

**Application form:**

**Community Planning Program and**

**Local Technical Assistance Program**

**DEADLINE: Noon on Thursday, June 26, 2014**

This application form is online at [www.rtachicago.com/applications](http://www.rtachicago.com/applications). You may submit the form by email to applications@rtachicago.com.

Upon receipt of application, you will receive an e-mail verifying that your application has been received.

**1. Name of Applicant: National Parks Conservation Association**

**2. Main Contact for Application (please include name, phone number and email):**

**Lynn McClure**

**312-263-0111 office; 312-343-7216 cell;** **lmcclure@npca.org**

**3. Type of Applicant (please check any that apply):**

\_\_\_\_ Local government

\_\_\_\_ Multijurisdictional group\* Please list the members of the group (including

 government and nongovernmental organizations):

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\_X\_\_\_ Nongovernmental organization\* Name of local government partner(s):

\_\_City of Chicago\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_
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\*Applications submitted by multijurisdictional groups and nongovernmental organizations must include a letter indicating support from each relevant local government. See the FAQs for more information. Nongovernmental applicants are strongly encouraged to contact CMAP or the RTA prior to submitting their application to discuss their project and the demonstration of local support.

**4. Project Type (please check any that apply):**

Please check all statements below that describe characteristics of your project. (This will help us determine whether your project is best handled by CMAP or RTA.)

\_\_X\_\_ My project involves preparation of a plan.

\_\_\_\_ My project helps to implement a past plan.

\_\_X\_\_ My project links land use, transportation, and housing.

\_\_X\_\_ My project has direct relevance to public transit and supports the use of the existing transit system.

\_\_\_\_ My project is not directly related to transportation or land use, but implements GO TO 2040 in other ways.

**5. Project Location:**

Please provide a brief description of the location of your project. You may include a map if that helps to describe location, but this is not required. If your project helps to implement a past plan, please include a link to that plan.

This project area is located in the Pullman neighborhood on Chicago’s far south side. More specifically within the boundaries of the National Historic Landmark District as determined by the Secretary of Interior in 1970. It directly involves the geographic area bordered by 103rd St. on the north, 115th on the south, Cottage Grove Ave. to the west and the CSX rail tracks to the east. (map attached) Pullman also falls within the Millennium Reserve project area and has been identified by Governor Quinn as one of 14 immediate priorities of regional significance. However, the project will have impact and implications to improve the infrastructure, public transit, pedestrian and bike access beyond the neighborhood.

**6. Project Description:**

**Please tell us what you would like to do in your community, and what assistance is needed**. If you have more than one idea, please submit a separate application for each project. Please be specific, but also brief (less than two pages per project idea)—we simply want to have a basic understanding of what you want to do. CMAP and RTA staff will follow-up with you if we need any additional information to fully understand your proposed project.

(Please include any additional information that is relevant, preferably by providing links to online documents.)

For more than two years, NPCA has led the advocacy campaign to establish Chicago’s first national park – Pullman National Historical Park – and we are confident that the park will be established sometime before the middle of 2016. Late last year, NPCA with the City of Chicago, Illinois Historic Preservation Agency and Chicago Neighborhood Initiatives, released a report ([*Economic Engine: An analysis of the potential impact of a Pullman National Historical Park*](http://www.npca.org/about-us/regional-offices/midwest/pullman/pullman-report.html#.U6srQGgo7Dg)) that projected the visitor impact, job creation and economic impact that a Pullman National Historical Park would create within its first 10 years of operation. The report based projections on about a dozen urban national parks with similar characteristics to Pullman throughout the country and it anticipates about 300,000 visitors to Pullman each year. The community is not equipped to handle that kind of increase in tourism.

NPCA is currently working with the Chicago chapter of American Institute of Architects (AIA) and a team of urban planners, architects, and economists to project a vision for the neighborhood that will identify specific infrastructure, transportation and access, cultural event, and community improvements necessary to accommodate the increase in visitors and the well-being of area residents. NPCA believes that the creation of this urban national park should be a catalyst for positive growth and development and for better access of park visitors and residents to and within the park. This includes planning for improvements to public transit, streets and corridors, bike and pedestrian traffic, parking and future development/land use.

The vision that AIA and planners develop will be done in the context of a charrette with resident and community leader input. The result will provide broad recommendations for at least five priority areas. One of those areas will be improved transportation and access. In other urban national parks, these types of improvements have included new bus service, improved rail service, bike trail development, bike share stations, shuttles, parking systems, and road modifications. We also anticipate a need for pedestrian improvements by adding or improving sidewalks and crossings and providing safe pedestrian crossing of 111th Street. We believe that “gateway” corridor improvements will be critical along 111th Street. This street from the Bishop Ford exit to Cottage Grove is in need of streetscaping and general improvements to move cars and pedestrians into and out of the neighborhood. There is no unified system of bike lanes - none along 111th or within the neighborhood – yet bike lanes are in place on Doty Ave. from 111th to the new Walmart and the future community recreation center. The sidewalks throughout the neighborhood are inconsistent and general streetscaping is sporadic. Parking is already an issue during community events like the annual Pullman house tour and we expect that parking and traffic congestion will increase during summer months when tourists typically flock to national parks. An innovative system of parking will be necessary so that residents can continue to park in front of their homes and visitors can park near the main historic attractions.

Although the AIA charrette won’t directly solve land use or zoning issues, the process will identify that those two issues are critical going forward. NPCA, working with the City of Chicago, State of Illinois, Chicago Neighborhood Initiatives, and other community partners, is interested in the technical assistance available through this grant process for taking the recommendations and broad vision for improved transportation and access that is in the AIA charrette report and developing those recommendations into a slate of potential capital improvements and an implementation plan for them for the Pullman community. We believe that this technical assistance is important to establishing a strong community and a neighborhood that is better equipped to provide for the increase in tourism that will come with national park designation, while also improving mobility and livability for current residents and area workers. With the expertise provided through this grant, NPCA would build a set of transportation and infrastructure initiatives and, with partners, advocate for the necessary funding and support to realize.

NPCA is familiar with the federal funding streams available to national parks to ease traffic congestion and will work with partners to seek funding to put in place the recommendations the transportation planning experts provide through this grant process. Transportation funds have put bike share stations in St Paul at the Mississippi National River and Recreation Area, a low-fuel shuttle to take travelers from parking lots through Glacier National Park, and a city bus system circulator in the small Massachusetts towns around Cape Cod National Seashore. But we need a plan in place for moving forward effectively and we hope that technical assistance from this Community Planning Program can help.

MAP OF PROPOSED PULLMAN PROJECT



