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Metropolitan Planning Council



THE BRONZEVILLE
ALLIANCE
BUILDING A BETTER BRONZEVILLE



Bronzeville Retail Corridor Land Use Plan

Existing Conditions Report
DRAFT

July 2012



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This Existing Conditions Report is organized in the following sections:

Introduction

Section 1: Regional Context and History

Section 2: Previous Plans and Studies

Section 3: Community Outreach

Section 4: Demographic Profile

Section 5: Economic Assessment

Section 6: Land Use

Section 7: Housing

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Looking Forward

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Introduction

This Existing Conditions Report is derived from two years of research, analysis, and community engagement activities. It provides an overview of the current conditions in three key commercial corridors in Bronzeville: 43rd, 47th, and 51st Streets. It also outlines the current conditions in the neighborhood surrounding the study area. It is designed to provide a starting point for creating a shared vision of the future of these three retail corridors.

The driving force in planning is always the need for change, the need for improved management of community assets and resources, or the need for a significantly altered pattern of land use due to changing circumstances. Planners face many challenges when developing a plan to revitalize a neighborhood. These include establishing the community vision, aligning development goals with government policies, establishing guidelines for administering zoning, and assessing potential impacts of the plan recommendations. The Bronzeville planning project must address these challenges, as the community struggles with many of the same issues confronting commercial corridors in urban neighborhoods across the country.

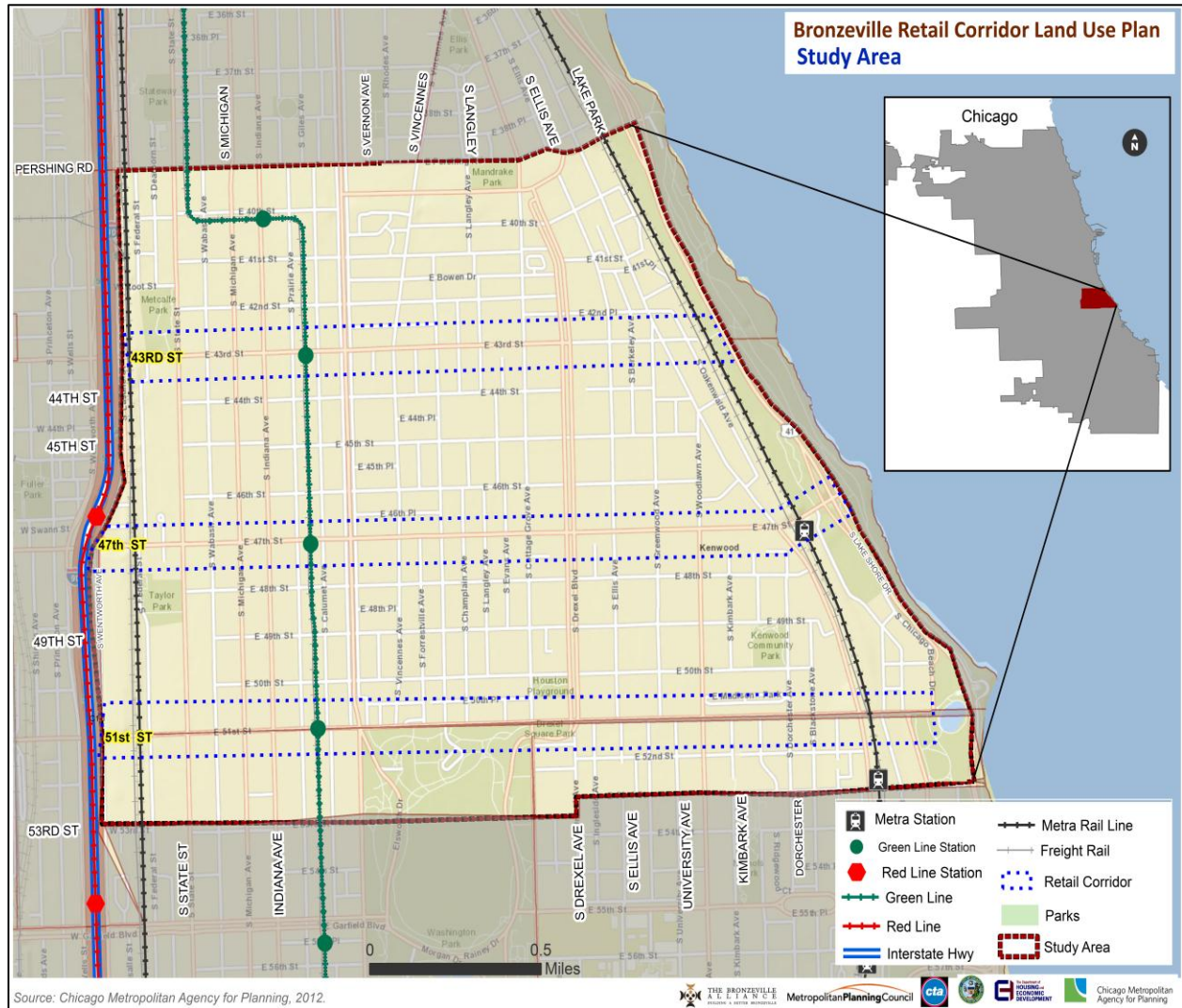
The Bronzeville Retail Corridor Land Use Plan is being prepared for the Bronzeville area located on the South Side of Chicago. The plan represents a comprehensive approach to improving the vitality and aesthetic quality of commercial corridors, provide a safer pedestrian environment, and to ensure continued economic revitalization of the 43rd, 47th and 51st Street commercial corridors.

The perimeter boundary of the project area includes 39th Street on the north, 53rd Street on the south, the Dan Ryan Expressway on the west, and Lake Michigan on the east. This project area encompasses the Chicago Community Areas (CCA) of Douglas, Grand Boulevard, Oakland, and Kenwood as well as small portions of Washington Park and Hyde Park. The project area boundaries are precisely described in Figure 1.1.

This plan is intended to create a walkable and vibrant commercial corridor on 47th Street and retail nodes on 43rd and 51st Streets. The plan is part of the Bronzeville Retail Initiative (BRI) which in part, seeks to establish a framework for improving the physical character of these three commercial corridors and the contiguous residential areas, to create more investment and employment opportunities, and to eliminate blight influences that detract from the general appearance and livability of the corridors



Figure 1.1 Study Area Map



Source: CMAP



Background

Bronzeville is a neighborhood located in the Douglas and Grand Boulevard community areas on the South Side of Chicago. In the early 20th century, it was known as the "Black Metropolis" and served as one of the nation's most significant centers of black music, commerce and culture. Between 1910 and 1920, during the peak of the "Great Migration," the population of Bronzeville increased dramatically as thousands of African-Americans fled the oppression of the South and travelled north to seek better opportunities. Bronzeville became a key gateway for African Americans migrating from the South, enforced mainly by the racial covenants of the time that restricted African Americans to live in the area. As a result, Bronzeville became the center of black Chicago.

Figure 1.2 Bronzeville Gateway sign on King Drive

This Existing Conditions Report is derived from two years of research, analysis, and community engagement activities. It provides an overview of the current conditions in three key commercial corridors in Bronzeville: 43rd, 47th, and 51st Streets. It also outlines the current conditions in the neighborhood surrounding the study area. It is designed to provide a starting point for creating a shared vision of the future of these three retail corridors.



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The name 'Bronzeville' was coined in 1930 by James J. Gentry, the editor of the *Chicago Bee* newspaper. It referred to the brown skin color of African-Americans who came to be the majority on the South Side. The name soon became common; today, Bronzeville is not a Chicago-specific term, but rather one used throughout the United States to describe historic areas populated primarily by African Americans.

Bronzeville has experienced significant population loss since the 1950's, resulting mainly from the lifting of restrictive covenants, major shifts in public housing policies, and the emergence of new jobs, quality schools and better opportunities in the suburbs. According to the U.S. Census, Bronzeville has lost more than 75 percent of its population since its 1950s heyday, from roughly 300,000 residents in 1950 to roughly 65,000 in 2010. A decision made in the 1950s and 1960s to replace "slums" in the area with high-rise public housing projects managed by the Chicago Housing Authority (CHA) led to the isolation and concentration of the poor black population in



this section of the city. This resulted in significant social problems, such as poverty and crime, which present a persistent challenge to revitalization.

The Robert Taylor Homes, formerly Bronzeville's largest public housing complex, were torn down as part of the CHA's Plan for Transformation. Other major public-housing projects in the area include Prairie Shores, a 5-building 1677-unit housing project erected in 1962 beside Michael Reese Hospital, and the adjacent Lake Meadows development, the city's largest urban renewal project at the time of its inception in 1946. Lake Meadows includes Illinois Institute of Technology and Mercy Hospital, and was funded under Title I of the Housing Act of 1949 using \$6.2 million¹ of subsidies, a significant amount at the time. Both Prairie Shores and Lake Meadows are now middle-class communities. Bronzeville has had the highest number of CHA transformation sites of any neighborhood in Chicago. Currently, the major CHA developments sites that are part of the plan for transformation include the Oakwood Shores, Lake Park Crescent, South Legend and the Jazz in the Boulevard.

Among the greatest selling points for Bronzeville are the many amenities and institutions which lie in close proximity, including U.S Cellular Field (Chicago White Sox), Lake Michigan, and many historic buildings and museums. A number of higher education institutions are located in Bronzeville including the renowned Illinois Institute of Technology, famous for its engineering and architecture programs. Others include the Illinois College of Optometry and Dawson Technical College. Lewis University and Northeastern Illinois University have campuses in the area. Several Chicago Public Schools campuses are located in Bronzeville, including Beethoven School, Phillips Academy High School, Bronzeville Scholastic Institute, Chicago Military Academy, and Walter H. Dyett High School. The area is also home to a number of historic buildings, many of which have been designated as Chicago landmarks and placed on the National Register of Historic Places. Machinery Hall at Illinois Institute of Technology's main campus is a notable example.

¹ http://en.wikipedia.org/wiki/Douglas,_Chicago#Bronzeville



The Bronzeville Alliance

The Bronzeville Alliance (BA) is a group of residents and organizations committed to the economic, social, and cultural redevelopment of the historic Bronzeville community. Organized in 2008, the Alliance brings together a variety of stakeholders to develop coordinated strategies addressing five key issue areas: crime and grime; education and training; green jobs, health, and the environment; housing; and retail, hospitality, tourism, and transportation. Recognizing the need for strategic retail development in the community, the Alliance created the Bronzeville Retail Initiative (BRI) in 2009. BRI's vision includes "facilitating the development of vibrant, walkable, retail corridors that build on Bronzeville's rich retail and entertainment history, while serving the needs of modern-day residents and destination shoppers, and providing local employment and ownership opportunities."

The Alliance identified three commercial corridors – 43rd, 47th, and 51st Streets – on which to focus retail recruitment, commercial retention, and viable complementary uses. The choice of corridors was based on their proximity to transit assets, rich histories, and current retail activities. With the help of the Metropolitan Planning Council (MPC), they were able to refine the retail initiative and its implementation efforts. MPC organized a two-day, expert task force that resulted in a report, *Developing Vibrant Retail in Bronzeville*, which recommended creating a land use plan for the three retail corridors among other items.

The Alliance reached out to CMAP for assistance in developing a land use plan for the retail corridors. CMAP's LTA staff is helping the Alliance engage community residents, the City of Chicago Department of Housing and Economic Development (DHED), Chicago Transit Authority (CTA), local business owners, and other stakeholders in drafting a land use plan to guide strategic retail development and achieve optimal land use configuration in the three retail corridors. The land use plan will be accompanied by zoning and land use policy recommendations to guide future investment decisions. The recommendations will establish a foundation for achieving the vision set by the Alliance. An accurate understanding of the existing conditions of the retail corridors is necessary for developing an appropriate and effective land use plan – one that addresses the issues and concerns raised by Bronzeville residents.



SECTION ONE

Regional Context and History

This section provides an overview of Bronzeville's history as well as its place within the City of Chicago as well as the larger metropolitan region. Having a better historical perspective of Bronzeville in relation to how it is situated in the city and the region will aid in both the understanding of existing conditions and in identifying potential issues and opportunities that may be created in the neighborhood or surrounding communities.

History of Bronzeville

Bronzeville's history can be traced back to the early decades of the 20th century, when African-Americans moved from the rural South to industrial northern cities such as Chicago and Detroit. This migration helped fuel an economic, cultural and political flowering on Chicago's South Side, with the formation of a self-sustaining community, termed the "Black Metropolis." Chicago's Black Metropolis spawned African-American business and political leaders, as well as the legendary jazz music that now is synonymous with Chicago. Large migrations from the South continued to shape Bronzeville through the end of the Second World War, although the area's social and economic fortunes have been in decline until recent years.

Due to segregated housing policies, African American migrants that settled in Chicago were confined to a strip of land seven miles long by one and a half miles wide, referred to as the "black belt." Racial violence between white and black Chicagoans had killed 38 people and injured 500 in 1919, resulting in many of the policies and covenants that prevented African-American settlement elsewhere in the city. With little support from Chicago's business and cultural establishment, African-American residents responded by creating a self-sufficient community in Bronzeville. The prosperity and enterprise of Bronzeville's African-American community made this difficult task possible. Jesse Binga opened Chicago's first African-American bank in 1908², demonstrating the access to financial resources that allowed subsequent growth of a diversified business sector in Bronzeville. Large black-owned businesses such as Overton Hygienic and the *Chicago Bee* newspaper soon opened large headquarters on State Street. The Jordan Building at State and 36th Street housed one of the area's first department stores. Continuous waves of migrants led to the rapid growth of Bronzeville, a nationally recognized "Black Metropolis" by the early 20's.

² http://findarticles.com/p/articles/mi_m1077/is_n5_v45/ai_8540121/



Bronzeville's development was supported by religious and civic institutions. Large churches such as Olivet Baptist and Pilgrim Baptist helped newcomers from the South find employment and housing. The Wabash Avenue YMCA, opened in 1913, offered social programs and a recreational outlet. Black fraternal and political organizations converted Bronzeville's business and social capital to electoral power. Residents elected Chicago's first African-American alderman, Oscar DePriest, in 1915. The same voters later elected him to three consecutive terms in the U.S. House of Representatives, where he served as the North's first African-American congressman.

Robert S. Abbot's daily newspaper, the *Chicago Defender*, initiated much of the migration that shaped Bronzeville, with editorials urging black migrants out of the South toward opportunities in the North³. The *Defender* offered daily news coverage to this community as well as advocating for civil rights issues; Bronzeville's newspapers – the *Defender*, *Chicago Bee*, and others – made Chicago a national center of black journalism. Many prominent African American residents contributed to Bronzeville's growing literary and cultural reputation, earning the area comparisons to Harlem, New York City as a center of black culture. Notables include: Ida B. Wells⁴, a civil rights activist and journalist; Bessie Coleman, the first African-American woman pilot; and Gwendolyn Brooks, the famous author and first African-American recipient of the Pulitzer Prize.

Bronzeville's most important legacy, however, may be its contribution to American music. Jazz greats such as Louis Armstrong, King Oliver and Jelly Roll Morton brought the music of their native South to packed houses on State Street. Eventually, their regional styles were fused to create a distinct Chicago sound. Venues such as the Pekin Theater, the Panama Club, and the Sunset Cafe offered Chicagoans of all races a chance to see and hear jazz. Musical collaboration and innovation reached new levels of intensity in Bronzeville, with locals suggesting that if a horn were held up on the corner of State and 35th Street it would play itself. Later, the area came to be known for its Blues music, a form originating in the Mississippi Delta region. Muddy Waters moved to Bronzeville in 1943 and is now considered the "father of modern Chicago blues." However, a plan to attract tourists to Bronzeville through the creation of a Blues District has had limited success

The Great Depression brought an end to much of the financial and social progress in Bronzeville. It brought massive unemployment and the closure of many of African-American financial institutions, effectively ending the momentum of the Black Metropolis. Migration to

³ <http://www.eveewing.com/wp-content/uploads/2010/04/Exploring-Bronzeville.pdf>

⁴ <http://www.explorechicago.org/city/en/neighborhoods/bronzeville.html>



the area experienced another spike in the war-time years. Taken alone, 1940's Bronzeville was the second largest African-American enclave in the country with 337,000 residents. However, financial resources to accommodate these newcomers were lacking.

An easing of segregated housing policies after World War II allowed residents to move from overpopulated Bronzeville, beginning a cycle of deterioration and urban renewal. Bronzeville became a disproportionately low-income community, with high unemployment and crime rates. In 1962, the City of Chicago attempted to bring affordable housing to Bronzeville with the construction of the Robert Taylor Homes, one of the largest public housing developments in the nation. In the same year, the Dan Ryan Expressway opened on the neighborhood's western border, isolating the community from other neighborhoods. Over time, Bronzeville's housing stock and retail corridors deteriorated, and population density needed to support business and civic life dwindled.

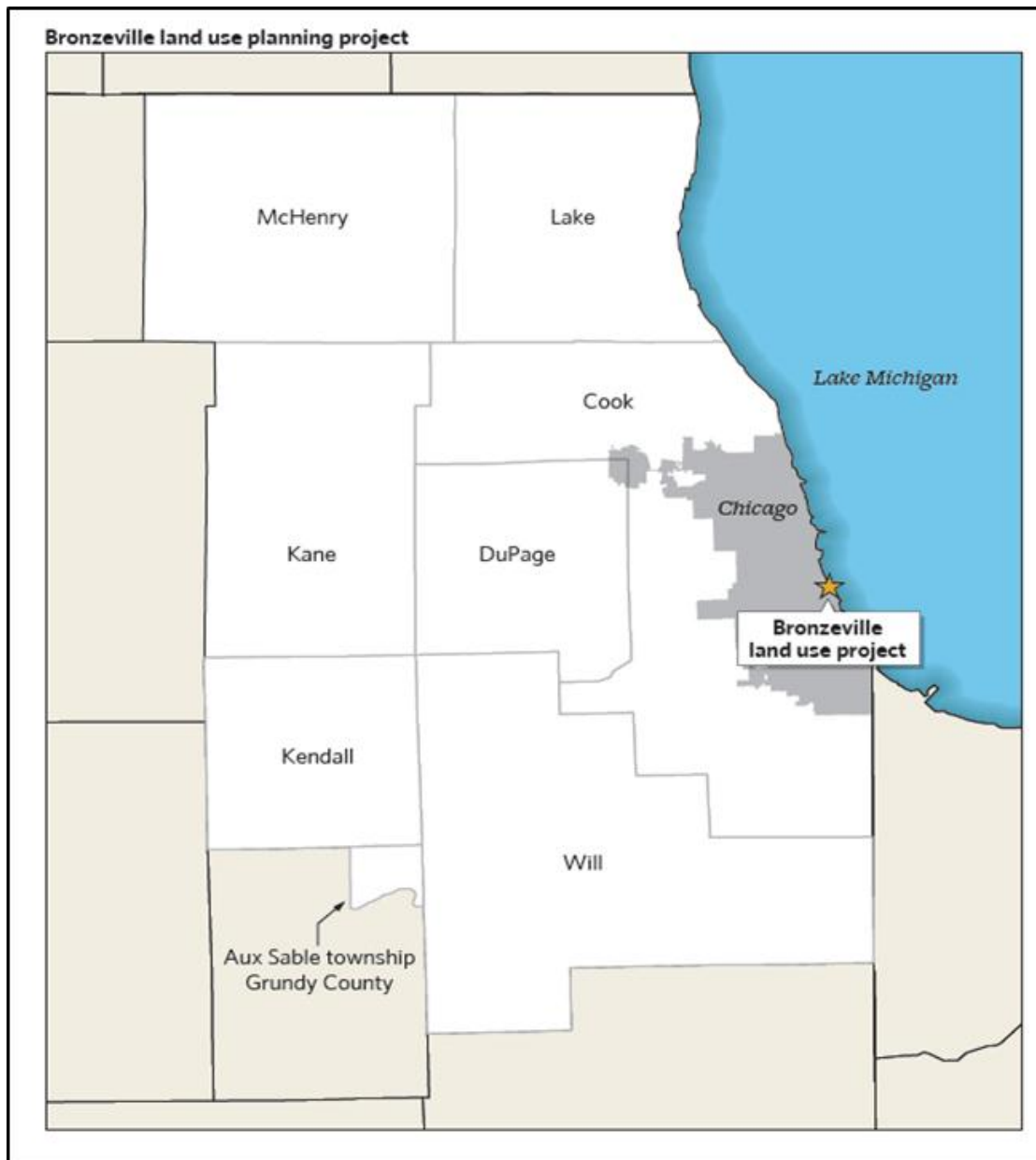
With the implementation of its Plan for Transformation in 2000, Chicago Housing Authority (CHA) began large scale demolition of high-rise public housing, including Bronzeville's Robert Taylor Homes. Plans for redevelopment of Bronzeville began years before. The creation of a Black Metropolis-Bronzeville Historic district was first proposed in 1984, and finally approved by Chicago City Council in 1994. This designation ensures the preservation of important landmarks from the Black Metropolis era. New development in the area came with construction of Legends South, a mixed-income housing complex that replaced demolished public housing units. Chicago's failed bid for the 2016 Olympics included a proposal for an Olympic Village in the community, a project that would have resulted in new, affordable housing after the games. Several recent development initiatives have attempted to bring renewed vitality to Bronzeville's retail corridors.



Regional Setting

Bronzeville is located in the City of Chicago, approximately 5 miles south of downtown Chicago. Figure 1.3 shows the location of the study area in the City of Chicago and within the metropolitan region.

Figure 1.3 Location of the project area in the region



Source: CMAP



Relationship to GO TO 2040 Regional Comprehensive Plan

The purpose of the Bronzeville Retail Corridor Land Use Plan is to provide a framework for achieving the community vision of *“developing vibrant, walkable, retail nodes along 43rd and 51st Streets and a retail corridor along 47th Street, while providing local employment and business ownership opportunities.”* In order to fully understand and plan for the impacts of the plan both in the local and regional economy, it is important to look at how this plan fits into a larger regional context.

The Chicago Metropolitan Agency for Planning is the official regional planning organization for the Northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. Upon its release in October 2010, GO TO 2040 became metropolitan Chicago’s first comprehensive regional plan in more than 100 years. To address anticipated population growth of more than two million residents, GO TO 2040 establishes coordinated strategies that help the region’s 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. The plan contains four themes and 12 major recommendation areas:

Livable Communities

1. Achieve Greater Livability through Land Use and Housing
2. Manage and Conserve Water and Energy Resources
3. Expand and Improve Parks and Open Space
4. Promote Sustainable Local Food

Human Capital

1. Improve Education and Workforce Development
2. Support Economic Innovation

Efficient Governance

1. Reform State and Local Tax Policy
2. Improve Access to Information
3. Pursue Coordinated Investments

Regional Mobility

1. Invest Strategically in Transportation
2. Increase Commitment to Public Transit
3. Create a More Efficient Freight Network

The full plan, as well as an executive summary, can be found at www.cmap.illinois.gov. The GO TO 2040 Comprehensive Regional Plan points out the importance of linking land use, transportation and housing. It also encourages communities to promote development patterns that support the use of public transit and access to jobs. The community vision for the Bronzeville Land Use Plan is to provide employment and business ownership opportunities.



Among the project goals is identification of land use and zoning changes that will enhance pedestrian access to public transportation and focus retail density and use near transit stations. In these respects, Bronzeville's land use planning effort fulfills key recommendations of the GO TO 2040 Plan.

Land use planning and zoning

In order to fully understand the purpose of the Bronzeville Retail Corridor Land Use Plan, it is important to distinguish between land use planning and zoning. A land use plan is a collection of policies and maps that serve as a community's blueprint for growth⁵. At the local level, land use plans provide guidance for both individual projects and a broad range of policy issues, such as the development of regulation and public investment programs. Land use planning often leads to land use regulations, also known as zoning, but the two are not the same. Land use planning is the systematic assessment of land, alternatives for land use, economic and social conditions in order to adopt the best land use options. Its purpose is to select and put into practice those land uses that will best meet the needs of a community, while safeguarding its resources for the future.

A land use plan is typically written to provide a community with guidance in regulating land uses. It outlines the community's vision and the policies that will allow it to achieve that vision. It guides development and investment decisions in the best interest of community residents. A land use plan is often viewed as a long-term policy document (20 years or more), but it can be updated anytime to match local needs, interests, or opportunities as they present themselves.

What is zoning?

Zoning is a tool for implementing land use plans. It regulates the types of activities that can be accommodated on a given piece of land, the amount of space devoted to those activities and the ways that buildings may be placed and shaped. Zoning is derived from the practice of designating permitted uses of land based on mapped zones which separate one set of land uses from another. Zoning may be use-based (regulating the uses to which land may be put), or it may regulate building height, lot coverage and similar characteristics, or some combination of these. Local governments often use zoning to manage the development of land within their jurisdictions, and in so doing, they can plan for the needs of the community while safeguarding community assets and natural resources.

⁵ <http://www.brunswickcountync.gov/Departments/LandDevelopment/Planning/Rezoning.aspx>



The product of a land use planning exercise is usually a report with maps. The report generally consists of the following: a short executive summary; a main text volume, with maps, describing the changes proposed; and one or more volumes of appendixes giving supporting data.

Why does Bronzeville need a land use plan for the retail corridors?

The Bronzeville Alliance initiated the Retail Corridor Land Use Plan because Bronzeville is currently over-zoned for commercial land uses. Despite the fact that the area has lost more than 75 percent of its population since its 1950's peak, current zoning designates the same acreage of land for commercial/retail activity as it did then. The current population cannot support this level of retail, hence the need to re-evaluate existing land use and zoning in the area. There has also been a significant increase in requests for zoning changes and conditional use permits within the study area. Therefore, a new land use plan is being developed for the area, specifying appropriate uses in the corridors in advance of, rather than in response to, individual development permit requests - zoning, special use or conditional use. The Land Use Plan is intended to create a framework that will define and guide future retail development in the three corridors. It aims to concentrate retail development near CTA train stations and redevelop the three commercial corridors into mixed-use corridors through strategic investments. Like other communities, Bronzeville needs a Retail Corridor Land Use Plan for various reasons. The plan can:

- Provide legal justification for zoning changes and/or updates
- Help the community define the future identity of its retail corridors
- Maintain community character and quality of life desired by residents regardless of gentrification
- Serve as a springboard for renewed economic development in the context of population decline
- Assist the community in leveraging local, state, and federal grant dollars

The Bronzeville Retail Corridor Land Use plan is being developed by a technical team composed of planning staff from DHED, CMAP, MPC, and CTA. A steering committee composed of community representatives including residents, local business owners, community-based organizations, aldermen and large institutions in the area is directing this planning effort.



A number of community-led planning initiatives have been undertaken in the area to better understand the challenges and opportunities in Bronzeville, and prepare the area for growth and development. The Bronzeville Alliance sought out CMAP's technical assistance in preparing the retail corridor land use as part of this endeavor. The Mid-South Strategic Development Plan, prepared in 1993 by the City of Chicago, was the last neighborhood plan for the study area. Other plans that have addressed land use and zoning in the area include the Quality of Life Plan and Reconnecting Neighborhoods. The South Lakefront Corridor Transit Study that is currently being developed by the City covers the study area, but its emphasis is on transportation rather than land use.

Figure 1.4 A cafe on 43rd Street



Bronzeville Alliance

An up-to-date land use plan that clearly articulates the *desired* mix of uses for the retail corridors will help inform all levels of the decision-making processes. It will also serve as a guide for elected officials, municipal staff, community residents, business owners and potential investors. The plan will allow them to make informed decisions about investments affecting land use, transportation, infrastructure, and capital improvements in the retail corridors. The plan will help the community realize its long-term goal of revitalizing the 43rd, 47th, and 51st Street retail corridors.

Planning process

The planning process for the Bronzeville Retail Corridor Land Use Plan consists of several steps that will take about a year to complete. The project was officially kicked off in January 2012 and is expected to be wrapped up in January 2013. It builds upon previous planning and community engagement efforts led by the Bronzeville Alliance and supported by MPC. The planning process was crafted in consultation with the City of Chicago Department of Housing and Economic Development (DHED), the Bronzeville Alliance, Metropolitan Planning Council (MPC), and the Chicago Transit Authority (CTA). The process is designed to promote community stakeholder input at each step. Each step in the process represents a specific activity or set of activities whose outputs provide information for subsequent steps. Figures 1.3 and 1.4 outline the steps involved and the timeline for the project. These steps are described more fully in subsequent sections of this chapter.



Figure 1.5 The Planning Process

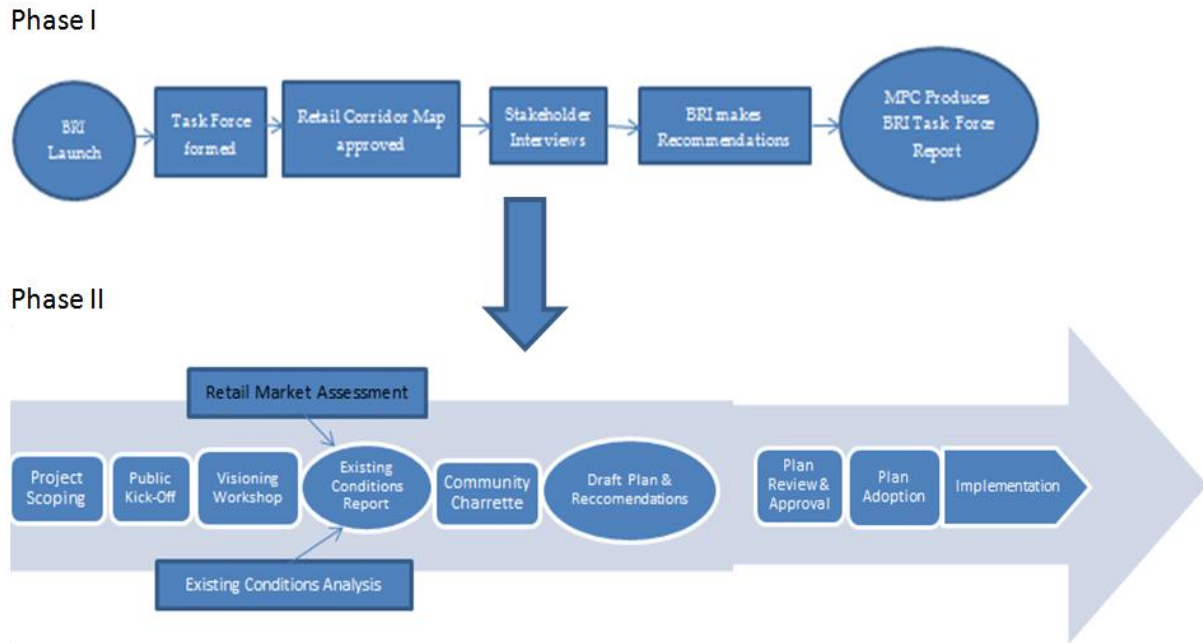
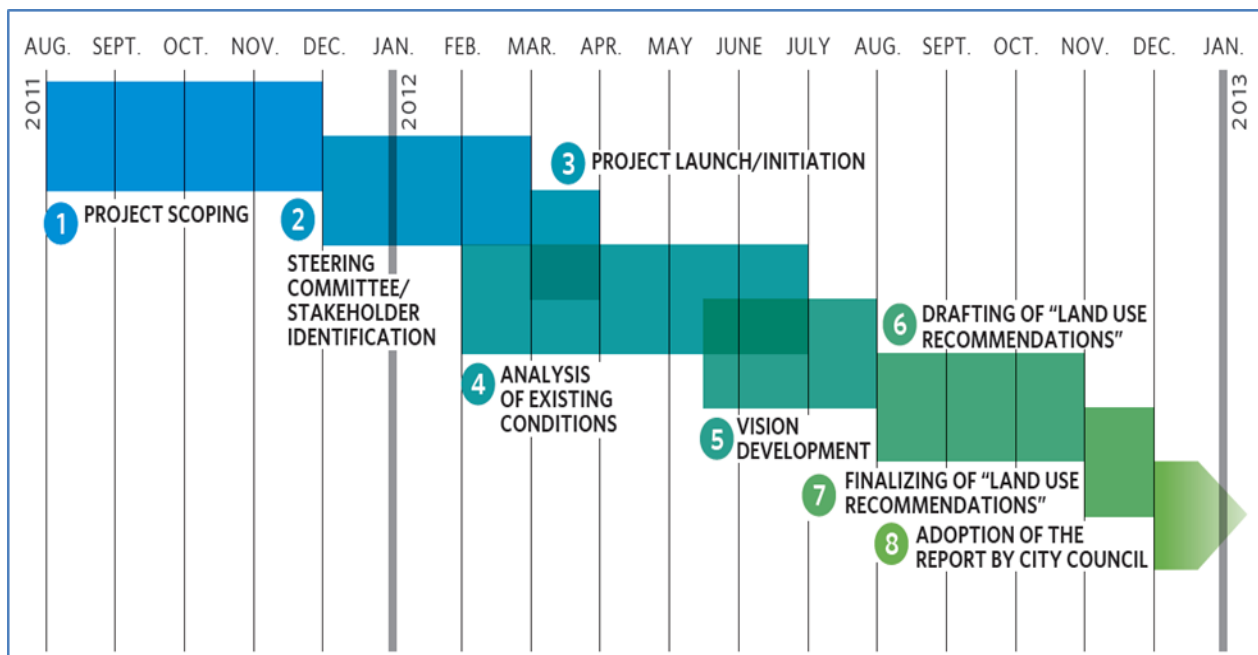


Figure 1.6 Project Plan and Timeline



Community vision and project goals

The Bronzeville Land Use Planning Project has four goals

1. Work with the City and stakeholders to analyze existing zoning and land use along the 43rd, 47th and 51st Street corridors for compatibility, consistency, and the ability to support commercial development.
2. Identify and recommend alternatives for non-conforming uses, vacant and underutilized land, including zoning changes if necessary.
3. Develop a land use plan that will create commercial and aesthetic cohesiveness and maximize retail development opportunities.
4. Recommend land use and zoning changes that will enhance pedestrian access to public transportation and focus retail density and use near transit stations.

The Vision Statement in Figure 1.7 and project goals were developed and approved by the community at a visioning workshop held on May 2, 2012. The workshop also resulted in feedback on what the community would like to see on the three commercial corridors. The feedback was compiled into a Community Visioning Report which will form the basis of the land use plan for the corridors.

Figure 1.7 Community Vision

Vision Statement:

Create vibrant, walkable retail nodes along 43rd and 51st Streets and a retail corridor along 47th Street that build on Bronzeville's economic and entertainment history, serve the needs of current and future residents and visitors, and provide local employment and business ownership opportunities.

Next steps

After the Existing Conditions Report is prepared, it will be presented to the Steering Committee for review and also shared with key stakeholders including the City of Chicago's Department of Housing and Economic Development, the aldermen for the study area, Metropolitan Planning Council, and the Chicago Transit Authority (CTA) in order to solicit feedback. A planning charrette was held on June 16, 2012, where community residents outlined their preferences for the configuration of land uses and zoning in the corridors. A retail market study for the area is underway that will reveal the economic potential and retail opportunities that exist in the corridors. It will also reveal the amount of retail space that currently exists in the corridors and the future demand of retail square footage. This research and analyses, as well as stakeholder input, will form the basis for writing the land use plan as well as the policy recommendations for the three corridors.



SECTION TWO

Previous Plans and Studies

This section provides a summary and analysis of existing plans and studies in the Bronzeville study area that are helping to inform the land use plan. Bronzeville has been the focus of many planning efforts and it is considered one of the most studied communities in the nation. Despite well-intentioned studies and planning efforts, Bronzeville still lags far below its potential as an economic, social and cultural engine for the City of Chicago as well as for the region.

The plans and studies that have been reviewed include:

- The South Lakefront Corridor Transit Study (in progress)
- Developing Vibrant Retail In Bronzeville (2012)
- Re-Connecting Neighborhoods Plan (2009)
- Cottage Grove Beautification Plan (2006)
- Quad Communities Quality of Life Plan: Connecting Past, Present and Future (2005)
- Black Metropolis Landmark Report (1994)
- Mid-South Strategic Development Plan (1993)

The South Lakefront Corridor Transit Study

The South Lakefront Corridor Transit Study is a community-initiated project funded by the City of Chicago with the goal of identifying improvements to public transportation in the area bounded by 25th Street to 95th Street east of the Dan Ryan expressway (I-94). The purpose of this study is to identify public transportation improvements that will:

- Enhance mobility for residents of the study area communities
- Encourage transit-oriented development and neighborhood revitalization
- Increase access to jobs located throughout the city and surrounding areas

The study, which is still underway, proposes a number of transportation improvement alternatives including:

- Operational improvements and facility enhancements to existing service
- New or expanded bus service including BRT
- New or upgraded rail service including modern streetcar; policy changes such as implementation of a cross-agency fare pricing and payment system

Developing Vibrant Retail in Bronzeville: MPC Task Force Report

This report was prepared by the Metropolitan Planning Council (MPC) for the Bronzeville Alliance. The report summarized the work of the 13-member Bronzeville Task Force which was created to explore strategies for promoting retail development in Bronzeville. The task force was part of the Bronzeville Retail Initiative, an effort of the 3rd and 4th Wards to enhance the



image of Bronzeville as a commercial and cultural hub in Chicago. The Task Force focused on exploring ways to bring in and retain businesses in Bronzeville. They interviewed 75 different stakeholders including community leaders, residents, business owners, developers, and national experts on community and retail development. The task force examined the following:

- Find the optimal retail configuration for 43rd, 47th, and 51st Street commercial corridors
- Promote clustering of businesses along the retail corridors
- Address safety concerns in the commercial corridors
- Identify temporary uses for the large vacant lots on State Street
- Create pedestrian friendly retail corridors on 51st, 47th, and 43rd Streets.

Recommendations:

- Expand the impact of existing local organizations, such as 51st Street Business Association and the Quad Communities Development Corporation (QCDC).
- Explore opportunities to bring in retail development through a nonprofit organization such as the Renaissance Collaborative.
- Find funding for an economic development officer to gather all information, reach out to and provide assistance to property and business owners.
- Create positive interaction (positive loitering) in the retail corridors.

Re-Connecting Neighborhoods Plan

This plan was developed by the Metropolitan Planning Council in 2009 and was funded through the Regional Transportation Authority (RTA) as a response to the Chicago Housing Authority's (CHA) Plan for Transformation. The main objective of the plan is to re-connect different parts of Chicago by improving access to public transportation, increasing commercial services and improving the pedestrian environment. The plan which was adopted by the Planning Commission in 2009, specifically called for amendment of zoning to encourage development, thereby planting the seed for this land use plan.

Figure 2.1 Reconnecting Neighborhoods Plan



Source: MPC



The plan looks at three different study areas where CHA's Plan for Transformation would have a large impact and it makes recommendations for better connectivity. One study area falls within Bronzeville ("the Mid South"). The plan frames its initiatives through the principles of equity, affordable housing, greenhouse gas reduction, and transportation cost reduction. The vision for the Mid-South seeks to build upon the existing street grid that has potential for pedestrian-oriented retail corridors. The plan specifically designated 35th Street, Pershing Road, and 43rd Street as nodes for investment in locally-owned retail. It makes recommendations for increased pedestrian access, urban design, and commercial development.

The plan specifically recommends expanding transit service between major south side destinations like Illinois Institute of Technology (IIT) and Hyde Park. Other recommendations included: clearly marking access to transit stations and bus stops, improving streetscapes through beautification by planters, creating visible and inviting storefronts and increasing pedestrian cuts in front of businesses. It also called for improved urban design of the commercial corridors to allow for public gathering spaces with seating and art installations to enhance the pedestrian experience. Mixed-use development and façade improvements were encouraged along these nodes in a way that integrates existing historic structures. Commercial and residential infill is encouraged along these nodes. Public spaces such as parks and schools should be increased as new residents move in. The plan recommends implementing the transit, pedestrian access, and commercial development in short-term, mid-term and long-term strategies.

The transportation improvement recommendations included:

Short-term

- Conduct a study on improved access to Metra and Bus Rapid Transit (BRT) as well as other modes
- Explore operating a street car along commercial corridors (such as Cottage Grove and 35th Street)
- Improve bicycle parking near train stations and bus stops
- Install bus shelters and provide travel information at all new and existing stops and stations

Mid-term

- Improve the 43rd and Indiana Green Line stations through better lighting, sidewalks and signage
- Enhance bus travel with the use of "Bus Tracker" at retail node stops
- Establish an express bus route along Cottage Grove up to the Loop.
- Add weekend service on route #39 between Sox-35th and the 39th Street beach

Long-term



- Conduct a study to determine feasibility of adding a Metra station along Metra Electric Line within the study area.
- If warranted, implement BRT or a streetcar circulator within the study area.

The access and design recommendations are as follows:

Short-term

- Promote façade and signage streetscape enhancements for existing buildings.
- Design a gateway feature at Lake Shore Drive as a point of entry into Bronzeville
- Place clear signage on the lakefront to direct visitors into Bronzeville

Mid-term

- Improve pedestrian crossings at 35th Street and Cottage Grove
- Improve pedestrian crossings along Martin Luther King Drive at 37th Street, Pershing, 41st Street and 43rd Street
- Improve access to the lakefront via existing and planned pedestrian bridges

Long-term

- Enhance streetscape with plazas and open space in conjunction with commercial developments throughout the study area where appropriate and beneficial
- Improve pedestrian spaces with enhanced sidewalks and lighting throughout the study area where needed

The Commercial development recommendations are as follows:

Short-term

- Encourage locally owned businesses and services like dry cleaners and cafes close to transit
- Change zoning to encourage commercial and mixed use development in desired patterns
- Conduct a market study to understand the trade area
- Develop arts and recreation along the designated corridors
- Target retail development near the 43rd CTA station

Mid-term

- Focus the development of new retail along transit-accessible streets
- Develop mixed use retail and housing near the 43rd Green Line Station

Long-term

- Develop mixed-use retail and housing on Cottage Grove between 40th and 43rd Streets



Cottage Grove Beautification Plan

The *Cottage Grove Beautification Plan* seeks to use place-making as a tool for economic growth. By building off of existing assets in Bronzeville, coupled with beautification techniques, the plan hopes to create a distinctive identity for Cottage Grove Avenue, a major arterial in Bronzeville that is lined with both commercial and residential land uses. The overarching objective of the plan is to transform Cottage Grove Avenue into a commercial corridor where retailers want to locate and do business.

This plan operated on the following goals:

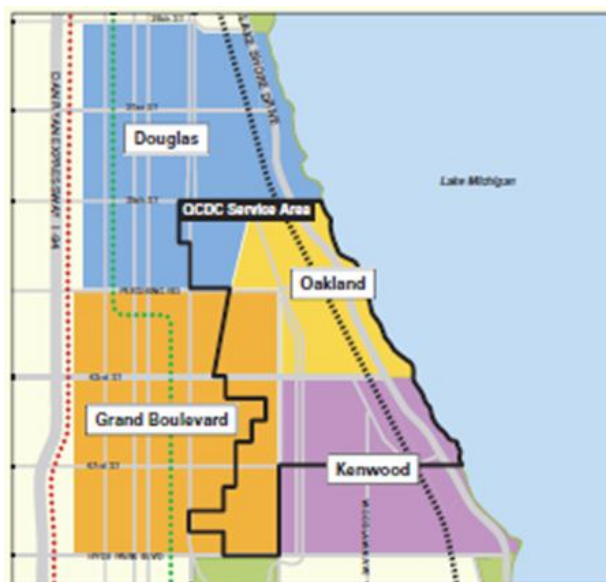
- Establish an identity and character for the area
- Raise awareness and preserve the cultural assets
- Create a unique destination commercial corridor
- Catalyze commercial development and attract new businesses
- Use art to foster a sense of community between the residents, business owners and customers

The strategy to achieve these goals is to brand the corridor as a vibrant area of culture that is continually growing. The plan advised creating light pole banners for the corridor, proposed murals, decorated bus stop shelters, sidewalk mosaics, sidewalk planters and two decorated obelisks at 39th and 51st Streets to denote the ends of the corridor. Currently, some aspects of the plan have been implemented such as the creation of murals and light pole banners.

Quad Communities: Connecting Past, Present and Future

The Quad Communities plan is the quality of life plan for the community areas of Douglas, Grand Boulevard, Oakland and Kenwood. This plan was put together by LISC in 2005 as part of the New Communities Program. The plan, which seeks to improve the quality of life for existing residents while welcoming new ones, sets nine strategies for archiving its objectives. Four of those strategies have a connection to retail development in Bronzeville:

Figure 2.2 Quality of Life Plan



Improve Public Safety

- Develop a Quad Communities Safety Cooperative and expand University of Chicago Police Department patrols

Develop unique retail and commercial districts

- Institute a commercial design standard
- Direct public-private resources to attract specific types of businesses to the community
- Establish a retail development planning team
- Enhance the capacity of chambers of commerce and other support organizations to promote business growth
-

Improve community infrastructure

- Promote neighborhood resources through a community information hub
- Beautify the neighborhood and enhance Drexel Boulevard
- Implement a parking, transportation and infrastructure strategy
- Create new transit connections and services

Integrate arts, culture and history into the

- Develop an arts council to connect groups involved in arts, culture, heritage tourism and recreation
- Implement fine arts programming
- Create a neighborhood historical society

Black Metropolis Landmark Report

The Black Metropolis Landmark Report was originally written in 1984. It was revised in 1994 and submitted to Chicago's City Council in 1997. The report refers to Bronzeville as the *Black Metropolis* and also as the *black belt*. The report sought to preserve the African-American history of Chicago's "black belt", which has been described as a "city within a city" or the Black Metropolis. It also highlighted the rise and subsequent decline of the Bronzeville community. Through this storied history of the Black Metropolis, the plan identifies key structures that are crucial to the history of the neighborhood related to music, print media, manufacturing, religious institutions, and commerce. The report recommends that these structures be designated as historic landmarks.



Mid-South Strategic Development Plan

The Mid-South plan was developed in 1993 by the City of Chicago. It set short and long-term objectives for reinvestment in Bronzeville. The plan makes recommendations for commercial development in the neighborhood as well as transportation and connectivity. It had the following recommendations:

Commercial Development

- Construct a 400 room hotel and entertainment complex near McCormick Place Convention Center.
- Promote retail that caters to local populations and attracts visitors from outside of the neighborhood.
- Support light industrial and research development parks.
- Support tourist-oriented businesses through a revival of the Blues District.

Transportation & Connectivity

- Change some major one-way arteries into two-way residential streets.
- Designate other arteries as formal boulevards with landscaped medians.
- Recommends extension of the proposed light rail circulator down Cottage Grove to Hyde Park with termination at the Museum of Science and Industry.



SECTION THREE

Community Outreach

A major objective of the Bronzeville Retail Corridor Land Use Planning project is to ensure maximum public participation in the planning process. Every effort is being made to reach to populations that have been underrepresented or harder to reach, such as public housing residents in the area. A public outreach strategy was formulated by CMAP staff in collaboration with the Metropolitan Planning Council to emphasize broad-based inclusion of all stakeholders, so that the interests and desires of the community are reflected in the plan. The community engagement process includes public meetings, as well as consultations with the aldermen representing the study area, city planners, and local business owners.

Project steering committee

A steering committee consisting of 18 representatives of the different stakeholders was created to provide project oversight and assist with community engagement. Members of the steering committee are performing various roles: participating in public events, where they act as table facilitators and presenters; disseminating information about public meetings to their community networks; identifying and inviting participants for focus groups; and other support and advice as needed. The committee had their initial meeting on February 23, 2012, at the Hansberry Community Center on State Street. At that meeting, they were introduced to the land use planning project and then asked to give feedback regarding issues and opportunities for improvement in the retail corridors in Bronzeville. Committee members were presented with four questions to help them describe opportunities and challenges in the three commercial corridors:

1. What issues or concerns do you have regarding 43rd, 47th and 51st Street retail corridors?
2. What specific project would you like to see implemented in these corridors to address your concerns/issues?
3. From your own experience, what are the key redevelopment sites(s) in these corridors?
4. Please describe the strengths of these retail corridors.

They identified many challenges and opportunities, with public safety, development density, and lack of retail selection and variety as the top concerns. They pointed out “negative loitering” and illegal activities on sidewalks, vacant lots, and in and around particular business establishments as a major deterrent for would-be shoppers. The committee members also identified the need to raise development density levels in the corridors by filling vacant lots near transit stops with residential and mixed-use development. In addition to helping draw more retail, higher density results in lower cost per unit, which translates into lower rent and sales prices. The committee recommended clustering businesses around the CTA train stations.



Community visioning workshop

To ensure public involvement process, residents were invited to participate with city staff, elected officials, business owners, and other stakeholders in a community-wide visioning workshop for the three retail corridors. The workshop was held on May 12, 2012 at the Charles Hayes Family Investment Center (4859 South Wabash Avenue). It was attended by 51 residents and stakeholders. The visioning workshop provided all community members with an opportunity to provide input in the planning process and help develop a vision statement and project goals.

The workshop began with a brief presentation by MPC on *Developing Vibrant Retail in Bronzeville*, a report outlining the recommendations of the Bronzeville Task Force that served as the foundation for this land use planning project. The participants were introduced to land use planning and zoning of commercial corridors through a presentation by the City of Chicago Department of Housing and Economic Development. Alderman Pat Dowell then briefed participants on some of the planning activities and development projects that have been recently completed in the area, are underway, or are planned for the near future. CMAP staff then gave an overview of the Bronzeville land use planning project, outlining its goals, scope, key project partners, timeline and the expected deliverables. Participants were presented with a draft vision statement and project goals, and then asked to review them and give feedback.

Figure 3.1 Participants at the Community Visioning Workshop



CMAP

After the presentations, participants were divided into four groups for a visioning exercise intended to identify desired uses for the corridors. Each group was provided with an aerial map, a zoning map, a land use map, and a detailed description of all the current land uses in the

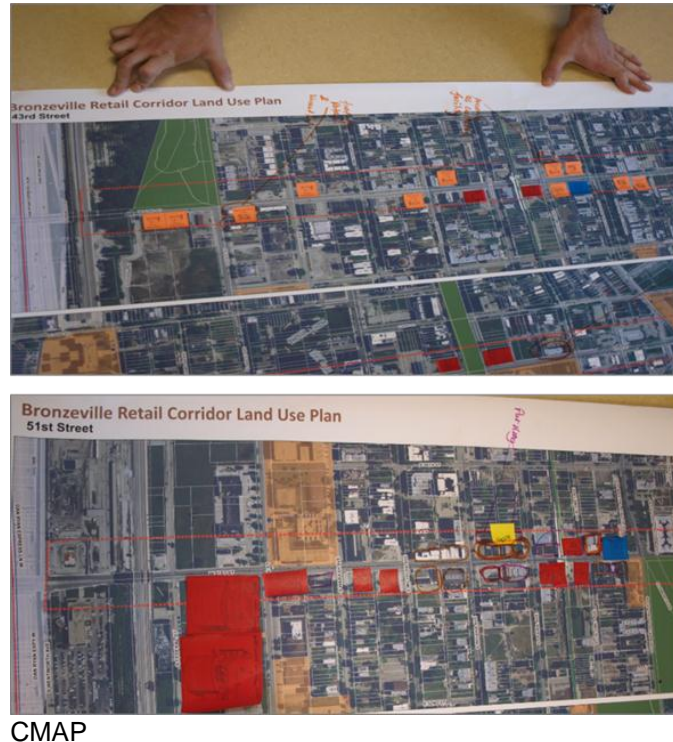


corridors. Participants were then asked to share their thoughts about the corridors, their likes and dislikes, needs and desires. They were given three questions to guide group discussion.

1. What are the issues, challenges and opportunities in these corridors?
2. What do you like/don't you like about the corridors? Where are they located? (use map)
3. Where would you put specific things? (e.g. entertainment or institutional uses)

A video of the three retail corridors played on a large screen during the discussion to help remind the participants of the appearance of these corridors. Participants discussed a wide range of issues including community desires and the pros and cons of existing conditions and opportunities in each corridor. They shared their personal preferences, discussed what they valued most about each retail corridor, and identified what issues they would like to see addressed in the Land Use Plan. They mentioned specific issues such as land use, zoning, retail variety, safety, streetscape, signage, and economic development opportunities. Participants had a chance to locate the corridors' strengths and challenges on the maps provided. They also discussed the draft vision statements and project goals presented by CMAP staff, ultimately endorsing them without major changes. The final vision statement adopted at the visioning session is shown in Figure 3.1:

Figure 3.2 Charrette Worksheets



CMAP

Specific details of the issues and concerns discussed by each group were recorded and then reported to the entire group. Despite the diversity of session participants, there was agreement in many of their comments. A majority of respondents wanted access to neighborhood services including restaurants, banks, grocery stores, and a movie theatre; a reduction (or strict regulation) of certain undesired businesses like liquor stores, check cashing, fast food restaurants, and beauty salons or barber shops; multimodal transportation systems with pedestrian friendly streetscape in the corridors including well maintained sidewalks, street lighting, bike racks, sheltered bus stops, and pedestrian curb cuts; mixed-use, multistory development with ample parking in the corridor.



Below are the challenges and opportunities identified by the visioning workshop participants for each of the three retail corridors:

43rd Street

1. What are the issues, challenges and opportunities?
 - a. Does not have density needed to support pedestrian-friendly retail
 - b. Too much vacant land
 - c. Excessive loitering around the Green Line stop and, also at Cottage Grove
 - d. Real and perceived crime
 - e. Missing key stakeholders (no destinations)
 - f. 3 vacant lots near MLK Center (43rd and Cottage Grove)
 - g. Park and Ride – none currently exists in the area
 - h. Look at TIF and other investment financing
 - i. Need to preserve businesses around Indiana and 43rd
 - j. Preserve landmarks
2. What do you like/don't you like about this corridor?
 - a. Need more B & C zoning class for office space
 - b. Clean up 44th & Prairie as well as 44th & Indiana
 - c. Poorly maintained L station
 - d. Need more technical assistance to business owners and perspective owners
 - e. Need to use existing mixed-use buildings
 - f. Like: quick train ride to downtown
3. Where would you put specific things? (entertainment/institutional venues)
 - a. More food venues around parks, youth sports areas
 - b. Cluster:
 - i. Restaurants around Bistro
 - ii. Entertainment around the L stop (i.e. Forum)
 - iii. City owned lots near the Green Line L stop
 - iv. Build up around the Bronzeville Coffee House
 - c. More parking
 - i. Retailers can co-own and be responsible for maintaining the parking lots

47th Street

1. What are the issues, challenges and opportunities?
 - a. Too much loitering by the L stop (need to beautify station, surrounding area)
 - b. A lot of vacant areas (State to King Dr.)
 - c. Availability of parking
 - d. Need a place for youth/teens to hang out
 - e.g. Youth Center (Center for New Horizons)
 - e. No office space (need more buildings with 2nd and 3rd floor office, with retail on bottom)



- f. No connection of park spaces
 - g. Need to fix the “crime perception” the area has
 - h. Create more business ownership opportunities, maintain existing businesses
 - i. Uncertainty about the Rosenwald building west and Bally’s Total Fitness east
 - j. Between King Drive and Dan Ryan, businesses have not evolved, need to work together, and be educated about city ordinances and zoning policies
 - k. Highlight cultural retail on built environment
2. What do you like/don’t you like about this corridor?
 - a. Look and feel , need to beautify 47th Street CTA L stop
 - b. Need children-oriented spaces
 - c. More 1st- floor retail
 - d. Create child care with retail nearby (similar to “Pump it Up” and “Gymboree”)
 - e. Good: Vibrant corridor (MLK to Michigan), Harold Washington Center anchors area, Black Pearl, Sutherland Building
 3. Where would you put specific things? (entertainment/institutional venues)
 - a. 47th and Cottage Grove good for institutional or entertainment
 - b. 46th and Cottage Grove (small retail space)
 - c. Mixed-use buildings, nonsubsidized rental options along the corridor
 - d. Need more neighborhood service businesses
 - i. florist, drycleaner, hardware store, computer services, mail services, bike shop

51st Street

1. What are the issues, challenges and opportunities?
 - a. Issues:
 - i. Businesses don’t clean sidewalks outside their stores
 - ii. Loitering by the L stop
 - iii. More marketing is needed
 - iv. Improve public safety
 - v. Pay attention to corner stores. There are too many of them and they don’t care much about the community (they encourage loitering)
 - vi. Corridor is in transition because of what is happening to the housing market
 - b. Challenges:
 - i. Brownfields at 51st and Michigan
 - ii. The look and feel of 51st Street is not consistent
 - iii. Need to lure artists
 - iv. Preserve building on 43rd and King Drive (dead end)
 - v. Proliferation of daycare placed near train station (just like 43rd street)
 - vi. Need home accessories
 1. Home goods store: 20,000 sq. ft. on State



- c. Opportunities:
 - i. Dense residential potential
 - ii. More programs in Washington Park
 - iii. 51st Street Business Association – to support local businesses
 - iv. Vacant lot at 51st and Michigan – development opportunity
 - v. Infill development (TOD opportunities)
 - vi. It is the shortest of the three corridors but is a lot more ripe for development
 - vii. Placemaking (SSA extension will make the area better area)
- 2. What do you like/don't you like about this corridor?
 - a. Likes:
 - i. Solid built environment, educate owners about building access and architecture
 - ii. Accessible by public transit
 - iii. Street width allows for development and streetscape
 - iv. Great restoration of White Terra Cotta building (next to the L stop)
 - b. Dislikes:
 - i. Not enough retail variety (lack of diversity)
 - ii. No streetscape
 - iii. Parking and transportation needs improvements in conjunction with vacant lots
 - iv. Need to turn current loitering into positive loitering
- 3. Where would you put specific things? (entertainment/institutional venues)
 - a. 51st and King Dr. needs more commercial activity
 - b. Food trucks, pop up businesses
 - c. Light Industrial manufacturing represented in the corridor, need more
 - d. Cultural and entertainment around 51st (Must be near the L)
 - e. Redefine Blues District
 - f. Create destination nodes (what are people interested in)

Participants were eager to offer solutions to some of the challenges that were identified, but were asked to wait for the June 16th public meeting, where they had the opportunity to propose ideas for addressing the challenges that are seen as highest priority for the land use plan. All of the issues and concerns discussed at the visioning workshop were recorded into a community visioning report that is guiding the development of the Bronzeville Retail Corridor Land Use Plan. The visioning report was reviewed and approved by the steering committee on June 5th. The committee discussed all the ideas raised at the visioning session and grouped them into land use and non-land use suggestions. They also recommended that the community residents be allowed to prioritize the issues by voting on the top issues during the community meeting. A planning charrette was held on June 16th at the Illinois Institute of Technology where residents prioritized the issues and challenges identified at the visioning workshop. They also proposed specific types of land uses that they want in the corridors and mapped out where they



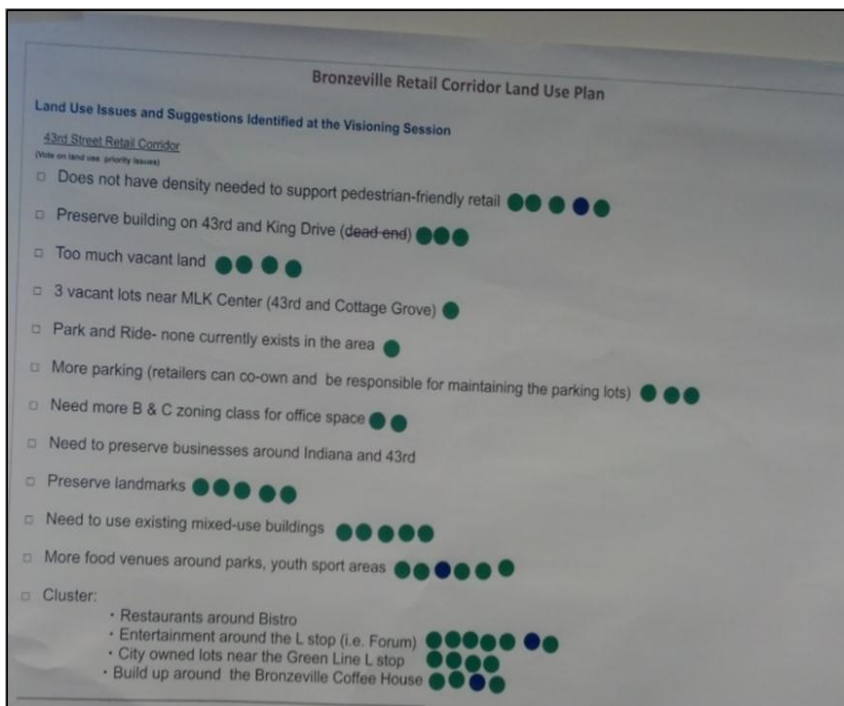
should be located. The figures 3.3 – 3.5 show how community residents prioritized the issues and challenges identified at the visioning workshop.

Land Use Issues and Suggestions Discussed at the Charrette Workshop

43rd Street corridor

- Does not have density needed to support pedestrian-friendly retail
- Preserve buildings around 43rd and King Drive
- Too much vacant land in the corridors
- Need a Park and Ride- none currently exists in the area
- Need more parking (retailers can co-own and be responsible for maintaining the parking lots)
- Need more B & C zoning class for office space
- Need to preserve businesses around Indiana and 43rd
- Preserve landmarks
- Need to use existing mixed-use buildings
- More food venues around parks, youth sport areas
- Retail Cluster:
 - Restaurants around Bistro
 - Entertainment around the L stop (i.e. Forum)
 - City owned lots near the Green Line L stop
 - Build up around the Bronzeville Coffee House

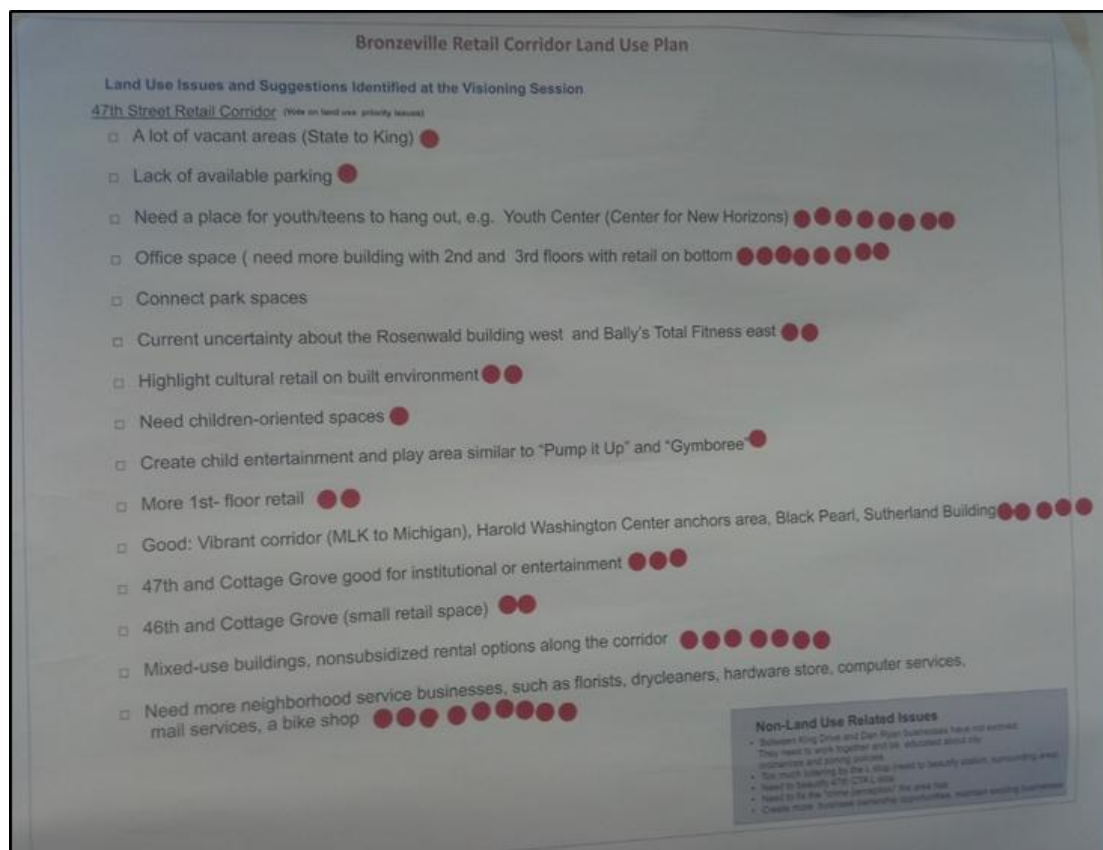
Figure 3.3 Priority Issues on 43rd Street Corridor



47th Street corridor

- A lot of vacant areas (particularly around State to King)
- Lack of available parking
- Need a place for youth/teens to hang out, e.g. Youth Center Need office space (need more building with 2nd and 3rd floors with retail on bottom
- Connect park spaces
- Current uncertainty about the Rosenwald building west and Bally's Total Fitness east
- Highlight cultural retail on built environment
- Need children-oriented spaces
- Create child entertainment and play area similar to "Pump it Up" and "Gymboree"
- More 1st- floor retail
- There is good vibrant section of the corridor from MLK to Michigan (Harold Washington Center anchors area, Black Pearl, Sutherland Building
- 47th and Cottage Grove good for institutional or entertainment
- 46th and Cottage Grove is ideal for small retail space)
- Need mixed-use buildings, nonsubsidized rental options along the corridor
- Need more neighborhood service businesses, such as florists, drycleaners, hardware store, computer services, mail services, a bike shop

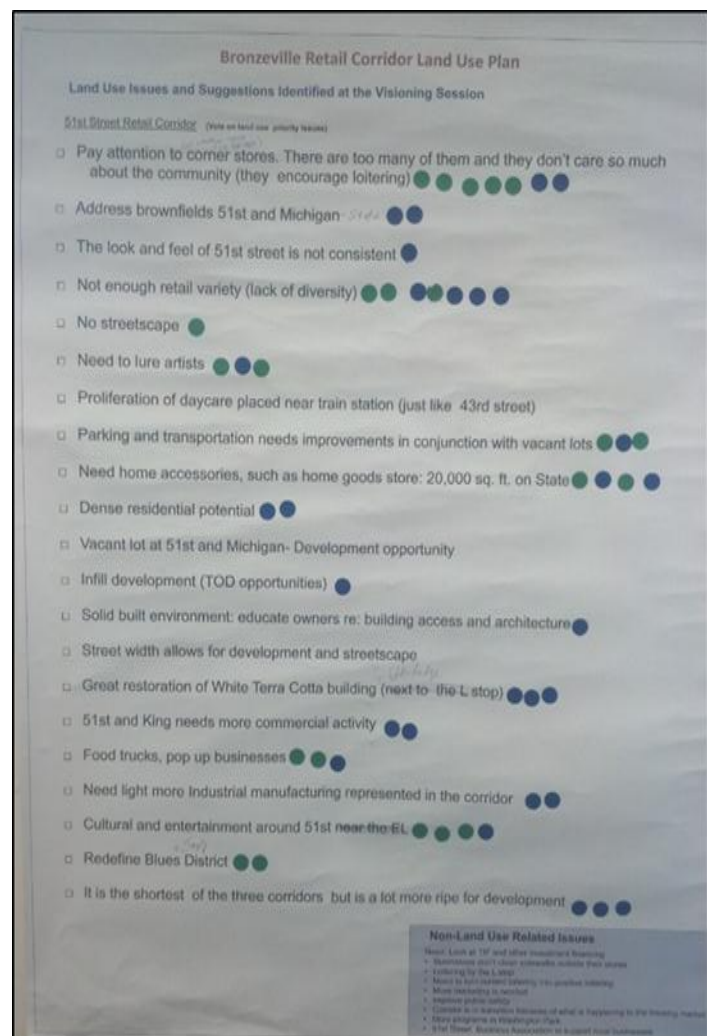
Figure 3.4 Priority Issues on 47th Street Corridor



51st Street corridor

- Pay attention to corner stores and those not on corners but with similar ambience. There are too many of them and they don't care so much about the community (they encourage loitering)
 - Address brownfields between 51st and Michigan
 - The look and feel of 51st street is not consistent
 - Not enough retail variety (lack of diversity)
 - No streetscape
 - Need to lure artists into the community
 - Proliferation of daycare placed near train station (just like 43rd street)
 - Parking and transportation needs improvements in conjunction with vacant lots
 - Need home accessories, such as home goods store: 20,000 sq. ft. on State
 - There is potential for dense residential development along the corridor
 - Vacant lot at 51st and Michigan- Development opportunity
 - Infill development (TOD opportunities) round the train stations
 - Need solid built environment: educate owners about building access and architecture
 - Current street width allows for development and streetscape
 - Great restoration of White Terra Cotta building (next to the L stop)
 - 51st and King needs more commercial activity
 - Food trucks, pop up businesses should be addressed
 - Need more light Industrial manufacturing in the corridor
 - Cultural and entertainment around 51st near the EL
 - Redefine Jazz and Blues District
 - It is the shortest of the three corridors but is a lot more ripe for development
- Figure 3.5 Priority Issues on 51st Street**
-
- Bronzeville Retail Corridor Land Use Plan**
- Land Use Issues and Suggestions Identified at the Visioning Session
- 51st Street Retail Corridor (Note on land use priority issues)
- Pay attention to corner stores. There are too many of them and they don't care so much about the community (they encourage loitering)
 - Address brownfields 51st and Michigan
 - The look and feel of 51st street is not consistent
 - Not enough retail variety (lack of diversity)
 - No streetscape
 - Need to lure artists
 - Proliferation of daycare placed near train station (just like 43rd street)
 - Parking and transportation needs improvements in conjunction with vacant lots
 - Need home accessories, such as home goods store: 20,000 sq. ft. on State
 - Dense residential potential
 - Vacant lot at 51st and Michigan- Development opportunity
 - Infill development (TOD opportunities)
 - Solid built environment: educate owners re: building access and architecture
 - Street width allows for development and streetscape
 - Great restoration of White Terra Cotta building (next to the L stop)
 - 51st and King needs more commercial activity
 - Food trucks, pop up businesses
 - Need light more Industrial manufacturing represented in the corridor
 - Cultural and entertainment around 51st near the EL
 - Redefine Blues District
 - It is the shortest of the three corridors but is a lot more ripe for development
- Non-Land Use Related Issues**
- Need to look at 1st and 2nd floor building
 - Businesses don't clean exteriors outside their doors
 - Looking for the L stop
 - Need to have better security for public housing
 - More housing is needed
 - Improve public safety
 - Consider to in relation to what is happening to the housing market

Figure 3.5 Priority Issues on 51st Street



SECTION FOUR

Demographic Profile

In order to understand the demographic and socioeconomic dynamics that impact the Bronzeville study area, tract-level data from the 2000 and 2010 U.S. Census, and 2006-2010 American Community Survey, were compiled and analyzed. A comparative and trend analysis was done with the same data set for the City of Chicago, Cook County and the Chicago IL-IN Urbanized Area (which includes all contiguous areas with a population density of more than 1,000 persons per square mile). Unless otherwise noted, demographic information included in this section is sourced from the 2010 U.S Census and represents the most current information authoritatively available at the time.

Key findings:

- **The Bronzeville Study Area experienced a population loss of more than one-tenth of its residents between 2000 and 2010.** The area's population decreased from 45,688 to 42,749, a loss of 5,152 residents.
- **While Bronzeville is still predominantly an African-American community, the area is becoming more ethnically diverse.** The Hispanic or Latino population increased by about 60%, growing from 620 to 991 between 2000 and 2010. The Asian population rose by more than 27%, going from 829 to 1,056. Residents who identify themselves as "Other" ethnic groups increased from 763 to 1,064, growing by about 39%.
- **Bronzeville has a smaller average household size (2.09) than the city of Chicago (2.52) and the region (2.72).** This can be attributed to a number of factors including the rise in single person households. Drawn by its proximity to Chicago downtown and Lake Michigan, unmarried, young urban professionals continue to move into the neighborhood. The relocation of many public housing residents from the area and the high number of seniors in the neighborhood are also contributing factors to the small average household size.
- **Approximately 43% of Bronzeville residents live in low-income households, earning less than \$25,000 a year.** This is a higher proportion than the county's (23.7%) and the region's (19.5%).
- **Over one-third of Bronzeville residents have earned a bachelor's degree or greater.** An even larger proportion (84.5%) of study area residents holds a high school diploma, which is fairly close to the rate for the region (85.5%) but higher than the rate for the city, 79.4%.



- **The unemployment rate is higher in Bronzeville than in the City of Chicago overall.** Over 16% of the labor force in the area is unemployed, 1.5 times the unemployment rate for city (11.1%) and nearly two times the regional average (8.9%). Nearly two-thirds of those 16 years and older are in the labor force.
- **Nearly three-quarters (75%) of the study area's households include extended family members.** 10% of these households are multigenerational.
- **A quarter (25%) of study area residents live in non-family households.** Non-married, heterosexual couples make up the majority of these households

Population and households

The Bronzeville study area lost 11.3% of its population between 2000 and 2010, or 5,152 residents. This drop in population is significantly higher than 6.9% population decline seen in the City of Chicago and more than three times the loss for Chicago Region. On the other hand, the region experienced a population increase of 3.5%. The study area's population decline can be attributed mostly to the demolition of public housing units in Bronzeville, which began in 2000. The public housing developments have been replaced by much lower density developments, of which only a third are for public housing residents. So there have been significantly less units coming back for public housing residents. Besides, private developments in the area have targeted middle- and high-income households which tend to be smaller in size. As a result, population gain has not been enough to offset the overall population loss caused by the displacement of public housing.

With a current population of 42,749, the Bronzeville study area has 20,460 households. Based on these numbers, the study area would have an average household size of 2.09, which is less than the City and regional averages.

Table 4.1 Total population and households

	Bronzeville Study Area	City of Chicago	Chicago Region
Population	42,749	2,695,598	8,431,386
Households	20,460	1,045,560	3,088,156
Average Household Size	2.09*	2.52	2.73
Source: Source – 2010 Census			
*Number is not generated from 2010 Census; calculated based upon total population and number of households			



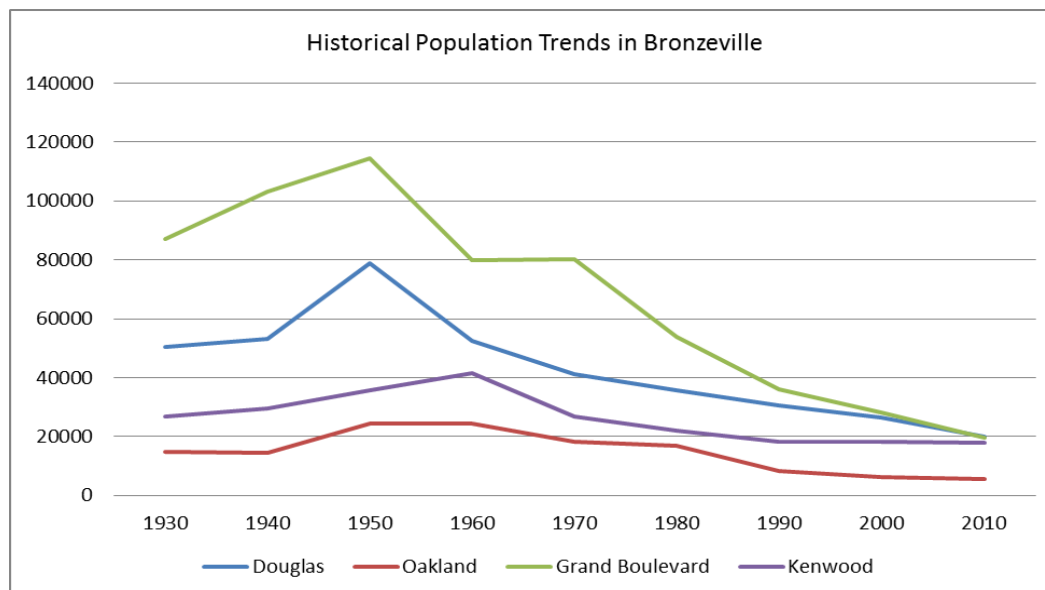
Table 4.2 Change in population, 2000-2010

	Bronzeville Study Area	City of Chicago	Chicago Region
Population, 2000	45,688	2,896,016	8,146,264
Population, 2010	42,479	2,695,598	8,431,386
Change, 2000-10	-5,152	-200,418	285,122
Change as %, 2000-2010	-11.3%	-6.9%	3.5%
Population, 2000	45,688	2,896,016	8,146,264

Source: Source – 2000 and 2010 Census

The historical population trends for the Chicago Community Areas (CCA) that comprise the study area are shown in Figure 4.1. Analysis of historical census data reveals that the community areas have lost significant population since the 1950s. The population of Grand Boulevard and Douglas, which together form the heart of the historic black belt, peaked in the 1950s. It then dropped suddenly when the restrictive housing covenant was lifted allowing African Americans to move out of the historic Bronzeville neighborhood.

Analysis of the census data also shows that CHA's Plan for Transformation has produced a significant population loss in the area, as residents were relocated before and during construction. As new units become available, that trend should begin to reverse. However, since new developments are not as dense as the ones that were torn down, there will still be a net population loss.

Figure 4.1 Historic population trends in the Bronzeville area

Source – 2000 and 2010 Census



Race and ethnicity

Historically, Bronzeville has been a predominantly African-American community. This segment of the population still represents the majority in the study area at nearly 85%. Although the black population in the study area has generally declined, their population share exceeds that of Chicago (32.4%) and remains more than four times that of the region as a whole (17.4%).

Between 2000 and 2010, the study area saw the African-American population decline by 14.9%, while Chicago saw a decline of 17.2% in the same period. However, this was still significantly high compared to 9.0% decreases for the county, and a 4.7% decrease for the region. On the other hand, the study area saw a major increase in the populations of the other ethnic groups. During the same period, there was a population increase of 6.6% for Whites, 28.1% for Asians, 71.2% for Hispanics or Latinos, and 46.5% for those who identify with "Other" ethnic groups. The increase in the population of these ethnic groups has been attributed to the redevelopment of the area, spurred by Bronzeville's proximity to the loop and Lake Michigan. The increases for Asian and Hispanic populations in the study area mirrored trends in the city, county, as well as the region as a whole.

Table 4.3 Race and ethnicity, 2010

	Bronzeville Study Area		City of Chicago		Chicago Region	
	Count	Percent	Count	Percent	Count	Percent
Black or African American	36,217	84.7%	872,286	32.4%	1,465,417	17.4%
White	3,421	8.0%	854,717	31.7%	4,486,557	53.2%
Asian	1,056	2.5%	144,903	5.4%	513,694	6.1%
Hispanic or Latino*	991	2.3%	778,862	28.9%	1,823,609	21.6%
Other**	1,064	2.5%	44,830	1.7%	142,109	1.7%

Source: Source - 2010 Census

* includes Hispanic or Latino residents of any race

** includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some Other Race, and Two or More Races

Table 4.4 Change in race and ethnicity, 2000-2010

	Bronzeville Study Area		City of Chicago		Chicago Region	
	Change in Population	Percent Change	Change in Population	Percent Change	Change in Population	Percent Change
Black or African American	-6,054	-14.9%	-181,453	-17.2%	-72,117	-4.7%
White	206	6.6%	-52,449	-5.8%	-200,702	-4.3%
Asian	227	28.1%	20,466	16.5%	137,701	36.6%
Hispanic or Latin	371	71.2%	25,218	3.4%	414,407	29.4%
Other**	301	46.5%	-12,200	-21.4%	5,833	4.3%

Source: Source - 2010 Census



Age and Income

The Bronzeville study area has a similar age breakdown as the city and region. Proportionally, the study area has a higher senior population (65 years and over), representing 14.0% of the area's total population, than Chicago (10.3%) and the region (11.3%).

Table 4.5 Age cohorts, 2010

	Bronzeville Study Area		City of Chicago		Chicago Region	
	Count	Percent	Count	Percent	Count	Percent
Under 19 years	10,983	25.7%	699,363	25.9%	2,346,937	27.8%
20 to 34 years	9,304	21.8%	738,578	27.4%	1,790,049	21.2%
35 to 49 years	8,834	20.7%	550,001	20.4%	1,807,886	21.4%
50 to 64 years	7,621	17.8%	429,724	15.9%	1,534,488	18.2%
65 to 79 years	4,281	10.0%	201,795	7.5%	679,470	8.1%
80 years and over	1,726	4.0%	76,137	2.8%	272,556	3.2%
Source: 2010 Census						

The Bronzeville study area has residents of all income levels. Approximately 43% of the residents earn less than \$25,000 per year, higher than the corresponding levels for the city (29.1%) and region (19.5%). Although there is no official 2010 Census figure for the study area's median household income, it is expected to be significantly lower than the median household income for the city (\$46,877) or the region (\$60,289). This can be explained by the higher proportion (62%) of Bronzeville households with incomes less than \$50,000. About 8% of the households in the study area earn more than \$150,000, which is comparable to the city's 8.6%. A significantly larger number of households in the region (12%) earn at least \$150,000.

Table 4.6 Household income, 2010

	Bronzeville Study Area		City of Chicago		Chicago Region	
	Count	Percent	Count	Percent	Count	Percent
Less than \$25,000	8,768	43.0%	300,788	29.1%	594,251	19.5%
\$25,000 to \$49,999	3,842	18.9%	241,112	23.3%	650,102	21.4%
\$50,000 to \$74,999	2,876	14.1%	177,613	17.2%	553,681	18.2%
\$75,000 to \$99,999	1,713	8.4%	113,429	11.0%	414,960	13.6%
\$100,000 to \$149,000	1,552	7.6%	110,858	10.7%	460,697	15.1%
\$150,000 and over	1,618	7.9%	89,222	8.6%	370,397	12.2%
Median Income (2010)	\$25,000*		\$46,877		\$60,289	
Source - 2006-2010 ACS						
*From a study by McKinsey & Company						



Educational attainment

Almost 85% of Bronzeville study area residents 25 years or older hold high school diplomas, as shown in Table 4.7. This proportion is roughly consistent with that of the region (85.5%) but higher than the rate for the city, 79.4%. More than 37% of the study area's residents have earned a bachelor's or advanced degree. This proportion is greater than the rates for the city (32.2%) and region (34.8%). This could possibly be due to the area having a number of graduate students that attend colleges in the area or nearby including the University of Chicago, Illinois Institute of Technology or Illinois College of Optometry. There are also several theological seminaries in the adjacent area. Some of the academic staff that prefers to live near work could also be a contributing factor. Alternatively, a number of students might be choosing to stay in the area after graduating from college, given the area's good transportation system and proximity to downtown as well as several amenities.

Table 4.7 Educational levels, 2010

	Bronzeville Study Area		City of Chicago		Chicago Region	
	Count	Percent	Count	Percent	Count	Percent
Population, 25 years and over	28,847	100.0%	1,768,053	100.0%	5,450,630	100.0%
High school diploma or higher	24,365	84.5%	1,403,628	79.4%	4,661,868	85.5%
Bachelor's degree or higher	10,744	37.2%	570,134	32.2%	1,899,328	34.8%
<i>Source – 2010 Census</i>						

Employment status of Bronzeville residents

Like the city and region, around two-thirds of the Bronzeville population older than 16 is a part of the labor force. Of the residents who are a part of the labor force, the majority are employed. However, the unemployment rate in the Bronzeville study area is significantly higher than city and regional averages as shown in Table 4.8. The proportion of unemployed in the study area (16.4%) is higher than that of the city (11.1%) and the region (8.9%).

Table 4.8 Employment status, 2010

	Bronzeville Study Area		City of Chicago		Chicago Region	
	Count	Percent	Count	Percent	Count	Percent
Population, 16 years and over	33,047	100.0%	2,138,877	100.0%	6,481,308	100.0%
In labor force	21,483	65.0%	1,410,294	65.9%	4,429,414	68.3%
Employed	17,911	83.4%	1,252,656	88.8%	4,020,137	90.8%
Unemployed	3,527	16.4%	156,915	11.1%	395,392	8.9%
Not in labor force	11,564	35.0%	728,583	34.1%	2,051,894	31.7%
<i>Source - 2006-2010 ACS</i>						



SECTION FIVE

Economic Assessment

Economic health is a key aspect for any community. This section examines key economic and market indicators in Bronzeville such as employment trends, dominating industries, and commercial property trends. Various data resources were utilized and analyzed in assembling this assessment, including U.S. Census Bureau, the 2005-2009 American Community Survey, Longitudinal Employer-Household Dynamics (LEHD), ESRI Business Analyst, Dun and Bradstreet, CoStar, Illinois Department of Revenue, the Illinois Department of Employment Security as well data gathered from previous studies and reports.

Key findings:

- **Bronzeville has a shortage of private sector jobs, but public sector, institutional and nonprofit employers have filled the gap.** The private sector's 7,510 jobs in 2010 accounted for only 36 percent of the total 20,790 jobs in Bronzeville. The number of private sector workers in Bronzeville decreased six percent between 2001 and 2010, better than the decreases for the City of Chicago (12 percent) and the Chicago region (10 percent).
-
- **Bronzeville's employment base has a strong service orientation.** Two-thirds of jobs in Bronzeville are concentrated in health care and social assistance, retail, educational services, accommodation and food services, and real estate rental and leasing industries.
- **Bronzeville workers are generally from Chicago's South Side and south suburbs.** Workers in the Bronzeville study area come from all over Chicago, but the majority comes from within a ten-mile radius of the study area.
- **Bronzeville has an overabundance of retail space, when compared to its submarket and the Chicago region.** On a percentage basis, Bronzeville has more than twice (53.4%) as much retail space as its South Side submarket (19.7%) or the Chicago region as a whole (24.3%).



Employment trends

Bronzeville's employment base suffers from a dearth of private sector jobs, but public sector, institutional, and nonprofit employers have filled the gap. For analysis purposes, data was collected for Chicago ZIP codes 60615 and 60653, which roughly correspond to the boundaries of the Bronzeville study area. According to the Illinois Department of Employment Security, which collects data on private sector employment only, there were approximately 7,500 private sector jobs in Bronzeville in 2010. Furthermore, between 2001 and 2010 Bronzeville experienced a six percent decline in private sector jobs. While the decline is significant, Bronzeville fared well relative to the South Side, Chicago overall and the region. The South Side (all of Chicago south of the Stevenson Expressway) lost 16 percent of its private sector jobs from 2001-2010; Chicago lost nearly 12 percent, while the region lost 10 percent. Tables 5.1 and 5.2 below provide 2000 and 2010 employment and establishment counts for the study area, the South Side, Chicago, and the region.

Table 5.1 Private-sector employment estimates

	Bronzeville Study Area	South Side	Chicago	6-County Region
Employment, 2001	7,986	203,267	1,141,970	3,487,542
Employment, 2011	7,510	170,991	1,011,151	3,133,051
Change, 2001-11	-476	-32,276	-130,819	-354,491
Change as %, 2001-11	-6.0%	-15.9%	-11.5%	-10.2%
*The 6-County Region includes those counties with detailed employment data available through IDES. These counties include Cook, DuPage, Lake, Kane, McHenry and Will Counties Source: Illinois Department of Employment Security				

Perhaps a better way of understanding the lack of private sector jobs in the Bronzeville area is by comparing the area to others in Illinois. Table 5.2 illustrates the number of private sector jobs per resident in 2011 for Bronzeville, the South Side (all of Chicago south of the Stevenson Expressway), all of Chicago, and the six-county, CMAP region. Viewed in this way, Bronzeville has about one-fourth as many private sector jobs as Chicago overall or the Chicago region.

Table 5.2 Residents per private sector job

	Bronzeville Study Area	South Side	Chicago	6-County Region
Residents per job	9.39	6.14	2.67	2.65
Source: CMAP analysis of Illinois Department of Employment Security Data; U.S. Census Bureau				

Still, this data does not explain the entire employment story for Bronzeville. Much of the private sector job loss has been buffeted by gains in public and nonprofit sector jobs that are not accounted for in the Illinois Department of Employment Security data. Additional data from the U.S. Census Bureau's Longitudinal Employment-Household Dynamics (LEHD) database paints a fuller picture of employment in the area. According to the LED database, which counts



primary jobs (public and nonprofit sector jobs as well as private sector jobs), the zip codes that comprise Bronzeville contained 20,790 jobs in 2011. That includes jobs within the Chicago Police Department's headquarters, numerous Chicago Public Schools, and social service providers such as Centers for New Horizons. When these jobs are included in an estimate of residents per job, Bronzeville compares more favorably with Chicago and the region.

Table 5.3 Residents per primary sector job

	Bronzeville Study Area	South Side	Chicago	6-County Region
Residents per Job	3.39	5.01	2.33	2.35
<i>Source: CMAP analysis of Illinois Department of Employment Security Data; U.S. Census Bureau</i>				

Bronzeville's private sector employment base has a strong service orientation, with two-thirds of jobs concentrated in service industries. Approximately 68 percent of all of Bronzeville's private sector jobs are in the health care, retail, educational services, accommodation and food services and real estate rental and leasing sectors. Similar jobs make up 37 percent of the employment base for Chicago, and 39 percent of jobs within the region. Health care and social assistance is the single biggest employment sector representing 18 percent of all Bronzeville jobs.

Table 5.4 Private Sector Employment of workers by industry, 2011

Industry Sector	Count	Percent
Health Care and Social Assistance	1373	18.3%
Retail Trade	1044	13.9%
Educational Services	968	12.9%
Accommodation and Food Services	896	11.9%
Real Estate and Rental and Leasing	794	10.6%
Other Services (excluding Public Administration)	391	5.2%
Finance and Insurance	275	3.7%
Construction	199	2.6%
Transportation and Warehousing	135	1.8%
Professional, Scientific, and Technical Services	118	1.6%
Manufacturing	96	1.3%
Administration & Support, Waste Management & Remediation	89	1.2%
Information	59	0.8%
Arts, Entertainment, and Recreation	8	0.1%
Wholesale Trade	0	0.0%
Public Administration	0	0.0%
Management of Companies and Enterprises	0	0.0%
Utilities	0	0.0%
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Total	7,510	100.0%
<i>Source: Illinois Department of Employment Security</i>		



Bronzeville's reliance on the public and nonprofit sectors is reflected in the types of businesses within its list of top employers. According to data compiled by ESRI Business Analyst, the Chicago Public Schools and Chicago Police Department are the two largest employers in the Bronzeville area. Also on the list of top employers are social assistance providers like Centers for New Horizons, health care and nursing home facilities, the U.S. Postal Service and real estate offices.

Table 5.5 Top ten Bronzeville employers, 2011

Employer	2011 Employment
Chicago Public Schools.	1,150
Chicago Police Department	551
Centers for New Horizons	250
Walgreens	190
William Dawson Nursing Center	175
Community Care Center	170
Regents Park LLC	150
U.S. Postal Service	111
Avenue Care Center	110
Keller Williams Realty	104
<i>Source: ESRI Business Analyst</i>	

Missing from the above list is the University of Chicago, which is partially located within ZIP code 60615 but whose employment data was not listed in the above data source. CMAP staff independently verified that there are approximately 14,500 employees of the University, but there is no breakdown of employment by ZIP code of University workers.

The Bronzeville study area attracts workers from Chicago's South Side and south suburbs. According to the U.S. Census Bureau Longitudinal Employment-Household Dynamics, 87% of Bronzeville's workers live in Chicago, with approximately 10% living in Bronzeville itself. Suburban Bronzeville workers typically travel from the south suburbs, generally within about a ten mile radius of the study area (Note: discrepancies between the employment number reported by the Illinois Department of Employment Security and the U.S. Census Bureau are due to differences in the reporting of jobs; IDES' broader definition of employment includes part-time employment, while the Census data does not). Table 5.6 illustrates residential origin of Bronzeville workers.

The maps in Figures 5.1a and 5.1b provide a graphical depiction of where Bronzeville workers live. The Bronzeville ZIP code area under study is outlined in orange at the center of each map. Darker shades of blue indicate areas that contribute a greater proportion of Bronzeville's employment base and lighter shades of blue show those contributing a lesser proportion. While



the map for zip code 60615 shows workers come generally from the immediate surrounding area, the map for zip code 60653 shows large concentrations of workers coming from Chicago's southwest side, northwest side, South Loop, and other South Side locations. One explanation may be that numerous public sector workers (police officers, firefighters, and teachers) live in those locations and are drawn to public sector jobs in the Bronzeville area. Several Chicago public schools as well as the headquarters of the Chicago Police Department are located in Bronzeville where thousands of public sector employees work. Please note that the map on Fig 5.1b does not depict the full extent of Bronzeville worker origin, but it does depict major concentrations of the majority of workers.

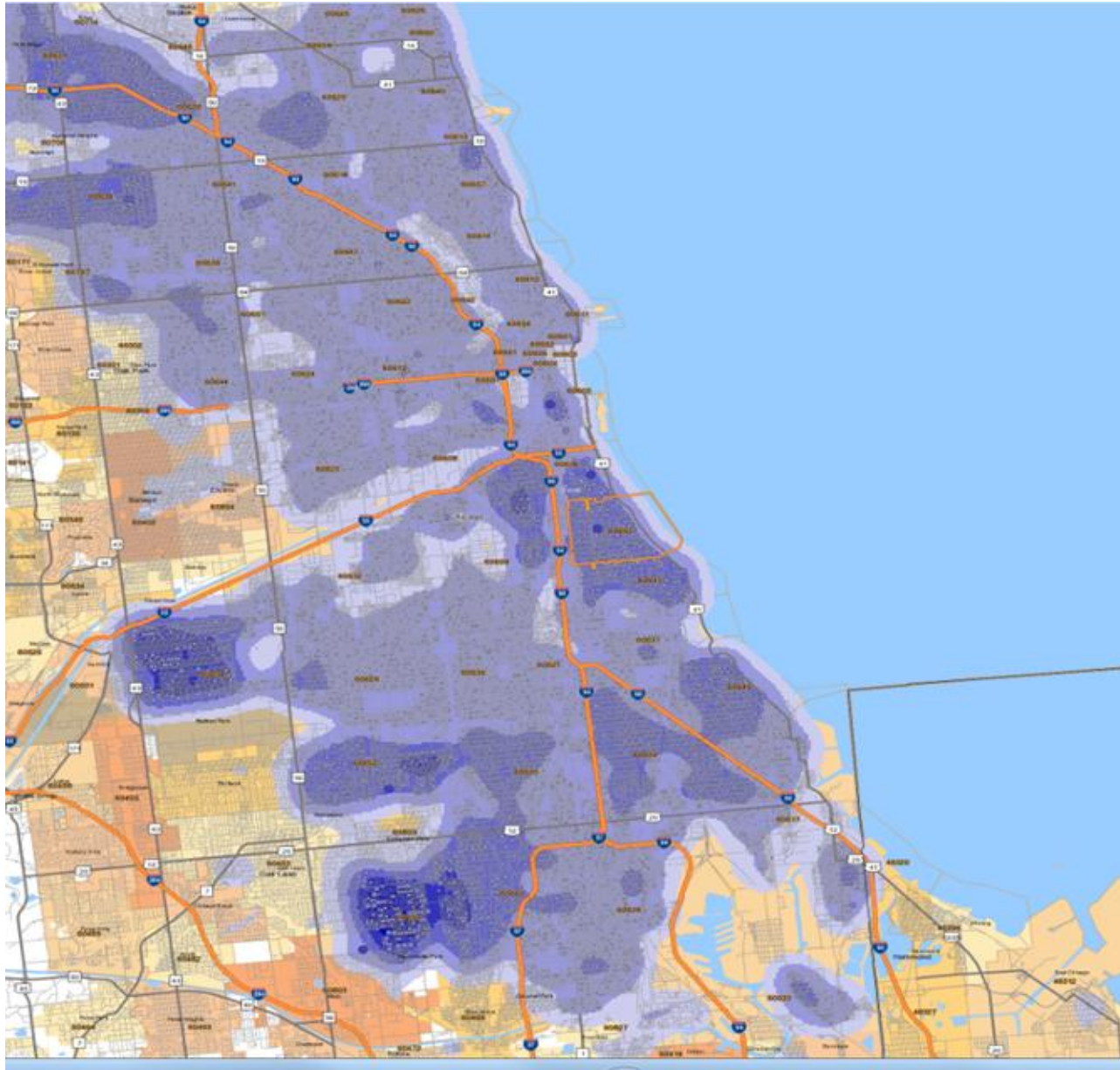
The majority of residents of the Bronzeville study area work within the City of Chicago. A significant share also work in south Cook suburbs, including Oak Lawn, Blue Island, South Holland, Harvey, Lansing and Alsip (See Table 8.8).

Table 5.6 Employment location of Bronzeville residents, 2010

	Count	Percent
Total Primary Jobs*	33,579	
Chicago, IL	20,762	61.8%
Oak Lawn, IL	378	1.1%
Springfield, IL	280	0.8%
Alsip, IL	266	0.8%
Blue Island, IL	256	0.8%
South Holland, IL	252	0.8%
Bedford Park, IL	242	0.7%
Harvey, IL	239	0.7%
Schaumburg, IL	236	0.7%
Lansing, IL	234	0.7%
Other Locations		
In Cook County	5,555	16.5%
In DuPage County	1,552	4.6%
In Will County	582	1.7%
In Lake County, IL	451	1.3%
In Lake County, IN	438	1.3%
In Kane County	334	1.0%
In Other Counties	1,522	4.5%
* Primary Jobs include public and private sector jobs. Primary Jobs represent the highest paying job for an individual worker. Source: LEHD		



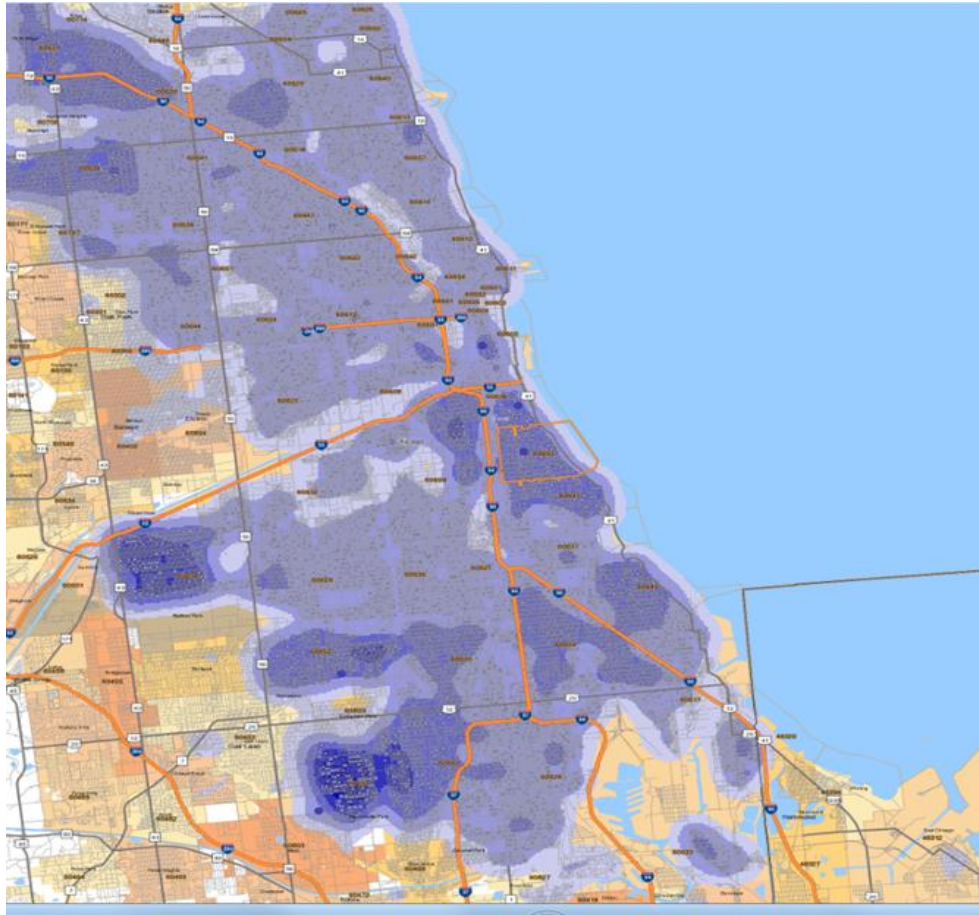
Figure 5.1a Residence locations of Bronzeville workers in ZIP code 60615, 2009



LEHD : ZIP Code 60615 Employment Shed



Figure 5.1b Residence locations of Bronzeville workers in ZIP code 60653, 2009



LEHD : ZIP Code 60653 Employment Shed

Commercial property

Bronzeville has an overabundance of retail space, when compared to its submarket and the Chicago region. According to Co-Star, a commercial real-estate database, Bronzeville has approximately 3.9 million square feet of commercial space; most of this is retail (53%), followed by office (28%), and then industrial space (18%). On a percentage basis, Bronzeville has more than twice as much retail space as its South-Side submarket and the Chicago region, as demonstrated in Table 5.8.

Table 5.7 Percentage of commercial real estate square footage by type, 2012 1Q

	Bronzeville Study Area	City of Chicago	Chicago Region
Retail	53.4%	19.7%	24.3%
Industrial	18.2%	75.8%	53.7%
Office	28.4%	4.5%	22.0%
<i>Source: CMAP analysis of CoStar data</i>			



Co-Star data estimates that the Bronzeville study area contains over 2 million square feet of retail space and over a million square feet of office space (Table 5.8). A Retail Market Analysis conducted by CMAP reveals that through the first quarter of 2012, about 15% of Bronzeville's commercial space is vacant, a rate that is higher than that of its surrounding, Chicago South Side submarket (10.3%) or the region (11.1%).

Table 5.8 Commercial real estate square footage by type, 2012 1Q

	Bronzeville*		South Side of Chicago Submarket**		Region***	
	Total RBA	Vacancy Rate	Total RBA	Vacancy Rate	Total RBA	Vacancy Rate
Retail	3,732,935	15.0%	28,848,118	5.9%	503,754,813	8.4%
Industrial	704,654	3.2%	111,127,361	11.5%	1,113,291,440	10.8%
Office	1,103,758	2.2%	6,548,009	8.5%	456,219,342	14.7%
Total Commercial Real Estate	5,541,347	7.0%	146,523,488	10.3%	2,073,265,595	11.1%
<i>*The retail numbers are drawn from CMAP market analysis because the estimates from Costar were too low</i> <i>**Submarket includes all Chicago properties south of I-55</i> <i>** CoStar's Chicago Region includes portions of Northwest Indiana and southwest Wisconsin</i> <i>Source: CMAP Analysis of CoStar data</i>						

CMAP is currently conducting an in-depth analysis of the retail market for the study area which will provide more accurate data on commercial properties including the retail leakage, square footage demand and vacancy rates. However, two retail-market studies have been conducted in the area in the last three years. The Local Initiatives Support Corporation (LISC) MetroEdge completed a retail scan of the area in January, 2010. The Chicago Community Loan Fund also commissioned a market study of the State Street corridor in 2009. The studies revealed several important findings: Bronzeville has over \$175 million worth of concentrated buying power per square mile, which exceeds the City of Chicago's \$168 million per square mile. This higher buying power per square mile could be the result of including the more affluent Kenwood neighborhood in the study area. The MetroEdge study found that the area can support 475,000-700,000 square feet of new retail in top categories such as general merchandise, home supply, and restaurant and clothing stores. That estimate did take in to account the existing retail vacancy in Bronzeville at the time. The analysis also revealed that middle-income households has been steadily rising in Bronzeville thus contributing to an overall diversification of neighborhood incomes; the city had invested over \$450 million in the neighborhood between 2005 and 2009; and State Street's deep lots provide greater opportunity for large-format retail than the other corridors.



The study also estimated the amount of square footage of retail space that the area can support. Table 5.9 shows the “estimated square footage” by retail categories that the study area would support based on national retail sales standards. The number includes the retail spaces that already exist in the area. In order to determine the demand for new development, one has to factor in the amount of retail spaces that already exists in Bronzeville including the occupied and vacant retail spaces in the commercial corridors.

Figure 5.2 Proposed restaurants on 51st street



Credit: Urban Juncture

Table 5.9 Retail potential in square footage

Category	Retail Leakage (\$)	Sales Per square Foot (\$)	Estimated (Sq. Ft)
Eating & drinking	42,297,757	390	108,456
Food Stores	29,888,461	196	152,492
Hardware/Building Material	19,163,332	321	59,699
Household Appliances, Radio & TV stores	17,723,791	329	53,872
Apparel and Accessory Stores	17,596,413	293	60,056
Furniture and Home Furnishing Stores	13,425,319	331	40,560
Drug and Proprietary Stores	-12,254,567	381	N/A

Source: MetroEdge Metrics, Claritas Business Facts 2003, ISCSC (2003) - January 2010

**The data applies to area bounded by 51st Street, Dan Ryan, 37th Street and Lakeshore Drive, which roughly approximates the study area for the land use planning project*



SECTION SIX

Land Use and Development

The section describes the existing land use and development conditions within and near Bronzeville, with a focus on types of uses, existing zoning, and the built environment. The information in this section has been obtained from CMAP's Geographic Information System (GIS) database and through a visual assessment of the retail corridors using CMAP's Full Circle Project.

Key findings:

- **Bronzeville has a significant amount of vacant lots.** Vacant land makes up over 10% of the land area in the study area. The study area has 1,650 city-owned vacant lots (213 Acres) and 1,099 privately-owned vacant lots (132 Acres). Several vacant lots line the commercial corridors that are the focus of this land use planning effort. This presents great opportunity for development.
- **There are many institutional uses in the study area, with educational and religious uses accounting for over 10% of the total land area.**
- **Analysis of the zoning reveals that most of the study area is zoned for multi-family residential (42%),** with zoning for single family housing accounting for approximately 5% of the total land area. A significant amount (17%) of the area is zoned for townhomes.
- **B3 is the most common type of business zoning classification in the area,** accounting for about 8% of the total land area. Taken together, B1 and B2 zoning account for less than 1% of the total area. B1 zoning allows smaller scale “neighborhood” retail uses with dwelling units above ground. B2 also designate small scale “neighborhood” business or residential use but offers more flexibility in that it allows residential use on the first floor, usually at intersections of low traffic volume streets. B3 zoning designate community shopping destination and permits a wide range of retail and service establishments in buildings or groups of buildings on a larger scale than “neighborhood”, storefront retail.
- **Development around CTA stations in Bronzeville is sparse and inconsistent.** Updating zoning around the CTA stations could help facilitate the redevelopment of the station areas as hubs of neighborhood economic activity. Even though the current zoning allows mixed-use development, building heights are restricted to 38 feet. Changing the zoning to allow for denser development could attract more development in these areas and encourage use of public transit. A study by the Regional Transit Authority (RTA) around the 43rd Street Green Line station found out that these station areas have great potential for strategic infill development to act as catalysts for neighborhood enhancement.



Land use in the commercial corridors

The Bronzeville study area is about 3 square miles and is characterized by a wide range of land uses including residential commercial, open space, and institutional uses. Residential uses comprises 53% of the land, vacant land 10.8%, commercial and office 8.9%, public open space 6.6%, and institutional uses 11.5%. Table 6.1 gives the acreage and percentage of total land for different land uses in Bronzeville.

Figure 6.1 Land Use by acreage and percentage of total in the study area, 2012

Land use classification	Acres	Percent
Multifamily Residential	776.01	39.9%
Single Family Residential	266.00	13.7%
Institutional	223.41	11.5%
Vacant Land	209.29	10.8%
Commercial	172.62	8.9%
Transportation	155.50	8.0%
Open Space	128.65	6.6%
Construction	10.51	0.5%
Utilities and Waste	4.01	0.2%
Total	1946.00	100.0%
<i>Source: CMAP</i>		

A wide range of uses exists in the selected retail corridors. The range of land uses include residential, commercial, office, religious, parking, civic uses, and public open space. A few buildings in the target retail corridors have irregular setbacks that create a disorderly street edge. The signage and lighting standards are also inconsistent in some sections of the corridors, as are the streetscapes. The existing land uses in the area can be classified as follows:

Single Family Residential – Consists of lots used for residential purposes, including mostly one-family homes. May include some two-family homes, and open space within or adjacent to a related residential development.

Multi-Family Residential – Consists of parcels used for residential purposes, including duplexes, triplexes, townhomes, apartment buildings and condominiums. These parcels accommodate primarily multi-family residential typologies including apartments and condominiums. May include open space within or adjacent to a related residential development.

Mixed Use – The parcels contain two or more of the following: residential, industrial, commercial and/or office, and institutional uses, where the primary use is residential. Parcels contain a mix of residential, retail, office, and institutional uses arranged in a compact and pedestrian-friendly development pattern. The buildings on these parcels are configured as mixed-use with residential units above retail.

Commercial – Includes parcels associated with provision of goods or services in the neighborhood. These parcels contain retail, office, service-oriented commercial uses that serve



the day-to day needs of households within walking distance or short driving distance of the Bronzeville neighborhood.

Regional Commercial – Includes parcels containing shopping, entertainment, and employment services supported by the greater region and surrounding communities, not only Bronzeville. A good example here would be the Provident Hospital of Cook County on 51st Street or the Harold Washington Cultural Center on 47th and King Drive

Light Industrial – Parcels contain lower intensity-industrial uses with manufacturing activities that have lower environmental impact than those associated with heavy industry as well as smaller footprints. Ancillary limited commercial uses like restaurants or health clubs may be located in these zones, often buffered by landscaping or screening. There are some light industrial uses on the western portion of 51st street

Office – Includes parcels that contain buildings with uses that are predominantly administrative, professional, or clerical services; includes medical clinics. There are sizable number of office buildings in the study area, most of them located around the IIT campus and in Hyde Park but very few office buildings are actually located along the target corridors

Institutional – Included parcels with buildings that primarily serve as religious, governmental, educational, social or healthcare facilities (excluding health clinics).

Parks & Recreation – Includes parcels used primarily for public recreation activities, improved with playfields/grounds or exercise equipment, neighborhood parks, or other similar uses.

Open Space – Used to serve three different purposes; resource protection or buffer; preserve unaltered land in its natural state for environmental or aesthetic purposes; and support unorganized public recreational activities, may contain trails, picnic areas, public fishing etc. In the study area, Open Space is mostly concentrated along the lakefront

Transportation or Roadway Rights-of-Way (ROW) – Parcels used for public or private vehicular, freight or transit rail or pedestrian rights-of-way.

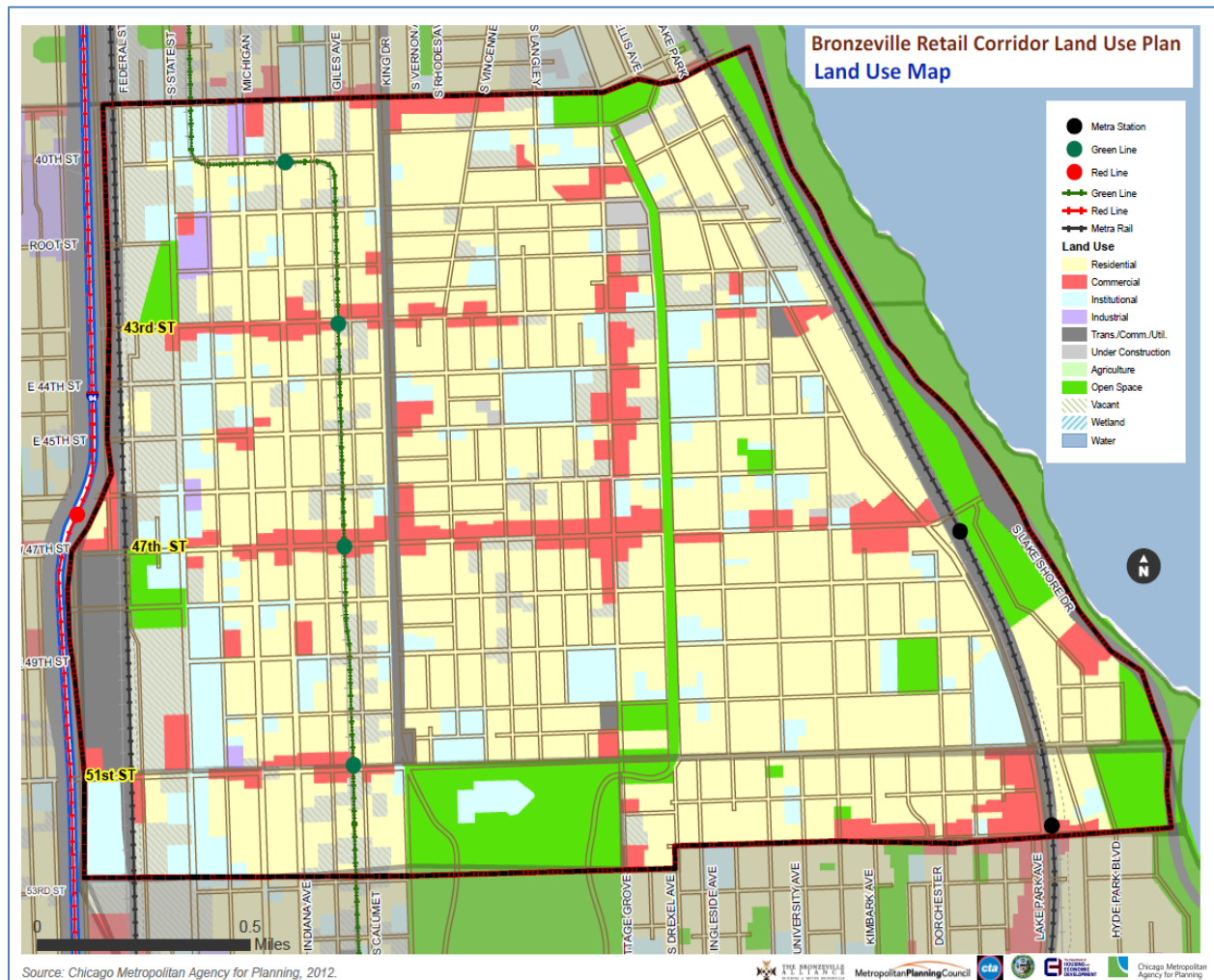
Utility – Public or private land occupied by a power plant or substation, electric transmission line, oil or gas pipeline, water tower, municipal well, reservoir, pumping station, water treatment facility, communications tower, or similar use.

Parking/Parking lot – Includes parcels that serve as parking for public or private vehicles. May be paved (parking lot) or not (temporary use)

Undeveloped or Vacant – Includes parcels identified for future uses. Could serve any purpose depending on its zoning designation and the surrounding uses



Figure 6.1 Land Use Map



Source: CMAP

43rd Street

43rd Street offers direct access to I-94, as well as CTA's Green Line. There are approximately 190 parcels along the corridor between South Lake Park Avenue and the expressway, with an estimated 7,000 cars passing through the area daily. 43rd Street has the most scattered retail pattern of the three corridors; it also has the highest percentage of vacant land at nearly 57% of all parcels. Most (89%) vacant parcels on 43rd Street are city owned, which presents an opportunity for land assembly in priority nodes. The 43rd Street retail corridor presents a variety of land uses, including institutional use on the eastern end and Metcalfe Park to the west. Several retail clusters exist along the corridor. Three businesses – Ain't She Sweet Café, Agriculture men's boutique, and the Bronzeville Coffee



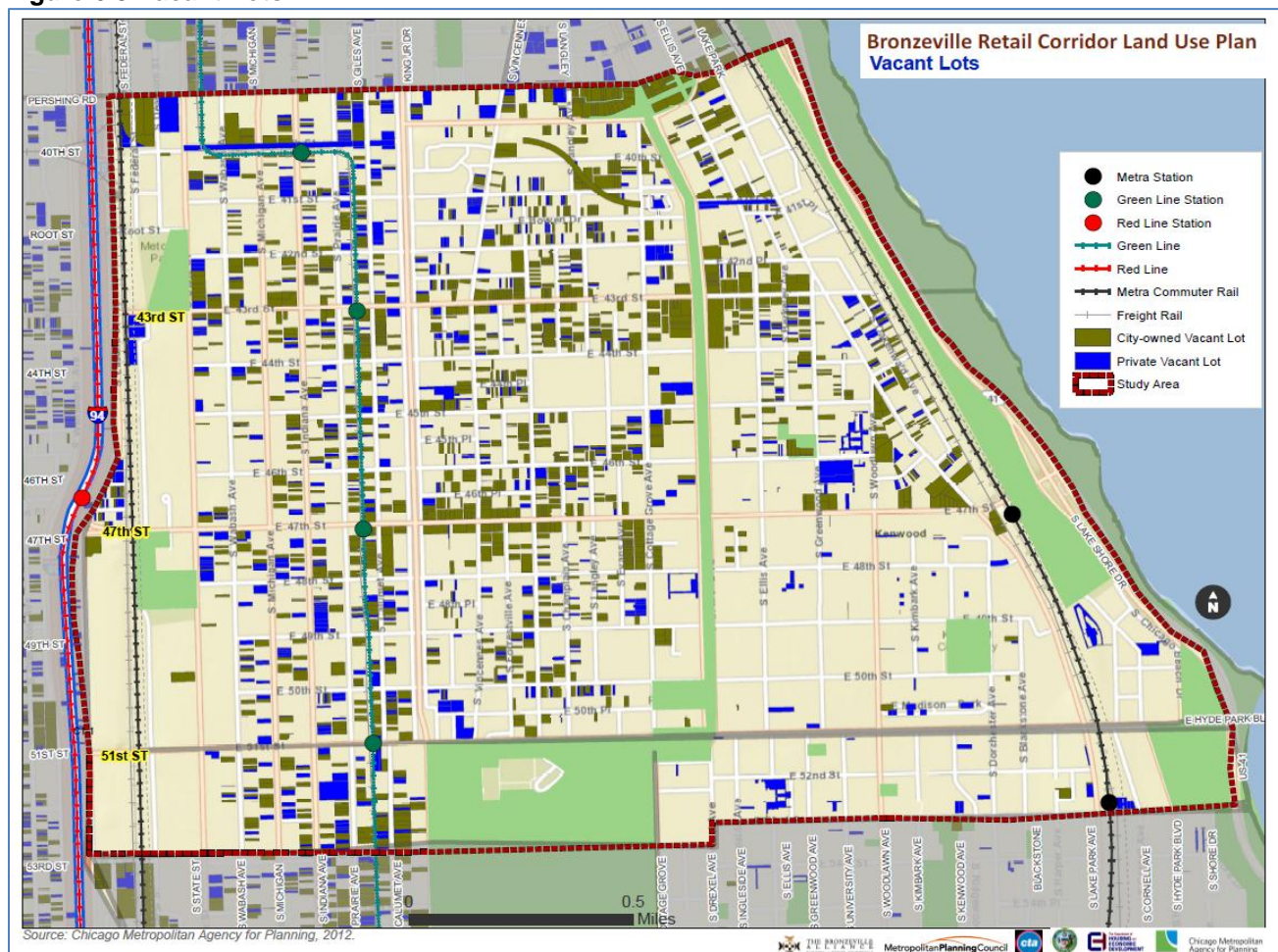
House – have located between Vincennes and Forrestville Avenues, in the past two years with plans to open a Generations bank across the street in the works. Local entrepreneur Norman Bolden has an upscale event space and bistro between Ellis and Greenwood; a local art gallery and a women’s boutique complete the cluster. Quad Communities Development Corporation has led an effort to encourage development at the intersection of 43rd and Cottage Grove, resulting in the opening of The Connection, a martial arts facility, as well as a planned dialysis center that will include retail space. Three CHA mixed-income developments also intersect the 43rd Street corridor: Legends South at State Street; Jazz on the Boulevard along South Cottage Grove; and Lake Park Crescent along S. Lake Park Avenue.

Figure 6.2 A café on 43rd street



Photo Credit: QCDC

Figure 6.3 Vacant Lots



Source: CMAP



47th Street

47th Street boasts access to both CTA Red and Green lines, as well as direct access to the Dan Ryan Expressway to the west and Lakeshore Drive to the east. The corridor's unique access to transit and both highways results in high traffic volume (AADT) of 13,100 cars per day. There are approximately 190 individual parcels on 47th Street between the Dan Ryan and S. Lake Park Avenue. Nearly 50 % of these lots are vacant, with the city holding title for approximately 87%. Most city-owned vacancies are located between King Drive and S. Champlain Avenue. Empty, vacant, and unkempt properties present a challenge on the 47th Street corridor, contributing to safety concerns.

47th Street hosts a wide variety of retail uses, as well as significant institutional and residential properties. Urban clothing store are clustered around the Green Line station, while mid-sized businesses such as Bally's, Walgreens, and Footlocker are concentrated further east, near S. Lake Park Avenue. Several grocery stores line the corridor. The important intersections of King Drive and S. Cottage Grove Avenues have positive retail momentum. 47th and King Drive is anchored by the Harold Washington Cultural Center, a retail hub that seems to be realizing its potential with the opening of several new restaurants and continued occupancy of Jokes and Notes comedy club and the Jamaican consulate. The Cultural Center had experienced a setback when fire forced the closure of several businesses in 2010. At Cottage Grove, Shops and Lofts at 47 is a planned anchor development that includes a WalMart, although the economic downturn has forced developers from abandoning the originally planned condo-orientation in favor of a rental-retail mix. The Little Black Pearl Art Center at 47th and Greenwood adds an artistic touch to the corridor, providing passers-by with examples of its art programming in brightly-lit front windows.

Beyond its current offerings, 47th Street has many development opportunities. The Sutherland Hotel, a former jazz venue, is slated for rehabilitation. The historic Rosenwald apartment building, on the western edge of the 47th Street corridor, has attracted the interest of developers and received Tax Increment Financing (TIF) approval through the Chicago Community Development Commission. A new restaurant at King Drive, Peaches, will add to the area's current culinary selection.

51st Street

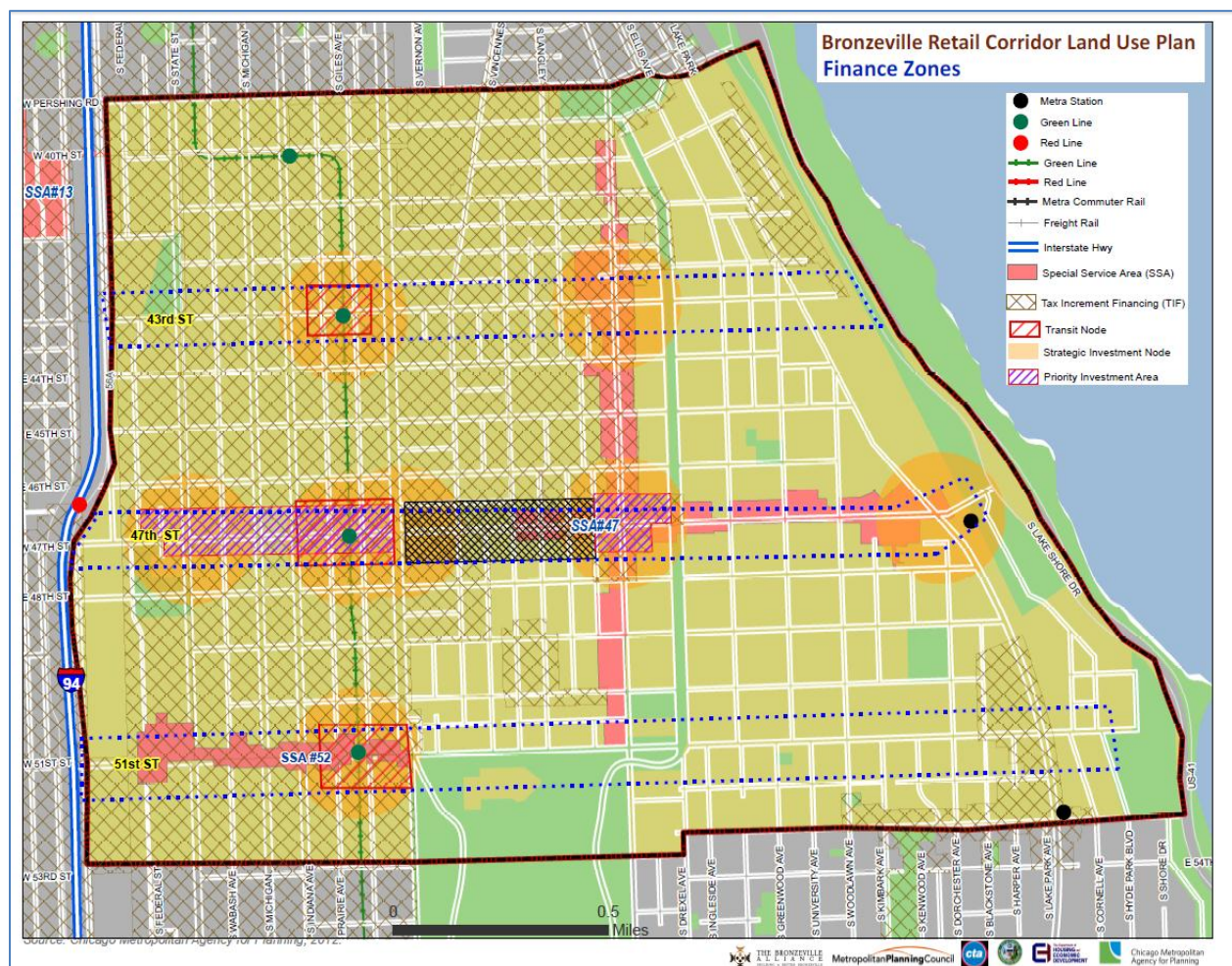
Most of 51st Street from Lake Park Avenue to the Dan Ryan Expressway is residential. However, retail nodes exist on both ends of the street. The largest retail concentration is located in Hyde Park near Lake Park Avenue, where large retailers like Village Foods can be found. A large shopping center called Lake Village sits on the eastern end of 51st street. However, the eastern end of 51st Street caters primarily to Hyde Park residents, who do not shop regularly in Bronzeville.



The western end of 51st Street is populated by mostly small businesses such as Hyde Park Liquor, Cain's Barber College, SOS Security, and Red Apple Food & Liquor.

A CTA Green Line station is located on 51st Street between King Drive and Indiana Avenue. The section between Cottage Grove and King Drive is occupied principally by residential land uses and Washington Park. A small strip mall anchored by a Walgreens sits at the intersection of 51st Street and Cottage Grove. A number of small businesses on 51st Street are expanding, including SOS Security which has just added an atrium and the new Swagger Lounge at the northwest corner of 51st Street and Prairie Avenue. Urban Juncture, a local investor received City approvals and Tax Increment Financing to open Bronzeville Cookin', a dining destination that will house four, locally-owned and operated restaurants celebrating the cuisines and cultures of the African Diaspora. Cain's Barber College, located just west of King Drive is also planning on expanding in its current location. Two TIF Districts, the 47th and State TIF and the 47th and King TIF are located on the western portion of the 51st Street retail corridor.

Figure 6.4 Financing Zones in Bronzeville study area



Source: CMAP



Zoning

Large areas of Bronzeville are zoned for residential uses, mostly medium and high density residential. A number of lots are also zoned for commercial and business uses, particularly along the retail corridors that are the focus of this land use planning project. Planned Unit Development (PUD) districts are common in the study area, comprising 326 acres or 16% of the total land area. The high frequency of PUD districts in this area indicates a lack of predictability in future development pattern as the built environment is often negotiated and not necessarily based on existing zoning. The current zoning is shown in Figure 6.2, and the acreage and key characteristics of the major zoning classifications are summarized in Table 6.2 and Table 6.3, respectively. Some of the zoning categories with low densities, such as RS-1, are not included in Table 6.3 because they will not be recommended for the corridor. A complete summary list of the Chicago zoning codes can be found at <http://www.clvn.org/pdf/zoningCodeSummary.pdf>. The zoning code description table does not include the Planned Unit Development categories because they are often subject to negotiation. Overall, the study area does not currently have a zoning category specifically for open space or parking.

Table 6.2 Zoning by acreage and percentage of total land in the study area, 2012

ZONING	Area (Acres)	Percent	PD ZONING	Area (Acres)	Percent
B1-1	2.97	0.15%	PD 121	5.95	0.31%
B1-2	0.45	0.02%	PD 141	14.47	0.74%
B1-3	5.58	0.29%	PD 159	3.53	0.18%
B1-5	4.18	0.21%	PD 250	1.71	0.09%
B2-1	0.09	0.00%	PD 279	1.46	0.08%
B3-2	33.48	1.72%	PD 334	0.53	0.03%
B3-3	119.72	6.15%	PD 335	0.45	0.02%
B3-5	1.07	0.05%	PD 555	4.85	0.25%
B7-6	2.17	0.11%	PD 59	6.40	0.33%
C1-1	1.10	0.06%	PD 61	10.29	0.53%
C1-2	31.01	1.59%	PD 62	17.09	0.88%
C1-3	35.83	1.84%	PD 640	5.58	0.29%
C1-5	1.22	0.06%	PD 687	4.62	0.24%
C2-1	0.70	0.04%	PD 817	18.25	0.94%
C2-2	5.00	0.26%	PD 838	6.55	0.34%
C2-3	12.21	0.63%	PD 840	0.00	0.00%
C2-5	0.87	0.04%	PD 892	15.85	0.81%
M1-2	61.99	3.19%	PD 939	0.89	0.05%
M1-3	26.50	1.36%	PD 99	14.51	0.75%
M2-3	11.63	0.60%	POS-1	168.06	8.64%
RM-5	784.60	40.32%	POS-2	24.95	1.28%
RM-6	3.73	0.19%	Source: City of Chicago		
RM-6	28.71	1.48%			
RS-1	102.54	5.27%			
RS-3	4.62	0.24%			
RT-4	338.05	17.37%			



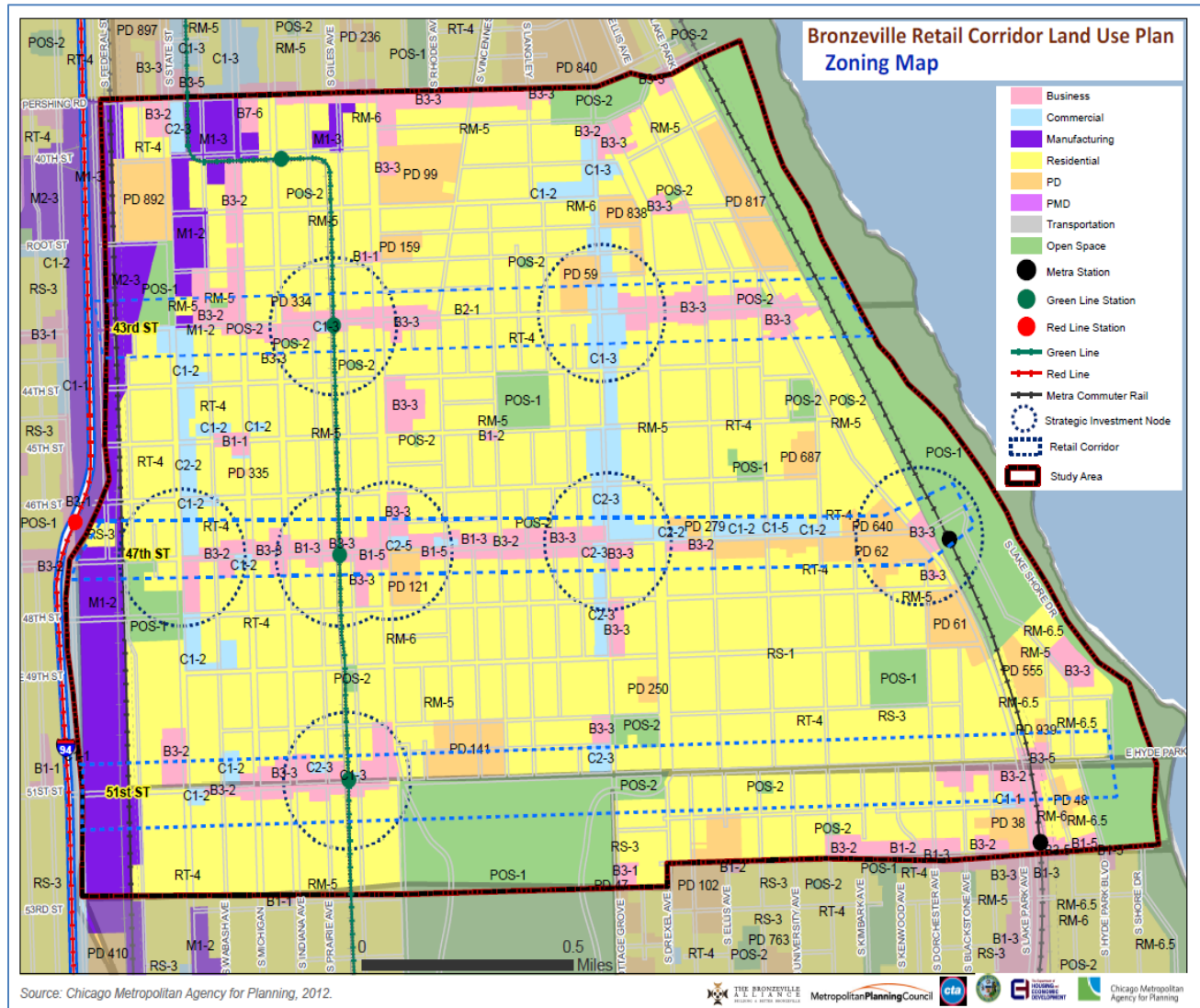
Table 6.3 Descriptions⁶ of residential zoning districts in Bronzeville

Code	Description
RS3	A single home that represents the only dwelling on a lot.
RT4	This applies to 3-flat residences and townhouses.
RM5	These are multi-unit residences of 3.5 through 4 stories.
RM6	This zoning is used for multi-unit residences that have more than 5 stories. These buildings are sometimes called “mid-rise” or “high-rise.” They may have tens or hundreds of individual units spread over many stories. Generally, access to individual units is through common entries.
B1-1	This zoning allows retail space – usually smaller, “neighborhood” stores – on the lowest floor or floors and residential units on floors above. This zoning refers to the familiar “storefront” business districts, characterized by little or no off-street parking and easy access to pedestrians. Overall, this zoning has a height limit of 38 feet.
B1-1.5	Intermediate zoning between B1-1 and B1-2.
B1-2	This zoning allows neighborhood retail space – usually small shops – on the lowest floor and residential units on floors above. Overall, this zoning has a height limit of about 50 feet.
B1-3	This zoning describes buildings with neighborhood retail stores on the first floor or floors, and residential units on floors above. This zoning has a height limit of about 65 feet.
B1-5	This zoning describes buildings with neighborhood retail stores on the first floor or floors, and residential units on floors above. This zoning has a height limit of about 80 feet.
B2	This zoning designation allows business or residential use on the first floor of the structure, with residential units on floors above. Flexibility to allow residential on the first floor, as opposed to floors above the first as is the case with B1 zoning, can help stimulate development on streets where market demand for retail or services is low. This might be the case in an underdeveloped area.
B3-1	This zoning is described as a “community” shopping district. This permits a wide range of retail and service establishments in buildings or groups of buildings on a larger scale than “neighborhood”, storefront retail. B3 zoning is used in shopping malls and strip centers where it is assumed that users of the site will be drawn from a larger geographic area. Also, it is assumed that many will access the stores, restaurants and businesses at the site by driving, so space for off-street parking is necessary.
B3-2*	Describes small scale retail (neighborhood shopping) with dwelling units above ground with FAR of 2.2
B3-3*	Describes a small scale retail (neighborhood shopping) with dwelling units above ground with FAR of 3
C1-1	Allows commercial space – usually offices or restaurants – on the first floor and residential units on floors above. Overall, this zoning has a height limit of 38 feet. Sites housing public entities such as hospitals, libraries, and government agencies are also generally zoned commercial.
C1-2*	Neighborhood commercial with dwelling units above ground
C1-3*	Neighborhood commercial with dwelling units above ground
C2-1	Motor-vehicle related commercial district. This zoning permits a range of business and service uses. It also allows for outdoor and rooftop operations. A common application for this zoning would be an automobile service center. Usually, some off-street parking is required, and planners assume that most users of the location will be accessing it via automobile. Other commercial uses for C2 zoning may be garden centers or amusement venues.
C2-2/C2-3	Zoning for large sites that are destination oriented. It permits dwelling units above ground floor and has no front yard requirement unless it is abutting a residential property in which case a minimum of 50% of residential lot is required
C3	Permits commercial, retail, service and manufacturing uses, but not residential housing. Generally, this zoning is used for large sites with access to major streets.
Source: City of Chicago Zoning Ordinance, and http://www.clvn.org/pdf/zoningCodeSummary.pdf	

⁶ <http://www.clvn.org/pdf/zoningCodeSummary.pdf>



Figure 6.5 Zoning Map



Source: CMAP



SECTION SEVEN

Housing

This section describes the key characteristics of the housing in Bronzeville with a focus on the age, occupancy, type and housing value. Data discussed in this section comes from the 2000 and 2010 U.S. Censuses, the 2005-2009 American Community Survey, Trulia, and RealtyTrac.

Key findings:

- **The Bronzeville area consists primarily of multi-family housing developments with about 77% of the study area's housing stock being three or more units.** Although the area is not as dense as it used to be, it still shows signs of former high levels of residential density that is now interspersed with vacant land.
- **Approximately 15% of the study area's housing units are vacant.** Both the city and region have lower vacancy rates than the Bronzeville study area, at 12.5% and 8.5%, respectively.
- **More than one-tenth of the study area's housing stock was constructed in the last decade.** These new housing units are attributed to mixed-income developments related to the Chicago Housing Authority's (CHA) Plan for Transformation as well as private developments that have occurred as a result of CHA's reinvestment in the area.
- **The majority of the housing stock in the Bronzeville is renter-occupied.** Approximately 71% of occupied housing units are renter-occupied. Over one-quarter of occupied homes are owner-occupied.

Housing type and age

Historically, the study area has been a high density development area, and home to a number of high-rise, public housing buildings. Beginning in 2000, many of these high-rises have been demolished. The primary housing type in the study area is multi-family residential buildings consisting of three or more units.

Comparatively, the percentage (77.4%) of multi-unit buildings in the area is higher than that of

Figure 7.1 CHA mixed-use development on State Street



the city (54.6%) and region (34.5%). About one-tenth of the housing in the study area is single-family, detached housing. This is very low compared to the city or the region, which have more than twice that amount of single-family, detached housing. The Bronzeville study area, however, has more single-family *attached* housing units than the city (3.7%). This could be due to the surge in townhome and condominium developments throughout the study area.

Table 7.1 Housing type (units)

	Bronzeville Study Area		City of Chicago		Chicago Region	
	Count	Percent	Count	Percent	Count	Percent
Total	24,420	100.0%	1,197,741	100.0%	3,322,705	100.0%
Single, detached	2,815	11.5%	311,308	26.0%	1,648,558	49.6%
Single, attached	1,571	6.4%	43,748	3.7%	245,272	7.4%
2 Units	1,122	4.6%	185,849	15.5%	254,173	7.6%
3 to 4 Units	4,730	19.4%	193,315	16.1%	281,934	8.5%
5+ Units	14,162	58.0%	460,648	38.5%	865,562	26.0%
<i>Source: 2006-10 American Community Survey, U.S. Census</i>						

Bronzeville's housing stock is relatively young, compared to the City of Chicago. Around one-third of the housing units in the Bronzeville study area were built before 1940, while Chicago has nearly 45% of its housing units constructed in 1939 or earlier. Similar to the city and region, the study area has seen increased housing development over the last ten years. Figure 7.2 shows the historical trends of total housing units for the neighborhoods comprising the study area.

Table 7.2 Housing age

	Bronzeville Study Area		City of Chicago		Chicago Region	
	Count	Percent	Count	Percent	Count	Percent
Built 2000 and after	3,246	13.3%	82042	6.8%	307,175	9.2%
Built 1990 to 1999	1,344	5.5%	48814	4.1%	345,094	10.4%
Built 1980 to 1989	1,447	5.9%	46735	3.9%	305,277	9.2%
Built 1970 to 1979	3,116	12.8%	85920	7.2%	476,954	14.4%
Built 1960 to 1969	2,264	9.3%	117249	9.8%	411,159	12.4%
Built 1950 to 1959	2,512	10.3%	158412	13.2%	460,203	13.9%
Built 1940 to 1949	1,817	7.4%	120945	10.1%	231,878	7.0%
Built 1939 or earlier	8,674	35.5%	537624	44.9%	784,965	23.6%
Median age, 2009	n/a		1945		1965	
Source: 2005-09 American Community Survey, U.S. Census						

Housing occupancy, tenure, value, and foreclosures

Approximately 15% of the study area's housing units are vacant. Both the city and region have lower vacancy rates than the Bronzeville study area, at 12.5% and 8.5%, respectively.



Table 7.3 Housing occupancy

	Bronzeville Study Area		City of Chicago		Chicago Region	
	Count	Percent	Count	Percent	Count	Percent
Occupied	20,460	85.0%	1,045,560	87.5%	3,088,156	91.6%
Vacant	3,622	15.0%	148,777	12.5%	284,601	8.4%
<i>Source: 2010 Census, US Census Bureau</i>						

Housing tenure

The study area has a lower homeownership rate than the city or the region-wide average. As is the case with many inner-city neighborhoods, most of the occupied housing units in the study area are renter-occupied. 71% of the study area's occupied housing units are renter-occupied. On the other hand, only 34.5% of the occupied housing units in the region are renter-occupied. This difference in housing tenure can be associated with many residents in the area not earning enough to afford their own homes, as well as overall market conditions. See Table 4.7 for household incomes in the study area.

Table 7.4 Housing tenure

	Bronzeville Study Area		City of Chicago		Chicago Region	
	Count	Percent	Count	Percent	Count	Percent
Total occupied units	20,460	100.0%	1,045,560	100.0%	3,088,156	100.0%
Owner-Occupied	5,863	28.7%	469,562	44.9%	2,022,176	65.5%
Renter-Occupied	14,597	71.3%	575,998	55.1%	1,065,980	34.5%
<i>Source: 2010 Census, US Census Bureau</i>						

Home values

Almost one-fifth of the housing units in the study area were valued between \$300,000 and \$399,000 as of 2010 which are comparable to the city and region. This figure might be skewed by the inclusion of Kenwood neighborhood, which is characterized by expensive single family homes. However, the study area has more homes that value on the low and high ends of spectrum—less than \$100,000 and more than \$400,000. Housing units that value at more than \$400,000 can be attributed to the historical significance of the homes in the study area, the presence of the fairly affluent Kenwood neighborhood as well as the area's proximity to the lake and the loop. See Table 7.5 for further details on housing values. Home values in the study area increased steadily from 1950s through the 1980s, driven in part by inflation, but primarily by the appreciation in the real estate market, as was the case in most parts of the city.

When the housing market burst, home values plunged as was the case throughout the county. According to Trulia, the median sale price in ZIP code 60653 has decreased by approximately 72%, from \$274,000 at the end of 2007 to the current median of \$75,550, compared to \$170,000 for Chicago (end of June 2012). Similarly, the average sale price for a home in Zip Code 60615



has declined by approximately 61% over the past five from \$240,000 at the end of 2007. Many of the other ZIP codes surrounding 60615 and 60653 have experienced similar depreciations in home values.

The Trulia home values should be taken with caution as they are normally derived by averaging the values of homes sold in an area. Given the current depressed state of the economy, it is possible that people are buying more of houses in the lower end of the spectrum which is reflecting in the very low median home values. Most of the housing sales in the area are foreclosed condominiums with very low purchase prices which are leading to the low median sale price for the zip codes. The larger single-family homes that tend to have high purchase prices are hardly selling in the area.

Table 7.5 Housing value

	Bronzeville Study Area		City of Chicago		Chicago Region	
	Count	Percent	Count	Percent	Count	Percent
Less than \$100,000	669	10.1%	35,377	7.2%	108,665	5.3%
\$100,000 to \$149,999	427	6.4%	43,950	8.9%	182,204	8.9%
\$150,000 to \$199,999	762	11.5%	71,669	14.5%	313,805	15.3%
\$200,000 to \$249,999	771	11.6%	73,452	14.9%	330,215	16.1%
\$250,000 to \$299,000	864	13.0%	58,574	11.9%	236,885	11.6%
\$300,000 to \$399,999	1,117	16.9%	93,400	18.9%	389,185	19.0%
\$400,000 to \$499,999	704	10.6%	47,030	9.5%	196,534	9.6%
\$500,000 to \$749,999	765	11.6%	42,968	8.7%	181,827	8.9%
\$750,000* or more	542	8.2%	27,399	5.5%	107,841	5.3%
Median value, 2009	n/a		\$269,200		\$249,900	
Source: 2005-09 American Community Survey, U.S. Census						
*the \$750,000 plus homes are mostly concentrated in Kenwood neighborhood						

Housing foreclosures

According to RealtyTrac, there are 443 foreclosed homes in ZIP code 60615 and 459 foreclosed homes in ZIP code 60653, with a combined total of 902 foreclosed homes in the study area as of April 2012. This equates to 1 in every 27 housing units in the study area being in foreclosure as of April 2012. The average sales price for a foreclosed housing unit in the area is \$51,333.



Public-housing in the Bronzeville study area

The Bronzeville area has a higher concentration of public housing than any other part of the City. It was once home to high-rise public housing developments, including Ida B. Wells, Madden Park, Robert Taylor Homes, and Stateway Gardens. These housing units, administered by the Chicago Housing Authority (CHA), were constructed between 1939 and 1970. These developments were originally intended to serve as homes for war-industry workers and their families, as well as transitional housing for veterans and low-income residents.⁷ In time, area public housing developments became sites of concentrated poverty, violence, crime, and drugs. To combat these issues, the Chicago Housing Authority created the Plan for Transformation, providing comprehensive services to public housing residents in an effort to integrate this population into the larger city.

The demolition of the public housing units began in 2002. CHA has sought to replace these units with mixed-income communities. Below is a table summarizing CHA units by housing types within the Bronzeville study area. CHA's mixed-income developments include CHA public-housing units, affordable (non-CHA) units and market-rate units. In addition to the 725 CHA public-housing units that had been constructed as of December 2011, there are also 689 affordable (non-CHA) units, and 547 market-rate units. The affordable and market-rate categories include both rental and for-sale units.

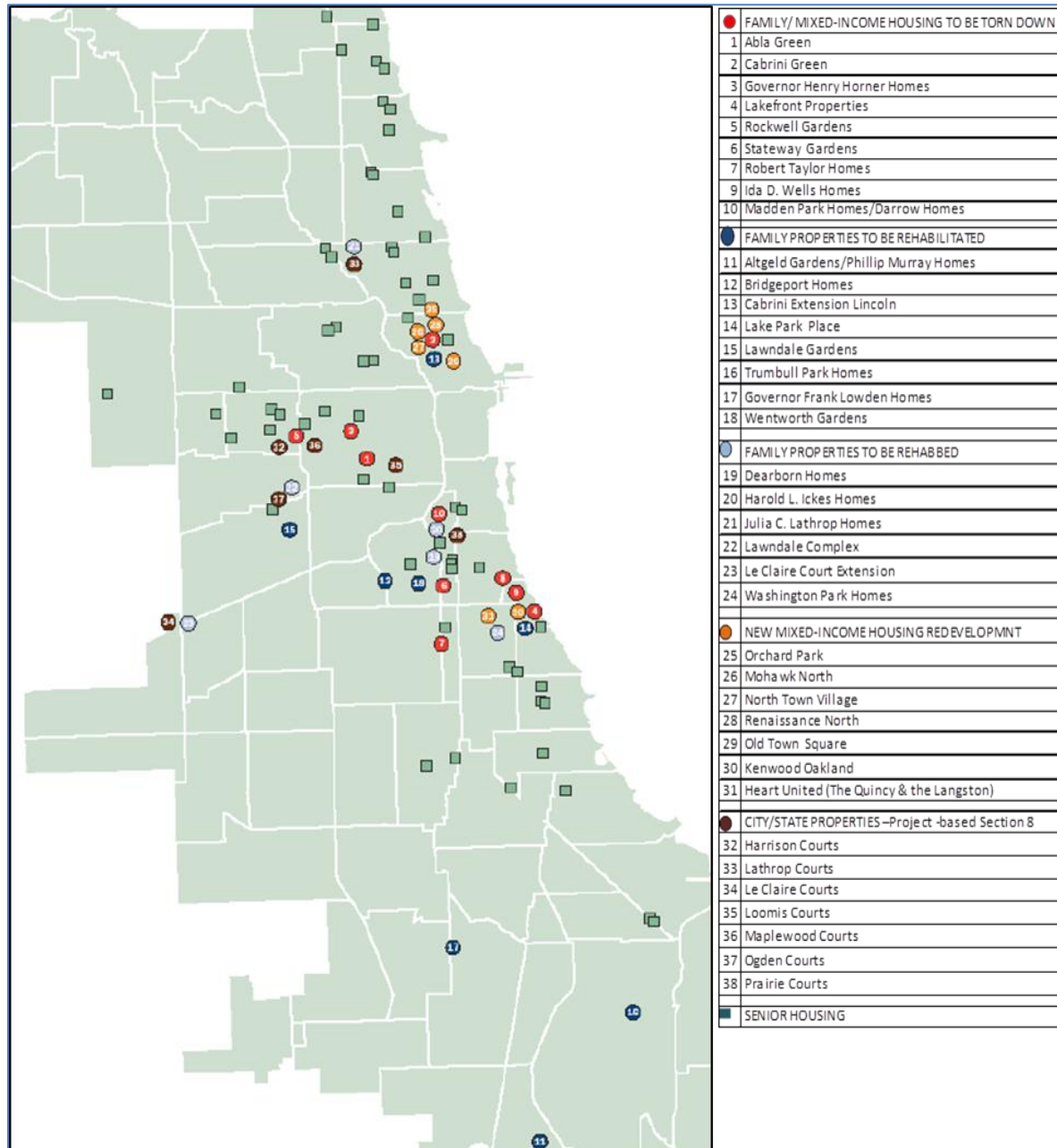
Table 7.6 Public housing units in the study area

CHA Units with study area*	October 1999		December 2011	
	Total CHA Units	Occupied CHA Units	Total CHA Units	Occupied CHA Units
Family / Scattered Site Housing	10,629	4,232	650	465
Senior Housing	1,401	1,081	1,401	1,272
Mixed Income Housing	NA	NA	725	712
Total Units	12,030	5,313	2,776	2,449
<i>Source: Chicago Housing Authority</i>				
<i>* Between 31st and 53rd Streets, and the Dan Ryan Expressway and Lake Michigan</i>				

⁷ Chicago Housing Authority - http://www.thecha.org/pages/about_cha/18.php



Figure 7.2 CHA's Plan for Transformation Sites



Source: Chicago Housing Authority



SECTION EIGHT

Transportation and Circulation

This section provides information on the existing transportation system within Bronzeville, with a focus on streets, public transit, and bicycle and pedestrian facilities. The information in this section was obtained from the Illinois Department of Transportation (IDOT), Regional Transportation Authority (RTA), Metra, Chicago Transit Authority (CTA), CMAP and a visual assessment of existing conditions in the community.

Key findings:

- **The study area has a very good transportation network and is well served by public transit.** Several CTA bus routes, two CTA train lines, and three Metra lines service the area. The study area has eight CTA train stations and five Metra stations. Most of the train lines are located on the west, with the Metra line on the east having limited stops in the area.
- **Bronzeville streets and sidewalks are in good condition and the street pattern is pedestrian- friendly and very walkable.** Many of the major roadways in the study area run north-south and are multi-lane streets with wide sidewalks. The street network exhibits a grid pattern. The streets are fairly well maintained to the east as you get closer to the lake, although the western part could use some improvements. The area has relatively short blocks which makes it very walkable.
- **Many roadways in the study area need streetscape improvements.** Many streets in the area, including the three commercial corridors that are the focus of this land use planning project, could use some improvements to the sidewalks, street lighting, and streetscape to make the area more pedestrian-friendly. Adding street markings and traffic signalization, especially near parks and schools, would provide a safer walking environment.
- **Transit ridership in the study area is relatively high.** CTA trains and buses are heavily used by residents of the area. Over 33% of all work trips in the area rely on public transit. A lower proportion of Bronzeville residents carpool to work than that of the city or the overall region, but a higher proportion walks to work. Metra ridership is low, most likely due to limited Metra service on Metra Electric District, South Shore and Rock Island lines.
- **Bronzeville residents spend a lesser proportion of their household income on housing and transportation.** The more concentrated development pattern closer to the lake and proximity of Bronzeville to employment and activity centers like downtown Chicago mean that residents of this area spend less money commuting to daily activities.
- **The area has a number of existing, proposed and planned bicycle routes.** Even though a bicycle and pedestrian network already exist in the study area, there are still great



opportunities for improving alternative modes of transportation within the Bronzeville study area.

- **A number of capital improvement projects have been completed or are underway in the adjacent areas including the 31st Street Marina (Harbor) with boat storage facility that can dock 1,000 boats.** The 31st street harbor was completed in June 2012 and it includes a single -story parking garage with green roof that contains 222 parking spaces. The development also included a state-of-the-art soft surface public playground. Another 100 spaces parking facility that is expandable to 139, is under underway on 39th street to accommodate increased parking demand caused by the new harbor and the doubling of the size of the beaches in the area

Functional classification and design of roadways

The functional classification of a roadway describes the character of its mobility function. A road can serve a community in three ways; by providing mobility, commerce or civic life. The design of the road dictates its function. Figure 8.1 shows the functional classification of roadways in the study area. A description of the functions served by the different types of roadways is provided below:

Principal Arterials: Bronzeville has two principal arterials, Lake Shore Drive (US 41) and Dan Ryan Expressway (I-94). The western boundary of the study area is the Dan Ryan expressway (I-94) which is designed for long distance statewide or interstate travel. Other principal arterials usually connect interstate highway networks and may have full or limited control of access. They are designed for high speed travel and have no pedestrian facilities like sidewalks. They typically have several lanes in each direction and may have a turning lane at key intersections.

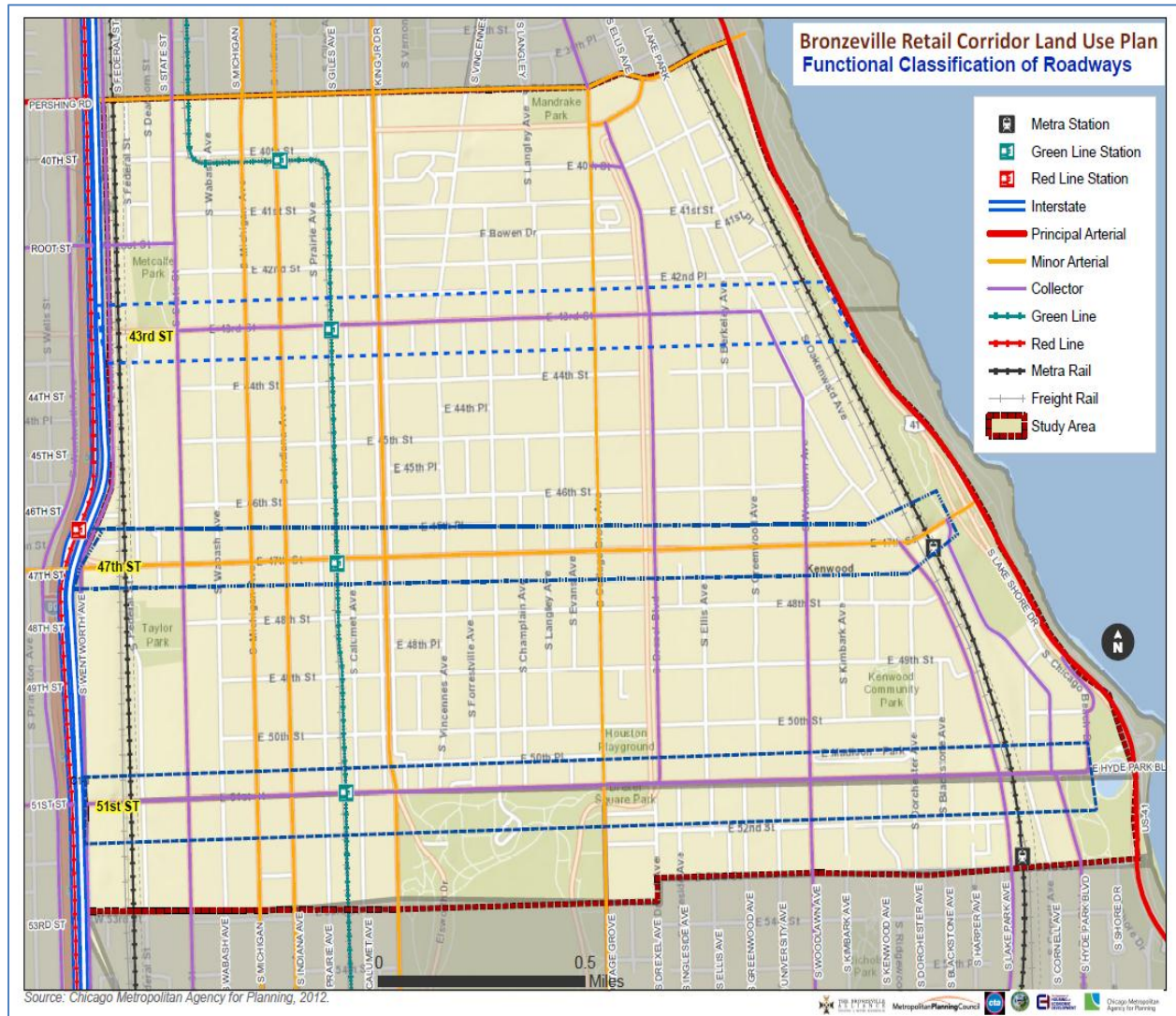
Minor Arterials: The study area has seven minor arterials: Cottage Grove Avenue, Martin Luther King Drive, Indiana Avenue, Michigan Avenue, 47th Street, and Pershing Road. Almost all of these arterials have multiple lanes in each direction. Michigan Avenue is the only minor arterial in the area that is maintained by IDOT.

Collectors: Bronzeville has eight collectors, which distribute traffic from local streets to the arterials: 51 Hyde Park Boulevard, Woodlawn Avenue, Lake Park Avenue, State Street, Wentworth Avenue, 43rd street, and Drexel Avenue. Most of these roads have two lanes in each direction with the occasional turning lane. Table 8.1 shows the Collector roads that are maintained by IDOT, with the rest being maintained by Chicago Department of Transportation (CDOT).

Local Roads: The remaining roads in the Bronzeville study area are local streets and provide access to private property. The travel speeds and traffic volumes are low and mostly consist of one moving lane in each direction.



Figure 8.1 Functional classifications of roads in Bronzeville



Source: Regional Transit Authority, Illinois Department of Transportation

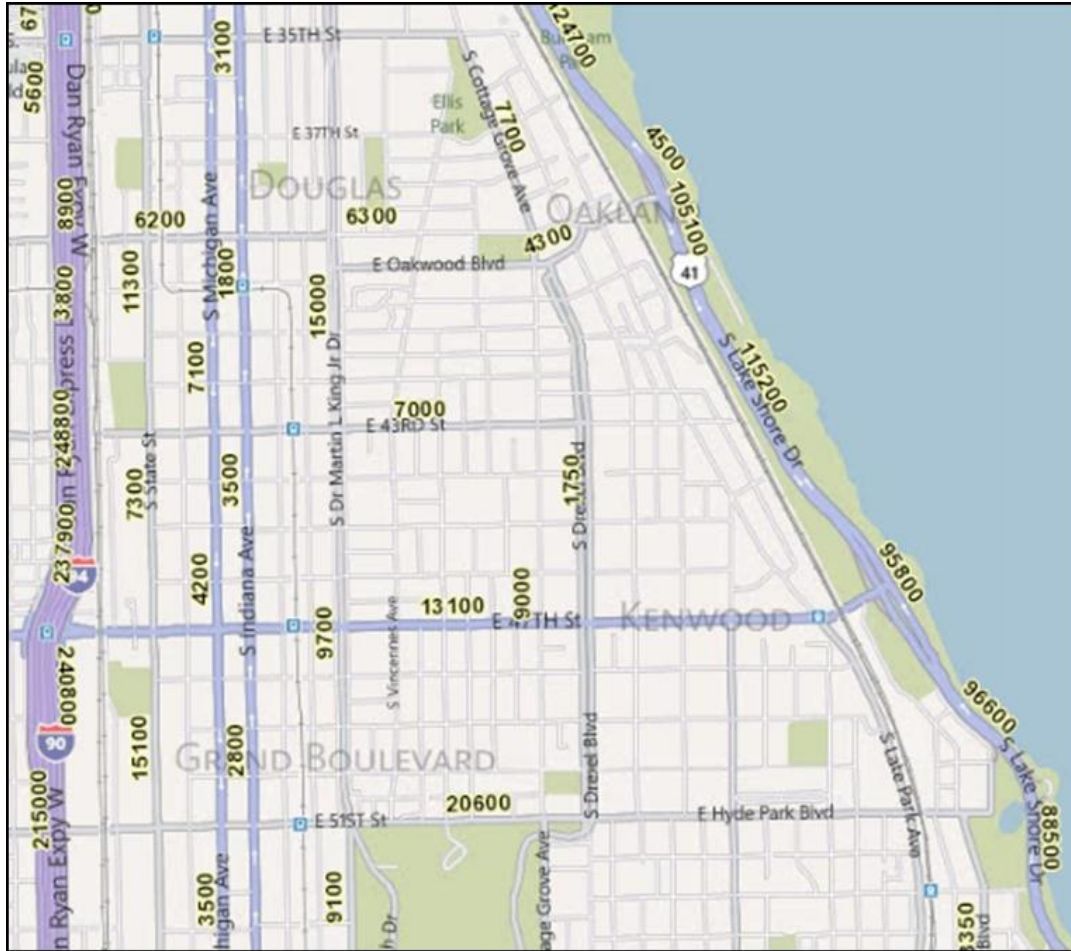
Table 8.1 Jurisdictions of major roads, 2012

ROAD NAME	JURISDICTION	RIGHT-OF-WAY (ft.)
Dan Ryan Expressway	IDOT	405
Lake Shore Drive	IDOT	135-180
Michigan Avenue	IDOT	100
Hyde Park Boulevard	IDOT	100
Drexel Boulevard	IDOT	100

Source: CMAP



Table 8.2. Traffic Counts, 2012



Source: Illinois Department of Transportation

Public Transit

CTA trains

The Bronzeville study area is serviced by the Green Line and Red Line CTA trains. The area has a total of eight train stations, five on the Green Line and three on the Red Line. The Red Line has higher ridership than the Green Line, with the highest number of boardings occurring at the Sox-35th-Dan Ryan station on the Red Line. None of the CTA train stations in the area has a parking facility. The highest number of boardings on the Green Line is at 35th Street station next to the IIT campus. The Green Line is elevated in Bronzeville.



Table 8.2a CTA train ridership, 2006

Station	CTA Line	Boardings, 2006	Station Timetable
Sox-35th-Dan Ryan	Red Line	4,590	Map & Schedule
47th-Dan Ryan	Red Line	3,249	Map & Schedule
Garfield-Dan Ryan	Red Line	3,863	Map & Schedule
35th Bronzeville-IIT	Green Line	2,275	Map & Schedule
Indiana	Green Line	946	Map & Schedule
47th-South Elevated	Green Line	1,382	Map & Schedule
51st	Green Line	1,155	Map & Schedule
Garfield-South Elevated	Green Line	1,272	Map & Schedule
<i>Source: Regional Transportation Asset Management System (RTAMS)</i>			

CTA bus routes

About 20 different CTA bus routes go through the study area. Some of the express buses that travel along Lake Shore Drive make only limited stops within the study area. Bus #4 (Cottage Grove) is the most heavily used bus route in Bronzeville and ranks fifth in the entire CTA network with an average weekday ridership of 23,512. Bus #3 (King Drive) follows closely with a weekday ridership of 21,929. About a third of the buses that service the area do not operate on weekends.

Table 8.2b CTA bus route ridership*, 2010

CTA Bus Route number and name	Weekday Ridership	Saturday Ridership	Sunday Ridership	Links to Map
1 Indiana/Hyde Park	2,844	0	0	Map & Schedule
2 Hyde Park Express	2,533	0	0	Map & Schedule
3 King Drive	21,929	15,791	10,159	Map & Schedule
4 Cottage Grove Avenue	23,512	16,096	11,229	Map & Schedule
5 South Shore Night Bus	489	576	605	Map & Schedule
6 Jackson Park Express	11,231	10,087	6,817	Map & Schedule
10 Museum of Science & Industry	1,194	1,051	707	Map & Schedule
14 South Lake Shore Express	12,684	6,195	3,522	Map & Schedule
15 Jeffrey Local	8,164	5,557	4,237	Map & Schedule
24 Wentworth	3,328	0	0	Map & Schedule
26 South Shore Express	2,784	0	0	Map & Schedule
28 Stony Island	5,378	4,452	2,990	Map & Schedule
X28 Stony Island Express	4,194	0	0	Map & Schedule
29 State	14,052	10,912	7,692	Map & Schedule
39 Pershing	2,064	0	0	Map & Schedule
43 43rd	2,044	915	549	Map & Schedule
51 51st	2,233	1,324	985	Map & Schedule
171 University of Chicago - Hyde Park	1,399	431	443	Map & Schedule
172 University of Chicago - Kenwood	2,023	510	456	Map & Schedule
192 University of Chicago Hospitals Express	796	0	0	Map & Schedule
<i>Source: Regional Transportation Asset Management System (RTAMS)</i>				



Metra

Three Metra commuter lines travel through Bronzeville: the Electric District, South Shore Line and Rock Island. The area has six Metra stations with 55th-56th-57th Street station on the South Shore Line having the highest number of daily boardings (1,591). Most Metra riders access the stations by walking. A new Metra station, “Lou” Jones/ Bronzeville, was recently constructed on 35th Street adjacent to IIT and close to White Sox Stadium. It began operation in April 2011. Tables 8.3 and 8.4 summarize ridership information provided by Metra for each station.

Table 8.3 Metra boardings and parking, 2006-2008

Station	Rail Line	Boardings, 2006	Parking Capacity, 2008	Parking Utilization, 2006
47th Street (Kenwood)	Electric District	113	0	-
53rd Street (Hyde Park)	Electric District	571	0	-
55th-56th-57th Street	South Shore Line	1,591	49	73%
59th Street (University of Chicago)*	Electric District	667	129	95%
35th Street/ 'Lou' Jones/ Bronzeville*	Rock Island	-	-	-

Source: Regional Transportation Asset Management System (RTAMS)

**The ridership data for 35th Street (Lou Jones) Metra station does not exist because it opened in April 2011*

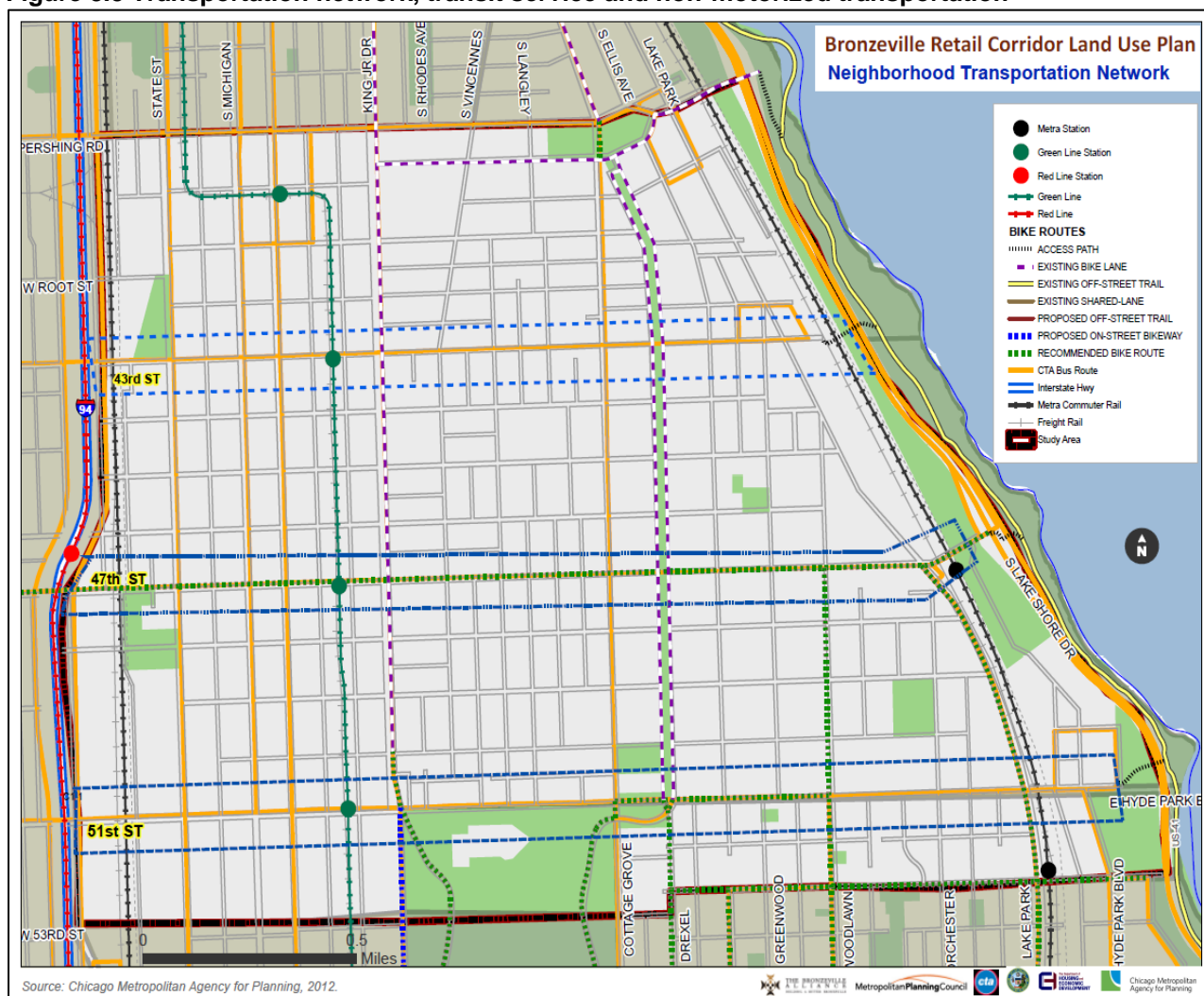
Table 8.4 Metra mode access, 2006

Station	Walked	Drove Alone	Dropped Off	Carpool	Bus	Other
47th Street (Kenwood)	56%	28%			11%	6%
53rd Street (Hyde Park)	88%	4%	3%	1%	2%	1%
55th-56th-57th Street	73%	14%	6%	1%	2%	4%
59th Street (University of Chicago)	38%	43%	7%	1%	1%	9%

Source: Regional Transportation Asset Management System (RTAMS)



Figure 8.3 Transportation network, transit service and non-motorized transportation



Source: CMAP, Regional Transit Authority, Illinois Department of Transportation

Walking and Bicycling

Sidewalks

Most of the streets in the study area have sidewalks. The commercial corridors that are the focus of this planning effort have sidewalks on both sides of the street. Some sections of the sidewalks are cracked and need repairs or replacement, especially in the western sections of the corridors. The sidewalks are heavily used by pedestrians to access the commercial corridors.



Figure 8.4 Regional transportation system



Source: CMAP, Regional Transit Authority, Illinois Department of Transportation



Bike routes and trails

The Bronzeville study area has three existing bike lanes: Drexel Avenue, King Drive, and Oakwood Boulevard as shown on Figure 8.3. An on-street bikeway is proposed by CDOT on the southern end of Martin Luther King Drive. Most of the existing bike routes are on-street bike routes; only the lakefront path is off street. There are a number of recommended bike routes in the area, some of which are extensions of existing bike lanes. Figure 8.6 shows the existing and recommended bike routes.

Several bike-ped overpasses are planned on along Lake Shore drive to provide pedestrians and bicyclists with safer crossing of the busy highway. The construction of \$2.3 million pedestrian bridge on 47th street has been completed and the construction of another pedestrian bridge on 35th street is slated to begin early next year. A new overpass on 41st street and a replacement overpass on 43rd are in the pipeline. These bridges are also being designed to enhance the aesthetics along Lake Michigan

Figure 8.5 Pedestrian Bridge on 47th street and Lake Shore



Photo Credit: Ciorba Group

Transportation indicators

Transportation indicators such as vehicle miles travelled (VMT) can provide insight on how people in the study area move from place to place, and how much they spend on transportation. The following tables summarize transportation metrics for Bronzeville residents, and shows how they compare to residents of Chicago and the region. Table 8.5 shows that the number of miles driven annually by Bronzeville households is comparable to that of City residents, but significantly less than households in Cook County or the region as a whole. The VMT includes travel for work as well as travel for other daily activities.



Figure 8.6 Chicago bike map



Source: Chicago Department of Transportation (CDOT)

Figure 8.5 Annual vehicle miles traveled (VMT) per household, 2007

Annual vehicle miles traveled (VMT) per household (HH)			
Bronzeville Community Area	City of Chicago	Cook County	Chicago Region (MSA)
13,409 Annual Miles	13,650 Annual Miles	15,780 Annual Miles	18,272 Annual Miles

Source: Center for Neighborhood Technology, "H+T Affordability Index" website:
<http://htaindex.cnt.org/map/>

Mode share

Mode share indicates the percentage of trips taken using a specific type of transportation, such as driving alone or using transit. Even though the plurality of Bronzeville residents (43.1%) drives alone, this rate is still lower than the rate for the City (52.6%) or the region (72.8%). The use of transit, at over 33% of work trips, is quite high. A lower proportion of Bronzeville residents carpool to work than that of the city or the overall region, but a higher proportion walks to work (Table 8.6).



Figure 8.6 Mode share, as percentage of commuting workers

	Bronzeville Study Area	City of Chicago	Chicago Region
Total Workers	35,362	1,168,318	3,844,599
Worked at Home	1,542	54,588	181,715
Total Commuting Population	33,820	1,113,730	3,662,884
Drive Alone	43.1%	52.6%	72.8%
Carpool	7.4%	9.9%	9.1%
Transit	33.6%	27.7%	12.8%
Walk	13.2%	6.9%	3.4%
Other	2.7%	2.9%	1.8%

Source: 2010 American Community Survey 1-Year Estimates (for municipal, county, and region figures); 2006 - 2010 American Community Survey 5-Year Estimates (for census tract figures). U.S. Census Bureau.
Note: Mode shares are expressed as percentages of the working population excluding those who work from home
Source: 2010 American Community Survey 1-Year Estimates (for county and region figures); 2006 - 2010 American Community Survey 5-Year Estimates (for municipal figures). U.S. Census Bureau

Traditional measures of affordability have focused on the percentage of a household's income devoted to housing costs, with housing costs consuming less than 30% of household income considered affordable. In recent years, affordability measures are incorporating transportation costs associated with a given location. This improved metric gives a more complete picture of the financial demands of housing choice and location. As a result, affordability is now defined as a combined housing and transportation cost of no more than 45% of household income. Table 8.8 shows that, on average, 38.1% of household income in Bronzeville is spent on the combined costs of housing and transportation.

This is relatively low in comparison to the city (42.1%) or the region (49.97%). Given the low housing and transportation costs associated with the location, the Bronzeville study area is considered an affordable place to live. However, these figures are based on regional median incomes, and the study area has a significantly low median income than the City's or regional average. This means that many residents of Bronzeville actually face housing and transportation cost burden that is greater than these figures would imply.

Table 8.7 Housing & Transportation costs as percent of household income

	Bronzeville Study Area	City of Chicago	Chicago Region
Housing Costs as percent of income	21.6%	25.2%	28.15%
Transportation Costs as percent of income	16.6%	17%	21.82%
"H+T" Costs as percent of income	38.1%	42.2%	49.97%

Source: Source: CNT, "H+T Affordability Index": <http://htaindex.cnt.org/map/>
Note: **Red text** if the percentage exceeds the standard threshold of affordability: 30% for housing costs and 45% for housing and transportation costs combined



SECTION NINE

Natural Environment

This section provides information on the existing land, water, and natural resources in Bronzeville, also referred to as its green infrastructure system. The information in this section was obtained from the Illinois Department of Natural Resources (IDNR), Chicago Park District, and a visual assessment of the area.

Key findings:

- **Since the Bronzeville study area is more densely urbanized, it has few natural resources**
- **A major effort is underway in Bronzeville to restore, preserve and better manage natural habitats along the lakefront.**
- **Bronzeville is designated by the City of Chicago as a Food Desert area.** Local food policies have been proposed by the City of Chicago to address to the issue including promoting community gardening and working with grocers to increase produce variety and quality in the neighborhood stores
- **Bronzeville is well served by parks and open space. The Chicago Park district has about 25 different parks in the study area.** They range from large community parks covering several acres to small neighborhood parks that measure less than an acre.

Green infrastructure

As a result of being densely urbanized, the Bronzeville study area has limited natural resources besides water, parks and open space. Within Bronzeville, there are 25 public parks owned and managed by the Chicago Park District, totaling 224.68 acres. Parkland along Lake Michigan represents the largest portion of this, followed by Washington Park and Jackson Park south of the Museum of Science and Industry. However, there are a number of notable, local features that relate not only to natural resources and water management, but also to access to locally produced food. A majority of the population (63%) of the study area are within ¼ mile of a neighborhood park. The park acreage is approximately 5.26 acres per 1,000 residents. By comparison, the city of Chicago has access to 4.45 acres per 10,000 people. Access to parks in the region varies by sub-regions; the GO TO 2040 Plan recommends 10 acres per 1,000 residents but recognizes that denser areas will have lower levels of park access.



Habitat/natural area restoration and management activities are underway in a number of areas along the lakefront. A two-year old, 30-acre prairie and woodland restoration extends from 17th to 39th Street, and a similar 60-acre restoration project called Burnham Centennial Prairie extends from 31st to 47th Street on both sides of Lake Shore Drive.

Burnham Nature Sanctuary is found at 47th Street along the lakeshore. Native landscaping and a 6-acre prairie restoration are being conducted as part of the new 31st Street harbor and marina, and a 10-acre beach dune restoration project is underway at 63rd Street Beach. Within Jackson Park, Wooded Island and Bobolink Meadow are undergoing restoration. A wildflower meadow is being installed at Nichols Park at 54th Street and Kenwood Avenue. Two brownfield locations were identified in the project area.

One of these is on the University of Chicago campus at 5801 South Ellis. The second is a 1.5-acre site found at the parcels between 707-755 East 40th Street. (Another brownfield location was identified at 6041 South Blackstone, which is slightly outside of the study area.)

Figure 9.1: Community Garden on 51st Street and Calumet

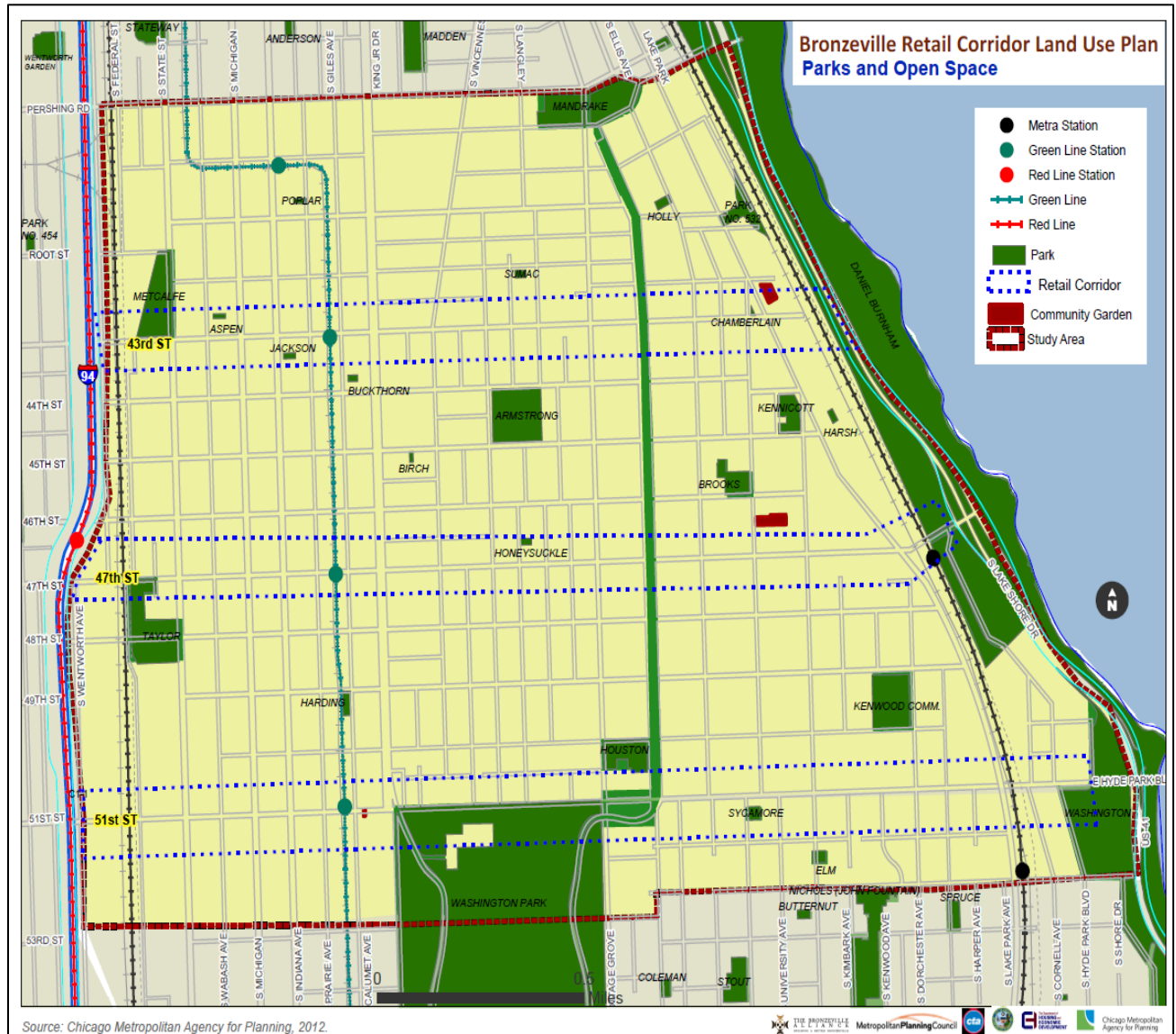


Credit: Bronzeville Alliance

Community gardens are found in several locations in the study area: the intersection of Calumet Avenue and 51st Street, Greenwood Avenue and 46th Street, and Oakenwald Avenue and 42nd Place. The study area is moderately well-served by farmer's markets, with six located in or immediately adjacent to the study area. Their locations are as follows:

- Bronzeville Farmers Market, 31st Street and King Drive
- Bronzeville Community Market, 4400 S Cottage Grove Avenue
- Farmers Market , 52nd Place and Harper Court
- Farmers Market, 61st Street between Dorchester and Blackstone
- Eden Place Farmers Market, 4417 S. Stewart
- Homegrown Bronzeville Farmers Market, 347 E. 51st Street
- Hyde Park Farmers Market, 53rd Street & Lake Park Avenue

Figure 9.1 Parks and Open Space



Source: CMAP



SECTION TEN

Community Facilities and Services

The purpose of this section is to provide an inventory of public services, community health and facilities in the study area and outline major issues, if any, that need to be addressed moving forward. The information in this section was obtained from the City of Chicago, CMAP data sources, Urban Activators at the Illinois Institute of Technology (IIT), and private entities.

Key findings:

- **The Bronzeville study area has several community facilities including three public libraries, two fire stations, and three police stations.** Additional community facilities are located in the surrounding area.
- **The area is served by 19 Chicago public schools, 8 private schools, and three colleges.** Several colleges are located in close proximity to the study area including the University of Chicago and IIT
- **Bronzeville has several heritage assets and cultural attractions which makes it a great tourist destination.** The area is commonly referred as the *Black Metropolis* because it is known all over the country as the center of black culture. See Figure 10.3

Police

Crime can be a major deterrent to retail development. Whether real or perceived, crime is one of the leading factors stifling economic development in Bronzeville. Visitors, residents, and retailers alike expressed concerns about excessive loitering and illegal activities along retail corridors. The Chicago Police Department currently operates two police stations in the study area at 4947 South Federal Street and 5101 South Wentworth Avenue. A Chicago police motor vehicle maintenance department is located at 5109 South Wentworth Avenue.

Fire Protection

Fire protection in the area is provided by the Chicago Fire Department. There are two fire houses located in area: Engine 16 located at 4005 South Dearborn Avenue; and Engine 45 located at 4600 South Cottage Grove Ave. Another fire house, Engine 60, is located right outside the study area at 1150 E 55th Street. A new station is currently being constructed at 35th and Wabash Streets. There is no fire station located in any of the three corridors that are the focus of the Bronzeville land use plan.



Educational Institutions

There are 8 private schools and 19 public schools within the Bronzeville study area. The children that attend these schools are from the surrounding area and usually walk or take the bus to get to school. The area has three higher education institutions, namely the Chicago Baptist Institute, Kennedy King College-Dawson technical Institute, and Northeastern Illinois University-Jacob Caruthers Center for Inner City studies. Several colleges, including the University of Chicago and Illinois Institute of Technology, are located just outside the study area. Table 10.1 shows enrollments for the public schools in the study area; Table 10.2 shows enrollment figures for private schools in the area.

Table 10.1 Public school enrollments, 2012

SCHOOL	ENROLLMENT	GRADE SERVED
DUSABLE HIGH SCHOOL	218	9-12
DYETT HIGH SCHOOL	587	7-12
KENWOOD ACADEMY HIGH SCHOOL	1684	7-12
KING HIGH SCHOOL	698	9-11
LAS CASAS OCCUPATIONAL HS	129	
CANTER MIDDLE SCHOOL	333	7-8
FARREN FINE ARTS ELEM SCHOOL	168	K-8
REAVIS ELEM MATH & SCI SPEC SCHL	604	P-8
OVERTON ELEM SCHOOL	494	P-6
BEETHOVEN ELEM SCHOOL	541	P-8
NORTH KENWOOD CHARTER ELEM SCHOOL	390	P-8
ARIEL ELEM COMMUNITY ACADEMY	408	P-8
MCCORKLE ELEM SCHOOL	310	P-8
MOLLISON ELEM SCHOOL	445	P-8
WOODSON SOUTH ELEM SCHOOL	577	P-8
PRICE ELEM SCHOOL	516	P-8
ROBINSON ELEM SCHOOL	317	P-8
FULLER ELEM SCHOOL	417	P-8
SHOESMITH ELEM SCHOOL	384	P-6
<i>Source: CMAP</i>		

Table 10.2 Private school enrollments, 2012

SCHOOL	ADDRESS	ENROLLMENT	GRADE SERVED
HALES FRANCISCAN HIGH SCHOOL	4930 COTTAGE GRV AVE	322	9-12
BRONZEVILLE ALTERNATIVE ACADEMY	4622 S M L KING DR	58	9-12
AKIBA-SCHECHTER DAY SCHOOL	5235 S CORNELL AVE	215	P-8
ANCONA SCHOOL SOCIETY INC	4770 S DORCHESTER AV	262	P-8
ST ELIZABETH	4052 S WABASH AVE	382	P-8
HOLY ANGELS SCHOOL	545 E OAKWOOD BLVD	903	P-8
CHILDRENS HOUSE AT HARPER SQUARE	4800 S LAKE PARK	18	P,K
PARENT COOPERATIVE INTERNATIONAL	5300 S. SHORE DR	-	P
MAU-GLO DAY CARE/RETARDED CHILD	4215 SO VINCENNES	25	P
<i>Source: CMAP</i>			



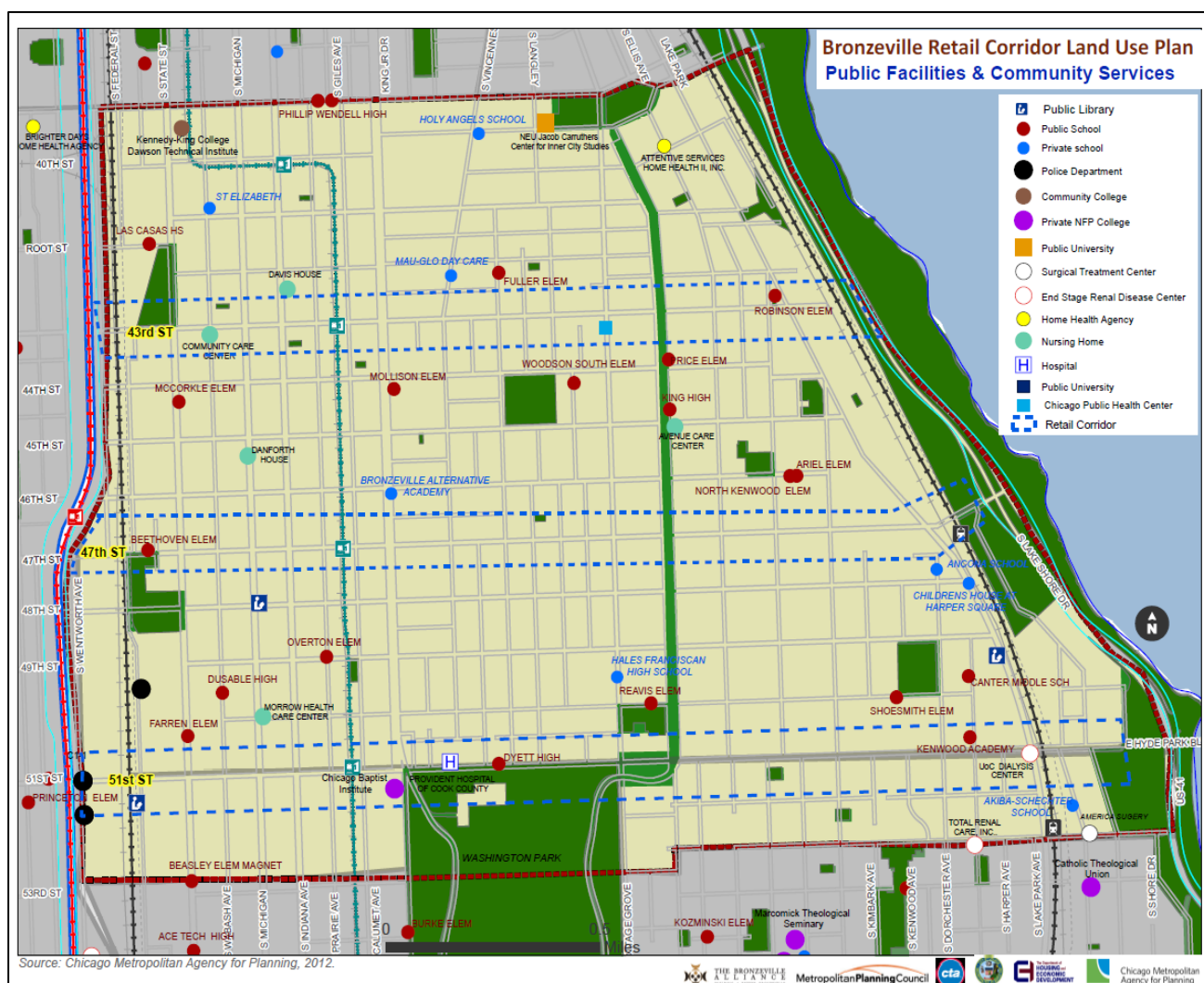
Religious institutions

Bronzeville is home to many religious institutions. There are 98 religious institutions within the study area, with a majority of them being of the Baptist faith. A number of Catholic churches also exist in the area, with other religious faiths represented as well.

Libraries

The study area is served by three Chicago public libraries: Hall Branch located at 4801 South Michigan Avenue, Robert Taylor Branch located at 5120 South Federal Street, and the Blackstone Branch library located at 4904 South Lake Park Avenue. Other public libraries exist nearby, including the Chicago Bee Branch library on State Street.

Figure 10.1 Public facilities and community services

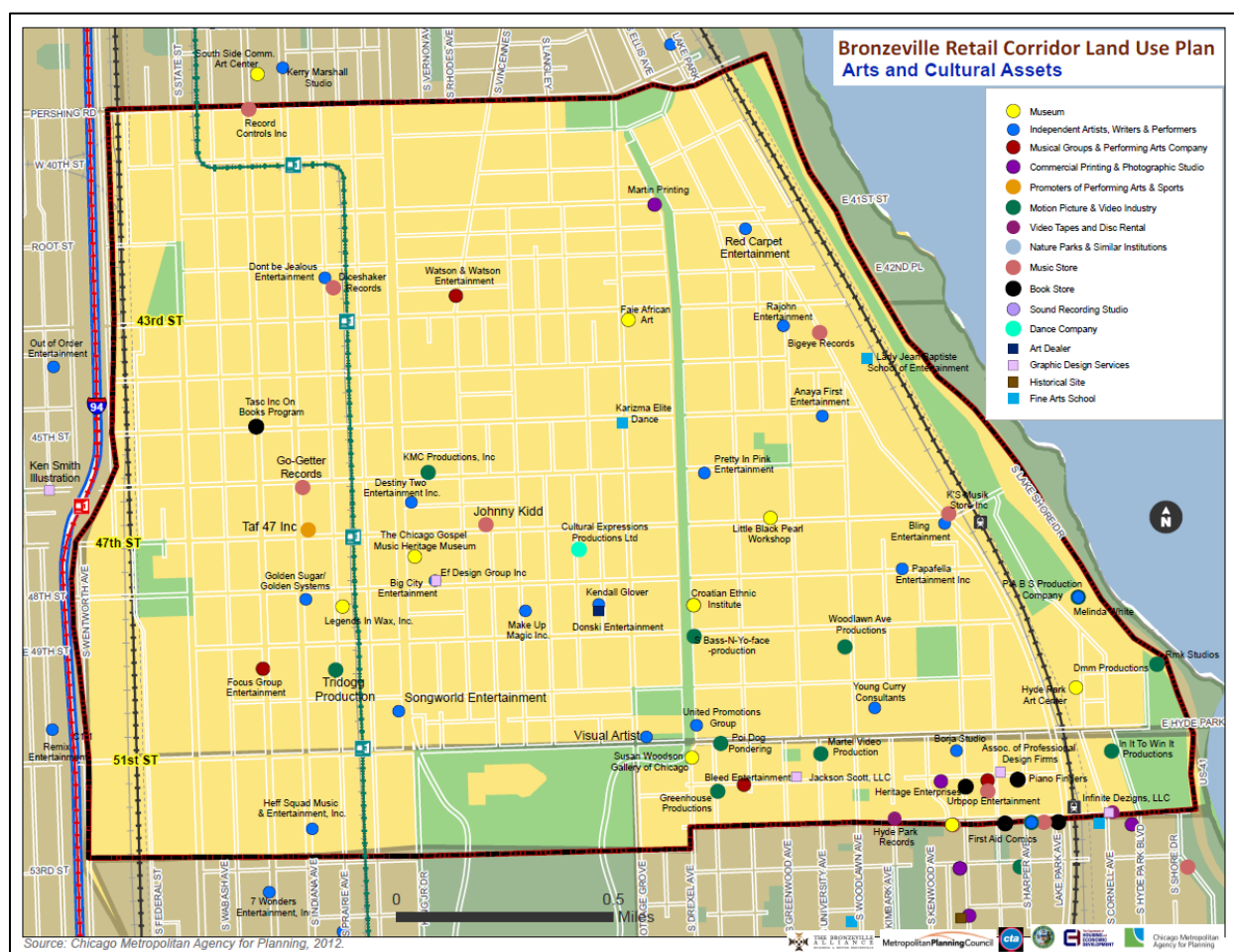


Source: CMAP

Healthcare Facilities

There is one large hospital in the study area: Provident Hospital of Cook County Health and Hospitals system. The University of Chicago hospital is located right outside the study area. There are two smaller outpatient care medical service providers located in the southeast section of the area. Several outpatient care facilities are located in the surrounding neighborhoods, particularly in Hyde Park. A total of five nursing homes and the one home health agency are located in the study area. A study by McKinsey & Company, performed in conjunction with the Grand Boulevard Federation, a group of leading social service agencies, revealed that the infant mortality rate in Bronzeville is almost twice the state average. It also revealed that Bronzeville area ranks among the 10 worst in almost every maternal and infant health category of all 77 Chicago neighborhoods.⁸

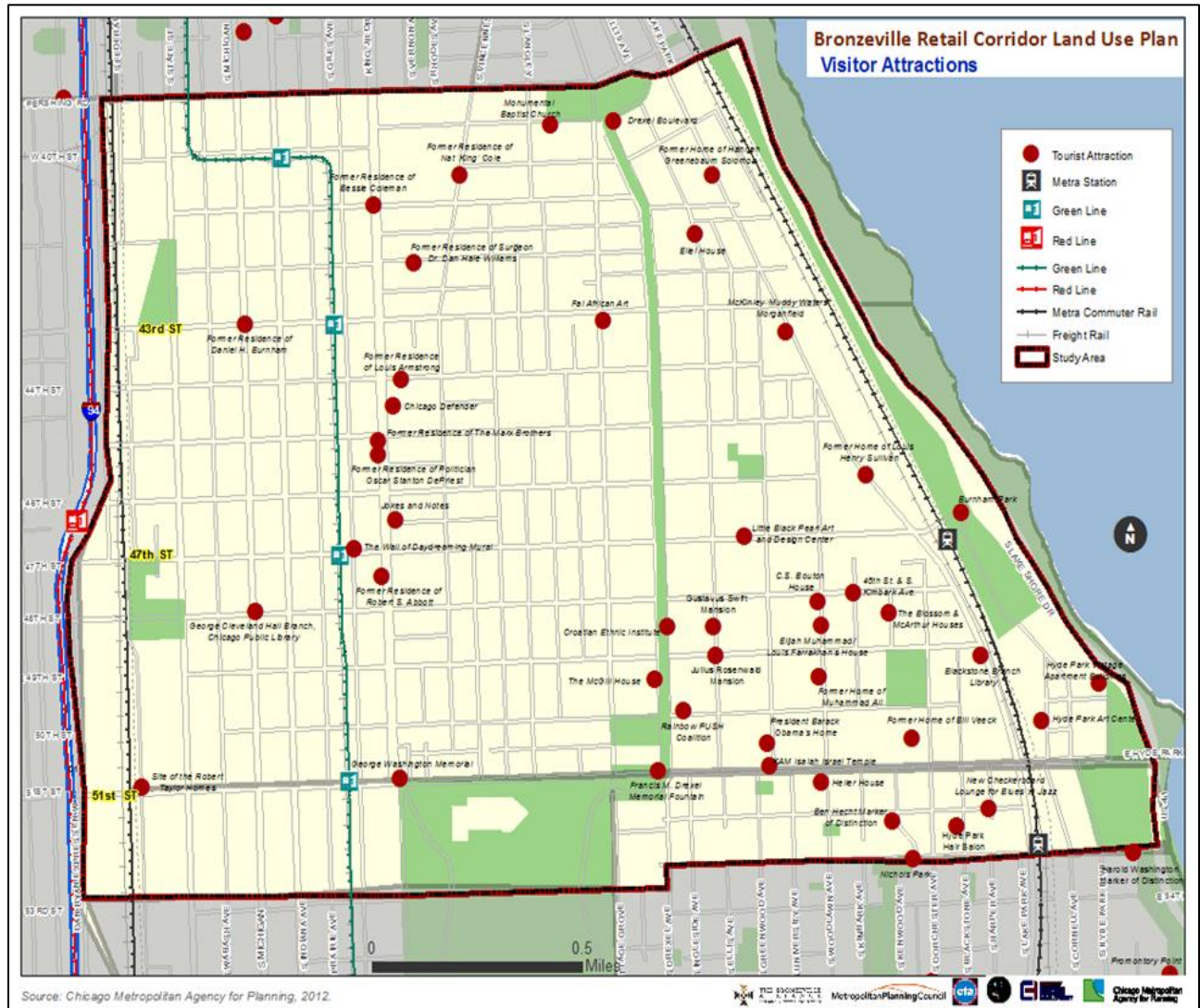
Figure 10.2 Arts and Cultural Assets



Source: CMAP

⁸ <http://www.urban-juncture.com/casestudy.html>

Figure 10.2 Tourist Attractions



Source: CMAP



Crime and safety

Crime is a major issue in Bronzeville. Almost every participant at the public meetings has expressed concerns about public safety in the retail corridors. Residents, business owners and shoppers alike complained about negative loitering and illegal activities that take place in the sidewalks, especially around the CTA train stations and around certain business establishments. Safety concerns can be a major deterrent to retail investments because crime prevents existing and potential customers from patronizing local businesses. It is therefore an issue that has to be addressed before the corridors can be revitalized.

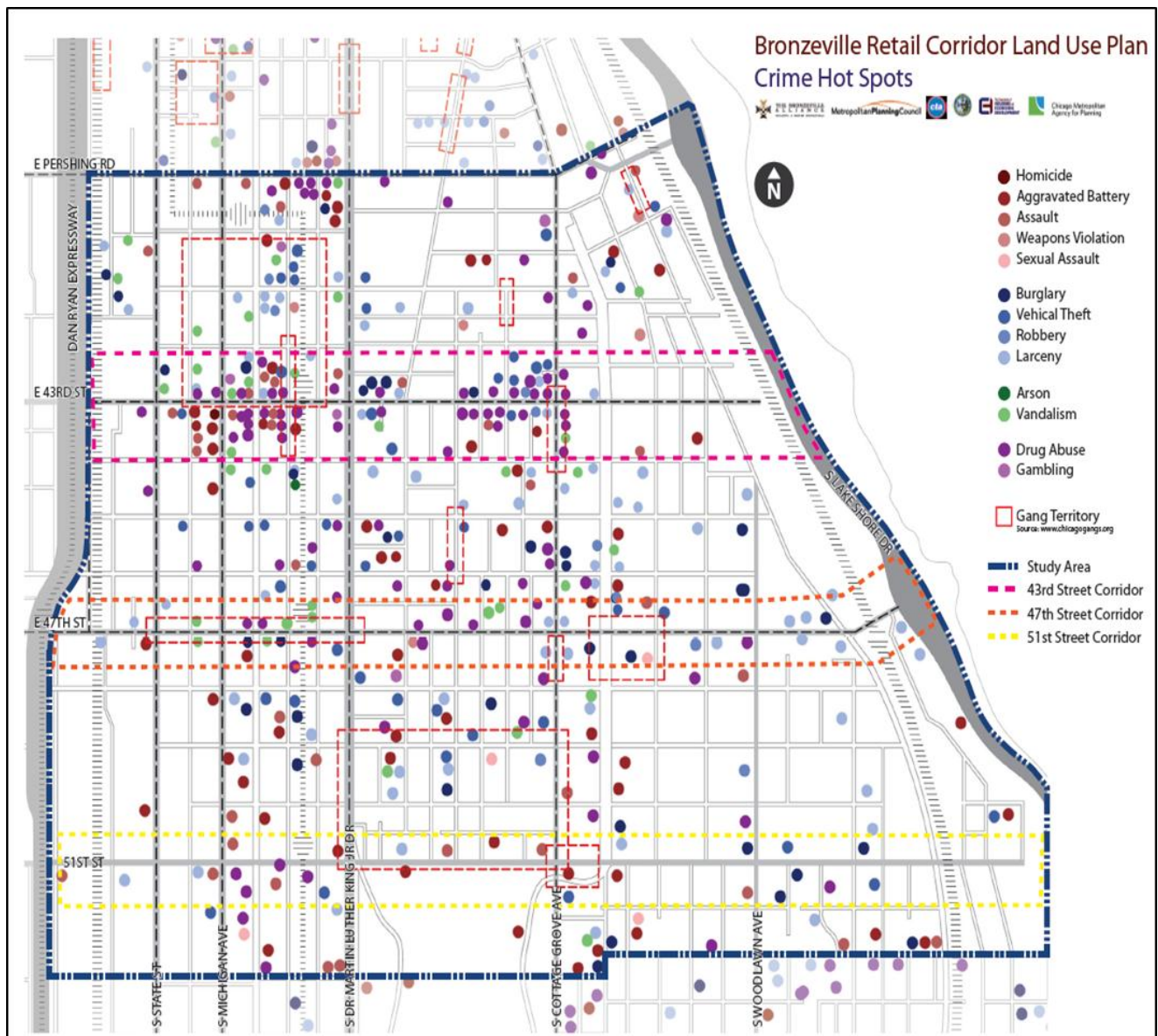
The same study by McKinsey & Company revealed that crime is a serious problem in Bronzeville with violent crime occurring five times more frequently than in the rest of Illinois. The median household income in Bronzeville is less than \$25,000, with over 40% of households living below the poverty line of \$16,500 for a family of four. Moreover, more than half of the residents of working age are not employed, and less than half of Bronzeville's youth graduate from high school. These figures help explain why crime is high in the area.

Although crime was not a focus theme for this planning initiative, crime mapping has been included in the scope of work so that this process can help the community identify crime hotspots as well as gang territories in the area. The community can then develop targeted strategies to address crime in those locations. Figure 10.2 shows the crime hotspots in Bronzeville. The map reveals that crime is mainly concentrated along 43rd street, especially between Michigan and Prairie and also between Cottage Grove and Vincennes. The data used to produce the crime map was obtained from the Urban Activators Project at IIT School of Architecture and the Chicago Police Department (<http://gis.chicagopolice.org/>).

One way that this planning effort can help address crime issues is by recommending that building and streetscape design guidelines be based on Crime Prevention Through Environmental Design (CPTED) principles. The CPTED principles states that crime, real or perceived, can be reduced or even eliminated through appropriate design of the built environment. Proper design and effective use of the built environment can reduce crime and the fear of crime, and improve quality of life. For example, stores that cover their windows with advertisements effectively cut themselves off from the activities on the street, making passers-by unaware if something negative is happening inside, and vice versa. Instead, stores should be designed to maximize 'eyes on the street'. Planners and architects can work with community residents to create a climate of safety by designing a physical environment that positively influences human behavior. This can be achieved based on four principles: natural access control, natural surveillance, territoriality, and maintenance. The City should take a holistic approach to the development and planning of these corridors by ensuring enhanced consideration of public safety in planning, development, and redevelopment projects in the corridors.



Figure 10.1 Bronzeville Crime Map



Source: CMAP, Urban Activators -IIT School of Architecture



LOOKING FORWARD

Bronzeville has many great assets, including a unique cultural heritage, good transportation network, great neighborhood parks, beautiful boulevards, and its proximity to downtown and Lake Michigan. All these assets are highly valued by its residents. A vibrant retail corridor will be an important addition to these great assets and will contribute immensely to the quality of life of residents. Based on the community's prioritization of the area's challenges and opportunities at the visioning workshop and planning charrette, we have identified a number of priority issues to be addressed by the plan including:

- Dealing with the numerous vacant lots in the corridors
- Addressing parking challenges, especially in the vibrant sections of 47th street where parking is already a problem
- Increasing development density levels near the train stations to support pedestrian-friendly retail and promote use of public transit
- Addressing the current dispersal of retail in the area
- Promoting corridor identity; for example, the Blues district on 47th Street already has an identity that should be preserved and promoted
- Allowing flexible zoning, especially away from the train stations
- Adding more mixed-use, office, and institutional uses in the corridors
- Improving public safety in the corridors
- Encouraging adaptive reuse of historical buildings
- Improving the appearance of the corridors through better streetscape and signage
- Improving CTA transit stations to make them more attractive and safer
- Improving retail selection and variety

Future Land Use Directions

- Allow permissive or flexible zoning in transition areas between commercial / retail / transit nodes and residential areas. When demand for retail is high these areas can be used as such, and otherwise be put to alternate uses.
- Increase development density around train stations (possibly with new TOD designations) and at strategic nodes to encourage clustering of retail activity, support pedestrian-friendly retail, allow taller buildings, and promote use of public transit. In



addition to the 47th street commercial corridor, the following intersections have been identified as priority retail investment nodes:

- 43rd street & CTA Green Line station
 - 43rd Street & Cottage Grove Avenue
 - 51st Street & CTA Green Line station
-
- Identify appropriate **uses for vacant parcels** along the three commercial corridors, particularly groups of vacant parcels near important nodes and intersections. Such uses may include open space or parks where appropriate and where few parks exist.
 - In addition to retail, recommend **mixed-use, parks/plazas/open space, and institutional** uses. Office space does not appear to be in demand, but is allowable within Class B zoning.
 - Encourage **adaptive reuse for historic buildings** (e.g., the Forum Building adjacent to the 43rd Street Green Line station)
 - Use zoning and other policy and regulatory tools to encourage a **diversity of tenants** to improve the availability and variety of goods and services. A list of business types in the corridors has already been generated by the Full Circle and can be used to inform future retail recruitment efforts
 - Explore options for **land assembly and parcel reconfiguration** of lots to attract new development. Prioritize areas adjacent to nodes and encourage development in these areas through public financing options. The City may opt to assist with land assembly where appropriate.
 -
 - Identify potential **catalytic projects** at key locations to stimulate retail development. Examples include the Shops & Lofts on 47th and Pershing, and the CHA development that is proposed to include a 40,000 square foot Wal-Mart.
 - **Encourage coordination between existing organizations** including the Quad Communities Development Corporation (QCDC), The Renaissance Collaborative (TRC), 51st Street Business Association, and Kenwood Oakland Community Organization (KOCO) to work on behalf of the Bronzeville neighborhood to assemble and market land for development and coordinate plan implementation.
 - Implement new and existing **financing tools** to fund improvements, such as expanding the 47th and 51st Street SSAs.



- Designate target **residential investment areas** to increase residential and population density to support commercial businesses, i.e., on the edges of commercial and transit nodes.
- Consider a **phased approach to commercial improvement and investment**, rather than attempting everything at once. For example, it may make sense to focus on commercial stability with the eastern portion of the corridors (closer to the Lake or Kenwood) that already have higher residential density before other areas.
- Use the market analysis and commercial square foot demand figures to determine rough estimates of parking need in specific commercial areas.

Related Recommendations for Future Consideration

- Encourage nodes to develop unique **character and identity**, such as the 47th Street Blues District, to attract cultural tourism. Initial focus should be on small “seed” areas to determine the feasibility and attractiveness of such characterization before expanding.
- Recommend **improvements to streetscape**, signage, and building facades to improve the appearance and walkability of the corridors, possibly through a set of design guidelines. Improvements should be targeted to small “seed” areas to determine the feasibility and attractiveness of such improvements before expanding.
- Recommend **improvements to CTA transit stations** to make them more attractive and safer in order to encourage use of public transportation.
- Promote safety in the corridors by recommending zoning policies that promote **CPTED principles**.
- Assess **parking capacity** and address parking challenges in the corridors, particularly in the more active areas along 47th Street. Consider shared parking strategies and a management strategy such as an SSA.



