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Reprogramming Inner Suburbs

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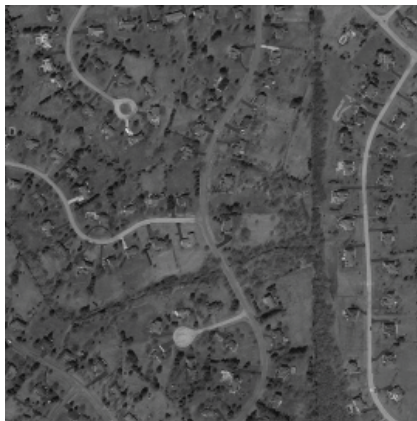


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REPROGRAMMING INNER SUBURBS
BY MATT GOESER
A DESIGN THESIS PRESENTED TO THE FACULTY OF:
THE COLLEGE OF ARCHITECTURE AT THE UNIVERSITY OF NEBRASKA
IN PARTIAL FULFILLMENT OF REQUIREMENTS
FOR THE DEGREE OF MASTER OF ARCHITECTURE
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UNDER THE SUPERVISION OF PROFESSOR WAYNE DRUMMOND
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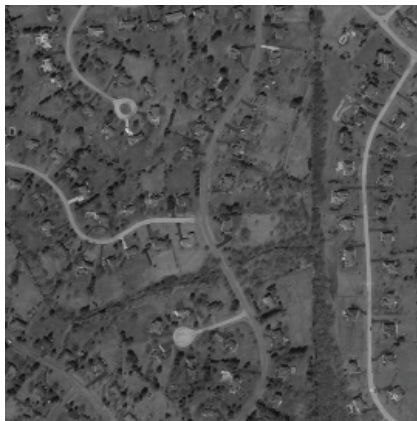
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Ver. 1.1



Ver. 1.0



Ver. 2.1
EXURB



Ver. 2.0
MODERN SUBURB



Ver. 1.1
INNER SUBURB



Ver. 1.0
URBAN CORE





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The ramifications of suburban sprawl and the American dream are widespread and numerous. In a modern society where the preconditioned value of a three-car garage, large, private backyard and detachment from the city center outweighs the possible shortcoming of suburbia, **there is an increasing need to re-evaluate the way in which our cities grow.** With suburbia already having a strong footing in the way that modern America operates, we have come to an age where it is more feasible to mend our cities through suburban intervention than reshape the entire system of American values. Sprawling, underdeveloped suburbs have been designed and encouraged by suburban developers, investors and the general public who have little education or interest in their larger urban implications. As architects struggle to find their place in contemporary society, we are seeing an increase in cheap, poorly designed cities and architecture that does not perform to its potential. For too long the field of architecture has turned its cheek to suburbia in an attempt to not soil their design with the negative connotations of suburban sprawl. In suburban development there is little room for well designed cities when those invested are looking to turn the largest profit.

Suburban American is the final frontier for the architect. With the architect's comprehensive knowledge of urban design on the scale of a single family house to urban planning and infrastructure, they provide a unique and invaluable set of skills to **mend the growing pains** that cities are experiencing from unhealthy urban sprawl. My proposal will not attempt to replace suburban American with a new form of urbanism but will rework and retrofit the suburbs **with sustainable, dense development that allows the suburbs and multi-nodal cities to exist in a more self-sustaining manner.**

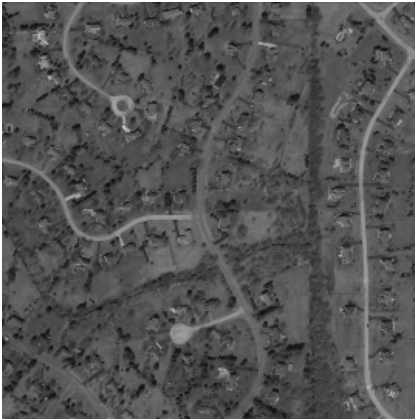
While modern suburbia is a sprawling sea of McMansions, evenly and generously spread across the fringe of American cities, there is an even more caustic region of suburbia just on the edge of the bustling city. In stark contrast to the thriving central business districts of modern metropolitan areas, the first ring suburbs have long since seen their hay day and are falling apart. Due to the constant leapfrogging of new generations of families eager to have their piece of the American dream and armed with the "drive until you qualify" mentality, **the first wave of suburban sprawl has been left in the dust.** Although first tier suburbia was once the picturesque neighborhood that any affluent, middle class family craved, **they are now viewed as the blighted extensions of the inner city.**

Although the cities of America continue to sprawl beyond reasonable advancement, there is a growing longing for what can only be offered by the dense urban cores. As the Millennials of Generation Y begin families and are looking for communities to start them in, they are moving closer towards the city center than previous generations. Within this generation is an apparent appreciation for a greater sense of community that is no longer found in the sleeping suburbs at the edge of growing cities. First ring suburbs, desperate for innovative redevelopment and new life, provide prime locations for those looking for an alternative to contemporary suburb living. However, due to the nature of suburbia and the growing pains that have come of it, **the inner city suburbs have become a place for undesirable lifestyles** with issues furthered by the relatively low-income of its inhabitants. **Can the issues of first tier suburbia be solved with the densification of new city centers providing a healthy community with something to offer to everyone?**





Can the issues of first tier suburbia be solved with the densification of new city centers providing a healthy community with something to offer to every user?



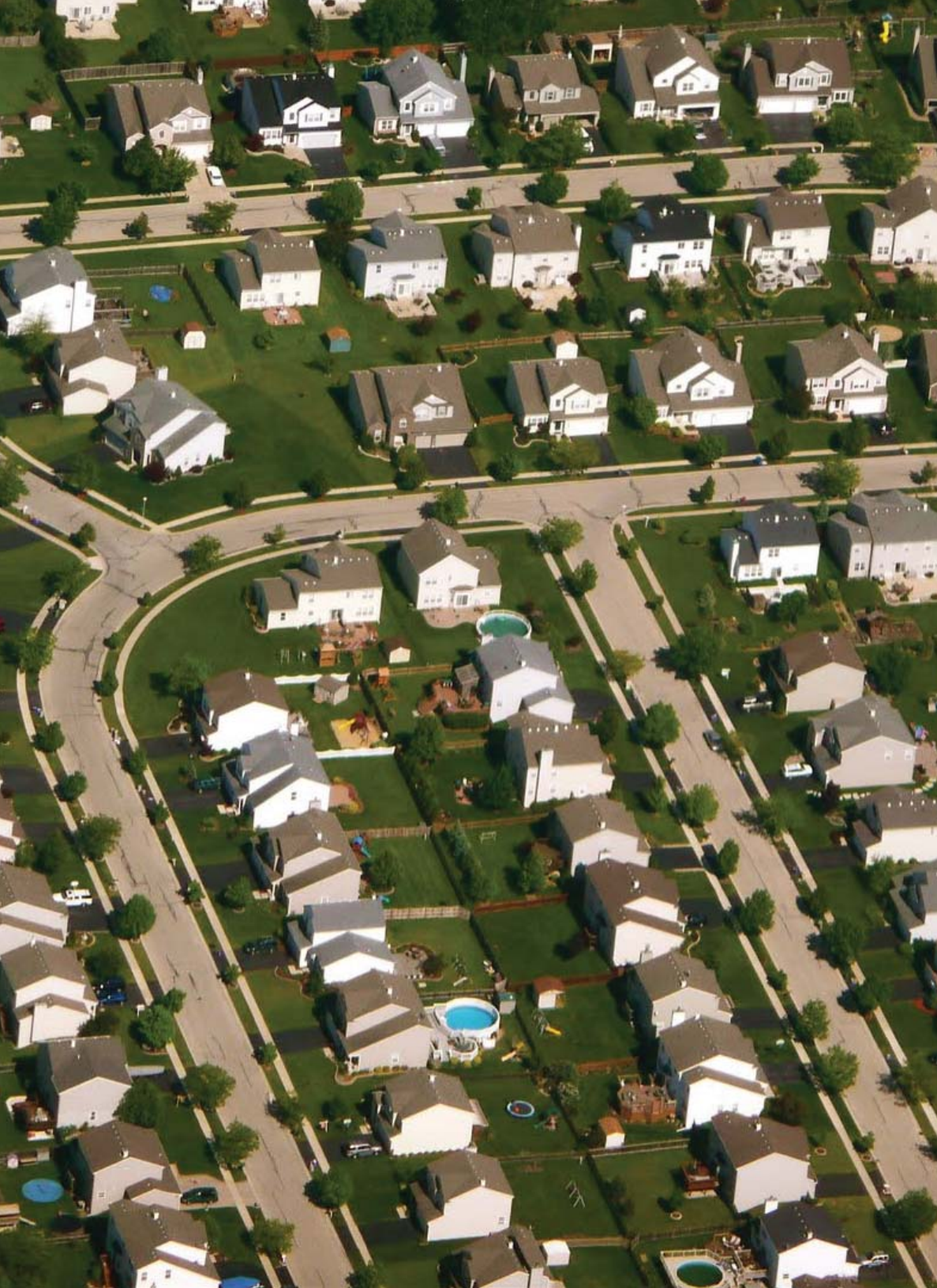
mod·ern sub·urb

\mōd-ĕrn sŭb-ĕrb\

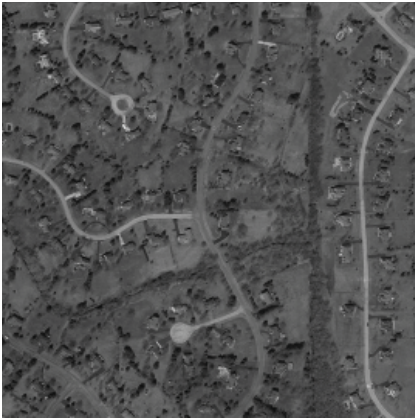
noun

1. Contemporary community developments located a significant distance from the CBD and typically planned by land developers with profit being the prime driver.
2. A byproduct of modern society's fascination and dependence on the automobile.

See also: Suburbia, Periphery



The modern suburb has systemically engineered walking out of our lives leading to longer and more frequent auto travel. In 1960, the average family spend only 10% of their income on transportation; now they spend over 20%. One hour spent driving triples your risk of heart attack in the three hours following. Increased commutes are also taking an emotional toll on Americans. A 23 minute drive can have the same effect on happiness as a 19% reduction in income. These problems are furthered by the self-fulfilling prophecy of induced demand. More cars leads to more roads which thus leads to even more cars.



in·ner sub·urb

\ˈi-nĕr sŭb-ĕrb\

noun

1. The first suburban development in a metropolitan area typically seen in the ring of growth around a major city in the 1950s.
2. A post-war suburban community with more density than contemporary exurban developments and often ailed with issues related to the inner city.

See also: First-ring Suburb, First-tier Suburb



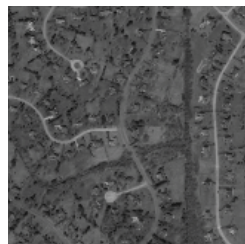
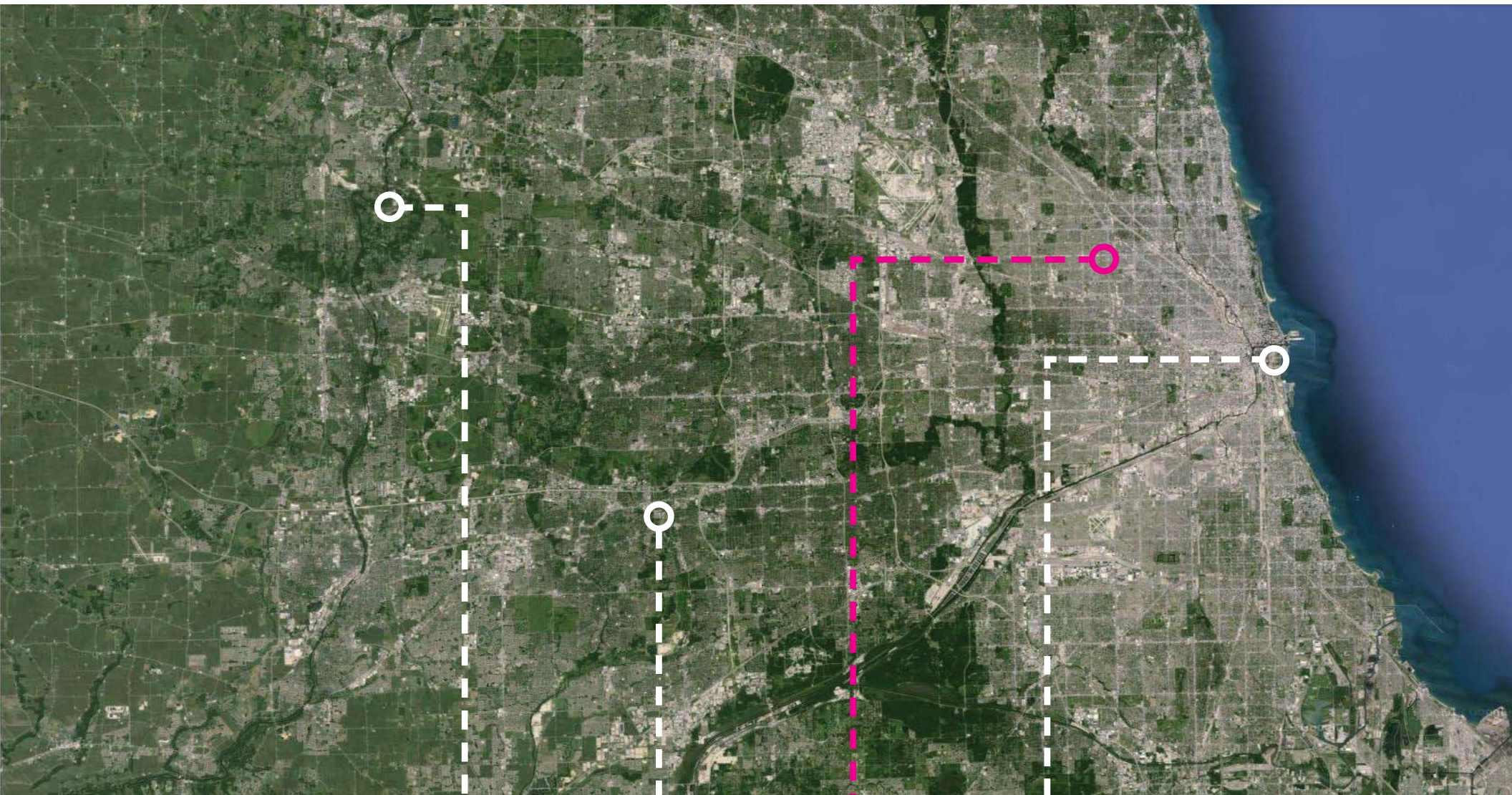
Walkable communities (such as the denser fabric of inner suburbs) have significant impacts that reach far beyond the physical health of its members. Replacing all of the lights in the average household with energy efficient lights saves only as much energy in a year as living in a walkable neighborhood does per week. Inner suburbs provide a much higher density than contemporary suburbs. However, while the fabric might be more physically dense, it tends to be mono-programmatic. Where there is a high density of one program, there needs to be a balance of varied, frequent programs.



CHICAGO, IL

It is not a question whether it is the right time for new urban forms. Recent studies of architecture firms from around the United States show that **there is an increasing demand for housing closer to amenities and a general push for more development in denser urban environments** where transportation and amenity costs are lower. Redensifying the suburbs of the nation allows for the poorly developed metropolitan areas to operate more efficiently without having to worry how to connect them back to the city that feeds them with massive infrastructural investments.

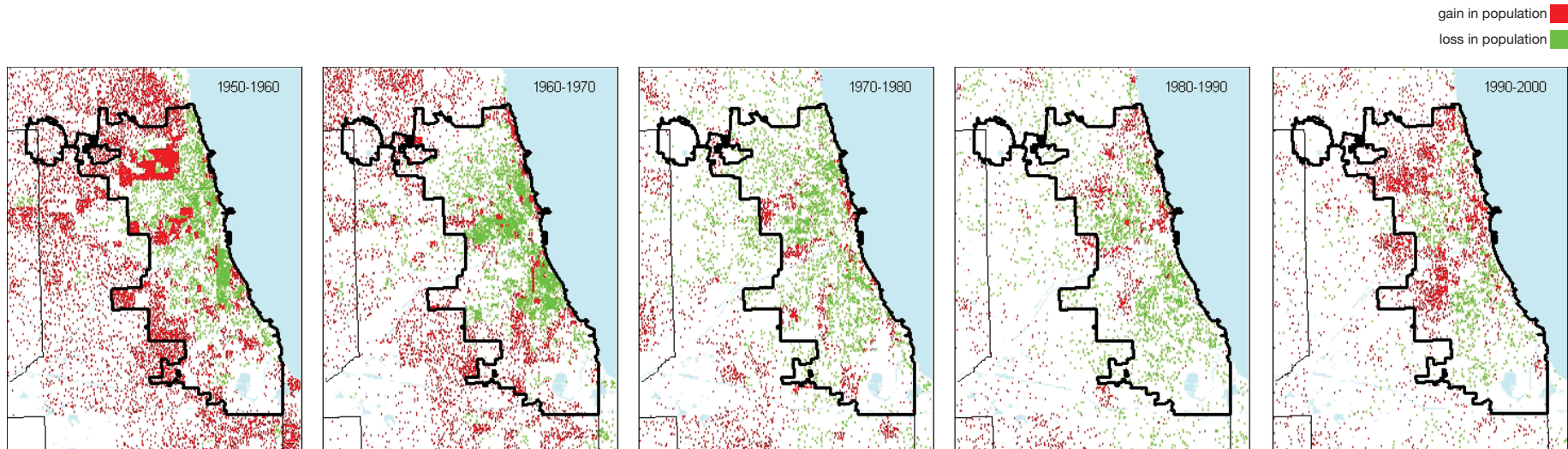
As Chicago was forced to grow and eventually sprawl in primarily one direction, the city has formed concentric rings of suburban development that center around the CBD of downtown Chicago. Because of its layering of growth, the first tier suburbs have located themselves on the edge of modern Chicago proper. Beyond these communities begins the ring of contemporary suburbs that gradually fade into the ex-urbs of the Chicagoland area.



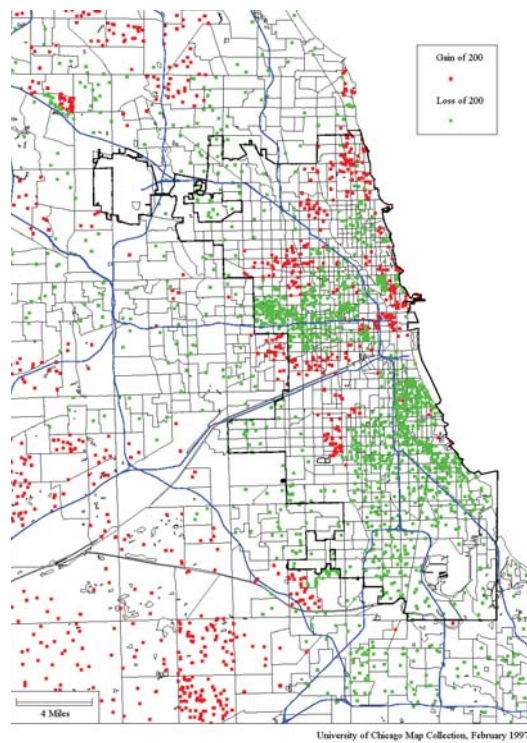
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INNER SUBURB

THE REBOUND

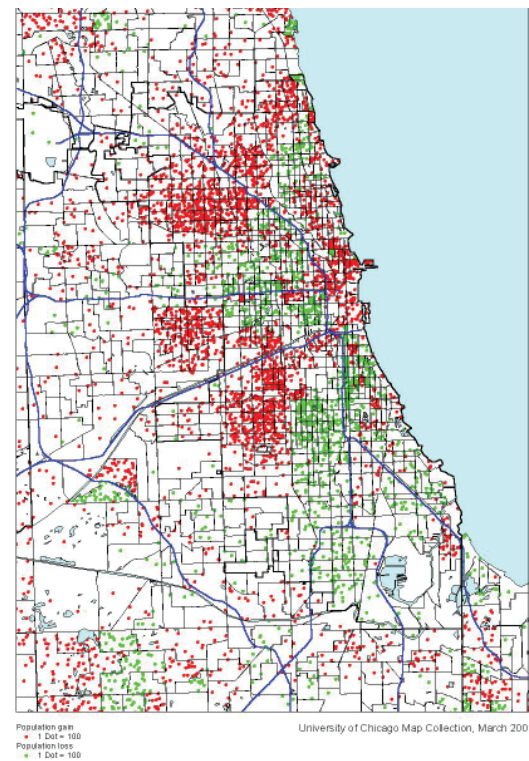
GENERATION Y MOVES BACK IN



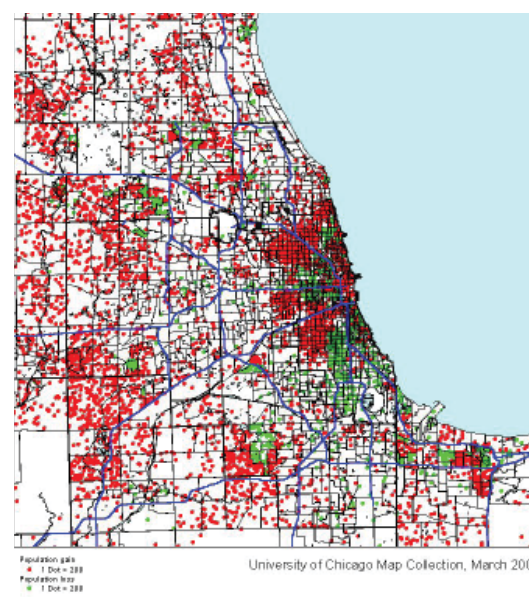
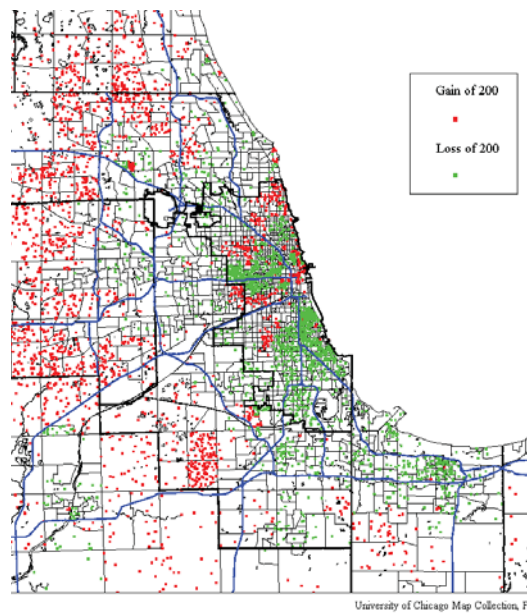
As 77% of the Millennials of generation Y plan to live in America's urban cores, there has been a drastic shift in the urban communities developing from this trend. While Americans still rank the "American Dream" high on their list of what determines their sense of fulfillment, they are beginning to rank a greater sense of community as a higher determinant of that than having a two-car garage or fenced backyard. Because of this, more than half of the country's 51 largest metropolitan areas saw greater growth within city limits



1980s

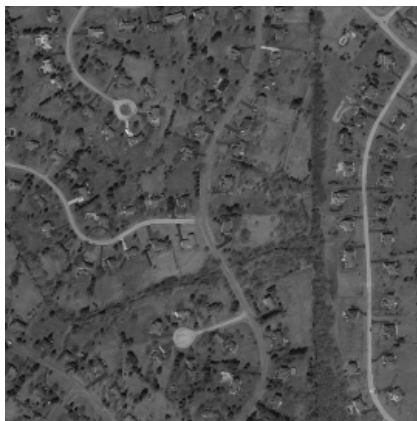


1990s



SUBURBIA VER. 1.2

THE CURRENT STATE OF FIRST-TIER SUBURBS



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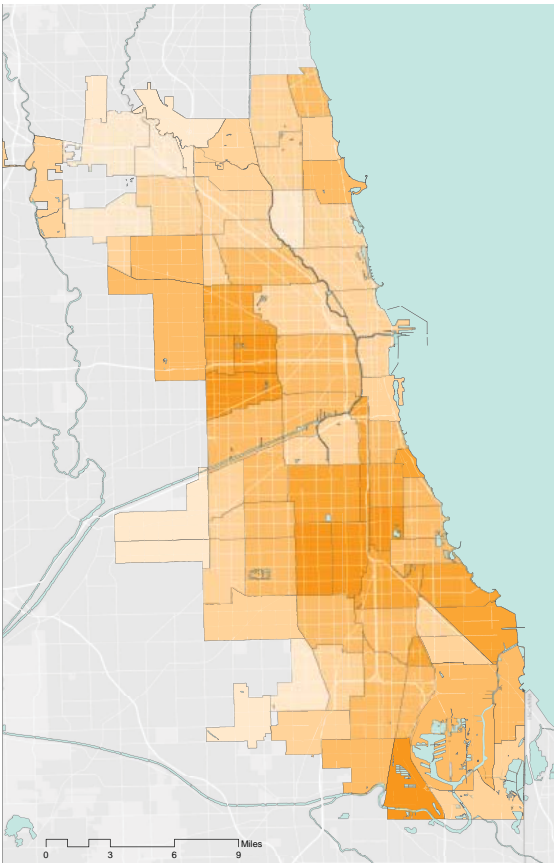
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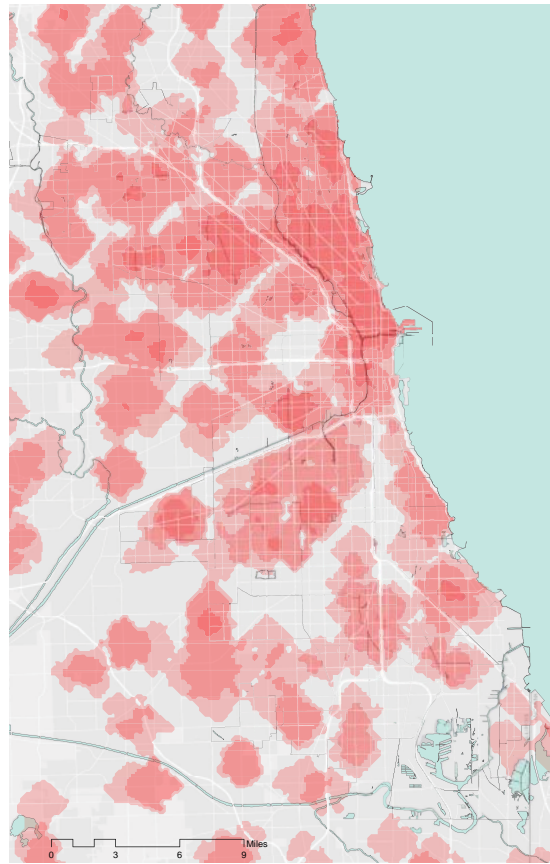


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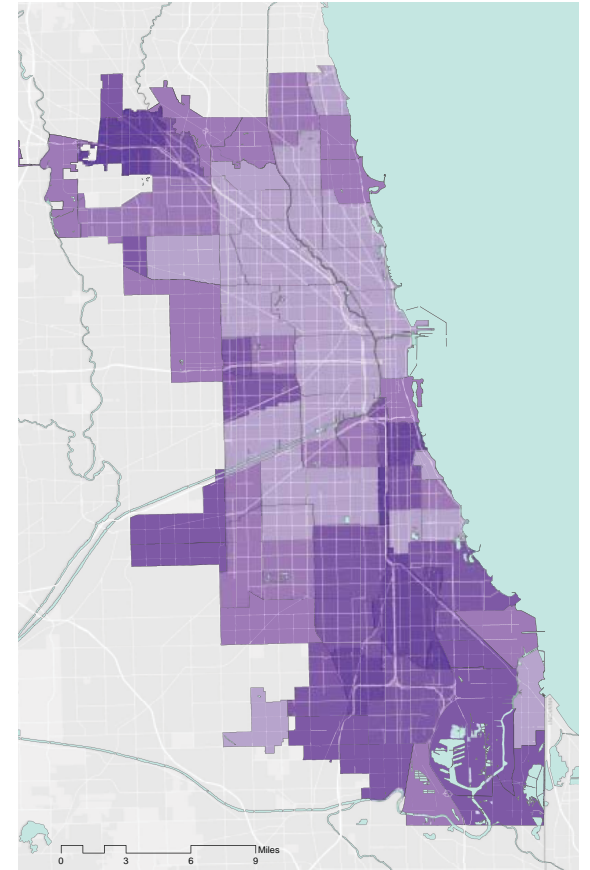
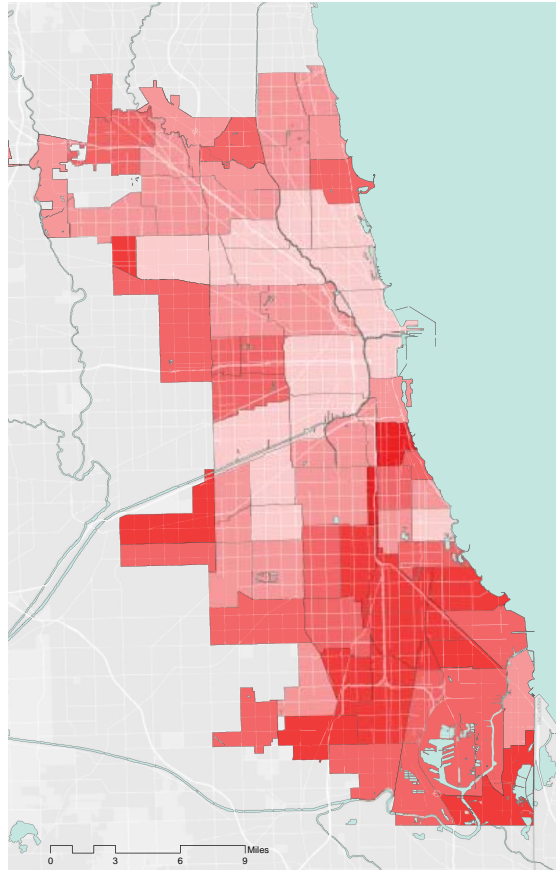
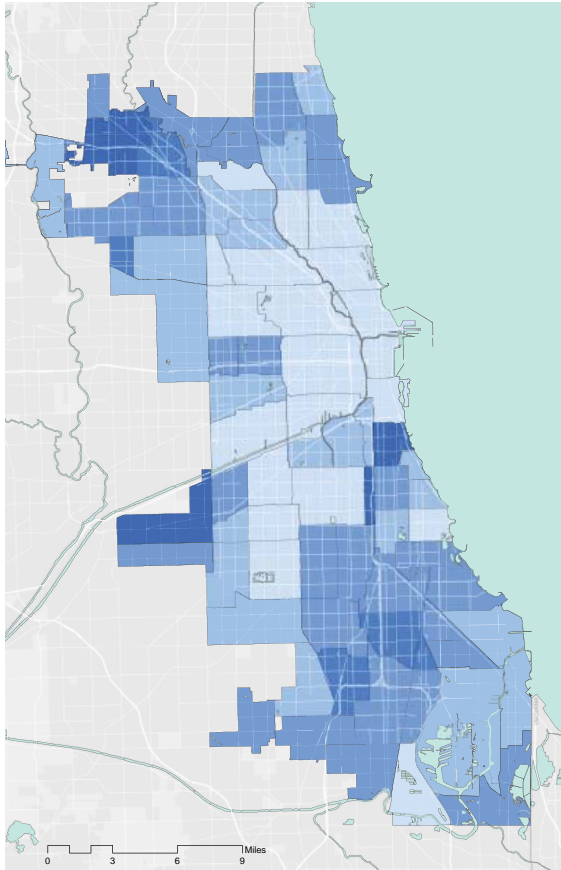
BASE poverty

- US ranks worst among advanced economy countries when it comes to food insecurity
- 30% of families in the US are food insecure
- 44 million Americans are on Supplemental Nutrition Assistance Programs (SNAP)
- 1 out of 2 kids will be on SNAP at some point



CATALYST nutrition access + food deserts

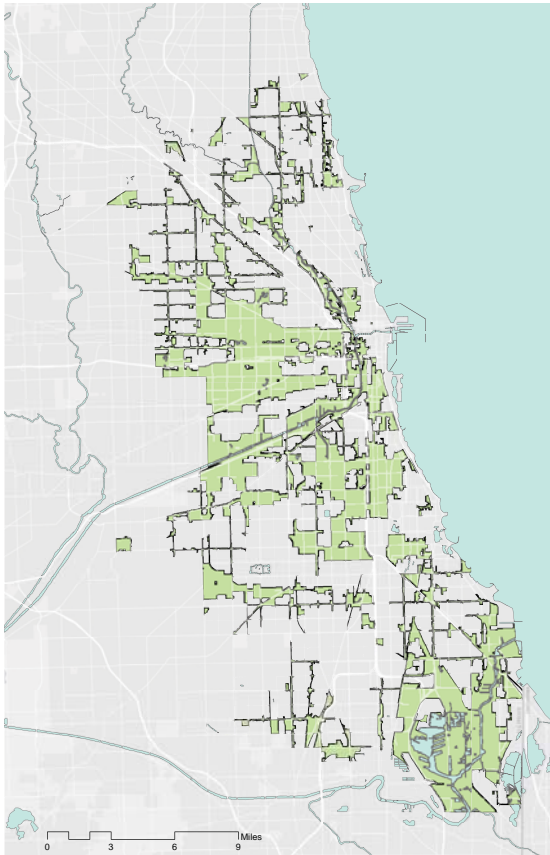
- 23.5 million Americans live in food deserts without easy access to produce and proper nutrition
- Even having access to food does not mean having reasonable access to food. Food deserts are measured within a walk mile walking radius which is already too far to access on foot
 - Areas of overlapping poverty rates and inaccessibility to food create the ideal conditions for malnutrition and inactivity related health risks
- 84% of what the US subsidizes are commodity crops which are the basic ingredients for processed food - making fruits and vegetables unaffordable



PRODUCTS

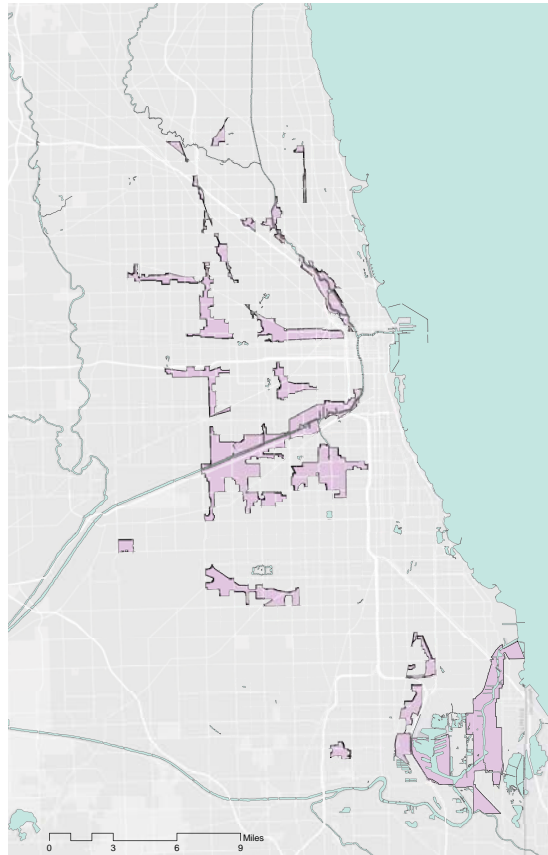
heart disease + diabetes + stroke

- Diabetes costs 313 billion dollars of the entire GDP of the US when prevention is cheap in comparison
 - 17% of children and 35% of adults in the US are obese
 - 1 in 3 children born in the US in 2000 will develop type two diabetes
- Chicago's childhood obesity rates are twice that of the national average and the high school age rates are one and a half times the national average
- Compared to US averages, high school students in Chicago do not eat as many fruits or vegetables - these results potentially indicate the presence of food deserts and highlight the need for better nutrition



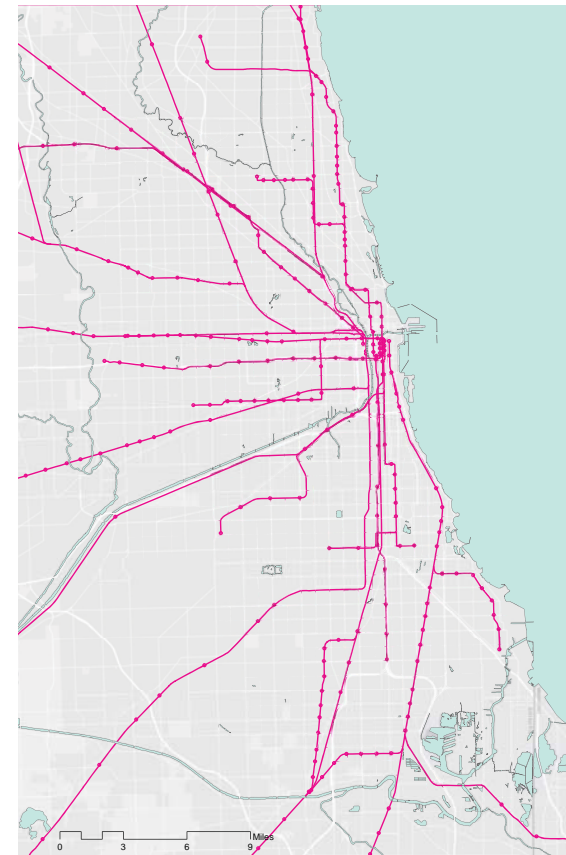
REDEVELOP tif districts

- Districts determined by the city for tax increment financing (tif) redevelopment
- Subsidizes current developments with estimated future gains



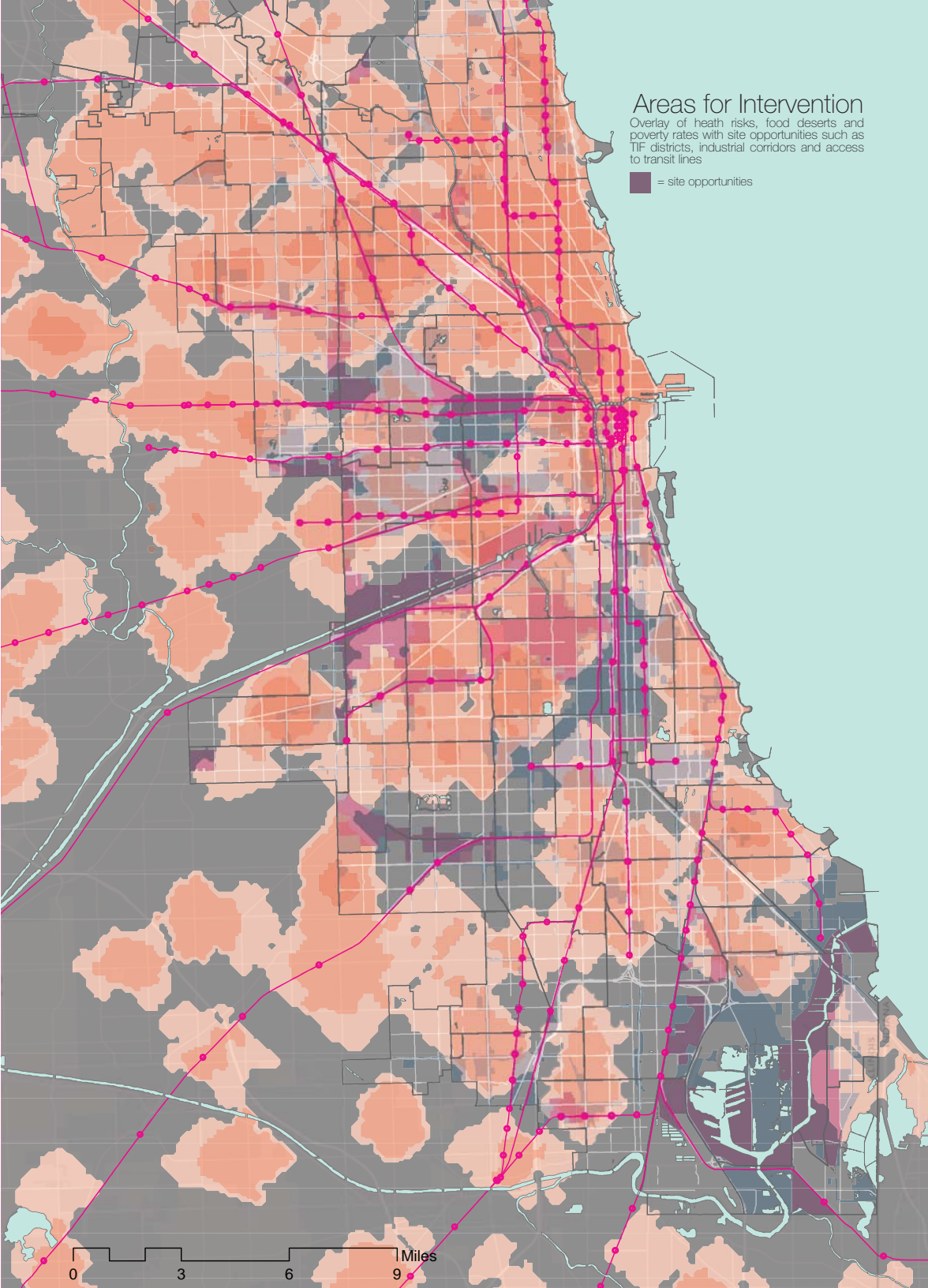
REPURPOSE industrial corridors

- Redevelopment must consider the efficiency of space and program in the city where real estate is precious
- Can industrial zones be more productive if moved outside of the city, freeing up space for programs to sustain urban life?



RECONNECT mass transit

- Redevelopment should tap into infrastructure to tie citizens to the urban core to provide jobs and recreation while using existing infrastructural systems
- From the first tier suburbs the L provides transit into the city while the Metra moves users further out into the suburbs
- Tapping into both systems at a half way point allows for first-tier residents to have access to the CBD and ex-urbs while also providing business to the development from both ends

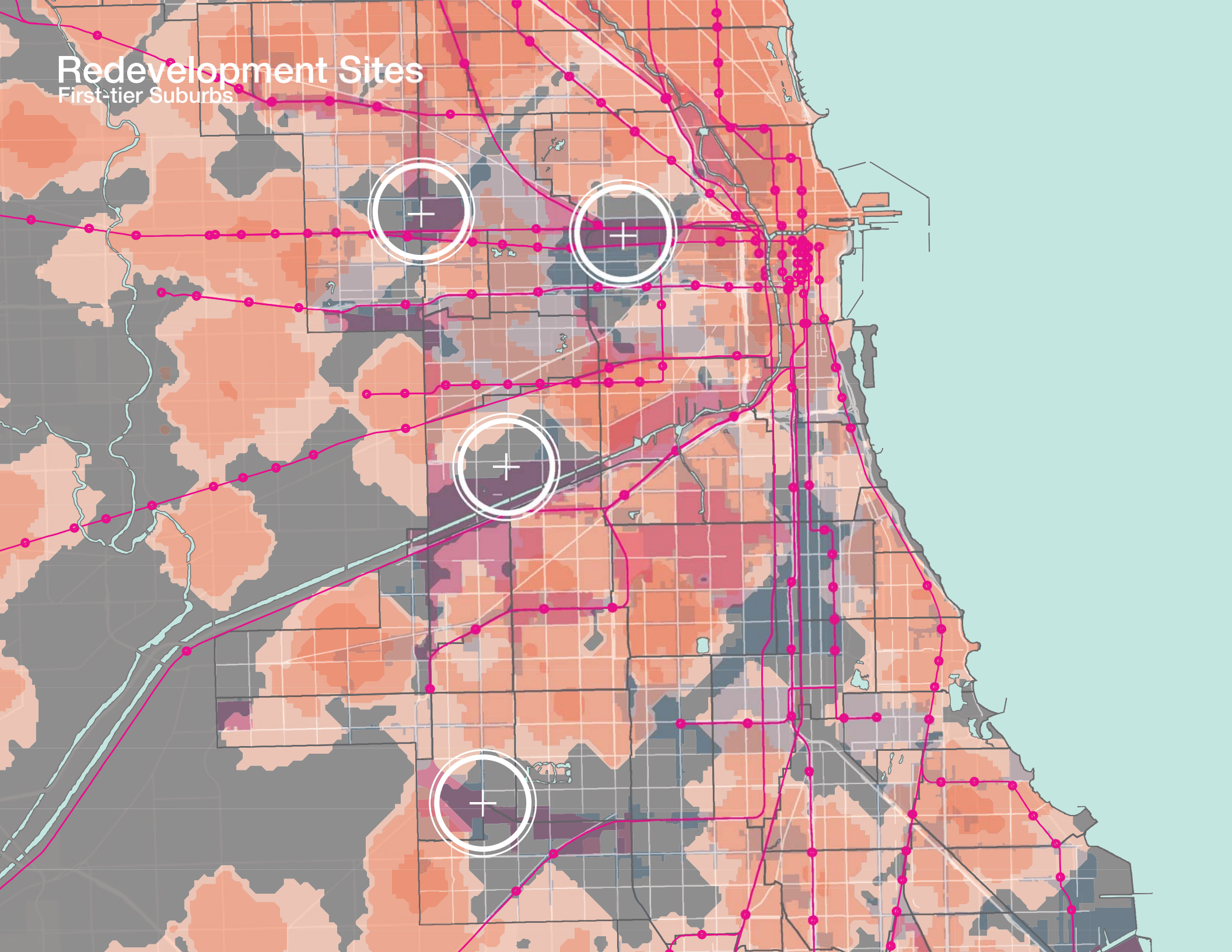


Within the first tier suburbs of major cities remain many problems that have deterred many from giving up their suburban lifestyles to live in the city. These issues can be directly correlated to the rapid expansion and thus neglect of the first ring of growth in metropolitan areas. Currently the first tier suburbs hold some of the highest poverty, obesity, diabetes and vacant building rates across America, positioning them for urgent redevelopment. Many of the issues facing these communities can be resolved through the creation of new urban centers that operate as hubs for communities to gather, shop, live and work all within walking distance. The health crisis that these neighborhoods are facing can be remedied with healthy communities that have access to and promote physical and social well-being. A common root to these problems is the dispersed programs within these communities. Creating a greater overlap of programs oriented around walkability and access can reduce these programmatic dead zones across cities including food deserts.

My proposal is for a dense urban plan to infill the under-performing spaces found in the wake of urban sprawl. The scale of the proposal would be an entire suburban "district" of a few city blocks to include housing, infrastructural nodes, spaces for recreation, and areas for the development to consider its own food production. The proposal will focus primarily on the layering and connection of these programs into the already implemented suburban fabric including the interconnections within the proposal. However, the proposal will include a more in depth exploration of the main hub. The main hub of my proposal will be a mixed use medium-rise building that will allow for residents of the building and surrounding area to sustainably live in a manner that allows the users to experience the benefits of living, working and playing in suburbia without the detrimental effects on the greater urban environment that typical suburban developments have. The users will be the average American family living in suburbia that, with the recent recession and a new reconsideration of their decision to live in suburbia, is considering a more sustainable and less financially demanding lifestyle that can be found in a dense urban environment. The proposal will also aim to attract the next generation of families looking to get their piece of the American dream in the suburbs but has a different and more appreciative understanding of dense urban environments. This densifying and mending of the suburban environment will consider the factors that attract families (yards, public parks, space to park their cars, a plot of land to call their own and connections to the surrounding community and people) to the suburbs in the first place while providing those things at a different scale that allows the suburbs to become more efficient and self-sustaining.

Redevelopment Sites

First-tier Suburbs



Issues

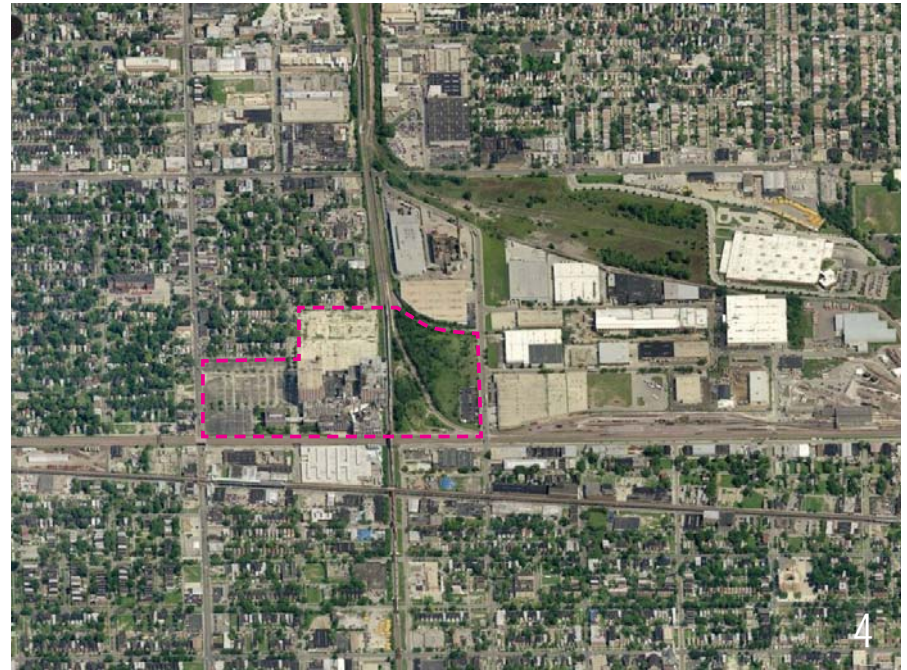
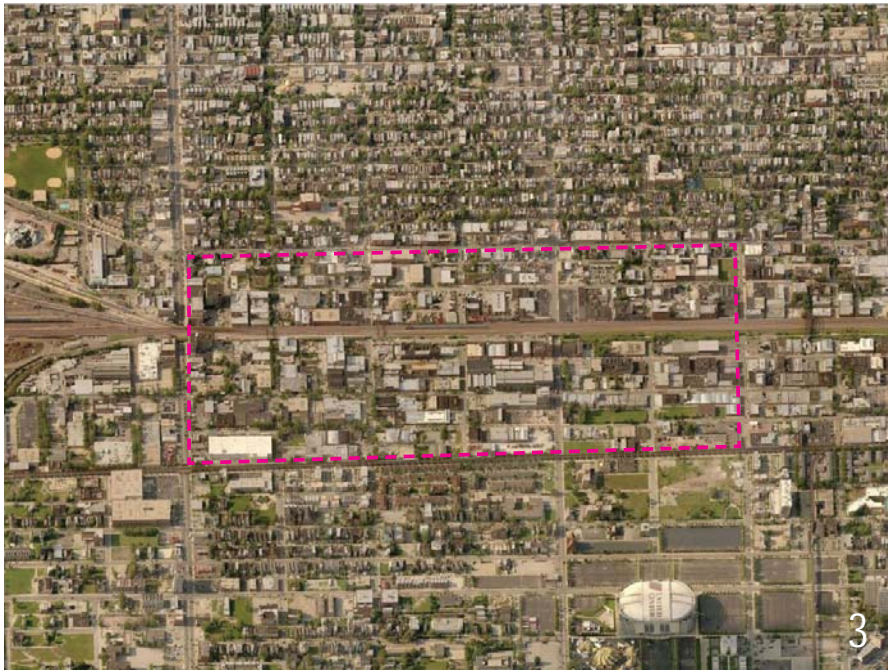
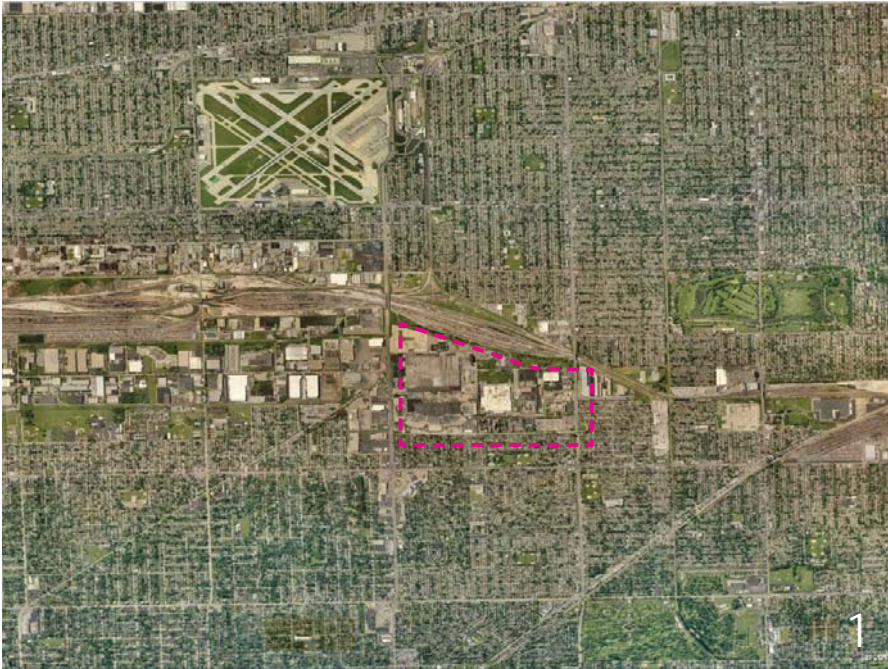
- nutrition-related health issues
- poverty
- lack of access to daily programs
- high mono-density

Opportunities

- relation to mass transit
- areas for redevelopment
- urban fabric built for high density
- access to inner and outer metropolitan area

Chicago has seen an amazing amount of growth over its lifetime and while its urban core provides many great examples of urban planning, its surrounding suburbs leave something to be desired. While the edges of Chicago are still broadening with new development focused on mid to upper class suburbs, the original suburbs of Chicago have been engulfed by the city after its first wave of sprawl seen in the 50s and 60s. These neighborhoods that were once prime real estate for families looking to live outside of the central business district but close enough to the hustle and bustle of urban life are now suffering from society's infatuation with the suburban American dream. The communities found in this first tier of suburbia are falling apart and are in desperate need of revitalization. In doing so, these neighborhoods will begin to flourish once more as they are alleviated of the cities growing pains.

While many areas of the outer edge of Chicago-proper need redevelopment and have even been deemed worthy of tax increment financing (TIF), the communities that need it most are the ones that are suffering both physically and socially due planning, economic and health-related issues. While Americans are constantly looking for another remedy to alleviate the symptoms of failed socio-economic and urban systems, solving the root of the problem through community redevelopment can eliminate most of these issues. Neighborhoods that are most in need of this treatment are where multiple systems have failed to connect citizens with the resources and programs necessary to sustainably live within the city. These areas include a lack of access to high-use programs such as grocery stores, recreational programs, retail, communal areas and even places of work. In order for the site to easily tap into the various other resources that the larger city has to offer, the area must also be appropriately positioned to take advantage of the infrastructure and transit that would give users easy access to the city center. While the designated site may hold one aspect to a higher value than another, any site considered will meet each of these criteria to varying degrees.



SITE 1

FORD CITY MALL

- + dying mall
- + largest urban food desert
- no direct connection to rail transit
- mall still in business
- few vacancies in adjacent neighborhoods

SITE 3

KINZIE CORRIDOR

- + located between Metra and I lines
- + bridges neighborhoods
- + some undeveloped properties
- many small businesses = harder to displace or re-appropriate space
- closer to inner city than suburbs

SITE 2

LITTLE VILLAGE INDUSTRIAL PARK

- + expansive site
- + access to river
- + bridges two food desert communities
- brownfield
- expressway and major rail lines create significant barriers

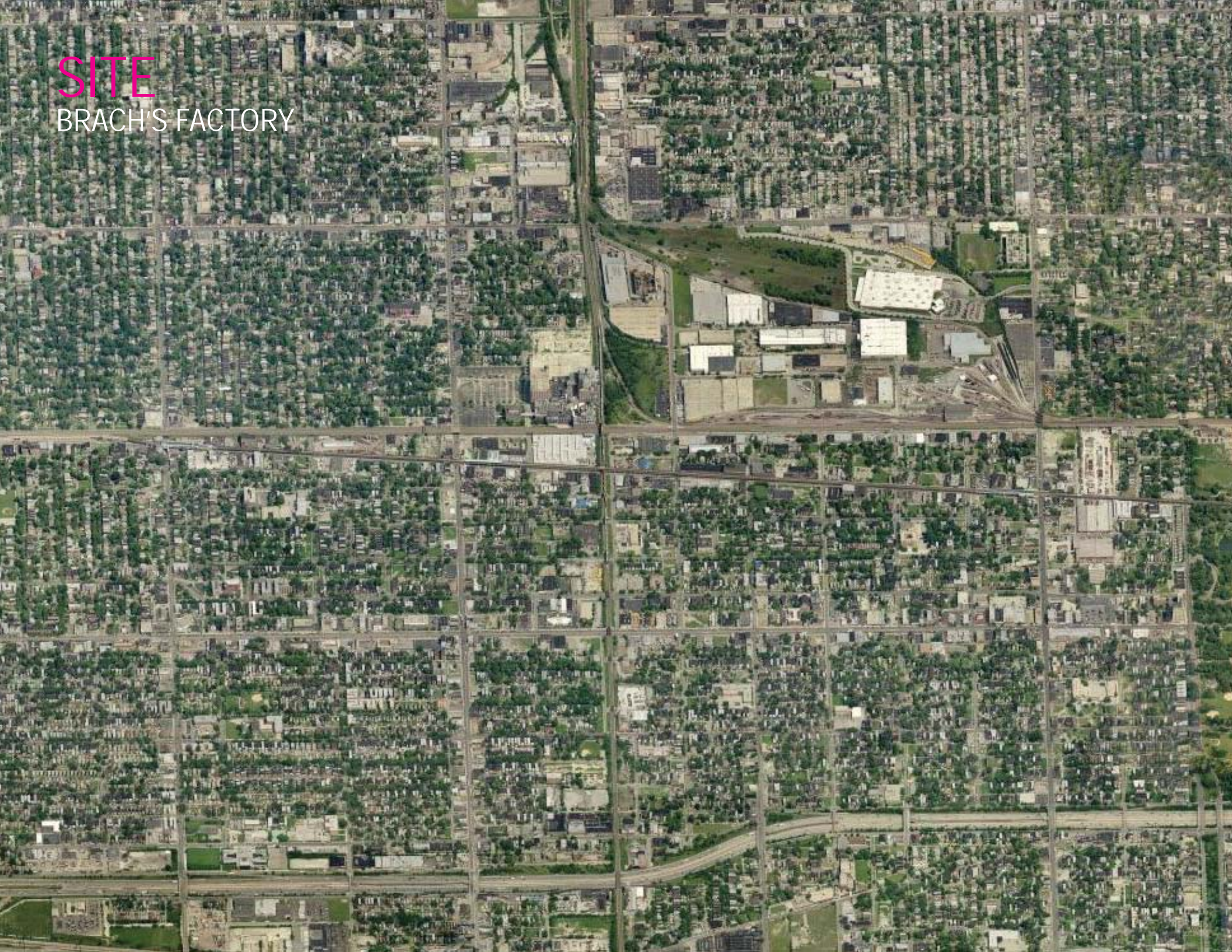
SITE 4

BRACH'S CANDY FACTORY

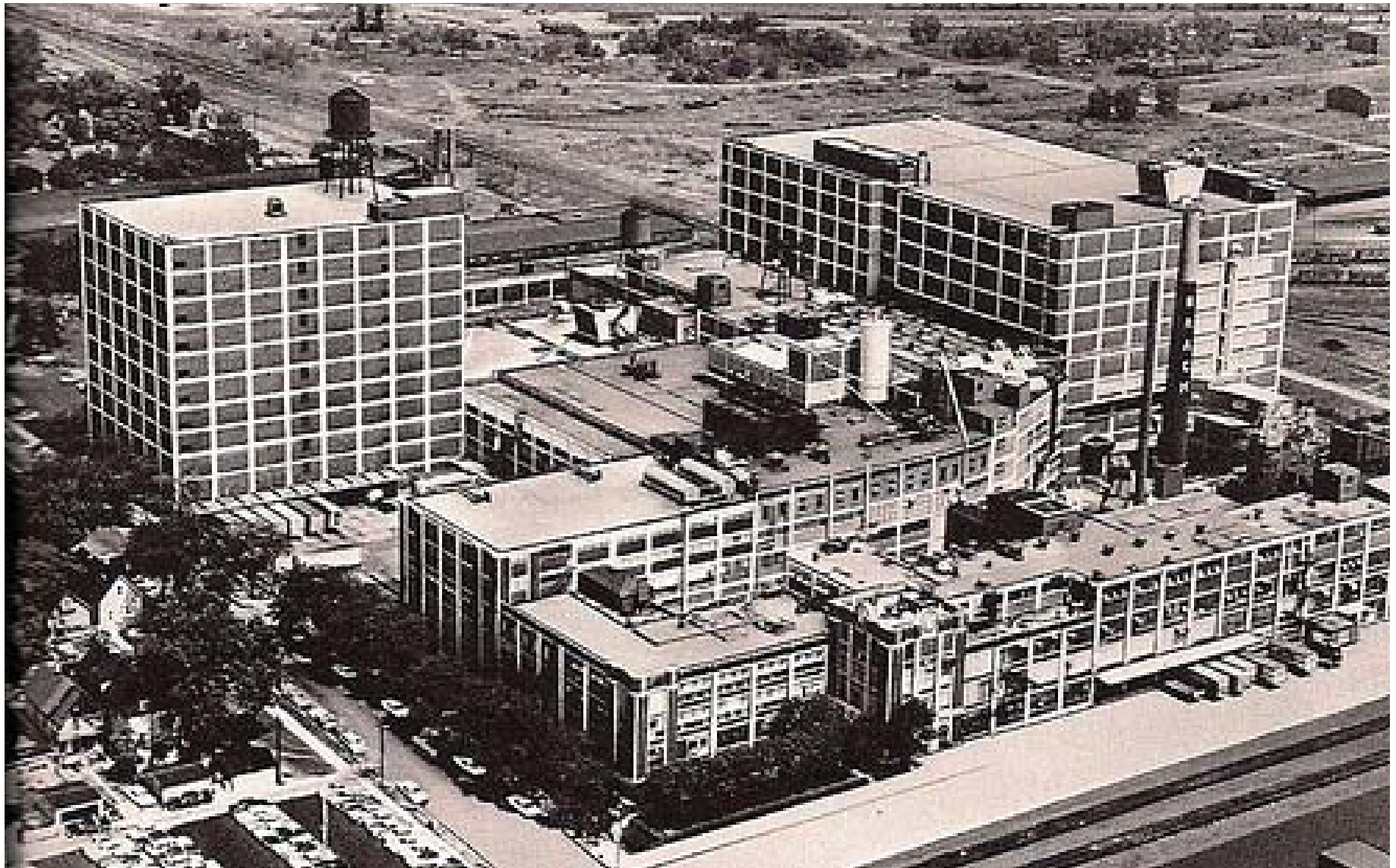
- + abandoned
- + room to expand into surrounding industrial zone / neighborhood
- + access to both rails and Cicero Ave
- + less businesses to displace or incorporate if development expands
- + half way between urban core and suburban villages
- + surrounding site is dense but with room for
- smaller initial site
- may require relocation of lesser rail lines

SITE

BRACH'S FACTORY



While there are a number of sites across the Chicago metropolitan area that fit the criteria for a community-centric redevelopment plan, the fourth site, Brach's Factory, is a prime location for its implementation. The community falls into a high risk area for the all of the nutrition related health issues that have been measured, as well as landing in the middle of a food desert with no access to legitimate grocery stores. The site is also an ideal spot for redevelopment because it lands into all three categories of examined categories. It is in an industrial corridor that has outlasted its usefulness to the surrounding community; it's a part of a city sanctioned TIF district for redevelopment, and it is located just off the green line on the L as well as the Union Pacific Metra line. The neighborhood already has supporting role programs such as an elementary school, career-oriented high school, churches and small businesses but it still lacks the day to day and primary programs that are needed to sustain urban life.



Shortly after Brach's Candy company first opened its doors in downtown Chicago, they grew too large for their original building to house their operation. In 1922, outside of Chicago and before the development of the first-tier suburbs, the company purchased a site for a larger factory. That factory located in the current Humboldt Park community grew over the years until it reached its peak in the 80s when it employed 3,500 in the surrounding neighborhoods, becoming a driving force in the development of Humboldt Park and Austin. Though it was once the economic powerhouse of the community, the company found itself with new management and things went downhill from there. In the 90s the employment fell to 1,100 workers and was officially abandoned in 2003. The property was purchased in 2013 by a developer and slated for a \$42.3 million redevelopment plan that included demolition of the old factory building. The new plan will 500,000 square foot distribution center that is estimated to bring a mere 75-200 jobs back into the community. As a counterpoint to these quick turn around projects that seem to be common place in underdeveloped neighborhoods, the Brach Park community redevelopment plan understands that given the factory's key role in Humboldt Park, it must be replaced with another heart for the community that is more considerate of the changing demographics of Chicago's core and periphery.

BRACH'S FACTORY

Humboldt Park
401 N. Cicero Ave.

The Brach's Candy factory site locates itself just on the edge of the Humboldt Park community; bordering the Austin community. The surrounding community would be easily overlooked by Millennials moving back in to the city center given its current condition, but contrary to initial reactions, the community and surrounding neighborhoods serve as a prime candidate for redevelopment. Where as most first tier suburbs in the surrounding areas have fallen apart to subsequent years of neglect, the Humboldt park is merely rough around the edges. And, in contrast to other communities, isn't so much a product of disrepair but more so a byproduct of Chicago's growing pains. Where some neighborhoods have fallen apart, the Humboldt park neighborhood has remained fairly intact but is lacking development due to its initial underdevelopment. Because of this, there are numerous residential and commercial lots surround the site that could be easily converted or developed assuming the Brach Park development creates enough critical mass. Once, the community center has taken root, there is a large stock of property that could be subsequently developed.



ABANDONED



CONDEMNED



VACANT



HOUSING STOCK



EVERYDAY URBANISM



FOOD SUPPLY



DEMOGRAPHICS

Understanding user demographics is key to the success of any urban project but especially so when dealing with redevelopments within older or established communities. While some form of gentrification may occur naturally, as designers we must be considerate of the larger picture that we manipulate as we interject objects into the built environment. Any redevelopment will inherently change the dynamic of the community it serves as is the point of the intervention. However, it is irresponsible to be ignorant of the possibility of complete gentrification. Architects have a civic obligation to mitigate any harmful affects of their design process and understand that even the smallest projects may create a ripple effect that extends far beyond their site and into the larger city's socioeconomic systems that feed into the site.

Normally, you can understand the demographics of any given site by looking at those that have direct and indirect to the project. Depending on the program of the redevelopment that radius may extend far beyond the site and into the greater city. In order for Brach Park to be successful it must attend to the needs of the immediately surrounding community but also the areas that fall into its commute and transit radius. Typically radii are draw around the site in order to determine travel distances by time. However, they do not usually take into consideration varies methods of travel or the travel speed determined by speed limits or physical city fabric. The transit radii for my project have been adjust to reflect speed limits and street patterns and reflect travel increments for walking, driving, and using rail transit. Once various demographics characteristics have been observed for each of the communities reached by the transit radii, an average user base can be found. However, to design for this average user would provide results that would never fit any one person because the variety of life found within the reach of the Brach's site varies so greatly. Instead we must look at the extremes and design for them. If the extreme demographic conditions are incorporated into the redevelopment then every typical user should fall somewhere along that spectrum.

USER DEMOGRAPHICS

SITE + TRANSIT RADII = USER RADIUS

Typically transit radii are taken as a circle from the center of a given city. However, we travel using systems that abide by the Jeffersonian grid. By accounting for the population, speed and traffic of these systems, we can find an more accurate "radius" that shows actual travel distances from the site given typical walking ranges (25 - 50 mi) and ten minute times through cars or mass transit. This creates a large demographic area that shows the wide range of users that have relatively easy access to the site. Given the census statistics from communities reached by the actual transit radii, one can determine the appropriate amount, type, and range of program and its components.

Community Breakdown

1. Portage Park
2. Belmont Cragin
Population: 78,144
Median Age: 31.07
White: 65,599 (86.0%)
Black: 2,869 (3.9%)
Hispanic: 30,881 (40.2%)
Other: 29,127 (37.5%)
Households: 21,851
Family Households: 17,159 (78.3%)
Non-family Households: 4,692 (21.5%)
Average Household Size: 3.56
Average Family Size: 3.93
Owner-occupied: 21,851 (96.6%)
Vacant Housing Units: 780 (3.4%)
Renter-occupied: 12,074 (55.3%)
Mean Household Income: \$72,777 (62.7%)
Per Capita Income: \$43,581
People Under Poverty: \$14,380

3. Hermosa
Population: 26,008
Median Age: 30.5
White: 11,094 (22.7%)
Black: 900 (1.4%)
Hispanic: 22,574 (46.1%)
Other: 14,350 (29.3%)
Households: 7,266
Family Households: 5,869 (80.8%)
Non-family Households: 1,397 (19.2%)
Average Household Size: 3.70
Average Family Size: 4.07
Owner-occupied: 7,266 (95.5%)
Vacant Housing Units: 246 (4.5%)
Renter-occupied: 3,264 (44.9%)
Mean Household Income: \$40,725 (55.1%)
Per Capita Income: \$15,246
People Under Poverty: 16.7%

4. Melrose Park
Population: 25,411
Median Age: 30.3
White: 24,016 (93.7%)
Black: 1,489 (5.5%)
Hispanic: 17,625 (41.4%)
Other: 6,010 (21.1%)
Households: 7,958
Family Households: 5,707 (71.6%)
Non-family Households: 2,251 (28.4%)
Average Household Size: 3.19
Average Family Size: 3.76
Owner-occupied: 7,958 (100.0%)
Vacant Housing Units: 567 (6.7%)
Renter-occupied: 3,969 (49.9%)
Mean Household Income: \$39,609 (50.1%)
Per Capita Income: \$53,758
SNAP Households: \$17,077
People Under Poverty: 14.3%

5. River Forest
Population: 11,172
Median Age: 41.3
White: 9,475 (80.1%)
Black: 751 (6.3%)
Hispanic: 967 (5.7%)
Asian: 505 (4.3%)
Other: 197 (5.7%)
Households: 3,961
Family Households: 2,766 (70.1%)
Non-family Households: 1,195 (29.9%)
Average Household Size: 2.60
Average Family Size: 3.19
Owner-occupied: 3,961 (100.0%)
Vacant Housing Units: 215 (5.1%)
Renter-occupied: 3,489 (88.1%)
Mean Household Income: \$72,411 (62.7%)
Per Capita Income: \$184,726
SNAP Households: \$66,028
People Under Poverty: 0.4%

6. Oak Park
Population: 51,678
Median Age: 38.3
White: 35,121 (63.5%)
Black: 11,233 (20.3%)
Hispanic: 3,521 (6.4%)
Asian: 2,511 (4.5%)
Other: 1,042 (5.3%)
Households: 13,037 (57.5%)
Family Households: 13,037 (57.5%)
Non-family Households: 13,037 (57.5%)
Average Household Size: 3.04
Average Family Size: 3.04
Owner-occupied: 22,670 (92.3%)
Vacant Housing Units: 13,664 (60.3%)
Renter-occupied: 9,060 (35.7%)
Mean Household Income: \$106,849
Per Capita Income: \$45,990
SNAP Households: 4.4%

7. Portage Park
Population: 78,144
Median Age: 31.07
White: 65,599 (86.0%)
Black: 2,869 (3.9%)
Hispanic: 30,881 (40.2%)
Other: 29,127 (37.5%)
Households: 21,851
Family Households: 17,159 (78.3%)
Non-family Households: 4,692 (21.5%)
Average Household Size: 3.56
Average Family Size: 3.93
Owner-occupied: 21,851 (96.6%)
Vacant Housing Units: 780 (3.4%)
Renter-occupied: 12,074 (55.3%)
Mean Household Income: \$72,777 (62.7%)
Per Capita Income: \$43,581
People Under Poverty: \$14,380

8. Belmont Cragin
Population: 78,144
Median Age: 31.07
White: 65,599 (86.0%)
Black: 2,869 (3.9%)
Hispanic: 30,881 (40.2%)
Other: 29,127 (37.5%)
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Per Capita Income: \$43,581
People Under Poverty: \$14,380

9. Melrose Park
Population: 25,411
Median Age: 30.3
White: 24,016 (93.7%)
Black: 1,489 (5.5%)
Hispanic: 17,625 (41.4%)
Other: 6,010 (21.1%)
Households: 7,958
Family Households: 5,707 (71.6%)
Non-family Households: 2,251 (28.4%)
Average Household Size: 3.19
Average Family Size: 3.76
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SNAP Households: \$66,028
People Under Poverty: 0.4%

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People Under Poverty: \$14,380

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SNAP Households: \$66,028
People Under Poverty: 0.4%

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Vacant Housing Units: 780 (3.4%)
Renter-occupied: 12,074 (55.3%)
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Per Capita Income: \$43,581
People Under Poverty: \$14,380

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SNAP Households: \$17,077
People Under Poverty: 14.3%

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SNAP Households: \$66,028
People Under Poverty: 0.4%

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People Under Poverty: \$14,380

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Per Capita Income: \$43,581
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Households: 7,958
Family Households: 5,707 (71.6%)
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Per Capita Income: \$53,758
SNAP Households: \$17,077
People Under Poverty: 14.3%

25. River Forest
Population: 11,172
Median Age: 41.3
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Average Household Size: 2.60
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Owner-occupied: 3,961 (100.0%)
Vacant Housing Units: 215 (5.1%)
Renter-occupied: 3,489 (88.1%)
Mean Household Income: \$72,411 (62.7%)
Per Capita Income: \$184,726
SNAP Households: \$66,028
People Under Poverty: 0.4%

26. Oak Park
Population: 51,678
Median Age: 38.3
White: 35,121 (63.5%)
Black: 11,233 (20.3%)
Hispanic: 3,521 (6.4%)
Asian: 2,511 (4.5%)
Other: 1,042 (5.3%)
Households: 13,037 (57.5%)
Family Households: 13,037 (57.5%)
Non-family Households: 13,037 (57.5%)
Average Household Size: 3.04
Average Family Size: 3.04
Owner-occupied: 22,670 (92.3%)
Vacant Housing Units: 13,664 (60.3%)
Renter-occupied: 9,060 (35.7%)
Mean Household Income: \$106,849
Per Capita Income: \$45,990
SNAP Households: 4.4%

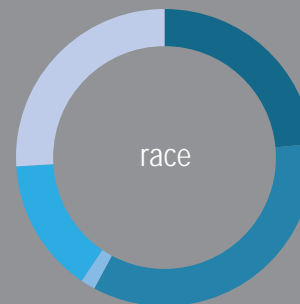
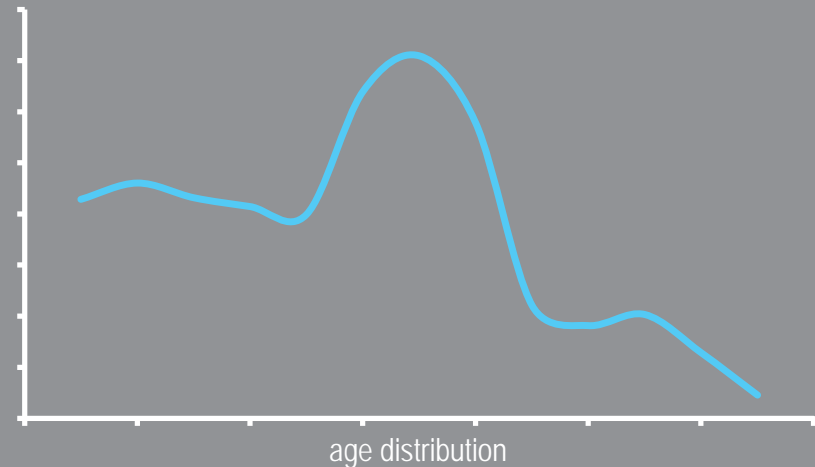
27. Portage Park
Population: 78,144
Median Age: 31.07
White: 65,599 (86.0%)
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Average Household Size: 3.56
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Owner-occupied: 21,851 (96.6%)
Vacant Housing Units: 780 (3.4%)
Renter-occupied: 12,074 (55.3%)
Mean Household Income: \$72,777 (62.7%)
Per Capita Income: \$43,581
People Under Poverty: \$14,380

28. Belmont Cragin

DEMOGRAPHICS

TRANSIT RADIUS

Population:	631,111
Median Age:	30.6
White:	197,265 (23.5%)
Black:	287,490 (34.3%)
Hispanic:	217,494 (26.0%)
Other:	122,493 (14.6%)
Asian:	13,322 (1.6%)
Households:	126,219
Family Households:	91,290 (72.3%)
Non-family Households:	34,929 (27.7%)
Average Household Size:	3.27
Average Family Size:	3.82
Occupied Housing Units:	126,219 (90.2%)
Vacant Housing Units:	13,721 (9.8%)
Owner-occupied:	48,999 (38.8%)
Renter-occupied:	77,220 (61.2%)
Mean Household Income:	\$52,806
Per Capita Income:	\$22,525

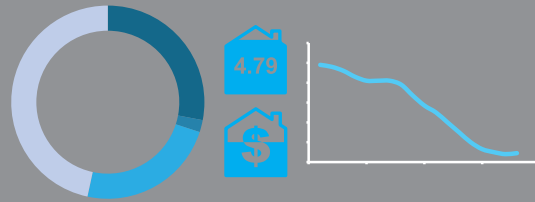


% of family
households /
avg. house size



% of home
ownership

EXTREMES



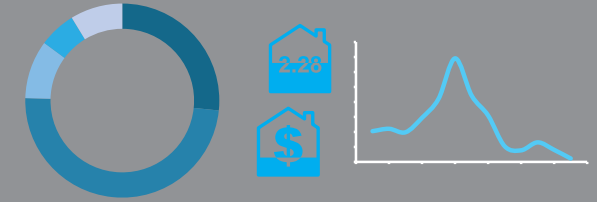
Cicero

Population:	83,891
Median Age:	27.8
White:	43,579 (28.0%)
Black:	3,154 (2.0%)
Hispanic:	72,609 (46.6%)
Asian:	-
Other:	36,412 (23.4%)
Households:	22,101
Family Households:	17,752 (80.3%)
Non-family Households:	4,349 (19.7%)
Average Household Size:	3.79
Average Family Size:	4.19
Occupied Housing Units:	22,101 (90.8%)
Vacant Housing Units:	28 (9.2%)
Owner-occupied:	11,054 (50.0%)
Renter-occupied:	11,047 (50.0%)
Mean Household Income:	\$53,474
Per Capita Income:	\$14,677
SNAP Households:	19.3%



River Forest

Population:	11,172
Median Age:	41.3
White:	9,475 (80.1%)
Black:	751 (6.3%)
Hispanic:	670 (5.7%)
Asian:	505 (4.3%)
Other:	197 (5.7%)
Households:	3,961
Family Households:	2,766 (70.1%)
Non-family Households:	1,185 (29.9%)
Average Household Size:	2.60
Average Family Size:	3.19
Occupied Housing Units:	3,961 (94.9%)
Vacant Housing Units:	215 (5.1%)
Owner-occupied:	3,489 (88.1%)
Renter-occupied:	472 (11.9%)
Mean Household Income:	\$184,766
Per Capita Income:	\$66,028
SNAP Households:	0.4%



Near West Side

Population:	46,419
Median Age:	32.8
White:	13,486 (26.6%)
Black:	24,706 (48.8%)
Hispanic:	4,415 (8.7%)
Asian:	-
Other:	3,118 (6.2%)
Households:	18,175
Family Households:	8,535 (47.0%)
Non-family Households:	9,640 (53.0%)
Average Household Size:	2.28
Average Family Size:	3.25
Occupied Housing Units:	18,175 (84.9%)
Vacant Housing Units:	3,233 (15.1%)
Owner-occupied:	4,742 (26.1%)
Renter-occupied:	13,433 (73.9%)
Mean Household Income:	\$73,404
Per Capita Income:	\$24,844
People Under Poverty:	28.9%

Precedents



Belmar - Lakewood, CO

More successful mixed use developments consider more than one demographic group and are not only mixed use but mixed income. These strategies can then be incorporated into larger city plans to create "smart growth". A popular method for creating new urban centers is to look at dying or abandoned shopping malls because of their relative location to suburban living, infrastructure, and their ability to be converted using partial adaptive reuse methods. As some suburban shopping centers come to the end of their life, adaptive mall reuse is quickly becoming an important redevelopment strategy.

- Villa Italia Mall conversion
- Reconsidered the value of suburban land even when it was cheap and available
- Mixed use building blocks
- Retail, small offices and multi-family housing in one community



City Center - Englewood, CO

While Cinderella City was once the retail heart of the community, it lost its title in the late 80s. As many of the anchor stores in the mall fell, the rest of the mall came down with it. In the late 90s the city of Englewood finally decided to repurpose the site and created the City Center development. City Center became a prime example of transit-oriented design that didn't discriminate or hold priority to one form of transit but incorporated them all; increasing its chances to survive the test of time as Denver's metro continues to grow.

- Transit-oriented development
- Championed retail and residential connections to mass transit
- Still allowed for "big boxes" on smaller footprints
- Did not discriminate against any form of transit



The Garden in the Machine - Cicero, IL

Studio gang proposed a mixed use city center for the community of Cicero in Chicago as a part of a conversation on foreclosure and the American dream. In doing so, they considered the socioeconomic role suburban redevelopments play within the communities they are built in. The proposal transformed some of Chicago's underused rail infrastructure as foundation for a self-supporting socioeconomic machine that incorporated all the walks of life of the surrounding community. The project also called for a careful reconsideration of zoning ordinances that would allow residents to sell shares corresponding to the live/work system proposed.

- Repurposing of industrial zoning
- Houses programs for everyday living
- Allows community to sustain itself
- Mixes social and economic program in one solution



Europa City - Paris

Locating itself on the edge of the Paris metropolitan area, Europa City strive to create a highly dense city center with every program to be a self-sustaining suburb. The project also locates itself at a major crossroads of the region between Paris and Roissy which allows the redevelopment to be its own city for commuters and their families by tapping into current infrastructure without needing to heavily redevelop municipal systems. The project not only creates a health mix of programs for everyday living but also natural habitats in order to provide users with adequate social and public spaces.

- Creates internal and external public spaces
- Strategically positions itself near major infrastructure without interfering
- New elevated ground level allows for uninterrupted green space
- Embraces various forms of urban agriculture including; allotments, self-picking and bio-fuel production



The Square - Berlin

The square is a mixed use development in Berlin near the Olympic training center. The proposed mixed use plan incorporates various functions that allow its inhabitants to live a healthy lifestyle while remaining close to the center of Berlin. Programs include, retail, commercial, a small school and social services. This allows the square to become a live/redevelopment that accommodates most of the daily program of its users. Moritz Gruppe has also incorporated a network of green features to include: green roofscapes, cascading balconies, planted courtyards, and fields for recreation that allows its occupants a chance to live a healthy urban lifestyle.

- Pairs nature reserve with residency in order to make up for displaced wildlife
- Incorporates active lifestyle programs with residential and commercial
- Walkable city center - most daily programs are included within community



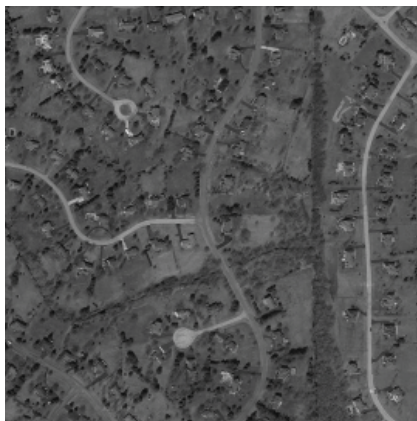
SunnyWorld Centre - Shanghai

The SunnyWorld Center spans Shanghai's main rail stations to stitch retail, civic spaces and restaurants with office parks. The office programs also block subsequent programs from solar gains and create informal courtyard spaces for inhabitants. Its greatest successes are in creating public spaces in an redevelopment that typically only makes moves that can turn a profit. However, because of it's holistic approach and incorporation of public and private program, the project relates to the larger city as well as the surround community.

- Environmentally-oriented and conscious building forms
- Public green space is used as common link between programs
- Designed with a degree of flexibility in order to accommodate for changing economies or tenants

SUBURBIA VER. 1.3

BRACH PARK REDEVELOPMENT



Ver. 2.1



Ver. 2.0



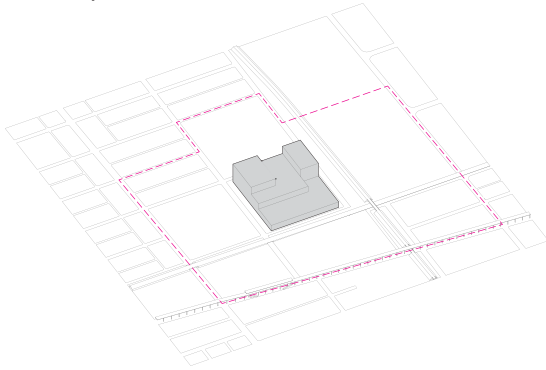
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Ver. 1.3



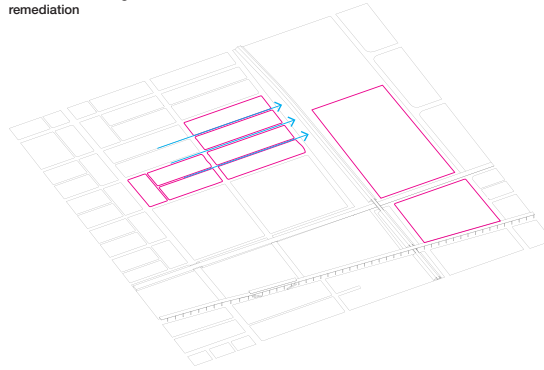
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Concept

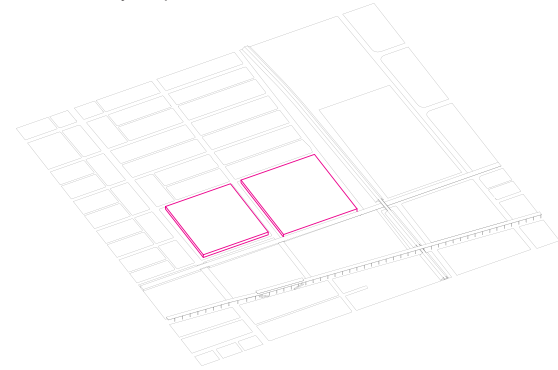
1 - SITE
Brach's Factory



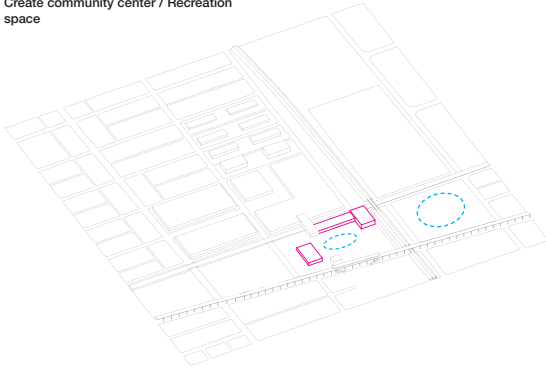
2 - FABRIC
Allow streets through / Plant for remediation



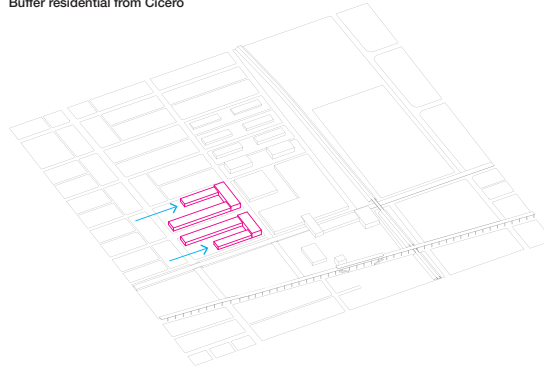
3 - CENTER
Locate community focal point



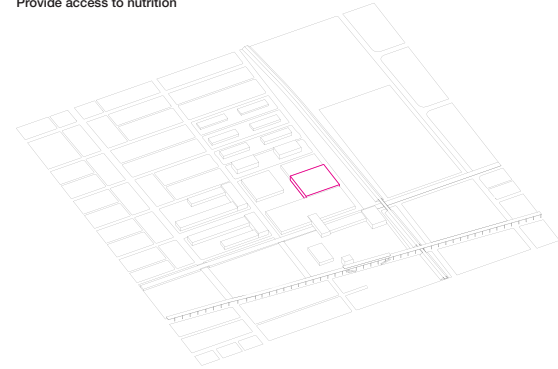
6 - COMMUNITY
Create community center / Recreation space



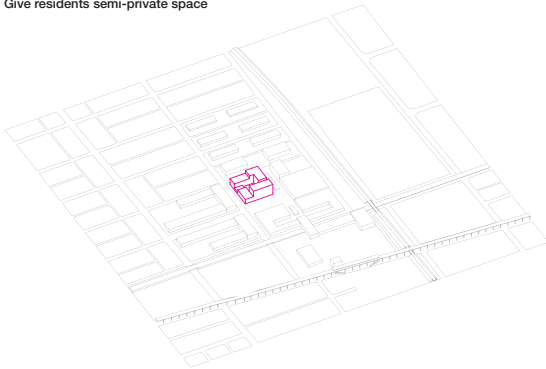
7 - SETBACK
Buffer residential from Cicero



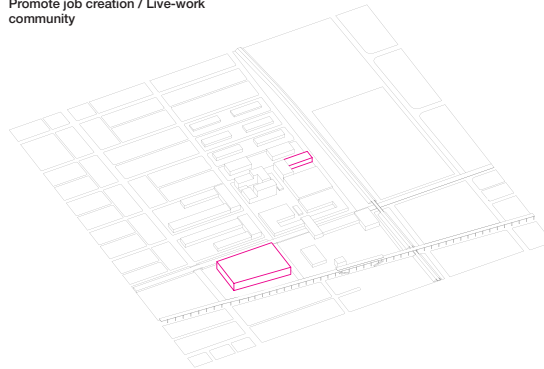
8 - ANCHOR
Provide access to nutrition



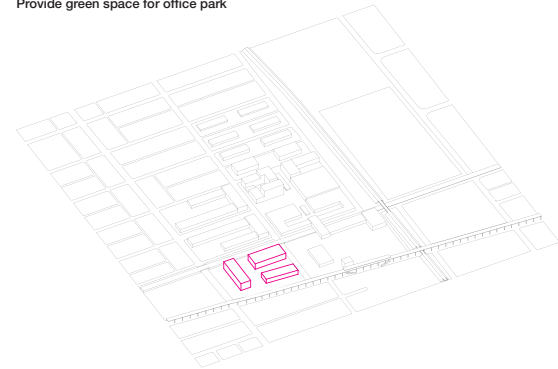
11 - GREEN
Give residents semi-private space



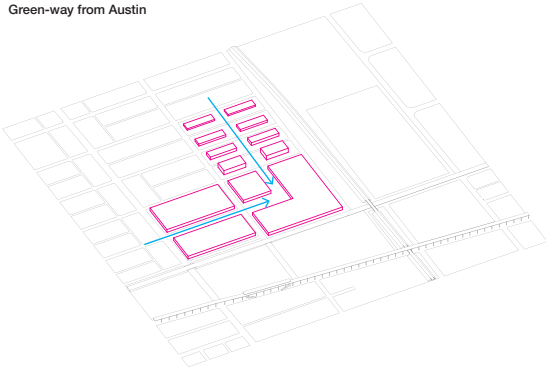
12 - WORK
Promote job creation / Live-work community



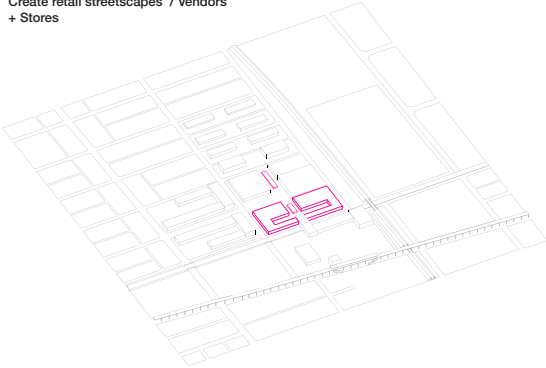
13 - OPEN
Provide green space for office park



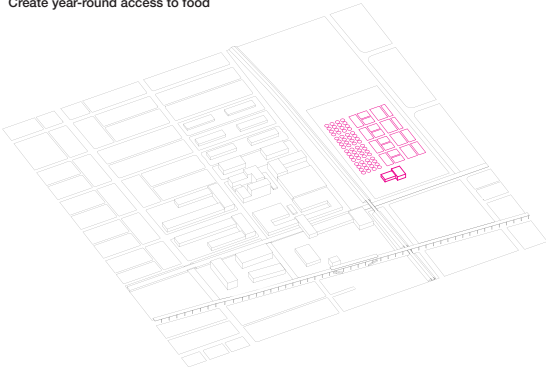
4 - ACCESS
Street boulevard from Cicero /
Green-way from Austin



9 - RETAIL
Create retail streetscapes / Vendors
+ Stores



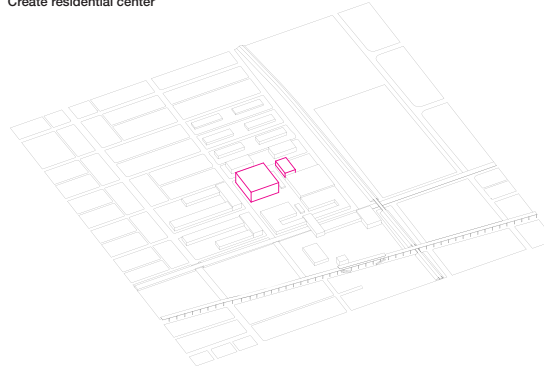
14 - FEED
Create year-round access to food



5 - CONNECT
Create Metra stop / Relocate L stop



10 - LIVE
Create residential center



- 1 - SITE The site for redevelopment lands on the edge of the Humboldt Park and Austin communities, locating itself around the Brach's Candy factory.
- 2 - FABRIC Once the factory is demolished, the city fabric can continue into the site where road grids are picked up. During the initial phasing, soil remediation can begin on the portion of the site that lands on the unused industrial zoning.
- 3 - CENTER Brach Park must then be located equidistant from amenities and the neighborhoods that surround it in order to promote a walkable community center.
- 4 - ACCESS Bringing in a retail boulevard from Cicero and a green-way from the northern neighborhood edge of the site allows the build environment to blend from redevelopment to existing conditions.
- 5 - CONNECT A key component of the redevelopment's success is its connection to mass transit. By relocating the current L stop and proposing a new Metra station, the site's users have access to the downtown and suburbs.
- 6 - COMMUNITY Key to improving social health and sense of community, the program surrounding the transit lines creates parks and a community center for neighborhood events.
- 7 - SETBACK Creating a green buffer between Cicero Ave and row housing allows for semi-private green space.
- 8 - ANCHOR The grocery store becomes the shared program in the community being accessed by every user group.
- 9 - RETAIL Providing a retail street as well as market vendors allows Brach Park to draw non-residents to the area.
- 10 - LIVE A range of housing options create a space to live for every demographic group represented in the surrounding communities.
- 11 - GREEN Green roofs and courtyards give apartment residents some of their own "backyard" space.
- 12 - WORK Job creating within in the community promotes live-work residency.
- 13 - OPEN Community spaces in the office park promote social health.
- 14 - FEED Orchards, greenhouses, and gardens contribute to the market, and grocery store without depending on larger systems.

Program

RESIDENTIAL

Population: 631,111

Median Age: 30.6

White: 197,265 (23.5%)

Black: 287,490 (34.3%)

Hispanic: 217,494 (26.0%)

Other: 122,493 (14.6%)

Asian: 13,322 (1.6%)

Households: 126,219

Family Households: 91,290 (72.3%)

Non-family Households: 34,929 (27.7%)

Average Household Size: 3.27

Average Family Size: 3.82

Occupied Housing Units: 126,219 (90.2%)

Vacant Housing Units: 13,721 (9.8%)

Owner-occupied: 48,999 (38.8%)

Renter-occupied: 77,220 (61.2%)

Mean Household Income: \$52,806

Per Capita Income: \$22,525



Belmar
Lakewood, CO



Thornton Place
Seattle, WA

COMMERCIAL

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Viktualienmarkt
Munich



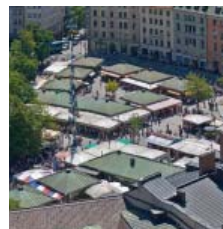
Central Market
Florence

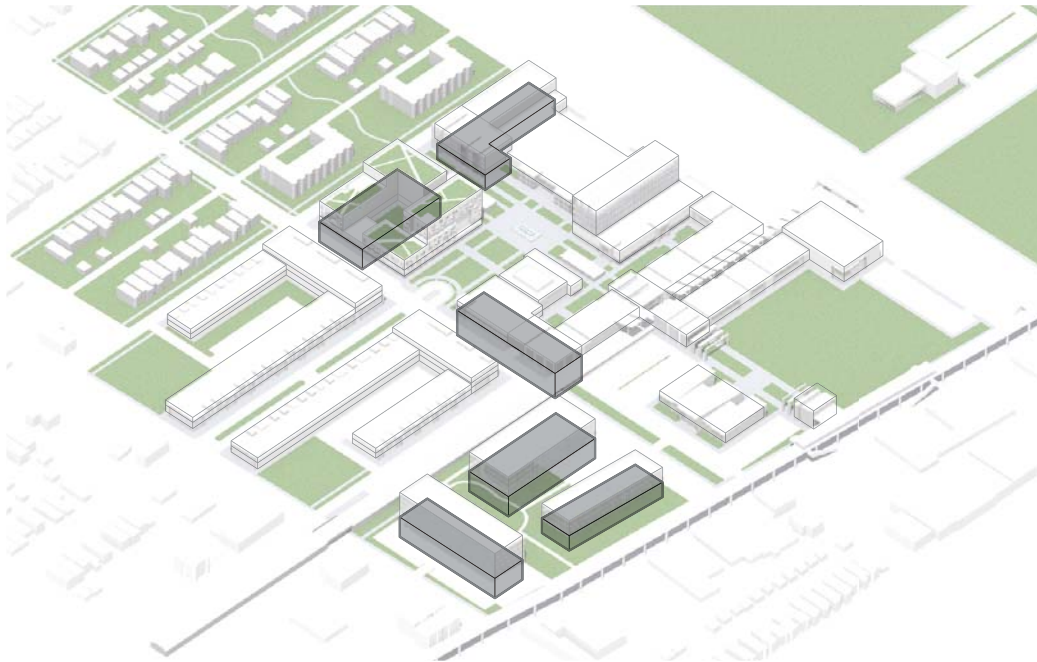


Borough Market
London

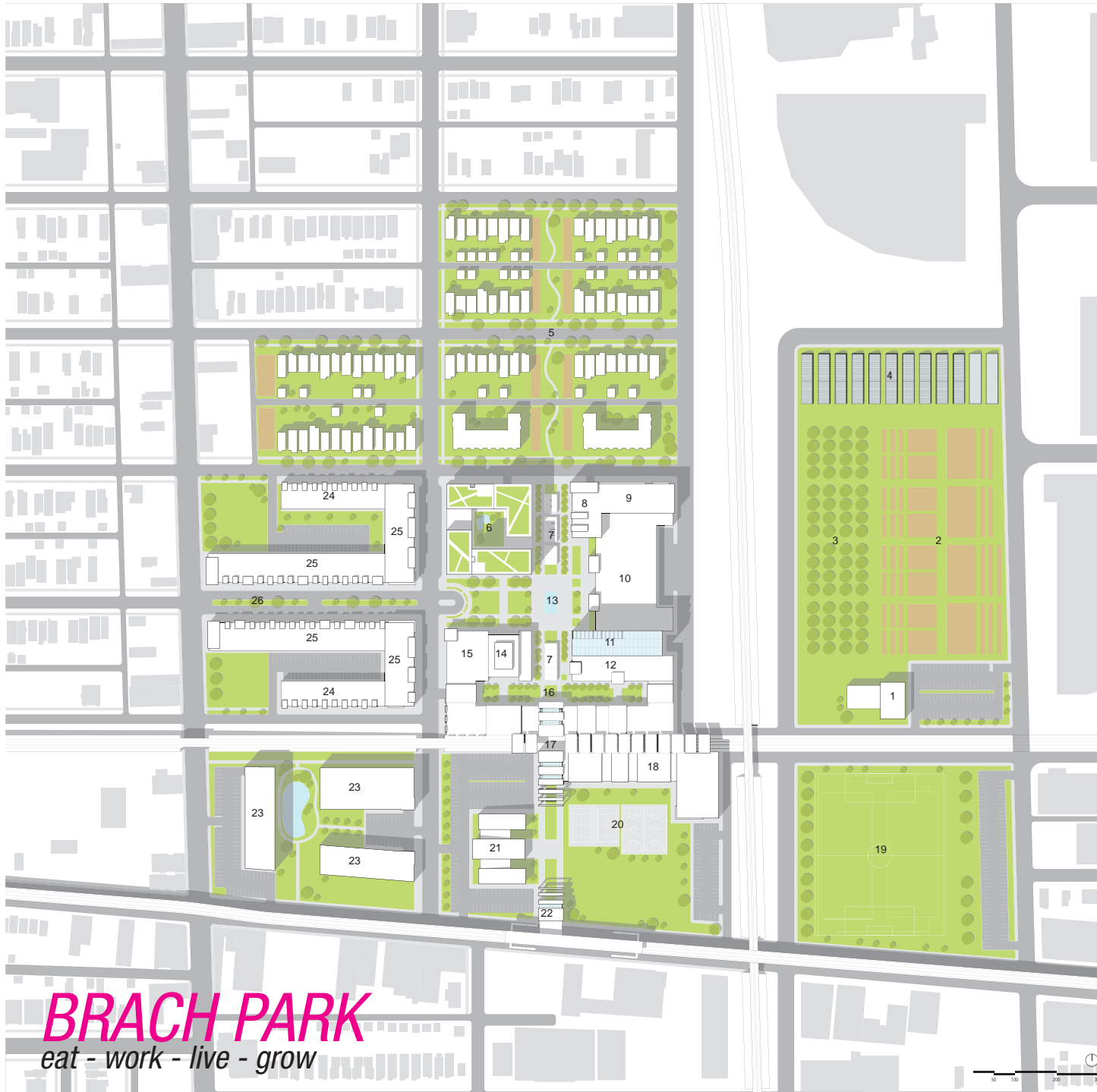


Pike Place Market
Seattle









1. Agriculture Center
2. Seasonal Produce
3. Orchard
4. Off-Season Produce
5. Green-way / Community Gardens
6. Residential w/ Health + Service Programs
7. Vendor Booths
8. Condos
9. Office w/ Ground Floor Retail
10. Grocery Store
11. Greenhouse
12. Aquaponics Center
13. Community Plaza
14. Food Court
15. Ground Floor Retail w/ Apartments
16. Retail Court
17. Metra Station
18. Community Sports Facility
19. Soccer Field
20. Tennis / Basketball Court + Park
21. Community Center
22. L Station
23. Office
24. Row Houses
25. Retail Drag w/ Residential
26. Retail Boulevard



Retail Boulevard from Cicero



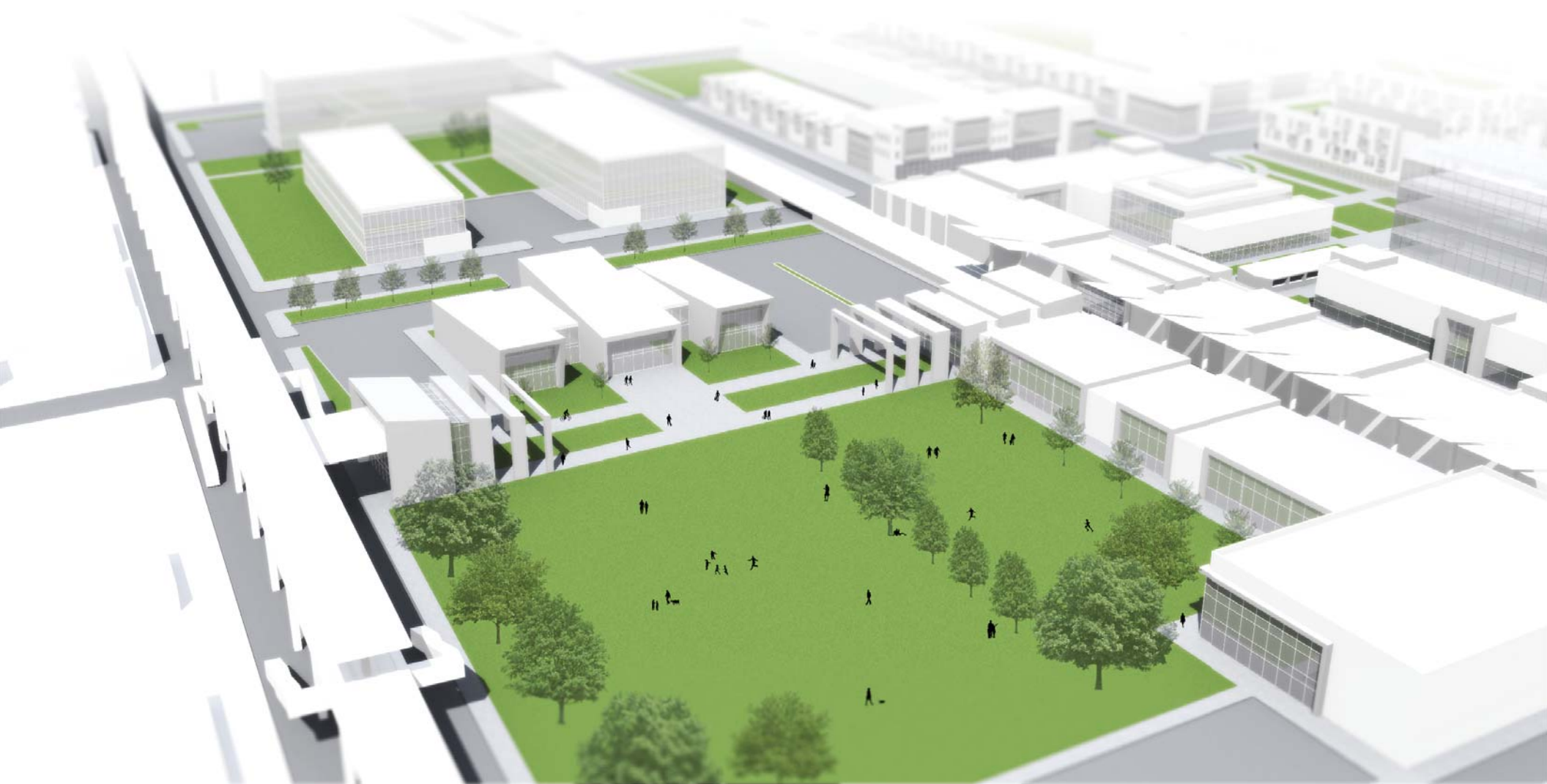
Green Boulevard from Austin Community



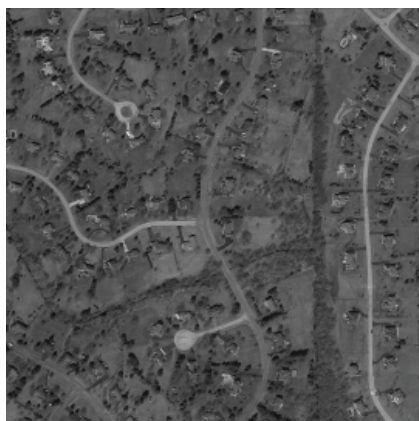
Residential Center



Retail / Transit Center



Community Center

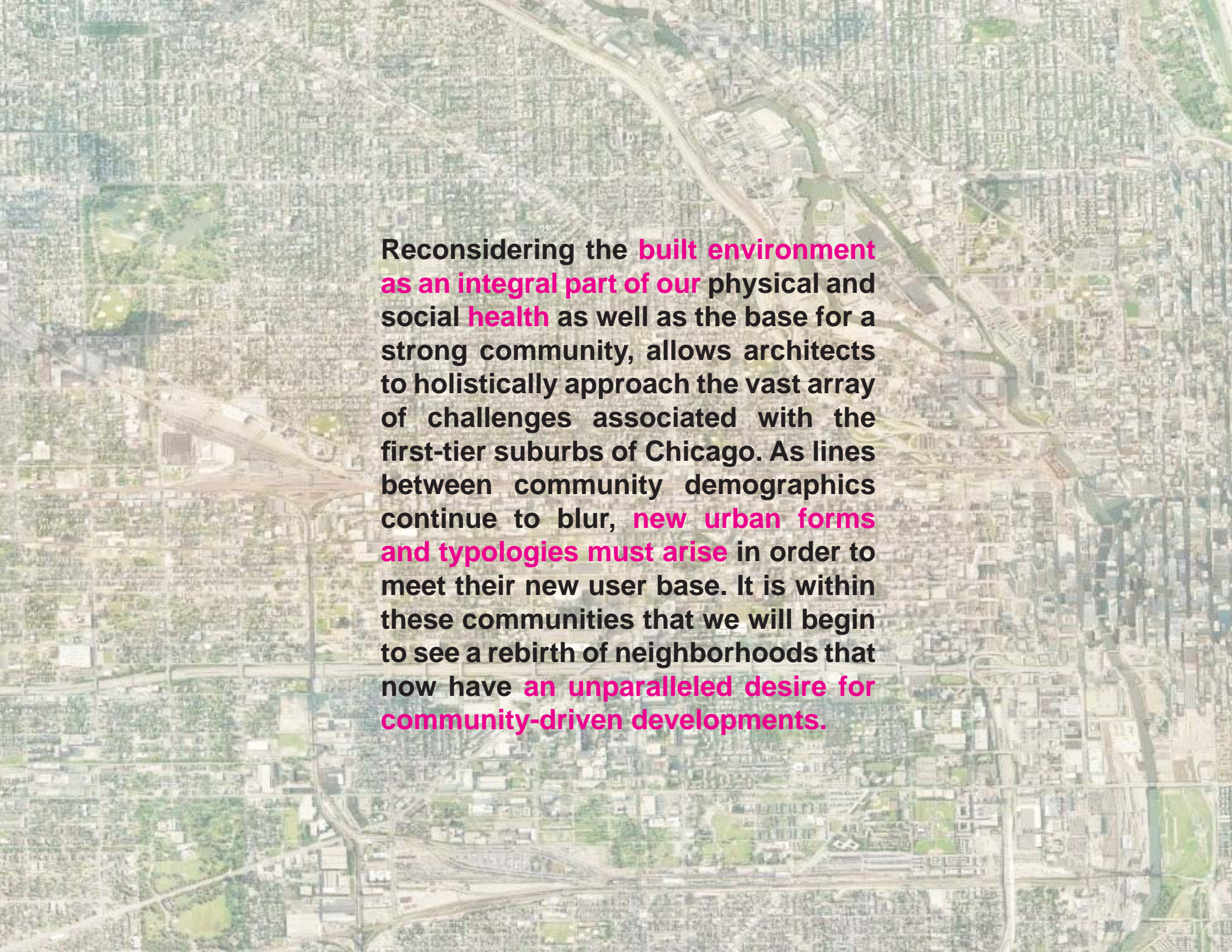


Ver. 2.1

Ver. 2.0

Ver. 1.1
Ver. 1.2
Ver. 1.3

Ver. 1.0

An aerial photograph of a city, likely Chicago, showing a dense grid of streets, buildings, and green spaces. A river flows through the city, and a major highway interchange is visible on the left side. The text is overlaid on the right side of the image.

Reconsidering the **built environment as an integral part of our** physical and social **health** as well as the base for a strong community, allows architects to holistically approach the vast array of challenges associated with the first-tier suburbs of Chicago. As lines between community demographics continue to blur, **new urban forms and typologies must arise** in order to meet their new user base. It is within these communities that we will begin to see a rebirth of neighborhoods that now have **an unparalleled desire for community-driven developments.**

Sources

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