

CITY OF HARVEY **COMPREHENSIVE PLAN**

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**HOUSEAL
LAVIGNE** 



Chicago Metropolitan
Agency for Planning

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CHAPTER

INTRODUCTION

The City of Harvey has created its first Comprehensive Plan and established a vision and land use strategy for the city.

This chapter outlines the purpose and methodology of the *Harvey Comprehensive Plan*. It also provides a summary of the four phase planning process and community outreach efforts. Through various outreach initiatives, including work-shops, interviews, and online platforms, the planning process aimed to gather diverse perspectives and insights to shape a collective vision for the future of Harvey.

PURPOSE OF THE COMPREHENSIVE PLAN

The *Harvey Comprehensive Plan* is the city's guiding document that establishes official policy and direction to ensure positive momentum in the city. The Plan is a resource for the community, used to help coordinate the efforts of city officials and staff as well as service providers, property owners, employers, residents, and key stakeholders. In addition, the plan will inform future decision-making, building off past planning efforts while accounting for new issues, emerging trends, and current conditions that could affect the community moving forward. The *Harvey Comprehensive Plan* provides a vision for the future of Harvey and identifies critical steps in making that vision a reality.

The *Harvey Comprehensive Plan* is not regulatory, it does not alter or amend existing regulations, and it does not indicate a commitment to the described action and recommendation within the document. Instead, the Plan is a policy guide that outlines recommendations that must be separately considered and acted upon.

PLANNING PROCESS

The *Harvey Comprehensive Plan* is a result of an inclusive planning process that engaged community members and stakeholders in crafting a shared vision for the city's future. The Comprehensive Plan was developed and considered for adoption in four phases.

Getting to Know the Community

The first phase creates an information base to understand the existing conditions of Harvey and included interviews and meetings with residents and stakeholders.

Visioning

In the second phase, the project engaged residents and stakeholders forming the planning vision and goals to guide the future of the City of Harvey.

Key Recommendations

The third phase focused on establishing strategies and recommendations for future land use and development policy.

Plan Development and Implementation

The fourth phase resulted in the adoption of a Comprehensive Plan and implementation strategies that support the vision and goals of the city.



COMMUNITY ENGAGEMENT

As part of the initial phase of the planning process, community outreach was conducted to gain input from residents, local businesses, the development community, city staff, and key stakeholders on issues, challenges, and opportunities facing Harvey. The planning process engaged community members and stakeholders through a combination of in-person and online community outreach tools and exercises, including:

- Steering Committee Kickoff Meeting
- Community Kick-off Workshop
- City Staff Kick-off Meeting
- Key Stakeholder Interviews
- Steering Committee Existing Conditions Review
- Visioning Workshop
- Steering Committee Vision, Goals, and Land Use Review
- Online Questionnaire
- map.social

City Staff Kick-Off Meeting

Comprehensive Plan recommendations will impact a wide variety of city policies and support from all city departments will be essential to the overall success and implementation of the Plan.

Formation of the Steering Committee

The Comprehensive Plan Steering Committee (CPSC) was formed for this project. The intent is for the CPSC to meet at key points throughout the planning process to discuss existing issues, opportunities, and assets, provide overall policy direction, and share feedback on project deliverables. The committee is comprised of community members, including business owners, residents, and elected officials.

The project was introduced at a regularly scheduled meeting of heads of various City departments, and an exercise reviewing issues and opportunities was conducted to solicit feedback.

Steering Commission Kick-Off Workshop

The City of Harvey hosted a Steering Committee Kick-off Meeting on March 30, 2023 at City Hall to kick off the public outreach for the creation of the *Harvey Comprehensive Plan*. The Steering Committee was formed to function as a sounding board throughout the Comprehensive Plan process. The meeting started with an introduction to what a comprehensive plan is and an overview of the Steering Committee's roles and responsibilities. Steering Committee members were then asked to participate in the Community Workshop to gather input regarding issues and concerns, potential projects and actions, and strengths and assets of the city.

Community Kick-Off Workshop

The City of Harvey also hosted the Community Kick-Off Workshop Meeting on March 30, 2023 at City Hall. In the workshop, participants were asked to individually identify the issues and concerns facing the community. Next, participants created a single cumulative list as a large group where each participant shared issues from their list. Participants were then asked to rank the three most important issues discussed from the cumulative list.

Key Stakeholder Interviews

Confidential key stakeholder interviews were conducted with individuals to discuss existing conditions and potentials within the Harvey community. Residents, business owners, and stakeholders from the city were asked to provide unique and direct insight into the community. Key stakeholder interviews were conducted in the winter of 2022. Interviews were framed around a sequence of questions regarding the community and conducted in a conversational style.



Steering Committee Existing Conditions Presentation

The Existing Conditions Memorandum was an interim report which inventoried, reviewed, and assessed the existing conditions of Harvey. The intent of this deliverable was to provide a foundational understanding of the city. The memorandum was presented to the CPSC to gather input and feedback.

Visioning Workshop

Harvey staff and the project team hosted a Visioning Workshop to facilitate community input related to the *Harvey Comprehensive Plan*. Residents and stakeholders were invited to share their thoughts and vision for Harvey. The workshop allowed attendees to discuss ideas and provide visioning input before the Plan and recommendations were crafted. Input from this and other outreach activities helped guide the planning process, goals, and recommendations for the Plan.

Senior Bingo Pop-Up

The project team was able to engage with nearly 60 attendees at the City of Harvey's Senior Bingo event. Houseal Lavigne gave a brief introduction to the Comprehensive Plan project and set up a table with draft plan information and QR code handouts, and a post-it board exercise to seek feedback on the following prompt - "The future of Harvey would be better if we..." Overall, the pop-up table at the Senior Bingo event was a successful outreach effort that established valuable connections with Harvey residents, gathered valuable feedback, and promoted resident participation in shaping the community's future.



Steering Committee Presentation

A preliminary draft of the Vision, Goals, and Land Use Plan was presented to the CPSC to gather input and feedback. The intent of the presentation was to discuss these elements and gain consensus on the direction of the Comprehensive Plan.

Online Outreach

The comprehensive planning process included an online engagement component. This included an interactive project website, online questionnaires for residents and business owners, and map.social, an online mapping tool. City staff promoted outreach events and online engagement platforms to the community through multiple communication channels, including the project website, social media, and flyers.

Online Questionnaire

The online questionnaire featured multiple-choice questions about housing and residential areas, commercial and industrial land uses, community facilities and services, transportation, parks and recreation, image and identity, and top strengths and weaknesses.

map.social

map.social is an online mapping tool that allows participants to pinpoint issues and opportunities within the city on their own personalized map. Points can be used to identify the city's assets and opportunities, such as community assets, priority development sites, new bike routes and paths, and desired uses and developments. Points can also identify issues in Harvey, such as problematic intersections, poor building appearance, and public safety concerns.



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CHAPTER

HARVEY COMPREHENSIVE PLAN
Introduction

COMMUNITY PROFILE

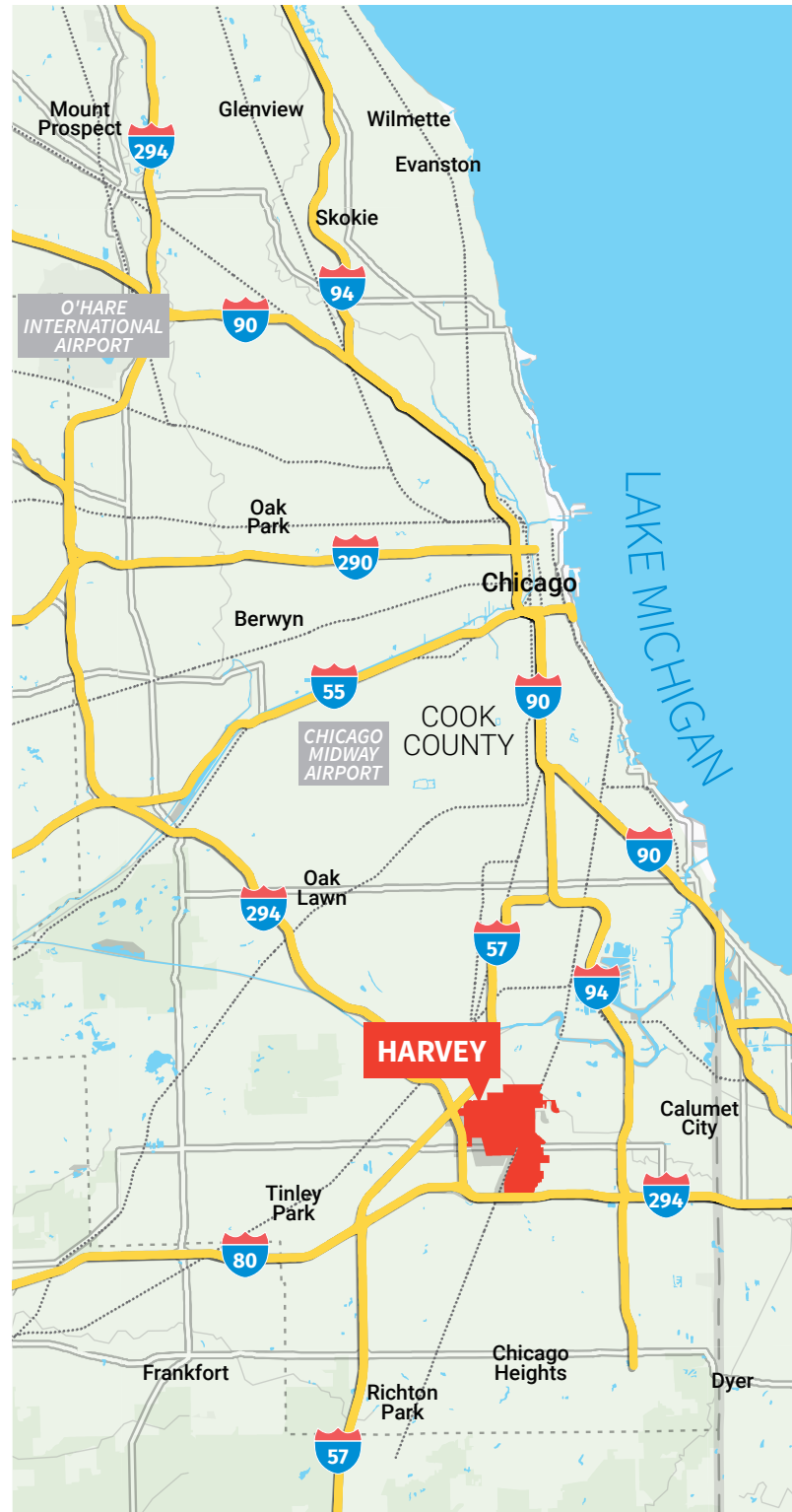
Where is Harvey today? As part of the planning process, it is important to establish a clear understanding of the community's current conditions as it plans for the next 20 years. This understanding of the city's needs and existing opportunities, along with community input, created the foundation for Harvey's vision for the future.

This chapter provides an overview of the community context of Harvey. It gives a description of Harvey's position within the Chicago region, summarizes past plans and studies relevant to the city, and highlights the importance of understanding demographic trends for effective planning. Additionally, it outlines the existing land use within Harvey based on field reconnaissance and data from the CMAP.

COMMUNITY CONTEXT

Harvey is located in Cook County, Illinois, north of Interstate 294 (Tri-state Tollway) and east of Interstate 55 (Stevenson Expressway) in the Chicago Metropolitan Region. Approximately 20 miles south of the Chicago Loop, Harvey is nestled among a mix of historic residential and manufacturing communities including the municipalities of South Holland, East Hazel Crest, Hazel Crest, Markham, Posen, Dixmoor, Riverdale, Dolton, and Phoenix.

Harvey has a rich history as a hub of transportation and industry. A center for manufacturing, the city is bisected by multiple freight rail lines and is home to the Canadian National (CN) Chicago Intermodal Terminal, a 300+ acre railyard that is a key element of the national supply chain. Chicago's Midway International Airport is located 17 miles away (about 30 minutes by car) and O'Hare International Airport is 30 miles away (about 45 minutes by car).



PAST PLANS AND STUDIES

This section reviews and summarizes notable past plans and studies that have occurred in Harvey in recent years. As part of the planning process, these plans were reviewed for inconsistencies, the relevance of previously collected data, and gaps in data that must be corrected. Relevant information and recommendations helped to inform the *Harvey Comprehensive Plan*.

Transit Oriented Development (TOD) Plan Update

Completed in March 2022 by the city and RTA, the TOD Plan Update is focused on an area including Downtown Harvey and an approximately quarter-mile radius area west of the Harvey Metra station area and the Pace Transportation Center. This area also includes the E 154th Street and E 155th Street corridors between Park Avenue and South Wood Street, including the area around University of Chicago Medicine Ingalls Memorial Hospital. Objectives of the plan included:

- Create more development density near the station area.
- Facilitate walkability and housing in proximity to transit.
- Support the use of and access to transit services in Harvey.
- Diversify and strengthen the tax base.
- Promote strategies for economic renewal in today's changing office/ retail environment.
- Improve the quality of life.

Harvey Grocery Study

Completed in Spring of 2022, the city worked with a market consultant to conduct a Grocery Feasibility Study and Implementation Plan for Harvey. The analysis focused on three sites within the city: the former ALDI at 159th Street and Wood Street, the former Walgreens at 147th Street and Halsted Street, and Town Square on Dixie Highway. Extensive research on the Harvey market was conducted including analyzing foot traffic analytics, identifying customer characteristics and demographic data, and surveying grocery competition. All three sites were evaluated for availability, size, access, site layout, zoning, and market competition.

Sales estimates for all three sites projected weekly sales of \$107,678 at former ALDI at 159th Street and Wood Street and \$173,311 on the former Walgreens at 147th Street and Halsted Street, and \$314,729 at Town Square on Dixie Highway. The consultant identified 35 grocers to contact and determine their interest in Harvey.

An implementation plan was developed to assist in bringing a grocery store to the city, with critical next steps that include:

- Coordinate a meeting with the owners of Town Square and the former Walgreen's to discuss our findings and their plans for their property.
- Consultants to develop a marketing brochure and information packet to share with the grocers.
- Reach out to the potential grocers to discuss their interest in the sites and Harvey. Provide monthly updates to the City on their interest.
- Work with the City on developing a financial model to assist in the redevelopment plan.
- Assist the City on attracting the grocery store to Harvey including showcasing the opportunities at Innovating Commerce Serving Communities (ICSC) events and programs.
- Assist in identifying developers and finalizing a grocery store for their proposed development.

Parks and Public Space Strategy

The City of Harvey created the Parks and Public Space Strategy in 2021 to lay the groundwork for improving residents' access to recreational facilities and programs, creating safe community gathering spaces, and creating a new park and/or neighborhood hub in each of the city's six wards. The document had six guiding principles: Livability, Pride of Place, Accessibility, Ownership, Health, and Connectivity. In the plan, the city envisioned a network of multifunctional parks, public open spaces, and neighborhood hubs that will be anchored by a new central park. These new community amenities would be connected through a network of complete streets and trails and be activated and managed by community organizations and innovative public-private partnerships with the support of the city. The plan included multiple near- and long-term recommendations to meet the vision.

Harvey Housing Action Plan

Homes for a Changing Region is a program supported by three leading regional organizations, designed to help localities in the greater Chicago region analyze, diagnose, and develop market- and evidence-based solutions for the housing challenges each locality faces. From 2020-2021, the Homes for a Changing Region team studied Harvey-specific housing trends in the period following the 2008 recession (including impacts from the unanticipated challenges of COVID-19). Based on the analyses, the project team recommended several actions for the city to consider.

Strategies were organized into short-, medium- and long-term categories. Short-term strategies were recommended to address emergency housing needs related to COVID-19. Medium-term strategies were recommended to develop local solutions for the needs of an aging population and address lingering impacts of the 2008 recession that contributed to vacancies and deterioration. Long-term strategies were recommended to increase the supply of quality workforce housing in the new transit-oriented development (TOD) district. Some of the strategies included:

- Monitor federal rental assistance programs.
- Consider senior needs when evaluating any future redevelopment proposals, including those through the Low-Income Housing Tax Credit (LIHTC) program.
- Continue to inventory vacant and troubled properties, using water bills, code enforcement data, and vacant building registrations.
- Add new housing units within the TOD district, complete the TOD Plan Update, and ensure that affordable units are a central element of that plan update.
- Work with Chicago Metropolitan Agency for Planning (CMAP), Regional Transportation Authority (RTA), and Illinois Housing Development Authority (IHDA) to ensure that the plan update qualifies as a revitalization plan, improving the competitiveness of future LIHTC proposals in the area.

Broadband Strategic Plan

In Harvey, only 72 percent of households have broadband internet, which is the internet connection provided to users by their internet service provider such as Comcast or AT&T. The gap between those with and without access to broadband has become known as the “digital divide.” This digital divide makes it difficult for residents to search for resources, apply for jobs, pay bills online, purchase products, participate in educational and telehealth opportunities, and more.

To address this, the City of Harvey pursued and was selected as one of twelve organizations to be part of the initial cohort to Illinois Connected Communities program, a 12-month, community-driven program. This program provided technical assistance and served as a springboard for developing the Harvey Broadband Strategic Plan. The Harvey Broadband Strategic Plan articulates the community’s broadband vision and provides recommendations for improving broadband access, adoption, and utilization amongst area residents, businesses, and anchor institutions. This plan aligns with goals outlined in the statewide Connect Illinois Broadband Strategic Plan, Cook County’s Digital Equity program, as well as the city’s local planning and development priorities. The plan identifies specific implementation steps to:

- Identify the City’s high-priority projects and programs.
- Apply for additional funding through the Connect Illinois program to implement high-priority projects or programs.
- Continue to convene the Harvey Broadband Steering Committee and task the committee with overseeing the implementation of this plan.
- Continue to leverage Illinois Office of Broadband Resources.
- Integrate the recommendations put forth in this plan with the City’s Parks Development Strategy, Capital Improvement Program (CIP), Complete Streets Strategy, TOD Plan Update, and other citywide initiatives
- Continue to cultivate and expand partners with allied government agencies (e.g., CMAP, South Suburban Mayors and Managers Association (SSMMA), Illinois Department of Commerce and Economic Opportunity (DCEO), civic organizations (e.g., PCs for People, Chicago Area Broadband Initiative, Chicago Southland Economic Development Corporation (CSEDC), and the national and local business community.

Population



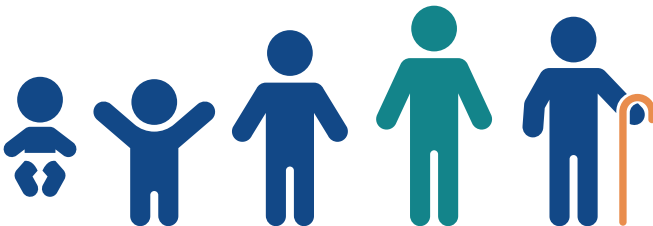
Harvey's population in 2020 was **20,324** marking a 20% decrease since 2010

Home Value



The median home value is **\$72,600**

Age



Median age has risen by **5 years** between 2011 and 2021 (30.2 to 35.2)

Housing Cost Burden



38% of homeowners are burdened by the cost of housing

Sources of demographic data:

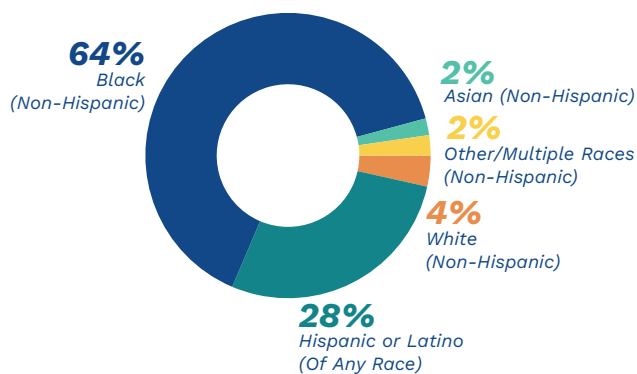
- US Census Bureau's 2020 Decennial Census
- US Census Bureau's 2021 American Community Survey (ACS) 5-Year estimates
- US Census Bureau's Longitudinal Employer-Household Dynamics for Home and Work Area Profile Reports as generated through the portal On the Map
- CMAP 2023 Community Data Snapshot - Harvey

Median Income



Median income is **\$32,572**

Racial Composition



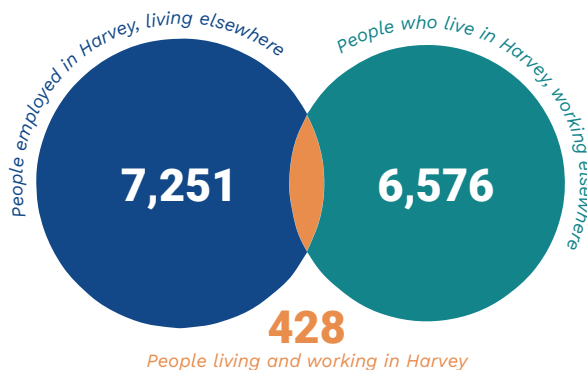
The majority of Harvey's population is made up of Black residents, accounting for **64%** of the population

Employment Sector



Healthcare and social assistance is the largest employment sector, accounting for **more than 1/3** of all jobs

Inflow/Outflow



About **5%** of Harvey's workforce are residents who both live and work in the City

Education



39% of residents have received some college education or higher (associates, bachelors, or graduate degrees)

DEMOGRAPHIC SNAPSHOT

A firm and accurate understanding of demographic trends and conditions is a key planning consideration and is essential to forming a sound foundation upon which to plan. This section provides key takeaways of the basic demographic characteristics of Harvey, utilizing the most relevant data sources. For detailed analysis and findings please see the *Existing Conditions Memorandum* on file with the city.

EXISTING LAND USE

Existing land use was inventoried based on field reconnaissance conducted in November 2022 and the CMAP 2018 Land Use Inventory dataset. All parcels within Harvey have been categorized into one of the following land use classifications.

Single-Family Detached

Single-family detached housing is a type of residential housing in which a single dwelling unit is located on a single lot or parcel of land. It can come in a variety of styles and sizes in Harvey, ranging from small one-story worker cottages to large historic homes. Generally preferred by families, this is the predominant residential type in the city.

Single-Family Attached

Single-family attached uses include structures where dwelling units share an exterior wall with at least one adjacent unit and each dwelling unit has a dedicated entrance. This land use includes townhomes and duplexes. Harvey only has a few attached homes which can be found throughout the city.

Multifamily

Multifamily housing is a type of residential housing that includes two or more dwelling units stacked vertically within a single building or a complex of buildings. This type of housing is designed to accommodate multiple households or families within a shared structure, such as an apartment building, or a condominium complex. This type of housing is common in central and northern Harvey.

Commercial

Commercial uses includes establishments that sell a product or service, including grocery stores, gas stations, restaurants, salons, clothing stores, pharmacies, or home goods stores. Commercial uses are primarily concentrated along major commercial corridors such as West 147th Street/Sibley Boulevard and Dixie Highway.

Industrial

Industrial uses include facilities involved in the manufacturing, processing, storage, and distribution of goods and materials. Most of the city's industrial uses are located along the major rail corridors that cross the city and include major users such as the CN Chicago Intermodal Terminal rail yard and the large metals facility on Sibley Boulevard.

Public/Semi-Public

Public/Semi-Public uses include local government uses, community service providers, schools, nonprofit organizations, and religious institutions. Examples include the former City Hall and University of Chicago Medicine Ingalls Memorial Hospital.

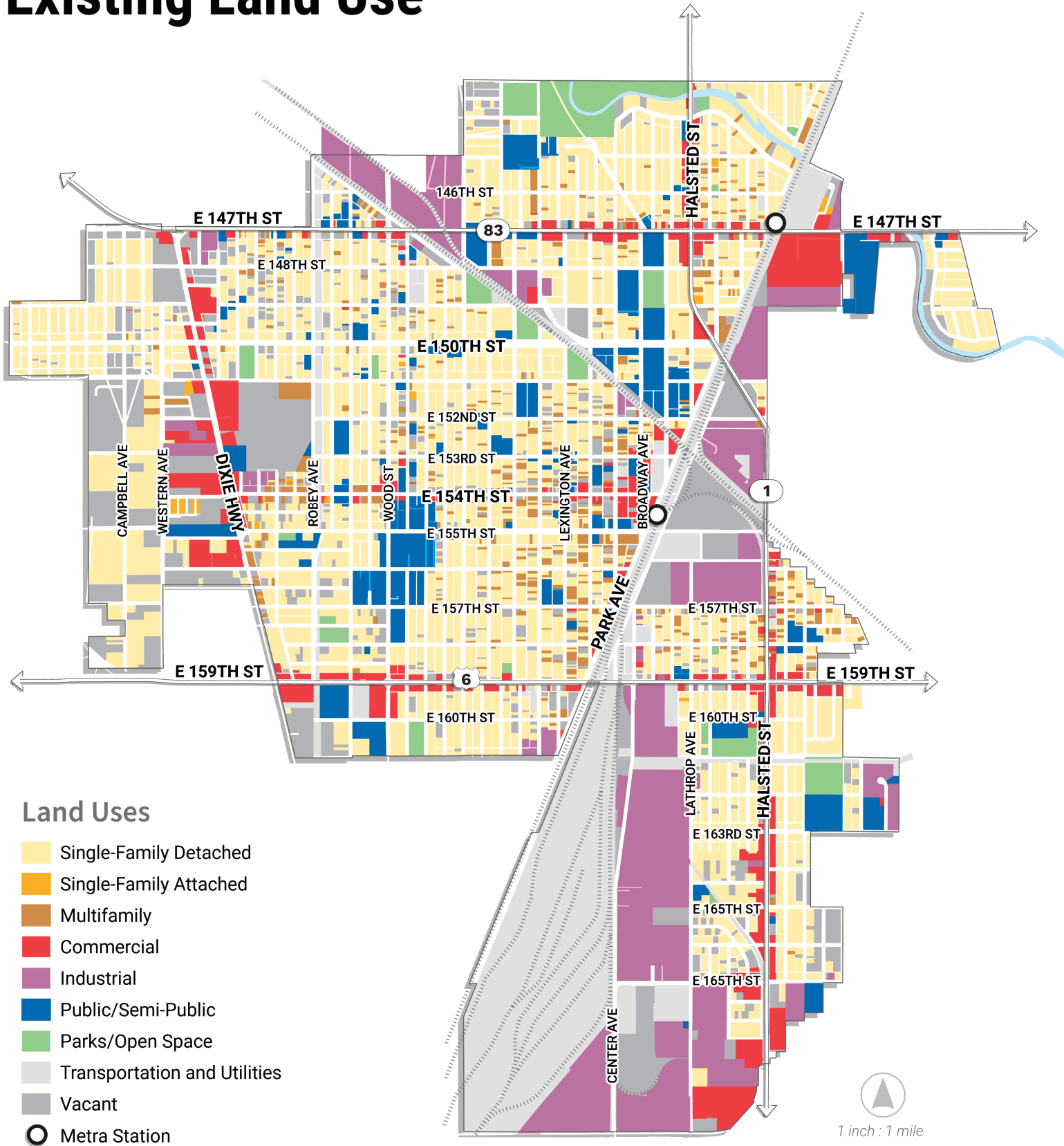
Parks/Open Space

Parks/Open Space uses include public parks managed by the city, as well as privately-owned recreational facilities and other open space. The latter includes Ideal Elementary School's playgrounds and soccer fields, community greenways, and detention and retention ponds.

Transportation and Utilities

This land use designation includes utility infrastructure, such as electrical substations, power lines' rights-of-way, and water treatment facilities, as well as transportation facilities and communication infrastructure.

Existing Land Use





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CHAPTER

VISION AND GOALS

Driven by community input, this chapter details the *Harvey Comprehensive Plan's* vision for the future, which provides the framework for planning recommendations, projects, and policies expressed within the Plan.

OVERVIEW

The following section provides a brief definition for the Vision Statement, Goals, and Key Recommendations.

Vision Statement

The Vision Statement for the *Harvey Comprehensive Plan* is a broad, aspirational statement that describes the desired future state of the community. With a focus on land use and development, the Vision Statement serves as an inspiring and guiding image of what the community aims to become over the long term. The Vision Statement captures the collective values, aspirations, and identity of the community and sets the direction for the Plan.

Goals

Goals represent key areas of focus supporting the vision statement and articulate the broad outcomes the community aspires to achieve. Goals addresses critical aspects of the Plan, such as land use, transportation, or community facilities.



VISION STATEMENT

The **Vision Statement** paints a picture of what the city can achieve following the adoption of the Comprehensive Plan. The Vision Statement is the foundation for the Plan's goals and recommendations.

In 2045...

Harvey will be known as one of the most welcoming and prosperous places in the southland and the Chicago metropolitan region. The city will be a place that is active, economically diverse, sustainable, and beautiful – a place with a bright future and high quality of life for its residents. The city will grow in population, continuing to maintain its heritage and character even as it defines a new identity. The city's primary corridors will be attractive and economically viable and provide efficient transportation to every corner of the community. The downtown will once again function as the symbolic heart of the community, creating a vibrant, pedestrian-oriented, mixed-use center. The community's historic and established neighborhoods will be attractive, well maintained, and highly valued by families and people at all stages of life. Harvey's industrial areas will thrive again – transforming the city into a regional hub of sustainable and innovative warehousing and logistics, fostering economic prosperity for generations to come. The city will continue to provide excellent services and facilities to residents and businesses alike. Thanks to its active economy, improved homes, quality parks and open space, and talented workforce, Harvey will be a place that attracts positive recognition throughout the southland and the Chicago metropolitan region. Harvey will maintain its history and tradition while continuing to be a community that embraces a positive direction and operates with integrity, pride, and unity for the benefit of all residents.



GOALS

Goals represent key areas of focus supporting the vision statement and articulate the community's aspirations. The goals are ambitious and achieving them requires numerous incremental actions.

Growth and Development

Use the *Harvey Comprehensive Plan* to evaluate and guide appropriate development in a manner that supports larger community goals.

Housing and Neighborhoods

Increase the city's image and desirability as an attractive place to live by preserving and enhancing the quality, character, safety, and appeal of residential neighborhoods, developments, and subdivisions, and providing diversity in the housing stock to meet the needs of all residents.

Commercial and Industrial Areas

Strengthen the city's commercial and industrial areas to better meet the daily needs of Harvey residents and attract investment, reinvestment, and employment opportunities from beyond the city.

Transportation and Mobility

Support a cohesive and efficient network of roads, trails, bikeways, sidewalks, transit service, and rail corridors – a network that supports business investment and enhances local and regional mobility.

Community Facilities, Parks, and Open Space

Promote the provision of community services, high quality and safe parks and open spaces, and upkeep of city facilities for the entire community.

Infrastructure

Invest in the city's critical infrastructure to continue to ensure a resilient, sustainable, and high quality of life for the whole community.



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4

CHAPTER

LAND USE AND DEVELOPMENT

The Land Use and Development chapter is the core component of the comprehensive plan, representing the primary building block upon which other plan components are structured. The chapter identifies future land uses for all areas of the city. As development and redevelopment initiatives unfold, the primary focus should center on reinforcing Harvey's unique identity as a livable, connected, and distinct community.

GOAL

Use the *Harvey Comprehensive Plan* to evaluate and guide appropriate development in a manner that supports larger community goals.

Key Recommendations

- Establish a clear direction for the type, character, intensity, and location of new development in the city, particularly in its available opportunity and development sites.
- Establish and implement a coordinated framework for the character and development of the Dixie Highway, 155th Street, and Wood Street corridors.
- Use the Plan to guide and inform other city initiatives, including zoning, design guidelines, funding and financing programs, annual budgeting, CIP, and more.
- Use the Plan to evaluate proposed new developments and guide appropriate development in a manner that supports the larger community goals.
- Adopt strict on-site stormwater management guidelines and regulations in new growth areas, especially in the portions of the city where flooding has been an issue.

CURRENT SNAPSHOT

The community is committed to moving forward. Although the city has seen a loss of 15,500 people since its peak population in 1980, there are neighborhoods with great housing stock and significant historic buildings. Large employment centers, such as University of Chicago Ingalls Memorial Hospital, help draw skilled workforce, with Metra rail and Pace suburban bus services providing a robust public transportation system to the community. The city has good bones, a solid foundation to build back better. The community envisions Harvey as a place that is active, economically diverse, sustainable, and beautiful – a place with a bright future and high quality of life for its residents.

Available Parcels for Infill

Harvey is a community that boasts a diversity of land uses, great regional connectivity through Metra and Pace transportation, historic homes and neighborhoods, notable industrial businesses and medical facilities, and more. Interspersed within these positive assets are many usable vacant parcels.

Vacant parcels around Harvey are an ongoing issue for the community, but also an opportunity for Harvey to reinvest in its aging neighborhoods. The planning process has indicated a desire for infill development that is unique and positively contributes to the character of the community. Harvey has more than 930 acres of vacant land that await redevelopment. Vacant and underutilized residential property provides opportunity for future development – either for private development, or for activation as public amenities.

The map depicts vacant sites identified through data assessment and field reconnaissance. The city should maintain a balanced approach to development and redevelopment that provides for well-designed, and economically sustainable neighborhoods, businesses, and employment areas.

Blight vs Vacancy vs Abandonment

“Blight,” “vacancy,” and “abandonment” are sometimes used interchangeably, but they refer to different situations. **Blight** originally applied to slum housing to describe adverse public health effects associated with substandard housing and later was used to justify urban renewal of African American neighborhoods. Today, **blight** refers to a broad category of properties that experience disrepair, vacancy, abandonment, foreclosure, and environmental contamination. **Vacancy** refers to properties that are not occupied but may have active ownership. Some properties are vacant through average market turnover (i.e., the house may be waiting to be sold or rented). Vacancy becomes an issue when the property loses active ownership or stewardship and becomes a public nuisance. A typical example of public nuisance property is a property that has deteriorated or become neglected and is in a state of disrepair. On the other hand, abandoned properties have no active owner and typically have become uninhabitable, structurally unsafe, or beyond repair.

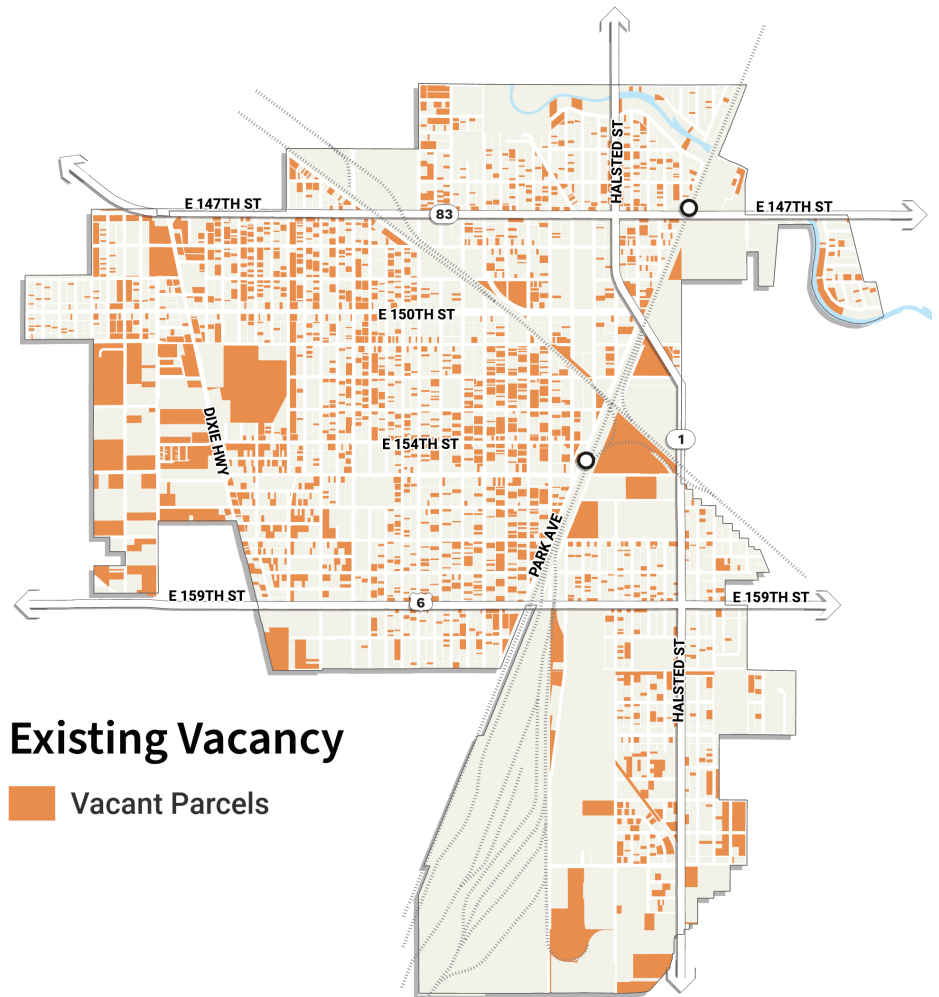
Source: Pay for Success and Blighted Properties, Urban Institute



Land Banking to Address Vacant Parcels

Land banking is a strategy for acquiring and holding vacant or underused parcels of land for future development. Municipalities use land banking to assemble strategically located properties, address blight, and guide future land use patterns. By holding land in a land bank, a city like Harvey can prevent further deterioration, control the pace and type of development, and potentially leverage public and private resources for future projects.

Harvey can work collaboratively with partners, including Cook County Land Bank Authority (CCLBA), and other land banks, to address its vacant parcels and problem properties. CCLBA has the authority, expertise, and resources to acquire, manage, and prepare these properties for redevelopment. Harvey can partner with CCLBA to identify priority areas and secure funding for acquisition and rehabilitation efforts. Through such collaboration, Harvey can effectively address its vacant properties, revitalize neighborhoods, and attract new investment.





LAND USE PLAN

The Land Use Plan and Future Land Use Map on page 23 in this section build on the city's existing assets and provides guidance for a spectrum of actions and approaches towards development. It identifies areas in the city that should be devoted to residential, commercial, industrial, and public land uses and is tied to the community's long-term policies and recommendations the Comprehensive Plan.

Land Use Categories

The categories listed within this section should be used to formulate general policies and desired land uses within Harvey. They will be the foundation for the Plan, and the subsequent chapters of the Comprehensive Plan will contain more detailed recommendations and actions to support the city's residential, commercial, employment, and open space areas. Parcels within the city have been assigned nine general land use categories corresponding to the Future Land Use Map.

Single-Family Residential

The Single-Family Residential category consists of single-family homes occupying individual lots, single-family attached, and accessory dwelling units. Single-Family Residential is the most common use in Harvey and is found throughout the community. New single-family development should align with the patterns of existing neighborhoods. The city should prioritize infill and redevelopment and ensure they are sensitive to and reflective of the existing neighborhood character.

Mixed Residential

The Mixed Residential category comprises multiple housing types, including single-family homes, townhomes, duplexes, triplexes, and small and large multifamily buildings. These areas encourage greater density within Harvey's housing stock and provide flexibility to build denser residential development.

Over time, Mixed Residential infill should be encouraged along major corridors where infrastructure and services can accommodate additional density and are closer to amenities. Mixed use development, which is development that combines multiple uses within the same building, complex, or site, may be strategically included along key corridors and in nodes within Mixed Residential neighborhoods. New Mixed Residential development should offer high-quality living environments and amenities. Mixed Residential uses should provide affordable homes for young professionals, seniors, and workforce residents.

Commercial

The Commercial category consists primarily of retail and service uses in the city, including grocery stores, gas stations, restaurants, salons, clothing stores, pharmacies, and home goods stores. Existing commercial uses are concentrated along corridors like Dixie Highway and 142nd Street, taking advantage of their visibility and easy access. Small office uses, such as local banks, real estate offices, legal firms, tax offices, and other professional services, are a subset of commercial uses within this category.

Commercial uses should be prioritized along high-traffic corridors. They should support a blend of businesses that tie into the fabric of established neighborhoods and complement them with appropriately scaled development emphasizing neighborhood connections.

Public/Semi-Public

The Public/Semi-Public category includes existing local government uses such as City Hall, community service providers, schools, nonprofit organizations, and major religious institutions. These uses are anticipated to remain over the horizon of the planning process.



Downtown

The Downtown category includes lots surrounding the Metra station and municipal complex in downtown Harvey. Downtown should encourage mixed use development, including residential, commercial, or office uses within the same building or complex. The land use can also be a horizontal mix of uses in a development consisting of attached or detached buildings of differing use categories (residential, commercial, and office) within the same area.

Downtown Harvey has “great bones” (see page 32 for a discussion on historic preservation in Harvey) and is well-positioned for future development to ensure a more vibrant center for the Harvey community. The Downtown category is intended to accommodate active, walkable uses that mix uses and bring people together.

Industrial

The Industrial category includes areas and facilities used for manufacturing, processing, storage, commercial service, and distribution of goods and materials. Uses in this category range from large distribution companies to smaller production businesses. Harvey’s industrial uses are located on the eastern and western edges of the city along major corridors and close to rail lines. The large businesses surrounding the large rail yard in southern Harvey best exemplify this use.

The Land Use Plan has also identified new areas for business and industrial use. In addition to retaining its larger businesses and improving existing business areas, the city should utilize high-visibility vacant land west of Dixie Highway to create an additional economic center. With the recent construction of the Amazon warehouse in Markham, there is growing momentum for new manufacturing and technology uses in the area. Harvey should capitalize on it by repurposing unused vacant land.

Parks and Open Space

The Parks and Open Space category includes public parks managed by the Harvey Park District. The City of Harvey oversees 15 public parks that offer basketball courts, baseball diamonds, picnic areas, and a recreational facility. Rich in athletic history and culture, special events are regularly held in parks to bring residents together and improve the quality of life in the community. As the city is landlocked, creating significant new parks and open spaces will depend on converting private land to public space. The city can work to strategically increase public open spaces, particularly in neighborhoods where bike and pedestrian access to such spaces can be improved.

Medical Institutional

The Medical Institutional category includes University of Chicago (UChicago) Ingalls Memorial Hospital, which is the city’s most well-known employer. This category covers the entire Ingalls campus, which includes an emergency room, general hospital, outpatient care facility, general medical offices and accompanying parking lots and garages. The campus is centrally located in Harvey around Wood Street and 155th Street.

UChicago Ingalls Memorial Hospital will continue to serve the community and provide professional employment for residents of Harvey and nearby communities. Future Development within the campus should consider the surrounding neighborhood context in the city.

Transportation and Utility

Transportation and Utility includes land dedicated to utility infrastructure, such as electrical substations, power lines, rights-of-way, and water treatment facilities. Notably, the large freight rail yard and Metra rights-of-way are included in this category. These uses are anticipated to remain over the horizon of the planning process.

GROWTH AND MAINTENANCE FRAMEWORK

In addition to the Future Land Use Map, this section outlines a framework for growth the community should build on. The city has new housing development and transit-oriented development proposed and under construction downtown and around the Metra station and the University of Chicago Ingalls Memorial Hospital. The community is seeing greater public engagement, and support for development; as such, the city should capitalize on its current momentum to realize the community's vision.

The Growth and Maintenance Framework outlines a three-stage policy with key recommendations for different areas throughout the community and how the city should implement them. Based on fieldwork, findings in the existing conditions memorandum, community outreach, and public feedback, recommendations are categorized based on the need to stabilize, invest for more growth, or maintain what currently works in the community.

Various areas in the city are in either one of the stages. There are areas west of the Dixie Highway between 149th and 151st Streets, or along 151st and Halsted Streets where the city should address vacant and abandoned homes; meanwhile, good housing stock and successful businesses need to improve and be maintained as the city grows. As an area becomes more stable and gains traction and more investment, the city should transition to implement the recommendations of the next stage or should begin investing in the communities. However, if places within the city experience further disinvestment, recommendations to stabilize the area should be prioritized.

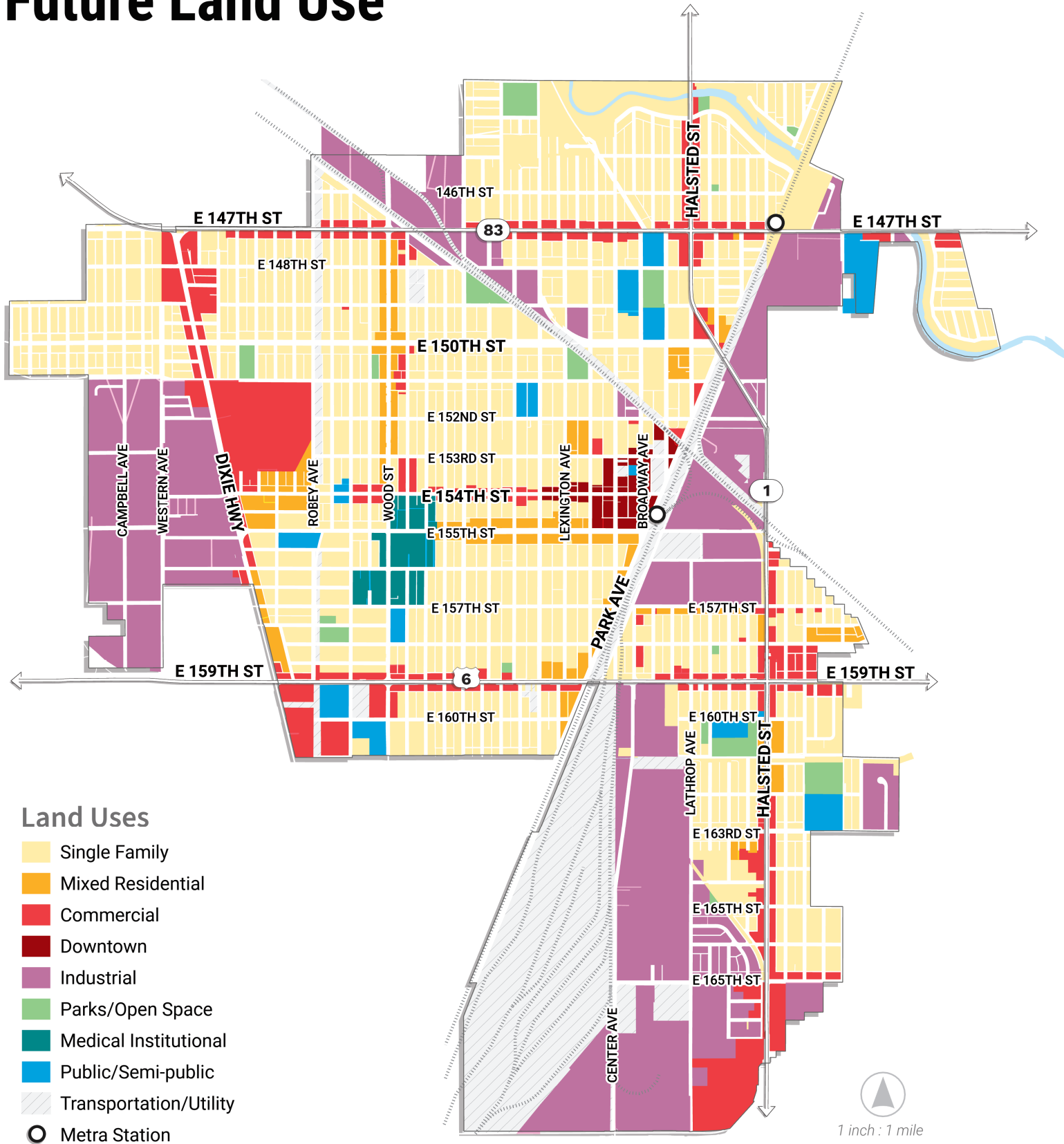
Addressing Population Loss

While accepting the reality of population loss may be difficult, it is essential to creating a plan that is realistic and grounded in the current conditions of the city. The vision for the city and the goals outlined in this Plan are optimistic in that this course can be reversed, and growth may occur under the right conditions. This section provides a general guideline as to what areas are best suited for new development over the next 20 years.

Recommendations for housing, commercial, and industrial areas in the city are categorized under one of these stages. The following three-stage process will guide new growth opportunities and address the need for more investment in different parts of the city. It will also help better focus recommendations and target city efforts.

- **Step 1 – Stabilize.** Areas hardest hit by foreclosures and property abandonment need the most help in a neighborhood or city experiencing instability. This trend might lead to further population loss, vacancies, and disinvestment. Stabilization efforts in such areas should prioritize property rehabilitation and redevelopment, incentivize homeownership, and prevent further displacement or loss of residents.
- **Step 2 – Invest.** Areas that are becoming stable, or are already stable, have more significant potential to benefit from revitalization efforts. Investing in such areas catalyzes positive change and can lead to the development of the city as well as additional public and private investment in the community. Securing real estate investment, ensuring housing is affordable, supporting local businesses, expanding access to local amenities, and improving infrastructure will result in a much more resilient community than before. Securing investment for future commercial and industrial areas will also encourage workforce development, and help draw and retain skilled talent in the city.
- **Step 3 – Maintain.** Maintaining a neighborhood involves ongoing efforts to preserve and enhance the livability, attractiveness, and sense of community. As areas experience stability and more investment, they are more likely to become places where people might want to live, shop, and visit. Efforts to maintain an area should focus on improving property maintenance and development standards, prioritizing housing variety and attainability, strategies to develop a robust local economy and skilled workforce, and preservation of the community's cultural heritage.

Future Land Use



Land Uses

- Single Family
- Mixed Residential
- Commercial
- Downtown
- Industrial
- Parks/Open Space
- Medical Institutional
- Public/Semi-public
- Transportation/Utility
- Metra Station



Residential Area Policies and Recommendations

Infill Development

To maintain vibrant and stable residential neighborhoods, infill development should be encouraged within Harvey's residential areas. Infill sites can be difficult to build on due to a wide variety of factors. A site may require demolition and clearing or remediation of problematic site conditions. Another roadblock to infill development could be the small lot sizes. In such an instance, site assembly may be required to accommodate new development.

To facilitate new investment in Harvey, the city should consider incentives to assist with added costs and prioritize infill development. A policy that prioritizes infill development will encourage neighborhood reinvestment and make efficient use of existing infrastructure.

Temporary Uses

Harvey's vacant residential lots present an opportunity for temporary uses that can bring life and activity to neighborhoods while also fostering a sense of community. Potential uses include small pocket parks or community gardens that provide opportunities for community interaction and inclusion. The City should work with property owners, community groups, and other civic organizations to secure grant funding and organize operations of pocket parks and community gardens until more permanent development comes forth. The city should be a resource for community organizations looking to expand open space and access to fresh food through community gardens in their neighborhoods.

Housing Diversity

Most of the housing in Harvey consists of single-family homes. While single-family homes will continue to be the predominant residential development type, public input during the outreach process indicated support for additional housing to gradually add population to the community. The city must also ensure there is a range of housing that meets the needs of all ages and income levels.

Aging in Place

Between 2010 and 2020, the share of population aged 65 years and over increased by 5 percent making up 15 percent of the community. Planning for the needs of an aging population requires a multifaceted approach to ensure the well-being of aging residents. Providing diverse housing options, such as senior living communities, is essential to accommodate varying needs and preferences. The city should also evaluate incentives for age-targeted development, particularly for low-income households, to ensure that viable housing options are provided to Harvey's senior population.

Affordable Housing

In Harvey, 38 percent of homeowners experience financial strain as a significant portion of their income is allocated for housing costs, leaving them with limited funds to meet other basic needs like food, healthcare, transportation, and education. This situation can lead to financial instability, housing insecurity, and a reduced quality of life with individuals on the lower end of the income scale disproportionately cost burdened. The city should continue to prioritize affordable housing in the community.

Maintenance and Code Enforcement

Harvey continues to be challenged by increasing vacancy rates and residential property owners that are struggling to keep their homes. Although higher residential vacancy rates help keep housing prices down, such a large percentage of vacant housing stock can lead to owner absenteeism and conditions of blight. The following strategies seek to reduce absenteeism and increase neighborhood value through increased maintenance and investment.

Rental Property Registry

Rental property can be considered any property on which one or more dwelling units are located that the owner rents, either entirely or in part, to another person for occupancy as a dwelling unit. A central rental property registry is an effective strategy to maintain rental properties and enforce codes. It provides a means of communication between the city and owner, keeping owners informed about any nuisance or illegal activity on their property. The city should establish a rental property registration program to increase communication with property owners and owner accountability.

Targeted Demolition

Several neighborhoods are experiencing disinvestment and overall neglect. Demolition of dilapidated, abandoned, and uninhabitable property serves as a tool to combat symptoms of blight by removing troubled buildings from the neighborhood and opening land for development or open space. The city should look to neighborhoods that need revitalization and target specific properties for demolition that are tax delinquent or pose public health or safety concerns. The city has partnered with community organizations such as the South Suburban Public Safety Initiative in the past and boarded over 300 abandoned homes in Harvey. The city should continue to partner with community organizations and other partners on blight reduction programs to address abandoned and unsafe structures in Harvey.

Code Enforcement

Throughout the outreach process, Harvey residents cited the need for better code enforcement and property maintenance to improve residential neighborhoods. The city should actively promote and advertise the city services and ensure that all complaints and requests are addressed in a timely and efficient manner.

Stabilize, Invest, and Maintain Harvey's Residential Areas

Harvey should remain a community of single-family homes with a mix of other residential types. Neighborhoods should be protected from incompatible land uses. Existing neighborhoods should be enhanced, encouraging context-sensitive infill development. New residential development should be integrated into existing neighborhoods with respect to architecture, open space, and urban design.

Stabilize

- Facilitate partnerships with developers, nonprofits, Cook County, and others to incentivize rehabilitating vacant homes and properties.
- Foster community land trusts to promote affordable homeownership and community-led development.
- Work with Cook County Land Bank to promote redevelopment and reuse of vacant, abandoned, foreclosed, or tax-delinquent properties in residential areas.
- Eliminate undesirable uses that may have a detrimental impact on the character and quality of residential areas.

Invest

- Establish a senior housing initiative to address the specific needs of the city's older population.
- Work with local and regional partners to provide local amenities (i.e., open space and trails) that benefit residents in those neighborhoods as development occurs.
- Introduce programs that facilitate residential rehab, focusing on sustainable and energy-efficient upgrades.

Maintain

- Implement incentives to promote the construction of housing units with an emphasis on attainability.
- Develop landlord accountability programs to ensure safe and well-maintained rental properties.
- Investigate historic preservation incentives to protect and celebrate the city's architectural heritage.
- Regularly assess and address changing housing needs in the community, utilizing a local housing task force and partnering with regional partners and initiatives.
- Build on the city's transportation assets by supporting transit-oriented development opportunities that foster active development, enhance regional accessibility, and reduce reliance on cars.



Residential Areas Framework

The Residential Areas Framework builds upon the Land Use Plan, which identifies areas for single-family and mixed-use residential across the city and the potential for higher-density residential uses downtown. The intent is to provide housing variety and choice to accommodate the needs of existing and future populations in a manner consistent with the desired character of the Harvey community.

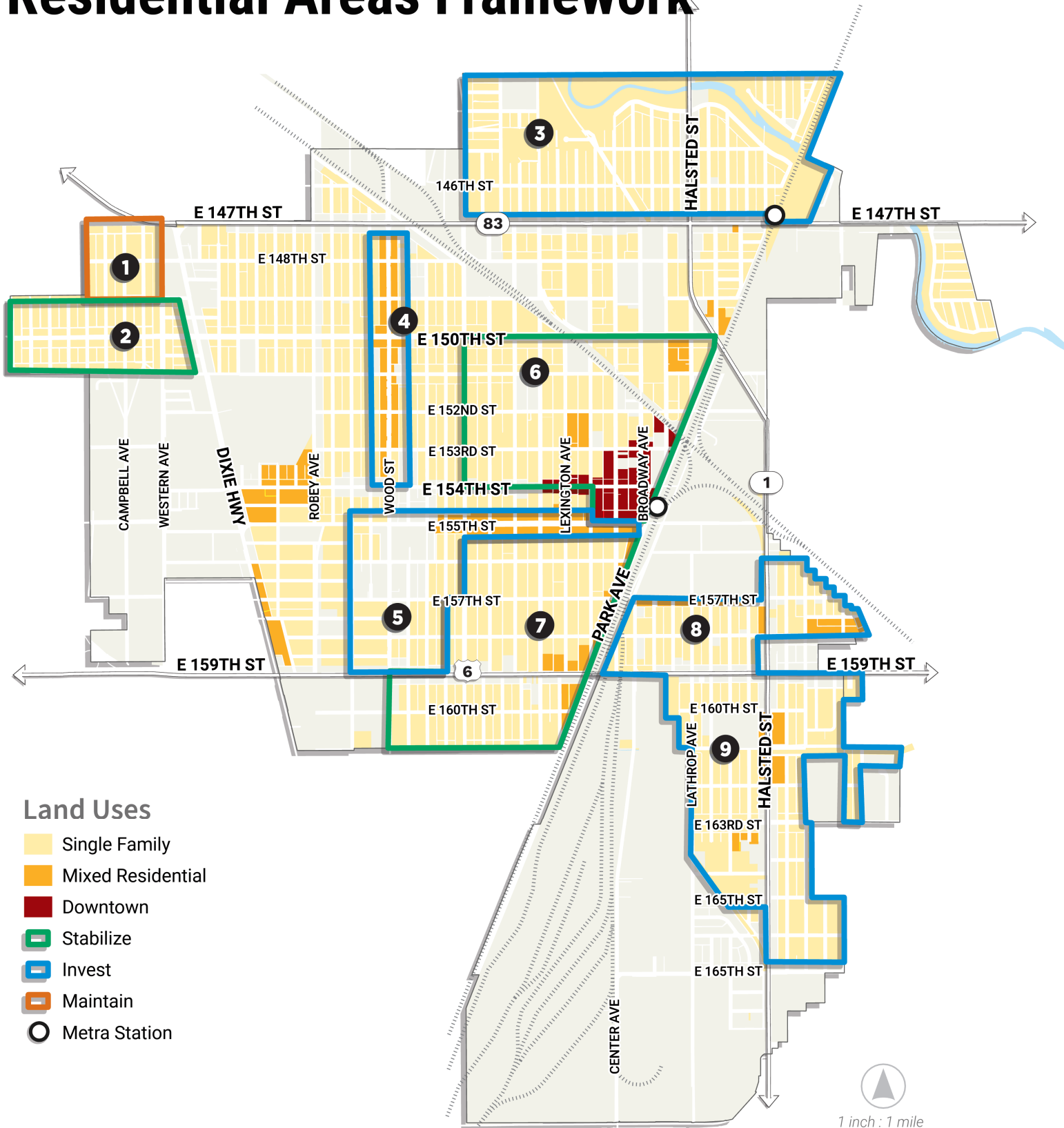
- 1 **Northwest Corner.** This northwest corner neighborhood is one of Harvey's newer subdivisions and is comprised of well-maintained single family homes. The neighborhood should be maintained over the 20-year planning horizon.
- 2 **Western Edge.** These neighborhoods have seen significant disinvestment. Over time, as properties become available, the city should work with CCLBA or other organizations to assemble property and promote residential redevelopment. Provide appropriate buffering (vegetative screening and attractive fencing) along 151st Street as the potential Southland Logistics Center development comes online.

Local Partnerships

Flossmoor Community Church is partnering with NeighborScapes, a non-profit organization that aims to reduce blight and vacancy through rehabilitation and community engagement. As part of the organization's Innovation Houses program, NeighborScapes and Flossmoor Community Church will renovate distressed properties in Harvey, rent them at below-market rates to people who will engage in civic activity or community service at least ten-hours monthly to strengthen the fabric of the neighborhood.

- 3 **North End.** These neighborhoods have seen less vacancy and abandonment, however, there have been issues with infrastructure and flooding. This city should invest in infrastructure and promote infill in the north end.
- 4 **Wood Street Corridor.** This corridor includes pockets and vacant and abandoned homes. The IDOT-led Wood Street improvement project, and proximity to UChicago Medicine Ingalls Memorial Hospital factor into residential investment and along the corridor, with a mixed residential format that could include options such as townhomes and rowhomes.
- 5 **UChicago Medicine Ingalls Memorial Hospital/155th Street.** Proximity to the hospital is a significant driver for residential investment. The hospital is a core community- and regionally-respected institution. There is opportunity for infill, residential rehab, and parcel assembly for mixed residential townhomes and rowhomes along the 155th Street corridor.
- 6 7 **Core Neighborhoods.** The residential neighborhoods in the heart of Harvey – within walking distance to the Metra and PACE station, and many of the core community facilities including City Hall and the Harvey Public Library – have seen some of the most disinvestment and abandonment in the community. The city should focus on seeking funding assistance for securing and/or strategically demolishing open abandoned homes, parcel assembly where appropriate, and incentivizing infill in the
- 8 9 **Southeastern Edge.** These neighborhoods interface the most with Harvey's active industrial areas. Some of the obligation is on the industrial users for buffering, screening, and truck routing. However, the city should work to improve infrastructure, including planting more street trees and screening as much as possible to ensure these neighborhoods are well-positioned for additional investment and infill over the long term, even as they are adjacent to active industrial users.

Residential Areas Framework



- Land Uses**
- Single Family
 - Mixed Residential
 - Downtown
 - Stabilize
 - Invest
 - Maintain
 - Metra Station

Commercial Areas Policies and Recommendations

Appearance of Commercial and Industrial Areas

Harvey's commercial and industrial areas are primarily located along heavily traveled corridors such as the Dixie Highway, Halsted Street, and 159th Street. With many highly visible buildings, businesses, and vacant parking areas, these corridors are unsightly and detract from creating a sense of place in the community. A proactive approach is needed to enhance the appearance of commercial and industrial areas and help maintain and improve the conditions throughout the city.

Pedestrian Environment

A safe and inviting pedestrian environment not only serves as a tool for transportation, but a crucial infrastructure network that allows for access to commercial businesses. Harvey's commercial areas include a network of sidewalks and walkways to reach local retail shops. Despite the complete network, there are several strategies that the city can implement in partnership with commercial property owners to achieve a more inviting and pedestrian friendly retail environment.

The city should repair and install new sidewalk segments on local streets as well as on-site sidewalks that provide safe access between the public right-of-way and building entrances and are compliant with the Americans with Disabilities Standards for Accessible Design. Intersection improvements should include highly visible crosswalks, pedestrian countdown signals at signalized intersections, and pedestrian-triggered vehicular warning systems at non-signalized intersections. For larger commercial and industrial properties, especially along Dixie Highway, the city should work with property and business owners to install internal sidewalks to safely provide pedestrian connection.

Public spaces such as plazas and boulevards can contribute significantly to a commercial district's sense of place and studies have demonstrated that public space can serve to higher occupancy rates. The city, economic development partners including the Harvey Area Chamber of Commerce, and property owners should work to identify opportunities for public open space development in Harvey.

Neighborhood Commercial Areas

There are several key intersections throughout Harvey that function as a neighborhood commercial area or a node. Wood St and 159th Street, Halsted and Sibley, and 159th and Halsted Street are a few nodes that serve the locals' everyday needs. As the community grows, such neighborhood-serving commercial nodes should be located at key intersections that complement the scale and character of the surrounding residential areas. Where possible, screening and buffering elements should be implemented to protect adjacent residential properties from any negative impacts of commercial activities.

Workforce Development

Healthcare and Social Assistance, manufacturing, and educational services were the top three categories providing over 5,300 jobs in Harvey. Workforce development programs targeted at these select industries can help provide for the long-term health of the local economy. Programming is needed to educate local youth and young adults about the potential available with area employers. Any programming should also ensure that residents of all backgrounds have access to quality employment and available resources. The city currently collaborates with partners including CSEDC, Thornton School District, South Suburban College, and 160 Driving Academy to develop a skilled workforce and talent pool in Harvey. The city should continue to prioritize such partnerships and invest in programs that benefit the prospective youth and professionals working in Harvey. The city should also advertise such programs through various media sources and communication channels available.

Downtown Investment

Downtown Harvey sits adjacent a major transit hub for the city and the region. Downtown was once a civic center of the community, but now sits between key uses and institutions including City Hall, the Library, the Metra Station, and Pace Transportation Center. The area is currently experiencing significant investment in new transit facilities, new housing development near City Hall, medical facilities, and necessary infrastructure upgrades. The recently adopted Harvey Transit Oriented Development (TOD) Plan also envisions sustained investment in the area that will spur economic development in the years to come. The city should continue to support the recommendations on the TOD Plan by prioritizing investment downtown and creating a central civic and TOD hub. As development opportunities arise, the city should encourage more commercial and retail activity to support the new housing developments and residents in the area.

The city should also continue to prioritize aesthetic improvements, retain existing businesses, and address vacant and abandoned properties downtown. One of the ways the city can fund such redevelopment projects is through a Tax Increment Financing (TIF) strategy. Downtown Harvey is currently within in the “City of Harvey Transit Oriented District” TIF district, established in 2021. The city should leverage such TIF districts and partner with existing businesses and community organizations to prioritize redevelopment projects in the area.

Stabilize, Invest, and Maintain Harvey’s Commercial and Industrial Areas

The health of a community’s commercial and industrial areas is also a significant contributor to a community’s image and provides essential employment opportunities for residents. It is important that the retail and service needs of Harvey residents are provided for at all levels. It is also necessary that the city’s commercial and industrial development contribute positively to achieving the city’s vision and reinforce an environment where the community can shop, dine, and work.

Stabilize

- Work with the Chicago Southland Economic Development Corporation (CSEDC) and other organizations to develop a talent attraction and workforce strategy to bring skilled workers to the city.
- Consider a new business improvement district (BID) to fund infrastructure upgrades in key commercial areas, particularly along the Dixie Highway, 155th Street, and Wood Street corridors.
- Identify areas where existing commercial and industrial development is not viable due to access, site constraints, use incompatibility, or other factors, and transition them to land uses better integrated into the surrounding land use context.
- Work with local and regional economic development organizations to strategically reactivate large parcels with new businesses that could take advantage of existing infrastructure, regional access, and historic neighborhoods.

Invest

- Collaborate with UChicago Medicine Ingalls Memorial Hospital and other local and regional institutions to support new training programs that meet the needs of local industries.
- Work to streamline the permitting process for new businesses to encourage local entrepreneurship.
- Prioritize business attraction and infill development in the city’s established industrial areas where businesses can benefit from existing infrastructure, multimodal regional access, available land, and proximity to existing industrial development.

Maintain

- Establish a small business support program within the city or in collaboration with a regional organization such as the CSEDC to provide resources and assistance to local entrepreneurs.
- Enhance the awareness of local businesses through community marketing initiatives.
- Work closely with large industrial businesses to ensure their needs are met, and they stay in Harvey for the long term.

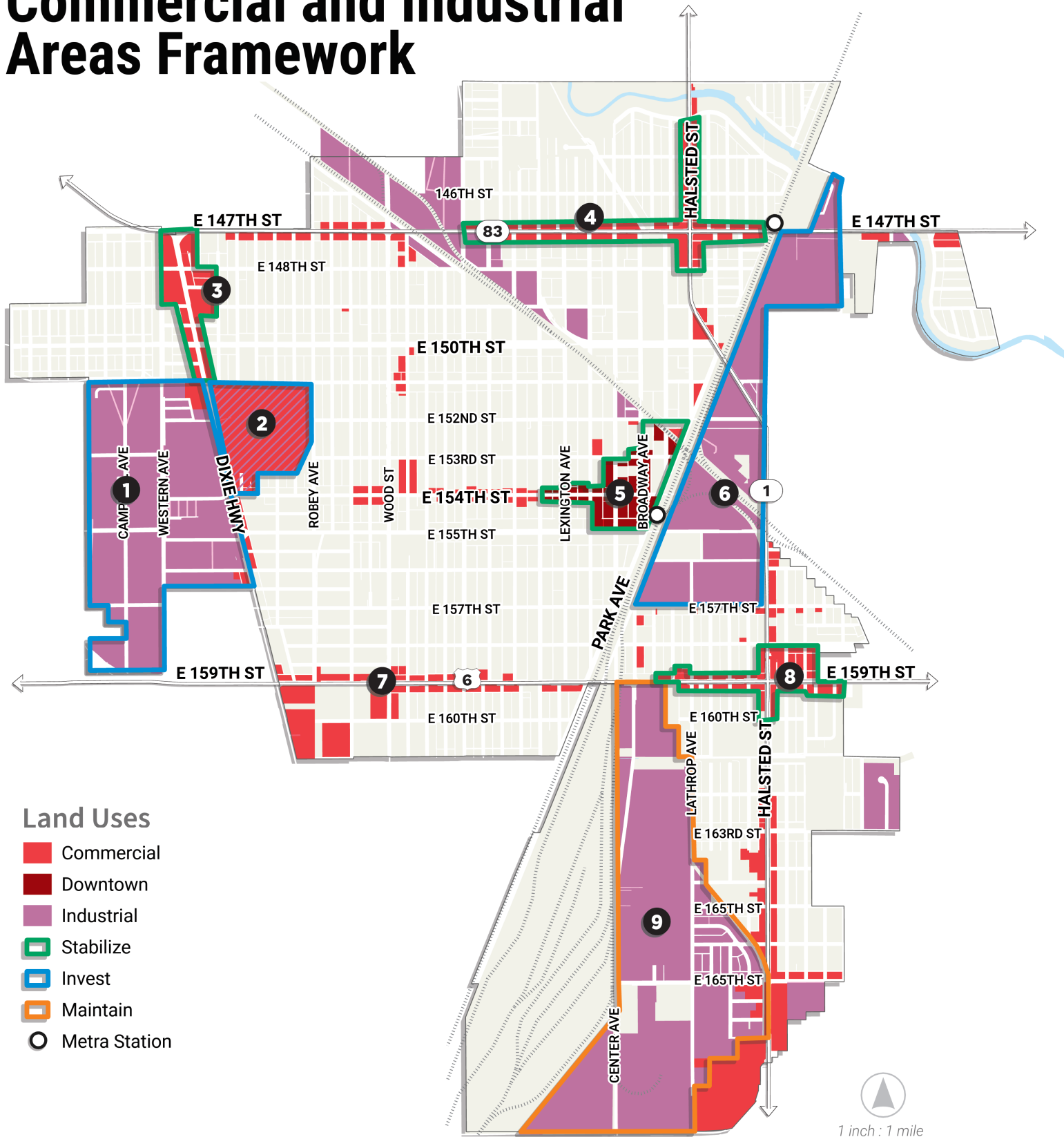


Commercial and Industrial Areas Framework

Commercial and industrial areas comprise a vital component of a community's land use and provide a tax benefit that helps pay for maintenance, improvements, and future expansion of the city's services and infrastructure.

- 1 Western Avenue Employment Area.** These areas have experienced significant disinvestment over time and the area is unlikely to remain residential over the planning horizon. The area should transition to regional logistics uses, like the Amazon warehouse to the south in Markham. Incoming logistic corporations will have convenient access to I-294 through the 159th Street interstage.
- 2 Dixie Square Mall Site.** This former mall site is ready for development and should transition to a regional commercial hub which could anchor the city's west side and attract shoppers from outside the community. If that is infeasible, the city has also seen potential for further extension of the logistics uses identified to the west of Dixie Highway. The site is hatched on the map to reflect its potential for both commercial and industrial uses. The city should work with the developer to ensure appropriate buffering (vegetative screening and attractive fencing) along 150th Street if the potential Southland Logistics Center development comes online.
- 3 4 North Side Commercial Corridors.** Sibley Boulevard, Dixie Highway, and Halsted Street are notable commercial corridors for the city. Each contains clusters of thriving businesses alongside vacant and distressed pockets. The city should focus efforts on these corridors including streetscaping, lot consolidation, code enforcement, screening, and establishing gateways, ensuring key north side entry points are well-maintained and clearly convey arrival in Harvey.
- 5 Downtown.** The city's historic Downtown has seen considerable disinvestment. Building on the excitement surrounding the notable \$10 million Harvey Lofts project, the city should focus on securing vacant buildings, historic preservation, and adaptive reuse in the surrounding historic Downtown, reestablishing it as a regional node with excellent transit access to the region.
- 6 Northeast Industrial Park.** There are several active heavy industrial uses in this area that are likely to remain over the 20-year planning horizon. Infill pockets remain, and if or when established industrial uses move on and new logistics and manufacturing industries locate here, the city should emphasize a business park atmosphere, with on-site screening and landscaping.
- 7 8 159th Street Commercial Corridor.** 159th Street is a key corridor for the southland region – a major, primarily commercial spine that connects all the way from Will County and beyond to the west and to Calumet City and the Indiana border to the east. In Harvey it spans the community from east to west and functions as an important commercial corridor. It boasts some of the city's most active retail businesses but offers opportunity for infill and investment, particularly along the segment between Wood Street and Park Avenue.
- 9 Center Avenue Active Industrial Park.** Some of Harvey's most notable companies are located in the southeast portion of the community, taking advantage of proximity to the CN Chicago Intermodal Terminal and the I-294 interchange at 171st Street for regional and national freight transport. These include Allied Tube and Conduit, Fuchs Lubricants Corporation, and several smaller operations. Given the availability of rail freight and the established reputation of these important businesses, the city should continue to support their operations. On the southeastern interface edges with the neighborhoods, over time, there may be opportunity to expand the business park edge with a considerable emphasis on screening and buffering from the residential neighborhoods that extend from 160th Street to 167th Street.

Commercial and Industrial Areas Framework





Source: Landmarks Illinois - www.landmarks.org

HISTORIC PRESERVATION

Harvey's historic resources make the city unique and contribute to its local character. They have the potential to enhance a sense of place and community, stimulate the local economy, and create opportunities for civic activities. The following section identifies the regulatory frameworks and existing historic assets that should be considered for preservation.

Utilize the Regulatory Framework

The National Park Service (NPS) administers the National Register of Historic Places. NPS guidance on local historic preservation law states, "When it comes to preserving private property in a historic district, most people are surprised to learn that a local law is generally stronger than a federal law—that only sharp local teeth can guard the historic character of a community." In Harvey, a regulatory framework supporting historic preservation is well-established at the city and state levels. The Harvey Municipal Code and the Illinois Compiled Statutes each set a standard of support and emphasize the importance of historic places and structures.

Harvey Municipal Code Chapter 16-48

Chapter 16-48 – HPD Historical and Cultural Preservation Overlay District identifies the purpose of historical and cultural preservation within the city. "The purpose of the historic and cultural preservation legislation is to provide a mechanism whereby landmarks and districts in the city identified as having historical or architectural significance may be protected and preserved. Such landmarks and districts may exemplify or reflect the cultural, political or social history of Harvey or distinguish an architectural style, structure or material which upon designation shall be protected from detrimental encroachment." Regulatory support for the city's historic assets is woven throughout the language of the code, emphasizing the importance of preservation in any project or proposal.



Illinois Compiled Statutes – Historic Preservation Act

The Illinois Historic Preservation Act encompasses several key aspects aimed at protecting and preserving the state's historical resources. The Act establishes the Illinois State Historic Preservation Office (SHPO) within the Department of Natural Resources. This agency plays a crucial role in leading and coordinating preservation efforts across the state.

The Act mandates state agencies to manage and maintain their historic properties for future generations, including those in local municipalities. This includes developing policies and plans for preservation, restoration, and public access. Further, the Act requires state and federal agencies to consider the potential impact of their projects on both state-owned and non-state-owned historic resources. This ensures that historical significance is considered during planning and development. The Act offers various tax incentives to encourage private sector involvement in historic preservation. These include tax credits for rehabilitating income-producing historic properties.

Recommendations

Local regulations protect historic asset destruction or insensitive rehabilitation. To ensure local laws continue to regulate and promote Harvey's history and unique architecture, the city should:

- Review Chapter 16-48 of the Harvey Municipal Code pertaining to historic preservation, ensuring the Code provides the regulatory guidance needed to protect and preserve the city's historic structures.
- Audit the city code to ensure it has the proper controls to address exterior modifications, remodeling, and demolition of historic structures – particularly those that have the potential for adaptive reuse or rehabilitation.
- Ensure the local regulations support the historic preservation purposes and duties conducted by the city's planning and zoning commission.
- Monitor state tax incentives to encourage private sector involvement in historic preservation through the Historic Preservation Act.



Source: Landmarks Illinois - www.landmarks.org

Preserve Notable and Historic Buildings

Harvey does not currently have any officially-designated local or national landmarks. However, the community is known for its historic Downtown centered on 154th Street between Turlington Avenue and Broadway Avenue. The Downtown includes notable historic structures such as the historic city hall, and the Stevenson Block building. Many structures along 154th are in disrepair and will need intervention to be saved and/or adaptively reused.

Landmarks Illinois Notable Buildings

Landmarks Illinois maintains a public survey database of notable buildings at landmarks.org based on field inspections conducted by the School of the Art Institute of Chicago's graduate program in Historic Preservation, with several locations in Harvey. Per Landmarks Illinois, the dates of construction for a building are often approximate and are not based on detailed permit research. Some information in the database, however, is based on interviews with property owners, period publications and other background research.

Note: These buildings are considered "notable" by Landmarks Illinois – worth consideration, but not officially designated "historic" at this time.

Recommendations

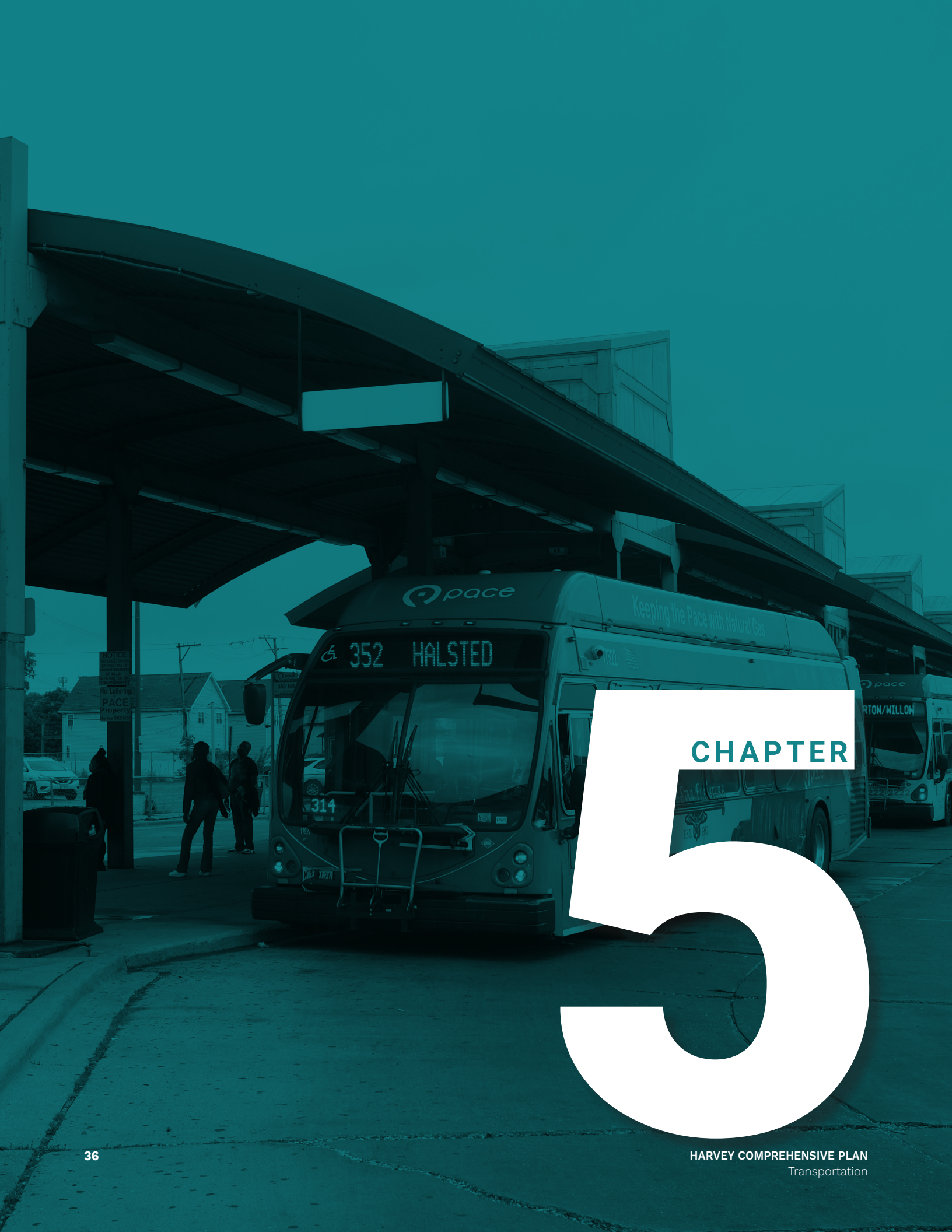
The city has many potential historic assets. Expanding historic preservation will require a collaborative approach, where the city works with local property owners, the planning and zoning commission, and organizations such as Landmarks Illinois. To do this, the city should:

- Create a citywide "most-endangered" list to identify currently unprotected historic properties, structures, and districts that the city wants to preserve.
- Promote adaptive reuse that retains distinctive architectural styles for historic features, in collaboration with partner organizations such as Landmarks Illinois.
- Create and regularly update a local register based on a survey and inventory of existing and potential properties, structures, and districts of historical and architectural significance within the city, providing a preservation status for each.
- Work with the planning and zoning commission and Landmarks Illinois to create and publish guidelines for the care and management of historic buildings and structures.
- Provide local incentives such as a façade improvement program or small homeowner grants for historically accurate exterior building improvements to landmark and historic district properties.
- Provide local incentives for context-sensitive redevelopment of the city's historically significant properties.
- Partner with the various historical societies and organizations within the community to update inventories of existing historic districts and structures.



Source: Landmarks Illinois - www.landmarks.org

Building Name	Address	Estimated Construction Date	Type	Architect/Builder
Olen Mortuary	15700 Emerald Avenue	1950-1959	Mortuary	
Thornton Township High School	15001 Broadway Avenue	1960-1969	School	
Unity Fellowship Church	515 E 147th Place	1967	Church	
Vineyard House of Prayer International	45 E 150th Street	1961	Church	Stade, Dolan and Anderson
St. John the Baptist Church	15746 Union Avenue	1956	Church	George S. Smith, AIA
Illinois Currency Exchange	14725 Dixie Highway	1960-1969	Currency Exchange	
Second Baptist Church	163 W 150th Street	1968	Church	
Christ First Baptist Church	14426 Loomis Avenue	1963	Church	
Harvey Fire Station #1	15600 Center Avenue	1970-1979	Fire Station	
CEDA Harvey Head Start Program	14701 Wallace Street	1950-1959	School	
Shepherd's Community Church	10 W 150th Street	1951	Church	
Harvey Christian Book Store	15702 Park Avenue	1960-1969	Book Store	
Historic Use: Whiting Corporation	267 E 157th Street	1960-1969	Commerce/Trade	
Sandburg Elementary School	14500 Myrtle Avenue	1955	School	
Historic Use: Community medical center	15900 Carol Avenue	1960-1969	Medical Office	
Historic Use: New Joy City	256 W 147th Street	1960-1969	Commerce/Trade	
Masonic Fraternity / Current Use: Catholic Charities	15300 Lexington Avenue	1963	Office	O'Flanagan (possibly)
First Pentecostal Missionary Church	14559 Green Street	1964	Church	
Immanuel Missionary Baptist Church	15020 Robey Avenue	1968	Church	
Mixed-use building	215 E 159th Street	1960-1969	Mixed Use	



CHAPTER

5

TRANSPORTATION AND MOBILITY

The Transportation and Mobility chapter provides recommendations to align proposed land use recommendations with recent transportation plans. Additionally, the chapter provides strategies to maintain effective and efficient mobility for drivers while further diversifying and enhancing alternative transportation options.

GOAL

Support a cohesive and efficient network of roads, trails, bikeways, sidewalks, transit service, and rail corridors – a network that supports business investment and enhances local and regional mobility

Key Recommendations

- Improve key intersections to enhance traffic operations, pedestrian and bicycle safety, and community appearance and identity.
- Work with Pace suburban bus and Metra rail to continue to provide and improve transit service within the community, including connection to regional and local destinations and amenities.
- Incorporate a “complete streets” approach to transportation planning when updating roadways to prioritize accessibility and safety for all users, regardless of age, ability, or mode of transportation; particularly considering the most vulnerable road users – pedestrians, bicyclists, and transit riders.
- Manage access into and within commercial and industrial areas to maintain efficient circulation and minimize traffic impacts on surrounding areas.
- Encourage walking in the community by enhancing street lighting to improve safety, especially in high pedestrian traffic areas.
- Invest in bike lanes and pedestrian-friendly infrastructure to encourage non-motorized commuting.
- Study the feasibility of implementing a road diet along Morgan Street-Park Avenue to increase multimodal mobility and provide better access to the Pace Harvey Transportation Center and Metra stations.
- Establish a multimodal transportation task force to continuously assess and improve the city’s bicycle and pedestrian mobility infrastructure, and to identify and pursue funding opportunities to reduce the financial burden associated with the improvements.
- Coordinate with the Illinois Department of Transportation (IDOT) to analyze the feasibility of grade separating the Canadian Pacific Kansas City (CPKC) Soo Line Railroad where it intersects with 147th Street (IL 83).
- Provide a connected sidewalk network throughout the city, prioritizing connections to existing neighborhoods, community facilities, and activity generators.
- Continue to provide and enhance connections to parks, nearby forest preserves, and other nearby destinations and areas of interest.
- Collaborate with Cook County Department of Transportation and Highways (DoTH) on road and transportation improvements that are under the department’s jurisdiction.

STREET NETWORK

Since the late nineteenth century, Harvey's street network has been connecting residents, visitors, and patrons to the city's economic, social, recreational, and cultural opportunities. Harvey's roadway network provides excellent routing throughout the community and to the south suburbs, as well as nearby major regional transportation hubs such as Chicago and Northwest Indiana. The current street network has been well planned and provides efficient access to key regional routes, such as 147th Street (IL 83), 159th Street (US 6), Dixie Highway, Wood Street, and Halsted Street (IL 1).

Some of these routes provide direct access to the Interstate system including I-57, I-294, I-80, and I-94, which can help attract business and investment and positively contribute to development within the city. The strategies outlined below in this section foster a well-balanced roadway network that continues to increase economic opportunity by providing access to new development potential, recreational opportunities, social and cultural opportunities, while also helping to manage traffic flow and congestion on busy existing corridors such as 147th Street and 159th Street.

Harvey's streets are classified by the Illinois Department of Transportation (IDOT) according to the character of service they are intended to provide. This functional classification process, as displayed on the Transportation Map on the following page, recognizes a hierarchy of roadways and the fact that they do not operate independently, but instead collectively as a system-wide supportive network

Active Transportation Alliance – Ordinance and Policy Library

Based in Chicago, the Active Transportation Alliance is a non-profit advocacy organization that works to improve conditions for bicycling, walking, and transit and engages people in healthy and active ways to get around. The Active Transportation Alliance maintains a collection of best practices and resources on Complete Streets and Active Transportation Plans, with a special focus on policies and plans from Illinois and the greater Chicago region. The organization's example complete streets policies can be found at ATPolicy.org.

Complete Streets

A Complete Streets policy is a new approach for the city to integrate the needs of all ages, abilities, and travel modes into street design. These policies were first drafted in the early 2000s and most communities throughout the region still do not have adopted Complete Streets policies. In general, these policies seek to provide safe and comfortable routes for walking and bicycling along Harvey's streets to increase use of these modes of transportation. The Harvey *Parks and Public Space Strategy* adopted in 2021 proposes several complete streets throughout the community including: 147th Street, 150th Street, 154th Street, 155th Street, 159th Street, Dixie Highway, Wood Street, Ashland Avenue, Broadway Avenue, Park Avenue, and Halsted Avenue.

The city should draft and adopt an official Complete Streets policy. This would require that the Public Works Department review the feasibility of incorporating increased pedestrian and bicycle accommodations any time a street in Harvey is planned to be resurfaced or reconstructed. The policy should include, but not be limited to these items: purpose, definition, vision and intent, policy, applicability, exceptions, performance measures, and implementation.

A good example of a complete street is IDOT's reconstruction of Wood Street throughout its entire extents in Harvey. Notably, the new roadway will provide an eight-foot sidepath along the west side of the street, a seven-foot sidewalk along the east side, a shared center left-turn lane, and new drainage infrastructure. The sidepath will greatly improve north-south bicycle travel throughout the city and the drainage infrastructure should improve existing flooding issues along the corridor.



Source: National Association of City Transportation Officials (NACTO)

Transportation





Traffic Flow and Congestion

The public outreach process identified traffic flow, congestion, and truck traffic on city streets as key issues. Despite routes like 147th Street, Halsted Street, Dixie Highway south of 147th Street, Center Avenue, and 171st Street not being official State designated truck routes, these routes are heavily traversed by trucks due to the considerable industrial-based land uses in and around Harvey. Large concentrations of industrial uses exist south of 159th Street and west of Dixie Highway, east-southeast of the Canadian National (CN) Chicago Intermodal Terminal near Center Avenue, east of Downtown on the other side of the Illinois Central Railroad and CN Railway tracks, north of 147th Street near Wood Street, and east of Halsted Street in South Holland.

In general, State and County routes are required to be designed to standards that support heavy freight truck traffic. Most arterial streets in Harvey are outside of city jurisdiction, which limits the city's ability to influence traffic flow. The city should continue to coordinate local roadway improvements with the 5-year Transportation Improvement Program (TIP) of both the Cook County Department of Transportation and Highways (DoTH) and the Illinois Department of Transportation (IDOT) 6-year Multi-Year Improvement Program (MYP).

Wood Street Improvements

The current Wood Street project under construction by IDOT, which includes a new trail alongside the street and new drainage infrastructure, was previously listed in IDOT's MYP. Understanding where these agencies are going to focus resources will help the city coordinate projects and can help to limit disruption of traffic caused by construction.

Managing Freight Access

Harvey's regional location near four major interstates makes it an attractive place for industry to locate and conduct business. While positive for economic development, increased truck traffic around the community can lead to increased pollution which can be harmful to public health.

The City can work with industrial business owners to manage freight access by establishing Freight Routing Plans that help ensure that truck drivers know the proper routes to access their properties via the arterial roadways (147th Street, Dixie Highway, 159th Street, Halsted Street) and to discourage truck drivers from cutting through community streets. Particular focus should be given to the intersections circled in blue on the Transportation Map as these represent the intersections that commercial and freight trucks are likely to traverse through to access the main commercial and industrial areas of Harvey.

Additional measures the City can pursue in conjunction with Freight Routing Plans include installing directional signage or signage that restricts truck traffic to local deliveries only on streets that are under Harvey jurisdiction. If signage is not adequate to direct trucks, additional enforcement by the Harvey Police Department or physical modification to intersections, such as reducing curb radii, could be pursued.



Safety

Focusing on the safety of Harvey’s transportation network can lead to tangible benefits for the residents and businesses in Harvey. A robust pedestrian and bicycle network throughout the City can increase access to jobs, spur economic development, and lead to a healthier population. Improvements to roadway infrastructure focused on safety can help reduce the likelihood of crashes occurring, which reduces congestion and decreases the amount of resources the City spends on responding to emergencies.

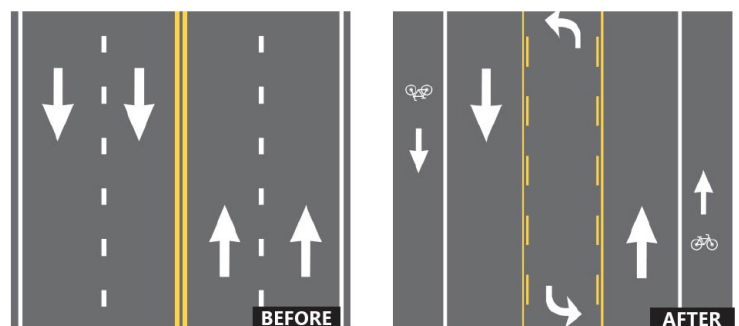
The Safe Streets 4 All (SS4A) Grant Program was released in 2022 through funding allocated by the Bipartisan Infrastructure Law and is active through 2026. The city should consider applying for an SS4A grant in both 2025 and 2026. Two grant types exist within the program, one focused on planning and the other focused on implementation. Grant applications release in the early part of a given year, and in 2025 the city should apply for grant funding to prepare a comprehensive safety action plan, or “action plan”. This action plan would use data to analyze roadway safety problems in Harvey and develop an approach through projects and strategies that focus on addressing significant safety risks. After this action plan is complete, in 2026 the city should apply for an implementation grant to secure funding to construct a project identified in the action plan.

Road Diet

According to the Federal Highway Administration (FHWA), a typical road diet consists of converting a four-lane roadway (two lanes in each direction) to a three-lane roadway (one lane in each direction plus a center turn lane) and adding pedestrian or bicycle accommodations with the regained space. Road diets are used as traffic calming measures that can improve safety and pedestrian and bicycle mobility while maintaining efficient traffic operations when they are applied in the appropriate situations. Streets that are suitable for a road diet include those with daily traffic volumes around 8,000 to 15,000 vehicles per day, transit corridors, and corridors more heavily used by pedestrians or bicyclists.

Morgan Street-Park Avenue Road Diet

The city should study the feasibility of implementing a road diet along Morgan Street to Park Avenue (152nd to 167th Streets) to increase multimodal mobility and provide better access to Downtown, the Pace Harvey Transportation Center, Metra stations, and Thornton Township High School. Daily traffic volumes are around 3,600 vehicles per day near Downtown and 7,100 vehicles per day south of 159th Street, making this street a suitable candidate for a road diet. It should be noted that Morgan Street and Park Avenue south of 155th Street are under IDOT jurisdiction and coordination with the department will be required to modify those stretches of the street.



Source: Federal Highway Administration

Parking

Off-street parking is provided for commercial uses throughout the community, and on-street parking is permitted on most residential streets in Harvey. The city should seek to manage parking assets and establish new parking policy to support the success of businesses while right-sizing supply to achieving more efficient use of land as its highest and best use.

Shared Parking Ordinance

The city should consider drafting and adopting shared parking standards into City of Harvey code. This allows for complementary land uses with two or more buildings to share parking to maximize efficiency of land and parking resources. Two land uses sharing the same parking lot can have different peaking characteristics, such as residential (overnight) and retail (midday/afternoon), which presents the opportunity for the uses to share parking spaces, thus reducing supply and overall land devoted to parking. When less land is devoted to parking, there is greater potential for more dense development and for it to be devoted to spaces that foster connections to open space and amenities.

Existing Parking Ordinances

In addition to developing a shared parking ordinance, the city should consider incorporating parking maximum requirements, as opposed to the current parking minimum requirements, to avoid wasteful use of available land. If parking maximums are not desirable, the city should evaluate the minimum parking requirements and update rates to reflect modern characteristics, desired site design standards, and to allow real estate to achieve its highest and best use. The Bonus Incentive Permits Program encourages developers to include amenities such as street trees or bike racks in exchange for reduced parking requirements. This incentive program should be maintained and expanded to encourage green infrastructure, public art, and more.

Grade Separated Railroad

Harvey has multiple freight rail corridors that pass through the community. The Illinois Central Railroad, CN Railways, and Metra own the above-grade railroad tracks that traverse the community from southwest to northeast and run parallel to Park Avenue. In addition to the above-grade railroad tracks, the Soo Line Railroad, which is owned by Canadian Pacific Kansas City (CPKC), traverses at-grade through the northern portion of Harvey from northwest near 145th Street to southeast near 155th Street. The Soo line crosses many streets at-grade in Harvey including Lincoln Avenue, Wood Street, 147th Street, Ashland Avenue, 150th Street, Center Avenue, 151st Street, Broadway Avenue, Park Avenue, and Halsted Street.

At-grade crossings can cause significant disruptions to mobility in Harvey as freight rail traffic can take extended periods of time to navigate through the community, preventing passage by vehicles, bicycles, and pedestrians. This was brought up as a concern of residents at the community workshops. Additionally, many of the at-grade crossing locations by the Soo Line Railroad on local Harvey streets lack adequate warning devices and mechanisms, including Ashland Avenue, 150th Street, and Center Avenue-151st Street.

In 2023, the Canadian Pacific (CP) and Kansas City Southern (KCS) merged to create CPKC, which now owns the only single-line railway to link the United States, Mexico, and Canada. Increased freight rail traffic is anticipated because of this merger, and this may impact the Soo Line through Harvey.

CMAP Priority At-Grade Crossings

In 2019, CMAP collaborated with regional partners to identify priority at-grade crossings for study based on a number of factors including vehicle delay, truck volumes, and crash risk. CMAP is planning to update this list in the near future and the city should pursue adding the 147th Street crossing. 147th Street near the Soo Line Railroad at-grade crossing has a 24,000 annual average daily traffic (AADT) volume and 1,400 annual average daily truck traffic volumes.



Transportation Trends

The transition to electric vehicles (EVs) has already begun and is only anticipated to accelerate given increased federal and state funding. Furthermore, in addition to EVs, autonomous vehicles (AVs) and mobility as a service (MaaS) such as ridesharing are transportation technologies that can impact Harvey's transportation network and how residents, visitors, and patrons move about the city. Staying on top of these trends and maintaining forward-looking policy that allows adequate preparation and adoption of these technologies where the city and its residents see fit is important to maintaining an efficient and equitable transportation network that provides mobility options for all.

Electric Vehicle Readiness Plan

It is important for Harvey to accommodate EV charging in longer-stay parking areas, such as schools, shopping centers, hotels, public institutions, and workplaces. Additionally, starting to transition the city's vehicle fleet from gas-powered vehicles to EVs should be considered. A regional example is the Village of University Park, IL, which maintains a model EV readiness webpage within the Village website that communicates the community's progress and provides pertinent resources and information to residents and businesses, which the city should strive to emulate. Further, the Illinois Environmental Protection Agency (EPA) also administers the Driving a Cleaner Illinois grant program targeted at increasing EV usage that the city can utilize to secure funding for EV charger construction or purchasing of EVs for the city's vehicle fleet.

Transportation Technologies Taskforce

Harvey should establish a committee or task force that meets regularly to identify and evaluate the evolving landscape around new technologies and mobility trends affecting infrastructure and transportation strategies within Harvey. Committee members should include city staff, informed residents, pertinent interest groups or clubs, and business representatives. This committee or task force should coordinate with the industrial business community within Harvey to support the transition to autonomous trucking and distribution. The group should check in with the largest industrial-based businesses, such as CN Chicago Intermodal Terminal and LB Steel, on an annual basis to determine the pace of adoption for autonomous trucking and distribution. The establishment of a transportation technologies task force also can help establish the needs/wants of this community and how the city can support growth efforts, which can increase economic opportunities for Harvey residents.



Recommendations

Given the built-out nature of the city and the near fully-developed street grid, few street extensions and network improvements are necessary. However, there are many opportunities for street upgrades and condition improvements. The city should consider the following:

- Draft and adopt an official complete streets policy which would require that the Public Works Department review the feasibility of incorporating increased pedestrian and bicycle accommodations any time a street in Harvey is planned to be resurfaced or reconstructed.
- Manage access within commercial and industrial areas to maintain efficient circulation and minimize traffic impacts on surrounding areas.
- Continue to coordinate local roadway improvements with the 5-year Transportation Improvement Program of both the Cook County Department of Transportation and Highways and the Illinois Department of Transportation 6-year Multi-Year Improvement Program.
- Implement a road diet along Morgan Street-Park Avenue from 152nd Street to 167th Street.
- Coordinate with CMAP and IDOT to analyze the feasibility of grade separating the Canadian Pacific Kansas City Soo Line Railroad where it intersects with 147th Street (IL 83) in Harvey.
- Apply for grant funding to improve at-grade crossing warning devices at crossing locations on streets that are under local jurisdiction through the Crossing Safety Improvement Program administered by the Illinois Commerce Commission.
- Develop an EV readiness plan that establishes an infrastructure framework incorporating both public right-of-way and private property.
- Establish a committee or task force that meets regularly to identify and evaluate the evolving landscape around innovative technologies and mobility trends affecting infrastructure and transportation strategies within Harvey.
- Consider drafting and adopting shared parking standards into city code. This allows for complementary land uses with two or more buildings to share parking to maximize efficiency of land and parking resources.
- Consider incorporating parking maximum requirements, as opposed to the current parking minimum requirements, to avoid wasteful use of available land.



BIKE AND PEDESTRIAN FACILITIES

Harvey provides an adequate foundation for non-motorized transportation mobility – bikeability and walkability – through the nature of its grid street system. The grid street system offers potential routes that a typical bicyclist would consider comfortable, and the network provides access to most major commercial, institutional, and cultural destinations within the community. However, the city has no existing marked bicycle lanes or shared bicycle markings.

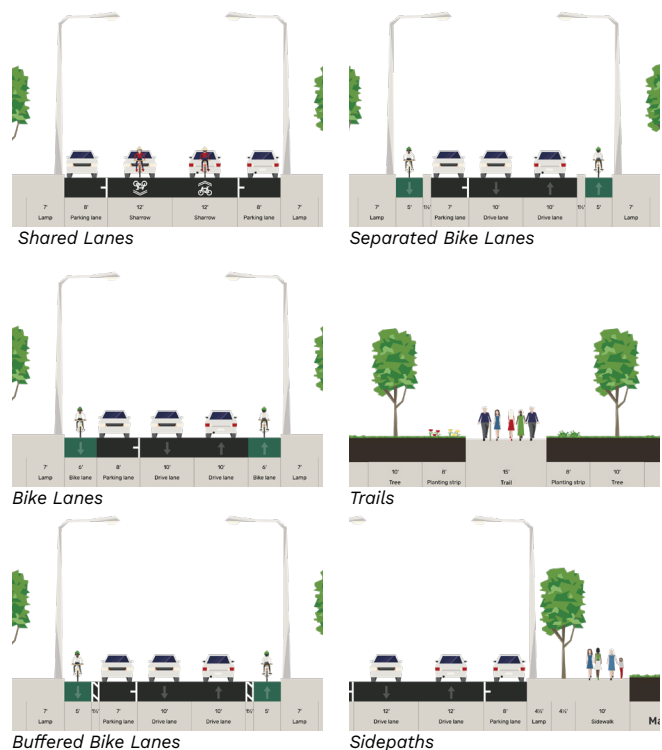
Most streets within Harvey are lined with sidewalks along both sides of the street which provides pedestrians access throughout the city. However, sidewalks in Harvey range in condition, with poor conditions making it difficult for people with disabilities to get around. Furthermore, pavement striping that delineates pedestrian crosswalks is not present at most crossing locations under the city’s jurisdiction. Good design and investment in the bicycle and pedestrian infrastructure can lead to tangible benefits for the city and its residents as more people are willing to walk or bike to destinations when the route is clearly defined and feels safe. Some of these benefits can include increased public health, more foot traffic, and economic activity in centers such as Downtown, and reduced vehicular congestion on Harvey streets.

Local Connections

Promoting walkability and bikeability, in addition to private vehicle accessibility, to key destinations within the community will lead to a more sustainable and efficient transportation network. The city should target connecting residential areas to key destinations such as Downtown, University of Chicago Medicine Ingalls Memorial Hospital campus, schools, parks and open space, and commercial areas/ industrial areas.

On-Street Bike Facilities Feasibility Study

The city should conduct feasibility analyses for dedicated separated, on-street or shared-use bicycle facilities along corridors identified in the Bike Facilities Map. Based on the results of feasibility evaluations (which should include grant funding analysis), the City can then proceed with subsequent design tasks and seek pertinent grant funding to support design and implementation tasks. Grant opportunities include, but are not limited to IDOT’s Illinois Transportation Enhancement Program, Safe Routes to School Program, Invest in Cook, and CMAP’s Congestion Mitigation and Air Quality Program. CMAP also maintains a convenient funding sources webpage that lists grant/funding opportunities for pedestrian and bicycle improvements. Bike facilities listed on the Proposed Bike Facilities map include:



Ensure Accessibility

Throughout Harvey, sidewalks are most often found on both sides of the street, although some locations have sidewalks only on one side while others have no sidewalks at all. Crosswalk striping and ADA crossing accommodations, including tactile warning strips and signage, are not present at most crossing locations in the city. The sidewalk network is connected with a few gaps noted on the Sidewalks Map. High pedestrian accessibility can lead to increased economic, social, and cultural opportunities for Harvey's residents and visitors. **Studies** analyzed by Smart Growth America and the National Complete Streets Coalition have shown that communities who prioritize projects that support walking and biking saw:

- Increased new jobs and access to those jobs
- Increased new businesses and private investment
- Reduced cost of utility infrastructure.
- More affordable transportation choices

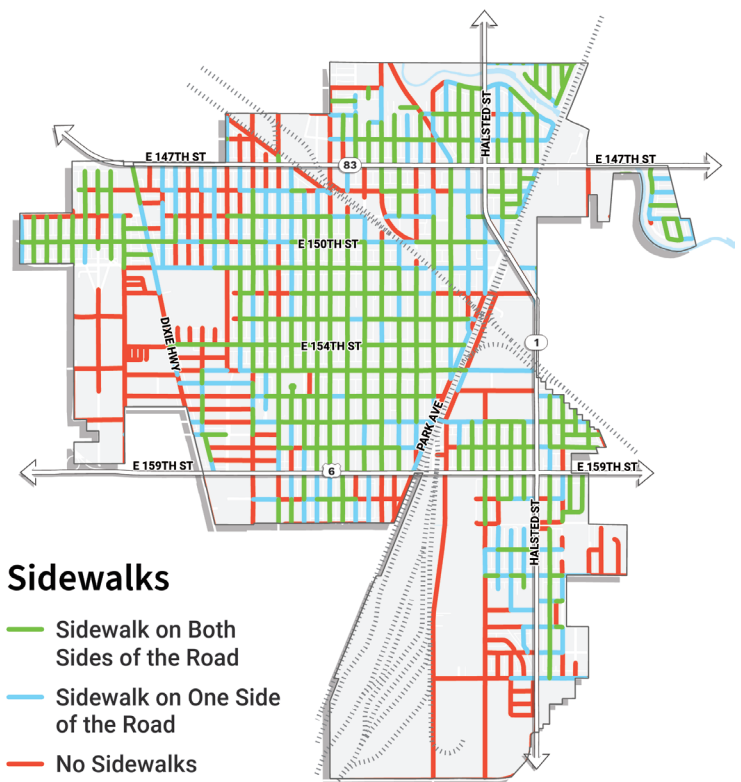
Accessible Design

Design features are critical throughout the transportation network, making it possible for any user to reach their destination comfortably and conveniently. ADA-focused design facilitates system equity, and ease of movement for all users. Employing tactile, visual, and audible design elements together can aid people of all abilities through the street environment. Consistently using detectable surfaces, color contrast, and audible warnings assists all users, enhancing safety and accessibility.

Recommendations

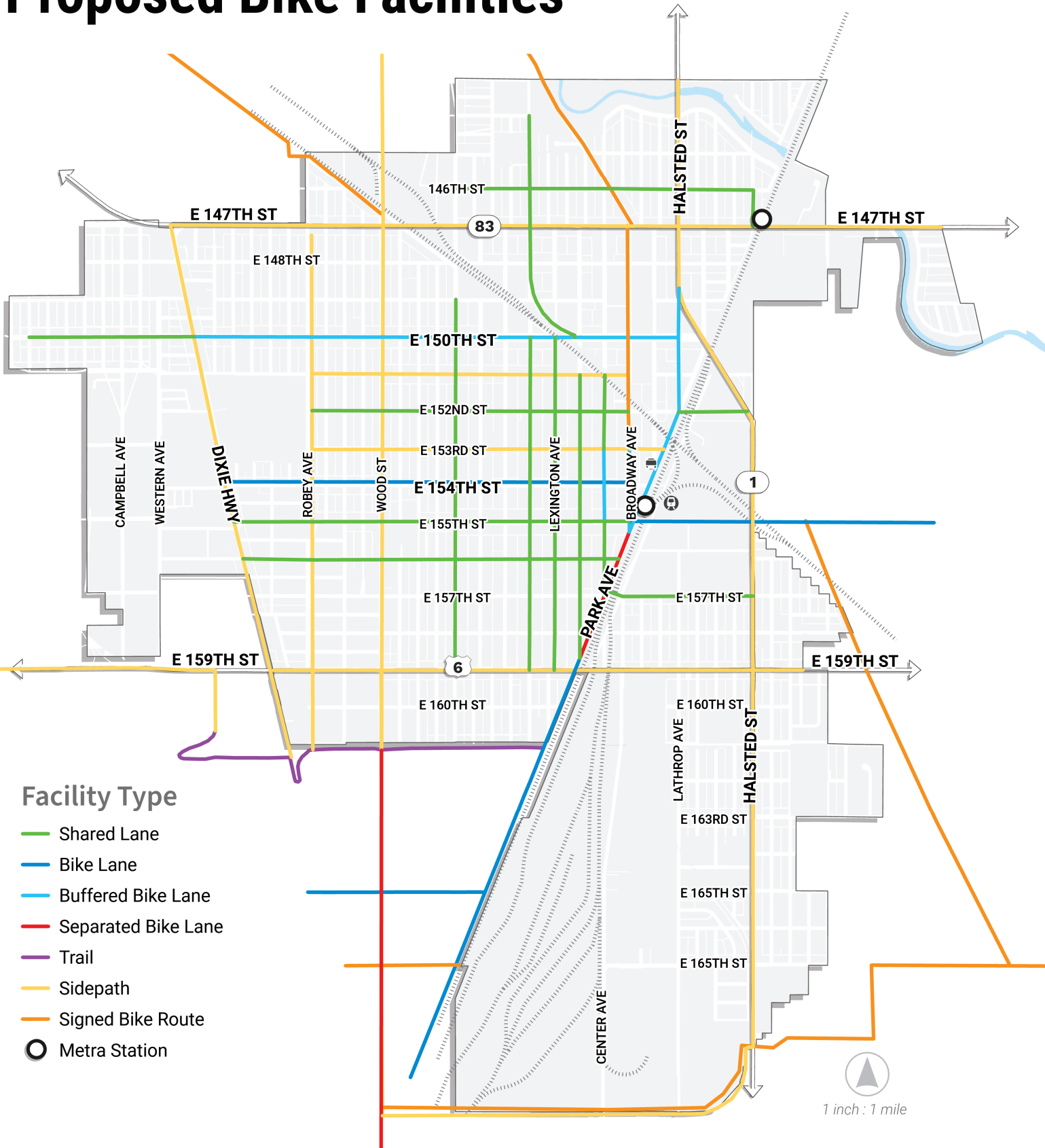
The recommendations below are designed to further non-motorized accommodations, which can create new economic opportunities and increase wellness and safety:

- Invest in constructing trails, bike lanes, and shared-use bicycle markings (sharrows), including conducting a feasibility analysis dedicated to on-street or shared-use bicycle facilities along corridors identified in the Bike Facilities Map.
- Draft and adopt bicycle parking into city code
- Establish a budget allowance to stripe crosswalks along corridors under the city's jurisdiction where they provide the most benefit first, including 154th Street, 155th Street, Broadway Avenue, and Park Avenue.
- Meet with IDOT and Cook County DoTH to discuss upgrading crossings along their respective corridors and ensure they are in scheduled maintenance and capital projects.
- Identify and develop a plan to address sidewalk gaps as displayed on the Sidewalks Map.
- Leverage new development to ensure new sidewalk is installed and to complete gaps in the sidewalk network.



Source: CMAP Sidewalk Inventory (2019)

Proposed Bike Facilities



Facility Type

- Shared Lane
- Bike Lane
- Buffered Bike Lane
- Separated Bike Lane
- Trail
- Sidepath
- Signed Bike Route
- Metra Station

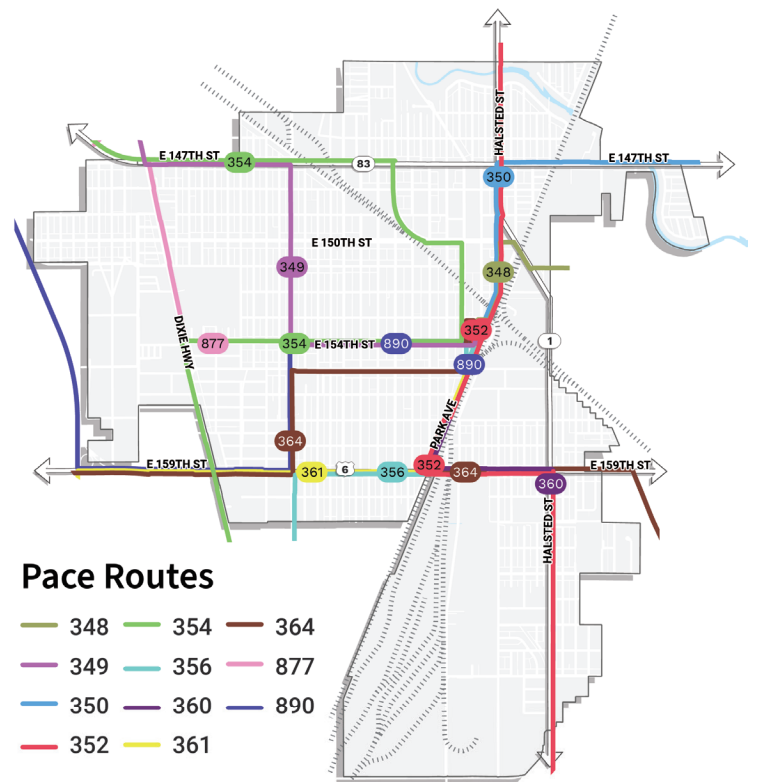


PUBLIC TRANSPORTATION

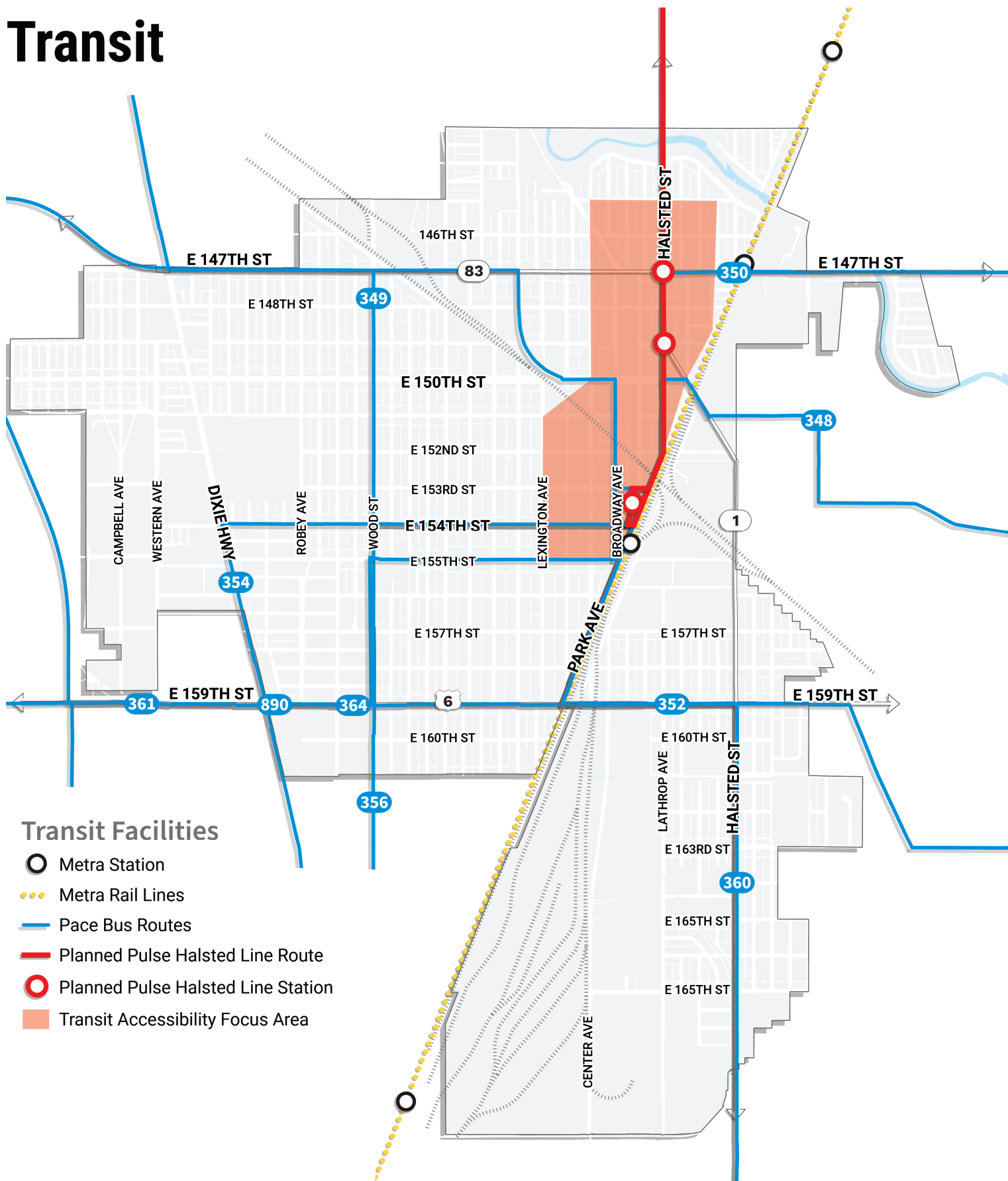
Public transportation often provides mobility options for those who need it most, including seniors, residents with disabilities, and residents who may not have access to a car or bicycle. This section outlines strategies and recommendations to maintain high transit accessibility within Harvey.

Public transportation in Harvey is provided through various forms, including nearby access to the Metra commuter train, Pace suburban bus, and paratransit shuttle service. Harvey is well served by transit with CMAP considering 95 percent of the city having high transit accessibility, which means most residents have access to public transportation options.

The Metra Electric Line can be accessed by two stations in the city – Harvey Station and 147th Street Station. The 147th Street Station received funding to undergo complete renovations with the station closing in May 2023 and construction expected to finish sometime in 2024. In addition to rail transit, Harvey has 10 Pace bus routes that provide public transportation within Harvey and throughout the south suburbs. Just east of Downtown is the Pace Harvey Transportation Center, which acts as a hub and transfer station for multiple bus routes.



Transit





Pace Harvey Transportation Center Upgrade

In 2022, federal and state grant funding was awarded to renovate and update the entire Pace Harvey Transportation Center. This project is important for the city and region as this transportation center handles more boardings (2,500+ per day) than any other location within the Chicago region. The new center will provide easier and safer transfers between buses and the Harvey Metra Station. New restrooms, an interior waiting area, retail space, 14 bus bays (10 previously), expanded drop-off/pick-up area, a commuter parking lot, and ADA accessibility throughout are also planned.

South Halsted Bus Corridor Enhancement Project

Pace is collaborating with the Chicago Transit Authority on the South Halsted Bus Corridor Enhancement Project which aims to bring Pace's Pulse bus rapid transit service to Halsted Street between the CTA Red Line 95th/Dan Ryan Station and the Pace Harvey Transportation Center. Some of the proposed improvements include new buses, new and improved stations, more frequent and faster service, along with roadway and traffic signal improvements to aid in keeping the buses on schedule.

It should also be noted that Pace and the Regional Transit Authority (RTA) are currently working on the Far South Halsted Corridor Study, which is exploring the possibility of extending the Pulse Halsted Line from the Harvey Transportation Center south to Chicago Heights.

Dial-A-Ride Paratransit

Pace provides robust fixed-route service in Harvey with 10 routes that run throughout the city. In addition to fixed-route transit, ADA paratransit service is also offered whenever and wherever fixed-route transit is available. Pace also offers Dial-A-Ride (DAR) services throughout certain areas within Cook County via partnerships with select agencies/municipalities/townships. Pace offers on-demand paratransit services for individuals over 65, with a disability, or with low income through its Dial-A-Ride (DAR) services throughout Cook County. However, this service is not currently provided in Harvey, but given its population and income characteristics, there is adequate demand to support on-demand public paratransit.

The city should explore bringing Pace on-demand DAR services to Harvey. This can include reaching out to Pace to understand the process and partnership terms for bringing DAR services to Harvey. These services would help increase transit accessibility to those residents who need it most. The nearest public agencies who partner with Pace to provide these services are the Village of Crestwood and Bloom Township.



Pace Pulse Route

The South Halsted Bus Corridor Enhancement Project is planned to bring Pulse service by 2027 along Halsted Street between the CTA Red Line 95th/Dan Ryan Station and the Pace Harvey Transportation Center, which means faster and more reliable service. Planned stops within Harvey's borders will be located at Halsted Street's intersections with 147th Street, 149th Street, and at the Pace Harvey Transportation Center. The city should prioritize replacing deteriorated sidewalk and striping crosswalks between key destinations around these stop locations to encourage ridership.

Increase Awareness

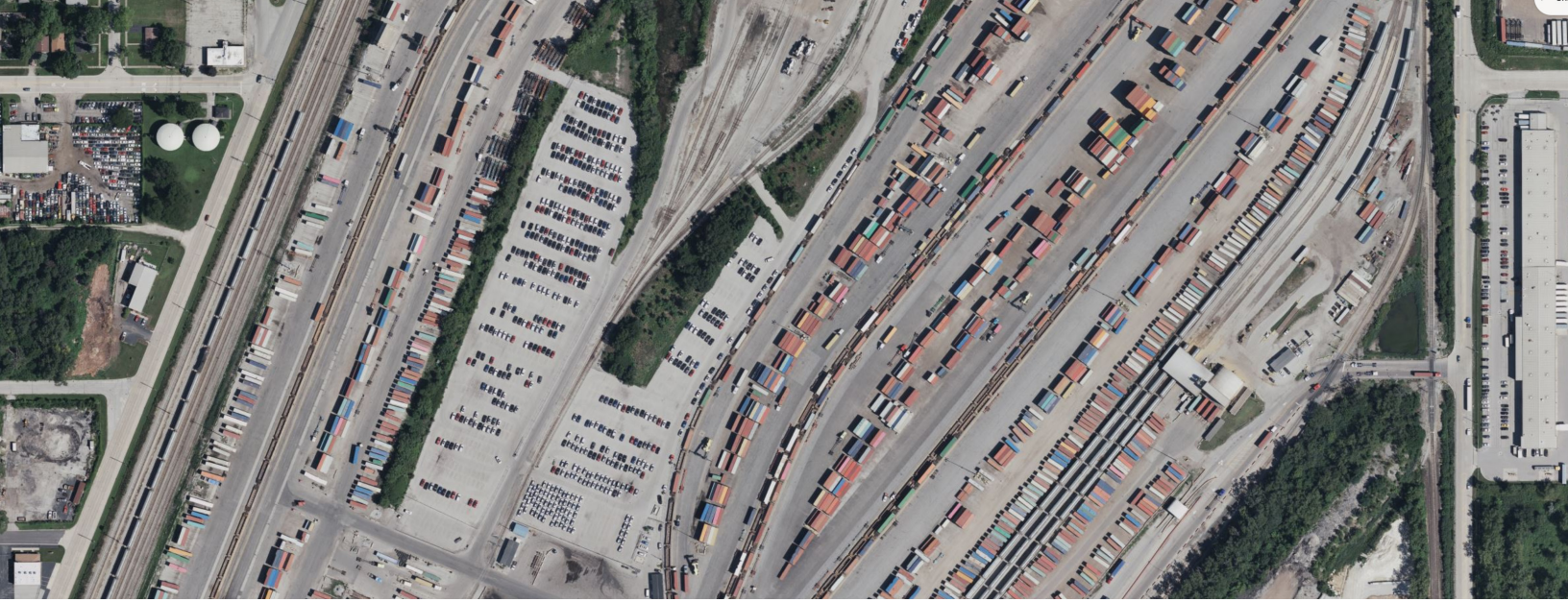
Harvey's multimodal transportation system provides a variety of transportation options. Public transportation is important for those who do not own a car. Safe connections and adequate public transportation routes ensure transit-dependent populations can reach jobs, education, and services. Increasing awareness of the numerous public transportation options available to Harvey residents can help drive ridership.

The city can provide links and phone numbers on the city website to increase awareness of Pace's new Rideshare Access Program for eligible RTA-certified ADA paratransit riders. ADA-eligible riders can receive a Pace subsidy for ride-share trips provided within the ADA service area.

Recommendations

To ensure that transit continues to serve the needs of Harvey residents, the city should work with Pace and RTA to:

- Coordinate with Pace to understand the process and partnership terms for bringing Dial-A-Ride (DAR) service to Harvey.
- Prioritize replacing deteriorated sidewalks and striping crosswalks between key destinations around the planned Pulse route stop locations to encourage ridership.
- Explore a partnership with University of Chicago Medicine Ingalls Memorial Hospital to subsidize transportation for carless individuals with low incomes, seniors, those with disabilities, and essential workers to help to increase access to medical care for those who may need it most within Harvey.
- Provide links and phone numbers on the city website to increase awareness of Pace's new Rideshare Access Program for eligible RTA-certified ADA paratransit riders.



FREIGHT RAIL

Harvey has multiple freight rail corridors that pass through the community. The Illinois Central Railroad, CN Railways, and Metra own the above-grade railroad tracks that traverse the community from southwest to northeast and run parallel to Park Avenue. Grade separated crossings of these tracks for vehicles, pedestrians, and bicycles are provided at 147th Street, Halsted Street, 152nd Street, 155th Street, 157th Street, 159th Street, and 171st Street. The CN Chicago Intermodal Terminal is located along the east side of these railroad tracks between Downtown Homewood and 159th Street. This part of the CN rail network traverses south all the way to New Orleans on the Gulf of Mexico. Freight is shipped from all over the world to the ports in New Orleans, and some is transported along the CN rail network to be picked up from the CN Chicago Intermodal Terminal via truck before being broken down from bulk at distribution centers and shipped back out for delivery to businesses and institutions. In northern Harvey, the CN rail network heads into Chicago before dispersing both northwest and northeast into other States and Canada.

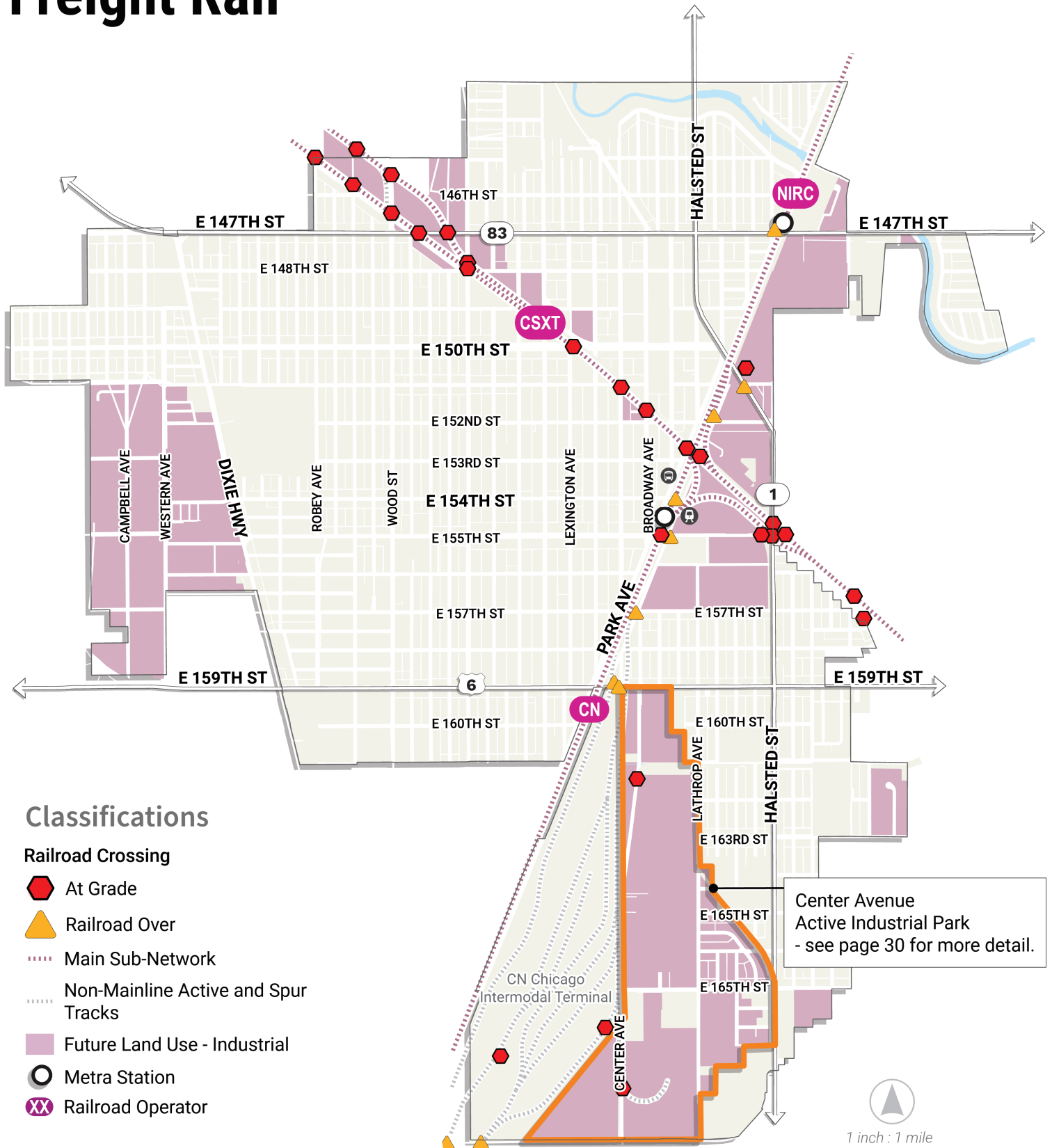
In addition to the above-grade railroad tracks, Chessie and Seaboard Corporation (CSXT) owns and operates railroad tracks that run northwest to southeast through Harvey. CSXT, another leading transportation supplier in the country, mostly serves the eastern half of the US, branching to Maine in the northeast and Florida to the south. In Harvey, the tracks cross streets including Lincoln Avenue, Wood Street, 147th Street, Ashland Avenue, 150th Street, Center Avenue, 151st Street, Broadway Avenue, Park Avenue, and Halsted Street at grade. At-grade crossings can cause significant disruptions to mobility in Harvey as freight rail traffic can take extended periods of time to navigate through the community, preventing passage by vehicles, bicycles, and pedestrians.

Recommendations

Freight is currently and will continue to be an important part of Harvey's economy. To continue to capitalize on this important asset, strengthen its position as a key freight rail hub, and attract new businesses that depend on freight, the city should:

- Work with IDOT and DoTH to prioritize grade separations at key locations to reduce traffic disruptions and improve safety at at-grade crossings.
- Ensure that existing infrastructure, including tracks, crossings, and signaling systems, is well-maintained to minimize disruptions and accidents.
- Work with freight rail companies and the Chicago Southland Economic Development Corporation (CSEDC) to attract industries and businesses that rely on rail transportation, such as logistics, manufacturing, and distribution centers.
- Work with CSEDC to investigate and offer economic incentives, such as tax breaks or zoning exemptions, to encourage companies to locate in Harvey and utilize the city's rail infrastructure.
- Collaborate with rail operators on transportation planning initiatives to ensure that freight rail needs are considered in conjunction with other transportation modes.
- Continue to support, and as appropriate expand intermodal facilities to facilitate the transfer of freight between rail and other modes of transportation, such as trucks or barges.
- Develop emergency response plans to address potential incidents involving freight rail operations.

Freight Rail





THORNTON TOWNSHIP
HIGH SCHOOL
Welcome to Wheat Country

CHAPTER 6

COMMUNITY FACILITIES AND PARKS

Community facilities are essential for a city to run smoothly. These facilities come in many forms and serve various purposes. Some focus on public safety and making life easier for residents. Others, like parks and recreation areas, promote physical and mental health.

This chapter provides general guidelines to ensure Harvey has high-quality facilities and services. The Community Facilities chapter does not replace the plans of other agencies, or the more detailed planning done by the city and its service providers.

GOAL

Promote the provision of community services, high quality and safe parks and open spaces, and upkeep of city facilities for the entire community.

Key Recommendations

- Update and maintain existing parks to improve safety and recreational opportunities.
- Ensure the city's smaller parks are well maintained and offer amenities that are well-utilized.
- Implement a community engagement initiative to gather input on desired park improvements and regular maintenance.
- Work with Harvey Park District to ensure it continues to support indoor and outdoor recreation opportunities at the city's parks.
- Continue to implement goals of the Parks and Public Space Strategy (completed September 2021) to improve residents' access to recreational facilities and programs, create safe community gathering spaces, and create a new park and/or neighborhood hub in each of Harvey's six wards.
- Invest in the creation of green spaces and pocket parks, particularly in neighborhoods with lower levels of park access.
- Maintain and expand the urban tree canopy along rights-of-way and in the city's parks and open spaces.
- Introduce public art installations in parks to display cultural vibrancy and increase the sense of community identity.
- Collaborate with local schools and community organizations to expand after-school programs.
- Develop a comprehensive trail network connecting parks and neighborhoods for recreational purposes.
- Implement a maintenance plan for community facilities to ensure consistent upkeep and safety.
- Maintain and strengthen relationships with community service providers (Harvey Public Library District, University of Chicago Ingalls Memorial Hospital, the Harvey Park District, and others) by supporting their operations and partnering to provide services or acquire resources.
- Continue to coordinate with Harvey School District 152 to ensure that the community remains well served by public education.
- Ensure that Harvey continues to benefit from a high level of fire protection.
- Ensure that Harvey continues to benefit from a high level of public safety and police protection throughout the city.



CITY SERVICES

Harvey is a home rule municipality. The City of Harvey employs approximately 200 full-time employees and around 30 part-time employees who provide a variety of key city services to the residents of Harvey. The primary location for city services is the Harvey Municipal Building, or City Hall, which is located at 15320 Broadway, Harvey, IL. The Mayor's Office, City Clerk's Office, Treasurer's Office, Finance Department, Planning Department, and Water Department are located in City Hall.

Public Works Department

The Public Works Department plays a vital role in ensuring the smooth operation and overall well-being of the city. Its Streets and Sanitation Division tackles a wide range of tasks to keep Harvey clean and functional. This includes maintaining streets and alleyways, managing vacant lots, and coordinating seasonal services like street sweeping and snow removal. Additionally, the Department helps residents navigate waste disposal by providing contact information for garbage container services and the purchase of recycling containers at the Harvey Municipal Center. During designated seasons, residents can also rely on the Department for yard waste collection.

Water Department

The Water Department includes the Customer Service Center and the Pumping Station. The Customer Service Center, located at 15320 Broadway Ave, assists residents with various water-related needs. This includes billing inquiries, new service applications, and water shutoff requests. The Harvey Water Pumping Station, located at 51 W 149th Street, plays a crucial role in distributing water throughout the area. It also manages emergency and non-emergency water and sewer issues around the clock.

Building and Inspectional Services

The Building and Inspectional Services Department safeguards public health and safety by ensuring adherence to building codes. This through a permitting process for various construction and renovation projects, including new residences, plumbing upgrades, and roof replacements. Residents and contractors can obtain permits and access resources to ensure their projects comply with city regulations.

Human Resources Department

The Harvey Human Resources Department plays a critical role in achieving the city's overall mission by attracting, retaining, and supporting employees and city leadership. The Department fosters positive employee relations and strives to provide efficient, cost-effective HR services. Leadership ensures the development and implementation of fair and equitable policies and procedures, contributing to a positive and productive work environment for each city employee.



Public Safety Services

Ensuring the safety and well-being of Harvey residents is a top priority. The city's public safety services, encompassing both the Harvey Police Department and Harvey Fire Department, play a critical role in achieving this goal.

Police Department

The Harvey Police Department (HPD) serves as the backbone of public safety for the community. Their mission prioritizes protecting residents and their property, emphasizing a professional approach while respecting individual rights and fostering collaboration with the community. Recognizing the importance of community engagement, HPD has implemented a robust community policing program. This program fosters trust and collaboration between residents and law enforcement through various initiatives. Residents can participate in community events, open discussions on important issues, and programs like toy drives or emergency preparedness efforts.

Fire Department

The Harvey Fire Department is dedicated to protecting the lives and property of Harvey residents and visitors. The department has four active fire stations. Firefighters respond to a variety of emergencies, including fires, rescues, and hazardous material incidents. The Department also has a robust fire prevention program, offering educational programs and conducting inspections to ensure businesses and homes are safe. The Department's Project Install program provides free smoke alarms to residents in need.

Senior Services Department

The Senior Services Department offers a variety of programs and activities designed to promote social engagement and well-being among older adults. Activities include bingo with lunch, Seniors With an Attitude of Gratitude (SWAG) program, and a Senior Health Fair. In addition to these specific events, a city's senior services department typically works to connect residents with resources, information, and services to help them live independently for as long as possible.

Recommendations

To support the continued quality of government and administrative services within Harvey, the city should consider the following:

- Work to create a positive image of the community as part of a marketing and branding strategy.
- Implement a maintenance plan for community facilities to ensure consistent upkeep and safety.
- Ensure that Harvey continues to benefit from a high level of fire protection.
- Ensure that Harvey continues to benefit from a high level of public safety and police protection throughout the city.
- Assist the Police Department to collaborate with schools, businesses, homeowners, neighborhood associations, and other organizations to continue and spread community policing initiatives.
- Encourage coordination between the Police and Fire Departments and other City departments.



KEY PARTNER ORGANIZATIONS AND INSTITUTIONS

Partner organizations are an important part of the community, contributing to the city’s welfare. The city may not be equipped to tackle every issue it faces, but partner organizations can fill in the gaps, providing reliable services. While several organizations and institutions are serving the community, the following are particularly complementary to the goals and outreach takeaways of the Comprehensive Plan.

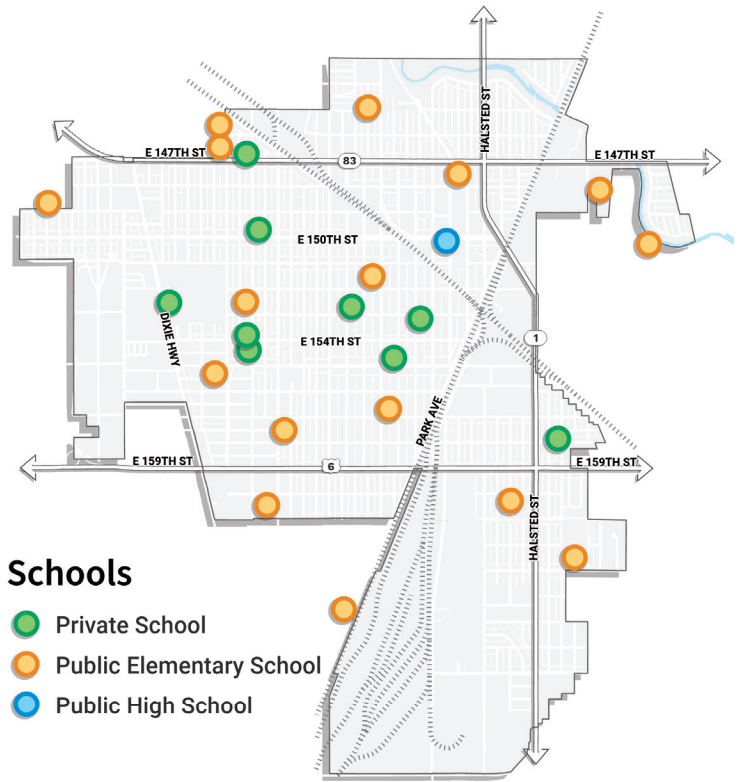
School Districts

Harvey’s schools are operated by independently-elected school boards. Harvey is served principally by school districts 147, 152 and 205. School districts 143 and 151 serve parts of the city as well. Each school district has its own elected Board of Education which sets policy that are carried out by the administrators, teachers and support staff on a daily basis. High school education (District 205) operates Thornton, Thornridge and Thornwood High Schools.

Schools

There are multiple schools in and around Harvey that are managed by the school districts 143, 147, 151, 152, and 205. Facilities that serve Harvey residents include:

- Thornton Township High School
- Brooks Middle School
- Angelou Elementary School
- Bryant Elementary school
- Holmes Elementary School
- Whittier Elementary School
- Riley Early Childhood Center





Harvey Public Library District

Harvey Public Library District has served as a cornerstone of the community for over 120 years. Since 1898, it has provided residents with free and unrestricted access to information, fostering a love of learning and exploration. Beyond its collection of books, movies, and music, the library offers Wi-Fi access, computer workstations, and a range of programs and classes for all ages. The Harvey Public Library District serves as a vibrant community hub, fostering literacy, encouraging lifelong learning, and providing a welcoming space for all residents.

University of Chicago Medicine Ingalls Memorial Hospital

University of Chicago Medicine Ingalls Memorial Hospital serves as a cornerstone of Harvey's healthcare landscape. For almost a century, the hospital has provided clinical care, establishing a network of convenient outpatient centers throughout the area. The hospital offers a wide range of services, from preventative care and diagnostics to treatment and rehabilitation. In addition to inpatient care, the hospital offers on-site X-ray, mammography, lab services, and cancer screenings, ensuring comprehensive care under one roof. University of Chicago Medicine Ingalls Memorial Hospital goes beyond immediate care, providing access to clinical trials, physician directories, and educational resources, and demonstrating a commitment to the community's overall health and well-being.

Restoration Ministries' Harvey Boxing Club

Restoration Ministries' Harvey Boxing Club functions as a recreational partner organization, providing a haven and positive activities for youth in Harvey. Founded in 2002, the Club promotes discipline, self-confidence, and healthy habits through boxing instruction. They offer training sessions for various age groups throughout the week and focus on building well-rounded individuals "in and out of the ring."

Recommendations

Partner organizations and institutions provide important services and are assets to the city. The school districts are their own governmental/taxing bodies. The Harvey Public Library District is overseen by its own Board of Trustees and governed by its own bylaws. University of Chicago Medicine Ingalls Memorial Hospital operates as a 501(c)3 nonprofit organization. Similarly, Harvey Boxing Club is a part of Restoration Ministries, Inc., which operates as a 501(c)3 nonprofit organization. Alongside these varied organizations and institutions, the city can positively influence their continued service to the community. To do this, the city should:

- Continue to coordinate with the school districts to ensure that the community remains well served by public education.
- Maintain regular communication with the school districts to identify opportunities for partnership and collaboration.
- Collaborate with local schools and other community organizations, such as Restoration Ministries' Harvey Boxing Club, to maintain and expand after-school programs.
- Maintain and strengthen relationships with community service providers (Harvey Public Library District, University of Chicago Ingalls Memorial Hospital, and others) by supporting their operations and partnering to provide services or acquire resources.
- Work with the Library District to coordinate services and share community meeting spaces as needed.
- Ensure that residents and visitors have safe, non-motorized access to the Library District from surrounding neighborhoods.

PARKS, RECREATION, AND OPEN SPACE

Parks and recreational areas are key components of community identity and quality of life within Harvey, providing spaces for residents to spend leisure time, gather with friends and neighbors, be active, and enjoy the outdoors. The Harvey Park District is a separate entity from the City of Harvey that manages parks and open spaces throughout the community. The parks and open spaces throughout the city encompass both passive and active recreational spaces, and contribute to the aesthetic appeal and natural beauty of Harvey.

Harvey Park District

The Harvey Park District, established in 1940, serves as the backbone of Harvey's park and recreation system. Responsible for planning, developing, and maintaining parks and facilities, the District offers a variety of leisure activities for residents of all ages. The District's mission is to provide attractive parks, recreational programs, and family fun, enhancing the community's quality of life and well-being. The Harvey Park District is a separate governing unit which levies its own tax and budget to provide park facilities and recreation for the residents of the District. Members of the Board of Commissioners are elected to a four-year term and serve without compensation.

Park Conditions

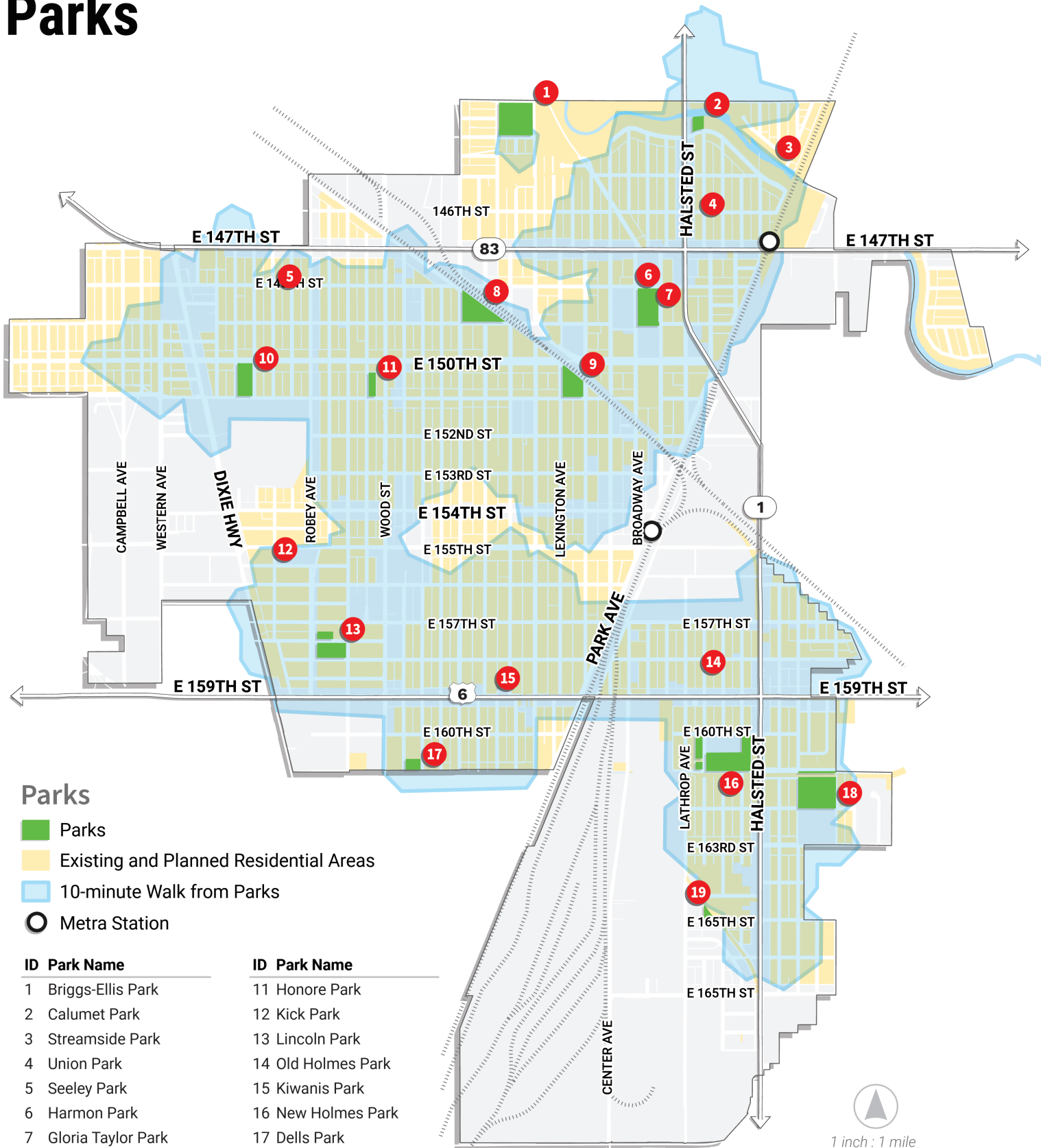
According to the City of Harvey Parks and Public Space Strategy (2021), there are 20 existing parks and recreation facilities in the city. These are maintained by the Harvey Park District. With an average park size of 3.85 acres, park conditions vary, but most facilities (e.g., playgrounds, playfields, parking lots, lighting) are in fair or poor condition. Indoor recreation facilities include Holmes Recreation Center, King's Banquet Hall, and the Gloria Taylor Banquet Hall. The city is home to several natural areas including Kickapoo Meadows, the Little Calumet River, and several wetlands along Campbell Avenue.

Recommendations

Harvey does not have jurisdiction over all its parkland and recreational programming, yet it can continue to support the provision of quality parks and recreation. The city should:

- Work with Harvey Park District to ensure it continues to support indoor and outdoor recreation opportunities at the city's parks.
- Update and maintain existing parks to improve safety and recreational opportunities.
- Ensure the city's smaller parks are well maintained and offer amenities that will be well-utilized.
- Implement a community engagement initiative to gather input on desired park improvements and regular maintenance.
- Continue to implement goals of the Parks and Public Space Strategy to improve residents' access to recreational facilities and programs, create safe community gathering spaces, and create a new park and/or neighborhood hub in each of Harvey's six wards.
- Invest in the creation of green spaces and pocket parks, particularly in neighborhoods with lower levels of park access.
- Maintain and expand the urban tree canopy, along rights-of-way and in the city's parks and open spaces.
- Introduce public art installations in parks to display cultural vibrancy and increase the sense of community identity.
- Develop a comprehensive trail network connecting parks and neighborhoods for recreational purposes.

Parks



Parks

- Parks
- Existing and Planned Residential Areas
- 10-minute Walk from Parks
- Metra Station

ID	Park Name	ID	Park Name
1	Briggs-Ellis Park	11	Honore Park
2	Calumet Park	12	Kick Park
3	Streamside Park	13	Lincoln Park
4	Union Park	14	Old Holmes Park
5	Seeley Park	15	Kiwanis Park
6	Harmon Park	16	New Holmes Park
7	Gloria Taylor Park	17	Dells Park
8	Eric Patterson Park	18	Taft Park
9	Lexington Park	19	Triangle Park
10	Cooper Park		

CITY OF HARVEY

CHAPTER

7

INFRASTRUCTURE

Infrastructure is essential to the quality of life of Harvey’s residents and businesses. The provision of these services is vital to the health, safety, and welfare of the community, as well as to sustaining a strong local economy. The Harvey Public Works Department oversees the regular upkeep and maintenance of infrastructure throughout the city, ensuring that its infrastructure meets the needs of current and future residents and businesses.

GOAL

Invest in the city’s critical infrastructure to continue to ensure a resilient, sustainable, and high quality of life for the whole community.

Key Recommendations

- Ensure that the city’s infrastructure meets the needs of current and future residents and businesses, including telecommunications, water, wastewater, and energy, particularly in areas where density and activity may increase in the coming decades.
- Capitalize on federal funding opportunities to make critical repairs to the city’s stormwater sewer system.
- Build on the Broadband Strategic Plan (completed September 2021) to ensure the city and pertinent partners increase access to high-speed broadband services in an equitable manner.
- Conduct a water rate study to ensure that Harvey can adequately maintain its water service infrastructure and continue to supply water to Harvey and nearby communities.
- Implement green infrastructure solutions to address environmental concerns and promote sustainability.
- Develop and implement a stormwater management plan to mitigate flooding and improve drainage.
- Further the recommendations contained within the Pavement Data Collection and Pavement Management System Implementation Report (2022) to ensure the city adequately maintains the conditions of its streets.
- Implement a “Dig Once” policy to ensure fiber and high-quality broadband is considered alongside necessary roadway projects and the city’s broadband coverage is well-maintained.

WATER SERVICE

Water service includes the delivery of potable water to properties within Harvey city limits. Harvey receives its potable water from the City of Chicago and Chicago utilizes Lake Michigan as its source water. Harvey's pumping station, located on 149th Street between Page Avenue and Paulina Street, is where Harvey receives its water from Chicago. This pumping station serves Harvey and is a major wholesale water service hub for numerous other south suburban communities.

Current Demand

Currently, the water service system within Harvey is accommodating existing demand. The population loss the community has experienced over the past two decades has reduced the demand placed on the system, as fewer people and businesses are utilizing water. A decline in population, water usage, and city revenue makes it difficult for the city to maintain the water service system.

The city currently has surplus water capacity and is seeking new municipal wholesale water customers. In addition, Harvey plans to renegotiate water rates with existing wholesale customers. To ensure that Harvey is charging a fair rate to existing and future customers, the city should conduct a water rate study, which is a comprehensive financial review of the system that projects future expenses and revenue. Rates should be set such that the city can adequately maintain its water service infrastructure and continue to adequately supply water to Harvey and nearby communities.

Water Affordability Analysis

The Water Affordability Analysis completed in February 2023 included analysis of Harvey's water billing data to understand the scope of water billing, debt, and bill burden, which was also supplemented by interviews with local stakeholders including residents and city staff. The Water Affordability Analysis differs from the previously mentioned water rate study, as the affordability analysis focuses on the end users while the rate study examines the utility system itself. One of the main recommendations was to conduct a cost-of-service study, determine the top rate-setting priorities and, redesign rates with a particular emphasis on ensuring universal access to water and sewer service for residential customers. The plan also included recommendations related to water conservation strategies to reduce waste of water.

Recommendations

A Water Affordability Analysis was completed for Harvey in February 2023. To improve its water services, Harvey should:

- Conduct a water rate study to determine rates that can adequately maintain the water service infrastructure and continue to supply water to Harvey.
- Implement recommendations from the Water Affordability Analysis.
- Increase cybersecurity preparedness for city-controlled water service infrastructure and keep up to date with water and wastewater cybersecurity to increase Harvey's water resilience.
- Create a digital inventory of existing water service infrastructure that provides type, size, and location data to allow the city to better convey the state of repair of existing water service infrastructure and plan for future maintenance/extensions.
- Create a 5-year CIP to adequately plan for future water service infrastructure investments. This CIP should consider budget allocations, grants, loans, and other financial resources.

STORMWATER AND WASTEWATER

Stormwater management includes the collection and distribution of water generated by weather events, intended to reduce flooding and protect the health of local water systems, like the Little Calumet River in the northern part of the city. Older suburbs such as Harvey often have combined sewer systems that are nearing 200 years old and convey both stormwater and sanitary wastewater in a single pipe. Combined sewer systems contribute to increased risk of flooding. Because Harvey is not located near a major waterway or body of water does not mean that flooding will not occur. Urban flooding occurs throughout Harvey and the northeastern Illinois region due to the scale of the built environment and the amount of impervious area. Impervious areas are areas that are covered by water-resistant materials such as asphalt, concrete, stone, and rooftops. Examples include buildings, roads, sidewalks, and parking lots.

Stormwater runoff from rainfall events can exceed Harvey's sewer system capacity and can cause water intrusion into buildings, such as basement flooding. This can also cause sewer backups, which can lead to ponding in streets, alleyways, or yards.

Metropolitan Water Reclamation District Plans and Projects

The city has been active in securing funding and collaborating with partner agencies to alleviate flooding issues. The Harvey Central Park Stormwater Detention Basin project, which is Phase I of the Urban Flood Control Master Plan, is being led by the Metropolitan Water Reclamation District (MWRD). The MWRD is the wastewater treatment and stormwater management agency for the City of Chicago and 128 suburban communities throughout Cook County. According to MWRD, the project involves the construction of a new detention basin and open green space along Myrtle Avenue between 153rd Street and 154th Street and the addition of new storm sewers on 153rd Street and eight side streets.

The project is anticipated to reduce flooding for approximately 209 homes. To pay for the project, MWRD applied for funding through the Federal Emergency Management Association (FEMA) Building Resilient Infrastructure and Communities (BRIC) grant. Funding is anticipated to be approved in 2024 and construction cost is estimated at \$9.85 million.

The MWRD also completed a Stormwater Master Plan (SMP) in 2022 for the south suburbs of Dixmoor, Dolton, Harvey, Phoenix, Posen, and Riverdale. Through the SMP process, priority areas to focus analysis of the most impacted areas within the communities were identified. Within Harvey, one priority was identified, and its location is bounded by 147th Street (IL 83) in the south, Little Calumet River in the north, Vincennes Road in the west, and the above-grade railroad tracks in the east. According to the SMP, this 150-acre area within Harvey experiences surface and basement flooding due to inadequate sewer capacity.



The SMP recommended construction of two diversion manholes at the intersections of 145th Street and Union Avenue and Calumet Boulevard and Union Avenue that would connect and divert stormwater flow to an existing sewer along Union Avenue. This would help to increase the capacity of the system in that overall area, thereby reducing the chance of flooding. The SMP also identifies an action plan that lays out funding sources and partnership opportunities with the end goal of implementing the recommendation.

Harvey should continue to partner with MWRD to work toward implementation of future phases of the Urban Flood Control Master Plan. Future phases include additional detention basins and storm sewer strategically placed to reduce flooding. Similar to the Harvey Central Park Stormwater Detention Basin (Phase I), the city and MWRD should apply for federal funding through FEMA's BRIC grant program to help pay for the projects. In addition to this, the Illinois Environmental Protection Agency (IEPA) manages the Wastewater and Drinking Water Loan Program, which provides low-interest loans through the State Revolving Fund which the city can access for stormwater, wastewater, and drinking water projects.

Green Infrastructure

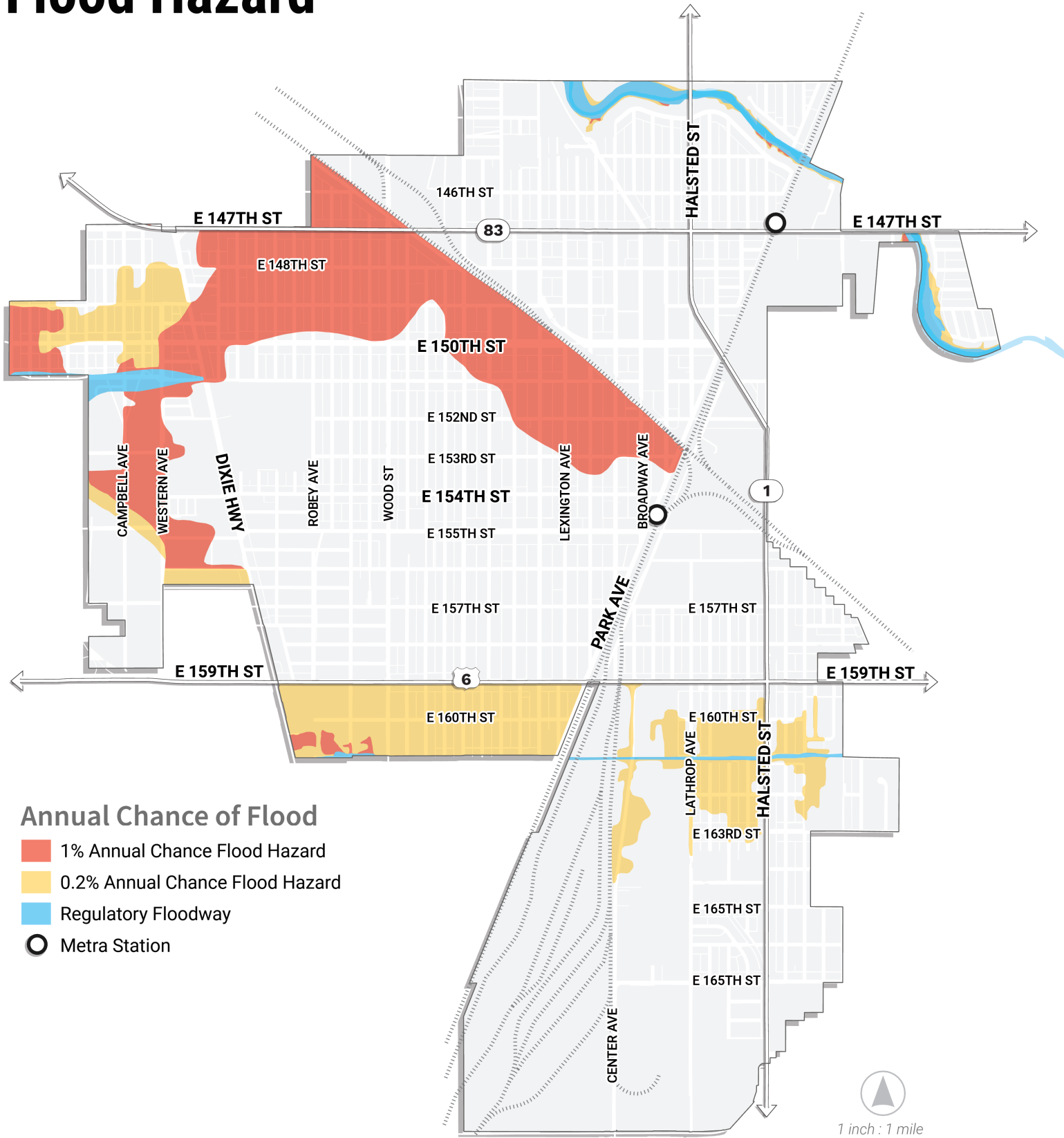
Harvey is part of the planning area within the Little Calumet River Watershed Plan. This means the city can pursue grant opportunities to help fund green infrastructure projects/recommendations listed in the plan. Examples include rain gardens, landscaped medians, green roofs, and permeable pavement. The IEPA recently announced yearly grant funding opportunities through its Nonpoint Source Pollution Control Financial Assistance Program (more commonly known as 319 Grant Funding) for watershed-based plan implementation projects. The IEPA also maintains the Green Infrastructure Grant Opportunities (GIGO) program to help fund the construction of green infrastructure.

Recommendations

The city should consider the following recommendations to maintain its sanitary sewer and stormwater infrastructure:

- Capitalize on funding opportunities to make critical repairs to the city's sewer system.
- Implement green infrastructure solutions to address environmental concerns and promote sustainability.
- Create a digital inventory of existing sewer infrastructure that provides type, size, and location data to allow the city to better convey the state of repair of existing sewer infrastructure and plan for future maintenance/extensions, which can be useful when communicating with other agencies and stakeholders, as well as applying for funding opportunities.
- Create a 5-year Capital Improvement Plan (CIP) to adequately plan for future sewer infrastructure investments. This CIP should consider budget allocations, grants, loans, and other financial resources.

Flood Hazard



BROADBAND

Harvey recently completed a Broadband Strategic Plan in September 2021. Key goals of the plan include infrastructure development to increase broadband access, improved affordability to increase adoption and equitable distribution, and training and curriculum development to foster utilization and increase digital literacy.

According to 2021 US Census estimates, approximately 83 percent of Harvey households have a broadband subscription, which is an 11 percent increase over the 72 percent referenced from the 2019 US Census estimates in the Strategic Plan. The main providers of broadband services within Harvey are AT&T and Comcast (Xfinity), as well as newer 5G Home Internet services via T-Mobile or Verizon.

Based on surveys conducted in the Strategic Plan, cost is the main key factor in driving the moderate rates of broadband adoption within Harvey. Not having access to internet can make it difficult for Harvey residents to purchase products online, pay bills online, attend online educational opportunities, apply for jobs, and more. The Broadband Coverage Map displays the percentage of adults in households without a computer. The Strategic Plan analyzed the same dataset, but a few years earlier, and the most recent data show an improvement in broadband subscription and computer access across the city, which indicates the recent efforts by the city are helping to provide more residents with access to a computer and the internet.

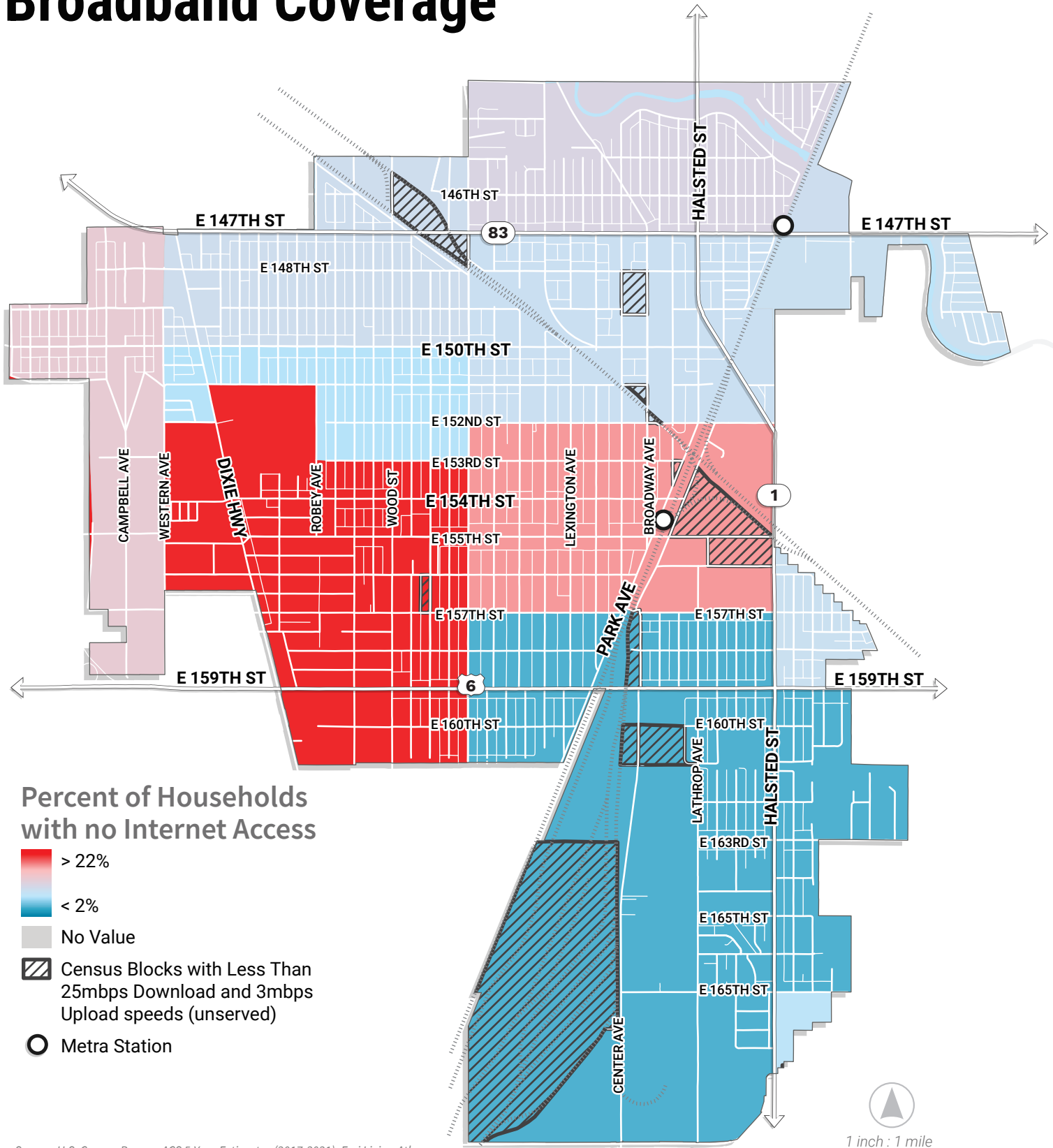
Based on the Broadband Coverage Map, the percentage of households not having internet access is higher in Ward 3, which is located on the west side of Harvey and is consistent with the data presented in the Strategic Plan. The city should coordinate with telecommunications companies to ensure that coverage is provided in these areas. The city can work with the telecommunications companies to target outreach efforts to these areas of Harvey and inform the public of affordable coverage options. Both Comcast (Xfinity) and AT&T offer more affordable plans if households meet certain eligibility requirements.

Recommendations

The city should continue to expand and improve broadband as a critical piece of community infrastructure through collaborative efforts as follows:

- Continue to pursue the goals and recommendations listed in the Broadband Strategic Plan.
- Target increasing internet access where needed most in coordination with telecommunication companies to ensure that coverage is provided in these areas.
- Implement a “Dig Once” policy to ensure fiber and high-quality broadband is considered alongside necessary roadway projects, and encourage the inclusion of additional capacity as part of future road infrastructure projects and improvements.

Broadband Coverage



STREETS

The streets within Harvey enable the city's residents and businesses to conduct their daily activities. Well paved and maintained streets can help facilitate economic, social, and cultural opportunities. The current annual budget allocated to maintenance of pavement is \$1 million and this funding level is anticipated to continue through 2031. The Pavement Study, highlighted in the following section, projects that \$1.8 million would be required to maintain the current state of repair of the city's pavement.

Pavement Study

A Pavement Data Collection and Pavement Management System Implementation Report (Pavement Study) was recently completed for Harvey in June 2022. All 83 miles of streets within city's jurisdiction were analyzed in terms of their Pavement Condition Index (PCI), an industry standard measurement utilized to rank the condition of the street from one to 100, with 100 being the best rating. Most streets within Harvey are categorized as poor, very poor, serious, or in failed condition with the network average PCI at 29.7. The Pavement Study found that current funding levels are inadequate to maintain the current pavement condition for the next decade.

Key recommendations from the Pavement Study to ensure the city adequately maintains the conditions of its streets include better utilization of available funds by performing timely repairs. Performing routine preventative maintenance such as crack sealing or patching on streets that are in 'good' condition can extend the life of the pavement. Additionally, the study recommends the city routinely perform a pavement condition survey every three to four years, which helps with tracking how maintenance activities are performing and aids in strategic planning for future maintenance.

These types of pavements studies are eligible for funding through CMAP's technical assistance program, which funded Harvey's first Pavement Study. The city should apply for assistance on future pavement studies.

Roadway Jurisdiction

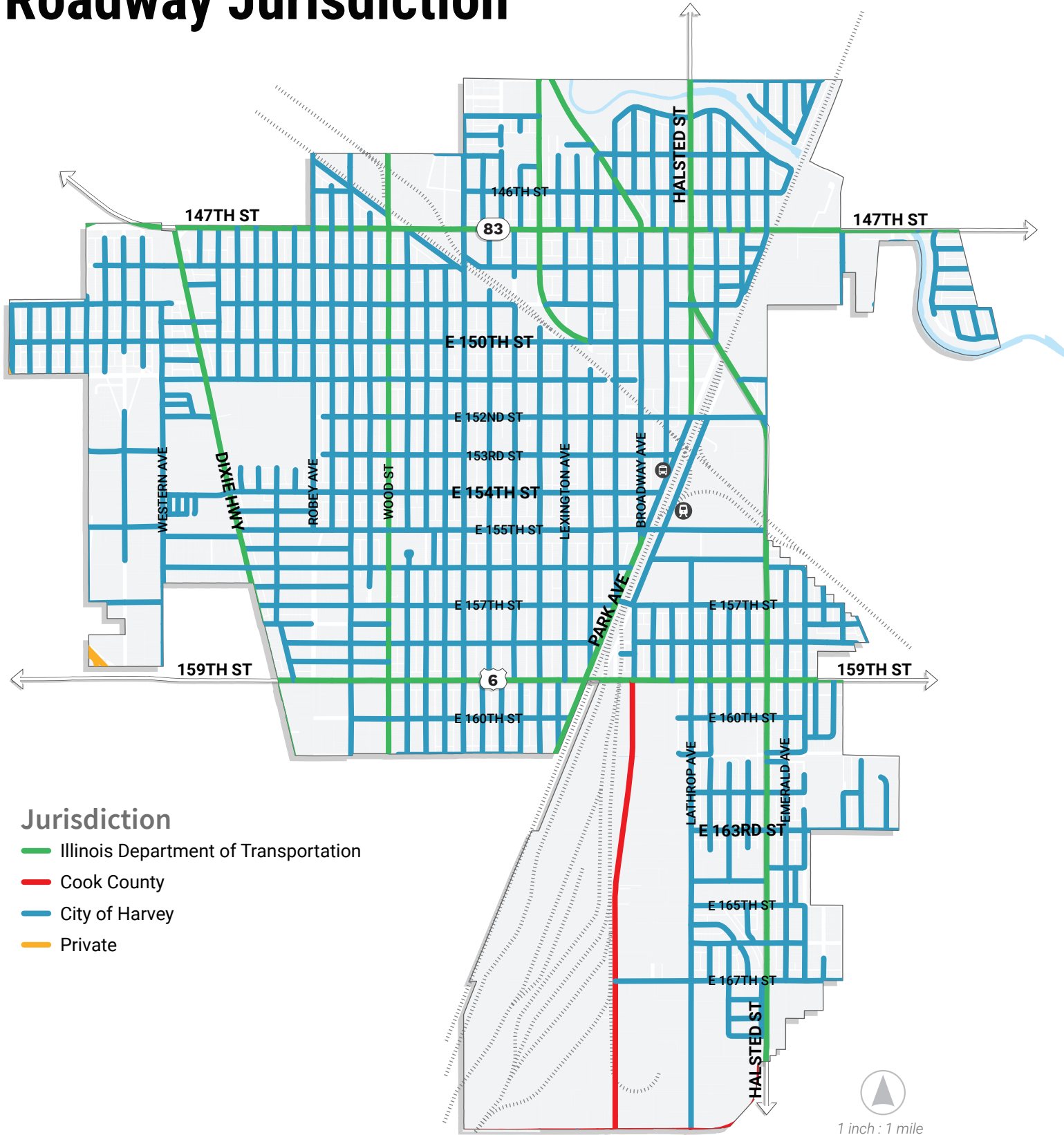
Roadway jurisdiction is an important factor with regard to maintenance. Most of the major arterial roads serving the city are under the jurisdiction of IDOT, such as 147th Street, 159th Street, Dixie Highway, Wood Street, and Halstead Street as depicted on the map on the following page. Generally, the city is not responsible for maintenance of streets that are not under its jurisdiction, however, this also means the city has limited flexibility to manage access and make improvements on these streets. Most local streets such as, 154th Street, 155th Street, and Broadway Street are under city jurisdiction and the city is responsible for maintenance and has full authority to make improvements that align with its interests.

Recommendations

To continue to upkeep and maintain roadways and rights-of-way as a critical component of public infrastructure, the city should:

- Implement the recommendations of the Pavement Study.
- Consider increasing the annual budget allocated to the maintenance and rehabilitation of pavement.
- Create a 5-year Capital Improvement Plan (CIP) to adequately plan for future street infrastructure investments that considers the data from the latest Pavement Study, budget allocations, grants, loans, and other financial resources.

Roadway Jurisdiction



Jurisdiction

- Illinois Department of Transportation
- Cook County
- City of Harvey
- Private



8

CHAPTER

IMPLEMENTATION

The *Harvey Comprehensive Plan* is a foundation for future decision-making related to land use, development, and community improvement. The Plan is intended to direct action within Harvey that supports the community's established vision and core community principles. Implementation will be critical to this effort, ensuring that the goals and recommendations of the Comprehensive Plan foster positive momentum within the community.

Implementation will require the cooperation of a diverse range of organizations and stakeholders, including city staff, elected and appointed officials, public agencies, the local business community, property owners, developers, and residents. Together, these groups will be essential in realizing the city's vision for its future.

REGULAR USE OF THE COMPREHENSIVE PLAN

The Comprehensive Plan should be used as the official policy guide for planning decisions the City Council, Plan Commission, and other boards, commissions, and city staff will make. The Plan should serve as a primary reference in guiding policy formation, evaluating projects and planning initiatives, reviewing development proposals, and prioritizing public expenditures. Referencing the Comprehensive Plan will ensure future planning efforts and decisions align with the community's long-term vision and goals. Service providers and partner organizations should also be encouraged to use the Comprehensive Plan when considering new development, facilities, infrastructure updates, and programming within Harvey. To promote regular use of the Plan, the city should:

- Post the Comprehensive Plan document on the city website and make it available in hard copy at City Hall and the Harvey Public Library for easy public access.
- Educate the public on how the Plan connects to development projects and other proposals occurring within the city.
- Align annual departmental budget requests with Plan goals.
- Guide the City Council, Plan Commission, and other boards and commissions in the administration, interpretation, and continuous application of the Plan.
- Meet with key department heads and officials to explain the purpose, importance, and benefits of the Plan.
- Maintain a list of amendments, issues, or needs which may be the subject of change, addition, or deletion from the Plan.
- Coordinate with and assist the City Council and Plan Commission in the Plan amendment process, as necessary.

DEVELOP AND MAINTAIN PARTNERSHIPS

To implement the Comprehensive Plan, the city will need to develop and maintain partnerships with a variety of groups and organizations. Regular communication and cooperation with partners will ensure the community capitalizes on opportunities to work collaboratively toward mutual interests.

Harvey already maintains many partnerships which should continue to do so in the future. Possibilities for new partnerships with organizations and agencies should be identified by the city to aid in the implementation of the Comprehensive Plan. This should include neighboring municipalities and townships, regional and state agencies, school districts, neighborhood groups, the local business community, and other groups with a vested interest in Harvey. At minimum, the city should continue to partner with or explore new opportunities with the following groups:

- Chicago Metropolitan Agency for Planning (CMAP)
- Chicago Southland Economic Development Corporation (CSEDC)
- Cook County
- Cook County Department of Transportation and Highways (DoTH)
- Cook County Land Bank Authority (CCLBA)
- Harvey Area Chamber of Commerce (HACC)
- Harvey Parks District
- Harvey Public Library District
- Illinois Department of Transportation (IDOT)
- Illinois Historic Preservation Division (IHPD)
- Metra
- Metropolitan Water Reclamation District of Greater Chicago (MWRD)
- Pace
- Restoration Ministries Harvey Boxing Club
- School District 147 and 152
- South Suburban Mayors and Managers Association (SSMMA)
- South Suburban College
- South Suburban Public Safety Initiative
- Thornton Township High School District 205
- University of Chicago Ingalls Memorial Hospital
- Utility and Service Providers

CMAP IMPLEMENTATION ASSISTANCE

CMAP will work with the city for ongoing support and assistance with the identified recommendations. This may include occasional visits to implementation meetings, providing guidance on funding opportunities, conducting targeted workshops or trainings, and answering general questions related to the Plan and its recommendations.

NEXT Program Plan Implementation Assistance

CMAP offers plan implementation assistance for a past CMAP or RTA plan through the NEXT Program. CMAP works with communities to prioritize improvements, develop an action plan, and help execute the plan.

REVIEWING AND UPDATING THE PLAN

The Comprehensive Plan is not a static document and must evolve and change over time. For example, if community attitudes change or new issues arise that are beyond the scope of the current document, the Plan should be revised and updated accordingly.

The city should undertake a complete review and update of the Plan every five years, and intermittent evaluations every two to three years to identify smaller changes. The city should maintain a public list of potential amendments, issues, or needs. Ideally, these reviews should coincide with the preparation of the city's budget and upcoming capital improvements. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

MAINTAIN PUBLIC COMMUNICATION

The Comprehensive Plan community outreach program was designed to solicit feedback on issues and opportunities from residents and stakeholders. Public engagement included a community workshop, a series of key stakeholder interviews, focus group discussions, an online questionnaire, an interactive mapping tool, and other methods to engage with residents, businesses, property owners, local officials, and community stakeholders. In addition to supporting the planning process, these outreach efforts helped foster stewardship for the Comprehensive Plan and communicate the importance of planning within Harvey. Sustaining this core value of public engagement, the city should continue to communicate with the public via online updates, announcements of major project achievements, and newsletters including information about planning and development efforts.

The city should maintain a way for residents and stakeholders to offer feedback and ask questions about planning initiatives and ongoing projects. Further, the city should consider hosting additional workshops and engagement opportunities in the future where residents could review the Plan and offer feedback about changing issues, opportunities, trends, and community preferences.

ENABLE REGIONAL COOPERATION

Regional cooperation is a component of the city's success. Many of Harvey's issues are shared with nearby communities and should be addressed with a holistic, regional perspective. As such, close communication and partnerships with adjacent and nearby municipalities, inter-jurisdictional groups, and other organizations will be vital in addressing these shared issues, challenges, and opportunities. The city should consider the following recommendations to establish potential partnerships and foster greater regional cooperation:

- Establish a schedule of meetings with partner organizations to review emerging trends and issues, share long-term goals, and identify opportunities for partnership and cooperation. Key groups should include adjacent and nearby municipalities, Cook County, Illinois Department of Transportation (IDOT), Harvey Park District, the Planning Commission, and other organizations and associations.
- Seek active involvement in regional projects that will affect the community.
- Partner with Cook County, IDOT, and nearby municipalities to address the movement and distribution of traffic through the area, accounting for how roadways function from a regional perspective instead of individual segments in the city.
- Partner with the Forest Preserves of Cook County and adjacent municipalities to connect existing trails, bicycle routes, and create a regional system that connects residents to key destinations.
- Encourage greater participation by local business community members in the Harvey Area Chamber of Commerce to strengthen Harvey's regional economic presence and ensure the city's economic goals are met.

POTENTIAL FUNDING SOURCES

The following is a review of potential funding sources that the city can pursue to support the implementation of the Comprehensive Plan. It is important to note that funding sources are subject to change over time. As such, the city should continue to research and monitor grants, funding agencies, and programs to identify deadlines, funding specifications, and new opportunities as they become available. These programs are organized by funding category, which include:

- General Economic Development and Housing
- Transportation and Infrastructure
- Parks, Trails, and Open Spaces
- Energy Efficiency and Resiliency

General Economic Development and Housing

Tax Increment Financing

One of the primary purposes of Tax Increment Finance (TIF) funding is to incentivize and attract desired development within key commercial areas. TIF dollars can be used for elements like infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development. Land assemblage is a tactic employed in land acquisition, where one acquires two or more adjacent parcels, combining them into single parcel.

TIF utilizes future increases in property tax revenues generated within a designated area or district to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value of properties within a TIF district increases, the TIF fund captures incremental growth in property tax over the base year that the TIF was established and reinvests those funds within the district. Local officials may then issue bonds or undertake other financial obligations based on the growth in new revenue. The maximum life of a TIF district in Illinois is 23 years, although the State Legislature can authorize up to a 35-year extension.

Business Assistance Program

A business assistance grant program can be utilized to attract targeted retail businesses and assist existing businesses located within a particular area. Business assistance funds are typically offered in the form of a matching grant that pays for a defined percentage of eligible expenditures. The expenditures are typically limited to build-out costs, signage, moving expenses, and physical improvements to the property necessary to accommodate a new business or the expansion of an existing business. The size of the grant available can also be tied to the potential impact the proposed project could have on the area. For example, the grant could vary based on the anticipated sales tax to be generated by the project.

Sales Tax Rebate

Cities can adopt a policy for rebating a portion of the State Retailers' Occupation Tax collected by the State of Illinois and paid to the municipality. This tool is typically used by municipalities to incentivize a business to locate to a site or area. The rebate is offered as a percentage of the annual sales tax revenue generated by the establishment and is often tied to benchmarks such as sales volume increases. Sales tax rebates have proven effective in attracting new businesses and encouraging redevelopment and renovation.

Special Service Area

Special Service Areas (SSAs) can be used to fund improvements and programs within a designated boundary. An SSA is added to the property tax of the properties within the identified service area and the revenue received is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51 percent of the property owners and electors within a designated area object. SSA funds can be used for such things as streetscape improvements, extra trash pickup, district marketing, and special events.

Business Development Districts

As authorized by Division 74.3 of the Municipal Code of the State of Illinois, a municipality may designate, after public hearings, an area as a Business Development District (BDD). A BDD would allow the city to levy up to an additional one percent retailer's occupation tax, one percent hotel tax, and one percent sales tax within a designated district. Like a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district. BDD funds can be used for infrastructure improvements, public improvements, site acquisition, and land assemblage and could be applicable in the identified subareas or emerging business and industrial parks in the community. Given the limited amount of funds that a BDD can generate, compared to a TIF district, BDD designation is best suited for funding small scale improvements and property maintenance programs.

Tax Abatement

Property tax abatements are typically used as an incentive to attract business and revitalize the local economy and can be applied to address a wide range of community issues. In the State of Illinois, municipalities and other taxing districts can abate any portion of the tax that they individually levy on a property. The period of tax abatement on a given property can be no longer than 10 years and the total combined sum of abated taxes for all taxing districts cannot exceed \$4 million over that period. A taxing district can administer the abatement by one of two methods: 1) lowering the tax rate; or 2) initiating a property tax freeze where the property is taxed based on a pre-development assessed value. In some circumstances, municipalities can also petition the County to lower a property's assessment. For example, a commercial property could be assessed at a percentage equivalent to that of a residential property. This is an effective means of lowering a property tax bill; however, it should be noted that this method impacts all taxing districts and not just the district making the request.

Payment in Lieu of Taxes (PILOT)

Payment in Lieu of Taxes (PILOT) is a tool like tax abatement. The city can use PILOT to reduce the property tax burden of a business for a predetermined period. In this instance, the city and property owners will agree to the annual payment of a set fee in place of property taxes. Payments are made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property. PILOT can also be a means of reducing the fiscal impact on the city of a nonprofit, institutional use, or other non-taxpaying entity location on a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the city to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

Incubators

Business incubators provide low-cost space and specialized support to small companies. Such services might include administrative consulting, access to office equipment and training, and assistance in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who then subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to facilitate the growth and expansion of startup businesses within an area.

On-Site and Façade Improvement Programs

An On-Site Improvement Program assists property owners in upgrading their existing parking lots and installing onsite landscaping. The program would apply to such things as improvements to surface parking areas, privately owned open space, and other areas not related to façade features. This could function separately or in conjunction with a Façade Improvement Program

A Façade Improvement Program encourages projects that contribute to the economic revitalization and character of an area by providing financial and technical assistance for façade improvements. Building façades, both individually and collectively, contribute significantly to first impressions of an area. By implementing a Façade Improvement Program, current property owners are provided an opportunity to improve their outdated or failing structures without having to relocate. Within Harvey, the city offers an annual Façade Improvement Program, based on merit, and paid through proceeds of the TIF fund to encourage economic revitalization, and ensure preservation of the historic character of buildings in the Harvey Square Historic District.

Revolving Loan Fund

A Revolving Loan Fund (RLF) can be established by the city as an economic incentive for businesses seeking to expand or relocate in Harvey. The fund allows the city to offer low interest loans that businesses can use for land acquisition, purchase and renovation of existing buildings, acquisition of equipment, machinery, furniture and fixtures, and working capital. The RLF would be targeted to those businesses and industries that cannot obtain economically feasible financing because of conventional interest rates and lending/ exposure limits applied by local lending institutions.

Cal Sag Enterprise Zone

The Illinois Enterprise Zone Program is designed to stimulate economic growth and revitalization through state and local tax incentives, regulatory relief, and improved governmental services. Harvey is within the Cal-Sag (2016) Enterprise Zone, which has an expiration of December 30, 2030. The Cal Sag Enterprise Zone is focused on industrial and commercial development. It has become a catalyst to economic vitality through occupancy of vacant facilities, growth of existing industries, employment of residents, and overall economic growth.

Illinois Housing Development Authority (IHDA) Abandoned Property Program

The Illinois Housing Development Authority offers an Abandoned Property Program to assist municipalities in addressing vacant and deteriorating residential properties. Funding can be used to secure, maintain, demolish, or make limited exterior repairs to these abandoned homes, with the goal of improving neighborhood safety and aesthetics. Properties must be located within Illinois, have 1-6 units, and meet the program's definition of abandoned. This definition includes factors like vacancy, unfinished construction, damage, and lack of utilities. Importantly, historically registered properties and occupied buildings are not eligible for funding.

Illinois State Historic Preservation Office (ILSHPO) Property Tax Assessment Freeze

The Property Tax Assessment Freeze program in Illinois rewards homeowners who invest in rehabilitating historic properties. If your owner-occupied historic residence undergoes a qualified renovation, the program will freeze the property's assessed value for eight years, followed by a four-year period where the value gradually increases to reflect market value. This can significantly reduce your property taxes over time.

There are several requirements to qualify. The building must be on a designated historic registry or within a historic district, and the rehabilitation must meet specific standards set by the Secretary of the Interior. Additionally, the project costs must exceed 25% of the pre-rehabilitation assessed value. While the program is free to apply for, it's recommended to consult with the Illinois Historic Preservation Office before starting work to ensure your project meets all the criteria.

IL SHPO Illinois Historic Preservation Tax Credit Program (IL-HTC)

The Illinois Historic Preservation Tax Credit Program (IL-HTC) offers a tax break to owners who rehabilitate historic buildings in the state. This program provides a 25% credit on qualified rehabilitation expenditures, capped at \$3 million. To qualify, a building must be listed on the National Register of Historic Places or be located in a designated historic district. The rehabilitation project must also be certified by the National Park Service and meet certain income-producing

use requirements. There is a competitive allocation process for these tax credits, with priority given to projects in under-served areas and those involving partnerships with community development organizations. The program is currently active and accepting applications until December 31, 2028.

Federal Historic Preservation Tax Credits

The Federal Historic Preservation Tax Credits are a financial incentive program offered by the National Park Service (NPS) and administered in Illinois by the Illinois State Historic Preservation Office (IL SHPO). It aims to encourage the rehabilitation of historic buildings by providing a 20% tax credit to the owner's federal income taxes. There are four main requirements to qualify: the building must be listed on the National Register of Historic Places or be part of a certified historic district, it must be used for income-producing purposes after rehabilitation, the work must meet specific standards, and the project's expenditures must exceed a certain threshold. Before applying, it's important to consult with a tax advisor and the IL SHPO to ensure your project meets all the requirements and to understand the application process.

Landmarks Illinois' Preservation Heritage Fund Grant Program

Landmarks Illinois' Preservation Heritage Fund grant program provides monetary assistance to significant structures or sites in Illinois that are under threat of demolition, in imminent deterioration, in need of stabilization, in need of structural or reuse evaluation, or need to be evaluated for landmark eligibility. Created in 2004, the program targets projects focusing on engineering, architectural and feasibility studies, stabilization, legal services, survey and National Register Nominations and preservation ordinance support. Preservation Heritage Fund grants are awarded four times a year.

Transportation and Infrastructure

Transit Oriented Development (TOD) Funding Guide

The Regional Transportation Authority (RTA) in conjunction with the Regional Transit-Oriented Development Working Group created the TOD Funding Guide to assist communities with the development of TOD. The document is intended to be used primarily by community and economic development practitioners throughout northern Illinois.

The guide includes a comprehensive directory of funding sources that serve TOD initiatives including programs for municipalities, government agencies, non-profit organizations, and others that work to promote TOD. The city should reference this guide regularly to understand application deadlines and eligibility requirements.

The Illinois Motor Fuel Tax (MFT) Fund

The city receives revenue from the Illinois Motor Fuel Tax (MFT) Fund that can be applied to road projects. Per the Illinois Department of Transportation (IDOT), these funds are derived from a tax on the privilege of operating motor vehicles upon public highways and of operating recreational watercraft upon Illinois waters, based on the consumption of motor fuel. Each month a warrant is issued to each municipal treasurer in the amount of the municipality's share of MFT Fund collected for the preceding month. Monthly distributions are posted on IDOT's website.

Safe Streets for All (SS4A)

The Safe Streets and Roads for All (SS4A) grant program, part of the Bipartisan Infrastructure Law, allocates \$5 billion over five years (2022-2026) to fund local, regional, and Tribal projects aimed at preventing roadway fatalities and serious injuries. The program supports planning and implementation grants for safety improvements, particularly benefiting underserved and rural communities. Over \$2.7 billion has been awarded to date, with more funding rounds planned. SS4A prioritizes projects that enhance pedestrian, cyclist, and transit safety, aligned with the U.S. DOT's vision for zero roadway deaths.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP is administered by FHWA and had a 2020 budget of \$2.4 billion. To qualify for HSIP funds, a State must develop, implement, and update a state highway safety program (SHSP), produce a program of projects or strategies to reduce identified safety problems, and evaluate the SHSP regularly. Eligible local projects include pedestrian hybrid beacons and roadway improvements that provide separation between pedestrians and motor vehicles, such as medians and pedestrian crossing islands.

Illinois Transportation Enhancement Program (ITEP)

With federal reimbursement, IDOT administers Illinois Transportation Enhancement Program (ITEP) funds, which have historically been available for up to 50 percent of the costs of right-of-way and easement acquisition, and up to 80 percent of the costs for preliminary engineering, utility relocations, construction engineering, and construction costs. ITEP eligible projects include:

- Pedestrian/bicycle facility projects that create an alternative transportation option for access to workplaces, businesses, schools, shopping centers, and communities. Pedestrian/bicycle facility projects can be new construction or improvements to existing facilities.
- Landscape/streetscape projects.
- Scenic beautification projects.
- Conversion of abandoned railroad corridors to trails.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management in transportation rights-of-way.
- Archaeological activities relating to impacts from implementation of a transportation project.
- Stormwater management control and water pollution prevention or abatement related to highway construction or due to highway runoff.
- Reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats.
- Construction of turnouts, overlooks, and viewing areas.

Safe Routes to Schools (SRTS) Program

The Safe Routes to Schools (SRTS) program provides funding for the planning, design, and construction of infrastructure-related projects that will improve the ability of students to walk and bike to school. SRTS projects are funded at 100 percent with no local match required, with a funding limit of \$200,000 for infrastructure projects and \$50,000 for non-infrastructure projects. Eligible applications include:

- Sidewalk improvements
- Traffic calming and speed reduction
- Pedestrian and bicycle-crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking systems
- Traffic diversion improvements in the vicinity of schools
- Education programs and activities to increase rates of walking and biking to school

Transportation Energy Act for the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) authorizes federal funding to improve transportation infrastructure, enhance economic growth, and protect the environment. Eligible projects improve air and water quality, restore wetlands and natural habitat, or rejuvenate urban areas through transportation redevelopment, increased transit, or sustainable alternatives to urban sprawl.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement (CMAQ) program is a federally funded program of surface transportation improvements designed to improve air quality and mitigate congestion. The variety of transportation projects funded through the CMAQ program encourage alternatives to driving alone, improve traffic flow, and help urban areas meet air quality goals through transit improvements, traffic flow improvements, bicycle facility projects, or direct emissions reduction projects.

Surface Transportation Block Grant Program (STBGP)

Surface Transportation Block Grant Program (STBGP) funds are administered by IDOT and allocated to coordinating regional councils to be used for roadway and roadway-related items. STBGP funds may be used for a variety of projects, including roadway rehabilitation, reconstruction, and restoration; widening and adding lanes; intersection improvements; traffic signage improvements; and green infrastructure funding. Projects must be identified in the Statewide Transportation Improvement Program and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan. Urban STBGP funds are programmed and awarded to communities by the region's Metropolitan Planning Organization (MPO), CMAP. Projects require a 20 percent match which is paid for by the state and/or locally. These funds may not be used on local roads or rural minor collector projects. Exceptions include bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian, and bicycle projects; Safe Routes to School projects; boulevard/roadway projects in the right-of-way of divided highways; and inspection/evaluation of bridges, tunnels, and other highway assets.

Surface Transportation Program (STP)

The Surface Transportation Program (STP) is a sub-program of the STBGP which provides funding for non-motorized transportation projects. Projects range from on-street bike facilities to multi-use paths and sidewalk infill programs to Safe Routes to School projects. Bicycle projects must be principally for transportation, rather than recreation.

Infrastructure Funding Sources and Mechanisms

There are many funding sources and mechanisms for public infrastructure; the following identify several that could potentially be applied in Harvey.

Source: Summarized from Infrastructure Financing – A Guide for Local Government Managers; ICMA (International City/County Management Association) and GFOA (Government Finance Officers Association)

Local Option Taxes

Local option taxes are taxes approved by voters or authorized by the state for infrastructure purposes. Common types include sales taxes, fuel taxes, income taxes, and vehicle taxes. Revenues are often earmarked for specific projects.

Impact Fees

Impact fees are one-time charges imposed on new businesses or property owners to fund infrastructure improvements related to development. These fees are used to fund roads, water, sewer, parks, schools, and other public facilities.

Special Assessment Districts (SADs)

SADs are formed when property owners agree to pay a special tax assessment to fund improvements that benefit them directly. Transportation Development Districts (TDDs) are a common type of SAD for infrastructure purposes.

Joint Development

Joint development is a partnership between local governments and private developers where developers contribute to infrastructure costs in exchange for development rights or other benefits. This is often used by transit agencies to generate revenue and improve infrastructure.

TIFIA Credit Assistance

TIFIA Credit Assistance is a federal program that provides low-interest loans, loan guarantees, and standby lines of credit to finance surface transportation projects. It offers several benefits, such as lower interest rates, flexible repayment terms, and accelerated project construction. However, it also has limitations, including the requirement to apply for funding and its potential inapplicability for small projects.

Environmental State Revolving Funds (SRFs)

These funds are state-run entities that offer low-interest loans to finance water quality and drinking water infrastructure projects. They provide below-market interest rates, flexible repayment terms, and are applicable to small communities. However, they also require applying for funding and compliance with federal and state laws and regulations.

State Infrastructure Banks (SIBs)

SIBs use seed capitalization funds to offer low-interest loans and credit enhancements to transportation projects. They offer lower interest rates, flexible repayment terms, and can attract private partners. However, many SIBs are inactive or underutilized and require applying for funding.

Grant Anticipation Revenue Vehicle Bonds (GARVEEs)

GARVEEs are bonds issued by states and local governments to obtain upfront financing for highway construction. They can accelerate project construction and leverage large amounts of financing. However, they are subject to federal funding authorization and may have more risk than municipal general bonds.

State Bond Banks (SBBs)

SBBs are state-sponsored entities that assist local governments in issuing bonds. They offer lower borrowing costs, simplify the bond issuance process, and provide financial and administrative expertise. However, they issue bonds in moderate amounts and may have limited flexibility.

Green Bonds (GBs)

GBs are bonds issued to finance projects with significant environmental benefits. They can attract new investors and improve bond issuers' environmental reputation. However, they require additional monitoring and reporting, and the market is less developed than traditional municipal bonds.

Social Impact Bonds (SIBs)

SIBs are performance-based financing tools that pay for programs based on achieving agreed-upon goals. They can attract new investors and transfer government risks to the private sector. However, they are largely in the experimental phase and have a complicated contract process.

Parks, Trails, and Open Spaces

Recreational Trails Program

The Recreational Trails Program is a federally funded grant program for trail-related land acquisition, development, or restoration. The grants are awarded based on the results of a competitive scoring process and the application's suitability under MAP-21 (Moving Ahead for Progress in the 21st Century Act). A minimum 20 percent match is required by the applicant. Grants are to be used for motorized or non-motorized trail development, renovation, and/or preservation. All projects must be maintained for 25 years. Eligible applicants include municipalities, counties, schools, non-profits, and for-profit businesses.

Land and Water Conservation Fund (LWCF)

The Illinois Land and Water Conservation Fund (LWCF) program, similar to the Open Space Land Acquisition and Development (OSLAD) program, provides grants to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 50 percent match.

Park and Recreational Facilities Construction (PARC) Program

The Park and Recreational Facilities Construction (PARC) program is a state-financed program with grant funds offered to eligible local governments for park and recreation unit construction projects and land acquisition. Funded project amounts range from \$25,000 to \$2.5 million.

Illinois Department of Natural Resources (IDNR)

The Illinois Department of Natural Resources (IDNR) administers several grant-in-aid programs to help municipalities and other local agencies provide public outdoor recreational areas and facilities. The programs operate on a cost-reimbursement basis to a government or not-for-profit organization. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location. IDNR grants are organized into three major categories: Open Space Land Acquisition and Development; Boat Access Area Development; and the Illinois Trails Grant Program.

Open Space Land Acquisition and Development (OSLAD) Program

The Open Space Land Acquisition and Development (OSLAD) program awards up to 50 percent of project costs up to a maximum of \$750,000 for acquisition and \$400,000 for development/renovation of recreational facilities, such as playgrounds, outdoor nature areas, campgrounds, fishing piers, park roads/paths, and beaches.

Illinois Trails Grant Programs

The Illinois Trails Grant Programs offer five financial assistance grants for the acquisition, development, and occasional maintenance of trails for public recreation uses. These programs include the Bike Path Program, the Local Government Snowmobile Program, the Snowmobile Trail Establishment Fund, the Off-Highway Vehicle Program, and the Federal Recreational Trails Program.

These reimbursable grants are administered by IDNR under a 50 percent state, 50 percent local cost share. There is a \$200,000 maximum per project with \$1 million in grant funds available each year. Only off-road paths and trails with a hard paved or aggregate surface are eligible. The grants can fund land acquisition for securing a linear corridor or right-of-way to be used for bicycle path development.

Energy Efficiency and Resiliency

Illinois Clean Energy Foundation

The Illinois Clean Energy Foundation provides financial support for clean energy projects in Illinois. The Foundation was established with a \$225 million endowment from Commonwealth Edison. The Foundation offers grants under two programs: the Energy Program and the Natural Areas Program. The Foundation's relevant active grant programs are listed below.

Energy Program

- **First Responders Resilience Pilot Program** – Municipal police stations, fire stations, and public agencies can apply for grants that help pay for solar electric panels with battery energy storage systems.
- **Photovoltaic Systems for Nature/Welcome Centers** – This is a pilot program to support the installation of photovoltaic systems at qualified non-profit nature centers and welcome centers. Projects are encouraged to both use renewable energy as a system for power and as a medium for teaching about sustainable energy use.
- **Solar Thermal, Biomass, Advancing Renewable Energy, and Emerging Technology Grants** – The Foundation supports Solar Thermal, Biomass, Advancing Renewable Energy, and Emerging Technology projects in categories where incentives are determined on a case-by-case basis.

Natural Areas Program

- **Land Acquisition** – The Foundation will consider projects that protect valuable natural resources in perpetuity through the purchase of conservation easements. These projects should support the protection of wildlife habitat in natural areas.

Illinois Environmental Protection Agency (IEPA) Grants

The Illinois Environmental Protection Agency provides financial assistance for certain land, air, and water-related projects. These grants offer funding to keep drinking water safe and improve the water quality of Illinois' lakes, streams, and wetlands.

Green Infrastructure Grant Opportunities (GIGO) Program

The Green Infrastructure Grant Opportunities (GIGO) program funds green infrastructure projects and best management practices that prevent, eliminate, or reduce water quality issues by decreasing stormwater runoff. The state-financed program offers \$75,000 to \$2.5 million grants. The program matches 75 percent of costs, with 25 percent to be provided by the applicant.

Section 319(h) Nonpoint Source Pollution Control Financial Assistance Program

The Section 319(h) Nonpoint Source Pollution Control Financial Assistance program aims to protect water quality in Illinois through the control of nonpoint source pollution. The program includes providing funding to groups to implement projects that utilize cost-effective best management practices on a watershed scale. Projects may include detention basins and filter strips or erosion control ordinances and setback zones. Technical assistance and information/education programs are also eligible. The IEPA funds approximately 15 projects per year, with the average annual funding being \$3.5 million. Typically, funds are approximately 60 percent of total project costs, and the applicant provides the remainder as a match.

ACTION MATRIX

The Implementation Action Matrix offers a comprehensive list of all implementation strategies, policies, and recommendations contained within the *Harvey Comprehensive Plan*. The matrix provides city staff with a tool to prioritize implementation activities and projects over the life of the Plan. In addition, the matrix allows the city to approve specific, actionable items on an annual basis and evaluate progress based upon completed implementation strategies. While partners are not identified for each action item in the Action Matrix, the city may partner with a number of agencies, non-profits, and private entities to achieve the objectives of this Plan. The Action Matrix offers a brief description of each action or project, priority actions, and time frame.

Priority

Priority is assigned with consideration for cost and importance. Each action in the Action Matrix is indicated with one of the following:

- **Priority 1:** Near-term, low-cost, easier to implement, critical
- **Priority 2:** Mid-term, essential
- **Priority 3:** Long-term, desirable

Ease of Implementation

The ease of implementation is indicated by a traditional grading scale from **A** to **F**, with A being easiest to implement and F being most difficult to implement. This category is a collective indicator of the anticipated level of effort by responsible parties, estimated cost, budget opportunities, and general stakeholder interest.

Timeframe

Timeframe indicates in approximately how many years the city should begin to undertake the action item. Descriptions of each time frame are detailed below:

- **Ongoing:** currently being implemented and should continue to be implemented over time
- **Short-term:** less than two years
- **Mid-term:** two to four years
- **Long-term:** over four years

Partner

The City of Harvey will require the assistance of neighboring government units, organizations, and community groups to fully implement the Comprehensive Plan. While Harvey is generally responsible for initiating and implementing most of the Plan's policies and recommendations, many partnership opportunities will be required to achieve the goals and supporting strategies within the Comprehensive Plan. The Partners section of the Action Matrix identifies potential partner organizations; however, there may be instances where an organization that is well-matched to one of the Plan goals, supporting policies, or recommendations is not listed as a potential partner for a given topic and should be added.

#	ACTION	PRIORITY	EASE (ABCDEF)	TIMEFRAME	PARTNER
4 Land Use and Development					
Residential Area Policies and Recommendations					
4-1	Encourage infill development within Harvey's residential areas.	3	D	Short-term	Cook County, CCLBA, Utility and Service Providers
4-2	Consider incentives to assist with added costs and prioritize infill development.	2	B	Short-term	Cook County, CCLBA, Utility and Service Providers
4-3	Work with local groups to secure grant funding and organize operations of pocket parks and community gardens.	1	C	Ongoing	Harvey Parks District. Local interest groups/ clubs
4-4	Support community organizations looking to expand open space and access to fresh food.	1	A	Ongoing	Harvey Parks District, Restoration Ministries, local interest groups/ clubs
4-5	Evaluate incentives for age-targeted residential development.	2	B	Ongoing	CMAQ, Cook County, Developer community
4-6	Prioritize affordable housing.	1	A	Short-term	Cook County, CCLBA
4-7	Establish a rental property registration program.	1	B	Short-term	
4-8	Target specific properties for demolition that are tax delinquent or pose public health or safety concerns.	1	C	Mid-term	South Suburban Public Safety Initiative, Cook County
4-9	Partner with community and housing organizations to address abandoned and unsafe structures.	2	B	Short-term	South Suburban Public Safety Initiative, CCBLA
4-10	Actively promote and advertise city services and ensure that code complaints are addressed in a timely and efficient manner.	3	B	Ongoing	
4-11	Use the Residential Framework to apply a stabilize, invest, and maintain approach to neighborhood growth and development.	1	B	Long-term	CCBLA, Cook County, Private owners, developer community, local and regional organizations
Citywide Commercial Area Policies and Recommendations					
4-12	Enhance the appearance of visible commercial corridors and industrial areas.	3	C	Long-term	Private and business owners, HACC, IDOT, SSMMA
4-13	Work with commercial property owners to achieve a more inviting and pedestrian-friendly retail environment.	2	B	Mid-term	Property owners, HACC
4-14	Repair and install new sidewalk segments on local streets as well as on-site sidewalks (between the public right-of-way and building entrances).	2	C	Short-term	Property and business owners
4-15	Establish highly visible crosswalks, pedestrian countdown signals at signalized intersections, and pedestrian-triggered vehicular warning systems at non-signalized intersections.	2	B	Short-term	IDOT, DoTH
4-16	Work with property and business owners to install internal sidewalks for larger commercial and industrial properties.	2	B	Short-term	Business Owners, HACC
4-17	Identify opportunities for public open space development in Harvey.	1	A	Ongoing	Local interest groups, Harvey Parks District, property owners
4-18	Locate new neighborhood commercial nodes at key intersections to complement the scale and character of the surrounding residential areas.	3	B	Mid-term	Cook County, Property owners

#	ACTION	PRIORITY	EASE (ABCDEF)	TIMEFRAME	PARTNER
4-19	Use screening and buffering elements to protect adjacent residential properties from negative commercial impacts.	2	A	Short-term	Property and business owners
4-20	Collaborate with regional organizations to ensure that residents have access to quality employment opportunities.	1	C	Ongoing	CMAQ, SSMA, HACC, educational institutions
4-21	Prioritize workforce partnerships and invest in programs that benefit the prospective youth and professionals in Harvey.	1	B	Ongoing	South Suburban College, HACC
4-22	Advertise workforce development programs through the city's media sources and communication channels.	1	A	Ongoing	Cook County, HACC, Metra
4-23	Continue to support the recommendations on the TOD Plan	1	B	Ongoing	Cook County, HACC
4-24	Prioritize downtown investment.	2	A	Ongoing	Business Owners, HACC, Cook County
4-25	Prioritize aesthetic improvements, business retention, and vacant and abandoned properties downtown.	3	A	Ongoing	Business Owners, HACC
4-26	Leverage TIF districts and partner with existing businesses and community organizations to prioritize redevelopment projects downtown.	2	B	Short-term	Business owners, local interest groups/clubs, HACC
4-27	Use the Commercial and Industrial Framework to apply a stabilize, invest, and maintain approach to growth and development.	1	B	Long-term	HACC, Cook County, SSMMMA
Historic Preservation					
<i>Regulatory Framework</i>					
4-28	Work with local historic landmarks commissions to evaluate Chapter 16-48 of the Harvey Municipal Code.	1	B	Ongoing	IHPD, Harvey Historical Society, local interest group/club
4-29	Audit the city code to ensure it has the proper controls to address exterior modifications, remodeling, and demolition of historic structures.	1	B	Short-term	Harvey Historical Society, local interest group/club
4-30	Ensure the local regulations support the historic preservation purposes and duties conducted by the city's planning and zoning commission.	1	B	Short-term	Harvey Historical Society, local interest group/club
4-31	Monitor state tax incentives to encourage private sector involvement in historic preservation through the Historic Preservation Act.	1	A	Ongoing	IHPD
<i>Preserve Notable and Historic Buildings</i>					
4-32	Create a citywide "most-endangered" list to identify currently unprotected historic properties, structures, and districts.	1	B	Short-term	Harvey Historical Society, local interest group/club
4-33	Promote adaptive reuse that retains distinctive architectural styles for historic features.	2	A	Short-term	CCLBA
4-34	Create and regularly update a local register based on a survey and inventory of existing and potential properties, structures, and districts of historical and architectural significance.	2	A	Ongoing	IHPD, Harvey Historical Society, local interest group/club
4-35	Provide local incentives such as a façade improvement program or small homeowner grants for historically accurate exterior building improvements to landmark and historic district properties.	3	C	Short-term	Cook County
4-36	Provide local incentives for context-sensitive redevelopment of the city's historically significant properties.	2	B	Short-term	Cook County, CCLBA
4-37	Partner with the various historical societies and organizations within the community to update inventories of existing historic districts and structures.	2	B	Ongoing	IPHD, Harvey Historical Society, local interest group/club

#	ACTION	PRIORITY	EASE (ABCDEF)	TIMEFRAME	PARTNER
5 Transportation and Mobility					
Street Network					
5-1	Draft and adopt an official complete streets policy	1	A	Short-term	
5-2	Manage access within commercial and industrial areas to maintain efficient circulation and minimize traffic impacts on surrounding areas	3	C	Short-term	Industrial business owners
5-3	Coordinate local roadway improvements with other transportation agencies	3	B	Ongoing	IDOT, DoTH, SSMMA
5-4	Study the feasibility of implementing a road diet along Morgan Street-Park Avenue (152nd to 167th Streets) to increase multimodal mobility and provide better access to Downtown, the Pace Harvey Transportation Center, Metra stations, and Thornton Township High School	2	B	Short-term	IDOT, private consultant
5-5	Coordinate with CMAP and transportation consultants to apply for the Safe Streets for All (SS4A) Grant	1	A	Shot-term	CMAP, Private Consultants
5-6	Coordinate with CMAP and IDOT to analyze the feasibility of grade separating the CSXT Railroad where it intersects with 147th Street (IL 83)	3	F	Mid-term	CMAP, IDOT, ICC, CPKC, SSMMA
5-7	Apply for grant funding to improve at-grade crossing warning devices at crossing locations on streets that are under local jurisdiction	2	D	Mid-term	ICC, CPKC
5-8	Develop an EV readiness plan that establishes an infrastructure framework incorporating both public right-of-way and private property	3	C	Mid-term	Private consultant, IEPA
5-9	Establish a committee or task force that meets regularly to identify and evaluate the evolving landscape around new technologies and mobility trends affecting infrastructure and transportation strategies	3	A	Short-term	Local interest groups/ clubs, local business representatives
5-10	Consider drafting and adopting shared parking standards into City code	1	A	Short-term	Private consultant
5-11	Consider incorporating parking maximum requirements, as opposed to the current parking minimum requirements	2	A	Short-term	Private consultant
Bike and Pedestrian Facilities					
5-11	Invest in constructing trails, bike lanes, and shared-use bicycle markings (sharrows)	1	D	Ongoing	IDOT, DoTH, private consultant
5-12	Draft and adopt bicycle parking into City code	1	A	Short-term	Private consultant
5-13	Stripe pedestrian crosswalks along corridors with increased activity	1	A	Short-term	Private consultant
5-14	Identify and development a plan to address sidewalk gaps as displayed on the Bicycle and Pedestrian Facilities Map	3	C	Long-term	
Public Transportation					
5-15	Explore bringing Pace on-demand Dial-A-Ride services to Harvey	2	B	Short-term	PACE
5-16	Plan for the Pace Pulse (bus rapid transit) route along Halsted Street	2	C	Mid-term	PACE, IDOT
5-17	Partner with UChicago Medicine Ingalls Memorial Hospital	2	B	Short-term	University of Chicago Medicine Ingalls Memorial Hospital
5-18	Increase awareness of existing paratransit services	1	A	Short-term	
Freight Rail					
5-19	Identify key locations for grade separation	1	A	Short-term	IDOT, DoTH
5-20	Maintain existing rail infrastructure	1	C	Ongoing	IDOT, DoTH, rail operators, and businesses

#	ACTION	PRIORITY	EASE (ABCDEF)	TIMEFRAME	PARTNER
5-21	Coordinate with SCEDC to market and attract potential industries and businesses	2	B	Mid-term	CSEDC
5-22	Coordinate with CSEDC to develop a targeted Tax Incentive Program	1	B	Mid-term	Cook County, SSMMA
5-23	Apply for federal and state grants to expand intermodal facilities	1	A	Short-term	SSMMA, CSEDC
5-24	Coordinate a multi-agency emergency response drill	1	B	Short-term	Freight rail operators
6 Community Facilities and Parks					
City Services					
6-1	Use marketing and branding to promote a positive image of the community.	1	A	Ongoing	HACC, SSMMA, Harvey Public Library
6-2	Implement a maintenance plan for community facilities to ensure consistent upkeep and safety.	2	B	Short-term	
6-3	Ensure that Harvey continues to benefit from a high level of fire protection.	1	C	Ongoing	Utility and Service Providers
6-4	Ensure that Harvey continues to benefit from a high level of public safety and police protection throughout the city.	1	C	Ongoing	Service Providers
6-5	Assist the Police Department to collaborate with schools, businesses, homeowners, neighborhood associations, and other organizations to continue and spread community policing initiatives.	2	A	Ongoing	Service Providers and Community Facilities
6-6	Encourage coordination between the Police and Fire Departments and other City departments.	2	A	Ongoing	Service Providers
Key Partner Organizations and Institutions					
6-7	Continue to coordinate with the school districts to ensure that the community remains well served by public education.	2	C	Ongoing	School District
6-8	Maintain regular communication with the school districts to identify opportunities for partnership and collaboration.	2	B	Ongoing	School District
6-9	Collaborate with local schools and other community organizations, such as Restoration Ministries' Harvey Boxing Club, to maintain and expand after-school programs.	1	B	Short-term	School districts, local ginterest groups/clubs
6-10	Maintain and strengthen relationships with community service providers.	2	B	Ongoing	Service Providers
6-11	Work with the Library District to coordinate services and share community meeting spaces as needed.	1	A	Short-term	Harvey Public Library District
6-12	Ensure that residents and visitors have safe, non-motorized access to the Library District from surrounding neighborhoods.	2	C	Short-term	Harvey Public Library District, DoTH, IDOT
Parks, Recreation, and Open Space					
6-13	Work with Harvey Park District to ensure it continues to support indoor and outdoor recreation opportunities at the city's parks.	2	B	Ongoing	Harvey Park District
6-14	Update and maintain existing parks to improve safety and recreational opportunities.	2	D	Ongoing	Harvey Park District
6-15	Ensure the City's smaller parks are well maintained and offer amenities that will be well-utilized.	1	C	Short-term	Harvey Park District
6-16	Implement a community engagement initiative to gather input on desired park improvements and regular maintenance.	2	B	Short-term	Harvey Park District, local interest groups/clubs
6-17	Continue to implement goals of the Parks and Public Space Strategy (completed September 2021).	3	B	Ongoing	Cook County
6-18	Invest in the creation of green spaces and pocket parks, particularly in neighborhoods with lower levels of park access.	2	D	Long-term	Harvey Park District, residents, local interest group/club

#	ACTION	PRIORITY	EASE (ABCDEF)	TIMEFRAME	PARTNER
6-19	Maintain and expand the urban tree canopy, along rights-of-way and in the city's parks and open spaces.	3	C	Long-term	
6-20	Introduce public art installations in parks to display cultural vibrancy and increase the sense of community identity.	3	B	Mid-term	Harvey Park District
6-21	Develop a comprehensive trail network connecting parks and neighborhoods for recreational purposes.	2	C	Mid-term	Harvey Park District
7 Infrastructure					
Water Service					
7-1	Conduct a water rate study	2	B	Short-term	Private consultant
7-2	Implement recommendations from the Water Affordability Analysis	1	D	Ongoing	Residents, property owners, private consultant
7-3	Increase cybersecurity preparedness of City controlled water service infrastructure	2	C	Short-term	EPA
7-4	Create a digital inventory for water service infrastructure	2	C	Mid-term	Private consultant
7-5	Create a 5-year Capital Improvement Plan to adequately plan for future water service infrastructure investments	1	C	Short-term	Private consultant
Stormwater & Wastewater					
7-6	Capitalize on funding opportunities to make critical repairs to the City's sewer system.	1	F	Long-term	MWRD, FEMA, IEPA
7-7	Implement green infrastructure solutions to address environmental concerns and promote sustainability	2	C	Mid-term	MWRD, IEPA
7-8	Create a digital inventory for storm and sanitary sewer infrastructure	2	C	Mid-term	Private consultant
7-9	Create a 5-year Capital Improvement Plan to adequately plan for future sewer infrastructure investments	1	C	Short-term	Private consultant
Broadband					
7-10	Continue to pursue the goals and recommendations listed in the Broadband Strategic Plan	2	C	Ongoing	Residents, developers/property owners, telecommunications service providers
7-11	Target increasing internet access where it is needed most	1	C	Short-term	Residents, property owners, telecommunications service providers
Streets					
7-12	Implement the recommendations of the Pavement Data Collection and Pavement Management System Implementation (Pavement Study)	1	D	Mid-term	CMAP
7-13	Consider increasing the annual budget allocated to the maintenance and rehabilitation of pavement	2	C	Short-term	
7-14	Create a 5-year Capital Improvement Plan to adequately plan for future street infrastructure investments	1	C	Short-term	Private consultant