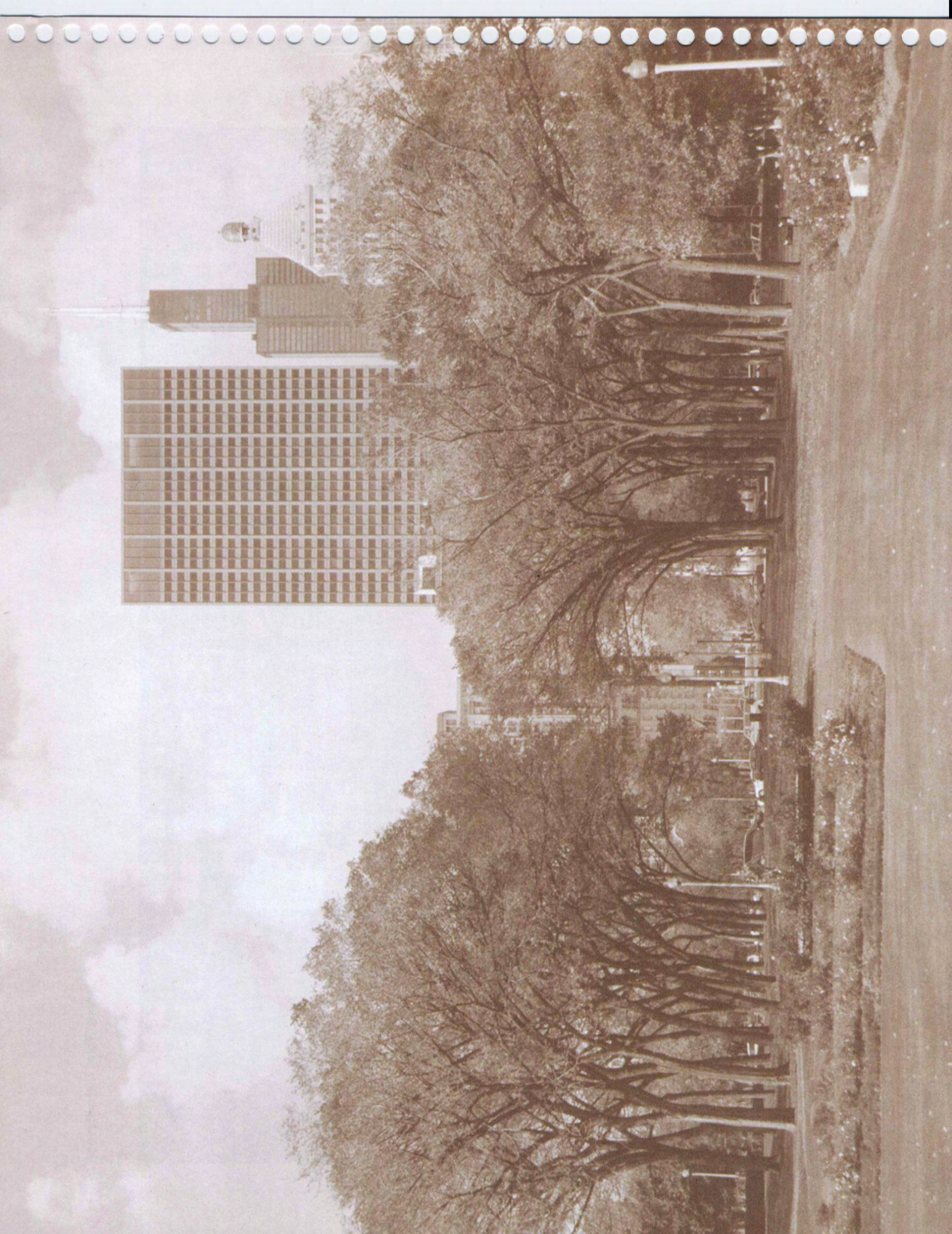
Grant Park Transformed



99. Grant Park Existing



100. Grant Park Proposed



Park-Wide Systems

Vegetation

Pedestrian Circulation, Bicycle Access, Roadways and Parking

Seating, Lighting, Furnishings, and Signage

Park-Wide Furnishing/Systems Zoning

Park-Wide Systems

Introduction: Park-Wide Systems

Grant Park has developed into a conglomeration of several disconnected spaces and areas. The lack of a consistently implemented long-term, comprehensive plan has over time proved detrimental to the sense of park unity. Perhaps the most glaring outcome of Grant Park's piecemeal development is in the disunity of its park-wide site systems.

Existing Vegetation

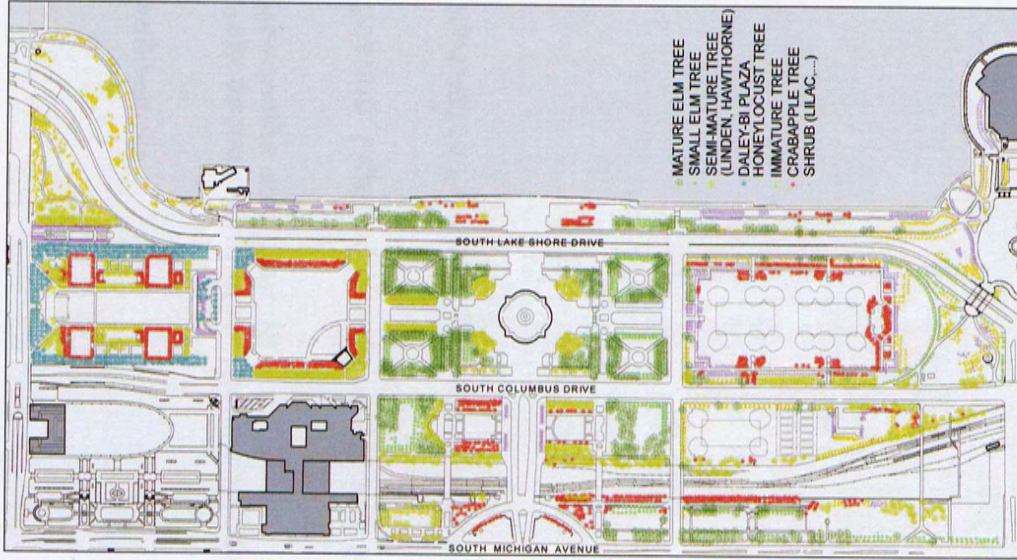
The original design for Grant Park incorporated a limited palette of canopy trees, lawn panels, and hedges, planted in rigid geometries reminiscent of French landscape gardens. Plantings were intended to define spaces, and structure views. American Elms (*Ulmus americana*) were the fundamental canopy trees within the park and remain a park icon. Over the past several decades Dutch Elms Disease has decimated elm stands across the nation. Grant Park's remaining stands have suffered greatly and are monitored and treated for the disease. A major planting program was initiated in the 1990s to reestablish park tree stocks. Alternative canopy trees have been planted since the decline of the elms.

The design clarity of Grant Park's planting has been diluted by independent design projects. While suiting the programmatic and aesthetic needs of their respective areas, the plantings within these projects often do not respect the intentions of the historic plan (101).

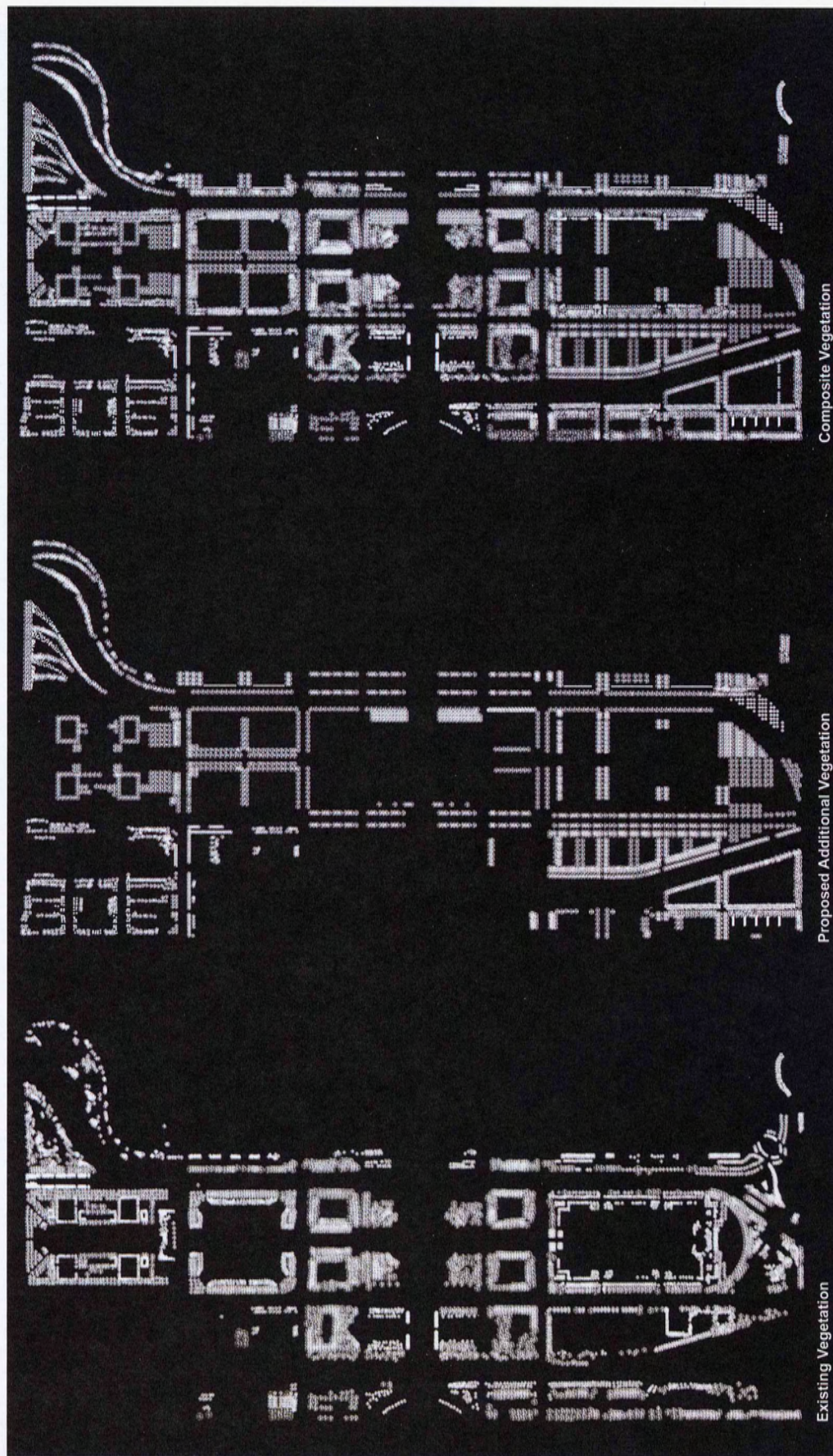
The perception of low vegetation as a public safety hazard precipitated a park-wide removal in the 1960s.

Framework Plan Proposals

- Restore the intent of the historic design by utilizing vegetation to frame Park Rooms rather than to fill space. Plantings should provide spatial containment and shade without undesirable view blockage.
- Divide uninviting, vast open spaces into smaller Park Rooms, without disrupting the overall spatial hierarchy.
- Revegetate Grant Park with thousands of new trees and shrubs that help define a new pedestrian scale and structure. Axial view corridors, historic plantings, and the pedestrian path network are strengthened with supplemental plantings. The pedestrian path network and corresponding plantings establish a new pedestrian-oriented structure and scale within the park.
- Introduce grove plantings into the park's planting vocabulary. Groves provide a unique park environment and accommodate a variety of passive leisure activities.
- Employ selective plant removal to maintain a healthy, vegetation stock of various stages of maturity throughout the park. Degenerating elm plantings should be replaced in blocks rather than individually to retain the uniform tree heights and structure. Although the design interventions will require limited removal of park vegetation, historically-significant vegetation will not be impacted.
- Increase plant diversity and vegetation layering within informal park areas such as 'Peanut Park'. Bird-friendly plant materials and maintenance programs that respect and advance habitat creation should be developed in coordination with wildlife related recreation and education.



101. Existing Park Vegetation



102. Proposed Transformation of Park Vegetation Structure

Park-Wide Systems

Existing Paths, Roads, and Parking

Vehicles, bicyclists, pedestrians, and other types of traffic often have conflicting interests within Grant Park. Cars are a dominating feature within the park.

Grant Park pedestrian access occurs primarily from downtown along roadway sidewalks, leaving the area south of Balbo Street with very little access from the west. The Lakefront Promenade is the only continuous north/south pathway through the length of the park. All other routes must cross multi-lane roadways at city block intersections. In order to accommodate the evolving needs of the surrounding city, Grant Park's roadways currently accommodate a much higher traffic volume than was anticipated in the original layout of the park. The resulting fragmentation of the park must be creatively mitigated without significantly diminishing the park's current vehicular capacity.

Columbus Drive, Lake Shore Drive, and the railway corridor are the largest barriers to pedestrian movement throughout the park. On-street parking lanes contribute to Columbus Drive's width, and thus its divisive effect within the park. Wide sidewalks particularly on the park's east/west streets and Columbus Drive accommodate large flows of pedestrian traffic, but also add to the vastness of the park's roadways. The variation in Columbus Drive's cross section from block to block disrupts the continuity of adjacent streetscape elements.

Pedestrian Circulation

• Establish a grid network of east/west pedestrian paths throughout the park based upon an extension of the urban street grid into the park. This grid, vertically reinforced by accompanying tree plantings and grade change, introduces a dominant pedestrian-oriented structure into the park that is not dictated by, or dependent upon, the park's roadways. The idea of an independent pedestrian circulation network was broached by the 1925 Plan but was not comprehensively realized at a park-wide scale.

• Introduce, upon further study, mid-block crossings to link primary park areas and facilitate pedestrian flow. These crossings, while not including traffic stoplights, may incorporate pavement surface changes, landscape, and lighting features to designate pedestrian activity.

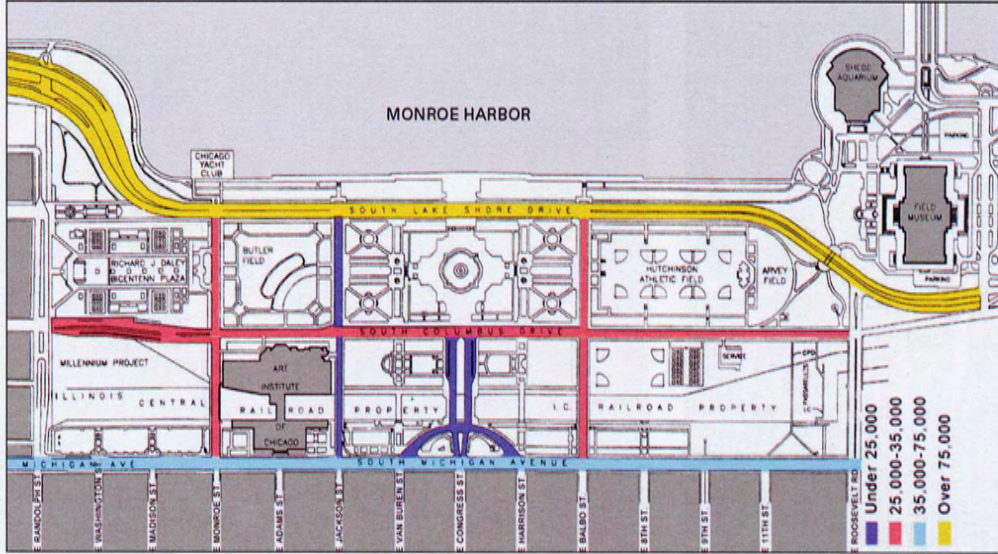
Bicycle Access

• Create a north/south bike path through the center of Grant Park providing access to all major program areas. Connect this path on the north and south of the park with the Lakefront Path to create a 'Grant Park Loop'. Spurs of the path extend west into the city at every opportunity. The north spur connects to the new Millennium Park bicycle facilities. The south spurs cross the proposed bridges over the railway corridor, continuing on to connect to the Roosevelt Road bike path. The proposed Columbus Drive Underpass, Museum Campus Underpass, and proposed Queen's Landing Overpass accommodate bicycle circulation and become integral links in the bicycle network. Bicycle access to the northeastern portion of Grant Park is enhanced by a new bike path along 'Peanut Park' connecting to the Lakefront. Pedestrian and bicycle paths are separated where possible. Where they must coexist, paving variation and signage minimize traffic conflicts. All changes proposed on existing roadways require more detailed study.

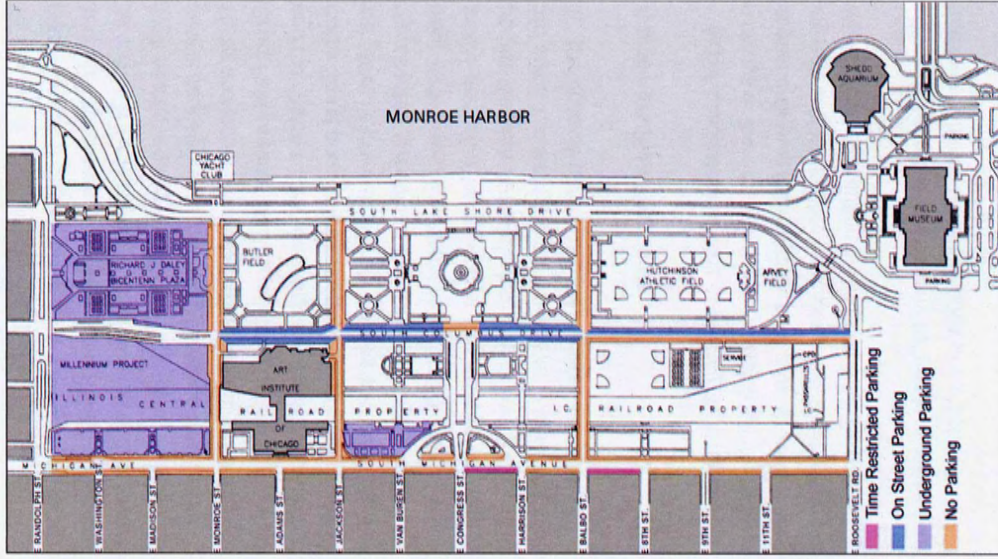
• Provide additional bicycle storage facilities throughout the park, including both permanent bicycle racks as appropriate; and temporary storage facilities to be used at special events, festivals, and other large gatherings.

Roadways and Parking

- Reduce some of the negative impacts of roadways within the park without diminishing current traffic capacity. Columbus Drive is transformed into Columbus Plaza (pg. 56). East/west streets are transformed into true 'boulevards' with plantings of street trees along the curbs, pedestrian seating and lighting, and sidewalk paving. The addition of street trees will significantly diminish the perceived width of the road corridors. These changes cumulatively create a unique vehicular and pedestrian experience of the park, and require further traffic study and maintenance review.
- Examine a possible shift of off-peak hour parking from Columbus Drive to Monroe Street, Jackson Street and Balbo Street between Columbus Drive and Lake Shore Drive. This off-peak parking exchange enhances the experience within the Historic Core while maintaining proximity of parking to many of Grant Park's most popular features. It also allows for the transformation of Columbus Drive into Columbus Plaza.
- Explore the creation of reduced-rate, short-term parking rates in the Grant Park garages. This rate structure, which may or may not be time specific, could be linked to park area amenities.
- Emphasize non-motorized access to the park by promoting transit alternatives. New or expanded service from Metra and CTA rail stations into the park should be developed. Alternatives to automobile travel should particularly be encouraged during events and festivals.



104. Daily Traffic Volumes



103. Existing Parking

Park-Wide Systems

Existing Seating, Lighting, Furnishings, and Signage

As a result of many years of uncoordinated, project-oriented design, a variety of seating, lighting, furnishings, and signage currently exist in Grant Park. Concentrations of all of these elements are somewhat erratic. Guidelines recommending selection or quantities of these essential park elements have not been developed. Varying styles and inconsistent placement currently characterize Grant Park seating. Bench quantities in North Grant Park and the Historic Core are adequate, but seating south of Balbo Street and along the lakefront is virtually nonexistent (108). Lights of different shapes and sizes are well represented throughout the park, although a void does exist in the park's southwest corner (107). Trash receptacles and drinking fountains are adequately spread across the park but these too vary in style (109). The few signs that exist are not consistent in style and quality, and in some cases present outdated information.

Framework Plan Proposals

- Apply consistent families of seating, lighting and furnishings to individual park zones. Although the families of elements may differ slightly from zone to zone reflecting nuances of program and use, cumulatively they will reinforce the perception of Grant Park as a single entity.
- Provide adequate seating and lighting in all areas such that they enhance the experience of the park.
- Implement, upon further study, a signage strategy addressing park entry, way-finding, historically significant features and spaces, natural areas, park facilities and public transit.

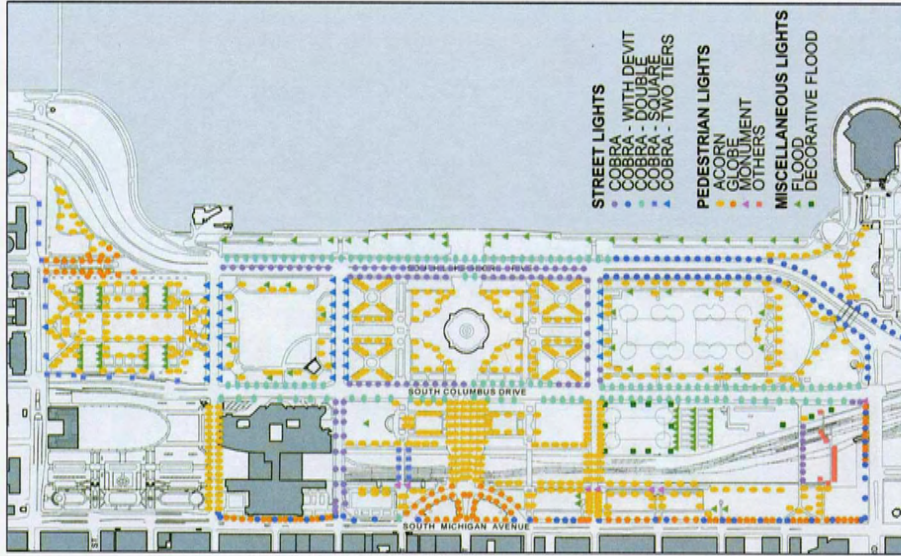


105. Existing Park Lighting

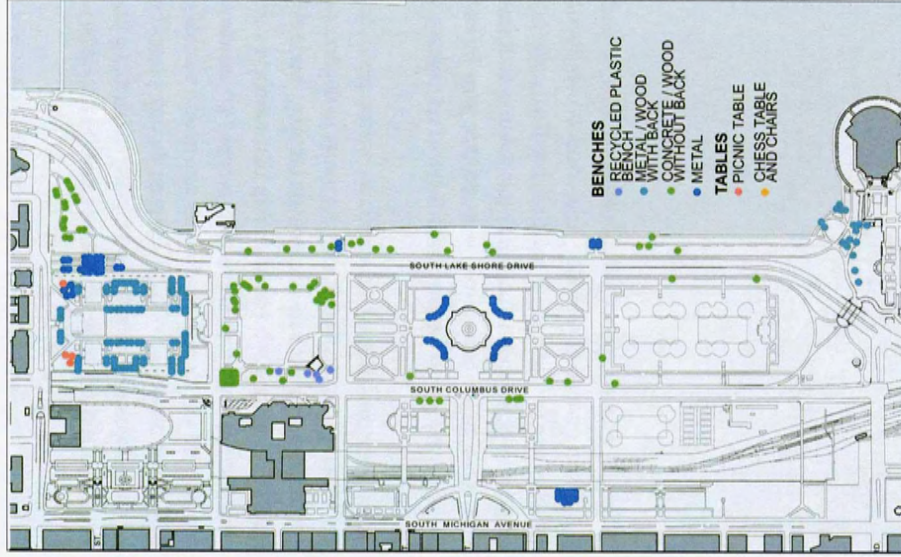


106. Existing Park Seating

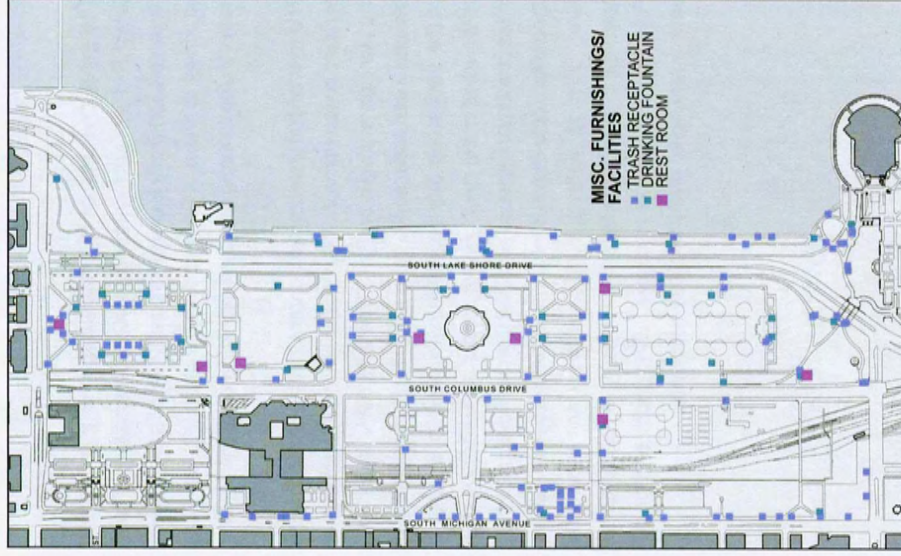
Grant Park Framework Plan



107. Park Lighting



108. Park Seating



109. Miscellaneous Park Furnishings and Facilities

Park-Wide Systems

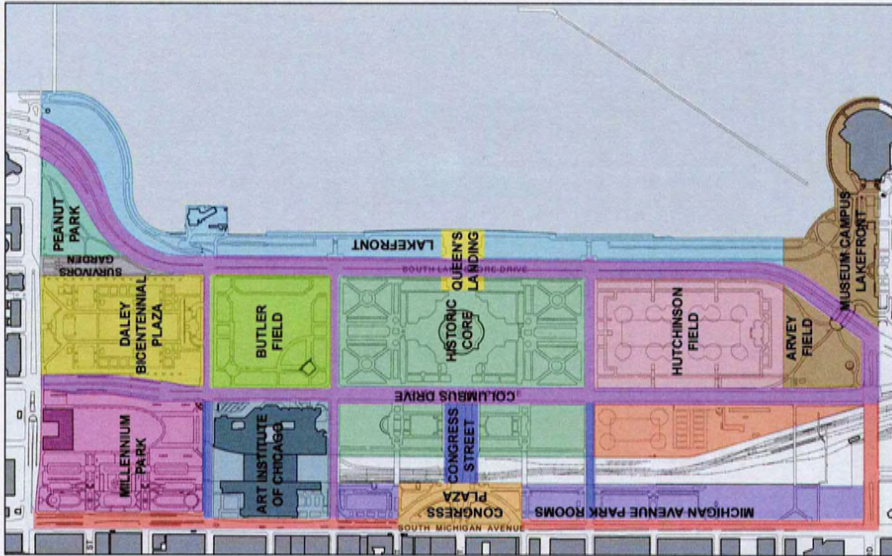
Existing Park-Wide Systems

The great diversity of site furnishings is a product of Grant Park's project-oriented development history. These projects each have a unique vocabulary of site systems attached to them. These site system zones are illustrated in the existing site systems zone diagram (110).

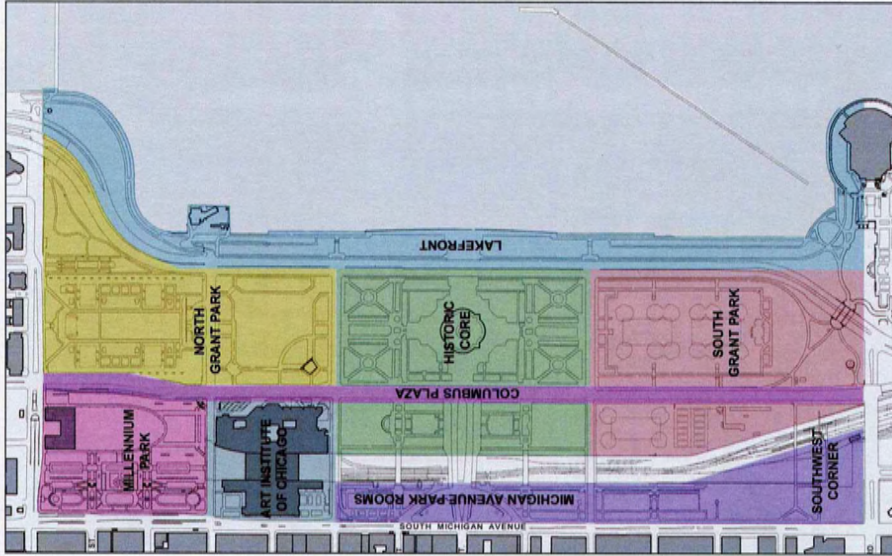
The lack of consistency and connectivity between these existing zones disrupts the perception and experience of the park as a single entity. Elms and other trees give structure and order to the most formally developed areas of the park while this vegetative structure is lacking in other areas of the park. Roads, paths and crosswalks at times divide park spaces and inhibit movement when they should facilitate movement and reinforce the park's structure. Seating, lighting, food, and drink are imperative features that attract visitors to popular areas of Grant Park and are lacking in others. The south end of the park is lacking of many of these elements.

Proposed Furnishing/Systems Zoning

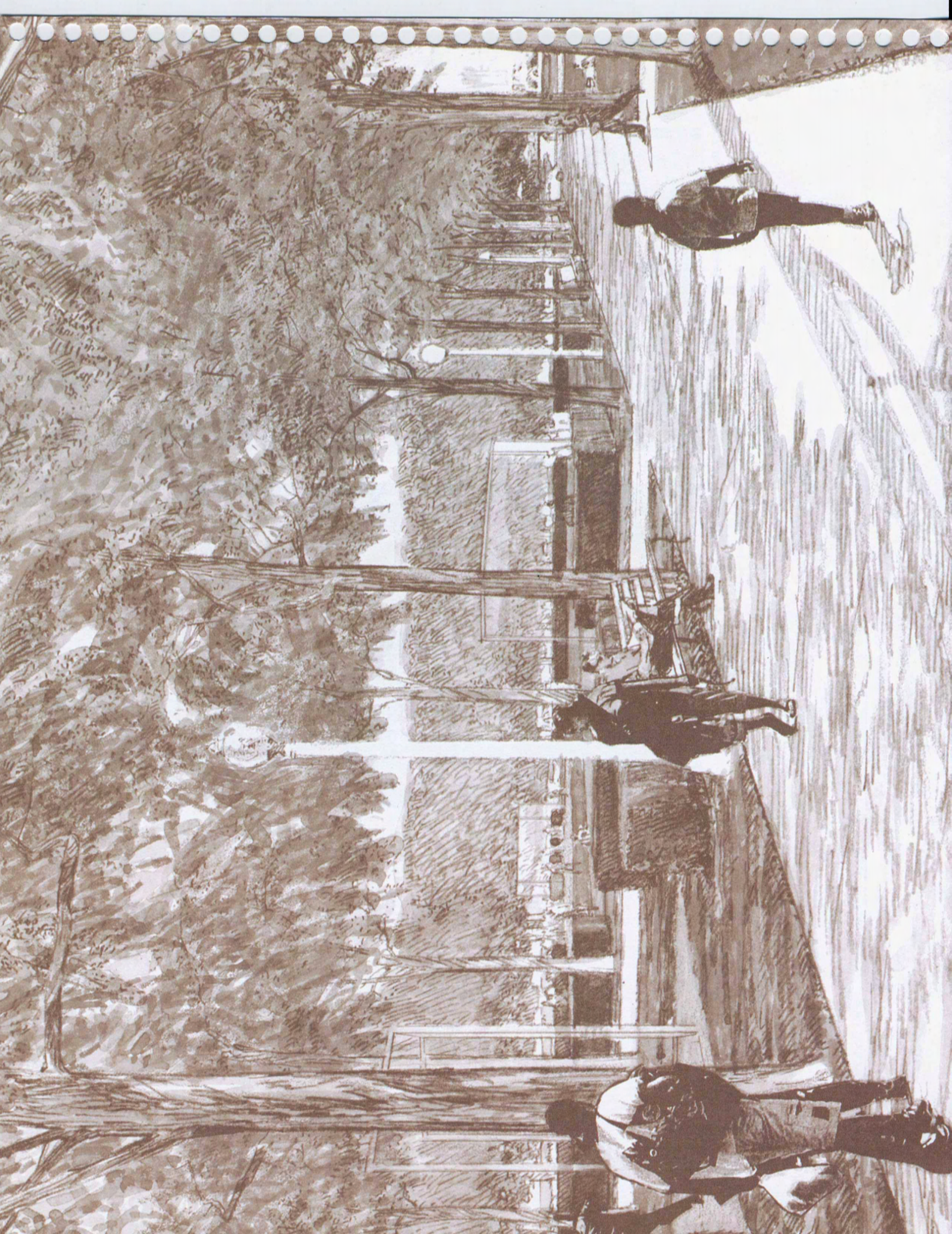
- Organize the selection and placement of planting, seating, furnishings, lighting and signage according to a consolidated zoning strategy (111). Proposed larger Site Systems zones are described by both geography and program. A suitable style and organization is developed for each area and then applied consistently throughout the zone. System overlap between zones enhances the perception of Grant Park as a single entity. Street lighting would need to be coordinated with citywide standards.
- Expand on existing park standards that have proven useful and appropriate, while employing park-wide changes in many site systems to expose and strengthen the underlying historic order of the park. These changes strengthen connections between developed areas and give order to underdeveloped areas of the park.



110. Existing Furnishing/Systems Zones



111. Proposed Furnishing/Systems Zones



Grant Park Future

Grant Park in the Future

Framework Plan Proposed Interventions

Linked vs. Independent Interventions

Framework Plan Implementation

Grant Park Future

Grant Park in the Future

The Grant Park Framework Plan is the most recent document in a process that began in 1992 with the publication of the Grant Park Design Guidelines. The Design Guidelines established the goals for the overall management and restoration of Grant Park. It is the foundation upon which the Grant Park Framework Plan builds.

The Grant Park Framework Plan is just that: a plan and a framework. As a plan, it envisions a number of interventions that revive the historic grandeur of Grant Park while also reinterpreting some of its elements to meet the demands of Chicago today. As a framework, it provides an armature to which future projects connect in a way consistent with the plan's goals.

Therefore, the Grant Park Framework Plan is a living, evolving document. The proposed interventions are somewhat flexible as to their exact form. Their exact form will grow out of the detailed design development that will occur prior to their implementation.

The Park Rooms and other spaces are designed to be compatible with a variety of uses. Their specific programming will also occur during design development and will reflect evolving community goals and aspirations.

The programming of Grant Park is an ongoing dynamic process. It is entirely appropriate that the unpredictable future will subject this Framework Plan to review and modification, just as this plan revisits concepts embedded in the original designs for the park.

Grant Park Framework Plan Proposed Interventions

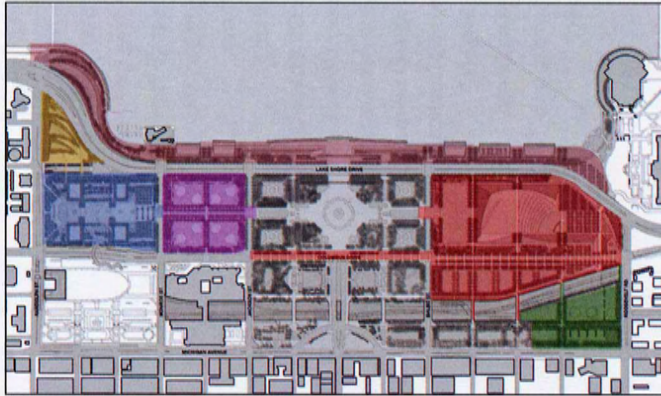
The Framework Plan proposes numerous interventions, which have been discussed throughout earlier sections of this document. Some of the proposed interventions would be sizable and would make notable impacts to the overall look of the park. Many others would be much smaller in scope, but could nonetheless offer significant benefits to the park's pedestrian scale amenity and utility. The interventions are summarized below, with a reference to the document page on which each intervention was originally discussed:

Larger Scale Interventions

- Lakefront rooms & terraces (pg. 72-81)
- Daley Bicentennial Plaza grove overlooks (pg. 47)
- Butler Field Recreational Rooms (pg. 48)
- Landform amphitheater in Hutchinson Field (pg. 64-67)
- Columbus Plaza transformation (pg. 56-63)
- Columbus pedestrian underpass (pg. 68-69)
- Decking over the railway yard in the southwest corner of the park (pg. 68-71)
- New pedestrian/bicycle bridges as extensions of 8th, 9th & 11th Streets (pg. 68-69)

Smaller Scale Interventions

- Transformation of park vegetation structure (pg. 86-87)
- Regrading and linking the North Grant Park rooms (pg. 42)
- Daley Bicentennial Plaza improvements (pg. 45-46)
- Daley Bicentennial Fieldhouse renovations (pg. 45)
- 'Peanut Park' terraces (pg. 52)
- Bicycle and pedestrian path improvements (pg. 88)
- Mid-block pedestrian crossings (pg. 88)
- Improving the Buckingham Fountain Table paving (pg. 40)
- Coordinating with the Queen's Landing design (pg. 40)
- Moving events and festivals to South Grant Park on a test basis (pg. 54)
- Providing short-term street parking on east-west park streets (pg. 89)
- Weekend park street closures on a test basis (pg. 56)
- Completing Michigan Avenue rooms in South Grant Park (pg. 68-69)
- New Metra station/Busway linkage in South Grant Park (pg. 69)
- Multiple use path along the railway corridor (pg. 34-35, 69)
- Park signage improvements (pg. 90)
- Additional street furniture (pg. 90-91)
- Overall site systems improvements (pg. 92-93)



112. Large Scale Interventions

Linked vs. Independent Interventions

Some proposed interventions – both larger and smaller scale – can, in fact, be implemented fairly quickly. Other interventions, due to their size and/or complexity, will require years of fund raising, design development, and implementation. While it may be prudent to link certain proposed interventions that logically should occur simultaneously – such as the Columbus Plaza transformation and the landform amphitheater in Hutchinson Field – there are other proposed interventions – such as the transformation of park vegetation structure, the Daley Bicentennial Fieldhouse renovations, or completing the Michigan Avenue rooms in South Grant Park – that can be completed independently.

There are other interventions that could conceivably be implemented as independent projects, but there may be logistical, programmatic, or design reasons to strongly consider linking their implementation with other functionally-linked interventions. Such interventions might include: new pedestrian/bicycle bridges as extensions of 8th, 9th & 11th Streets, which would benefit from linkage with the decking over the railway yard in the southwest corner of the park and regrading and linking the North Grant Park rooms, which would benefit from linkage with the Daley Bicentennial Plaza improvements and the 'Pea-nut Park' terraces.

Grant Park Framework Plan Implementation

The Grant Park Framework Plan will serve as the measure by which all future proposals within Grant Park will be assessed. There are currently no specific revenue sources associated with the implementation of the proposed interventions. Experience has indicated, however, that an appropriate blend of funding sources may be identified for those proposed interventions that capture the support and imagination of the public stakeholders. More accurate construction cost estimates can be prepared for the various interventions at the point that they undergo design development.

Implementation of the interventions proposed in the Grant Park Framework Plan is likely to occur incrementally over time. It is unlikely for both financial and logistical reasons to expect all of the proposed interventions to occur at once. For strategic reasons, however, it is important to have a number of high-visibility interventions coming to fruition in the near future as a result of the Grant Park Framework Plan. Public perception of a transformation resulting from their input and effort validates the open public planning process and invests the community in the park's future. Public participation was important to the development of this Framework Plan, and continued community involvement will be equally important as proposed interventions move towards implementation.

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The Art Institute of Chicago

The Bird Conservation Network

Central Michigan Avenue Association

Chicago Central Area Committee

Chicago Convention & Tourism Bureau

Dearborn Park Advisory Council

Friends of Downtown

Friends of the Parks

GAP Community Organization

Grant Park Advisory Council

Greater South Loop Association

Historic Printers Row Neighbors

Metropolitan Planning Council

Millennium Park Project

Near South Planning Board

New Eastside Association of Residents

Open Lands Project

Shedd Aquarium

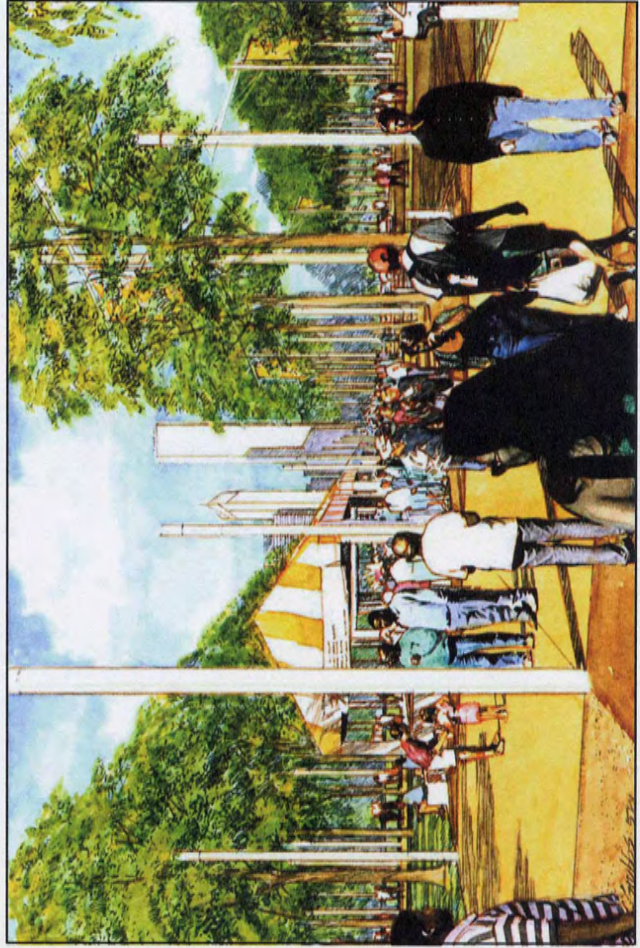
Sierra Club



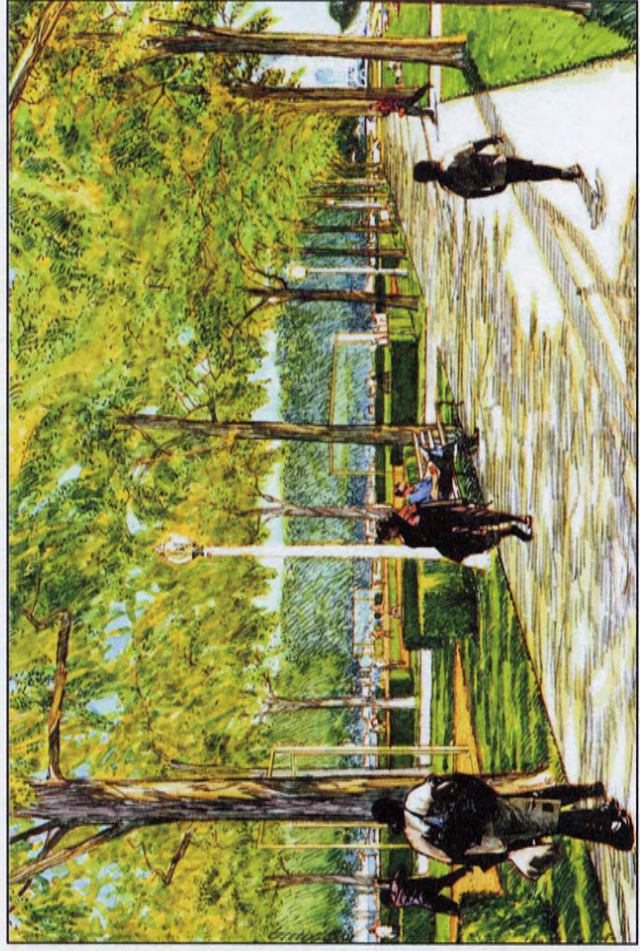
113. Lakefront Rooms



115. Landform Amphitheater



114. Columbus Plaza



116. Butler Field Recreational Rooms



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