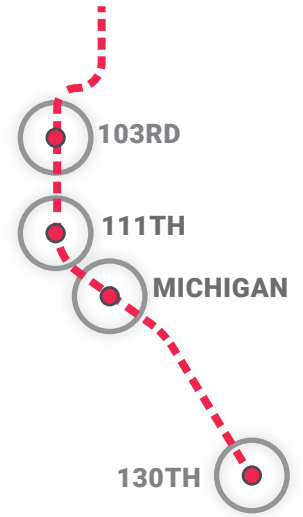


RED LINE EXTENSION

Transit-Supportive Development Plan

ADOPTED BY THE CHICAGO PLAN COMMISSION
MAY 18, 2023



This plan was made possible through funding and support provided by the Federal Transit Administration.

ACKNOWLEDGMENTS

The Chicago Transit Authority (CTA) Red Line Extension (RLE) Transit-Supportive Development (TSD) Plan is a proactive effort to create a guide for future development in communities located near the RLE project area and within the Far South Side of Chicago.

The TSD Plan is a CTA-led project, in partnership with the City of Chicago's Department of Planning and Development (DPD).

The TSD Plan was developed through a 15-month outreach process with a cross-section of over 40 neighborhood, City, and regional stakeholder organizations. The extensive project outreach ensured that this plan balanced transportation goals with community goals, needs, and aspirations.

CTA, DPD, and the consultant team would like to acknowledge and thank all organizations and individuals, especially community residents, for contributing their time, knowledge, and perspective to the RLE TSD planning effort.

RESIDENTS & PUBLIC

- » Thank you to all of the residents and the public who shared their vision and input for the RLE station areas and TSD Plan through public meetings, conversations, and surveys.

ALDERMEN

- » 9th Ward Anthony A. Beale
- » 10th Ward Susan Sadlowski Garza (former)
- » 21st Ward Howard Brookins Jr. (former)
- » 34th Ward Carrie Austin (former)

PLANNING LEADS & PARTNERS

- » **Chicago Transit Authority**
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Sonali Tandon - Senior Manager of Strategic Planning, Rail
Marlise Fratinardo - Senior Project Manager
Ammar Elmajdoub - Strategic Planner (TSD Plan Project Manager)
- » **Chicago Department of Planning and Development**
Maurice Cox - Commissioner
Erica Sellke - Lead Planner, Far South Region
Jasmine Gunn - City Planner V, Far South Region (TSD Plan Project Manager)
Michael Penicnak - Project Coordinator, Far South Region
- » **RLE Program Management Consultant Team** (HNTB, CDM Smith, CHIN, and Ardmore Roderick)

CITY & REGIONAL AGENCIES

- » Cook County Land Bank Authority
- » Cook County Bureau of Economic Development
- » Chicago Department of Transportation
- » Chicago Department of Housing
- » Chicago Park District
- » Chicago Housing Authority
- » Forest Preserves of Cook County

RLE PROJECT ADVISORY COUNCIL

- » Agape Community Center
- » Chicago Neighborhood Initiatives
- » Chicago Metropolitan Agency for Planning
- » Chicago Police Department 5th District Pastoral Council
- » Elevated Chicago
- » Far South Community Development Corporation
- » Greater Roseland Chamber of Commerce
- » Historic Pullman Foundation
- » Illinois International Port District
- » People for Community Recovery
- » Professor of Urban Planning (Lou Turner)
- » RLE Coalition
- » St. Anthony of Padua Catholic Church
- » T.R.E.A.D. The Rock Enterprises and Development Corporation
- » TCA Health
- » The Endeleo Institute
- » West Chesterfield Community Association
- » Young Adult Representative (Jaylin McClinton)

STAKEHOLDERS

- » Altgeld Gardens Local Advisory Council
- » Another Chance Church
- » Bread of Life
- » By the Hand Club for Kids
- » Calumet Area Industrial Commission
- » Carver Park Advisory Council
- » Chicago State University

- » Fernwood Community Church
- » City Colleges of Chicago (Olive-Harvey College, Kennedy-King College)
- » Community Investment Corporation
- » Curtis School of Excellence
- » DL3 Realty
- » Far South Chicago Coalition
- » Golden Gate Homeowner's Association
- » Roseland Community Hospital & Medical District Planning Team
- » Rosemoor Community Association
- » The Promised Land MBC

*While this list is not inclusive of all involved stakeholders, the above list is highlighted for organizations participating in stakeholder interviews.

CONSULTANT TEAM

- » Solomon Cordwell Buenz (Prime)
- » Goodman Williams Group
- » Urban Resolve
- » Applied Real Estate Analysis
- » Nia Architects
- » Center for Neighborhood Technology
- » Canete-Medina Consulting Group
- » Fish Transportation Group
- » SOW Solutions
- » Ware Realty Group

ACKNOWLEDGING CHICAGO'S HISTORICAL INEQUITIES ON THE FAR SOUTH SIDE

As noted at the outset of the We Will Chicago Citywide Plan, historical acknowledgment is the first step of a reckoning process to repair harms perpetrated against specific groups and to prevent them from occurring again. From the We Will Chicago Plan:

The city's evolution has directly and indirectly impacted generations of racial and ethnic communities, often in negative or burdensome ways and frequently for the benefit of privileged population groups. Harms to Chicagoans were both deliberate and unintentional, often involving the leadership, cooperation or silence of local, state and federal governments, as well as the private sector and other civic institutions.

This is painfully true for the community areas surrounding the Red Line Extension, which are predominantly African American. The historical lack of dedicated resources by the government, civic entities and the private sector has led to decades of disinvestment on the Far South Side. This includes the lack of high-capacity rapid rail transit reaching the City's southern border. Decisions not to invest have contributed to harmful impacts to residents of the Far South Side and to the City at large, some of which are detailed in Metropolitan Planning Council's The Cost of Segregation report.

Though this does not recount every instance of racial and social oppression in city history, it is important for historical context to be acknowledged at the outset of this document. This context has informed the creation of the TSD Plan -- including the need for it -- and must be considered moving forward. A key tenet of authentic historical reckoning is to incorporate the feedback and diverse perspectives of local residents, and a commitment to elevating community voices and participation must continue through implementation.



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SECTION 1

EXECUTIVE SUMMARY

The Red Line Extension (RLE) Transit-Supportive Development (TSD) Plan is a Chicago Transit Authority (CTA) led project, in partnership with the City of Chicago's Department of Planning and Development.

This Plan is intended to act as a guide for future development in communities located near the Red Line Extension station areas on the Far South Side of Chicago.

Extensive collaborative community engagement was central to the planning process, focusing on positive local development and anti-displacement strategies. The community's vision for future development along the RLE corridor was a fundamental element in developing the plan's recommendations for enhancing economic vitality, improving quality of life, and increasing mobility.

Figure 1-1: RLE Project Area and Station Area Diagram



WHAT IS THE RED LINE EXTENSION (RLE) PROJECT?

The Chicago Transit Authority is pursuing the Red Line Extension (RLE) Project, a 5.6-mile extension starting from the existing terminal at 95th/Dan Ryan and terminating at 130th Street, subject to the availability of federal funding, as well as state and local funding.

The RLE Project would include four new fully-accessible stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street, within the

Roseland, West Pullman, and Riverdale community areas.

Each new station would include multimodal connections for bus, bicycle, pedestrians, and automobiles. The project will also feature a new rail yard and rail maintenance shop in the industrial area near 119th street and highlighted in gray in Figure 1-2.

PROJECT OVERVIEW

- » **5.6-MILE EXTENSION** with elevated tracks from 95th Street to 119th Street.
- » **4 NEW STATIONS:**
 - 103rd Street
 - 111th Street
 - Michigan Avenue
 - 130th Street
- » **\$3.6 Billion** estimated project cost
- » **Up to 30 MINUTES** of time savings to riders traveling from the 130th Street Station to the Loop.
- » **47% INCREASE** in newly accessible jobs within one hour commute of the RLE project area.

PROJECT BENEFITS



EQUITY

Equity by providing affordable rapid transit to historically underserved communities and improving mobility for transit dependent residents and people with disabilities.



CONNECTIVITY & ACCESS

Connectivity and access to the entire city via the CTA network.



ECONOMIC OPPORTUNITY

Economic opportunity through connections to jobs, educational opportunities, housing and other services, as well as economic development on the city's Far South Side.



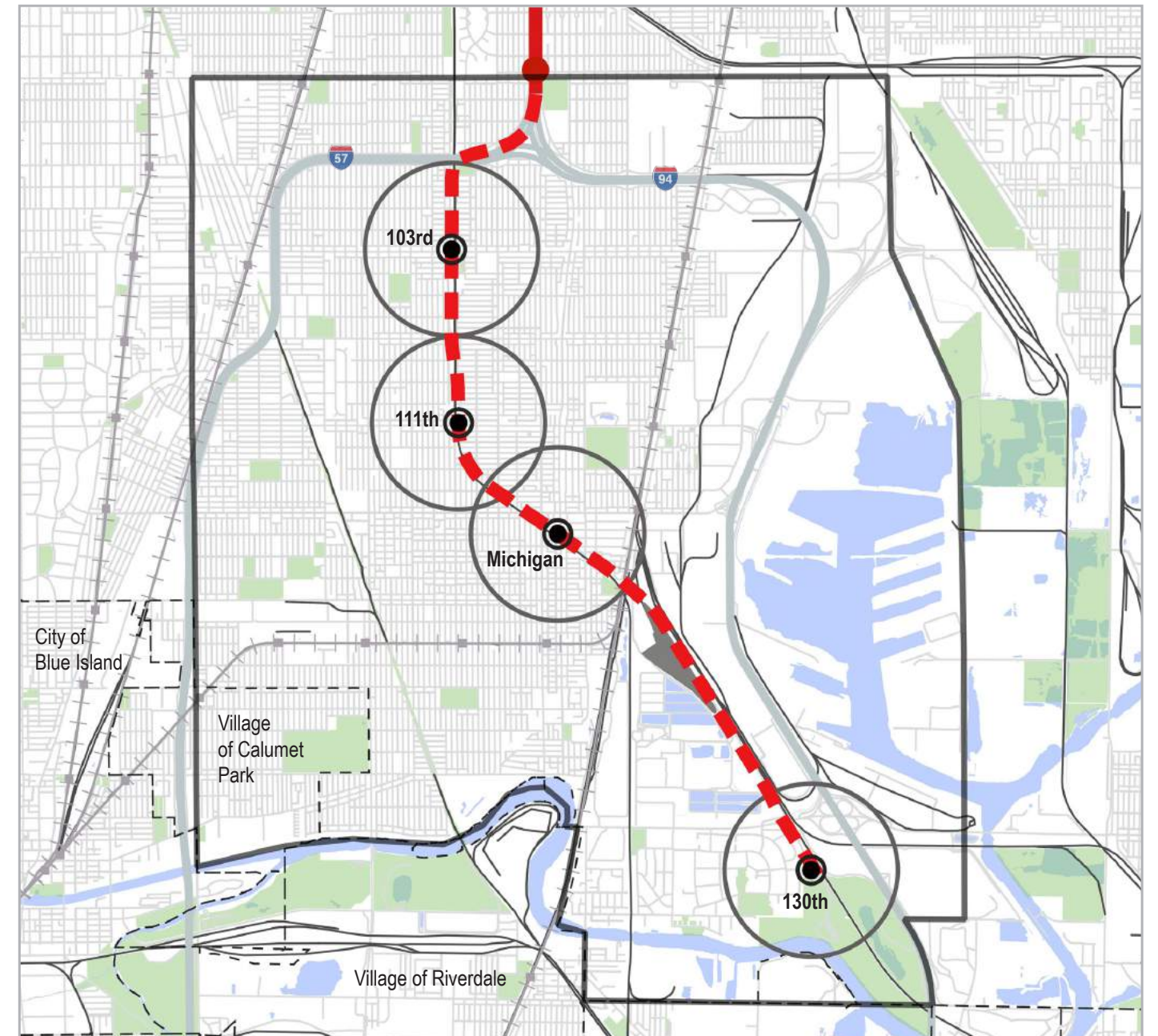
FREQUENT RAIL SERVICE

Frequent rail service that will reduce commute times.



SUSTAINABLE TRANSPORTATION

Sustainable transportation that helps contribute to improved air quality, reduces greenhouse gas emissions, and saves energy.



Sources: Chicago Transit Authority, Red Line Extension Alignment Shapefiles, September 2020; Metra Commuter Rail, Rail Station and Line Shapefiles, September 2020. Note: Base map created using geospatial datasets from the City of Chicago Data Portal (<https://data.cityofchicago.org/>), Cook County GIS (<https://hub-cookcountyil.opendata.arcgis.com/>) and US Census TIGER/Line shapefiles (<https://www.census.gov/>), all sources downloaded or accessed October 2020; Parks data updated using Chicago Metropolitan Agency for Planning (CMAP) 2015 Land Use Geospatial Dataset, unpublished data, October 2020.

LEGEND

- | | | |
|----------------------------|---------------------------|---------------------|
| RLE Station | CTA 95th/Dan Ryan Station | Interstate Hwy |
| RLE Center Line | CTA Red Line | Municipality Border |
| RLE 1/2-mile Station Areas | Metra Rail Stations | Parks |
| RLE Project Area | Metra Rail Lines | Water Body |
| RLE Rail Yard | Railroads | |

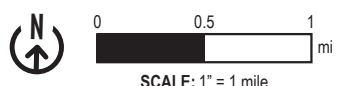


Figure 1-2: RLE Project Area Map and Station Area 1/2-Mile Boundaries

WHAT IS TRANSIT-SUPPORTIVE DEVELOPMENT?

The diagram below explains what Transit-Supportive Development is along with other common terminology.

TRANSIT-ORIENTED DEVELOPMENT (TOD)

Transit-oriented development (TOD) is a moderate to high-density mixed-use node designed to maximize walkability and transit access. TOD is generally located within a half-mile radius (ten-minute walk) of a rail station or bus corridor. As a real estate concept, TOD has often manifested in the form of unaffordable, luxury developments adjacent to transit stations. While this form of development does result in benefits such as increased transit ridership and reduced congestion and greenhouse gas emissions, these benefits may not extend to all members of the community.

EQUITABLE TOD (ETOD)

ETOD is development that enables all people regardless of income, race, ethnicity, age, gender, immigration status or disability to experience the benefits of dense, mixed-use, pedestrian-oriented development near transit hubs. ETOD elevates and prioritizes investments and policies that close the socioeconomic gaps between neighborhoods that are predominately people of color and those that are majority white. ETOD projects and processes elevate community voices in decision making processes.

TRANSIT-SUPPORTIVE DEVELOPMENT (TSD)

Transit-supportive development (TSD) is based on an ETOD framework, but it takes a broader approach to planning beyond the areas immediately adjacent to transit stations. The RLE TSD Plan is a comprehensive effort for 1/2 mile station areas surrounding each station, while also taking into consideration connections to activity hubs and destinations in the broader project area. The increased density in station areas not only supports transit but also helps accomplish other goals, including reducing urban sprawl, reducing congestion, increasing pedestrian activity, increasing economic development potential, realizing environmental benefits, and building sustainable communities.

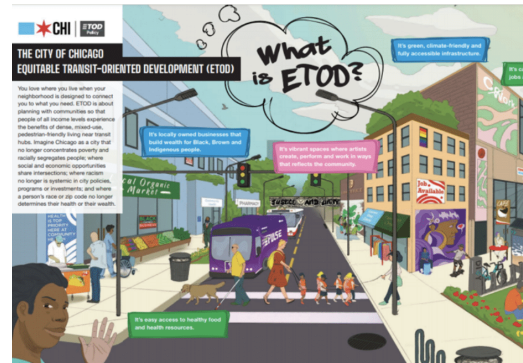


Figure 1-3: ETOD Infographic Source: City of Chicago

CITY OF CHICAGO CONNECTED COMMUNITIES ORDINANCE & ETOD PLAN

The City of Chicago's first ever ETOD Policy Plan was adopted in June 2021. Additional information on the ETOD Policy Plan can be found at chi.gov/ETOD. On July 20, 2022, the City approved the Connected Communities Ordinance that supports ETOD with the following 3 categories:

- Create jobs and allow for more homes and businesses near transit by expanding existing incentives
- Makes streets safer for Chicagoans who walk, roll, and ride
- Increase housing opportunity, affordability and accessibility, especially near transit

ADVANTAGES OF TRANSIT-SUPPORTIVE DEVELOPMENT

Nationally, transit projects have a 5-to-1 economic return on investment (Source: APTA). Focusing growth near transit stations capitalizes on public investments and provides many benefits, including:

- Greater ridership for transit systems
- Added support for local restaurants and retail
- Increased public and private sector engagement and investment
- Increased supply of affordable housing
- Traffic congestion relief and associated environmental benefits
- Improved safety for pedestrians and cyclists

Transit-accessible locations outperform on job growth, especially near rail:

- Between 2005-2015, half of new Chicagoland jobs were located within a half-mile of a CTA or Metra station

Transit investment catalyzes residential and commercial development:

- In 2017, 85% of commercial construction in the region occurred within a half-mile of a CTA or Metra station

Source : MPC

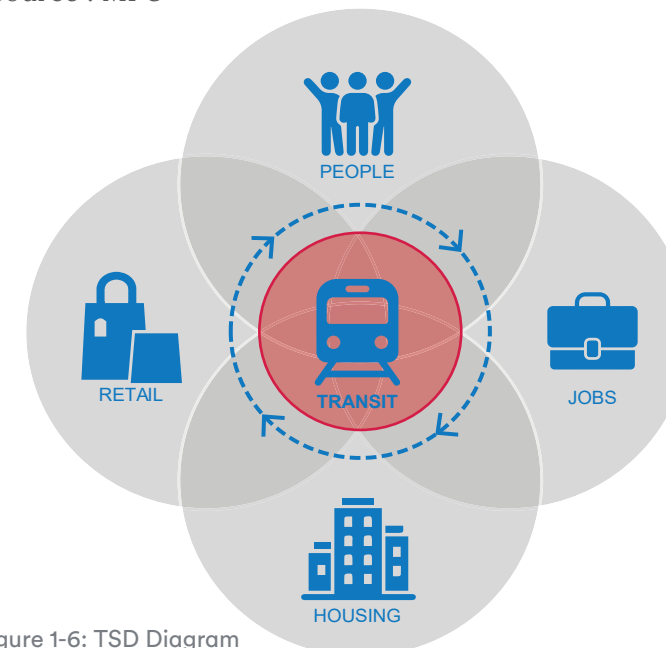


Figure 1-6: TSD Diagram

CHICAGO CASE STUDIES



Figure 1-4: 43 Green Source: Landon Bone Baker Architects

43 GREEN

43 Green is a phased, mixed-use development adjacent to the 43rd Street Green Line Station in the Bronzeville neighborhood. The development aims to be a catalyst for economic growth on 43rd Street. The first phase has 99 apartments, where half are affordable units, and the other half will have market rate rents.



Figure 1-5: Woodlawn Station Source: Gensler

WOODLAWN STATION

Woodlawn Station is the final development phase of POAH's Woodlawn Choice Initiative, to rebuild and revitalize the South Side Woodlawn community. It features 70 mixed-income units, 55 units in a four-story building at 63rd and Cottage Grove and the remaining 15 units are in nearby scattered sites.

PROCESS & TIMELINE

The planning and community outreach process was broken down into three major phases:

DISCOVERY

Assessing and documenting community strengths, needs, and goals.

CREATING A VISION

Establishing cohesive and concise statements of the community's vision for the future.

CREATING A PLAN

Identifying action steps to achieve the vision; refining financial and development recommendations and strategies.

Each phase included numerous stakeholder conversations and a broader community meeting for reviewing findings and concepts. This TSD Plan is a summary of the conclusions from those meetings and information gathered on different topics as the team progressed through the three plan phases. The topics of the material gathered include:

- Existing Conditions
- Market Analysis
- Affordable Housing Analysis
- Land Use and Zoning
- Economic Development
- Transit-Supportive Development Design Guidelines
- Implementation Strategies and Feasibility Assessment
- Multi-Modal Connectivity

TRANSIT-SUPPORTIVE DEVELOPMENT PLAN TIMELINE

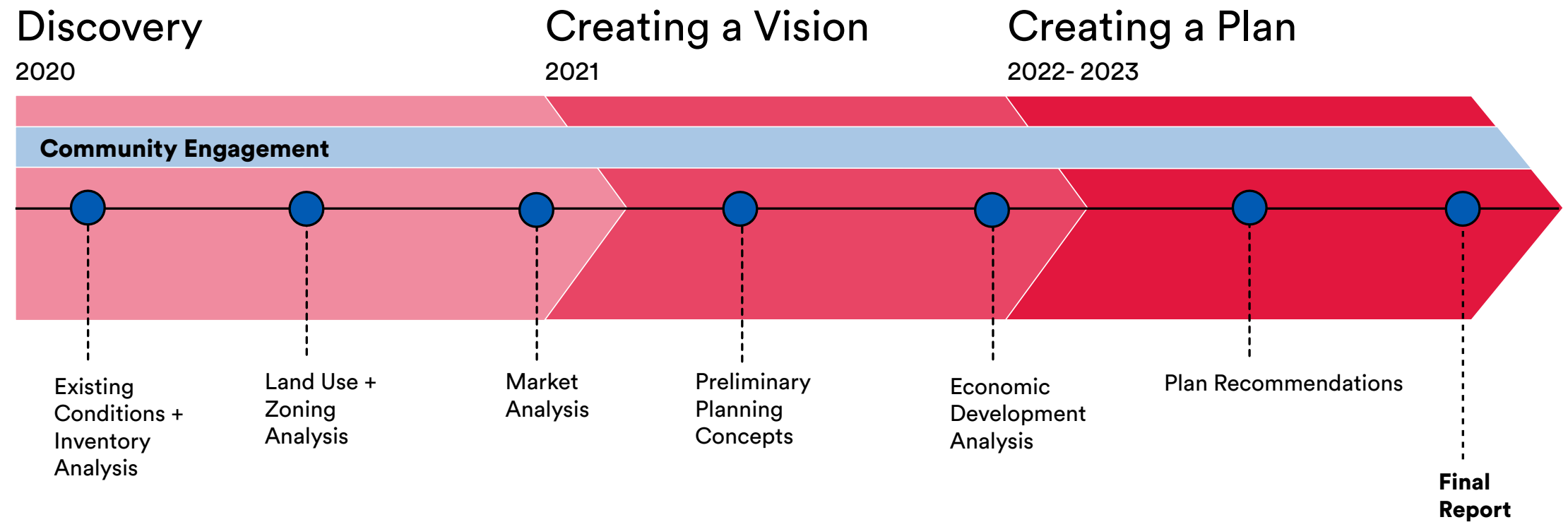


Figure 1-7: TSD Plan Timeline

RED LINE EXTENSION PROJECT TIMELINE

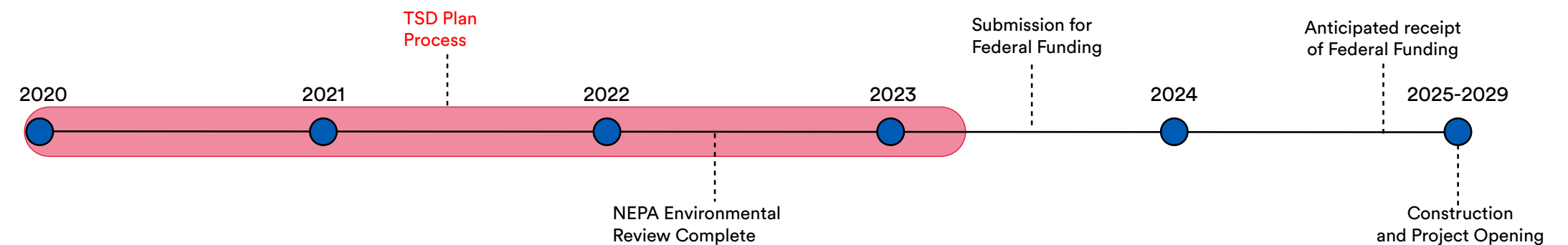


Figure 1-8: RLE Project Timeline



Figure 1-9: RLE 130th Street Community Outreach

COMMUNITY ENGAGEMENT & OWNERSHIP

Community ownership of this TSD Plan is fundamental to ensuring that the benefits of the new RLE stations serve the community in an equitable manner. For over two decades, the Far South Side community leadership has supported and promoted extending the Red Line south to the city limits. The planning goals contained in this document are the result of many community conversations, review of previous and on-going planning efforts, and synthesis of research and data regarding existing conditions, community needs, and community assets. In particular, this plan builds upon the significant work of past community-led planning studies.

Asset-Based Community Engagement is a way of framing community development that focuses on a community's existing skills, experiences, and resources.

The TSD planning team employed an Asset-Based Community Engagement approach in its outreach and subsequent messaging, ensuring that these valuable stakeholders were active partners in planning associated with the RLE TSD Plan, and creating a sense of collaboration in strengthening and redeveloping the Far South Side.

As a part of its asset-based outreach, the TSD planning team:

- Engaged long-term community institutions.
- Engaged long-term and local residents.

- Exchanged information and knowledge with community stakeholders on the work that is currently happening in the project area.
- Worked closely with aldermen, local community organizations, and DPD on neighborhood planning efforts.

In response to COVID-19 health concerns and City and State “stay at home” orders, face-to-face community engagement was not an option for most of the duration of the RLE TSD planning process. This prompted a transition to virtual and social media platforms.

In addition to hosting stakeholder meetings, the CTA also launched a dedicated TSD engagement website where residents could get more project information, sign up for meetings, submit questions, take surveys and provide input, and review project documents. To bridge the digital divide, the outreach strategies also included mailing postcards, flyers, and partnering with sister city agencies to augment outreach with a full range of community groups and stakeholders. The CTA also partnered with local organizations including CRED and T.R.E.A.D to distribute meeting flyers to residents and businesses.

“Community members are best able to speak when we have platforms that enable us to not only tell our stories but to fight for things that we desperately want.” - Resident

PUBLIC MEETING SUMMARY

Three public community meetings, as well as individual station area meetings were hosted on Zoom and streamed live on Facebook. The meetings included a visual and verbal presentation by the CTA team, interactive chat features, real time question and answer (Q&A) sessions, interactive polling, and breakout sessions for small group discussions. The breakout sessions allowed community members to provide feedback directly to the CTA team related to the topics presented during the meeting, give general feedback about the RLE Project, ask questions, and discuss concerns with project team members.

The public meetings for the first phase of the plan were held in December 2020, and station area meetings were held in January and February 2021. These meetings gave community members an opportunity to share how they see their neighborhood and to share their goals for the future. The second round of community meetings were held in May 2021 to garner feedback on the draft vision statements and draft land use strategies for the areas around the new stations. The final round of public meetings occurred in December 2021 to solicit input on the draft economic development recommendations, overall approach to development in the four station areas, and draft development concepts for eight catalyst sites near the new stations.

Figure 1-10: Community Engagement Summary Diagram (August 2020-December 2021)

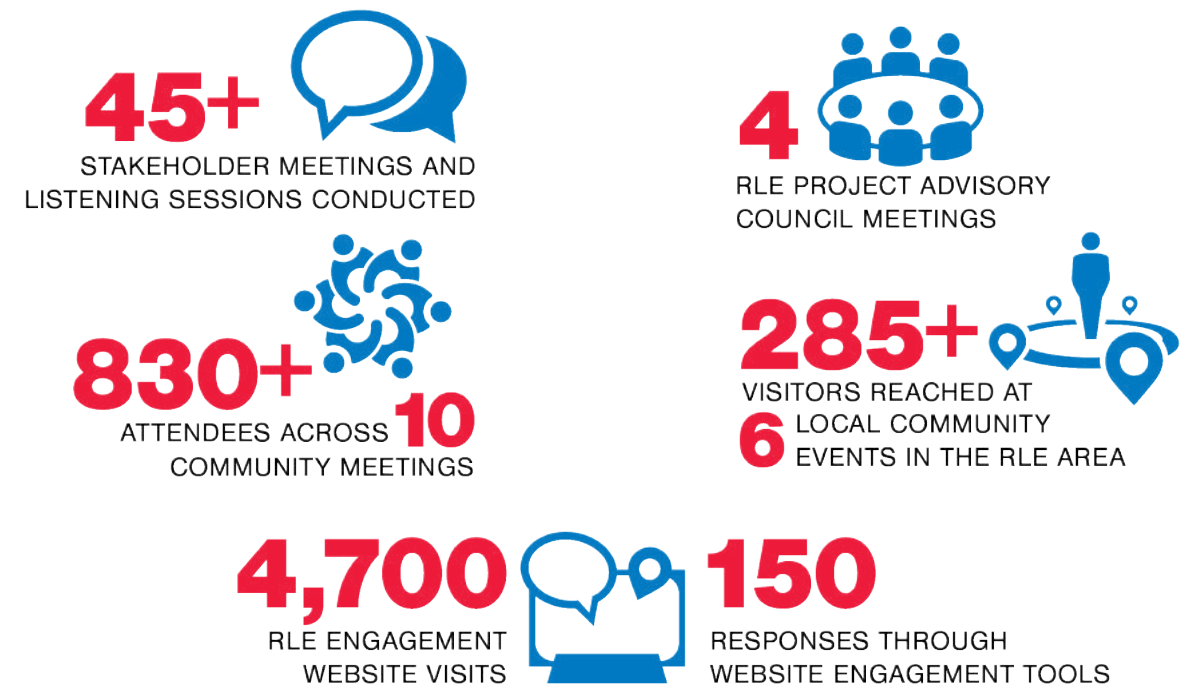


Figure 1-11: CTA Community Workforce Event (April 2022)

STAKEHOLDER FEEDBACK

Below is a sampling of the spectrum of comments gathered from stakeholder organizations and residents during the TSD planning outreach process.

This input from the community concerning station area development and the broader RLE Project directly influenced the principles, goals, and recommendations developed for the TSD Plan.

MOBILITY



- There is a desire for enhanced bus service, bus connections, and frequency following RLE Project completion.
- Traffic and parking impacts need to be closely studied and remedied, especially around station area schools.

CRITICAL FEEDBACK

- **Variety of Jobs & Training Needed**
- **Prioritize & Address Public Safety**
- **Grocery Store / Healthy Food Access Needed**
- **Maintain Neighborhood Feel and Character**
- **Manage Traffic**
- **Provide Adequate Parking**

ECONOMIC DEVELOPMENT

- Manufacturing, retail, construction, healthcare, transportation and public sector jobs are desired in the community.
- There are opportunities for retail and commercial development, in addition to incorporating community attributes into the RLE project design.
- New shopping options & new locally-owned businesses are needed, including grocery stores, restaurants, health & wellness stores, and national chains.



SUSTAINABILITY & OPEN SPACE



- Environmental justice and sustainability are especially important to consider for RLE Project-related work at the 130th terminal.
- Equity and sustainability should be incorporated throughout the TSD Plan.
- Environmental issues, safety & security, and property values are important community concerns.
- Open space improvements could include farmers markets or food kiosks, walking and biking trails, plazas and other gathering spaces, and increased recreational activities.

HOUSING DENSITY & SCALE

- A mid-rise scale of buildings seems appropriate for the area around the Michigan Avenue station to fit into the existing character.
- Development concepts near the 103rd Street station and 111th Street station should have gradual increased density with a lower scale more appropriate to the adjacent residential neighborhoods.
- Housing needs in the community include affordable housing, mixed-income housing, and mixed-use housing. Townhouses and 2-and-3-flats are also desired.



VISION STATEMENT

Extending the CTA Red Line will provide many benefits to the Far South Side communities, the broader city of Chicago, and the region. Currently, the Red Line is the busiest rapid transit line in the CTA system with an average of 73,273 passengers boarding each weekday in 2021. The current Red Line terminal at 95th street is also the busiest station in the entire CTA system with an average of 2,739 passengers per day. The Red Line Extension project supports the City's equitable transit goals by providing affordable rapid transit to historically underserved communities and improving mobility for transit-dependent residents and people with disabilities.

The Red Line Extension will provide connectivity not just to the surrounding neighborhoods, but the city as a whole. Riders will be able to board at one of the four new fully-accessible rail stations and connect to the entire CTA rail and bus network.

The Red Line Extension will enhance economic opportunities for Far South Side residents, significantly improving access and reducing commute times to jobs, schools, and other destinations throughout the city. More broadly, encouraging public transportation use over motor vehicles will contribute to improved air quality, reduced greenhouse gas emissions, and energy savings for a greener and more sustainable Chicago.

The Red Line Extension will serve as a catalyst towards achieving the community's vision for regional prosperity, improved quality of life, and community wealth generation. These strong and prosperous communities will benefit from Transit-Supportive Development (TSD) that provides diverse housing options meeting the needs of all residents, successful commercial districts with thriving businesses and workforce advancement, neighborhood activity, and connectivity.

Increased transit access will attract customers and visitors from outside the community to local businesses, landmarks and cultural centers, bolstering community investment for many years to come.

STATION AREA VISION DIAGRAM

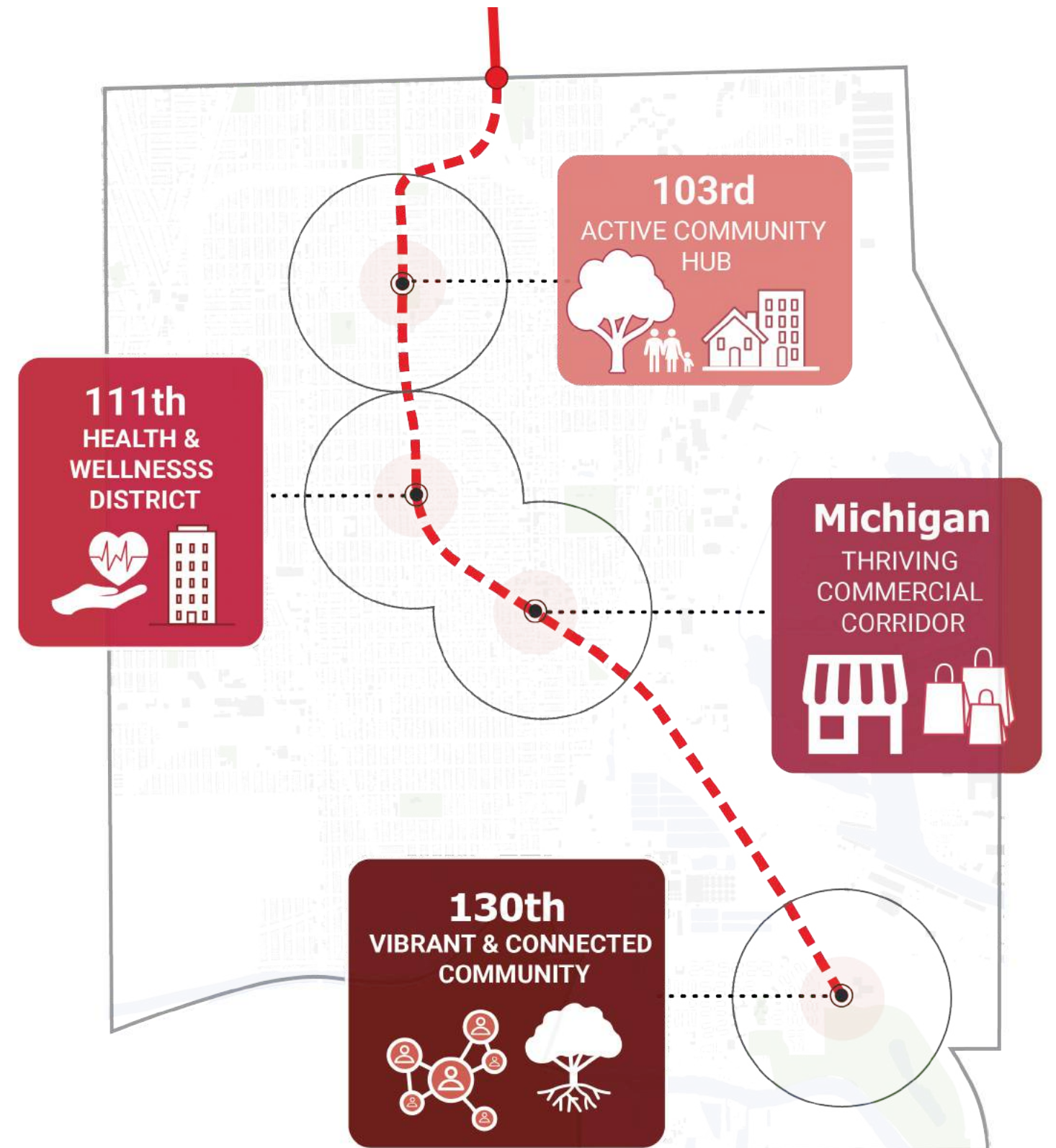


Figure 1-12: Station Area Vision

TSD PLAN GOALS

1 INCREASE RESIDENTIAL DEVELOPMENT VARIETY, AFFORDABILITY, AND DENSITY

- » Identify and rehab existing housing stock in station areas.
- » Encourage equitable investment and establish anti-displacement strategies.
- » Strategically infill the project area with new affordable housing along major corridors and targeted sites in neighborhoods.
- » Increase residential density with multifamily development where appropriate.
- » Propose catalytic developments, comprised of a mix of uses, at key locations in close proximity to the RLE stations.



Roseland Senior Campus | Source: Landon Bone Baker Architects

2 STRENGTHEN COMMERCIAL, RETAIL AND MIXED-USE DEVELOPMENT

- » Partner with existing local businesses and community members to increase support and create a plan for unified business corridors.
- » Coordinate with existing initiatives, such as INVEST South/West to revitalize streetscapes, revive existing historic buildings and identify sites for new development.
- » Increase density and update zoning for potential developments to provide a robust customer base for transit, new and existing restaurants, and businesses.



Tanisha and Dominique Leach owners of Lexington Betty Smokehouse in Pullman | Source: Terrance Antonio James/ Chicago Tribune

3 ENHANCE PUBLIC SPACE AND GREATER TRANSPORTATION ACCESS

- » Create inviting streetscapes and employ placemaking strategies along key station area corridors to make the project area a more desirable place, attracting businesses and people.
- » Increase access to jobs in commercial and industrial corridors by strengthening the intermodal connections and ensuring clear wayfinding to buses, drop off zones, parking, pedestrian, and bike connections.



Far South CDC New POP! Heights Plaza At Halsted & 113th St. | Source: Lamar Johnson Collaborative (LJC)

4 ENCOURAGE ECONOMIC DEVELOPMENT, BUSINESS AND EMPLOYMENT GENERATORS

- » Provide training and opportunities towards sustainable jobs for residents.
- » Support opportunities for pop-up shops, civic events, and programs to bring visitors to the station areas, ultimately supporting transit ridership.
- » Attract businesses focused on providing access to healthy food and other needed resources.



Source: Illinois Clean Jobs Coalition

ECONOMIC IMPACT SUMMARY

DEVELOPMENT POTENTIAL



\$1.7B+
TOTAL REAL ESTATE & DEVELOPMENT INVESTMENT



118,000
GROSS SQUARE FEET OF NEW RETAIL



3,385
NEW INFILL AND REHAB HOUSING UNITS

Note: Real Estate Development Investment Potential projected for 2029-2040. B = Billion

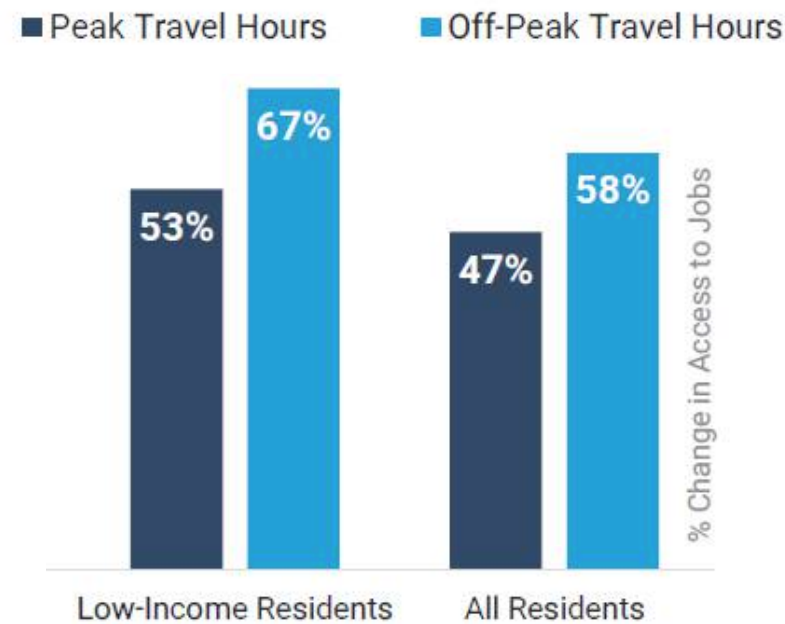
An economic impact study was conducted to analyze the potential impacts of the Red Line Extension on Chicago and the broader Cook County region. The information on this summary page shows that this project will create robust economic development opportunities and be catalytic for economic growth. The new retail square footage and housing unit estimates were calculated using development projections based on vacant land and building data from the City of Chicago, Cook County Land Bank Authority, and surveying.

ECONOMIC IMPACT OF RED LINE EXTENSION

	Business Output	Pay to Workers	On Average Annually
Construction (2023-2030)	\$4.4B	\$1.7B	2,500 Jobs
Operations & Maintenance (2029-2040)	\$714.4M	\$280.6M	700 Jobs

Note: B= Billion, M-Million *Business Output represents cost of the purchased goods and services, pay to workers, profits, and taxes.*Pay to workers is one component of Business Output. Source: EBP US (DRAFT RLE Economic Impact Study.)

INCREASED ACCESS TO JOBS BY POPULATION GROUP



Note: Low-Income includes persons with household incomes below the federal poverty level. Source: EBP US (DRAFT RLE Economic Impact Study. Results subject to refinement.)

MARKET ANALYSIS SUMMARY

The RLE Market Analysis informs the TSD Plan in providing research on residential, commercial, retail, and industrial development trends. The Market Analysis offers insights into potential development opportunities that will maximize the economic benefits of the RLE Project especially within the surrounding communities.

ANTICIPATED POPULATION GROWTH

The predominantly African American communities (85% Black Non Hispanic) that comprise the RLE market area have modestly-sized households. CMAP's regional comprehensive plan, ON TO 2050, projects a recovery in the RLE market area population after significant losses over the past couple of decades. These projections indicate up to 30,000 new residents in the RLE project area by 2040 – a 30% increase – and a demand for more than 15,000 new residential units – a 24% increase. This corresponds to steady growth in project area jobs, though most residents still work outside the market area.



152,223
Market Area Population

2.7
Average Household Size

INVESTMENT NEED

The construction and rehabilitation of housing in the RLE project area neighborhoods, coupled with the transit benefits of the RLE Project, would enhance the desirability of living in these neighborhoods and spark new investment and development in the future. At present, residents do most of their shopping outside the project area, leading to a significant retail gap. An influx of new residents will help support existing commercial offerings and will support ongoing demand for additional locally-owned retail and small businesses, including small grocery or co-op food stores as well as specialty stores.



\$391 Million
Retail Gap

EMPLOYMENT & INDUSTRIAL GROWTH

The Far South Side has proven a viable market for industrial sector investment. There is potential for significant new industrial employment on the Far South Side with the Red Line Extension and in the industrial corridors. The new stations provide the opportunity for closer bus connections to deliver employees to these industrial sites. An abundance of proximate well-paying industrial jobs will spur residential development in the RLE project area, which in turn, would support more commercial uses and increased ridership.

While the prospect of additional jobs is a positive for nearby neighborhoods, concerns of negative environmental impacts must be addressed, including truck traffic, as well as emissions and waste. Community input, environmental impact testing, and mitigations need to be part of future permitting and planning processes.

103rd



Figure 1-13: 103rd Street Station Area Development Concept For Illustrative Purposes Only



Figure 1-14: 103rd Street Station Area Infill Massing Concept For Illustrative Purposes Only

VISION: ACTIVE COMMUNITY HUB

The 103rd Street station area community hub will be comprised of complementary land uses surrounding the station to include, but not be limited to, retail, affordable housing, education, community services, and land uses that will serve both neighborhood residents and transit riders.

STATION AREA STRENGTHS

- » Affordable family housing
- » Access to parks
- » Schools

LEGEND

- RLE Station
- Residential Rehab
- Neighborhood Infill
- Catalyst Development Sites
- Key Corridor
- Parks & Open Space
- RLE 1/2-mile Station Area



DEVELOPMENT POTENTIAL



13,000
Gross Square Feet
of New Retail



800
New Infill & Rehab
Housing Units



\$360M+
Development
Investment

Note: M = Million

103RD STREET STATION AREA

The northernmost station on RLE will be located at 103rd Street and Eggleston Avenue on the border of Washington Heights and Roseland community areas. The station will be positioned at 103rd Street on the west side of the Union Pacific Railroad (UPRR) tracks. This area has a mix of uses, and many vacant parcels that have potential for transit-supportive development.

The 103rd Street station area is primarily residential with commercially-zoned parcels along the major corridors of 103rd Street, Halsted Street, and State Street. During stakeholder and public meetings, community members identified the abundance of single-family homes, affordable housing options and access to parks, open space, and schools as significant assets and neighborhood strengths.

KEY STRATEGIES

- » Leverage the new 103rd Street station to establish a community hub that supports the neighborhood experience by improving transportation access. This can act as a spark for community-oriented retail, and provide opportunities for people to live close to high quality transit and meet their daily needs close to home.
- » Strengthen intermodal connections along 103rd Street with improvements to streetscape, promoting safe access for all modes of transportation.
- » Create mixed-use development at the catalyst sites adjacent to the station to spur additional development along 103rd Street. Strengthen the existing neighborhood through renovation of existing structures and increasing the housing inventory.

CATALYST SITE TRANSFORMATION



EXISTING



POTENTIAL

111th



Figure 1-15: 111th Street Station Area Development Concept For Illustrative Purposes Only



Figure 1-16: 111th Street Station Area Infill Massing Concept For Illustrative Purposes Only

VISION: HEALTH & WELLNESS DISTRICT

The 111th Street station area will be a Health and Wellness district with clustered development that offers connections to jobs and activity along Halsted Street, in the Roseland Community Medical District (RCMD), the historic Pullman neighborhood, and the Pullman Industrial Corridor.

STATION AREA STRENGTHS

- » Affordable Multifamily Units
- » Roseland Community Medical District
- » Schools and Community Organizations

LEGEND

- RLE Station
- Residential Rehab
- Neighborhood Infill
- Catalyst Development Sites
- Key Corridor
- Parks & Open Space
- RLE 1/2-mile Station Area



DEVELOPMENT POTENTIAL



11,000

Gross Square Feet of New Retail



880

New Infill & Rehab Housing Units



\$460M+

Development Investment

Note: M = Million

111TH STREET STATION AREA

The 111th Street station area is primarily residential with a few scattered commercial nodes along Halsted Street and Wentworth Avenue. The 111th Street corridor connects activity and job centers in West Pullman, Roseland, and Pullman. It is home to many organizations and institutions that contribute to the community social fabric.

The Roseland Community Hospital is located on 111th Street within a 1/2 mile of the station. The hospital is both a major employer and healthcare provider for the community. A master plan for the Roseland Community Medical District (RCMD) was adopted by the city in November of 2022 to promote a vision of growth and attract professionals to the area with both supportive medical facilities and new community amenities.

KEY STRATEGIES

- » Strengthen the existing neighborhoods around the 111th Street station, through renovation of existing structures and infill to increase the housing inventory.
- » Cluster development to promote vitality along the major east-west corridor of 111th Street with new complementary mixed-use development surrounding the station.
- » Make connections to jobs and activity on Halsted Street, the RCMD, the Michigan Avenue commercial corridor, the historic Pullman neighborhood, and the Pullman Industrial Corridor.
- » Reinforce intermodal connections along the 111th Street corridor with improvements to establish safe access to all modes of transportation.

CATALYST SITE TRANSFORMATION



EXISTING



POTENTIAL

Michigan



Figure 1-17: Michigan Avenue Station Area Development Concept For Illustrative Purposes Only



Figure 1-18: Michigan Avenue Station Area Infill Massing Concept For Illustrative Purposes Only

VISION : THRIVING COMMERCIAL CORRIDOR

The Michigan Avenue station area will be a thriving mixed-use shopping district in the heart of Roseland, with renovated historic buildings, new infill development featuring commercial destinations, increased access to housing, and improved connections to all forms of transit.

STATION AREA STRENGTHS

- » Affordable Multifamily Units
- » Retail/Commercial Destination
- » Schools

LEGEND

- RLE Station
- Residential Rehab
- Neighborhood Infill
- Catalyst Development Site
- Key Corridor
- Parks & Open Space
- RLE 1/2-mile Station Area



DEVELOPMENT POTENTIAL



72,000
Gross Square Feet
of New Retail



2,100
New Infill & Rehab
Housing Units



\$850M+
Development
Investment

MICHIGAN AVE. STATION AREA

The Michigan Avenue station is located on Michigan Avenue south of 115th Street in the West Pullman community area. The station area is a part of the historic Michigan Avenue commercial corridor, which extends from 111th Street to 115th Street.

Today, some long standing, locally-owned businesses on this shopping street in Roseland remain with clothing stores, eateries, and professional service businesses occupying ground-level spaces. Unfortunately, over the years many of the historic buildings have fallen into disrepair, and some have been demolished, leaving gaps in the street wall.

A new CTA RLE Michigan Avenue station has the potential to revitalize this historic corridor and surrounding neighborhood by attracting new infill development, serving as a catalyst for rehabilitating existing buildings, and attracting new residents and new businesses to the area.

KEY STRATEGIES

- » Position the new Michigan Avenue station as the southern anchor of a thriving, mixed-use commercial corridor in the heart of the Roseland community.
- » Renovate the existing historic structures and encourage strategic infill of vacant parcels to develop new commercial destinations, and a variety of mixed-use residential options to better serve the community housing needs.
- » Attract investment that benefits the local community and provides opportunities for new business creation and community entrepreneurship in the Michigan Avenue commercial district.

CATALYST SITE TRANSFORMATION



EXISTING



POTENTIAL

130th



Figure 1-19: 130th Station Area Development Concept For Illustrative Purposes Only



Figure 1-20: 130th Street Area Illustrative Plan

VISION: VIBRANT & CONNECTED COMMUNITY

The 130th Station area will be a historic, vibrant, connected, environmentally sustainable community with equitable access to jobs, healthy food, amenities, schools, open space, and transit.

STATION AREA STRENGTHS

- » Affordable Housing
- » Access to Open Space
- » Rich History & Culture
- » Schools

LEGEND

- Opportunity Area
- 130th Street Station Zone
- RLE At-Grade Track Area
- Open Space / Low Density Residential Area
- Rehab Opportunity
- Parks & Open Space
- Key Corridor
- RLE Station 1/2-Mile Boundary



DEVELOPMENT POTENTIAL



22,000
Gross Square Feet
of New Retail



55
New Infill
Housing Units



\$37M+
Development
Investment

130TH STREET STATION AREA

The 130th Street station is the terminal station on the Red Line Extension. Approaching the station, the RLE alignment is proposed to travel along Cottage Grove Avenue adjacent to the Metropolitan Water Reclamation District's (MWRD) Calumet Water Reclamation Plant, and then under the 130th Street viaduct west of the I-94 Bishop Ford Freeway interchange. The RLE rail alignment will terminate in the Riverdale community area and the station will be located in a large parcel on the eastern edge of the Chicago Housing Authority's (CHA) Altgeld Gardens and Phillip Murray Homes.

Neighborhoods south of 130th Street have historically had limited access to public transit and are isolated by physical barriers such as the highway, industrial uses, and the Little Calumet River.

The new CTA station will provide the much-needed access to retail, services, and jobs, and will bring new life and vibrancy to the neighborhood by strengthening connections to community resources.

KEY STRATEGIES

- » Strengthen the connections between the neighborhoods of Altgeld Gardens / Phillip Murray Homes, Golden Gate, and Eden Green with the amenities and benefits of nearby George Washington Carver Military Academy, TCA Health, and Forest Preserve of Cook County Beaubien Woods.
- » Expand mobility and access for both the Altgeld Gardens community and regional population to a wider network of jobs and education.
- » Raise awareness, and mitigate environmental impacts associated with former heavy industry sites, landfills, and utilities, by advancing environmental clean-ups and seeking sustainable solutions.
- » Incorporate local culture in ways that tell the community's history and aspirations to benefit future generations.

CATALYST OPPORTUNITY AREAS



EXISTING



POTENTIAL

ECONOMIC DEVELOPMENT & IMPLEMENTATION

OVERVIEW

The RLE TSD economic development and implementation section provides specific strategy and action recommendations to realize the community’s vision for balanced and equitable development in the RLE project area. Four major areas of special interest to the community emerged from the engagement process, and require special emphasis:

- Business development, retention, and support
- Housing development and affordable housing stock
- Community wealth and capacity-building
- Social Infrastructure

These focus areas provide the overarching structure for the Implementation Section that frame the ten key goals. The recommendations identify opportunities to strengthen employment, improve housing choices, increase retail, support community services, and expand recreational land uses.

IMPLEMENTATION & ACTION PLAN MATRIX

Implementation recommendations for policies, funding priorities, strategies and actions that can be applied in the project area are shown within the Strategy and Action Plan Matrix located at the end of this document. Each action item identifies key financial resources, support programs, a projected time frame, and potential partnerships that can help facilitate the realization of the community’s vision.

DEVELOPMENT WITHOUT DISPLACEMENT

Ultimately the implementation section endeavors to provide answers to the community’s question “How can we encourage investment in the Far South Side neighborhoods while respecting the existing character and preserving what makes them attractive and special?”

Fundamental to the implementation of the TSD Plan is the goal of having new growth without displacement of existing residents – balanced and responsible development that brings economic vitality to the community as a whole.

Development should encourage neighborhood investment, growth, and vibrancy, while improving the quality of life for existing residents, and profiting businesses and local assets. Policies, programs, and ongoing strategic partnerships will be necessary to ensure that residents, both new and existing, benefit from transit-related development.



FOCUS AREAS & GOALS



HOUSING DEVELOPMENT & AFFORDABLE HOUSING STOCK

- » **Goal 1:** Encourage vibrancy and resiliency (anti-displacement)
- » **Goal 2:** Broaden access to quality, affordable, and diverse housing options



BUSINESS DEVELOPMENT, RETENTION & SUPPORT

- » **Goal 3:** Retain and expand local businesses
- » **Goal 4:** Attract new local businesses
- » **Goal 5:** Identify, enable and promote existing commercial and cultural assets



COMMUNITY WEALTH & CAPACITY BUILDING

- » **Goal 6:** Provide access to education and workforce training
- » **Goal 7:** Achieve equitable economic development
- » **Goal 8:** Drive community wealth building and generational prosperity



SOCIAL INFRASTRUCTURE

- » **Goal 9:** Promote wellness
- » **Goal 10:** Communicate, create & coordinate to magnify investment

SECTION 2

PLANNING CONTEXT

The TSD plan encompasses communities that are located within the area bounded by 95th Street to the north and 138th Street to the south – the southern edge of the City – Ashland Avenue to the west, and Stony Island Avenue to the east. The TSD project area is approximately 4.5 x 4.5 miles, or 20 square miles. The community areas include Roseland, West Pullman, Riverdale, Washington Heights, Morgan Park, Beverly, Pullman, Hegewisch, and South Deering in addition to the Village of Calumet Park. A key focus of the TSD Study is planning for economic development within the immediate ½-mile radius adjacent to the stations and the broader surrounding community areas.

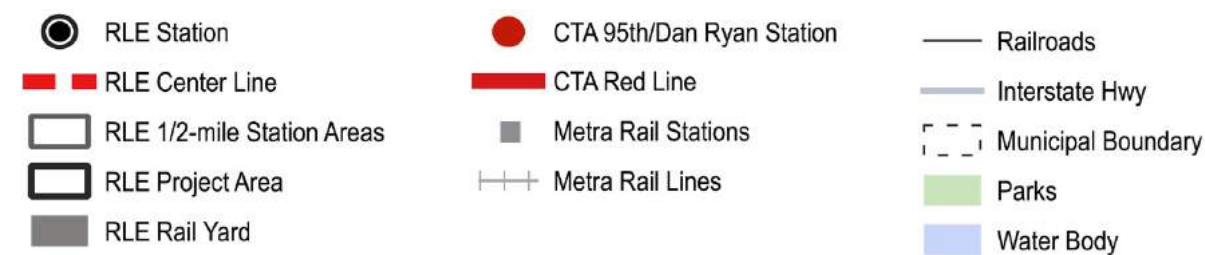
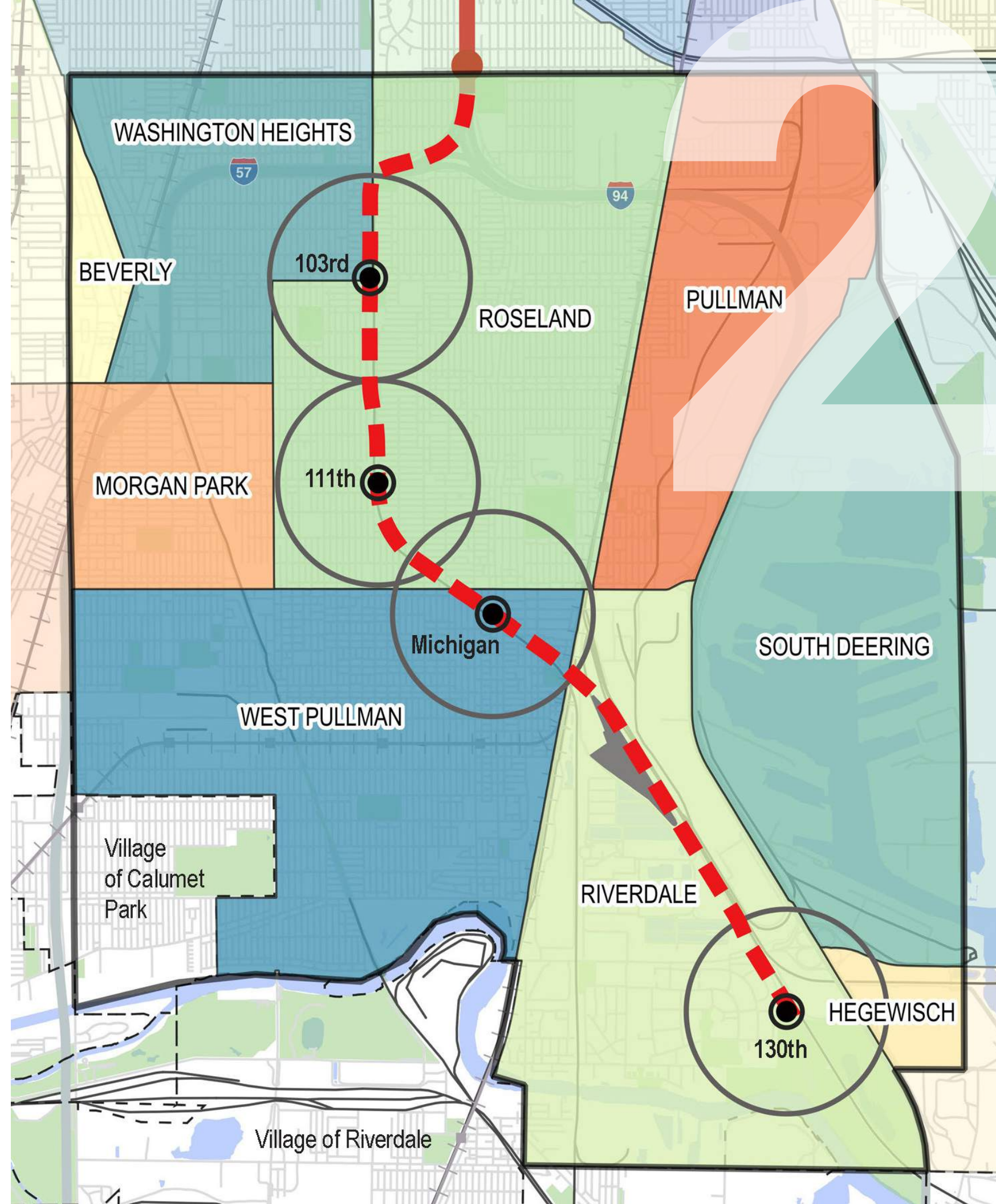


Figure 2-1: RLE Project Area & Community Areas



PROJECT AREA ASSETS

The RLE Project area is home to or adjacent to a myriad of assets on the Far South Side of the city.

The project area includes the I-57 and I-94 expressways, regional arterials such as Halsted Street, Michigan Avenue, 103rd Street and 111th Street, truck routes, collectors, and local streets.

The existing public transportation network within the project area is comprised of CTA bus routes, Pace bus routes, and Metra commuter rail service.

Far South institutional anchors include Chicago State University to the north and the Roseland Community Hospital and Medical District at the heart of the project area, as well as Gwendolyn Brooks College Prep and Carver Military Academy.

Commercial assets in and around the project area include the Halsted Street and historic Michigan Avenue commercial corridors, the Illinois Port District adjacent to the 130th Street station area, and the Pullman Park and Pullman Crossing commercial developments at the eastern edge of the project area.

While the Pullman National Monument within the Pullman Historic park is one notable cultural asset, there are smaller structures and sites of historic and social significance scattered throughout the project area.

There are open space assets such as Palmer Park, Gately Park, Wendell Smith Park, Block Park, Fernwood Park, and the Forest Preserves of Cook County Beaubien Woods.

Figure 2-2 illustrates, among others, the aforementioned assets in the context of the Far South Side, the RLE Project area, and the four 1/2-mile station areas.

"Greater Roseland was considered a jewel at one time...It can be that again."

- Resident

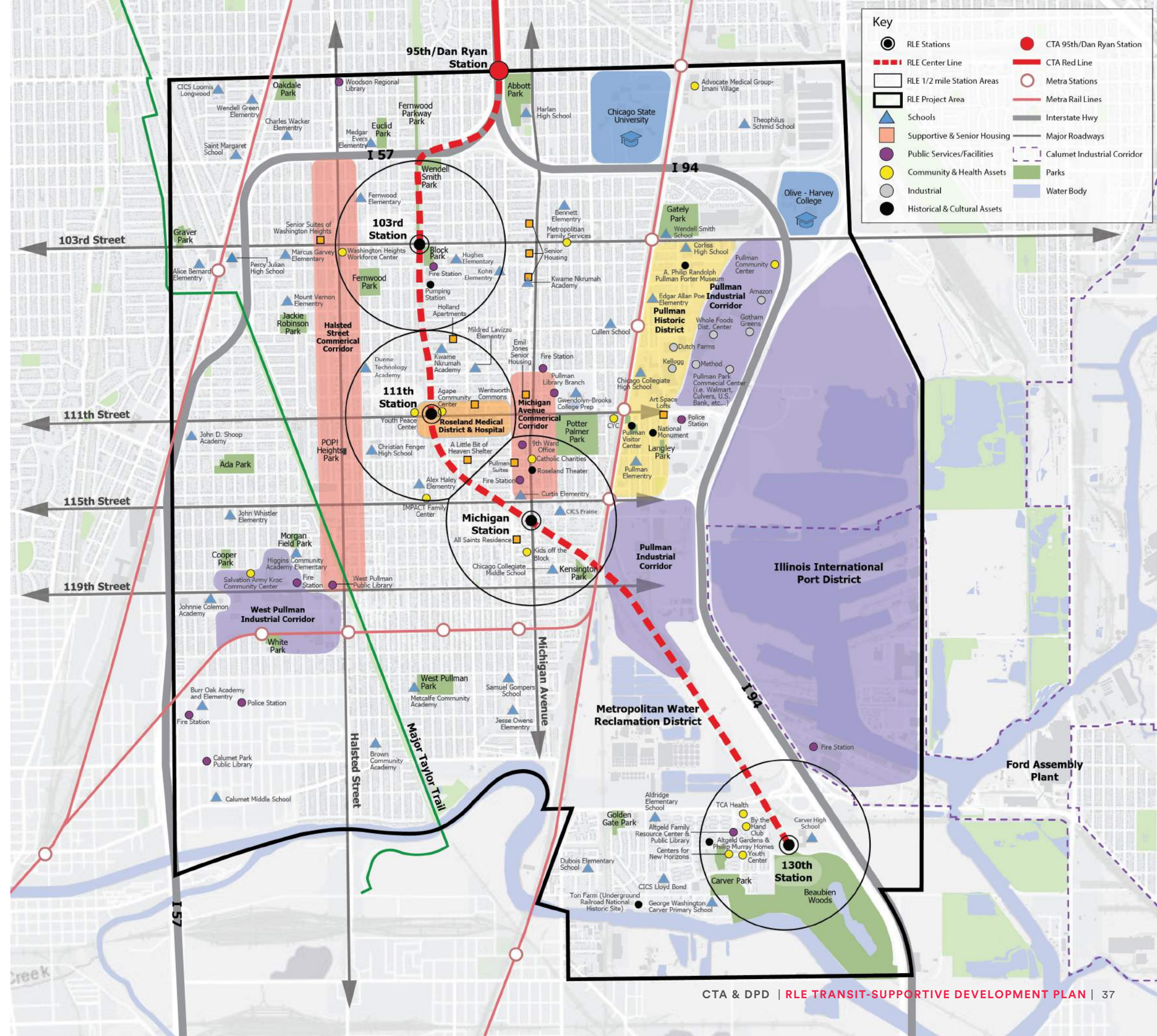


Figure 2-2: RLE Project Area Assets

RECENT, CURRENT & RELEVANT PLANS, STUDIES & REPORTS

There are several key planning initiatives happening within the region and the city of Chicago that impact the RLE project area:

ON TO 2050

ON TO 2050 is the Chicago Metropolitan Agency for Planning (CMAP) current long-range regional plan. This plan will help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. The plan is data-driven and includes the region's official socioeconomic forecast for population, employment, and other factors. Forecasting helps CMAP evaluate regionally significant projects, complete air-quality conformity modeling, understand future needs of communities in the region, and provide needed technical assistance.



WE WILL CHICAGO

In August 2020, the city of Chicago began a three-year, citywide planning initiative called “We Will Chicago” that will encourage neighborhood growth and vibrancy while addressing social and economic inequities that impair Chicago’s legacy as a global city. “We Will Chicago” is the first citywide plan of its type since the “1966 Comprehensive Plan.” The initiative’s goals for future growth across Chicago are based on three core principles: equity, diversity, and resiliency for all residents in every neighborhood.



INVEST SOUTH/ WEST

The City of Chicago INVEST South/West program is establishing local redevelopment plans to attract equitable investments on 12 key commercial corridors in low-income and underserved neighborhoods within Chicago’s South and West Sides. INVEST South/West is an unprecedented community improvement initiative that will leverage \$750 million dollars of public funding over three years to attract new investment. This initiative has assembled resources from multiple City departments, community organizations, the private sector and philanthropic partners to address the needs of ten communities on Chicago’s South and West Sides, which include the Greater Roseland and Pullman Communities.



FAR SOUTH QUALITY-OF-LIFE PLAN

The Far South Chicago Coalition (FSCC), with designated convening agency Phalanx Family Services, brings together a diverse group of community organizations and residents to identify implementable strategies addressing issues ranging from better education, housing, broader job choices, safer streets, new economic opportunities, and stronger personal finances.



SOUTH HALSTED BUS CORRIDOR ENHANCEMENT PROJECT

The study is a joint project between the CTA and Pace to improve transit along approximately eleven miles of South Halsted Street, from the Pace Harvey Transportation Center to 79th Street, including the segments of 79th Street and 95th Street that provide connections to the 79th and 95th/Dan Ryan CTA Red Line stations, respectively.



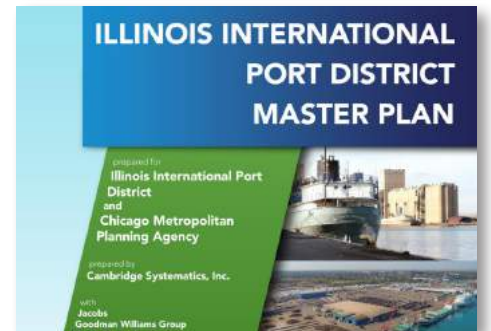
ROSELAND MEDICAL DISTRICT MASTER PLAN

The master plan is a result of extensive community collaboration, and provides the physical framework, design guidelines and delivery strategy for the planning, design, construction and operation of a mixed-use campus comprised of patient care services, community facilities, supportive housing and other longstanding needs.



ILLINOIS INTERNATIONAL PORT DISTRICT MASTER PLAN

The Illinois International Port District (IIPD), in partnership with the Chicago Metropolitan Agency for Planning (CMAP), conducted a plan to provide the IIPD with a clear vision of how the port should develop through 2050 with input from the communities and stakeholders.



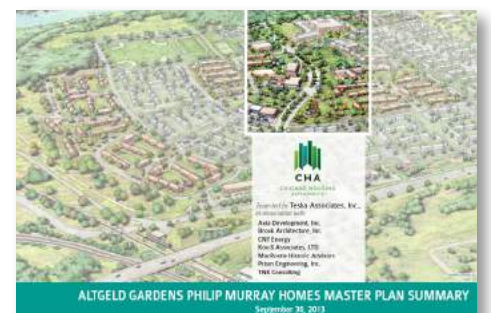
RIVERDALE COMMUNITY AREA MULTIMODAL TRANSPORTATION PLAN

A plan for the Altgeld Gardens, Eden Green, Golden Gate, and Riverdale neighborhoods including recommendations for improving pedestrian access to existing transit services, recreation, and jobs.



ALTGELD GARDENS PHILLIP MURRAY HOMES MASTER PLAN

Master plan that provides opportunities for diverse housing options, access to jobs and training, efficient transportation infrastructure, expanded learning and recreational spaces for youth and families, historic preservation, sustainable design and opening up Altgeld Gardens to the broader Chicago community through a new green boulevard.



MARKET ANALYSIS

DEMOGRAPHICS

Per 2018 American Community Survey data, the total population of the RLE project area was roughly 152,223 residents. For the market analysis, the “market area” is a region shown with dotted lines in Figure 2-10 that covers a broader region than the project area to analyze the larger impact of the Red Line Extension project. The largest racial group in the market area is Non Hispanic Black/African American which makes up 85 percent of the total population (see Figure 2-3). Demographic data shows significant losses in population and households in the market area between 2000 and 2018, with an estimated loss of nearly 41,000 people – half of those in the RLE project area – and 6,000 households (see Figure 2-6). This continues a trend that began in the 1970s.

Population projections from CMAP’s regional comprehensive plan, ON TO 2050, indicate a recovery in the market area by 2040, factoring the addition of the RLE, and other planning and policy interventions into the projections.

Employment data shows growth in total jobs in the market area since 2007, particularly in manufacturing, healthcare and social services sectors. There is a very large local labor force in the market area, amounting to more than 54,000 workers in 2017, though only 11 percent work within the boundaries of the market area. The majority of employed residents in the market area commute to jobs elsewhere in Chicago and Cook County.

152,223
Market Area Population

40
Median Age

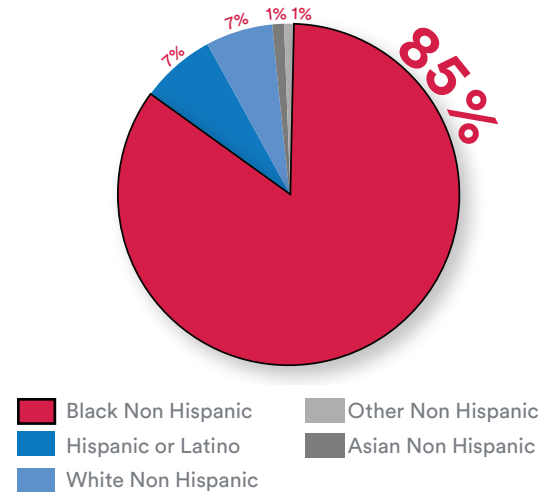


Figure 2-3: Race and Ethnicity

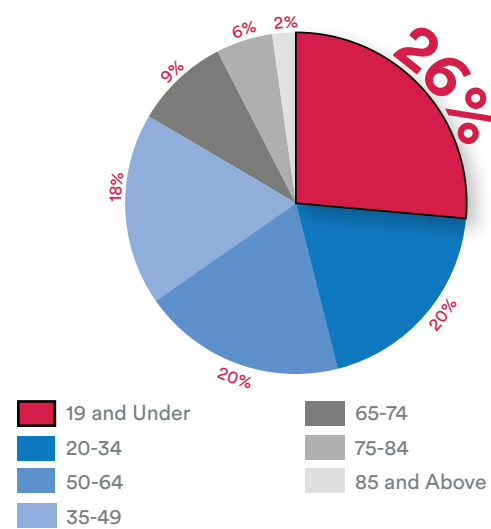


Figure 2-4: Age Cohorts

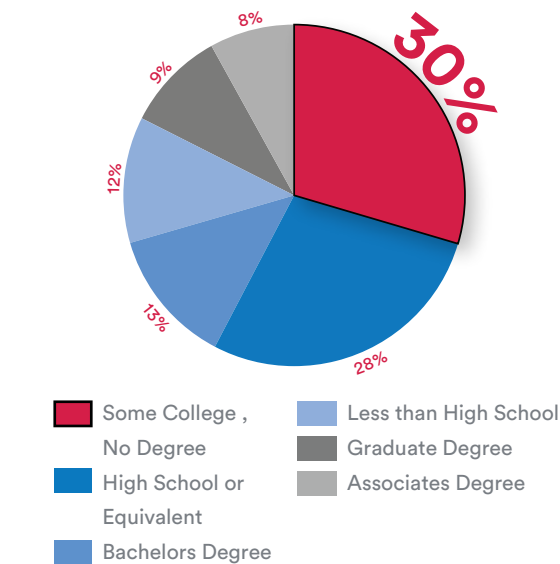


Figure 2-5: Educational Attainment

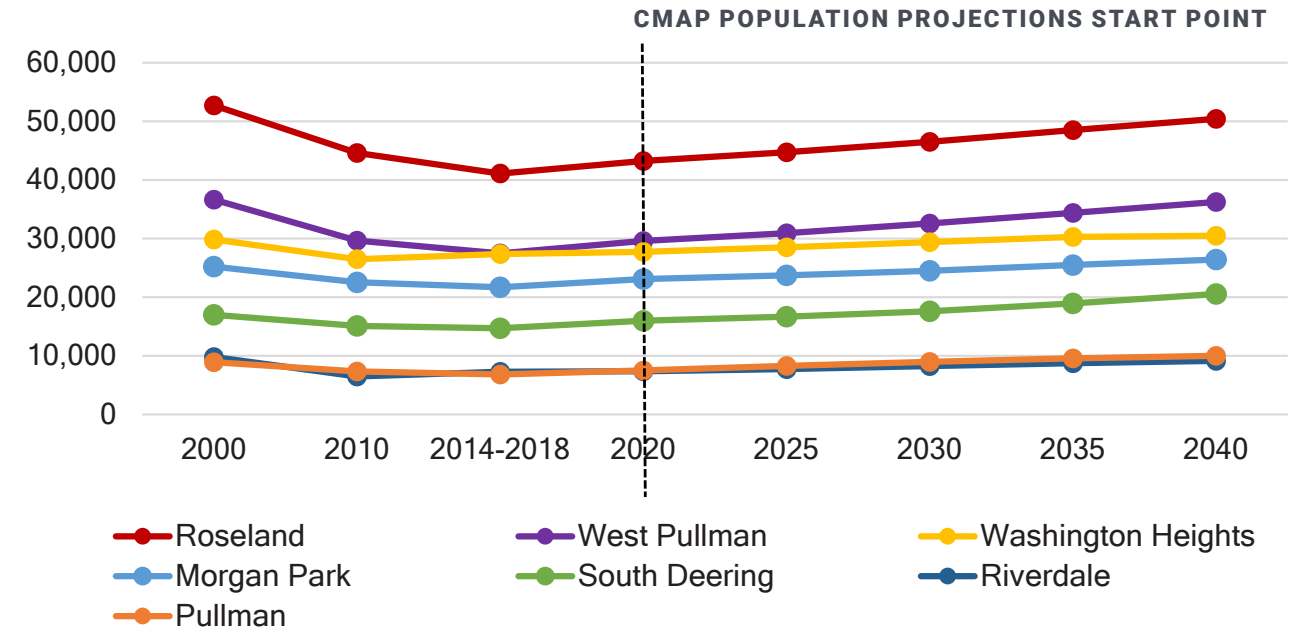


Figure 2-6: CMAP 20-year population projections by community area

Sources: US Census 2000, 2010, American Community Survey Estimate 2014-2018; CMAP Population Projections 2020-2040

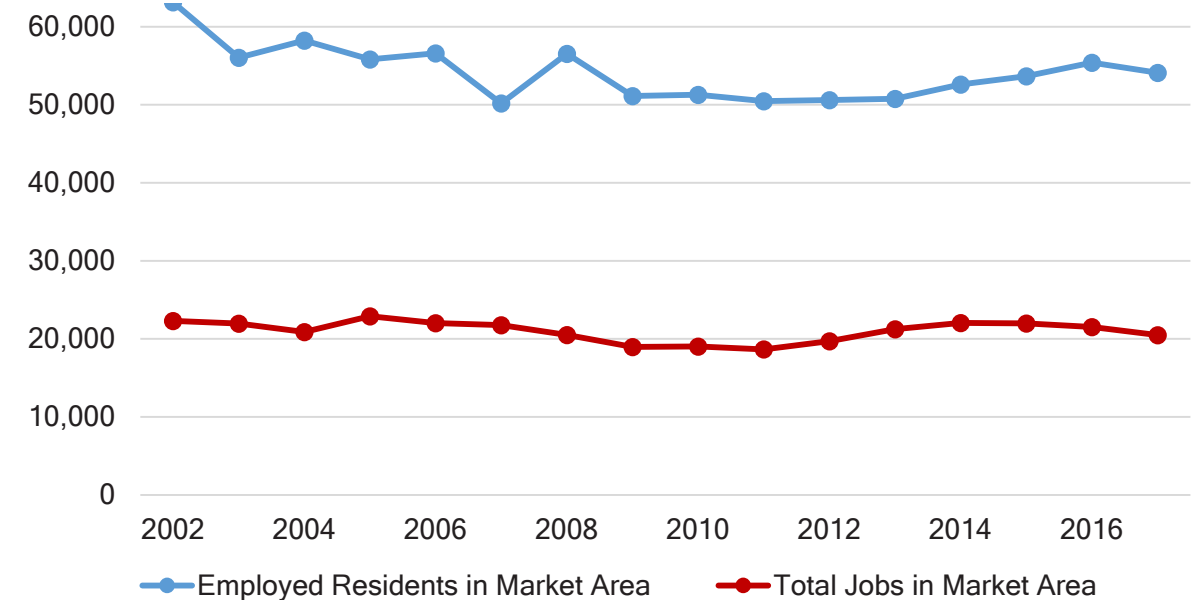


Figure 2-7: Total Jobs in Market Area

Source: US Census Bureau Center for Economic Studies, OnTheMap data 2002 - 2017

HOUSING MARKET

A crucial goal of the RLE Project is to improve transit options for area residents to access employment centers throughout the City as well as to connect to anchor institutions in nearby communities. Shorter commute times, coupled with increases in affordable housing options, will enhance the desirability of living within the project area. New investments would address vacancies in residential lots and buildings that are a result of disinvestment in the project area.

Constructing and rehabbing more housing in the residential neighborhoods in the project area would not only improve safety concerns by enhancing the physical environment but would spark new investment and development in the future. Additional residential development will be particularly helpful in supporting future retail development, which relies on increased households and foot traffic.

Equally important is ensuring affordability, especially with home ownership. Homeownership Programs and down payment assistance programs will not only encourage residential growth but will strengthen the vitality of communities by helping create generational wealth.

Utilizing local lot acquisition programs including the Cook County Land Bank and the City Owned Land Sale programs will be paramount in reviving the residential market in the market area. Between the two programs, there are nearly 1,000 vacant parcels acquired, or targeted for acquisition within the four 1/2 mile station areas.

Based on CMAP's current ON TO 2050 household forecasts, demand for more than 15,000 new residential units in the larger market area is projected over the next twenty years. The demand segments needed to support this projected growth include young professionals seeking affordable units with modern amenities close to transit, families wanting to send their children to one of the several prominent neighborhood schools, and seniors wanting to age in the community.



COOK COUNTY LAND BANK AUTHORITY (CCLBA)

CCLBA promotes the redevelopment and reuse of vacant properties to support efforts to stabilize neighborhoods throughout Cook County. CCLBA does this by acquiring and holding properties tax free. CCLBA then extinguishes delinquent taxes and liens as permitted by law, and, in some cases, demolishes/deconstructs buildings in order to prepare the property for transfer back to potential homeowners or developers. CCLBA policy is to not acquire any occupied properties.

CCLBA's mission is promote development that is consistent with priorities established by local partners and community stakeholders.

There are several different ways to support future residential demand in the market area such as:

- Encouraging occupancy of existing habitable vacant homes.
- Renovating and rehabbing the aging vacant housing stock to make them habitable for new residents, or demolishing if in extreme disrepair.
- Infilling vacant lots with new construction of detached and attached single-family homes and townhouses.
- Constructing denser mixed-use buildings with rental units closer to the new stations will increase housing variety. Figure 2-9 shows the majority (66%) of housing in the market area are detached single family homes.

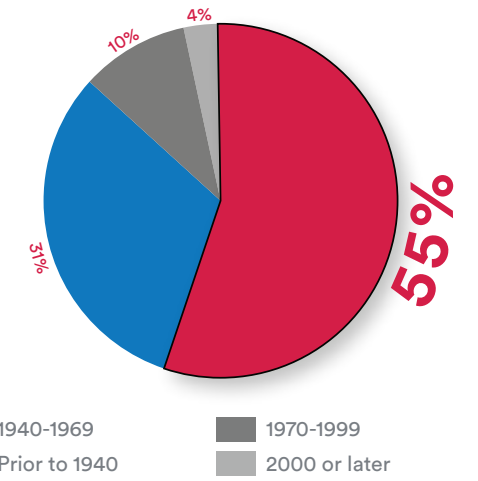


Figure 2-8: Housing Stock Age (Year Built)

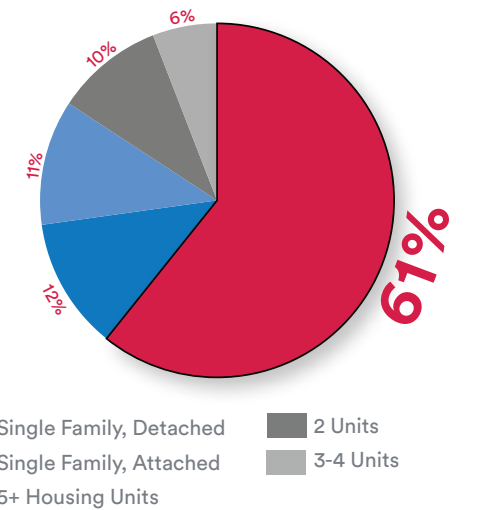


Figure 2-9: Housing Type



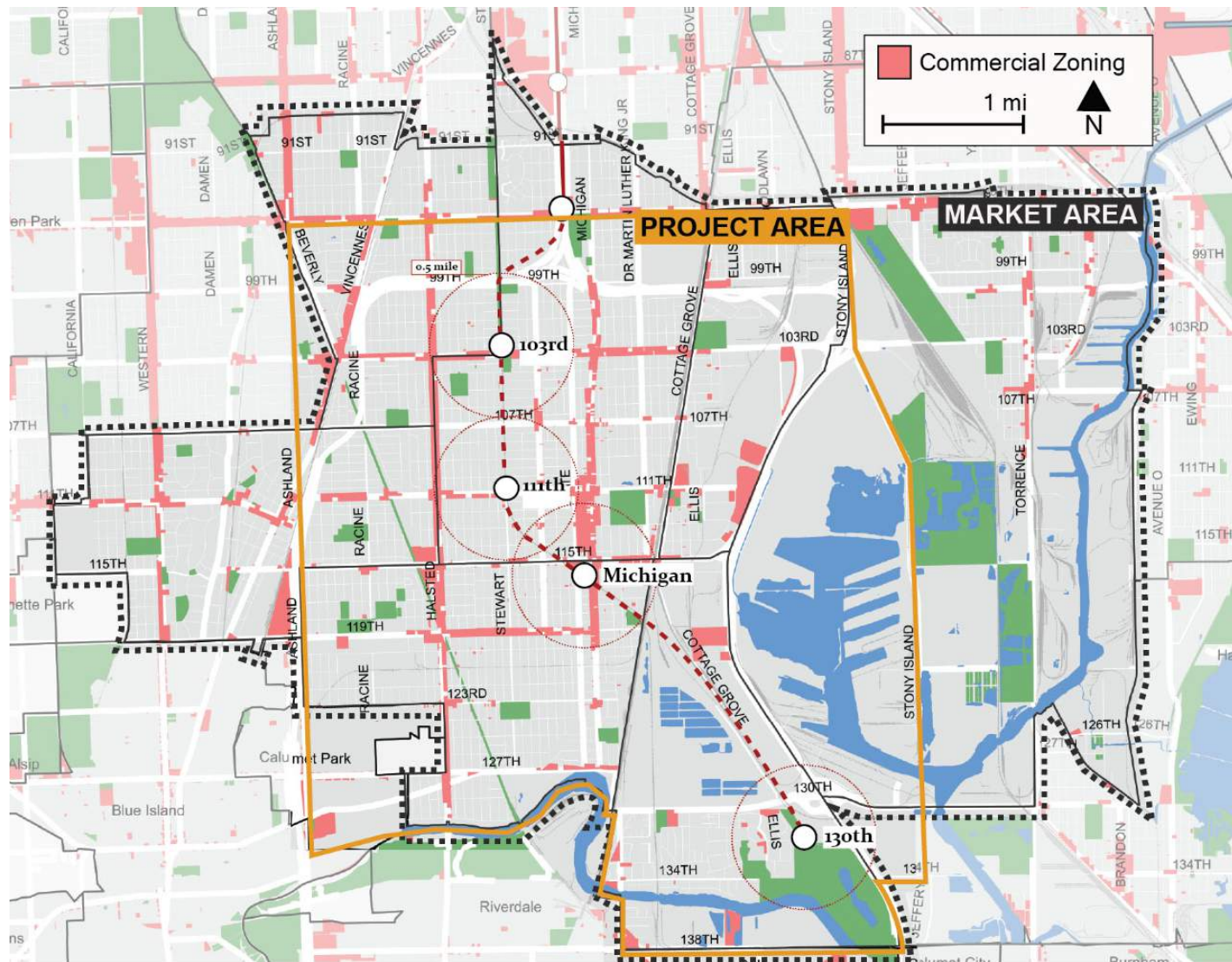
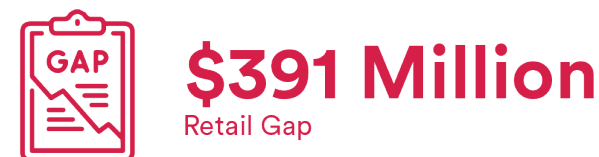


Figure 2-10: Commercial zones in the RLE Market Area

Sources: City of Chicago Zoning Data 2018; Goodman Williams Group

COMMERCIAL & RETAIL MARKET

Nationwide, retail has been in flux in recent years as retailers respond to the growth of online shopping. The global pandemic also accelerated retail closures. However, the \$391 million dollar retail gap highlighted below shows that there is room for growth. The retail gap is the difference between supply and demand so many residents are traveling outside of the area to meet their retail needs.



New households and employees will help support the existing shopping centers and big-box retailers located in and near the market area. In addition, there will also be some demand for new locally-owned retail and small businesses in the project area. This may include small grocery or co-op food stores as well as specialty stores.

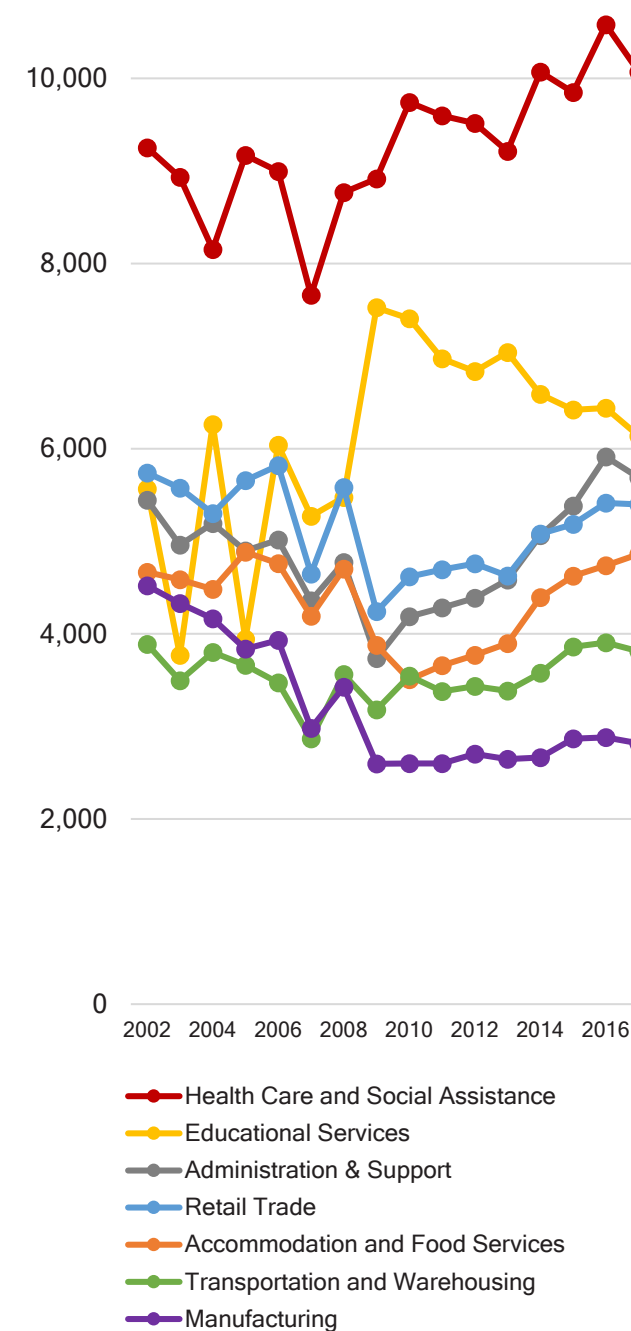


Figure 2-11: Top Employment Sectors of Employed Market Area Residents

Sources: US Census Bureau Center for Economic Studies, OnTheMap data 2002-2017

Higher traffic counts, larger lot sizes, and clustering of national retailers will continue to make the Halsted Street commercial corridor, Pullman Park retail, and other shopping centers in the project area more desirable for large-scale retail attraction and development.

Corridors like Michigan Avenue should target small-scale retailers and service businesses to accommodate nearby residents, as well as some destination or experience-based retailers to attract visitors. Renovating historic storefronts and adding safety measures, including lighting and security, can make the shopping district more stable, accessible, and attractive to potential retailers and shoppers.

Healthcare related uses are a growing commercial sector that will likely continue to occupy former retail spaces along the corridors. In Figure 2-11 healthcare and social assistance is the top employment sector in the region. Described by some retail brokerage firms as “medtail,” uses such as physical therapy, primary care (including pediatrics and geriatrics), dialysis centers, urgent care, and dental facilities have the potential to expand in the station areas, particularly near the Roseland Medical District.

Lastly, Figure 2-12 shows that a majority of the working population (51,848) that live in the market area travel outside of it to go to work. The City’s focus on revitalizing commercial corridors in the market area through the INVEST South/West program indicates the importance of investing in struggling commercial corridors on the City’s South and West sides, with a particular focus on the Michigan Avenue commercial corridor in the RLE market area. These type of initiatives will create more job opportunities for residents.

WORKS IN MARKET AREA,
LIVES ELSEWHERE



LIVE AND WORK
IN MARKET AREA



LIVES IN MARKET AREA
WORKS ELSEWHERE



Figure 2-12: In-flow / Out-flow Pattern, 2017
Sources: US Census Bureau Center for Economic Studies, OnTheMap data 2017

INDUSTRIAL MARKET

The industrial sector continues to grow throughout the Chicago metropolitan region. Growth in the City is concentrated on the South Side along the I-55 corridor and I-94 in the RLE market area. This growth is being fueled by demand for large-scale transportation, distribution, and logistics space, with additional demand from specialized manufacturing uses and data centers.

Demand for logistics and distribution on the Far South Side remains, as recent developments have proven the area to be a viable market for business and investment.

Industrial growth will likely continue for the foreseeable future in the Far South Side.

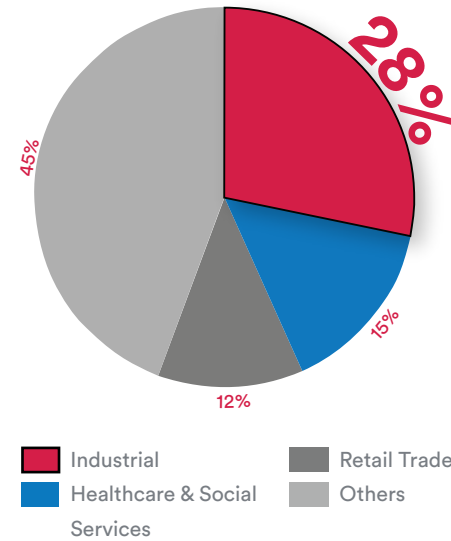


Figure 2-13: Jobs in RLE Market Area

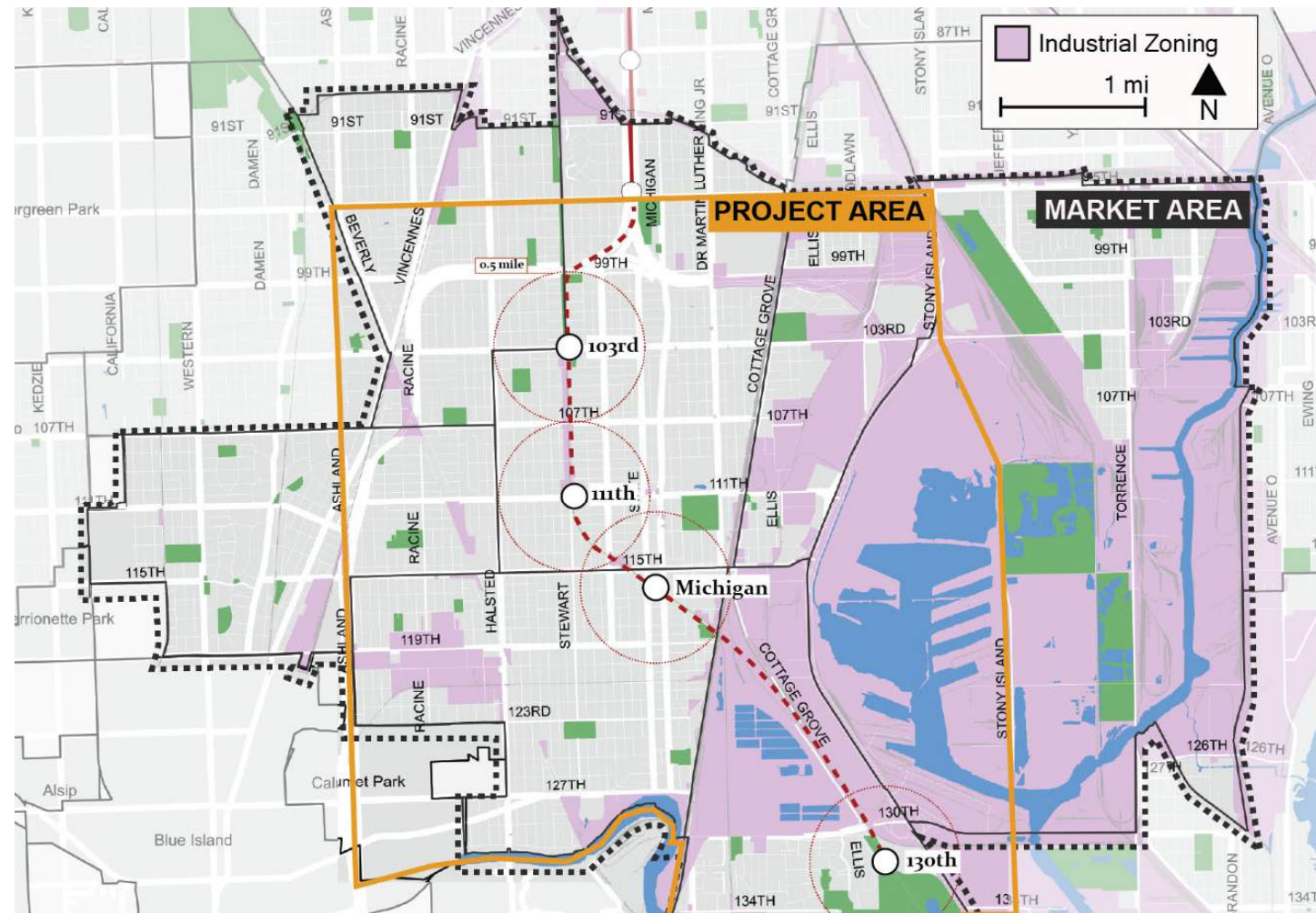


Figure 2-14: Industrial Zones in the RLE Market Area

Sources: City of Chicago Zoning Data 2018; Goodman Williams Group

TRANSPORTATION ACCESS

Proximity to I-94 provides trucks with convenient access to the interstate highway system, avoiding toll roads. Access to freight rail lines is also critical to many of the companies located in the market area. While fewer companies are using the Calumet River for goods movement, it is still an important asset for those needing access to the Great Lakes, and the Mississippi River

AVAILABILITY OF LARGE UNDEVELOPED SITES

The geographical location, historical land use patterns and existing industries, such as the Illinois International Port District, have contributed to the industrial character of the area. There are large sites available for future, state-of-the-art logistics, manufacturing, distribution, data and other sustainably built facilities.

LARGE LOCAL LABOR FORCE

Given low unemployment rates (2019 pre-pandemic) in the region and nationally, the available labor force on Chicago's South Side is a positive factor in developers' decisions on where to build and industrial user's choices of where to locate new facilities.

There is potential for significant new industrial employment on the Far South Side with the Red Line Extension and in the industrial corridors. The new stations provide the opportunity for closer bus connections to deliver employees to these industrial sites. An abundance of proximate well-paying industrial jobs will help spur residential development in the RLE project area, which in turn, would support more commercial uses and increased ridership. This was certainly the case in the 20th century when the strength of the manufacturing sector and employment growth drove demand for housing and retail in the nearby neighborhoods.

While the prospect of additional jobs is a positive for nearby neighborhoods, concerns of negative environmental impacts must be addressed, including truck traffic, as well as emissions and waste. Community input, environmental impact testing, and mitigations need to be part of future permitting and planning processes. During the outreach process, the community expressed the importance of attracting industries related to sustainability and green uses as well as prioritizing employment for residents.



Figure 2-15: Trucking and logistics operations
Source: Getty Images



Figure 2-16: CTA Route 111 in the 111th Street station area



Figure 2-17: Worker at the Ford Motor Co. Assembly Plant
Source: Ford Motor Co.

LAND USE & ZONING

The overall RLE project area has a variety of land uses including residential (primarily single-family), commercial (urban mixed-use), industrial, transportation, utility, and vacant land. Commercial land uses are clustered along the major thoroughfares in the area, including Michigan Avenue and Halsted Street. Institutional uses like schools, and churches are evenly distributed throughout the station areas, though the Roseland Community Medical District (RCMD), a major institutional use, is concentrated in the 111th Street station area. Vacant properties are prevalent and interspersed throughout the project area.

The 103rd Street and 111th Street station areas are primarily comprised of residential land uses, with the predominant housing type being single-family homes. By comparison, the Michigan Avenue station area contains significantly more multifamily homes and the 130th street station area is exclusively multifamily with single-family homes in surrounding areas.

The 103rd Street and 111th Street station areas contain relatively small amounts of urban mixed-use. The Michigan Avenue station area contains more urban mixed-use development, which is consistent with its location along the historic Michigan Avenue commercial corridor. Because Altgeld Gardens makes up a significant portion of the 130th Street station area, it has very little urban

mixed-use, but has many services, educational, and recreation land uses.

A majority of the industrial land that is home to many major employment centers is further east of all the RLE station areas and located east of I-94 Bishop Ford Freeway in Pullman, Illinois International Port District, and Lake Calumet District.

The project area includes a variety of zoning districts, designated by the Chicago Zoning Ordinance, that guide present and future development. Specific zoning districts fall within broader zoning types such as residential, business, commercial, manufacturing, parks and open space, planned development, and planned manufacturing.

Due, in part, to the lack of dedicated high-capacity rapid rail transit to the Far South Side, zoning in the RLE project area reflects the low-density, auto-oriented type of development that occurs when residents and businesses are physically isolated with limited opportunities to walk to daily destinations. As a result, the current zoning within the station areas is often inconsistent with current development trends and the future vision for Far South Side communities. The TSD Plan identifies potential modifications to existing zoning that would be beneficial to support the desired transit-supportive development.

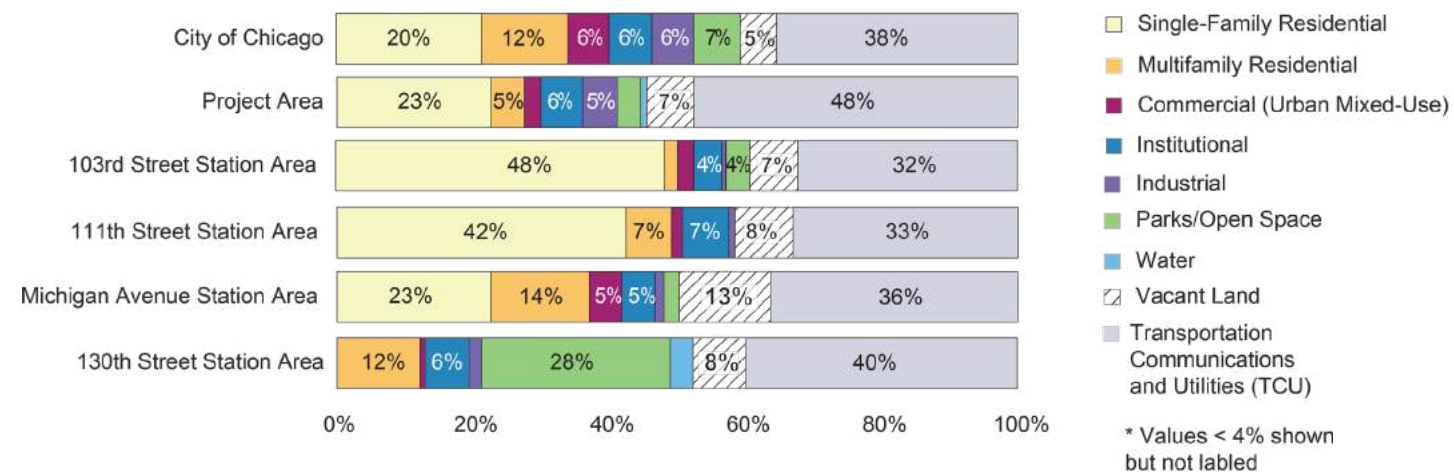
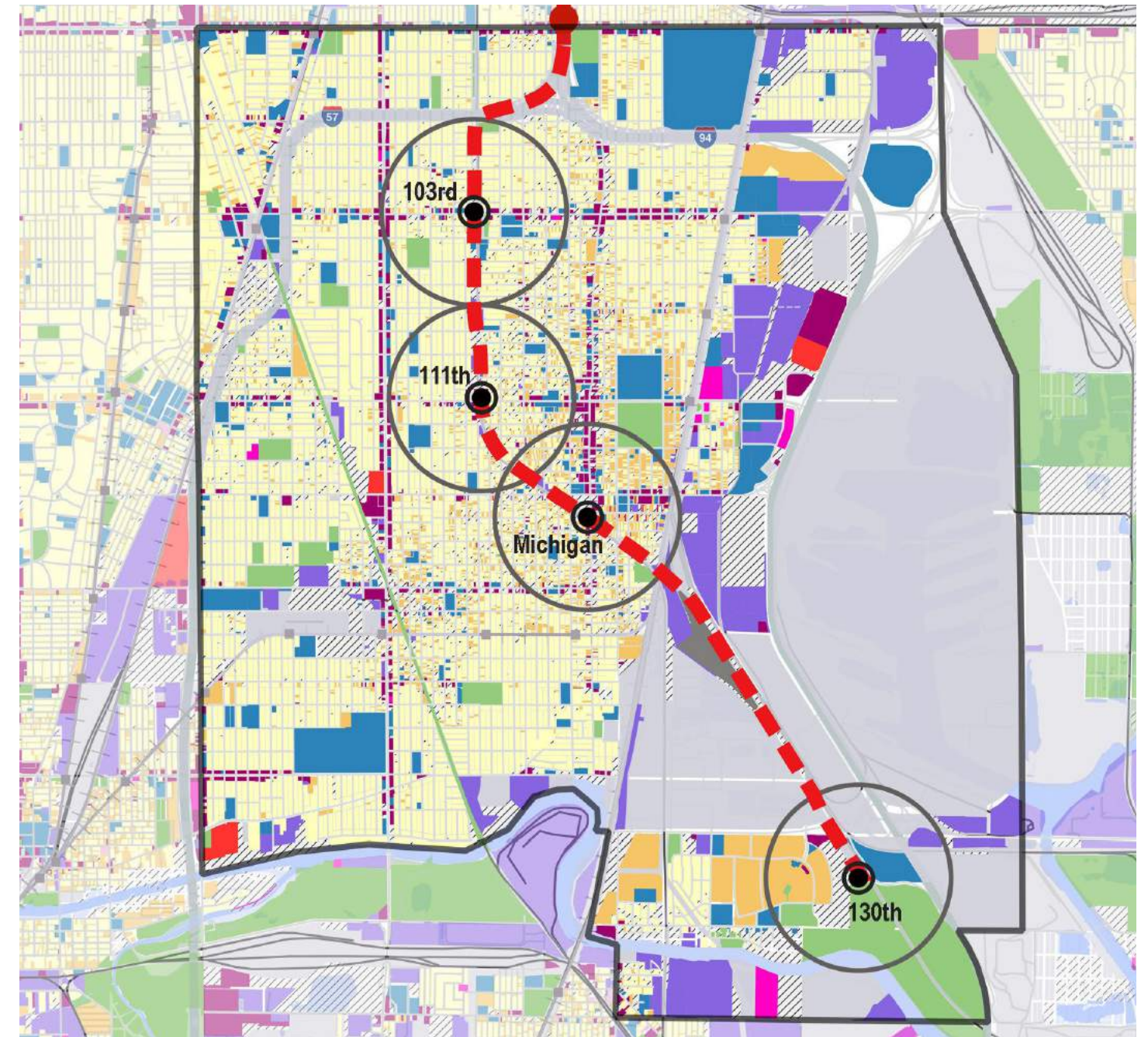


Figure 2-18: Distribution of Land Use



Source: Chicago Metropolitan Agency for Planning, 2015 Land Use Geospatial Dataset, unpublished data, October 2020; updated by Solomon Cordwell Buenz, November 2020.

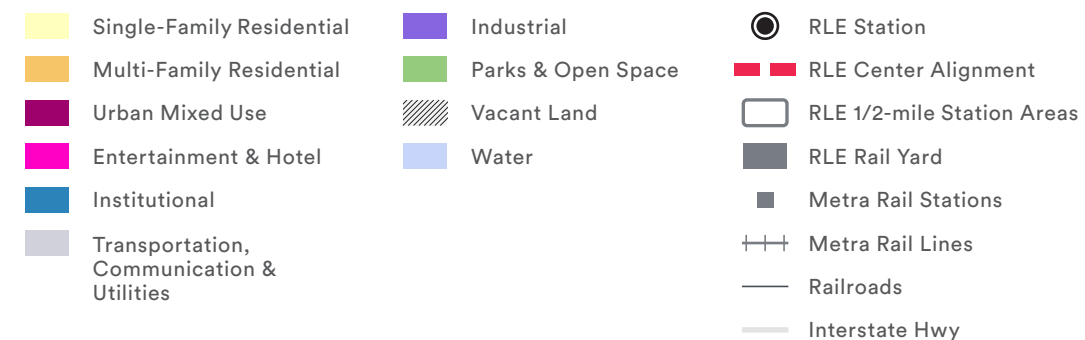
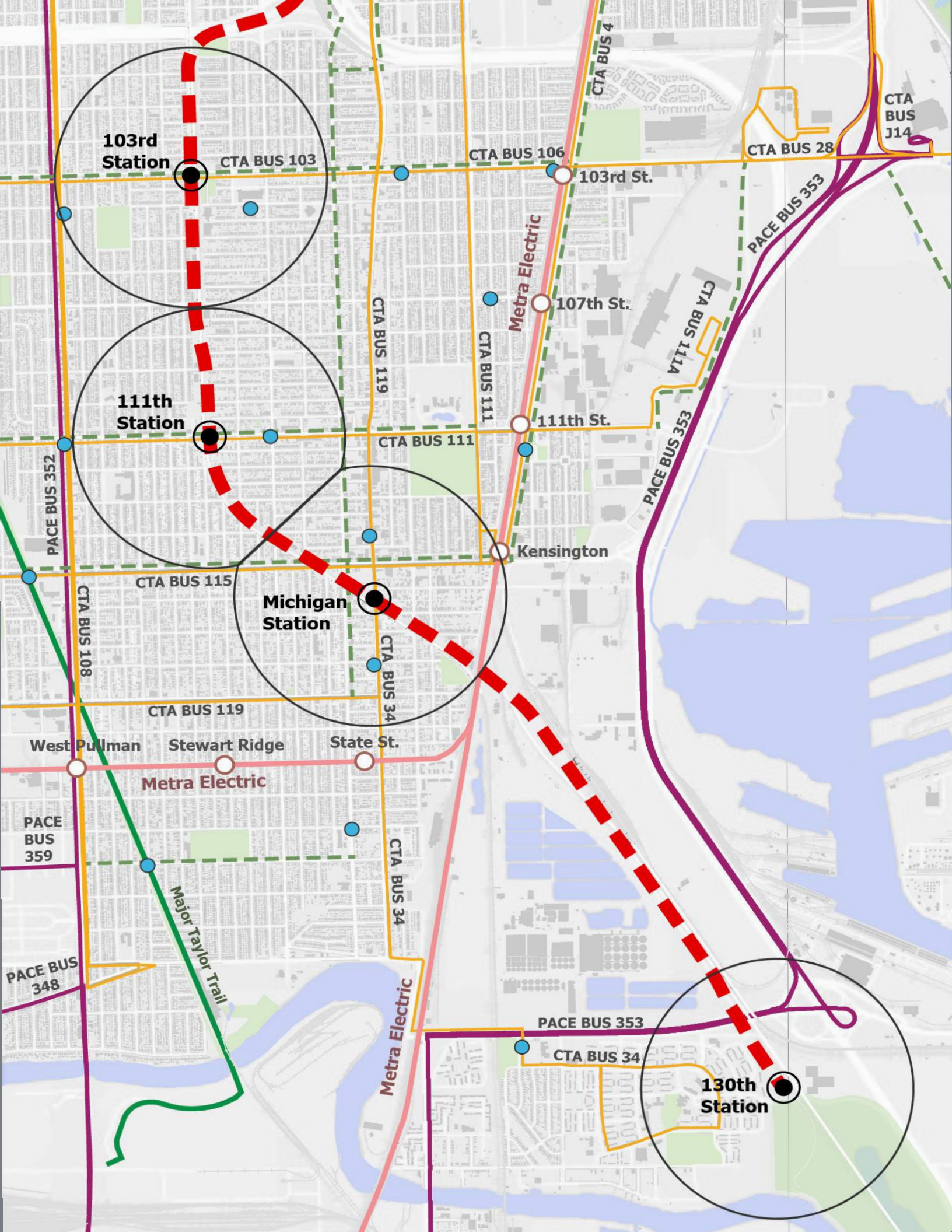


Figure 2-19: RLE Project Area Existing Land Use Map



REGIONAL KEY



- RLE Station
- RLE Centerline
- RLE 1/2 Mile Radius
- Railroads
- Waterbody
- Parks
- Commuter Rail
- CTA Bus
- Pace Bus
- Bike Path
- Divvy Station
- Metra Station



KEY PLAN

Figure 2-20: RLE Project Area Existing Multimodal Transit Network - Proposed RLE Rail Stations

Sources: City of Chicago Data Portal (<https://data.cityofchicago.org/>) accessed 2020; Metra, CTA Bus, and Pace Data - CTA 202; Sidewalk - CMAP, 2018, accessed 2020; Divvy - City of Chicago, 2020; Bike Data - CTA, 2021

“Transportation should be affordable, accessible, equitable and seamless. Rapid transit provides an opportunity for people to get to work and return home in a timely fashion, allowing families to have more time together.” - Resident

MOBILITY

A key goal of the RLE Project is to improve mobility in the project area by expanding multimodal access and strengthening connections between modes, while also improving travel times for project area residents. Currently, transit travel in the project area can involve long travel times and complex transfers to connect to the 95th/Dan Ryan terminal. As presented in the Red Line Extension Purpose and Need Report, the RLE would reduce travel times by up to 30 minutes from 130th Street, improve trip reliability, and enhance linkages within the CTA and regional transit system.

Transit service in the project area is provided via bus by CTA and Pace and via train by CTA Red Line rapid transit service terminating at the 95th/Dan Ryan station. Regional rail service includes the Metra Electric (ME) Mainline and Blue Island Branch. The Northern Indiana Commuter Transportation District (NICTD) operates the South Shore Line, which shares tracks with the ME Mainline north of 115th Street.

Expressways in the project area include the I-90 Dan Ryan Expressway north of 95th Street and the I-94 Bishop Ford Freeway south of 95th Street to the east, as well as the I-57 Expressway to the west. There are a number of east-west arterials connecting to the expressways including 95th Street, 103rd Street, 107th Street, 111th Street, 115th Street, 127th Street, and 130th Street. North-south arterial access is more limited, including at Halsted Street and State Street.

The project area bicycle network is comprised of on- and off-street facilities, including along 103rd Street, 111th Street, 115th Street, State Street, Cottage Grove Avenue, and Woodlawn Avenue. Nearby trails include the Major Taylor Trail and the Cal-Sag Trail. Much work has been completed in recent years along with other planned and proposed projects to expand and enhance the bicycle environment.

SECTION 3

STATION AREA DEVELOPMENT CONCEPTS

Transit-supportive development (TSD) is concentrated within the ½-mile radius surrounding a transit station and includes a mix of commercial, residential, office, entertainment, and recreation land uses.

Higher density, walkable, mixed-use development near transit is needed to attract people and businesses that help create and sustain vibrant, connected communities. Convenient access to transit fosters development, while denser development encourages pedestrian activity and increased transit use.

The concepts presented on the following pages include medium-density residential development that is carefully integrated into the existing context. Non-residential uses are intended to add vitality to the overall station areas. These concepts are scaled in a way that both considers community feedback and makes them financially feasible for local developers. The TSD development strategy identifies catalyst sites that are key parcels at each new station location that can attract impactful community development.

While the concepts present a framework for what development could look like surrounding the RLE stations, continued leadership and support from the community, DPD, and community development partner organizations will be necessary to ensure the goals and key recommendations are realized.

"The RLE Project will bring new people to the community and increase home ownership, while creating demand for more schools and more stores." - Resident

Figure 3-1: 11th Street Station Area Massing Concept for illustrative purposes only



UNDERUTILIZED SITES

Includes all sites in the RLE project area that are not currently developed to their highest and best use. In addition to underdeveloped parcels and vacant buildings, this includes large parking lots, low-scale, non-residential buildings and auto-oriented uses along commercial corridors that should otherwise emphasize pedestrian-oriented and transit-oriented development.



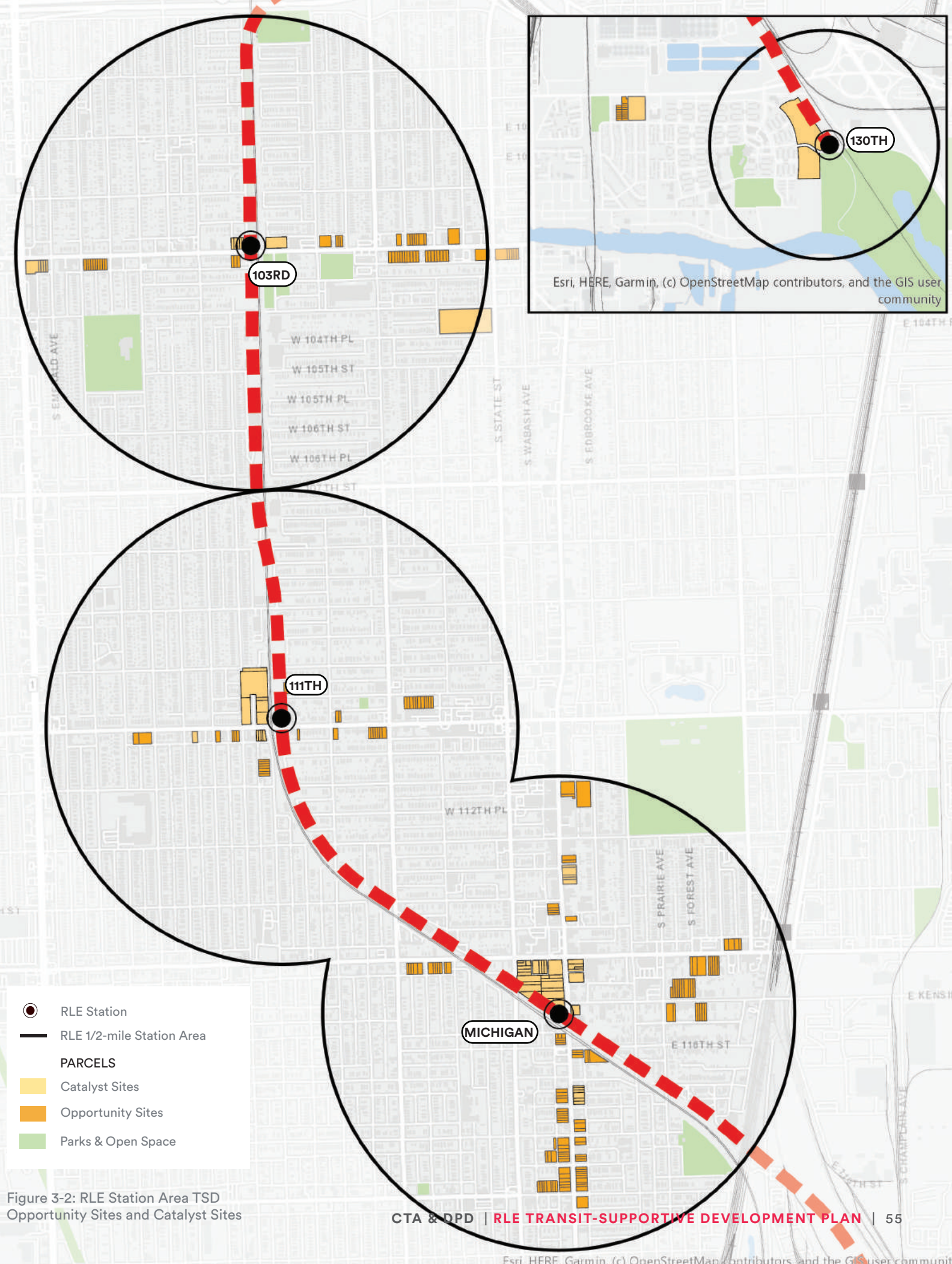
OPPORTUNITY SITES

are a subset of **Underutilized Sites**. These sites were selected based on physical characteristics, adjacency to transit, proximity to existing anchors (assets/amenities), relationship to existing land uses, ownership, existing economic incentives, and market indicators. Opportunity sites are considered to present a good opportunity for TSD.



CATALYST SITES

are a subset of **Opportunity Sites**. These sites present the best opportunity for TSD that can be catalytic due to their near-term development potential, transit proximity, and positive, high-impact community value. Early implementation of development proposals can be supported by access to funding resources, political and community support, and alignment with the community vision. With the right combination of incentives, the redevelopment of these Catalyst Sites could precede or coincide with the opening of the RLE and be a spark for additional development in the 1/2 mile station areas moving forward.



DEVELOPMENT STRATEGY FRAMEWORK

The overall development strategy can be broken down into four parts that may not necessarily occur in chronological order. The 103rd Street Station Area is used as an example to demonstrate this

1 INVEST IN COMMUNITY THROUGH REHAB, REPAIR, & REUSE OF EXISTING HOMES & BUILDINGS



The buildings highlighted in yellow in the example diagram above were identified by the Cook County Land Bank Authority (CCLBA) and a building survey as vacant homes or buildings that could be in need of renovation. In addition to rehabbing vacant homes and connecting residents with home repair programs, non-residential buildings like vacant schools or commercial buildings can be reused and renovated into affordable housing, or other uses that align with the community's vision.

2 BUILD NEW CATALYST, MIXED-USE DEVELOPMENT ON LOTS NEAREST TO THE STATIONS TO SPUR INVESTMENT



The areas highlighted by the red circle in the example diagram are the Catalyst Sites. As mentioned previously, these sites are in close proximity to the stations and present the best opportunity for Transit Supportive Development (TSD) with a mix of housing and commercial/cultural uses. Since these sites have the potential to be built before or in conjunction with the Red Line Extension, these developments could act as the spark to attract additional investment and activity.

3 INFILL BY BUILDING NEW HOMES ON VACANT LOTS THROUGHOUT THE NEIGHBORHOOD IN THE HALF MILE STATION AREA



The buildings highlighted in orange in the diagram above show infill housing development on vacant lots throughout the station area identified using data from the City of Chicago, CCLBA, and a land survey. Infill housing should not change the neighborhood character and be responsive to the surrounding context in both the scale and site plan layout. Housing types can include town homes, two-flats, and small-to-medium scale multi-family buildings.

4 BUILD NEW MULTIFAMILY, COMMERCIAL, AND MIXED-USE DEVELOPMENT IN VACANT PARCELS ALONG MAJOR STREETS



The area highlighted in the light red overlay on the diagram above is the main street or corridor in the station area. As the stations open and development begins, vacant lots on major streets can be further built out. Unlike the infill housing development deeper into the residential neighborhoods, the buildings along these corridors could be similar to the catalyst sites with a mix of uses such as housing, retail, cultural, office, and more.

103rd



* CONCEPTUAL RENDERING FOR ILLUSTRATIVE PURPOSES ONLY



VISION: ACTIVE COMMUNITY HUB

The 103rd Street station area community hub will be comprised of complementary land uses surrounding the station to include, but not be limited to, retail, affordable housing, education, community services, and land uses that will serve both neighborhood residents and transit riders.

"There is a great opportunity on 103rd Street for more mixed-use buildings with retail on the bottom level and affordable dwellings above...where people can get off the bus or train and go right into their building." - Resident



Figure 3-3: 103rd Street Station Area Aerial and Assets

STATION AREA LAND USES

There are a mix of different land uses surrounding the proposed 103rd Street station location. The area is predominantly single-family, with multifamily and commercial development concentrated primarily along the major north-south arterials of Halsted Street and Michigan Avenue. Commercial development tends to be small-scale, community-serving retail that is a mix of chain stores and locally-owned businesses. Larger stores and grocery stores are concentrated on Halsted Street to the west, or further east on 103rd Street near Michigan Avenue.



Figure 3-4: One-story commercial development in the 103rd Street Station Area

The newer national chains and big box stores are located in the Pullman neighborhood. Institutional uses such as schools, churches, day care centers, and community centers are along 103rd Street, although there are many schools and churches scattered throughout the station area. There are many vacant commercial lots on 103rd Street that are potential sites for transit-supportive development.



STATION AREA HISTORY

The 103rd Street station area as part of the greater Roseland community area had its beginnings as a Dutch settlement in the mid-1800s. During the later 1800s as the area industrialized with steel mills and rail factories, such as the Illinois Central Railroad's Burnside Shops and the Pullman Palace Car Company, European immigrants arrived to settle and work. This fostered the initial proliferation of single-family housing across the Roseland area. This was further bolstered during a 1920s construction boom, with new multifamily dwellings beginning to populate the area as well. The growth of the community slowed during the Great Depression, but picked up again after World War II, as an influx of African American working class families began to fill portions of the community.

The construction of I-90/94 in the late 1950s essentially bisected the community, establishing a new community edge just north of the 103rd Street station area boundary. The decline of industry on Chicago's south side in the 1970s began a long-standing decline of jobs and population in the area. The 1970s also saw the construction of Chicago State University northeast of the station area as a new community anchor on the former site of the Illinois Central Railroad's Burnside Shops. In recent years, there has been a development of senior housing at the eastern and western edges of the station area.

BUILDING CHARACTER

The residential neighborhoods surrounding the proposed 103rd Street station have a "classic Chicago" look and feel. In the western half of station area, the existing housing stock includes largely cohesive blocks of well-maintained brick bungalows. The residential neighborhoods on the east side are comprised of an eclectic mix of brick and wood frame houses. Ninety percent of the houses in the station area were built before 1970, 40 percent before 1940. Key historic resources in the station area include the building housing Chicago Fire Department Engine Co. 93 and the Roseland Pumping Station on the south end of Block Park, as well as two private residences.



Figure 3-5: Illinois Central Railroad Burnside Shops in 1911.
Source: Lee Hastman Illinois Central Glass Plate Collection



Figure 3-6: Chicago State University Campus
Source: Illinois Periodicals Online, Northern Illinois University.



Figure 3-7: Existing residences on 107th Street in the 103rd Street station area



Figure 3-8: Roseland Pumping Station

OPEN SPACE

Several parcels of open space are near this station location. Fernwood Parkway is the passive open space on the east side of Eggleston Avenue, north of 103rd Street, and would be incorporated into the RLE Project, requiring replacement parkland as mitigation. Fernwood Park is located west of the station within the residential neighborhood at 104th Street. Block Park is just east of Fernwood Parkway at 103rd Street. Wendell Smith Park serves the northern end of the Roseland community.



Figure 3-9: Wendell Smith Park Looking Southwest
Source: Google



Figure 3-10: Block Park Looking East
Source: Google



Figure 3-11: Block Park and Harvard Avenue looking toward the historic Roseland Pumping Station

COMMUNITY SPOTLIGHTS

There are a number of stakeholders, entities, and initiatives in the RLE station areas that contribute to, or will meaningfully improve, the quality of life, economic development, and engagement in these communities. A few of these are highlighted throughout the plan:



Figure 3-12: Corey Daurham & Networks Barber College
Source: Networks Barber College

NETWORKS BARBER COLLEGE

Corey Daurham is the enthusiastic owner of Roseland's Networks Barber College. Corey's father, William Daurham, founded Chazap Barber College in 2004. Corey worked alongside his father at Chazap before taking over the family business following his father's passing. In 2019, Chazap Barber College merged with Networks Barber College, founded in 2009 by Kumasi Barfield. Corey and his business partner now run Networks Barber College together, and the college boasts two locations in addition to Roseland: in the Englewood community near the CTA's Green Line Ashland Station and in the suburb of Calumet City.

The Networks Barber College Roseland location, near RLE's proposed 103rd Street station, offers a year-long licensing program and serves an estimated 100 customers each week. Corey has monitored the progress of the RLE Project and been an active participant in virtual meetings. In expressing his enthusiasm for the project Corey remarked that "customer traffic will increase [and] this project will help local businesses tremendously once it is complete. My students won't have an excuse for not being able to get to class. I'm excited for the Red Line Extension to be brought to fruition — I'm looking forward to the groundbreaking and to seeing what the future holds for Chicago and for small businesses."

103RD STREET STATION AREA STRATEGY

The land use zones and infill examples indicated in Figure 3-13 suggest complementary infill development. They do not preclude other uses happening within the zones, and only suggest appropriate, anticipated, and predominant use.

Key development guidelines in the 103rd Street station area are as follows:

- 1 Create a mixed-use community hub next to the new RLE station, bringing together housing and retail in a vibrant setting. Ground level retail in mixed-use developments should be clustered near the new station, reinforcing the community hub concept.
- 2 Add new medium density infill residential along stretches of 103rd Street east and west of the station. This can include housing, such as townhouses or small scale multifamily buildings. These structures should be set back from the street to respect the existing single-family homes along the corridor and allow for a front yard.
- 3 Mixed-use development is well-suited for the segment of 103rd Street between State Street and Michigan Avenue. Incorporate housing into a mixed-use model in locations that have historically been single-story and stand-alone commercial buildings. This will bring customers to the doorstep of these businesses. A higher level of activity also increases safety.
- 4 Cluster commercial development together, as opposed to spreading it out over the one-mile stretch of 103rd Street, to create retail nodes to support the residential neighborhood. Halsted Street is a strong auto-oriented retail corridor, and the retail market analysis does not suggest there is enough demand for retail development along the full length of 103rd Street.
- 5 Rehabilitate unoccupied residential structures within the neighborhood fabric and infill with new low density residential on vacant parcels.



KEY PLAN

Figure 3-13: 103rd Street Station Land Use and Infill Strategy Map



* CONCEPTUAL RENDERING FOR ILLUSTRATIVE PURPOSES ONLY

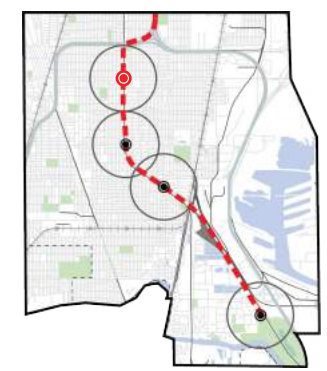


DEVELOPMENT POTENTIAL

13,000
Gross Square Feet
of New Retail

800
New Infill & Rehab
Housing Units

\$360M+
Development
Investment



- RLE Station
- Residential Rehab / Conversion
- Neighborhood / Corridor Infill
- Catalyst Site Infill
- Key Corridor
- Parks & Open Space
- RLE 1/2-mile Station Area

Figure 3-14: 103rd Street Station Area Infill Massing Concept

INFILL DEVELOPMENT

A key principle of TSD infill is to gently increase housing variety and density in a manner that complements the existing context and accommodates healthy population growth that supports transit, businesses, and schools.

The 103rd Street station area is predominantly single-family homes and exclusively zoned for detached single-family homes. However, through adjustments to existing regulations, there is an opportunity to gently increase density through the infill of attached single-family housing (rowhouses and townhouses) and low-scale multifamily housing (two-to-six-unit buildings) in the neighborhood fabric throughout the station area. The blocks southeast of Block Park offer transit-supportive development characteristics including open space and proximity to the new station.

future retail, and schools. The blocks surrounding the proposed 103rd Street station, comprised of existing occupied homes, vacant houses available for rehabilitation, Cook County Land Bank Authority (CCLBA) buildings, and vacant lots, are an area where small infill developments can be impactful.

400 Infill and **400** Rehab units projected

CATALYST SITES

Sites on 103rd Street that were vacant, contained boarded up buildings, were known to be tax delinquent, or some combination of these factors were considered good opportunities for new infill development. Of these sites, two vacant lots on the north side of 103rd Street, adjacent to the 103rd Street station on both the east and west are identified as Catalyst Sites, having the potential to encourage additional development and interest along the corridor if redeveloped with mixed-use.

MOBILITY ELEMENTS

PLANNED IMPROVEMENTS

Under the RLE project, the 103rd Street station will include several improvements that will strengthen multimodal connections. At all four proposed RLE stations, special attention will be paid to improving the pedestrian environment. Specifically, at the 103rd Street station, improvements include sidewalk improvements at the Park & Ride and Kiss & Ride, installing a stop sign and marked crosswalks at the Eggleston/103rd intersection, providing ADA accommodations, and improving the existing railroad crossing east of the new station to provide safe pedestrian crossings. On-street bus stops in front of the 103rd Street station would provide a seamless bus connection to CTA route #103.

For bicycle users, the existing on-street bike lanes on 103rd Street would provide direct connectivity to the station. Station design will address the adjacent public way improvements to reduce conflict and address coordination of multiple modes accessing the station. Bike parking, Divvy and e-scooter access would be provided at or adjacent to the station.

Planned improvements are subject to change based upon feedback from agencies during design.

CONSIDERATIONS

In addition to these planned improvements, additional mobility elements should be considered in coordination with relevant agencies and stakeholders to strengthen overall multimodal connectivity to the station and surrounding neighborhoods. These elements relate specifically to 103rd Street as a neighborhood station. Considerations include:

- Strengthen walkability by ensuring sidewalk paths are in good condition and establish traffic calming measures where appropriate to ensure safe passage for all modes.
- Investigate curb management strategies to redirect pick ups and drop offs from station entrances to the Kiss & Ride.
- Explore car share accommodations in the Park & Ride lot.
- Expand bike infrastructure along 103rd Street to the east, and evaluate whether protected bike infrastructure could be added to support bike access to the station.
- Install covered bike parking and a repair station near or adjacent to station to further support bike connections.
- Explore addition of new streetscape elements, such as street furniture, decorative planters, new street trees and other elements, along the station block.

Figure 3-15 shows concept station area mobility elements (subject to change). Figure 3-16 shows proposed street section for 103rd Street, west of the station, as identified by red line on Figure 3-15 (subject to change).

Figure 3-15:
103rd Street Station
Mobility Elements Diagram

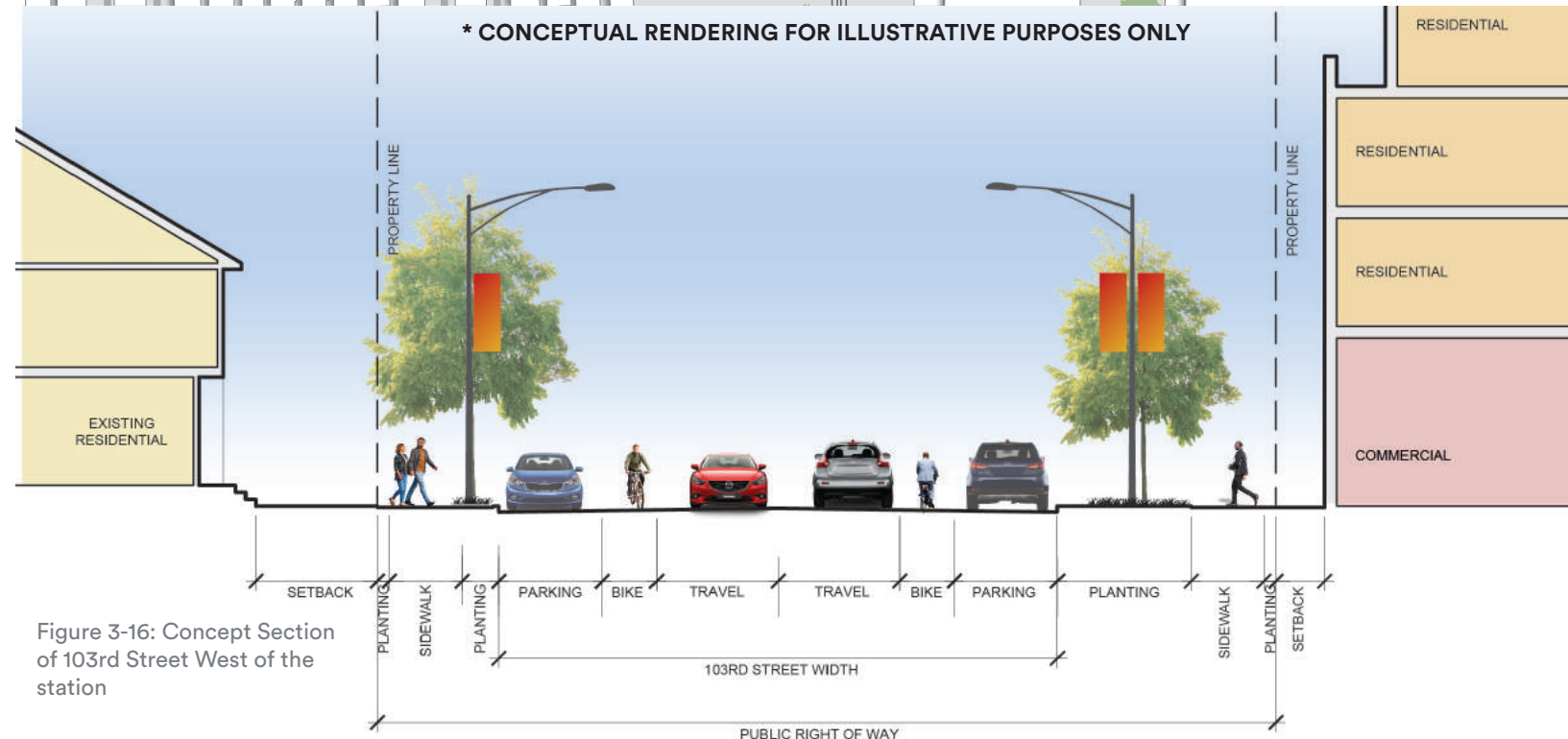
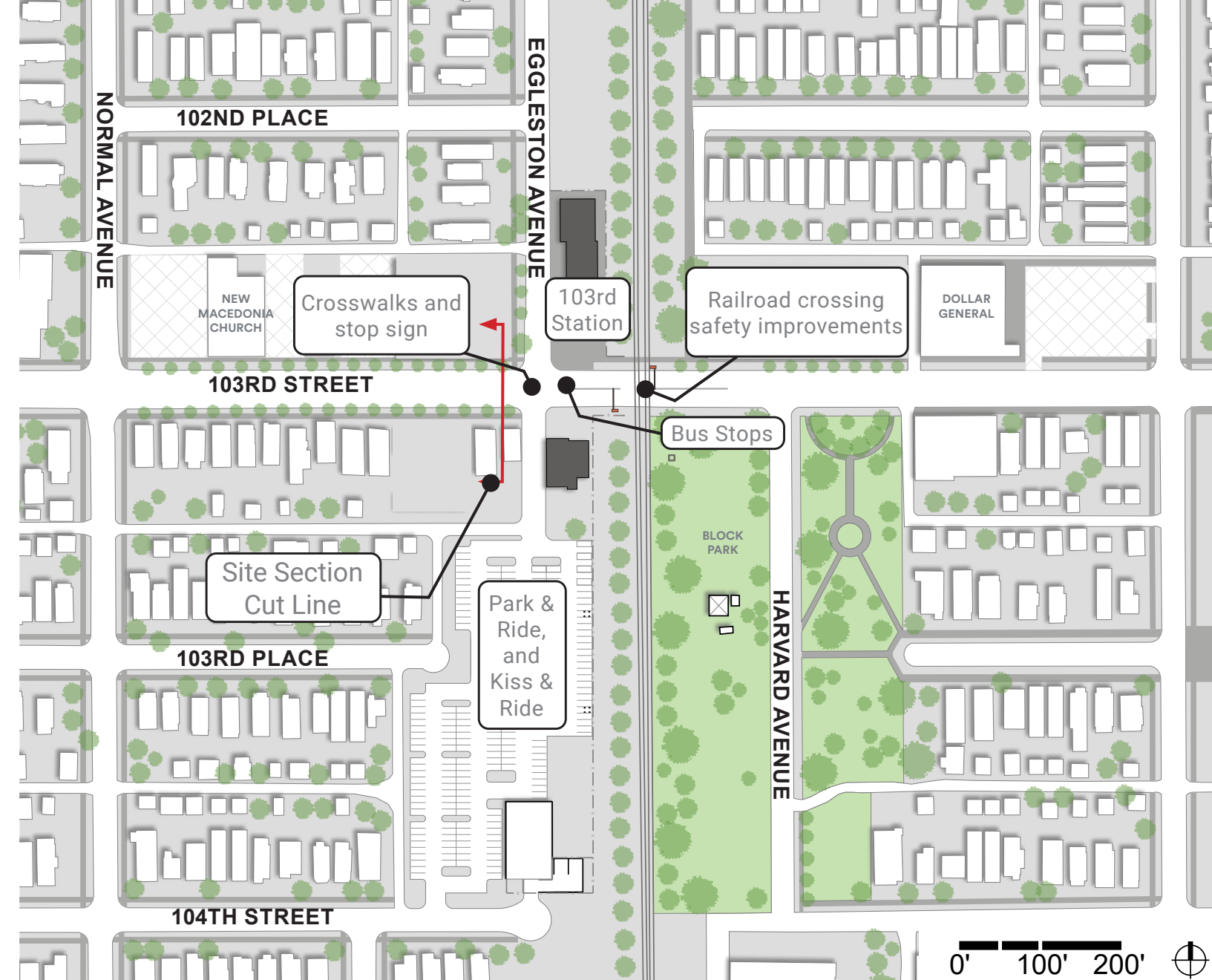


Figure 3-16: Concept Section of 103rd Street West of the station



Figure 3-18: 103rd Street Catalyst Site 1 Massing Concept

CATALYST SITE #1

Catalyst Site 1 in the 103rd Street station area at the northwest corner of Eggleston Avenue and 103rd Street is comprised of five parcels, one of which has an unoccupied two-story structure, while the others are vacant land. Three of the parcels could be acquired by institutions such as the Cook County Land Bank Authority (CCLBA). The site is directly adjacent to the proposed location for the 103rd Street station's northern station house, making this a prime location for transit-supportive development.

The development concept for this site is a four-story mixed-use structure, containing approximately 7,000 square feet of ground floor retail space fronting on 103rd Street, and as many as 32 residential units.

The L-shaped upper floors step down along the Eggleston Avenue frontage to better complement the scale of existing single-family homes to the north. The existing public way along 103rd Street is too narrow to accommodate a standard parkway with trees, thus a slight setback is proposed along this frontage to allow for a planting zone and a sidewalk of appropriate width. There is also a setback at the ground floor along Eggleston Avenue to provide a small, ground floor patio area for the retail space. Parking for the proposed building would be tucked behind the residential lobby and commercial space, and would be accessed via the existing alley.



Figure 3-19: 103rd Street Catalyst Site 2 Massing Concept

CATALYST SITE #2

Catalyst Site 2 in the 103rd Street station area on the north side of 103rd Street between the existing UPRR tracks and Dollar General is comprised of a single, vacant, privately-owned parcel just under 30,000 square feet in size. With the current owner's cooperation, this site is another prime opportunity to cluster new residential mixed-use development close to the proposed RLE station.

Proposed on the western edge of the site is a small, four-story, mixed-use structure, with approximately 2,000 square feet of ground floor commercial space, and roughly 15 residential units spread across the upper three floors. Flanking the mixed-use building are 19 three-story townhouses arranged in two rows that extend to the eastern edge of the site. The two rows are separated by a pedestrian court, doubling as an access drive for both the mixed-use building and the townhouses fronting onto 103rd Street. This development concept provides a low-scale residential frontage that complements and can capitalize on the presence of Block Park opposite the site on 103rd Street.
















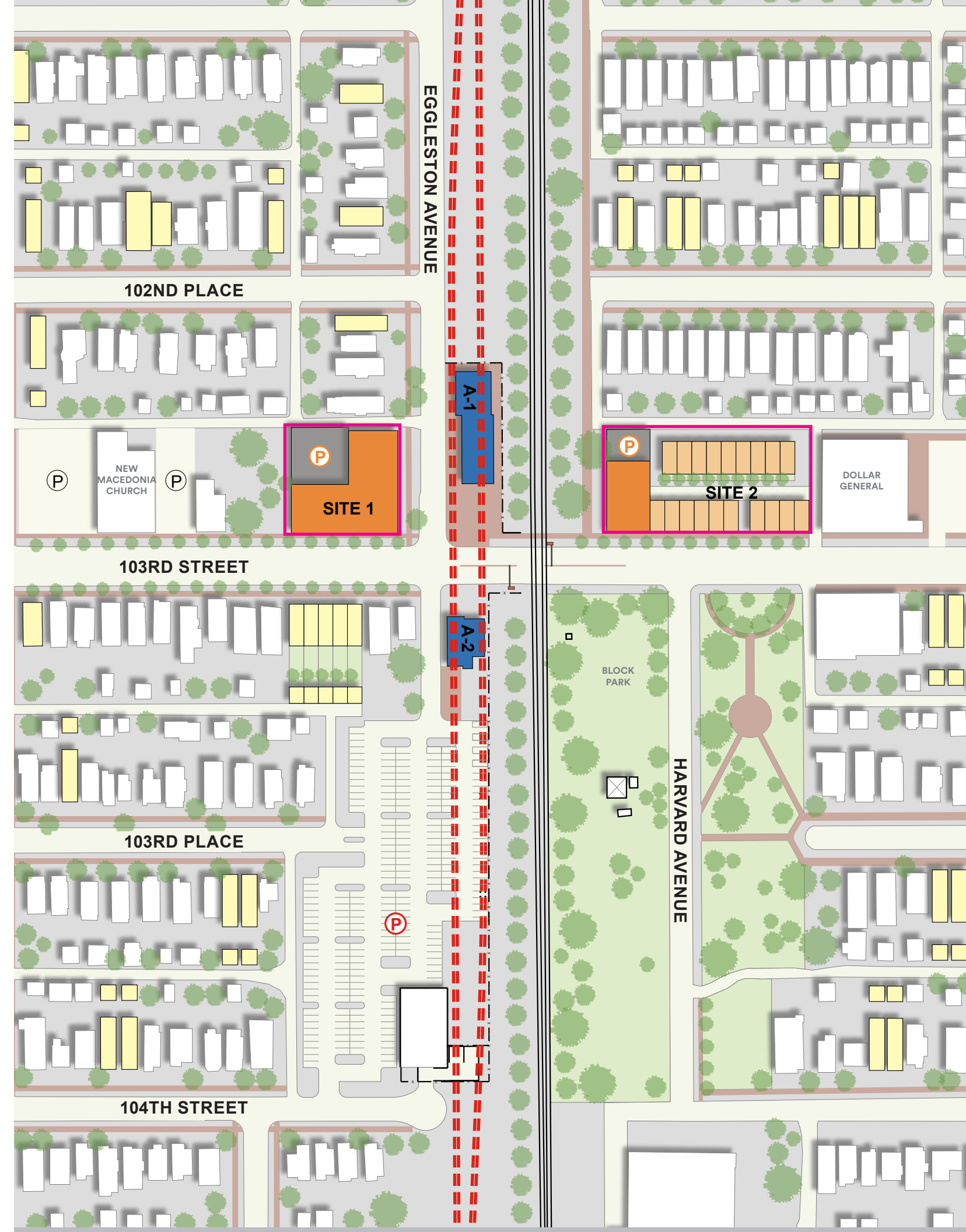
- | | | | |
|--|---------------------------|---|--------------------------|
|  | Catalyst Site Boundary |  | RLE Elevated Tracks |
|  | Catalyst Site Mixed-Use |  | UPRR Tracks |
|  | Catalyst Site Residential |  | Existing Structure |
|  | Station Entry |  | Parks & Open Space |
|  | Residential Infill |  | Sidewalk / Paver |
| A-1:  | RLE North Station House |  | RLE Station Parking |
| A-2:  | RLE South Station House |  | TSD Proposed Parking |
| | |  | Existing Surface Parking |

Figure 3-20: 103rd Street Station Node Illustrative Plan



111th



* CONCEPTUAL RENDERING FOR ILLUSTRATIVE PURPOSES ONLY

VISION: HEALTH & WELLNESS DISTRICT

The 111th Street station area will be a Health and Wellness district with clustered development that offers connections to jobs and activity along Halsted Street, to the Roseland Community Medical District (RCMD), the historic Pullman neighborhood, and the Pullman Industrial Corridor.



"In residential areas, multi-unit building development and single-family homes are both needed." - Resident

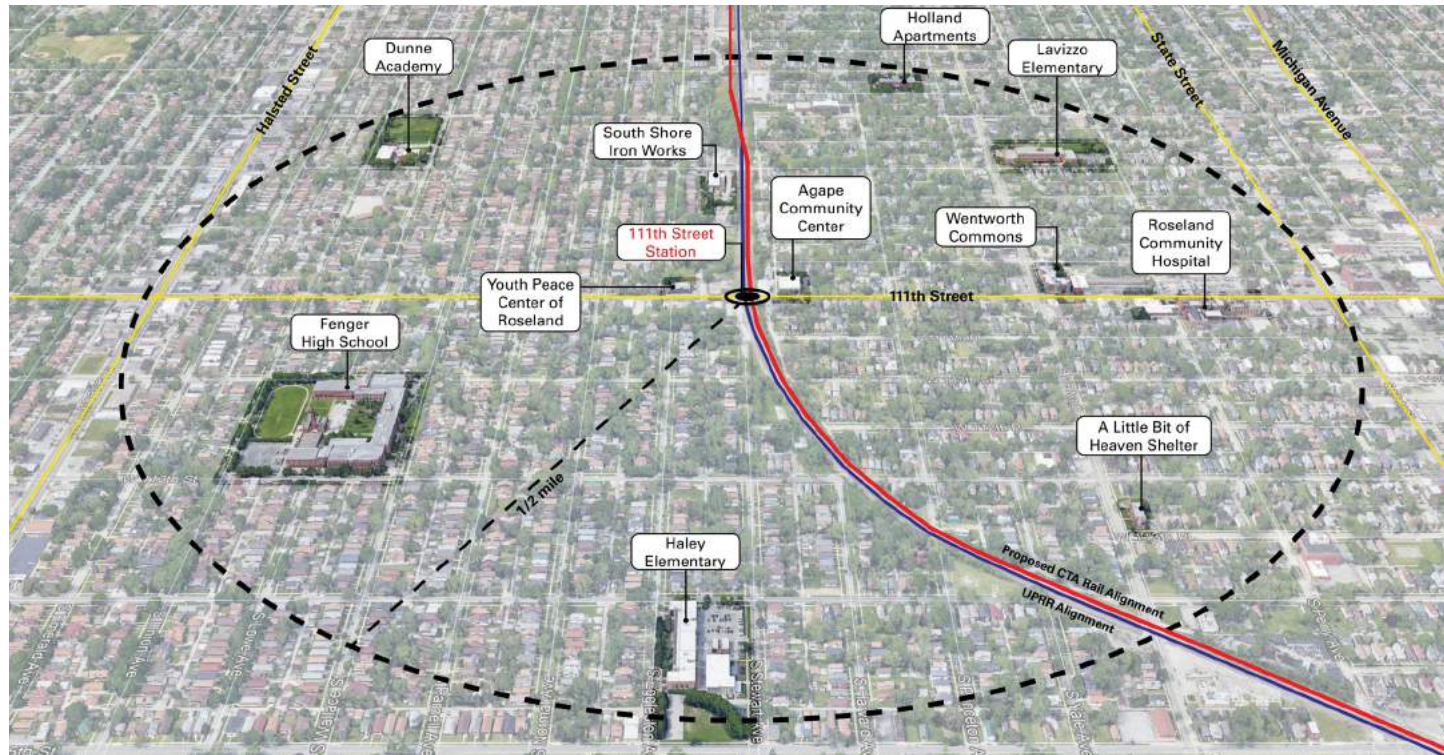


Figure 3-21: 111th Street Station Area Aerial and Assets

STATION AREA LAND USES

111th Street connects the commercial corridor of Halsted Street eastward to the historic Pullman District and Pullman industrial area to the west. Strategic infill development along 111th Street will support and reinforce the entire corridor. Existing and planned multimodal connections, in addition to the new station, will also support existing and future development in the corridor.

The station area is comprised of predominantly single-family homes with a few multifamily buildings located between State Street and Michigan Avenue.

Wentworth Commons, a 4-story, 51-unit affordable housing development, anchors the intersection of 111th Street and Wentworth Avenue. Throughout the station area are institutional uses such as schools and the RCMD including the Roseland Community Hospital located at 111th Street and Perry Avenue. The Medical District is positioned to be a catalyst for new development.

The historic Palmer Park is approximately 3/4 of a mile to the east of the station, and the schools nearby provide some recreational spaces and playgrounds.



Figure 3-22: Roseland Community Hospital Source: Google



Figure 3-23: Wentworth Commons multifamily housing in the 111th Street station area Source: Google

STATION AREA HISTORY

The 111th Street station area, similar to the neighboring 103rd Street station area, was established as a Dutch settlement in the mid-1800s. Due to its closer proximity, the 111th Street station area was greatly impacted by the opening of the Pullman Palace Car Company. Founded in the late 1800s by longtime Chicago resident George Pullman, the company was created for the manufacture of his luxurious passenger railroad cars. Pullman sought to create the ideal company town around his factories, and the town initially flourished, fueling robust residential and commercial development in the surrounding areas. However, the company encountered some challenges to sustaining this development model and the high quality standard of living in the town diminished in the early 1900s. The general shift to automobile and air travel in the mid-1900s, and the South Side industrial collapse of the 1970s eventually resulted in the Pullman company's closure. The Roseland Community Hospital opened in 1924 and continues to operate today as one of few remaining "safety net" hospitals, with the majority of its patients on Medicaid. The Roseland Community Medical District (RCMD) was established in 2011 to maintain the surroundings for a medical center to attract, stabilize, and retain hospitals, clinics, research & educational facilities, or other uses. Concurrent with this TSD Plan, the City of Chicago prepared a master plan for the RCMD to aid it in securing funding and authorization for future development.

BUILDING CHARACTER

The existing housing stock in the station area includes modest single-family homes and scattered two-flats and three-flats. There are also several uninterrupted blocks of well-kept bungalows. There are four residential buildings, and three institutional buildings identified within the 111th Street station area as having historic significance. Beyond these seven buildings, there are many institutions within the station area that, similar to the 103rd Street station area, represent a "classic Chicago" look and feel.



Figure 3-24: 111th Street at Michigan Avenue in 1934 Source: DPD



Figure 3-25: YMCA Building at 111th Street & State Street in 1890 Source: DPD



Figure 3-26: Magdalene Missionary Baptist Church at 10920 S. Princeton Avenue Source: Google



Figure 3-27: The USPS Post Office at 11034 S. State Street has a distinctive Art Deco character. Source: Google

OPEN SPACE

There is limited public open space in the 111th Street station area. The most substantial dedicated parks in the project area sit outside that 1/2-mile radius from the proposed 111th Street station location. However, four schools near the periphery of the station area - Haley Elementary, Dunne Tech Academy, Lavizzo Elementary, and Fenger High School - each have some accessible associated open space on their campuses.

Given the need for new public open space, particularly at the heart of the station area, new developments on large vacant sites should consider providing community-scale open space. Also, clusters of underutilized or vacant parcels in the station area neighborhood fabric that are presently targeted for acquisition or owned by the CCLBA, or owned by the City can be repurposed as new open space.



Figure 3-28: Lavizzo Elementary School recreational area
Source: Google



Figure 3-29: Fenger High School athletic field
Source: Google

COMMUNITY SPOTLIGHTS



Figure 3-30: Proposed RCMD plan diagram and outpatient campus massing
Source: Roseland Community Medical District Master Plan Commission

ROSELAND COMMUNITY MEDICAL DISTRICT PLAN

One of the major institutional anchors in the RLE station area and broader neighborhood is the Roseland Community Hospital. Historically, the hospital provided healthcare options to Far South Side residents and served as an economic driver in the Roseland community. Though the hospital has diminished in influence over time, a commission was recently tasked with creating a master plan for a medical mixed-use-focused campus around the Roseland Community Hospital. The master plan adopted by the City in November 2022 provides guidelines for the development of supportive housing, outpatient services, and the accommodation of other community needs in the district, ensuring that this asset remains an influential Far South Side anchor for decades to come.

111TH STREET STATION AREA STRATEGY

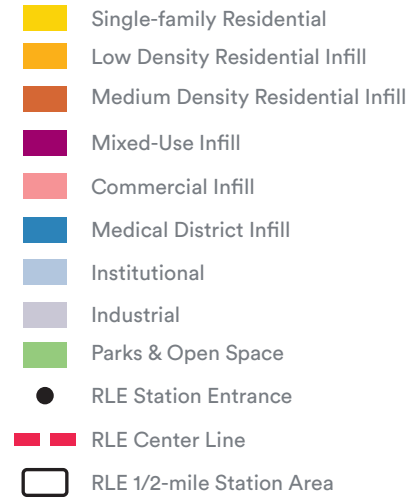
The land use zones and infill examples indicated in Figure 3-31 suggest complementary infill development. They do not preclude other uses happening within the zones, and only suggest appropriate, anticipated, and predominant use. For example, within some mixed-use zones only residential apartment buildings were built, and some low-density zones are predominately single-family with a few medium density residential buildings scattered in strategic locations.

Key development guidelines in the 111th Street station area are as follows:

- ① On the west end of the Medical District, a mixed-use node should be concentrated around the 111th Street Station with land uses that create synergy with both the existing community-focused uses and the Medical District uses.
- ② In residential areas adjacent to the new station, infill with medium density housing. During outreach, community members and stakeholders expressed a strong desire to have more housing near the station as well as the Medical District.

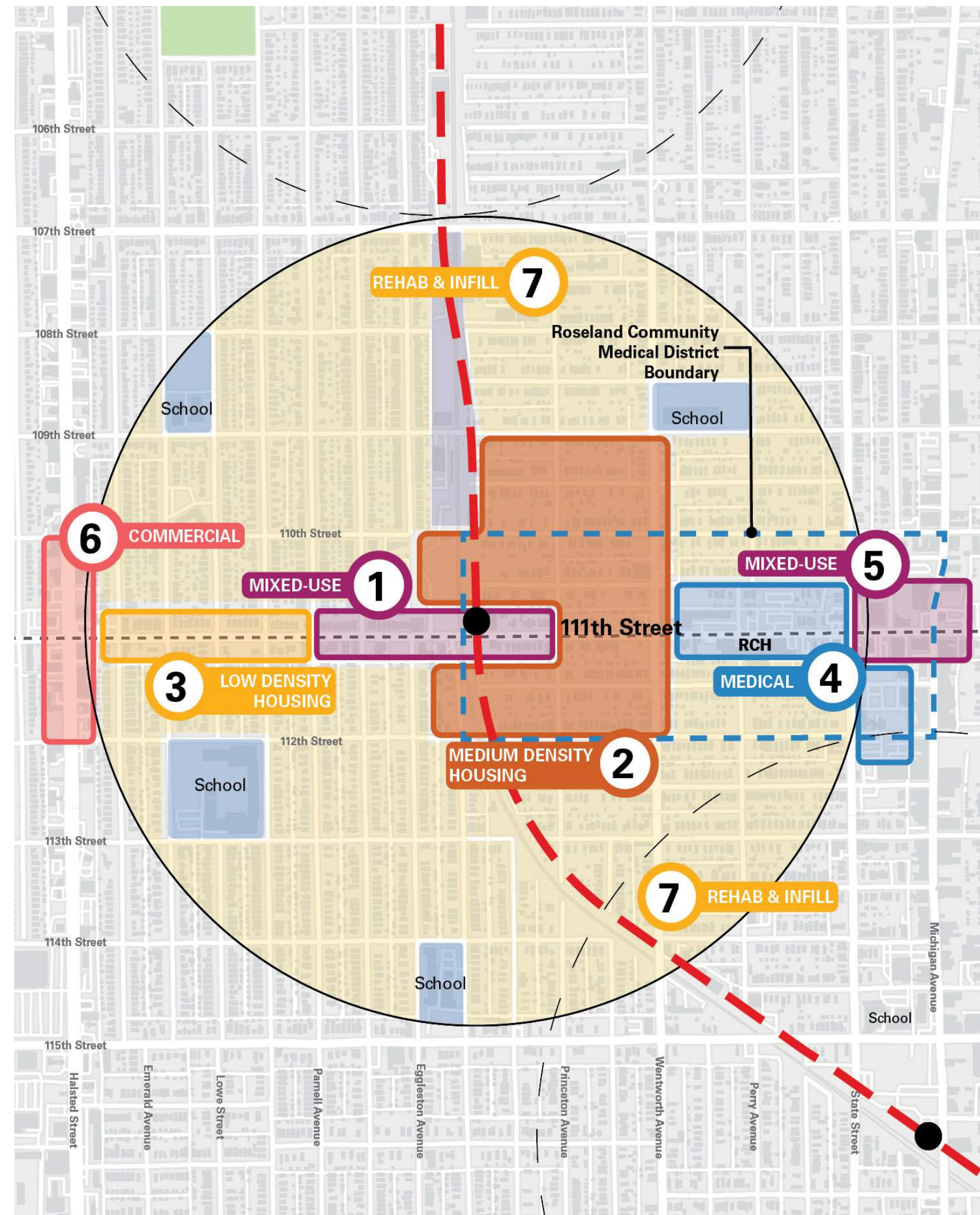
Infill along Wentworth Avenue north of 111th Street with higher density residential. The presence of commercial, retail, and institutional uses along this corridor make it more appropriate for slightly higher density than adjacent streets.

- ③ West of the station, preserve the well-maintained assemblage of single-family homes and reinforce with low-density infill where possible.
- ④ Institutional and medical-related uses should be prioritized in the blocks surrounding the Roseland Community Hospital (RCH).
- ⑤ On the east end of the 111th Street corridor, new mixed-use development should be located to connect the Medical District to Michigan Avenue, building on the commercial activity of State Street and Michigan Avenue.
- ⑥ Locate higher intensity and isolated commercial uses near 111th Street and Halsted Street to reinforce the existing commercial node.
- ⑦ Complementary, low-density, residential infill is especially encouraged southeast of the 111th Street Station where there are also opportunities for rehabilitating existing residences.



KEY PLAN

Figure 3-31: 111th Street Station Land Use and Infill Strategy Map

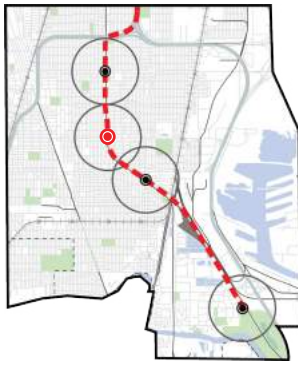


DEVELOPMENT POTENTIAL

11,000
Gross Square Feet
of New Retail

880
New Infill & Rehab
Housing Units

\$460M+
Development
Investment



* CONCEPTUAL RENDERING FOR ILLUSTRATIVE PURPOSES ONLY

Figure 3-32: 111th Street Station Area Infill Massing Concept

INFILL DEVELOPMENT

Increasing housing density and variety is a key principle throughout the RLE station areas. In the 111th Street station area, the blocks between the new station and the Medical District are inherently transit-supportive, given their proximity to the proposed station, to jobs, and to shopping. They can, with the right incentives, attract investors, developers, and new residents, because of their mix of existing quality housing, and opportunities for rehab and infill. The area immediately adjacent to the proposed 111th Street station also presents a great opportunity

to encourage Accessory Dwelling Units (ADUs- see Strategic Zoning section for more information))

Workforce housing is a critical concern of the hospital, especially for nurses seeking to live closer to their place of employment. Key sites should be evaluated for how best to support the medical housing needs. Commercial

400 Infill and **480** Rehab units projected

CATALYST SITES

Sites on 111th Street that were vacant, contained boarded up buildings, were known to be tax delinquent or potentially available, or some combination of these factors were considered to present good opportunities for new infill development. Of these sites, two along the 111th Street corridor west and southwest of the station are designated as having the potential for a catalytic impact if redeveloped with mixed-use infill.

The development of these sites can encourage additional development and interest along the corridor, and can play an instrumental role in creating a continuous multimodal connection from the station to the RCMD, to Pullman, and beyond. Catalyst Site 1 is a vacant building that was an automotive shop. Catalyst Site 2 consists of four vacant parcels, a dead-end spur of Eggleston Avenue, and a fifth parcel with an existing youth center.

MOBILITY ELEMENTS

PLANNED IMPROVEMENTS

Under the RLE project, the 111th Street station will include several improvements that will strengthen multimodal connections. Pedestrian improvements will be made to allow for safe access to the station, including installation of a mid-block pedestrian crossing near the station, improvements to the existing railroad crossing east of the station, ADA accommodations, and sidewalk improvements near the Park & Ride and Kiss & Ride on the south side of 111th Street. On-street bus stops in front of the station would provide a seamless bus connection. Bike parking, Divvy and e-scooter access would be provided at or adjacent to the station.

For bicycle users, the existing on-street bike lanes on 111th Street would provide direct bike connectivity to the station. Station design will address the adjacent public way improvements to reduce conflict and address coordination of multiple modes accessing the station. Several initiatives are underway to expand the bike and pedestrian network. CDOT initiated a streetscape on 111th between MLK and the new 111th Street Station parking lots. Scope includes: roadway geometry and intersection improvements, resurfacing, drainage improvements, sidewalk, curb, and gutter, traffic signal upgrades, ADA ramps and crosswalks, curb extensions, street lighting, site furniture and landscaping. The RLE project will continue the improvements connecting to the new station.

A study is currently underway to evaluate extending the 111th Street bike lanes east to I-94, and there are also plans to create a multi-use trail over Lake Calumet near the Port District

Planned improvements are subject to change based upon feedback from agencies during design.

CONSIDERATIONS

In addition to these planned improvements, additional mobility elements should be considered in coordination with relevant agencies and stakeholders to strengthen overall multimodal connectivity to the station and surrounding neighborhoods. These elements relate specifically to 111th Street as a neighborhood station. Considerations include:

- Strengthen walkability by ensuring sidewalk paths are in good condition and establish traffic calming measures where appropriate to ensure safe passage for all modes.
- Add new streetscape elements along 111th Street between Princeton Avenue and Normal Avenue, such as street furniture, decorative planters, new street trees and other elements, where appropriate.
- Evaluate whether protected bike infrastructure could be added to support bike access to the station.
- Install covered bike parking and a repair station near or adjacent to station to further support bike connections.
- Investigate curb management strategies to redirect pick ups and drop offs from station entrances to the Kiss & Ride.
- Install signage for local destinations such as the Pullman National Historical Park or the Roseland Medical District.
- Explore car share accommodations in the Park & Ride lot.

Figure 3-33 shows concept station area mobility elements (subject to change). Figure 3-34 shows proposed street section for 111th Street, west of the station, as identified by red line on Figure 3-33 (subject to change).

Figure 3-33:
111th Street Station
Mobility Elements Diagram

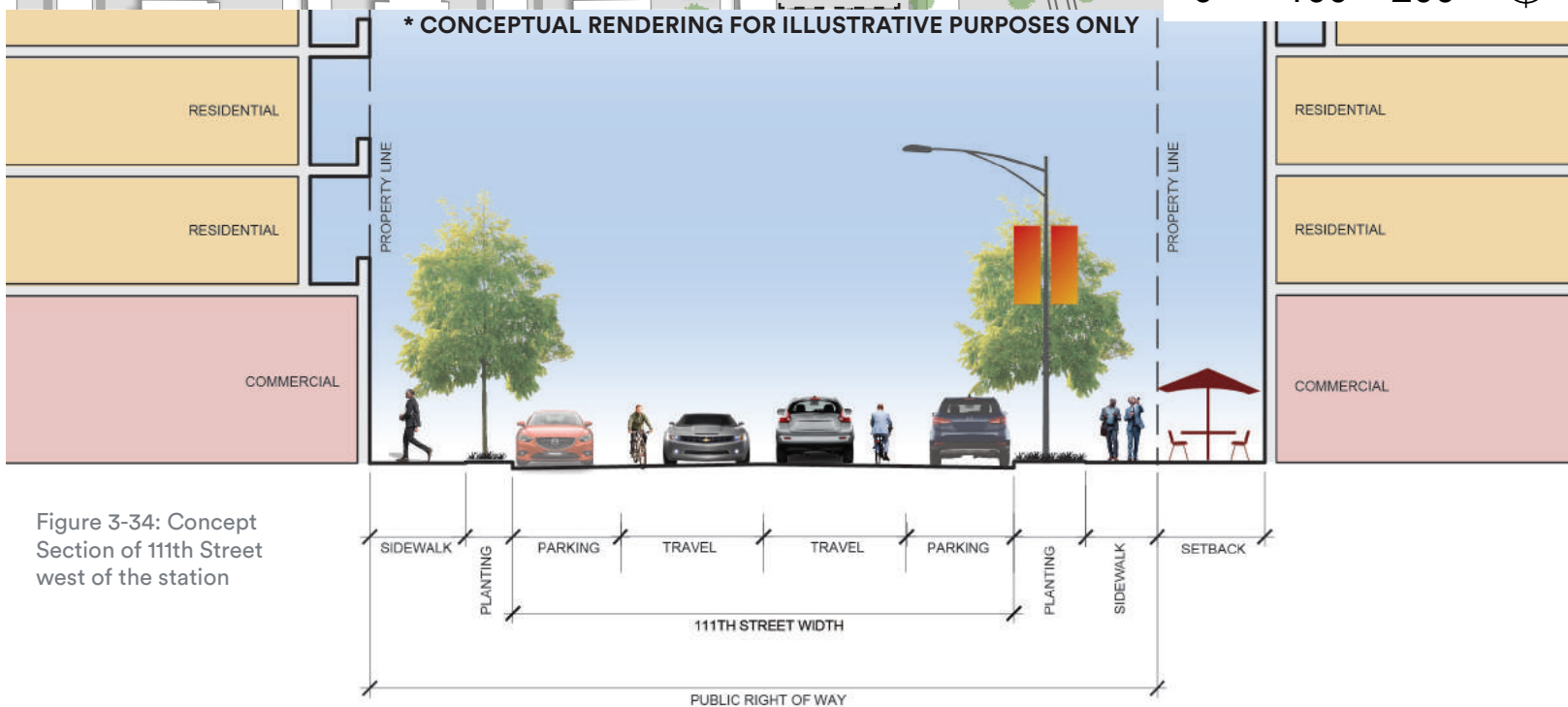
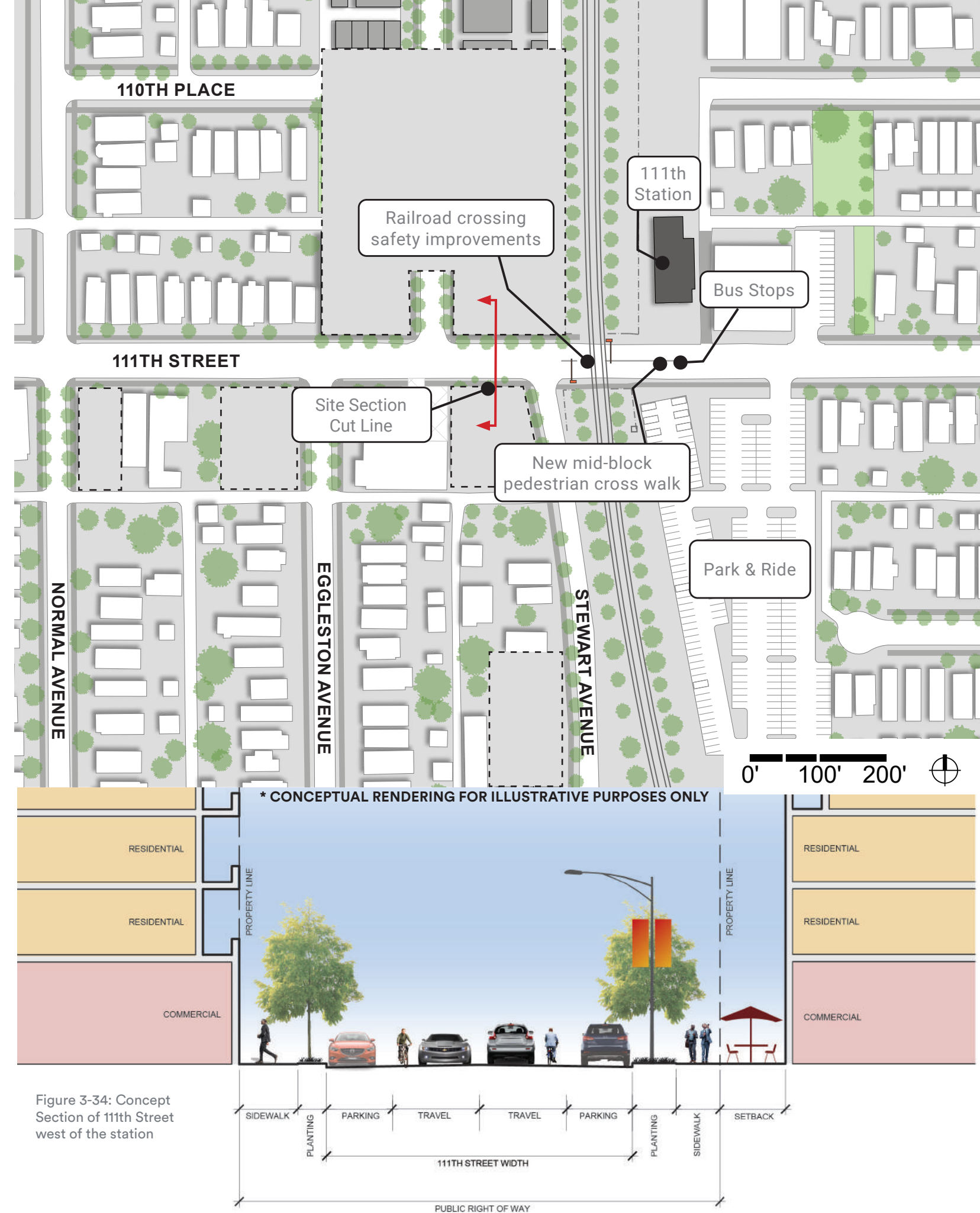


Figure 3-34: Concept Section of 111th Street west of the station



Figure 3-35: 111th Street Catalyst Site 1 Massing Concept

CATALYST SITE #1

Catalyst Site 1 in the 111th Street station area is comprised of a single privately-owned parcel, currently occupied by a vacant automotive services shop building that represents an ideal location for future transit-supportive development.

Proposed is a four-story, mixed-use structure with approximately 4,000 square feet of ground floor commercial space and roughly 18 residential units above.

The conceptual massing holds the corner of 111th Street and Stewart Avenue, but steps back along the 111th Street frontage to the west to allow for a small patio that could accommodate a few trees and cafe tables. The upper levels of the building adopt a staggered, sawtooth form to optimize the potential sizing and organization of residential units. The residential lobby and any necessary support spaces are located at the eastern site frontage along Stewart Avenue. Surface parking for building residents is tucked behind the building at the southern edge of the site and is accessible from the existing alley that opens off of Stewart Avenue.



Figure 3-36: 111th Street Catalyst Site 2 Massing Concept

CATALYST SITE #2

The concept proposed for Catalyst Site 2 consists of mixed-use and multifamily buildings on the privately-owned parcels fronting on 111th Street, accompanied by a mix of 20 smaller-scale six-flats, two-flats, and townhouses on the City-owned lots to the north. This concept also proposes an extension of the existing Eggleston Avenue spur to the north, terminating in a cul-de-sac, and a new east-west connection to 110th Place. The mixed-use development on the southeast corner of the site rises to five stories, with nearly 7,000 square feet of ground floor commercial space, and roughly 58 residential units above.

The four-story multifamily structure proposed on the southwestern corner would accommodate approximately 30 units. The proposed six-flats and two-flats front on the extension of Eggleston Avenue, and are setback from the street to allow for a generous parkway and front yards. Four townhouses front onto the extension of 110th Place, opposite a proposed neighborhood park.
















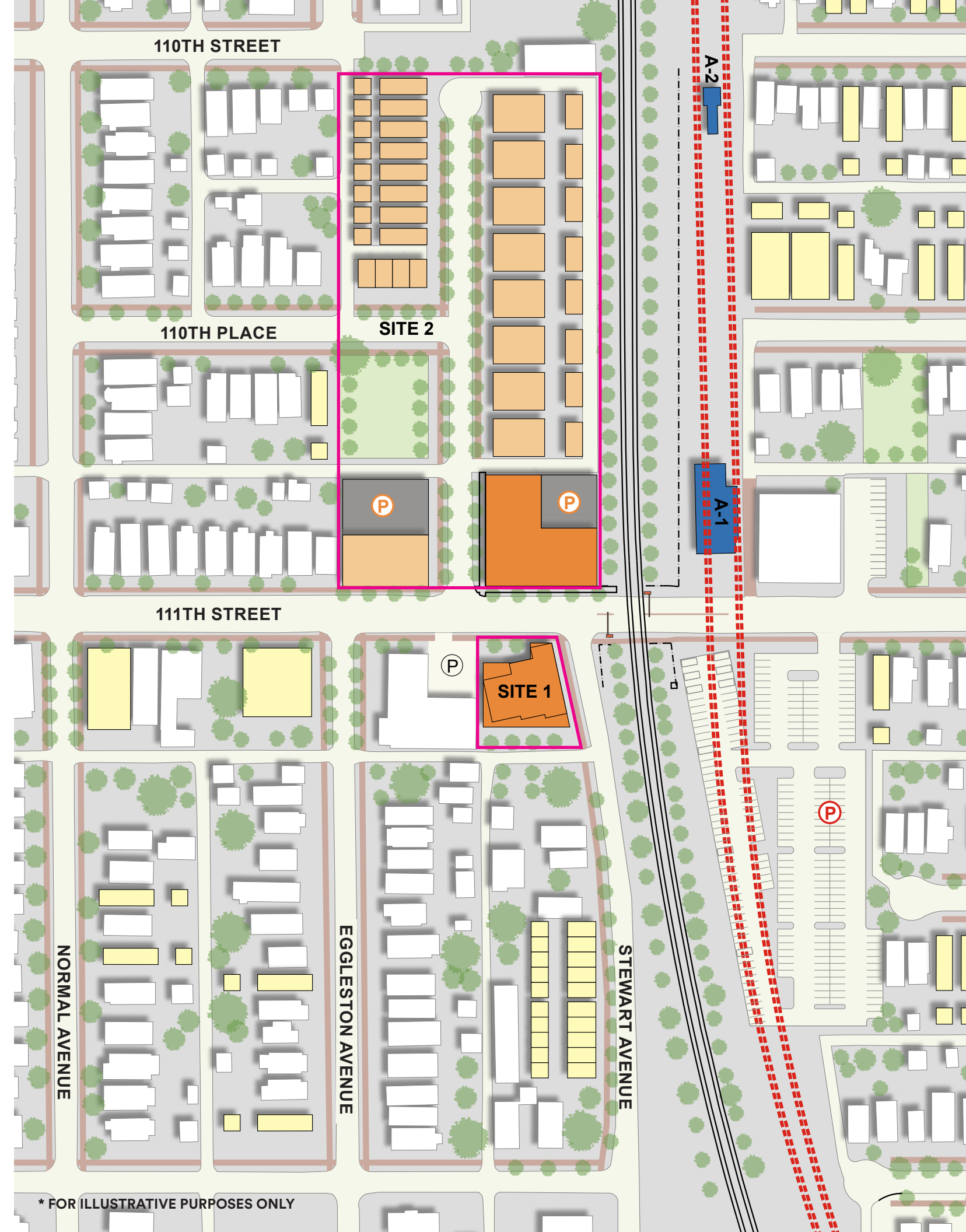
- | | | | |
|--|---------------------------|---|--------------------------|
|  | Catalyst Site Boundary |  | RLE Elevated Tracks |
|  | Catalyst Site Mixed-Use |  | UPRR Tracks |
|  | Catalyst Site Residential |  | Existing Structure |
|  | Station Entry |  | Parks & Open Space |
|  | Residential Infill |  | Sidewalk / Paver |
| A-1:  | RLE North Station House |  | RLE Station Parking |
| A-2:  | RLE South Station House |  | TSD Proposed Parking |
| | |  | Existing Surface Parking |

Figure 3-37: 111th Street Station Node Illustrative Plan



Michigan



* CONCEPTUAL RENDERING FOR ILLUSTRATIVE PURPOSES ONLY

VISION: THRIVING COMMERCIAL CORRIDOR

The Michigan Avenue Station area will be a thriving mixed-use shopping district in the heart of Roseland, with renovated historic buildings, new infill development featuring commercial destinations, increased access to housing, and improved connections to transit.



"The goal of this project is to bring people into the community and provide them with the amenities they need so they don't have to go outside of it to access basic services and shopping." - Resident

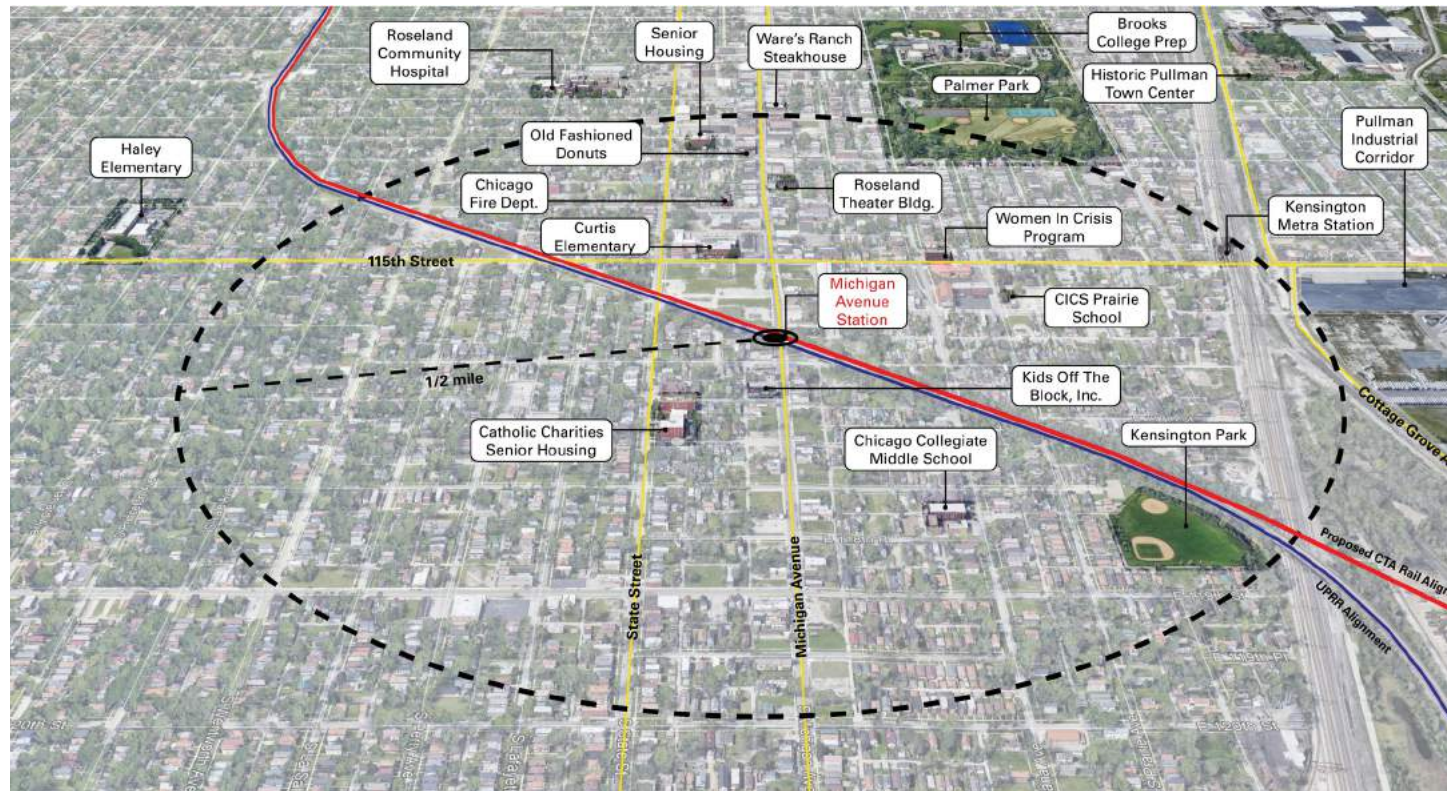


Figure 3-38: Michigan Avenue Station Area Aerial and Assets

STATION AREA LAND USES

Most of the station area is comprised of a mix of single-family homes and small multifamily buildings with two, three, and four units. Commercial development is focused north on Michigan Avenue and east along 115th Street. There is an additional cluster of commercial development on 119th Street. Institutional uses such as schools, churches and day care centers are generally concentrated east on 115th Street and north on Michigan Avenue. Palmer Park is in the northeast corner of the station area with Kensington Park in the southeast portion.

The Michigan Avenue commercial corridor is a major amenity, providing residents with needed retail and a shopping destination.

Proximity to educational facilities, such as Curtis Elementary, or Gwendolyn Brooks College Preparatory Academy, will help strengthen the future housing demand in the station area.

The same can be said for the proximity to employment centers on the Far South Side, including a growing number of industrial sector jobs in Pullman and South Deering, and healthcare jobs in the Roseland Community Medical District (RCMD).

The positioning of the Michigan Avenue station provides opportunities for growth and development, especially along the Michigan Avenue commercial corridor.



Figure 3-39: Commercial strip mall at 115th Street and Michigan Avenue
Source: Google

STATION AREA HISTORY

The South Michigan Avenue Commercial District in Roseland is the spine of the Michigan Avenue station area, and historically the most significant shopping street on the Far South Side. The first stores along the corridor were built in the mid-1800s near 111th Street and Michigan Avenue. Soon, after the Chicago street car network was expanded to provide service along Michigan Avenue and by the 1890s the commercial node had blossomed into a low-rise, mixed-use shopping district stretching over a mile. The vitality of the commercial corridor continued through the mid-1900s, by which time it included over 500 stores.

The collapse of the Far South Side's industrial economy and the influx of auto-oriented shopping centers contributed to the rapid decline of the commercial district and surrounding neighborhoods through the 1970s and 1980s. By the 1990s the corridor was characterized by vacant buildings and large swaths of vacant land, as many of its most prominent structures had been demolished. However, several legacy businesses, such as the Home Furniture and Appliance Store, Bass Furniture, Old Fashioned Donuts, Scott Enterprise, Edwards Fashion, and Ware Ranch Steakhouse, have survived to the present day.

In parallel with the TSD Plan, the City of Chicago has several initiatives underway, such as INVEST South/West, with the goal of bringing new investment and revitalization to the district.

BUILDING CHARACTER

The remnant of the historic Michigan Avenue commercial corridor overlaps with the northern portion of the station area. Over the decades, some of the corridor's historic buildings have been remodeled and covered with new, stripped down facades. Many other iconic and significant commercial buildings, which defined the district character, were lost to disrepair and demolition. However, there are vestiges of the corridor's historic character, like the recently renovated Roseland Theatre Building. Strategic infill and historic restoration, in combination with the new station development, will help support economic revitalization along the southern extents of the corridor.



Figure 3-40: Michigan Avenue Commercial Corridor at 115th Street and Michigan Avenue in 1910.
Source: DPD



Figure 3-41: Michigan Avenue Commercial Corridor in 1955.
Source: Chicago Tribune



Figure 3-42: Curtis Elementary School at 115th Street and State Street
Source: Google



Figure 3-43: Renovated Roseland Theatre Building

OPEN SPACE

Similar to the 111th Street station area, there is limited public open space in the Michigan Avenue station area. A portion of Palmer Park, the largest park space in the RLE project area, sits within the northeast part of the station area. Kensington Park sits south of the RLE alignment at the southeast periphery of the station area.

There is a need for dedicated open space west of the Michigan Station, particularly at the heart of the station area. This would be a great asset for the Curtis Elementary School, prominently located along 115th Street a block away from the proposed RLE station, and new residents populating any TSD infill around the station. New developments on large vacant sites should consider providing community-scale open space. Also, clusters of underutilized or vacant parcels in the station area neighborhood fabric that are presently targeted for acquisition or owned by the CCLBA, or owned by the City can be repurposed as new open space.



Figure 3-44: Palmer Park
Source: Roadtrippers.com



Figure 3-45: Kensington Park Softball Diamond
Source: Google



Figure 3-46: Palmer Park: Summer Movies in the Park
Source: Chicago Park District

COMMUNITY SPOTLIGHTS



Figure 3-47: Owner Buritt Bulloch Source: Chicago Magazine



Figure 3-48: Draft Interior Renovation Design Source: Latent Design

OLD FASHIONED DONUTS

For over 50 years, Old Fashioned Donuts has been supplying the Chicagoland Area with the best doughnuts money can buy. Buritt Bulloch is over 80 years old and moved to Chicago from Mississippi with dreams to create his own business with his now deceased wife Mamie Bulloch. Mr. Bulloch opened the donut shop back in 1972 and has been a staple to the South Side of Chicago ever since. Old Fashioned Donuts is located at 11248 S. Michigan Avenue in Roseland close to Michigan Avenue station location. In 2022, with the help of Andrea Reed and the Greater Roseland Chamber of Commerce, Old Fashioned Donuts was awarded a large recovery grant to do a full renovation of the space so this business can continue to serve the community for many years to come!



WARE RANCH STEAK HOUSE

Ware Ranch Steak House at 11147 S. Michigan Avenue has been in Roseland since 1969, and Judy Ware and her husband Victor bought it from the previous owner in 2018. Judy Ware has lived in Roseland since 1998 and remodeled it and changed the name from Ranch Steak House to Ware Ranch Steak House. The family-run restaurant is back and open for business in the summer of 2022 after a two-year hiatus prompted by a devastating fire and looting.

"People were very happy when they discovered that the restaurant was open again because this is the only place where they can come and sit down and have a nice meal. Our hearts are in this place. Our hearts are in this community. We're looking forward to seeing the community rebound."- Judy Ware

SOURCE: BLOCK CLUB CHICAGO

MICHIGAN AVENUE STATION AREA STRATEGY

Michigan Avenue is a prominent destination within the station area. Development strategies for the Michigan Avenue station area address the broader neighborhood context, the immediate station context, and the historic Michigan Avenue commercial corridor. The land use zones and infill examples indicated in Figure 3-49 suggest complementary infill development. The proposed land uses do not preclude other uses happening within the zones, and only suggest appropriate, anticipated, and predominant use.

Key development guidelines in the Michigan Avenue station area are as follows:

- 1 Focus redevelopment north of the station providing mixed-use commercial and retail infill development, and rehabilitation or adaptive reuse of existing buildings. Revitalization of this stretch of the corridor is a focus of ongoing efforts by the City, including the INVEST South/West program, which seeks to improve the character and overall perception of this area.



KEY PLAN

Figure 3-49: Michigan Avenue Station Land Use and Infill Strategy Map

- 2 South of 116th Street on Michigan Avenue, infill with multifamily residential and additional mixed-use commercial, retail, and civic development. New housing in this area will be within easy walking distance of the station and can promote transit ridership. Consistent with existing land use patterns, new housing should be denser closer to Michigan Avenue, and scaled back in the neighborhoods.

115th Street is a major east-west thoroughfare connecting to the Pullman Industrial corridor to the east. Concentrate mixed-use infill on 115th Street east of Michigan Avenue to strengthen the connectivity between the RLE station and the Kensington/115th Street Metra station.

- 2 The Kensington/115th Street Metra station is east of the entrance of the RLE station a few blocks away. Infill on vacant lots with medium density multifamily housing to reinforce the TSD node around the station. The same is appropriate at the stretch of 115th Street west of the rail alignment.

- 3 In the surrounding neighborhood infill with low density housing on vacant residential lots, especially those under City or CCLBA ownership. These lots could be developed with single-family homes (including townhouses and rowhouses) or two-to-four-unit buildings, as appropriate.

- Low Density Residential Infill
- Medium Density Residential Infill
- Mixed-Use Infill
- Commercial Infill
- Institutional
- Parks & Open Space
- RLE Station Entrance
- RLE Center Line
- RLE 1/2-mile Station Area





DEVELOPMENT POTENTIAL

72,000
Gross Square Feet of New Retail

2,100
New Infill & Rehab Housing Units

\$850M+
Development Investment



- RLE Station
- Residential Rehab / Conversion
- Neighborhood / Corridor Infill
- Catalyst Site Infill
- Key Corridor
- Parks & Open Space
- RLE 1/2-mile Station Area

Figure 3-50: Michigan Avenue Station Area Infill Massing Concept

INFILL DEVELOPMENT

While denser than the other three RLE station areas, the Michigan Avenue station area still has fewer medium density multifamily buildings than the city on average. Within the Michigan Avenue station area, as little as 11 percent of the housing stock is comprised of buildings with five or more units, while on average 40 percent of the housing units in Chicago are in these larger buildings.

In response to community feedback, height and residential density on the historic Michigan Avenue corridor north of 115th Street should be modest, and housing should also be located on Michigan Avenue north of 115th Street in a manner that respects the existing historic character of the commercial corridor.

To aid the goals of supporting existing businesses and sustainably revitalizing the Michigan Avenue commercial corridor with new, needed services and amenities, it is important that residential density be increased on the corridor.

Sites in the Michigan Avenue station area that are vacant, contain boarded up buildings, are known to be tax delinquent, or some combination of these factors are considered to present good opportunities for new infill development, including parcels on Michigan Avenue south of 117th Street, along 115th Street west of the station, and near the Kensington/115th Street Metra station.

CATALYST SITES

The large 6-acre site north of the station at 115th Street and Michigan Avenue is identified as a Catalyst Site because of its adjacency to the station. This swath of land was formerly home to the Roseland Plaza commercial cluster, comprised of a hardware store, garment cleaner, drug stores, a laundromat, and a restaurant. Roseland Plaza was shuttered in 2004, then demolished in 2005 in the hopes of the site being redeveloped with a full-service grocery store, pharmacy, bank, or new restaurants. This site adjacent to the Michigan Avenue station is central to the TSD planning effort in the station area.

Catalyst Site 1 is now the focus of the DPD INVEST South/West initiative that is explained later in this section.

The 11700 S. block on the east side of Michigan Avenue is also identified as a Catalyst Site for its central location on this segment of Michigan Avenue and adjacency to the active 11600 S. block, with ease of access to the new station.

1,400 Infill and 700 Rehab units projected

MOBILITY ELEMENTS

PLANNED IMPROVEMENTS

Under the RLE project, the Michigan Avenue station will include several improvements to strengthen multimodal connections to the station. With the extension of the Red Line, some existing bus routes would be rerouted to feed into the proposed station. Pedestrian improvements will be made to allow for safe access to the station, including ADA accommodations, and sidewalk improvements near the Park & Ride and Kiss & Ride. Station design will address the adjacent public way improvements to reduce conflict and address coordination of multiple modes accessing the station. The station includes a bus terminal with bus bays for both CTA and Pace routes, as well as a covered pedestrian walkway for convenient transfers between bus and rail. There will also be on-street bus stops in front of the station. Bike parking, Divvy and e-scooter access would be provided at or adjacent to the station.

Bike lanes are located along 115th Street and State Street and a new bike lane is located along 119th Street at the south end of the station area.

CDOT initiated a streetscape project on Michigan Avenue between 110th Street and Kensington Avenue and between the railroad viaduct south to 116th Street. The RLE project will implement the improvements between Kensington and the viaduct. The scope includes: roadway geometry and intersection improvements, resurfacing, drainage improvements, sidewalk, curb, and gutter, traffic signal upgrades, ADA ramps and crosswalks, curb extensions, street lighting, site furniture and landscaping.

Planned improvements are subject to change based upon feedback from agencies during design.

CONSIDERATIONS

In addition to these planned improvements, additional mobility elements should be considered in coordination with relevant agencies and stakeholders to strengthen overall multimodal

connectivity to the station and surrounding neighborhoods. These elements relate specifically to Michigan Avenue as a thriving commercial corridor station with a focus on access by bus, walking, biking and Park & Ride. Considerations include:

- Strengthen walkability by ensuring sidewalk paths are in good condition and establish traffic calming measures where appropriate to ensure safe passage for all modes.
- Improve pedestrian experience under the Michigan Avenue and 116th Street viaduct with new lighting, repaired sidewalks, and public art.
- Investigate curb management strategies to redirect pick ups and drop offs from station entrances to the Kiss & Ride.
- Explore car share accommodations in the Park & Ride lot.
- Evaluate whether protected bike infrastructure could be added to support bike access to the station.
- Install covered bike parking and a repair station near or adjacent to station to further support bike connections.
- In addition to the planned streetscape along Michigan Avenue (between 110th & Kensington), identify additional opportunities to create inviting streetscapes, small plaza areas, and employ other placemaking strategies to create a welcoming environment for pedestrians.
- Improve signage and wayfinding to the Kensington/115th Street Metra station, allowing for easier connectivity.
- Explore feasibility of providing shared parking at the CTA Park & Ride lot.

Figure 3-51 shows concept station area mobility elements. Figure 3-52 shows proposed street section for Michigan Avenue, north of the station, as identified by red line on Figure 3-51 (subject to change).

Figure 3-51:
Michigan Avenue Station
Mobility Elements Diagram

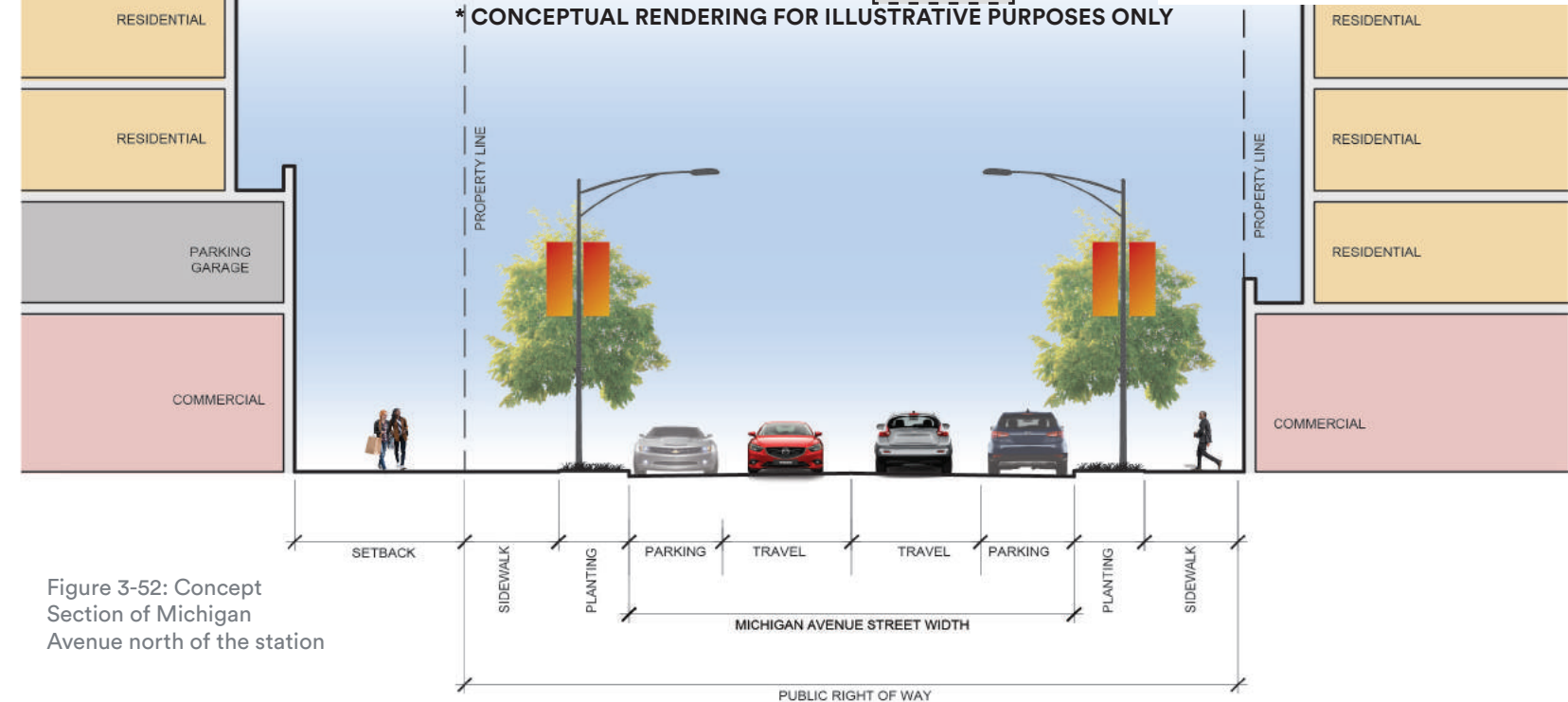
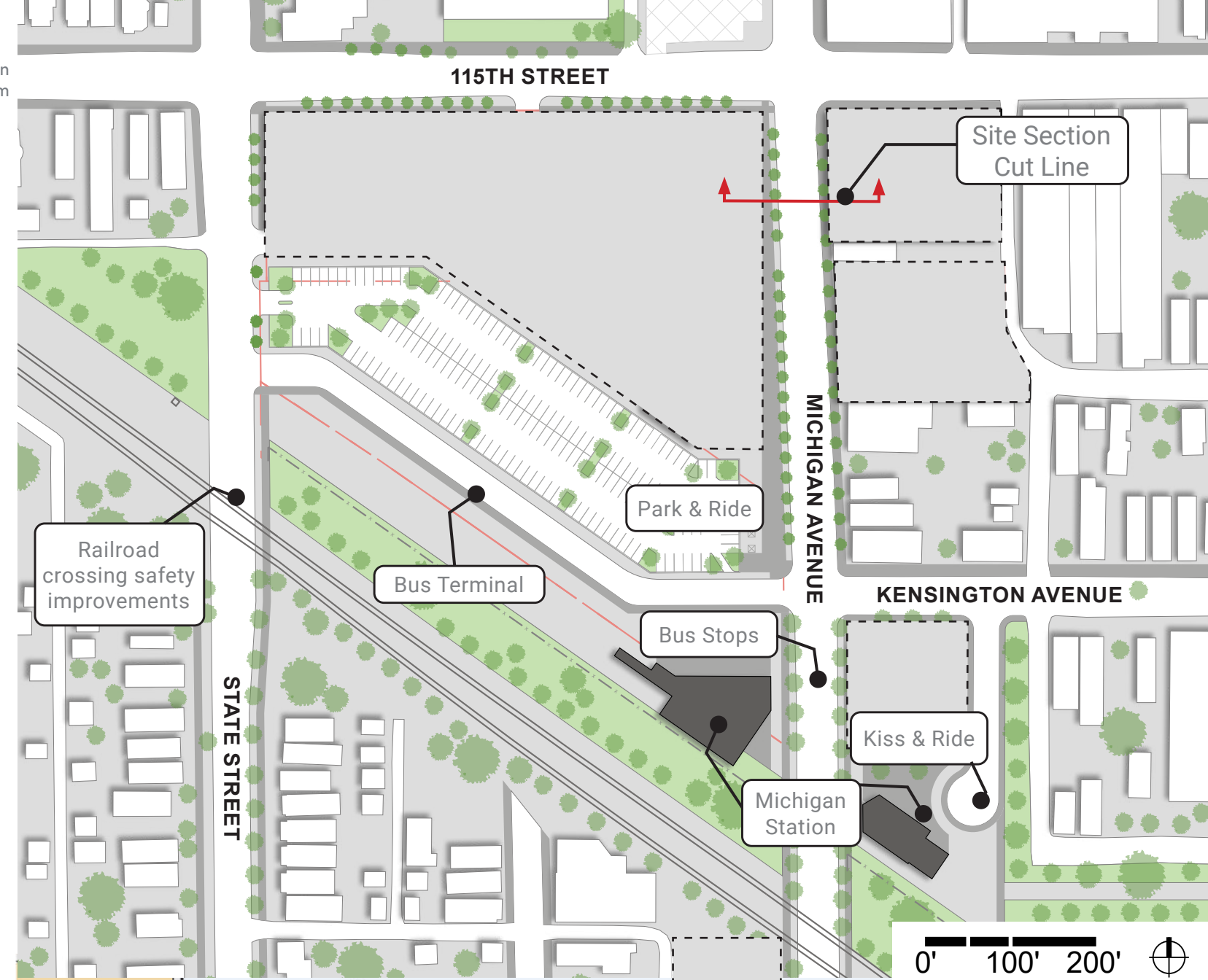


Figure 3-52: Concept
Section of Michigan
Avenue north of the station



Figure 3-54: Michigan Avenue Catalyst Site 1 Massing Concept 1

CATALYST SITE #1 CONCEPT #1

The Michigan Avenue station entry is proposed near the intersection of Kensington Avenue and Michigan Avenue, on the vacant 6-acre site that has long been targeted for redevelopment. RLE infrastructure will occupy more than half of the site, leaving roughly 2.5 acres available for a catalytic transit-supportive development adjacent to the station.

The concept for this site concentrates the height to the west, proposing a 7-story building on the State Street edge, and steps down to a single-story, commercial structure mid-block on Michigan Avenue. Both buildings on the eastern block frontage have significant setbacks from the property line to create a generous pedestrian promenade stretching south from 115th Street to the CTA station parking lot. This promenade could be populated with lush trees and shrubs, cafe tables, and inviting street furniture to create a vibrant space that would lessen the perceived height of the new buildings on the street.

The 20,000-square-foot standalone commercial space on the Michigan Avenue frontage could accommodate a modest-sized grocery tenant and capitalize on the increased pedestrian traffic near the station entry. The five and seven-story buildings accommodate approximately 200 total residential units. Some surface parking is provided at the center of the block for commercial patrons.



Figure 3-55: Michigan Avenue Catalyst Site 1 Massing Concept 2

CATALYST SITE #1 CONCEPT #2

A second concept for the land north of the RLE Michigan Avenue station proposes the phased development of three mixed-use buildings, positioned at the perimeter of the block to reestablish a contiguous street wall. A small pocket plaza opens off of the Michigan Avenue public way, presenting an opportunity for a cafe and planting zone. Parking and service access for all three buildings would be available mid-block via new shared access drives.

The building at the northeast corner of the block is envisioned to contain a ground floor commercial space of over 16,000 square feet, fronting on both 115th Street and Michigan Avenue. This space could be subdivided or accommodate a single tenant. One level of structured parking would occupy the second floor, and about 80 residential units would occupy the floors above. The buildings to the west and south would contain between 80-100 residential units with ground floor neighborhood-scale retail or amenities. In total, this concept proposes roughly 270 residential units on the site.



Figure 3-56: Michigan Avenue Catalyst Site 2 Massing Concept

CATALYST SITE #2

A stretch of several blocks south of 117th Street on Michigan Avenue is primarily vacant, presenting a significant opportunity to create a new cluster of residential development on the south end of the station area, within walking distance of the new station. Catalyst Site 2 is comprised of six parcels located on the east side of Michigan Avenue between 117th Street and 117th Place. Two of these parcels are privately-owned, with one featuring an existing vacant structure currently being considered for acquisition by the CCLBA. The remaining four parcels are vacant and City-owned.

Proposed on the site are two, 4-story, multifamily residential structures. The southernmost building features stacked flats on the Michigan Avenue frontage, and, following the topography, steps down toward the existing residences to the east along 117th Place. At the north end of the site is an 8-unit stacked flats building. The two structures are separated by a small communal green space. Parking for both buildings is concealed at the rear of the site, accessible via the existing alley.

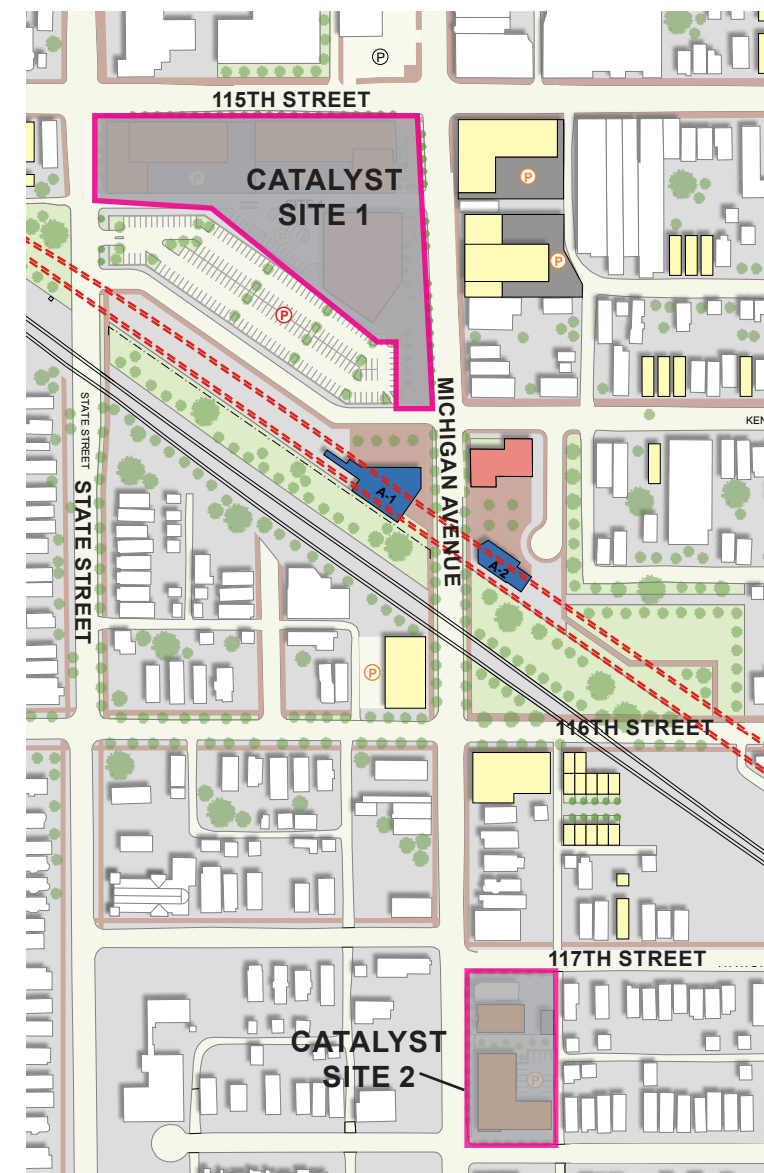


Figure 3-57: Michigan Avenue Station Node Illustrative Plan

- | | |
|---------------------------|------------------------------|
| Catalyst Site Boundary | Station House |
| Catalyst Site Residential | A-1: RLE North Station House |
| Commercial Infill | A-2: RLE South Station House |
| Residential Infill | Parks & Open Space |
| Existing Structure | Sidewalk / Paver |
| RLE Elevated Tracks | RLE Station Parking |
| UPRR Tracks | TSD Proposed Parking |

FROM PLANNING TO IMPLEMENTATION

In 2019 the Chicago Department of Planning and Development (DPD) launched the INVEST South/West initiative to catalyze new neighborhood investment from public and private sources, reversing the trend of disinvestment in many of Chicago's South and West side communities, including Roseland.

Since 2021, DPD has collaborated with the Roseland community, stakeholders, the CTA, the RLE Transit-Supportive Development (TSD) Plan team, and other consultants on the development of a request for qualifications (RFQ). This RFQ highlights development opportunities at several sites along the Michigan Avenue commercial corridor.

Originally, the RFQ for Michigan Avenue was only going to include two sites but the work of this RLE TSD plan made it possible to incorporate a 3rd site (Catalyst Site 1) which is a portion of the large vacant lot just north of the Michigan Station. The scheme shown in the RFQ showcases a hybrid of both concepts developed through the TSD planning process.

The City has issued the RFQ to solicit development proposals. Going forward, DPD will engage with developers in the RFQ process to ensure the community is meaningfully engaged. A review committee comprised of community, DPD, and City representatives will evaluate proposals based on their potential to realize the community's vision, capacity to build community wealth, design excellence, and financial feasibility. Thereafter DPD will choose a developer to implement their proposal for the selected Michigan Avenue site(s) with City financial support and collaboration with CTA.

INVEST South/West consulting partners include the Chicago Central Area Committee, SmithGroup, Sterling Bay, SB Friedman, and Solomon Cordwell Buenz.

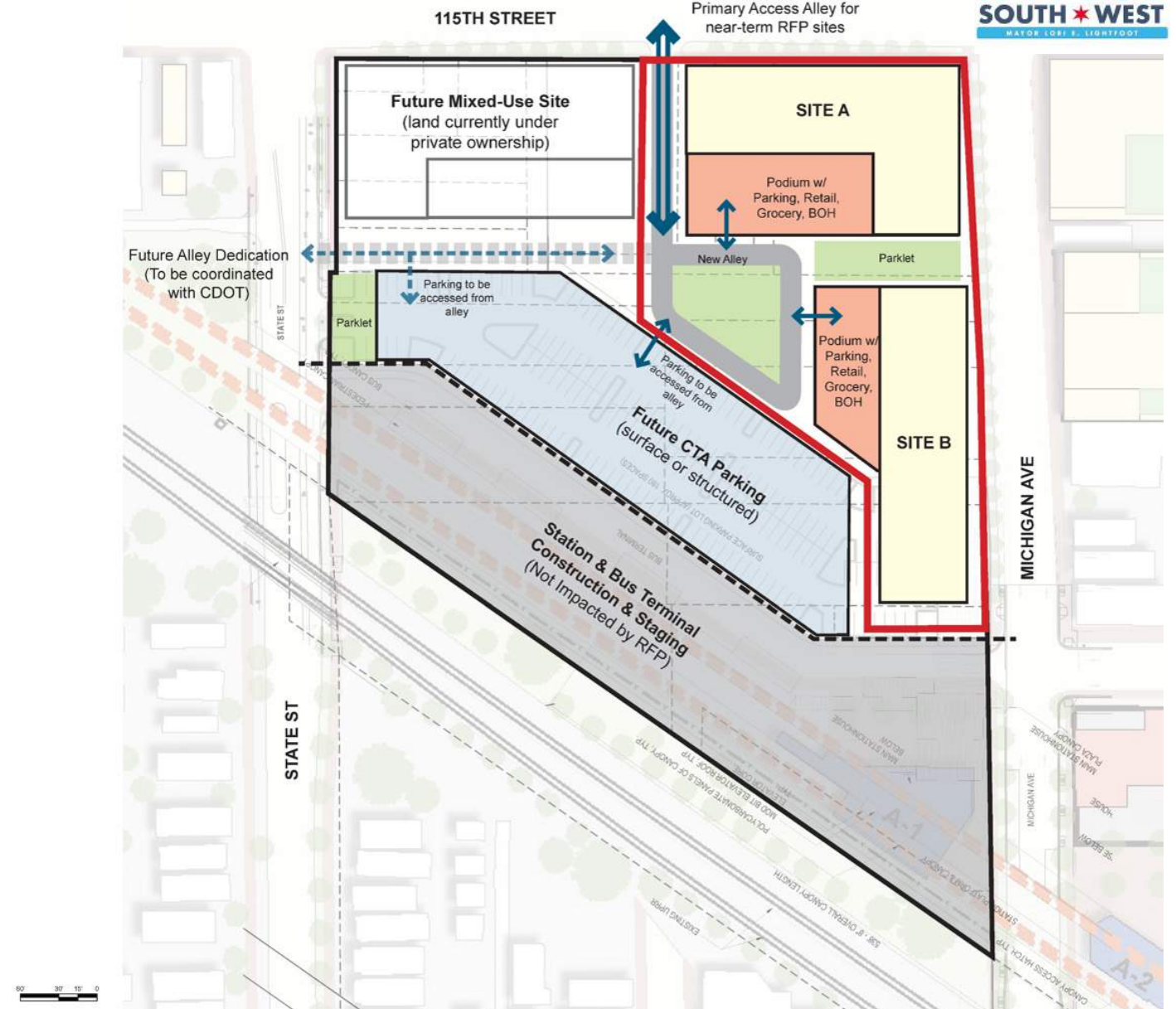
RFQ IMAGES



* CONCEPTUAL RENDERING FOR ILLUSTRATIVE PURPOSES ONLY



RFQ SITE PLAN



130th



* CONCEPTUAL RENDERING FOR ILLUSTRATIVE PURPOSES ONLY



VISION: VIBRANT & CONNECTED COMMUNITY

The 130th Street Station area will be a historic, vibrant, connected, environmentally sustainable community with equitable access to jobs, healthy food, amenities, schools, open space, and transit.

"The 130th Street station could act as a hub bringing equity, connection to the whole city, better access to busing, and better paths for walking and biking." - Residents



Figure 3-58: 130th Street Station Area Aerial and Assets

STATION AREA LAND USES

Land uses within a 1/2 mile radius of the 130th Street station area include utilities, transportation (I-94), and industrial land uses north of 130th Street. Most of the station area is comprised of the CHA public housing at Altgeld Gardens west of the station. Adjacent to the station to the north is TCA Health, a local healthcare provider, to the east is George Washington Carver Military High School, and to the south is the Forest Preserve of Cook County (FPCC) Beaubien Woods, a forest preserve with recreation areas and various natural habitats.



Figure 3-59: George Washington Carver Military Academy High School

Immediately west of the Altgeld Gardens and Phillip Murray Homes housing developments are independent residential neighborhoods known as Golden Gate and Eden Green, which are comprised of detached, single-family homes and apartment complexes that predominantly date from the late 1960s and 1970s. These neighborhoods are bounded to the west by a regional commuter line for the Metra Electric District and the Little Calumet River.

The larger area surrounding the station area has a heavily industrial character. Directly north of the district is the Metropolitan Water Reclamation District of Greater Chicago (MWRD), a wastewater treatment plant. East of I-94 are heavy industrial areas and landfills and the Lake Calumet Industrial District. Additional industrial sites are located across the Little Calumet River to the south and east, including the former Acme Steel plant.

STATION AREA HISTORY

The 130th Street station area is located in Chicago's Riverdale community, just south of Pullman, and southwest of the Illinois Port District. Due to its distance from, and lack of connectivity to Chicago's city center, Riverdale remained almost exclusively devoted to industrial use since the mid-1800s. The area remained sparsely populated until post World War II, when Altgeld Gardens was constructed.

The CHA-owned Altgeld Gardens is a planned residential community built in 1945 on 200 acres of land along the Little Calumet River as one of the first public housing developments in the United States. It was built in response to the surge in demand for affordable workforce housing for returning veterans. To support additional demand for housing, the Phillip Murray homes were completed in 1954. Today, both communities are home to working families.

Currently, through guidance of the State Historic Preservation Office (SHPO), CHA prepared an application and was awarded an official spot on the National Register as an Historic District for both Altgeld Gardens and Phillip Murray Homes.

ENVIRONMENTAL JUSTICE IN ALTGELD GARDENS

Starting in the late 1970s, Altgeld Gardens resident Hazel M. Johnson started People for Community Recovery (PCR) and embarked on years of research and activism to address harmful environmental and health impacts related to nearby industrial uses. For these efforts, she is often referred to as the “mother of the environmental justice movement.” Through her leadership, PCR was able to secure victories for community residents including helping to get a moratorium on landfills in Chicago. In 2011, the Illinois General Assembly honored her work by designating the stretch of 130th Street adjacent to the future RLE station as Hazel Johnson EJ Way.

Today, her legacy lives on as People for Community Recovery's work in the greater Altgeld Gardens area focuses on community-identified priorities including environmental and climate justice, safe and affordable housing, economic equity, job training, education, and community health.



Figure 3-60: Historic Altgeld Gardens Rowhomes
Source: Public Housing Administration / National Archives Catalog



Figure 3-61: Historic Altgeld Gardens “Up Top” Commercial Building
Source: Chicago Sun Times



Figure 3-62: “Heart-bomb” Community event at the “Up Top” building in Fall 2021 organized in part by People for Community Recovery
Source: Lewis Purdy



Figure 3-63: Hazel M. Johnson
Source: People For Community Recovery

BUILDING CHARACTER

The Altgeld Gardens-Philip Murray Homes is comprised of 174 low-rise, masonry, rowhouse buildings that accommodate approximately 1,500 units of varied sizes. These buildings border a curvilinear network of streets that wrap around a central core of non-residential and community buildings. Recently, all the Altgeld Gardens-Philip Murray Homes residential buildings have been renovated and a few blocks on the east and south sides were demolished.

On site there are eighteen nonresidential buildings that include administration, community, religious, school, new library, and the “Up-Top” commercial building which has a memorial mural of names of deceased members of the community.

With a National Register Historic District designation, Altgeld Gardens and Philip Murray Homes are in a good position to receive federal and state historic tax credits that could help fund ongoing rehab and restoration work at the development.

OPEN SPACE

Unlike the other, more urban, RLE station areas, the 130th Street station area features an abundance of publicly accessible open space. The Forest Preserves of Cook County Beaubien Woods occupies nearly a quarter of the station area. This preserve offers a mix of prairie, woodland, and wetland habitats, as well as a range of activities including fishing and kayaking. Beaubien Woods also allows for access to the portion of the Little Calumet River that flows through the southern edge of the station area. This stretch of the Little Calumet River is the primary site of the African American Heritage Water Trail which traces historic narratives of African Americans who settled near the river. The Chicago Park District's Carver Park is also located to the southwest of the 130th Street station location, as is the Carver Primary School's recreational green.

Strategic open space enhancements accompanying the RLE terminal station development at the eastern edge of Altgeld Gardens can improve the overall experience of the station for residents and transit riders, while softening the transition to the character of the residential environment. Additionally, land southwest of the community can be compiled and redeveloped as an expanded regional recreational area.



Figure 3-64: Altgeld Gardens Rowhouses
Source: Chicago Housing Authority



Figure 3-65: Altgeld Gardens-Philip Murray Homes aerial looking south east
Source: Site Design Group



Figure 3-66: Residents Canoe on the Little Calumet River
Source: ASGG Architecture



Figure 3-67: Beaubien Woods Little Calumet River overlook

COMMUNITY SPOTLIGHTS



Figure 3-68: Example Grocery Store

Source: Yellow Banana



Figure 3-69: FSCC Fresh Market Concept
Source: Far South Chicago Coalition, Lamar Johnson Collaborative

130TH STREET GROCERY STORE

For a number of years, local residents and stakeholders have expressed a strong desire and need for improved access to fresh food. In its 2022 Quality of Life Plan, the Far South Chicago Coalition (FSCC), in partnership with Lamar Johnson Collaborative, developed a concept rendering for a small fresh market located on 130th Street adjacent to the Golden Gate, Eden Green, Altgeld Gardens and Phillip Murray Homes communities. Due to the tireless advocacy of nearby residents and stakeholders, in 2023 the City of Chicago granted the Black-owned grocery store group Yellow Banana \$4.9 million in Community Development Grant funds to bring a full-service grocery store to the far south neighborhood. Yellow Banana will construct a new, 10,000 square foot grocery store on City-owned property at 130th Street and Eberhart Avenue.



Figure 3-70: By the Hand Club For Kids Programming & Freight Farm Concept

Source: By the Hand Club for Kids

BY THE HAND CLUB FOR KIDS

By the Hand Club for Kids is an after-school program serving children in Chicago's South and West side communities since its founding in 2001 at Cabrini-Green. The program provides students with academic and extracurricular enrichment, tutoring, and mentorship from kindergarten through their college years. At Altgeld Gardens, By the Hand is proposing to set up a mobile hydroponic freight farm, producing up to four acres of produce in a 500 square-foot shipping container. This exciting initiative incorporates education, training, and entrepreneurship, all while bringing more healthy produce options to the community year round. By the Hand has a continuing desire to expand its footprint and involvement in the community, and presents an opportunity for strategic partnership in the RLE project area going forward.

130TH STREET STATION AREA STRATEGY

Development strategies for the 130th Street station area address the immediate station context and the broader neighborhood context. The land use zones and infill examples indicated in Figure 3-69 suggest complementary infill development. This development strategy does not preclude other uses happening within the zones, and only suggest appropriate, anticipated, and predominant use.

Key development guidelines in the 130th Street station area are as follows:

- ① Provide additional commercial retail and fresh food offerings that could be supported by local residents and commuters, with some market subsidies to get started. This could involve identifying partnerships with local food providers; incorporating a farmers' market, food co-op, or food production incubator similar to The Hatchery in Chicago.
- ② Consider small or large-scale community-serving uses, through expansion of existing or creation of new programming, around the station to enhance residents' quality of life. In coordination with CHA, By the Hand Club for Kids and TCA Health, the following uses could be considered: Community Service Center to improve community access to social and health services; Business Assistance Center to support local entrepreneurship; Education Center or satellite university center.
- ③ Expand recreational offerings at Beaubien Woods to provide new programming for residents and visitors.

Beyond the immediate 130th Street station area in the adjacent areas of Riverdale, the new station creates other opportunities:

- ④ Establish neighborhood-oriented retail on 130th Street
- ⑤ Improve Golden Gate and Eden Green neighborhoods through investment in existing homes and building new on vacant land.
- ⑥ Highlight cultural history such as the Underground Railroad and Ton Farm site by promoting the African American Heritage Trail on the Little Calumet River and the history of National Register-listed Altgeld Gardens and Philip Murray Homes and environmental justice, including the work of Hazel M. Johnson.

- Commercial Infill
- Community-Serving Infill
- Open Space & Cultural Enhancements
- RLE Station Entrance
- - - RLE Center Line
- RLE 1/2-mile Station Area



COMMERCIAL



COMMUNITY



OPEN SPACE



KEY PLAN

Figure 3-71: 130th Street Station Land Use and Infill Strategy Map

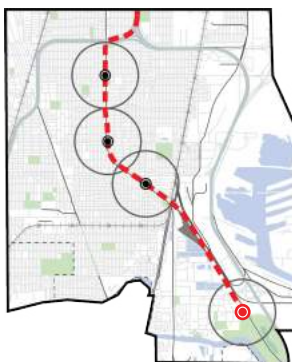


DEVELOPMENT POTENTIAL

22,000
Gross Square Feet
of New Retail

55
New Infill
Housing Units

\$37M+
Development
Investment



- RLE Station
- Rehab / Conversion
- Catalyst Site Infill
- Key Corridor
- Parks & Open Space
- RLE 1/2-mile Station Area



Figure 3-72: 130th Street Station Area Infill Massing Concept

INFILL DEVELOPMENT

The introduction of new land uses around the RLE 130th Street station can support residents' needs or those of commuters from the south suburbs traveling on the Red Line for work or to nearby industrial employers. Up to 55 infill housing units can be added west of the station area in Golden Gate & Eden Green. There is a potential for 20,000 SF of retail in the station area.

55 Infill units projected

The map above illustrates some key buildings and areas in the station area:

1. **The Shop (Up top) building** constructed in 1946 and designed by Keck + Keck architects
2. **Chicago Public Schools Building C**, circa 1940s
3. **Chicago Public Schools Former Carver High School**, circa 1940s
4. **Former Rosebud Grocery Store**
5. **Single family infill development** on vacant parcels in Golden Gate and Eden Green neighborhoods
6. **Jan and Aagje Ton Farm** is an official National Park Service Historic Place for being part of the Network to Freedom Underground Railroad

CATALYST SITES

The 130th Street station area will benefit from the development of a transit-supportive commercial immediately adjacent to the station. To serve the surrounding community and transit riders, a mix of community service, educational, and transit-focused retail would meet community needs and improve the quality of life for residents. The land adjacent to the station provides the opportunity to provide a series of community-oriented retail and services to serve as catalysts for economic development.

Catalyst Site 1 sits southeast of the TCA Health facility and to the west of the proposed RLE station. It consists of portions of the former CHA Altgeld Gardens Blocks 11 and 13. The RLE station development will occupy much of those former parcels left vacant by the necessary demolition of those blocks. The remainder of the land presents an ideal opportunity for catalytic redevelopment.

Catalyst Site 2 occupies CHA Block 12. This area will remain under CHA ownership, and CHA has expressed an interest in accommodating other community-supportive uses in the future, pending review by the United States Department of Housing and Urban Development (HUD).

MOBILITY ELEMENTS

PLANNED IMPROVEMENTS

Under the RLE project, the 130th Street station will include several improvements that will strengthen multimodal connections to the station and improve overall mobility in the area. With the extension of the Red Line, some existing bus routes would be rerouted to feed into the proposed stations. The station design includes a bus terminal at the south end of the station area. Sidewalk improvements are planned along Greenwood Avenue from Ellis Street to 132nd Street and continuing to Carver Military Academy with an improved railroad crossing in that area. A multi-use path is planned along the station area parallel to Greenwood Avenue, which could provide a connection to the planned 130th Street side path. A new trail connection is being planned south of the station for better access to Beaubien Woods.

While there are no dedicated bike lanes in the station area, there are initiatives underway to look at expanding the bike network which build on recommendations from the Riverdale Multimodal Transportation Plan. This includes concept design for a side path along the south side of 130th Street. Bike parking would be provided at or adjacent to the station. Divvy bike access is located in Altgeld Gardens; additional stations would be explored. In addition, the station design will address the adjacent public way improvements to reduce conflict and address coordination of multiple modes accessing the station.

Planned improvements are subject to change based upon feedback from agencies during design.

CONSIDERATIONS

In addition to these planned improvements, additional mobility elements should be considered in coordination with relevant agencies and stakeholders to strengthen overall multimodal connectivity to the station and surrounding neighborhoods. These elements relate specifically to 130th Street as a vibrant and connected community and terminal station. Considerations include:

- Strengthen walkability by ensuring sidewalk paths are in good condition in order to connect to the Altgeld Gardens and Golden Gate neighborhoods.
- Evaluate additional bike infrastructure, connecting to the planned multi-use paths on 130th Street and Greenwood Avenue, to support bike access to the station.
- Provide wayfinding to parks and resources like Beaubien Woods and the future African American Heritage Water Trail.
- Explore feasibility of providing shared parking for future developments or community uses adjacent to the station.
- Identify additional opportunities to create inviting streetscapes, small plaza areas, and employ other placemaking strategies to create a welcoming environment for pedestrians.
- Explore car share accommodations in the Park & Ride lot.

Figure 3-72 shows concept station area mobility elements (subject to change). Figure 3-73 shows proposed street section for 130th Street, west of the station, as identified by red line on Figure 3-72 (subject to change).

Figure 3-73:
130th Street Station
Mobility Elements Diagram

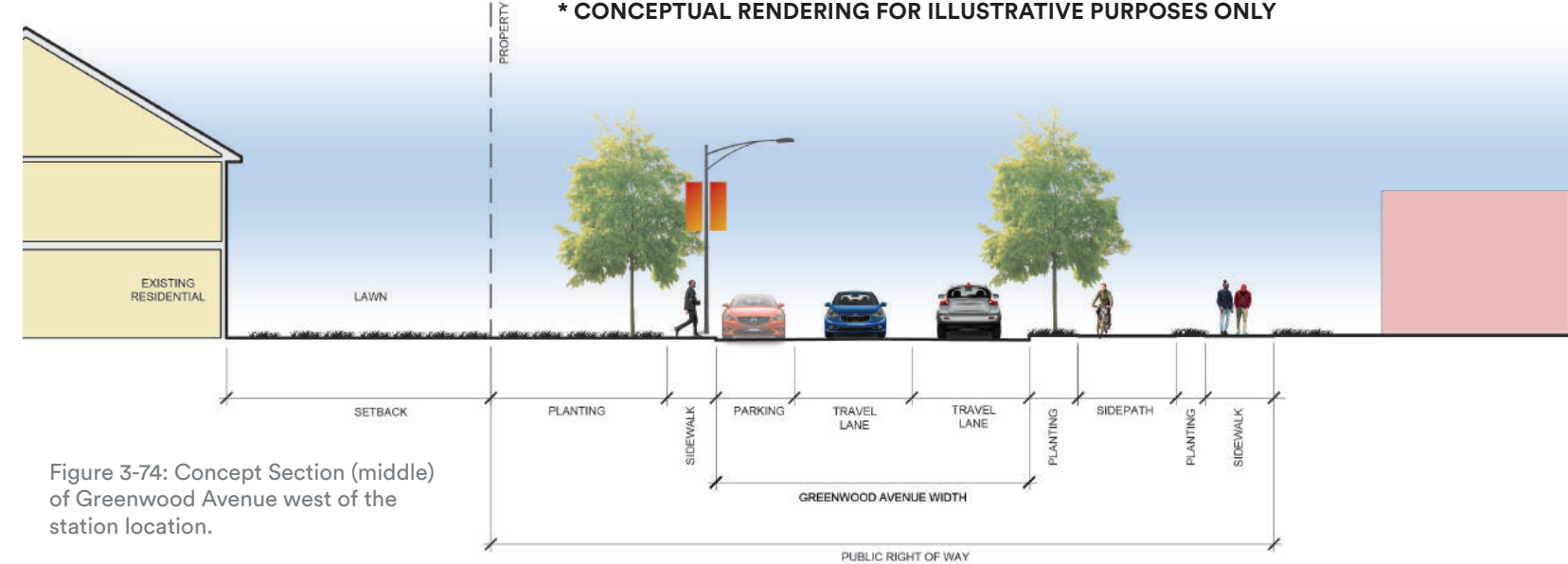


Figure 3-74: Concept Section (middle) of Greenwood Avenue west of the station location.

CATALYST SITE #1

Catalyst Site 1 in the 130th Street station area is located east of Altgeld Gardens on narrow strip of land formerly occupied by a cluster of Altgeld Gardens rowhouses.

This opportunity area could support future activities and infill development that would be located in front of the RLE station. It could include a 130th Street bicycle and pedestrian sidepath, a potential plaza or open space near the station entrance, or other uses, and would provide a buffer to the community.

This location is closer in proximity to 130th Street and would concentrate vehicular traffic to the north, minimizing the impact on residential areas.

CATALYST SITE #2

Catalyst Site 2, southwest of the proposed station, at the southeastern edge of the Altgeld Gardens community, between the existing rowhouses and the Forest Preserves of Cook County (FPCC) Beaubien Woods, contains a single 8-acre parcel that will remain under CHA ownership following the completion of the RLE Project.

Due to the significant size of the parcel, a variety of community-serving, institutional, or recreational uses could be appropriate for this site.

Future uses for these opportunity areas would be determined in coordination with the CHA, the CHA Local Advisory Council, Altgeld Gardens-Phillip Murray Homes residents, and nearby community residents and organizations.









- | | |
|---|---|
|  Opportunity Area |  Rehab Opportunity |
|  130th Street Station Zone |  Existing Rail |
|  RLE At-Grade Track Area |  Open Space |

Figure 3-75: 130th Street Station Node Illustrative Plan Diagram



STRATEGIC ZONING

The City of Chicago's zoning designations, along with various area plans, guide present and future land use development. The alignment of zoning with desired development outcomes will minimize potential impediments to TSD investment. This TSD Plan identifies potential modifications to existing zoning that would be beneficial to support the desired transit-supportive development and neighborhood goals. This plan includes an analysis of zoning issues and should not be considered a replacement of the City of Chicago zoning and building permit processes nor city ordinances. The recommendations included in this plan should be used as guidance towards future development that will require discretionary action by the Chicago Plan Commission (CPC), Zoning Board of Appeals (ZBA), City Council, or for projects receiving City financial assistance.

ADDITIONAL DWELLING UNITS

The Additional Dwelling Units (ADU) Ordinance, approved by the Chicago City Council in December 2020, expands housing access across Chicago by allowing ADUs in attics, basements, and accessory buildings. Common names for these types of housing units include coach houses, backyard houses, and in-law apartments. The ADU Ordinance allows for the creation of new units for homeowners needing extra income, or those who wish to create separate spaces for multigenerational families. It also provides a path for legalization of units that were previously built without zoning approval and building permits.

Property owners in five ADU pilot areas can apply to create one or more ADUs on their property. If the City's ADU pilot program proves successful, the program should be expanded to include the RLE station areas.

ETOD & CONNECTED COMMUNITIES ORDINANCE

The Connected communities ordinance was a policy passed in July 2022 and created from the City's Equitable Transit-Oriented Development (ETOD) Policy Plan. The aspects of this ordinance that will be beneficial to RLE station areas include:

Goal #1: Grow the economy by allowing more homes and businesses near transit

- Applies TOD incentives to a (1/2 mile) from all CTA and Metra rail stations and 1/4 mile for frequent bus lines
- Applies parking reduction incentives to high density residential
- Caps on-site parking in residential buildings near rail stations

Goal #2: Make streets safer for Chicagoans who walk, bike, roll, and ride

- Establishes residential bike parking requirements
- Requires large developments to submit transportation management plans
- Implements pedestrian friendly design principles near rail, including limits to curb cuts

Goal #3: Encourage more diverse & affordable housing in every neighborhood

- Allows developments to swap parking spaces for housing units
- Limits deconversions in areas with displacement pressure
- Increases TOD incentives for affordable units including eliminating parking mandates

COMPATIBLE ZONING FOR BALANCED GROWTH

In the RLE project area significant amounts of land near the stations is zoned for single-family housing which limits the ability to develop small multi-unit buildings. In fact, A mix of housing sizes on a single residential block is typical of traditional Chicago neighborhoods. Within the RLE station areas, there are many "non-conforming" multifamily buildings within the existing fabric.

The TSD Plan calls for increasing the number of people living close to transit. Allowing small multifamily buildings to be built in existing residential neighborhoods is a gentle way of increasing density that could have a huge impact in generating ongoing neighborhood investment. This could be accomplished through strategic map amendments within the RLE station areas that will change existing RS districts to RT/RM (Residential Two-Flat, Townhouse and Multiunit Districts) for increased residential density in areas that already have existing multifamily structures close to the new stations.

PEDESTRIAN STREETS

Many of the commercial corridors in the RLE project area, especially in the 111th Street and Michigan Avenue station areas, were originally developed as urban-scaled, walkable shopping streets. The City of Chicago's Pedestrian Streets designation is used exclusively to preserve and enhance existing strong pedestrian commercial corridors. However, it could be a tool used to revitalize historic commercial corridors that may have in the past met the criteria but no longer do. Applying the same design criteria to streets that are, or will, undergo redevelopment can help ensure that the pedestrian environment is restored.

The diagrams 3-77, 3-78, 3-79, and 3-80 on the following pages illustrate zoning modifications that could be made along and adjacent to the main station area corridors to better foster TSD investments.

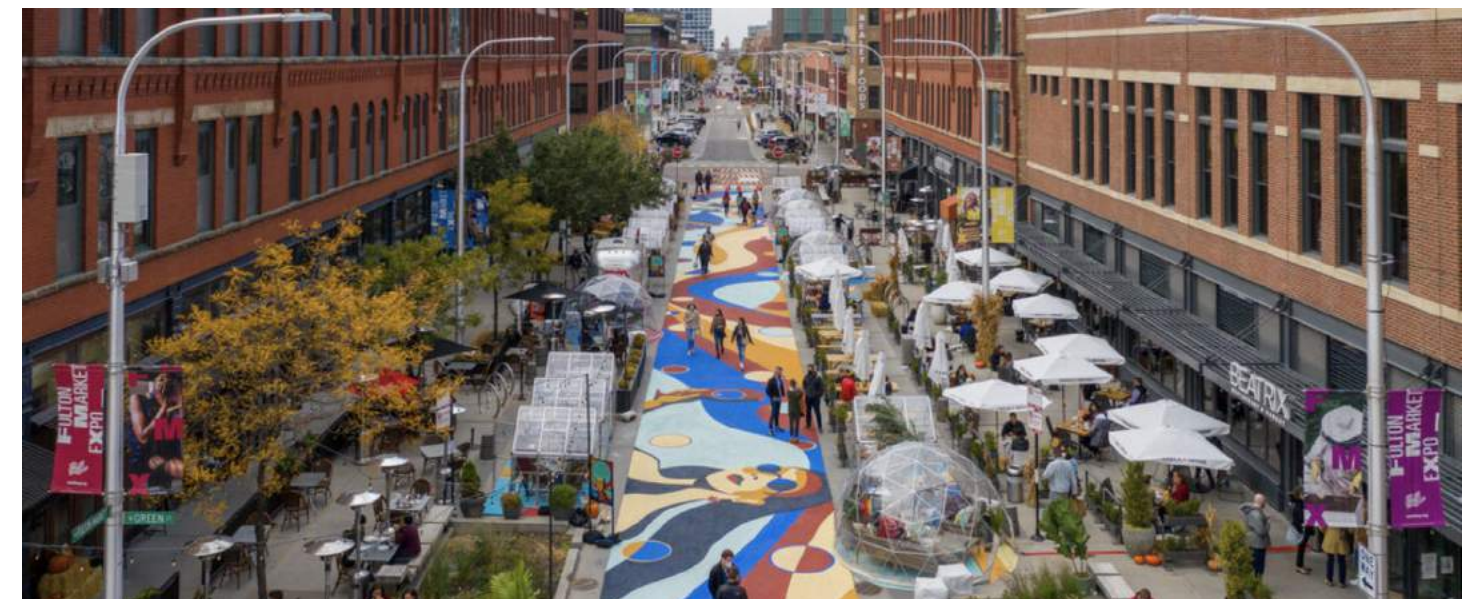
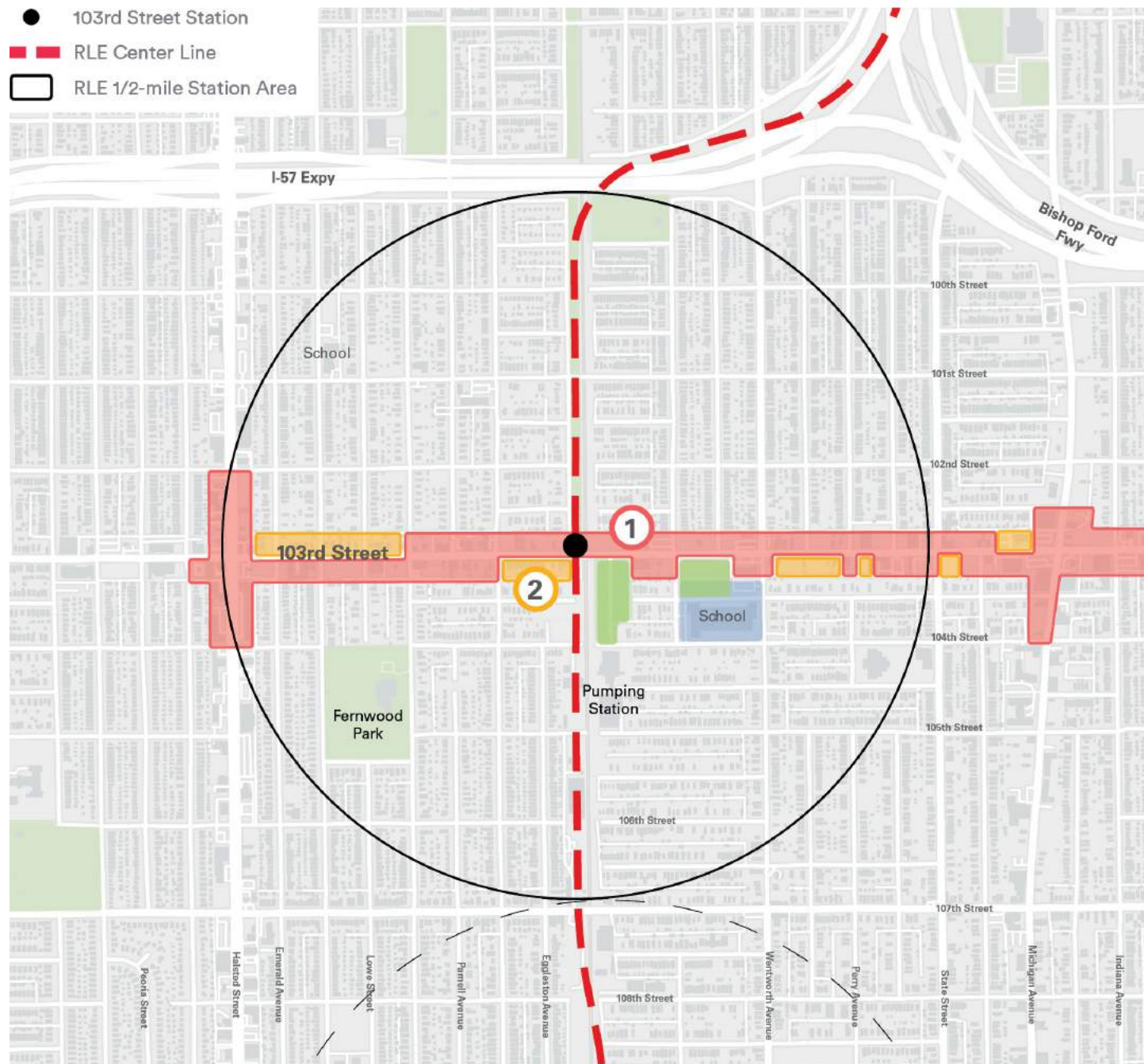


Figure 3-76: Chicago Pedestrian Street
Source: Chicago YIMBY



103RD STREET STATION ZONING

Figure 3-77: 103rd Street Station Area Zoning Recommendations

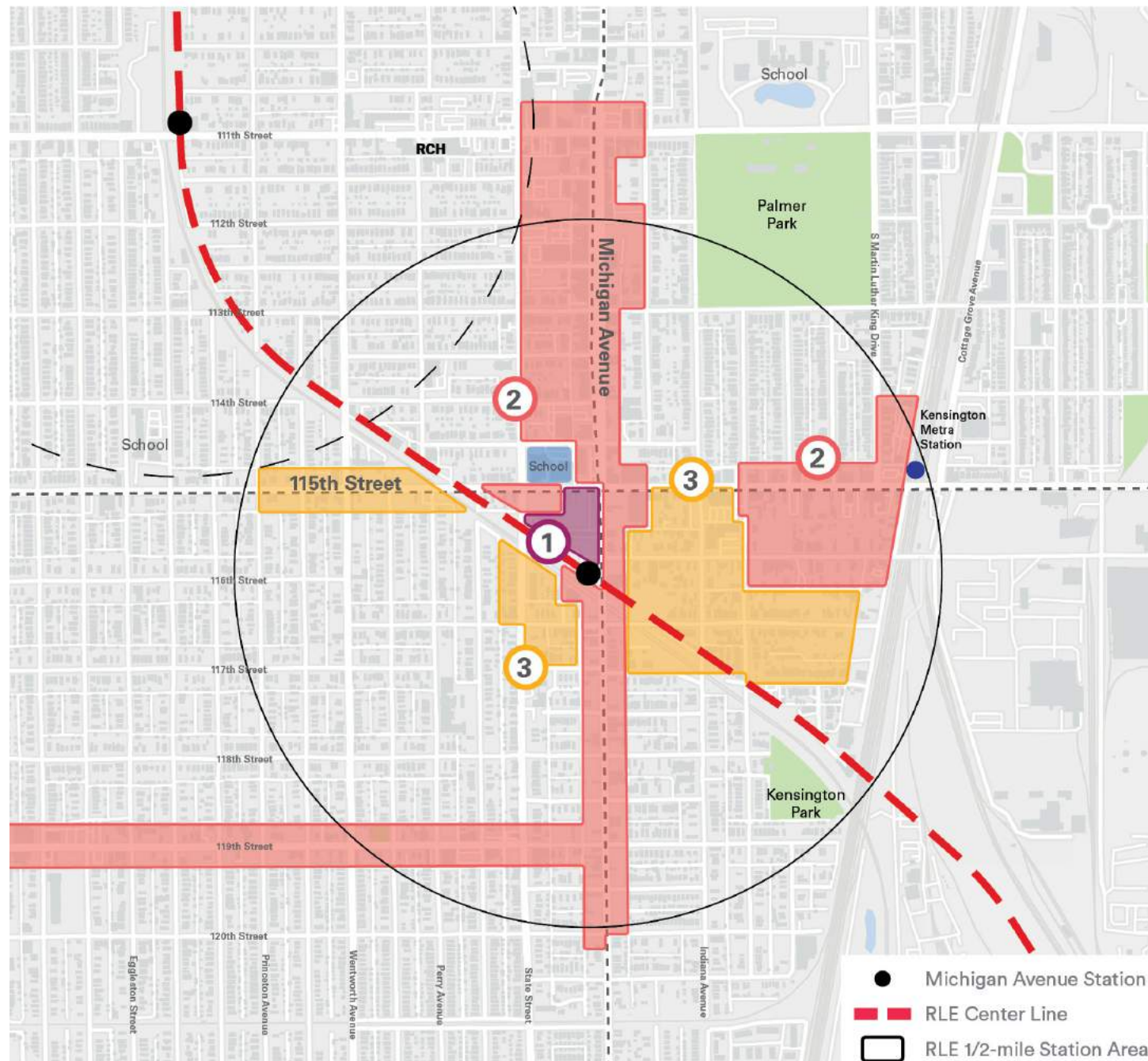
- 1 Along the 103rd Street corridor, consider rezoning B1-, B3-, and C2- districts to the B2 - Neighborhood Mixed-Use district to allow for ground level residential, to promote walkability, and discourage shopping centers with large parking lots. Consider a Dash 3 use type in order to allow FAR increases for transit-served locations and affordable housing, and an increase in building height to a range between 50'-65' based on street frontage. Buildings within a half-mile of the station can have no more than 50% of the minimum parking ratios.
- 2 Along the 103rd Street corridor, consider rezoning from RS3 single unit district to RT/RM zoning districts to allow for increased housing density that could include two-flats, townhouses, and low-to-medium density multi-unit residential buildings.



111TH STREET STATION ZONING

Figure 3-78: 111th Street Station Area Zoning Recommendations

- 1 Consider creating a new Planned Development for the proposed mixed-use Catalyst Site west of the 111th Street station. New transit-oriented developments can receive MLA reductions and FAR increases, but these benefits will be linked to the proportion of affordable units provided on-site.
- 2 Along the 111th Street corridor, consider rezoning B1-, B3-, and C1- districts to the B2 - Neighborhood Mixed-Use district to allow for ground level residential, to promote walkability, and discourage shopping centers with large parking lots. Consider a Dash 3 use type in order to allow FAR increases for transit-served locations and affordable housing, and an increase in building height to a range between 50'-65' based on street frontage. Buildings within a 1/2 mile from the station can have no more than 50% of the minimum parking ratios and a maximum parking ratio of no more than 1 space per unit.
- 3 Along the 111th Street corridor, consider rezoning from RS3 single unit district and RT-4 to greater RT/RM zoning districts that allow for increased housing density. This could include two-flats, townhouses, and low-to-medium density, multi-unit, residential buildings.



MICHIGAN AVENUE STATION ZONING

Figure 3-79: Michigan Avenue Station Area Zoning Recommendations

- 1 Consider amending the Planned Development PD 1185 to accommodate the proposed mixed-use development targeted for the Catalyst Site bordered by 115th Street, Michigan Avenue, and State Street, adjacent to the Michigan Avenue station. New transit-oriented developments can receive MLA reductions and FAR increases, but these benefits will be linked to the proportion of affordable units provided on-site.
- 2 Along the 119th Street and Michigan Avenue corridors, maintain existing B3- and C1- zoning districts but consider rezoning to a Dash 3 use type in order to allow FAR increases for transit-served locations and affordable housing, and an increase in building height to a range between 50'-65' based on street frontage. Buildings within a half-mile of the station can have no more than 50% of the minimum parking ratios.
- 3 In the areas along the 115th Street corridor west of the Michigan Avenue Station, southwest of the station on State Street, and east of the station between Michigan Avenue and Front Avenue (south of 115th Street), consider re-zoning from RS3 single unit district to RT/RM zoning districts to allow for increased housing density that could include two-flats, townhouses, and low-to-medium density multi-unit residential buildings.



130TH STREET STATION ZONING

Figure 3-80: 130th Street Station Area Zoning Recommendations

- 1 East of Greenwood Avenue adjacent to the 130th Street station, consider rezoning RS-3 to B1-1 to allow for low-scale commercial development.

SECTION 4

IMPLEMENTATION & ECONOMIC DEVELOPMENT

A consistent focus of the RLE TSD Plan is the importance of development occurring to benefit the existing residential and business community, in addition to attracting new business and facilitating population growth.

The RLE TSD Plan identifies ways to leverage the substantial RLE investment to stimulate further public and private sector investment in the project area. The Plan establishes corridor-wide and station-specific goals and identifies existing and proposed tools, policies, and incentives to implement transit-supportive development as well as increase the number of people living near transit, expand housing choice options, and support business development and employment growth.

Realization of the vision for a strong and prosperous community is dependent upon several factors. Critical among them are community driven goals, an understanding of demographic trends and drivers, an understanding of available incentives and programs, as well as an implementation strategy that serves as a roadmap to guide investment and deployment of incentives and resources.

Ultimately, the Implementation Section endeavors to provide answers to the community's question:

How can we encourage investment in the Far South Side neighborhoods while respecting the existing character and preserving what makes them attractive and special?

To achieve this, the TSD Plan emphasizes the need for balanced, responsible development and growth without displacement. Recommendations, strategies and actions that can be applied at the RLE corridor-wide level and in each of the four station areas are articulated in greater detail in the Strategy and Action Plan Matrix (see appendix). Each action item identifies key financial resources, support programs, anticipated timeframe, and potential partnerships that can help facilitate the realization of the community's vision. A description of the specific tools identified is available in the Appendix under in the Resources section.

Figure 4-1: CTA Workforce Outreach Event



“The Red Line Extension Project offers the opportunity for the City of Chicago to be seen as a city that works for every community from the Far North Side to the Far South Side.” - Resident

INTRODUCTION

POPULATION STABILIZATION & GROWTH

A key focus of the TSD Plan is preserving existing housing and increasing the number of housing units near the stations. Census data shows that total area population, household size, and median income has decreased, while the median age has increased. CMAP has prioritized RLE Project to stabilize and increase population. The increased connectivity afforded by the RLE will naturally attract residents looking for affordable housing with convenient access to transit, commercial corridors, and job centers. In turn, increased population will support retail density requirements necessary to attract the grocery stores, restaurants, and other amenities desired by the community. Strategies identified in the Implementation section is a tool to encourage and prepare for the anticipated population growth.

PROJECT FINANCING & IMPLEMENTATION

Development in underserved communities requires better access to available resources and the strengthening of policies to achieve the community's vision. Assessing the need for, and availability of, gap financing, opportunities for grants, tax credit allocations and other incentives is necessary, as few projects in underserved areas are realized without a bundle of diverse funding sources. It is also critical to untangle the complex encumbrances that vacant properties are routinely burdened by, including tax delinquency, utility fees, and property ownership concerns.

DEVELOPMENT WITHOUT DISPLACEMENT

The Far South Side, including the RLE Project Area, has experienced significant barriers to development, creating a challenging environment for fostering community stability and growth. Segregation and disinvestment, limited access to capital and lack of adequate funding are a few of

these factors. The existing toolbox of development incentives and support programs serve as a strong foundation; however, enhancements are needed to capitalize on the RLE investment and strengthen these community areas simultaneously.

As such, it is critical that policies, regulations and available incentives help mitigate displacement as well as foster development. This plan places significant emphasis on preserving existing housing and growing the number of housing units near the station. Businesses need customers and residents need places to purchase goods and services.

The main development approach gives prioritization to residential rehabilitation and neighborhood infill with small-to-medium scale multifamily buildings on vacant residential parcels. Promoting balanced and context sensitive density of the RLE neighborhoods will help ensure that new development occurs without displacement.

It is vital to develop policies and programs that proceed in partnership with the RLE project to ensure the new value created in the neighborhood is distributed evenly. Intentional and ongoing partnerships between developers, business associations, community groups, block clubs, and residents are crucial to supporting local, existing community members as the new transit and related development occurs.



BALANCED & RESPONSIBLE DEVELOPMENT

PRESERVING EXISTING COMMUNITY ASSETS:

Community stakeholders have also voiced the desire to preserve existing community assets which have formed the character and sense of place that has made these communities attractive and special; acknowledging that:

- » controls must be in place to ensure continued access to affordable home ownership and affordable rents for residents and businesses.
- » support measures need to be put into place for existing residents/businesses to abate or offset elevated taxation related to property value increases.
- » existing cultural and physical assets must be preserved and supported.

GROWTH AND DEVELOPMENT:

Throughout the planning process, community stakeholders have voiced the desire for continued growth and development through:

- » new retail, particularly restaurants and grocery stores and increased job opportunities.
- » diverse housing options, particularly supporting younger and older generations.
- » creating new cultural and entertainment assets to attract new residents and visitors.
- » property value appreciation which serves as a basis for community investment, wealth building and generational prosperity.

FOCUS AREAS & GOALS



HOUSING DEVELOPMENT & AFFORDABLE HOUSING STOCK

- » **Goal 1:** Encourage vibrancy and resiliency (anti-displacement)
- » **Goal 2:** Broaden access to quality and diverse affordable housing options



BUSINESS DEVELOPMENT, RETENTION & SUPPORT

- » **Goal 3:** Retain and expand local businesses
- » **Goal 4:** Attract new local businesses
- » **Goal 5:** Identify, enable and promote existing commercial and cultural assets



COMMUNITY WEALTH & CAPACITY BUILDING

- » **Goal 6:** Provide access to education and workforce training
- » **Goal 7:** Achieve equitable economic development
- » **Goal 8:** Drive community wealth building and generational prosperity



SOCIAL INFRASTRUCTURE

- » **Goal 9:** Promote wellness
- » **Goal 10:** Communicate, create & coordinate to magnify investment



HOUSING DEVELOPMENT & AFFORDABLE HOUSING STOCK



GOAL 1: ENCOURAGE VIBRANCY AND RESILIENCY

Strong and prosperous communities enable people to live, work, shop and socialize in their communities through ease of access and affordability.

Anti-displacement housing strategies are very important to help encourage new vibrancy and growth while increasing the resiliency of residents to remain in place.

KEY RECOMMENDED STRATEGIES

PRESERVING NATURALLY OCCURRING AFFORDABLE HOUSING (NOAH) UNITS

Naturally occurring affordable housing (NOAH) happens when the existing market-rate housing in a neighborhood is affordable to households earning less than 60% of Area Median Income (AMI). Since the rents and pricing of these units are not legally restricted, over time they are at risk of losing affordability as markets evolve following major investments like the RLE. The large NOAH stock in the RLE project area is at risk for being lost if rents rise as the market demand increases.

There are many ways to preserve the existing affordable housing stock. One effective strategy is to measure and track shifts in data such as property value, income, and rents. Tracking the impacts of investment allows for effective policy and programming to be advocated for and implemented in station areas in a timely manner. Secondly, many homes need maintenance and renovations where owners can utilize existing

housing rehabilitation programs such as the City of Chicago Small Accessible Repairs for Seniors and the Home Repair Program (formerly known as Roof and Porch Repair Program).

GROW PROPERTY OWNERSHIP/LENDING

Residents of the RLE station areas, both existing and future, should have opportunities to own or rent quality housing. Local ownership can be increased through local banks that prioritize home ownership in previously disinvested markets and existing home ownership programs, such as the Connecting Capital and Community initiative funded by JPMorgan Chase. Additionally, historically, the City of Chicago Neighborhood Lending Program has provided mortgage loans for the purchase and rehab of one to four unit buildings for homeowners who might otherwise not be able to purchase a home. Down payment assistance programs, homeownership counseling, and other home ownership initiatives are key pathways to expand homeownership.

PROVIDE SUPPORT FOR THE CREATION OF COMMUNITY WEALTH BUILDING MODELS SUCH AS SHARED CO-OP HOUSING & LAND TRUSTS

Local participation can materialize through community ownership models such as food coops, co-housing, community land trusts, and others. Technical support for the creation of these programs is needed to ensure success and longevity. For example, Here to Stay, a program of the Logan Square Neighborhood Association, is a shared ownership model where the community owns the land collectively and individual land lease holders own the homes.

ENABLE POLICIES THAT COMBAT DISPLACEMENT

New residential development needs to preserve affordability to mitigate impacts of gentrification. Legislative actions can play a big role by creating policies such as the Woodlawn Housing Preservation Ordinance that mandates affordability requirements on all housing developed on city land, provides funds to rehab existing affordable properties, and creates a Right of First Refusal Pilot Program which allows tenants in buildings with 10 or more units the opportunity to make an offer on the property prior to its sale.

PROMOTE CHICAGO HOUSING TRUST OPT-IN PROGRAM FOR EXISTING AFFORDABLE HOMES

The Chicago Housing Trust (formerly, Chicago Community Land Trust) Opt-In program assists existing owners and helps protect existing residents against being priced out of their neighborhood. The program allows homeowners to preserve their affordable home value, access to a home improvement grant, and tax relief tied to affordable home value. Educating residents on this program will help them make informed decisions.

EXPLORE HOMESTEAD EXEMPTION TAX RELIEF OPPORTUNITIES

Longtime homeowners are valuable community assets. Right now, seniors over 65 are eligible for homeowner freezes, but individuals under 65 are not regardless of their length of home ownership. Long term homeownership is a critical aspect of generational wealth building and community sustainability and, if fixed from a legislative perspective, can be a powerful tool to combat gentrification influenced displacement.

The most powerful potential exemption vehicle combating displacement in the RLE project area is the Long-time Occupant Homestead Exemption (LOHE), which limits the growth in equalized assessed value according to household income. However, the calculation requirements make it nearly impossible to apply and less than 2% of homeowners are eligible for this exemption. It is recommended that within the RLE project area, or more broadly as appropriate, the LOHE be amended to reflect a long-time occupant homestead freeze rather than an exemption because it will increase eligibility and not be subject to market fluctuations.

EXPLORE SPECIAL ASSESSMENT TAX RELIEF OPPORTUNITIES

In addition to property tax exemption tools, there are precedents for special assessments that should be evaluated for applicability and possible replication within the RLE project area.





HOUSING DEVELOPMENT & AFFORDABLE HOUSING STOCK



GOAL 2: BROADEN ACCESS TO QUALITY AND DIVERSE AFFORDABLE HOUSING OPTIONS

Strong and prosperous communities offer current and future residents long-term opportunities to own or rent quality housing that does not place a financial burden on them.

KEY RECOMMENDED STRATEGIES

SUPPORT HOUSING TYPES FOR ALL GENERATIONS

During the community outreach process, residents expressed concerns that there was insufficient senior housing. Feedback also suggested challenges to attracting young residents back to the project area, who seek alternative housing types with the amenities that population density affords. More projects should be encouraged that address generational housing demand not currently served by the available single-family detached housing stock. Support can come in the form of affirmative zoning changes, funding support, and preferential consideration in the proposal process associated with public property disposition.

EXPAND THE MICRO MARKET RECOVERY PROGRAM (MMRP)

The MMRP pilot program assists in rebuilding distressed communities by reducing the cost of home ownership and attracting new owners to vacant buildings on targeted neighborhood blocks. The MMRP program includes ten pilot target areas, one of which is a limited portion of West Pullman. It is recommended that the MMRP pilot program be expanded to include Roseland to better serve the Red Line Extension (RLE) project area.

UTILIZE FINANCIAL TOOLS FOR LARGE-SCALE DEVELOPMENT & REHABILITATION

Low Income Housing Tax Credits (LIHTC)- LIHTC gives State and local LIHTC-allocating agencies billions of dollars in annual budget authority to issue tax credits for the acquisition, rehabilitation, or new construction of rental housing targeted to lower-income households. LIHTC is used to fund approximately 90% of all affordable rental housing nationwide. Tax Increment Financing (TIF) is another common funding tool used for development. The City Multi-Family TIF Purchase-Rehab Program provides an additional 30-50% of the total cost of construction to acquire and/or rehab multifamily and mixed-use buildings with 5 units or more. This creates a strong incentive to preserve existing infrastructure. LIHTC and other incentives should be prioritized for distribution in the RLE area.

While there are resources to fund housing, the application process is very competitive and can be difficult to navigate. Continued and increased technical support for architects and developers is needed to fully utilize LIHTC, TIF, and other financial tools.

ENCOURAGE AFFORDABLE HOUSING THROUGH INNOVATIVE DEVELOPMENT PRACTICES

Identify local developers with experience or interest in developing shared-equity cooperative housing to expand ownership opportunities. Also, consider alternative construction methods such as high quality modular construction to support cost and time savings. Empower local residents with programs such as the Cook County Land Bank Authority's Homebuyer Direct Program to assist them with purchasing and rehabbing their home at below-market rates.

Also explore locational efficient mortgages as a financial tool to lower mortgages for residential and rental housing located near public transportation. Innovative and creative development practices such as these will be needed to push beyond the norm.

CHAMPION NEIGHBORHOOD STABILIZATION EFFORTS

The new Roseland Rising plan by CNI Initiatives and the Hope Center Foundation is a comprehensive neighborhood strategy beginning in the Kensington Park neighborhood to provide new housing, bring economic development, and enhance public safety. The program aims to reduce vacancy, repopulate the neighborhood, and provide affordable homeownership opportunities. The Hope Center Foundation of Chicago helps residents to transition out of poverty to a living wage and ultimately creating generational wealth. The organization works to address the root causes contributing to poverty and violence in the community through imaginative, solution-focused programs that provide support in the areas of home ownership, financial literacy, workforce development, youth mentorship, and entrepreneurship. With this partnership and the resources provided by these organizations, residents are able to achieve stable incomes to enable them to pursue homeownership in their neighborhood. Community driven and focused initiatives in the RLE project area such as Roseland Rising should be championed with full support and coordination from local agencies and institutions.

"There are many vacant lots and vacant houses that can be opportunities for redevelopment" - Resident

FUND SMALL DEVELOPERS AND SMALL-SCALE HOUSING REHABILITATION

Training for local, small and emerging women and minority developers would have a significant impact. Agencies like DOH and IHDA could coordinate a small developer program that will help train and facilitate access to resources. The Chicago CDFI Collaborative, a partnership of community development financial institutions (CDFIs), is currently working together to provide a variety of resources that are especially useful for small-scale developers to undertake housing rehabilitation. The Community Investment Corporation, the Chicago Community Loan Fund, and Neighborhood Lending Services were awarded funds by JPMorgan Chase that enables them to provide financing for small-scale investors to restore troubled one-to-four-unit properties. Working together, the CDFI Collaborative has funded rehabilitation of hundreds of units in Chicago, including some properties in the RLE project area. This model should be continued and prioritization given to the RLE project area.

LEVERAGE CITY-OWNED LAND

There is a large supply of City-owned land in the Red Line Extension project area that can be leveraged for new development. Chicago's City Lots for Working Families program provides developers of affordable, single-family homes and two flats with City-owned lots for one dollar each. Led by the Chicago Department of Planning and Development (DPD), ChiBlockBuilder is a new program that streamlines the purchase of City-owned properties across the South and West Sides and increases transparency about the land sales process. Preference of sale is given to those with a plan for affordable housing development.



BUSINESS DEVELOPMENT, RETENTION & SUPPORT



GOAL 3: RETAIN AND EXPAND LOCAL BUSINESSES

Strong and prosperous communities thrive when local businesses can grow in place, expanding workforce and retaining talent.

The community benefits when local businesses can thrive and grow in place, expanding workforce and talent retention. Key to supporting local businesses is gaining access to capital and forming partnerships with investors that can include local developers, community development financial institutions and local banks.

KEY RECOMMENDED STRATEGIES

SUPPORT LOCAL BUSINESSES WITH GRANTS & INCENTIVES

Grants and tax exemptions are powerful tools in the retention of locally owned and operated businesses within the RLE project area. It is recommended that DPD continue to support grants and incentives such as Neighborhood Opportunity Fund (NOF), INVEST South/West (ISW) and Small Business Improvement Fund (SBIF) to locally owned and operated businesses. SBIF grants, which can be awarded to businesses within an existing TIF district, in particular have been successfully deployed throughout the City to help small business owners with grants for building improvements and maintenance costs. A description of resources can be found in the appendix.

REDUCE OVERALL TAX BURDEN

Some businesses that received improvement grants may have seen their property taxes increase as a result of increased assessed value. High commercial and industrial property tax rates limit economic development potential unless communities can afford to provide incentives to reduce the overall tax burden. While there are programs to help homeowners who improve their properties such as the Homestead Improvement Exemption, business owners, tenants and landlords have no such protection to help mitigate value increases. It is recommended that State Tax Legislation or local ordinances be considered by Cook County in the application of both an improvement exemption and a long-term, locally owned commercial owner tax freeze or exemption in the RLE project area.

CREATE AND EXPAND SPECIAL SERVICE AREAS (SSAs) AND BUSINESS IMPROVEMENT DISTRICTS (BIDS) WITHIN THE RLE STATION AREAS

The existing two SSAs in the RLE project area run primarily along Halsted and State Streets, creating a gap along the east-west streets such as 103rd Street, 111th Street, and the area around 119th/Michigan. There is an opportunity to fill in the gaps from the two SSA districts with the expansion of the existing SSAs, particularly 103rd and 111th station areas. Business Improvement Districts are another tool designed to support businesses and the benefit of this tool is that it has more flexibility because it does not require the same contiguity compliances that the SSAs require. Although BIDs are not yet allowed by current State legislation, they could be implemented in the RLE area if legislation changes.

CREATE A COMMERCIALLY FOCUSED MICRO MARKET RECOVERY PROGRAM (MMRP)

Create a commercial-oriented program that could assist retail tenants to transition to property ownership, through purchasing and renovating their own properties, creating wealth and stability, modeled after the existing housing focused MMRP. A program in the RLE project area could offer new or relocating small or start-up retail and commercial business with financial tools to stay and grow locally.

PROMOTE BUY-LOCAL INITIATIVES

Residents using their purchasing power targeting local businesses can support small business growth in communities; in particular, minority owned businesses. Shop Roseland is a community event designed to promote locally owned businesses and features local vendors selling clothes, candles, custom eyeglasses and other items. There is also a DJ, live music, food from local restaurants, and fun! An example of specifically promoting black businesses is Buy Black South Side Chicago, offering a business listing for black-owned businesses in South Side communities.



Figure 4-2: Shop Roseland Flyer
Source: Greater Roseland Chamber of Commerce

EXPAND ACCESS TO CAPITAL FOR SMALL BUSINESSES

Access to capital and seed funding is challenging, especially for small, local businesses. There is a need to expand grant programs to create seed funding opportunities to support existing small businesses and encourage new ones. Programs should be explored with civic, philanthropic and financial institutions to support these efforts.

ENCOURAGE SMART & SUSTAINABLE INDUSTRIAL GROWTH

The RLE will be a critical link between industrial jobs in the nearby industrial corridors for residents, and increased access to workers for employers. The RLE and bus connections from both CTA and Pace will provide ways to connect workers to jobs in the nearby industrial corridors. Attracting new and expanding light manufacturing companies can result in the redevelopment of existing vacant industrial land. Target small manufacturers or industrial users including craftsmen or makerspaces to bring jobs to the existing industrial businesses along the adjacent corridors. Priority should be given to redeveloping brownfield sites into community assets. Consider sustainable and green businesses such as above-grade urban farming and hydroponic vertical farming to create fresh food and re-activate former industrial land.



Figure 4-3: Method Soap Factory
Source: William McDonough + Partners



BUSINESS DEVELOPMENT, RETENTION & SUPPORT



GOAL 4: ATTRACT NEW LOCAL BUSINESSES

Strong and prosperous communities continue to evolve and grow their business base.

The transit-supportive business development recommendations will connect transit riders and commuters to local commercial districts and businesses as well as job centers outside of the community area. Locating commercial development near stations will support the creation of a “destination,” and will increase residents’ access to nearby businesses. There are several strategies listed below that would assist local residents and entrepreneurs to start and grow a new business.

KEY RECOMMENDED STRATEGIES

REDUCE START UP COSTS FOR SMALL BUSINESS OWNERS AND DEVELOPERS

Efforts to reduce initial capital costs should be permitted and promoted to attract capital investment. During community outreach and engagement, stakeholders shared that small developers often need more grant opportunities. Programs such as NOF, TIF and Recovery grants are proven gap financing measures that make projects viable. Small developers feel that most available incentives are geared towards larger developers. Lower costs of land in the RLE project area is not sufficient to generate a return on investment, particularly in the current market where construction costs remain high. To reduce initial capital outlay, it is recommended that DPD and DOB waive permit and part II fees for development projects within the RLE project area.

BLOCK BY BLOCK INVESTMENT APPROACH

Multi-project investment initiatives invest in multiple properties within a single block or series of blocks. Whereas, a single project investment can be beneficial, it lacks the greater impact that focused multi-project investments can make. Multi-project investments allow shared momentum, reducing vacancy and blight, repopulating neighborhoods and attracting new businesses. INVEST South/West is an unprecedented community development initiative to marshal the resources of multiple City departments, community organizations, and corporate and philanthropic partners toward 12 commercial corridors within 10 South and West Side community areas. Michigan Avenue and 111th Street are two of the selected corridors in this program. It is recommended that resources for focused, multi-project investment strategies be continued and expanded.

EXPAND ENTERPRISE ZONES TO INCLUDE RLE STATION AREAS

Enterprise Zone benefits can be powerful tools in attracting investment. The primary purpose of an Enterprise Zone Program is to “stimulate economic growth and neighborhood revitalization” by offering state and local tax incentives to companies expanding or relocating within depressed areas. Currently, there are six Enterprise Zones in Chicago, none of which benefit the stations areas in the RLE project. It is recommended that the City of Chicago seek to expand the Enterprise Zone Program to include the RLE station areas through the State of Illinois Department of Commerce and Economic Opportunity (DCEO).

INCLUDE RLE STATION AREAS IN OPPORTUNITY ZONES

The federal Opportunity Zone (OZ) program is a public-private partnership tool that encourages private investment in low-income communities. The program offers tax incentives for qualified investors who make new capital investments in OZ tracts, which are located predominantly in Chicago’s South and West sides. The investments made provide equity to businesses and developers to implement community-benefiting projects. It is recommended that the OZ program be expanded to more of the RLE project area. AA portion of the project area lies within an OZ but not all. Consideration should be given to include all the RLE station areas in an OZ. Most critically, the Michigan Avenue and 130th Street station areas and corresponding catalyst sites should be included in an OZ boundary to best attract investment.

REDUCE ONGOING OPERATING EXPENSES

In addition to Enterprise Zones, there are numerous State of Illinois, Cook County and City of Chicago administered tax exemptions, credits and deductions that can reduce ongoing operating expenses. For example, there are several tax abatement incentives at the state and local level to attract investment through long term operating expense reductions such as Economic Development for a Growing Economy (EDGE), the Class 7(a) and 7(b) programs, and the Class 7(c) Commercial Urban Eligibility (CURE). These programs allow for commercial properties to receive tax credits or reductions in their real estate assessments for a number of years depending on the level of investment.

There are strict eligibility criteria that need to be proven in order to take advantage of these programs. It is recommended that technical assistance and grant funding be provided to local support agencies like the Greater Roseland Chamber of Commerce and the Far South CDC to identify and promote the many available incentives that can help attract investment through lowered operating expenses.

SUPPORT ENTREPRENEURSHIP & BUSINESS INCUBATION

Business attraction can also come in the form of entrepreneurship support and business incubation. Startup incubators support business growth and entrepreneurship through offering free or low cost supportive coworking space, mentorship, expertise, access to investors, and often working capital. It is recommended that DPD and CPL lead a cooperative effort to provide business incubation, small local and social impact preferred coworking space, and supportive programming in branch libraries or other locations within the RLE project area. DPD should also support business incubation with a revolving loan fund for business incubation working capital.



Figure 4-4: Baron Waller outside his Culver’s restaurant at 111th Street and Doty Avenue
Source: Block Club Chicago



BUSINESS DEVELOPMENT, RETENTION & SUPPORT

GOAL 5: IDENTIFY, ENABLE AND PROMOTE EXISTING COMMERCIAL AND CULTURAL ASSETS

Strong, prosperous communities celebrate destination points and community anchors and use them to stimulate development and build momentum. Connecting art, culture, and community creates resident-driven solutions to neighborhood challenges.

KEY RECOMMENDED STRATEGIES

SUPPORT ACCESS TO EXISTING COMMUNITY ASSETS

Efforts should be made to lift up key community assets such as the renovation of the Roseland Theater. Access and connectivity to area destinations can be enhanced, such as the Pullman Historic Monument, the African American Heritage Water Trail, Beaubien Woods Forest Preserve, the Major Taylor Trail, Big Marsh Park, and the Calumet Environmental Center.



Figure 4-5: Historic Pullman Visitor Center opened Labor Day 2021 and Pullman became a National Historic Park in January 2023

CREATE WELCOMING & ACTIVE COMMUNITY SPACES

Support existing community gathering places and create vibrant areas through enhanced streetscaping, façade improvements, increased lighting, and open space in commercial districts. Look for opportunities to promote pop-up shops, civic events, and programs such as farmer’s markets, music/art festivals, with food trucks and other local programming to bring visitors to the community to support the local economy. Provide regulatory and property access, especially on underutilized properties, for these activities similar to the “Boxville” incubator and accelerator program developed in Bronzeville that provided retail space for local entrepreneurs.

ESTABLISH BRANDING & IDENTITY

Beyond the physical connection provided by the RLE Project, the emotional connection through placemaking must be preserved and promoted through identification and branding. In keeping with the goal-setting established by the community, each new station area should be considered with a special character and amenities that relate to inherent district assets. This variety differentiates one district from another and is a strategy to attract interest and investment. Each district concept promotes existing commercial and cultural assets that contribute to the character and help to define where investment should be prioritized.

“The whole RLE project will transform the Greater Roseland area...each station serving as an economic engine and the center of a cultural node expressing the soul of the neighborhood.” - Resident



COMMUNITY SPOTLIGHT



Figure 4-6: POP! Heights Park Aerial and Rendering
Source: Far South CDC, Lamar Johnson Collaborative

POP! HEIGHTS

POP! Heights Park is a 21,780-square-foot community park located at 11227 South Halsted Street in the Red Line Extension project area. This initiative is part of the City of Chicago’s Public Outdoor Plaza (POP) program designed to help community-based organizations revitalize underutilized land along neighborhood retail corridors. Far South Community Development Corporation (Far South CDC) partnered with Sheldon Heights Church of Christ to develop the multi-use outdoor space on Halsted which is one of Chicago’s busiest commercial corridors on the Far South Side. Visitors can enjoy a relaxing quiet area with a bosque of trees, a half basketball court, pop-up retail area for a Community Market and/or food trucks, a community mural along the north property line, shared stage area for community performances and classes, movable seating blocks, and an upgraded community garden.

- Source: Far South CDC



COMMUNITY WEALTH & CAPACITY BUILDING

GOAL 6: PROVIDE ACCESS TO EDUCATION & WORKFORCE TRAINING

Strong and prosperous communities rely on a robust collaboration between workforce training and economic development contributors.

KEY RECOMMENDED STRATEGIES

FUND & EXPAND WORKFORCE TRAINING PROGRAMS

To attract investment, it is critical to support workforce development through a range of activities, policies and programs. The goal is to create and maintain a viable workforce supportive of current and future commercial business, healthcare services and industrial production in the RLE project area. In order to attract investment and existing business growth, it is recommended that workforce training programs, like TIFWorks be maintained and funded for expansion to ensure skills training matches current market trends and employer demand. TIFWorks funds workforce-training initiatives for companies located in designated TIF districts. Participants may include a business, labor or industry association located within an eligible TIF district.

Neighborhood Business Development Centers (NBDCs) like the Far South CDC can help start-up entrepreneurs and existing business owners with connecting businesses to financial resources, employment and workforce development assistance, and business-to-business networking and community-connection opportunities.

Additional support and funding for workforce training and placement agencies that work to provide training and access to jobs for residents should also be prioritized.

PROMOTE THE CREATION OF WORKFORCE HOUSING

The RLE project area has significant inventory of single family, detached housing, but does not currently have housing options that support the density and amenities desired by many students, younger workforce participants and returning college graduates. It is recommended to support housing options which attract workforce through zoning and funding. In the Roseland Community Medical District, a focus on options for healthcare professionals is desired.

INVEST IN EXISTING EDUCATION PROGRAMS & INSTITUTIONS

Investing in the existing educational resources, from childcare centers to higher education facilities, provides a path for educational advancement for all ages, greater opportunities, and greater stability in the community and its economy. Educational institutions provide a much-needed benefit to the community, and they are a major employment sector as well. As such, it is recommended that institutions such as Roseland Hospital, City Colleges of Chicago, Chicago State University and others collaborate to enable and promote education, training and job matching through employer engagement and workforce needs assessments.



GOAL 7: ACHIEVE EQUITABLE ECONOMIC DEVELOPMENT

Strong and prosperous communities enable all residents, regardless of gender, race or ethnic background the ability to live, work, shop and socialize in their communities through ease of access and affordability.

Equitable economic development opens the door for the community's growth by dismantling barriers and expanding opportunities to communities who have historically been denied equitable access to resources. Through public and private accountability and investment, equitable development produces quality jobs and increases entrepreneurship, ownership, and wealth.

KEY RECOMMENDED STRATEGIES

INCREASE ACCESS TO CAPITAL BY MONITORING LENDING PRACTICES

The Community Reinvestment Act (CRA) was enacted as a federal law in 1977 resulting from national pressure to address lending inequities and systemic racism in banking practices. The CRA requires lending institutions to meet the credit needs of the communities in which they were chartered, including low and moderate income neighborhoods. The CRA requires that FDIC insured banks and depository institutions disclose lending data publicly. As such, it is recommended that the City, County and State financial regulators stay vigilant in the monitoring of area financial institutions for lending within disinvested areas.

ENSURE EQUITABLE PROPERTY VALUATION

It is critical that systemic racial bias in the property valuation and appraisal industry be addressed. Greater diversity is required in the appraisal profession in order to combat the systemic racism identified in the home lending process. The Appraisal Institute, Fannie Mae and Freddie Mac must foster greater participation in the profession by minority individuals to level set fair appraisal practices. Recently JP Morgan Chase announced a \$3 million commitment to funding the Appraisal Institutes "Appraiser Diversity Initiative", which in partnership with the National Urban League endeavors to support more people of color in the profession. Similar programs should be explored and encouraged.

EXPAND EMERGING DEVELOPER PROGRAMS

Some emerging developers face challenges to participating in large-scale commercial real estate development. Programs created to fill this gap can provide educational and experiential benefits to a wide range of stakeholders, including the developers, their vendors and sub-contractors and residents in the communities where they are located. It is recommended that the City, County and State continue to provide resources to programs supporting capacity building particularly in real estate investment and development, such as the Yield Learning Network, the Chicago Emerging Minority Developer Initiative (CEMDI), and Elevated Chicago.



COMMUNITY WEALTH & CAPACITY BUILDING

GOAL 8: DRIVE COMMUNITY WEALTH BUILDING AND GENERATIONAL PROSPERITY

Strong and prosperous communities encourage opportunities for inclusive community wealth building and generational stability through wide-ranging access to housing, employment, and services.

KEY RECOMMENDED STRATEGIES

SUPPORT COMMUNITY WEALTH BUILDING MODELS

The City of Chicago defines Community Wealth Building (CWB) as an approach to economic development that promotes the local, democratic, and shared ownership and control of community assets in order to transform our economy to be more sustainable and just. There are a variety of CWB models that exist and should be supported for use in the RLE project area. The City of Chicago is focused on CWB models in four key asset areas: business ownership, home ownership, land stewardship, and commercial real estate. Below are the City's priority CWB models:

1. Worker Cooperative (Business Ownership) – Business owned & controlled by its employees, rather than by one owner, several partners, or outside shareholders
2. Limited-Equity Housing Cooperative (Home Ownership) – Housing owned & managed by a cooperative made up of low-income members who each purchase shares at below-market rates
3. Community Land Trusts (Land Stewardship)– Organization governed by community owns land in perpetuity while residential and

commercial tenants own the structures atop the land via a 99-year ground lease

4. Community Investment Vehicle (Commercial Real Estate) – A legal investment mechanism that provides collective community investment in neighborhood assets based on shared development goals

PROMOTE COMMUNITY INVESTMENT VEHICLES IN COMMERCIAL REAL ESTATE:

According to the Community Investment Vehicles Playbook (Fall 2022) by Community Desk Chicago, “Community Investment Vehicles (CIV) allow residents to pool their financial resources to buy and control neighborhood real estate assets, such as shopping centers or multi-family housing. CIVs provide the legal structure and leverage the necessary capital to give communities greater control, while providing an opportunity to grow their wealth. CIVs are an alternative to traditional real estate development and financing, which is often initiated by an “outsider” developer who may not be familiar with neighborhood goals – but who does have access to capital from large financial institutions and investors. In short, CIVs have the potential to advance neighborhood-driven development goals through alternative sources of funding and financing.”

The City of Chicago’s Equitable Transit-Oriented Development (ETOD) Program, for example, prioritizes projects in any stage of development that would advance ETOD and innovative models such as CIV. If selected, applicants can receive funding for technical assistance to set up community wealth building and investment vehicles, pre-development costs, and construction costs.

ACCESS FOUNDATION LED INITIATIVES FOR COMMUNITY DEVELOPMENT

Foundations can support economic development initiatives in a variety of indirect ways, and they are increasingly active in providing this kind of support. Foundations are providing grants for: strategic plans; the operations of organizations and nonprofits delivering services; facilities and projects for research and development; and marketing campaigns to promote the region. Chicagoland examples of foundations who support community and economic development strategies include:

- Chicago Community Trust’s Catalyzing Neighborhood Investment strategy offers funding to spur the creative use of community assets which serve as catalysts for neighborhood investment. An important role for local or regional financial resources, whether public or private, can be to provide the seed funding and upfront costs needed to support local residents. The Pre-Development Fund supports the pre-development phase of equitable real estate development projects in Cook County.
- MacArthur Foundation’s Vital Communities Program invests targeted resources in a small number of place-based initiatives and organizations that provide infrastructure support to neighborhoods.
- Polk Bros. Foundation’s Strong Communities initiative invests in workforce development, housing, community and economic development, legal services and safe communities. Investments focus on immediate needs as well as system-level improvements that address root causes of persistent challenges.



- Chicago Workforce Funder Alliance is a major convener of the philanthropic community interested in workforce development. The Funder Alliance convenes the Calumet Manufacturing Industry Sector Partnership focused on manufacturing in Chicago’s Calumet region, within a company-led sector-based partnership for the broader Calumet economic region.

SUPPORT COMMUNITY OWNERSHIP MODELS THROUGH EQUITY FUNDS

Local Equity Funds, like Community Investment Funds (CIF), which became more widespread after local economies were affected by COVID resulting in the closure of small businesses, could be a model to support local community ownership. A CIF welcomes investment from any citizen—regardless of wealth status—to provide long-term capital to help local businesses get back on their feet and even help new ones get started.

“This project can create a healthier community through growth in food access, increased safety, and prosperity through increased access to jobs and the creation of jobs in the community that can be accessed by others.” - Resident



SOCIAL INFRASTRUCTURE



GOAL 9: PROMOTE WELLNESS

Strong and prosperous communities have access to fresh food choices, wellness services and medical care.

People who live in supportive, connected and economically thriving communities tend to be healthier individually. As such, it is critical to build healthier neighborhoods, expand healthy food enterprises and strengthen the food safety net. Of paramount concern is the need to develop community-based wellness and educational programs to reach residents and to provide healthy food choices through retail offerings as well as access to healthcare.

KEY RECOMMENDED STRATEGIES

INCREASE ACCESS TO HEALTHY FOODS

Address food insecurity, and the related poverty, unemployment, and health problems by offering greater, more accessible fresh food choices. Implement programs to support locally owned urban farms, and expansion of food pantries.

Above grade urban farming such as hydroponic vertical farming can create fresh food and re-activate former industrial land. Community farming options can also increase access to healthy produce, such as the Urban Growers Collective on Chicago Park District land at the South Chicago Farm.

CREATE NEW OPEN SPACE & RECREATION

Develop space for celebrating the community's cultural history and promoting activity through networks of parks, open space and parkways. Improve health and wellness by increasing access to open space and recreational resources, such as

the Forest Preserves of Cook County- Beaubien Woods Recreational area. Enhance and develop further the open spaces within the RLE corridor and the broader community.

ENHANCE ACCESS TO HEALTH CARE

Easier access to health care services is the foundation for more regular and ongoing individual health. The 111th Station area, in proximity to the Roseland Hospital and the emerging Roseland Medical District, is targeted for health-related uses. Health centers can fill vacant retail storefronts, producing medical retail, or “med-tail,” uses in commercial districts with low commercial utilization. This will create convenient access to healthcare clusters of quality primary care and specialized medical services.

PROMOTE & PRESERVE COMMUNITY ART & CULTURAL ORGANIZATIONS

Support existing community arts and cultural organizations and assets including music, theater, public art, churches, and other cultural elements. Include artists in the community development process to enhance local participation and incorporation of community art in place-making efforts in public spaces and private development projects. Grants and tax exemptions are both powerful tools in the retention of cultural institutions. Tax exemptions for religious, charitable or educational institutions can help preserve cultural institutions.

INCREASE ACCESS TO SOCIAL SERVICES & CHILDCARE CENTERS

Making physical improvements and expanding existing community centers will create stronger wrap-around services and family support systems within the community.

GOAL 10: COMMUNICATE, CREATE & COORDINATE TO MAGNIFY INVESTMENT

Strong and prosperous communities embrace meaningful community-driven planning and implementation in collaboration with inclusive stakeholders.

Genuine equitable community development comes from engaging stakeholders, residents, businesses, community institutions, and neighborhood groups in both the visioning and the implementation of the collective vision. The community within the RLE study area has been engaged in the planning process since its inception. That same continued level of engagement will be crucial during the implementation phases for the public and private projects identified through the community engagement. This approach will enable local residents to capture the benefits of investments made both by the public and private sectors.

KEY RECOMMENDED STRATEGIES

ESTABLISH AN IMPLEMENTATION TASK FORCE THAT CONTINUES TO WORK WITH THE COMMUNITY

Sustained community engagement must be intentional. Creating a formal entity-task force, community advisory committee—is one method to ensure accountability from the development sector in partnership with local stakeholders. Community members can audit a development project over time to make certain that commitments made at the approval stage continue forward as the project is implemented.

PURSUE STRATEGIC PARTNERSHIPS

The recommendations in this Plan can best be facilitated by strategic partnerships with local organizations, such as the Far South CDC and the Greater Roseland Chamber of Commerce. Local community groups and greater Roseland's network of churches, may be best positioned to steer the direction of the economic development strategies. They are on the ground and are in touch with local residents and businesses, understanding their challenges and opportunities. They are not solely responsible for the implementation of recommended strategies, but must be supported by public agencies, philanthropy and larger stakeholders.



SECTION 5
APPENDIX



Figure 6-1: CTA Red Purple Modernization, Phase One Brown Line Bypass Construction

STRATEGY & ACTION PLAN SUMMARY MATRIX

The Strategy and Action Plan provides a comprehensive approach toward implementing the ten Economic Development Goals, with a set of recommendations at the RLE project area and for each individual station area. These implementation strategies exemplify four focus areas resulting from the community engagement process: 1-Business development, retention, and support, 2-Housing development and affordable housing stock, 3-Community wealth and capacity-building, 4- Social Infrastructure. Executing these actions successfully will require dedicated resources and committed partnerships. The phased timeframe respects the community's priorities, available resources, and market conditions. A list of acronyms and funding sources can be found at the end of the matrix.

LOCATION	HOUSING DEVELOPMENT & AFFORDABLE HOUSING STOCK							
	#	STRATEGY	ACTION ITEMS	EXAMPLE RESOURCES	POTENTIAL PARTNERS	YEARS		
						1 -5	5 -10	10+
GOAL 1 : ENCOURAGE VIBRANCY AND RESILIENCY (ANTI-DISPLACEMENT)								
RLE PROJECT AREA	1.1	Develop each station area based on its special character and amenities to attract investment	103rd Street Station Area: Active Community Hub 111th Street Station Area: Health & Wellness District Michigan Avenue Station Area: Thriving Commercial Corridor 130th Street Station Area: Vibrant & Connected Community	Tax Increment Financing (TIF), Opportunity Zones (OZ), New Markets Tax Credits (NMTC), Neighborhood Opportunity Fund (NOF)	Chicago Transit Authority (CTA), Department of Planning and Development (DPD), Cook County Land Bank Authority (CCLBA), Community-focused Developers	X	X	X
	1.2	Renovate and maintain existing homes to help residents remain in the community	Utilize existing housing renovation programs for maintenance and rehabilitation of existing housing stock.	Department of Housing (DOH), CCLF, CIC, IHDA, TIF	Neighborhood Housing Services, CCLBA	X		
	1.3	Renovate and maintain existing homes to help residents remain in the community	Complete existing conditions assessment on behalf of property owners to identify costs to rehab existing buildings.	DOH, CCLBA	Local Community and Business Organizations	X		

LOCATION	HOUSING DEVELOPMENT & AFFORDABLE HOUSING STOCK							
	#	STRATEGY	ACTION ITEMS	EXAMPLE RESOURCES	POTENTIAL PARTNERS	YEARS		
						1 -5	5 -10	10+
RLE PROJECT AREA	1.4		Implement programs such as the Chicago Neighborhood Rebuild Pilot Program.	DOH	DOH	X		
	1.5	Renovate and maintain existing homes to help residents remain in the community	Evaluate and promote the use of tax exemptions, special assessment or other tools to support existing homeowners to remain in their homes as development occurs. Specifically, consider amending the long term home owner exemption to a freeze in station areas.	Cook County Tax Exemption Programs	Local Community and Business Organizations, Cook County Board of Review		X	
	1.6		Create a tool bank offering residents access to tools to assist in proactively maintaining existing homes.	Neighborhood Housing Services, DOH, Local Foundations	Local Community and Business Organizations	X		
	1.7	Maintain and continue to innovate the Affordable Requirements Ordinance (ARO)	Create new affordable housing units (if eligible) via the off-site location option for new project complying with the ARO in station areas to support development without displacement.	Affordable Housing Opportunity Fund (AHOF)	Affordable Housing Developers, Projects with ARO Requirements			X
	1.8	Preserve naturally occurring affordable housing to mitigate affects of gentrification	Enroll existing affordable single-family homes in the Chicago Housing Trust Opt-in program.	CHT, DOH, CCLBA	DOH, Community Organizations	X		
	1.9		Evaluate the potential of establishing a land trust to preserve affordable housing through learning from existing local land trusts.	CHT, Grounded Solutions, Logan Square Land Trust	Local residents, Community Organizations, CHT	X	X	

LOCATION	HOUSING DEVELOPMENT & AFFORDABLE HOUSING STOCK							
	#	STRATEGY	ACTION ITEMS	EXAMPLE RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
GOAL 1 : ENCOURAGE VIBRANCY AND RESILIENCY (ANTI-DISPLACEMENT)								
RLE PROJECT AREA	1.10	Preserve naturally occurring affordable housing to mitigate affects of gentrification.	Evaluate local applicability of existing ordinances designed to mitigate displacement (i.e., Woodlawn Housing Preservation Ordinance). Refer to tax exemption tools for home owner retention in summary text.	State Legislature (ordinance change required)	Local Community and Business	X		
	1.11	Partner with local banks who prioritize homeownership in previously disinvested markets. Expand homeownership opportunities.	Promote the use of existing homeownership programs such as downpayment assistance.	Local Financial Institutions, MMRP, CDFI	Local Financial Institutions, DOH	X	X	
	1.12		Consider a rent-to-own model for local residents to advance into homeownership and counseling services.	IHDA, DOH, CHA, CDFI, Local Financial Institutions	IHDA, DOH, CHA, CDFI, Local Financial Institutions	X	X	
	1.13		Partner with local non-profit organizations to provide counseling to seniors and low-income homeowners to obtain property tax relief.	Cook County Board of Review & Assessor, Homeowner Assistance Programs	Local Community & Business, DOH	X		
	1.14	Measure early stage gentrification signs through the use of a predictive analytics model.	Monitor demographic changes with the anticipation and execution of investment, tracking increases in community and individual demographics to evaluate indications of potential early gentrification.	DPD, DOH Foundations, Higher Education Institutions (ex. Depaul Displacement Pressure Map in 2020)	DPD, DOH, Community Organizations such as Elevated Chicago, Higher Education Institutions	X		

LOCATION	HOUSING DEVELOPMENT & AFFORDABLE HOUSING STOCK							
	#	STRATEGY	ACTION ITEMS	EXAMPLE RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
103RD	1.15	Active Community Hub: This station will be a connection for transit riders to the educational and institutional resources and to the major employment centers in the surrounding community. The area will feature much-needed community-oriented commercial on 103rd Street and new housing opportunities near community resources. Institutional, non-profit and community services will expand near the station to serve residents and commuters.						
	1.16	Develop catalyst sites to spur additional investment	Two vacant sites adjacent to the 103rd station offer the potential for mixed-use development with ground floor commercial.	TIF, OZ, NMTC, NOF	DPD, CTA, DOH, CCLBA, Community-focused Developers	X	X	
111TH	1.17	Health & Wellness District: Increased access will be provided to quality health care and street-level vitality with retail and services for employees and visitors. The 111th station area's economic growth will be driven by the Roseland Medical District's Master Plan. Connections to the major employment centers, including the Pullman Industrial Corridor, will offer livable wage options to commuters and residents.						
	1.18	Develop catalyst sites to spur additional investment	Large properties both northwest and southeast of the station can provide for infill housing to support population growth and a mixed-use development with complementary retail or medical retail (med-tail).	TIF, OZ, NMTC, NOF	DPD, CTA, DOH, CCLBA, Community-focused Developers	X	X	
MICHIGAN	1.19	Thriving Commercial Corridor: This station will foster a bustling street life and surge of retail and cultural activity, merging the community's commercial and creative elements to enhance the quality of life for residents, businesses, and visitors. Mixed-use housing developments will create demand for increased retail, commercial and cultural venues. Linking to the growing Pullman tourism sector offers dynamic destinations for transit riders and residents.						
	1.20	Develop catalyst sites to spur additional investment	The large 6-acre parcel north of the station will become a signature mixed-use project with multi-family housing, a grocery store and other much-needed retail.	TIF, OZ, NMTC, NOF	DPD, CTA, DOH, CCLBA, Community-focused Developers	X	X	

LOCATION	HOUSING DEVELOPMENT & AFFORDABLE HOUSING STOCK							
	#	STRATEGY	ACTION ITEMS	EXAMPLE RESOURCES	POTENTIAL PARTNERS	YEARS		
						1 -5	5 -10	10+
130TH	1.21	Vibrant & Connected Community: Increased access will be provided to key community assets: enhanced transportation, extensive open space and recreational network, and industrial and employment assets in the Calumet Corridor and the Illinois Port District. A park and ride garage will offer access to the Red Line Extension corridor, and the city-wide transportation network.						
	1.22	Develop catalyst sites to spur additional investment	A transit-supportive commercial site and plaza will provide for a mix of community-focused retail and services, workforce development, and healthy food opportunities.	TIF, OZ, NMTC, NOF	DPD, CTA, DOH, CCLBA, Community-focused Developers	X	X	
GOAL 2 : BROADEN ACCESS TO QUALITY & DIVERSE AFFORDABLE HOUSING OPTIONS								
RLE PROJECT AREA	2.1	Partner with banks to prioritize investment in previously disinvested areas.	Require local and regional banks to offer financial and technical support for renovation and new construction on existing infill lots.	Community Reinvestment Act Requirement	Local Financial Institutions	X	X	X
	2.2	Increase housing choices.	Identify developers with expertise in various housing types for a range of residents, including young adults, families, seniors, veterans, and persons with disabilities.	DOH, Illinois Housing Development Authority (IHDA)	Community-focused Developers, CCLBA	X	X	
	2.3		Expand alternative construction methods such as modular construction for more efficient quality housing.	NOF, TIF, OZ	Modular Housing Developers & Architects	X		
	2.4	Encourage new multifamily housing development.	Support local developers with creating multifamily residential and mixed-use projects, including both affordable and market-rate housing.	DOH, IHDA	Community-focused Developers, CCLBA	X	X	X

LOCATION	HOUSING DEVELOPMENT & AFFORDABLE HOUSING STOCK							
	#	STRATEGY	ACTION ITEMS	EXAMPLE RESOURCES	POTENTIAL PARTNERS	YEARS		
						1 -5	5 -10	10+
RLE PROJECT AREA	2.5	Encourage new multifamily housing development.	Convene a strategy session with experienced multifamily, affordable housing developers to enhance current programs and create innovative tools and funding strategies to fill gaps in development support offerings.	DOH, IHDA	Community-focused Developers, CEMDI	X		
	2.6	Encourage new and renovated in-fill single-family and small-scale multi-unit development	Request the CDFI Collaborative focus its lending program for small investors in one-to-four-unit properties.	CDFI capital	CDFI Collaborative	X	X	
	2.7		Promote access to available and acquired properties, City funding and other development support resources for local community-focused developers to facilitate renovation and development on vacant lots.	Chicago's City Lots for Working Families, Chi-Block Builder, Purchase Rehab TIF	CCLBA, Local Community & Business Organizations	X	X	
	2.8		Create a small developer training program for emerging and minority developers to increase access to competitive funding sources including the Low Income Housing Tax Credit funding.	TIF, DFSS, DOH, IHDA	CEMDI, YIELD	X		

LOCATION	HOUSING DEVELOPMENT & AFFORDABLE HOUSING STOCK							
	#	STRATEGY	ACTION ITEMS	EXAMPLE RESOURCES	POTENTIAL PARTNERS	YEARS		
						1 -5	5 -10	10+
GOAL 2 : BROADEN ACCESS TO QUALITY & DIVERSE AFFORDABLE HOUSING OPTIONS								
103RD	2.9	Expand housing options to attract new residents	Form housing development partnerships with local higher educational institutions to develop adjacent housing for faculty, staff, and in sites along 103rd Street.	Housing Dev. Entities, CSU and CCC-Olive-Harvey, CCLBA, Student Housing Developers (Servitas, RISE, Gilbaine)	Housing Dev. Entities, CSU and CCC-Olive-Harvey, CCLBA, Student Housing Developers (Servitas, RISE, Gilbaine)		X	X
	2.10	Expand workforce housing options for area employees	Partner with local developers for new, multifamily workforce housing on 111th Street to support RMD employees including Roseland Community Hospital staff and employees of other area health care businesses.	IHDA, DOH, Low Income Housing Tax Credits (LIHTC)	RMD, CCLBA, Housing Developers		X	
	2.11	Encourage new medium-density housing development on vacant parcels.	Target community and emerging developers to undertake medium-density housing development along sections of Michigan Avenue and 115th and 116th Streets.	Low-Income and Affordable Housing Tax Credits (LIHTC)	DPD, CCLBA, Community-focused Developers			X
	2.12	Encourage preservation of existing affordable housing	Develop new infill housing and renovation of existing homes in the adjacent Golden Gate and Eden Green neighborhoods.	Small Accessible Repairs for Seniors Program (SARS), CCLBA Homebuyer Direct Program, MMRP	Neighborhood Housing Services, DOH, CCLBA			X

LOCATION	BUSINESS DEVELOPMENT, RETENTION & SUPPORT							
	#	STRATEGY	ACTION ITEMS	EXAMPLE RESOURCES	POTENTIAL PARTNERS	YEARS		
						1 -5	5 -10	10+
GOAL 3 : RETAIN & EXPAND LOCAL BUSINESSES								
RLE PROJECT AREA	3.1	Create lively and inviting transit centers by locating commercial uses in and around new train stations.	Prioritize retail space within new station development projects for local businesses, complemented by place-making elements to enhance transit rider experience.	Small Business Improvement Fund (SBIF), NOF, CRG	CTA, DCASE, DPD			X
	3.2		Require portions of the commercial space within Opportunity Sites to be allocated and made available to local businesses.	SBIF, CRG	DPD		X	
	3.3		Hold informational sessions with local businesses regarding Opportunity Sites and available public sector properties on commercial streets.	NOF, SBIF, SSA	Local Business and Community Groups, CCLBA, DPD		X	
	3.4		Utilize "Boxville" style pop-up projects, based on Bronzeville and Lawndale programs, to showcase local businesses, community art programs, temporary health clinic services.	CRG, NOF	Local Community and Business Organizations		X	
	3.5		Implement an arts-based project designed to attract customers to businesses (ex: hold community art walks with local artist displays at small businesses), creating vibrancy in commercial corridors.	SSA, DCASE Neighborhood Access Program	DCASE, Art Institute, Local Businesses and Community Organizations		X	

LOCATION	BUSINESS DEVELOPMENT, RETENTION & SUPPORT							
	#	STRATEGY	ACTION ITEMS	EXAMPLE RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
GOAL 3 : RETAIN & EXPAND LOCAL BUSINESSES								
RLE PROJECT AREA	3.6	Support local businesses with pursuing financial incentives.	Hold informational sessions highlighting available municipal, county and state financial resources, supported by technical assistance to apply for resources.	DPD Delegate Agency funding, DCEO funding	Local Community and Business Organizations	X		
	3.7		Invite foundations to describe access to available grants and low-cost capital, followed by technical assistance with grant applications.	Local Foundations	Local Business and Community Associations	X		
	3.8		Partner with local banks to offer business assistance tools and financing, holding outreach and training sessions located in each station area.	Community Reinvestment Act Requirements	Local Community and Business Organizations	X		
	3.9	Assist local businesses with pursuing financial incentives	Identify and implement cost-savings programs for businesses to expand facilities with zoning and permit fee-waivers, and reduce ongoing expenses with tax exemption programs for businesses who own their property.	DPD, Department of Buildings (DoB), Cook County Board of Review & Assessor's Office	Local Community and Business Organizations	X		
	3.10		Develop a clean slate program that fully or partially waives the delinquent tax debt so small businesses can utilize funding for redevelopment of their properties.	CCLBA, NOF, SBIF, TIF, CRG	CCLBA, DPD, Cook County Treasurer's Office & Assessor's Office	X		

LOCATION	BUSINESS DEVELOPMENT, RETENTION & SUPPORT							
	#	STRATEGY	ACTION ITEMS	EXAMPLE RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
RLE PROJECT AREA	3.11	Assist small or home-based businesses poised for growth	Develop an incubator for performing and culinary arts, life sciences or other prominent sectors, to create space opportunities for business expansion.	TIF, NMTC, State of Illinois CDBG Community Development Grant (DCEO)	DPD, Community-focused Developers, Local Community & Business Organizations		X	
	3.12		Secure long-term capital from Community Development Financial Institutions. Ex: Chicago Community Investment Corporation (CIC), Local Initiatives Support Corporation (LISC).	Community Development Financial Institution (CDFI) capital	CDFI partners		X	
	3.13		Consider temporary co-working spaces within local branches of the Chicago Public Library to support entrepreneurs with access to shared office space and equipment.	107th & Halsted TIF, Chicago Public Library Funds, Philanthropic Funders	Local Community & Business Organizations		X	
	3.14		Provide training and operational assistance to upgrade manufacturing practices and equipment, creating more efficient and flexible business operations.	Enterprise Zone (EZ)	Small Business Development Centers (SBDC)	X		
	3.15		Prioritize the retention of existing industrial businesses.	Enterprise Zone (EZ)	Local Community and Business Calumet Area Industrial Council (CAIC)	X		

LOCATION	BUSINESS DEVELOPMENT, RETENTION & SUPPORT							
	#	STRATEGY	ACTION ITEMS	EXAMPLE RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
GOAL 3 : RETAIN & EXPAND LOCAL BUSINESSES								
103RD	3.16	Secure franchise agreements to bring the national name into the station area with local ownership.	Support local residents and business owners to develop a franchise strategy via SBA Franchise Program to create neighborhood, convenience retail.	US Small Business Association (US SBA)	US SBA partner (i.e., Far South CDC)		X	
	3.17	Utilize local businesses to provide services to Roseland Community Hospital employees, patients, families.	Support locally-owned health, wellness, and beauty businesses to grow in tandem with the growth of the RMD, through small business development training and initiatives, such as an incubator.	US SBA, Neighborhood Business Development Centers	Local Business and Community Groups, RMD	X	X	
MICHIGAN	3.18	Support the growth of local home-based businesses into commercial corridor space.	Create temporary commercial space in vacant or historic buildings for local entrepreneurs to create their first storefront location.	SBIF, NOF, CRG	DPD, Community-focused Developers, Local Community and Business Organizations	X		
130TH	3.19	Promote opportunities for unique commercial spaces.	Identify existing local businesses to utilize open, programmable spaces in the new station plaza area, such as pop-up or farmers market spaces.	TIF, CRG, CTA	CTA			X

LOCATION	BUSINESS DEVELOPMENT, RETENTION & SUPPORT							
	#	STRATEGY	ACTION ITEMS	EXAMPLE RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
GOAL 4 : ATTRACT NEW LOCAL BUSINESSES								
RLE PROJECT AREA	4.1	Attract anchor commercial users to add energy to corridors, serve local residents, and draw additional retailers	Pursue anchor retail stores for major commercial corridors to add energy and serve as a magnet for national and local retailers.	TIF, NMTC	Community-focused Developers, DPD	X		
	4.2		Connect potential retail and commercial businesses with local and regional incentives, and access to low-cost capital to locate in the RLE corridor.	TIF, SBIF, NOF, CRG	Community Financial Institutions, DPD	X		
	4.3	Provide technical assistance for residents to start new business in creative and alternative formats.	Engage the American Mobile Retail Association to offer training and startup guidance to establish a mobile retail or service business.	US SBA, Neighborhood Business Development Centers	Local Community and Business Organizations		X	
	4.4		Utilize the SBA Franchise Program for local residents and business owners to develop a franchise strategy.	US SBA	US SBA partner, Local Community and Business Organizations		X	
	4.5		Attract small-scale industrial or manufacturing uses, craftsman or makerspaces to utilize existing commercial properties.	Cook County Tax Incentives	Local Community and Business Organizations		X	

LOCATION	BUSINESS DEVELOPMENT, RETENTION & SUPPORT							
	#	STRATEGY	ACTION ITEMS	EXAMPLE RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
GOAL 4 : ATTRACT NEW LOCAL BUSINESSES								
103RD	4.6	Re-use or re-lease vacant CVS to serve unmet commercial or retail needs.	Identify potential users, including an anchor retailer looking for a high profile location or a workforce development center offering education and job training services.	TIF, NOF	DPD, Alderman, Community-focused Developers		X	
	4.7	Expand retail options to serve a growing residential population, workers & transit	Attract casual food and convenience retail, both national and local, to locate in vacant storefronts or lots along 103rd Street.	SBIF	Local Community and Business Organizations, Retail brokers			X
111TH	4.8	Offer start-up businesses opportunities to provide services to Roseland Community Hospital employees, patients, families.	Promote the development of a life sciences incubator. Locate complementary services to support patients and their families, and create temporary spaces for local entrepreneurs.	TIF, NOF, CRG, NMTC, DCEO grant	RMD, Community-focused Developers, DPD, Local Community and Business Organization	X	X	
MICHIGAN	4.9	Showcase Michigan Avenue with new and unique business strategies	Create temporary spaces for local entrepreneurs to create their first retail location within a redevelopment project.	SBIF, NOF, CRG	Community-focused Developers, Local Community and Business Organizations	X		
130TH	4.10	Identify grocery store and other amenities to serve local residents and commuters.	Develop a grocery store along 130th Street and attract new retailers and commercial users.	NMTC, CRG, NOF	DPD, Community Developers	X		

LOCATION	BUSINESS DEVELOPMENT, RETENTION & SUPPORT							
	#	STRATEGY	ACTION ITEMS	EXAMPLE RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
GOAL 5 : IDENTIFY, ENABLE & PROMOTE EXISTING COMMERCIAL & CULTURAL ASSETS								
103RD	5.1	Create quality spaces for residents that encourage community connections and attract new development.	Through large scale marketing and programming efforts, encourage the awareness and utilization of key open space assets (i.e., Block Park, Fernwood Park, Langston Hughes' community open space).	SSA, TIF, NOF, Chicago Recovery Grants (CRG)	Chicago Park District (Chicago Parks), Access Living		X	
111TH	5.2	Support community anchors and health care-related uses.	Implement the RMD Master Plan and attract new development to increase health-care related uses and complementary convenience retail.	TIF, OZ	Roseland Medical District (RMD), DPD, CCLBA			X
MICHIGAN	5.3	Enhance the Michigan Avenue commercial corridor to serve as a local, vibrant destination for shopping.	Renovate historic buildings to highlight the past and bring modern spaces to commercial users, including façade improvements for individual storefronts.	Historic Preservation Tax Credits (HPTC), CRG, NOF, OZ	DPD, Chicago Housing Authority (CHA)		X	
130TH	5.4	Highlight the cultural and historical assets.	Encourage the renovation and activation of key historic buildings in the Altgeld-Murray community and promote the African American Heritage Water Trail.	HPTC, NOF, CRG, OZ	DPD, CHA			X
	5.5	Increase access to the adjacent, diverse open space and recreational areas.	Enhance existing open spaces, Carver and Golden Gate Park. Provide connections to adjacent Beaubien Woods Forest Preserve, Calumet Park, and other recreational opportunities.	TIF, Chicago Parks, Open Space Impact Fees (OSIF)	Chicago Parks, Forest Preserves of Cook County (FPCC)		X	

LOCATION	COMMUNITY WEALTH & CAPACITY BUILDING							
	#	STRATEGY	ACTION ITEMS	RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
GOAL 6 : PROVIDE ACCESS TO EDUCATION & WORKFORCE TRAINING								
RLE PROJECT AREA	6.1	Connect transit riders, businesses and residents to the major higher education institutions and employment centers.	Create a partnership with local educational institutions and employment centers to expand workforce training and employment opportunities, increase educational outcomes and address disparity issues.	Hire360, Revolution Workshop, DFSS workforce programs, Skills for Chicagoland's Future	Chicago State University, City Colleges of Chicago (CCC)-Olive-Harvey, Chicago CRED, Chicago Cook Workforce Partnership	X		
	6.2		Utilize the City College of Chicago's Centers of Excellence program (ex: locally-based Olive Harvey's Transportation, Distribution, and Logistics training program).	City Colleges, TIFWorks, Center for Neighborhood Technology Opportunity Program	RMD, CCC, CTA	X		
	6.3	Support non-profit organizations to deliver and expand workforce development programs.	Provide resources and support to non-profit organizations to grow their workforce development programs, offer new incubator spaces for local businesses, and enhance youth educational and training programs.	CRG, CDFI, Foundations	Local Community and Business Organizations, Workforce Development Entities	X		
	6.4	Tailor job training programs to match the needs of local economic sectors.	Promote existing and create new job training programs for skill development in growing local economic sectors such as health/wellness, hospitality and culinary services and in nearby industrial and manufacturing corridors.	Hire360, Revolution Workshop, DFSS workforce programs, Skills for Chicagoland's Future, Illinois Workforce Innovation Board (IWIB)	Workforce Development Agencies, CAIC, CSU, CCC-Olive Harvey	X		

LOCATION	COMMUNITY WEALTH & CAPACITY BUILDING							
	#	STRATEGY	ACTION ITEMS	RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
RLE PROJECT AREA	6.5	Tailor job training programs to match the needs of local economic sectors.	Ensure local residents individuals and businesses are engaged in CTA contracting opportunities through initiatives such as CTA's DBE and SBE programs	Outreach and networking events, CTA's Diversity and mentor Programs, the Building Small Businesses Program	CTA, contractors/sub-contractors, construction training programs, workforce partners, trade unions	X		
103RD	6.6	Connect local major higher education institutions to businesses, residents and transit riders.	Create access to CSU and Olive-Harvey for workforce training programs to offer local residents increased skills and connections to local employment centers.	Local Chambers of Commerce, DFSS, TIFWorks, World Business Chicago, IWIB	CSU and CCC-Olive-Harvey	X		
111TH	6.7	Link educational institutions and health care centers and connect residents to regional jobs.	Create collaborative training initiatives with local universities and connect residents to major employers in Pullman Industrial Corridor.	TIF, OZ	Roseland Medical District (RMD), DPD, CCLBA		X	
MICHIGAN	6.8	Create opportunities for workforce development commercial, arts and cultural fields.	Partner with educational institutions with arts training programs to support local residents to pursue a career path in arts and cultural sector.	Foundations, Illinois Film Office, Chicago Film Office	CSU, CCC-Olive-Harvey, DCASE, Local Community and Business Organizations		X	
130TH	6.9	Support residents with education and job training opportunities to connect to industrial centers of employment.	Offering business assistance support, entrepreneurship programs, incubator space, job training and educational programs.	CHA Section 3 training and workforce support, IL DCEO - CDBG, NMTC, OZ, IWIB, Hire360,	DPD, Business and Community Organizations, Non-profits, Community Developers	X		

LOCATION	COMMUNITY WEALTH & CAPACITY BUILDING							
	#	STRATEGY	ACTION ITEMS	RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
GOAL 7 : ACHIEVE EQUITABLE ECONOMIC DEVELOPMENT								
RLE PROJECT AREA	7.1		Offer projects led by emerging, minority developers substantial financial support through expanded and new pre-development grants and development incentives.	Foundations, Chicago Community Wealth Building Grant (CWB)	DPD, Community-focused Foundations		X	
	7.2	Target public and private resources toward equitable economic growth opportunities	Offer emerging, minority developers access to publicly-owned lots as development opportunities, both residential and commercial.	TIF, NOF	DPD, CCLBA Community-focused Foundations"		X	
	7.3		Prioritize local developers and any development proposals for City projects exceeding minority participation requirements.	TIF, NOF, CRG	DPD		X	
	7.4		Support emerging and minority developers from within the community to broaden access to economic development opportunities.	Develop partnerships via existing developer training initiatives to create mentorships for emerging developers with experienced firms.	Yield, CEMDI, Hire360, Assist Agencies	Local Social Impact Investors and Developers		X
	7.5	Increase outreach and technical assistance for local businesses to obtain DBE/MBE/WBE certification to access additional governmental programs and business opportunities.		Assist Agencies, Neighborhood Business Development Centers (NBDC), BACP	Local Community and Business Organizations		X	

LOCATION	COMMUNITY WEALTH & CAPACITY BUILDING							
	#	STRATEGY	ACTION ITEMS	RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
RLE PROJECT AREA	7.6		Prioritize infill residential sites for emerging, minority developers to gain experience and/or encouraging partnerships with local Social Impact Investors and Developers on larger commercial development sites in order to grow both capability and capacity.	DPD, CCLBA	Community-focused Developers			X
	7.7	Support emerging and minority developers from within the community to broaden access to economic development opportunities.	Partner with construction trades association and local construction firms to assist local residents with participation in small and larger development projects.	Hire360, Chicago Cook Workforce Partnership, Yield, CEMDI, Assist Agencies	Local Emerging Developers			X
	7.8		Encourage governmental or non-profit entities to clear title on properties to support emerging developers with project costs and site control.	DOH	DPD, CCLBA		X	
	7.9		Provide increased pre-development funding and grants to help emerging developers address barrier to entry: start-up funds.	Foundations, CWB	Chicago Community Trust, MacArthur Foundation, Foundations		X	
	7.10		Participate in programs which connect investors with community developers to achieve locally-driven real estate development in communities of color.	Local Foundations	Chicago Community Trust, Foundations		X	

LOCATION	COMMUNITY WEALTH & CAPACITY BUILDING							
	#	STRATEGY	ACTION ITEMS	RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
GOAL 7 : ACHIEVE EQUITABLE ECONOMIC DEVELOPMENT								
103RD	7.11	Pursue development opportunities in phases to attract emerging, local developers.	Create a phased development approach for the Opportunity Site and vacant land near the 103rd station area.	TIF, NMTC	DPD, CCLBA	X		
	7.12	Assemble large undeveloped parcels on 11th and Michigan for redevelopment.	Offer development opportunities to community-based and emerging developers for the redevelopment of Michigan Avenue and RMD project sites.	Invest South/West	Community-focused Developers, DPD, CCLBA		X	
MICHIGAN	7.13	Offer local businesses and retailers opportunities in Opportunity Site projects.	Identify local or minority owned retail and service businesses to be included in Michigan redevelopment projects.	SBIF, CRG	CTA, DPD, Community-focused Developers, Local Community and Business	X		
130TH	7.14	Include emerging and minority contractors in transit-related construction projects.	Develop targeted workforce development strategies at 130th with a focus on use of HUD's Section 3 program to ensure individuals and businesses are aware of opportunities, able to make connections and are prepared to participate in contracts.	Outreach and networking events, CTA's Diversity Programs such as CTA's DBE and SBE programs, CTA's Mentor-Protégé Program, the Building Small Businesses Program	CTA, contractors/sub-contractors, construction training programs, workforce partners, trade unions	X	X	

LOCATION	COMMUNITY WEALTH & CAPACITY BUILDING							
	#	STRATEGY	ACTION ITEMS	RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
GOAL 8 : DRIVE COMMUNITY WEALTH BUILDING & GENERATIONAL PROSPERITY								
RLE PROJECT AREA	8.1	Create a path for small, local developers to grow and achieve success, and facilitate community wealth building.	Identify local real estate brokers and construction firms as possible emerging developers.	CEMDI, YIELD	Local Community and Business		X	
	8.2		Engage large, established developers to serve as mentors to smaller locally-owned firms in order to secure opportunity sites and participate in city programs.	CEMDI, YIELD	DPD, Community-focused Developers		X	
	8.3		Create development partnerships between local developers and real estate-related businesses, such as brokers and construction firms, to expand opportunities into the real estate sector.	Realtor's Association, Assist Agencies, Building Owners and Manager's Association (BOMA)	DPD, CCLBA, RMD, Local Community and Business Organizations	X		
	8.4		Prioritize small single-family sites for community and emerging developers offering them the experience to expand into larger, multi-family projects.	DOH, DPD	CCLBA, Community-focused Developers	X		
	8.5		Support resident-owned local businesses to increase community-based economic growth.	SBA, NOF, CRG, Chicago Community Wealth Building Grant (CWB)	Business and Community Organizations	X		

LOCATION	COMMUNITY WEALTH & CAPACITY BUILDING							
	#	STRATEGY	ACTION ITEMS	RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
GOAL 8 : DRIVE COMMUNITY WEALTH BUILDING & GENERATIONAL PROSPERITY								
RLE PROJECT AREA	8.6	Support resident-owned local businesses to increase community-based economic growth.	Prioritize local businesses for public funding programs and grants.	NOF, TIF	DPD	X		
	8.7		Partner developers with local and resident-owned businesses to offer business growth opportunities to locate within Opportunity Site developments.	SBIF, NOF, CRG	Local Community and Business		X	
	8.8		Connect residents seeking to start new business ventures to small business development programs and tools, and offer start-up businesses access to shared space to minimize upfront capital costs.	Multiple, Existing Job-training Programs	Local Community and Business Organizations	X		
	8.9		Utilize existing or develop new business incubators to support the growth of small businesses, as they grow their bottom line and purchase their own property.	DCEO Grant	DPD, Entities such as 1921, Bronzeville Forum, Catapult Chicago	X		
	8.10		Encourage homeownership opportunities for current and new residents through use of existing homeownership programs.	Multiple, Existing Homeowner Assistance Funds	DOH, Local Community and Business Organizations	X		
	8.11		Support generational wealth building.	Support community wealth building models (co-ops, land trusts, community investment funds) to promote equitable development.	CCLBA, DPD, DOH, ETOD Program	DPD, Community-focused Developers		

LOCATION	COMMUNITY WEALTH & CAPACITY BUILDING							
	#	STRATEGY	ACTION ITEMS	RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
RLE PROJECT AREA	8.6	Support generational wealth building	Join city-wide efforts to address disparities in the valuation of real estate in predominately Black and Brown communities that limit the creation of generational wealth.	Illinois REALTORS Discriminatory Appraisal Task Force	Local Community and Business Organizations, NHS		X	X
	8.7	Advance educational attainment to support generational stability and growth.	Partner with the local educational institutions to support access for local residents to educational resources, increasing the community's level of educational attainment.	Local Foundations, DFSS - CSBG Scholarship Programs	CSU, CCC-Olive-Harvey, Local Community and Business Organizations	X		

LOCATION	SOCIAL INFRASTRUCTURE							
	#	STRATEGY	ACTION ITEMS	RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
GOAL 9 : PROMOTE WELLNESS								
RLE PROJECT AREA	9.1	Increase access to healthy food.	Prioritize attracting a grocery store with fresh food into the RLE project area, in concert with the development of new housing.	TIF, NOF	DPD, Community Development organizations	X	X	
	9.2		Partner with local health centers to hold classes on wellness and healthy eating. Convert vacant lots pending future development into temporary garden locations for local residents to garden and produce fresh food.	OSIF, Illinois Open Space Land Acquisition and Development (OSLAD)	Neighbor Space, CCLBA, Roseland Community Hospital, Local Clinics	X		

LOCATION	SOCIAL INFRASTRUCTURE							
	#	STRATEGY	ACTION ITEMS	RESOURCES	POTENTIAL PARTNERS	YEARS		
						1 -5	5 -10	10+
GOAL 9 : PROMOTE WELLNESS								
RLE PROJECT AREA	9.3	Increase access to social services to support healthy living.	Prioritize publicly-owned properties near the train stations to expand social service agencies offering health and wellness programs. Conduct a needs assessment to identify community needs.	TIF, NOF, CRG, Health Resources and Services Administration (HRSA) Grants	DPD, Community Organizations		X	
	103RD 9.4	Increase access to child care services near the station area.	Identify available facilities for local childcare centers ready to expand or relocate and offer technical support from organizations specializing in childcare development.	NOF, CRG	IFF, LISC	X		
111TH	9.5		Focus on redevelopment opportunities, business growth, and increased health and wellness services.	TIF, NMTC, OZ	RMD, DPD, Community-focused Developers		X	
	9.6	Implement the Roseland Medical District Master Plan to increase access to quality health care for residents, and transit riders.	Invest in the modernization of Roseland Community Hospital and development of new health services facilities.	TIF, NOF, CRG, NMTC, DFSS, HRSA	Roseland Community Hospital, RMD		X	
	9.7		Utilize available or under-utilized space to hold workshops to share existing and new wellness programs and activities, attracting more people into the station area.	DPH, DFSS	RMD	X		

LOCATION	SOCIAL INFRASTRUCTURE							
	#	STRATEGY	ACTION ITEMS	RESOURCES	POTENTIAL PARTNERS	YEARS		
						1 -5	5 -10	10+
MICHIGAN	9.8	Increase access to fresh and healthy food choices.	Utilize the Michigan & 115th or other opportunity sites to offer much-needed fresh food and grocery services.	TIF, NOF, NMTC	DPD, CTA, RFP-Selected Developer		X	
		Renovate older buildings to house community-based wellness programs to serve the community.	Utilize renovated historic buildings for non-profits, faith-based institutions, community organizations and youth centers who offer health and wellness programs.	SBIF, NOF	Local Community and Business Organizations, Property Owners			X
130TH	9.9		Partner with the existing TCA Health clinic to support their expansion	CHA Section 3, NOF, CRG, NMTC, DFSS, HRSA	DPD, CTA, CHA		X	
	9.10	Create opportunities for increased health and wellness through quality health care and recreational assets, and access to fresh food.	Utilize opportunity site on 130th to offer much-needed fresh food and grocery services.	NOF, CRG	Community-focused Developers, DPD		X	
	9.11		Provide connections to the diverse passive and active open space amenities, such as prairies, marshes, bike and pedestrian paths, in the greater Calumet area.	OSIF	CCFP, Illinois International Port District, Openlands, Chicago Parks		X	
	9.12	Connect multiple community services to higher education institutions for a collaborative approach	Support the existing family resource center and TCA health to offer wrap-around services for community, offering early education and nursing students from local universities internships.	Local Child Care Center, Local Health Care Clinic, NMTC, DFSS, CHA Section 3	Local Non-profits, City, CSU			X

LOCATION	SOCIAL INFRASTRUCTURE							
	#	STRATEGY	ACTION ITEMS	RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
GOAL 10 : COMMUNICATE, CREATE & COORDINATE TO MAGNIFY INVESTMENT								
RLE PROJECT AREA	10.1	Ensure the Transit Supportive-Development Plan are living documents under the direction of an implementation-focused entity.	Consider CMAP, LISC or Chicago Community Trust for convening, staffing and funding a collaboration of all stakeholders and tasked with driving strategies, determining priorities and monitoring progress of the Implementation Plan.	CMAP, LISC Chicago Community Trust and/or newly created economic development, DPD, WBC	Residents, DPD, DOH, WBC, DCASE, Local chambers of commerce, community and business organizations	X		
	10.2		Identify start-up and ongoing funding and technical resources to hire and train staff within local community and business associations to deliver implementation programs and services.	CMAP, LISC Chicago Community Trust and/or newly created economic development, DPD, WBC	Residents, DPD, DOH, WBC, DCASE, Local chambers of commerce, community and business organizations	X		
	10.3		Create sub-groups within the implementation entity to address individual station area initiatives, and corridor-wide housing, job training, financial incentives, and other economic development goals.	CMAP, LISC Chicago Community Trust and/or newly created economic development, DPD, WBC	Residents, DPD, DOH, WBC, DCASE, Local chambers of commerce, community and business organizations	X		
	10.4		Utilize a community-based engagement process for ongoing resident and stakeholder involvement.	CMAP, Chicago Community Trust and/or newly created economic development, DPD, WBC	Residents, DPD, DOH, WBC, DCASE, Local chambers of commerce, community and business organizations	X		

LOCATION	SOCIAL INFRASTRUCTURE							
	#	STRATEGY	ACTION ITEMS	RESOURCES	POTENTIAL PARTNERS	YEARS		
						1-5	5-10	10+
GOAL 10 : COMMUNICATE, CREATE & COORDINATE TO MAGNIFY INVESTMENT								
RLE PROJECT AREA	10.5	Connect and partner with local entities with mission-aligned, large-scale initiatives to create greater impact toward common goals.	Support local community development initiatives to comprehensively address housing, safety, and other community needs with multi-project, multi-phase development strategies.	TIF, NOF, OZ, NMTC	DPD, DOH, WBC, DCASE, Local chambers of commerce, community and business organizations, Local Initiatives Support Corporation (LISC)	X		
	10.6	Address neighborhood safety concerns through community partnerships and anti-crime programs.	Work collaboratively with anti-violence organizations, community and block groups, and Chicago Police Department to create strategies to address safety concerns which can be a barrier to commercial activity.	CRED, READI	Local Community and Business	X		

Resources: Community Leaders & Partnerships	
Business and Community Organizations	Greater Roseland Chamber of Commerce (GRCC), Far South CDC (FSCDC), Calumet Area Industrial Commission (CAIC) and other local entities offer technical assistance to local businesses and provide a bridge to City and State incentives and programs, and lead community-based development projects. Block groups bring the voice of the community to the implementation strategy.
Financial Institutions	Local banks and community development financial institutions partnered can exponentially increase the access to capital to support development projects.
Educational Institutions and Workforce Training programs	Educational programs paired with training workshops and technical assistance programs offer residents and businesses expanded skills, increased employment opportunities, and an increase in products and services, efficiency and revenue.
Foundations	Grants combined with technical assistance can serve as the basis for community groups, small businesses, and residents to access resources to help build capacity and support community initiatives.
Governmental Partners	City of Chicago and CCLBA prioritize those properties which can be combined with adjacent private properties to create bigger opportunity, and those properties closest to each new station.
Community Businesses and Large Employers	Large employers in the community can partner with Local Community and Business Organizations for workforce training programs, employment opportunities, and community development strategies.

Resources: Strengthen Financial Incentives & Programs	
ChiBlockBuilder	Led by the Chicago Department of Planning and Development (DPD), ChiBlockBuilder streamlines the purchase of City-owned properties across the South and West Sides and increases transparency about the land sales process.
Chicago INVEST South/West	INVEST South/West is an unprecedented community development initiative to marshal the resources of multiple City departments, community organizations, and corporate and philanthropic partners toward 12 commercial corridors within 10 South and West Side community areas. Identify multiple key sites within the INVEST South/West target area to issue Request for Proposals to select a development team.
Chicago Micro Market Recovery Program (MMRP)	The Micro Market Recovery Program (MMRP) is an initiative of the Department of Housing (DOH) that assists in rebuilding distressed Chicago communities by reducing the cost of homeownership, creating communities of choice, and attracting new owners to vacant buildings on targeted neighborhood blocks. Encourage expansion of the MMRP target areas to additional community areas/neighborhoods in the Red Line Extension corridor, similar to current West Pullman MMRP area.
Chicago Neighborhood Opportunity Fund (NOF)	The Neighborhood Opportunity Fund finances commercial and cultural projects in neighborhoods that lack private investment, using revenue generated from downtown development. Identify commercial and retail projects in strategic locations to seek grants for building acquisition, repair and improvements. Increase grant amounts and eligible criteria to expand availability to support redevelopment projects.
Chicago Neighborhood Rebuild Pilot Program	The Chicago Neighborhood Rebuild pilot program aims to rehabilitate vacant homes and place at-risk youth in jobs. Expand the program, currently in Garfield Park, Humboldt Park and Englewood, to the RLE corridor to rehab vacant homes and offer training and employment to at-risk youth.
Chicago Recovery Plan Community Development Grants (CRG)	The funding under the Chicago Recovery Plan, which includes funding from the American Rescue Plan Act (“ARP”) and over \$600 million in local bond funds, is allocated alongside all other available resources in the City budget to maximize this opportunity over the next 3-5 year funding period. Identify key commercial, industrial, and mixed-use projects with both small and large grants to further the goals of RLE TSD Implementation Plan.
Chicago Small Business Improvement Fund (SBIF)	The Small Business Improvement Fund (SBIF) provides grant funding for permanent building improvements and repairs across the city. Provide support for all TIFs to be eligible for the SBIF program, and participate in the rolling application.
Chicago Special Service Areas (SSA)	Special Service Areas are local tax districts that fund expanded services and programs through a localized property tax levy within contiguous areas. Consider expansion or create of SSAs and Business Improvement Districts (BID) for all station areas and in particular, the commercial corridors along 103rd and 111th, including the creation of Façade Improvement Programs.

Resources: Strengthen Financial Incentives & Programs	
Chicago Tax Increment Financing (TIF)	Tax Increment Financing (TIF) is a special funding tool used by the City of Chicago to promote public and private investment across the city. For TIFs with upcoming expiration dates, consider extending the life of the TIF to continue to support redevelopment of the station areas. Add sentence after first sentence: The amount of property tax the area generates in a TIF district is set as a base Equalized Assessed Valuation amount. As property values increase, all property tax growth above that amount can be used to fund redevelopment projects within the district.
	Utilize TIFWorks program to offer job training for residents and employees within the RLE project area.
	Partner with local banks or foundations to make funding available to local businesses in TIF districts with low balances, with reimbursement to partner when TIF funds accrue (similar to developer note structure).
Community Development Financial Institutions (CDFI) Collaborative	The CDFI Fund serves mission-driven financial institutions that take a market-based approach to supporting economically disadvantaged communities. Utilize the CDFI Collaborative, comprised of the Community Investment Corporation, the Chicago Community Loan Fund, and Neighborhood Lending Services, to increase access to capital.
Cook County Board of Review	The Board of Review is a government office that provides the taxpayers of Cook County an opportunity to appeal the over-valuation of property assessments. Partner with Local Community and Business Organizations to support outreach efforts to property owners to pursue more wide-reaching use of tax exemption program to support existing residents and businesses.
Cook County Land Bank Authority	The mission of the CCLBA is to reduce and return vacant land and abandoned buildings back into reliable and sustainable community assets. Utilize the CCLBA extensive land inventory to leverage additional resources for predevelopment phase activities, including site due diligence, and to attract equity and capital investment to reduce barriers to development.
Federal Low-Income Housing Tax Credits (LIHTC)	Created by the Tax Reform Act of 1986, the LIHTC program gives State and local LIHTC-allocating agencies an annual budget authority to issue tax credits for the acquisition, rehabilitation, or new construction of rental housing targeted to lower-income households. Maximize Opportunity Site developments to be competitive with other projects seeking LIHTC funds. Identify projects that are located in the IHDA Opportunity Area in the Pullman community area.
Federal New Markets Tax Credits (NMTC)	The NMTC Program incentivizes community development and economic growth through the use of tax credits that attract private investment to distressed communities. Create partnerships with CDFIs and potential CDEs to target NMTC for larger, multi-family projects within Opportunity Sites.

Resources: Strengthen Financial Incentives & Programs	
Federal Opportunity Zones (OZ)	An OZ is an economically distressed community where new investments, under certain conditions, may be eligible for preferential tax treatment. Consider expansion of Federal Opportunity Zones to cover 103rd station area, and to fully cover 111th, Michigan, and 130th station areas.
Illinois DCEO	Identify projects eligible for Illinois Department of Commerce and Economic Opportunity - Community Development Block Grant as a source of capital for community development projects.
Illinois Enterprise Zones	Consider expansion of Enterprise Zones to include all four station areas.
Illinois - IHDA Homeowner Assistance Fund Program	Support homeowners to proactively seek assistance to prevent mortgage delinquencies and related problems.

Acronym Reference List	
ADU	Additional Dwelling Units
APTA	American Public Transportation Association
BACP	Business Affairs and Consumer Protection
CAIC	Calumet Area Industrial Council
CCLBA	Cook County Land Bank Authority
CDFI	Community Development Financial Institutions
CDPH	Chicago Department of Public Health
CEMDI	Chicago Emerging Minority Developer Initiative
CHA	Chicago Housing Authority
Chicago Parks	Chicago Park District
CIF	Community Investment Funds
CPC	Chicago Plan Commission
CPD	Chicago Police Department

Acronym Reference List	
CRA	Community Reinvestment Act
CRED	Create Real Economic Destiny
CTA	Chicago Transit Authority
DCASE	Chicago Department of Cultural Affairs and Special Events
DCEO	Illinois Department of Commerce and Economic Opportunity
DOB	Chicago Department of Buildings
DOH	Chicago Department of Housing
DPD	Chicago Department of Planning and Development
ETOD	Equitable Transit-Oriented Development
EZ	Enterprise Zones
FAR	Floor Area Ratio
FPCC	Forest Preserves of Cook County
FSCC	Far South Chicago Coalition
FSCDC	Far South Community Development Corporation
FTA	Federal Transit Administration
GCTC	Genesis Construction Training Center
GRCC	Greater Roseland Chamber of Commerce
HUD	Housing and Urban Development
IHDA	Illinois Housing Development Authority
ISW	INVEST South/West
LIHTC	Low Income Housing Tax Credits
LOHE	Long-time Occupant Homestead Exemption
MLA	Minimum Lot Area
MMRP	Micro Market Recovery Program
MWRD	Metropolitan Water Reclamation District

Acronym Reference List	
NICTD	Northern Indiana Commuter Transportation District
NOF	Neighborhood Opportunity Fund
OZ	Opportunity Zone
RCH	Roseland Community Hospital
READI	Rapid Employment and Development Initiative
RFP	Request for Proposal
RFQ	Request for Qualifications
RLE	Red Line Extension
RMD	Roseland Medical District
SBDC	Small Business Development Center
SBIF	Small Business Improvement Fund
SSA	Special Service Area
TSD	Transit-Supportive Development

STAY ENGAGED

FOR PROJECT UPDATES PLEASE VISIT:

[**TRANSITCHICAGO.COM/RLE**](https://transitchicago.com/rle)

[**FACEBOOK.COM/CTAREDEXT**](https://facebook.com/ctaredeext)

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CHICAGO TRANSIT AUTHORITY RED LINE EXTENSION
TRANSIT-SUPPORTIVE DEVELOPMENT PLAN

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