



Highland Park's Paved Streets

- The cuts herewith printed are numbered as follows:
1. Sheridan Road.
 2. St. Johns Avenue.
 3. St. Johns Avenue.
 4. St. Johns Avenue.
 5. Deere Park Drive East.
 6. St. Johns Avenue.
 7. Second Street.
 8. Sheridan Road.
 9. Ravine Court.
 10. Deere Park Drive West.
 11. Deere Park Drive West.

Down in Florida, where the balmy breezes blow and the wind whispers through the sheltering palms, land development in the last two years has commanded our gaze. That's thirty-six hours away. But—less than thirty-six minutes from Chicago along the famous North Shore, there has been another development which is proving equally attractive. Highland Park, devoid of the publicity that has caused a migration to the south, in the past 24 months has witnessed the greatest development of any city its size in the Chicago region. Its growth has not been a boom but a natural development. There has been no speculation. Land values in and near Highland Park promise to remain stable.

There is Only One North Shore
Realization that when the property within its confines has been occupied, there will be no more, has accelerated the demand in the Highland Park district. Here is a beautiful residential community. Located on the shores of beautiful Lake Michigan it offers all the delights of a summer colony, with the advantages of the great city nearby. It is easily reached from the heart of Chicago by motor over Sheridan road. Rapid Transit by rail also provides a convenience to the citizens whose business interests require them to be in Chicago daily.

The demand for real estate in this beautiful area has not been confined to Highland Park alone but to other North Shore communities as well. However, activity has been especially marked in Highland Park and due credit must be given to our city officials for their foresight in providing the orderly and systematic planning which has made the property so attractive. Sub-division plats submitted by different development companies are carefully checked and re-checked and, before acceptance by the city council, it has been required that the division of property co-ordinate with the general zoning scheme as devised by the Highland Park Plan commission.

To provide a high standard of improvements upon the real estate as developed in Highland Park, the council has further demanded that subdividers and their purchasers shall conform to the standards and rules laid down by the board of local improvements and their engineering staff.

Drive Out Speculators

The rapid expansion in the Chicago region during recent years has demonstrated that speculative buying can only be controlled by protective measures. To make property attractive to home seekers it has been shown that, in developing new residential areas, conveniences required as an adjunct to the erection of modern homes must first be provided. In this respect, Highland Park officials have exercised due precaution to guard against speculative buying. Council action has been taken which requires that proper improvements be provided for. Pavements and sidewalks must be constructed and sewer, water and gas mains laid. The cost of these improvements of course, is added to the price of the real estate. To the homeowner, these items must be had eventually anyway, but to the speculator, the added cost of the improvements proves a burden which cannot be met.

The Highland Park plan therefore is to attract home-builders and home-seekers and the perpetuation of this idea has proven its worth.

Build Roads to Fit Loads

Especially conspicuous in the developments of the last two years has been the construction of pavement in Second street, Laurel avenue, St. Johns avenue, and Park avenue. In these streets, the Highland Park board of local improvements elected to build pavements that would be permanent. They viewed the improvement of streets in other cities and adopted concrete as the most suitable.

In laying these beautiful thoroughfares, solid concrete slabs, ten to eleven inches in thickness, heavily reinforced with steel were used. Their beautiful grey surface smooth to ride upon, greatly enhances the appearance of Highland Park. For years and years these paved surfaces will remain intact. Their upkeep will be practically nothing. By building the maintenance into the streets, property owners have been relieved of the burdensome cost of repairs and replacement, and have pavements that will be adaptable to traffic 365 days of the year.

Such construction is a monument to the foresight of the men who demanded the best pavement available.

Improve Sheridan Road

The transformation of Sheridan road from County Line road to Cedar avenue is another important link in the chain of improvements planned to serve the rapidly developing residential section in southeast Highland Park. Where a rough, choppy road of narrow width and dangerous angular turns and abrupt grades once existed, Sheridan road today presents a smooth even surface of concrete. Long, sweeping, beautiful curves in the road now supplant the old sharp corners. Grading has transformed the steep hills that once existed into gradual slopes, easy to ascend and descend. The road is wide and safe for traffic.

Along with the improvements in the road, there has likewise been an improvement of the adjoining lands. Great private estates have given way to the demand for home sites. New streets were laid out and paved and the tributary surroundings beautified.

Typical of the development of real estate, has been the tract east of Sheridan road, extending southward from Lambert Tree road, known as Deere Park, this subdivision represents one of the most ideal and artistically landscaped residential tracts to be found on the North Shore.

Two blocks west of Sheridan road, in Ravinia Park, one finds another sub-division whose development has been directly due to the improvement of Sheridan road. It is called Braeside and here development of natural beauty has again been achieved. Within one short year of planning and creative work by landscape architects, Braeside now stands a beautiful site for erection of modern homes.

Development Spreads

Extensive home construction, which has followed the installation of improvements, is also noted in the area which parallels Green Bay road. The demand for lots near this thoroughfare has, too, been without precedent. The coming year will find much building under construction there.

With the Skokie Valley route of the North Shore Line rapidly nearing completion, the area it serves will speedily come into the scene of building activity. Sunset Terrace, between Deerfield road and West Park avenue has been a conspicuous building center during the past summer and fall. Here the paving of the streets and the installation of water and gas mains, trunk sewers and electric light and power lines has stimulated a healthy growth of the adjoining territory.

The same foresight in providing modern improvements in Sunset Terrace, Braeside and Deere Park will prevail in the development of the new territory made accessible by the Skokie Valley line and within a few months, this new region adjoining Highland Park will be an active competitor to the Sheridan road and Green Bay road districts for residential supremacy.

At last accounts many of the wage slaves whose lot the revolutionists pity so deeply, were considering what kind of a car to buy this spring.

Many foolish things being said and done by the politicians, but the voters can be depended on to forget all that when the baseball season is thoroughly on.

The speculators who want to work off stocks, real estate, etc., at a big profit, are full of buoyant faith in the commercial future.

Many folks expect to win big success in 1926, by opening their mouths and permitting some juicy plum to drop into the same.

People may have recovered their customary equanimity after the Christmas rush, but their toes are probably still sore.