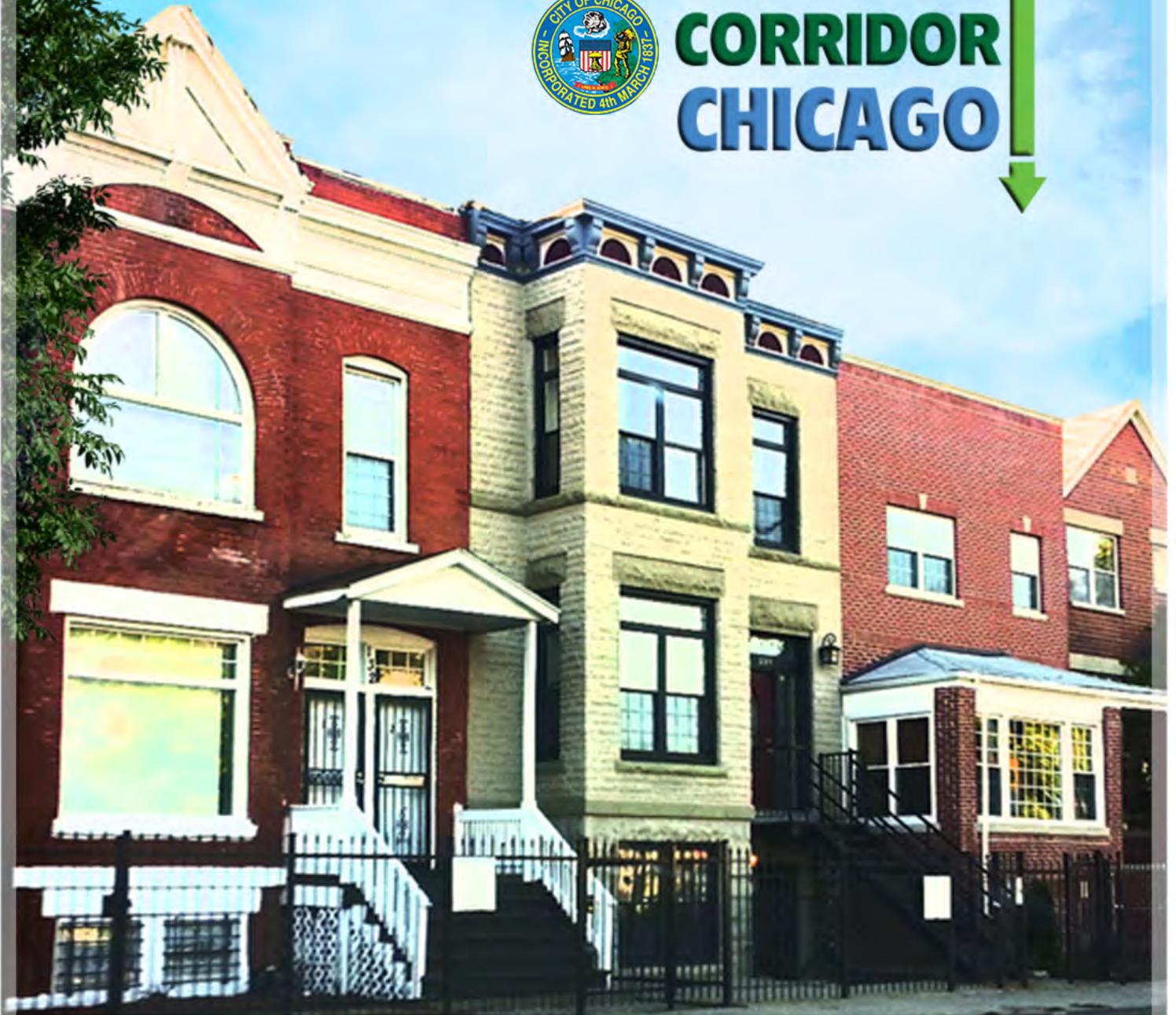




KEDZIE

CORRIDOR

CHICAGO



EXISTING CONDITIONS REPORT

DRAFT

NOVEMBER 4, 2013

PREPARED BY TESKA ASSOCIATES, INC.

IN COORDINATION WITH FISH TRANSPORTATION GROUP, AXIA DEVELOPMENT, INC. AND EILLEN FIGEL, ETFG, INC.



BACKGROUND AND STUDY AREA

The Kedzie Corridor is located in East Garfield Park on the West Side of Chicago, four miles west of the Loop. Bounded by the Metra Union Pacific (UP) West Line to the north, the Eisenhower Expressway (I-290) to the south, Homan Avenue to the west, and Sacramento Boulevard to the east, the corridor is well served by different modes of transportation.

The corridor is accessible by three train lines: the CTA Green Line, the CTA Blue Line, and the UP-W Metra Line (all with stations on Kedzie). There are multiple bus lines that travel through the corridor. Routes include: #82 Kimball, #52 Kedzie, #94 California, #20 Madison, #126 Jackson and #7 Harrison. Walking and biking trails connecting to Douglas Park, Humboldt Park and Garfield Park can be found on Kedzie, Lake, Washington and Warren. Aside from being well-served to areas outside of the community, the corridor is home to many local institutions.

Organizations such as the Garfield Park Community Council are galvanizing community support, artists are investing in their spaces, and organizations such as Breakthrough Urban Ministries, the Boys and Girls Club and the YMCA are providing youth and family enrichment programs.

HISTORICAL BACKGROUND. The area was once an undeveloped prairie. Wealthy citizens initially chose to live in the area for its proximity to the city's early commercial district on Lake Street, good transportation, elegant mansions and row houses, green spaces and parks. After the Great Chicago Fire of 1871, new manufacturing jobs located in the area and prompted the settlement of immigrant workers and their families. By the turn of the century Garfield Park was considered an established neighborhood. During World War I, the number of manufacturing jobs in the city increased and opened new opportunities for African Americans to move to and work in the West Side. Many Black-owned businesses were established on Warren Boulevard and Lake Street that included restaurants, clothing stores, and funeral homes.

Despite the thriving business district, the older housing stock had become deteriorated and many of the single-family homes had been converted into smaller units to accommodate larger families. A second wave of African Americans moved to the area from the south and enjoyed the welcoming atmosphere although the neighborhood had become crowded. Around the 1950s-1960s the area began to suffer from property neglect from absentee landlords, poor living conditions, high rates of unemployment, crime, and displacement from the installation of the Eisenhower Expressway. After the assassination of Dr. Martin Luther King Jr. in 1968, rioting erupted in the neighborhood, particularly Madison Street, and homes and businesses were destroyed, leaving the area worse off than before.¹

Over time the available housing stock remained inadequate, industrial job base shrunk, and poverty and crime increased resulting in disinvestment and public safety concerns for the corridor and neighborhood.

Reinvestment near East Garfield Park began to occur in the 1990s when the United Center replaced the old Chicago Stadium and helped prompt development. East Garfield Park began receiving state funds to eliminate drugs and develop vacant lots. Today the area is facing difficult challenges, but residents and community organizers have been working diligently to improve the neighborhood and attract investment. Planning efforts have taken place over the past decade to address the prominent issues of public safety, economic development and housing.

¹ Julia S. Bachrach, *Inspired By Nature: The Garfield Park Conservatory and Chicago's West Side* Chicago, IL.

SECTION 1: INTRODUCTION

BACKGROUND AND STUDY AREA

A COMMUNITY REVITALIZES. Community development efforts have shown signs of revival in the neighborhood. The Garfield Park Conservatory Alliance and leaders from throughout the area worked tirelessly with the Chicago Park District to reinvest in the renovation of the Garfield Park Conservatory and attract world-class exhibits. Building on this major success, community development efforts have shown signs of revival in the neighborhood. Accomplishments include new housing built after many decades, restoration of historic row houses, and the creation of Garfield Park Market Place.

Although the corridor faces difficult challenges, the combination of multi-modal transportation, available land, and proximity to neighborhood amenities can be used to promote commercial and residential development and community gathering spaces and lead to a stronger site.

The Kedzie Corridor Plan is being supported by the Chicago Metropolitan Agency for Planning (CMAP) along with The City of Chicago's Department of Housing and Economic Development (DHED). The Kedzie Corridor Plan will help develop the potential of the corridor to become a green neighborhood that serves a diverse community and incorporates the area's history and culture. The plan will build on past efforts led by the Garfield Park Community Council and investments by the City of Chicago, Chicago Transit Authority, and Chicago Public Schools.

The plan will be based on an Asset Based Community Development (ABCD) approach and built on the 2005 Quality of Life Plan. The ABCD approach was developed by Chicago area researchers and focuses on building from neighborhood strengths to develop strategies to address community challenges. Quality of Life planning takes a comprehensive approach to community improvement and has been supported by LISC Chicago.

FIGURE 1: HISTORICAL IMAGE OF A NEIGHBORHOOD SCENE ON KEDZIE AVENUE (1900)



FIGURE 2: A WOMAN OVERLOOKING THE GARFIELD PARK CONSERVATORY (2007)

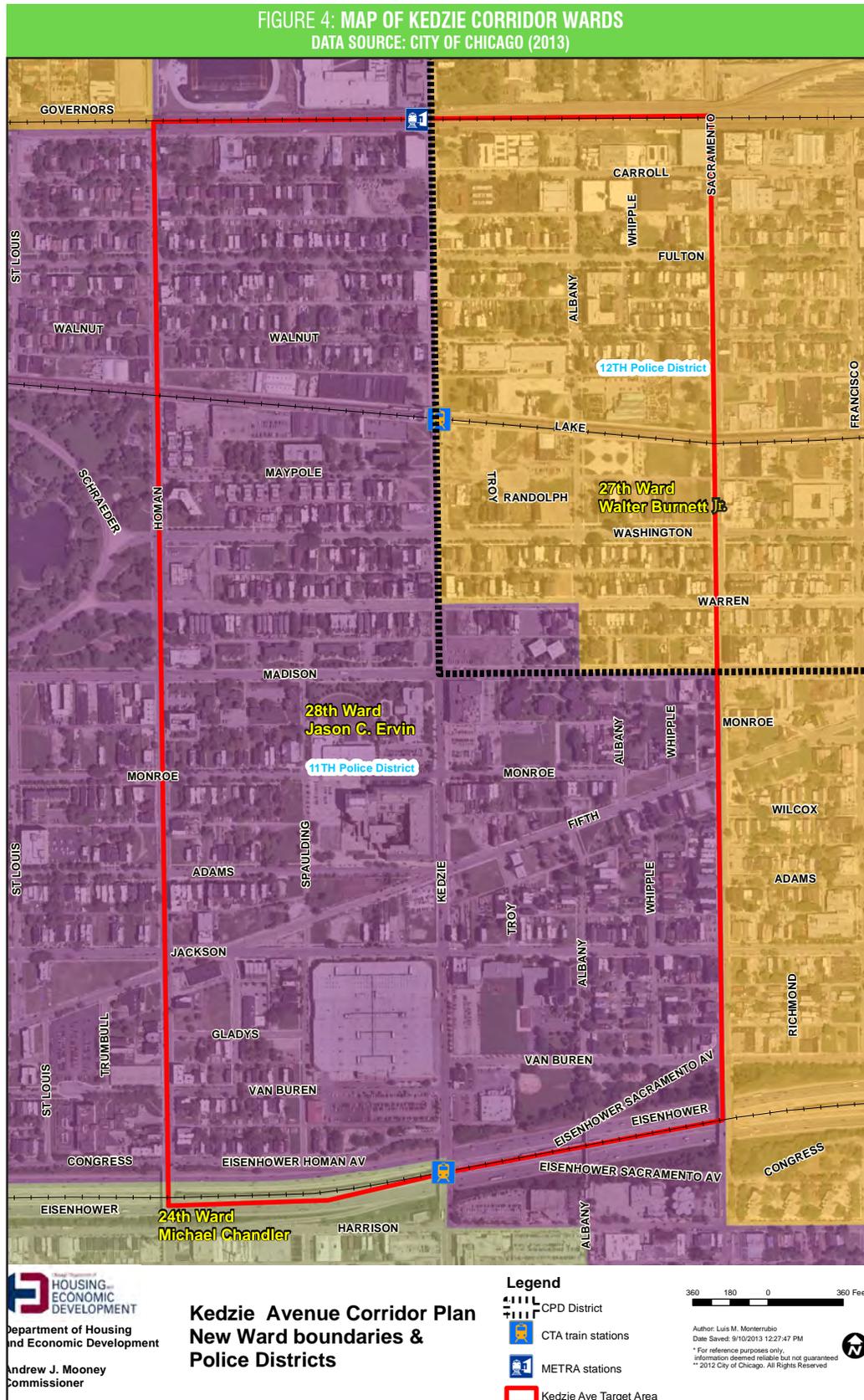


STUDY AREA LOCATION MAP



SECTION 1: INTRODUCTION

STUDY AREA LOCATION MAP



SUMMARY OF PLANS



The Kedzie Corridor Plan is being undertaken to help further the goals in the Chicago Metropolitan Agency for Planning (CMAP's) **GO TO 2040 Plan**, as well as local plans that have been developed for East Garfield Park.

The Kedzie Corridor Plan will further the following principles of the GO TO 2040 Plan:

1. Livable Communities

This goal addresses diverse factors that together shape quality of life in terms of “livability” -- what attracts people to a particular community.

The Kedzie Corridor Plan will further this goal by investigating strategies that promote a safer neighborhood through economic development efforts and improvement of public places and streetscapes.

2. Human Capital

This goal addresses factors that determine whether our region's economy will thrive due to the availability of skilled workers and a climate in which commercial creativity can flourish.

The plan will further this goal by investigating ways to support local businesses and expand economic opportunities for residents.

3. Efficient Governance

This goal addresses the need for increased effectiveness of governments in the region and beyond, which is important to meet residents' needs regarding accountability and transparency.

The plan will further this goal through collaboration between different jurisdictions including the City of Chicago, Chicago Public Schools, Chicago Park District and Chicago Police Department in concert with community organizations and local programming efforts.

4. Regional Mobility

This goal addresses the vitality of our region's transportation system, which is crucial for economic prosperity and overall quality of life.

The plan will further this goal by building off the strong transportation network that includes public transit from CTA, Metra, RTA and CDOT.

SECTION 1: INTRODUCTION

SUMMARY OF PLANS



The Kedzie Corridor Plan will help further the strategies of the “**East Garfield Park: Growing a Healthy Community Quality-of-Life Plan**” (May 2005).

1. Create a framework for locally managed community development and enhance the capacity of residents and organizations to participate in that development.

The Kedzie Corridor Plan will further this strategy by collaborating with local community organizations to implement the goals of the plan.

2. Establish a land-use framework to balance housing and commercial development, environmental uses and property ownership opportunities for residents.

The plan will further this strategy by creating a land use inventory and developing recommendations for redevelopment opportunities, streetscape and landscape improvements, and promoting environmental stewardship.

3. Create and maintain affordable, quality housing options to accommodate needs of current residents and a socio-economically diverse population.

The plan will further this strategy by investigating solutions that fit the needs and desires of the community to remain socio-economically diverse and affordable, and by promoting quality in-fill housing to address vacancy and increase the local population.

4. Create revitalized and walkable business districts; strengthen and support local businesses; and develop opportunities for living-wage jobs.

The plan will further this strategy by ensuring that local residents benefit economically, and by working with and attracting business owners to strengthen the business nodes along the corridor.

5. Increase academic performance and expectation of excellence for students; develop and promote unique, quality educational options; and enhance adult learning opportunities.

The plan will further this strategy by collaborating with local schools to improve and ensure there are safe passages and after-school programs for students and adults in the area.

6. Support community artists and build on local cultural assets to enhance the image of the community.

The plan will further this strategy by collaborating with local artists to strengthen and expand neighborhood arts opportunities.

7. Support and promote the holistic health well-being of the East Garfield Park community and its residents.

The plan will further this strategy by investigating programs and developments that promote healthy lifestyles and reduce crime.

8. Engage youth in the life of the community and in every level of program planning and development.

The plan will further this strategy by creating opportunities for youth to be involved in the planning process and supporting efforts that engage youth in all levels of community development.

SECTION 1: INTRODUCTION

SUMMARY OF PLANS

The “East Garfield Park: Growing a Healthy Community Quality-of-Life Plan” resulted from a comprehensive community development and planning process that encouraged residents to get involved in a bottom-up process. The plan, which was created with support from LISC Chicago through its New Communities Program, identifies education, housing, youth, arts and culture, and business and workforce development as its top issue areas. The coordinated campaign aims to restore public safety and build a stronger sense of community well-being by enhancing economic development and stabilizing residential blocks.

Local community organizations, businesses and residents have made significant strides in the community over the past eight years. Outcomes have included the creation of the Garfield Park Community Council (a not-for-profit organization that has partnered with other local organizations to implement projects), new market-rate and affordable housing units, community gardens, public art installations, enhanced educational opportunities for youth and adults, employment opportunities for youth and the previously incarcerated, and grassroots health initiatives. The New Communities Program has also distributed \$900,000 in seed grants to local organizations since the adaptation of the plan in 2005. The seed grants leveraged an additional \$8 million investment in community-based initiatives. Despite the progress, the recent economic downturn had a particularly devastating impact for communities like East Garfield Park, leading to foreclosures and halting a process that had gained momentum.

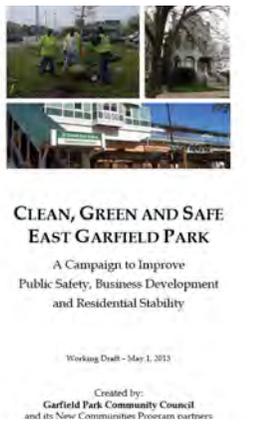
FIGURE 5: GARFIELD PARK COMMUNITY COUNCIL WELCOMING CVS TO THE CORNER OF KEDZIE AND MADISON



FIGURE 6: COMMUNITY GARDENS AND URBAN FARMS CAN BE FOUND THROUGHOUT THE KEDZIE CORRIDOR STUDY AREA



BACKGROUND AND STUDY AREA



The Kedzie Corridor Plan will help further the strategies of “**Clean, Green and Safe East Garfield Park: A Campaign to Improve Public Safety, Business Development and Residential Stability**” (May 2013), which was led by the Garfield Park Community Council’s extensive outreach efforts and understanding data trends and best practices.

The “Clean, Green and Safe East Garfield Park Plan” identified that “public safety is a barrier to community progress”. The document tracks the progress of the “East Garfield Park: Growing a Healthy Community Quality-of-Life Plan” and outlines measurable short and long term goals for the area.

Strategy #1: Organize a public safety campaign focused on the Kedzie business corridor
The Kedzie Corridor Plan will further this strategy by recommending approaches and supporting efforts that improve public safety along the corridor and improve social connectedness in the community.

Strategy #2: Engage consumers, merchants and property owners to support business development on the Kedzie corridor.
The plan will further this strategy by recommending approaches to economic development that will help create an environment attractive to business and property owners and developers.

Strategy #3: Enhance physical conditions, add vibrant greenery and create safe, active spaces along the corridor.
The plan will further this strategy by recommending physical improvements that promote quality in-fill development, business facade improvement, people walking, biking and taking public transit, and safe open spaces.

Strategy #4: Engage landlords, property owners and tenants to create safer residential blocks and renovate vacant buildings.
The plan will further this strategy by investigating affordable housing development and increasing occupancy, supporting the Micro-Market Recovery Program (MMRP), and working with local organizations to hold property managers accountable for property maintenance.

Strategy #5: Organizational Development
The plan will further this strategy by working with the existing leadership groups, institutions, and residents that are working diligently to improve the Kedzie Corridor and East Garfield Park community.

FIGURE 7: SAFER FOUNDATION PROVIDED RETURNING OFFENDERS WITH LANDSCAPING WORK ON KEDZIE’S VACANT LOTS



SECTION 1: INTRODUCTION

KEDZIE CORRIDOR ASSETS

An asset map was developed to form a foundation to build implementation strategies. The Kedzie Corridor Asset Map highlights clusters of institutions and government agencies along Kedzie Avenue such as John Marshall Metropolitan High School, Michael Faraday Elementary School, the YMCA Marshall Family Development Center, and multiple churches. Clusters of commercial sites are located along Kedzie and Madison with local businesses such as Kedzie Madison Pharmacy and Groceries, Ruby's Restaurant, Family Dollar and the new chain store CVS. A cluster of driven artist work spaces is located east of Kedzie on Carroll. The arts community, including Carroll Street Arts, is home to DesignLab Chicago and The Finder Things. Aside from the city landmark Garfield Park, parks and community garden spaces can be found throughout the corridor like the Nancy Jefferson Park and Gladys Park.

Alongside a concentration of community organizations, churches, schools and stores is access to various modes of transportation. Public transportation in the area is abundant with the CTA Green and Blue line, CTA bus routes and Metra service. Walking and biking trails are located on major corridors such as Washington and Warren, and the Eisenhower Expressway entrance is nearby.

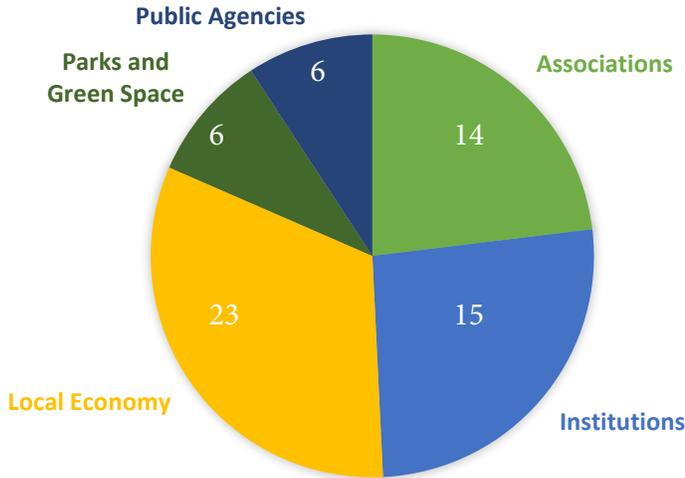
The following pages provide and a preliminary list of assets located within the Kedzie Corridor study area and an asset map (Figure 8).

FIGURE 8: WESTINGHOSE COLLEGE PREP AND A NETWORK OF COMMUNITY GARDENS REPRESENT IMPORTANT ASSETS OF THE CORRIDOR



SECTION 1: INTRODUCTION

KEDZIE CORRIDOR ASSETS



LOCAL ECONOMY

- » CTA Barn
- » Logic Pro Chicago (Music/Apple)
- » The Finder Things (Design Shop)
- » Culliton | Quinn Landscape Architecture Workshop
- » Design Lab Chicago (Lighting)
- » Strenge Design (Design)
- » CVS
- » Family Dollar
- » Kedzie Madison Pharmacy and Groceries
- » Happy Beauty Supply
- » A.J. Dollar Plus & Beauty Supply
- » ABC Wireless & More
- » Pete’s Place Restaurant
- » Pop-In Supermarket
- » JJ’s Fish & Chicken
- » Elbert’s Food Market
- » Jimmy G’s Bar-B-Q
- » Kedzie Groceries
- » Smother Brothers
- » Ruby’s Restaurant & Catering Services
- » Faith in God Barbershop
- » CityScape Nursery
- » One Eleven Food & Liquors

INSTITUTIONS

- » Jacob Beidler Elementary School
- » John Marshall Metropolitan High School
- » Faraday Elementary School
- » Alain Locke Charter School
- » Our Lady of Sorrows Basilica School
- » Providence St. Mel School
- » Al Raby School
- » Central Memorial Missionary Baptist Church
- » Our Lady of Sorrows Basilica
- » Greater St. Mark M.B. Church
- » St. Stephen AME Church
- » Mt. Zion Missionary Baptist Church
- » Emanuel Church - God in Christ
- » Walls Memorial CME Church
- » Safe Haven

ASSOCIATIONS

- » Breakthrough Urban Ministries
- » YMCA - Garfield Child Development/Head Start
- » YMCA-Marshall Family Development Center
- » Garfield Park Conservatory Alliance
- » Beidler School Local School Council
- » Heartland Alliance
- » Chicago Alternative Policing Strategy (CAPS)
- » Garfield Park Community Council
- » Garfield Park Conservatory
- » Central State SER
- » Martin Luther King Boys and Girls Club
- » Bobbie E. Wright Health Center
- » Albany Arts Building
- » Westside Cultural Arts Council

PUBLIC AGENCIES

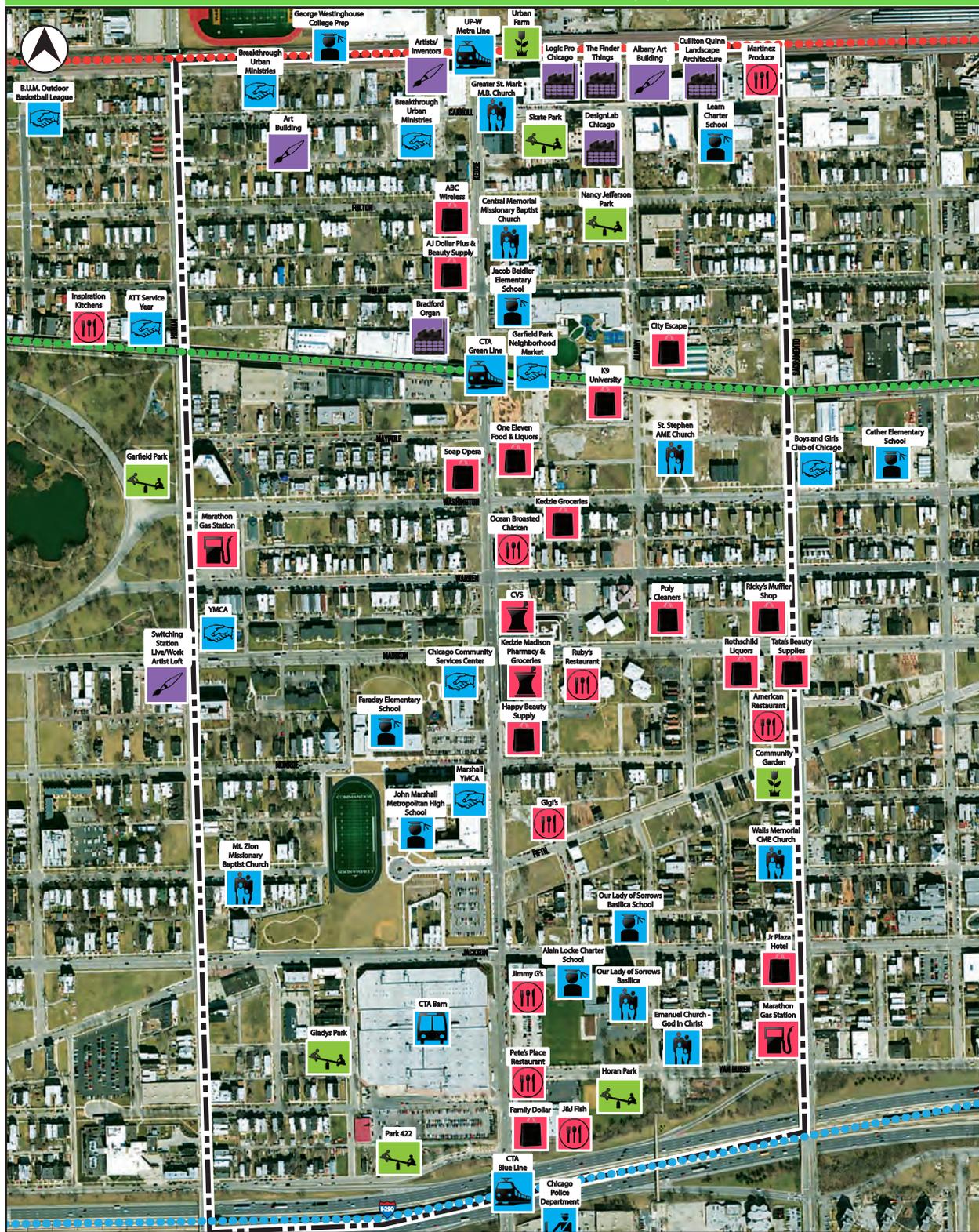
- » Chicago Transit Authority
- » Chicago Park District
- » Chicago Police Department (Districts 11 and 12)
- » City of Chicago’s Department of Housing and Economic Development
- » Metra
- » DFSS

PARKS AND GREEN SPACE

- » Nancy Jefferson Park
- » Horan Park
- » Gladys Park
- » Garfield Park
- » Garfield Park Conservatory
- » Garfield Park Field House
- » Community Gardens

KEDZIE CORRIDOR ASSET MAP

FIGURE 9: MAP OF KEDZIE CORRIDOR ASSETS
DATA SOURCE: CITY OF CHICAGO DATA PORTAL GIS (2012)



KEDZIE CORRIDOR CHALLENGES

As summarized by the “Clean, Green and Safe East Garfield Park Plan”, public safety concerns are a major barrier to community progress in the Kedzie Corridor. The area is challenged by large vacant areas and abandoned buildings, poor maintenance of some homes and businesses, a high poverty level, health problems with little immediate access to health care facilities, under performing schools, lack of recreational programming for youth, and a high concentration of ex-offenders returning to the neighborhood.

While crime is widely dispersed throughout the greater Garfield Park area, a heat map was developed (Figure 9) that shows a high concentration of crime at the intersection of Kedzie and Lake, along Kedzie between Madison and Fulton, eastward on Madison and west of Kedzie on Maypole.

The Chicago Tribune’s analysis of the City of Chicago’s Crime Data Portal on East Garfield Park shows that there has been a decrease in violent and property crimes but an increase in quality-of-life crimes that include narcotics, prostitution and criminal damage between September 2012 and October 2013 (Figure 10). There were 54 shooting victims in East Garfield Park in 2012 and 51 lives have been taken so far in 2013. Of the 51 shooting victims in the neighborhood, 12 took place in the Kedzie Corridor study area with clusters around Maypole Avenue, along Homan, and along Sacramento, while two occurred on Kedzie (one at the intersection of Lake and the other near the Eisenhower Expressway).

Although public safety is a prominent challenge to the corridor, the area also faces other challenges. Vacant buildings and land encompass much of the area and education and workforce development are not thriving.



FIGURE 11: VACANT BUILDINGS ARE FOUND ON RESIDENTIAL STREETS AND THE CORRIDOR



SECTION 1: INTRODUCTION

KEDZIE CORRIDOR CHALLENGES

FIGURE 12: VACANT LOTS ARE SCATTERED THROUGHOUT THE KEDZIE CORRIDOR STUDY AREA



Location: Northwest side of Jackson and Sacramento



Location: Southeast side of Sacramento and Lake



Location: Southeast side of Homan and Carroll

SECTION 2: NEIGHBORHOOD PROFILE

LOCATION OF TRADE AREAS

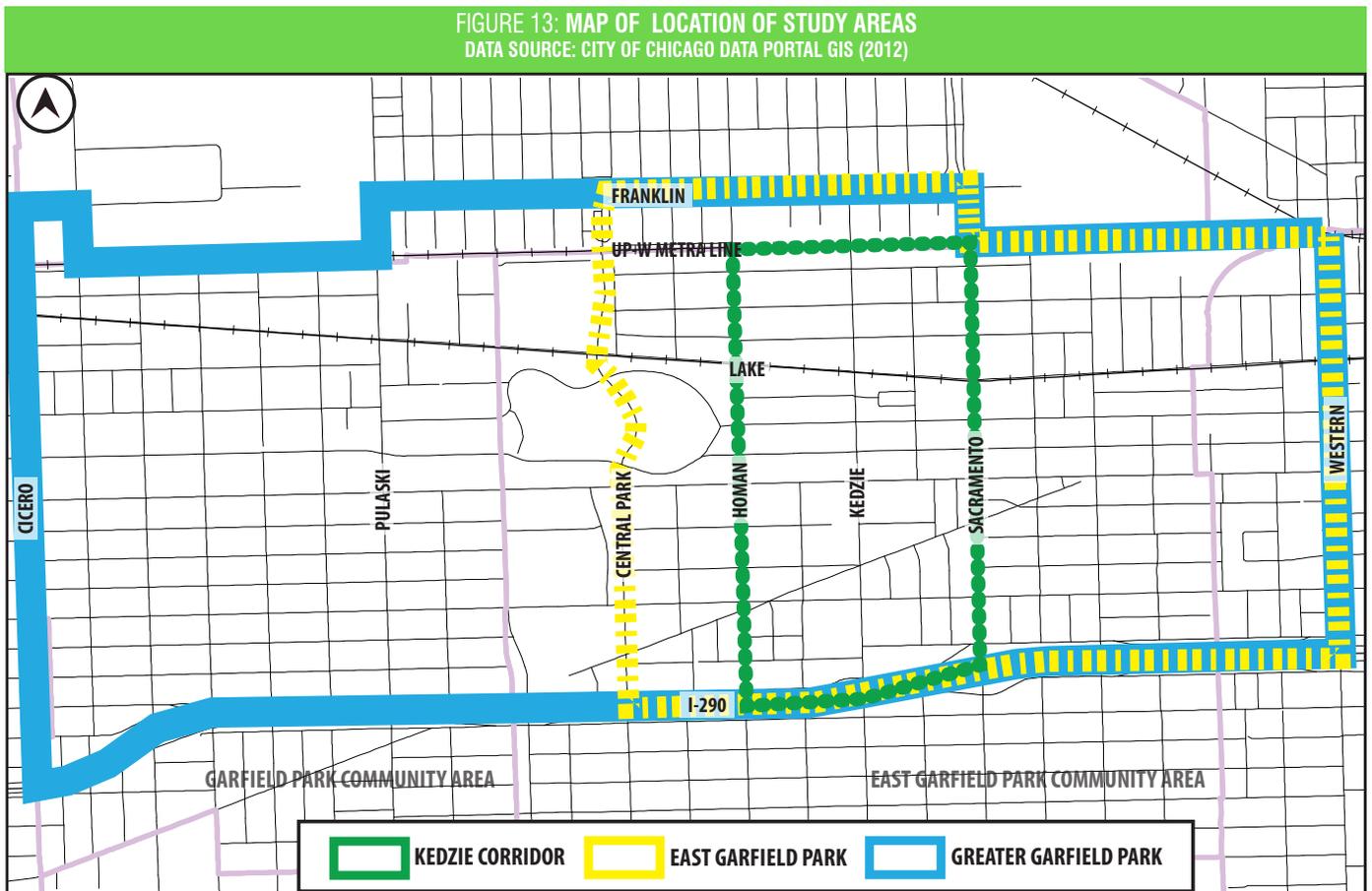
Three trade areas were utilized to undertake an analysis of demographic and market trends (Figure 12).

The Kedzie Corridor is defined by Metra Union Pacific (UP) West Line on the north to I 290 on the south, and from Homan Avenue on the west to Sacramento Boulevard on the east.

Two additional trade areas were defined for the analysis based on demographic, cultural, and shopping patterns. It was determined to use the same geographic boundaries of trade areas that were used in a 2010 MetroEdge market analysis.

East Garfield Park is defined in this plan as the Metra UP West Line and Franklin Boulevard on north to I 290 on the south and from Central Park Avenue on the west to Western Avenue on the east. For the purposes of this project, East Garfield Park Trade Area does not include areas to the south of I 290 because it is a significant trade area barrier.

Greater Garfield Park includes the East Garfield Park Trade Area as well as West Garfield Park. The area is bounded by the Metra UP West and Franklin on the north down to I 290 on the south, and from Cicero Avenue on the west to Western Avenue on the east. The Greater Garfield Park Trade Area also does not include areas south of I-290.

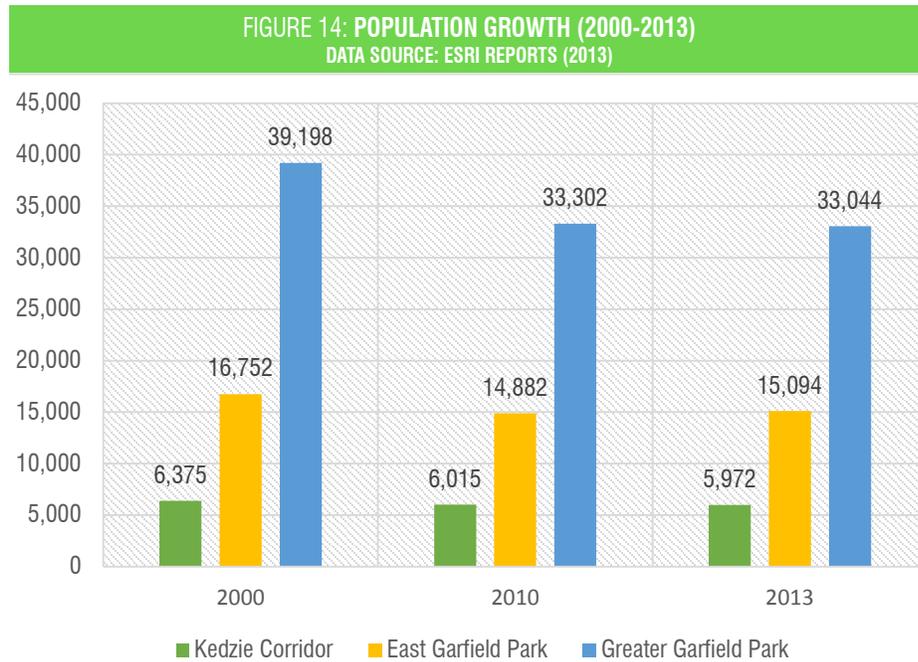


SECTION 2: NEIGHBORHOOD PROFILE

DEMOGRAPHICS

POPULATION

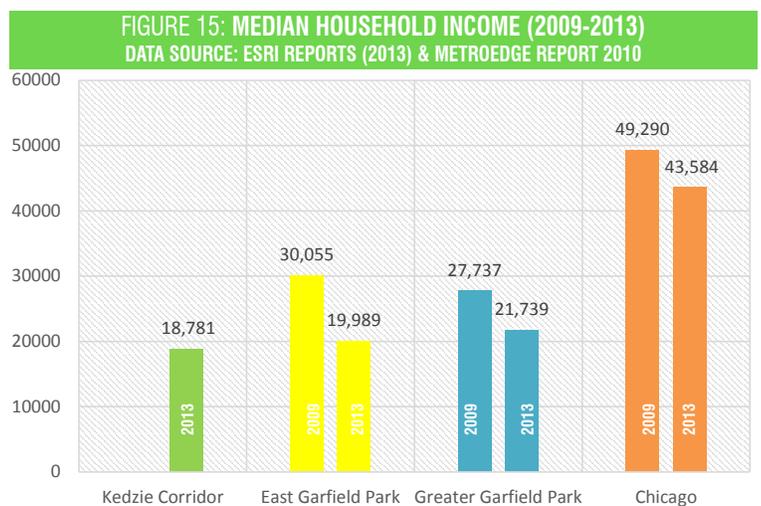
The population of all three trade areas have been experiencing population decline. Between 2000 and 2013, the Kedzie Corridor decreased 6.3%, East Garfield Park decreased by 9.9%, and Greater Garfield Park decreased by over 15% (Figure 13). This decline in population has placed even greater stress on the neighborhood and has been the result of a number of complex factors. While progress was building in the 1990s and early 2000s, the stress of the national economy weighed heavily on these trade areas, halting housing, increasing foreclosures, and vacancy trends.



INCOME

The median household income for the Kedzie Corridor is \$18,781, slightly lower than the level in East Garfield Park of \$19,989, and the Greater Garfield Park level of \$21,739². All are less than half the median household income of the City of Chicago, which is at \$43,584.

While 43% of Kedzie Corridor households earn less than \$15,000, 19% earn more than \$50,000 (Figure 15). Similarly, 39% of East Garfield Park households earn less than \$15,000, but 19% earn more than \$50,000 (Figure 16), and 37% of Greater Garfield Park residents earn less than \$15,000, but 21% earn more than \$50,000 (Figure 17).



² The median income of the Kedzie Corridor in 2009 is not available as the area was not included in the MetroEdge study.

SECTION 2: NEIGHBORHOOD PROFILE

DEMOGRAPHICS

INCOME

FIGURE 16: HOUSEHOLD INCOME DIVERSITY (2013) - KEDZIE CORRIDOR
DATA SOURCE: ESRI REPORTS (2013)

	# of HH's	% of HH's
\$0 - \$15,000	946	43%
\$15,001 - \$24,999	316	14%
\$25,000 - \$34,999	216	10%
\$35,000 - \$49,999	298	14%
\$50,000 - \$74,999	178	8%
\$75,000 - \$99,000	58	3%
\$100,000 +	181	8%

FIGURE 17: HOUSEHOLD INCOME DIVERSITY (2013) - E. GARFIELD PARK
DATA SOURCE: ESRI REPORTS (2013)

	# of HH's	% of HH's
\$0 - \$15,000	2,166	39%
\$15,001 - \$24,999	971	18%
\$25,000 - \$34,999	660	12%
\$35,000 - \$49,999	671	12%
\$50,000 - \$74,999	503	9%
\$75,000 - \$99,000	208	4%
\$100,000 +	326	6%

FIGURE 18: HOUSEHOLD INCOME DIVERSITY (2013) - G. GARFIELD PARK
DATA SOURCE: ESRI REPORTS (2013)

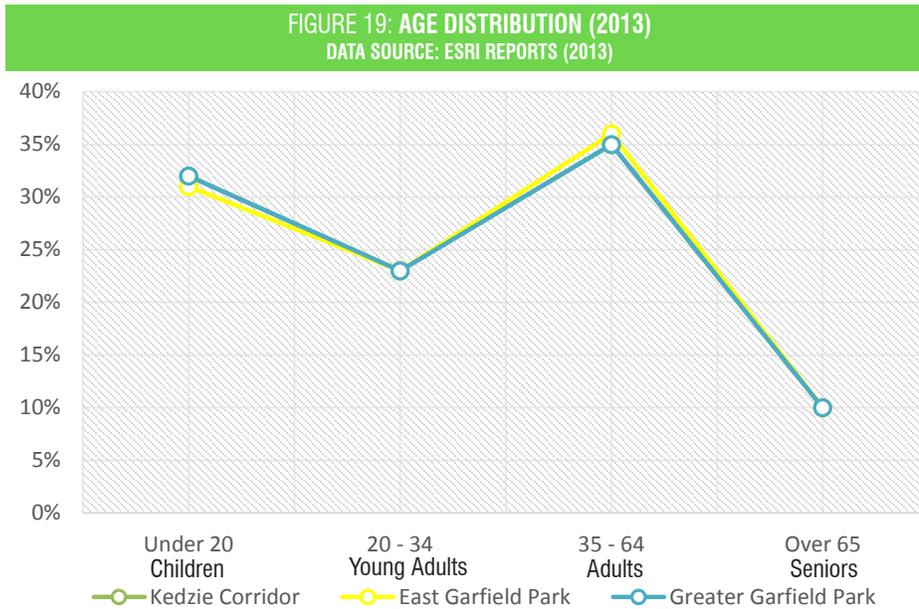
	# of HH's	% of HH's
\$0 - \$15,000	4,279	37%
\$15,001 - \$24,999	1,931	17%
\$25,000 - \$34,999	1,450	13%
\$35,000 - \$49,999	1,470	13%
\$50,000 - \$74,999	1,224	11%
\$75,000 - \$99,000	470	4%
\$100,000 +	656	6%

SECTION 2: NEIGHBORHOOD PROFILE

DEMOGRAPHICS

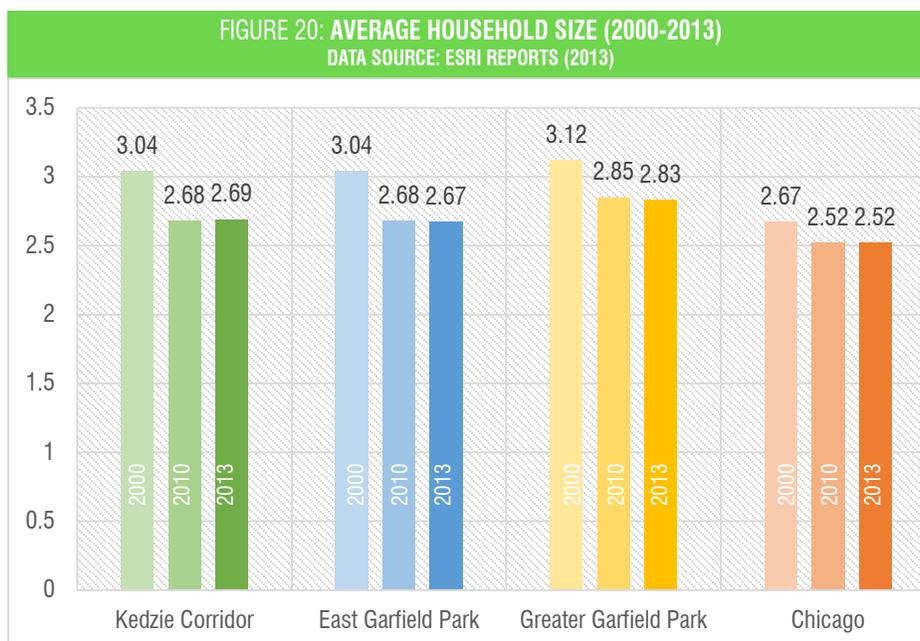
AGE DISTRIBUTION

The three trade areas all have similar age distributions, with significant concentrations of under 20 years old, equal to approximately 32% in all three areas. Young adults (age 20-34) represent 23% of the population in all three areas, and adults age 35-64 make up approximately 35% in all three areas. Seniors over age 65 make up 10% of the population.



AVERAGE HOUSEHOLD SIZE

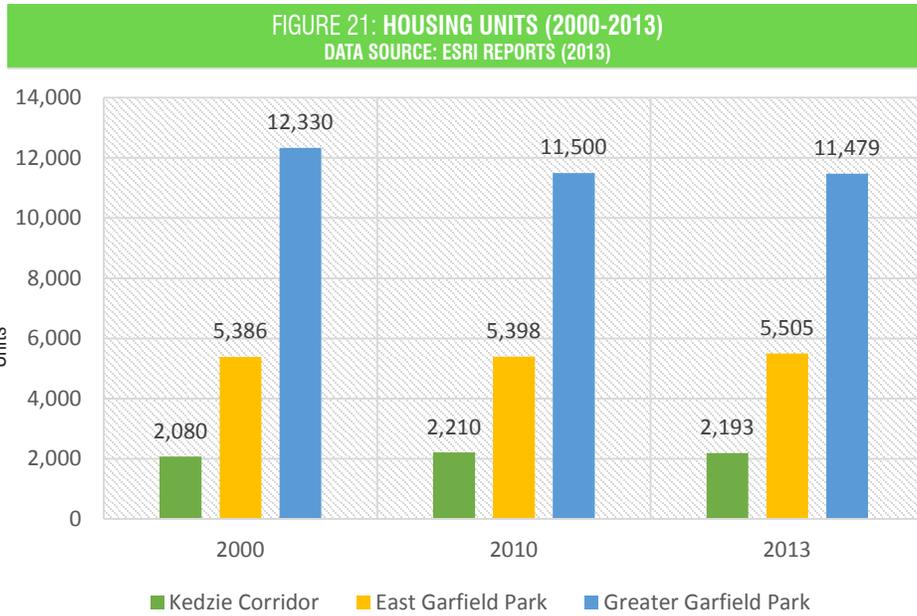
The average household size is higher in the trade areas than the City of Chicago. The average household size is 3.04 in Kedzie Corridor and East Garfield Park and 3.12 in Greater Garfield Park compared with 2.52 in the City of Chicago. This could be due to a number of factors including more families with children, less seniors and less single adults.



SECTION 3: MARKET ANALYSIS

KEDZIE CORRIDOR : MARKET ANALYSIS

East Garfield Park has a number of housing challenges. A steady decrease in population over the past forty years has led to disinvestment in the housing stock and an increase in vacant buildings and vacant lands. The Kedzie Corridor and East Garfield Park have seen a small increase in housing units between 2000 and 2013 (from 2,080 to 2,193 and 5,386 to 5,505 units respectively). This is likely due to an increase in both affordable and market-based housing development in the first half of the decade, and assisted projects more recently, such as veteran’s housing that has been built near Franklin Street. The Greater Garfield Park area has continued a pattern of decreased housing units, from 12,330 to 11,479 units.



As Figures 21 through 23 demonstrate, there is a persistent issue of a high percentage of vacant units. Taking a closer look at the data, there are 538 vacant housing units in the Kedzie Corridor, representing 20% of the housing stock, and 1,186 vacant units in East Garfield Park representing 18% of the housing stock. While not a large change, the reduction in vacant units has taken place in the midst of a small increase in total units, showing modest progress during this period.

FIGURE 22: KEDZIE CORRIDOR HOUSING TENURE
DATA SOURCE: ESRI REPORTS (2013)

Housing Units by Occupancy Status and Tenure	2010		2013	
	Number	Percent	Number	Percent
Total Housing Units	2,756	100.0%	2,731	100.0%
Occupied	2,210	80.2%	2,193	80.3%
Owner	471	17.1%	434	15.9%
Renter	1,739	63.1%	1,759	64.4%
Vacant	546	19.8%	538	19.7%

SECTION 3: MARKET ANALYSIS

HOUSING

FIGURE 23: EAST GARFIELD PARK HOUSING TENURE
DATA SOURCE: ESRI REPORTS (2013)

Housing Units by Occupancy Status and Tenure	2010		2013	
	Number	Percent	Number	Percent
Total Housing Units	6,680	100.0%	6,691	100.0%
Occupied	5,398	80.8%	5,504	82.3%
Owner	1,270	19.0%	1,203	18.0%
Renter	4,128	61.8%	4,301	64.3%
Vacant	1,282	19.2%	1,186	17.7%

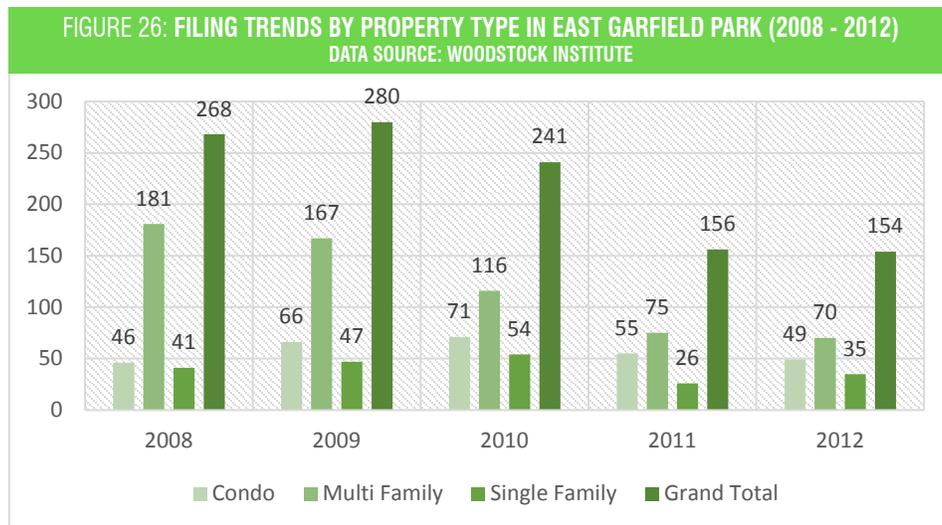
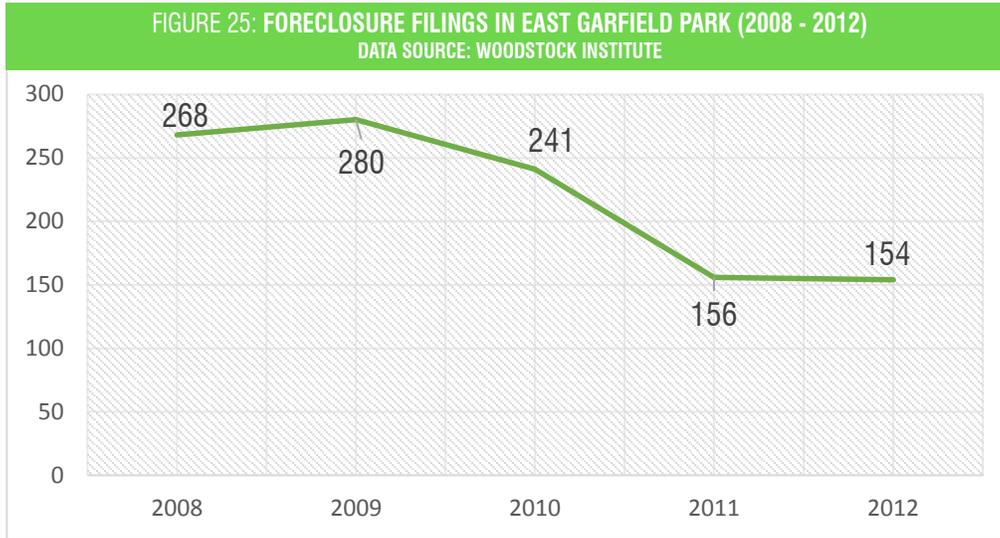
FIGURE 24: GREATER GARFIELD PARK HOUSING TENURE
DATA SOURCE: ESRI REPORTS (2013)

Housing Units by Occupancy Status and Tenure	2010		2013	
	Number	Percent	Number	Percent
Total Housing Units	14,834	100.0%	14,732	100.0%
Occupied	11,500	77.5%	11,479	77.9%
Owner	2,941	19.8%	2,723	18.5%
Renter	8,559	57.7%	8,756	59.4%
Vacant	3,334	22.5%	3,253	22.1%

SECTION 3: MARKET ANALYSIS

HOUSING

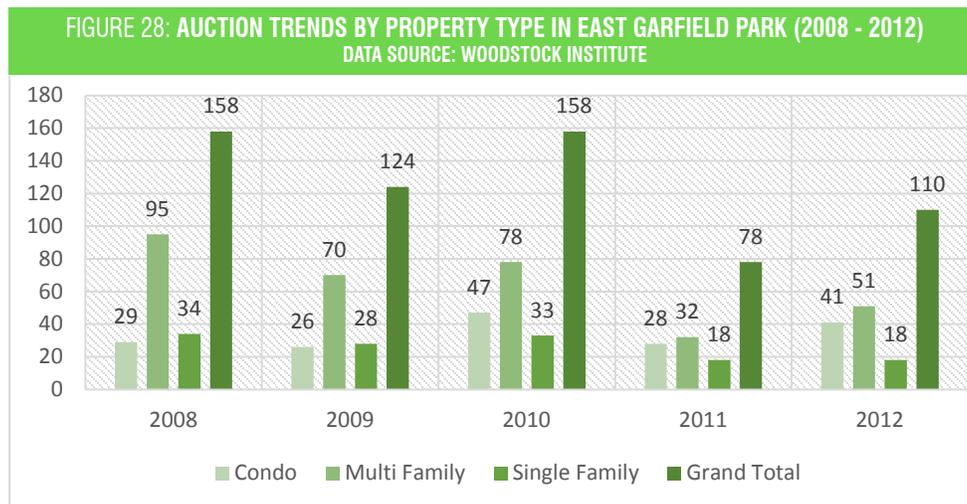
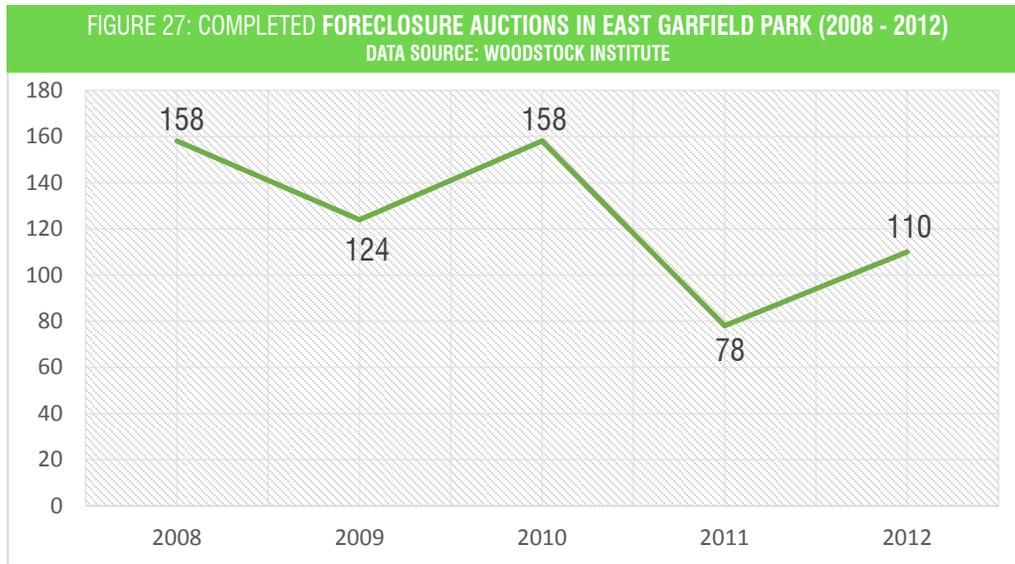
In order to investigate further, a review of foreclosures was undertaken utilizing data from the Woodstock Institute. Similar to what was found in the vacant unit analysis, the recent trend of foreclosures in East Garfield Park has been slowly downward, although the largest share of foreclosures in the neighborhood is for multi-family rental buildings.



SECTION 3: MARKET ANALYSIS

HOUSING

As can be seen in foreclosure action data, the number of units going to auction fluctuated between 2008 and 2012.

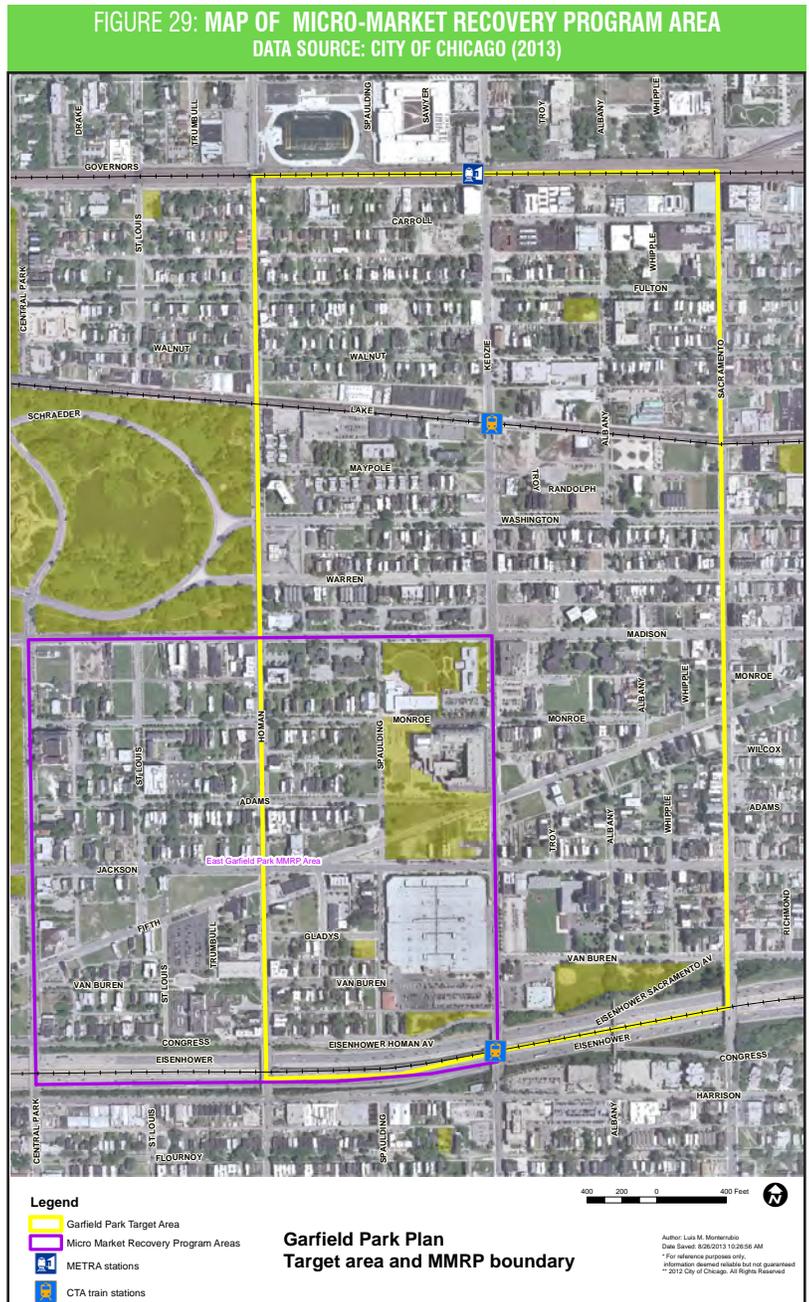


SECTION 3: MARKET ANALYSIS

HOUSING

A portion of the Kedzie Corridor is located in a recently designated Micro Market Recovery Program (MMRP) area by the City of Chicago. The City of Chicago's Micro-Market Recovery Program is a housing stabilization program that targets areas that experience higher-than-normal problems with foreclosure. Local non-profits serve as lead agencies in the various neighborhoods to distribute housing information and work with developers to bring vacant buildings back. The program's target area in East Garfield Park covers a portion of the southwestern part of the study area and is led by the Garfield Park Community Council.

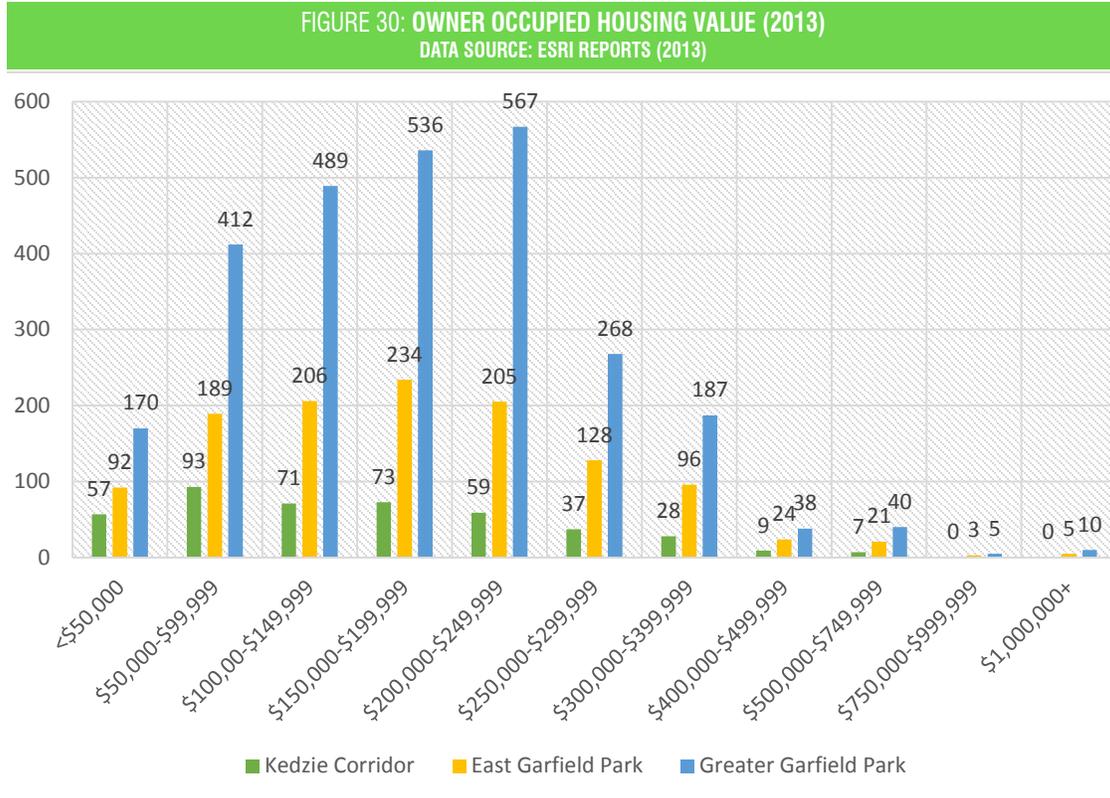
MMRP contributes to housing stabilization in the study area through focusing on its 3 main components: foreclosure assistance, vacancy reduction, and neighborhood infrastructure. Foreclosure assistance includes personal and group counseling, distribution of information, education of foreclosure prevention, assistance for homeowners facing or in the foreclosure process, and energy assistance workshops (LIHEAP/Weatherization). The MMRP also works on bringing vacant buildings back by creating a database of the vacant buildings in the area, collecting data on the conditions they are in, and creating strategies with the City of Chicago and developers to rehabilitate or build new to put it back on the market. Along with this, the lead non-profit agency provides pre-purchase counseling for renters in the area and identifies new homeowners for the buildings.



SECTION 3: MARKET ANALYSIS

HOUSING

In order to understand the housing market further, housing value was investigated. The median value of owner-occupied housing in the Kedzie Corridor is approximately \$147,000, compared with \$174,000 in East Garfield Park, and \$221,000 citywide.



While there has been progress in the housing market in the corridor, a housing strategy will need to take into account the various forces at work, including a high vacant unit count and deteriorated conditions of the older housing stock. The right projects will need to factor in available demand, the modest income levels of residents who are able to afford housing, and the possible financing sources that are available to support new or renovated housing.

SECTION 3: MARKET ANALYSIS

KEDZIE CORRIDOR : RETAIL ANALYSIS

Economic development efforts can focus on a number of interrelated goals, from supporting new businesses to attracting new businesses to developing the skills of the local workforce and connecting residents with jobs.

Retail retention and attraction has been an important component of East Garfield Park, as set out in the 2005 Quality of Life Plan, a 2010 MetroEdge retail market analysis that was completed for the neighborhood, and reaffirmed as an important strategy that is a cornerstone of the Building a Better Kedzie Campaign being led by Garfield Park Community Council.

Madison Street was historically one of the most vibrant commercial corridors in Chicago. Kedzie Avenue was historically an important corridor, as well as mixed use industrial and commercial businesses along Lake Street.

Years of declining population and flight of stores to other areas have taken their toll. Much of Madison Street redeveloped as housing and institutional uses in East Garfield Park. Vacant parcels and buildings detract from the commercial environment along Kedzie Avenue and Lake Street.

The 2010 MetroEdge study found a total retail gap for the corridor to be \$66 million, meaning more money was leaving the community to search for retail goods, than was provided through local stores.

As discussed in the demographics section of this report, the median household income for the Kedzie Corridor is \$18,781, slightly lower than the level in East Garfield Park of \$19,989 and the Greater Garfield Park level of \$21,739, compared with a median household income of \$43,584 citywide. The median income has decreased from 2009 to 2013 in the midst of the economic recession. The total population in each trade area has also seen decline since the year 2000, dropping from 6,375 to 5,972 in the Kedzie Corridor, from 16,752 to 15,094 in East Garfield Park, and from 39,198 to 33,044 in Greater Garfield Park. An economic development strategy needs to not only be cognizant of these challenges, but develop strategies that can restore the population demand as well – either through housing strategies or increased workplaces that can help support stores. The overall challenge is to reverse the economic cycle from population decline to loss of jobs to deteriorated housing stock to one of improved confidence in the area that restores housing investment and brings back people and jobs.

A map of retail establishments in the market area shows clustering along the corridors, particularly Kedzie and Madison, Madison St. in West Garfield Park, and along Chicago Avenue north of the trade area and along Cicero Avenue west of the trade area.

As shown in the Kedzie Corridor Asset Map, the study area provides residents with options to spend, but to a limited scale. Retail options available from Carroll Street to the I-290 on Kedzie Avenue include: fast food and restaurants (Jimmy G's, Pete's Place and J&J's Fish), general retail (Family Dollar and Happy Beauty Supply) and pharmacies (CVS and Kedzie Madison Pharmacy). Along Madison options include: fast food and restaurants (Ruby's Restaurant and Rothschild Liquors) and personal/professional services (Poly Cleaners and Ricky's Muffler Shop). Around the corridor there is some scattered general retail, such as ABC Wireless & More, K9 University and City Escape.

SECTION 3: MARKET ANALYSIS

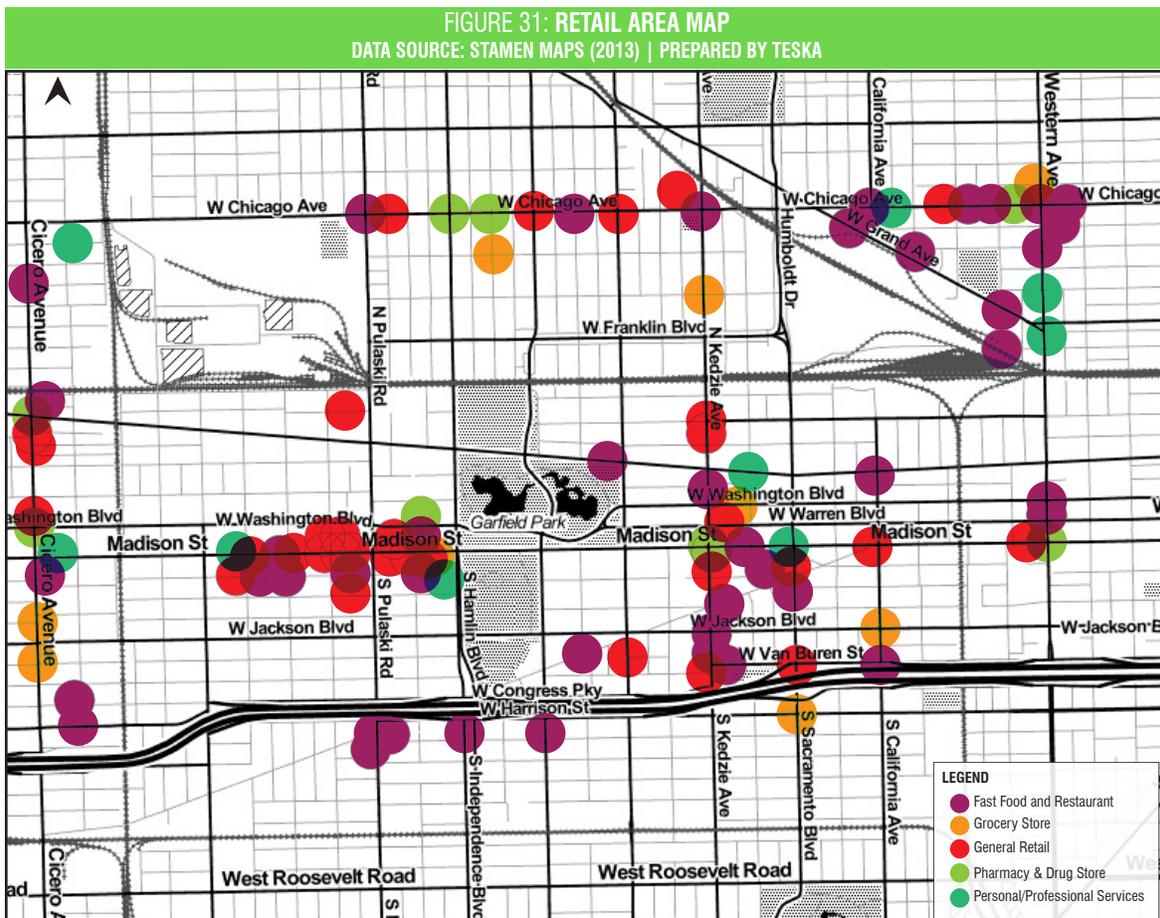
KEDZIE CORRIDOR : RETAIL ANALYSIS

The area around Madison Street and Pulaski Road has a cluster of general retail with clothing stores (Rainbow, Tops & Bottoms, City Sports), shoe stores (Foot Locker and Kids Foot Locker), restaurants and fast food (Subway, White Castle, Church's Chicken), grocery stores (Aldi, Farmers Pride Produce and West Side Grocer Store), pharmacies (SNS Pharmacy) and personal/professional services (Star Nails and Madison Discount Muffler).

Between Pulaski Road and Western Avenue on Chicago Avenue, a mix of retail is found. Grocery stores (Chicago Central Park Food Mart, Market Fresh Foods), pharmacies (B&K Drug and Farmacia Centro Medico), general retail (Family Dollar Store, Sparrow Hardware and Deals Beauty Supply), fast food and restaurants (Burger King, Popeyes, See Thru Chinese Kitchen and Star Lounge Coffee Bar) and personal/professional services (Instant Tax Service, Jackson Hewitt Tax Service).

On Cicero Avenue between Chicago Avenue and I-290 there are groceries (Red Apple Food Mart, Prince Food Market and Windy City, Inc.), general retail (Sketchers USA, Elite Auto Body and Sales, Boost Mobile), pharmacies (Lake Pharmacy and WCC Pharmacy), fast food and restaurants (Coleman's BBQ and Maxine's Jamaican Cuisine).

Between Chicago Avenue and I-290 on Western, a mix of predominantly fast food and restaurants and services are found. There are grocery stores (Farmer's Pride Produce, J&C Finer Food, Inc. and West Side Dollar Foods), pharmacies (CVS and Walgreens), general retail (Chicago Partners and Jewelers), fast food and restaurants (McDonald's, Bacci Pizzeria and Dunkin' Donuts) and personal/professional services (Sam's Automart, Rhodes Fusion Fitness and Boys II Men Barbershop).



SECTION 3: MARKET ANALYSIS

KEDZIE CORRIDOR : RETAIL ANALYSIS

RETAIL DEMAND, SUPPLY AND SQUARE FOOTAGE POTENTIAL

Total annual retail spending by residents of the Kedzie Corridor trade area equals \$32.8 million, including gasoline stations, motor vehicle and parts dealers, and non-store retailers. Of this amount, 57% or \$18.6 million is spent outside the trade area. Excluding gasoline stations, motor vehicle and parts dealers, and non-store retailers, this “leakage” or “retail gap” is highest in the categories of General Merchandise and Clothing and Clothing Accessories.

Using industry standards for sales volume per square foot of retail space across for each retail category, the potential for new retail space in the trade area reasonably falls between 13,000 square feet and 18,000 square feet of new retail. This suggests that the right project at the right location may be commercially viable if a number of factors are considered including traffic volume, visibility, perception of public safety and the ability to attract resources to finance the project. To name the project successfully it will likely need to reach a larger market area, such as all of east Garfield Park and/or the Garfield Park Trade Area described in the next two sections.

FIGURE 32: RETAIL DEMAND AND SUPPLY - KEDZIE CORRIDOR (2013)
DATA SOURCE: ESRI REPORTS (2013)

Category	Demand	Supply	Retail Gap	Gap as a % of Demand	Estimated Square Footage Potential	
					35% Capture*	50% Capture*
General Merchandise Stores	5,517,946	-	5,517,946	100%	5,664	8,091
Gasoline Stations	3,180,793	1,269,077	1,911,716	60%	n/a	n/a
Food & Beverage Stores	5,125,867	4,104,226	1,021,641	20%	1,459	2,085
Clothing & Accessories Stores	1,959,281	411,257	1,548,024	79%	1,737	2,481
Health & Personal Care Stores	2,455,477	5,463,682	(3,008,205)	n/a	n/a	n/a
Building Material, Garden Equipment & Supply	724,426	27,512	696,914	96%	1,114	1,591
Electronics & Appliance Stores	757,278	-	757,278	100%	586	838
Miscellaneous Store Retailers	622,493	187,127	435,366	70%	657	938
Sporting Goods, Hobby, Book & Music Stores	763,731	-	763,731	100%	722	1,032
Furniture & Home Furnishings Stores	610,034	-	610,034	100%	607	867
Food Service & Drinking Places	3,306,270	2,650,588	655,682	20%	497	710
Motor Vehicle & Parts Dealer	5,223,796	80,119	5,143,677	98%	n/a	n/a
Nonstore Retailers	2,566,433	-	2,566,433	100%	n/a	n/a
Total	32,813,825	14,193,588	18,620,237	57%	13,042	18,632

*Capture rates are based on a conservative estimate of the percentage of sales that can be assumed from the trade areas. A range of 35% to 50% was used to estimate a realistic level of sales that can be supported based on total retail gap of each trade area.

SECTION 3: MARKET ANALYSIS

EAST GARFIELD PARK : RETAIL ANALYSIS

RETAIL DEMAND, SUPPLY AND SQUARE FOOTAGE POTENTIAL

Total annual retail spending by residents in the East Garfield Park trade area equals \$78 million, including gasoline stations, motor vehicle and parts dealers, and non-store retailers. Of this amount, 39% or \$30.1 million is spent outside the trade area. Excluding gasoline stations, motor vehicle and parts dealers, and non-store retailers, this “leakage” or “retail gap” is highest in the categories of General Merchandise, Food and Beverage, and Clothing and Clothing Accessories.

Significant surpluses (more total sales than the residents of the trade area could sustain on their own) exist in the categories of Health and Personal Care and Food Service and Drinking Places, perhaps reflecting the attractiveness of the new CVS store and of Inspiration Kitchens to a broader geographic market.

Using industry standards for sales volume per square foot of retail space across for each retail category, the potential for new retail space in the trade area reasonably falls between 20,000 square feet and 40,000 square feet of new retail, with the bulk of that potential falling in the General Merchandise category. Within the upper reaches of that range and depending on locational factors (drive time, walk time, traffic volume, visibility and access), neighboring retail competitors, and land availability and cost, a stand-alone general merchandise store leased to a credit tenant becomes potentially economically feasible.

SECTION 3: MARKET ANALYSIS

EAST GARFIELD PARK : RETAIL ANALYSIS

FIGURE 33: RETAIL DEMAND AND SUPPLY - EAST GARFIELD PARK (2013)
 DATA SOURCE: ESRI REPORTS (2013)

Category	Demand	Supply	Retail Gap	Gap as a % of Demand	Estimated Square Footage Potential	
					35% Capture	50% Capture
General Merchandise Stores	13,084,823	144,236	12,940,587	99%	13,282	18,974
Gasoline Stations	7,321,757	1,894,510	5,427,247	74%	n/a	n/a
Food & Beverage Stores	12,208,733	8,643,448	3,565,285	29%	5,093	7,276
Clothing & Accessories Stores	4,733,164	1,670,336	3,062,828	65%	3,436	4,908
Health & Personal Care Stores	5,812,015	18,569,413	(12,757,398)	n/a	n/a	n/a
Building Material, Garden Equipment & Supply	1,805,137	521,660	1,283,477	71%	2,051	2,930
Electronics & Appliance Stores	1,790,983	496,162	1,294,821	72%	1,003	1,432
Miscellaneous Store Retailers	1,461,873	368,400	1,093,473	75%	1,650	2,357
Sporting Goods, Hobby, Book & Music Stores	1,803,890	113,088	1,690,802	94%	1,599	2,285
Furniture & Home Furnishings Stores	1,473,998	1,213,165	260,833	18%	259	371
Food Service & Drinking Places	8,003,837	12,773,167	(4,769,330)	n/a	n/a	n/a
Motor Vehicle & Parts Dealer	12,263,533	390,970	11,872,563	97%	n/a	n/a
Nonstore Retailers	6,250,808	1,106,353	5,144,456	82%	n/a	n/a
Total	78,014,551	47,904,908	30,109,643	39%	28,373	40,534

SECTION 3: MARKET ANALYSIS

GREATER GARFIELD PARK : RETAIL ANALYSIS

RETAIL DEMAND, SUPPLY AND SQUARE FOOTAGE POTENTIAL

Total annual retail spending by residents in the Greater Garfield Park trade area equals \$165 million, including gasoline stations, motor vehicle and parts dealers, and non-store retailers. Of this amount, 45% or \$74 million is spent outside the trade area. Excluding gasoline stations, motor vehicle and parts dealers, and non-store retailers, this “leakage” or “retail gap” is highest in the categories of General Merchandise, Food and Beverage, Building Material/Garden Equipment & Supply, and Sporting Goods/Hobby/Book & Music stores.

Significant surpluses (more total sales than just the residents of the trade area could sustain on their own) exist in the categories of Clothing and Clothing Accessories, Health and Personal Care and Food Service and Drinking Places. At this larger geography, Clothing and Clothing Accessory stores are also attracting customers from outside the trade area, joining the likes of the new CVS store (Health and Personal Care) and Inspiration Kitchens (Food Service and Drinking Places) in their appeal to a broader geographic market.

Using industry standards for sales volume per square foot of retail space across for each retail category, the potential for new retail space in the trade area reasonably falls between 53,000 square feet and 75,000 square feet of new retail, with the bulk of that potential falling in the General Merchandise and Food and Beverage store categories. Within the upper reaches of that range and depending on locational factors (drive time, walk time, traffic volume, visibility and access), neighboring retail competitors, and land availability and cost, stand-alone general merchandise and grocery stores leased to credit tenants become potentially economically feasible.

Co-location, otherwise known as “tenant mix” is an important factor for retailers, who typically want locations that benefit from customers arriving at neighboring (co-located) stores and shy away from locations that have competing stores in the tenant mix. At this scale of development, it is conceivable that a credit tenant representing only one or the other category – General Merchandise or Food and Beverage – could be incented to sign a lease.

SECTION 3: MARKET ANALYSIS

GREATER GARFIELD PARK : RETAIL ANALYSIS

FIGURE 34: RETAIL DEMAND AND SUPPLY - GREATER GARFIELD PARK (2013)
DATA SOURCE: ESRI REPORTS (2013)

Category	Demand	Supply	Retail Gap	Gap as a % of Demand	Estimated Square Footage Potential	
					35% Capture	50% Capture
General Merchandise Stores	27,600,925	3,093,540	24,507,385	89%	25,154	35,935
Gasoline Stations	15,361,421	3,936,247	11,425,174	74%	n/a	n/a
Food & Beverage Stores	25,782,903	16,445,939	9,336,964	36%	13,339	19,055
Clothing & Accessories Stores	9,981,846	19,367,720	(9,385,874)	n/a	n/a	n/a
Health & Personal Care Stores	12,361,416	20,012,994	(7,651,578)	n/a	n/a	n/a
Building Material, Garden Equipment & Supply	3,910,308	898,497	3,011,811	77%	4,813	6,876
Electronics & Appliance Stores	3,787,170	1,079,578	2,707,592	71%	2,097	2,995
Miscellaneous Store Retailers	3,095,697	901,716	2,193,981	71%	3,310	4,728
Sporting Goods, Hobby, Book & Music Stores	3,793,678	749,937	3,043,741	80%	2,879	4,113
Furniture & Home Furnishings Stores	3,121,548	1,981,531	1,140,017	37%	1,134	1,619
Food Service & Drinking Places	16,942,472	19,545,337	(2,602,865)	n/a	n/a	n/a
Motor Vehicle & Parts Dealer	25,896,180	1,646,015	24,250,165	94%	n/a	n/a
Nonstore Retailers	13,319,630	1,330,142	11,989,488	90%	n/a	n/a
Total	164,955,194	90,989,193	73,966,001	45%	52,725	75,322

SECTION 3: MARKET ANALYSIS

RETAIL DEMAND AND SUPPLY CHANGE: 2010-2013

A comparison of the above results for the East Garfield Park and Greater Garfield Park trade areas to the observations made for the same trade areas in the March 2010 MetroEdge report shows general improvement (less “leakage”) in a number of retail categories. Between 2010 and 2013, there has been a decrease in retail gap from \$66 million to \$25 million due to a number of factors, including decreased demand overall, increased supply in select categories, and narrowing of gap in other categories.

The MetroEdge report specifically identified three major opportunities: general merchandise, food and beverage, and health and personal care.

	2010			2013		
	Demand	Supply	Gap	Demand	Supply	Gap
General Merchandise	21,000,000	684,000	20,316,000	13,084,823	144,236	12,940,587
Food and Beverage	23,600,000	12,500,000	11,100,000	12,208,733	8,643,448	3,565,285
Health and Personal Care	9,880,000	2,060,000	7,820,000	5,812,015	18,569,413	(12,757,398)

Of interest is the health and personal care category. The MetroEdge report showed only \$2 million in supply and a \$7.8 million retail gap. Yet, by 2013, the data shows over \$18 million in supply and a \$12.7 million retail surplus. The sales volume is now in excess of the demand generated by East Garfield Park on its own. This change over a short period of time coincides with the recent opening of the new CVS store at Kedzie Avenue and Madison Street, indicating that targeted retail development can be successful if it is sized and located strategically.

In general, the “good news” of reduced leakage is tempered by the fact that new retail development potential (square footage by category) has diminished. Decisions involving the type of retailer, distance to target market (drive time, walk time), adjacency to traffic volume, locational visibility, and land/building availability and cost will drive the success or failure of future retail development in the three trade areas.

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Retail Gap presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand. A positive value represents ‘leakage’ of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area.

ESRI uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments sub sector.

The data shows a relative decrease in demand for all three categories between 2010 and 2013. This could have been due in part to the effects of the recession, reduction in population and therefore buying power, or differences in data collection between the different sources of data.

SECTION 3: MARKET ANALYSIS

RETAIL CONDITIONS

Through interviews conducted with local retailers and listings of retail properties, the conditions facing local retailers were examined. Key issues identified through interviews include:

- » Good cooperation with police and an impression that public safety has improved, yet a concern over continued loitering.
- » Support for efforts to organize businesses that has taken place over the past year through
- » Good cooperation with the City of Chicago and the ability to obtain support for projects
- » A need for more housing and people to support local stores. Businesses would like to see vacant lots come back to life and occupied with new uses, whether they are housing, businesses, or other uses.
- » Strong support for neighborhood non-profit organizations and their efforts to bring programming and positive activities to the corridor.

The major obstacle to businesses was a continued perception of crime and the loitering that takes place at key nodes such as Lake and Kedzie.

Based on a review of retail rents, there is a wide variation based on the location of retail and the quality of space. Community center shopping centers, such as at Kedzie and Chicago command high rents that are often unaffordable to local businesses. Local storefronts are typically not listed in major listing services and are reported at the lower end of the range, often below the level that would be needed to support new retail spaces or gut renovation of existing spaces.

RETAIL

Address	Square Footage	Price per Sq. Ft.
758 S. Kedzie	10,351	16.00
312 N. Pulaski	1,180	15.25
2500 W. Chicago	9,000	8.00
2717 W. Madison	3,250	9.23
3250 W. Roosevelt	2,500	23.00
800 N. Kedzie	7,000	27.50
Median	5,125	15.63

Source: LoopNet, 2013

Ruby's Restaurant & Catering Services is a local success story, transitioning from long-term ownership to a new owner that was familiar with the business by being a long-time supplier. The restaurant has recently gone through a gut renovation supported in part with SBIF funds. The model proved successful to date, but does require the owner or tenant to front-fund the renovation and be reimbursed through the SBIF which can be a hardship for many local businesses.

SECTION 3: MARKET ANALYSIS

FIGURE 35: RETAIL PROPERTIES FOR LEASE
DATA SOURCE: LOOPNET (2013)

				No Photo Provided		
Address	758 S. Kedzie Ave. Chicago, IL60612	312 North Pulaski Chicago, IL60624	2500 W. Chicago Avenue Chicago, IL60622	2717 W. Madison Chicago, IL60612	3250 W. Roosevelt Ave Chicago, IL60624	800 N Kedzie Ave Chicago, IL60651
Property Type	Retail	Retail	Special Purpose	Retail	Retail	Retail
Property Subtype	Street Retail	Community Center	Special Purpose (Other)	Free Standing Bldg	Community Center	Community Center
Zoning	B3-2				PD177	POS1
Building Size	10,351 SF Bldg	1,180 SF GLA	17,000 SF Bldg	3,250 SF Bldg	104,240 SF GLA	80,000 SF GLA
Year Built			1929		1985	1975
No. Stories						
Lot Size			0.21 AC			120,000 SF
APN / Parcel ID						
Space Available	10,351 SF	1,180 SF	4,000 - 9,000 SF	3,250 SF	2,500 SF	1,360 - 7,000 SF
Asking Rent	\$16 /SF/Yr	\$15.25 /SF/Yr	\$8 /SF/Yr	\$9.23 /SF/Yr	\$23 /SF/Yr	\$26 - 29 /SF/Yr
Spaces	1 Space	1 Space	2 Spaces	1 Space	1 Space	2 Spaces
Property Description	Great opportunity to buy or lease existing building. Conveniently located between Roosevelt on the south and I-90 to the north. Neighborhood needin...	Your new or existing business at Bethel New Life Community Center near Subway, Mary Crane Day Care, Lake and Pulaski Train Stop and powerful area r...	For SALE (\$1,299,000) or LEASE (\$8.00 PSF NNN): The subject property consists of a two story building, with a finished basement containing a leas...	Building recently has had new roof and front installed. Suitable for many different uses. Long term lease available	Grocery anchored community center located within the historic North Lawndale district of Chicago. The center is anchored by Leamington Foods and 10...	Community Shopping Center in Humboldt Park at major Chicago intersection with 30,000 vehicles per day. The neighborhood's only fashion/apparel, dou...
Location Description	Conveniently located between Roosevelt Ave on the south and I-90 to the north.	Great demographics with high Rail Traffic and vehicle traffic on Lake Street and Pulaski. High population on Chicago's West Side and high interest in quality tenants.	Ukrainian Village is a Chicago neighborhood located in the community area of West Town. The community is comprised of a lovely blend of tree-lined streets, apartments, rejuvenated houses and flats.	Situated in area with a lot of new development	I-290 West to Kedzie, South to Roosevelt Rd, Northwest corner of intersection	intersection of Chicago Ave and Kedzie Ave

SECTION 3: MARKET ANALYSIS

FIGURE 36: EMPLOYERS INCLUDE (CLOCKWISE FROM TOP LEFT) CITY ESCAPES, RUBY'S RESTAURANT, MARTINEZ PRODUCE AND JIMMY G'S BBQ



INDUSTRIAL

There are clusters of industrial buildings in the Kedzie Corridor, particularly along Carroll Street in the northern portion of the corridor and along Lake Street. Many of the buildings have been repurposed for other uses, particularly arts and music related uses in the Carroll Street area. Yet there are still employers in the area.

A review of listings of industrial properties in the marketplace proximate to the corridor demonstrates an older industrial building stock, but with fairly large square footage available at reasonable costs. The challenges of using these spaces for employment relate to the accessibility to the sites, and the multi-story configuration that only works for some users.

Address	Square Footage	Price per Sq. Ft.
3333 W. Harrison	52,750	4.50
3212 W. Lake	52,000	3.75
2500 W. Chicago	17,000	8.00
2714 W. Harrison	14,710	6.50
255 N. California	43,100	6.75
2825 W. 5th Avenue	10,000	6.00
Median	30,050	5.92

Source: LoopNet, 2013

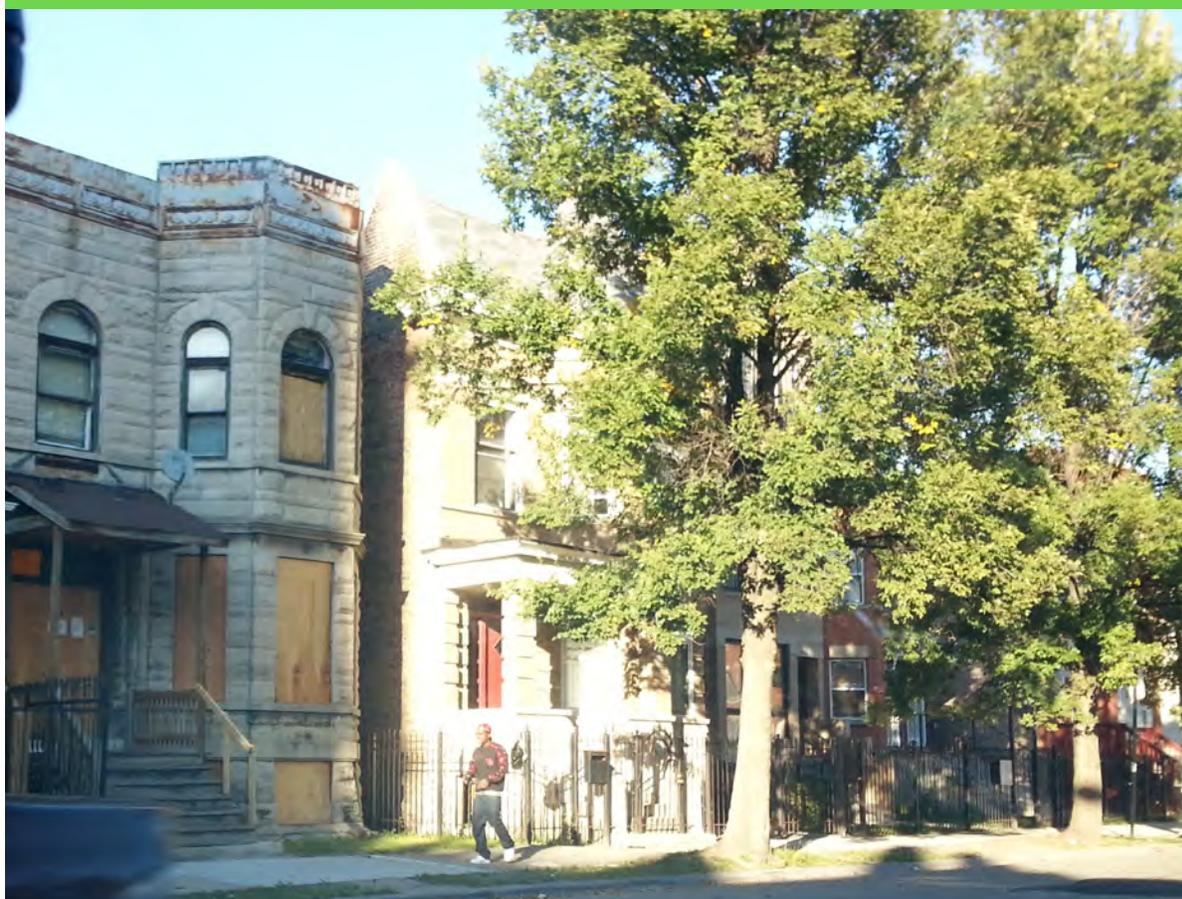
SECTION 4: LAND USE AND ZONING SUMMARY

LAND USE AND ZONING

The Kedzie Corridor is comprised primarily of residential and institutional land uses. Vacant parcels and buildings are scattered throughout the corridor with concentrations lying near commercial spaces, schools and manufacturing plants (Figure 31). Although the amount of vacancy is a difficult challenge, it presents an opportunity for transformation. Land use strategies in the East Garfield Park Quality-Of-Life Plan show a campus park for Marshall High School, transit-oriented mixed-uses near “E1” stations, and mixed uses with emphasis on commercial at the intersection of Madison and Kedzie. The challenge is an opportunity to convert the corridor into a green and sustainable network that promotes community health and creates quality jobs for residents.

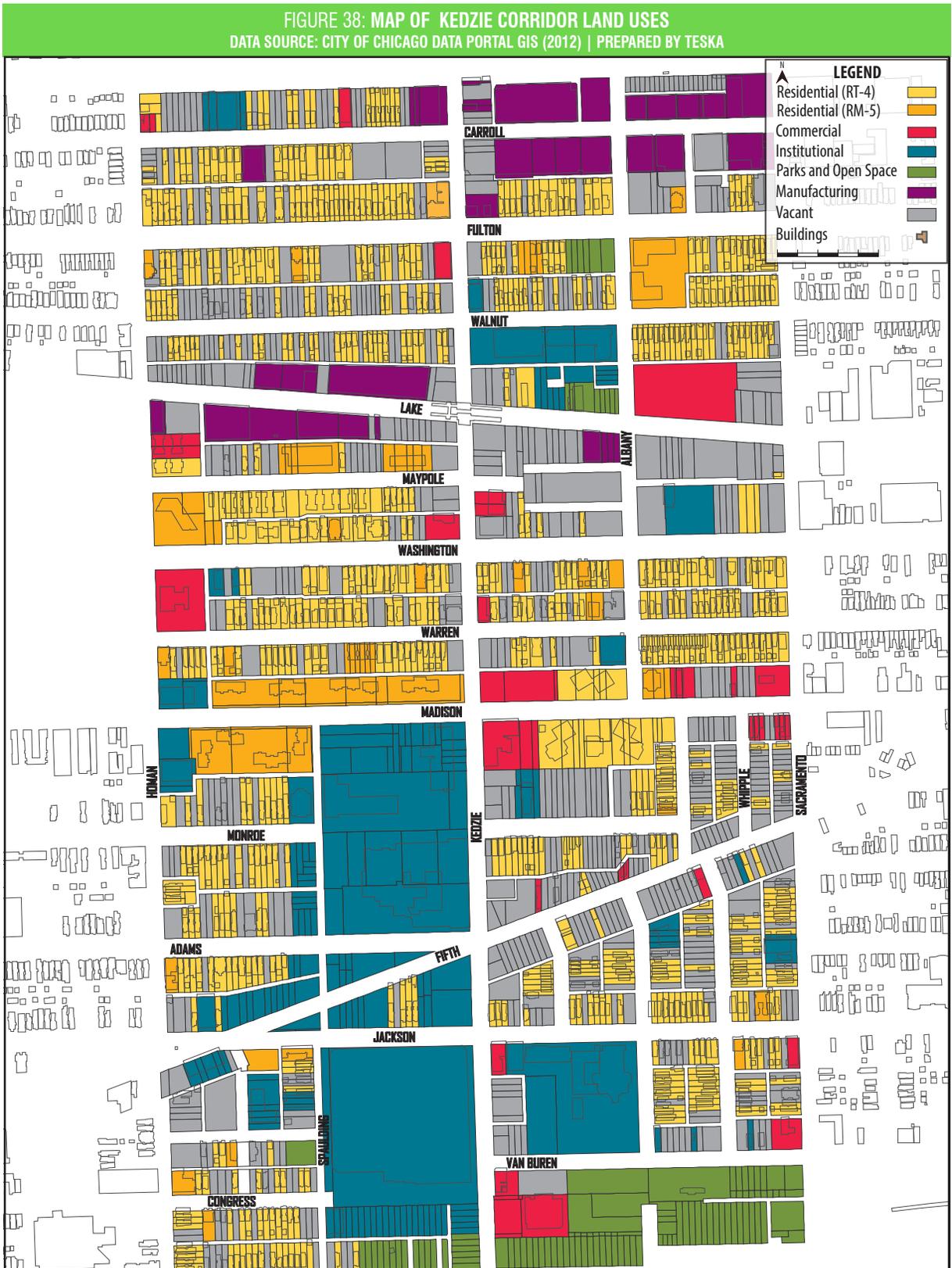
The zoning map shows that the southern half of the Kedzie Corridor is a mix of parcels zoned for multiple uses, including large areas occupied by schools and the CTA Barn. The northern half is primarily zoned for commercial uses. Fifth Street is largely commercial and vacant east of Kedzie. Madison is primarily business and planned developments of multi-family residences, and along Lake and Caroll are concentrations of manufacturing uses. Generally, existing uses are consistent with underlying zoning in the area with the exception of the vacant areas (Figure 32).

FIGURE 37: THE CHALLENGE OF VACANT BUILDINGS IS AN OPPORTUNITY TO BRING BACK BEAUTIFUL HISTORIC ARCHITECTURE TO RESTORE THE NEIGHBORHOOD



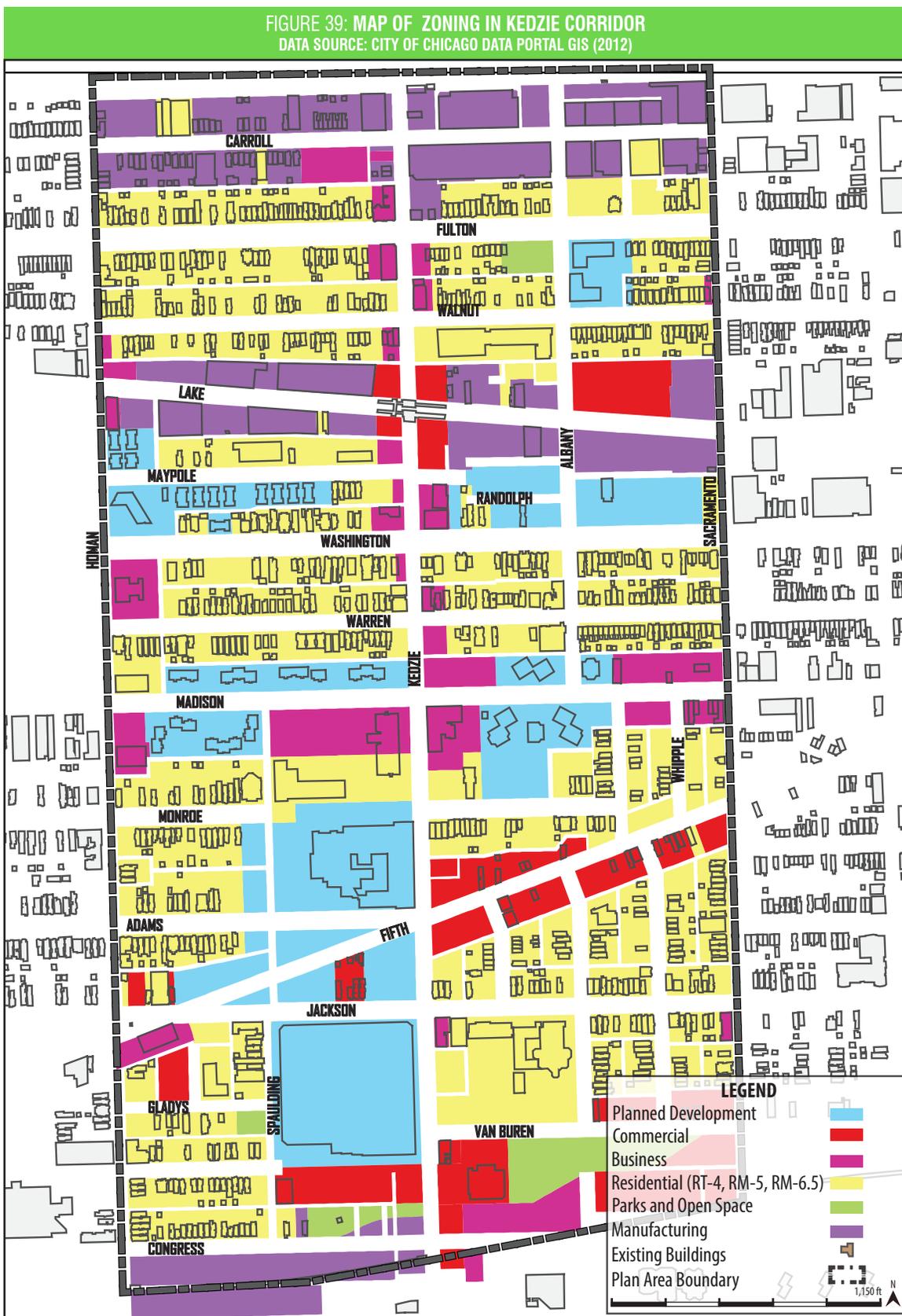
SECTION 4: LAND USE AND ZONING SUMMARY

LAND USE MAP



SECTION 4: LAND USE AND ZONING SUMMARY

ZONING MAP



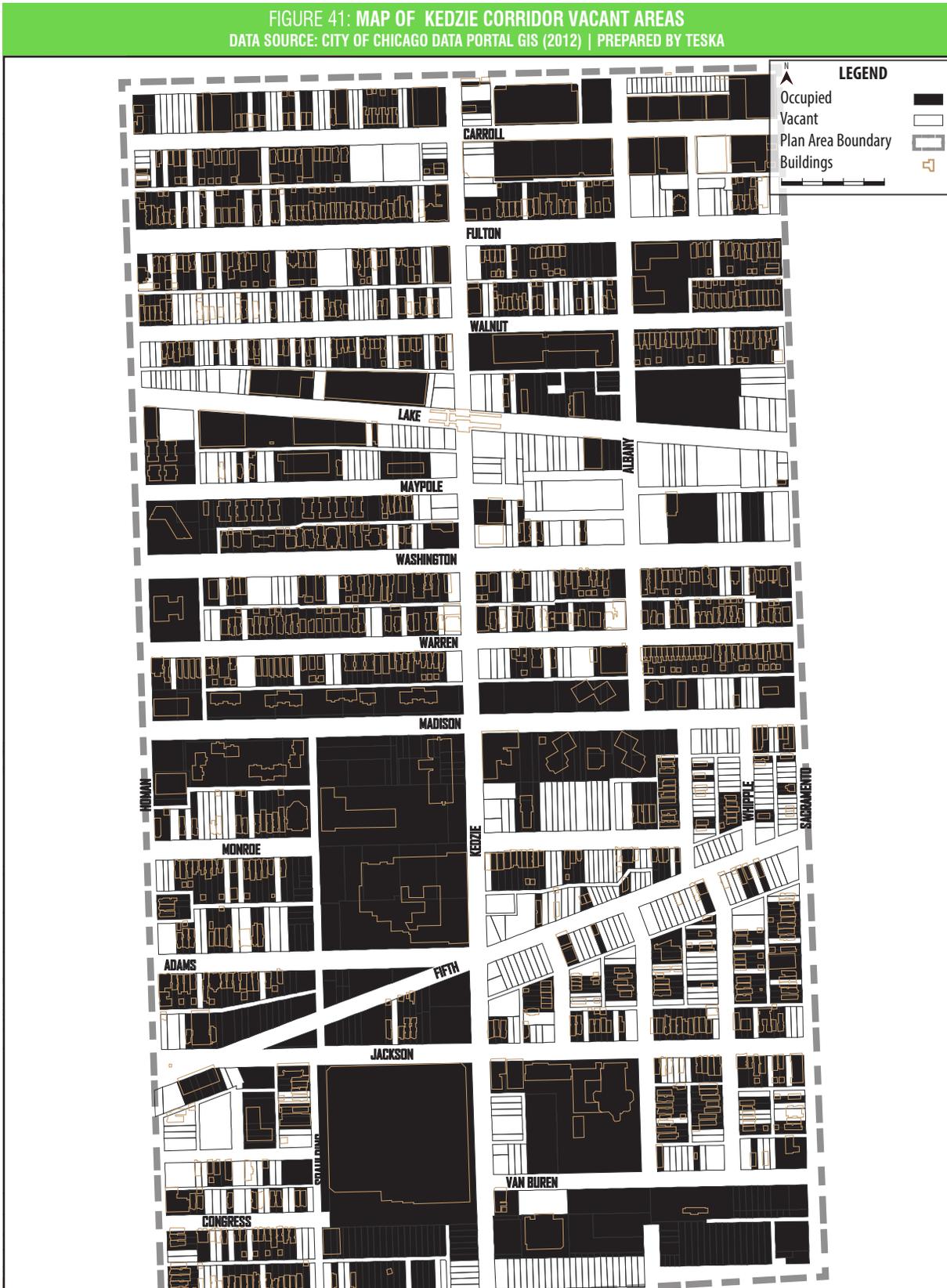
SECTION 4: LAND USE AND ZONING SUMMARY

VACANCY MAP



SECTION 4: LAND USE AND ZONING SUMMARY

VACANCY MAP



KEDZIE CORRIDOR OPPORTUNITY SITES MAP

FIGURE 42: MAP OF KEDZIE CORRIDOR OPPORTUNITY SITES



SECTION 5: TRANSPORTATION SUMMARY

TRANSIT

With six bus routes, two rapid transit lines, and Metra commuter rail service, the Kedzie corridor is a very transit-rich area. Nearly 6,000 daily boardings occur along Kedzie (October 2012). CTA bus service traveling in the Kedzie study corridor includes:

- » [Route 52 – Kedzie](#)
- » [Route 82 – Kimball/Homan](#)
- » [Route 94 – Sacramento](#)
- » [Route 20 – Madison](#)
- » [Route 7 – Harrison](#)
- » [Route 126 – Jackson](#)

Rapid transit service on the CTA's Blue and Green Line have stations at Kedzie. Metra Commuter Rail service is provided on the UP-West Line with a station at Kedzie. Ridership data for transit services in the corridor are presented in the tables below.

FIGURE 43: CTA BUS RIDERSHIP
DATA SOURCE: CTA AVERAGE WEEKDAY RIDERSHIP (2012)

ROUTE	Kedzie Intersection	SOUTHBOUND		NORTHBOUND		TOTAL	
		Ons	Offs	Ons	Offs	Ons	Offs
52	Fulton	361	339	55	138	416	477
52	Lake/Green Line	28	23	68	64	96	87
52	Washington	299	211	257	283	556	494
52	Madison	39	39	223	318	262	357
52	Monroe	19	25			19	25
52	Jackson	10	60	122	116	132	176
52	Van Buren	161	80	84	149	245	229
52	Harrison/Blue Line	40	48	158	277	198	325
52	Blue Line	131	78			131	78
	Total North-South	1,088	903	967	1,345	2,055	2,248

ROUTE	Kedzie Intersection	WESTBOUND		EASTBOUND		TOTAL	
		Ons	Offs	Ons	Offs	Ons	Offs
7	Congress	49	33			49	33
7	Harrison	50	89	107	74	157	163
20	Madison	487	258	304	506	791	764
126	Jackson	190	130	162	149	352	279
	Total East-West	775	510	573	729	1,349	1,239

SECTION 5: TRANSPORTATION SUMMARY

TRANSIT

FIGURE 44: TOTAL TRANSIT RIDERSHIP
DATA SOURCE: CTA OPEN DATA, OCTOBER 2012 (TYPICAL WEEKDAY SELECTED) AND METRA DAILY BOARDINGS & ALIGHTINGS, 2006

MODE	AVG DAILY BOARDINGS
CTA North - South Route 52	2,055
CTA East - West Routes	1,349
CTA Blue Line Kedzie Station	1,101
CTA Green Line Kedzie Station	1,467
Metra UP-W Kedzie Station	22
TOTAL BOARDINGS	5,994

Metra service is provided on the UP-West Line Kedzie station. While the boardings at this station have historically been very low, this station appears to attract reverse commuters. The UP-W Line does have good reverse commute service, and it may increase with the proposed UP-W upgrade project. Mode of access to the Metra station is composed of 16% walk/bike, 17% drive alone, 25% carpool driver or passenger, 33% dropped off, and 8% rapid transit.

FIGURE 45: METRA RIDERSHIP
DATA SOURCE: METRA WEEKDAY BOARDINGS & ALIGHTINGS, FALL 2006

TIME OF DAY	INBOUND TRAINS		OUTBOUND TRAINS		TOTAL ALL TRAINS	
	Ons	Offs	Ons	Offs	Ons	Offs
AM PEAK	1	2	10	5	11	7
MIDDAY	0	19	2	0	2	19
PM PEAK	0	7	9	7	9	14
EVENING	0	2	0	0	0	2
TOTAL	1	30	21	12	22	42

With the availability of many transit services, pedestrian access is a critical element. Streetscape improvements to the pedestrian realm along the roadway, intersection design elements, and safety features could all have a positive impact on transit ridership.



SECTION 5: TRANSPORTATION SUMMARY

BICYCLE FACILITIES

Dedicated facilities for bicycles are provided along two east-west routes traveling through the corridor. A protected bike lane was recently installed along Lake Street from Central Park to Damen. Striped bike lanes exist along the one-way pair roadways of Washington and Warren.

Kedzie has been designated as a Crosstown Bike Route in the City of Chicago's "2020 Streets for Cycling Plan". According to the Streets for Cycling Plan, Crosstown Bike Routes are long, continuous routes located on collector and arterial streets. These routes connect neighborhoods, major destinations, bus routes, and Neighborhood Bike Routes. No specific improvement has yet been determined for Kedzie, although Crosstown Bike Routes can take the form of barrier protected bike lanes, buffered bike lanes, bike lanes, marked shared lanes, or a combination of these. The highest bicycle accommodation possible will be built depending on existing motor vehicle traffic, parking situations, and adjacent land uses.

FIGURE 46: BIKE LANE ALONG KEDZIE MEETS THE BLOOMINGDALE AREA THAT IS UNDER CONSTRUCTION (LOOKING SOUTH)

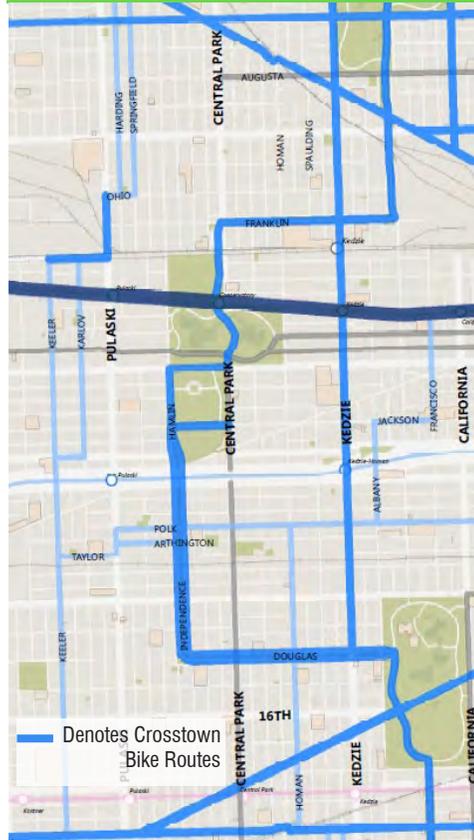


FIGURE 47: BIKE LANE ALONG KEDZIE MEETS THE BLOOMINGDALE AREA THAT IS UNDER CONSTRUCTION (LOOKING NORTH)



FIGURE 48: MAP OF CHICAGO STREETS FOR CYCLING (2020)

DATA SOURCE: CHICAGO STREETS FOR CYCLING



SECTION 5: TRANSPORTATION SUMMARY

ROADWAYS

CDOT recently issued “Complete Streets Chicago: Design Guidelines” to implement the City of Chicago’s Complete Streets policy. To create complete streets, CDOT has adopted a pedestrian-first modal hierarchy, where all transportation projects and programs, from scoping to maintenance, will favor pedestrians first, then transit riders, cyclists, and automobiles. The Complete Streets Typology classifies streets by roadway function and surrounding context, including right-of-way width, building type, and land use and serves as a methodology to ensure that the design and use of a street will complement the surrounding area, and vice versa. Under the Complete Streets Typology, Kedzie Avenue is classified as a MS – Main Street. Surrounding building form is typically Mixed Use.

Average Daily Traffic (ADT) volumes along Kedzie range from 13,700 on the south to 14,500 on the north. Major east-west cross streets include Lake Street (14,500 ADT), Madison (9,600 ADT), Jackson, Washington (4,600 – 8,200 ADT), Congress (7,000 ADT), and Warren (5,900 – 5,100 ADT). Roadway width varies along Kedzie, ranging from 42ft on the north end, widening to 48ft between Washington and Madison, and back to 42ft between Madison and Jackson. Right-of-way (ROW) varies as well, from 66ft to about 74ft. One travel lane is provided in each direction with on-street parallel parking and turn lanes at intersections.

Vehicular access and circulation in the corridor is generally based on a grid system, although there are a number of one-way streets to reduce neighborhood cut-through traffic. North of Madison, the east-west streets are typically one-way except for Lake Street. South of Madison, the east-west streets are typically two-way, while the north-south neighborhood streets are one-way. This results in motorists circulating through the area should they pass their destination or be in search of parking. While this may not be a pressing issue at this time, as redevelopment occurs or occupancies increase, vehicular circulation may need to be addressed.

FIGURE 49: CDOT'S COMPLETE STREET GUIDELINES	
DATA SOURCE: CHICAGO DEPARTMENT OF TRANSPORTATION	
Typology Code	MS
Typology Name	Main Street
Definition	<ul style="list-style-type: none"> » Serves mostly local traffic » Connects neighborhoods and commercial areas » May be commercial
Characteristics	Lanes 1 to 3
	Speed 15-20 mph
	Blocks 150-300 ft
	ADT 3-15k
	Flow 1 or 2 way
Examples	<ul style="list-style-type: none"> » Grace Street » 35th Street » South Hyde Park Boulevard

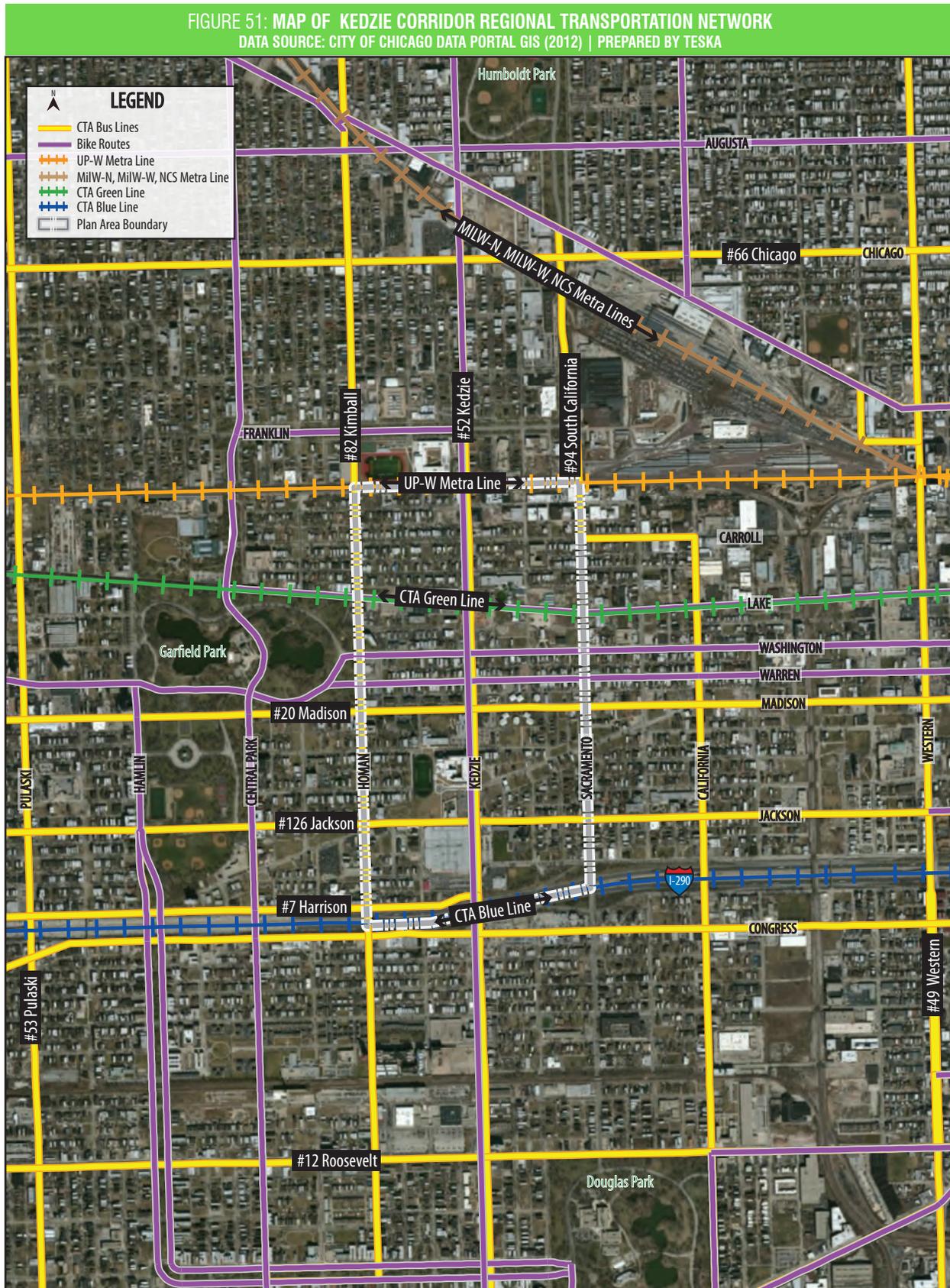
SECTION 5: TRANSPORTATION SUMMARY

TRANSPORTATION MAP



SECTION 5: TRANSPORTATION SUMMARY

TRANSPORTATION MAP



COMMUNITY OUTREACH AND SOCIAL MEDIA

The Kedzie Corridor Plan incorporates a planning process that extends participation to all residents, employees, and organizers of the study area. Through a variety of methods, the plan sets out to receive the most feedback possible and to recommend strategies that are in consensus with the community's needs and aspirations.

The planning process began in September 2013 with a Steering Committee meeting, site visits, and research on the study area. As the plan's time line progresses, the following outlines various ways which will be used to collect community input, recommendations, and consensus.

- » **Four Steering Committee Meetings** to gather input, develop a vision, shape recommendations, and review input from the larger community.
- » **A walking tour** to collect observations of the area and note assets and issues that will be addressed in the project.
- » **Interviews and focus groups**
- » **Public meetings** to provide listening sessions, review data, and present the project to the community
- » **Public Visioning Workshop** to work with the community on thinking through its assets and how to work improve the corridor
- » **Public Open House** to review and comment on plan recommendations

Social media tools are also being used for residents and community organizers to share their ideas and become involved with the plan. A website (<http://kedziecorridor.wordpress.com/>) is being developed where visitors will be allowed to use a "Comment Map" and leave notes on an aerial of the study area. A free phone application (search "Kedzie Corridor" on iTunes or Google Play) can be downloaded onto phones with iTunes or Google Play to share comments, ask questions, upload pictures, and learn about upcoming events.

FIGURE 52: THE KEDZIE CORRIDOR PLAN CREATED A WEBSITE AND FREE PHONE APP WHERE COMMUNITY MEMBERS CAN SHARE IDEAS AND ASK QUESTIONS

