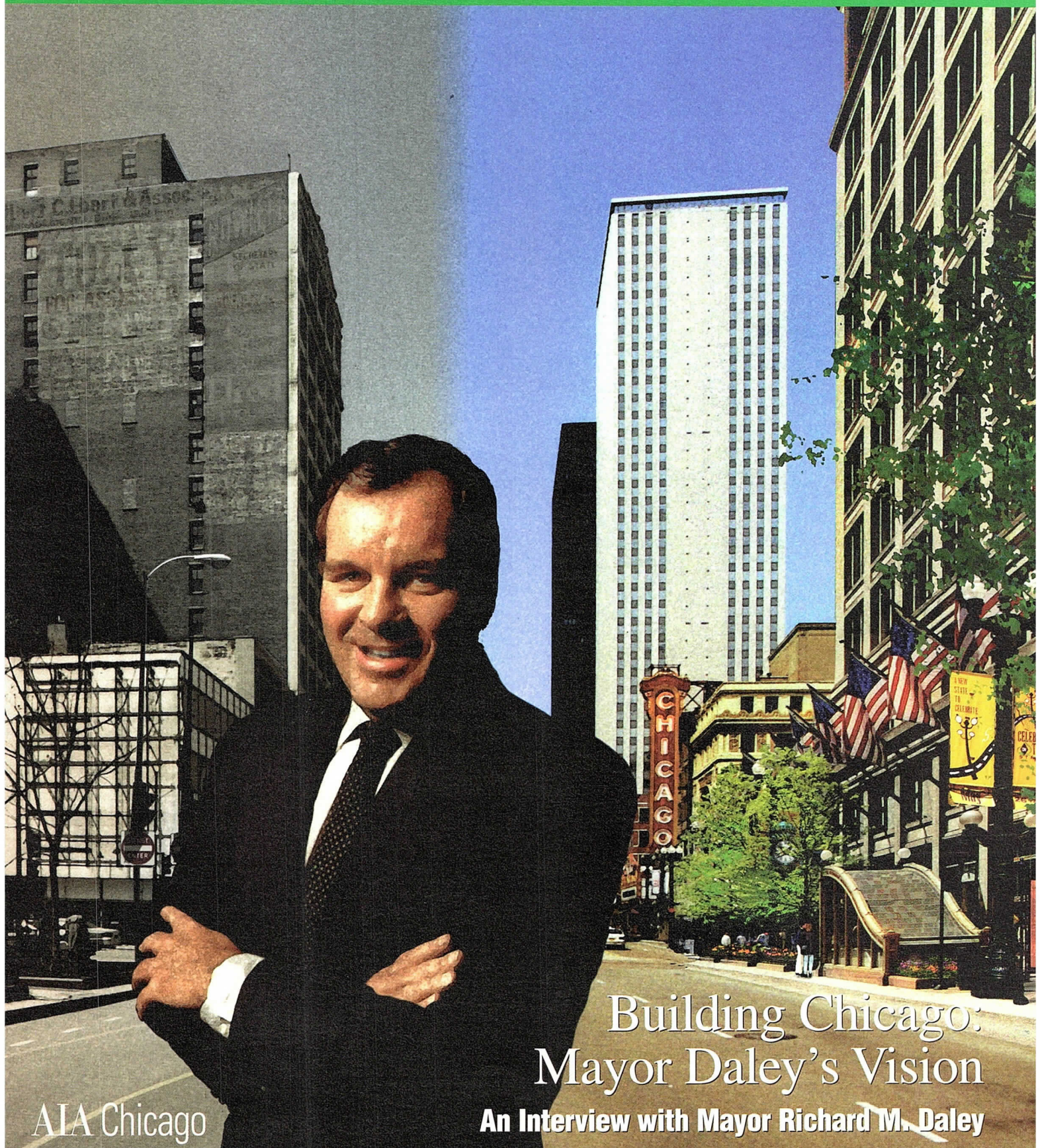


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SPECIAL EDITION



Building Chicago: Mayor Daley's Vision

An Interview with Mayor Richard M. Daley

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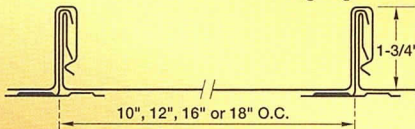
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4

President's Letter

6

News Briefs

10

Focal Point
Checking In

12

Cover Story
*Building Chicago:
Mayor Daley's Vision*

19

Feature
*Polish Restores the Luster
to Chicago's Brightwork*

23

Feature
*Birth of a Neighborhood:
The Fulton River District*

27

Feature
*Commercial Development
is No Small Change*

30

Calendar

Focus Architecture Chicago

Special Edition, June 1998

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Cover: Skidmore, Owings & Merrill's renovation of State Street, which involved reopening the street to private vehicular traffic, widening the sidewalks, and introducing a variety of landscaping elements and historically contextual streetscaping elements, brought new vigor to Chicago's Loop. The renovation helped realize Mayor Richard M. Daley's vision of a revitalized State Street replete with theaters, restaurants, offices, retail, and housing.

Image concept and computer imaging: Eric Brightfield. Image Fiction. Reference portrait of Mayor Daley by Antonio Dickey.



As a British colleague once observed, "being an architect in Chicago is like being a Catholic in Rome." The legacy of

Mies and Chicago School buildings, the Burnham Plan, and the city's breathtaking lake front and historic park system not only inspires architects, but also the city's inhabitants and attracts a continuous pilgrimage of tourists.

As architects, it is our role to integrate and evolve this urban fabric rooted in rich historic tradition. This role is largely defined by government; whether it be landmark committees, river steering committees, the Department of Planning & Development, zoning, codes, or commissions of public work. The posture of these public entities reflects the goals set forth by the leader at the helm. Architects are fortunate that Chicago's leader is Mayor Richard M. Daley, who not only values the heritage of Chicago's architecture, but who also strives to maintain high standards for development and regeneration to create an urban fabric that will nurture urban living.

We also are fortunate that the mayor is aware of, and sensitive to, the numerous architectural and planning issues that impact a built environment. Because of Mayor Daley's sensitivity to the urban fabric, the architect's job is made easier. Instead of having to work toward fostering a basic design awareness within the city government, we are able to work together to maintain, sustain, and evolve a great urban fabric through communication, dialogue, and synergy.

This month's lead articles build on this cooperative tradition. Dottie Jeffries's interview of Richard M. Daley, augmented by Planning Commissioner Christopher Hill's insights, gives us an opportunity to listen and learn so that we might better understand the goals and

objectives of this administration, which has worked jointly with and supported the work of many of our members.

In the last decade Mayor Daley has nurtured numerous urban and architectural commissions that have dramatically renewed significant parts of the city. The Historic Boulevard system, Navy Pier, McCormick Place Expansion, Lake Shore Drive relocation, State Street demalling, home construction in Dearborn Park, and significant rehabilitation efforts for both public schools and parks are just some of the significant urban renewals that were accomplished in a recessionary economy.

Now that we are in a growth economy, many more private sector projects provide an opportunity to contribute to the city's revitalization. The entire urban center seems to be regenerating itself into "luxury" residential lofts, while major developers lay plans for major projects like John Buck's North Bridge, Daniel McLean's River East, and Raymond Chin's Grand Pier. These fast-speed changes present both opportunity and peril to our precious, fragile urban fabric.

While we welcome the opportunity to reknit the areas of erosion and hasten its return to a viable residential city that can coexist alongside business and manufacturing concerns, we must be

cautious. Architects must share both the mayor's concern and responsibility in undertaking work in a manner that respects the past and is beneficial to the future.

Hence the timing of these articles is quite opportune. It is the perfect time for us to listen so that we can better work together in such a critical and dynamic time. It is also an opportunity to give recognition to an administration—and to the man who leads it—that shares many of the goals and visions of our profession. A man who, like so many of us, seeks inspiration and enlightenment through his architectural pilgrimages to other world centers. A man who wants architects to put back "pride in what they construct."

Deborah Doyle, AIA

Postscript from the editor:

What are your opinions on the Special Editions of *Focus*? I'd like to hear from you—by post, fax, or e-mail. Barbara Hower, Editor, AIA Chicago, 222 Merchandise Mart Plaza, Suite 1049, Chicago, Illinois 60654. Phone: 312/670-7770; FAX: 312/670-2422; e-mail: aiachgo@mcs.com

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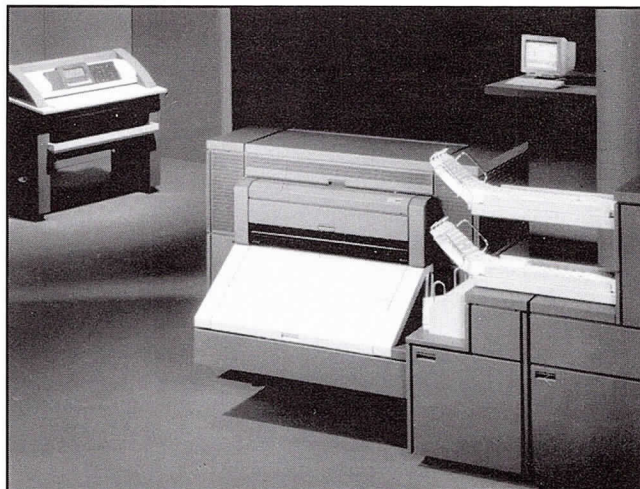
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Class 'L' Property Tax Incentive Gives Boost to Chicago's Preservation Efforts

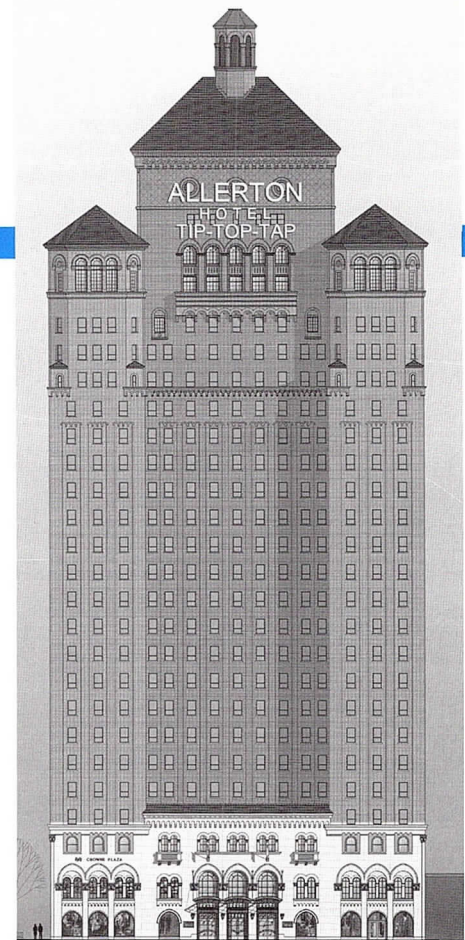
Owners of locally landmarked commercial or industrial structures are taking advantage of a tax assessment classification, known as the Class 'L' property tax incentive. Intended to encourage the preservation and rehabilitation of commercial and industrial landmark buildings, the incentive can reduce property taxes for a 10-year period, provided the building's owner invests at least half of the value of the building in an approved rehabilitation project.

The initial idea for the incentive came from a report by the Task Force on Economic Incentives for Chicago Landmarks, convened by Mayor Richard M. Daley in 1992 with representatives of the city's Commission on Chicago Landmarks, the Chicago Plan Commission, and the Landmarks Preservation Council of Illinois (LPCI). The task force developed a proposal along with local preservation commissions and then-County Assessor Hynes's Office. "The Class 'L' designation is an effective incentive for the rehab of historic buildings," commented Charles

Thurow, deputy commissioner for the Commission on Chicago Landmarks. "It's an important step the city has taken to encourage investment in these buildings."

The first Chicago building to receive the Class 'L' property tax rate for historic structures is the historic Wheeler-Kohn House at 2018 S. Calumet Avenue, near the Prairie Avenue Historic District. The building is scheduled to be converted into a bed & breakfast. At press time, also under consideration for the Class 'L' designation are the Allerton Hotel at 701 N. Michigan Avenue, which is being restored by Eckenhoff Saunders Architects as the Crowne Plaza Allerton, and the Blackstone Hotel, located at 636 S. Michigan Avenue, to be restored by McClier. The Allerton was built in 1924 as a part of a chain of "club hotels" for single men and women in a northern Italian style that was a popular model for other hotels and apartments. The Benjamin Marshall-designed Blackstone, built from 1908 to 1910, was the site of Warren G. Harding's selection in the hotel's "smoke-filled rooms" as the Republican candidate for president in 1920.

Normally, assessment levels for commercial and industrial buildings are 38 percent and 36 percent, respectively.



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A special tax assessment classification, the Class 'L' property tax incentive, was passed in order to encourage the preservation of Chicago's landmark commercial and industrial buildings by reducing property taxes for a 10-year period. The Allerton Hotel on North Michigan Avenue is one of the buildings being considered for the new property tax incentive. Eckenhoff Saunders Architects is restoring the Allerton, which will become the Crowne Plaza Allerton.

But under the Class 'L' incentive, assessment levels for the building-portion of the assessment are reduced to 16 percent for the first eight years, 23 percent in year nine, and 30 percent in year 10. The land portion of the assessment is also eligible for the incentive if the building has been vacant or unused continuously for the previous two years. The Class 'L' incentive is not a tax-freeze program; property continues to be reassessed, but at the lower assessment levels.

County Assessor James Houlihan has agreed to consider expanding the incentive to include buildings designated as part of a landmark district (currently, only individual landmarks are eligible); additional assessment classes, for multifamily rental apartment buildings (Class 3, buildings with more than 6 units); and income properties owned by nonprofit organizations (Class 4).

Currently, Chicago is the only city to offer this type of incentive for restoring historic structures. And its leading role in preservation efforts is being noticed. Thurrow commented that a group from Winnipeg, Canada, will be visiting Chicago in order to learn more about the Class 'L' incentive. For more information about the Class 'L'

incentive, contact Brian Goeken, the city's Class 'L' coordinator, at 312-744-3201. Portions of this article were excerpted from the LPCI's Member's Preservation Brief #48: New Class 'L' Property Tax Incentive, by Brian Goeken, AICP, City of Chicago department of planning and development, landmarks division.

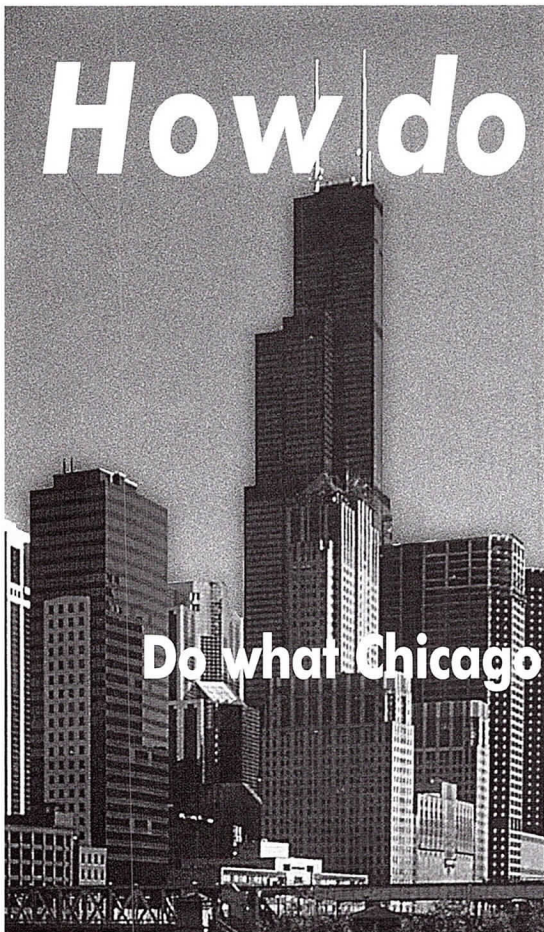
The Next Generation of Chicago Office Towers

A flurry of announcements is appearing regularly in the Chicago press heralding the boom in downtown Chicago office building construction. Of late, new contestants are entering the hotly contested office building race at a breakneck pace. In an April 2, 1998, article on the race to be the first new office building to begin construction, the *Chicago Tribune* pointed out that "the competition to be first takes on special urgency because of the perception that only a limited amount of new space can be absorbed downtown. The first developer out of the ground with a quality project in an excellent location has a significant advantage, because (the

developer) can get commitments from tenants who might not otherwise be willing to sign a lease because of timing or concern over whether the project will go ahead."

Some of the skyscrapers proposed for downtown Chicago include the following:

- DePaul University proposed a \$165-million, 50- to 65-story mixed-use downtown facility to house its music and drama schools. Performance Place Chicago would contain a large recital hall and theater, classrooms, rehearsal areas, offices, retail and hotel space, and condominiums. At press time, the architect's name had not been released.
- Developers Richard Stein and Bruce Abrams announced plans for RiverBend, a 700,000-square-foot building on the west bank of the Chicago River just north of Lake Street. Designed by DeStefano & Partners, RiverBend is envisioned as two 30-story office towers, a landscaped river walk, marina, restaurants, and shops built on a platform over the rail lines that run next to the river.
- DeStefano & Partners was named the architect for a 50-story, 1.25-million-square-foot tower at 300 North LaSalle Street across from the Traffic Court Building.



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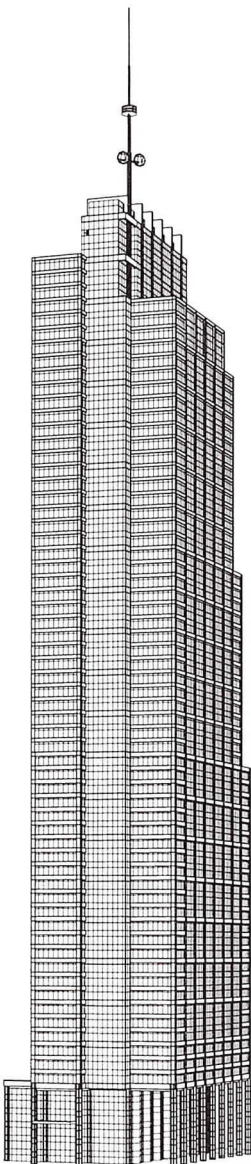
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An integral part of the Chicago Downtown Lighting Master Plan, developed by Skidmore, Owings & Merrill and lighting consultants Schuler & Shook, Inc., was establishing a uniform street lighting system. One type of light fixture selected was the historically inspired Michigan Avenue electrolier.

Spanish architect Ricardo Bofill will serve as design consultant. Developed by Chicago's Prime Group Realty Trust, the building will be a glassy tower with an indoor garden that overlooks the river and will have a landscaped plaza along the river embankment.

- Solomon Cordwell Buenz & Associates is developing a plan for Block 37 on State Street, across from Marshall Fields.
- Skidmore, Owings & Merrill is designing a 52-story building at 301 S. Wacker Drive.



Drawing courtesy of Lohan Associates

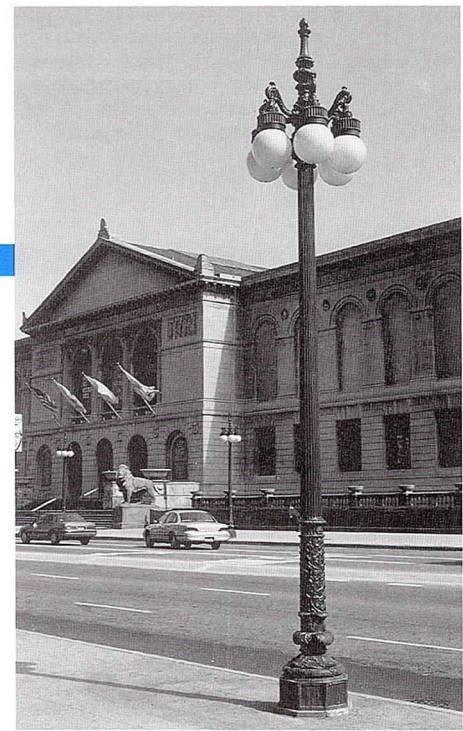
Among the many new office towers that have been announced in Chicago is One North Wacker, designed by James Goettsch of Lohan Associates. The 65-story, 1.6-million square-foot glass and stone skyscraper will have a stepped-back facade and a large, covered plaza.

- Chicago Developer John Buck and Atlanta-based real estate development, finance, and management company ERE Yarmouth Inc. announced plans to construct a 65-story skyscraper at 1 North Wacker Drive. Designed by James Goettsch of Lohan Associates, the glass- and-stone tower will possess a stepped elevation on one side and a large, covered plaza.
- DeStefano & Partners is designing Dearborn Center for Miglin-Beitler Inc. and Prime Group Realty Trust. Located at State and Adams streets, the 20-story, one-million square foot building will contain three levels of retail topped by office space and will be built on the existing foundations of the old Montgomery Ward's and Fair stores, which formerly occupied the site. Completion is scheduled for the first quarter of 2000.
- Skidmore, Owings & Merrill will design a 70-story, 1,220-foot tower at 7 South Dearborn, the present site of the Citibank building. At 70 stories, this would be the second tallest tower (ahead of the current number-two, the Amoco Building) in Chicago. The developer of the project, Chicago-based European American Realty, proposes that the building will contain 800,000 square feet of office space topped by a 30-story condominium section.

Townhouse Ordinance Streamlines Zoning Approval and Establishes Design Criteria

A townhouse ordinance passed by the City Council Zoning Committee in March will streamline the zoning approval process and result in townhouse developments that are more attractive and street friendly. Developers who meet the standards outlined in the new ordinance can save time and money by going forward with their plans and avoid going before the Zoning Board of Appeals. Equally important, the ordinance's design criteria will also foster more vibrant, neighborhood-friendly projects.

The ordinance establishes guidelines for landscaping, green space, and facades for townhouse developments. The guidelines require developers in R4 or R5 zoning districts to meet new standards relating to yards, building spacing, design, and landscaping. Other points of the new ordinance include increasing the minimum lot size and requiring at least 200 square feet of continuous yard or first-floor deck or patio space per townhouse. Developments with more than 40 units on a site are required to provide at least 150 square feet of open space per home, preferably as part of an open area. Under the new measure, builders would be barred from constructing units facing each other with just a few feet of separation and are prohibited from having hazardous garage doors and driveways facing the streets. Instead of blank walls facing outwards, genuine or faux windows and doors would be required on townhouse facades facing streets.



Photograph by Barbara Bluestein

Downtown Lighting Master Plan Completed

To improve the attractiveness of the Loop area as an evening destination and to highlight Chicago's significant structures, Skidmore Owings & Merrill (SOM) and lighting consultants Schuler & Shook, Inc. developed and recently completed the Chicago Downtown Lighting Master Plan. The master plan focuses on two strategies: redesigning lighting fixtures on the Loop's streets and illuminating the area's prominent building facades. According to SOM's partner in charge of planning, Philip Enquist, AIA, the firm worked with the Office of the Mayor, the Chicago Department of Planning and Development, the Chicago Department of Transportation, the Chicago Department of Streets and Sanitation, the Chicago Department of Cultural Affairs, and the Chicago Transit Authority to identify potential buildings to illuminate in four corridors of the Loop: Michigan Avenue, State Street, LaSalle Street, and along the Chicago River. To celebrate the diverse architecture of the city's many bridge houses and to make CTA el stations more welcoming, these structure are also included in the lighting scheme.

To alleviate some of the costs incurred in lighting a building's exteriors, a city-sponsored nonprofit organization, HighLight Chicago, offers a tax break to building owners if they donate the purchase price of the lighting systems and design fees to HighLight Chicago and allow the program to buy the equipment. HighLight Chicago is modeled after similar programs in New York City and Paris. Some of the buildings that are now bathed in light include the LaSalle Wacker Building, the Merchandise Mart, Roosevelt University, the Chicago Cultural Center, and the Harold Washington Library.

Another element of the master plan includes formulating a unified street lighting system in Chicago. To keep the number of lights to a select few, the lighting consultants identified electroliers to be used along Michigan Avenue and Wacker Drive; State Street lights on State Street; and two levels of simpler historic lights for other streets.



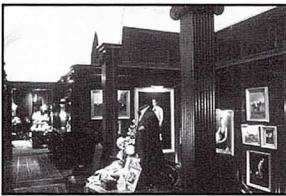
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Checking In

by Barbara K. Hower

Whether it's office, retail, residential, or a vacant lot, if it's in Chicago, it just might be developed into a hotel. After a five-year time out, Chicago's hotel market is back in the game and tallying up an impressive score. Projects range from ventures from major chains such as Marriott, Hyatt, Hilton, and the

French hotelier Sofitel; boutique-type operations organized around a theme such as the House of Blues' first venture into the hotel business; and renovations of old Chicago hotels such as the Hotel Monaco Chicago at the old Oxford House, the Crowne Plaza Allerton (formerly the Allerton Hotel), and the Allegro (the former Bismarck Hotel). Chicago also is

Project	Location	Number of Rooms	Architect	Project Type	Completion Date
Hampton Inn Suites	Corner Dearborn and Illinois St.	220	Mann, Ginn, Ebel & Frazier	N	3/1/98
Hyatt Regency-McCormick Place	McCormick Place Cermak 22nd St.	800	A. Epstein	N	7/1/98
Crowne Plaza (formerly the Silversmith Building)	10 S. Wabash	140	FitzGerald & Associates	C	3/1/98
Park Hyatt	800 N. Michigan	220	Lucien Lagrange & Associates	N	1/1/00
House of Blues	300 N. State Marina City	400	VOA	C	9/1/98
Hampton Inn/Suites	836 S. Michigan	131	TBA	C	1/1/99
Wyndham Hotel	633 N. St. Clair	400	Loebl Schlossman & Hackl	C	1/1/99
Reliance Building	State and Washington	200-300	Antunovich Associates, Inc	C	1/1/00
Residence Inn & Marriott Courtyard	Cermak between Michigan and Indiana	850	Harry Weese Associates	N	1/1/00
Stein Project	Wabash, Erie and Huron	396	Solomon Cordwell Buenz	N	1/1/00
Red Roof Inn	36 S. State (NWC State and Monroe)	180	Perkins Pryde Kennedy & Steevensz	C	1/1/98
Extended Stay	Dearborn and Ohio	200	Lucien Lagrange & Associates	N	1/1/01
McGraw Hill Bldg	520 N. Michigan	315	Anthony Belluschi Architects	N	1/1/01
Hilton Garden Inn	540 N. Wabash	350	Joseph E. Rabun Architects (Atlanta)	N	1/1/99



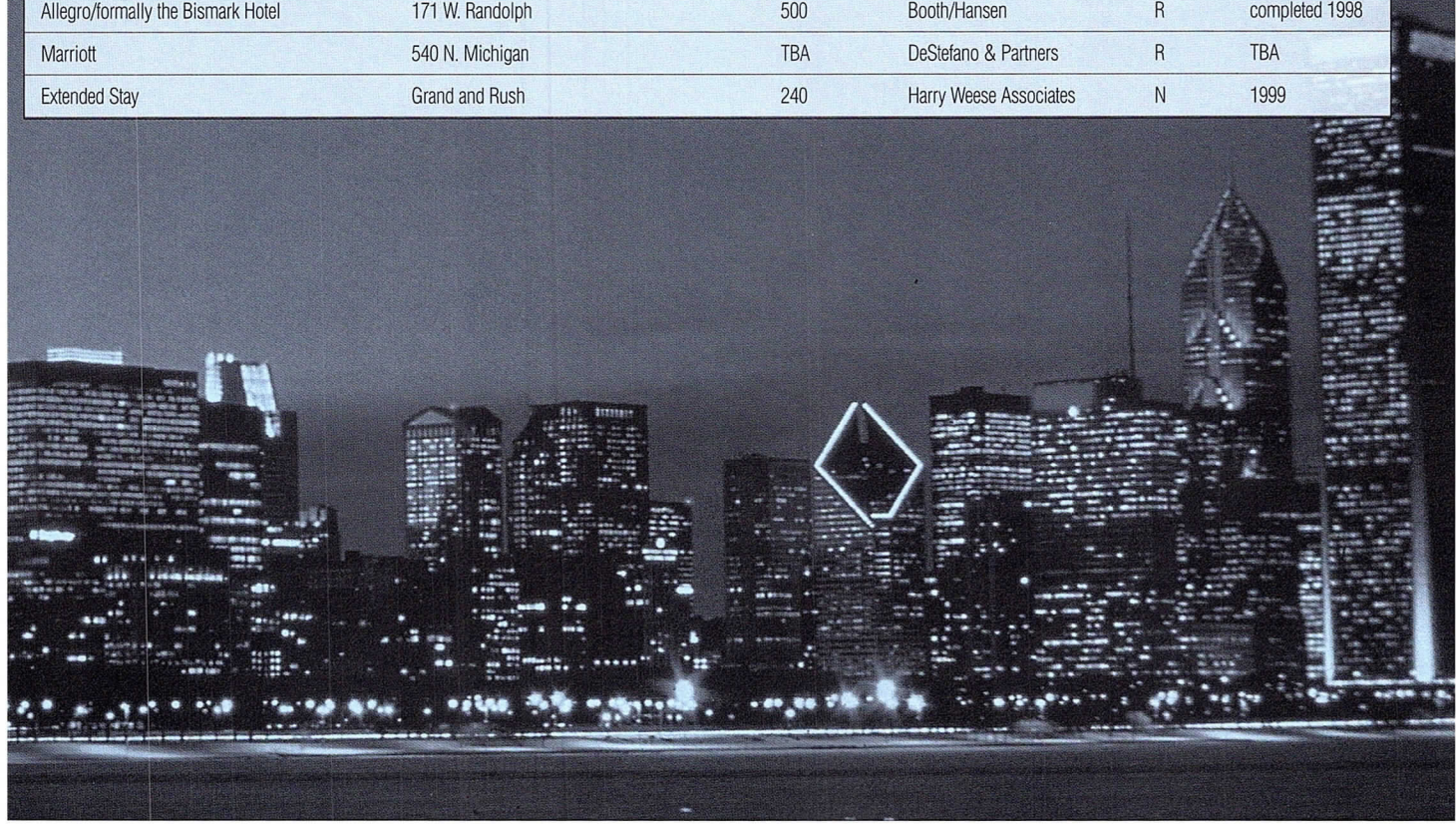
witnessing an influx of hotel conversions of its venerable building stock. For example, the Silversmith Building on South Wabash houses a 143-room Crowne Plaza, the historic Reliance Building is scheduled to house hotel space, and proposals have been made for converting the Carbon & Carbide Building to a hotel. At press time, the Hotel/Motel Association

of Chicago lists six hotels under construction; 20 under proposed development; seven hotels undergoing renovation; and 11 that have had renovations completed. Based on these new construction and proposed development figures, more than 10,000 future hotel rooms could come on-line in Chicago.

N = New Construction
C = Building Conversion
R = Renovation

Information courtesy of the Hotel/Motel Association of Illinois

Project	Location	Number of Rooms	Architect	Project Type	Completion Date
Office Building	320 N. Michigan	350	TBA	C	1/1/99
Office Building	Carbon and Carbide Building-230 N. Michigan	250	Lucien Lagrange & Associates	C	1/1/99
Central Station Hotel (Lakeside Square)	1201 S. Michigan Ave. (Roosevelt and Michigan)	500	Lucien Lagrange & Associates	N	1/1/00
Peninsula Hotel	730 N. Michigan	340	TBA	C	TBA
Sofitel	Chestnut and Wabash	400	TBA	N	TBA
Marriott project-Block 37	State and Randolph	400-600	TBA	N	TBA
City Front Development	River East Complex	600	DeStefano & Partners	N	TBA
Residence Inn & Marriott Courtyard	Wells and Harrison	850	Harry Weese Associates	N	late '99/early 2000
Allerton (Crowne Plaza)	701 N. Michigan	400	Eckenhoff Saunders	R	1/1/99
Monaco/formally the Oxford House	225 N. Wabash	185	Booth/Hansen	R	1/1/99
Midland Hotel/adding additional 150 rooms	172 W. Adams	150	RTKL	R	1/1/99
Allegro/formally the Bismark Hotel	171 W. Randolph	500	Booth/Hansen	R	completed 1998
Marriott	540 N. Michigan	TBA	DeStefano & Partners	R	TBA
Extended Stay	Grand and Rush	240	Harry Weese Associates	N	1999



Photograph by Peter J. Schultz



INSET: Photograph by Jim Peterson

Photograph by Jim Clairkamm, Clairkamm/Pollock

Building Chicago: Mayor Daley's Vision

by Dottie Jeffries

"The city is a puzzle that fits together. My role as a mayor is to make it more livable."

Mayor Richard M. Daley
AIA RUDC Fall 1997 Forum,
"Common Places: Finding a Framework"



Photograph by Frank Hotchkiss, AIA

Mayor Richard M. Daley was the keynote speaker at last fall's AIA Regional and Urban Design Committee Forum. Focusing in on the theme of the forum, common places, the mayor spoke of how the City of Chicago is dedicating its common places to its citizenry.

When State Street was converted to a pedestrian mall in 1979 to attract shoppers who had deserted the Loop for North Michigan Avenue, the "mallng," unfortunately, had the opposite effect. In 1996, Mayor Daley presided over ceremonies marking the completion of the State Street renovation (inset), in which Skidmore, Owings & Merrill recreated a four-lane vehicular thoroughfare linking academic, retail, and entertainment districts. Today, historically contextual streetscaping elements, such as lampposts and subway kiosks (opposite) establish State Street as a welcoming urban destination.

When Philip Enquist, AIA, partner in charge of planning at Skidmore, Owings & Merrill LLP, began planning "Common Places," the Fall 1997 Regional and Urban Design Committee

Forum that was held in Chicago, he invited Chicago's Mayor Richard M. Daley to address the architects who would be attending the conference. "The Mayor's enthusiasm for the built environment is terrific," said Enquist. "Knowing that he would be speaking to a group of architects from out of town, Mayor Daley seemed eager to talk about some of his recent accomplishments."

Recently, AIA Chicago participated in a special one-on-one conversation with Mayor Daley to discuss his views on the built environment and its relation to the city's economic development. Daley asserted that he believes that neighborhoods must serve as the foundation of a city and stressed the importance of civic pride, be it for individuals in residential neighborhoods, developers, or architects. The mayor also spoke at length about the revitalization of State Street and how it serves as a role model for successful urban revitalization projects.

AIA Chicago: How do you feel about the renovation of State Street?

Mayor Daley: I think that State Street is an example of how "retail streets" were converted to shopping malls,

which were failures from Oak Park to Michigan City to Chicago. They tried to make a shopping mall on a street. And you can't do it; it's impossible. Streets just don't convert to malls. I think that when people are walking on a commercial street, they want to see cars in order to feel comfortable and safe.

The plan to restore State Street to its historic significance required the commitment of both the government and the private sector. The vision we now want to fulfill is one of State Street with theaters, restaurants, offices, retail, and housing. That vision will be accomplished with anchors: the Chicago Theater on the north, and the Harold Washington Library on the south. Then as you continue with that type of vision, you in turn expand Randolph and Madison streets, and the vision continues east and west. Basically it's a vision that carries throughout the Loop area and eventually connects the Near South, Near West, and Near North with downtown. So, it's all connected.

At the beginning of the reconstruction of State Street, we told the business owners that they would still have a good real estate investment, regardless of what happens on North Michigan Avenue. The real estate investments are good [on State Street]; the value will go up.

AIA Chicago: Are you pleased with the mixed-use components that are now on State Street, such as the retail mix and the presence of a university?

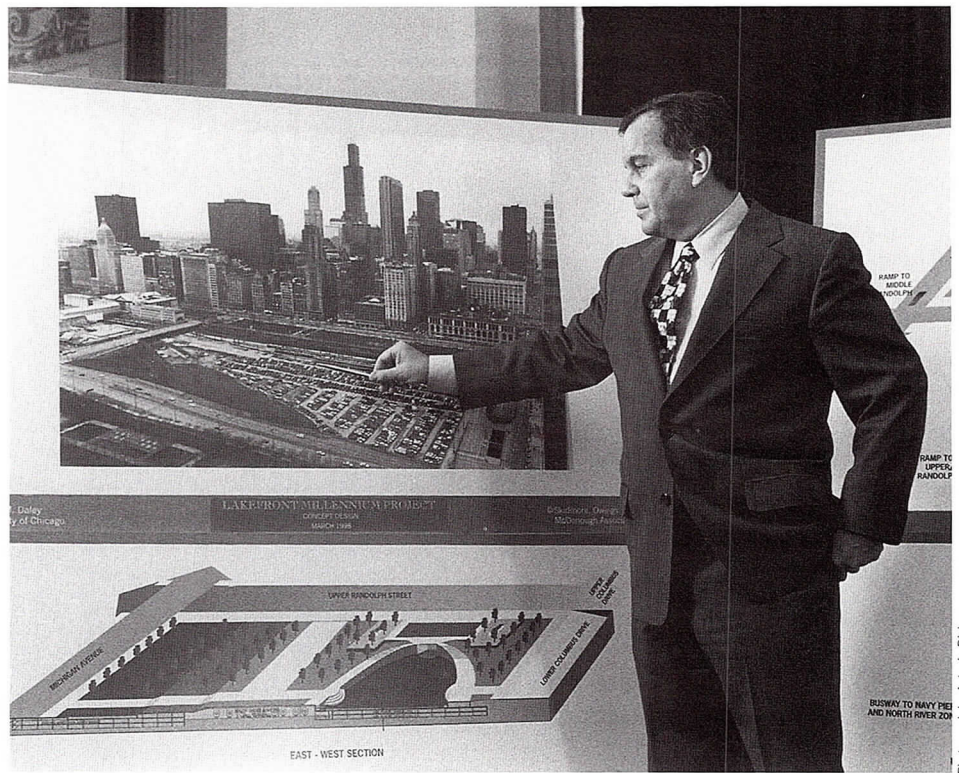
Mayor Daley: Yes. We're really changing the complexion of the downtown, and that's important. The mix is invaluable: the presence of a university, retailing, offices, and apartments. A good example of this is the Art Institute residence at State and Madison streets. That's 200 students right here at home on State Street.

Housing needs in the '90s are different than they were in the '50s or '30s... There is a new group of younger people who look at housing differently, so the city needs to change its housing market and patterns.



Photograph by Jim Peterson

Chicago has long been known as a city of many diverse neighborhoods, and one of Mayor Daley's chief concerns is that its residents have access to housing that contributes to the quality of life. In the Bronzeville neighborhood near the IIT campus, community building is evident in new housing construction, a new police headquarters nearby, and plans to make the area a center of African American culture and heritage—all of which have injected new life in the area.



Photograph by Antonio Dickey

AIA Chicago: How important is it to strengthen the retail component on State Street? If that sector of the street doesn't remain strong, what will happen to the other tenant components of the street? Marshall Field's, for example, has argued that another anchor is needed.

Mayor Daley: While I'm more of an open space guy than anyone else, Block 37 must be developed as a retail/hotel complex. The key to the ongoing success of State Street is the strengthening of the retail component.

AIA Chicago: Would you comment on your feelings about Chicago's neighborhoods. What makes a neighborhood work well?

Mayor Daley: Housing needs in the '90s are different than they were in the '50s or '30s. People live differently now. There is a new group of younger people who look at housing differently, so the city needs to change its housing market and patterns. I'm focusing on adaptation. Whether it's loft conversions, new townhouses, different types of buildings being converted, you really have to adapt.

I think we have done a good job in changing housing patterns in the way we respect the old while building new ones at the same time.

We were seeing a rash of residential construction that was not fostering what I consider to be quality, that is a home that allows the owner to enjoy the city. As a city dweller, I want to be able to enjoy the city right where I live.

You have to take pride in the city. Don't take a cookie cutter approach.

Sometimes, when I've been shown a housing design for the first time and I see a design that has no green space or looks out onto concrete, then I tell the builders and architects: "you live in it." They usually respond with: "Oh, I live in

Mayor Daley and the Goodman Theatre's Robert Falls detail plans for the Goodman Theatre's new home in the heart of Chicago, designed by Toronto-based architects Kuwabara, Payne, McKenna and Blumberg with local partners DLK Architecture. Located on Dearborn Street between Randolph and Lake streets, the new complex will incorporate the facades of the historic Harris and Selwyn theaters into the exterior of the new facility.

Mayor Daley points to the location of the newly proposed Lakefront Millennium Project, designed by Skidmore, Owings & Merrill, which will be constructed in the northwest corner of Grant Park on a site now occupied by an exposed parking lot and Illinois Central rail lines. The scheme is intended to reinforce Daniel Burnham's vision of Grant Park as the front yard of Chicago.

Highland Park." That's great, but why do you live there? Maybe, because there's green space there? When you look out of your house, do you want to see beautiful greenery or concrete? I don't want to see concrete. If what you're building right here in Chicago is so great tell me: would you want to live here. It's as simple as that: that's the question I ask architects, builders, and developers.

AIA Chicago: It's no secret that you fiercely defend the city on behalf of its residents and demand construction that contributes to the quality of life. In dealing with developers, builders, and architects, you seem to place accountability at a very personal level.

Mayor Daley: You get a feel for the neighborhood by what people take pride in. The residents really have to have pride in their community. And if you have pride in your community, you can keep a neighborhood.



Photograph by Antonio Dickey

Changing the complexion of downtown Chicago is one of the Daley administration's top priorities. A good example of this is the conversion of Holabird & Roche's Chicago Building at State and Madison streets into double- and single-occupancy studio apartments for the School of the Art Institute of Chicago by Booth/Hansen & Associates, Ltd.

There's also a transportation aspect to every neighborhood. I think the key in America is that you can't put everybody in cars, so you have to have some form of public transportation—whether it's the bus, trolley, or el—for some relief. We can't double-deck the Dan Ryan. I think the reinvestment we're trying to do with the CTA is going to be very important for the city.

AIA Chicago: When you travel abroad, how do you get to know a city



Photograph by Antonio Dickey

On Mayor Daley's Influence on Chicago's Built Environment:

"I was trained as an architect at the UIC School of Architecture and practiced architecture in Chicago. One of the exciting things about being the commissioner of planning and development is being able to work with a boss who understands the importance of architecture and how neighborhoods are so fundamental to Chicago. The mayor understands neighborhoods because he's lived in Chicago his whole life and has traveled Chicago like no one else I know.

Mayor Daley places a lot of importance on maps. A map tells a lot about a neighborhood: what developments are under way and what their impact will be on the surroundings. We've taken the 911 system map, which contains the street grid, and engaged a consultant to input complete property information—what's called the parcelization of Chicago's properties—on the map. The map will contain names of property owners, information on the building type, and the condition of the water service, electrical service, etc. Architects should find this type of map particularly helpful.

It's great to have a mayor who is so devoted to the city and its architecture. We have a real architectural presence in Chicago. Combined with a mayor who is committed to improving the built environment in order to stimulate the city's economic growth and the city's reputation for worldclass architecture, we're getting a lot of things done in Chicago!"

Christopher Hill, commissioner of planning and development, City of Chicago

"The mayor has motivated the property owners and businesses on State Street to take ownership of the street. And by taking ownership, they have made State Street a safer place for people, and a place that is more prosperous and vibrant.

Mayor Daley has made improving public spaces and the public realm of Chicago a top priority. He understands how important the quality of those spaces is to the enjoyment of the city, the value that people place on the city, and the pride they take in the places they live in."

Don Miles, FAIA, principal of Zimmer Gunsul Frasca Architects, Seattle. Chair, AIA RUDC Fall 1997 Forum "Common Places: Finding a Framework"

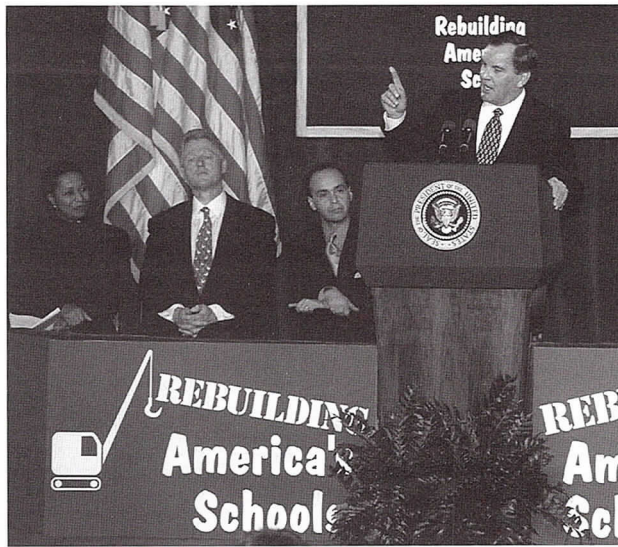
"Making the downtown of a city more livable is an invaluable focus for any mayor to have."

Philip Enquist, AIA, partner in charge of planning, Skidmore, Owings & Merrill

and its neighborhoods? I understand that from your travels you come up with many new ideas for the city—such as the fence you saw in London’s Hyde Park that inspired the one for Block 37; and the Botero exhibit you saw in Paris soon graced the grounds of Montgomery Ward Park on Michigan Avenue across from the Chicago Cultural Center.

Mayor Daley: I walk the city, especially in the morning and look, and look, and look. You find out how the city is in the morning. We cannot compete with the very old cities in Europe, but we can learn a lot from them. We can learn from their parks, their lighting systems, and their bridges.

AIA Chicago: How has your knowledge of the built environment



Photograph by Cheri Eisenberg

Flanked by Senator Carol Mosley-Braun, President Bill Clinton, and Congressman Luis Gutierrez, Mayor Daley speaks on the importance of federal support for public school modernization. President Clinton was in Chicago in April to tour the recently renovated Rachel Carson Elementary School.

grown since the start of your administration?

Mayor Daley: I think you have to take pride in the city. Don’t take a cookie cutter approach. The developers have to have pride in the city, too. I ask them: “Do you really believe this is a quality building architecturally, that the design really makes a statement for your building, for your customers, for the

people of Chicago?” We need to get back to having pride in what is constructed—whether it’s the architect, the developer, or the builder. ■

Dottie Jeffries is principal of Jeffries Marketing, a full-service communications firm that provides communications and publicity for architecture and planning businesses and organizations.

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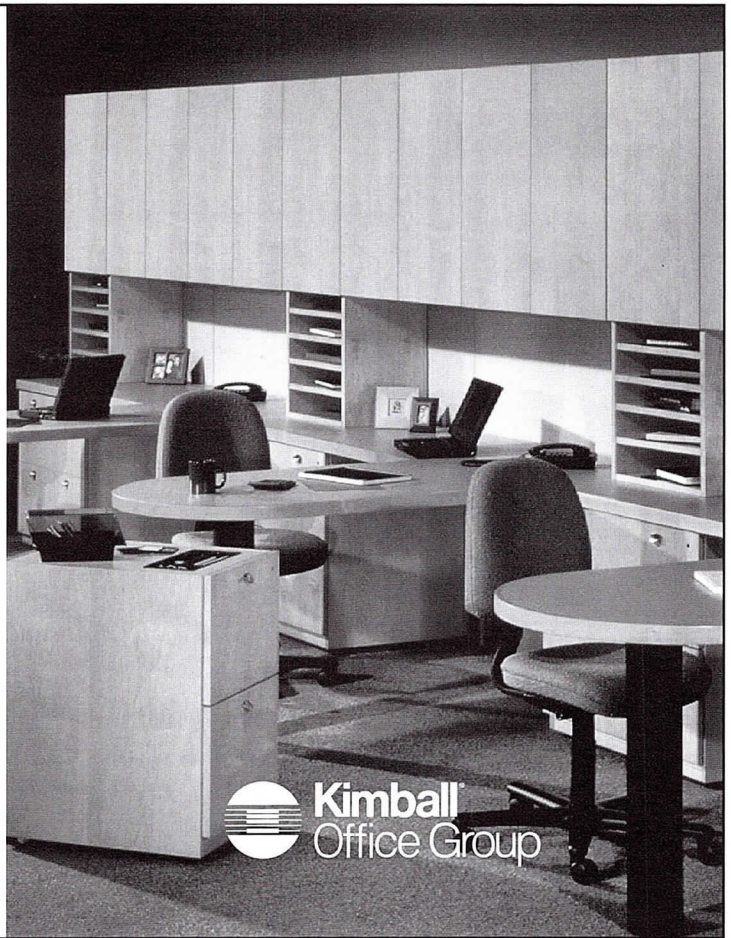
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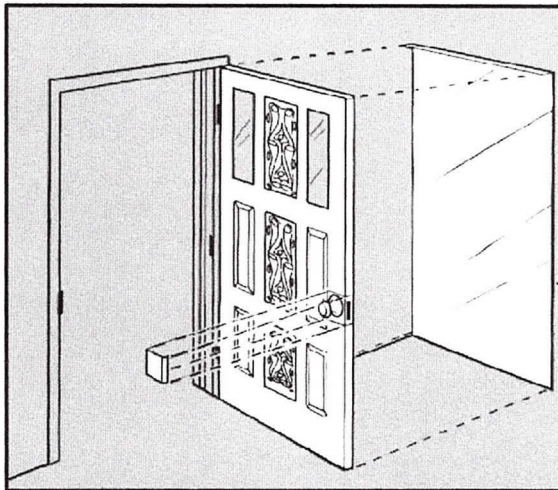
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Polish Restores the Luster to Chicago's Brightwork

by Philip Berger

During its coverage of the 1996 Democratic National Convention, the *Wall Street Journal* waxed rhapsodic over Chicago's many virtues. Its architecture, its abundance of visual and performing arts, the diversity of its retail, dining, and entertainment options, and its extraordinary setting along the lakeshore made it an "urban paradise." Although this characterization seemed to validate what many of us have always known, some cynics noted at the time that the only parts of the city that resembled paradise were along the route conventioners took from the Michigan Avenue hotels to the United Center. And indeed, the city's streetscape underwent significant changes in the months preceding the convention: roadways were repaired, street furniture was embellished, and lush plantings appeared in new median containers. But Chicago never looked better.

Since the convention, the public face of the city has continued to improve. While opinions regarding highly visible private sector additions have varied, reactions to projects involving public and private cooperation have generally been positive.

Mayor Daley's administration has played an important part in many of these projects. The mayor has long sought to establish the city as an international destination, and recent developments seem well suited to helping him realize this dream.

Theater Revitalization

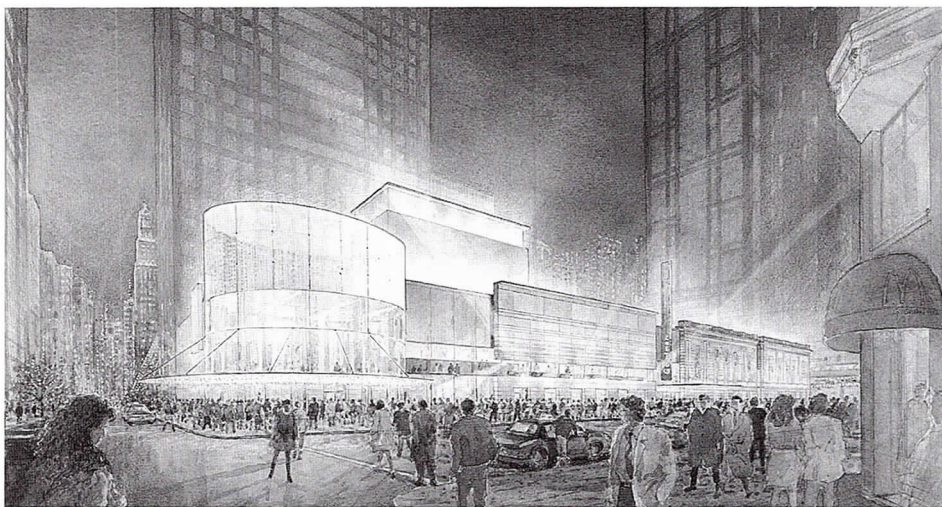
Rejuvenation of the Loop took a huge leap forward in 1997 with the demolition of State Street, the mall, and the return of State Street, the street. Planners realized that returning State Street to a place of prominence would require more twenty-four hour, seven-days-a-week activities, and that the 1990 State Street Vision Plan called for establishing a North Loop Entertainment District. Since its creation,

the resulting North Loop TIF District began to mature and create increments of more than \$30 million per year. In addition to the meticulously restored Chicago Theater, the old Oriental Theater is being restored and will become the new Ford Center for the Performing Arts and the Harris and Selwyn Theaters will be converted into the new home of the Goodman Theatre. Additionally, a new Rialto seems well on its way.

This kind of thing, Daniel Coffey, AIA, reminds us, doesn't occur haphazardly. "You can't just sit back and wait for things to happen," he says. Coffey's firm, Daniel P. Coffey & Associates, Ltd., was responsible for overseeing the Chicago Theater restoration and currently is involved with the Oriental project. In 1995, Coffey visited impresario Garth Drabinsky, former CEO and chairman of Toronto's Livent, Inc. (producers of *Joseph and the Amazing Technicolor Dreamcoat*, *Show Boat*, etc.) to interest him in committing to use of a rehabilitated Oriental Theater as the venue for Livent's Chicago productions.

Coffey reports that after a walk-through, Drabinsky was interested in the facility, which survived despite decades of neglect. To make the transaction feasible, however, several pieces had to be assembled in addition to the rehabilitation of the 1923 Rapp & Rapp-designed theater. The building's owners agreed to a vertically subdivided "condominium-ization" so that Livent would own only the theater property. The City of Chicago agreed to assist in the cost of redeveloping and the acquiring the landmark Oliver Building, which was needed to create a stage of modern dimensions. Livent and the city entered into a redevelopment agreement that would allow the project to receive both private financing and TIF monies. The project is well under way, with the opening projected for October 1998 with the Chicago premier of *Ragtime*.

Few projects have had as many false starts as the Goodman Theatre's efforts to



New life is being breathed into the Loop with the announcement of several new theater projects—the elements needed to serve as anchors for the north end of State Street. The Goodman Theatre plans to create a new home in the old Harris/Selwyn Theater complex. As designed by Toronto's Kuwabara, Payne, McKenna and Blumberg and local partners DLK Architecture, the Goodman complex will consist of an 800-seat main stage, a 400-seat studio theater, and a restaurant/retail component.

establish a new home in the shell of the Harris/Selwyn complex, which was built in 1923 but has been shuttered for decades. In July 1997, the Goodman's board announced that work would commence in 1998 to convert the structures into a theater/retail complex.

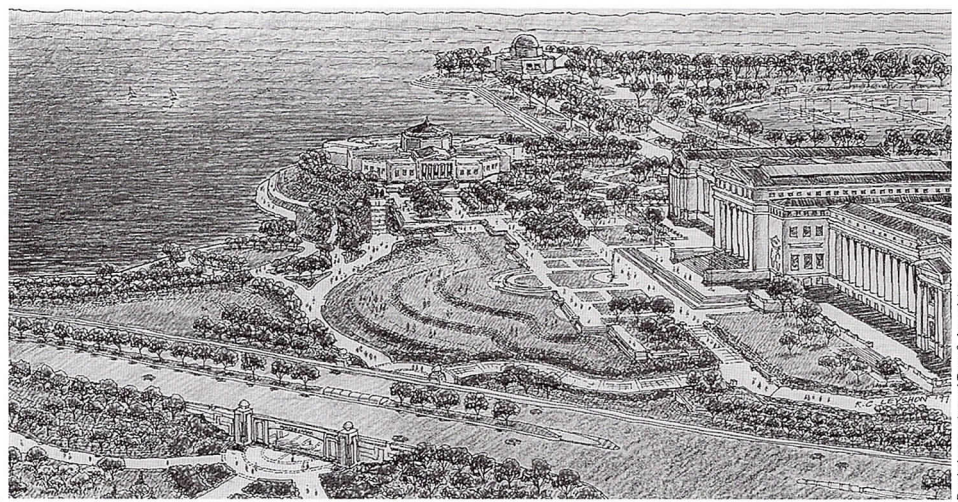
According to the Goodman Theatre, the Toronto-based firm of Kuwabara, Payne, McKenna and Blumberg will be primary architects for the project, along with local partners DLK Architecture. The new Goodman will house an 800 seat main stage, a 400-seat studio theater, and a restaurant/retail complex that will be developed by a private entity.

Construction and renovation costs were estimated last July at \$53 million,



Photograph by William Kiddow Photography

In 1869, William Le Baron Jenney began creating the lush, picturesque Garfield Park, the middle park in the West Park system. In 1906, noted landscape architect Jens Jensen and the architecture firm Schmidt, Garden & Martin designed a conservatory for Garfield Park that was a radical departure from typical floral displays common in Victorian-era hothouses. The Garfield Park Conservatory was designed as a series of landscape art under glass, internal landscapes of tropical plantings, stonework, and water features. Eifler & Associates worked with the Garfield Park Conservatory Alliance to restore the conservatory's Aroid House to its former glory.



Benjamin Mouton of Tenn & Associates

of which the Goodman will contribute \$21 million. An additional \$18.8 million will come from the city of Chicago through TIF resources, with the balance supplied through financing arranged by a consortium of leading Chicago banks.

Conservatory Restoration and Enhancement

The buildings of Chicago's parks represent one of the most under-appreciated components in the pantheon of the city's architectural resources. But the Chicago Park District is taking steps to reverse this situation.

Dotted among the city's park system are a remarkable portfolio of field houses, boathouses, storage facilities, and other utilitarian structures that reflect many important developments in twentieth-century civic architecture. The grand conservatories, however, are the crown jewels of the collection.

According to Lisa Roberts, the Chicago Park District's director of conservatories, a deep freeze in the winter of 1994 acted as a wake-up call to Park District authorities that steps would have to be taken to preserve the Garfield Park Conservatory, built in 1906-07 to the designs of Jens Jensen and Schmidt, Garden and Martin. A task force convened to study how this treasure might best be saved gave rise to the Garfield Park Conservatory Alliance to supervise programming and community outreach for the facility. Funded by a matching grant from the Lila Wallace Readers Digest Foundation, the Alliance hopes to ensure sustainability beyond the years of grant with a commitment of almost \$3 million in

educational and recreational programming.

Capital improvements to the structure include the remodeling of the existing lobby (itself a Park District-designed addition from the 1950s) into a visitor's pavilion, designed by Booth/Hansen & Associates, Ltd.; funding for this phase of the rehabilitation has been made available through empowerment zone monies. Roberts reports that the conservation and improvement of the greenhouses themselves will proceed in stages. Eifler & Associates completed work on the conservatory's Aroid House last year. Current work involves moving botanic materials from the Economic House into the Palm House to make way for an extensive children's exhibit. Roberts describes it as a "nice balance between a garden with a children's exhibit within it and an exhibit that contains plants"; the exhibit is scheduled to open in summer 1999.

Museum Campus

The decree that the city's shoreline should be forever open, free, and clear has created a lakefront of unparalleled beauty and grandeur. Perhaps its most stunning enhancement in recent decades has been the relocation of Lake Shore Drive and the establishment of a freely accessible museum campus that links some of the city's most popular cultural institutions.

The \$101 million Lake Shore Drive Improvement Project encompasses relocating Lake Shore Drive's northbound lanes between 23rd Street and Balbo to the west side of Soldier Field and the Field Museum. Pedestrian and bicycle access has been greatly improved by two underground concourses and the extension

The \$101-million Lake Shore Drive Improvement Project orchestrated by Teng & Associates involves relocating Lake Shore Drive's northbound lanes to the west side of Soldier Field and the Field Museum to create a new museum campus. Moving the Drive has resulted in a pedestrian-oriented museum campus that links some of the city's most popular cultural attractions: the Field Museum, the Shedd Aquarium, and the Adler Planetarium.

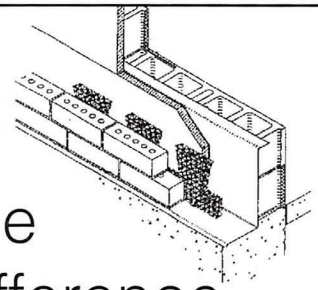
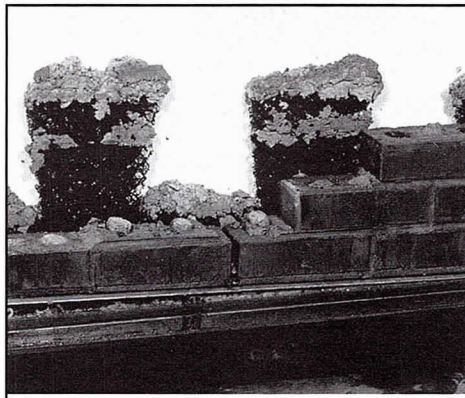
of the Roosevelt Road Bridge, and the relocation has returned ten acres of former roadway into valuable lakefront parkland.

Beyond the functional amelioration, Teng & Associates' treatment of the architectural elements reflects a high level of sophistication. Coffered ceilings and skylights in the pedestrian concourses, as well as architectural pylons, ornamental lighting and belvederes, decorative railings, and planter boxes on the Roosevelt Road Bridge east of Michigan Avenue create a stunningly scenic environment. The elements illustrate an obvious concern for urbanism and aesthetics that suggest both Daniel Burnham's monumental urban vision and the optimistic futurism of the WPA, which together serve to glorify the influences that initially helped shape and create Lake Shore Drive.

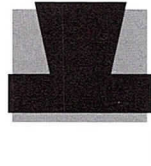
The newly created Museum Campus should draw exponentially more visitors to the institutions within. It's fitting, then, that many of them have made substantial changes and enhancements. Following its part in multiple improvements to the Shedd Aquarium, Lohan Associates has designed a 60,000 square foot addition to the Adler Planetarium, which is expected to be complete by April 1999. The East Pavilion will contain a state-of-the-art projection planetarium, interactive and historic astronomy exhibits, a public wintergarden, and an education center. In deference to the jewellike presence of the original 1930 Ernest Grunsfeld, Jr.-designed structure at the foot of Solidarity Drive, the addition will be largely underground and nearly invisible from Lake Shore Drive.

The City of Chicago has taken an aggressive stance in supporting and nurturing projects that enhance the overall urban experience. Graphically fulfilling the mantle of *urbs in horto*, this latest group of projects goes a long way toward creating a sweeping sense of the City Beautiful. ■

Philip Berger's writing about design, architecture, and urbanism has appeared in such publications as Chicago, Inland Architect, and the Reader.



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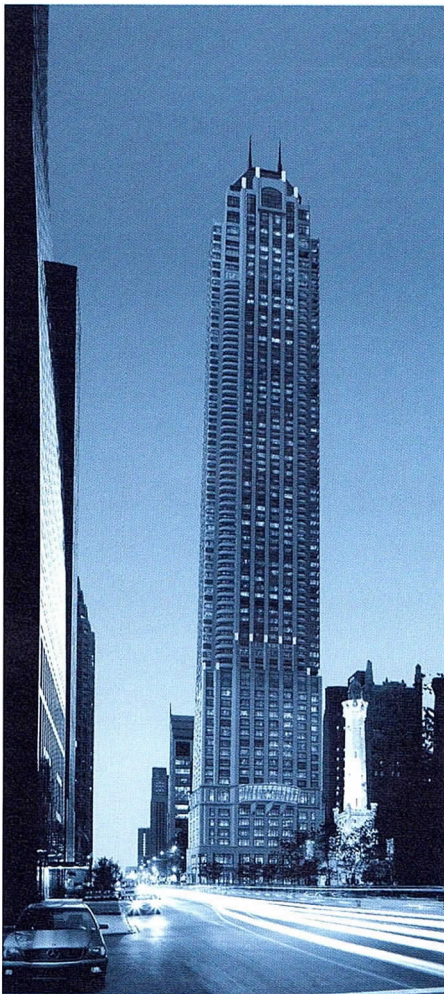
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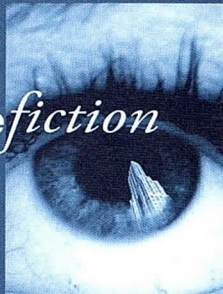
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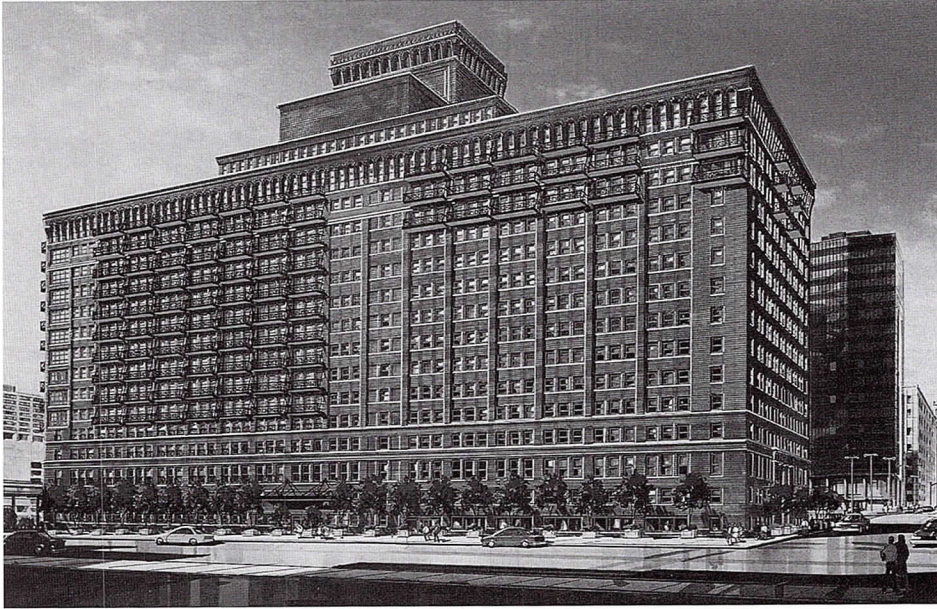
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Birth of a Neighborhood: The Fulton River District



Rendering courtesy of Hartshorne+Plunkard, Ltd.

Many new residential projects are under way in the Fulton River District, including Randolph Place, the largest residential development to date in the city. Hartshorne+Plunkard, Ltd. carved loft condominiums, ranging in size from 770 to 2,000 square feet, out of the massive former warehouse building located at Randolph and Canal streets.

by Laurie McGovern Petersen

Like a desert that bursts into bloom after a rainstorm, a patch of underused land near the Loop is quickly becoming a vibrant residential neighborhood. The newly named Fulton River District is the site of the heaviest concentration of residential development in the metropolitan area. By the end of 1999, just four years after the area's first loft conversion hit the market, more than 1,300 new housing units will have been completed.

Chicago has been experiencing a housing boom for the past two years as both traditional neighborhoods and the central city have become increasingly attractive places in which to live. New housing in old office buildings and the concentration of theater and entertainment are creating a 24-hour Loop that planners have dreamed of for decades. State Street is once again a handsome, urbane thoroughfare with a greater mix of uses

than it has ever had. River North has become an entertainment mecca for the whole metropolitan region. The riverfront itself is now an amenity.

The lure of the Fulton River District is its proximity to all the advantages of the Loop and River North in a location that is urban but not congested. Ed Jacobson, president and CEO of CMC Heartland Partners, calls it "probably the hottest real estate market in the country," citing the fact that "now people are leaving their cars for an urban walk-to-everything lifestyle." With restaurants and the East Bank Club just across the river, "the area now has an ambiance and sense of place that didn't exist before," according to Phil Hickman, senior vice president of the Habitat Company.

Bounded by the Chicago River, Halsted Street, Washington Street, and Grand Avenue, the Fulton River District offers developers a rare opportunity to create a brand-new urban neighborhood. The area is neither residential nor heavily industrial; there are enough loft buildings to give the area scale and identity but also a lot of vacant land.

Architect Ray Hartshorne, AIA, points out that people had foreseen housing here as long ago as the 1950s, but those visions were of total land clearance and new mega-projects. Conversion of industrial buildings—especially large ones that were not practical as first-generation lofts—is the catalyst for redeveloping the area.

A wide range of housing types will be available—from individual buildings to master-planned developments of new construction. While the area's industrial roots make converted lofts an obvious choice, there also will be townhouses, midrise condominiums, and the first condominium high-rises to be built west of the Chicago River.

Greenery also will eventually soften the urban edges. "The city has been very proactive in anticipating that industrial areas will need amenities as they become

People are coming back to the city because it's "fixed up, cleaned up, safer, and more dynamic."

Birth of a Neighborhood

Continued from page 23

residential neighborhoods,” said Michael Lerner, president of MCZ Development. Impact fees for projects in the Fulton River District are being pooled to create a new park at Jefferson and Madison streets. Developers also are required to landscape public streets fronting their buildings.

History of the Area

The area’s largest developments were all made public within weeks of each other in September 1997. MCZ Development began selling condominiums in Randolph Place, the old C&NW office building and former warehouse at 165 North Clinton Street. CMC Heartland Partners, the real estate successor company to the Milwaukee Road railroad, announced plans to develop 380 new housing units at Kinzie Station on four acres just south of the Metra rail lines between Jefferson and Halsted streets. The Habitat Company, one of the city’s largest developers, almost simultaneously announced that it would create a 500-unit new community called Kinzie Park along the river between Kinzie Street and Grand Avenue.

These ambitious announcements came only two years after the area’s first loft conversion. ChinaClub Lofts at 616 West Fulton Street sold out even faster than MCZ Development had projected, leading them to add penthouse units and to make plans for the nearby Clinton Street Lofts. “We were surprised by the quality and



Photograph Courtesy of Bairds Drinn Main

maturity of the buyers,” commented Michael Lerner, MCZ’s president. “The area was too big for a single developer, so we were happy that others were also excited about its potential.”

Buzz Ruttenberg of The Belgravia Group was an early convert. He came up with the name Fulton River District and planned the development of Fulton Station, a square block of midrise condominiums and townhouses totaling almost 200 units. The scale of development continued on an upward spiral as Habitat and CMC announced their projects and MCZ took on the conversion of Randolph Place.

Randolph Place

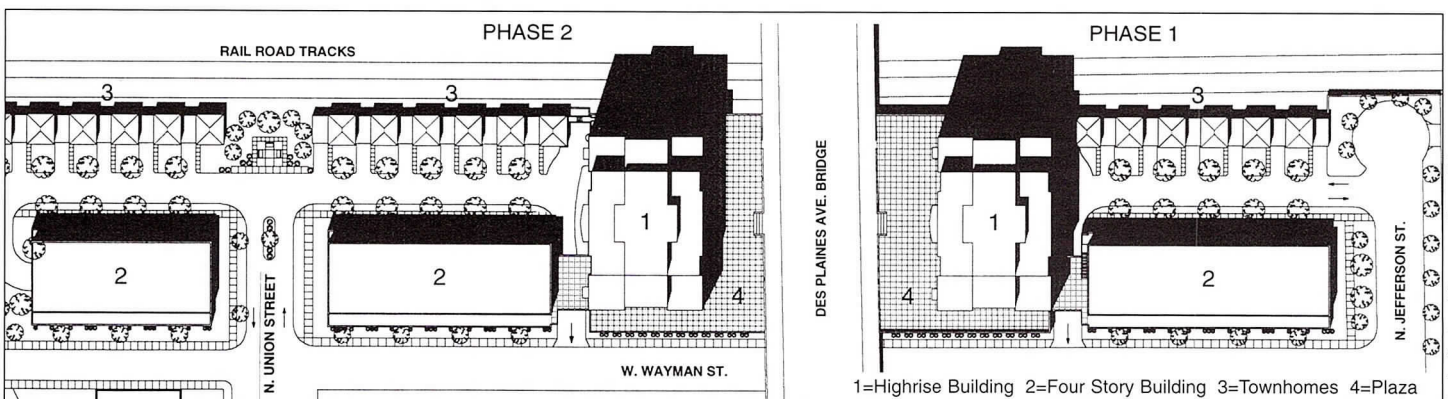
Randolph Place is currently the city’s largest residential development, with almost a million square feet of space. Sales of the loft condominiums have exceeded expectations so much that MCZ dropped its plans to convert part of the building to a hotel. The 310 units range from 770 square foot to just under 2,000 square foot, with most of them around 1,200 sq. feet; prices start in the low

\$100,000s and top out in the \$400,000 bracket. The ground floor will have retail tenants, including a high-end restaurant, and the four lowest floors will offer parking.

Built as a warehouse to the 1912 design of Daniel H. Burnham, Randolph Place was most recently an office building. Its sheer bulk, with floors more than 130 feet deep, made it an unlikely candidate for a residential conversion, but the creativity of architects Hartshorne & Plunkard, Ltd. put the space to good use.

ChinaClub Lofts had already presented Hartshorne & Plunkard with the problem of a deep building, which they solved by creating individual storage rooms centered within the inner area of each floor. At Randolph Place many of these storage areas—dubbed bonus rooms—were attached to the loft units themselves, an arrangement that seems more private and homelike. Bonus rooms that are not located within individual units are

Pappageorge/Haymes Ltd. did the master planning for Kinzie Station, a 380-unit community that is defined by the Metra train lines on its northern boundary and the DesPlaines Street viaduct, which crosses over the tracks. Two high rises flank the DesPlaines viaduct, and are set back from the street and surrounded by a landscaped plaza at the viaduct level.



Drawing Courtesy of Pappageorge/Haymes Ltd.

The rage for loft condominiums is so great that the loft look is even mimicked in new construction. Bauhs Dring Main's Fulton Station, named to recall the area's industrial and railroad heritage, is new construction that is targeting first-time buyers.

clustered in the wide hallways, whose angled walls add interest to the vast spaces. The depth of the lofts also allowed generously sized baths and closets as well as entrance foyers.

The very idea of a foyer in a loft unit shows how far this housing type has come from its inception as low-cost, unfinished rental space. The earliest conversions, now known as "very hard" lofts, offered minimal kitchens and baths and lots of exposed pipes and ducts. Randolph Place represents the other end of the spectrum—a "very soft" loft with finished walls, separate bedrooms, concealed mechanicals, and even such high-end amenities as gas fireplaces. The loft ambiance is conveyed by the 12-foot-high ceilings and open-plan kitchen/dining/living space. This large room is oriented along the window wall to feel as open and bright as possible. Bedrooms are located at the interior of the unit and have nine-foot-high walls to share light and air with the living areas.

Chicago's building code has evolved to meet the requirements of this new type of residence. The Loft Conversion Task Force, of which Jim Plunkard, AIA, is a member, worked with the Building Commission and the Mayor's Office to make the code clearer, especially on issues of shared light and ventilation.

Fulton Station

The loft look continues to shape the area, even in developments consisting entirely of new construction. Fulton Station, whose name recalls the area's industrial heritage as well as the continuing importance of rail lines, features midrise condominiums designed to look like converted warehouses.

The four seven-story buildings are sheathed in red brick with limestone and concrete trim and have metal balconies hung from the facades. The other buildings in the development—a pair of six-flats and 24 townhouses—echo this style. "Fulton

Chicago's Loft Boom

by Barbara K. Hower

Chicago architect Harry Weese can perhaps be considered the father of the Chicago loft movement. In 1976, he converted the Donohue Building, the first major printers' structure in Printers' Row, into lofts, and in 1979, he converted an old cold storage building on North Canal Street into the Fulton House condominiums.

In the 1990s, Chicago is witnessing a loft housing boom. The loft has grown up from the typical layout consisting of a balcony above the main level and has acquired new names, such as hard lofts, soft lofts, and luxury lofts. New lofts are indeed in great demand throughout the city, as this chart will reveal.

New Chicago-Area Lofts with 25 Units or More

Project Name	Address	Number of Units	Project Name	Address	Number of Units
Artist Village Lofts	2735 W. Armitage	37	Michigan Avenue Lofts	910 S. Michigan	262
Bank Note Place	1910 S. Indiana	105	Olympia Lofts	841 W. Adams	66
Beacon Lofts	927 W. Adams	47	Paper Place Loftominium	801 S. Wells	107
Bicycle Station Lofts	1614-34 S. Indiana	53	Penthouse Lofts	1550 S. Indiana	39
Borden Dairy Commons	2800 N. Talman	55	Post Card Place	1733 W. Irving Park	65
Bronzeville Lofts	50 E. 26th St.	42	Randolph Place	165 N. Canal	310
Carriage House Lofts	1545 S. State	81	River Park Lofts	2222 W. Diversey	42
Clinton Street Lofts	216 N. Clinton	176	Sewing Exchange	1830 S. Michigan	26
China Club Lofts	606 W. Fulton	95	The Sexton	360 W. Illinois	235
Cobbler Square	1350 N. Wells	295	Skyline Lofts	1601 S. Michigan	47
Cold Storage Building	1526 S. State	326	Stadium Center Lofts	100 S. Ashland	144
Columbus on the Park	811 S. Lytle	105	Tandem Lofts	1633 S. Michigan	58
Donohue Building	711 S. Dearborn	92	Transportation Building	600 S. Dearborn	294
Erie Centre Lofts	375 W. Erie	106	Union Square	333 W. Hubbard	165
Fairbanks Lofts	900 S. Wabash	36	Vanguard Lofts	1250 W. Van Buren	100
Fulton House	345 N. Canal	150	Village Lofts	614 N. Oakley	30
Gotham Lofts	500 S. Clinton	187	West Bucktown Lofts	2511 W. Moffat	41
Haberdasher Square	710-728 W. Jackson	84	18th Street Lofts	1810 S. Michigan	54
Harrison Street Lofts	80 W. Harrison	62	300 W. Grand Lofts	300 W. Grand	50
Landmark on the Wabash	1516 S. Wabash	76	850 W. Adams	850 W. Adams	37
The Manhattan	431 S. Dearborn	105	1000 W. Washington	1000 W. Washington	80
Market Square Lofts	161 W. Harrison	82	1259 N. Wood	1259 N. Wood	30
Metro Pointe	5823 N. Ravenswood	32	1515 S. Michigan	1515 S. Michigan	52
Metropolitan Place	130 S. Canal	212	1801 S. Michigan	1801 S. Michigan	54

Station is for people who want an urban environment but would like higher finish standards than typically found in lofts," explains architect Todd Main, AIA, of Bauhs Dring Main.

Many of the units are targeted for first-time buyers, but there are also duplexes with 2,000-square-foot living spaces. The townhouses all have two bedrooms, family rooms, and optional penthouse rooms. Each townhouse will have a private back yard of a size that exceeds the requirements specified in Chicago's new townhome ordinance.

Two new parks on the square-block site will provide green space for the community. Active rail lines form the northern boundary, but the three perimeter streets (Jefferson, Fulton and Clinton) will be landscaped. Sidewalks on these streets will have very few curb cuts since all of the townhouses and most of the multi-unit buildings will be accessed from a U-shaped private drive. The townhouses are in the center to preserve northeast and southeast views for the taller buildings in the development.

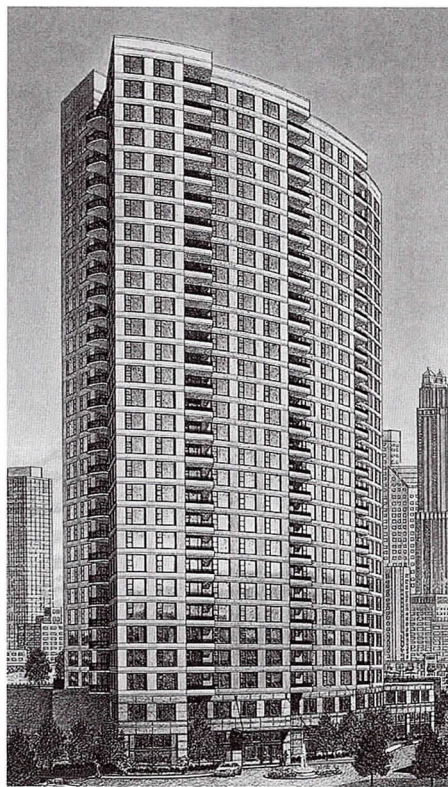
Kinzie Station

The site of Kinzie Station is the most challenging of all the current projects in the area. Architects Pappageorge/Haymes Ltd. master-planned and designed a 380-unit community for four acres of land just south of the Metra tracks between Jefferson and Halsted streets. CMC Heartland Partners, a Chicago-based company with national holdings, owns a total of 19 acres of former railroad land here and decided to develop the south parcel first.

Phase I consists of the east block between Jefferson and DesPlaines streets. There will be a 25-story 163-unit condominium Tower, a four-story 24-unit building, and six townhomes. The second phase will add another Tower, a pair of four-story buildings, and 12 townhomes for an eventual total of more than 400 units.

The two greatest issues are the Metra train lines that form the site's northern boundary and the DesPlaines Street viaduct, which rises up more than 25 feet to cross over these tracks. The two high-rise buildings flank the DesPlaines viaduct, matching its height with a three-level parking structure base. The high-rises are set back from the street and surrounded by a landscaped outdoor plaza at the viaduct level. The first floor of each high-rise will feature retail shops fronting the plaza. The parking structure/tower base has a walkway and stairs that link the viaduct level of the plaza to the street level of the townhomes and low-rise buildings.

The townhomes have been designed with a single southern orientation to form a barrier wall for the rail line. They front on a landscaped boulevard at the interior of the development. Parking for the low-rise building is in the tower base (to which it is connected at the basement level), minimizing garage driveways and entrances.



Along the Chicago River, Kinzie Park capitalizes on its location. Buildings comprise less than 40 percent of the site, leaving two acres of landscaped open space. Phase I consists of a 31-story high-rise tower designed by Nagle Hartray Danker Kagan McKay Architects. Curving walls and step backs provide extra eastern views and create privacy for the balconies.

Phase I, scheduled for completion by 1999, consists of a 31-story high-rise containing 186 condominiums, a seven-story building with 54 units, and 76 townhomes. Twenty-five of the townhomes face the river and range in price from \$700,000 to \$850,000. Enterprise Development Company is codeveloper of Kinzie.

The condominium tower, designed by Nagle Hartray Danker Kagan McKay Architects, occupies the northwest corner of the site. Its south wall curves and steps back in a fan shape to provide extra eastern views, create additional privacy for the balconies, and generate more corners in the building's plan. The shape also allows some units to have two entrances to the balcony. A three-story base that houses the parking garage is topped by a sun deck with a swimming pool. The tower's southern wall comes all the way down to the ground, rather than being set back on the base, to create a more attractive entrance. The lowest three floors are clad in brick and stone to match the traditionally styled midrise and townhomes.

Many buyers at Kinzie Park are empty nesters who want the convenience and excitement of urban living. James Nagle, AIA, notes that people are coming back to the city because it is "fixed up, cleaned up, safer, and more dynamic." Other areas close to downtown are also experiencing a boom in residential development. These include Lakeside, just north of Central Station, The West Loop and near west side and all the way to the United Center, and River North. The city of neighborhoods continues to add new ones to its already strong base. ■

Kinzie Park

While other developments evoke the area's railway heritage, Kinzie Park emphasizes the appeal of water and greenery. The six-and-one-half acres of vacant land will be transformed into a parklike setting along the west bank of the Chicago River. A landscaped river walk features a lookout point to highlight city views to the south. In the middle of the development, a central garden features a fountain on axis with this lookout feature. Buildings occupy less than 40 percent of the site, leaving two acres of landscaped open space. Pappageorge/Haymes Ltd. executed the site plan and the design of the townhomes and midrises.

The Habitat Company purchased most of this former railway land from investors and bought an acre of riverfront property from the city, which is relocating the transportation department's bridges operation. The city will also proceed with its previously planned rebuilding and upgrading of the Kinzie Street Bridge.

The bulk of the site is located between Kinzie Street and Grand Avenue, from the river to the Metra tracks. A smaller parcel just south of Kinzie is slated for later development.

Laurie McGovern Petersen is a frequent contributor to Focus: Architecture Chicago. She is the associate editor of the AIA Guide to Chicago.

Commercial Development is No Small Change

by Nancy Seeger

Chicago's strongest winds these days are the winds of change, and their velocity can be measured by the city's explosion of commercial development. After an almost decade-long lull in large-scale commercial projects, there has been a surge in commercial development in the city, and today, completed or ongoing major commercial projects continue to spur Chicago's vital economy. A driving force in the revitalization of the city has been Mayor Richard M. Daley's support and enthusiasm for keeping Chicago an economically vital and vibrant world-class city.

Included in the mix of new commercial projects are innovative adaptive reuse strategies that utilize existing buildings and the construction of major new projects. In areas along State Street and Michigan Avenue, for example, a number of new projects are under way or on the boards.

Further encouraging these and other such projects is the City of Chicago's investment in the public realm through major infrastructure projects. Following in the tradition of Daniel Burnham's 1909 Plan of Chicago, the city has completed large-scale renovations of State Street, restored the Michigan Avenue viaduct, has made improvements to Lake Shore Drive and the adjacent museum campus, and has proposed reconstructing Wacker Drive.

State Street

State Street is perhaps the most visible symbol of Chicago's successful revitalization and reflects the city government's intense efforts to maintain Chicago's historic character while encouraging innovative economic activity.

After the Great Chicago Fire of 1871, State Street became Chicago's primary hotel, shopping, and entertainment district, a position it held until after World War II, when factors such as residential migration to the suburbs and the competition from suburban shopping centers led to its decline. In 1979, the Great Street was turned into a transit and pedestrian mall, which further hastened its decline.

In 1996, the City of Chicago completed a \$25-million renovation of State Street. Skidmore, Owings & Merrill and Consoer Townsend Envirodyne Engineers, Inc. led a team of consultants, including the Chicago Department of Transportation, the Chicago Department of Planning and Development, the State Street Commission, the Greater State Street Council, and the Chicago Transit Authority, in this cooperative planning effort. The most notable change that has taken place on State Street is the removal of the transit/pedestrian mall and reopening the street to private vehicle traffic. Further reenergizing the street has been the introduction of elements that recall an earlier era. Sidewalks were narrowed to 22 feet wide and the paving was reconstructed in a frame and panel design. New landscaping was also introduced, including trees such as honey locust, Kentucky coffee, ash, and pear, as well as colorful new flowerbeds and shrubs. Further complementing the State Street redesign were new streetscape elements, including 30-foot-high lampposts similar to those designed for the Great Street in 1926 by Graham, Anderson, Probst & White and historically contextual subway kiosks.

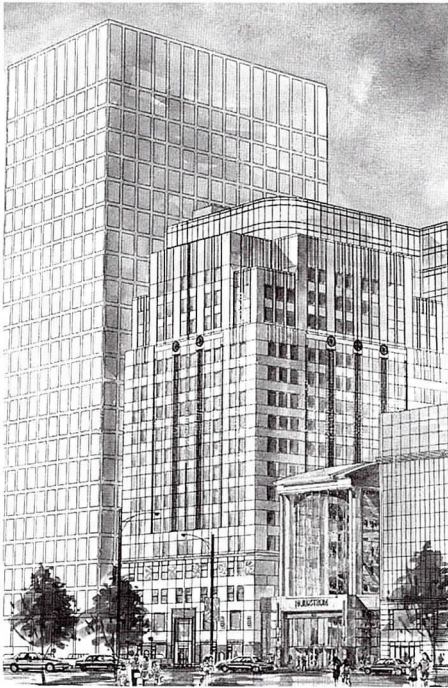
The North Bridge District

The John Buck Company, in partnership with The Morgan Stanley Real Estate Funds, has embarked on a multimillion-dollar development known as North Bridge. Formally announced in October 1997, the project proposes



Photograph by Jim Steinkamp, Steinkamp/Ballogg

Much like the mythic Phoenix, State Street is experiencing a stunning rebirth. Completed in 1996, Skidmore, Owings & Merrill's renovation "unmalled" State Street and returned it to private vehicular traffic. The street was made more pedestrian-friendly by narrowing the sidewalks and introducing landscaping and such streetscape elements as historically contextual subway kiosks, lampposts, and signage that describes the architectural treasures one encounters on "the Great Street."

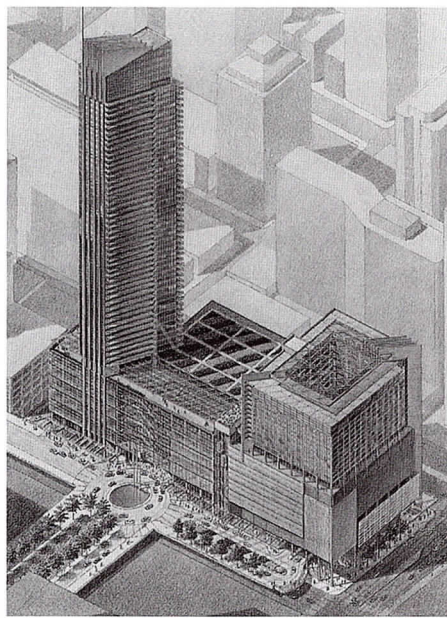


Renderings courtesy of Anthony Belluschi Architects

The enormous North Bridge project stretches from Michigan Avenue west to State Street and from Illinois Street north to Ohio Street and proposes 2.1-million square feet of retail, entertainment, and hotel space. Included in North Bridge is the landmark McGraw Hill Building, whose facade will be preserved and incorporated into a retail and hotel development by Anthony Belluschi Architects, Ltd.

2.1 million square feet of building space, which includes retail, entertainment, and hotel space. The project extends from Michigan Avenue west to State Street and from Illinois Street north to Ohio Street and includes more than 2,000 parking spaces; about 1,200 will be on-site with the rest being developed nearby.

On the block bounded by Rush, Grand, Wabash, and Illinois, the North Bridge project will consist of a new five-level retail center beginning at the North Michigan Avenue street level. A glass four-story atrium constructed over Grand Avenue will be the main entry to a retail arcade and a planned Nordstrom store. This entire block is being designed by Anthony Belluschi Architects and includes the McGraw Hill Building, a designated Chicago landmark, which will be partially incorporated into the retail and hotel development. The east and part



Rendering courtesy of Loebel Schlossman & Hack/Hague Richards

Grand Pier Center is planned to rise east of Michigan Avenue in Cityfront Center. The multiuse complex, designed by Loebel Schlossman & Hack/Hague Richards will be composed of a retail podium base topped by two towers: one housing residential, the other containing an all-suites hotel. A parking structure adjacent to the retail podium will allow patrons to drive to the floor of their desired store, park, and shop.

Bridge is being designed by Wolff Clements and Associates, Ltd. in association with McBride & Kelley Architects, Ltd. The General Parking Corporation is constructing the 900-space parking garage fronting Ohio Street between Rush Street and Wabash Avenue. This facility is being designed by Solomon Cordwell Buenz & Associates in association with Desman Associates.

Grand Pier Center

Plans for Grand Pier Center, a 1.5 million-square-foot, mixed-used development east of North Michigan Avenue in Cityfront Center along Columbus Drive, Grand Avenue, and St. Clair and Illinois streets are currently under way. Developer R. M. Chin & Associates Inc. acquired the property from Equitable Real Estate, but at press time, financing arrangements had not been formally announced.

Grand Pier Center will contain residential, commercial, and entertainment facilities located on a full block. A retail podium will be topped by an apartment/condominium tower facing City Front Plaza, and an "all suites" hotel tower. The two towers will share architectural elements that will maximize unobstructed views of the city and Lake Michigan.

Loebel Schlossman & Hack/Hague Richards is the project architect for the development, which will contain a 1,600-car parking structure adjacent to the retail podium. With the retail and parking areas located side-by-side, patrons will be able to drive to the floor of their desired store, park, shop, and leave without having to walk to remote parking locations.

Primary retail tenants will be national large format stores that cater to needs for the home and family, typical of stores frequently located in the suburbs. To date, long-term agreements for the complex have been signed by Dominick's and M & R Theatres, in partnership with

of the north and south facades of the McGraw Hill Building will be dismantled, reconstructed, or replicated to accommodate the new use. A 310-room Grand Bay Hotel will be constructed above the Galleria Arcade. The four-level, 260,000-square-foot Nordstrom store will be connected to Michigan Avenue via a new four-level retail Galleria Arcade and is being designed by the Callison Partnership of Seattle. The project is scheduled for completion in 2000.

In the Michigan, Ohio, Rush, and Grand block, the Marriott Hotel, designed by DeStefano and Partners, will be reclad along Michigan Avenue with granite and fritted glass. Located within the Marriott Hotel building, a Virgin Megastore will occupy 40,000-square-feet of space. The tenant build-out is being designed by Irvine & Johnson of Santa Barbara, California, and is scheduled for completion in 1998.

Along Rush, Ohio, Wabash, and Grand, a DisneyQuest indoor urban theme park will share the block with additional retail, restaurant, office, and hotel spaces. Harry Weese Associates along with Gensler of Santa Monica, California, are designing the project. It is scheduled for completion in 1999.

A Hilton Garden Inn Hotel with about 357 guestrooms, 967 parking stalls, and retail stores at ground level is being designed along Ohio, Wabash, Grand, and State by Joseph E. Rabun Architects of Atlanta, Georgia. The project is scheduled for completion in 1999.

Finally, the master design for the streetscaping and landscaping for North

California-based Century Theaters for a 4,000-seat, 16-screen motion picture theater.

Effective planning and investment strategies between Chicago's public and private sectors have proven to be catalysts for stimulating increased private investment and commercial development. The renaissance of State Street and the rash of new construction along Michigan Avenue, and in other areas of the city, have come about thanks to these and other such effective planning and investment strategies. ■

Nancy Seeger is principal of Nancy Seeger Associates, Ltd. and specializes in communications for the design and development industry. She has written articles for the Chicago Tribune, the City of Chicago, and the Urban Land Institute.



The glassy Reliance Building is one of the success stories of State Street. After languishing for years, its historic facade was restored by McCluer. The Kimpton Hotel Group of San Francisco has tapped Antunovich Associates to turn the Reliance Building into a European boutique-style hotel.

Photograph by Heidrich-Blessing

The Renaissance of State Street

by Nancy Seeger

State Street has made a remarkable return. Private investments have created a dynamic mixed-use district that celebrates the traditional while encouraging the new. Since completing the State Street project in 1996, the area has been the nucleus of many new projects. Here some of what's happening on State Street.

Project Name	Address	Architect	New Use
Reliance Building	32 N. State St.	Antunovich Associates, Inc.	European boutique-style hotel managed by the Kimpton Hotel Group of San Francisco.
Block 37	Bordered by State, Randolph, Dearborn, and Washington streets	Solomon Cordwell Buenz	Mixed-use development. Macy's has expressed interest in being part of the development.
The Mentor Building	37-39 S. State St.	Lucien Lagrange & Associates, Ltd.	Proposed to be redeveloped as luxury condominiums by The Prime Group, Inc.
The Singer Building	120 S. State St.	Hasbrouck Enterprises, Ltd.	Being converted to luxury live/work loft spaces.
Chicago Building	7 W. Madison St.	Booth/Hansen & Associates	Has been converted to living spaces for students of The School of the Art Institute
Second Leiter Building (formerly Sears Roebuck & Co. Store)	403 S. State St.	K. Peterson Associates	Being renovated for Robert Morris College.
New CTA Station	State and Van Buren streets	DLK Architecture, Inc	Harold Washington Library CTA Station
Dearborn Center	State and Adams streets	DeStefano & Partners	New construction; 20-story, one-million-square-foot office and retail building. Being developed by Miglin-Beitler and The Prime Group.
Old Navy	State and Washington streets	Old Navy/The Gap architectural services	New construction of an Old Navy retail clothing store.
DePaul University	Southeast corner of State St. and Congress Pkwy.	TBA	Proposed site of College of Computer Science, Telecommunications, and Information Systems for DePaul University
Red Roof Inn	36 S. State	PPK&S	Adaptive reuse of North American Building into a hotel.

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June

6 Japan 2000: Design for the Japanese Public.
The second installation in the Japan 2000 series focuses on the government's G-Mark system, an annual award program that promotes good design. Show runs June 6-September 7. Kisho Kurokawa Gallery, The Art Institute of Chicago, 111 S. Michigan Ave. Information: 312/443-3600.

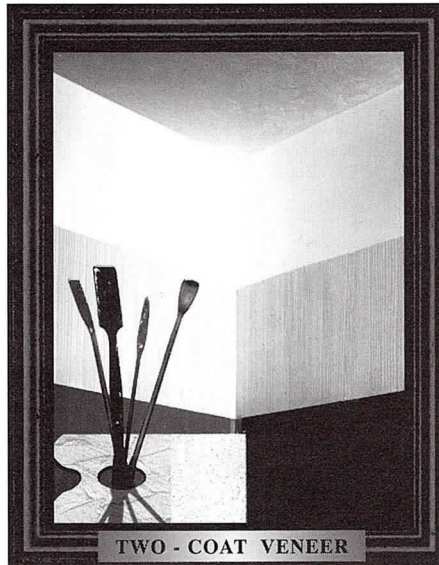
11 The Architecture of Graham, Anderson, Probst and White: 1912-1936. A retrospective of the firm's early works. This exhibition of photographs, sketches, and photogravures celebrates the enduring excellence of the designs of Graham, Anderson, Probst and White. Several of Chicago's historic buildings are featured, including the Wrigley building, Chicago Union Station, the Civic Opera House, and the Merchandise Mart. On view June 11 through September 6, 1998 at the Chicago Architecture Foundation's Atrium Gallery, 224 S. Michigan Avenue. Information: 312/922-3432.

Frank Lloyd Wright's Oak Park Studio: A Centennial Celebration. Lee Bey, architecture critic for the Chicago *Sun-Times*, will moderate a panel discussion on Wright's Prairie style and its legacy. The panel includes Rolf Achilles, independent art historian, writer, and photographer; Paul Kruty, University of Illinois at Urbana-Champaign, School of Architecture; and Franz Schulze, Lake Forest College, Art History Department. 6:30 p.m. Graham Foundation, 4 W. Burton Place. Call the Frank Lloyd Wright Home and Studio for further details: 708/848-1976.

17 Healing Environments: Caring for Cook County. AIA Chicago's fifth annual public lecture series. Speakers include Gigi McCabe-Miele, AIA, Cook County Office of Capital Planning; Donald Hackl, FAIA, Loebel Schlossman & Hackl/Hague Richards; and Edward Erhardt, AIA, Campbell Tiu Campbell Inc. 5:30 p.m. Claudia Cassidy Theater of the Cultural Center, 77 E. Randolph St.

19 Cultural and Natural Treasures of the Lake Calumet Region. Fourth in a series of lectures sponsored by the Canal Corridor Association. Speakers will be James Landing, professor emeritus, University of Illinois; Jerry Sullivan, outreach naturalist, Forest Preserve District of Cook County; and Gerould Wilhelm, botanist and principle of the Conservation Design Forum. 12:15 p.m. Claudia Cassidy Theater, Chicago Cultural Center, 77 E. Randolph. Information: 312/427-3688, ext. 388.

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Presidio design by Brian Kane,
patent pending.

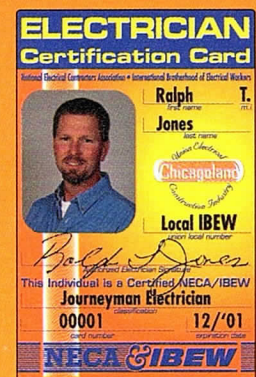
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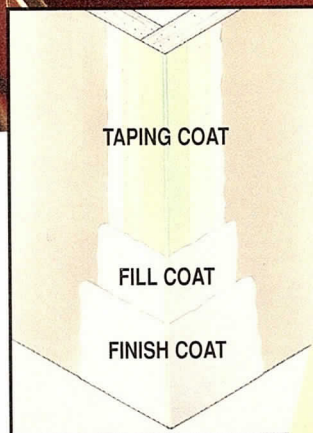
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