



GHN

CITY OF CHICAGO



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



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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.



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



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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.

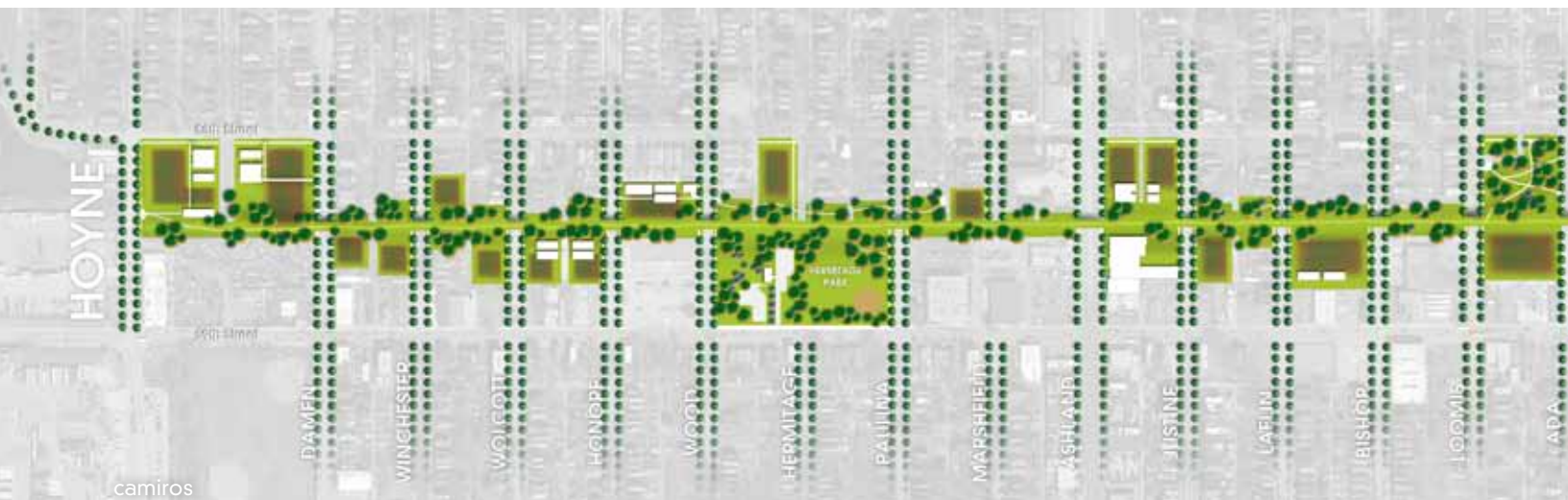
In addition to specific sites, two urban agriculture "districts" were identified through the community planning process. Each district was selected based on the presence of either an existing or proposed urban farm

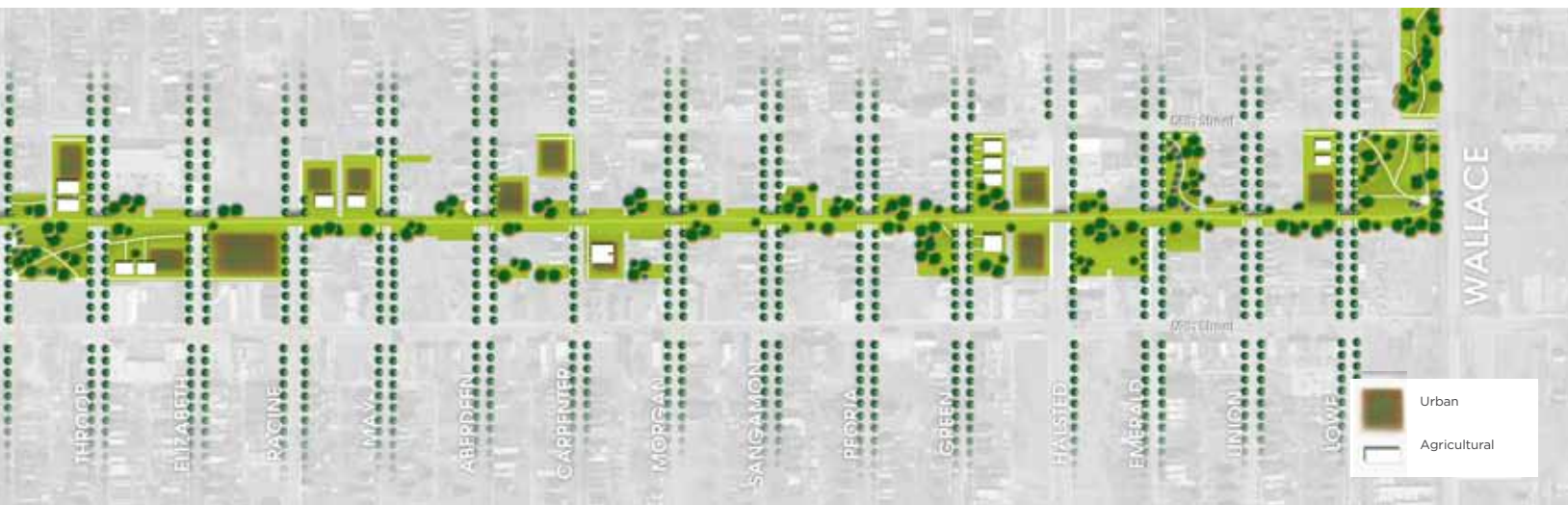
site that can serve as a resource to individual entrepreneurs. In this way, the organizations and individuals can find synergy in their farming efforts and share experience, materials and the responsibilities of starting and managing successful farming operations.



Inset: Eat to Live farm adjacent to Yale School campus park. View looking northeast over 71st Street toward Princeton Avenue.

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.

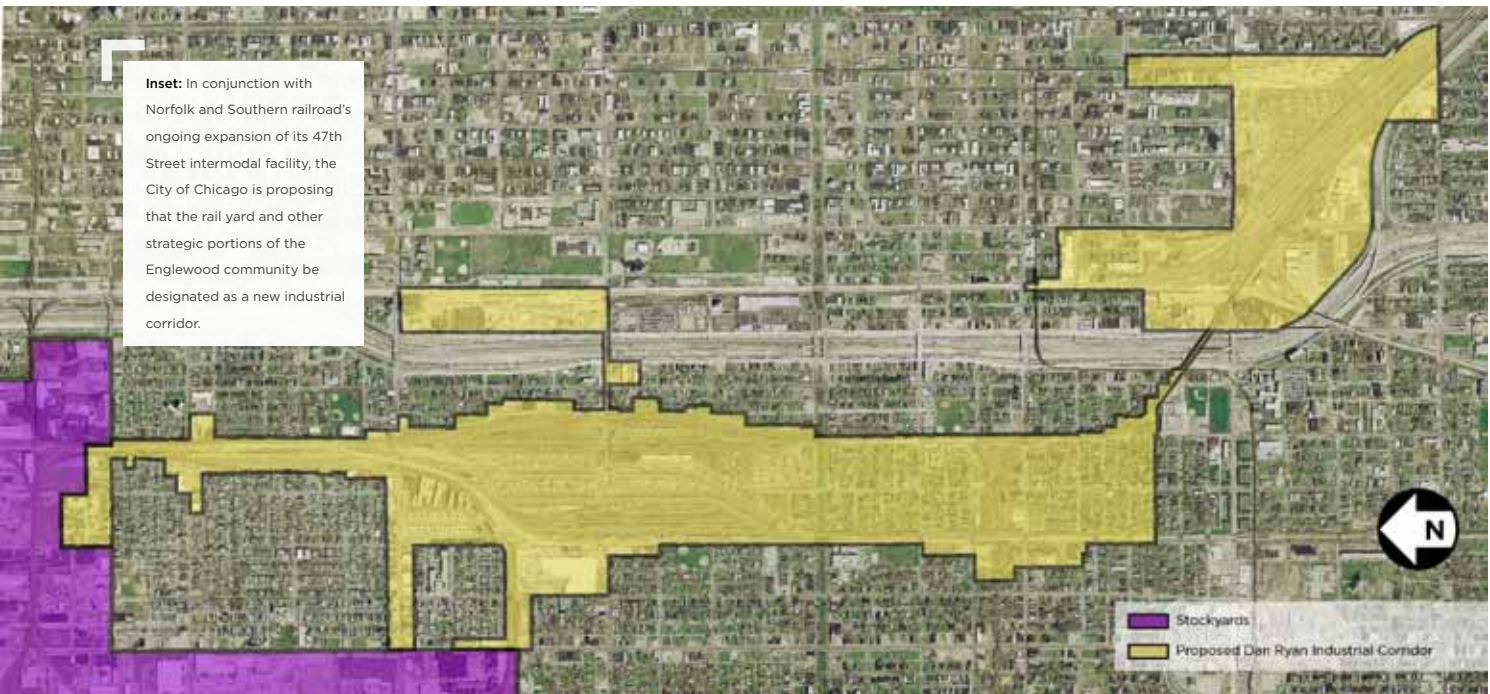
According to CMAP's latest report on manufacturing, *The Freight*

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."



ross barney architects

Inset: In conjunction with Norfolk and Southern railroad's ongoing expansion of its 47th Street intermodal facility, the City of Chicago is proposing that the rail yard and other strategic portions of the Englewood community be designated as a new industrial corridor.



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.