119th Street Corridor Plan
West Pullman, Chicago
FINAL PLAN
September 8, 2015

FARSOUTH Community Development Corporation

Alderman Carrie M. Austin, 34th Ward

The 119th Street Corridor Plan is a project of the Chicago Metropolitan Agency for Planning (CMAP) in conjunction with the City of Chicago, 34th Ward Alderman Carrie M. Austin and Far South Community Development Corporation.

Thank you to all of the residents, employees, organizations, volunteers, students, institutions, and public agencies who participated in the planning process.

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SECTION 1

INTRODUCTION AND HIGHLIGHTS OF PLAN

INTRODUCTION

The 119th Street Corridor is located in the City of Chicago's West Pullman Community Area and stretches four blocks north and south of 119th Street from I-57 to Union Avenue. The area first developed as an industrial corridor with major employers which included Ingersoll, International Harvester, Dutch Boy Paints, and Libby.

Residential areas of West Pullman were originally developed as a way for factory workers from Pullman to buy their homes outside of the rules and regulations of the company town. Commercial stores and residential buildings developed along Halsted Street, a major arterial to serve the expanding population.

The residential subdivision of Maple Park, located north of 118th Street, was developed starting in 1961. Maple Park was one of the first residential areas of Chicago in which a large neighborhood of new single-family homes was marketed to African Americans, many of whom worked for nearby industrial companies.

Described as a "suburban experience in the inner city," Maple Park has been a long-standing source of pride for local residents, some of whom have celebrated their 50th anniversary in the neighborhood.

After a population peak in 1980 the area lost many of its industrial jobs due to the closing of Ingersoll, Dutch Boy Paints, and International Harvester (now called Navistar). Over the years, the community has experienced a loss in population, jobs, and retail along major thoroughfares 119th Street and Halsted Street.

Over the past five to ten years, there have been several improvements to the 119th Street Corridor, most notably the development of the Joan and Ray Kroc Salvation Army Center, the West Pullman Library, Marshfield Plaza, and MIFAB, an industrial company that built their facility on 119th Street.

The 119th Street Corridor Plan has set a community-driven process to develop strategies and implementation steps to build on the strengths of the Corridor and make improvements to anchor economic development, housing stability, and community identity and character.

PLANNING PROCESS

- A **broad outreach process** including interviews, a project web site, community survey, and community meetings
- A **market analysis** to determine the uses and types of development which can be attracted to the Corridor
- Recommendations for **transportation and infrastructure improvements** to make the area more walkable, bike-friendly, and create linkages from existing CTA, Metra and Pace transit services to major destinations such as the Kroc Community Center and Marshfield Plaza.
- The development of **marketing materials** to attract new investment to the Corridor.

VISION STATEMENT

The vision of the 119th Street Corridor is to attract jobs, industry, and resources to create a vital economic corridor on the Far South Side of Chicago and support the diverse and proud residential neighborhoods in the West Pullman community.

ADVANCING CHICAGO'S REGIONAL PLAN

The Chicago Metropolitan Agency for Planning (CMAP) provided funding to support this planning effort with the City of Chicago and Far South CDC to further goals in the GOTO 2040 Plan including:

- Achieve greater livability through land use and housing
- Improve education and workforce development
- Support economic innovation
- Pursue coordinated investments
- Invest strategically in transportation
- Increase commitment to public transit

PLAN HIGHLIGHTS

ECONOMIC DEVELOPMENT

Attract approximately 200,000 square feet of new industrial development on vacant land on 119th Street between Racine Avenue and Peoria Street.

Develop three to four new restaurants along the Corridor by building an addition to Legacy Banquet Hall, creating a restaurant as a part of an Industrial Incubator across from the Kroc Center, and developing a Bike Café at 119th and Halsted Streets.

Create a new urban farm between Aberdeen and Peoria Streets, south of the railroad tracks, and create a marketplace at the northeast corner of 119th and Halsted Streets.

JOB TRAINING & ADULT EDUCATION

Develop a new Industrial Incubator and Job Training Facility across from the Kroc Center to centralize job and entrepreneurial training.

Expand GED training and linkages to higher education with Kroc Community Center.

TRANSPORTATION

Redesign 119th Street to add a center turn lane, multi-use path for pedestrians and bikes, and make streetscape improvements.

Improve the West Pullman Metra Station to add parking, signage, and drop-off facilities.

YOUTH & FAMILY DEVELOPMENT

Expand partnerships with Kroc Community Center to reach youth and families.

Improve academic performance and community involvement at Coleman, Higgins, and White Elementary Schools and Fenger High School.

Improve relationships and involvement in CAPS with Chicago Police Department.

HOUSING

Expand resources and expand the West Pullman Micro Market Recovery Program (MMRP) to rehabilitate foreclosed and vacant homes.

Support Habitat for Humanity Chicago's new development of single family homes on Union and 121st Streets.

CULTURAL IDENTITY & DESIGN

Celebrate African American history, sports and recreation through activating the Major Taylor Trail.

Create an urban design program to make improvements along 119th and Halsted Streets including banners and wayfinding signs.

Improve public spaces and plan for a year round calendar of events.

LAND USE

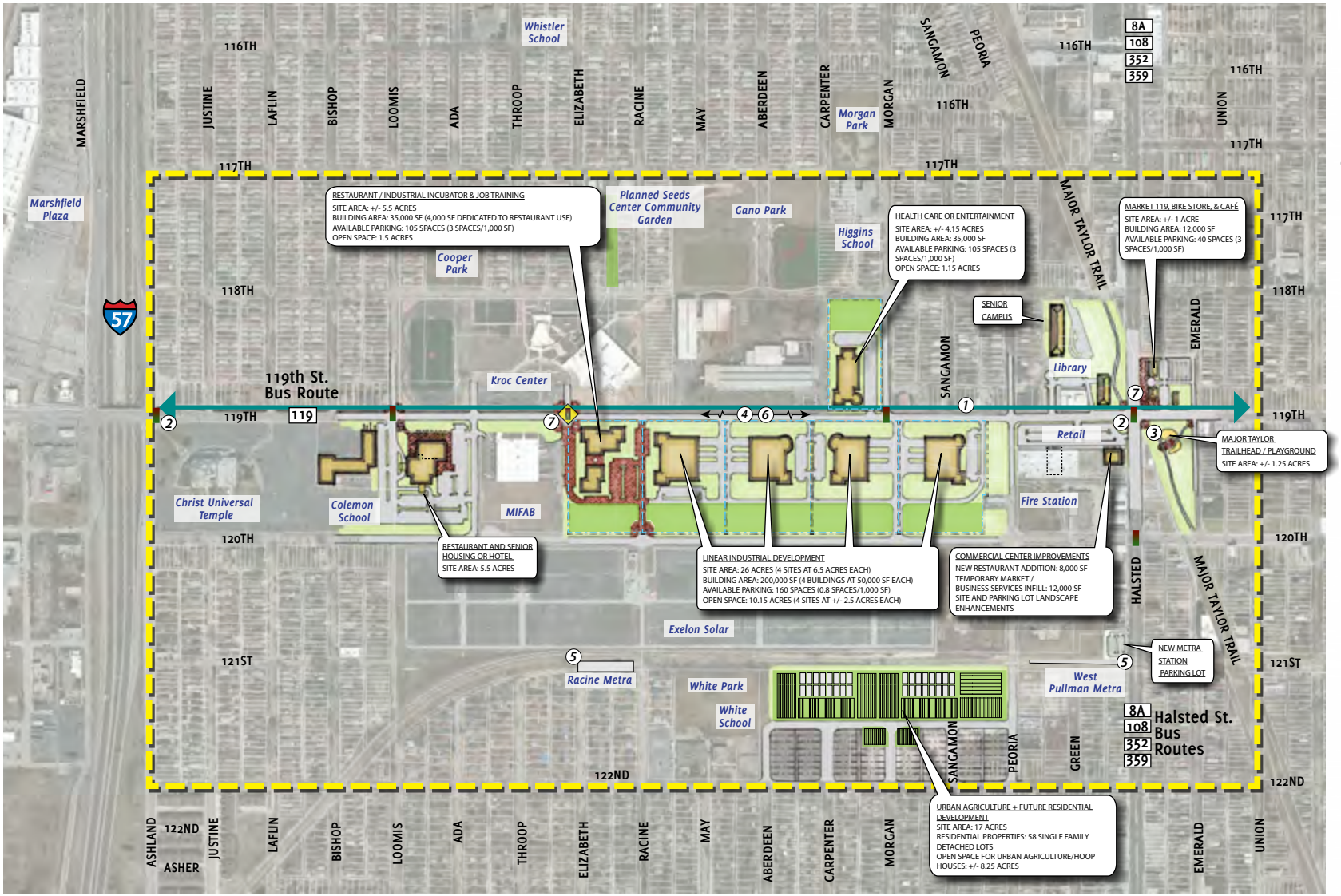
Update zoning along the Corridor to make it easier to attract private investment.

Support public private partnerships, the use of TIF, and Class 6b to support environmental remediation.

Create a new Special Service Area.

PROPOSED IMPROVEMENTS TO MAJOR TAYLOR TRAILHEAD

FIGURE 1.1
REDEVELOPMENT STRATEGY FRAMEWORK PLAN



PUBLIC WAY IMPROVEMENTS

1. **Multi Use Path** *(Refer to Streetscape Improvements Exhibits)*
2. **Gateway Entry Signage** *(Refer to Signage Concepts)*
3. **Major Taylor Trailhead** *(Refer to 119th & Halsted Intersection Enlargement)*
4. **119th St. Roadway Improvements** *(Refer to Streetscape Improvements Exhibits)*
5. **METRA Station Access**
6. **Wayfinding & Identity Signage** *(Refer to Signage Concepts)*
7. **Intersection Improvements** *(Refer to Streetscape Improvements Exhibits)*

LEGEND: Open Space | Property Boundaries | Flexible Event Space | Proposed Traffic Signal | Existing Traffic Signal | Project Boundary

0 200' 400' 600' N

FIGURE 1.2
CONCEPTUAL VISUALIZATION OF THE 119TH STREET CORRIDOR [BIRDSEYE EASTWARD VIEW]

A Multi-use path connects bicyclists and pedestrians using the Major Taylor Trail, Kroc Center, and Marshfield Plaza as major connection points along 119th Street.

B 119th Street roadway improvements reduce the width of the roadway while accommodating vehicular and truck traffic. [SEE DETAILS IN SECTION 6]

C Restaurant/industrial incubator and job training developments promote local employment and activity near the Kroc Center.

D Linear industrial developments are modeled similar to MIFAB and promote sustainable building and landscape practices.

E Halsted Street and Major Taylor Trailhead developments encourage neighborhood commercial access from the Metra and CTA transit stations.

F Green roof opportunities enable local businesses and property owners to support local sustainability initiatives that are becoming prominent in the West Pullman area.

GOALS & OBJECTIVES

ECONOMIC DEVELOPMENT

GOAL:
Attract economic development opportunities to the 119th Street Corridor, reclaim vacant land for redevelopment, support existing businesses along Halsted and 119th Street, and promote healthy and sustainable design.

OBJECTIVES:
Promote redevelopment of vacant land for industrial and commercial uses; support existing business and entrepreneurs in the community, especially along Halsted Street; create a Special Service Area to enhance services to businesses; promote a healthy living environment by attracting a health care provider and developing an urban farm and market; and develop a marketing campaign to attract investment to the Corridor.

SECTION 4

JOB TRAINING & ADULT EDUCATION

GOAL:
Support job training programs and higher education to prepare local residents for job opportunities.

OBJECTIVES:
Provide job training, access to certificates and higher education to local residents; develop an industrial incubator and job training facility on 119th Street across from the Kroc Community Center; expand efforts with Chicago Cook Workforce Partnership and job training providers; expand GED programming at the Kroc Center and Seeds Center; and encourage businesses to hire residents including those reentering from the judicial system and veterans.

SECTION 5

TRANSPORTATION

GOAL:
Improve transportation access through investments in safe and attractive pedestrian, bicycle, transit, and road network infrastructure.

OBJECTIVES:
Improve the road network to meet the principles of Complete Streets, improve bike and pedestrian access by making improvements to Major Taylor Trail, improve access to transit through sidewalk, parking, and access improvements; pursue site layouts and parking design that provide shared access points, well designed off-street parking, and limit conflicts between vehicular modes.

SECTION 6

YOUTH & FAMILY DEVELOPMENT

GOAL:
Promote youth and family development programs by building on the investment of local community organizations and institutions.

OBJECTIVES:
Foster community partnerships including partnerships with the Kroc Community Center, West Pullman Library, and CAPS to serve youth facing difficult social conditions; strengthen academic performance and community involvement in Chicago Public Schools; and foster community partnerships to provide seniors recreational activities and senior youth mentoring.

SECTION 7

119TH & HALSTED STREETSCAPE IMPROVEMENTS

GOALS & OBJECTIVES

HOUSING

GOAL:
Reinvest in housing through home improvements, counseling, financial assistance, and energy efficiency.

OBJECTIVES:
Provide foreclosure prevention and housing assistance programs to local homeowners; expand MMRP area east toward Lowe Avenue; bring foreclosed and vacant homes back to the market by creating a detailed inventory; provide counseling to prospective homebuyers; and identify opportunities for new housing development for smaller families, singles, veterans, and seniors.

SECTION 8

CULTURAL IDENTITY & DESIGN

GOAL:
Improve the public perception of the Corridor by celebrating the strengths and history of the community.

OBJECTIVES:
Celebrate African American history and sports and recreation through activating and creating an outdoor museum along the Major Taylor Trail; develop an urban design program and branding suite for the Corridor including designing and installing banners and directional signage; and design and program public spaces through a year-long calendar of events.

SECTION 9

LAND USE

GOAL:
Support land uses to further the vision of 119th Street and encourage redevelopment of vacant lands for employment, services, and commercial uses.

OBJECTIVES:
Update regulations, including zoning, to support existing and planned uses along the Corridor; and support redevelopment of vacant parcels through public private partnerships including utilizing TIF funds when appropriate; create a Special Service Area; and pursue Cook County property tax incentives.

SECTION 10

CORRIDOR IDENTITY DESIGN ELEMENTS

SECTION 2

COMMUNITY OUTREACH

119TH STREET CORRIDOR PLAN TIMELINE

NOV

OCTOBER 22: KICK-OFF STAFF MEETING
Reviewed the plan's scope of work, discussed the organization of a Steering Committee, other community outreach efforts, and potential dates for upcoming meetings.

NOVEMBER 18: 1ST STEERING COMMITTEE MEETING
Reviewed an initial asset map of the area, key demographic data on population, race, age and housing, and an overview of industrial and retail market trends in the area and City.

NOVEMBER 20: WEBSITE AND SURVEY
Respondents voiced concerns over access to open space and recreational activities, activities for youth and seniors, job attainment and retention, workforce development, and housing.

JAN

JANUARY 2: STAKEHOLDER INTERVIEWS AND FOCUS GROUPS
Held conversations with local residents, members of local and regional organizations, local schools, business owners, churches, and public agencies.

JANUARY 15: 1ST COMMUNITY WORKSHOP
Workshop participants provided feedback on the initial community asset map, and reviewed demographic data, and industrial and retail trends in the area and City.

FEBRUARY 23: 2ND STEERING COMMITTEE MEETING
Reviewed updated existing conditions data and proposed suggestions from the community meeting to begin developing goals and strategies to guide the plan.

MAR

MARCH 18: HABITAT FOR HUMANITY CHICAGO PLAN MEETING
Residents participated in both a personal and organizational asset survey, and reviewed results from a previous community survey to propose projects.

APRIL 28: 3RD STEERING COMMITTEE MEETING
Steering Committee members reviewed and edited the plan's goals and strategies, while identifying potential lead partners and organizations.

AUG

AUGUST 11: 4TH STEERING COMMITTEE MEETING
Steering Committee will review and edit the draft Final Plan.

SEP

SEPTEMBER 24: COMMUNITY OPEN HOUSE

OCT

OCTOBER - NOVEMBER: CITY OF CHICAGO PLAN COMMISSION

The 1st public workshop involved residents reviewing the Corridor's demographic data and offering feedback and ideas by topic area in a break-out session.

The 3rd Steering Committee Meeting enabled committee members to work with consultant planners and designers to begin ing concepts for the Corridor.

The 3rd Steering Committee Meeting involved committee members reviewing, editing, and assigning timeframes for the plan's goals and strategies.

MAJOR THEMES GUIDING THE 119TH STREET CORRIDOR PLAN

The 119th Street Corridor Plan is supported by seven goals with accompanying strategies to guide local residents, businesses, community organizations, local institutions, and partner public agencies to invest in the Corridor. The goals were developed through various community outreach techniques and data sources to empower local residents and businesses through the Corridor's revitalization and improvement efforts.

As summarized below, the community outreach efforts identified major themes that were explored throughout the planning process and contribute to the 119th Street Corridor reaching its full potential.

- ❑ Redevelop the area's vacant land and ensure that new businesses collaborate with the community by hiring qualified local residents.
- ❑ Encourage job attainment and entrepreneurship by providing residents with accessible training and education opportunities.
- ❑ Improve the community's image by re-branding the area and promoting its strong community institutions and assets.
- ❑ Attract new families to the area and visitors to invest in the neighborhood.
- ❑ Seek housing stability through home rehabilitation, financial resources, and homeownership education.
- ❑ Provide local small business support through financial assistance, business education, and marketing opportunities.
- ❑ Beautify the Corridor through infrastructure, landscape, and gateway/signage improvement.
- ❑ Create a vision statement that reflects the community's desire for the Corridor to reach it's full potential while empowering its residents to take advantage of the growth as well.

PROJECT WEBSITE FEEDBACK

Website comments included a variety of suggestions, including partnering with different local organizations to collaborate on plan strategies for neighborhood improvement. Organizations listed included:

- The Friends of the Major Taylor Trail
- Victory Heights Community Organization
- Developing Communities Project, Inc.
- Maple Park Community Association
- Far South Community Development Corp.

Additional suggestions for the plan were shared, including the following:

Improving the 119th and Halsted Street intersection: "The intersection at 119th and Hasted is a small part of the Major Taylor Trail and the corridor however it has a great effect on the perception of the Trail by users. It is an ideal place to provide services and atmosphere that will influence the experience for the growing demographic that passes through his area."

Job Training: "I would love to see an organization that focuses of skills gap development and employment rehabilitation such as training community members to fill understaffed career paths. The City of Chicago has an initiative to partner with organizations and schools to provide training programs to meet corporate job demands."

Attracting restaurants: "A nice dine in Soul Food restaurant like Flavor (in Hazel Crest), along with name brand affordable dine-in restaurants such as Olive Garden, Red Lobster, Famous Dave's, or Anita's Gumbo. A dine in would be fantastic. "

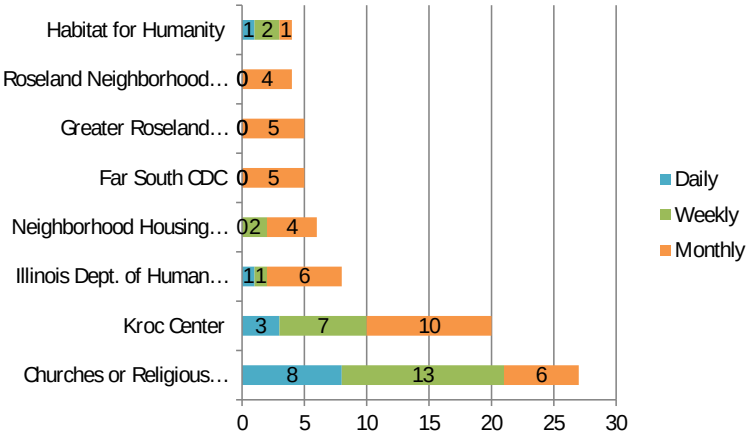
SURVEY RESULTS

Over 50 survey responses for the plan were collected through the project website and by hard copy (see Figure 2.1). Many respondents voiced concerns over access to open space and recreational activities, activities for youth and seniors, education quality, job attainment and retention, workforce development, and housing improvements. Key results included:

- Two-thirds of survey respondents have lived in the area for over 10 years (in West Pullman and Roseland).
- Forty percent of residents visit churches/religious institutions on a weekly basis.
- Activities for teens, and education and training for young adults, ranked the highest in types of services needed in the corridor (80% each). Other priorities included education and training for adults (59%) and recreation for seniors (59%).
- Residents prioritized the need for housing related improvements over the construction of new housing. Housing related services that were identified as needed include financial counseling (81%), home repair (79%), and mortgage counseling (70%).
- Key concerns for attaining/retaining a job include access to efficient transportation, child care options, and certifications.
- Types of training/education needed for adults include obtaining a GED and skills in logistics/manufacturing.

FIGURE 2.1
SAMPLE OF SURVEY RESULTS

What agencies/services do members of your household use and how often do they use them?



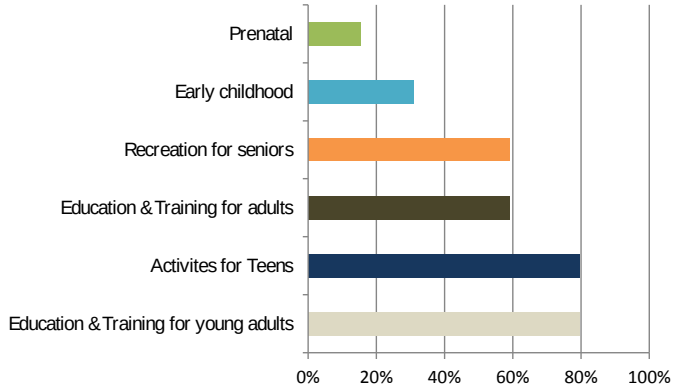
WHAT PEOPLE ARE SAYING
SAMPLE SURVEY COMMENTS

"I'd like to see pedestrian safety improvements to 119th/ Halsted intersection."

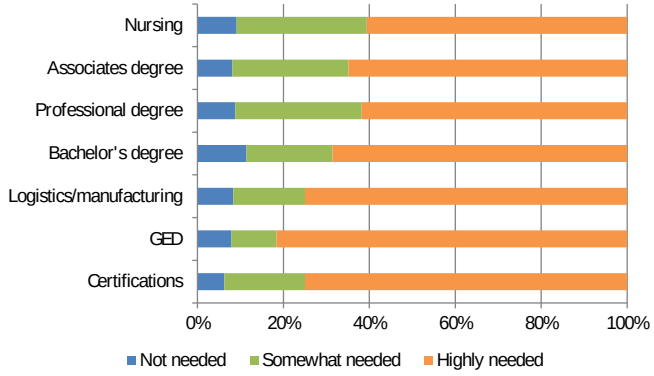
"Would love to see a Walgreens or CVS in the Corridor. A simple affordable family dining restaurant like IHOP or Steak & Shake."

"Roseland desperately needs a major grocery store between 99th/ King Drive and 119th/King Drive."

What types of services are needed in or near the 119th Street Corridor?



What type of job training or education is needed for adults?



SUMMARY OF STAKEHOLDER INTERVIEWS, FOCUS GROUPS, STEERING COMMITTEE & PUBLIC MEETINGS

KICK-OFF MEETING
OCTOBER 22, 2014
KROC CENTER CHICAGO
1250 W. 119TH STREET

The Kick-Off Meeting reviewed the plan's scope of work, discussed organizing a Steering Committee, reviewed community outreach efforts, and discussed potential dates for upcoming meetings. Scott Goldstein (Teska Associates, Inc.) described the purpose of the kick-off meeting as an organizational meeting to review the project, and thanked the Chicago Metropolitan Agency for Planning (CMAP), the City of Chicago, and the Far South Community Development Corporation (Far South CDC) for funding and coordinating the plan. Tasks would get done simultaneously as the consultant team (Teska Associates, Inc with Jones Lang LaSalle, TNK Consulting and Prism Engineering, Inc.) would begin an existing conditions report, data collection, and an outreach plan (including forming a Steering Committee and creating a website). Discussions for a Steering Committee included inviting members of local community institutions, schools, churches, local residents, local businesses, community banks, and political figures. Outreach methods suggested including the creation of a website, a survey (accessible online and through hard copy), linking project information to Far South CDC's website and other social media pages, distributing flyers for upcoming meetings along the Corridor, and holding public meetings.

STEERING COMMITTEE MEETING #1
NOVEMBER 18, 2014
KROC CENTER CHICAGO
1250 W. 119TH STREET

The first Steering Committee meeting began with a visioning activity in which Steering Committee members shared one word to describe how they viewed the 119th Street Corridor today, and one word to describe how they hoped to see it in the future. Discussion of these words led to conversations on ways to attract economic investment to the corridor, stabilize the housing stock, take advantage of the diverse transportation options, and provide better connections to nearby assets. The consultant team reviewed an initial asset map of the area (See Figure 2.2), key demographic data regarding population, race, age and housing, and an overview of industrial and retail market trends in the area and the City. The meeting concluded with steps to engage the community through different outreach mechanisms.

STAKEHOLDER INTERVIEWS AND FOCUS GROUPS
JANUARY 2, 2015
KROC CENTER CHICAGO
1250 W. 119TH STREET

Stakeholder interviews and focus groups included conversations with local residents and members of organizations/ institutions such as DESI, Kroc Center, Roseland Chamber of Commerce, Calumet Area Industrial Commission, Small Business Development Center from Chicago State University, Chicago Police Department, Chicago Public Schools, and the City of Chicago. Focus group participants included members of the Seeds Center of Maple Park, Habitat for Humanity Chicago, and Life Choices We Make. The groups discussed topics regarding job development in the corridor, youth and safety, job training and education, the community's history and cultural identity, decreasing home values and foreclosure rate, organizational collaboration, environmental issues, and schools and parks.

PUBLIC WORKSHOP #1
JANUARY 15, 2015
KROC CENTER CHICAGO
1250 W. 119TH STREET

The first public workshop, which was attended by over 50 residents, began with an ice-breaker community visioning exercise in which residents were asked to vote on a variety of neighborhood factors. Large posters depicting businesses, community institutions and characteristics were wrapped around the room. Workshop participants were given blue and red stickers and asked to place them on images that they felt were an asset to the community (blue) or a challenge and in need of improvement (red). Participants were also asked to write any additional comments they had on the images. A presentation on the need for the plan and its objectives were presented. Workshop participants provided feedback on an asset map for the community, demographic data, and industrial and retail trends in the area. Break-out sessions related to housing, economic development, human services, and transportation and infrastructure, allowing residents to speak in-depth over community concerns while providing ideas and strategies for improvement.

STEERING COMMITTEE MEETING #2
FEBRUARY 23, 2015
KROC CENTER CHICAGO
1250 W. 119TH STREET

The second Steering Committee Meeting began with an overview of the feedback provided by residents at the 1st Community Meeting. The Steering Committee began developing strategies to guide the plan. Proposed strategies included redevelopment of vacant buildings and vacant land, job creation in the corridor, job training programs and access to higher education for adults and older teens, sustainable development and brownfield clean-up, youth and family development programs, developing a marketing campaign for the corridor to promote a positive community image, improving transportation access and road infrastructure, reinvesting in older housing stock, identifying opportunities for new housing development for seniors,veterans, and smaller families, promoting a healthy living through the built environment, expanding access to health care and fresh food, and enhancing public safety in the Corridor. Steering Committee members then identified potential opportunity areas for redevelopment that could assist in addressing the plan's goals and strategies.

HABITAT FOR HUMANITY CHICAGO QUALITY-OF-LIFE PLAN MEETINGS
MARCH 18, 2015
KROC CENTER CHICAGO
1250 W. 119TH STREET

The consultant team attended Habitat for Humanity Chicago's Quality of Life Plan meetings for the area (bounded by Halsted to the west and Eggleston to the east, and 115th to the north and 120th to the south) to receive further feedback on community improvement strategies. Residents participated in both, a personal and organizational asset survey and reviewed results from a community resident survey distributed prior to the meeting. Results included the best and least liked aspects of the community, major community concerns, and strategies for improvement. The top five best-liked aspects of the community included residents' individual homes, access to public transportation, their neighbors, nearby amenities, and affordable homes. The least liked aspects included safety, schools, job access, and distance to work. Key concerns included access to jobs, quality education at all levels, safety, and housing. Meeting participants suggested ideas such as reviving the former West Pullman Elementary School as a STEM school to address quality education in the math and science fields, working with local businesses to hire youth for part-time jobs and internships to address safety and job attainment, and supporting existing organized athletics programs to reach at-risk youth. Residents suggested creating a long-term community action group that would work collaboratively to complete these community-wide projects.

STEERING COMMITTEE MEETING #3
APRIL 27, 2015
KROC CENTER CHICAGO
1250 W. 119TH STREET

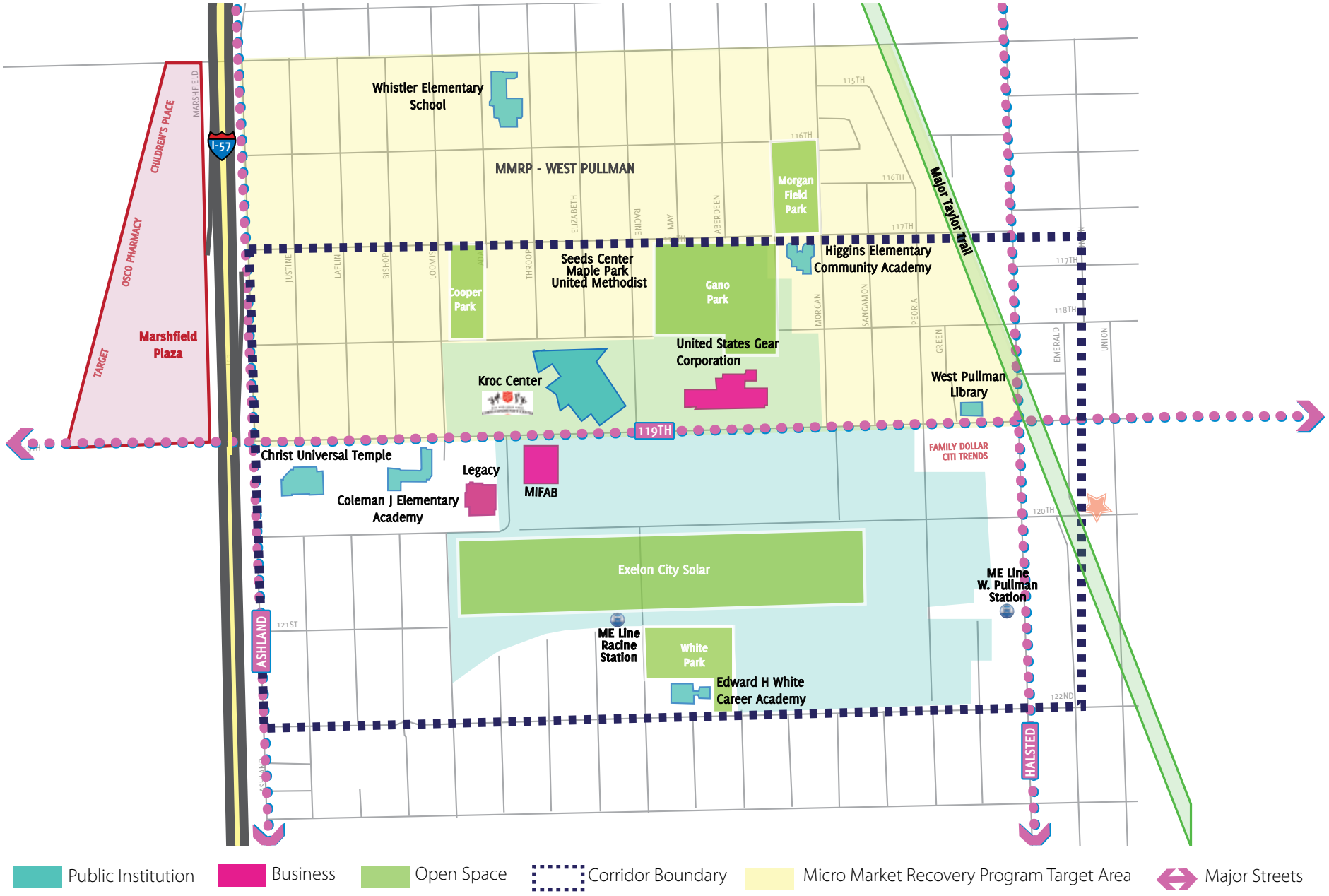
The third Steering Committee meeting began by reviewing the draft goals and strategies report. Draft goals included Economic Development, Job Training and Adult Education, Transportation, Youth and Family Development, Housing, and Cultural Identity and Design. Goals and strategies boards were placed around the room to provide Steering Committee members with an opportunity to vote on the most prominent strategies (green sticker: of primary importance, yellow sticker: of secondary importance), comment with any needed edits, and review potential lead partners and organizations. Steering Committee members identified Objective 1.1 "Promote redevelopment of vacant land to new industrial and commercial uses that promote jobs and economic vitality in the Corridor. Recruit new or expanding businesses to the 119th Street Corridor" as having the highest priority in the Corridor with 16 green stickers. Objective 2.1 "Expand efforts to provide job training, access to certificates and higher education to local residents" had the second highest priority with 8 green stickers and 2 yellow stickers. Other objectives highly voted on included: Objective 3.2 "Improve bike and pedestrian access and amenities in the Corridor through making improvements to the Major Taylor Trail and improving bike and pedestrian amenities in the Corridor", Objective 4.3 "Work with local schools to address quality of education and parental involvement", Objective 5.2 "Bring foreclosed and vacant homes back to market", and Objective 6.1 "Create an outdoor museum of historical and artistic sculptures along the Major Taylor Trail that celebrates key individuals and historic events that took place in the Far South Side".

STEERING COMMITEE MEETING #4
AUGUST 11, 2015
KROC CENTER CHICAGO
1250 W. 119TH STREET

The fourth Steering Committee meeting began by reviewing outreach conducted for the plan, and the organization of the document. Steering Committee members reviewed the plan's goals, objectives, projects and partners for Economic Development, Job Training and Adult Education, Transportation, Youth and Family Development, Housing, and Cultural Identity and Design. Following, Steering Committee members agreed to submit the draft plan to the community at an upcoming open house, and discussed implementation steps to move projects foward.

PUBLIC WORKSHOP #2
SEPTEMBER 24, 2015
KROC CENTER CHICAGO
1250 W. 119TH STREET

FIGURE 2.2
119TH STREET CORRIDOR ASSET MAP



SECTION 3

VISION & GOALS

VISION STATEMENT

The vision of the 119th Street Corridor is to attract jobs, industry, and resources to create a vital economic corridor on the Far South Side of Chicago and support the diverse and proud residential neighborhoods in the West Pullman community.

GOALS

Goals, objectives, and projects for the plan were developed following a series of Steering Committee meetings, focus groups, stakeholder interviews, survey results, website feedback, and public workshops. The seven goals summarized on the right guided the preparation of the 119th Street Corridor Plan. Accompanied by a series of strategies, the goals are intended to inspire local residents, community organizations, local institutions, and partner public agencies to invest in the Corridor.

The goals are presented as separate sections in this plan, with a snapshot of data and a summary of findings on the first few pages. An Action Plan is located in Section 11 and details the strategies with a set of projects, tasks, and potential lead partners.

ECONOMIC DEVELOPMENT [SECTION 4]

Attract economic development to the 119th Street Corridor, reclaim vacant land for new development, support existing businesses along Halsted and 119th Street, and promote healthy and sustainable design.

JOB TRAINING & ADULT EDUCATION [SECTION 5]

Support job training programs and higher education to prepare local residents for job opportunities.

TRANSPORTATION [SECTION 6]

Improve transportation access through investments in safe and attractive pedestrian, bicycle, transit, and road network infrastructure.

YOUTH & FAMILY DEVELOPMENT [SECTION 7]

Promote youth and family development programs through building on the investment of local community organizations and institutions.

HOUSING [SECTION 8]

Reinvest in housing through home improvements, counseling, financial assistance, and energy efficiency.

CULTURAL IDENTITY & URBAN DESIGN [SECTION 9]

Improve the public perception of the Corridor through celebrating the strengths and history of the community.

LAND USE [SECTION 10]

Support land uses to further the vision of 119th Street to encourage redevelopment of vacant lands for employment, services, and commercial uses.

SECTION 4

ECONOMIC DEVELOPMENT

INTRODUCTION

Building on the success of attracting MIFAB, a full interchange at 119th and I-57, and large tracts of vacant land, there are opportunities to attract mid-sized industrial developments to the Corridor. These jobs will require training and support in order for local residents to qualify for the positions.

The 119th Street Corridor is also home to two retail clusters: Marshfield Plaza west of I-57 and a small business corridor along Halsted Street from 117th Street to 122nd Street. Marshfield Plaza provides residents and visitors with access to big box retailers such as Jewel-Osco, Target, Staples, Fifth Third Bank, Starbucks, Chili's Grill and Bar, and a LA Fitness, bringing in shoppers from throughout a regional shopping trade area. Halsted Street has several long-standing businesses, but has a number of vacant buildings and vacant lots that need to be revitalized.

The community aspires to not only attract companies to invest in the Corridor, but to support locally-owned businesses to open and expand, moving from home-based businesses to storefronts, and from storefronts to larger businesses over time.

Finally, there are opportunities to utilize vacant land to support urban agriculture as a jobs-building strategy, and to locate retail and service amenities to take advantage of the Major Taylor Trail, the West Pullman Metra Station, and transit along Halsted Street.

> The 119th Street Corridor is poised for a revival due to changing economic conditions and improvements in the Chicago marketplace. With the right marketing, site preparation, and market positioning, the 119th Street Corridor is ripe for industrial and commercial redevelopment.

DATA SNAPSHOTS & SUMMARY OF FINDINGS

ECONOMIC DEVELOPMENT

DATA SNAPSHOTS

The graphs and charts on the next page provide data snapshots of demographics and information relating to the Corridor and market trade area. The data snapshots provided in this section have significant bearing on the goals and objectives that are summarized later in the section. A more detailed set of data is provided in the Existing Conditions Report.

FINDINGS

- ❑ Demand is growing for new construction of industrial development.
- ❑ 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.
- ❑ 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.
- ❑ 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.

DATA SNAPSHOTS

Economic Development

FIGURE 4.1
TRADE AREA MAP

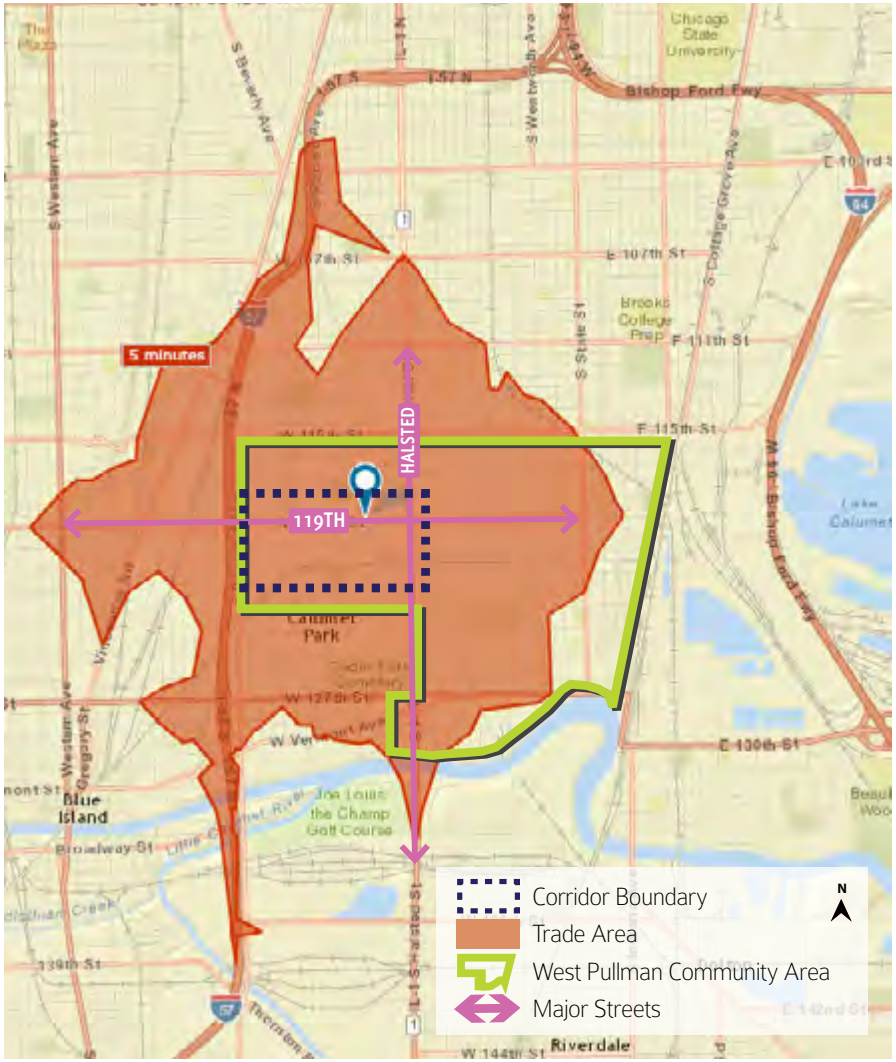
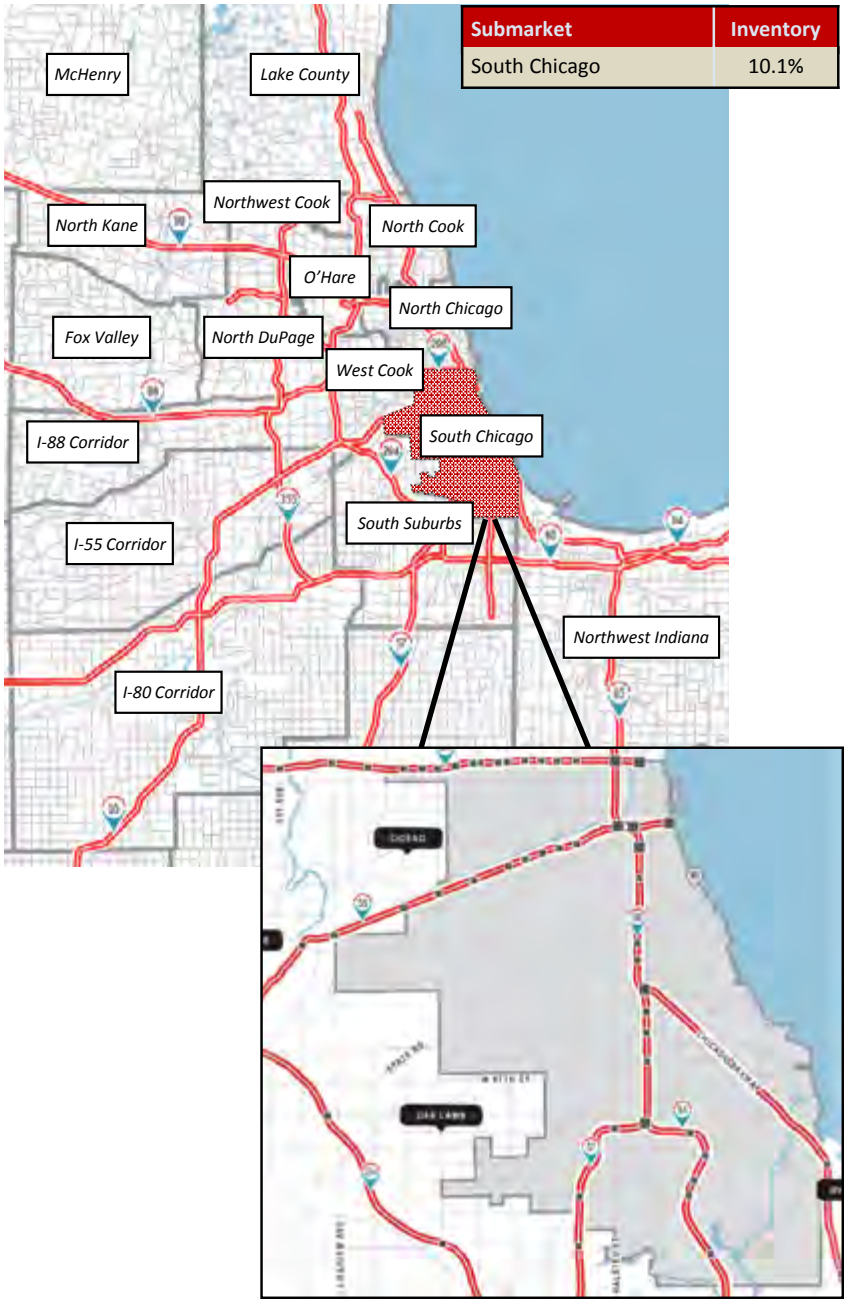


FIGURE 4.2
CHICAGO MARKET MAP



Submarket	Inventory
South Chicago	10.1%

FIGURE 4.3
RETAIL OPPORTUNITY GAPS (5 MINUTE TRADE AREA)
TO ATTRACT BUSINESSES

	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.

DATA SNAPSHOTS

Economic Development

FIGURE 4.4
FAMILY RESTAURANT DEMAND (TRADE AREA)
TO ATTRACT BUSINESSES

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

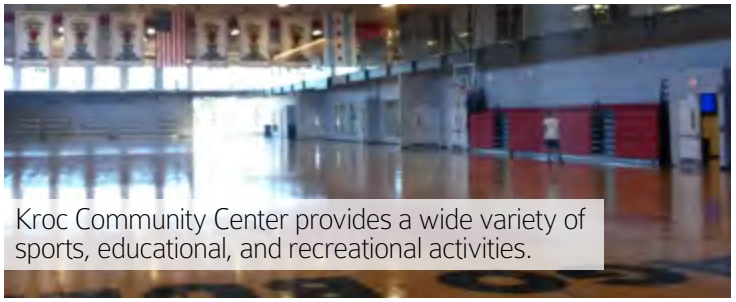
Data Note: An MPI (Market Potential Index) measures the relative likelihood of the adults in the specified trade area to exhibit certain consumer behavior or purchasing patterns compared to the U.S. An MPI of 100 represents the U.S. average.

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.

FIGURE 4.5
SPORTS & RECREATION DEMAND (5 MINUTE TRADE AREA)
TO ATTRACT BUSINESSES

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

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 left, 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.

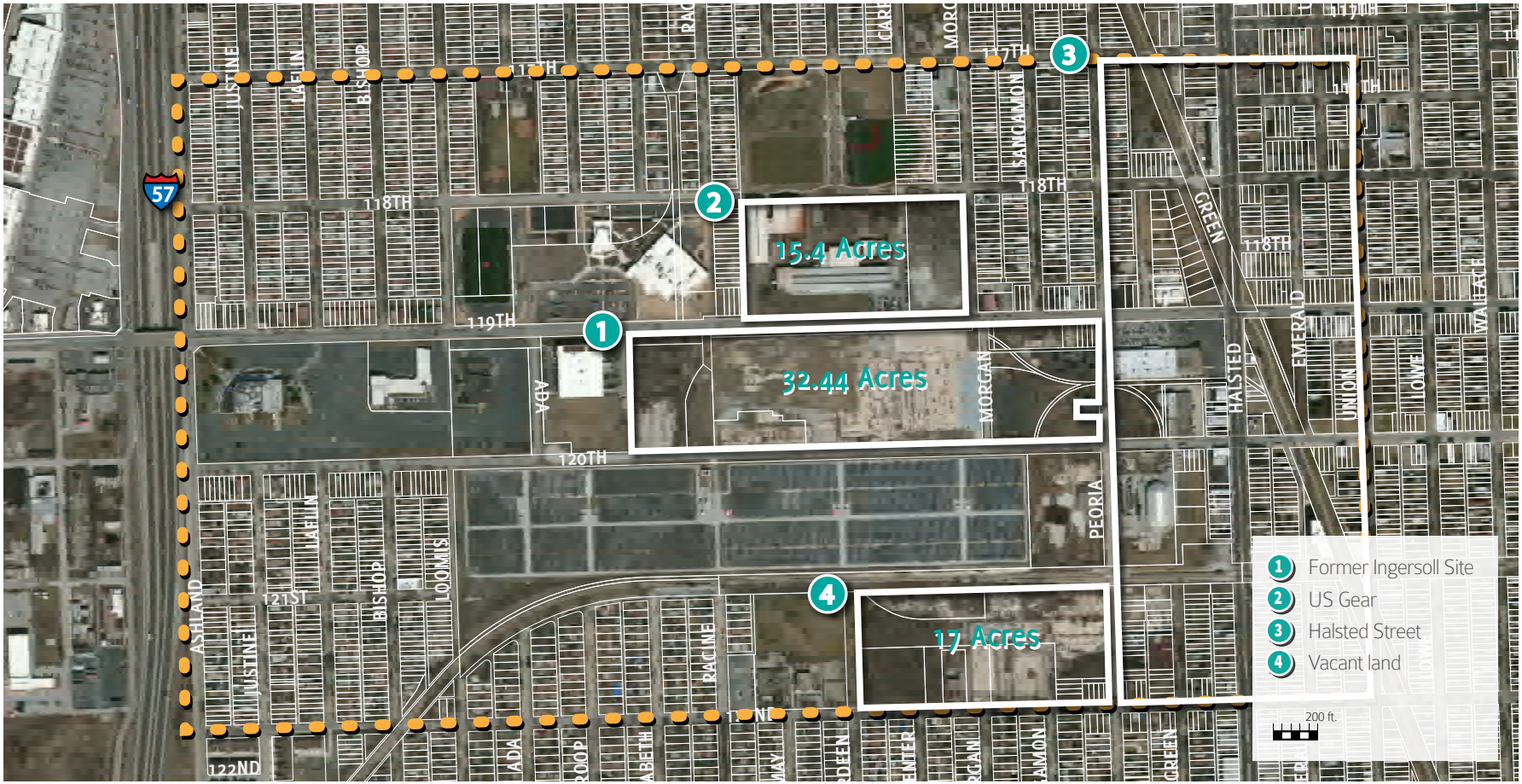


Kroc Community Center provides a wide variety of sports, educational, and recreational activities.

DATA SNAPSHOTS

Economic Development

FIGURE 4.6
CORRIDOR OPPORTUNITY SITES MAP
TO ATTRACT LARGE INDUSTRIAL EMPLOYERS & BUSINESSES



GOAL

Attract economic development to the 119th Street Corridor, reclaim vacant land for new development, support existing businesses along Halsted and 119th Streets, and promote healthy and sustainable design.

OBJECTIVES

OBJECTIVE ED1

Promote redevelopment of vacant land for new industrial and commercial uses that promote jobs and economic vitality in the Corridor.

Improving market conditions points to focusing on attracting light manufacturing, commercial service companies and suppliers to the Corridor, thereby bringing the potential for high quality jobs to West Pullman. The layout of the land lends itself to creating a linear business park along the south side of 119th Street (Figure 4.7) that can be configured for several smaller users or one large user depending on the companies that are attracted to the Corridor. The template of MIFAB provides a financially successful precedent in the Corridor. The capacity of 119th Street and the interchange of I-57, large contiguous pieces of land, and the large pool of labor in Chicago and the nearby suburbs, makes this area a strong node for redevelopment.

PROJECT ED1.1

Pursue industrial development for light manufacturing uses along 119th Street.

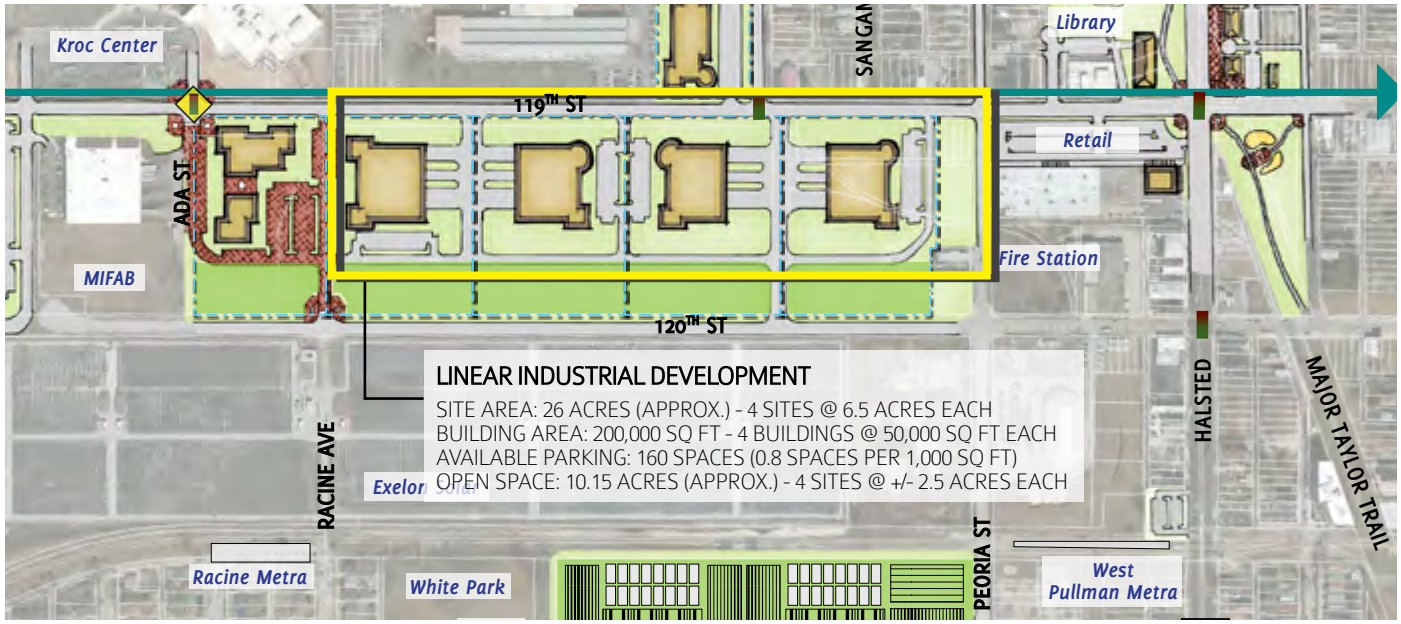
There is potential to redevelop 26 acres along the south side of 119th Street for a total of approximately 200,000 square feet of industrial development. Resources would need to be secured to support remediation of the site that is required based on the intended final use. Redevelopment could be accomplished through one or two large users, or approximately four buildings of 50,000 sq ft each as shown in the site plan in Figure 4.7. As part of the redevelopment effort, the land will need to be cleaned for industrial reuse. TIF funds may be needed to support the environmental clean-up and site preparation of the property. This will help facilitate the redevelopment effort to bring back jobs and create a tax-generating use.

A broad marketing program will be needed to attract industrial users to the Corridor. (See Strategy ED1.5) Industrial users may be existing companies currently located in Chicago that are looking for more modern space with good transportation access, companies looking to open up or consolidate facilities in Chicago, or smaller, entrepreneurial companies looking to rent a portion of a larger industrial facility.

FIGURE 4.7
LINEAR INDUSTRIAL DEVELOPMENT

TOP GRAPHIC: EASTWARD VIEW ALONG SOUTH SIDE OF 119TH STREET OF THE POTENTIAL LINEAR INDUSTRIAL DEVELOPMENT

BOTTOM GRAPHIC: CONCEPTUAL SITE PLAN OF THE POTENTIAL LINEAR INDUSTRIAL DEVELOPMENT



PROJECT ED1.2

Pursue commercial development along the Corridor, focusing on restaurants and entertainment on 119th Street and infill retail on Halsted Street.

The success of Marshfield Plaza has shown that quality retail stores can be successful in this area to meet local and regional demand. While retail development is primarily in demand at the Marshfield Plaza area west of I-57, there are certain categories, including family restaurants and entertainment, that can build on the assets and population base east of I-57.

OBJECTIVE ED2

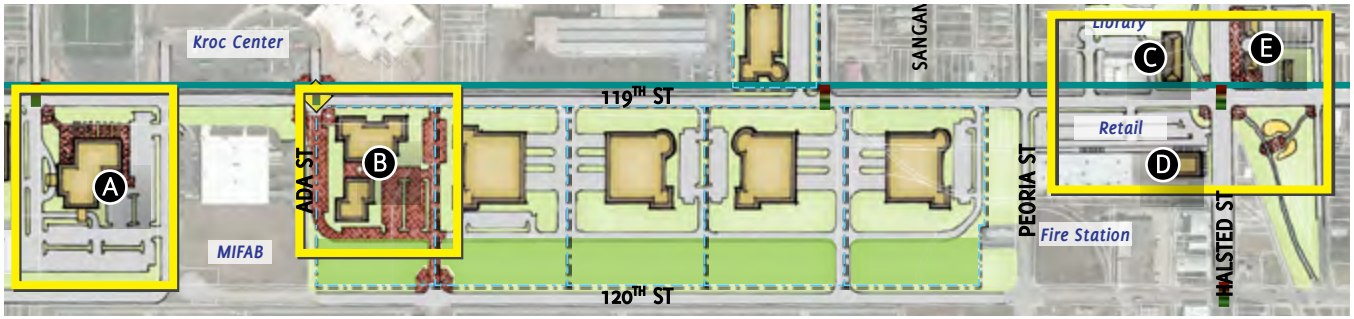
Pursue commercial development along the Corridor, focusing on restaurants and entertainment on 119th Street, and infill retail on Halsted Street.

PROJECT ED2.1

Attract new restaurants to the Corridor, focusing on family restaurants that are needed in the marketplace.

With very few restaurants and a high number of visitors to the area due to the Kroc Center and industrial facilities, the Corridor can support new restaurants. Three to four restaurant sites are proposed in the Site Plan below. First, there is a high visibility site as part of Christ Universal Church's campus through an addition to the Legacy banquet facility. The site is closest to the I -57 intersection and already is active for events. Second, the proposed redevelopment of the industrial site at Racine Avenue could support a restaurant and would be located directly across from the Kroc Center. Third, the shopping center on the southwest corner of 119th Street and Halsted Street could be expanded to support a restaurant or retail use. There is also an opportunity for a bike shop/cafe to be built adjacent to the Major Taylor Trail.

As part of the effort to attract restaurants to the Corridor, the possibility for a social enterprise connected to urban agriculture, similar to Inspiration Kitchens or Green Tomato Café, should be explored that provides employment, training and healthy foods. These restaurants are providing similar communities in Chicago for a triple bottom line of job development, healthy foods, and meeting demand for high quality restaurants.



Green Tomato Cafe (top left and right); Inspiration Kitchens (bottom left and right)

A HOTEL, SENIOR HOUSING & RESTAURANT

B RESTAURANT INCUBATOR
PROPOSED AS PART OF A LARGER RESTAURANT/INDUSTRIAL INCUBATOR SPACE 4,000 SQ FT FOR RESTAURANT)

C SENIOR CAMPUS

D COMMERCIAL CENTER
IMPROVEMENTS TO EXISTING COMMERCIAL CENTER, INCLUDING NEW RESTAURANT ADDITION, TEMPORARY MARKET, AND BUSINESS INFILL

E MARKET 119, BIKE STORE, AND CAFÉ
PROPOSED (12,000 SQ FT ON 1 ACRE)

PROJECT E2.2

Investigate the feasibility of attracting a family entertainment venue to the corridor to complement activities at the Kroc Center, such as a bowling alley or movie theater.

With a limited number of high-quality entertainment venues, residents of the Far South Side report traveling to the South Suburbs, Indiana, or the North Side of Chicago to spend their money on entertainment. Building on the success of the Kroc Center, a venue with high quality offerings will attract residents not only from West Pullman, but a much larger area.

OBJECTIVE ED3

Support existing businesses and entrepreneurs in the community, especially along Halsted and 119th Streets.

Small businesses along Halsted Street and 119th Street need support and marketing. With approximately 30,000 cars per day on Halsted Street, this north-south corridor from I-57 to the Calumet River has great potential to provide convenience goods, service businesses, and banks and financial institutions to meet customer needs. As listed below, Far South CDC, the Roseland Chamber of Commerce, and Calumet Area Industrial Commission offer a variety of support programs for local businesses and entrepreneurs.

PROJECT ED 3.1

Support existing industrial users, especially along 119th and Halsted Streets.

Industrial users along 119th Street, including MiFab and U.S. Gear, are in need of services and marketing support. The Calumet Area Industrial Commission (CAIC) can assist with their business retention & expansion needs, while also linking them to job training & economic development resources.

SUPPORT EXISTING PROGRAMS FOR BUSINESSES & ENTREPRENEURS

Far South CDC

- ❑ Neighborhood Business Development Center (NBDC)
- ❑ Micro-Market Recovery Program (MMRP)
- ❑ Special Service Areas: SSAs #45 and #49
- ❑ Planning

Roseland Chamber of Commerce

- ❑ Business Development Workshop
- ❑ "Let's Talk" Monthly Meetings
- ❑ Minority Owned Business Center
- ❑ Women Owned Business Center
- ❑ Disadvantaged Owned Business Center
- ❑ John Marshall Law School Pro-Bono Services
- ❑ Workforce Development/Job Readiness
- ❑ Small Business Development Center

Calumet Area Industrial Commission

- ❑ Business Retention and Expansion

FIGURE 4.8

SUPPORTING BUSINESS DEVELOPMENT AT 119TH & HALSTED INTERSECTION

- A RESTAURANT W/ OUTDOOR AMENITIES
- B TEMPORARY MARKET OR BUSINESS SERVICES
- C PARKING LOT ENHANCEMENTS, INCLUDING LANDSCAPING AND IMPROVED FENCING
- D SENIOR CAMPUS
- E INTERSECTION IMPROVEMENTS
- F INDOOR / OUTDOOR MARKET, BIKE STORE, AND CAFÉ
- G RETROFITTED BUILDINGS W/ OUTDOOR AMENITIES

PROJECT ED 3.2

Create a 119th/Halsted Special Service Area.

Creating a new Special Service Area (SSA) for the 119th/Halsted Streets area would provide support for local businesses, including security, access to financing, trash cleanup, and façade improvements. The SSA could also offer internet access to small businesses and customers by connecting with Far South CDC's Wi Fi internet program. Far South CDC has made progress with creating the 119th/Halsted SSA, with the goal to submit the SSA application to the City in 2016.

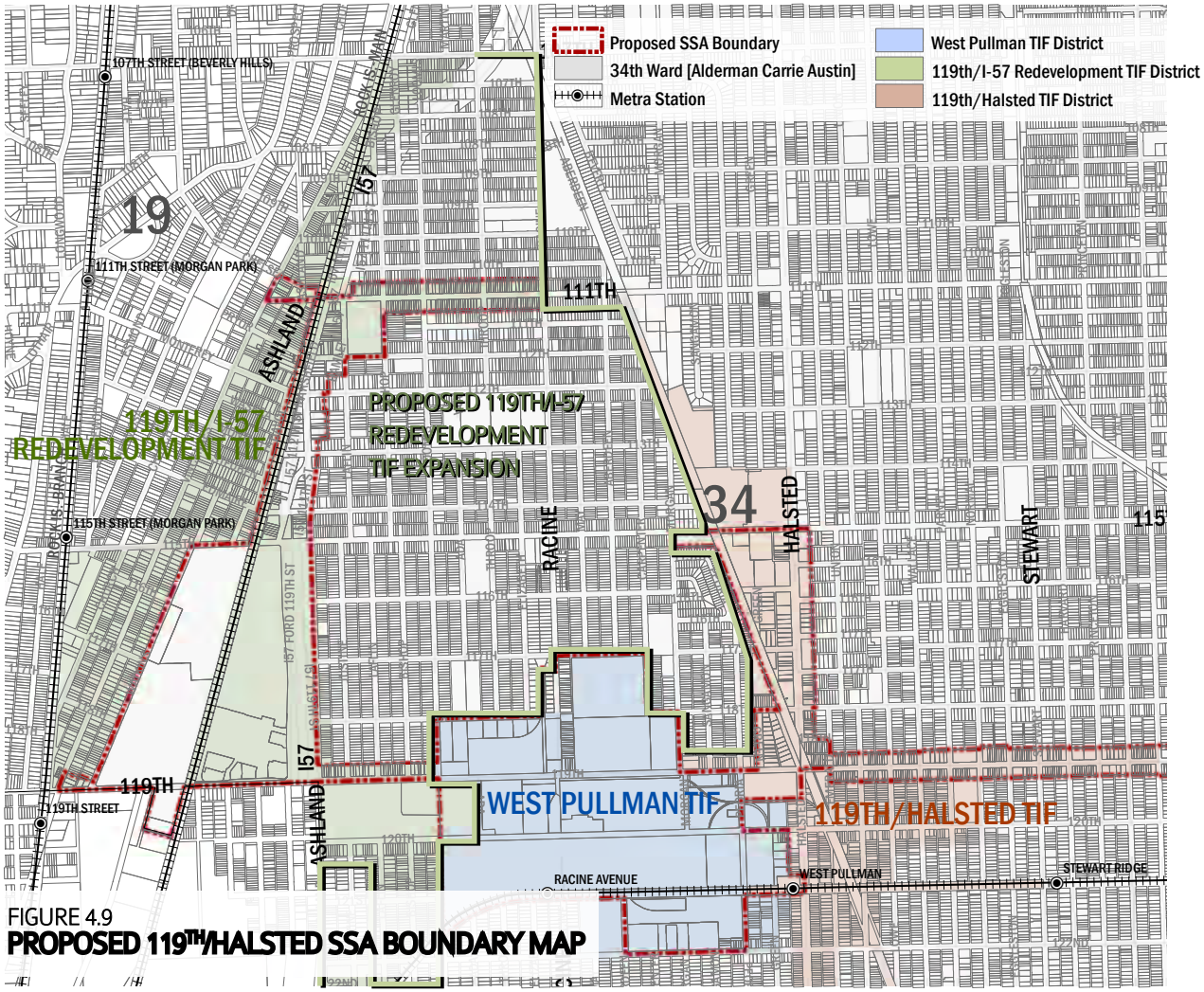


FIGURE 4.9
PROPOSED 119TH/HALSTED SSA BOUNDARY MAP

PROJECT ED 3.3

Support corridor managers by linking them to training resources and networking.

Corridor manager training can provide access to specific resources including marketing materials, data resources, how to attract retailers and industrial users, workforce training, etc.

LISC CHICAGO BUSINESS DISTRICT LEADERSHIP (BDL) PROGRAM

Based on the award-winning Coro New York Neighborhood Leadership program, LISC Chicago established its Business District Leadership (BDL) program in 2014, which is geared towards nonprofit and public sector leaders to support training, education, and capacity building for organizations that offer services to business districts throughout the City of Chicago. Intended to provide professional development and networking support for individuals and groups that work to improve Chicago's commercial districts, BDL builds leadership skills and introduces program participants to strategies, resources, and networks that are crucial to advancing the vibrancy of the City's commercial corridors.

OBJECTIVE ED4

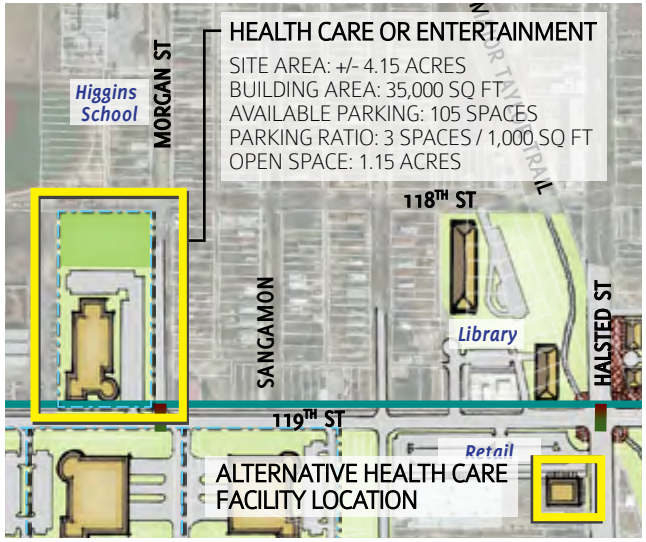
Promote a healthy living environment through the design of the built environment and expand access to health care and foods.

The 119th Street Corridor is home to Exelon City Solar, the largest urban solar plant in the U.S. Building on this success, a wider sustainability effort can infuse and strengthen the economic development possibilities for the Corridor. New industrial developments can extend the precedent of solar energy by putting panels on their roofs and supporting energy-efficient design.

The area between the proposed industrial development along 119th Street and Exelon City Solar should be set aside for stormwater management best management practices. Vacant land between Aberdeen and Peoria Streets along 121st Street can be converted into a large urban farm. Finally, pedestrian and bicycle access as described in the transportation strategies and objectives will improve the safety and health of local residents and employees, as described in the Transportation Chapter.

FIGURE 4.10
HEALTH CARE FACILITY OR ENTERTAINMENT VENUE

CONCEPTUAL SITE PLAN OF NORTH SIDE OF 119TH STREET OF THE POTENTIAL URGENT CARE FACILITY



PROJECT ED4.1

Pursue a health care provider, such as an urgent care facility, to be developmed in the Corridor.

The 119th Street Corridor area currently does not have any local health care providers and few locations for doctors. The closest center is the Roseland Medical Center to the northeast and the Metro South Hospital to the southwest in Blue Island. A new primary care or urgent care facility is needed to serve the local residents either on the north side of 119th Street at Morgan Street or in the shopping center at 119th Street and Halsted Street.

LAWNDALE CHRISTIAN HEALTH CENTER

Located at 3860 W. Ogden Avenue, Lawndale Christian Health Center (LCHC) is an award-winning healthcare facility that offers affordable faith-based care to its patients. Taking a holistic approach to caring for the human body and spirit, LCHC focuses on nutrition, fitness, spirituality, and social and emotional health.

PROJECT ED 4.2

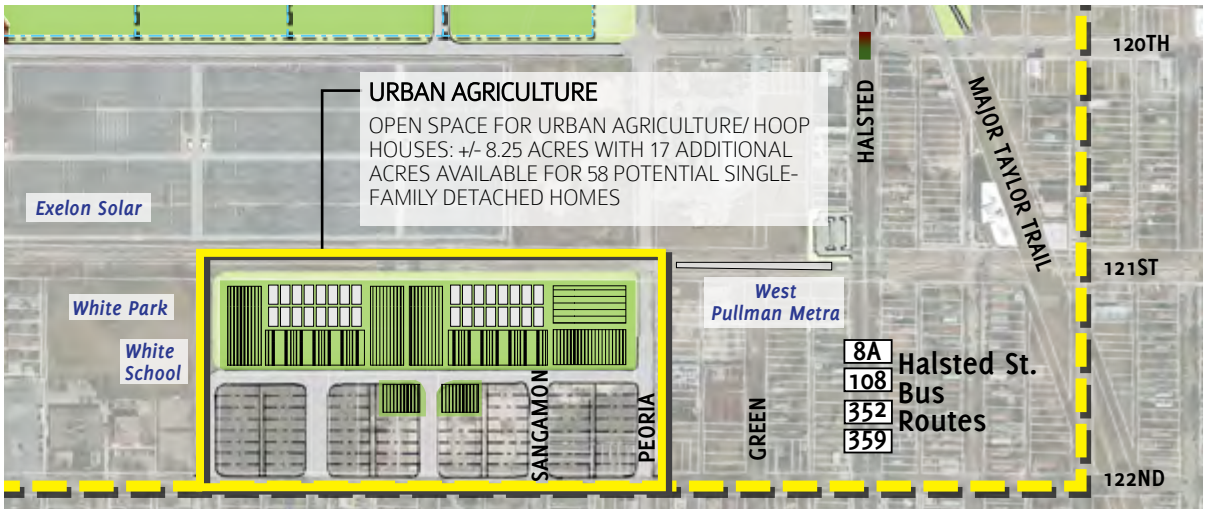
Develop an urban agriculture farm as an economic development program that includes job training opportunities for residents and support for urban farmers.

Roseland-Pullman Urban Agriculture and Community Garden has been working to create an urban agriculture facility in the West Pullman area. An area has been identified south of the Exelon City Solar and east of White School at 121st Street between Aberdeen and Peoria Streets. This land could be developed to provide jobs for the community, and be linked to restaurants, distributors, and educational resources.

Urban agriculture has been growing significantly over the past ten years. Major non-profit organizations have established training programs that offer templates for additional urban farms. The marketplace for high quality produce has also grown significantly, with evidence for high demand among a distributor network that has grown up in Chicago that sells to restaurants and grocery stores. Produce and crafts produced in the community can also be sold at a new market modeled after Detroit's Eastern Market as described in Strategy 4.3.

FIGURE 4.11
URBAN AGRICULTURE

CONCEPTUAL SITE PLAN ON THE SOUTH SIDE OF 121ST STREET FOR POTENTIAL URBAN AGRICULTURE SITE



PROJECT ED 4.3

Create a new market for urban agriculture, goods and services, bicycle store and café at 119th and Halsted modeled in part on Detroit's Eastern Market.

Being located next to Major Taylor Trail, a market can be developed in phases to bring in urban farmers with the Roseland Pullman Community Garden, as well as from a large cluster of farmers in the South Suburbs and Kankakee County. The idea of the Detroit Eastern Market is to create a hub of entrepreneurial activity and job creation. In addition to the market, a bicycle shop and café at the northeast corner of 119th and Halsted would be located immediately adjacent to the Major Taylor Trail.

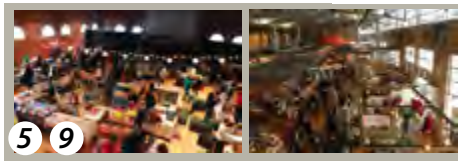
DETROIT EASTERN MARKET

Regarded as the nation's largest historic market, the Eastern Market in Detroit, MI, is a 4.5-acre destination offering a diversity of fresh produce, specialty foods, art, and music. Reachable by car, transit, and on foot, the Eastern Market has become a place to for locals and visitors to see all that Detroit's local scene has to offer. Many people use the Dequindre Cut bikeway to access the Eastern Market.

FIGURE 4.12

119TH & HALSTED SITE PLAN

4



5 9

REDEVELOPMENT STRATEGIES

1. *Senior Campus*
2. *Realigned Major Taylor Trail*
3. *Intersection Improvements: Accent Corner Paving, Widened Crosswalks, Dedicated Bike Crossing Lane, Pedestrian Countdown Timer, Bollards and Lighting*
4. *Indoor / Outdoor Market & Cafe / Bike Shop*
5. *Retrofitted Building with Outdoor Amenities*
6. *Outdoor Museum and Family Trailhead*
7. *Pedestrian Scale Lighting*
8. *Restaurant with Outdoor Amenities*
9. *Temporary Market or Business Services*
10. *Parking Lot Enhancements include Landscaping and Improved Fencing*
11. *119th St Improvements include Center Turn Lane and Multi Use Path (refer to enlargement plan)*

OBJECTIVE ED5

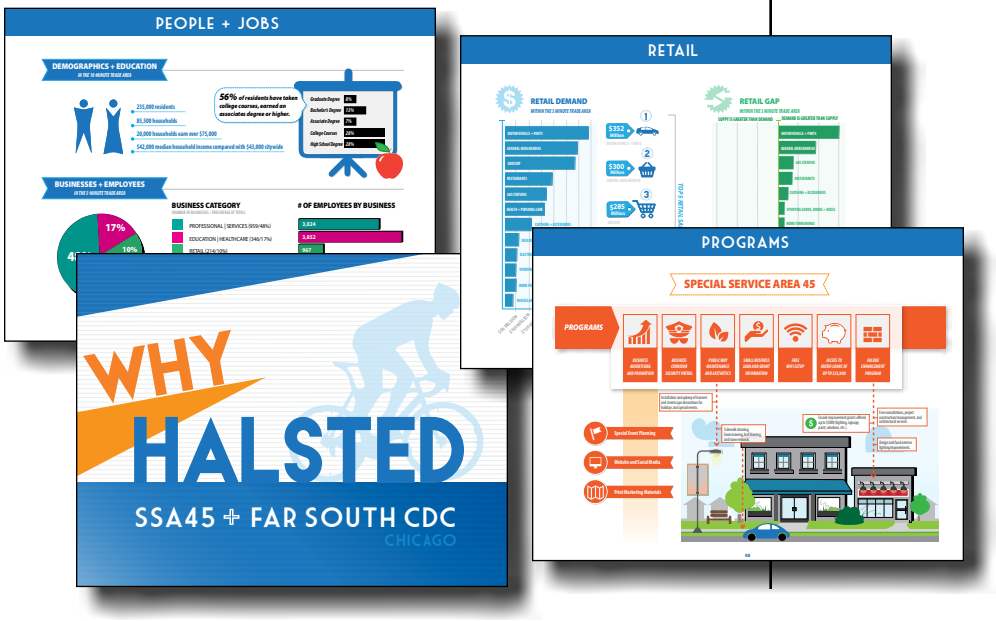
Develop a marketing campaign to attract economic investment to the Corridor and promote a positive community image through signage and urban design features.

Economic development projects in the Corridor are going to need a major marketing effort to be led by Far South CDC, the City of Chicago and World Business Chicago. The effort will need high quality marketing materials, from print to web presence to social media, a strategic marketing plan focused in specific market segments, and the persistence of staff, Board members, and local business leaders to transform the image of the Corridor.

PROJECT ED 5.1

Create a unified set of marketing materials that can be used in print and on-line.

A set of marketing materials is being developed as a part of the 119th Street Corridor Plan. The materials will create a consistent image for the Corridor and be tied to physical design improvements such as signage along the Major Taylor Trail and banners along 119th Street.



PROJECT ED 5.2

Create wayfinding and new banners along 119th Street (from Wood Street to Union Street) and Halsted Street (from 115th Street to 123rd Street) to create a stronger identity for the area.

The banners can highlight specific destinations including the Kroc Community Center and Major Taylor Trail. (See Section 9: Cultural Identity & Design)

Metal Dimensional Identifier / Banner

SECTION 5

JOB TRAINING & ADULT EDUCATION

INTRODUCTION

A comprehensive economic development program should focus on people as well as places. Employers will be attracted to the area if there is a well-trained and educated workforce. While there are resources for residents to connect to training programs, there are currently no major job training providers within the 60643 zip code, meaning residents have to coordinate with an array of providers throughout the City of Chicago.

Job training and preparation for skilled jobs arose from the community outreach projects as one of the most important issues in the Corridor. Through public input and interviews with employers, the mismatch between the skill levels of local residents and the fields that are growing in demand became a priority. As can be seen in Figure 5.1, the percentage of residents that have started but not completed college is significantly higher in the Corridor than citywide. Through the outreach process, the issues of GED classes available became an important priority for residents.

As shown in Figure 5.2, the qualifications for many of the top occupations requires at least an Associates' degree, especially in fields such as health care, social services, education, and public administration. Manufacturing jobs are requiring greater training and education as well. To attract employers, an available trained workforce is needed.

Finally, greater levels of education are needed to help residents qualify for better paid jobs in order to raise household salaries.

DATA SNAPSHOTS

Job Training & Adult Education

FIGURE 5.1
EDUCATION ATTAINMENT FOR ADULTS OVER AGE 25 (%)

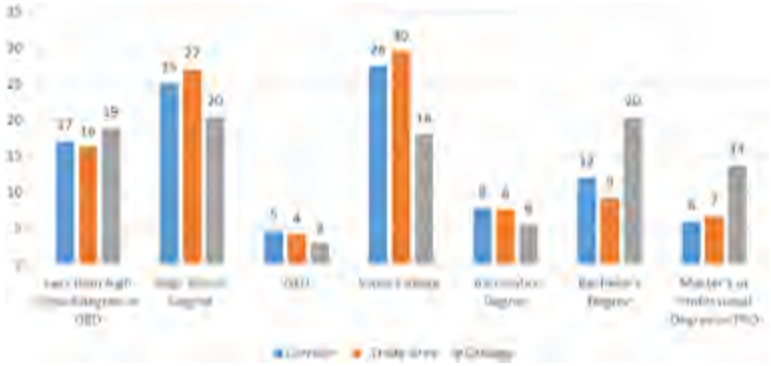
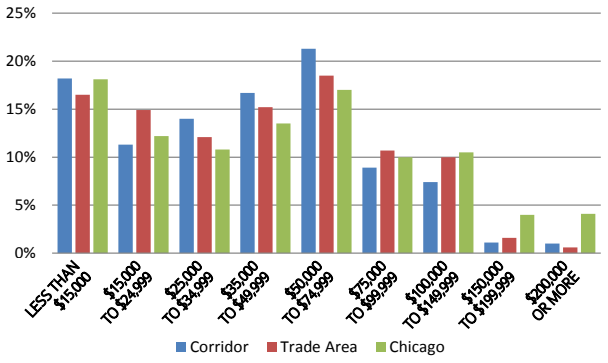


FIGURE 5.2
TOP 10 OCCUPATIONS OF TRADE AREA RESIDENTS

1:	Healthcare & Social Services	3,734	18.3%
2:	Educational	2,121	10.4%
3:	Transportation & Warehousing	2,029	9.9%
4:	Public Administration	1,860	9.1%
5:	Retail Trade	1,801	8.8%
6:	Manufacturing	1,319	6.5%
7:	Accommodations & Food Service	1,291	6.3%
8:	Administrative Support	991	5.0%
9:	Services	995	4.8%
10:	Information	731	3.6%

FIGURE 5.3
HOUSEHOLD INCOME BY GEOGRAPHIC AREAS
(CORRIDOR, 5 MINUTE TRADE AREA, CHICAGO)



Source: U.S. Census, 2010; ESRI Business Analyst Online

DATA SNAPSHOTS & SUMMARY OF FINDINGS

JOB TRAINING & ADULT EDUCATION

DATA SNAPSHOTS

The charts to the left provide a data snapshot of demographics and information relating to the Corridor and market trade area. The data snapshot provided in this section has significant bearing on the goals and objectives that are summarized later in the section. A more detailed set of data is provided in the Existing Conditions Report.

FINDINGS

- ❑ Despite the changing nature of employment qualifications, there are no job training programs in the local zip code.
- ❑ The success of the Kroc Community Center provides a natural hub to add job training in a nearby facility.
- ❑ A large percentage (28%) of adults have started, but not completed an Associates' or Bachelor's degree.
- ❑ New economic development planned for the Corridor will require a higher skilled local workforce to be ready for the jobs.

GOAL

Support job training programs and higher education to prepare local residents for job opportunities.

OBJECTIVES

OBJECTIVE JE1

Expand efforts to provide job training, access to certificates and higher education to local residents.

As a community resident shared during the planning process, "you can't just bring in jobs and expect that to be the solution." A comprehensive approach is needed to assist local residents with attaining and retaining quality jobs. A number of educational providers including Chicago State, Daley College, and Olive Harvey offer programs in the Far South Side region, but all require a car or multiple transit trips to get to their location. Challenges from financial barriers to access to day care, to transportation, are hindrances to completing training and educational programs. A coordinated economic development and workforce development approach is needed to not only bring jobs, but connect residents to these jobs. A central hub for job training in the Corridor is needed to anchor employment-based economic development initiatives.

PROJECT JE1.1

Develop an industrial incubator and job training facility on 119th Street to provide a central location for job training in West Pullman.

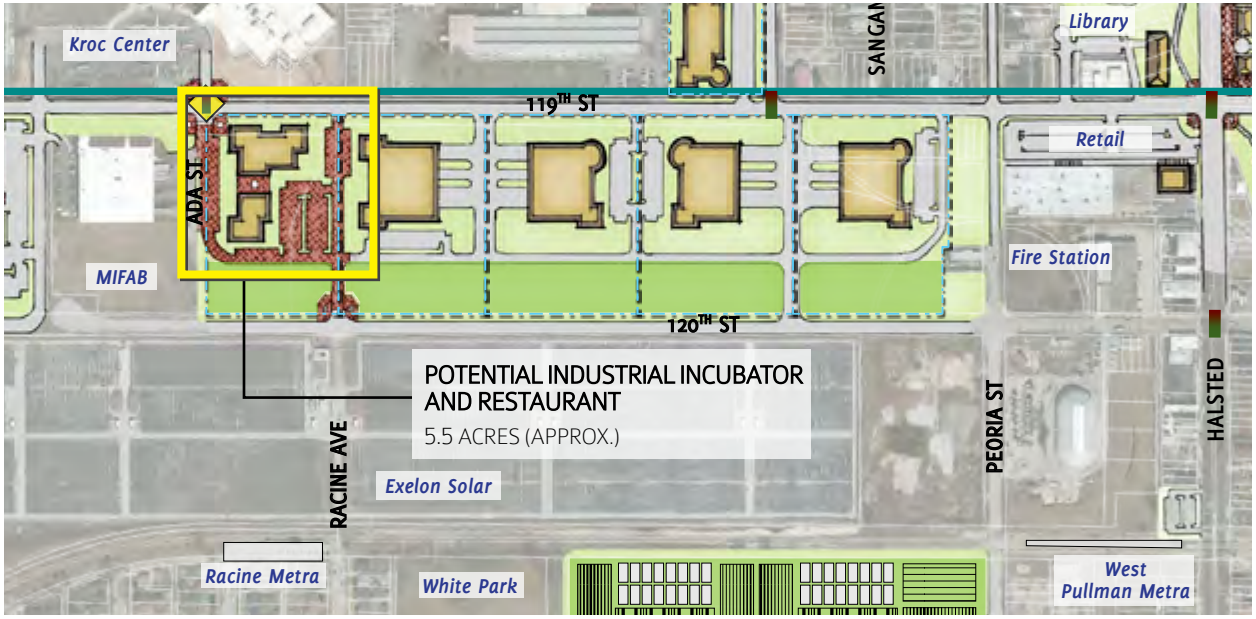
Develop an industrial incubator and job training facility on a 5.5 acre site on the south side of 119th Street across from the Kroc Community Center. Job training opportunities are currently dispersed throughout a large area, often with limited access to transit, requiring residents to take two to three buses or trains to get to the locations. A job training hub could be started using Kroc classrooms and expanded over time to a combined facility with an industrial incubator. The incubator would offer affordable space, support services, and access to the training programs being completed on-site. Potential programs at the incubator include:

- Website design/coding/programming
- Culinary arts
- Entrepreneurship/business plans/marketing
- Urban sustainability/green technology
- Transportation and logistics

The graphic on the next page illustrates the potential restaurant/industrial incubator and job training space, as shown on the Redevelopment Strategy Framework. Examples of similar incubators are also provided in Figure 5.6.

FIGURE 5.4
WEST PULLMAN INDUSTRIAL CORRIDOR

FIGURE 5.5
EXCERPT FROM REDEVELOPMENT STRATEGY FRAMEWORK



EXAMPLE OF AN INDUSTRIAL INCUBATOR
INDUSTRIAL COUNCIL OF NEARWEST CHICAGO

Established in 1967 on Chicago's Nearwest Side, the Industrial Council of Nearwest Chicago (ICNC) provides space and a variety of no-cost services that meet the needs of start-up industrial businesses. From manufacturing and food processing to technology and training/education, ICNC is one of the largest business incubators in the U.S., hosting over 110 tenants in its 416,000 sq ft facility.

For more information:
http://www.industrialcouncil.com/

FIGURE 5.6
EXAMPLES OF AN INDUSTRIAL INCUBATOR
BLUE 1647

Identified in the City of Chicago's first Technology Plan, BLUE1647 is a center that provides resources to individuals and organizations seeking to make an impact on economic development through entrepreneurship and technology innovation. As their website boasts, BLUE1647 is "a space where ideas meet execution." BLUE 1647 fosters a creative and collaborative environment by organizing professional development opportunities through classes and workshops, providing business acceleration to build members' skills and tools, and hosting engaging events to support the advancement of members.

For more information:
http://www.blue1647.com/

PROJECT JE1.2

Expand efforts with the Chicago Cook Workforce Partnership and its local partner Dynamic Educational Systems, Inc. (DESI) to connect residents to job training assistance and support.

The Chicago Cook Workforce Partnership provides an array of services throughout the City of Chicago and Cook County. DESI is a provider to the Partnership to offer core services, intensive services, and training services to adults, dislocated workers, and youth, through job search, job placement, career assessment and career management programs in Chicago and Cook County. Currently located at 103rd and Halsted Streets, DESI can collaborate with community institutions within the Corridor that have the capacity to offer them space to provide the much needed career services to residents in the area. Collaborations should be explored with the Kroc Community Center and Christ Universal Temple's Light House to offer counseling and training on site in the Corridor in advance of, or in addition to, building an industrial incubator and training site.

Job training assistance and support via Chicago Cook Workforce Partnership

PROJECT JE1.3

Seek partnerships with job training providers in key sectors of the economy.

Business organizations such as the Roseland Chamber of Commerce, Far South CDC, and Calumet Area Industrial Collaborative should seek collaborations with educational entities to provide regular training sessions within the Corridor (at Kroc Center, Christ Universal, or Seeds Center at first, and later in a new incubator and training center once built).

- Manufacturing skills with Daley College and Jane Addams Resource Corporation
- Culinary skills with Washburne Culinary & Hospitality Institute at Kennedy King College
- Digital skills with organizations like BLUE 1647
- Urban agriculture training with Greater Roseland West Pullman Food Network
- Senior/medical care certifications through different entities.

Job training partners include the Roseland Chamber of Commerce

PROJECT JE1.4

Expand GED programming for adults at the Kroc Center and Seeds Center.

Access to GED training was cited by many residents of the community as one of the key needs for youth and adults. Youth who do not complete high school are left with few possibilities for employment, often leading to part-time, low wage jobs with limited advancement. A GED, along with greater job training and support is a critical element for residents to get back on track toward attaining employment that pays enough to support their household.

GED courses should be offered at local community institutions such as Christ Universal, the Kroc Center, and the Seeds Center at different times of the day and week to reach as many residents as possible. Additionally day care options should be considered at these locations to assist those with children. Creating flexible schedules for GED courses that are held within the Corridor will assist more residents in attending and completing the coursework by removing the obstacles of commutes, and providing parents with the opportunity to learn while child care is provided.

The Kroc Center offers various classes for all ages, including GED programming

OBJECTIVE JE2

Encourage employment of Corridor residents through public-private collaborations.

Opportunities to work with local businesses to hire neighborhood residents and local students for internships, job placement, and part-time work should be explored. Support could be provided by Far South CDC to existing businesses to recruit local residents in the Corridor. Through advanced planning, a match can be made to make sure residents have the skills and training needed for jobs, and that businesses are educated to understand the talents and skills in the community.

PROJECT JE2.1

Encourage local new and established businesses to hire local residents.

Partnerships between the Far South CDC, Roseland Chamber of Commerce and businesses can be created to identify and train local residents for employment within the Corridor. Local community organizations can serve as a pipeline and provide trained residents to fill jobs, particularly in the industrial sector.

PROJECT JE2.2

Assist returning citizens with job training and employment services.

West Pullman is home to many residents returning back to the community after serving in the judicial system. Returning citizens face tremendous barriers to employment, making it challenging to lead productive lives in the mainstream economy. A proactive approach to reach residents prior to returning, and offer opportunities to rebuild their resumes, is critical to the public safety and health of the individuals and the community.

Linkages to organizations providing support for the skills, social, and emotional development of returning citizens can be created through partnerships between local institutions (Christ Universal Temple, Seeds Center, and other churches) and groups like Greencorps Chicago and Cleanslate, which offer green industry job training programs for those with barriers to employment.

Additionally, local employers can be encouraged to hire returning citizens through education on the possible benefits of hiring a returning citizen and being provided with the appropriate resources needed to create a positive work environment and experience for all.

PROJECT JE2.3

Assist local veterans with job training and employment services.

Ways to support job development for veterans residing in the 119th Street Corridor should be explored through partnerships with the Kroc Center, local churches and the Illinois Department of Veterans Affairs. With the nearest VA office located at 167th and Halsted in Harvey, IL, local community institutions should collaborate with public agencies by providing meeting space for veteran programming and job training in the Corridor. Additional support may be leveraged through partnerships with the Illinois Department of Employment Security's Disabled Veterans Outreach Program for job search, resume writing and interview skills.

New businesses that originate from a potential industrial incubator (such as Blue1647) can provide employment to local residents and partner with local organizations for job training

SECTION 6

TRANSPORTATION

INTRODUCTION

The 119th Street Corridor is an arterial that connects residents and visitors in Chicago from I-57 to Michigan Avenue. Major institutions, schools, retail, open space, and public transportation line 119th Street or are located within a few blocks of it. Investigating ways to improve the layout of the arterial can enhance the efficient and safe use of the roadway and support economic development efforts. Transportation strategies include: providing a mixed-use path to encourage pedestrian mobility, safely connecting pedestrians to local institutions through crosswalks, curb bump-outs, additional streetlights, and clear bike or pedestrian paths. Additionally, laying out potential development sites with available off-street parking will encourage business development and accommodate truck traffic.

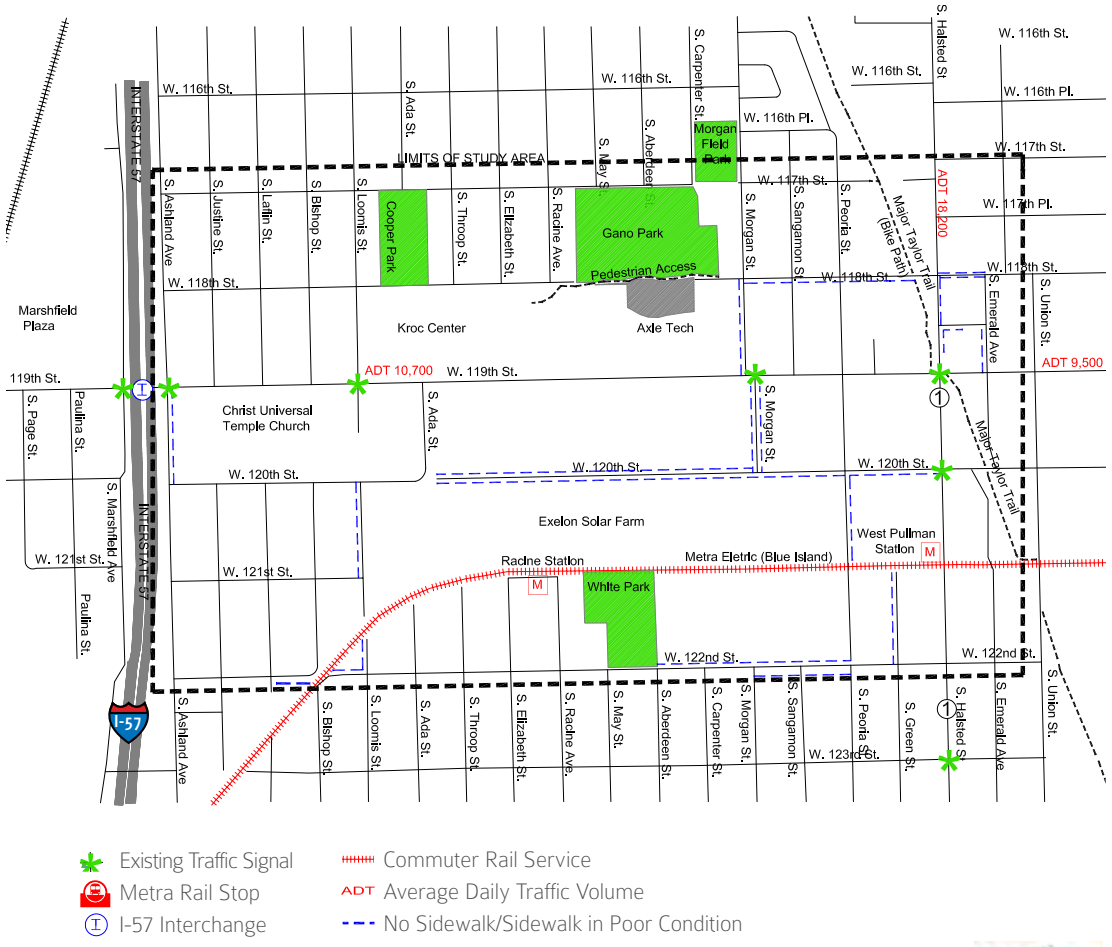
DATA SNAPSHOTS

119th Street Corridor has a number of transportation options. 119th Street has a full interchange on I – 57, making the area accessible for cars and trucks. Shown in Figure 6.1 is the existing transportation conditions map. The map depicts average daily traffic ranges from approximately 10,000 cars on 119th Street to 18,000 cars on Halsted per day. 119th Street has the additional capacity to accommodate both redevelopment of vacant land and improvements in layout of the street.

FIGURE 6.2
ROADWAY VOLUMES

Roadway	Date	Volume
119th Street (Halsted to Ashland)	2014	10,700
119th Street (West of Ashland)	2014	20,400
Halsted Street (North of 119th Street)	2013	18,200

FIGURE 6.1
CORRIDOR EXISTING TRANSPORTATION CONDITIONS MAP



DATA SNAPSHOTS

Transportation

All of the transit providers in the region (CTA, Metra, and Pace) provide service to the Corridor (see Figure 6.3 below). Due to these transit options, residents who live in the Corridor are less likely to drive to work than those living in a five minute trade area, at 56% for Corridor residents compared with 67% of trade area residents (see Figure 6.4). Conversely, Corridor residents are more likely to car pool, use public transportation and walk than those living in the trade area.

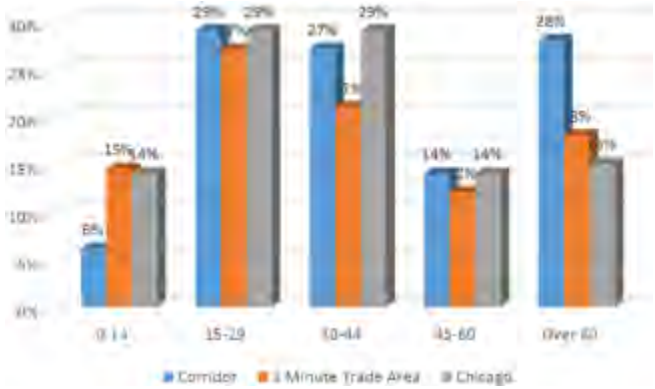
Commute times are much greater than the trade area or City of Chicago, with only 6% of residents commuting less than 15 minutes compared with 14% citywide, and 28% of residents commuting over 60 minutes to work compared with 15% citywide (see Figure 6.5).

FIGURE 6.3
TRANSIT OPTIONS

Route	Location
CTA Route 8A	Halsted St
CTA Route 108	Halsted St
CTA Route 119	119th St
Pace Route 352	Halsted St
Pace Route 359	Halsted St
Metra West Pullman	121st St & Halsted St
Metra Racine	121st St & Racine Ave

FIGURE 6.4
TRAVEL MODE TO WORK

FIGURE 6.5
COMMUTE TIME TO WORK



DATA SNAPSHOTS & SUMMARY OF FINDINGS

TRANSPORTATION

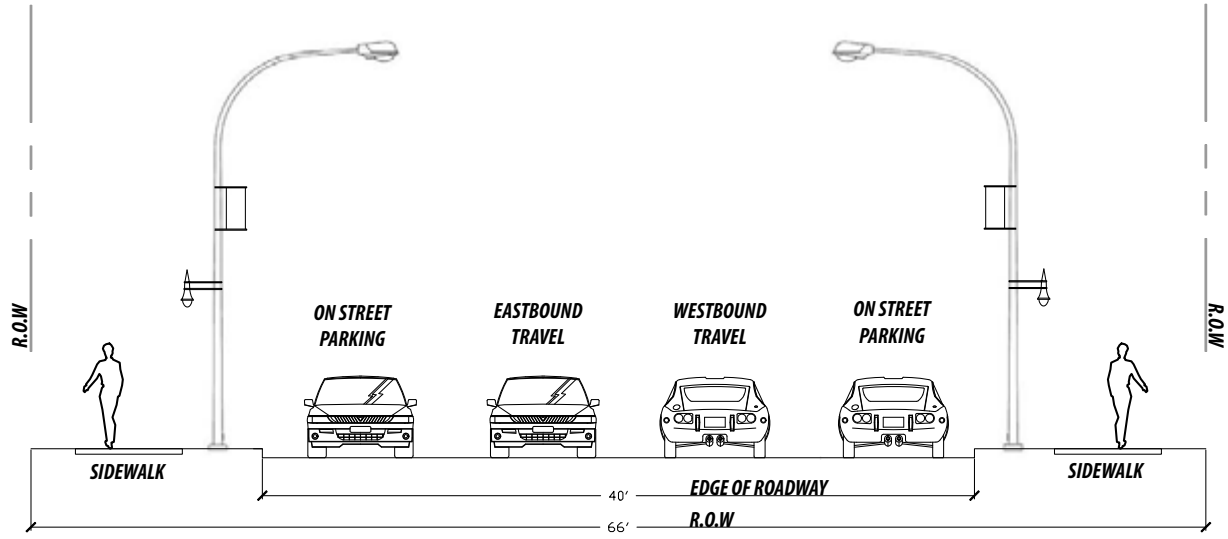
DATA SNAPSHOTS

The charts to the left provide data snapshots of demographics and information relating to the Corridor and market trade area. The data snapshots provided in this section have significant bearing on the goals and objectives that are summarized later in the section. A more detailed set of data is provided in the Existing Conditions Report.

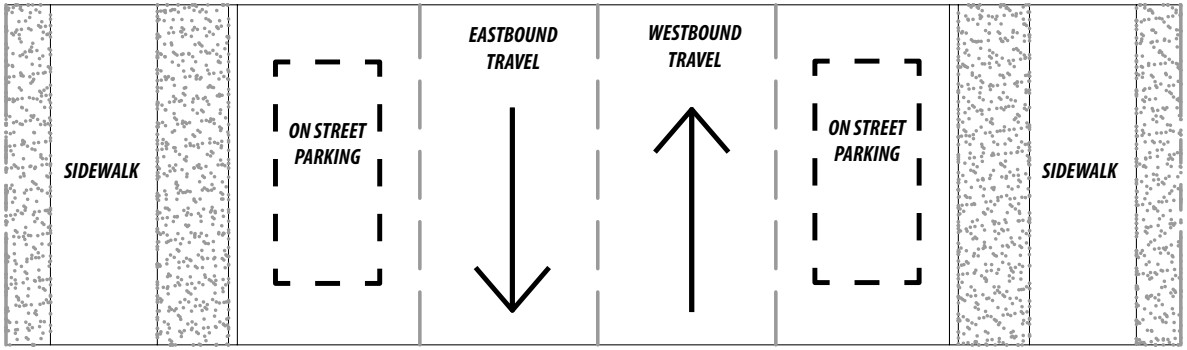
FINDINGS

- 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 or vacant railway track properties.
- There is a lack of crosswalks on the three block section along 119th Street between Ada Ave. and Morgan St.
- Pedestrian facilities need improvements in several areas with missing sidewalks or sidewalks in poor condition, particularly adjacent to vacant parcels.
- The existing roadway network has capacity to accommodate the existing traffic.
- The Major Taylor Trail is an off-road bike path that runs form 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.
- Metra stations are underutilized. Increased development, improved station area with parking, and better marketing is needed to support increased ridership.

FIGURE 6.6
EXISTING LAYOUT OF 119TH STREET



A *EXISTING SECTION*

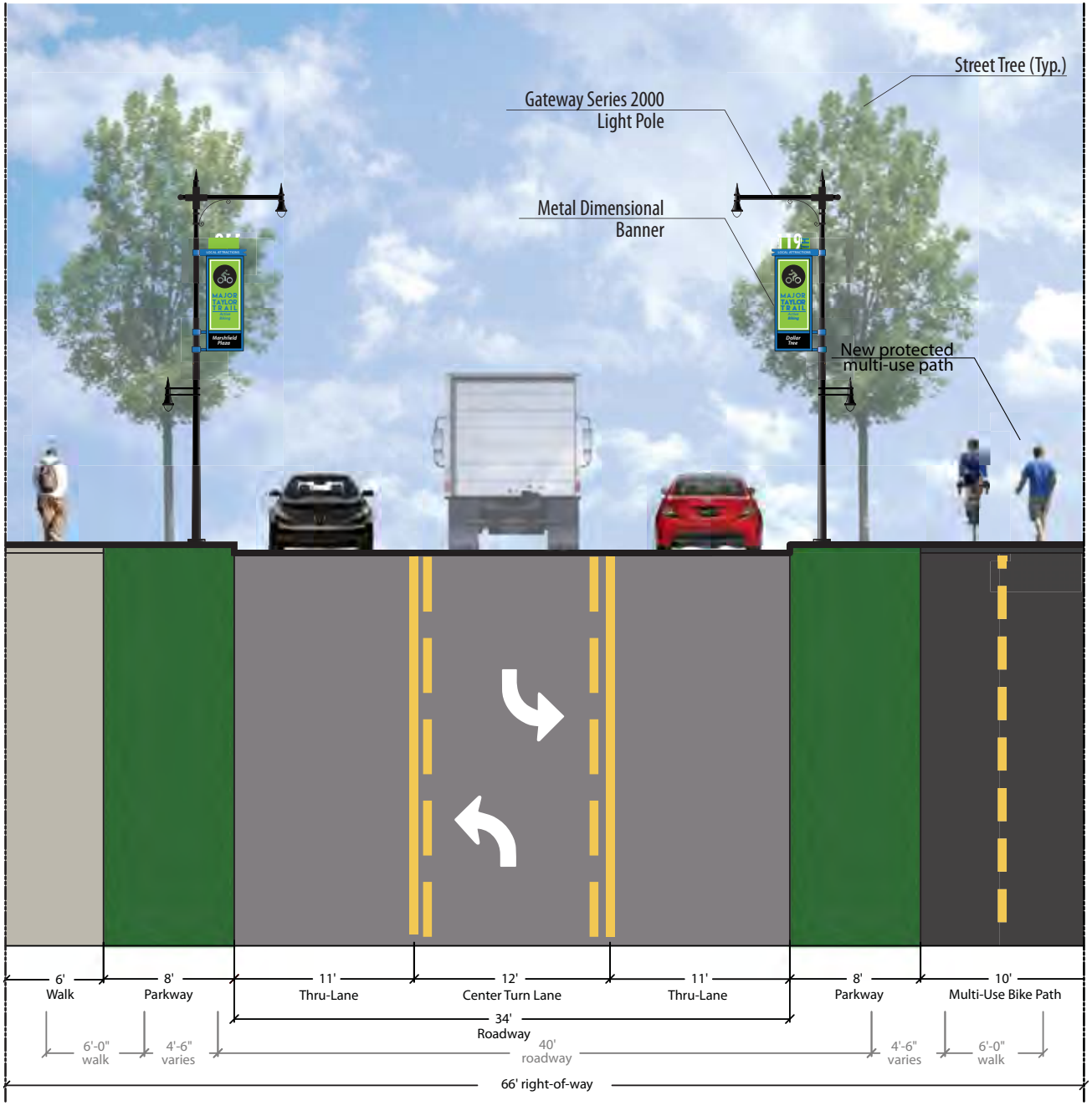


B *EXISTING PLAN VIEW*

EXISTING LAYOUT

The existing roadway is composed of one travel lane and one parking lane in each direction. The lack of a turn lane, particularly for trucks, and the need to better accommodate bicyclists, led to the concept of reconfiguring 119th Street as shown in Figure 6.7 on the following page.

FIGURE 6.7
119TH STREETSCAPE SECTION



PROPOSED LAYOUT

Proposed redesign for 119th Street includes a new turning lane, a protected multi-use path and improved lighting and signals. For existing layout of 119th Street, see Figure 6.6 on the previous page.

GOAL

Improve transportation access through investments in safe and attractive pedestrian, bicycle, transit, and road network infrastructure.

119th Street has the capacity to support greater development in the Corridor, but improvements can be made to enhance the transportation network to support economic and community development initiatives. Pedestrian and bike connections are needed to connect key assets, including Marshfield Plaza, Kroc Center, and Major Taylor Trail. In addition, access can be improved to connect these assets to transit lines including CTA and Pace Bus, and Metra Stations on Halsted and Racine. Finally, parking and site design will be important elements to consider in pursuing redevelopment efforts along the Corridor.

OBJECTIVES

OBJECTIVE T1

Improve the road network to meet the principles of "Complete Streets" and support multi-modal use.

119th Street has not been upgraded based on the changing uses of the Corridor. Sidewalks are missing, parking lanes are antiquated, and the lighting and design of the road does not fit current needs. A multi-modal redesign of 119th Street can modernize the roadway and encourage more sustainable design and connections between uses along the Corridor.

PROJECT T1.1

Redesign 119th Street as an attractive, multi-modal arterial to support economic development of the Corridor.

The preferred alternative calls for redesigning 119th Street to add a 10 foot wide multi-use path along the north side of the street and a center two-way turn lane to improve safety (see Figure 6.8 on the following page). This redesign will allow for an attractive and safe pedestrian and bicycle multi-use path that will connect Marshfield Plaza, Christ Universal Church, the Kroc Center, and the CTA, Pace, and Metra service along Halsted Street. It will also connect directly to the Major Taylor Trail at Halsted Street. The existing condition is shown in Figure 6.6 and proposed layout in Figure 6.7. The work is designed to be performed within the existing right of way limits.

Figure 6.8 provides diagrams of the proposed street layout between Emerald Avenue on the east to Ashland Avenue on the west.

PROJECT T1.2

Provide continental crosswalks at intersections along 119th Street to more clearly identify pedestrian access points.

Continental crosswalks area a highly visible style of crosswalks intended to improve safety. Midblock crosswalks should also be provided at selected locations between Morgan and Ada to provide access to CTA bus stops and identify safe locations for pedestrian crossings. Adjust crosswalks at 119th and Morgan to increase separation between pedestrians and turning vehicles at the off-set intersection. Consider count-down pedestrian timers for all approaches at the signalized intersections along 119th Street and Halsted Street.

FIGURE 6.8
119TH STREET CORRIDOR PROPOSED ROADWAY IMPROVEMENTS

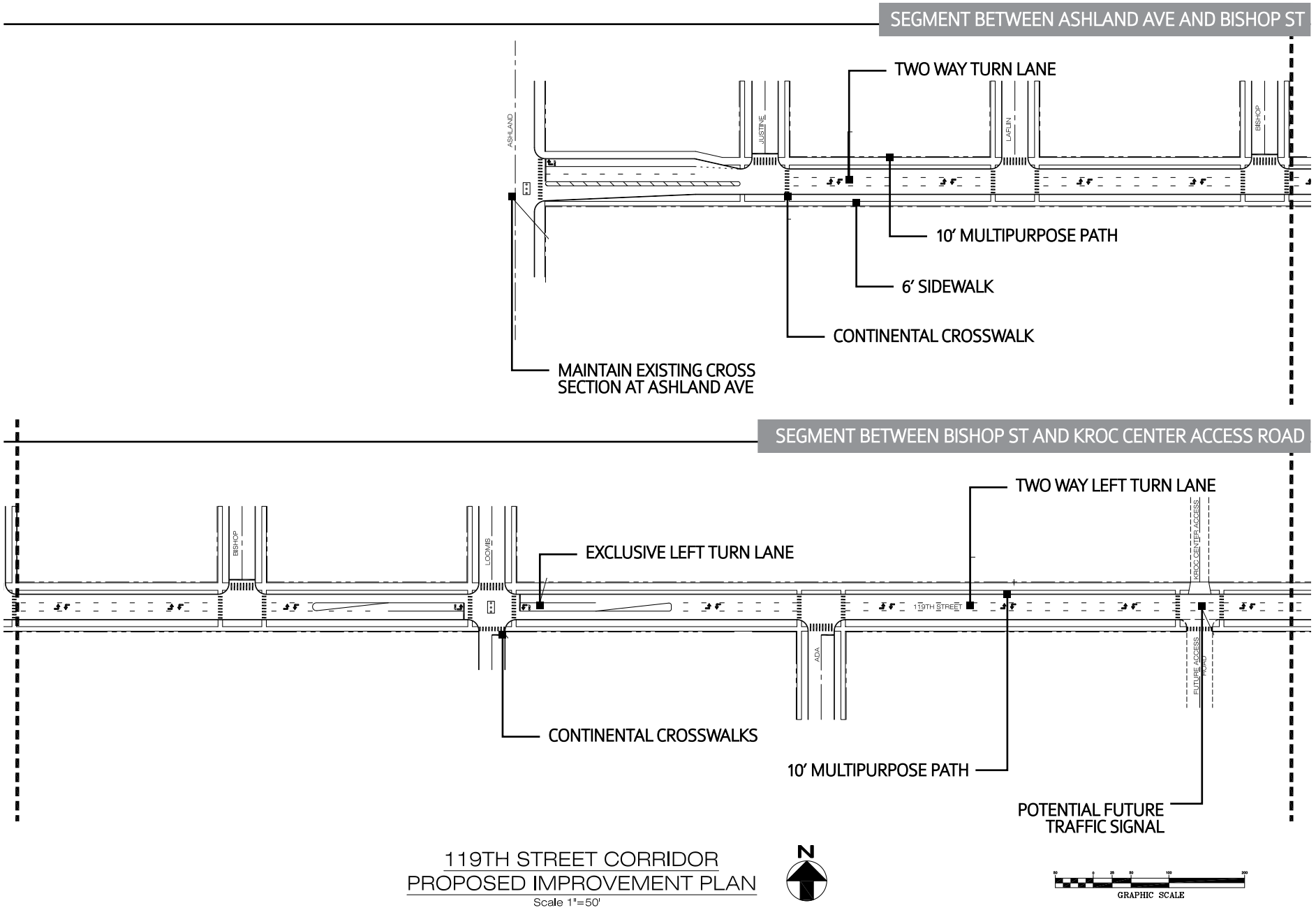
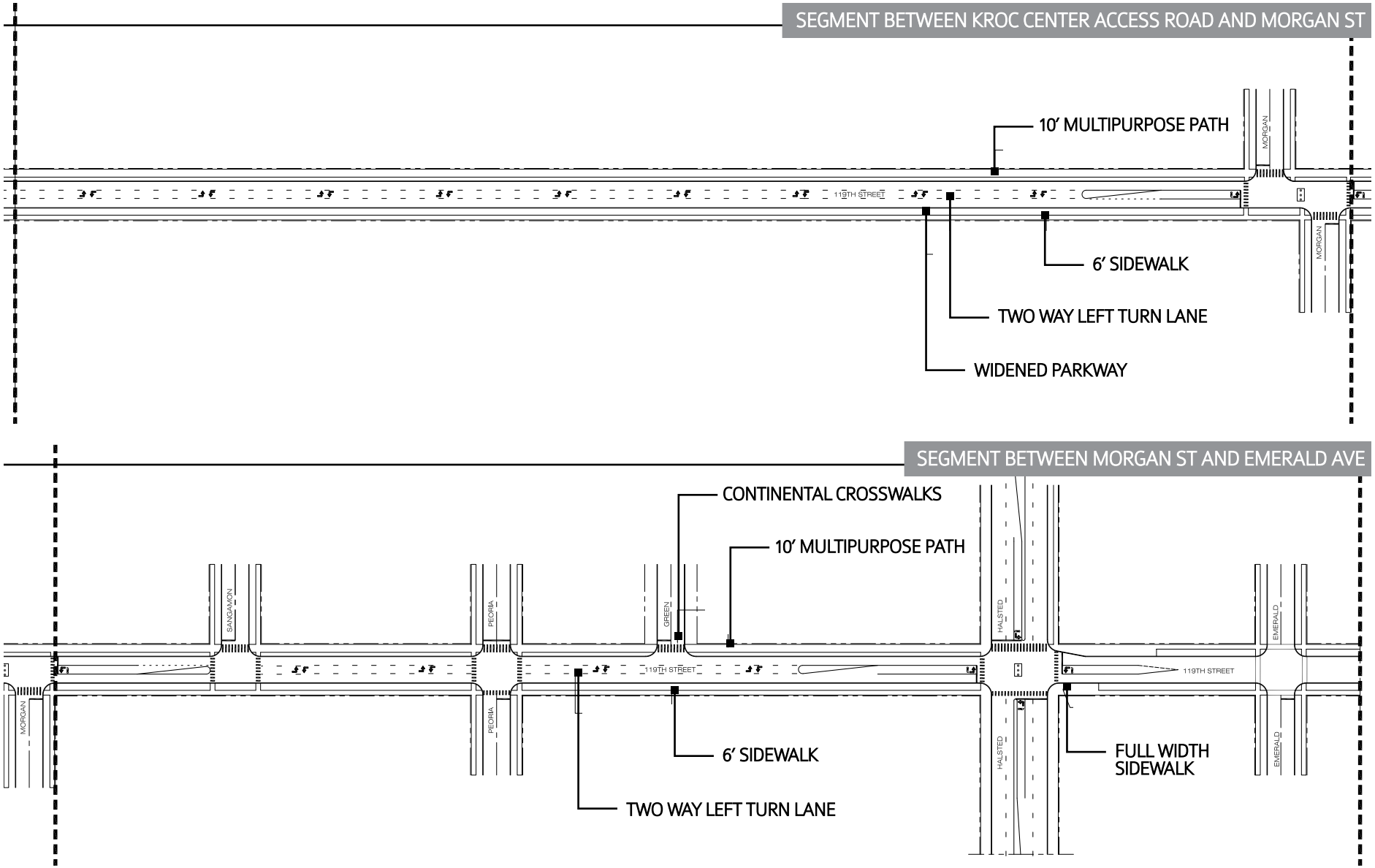


FIGURE 6.9
119TH STREET CORRIDOR PROPOSED ROADWAY IMPROVEMENTS



119TH STREET CORRIDOR
PROPOSED IMPROVEMENT PLAN
Scale 1"=50'

N

GRAPHIC SCALE

PROJECT T1.3

Improve lighting, wayfinding and signage along 119th Street and Halsted.

Repair damaged or hanging street signs at other locations within the Corridor. Lighting and sidewalks need to be repaired along 119th Street and Halsted Street. This work should be done in tandem with improvements to 119th Street to provide an attractive streetscape that is well maintained (see Figure 6.10 on the following page). Sidewalks along residential streets and along 119th that are missing should be installed. See Figure 6.1 which identifies missing sidewalks. Connectivity along Halsted to the West Pullman Metra Station should be well lit and sidewalks improved.

PROJECT T1.4

Investigate adding a traffic light at the Kroc Center and create a drive into the industrial site south of 119th Street in order to improve safety.

A traffic light should be investigated for the industrial development on the south side of 119th street (see Figure 6.11). A traffic signal will improve safety and allow for the flow of multiple types of users including trucks servicing industrial buildings, passenger cars, pedestrians, and bicyclists visiting the Kroc Center.

PROJECT T1.5

Coordinate with IDOT so that wider sidewalks and bicycle lanes / routes can be considered as part of any future improvement projects associated with the 119th Street Bridge over I-57.

Providing a clearer path for bicycles would improve access between Marshfield Plaza and the 119th Street Corridor included in this study.

OBJECTIVE T2

Improve bike and pedestrian access and amenities in the Corridor via improvements to Major Taylor Trail and bike and pedestrian amenities along the Corridor.

The Major Taylor Trail is a significant asset, but is underutilized due to a lack of connections to major nearby nodes and a lack of perceived safety along the trail. Efforts to improve and activate the trail are needed to increase usage and provide a safe trail through the area.

PROJECT T2.1

Activate the Major Taylor Trail.

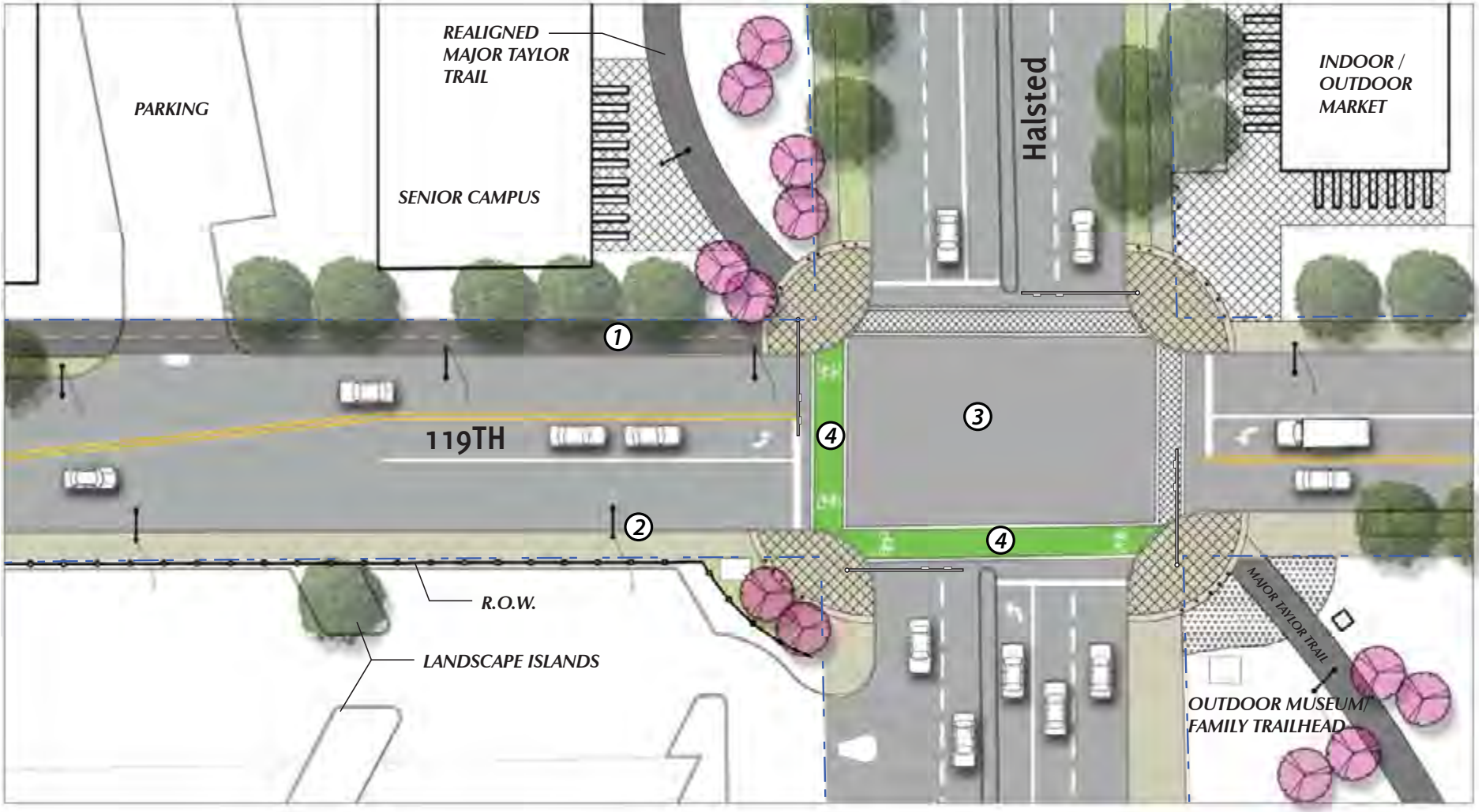
Improve lighting, landscaping and signage, and incorporate art and historical exhibits along the trail (see Section 9: Cultural Identity and Urban Design). Remove bike route designation along Halsted Street and seek an alternative north south route, such as Major Taylor Trail and/or parallel residential streets with lower traffic volume.

PROJECT T2.2

Improve amenities for bicyclists.

Install attractive bike racks at Kroc Center, West Pullman Library, churches, and Metra Stations. Investigate the feasibility of adding Divvy stations at strategic locations in the Corridor including Marshfield Plaza, Christ Universal Church, Kroc Center, Major Taylor Trail at 119th Street and West Pullman Metra Station.

FIGURE 6.10
119TH & HALSTED STREETSCAPE IMPROVEMENTS



STREETSCAPE IMPROVEMENTS

1. *Multi-Use Path (10' width)*
2. *Lighting w/Banners*
3. *Intersection Improvements: Accent Corner Paving, Decorative Textured Crosswalks, Pedestrian Countdown Timer, Bollards and Lighting*
4. *Signed and Marked Bicycle Crossing*

0 25 50 N

FIGURE 6.11
119TH & KROC CENTER STREETSCAPE IMPROVEMENTS

STREETSCAPE IMPROVEMENTS

1. *Multi-Use Path (10' width)*
2. *Lighting w/Banners*
3. *Intersection Improvements: Accent Corner Paving, Decorative Textured Crosswalks, Pedestrian Countdown Timer, Traffic Signal, Bollards and Lighting*
4. *119th St Improvements include Center Turn Lane, Multi Use Path, Lighting, and Parkway Trees (refer to streetscape section)*

0 25 50 N

OBJECTIVE T3

Improve access to transit through sidewalk, parking, and access improvements to transit facilities.

PROJECT T3.1

Improve pedestrian access to transit facilities.

Improve pedestrian access to the CTA and Pace bus service on Halsted and the West Pullman Station for residents north of 119th Street with sidewalk improvements along Halsted, Peoria and 120th Street (See Objective T2.2).

PROJECT T3.2

Upgrade West Pullman Metra Station.

While improvements to the West Pullman Station are currently planned for platforms and the station, a number of additional improvements will be needed to attract more riders. A paved parking lot on the north side of the West Pullman Metra Station, improved signage, and a new station building would all increase the visibility and convenience of riding on Metra.

PROJECT T3.3

Create new pedestrian connections to Racine Metra Station.

Study the possibility for a new pedestrian connection to the Racine Metra Station by creating either a ground level greenway or a pedestrian overlook bridge over Exelon City Solar (a grade separated pedestrian crossing at the Metra tracks would be required to connect to the Racine station). The greenway or bridge can be an educational opportunity with signage providing information on sustainability issues and history of industry in the area.

OBJECTIVE T4

Pursue site layouts and parking design that provide shared access points, well-designed off-street parking, and limit conflicts between modes.

The Corridor has sufficient on-street and off-street parking to accommodate the current demand. Given the available land within the Corridor, provision of sufficient off-street parking to accommodate future development should not be an issue.

PROJECT T4.1

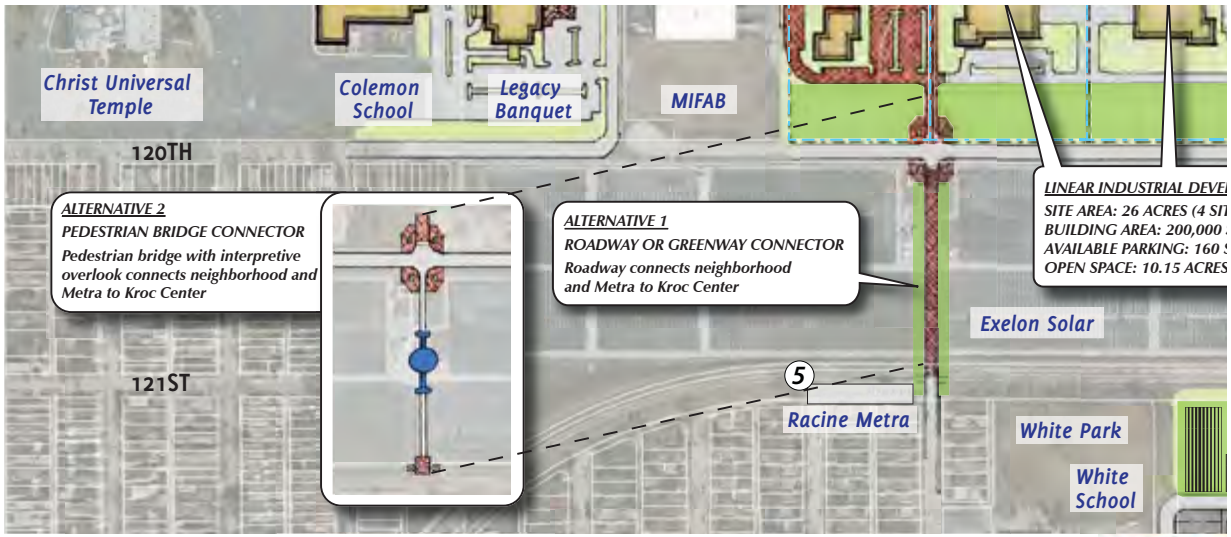
Design future parking lot layouts to encourage shared use.

Parking lots should be layed out for future development to encourage use of shared access points to limit the number of driveways along 119th Street and elsewhere within the Corridor. New driveways should be aligned with existing driveways where possible.

PROJECT T4.2

Consider off-street parking and multi-modal transit.

Encourage use of off-street parking rather than on-street parking for future developments. Encourage use of transit, pedestrian or bicycle access so that size of parking lots may be reduced.

FIGURE 6.12

PEDESTRIAN CONNECTIONS TO RACINE METRA STATION