

# GREATER ENGLEWOOD COMMUNITY PLAN CHICAGO, ILLINOIS



MAY 2008

# GREATER ENGLEWOOD COMMUNITY PLAN CHICAGO, ILLINOIS



PREPARED BY  
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APPLIED REAL ESTATE ANALYSIS, INC.

FOR  
DEPARTMENT OF PLANNING  
& DEVELOPMENT  
CITY OF CHICAGO

MAY 2008

CAMIROS

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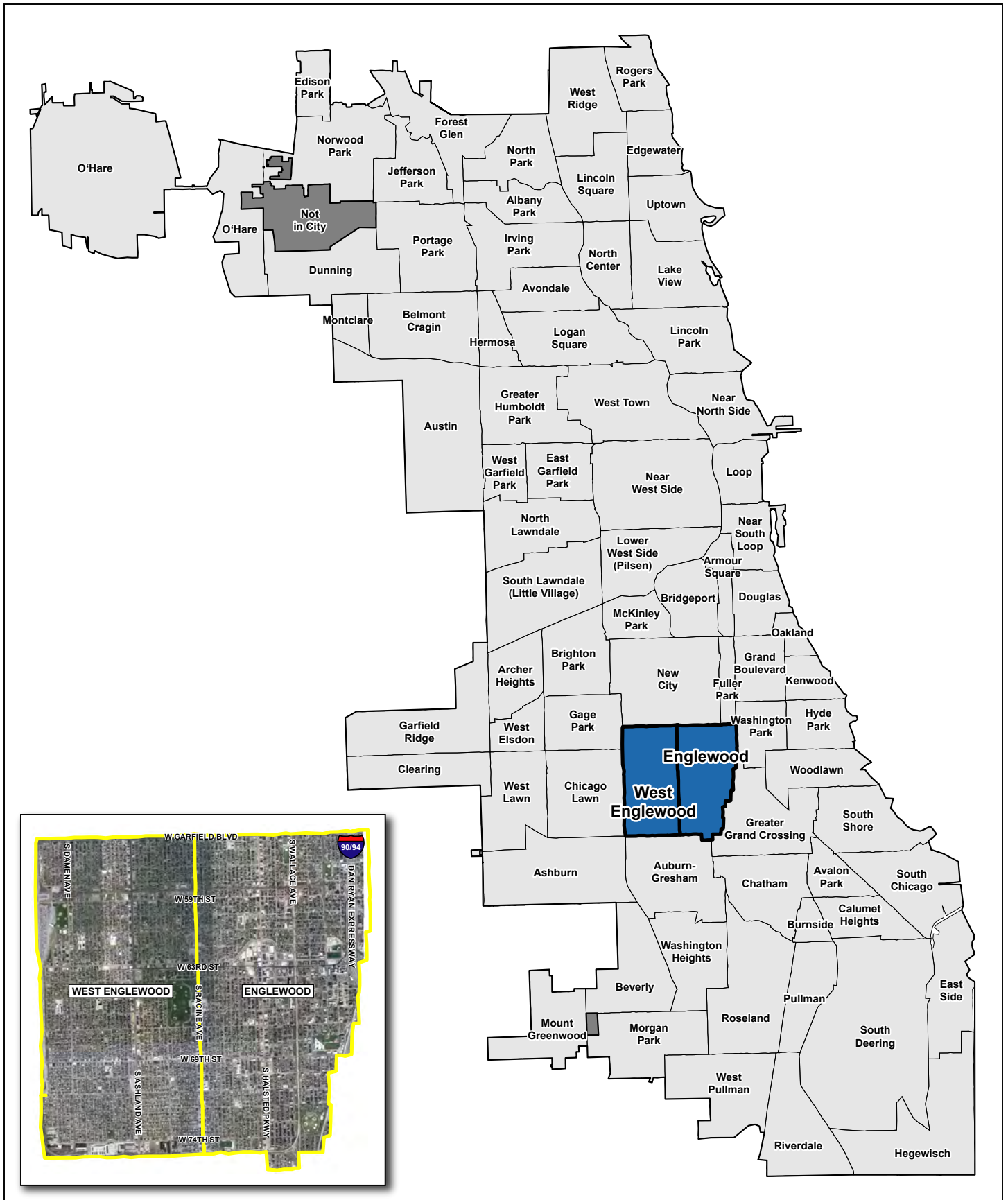
# 1. INTRODUCTION

After years of decline, the Englewood and West Englewood communities, located in southwest Chicago (*Figure 1*) stand on the brink of major positive change. Large-scale public projects, such as the new Kennedy-King College at 63<sup>rd</sup> and Halsted Streets and the new police station at 63<sup>rd</sup> and Loomis, are providing the impetus for private development. Local institutions also are playing a significant part in the redevelopment of the area; St. Bernard Place, the residential development initiated by St. Bernard Hospital, is an example of this new institutional activism. The New Communities Program (NCP) led by the Local Initiatives Support Corporation (LISC) will bring tens of millions of dollars into the area over the next ten years, focusing on improving the quality of life of Englewood and West Englewood residents. The supply of available land in the two communities puts them in a unique position to have a major impact on affordable and market rate housing throughout Chicago's South Side. Clearly, one can sense a positive future for Greater Englewood – the Englewood and West Englewood communities – and its residents.

Because of the growing interest in the area, it is necessary to assure that a

common vision and community development concept is in place to help coordinate and direct future investment. This *Greater Englewood Community Plan* is intended to serve this purpose. It is designed to serve as a coordinating document so that the City, retailers and private developers can understand the general development pattern desired within the area, determine those blocks which might best benefit from their efforts, and understand the expected character of new development.

The plan is presented in five chapters. Following this introduction, Chapter 2, *Englewood Then and Now*, explains the evolution of development within the community and shows that the present condition is not one which has occurred overnight. Chapter 3, *Englewood Tomorrow*, presents a vision of what the community can become, reflecting both the realities of its present condition and the desires of its current residents and stakeholders. Chapter 4, *The Land Use Policy Plan*, outlines the policies, related projects and actions needed to help attain that vision. Finally, Chapter 5, *Implementation Strategies*, lays out a six-point program for realizing the plan.



**FIGURE 1:**  
**GREATER ENGLEWOOD**  
 GREATER ENGLEWOOD COMMUNITY PLAN



## 2. ENGLEWOOD THEN AND NOW

Emerging from modest beginnings in the 1860's as a series of residential settlements at the fringe of Chicago, the growth of the Englewood and West Englewood communities was sparked by the building boom stimulated by the nearby 1893 World's Fair, related investment in surface transit lines beginning in the 1890's, and the construction of the elevated line in 1907. Close to the great manufacturing and employment center of the Stockyards to the north, and connected to Chicago's other major employment centers, Englewood not only grew as a residential neighborhood, but as *the* center of businesses serving the emerging southtown areas of the City. Already, at the turn of the 20<sup>th</sup> Century, the corner of 63<sup>rd</sup> and Halsted Streets possessed the requisites for its spectacular rise as an outlying business center.<sup>1</sup> By 1929, property at 63<sup>rd</sup> and Halsted boasted the highest front foot value for commercial property outside of downtown.<sup>2</sup> Residential values followed apace, and the boom of the early 20<sup>th</sup> century attracted substantial investments in new apartment buildings. However, the bulk of the community developed with single-family

homes and two-flats, which were home to modest middle class families.

During the 1940's, Englewood witnessed its heyday as a mature residential community. Anchored by the major business center of 63<sup>rd</sup> and Halsted, then the largest outlining business center in the country,<sup>3</sup> the combined population of Englewood and West Englewood was over 157,000, nearly twice today's population.

Englewood was bordered on all four sides by the key economic engines of Chicago – transportation and distribution industry on the east, south and west, and the meat-packing and food-processing industry to the north. Key industrial areas also were located within Greater Englewood's boundaries, particularly along 59<sup>th</sup> Street, and along rail spurs in the northeast and southwest of the community. Numerous jobs were nearby and available to local residents. However, even then, many of the community's key arterial corridors, including Halsted, Ashland, 59<sup>th</sup> and 63<sup>rd</sup>, contained large numbers of vacant parcels (*Figure 2*). Indeed, even during this zenith of community strength, certain areas of the community demonstrated emerging symptoms of adverse change.

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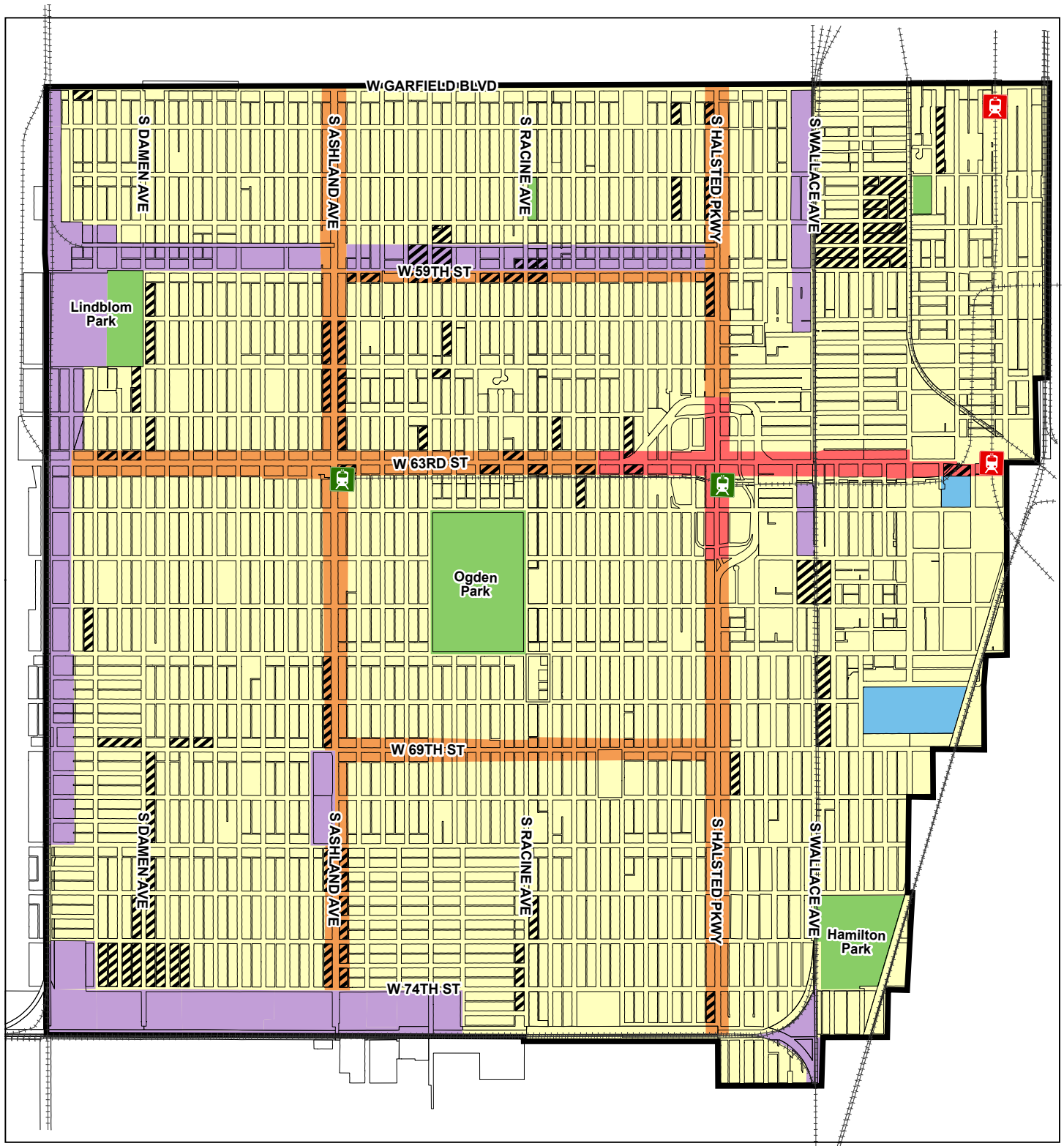
<sup>1</sup> *Forty-Four Cities in the City of Chicago*, The Chicago Plan Commission, April, 1942, p.59.

<sup>2</sup> Hoyt, Homer. *One Hundred Years of Land Values in Chicago*, Reprinted by Beard Books, 2000, p.252.

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<sup>3</sup> *op cit*, *Forty-Four Cities in the City of Chicago*, The Chicago Plan Commission, April, 1942, p.59.





Source: Chicago Land Use Survey, 1941, City of Chicago Plan Commission

**Legend**

- Residential
- Industrial
- Mixed Use
- Parks/Open Space
- Business
- Major Institutions
- CTA Green Line
- CTA Red Line
- Block fronts with more than 33% of parcels vacant

**FIGURE 2:**  
**GREATER ENGLEWOOD**  
**GENERALIZED LAND USE: 1940's**

GREATER ENGLEWOOD COMMUNITY PLAN



As noted in 1942:

*Strikingly in contrast, however, to the highly valued business center [63<sup>rd</sup> and Halsted] is the character of several residential sections only little removed from this colossus of outlying business centers. Now blighted and facing ultimate decay, these small pockets may shortly exert an unfavorable influence on the relatively stable and above-average neighborhoods, which make up the bulk of the residential area of the two [Englewood and West Englewood] communities.<sup>4</sup>*

During the 1950's and 60's, Englewood along with much of the City, suffered from the redirection of market interests towards the suburbs. Commercial investment focused upon areas of strong regional auto access, reducing the attractiveness of major business centers such 63<sup>rd</sup> and Halsted, which began a slow and inexorable decline. While still having the largest sales volume of any City business center outside the downtown in 1958, by the time of the 1968 Mid South Development area plan<sup>5</sup> this area had become the centerpiece of a redevelopment program, the Central Englewood Conservation project, a major City action to encourage reinvestment within Englewood. The older housing stock of the community, as well as the incipient white flight of that time, also contributed to the community's decline. Englewood's racial mix changed from 97% white in 1940 to 52% in 1960, with a

corresponding increase in the African American population.

While vacant residential blocks continued to develop with modest ranch homes in the 1950's and 1960's, the neighborhood began to witness an exodus of commercial uses, as is evident in *Figure 3* which illustrates the pattern of land use at the time of Chicago's mid century comprehensive plan of 1967.<sup>6</sup> It became clear that actions were needed to stabilize and redirect the development pattern within Englewood. A key action was to redevelop 63<sup>rd</sup> and Halsted as a mall in a fashion similar to suburban malls. This plan resulted in large scale clearance of adjacent properties to provide sizeable parking areas. One unfortunate aspect of this plan was the resulting isolation of the shopping area from the adjacent residential community which may have contributed to the continued decay of nearby residential areas.

Other actions sought to identify how to retard or reverse the continuing loss of retail investment, especially along the major arterials, and how to address problems of continuing housing deterioration. A number of proposals, in addition to the 63<sup>rd</sup> and Halsted redevelopment, contained within the 1967 plan were implemented over time.

Despite the renewal activities set forth in the 1967 plan (which incorporates proposals of the 1965 Community Conservation Plan), the 1972 Model Cities

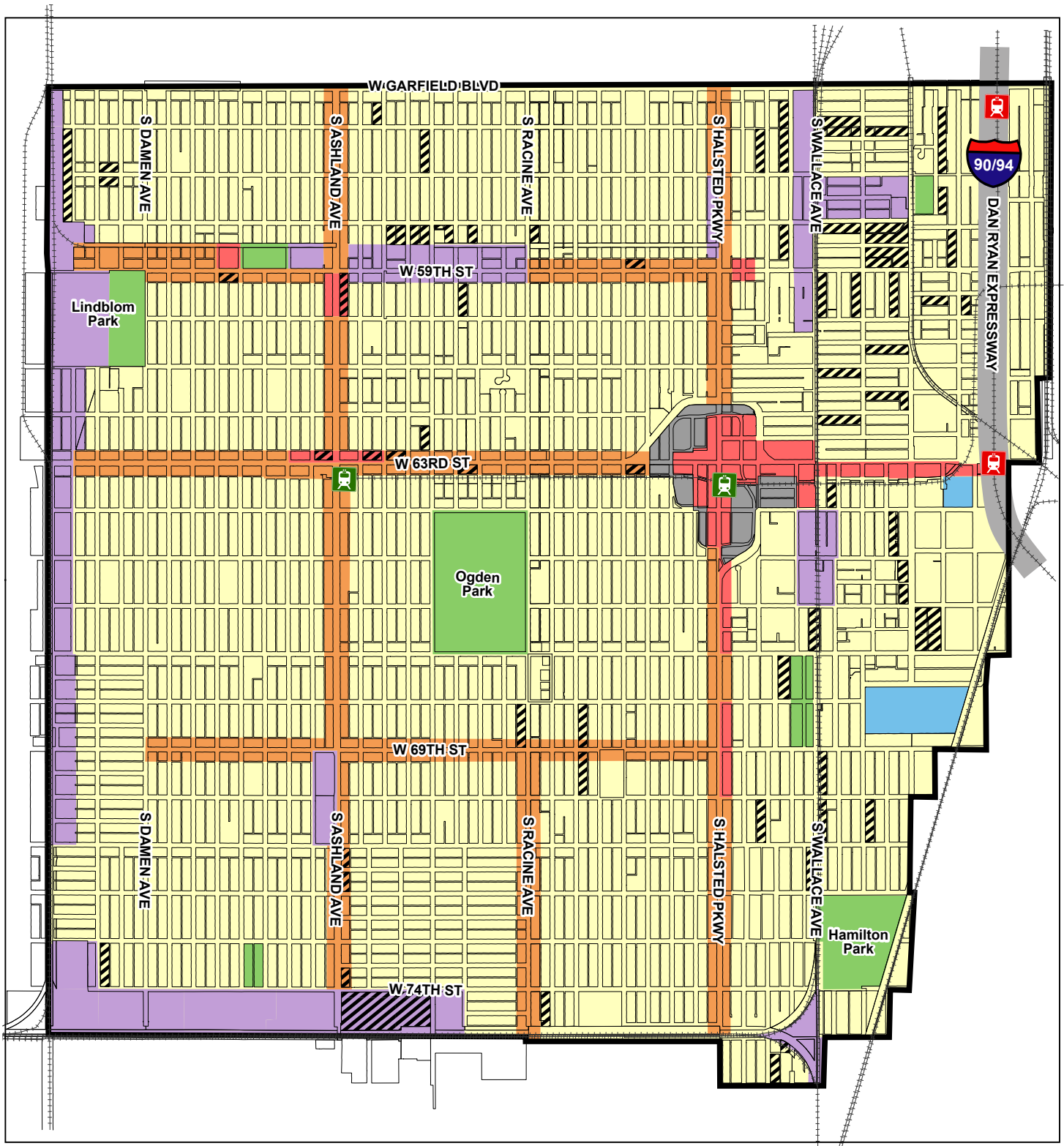
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<sup>4</sup> *Fourty-Four Cities in the City of Chicago*, The Chicago Plan Commission, April, 1942, p59

<sup>5</sup> *Mid South Development Plan*, City of Chicago, 1968.

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<sup>6</sup> *The Comprehensive Plan of Chicago*, City of Chicago, 1967.



Source: *Chicago Land Use Atlas, 1970*, Chicago Department of Development & Planning, 1974

**Legend**

- |             |                    |   |                |
|-------------|--------------------|---|----------------|
| Residential | Industrial         | Parking   | CTA Green Line |
| Mixed Use   | Parks/Open Space   | Block fronts with more than 33% of parcels vacant | CTA Red Line   |
| Business    | Major Institutions |   |                |

**FIGURE 3:**  
**GREATER ENGLEWOOD**  
**GENERALIZED LAND USE: 1970's**  
 GREATER ENGLEWOOD COMMUNITY PLAN



program, the New Englewood Village Plan (1994), and the Empowerment Zone/Enterprise Community Plan (1995), the community's decline continued. Plainly, the market was not interested in Englewood.

### **The Challenge of Today**

Today, while evidence of positive change is apparent, the challenges of Englewood remain significant. Greater Englewood's current population is 85,504 or 55 percent of its 1940 peak. Comparison of the changes in Englewood between the 1980 and 2000 census give dimension to that challenge. Between 1980 and 2000:

- Households dropped over 13% to a total of 24,952;
- Housing units dropped over 21 percent to a total of 24,989; and
- Female headed households increased 4.6% to almost 55% of the total.

Today, the typical Englewood family has more children than the City average and fewer working age adults. Only 40 percent of Englewood's working age population is employed, compared with 55 percent of the City's total working age population. Median household income in the Englewood Community Area is about 49% of the City's median; median income in the West Englewood Community Area is about 69% of the City median.

While homeowners in West Englewood exceed the City average (44% versus 30%) the reverse is true in Englewood (19% versus 30%). Housing values and rents have not kept pace with the City as a whole. The median value of homes in

Greater Englewood was \$66,724 or about half the median value for the City overall. Housing rents were much closer to those of the City – \$538 monthly compared to Chicago's \$616 city-wide average.<sup>7</sup>

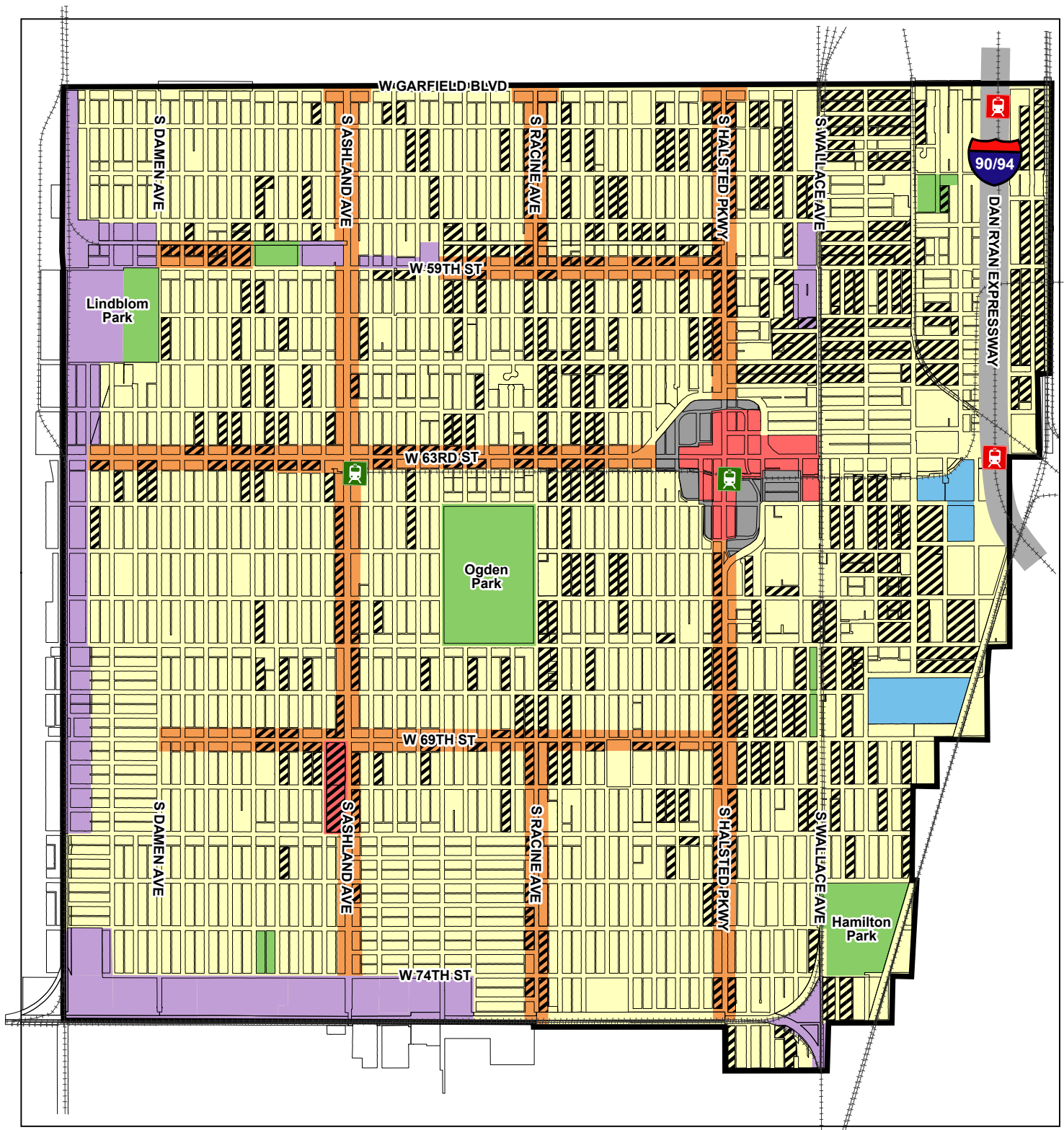
The current land use pattern is shown in *Figure 4*. Within the six square mile Greater Englewood community, current land use reflects trends that began more than 50 years ago – a continuous reduction in the amount of industrial land use in the community, the out-migration of residents who are able to afford other places, and the spread of vacant land throughout the community. Today, Greater Englewood contains extremely limited commercial opportunities. Only traces of its industrial districts remain. Thus, local jobs are at a premium. In 2003, only about 7,400 jobs were identified in Englewood and West Englewood.<sup>8</sup>

Land use in Greater Englewood is typical of working-class neighborhoods that developed during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Residential uses cover 43% of the area, and are located throughout Englewood and West Englewood, separated by commercial and retail uses on major streets. Greater Englewood's existing land use pattern is shown in *Figure 5*. The characteristics of the existing land use pattern are summarized in *Table 1*.

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<sup>7</sup> For a description of current conditions in Englewood see: Camiros, Ltd. *Englewood Community Plan: State of the Community Report*, October 2004.

<sup>8</sup> U.S. Census, 2000.



Source: Camiros, Ltd.

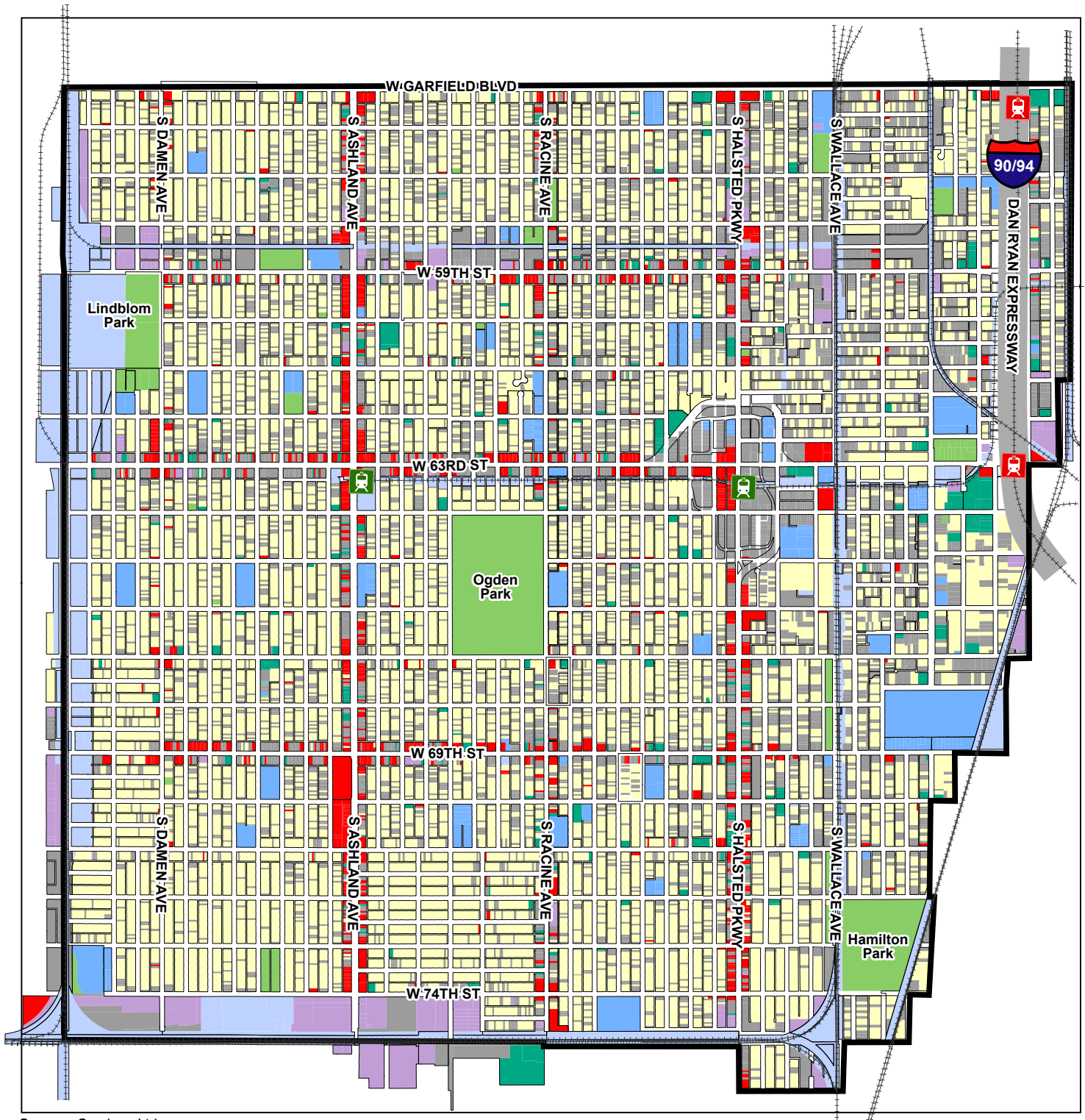
**Legend**

- |             |                    |   |                |
|-------------|--------------------|---|----------------|
| Residential | Industrial         | Parking   | CTA Green Line |
| Mixed Use   | Parks/Open Space   | Block fronts with more than 33% of parcels vacant | CTA Red Line   |
| Business    | Major Institutions |   |                |

**FIGURE 4:  
GREATER ENGLEWOOD  
GENERALIZED LAND USE: TODAY**

ENGLEWOOD COMMUNITY PLAN

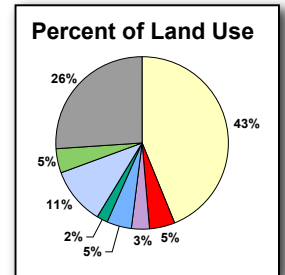




Source: Camiros, Ltd.

**Legend**

- |                   |                        |                |
|-------------------|------------------------|----------------|
| Residential       | Institutional          | CTA Green Line |
| Commercial/Office | Transportation/Utility | CTA Red Line   |
| Industrial        | Parks/Open Space       |                |
| Public            | Vacant                 |                |



**FIGURE 5:  
EXISTING LAND USE: AS OF 2004**

**GREATER ENGLEWOOD COMMUNITY PLAN**



**Table 1**  
**Existing Land Use Characteristics**

Land Use	Characteristics
Residential	Residential uses consist of a mix of single-family and multi-family dwelling units in the eastern half of the planning area, and mostly single-family dwelling units in the western half.
Commercial	<p>Commercial land uses occupy approximately 5% of the total land area in greater Englewood. Commercial land is located primarily on Halsted, Ashland, 59<sup>th</sup>, 63<sup>rd</sup>, and 69<sup>th</sup> streets, with some uses located at major intersections along Racine and Damen Avenues and 71<sup>st</sup> Street. Much of greater Englewood’s commercial land is occupied by small businesses that serve the convenience and service needs of local residents – small grocery stores, barber shops, beauty salons, liquor/convenience stores, gas stations, bars and lounges, and fast-food restaurants. In some locations, auto-related establishments (auto repair, auto parts, or used auto sales) are prevalent. There is one newly opened major food store.</p> <p>Most of the active and thriving commercial uses are located near the intersections of Greater Englewood’s arterial streets, extending for roughly two blocks away from the intersection. Beyond that point, the amount of vacant commercial land on any arterial street greatly increases.</p>
Industrial	<p>Greater Englewood is bordered on its southern and western edges with large amounts of industrial land uses. The bulk of these uses, including the CSX intermodal facility on the western edge of the planning area, are transportation and distribution-oriented businesses, and take advantage of greater Englewood’s freight rail access.</p> <p>A less intense concentration of industrial land is situated on 59<sup>th</sup> Street. It appears that numerous industrial businesses developed there when a rail spur just north of 59<sup>th</sup> Street was active; however, that rail spur has been inactive for several years now, and the remaining industrial uses appear to be marginal.</p>
Institutional	<p>Institutional uses and community facilities generally consist of hospitals, churches, schools, parks, and other public sector facilities like libraries and police and fire stations. Greater Englewood has many institutional and community facilities, scattered throughout the entire planning area.</p> <p>More than thirty public schools, including five high schools, are located in the area. Greater Englewood is home to three major parks, Lindblom Park, Ogden Park and Hamilton Park. St. Bernard Hospital has been a leading medical facility serving local residents for more than 100 years. The City of Chicago has invested in the community by developing a new 7<sup>th</sup> District police station near 63<sup>rd</sup> and Racine, and a West Englewood public library at 63<sup>rd</sup> and Wood. These facilities act as anchors within their respective neighborhoods in the Greater Englewood area.</p>

Residential uses continue to disappear. In 2000 only about 29,000 housing units were to be found in Greater Englewood. This represents a drop of 17 percent from the 35,000 housing units found there in 1980. Single-family units account for about 37% of the community’s total, with about 34% of the units located in two-flat buildings

and about 29% of the units located in multi family dwellings.<sup>9</sup>

The disappearing buildings – residential, commercial and industrial –increase the amount of vacant land. Today, vacant lots and vacant parcels, shown in *Figure 6*,

<sup>9</sup> US Census, 2000

represent one of the biggest land use categories in Englewood. Vacant land accounts for over 20% of Greater Englewood's land. More than 35 percent of all platted lots are vacant or contain vacant buildings. Yet, residential uses still predominate as Englewood is, and always will be, a residential community.

Many residential units, as well as other buildings, suffer from decay. Generally, buildings in the southwest section of Greater Englewood are in the best condition overall. (See *Figure 7*). Sound buildings predominate in a broad L-shaped area on the western edge of Greater Englewood, generally west of Ashland north of 69<sup>th</sup> Street and west of Halsted south of 69<sup>th</sup> Street.

Deteriorated and dilapidated building conditions generally correspond in their proximity to vacant lots throughout Greater Englewood. Concentrations of deteriorated and dilapidated buildings are found in the northeast sections of Greater Englewood, in an area bounded by Garfield, 67<sup>th</sup> Street, Halsted and the Dan Ryan Expressway. Deteriorated and dilapidated conditions are also found concentrated along the length of Halsted Street and along Ashland north of 63<sup>rd</sup> Street.

### **Key Issues for Land Use Planning**

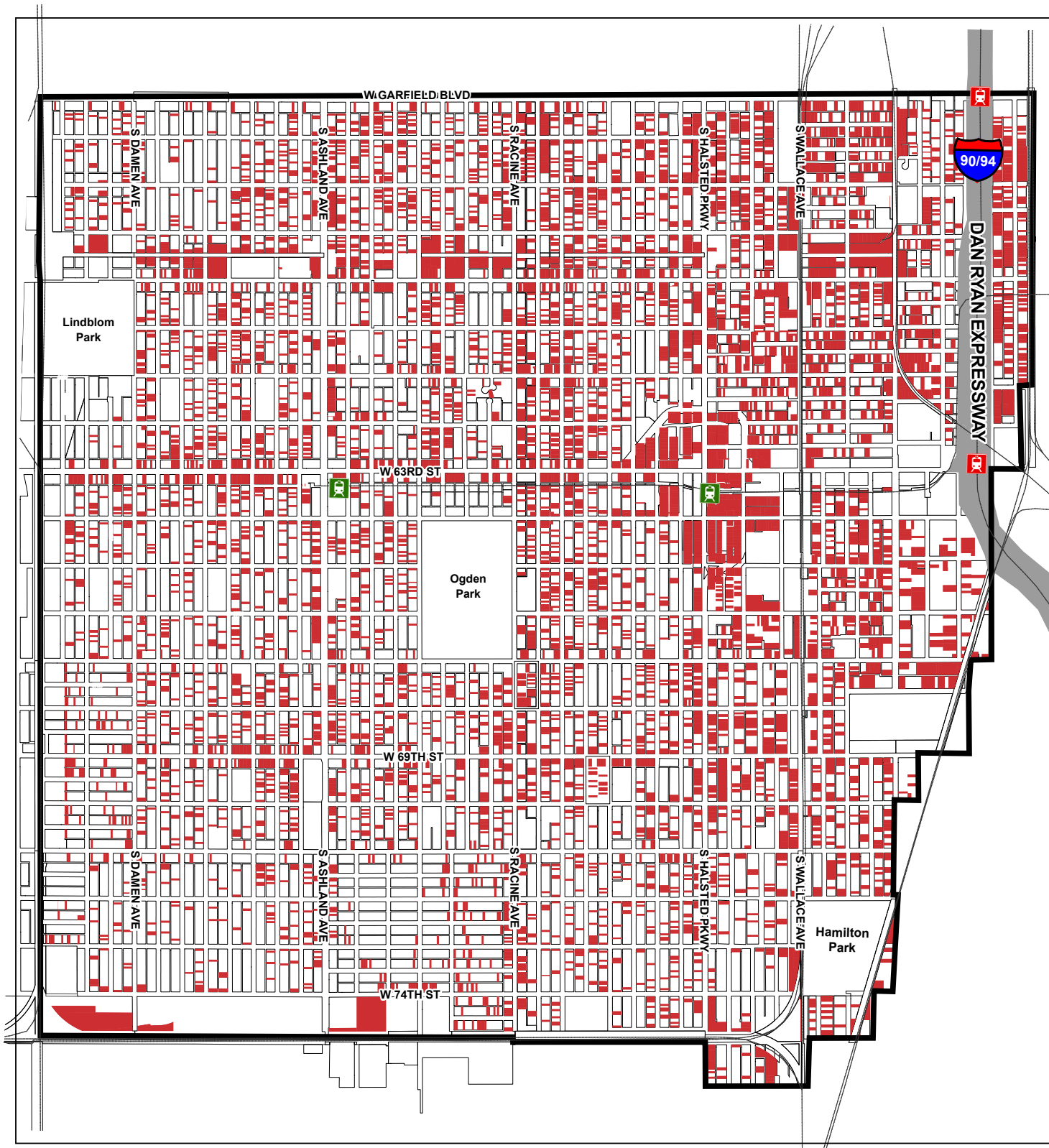
The picture is clear: Greater Englewood is a disinvested community that has borne the brunt of global and regional economic changes over the last five decades. As a result, its key land use issues revolve around the surplus of available underutilized and vacant land. These issues include:

*Vacant residential land.* Few communities in Chicago contain the amount and concentration of vacant land that currently exists in Englewood and West Englewood. There are approximately 5,000 vacant residential parcels in Greater Englewood. If all the residential parcels in greater Englewood were rebuilt with residential units, at the same annual absorption rate as the entire City of Chicago during the relatively high-growth 1990s, it would take approximately 50 years to complete the build-out of the area.

*Vacant commercial land.* The amount of vacant commercial land in Greater Englewood is a concern as well. Greater Englewood developed during a time when it was the primary shopping district for much of Chicago's South Side. Since World War II, the expansion of the City and suburbs brought not only new residents to these areas, but new shopping opportunities as well. Regional shopping centers like Evergreen Plaza in Evergreen Park and Ford City Mall on Chicago's Far Southwest Side draw shoppers from Greater Englewood and elsewhere, decreasing the demand for local commercial sites.

*Underutilization of land near transit stops.* Greater Englewood is well-served by the Chicago Transit Authority's Red and Green rail rapid transit lines, and thousands of residents use the lines daily to meet their transportation needs. In many





Source: Camiros, Ltd.

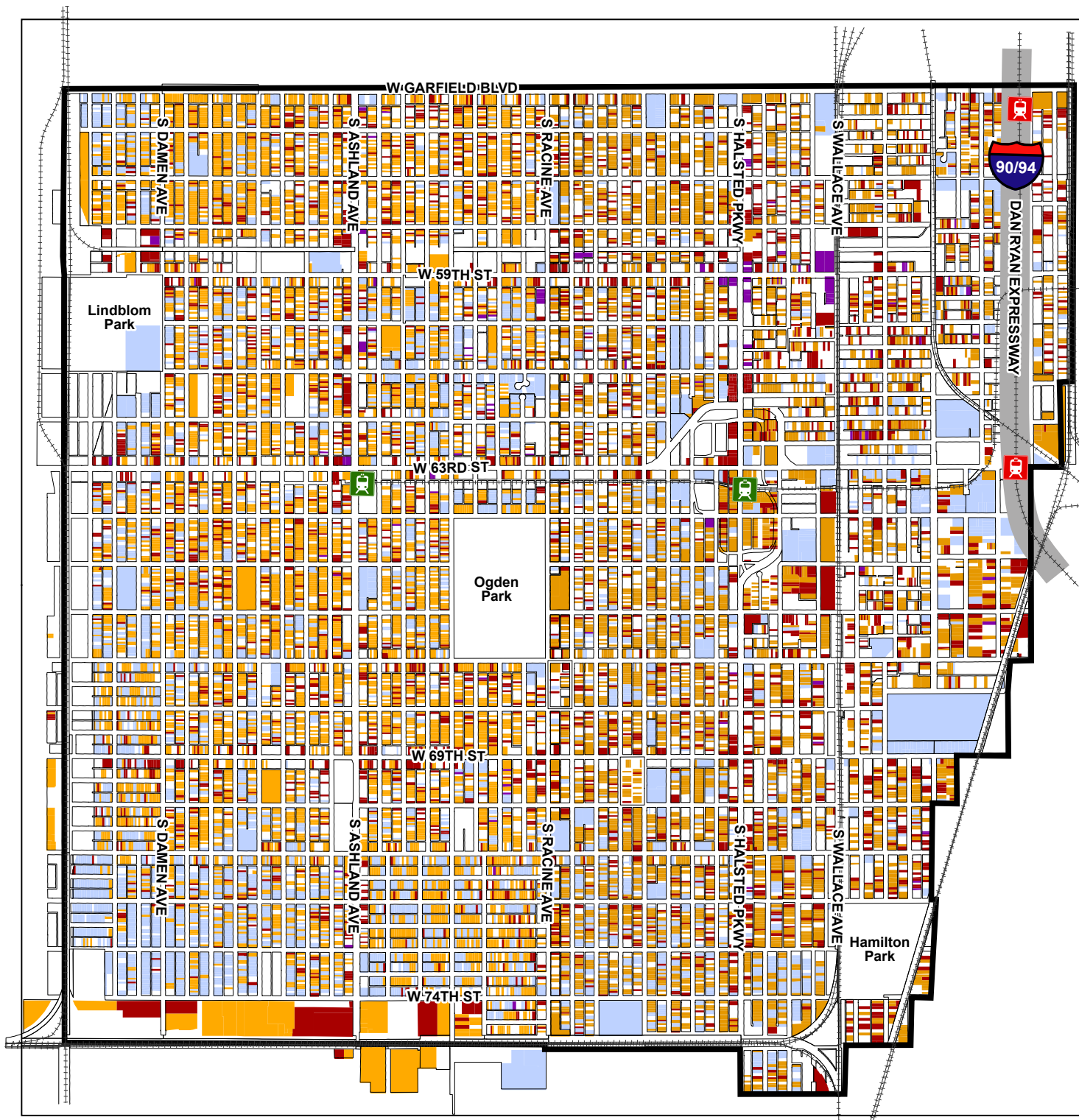
**Legend**

Vacant Parcel

**FIGURE 6:  
VACANT LAND: 2006**

**GREATER ENGLEWOOD COMMUNITY PLAN**





Source: Camiros, Ltd.

**Legend**

- Sound
- Fair
- Deteriorated
- Dilapidated

**FIGURE 7:  
BUILDING CONDITIONS: AS OF 2004**

**GREATER ENGLEWOOD COMMUNITY PLAN**



communities, transit-oriented development principles – dense, mixed-use development within walking distance to transit stops – are employed to create diverse and sustainable neighborhoods, and to ensure a market for transit ridership. Greater Englewood’s hub of 63<sup>rd</sup> and Halsted developed in this manner. Transit stops at Garfield/Dan Ryan, 63<sup>rd</sup>/Dan Ryan, 69<sup>th</sup>/Dan Ryan, and 63<sup>rd</sup>/Ashland all have the potential to develop into more effective transit-oriented development (TOD) sites.

*Lack of neighborhood recreational open space.* There are 22 parks and playgrounds in Englewood and West Englewood, but the vast majority of park acreage located in three parks – Lindblom, Ogden and Hamilton parks. There are locations in Greater Englewood, particularly in the southwest and northeast quadrants, without easy access to recreational facilities.

### 3. ENGLEWOOD TOMORROW

Greater Englewood faces great challenges, but also great opportunities. Indeed, a sense of possible change is afoot, due in part to the positive and forward thinking actions of City and local leadership, and recent local planning and development activities. The attitudes and actions of real estate investors appear to be changing as well, and they are beginning to act on the potentials of Englewood. These changes have set the stage for Greater Englewood's resurgence.

The City of Chicago has taken a leadership role by putting in place incentives to act as a catalyst for revitalization (tax increment financing districts, redevelopment areas, etc.), and by building new public facilities in the area. Recent public actions in Greater Englewood include:

- West Englewood Public Library
- 7<sup>th</sup> District Police Station
- Kennedy-King College
- Englewood Neighborhood TIF
- 63<sup>rd</sup>/Ashland TIF
- 69<sup>th</sup>/Ashland TIF

Local institutions and organizations are improving the conditions of local residents by developing locally based programs such as the Rebirth of Englewood Plan, market-rate, affordable and senior housing throughout the community. Recent projects include:

- St. Bernard's Place
- Englewood Child and Family Center
- Antioch Homes Phase II
- Prairie Haven Homes

Teamwork Englewood's NCP Quality of Life Plan funded by LISC was completed in 2005. Focusing directly on the socio-economic issues facing Greater Englewood residents, this strategic action agenda is seen as a key tool for facilitating community based projects.

A revitalized Greater Englewood will not occur overnight. Just as its demise evolved over a period of more than fifty years, it similarly will take time for its full resurgence. Neighborhoods move through long cycles of birth, growth, decay and redevelopment. These periods often extend beyond the perspective of residents, investors or the public who tend to view the success or failure of a neighborhood from its current state. For example, it is useful to note that today's hot and pricy neighborhoods, such as Lincoln Park and Wicker Park, took over 40 years to emerge from a decaying working class neighborhoods to desirable places. When viewed in this context, the redevelopment of Englewood is a long row to hoe.

The challenges of Englewood, and its competitive position vis-à-vis other

redeveloping neighborhoods, points to a slow, yet sure, improvement. Now is the time to develop and put in place a vision and guidelines to coordinate new investment to help facilitate this change. What can we imagine for Englewood? How much has to change to help us recognize the beginnings of this new image? What guidance should be put in place to foster that image, and give direction to public and private redevelopment decisions?

### **Imagining the Future**

The desired future of Greater Englewood is clear. Residents, developers, local institutions and other stakeholders who have participated in many of Englewood's planning efforts agree on a common vision, which is clearly stated in the most recent of these plans, the Teamwork Englewood Quality of Life Plan.<sup>10</sup>

*We envision an Englewood where every resident, business owner, community and institutional leader is "making a difference." The Englewood of 2010 will be a welcoming place where people from diverse economic backgrounds live, play and work together. It will be a community that nurtures its young people, seeks wisdom from its elders and provides*

*an opportunity for lifelong learning and positive civic engagement.*

*We will create this community of opportunity by building on the past and taking advantage of today's resources and innovations.*

- *New housing for a range of income levels will begin to fill the empty spots of our neighborhood.*
- *Retail stores will provide more choices for our residents, and new industries and service firms will create jobs and living-wage paychecks.*
- *A web of networks, cultural activities, health and social services and recreation programs will make Englewood a place where people get to know one another and, together, build a stronger neighborhood.*

The emphasis of Englewood's earlier planning efforts reflect the broad outlines of this development pattern; one which rebuilds the primarily low density residential fabric of the community and focuses shopping and institutional uses in nodes located at key intersections.<sup>11</sup> Thus,

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<sup>10</sup> This planning process generated substantial dialogue among churches, block clubs, cultural groups, local businesses, and community residents. Input from more than 500 residents, business operators, property owners, and others who participated in dozens of community meetings and workshops guided the formulation of this vision.

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<sup>11</sup> There have been many attempts at imagining the future of this community. The 1968 Mid South Development Plan, the neighborhood focused component of the 1967 "mid century" citywide comprehensive plan envisioned Englewood being a rejuvenated residential neighborhood focused on a revitalized 63<sup>rd</sup> and Halsted. The 1995 New Englewood Village Collaborative Plan, while emphasizing quality of life actions, envisioned a similar direction. The latest community based planning effort, the TeamWork Englewood Quality of Life

future land use within Englewood should be organized in a manner shown in *Figure 8* which:

- Locates key community activities at the interchanges of 63<sup>rd</sup> and Halsted, and, to a lesser degree at 63<sup>rd</sup> and Ashland.
- Rebuilds the established residential neighborhoods focused around smaller convenience centers and/or major institutions.

### **Land Use Goals**

Future land use policy should respond to the following goals, which reflect a synthesis of directions offered by the previous planning efforts:

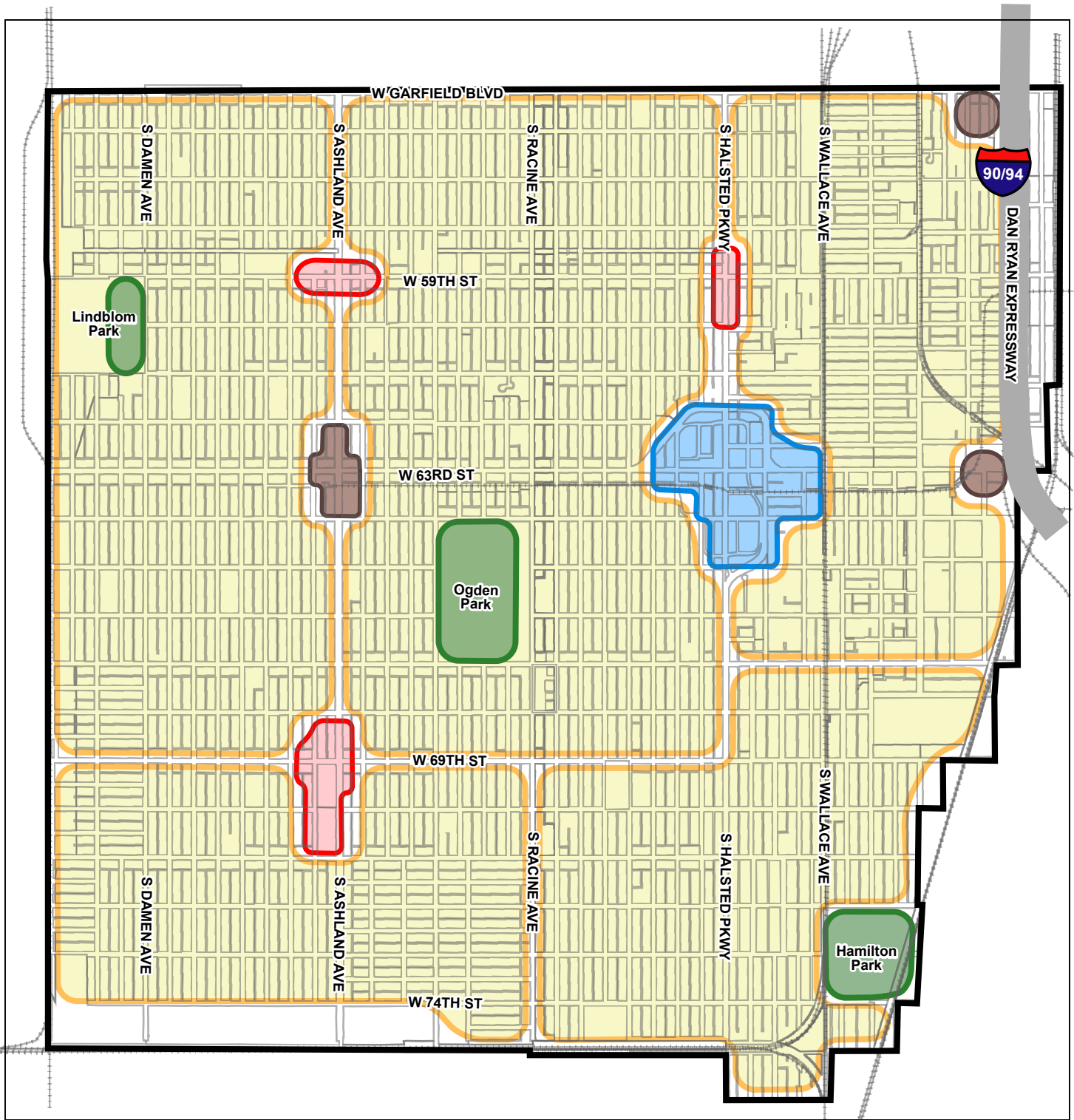
1. Redevelop vacant lots to form complete residential neighborhoods, containing a broad range of housing types, neighborhood shopping, jobs, transportation and community amenities such as schools, churches, parks, health care and community centers.
2. Organize future land use and development Greater Englewood's neighborhoods to encourage safety and security for the residents and businesses within them.
3. Attract and accommodate a range of housing types that meet the needs of all age groups and income levels so as to create mixed income neighborhoods.
4. Ensure that current residents can remain and benefit from the availability of new housing; provide

incentives for former residents to return.

5. Attract and locate non-residential land uses within Greater Englewood that support neighborhood structure and provide opportunities for residents to seek employment and establish businesses.
6. Establish housing density patterns that provide a diversity of dwelling types, and are located to take advantage of access to public transportation, shopping and open space within the community.
7. Preserve and celebrate the architectural, cultural and social heritage of Englewood and West Englewood.
8. Link the residential neighborhoods to nearby local institutions and educational facilities.
9. Create a hierarchy of pedestrian, bicycle, auto and truck circulation routes scaled to land use needs to optimize the flow of traffic.

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plan, completed in 2005 reaffirmed a similar land use direction.



**Legend**

- Residential Neighborhoods
- Regional Center
- Convenience Commercial
- Mixed Use TOD
- Major Neighborhood Parks

**FIGURE 8:**  
**COMMUNITY DEVELOPMENT CONCEPT**  
 GREATER ENGLEWOOD COMMUNITY PLAN



## 4. LAND USE POLICY PLAN

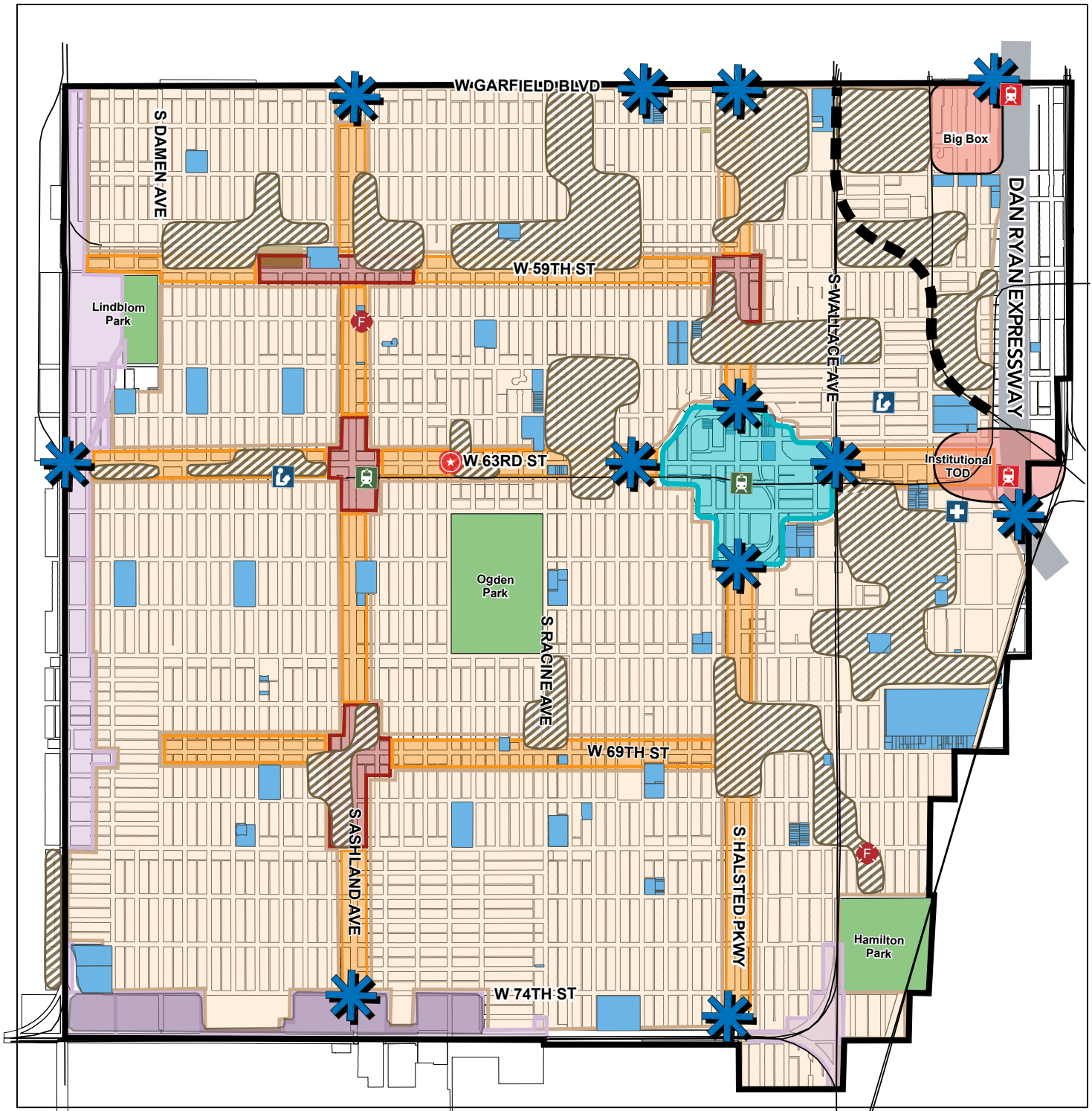
The land use policies proposed to achieve plan goals and implement the community development concept discussed above are outlined in *Figure 9*. These policies include:

1. Focus non-residential development at key intersections;
2. Build on transit-oriented redevelopment opportunities;
3. Reestablish the neighborhood pattern;
4. Reduce the commercial orientation of the major arterial streets;
5. Establish identity streets and gateways that express the desired image for Greater Englewood;
6. Encourage new residential uses scaled to the existing development fabric;
7. Redevelop predominantly vacant residential blocks with “production-scale” housing;
8. Encourage infill development of lots on predominantly developed residential blocks;
9. Support rehabilitation of existing residential properties;
10. Hold land in alternative use until market demand matures;
11. Support contextual and design-sensitive residential infill development at key locations;
12. Assemble suitable parcels to accommodate additional neighborhood park space;
13. Adjust land use to accommodate rail relocation activities;
14. Recycle industrial land for residential purposes; and
15. Use catalyst land use and development sites as a way to encourage and organize reinvestment within Englewood.

### **Focus non-residential development at key intersections.**

The intersections of 63<sup>rd</sup>/Halsted and 63<sup>rd</sup>/Ashland have historically served as the centers of Englewood and West Englewood respectively. It is time for history to repeat itself. Land use policy should focus key employment and commercial reinvestment in these locations. With the construction of Kennedy King College, the 63<sup>rd</sup>/Halsted hub can return to its role as a city-wide attraction; the adjacent uses should reflect this role. As a terminus of the CTA Green Line, 63<sup>rd</sup>/Ashland can also draw users from beyond the community; it too should provide a range of commercial uses related to the transit-oriented develop-





**Legend**

- Neighborhood Gateway Sites
- Police Department
- Fire Department
- Library
- CTA Station
- Hospital
- Public School
- Park/Open Space
- CREATE Railway Alignment
- Production-Scale Residential Development
- Rehab and Infill Residential
- TOD Projects
- Industrial
- Englewood Center Residential/Mixed-Use Arterial Streets
- Commercial Node
- Industrial/Residential Change

**FIGURE 9:  
MAJOR LAND USE POLICIES**  
GREATER ENGLEWOOD COMMUNITY PLAN



ment (TOD) potential of the location as well as its historic role as the center of West Englewood. It is time, also, to recognize the transit/expressway potential of the Garfield Boulevard and 63<sup>rd</sup> Street intersections with the Dan Ryan expressway. Realizing the potential of these sites can bring substantial outside investment and related improvement to the community. Secondary nodes are located at 59<sup>th</sup>/Ashland, 59<sup>th</sup>/Halsted, and 69<sup>th</sup>/Ashland. Land use policy for these locations should reflect their service roles within the community.

**63<sup>rd</sup>/Halsted, Englewood Center.** The coupling of Kennedy-King College with existing institutions and commercial opportunities within this transit oriented center creates a major anchor to stabilize Englewood.<sup>12</sup> As Englewood Center begins to function again, as a city-wide venue, the land use pattern should build upon its strengths. Thus, commercial and employment development may evolve that serves college, commuter and residential markets, and mixed-use housing that ties back to the adjacent neighborhood may evolve that helps

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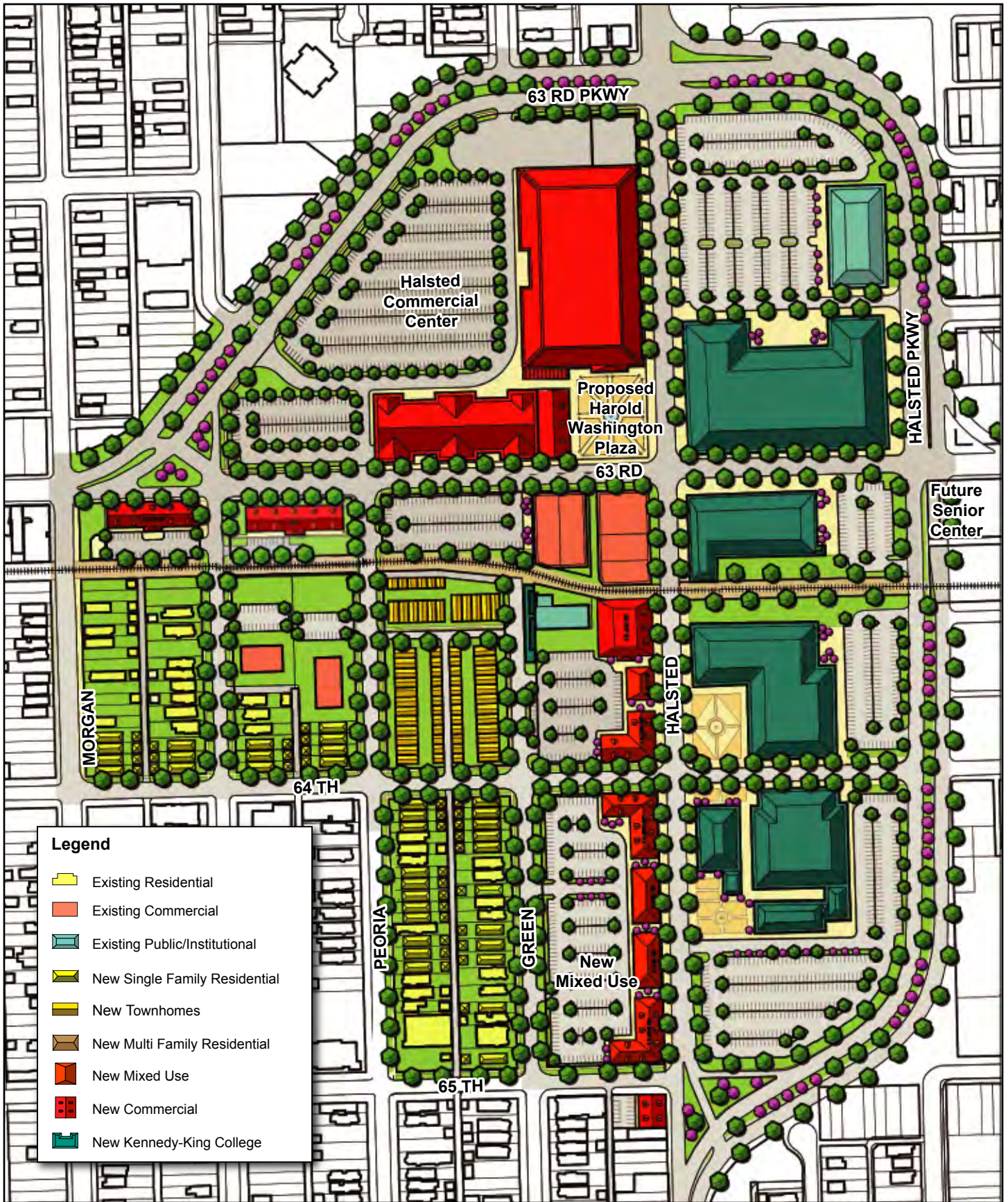
<sup>12</sup> A Transit Oriented Development Plan for the 63<sup>rd</sup>/Halsted area was prepared by the Department of Planning and Development (DPD) in 1998, prior to its designation as the site for the new Kennedy-King College. While the college redevelopment has altered the planning context, a number of transportation, congestion mitigation, and other recommendations of this study should be consulted as plans are refined. See Camiros, Ltd. *Transit Oriented Development Plans at Selected CTA Green Line Stations*, City of Chicago, November 1998.

to provide a range of housing choice not presently found in the community.

One way in which this area might evolve, given the long term commitment to accommodating large scale commercial development as part of this hub is illustrated in *Figure 10*. Alternatively, *Figure 11* illustrates how a range of mixed uses could occur within this area, complementing the needs of the college and attracting a range of community centered activities. In either case, certain key land use activities should be reflected:

- Accommodation of the Kennedy-King facilities as per existing plans.
- Establishment of a “Harold Washington Plaza” as a community focal point which connects the redevelopment of the northwest quadrant of the interchange with the Kennedy-King facility.
- Creation of a landscaped boulevard.
- Development of new commercial uses to serve the community and the Kennedy-King student body.
- Residential development that connects the Englewood Center with the adjacent neighborhoods.

Whatever the final land use determination for the northwest quadrant, the commercial component should contain diversified offerings to appeal to all segments of the resident and student population. These might include a dine-in restaurant, department store anchor, a grocery



**FIGURE 10:**  
**63RD & HALSTED: COMMERCIAL EMPHASIS**

GREATER ENGLEWOOD COMMUNITY PLAN





**FIGURE 11:**  
**63RD & HALSTED: MIXED USE EMPHASIS**

GREATER ENGLEWOOD COMMUNITY PLAN



store, day care and a small business incubator. Further, such development should be oriented to a proposed “Harold Washington Plaza”, which would serve to link this area to the larger Kennedy-King complex.

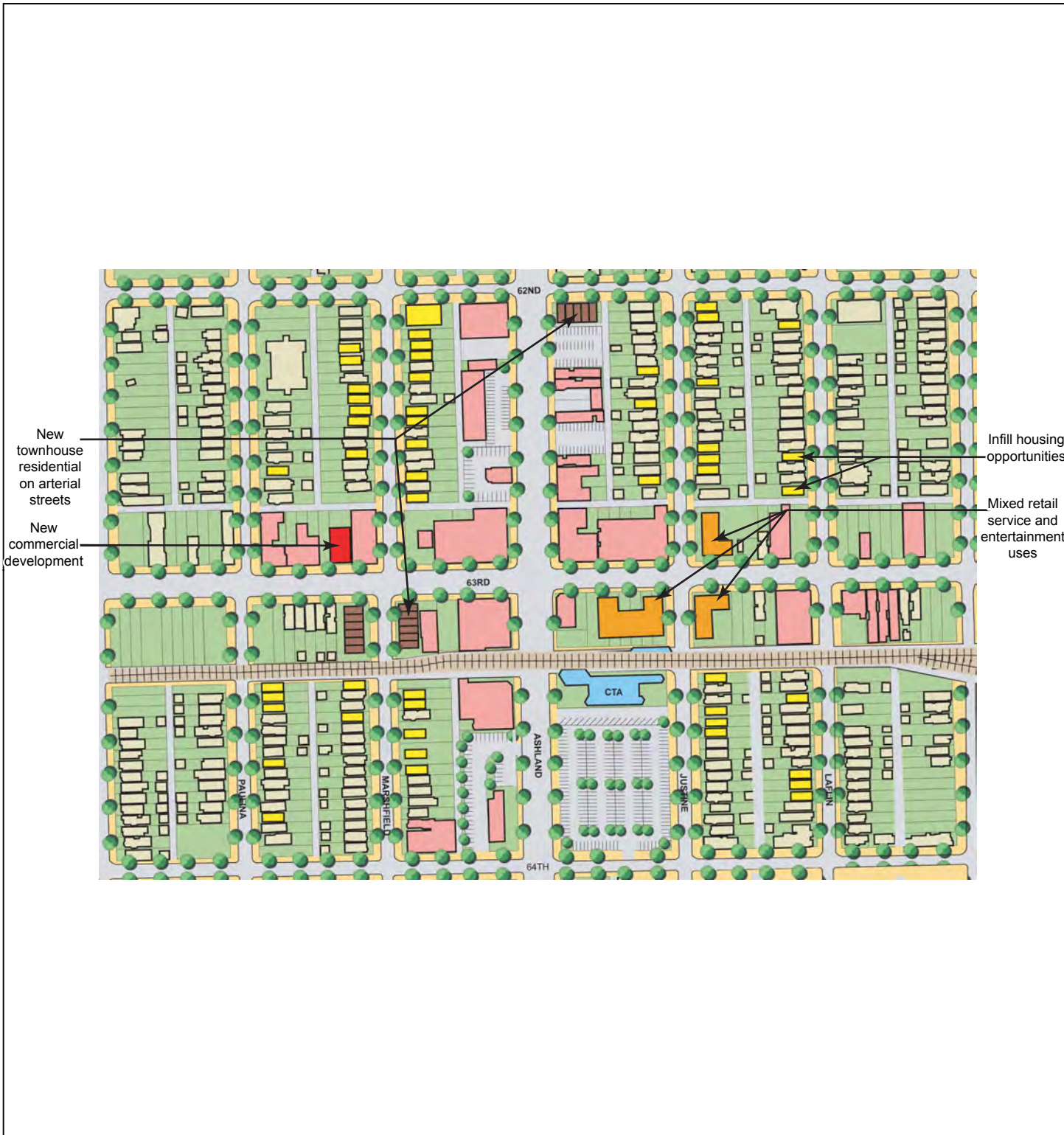
**63<sup>rd</sup>/Ashland.** The 63<sup>rd</sup>/Ashland hub, having strong TOD potential and currently serving a park and ride function, should focus upon community employment and commercial development. With over 1,900 Green Line rapid transit riders a day this hub offers strong opportunities for commercial reinvestment and housing development. As shown in *Figure 12* the core of this district should continue to be commercial or commercial/residential mixed use located within one block of the transit station. The park and ride lot in the southeast quadrant should remain. Infill housing should be encouraged at the periphery of the commercial district. The residential blocks adjacent to this hub should be the site of new residential infill development of the density, scale and character of existing homes.

**Neighborhood Hubs.** Neighborhood hubs are located at 59<sup>th</sup>/Ashland, 59<sup>th</sup>/Halsted, and 69<sup>th</sup>/Ashland. Land use policy for these locations should reflect their neighborhood commercial convenience roles. As such, they are good sites for the location of a grocery, cleaner, beauty aids and services, coffee shops and the like.

### **Build on transit-oriented development opportunities.**

Englewood contains four rapid transit stops—Red Line stops at Garfield/Dan Ryan and 63<sup>rd</sup>/Dan Ryan, and Green Line stops at 63<sup>rd</sup>/Halsted and 63<sup>rd</sup>/Ashland. The transit-oriented development potential of the two Green Line stations is clear. These stations anchor community hubs that have emerged over time in response to transit-oriented investment.

The TOD potential of the two Red Line stops has yet to be realized, perhaps because their construction occurred well into the period of the community’s decline. Furthermore, undeveloped land near the Red Line locations is limited, and the location of the stations and related bus transfer facilities within the expressway right-of-way limits development potential. Yet, there are opportunities to provide service to a substantial number of transit riders and expressway users. As key entry points for people accessing Englewood via the Dan Ryan and the CTA Red Line, these nodes could attract development seeking regional transit and auto accessibility. Depending upon the extent of redevelopment considered, these sites may be very suitable for region-serving uses such as big box department stores or regional shopping centers, as locations for major employers, and as sites for region-serving institutional uses. Englewood High School, St. Bernard’s Hospital, and to a degree, the 63<sup>rd</sup>/Halsted Englewood Center each benefit from this access. Examples of the types of development that may be possible include the major shopping concentration at 87<sup>th</sup>/Dan Ryan, Olive Harvey College at 95<sup>th</sup>/Dan Ryan, IIT and US Cellular Park at 35<sup>th</sup>/Dan Ryan.



**Legend**

- |   |   |  |
|---|---|--|
|  Existing Residential          |  New Townhouse Residential |  New Mixed Use |
|  New Infill Residential        |  Existing Commercial       |  Pavement      |
|  Existing Public/Institutional |  New Commercial            |  |

**FIGURE 12:**  
**63RD & ASHLAND TOD CENTER**  
 GREATER ENGLEWOOD COMMUNITY PLAN



However, it is evident that such facilities demand significant amounts of land. Yet most of the blocks in the vicinity of the Garfield Boulevard and 63<sup>rd</sup> Street interchanges are presently developed as residential with a smattering of commercial uses along the arterials. As such, both of these nodes represent key redevelopment opportunities. Given the institutional orientation at 63<sup>rd</sup>/Dan Ryan (e.g. Englewood High School and St. Bernard's Hospital) such redevelopment could seek uses to complement this function, including medical offices, additional athletic or arts facilities, and support commercial. The challenge is to facilitate change while accommodating the needs of current residents and property owners.

The Garfield Boulevard/Dan Ryan node presently lacks a strong transit-oriented function within Greater Englewood. This role is played primarily by the shopping center located in the northeast quadrant of the expressway intersection in the West Washington Park neighborhood. Opportunities for transit-oriented development west of the expressway are limited as the area is developed primarily with older single family homes.

### **Reestablish the neighborhood pattern.**

Englewood and West Englewood are often viewed as monolithic neighborhoods. This is incorrect. Development within Greater Englewood evolved from a number of unrelated neighborhoods which, over time, grew together to form the communities we know today. Older residents remember neighborhoods such as Ogden Park, Normal Park and Junction

Grove. Other areas of the community also have a particular identity such as Garfield Boulevard's residential frontage. Reestablishing these neighborhoods as identifiable places can help give imaginable and perceptual form to Greater Englewood. Consequently, many of the following policy proposals and project ideas are focused on this end. The key neighborhoods, as shown in *Figure 13* are listed below. *Table 2* lists general land use guidelines related to each of these neighborhoods.

*Garfield Boulevard Corridor.* This corridor is Englewood's portion of Chicago's boulevard system. Garfield Boulevard is unique because of its housing stock, primarily greystones and brick apartment buildings, and is quite different from the frame construction housing that characterizes the immediately adjacent areas. In addition, as the northern border of Englewood and West Englewood, the broad landscaped parkway presents a pleasant aesthetic gateway for traffic entering from the north.

*Junction Grove.* This area is the location of Englewood's initial settlement, and contains much of the community's vacant property. This area has also been the site of recent residential development activity. Largely depopulated over the last 20 years, the area enjoys excellent access to public transportation and the Dan Ryan Expressway, and generally contains single-family homes of frame construction dating from the late 19<sup>th</sup> and early 20<sup>th</sup> century. Multi-family buildings still dot many corners in this

area, but many more were demolished over the last two decades.

**Ogden Park.** This section straddles the Englewood and West Englewood community areas, with Ogden Park at its center. This area does not have the concentration of vacant land that exists to the east, but it lacks the relative residential stability that exists further west. This area is also characterized by older frame, single-family homes, a greater concentration of brick bungalows, and fewer multi-family structures.

**Lindblom/Harper.** This area derives its name from the two prominent high schools located within its boundaries. This is one of the most homogenous of the residential areas, with residential development being almost exclusively single-family in nature, more brick bungalows and some raised ranch-style homes. In this area, the ownership rates are higher, residents tend to be older, and their tenure has been longer. Recently, however, there has been a growing conversion of much of its single-family housing stock from ownership to rental, particularly to former CHA residents with housing vouchers.

**Southwest Englewood.** This portion of the planning area was the last to be developed during Greater Englewood's initial growth spurt that lasted from the 1890s to the 1920s. Southwest Englewood holds the largest concentration of brick bungalows from the 1920s and raised ranch homes from the post World War

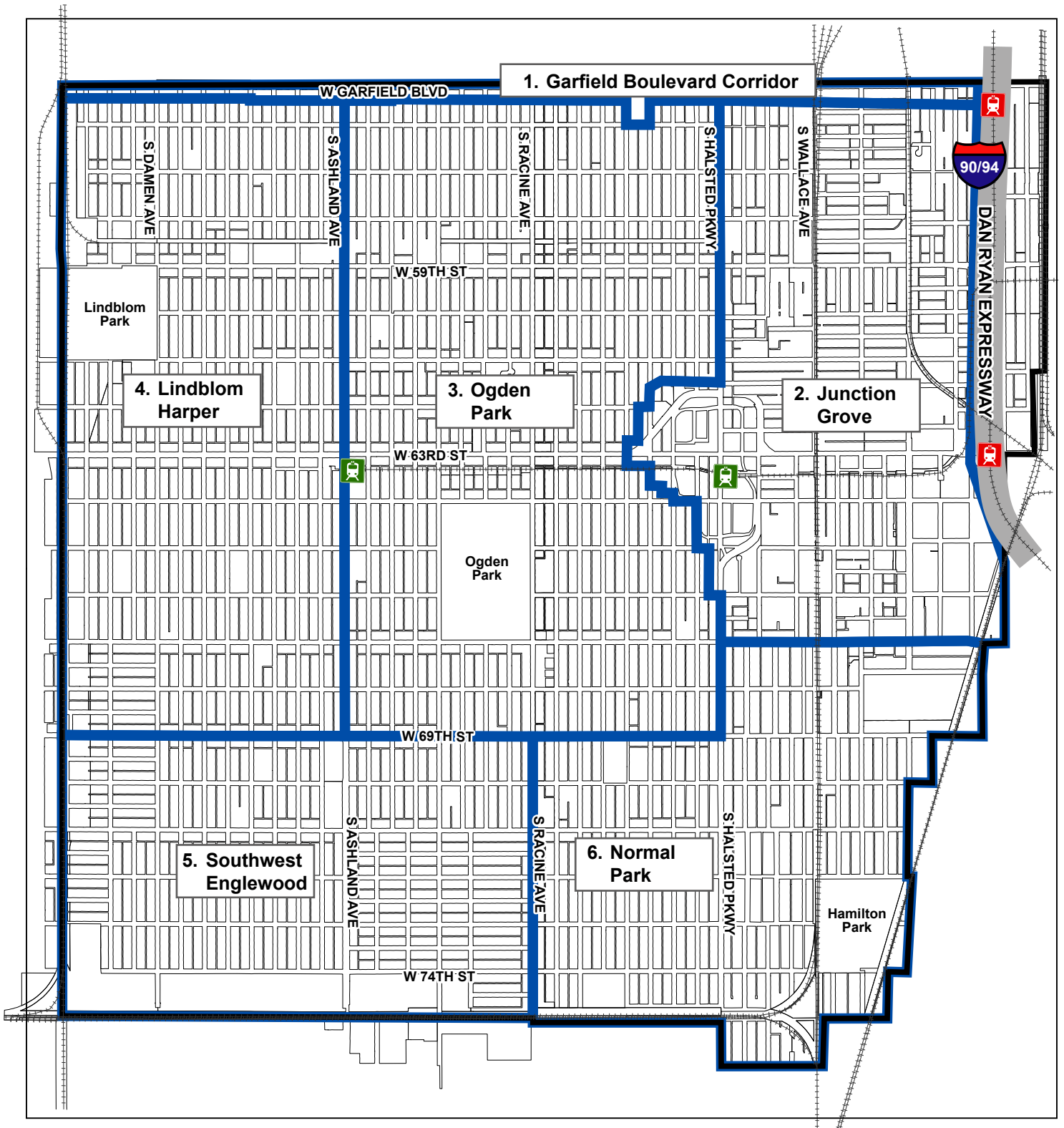
II era. Like the Lindblom/Harper area, Southwest Englewood is almost exclusively single-family in nature.

**Normal Park.** This area was the home of many of Greater Englewood's elite more than 100 years ago. During the 1890s and early 1900s, this area was platted and subdivided for large single-family homes that would house professionals and business owners attracted by two nearby employers – Cook County Normal School at 68<sup>th</sup> Street and Normal Avenue (later the site of Parker Elementary School), and the slaughterhouse yards northwest of greater Englewood. Large homes, many of which have been subdivided into smaller units, still exist today.

### **Reduce the commercial orientation of the major arterial streets.**

The historic pattern of land use along Chicago's arterials is commercial development. In Englewood, this is reflected in the scattered commercial land use pattern along 63<sup>rd</sup>, 59<sup>th</sup>, Halsted, Ashland and other major streets. Even in the best of times, the amount of land along these streets zoned for commercial use was more than the market could fill. Today the commercial or employment use demand is weaker for the relatively shallow 125-foot lots found throughout the City, and especially in Englewood. Consideration should be given to reorienting the use of major street frontage to residential or mixed-use, activities in a manner that can be integrated into the development pattern of each neighborhood. This change should be reflected in both the City's rezoning and redevelopment strategies.





**FIGURE 13:**  
**GREATER ENGLEWOOD NEIGHBORHOODS**  
 GREATER ENGLEWOOD COMMUNITY PLAN



**Table 2**  
**General Neighborhood Policies**

	<b>Garfield Blvd.</b>	<b>Junction Grove</b>	<b>Ogden Park</b>	<b>Lindblom/ Harper</b>	<b>Southwest Englewood</b>
<b>Establish Context Sensitive Residential Infill</b>	Support boulevard-scaled housing on this key image street	Provide models of infill housing reflecting scale and style of current housing	Provide models of infill housing reflecting scale and style of current housing	Provide models of infill housing reflecting scale and style of current housing	Provide models of infill housing reflecting scale and style of current housing
<b>Establish Design Guidelines</b>	Establish images of recommended Boulevard housing types; review and update relevant Historic Boulevard Guidelines	Prepare public realm guidelines to establish continuity on identity streets	Prepare public realm guidelines to establish continuity on identity streets	Prepare public realm guidelines to establish continuity on identity streets	Prepare public realm guidelines to establish continuity on identity streets
<b>Identify Resources for Housing Rehabilitation</b>	Provide rehabilitation resources for homeowners who are “house rich and cash poor”	Provide rehabilitation resources to assure maintenance of existing housing	Provide rehabilitation resources to assure maintenance of existing housing	Provide rehabilitation resources to assure maintenance of existing housing	Provide rehabilitation resources to assure maintenance of existing housing
<b>Encourage Mixed Uses</b>	Focus on major intersections including Ashland, Halsted & Racine	N/A	Emphasis on 63 <sup>rd</sup> St. as “Main St” of Englewood	Emphasis on 63 <sup>rd</sup> St. as “Main St” of Englewood	N/A
<b>Establish Neighborhood Gateways</b>	Locations include the Dan Ryan, Morgan and Ashland	Major gateway at 63 <sup>rd</sup> and the Dan Ryan	Major entry at 63 <sup>rd</sup> and the Dan Ryan	Entry at 63 <sup>rd</sup> and RR overpass	N/A
<b>Establish Commercial Nodes</b>	TOD node at Dan Ryan	Neighborhood commercial at 59 <sup>th</sup> /Halsted	TOD node at 63 <sup>rd</sup> /Ryan; Community center node at 63/Halsted	TOD node at 63 <sup>rd</sup> /Ashland	Neighborhood commercial at 69 <sup>th</sup> /Halsted
<b>Encourage Production Housing</b>	N/A	Several large vacant sites in neighborhood	Several large vacant sites in neighborhood	N/A	N/A
<b>Create Landscaped Bike Trail</b>	N/A	Along abandoned RR ROW north of 59th	Along abandoned RR ROW north of 59th	Along abandoned RR ROW north of 59th	N/A
<b>Reorient Housing to Side Streets</b>	N/A	Along 59 <sup>th</sup> Street	Along 59 <sup>th</sup> Street	N/A	N/A
<b>Encourage Multi-Family Housing</b>	N/A	Along Halsted	Along 63 <sup>rd</sup> , as a complement to mixed use along Ashland	Along 63 <sup>rd</sup> as a complement to mixed use along Ashland	N/A

These actions are critical to success in stimulating investment in Greater Englewood. While many residential streets project the image of a viable community, most of the arterials present an image of desolation – the image seen by potential new residents and investors in Englewood. Therefore, it is clear that reorientation of land use and implementation of a redevelopment strategy along these streets is one of the key catalyst actions to be taken. Implementation of arterial land use policy and particular redevelopment projects should be among the highest priority Englewood activities. *Figure 14* suggests a range of general land use and redevelopment guidelines to be advocated for each of the community arterials. *Figures 15 through 20* illustrate the range of land use changes that should be considered within each of these corridors. Key aspects of these changes are presented in *Table 3* and *Table 4*.

### **Establish identity streets and gateways that express the desired image for Greater Englewood.**

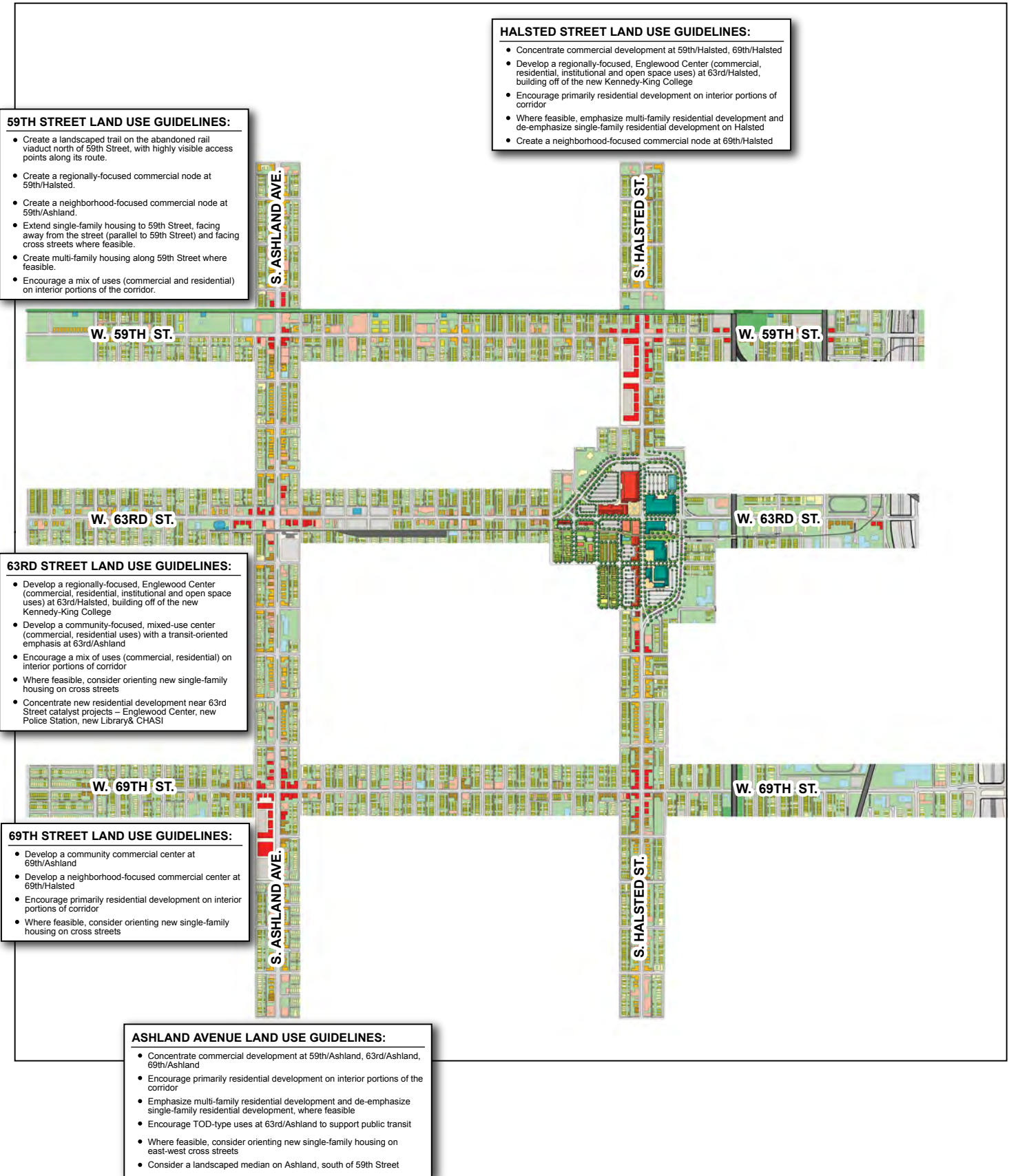
Most residents and visitors to Greater Englewood establish their image of the community through travels on its arterial streets. Garfield, Ashland, Halsted, 59<sup>th</sup> and 63<sup>rd</sup> are the key identity streets of the community due to their traffic volumes and connections to the rest of Chicago. Specific urban design images should be established through coordinated public realm improvements (e.g. landscaping, street improvements, banners, and the like) and careful attention given to the architecture of key structures. Further, it is important for people to know that they have entered Greater Englewood and that

it is a special place. Thus, particular attention needs to be given to the design and construction of gateway features at the key entry points (See *Figure 21*).

### **Encourage new residential uses scaled to the existing development fabric.**

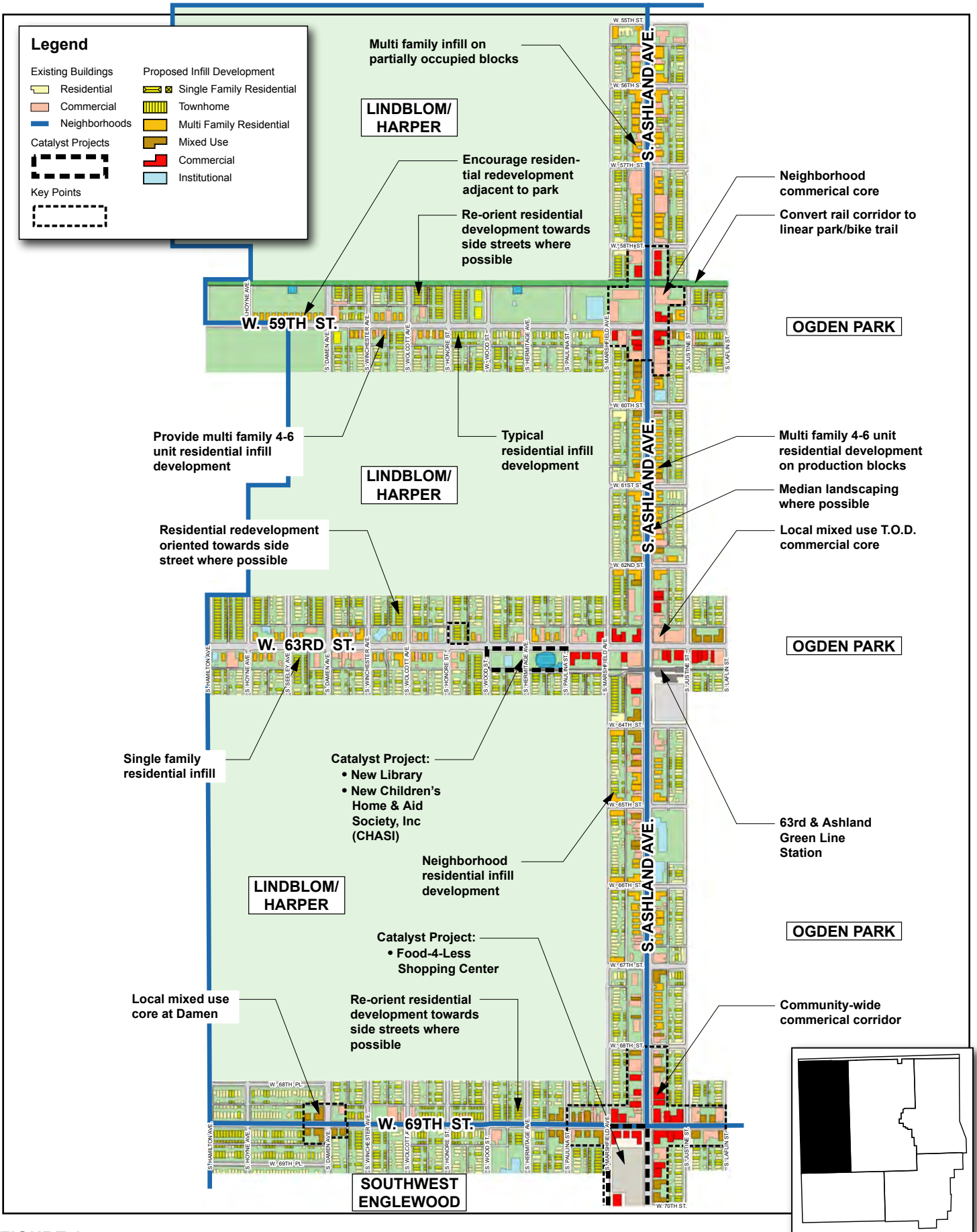
There are over 5,000 vacant parcels in the residential areas of Greater Englewood. Some of these parcels should be used for public purposes – school expansion, new parks or other open space, or some commercial expansion. Most, over time, should be reclaimed and redeveloped for residential purposes. Not all vacant areas are similar. Some are quite large, and may cover up to an entire block. Some are merely a vacant lot located between two existing homes. Various approaches are needed to address these different conditions.

*Figure 22* illustrates an example block within Greater Englewood. It shows that different approaches are applicable to different size sites. For example, a large parcel at the corner of a block might be a good location for a community garden or playlot that is maintained by a local block club or a not profit organization. A single lot might be purchased by the adjacent homeowner at a modest price from the City, if City owned, to enlarge an existing home-site, or accommodate an addition. There is an array of vacant land use choices based upon site size. These are described below. Recommendations are summarized in *Table 5*.



**FIGURE 14:**  
**GENERAL ARTERIAL LAND USE GUIDELINES**  
**GREATER ENGLEWOOD COMMUNITY PLAN**

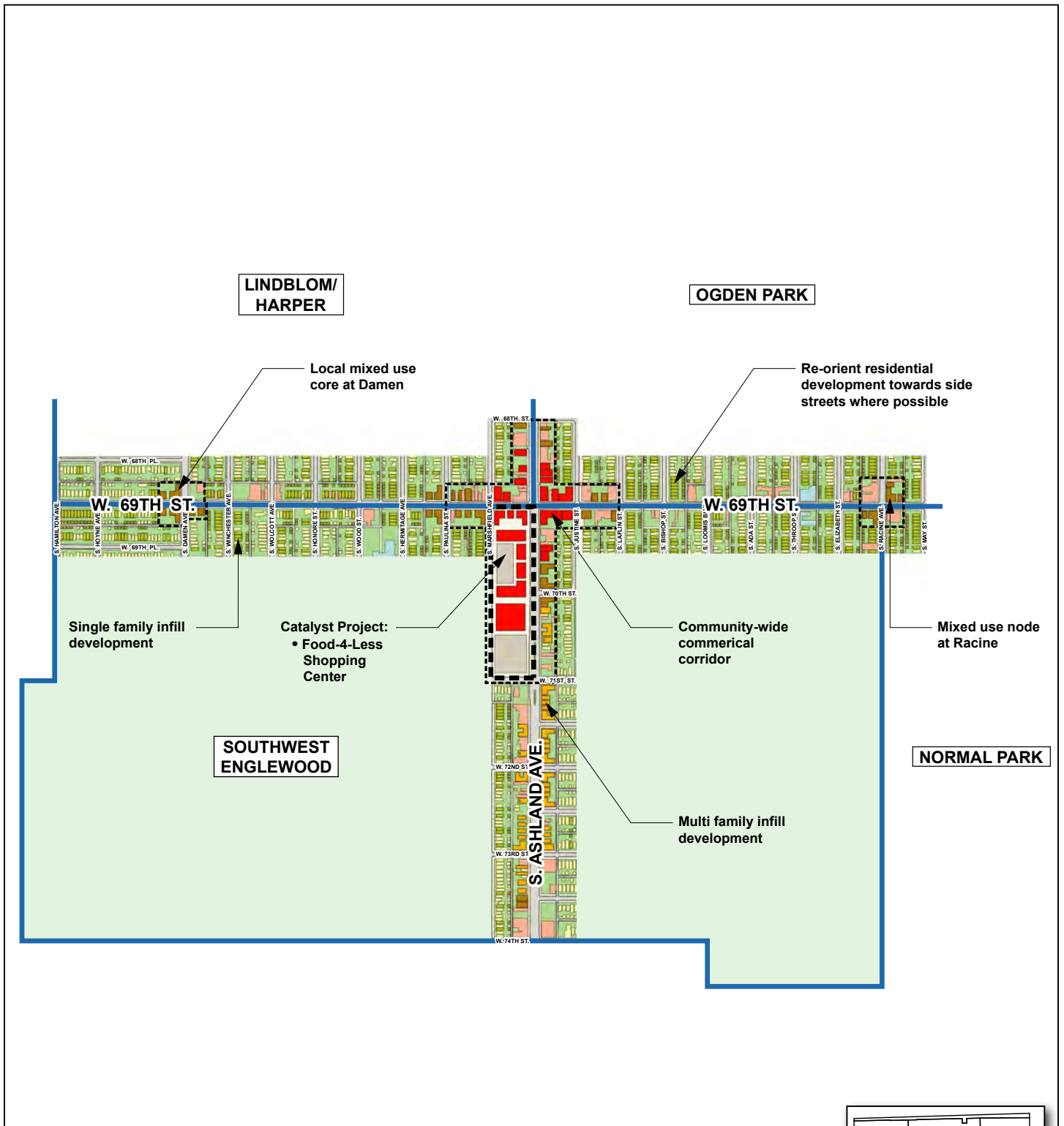




**FIGURE 15:**  
**ARTERIAL REDEVELOPMENT GUIDELINES**

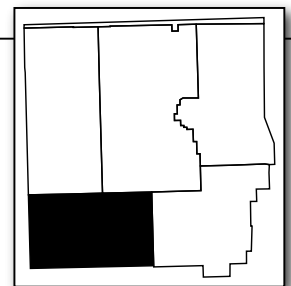
LINDBLOM/HARPER NEIGHBORHOOD  
 GREATER ENGLEWOOD COMMUNITY PLAN



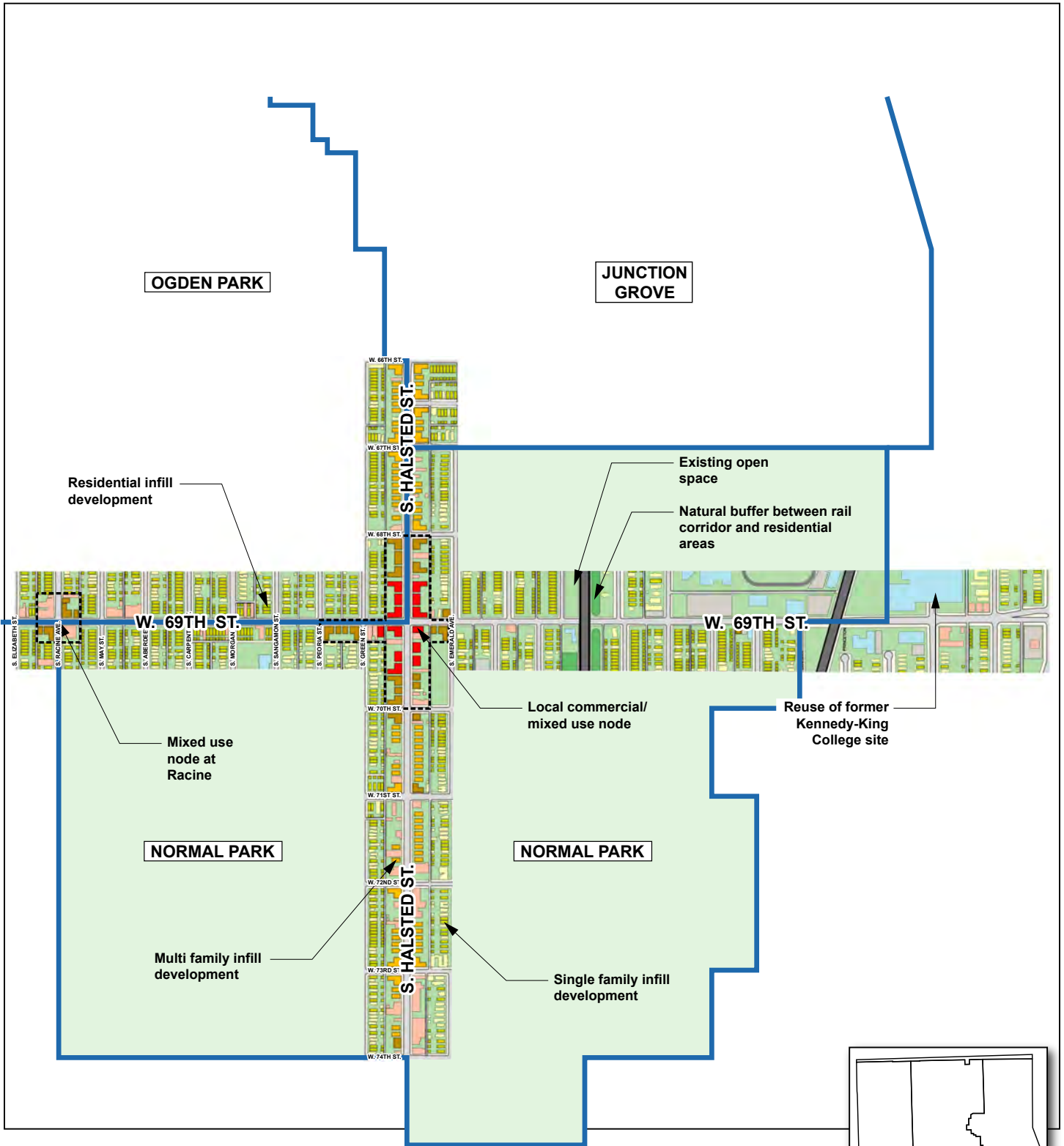


**Legend**

- |                    |                             |                   |
|--------------------|-----------------------------|-------------------|
| Existing Buildings | Proposed Infill Development | Catalyst Projects |
| Residential        | Single Family Residential   | Catalyst Projects |
| Commercial         | Townhome                    | Key Points        |
| Neighborhoods      | Multi-Family Residential    |                   |
|                    | Mixed Use                   |                   |
|                    | Commercial                  |                   |
|                    | Institutional               |                   |



**FIGURE 16:**  
**ARTERIAL REDEVELOPMENT GUIDELINES**



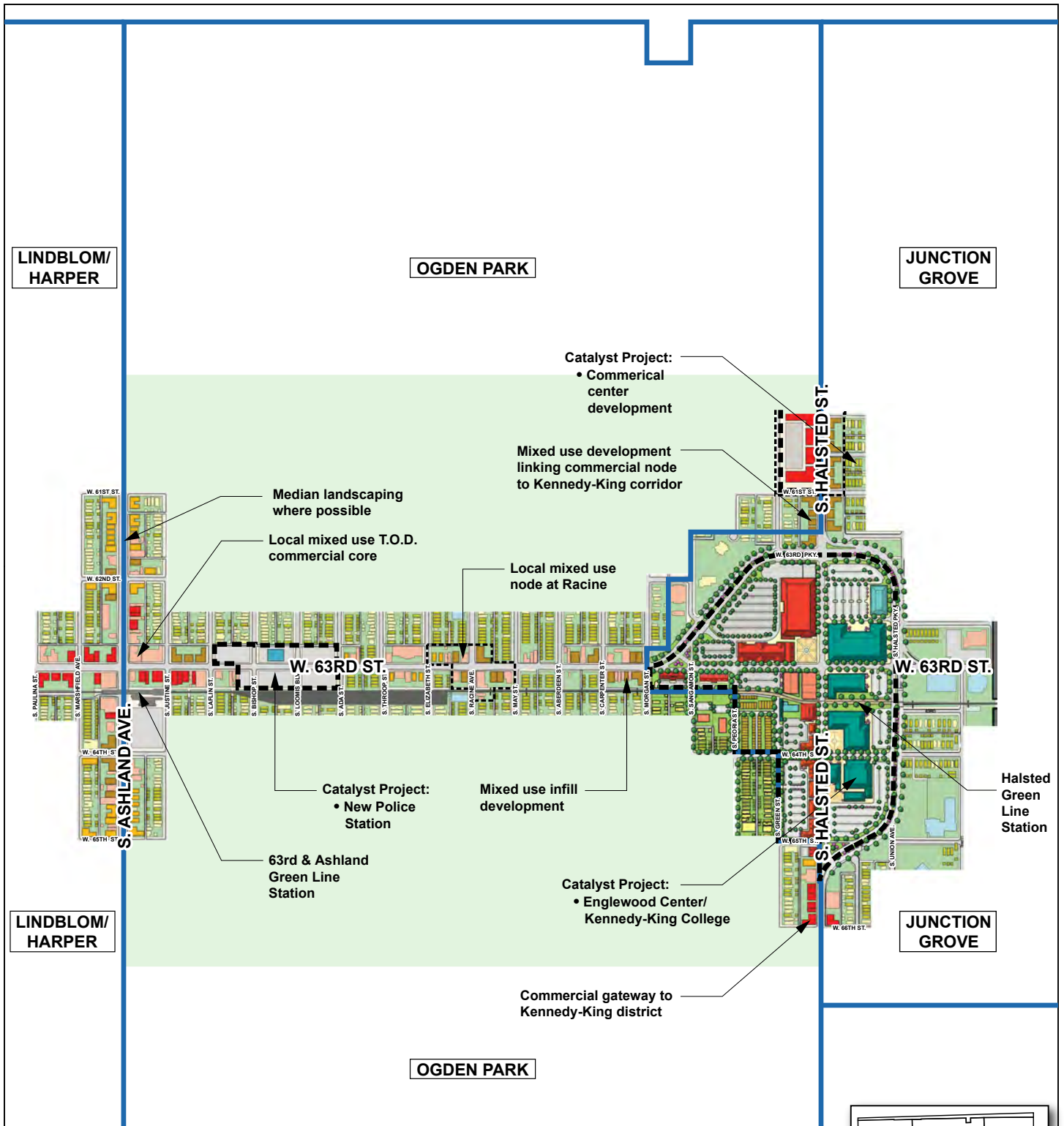
**Legend**

- |                    |                             |                   |
|--------------------|-----------------------------|-------------------|
| Existing Buildings | Proposed Infill Development | Catalyst Projects |
| Residential        | Single Family Residential   | Catalyst Projects |
| Commercial         | Townhome                    | Key Points        |
| Neighborhoods      | Multi Family Residential    |                   |
|                    | Mixed Use                   |                   |
|                    | Commercial                  |                   |
|                    | Institutional               |                   |

**FIGURE 17:**  
**ARTERIAL REDEVELOPMENT GUIDELINES**

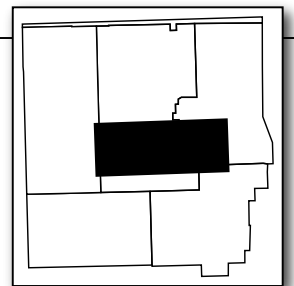
**NORMAL PARK NEIGHBORHOOD**  
**GREATER ENGLEWOOD COMMUNITY PLAN**





**Legend**

- |                    |                             |                   |
|--------------------|-----------------------------|-------------------|
| Existing Buildings | Proposed Infill Development | Catalyst Projects |
| Residential        | Single Family Residential   | Key Points        |
| Commercial         | Townhome                    |                   |
| Neighborhoods      | Multi Family Residential    |                   |
|                    | Mixed Use                   |                   |
|                    | Commercial                  |                   |
|                    | Institutional               |                   |

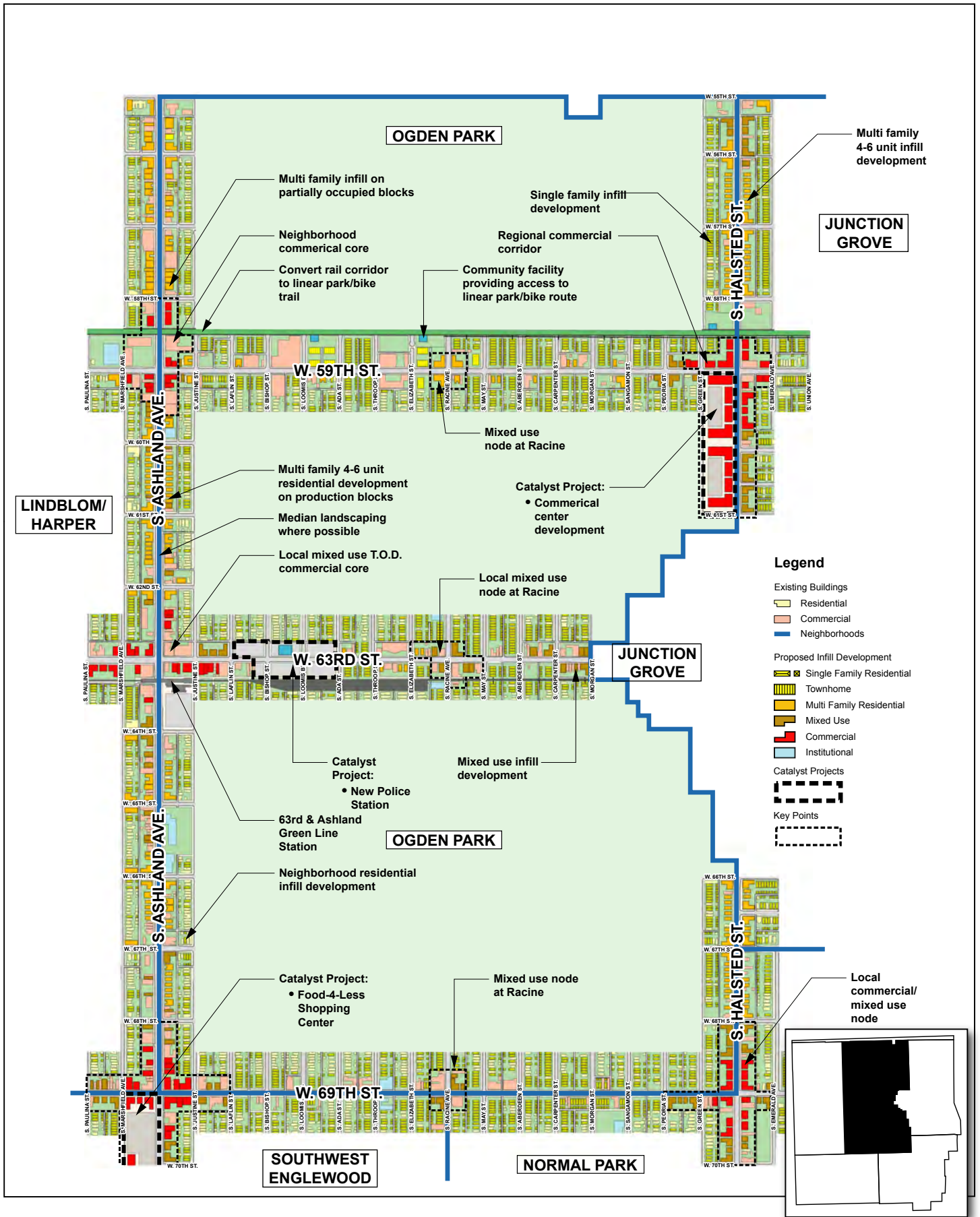


**FIGURE 18:**  
**ARTERIAL REDEVELOPMENT GUIDELINES:**

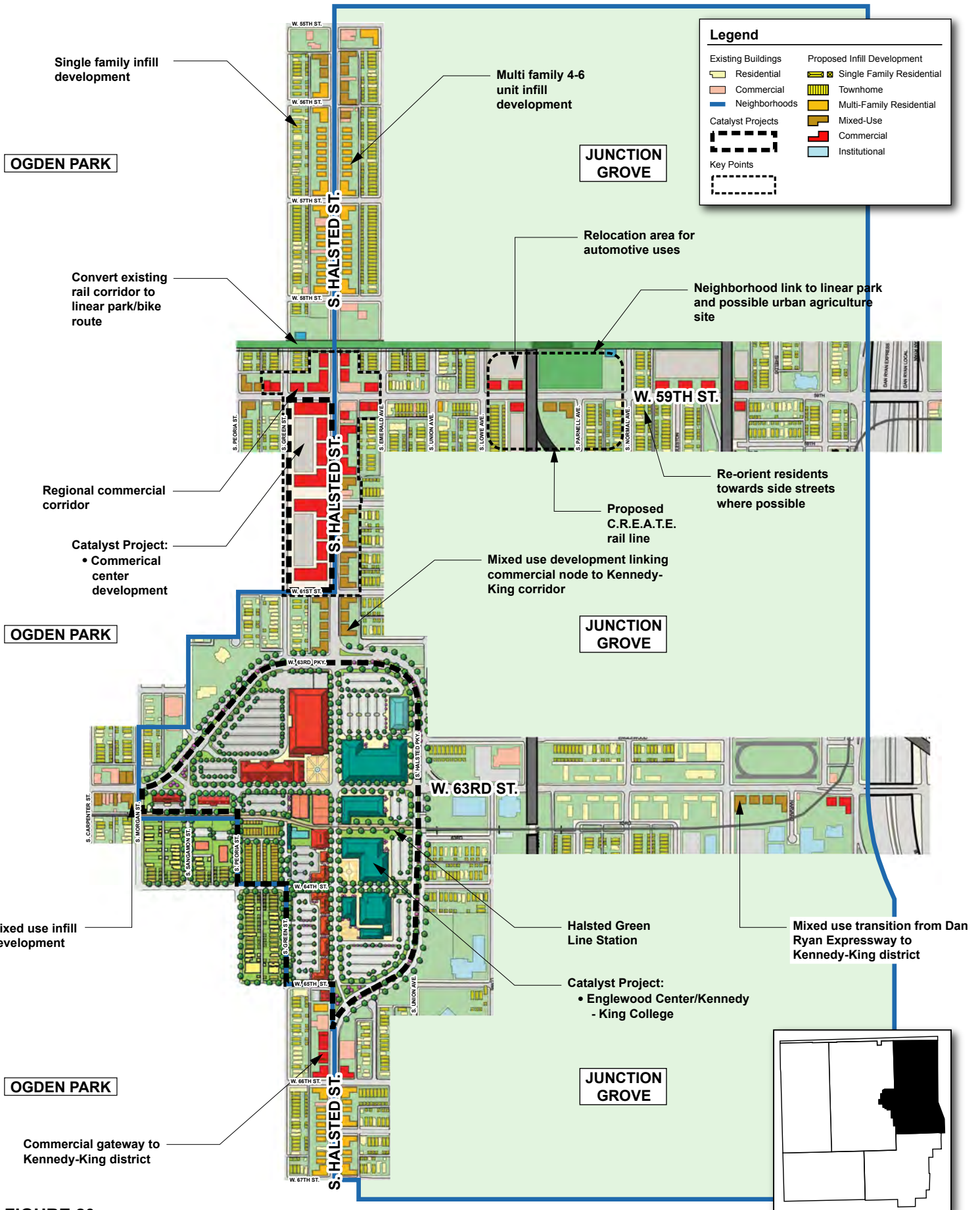
**63RD STREET BETWEEN ASHLAND & HALSTED**  
**GREATER ENGLEWOOD COMMUNITY PLAN**







**FIGURE 19:**  
**ARTERIAL REDEVELOPMENT GUIDELINES**



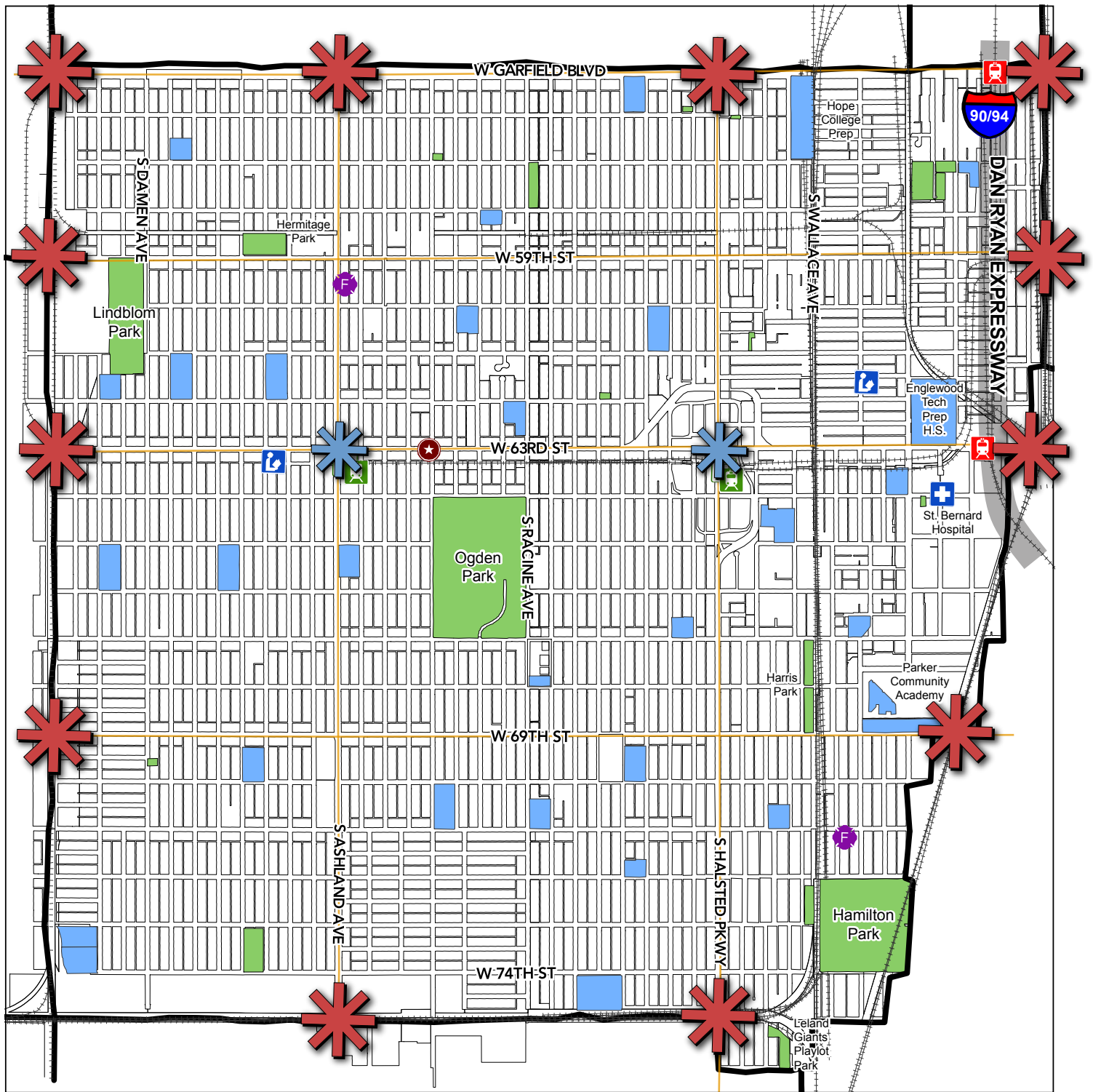
**FIGURE 20:**  
**ARTERIAL REDEVELOPMENT GUIDELINES**

**Table 3**  
**Land Use Characteristics Along North-South Arterials**











Segment	Ashland	Halsted
Garfield Boulevard – 59 <sup>th</sup> Street	Primarily multi-family infill on partially occupied blocks	Primarily multi-family infill with local street orientation at block corners
59 <sup>th</sup> Street Node	Neighborhood convenience commercial with second floor residential	Neighborhood convenience commercial; maintain as much existing structure as possible to retain neighborhood fabric
59 <sup>th</sup> – 63 <sup>rd</sup> Street	Primarily multi-family infill on production blocks	New commercial development to augment existing commercial creating elongated 59 <sup>th</sup> /Halsted commercial district
63 <sup>rd</sup> Street Node	Major community commercial core with TOD orientation	Center of community and major Southside regional center with TOD orientation
63 <sup>rd</sup> – 69 <sup>th</sup> Street	Maintain and enhance current mixed use pattern	Commercial uses extending south of 65 <sup>th</sup> to 66 <sup>th</sup> transitioning to multi family
69 <sup>th</sup> Street Node	Neighborhood convenience commercial anchored by grocery store	Neighborhood convenience commercial
69 <sup>th</sup> – 74 <sup>th</sup> Street	Multi family with corner buildings focused on access via local streets	Primarily multi family infill development

**Table 4**  
**Land Use Characteristics Along East-West Arterials**

Segment	59 <sup>th</sup> Street	63 <sup>rd</sup> Street	69 <sup>th</sup> Street
Railroad Tracks to Ashland	Predominantly residential with residences at corners oriented to local streets	Mixed use; limited single-family infill with orientation to local streets	Primarily residential, with single-family uses at corners oriented to local streets; local mixed use at Damen
Ashland Node	Neighborhood convenience commercial with second floor residential	Major community commercial core with TOD orientation	Neighborhood convenience commercial anchored by grocery store
Ashland to Halsted	Mixed uses to maintain historic employment activities; new residential at corners oriented to local streets	Major community corridor dominated by new police facility; mixed use node at Racine and infill mixed use	Replace vacant and underutilized lands with primarily single family homes oriented to local streets; mixed use node at Racine
Halsted Node	Neighborhood convenience commercial; maintain as much existing structure as possible to retain neighborhood fabric Redeveloped to include neighborhood park, limited commercial and new residential	Center of community and major Southside regional center with TOD orientation	Neighborhood convenience commercial
Halsted to Ryan	Potential redevelopment site with major retail and support residential having TOD/highway orientation	Maintain existing residential pattern	Maintain as predominantly single family residential
Ryan Node		Institutional orientation focused on uses allied to Englewood High School and St. Bernard's Hospital	N/A



**Legend**

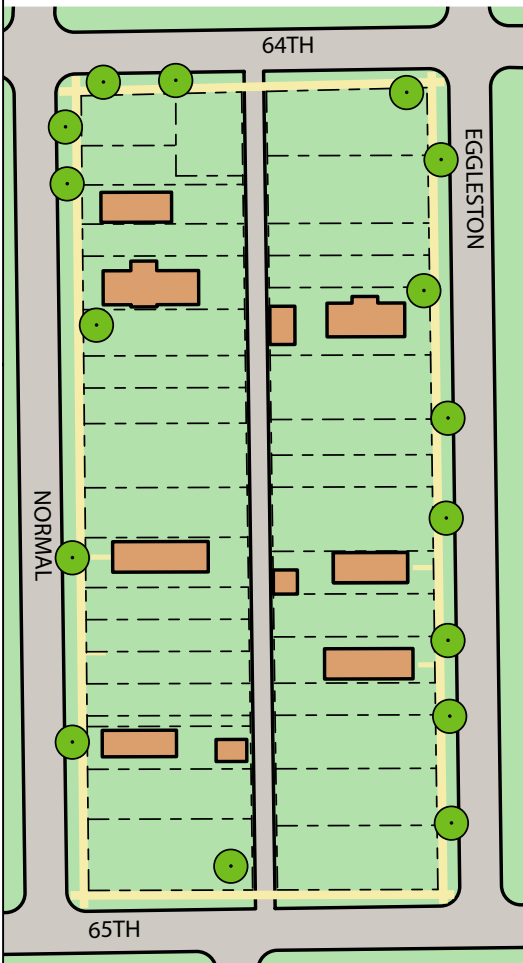
- |   |                          |   |                  |   |                |   |             |
|---|--------------------------|---|------------------|---|----------------|---|-------------|
|   | Neighborhood Gateways    |  | Identity Streets |  | Police Station |  | Hospital    |
|  | Community Image Features |  | Public School    |  | Fire Station   |  | CTA Station |
|   |                          |  | Park/Open Space  |  | Public Library |   |             |

**FIGURE 21:  
IDENTITY STREETS & GATEWAYS**

**GREATER ENGLEWOOD COMMUNITY PLAN**



## Existing Block



### Typical Residential Block Infill Principles:

Reduce overall number of parcels resulting in more contemporary lot sizes.

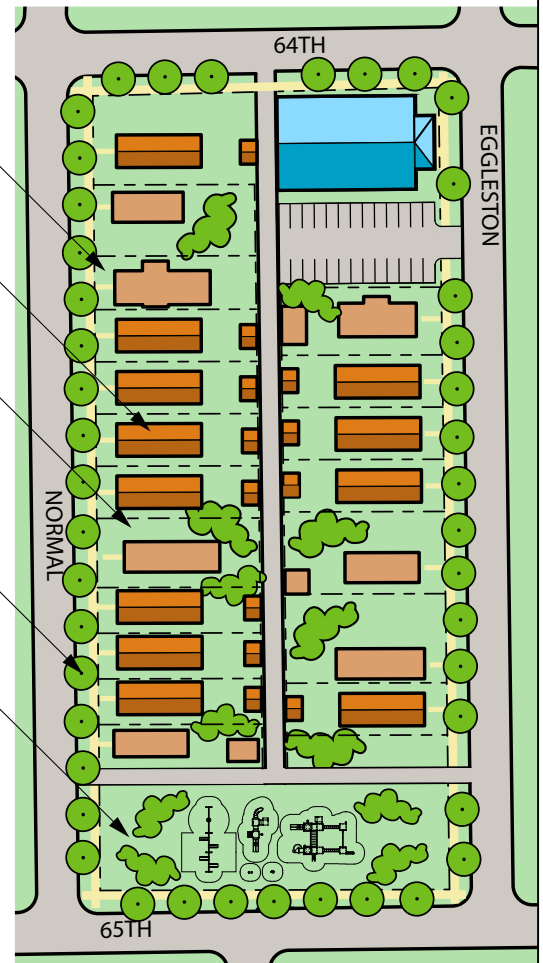
Restructure remaining parcels for appropriate residential infill types.

Utilize the city's "Adjacent Neighbor Acquisition Program" to create larger residential parcels with maintained lawn space.

Install street trees and site landscaping.

Integrate institutional and open space uses with the residential blocks.

## Proposed Infill



**FIGURE 22:**  
**PROTOTYPICAL BLOCK REDEVELOPMENT**

GREATER ENGLEWOOD COMMUNITY PLAN

**Table 5  
Vacant Land Strategy Matrix**

Proposed Use of Vacant Land	Size Requirement			Recommended Use											
	Minimum # of Lots	Approx. Sq. Ft.	Approx. Acreage	(based on # of contiguous vacant lots on one residential block)											
				1	2	3	4	5	6	7	8	9	10+		
Adjacent Neighbor Acquisition	1	3,125	0.1	X	X										
Community Garden	2	6,250	0.1		X	X	X								
Play Lot	4	12,500	0.3				X	X	X						
Single-Lot SF Infill	5	15,625	0.4					X	X	X	X	X			
Double-Lot SF Infill	6	18,750	0.4						X	X	X	X			
Public/Institutional Dedication	6	18,750	0.4						X	X	X	X	X		
Production Housing	10	31,250	0.7												X
Urban Agriculture Use	14	43,750	1.0												X
Park	28	87,500	2.0												X

**Redevelop predominantly vacant residential blocks with “production-scale” housing.**

More than 80 block faces in Englewood have more than 1/3 of their parcels vacant. In some cases, block faces contain only one or two dwellings. Rebuilding these blocks is a major endeavor, which is best attacked on a mass production level rather than through incremental construction of a few homes at a time. The key is to redevelop blocks in a manner which clearly demonstrates change within the community. Construction at this scale is not an easy task for small homebuilders who might do a modest number of units a year. Rather, it is better tackled by established *production* scaled homebuilders who have the crews, resources, management and sales expertise to rebuild these blocks in a

timely manner, and in response to identified market demand. City actions to redevelop these blocks require partnerships with entities having such resources.

As shown in *Figure 23*, certain Greater Englewood neighborhoods most notably Junction Grove and Ogden Park, contain large tracts of vacant land as a result of demolition during the past 30 years. These areas represent opportunities to build new neighborhoods that provide a range of housing types and values. These areas will be attractive to “production” builder. Such redevelopment which might contain up to 20 new homes per project, or allow creation of larger lots with 50-foot widths, rather than being rebuilt around the historic 25 foot-lot width. This reduces the number of houses needed to complete a

block and allows larger homes to be accommodated.

**Encourage infill development of lots on predominantly developed residential blocks.**

Most residential blocks remain extensively developed with housing. However, many contain one to three adjacent vacant lots, which should be infilled with new housing or shared by neighbors as they expand their lots. Such development will help to reestablish a sound neighborhood housing pattern that strengthens the neighborhood fabric. Blocks containing scattered vacant lots should be the focus of investment and construction by investors and builders who are skilled in the construction of individual units. Often these are local small businesses with ties to the neighborhood that tend to hire neighborhood tradesmen. Actions to identify, market, and support the development of individual residential lots should focus on the Lindlom/Harper, Ogden Park and Normal Park neighborhoods of Greater Englewood. It is anticipated that the housing types on these “infill” lots would reflect the scale of nearby existing homes.

**Support rehabilitation of existing residential properties.**

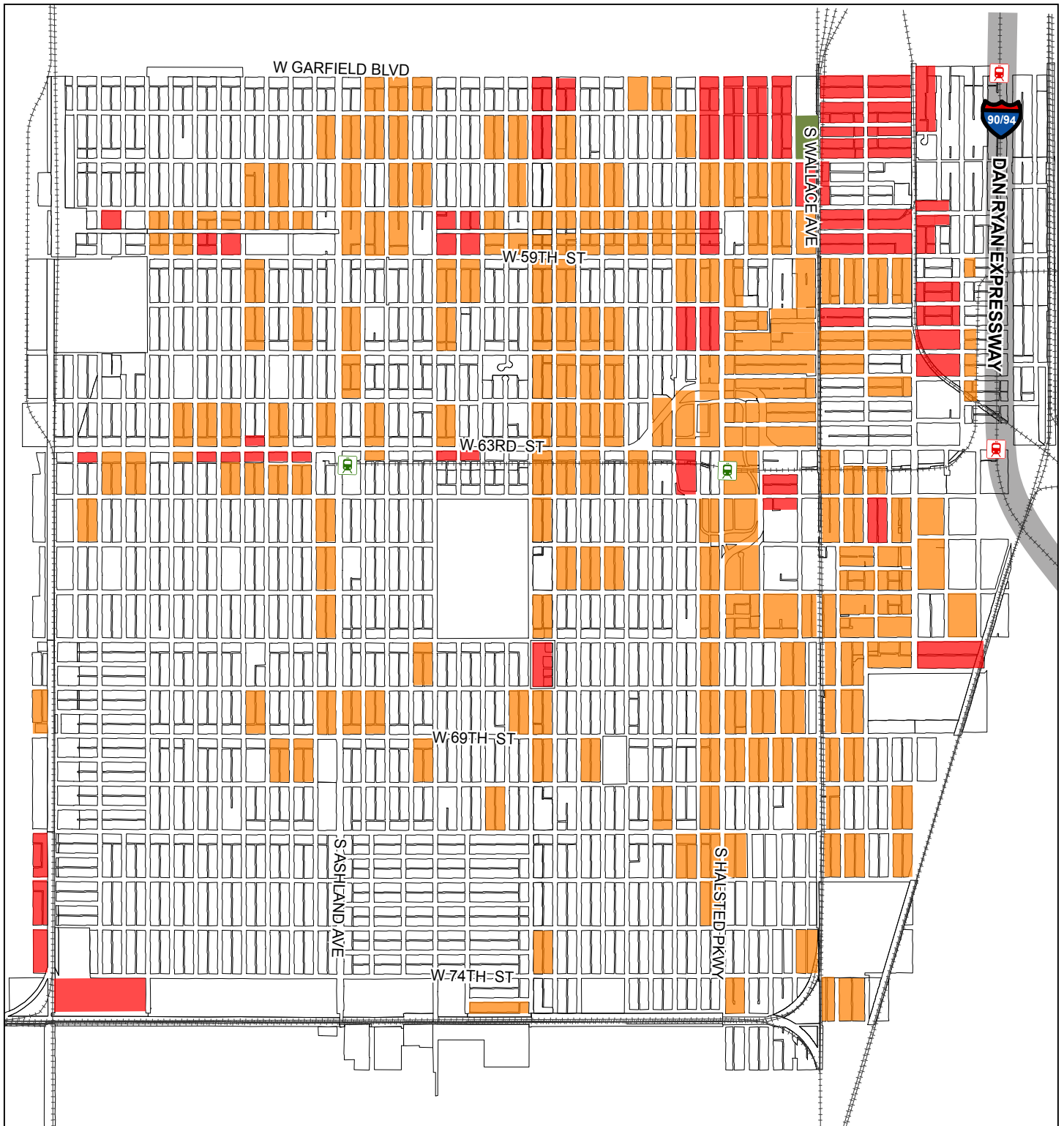
Greater Englewood has always been a residential community, and the present housing stock has, in many instances, suffered as the neighborhood declined. Given the amount of vacant residential land, it is most important to find ways to assure the long-term maintenance of the remaining residential fabric. These units not only help to define the historic, traditional character of the community,

but also provide affordable housing for present and future Englewood residents. The City should support rehabilitation of existing homes on blocks noted as residential in the Framework Plan, and should utilize both its housing programs and supplemental funds, which may be drawn from the area’s TIF resources, to encourage and support rehab of existing stable housing. This rehabilitation program should focus on the different conditions and needs found in those neighborhoods of Englewood most conducive to rehabilitation activities including:

*Lindblom/Harper.* This neighborhood, in the western and northwestern edges of the community, contains primarily single-family homes built during the 1910s. A strategy of combined homeownership and rehabilitation support should be considered as a method of assuring the maintenance of the existing housing stock.

*Southwest Englewood.* Like the Lindblom/Harper neighborhood, this area contains an even larger concentration of single-family housing, and should, similarly, reflect an improvement strategy which combines homeownership and rehabilitation support activities.

*Normal Park.* This southeastern neighborhood, clustered around Hamilton Park and Normal Parkway, contains larger, but older homes. Rehabilitation support is key to the maintenance of the traditional character of this neighborhood.



**Legend**

- Block more than 66% vacant
- Block 33%-66% vacant

**FIGURE 23:**  
**PRODUCTION HOUSING BLOCKS**

GREATER ENGLEWOOD COMMUNITY PLAN





**Hold land in alternative use until market demand matures.**

With over 35 percent of all residential lots vacant, the time needed to recycle these back into housing is extensive. Thus, some of the vacant residential sites will remain vacant for many years. It is important to find ways to put a portion of the community's vacant land into some form of productive use which will assure continuing maintenance and serve other community needs. Agriculture is one such potential use. Some areas, for example the blocks bounded by 57<sup>th</sup>, 58<sup>th</sup>, May and Carpenter Streets, might be used for local agricultural purposes until residential demand reaches a stage where the land might be better used for new housing. Agricultural use of land in Englewood is generally viewed as transitional, except in areas where no other viable urban uses might occur, such as unusable substandard land parcels adjacent to railroad rights-of-way, etc. Discussions have been held by Teamwork Englewood and the City with entities such as Growing Home, and it appears these activities are quite viable. Further, some sites, albeit smaller than above, might also serve this purpose, or at least provide locations for larger community gardens. Such sites should not be smaller than one-half of a block face.

**Support contextual and design-sensitive residential infill development at key locations.**

The design of new housing, in terms of scale, housing type and materials, can help maintain the existing character of the community. Thus, the materials, size and scale, home style and density of existing housing should be reflected in new

development, especially on infill blocks. This issue is more significant in some areas of Greater Englewood than others. For example, new and rehabilitated housing along Garfield Boulevard should receive special attention to reflect the historic character of the street. (See *Figure 24*) The distinctive residential architecture and boulevard setting along Garfield give it the potential to be Greater Englewood's "signature" location. Emphasis should be given to zoning adjustments, public and private landscape investments, housing rehabilitation assistance, and new housing support for projects that help to rebuild and maintain this environment.

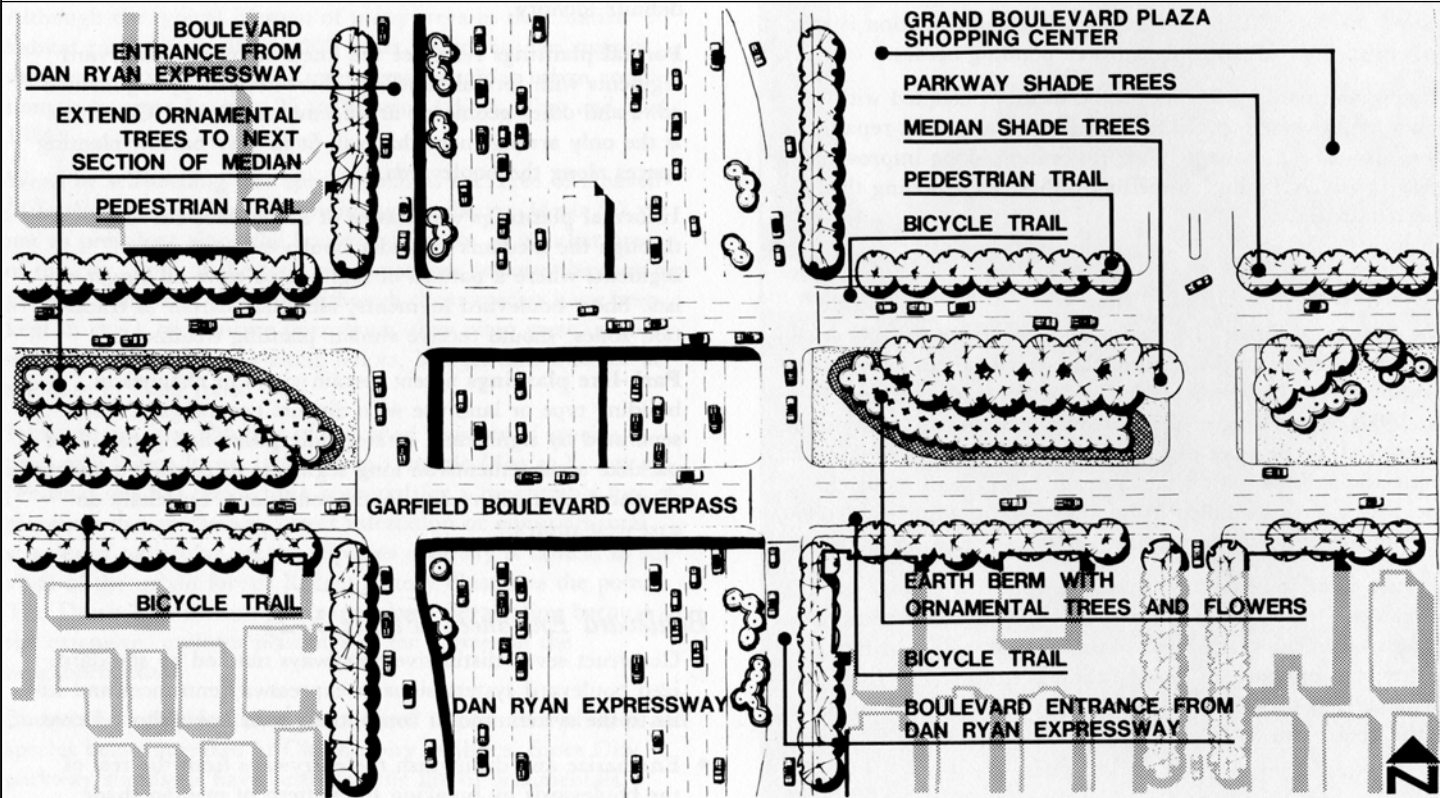
Further, as part of the City's boulevard system care must be taken to assure that the related public realm landscape improvements are of a scale and character to maintain this historic character of the boulevard. The Historic Boulevards Study put forward specific recommendations for this area which are illustrated in *Figure 25*.

**Assemble suitable parcels to accommodate additional neighborhood park space.**

While there is much open space in Greater Englewood, there are few formal parks. The dominant park facility is Ogden Park, an Olmsted designed park that is a key feature and landmark. However, the Normal Park, Junction Grove and Southwest Englewood neighborhoods lack neighborhood parks of their own. While it would seem easy to identify sites for such parks in an environment of extensive vacant land, it is not so. The Chicago Park District seeks sites which are at least two acres, which is about one-half block in area. Many blocks have substantial vacant



**FIGURE 24:**  
**GARFIELD BOULEVARD CONTEXTUAL DESIGN**  
GREATER ENGLEWOOD COMMUNITY PLAN



Source: *Life Along the Boulevards*, City of Chicago, 1989

**FIGURE 25:**  
**GARFIELD BOULEVARD DESIGN RECOMMENDATIONS**  
 GREATER ENGLEWOOD COMMUNITY PLAN

land but also include one or more existing homes which limit the use of that block for park purposes. Careful examination of possible sites needs to be carried out to determine the availability of land of suitable size for park development. *Figure 26* illustrates several sites, which might be considered for such a purpose. The Park District should evaluate the utility of such sites and secure and develop those which best fits its location and size criteria so that all of the neighborhoods have nearby access to a park. It is important to act as quickly as possible, as the available choices will be further limited as redevelopment begins to take hold.

#### **Adjust land use to accommodate rail relocation activities.**

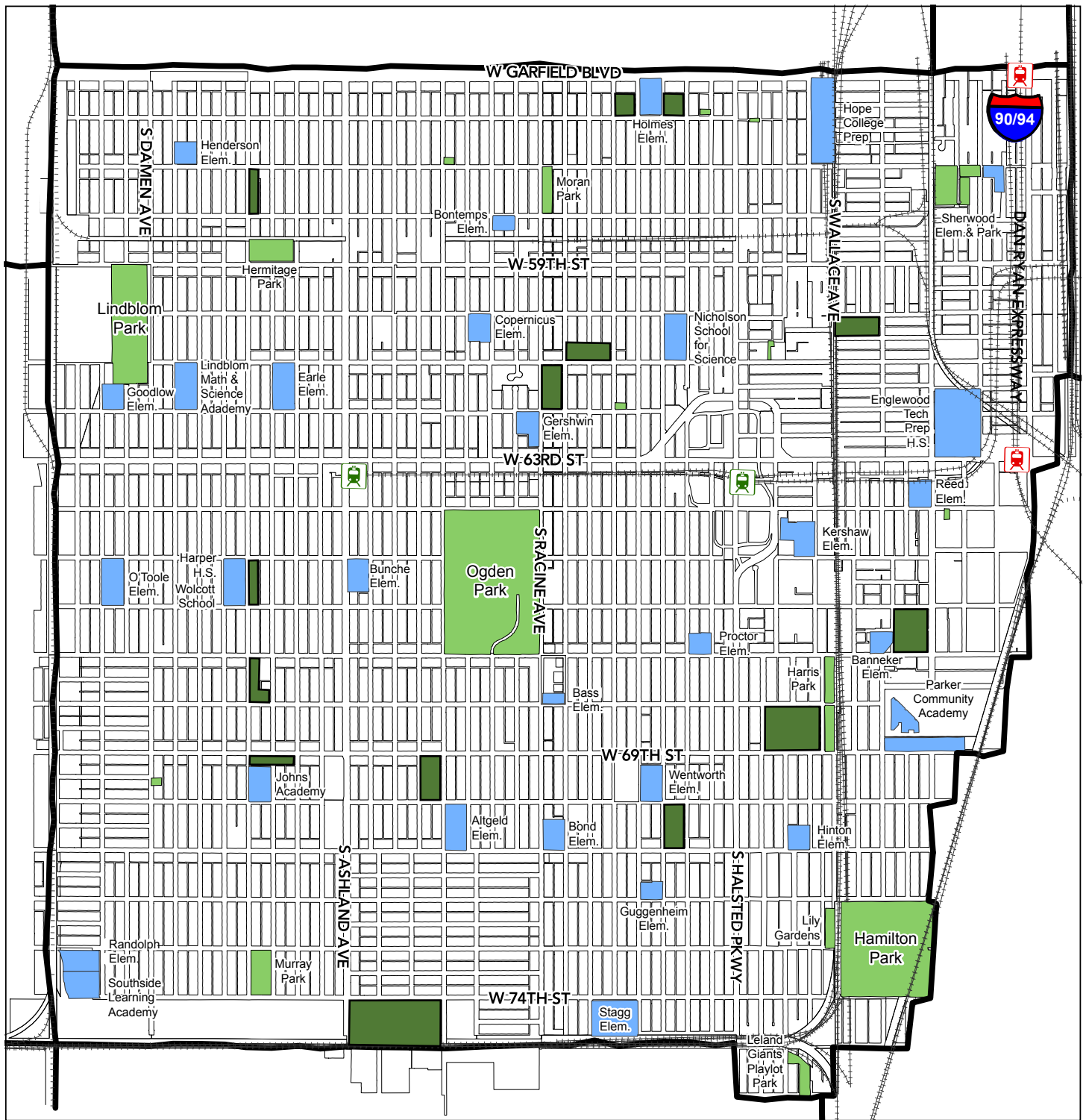
The City of Chicago is currently examining ways to increase the efficiency of rail freight operation. This program, CREATE, has identified certain rail consolidation opportunities in the northeast portion of Greater Englewood. The area traversed by this project is notable for its vacant residential sites and marginal residential housing. It is suggested that, as the CREATE project takes hold, redevelopment actions should be undertaken to either rebuild the residential fabric of this area or to establish a more intense TOD type development. This might include fostering a regional big box commercial development as part of a major redevelopment effort extending east from the Chicago and Western Indiana Railroad to the Dan Ryan and south from Garfield Boulevard to 57<sup>th</sup> Street. (Refer to *Figure 9*)

#### **Recycle industrial land for residential purposes.**

Greater Englewood, historically, has accommodated limited manufacturing, primarily along the railroad lines that bounded the community. With the exception of the multi-modal facilities to the extreme west, these rail lines have either been abandoned or see very limited use. Further, as industrial uses tend to gravitate to access provided by the expressway system and seek large sites, industrial uses within Greater Englewood have become increasingly marginal and obsolete. Given the overall character of the community it is suggested that these areas be recycled into residential use.

#### **Use catalyst land use and development sites as a way to encourage and organize reinvestment.**

The City and other institutions continue to make major investments within Greater Englewood to assure the provision of needed community services and to help foster redevelopment. These city or other public projects serve as catalysts, stimulating and encouraging new investment close to these community facilities. Probably the most significant is the development of the new Kennedy-King College at the 63<sup>rd</sup>/Halsted regional node. Several others, such as the new police station, the library and the new Children's Home and Aid Society are found along 63<sup>rd</sup> street, creating a corridor of development opportunity and interest. Both public and private developers interested in investing in Greater Englewood should be encouraged to look first in the vicinity of the catalyst projects shown in *Figure 27* for new development or redevelopment sites.



**Legend**

- Future Potential Park Location
- Park/Open Space
- Public School

**FIGURE 26:**  
**FUTURE POTENTIAL PARK LOCATIONS**  
 GREATER ENGLEWOOD COMMUNITY PLAN





Source: Chicago Department of Planning & Development

**Legend**

- Residential Project
- Commercial Project
- Institutional Project
- Public Facility Project
- Park/Open Space
- TIF District

**FIGURE 27:**  
**CATALYST PROJECTS**

GREATER ENGLEWOOD COMMUNITY PLAN



## 5. IMPLEMENTATION STRATEGIES

The City of Chicago should consider the actions outlined in the following six point program to continue the process of rebuilding Greater Englewood.

### **Coordinate advocacy and strategic action implementation.**

This Land Use Policy Plan contains many projects and related actions that need to be achieved. Many of these are the responsibilities of various public entities – the City, the Park District, and City Colleges. Yet beyond these, the real ability to realize this plan lies in the hands Greater Englewood’s stakeholders. Plans need advocates; people and private entities who take on the role of promoting the community as a place of residence, business and investment. Many of these groups exist and have struggled over the years to bring attention and investment to Greater Englewood. Yet, in part, this advocacy was limited by the absence of a coordinated vision that could be proposed to encourage such actions. Hopefully, this plan provides a tool for coordination and joint advocacy by the many leadership groups within the community, and it should be used in this manner. It should serve as an agenda and guideline for each community group and private entity that seeks to improve and invest in Greater Englewood.

### **Integrate plan recommendations into City programs.**

The City always has a limited amount of the funds that can be spent in any one community. It is important that the plan, projects and actions proposed here that fall to the responsibilities of the City are brought forward to relevant departments and agencies so that these proposals can be made part of relevant capital improvement plans, aldermanic improvement menus, public building commission programs and ongoing maintenance schedules. After review of this plan by each of the Alderman having jurisdiction within Greater Englewood, it would be useful to have them coordinate their improvement schedules and program requests to reflect the proposals of this plan for gateway development, identity street design, zoning remapping, and public facility location.

Further, the City through its Department of Planning and Development should establish a broad program of redevelopment RFP issuance for Englewood properties consistent with the land use policy recommendations of this plan. Of key importance is coordinating the allocation and commitment of City owned land to developers who not only can respond to the uses established in the RFP’s, but have the capacity relative to the type of sites under consideration –

production scale, infill scale or rehabilitation. Such determinations should consider the relationship of City owned land to the overall disposition of vacant land within the immediate area of City owned lots.

**Rezone appropriately.**

Much of the land fronting Englewood’s main corridors is zoned as B3-a, B3-2, B4-1 or C1-2 Business or Commercial Districts, effectively negating the possibility of ground-floor residential uses in many places along the corridor. (See *Figure 28*) However, the effectiveness of the strategies listed in this document relies partly on each corridor’s transition from having an overabundance of commercial land to newly-introduced residential land. The City should consider zoning changes along Greater Englewood’s arterial streets that include the B-2 zoning district, which allows ground-floor residential and retail mixed-use. *Figure 29* illustrates a general rezoning concept which should be explored in more detail if such changes are to be contemplated.

**Fund key projects through TIF and other funding sources.**

Englewood is fortunate to have all or portions of ten Tax Increment Financing (TIF) Districts within its boundaries. (See *Figure 30*) Each TIF district represents a funding mechanism that generates resources for infrastructure improvements, site assembly and acquisition, building rehabilitation, and development incentives. In addition, Greater Englewood is also host to six redevelopment districts which augment certain TIF authorities. (See *Figure 31*)

Unfortunately, there will never be enough money in these districts to provide funding for all desired projects. TIF financing must be used strategically, and priorities for TIF expenditures established. Of high priority should be the use of TIF funds for public improvements and to support redevelopment along the highly imaginable identity streets proposed in this plan. Such improvements should be deemed as critical to the revitalization of Greater Englewood as the development of new retail or new housing. Infrastructure improvements can indicate as clearly as redevelopment that the revitalization of the community is occurring.

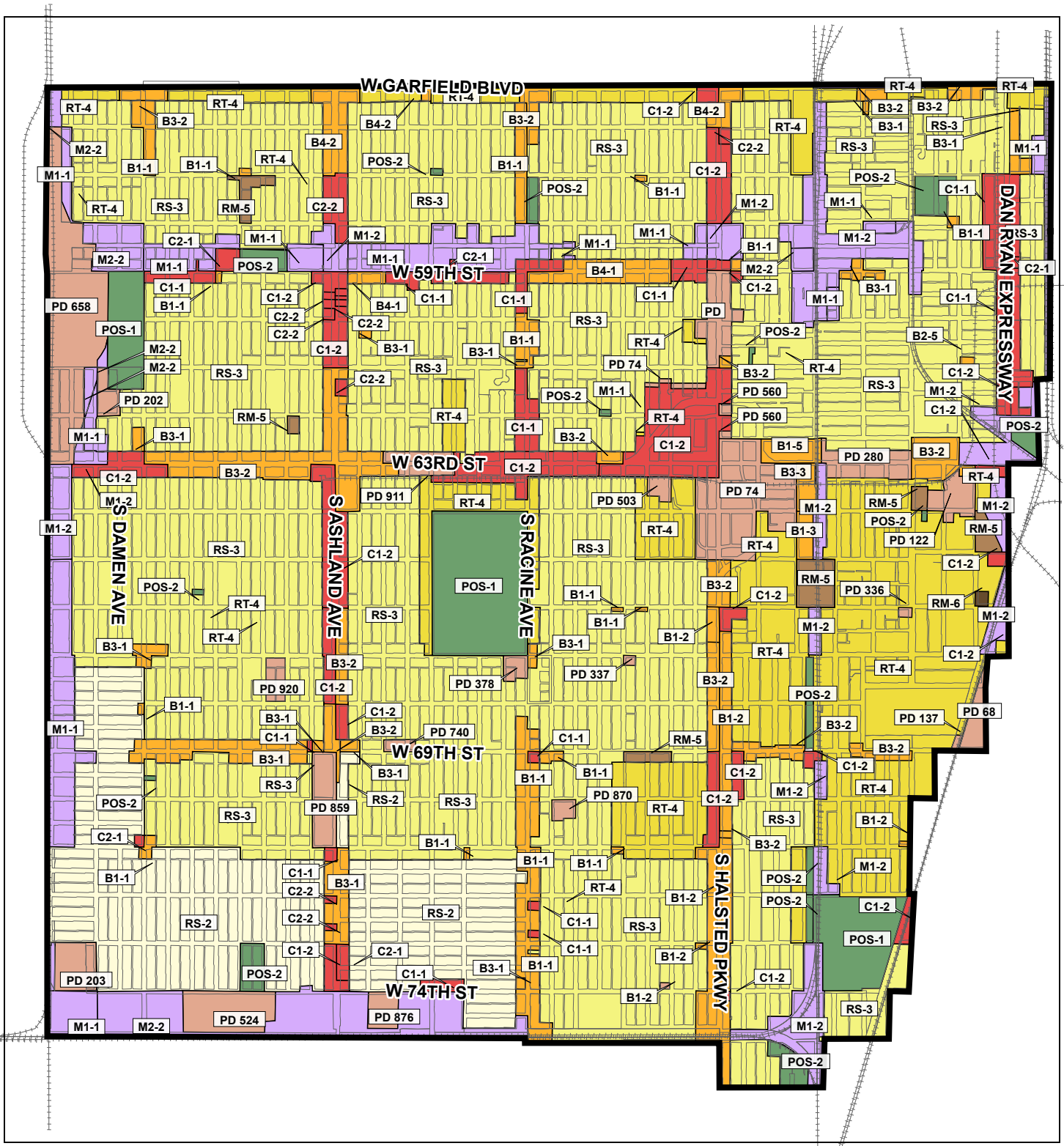
**Develop a site acquisition, assembly and disposition policy for Greater Englewood.**

*Figure 32* shows that roughly 25 percent of land in Greater Englewood is owned by the City of Chicago. While additional site acquisition will be required in some areas to further redevelopment activities, in much of Englewood assembly and disposition issues are of greater importance. The City should adopt a rational strategy for site assembly and disposition to promote the development of “production-scale” housing, to identify possible new open space or institutional use locations, and to assemble new commercial sites with appropriate lot depth for modern commercial development.

**Establish effective partnerships.**

The City has already been successful in using its partnership with the City Colleges of Chicago to bring Kennedy-King College to 63<sup>rd</sup> and Halsted. That





Source: City of Chicago

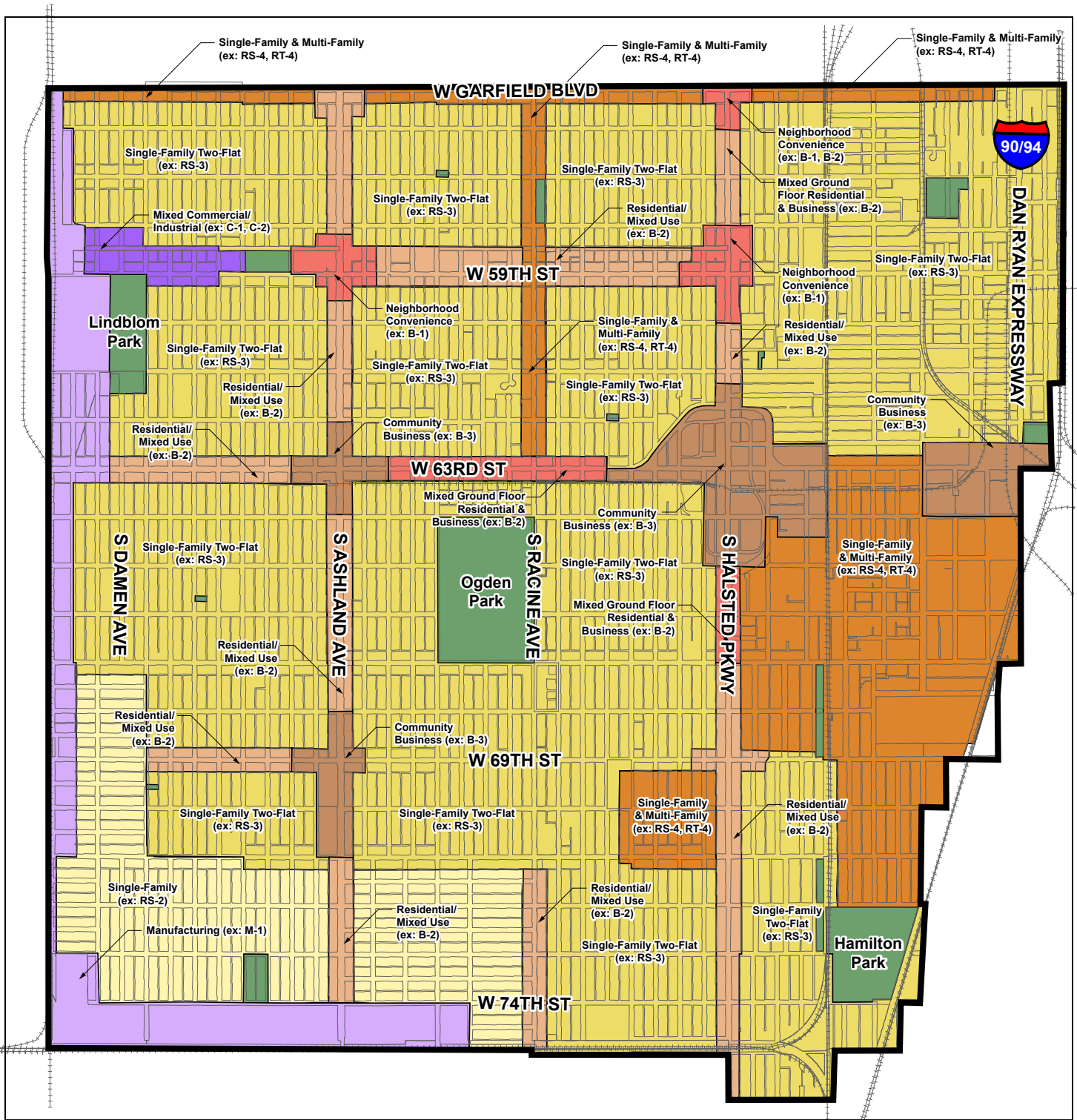
**Legend**

 RS-2 Residential	 RM-5 Residential	 M - Manufacturing	 PD - Planned Development
 RS-3 Residential	 RM-6 Residential	 B - Business	 POS - Planned Open Space
 RT-4 Residential	 C - Commercial		










**FIGURE 28:  
EXISTING ZONING: 2006**

**GREATER ENGLEWOOD COMMUNITY PLAN**



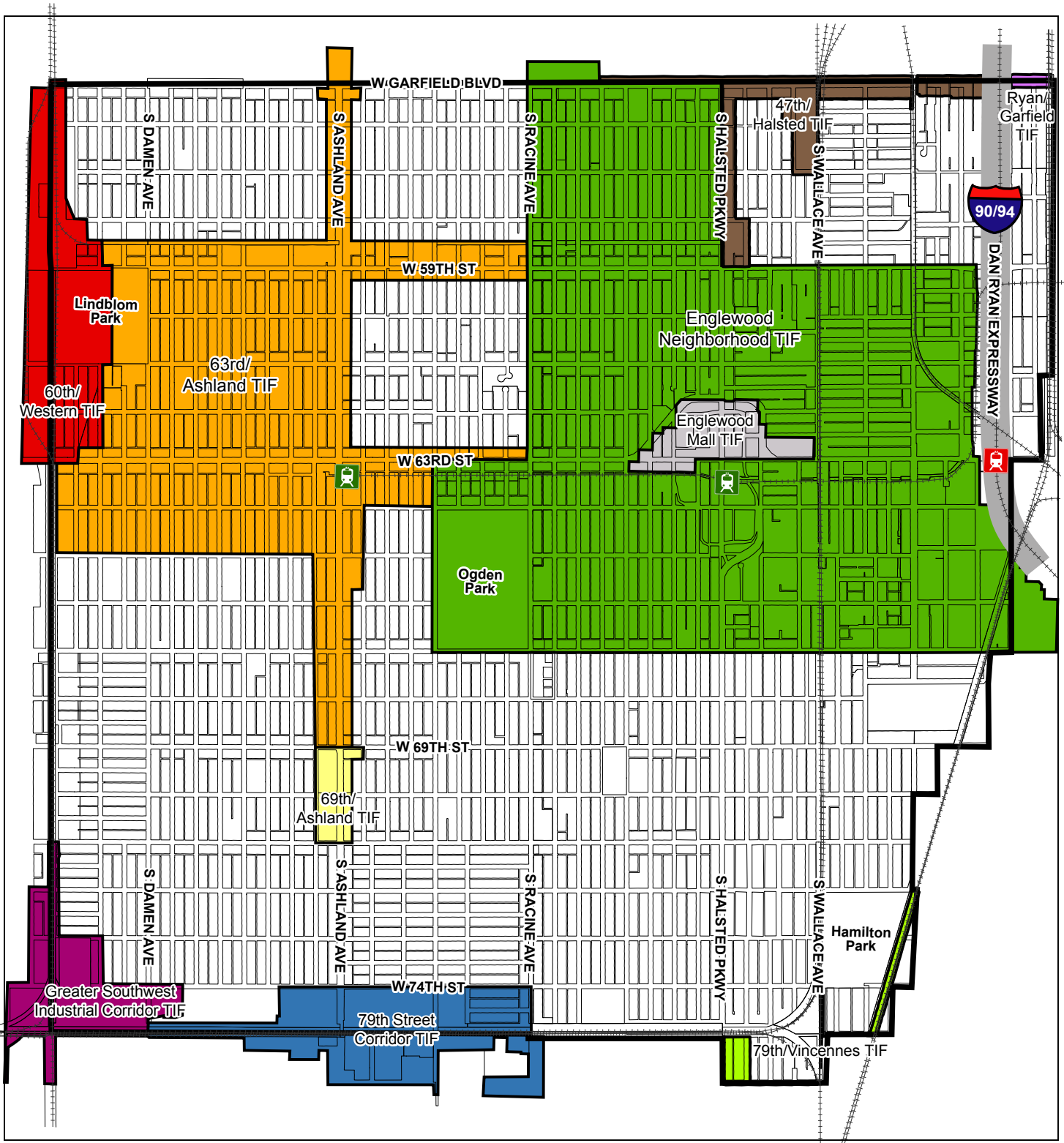


**Legend**

 RS-2 - Single-Family	 B - Residential/Mixed Use	 C - Mixed Commercial & Industrial
 RS-3 - Single-Family Two Flat	 B - Community Business	 M - Manufacturing
 RT or RT - Residential	 B - Residential/Mixed Use	 POS - Planned Open Space

**FIGURE 29:**  
**GENERALIZED ZONING CONCEPT**  
 GREATER ENGLEWOOD COMMUNITY PLAN





Source: City of Chicago

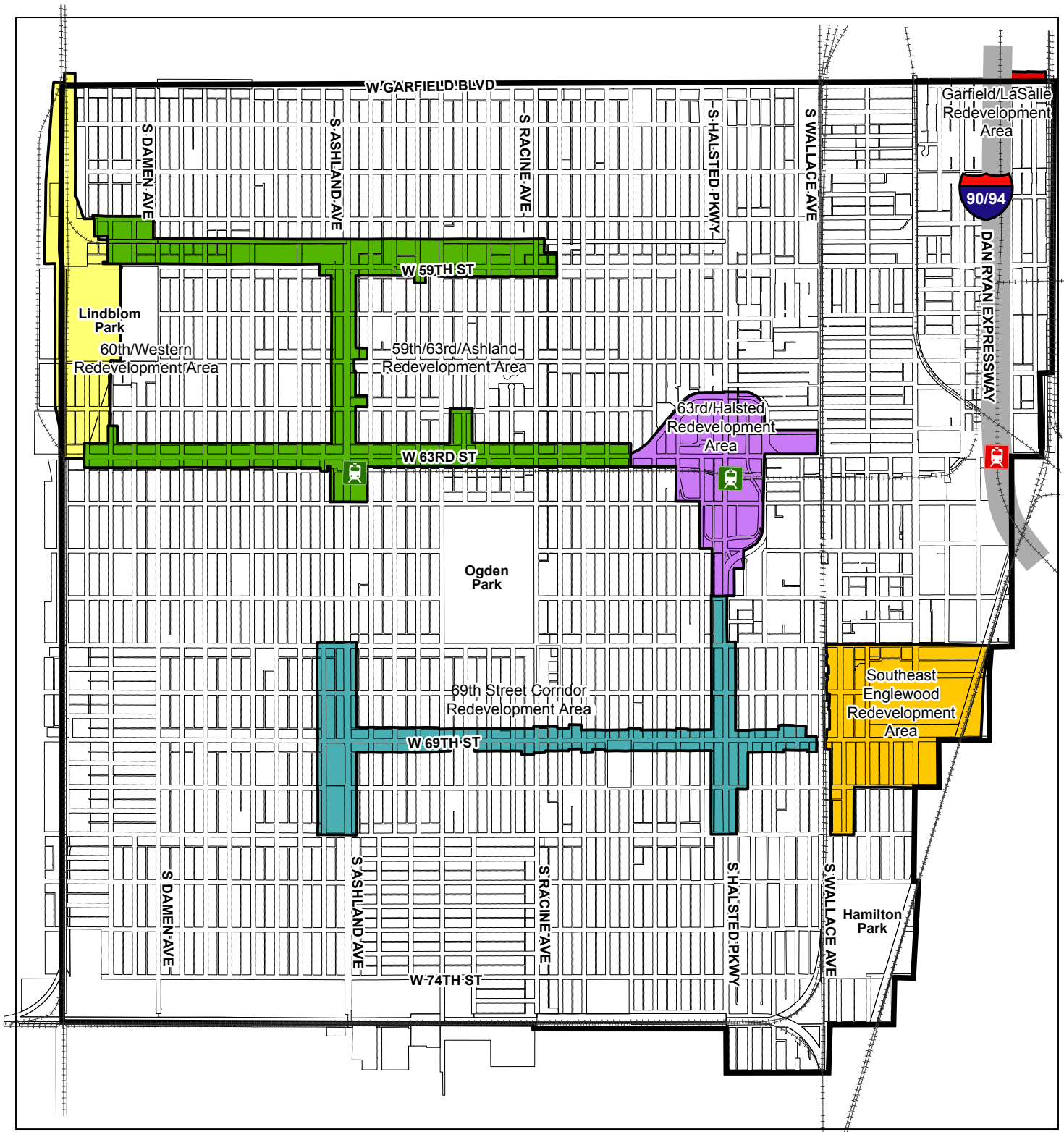
**Legend**

- |   |   |  |
|---|---|--|
|  60th/Western TIF           |  Englewood Mall TIF                        |  79th Street Corridor TIF |
|  63rd/Ashland TIF           |  47th/Halsted TIF                          |  79th/Vincennes TIF       |
|  69th/Ashland TIF           |  Ryan/Garfield TIF                         |  |
|  Englewood Neighborhood TIF |  Greater Southwest Industrial Corridor TIF |  |

**FIGURE 30:  
TIF DISTRICTS**

**GREATER ENGLEWOOD COMMUNITY PLAN**



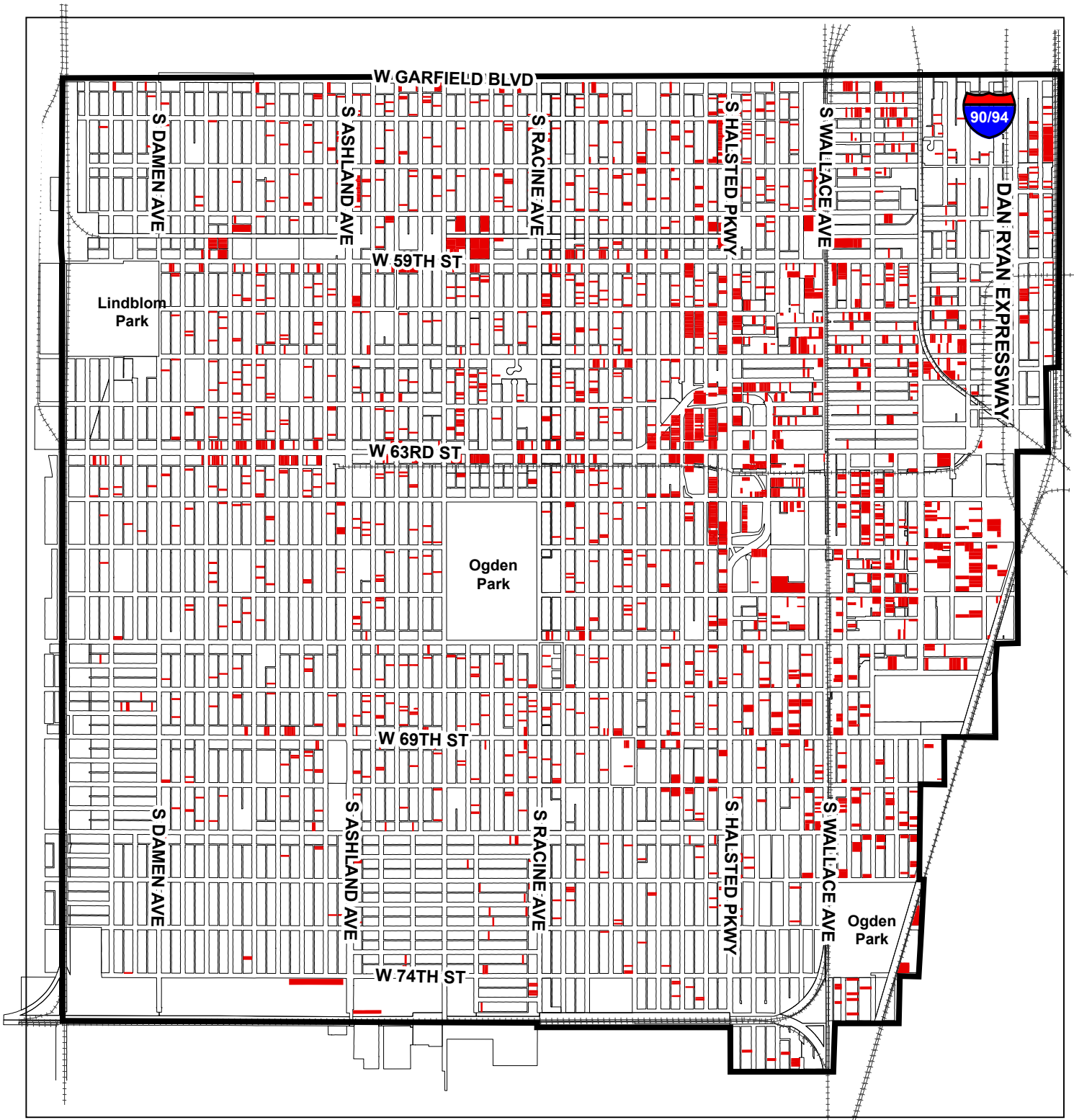


**Legend**

- 60th/Western Redevelopment Area
- 59th/63rd/Ashland Redevelopment Area
- 63rd/Halsted Redevelopment Area
- 69th Street Corridor Redevelopment Area
- Garfield/LaSalle Redevelopment Area
- Southeast Englewood Redevelopment Area

**FIGURE 31:**  
**GREATER ENGLEWOOD REDEVELOPMENT AREAS**  
 GREATER ENGLEWOOD COMMUNITY PLAN





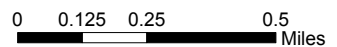
Source: City of Chicago, Department of Planning & Development, 2005

**Legend**

City Owned Vacant Lots

**FIGURE 32:  
GREATER ENGLEWOOD CITY OWNED VACANT LOTS**

GREATER ENGLEWOOD COMMUNITY PLAN



**CAMIROS**

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partnership should serve as the model for attracting additional public, private and non-profit partners to participate in the revitalization effort. Potential partners could include:

- The Chicago Transit Authority, for improvements that would capitalize on the Garfield/Ryan, 63<sup>rd</sup>/Ryan, 63<sup>rd</sup>/Halsted and 63<sup>rd</sup>/Ashland Rapid CTA stations as locations for transit-oriented development;
- The Chicago Park District, for the management of newly-identified open space opportunities; and
- The Chicago Public Schools, to identify possible school-park opportunities.

The City's most important partnerships, however, will be with the residents, organizations, businesses, property owners and stakeholders of the Greater Englewood community. The individuals who comprise the community have withstood the difficult transitions of the last several decades, and are ready to participate fully in the revitalization that is already underway. This Plan can be used to solidify consensus and build further support for redevelopment in Englewood.