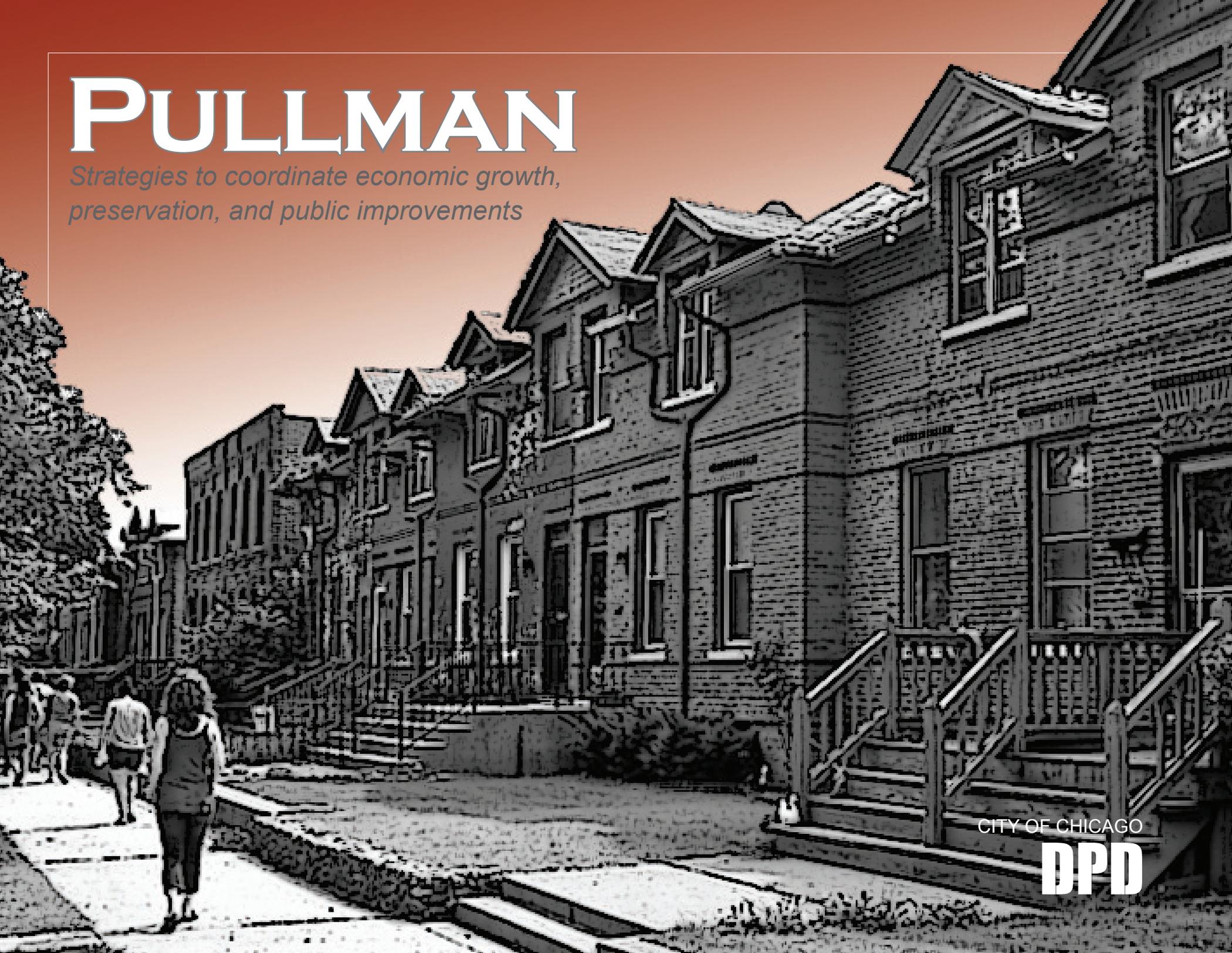


PULLMAN

*Strategies to coordinate economic growth,
preservation, and public improvements*



CITY OF CHICAGO

DPD



The 5.4-square-mile Pullman planning area contains a traditional mix of segregated land uses, including a pair of industrial corridors, low-density residential areas, several commercial corridors, a historic district, and a variety of institutional uses.

Pullman

Strategies to enhance neighborhood growth

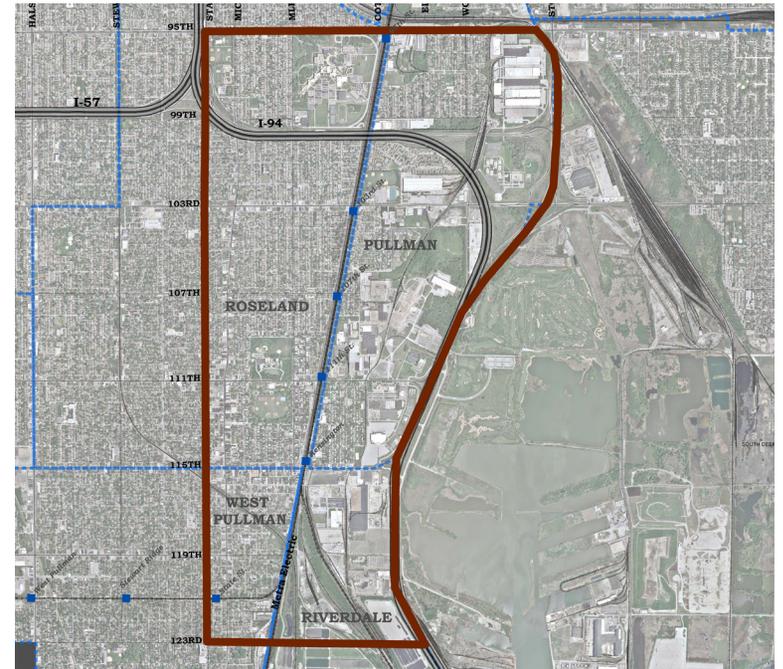
The greater Pullman area on Chicago's Far South Side possesses unique opportunities to leverage new retail, industrial, and cultural investments as part of a coordinated plan for economic growth.

Roughly bounded by 95th Street, State Street, 123rd Street and portions of I-94 and Stony Island Avenue (Map 1), the 5.4-square-mile planning area contains Chicago's traditional mix of segregated land uses, including a pair of industrial corridors, low-density residential areas, active commercial corridors, and a variety of institutional uses. Within these areas, however, are unique attributes and projects that provide a collective foundation for community-wide benefits, including a multi-phase retail center that's creating 700 jobs, an unprecedented manufacturing facility that's creating approximately 100 jobs (Appendix 1), and a pending National Historical Park designation that could attract more than 300,000 tourists to the area's cultural resources.

More than \$225 million in public and private investments are currently underway within the community (Appendix II, III). The planning principles presented here involve key strategies to maximize the impact of these and other projects, especially in terms of the area's desirability as a place to live, work, and visit.

Cultural Heritage Tied to Manufacturing

The Pullman area's history is inextricably tied to its 1880s development by sleeping car magnate George Pullman as one of the nation's first planned factory towns. The sprawling manufacturing operation was the first on the west side of Lake Calumet, which had also fostered the development of several steel mills and other large manufacturing operations to its south and east. The town's unique mix of Victorian-inspired rowhouses and other buildings housed up to 12,000 people at its peak, while its factory buildings produced the namesake Pullman Palace Car for rail lines across the world.



Map 1: Pullman planning area boundaries



Victorian-era row-houses along 111th Street reflect the coordinated design themes that characterize Pullman's legacy as one of the first planned, mixed-use communities in the country.

A land use legacy continues

The town of Pullman was annexed by the City of Chicago toward the end of the 19th century and the company continued to operate its namesake factory at 111th and Cottage Grove through the 1940s, when pieces of the property were sold off and used by other industrial concerns. Pullman’s legacy continues to survive throughout the community. Specific areas include:

- City of Chicago Landmark District
- National Register District
- City of Chicago Industrial Corridor
- Proposed National Historical Park

Pullman’s evolution also catalyzed development in nearby communities like Roseland, which accommodated company workers and the saloons and multi-denominational churches that were not permitted in Pullman proper. Present-day retail uses along South Michigan Avenue and other arterial streets are a legacy of this influence.

Prior planning initiatives

Several planning, economic development, and housing stabilization endeavors within Pullman are incorporated into current community planning strategies.

National Register District (1969): Historic Pullman added to federal list of historic places.

Chicago Landmark District (1972): Historic Pullman adopted by City Council as City Landmark District, providing protection for area buildings and new incentives for property owners.

Calumet Area Land Use Plan (2001): Plan provided strategies to redevelop 1,000 acres of land for manufacturing and 4,000 acres for public open space.

Roseland/Michigan TIF (2002): District designation to promote a broad



Champlain Avenue row houses (top), Arcade Park (middle), Florence Hotel (bottom).

range of commercial and residential improvements along portions of State Street, Wabash Avenue and Michigan Avenue.

North Pullman TIF District (2009): District designation to encourage wide-ranging investment in residential and commercial properties, as well as support for the infrastructure needs of large-scale economic development projects.

Neighborhood Stabilization Program (2010): Community identified to receive federal housing assistance stemming from the nation's housing crisis.

Neighborhood Improvement Program (2010): City allocation of \$500,000 in TIF funds to support home rehabilitation projects in North Pullman.

Chicago Sustainable Industries (CSI) (2013): Adopted to provide a comprehensive strategy to reinforce Chicago's manufacturing base, especially the effectiveness of concentrated industrial areas like the Pullman and Burnside.

Micro Market Recovery Program (2013): Identified a 13-square-block area in north Pullman for a variety of housing stabilization resources.

Millennium Reserve (2013): State of Illinois-led partnership established to promote the environmental and economic renewal of the Calumet region.

Bouncing Back: (2014): Five-year housing plan identifies strategies to improve housing citywide while considering sectoral forces in communities like Pullman.

Metra Typology Study (2014): Soon-to-be completed study will make land use recommendations to promote ridership at the City's 80 Metra stations, including the five stations in the Pullman planning area.

Purchase Assistance Program (2014): City contribution of \$400,000 to Illinois Attorney General community stabilization funding. City funds will provide purchase assistance within designated MMRP area.



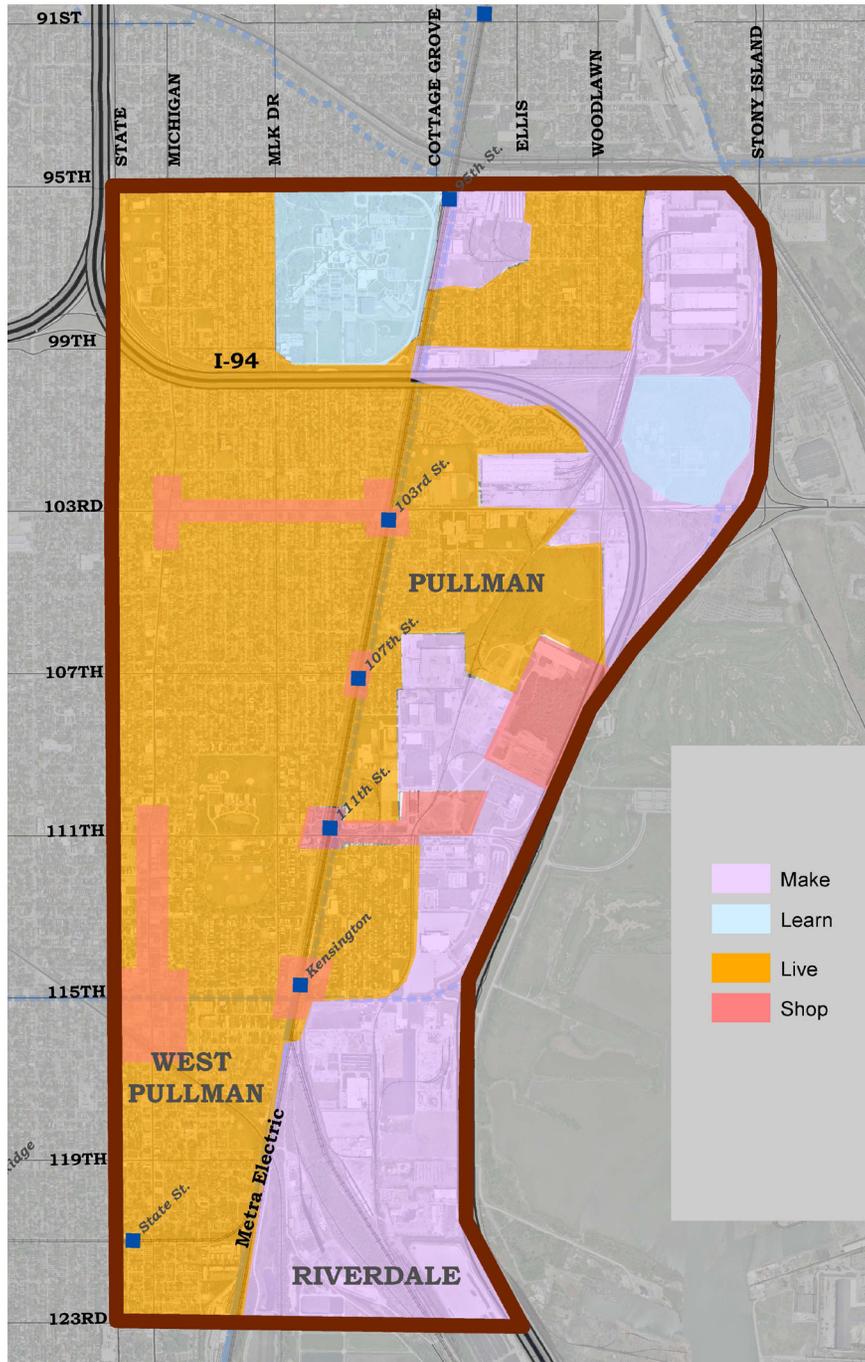
Market Hall



Administration Building



Stables Building



Map 2: Coordinated land use map

Land Use Map

Pullman's predominant land use patterns are identified by four main types of uses. The Pullman Land Use Map identifies how these uses should be further defined within the planning area.

“Live” Subarea

Incorporates existing residential areas, parks, primary and secondary schools and all of Historic Pullman. Development activities should focus on the continued restoration of historic buildings, the rehabilitation of other residential structures and the construction of new low- to medium-density residential infill projects along segments of Michigan Avenue, Cottage Grove and the connecting east-west arterial streets.

“Learn” Subarea

Includes Chicago State University and Olive Harvey College. Olive Harvey will continue to enhance its focus on distribution and logistics careers as well as working with area industrial and retail businesses to tailor programs to train local residents for jobs in the community. Chicago State will invest in improvements near the 95th Metra Electric station to improve access.

“Shop” Subarea

Includes existing Michigan Avenue and 103rd Street retail corridors as well as the recently opened Pullman Park shopping center along the Bishop Ford Expressway. Future public enhancements should define 111th Street as a more significant retail district, particularly around the 111th Street Metra Electric Station and on the north side of 111th as part of an approved, mixed-use Planned Development (PD). The city will seek to create retail and service nodes around all of the Metra stations, including the proposed 115th and Michigan CTA Red Line station.

“Make” Subarea

Encompasses the existing industrial and distribution facilities as well as the soon-to-be open Method Products factory. Freight access via rail and road should be improved and the boundaries between adjacent subareas enhanced with landscaping and other physical changes to create a more visually attractive screen and reduce off-site transmission of noise and pollution from these operations. Businesses in this subarea should be encouraged to hire local residents and assist workers in purchasing or renting housing in the neighborhood.

Key Strategies

Pullman's growth as a mixed-use community would be enhanced by coordinated development strategies. In terms of the Chicago Department of Planning and Development's purview, the strategies should seek to:

1. Align new economic development projects with the development parameters reflected in the Pullman land use map.

Future industrial, residential and retail projects should coordinate with a clear land use policy for the greater Pullman area (Map 2). The policy should focus retail to specific corridors and nodes, expand residential opportunities, refine the boundaries between industrial and non-residential zones, and create complementary development patterns throughout the community.

2. Leverage Method Products as a catalyst for continued industrial development and land use improvements.

As the first factory of its type to be built on the Far South Side in decades, the Method plant should serve as an anchor for continued industrial growth, especially on available land adjacent to the factory. The area's assets as a manufacturing center should be further reinforced by incorporating the Pullman Industrial Corridor with the nearby Burnside and Calumet industrial corridors as a contiguous district, which would better define these areas as employment centers and support opportunities for expanded rail access.

3. Relate Olive Harvey Community College's logistics focus to the needs of area manufacturers and industrial companies.

Olive Harvey's focus on careers in logistics and distribution links well with the needs of many local businesses. This city college should continue to meet with local employers to ensure their course offerings provide students with job-ready skills.



The retail component of Pullman Park, above, is anticipated to significantly close the \$245 million retail gap within the greater Calumet area.



Method Products' \$40 million factory will produce non-toxic cleaning supplies for national distribution after it opens in 2015. The complex will support 90 permanent jobs.

4. Maximize the impact recent economic development projects by promoting pedestrian-oriented development on 111th Street.

As the prime arterial access route to more than 300,000 square feet of newly constructed retail and industrial space, as well as the area’s cultural amenities, 111th should evolve as a spine of coordinated growth within the community. New construction should soften the transition between car-oriented development on the corridor’s east with the pedestrian-scale and transit-oriented opportunities to the west, especially involving the under-utilized Metra station, the shuttered Florence Hotel, and a proposed Pullman visitor’s center.

5. Maximize the economic impact of the CTA Red Line extension within the Pullman planning area.

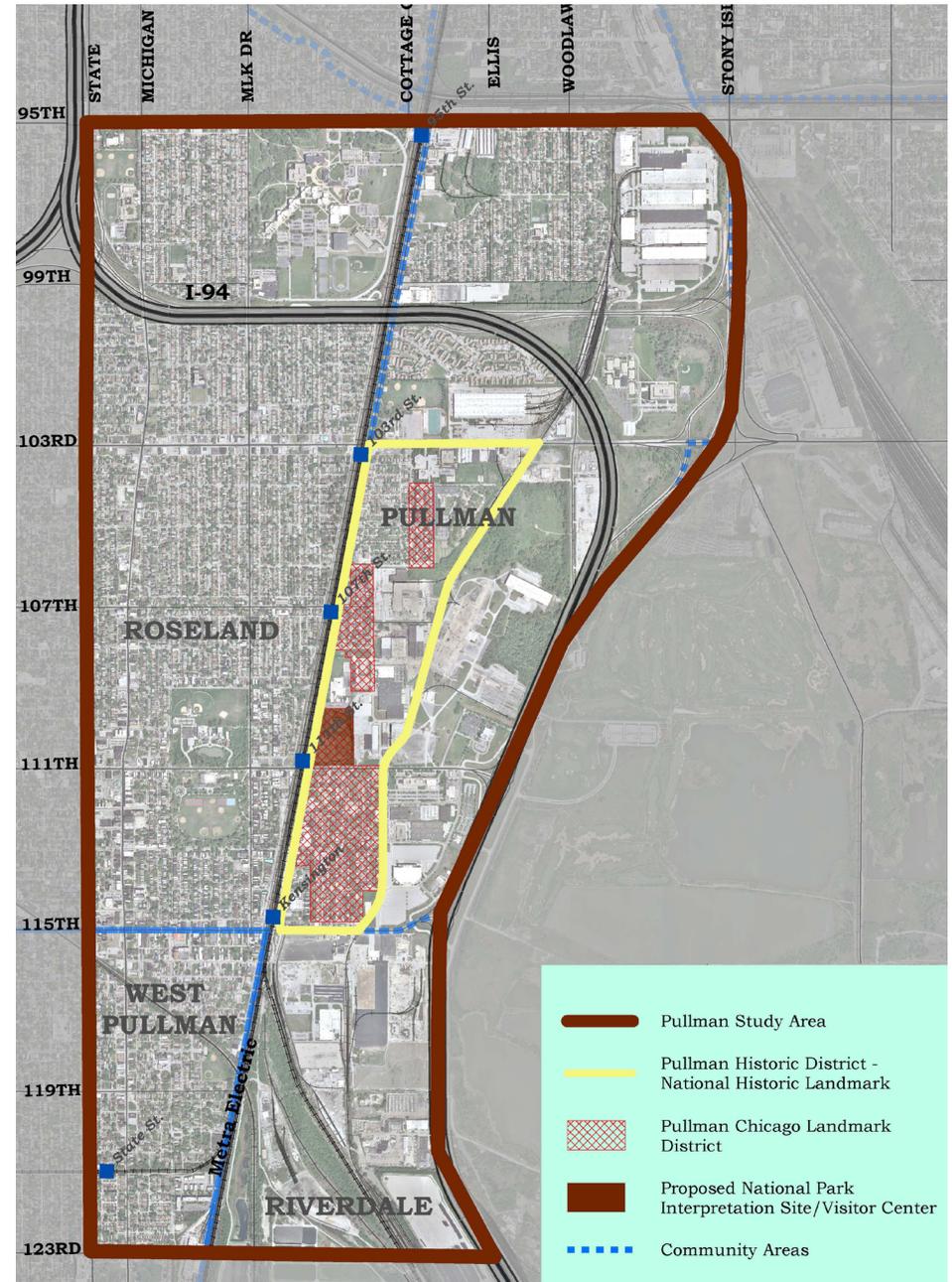
City-owned land at 115th and Michigan should be redeveloped as a transit-oriented mixed-use project to foster public use of a proposed CTA station at 116th and Michigan, part of the preferred route for the Red Line extension proposed for the Far South Side. Mixed-use development of the site would also support existing retail within Roseland’s primary commercial corridor.

6. Continue to support area homeowners with local, state and federal resources for community development purposes.

The City should continue to layer its community stabilization resources within Pullman’s MMRP and landmark district areas, especially involving home improvement funding and purchase assistance.

7. Establish the Pullman National Historical Park as one of Chicago’s premiere destinations for cultural tourism.

A pending National Historical Park designation (Map 3) by the federal government would generate approximately 300,000 tourists per year through a projected \$8 million National Park Service budget. To enhance the federal assistance, technical assistance should be offered to current property owners to encourage continued investment in local properties. Elementary education programs should expand awareness of the area’s history to provide for a sustainable public perception about the area’s value as a cultural resource.



Map 3: Pullman historic resources boundaries

APPENDIX I

Pullman Planning Area: DPD staff used Census Bureau data to categorize the jobs within the Pullman study area using a methodology developed for the Chicago Sustainable Industries plan. Job categories were grouped into: 1) Real & Virtual Products, 2) Business and Institutional Services and 3) Leisure and Lodging Services and are detailed below. The proposed National Historical Park designation is not factored in to this assessment.

Employment Data

Jobs	Real & Virtual Products				Business & Institutional Services					Leisure and Lodging				Other		TOTAL
	Manufacturing	Moving, storing goods & Construction	Information, Technology & Management		Education Services	Finance & Insurance	Real Estate	Health Care & Social Assistance		Retail	Arts, entertainment, recreation	Accommodations, Food service		Other	Other	
Existing	967	790	492	57%	558	68	31	202	22%	365	15	324	18%	110	3%	3922
New	-	-	-	-	-	-	-	-	-	700	-	-	-	-	-	700
Pending	90	-	-	-	-	-	-	-	-	-	-	-	-	-	90	
Total	1057	790	492	50%	558	68	31	202	18%	1065	15	324	30%	110	2%	4712

Investment Projections

Funding Source	CNN Start (3.2013)	Year-One (3.2014)	June 2014	% of Change From Start to Present
City	\$ 15,608,695	\$ 27,458,695	\$ 30,458,695	95%
Sister Agencies	\$ 50,099,658	\$ 51,564,953	\$ 52,689,953	5%
State/Federal	\$ 35,550,000	\$ 35,200,000	\$ 40,200,000	14%
Private	\$ 67,000,000	\$ 67,000,000	\$ 102,900,000	54%
TOTAL	\$ 168,258,353	\$ 181,223,648	\$ 226,248,648	34%

APPENDIX II: Priority, Pending, and Completed

Priority Projects	Department/ Agency	Location Address	Funding					Projected Completion	Project Status Update	Next Opportunity for Event
			City ¹	Sister ²	Other ³	Private	Total			
Pullman Park - Multi-phase Mixed-use Development (Phase 1B)	DPD/Private	1000 E. 111th St.	\$ 11,003,525	\$ -	\$ -	\$ 30,000,000	\$ 41,003,525	2014	Closed on TIF funding.	
Pullman Park Community Center	DPD/Private	1000 E. 111th St.	\$ 3,000,000	\$ -	\$ 5,000,000	\$ 4,000,000	\$ 12,000,000	TBD	Site located at N. end of WalMart Site. Funding: \$5M (state), \$3M (NMTC), \$2M (MLB), \$1M (Anti-violence fund). DPD working with developer to fill \$1M gap.	
Pullman National Park in National Register District	DPD	see map	\$ -	\$ -	\$ -	\$ -	TBD	TBD	National Park Service issued positive feasibility report in September 2013. Announcement of Economic Impact Study issued by National Parks Conservation Association in November. 1.24.14 - Durbin/Kirk/Kelly resolution introduced to House DPD working with Interior to support designation of Park by President. DPD will issue TOR to develop schematic museum plans for Park Service.	
Artist Work/Live Feasibility Study	DCASE	N. Pullman Locations TBD	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	TBD	TIF Funding presently not available.	
Priority Projects - Projected Investment to Date			\$ 14,253,525	\$ -	\$ 5,000,000	\$ 34,000,000	\$ 53,253,525			

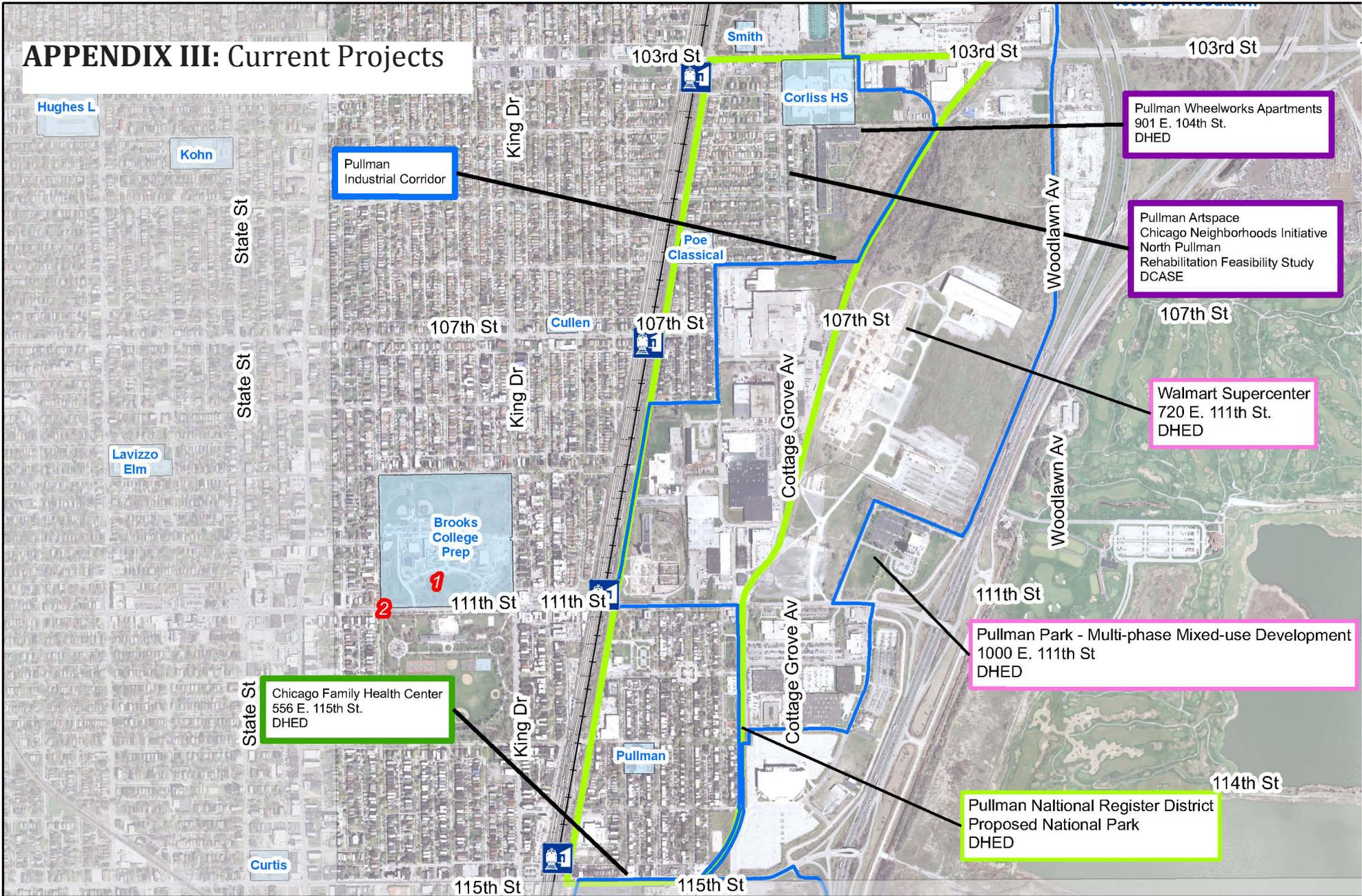
Pending Projects	Department/ Agency	Location Address	Funding					Projected Completion	Project Status Update	Next Opportunity for Event
			City ¹	Sister ²	Other ³	Private	Total			
CNI/Pullman Park: Method Factory	DPD	111th and Doty	\$ 8,100,000	\$ -	\$ -	\$ 31,900,000	\$ 40,000,000	4Q 2014	RDA with Chicago Neighborhoods Initiative, Inc. for preparation of 21 acre site for new industrial facility. (TIF: \$8.1 to CNI) Estimate 115 construction jobs and 90 permanent jobs. 10.16.13 - CC approved TIF assistance RDA 12.2013 - RDA closed; construction underway 3.4.14 - MRE groundbreaking event	2014 (4Q): groundbreaking of rooftop greenhouse 2014 (4Q): "Soft" opening
NEW PROJECT: PALMER (POTTER) Park Major Rehab	CPD	200 E. 111th St.	\$ -	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	TBD	ADA Transition Plan [C] - Field House in pre-design, construction TBD.	
NEW PROJECT: PALMER (POTTER) Park Playground	CPD	200 E. 111th St.	\$ -	\$ 125,000	\$ -	\$ -	\$ 125,000	Summer 2014	Chicago Plays! - new playground equipment. Under construction. 4.17.14: MRE announced project	
Pending Projects - Projected Investment to Date			\$ 8,100,000	\$ 1,125,000	\$ -	\$ 31,900,000	\$ 41,125,000			

Completed Projects	Department/ Agency	Location Address	Funding					Completion (Quarter, Year)	Project Update
			City ¹	Sister ²	Other ³	Private	Total		
Gwendolyn Brooks Selective Enrollment Academy - Additions	CPS	250 E. 111th St.	\$ -	\$ 50,244,953	\$ -	\$ -	\$ 50,244,953	4Q 2011	Funding source: CPS Bond Funds
Palmer Fieldhouse - Fieldhouse Rehabilitation and Energy Efficiency Improvements	CPD	201 E. 111th St.	\$ -	\$ 1,320,000	\$ -	\$ -	\$ 1,320,000	3Q 2011	
Eberhardt Sidewalk Reconstruction	CDOT	between 104th & 105th	\$ 109,555	\$ -	\$ -	\$ -	\$ 109,555	Complete	
Corliss Av. Resurfacing	CDOT	111th to 114th	\$ 195,615	\$ -	\$ -	\$ -	\$ 195,615	3Q 2012	
MMRP	DPD	See map.	\$ 3,500,000	\$ -	\$ -	\$ -	\$ 3,500,000	Ongoing	
Walmart Supercenter	DPD/Private	720 E. 111th St.	\$ -	\$ -	\$ -	\$ 37,000,000	\$ 37,000,000	3Q 2013	Grand opening 9.18.13.
Chicago Family Health Center	DPD	556 E. 115th St.	\$ 2,800,000	\$ -	\$ 7,100,000	\$ -	\$ 9,900,000	3Q 2013	Grand opening 10.1.13.
Pullman Wheelworks Apartments - Mercy Housing	DPD	901 E. 104th St.	\$ 1,500,000	\$ -	\$ 28,100,000	\$ -	\$ 29,600,000	4Q 2013	Construction Complete December 2013, landscape planting in Spring
Completed Projects - Total Investment			\$ 8,105,170	\$ 51,564,953	\$ 35,200,000	\$ 37,000,000	\$ 131,870,123		

General Funding Notes:

- 1. City Sources:** City Loan, GO Bonds, Land Transfer, Menu, NATO, OSIF, TIF
- 2. Sister Sources:** CHA, CPD, CTA Capital Budget
- 3. Other Sources:** Federal (USDOT, HUD, CMAQ), State (DCEO, IDOT), RTA, Private

APPENDIX III: Current Projects



- Legend**
- Transportation projects
 - Education
 - Parks
 - Commercial
 - Housing
 - Private/Commercial
 - Priority Projects
 - Other Notable Projects
 - CDOT Proposed Greenway
 - CDOT Proposed Protected Bike Lane
 - City Boundary
 - Pullman National Park
 - Existing CPS Schools

Chicago Neighborhoods Now:
Pullman





PULLMAN

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