

GREEN HEALTHY NEIGHBOR HOODS

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Rahm Emanuel, Mayor



Chicago Metropolitan
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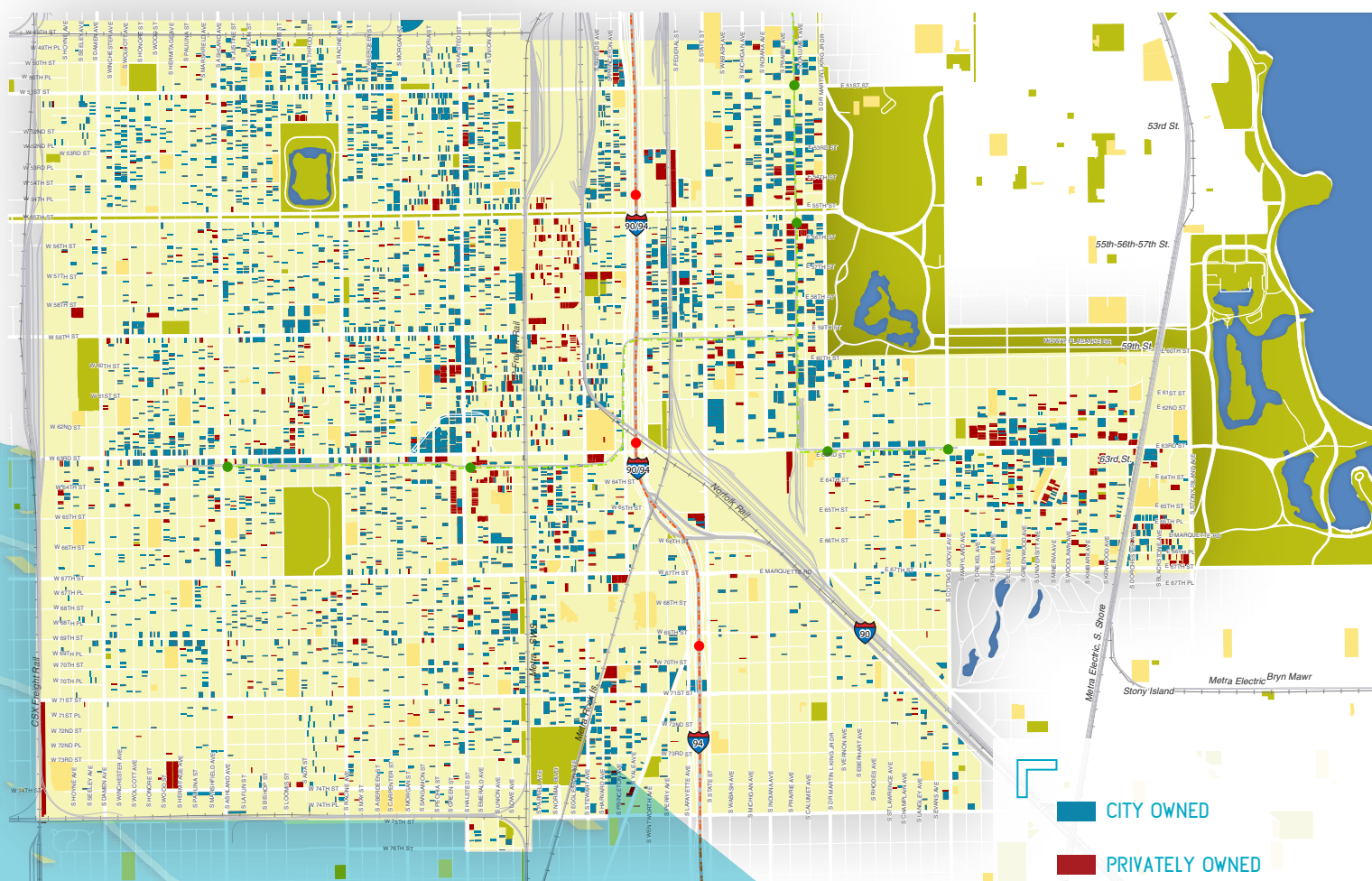
INTRODUCTION

Green Healthy Neighborhoods (GHN) is a 10- to 20-year planning strategy to maximize the use of vacant land and other neighborhood resources within Chicago's Englewood, West Englewood, Washington Park and Woodlawn community areas as well as parts of the New City, Fuller Park and Greater Grand Crossing community areas.

As a neighborhood stabilization plan, GHN seeks to mitigate factors that have fostered the decline of a 13-square-mile area that, for much of the city's early history, was represented by economic growth and prosperity but, in more recent decades, has been characterized by disinvestment and population loss. In 2010, the area's population of 148,000 people was

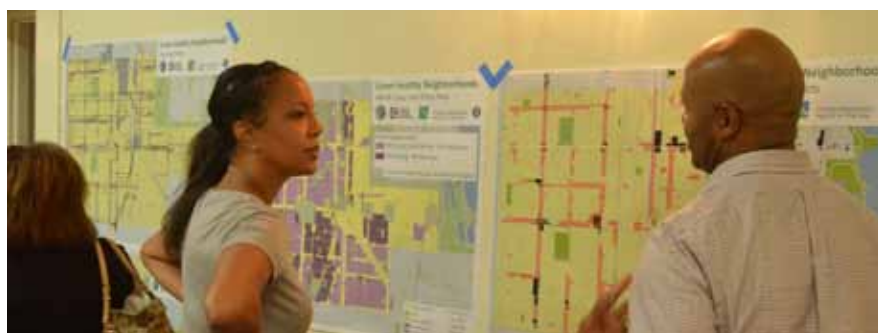
less than 40 percent of its all-time high in 1940. Simultaneous to the population loss, many of the region's dense residential buildings and vibrant commercial structures were vacated and replaced with 11,000 vacant lots, equivalent to more than 800 acres of vacant land.

CITY & PRIVATELY OWNED VACANT PARCELS



DATA SOURCE : CITY OF CHICAGO

The GHN strategy was initiated in March 2011 by the Chicago Department of Planning and Development (DPD) and the Chicago Metropolitan Agency for Planning (CMAP) with assistance from Teamwork Englewood, the Washington Park Consortium, the South East Chicago Commission, and the Local Initiatives Support Corporation (LISC). Named to reflect its focus on productive uses involving land and other local assets, the GHN process started with an existing conditions survey by CMAP that framed the analysis of a variety of issues and strategies through an ensuing 18-month community engagement process. During the engagement process, the project team collected and mapped data-driven information, reviewed relevant plans and reports, and engaged local organizations, residents, and community leaders in tours and conversations about the future of their



individual neighborhoods and how best to foster their stabilization.

Above:
Community members look over area maps at a GHN planning meeting.

In March 2013, a community open house presented the community-based recommendations involving housing, retail, manufacturing, green infrastructure, urban agriculture, cultural resources, and parks and trails.

Chief among the initiatives are efforts to support urban agriculture, active and passive recreation, new industrial activity, housing preservation, and a variety of cultural resources within the GHN planning area.



Above & Right:
Engaged and active community members participate in brainstorming and planning for the GHN area.



CHICAGO GREEN HEALTHY NEIGHBORHOODS LAND USE VISION DIAGRAM



- COMMERCIAL RETAIL NODES
- MIXED COMMERCIAL / RESIDENTIAL
- MIXED COMMERCIAL / PRODUCTIVE LANDSCAPES
- MANUFACTURING AND INDUSTRIAL CORRIDORS
- OPEN SPACE
- NEW OPEN SPACE
- INSTITUTIONAL AND EDUCATIONAL
- RESIDENTIAL AREAS
- CTA REDLINE
- CTA GREENLINE
- RAIL
- ENGLEWOOD LOOP
- GREEN INFRASTRUCTURE ROUTE
- MAJOR STREETS
- CHICAGO GREEN HEALTHY NEIGHBORHOODS BOUNDARY



SCB Solomon
Cordwell
Buenz

COMMUNITY HISTORY

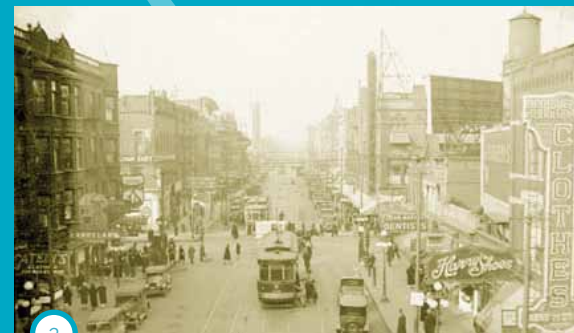
At the time of European settlement in the 1840s, the GHN planning area was characterized by low-lying swamps and oak forests, throughout which early settlers cultivated small-scale farms and gardens that produced a wide variety of fruits, vegetables and flowers for sale in downtown markets. More intense settlement coincided with railroad development in the 1850s. Place names such as Junction Grove (now Englewood) and Greater Grand Crossing are a legacy of the concentration of railroads in the area, along with the former Union Stockyards located immediately north of the planning area.

Residential development accelerated after the Great Fire of 1871 as both middle and working class people arrived in the area, then a suburb, from Chicago's central area. A lack of congestion, combined with good rail service to the city center, encouraged



new residents to build wood-frame houses on large lots into the 1880s, some of which still exist. The World's Columbian Exposition of 1893 further fueled residential development, especially multi-unit apartment buildings, examples of which also remain in the community.

In 1889, Chicago annexed 125 square miles of outlying settlement areas, including all of the GHN area. Subsequent infrastructure improvements including the historic Garfield "L" transit station and overpass (1892), Lindblom High School



(1919), and a pair of firehouses (1920s) continue to stand as designated Chicago landmarks. More than a dozen other historic structures in the planning area share the designation.

In the late 19th and early 20th centuries, GHN neighborhoods, like many other Chicago neighborhoods, developed self-contained commercial districts, where daily necessities could be accessed by local residents as a convenient alternative to Chicago's Loop. The intersection of 63rd and Halsted streets in Englewood grew to become the largest commercial district

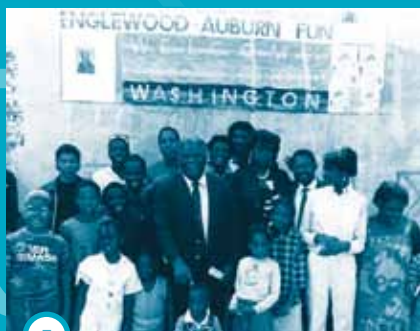
1: Female students raking a garden at the Normal School (1917).

DN-0067959, Chicago Daily News Negatives Collection, Chicago History Museum.

2: Sixty-Third and Halsted Streets (1928).

DN-0084923, Chicago Daily News Negatives Collection, Chicago History Museum.

3: Mayor Washington at the Englewood Auburn Summer Fun Festival (1986).



3

in the city outside of the Loop by the 1920s. Though many retailers folded with the Great Depression, stalwarts like Sears and Wieboldt's continued to sustain the district for many years.

The European-oriented demographics of the area started to change in the 1920s, when African-Americans from the southern United States began to expand from the Bronzeville neighborhood on the mid-South Side. The "Great Migration" accelerated during World War II and the 1950s as African Americans continued to abandon economic and social



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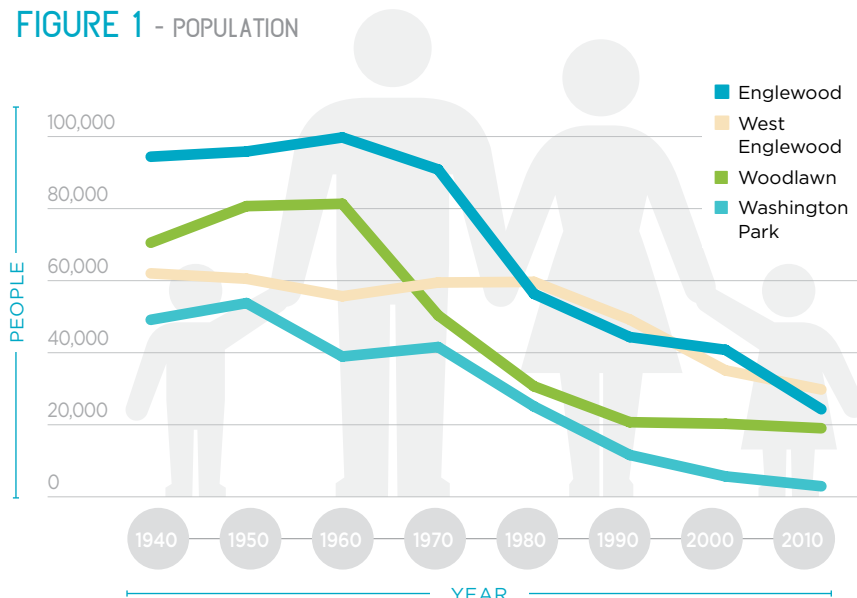
conditions in the South for Chicago's promising job market. By the 1960s, the entire South Side had largely evolved into a predominantly working-class African-American community, reflecting urban demographic trends in other northern cities.

By the late 1960s, many employers started leaving Chicago for the suburbs and other locations outside the region. Business in the South Side's commercial and industrial corridors ebbed, despite government efforts to maintain their vitality, such as with the Englewood Concourse

Shopping Center, which involved a federally-funded "suburbanization" of the historic retail district at 63rd and Halsted, including covered walkways and perimeter parking lots. The early 1960s construction of the Dan Ryan Expressway further displaced residents, and ongoing economic decline and disinvestment through the turn of the century set the stage for the current economic, social, and land use conditions that the GHN plan is designed to address.

THE POPULATION, HOUSING AND JOBS LINK

FIGURE 1 - POPULATION



The primary neighborhoods that make up the GHN area have collectively lost more than 63% of their populations between 1960 and 2010, falling from 281,080 persons to 103,859 (Figure 1).¹ A significant component of the decline was the shift of African-American residents moving to Chicago's south

suburbs and to southern U.S. cities like Atlanta and Houston.

The GHN land area is today 60% residential, which is evenly split between single-family and multi-family buildings. Residential structures vary from stable, occupied, and well-

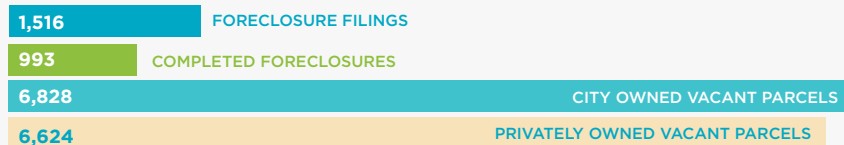
maintained to distressed, vacant, and abandoned.

Despite a brief rebound in 2008, the ongoing population decrease has resulted in the widespread loss of habitable housing units. Greater Englewood, Washington Park and Woodlawn lost nearly half of their housing units between 1960 and 2010, decreasing from 90,875 units to 45,509 units.² The trend was exacerbated by the nationwide housing crisis, resulting in high foreclosure rates throughout the planning area (Figure 2).

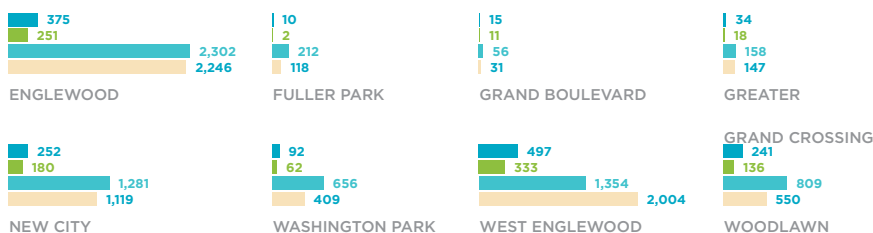
While the City of Chicago and the seven-county area are projected by CMAP to grow by approximately 15% in population and 28% in households by 2040, the GHN area is anticipated to respectively increase by a modest

FIGURE 2
FORECLOSURES & VACANT PARCELS

GHN AREA TOTAL



BY NEIGHBORHOOD



* SOURCE: CITY OF CHICAGO, 2010 AND COOK COUNTY ASSESSOR, 2009

¹ Local Community Fact Book for Chicago Metropolitan Area 1990, U.S. Census 2000 and 2010.

² Local Community Fact Book for Chicago Metropolitan Area 1990; US Census 2000 and 2010.

	2010	2040 Projection	% Change
Population	147,967	154,174	+4.2%
Households	48,120	53,594	+11.4%
Persons per household	3.07	2.88	-6.4%

SOURCE: 2010 American Community Survey, CMAP projections.

	2010-2040 % CHANGE		
	Population	Households	Persons per household
GHN Area	4.2%	11.4%	-6.4%
City of Chicago	14.7%	15.1%	-0.3%
Chicago Region	28.7%	28.2%	0.4%

SOURCE: CMAP projections.

4% and 12% over the same period. The slightly smaller sizes of future households reflect an expectation that there will be smaller families, more single-person households, and more seniors inhabiting the GHN area in the future (Figures 3 & 4).

In 2010, approximately 26% of the roughly 65,000 housing units in the entire GHN area were vacant. CMAP projects that the current housing stock of the GHN area of approximately 64,800 units, including vacant units, could absorb the 2040 housing demand of approximately 53,600 units without the construction of new units (Figure 5).

The need for new residential construction will depend on the quality of current units, some of which would need rehabilitation to be habitable.

While Cook County's and Chicago's unemployment rates have been slightly higher than statewide and national norms in recent years, GHN unemployment rates are twice as high as the county's rate, and three times the rate of the nation overall.

Fortunately, residents, business owners, and other stakeholders already possess momentum for moving towards a better future, including the completion of three LISC/Chicago's quality-of-life plans

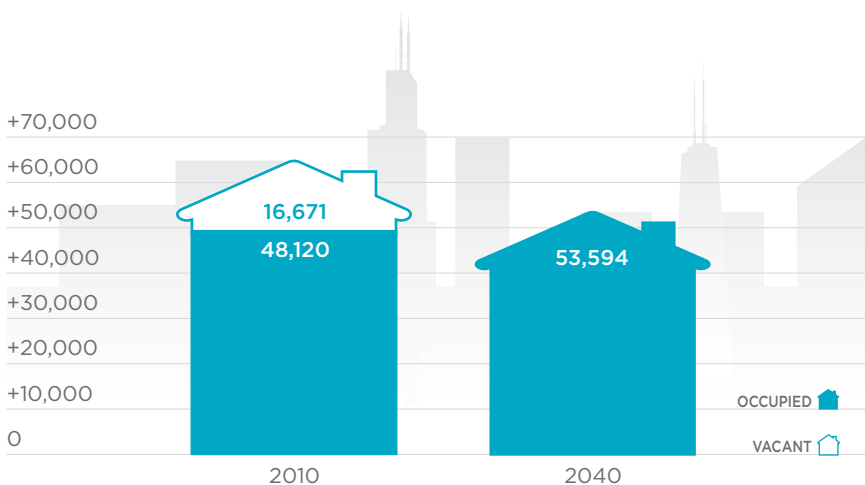
FIGURE 3
POPULATION & HOUSEHOLD
PROJECTIONS FOR THE GHN AREA

FIGURE 4
POPULATION & HOUSEHOLD
PROJECTION COMPARISON

that outline community-based values, ideas, and concepts for comprehensive neighborhood improvement. The LISC plans were the starting point for the land use strategies presented in GHN, including the provision that vacant land will be owned and managed by a combination of local residents, businesses and government agencies to create a safe, productive, active, and ecologically functioning neighborhood environment.

GHN outlines how that vision can be implemented through strategies involving housing, retail, productive landscapes, open space, manufacturing, green infrastructure and historic preservation.

FIGURE 5
VACANT & UNOCCUPIED UNITS FOR
THE GHN AREA





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HOUSING

Below:

Conceptual rendering illustrates consolidation and maintenance of large lot area opportunity sites. View is northeast toward the Stewart Avenue and Marquette Road intersection.



HOUSING

There is more than a sufficient amount of existing, unoccupied housing units within the GHN area today to satisfy residential demand beyond the year 2040. While much of the housing stock is more than 75 years old and dates to an era when households were characterized by married couples with multiple children, versus more contemporary single-parent and single- and two-person

households without children, many of these buildings can be maintained for future needs. The City of Chicago and community-based organizations have created a number of programs to stabilize the residential market by salvaging existing homes, attracting occupants, and helping developers to invest in the area's residential real estate. These publicly-coordinated investments represent the vast

majority of housing activity in the area.

From an efficiency and sustainability perspective, as well as from a historic preservation perspective, it is imperative to use existing buildings where ever possible to serve future housing needs. DPD already offers many citywide and geographically targeted programs to provide residential property owners



camiros

HOUSING GOAL AND STRATEGIES

GOAL: Preserve and rehabilitate residential buildings on larger-than-average lot sizes.

1

Reuse existing housing structures whenever possible

2

Develop a residential Large Lot Program to foster the private ownership of existing City-owned land

3

Concentrate new housing along key corridors, at transit nodes, and adjacent to existing institutions.

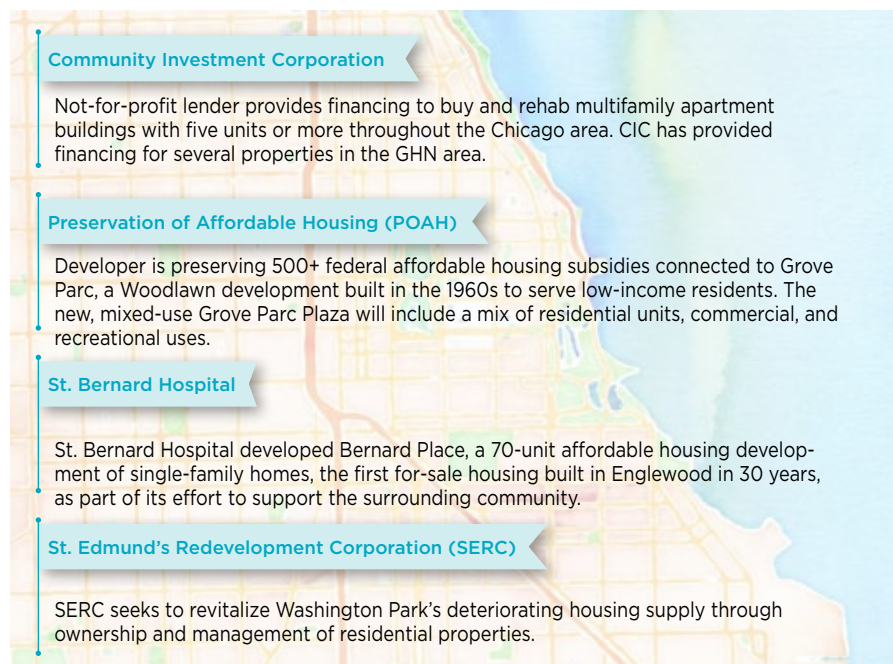
with financial assistance to keep, rehabilitate, or expand structures, as well as programs to assist individuals seeking to buy or rent homes. The 20% Federal Historic Tax Credit is also available in conjunction with local programs for rehabilitating historic properties for rental purposes. Local and national groups dedicated to providing affordable housing have also made housing investments in the GHN area. (Figure 6)

The relatively large number of vacant lots in many parts of the GHN area presents a significant challenge in the overall appearance of the neighborhood. Approximately 50 percent of the lots are City-owned. The City's Adjacent Neighbors Land Acquisition Program (ANLAP) enables owners of existing residential buildings to acquire City-owned parcels that are adjacent to their homes for

substantial discounts. A variation of this program should be developed for specific areas within the GHN area. Under a new "Large Lot Program," the City would transfer City-owned vacant lots to residents for \$1. The

criteria for selecting geographic areas in which to offer the program could include the amount of vacant parcels, distance from CTA stations, and the lack of potential for using the landscape for other viable purposes. A

FIGURE 6 - HOUSING INVESTMENT ORGANIZATIONS ACTIVE IN THE GHN AREA





Left: Large lot area opportunity sites, before. View is northeast toward Stewart Avenue and Marquette Road.



Left: Large lot area opportunity sites, after. View is northeast toward Stewart Avenue and Marquette Road.

Large Lot Program would enable residents to have greater control over land in the neighborhood and provide opportunities to increase the value of their own properties through expanded lot sizes. At the March 2013 public open house for the GHN strategies, several community and neighborhood organizations expressed interest in working to define program areas and engage residents interested in participating in the program.

Any new construction which includes residential units in the GHN area should be strategically targeted to specific areas. Where institutional developers such as universities and hospitals are building housing for their employees, these units should be close to their places of work and near shopping opportunities to promote walkability. In addition, at retail nodes, the upper stories of buildings should

be targeted for residential units, particularly near CTA rail stations and retail nodes. Ultimately, this will create a pattern of relatively high residential density and retail uses close to transit assets and employment centers.



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RETAIL



Below:

South State Street streetscape, retail façade,
and pedestrian improvements. View is
looking north toward the intersection of
State and 70th streets.



RETAIL

Like most of Chicago, the GHN area is characterized every half mile by arterial and collector streets that are bordered by long stretches of land zoned for commercial uses. Many possess a high degree of vacancies and there are many non-commercial uses that occupy existing retail spaces like churches and clinics. In general, the area's high retail vacancies can be attributed to reduced demand for space, which is the result of reduced

demand for goods and services owing to a declining population. Select vacancies can also be attributed to an oversupply of retail space or space that is unsuitable for modern retail needs due to unusual configurations, undesirable locations or unacceptable conditions.

Due to the low availability of certain goods and services within the GHN communities, many residents leave the

area to purchase goods and services elsewhere. By focusing commercial investment in distinct nodes, GHN has the potential to create more attractive conditions for shoppers and retailers. DPD has analyzed shopping trends, retail leakages and surpluses, and the principle factors that either draw or repel shoppers to make purchases within the city, as opposed to suburban locations or online. A citywide retail assessment was finalized in the fall of



2013 to guide future, smaller-scaled retail studies across the myriad types and sizes of retail districts throughout the city. The assessment will inform recommendations to reduce the total amount of land zoned for retail and commercial uses citywide, as well as within the GHN area. The recommendations will coordinate land use, redevelopment and infrastructure investment to selectively enhance existing retail districts within the GHN area.



Right: Three views of the southeastern corner of 69th and State streets. From top to bottom: existing conditions; interim use as farmer's market and parking; and potential future transit-oriented development.

Below: Transit-friendly development and streetscape improvements. View looking west over Washington Park toward Garfield Boulevard.



ross barney architects

RETAIL GOAL AND STRATEGIES

GOAL: Encourage the rehabilitation and development of retail spaces at strategic nodes and along key arterial streets.

- 1 Encourage retail density near transit stations.
- 2 Assist retail development at strategic locations with public subsidies.
- 3 Make public investments to improve the pedestrian environment at strategic locations.



Right: Transit-friendly development and streetscape improvements. View looking east from Garfield CTA station platform toward Washington Park.

Below: Transit-friendly development and streetscape improvements, with farmer's market in parking lot. View looking northeast over Garfield Boulevard toward Washington Park.





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PRODUCTIVE LANDSCAPES



Below:

Small lot urban agriculture streetscape improvements. View looking northwest from the intersection of 59th Street and Wolcott Avenue into agriculture site.



PRODUCTIVE LANDSCAPES

Due to growing research that correlates obesity-related health disparities with consumer access to healthy foods, the relative lack of grocery stores within the GHN area is a primary planning concern. For the recently adopted *A Recipe for Healthy Places* plan, DPD examined the relationship between food and obesity. In 2011, DPD began measuring

food access using business license data. DPD then incorporated Chicago Department of Public Health data on rates of diabetes hospitalization along with food insecurity rates obtained from the Greater Chicago Food Depository. The data was combined and used to identify and map Chicago community areas with elevated risk of obesity-related diseases.

All of the community areas that constitute the GHN area are at the highest risk for obesity-related health disparities.

A land use recommendation in *A Recipe for Healthy Places* is to grow more food in Chicago by creating a system of public open spaces for large-scale food production, job training and



Inset: Two Farmers for Chicago supplemental income agriculture sites across from Honore Farm. View looking northwest over Wolcott Avenue & 59th Street toward the unused Norfolk Southern rail viaduct.



food-related educational activities; identifying spaces for large-scale urban agriculture through community land use plans; and developing City-owned land for urban farms. Through summer 2013, three urban farms were operating in the GHN area (Wood Street Farm, Honore Farm, and Perry Street Farm) and one was under construction (Eat to Live), along with several community and school gardens. Participants in the GHN process expressed interest in developing additional vacant property for urban agriculture, so long as new and expanded farming sites operate within the context of surrounding properties.

All four of the urban agriculture sites in the GHN area were strategically located to be compatible with surrounding activities. Each site was zoned for non-residential uses and



Above: Small lot urban agriculture typology, adjacent to and incorporating the elevated Englewood Line trail embankment. View looking northwest into agriculture site along Wolcott Avenue.

the City provided financial assistance to prepare the land for food growing. For example, The Wood Street Farm was transferred to the non-profit organization Growing Home for \$1 through a redevelopment agreement. Growing Home designed, funded and developed the site as a job training center before the Chicago Zoning Code was amended in 2011 to clarify urban agriculture uses. DPD, consultants, and non-profit clients

designed the other three sites. In each of these cases, the City tested, cleaned and prepared the sites and installed water and fencing. The non-profit managers, all of which have a farming, job training or community food access mission, brought in their own soil and other materials.

In addition to urban agriculture sites operated by non-profits, there is community interest for farming sites

PRODUCTIVE LANDSCAPES GOAL AND STRATEGIES

GOAL: Encourage development of clusters of vacant land for urban agriculture in strategic locations.

- 1 Develop City-owned vacant land around the landmark Raber House for urban agriculture prior to full implementation of the planned Chicago Park District park.
- 2 Develop clusters of City-owned vacant land for urban agriculture along the Rock Island rail line between 70th and 73rd streets.
- 3 Develop clusters of City-owned vacant land for urban agriculture along the Englewood Line trail.



Left: Active recreation and urban farming mix around the planned Raber House park. View looking northeast toward State and 57th streets.



Inset: View of a planned agricultural site adjacent to the Norfolk Southern rail viaduct near 59th Street and Racine Avenue.

that can be operated by individuals for supplemental incomes. DPD has identified additional City-owned lots appropriate for urban agriculture and is working with the City's environmental engineers to further define sites that are environmentally ready for growing food. As sites are identified, DPD will develop and implement a program for low-cost transfers to individuals who are willing to invest their time and money into urban farming.

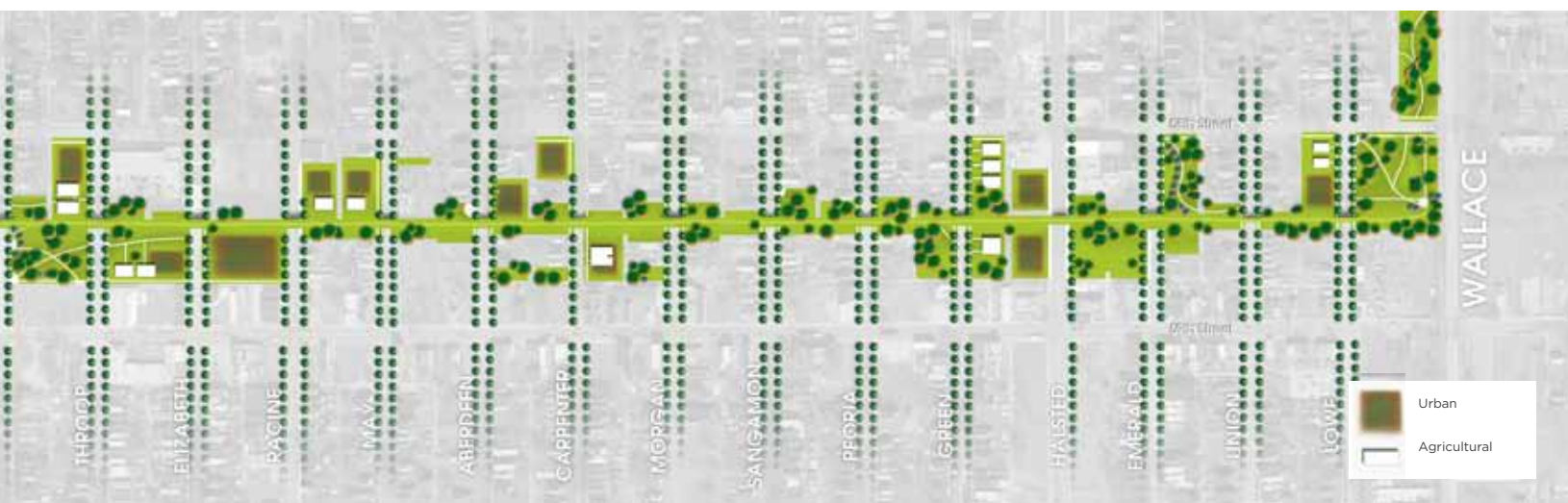
In addition to specific sites, two urban agriculture "districts" were identified through the community planning process. Each district was selected based on the presence of either an existing or proposed urban farm

site that can serve as a resource to individual entrepreneurs. In this way, the organizations and individuals can find synergy in their farming efforts and share experience, materials and the responsibilities of starting and managing successful farming operations.



Below:
Englewood Line conceptual site plan showing trail alignment and potential structures.







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MANUFACTURING



FACTURING



Below:

Vacant land adjacent to the proposed
Dan Ryan Industrial Corridor, showcasing
sustainable buildings for new manufacturing.
View looking southwest toward 51st Street.



MANUFACTURING

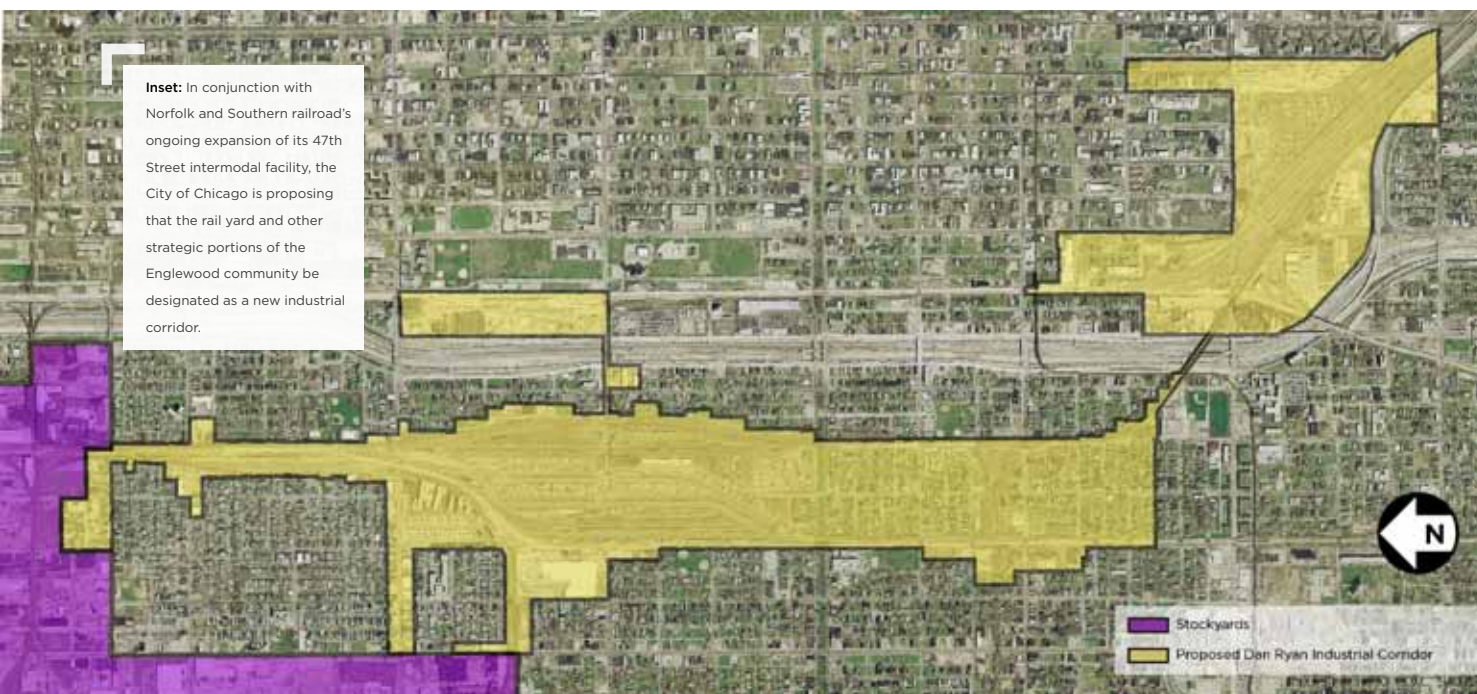
The Chicago metropolitan area is one of the nation's major manufacturing centers, second only to metropolitan Los Angeles. Although the total number of manufacturing jobs has declined over the past half century, manufacturing has become a more important specialization in the region. In 2011, the Chicago area had about 411,000 manufacturing jobs. One of the reasons Chicago has been able to maintain its manufacturing sector is

its long-established focus on building and improving rail infrastructure. From 2011 to 2040 Chicago's rail volume will triple by value from \$235,372 million to \$703,607 million and double by weight from 127,194 tons to 256,740 tons. The increased freight movements will reinforce the region's role as a manufacturing center.

According to CMAP's latest report on manufacturing, *The Freight*

Manufacturing Nexus, few "other global centers can emulate the concentration of freight flows and transportation infrastructure currently enjoyed by regional manufacturers to access both suppliers and distant customers. At a rate higher than the nation's other leading exporters, two-thirds of the region's exports come from manufacturing and bring billions of new dollars each year into the regional economy."





The City's recently adopted *Chicago Sustainable Industries: A Business Plan for Manufacturing*, or CSI, also identifies rail infrastructure as a critical asset. Two CSI goals which directly impact land use in the GHN area are:

1. **Make the most of Chicago's location:**
Continue to protect and modernize areas in the City built for manufacturing.
2. **Leverage local logistics:**
Bring local truck, port and river infrastructure up to the level of service provided by rail and air infrastructure, incorporating the integral role of warehouse and distribution facilities.

Directly adjacent to the GHN area is one of the City's most successful industrial corridors. The historic

Stockyards Industrial Corridor has seen a steady increase in manufacturing businesses and jobs since its nadir in the 1970s, due in part to its strategic location within northeastern Illinois, the rail infrastructure built over 150 years, and focused City assistance. Today the area contains about 265 businesses and 15,000 jobs. The Stockyards is bounded on the east by the Norfolk & Southern Railway Co. rail lines and intermodal yard. Norfolk & Southern is acquiring 84 acres of land to the south of its existing 140-acre intermodal freight yard to expand operations.

In conjunction with the rail yard expansion, another CSI land use recommendation is to designate a new industrial corridor along the Dan Ryan (I-90/94) expressway to provide new warehousing and distribution opportunities adjacent to the yard. Designated industrial corridors are

protected from certain zoning changes that could negatively impact business operations. The new corridor would include the existing and expanded rail yard as well as select areas of vacant land between the rail line and the Dan Ryan. Over time, the vacant land could be assembled for new facilities that would benefit from excellent rail and expressway access.

MANUFACTURING GOAL AND STRATEGIES

GOAL: Build upon the area's industrial base, workforce, real estate, and transportation infrastructure to increase the number of well-paying industrial jobs.

1

Leverage the impact of the Norfolk & Southern rail yard expansion by designating a new Industrial Corridor along the Dan Ryan Expressway to support new and existing manufacturing and logistics jobs.

2

Create ecologically functioning and aesthetically pleasing landscapes to buffer rail activity from nearby residential uses.



Left: 63rd Street screening, streetscape and pedestrian environment improvements. View looking east on 63rd Street from State Street.



Inset: Conceptual site plan of Lindblom Park expansion, incorporating CSX wetland mitigation areas to be managed as natural areas.



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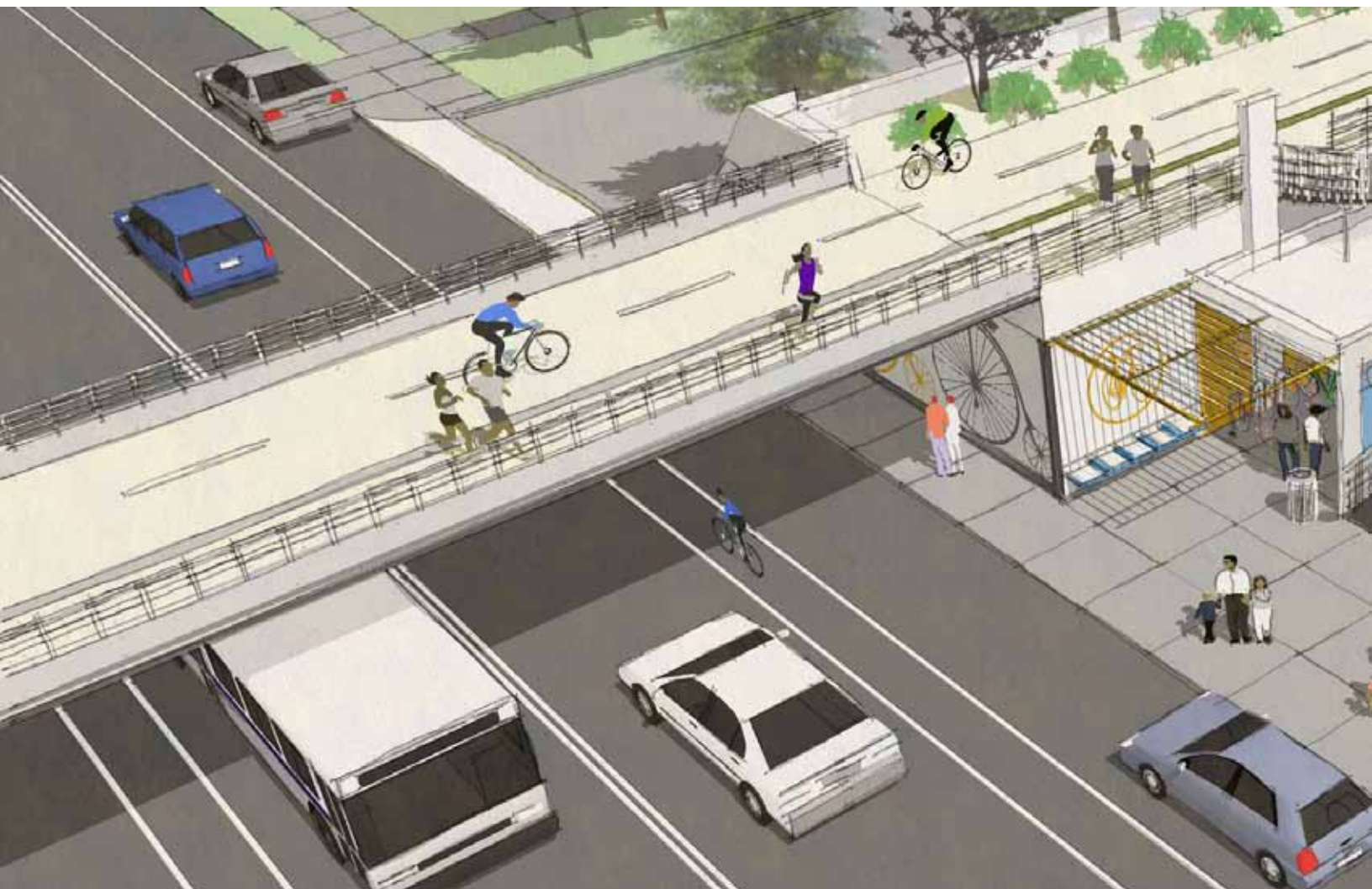


OPEN SPACE



Below:

Bike rental/access node, illustrating destinations and vertical circulation up to a trail on the 49th Street rail line from Halsted Street.



OPEN SPACE

Since 1998, the City's acquisition and expansion of new neighborhood parks has been guided by *CitySpace - An Open Space Plan for Chicago*. A goal of the plan is to provide a minimum of two acres of parkland per 1,000 residents in each of Chicago's 77 community areas. Fifteen years after the plan's adoption, GHN community areas remain ranked in the top quarter of

all city community areas in terms of the amount of open space acreage per person, with most neighborhoods possessing a surplus of space relative to City standards (Figure 7).

A related CitySpace planning goal was to provide open space within a reasonable walking distance from every home in the city. Through the Campus Park Program, a joint

development initiative of the City, Chicago Public Schools and Chicago Park District, more than 100 asphalt school playgrounds were transformed into spaces with lawns and playgrounds for use by students and neighbors. Nine Campus Parks were developed at schools in the GHN area. More than three community gardens have been built in the area as well for use by community



OPEN SPACE GOAL AND STRATEGIES

GOAL: Expand the number and variety of recreational opportunities.

1

Develop a neighborhood park on City-owned land adjacent to the landmark Raber House.

2

Continue to connect residents, teachers and students to resources and programs for developing community and school gardens.

3

Create a new park in New City that connects to Micek Park along the Englewood Loop.

4

Create a public trail on the abandoned 49th Line.

5

Expand Back of the Yards Park along the 49th Line.

6

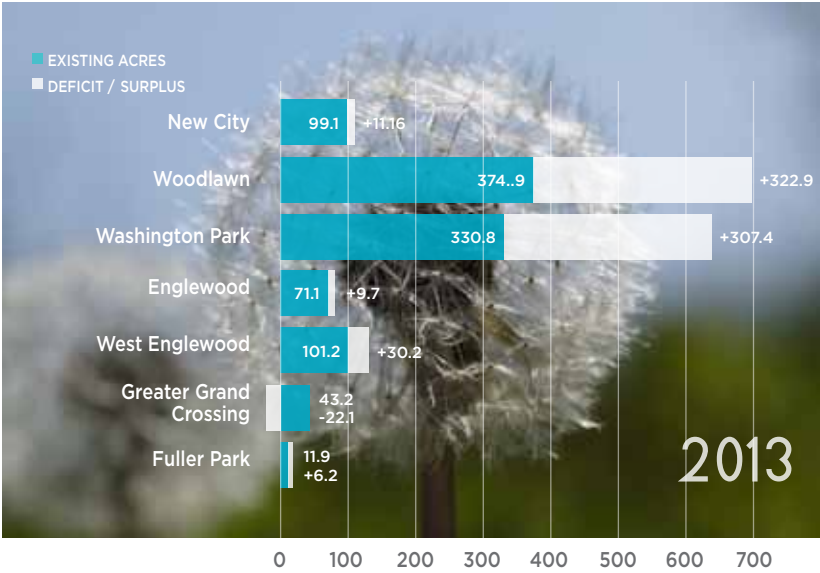
Create the Englewood Line trail on the abandoned 59th Line.



residents through agreements with the NeighborSpace land trust, which was formed as a result of the *CitySpace* plan.

Although the GHN area largely enjoys convenient access to open space amenities, opportunities exist to create new and unique spaces. Norfolk & Southern owns the abandoned elevated line between 58th and 59th streets that could easily accommodate a trail, linking urban agriculture sites as illustrated on page 30 and 31. Openlands, a regional non-profit land

FIGURE 7
GHN AREA OPEN SPACE DEFICIT
AT 2 ACRES PER 1000 RESIDENTS BY COMMUNITY AREA



Left: Proposed New City Park, adjacent to the CSX line. View looking southeast over 51st Place toward Hoyne Avenue.

conservation organization, working with community residents illustrated this concept, naming it the New ERA Trail. Another unused elevated rail line runs along 49th Street and is owned by three railroads. The 59th and 49th Street Lines both end at the

north-south running CSX rail line and intermodal yard to the west.

There is potential to link the 49th and 59th Lines with land along the CSX line to the west and Halsted Street to the east to create the Englewood

Loop. The Englewood Loop could provide a 50-acre, six-mile long open space resource for the area, not unlike the “606” trail and park under construction along Bloomingdale Avenue on the Northwest Side.





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site design group

Top: View of Raber House
Park looking northwest from
58th Street.

Above: The proposed
Englewood Loop at-grade
and elevated crossing.
View looking west from
Hoyne Avenue over Garfield
Boulevard.





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INFRAS



GREEN STRUCTURE



Below:

Green infrastructure route along Racine Avenue, looking north from 59th Street over the proposed Englewood Line trail.



GREEN INFRASTRUCTURE

One inch of rain in Chicago generates approximately four billion gallons of storm water. Since close to 60 percent of Chicago's land area is impervious to absorption (rooftops, roads, sidewalks, parking lots and driveways), most stormwater drains into the City's sewer system, where it is combined with raw sewage and sent to the City's sewage treatment plant. During heavy rainfalls,

the combined system becomes overwhelmed and sends untreated sewage into the Chicago River as a combined sewer overflow. In Chicago, as little as 0.67 inches of rain in a 24-hour period can trigger a combined sewer overflow. Between 2007 and 2012, overflows occurred on 314 days, an average of once per week. The over-burdened sewer system can also

force untreated sewage and rainwater into basements, onto streets and into Lake Michigan, resulting in public health risks, property damage, and beach closings.

The City of Chicago has initiated several citywide strategies to address stormwater. The 2003 Chicago Water Agenda calls for creating green



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Inset: Green infrastructure route, with adjacent infiltration area/passive recreational space, looking north on Racine Avenue from 72nd Street.

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infrastructure, in both individual public and private projects, to reduce the burden of stormwater on the combined sewer system. In 2008, the Chicago Plan Commission adopted *Adding Green to Urban Design*, which addressed sustainable improvements to Chicago's built environment, highlighting 21 key strategies that would increase the amount and performance of permeable surfaces in Chicago. That same year, the City adopted a *Climate Action Plan* and the Stormwater Ordinance went into effect. The *Climate Action Plan* expanded the rationale for managing stormwater on site by addressing the amount of energy required to pump and treat stormwater once it enters the sewer system. The Stormwater Ordinance enacted performance-driven regulations that require the

first .5 inch of rain to be absorbed on site or the permeability of a new development be increased by 15% from existing conditions.

In 2012, the City issued the *Sustainable Chicago 2015 Agenda*, which aims to create a comprehensive green infrastructure plan as part of the capital budgeting process. Led by the Department of Water Management, the plan provides economic and environmental justification for diverting a portion of the City's budget to develop green infrastructure projects.

With these plans and regulations as the impetus, City planners have initiated recommendations involving the adaptation of City-owned, vacant land as stormwater management

landscapes, along with steps to identify an entity to develop and manage those landscapes. DPD has also initiated the development of data-driven criteria that will be used to target the most appropriate and cost-effective locations for green infrastructure strategies. As part of the GHN planning process, landscapes were strategically identified throughout the area for use as stormwater absorption sites based on locations that are subject to chronic basement and street flooding, locations of City-owned vacant parcels, and data involving sewer pipe capacities and stormwater drainage patterns. Stormwater strategies along existing and proposed bike paths that could enhance bike and pedestrian pathways between existing open spaces were also investigated.

GREEN INFRASTRUCTURE GOAL AND STRATEGIES

GOAL: Design state of the art stormwater landscapes to bring a useful public purpose to vacant City-owned land.

1

Identify strategic locations along designated bike routes and on City-owned land to develop stormwater landscapes as part of the Department of Water Management's Green Infrastructure Plan.

2

Work with local organizations to identify vacant land that is appropriate for green infrastructure projects in public or community managed open spaces.



Left: Ground-level view of a green infrastructure route on Racine Avenue near 59th Street, showing streetscape improvements and curb cut inlets into stormwater infiltration areas.



Inset: Green infrastructure route with adjacent infiltration area/passive recreational space, including educational components. View looking north on Racine Avenue from 72nd Street.



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PRES



HISTORIC PRESERVATION



Below:

Raber House Park, gathering/community space at park entrance. View looking west from State and 58th streets.



HISTORIC PRESERVATION

Sixteen individual buildings within the GHN area have been designated by the Chicago City Council as official Landmarks. As designated Chicago Landmarks, the buildings are eligible for economic incentives for repair and rehabilitation through the Class-L Property Tax Incentive, Federal Rehabilitation Tax Credits, and a State Property Tax Assessment

Freeze Program. All designated Chicago Landmarks are eligible for a Permit Fee Waiver for City of Chicago building permit fees and special allowances from certain building code requirements and for side-yard exceptions from the zoning ordinance. Owners of historic buildings also have free access to experienced rehabilitation professionals who

provide assistance with technical issues.

Landmark buildings are afforded legal protection under the City of Chicago's Landmarks Ordinance: all building permit applications for alteration, construction, reconstruction, erection, demolition, relocation or other work to these buildings are subject to the prior



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HISTORIC PRESERVATION GOAL AND STRATEGIES

GOAL: Preserve, protect, and restore historic buildings.

1

Ensure existing designated Landmarks are preserved and maintained.

2

Encourage preservation of properties listed on the National Register of Historic Places.

3

Avoid demolition of buildings identified as “orange” or “red” in the Chicago Historic Resources Survey.

4

Assess the benefits of a Neighborhood Conservation District (NCD) designation.

5

Encourage adaptive reuse of vacant, historic school and institutional buildings through financial incentives and planning efforts.

review and approval of the Commission on Chicago Landmarks. The purpose of the Commission’s permit review authority is to ensure that proposed work will not adversely affect any significant historical or architectural features of the designated landmark.

A second tier of historic resources in the GHN area includes buildings and sites listed on the National Register of Historic Places. National Register properties are not subject to permit reviews or local financial incentives, but they are eligible for Federal Rehabilitation Tax Credits and the State Property Tax Assessment Freeze Program.

The *Chicago Historic Resources Survey* (CHRS), completed in 1995, was a decade-long research effort by the City of Chicago to analyze the historic and architectural importance of all buildings constructed in the city prior to 1940. During 12 years of field work

and follow-up research that started in 1983, CHRS surveyors identified 17,371 properties that were considered to have some historic or architectural importance. A color-coded ranking system was used to identify historic and architectural significance relative to age, degree of external physical integrity, and level of possible significance. The highest ranking color codes are Red and Orange, of which there are a number in the GHN area. These properties possess some architectural feature or historical association that makes them potentially significant in the context of the surrounding community.

Neighborhood Conservation Districts (NCDs) are an alternative mechanism for preserving older neighborhoods that may not qualify for official designation as a landmark districts. Compared to landmark districts, the regulations on alteration or demolition in an NCD can be less-restrictive or more narrowly

enforced. Furthermore, the thresholds for architectural or historic significance and physical integrity in an NCD can be lower than the high bar set for Chicago Landmark districts. NCD’s are a relatively new historic preservation tool, and while they have been adopted in several U.S. cities, Chicago has not established a NCD.

In the GHN area, NCD regulations could: encourage adaptive reuse of existing structures, discourage demolition of structures with historical and or architectural significance, support and encourage the renovation of historic structures in a manner that maintains or enhances the architectural character of existing buildings, support and encourage the continued use of non-historic buildings, and encourage new construction that is compatible with the character of the neighborhood.

To be successful, neighborhood

residents must demonstrate strong support for a NCD and be prepared for ongoing participation in developing the type and level of regulation desired by the community. NCD residents may also participate in review of proposed alterations, additions, and demolition of buildings as well as new construction within the district. In addition to regulation, a successful NCD in the GHN area would need to include some financial assistance to encourage rehabilitation as the aforementioned incentives for local landmarks and National Register properties would not be available. The goal of rehabilitation

and restoration in an NCD is to gradually reclaim the historic and architectural character that the neighborhood once had. Over time the NCD could become eligible for Chicago landmark designation, and they should be reviewed for this status every five to 10 years.

GREEN HEALTHY NEIGHBORHOODS AREA HISTORIC RESOURCES

