

ENGLEWOOD AGRO-ECO DISTRICT LAND USE PLAN

AUGUST 2024



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INTRODUCTION

The Englewood Agro-Eco District Land Use Plan is a community-led vision to revitalize disinvested industrial land and infrastructure with new uses involving food production, employment, housing and recreation. With a new trail as its centerpiece, the district will also address issues involving racial equity and repair, public health, climate resiliency and other local needs. Dating to 2008, and more recently formalized through an 18-month planning process, the plan is based on residents' ongoing efforts to promote self-sufficiency while also accommodating the needs of future residents and businesses.





Grow Greater Englewood Fall Harvest Fest, 2021 (Photo by Ward Studio)



VISION AND GUIDING PRINCIPLES

The Englewood Nature Trail and Agro-Eco District will celebrate the culture and history of Englewood and Black Chicago. It will be a thriving landscape linking and lifting the memories, aspirations and heritage of the community's residents through six guiding principles:

GUIDING PRINCIPLE 01



COMMUNITY FIRST

The district will honor, reflect and build from the rich history of Black culture and the current Black residents of Englewood and West Englewood; ensure accountability and community sustainability; and create expanded green spaces that connect residents and visitors to programming, events and activities that honor and celebrate the rich culture and creativity of Englewood.

GUIDING PRINCIPLE 02



STRENGTH

The district will preserve and enhance the resiliency of the district's natural habitats for residents and wildlife.

GUIDING PRINCIPLE 03



HEALTH AND SECURITY

The plan will guide the creation of an agro-eco district and trail that integrates ecological agriculture with public spaces that improve the health of the residents of Englewood and West Englewood by providing safe places to work, heal, play, celebrate and grow food. The plan will also address climate issues as a public health crisis and emergency that requires healing for both the land and the people that call it home.

GUIDING PRINCIPLE 04



STABILIZE

The district will provide a sustainable future and economic security for residents of Greater Englewood by providing opportunities to create generational wealth from community investment and housing stabilization.

GUIDING PRINCIPLE **05**



PATHWAYS FOR WORK AND WEALTH

The district will provide economic, educational and career opportunities for residents through the planning, design, remediation, construction and management of the land and trail. It will also provide opportunities for residents to participate in efforts to create sustainable agricultural and ecological spaces in the community around the district.

GUIDING PRINCIPLE **06**



FARMING AS A POLITICAL ACT

The district will enable Black residents to reclaim their place and agency in the food system, providing a place for peace and health in the community. It will also provide opportunities for resistance against oppressive food systems, land management and employment.

GUIDING PRINCIPLE **07**



ART ROOTED IN LOCAL CULTURE

The district will identify opportunities to nurture a collaborative relationship with residents, artists, organizations and others to lift the stories and voices of Englewood, Black Chicago and all Chicagoans.

GUIDING PRINCIPLE **08**



DESIGN FOR THE COMMUNITY

The design of the trail and district will include spaces that support a range of casual, functional and flexible uses for community residents. It will also ensure all programming is accessible to current and future residents and visitors.

ENGLEWOOD AND WEST ENGLEWOOD

All Power to All People, Englewood Village Plaza (Photo by Kindred Arts)



ENGLEWOOD IS IN THE HEART OF CHICAGO

The early 20th century saw the growth of the Great Migration that moved millions of Black residents from the Jim Crow South to urban cities in the North. Chicago became a beacon among cities that attracted Black residents.

New economic and educational opportunities emerged in the Northern, Midwestern, and Western states for Black residents eager to leave the oppressive conditions of the Jim Crow South and fueled the migration of Southern Black individuals to the South and West sides of Chicago. Northbound trains and buses from Mississippi, Louisiana, Texas and Arkansas brought thousands of Black people to Chicago into the 1960s, many of whom found homes and started families in Englewood and West Englewood. Many current residents are the offspring of Great Migration settlers, with many remembering the area being vibrant and solidly working class into the 1980s.

Despite the disinvestment and depopulation that occurred in the decades that followed, Englewood remains a geographic and spiritual center of the South Side with a future that has the potential to heal and bring forward the best of humanity and Black culture.



"On exhibit at Englewood Village Square in 2021, Hank Willis Thomas' All Power to All People is a provocative artwork combining the Afro pick and the Black Power salute, both icons of Black identity and empowerment. At approximately 28 feet tall, the work stands as a symbol of community, strength, perseverance, comradeship, and belonging. The sculpture's title references a legendary Black Panther Party slogan—arriving to Chicago, where the Illinois chapter of the Black Panther Party was headquartered, is a celebration of Chicago's contribution to civic engagement and the advancement of social justice."

-Danielle Sanders, Chicago Defender

All Power to All People, Englewood Village Plaza (Photo by Kindred Arts)



ENGLEWOOD PAST AND PRESENT

LAND ACKNOWLEDGEMENT

The City of Chicago is located on land that is and has long been a center for Native peoples. The area is the traditional homelands of the Anishinaabe, or the Council of the Three Fires: the Ojibwe, Odawa and Potawatomi Nations. Many other Nations consider this area their traditional homeland, including the Myaamia, Ho-Chunk, Menominee, Sac and Fox, Peoria, Kaskaskia, Wea, Kickapoo and Mascouten. The City specifically acknowledges the contributions of Kitiawa of the Potawatomi in fostering the community that has become Chicago.

HISTORICAL ACKNOWLEDGEMENT

Like much of the South and West sides, Englewood and West Englewood's current conditions are the result of social and cultural harms that were both deliberate and unintentional, often involving the leadership, cooperation or silence of local, state and federal governments. As detailed in the City of Chicago's 2023 citywide plan, the harms included:

URBAN RENEWAL

In the 1950s and '60s, federally funded urban renewal projects incentivized the City's demolition of designated slums and blighted blocks with plans for modern multifamily homes, institutions and other large facilities. Urban renewal projects occurred throughout Chicago, but families and businesses in poor and Black neighborhoods were uprooted, deepening the city's racial and socioeconomic inequities. By 1966, more than 81,200 Chicagoans were displaced by construction projects intended for middle-class families and individuals, according to a 2018 University of Richmond study.

REDLINING

Starting in the 1940s and continuing into the '70s, a coordinated effort by local and national financial organizations and other government and non-government entities prohibited the use of federally backed mortgage loans for home purchases in select neighborhoods. Primarily comprising Black people and low-income residents, these areas were often represented on maps in red to alert finance professionals that they were believed to represent risky investments for loans guaranteed by the Federal Housing Administration. As a result, redlining directly incentivized banks not to approve loans for Black and some Latino applicants, resulting in Black households receiving less than 2% of all federally insured loans at the time, and predominantly white neighborhoods and suburbs receiving preferential access to financing, according to a 2014 DePaul University Report.

HOUSING COVENANTS

As a result of the Great Migration of southern Black people to Chicago in the first half of the 20th century, some predominantly white neighborhoods on the North, South and West sides established restrictive covenants that legally prevented homeowners from selling

or renting to Black people and, to a lesser extent, people of Jewish or Asian descent. Active from the 1910s to the '40s, these covenants limited where Black families could settle, resulting in fewer housing choices, decreased mobility and limited job options. The covenants also increased opportunities for housing exploitation and discrimination in other neighborhoods through contract sales, redlining and other methods.

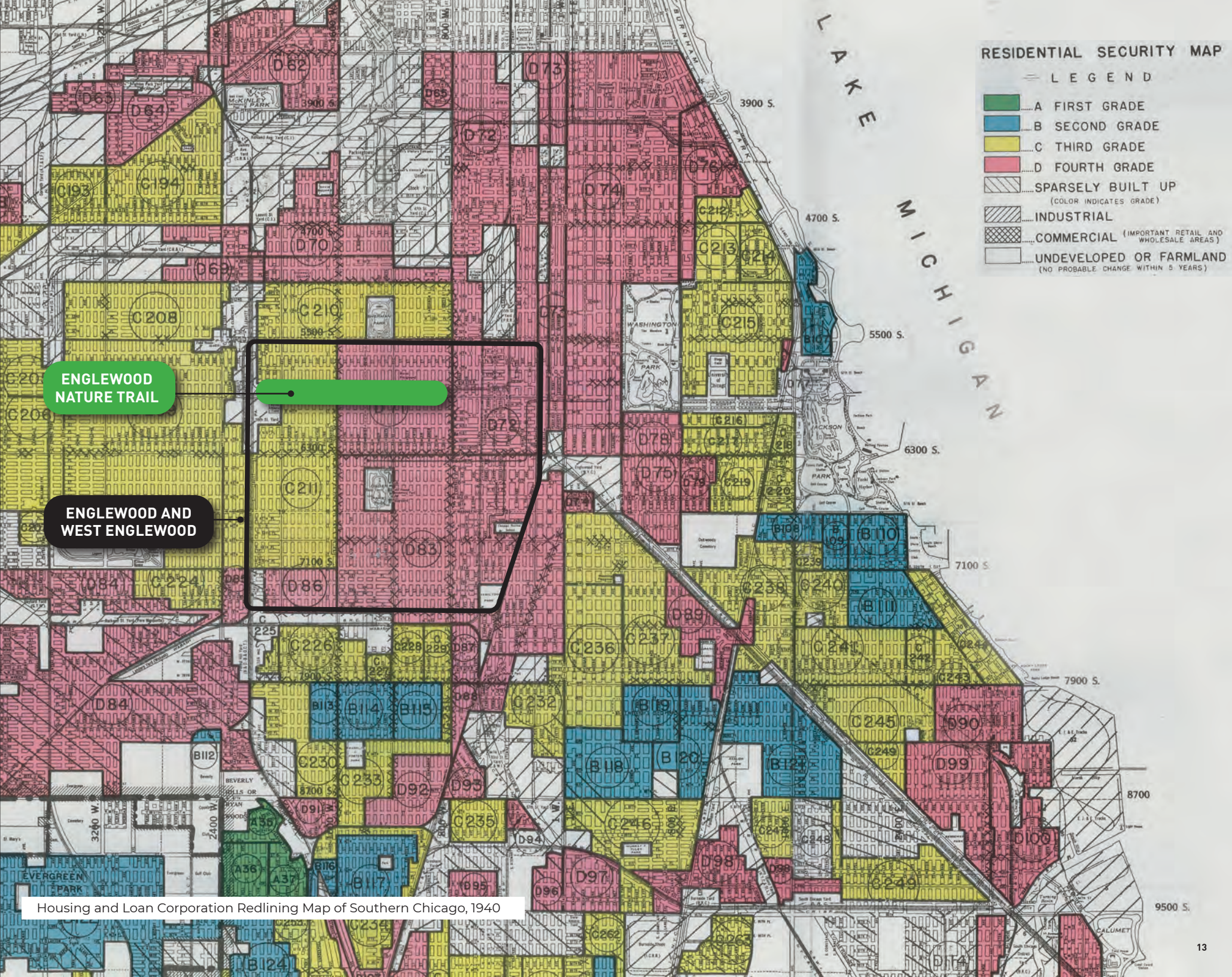
BLOCKBUSTING

With the dissolution of housing covenant enforcement by the 1950s, unscrupulous real estate companies and their sales agents leveraged whitehomeowners' fears about the potential impact of Black neighbors on their property values, sometimes convincing multiple adjacent households to expeditiously sell their homes and at reduced rates. The agents then sold the homes to Black buyers with inflated terms. The nationwide practice, thought to have started in Chicago, victimized both buyers and sellers to the detriment of dozens of neighborhoods across the West and South sides.

RESIDENTIAL SECURITY MAP

LEGEND

- A FIRST GRADE
- B SECOND GRADE
- C THIRD GRADE
- D FOURTH GRADE
- SPARSELY BUILT UP
(COLOR INDICATES GRADE)
- INDUSTRIAL
- COMMERCIAL (IMPORTANT RETAIL AND WHOLESALE AREAS)
- UNDEVELOPED OR FARMLAND
(NO PROBABLE CHANGE WITHIN 5 YEARS)



ENGLEWOOD NATURE TRAIL

ENGLEWOOD AND WEST ENGLEWOOD

Housing and Loan Corporation Redlining Map of Southern Chicago, 1940

Englewood and West Englewood

CONTRACT SALES

In the 1950s and '60s, predatory housing contracts robbed Black families in Chicago of an estimated \$3 billion to \$4 billion, according to a 2019 Duke University analysis. The wealth was extracted by real estate speculators, investment syndicates and other financial entities that sold properties to Black homebuyers through contracts instead of traditional mortgages.

The contracts included large down payments and inflated interest rates that produced little or no equity over their terms. The contract sellers could also evict buyers at any time until payments were complete with minimal repercussions. Contract sales exploited an estimated nine of every 10 Black families who purchased homes in Chicago during the era, resulting in negligible family wealth-building compared to families who enjoyed conventional mortgages.

GREAT RECESSION

The 2008 foreclosure crisis was largely driven by global predatory lending practices that reduced the collective wealth of U.S. Black and Latino families by more than half and two-thirds, respectively. In Chicago, home prices in predominantly Black communities are still 24% below pre-recession levels, according to a 2011 Pew Research Center report.

VACANT LOTS

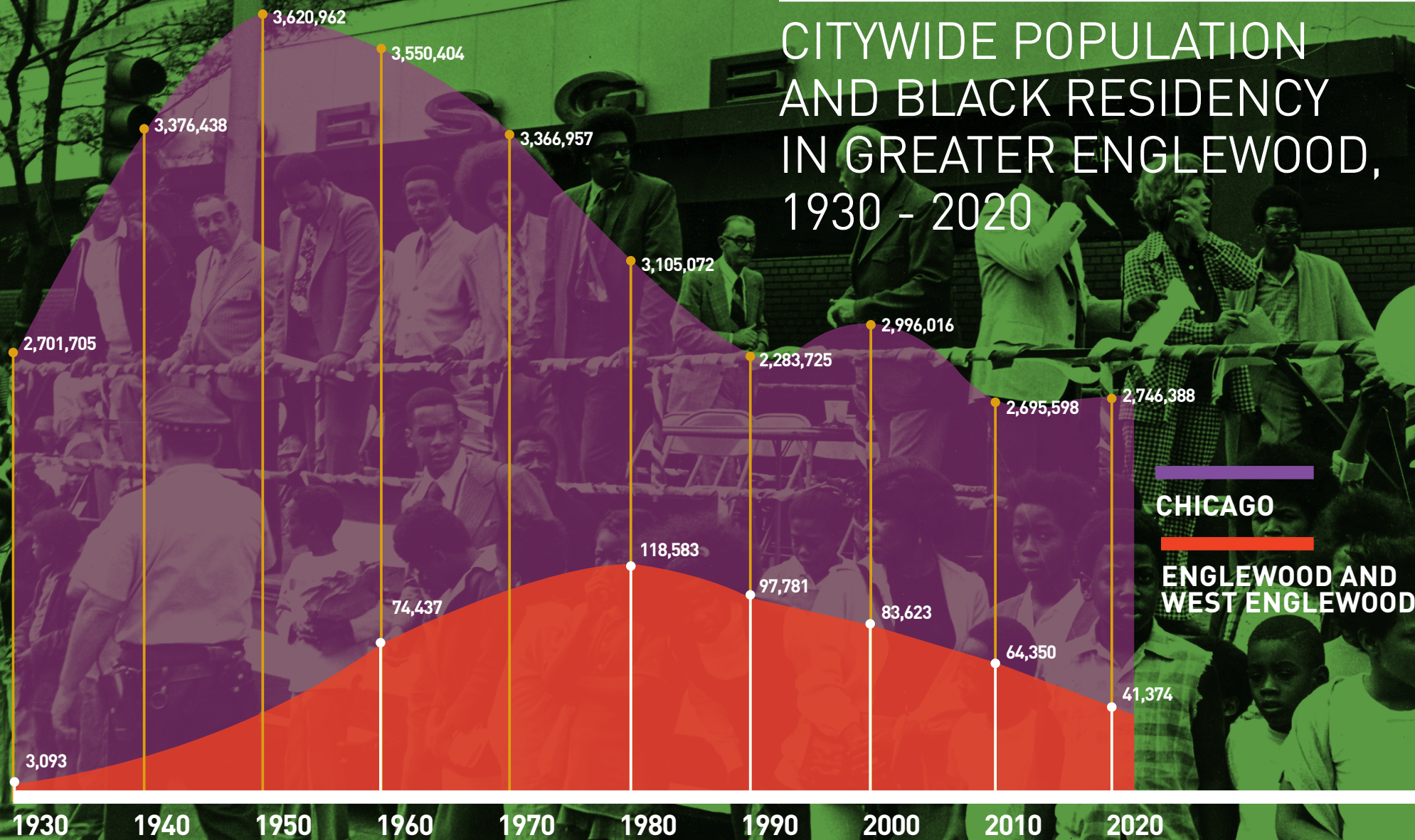
The City's demolition of thousands of abandoned, vacant homes has left many West and South side neighborhoods pockmarked with overgrown lots. The lots continue to attract public dumping, loitering and other illegal activities that discourage private investment. As of early 2022, the City owned an estimated 10,000 vacant lots, with another 20,000 lots controlled by absentee property owners, banks, financial institutions and other entities with no comprehensive redevelopment strategy. Englewood and West Englewood have more than 2,000 vacant City-owned lots,



Members of the Englewood Men's Business Association, 1974 (Photo by Rick Drew)

Data source: US Census Bureau, Decennial Census

CITYWIDE POPULATION AND BLACK RESIDENCY IN GREATER ENGLEWOOD, 1930 - 2020



HISTORY OF THE ENGLEWOOD CONNECTING RAILWAY AND SURROUNDING INDUSTRY

As a connecting spine for the Agro-Eco District, the Englewood Nature Trail is proposed to be built on a raised railroad embankment that was critical to the development of Englewood and West Englewood starting in the late 1800s.

The embankment traces its origins to 1883, when the Chicago, Saint Louis and Pittsburgh Railroad, colloquially known as the “Panhandle Route,” started construction on 2.3 miles of east-west track between 58th and 59th streets, in what was then suburban Englewood, years before the area was annexed to the City of Chicago.

This relatively short and straight rail line was anchored by a junction on the west near Hoyne Avenue and a junction on the east near Wallace Avenue. This connection between two freight belt lines lent the route its name: the Englewood Connecting Railway, which was a subsidiary of the Panhandle Route. The Englewood Connecting Railway was completed in 1885 and was solely devoted to freight services, including nearly one mile of rail sidings that branched off from the line to serve adjacent industrial businesses.

When the Englewood Connecting Railway was completed in 1885, trains ran at grade level, blocking city streets and posing safety concerns. In 1898, the City of Chicago passed an ordinance requiring railroads to raise their tracks above grade level to avoid crossing city streets, yet it would take decades for railroads to complete the expensive task of “grade separation.” Elevation of the Englewood Connecting Railway began in 1898, but progress was so slow that, by 1912, a Tribune report on grade separation in the city observed that “the worst-case remaining is that of the crossing of the Panhandle route on the Englewood Connecting Railway from Halsted to Leavitt streets.”

In 1929, the Panhandle Route defaulted on an agreement with the City to finish elevation work, even though the City contributed \$4 million toward the project. That year, local Ald. Terrence Moran told the Tribune that neighborhood residents were prepared to destroy the tracks if the route was not elevated. Threats to use the Chicago police to shut down the line finally compelled the railroad to complete the elevation work in 1934.

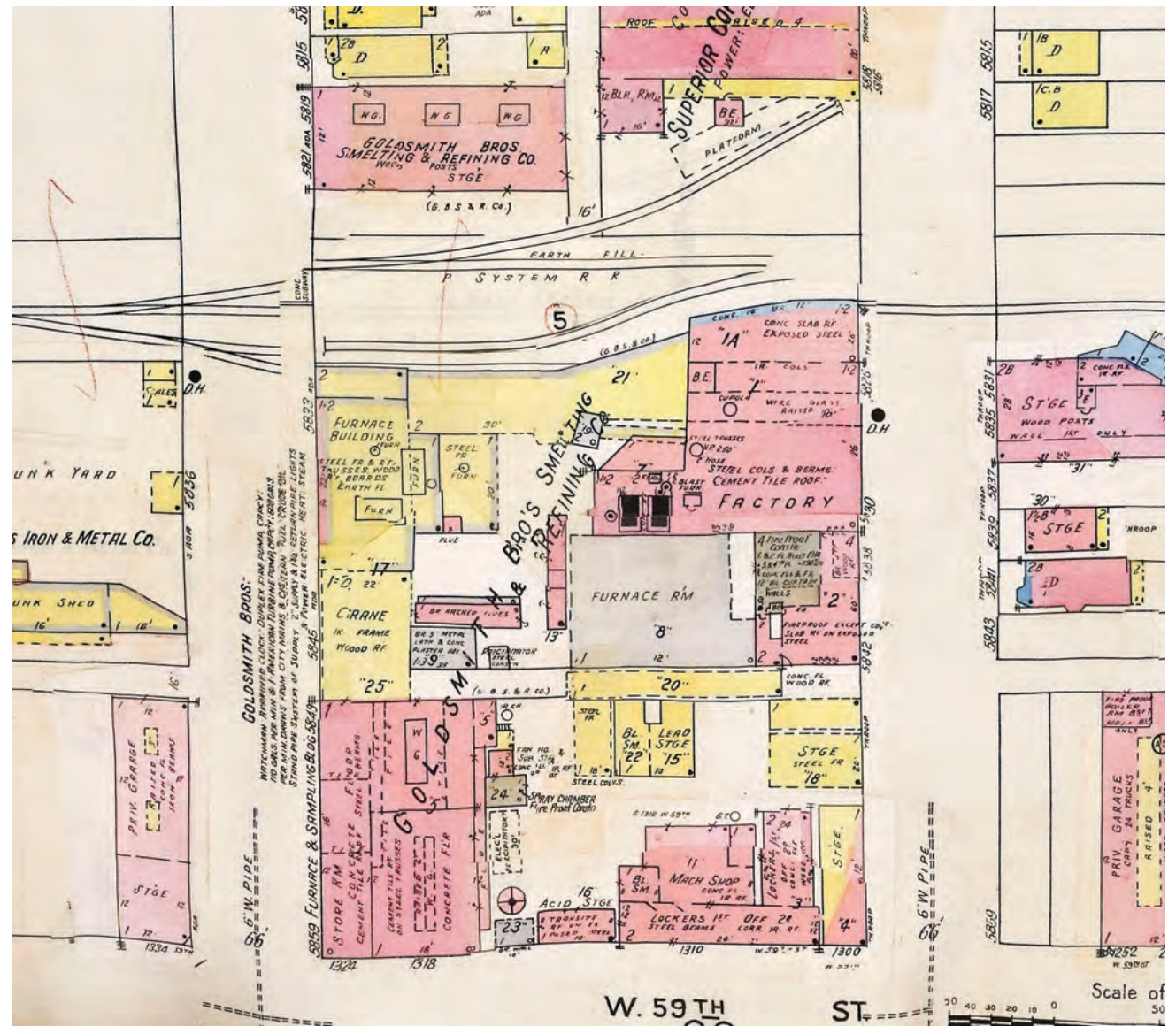
Though it took decades to complete the embankment and its 26 bridges, it took little time for the route to attract industrial development. The earliest fire insurance maps and directories for the land around the rail line show development beginning in the 1890s. Early industries included brake manufacturers, a foundry, ceramics firms and coal companies. In addition to industry, maps from 1895 show nearby residential development, especially south of 59th Street.

Fire insurance maps from 1919 and 1926 show blocks on either side of the railway as fully developed with metal fabrication shops, factories, material yards, residences, institutions, and more than a half dozen coal yards. Wood-based industries also clustered along the railway, including three lumber yards and manufacturers of wood windows, doors, stairs, furniture and paper.

Much of the residential development consisted of small, single-family houses of brick and wood. The maps of the 1920s show that residential lots closer to the railway were less desirable and last to be built upon. Before Chicago’s implementation of zoning regulations, some residential buildings were located on the same blocks as industrial uses; however, even in the absence of zoning, some blocks around the rail line became wholly residential, such as between Damen Avenue and Honore Street. With commercial uses primarily clustered along 59th, the area also gave rise to a number of houses of worship, some serving the neighborhood’s Swedish population. Other institutions near the rail line included a Salvation Army, YMCA and lodge halls.

By the start of the 1950s, the City's Bureau of Parks and Recreation created Hermitage Park on vacant land immediately south of the embankment on Wood Street, and Lindblom Park on Damen south of 59th Street. Most other blocks near the embankment continued to be used for industrial purposes, including businesses that contributed to the production needs of World War II, shops that produced consumer goods, and auto service and repair facilities, according to fire insurance maps, newspaper reports and other sources.

By the end of the 1960s, business demand for industrial rail service in the area concluded and the embankment ceased being used as a connector between belt lines. Virtually all of Englewood and West Englewood would be subject to pervasive disinvestment trends that would characterize the communities for decades to come.



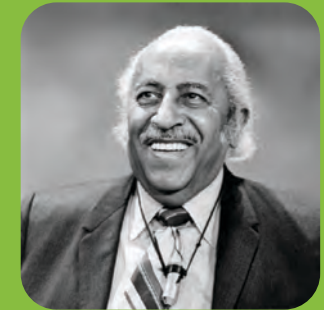
Sanborn Map at 59th and Troop Streets, 1951

CHICAGO SCHOOL CLOSURES AND ARNA W. BONTEMPS SCHOOL

Despite private disinvestment near the embankment, some publicly funded construction moved forward. The construction of Arna Wendell Bontemps School at 1241 W. 58th St. in 1973, for example, was part of a significant expansion of the Chicago Public Schools (CPS) system to address the baby boom occurring nationwide and as a result of the Great Migration and other factors. After stabilizing at around 400,000 in the 1920s, CPS enrollment surged after World War II, rising to almost 600,000 students by the end of the 1960s.

In order to meet increased demand, a massive building campaign was undertaken nationally with support from the federal government. In 1965, President Lyndon Johnson enacted several social programs to relieve poverty that have become known as the Great Society. One component was the Elementary and Secondary Education Act, which directed federal funds for the construction of new schools, including \$32 million for CPS's building program.

In 1968 alone, nearly 30 new public schools were constructed under the supervision of Chicago's Public Building Commission, which was created by Mayor Richard J. Daley in 1956. CPS's earlier in-house architects were eliminated in favor of "outside" firms to accelerate new school construction. Despite the building campaign, CPS struggled to keep up with demand, particularly in African American neighborhoods. Throughout the 1960s, Black Chicagoans protested overcrowded and segregated schools in their communities, often supplemented with portable classrooms known as "Willis Wagons," named after CPS Superintendent Benjamin C. Willis, who oversaw CPS's postwar construction program.



ARNA W. BONTEMPS

The school is named for Arna Wendell Bontemps (1902-73), an accomplished Black poet, novelist, historian and librarian. He was born in Alexandria, Louisiana, raised in California and earned a bachelor's degree from Pacific Union College of California in 1923. The following year, he took a teaching position in New York's Harlem, which was then emerging as a center of Black literature known as the Harlem Renaissance. Bontemps entered this cultural milieu and began publishing award-winning poetry and fiction. Bontemps would remain a prolific, if under-recognized, writer throughout his life. Notable works by Bontemps include "God Sends Sunday" (1931), "Black Thunder: Gabriel's Revolt: Virginia 1800" (1936), the story of an aborted rebellion by enslaved individuals, several histories and collections of poetry.

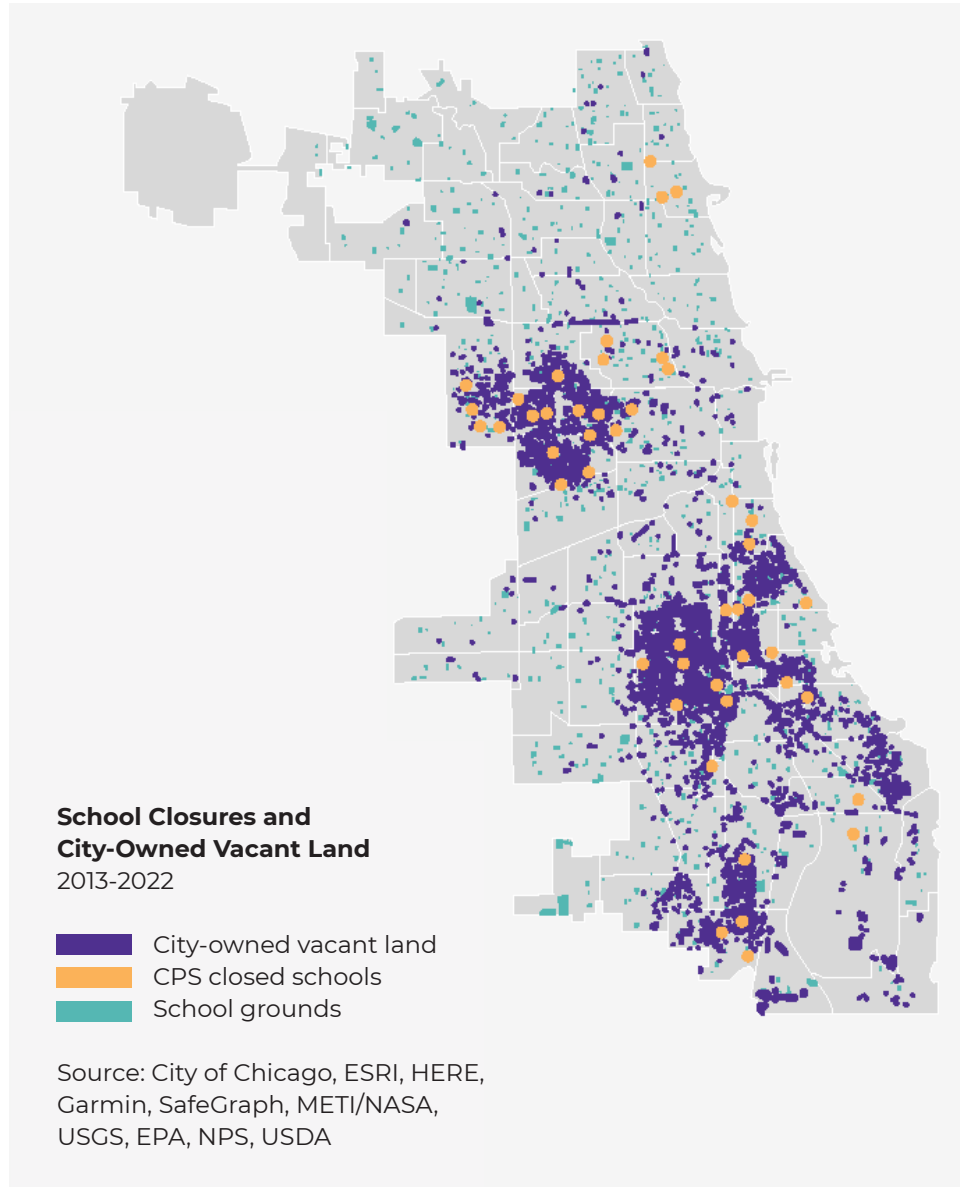
After a stint teaching and writing in Alabama, Bontemps came to Chicago where he received a master's degree in library science from the University of Chicago in 1943. He then moved to Fisk University in Nashville where he served as head librarian and later poet in residence until his retirement in 1965. After retirement from Fisk, Bontemps worked at the University of Illinois Chicago Circle and as a curator of the James Weldon Johnson Collection at Yale University. He continued to write until his death in 1973.

The design of Bontemps reflects the influence of the modern movement in architecture with its geometric massing and lack of ornament. The building also reflects budget constraints and a need for quick construction. The walls are concrete panels that were precast offsite and tilted into place for speed and economy. For visual interest, the concrete has an “exposed aggregate” finish that lends the walls texture and color. The main volume of the building is a three-story classroom wing with an attached two-story gym and one-story lunchroom. The school was closed in 2017 and is in a deteriorated state.

Following decades of neighborhood disinvestment and depopulation, CPS’s 2013 closure of 50 public elementary and high schools due to budget and enrollment issues left hundreds of West and South side families without convenient education options. Many students were forced to leave their neighborhoods to attend classes, sometimes through dangerous areas. A 2018 report by The Guardian estimated that 88% of students impacted by the closings were Black. Due to the absence of long-term planning for the security and repurposing of the closed schools as community assets, many buildings were stripped of valuable assets, and 20 out of 50 of the buildings have yet to be repurposed to productive uses.



Students and teachers at Bontemps School, 2008



CHICAGO'S RAILS BECOME CITY TRAILS

Elevated rail line of the future Englewood Nature Trail (Photo by Patrick L. Pyszka, City of Chicago)



THE "RAILROAD MECCA OF AMERICA"

“Chicago in 1950 was at the height of its power as the railroad center of the United States. Fully 37 long-distance railroad lines, operated by 21 independent railroad companies, fanned out from Chicago in all landward directions, connecting with all corners of the nation and the settled portions of Canada. This was the "payoff" for the efforts of the city's business leaders a century before to ensure that practically all trunk railroads passing through northeastern Illinois terminated in the city of Chicago. One local corporation, the Elgin, Joliet & Eastern Railway, was later formed to create a huge belt line that circumnavigated the metropolitan area, handling traffic between locations on the periphery and diverting some through traffic around the congestion of the urban center. Shown but not individually identified are numerous short lines within the urban area built to exchange freight between the trunk railroads and to service metropolitan industry.”

Conzen, Michael P. "Chicago's Railroad Pattern in 1950." The Encyclopedia of Chicago, Newberry Library



Trains are prepared at Chicago's 14th Street railyard, 1950 (Photo by Wallace Abbey)

TRAILS IN CHICAGO

Since the 1990s, the City has recognized the value of repurposing abandoned railroad lines into recreational trails. Abandoned railroad lines provide a unique recreational and commuting experience for all kinds of users. The first rail-to-trail projects in Chicago included the Major Taylor Trail, Burnham Greenway, and Sauganash Trail. Trail conversion projects often take 10 years or more from acquisition through development using local, state and federal funds and coordination between DPD, CDOT, and the Chicago Park District as well as agencies at the county, state and federal levels. In 2022, the City released a vision map identifying 48 miles of potential trail projects that could add to the existing 79-mile network.



The 606/Bloomington Trail



The Major Taylor Trail Keepers.



Burnham Greenway



Existing Trail

Proposed Trail

ENGLEWOOD
NATURE TRAIL

SAUGANASH TRAIL

NORTH SHORE CHANNEL TRAIL

WEBER SPUR

NORTH BRANCH TRAIL

606/BLOOMINGDALE TRAIL

RIVER CORRIDOR

LAKEFRONT TRAIL

ALTENHEIM LINE

FORMER BNSF RAILROAD

KENWOOD EMBANKMENT

49TH STREET EMBANKMENT

MAJOR TAYLOR TRAIL

VAN VLISSENGEN CORRIDOR

BURLEY SIDEPATH

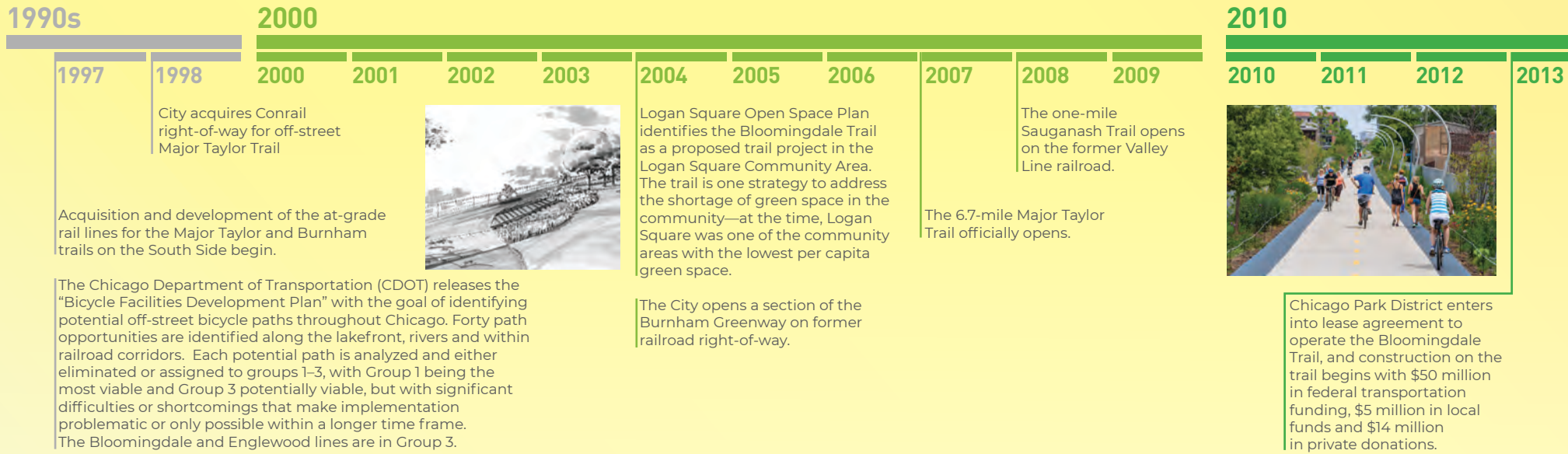
LAKE CALUMET TRAIL

BURNHAM GREENWAY

126TH PLACE SIDEPATH

130TH STREET SIDEPATH

TIMELINE OF CHICAGO'S RAIL-TO-TRAILS PROJECTS



TIMELINE OF ENGLEWOOD NATURE TRAIL AND AGRO-ECO DISTRICT



2020

2014 2015 2016 2017 2018 2019

Institute for Housing Studies releases “Measuring the Impact of the 606.” The study examined the impact of the trail on local home prices. The study concluded that home sales west of Western Avenue saw price premiums for homes located within 0.6 miles of the trail, with the biggest premiums going to homes closest to the trail and no demonstrable effect on sales more than 0.6 miles from the trail.

The 2.7-mile 606/Bloomingdale Trail opens.

2020 2021 2022 2023 2024 2025 2026 2027 2028 2029

CDOT releases updated Chicago Cycling Strategy plan.

City publishes “Citywide Vision for Connected Network of Trails and Corridors.” The vision is intended to add 48 miles of new assets to an existing 79-mile network.



2020

2014 2015 2016 2017 2018 2019



The Englewood Line and the 49th Street Line are proposed for rail-to-trail conversions through the Green Healthy Neighborhoods Plan. The plan supported urban agriculture initiatives across the area including developing urban agriculture along the 59th Line. Urban agriculture will address health disparities by providing a local source of healthy food, job training and food education. The plan also supported the development of the Englewood Line Trail along the abandoned 59th Line as a unique opportunity to provide an open-space amenity that could link urban agriculture sites in the area.



Grow Greater Englewood forms.

The City publishes the Health Impact Assessment of the Proposed Englewood Line Trail.

The City acquires the Englewood Line from Norfolk Southern Railroad.

2020 2021 2022 2023 2024 2025 2026 2027 2028 2029



The City is awarded a federal grant to build 3 farms along the 59th Line.

State of Illinois awards \$3 million for the trail.

The City allocates \$6 million for Phase I trail design, and the U.S. Department of Transportation awards \$20 million in grant funding. The Department of Planning and Development begins work on the Agro-Eco District Land Use Plan. CDOT begins its Phase I Design and Engineering Study.

Construction of the trail will begin no later than September 2026.

CDOT begins its Phase II Design and Engineering Study to finalize the design of the trail. The process will run through 2025 and will include continued community engagement coordinated by Grow Greater Englewood.

PLANNING FOR AN AGRO-ECO DISTRICT

The idea of an agro-eco district between 58th and 59th Streets was first visualized in the 2005 Englewood: Making a Difference Quality-of-Life Plan. The City of Chicago first recommended repurposing the line in 2014's Green Healthy Neighborhoods Plan. The development of the 606/Bloomington Trail on the Northwest Side in 2015 demonstrated how an elevated, linear park can increase private demand for nearby real estate, requiring additional policies and planning to address the goals and concerns of the local community.

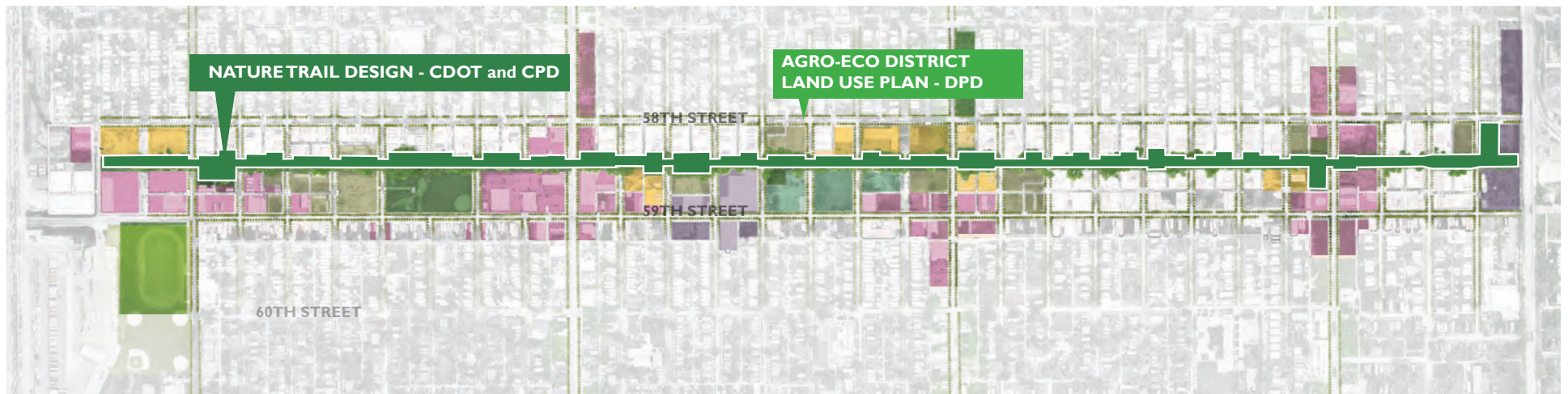
The DePaul Institute for Housing Studies' 606/Bloomington Trail study demonstrated a price premium for home sales within 0.6 miles of the trail west of Western Avenue. On this western portion where housing is more moderately priced, there is a greater share of renters and a higher share of lower-income households than the higher-priced eastern end. Research from the Urban Institute connected investments in urban green space to "green gentrification," that challenges the ability of lower-income households to secure housing as costs increase. These studies have highlighted the need for additional planning and policy in advance of large green infrastructure projects.

In response, the City initiated a planning process for the area around the Englewood Line as part of Phase I Design and Engineering for the trail. The firm hired to assist with the planning effort was required to include on

the project team a community partner to design and lead engagement activities. The selection of the Chicago office of Gensler, a global architecture, design and planning firm, offered the design and technical support to help the community vision come to life with additional support from Botanical City, Chicago TREND and PRI landscape architecture firms. Grow Greater Englewood served as the Community Partner on the team with the role of designing and leading community engagement.

Grow Greater Englewood established a Block Stewards Corps. to reach out to residents for public meetings and support engagement at different community events. A larger Wisdom Circle comprising community-based organizations and stakeholders was also formed and will continue working to ensure that this tremendous land use project is aligned with the collective community values.

The Englewood Agro-Eco District Land Use Plan process began in May 2022 and continued through December 2023. The process was informed by nine community meetings, two of which were a part of CDOT's Phase I Engineering and Design work for the Englewood Nature Trail, with hundreds of attendees providing valuable feedback through the entire process.





Community Design Charette #1, September 8, 2022
Parker Community Academy

PLANNING THE AGRO-ECO DISTRICT



Community Design Charette #1, July 7, 2022
Hermitage Park



Community Design Charette #2, Sept. 8, 2022
Parker Community Academy



Community Wealth Building Seminar, Aug. 4, 2022
Hope Manor



Land Use Plan, May 25, 2023
New Joy Missionary Baptist Church



Vision and Guiding Principles, Nov. 3, 2022
Ogden Park Fieldhouse



CDOT Phase I Design + Engineering #1, March 28, 2023
Evening Star Missionary Baptist Church



Corridor Planning, July 13, 2023
Moran Park



CDOT Phase I Design + Engineering #2 Nov. 15, 2023
Kennedy King College

THE LAND USE PLAN

Imagined trail space at Hermitage Park.



WHAT IS A LAND USE PLAN?

A land use plan is a planning tool that identifies how a collection of properties should be used, with specific recommendations for each type of use. For example, a plan can identify sites for housing, retail, open space or other uses. Land use plans are created through a community-driven process that considers past and current uses of each property, along with local goals and market trends that help determine if the current uses should be maintained or changed. Land use plans are represented by land use maps that identify a community's desired uses for an area.

Land use plans formalize a community's goals for a given geography, such as an intersection, a corridor or an entire neighborhood. The formalized goals establish expectations about potential improvements for the property within the plan's boundaries. In Chicago, land use plans can be presented for approval by the Chicago Plan Commission, which is an advisory group of elected officials, City department heads and private citizens. Land use plans adopted by Plan Commission help ensure that proposed construction projects or other improvements match the community's vision for a specific site.



Community Design Charette, July 7th 2022



The land use portion of the Englewood Nature Trail and Agro-Eco District Land Use Plan envisions ecological, agricultural, residential and business uses for vacant land next to the trail. The properties include a mix of City-owned and privately owned sites that are primarily vacant. Select properties along the trail have the potential to be used for ecological and agricultural purposes that were envisioned in the “Green Healthy Neighborhoods” plan, which was adopted by Chicago Plan Commission in 2014. The trail would serve as a spine between the properties and be used as public open space.

Land use plans do not impose requirements on property owners, but simply represent a community’s vision for how properties within the plan’s boundaries should be used. Land use maps are different than zoning maps, which indicate what types of uses are lawful on a given site. While zoning maps reflect the legal rights and responsibilities of individual property owners in terms of how a site can be used or improved, land use maps have no regulatory authority.



Visioning and Guiding Principles Community Meeting, November 3rd, 2022

LAND USES ALONG THE TRAIL

PUBLIC PARKS

Public parks, such as those operated by Chicago Park District including Lindblom, Hermitage and Moran parks, as well as the proposed Englewood Nature Trail and at-grade access points.



Hermitage Park, Englewood



Lindblom Park, Englewood

AGRICULTURAL SITES

Agricultural and community-managed sites include existing urban farms, vacant land identified for at-grade and vertical agriculture and community-managed spaces. Three main activity hubs are identified at Damen, Racine and Halsted.



Growing Home, Englewood



Gotham Greens, Pullman

NEIGHBORHOOD COMMERCIAL CENTERS

Land and buildings appropriate for business uses, including restaurants, markets, food education facilities, retail, services and mixed-use buildings.



Go Green Fresh Market, Englewood



Bronzeville Winery, Chicago

SMALL AND LOCAL PRODUCTION

Land and buildings used for larger-scale business operations including for-profit agriculture, food processing and/or distribution, low-impact manufacturing, artists studios, and small event spaces.



The Hatchery, Chicago



mHUB, Chicago

RESIDENTIAL

Land and buildings used for housing, including single-family homes, two-flats, townhouses and multi-unit buildings.



Hope Manor Village, Chicago



2500 W Grenshaw St, Chicago

MIXED-USE DEVELOPMENT

Land and buildings appropriate for business uses, including restaurants, markets, food education facilities, retail, services and mixed-use buildings. This central site is city-owned and will be remediated.

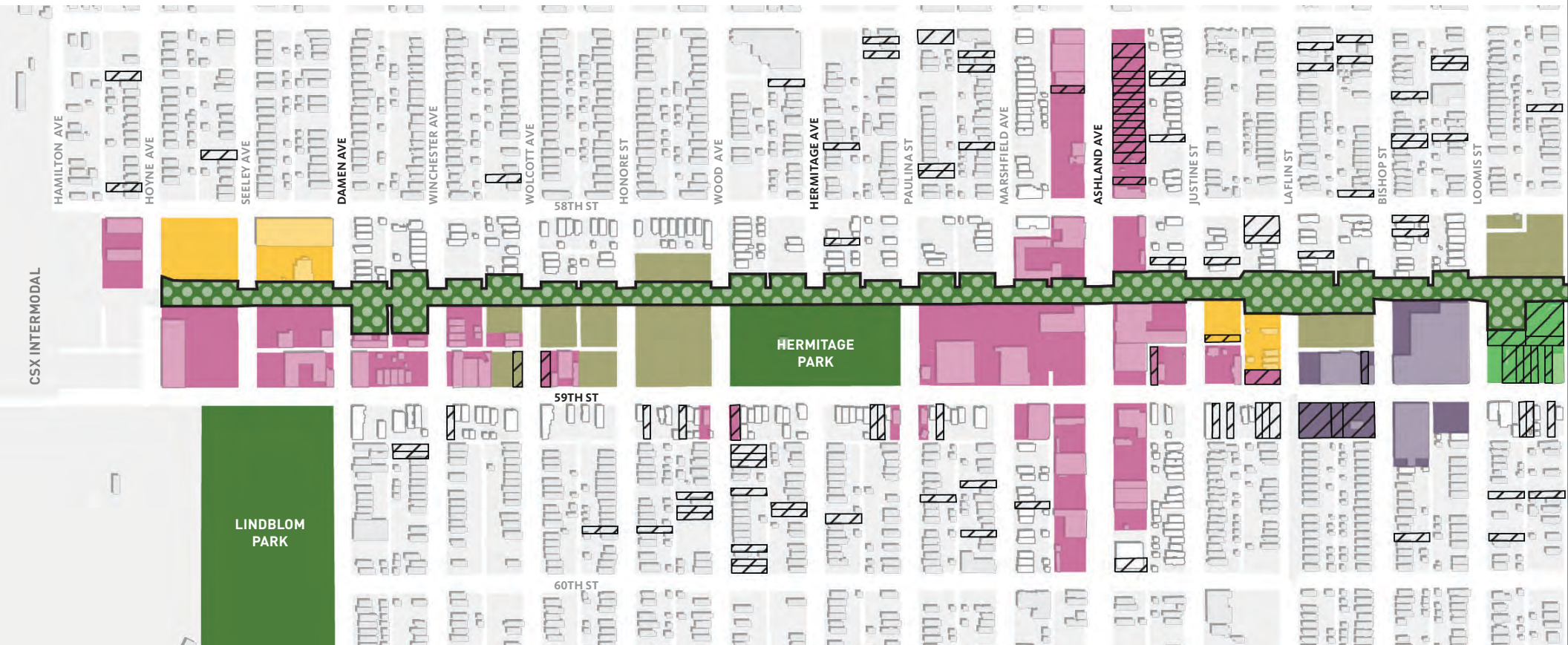






Shops & Lofts at 47, Chicago







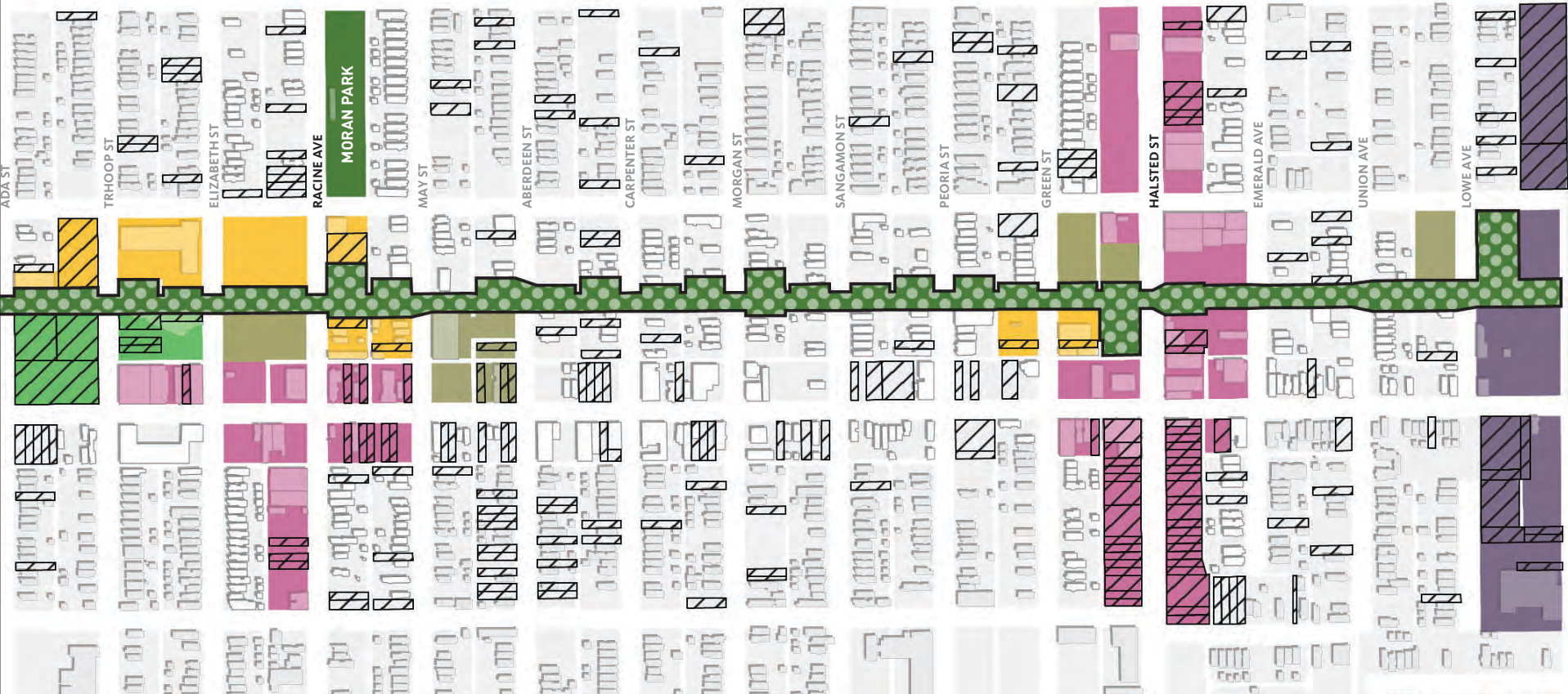
Newark Community Museum of Social Justice

LAND USES ALONG THE TRAIL



-  ENGLEWOOD NATURE TRAIL
-  PUBLIC PARKS
-  AGRICULTURAL SITES
-  NEIGHBORHOOD COMMERCIAL CENTERS

-  SMALL AND LOCAL PRODUCTION
-  RESIDENTIAL
-  MIXED USE DEVELOPMENT
-  CITY-OWNED PARCEL



NORFOLK SOUTHERN INTERMODAL

PUBLIC PARKS

Parks provide opportunities for recreation and leisure within publicly maintained open spaces and facilities. The Englewood Nature Trail will be a centerpiece in the area, adding 21 acres of public open space to the 24 acres of open space and resources at nearby parks.

The Englewood Nature Trail will provide a regional park attraction that will connect three existing neighborhood parks and provide unique user experiences near 11 planned access points. Additional formal planning and coordination with the Chicago Park District, NeighborSpace and Grow Greater Englewood can help to maximize how the trail and the parks provide recreational and cultural opportunities for area residents, workers and visitors.

LOCAL EXAMPLE:

LINDBLOM PARK

Lindblom Park is located south of the trail's planned western access points. Consisting of 17.6 acres, the park features a gymnasium, fitness center and multi-purpose rooms, a swimming pool and a variety of ball fields and courts. Outside, the park offers baseball, softball, football and soccer fields as well as a swimming pool, basketball and tennis courts, a walking path and a picnic area. Park-goers can participate in the Park Kids afterschool program, seasonal sports, Cubs Care Baseball, Inner-City basketball league, gymnastics, track and field, Teen Club, senior health and fitness programs, hip hop dance classes and a range of six-week day camps. The park also is home to Harvest Garden, a three-season

organic gardening program that teaches kids how to plant, maintain and harvest from edible gardens in their neighborhood parks.

LOCAL EXAMPLE:

HERMITAGE PARK

Hermitage Park is adjacent to the planned trail between Wood and Paulina streets. Consisting of 4.3 acres, the park has a multi-purpose clubroom, multi-purpose field, playground, spray pool and volleyball/tennis courts. Park-goers can participate in seasonal sports, a teen club and a sports club. The Park Kids after-school program is offered throughout the school year, and in the summer, youth attend the Park District's popular six-week day camp. New features suggested by community members include an enhanced spray pool, a climbing wall along the trail embankment, fitness equipment, a maze/labyrinth walking path, a running/walking track, a dog park/ dog-friendly area and pickleball.

LOCAL EXAMPLE:

MORAN PARK

Located north of the trail on Racine Avenue, Moran Park provides a basketball court, playground, spray pool and field house across 1.9 acres. Programming includes seasonal sports, after-school programs and day camps.



Lindblom Park



Hermitage Park



Moran Park

GOALS AND OBJECTIVES FOR PARKS

GOAL 1
Create a Greater Englewood Community Open Space Plan that considers the Englewood Nature Trail, the access points and nearby Lindblom, Moran and Hermitage parks as one system.

OBJECTIVE 1 Identify a range of active uses for all age groups to enjoy.

OBJECTIVE 2 Incorporate native plants throughout the system.

OBJECTIVE 3 Incorporate planned trail access points into the system.

GOAL 2
Create safe, accessible public open spaces.

OBJECTIVE 1 Design consistent graphics and signage to be used in all parks and the trail.

OBJECTIVE 2 Provide call boxes, security and lighting.

OBJECTIVE 3 Improve safety and aesthetics of pedestrian crossings and streetscapes.

OBJECTIVE 4 Identify areas for off-street parking at major access points.

GOAL 3
Provide options for art by local artists within the system.

GOAL 4
Provide opportunities for community stewardship and economic investment.

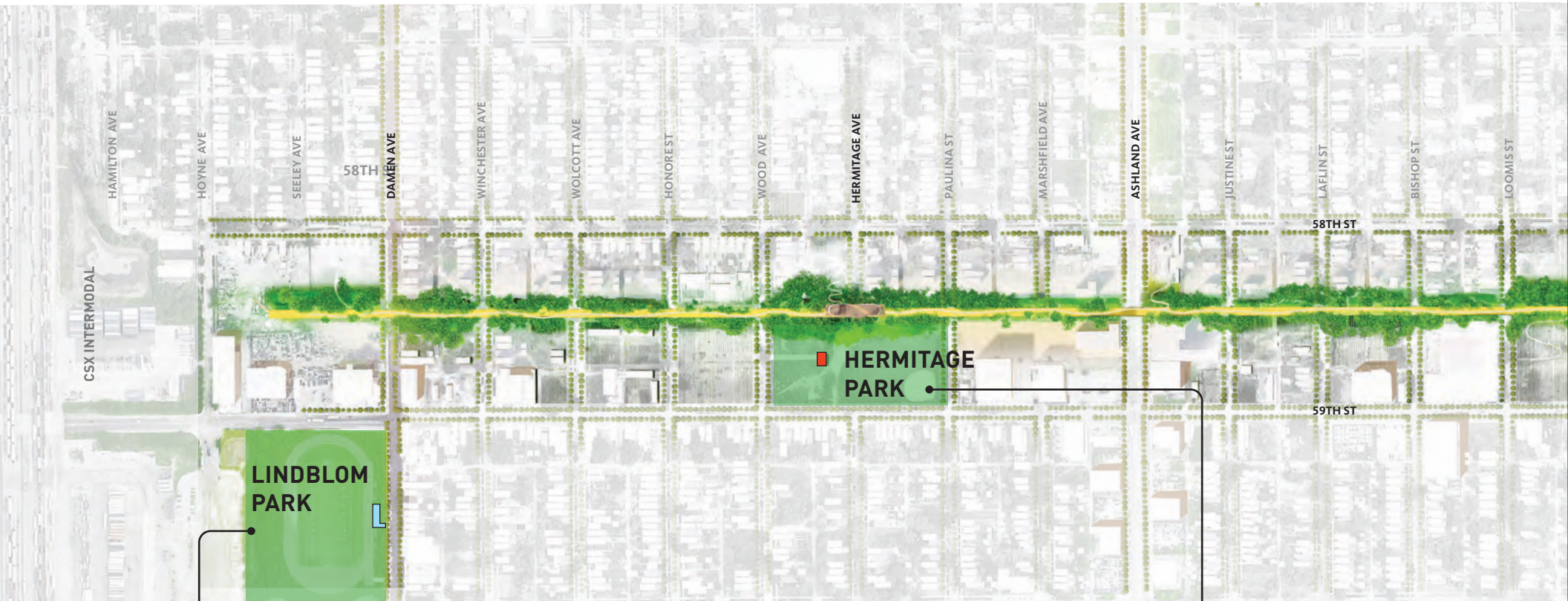
OBJECTIVE 1 Work with GreenCorps and local community partners to hire and train a local landscaping workforce.

OBJECTIVE 2 Work with agencies and organizations managing public open space to develop and recruit neighborhood residents for work within the system.

GOAL 5
Consider a Chicago Park District facility at the eastern trail head on the north side of the trail between Lowe and Wallace Avenues to provide for maintenance equipment, vehicles and composting needs.

The Land Use Plan

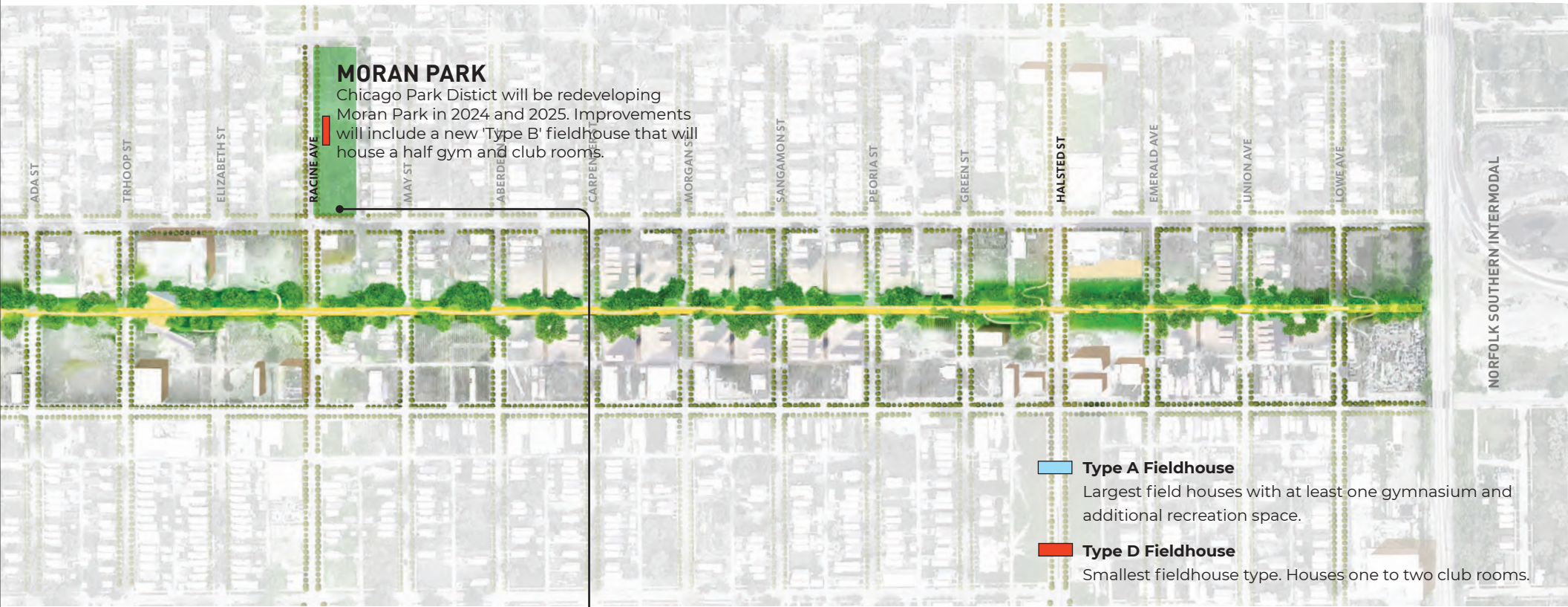
PUBLIC PARKS



Lindblom Park



Hermitage Park



Moran Park

PUBLIC PARKS

THE ENGLEWOOD NATURE TRAIL

In addition to connecting neighborhood assets as a community centerpiece, the trail will create a natural environment for native plant species, serve as a platform for public art and provide a regional asset where management and maintenance provides new employment opportunities for the community.



Existing elevated trail.



Imagined trail access and park space at Throop Street.



AGRICULTURAL SITES

Agricultural and community-managed sites include existing urban farms, vacant land identified for at-grade and vertical agriculture and community-managed spaces. Three main activity hubs are identified at Damen, Racine and Halsted.

LOCAL EXAMPLE:
GROWING HOME
 Growing Home's Wood Street and Honore Street urban farms are excellent agricultural site examples. Growing Home is a USDA-certified organic urban farm, workforce development center and nonprofit social enterprise in West Englewood. Growing Home's central belief is that everyone deserves a good job, to eat well and to live in a vibrant, supported community. Growing Home serves the community through paid innovative employment training and local, healthy and affordable food.

In 2005, Growing Home began discussions with the City to acquire City land for urban farms in Englewood. Wood Street Farm was fully operational by 2009. In

2011, Growing Home broke ground on another farm on Honore Street. Together, the Wood Street and Honore Street farms provide 0.87 acres of cultivable land and act as programming centers. In 2018, the City completed construction of the Growing Home Farmstand which added another 0.4 acres of growing space. The City invested over \$1M of City and Federal funding to construct these farm sites.

LOCAL EXAMPLE:
SISTAS IN THE VILLAGE
 Sistas in the Village is reclaiming farming as a source of cultural pride and spiritual resilience. The group envisions a community in which they are all fed spiritually, physically and emotionally. The organization sells and donates the food they grow,

hosts workshops for community members of all generations and partners with like-minded Black-owned organizations and brands. Its work also envisions an Ancestor Circle that honors generations of families that paved the way for contemporary Black farmers.

LOCAL EXAMPLE:
ENGLEWOOD VILLAGE PLAZA
 Formerly a vacant lot located on the southwest corner of 58th and Halsted streets, Grow Greater Englewood's Englewood Village Plaza is home to a weekly farmers market in spring through fall and connects residents with Black-owned businesses selling locally grown produce and goods. The plaza will also be a future entry point to the Englewood Nature Trail.





Englewood Village Farmer's Market, Halsted and S. 58th

GOALS AND OBJECTIVES FOR AGRICULTURAL SITES

GOAL 1

Clearly articulate the public purpose and benefit of each site.

OBJECTIVE 1 Provide information and signage that welcomes both the community and visitors.

OBJECTIVE 2 Create opportunities for the public to visit and explore agriculture sites without disrupting food production.

OBJECTIVE 3 Establish a process for recruiting local organizations to develop new agricultural and community managed sites using City-owned land.

OBJECTIVE 4 Develop criteria for all agricultural and community-managed sites that include community stewardship; soil health, composting, solar or other alternative energy; rainwater harvesting; and other ecological, environmental and sustainable best practices.

NEIGHBORHOOD COMMERCIAL CENTERS

Land and buildings appropriate for business uses, including restaurants, markets, food education facilities, retail, services and mixed-use buildings.

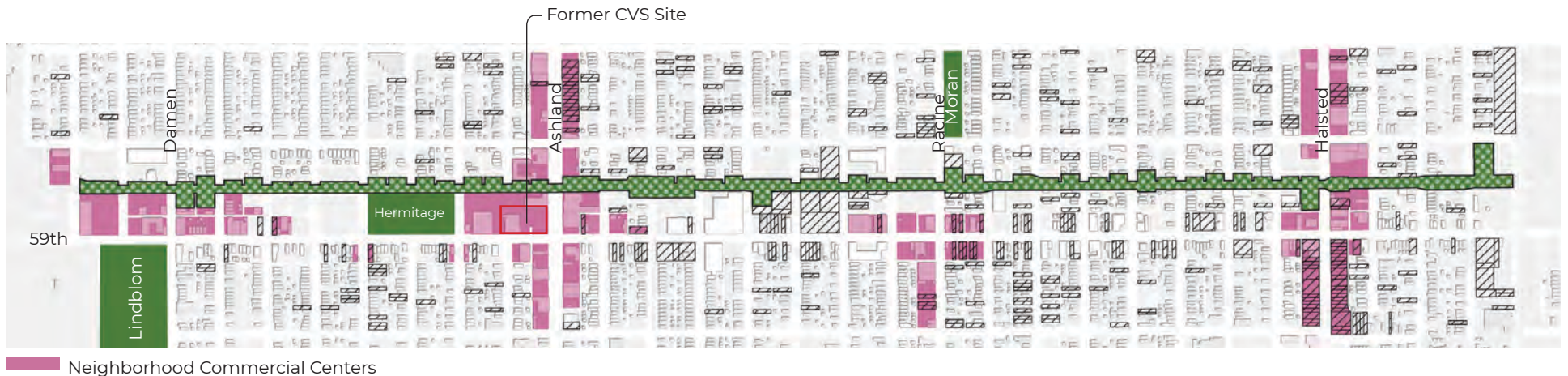
COMMUNITY INVESTMENT VEHICLES AND WEALTH BUILDING
A Community Investment Vehicle (CIV) is a legal structure that enables residents to pool their financial resources to buy and control neighborhood real estate assets, such as shopping centers or multi-family buildings.

In May 2023, Teamwork Englewood, EG Wood, Greater Englewood Chamber of Commerce was awarded a \$150,000 City of Chicago grant to start a community investment vehicle in Englewood.

FUTURE SITE: FORMER CVS PHARMACY AT 1620 W. 59TH ST.
Since 2022, economic development strategist firm Chicago TREND has been looking for investment opportunities, in particular around shopping malls, for community investment and ownership opportunities. Chicago TREND evaluated 1620 W. 59th for a potential economic growth site adjacent to the trail, and many community members would like to see it developed.

The site is in a highly visible location, has a high traffic count at an estimated 22,300 cars per day, on-site parking, and will have a direct point of access to the future trail.

Because the site is privately owned, the City would need to assist in coordinated acquisition. The condition of the property is unknown, and funding must be identified for improvements that accommodate a future tenant.





Go Green Community Fresh Market, 63rd & Racine

GOALS AND OBJECTIVES FOR NEIGHBORHOOD COMMERCIAL CENTERS

GOAL 1
Build with a neighborhood
and pedestrian focus.

- OBJECTIVE 1** Encourage large windows at ground level for uses that are not residential.
- OBJECTIVE 2** Support mixed-uses with housing.
- OBJECTIVE 3** Design streetscapes to support ground level uses, including bus shelters along major streets and outdoor seating along less-traveled thoroughfares.

GOAL 2
Use ecological, environmental
and sustainable best practices
for new construction and the
rehabilitation of buildings and
their landscapes, including
parking lots.

GOAL 3
: Identify and focus on
rehabilitation for existing
buildings that contribute to
the character of the area.

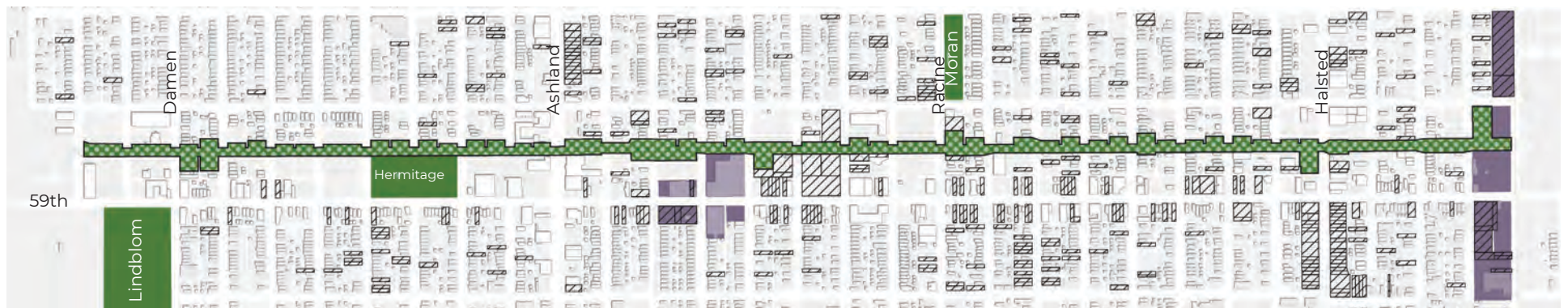
GOAL 4
Increase local entrepreneurship,
ownership, and employment.

- OBJECTIVE 1** Create a variety of commercial opportunities, from small to mid-size, to accommodate various levels of affordability.
- OBJECTIVE 2** Prioritize hiring from within Englewood.

SMALL AND LOCAL PRODUCTION

Land and buildings used for larger-scale business operations including for-profit agriculture, food processing and/or distribution, low-impact manufacturing, artists studios, and small event spaces.

LOCAL EXAMPLE:
PARKER HOUSE SAUSAGE
Parker House Sausage in the Grand Boulevard Community Area has been a family-run meat processing company since 1919, and has operated out of the same building at 4605 S State Street since 1926. The business, started by Chicago entrepreneur Judge Parker, was the first meat processing plant in the Midwest owned and operated by a person of color. Judge Parker started the business with the belief that a business focusing on homemade sausage according to his family recipe would be a hit. 100 years later, Parker House Sausage is still operating as one of the oldest family-run businesses in the country.



Small and Local Manufacturing

GOALS AND OBJECTIVES FOR SMALL AND LOCAL PRODUCTION



Parker House Sausage Company (E. Jason Wambsgans, Chicago Tribune)

GOAL 1

Create a manufacturing framework plan that addresses existing manufacturers and their products as well as areas identified for new food processing and manufacturing facilities.

GOAL 2

Explore development of a manufacturing and food processing organization by initiating conversations with the local industrial retention delegate agencies that have programs for local businesses and hiring.

GOAL 3

Identify and focus on existing buildings that contribute to the manufacturing and industrial character of the area for rehabilitation and new manufacturing and food processing businesses.

GOAL 4

Use ecological, environmental and sustainable best practices for new construction and the rehabilitation of buildings and their landscapes, including parking lots.

GOAL 5

Build with a neighborhood and pedestrian focus.

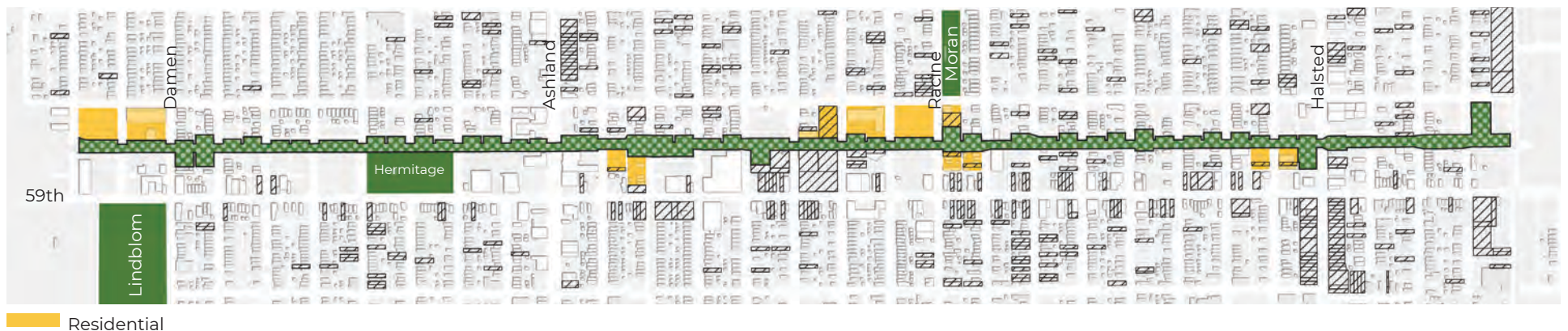
OBJECTIVE 1 Encourage large windows at ground level.

OBJECTIVE 2 Design streetscapes to support ground level uses.

RESIDENTIAL

Land and buildings used or appropriate for residential buildings including single-family homes, two-flats, townhouses, and multi-unit buildings.

LOCAL EXAMPLE: CITY LOTS FOR WORKING FAMILIES
The Chicago Department of Housing's City Lots for Working Families program provides vacant, City-owned lots to developers of affordable single-family homes and two flats for \$1 each. Through the program, eight to 20 City-owned lots with maximum appraised values of \$125,000 can be conveyed per developer for each project. Homes must be made available to qualified buyers with incomes up to 140 percent of area median income. Buyers must use the homes as their primary residences for a minimum five-year occupancy periods.





A renovated "Buy the Block" property, Englewood Development Group

GOALS AND OBJECTIVES FOR RESIDENTIAL

GOAL 1

Preserve and enhance existing residential areas by connecting owners with housing resources.

GOAL 4

Work with the Chicago Community Land Bank to explore a local housing land trust.

GOAL 2

Develop new, multi-unit buildings in areas close to transit and the trail for public and senior housing.

GOAL 2

Provide a mix of uses along Halsted Street between 59th and 60th streets.

GOAL 3

Create a five-year housing plan for the area within a mile of the trail that focuses on City-owned and tax delinquent property (including land and buildings).

MIXED USE DEVELOPMENT

Land and buildings within the Mixed Use Development category are appropriate for public and tax-exempt uses including, but not limited to, public park space, affordable housing, urban agriculture, educational and workforce development facilities.

AIS REMEDIATION AREA
The City of Chicago is remediating several tracts of vacant land along the former railroad embankment between Loomis and Elizabeth. These sites formerly housed heavy industry including metal refineries junkyards, auto shops, a spring manufacturing facility, a grinding wheel factory, a copper sulfate manufacturing facility, and a refining and smelting company. Their operations left the land contaminated and in need of remediation before it can be safely redeveloped. The City of Chicago is funding the initiative through the Chicago Recovery Plan. The funding is conditional upon future uses being tax-exempt, therefore future uses cannot be private and/or for-profit. As a result, this area will be dedicated for public and tax-exempt uses.

Environmental Remediation Timeline:
Phase I Assessment – February 2023 to March 2023

- Determined potential for contamination of soil or groundwater.
- Reviewed historical records including Sanborn maps, aerial photographs and Illinois Environmental Protection Agency databases.
- Visited site to determine if additional investigation is needed.

Phase II Site Assessment - March 2023 to July 2023

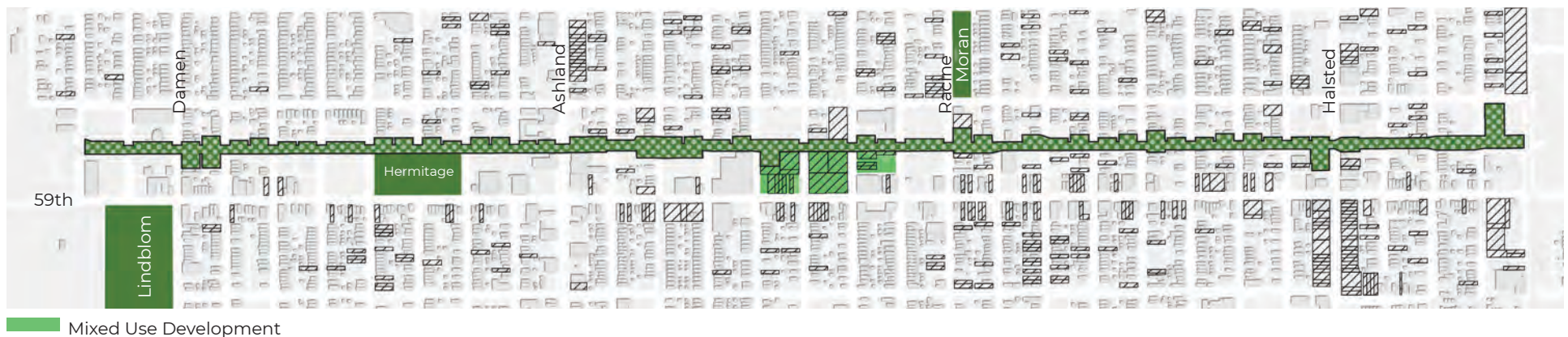
- Sampled soil and installing monitoring wells to sample groundwater.
- Sent soil and groundwater to a lab for analysis.

Comprehensive Site Investigation Report/Remediation Objectives Report/Remedial Action Plan – Submitted to IEPA October 2023

- Detailed reporting on soil and water composition and presence of contaminants.
- Presenting remediation objectives that will be required for an NFR letter from IEPA

Current plan for remediation, needs approval from IEPA. Remediation – To be Determined

- Remediation Plan will determine dates and length of time required for remediation
- Community engagement initiative will regularly provide the community information about the project and status updates



FUTURE SITE:

THE LOOMIS LOADING PLATFORM

Located on Racine within the remediation area, the former loading platform was built for industrial uses in 1961 and abandoned in the 1980s. The site offers potential as an indoor-outdoor market with a mix of uses. Community members have expressed support for a flexible space that can accommodate both outdoor summer markets and indoor markets in cold weather, areas for teaching, spaces for small businesses, and space for larger events and local art. Maintenance needs would be facilitated by a specific programming use.



Imagined public space at the Loomis loading platform.

GOALS AND OBJECTIVES FOR COMMUNITY CULTURAL SITES

GOAL 1

Provide a public benefit to the Greater Englewood community.

GOAL 2

Use ecological, environmental and sustainable best practices for new construction and the rehabilitation of buildings and their landscapes, including parking lots.

GOAL 3

Design should contribute to the vibrancy, aesthetics and character of the neighborhood.

OBJECTIVE 1 Encourage large windows at ground level for uses that are not residential.

OBJECTIVE 2 Design streetscapes to support ground level uses: major streets (i.e., bus shelters) versus streets with less traffic (i.e., outdoor seating).

OBJECTIVE 3 Emphasize natural environment and native plantings in streetscape design through features like shade trees and landscape features within setbacks.

IMPLEMENTATION

LAND USE FRAMEWORK AND ZONING

Many of the area’s zoning designations are remnants of the industrial activity that characterized former land uses near the embankment. New zoning amendments can facilitate the creation of uses that support the Agro-Eco District while prohibiting conflicting uses. All proposed zoning amendments require City Council approval.

On the right are land use categories discussed in the plan and the recommended zoning for each category.

LAND USE	DESCRIPTION	RECOMMENDED ZONING
<i>Parks</i>	<i>Public parks, such as those operated by Chicago Park District including Lindblom, Hermitage and Moran parks, as well as the proposed Englewood Nature Trail and at-grade access points.</i>	POS-1, POS-2, POS-3, T
<i>Agricultural Sites</i>	<i>Existing urban farms, vacant land identified for at-grade and vertical agriculture and community-managed spaces, including three activity hubs at Damen, Racine and Halsted.</i>	C1, C2, C3, POS-1, POS-2, RS-3, RT-3.5, RT-4
<i>Neighborhood Commercial Centers</i>	<i>Land and buildings appropriate for business uses, including restaurants, markets, food education facilities, retail, services and mixed-use buildings.</i>	B1-1, B3-1, C1-2, C2-2
<i>Small and Local Production Centers</i>	<i>Land and buildings currently used for or appropriate for larger-scale business operations such as for-profit agriculture, food processing and food distribution.</i>	M1-1, B3, C1, C2, C3
<i>Residential</i>	<i>Land and buildings used or appropriate for residential buildings including single-family homes, two-flats, townhouses, and multi-unit buildings.</i>	RS-3, RT-3.5, RT-4, RM-5
<i>Mixed-use Development</i>	<i>Land and buildings appropriate for business uses, including restaurants, markets, food education facilities, retail, services and mixed-use buildings. This central site is city-owned and will be remediated.</i>	B1-1, B3-1, C1-2, C2-2

59TH STREET

59th Street connects two intermodal rail yards located on either side of the district: the CSX intermodal yard on the west and Norfolk Southern yard on the east. The yards provide transfer points for goods being shipped via trains by truck.

As a result, approximately 1,200 daily truck trips on 59th Street represent roughly 12% of all trips, according to a 2018 traffic study. The percentage of truck traffic on 59th is approximately twice the level of trips at nearby locations on Ashland and on Halsted.

GOALS AND OBJECTIVES FOR 59TH STREET

GOAL 1

Create a 59th Street Corridor Plan

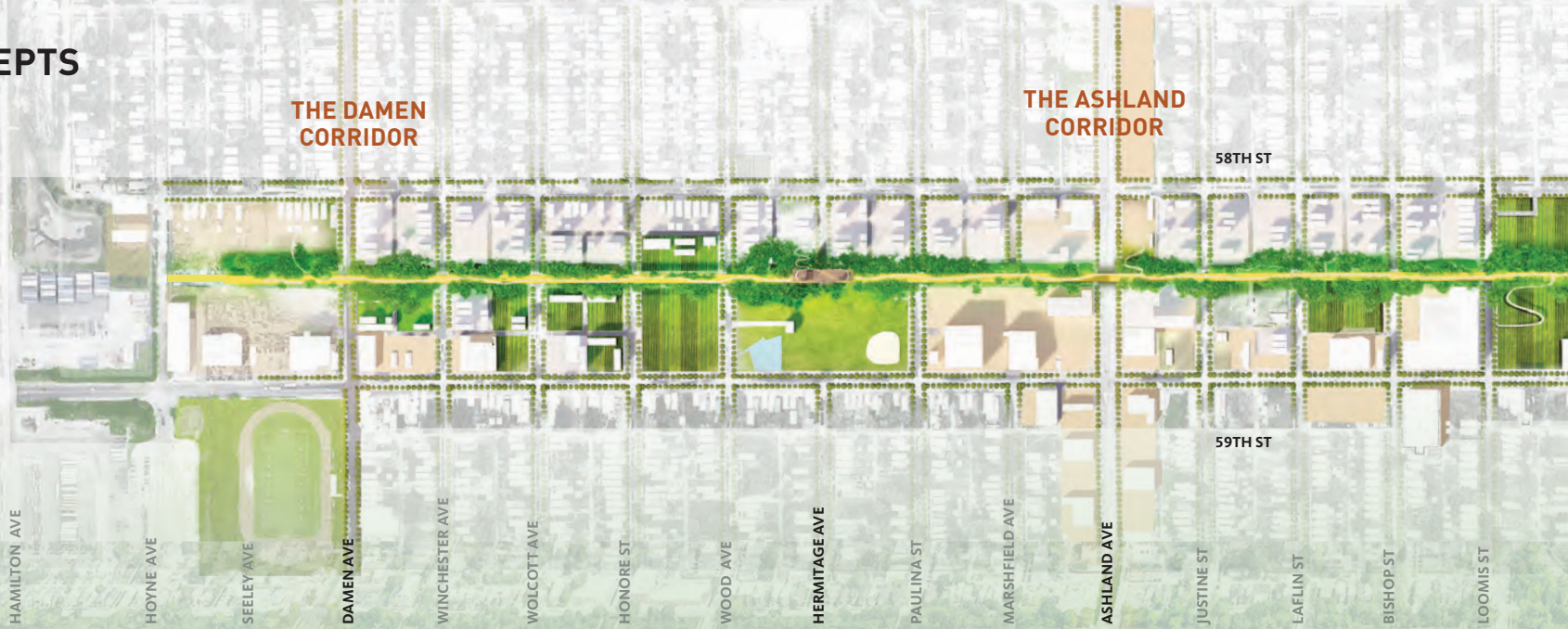


Existing 59th Street streetscape

CORRIDOR CONCEPTS

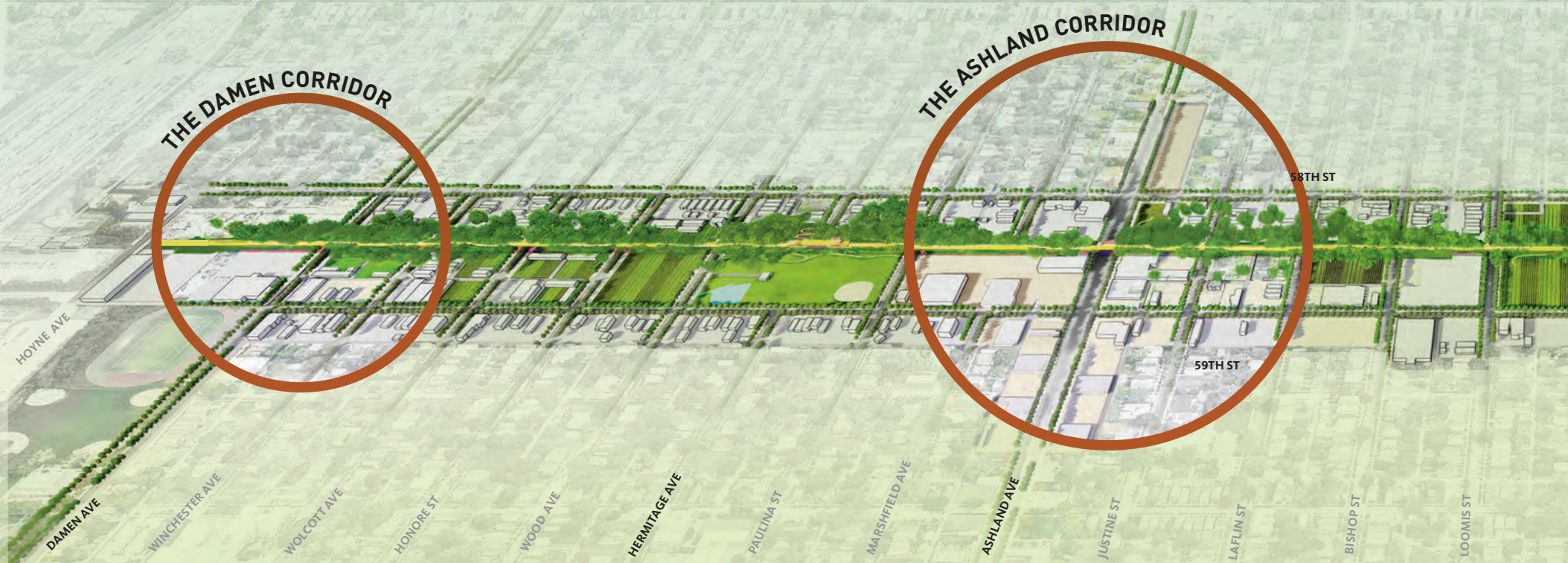
THE DAMEN CORRIDOR

THE ASHLAND CORRIDOR



THE DAMEN CORRIDOR

THE ASHLAND CORRIDOR





**THE RACINE
CORRIDOR**

**THE HALSTED
CORRIDOR**

**THE LOWE
CORRIDOR**

NORFOLK SOUTHERN INTERMODAL

ADA ST TRHOOP ST ELIZABETH ST RACINE AVE MAY ST ABERDEEN ST CARPENTER ST MORGAN ST SANGAMON ST PEORIA ST GREEN ST HALSTED ST EMERALD AVE UNION AVE LOWE AVE



**THE RACINE
CORRIDOR**

**THE HALSTED
CORRIDOR**

**THE LOWE
CORRIDOR**

ADA ST TRHOOP ST ELIZABETH ST RACINE AVE MAY ST ABERDEEN ST CARPENTER ST MORGAN ST SANGAMON ST PEORIA ST GREEN ST HALSTED ST EMERALD AVE UNION AVE

THE DAMEN CORRIDOR

Community feedback emphasized active uses in the park space around the western gateway to the trail. Community members also emphasized creating a strong connection between the trail and Lindblom Park.

GOALS AND RECOMMENDATIONS FOR THE DAMEN CORRIDOR

GOAL

Position corridor as an entry point to the trail.

OBJECTIVE 1 Make Damen the west end's primary trail access point.

OBJECTIVE 2 Emphasize connection to Lindblom Park and provide a clear and safe connection between Lindblom Park and trail entrance on Damen.





THE ASHLAND CORRIDOR

The Ashland corridor is a main commercial corridor in the study area with opportunities for additional commercial and mixed-use development. Community feedback signaled strong interest in community wealth-building initiatives in the area. A large tract of City-owned land in the corridor provides a development opportunity.

GOALS AND RECOMMENDATIONS FOR THE ASHLAND CORRIDOR

GOAL 1

Improve accessibility at planned trail entrance on Ashland, including a pick-up/drop-off area, seating and shelters for CTA bus stop.

GOAL 2

Position the area as a commercial node.

OBJECTIVE 1 Target an underutilized commercial property for a community wealth building initiative.

OBJECTIVE 2 Position City-owned lots on east side of Ashland between 58th and 57th streets as a commercial mixed-use development opportunity.



Hermitage St. Community Garden

Hermitage Park



Former CVS Pharmacy Site



Future Earle School Residences



West Englewood Public Library

Ashland/63rd Green Line Station

80% City-Owned Vacant Block



Academy of St Benedict



- Future Land Use**
- Englewood Nature Trail
 - Public Parks
 - Agricultural Sites
 - Neighborhood Commercial Centers

THE RACINE CORRIDOR

The Racine corridor offers opportunities to connect the trail and Moran Park, provide new housing at the former Bontemps School and further new development at the City-remediated sites between Loomis and Elizabeth.

GOALS AND RECOMMENDATIONS FOR THE RACINE CORRIDOR

GOAL 1

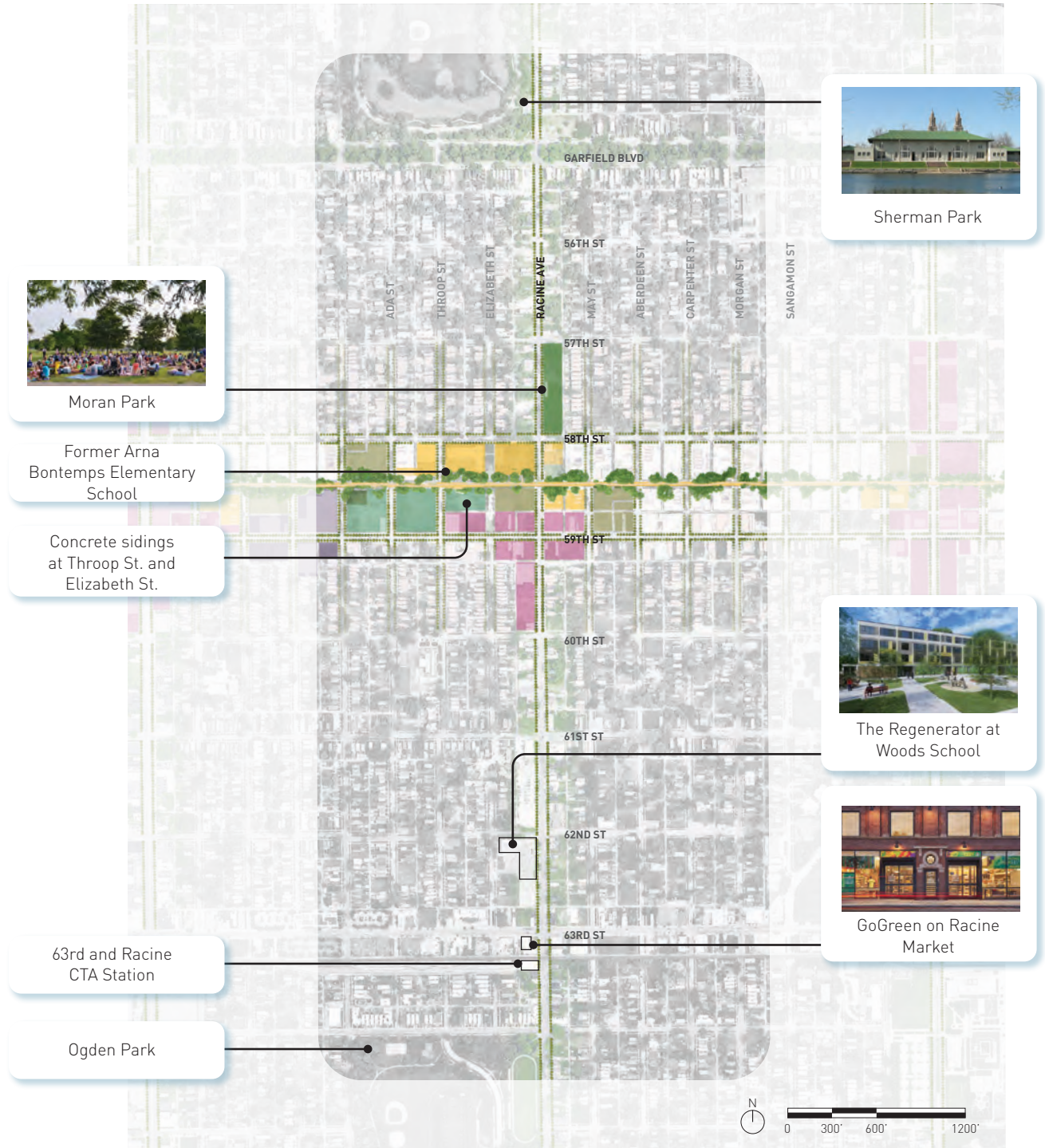
Address the environmental remediation of the former industrial land through a partnership between City agencies and the community.

GOAL 2

Reuse the concrete sidings between Throop and Elizabeth south of the embankment for a potential market and event space.

GOAL 3

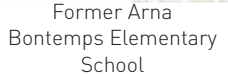
Provide new housing on the former Bontemps School site by repurposing existing building or new construction.



Sherman Park



Moran Park



Former Arna Bontemps Elementary School

Concrete sidings at Throop St. and Elizabeth St.



The Regenerator at Woods School



GoGreen on Racine Market

63rd and Racine CTA Station

Ogden Park



Future Land Use

- Englewood Nature Trail
- Public Parks
- Residential
- Agricultural Sites
- Mixed Use Development
- Neighborhood Commercial Centers

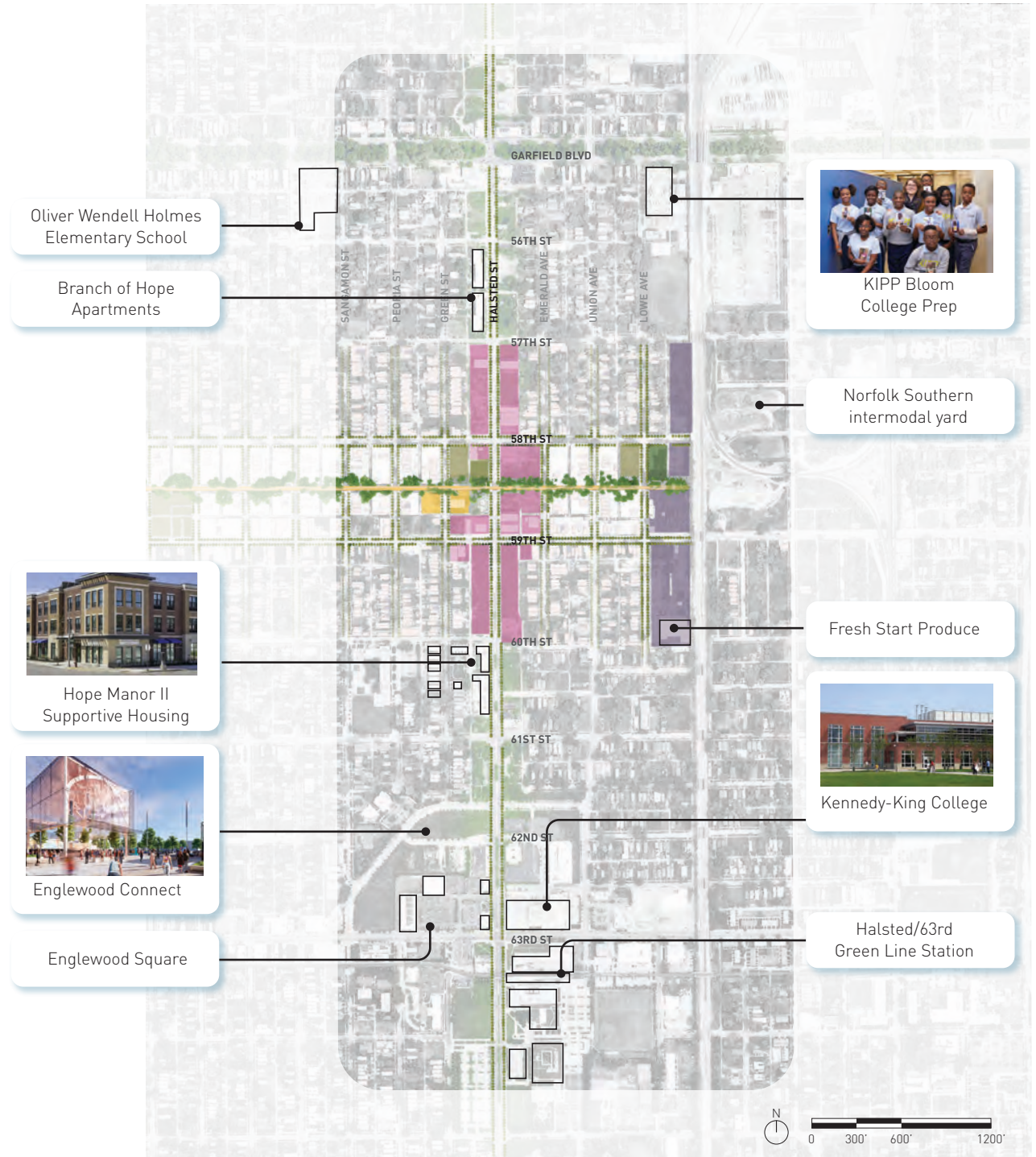
THE HALSTED CORRIDOR

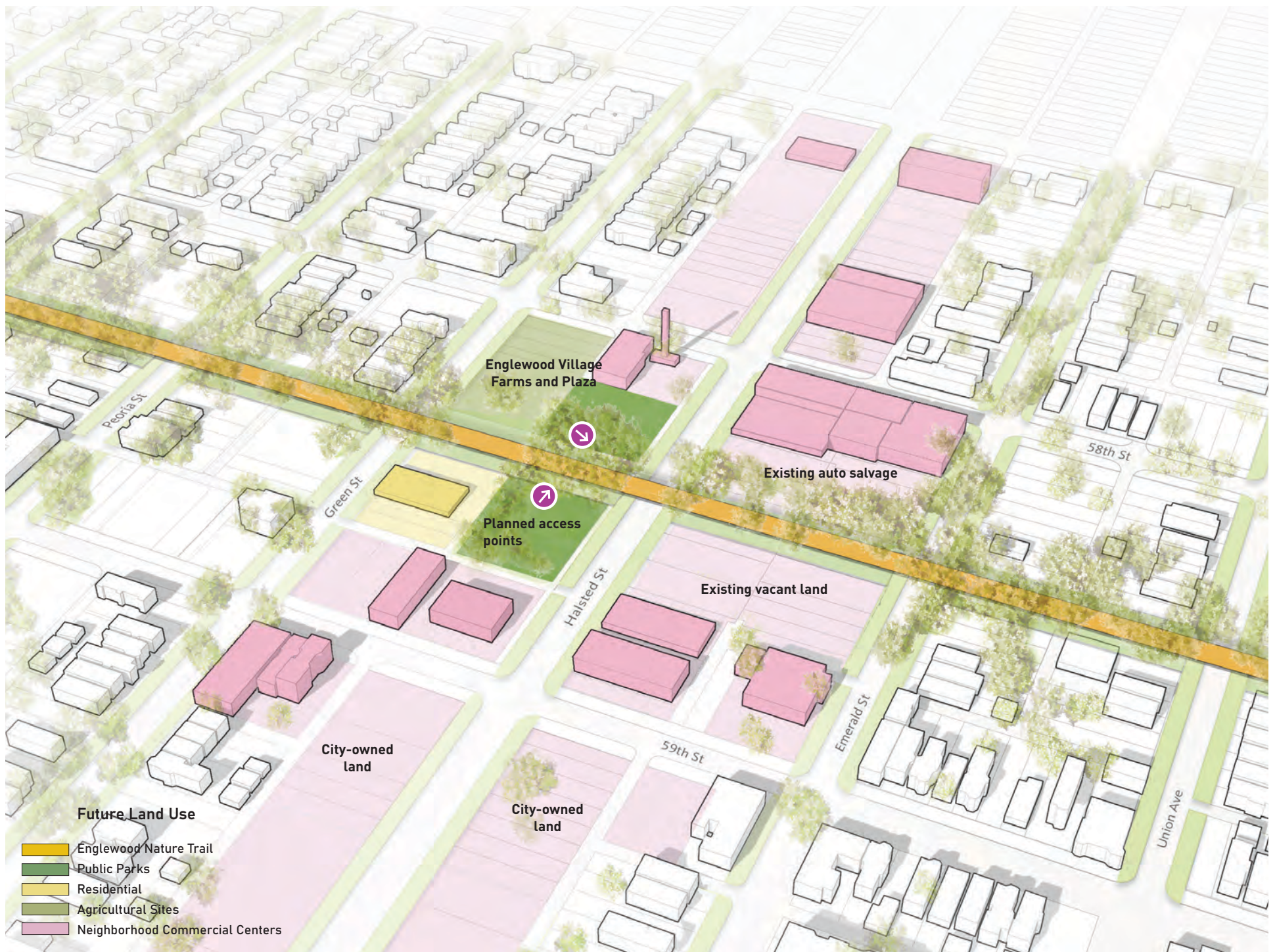
Community feedback suggested that Halsted can be a gateway to the trail and the community. Suggestions included incorporating public art into the trail entrance and emphasizing commercial, community and arts-based uses. Sections farther from the trail were primarily envisioned as housing or mixed-use structures.

GOALS AND RECOMMENDATIONS FOR THE HALSTED CORRIDOR

GOAL 1

Design the Halsted access point as the eastern gateway to the trail that builds upon the Englewood Village Plaza.





THE LOWE CORRIDOR

The Lowe corridor is envisioned as new public open space at the trail's eastern end, as well as new light industry geared towards indoor agriculture, food production and food distribution. Suggestions for public open space emphasized a peaceful atmosphere through greenery and gardens that reflects the food-related businesses nearby.

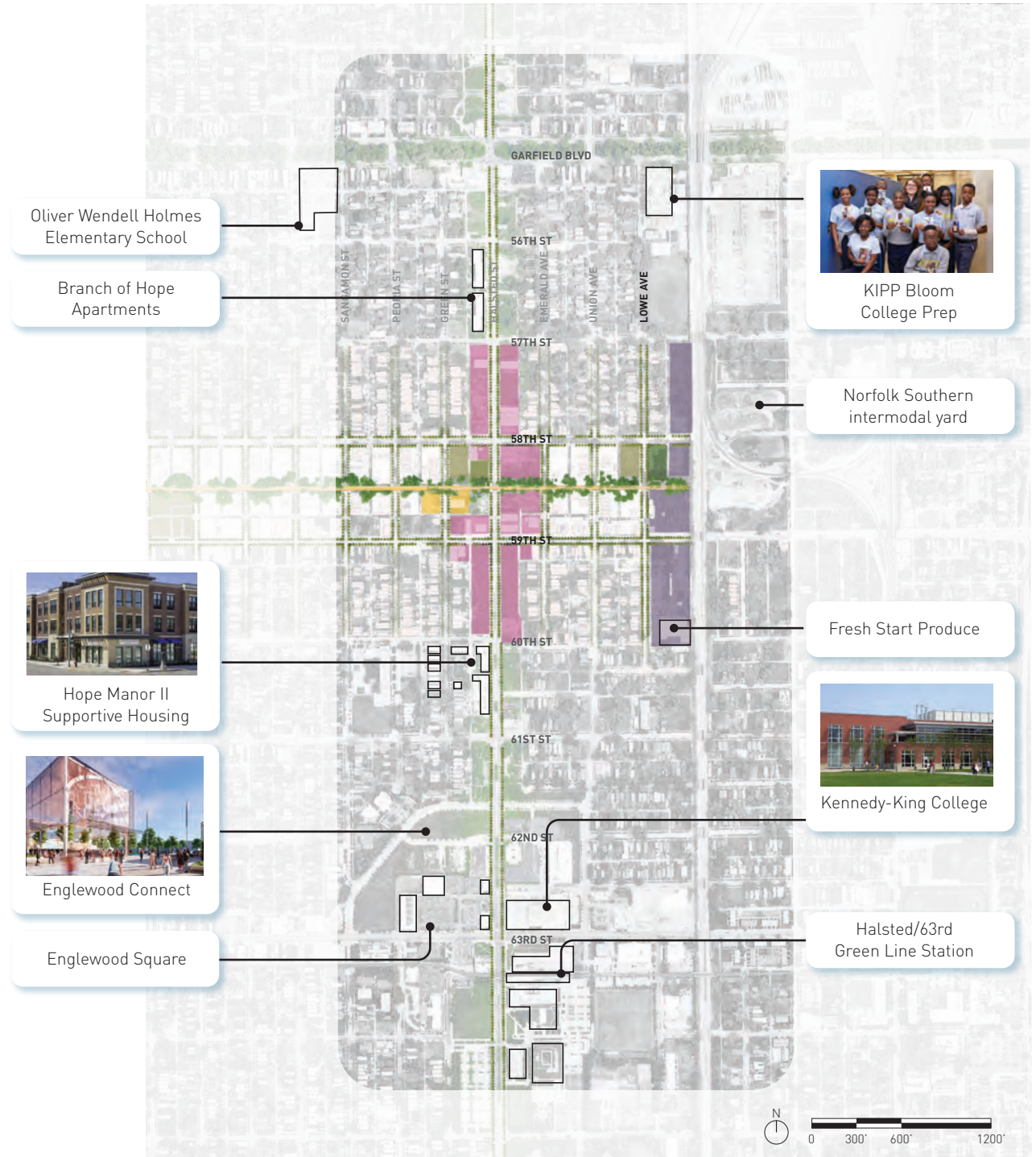
GOALS AND RECOMMENDATIONS FOR THE LOWE CORRIDOR

GOAL 1

Create a peaceful public open space at eastern trailhead.

GOAL 2

Attract food-oriented businesses to vacant parcels at eastern edge of Agro-Eco District.





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Community Meeting Attendees

Aaron Banks
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Amani McPherson
Amr Mohsen
Ana Padilla
Anastas Vavra
Andrea Yarabough
Angela Mosley
Angela Windham
Anita Alexander
Ariel Rainey
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Atavia Reed
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Brian Haynes
Bruce Montgomery
Carl Patton
Carol Richardson
Casandra Stephan
Cassandra Powell
Cassie Stevens
Chanary Wallace

Chau Tran
Cherish Anderson
Cheryl Montgomery
Chris Northington
Christine Hayes
Chyann Young
Cicely McClennon
Clarissa Johnson
Cora Butler
Crystal Dawson
Daniel Wellington
Daniella Pereira
Darryl Thomas
David Ali
Debora Walder
Deborah Smith
Deborah Turner
Debra Thompson
Demetra Allen
Dia Pedroza
Dion Dawson
Dion Patel
Diron Searle
Donna Christian
Earnest Streetcar
Eliana Pinilla
Eliva Rodriguez
Elizabeth Griffin
Eric Hotchkiss
Erik Jones
Estella Holloway
Felicia Young
Fernando Robbies
Frances Smith
Gloria Allen
Gloria Williams
Harold Chapman

Heavy Crowns
Idris Habeeb
Isiah Thomas
Jacqueline Eli
Jacquelineâs Slaughter
Jaelon Dyson
James Adams
Jamie Simone
Janelle St. John
Jarod Rhymes
Jasmine Alters
Jean Hudson
Jeff Frizzle
Jennipher Adkins
Jessica Oliver
Johaza Adan
John Adams
John Moore
Jordan Campbell
Jorge Mayorga
Jose Sanchez
Joseph Williams
Joseph Olalusi
Josephine Robinson
Jovonna Jackson
Jumikah Martinez
June Norfleet
Karina Escobar
Kat Gowland
Kawana Dudley
Kayla Reefer
Keith Holt
Kenneth Monroe
Kenya Vera
Kieyoun Smith
Kisha Rudolph
Krystle Williams

Laquandra Fair
Latanya Trimble
Latrice Johnson
Laura Derks
Lauren Lewis
Levell Mason
Linda Wright
Lola Hudges
Louanner Peters
Louis Reeves
Malik Coburn
Malik James
Maria Pike
Marqait Bryant
Matt Callone
Meah Dunlap
Mecca Bey
Melcazin Alexander
Melinda Escobar
Melvin Henley
Mia Henry
Mia Howerton
Michael Edwards
Michel Bussey
Michelle Rashad
Monique Ellington-Green
Monique Whitfield
Nathan Hatcher
Nikki Patin
Nisha Greer
Norite Gray
Odis Harris
Officer Glenn
Olympia Cure
Pam Greer
Pamela Jacobs
Patricia Garner

ACKNOWLEDGEMENTS

Community Meeting Attendees (continued)

Patricia Green
Patricia Morehead
Paul Gray
Perrie Woodfork
Pierre Clark
Rachel Coleman
Raven Taylor
Reggie Chapman
Renee Collins
Renee McElroy
Rick Oliphant
Rodney Johnson
Roosevelt Walker Jr.
Ruby Mack
Ruth Avalos
Sam Garner
Sandy Mitchell
Santea Bedford
Sarafina Taylor
Selma Sims
Sharron Rogers
Sheleeah-Marie Robinson
Shelley Williams
Sheryl Blakeley
Shiri Burson
Shirley Baker
Shonter El
Sonseriya Williams
Sonya Harper
Steve Conner
Stone Conner
Sue Williams
Summer Adams
Summer Carman
Susan Rashad

T Maxwell
Takita Moore
Tamora Robbins
Te El
Tene Smith
Terry Corrin
Terry Currie
Tiahanna Robinson
Tina Hammond
Tracy Thompson
Travis Edwards
Tyler Martin
Venus Skyles
Vera Pryor
Veraleka Mitchell
Verlene Walker
Verlenn Files
Vora Williams
Wade Van Nortwick
Wendellen Gatzin
Wesley Streetcar
Yvonne Holbrook

In Memoriam

Bishop Vesta L Dixon
Sylvia Jones
Raedell Lacey



ENGLEWOOD AGRO-ECO DISTRICT

AUGUST 2024