Plan Général des Transformations de Paris
Première Esquisse
PLAN OF CHICAGO

loyalty to the city and to its undertakings; and secondly, to the habit of entrusting great works to men trained in the practice of such undertakings. The results of the World's Fair of 1893 were many and far-reaching. To the people of Chicago the dignity, beauty, and convenience of the transitory city in Jackson Park seemed to call for the improvement of the water front of the city. With this idea in mind, the South Park Commissioners, during the year following the Fair, proposed the improvement of the Lake

front from Jackson Park to Grant Park. Following out this suggestion, a plan for a connection between the two parks was drawn to a large scale, and the project was presented at a meeting of the West and South Park Commissioners. Later this design was exhibited at a dinner given by the Commercial Club; and many business men were enthusiastic in expressing their conviction that the proposed scheme would be of enormous value to Chicago, and that it should be adopted and carried into execution. This was the inception of the project for a park out in the Lake, having a lagoon between it and the shore.

During the next three or four years more careful studies of the Lake front scheme were made, and very large drawings were prepared for a meeting at the Women's Club and the Art Institute,

A significant illustration of the spirit in which the World's Fair work was conceived is found in one incident. On the appointed day the architects assembled to submit to the general committee their designs for their several buildings. There had been a little excitement, prolonged by animated discussion. The scheme as a whole had begun to take hold of the men. The short winter afternoon was approaching an end, when Richard M. Hunt then the dean of the architectural profession, suffering from the excesses of cigar smoking, slowly arose to speak of the Administration Building, a sketch of which he fastened to the wall. The New York architect who followed Mr. Hunt had on his building a dome four hundred and fifty feet high. Instantly a murmur ran around the group. The designer turned from the sketch. "I think," he said, "with deliberation, I shall not advocate that dome; and probably I shall modify the building." There was a breath of satisfaction. The next architect had a portico extending out over the terrace. Without waiting for criticism, he said he should drive the portico back to the face of the building. As one by one each man fastened his sketch to the wall, it was an all or nothing in the room; and those present could feel the great work drawing them as by a magnet; and each one of them felt that he was actually laying the foundation for some moneymaking enterprise. When the last explanation had been made, Mr. Saint-Gaudens, who had sat in a corner all day listening, but never speaking and scarcely moving, rose over to Mr. Burnham, and taking both his hands exclaimed: "Do you realize that this is the greatest meeting of artists since the fifteenth century?"
The city that (never) was

Daniel Burnham's plan for San Francisco included more than a dozen new boulevards, to break up the city grid, recreation centers and landscaping tips, even the widespread use of palm trees. But what's striking are the large-scale moves to reconstuct the map. Here are a few examples:

Golden Gate Park's panhandle would be extended 12 blocks to the east, intersecting the new Civic Center near Van Ness. It would house the sanitarium, hospitals, parks, playgrounds, and what is now the Presidio. Exit would be as easy as it is now at Stanyan Street.

S.F. 1906

S.F. 2006

Fisherman's Wharf, at the time bustling and lively, would be totally redeveloped. In addition to several piers for the fishing boats, Burnham conceived of a center such as a new yachting harbor, a recreation area and a ferry slip. No mention of 'Friso' shops, however.

The Presidio, an active military base, would be reconfigured to create a walkway along the bay at the location of today's Crissy Field — 250 acres larger, and with viewing positions set into the hillside. "To see which the public in large numbers may watch the mariners."

Calling for a formal civic center critical for a major city's image, Burnham proposed a district more than three times the size of what has evolved. It would be centered at a redesigned intersection of Market Street and Van Ness Avenue, and filled with buildings of administration, education, amusement and shopping of the finest order.

The hills that sweep down from Twin Peaks to Lake Merced would be the heart of a vast park, that would encompass most of the southwest corner of the city and become "a center for great publicities." There also would be formal buildings, such as "an academy for the accommodation of many various branches of intellectual and artistic pursuits."

Burnham conceived of an "outer boulevard" circling the city — 15 miles long, and at the cost of the existing city, to other points entirely new ground. Here, the sewer lines would swing west into the bay, creating space for an enormous set of recreational lookouts for the Port of San Francisco, as well as "real bathing places" along the bay.
C. C. Chicago, Plan of the Complete System of Street Circulation, Railway Stations, Parks, Boulevard Circuits and Radial Arteries, Public Recreation Fields, Yacht Harbor, and Pleasure-Boat Docks; Treatment of Grant Park, the Main Axis and the Civic Center, Presenting the City as a Complete Organism in Which All Its Functions Are Related One to Another in Such a Manner That It Will Become a Unit.
LXXIII. CHICAGO. DIAGRAM OF THE CITY AND SURROUNDING COUNTRY, SHOWING RAILROAD CIRCUITS, B, C, D, AND E, WHICH ARE, OR MAY BECOME, TANGENT TO THE INNER CIRCUIT (A).

The diagram also shows the existing industries, and the probable trend of growth away from the center of the city.
LXXV. CHICAGO. DIAGRAM OF THE CITY, SHOWING COMPLETE SYSTEM OF INNER CIRCUITS.

(1) General traction subway circuit. (2) General railroad freight circuit.
CHICAGO. Diagram of city center, showing the proposed arrangement of railroad passenger stations, the complete traction system, including rapid transit, subway, and elevated roads, and the circuit subway line.

The last is designed—(A) To connect all railroad stations with one another. (B) To connect passengers from all points of the city within and without the center with the railroad stations by transfer from the subway line proposed in the Arnold Report. (C) To supplement by transfer the interchange of passengers from traction lines going through the center from the North, South, or West to any point in the city.
Wacker's Manual of the Plan of Chicago

Municipal Economy

By WALTER D. MOODY
Chicago. Entrance to the sixty-six-foot "gap" at Michigan Avenue and Randolph Street, widened under the Plan of Chicago to one hundred and thirty feet.
GO TO 40
Imagine that...
PLAN OF CHICAGO
XXXIV. CHICAGO. DIAGRAM OF LOCATION WITH REGARD TO THE SEVEN CENTRAL STATES.
ORIGIN OF THE PLAN OF CHICAGO

...
On 1906, Mr. Charles D. Norton, then President of the Merchants’ Club, and Mr. Frederick A. Belanger, one of its best officers, called on me in the Railway Exchange, to ask if I could undertake for the club to make a plan for the future development of Chicago. Believing that good order and good government is the essence of a city, I have never come about it otherwise, but only as the result of carefully devised plans worked out before hand, and seeing clearly that the time had come to begin the study. I consulted and understood the details.
CHAPTER III

CHICAGO, THE METROPOLIS OF THE MIDDLE WEST: REASONS FOR EXPECTING CONTINUOUS GROWTH; THE SUBURBS; A LAKESIDE DRIVEWAY ALONG LAKE MICHIGAN; CONNECTIONS BETWEEN OUTLYING CITIES; THE BUILDING OF GOOD ROADS

Chicago is the metropolis of the Middle West, a term popularly applied to the area known a century ago as the Territory Northwest of the Ohio River. No section of the country, except New England, has so distinct a history. Conquered by Virginia troops at the very time when the Colonies were wresting their independence from Great Britain, and held for the United States by the sagacity of Franklin and the pertinacity of John Jay when the treaty of 1783 was negotiated, the Old Northwest was the first territorial acquisition of the new republic. Then, while the British still held the posts and only Indians and fur-traders roamed its forests, the Congress of the Confederation gave to the Northwest Territory in the Ordinance of 1787 a charter which contained two provisions that during the years of development exercised a unifying force comparable only to that brought about by the extension of Christianity and the civil law during the Middle
MAP SHOWING THE BURNT DISTRICT IN CHICAGO.

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WACKER'S MANUAL
OF THE
PLAN OF CHICAGO

Municipal Economy

Especially Prepared for Study in the Schools of Chicago
Auspices of the
CHICAGO PLAN COMMISSION
BY
WALTER D. MOODY
Managing Director, Chicago Plan Commission

1912
Chicago’s rapid growth has been one cause of street congestion.

(Chicago Plan Commission)