

Lincoln Park Framework Plan

A PLAN FOR MANAGEMENT AND RESTORATION

Created in Partnership
by the



Chicago Park District
and the

Lincoln Park Steering Committee

first printing: Spring 1995



LAKE SHORE DRIVE, CIRCA 1880

Chicago Park District Special Collections

SYNOPSIS

In drawings and words, the Lincoln Park Framework Plan presents a vision of what this lakefront park should become and a direction for its evolution. Three themes are central to the plan:

1. Creating stronger communication and coordination among all parties with an interest in the park. Many departments, agencies and organizations impact the park. Almost all Chicago Park District departments are involved: regional staff, landscape, beaches and pools, golf, parking, marinas, Lincoln Park Zoo, central services, external affairs and concessions. Other government agencies are involved: the U.S. Army Corps of Engineers, Illinois Department of Transportation, Illinois Department of Conservation, Chicago Department of Transportation, Chicago Department of Planning and Development, Chicago Department of Streets and Sanitation and Chicago Police Department. Various civic and community organizations are involved in park activities.
2. Balancing the impact of competing and changing demands made by Lincoln Park's extremely diverse base of users. Lincoln Park serves people from all ethnic, racial, and economic backgrounds as well as a variety of user groups including boaters, athletic field users and local users. Seven out of 10 Chicagoans use the park annually. Efforts to achieve balance are complicated by the size, configuration, development, history and range of the park and its facilities.
3. Understanding Lincoln Park as a regional park. Unlike neighborhood parks, regional parks serve users from throughout the city, region and country. The events and attractions within this regional park are complex and may compete with the needs of local users and communities.

Striving to accommodate these themes, participants in the planning process have produced a framework that will guide the park into the 21st Century. Policy and design goals accompany specific ideas for physical improvements, design guidelines, and recommended precedents and policies for management. This framework plan is not an end point; it is the beginning of a dynamic process. In fact, the planning process has already established momentum to accomplish many of the planning goals and ideas.

Priorities have not been established and costs have not been estimated because the plan is not a construction blueprint but a framework for decision-making. It provides guidance to the Chicago Park District, other government agencies and the community.

Perspectives, needs and desires change over time. As implementation occurs, the cumulative impact of the modifications will inform and potentially alter the course of park planning. This plan reflects the best current judgment of the participants.

A PARK ETHIC

Parks connect us to the wider world of living beings and affirm the unity of our global environment. As gathering places for all people, parks increase our awareness of our common bond and nourish our democratic spirit. In parks we find relief from the tensions of daily life, through the relaxation provided by contact with green grass and trees, or through the exhilaration of physical exercise. The beauty of parks refreshes our senses and enables us to open our minds and our spirits. By preserving, managing and caring for our parks we have an opportunity to cherish our legacy from the past, to enjoy the present and to leave a real and lasting benefit for the future.

In order to realize this opportunity we will:

- Respect and preserve the delicately balanced order of nature;
- Recognize the obligation of a society to provide the beauty of open spaces and gardens for its people;
- Affirm the need of a people for landscape art as an inspiration for the continued growth of the spirit;
- Remember that parks belong to all of us, and respect the needs of others;
- Increase park space in our cities and provide for changing and diverse recreational needs;
- Support parks by voting for legislation to provide for their planning and funding;
- Translate our beliefs into actions through public, private and volunteer efforts to restore, maintain, preserve and improve our parks for future generations.

Adopted by Lincoln Park Steering Committee
June 4, 1991



chicago park district

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Lincoln Park contains almost every feature found in the Chicago Park District: an extraordinary lakefront, several ponds, lagoons, museums, fieldhouses, ballfields, major traffic systems, restaurants, harbors, and a golf course, zoo, and conservatory. Lincoln Park is used by millions of people of varied ethnic, racial, and economic backgrounds from throughout the city.

Since its completion in the 1950's, decision-making for this complex park has proceeded on an ad-hoc basis, often creating more problems than those requiring attention in the first place.

The Lincoln Park Framework Plan provides the Park District and the citizens of Chicago with a comprehensive view of the interrelationships of individual components and systems within the park. The Framework Plan provides an assessment of the impact of each proposed change before any commitments are made, resulting in a more efficient and effective use of limited resources.

The Chicago Park District is committed to using the Lincoln Park Framework Process and Plan as:

- a guide for its capital improvement budget for Lincoln Park;
- a resource to educate existing and new staff; and
- a tool to provide opportunity for public input.

The Chicago Park District commends and expresses its profound thanks to the citizens, institutions, organizations, and staff whose collaboration has produced this important contribution to the Chicago Park District and the citizens of Chicago.

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I. A Framework Plan

PRODUCT OF A FOUR-YEAR EFFORT

This plan summarizes the most recent effort to ensure Lincoln Park's long-term viability. Since 1860, Chicagoans have contributed to the planning and evolution of Lincoln Park.

II. History

A PARK EVOLVES

Chicago's busiest park reflects the landscape designers, architects, civic leaders and artists who shaped it as well as the millions of people who have called it their own.

III. Lincoln Park Today

DIVERSE DEMANDS ON 1,208 ACRES

Data collected for this plan shows that today's park supports a heavy load of activities on landscape, pavement and water, meeting many needs of a diverse and demanding array of users.

IV. Park-wide Systems

OPEN PARK SPACE, WATER, PATHS, PARK FACILITIES, SUPPORT FACILITIES AND SITE FURNISHINGS

Lincoln Park's land and facilities were analyzed by type of use to develop policy and design goals for each of the six park-wide systems.

V. Park Areas

ARDMORE TO MONTROSE, MONTROSE TO DIVERSEY, DIVERSEY TO NORTH AND NORTH TO OHIO

Specific design ideas for fifty-four park areas are identified on four section maps.

VI. Stewardship, Fairness and Partnership

MANAGEMENT IN LINCOLN PARK

The Chicago Park District and the community work together, setting precedents to improve communication, coordination and consensus.

VII. Design Guidelines

AESTHETIC CONSIDERATIONS, OPEN PARK SPACE, WATER, PATHS, PARK FACILITIES, SUPPORT FACILITIES AND SITE FURNISHINGS

VIII. Appendix

DEFINITIONS, BACKGROUND REPORTS AND FINANCIAL SUPPORT

IX. Participants

LINCOLN PARK STEERING COMMITTEE, CHICAGO PARK DISTRICT AND TASK FORCE MEMBERS

5

6

8

12

30

44

48

52

54

A Framework Plan

PRODUCT OF A FOUR-YEAR EFFORT

GROUP EFFORT TO IMPROVE LINCOLN PARK

For 48 months, hundreds of Chicagoans invested tens of thousands of volunteer hours in a complex and exciting task, creating a framework plan for Lincoln Park. This report documents their findings and offers recommendations for improving the park's 1,208 acres along Lake Michigan.

Planning for Lincoln Park goes back to 1860, when the Common Council of Chicago responded to citizens' demands by ordering that 60 acres between Menomonee and Webster be reserved for public recreation. As the city grew, demands on the park led to one expansion after another, until the northern end of the present-day park at Ardmore Avenue was completed in 1957.

Over time, the wear and tear of continuous use took a toll. Once-elaborate landscapes have been modified or damaged; revetments, paths, and lawns need repair; parking and public facilities are crowded; and more than 80% of the park's 14,000 trees show signs of ill health. The park also faces continual land-use challenges as various park users propose to create new facilities and modify or expand existing uses.

AVOIDING A PIECEMEAL APPROACH

Fourteen thousand people enter the park on a typical summer weekday and several times that many crowd the athletic fields, zoo and beaches on warm weekends. Communication with these users was unorganized and piecemeal. Their ideas for improvements were not sought nor were they educated about activities that damage the park, like charcoal dumping on trees or overuse of ball fields. Before this planning process, no full history of the park existed. Park developments proceeded piecemeal, rather than as part of a well-thought-out plan.

A great deal of information was collected for this plan, creating a valuable base of data, historic material and survey results. A synopsis of research findings is included on pages 6 to 11. The full reports as listed in the appendix may be obtained from the Chicago Park District, 425 E. McFetridge Dr., Chicago, IL 60605.

HOW THE FRAMEWORK PLAN EVOLVED

Concurrent with data collection, park-wide policy goals and design goals were drafted. Using the data and the goals, a planning strategy

was developed. The park was looked at as a series of systems: Open Park Space, Water, Paths, Park Facilities, Support Facilities and Site Furnishings. Each system was evaluated, resulting in specific design ideas and design guidelines to guide changes, so that alterations in one area do not adversely affect another area and so that a consistency of design and character can be achieved along nearly seven miles of lakefront.

In all, 183 specific design ideas were developed for 54 park areas. They are shown on four different park section maps.

STARTING POINT FOR IMPROVEMENTS

This framework plan is intended to be a dynamic living document, a starting point for a long-term process of change that will enhance and preserve the park's character as well as anticipate tomorrow's needs. The plan states the needs discovered during the exhaustive and far-reaching planning process and suggests ways to address the problems. Priorities must be set by the Chicago Park District, working with citizens, according to need and budgets.

Some of the framework plan's design ideas are on the drawing board or have already been implemented. The median strip of Lake Shore Drive has been densely planted with shrubs and trees. The U.S. Army Corps of Engineers has set a timetable to rebuild the park's revetments. Chicago Park District personnel have planted and mulched hundreds of new trees to begin rejuvenating the tree stock. See page 47 for more information on design ideas that are moving forward.

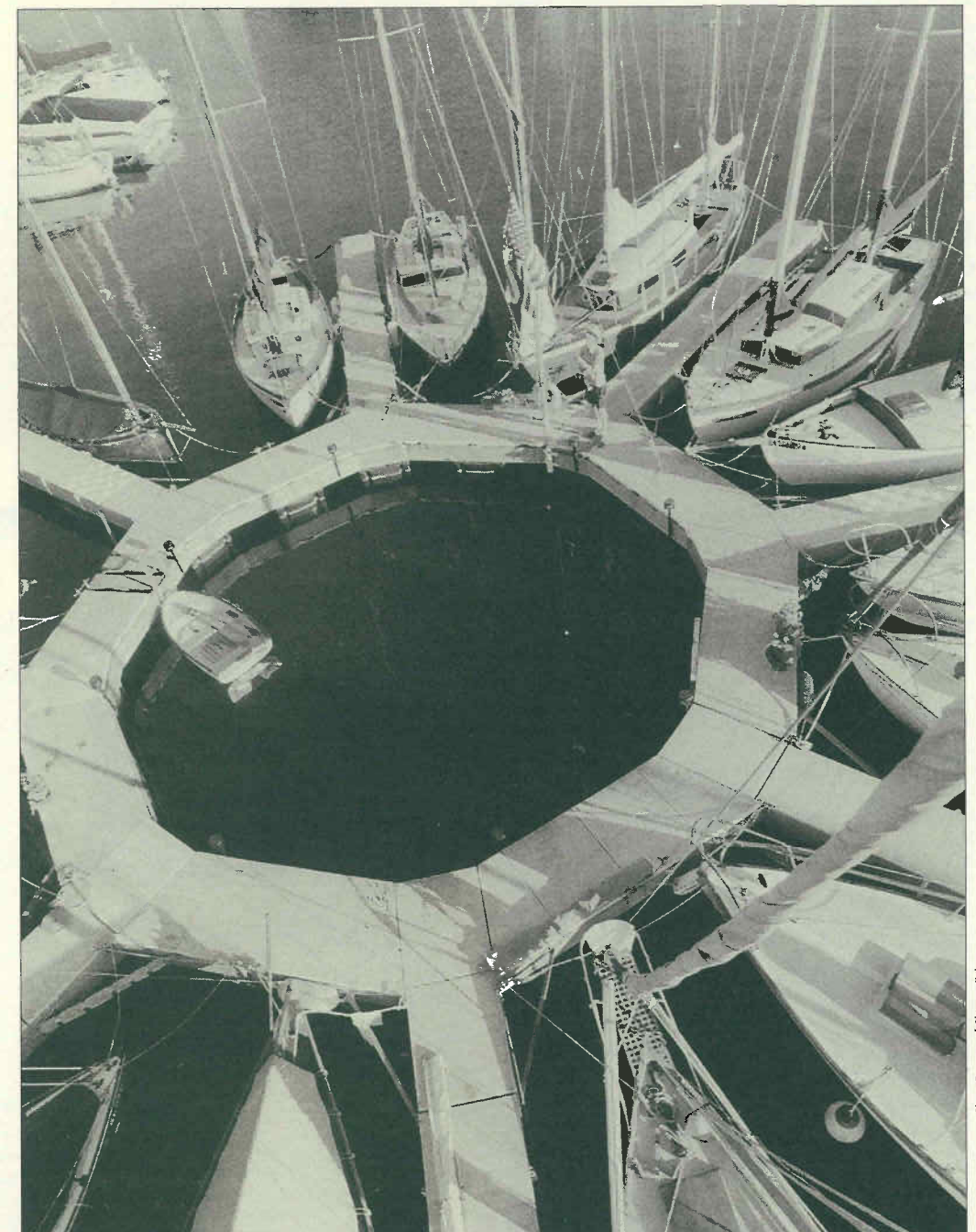
INVITATION TO PARTICIPATE

More needs to be done and can be through a collaboration of park district leadership, community participation and continued outreach to park users. This plan does not cover all of the park's needs. Additional planning is warranted for infrastructure, concessions, security and winter activities. The Lincoln Park Steering Committee, Lincoln Park Advisory Council and

the Chicago Park District encourage your participation as this process continues. The Lincoln Park Advisory Council serves as the primary forum for reviewing Lincoln Park issues, meets

regularly at locations throughout the park and welcomes your participation. For more information, call any of the Lincoln Park fieldhouses.

STARDOCKS WERE DEVELOPED BY THE CHICAGO PARK DISTRICT IN THE 1960s



SOUTH POND, CIRCA 1885



History

A PARK EVOLVES

LINCOLN PARK: 1837-1995

Today's Lincoln Park was mostly underwater before 1860. A lakefront parcel did exist north of North Avenue, but much of it was used as a cemetery for victims of cholera and smallpox. Focusing on the public health threat posed by the burial ground, citizens demanded its conversion to a public park. Civic leaders responded by setting aside a vacant 60-acre section of the cemetery between Menomonee Street and Webster Avenue.

That first section, designed and built by landscape gardener Swain Nelson, was so popular from the day it opened in 1867 that it was expanded in 1877 and then again in 1883. As the park evolved, it became a living history of American landscape architecture, featuring work by many prominent designers, architects and artists.

In 1869, the Lincoln Park Commission was chartered to improve and expand the existing park and to develop its boulevard connections with the South and West Parks. The commission's lack of taxing power, however, forced a staged development process that stretched across nine decades. Seven more expansions took place to create the park's current 1,208 acres. Each extension involved massive landfilling and construction of breakwaters, groins and revetments to take the pounding of Lake Michigan.

Construction of Lake Shore Drive as part of the boulevard system provided a transportation spine that would shape Lincoln Park's character. Water-related activities such as swimming, sunbathing, boating and fishing, enjoyed since the park's beginnings, also influenced the park's development. As public demand for new activities grew, park leaders approved the addition of cultural institutions, monuments, club houses, golf courses and other facilities. The park's character continues to evolve today to reflect the public's expectations of Lincoln Park.

FROM CEMETERY TO PARKLAND

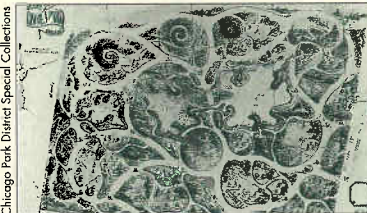


Photo Courtesy of Chicago Historical Society

1858-1865

Citizens want a park—A physician named John Rauch leads a public movement to remove bodies from lakefront cemetery. He calls cemetery a public health threat and urges replacement with a park to serve as "lungs of the city." First plan for the park is completed in 1865, and park is named for Abraham Lincoln after his assassination.

SWAIN NELSON LANDSCAPE OF 1865



Chicago Park District Special Collections

1869

City-wide parks movement

Success of Lincoln Park leads to creation of a park-and-boulevard plan that encompasses Jackson, Washington, Douglas, Garfield, Humboldt and Lincoln Parks. A new agency, the Lincoln Park Commission, becomes responsible for park expansion, but lacks funds to complete Diversey Parkway development as part of the boulevard system.

1885-1886

Lake shows its strength—Severe winter storms wash away stretches of lakefront, prompting the first of many projects to channel wave energy for public benefit. A new breakwater helps create a 60-acre fill for construction of the Outer Drive and added park space.

EROSION AT THE SHORELINE



Photo Courtesy of Chicago Historical Society

1837

1847

1857

1867

1877

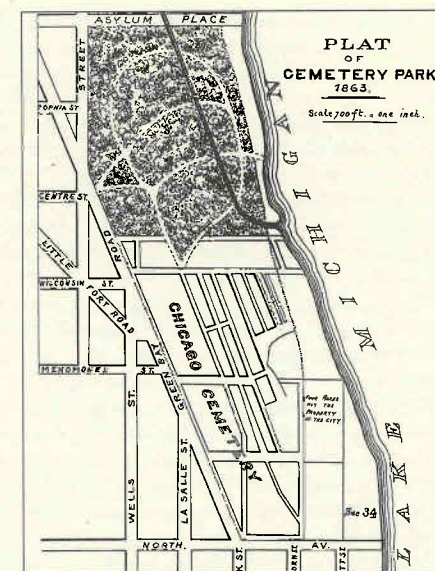
1887

1837-1858

Land for a cemetery—Newly incorporated City of Chicago takes possession of land between Webster and North Avenues for use as a burial ground. Sewage in Lake Michigan causes recurring cholera and typhoid epidemics, spurring the Common Council of Chicago in 1852 to purchase land between Diversey and Fullerton for use as a hospital or quarantine area. The land later becomes part of the park.

1865-1868

Lincoln Park's first debut—Unused portion of cemetery opens as lovely lakefront park. Swain Nelson's design features rolling landscape made from dredged sand, three connecting ponds, trees, lawns and winding paths. Two swans, a gift from New York City's Central Park, make South Pond their home and mark the beginning of Lincoln Park Zoo. The park is immediately popular.



Chicago Park District Special Collections

THE FIRST OF MANY EXPANSIONS

1894

Culture in the park—Lincoln Park Conservatory opens its doors to year-round activity. New outdoor gardens and donated bronze and stone sculptures add interest to park landscapes. Chicago Academy of Sciences builds a Renaissance Revival style building for its museum of natural history.



AUTOS IN THE PARK



Photo Courtesy of Chicago Historical Society

1904-1910

Park space nearly doubles—Fulfilling the plan by O.C. Simonds to expand the park to Cornelia Avenue, an island is built between Fullerton and Diversey, with beaches and the Daily News Fresh Air Sanitarium for sick children (now Theatre on the Lake). Other new features include Cafe Brauer, a skylit boat house tucked alongside South Lagoon and specially designed lampposts throughout the park.

1909-1912**Golf courses at Diversey**—

Chicagoans begin playing golf on a temporary six-hole course that is soon upgraded to a nine-hole course by donation of A.C. Spalding Co. This site later becomes a driving range and athletic fields.

1929-1934

The Montrose Extension—The park's largest land accretion project gets underway, but financial problems caused by the Depression slow work. Chicago's 22 separate park districts are consolidated in 1934 into the Chicago Park District, creating a large debt accrued from previous districts. Work comes to a standstill.

1937-1941

Highway through park—Widening of Lake Shore Drive to become a "Limited Access Highway" forces a land link to former Picnic Island and loss of some historic features, including the west wing of the Fresh Air Sanitarium. Heavier traffic and a new connection to North Avenue at LaSalle Drive spur construction of award-winning pedestrian overpass, now known as the "Passerelle."

LOOKING NORTH FROM FOSTER



Chicago Park District Special Collections

1897

1907

1917

1927

1937

1947

1957

1914**South beach and promenade**—

Preparing for construction of Navy Pier, City of Chicago builds a breakwater and fills in a corner of the lake between Ontario Street and Grand Avenue, creating Ohio Street Beach. A narrow promenade along tree-lined Lake Shore Drive runs north to Oak Street and North Avenue.

1916-1926

Era of autos and buses—Introduction of motor buses in the park draws 20 million passengers in the first three-and-a-half years of operation. Burgeoning auto use adds to congestion in park and downtown, prompting plans to widen the Outer Drive.

1935-1941**New Deal for parks**—President

Roosevelt's Works Progress Administration provides 10,000 laborers to add parkland, plant trees and build paths in lakefront parks. Montrose Extension, designed by Ernst Schroeder and Alfred Caldwell, features dramatically sculpted landforms and naturalistic landscapes of wildflowers, meadows and groves.

1945

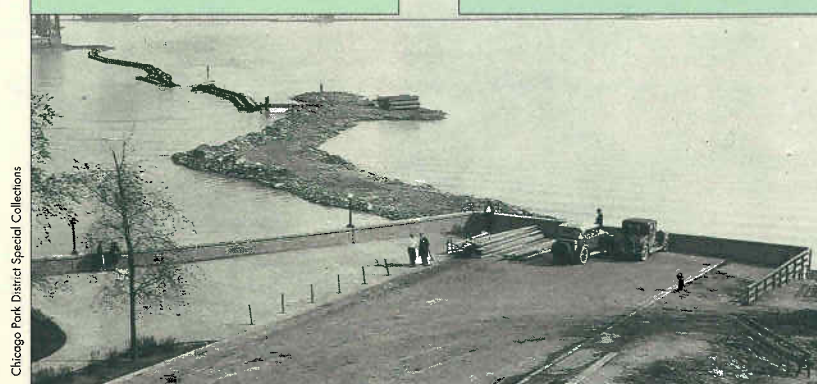
New parks investment—Post-war bond issue for \$60 million supports parks citywide and provides funds for Margate Fieldhouse and Foster-Ardmore extension, including new beaches and meadows.

1951

Fill for Foster Beach—Work begins on construction of a 200-foot pier and creation of a beach at Foster, but the Korean War creates a shortage of steel pilings until 1953, when work resumes to push the park north to Ardmore Avenue.

1957-1995**Another debut for Lincoln Park**—

After the 1954 extension of Lake Shore Drive to Hollywood, a stepped stone revetment and beach are added at Hollywood-Ardmore, creating the park's northern boundary in 1957. In subsequent decades, construction of high-rise apartment buildings dramatically increases population density adjacent to park. Long-range planning begins in 1989.



Chicago Park District Special Collections

LANDFILL ADDS PARKLAND

Source: **Historic Preservation Analysis, Lincoln Park Restoration and Management Plan**, 1991, Jo Ann Nathan, John C.H. Lee, Julia Sniderman, William W. Tappens, Bart H. Ryckbosch, and members of Lincoln Park Historic Preservation Task Force, Chicago Park District, Office of Research and Planning.

Lincoln Park Today

DIVERSE DEMANDS ON 1,208 ACRES



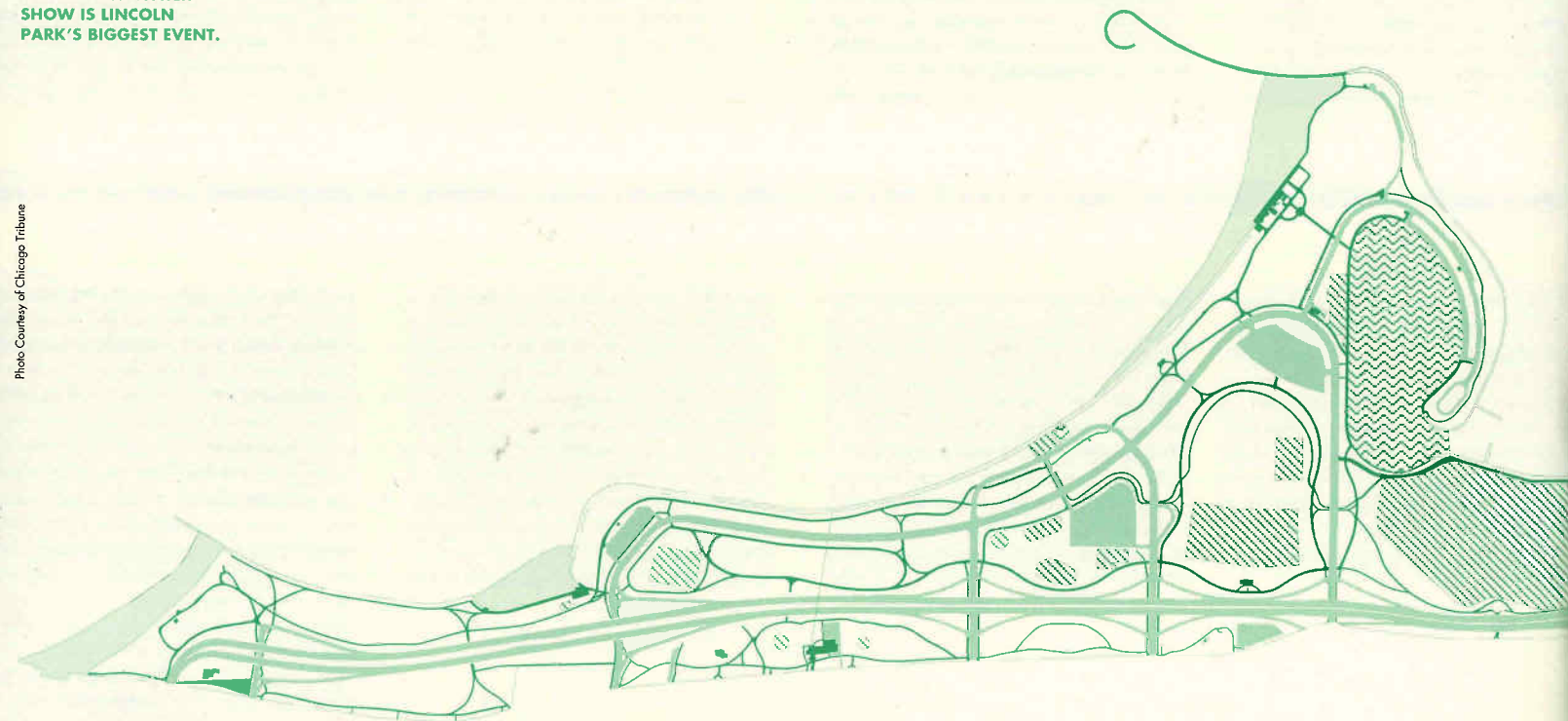
THE AIR AND WATER
SHOW IS LINCOLN
PARK'S BIGGEST EVENT.

Photo Courtesy of Chicago Tribune

A VERY POPULAR PARK

Drawing visitors from the suburbs and the Loop as well as neighborhoods all over Chicago, Lincoln Park attracts visitors every day of the year, from a trickle of hikers and zoo visitors in winter to as many as 1,000,000 people during special events like the Air and Water Show. The diversity of uses is enormous. People come for family picnics, swimming, the zoo, bike paths, trees, boating, sitting, chess, romance and soccer.

User surveys conducted for this plan show the park succeeds in pleasing most visitors, but the large crowds using the park and the many demands they bring inevitably lead to conflicts. Many users dislike the noise, litter and congestion of intensive park use, and many are concerned with the low level of maintenance of park facilities, bathrooms and landscapes.



**HALF OF PARK IS
OPEN SPACE**

Lincoln Park's 1,208 acres include open park space, water, park facilities, support facilities and paths.

Open park space covers 46% of the park and includes meadows, grassy and vegetated areas, Lake Shore Drive medians and grassy areas along ramps.

Water covers 18% of the park and includes the South Lagoon, North and South Ponds, Montrose, Belmont and Diversey Harbors and Ardmore, Foster, Montrose, North Avenue, Oak Street and Ohio Street Beaches. This percentage does not include the part of Lake Michigan within 300 feet of shore that falls under Chicago Park District jurisdiction.

Paths cover 7% of the park and include all non-vehicular surfaces used by walkers, joggers, cyclists and rollerbladers.

Park facilities cover 13% of the park and include athletic fields, cultural and recreational buildings, the zoo, toilet and concession buildings, monuments, playlots, golf course, driving range, harbor facilities, beach houses and archery range.

Support facilities cover 16% of the park and include roads, Lake Shore Drive and its ramps, parking lots and maintenance shops.

Source: *Lincoln Park Land Use Areas Analysis*, 1993, Todd Klinka, Chicago, IL.

**POLICY GOALS FOR
LINCOLN PARK**

- Open park space and free access to the lakefront are essential to Lincoln Park.
- Promote open space as the primary land use in the park by seeking opportunities to decrease built space and paved area determined to be unnecessary and unessential to the ongoing character of the park's primary recreational, leisure and cultural activities.

LAND USE POLICIES

- Enhance, protect and maintain the open park landscape and lakefront.
- Protect the essential character and resources of Lincoln Park by adhering to the Lake Michigan and Chicago Lakefront Protection Ordinance.

- Maintain, protect and enhance the predominantly landscaped, spacious and continuous character of the park.
- Manage the open space, lakefront, beaches and scenic views to protect them for public use and enjoyment of all, including future generations, and to accommodate diverse recreational opportunities with an emphasis on lake-oriented leisure activities.
- Respect and enhance existing land uses of historic significance and prohibit new facilities and land uses that are unrelated to historic land uses and that are not dependent upon being in Lincoln Park.
- Preserve the park's public, noncommercial character.
- Involve the public including impacted neighbors in land-use and other park-related decisions at an early stage and throughout the process.

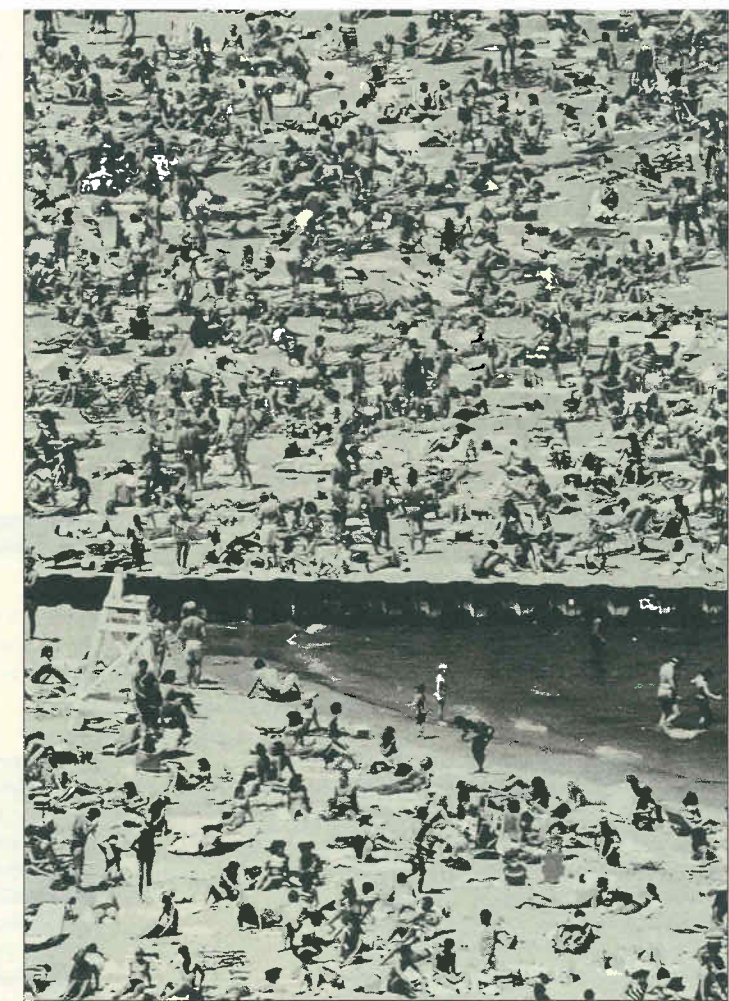
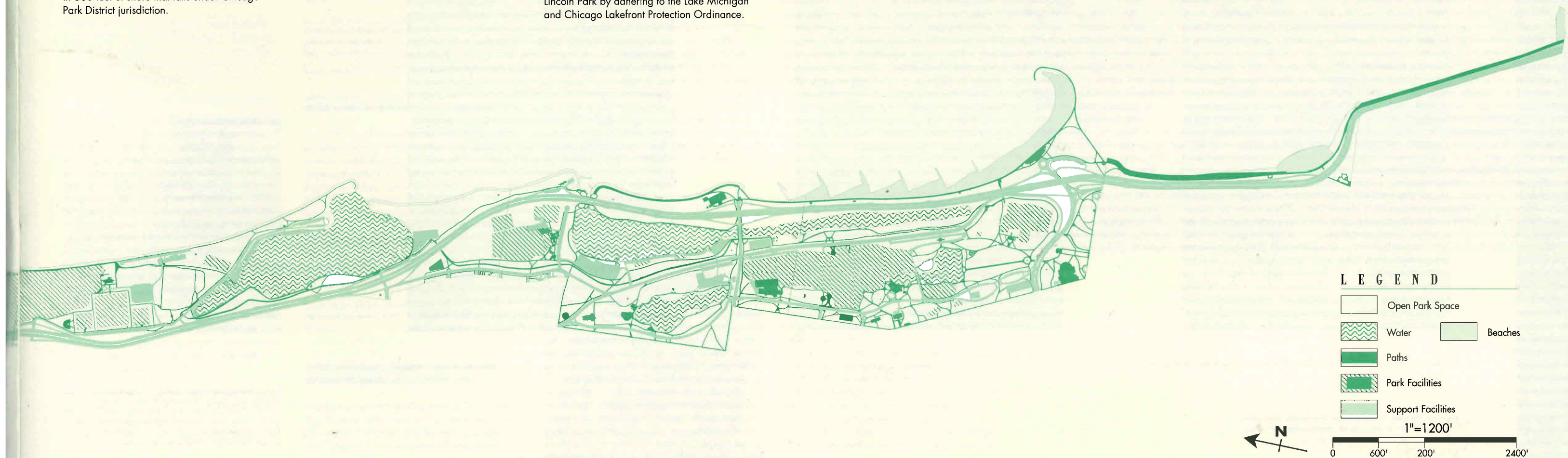


Photo Courtesy of Chicago Tribune

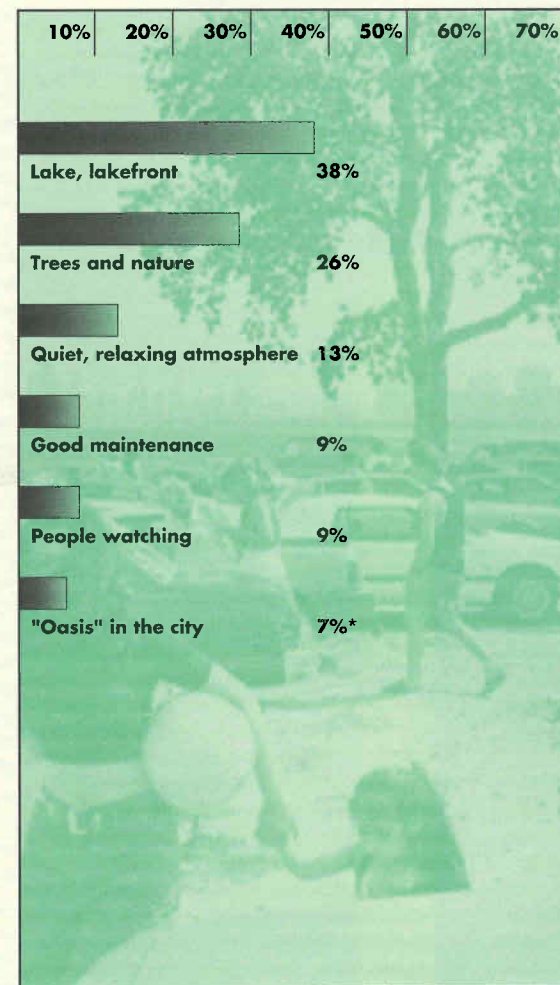
CROWDED BEACHES ARE A LINCOLN PARK TRADITION



DIVERSE DEMANDS ON 1,208 ACRES

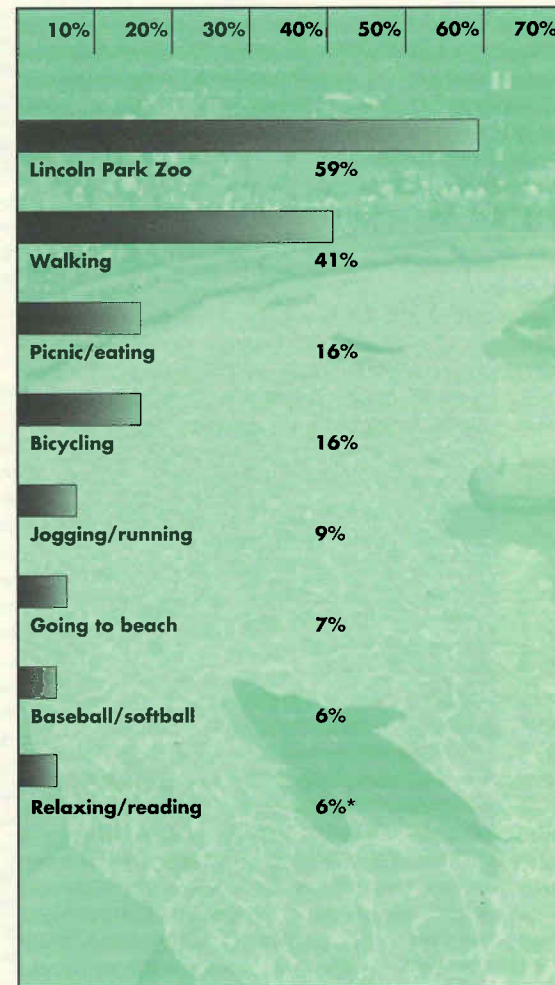
WHAT USERS LIKE MOST

Interviews of 400 park users found the park's most liked features are, not surprisingly, its park-like qualities. The top six responses to the question "What do you like most about the park?":



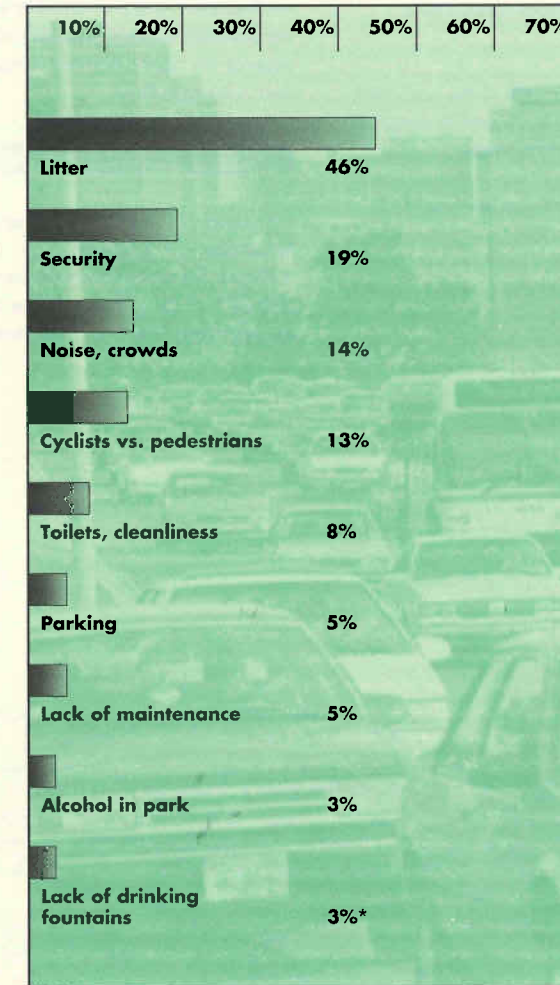
FAVORITE ACTIVITIES

A telephone survey of more than 1,000 Chicago households asked what activities families and individuals do most in the park. Their top eight responses:



LEAST LIKED PARK FEATURES

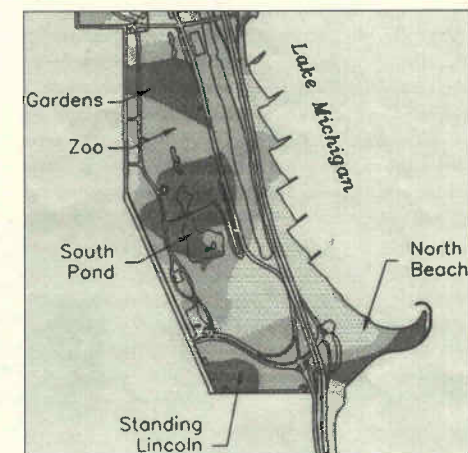
Park users identified nine primary, negative aspects of the park, as follows:



GREAT VIEWS OF AND IN PARK

High-quality views of the park, lake and downtown are common to many areas. A survey of 500 people who viewed photographs taken at one-fifth mile intervals on park paths found that 84 acres of park provide "very high-quality views" and 708 acres provide "high-quality views". The most favored area is the Conservatory's formal garden, looking south, followed by the view of Cafe Brauer looking north from the bridge over the South Pond. Other fine views include the Marovitz Golf Course as seen from Waveland Cafe, the skyline and lake from North Avenue breakwater, the big trees and lawn at the Bird Sanctuary, paddleboats on South Pond, and the view of the lakefront and downtown from Montrose Point.

SHADED AREAS CONTAIN QUALITY VIEWS



* Adds to more than 100% because people gave more than one answer.

Source: *Recreation and Leisure Time Study Concerning the Users and Non-Users of Lincoln Park*, 1991, People, Places & Design Research, Northampton, MA.

Source: *Managing Visual Quality in Big, Diverse Urban Park: A Case Study of Chicago's Lincoln Park*, 1993, Paul H. Gobster. In P. Gobster (Ed.) *Managing Urban and High-Use Recreation Settings* (General Technical Report NC-163, pp. 33-40). St. Paul, MN: U.S. Department of Agriculture, Forest Service, North Central Forest Experiment Station.

DIFFERENT ETHNIC AND RACIAL GROUPS USE LINCOLN PARK IN DIFFERENT WAYS



Photo Courtesy of Chicago Tribune

ETHNICITY AND PARK USE

A survey of 911 park users with roughly equal representation of African Americans, Hispanics, Asians and whites found that park users mostly shared common interests but showed preferences and activity patterns unique to ethnic or racial groups.

Minorities visit from farther away than do whites, with 20% of Asians coming from the suburbs and 80% arriving by car.

Families and organized groups are important social units for minority park users. Whites tend to come alone or in small groups, with an average group size of 1.6 persons. More than 10% of Hispanics and Asians come in groups of 10 or more. Average group size for African Americans is 3.7; for Hispanics, 4.4; and for Asians, 5.5.

Minorities prefer passive social activities like picnicking, festivals and watching organized sports, while whites participate more in individual active uses. Active group sports varied by ethnicity, with African Americans playing the most basketball, Hispanics preferring soccer and Asians choosing volleyball and golf.

Discrimination has affected one in 10 minority users, affecting African Americans the most, followed by Hispanics and Asians. Types of discrimination included verbal harassment,

physical gestures, nonverbal messages, and unequal treatment.

Source: *Ethnicity and Recreation Use in Chicago's Lincoln Park: In Park User Survey Findings*, 1993, Paul H. Gobster and Antonio Delgado. In P. Gobster (Ed.), *Managing Urban and High-Use Recreation Settings* (General Technical Report NC-163, pp. 75-81). St. Paul, MN: U.S. Department of Agriculture, Forest Service, North Central Forest Experiment Station.

PEDESTRIANS AND BIKES

More than 10,000 pedestrians enter the park between 10 a.m. and 6 p.m. on a typical summer weekday along with 4,000 cyclists. Weekend traffic is two to three times higher at most entry points, with 11,500 pedestrians and 2,100 cyclists crossing the Passerelle bridge over Lake Shore Drive at North Avenue. Other busy weekend spots are North Avenue Beach (4,000 pedestrians, 1,400 cyclists), Fullerton at Lake Shore Drive (5,900 pedestrians, 2,050 cyclists) and Oak Street (9,100 pedestrians at underpass, 5,500 cyclists on lakefront path).

Source: *A Traffic and Parking Survey Study of Lincoln Park and Environs*, 1991, Ashish Sen & Associates, Inc., Chicago, IL.

GETTING IN, OUT AND AROUND

Asking park users how they arrived, 50% said they walked, 33% drove, 10% rode a bike, 5% took public transit and 2% arrived some other way. Congestion is serious at 17 intersections

where autos interfere with pedestrian and bike traffic; seven more sites, mostly on the lakefront path, are free of autos but are points of frequent conflict between cyclists, joggers, rollerbladers and walkers. Most of the 4,785 parking spaces in and adjacent to Lincoln Park are filled during peak early afternoon hours.

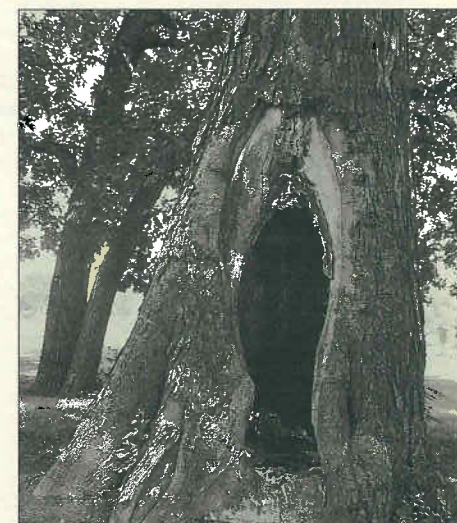
Source: *A Traffic and Parking Survey Study of Lincoln Park and Environs*, 1991, Ashish Sen & Associates, Inc., Chicago, IL and *Recreation and Leisure Time Study Concerning the Users and Non-Users of Lincoln Park*, 1991, People, Places & Design Research, Northampton, MA.

TREES AND TREE HEALTH

One of Lincoln Park's most favored features is its stock of 14,065 trees, including two oaks with 40-inch trunks estimated to be 215 to 365 years old. A survey and tree map for Lincoln Park revealed 104 different tree species, with 12 species making up 70% of total. A conservative estimate of the trees' value is \$10 million. More than 80% have serious defects, injuries or health problems, and more than half of young trees show basal or trunk wounds often caused by lawnmowers and weed whips. Dumping of hot charcoal at the base of trees is common, with about one-fourth of larger trees showing decay caused by burns. Many trees are mature or over-mature, with 41% expected to be dead within 20 years. Only 9% of park trees are healthy and young.

Source: *Lincoln Park Tree Inventory and Reference Manuals*, 1991, Thomas L. Green, Morton Arboretum, Lisle, IL.

TREE DAMAGE IS WIDESPREAD



GRAY SQUIRREL



Photo Courtesy of Chicago Tribune

RATINGS OF WILDLIFE HABITAT

About 68 acres or 5% of Lincoln Park provides high-quality habitat for animals. Analysis of aerial photos of the park shows that these areas could provide good conditions for species like gray squirrels, wood ducks, mallards, eastern cottontail rabbits and yellow warblers. Top woodland habitat, characterized by dense understory, includes the Bird Sanctuary and Zoo Rookery. The best grassland habitat is adjacent to Diversey Harbor, the South Lagoon, and an unmowed area near the Conservatory Gardens. Habitat improvement requires allowing trees with cavities to remain standing, leaving areas unmowed, adding understory vegetation and encouraging emergent vegetation in wetlands.

Source: *Lincoln Park Wildlife Habitat Survey*, 1992, Charles Nilon and Brian Lindenlaub, School of Natural Resources, University of Missouri-Columbia, MO.

HISTORIC RESOURCES

Lincoln Park contains more than 200 historic features ranging from buildings and monuments to decorative walls and landscapes. A team of more than 25 volunteers and consultants assisted the Chicago Park District Preservation Planning Staff to identify six historic themes of Lincoln Park, which are:

1. The original park and each extension were created in response to public demand for more parkland on the densely populated north lakefront.
2. Lack of funds for implementing the expansions was a consistent problem because the Lincoln Park Commission lacked taxing power.
3. All of Lincoln Park (except for the original section) was created on landfill because it was less

costly to expand into the lake than to purchase existing land.

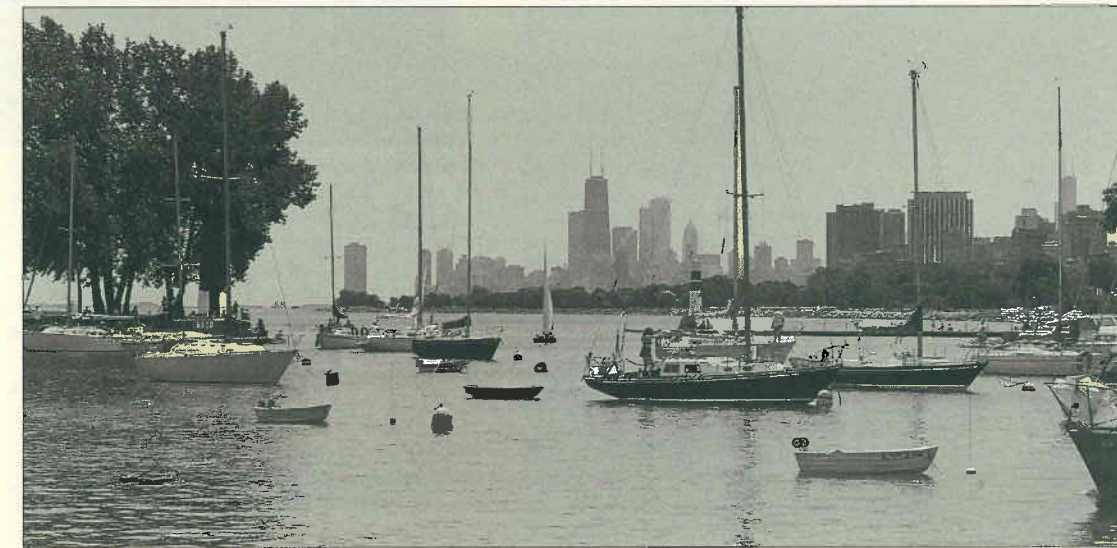
4. The park's history includes continual efforts to combat severe erosion at the shoreline of the lake.

5. Most of the alterations to historic features, except in the zoo, have resulted from the construction of newer, wider roads.

6. Lake Shore Drive has always been a part of Lincoln Park's history and landscape.

Source: *Historic Preservation Analysis, Lincoln Park Restoration and Management Plan*, 1991, Jo Ann Nathan, John C.H. Lee, Julia Sniderman, William W. Tipples, Bart H. Ryckbosch, and members of Lincoln Park Historic Preservation Task Force, Chicago Park District Office of Research and Planning.

THE MONTROSE HARBOR AREA IS POPULAR FOR ITS TREES AND VIEWS AS WELL AS ITS BOATING FACILITIES



Open Park Space

OPEN, GRASSY AND WOODED AREAS



PARK USERS ENJOY OPEN SPACE LIKE THIS MEADOW NEAR DIVERSEY DRIVING RANGE

MOST USERS COME FOR RELAXATION

More than six in 10 park users visit exclusively for passive, leisure activities, and the vast majority of moderate and infrequent users come only for passive leisure. The open grass and wooded areas primarily support informal leisure activities such as sitting, sunbathing, reading, bird watching and picnicking.

Surveys of park users found that the park's most highly valued features are its open spaces. People said they enjoy the lakelfront most, followed by the park's trees, grassy areas, gardens and water areas. When asked which aspects should receive priority in terms of care and attention, park users were most concerned about trees, the lake, and other natural features. In general, park users were in favor of adding more flower gardens around the park.

STRESS ON PARK'S NATURE AREAS

The features most liked by park users often are the most heavily used and unfortunately, for that reason, are not in good condition. More than 80% of the park's 14,065 trees have health problems. Some are nearing the end of their lifespan. Others have sustained damage from dumping of charcoal at their bases or from improper maintenance practices. A total of 104 different tree species were identified, but the top 12 species make up over 70% of the trees, a narrow mix. Biological diversity in wildlife is also narrow because the park has only a small percentage of high-quality wildlife habitat. Many of its open fields and athletic fields are worn out and lack the perimeter vegetation envisioned in the park's original designs.

THE CRICKET HILL AREA AT MONTROSE IS A POPULAR PICNIC SPOT





THE BIRD SANCTUARY
PROVIDES EXCELLENT
NATURAL HABITAT

POLICY GOALS FOR OPEN PARK SPACE

- Open park space and free access to the lakefront are essential to Lincoln Park.
- Promote open space as the primary land use in the park by seeking opportunities to decrease built space and paved area determined to be unnecessary and unessential to the ongoing character of the park's primary recreational, leisure and cultural activities.

WILDLIFE AND HABITAT POLICIES

- Enhance the biological diversity in Lincoln Park.
- Increase habitat for wildlife and consider designation of wildlife habitat areas.
- Retain and enhance existing high-quality wildlife habitats.
- Identify mowing, tree removal and pond management practices that will enhance wildlife habitat.
- Establish procedures that protect existing plant and wildlife species and communities during construction and maintenance work (snow removal, road salting, road repairs), and specify how and when plant materials may be removed.
- Recognize that the park serves an important role in maintaining biological diversity of the region, and give nature conservation the same emphasis as recreational and cultural activities.
- Focus on wildlife-related recreation, education, species conservation and research.

CONSERVATION PROGRAM POLICIES

- Create educational programs about the park's biological diversity, with interpretive sites and programs, volunteer docents from neighborhood organizations and conservation groups, identify funding for wildlife activities, and encourage surveys and research focusing on the park's ecological role.
- Establish plantings conducive to educational programs on wildlife, plant identification, ecology and stewardship, providing special programs for children.
- Establish plantings of unique, seldom-used, hardy varieties to provide visual and horticultural interest.
- Work with Chicago Academy of Sciences, Lincoln Park Zoo and Lincoln Park Conservatory to implement wildlife management plan.



DUCKS MAKE SOUTH
POND THEIR HOME

TREE POLICIES

- Plant 250-300 trees per year for 20 years or until loss rates stabilize.
- Maintain high-priority trees before lower-priority ones.
- Establish tree management policies and procedures for replanting, reforestation and care of existing trees.
- Introduce evergreen plantings into park landscape primarily north of Foster and as an historic interpretation south of Diversey.
- In areas where charcoal is permitted, provide clearly marked receptacles for hot coals.
- Remove all charcoal residue from around bases of trees, rake soil and install wood chip mulch collars to help deter dumping.
- Enforce charcoal dumping regulations.

UNSTRUCTURED, PASSIVE-USE POLICIES

- Designate and enforce areas for unstructured, passive uses only.
- Designate and enforce picnic and quiet zones.

UNSTRUCTURED, ACTIVE-USE POLICIES

- Designate and enforce areas for unstructured, active uses that can be used without permits on a first-come-first-serve basis.

A MATURE TREE NEAR GRANT MONUMENT



LANDSCAPE MAINTENANCE POLICIES

- Establish, define and monitor landscape management zones such as high-use areas, wildlife areas and corridors, gardens, naturalistic and open areas, maintenance areas, parking lots, paths and roads.
- Enhance spatial definition and diversity of aesthetic experiences through design and use of plant material.
- Consider function of each zone and its relationship to natural resources of entire park.
- Establish vegetation management policies and procedures for replanting, reforestation and care of existing plant materials.
- Establish landscape policies and maintenance practices for large events, off-road vehicles, uncontrolled pets, charcoal dumping and other activities that have a concentrated impact.
- Recognize that eroded, worn out landscapes result from too many people using area or too many different activities occurring.
- Examine damaged landscapes to determine if limiting access and use is necessary to protect, restore or repair landscapes, and investigate rotation schedules to rehabilitate zones.
- Provide temporary or permanent fencing where landscape restoration or protection is necessary.
- Coordinate design recommendations with operations to reinforce prohibition of inappropriate landscape uses and facilitate implementation and enforcement of programs to control congestion and over-use.
- Use signage, where appropriate, to control landscape degradation.

LANDSCAPE MANAGEMENT POLICIES

- Establish a management team assigned to Lincoln Park and responsible for landscape architecture, arboriculture, horticulture, ecology, historic preservation, operations and trades.
- Revise job descriptions for landscape architect, arborist, horticulturist, ecologist/naturalist and historic preservationist to specify professional requirements and to outline responsibilities in areas of design, alteration, construction, maintenance and public education.
- Ensure a process of regular and coordinated communication between all members of the landscape management team.
- Develop a docent/ranger program for volunteers to aid in landscape protection and maintenance.
- Establish a process whereby the landscape management team works with the Conservatory, Zoo, Chicago Academy of Sciences, Chicago Historical Society, Lincoln Park Recreation and Cultural Arts Center and Margate Fieldhouse staffs and others to develop and coordinate public education programs and materials about the park's natural resources. Topics could include bird migrations, role of nature preserve and Magic Hedge, natural history of lake ridges and effects of charcoal on trees.
- Develop an on-going training program to enhance Lincoln Park employees' professional development and their understanding of the park's natural resources and the impact of their jobs on the park's environmental and aesthetic qualities.

NATURAL RESOURCES POLICIES

- Promote, protect and enhance the natural resources and the environmental and aesthetic quality of Lincoln Park while maintaining diverse recreational activities for park users. Resources and qualities include lakeshore, ponds and lagoons, birds, insects and other wildlife, plant species and communities, topography, beaches, soil, air, peace and quiet, and scenic views and features.

- Develop a system for composting Lincoln Park plant materials for use within Lincoln Park or other park and garden areas, and designate two or more park locations as compost sites.
- Design a waste management and recycling collection system for Lincoln Park waste that is sensitive to environmental and aesthetic qualities of the park.
- Increase the number of trash receptacles and pick-ups in heavily used areas, and offer opportunities for recycling.
- Develop purchasing guidelines requiring use of biodegradable and environmentally sensitive food service materials by concessionaires.

LAND USE POLICIES

- Enhance, protect and maintain the open park landscape and lakefront.
- Protect the essential character and resources of Lincoln Park by adhering to the Lake Michigan and Chicago Lakefront Protection Ordinance.
- Maintain, protect and enhance the predominantly landscaped, spacious and continuous character of the park.
- Manage the open space, lakefront, beaches and scenic views to protect them for public use and enjoyment of all, including future generations, and to accommodate diverse recreational opportunities with an emphasis on lake-oriented leisure activities.
- Respect and enhance existing land uses of historic significance and prohibit new facilities and land uses that are unrelated to historic land uses and that are not dependent upon being in Lincoln Park.
- Preserve the park's public, noncommercial character.
- Involve the public including impacted neighbors in land-use and other park-related decisions at an early stage and throughout the process.

OPEN, GRASSY AND WOODED AREAS

DESIGN GOALS FOR OPEN PARK SPACE



Improve landscape.

for example:

- Add planting on urban edge adjacent to neighborhood.
- Define open, grassy areas, meadows and athletic fields by adding perimeter planting.
- Improve landscape appearance along Lake Shore Drive by adding planting to frame and screen views from the drive and improve park appearance as viewed from the drive.
- Add and maintain planting on the drive's median to reinforce its role as a boulevard.



Add park open space.

for example:

- Add planting when pavement or structures are removed.
- Add planting when the Army Corps reconstruction of lakefront revetments results in additional parkland.



Create a major wildlife area.

for example:

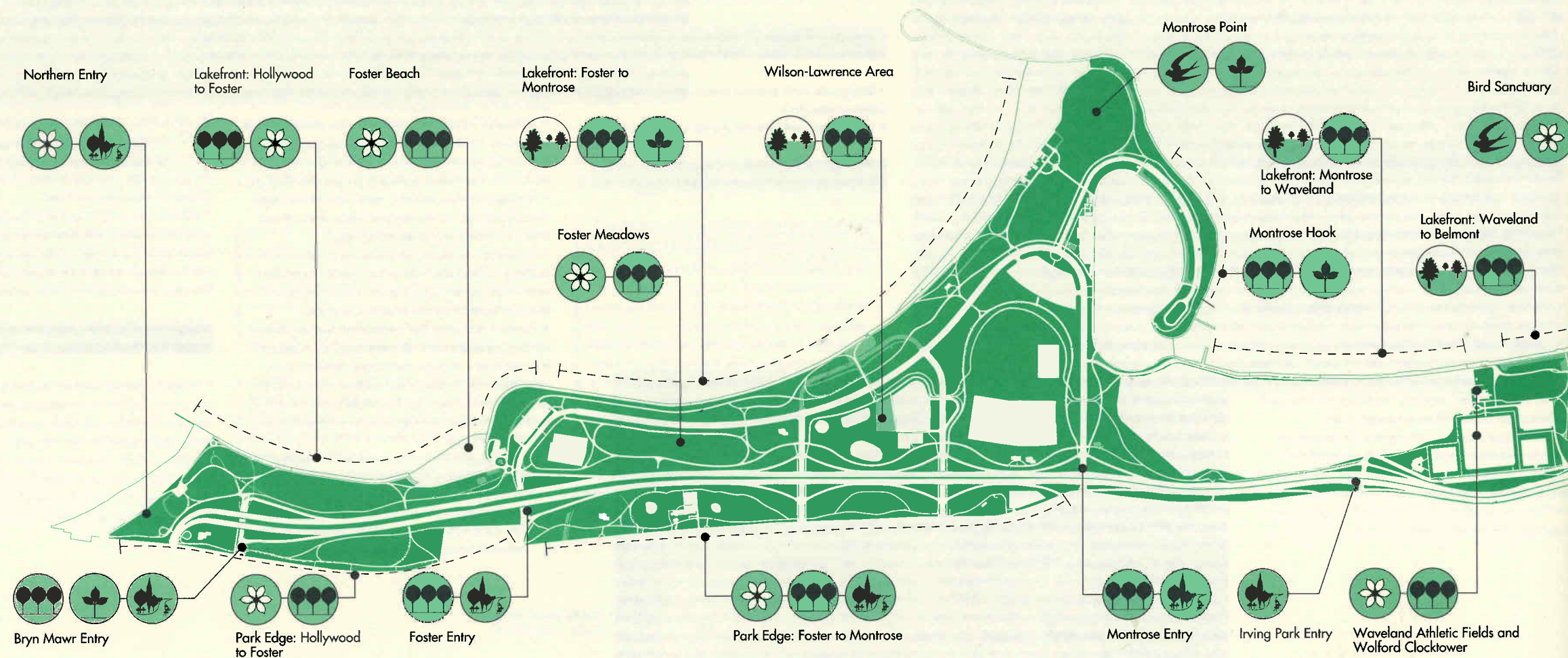
- Add planting that supports wildlife.



Develop a new special landscape.

for example:

- Add a landscape such as a garden, a beach landscape or a woodland to create diversity and add interest to the park.





Develop a gateway landscape.

for example:

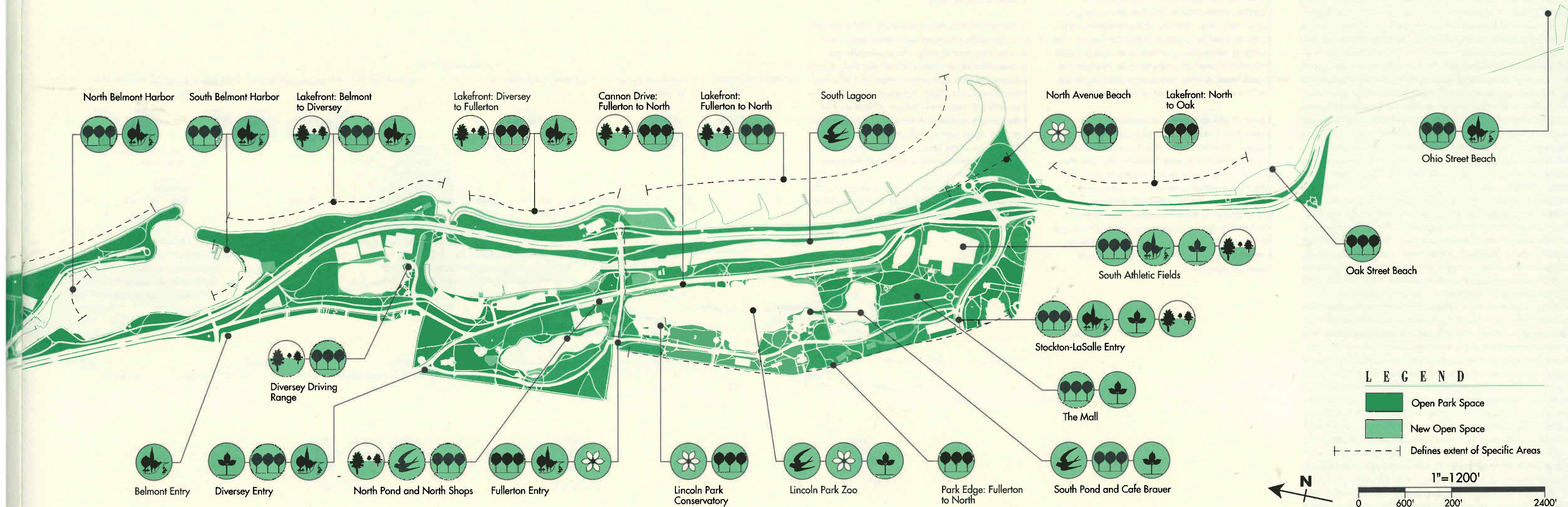
- Add plantings at park entry to create a sense of arrival.
- Add planting to parcel adjacent to Lake Shore Drive access ramps.



Reinforce and restore historically significant landscape.

for example:

- Treat historically significant landscape in a manner consistent with original plans or historic use.
- Restore and protect overused open space by regulating use.



Water

BEACHES, HARBORS, LAGOON, PONDS AND REVETMENTS

LINCOLN PARK'S CENTRAL FEATURE

Access to Lake Michigan is one of the most important and valued features of Lincoln Park. The beaches, harbors, lagoon and ponds and revetments are a focus of park activity during summer months; some areas attract park users year round. Sunbathing, swimming, sitting, walking, boating, windsurfing, rowing, scuba diving, fishing and bird watching are all popular activities. All of the beaches are well maintained and appreciated by park users. On hot weekends, the large beaches at Montrose, North Avenue and Oak Street attract tens of thousands of people from throughout the region, while smaller beaches attract neighborhood residents. The step stone revetments are heavily used for picnicking and for fishing. The sloping revetments on either side of Oak Street Beach are used as a promenade. Harbors are near capacity. The ponds contribute significantly to the scenic character of the park.

Lake Michigan creates a dramatic visual resource. The paved promenade between the Chess Pavilion at North Avenue and Ohio Street Beach is oriented entirely towards the water. Other parts of the lakefront, including Montrose Point, provide superb views. However, views of individual water features and access to them are often obscured or marred by fences along Lake Shore Drive and harbor edges, by inappropriate or missing vegetation and by facilities that could be located elsewhere.

RESPONDING TO EROSION

Erosion from wave action and heavy use of the water edges creates an ongoing challenge for the maintenance of the man-made shoreline. Since 1876, storms have periodically washed away or damaged sections of beach and revetments. Using wave action to advantage, park planners constructed a series of groins, east-west barriers placed perpendicular to the shore, effectively trapping south-drifting sand. The resulting beaches at Hollywood, Montrose, Fullerton and North Avenue provide flood and erosion control but leave other sections of the waterfront open to the full force of waves. However, sand on many beaches must be replenished regularly.

The current step stone revetment, which consists of oak pilings capped with limestone or concrete, has deteriorated. The revetments are scheduled for reconstruction by the Army Corps beginning with Montrose Harbor in 1996 and continuing until 2005. Planning now underway envisions a step stone design 20 feet east of the current revetment that can provide additional park open space, with an opportunity to close gaps in the lakefront path and provide more path differentiation at high-traffic points.

Erosion of a more minor nature is evident at the North Pond, whose soft edge has lost much of its original protective vegetation.

POLICY GOALS FOR WATER

- Recognize the unique public benefits of the lakefront and other areas where land and water meet, and maximize public access to that edge except where security and wildlife considerations impose limits.
- Continue to improve the water quality and ecological balance of Lake Michigan and other water bodies in Lincoln Park.

WATER EDGE POLICIES

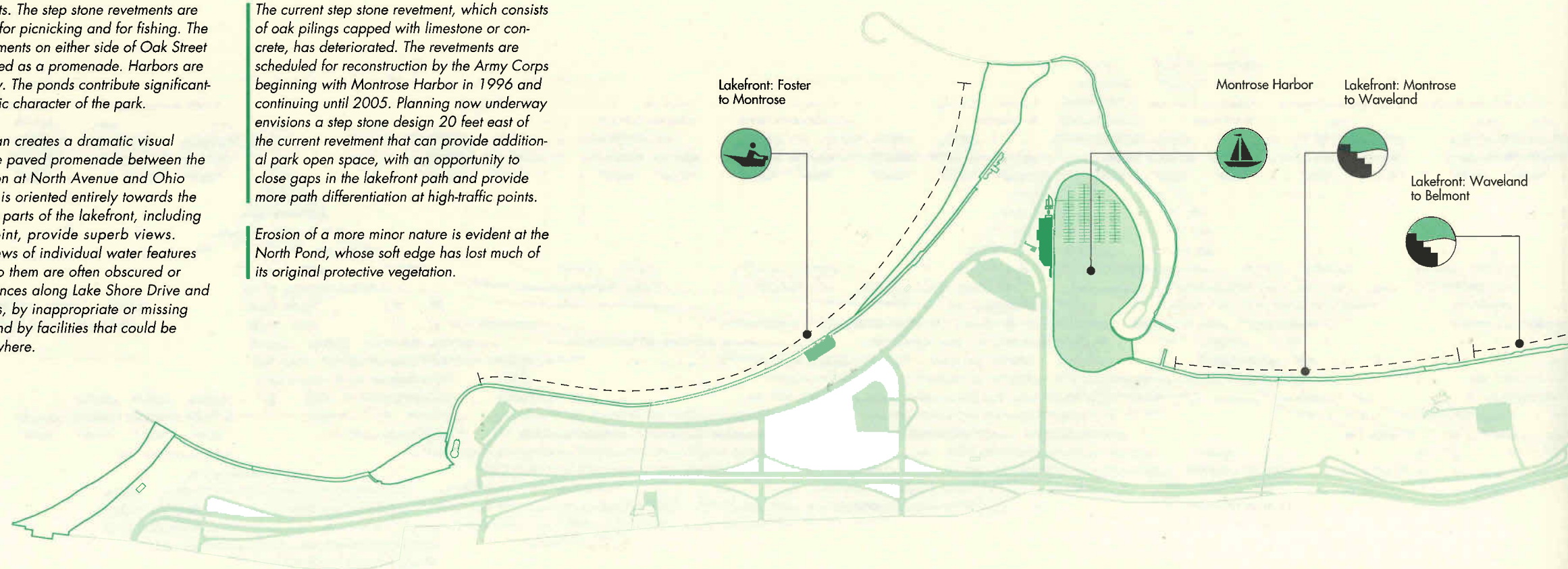
- Protect the lakefront's aesthetic qualities by improving sightlines and views whenever facilities, paths, fences and other features are reworked.
- Improve the banks of ponds and lagoon with vegetation that increases visual, horticultural and ecological diversity.
- Coordinate rebuilding and continued preservation of the shoreline.
- Rebuild or restore navigation towers.

WATER USE POLICY

- Recognize the importance of boating, fishing and other water-based recreation activities.

HARBOR POLICY

- Treat harbors as important elements of Lincoln Park, integrating them into the path system and defining harbor entrances as visual gateways when approached from the water.



DESIGN GOALS FOR WATER



Rebuild revetments and groins.

for example:

- Coordinate rebuilding of lakefront revetments with Army Corps to create new land.



Create continuity along the lakefront.

for example:

- Remove or redesign water recreation access points, including inappropriately located boat launches, in favor of smaller scale access for launching portable water sports equipment.
- Consider locations along Simonds Drive to provide parking near water access points.



Reorganize harbor slips and moorings to improve harbor for boaters.

for example:

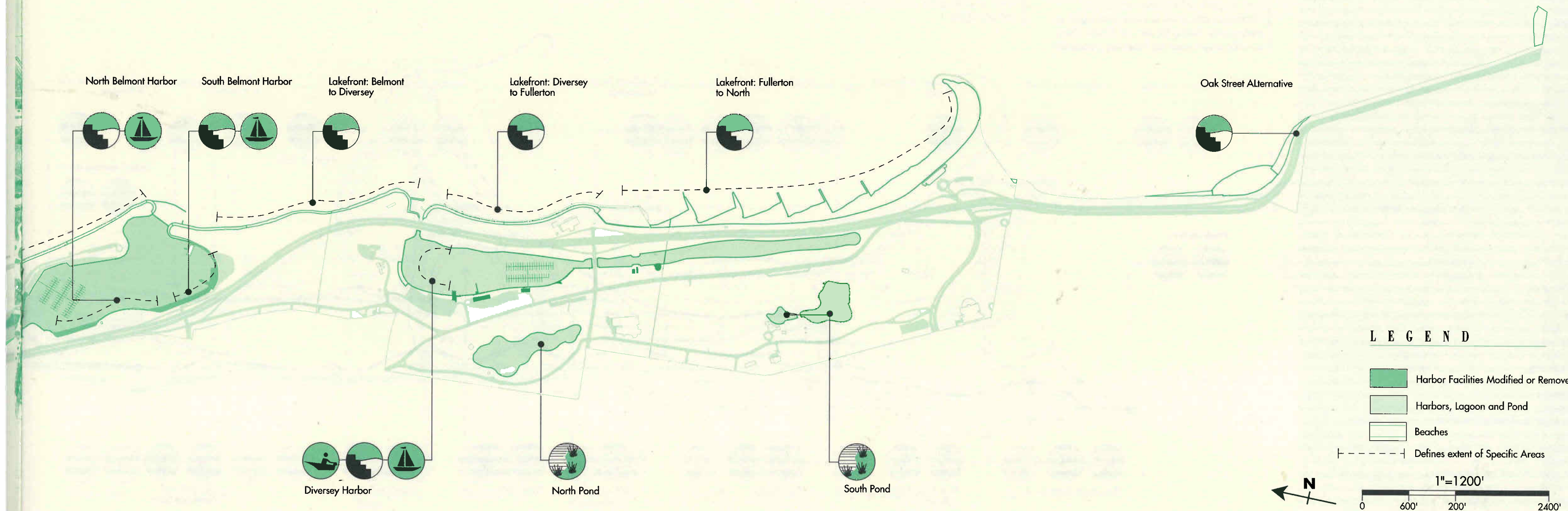
- Remove harbor-edge slips and fencing to allow continuous pedestrian access along water.
- Provide controlled and centralized access point to boat slips for improved security.



Improve naturalistic character of pond

for example:

- Improve character of the North Pond by restoring habitat-oriented plantings.
- Improve character of the South Pond by improving the structural integrity and landscape appearance of the edges.
- Develop pond as wildlife area.



SHARED LAKEFRONT PATH AND OTHER PATHS

ARTERIES THROUGHOUT THE PARK

Lincoln Park's non-vehicular paths act as a system of major and minor arteries, connecting various areas of the park and serving as conduits for walking, cycling, rollerblading and jogging. The network consists of more than 20 miles of multi-use paths. One of the most heavily used is the lakefront path. Many of the paths also are used by police and park district vehicles for security, safety and maintenance.

Tremendous demands are placed on the paths, and they are frequently extremely congested. On a typical summer weekday, 15,000 people enter the park, 30% of them on bicycles. Weekend traffic is two to three times higher at many points. During the Air and Water Show, 35,000 people cross the Passerelle pedestrian

bridge over Lake Shore Drive at North Avenue. The lakefront path is shared, supporting multiple uses — cycling, walking, jogging and rollerblading — all competing for space.

Several problems characterize the existing system. Paths have been added over the years without an overall plan, sometimes causing confusion and disrupting traffic flow. In many places, the paths are in poor condition. At some beaches and other major attractions, the path system is so congested that accidents are common between slower moving pedestrians and faster joggers, cyclists and rollerbladers. Conflicts between path users and autos are common at points where paths cross east-west roads, at parking lots and near intersections with stop lights.

POLICY GOAL FOR PATHS

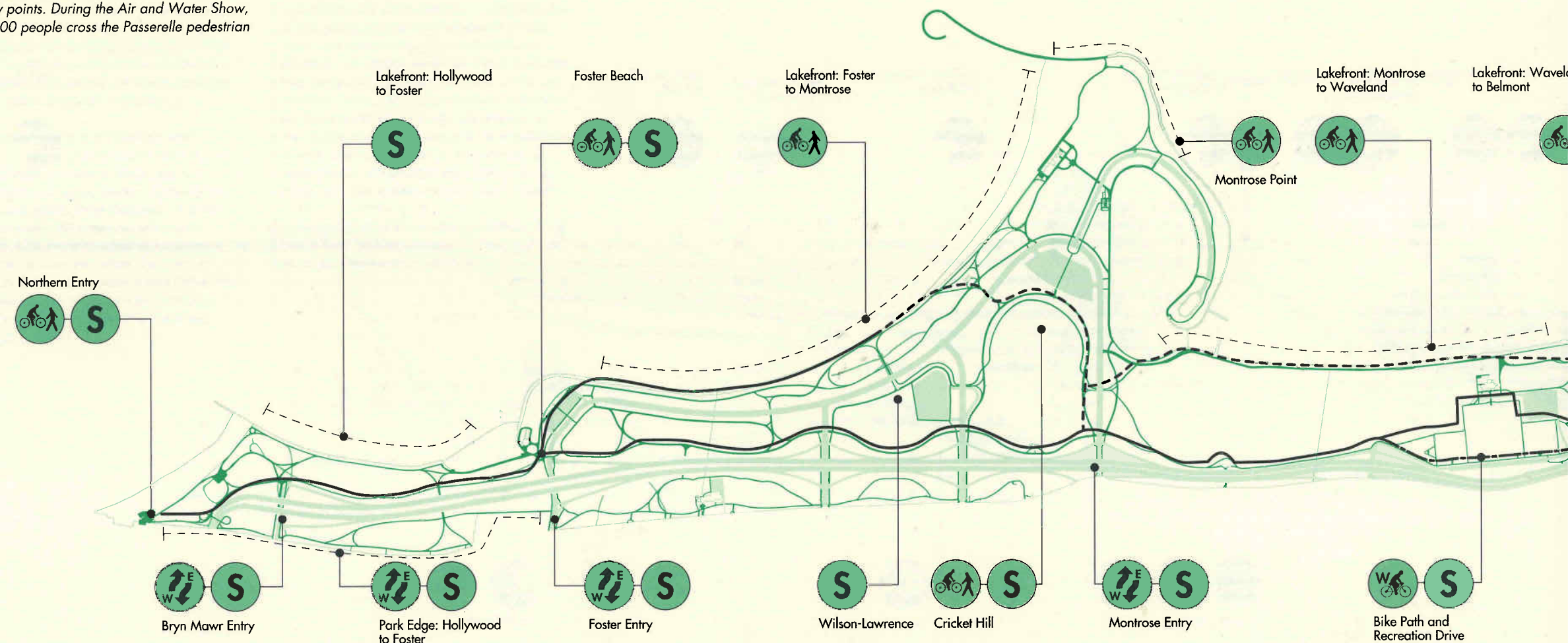
■ Develop an integrated pathway and roadway system that provides safe transit for all path users without increasing the net amount of paved area.

PATH POLICIES

- Identify and recommend design solutions for path areas where conflicts are common, including appropriate path materials for different uses and separation of low- and high-speed traffic.
- Provide or enhance landscaping along paths, especially along park's urban edge.

TRAFFIC POLICIES

- Use signage, pavement markings and management to relieve congestion and reduce conflicts on all paths, in particular the shared lakefront path.
- Extend the path system outside of Lincoln Park through partnerships with appropriate governmental agencies.



DESIGN GOALS FOR PATHS

S Improve the current path system.
for example:

- Create new links for pedestrians and cyclists where needed to alleviate congestion and conflicts.
- Simplify and clarify the path system for pedestrians and cyclists by removing inappropriate sections as needed.
- Improve signage, pavement markings, and sight lines to reduce conflicts and create smoother traffic flow for pedestrians and cyclists.
- Reroute bike paths as needed to alleviate congestion and conflicts.

W Provide a continuous, shared lakefront path.
for example:

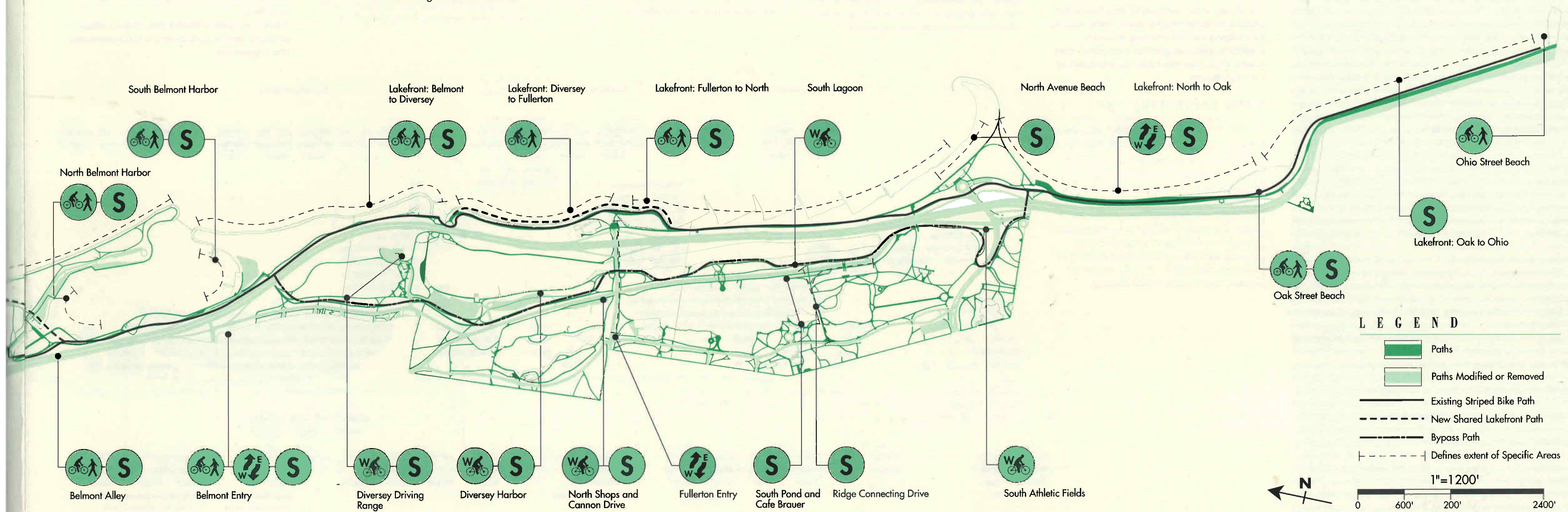
- Eliminate gaps in the current shared lakefront path.
- Coordinate with Army Corps to locate new sections of the shared lakefront path on the strip of new parkland created by reconstruction of the revetments.

E Improve east-west paths.
for example:

- Improve paths into and out of the park for pedestrians and cyclists, especially at Lake Shore Drive intersections.

W Create a western by-pass path.
for example:

- Create a western, by-pass path to provide faster-moving cyclists with less congestion and fewer conflicts than on the shared lakefront path.
- Route the by-pass path on less-crowded paths from the Barry underpass to the North Avenue underpass, with connections to the shared lakefront path at the Passerelle bridge and LaSalle Drive.



Park Facilities

INDOOR AND OUTDOOR RECREATION AND ACTIVITY CENTERS

PARK USERS DETERMINE USE OF FACILITIES

Thousands of people come to Lincoln Park every day with a specific activity in mind: to use and enjoy the tennis courts, golf course, driving range, zoo or athletic fields. These active users have shaped the park over the decades through their demand for facilities, which have been reprogrammed periodically to meet changing needs.

Without question, most of the park's facilities are heavily used. Harbor facilities are near capacity, and many of the permit-only sports fields and courts are at capacity. Marovitz Golf Course and Diversey Driving Range are used from early spring to early winter. Demand for playing fields is so strong that some meadow areas designed as open space have been unofficially taken over for informal and formal athletics.

SOME FACILITIES ARE UNDERUSED

Though the park's facilities are in demand overall, some are inappropriately used or underused. Cafe Brauer, recently renovated, now houses a popular restaurant, but the partially restored Wolford Clocktower at Waveland and the North Avenue Beach House are underutilized. Some toilet buildings are deteriorated or closed. Two buildings that could be more broadly used are the Golf Shelter building at Diversey, designed in 1916 by Andrew N. Rebori, and the South Fields Building.

POLICY GOALS FOR PARK FACILITIES

- Emphasize Lincoln Park as a place for people to enjoy historic character, recreation, leisure, athletics and culture.
- Respond to the diversity of uses and users while preserving the character of the lakefront, landscape, zoo, museums, fields and historic structures.

HISTORIC RESOURCES POLICIES

- Assure that historic resources, including landscapes, are protected and rehabilitated in an appropriate manner, and treat features critical to historic character with utmost sensitivity.

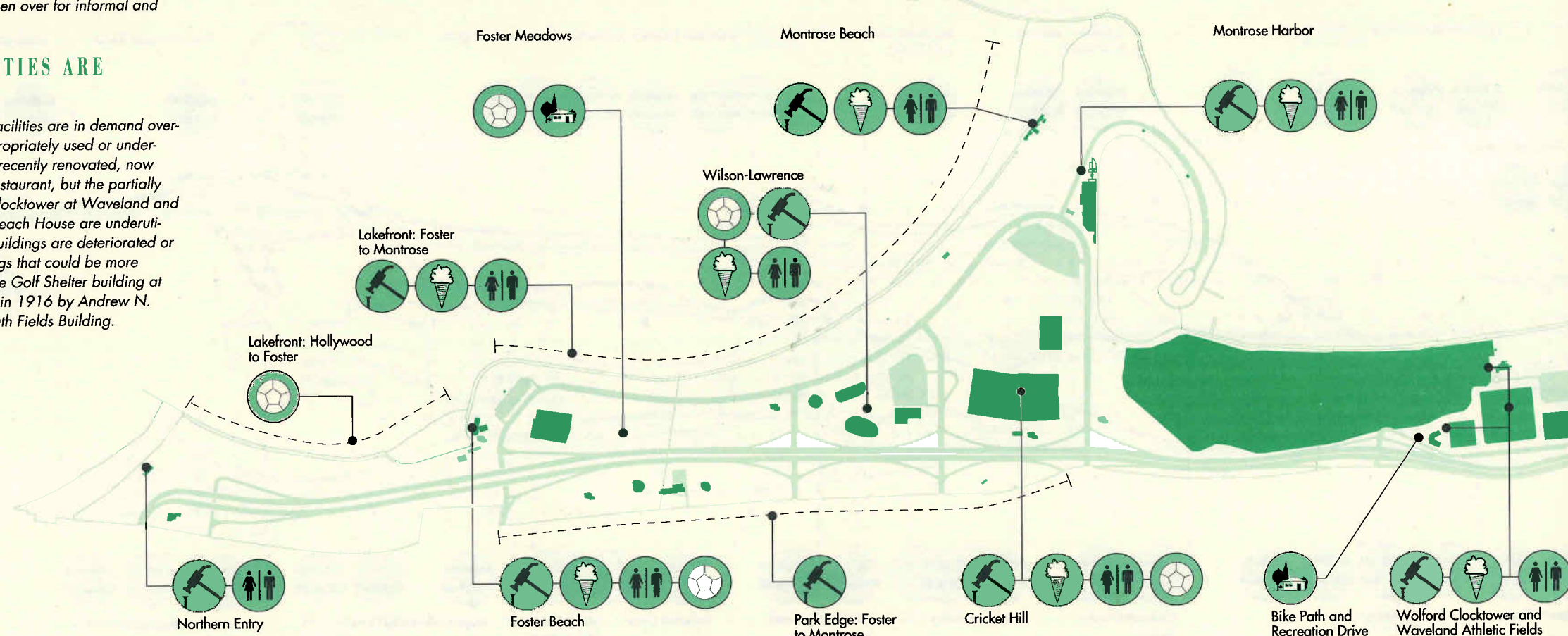
- Recognize that while the park is an aggregate of significant improvements and extensions, it has always been one park with a whole and distinct identity with some consistent characteristics throughout.
- Honor both the park's separate and unifying qualities.
- Nominate Lincoln Park for listing in the National Register of Historic Places as a complete historic district, and officially designate the park as a Chicago Park District Landmark.
- Heighten public awareness by developing an interpretive program that may include lectures, historic maps and brochures and, history walks.
- Use interpretive signage, public art, plantings and lighting around historic buildings, monuments and sculptures to increase visibility.

PERMIT AREA POLICIES

- Improve the permit-granting process and standards for athletic fields, beaches, picnic groves and sound systems.
- Establish priorities for granting permits, evaluating applicants based on past performance and flexibility regarding scheduling and location.
- For new permits, give priority to Chicago Park District teams followed by local schools, nonprofit local youth groups, nonprofit adult groups and for-profit organizations.
- Maintain the current number of fields and courts designated for structured, active uses.
- To maximize use, provide lights for fields and courts to expand hours of use, coordinate activities with other institutions that have facilities

(other parks, schools, churches) and seek areas for more fields and courts for structured, active uses outside Lincoln Park.

- Improve the quality of existing designated fields and tennis courts.
- Provide durable nonturf surfaces where appropriate.
- Close fields periodically to allow them to regenerate. To preserve the fields, prohibit their use when weather conditions are unfavorable.
- Use the security deposit check-off form for fields as a way to monitor damage and overuse of fields.
- Cluster fields near fieldhouses and recreation centers to ensure better supervision.
- Provide coordination for permit holders in a consistent manner, and post permit schedule near fields.
- Meet with permit holders prior to each season to inform them of policies and to solicit comments and suggestions.



DESIGN GOALS FOR PARK FACILITIES



Improve facility.
for example:

- Renovate existing facility to improve services, programming or staffing.
- Expand existing facility to improve services, programming or staffing.
- Build new facility such as beach house, harbor facility or field house where needed to serve park users.
- Consolidate services, programming or staffing as needed into new or existing facility.



Improve food and/or recreational concession.
for example:

- Renovate existing facility.
- Expand or add new concession where needed to serve park users.



Improve toilet facility.
for example:

- Renovate and/or winterize existing toilet facility.
- Add new toilet facility where needed to serve park users.



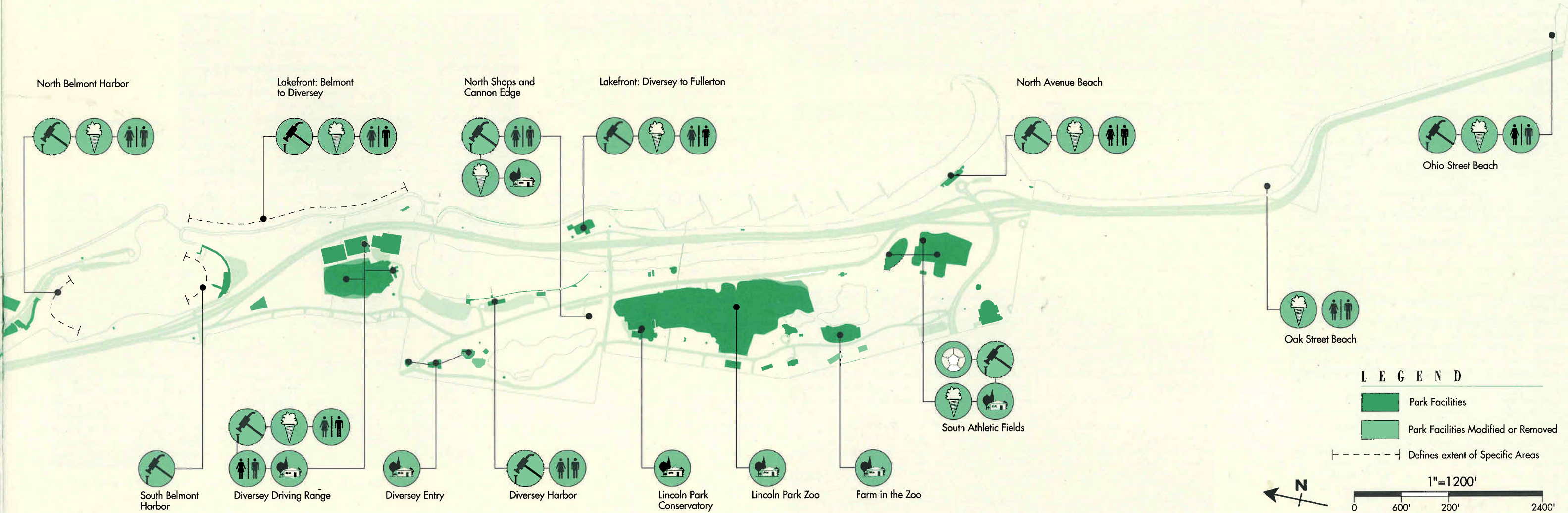
Improve athletic field.
for example:

- Reorganize, rehabilitate and/or relocate athletic field to better meet demand while at the same time reducing stress on the landscape.
- Limit use to protect the landscape.



Integrate park facility into landscape.
for example:

- Modify perimeter of zoo, driving range, golf course, play lots and other landscape facilities to integrate the facility into the park.
- Move facility if necessary to integrate into landscape.



Support Facilities

ROADS, PARKING LOTS, TRANSIT, MAINTENANCE FACILITIES

ESSENTIAL SUPPORT FOR PARK ACTIVITIES

Roads and parking lots provide access to park activities, parking for park users, neighborhood parking and through routes for commuters from nearby neighborhoods. They provide recreational opportunities for cycling, rollerblading and street hockey.

Support services like garbage collection, deliveries, charter-bus loading and security patrols use park roads and lots daily, sometimes causing traffic conflicts or damage to landscape. Park district maintenance shops are sited at four locations in the park. The shops and service yards are to be transferred out of the park.

Public transit serves the park's western edge, providing access for 5% of park users, but buses do not breach the park edge, making public transit a less desirable choice for many destinations.



TRAFFIC BACKS UP ON FULLERTON NEAR LAKE SHORE DRIVE

EASY ACCESS BRINGS TRAFFIC

Lake Shore Drive and the streets of Lincoln Park are part of the city's larger circulation system. About one-third of park users arrive by car. But easy access creates congestion and demand for parking, which are perceived by park users as negative elements of the park. Users of the lakefront path encounter major points of conflict with auto traffic at Foster, Lawrence, Wilson, Montrose, Addison and Belmont. Auto-to-auto

conflicts are common at every park access road. Much of this traffic is not park related, as large numbers of commuters pass through the park on Lake Shore Drive.

Attended parking lots at Cannon Drive and at Diversey charge a fee. Most lots and streets are at capacity on weekend afternoons and holidays, except the large lot at Wilson-Lawrence. Some spaces are taken early in the day by commuters and employees of the park district and institutions in the park; others are used for long-term parking (24 hours or more) by residents of adjoining neighborhoods. Both practices displace parking for park users.



MERGING TRAFFIC MAKES ITS WAY ONTO LAKE SHORE DRIVE



PARKING ON THE GRASS IS COMMON NEAR MONTROSE AND IN OTHER AREAS

POLICY GOALS FOR SUPPORT FACILITIES

- Promote open space as the primary land use in the park by seeking opportunities to decrease built space and paved area determined to be unnecessary and unessential to the ongoing character of the park's recreational, leisure and cultural activities.
- Remove maintenance facilities, unless vital to the park's operations, to a centralized location outside of the park.
- Recognize the roadway system and parking facilities as secondary and supportive park facilities.

ENTRY POINT POLICIES

- Develop a gateway landscape for all major entries into Lincoln Park, including harbors as entered from the water.
- Design landscapes and organize existing roadways, parking, service roads and paths to enhance each entry.
- Concentrate various modes of transportation at entries.
- Convey information at park entries with signage and kiosks that provide maps, park regulations and educational material.

ROAD POLICIES

- Enhance the boulevard characteristics of larger access roads by planting the median and edges.
- Work with the City of Chicago to extend the boulevard treatment outside of the park, especially on major access routes.
- Develop drop-off areas for automobiles and public transit near beaches, athletic fields, institutions and picnic areas.

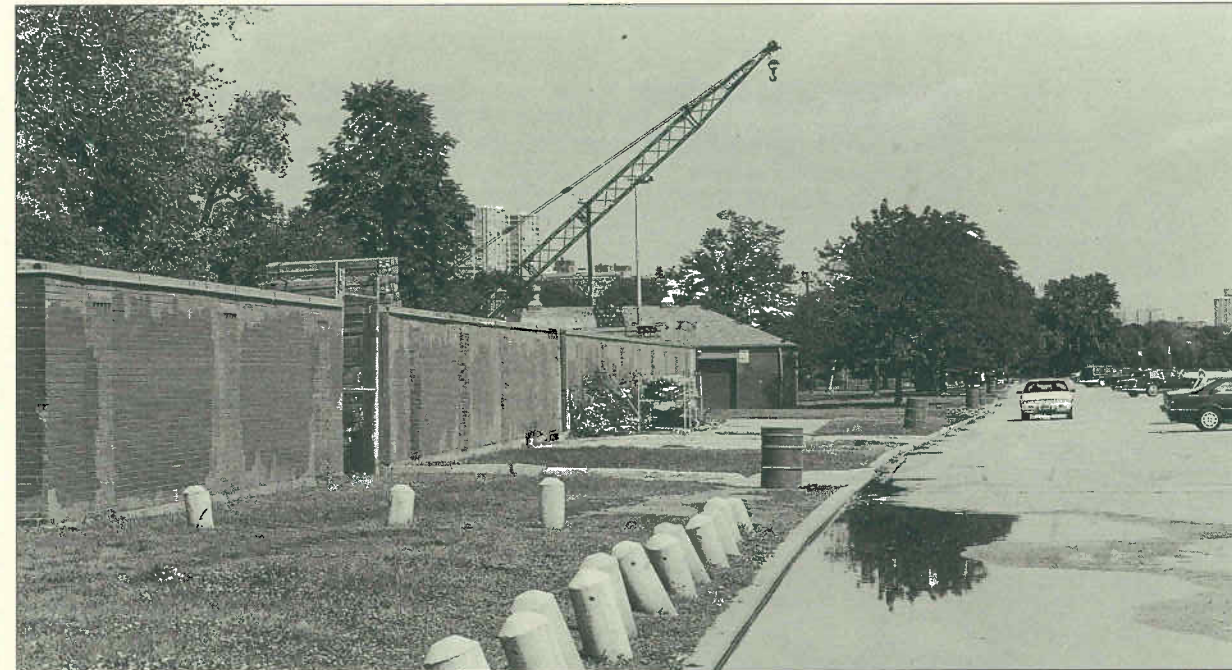
- Investigate eliminating traffic on certain roads at specific times to enhance park use.
- Use roads and parking lots for recreational activities when possible.
- Develop and publish a schedule of routine maintenance and repairs of roads within and adjacent to the park.

TRAFFIC POLICIES

- Develop a traffic impact review process to measure the park's ability to sustain traffic, parking and ecological impacts of auto and bus traffic.
- Work with Chicago Police to educate the public about and enforce speed restrictions on Lincoln Park roads and lots. Consider use of additional signage, speed bumps and increased ticketing for speeding.
- Establish a park ranger system to enforce high- and low-speed path regulations.
- Establish intergovernmental procedures for reviewing traffic generating plans and activities.
- Work with the Chicago Department of Transportation, Mayor's Office, Illinois Department of Transportation, Chicago Transit Authority and other appropriate agencies to coordinate traffic issues.
- Enforce traffic regulations.

PARKING POLICIES

- Provide parking for park users in designated lots and along roads without increasing the net amount of paved area, and decreasing paved area when possible.
- Eliminate parking at water edges, in landscaped areas and in informal lots that evolved from unauthorized parking.
- Remove parking wherever its existence cannot be justified.
- Establish and strictly enforce time schedules, locations and parking fees for specific park activities (harbors, tennis courts, park and institutional employees) and non-park-related parking.
- Reduce the use of Lincoln Park for long-term residential street parking.
- Work with government agencies and local neighborhood groups to resolve parking issues.
- Provide handicapped parking at park facilities.



PARK DISTRICT
MAINTENANCE SHOPS
AT WAVELAND

TRANSIT POLICIES

- Work with the Chicago Transit Authority to develop additional transit service for park users.
- Encourage use of public transit to and within Lincoln Park.
- Provide adequate turnaround areas for CTA and other buses.
- Require institutions within Lincoln Park to initiate policies that encourage employees to use public transit for their daily commute.
- Provide an internal bus or trolley for easy transport to attractions within the park, and as a link to parking and public transit facilities and downtown.
- Regulate private buses driving through or transporting groups to Lincoln Park by designating in-park routes, loading zones and parking, without increasing net amount of paved area.

LAKE SHORE DRIVE POLICIES

- Restore Lake Shore Drive as an urban scenic boulevard by strengthening its park-like landscape characteristics.
- Maintain and increase plantings in the median and along edges to further integrate the drive into the park.
- Improve park access from the drive and from adjacent neighborhoods without net addition of pavement.
- Acknowledge the importance of views from the drive into Lincoln Park and across to Lake Michigan.
- Improve the drive's drainage system to reduce negative environmental impacts.
- Work with Chicago Police to enforce winter and summer speed limits.
- Contribute to a Lake Shore Drive master plan to coordinate park needs north and south of downtown.

MAINTENANCE POLICIES

- Develop maintenance practices that enhance the landscape rather than harm it.
- Designate a paved circulation route for maintenance and security vehicles.
- Work with park maintenance crews and concession personnel to develop and implement garbage collection methods that do not harm the landscape.
- Work with the Chicago Police Department to improve security without driving on the landscape.
- Eliminate storage of vehicles towed from non-park locations to Lincoln Park.



PARKING ON THE SHORELINE AT MONTROSE RESTRICTS ACCESS TO THE WATER'S EDGE

ROADS, PARKING LOTS, TRANSIT, MAINTENANCE FACILITIES

DESIGN GOALS FOR SUPPORT FACILITIES



Improve circulation, access and parking.

for example:

- Redesign roads and ramps to improve efficiency, landscape appearance and circulation and/or access for pedestrians and cyclists.
- Close, remove or modify roads, ramps or parking lots where appropriate or where necessary for safety reasons.
- Provide vehicular dropoffs as needed.
- Provide designated parking for park employees on park roads.



Improve facility.

for example:

- Improve appearance of road integrating into landscape by reducing scale, adding plantings, resurfacing and/or improving edges as appropriate.
- Improve appearance of parking lot integrating into landscape by reducing scale, adding plantings, resurfacing and/or improving edges as appropriate.
- Improve appearance of ramp integrating into landscape by adding plantings, resurfacing and/or improving edges as appropriate.



Provide public transit.

for example:

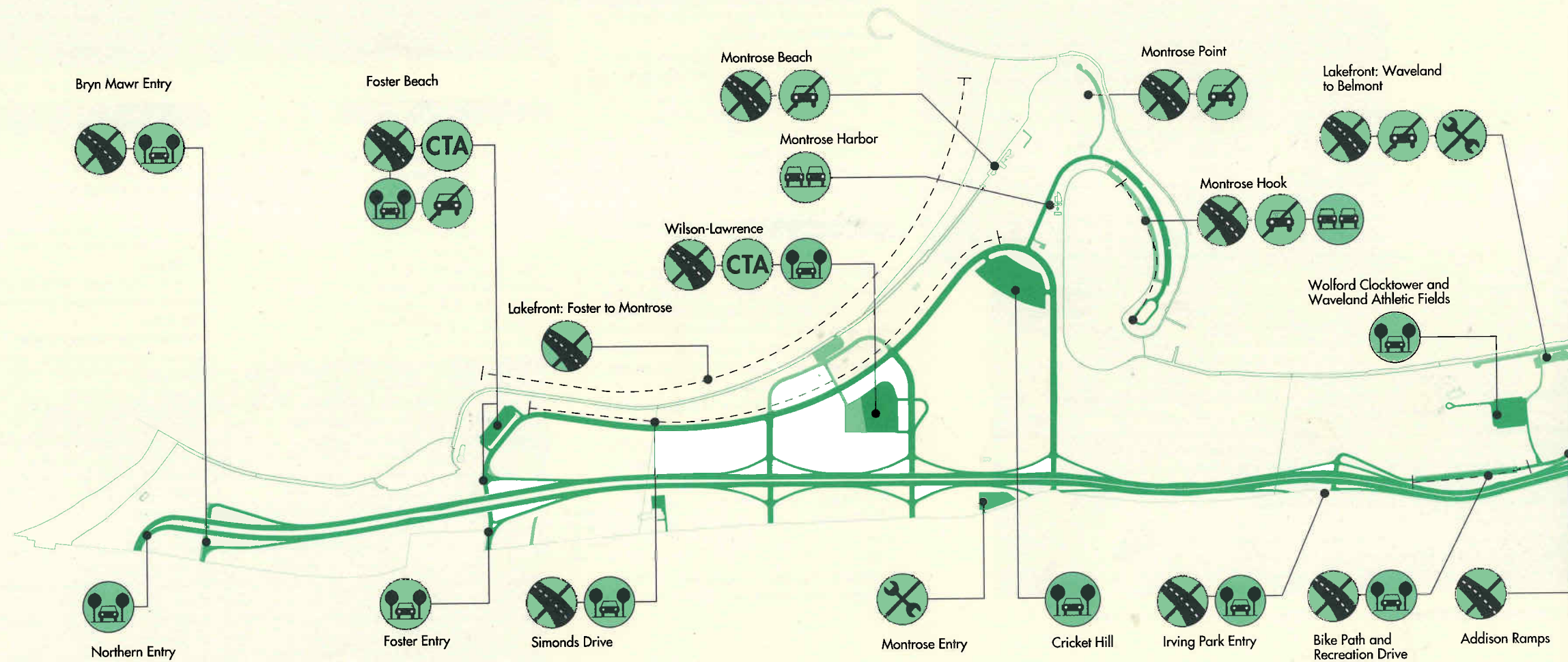
- Provide access for CTA and other buses into the park.
- Provide stops for CTA and other buses inside the park.
- Reorganize parking facilities as needed to accommodate buses and bus stops.
- Provide bus dropoff at park facilities as needed.



Prohibit driving and parking.

for example:

- Prohibit driving and parking on park paths and in landscape areas.





Consolidate facility.

for example:
 • Redesign and consolidate parking areas to improve efficiency and to create open space.



Add parking facility.

for example:
 • Build parking structure that blends into the landscape, that reduces surface parking and that increases parking opportunities in congested area.



Remove facility.

for example:
 • Remove maintenance shops and yards relocating to a centralized facility outside the park.

North Belmont Harbor

South Belmont Harbor

Lakefront: Belmont to Diversey

North Shops and Cannon Drive

Cannon Drive: Fullerton to North

North Avenue Beach

South Athletic Fields

LaSalle Drive

Park Edge: Fullerton to LaSalle

Belmont Entry

Diversey Driving Range

Diversey Harbor

Fullerton Entry

Ridge Connecting Drive

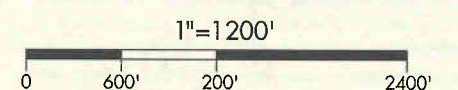
Stockton-LaSalle Entry

LEGEND

Support Facilities

Support Facilities to be Removed

Defines extent of Specific Areas



Site Furnishings

SIGNAGE, BENCHES, WATER FOUNTAINS, LIGHTING



Photo Courtesy of Chicago Historical Society

BENCHES HAVE BEEN INTEGRAL TO THE PARK LANDSCAPE SINCE THE PARK OPENED

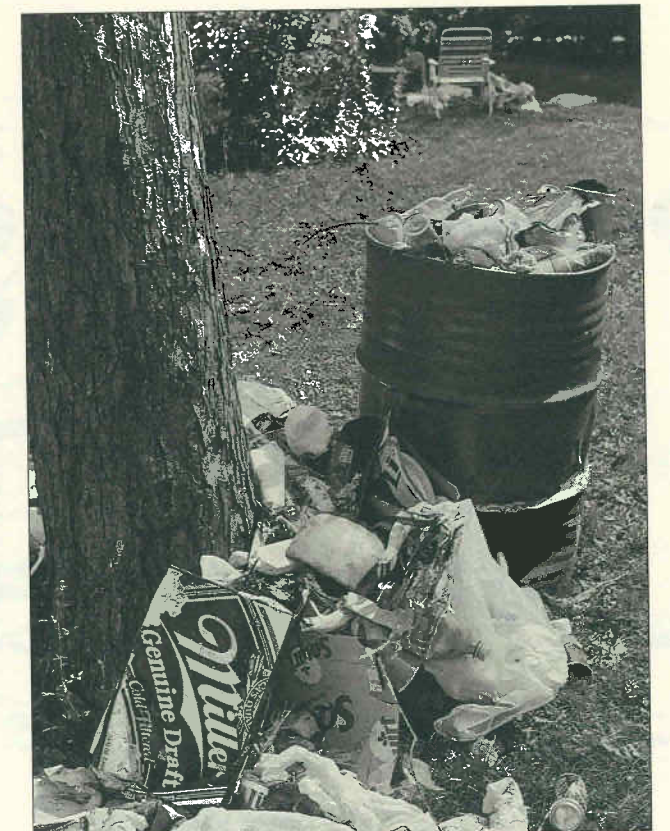
INCONSISTENT USE OF SITE FURNISHINGS

Site furnishings are among the most important components of public space. They make the space user-friendly, comfortable, safe and relaxed. Benches at key locations encourage relaxation and people watching; water fountains become landmarks for joggers and children; and signs and lights improve park use and enjoyment.

Though the park includes some site furnishings, they comprise a mix of styles and qualities. The signs along the park's 20 miles of paths are ineffective, with few regulatory or warning signs. At the park's many entries, there are no welcoming signs or maps. Though there are some pavement markings, no overall design or system governs their use.

Benches, fences, bike racks, light posts, kiosks, concession trailers, pushcarts and bollards show little consistency of design or use in the park. Most of the park is equipped with benches of simple concrete-and-wood design; other seating is provided by the step stone revetment and rises in the landscape. Water fountains of various designs are scattered through the park. Trash receptacles in most areas are 55-gallon barrels. Fence types include chain link, snow fence, stone, wood and guard rail.

The adequacy of park lighting and security varies by location. A survey found that about one-fourth of park users would feel unsafe at night in certain parts of the park. Though many boaters sleep on their boats, few others report using the park after dark. A majority of those surveyed said they would use the park after dark with adequate lighting and security.



BUSY WEEKENDS LEAD TO OVERFLOWING GARBAGE CANS



A TYPICAL LINCOLN PARK
LIGHT FIXTURE

Chicago Park District Special Collections

POLICY GOALS FOR SITE FURNISHINGS

- Develop families of site furnishings to be placed within the various historic or natural contexts within the park while allowing for the addition of new designs.
- Use lighting and fencing as needed to make the park easier and safer to use.



BICYCLE RACKS AT NORTH AVENUE BEACH

SIGNAGE POLICIES

- Develop a park-wide signage system with a consistent graphic format, and place signs to provide safety information and directions to major destinations.
- Avoid unnecessary signs and remove existing signage that is inconsistent with the new format or visually or functionally intrusive.
- Create welcome signs for use at all park entries, including harbors as approached from the water.
- To educate park users, develop interpretive signage to mark nature paths, historic features, gardens and wildlife.
- Develop instructional signage to discourage littering and charcoal dumping at trees, to restrict speed in congested areas and to warn of hazards.

FURNITURE POLICIES

- Choose furniture in context of its setting.
- Consider historic, physical and social setting; intensity and variety of use; and scale.
- Use consistent designs within any one setting.
- Provide clusters of furnishings to encourage sitting, reading and playing.
- Develop a secure bicycle rack system in appropriate areas.

FENCING POLICIES

- Reduce use of fences, when possible, to minimize obstacles and divisive effects.
- Remove or relocate fences that restrict flow of pedestrians and cyclists.
- Locate new fences to meet safety and security requirements without being visually or functionally intrusive.
- Remove chain link fences along harbor edges and, if the fence serves a valid function, replace it with more aesthetically pleasing fencing.

LIGHTING POLICY

- Develop the park's lighting system to ensure ease of use, appropriate illumination and safety at all park facilities and entries and on paths and roads.

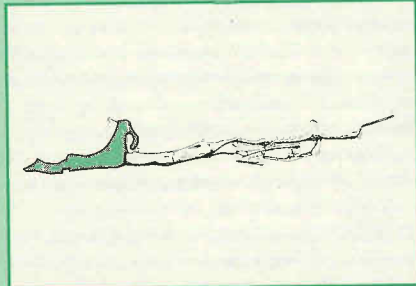


A STONE WALL DEFINES THE PATH ALONG MAROVITZ GOLF COURSE





Ardmore to Montrose



Ardmore Avenue (5800 N)
to Montrose Avenue (4400 N)
Lakefront to Marine Drive

PROFILE: ARDMORE TO MONTROSE

NEWEST AND BIGGEST PARK AREA

The northernmost section of Lincoln Park is grandly scaled, with immense beaches and large linear meadows terminated by groupings of mid-story and canopy trees. Hawthorns predominate and provide character. This section contains wide roads and large parking lots. Its layout places locally oriented facilities, such as the Margate Fieldhouse, on the west side of Lake Shore Drive and regional attractions such as beaches, the harbor and other lake-oriented facilities on the east side of Lake Shore Drive.

The layout and scale of the circulation system expresses the rising popularity of the automobile during the period this section was conceived and constructed. Simonds Drive, a wide sweeping road, functions as the major organizing feature, connecting Montrose to Foster; its very form suggests leisure and recreation. It has changed relatively little over the years. The area north of Foster was designed without roads or parking lots.



LARGE OPEN SPACES LIKE THIS MEADOW NEAR CRICKET HILL ARE CHARACTERISTIC OF THE ARDMORE-MONTROSE SECTION

SWEEPING PRAIRIE-STYLE LANDSCAPE

The Ardmore-Montrose section is an excellent example of prairie-style landscape architecture. Designed by park district landscape architect Alfred Caldwell in the style invented and established by Jens Jensen and Ossian Simonds, it captures the sweep of the Midwestern prairie not only in topography but in the horizontality of stonework and planting, emphasizing long vistas. The Foster-Lawrence-Wilson area contains some of the most beautiful meadows and lakefront in Lincoln Park. The grand, linear meadows adjacent to Lake Shore Drive contrast with more intimately scaled groves along the lakefront. These groves feature many mature canopy and mid-story trees. The subtly rolling landscape largely retains its design integrity, despite the removal and loss of understory vegetation over the years.

The Ardmore-Montrose section is physically divided by Hollywood as it turns into Lake Shore Drive. The area between Foster and Hollywood is narrow and visually dominated by the bridges and raised roadways of Lake Shore Drive. Though new trees have recently been added, the landscape remains sparse, reflecting the limited resources available when this area was constructed.

Cricket Hill rises 40 feet above mean lake level and is one of the park's most unique features. Complementing the horizontality of the prairie-style landscape, it functions as a toboggan hill during winter and a spectacular viewing platform throughout the year.

Together with the stone bridges and underpasses along the park drives, there are several buildings and other features that contribute substantially to this section's character. Many including the English stone toilet buildings, Margate Fieldhouse, and Montrose Beach House were designed by E.V. Buchsbaum.

BEACHES, HARBOR, ATHLETIC FIELDS ARE MAIN DRAWS

The beaches and boating facilities are among the park's most popular attractions, drawing people from throughout the metropolitan area. They are used primarily during the summer.

The Montrose beach and harbor area is one of the most ethnically diverse sections of Lincoln Park. In addition to boat owners, beachgoers and cyclists, the harbor attracts anglers because it is a prime fishing spot.

Foster Beach is also a regional facility, with a beach house, concessions, an informal picnic area and a popular basketball court.

Kathy Osterman Beach at Ardmore-Hollywood is a neighborhood facility with only pedestrian and bike access. There is a toilet building, augmented by lifeguard trailers in the summer.

The athletic fields are heavily used during most of the year for organized and informal sports activities including basketball, football, soccer, baseball and softball.



LAKE SHORE DRIVE AT BRYN MAWR, CIRCA 1953

THE WILSON BOAT LAUNCH BREAKS THE CONTINUITY OF THE LAKEFRONT PATH



ISSUES: ARDMORE TO MONTROSE

LANDSCAPE HAS DETERIORATED

The historically significant landscape of the Ardmore-Montrose section has deteriorated due to wear and tear on the meadows, lack of replanting, and loss of the shrubs and trees that once defined the open areas. While significant replantings have occurred, much of the understory vegetation, which plays a key role in prairie design, is missing in other areas.

The topsoil is thin and of poor quality north of Foster, resulting in scattered die-off or stunted growth of trees and shrubs. North of Hollywood, the landscape is windswept and has a denuded appearance.

HEAVY USE CAUSES DAMAGE

This section of the park shows signs of heavy use. Edges of paths are eroded and poorly defined. Some sports fields and adjacent landscapes are worn to bare earth. Fences, parking lots and buildings make it difficult for pedestrians to reach the harbor's edge at Montrose.

Users display disregard for trees in this section. Volleyball nets are tied to tree trunks and charcoal is dumped at tree bases, especially near Foster Beach.

Parking on the grass is common, in particular around Montrose Beach and the basketball courts at Foster. The Wilson Avenue toilet building is approved for rehabilitation, including the addition of a concession, but most other toilet facilities are in need of rehabilitation.

TRAFFIC CONFLICTS COMMON

On summer weekends congestion can make Simonds Drive virtually impassable. Though there is ample parking in the lot at Wilson-Lawrence, it is inconvenient. The secluded parking at Montrose Point attracts gang and drug activities.

Major conflicts between autos, pedestrians and cyclists occur at the east ramps of Lake Shore Drive at Foster, Lawrence, Wilson and Montrose, and at the lakefront path on each of those streets. Just south of Foster Beach House, the path system is very poorly defined and has very high nonmotorized traffic, creating confusion and dangerous conditions.

The entire Ardmore-Montrose section of the park is inadequately served by public transit. CTA buses do not come into this area of the park, resulting in increased vehicular congestion and conflicts.



CYCLISTS AND AUTO TRAFFIC CROSS PATHS ALONG SIMONDS DRIVE

SPECIFIC DESIGN IDEAS FOR ARDMORE TO MONTROSE

1 NORTHERN ENTRY

No sign announces the start of Lincoln Park. The bike path at Ardmore, the northernmost entry, is confusing and dangerous with blind spots and a sharp turn onto a narrow sidewalk. The trailers and toilet facilities that serve Kathy Osterman Beach are in poor condition. The trailers present an eyesore.

- Enhance the entry at Ardmore with informational and interpretive signage. Eliminate dangerous curve and reconfigure path to separate cyclists and pedestrians.
- Improve and enhance landscape at Kathy Osterman Beach.
- Provide new lifeguard and red cross trailers.
- Renovate toilet facilities for warm season access.

2 BRYN MAWR ENTRY

Roads at this entry are wide. Concrete barriers and lack of landscaping create a utilitarian appearance.

- Create boulevard appearance along Bryn Mawr, replacing concrete road dividers with planted medians and improving lighting and signage. Work with City of Chicago to extend boulevard to Sheridan Road.
- Create bicycle entry to park at Bryn Mawr.
- Create landscaped entry by adding planting to parcels created by Lake Shore Drive ramps.

3 LAKEFRONT: HOLLYWOOD TO FOSTER

Overuse has eroded many sections of meadows. Perimeter vegetation is sparse.

- Restore vegetation on perimeter of open spaces.
- Protect landscape by limiting athletic use in poor weather conditions.

4 PARK EDGE: HOLLYWOOD TO FOSTER

Existing access points into the park from Sheridan Road are at Hollywood, at Bryn Mawr, between 5445 and 5415, at Berwyn and at Foster. Little planting defines the space or screens Lake Shore Drive.

- Add planting on perimeter of open spaces and along Lake Shore Drive. Enhance meadow with gardens.
- Add pedestrian path along east edge of open spaces to direct park users away from area immediately adjacent to high rises.
- Create bike path from Sheridan along Berwyn to the Berwyn pedestrian overpass, with link to shared lakefront path.

5 FOSTER ENTRY

Foster Avenue underpass is in poor condition and is visually uninviting to cyclists and pedestrians. A high fence around the Saddle & Cycle Club, a private facility that abuts the park, creates a bottleneck and an unsightly edge.

- Create sense of arrival at Foster by adding planting along Foster and Lake Shore Drive ramps and improving paths for pedestrians and cyclists.
- Add planting along Saddle & Cycle Club fence and along perimeter of open space.
- Create meadow at former Winona Street extension and add planting along its perimeter.
- Create landscaped entry by adding planting to parcels created by Lake Shore Drive ramps.
- Redesign bike path crossing at Foster to reduce conflicts with vehicles.

6 FOSTER BEACH

The Foster Beach House is in a dangerously constricted area where roads cross bicycle and pedestrian paths. "Desire-line" paths, erosion, wind-blown sand and illegal parking give area battered appearance. Basketball players often park on grass near court. Charcoal dumping around tree trunks has killed or damaged many trees.

- Simplify intersection of Foster Avenue, Lake Shore Drive off ramp and Simonds Drive by removing traffic island and creating "T" intersection. Reconfigure crosswalks and paths to minimize conflicts.
- Reconfigure parking lot to provide CTA bus turnaround and parking for disabled.
- Move or rebuild beach house away from intersection and closer to parking lot to consolidate facilities into one structure. Provide food concession and toilets for year-round use by park users and CTA drivers.
- Make area accessible to disabled.
- Relocate basketball court close to parking lot to reduce parking on grass and other negative impacts on landscape.
- Create picnic groves at "headlands" area by adding planting and appropriate site furnishings.
- Discourage charcoal dumping with multi-lingual signage and mulching of trees. Consider installation of barbecue pits or braziers.

7 SIMONDS DRIVE

Congestion on Simonds near Montrose and Foster beaches is a major problem on summer weekends. No signs or pavement markings differentiate parking and through lanes, causing backups when departing vehicles back into oncoming traffic.

- Define traffic flow and improve drainage by adding gutters to separate parking from through lanes.
- Add pedestrian crosswalks, using contrasting materials.
- Improve appearance by increasing plantings along roadway.
- Increase nighttime security through improved lighting that is historically appropriate.

8 LAKEFRONT: FOSTER TO MONTROSE

The continuity of the lakefront path is interrupted by Wilson Boat Launch, Montrose Beach light tower and an unsightly clay dike, originally constructed to prevent flooding. The boat launch, because of prevailing currents, fills with sand and must be continually dredged. The clay dike does not support vegetation.

- Establish continuous shared lakefront path from Montrose to Foster.
- Regrade dike and remove obstructions where necessary. Add topsoil where necessary to support new planting.
- Create new meadows by removing Wilson Boat Launch and associated roads and parking. Provide new launch areas suitable for powered and nonpowered craft at other locations between Montrose and Foster, near existing parking.
- Restore perimeter planting around meadows.
- Relocate paths at Wilson Avenue so they converge at rehabilitated toilet building and planned food concession.

9 FOSTER MEADOWS

Perimeter vegetation is sparse. The historically significant landscape of the central meadow is badly eroded due to overuse.

- Add planting around perimeter of existing athletic fields in north meadow.
- Restore perimeter planting at central meadow with original planting scheme.
- Protect soil of the central meadow from overuse by designating meadow as nonpermit area, limiting athletic use to primarily youth activities.
- Incorporate relocated playlot into area south of central meadow.

10 PARK EDGE: FOSTER TO MONTROSE

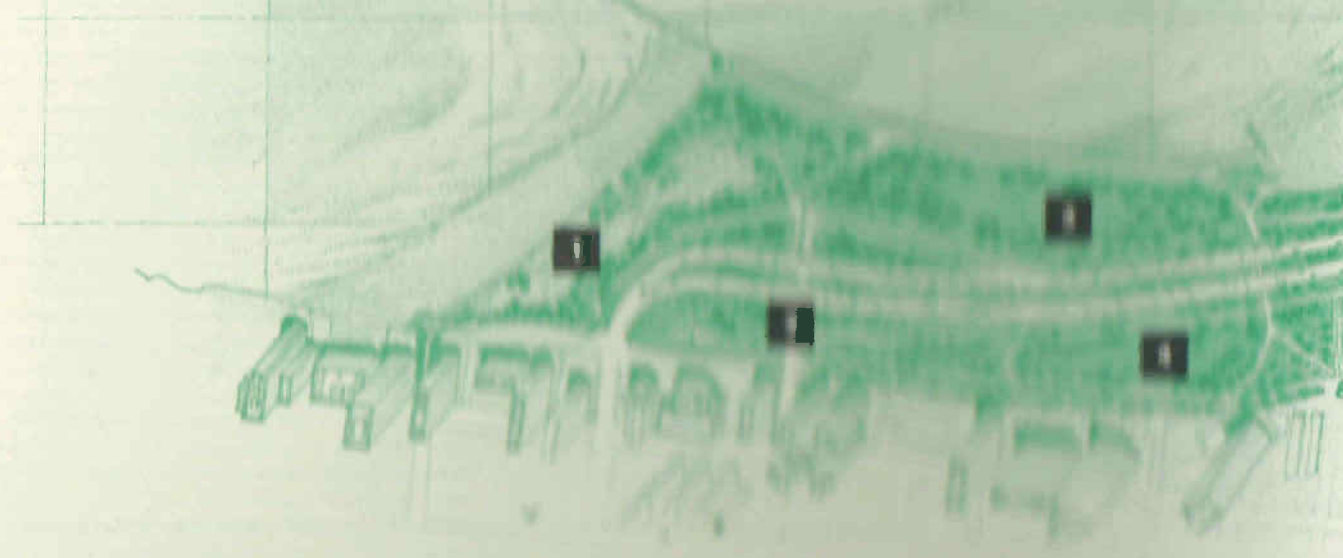
Margate Fieldhouse is heavily used for basketball, but this very heterogeneous neighborhood could support more diverse activities. The fieldhouse garden is in poor condition. Open space remains poorly defined.

- Provide greater variety of programming at Margate Fieldhouse and adjacent athletic fields, expanding after-school children's programming.
- Improve landscape around Margate Fieldhouse. Restore perimeter planting around open spaces. Improve or add walks and planting along Marine Drive.
- Restore and maintain garden at Margate Fieldhouse through partnership with local garden club or other community groups.
- Mitigate traffic impact by adding planting to east edge of open spaces along Lake Shore Drive and to parcels created by Lake Shore Drive ramps at Wilson and Lawrence.

11 WILSON LAWRENCE

Wilson Lawrence is underserved compared to nearby areas, despite a large parking lot that rarely more than half-full. The underserved area presents an opportunity to create an activity center for park's north end.

- Reduce the size of Wilson Avenue parking lot and use land for green space and/or park facility.
- Provide CTA bus stops, turnaround and necessary facilities near Wilson Avenue parking lot. Landscaping lot and reconfigure as necessary.
- Remove one basketball court but retain four softball fields. Incorporate back stops into perimeter plantings. Add plantings around perimeter of fields to define open space.
- Limit use of underpass at Simonds Drive to pedestrians and bikes.
- Redesign bike path crossing at Lawrence and Wilson to reduce conflict with vehicles.



12 CRICKET HILL

Cricket Hill is one of the most popular areas of the park. Heavy use of adjacent athletic fields has eroded much of grass to bare earth. Concession employees park under trees, causing damage and compaction. While there is a fair amount of planting along Lake Shore Drive, the remainder of the area is sparse and space is poorly defined.

- Protect soil from erosion and overuse by monitoring athletic-field activity more closely, limiting use in inclement weather and rotating fields to allow grass to rejuvenate.
- Define open spaces by adding planting to perimeters.
- Renovate toilet building near Lake Shore Drive and add food concession.
- Provide bypass for shared lakefront path around Cricket Hill to reduce congestion at Montrose Beach.
- Add planting to existing parking islands to reduce parking lot intrusion between Cricket Hill and Montrose Beach. Provide walkway through lot to connect paths to Cricket Hill and Montrose Harbor.

13 MONTROSE BEACH

The Montrose Beach House is dilapidated and distant from parking lot originally sited to serve more centrally located beach house. Many beach users drive on pedestrian paths and park on grass near beach house.

- Rehabilitate beach house and expand food concession with rental of equipment for water sports and other recreation. Rehabilitate, winterize and open adjacent stone toilet building and improve landscape.
- Deter illegal parking with new curbs, bollards or barriers that are attractive and historically appropriate. Provide drop-off and designated parking in Montrose Harbor Drive for lifeguards, beach house employees and disabled.

14 MONTROSE POINT

Montrose Point was formerly a Nike missile site and, despite some recent planting, the landscape has not been fully restored. This isolated location attracts migrating birds, butterflies and wildlife, especially around the Magic Hedge, a dense thicket grown up around the site's old fence line. The road linking the point to Montrose Harbor is isolated and attracts gangs, drug dealers and illegal dumpers. Driving and parking on planted areas is common.

- Restore historic landscape in manner consistent with original Caldwell landscape plan.
- Expand wildlife habitat with additional planting near Magic Hedge.
- Replace road to Montrose Point with a shared lakefront path that is closed to traffic but available to security and maintenance vehicles. Remove parking and replace with new spaces on Montrose Harbor Drive.

15 MONTROSE HARBOR

Facilities are inadequate at this popular harbor and fishing area. Boaters are concerned about security, especially at night. Unsightly fences, parking and other harbor facilities are strung along the edge, preventing pedestrians from reaching water. A large parking lot and bait shop are located on the main access road, causing traffic jams.

- Consolidate harbor facilities to area adjacent to Corinthian Yacht Club. New facilities include harbor master building, concession, public toilets, fish cleaning station, boater parking with vehicular drop-off area, relocated bait shop and relocated and improved pump-out facilities.

- Reconfigure harbor for efficiency and security. Create new slips with access via central pier with entry near harbor master building.
- Increase touch 'n' go docking space for boat loading and short-term use by visiting boats.
- Improve appearance and accessibility of harbor edges while maintaining security for boaters. Add lighting, railings, trash receptacles and benches for pedestrian use. Improve landscape and walkways around yacht club building. After harbor reconfiguration, remove unnecessary fencing and parking along south edge of harbor.
- Increase security lighting in parking lots and harbor area.

16 MONTROSE HOOK

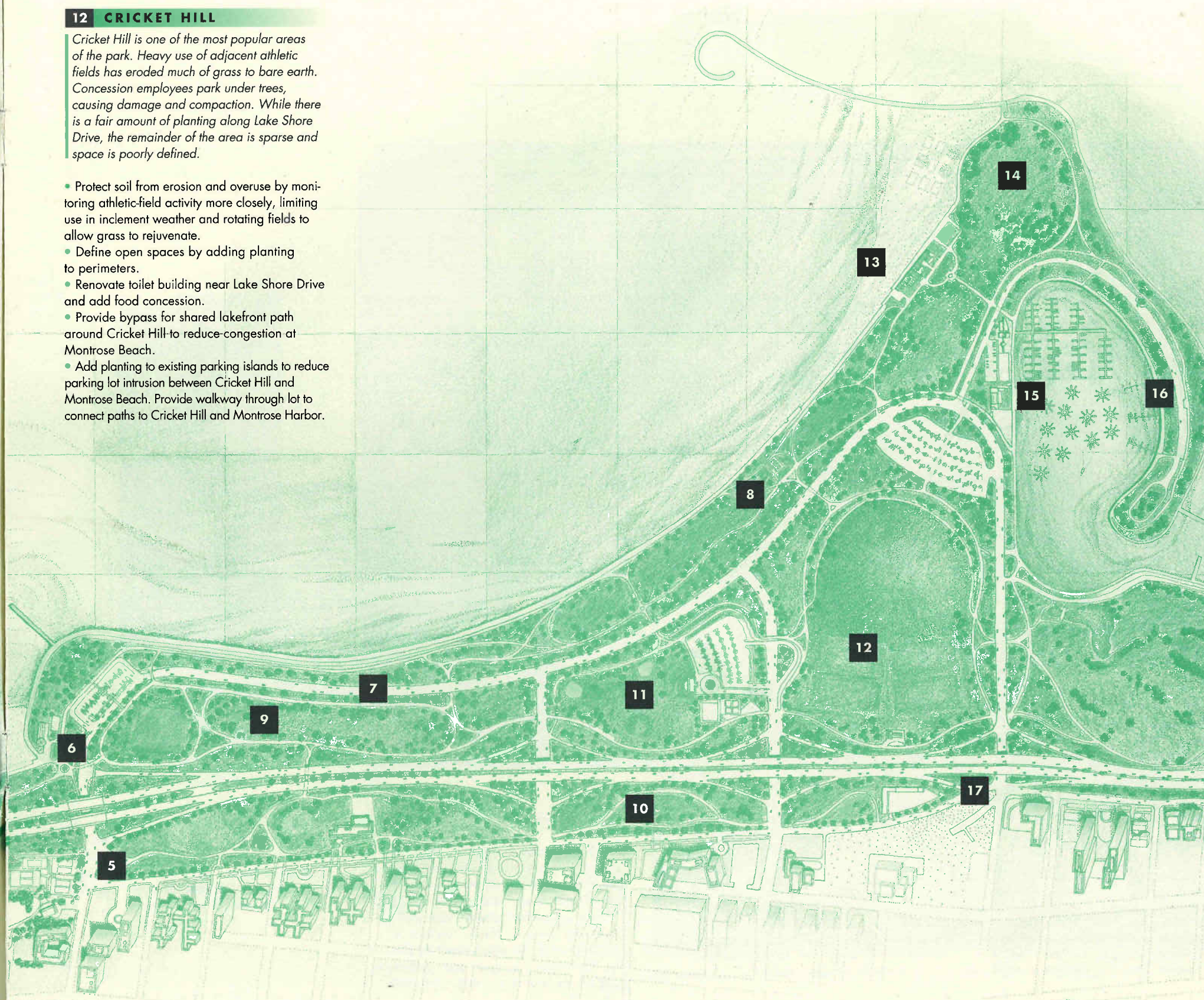
Montrose Hook is a prime fishing area, picnic spot and scenic viewpoint, causing parking and traffic congestion. The landscape has been damaged by illegally parked cars.

- Remove parking from cul-de-sac and install high curbs or other features to protect landscape.
- Reinforce and restore historic landscape in a manner consistent with original Caldwell landscape plan.
- Create parking along south edge of Montrose Harbor Drive to compensate for parking removed in adjacent areas.

17 MONTROSE ENTRY

The area around Montrose-Lake Shore Drive interchange has an unkempt appearance due to lack of vegetation near drive underpass and ramps. Chain link fence around Montrose maintenance yard and shops is unsightly. General lack of vegetation results in poor relationship to Clarendon Park, located at northwest corner of Montrose and Marine Drive.

- Create gateway landscape by adding planting along edges of Lake Shore Drive and Marine Drive and to parcels created by drive ramps.
- Improve pedestrian and bicycle paths at Montrose underpass.
- Integrate landscape of Clarendon Park and Lincoln Park and retain Clarendon's separate identity by adding planting along Montrose.
- Redesign bike path crossing at Montrose to reduce conflicts with vehicles.
- Relocate Montrose shops or improve their appearance by replacing chain link fence with original decorative brick wall and increasing planting around shops.



Montrose to Diversey



Montrose Avenue (4400 N)
to Diversey Parkway (2800 N)
Lakefront to Marine Drive
and Lake Shore Drive West

PROFILE: MONTROSE TO DIVERSEY

FACILITIES INVITE REGIONAL USE

This section is the park's recreational core stringing together a surprising diversity of recreational options. At the north end, the nine-hole Marovitz Golf Course at Waveland features a manicured look with a historic pond, linear fairways and numerous sand traps. The 1929 Wolford Clocktower overlooks a heavily used

complex of athletic fields and 20 tennis courts, providing a focal point for this section of the park. The Bird Sanctuary, harbor, driving range, miniature golf course and archery range add further diversity and attract people from throughout the metropolitan area. Two other attractions are the cafe adjacent to the clocktower and the recently constructed Mages Playlot, which is popular with neighborhood residents.

LANDSCAPE OFFERS VARIETY

The landscape varies from the manicured greens of the golf course to the high canopy of the Bird Sanctuary, where dense understory and canopy trees attract migratory and nesting birds. Wildlife is abundant because of the continuing tree cover along the northern headlands of Belmont Harbor. The area between the lake and the Bird Sanctuary is popular year-round among dog owners because of its large open space.

Moving south from Belmont Harbor, Lake Shore Drive twists from the urban side of the park toward the lake and past the Diversey Driving Range and Diversey Point. Both the headlands at Belmont and at Diversey Point offer excellent views of the lakefront and downtown.



WAVELAND FIELDHOUSE AND WOLFORD CLOKTOWER, CIRCA 1938



THE RECONSTRUCTED KWA-
MA-ROLAS TOTEM POLE IS
A LANDMARK AT ADDISON
AND LAKE SHORE DRIVE

Chicago Park District Special Collections

Chicago Park District Special Collections

ISSUES: MONTROSE TO DIVERSEY

BARRIERS IN THE LANDSCAPE

The park in this section features isolated pockets of large canopy trees and smaller flowering trees near Belmont Harbor, but there is no overriding landscape design to connect the disparate activity centers.

The large scale of this section's major facilities creates a fragmented landscape. Fences, visual barriers, Lake Shore Drive and dead-end streets all contribute to an awkward circulation pattern.



TENNIS COURTS AND OPEN SPACE AT DIVERSEY

Pedestrians and cyclists are squeezed into narrow channels along the fenced edges of the facilities at the golf course, tennis courts and Belmont Harbor. The lakefront path is broken or constricted at several points, with all paths converging at the north tip of Belmont Harbor and remaining constricted through the Belmont intersection, where Lake Shore Drive abuts the park.

The south headland at Belmont Harbor remains an undeveloped asset. Landscape plans were never implemented. When the Nike missile site was dismantled, the structures were bulldozed and covered with a thin layer of soil. The site today remains an underplanted and uninviting landscape.

BOTTLENECKS FOR AUTOS

Vehicular traffic is very congested on weekends because traffic on Recreation Drive, the only access road for this part of the park, can exit only at Irving Park Road. Traffic backups on Recreation Drive on weekends are severe because people attempting to leave the park are blocked by others arriving and looking for parking. There is no Lake Shore Drive on-ramp at Addison, adding to the congestion, and the off-ramp at Addison is of insufficient length for deceleration. Parking and harbor facilities are strung along the northern headland of Belmont Harbor, adding to the congestion.



TRAFFIC IS OFTEN CONGESTED ON RECREATION DRIVE



THE HEADLANDS AT BELMONT HARBOR OFFER GOOD FISHING AND GREAT VIEWS

SPECIFIC DESIGN IDEAS FOR MONTROSE TO DIVERSEY

18 LAKEFRONT: MONTROSE TO WAVELAND/MAROVITZ GOLF COURSE

The golf course, while popular, creates a barrier to park users on its west side, where the path runs between the golf course and Lake Shore Drive, and on the east side, where a cinder path is confined between the golf course wall and step stone revetment.

- Extend shared lakefront path east of golf course to relieve congestion on west side, using new land created by Army Corps revetment project.
- Improve appearance of golf course edges with planting along interior and exterior of fence. Rebuild and restore golf course pond.

19 IRVING PARK ENTRY

This bike path was recently improved, but entry to park remains nondescript and constricted. Severe traffic back-ups occur on weekends.

- Create sense of arrival for pedestrians and cyclists at Irving Park underpass by improving paths and adding planting.
- Add planting to parcels along Lake Shore Drive access ramps to create visual gateway to park.
- Improve timing of traffic lights for vehicular egress from park (coordinate with Chicago Department of Transportation).

20 BIKE PATH AND RECREATION DRIVE

The bike path is severely congested at athletic fields and tennis courts, causing conflicts among cyclists, pedestrians and vehicles. Path includes awkward 90-degree turns around Wolford Clocktower. Recreation Drive lacks park-like appearance.

- Improve bike circulation by adding new path west of athletic fields; convert east parking bay to provide path space, and relocate west Mages Playlot fence and benches to create shared path adjacent to Recreation Drive.
- Improve landscape appearance and add planting along Recreation Drive.

21 WOLFORD CLOCKTOWER AND WAVELAND ATHLETIC FIELDS

The partially rehabilitated clocktower and building create one of the park's more romantic settings, but the building is underutilized.

- Rehabilitate Wolford Clocktower as focal point through addition of programs and services. Consider year-round restaurant, planting and wildlife interpretive center, winter recreation center, and Park District office. Restore garden east of clocktower and provide architectural lighting for tower.
- Add planting to parking lot islands and provide path that links parking to clocktower and golf course.
- Add lighting for paths, ballfields and tennis courts.
- Remove one softball diamond that is poorly placed, retaining four ball diamonds.

22 LAKEFRONT: WAVELAND TO BELMONT

The park district maintenance shops and parking lots are inappropriately sited on the lakefront. The parking lot is isolated and attracts gangs and drug dealers.

- Add open space by relocating maintenance shop and yard to centralized facility outside park and removing parking and access road.
- Continue shared lakefront path east of golf course to connect with proposed Belmont Alley bridge.
- Improve meadow south of clocktower to encourage use for informal picnics and recreation, adding planting to define perimeter.

23 BIRD SANCTUARY

The sanctuary with its dense underbrush is an excellent environment for birds and wildlife, though the high fence creates a visual intrusion in the landscape.

- Enhance and enlarge wildlife zone by adding woodland plantings at perimeter of Bird Sanctuary, adding viewing areas and adding informational and educational signage.

24 ADDISON RAMP

The off-ramp at Addison is too short to allow adequate deceleration, and there is no on-ramp to relieve congestion on Recreation Drive.

- Remove off-ramp and replace with on-ramp in same location.

25 BELMONT ALLEY

Parking and paths have been added piecemeal along the edges of the water, creating congestion and confusion for pedestrians, cyclists and motorists.

- Build new bridge for pedestrians and cyclists to connect with shared lakefront path.
- Reduce confusion for cyclists and pedestrians and provide access to water's edge north of Belmont Alley by simplifying paths and relocating parking and unnecessary fences.

26 NORTH BELMONT HARBOR

The west edge of this heavily used harbor is a major area of congestion for pedestrians and cyclists. Harbor services and parking are inefficiently placed, and pedestrian access to harbor edge is blocked by fences and other obstructions. Lack of breakwater at harbor mouth allows wave action inside harbor. Isolated parking areas have nighttime security problems.

- Improve harbor function and reduce wave action by constructing a breakwater at harbor mouth and a new step stone revetment and land-fill along west harbor edge in conjunction with Army Corps revetment project. Reconfigure harbor and increase slips. Relocate and improve fuel facility and pump-outs. Rehabilitate or remove toilet building on Belmont headlands.
- Reconfigure northeast parking for efficiency, providing planted median and controlled access boater parking.
- Improve pedestrian access to harbor edge. Add lighting, railings, trash receptacles and benches for public use. Remove unnecessary fencing. Provide additional path space along proposed revetment at west edge of harbor to relieve congestion.
- Create sense of arrival at harbor mouth by adding planting on headlands and correcting headland erosion and revetment collapse. Provide access to lakefront and harbor edge promenade.
- Improve security with better lighting in parking lots and harbor area. Add new railings and security fencing where necessary.
- Improve landscape by adding plantings.



27 SOUTH BELMONT HARBOR

Circulation in this area is severely hampered by the proximity of a vehicular access drive to parking and the adjacent sidewalk that funnels pedestrians, cyclists, skaters and joggers through a narrow passage.

- Increase width of road and sidewalk and organize access with appropriate signage and limited fencing.
- Redesign parking lot to increase efficiency and traffic flow.
- Relocate yacht club barge and shore utility support building to south headland near pier.
- Improve landscape by adding plantings.

28 BELMONT ENTRY

Belmont Avenue entry at Belmont Harbor is congested and poorly designed. Lake Shore Drive ramps, access roads and lakefront paths are compressed into a narrow strip of land.

- Relieve congestion by reconfiguring paths and roadways. Coordinate with Illinois and Chicago departments of transportation for improvements along Belmont from lakefront to Sheridan Road.
- Create sense of arrival by adding planting to parcels created by Lake Shore Drive ramps; improve site furnishings.

29 LAKEFRONT: BELMONT TO DIVERSEY

The south headland of Belmont Harbor was formerly a Nike missile site. Debris from demolition resulted in poor soil quality. The former Gun Club at Diversey Point has been converted to open park space and a visitor center, but access is limited by the lack of a formal lakefront path. The revetment is collapsing.

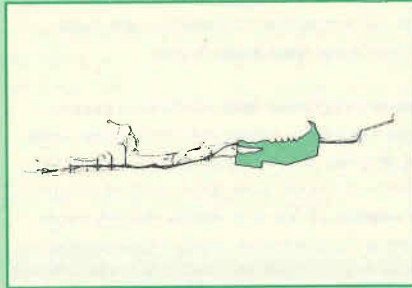
- Add topsoil and planting to south Belmont headlands to improve and define open park space and to create a sense of arrival at harbor mouth.
- Construct new path along revetment by coordinating with Army Corps revetment project.
- Rehabilitate Diversey Point building and develop as a visitor center with meeting rooms, information boards, toilets and concessions.
- Landscape Diversey Point site and remove parking lots and fences to provide more space for paths and circulation. Remove Lake Shore Drive ramps, which are too short for safe deceleration.
- Add width to Diversey bridge with a cantilevered addition that improves circulation for pedestrians and cyclists; provide directional signage to reduce confusion.

30 DIVERSEY DRIVING RANGE

This popular driving range is surrounded by underutilized or poorly sited facilities, including an attractive 1916 Golf Shelter by Andrew Rebori, now used as a park maintenance center, and a miniature golf course and playground. The driving range and tennis courts are poorly integrated into the landscape. All circulation is limited to the west side. This area frequently floods.

- Improve circulation and landscape around perimeter of driving range, add path along east side of driving range, move fence so that it meanders with landscape, add planting to interior and exterior of fence to define driving range open space as a meadow, and create continuous visual link to open area to north.
- Designate path along the west edge of the driving range as the western by-pass for bikes from Barry Street underpass, continuing to North Avenue.
- Add one permit-only rugby/soccer/lacrosse field east of driving range using appropriate turf and lighting.
- Define open areas with perimeter planting.
- Improve landscape by correcting drainage problem for entire area, adding planting at tennis courts and Lake Shore Drive, defining edges of eroded paths and simplifying paths around Cafe on the Green concession.
- Improve areas adjacent to neighborhood by adding planting, benches and trash receptacles.
- Create a Lincoln Park Center by rehabilitating Rebori building and adding restaurant, park management office, public toilets, lifeguard office, recreational facilities and vehicular drop-off. Remove storage structures at driving range. Relocate maintenance shops into new centralized location outside the park. Redesign or relocate miniature golf course.
- Reconfigure Diversey Extension and its parking to adjacent park areas to expand open space north of harbor for picnicking and views.

Diversey to North



**Diversey Parkway (2800 N)
to North Avenue (1600 N)**
Lakefront to Lakeview Avenue,
Lincoln Park West and Clark Street

PROFILE: DIVERSEY TO NORTH

ORIGINAL VICTORIAN LANDSCAPE

This is the oldest section of the park and its character still reflects the original Swain Nelson and Olaf Bensen plans for a romantic Victorian park. Its landscape design qualities are accentuated by the ridges and valleys, remnants of the original shoreline, that support large canopy trees. The inland waterways, ponds and curvilinear pathways create an intimately scaled landscape for leisure and strolling. The roads still reflect their original use as drives for horse carriages.

The presence of Lake Shore Drive and LaSalle Drive Extension overlay a larger scale and modern use onto the Victorian landscape. North Avenue Beach, added in 1939, features a curving hook into the lake and the series of

PLAN OF LINCOLN PARK, 1887

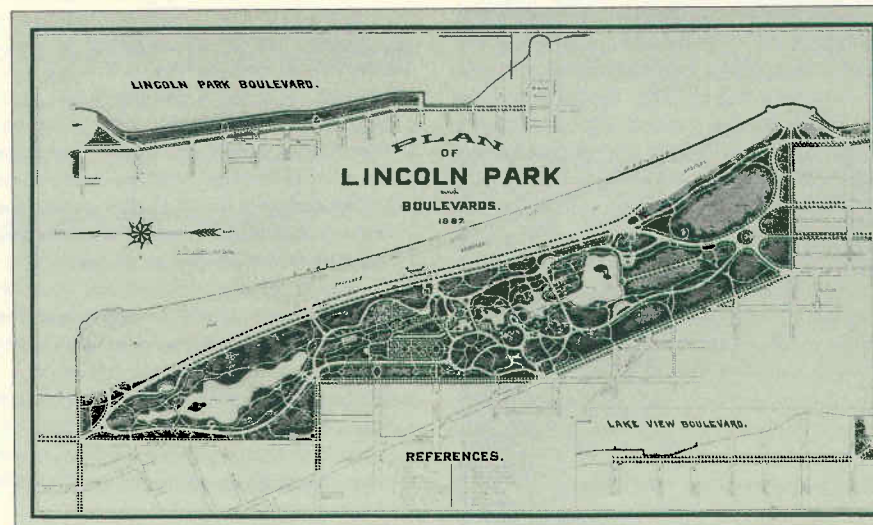


Photo Courtesy of Chicago Historical Society



Chicago Park District Special Collections

CHICAGO HISTORICAL SOCIETY AT NORTH AVENUE



Chicago Park District Special Collections

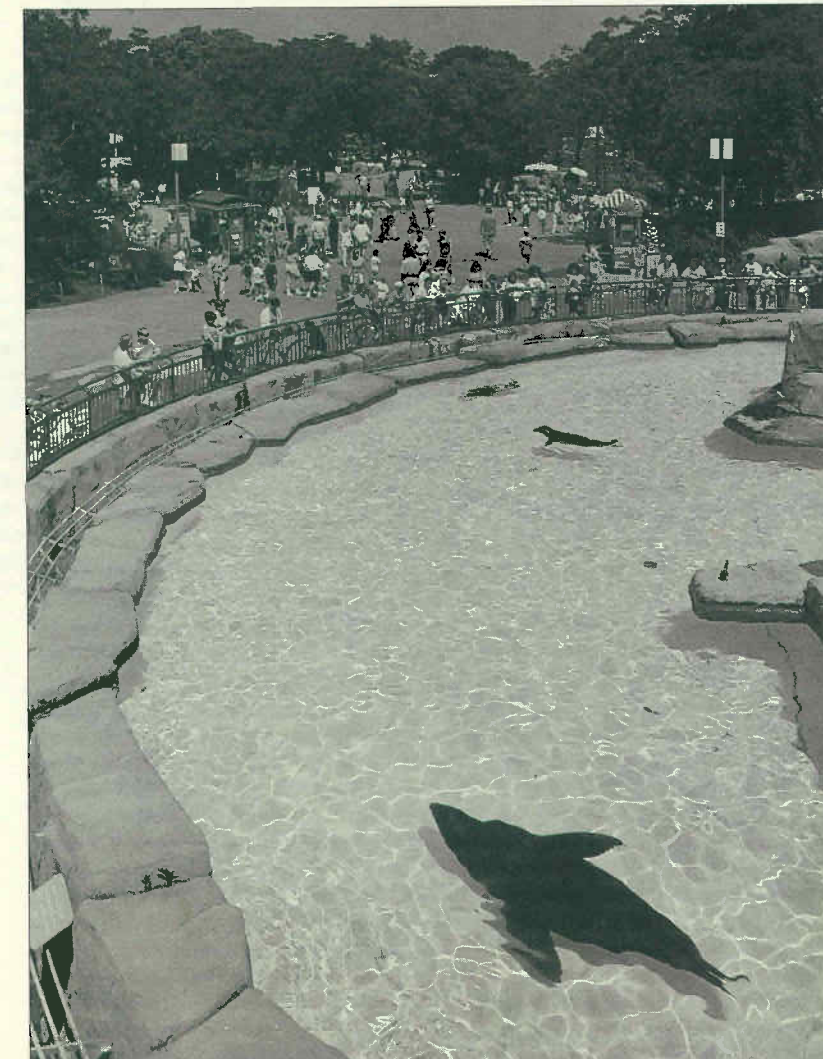
CHICAGO ACADEMY OF SCIENCES AT ARMITAGE AVENUE

six breakwaters perpendicular to shore, known as groins, that trap sand to sustain this string of popular beaches. Served by the busy Passerelle bridge over Lake Shore Drive near North Avenue, the beaches serve the entire region and are known for their highly competitive volleyball leagues.

JAMMED WITH ATTRACTIONS

The richness of this section of the park is expressed in the diversity of its major attractions. Lincoln Park Zoo, North Avenue Beach, the Conservatory, the South Athletic Fields, the Chicago Academy of Sciences, the Chicago Historical Society and Diversey Harbor are regional draws. The multitude of landscape features, including the ponds, the Mall, Lincoln Gardens and numerous monuments, further add to the complexity of this section of the park.

THE SEAL POOL IS ONE OF THE FAVORITE ATTRACTIONS AT THE ZOO



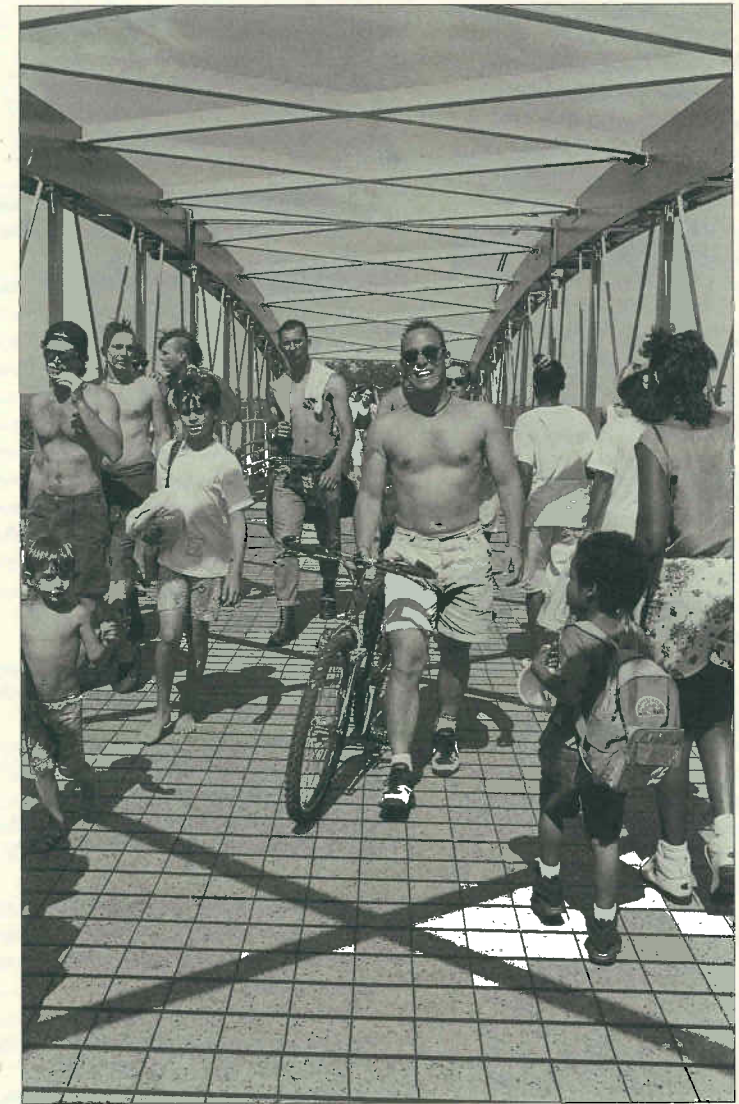
DEMAND OFTEN EXCEEDS SUPPLY
AT THE NORTH AVENUE BEACH PARKING LOT



PEDESTRIANS MIX WITH AUTO TRAFFIC
ON CANNON DRIVE



THE PASSERELLE BRIDGE AT NORTH AVENUE BUSTLES WITH
PEDESTRIANS AND CYCLISTS



ISSUES: DIVERSEY TO NORTH

POPULARITY OVERWHELMS PARK

The oldest section is also the most crowded with major attractions. Its paths and roads are often overwhelmed by the large crowds of pedestrians and streams of vehicles. The most severe congestion is on Fullerton, Stockton and Cannon Drive. In addition to conflicts with autos, congestion is severe for pedestrians and cyclists at the Passerelle bridge and on the lake-front path along North Avenue Beach.

Both the zoo and Diversey Harbor interrupt the continuity of the park landscape with fences, buildings, and parking lots. The main entry to the zoo on its east side also serves as an

entry point for supply trucks and maintenance vehicles, creating a functional, hard-edged look instead of a park landscape. Cannon Drive south of Fullerton is unsightly and in extremely poor condition. It lacks walking paths despite heavy use by pedestrians on the way to the zoo and beach.

HIGH DEMAND FOR PARKING

Lincoln Park Zoo and North Avenue Beach are regional attractions and create a very high demand for parking, especially along Cannon Drive. Park visitors compete for spaces with residents of the adjacent, densely populated neighborhood, many of whom park for 24 hours or more. Commuters and employees of local institutions also use park roads for all-day parking.

THREATS TO HISTORIC LANDSCAPE

Road construction, expansion of park institutions and heavy park use have compromised the historic character in some areas. The 1887 Lincoln Monument, once a park focal point, was separated from the main body of the park by widening LaSalle Drive Extension. The layout of Swain Nelson's original paths has been disrupted as sections of path have been removed or rerouted around the zoo. The character of the Mall has been compromised by overuse and frequent ball playing, which has damaged the landscape. Heavy use of the south fields and the lack of replanting on its edges also has damaged this section's historic character.

SPECIFIC DESIGN IDEAS FOR DIVERSEY TO NORTH

**31 LAKEFRONT:
DIVERSEY TO FULLERTON**

The lakefront path from Diversey to Fullerton is so narrow at points that cyclists have created informal routes across the landscape. Theatre on the Lake and the concession at Fullerton create congestion for pedestrians, cyclists and autos and lack nearby parking.

- Increase width of lakefront path using new land created by Army Corps revetment project and relocate path along east rather than west side of Theatre on the Lake.
- Develop new use for Theatre on the Lake building after programming is relocated to another site; relocate concession into building, add cafe, park store and first aid station.
- Develop entry plaza at Fullerton to ease congestion and create sense of arrival.
- Create new park open space by filling in northern most bay of North Avenue Beach (coordinate with Army Corps revetment project). Relocate shared lakefront path to new parkland.

32 DIVERSEY HARBOR

Parking and facilities for Diversey Harbor follow the harbor edge, blocking access and sight lines for path users. Facilities are also inconveniently located for use by boaters.

- Improve harbor function and security. Reconfigure harbor and increase slips. Relocate and improve fuel facility and pump-outs, improve public washroom facilities at yacht club. Add a fish-cleaning station and increase short-term touch n' go docking for boat loading and visiting boats.
- Redesign and consolidate parking north of the yacht club and provide drop off near slip access points.
- Remove existing boat launch and parking area south of yacht club to improve pedestrian access to harbor edge and to create entry meadow at Fullerton. Relocate lifeguards to Rebori building.
- Improve appearance of harbor edges by adding lighting, railings, trash receptacles, benches and planting and by removing unnecessary fencing.
- Incorporate planned west by-pass path along Cannon Drive from Barry Street underpass to Fullerton.
- Improve security by improving lighting in parking lots and harbor areas.

33 DIVERSEY ENTRY

This park entry is dissected by roads and lacks a cohesive landscape appearance.

- Create major entry landscape where Diversey meets Cannon, Stockton and Lakeview. Develop this major entry with planting that creates an appropriate setting for existing monuments and Prospect Hill.
- Restore historic meadow south of Diversey, incorporating rehabilitated Hamilton Monument. Restore lawn area. Relocate Sunshine Playlot to complete vista across meadow to North Pond.
- Relocate obstacle course and exercise stations to areas adjacent to primary running paths.

34 NORTH POND

The soft edge of North Pond is eroded and lacks appropriate planting. The large concrete casting pier is unsightly and out of scale.

- Develop pond as one of park's wildlife zones. Regrade and improve pond edges. Plant emergent and water edge vegetation that supports wildlife. Develop pond overlooks, boardwalks, and a new island. Replace concrete pier with structure in scale and in character with setting. Restore Park Place restaurant and terrace.

**35 NORTH SHOPS AND
CANNON EDGE**

The North Shops are large maintenance facilities that do not require a Lincoln Park location. Parking has been added piecemeal to areas near North Shops and is unsightly and inadequate.

- Relocate North Shops to new centralized location outside of Lincoln Park. Demolish structure and remove access roads and parking. Develop landscape terminus for North Pond.
- Develop parking structure for 400 cars on site of North Shops, with access from Cannon Drive, using hillside with 27-foot change in grade to hide structure. Consider incorporation of cultural facility (such as Chicago Academy of Sciences) or recreational facility. Provide CTA access from Cannon Drive.
- Provide pedestrian promenade along Cannon Drive, coordinating with new uses of North Shops site.

36 FULLERTON ENTRY

Fullerton is a major entry to the park and zoo, as well as to Lake Shore Drive. Congestion is a major problem. Parkway landscapes are worn out and have few trees.

- Create entry landscape by adding planting along Fullerton, improving paths for pedestrians and cyclists and creating special landscapes where Fullerton intersects Lakeview, Lincoln Park West, Stockton and Cannon. Extend Grandma's Garden north to Fullerton. Add planting to parcels created by Lake Shore Drive ramps.
- Rehabilitate Fullerton Bridge over South Lagoon in historically appropriate style and widen if possible to improve circulation for cyclists and pedestrians. Replace existing railing and repave walkway.
- Create entry meadows at corner of Fullerton and Cannon with perimeter planting to define edges. Remove parking lot to improve paths for pedestrians and cyclists.

**37 CANNON DRIVE: FULLERTON
TO NORTH AVENUE**

Originally a pleasure drive, Cannon Drive has become a parking lot for the zoo and beach. The wide drive is in poor condition and is frequently congested. Pedestrian paths are narrow or nonexistent, forcing zoo visitors to walk behind parked cars or down the center of employee parking area. Recently installed controlled-access parking for Cannon between Fullerton and North is generating substantial revenue and seems popular with park users.

- Redesign and repave Cannon Drive to improve appearance and efficiency. Incorporate concrete gutters for drainage and to separate parking areas from through traffic. Add crosswalks and streetside planting. Incorporate historically appropriate site furnishings such as lights, benches and trash receptacles.
- Create pedestrian promenade that links new entry landscape at Fullerton and Cannon to east zoo entry plaza and to pedestrian plaza at Grant Monument. Reduce use of gravel roads and gravel parking areas, once alternative parking is provided. Re-landscape area to function as the zoo's "front yard."

38 SOUTH LAGOON

South Lagoon, shaped long and narrow for rowing, canoeing and kayaking, has changed little. A narrow landscape strip between the lagoon and Lake Shore Drive is little used and has potential as wildlife habitat. Storage sheds on west side of lagoon give area utilitarian appearance.

- Designate path west of lagoon as west by-pass bike route to alleviate congestion on lakefront path.
- Develop significant wildlife area along east edge of lagoon by adding planting that attracts wildlife. Maintain pleasant character of west lagoon edge and plant canopy trees to reinforce existing vegetation. Coordinate proposals with the Heart of the Zoo plan.
- Remove temporary sheds used by Park District and Sea Scouts and replace with new sheds at an adjacent site.
- Modify fences around the Boat Club to optimize pedestrian access.

**39 LINCOLN PARK
CONSERVATORY**

The Conservatory is a much-loved park feature and one of its oldest. The formal gardens remain impressive, but plantings around the building and at the entrance do not attain the same standard. The site of a lily pond and shade garden near the zoo fence is overgrown and appears abandoned.

- Improve landscape appearance by adding planting to area around building and improving entry plaza.
- Restore lily pond and shade garden, incorporating zoo fence into landscape.

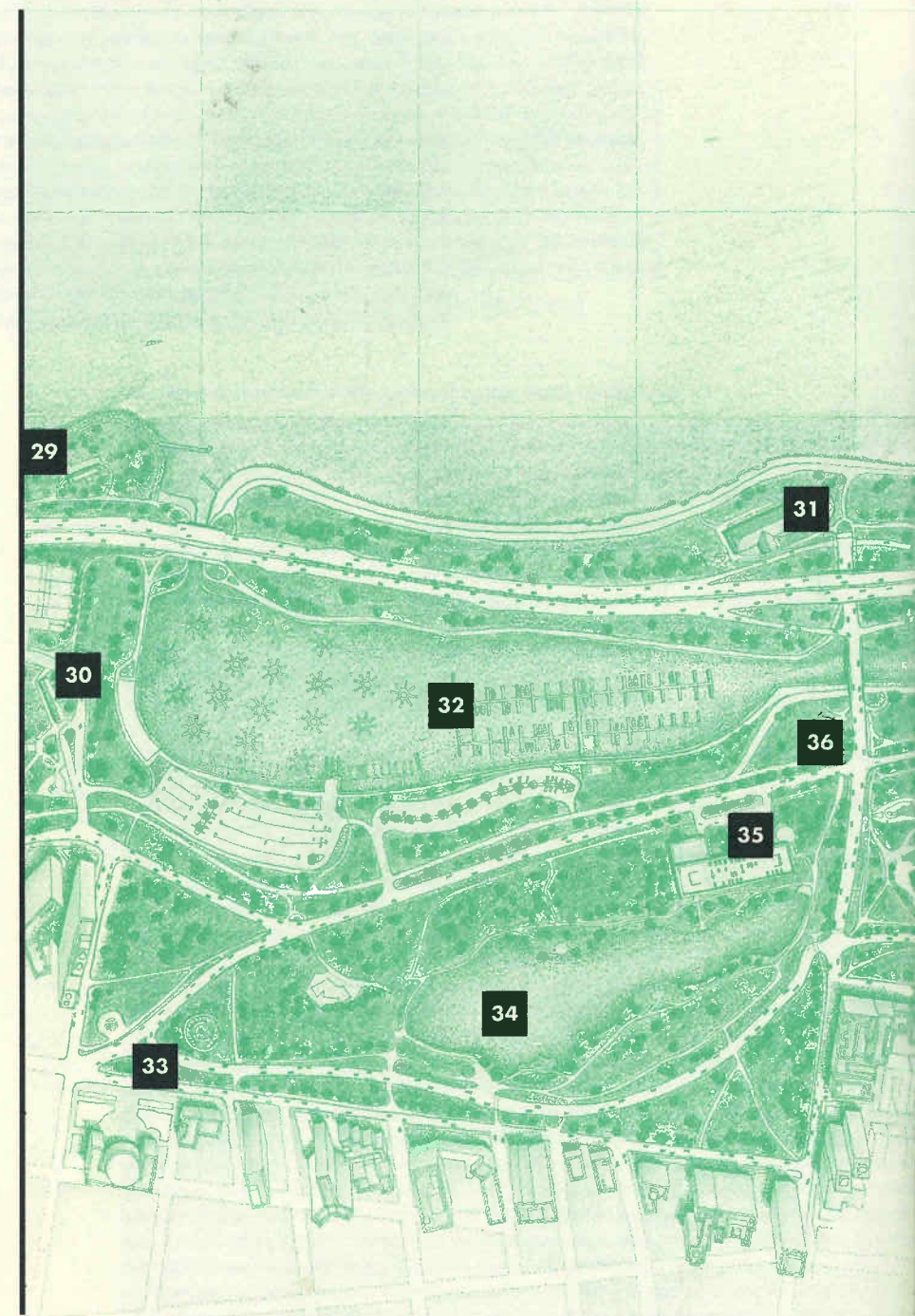
40 LINCOLN PARK ZOO

Lincoln Park Zoo is the park's favorite attraction with millions of visitors annually. Congestion on Cannon Drive at the east entry is severe, with conflicts between buses, cars, and pedestrians. Federal law requires the zoo to be enclosed by a substantial chain link fence, which is obstructive and immediately adjacent to paths in many places. The appearance of the zoo from Cannon Drive and Lake Shore Drive is utilitarian. Entry sequences are lacking in character and in poor condition.

- Incorporate the zoo into park landscape. Adjust fence location where possible to provide space for walkways and screening vegetation. Replace existing fence at zoo entry near Cafe Brauer with historically appropriate design and material. Coordinate proposals with the Heart of the Zoo plan.

- Improve east zoo entry and coordinate with Cannon Drive redesign. Develop bus drop-off at zoo entrance and bus pick-up on Cannon Drive at Ridge Connecting Drive. Enforce prescribed bus circulation route.
- Develop a north zoo entry. Adhere to Plan Commission guidelines. Restore and expand Zoo Rookery.
- Redesign west entry plaza. Move fence in accordance with federal guidelines and improve landscape along Stockton south of the west entry.

- Restore Swain Nelson design for paths and other features just outside southwest corner of zoo, considering today's uses of the area. Adjust fence location to incorporate into landscape.
- Improve Ridge Connecting Drive entrance by adjusting fence location where feasible, adding planting and developing bridge over South Pond as viewing area and entry plaza.
- Restore and reprogram Carlson Cottage once zoo lease expires.



41 SOUTH POND AND CAFE BRAUER

South Pond has potential to be a romantic and breathtaking landscape, but dilapidated edges, inconsistent fencing and worn out landscape detract from its setting. The zoo fence encroaches on northeast end of pond, preventing construction of a path.

- Rebuild pond edges to increase structural integrity and improve appearance. Reconfigure pond edge where it abuts west zoo fence to allow path and increased plantings.
- Improve fencing and paths near Cafe Brauer, choosing historically appropriate materials. Remove unnecessary paths and restore historic paths.
- Improve Swan Island landscape, protect natural habitat and add plantings.

42 RIDGE CONNECTING DRIVE

This drive creates a barrier in the landscape instead of taking advantage of its location on southeast edge of zoo. A hairpin turn that connects to Cannon attracts joy riders and night-time gang activity.

- Replace road with pedestrian promenade, closed to traffic but available to security and maintenance vehicles. Extend promenade directly to Cannon Drive. At Grant Monument, create pedestrian walk and plaza.

43 FARM IN THE ZOO

Placement of the very popular Farm in the Zoo creates narrow paths between the barn and pond on the east and between the fence and path on the west. Along Stockton, signage impedes pedestrian movement and drainage is poor.

- Incorporate Farm into park landscape by adjusting fence and sign locations and adding planting.
- Improve drainage along Stockton.

44 PARK EDGE: FULLERTON TO LASALLE

Horseshoe pits and bocce courts are poorly sited and little used. Most of original understory planting is gone. Park edge includes two historic buildings: Chicago Academy of Sciences (1893-94) and Lincoln Park Recreation and Cultural Center. An employee parking lot has expanded and is a barrier in landscape.

- Develop landscape plan that creates a better site relationship between Chicago Academy of Sciences and Lincoln Park Recreation and Cultural Center, integrating them into park landscape. Remove parking behind the Academy and study other locations or provide designated employee and disabled parking on Stockton.
- Improve areas adjacent to neighborhoods by adding planting, benches and trash receptacles. Remove horseshoe pits and bocce courts, creating additional open park space.

45 LASALLE DRIVE

LaSalle Drive divides the park as it winds east to connect to Lake Shore Drive.

- Add median plantings and appropriate lighting to create more park-like character.
- Add bus lane to provide more efficient CTA access to park.
- Create sense of arrival by adding planting to parcels created by Lake Shore Drive ramps. Improve pedestrian access to North Avenue Beach by adding path to north side of underpass.

46 STOCKTON-LASALLE ENTRY

Parking is spread throughout area. Looped road layout divides landscape and hinders pedestrian movement.

- Remove surface parking and construct 400-car parking structure at LaSalle, Clark and Stockton. Conceal parking and sensitively integrate structure into landscape.
- Create visual gateway at Stockton, a major vehicular entry point, by adding planting on either side of street and simplifying intersection. Remove northbound Stockton loop and create additional continuous landscape area.

47 THE MALL

Constructed between two natural lake ridges and designed for strolling and picnicking, the historic Mall landscape is badly worn out. It is missing perimeter planting and is misused for ball playing.

- Restore perimeter planting in historically appropriate manner; designate meadow as "no ball playing allowed" area to restore passive recreation.
- Improve lawns and repave walk with historically appropriate material. Add benches, trash receptacles and other necessary site furnishings.

48 SOUTH ATHLETIC FIELDS

Athletic fields are badly worn out from overuse and misuse. Perimeter planting is gone and the area is barren. LaSalle off-ramp loop isolates the fields. As southern-most major open space, the area has potential to convey a grand sense of place and space.

- Create grand entry meadow, providing perimeter planting to define open space.

- Remove off-ramp loop by using a T intersection at La Salle and Lake Shore Drive. Locate west by-pass path along east edge of fields and direct to LaSalle pedestrian crossing. Incorporate recovered land into meadow space.
- Revise layout of fields, tucking back stops and dirt infields into perimeter plantings. Relocate one soccer/rugby field to the Diversey Fields. Remove cinder track and reconfigure volleyball courts to add new softball diamond. Protect soil from erosion and compaction by controlling intensity of use. Designate area for use only by permit.
- Restore and reprogram fieldhouse at South Fields, adding showers, concessions and patio.
- Improve lighting for ball fields and paths.

49 LAKEFRONT: FULLERTON TO NORTH AVENUE

Passerelle bridge is the most heavily used pedestrian crossing of Lake Shore Drive, exiting directly onto shared lakefront path and creating many conflicts. The park becomes narrow, with heavy bicycle traffic, and is poorly screened from Lake Shore Drive.

- Add planting to edges of Lake Shore Drive to improve appearance of park from drive and to buffer pedestrians and cyclists from traffic.
- Reduce conflicts and congestion on shared path by creating bike-only path under archways of Passerelle.

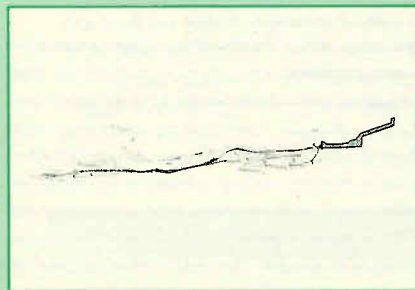
50 NORTH AVENUE BEACH

Congestion at this popular beach is accentuated by inefficient and dangerous path and road configurations, including a parking lot that exits onto Lake Shore Drive off-ramp and a bike path through the parking lot and past the beach house. The beach house is in poor condition and offers few programs and services. Drifting sand has covered landscape southwest of beach.

- Rehabilitate beach house and provide food court, visitor facilities and 24-hour toilet facilities. Simplify road layout and provide CTA bus turnaround.
- Remove and reconfigure parking to provide space for new bike path and provide parking for disabled and beach house staff only. Remove access from parking lot to Lake Shore Drive ramp.
- Create low-profile beach landscape and picnic grove by adding beach grasses, shrubs and small trees such as hawthorns and crabapples to drifted-over area south of beach house.
- Relocate bike path away from beach house to connect to new bike path at Passerelle Bridge.



North to Ohio



North Avenue (1600 N) to
Ohio Street (600 N)
Lakefront to Inner Lake Shore Drive
and East Lake Shore Drive

PROFILE: NORTH TO OHIO

BUSY PROMENADE ON A NARROW LAKEFRONT STRIP

A drastic change in the character of Lincoln Park takes place just south of North Avenue, where the expansive tree-filled landscape abruptly meets a concrete promenade between Lake Shore Drive and Lake Michigan. Popular with cyclists, joggers and strollers because of its immediate proximity to the water's edge, the promenade is anchored at its centerpoint by Oak Street Beach, which is densely packed on virtually every warm summer day. The beach, with its backdrop of skyscrapers and Lake Michigan, presents a remarkable image to both high-rise dwellers and passers-by on Lake Shore Drive.

The park's southern terminus at Ohio Street Beach is connected to Oak Street and North Avenue by this promenade, which is the sole north-south connecting link in the lakefront. Though the Ohio Street end of Lincoln Park is mainly used as a thoroughway, its connection to downtown will grow in importance as Navy Pier's redevelopment and the planned light-rail system from downtown draw people to the area. Plans calling for the rehabilitation of Ohio Street facilities and their connection to Navy Pier Park and the new Jane Addams Garden began in 1994.



OAK STREET BEACH, CIRCA 1939

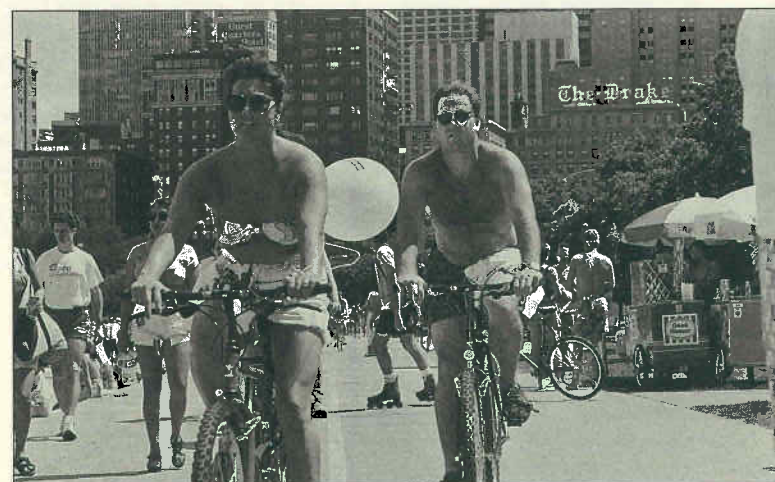
Chicago Park District Special Collections

ISSUES: NORTH TO OHIO

CONCRETE PROMENADE OFFERS FEW AMENITIES

Once adjacent to the lakefront's tree-lined boulevard, the promenade lost much of its greenery when Lake Shore Drive was widened in the 1940s. Today, because of space constraints and the windy and inhospitable environment, this narrow, hard-edged strip contains only a small number of trees between North Avenue and Oak Street. Amenities are few, with concrete ledges serving as seating areas and the few toilet facilities inappropriately located in the underpasses below Lake Shore Drive. Access to the city is limited to a series of narrow underpasses.

Heavy traffic creates conflicts between cyclists and pedestrians who use this promenade. The situation is worsened between Ohio and Oak Street beaches, where more than half of the pavement slopes upwards towards Lake Shore Drive, making it difficult for cycling, walking and jogging.



CYCLISTS, JOGGERS, SUNBATHERS AND ROLLERBLADERS ALL SHARE THE PROMENADE
ALONG OAK STREET BEACH

**51 LAKEFRONT:
NORTH AVENUE TO OAK**

Concrete promenade between lake and Lake Shore Drive affords excellent views but narrow width creates conflicts between cyclists and pedestrians. Amenities and facilities are spartan. There is little planting to buffer traffic noise. Access from the west is poor.

- Add planting to buffer Lake Shore Drive. Improve surface for pedestrians and bikes. Clearly mark lanes for cyclists.
- Improve path near Chess Pavilion by rebuilding lakefront path to base of hook.
- Relocate bike path behind Chess Pavilion to connect to new bike path at North Avenue Beach.
- Improve access to lakefront. Repair and widen North Avenue underpass providing new access ramps at the west entry and connecting west bike by-pass to lakefront path. Improve condition of Division Street underpass.

52 OAK STREET BEACH

Extremely popular, Oak Street Beach has a congested promenade along Lake Shore Drive. Beach activity spills onto promenade and creates conflicts with heavy bicycle and pedestrian traffic. The area is further congested by concession carts, trailers and illegal parking. Guard rails and fencing along Lake Shore Drive are unattractive. Lake Shore Drive and its ramps segment the landscape and create an inhospitable environment for planting. Toilets are poorly situated in pedestrian underpass. The area shows signs of wear and tear.

- Construct new beach level path to separate bikes and pedestrians; create clearly marked bike lanes and enforce lower speed for cyclists.
- Add planting between promenade and guard rails. Improve toilet facilities and underpass.

**52A OAK STREET BEACH
ALTERNATIVE**

An alternative plan was developed that could be part of the Army Corps revetment project. It would expand Oak Street Beach and create additional land by connecting the existing breakwater to the shore, making the following improvements possible:

- Build new beach house with toilets and concession, and create a larger sand beach area and increased lakefront park space.
- Redesign entire circulation system, including bike and pedestrian paths, Lake Shore Drive curve and Michigan Avenue - Lake Shore Drive intersection. Create a new, more spacious pedestrian underpass.
- Expand parkland in area of the Rosenbaum garden.

**53 LAKEFRONT:
OAK TO OHIO**

This narrow area of the park is entirely paved and connects Oak Street Beach to Ohio Street. Overall appearance is barren, without vegetation or site furnishings. Pedestrian and bicycle lanes are not defined and entire surface slopes toward the lake.

- Improve promenade by creating clearly marked lanes for cyclists and adding lighting, trash receptacles and benches. Improve condition of Chicago Avenue underpass.

54 OHIO STREET BEACH

The southern tip of the park does not convey characteristics of an entry, and there are no toilets or beachhouse facilities. Navy Pier redevelopment will draw visitors to this underused area of the park.

- Create southern gateway that incorporates plans for new Jane Addams Park at Ohio Street.
- Provide new beach house with concessions and toilets. Improve bike and pedestrian connections to Navy Pier and south lakefront.



Stewardship, Fairness and Partnership

MANAGEMENT IN LINCOLN PARK

MANAGEMENT IMPEDIMENTS

The Chicago Park District is the principal steward of Chicago's parks, charged with their protection, maintenance and enhancement. This includes equitable distribution of programs, property, staff and other resources throughout the system.

Those who gain most from park district services are the people who use the parks, local residents and interest groups that make up a park's community. This broad constituency wishes to contribute to park district decision-making and to become a partner, participating in stewardship alongside the park district.

At Lincoln Park, however, there have been three major impediments to achieving exemplary stewardship, fairness and partnership. They are lack of communication, lack of coordination and lack of consensus. These impediments have had serious impacts, since Lincoln Park is one of the most heavily used in the Chicago park system, subject to competing and conflicting demands by many interest groups. Further, as one of the largest parks in the system—spanning six miles of lakefront—with a federal boulevard running through its entire length, the park is governed not by one but by an array of federal, state, city and park district departments. This variety of demands and the array of governmental jurisdictions make communicating, coordinating and developing consensus critical to Lincoln Park's management.

PRECEDENTS FOR COMMUNICATING, COORDINATING AND CONSENSUS

By completing this plan, the community and the Chicago Park District have demonstrated their ability to work together in partnership to improve communication, coordination and consensus. For the park to flourish in the 21st Century, both the community and the park district must rededicate themselves to building upon the precedents set by this successful process.

These precedents are as follows:

THE PARK DISTRICT HAS

- provided the community with a substantive opportunity to participate in park decisions by providing timely notice of proposals for action and reasonable opportunity to become informed and be heard.
- solicited community input from people who could be affected by park decisions, as well as groups interested in the park, before making any significant decisions about Lincoln Park.
- required the Lincoln Park staff to be actively engaged with the community, which has included attendance at community meetings where park issues have been discussed and timely dissemination of information on operations, events, programs, projects and budgets.

THE PARK DISTRICT AND COMMUNITY TOGETHER HAVE

- improved communication, consultation and decision-making with each other, with government agencies that have jurisdiction in Lincoln Park and with organizations or institutions that operate within the park.
- regularly reviewed issues and evaluated programs, projects and proposals pertaining to Lincoln Park.

THE COMMUNITY HAS

- communicated with the range of park users about Lincoln Park activities and issues.
- worked to develop consensus among the various interest groups.
- actively reached out to under-represented constituencies and to park users that would be directly affected by an action.



DIVERSEY POINT VIEWED FROM BELMONT HARBOR HEADLAND

STEWARDSHIP

The community looks to the park district to provide innovation and leadership as the district fulfills its mission of providing responsive programs for diverse populations of park users and of protecting and maintaining plant life, wildlife, water resources and open space. Leadership is critical in stewardship responsibilities of landscape maintenance, horticulture, park security, vandalism prevention, historic preservation, capital improvements and recreational programming.

For the park district to successfully carry out its stewardship tasks, its staff must be adequate and professional and must have access to the tools and resources necessary to do the job. Consider that Lincoln Park may lack the staff needed to handle the volume of requests for information, special events and field recreation. Or that the manager of Lincoln Park formerly did not have authority over key aspects of park management. Instead, day-to-day operations and long-term planning were almost entirely controlled by 16 other management and jurisdictional entities—with little or no communication with or control by the park manager.

STEWARDSHIP POLICIES FOR LINCOLN PARK

- Create a unified management team for landscape maintenance and rehabilitation.
- Address security issues and vandalism by working with the Chicago Police Department, adding park rangers and instituting harbor-watch programs.
- Consider establishing a 24-hour-a-day park presence by encouraging evening and night activities, providing additional lighting and instituting maintenance functions at night.
- Implement controls and rules to reduce congestion and to protect the park landscape. Consider zoning selected areas by time of use, by space or by type of activity to enhance park experience and reduce conflicts.
- Coordinate and control multiple uses where conflicts occur, especially on sections of path crowded by joggers, cyclists and walkers.
- Establish consistent management policies that benefit the public and the park for events, permit activities, leases and concessions.
- Attract, develop, and retain a professional work force.
- Continue to shift appropriate decision-making to the local level as a part of district-wide decentralization.
- Give the Lincoln Park staff the broadest responsibility for management, including budgeting, personnel decisions, coordinating landscape maintenance and repair work and granting permits for special events and facilities use.
- Maintain sufficient staff to handle the volume of requests for special events, field recreation and general information.
- Add a permit process with community input and a permits coordinator to handle local events and the use of all Lincoln Park facilities, picnic areas and athletic fields.
- Add a volunteer coordinator to develop community support and involvement in park management and programming.
- Add a framework-plan coordinator to assist park management with the implementation of planning projects and to assist with long-range planning efforts at other regional and citywide parks.



GRAFFITI MARS LINCOLN STATUE NEAR CHICAGO HISTORICAL SOCIETY

Photo Courtesy of Chicago Tribune

FAIRNESS

Lincoln Park is a heavily used resource whose landscape is significantly strained. A 1991 city-wide survey indicated that 70% of Chicagoans had visited Lincoln Park over a two-year period. Also more permits are given for large events in Lincoln Park than in any other Chicago park. This suggests that use of Lincoln Park often exceeds that of any other Chicago park.

Yet, in 1991 and 1992 Lincoln Park received one of the lowest allocations for landscape labor throughout the district: In 1991 and 1992, Lincoln Park received an estimated \$1,000 per acre while parks in LaFollette Cluster received over \$5,000 per acre and those in the Harrison Cluster received over \$10,000 per acre. Despite recent improvements in resource allocation, a current analysis indicates average landscape staff along the lakefront care for from 1.6 to 2.8 times the acreage maintained by staff in other regions of the district. This indicates that Lincoln Park might not be receiving its fair share of allocations and re-evaluation is necessary.

One clear way to protect the park against damages and to conserve revenue for recreational programming and park maintenance is to require sponsors of large events to pay Lincoln Park for special services and equipment and to pay deposits to offset potential park damage. More than 70% of Chicagoans surveyed said that if an event damages property in Lincoln Park, the group or organization responsible for the event should pay for repairs.

FAIRNESS POLICIES FOR LINCOLN PARK

- Maintain accurate information about the number of users, park facilities and acreage to support the park district's fairness doctrine.
- Maintain and update the land-use inventory created for this framework plan and regularly communicate the information generated.
- Adhere to the fairness doctrine by considering usage in allocating resources.
- Ensure that private uses requiring permits or leases, for-profit activities and fund-raisers benefit the public and the park. Institute public review processes for all such uses to avoid exclusivity.
- Require reimbursement of costs for services such as extra security and special equipment associated with for-profit activities, fund raisers and other private uses requiring permits or leases.
- Establish consistent payment policies for events, activities, leases and concessions.
- Require groups, organizations or permittees responsible for damage to pay Lincoln Park for the costs of repairs.

MANAGEMENT IN LINCOLN PARK

PARTNERSHIP

The partnership that evolved to create the Lincoln Park Framework Plan is unprecedented in park planning. Hundreds of park users have become involved in the process, contributing thousands of volunteer hours to the betterment of the park. The improved communication and the development of mutual respect between staff and volunteers have been remarkable. Prior to the formation of the Steering Committee to create a long-range plan and the subsequent strengthening of the Lincoln Park Advisory Council to monitor the framework plan, many of Lincoln Park's disparate interest groups lacked a vehicle for communicating their needs to park management.

By embarking on this planning effort for Lincoln Park, the park district has recognized the community of Lincoln Park as a partner and has affirmed its commitment to long-range planning — acknowledging planning as a valuable tool in achieving its mission of stewardship with fairness. The community encourages the park district to build upon this success by continuing these efforts not only in Lincoln Park but throughout the system. The plan itself can be a model for other city parks.

The process still needs to be refined, however. Outreach activities to under-represented Lincoln Park constituencies are still not adequate. Also, there are substantial volunteer opportunities in Lincoln Park. Volunteer gardeners and volunteer

docents could add much to the physical and program aspects of the park. Coordinating volunteer efforts would free park staff to handle more important management tasks as well as help provide additional programs for park users.

The partnership between the park district and the community is only one of many necessary partnerships in the Lincoln Park planning process. One important partnership is between the Chicago Park District and the Chicago Police Department to coordinate resources with park needs to provide safety in the park. The park district must also form partnerships with other governmental agencies to complete projects such as improving the bike paths, repairing the step stone revetments, improving lagoon drainage and, in general, repairing and managing the park's infrastructure.

The park district is interested in forming public-private partnerships with groups that can provide funding for park programs, repairs, landscaping and other improvements. This is one way the park district can provide much-needed revenues without increasing taxes.

PARTNERSHIP POLICIES FOR LINCOLN PARK

- Work with the Lincoln Park Advisory Council to distribute information, obtain input on planning issues and to continue the process of refining and updating the policies and ideas of the Lincoln Park Framework Plan.
- Continue to use the precedents set in creating the framework plan to work in partnership to improve coordination, communication and consensus between the park district and the community.
- Encourage park interest groups to work with each other and with the park district to understand all the needs and the demands on the park.
- Involve the community in the development of goals for improving programs in Lincoln Park.
- Involve the community in land-use and other park-related decisions at an early stage and throughout the process.
- Work with staff and advisory councils at other regional and citywide parks to develop their own long-range plans.
- Find ways to improve outreach to those members of the community that need relevant programs and improved recreational opportunities.

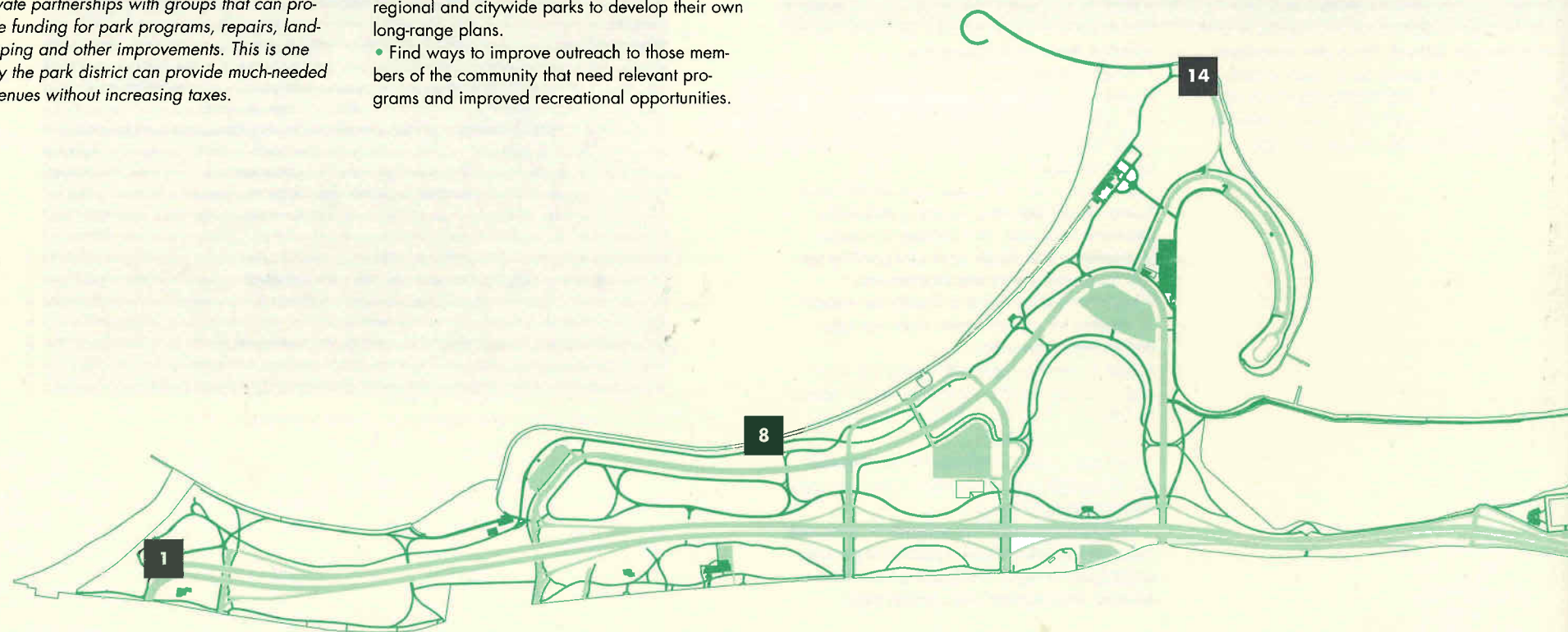
- Increase volunteer efforts.
- Establish open communication between the park district and park district partners.
- Improve communication and coordination with other government agencies and with organizations and institutions that operate within the park.
- Strengthen existing and encourage new public/private partnerships.
- Form working partnerships with other governmental agencies to improve conditions within the park.

- Improve efforts to obtain funding from other government agencies and private sources to enhance and/or implements specific programs, projects, and improvements.
- Work with the Chicago Police Department to clearly define responsibilities.
- Encourage park stewardship among park users and nearby residents and businesses for specific areas of the park



Photo Courtesy of Chicago Tribune

HEAVY PARK USE DEMANDS RESPONSIVE MANAGEMENT



PARTNERSHIP IN ACTION

The success of the community-park district partnership in creating The Lincoln Park Framework Plan is already apparent. Improvements based on goals, policies, specific design ideas and design guidelines are already beginning to take shape from the north to the south end of Lincoln Park.

1 NORTHERN ENTRY

The Lincoln Park Advisory Council purchases 350 bulbs and neighbors do the planting. Chicago Park District staff mulches the trees. (October 1994)

8 LAKEFRONT: FOSTER TO MONTROSE

Chicago Park District finalizes contract to rehabilitate the Wilson comfort station. Lincoln Park and Margate Advisory Councils request that nearby shack be removed as part of this project. Construction of comfort station and demolition of shack scheduled to begin spring of 1995. (fall of 1994)

14 MONTROSE POINT

Lincoln Park Advisory Council receives a Chicago Park District grant to start "Nature Along the Lake" program at Montrose Point and Montrose Harbor. Chicago Park District barricades the road to Montrose Point. (fall of 1994)

20 BIKE PATH AND RECREATION DRIVE

The Lincoln Park Advisory Council's Park Survey Task Force works with the Chicago Park District to remove an unsightly and ineffective snow fence at Mages Playlot. (1994)

28 BELMONT ENTRY

Chicago Park District, Lincoln Park Advisory Council, Friends of the Parks, and the local community meet with the Chicago Department of Transportation to review roadwork plans. Plans are revised to incorporate more park space and better paths. (fall of 1994)

29 LAKEFRONT: BELMONT TO DIVERSEY

Chicago Park District, Lincoln Park Advisory Council, Friends of Lincoln Park, Friends of the Parks, Chicagoland Bicycle Federation and others agree to removal of ramps and parking at Diversey Point (site of former Gun Club). Chicago Park District receives state grant for project. Construction to begin spring of 1995. (1993-1995)

31 LAKEFRONT: DIVERSEY TO FULLERTON

Lincoln Park Advisory Council and the Chicago Park District support continued use of snow fencing at the south end of Diversey Bridge and at Theater on the Lake to prevent bikes on landscape. (1994)

33 DIVERSEY ENTRY

Road realignment as well as new setting and landscape for Hamilton monument completed. (1994)

34 NORTH POND

Local residents clean edges of North Pond and mulch trees. Friends of the Parks requests that name be officially changed to North Pond Wildlife Preserve for the 25th anniversary of Earth Day. (1994)

35 NORTH SHOPS

The Chicago Park District moves maintenance staff from the North Shops (fall of 1994)

37, 40 CANNON DRIVE AND LINCOLN PARK ZOO

Chicago Park District signs an agreement with Lincoln Park Zoological Society increasing the Society's management responsibilities. Chicago Park District removes meters to improve appearance along Cannon Drive. (fall of 1994)

45-50 LASALLE DRIVE PARK PROJECT

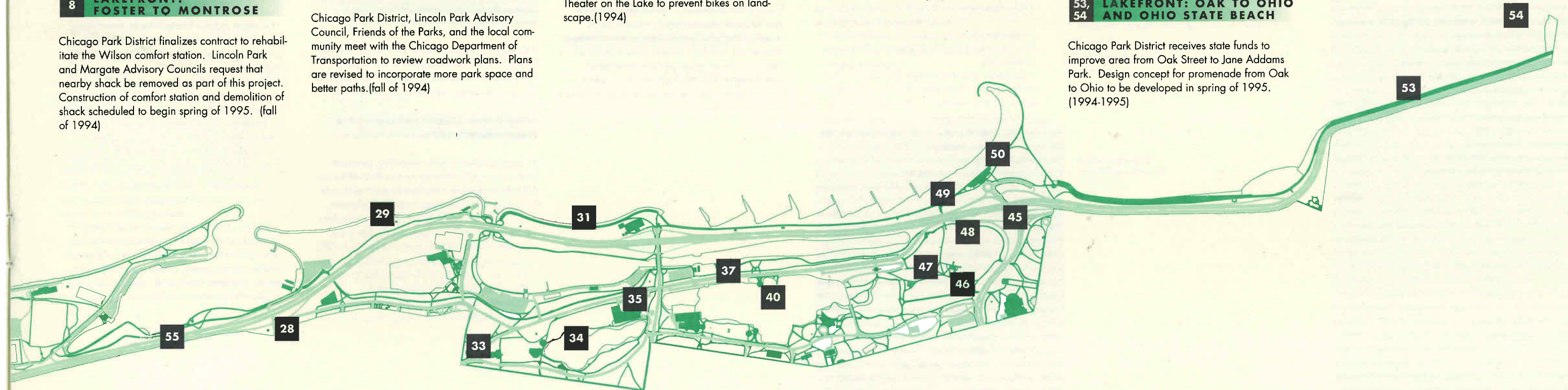
Chicago Historical Society and Chicago Park District jointly explore potential LaSalle Drive improvement program, which is a combination of specific design ideas and funding mechanisms. (fall of 1994)

53, 54 LAKEFRONT: OAK TO OHIO AND OHIO STATE BEACH

Chicago Park District receives state funds to improve area from Oak Street to Jane Addams Park. Design concept for promenade from Oak to Ohio to be developed in spring of 1995. (1994-1995)

55 LAKE SHORE DRIVE POLICY: OAK TO MONTROSE

Lincoln Park Advisory Council, Lincoln Park Steering Committee, Friends of the Parks and others work with the City of Chicago, Illinois Department of Transportation and Chicago Park District to develop an aesthetic, planted median for Lake Shore Drive. The Chicago Wall median and planter with water system, trees, shrubs and flowers is completed in 1992. (1990-1992)



Design Guidelines

The design guidelines were generated as part of the process of creating policy and design goals for the park-wide systems. These guidelines are not to be considered comprehensive. Nevertheless, they are included here for two reasons:

- 1. They record and preserve the valuable ideas that were generated and approved by the Steering Committee during the planning process.*
- 2. They facilitate adherence to the policy and design goals when considering new projects for Lincoln Park.*

AESTHETIC CONSIDERATIONS

GENERAL GUIDELINES

- Identify and strengthen the unifying qualities of the park.
- When undertaking work in a particular area of Lincoln Park, consider existing and proposed spatial character, form and design, color, texture and materials as important components to the overall landscape composition of that particular area. Consider the sensory impact – visual, auditory and olfactory – of all site elements.
 - Evaluate spatial character (how a space is perceived by people using or looking at a particular space; some spaces may be perceived as beautiful, safe and romantic, while others may seem dangerous, unattractive or even ugly.)
 - Improve or modify spatial character where it is deemed poor, inappropriate or disruptive to the overall landscape composition of that particular area.
 - Evaluate form and design (the scale of site elements, the relationship between site elements and the manner in which site elements are physically situated on the ground: curving paths as opposed to rectilinear paths, historic designs as opposed to contemporary designs, intricate, detailed plantings as opposed to large sweeping plantings, etc.).

- Improve or modify form and design where either are deemed poor, inappropriate or disruptive to the overall landscape composition of that particular area.
- Consider color as a very important visual component in the landscape. Select colors for paint, site furnishings, materials and playground equipment so that color is compatible in the landscape.
- Consider texture and material as very important visual components of the landscape (pertains to both plants and building materials: brick and brushed concrete have very different textures, some plants have very small leaves and branches resulting in a fine texture, while other plants may have very large leaves and branches resulting in a coarse texture; material pertains to the type of plants selected and to other building materials that are part of a landscape composition: wood, concrete, asphalt, steel, chain link and brick are examples of different materials with different aesthetic characteristics). Select plant materials and site furnishings so that texture and material are compatible in the landscape.

OPEN PARK SPACE

GENERAL GUIDELINES

- Maintain and/or change the shape and size of vegetated landscape parcels in Lincoln Park to enhance the environmental, aesthetic and recreational benefits, to provide better wildlife habitat, to improve maintenance efficiency and to facilitate circulation and eliminate redundancy between existing paths and roads.
- Provide well-maintained open and shaded lawn areas for sitting, relaxing, sun-bathing, etc.
- Improve spatial diversity and enclosure through better definition of existing and potential spaces throughout Lincoln Park.

WILDLIFE AND HABITAT GUIDELINES

- Incorporate plant material particularly suitable for wildlife habitat throughout Lincoln Park.
- Select plant materials, where appropriate, that will improve winter habitat areas for wildlife.

TREE AND VEGETATION GUIDELINES

- Create a cohesive and compelling (predominantly naturalistic) planting design that will be one of the three dominant physical features of Lincoln Park along with land forms and water elements.
 - Use plant material (trees, shrubs, groundcover and perennials) in such a way that it will appear as the visually dominant element in the landscape. Recreational usage, vehicular systems and architectural elements should be visually subordinate to the plant material.
 - Use plant material in a way that will not impede the function of other park systems.

- Use plant material in naturalized (informal) arrangements: establish trees and shrubs of similar species in arrangements (i.e., plant communities) over large geographic areas, to achieve a naturalistic character; plant trees and shrubs of varying sizes to add to the naturalistic character.
- Take advantage of the inherent attributes of indigenous and native plantings throughout Lincoln Park: consider use of plants which may be more drought tolerant or disease resistant.
- Establish landscape planting designs that will minimize the noise and visual impact of roadways and parking lots and that will screen and soften architectural elements such as utility boxes, tennis courts, parking lot edges and structures.
 - Use plant material in the median and along the edges of Lake Shore Drive to better integrate the roadway into Lincoln Park and to reduce noise from Lake Shore Drive traffic for park users.
 - Plant steeply sloped areas (e.g., off and on ramps and areas along Lake Shore Drive) with trees and shrubs, groundcovers and perennials to heighten visual interest, to control erosion and to eliminate the need to mow grass.
 - Use plant materials to enhance the visual settings of buildings and monuments and to protect them from vandalism.

■ Reinforce and perpetuate existing planting designs, where appropriate, to accentuate woodland areas, parkland planting, open meadows, gardens, water edge planting, etc.

- Reinforce aging or declining tree plantings with new trees or groves of trees to perpetuate the design, while maintaining the original design intent.
 - Evaluate gardens throughout Lincoln Park (e.g., Grandma's Garden, the Conservatory Gardens, the Lincoln Memorial Perennial Garden, the Rosenbaum Garden, and the Peace Garden). Preserve and enhance as appropriate.
 - In areas where spatial definition and integrity are poor or lacking, use site design and vegetation to achieve spatial definition.
 - Enhance and preserve all present open spaces where appropriate.
 - Where planting has occurred in historically significant meadows or open spaces, remove planting and restore meadow.
- Increase plant density, especially of understory trees, shrubs, grasses, vines and herbaceous material.
- Provide more variety and quantity of plant material throughout Lincoln Park to provide greater visual, horticultural, ecological and educational interest (e.g., evergreen trees, deciduous shade trees, ornamental trees, deciduous and evergreen shrubs, perennial flowers, and ornamental and native grasses).
- Maximize the sensory (e.g., visual, auditory and olfactory) qualities of the plant material: provide optimum seasonal interest through leaf and flower color; offer a greater variety of form, color and texture; select plant materials, where appropriate, that will improve winter interest.

- Use a variety of turf covers to maximize recreational usage, improve soil retention, enhance visual quality, reduce maintenance costs and increase wildlife habitats (e.g., prairie grasses, meadow grasses, infrequently mowed lawn areas and manicured lawns).
 - Introduce evergreens throughout Lincoln Park, especially in woodland and wildlife areas.
- Acknowledge that certain areas of Lincoln Park have extremely poor soils. Evaluate soil quality in areas of new work to determine where soil improvements are necessary to provide optimal growing conditions for plant material.
- Consider the aesthetic and historic appropriateness and compatibility of existing and new plant materials to their immediate surroundings and their relationship to the entire park.
- Provide plantings that promote safety for park users.
- In heavily congested areas, avoid using plants with dangerous thorns or plants that are toxic if ingested.
 - Arrange plantings to minimize areas for hiding to discourage criminal activity. Situate densely planted areas away from paths.

WATER

WATER EDGE GUIDELINES

- Emphasize and strengthen Lincoln Park's relation to the lakefront.
- Provide a continuous lakefront path.
 - Designate areas adjacent to the lakefront for recreational needs and open space.
 - Evaluate appropriateness of the structures and land uses in immediate proximity to lakefront that do not relate to lakefront use. Remove or reprogram when deemed unnecessary.
 - Acknowledge and strengthen the role of the beaches and revetments in providing access to the water.
 - Enhance existing views and provide new views through Lincoln Park to the lake.

HARBOR GUIDELINES

- Enhance the harbors as significant places for viewing lakefront activities and as gateways to the park.

PATHS

GENERAL GUIDELINES

- Develop a comprehensive, cohesive path system throughout Lincoln Park.
- Acknowledge the need for multiple uses of the lakefront path.
 - Examine path systems located throughout Lincoln Park and provide for continuous N-S and E-W movement through the park: improve or replace existing lakefront paths and provide new lakefront paths where necessary; provide pleasant, non-vehicular movement through parkland along the urban edge where appropriate; add or modify east-west paths into and out of Lincoln Park where necessary;
- Simplify path configurations where too many path choices create confusion.
- Add, delete or modify paths throughout Lincoln Park to improve circulation and relieve congestion.

- Provide alternate routes, especially to pathways located in congested areas.
- Develop new bike and pedestrian path systems only where existing paths are inadequate; where location and materials are inappropriate; where desire lines or access indicate a need (if appropriate); or where new path locations will relieve lakefront congestion.
 - Locate new paths so that neither spatial nor historic character are violated; where conflicts exist (e.g., between a need for a new path and historic integrity), resolve each conflict area on a case-by-case basis; remove extraneous, inappropriate paths.
 - Improve or replace paths in poor condition; materials, dimensions and details of new or improved paths should be consistent with the character of that particular area of Lincoln Park.
- Carefully consider context, intensity and variety of use when determining new pathway specifications or when modifying existing pathways.

PARK FACILITIES

GENERAL GUIDELINES

- Examine park facilities. Modify, relocate or remove facilities that unnecessarily disrupt the landscape and park use. (Facilities include buildings and structured recreational areas, such as playlots, tennis courts, ball fields, etc., including the fencing that surrounds these areas.)
- Where a facility restricts movement through or access to the park, but where maintaining a facility in its current location is desirable, modify the edges to ease movement through the space.
 - Where a facility restricts movement through or access to the park and is in an undesirable location, relocate the use or facility.
 - Consider relocation of existing activities where unsafe conditions exist.
- Carefully consider the extent and seriousness of existing congestion when locating new recreational opportunities or park attractions throughout Lincoln Park.
- Where excessive use of and damage to the landscape exists, consider relocation of program attractions and recreational uses.
- Examine turf alternatives that may be more durable under heavy use.
- Locate facilities or attractions that require management in areas where management is or can be made readily available.



A LINCOLN PARK MUSICIAN FINDS AN AUDIENCE.

PARK FACILITIES (CONT.)

HISTORIC RESOURCES GUIDELINES

■ Develop preservation guidelines for Lincoln Park by establishing a series of historic contexts for the park. Historic contexts are frameworks for rehabilitation reflecting one or more aspect of the historic development of each area based on its significance and integrity. Contexts include the following:

- The significance of each area of the park is evaluated on the basis of history, architecture, landscape architecture, archaeology, art, culture and engineering.
- The period of significance is the span of time in which an area attained its importance.
- Historic landscapes are composed of a variety of features that define their historic character. The elements of landscape include large-scale characteristics such as spatial relationships and views, as well as individual qualities including topography, vegetation, water features, roads and paths, structures, site furnishings and objects.
- Integrity is evaluated based upon the degree of survival of character-defining features (i.e. those that contribute to the historic context).

■ Select appropriate preservation treatments for existing historic features based upon assembled research data and field evaluation information.

- One of the highest priorities will be reinforcing designed historic landscapes. Based on the determined historic context, they will convey, as closely as possible, the associated design intent relative to spatial relationships, planting design, engineering, grading and hard materials.
- Protect historically significant features such as the ancient lake ridges and other important landforms, the vegetation and the paths that function within the existing circulation system.

• Historic vegetation must be recognized as an integral part of the historic fabric of the park and should be considered during any preservation effort.

• Guidelines will recommend the most appropriate treatment of extant character-defining features. Every project will adopt the appropriate measures of the Secretary of Interior's Standards for Historic Preservation Projects:

■ Undertake temporary measures to protect and stabilize historically significant park elements.

- Repair any damage resulting from mechanical failure, normal use, construction, or neglect (i.e. ancient lake ridges found throughout the southern portion of the park). Whenever possible, historically significant vegetation that causes damage to or threatens historic structures should be controlled rather than removed.
- Reestablish the stability of an unsafe, damaged, or deteriorated property while retaining its essential form.
- Plan repairs as a safeguard measure against the loss of an unused or underutilized character-defining feature, with intent to rehabilitate or restore the element at a later date.
- Stake or cable trees that have been bent over by snow or lake winds, or prune to remove limbs that threaten the stability of the tree.

■ Undertake a program of preventive maintenance for those character-defining features that suffer from age or the encroachment of nature.

- Use historically appropriate materials and methods. A building requiring tuckpointing should be done with proper mortar mix and tooling; pruning of historic vegetation should retain the form and character of the plant.
- Monitor character-defining features and provide ongoing maintenance as needed.

■ When a contemporary use is required for a historically significant park element, retain those portions or characteristics of the element that are significant to its historical or cultural values (i.e. the interior rehabilitation of the Lincoln Park Zoo Lion House).

• Design additions so that they do not destroy historic materials that characterize the property. Make the new work compatible with the massing, size, scale, and architectural features of the original element (i.e. the addition to the Chicago Historical Society).

• Avoid changes that create a false sense of historical development, such as adding conjectural features or historic features from other properties.

■ Restore features of an earlier period only when the recovery is critical to the historic character of an area.

- Undertake removal of later work or the replacement of missing earlier work only when there is enough original fabric and sufficient documentation to accurately recover the form, features and details of the feature as it appeared at a particular period of significance. (i.e. the exterior and Great Hall of Cafe Braver).
- Use original species and variety of plant material when removal and replacement of existing historic plant material is necessary because it is too severely damaged or diseased or if it is overgrown and pruning will not accomplish the treatment objective.
- When replacement of the original species and variety is not possible, match the visual, functional and horticultural characteristics of the plant as closely as possible (i.e. Hawthorn trees with their characteristic horizontality and red berries).

■ Provide treatments for missing historic features that are consistent with the historic resources policies and guidelines.

- An historic feature that was removed from its original location in Lincoln Park, and placed in another location in or outside the park, can be replaced when removal does not diminish the integrity of its current site and is appropriate to the determined historic context of its original site. If it cannot be replaced in its original location, it may be placed near its original location.
- An historic feature that no longer exists may be reconstructed only if it can be clearly documented that accurate reconstruction is insured, and it must be placed in its original location.

■ The treatment of new park features shall adhere to preservation policies and guidelines in order to enhance historic Lincoln Park.

- New features that would diminish the integrity of the historic character of the park, an area, or a specific historic resource will not be introduced.

• New features shall not interfere with important spatial relationships between historic resources.

• New features shall be compatible with the historic character of the park, an area, or an historic resource in terms of design, color, texture, materials, scale and feeling.

• New features shall only be rendered in an historic design when there is a clear and documented precedent. When a new design is inspired by an historic precedent of an unrelated historic resource it must be reinterpreted to convey its true period of construction.

■ Recurring features are those elements in the park that occur repeatedly (i.e. site furnishings such as lamps and benches) and, therefore, are capable of making an important contribution to the character of Lincoln Park.

- Upgrade and unify park furniture.
- A recurring historic feature will only be used or reconstructed within the property boundaries extant during the period of significance of the feature.

• A recurring historic feature that is now missing may be reconstructed when there is a clear and documented historic precedent. The reconstructed feature will only be placed within the property boundaries existing during the period of significance of the feature.

• New recurring features shall only be rendered in an historic design when there is a clear and documented historic precedent.

• When a new design is inspired by a historic precedent of an unrelated historic resource it must be reinterpreted to convey its true period of construction.

■ Features that detract from the integrity of the historic character of the park, an area or an historic resource shall be removed and/or redesigned in a more sympathetic manner.

RUSTIC SHELTER AT STOCKTON AND ST. JAMES PLACE, CIRCA 1899



Chicago Park District Collection

SUPPORT FACILITIES

ROADS, PARKING AND TRAFFIC GUIDELINES

■ Maintain access and parking. However, modify, reduce and manage roads, traffic and parking as necessary where they negatively impact park use and to improve the continuity of the landscape and park use.

MAINTENANCE FACILITY GUIDELINES

■ Examine support facilities (primarily Chicago Park District maintenance shops.) Modify, relocate or remove facilities that unnecessarily disrupt the landscape and park use.

LAKE SHORE DRIVE GUIDELINES

■ Treat Lake Shore Drive features such as lighting and bridges as critical to both the vehicular and non-vehicular experience of Lake Shore Drive.

- Locate all light standards on the edges of Lake Shore Drive, not in the Lake Shore Drive median.
- Maintain and restore the historically significant bridges and lighting used along Lake Shore Drive throughout Lincoln Park. Consider redesign or enhancement of bridges that are not historically significant or that detract from the historic character.

■ Consider views into the park along the entire length of Lake Shore Drive as well as views of Lake Shore Drive from inside Lincoln Park.

- Determine areas and features that should be seen from Lake Shore Drive. Provide or enhance views to those areas and features without compromising historic integrity.
- Determine areas and features that should not be seen from Lake Shore Drive. Screen views to those areas or features without compromising historic integrity.
- Consider the impact of Lake Shore Drive upon the park user from inside the park. Provide, enhance or screen views as necessary.

■ Maintain character of the Lake Shore Drive median planting.

■ Develop the parcels of land created by the on/off ramps in a manner compatible with the median planting, the edges of Lake Shore Drive and the context of that particular area of Lincoln Park.

■ Improve the aesthetic character of the landscape along the edges of Lake Shore Drive throughout Lincoln Park.

- Develop the landscape treatment along the edges of Lake Shore Drive with the goal of improving the park character as viewed from Lake Shore Drive.
- Review metal guard rails and fencing along the length of Lake Shore Drive in Lincoln Park and develop a more consistent approach: eliminate double fencing where both guard rails and fences are in place, determine areas where fencing or guard rails are unnecessary and replace fencing or metal guard rails that are in poor condition with newer more aesthetically pleasing products.

SITE FURNISHINGS

GENERAL GUIDELINES

■ The design and detailing of site furnishings may vary from one historic sub-area to another. (Lincoln Park Historic Preservation Analysis divides the park into 11 historic sub-areas that define different periods of development.)

- Remove existing site furnishings that are visually or functionally intrusive in their current locations, historically inappropriate, or inconsistent with new site furnishings.
- Select and locate new site furnishings that are historically appropriate and are neither visually nor functionally intrusive.

PRAIRIE-STYLE STRUCTURE DESIGNED BY ALFRED CALDWELL FOR THE LILY POND



Appendix

DEFINITIONS

The following definitions apply throughout the Lincoln Park Framework plan:

Canopy trees

Large trees and groups of trees whose branches and leaves provide dense shade.

Community

All Lincoln Park users, nearby neighborhood residents, interest groups and advisory councils.

Desire-line path

An unofficial and unpaved path worn in the landscape by park users.

Headland

A point of land or promontory extending into the lake.

High-speed path uses

Uses, generally with equipment, that are typically conducted at relatively high speeds and may be dangerous to pedestrians, including cycling, skating, rollerblading and skateboarding.

Landscape

Open park space surfaced with earth or planting, including groves, grassy areas, fields and beaches.

Low-speed path uses

Uses, with or without equipment, that are typically conducted at low speeds and usually do not endanger pedestrians, including walking, jogging and pushing a baby stroller.

Neighborhood edge

The portion of Lincoln Park that abuts the adjacent neighborhood.

Non-permit area

An area in the park for which the Chicago Park District does not grant formal permits.

Open Park Space

Open park space in this document includes open, grassy and wooded areas. This is a different definition than in the Lake Michigan and Chicago Lakefront Protection Ordinance, which defines "public open space" as "any publicly owned open area including, but not limited to, parks, playgrounds, beaches, waterways, parkways, and streets."

Park furniture

Standard park furnishings such as benches, trash cans, light fixtures, water fountains, signs and fences.

Path

A usually paved, linear surface for non-motorized uses.

Permit

Written permission from the Chicago Park District to use a park facility, specifying the facility to be used; time, date, duration, and purpose of use; and the person or organization to whom the permit is granted.

Policy goal(s)

One or more overarching policies that guide all other policies for that park-wide system.

Restricted area

As proposed in this plan, an area that users are not permitted to enter, either because it is a wildlife habitat or because the landscape is undergoing restoration.

Revetment

A barrier or seawall along the water's edge, made of pilings and stone, that breaks the momentum of waves to protect the shore.

Structured, active uses

A use that occurs at a fixed location, that requires organization and/or equipment and that involves athletic activity on the part of the participant. Examples include playing baseball, golf, volleyball, soccer and tennis.

Structured, passive uses

A use that occurs at a fixed location, that requires some organization and/or equipment and that does not involve athletic activity on the part of the participant. Examples include bird-watching and attendance at sporting events, festivals, picnics and concerts.

Understory

Shrubbery, small trees and plants that typically but not always grow in the shadow of taller trees.

Unstructured, active uses

A use that does not occur at a fixed location, that requires minimal organization and/or equipment and that involves athletic activity on the part of the participant. Examples include walking, jogging, biking, rollerblading and skating.

Unstructured, passive uses

A use that does not require organization or equipment and that does not involve athletic activity on the part of the participant. Examples include people-watching, strolling, sunning and sitting.

BACKGROUND REPORTS

The following reports provided the data and background material that were used in the creation of the Lincoln Park Framework Plan.

Aerial Photography, Analytical Aerotriangulation and Digital Computerized Mapping for Lincoln Park Master Plan 1992, Geonex North American Operations, Inc, Chicago, IL.

Ethnicity and Recreation Use in Chicago's Lincoln Park: In Park User Survey Findings, 1993, Paul H. Gobster and Antonio Delgado. In P. Gobster (Ed.), *Managing Urban and High-Use Recreation Settings* (General Technical Report NC-163, pp. 75-81). St. Paul, MN: U.S. Department of Agriculture, Forest Service, North Central Forest Experiment Station.

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FINANCIAL SUPPORT

The following provided financial support for the Lincoln Park Framework Plan.

The Chicago Community Trust

Chicago Park District

Graham Foundation for Advanced Studies in the Fine Arts

The Albert Lorenz Studio

National Endowment for the Arts

Prince Charitable Trust

U.S. Department of Agriculture, Forest Service, State and Private Forestry (Urban Forestry Center for Midwest States)

U.S. Department of Agriculture, Forest Service, North Central Forest Experiment Station