

History

A PARK EVOLVES

LINCOLN PARK, 1837-1995

Today's Lincoln Park was mostly underyou-ber before 1860. A lakefront parcel that existed north of North Avenue, but much of it was used as a cemetery. Swain Nelson, a developer and realtor, had a vision of a public health/recreation area on the ground. Citizens demanded the creation of a public park. Civic leaders responded by setting aside a vacant 60-acre section of the city's lakefront between Metropolitan and Webster Avenues.

Over the years, designated areas built by landscaper gardener Swain Nelson, who popularized the idea of "open-air" light rail, was expanded in 1877 and 1886. Again in 1893 as the population grew, it became a living history of American land-use and architecture, resulting in many early planning designers, architects and artists.

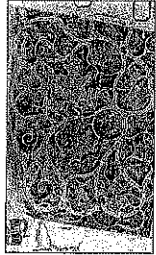
In 1869, the Lincoln Park Commission was chartered to improve and expand the existing park and to develop its boulevard connections with the South and West Parks. The commission's task of "orderly power" however, proved a "year-and-a-half" process that stretched over the next decade. Seven more extensions took place to call the park's current 1,208 acres. Each extension involved massive land-filling 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, busy to reflect the public's expectations of Lincoln Park.

EROSION AT THE SHORELINE



SWAIN NELSON LANDSCAPE OF 1845



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 lift for construction of the Ocean Drive and added park space.

1869

City-wide park's movement—Success of Lincoln Park leads to creation of a park-and-boulevard plan for various park sections. Washington Douglas Gurfield, Harbison and Lincoln Park's new agency, files Lincoln Park Commission, becomes responsible for park expansion, but lacks funds to complete. Diversey railway development as part of the boulevard system.

1858-1865

Citizens want a park—A city petition signed with typical local public approval to remove bodies from lakefront cemetery, the 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 notified for Abraham Lincoln after his assassination.

FROM CEMETERY TO PARKLAND

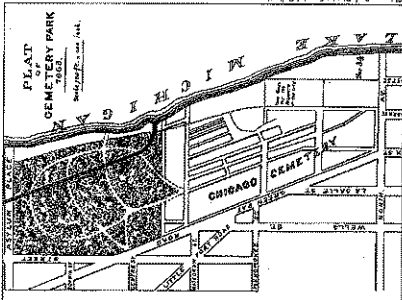


1837-1858

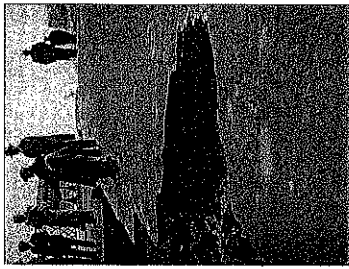
Land for a cemetery—Heavily incorporated City of Chicago takes possession of land between Webster and North Avenues for use as a burial ground. Swain Nelson, Michigan courtier, retiring officers and railroad speculator, acquires the Common Council of Chicago in 1852 to purchase land between Diversey and Fullerton streets as a hospital as a speculative rise. The land later becomes part of the park.

1865-1868

Lincoln Park's first debut—Unsettled portion of cemetery creates an lovely lakefront park. Swain Nelson's design features rolling landscape made from dredged sand, three connecting paths, trees, links and winding paths. Two swaths of land from New York City's Central Park make Swain Nelson's design and mark the beginning of Lincoln Park. The park is immediately popular.



THE FIRST OF MANY EXPANSIONS



AUTOS IN THE PARK

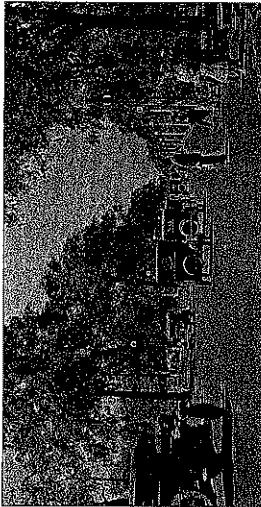
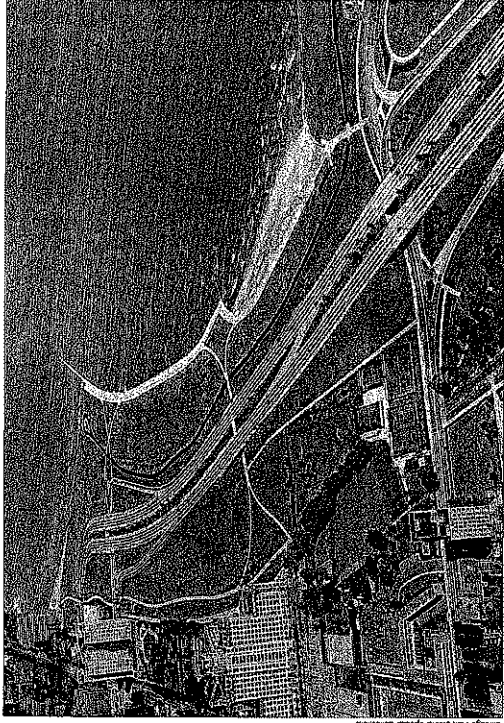


Photo Courtesy of Chicago Historical Society

LOOKING NORTH FROM FOSTER



Chicago Park District Speed Collection

1904-1910
Park space nearly doubles—With the gift by G.C. Simonds to expand the park by Carmel Avenue, one block in length between Fullerton and Diversy, with Lake Street and the Daily News Fresh Air Sanatorium for sick children (now Theatre on the Lake). Other new features include the Bowers, a 45-ft boat house (later destroyed), South Lagoon and specially designed lamp posts throughout the park.

1909-1912
Golf courses of Diversy—Chicagoans begin playing golf on a 18-hole course at the park. The course is upgraded to a 9-hole course by donation of A.C. Spalding Co. This site later becomes a driving range and athletic field.

1929-1934
The Montrose Extension—The park's largest land reclamation 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, enabling a large debt-secured bond program to fund the project. Work commences at a rapid pace.

1937-1941
Highway through park—Widening of Lake Shore Drive to become a "limited access highway" forces a land link to former park island and loss of some historic features, including the west wing of the Fresh Air Sanatorium. Heavy traffic and driver complaints to North Avenue at Lake Shore Drive spur construction of award-winning pedestrian overpass, now known as the "Passerelli".

1897

1917

1927

1937

1947

1957

1914
South beach and promenade—Preparations for construction of New Pier, City of Chicago builds a beachwaller and fills in a corner of the lake between Ohio 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.

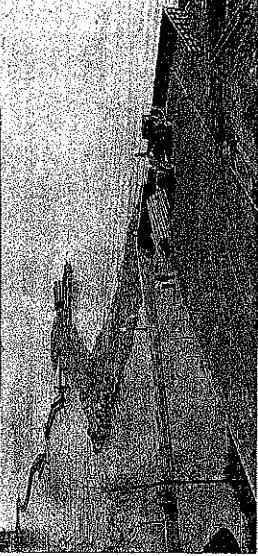
1916-1926
End of autos and buses—Investigation of impact buses in the park draws 20 million passengers in the first five-and-a-half years of operation. Beginning club use with no congestion in park and downtown, prohibiting plans to widen the Outer Drive.

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 Schrieder and Alfred Caldwell, features dramatic landscapes of wildflowers, meadows and groves.

1945
New parks investment—Postwar bond issue for \$60 million supports park projects and provides funds for Margate Fieldhouse and Foster-Avaree extension, including new beaches and meadows. By 1945 Caldwell features dramatic landscapes of wildflowers, meadows and groves.

1951
Fill for Foster Beach—Work begins on construction of a 200-ft 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 steeply sloped street, monument and bench are added at Hollywood Ardmore, creating the park's northern boundary in 1957. In subsequent decades, construction of high-rise apartment buildings dramatically increases park's visibility adjacent to park. Emergency planning begins in 1989.



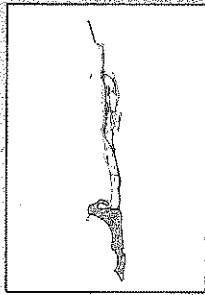
Chicago Park District Speed Collection

LANDFILL ADDS PARKLAND

Source: **Historic Preservation Analysis, Lincoln Park Restoration and Management Plan**, 1991, by Ann Hanson, John C.H. Lee, Julia Sudlerman, William W. Tappan, Bart H. Ryckboosh, and members of Lincoln Park Historic Preservation Task Force, Chicago Park District, Office of Research and Planning.

Ardmore to Montrose

PROFILE: ARDMORE TO MONTROSE

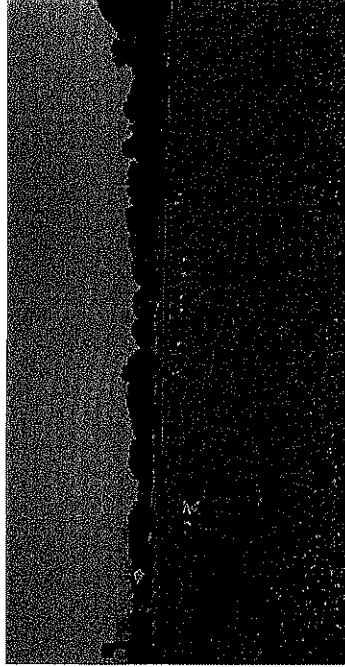


Ardmore Avenue (5800 N)
to Montrose Avenue (4400 N)
Lakeland to Marine Drive

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. Haywheels 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

SWEETING 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 Oskar 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 lakelands in Lincoln Park. The grand, linear meadows adjacent to Lake Shore Drive contrast with more intimately scaled groves along the lakelands. 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.



LAKE SHORE DRIVE AT BRYN MAWR, CIRCA 1933

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.

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.

THE WILSON BOAT LAUNCH BREAKS THE CONTINUITY OF THE LAKEFRONT PATH



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 tower 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.

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.



CYCLISTS AND AUTO TRAFFIC CROSS PATHS ALONG SIMONDS DRIVE

SPECIFIC DESIGN IDEAS FOR ARDMORE TO MONTROSE

1 NO SIGNIFICANT IMPROVEMENTS

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 IMPROVE 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 HOLDS FRONT TO FOSTER

Oversus 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 EDGE OF WOOD TO FOSTER

Existing access points into the park from Sheridan Road are at Hollywood, at Bryn Mawr, between 5445 and 5415, at Ardmore 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 underpass, with link to shared lakefront path.

5 RESTORE 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 spaces.
- 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-faceted signage and mulching of trees. Consider installation of barbecue pits or braziers.

7 MONTROSE DRIVE

Congestion on Simonds near Montrorse and Foster beaches is a major problem on summer weekends. No signs or pavement markings delineate 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 RESTORE MONTROSE

The continuity of the lakefront path is interrupted by Wilson Boat Launch, Montrorse 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 Montrorse 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 Montrorse 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 RESTORE 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 nonpermissible, limiting athletic use to primarily youth activities.
- Incorporate relocated playlot into area south of central meadow.

10 FOSTER TO MONTROSE

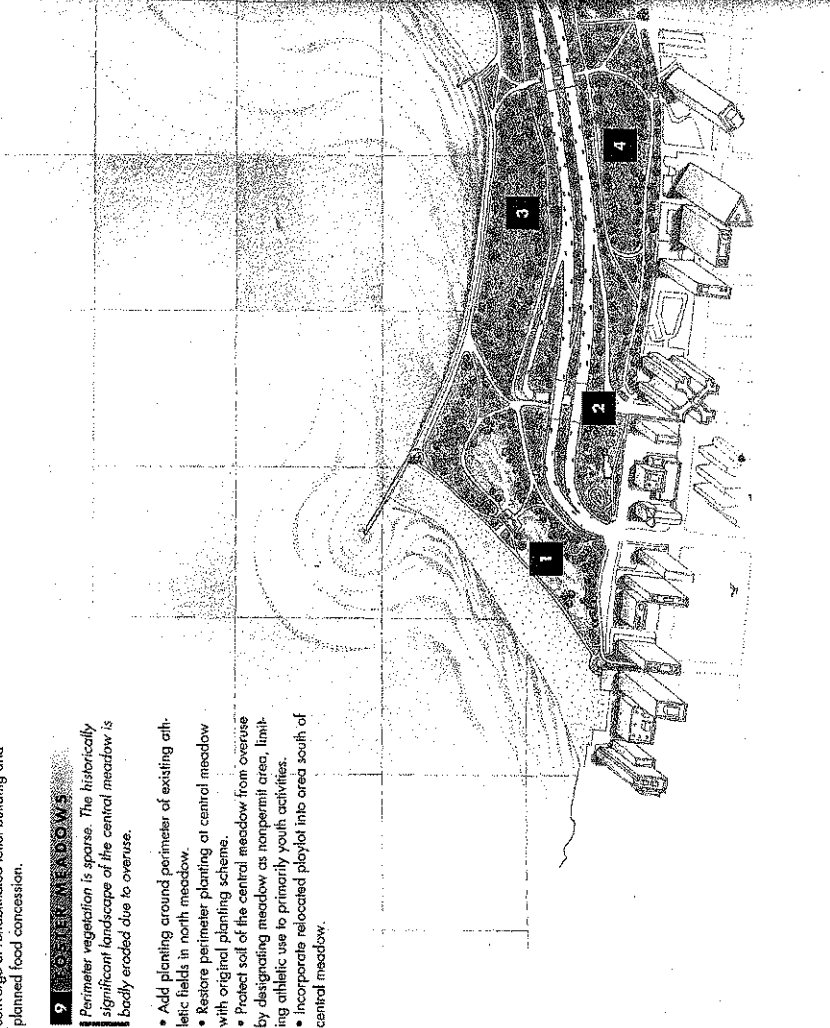
Margate Fieldhouse is heavily used for basketball, but this very heterogeneous neighborhood could support more diverse activities. The fieldhouse garden is in poor condition. Open space remains poorly defined.

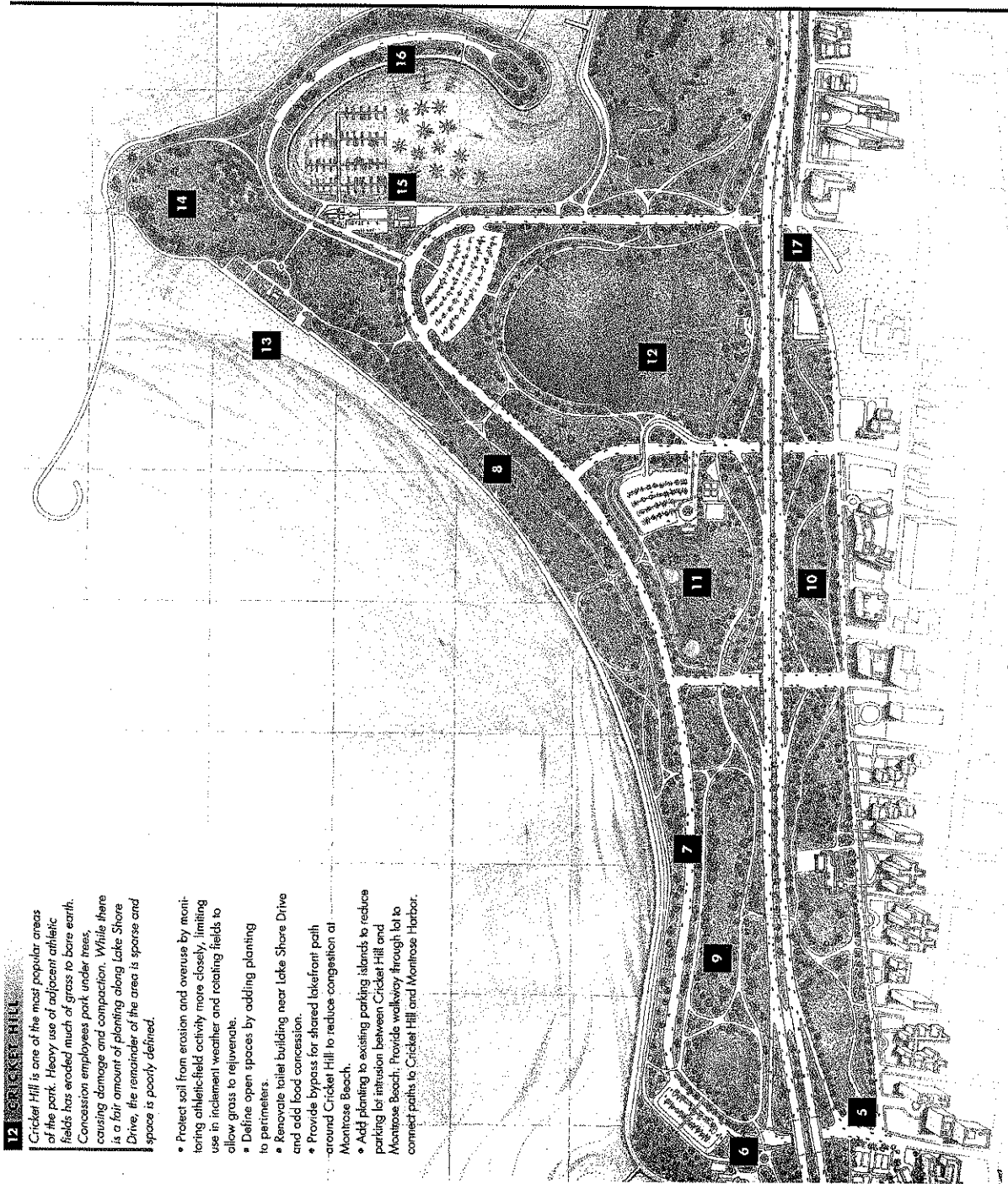
- Provide greater variety of programming at Margate Fieldhouse and adjacent athletic fields, expanding after-school children's programming.
- Improve landscape around Margate Fieldhouse. Restore perimeter planting around open spaces. Improve or add walks and planting along Marine Drive.
- Restore and 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 underused compared to nearby areas, despite a large parking lot that is rarely more than half-full. The underutilized 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 stop, turnaround and necessary facilities near Wilson Avenue parking lot.
- Landscaping near Wilson Avenue parking lot, landscape lot and reconfigure as necessary.
- Remove one baseball diamond 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 conflicts with vehicles.





12 CRICKLET HILL
 Cricklet 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 Cricklet Hill to reduce congestion at Montrose Beach.
- Add planting to existing parking islands to reduce parking lot intrusion between Cricklet Hill and Montrose Beach. Provide walkway through lot to connect paths to Cricklet 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 illegals, 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. Unattractive parking and other harbor facilities are strong 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 harbormaster building, concession, public toilet, fish cleaning station, boater parking with vehicle 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 harbormaster building.
- Increase touch n' go docking space for boat loading and shore-tern 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 laning and parking along south edge of harbor.
- Increase security lighting in parking lots and harbor area.

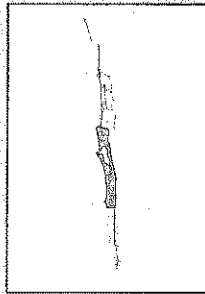
16 MONTROSE HOOK
 Montrose Hook is a prime fishing area, picnic spot and scenic viewpoint, causing parking and traffic congestion. The landscape has been damaged by illegally parked cars.

- 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.

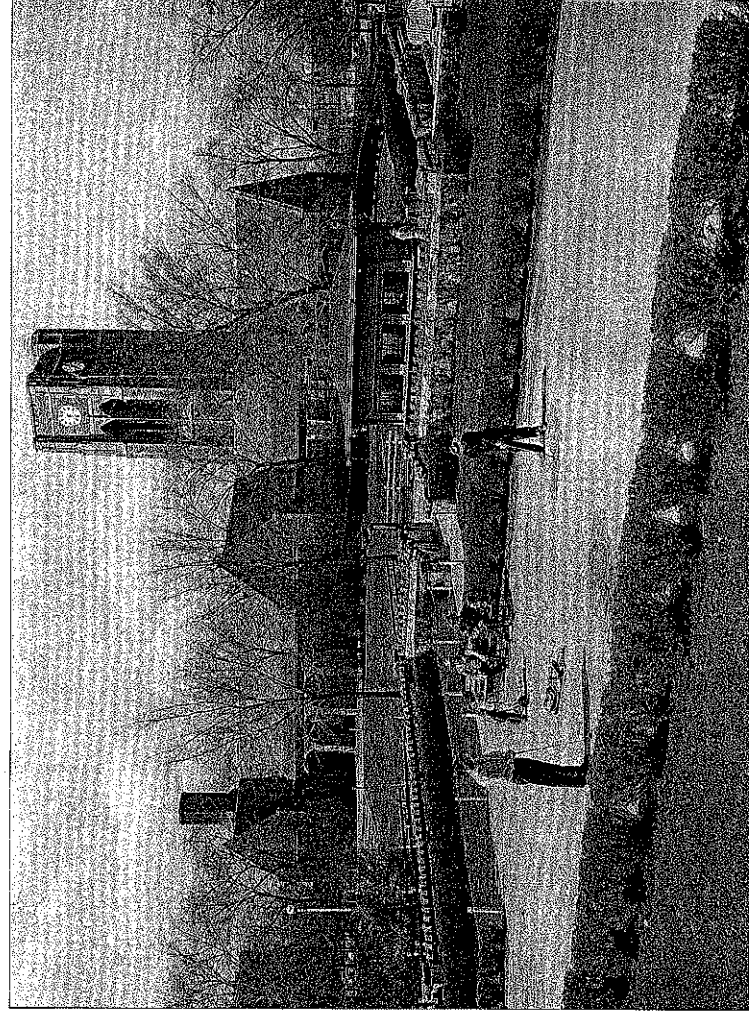
17 MONTROSE DRIVE
 The area around Montrose-Lake Shore Drive interchange has an unkempt appearance due to lack of vegetation near drive underpass and ramps. Chain link fence around Montrose maintenance yard and shops is unsightly. General lack of vegetation results in poor relationship to Clarendon Park, 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 (4600 N) to Diversey Parkway (2800 N) lakefront to Marine Drive and Lake Shore Drive West



WAVELAND FIELDHOUSE AND WOLFORD CLOCKTOWER, CIRCA 1938

FACILITIES INVITE REGIONAL USE

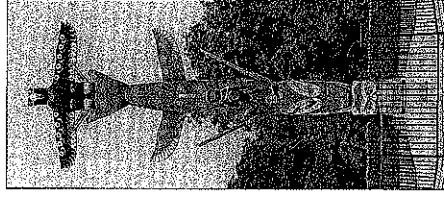
This section is the park's recreational core stringing together a surprising diversity of recreational options. At the north end, the nine-hole Marowitz Golf Course at Waveland features a manicured look with a historic pond, linear fairways and numerous sand traps. The 1929 Wolford Clocktower overlooks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

PROFILE: MONTROSE TO DIVERSEY

complex of athletic fields and 20 tennis courts, providing a focal point for this section of the park. The Bird Sanctuary, harbor, diving 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 Magias 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.



THE RECONSTRUCTED KWA-AW-KOAS TOTEM POLE IS LOCATED BETWEEN MARINE DRIVE AND LAKE SHORE DRIVE

Chicago Park District Special Collections

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.

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.

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 inter-section, where Lake Shore Drive abuts the park.

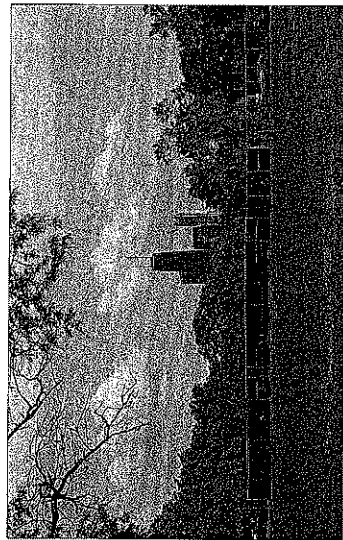
The south headland at Belmont Harbor remains an undeveloped asset. Landscape plans were never implemented. When the Nike missile site was dismantled, the structures were bulldozed and covered with a thin layer of soil. The site today remains an underplanted and uninviting landscape.

BOTTLENECKS FOR AUTOS

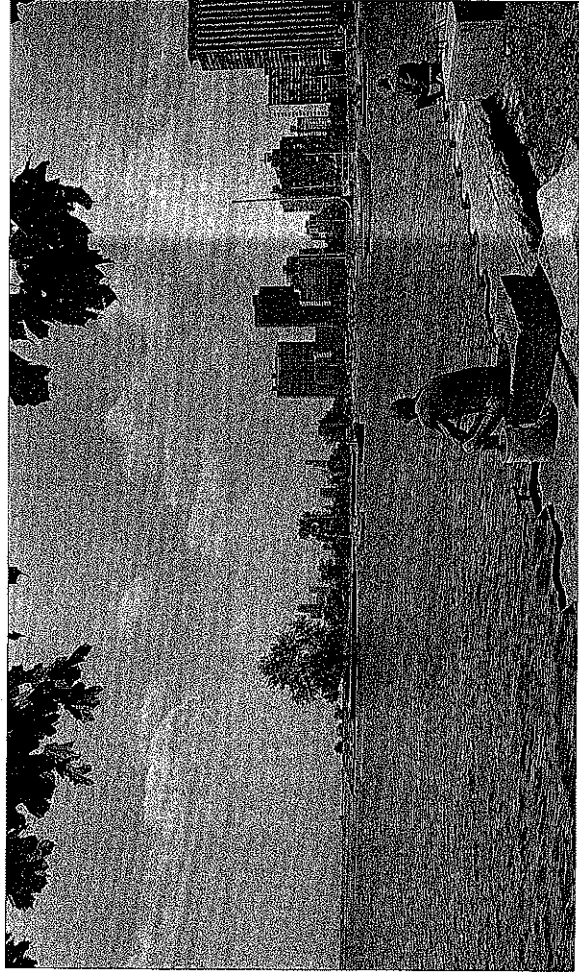
Vehicular traffic is very congested on weekends because traffic on Recreation Drive, the only access road for this part of the park, can exit only at Irving Park Road. Traffic backups on Recreation Drive on weekends are severe because people attempting to leave the park are blocked by others arriving 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



TENNIS COURTS AND OPEN SPACE AT DIVERSEY



THE HEADLANDS AT BELMONT HARBOR OFFER GOOD FISHING AND GREAT VIEWS

SPECIFIC DESIGN IDEAS FOR MONTROSE TO DIVERSEY

18 WOLFORD CLOCKTOWER TO WILLOW HAVEN AND 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 LEVING 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 Inlet 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 WOLFORD PARK 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 Magas Playlot fence and benches to create shared path adjacent to Recreation Drive.
- Improve landscape appearance and add planting along Recreation Drive.

21 WOLFORD CLOCKTOWER TO WILLOW HAVEN AND GOLF COURSE

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. Rebare 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 WOLFORD PARK AND RECREATION DRIVE 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.

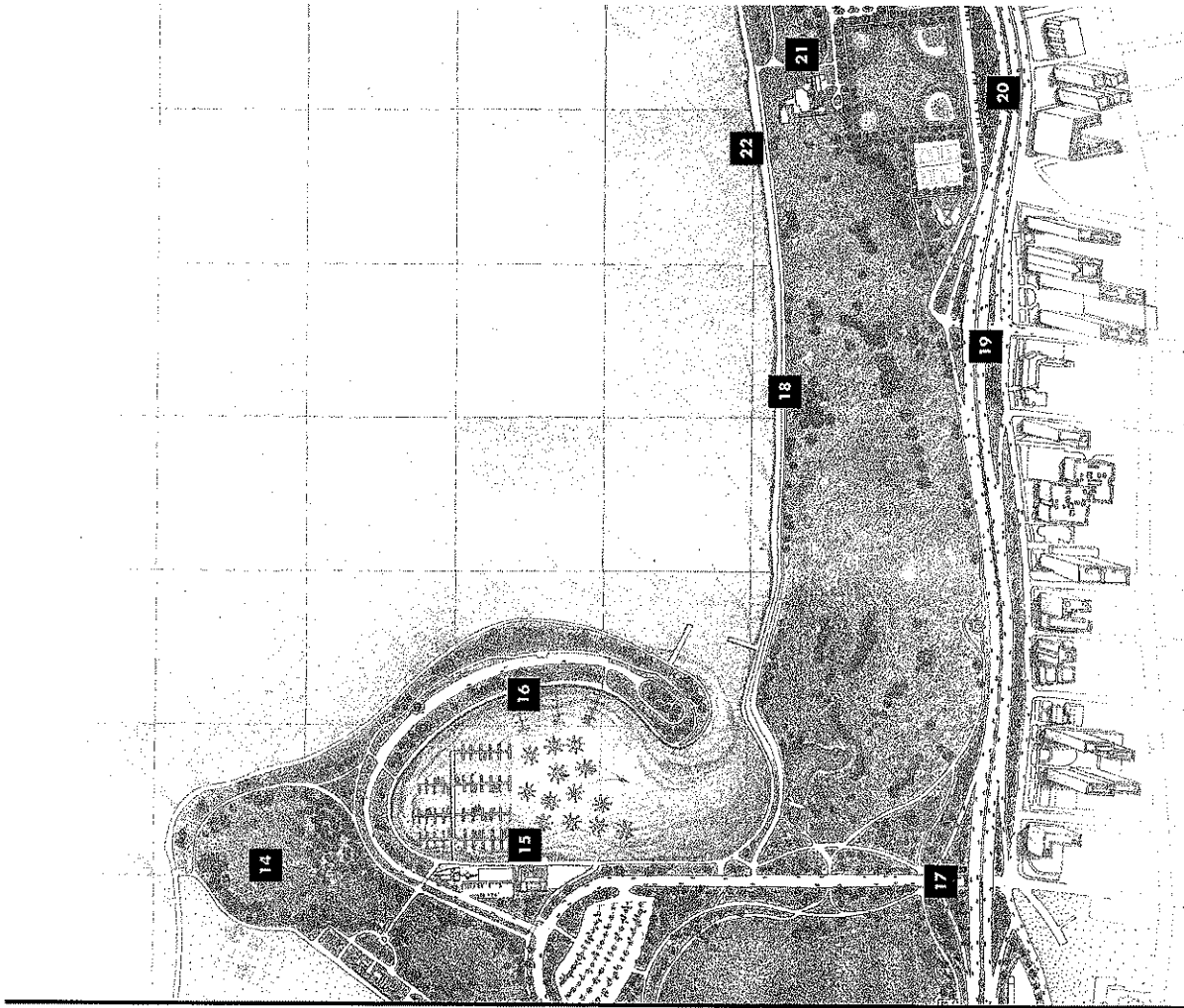
- Build new bridge for pedestrians and cyclists to connect with shared lakefront path.
- Reduce confusion for cyclists and pedestrians and provide access to water's edge north of Belmont Alley by simplifying paths and relocating parking and unnecessary fences.

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 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 CENTER

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 BELMONT DIVERSEY

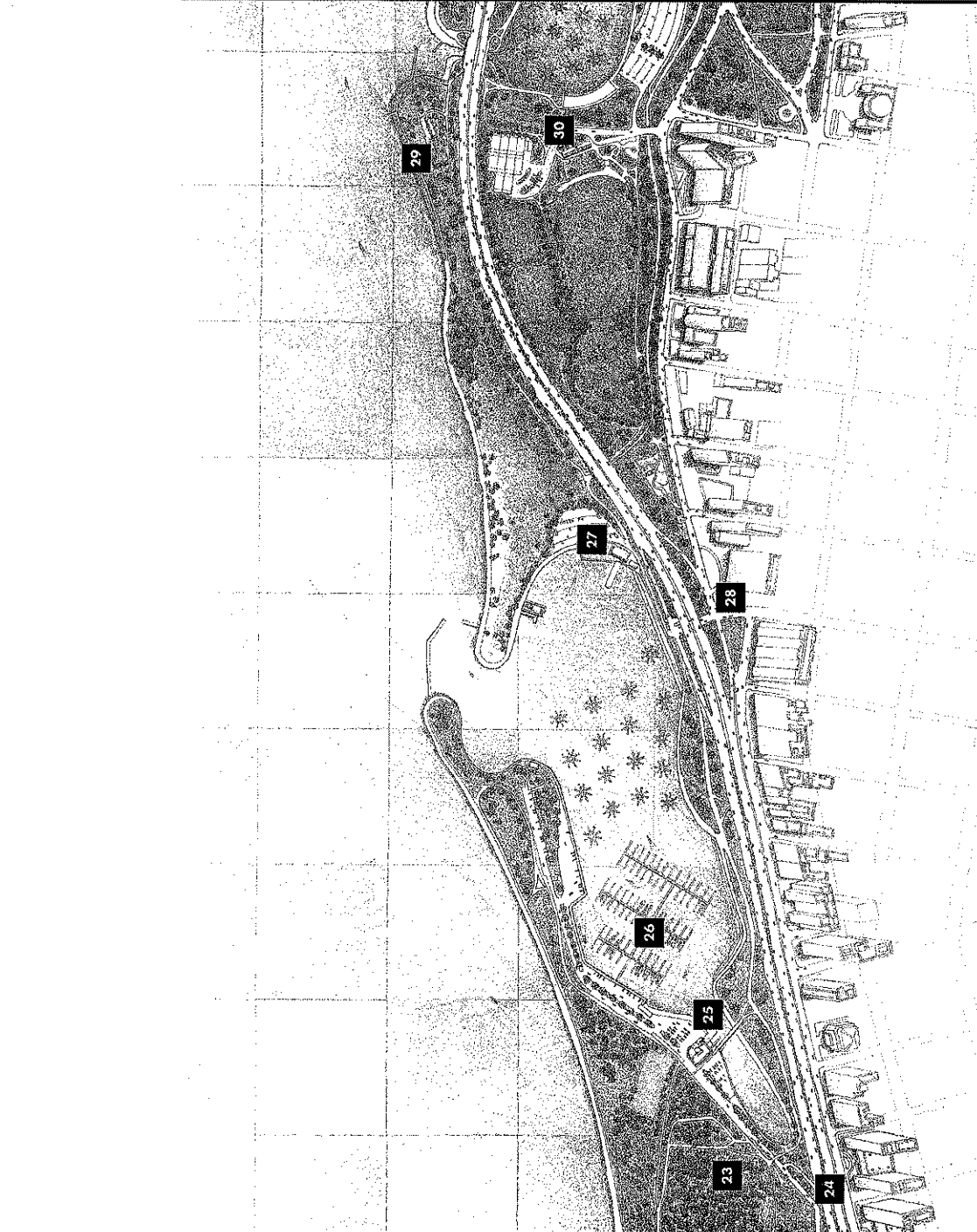
The south headland of Belmont Harbor was formerly a Nike missile site. Debris from demolition resulted in poor soil quality. The former Gun Club at Diversey Point has been converted to open park space and a visitor center, but access is limited by the lack of a formal lakefront path. The revirement is 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 revirement by coordinating with Army Corps revirement 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 can-filtered addition that improves circulation for pedestrians and cyclists; provide directional signage to reduce confusion.

30 BELMONT RANGE

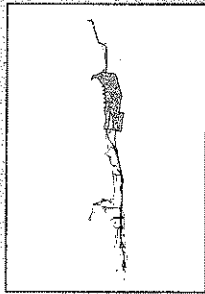
This popular driving range is surrounded by underutilized or poorly sited facilities, including an attractive 1916 Golf Shelter by Andrew Reberi, now used as a park maintenance center, and a miniature golf course and playground. The driving range and tennis courts are poorly integrated into the landscape. 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 bypass for bikes from Barry Street underpass, continuing to North Avenue.
- Add one permanently rugby/access/lacrosse turf field east of driving range using appropriate turf and lighting.
- Define open areas with perimeter planting.
- Improve landscapes 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 Reberi building and adding restaurant, park management office, public toilets, ifeeguard 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

PROFILE: DIVERSEY TO NORTH

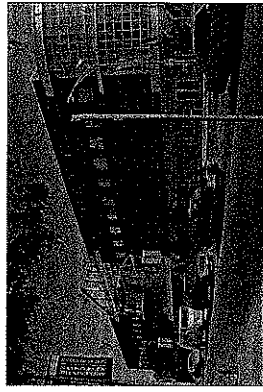


Diversey Parkway (2800 N) to North Avenue (1600 N) located on Lakeview Avenue, Lincoln Park West and Clark Street

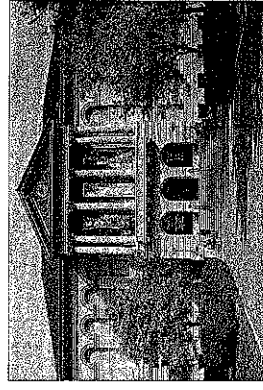
ORIGINAL VICTORIAN LANDSCAPE

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



CHICAGO HISTORICAL SOCIETY AT NORTH AVENUE



CHICAGO ACADEMY OF SCIENCES AT ARMITAGE AVENUE

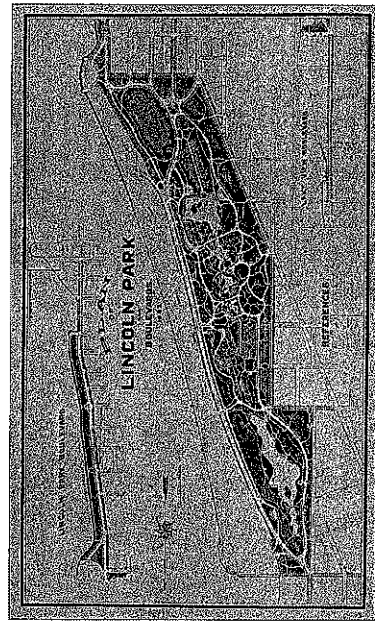
THE SEAL POOL IS ONE OF THE FAVORITE ATTRACTIONS AT THE ZOO



six breakwaters perpendicular to shore, known as groins, that trap sand to sustain this string of popular beaches. Served by the busy Passenelle 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

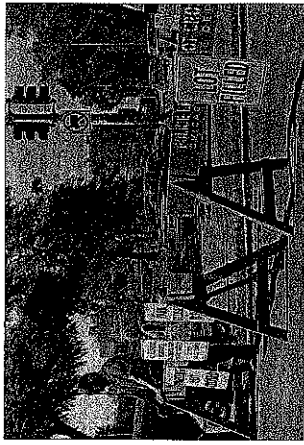
The richness of this section of the park is expressed in the diversity of its major attractions. Lincoln Park Zoo, North Avenue Beach, the Conservatory, the South Athletic Fields, the Chicago Academy of Sciences, the Chicago Historical Society and Diversey Harbor are regional draws. The multitude of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



PLAN OF LINCOLN PARK, 1887

Photo Courtesy of Chicago Historical Society

DEMAND OFTEN EXCEEDS SUPPLY AT THE NORTH AVENUE BEACH PARKING LOT



**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 lakefront 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

PEDESTRIANS MIX WITH AUTO TRAFFIC ON CANNON DRIVE



**THREATS TO
HISTORIC LANDSCAPE**

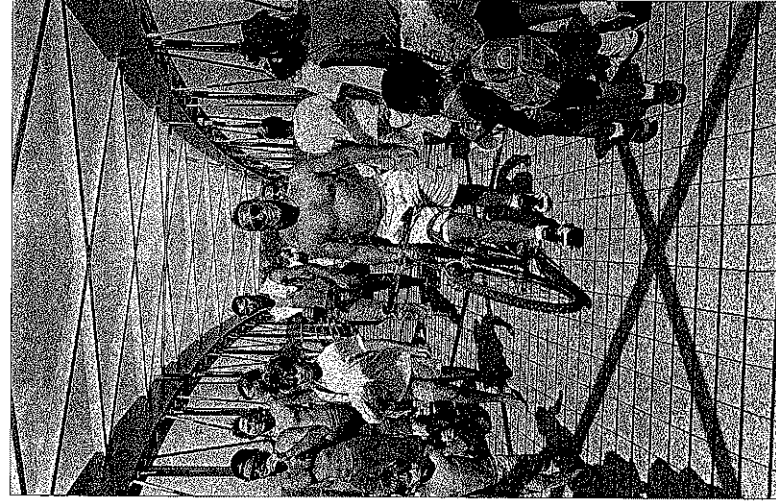
Road construction, expansion of park institutions and heavy park use have compromised the historic character in some areas. The 1887 Lincoln Monument, once a park focal point, was separated from the main body of the park by widening LaSalle Drive Extension. The layout of Swain Nelson's original paths 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.

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.

THE PASSERELLE BRIDGE AT NORTH AVENUE BUSTLES WITH PEDESTRIANS AND CYCLISTS



SPECIFIC DESIGN IDEAS FOR DIVERSEY TO NORTH

31 LAKEFRONT TO FULLERTON

The lakefront path from Diversey to Fullerton is so narrow 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; other 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 YACHT HARBOR

Parking and facilities for Diversey Harbor fall low 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 it 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 litigations to Reboil 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 coasting 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 AND 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 bypass 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

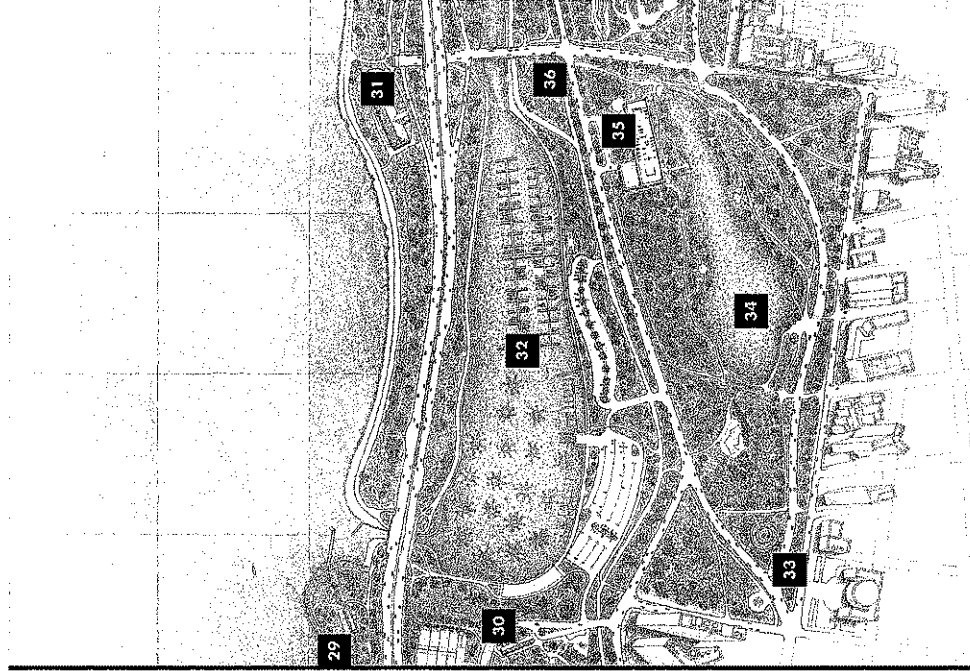
Lincoln Park Zoo is the park's favorite attraction with millions of visitors annually. Congestion on Cannon Drive at the east entry is severe, with conflicts between buses, cars, and pedestrians. Federal law requires the zoo to be enclosed by a substantial chain link fence, which is obstructive and immediately 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 pickup 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 Reokery.
- 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 planning 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

- 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.

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.

42 CONNECTING

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 going 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 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 fences and sign locations and adding planting.
- Improve drainage along Stockton.

44 ZOO 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 at 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 LA SALLE 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 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 LAKE SHORE BEACH

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 repair walk with historical appropriate material. Add benches, trash receptacles and other necessary site furnishings.

48 SWAN ISLAND FIELDS

Athletic fields are badly worn out from overuse and misuse. Perimeter planting is gone and the area is barren. LaSalle afframp loop isolates the fields. As southernmost 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.

49 DIVERSEY FULBERTON

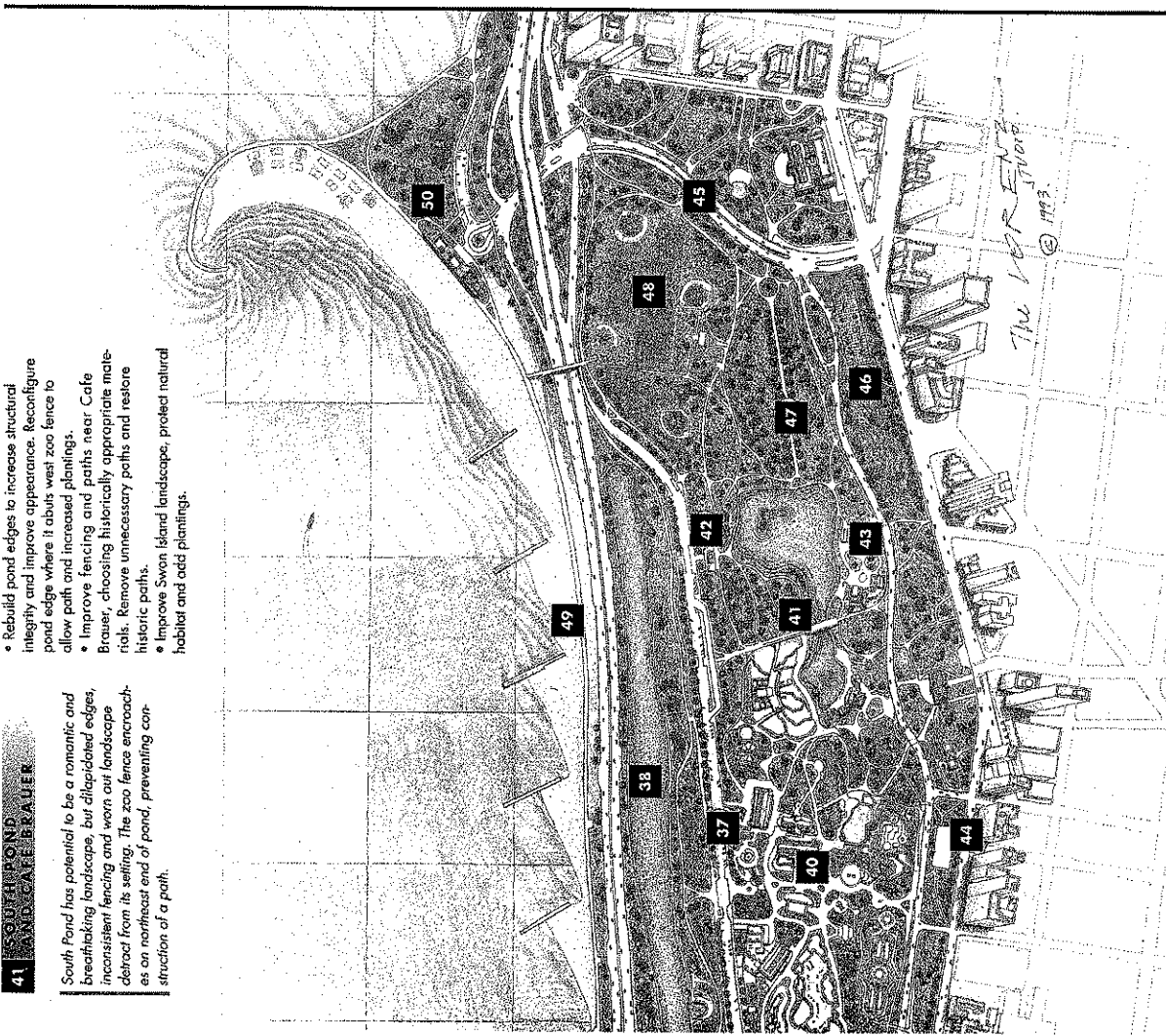
Passerelle bridge is the most heavily used pedestrian crossing of Lake Shore Drive, exiting directly onto shared lakefront path and creating many conflicts. The park becomes narrow, with heavy bicycle traffic, and is poorly screened from Lake Shore Drive.

- 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 LAKE SHORE BEACH

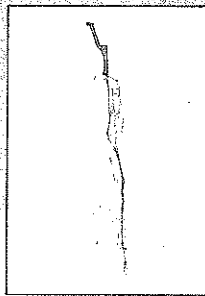
Congestion at this popular beach is accentuated by inefficient and dangerous path and road configurations, including a parking lot that exits onto Lake Shore Drive off-ramp and a bike path through the parking lot and past the beach house. The beach house is in poor condition and offers few programs and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

PROFILE: NORTH TO OHIO

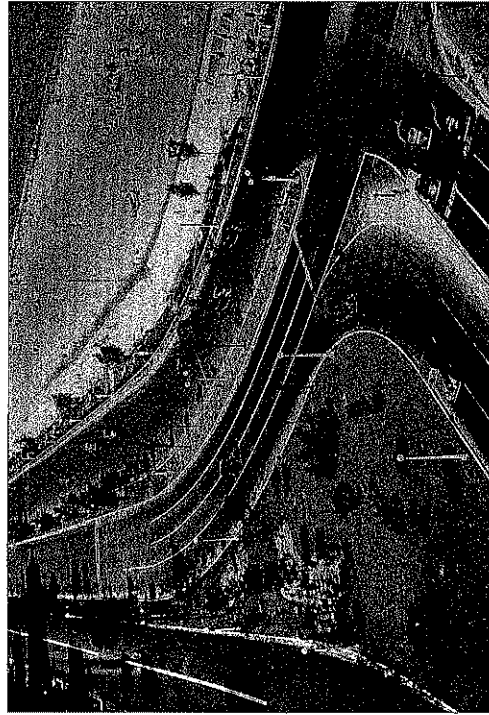


North Avenue (1600 N) to Ohio Street (600 N) lakefront to Inner Lake Shore Drive and East Lake Shore Drive

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.



Chicago Park District Special Collections

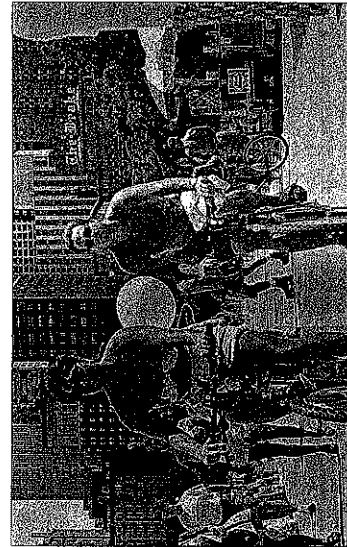
OAK STREET BEACH, CIRCA 1939

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

SPECIFIC DESIGN IDEAS FOR NORTH TO OHIO

51 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 sparse. 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 bypass to lakefront path. Improve condition of Division Street underpass.

52A CHICAGO AVENUE TO OHIO

An alternative plan was developed that could be part of the Army Corps revitalization 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 NORTH AVENUE TO OHIO

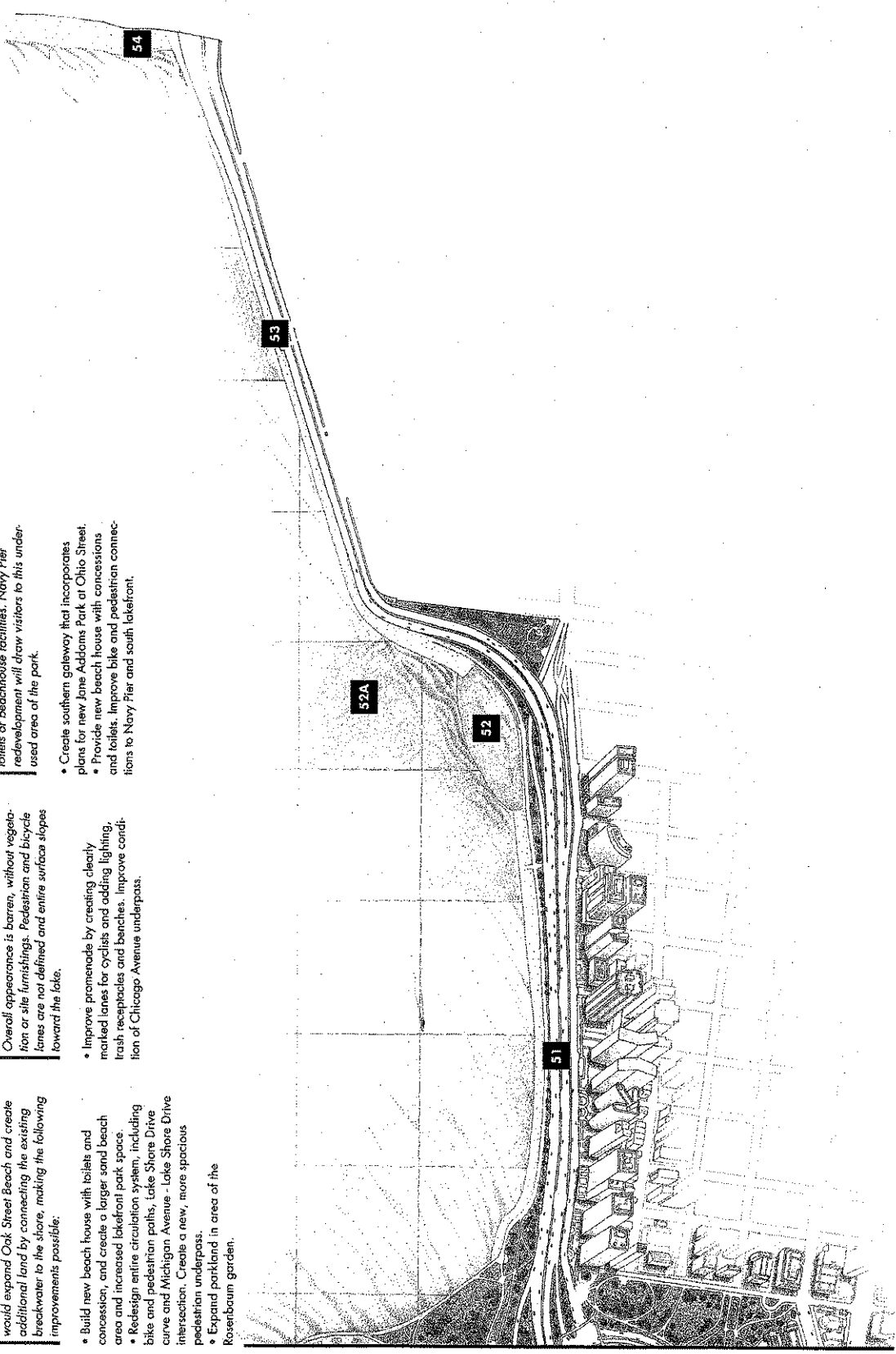
This narrow area of the park is entirely paved and connects Oak Street Beach to Ohio Street. Overall appearance is barren, without vegetation or site furnishings. Pedestrian and bicycle lanes are not defined and entire surface slopes toward the lake.

- 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.



52 OHIO 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.