



119TH STREET CORRIDOR, CHICAGO

DRAFT EXISTING CONDITIONS REPORT



DATE: FEBRUARY 13, 2015



About the Project

The Existing Conditions Report is the first step of a planning process that includes a variety of community engagement tools including public workshops, a project web site, a community survey, a steering committee, interviews and focus groups. The objective of the planning process is to develop a Corridor Plan that will include recommendations for economic development, housing reinvestment, community facilities, and transportation improvements.

To find out more about the project, visit: www.119thStreetCorridorPlan.com







This project is funded by the Chicago Metropolitan Agency for Planning (CMAP) for the City of Chicago and the Far South Community Development Corporation (Far South CDC).

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Executive Summary



Introduction

The 119th Street Corridor is located in the West Pullman Community Area in the City of Chicago. The Corridor is located between I-57 on the west, Union Street on the east, and between 117th and 123rd Streets. The Corridor is easily accessible from a full interchange at I-57 and 119th Street, as well as by CTA bus and nearby CTA and Metra train stations. Along 119th Street, the predominant land uses are institutional, including the home of the Salvation Army Ray and Joan Kroc Center and Christ Universal Church, and industrial companies such as MIFAB. The Corridor includes residential neighborhoods of homeowners and single-family homes. At the center of the Corridor, a 32-acre vacant property is available for redevelopment. There are 3,094 residents who live in the Corridor, of which 97% are African American. The greatest share of residents earn between \$50,000 and \$75,000.

Community Assets

There are a wide variety of assets that anchor the Corridor and the nearby area. The Salvation Army Kroc Community Center serves 1,200 residents per day. Exelon City Solar is the largest urban solar farm in the United States. West Pullman Chicago Public Library and neighborhood commercial stores are located at 119th Street and Halsted Street. Access to I-57, two Metra Stations, and frequent CTA service along 119th and Halsted Street provide different modes of transportation. Local churches and organizations include Christ Universal Temple, The SEEDS Center of Maple Park, and Stratford Memorial 7th Day Adventist. Far South CDC provides a wide range of services for businesses, while Windy City Habitat for Humanity is building new single-family homes at Union Street and 121st Street. Higgins, Colemon, and White elementary schools are all ranked Level 1 by Chicago Public Schools.

Industrial

Industrial development is strong in the Chicago area market, with 13 million square feet under construction. While the South Chicago market lags behind other markets, there are signs that demand exists for new construction of industrial

development. The Corridor will be of interest to companies that want to be in Chicago and have immediate expressway access to I-57 and other nearby interstates. Mid-sized industrial operations can absorb the available land in increments similarly sized to MIFAB.

Retail

The economic recovery has improved market conditions for retail real estate. However, retail has not come back as strongly as industrial development. Vacancy rates in the submarket remain high at 23%. Marshfield Plaza, located just west of the Corridor at I-57 and 119th Street, has been very successful, however, demonstrating that quality offerings (i.e. fresh produce and wide selection of merchandise) will lead to successful stores to serve the community. The success of Chili's Restaurant and an analysis of restaurant spending patterns, show additional support for family restaurants to serve the Corridor. Uses complimentary to the Kroc Center, such as a restaurants and activities, should be considered along 119th Street. Infill of retail properties for small local businesses should be considered for Halsted Street.

Executive Summary

Housing and Land Use

The median value of homes is \$126,000 with a 70% homeownership rate. Homeownership rates began to decline from 2000 to 2010 but have since stabilized. A large number of homes were built in the 1960s, particularly in the Maple Park area north of 119th Street. The City of Chicago Micro-Market Recovery Program (MMRP) is working to reduce foreclosures through outreach, counseling, and rehabilitation of properties. Despite an uptick in 2012, foreclosure filings have decreased substantially since 2008.

The predominant land uses in the Corridor are: single-family residential (29%), vacant (23%) industrial (19%), and institutional (14%). One of the key focuses of the 119th Street Corridor Plan will be to develop market-based proposals for the substantial vacant land in the Corridor. There are large parcels of vacant land along 119th Street with a total of 32 acres along the south side of the street, and an additional 4 acres on the north side. There are a number of opportunities to redevelop small parcels along Halsted Street and the possibility to upgrade the West Pullman Metra Station.

Land uses are generally in conformance with zoning, although conflicting uses include manufacturing zoning for the institutional parcels along the south side of 119th Street in the eastern portion of the Corridor, and vacant land along Halsted Street that is currently zoned for manufacturing, commercial, and business zones. These zoning classifications will need to be updated.

Transportation

119th Street is an east-west arterial roadway with a direct link to an interchange at I-57. A series of local and collector streets run through the study area in a grid pattern, but many are disconnected from 119th Street due to large scale developments. The existing roadway network has the capacity to accommodate the existing traffic. Pedestrian facilities need improvements in several areas with missing sidewalks or sidewalks in poor condition. Halsted Street, south of 119th Street, is identified by the City of Chicago as a bike route. The Major Taylor Trail is an off-road bike path that runs from Whistler Woods near 132nd Street to the Dan Ryan Woods near 81st Street.



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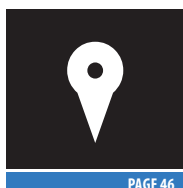
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CHAPTER 1

Introduction

The 119th Street Corridor is located in the West Pullman Community Area in the City of Chicago. The Corridor is easily accessible from a full interchange at I-57 and 119th Street, as well as by CTA bus and nearby CTA and Metra train stations. Along 119th Street, the predominant land uses are institutional, including the home of the Salvation Army Ray and Joan Kroc Center and Christ Universal Church, and industrial companies such as MIFAB. The corridor includes residential neighborhoods of homeowners and single-family homes. At the center of the Corridor, a 32-acre vacant property is available for redevelopment.

History

West Pullman was initially settled in the 1830s, but rapid growth did not occur in the area until after the opening of the Illinois Central and Michigan Central Railroad and the development of the Pullman Palace Car Works in the 1850s in nearby Pullman. In the late 1880s, the West Pullman Land Association began to market property between 119th Street and 123rd Street between Wentworth Avenue and Halsted Street. The Land Association promoted industrial and residential development that grew out of the Pullman neighborhood to the northeast.

In 1890, the Land Association began construction of a 600 home development that was completed 4 years later. Due to external factors including a depression that began in 1893, the Pullman Strike of 1894, and economic downturn of 1908, the

Land Association went bankrupt. Yet the area continued to grow, reaching over 23,000 people in 1919, and eventually 30,000 people in 1930, fueled by the area's proximate location to industrial jobs. Local employers included International Harvester (now named Navistar), Ingersoll, and Dutch Boy Paints that had plants between 119th and 120th Streets west of Halsted Street, and Libby located just west of I-57 where Marshfield Plaza now stands.

Beginning in the 1960s, the area began to be settled by African Americans although the majority of the area was still White. The Maple Park Neighborhood was built in the early 1960s on land that was previously restricted against African American homebuyers. By 1980, the population peaked at 44,904 (U.S. Census) and

90% of West Pullman's residents were African American as the neighborhood became fully developed.

Today, there are 27,593 residents in West Pullman, down 19% from 34,277 in 2000.¹

In the 1980s, the area lost many of its industrial jobs, for example, Dutch Boy paint closed in 1980 when the company was sold to Sherwin Williams. International Harvester (Navistar), also closed in the early 1980s.

¹ Nielsen Site Reports, 2012 based on US Census, 2000 and 2010



Photo Credit: Google, 2014

Study Area

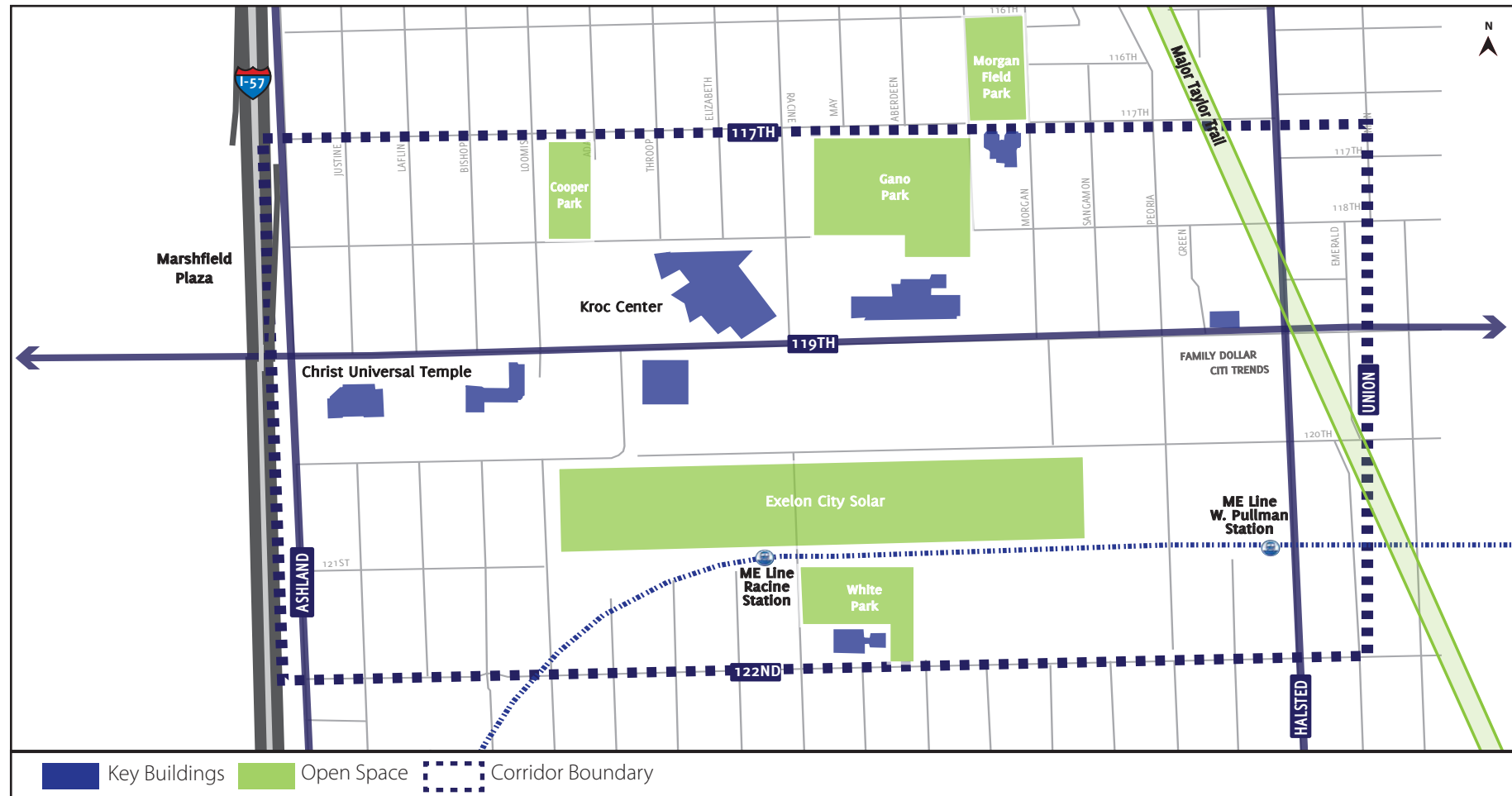
For the purpose of data analysis several geographic boundaries are utilized in the report:

119th Street Corridor is the primary study area for this project. It is located between I-57 on the west and Union Street on the east, and between 117th Street on the north and 122nd Street on the south.

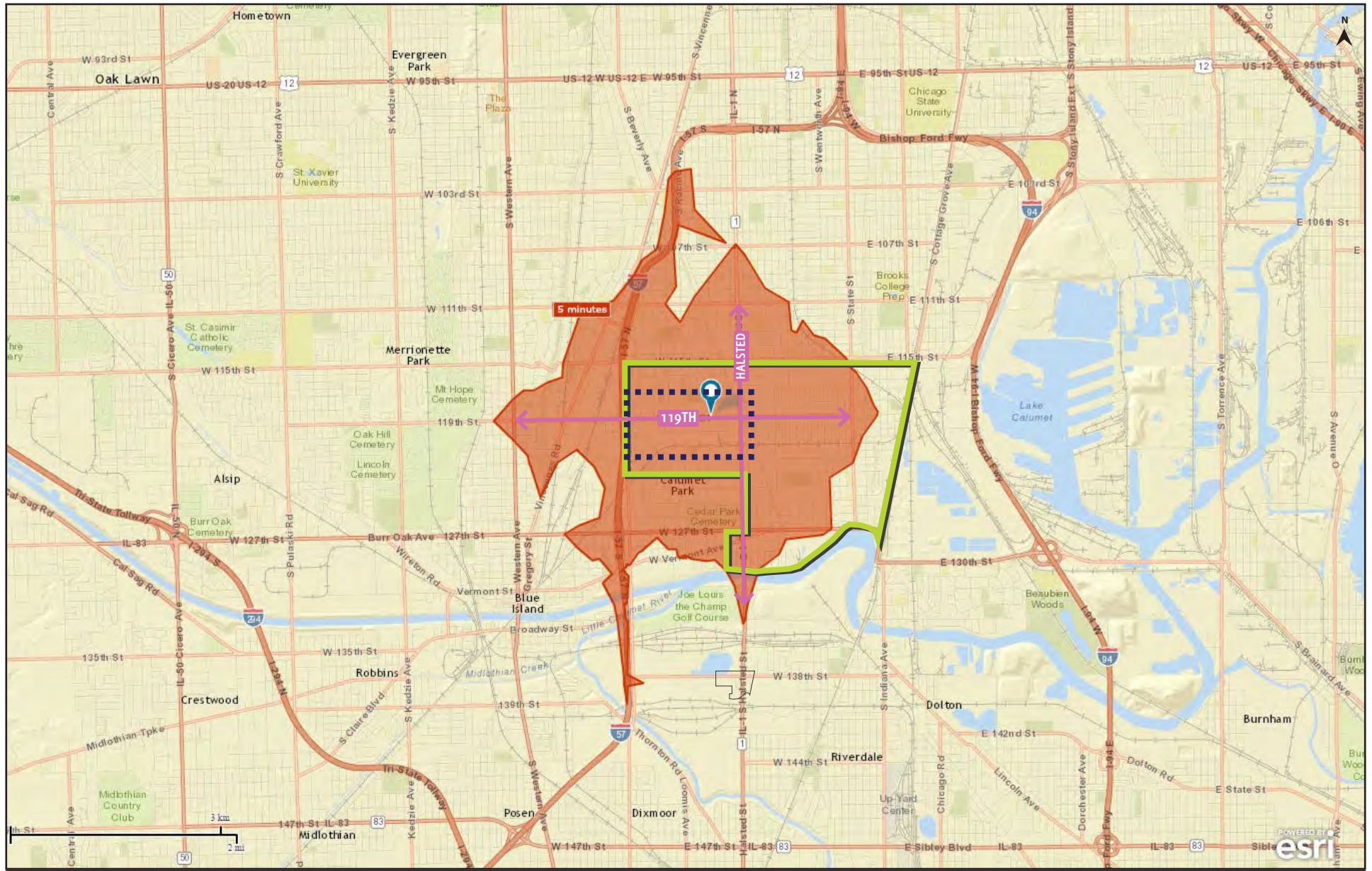
The Trade Area (see *Trade Area Map* on page 5), shown in red, is defined by the 5-minute drive time and is utilized to determine demographics in the area immediately surrounding the Corridor that will influence demand for new development.

The Corridor is located in the **West Pullman Community Area** (see *Community Area and Location Map* on page 6), one of 77 community areas in the City of Chicago.

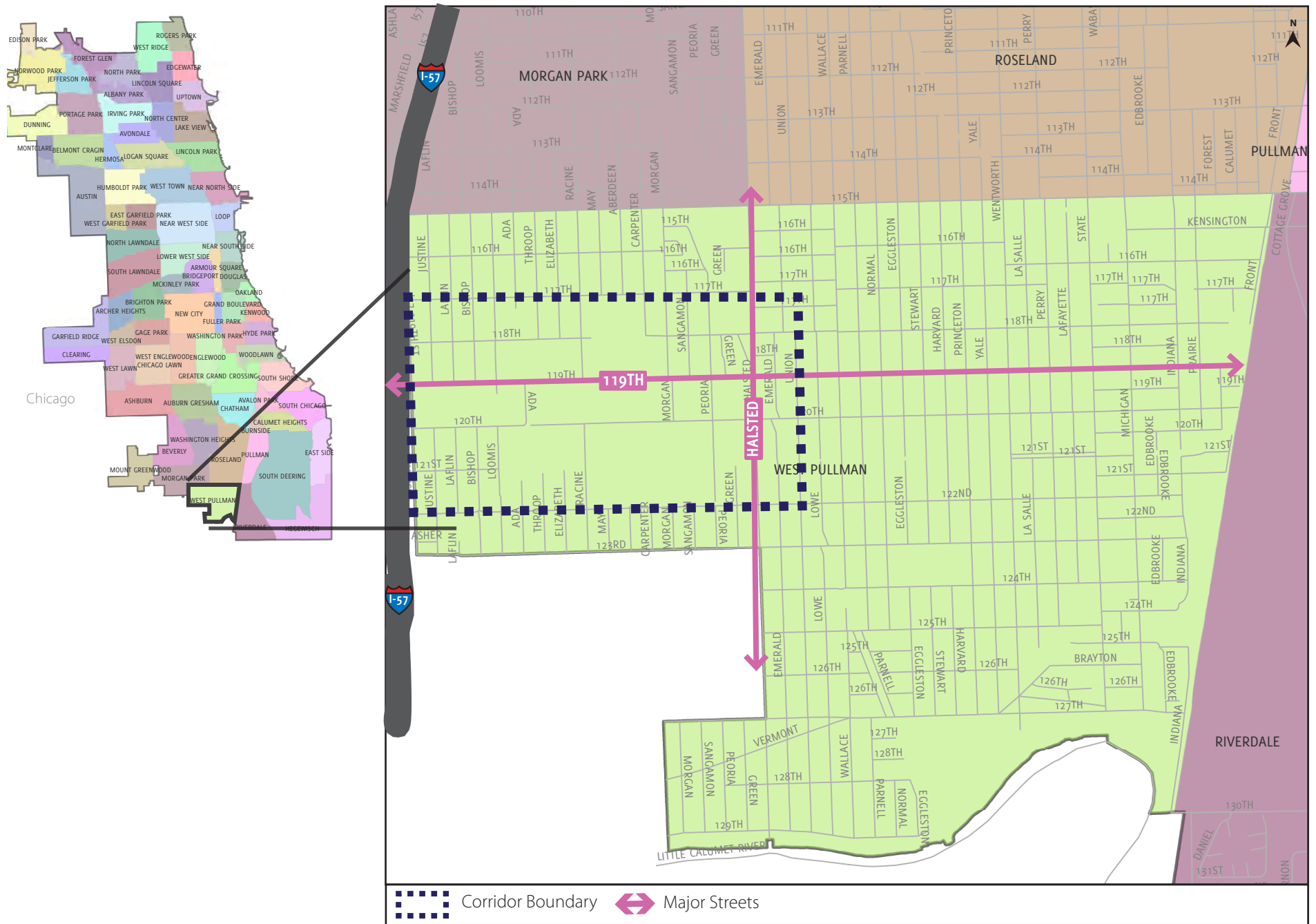
119th Street Corridor Study Area Map



Trade Area Map



Community Area & Location Map



Demographics

There are 3,094 residents in the 119th Street Corridor and approximately 59,000 residents within the Trade Area. Population has been declining in both the Corridor and the Trade Area. Median household income in both the Corridor and Trade Area is just below that of the City of Chicago. While the median housing value is lower in the Corridor than in the City, the share of homeowners is much higher at 70% compared to 40% citywide. This is due to both the nature of the housing stock, which is primarily single-family homes, and the affordability of the homes.

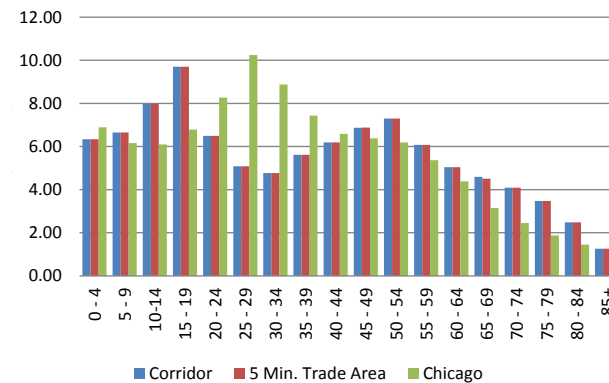
The Corridor and Trade Area have more younger and older residents and less middle-aged residents than citywide. The peak age group in the Corridor and Trade Area is 15-19 year olds, compared with 25-29 years old citywide. There is also a higher share of residents in every age group over age 50 until it evens out with the City of Chicago at age 85+. This demographic profile has implications for services in the neighborhood as there are disproportionately more children, teenagers, and seniors, and fewer young adults in the area than in the City.

The Corridor is composed mostly of Black residents, comprising 97% of all residents. The Trade Area is 20% White, 72% Black, and 8% other or two or more races. The Corridor has a very low percentage of Hispanic/Latino population (of any race) at 2% compared with 29% citywide. The Trade Area has a slightly higher percentage of Hispanic/Latino residents at 11%.

Population Change, Households, & Age by Trade Area and City of Chicago

	Corridor	Trade Area	Chicago
2000 Population	3,094	58,945	2,890,892
2010 Population	2,615	49,945	2,695,598
Annual Pop. Change	-1.67%	-1.49%	-0.70%
Median HH Income (2014)	\$40,000	\$42,000	\$44,000
Owner Occupied Housing (2014)	70%	63%	40%
Median Home Value (2014)	\$132,000	\$133,000	\$221,000
Median Age (2014)	37	36	34

Age Groups in Trade Area



Source: U.S. Census 2010 Summary File, ESRI 2014



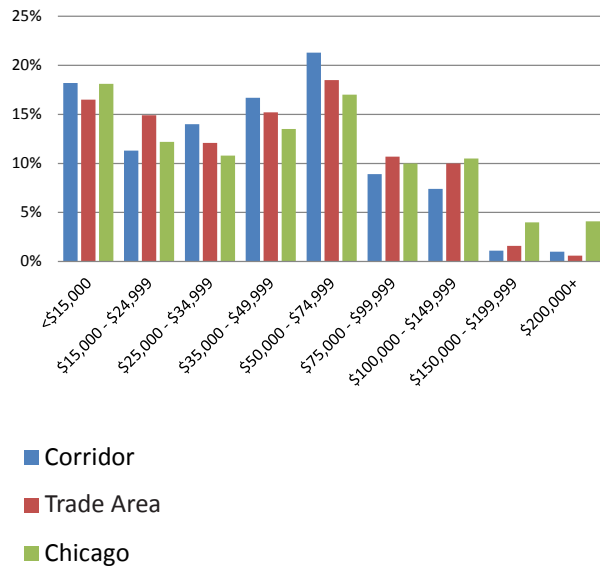
Race and Hispanic/Latino Population by Trade Area and City of Chicago

	Corridor	Trade Area	Chicago
White	1%	20%	45%
Black	97%	72%	32%
Asian, Pacific	0%	1%	6%
Some Other Race	1%	5%	14%
Two or More Races	1%	2%	3%
Total Hispanic/Latino Pop. of Any Race	2%	11%	29%

Household Income

The income distribution of the Corridor and Trade Area generally reflect citywide trends. The share of families earning less than \$25,000 is no larger than the City as a whole. Furthermore, there is a greater share of households earning between \$50,000 and \$75,000 than citywide. In fact, one in five households earn between \$50,000 and \$75,000, above the citywide median income of \$44,000.

Household Income Distribution



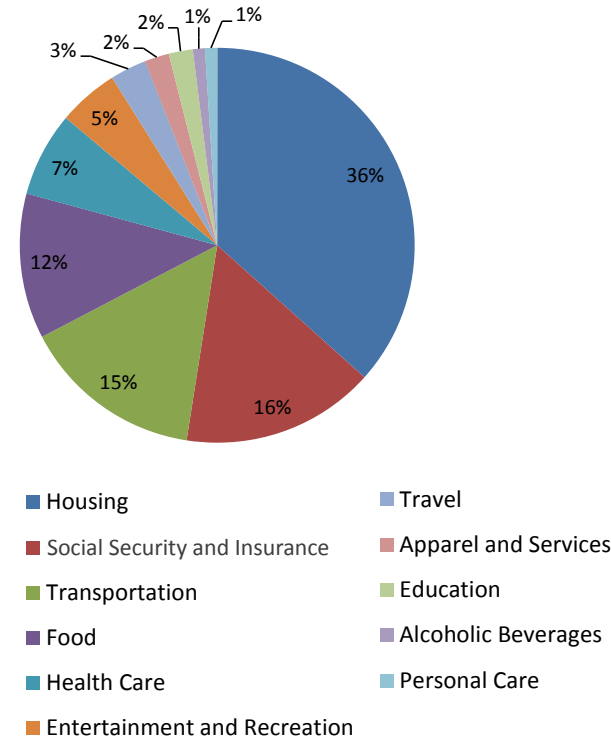
Source: U.S. Census 2010 Summary File, ESRI 2014

Household Budget

The largest items in the average household budget for area residents is housing (36%), social security and insurance (16%), transportation (15%), food (12%) and health care (7%). Expenses on entertainment, travel, apparel, education, alcohol and personal care are all under 5%¹.

The Trade Area was utilized for this analysis due to its larger sample size than the Corridor and because it reflects conditions of families in the area.

Average Household Budget in the Trade Area



Source: U.S. Census Bureau, 2010 Summary File 1, ESRI, 2014

Findings

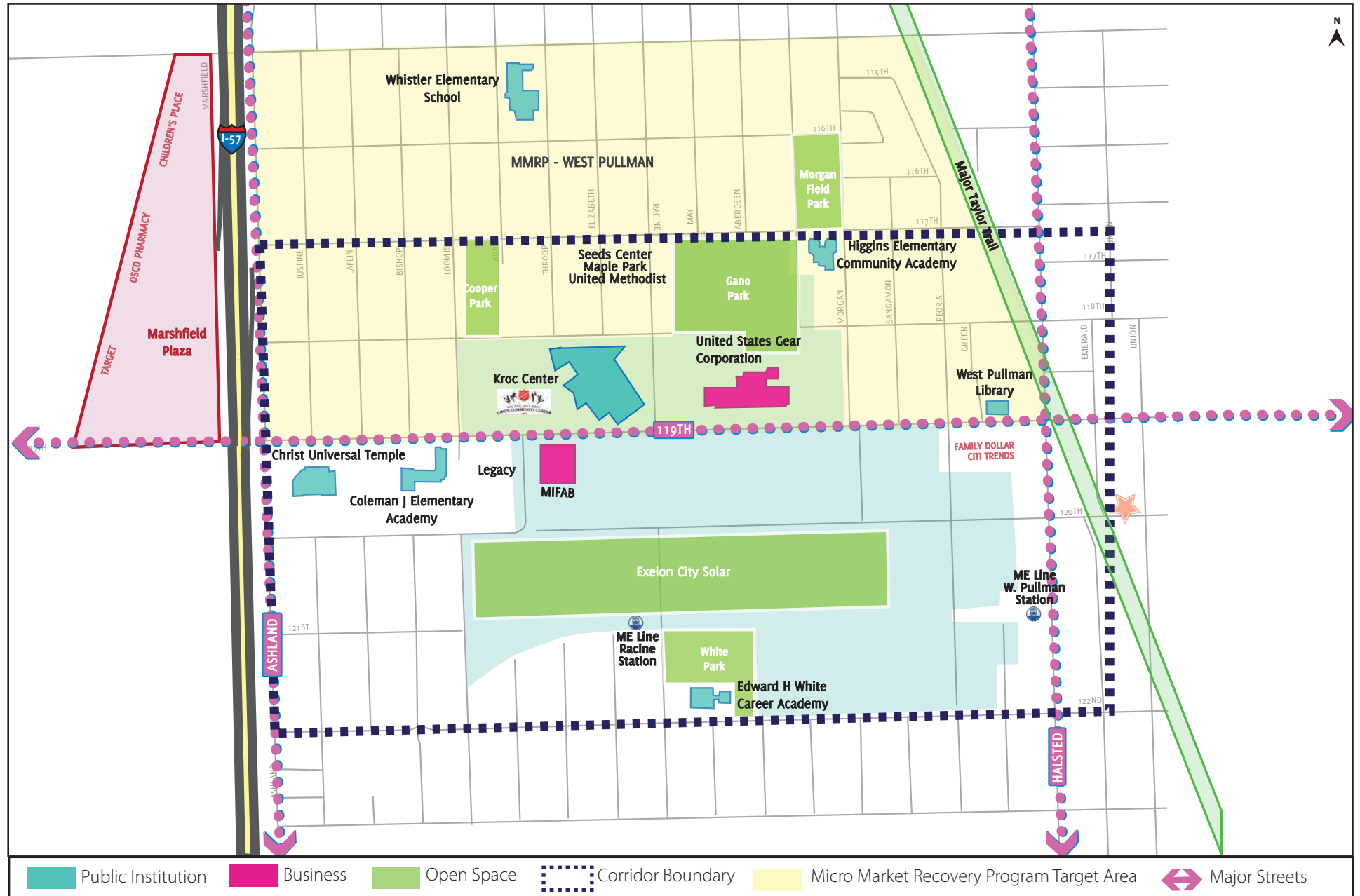
- Population has been declining in both the Corridor and the Trade Area.
- Median household income in both the Corridor and Trade Area is just below that of the City of Chicago.
- The area is comprised of 70% homeowners, compared to 40% citywide.
- The Corridor and Trade Area have more younger and older residents and less middle-aged residents than citywide.
- The Corridor is composed mostly of Black residents, comprising 97% of all residents.
- Over one in five households in the Corridor earn between \$50,000 and \$75,000.



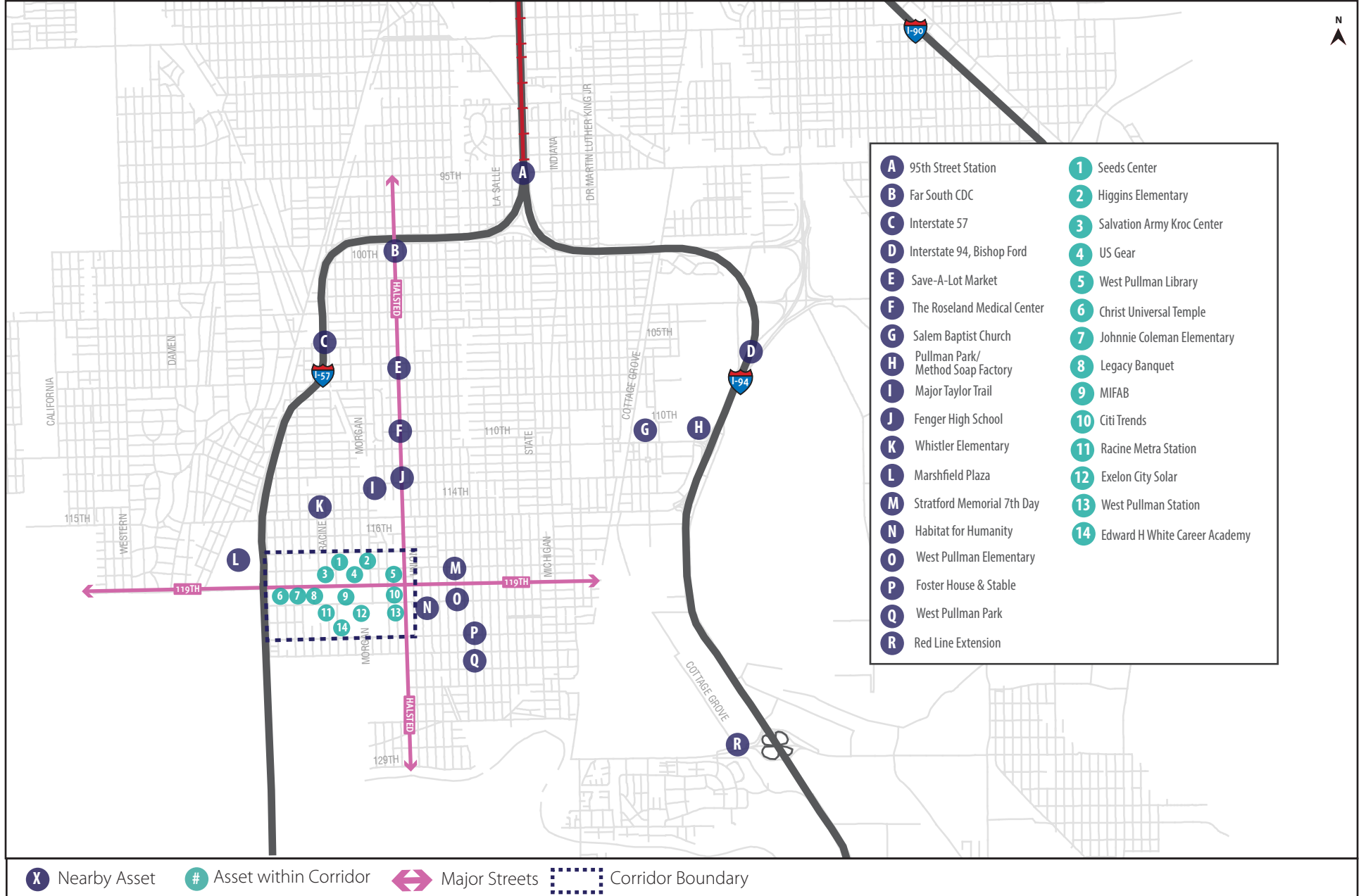


The 119th Street Corridor is home to a multitude of strong assets, from public schools, to churches, retail districts, Metra stations, a strong transportation network, parks and large recreational areas. The area offers its residents a variety of services, religious institutions, and retail opportunities in close proximity.

Corridor Asset Map



Corridor & Surrounding Community Assets Map



Key Community Assets

Salvation Army Kroc Community Center

Salvation Army Kroc Community Center, at 1250 W. 119th Street, has quickly become the largest destination in the Corridor, serving 1,200 people a day from throughout the South Side of Chicago and southern suburbs. The state-of-the-art sports and multi-service center is the largest of 27 facilities in the nation and a destination for children and families. The Kroc Center is proving that families are willing to come to the neighborhood each day in large numbers due to the high quality of facilities and services.

Key programs include:

- swimming and water park,
- arts and dance,
- education, including culinary and industrial classrooms,
- youth and sports, including four full size basketball courts, outdoor football and baseball fields,
- on-site child care, and
- senior club and programs.

The Kroc Center also offers space for a variety of organizations that can provide additional services and educational programs, such as job readiness and higher education.



MIFAB

MIFAB, established in 1982, is a manufacturer of commercial plumbing products. It is located at 1321 W. 119th Street and manufactures a variety of drains and plumbing products. It is one of the employers in the Corridor and is located immediately west of a 32-acre vacant industrial site on the south side of 119th Street. It is an example of a successful manufacturer that is able to move product in and out of the site easily, take advantage of the skilled labor pool of Chicago, and serve a large market area.



Exelon City Solar

Exelon City Solar is the largest urban solar power plant in the United States. Its 32,292 solar photovoltaic (PV) panels generate enough clean, reliable electricity to power up to 1,500 homes per year. It is a 10-megawatt solar installation located on a 41-acre brownfield along 120th Street. The plant uses solar tracking systems that tilt the panels toward the sun as it moves across the sky, increasing energy production by 25%. When built in 2010 the \$60 million facility employed 200 construction workers. The facility was built on a former brownfield that once housed International Harvester (Navistar).

Transportation



West Pullman Chicago Public Library

West Pullman Chicago Public Library, located at 830 W. 119th Street, opened in 2005 and houses an exhibit describing the history of Pullman Porters and A. Phillip Randolph. The building was built with environmentally sustainable construction methods consistent with Leadership in Energy and Environmental Design (LEED) Green Building Rating System developed by the U.S. Green Building Council.



Metra Electric

Two Metra stations are each within two blocks of 119th Street. Service is provided approximately every 30 minutes during rush hours directly to Millennium Station at Randolph Street and Michigan Avenue in the Loop. The West Pullman Station is located on Halsted Street while the Racine station is located just south of Exelon City Solar. While ridership is low at these stations, the 119th Street Corridor Plan will investigate potential for transit oriented development around the West Pullman Station on Halsted Street. According to 2014 Metra ridership data, there were 21 riders per day at West Pullman and 33 riders per day at the Racine Station. The West Pullman station also does not have any dedicated parking spaces for commuters.



I-57 and Bishop Ford (I-94)

West Pullman has excellent highway access, being located between two major Interstates (I-94 and I-57) that converge at approximately 95th Street, north of West Pullman. These highways provide direct access to downtown, jobs, and amenities located throughout the Chicago region.

Major Taylor Trail

The Major Taylor Trail, which crosses 119th Street at Halsted, is named for a famous Black cyclist. Son of a Kentucky slave who fought for the Union in the Civil War, Marshall Taylor moved with his adoptive family to Chicago at age 13. Taylor was given a bicycle which he first used to earn money as a paperboy, before being recognized for his speed by the Hay and Willits bicycle shop. After winning his first 10 mile race in Chicago, he went on to win 158 more races including a victory in France over the current world champion. Taylor overcame racial prejudice throughout his life, proving he could beat anyone given the chance. He retired in Chicago after a difficult struggle due to both societal prejudices and personal difficulties. He has been recognized since his death for his trailblazing accomplishments as a racer and a leader who overcame adversity.

The trail connects the Dan Ryan Woods at the north with Whistler Woods on the south bank of the Little Calumet River, and connects the neighborhoods of Brainerd, Gresham, Beverly, Morgan Park, Roseland, and West Pullman.



Photo Credit and Source: Wikipedia, 2014

Churches

Christ Universal Temple located at 11901 S. Ashland

Founded by the late Reverend Dr. Johnnie Colemon, the church attracts 3,000 members each Sunday. The church also shares a banquet hall called the Legacy Luxury Event Venue.

Salem Baptist Church located at 752 E. 114th Street

Under the leadership of Pastor James T. Meeks, the Church currently has over 20,000 members, and built the House of Hope in 2005, which includes a 10,000 seat arena and is located east of the Corridor along I-94.

Stratford Memorial 7th Day Adventist at 500 W. 119th Street

Stratford Memorial is a key local church that is involved and supportive of local organizations including the Far South Community Development Corporation (Far South CDC).



Photo Credit: Christ Universal Temple

Organizations

Far South Side CDC located at 9923 S. Halsted

The Far South CDC is a not-for-profit corporation established in 1977 to foster economic development, beautify its service area, and stimulate business and residential development through a variety of programs and services. Far South CDC works in the Beverly-Morgan Park area, as well as the 9th, 15th, 21st, and 34th Wards.

Windy City Habitat for Humanity

Windy City Habitat for Humanity is in the process of building 16 homes on Union Street between 120th and 121st Street on the eastern edge of the Corridor. To date, three homes have been built and the fourth is under construction. There is a full time community engagement staff person, and Habitat is following a neighborhood revitalization approach in partnership with local organizations, churches, and residents. Habitat completed a resident survey in 2013 of 146 households. Habitat has also mobilized volunteers to undertake renovations and critical home repairs for 20 homes in West Pullman.



Schools



Thomas J. Higgins Elementary Community Academy

Thomas J. Higgins Elementary Community Academy, located at 11710 S. Morgan, is rated Level 1 (highest level) by Chicago Public Schools. The school is a Neighborhood School serving 341 pre-K - 8th students. Higgins has a 67% ISAT composite score, is in the 99th percentile in the NWEA Reading Growth and 97th Percentile in NWEA Math Growth. The school is 93% low-income students. In 2014, the school had 96% student attendance. According to the CPS School Progress Report Card, it is rated strong in ambitious instruction and quality of facilities. Areas to improve are parent-teacher partnership and safety, according to parent, student, and teacher surveys. Student achievement is rated "far above average" at all grade levels in student growth in reading and math and above average in student attainment in all grades except one. A facility systems assessment completed by CPS in 2012 documented \$3.7 million in needed repairs for exterior, mechanical, electrical, plumbing and fire protection, interiors and site work.



Johnnie Coleman Elementary Academy

Johnnie Coleman Elementary Academy, located at 1441 W. 119th Street, is adjacent to Christ Universal Temple and across from the Kroc Center. The school is rated as Level 1 (highest level). The school is a Neighborhood School serving 262 Pre-K – 8th Grade students. The school is 89% low-income students. In 2014, the school had a 96% student attendance. It scores higher than average in reading and math at most grade levels, particularly in 6th-8th grades. According to the CPS School Progress Report Card, the school is rated strong in supportive environment and ambitious instruction, but needs improvement in effective leaders and collaborative teachers. A facility assessment by CPS in 2012 estimates a need of \$2.6 million in repairs are needed for exterior, mechanical, electrical, plumbing and fire protection, interiors and site work.



Edward H. White Career Academy

Edward H. White Career Academy, located at 1136 W. 122nd Street, is located next to White Park and is rated as a Level 1 school (highest level). The school is a Neighborhood School serving Pre-K - 8th Grade. The school is 99% low-income students. In 2014, the school had a 93% student attendance. According to the CPS School Progress Report Card, the school is rated very strong in ambitious instruction and strong in effective leaders, but below average in student attainment by grade level. A facility assessment by CPS in 2012 estimates a need of \$2.5 million in repairs are needed for exit signs, ventilation, plumbing, the library, lighting, and the playground.

West Pullman School

West Pullman School, located at 11941 S. Parnell Avenue, was rated as a Level 3 school and is currently closed. Students who live east of Halsted now attend Metcalf Elementary School, a Level 2 school located southeast of the Corridor.

Fenger High School

Students from the Corridor attend various high schools throughout the City of Chicago, but the neighborhood open enrollment high school is Fenger High School, located at 11220 S. Wallace Street. The school has 532 students, of which 96% are from low-income households. According to the CPS School Progress Report Card, the school is ranked high in supportive environment and ambitious instructions, and average in effective leaders, collaborative teachers and involved families.



Photo Credit: Google, 2014

Marshfield Plaza

Located just to the west of the Corridor on the west side of I-57, Marshfield Plaza is a 450,000 square foot (sq. ft.) regional shopping center. The center is anchored by a Target and Jewel/Osco. The first phase (completed in Spring 2010) included the construction of three free-standing buildings for the anchors. Subsequent phases have completed nearly all of the development opportunities of the site. The project received LEED Silver certification from the U.S. Green Building Council. Current tenants include:

- Anna's Linens
- Ashley Stewart
- Burlington Coat Factory
- The Children's Place
- Chili's Grill & Bar
- City Sports
- Cosmo's Beauty
- Dollar Tree

- Dots
- Fifth Third Bank
- GameStop
- Harold's Chicken & Fish Restaurant
- Jewel-Osco
- LA Fitness
- Lady City Sport
- Marshalls
- Nail Works
- Panda Express
- Payless ShoeSource
- Petco
- Shoe Time
- Simply Fashion
- Skechers
- Staples
- Starbucks (Inside Target)
- Subway
- Target
- T-Mobile
- Villa Joint the Movement
- Wingstop



Nearby Assets

The Roseland Medical Center

The Roseland Medical Center was created in 2007 across the street from Roseland Community Hospital. The Medical Center increases access to services for local residents, including affordable health care provided by a non-profit family health care service provider.

The Halsted Family Service Center

The Halsted Family Service Center houses the Magic Johnson Bridgescape program, an innovative computer-based training program, which provides young adults with an alternative path to a high school diploma.

Save-A-Lot Market

In 2012, Saver's Fresh Market took over operations at the corporate Save-A-Lot food store at 107th & Halsted and has converted the store to a "Save-A-Lot Market," which emphasizes fresh produce and freshly cut meat with an enhanced market look and feel.



CTA

95th Street Station

Renovation of the 95th Street Red Line station is a project that will modernize transit and promote economic opportunity on Chicago's South Side. The \$240 million reconstruction project will create a brand-new, reconfigured station to serve the CTA's busiest rail line and become a community focal point and an anchor for economic opportunity on Chicago's South Side.

Red Line Extension

The CTA Red Line is planned to be extended from 95th Street to 130th Street through Pullman and Roseland. This service will provide frequent service via the El downtown and provide connections throughout the City of Chicago.



Pullman Park

Chicago Neighborhood Initiatives (CNI), in partnership with U.S. Bank, is the developer for Pullman Park, a mixed-use development that provides quality retail stores, sustainable industry, park and recreational opportunities. The project is planned to include: 400,000 sq. ft. of big box retail including the recently opened Wal-Mart along the Bishop Ford expressway, 50,000–75,000 sq. ft. of neighborhood retail along 111th, the Method Soap Factory, and a 140,000 sq. ft. Pullman Sports Complex.

Method Soap Factory

Method Soap, the maker of eco-friendly cleaning products, is opening a 150,000 sq. ft. soap production facility in Pullman Park on Chicago's Far South Side in 2015. Method, founded in San Francisco and now owned by Belgium-based Ecover, is employing 65 people. An additional 20 people will work for an on-site supplier.

Foster House & Stable in the Stewart Ridge Historic District

Stewart Ridge Historic District is home to some of the original homes built by the West Pullman Land Association in the 1890s to early 1900s. The S. A. Foster House & Stable, located at 12147 S. Harvard Avenue, by architect Frank Lloyd Wright in 1900, is located in this district and was designated a Chicago Landmark on May 9, 1996.



Photo Credit: Google, 2014



Photo Credit: Google, 2014

West Pullman Park

West Pullman Park is a resource located to the east of the 119th Street Corridor. It is home to active as well as passive open space. **The Major Taylor Trail** runs north-south at the eastern edge of the Corridor. A triangular parcel along the trail at 119th Street could be an excellent location for a pocket park for local residents.



Photo Credit: Google, 2014



Photo Credit: Google, 2014

Findings

- The Kroc Center is a major transformational addition to the Corridor providing recreational activities and services to 1,200 people a day.
- Industrial companies and investments include MIFAB and Exelon City Solar, the largest urban solar power plant in the United States.
- West Pullman Library and commercial development at 119th and Halsted Streets provides educational, workforce, and retail opportunities in the eastern portion of the Corridor.
- Car transportation access is excellent and includes direct access to I-57, and nearby access to I-94 and I-80. Public transit access includes two train stations on the Metra Electric Line at West Pullman and Racine, CTA bus service on Halsted and 119th Streets. The Major Taylor Trail crosses 119th Street at Halsted Street.
- Local churches and organizations provide resources and services to residents and businesses in the Corridor.
- The three elementary schools serving most of the Corridor are Level 1 schools.
- Larger commercial and industrial developments near the Corridor include Marshfield Plaza, Save-A-Lot Market, Pullman Park (anchored by Wal-Mart), and Method Soap Factory.

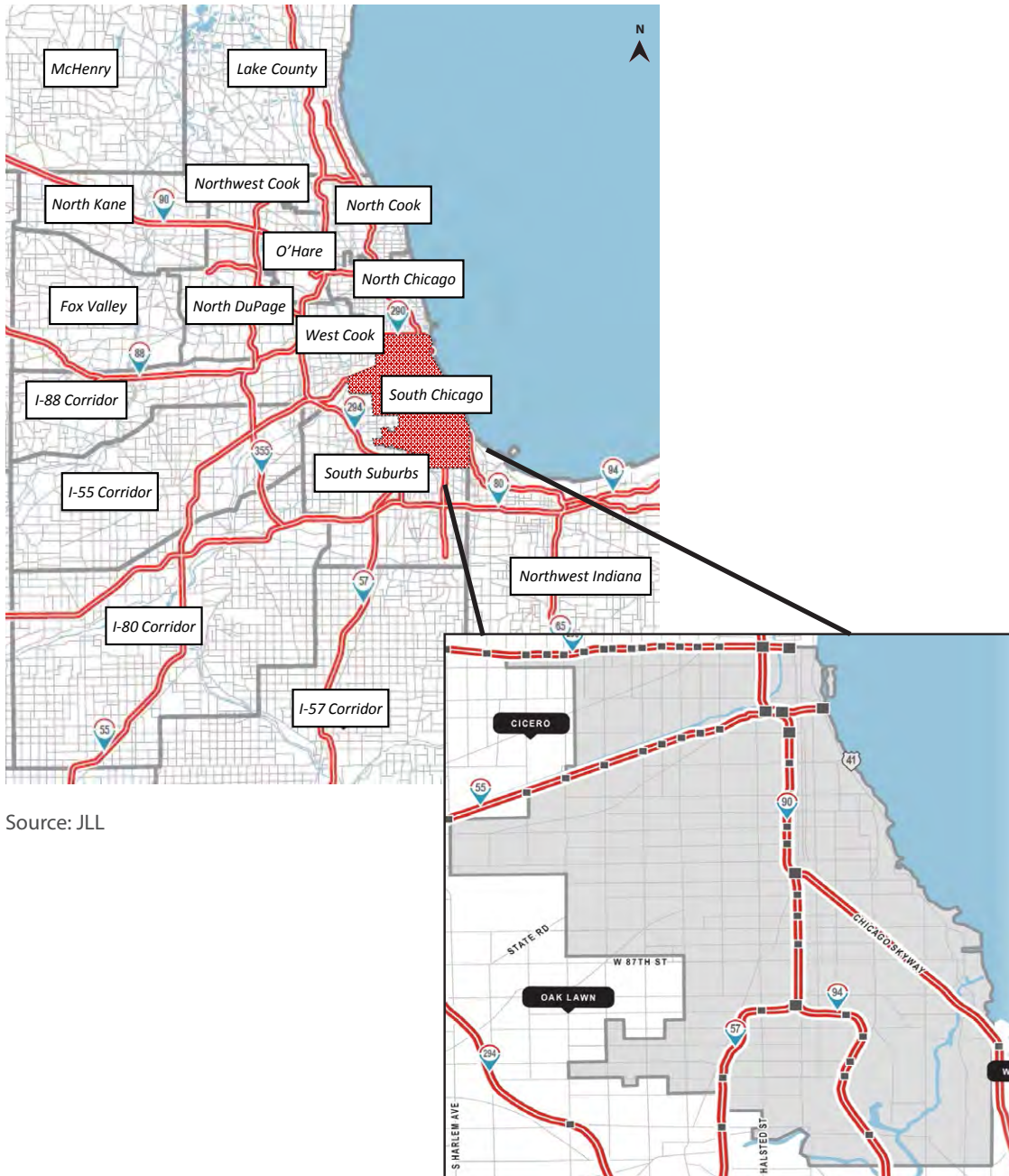


CHAPTER 3

Industrial Market Conditions

The Chicago market is one of the largest industrial hubs in the United States, containing an estimated 1.12 billion square feet. Chicago’s manufacturing and distribution demand is driven by its rail and highway connections. The 119th Street Corridor is located within the South Chicago submarket, but is also impacted by the South Suburbs submarket.

Overall Chicago Industrial Market



Source: JLL

South Chicago Submarket

Submarket	Inventory
I-57 Corridor	2.1%
Northwest Cook County	2.3%
McHenry County	2.5%
North Kane County	2.7%
Fox Valley	3.0%
North Cook County	3.7%
Northwest Indiana	3.9%
Southeast Wisconsin	4.4%
I-88 Corridor	5.0%
I-80 Corridor	5.3%
Lake County	6.3%
West Cook County	6.4%
North Chicago	6.5%
North DuPage County	6.9%
I-55 Corridor	7.3%
South Suburbs	8.4%
O'Hare	8.9%
South Chicago	10.1%

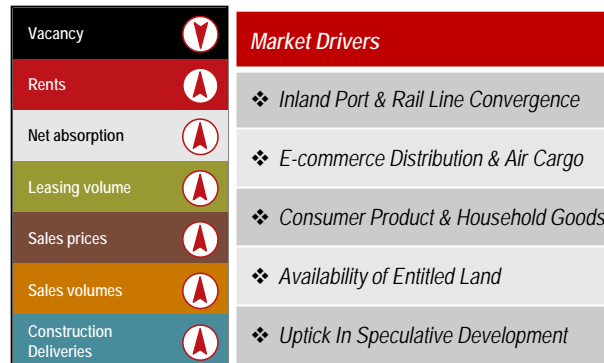
Overall Chicago Industrial Market

The Overall Chicago Industrial Market has largely recovered since the Recession and its aftermath which began in 2007. Vacancy rates have declined for the fourth straight quarter to 8.0% and rental rates have continued to increase, averaging \$4.50 per square foot (psf). Pricing for several submarkets is returning to pre-recession highs as limited supply gives landlords more rental leverage. Industrial absorption has increased with two consecutive years of more than 15 million square feet absorbed (leased). This absorption is fueling speculation and new industrial construction with over 13 million sq. ft. currently under construction. Approximately 7.3 million sq. ft. of industrial space was delivered in 2013 and is expected to be fully absorbed within 12 months.

As shown in the graphic “Market Drivers,” market indicators are improving in the Chicago area market for industrial properties. As vacancies have decreased, rents, absorption, leasing, sales prices, sales volumes and construction deliveries have all increased. Industrial sites with rail access, nearby port activities and entitled land will all be more competitive in the marketplace.

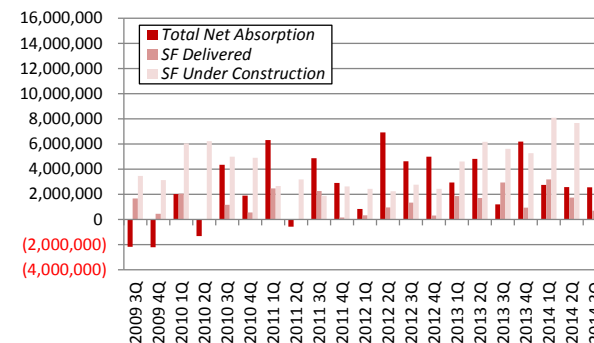
For example, as shown in the chart “Overall-Absorption, Deliveries, Under Construction”, absorption, deliveries, and construction has been positive for every quarter since 2012 2Q. As a result of rising rents, lower vacancy, and positive net absorption, construction of industrial space has returned to the market.

Market Drivers



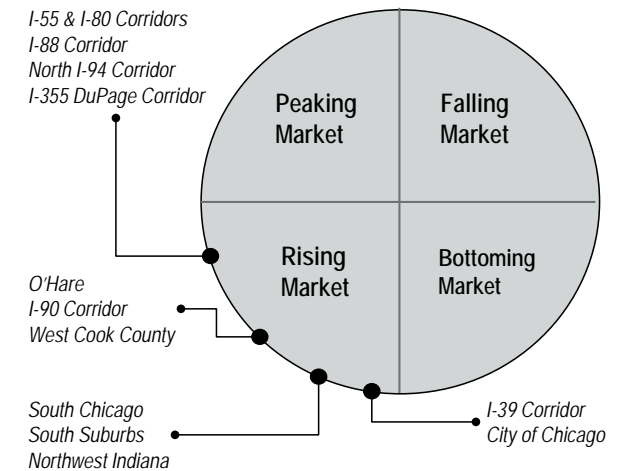
Source: JLL

Overall - Absorption, Deliveries, Under Construction



Source: JLL

All submarkets in the Chicago area are within a rising industrial market as owners have increasing leverage with potential tenants. Rental rates in O’Hare, North Chicago and West Cook County submarkets demand the most premium by offering tenants a balance between a large surrounding workforce and close proximity to downtown Chicago. Manufacturing properties lease at an average of \$4.06 psf., considerably lower than warehouse distribution properties. However, manufacturing properties have lower vacancies throughout the Overall Chicago Market suggesting more predictable cash flows.





South Chicago Submarket Snapshot

Industrial Statistics per Submarket 2014 Q3			
Submarket	Warehouse & Dist.	Manufacturing	Total
Lake County	R - \$5.40, V - 10.8%	R - \$5.94, V - 4.1%	R - \$5.43, V - 7.9%
North Cook County	R - \$6.41, V - 6.2%	R - \$4.15, V - 5.9%	R - \$5.27, V - 5.4%
Northwest Cook County	R - \$4.77, V - 5.2%	R - \$4.53, V - 5.9%	R - \$5.09, V - 5.6%
O'Hare	R - \$5.41, V - 9.3%	R - \$5.25, V - 7.3%	R - \$5.32, V - 7.9%
West Cook County	R - \$4.88, V - 8.5%	R - \$6.49, V - 7.6%	R - \$5.88, V - 6.9%
North Chicago	R - \$6.01, V - 11.5%	R - \$6.32, V - 11.2%	R - \$6.19, V - 9.6%
South Chicago	R - \$4.30, V - 15.0%	R - \$4.95, V - 10.6%	R - \$4.29, V - 11.2%
South Suburbs	R - \$3.68, V - 8.8%	R - \$4.15, V - 9.4%	R - \$3.65, V - 9.0%
I-57 Corridor	R - \$4.15, V - 16.3%	R - \$1.99, V - 5.6%	R - \$3.05, V - 13.4%
I-80 Corridor	R - \$3.49, V - 17.1%	R - \$4.35, V - 3.7%	R - \$3.41, V - 13.7%
I-55 Corridor	R - \$3.99, V - 9.7%	R - \$4.50, V - 11.1%	R - \$4.42, V - 9.7%
I-88 Corridor	R - \$3.90, V - 7.6%	R - \$5.40, V - 5.0%	R - \$4.02, V - 5.9%
North DuPage County	R - \$4.53, V - 6.8%	R - \$4.26, V - 3.7%	R - \$4.21, V - 5.6%
Fox Valley	R - \$3.45, V - 6.4%	R - \$4.20, V - 0.7%	R - \$3.37, V - 4.3%
North Kane County	R - \$4.88, V - 12.1%	R - \$4.07, V - 7.6%	R - \$4.56, V - 9.8%
McHenry County	R - \$4.56, V - 8.9%	R - \$3.90, V - 10.0%	R - \$4.37, V - 11.6%
Rockford	R - \$2.99, V - 14.9%	R - \$2.90, V - 14.0%	R - \$3.12, V - 10.1%
I-39 Corridor	R - \$2.96, V - 14.0%	R - \$4.00, V - 3.9%	R - \$3.12, V - 10.1%
Northwest Indiana	R - \$3.23, V - 8.3%	R - \$2.85, V - 6.1%	R - \$3.24, V - 6.7%
Southeast Wisconsin	R - \$3.60, V - 4.8%	R - \$3.67, V - 6.0%	R - \$3.61, V - 6.4%
Median	R - \$4.32, V - 10.1%	R - \$4.06, V - 6.9%	R - \$4.32, V - 8.1%

R - Rental Rates V - Vacancy Rates

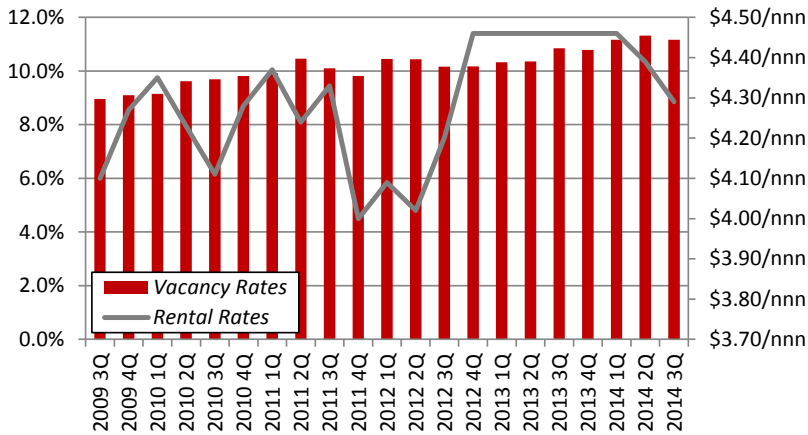
Source: JLL

As shown in this table (*Industrial Statistics per Submarket 2014 Q3*), manufacturing rents are higher in the South Chicago and South Suburbs submarkets than the median in the Chicago Area Market while vacancy rates are still somewhat higher than region-wide. An industrial developer will need to offer competitive rent levels to lease up space. Due to vacancy rates, a developer will most likely need to have a tenant in place prior to the financing and the construction of a new building.

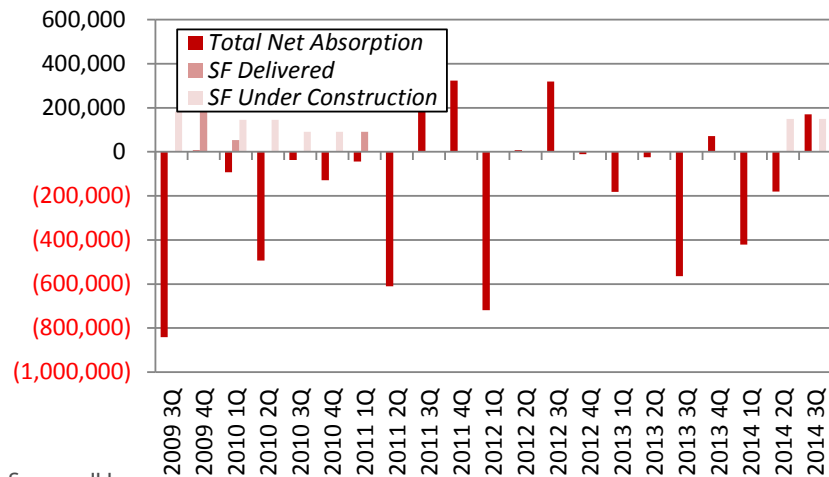
The South Chicago Submarket experienced an increase in vacancy and a corresponding decrease in rental rates in 2014 (see the *South Chicago - Vacancy and Rental Rates* chart on page 23). However, the submarket has substantially improved since the recession shook industrial demand in the market. Vacancy in the submarket is near its recent peak, although the vacancy rate declined in the third quarter to 10.7%, well above the overall Chicago market. Rental rates declined from their recent peak of \$4.46 psf. at the beginning of 2014 to \$4.29 psf. Net absorption is negative for the year, but the Corridor did experience positive absorption of 170,000 sq. ft. in the most recent quarter. Currently, there is 150,000 sq. ft. of new construction within the South Chicago market after not delivering a single building in nearly three years. Net absorption in the South Chicago Market has fluctuated, but has been improving since 2011 (see *South Chicago - Absorption, Deliveries, Under Construction* on page 23).

South Chicago Submarket

South Chicago - Vacancy and Rental Rates



South Chicago - Absorption, Deliveries, Under Construction



Source: JLL

Findings

- The submarkets surrounding the 119th St. Corridor are lagging behind other submarkets somewhat, but there are signs that demand exists for new construction of industrial development.
- The Corridor will be of interest to companies that want a Chicago address and/or need immediate expressway access such as that available at 119th & I-57. Most development of warehouse and distribution properties has occurred along the I-55, I-80, and south I-57 corridor, due to large, available tracts of land. Because of a limited supply of medium size, clean industrial development sites located within the City limits, there is an opportunity to attract manufacturers and suppliers to the 119th St. Corridor. A large portion of the industrial supply located south of I-290 in Chicago is older and outmoded. Companies that need to tap into the City's core to access Chicago's labor force and customer base would be attracted to the efficiencies created by modern, efficient buildings.
- Mid-sized industrial operations can absorb the available land in increments similarly sized to the MIFAB, Inc. facility. There is a chance that a single large user could be drawn to the 119th Street assemblage (e.g., Amazon). The community should pursue both large and small industrial businesses simultaneously.
- Engaging World Business Chicago (WBC), the State of Illinois and other economic development organizations is important to raise awareness of this opportunity to create additional employment in the neighborhood and for the City of Chicago.



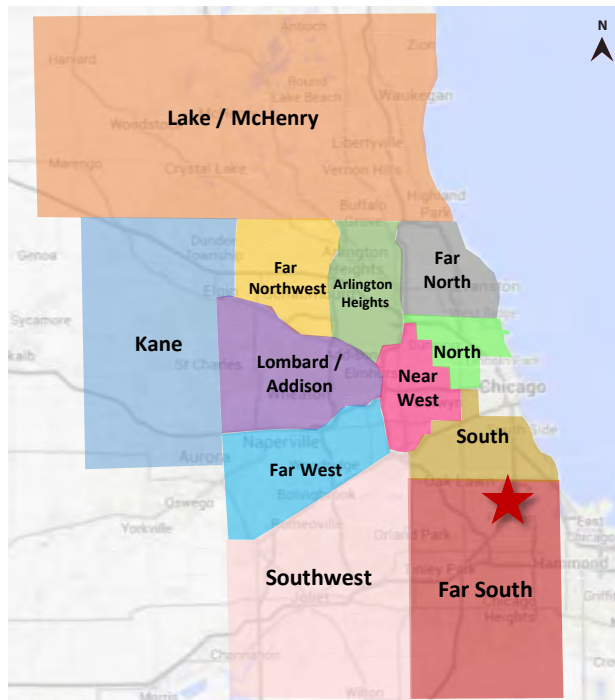
CHAPTER 4

Retail Market Conditions

An estimated 102 million square feet of retail space is incorporated within the Chicago metropolitan area. The retail industry as a whole continues to evolve and adapt to e-commerce. Bricks and mortar stores remain essential, but retailers are being more selective and their average store sizes are shrinking. Marshfield Plaza has shown that quality retail can be attracted to the area, but attracting new stores to industrial sites along 119th Street will be a challenge.

Retail Market Conditions

Having already blanketed the suburbs, retailers have increasingly looked to dense, urban neighborhoods in order to achieve their growth targets. Class A retail has grown with the economy following the Recession, while properties that are Class B and below have struggled. West Pullman is located in the Far South submarket which is a mix of the Far South Side of Chicago and the South Suburbs.



Retail Inventory by Submarket (% of total)

- North (6.2%) ■ Far North (8.0%)
- Arlington Heights (8.8%) ■ Far Northwest (6.7%)
- Lombard/Addison (10.0%) ■ Kane (7.6%)
- Lake/McHenry (14.6%) ■ Near West (4.1%)
- South (6.4%) ■ Far South (7.6%)
- Southwest (8.5%) ■ Far West (11.4%)

Note: Submarkets are determined by market areas that span the City of Chicago and nearby suburbs.

Source: REIS Chicago Retail Market Report & Statistics

Overall Chicago Market

The Chicago retail market has been volatile following the Recession. Although vacancy rates have been decreasing since 2009, rates have yet to return to the rates seen in 2007, and 2014 brought a return to the 2009 high of 12.0%. Rental rates started to increase in 2013 after five years of continuous decline. 2014 retail rents averaged \$17.27 per sq. ft. across the Chicago area. Absorption of retail space in the region fell off in 2014, as more than 900,000 sq. ft. has been returned to the market. Much of that negative absorption is due to the market exit of grocer Dominick's. New deliveries in the overall Chicago market has totaled just 70,000 sq. ft. Year to Date (YTD).

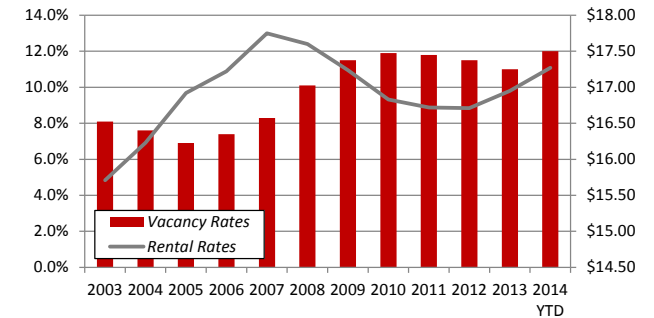
Market Drivers

- ❖ *Increases in discretionary income*
- ❖ *Economic growth and decreases in unemployment*
- ❖ *Increases in consumer confidence*
- ❖ *Transportation infrastructure and central location*
- ❖ *New job creation*
- ❖ *Increasing sales via the Internet*

Retail demand is slowly recovering, showing positive signs as jobs have been rebounding. But with modest increases in income, pressure from Internet sales and a large supply of retail product, new retail development is challenging. Key market drivers include changes in discretionary income, declines in unemployment, increase in consumer confidence, high traffic volume locations, and growth of nearby jobs.

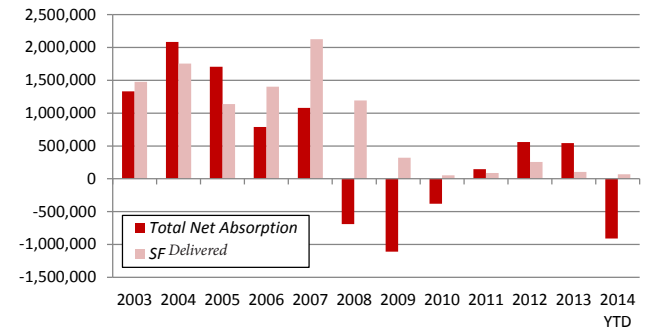
The tables below (*Overall Vacancy and Rental Rates and Net Absorption*) demonstrate a rebound in rental rates, but a persistently high vacancy rate. As a result, total net absorption continues to be negative, creating challenging conditions for new retail development.

Overall Vacancy and Rental Rates



Source: REIS Chicago Retail Market Report & Statistics

Net Absorption

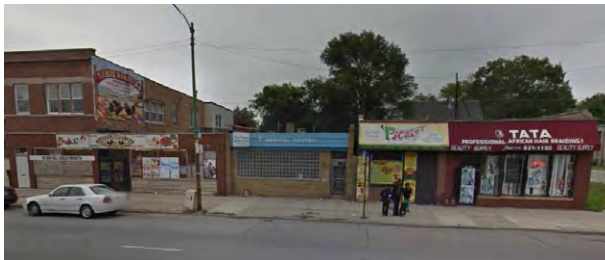


Source: REIS Chicago Retail Market Report & Statistics

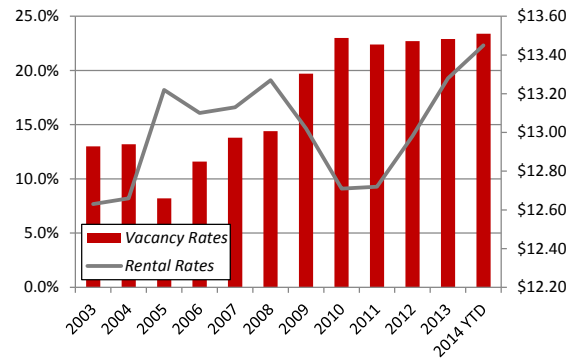
Far South Submarket

The Far South submarket experienced dramatic declines in rental rates and increases in vacancy during the Recession. As economic conditions stabilized, rental rates have surpassed pre-recession levels and are currently at \$13.45 per sq. ft. Vacancy rates have yet to adjust to pre-recession levels, as YTD retail vacancy rates registered at 23.4%, double the market-wide rate.

There has been negative absorption of 40,000 sq. ft. so far this year in the Far South submarket. New deliveries in the Far South submarket consisted of select, single-tenant developments (i.e. bank branch, Walgreens). There were no multi-tenant retail properties delivered to the submarket in 2014.



Far South - Vacancy and Rental Rates



Far South - Absorption and Deliveries

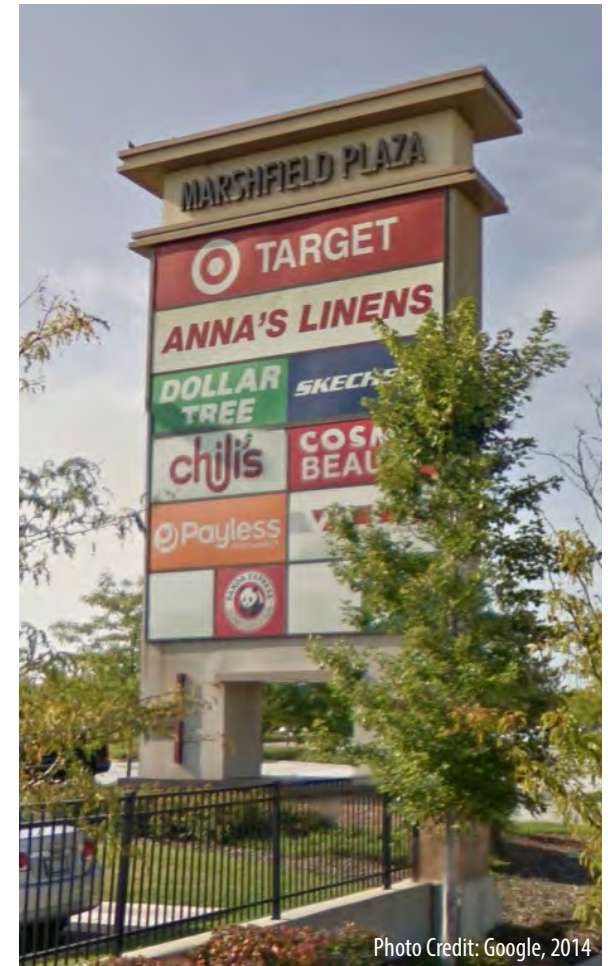
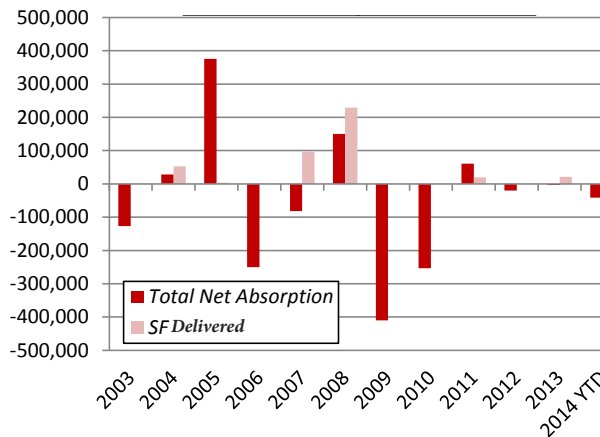


Photo Credit: Google, 2014

Retail Opportunity Gaps (5 Minute Trade Area)

	Demand	Supply	Gap	Stores
Motor Vehicle & Parts Dealer	\$77,273,763	\$20,292,496	\$56,981,267	13
Furniture & Home Furnishings	\$8,295,308	\$3,637,392	\$4,657,916	10
Electronics & Appliance Stores	\$10,084,798	\$3,702,332	\$6,382,466	10
Bldg Materials, Garden	\$12,583,917	\$21,582,087	-\$8,998,170	9
Food & Beverage Stores	\$62,236,000	\$73,713,456	-\$11,477,456	40
Grocery Stores	\$55,314,588	\$60,727,270	-\$5,412,682	27
Specialty Food Stores	\$1,852,620	\$910,804	\$941,816	4
Beer, Wine & Liquor Stores	\$5,068,793	\$12,075,383	-\$7,006,590	9
Health & Personal Care Stores	\$36,007,167	\$33,249,560	\$2,757,607	15
Gasoline Stations	\$38,283,134	\$18,520,188	\$19,762,946	16
Clothing	\$24,258,313	\$21,317,614	\$2,940,699	41
Sporting Goods, Book & Music	\$9,221,584	\$2,310,883	\$6,910,701	14
General Merchandise Stores	\$65,350,341	\$37,348,588	\$28,001,753	10
Miscellaneous Store Retailers	\$8,332,245	\$11,492,298	-\$3,160,053	25
Florists	\$389,434	\$202,102	\$187,332	2
Office Supplies, Stationery	\$1,345,824	\$5,162,150	-\$3,816,326	10
Used Merchandise Stores	\$850,646	\$254,479	\$596,167	2
Other Miscellaneous	\$5,746,341	\$5,873,566	-\$127,225	11
Food Services & Drinking Places	\$42,910,956	\$34,725,500	\$8,185,456	55
Full-Service Restaurants	\$17,961,761	\$9,923,333	\$8,038,428	17
Limited-Service Eating Places	\$20,756,397	\$19,911,250	\$845,147	25
Special Food Services	\$1,904,438	\$1,425,623	\$478,815	1
Drinking Places	\$2,288,360	\$3,465,293	-\$1,176,933	12
Total	\$508,316,728	\$401,823,647	\$106,493,081	378

Source: ESRI, 2014

As evident from the total retail gap, approximately 20% of retail demand leaves the Trade Area. These retail gaps help explain the success of Marshfield Plaza but with sales taxes and cost of real estate lower in surrounding suburban areas it may not be possible to eliminate this gap. Promising types of stores that show larger gaps include electronics, sporting goods, and full service restaurants.



Family Restaurant Demand (Trade Area)

Product/Consumer Behavior	Expected # of Adults	Percent	MPI
Went to Family Restaurant/Steak House in last 6 months	25,042	68.3%	95
Family Restaurant last month: <2 times	9,435	25.7%	100
Family Restaurant last month: 2-4 times	8,376	22.8%	85
Family Restaurant: 5+ times	7,234	19.7%	102
Family Restaurant in last 6 months			
Applebee's	9,240	25.2%	100
Bennigan's	1,185	3.2%	145
Bob Evans Farm	1,348	3.7%	81
Chili's Grill & Bar	3,123	8.5%	73
Cracker Barrel	3,236	8.8%	80
Denny's	3,352	9.1%	101
Friendly's	1,668	4.5%	116
Golden Corral	2,719	7.4%	103
Intl House of Pancakes	5,084	13.9%	119
Old Country Buffet	3,306	9.0%	320
Olive Garden	5,388	14.7%	83
Outback Steakhouse	4,227	11.5%	101
Perkins	1,318	3.6%	100
Red Lobster	7,517	20.5%	153
Red Robin	1,898	5.2%	92
Ruby Tuesday	2,754	7.5%	90
Ryan's	1,861	5.1%	136
Sizzler	1,273	3.5%	113
T.G.I. Friday's	4,389	12.0%	116

Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

As shown in the "Family Restaurant Demand Trade Area" table, households in the Trade Area are likely to visit a variety of family restaurants, despite the fact that most of these restaurants are located outside of the Trade Area and require car transportation to visit them. In fact, local patrons are likely to visit these restaurants at approximately average U.S. rates, with some restaurants at a much higher rate than expected, including International House of Pancakes (IHOP), Old Country Buffet, Red Lobster, Ryan's, and T.G.I. Friday's. Furthermore the data shows that one in four households have eaten at Applebee's and one in five have eaten at Red Lobster.



Photo Credit: Chili's Restaurant

Sports and Recreation (Trade Area)

With the Kroc Center providing a wide range of activities in sports, recreation, culture, and education, it is important to look at opportunities for complementary uses. As shown in the table to the right, many of the activities at the Kroc Center and other nearby parks and facilities show high rates of usage. This data can be used in two ways: to build on strengths of activities already readily used, or to serve activities that may score lower due to lack of convenient facilities. Of particular note, walking, exercising, and book reading score approximately four times their respective predicted values based on national averages.



Photo Credit: Kroc Center

Product/Consumer Behavior	Expected # of Adults/HH	Percent	MPI
Aerobics	141	7.2%	81
Basketball	230	11.7%	141
Bowling	136	6.9%	71
Fishing (salt water)	108	5.5%	137
Football	132	6.7%	135
Jogging	125	6.4%	50
Swimming	135	6.9%	44
Walking	447	22.8%	81
Attend Sports Event	265	13.5%	58
Watch Sports on TV	1,130	57.6%	92
Member of church board	135	6.9%	221
Attend Adult Education course in last 12 months	141	7.2%	110
Read a book in last 12 months	385	19.6%	57
Dined out in last 12 months	540	27.5%	61
Attended a movie in last 6 months	1,042	53.1%	88
Cooked for fun in last 12 months	361	18.4%	84
Bought a child's toy/game in last 12 months	544	27.7%	84

Findings

- The economic recovery has improved market conditions for retail real estate. However, retail has not come back as strongly as industrial development. This can be partially explained by the continued expansion of retail shopping on the Internet to the detriment of physical stores, as well as reduced household spending by consumers. This trend has been especially hard on big box retailers.
- Marshfield Plaza has been a boon to the area, providing modern retail options to an underserved area. The success of Chili's, at one of their out-lots, has prompted TGIFriday's to open across the street. The 18,000 sq. ft. former Staples store remains empty and ownership is considering subdividing that space in order to reach full occupancy. They have had enough difficulty leasing up their remaining out-lots at sufficient rents (\$35 psf.) that it is hard to justify new construction.
- There is sufficient demand for additional family and fast casual food concepts (like Chili's) in the market, but it is unlikely that another large scale shopping center could be supported along the available 119th Street Corridor. Uses complimentary to the Kroc Center, like a restaurant or other activities, should be considered along 119th Street. Infill of retail properties along Halsted Street should be considered for small businesses.



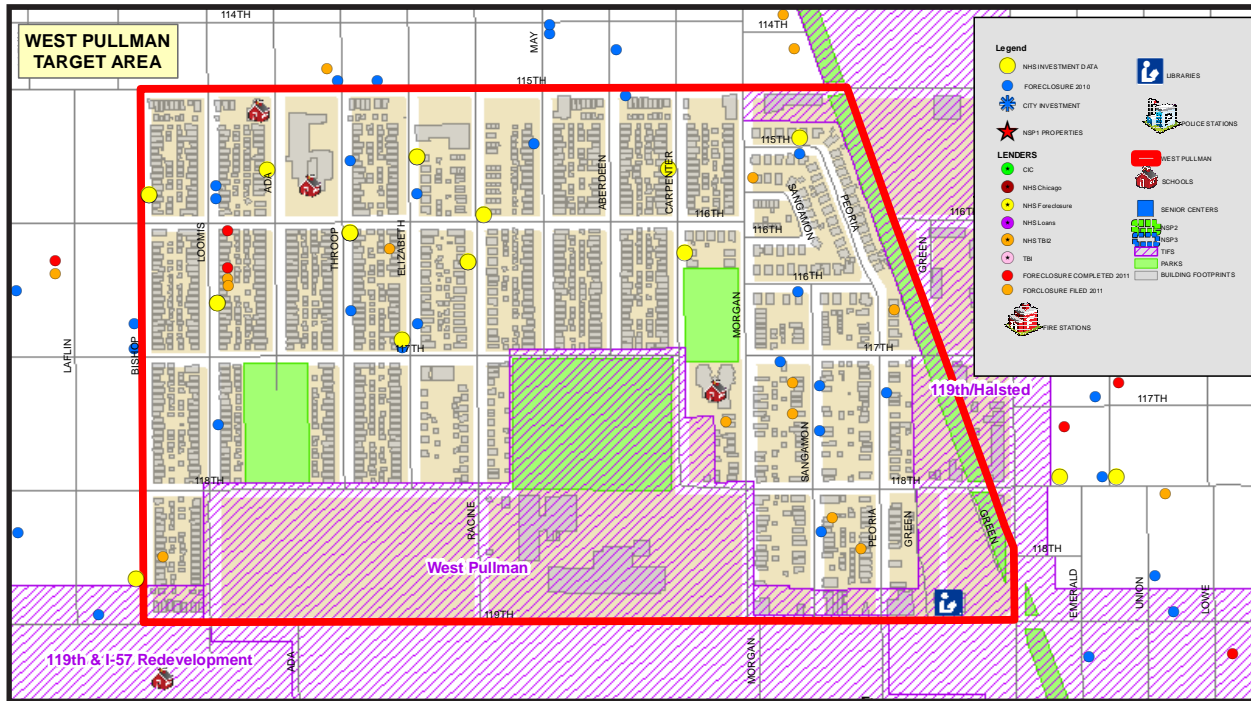
CHAPTER 5

Housing, Land Use & Zoning

With a 70% homeownership rate in the Corridor and 63% homeownership rate in the Trade Area, the housing stock is a great resource. Much of the housing stock needs repair work and updating, but there are relatively few vacancies and vacant lots compared with other neighborhoods. The City of Chicago has dedicated the area north of 119th Street as a Micro Market Recovery Program (MMRP) target area.

Micro Market Recovery Program

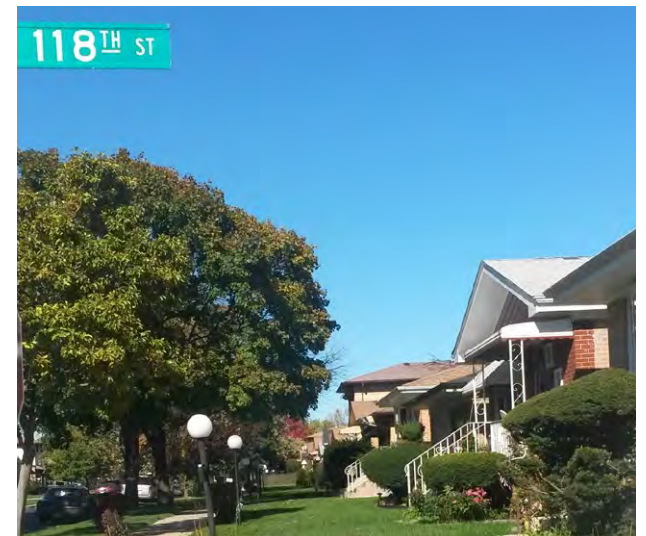
Micro Market Recovery Program : West Pullman Target Area



Source: City of Chicago, 2014

The Micro Market Recovery Program (MMRP) is a City of Chicago neighborhood stabilization program that fosters the reoccupation of vacant and foreclosed homes by coordinating multiple incentive programs, not-for-profit intermediaries, for-profit capital sources, and by providing financing to approved developers and end-users.

Neighborhood Stabilization Program (NSP) properties have been identified and are being developed by the Far South Side CDC and Chicago Neighborhood Initiatives (CNI). Counseling is provided by Neighborhood Housing Services (NHS) Roseland. The MMRP also provides foreclosure prevention services (through NHS Roseland) to households in the area.

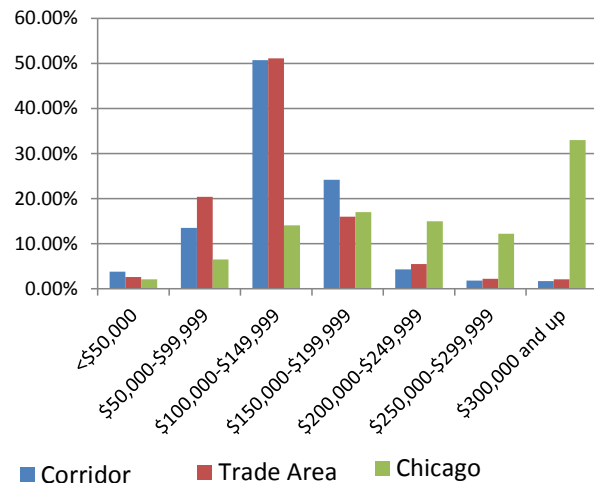


Housing Characteristics

The housing stock in the Corridor and Trade Area is generally more affordable than citywide. The median value is \$132,237 in the Corridor, \$126,379 in the Trade Area, and \$233,952 citywide. While the median values are lower, the distribution of housing values show the greatest share in both the Corridor and Trade Area which falls between \$100,000 and \$150,000.

The “Housing Tenure” table demonstrates that the share of occupied and vacant units is similar in the Corridor and Trade Area as in the City of Chicago. Similarly, approximately three-quarters of homeowners in the Corridor and the Trade Area have a mortgage, reflecting citywide trends.

Housing Value in Trade Area & City of Chicago



Source: US Census Bureau, Census 2010

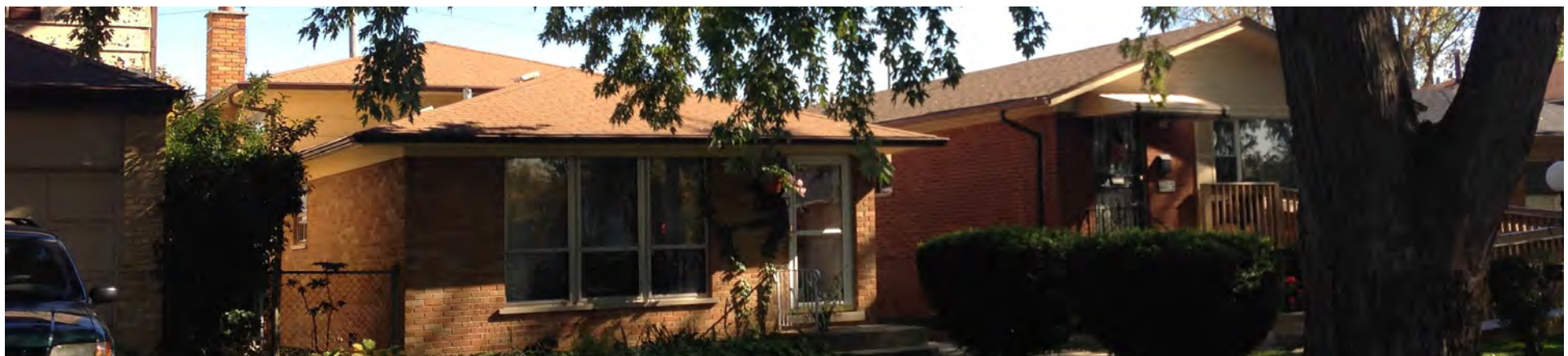
Housing Tenure

	Corridor	Trade Area	City of Chicago
Total Housing Units	1,131 units	19,130 units	1.2 m units
Occupied	88%	87%	88%
Vacant	12%	13%	12%
Owner Occupied Housing	741 units	10,529 units	469,562 units
Owned with a Mortgage	75%	74%	76%
Owned Free and Clear	25%	26%	24%
Rental Housing	134 units	2,497 units	148,777 units

Source: US Census Bureau, Census 2010 Summary File 1 and ESRI 2014



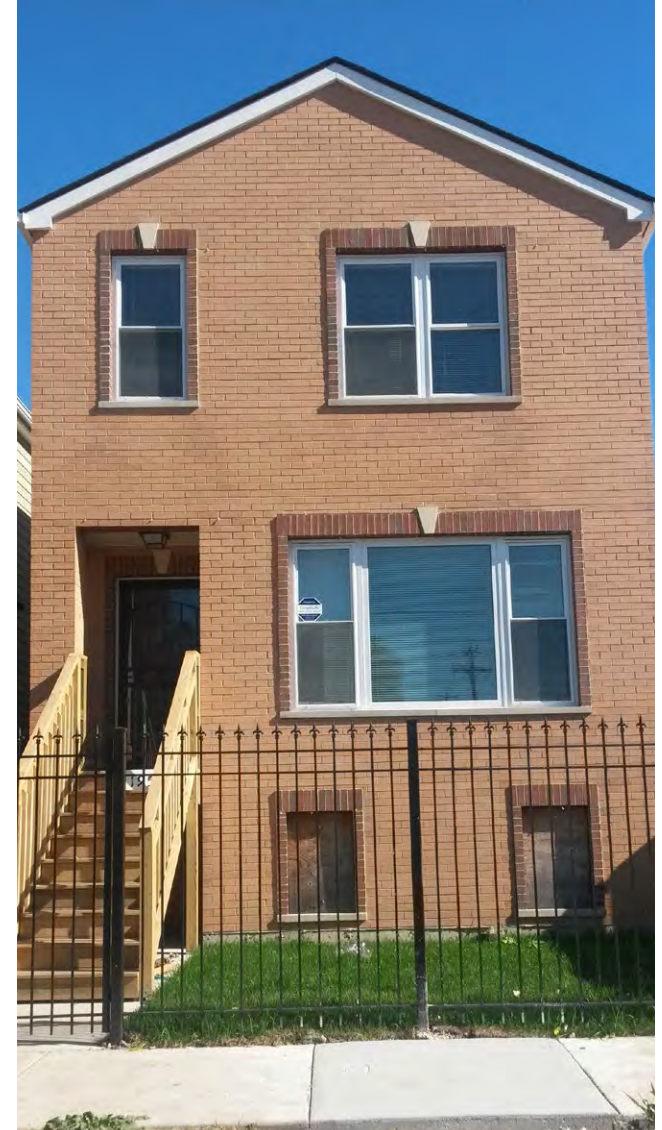
Photo Credit: Google, 2014



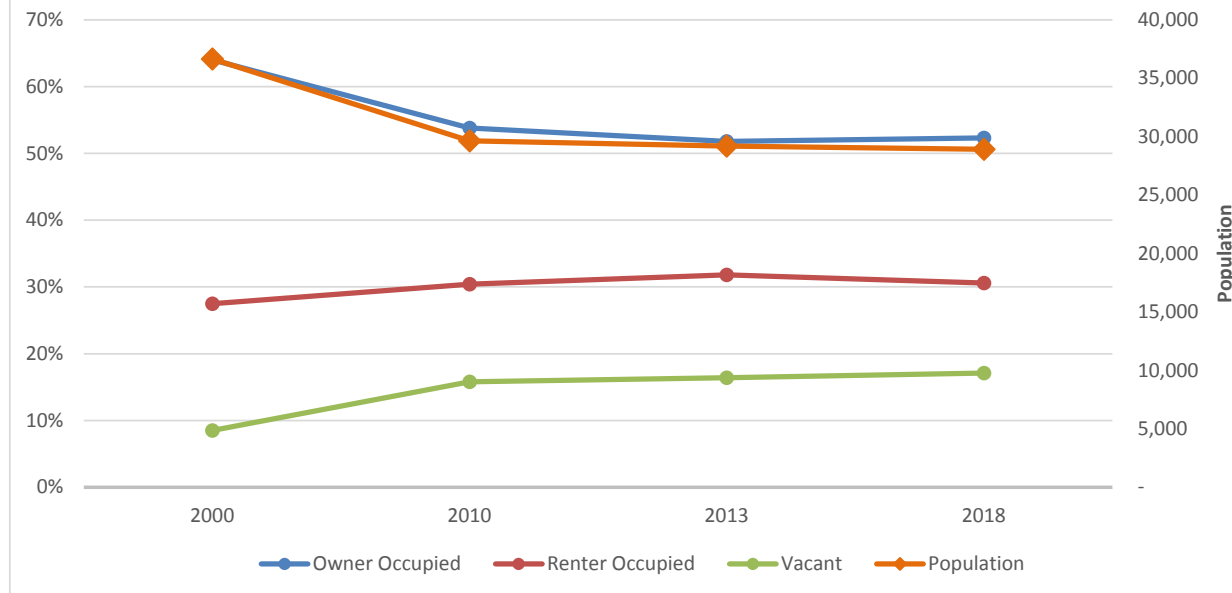
Housing Characteristics

The area continues to be one with a high homeownership level. Home ownership rates were high in 2000 then declined during the Recession and foreclosure crisis the following decade. Since 2000, owner-occupied housing units have slightly declined and vacancy rates have increased.

The decline of owner-occupied units mirrors the decline in population in the Trade Area, as illustrated in the figure below (*Housing Unit Summary*). Renter occupied and vacant housing units, both increased between 2000 and 2010. By 2018 it is projected that the population and renter occupied units are will slightly decrease and owner occupied and vacant units will slightly increase.



Housing Unit Summary (Trade Area)



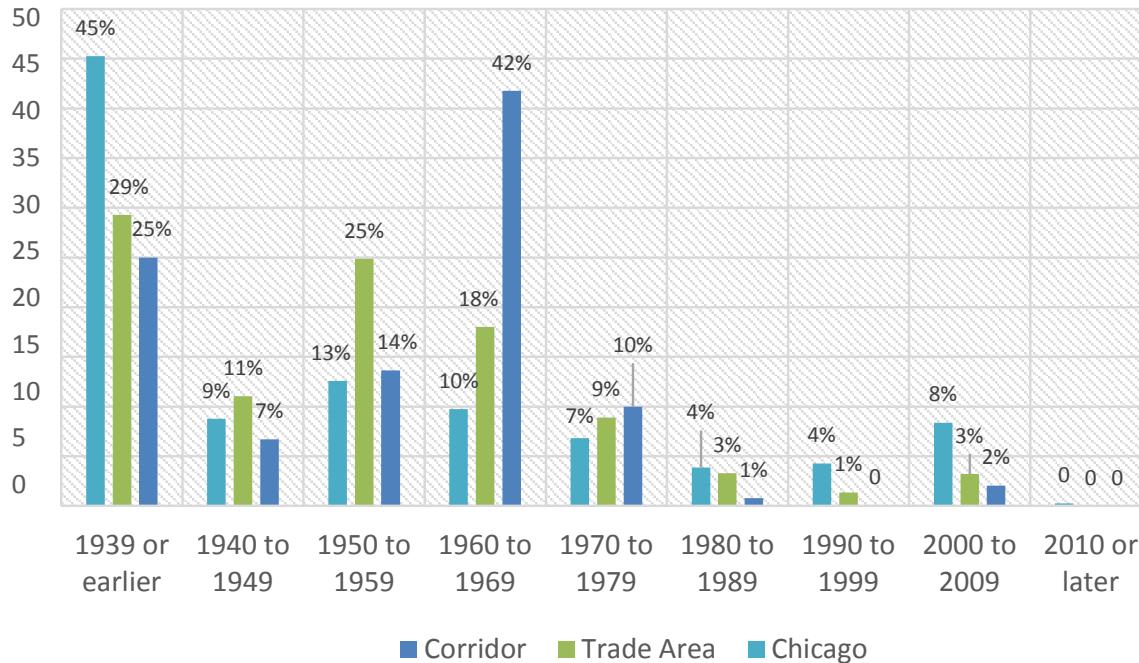
Source: ESRI 2014

Age of Homes

The age of homes in the Corridor are younger than the Trade Area and the City of Chicago. The residential area to the north of 119th Street is Maple Park which was built in 1962. The western portion of the Corridor, Halsted Street and to the east, is composed of older homes, along with 16 new houses being built by Habitat for Humanity. The southern section of the Corridor is composed of small, single-family homes.



Percentage of Housing Units by Year Structure Built



Source: US Census Bureau, Census 2010

Housing Need

Households of varying sizes need different kinds of housing. A disconnect between the supply of large housing units (3+ bedrooms) compared to the demand by small households (1 - 3 people) may place unnecessary cost burdens on small households particularly in terms of utilities and upkeep charges. The chart below (*Housing Need in West Pullman Community Area*) illustrates the mismatch between households and unit sizes. With a majority of households living in the project area being 3 people or fewer, the area could benefit from additional smaller homes.

Housing Need in West Pullman Community Area

Summary	Small	Large
Household	6,233	3,245
Housing Unit	3,481	8,208

Source: CMAP Community Data Snapshot

Housing Structures

Nearly 70% of the housing units in the West Pullman Community Area are single-family detached houses, and only 10% are multifamily buildings of 3 or more units. With a lower density of housing in the Corridor than many other Chicago neighborhoods, the area provides affordable single-family homes close to schools, parks, and transportation options.

	Count	Percent
Single Family, Detached	8,022	68.6%
Single Family, Attached	243	2.1%
2 Units	2,080	17.8%
3-4 Units	650	5.6%
5+ Units	681	5.8%

Source: CMAP Community Data Snapshot: West Pullman

Foreclosures

Foreclosure Filing Trends by Property Type

West Pullman Community Area

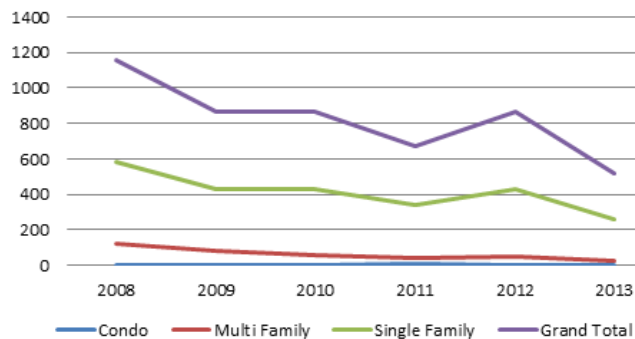
	2008	2009	2010	2011	2012	2013
Condo	1	2	3	5	2	2
Multi Family	117	80	55	32	49	22
Single Family	462	351	375	301	381	236
Grand Total	580	433	433	338	432	260
Completed Foreclosure Auctions						
	2008	2009	2010	2011	2012	2013
Condo					1	1
Multi Family	100	79	46	15	32	36
Single Family	215	154	163	120	188	188
Grand Total	315	233	209	135	221	225
Filings & Auctions per 1,000 Mortgageable Properties						
	2008	2009	2010	2011	2012	2013
Auction	35	26	23	15	25	25
Filing	65	48	49	38	48	29

Source: Woodstock Institute, 2014

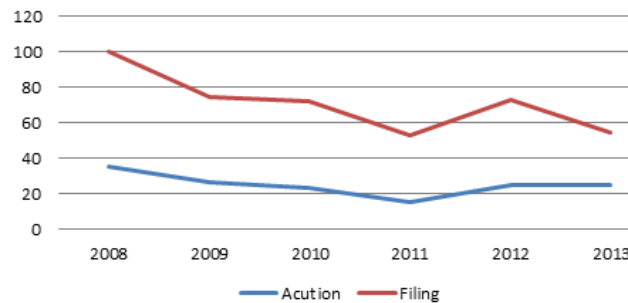
As can be seen in the *Foreclosure Filing Trends by Property Type* table and charts below, foreclosure filings have been significantly reduced. Foreclosure filings in the West Pullman Community Area decreased from 315 in the year 2008, to 225 in 2013. Foreclosure auctions have also reduced over time, although there has been a modest uptick since 2011 most likely due to the delay between filings and actions.

With filings continuing to decrease, auctions are expected to decrease as well. The MMRP program is focused on preventing foreclosures through outreach and counseling, as well as addressing foreclosed homes through rehabilitating single-family homes in the area.

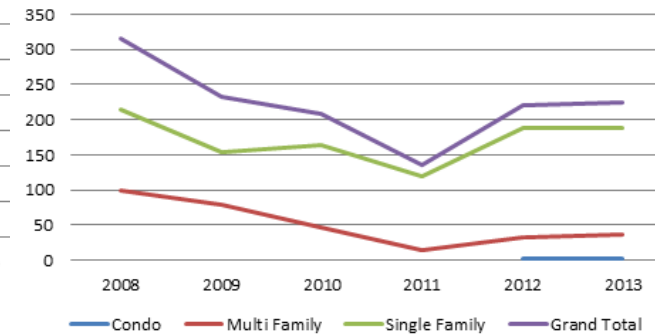
West Pullman Community Area Foreclosure Filings



Filings & Auctions / 1,000 Mortgageable Properties



Completed Foreclosure Auctions



Source: Woodstock Institute, 2014

Foreclosures, REO Status, and Vacancies

Within the West Pullman MMRP, foreclosure filings remained about the same from 35 in the 4th quarter in 2012 to the 2nd quarter in 2013, to 34 in the 4th quarter in 2013 to the 2nd quarter in 2014. In contrast, the number of properties entering Real Estate Owned (REO) Status has decreased in both the West Pullman Community Area and the MMRP. Vacancy is also low at 6.4% in West Pullman and just 3.7% in the MMRP.

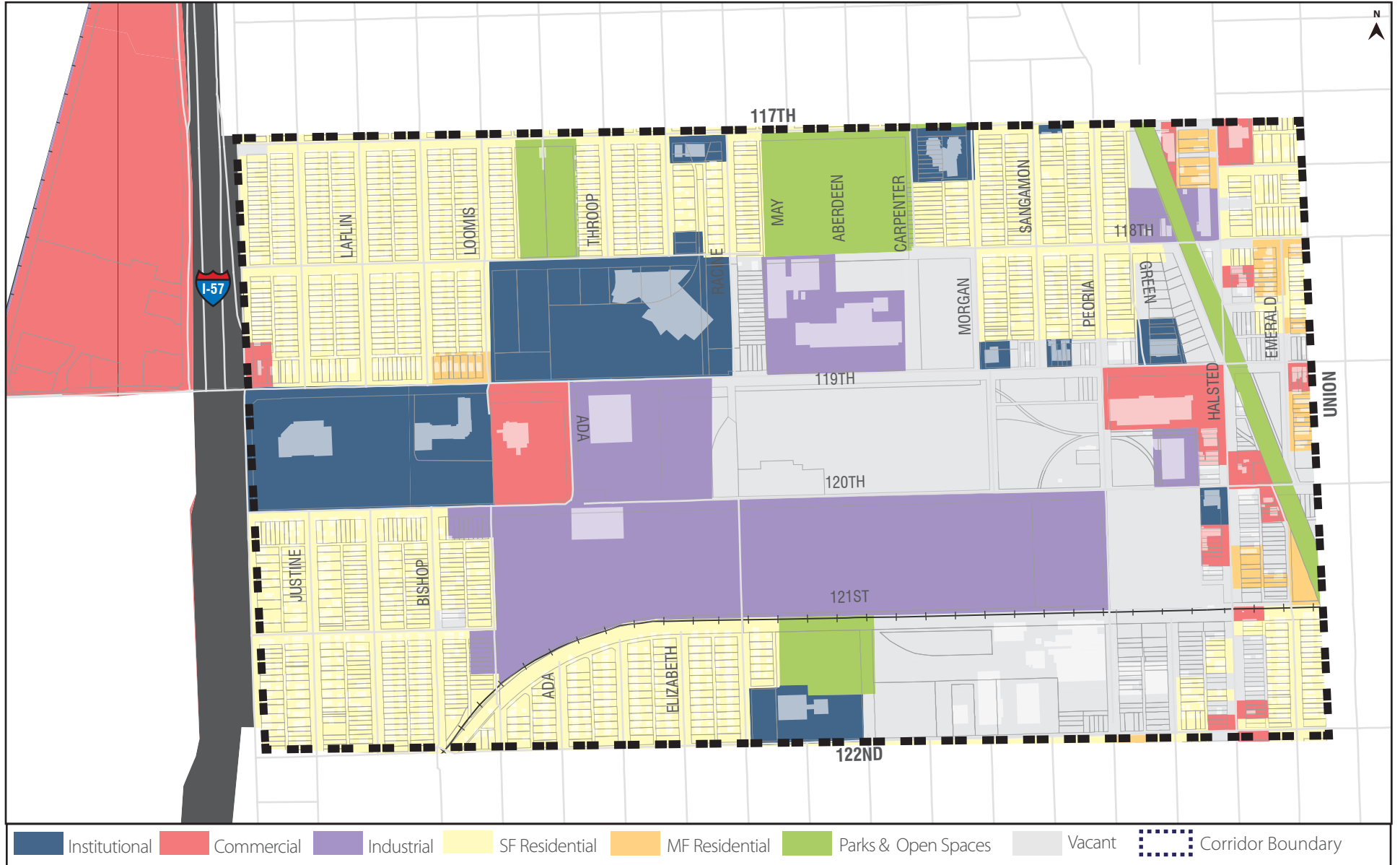
	West Pullman		West Pullman MMRP	
	Q4-Q2 2012/2013	Q4-Q2 2013/2014	Q4-Q2 2012/2013	Q4-Q2 2013/2014
Residential Foreclosure Filings	214	151	35	34
Per 100 Parcels	2.3	1.6	2.3	2.2
Properties Entering REO Status	159	101	26	14
Per 100 Parcels	1.7	1.1	1.7	0.9
Parcels	6.30%	6.40%	4.00%	3.70%
Residential Purchases	257	291	38	53
Mortgage Lending	301	286	58	68
Per 100 Parcels	3.2	3.1	3.7	4.4

Source: Institute for Housing Studies at DePaul University, October 2014

Findings

- The homeownership rate in the Corridor is 70%. These homes are generally well-maintained and provide affordable single-family homeownership in a City of Chicago neighborhood with excellent transportation.
- The median value of homes in the Corridor is \$126,379, with approximately half of all homes valued between \$100,000 and \$150,000.
- Homeownership rates began to decline from 2000 to 2010, but have stabilized. The decrease in homeowners is correlated to a decline in population in the Corridor.
- The age of homes shows a large number of homes built in the 1960s, particularly in the Maple Park area north of 119th Street.
- A disconnect between the supply of large housing units (3+ bedrooms) compared to the demand by small households (1 - 3 people) may place unnecessary cost burdens on small households.
- Despite an uptick in 2012, foreclosure filings have decreased substantially since 2008 in the Community Area, properties entering REO status have declined, and residential purchases have increased.

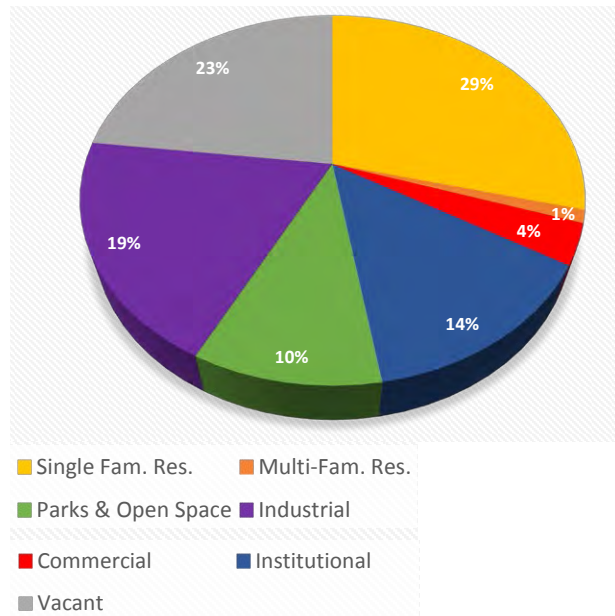
119th Street Corridor Land Use Map



Land Use

The 119th Street Corridor is comprised of a multitude of land uses that have the potential to serve the industrial, commercial and residential needs of surrounding neighborhoods and the larger region (see page 37). With commercial and industrial uses along 119th Street, well-defined residential areas, parks, and strong institutional services, the Corridor has the potential to be a thriving area. Understanding current land uses will help guide community members, business and city officials to plan for the appropriate mix of uses that will most benefit all community members.

Land Uses in Corridor



West of the Corridor

Marshfield Plaza is a newer development with well-maintained buildings, parking, roads and landscaping. Brick buildings with large windows fill the plaza, with visibility to Marshfield Avenue and I-57. Landscaping elements include low shrubs, new trees, and low iron fences that surround the stores separating them from 119th Street and I-57. Along the plaza, 119th Street, a four-lane road, is in good condition and offers clearly designated turning lanes into the commercial areas and highway. Marshfield Avenue, running alongside I-57, is in good condition and is separated from I-57 by a chain link fence and a deteriorating sidewalk. Pedestrians can access Marshfield Plaza through CTA Routes 111 and 115 with stops on Marshfield Avenue. Frequent light posts along Marshfield Avenue and 119th Street keep the area well-lit, while large store signage on individual buildings and shopping center monument signs notify consumers of the major stores in the plaza.

Just south of Marshfield Plaza and 119th Street is another commercial center including Citgo gas station with an auto repair shop, Dunkin Donuts, Loya Insurance Company, computer repair and boost mobile cellphone shop. The buildings are generally in good condition, while offering customers parking in front of the stores and along 119th Street. While the commercial center’s sidewalks are in good condition, lighting is not as

prevalent as it is along the north side of 119th Street. Vacant land and buildings with warehouse and retail space for rent are located immediately west of the commercial center.

119th St. between Ashland Ave. and Halsted St.

The 119th Street Corridor from I-57 to Halsted Street is filled with a mix of large institutional and industrial parcels, vacant land and smaller residential and commercial areas. Just east of I-57 and south of 119th Street is Christ Universal Temple, Johnnie Coleman Elementary Academy, and Legacy Banquet Hall. The buildings appear to be in good condition and are separated from 119th Street by large parking lots and iron fences. Sidewalks along this stretch of 119th are generally in good condition and offer defined pedestrian crosswalks, although some areas could use improvement due to deteriorating roads and missing crosswalk signs, for example in front of Coleman Elementary Academy. There are also multiple bus stops along 119th, with a bus shelter (CTA Route 119) in front of Christ Universal Temple. The area is well-lit with standard lighting, and pedestrian level lighting on both sides of 119th. The area north of 119th from I-57 to the Kroc Center includes single- and multifamily homes that are well maintained with trimmed lawns and pedestrian lighting. Gateway banners are also found along the street celebrating the West Pullman neighborhood.

119th St. between Ashland Ave. and Halsted St. (cont.)

At 119th Street and Loomis Street lies the Kroc Center, a brand new building with new fields and a large parking lot separating it from 119th Street. Sidewalks in front of the Kroc Center are in good condition, while low iron fencing, landscaping including small shrubs and trees, and lighting offer pedestrians a comfortable passage into the facility. South of the Kroc Center, across 119th Street, is the MIFAB industrial facility which is separated from 119th Street with defined sidewalks and landscaping elements. East of MIFAB lies two vacant parcels totaling 32 acres (from Elizabeth Street to Peoria Street, see *Corridor Opportunity Sites Map* on page 42). The site has no fencing or separation from the sidewalk and street. North of 119th Street are the Axle Tech and US Gear industrial buildings which appear to be in good condition and are separated from 119th Street with high chain link fences.

A strip mall (IDES, Citi Trend, Family Dollar) with low iron fencing, is located on the south side of 119th Street and just east of the vacant parcel. The older building appears to be in good condition, and offers a large parking lot facing 119th Street. Store signs are clearly seen on the buildings, while the small monument facing Halsted Street could be improved. On the north side of 119th Street from Morgan Street to Halsted Street are smaller and older brick buildings with some deterioration. The mostly vacant buildings, includes some

institutional uses (First Holy Miracle Baptist Church, Christian Services MB Church). The buildings are close to the road, and have smaller parking lots. A new Chicago Public Library building is located just to the east at Green Street and offers landscaping elements that include benches in front, planted trees, and low bushes.

119th Street is generally in good condition but could use some restriping to better define crosswalks and turning lanes. Gateway signage and banners help create a strong community identity for the corridor.

South of 120th Street

South of 120th Street from Ashland Avenue to Green Street, lie single-family housing Exelon City Solar, two Metra stations, Edward White Career Academy, White Park, and vacant land. Homes in the area are kept in good condition with trimmed lawns, low shrubs, trees, and pedestrian-level lighting. Road islands can be found scattered through the small residential streets to control

speeding. Block club signs welcome visitors into the community while detailing acceptable behavior (i.e. keeping the block clean, watching out for children, no loud music, and no speeding). White Elementary offers substantial parking space, open fields, playgrounds, and well-maintained sidewalks to students, staff, and visitors. The area reads as a tight-knit, clean and attractive community, however improvements can be explored for the vacant land surrounding the rail line, the Metra stations, and the vacant lot east of White Park. Along some parts of the rail line, chain link fencing blocks the rails while the weeds clutter around the rail; other areas don't have anything but vacant land and weeds separating the tracks from pedestrians. The Racine Metra station is isolated with no clear signage notifying commuters of its location. The station also appears to be deteriorating and lacks well-defined parking spaces for commuters. The West Pullman Metra station is located in clear view off of Halsted Street and appears to be in better condition for use as a station. Signage and station improvements (such as developing vacant land around it to provide an improved parking lot and defining pedestrian access) could still be implemented to create a better experience for commuters.

North of 118th Street

Similar to the area south of 120th Street, the area north of 118th Street is primarily single-family housing with large park space (Cooper Park and Gano Park) and Higgins Elementary Community Academy. Homes are generally in good condition and well-maintained with trimmed lawns and bushes, uniform pedestrian level lighting, and large trees lining the small residential streets. Some of the residential areas located east of Morgan Street have deteriorated roads and homes, but maintain the close-knit community identity. Higgins Elementary, located next to Gano Park, is an older building but appears to be in good condition and is separated by low iron fencing from the small residential streets. The school's sidewalks are in good condition and the entrance has flower beds greeting visitors that are entering the building from Morgan Street.

Halsted Street

Along Halsted Street lies a mix of uses: institutional (Sure Way MB Church), commercial/services (Phillips 66, Tool Rental, Dupont, Logan Auto, Battery Sales), multifamily residential (Hancock Senior Housing), open space (Major Taylor Trail), and vacant land. Halsted Street is a four-lane road in good condition with a landscaped median running throughout the Corridor. Pedestrians can access the retail shops and services through sidewalks that run along

the east and west side of Halsted Street, and multiple CTA bus stops serve routes 108 and 8A. Pedestrian crosswalks are well-defined but could be improved with signage alerting Halsted Street drivers of the crosswalks.

The buildings along Halsted Street are not set back far from the street, with some residential entrances leading directly from the public sidewalk. No on-street parking is available, but ample parking lots are located in front of or at the rear of many of the buildings. Businesses have individual signage but no uniform facades to define the commercial district. Vacant parcels are scattered along the street and maintained in different manners: a couple of vacant lots have trimmed lawns and are free of littering (such as the vacant lot located on the southwest corner of Halsted Street and 122nd Street), while some have unstable chain link fences with overgrown plants and weeds (such as the vacant lot on the southwest corner of Halsted and Metra rail tracks).

Halsted Street could be improved as a commercial district. The small local businesses, Major Taylor Trail, proximity to I-57 and Metra stations, and proximity to the commercial business district just north on Halsted Street could contribute to a sustainable small business district at 119th Street and Halsted Street.

The Major Taylor Trail runs southeast, crosses Halsted Street at 119th Street, and offers users walking/running and biking activities. The trail is easily accessible along Halsted Street. Improvements to and additional signage for the trail may increase usage and contribute to the development of the area.

Summary of Available Brownfield Studies

Information on the environmental cleanup associated with the Dutch Boy site is based on a summary provided on the U.S. Environmental Protection Agency (EPA) website. The Dutch Boy site is located on the southwest corner of 120th St. and Peoria St. and is immediately east of Exelon City Solar. The site is currently vacant. Remediation was conducted based on lead contamination, asbestos, and underground storage tanks and was completed in 2010. Based on the summary information, it appears that offsite remediation due to lead levels was also conducted.

The EPA fact sheets also refer to a 21-acre International Harvester site located south of 120th St. at Morgan St.. This site is now the location of Exelon City Solar. The other vacant sites within the study area were not listed on the Region 5 EPA Cleanup Site website. Additional information should be reviewed to determine the status.

Corridor Opportunity Sites

There are four key opportunity areas within the 119th Street Corridor:

Area 1 is the 32 acre former Ingersoll site on the south side of 119th Street. The site is zoned in Planned Manufacturing District (PMD) 10. The site has visibility along 119th Street, is located adjacent to MIFAB and across the street from the Kroc Community Center. The site is well-suited for either industrial development or could be rezoned (or a portion rezoned) for commercial development such as a restaurant. An existing fire station is located south of 119th Street on the west side of Peoria Street that is not a part of the opportunity area.

Area 2, a 15.4 acre site, is currently being used by US Gear which has expressed its intention to vacant the site due to consolidation in the industry. The site is adjacent to the Kroc Center and is also located in PMD 10. Similar to the conditions in Area 1, the site could be retained as industrial use or rezoned for commercial or institutional use. Residential uses are located just east of the site along 119th Street and a park and pedestrian path to the Kroc Center is located just north of the site on 118th Street.

Area 3 comprises the blocks between 117th Street and 122nd Street along Halsted Street. These sites are largely developed, with small vacant lots and buildings located along the corridor. Opportunities to provide new tenants or smaller uses to vacant lots along Halsted Street will be investigated as a part of the 119th Street Corridor Plan, as well as ways to improve the West Pullman Metra Station located at Halsted Street and 121st Street. More details on the Halsted Street Opportunity Area are shown on the page 43.

Area 4, a 17 acres site, is located south of 121st Street between Aberdeen Street and Peoria Street. The site is zoned in Planned Manufacturing District (PMD) 10. Similar to the conditions of areas 1 and 2, area 4 could be retained as industrial use or rezoned for commercial or institutional use. The site is located east of White Career Academy and Park and west of residential and commercial development (the *Corridor Opportunity Sites Map* is located on page 42).

Corridor Opportunity Sites Map



Halsted Street Opportunity Map

Opportunities to improve the Major Taylor Trail as an open space and cultural/historic amenity for local residents, visitors, and trail users.

Vacant land available adjacent to Chase Bank.

Opportunities for commercial development along the Halsted St. & 119th St. intersection.

Explore complementary uses to enhance vacant land surrounding the Major Taylor Trail.

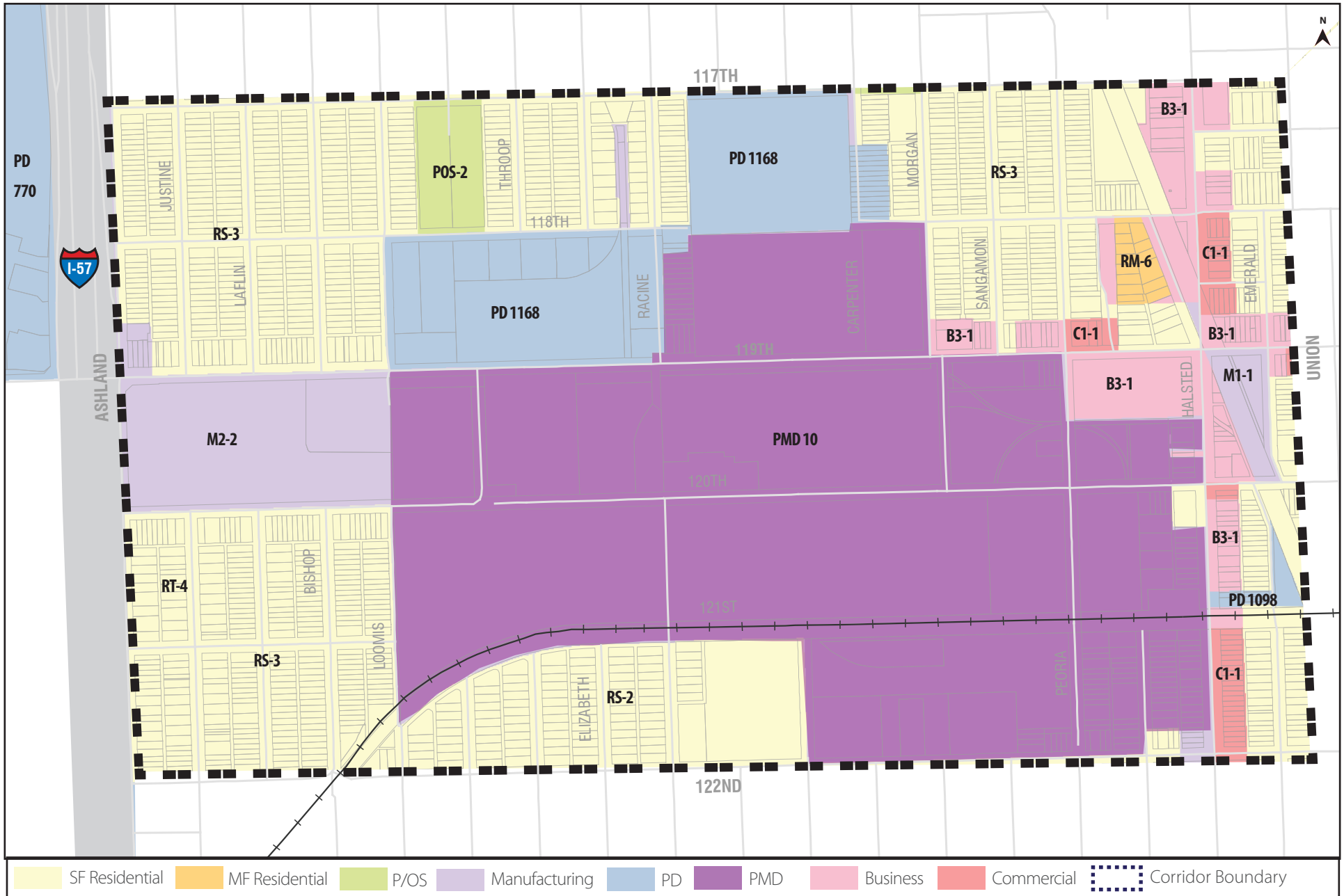
Explore a variety of uses (including industrial and retail) that can activate vacant lots.

Support existing small businesses through the use of local and City resources.

Need for parking and improvements to the West Pullman Metra Station.



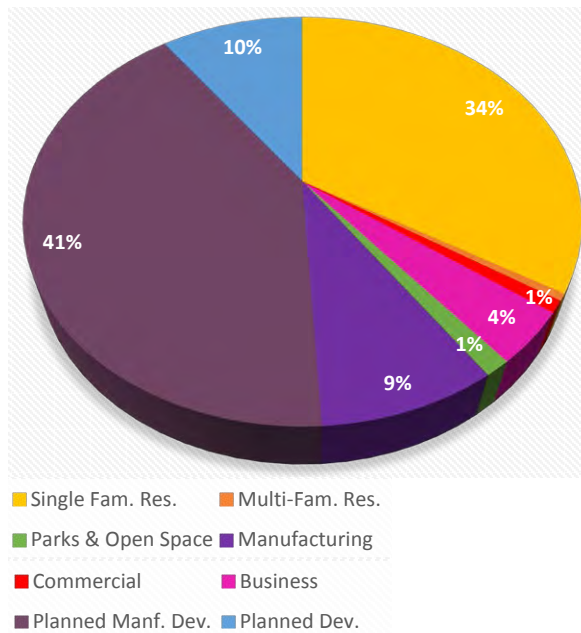
119th Street Corridor Zoning Map



Zoning

Zoning describes the permitted uses in an area and the intensity of those uses. Permitted uses along the 119th Street Corridor study area include single-family residential (RS-2, RS-3, RT-3.5, RT-4), multifamily residential (RM-6), business (B3-1), commercial (C1-1), manufacturing (M1-1, M2-2), open space (POS-2), planned developments (PD 1168, PD 1098, PD 770), and planned manufacturing developments (PMD 10) (see page 44).

Zoning Classification in Corridor



The permitted zoning and current land uses do not always align in the Corridor. Planned manufacturing developments and manufacturing dominate current zoning with about 50% of the land being zoned for these uses. Halsted Street is zoned primarily for business and commercial uses. A small cluster of multifamily residential is zoned parallel to Halsted Street and along the Major Taylor Trail.

West of the Corridor

West of the Corridor lies Marshfield Plaza, a strip mall with commercial use that is zoned as a planned development (PD 770). South of Marshfield Plaza, the area within Calumet Park Village limits is zoned for Industrial use. Presently, there are commercial and industrial uses including a Citgo gas station with insurance and computer repair shops.

119th Street between Ashland and Halsted

The 119th Street Corridor between Ashland Ave. and Halsted St. is zoned for a mix of manufacturing (M2-2), planned manufacturing development (PMD 10), planned development (PD 1168), commercial (C1-1) and business (B3-1) use. Just southeast of I-57 and 119th Street is Christ Universal Temple, Legacy Banquet and Johnnie Colemon Elementary Academy, institutional uses that are inconsistent with the area's manufacturing (M2-2) zoning classification. North of 119th Street and west of

Loomis of Street is the Kroc Center which lies on land zoned for a planned development (PD 1168). South of the Kroc Center lies the industrial company MIFAB, zoned for planned manufacturing development (PMD 10). Just east of MIFAB is a 32-acre vacant lot currently zoned for a planned manufacturing development (PMD 10). The PMD 10 classification stretches east and encompasses land north of 119th Street to 118th Street, south to 122nd Street, and east to Halsted Street (see *119th Street Corridor Zoning Map* on page 43). Reuse of these properties may require rezoning. Much of the area is vacant with the exception of US Gear, an industrial company east of the Kroc Center, and Exelon City Solar, a solar photovoltaic power plant south of 120th Street.

South of 120th Street

West of Exelon City Solar lies Edward White Career Academy and White Park, institutional and open space uses, respectively, on land that is zoned for single-family residential (RS-2) use. While the school's use is consistent with residential zoning, the Chicago Park District field should be classified as Parks and Open Space.

North of 118th Street

The area north of 118th consists of single-family residential (RS-3) with some parks and open space (POS-2) and planned development (PD 1168) zoning. Gano Park, located between 118th Street and Morgan Street, is zoned as a planned development.

Halsted Street

Halsted Street comprises a mix of business (B3-1), commercial (C1-1), manufacturing (M1), planned development (PD 1098), and single-family residential (RS-3) zoning. Areas along Halsted Street zoned for business (B3-1) presently have a few open businesses (Chase Bank, Citi Trends, Family Dollar, Phillips 66 Gas Station, and Tool Rental), but many vacancies. Areas zoned for commercial (C1-1) presently have some occupied uses (Lil Logan's Auto Collision), but also have more vacancy. Parcels zoned for manufacturing (M1-1) are mostly comprised of vacant land and buildings and some existing businesses (Action Auto Rebuilders and 119th & Halsted Currency Exchange). Land zoned for a planned development (PD 1098) is located just east of Halsted and north of the Metra tracks, and is currently in use as a senior living center (Hancock House). Lastly, the Major Taylor Trail, a mixture of zoning classifications (running over existing single-family residential, business, commercial and manufacturing zoning), should be clearly identified and classified as parks and open space.

Findings

- The predominant land uses in the Corridor are: single-family residential (29%), vacant (23%) industrial (19%), institutional (14%). One of the key focuses of the 119th Street Corridor plan will be to develop market-based proposals for the substantial vacant land in the Corridor.
- Marshfield Plaza is a regional shopping center located just west of the Corridor. Other major uses in the western portion of the corridor include Christ Universal Church, Johnnie Coleman Elementary Academy and Legacy Banquet Hall.
- The central portion of the Corridor includes the Kroc Center and the Maple Park residential neighborhood north of 119th Street, MIFAB, a modern industrial facility, and vacant land zoned for industrial use on the southern side of 119th Street.
- South of 120th Street includes Exelon City Solar, two Metra Stations, Edward White Career Academy and vacant lands.
- The area along Halsted Street and to the east includes retail stores some deteriorated buildings and vacant land as well as the West Pullman Metra Electric Station and Major Taylor Trail.

- Land uses are generally in conformance with zoning. Conflicting uses, however, include manufacturing zoning for the institutional parcels along the south side of 119th Street in the eastern portion of the Corridor. Zoning may need to be updated for vacant land depending on future intended uses.





CHAPTER 6

Transportation

The primary roadways within the study area are 119th Street, Halsted Street and Ashland Avenue. Interstate 57 is located immediately west of the Corridor with a full interchange located at 119th Street. The Corridor is well-served by roads as well as public transportation including two Metra stations, Pace and CTA bus routes.

Existing Transportation System

Roadway Characteristics

119th Street is an east-west arterial roadway under the jurisdiction of the City of Chicago. Immediately west of the study limits at Ashland Ave., 119th Street is under the jurisdiction of the Illinois Department of Transportation. Within the study limits, 119th has one lane in each direction with parking on both sides of the street. During weekdays, relatively little on-street parking has been observed along 119th Street. As a result, vehicles use the area adjacent to the curb as a second through lane in each direction. Traffic signals are provided at Ashland Ave., Loomis St., Morgan St. and Halsted St. The speed limit is 30 miles per hour.

Halsted St. is a north-south arterial under the jurisdiction of the Illinois Department of Transportation. Within the study limits, Halsted St. has two lanes in each direction with a raised landscaped median. Parking is provided on each side of the street. Traffic signals are located at 119th St., 120th St. and 123rd St. An at-grade railroad crossing is located at 121st St. The speed limit is 30 miles per hour.

Ashland Ave. is a north-south arterial roadway under the jurisdiction of the Illinois Department of Transportation. South of 120th St., Ashland Ave. is two way with one lane northbound and two lanes southbound. Parking is provided on the east side of Ashland Ave.

North of 120th St., Ashland Ave. is one way northbound with two lanes and parking allowed on the east side of the street. An exclusive left turn lane is provided at 119th Street. Ashland Ave. serves as the frontage road for I-57 with a northbound exit ramp south of 119th St. and northbound entrance ramp north of 119th St. Southbound access to the expressway is via Marshfield Ave. which is west of I-57. A traffic signal is located at 119th St. An all way stop sign is located at 122nd St.

In addition to the arterial streets, a series of local and collector streets run through the study area in a grid pattern. The streets are not striped, but typically can accommodate one lane in each direction and parking. Existing large-scale developments such as Christ Universal Temple, the Kroc Center, MIFAB, and Exelon City Solar and large undeveloped parcels generally limit north-south access through the study area, particularly between the Metra Electric line and 118th St. There is limited vehicle or pedestrian access across the Metra line with at-grade crossings at Halsted St., Peoria St., and Ashland Ave. In the residential area north of 118th St., a number of traffic calming measures, such as traffic circles and speed humps, have been installed, presumably to discourage through traffic and lower vehicle speeds. The speed limit is 30 miles per hour, but actual speeds are expected to be lower in the areas with traffic calming.

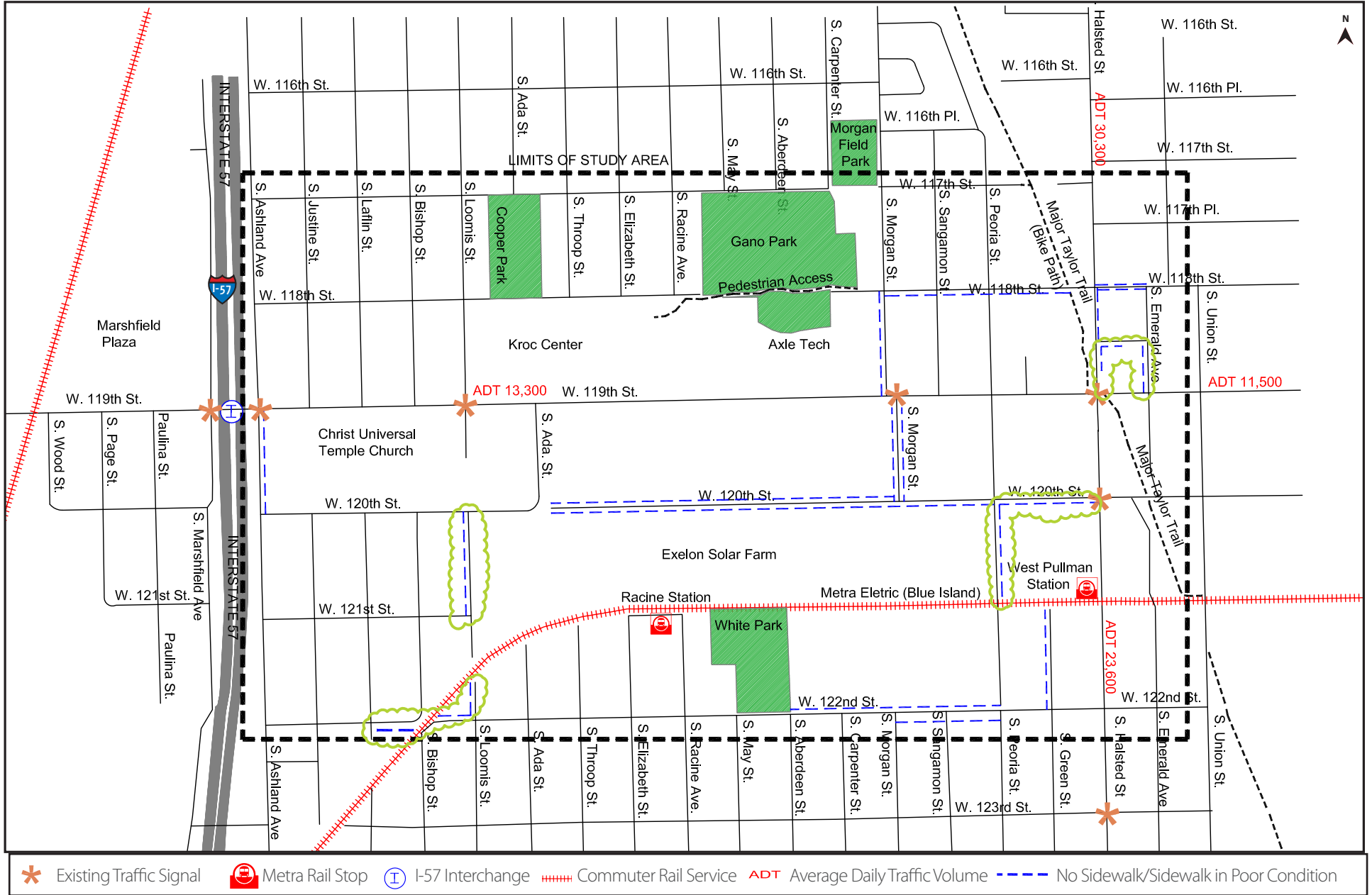
The majority of the roadways are in good condition. There are sections of 118th St. along the east edge of the project area and sections of Morgan St. and Green St. south of 119th St. and adjacent to the vacant parcels that require improvements. There is evidence of recent street resurfacing along the residential streets north of 119th St.

It appears that the existing roadway network has capacity to accommodate the existing traffic. Spot traffic counts were conducted at selected intersections along 119th Street. Capacity analyses of existing traffic volumes indicated that the intersections operated at level of service C or above. If there are significant increases in traffic, rush hour parking controls can be provided along 119th St. to allow the roadway to operate as two lanes in each direction. In the residential areas, some circuitous travel is required to reach 119th St. and Halsted St. However, given the extent of traffic calming in these areas, this may be intentional to reduce the amount of through traffic. Some local roadway improvements will be required as the adjacent land is developed.

Public Transportation Service

Information on public transportation in the vicinity of the site is based on CTA, Pace and Metra route maps and schedules. The study area is served by CTA bus routes 8A, 108, 111 and 119,

Corridor Existing Transportation Conditions Map



Pace bus routes 352 and 359, and Metra Electric Blue Island Branch commuter rail service.

CTA Route 8A runs through the site along Halsted St. The route runs mornings through evenings between 127th St. and Halsted St. and the 79th Street Red Line station. During the morning and evening rush, the route ends at 119th St. and Halsted St.. Buses run in 15 to 20 minute intervals. CTA Route 108 also runs along Halsted St. and travels from 127th St. and Halsted St. to the 95th Street Red Line Station. Buses run from early morning to late evening (4am to 12am). Bus stops occur at one block intervals. Some bus shelters are provided.

In addition to the CTA, Pace routes 352 and 359 also run along Halsted St. Pace Route 352 operates 24 hours a day and travels between 167th St. and Vincennes Ave. in Chicago Heights to the 95th Street Red Line Station. Within the study area, route 352 has limited stops at the West Pullman Metra Station and 119th St. The bus operates at 10 to 15 minute intervals. Pace Route 359 operates mornings through evenings between Homewood and the 95th Street Red Line Station.

Route 359 makes its last stop at 119th St. and Halsted St. and then runs express to the 95th Street station. Travel time between 119th St. and the station is approximately 12 minutes. The bus operates at 30 to 40 minute intervals. CTA Route 119 operates along 119th St. between 119th St. and Western Ave. to the 95th Street Red Line

station. The route operates from early morning to late evening (4am to 1am) at 8 to 12 minute intervals. CTA Routes 111 and 115 operate primarily along 111th St. and 115th St., respectively. The routes turn south at Vincennes Ave. and travel to Marshfield Plaza at 117th St. and Marshfield Ave. Because Marshfield Ave. is one-way southbound, the northbound Route 111 and 115 buses travel to 119th and Ashland Ave. prior to turning northbound and traveling back towards to 111th St. and 115th St.

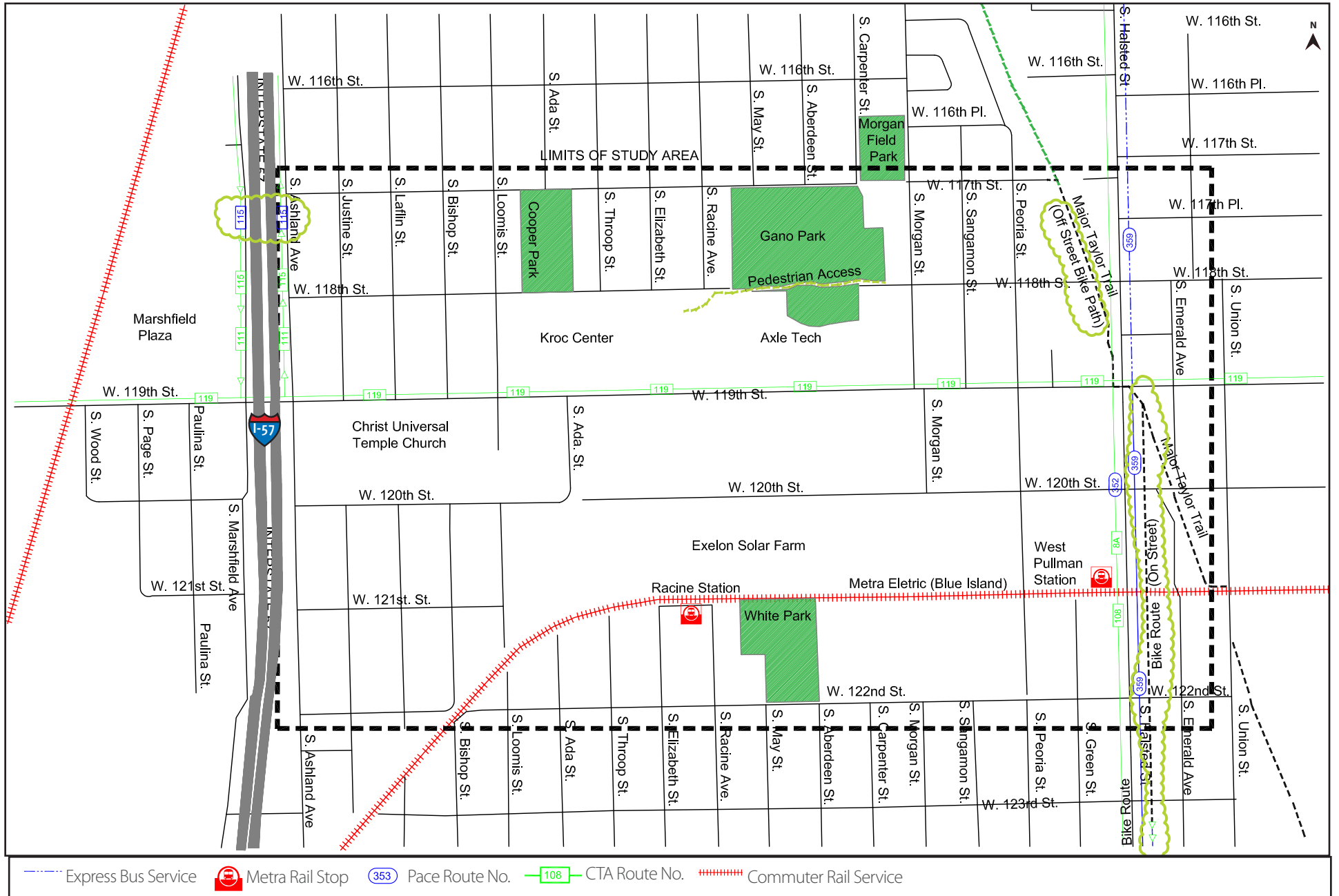
Metra has two stations within the project limits. The Racine Station is located at 121st St. and Racine Ave. The West Pullman Station is located at 121st St. and Halsted St. Both stations are located on the Blue Island Branch of the Metra Electric line which runs between Blue Island and downtown Chicago. The trains run between 6am and 7pm at 20 to 30 minute increments during rush hour and 2 hour increments during non-rush hour. Racine is a flag stop during the non-rush period, which means trains stop only if someone is visible to the engineer on the platform.

The Racine station provides limited parking in an unpaved gravel lot that was approximately 50% full when observed during a weekday. Several vehicles were also parked on the paved street immediately adjacent to the station. The West Pullman station does not appear to have parking although there is a vacant gravel area immediately north of the station.

Neither station is ADA accessible. Signage for the Metra stations is limited. During the Community Workshop held in January, a number of residents were not aware of the stations.

Public transportation within the study area is relatively good with multiple bus routes providing travel in all directions. The larger parcels and limited north-south local roads mean that sections in the southwest corner of the study area west of White Park and in the north central area between Cooper Park and Gano Park are further than three city blocks (3/8 mile) from a bus stop. Metra ridership at the Racine and West Pullman stations is among the lowest in the system. It may be difficult to increase ridership under the current conditions. There is no pedestrian or vehicular access to the Racine Station from the north while the Ashland Station (ME Line) is approximately 1/2 mile southwest and provides paved parking, lighting and an improved station. At the West Pullman stop, Metra is competing with frequent CTA/Pace bus service, including express bus service to the Red Line rapid transit station. Cost of the Metra service is almost twice the cost of a CTA fare with transfer. But other Metra stations in the vicinity have been successful at attracting far more riders. Taxi service for the area is limited. Residents indicate that taxis do not always respond to phone requests for service. Because of the distance from downtown or major traffic generators, vacant taxis are not available to be flagged down.

Corridor Existing Transportation Network Map



Pedestrian Facilities

Sidewalks are provided along most of the public streets. The “*Corridor Existing Transportation Conditions Map*” (page 47) indicates locations where there is no sidewalk or the sidewalk is in poor condition. In general, these locations are adjacent to vacant parcels or uses such as the Exelon City Solar which generates little pedestrian traffic. The majority of the intersections have ADA ramps, although they have not been upgraded to the current City standards. ADA improvements and new sidewalk installation were observed in the residential area north of 118th St. The sidewalks within the areas south of the Metra tracks appear to be in poorer condition with more missing ADA ramps.

Pedestrian walk / don’t walk notifications are provided at the signalized intersections and pedestrian countdown signals are provided at 119th St. and Halsted St. Crosswalks are provided at signalized and some unsignalized intersections. One potential concern is the lack of crosswalks on the three block section along 119th St. between Ada St. and Morgan St. Because there are no intersecting streets in this segment, no crosswalks are provided. It may be advisable to consider midblock cross walks at the bus stops within this area.

Bicycle Facilities

The City of Chicago “*Bicycle Map*” identifies Halsted St. as a bike route from 119th St. south beyond the City limits. In addition, the Major Taylor Trail is an off-road bike path that runs from Whistler Woods near 132nd St. and Parnell Ave. to the Dan Ryan Woods near 81st St. and Leavitt St. The trail is paved and runs along former railroad right of way. The trail crosses Halsted St. at 119th St.

The trail appears to be in good condition, however, only one rider has been observed over several visits to the site. There does not appear to be much bicycle travel within the site limits. This could be weather related as the volume of cyclist drops during the winter. There are portions of the trail that are somewhat isolated as the former railroad right of way runs along the rear of the residential, commercial and industrial sites.

Residents have indicated that concerns about safety and lighting have limited their use of the trail. Residents have also expressed concerns about traffic safety for cyclists using 119th Street and Halsted Street roadways. Alternative routes to the Kroc Center may be needed as children and teenagers using the sidewalk on 119th Street in lieu of the street are sometimes ticketed.

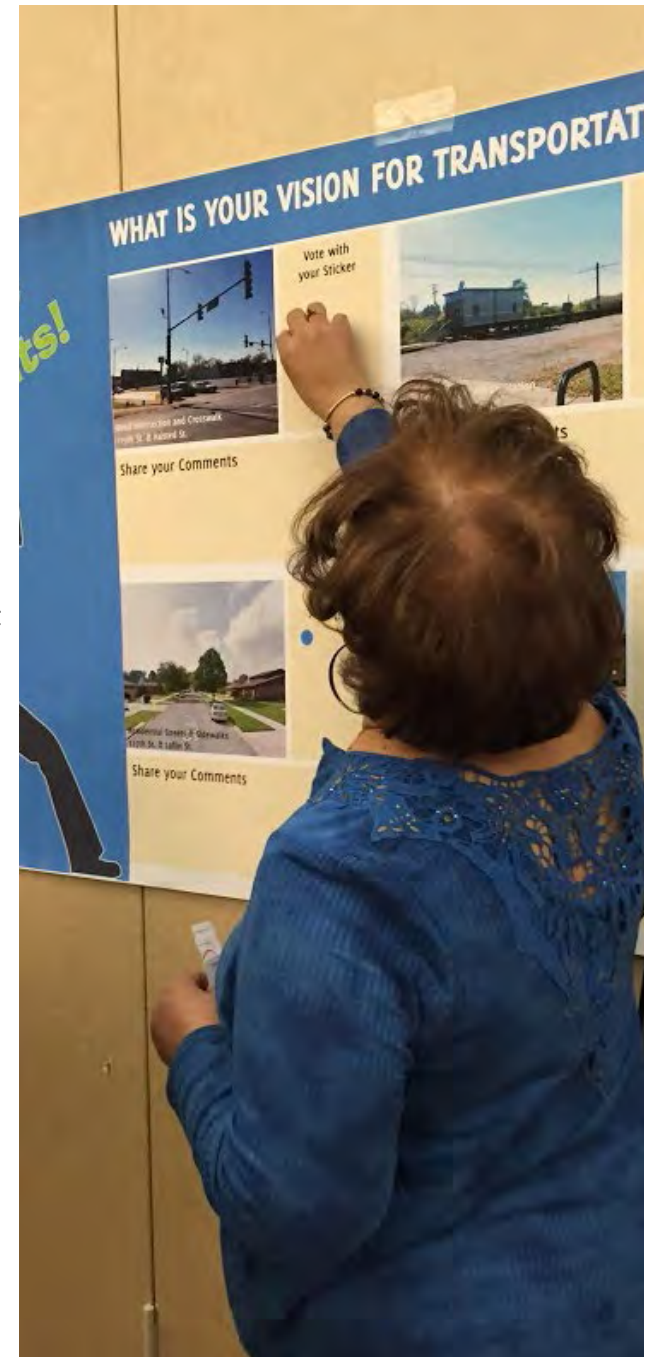
Parking Facilities

Off-street parking lots are provided for the majority of the commercial, institutional and industrial sites within the study area. The residential areas are primarily single-family homes with garages. Based on observations during site visits, the off-street parking appears to be sufficient to accommodate the majority of the current uses. Only limited parking was observed on-street. The primary exception was the Kroc Center. During separate midday weekday periods the parking lot for the Kroc Center appeared to be 60 to 70% filled. During a Saturday site visit, the lot was over 90% filled, with vehicles parked along 119th St. between Racine Ave. and Loomis St. Another weekend visit is required to determine if this was an isolated event. On street parking in front of the Kroc Center is limited to one hour Monday through Saturday.

Other than the Kroc Center, parking does not appear to be an issue within the study area. The vacant lots appear to be of sufficient size to accommodate parking for new developments. Some sites, such as those within the Christ University Temple complex appear to have excess weekday capacity.

Findings

- 119th Street is an east west arterial roadway with a direct link to an interchange with I-57.
- A series of local and collector streets run through the study area in a grid pattern, but many are disconnected from 119th Street due to large scale developments.
- The existing roadway network has capacity to accommodate the existing traffic. Preliminary traffic analysis indicate that the roadways operate at Level of Service C or above. As alternatives are developed, additional analyses will be performed to determine the amount of additional traffic that can be accommodated by the roadways.
- Public transportation is provided through CTA bus routes 8A, 108, 111, 115 and 119, Pace bus routes 352 and 359 and Metra Electric Blue Island service. Public transportation service is frequent during the workday, but considered more limited after the evening rush hour.
- Off-street parking lots are provided for the majority of the commercial, institutional and industrial sites within the Corridor. Parking appears sufficient to meet existing demand, with the exception of the Kroc Center that can be as high as 90% filled with vehicles also parked alongside streets.
- Pedestrian facilities need improvements in several areas in the corridor with missing sidewalks or sidewalks in poor condition, particularly adjacent to vacant parcels.
- There is a lack of crosswalks on the three block section along 119th Street between Ada Ave. and Morgan St.
- *The City of Chicago "Spring 2014 Chicago Bicycle Map"* identifies Halsted St. as a bike route. In addition, the Major Taylor Trail is an off-road bike path that runs from Whistler Woods near 132nd St. and Parnell Ave. to the Dan Ryan woods near 81st St. and Leavitt St. The trail is in good condition, but interviews suggest that the path is underutilized.



119TH STREET

— CORRIDOR PLAN —

