



# Bridgeport and Canaryville Priorities Plan

March 2019









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# Section 1 Introduction



Bridgeport and Canaryville are two neighborhoods vital to Chicago. Located in the heart of the City, these neighborhoods offer a rich history, diverse population, strong institutions and civic engagement, and great homes. But to reach their potential, the neighborhoods need to plan for their future.

With this in mind, 11th District Cook County Commissioner John P. Daley and 11th Ward Alderman Patrick D. Thompson sought technical assistance from the Chicago Metropolitan Agency for Planning (CMAP) to develop a neighborhood plan that would address a number of local issues, including strengthening economic development, assisting local businesses, housing, transportation, and parks and open space.

Given the many planning topics relevant to Bridgeport and Canaryville, CMAP determined it should work with Commissioner Daley and Alderman Thompson, community organizations, businesses, and residents to create a priorities plan that would assess the assets, needs, and opportunities in Bridgeport and Canaryville and determine what actions and type of planning projects to undertake next.

This plan identifies the top priorities in Bridgeport and Canaryville, and recommends next steps with the most potential to improve the quality of life for residents and help the neighborhoods prosper in the future.

# The Planning Process

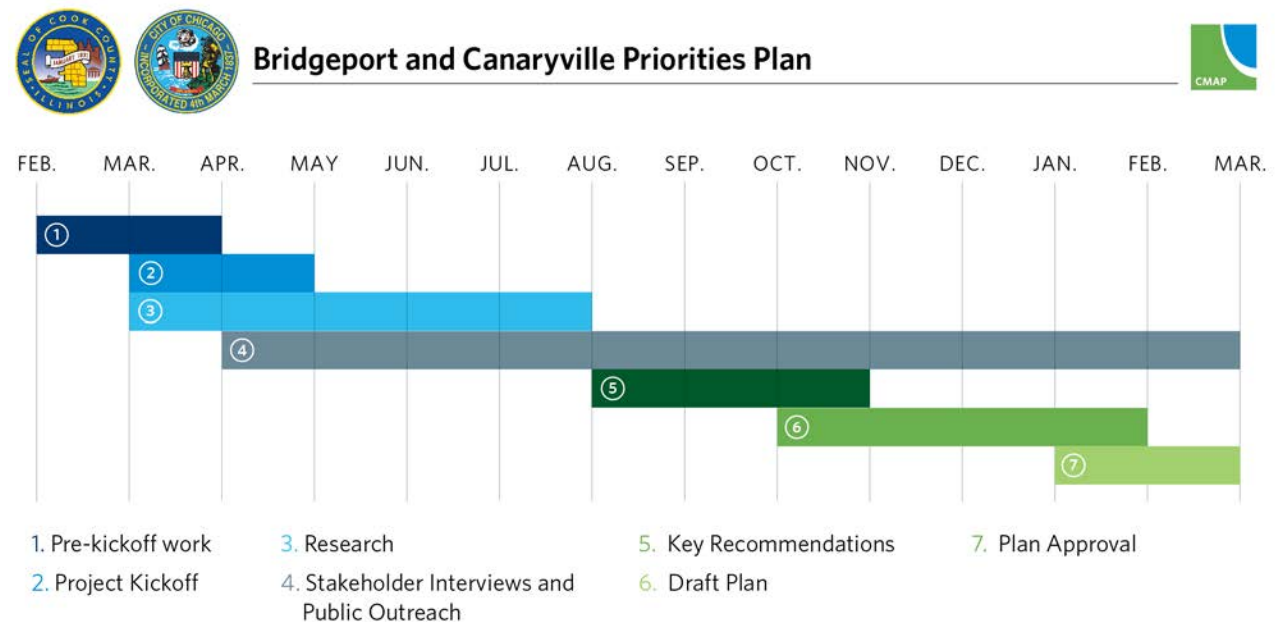
CMAP began working with these communities in early 2018 to develop this plan. In the initial stages of the project, CMAP staff used a combination of data and stakeholder interviews to better understand the community’s key planning issues. The research included a review of past local plans, maps, and extensive data analysis that give context to the assessment and recommendations. CMAP staff also conducted more than 30 in-person, phone, and group interviews with elected officials, staff, residents, business owners, and other key community stakeholders. These interviews were highly influential and provided the structure for a community outreach event in July 2018 that was attended by nearly 80 community members. The attendees shared diverse and candid perspectives on the current conditions and needs faced by Bridgeport and Canaryville, as well as visions for its future success.

# Plan Structure

This plan is a distillation of CMAP’s research, findings, and recommendations for Bridgeport and Canaryville. The report includes four primary sections.

- Planning Context, including data and maps
- Previous Plans, including summaries of existing plans and studies
- Community Outreach, including main themes from the interviews and public event
- Recommendations

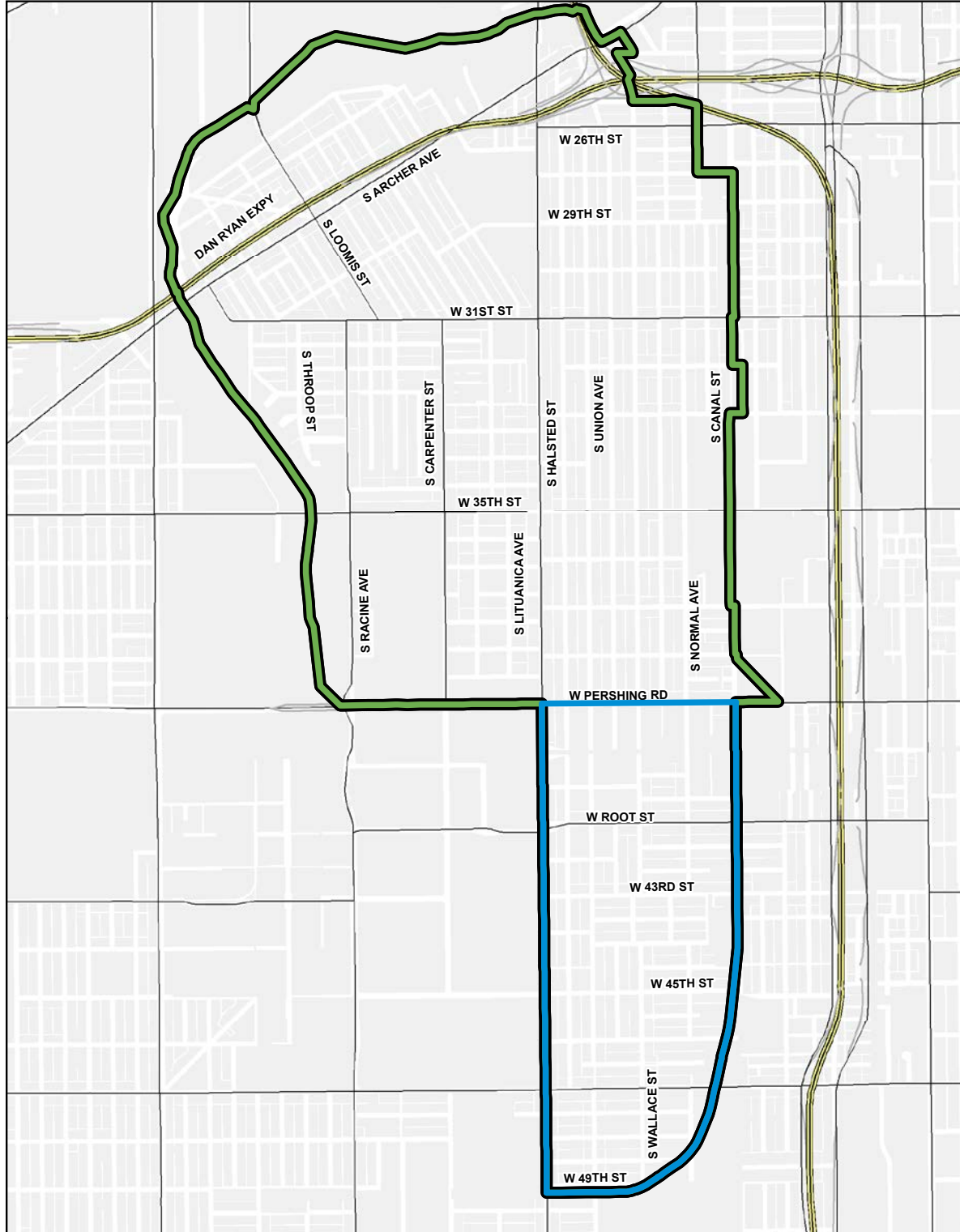
Figure 1.1 Project timeline






Source: Chicago Metropolitan Agency for Planning.

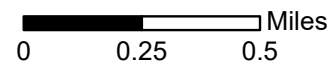


Map 1.1 Bridgeport and Canaryville Study Area



**Bridgeport and Canaryville Study Area**

-  Bridgeport
-  Canaryville
-  Study Area



# Section 2 Planning Context





To understand Bridgeport and Canaryville's assets, challenges, and opportunities, it is important to consider its local planning context within the City of Chicago and the larger seven-county Chicago metropolitan region. Having a broader perspective of how Bridgeport and Canaryville are situated in the City and region can assist in both the understanding of existing conditions and in identifying opportunities available to the communities.

Planning Context includes:

- Location and Character
- Community Assets
- Land Use and Ownership
- Demographics
- Employment, Income, and Education
- Housing
- Economic Development
- Transportation
- Parks and Open Space

LEFT: Monastery of the Holy Cross

## Location and Character

Bridgeport and Canaryville are historical neighborhoods on Chicago's South Side. Situated near the former Union Stock Yards, these communities were home to much of Chicago's working class in the early 20th century. Remnants of its storied past are still clearly visible, and today the area boasts many assets, including access to transportation, parks and open space, and strong community and cultural institutions. Long known as a port of entry for Croatian, Irish, Italian, and Lithuanian immigrants, today the study area is also home to large Asian and Hispanic/Latino populations, and represents one of the most ethnically diverse areas of the City.

## Community Assets

The diversity, history, and natural amenities found in Bridgeport and Canaryville provide the community with a number of assets unique to these neighborhoods. During outreach efforts, stakeholders and community members expressed a strong sense of pride and passion for their communities, and were quick to point out the positive attractions that make this part of Chicago unique. Map 2.1 shows many of Bridgeport and Canaryville's key assets, as well as a handful that are just outside of the study area. Though not exhaustive, this map shows those sites that were most frequently cited as community treasures during outreach activities. Most of these sites are fully developed and accessible to the public. However two sites, the Ramova Theatre and the Stock Yards Bank Building, are historical properties that are currently vacant.

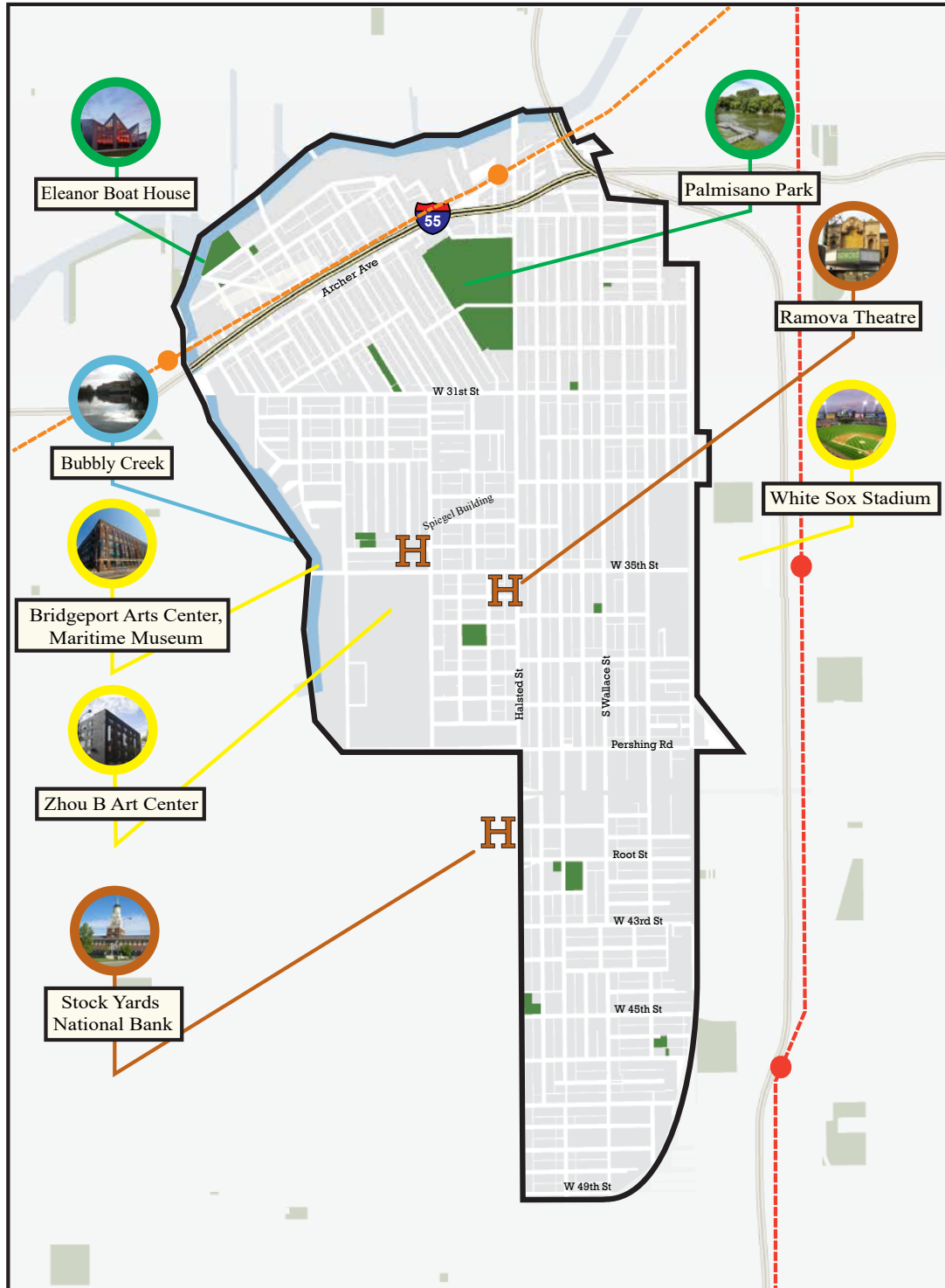
### **Bridgeport, Canaryville, Chicago, and the ON TO 2050 Comprehensive Regional Plan**

As part of the Chicago region, the neighborhoods of Bridgeport and Canaryville and the larger City of Chicago influence and are influenced by the region. Local autonomy over land use decisions requires communities to take responsibility for how those decisions shape a community's livability, as well as impacts on neighboring communities and the region as a whole. The cumulative choices of Chicago and 283 other municipalities and seven counties determine quality of life and economic prosperity across our region.



Adopted in October 2018, the ON TO 2050 regional plan presents a collective vision for the future of the Chicago region and identifies steps for stakeholders across the region to take in order to achieve that vision. ON TO 2050 focuses on the need to grow our economy through opportunity for all (Inclusive Growth), prepare for rapid changes (Resilience), and carefully target resources to maximize benefit (Prioritized Investment). The plan guides transportation investments and frames regional priorities on development, the environment, the economy, and other issues affecting quality of life.

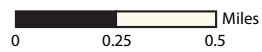


Map 2.1 Bridgeport/Canaryville Asset Map



**Legend**

-  Water
-  Parks
-  Historic Buildings
-  Orange Line Stops
-  Red Line Stops



Source: Chicago Metropolitan Agency for Planning, 2018.

# Land Use and Ownership

A diverse, balanced mix of land uses is important to provide communities with the homes, businesses, civic institutions, and parks and open spaces necessary for daily living and quality of life. Assessment of existing land use patterns in Bridgeport and Canaryville provides a baseline for understanding the current land use in the communities, as well as insight into how those land uses could change in the future (Map 2.2; Table 2.1).

49 percent of all land in these communities is devoted to residential uses. Residential parcels tend to be concentrated in neighborhood pockets located near major thoroughfares in the community, and are generally balanced throughout the study area. Housing options are well-balanced: single-family housing accounts for 53 percent of all residential parcels, with the remaining 47 percent offering multifamily housing.

Approximately 15 percent of land in the community is devoted to industrial land uses. These areas tend to be clustered around freight transportation assets (such as the Stevenson Expressway and Chicago River), or near major thoroughfares such as Pershing Road and Racine Avenue. The largest concentration of industrial land uses can be found south of 35th Street between Carpenter Avenue and Bubbly Creek.

Transportation, utilities, and communication facilities occupy approximately 11 percent of the community's land area. These uses include transit stations and rail lines, as well as public streets and sidewalks. Much of these land uses are dedicated to the freight rail lines that run along the eastern border of the study area and the Stevenson expressway that runs along Archer Avenue.

Commercial land uses, occupying approximately 5 percent of land in the community, are generally concentrated along major corridors, particularly Halsted Street, Archer Avenue, 31st Street, 35th Street, and Pershing Road. Other neighborhood streets, such as 29th Street and Morgan Street, have commercial land uses interspersed with residential parcels.

Institutional land uses make up approximately 4 percent of land in the communities. These uses are well distributed throughout Bridgeport and Canaryville and include the Richard J. Daley Public Library, 9th District Chicago Police Department, and many historical churches.

Parks and open space account for around 5 percent of all land in Bridgeport and Canaryville, including larger parks and open spaces (such as Palmisano Park, McGuane Park, Park No. 571, and Taylor-Lauridsen Park) as well as neighborhood pocket parks located throughout the communities.

Approximately 9 percent of land in Bridgeport and Canaryville is vacant, due in part to large vacant parcels adjacent to current industrial uses. By comparison, nearby McKinley Park has roughly 5 percent vacant land, and Armour Square has just over 2 percent.

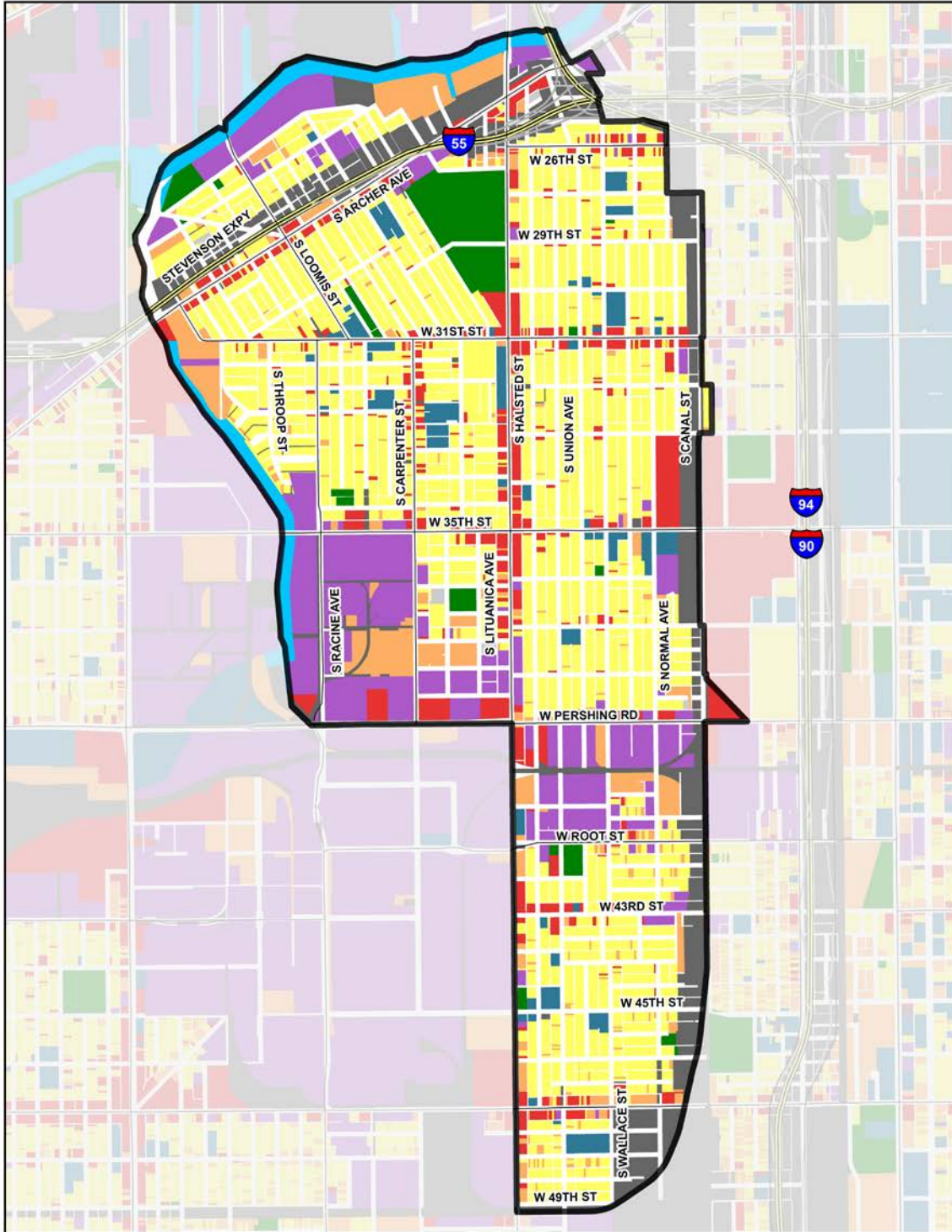
**Table 2.1 General land use, 2010**

	Acres	Percent
Single-Family Residential	303.5	25.7%
Multi-Family Residential	273.8	23.2%
Industrial	175.3	14.8%
Transportation/Utilities/ Communication/Other	128.1	10.9%
Vacant	101.4	8.6%
Commercial	63.5	5.4%
Parks and Open Space	56.1	4.8%
Institutional	43.6	3.7%
Mixed-use	35.2	3.0%
<b>Total</b>	<b>1,180.5</b>	<b>100.0%</b>

Source: Chicago Metropolitan Agency for Planning Parcel-Based Land Use Inventory. \*Open Space calculation includes non-public open space.



Map 2.2 Land use



**Bridgeport and Canaryville Study Area**

- |                     |                    |
|---------------------|--------------------|
| Study Area Boundary | Under Construction |
| Residential         | Agriculture        |
| Commercial          | Open Space         |
| Institutional       | Vacant             |
| Industrial          | Water              |
| Trans/Comm/Util     |                    |

0 0.25 0.5 Miles



Source: Chicago Metropolitan Agency for Planning, 2018.

# Demographics

Assessment of demographics helps identify the unique characteristics of a community’s population and explain significant changes that have occurred over time. Understanding these shifts can help Bridgeport and Canaryville respond to the needs of their existing residents as well as prepare for potential change in the future.

Bridgeport and Canaryville are home to about 40,000 residents. The size of this population has remained steady since 2000, showing a modest growth of about 2 percent. However, while the total population has remained relatively constant, these communities have become increasingly diverse. In 1990, 61 percent of Bridgeport and Canaryville residents were white—a demographic that accounts for roughly 36 percent of

residents today. Meanwhile, the number of Asian and Hispanic/Latino residents has continued to grow, and today each group represents about 30 percent of all residents in Bridgeport and Canaryville. Last, while the proportion of black residents in Bridgeport and Canaryville is much lower than in either the City or the seven-county CMAP region, this demographic has seen a 174% increase since 2000.

The age cohorts of Bridgeport and Canaryville are well balanced and tend to resemble those of the City of Chicago and broader CMAP Region. The study area has over 19,000 residents age 34 or younger, accounting for roughly 48 percent of the total population, while seniors (65 and older) represent 10 percent of the overall study area.



Community Open House at Zhou B Art Center



**Table 2.2 Race and Ethnicity, 2015**

	Study Area		City of Chicago		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
White	14,328	35.8%	875,333	32.2%	4,437,089	52.2%
Hispanic or Latino*	11,441	28.5%	790,649	29.1%	1,902,685	22.4%
Black	1,177	2.9%	840,208	30.9%	1,443,074	17.0%
Asian	12,156	30.3%	160,316	5.9%	564,622	6.6%
Other	973	2.4%	51,028	1.9%	158,507	1.9%
Total Population	40,075		2,717,534		8,505,977	

Source: 2011-15 American Community Survey, U.S. Census Bureau.  
 \*Includes Hispanic or Latino residents of any race.

**Table 2.3 Race and Ethnicity Change Over Time**

	1990		2000		2015	
	Count	Percent	Count	Percent	Count	Percent
White	21,868	61.0%	18,160	46.2%	14,328	35.8%
Hispanic or Latino*	8,809	24.6%	11,187	28.5%	11,441	28.5%
Black	108	0.3%	429	1.1%	1,177	2.9%
Asian	4,934	13.8%	8,871	22.6%	12,156	30.3%
Other	137	0.4%	662	1.7%	973	2.4%

Source: 1990 and 2000 US Census, 2011-15 American Community Survey, U.S. Census Bureau.  
 \*Includes Hispanic or Latino residents of any race.

**Table 2.4 Age Cohorts, 2015**

	Study Area		City of Chicago		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
19 and under	9,374	23.4%	676,936	24.9%	2,271,714	26.7%
20 to 34	9,988	24.9%	740,772	27.3%	1,810,122	21.3%
35 to 49	8,124	20.3%	552,296	20.3%	1,757,378	20.7%
50 to 64	8,623	21.5%	450,054	16.6%	1,623,940	19.1%
65 to 79	2,778	6.9%	219,196	8.1%	763,055	9.0%
80 and older	1,188	3.0%	78,280	2.9%	279,768	3.3%

Source: 2011-15 American Community Survey, U.S. Census Bureau.

**Table 2.5 Age Cohorts Change Over Time**

	1990		2000		2015	
	Count	Percent	Count	Percent	Count	Percent
19 and under	10,514	29.3%	11,161	28.4%	9,374	23.4%
20 to 34	9,837	27.4%	10,122	25.7%	9,988	24.9%
35 to 49	6,516	18.2%	8,805	22.4%	8,124	20.3%
50 to 64	4,710	13.1%	5,059	12.9%	8,623	21.5%
65 to 79	3,637	10.1%	3,201	8.1%	2,778	6.9%
80 and older	642	1.8%	961	2.4%	1,188	3.0%
Total	35,856		39,309		40,075	

Source: 1990 and 2000 US Census, 2011-15 American Community Survey, U.S. Census Bureau.

# Employment, Income, and Education

Approximately 88 percent of Bridgeport and Canaryville residents are employed among residents 16 years and older who participate in the labor force (which does not include retired persons, full-time students, and spouses or others who choose not to work). This is similar to the percentage of all City residents that are employed and slightly lower than the CMAP Region (Table 2.6).

Household income in the study area tends to be slightly less than in either the City or the Region as a whole. More than half of all households in Bridgeport and Canaryville earn less than \$50,000

each year. Moreover, only an estimated 18 percent of households earn more than \$100,000 annually. This figure compares to roughly 23 percent of households in Chicago and 29 percent of households in the CMAP Region (Table 2.7).

These findings regarding income could be related to educational attainment in Bridgeport and Canaryville. Approximately 80 percent of all residents in the study area have a high school diploma or higher, and roughly 23 percent have at least a Bachelor's degree. These rates are both below those for the City of Chicago and CMAP Region. (Table 2.8).

**Table 2.6 Employment status, 2015**

	Study Area		City of Chicago		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
In Labor Force	21,980	68.0%	1,445,765	66.4%	4,530,902	67.6%
Employed*	19,354	88.1%	1,270,842	87.9%	4,089,665	90.3%
Unemployed	2,626	11.9%	174,543	12.1%	428,995	9.5%
Not in Labor Force	10,367	32.0%	732,573	33.6%	2,168,191	32.4%

Source: 2011-2015 American Community Survey, U.S. Census Bureau.  
\*Does not include employed population in Armed Forces.

**Table 2.7 Household income, 2015**

	Study Area		City of Chicago		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Less than \$25,000	4,134	28.6%	295,995	28.6%	611,519	19.9%
\$25,000 to \$49,999	3,612	25.0%	231,994	22.4%	628,579	20.5%
\$50,000 to \$74,999	2,463	17.0%	165,403	16.0%	525,203	17.1%
\$75,000 to \$99,999	1,674	11.6%	110,348	10.7%	390,982	12.7%
\$100,000 to \$149,999	1,579	10.9%	120,011	11.6%	469,634	15.3%
\$150,000 and Over	986	6.8%	111,685	10.8%	441,677	14.4%

Source: 2011-15 American Community Survey, U.S. Census Bureau.

**Table 2.8 Educational attainment, 2015**

	Study Area		City of Chicago		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
High School Diploma or Higher*	21,997	79.5%	1,500,989	82.3%	4,930,208	87.0%
Bachelor's Degree or Higher*	6,482	23.4%	648,207	35.6%	2,095,647	37.0%

Source: 2011-15 American Community Survey, U.S. Census Bureau.  
\* Share of population 25 and older.



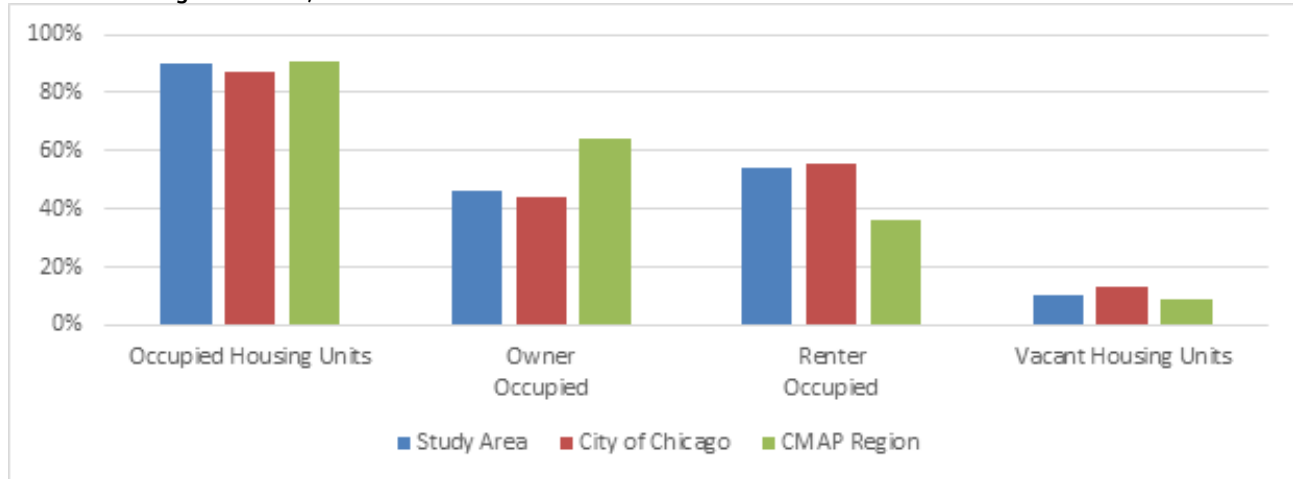
# Housing

Housing plays an integral role in the lives of residents. A mix of housing options is needed to allow residents to stay in their neighborhood as they age as well as provide affordable options for the whole range of people living in the area. Fortunately, Bridgeport and Canaryville offer a diverse housing stock that has remained relatively affordable over time. By developing a clear understanding of this current supply of housing, Bridgeport and Canaryville can ensure a balanced mix of housing that serves current and future populations and enhances livability.

## Housing Tenure

Bridgeport and Canaryville homes are very evenly distributed between renters and owners. Approximately 54% of occupied housing units are renter-occupied with the remaining 46% owner-occupied. This proportion is similar to the City of Chicago overall, which has a renter-occupied rate of about 56% and an owner-occupied rate of 44%. The study area has a slightly lower housing vacancy rate of only 10%, compared to Chicago's rate of 13% (Chart 2.1).

**Chart 2.1 Housing and Tenure, 2015**



Source: 2011-15 American Community Survey, U.S. Census Bureau.

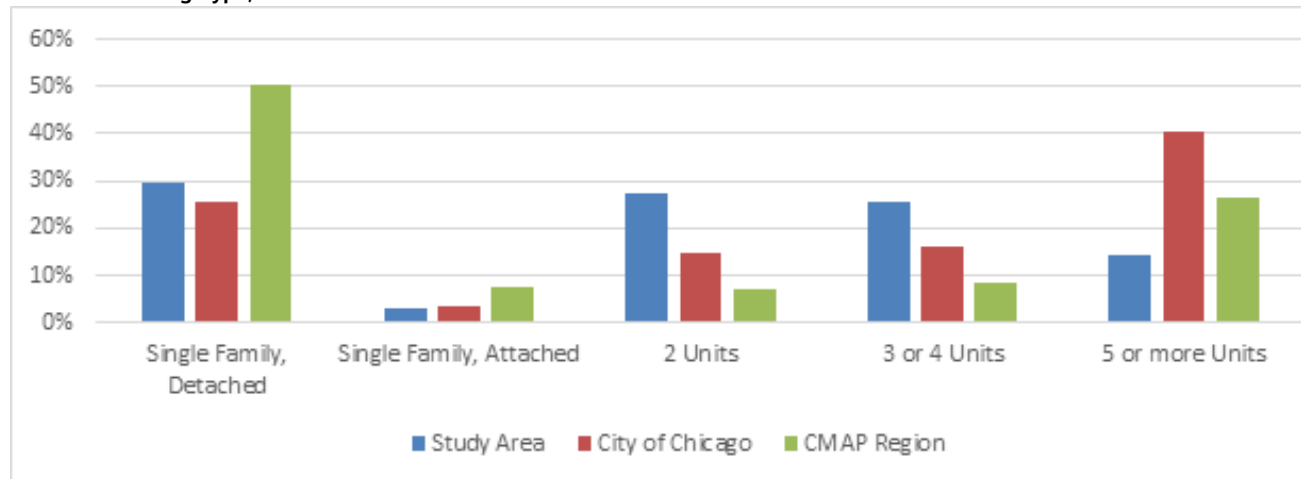
## Housing Type

Compared to the City of Chicago, residential buildings in Bridgeport and Canaryville tend to have fewer units. Single-family homes account for approximately 34 percent of all residential units in the area, which is slightly higher than Chicago’s figure of 29 percent. Housing types with two-to-four units make up the majority of homes in Bridgeport and Canaryville. These units, such as duplexes, townhomes, or small apartment buildings, make up nearly 53 percent of the housing stock, compared to just over 30 percent of the housing stock city-wide. Bridgeport and Canaryville are very different from the City when it comes to developments with five or more units, which account for only 14 percent of the housing stock in the study area, compared to 40 percent city-wide (Chart 2.2).

## Housing Age

The historic character of Bridgeport and Canaryville is due, in part, to the nature of its housing stock. About 64 percent of housing in the study area was constructed before 1940, a significantly higher percentage than in Chicago as a whole or the CMAP Region. Furthermore, 77 percent of all housing units in these communities were constructed before 1970. At the same time, the study area has recently seen steady growth in new housing construction, as more than 1,800 housing units have been built in Bridgeport and Canaryville since 2000—which represents 12 percent of all housing units, compared to 9 percent citywide (Table 2.9).

**Chart 2.2 Housing Type, 2015**



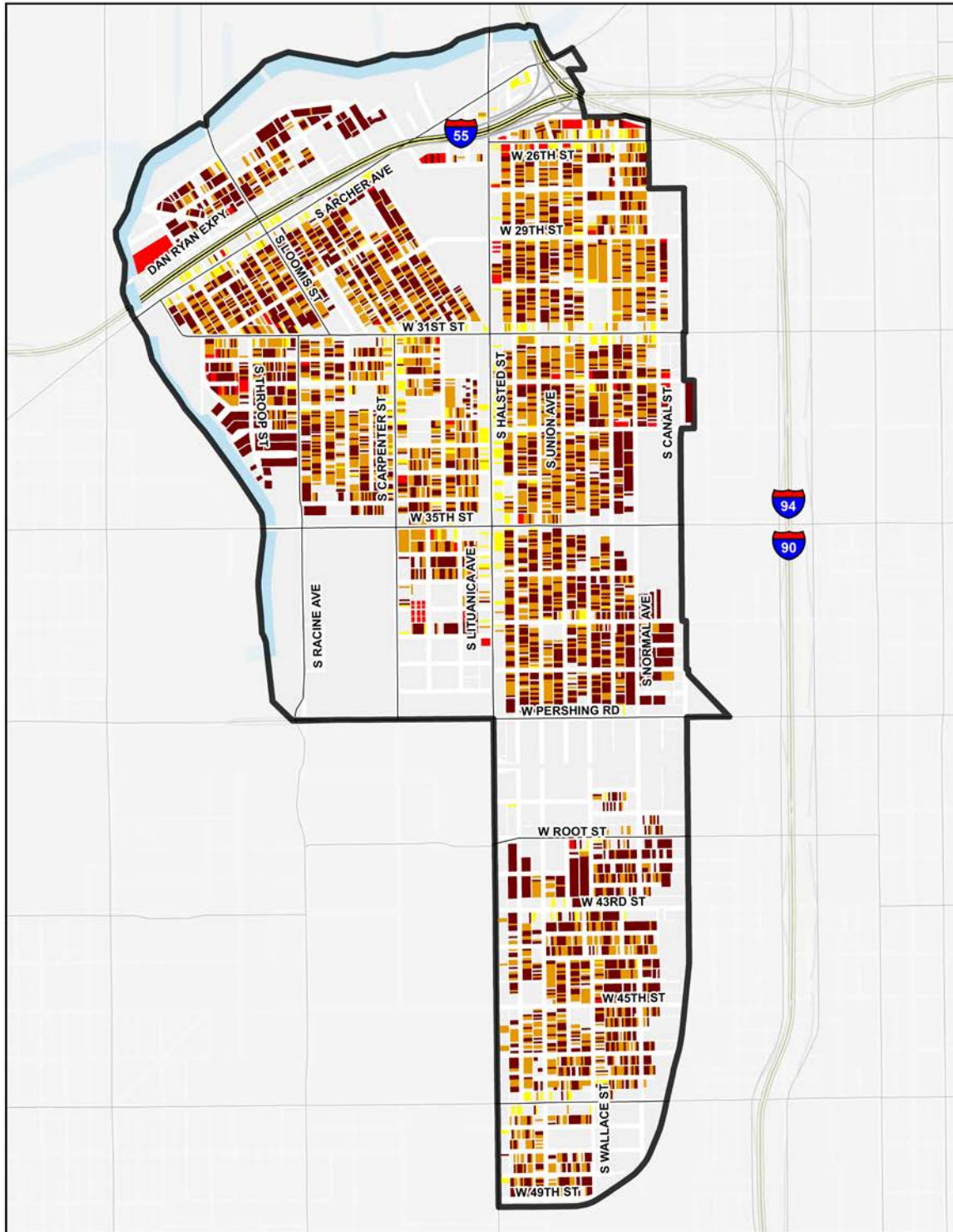
**Table 2.9 Housing age, 2015**

	Study Area		City of Chicago		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Built 2000 or later	1,889	11.8%	110,792	9.3%	415,030	12.3%
Built 1970 to 1999	1,835	11.4%	184,717	15.5%	1,134,825	33.6%
Built 1940 to 1969	2,107	13.1%	363,854	30.5%	1,049,851	31.1%
Built before 1940	10,216	63.7%	533,181	44.7%	775,406	23.0%


Source: 2011-2015 American Community Survey, U.S. Census Bureau.

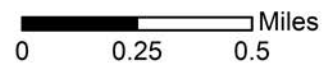


Map 2.3 Housing Type



**Bridgeport and Canaryville Study Area**

-  Study Area Boundary
-  Single Family Detached
-  Single Family Attached
-  Multifamily
-  Mixed Use



Source: Chicago Metropolitan Agency for Planning, 2018

# Economic Development

In order for Bridgeport and Canaryville to prosper economically and sustain a high quality of life, they will need to maintain a diverse set of businesses, modern infrastructure, and a skilled workforce. Industrial, retail, and office development in Bridgeport and Canaryville are influenced by trends within the community, but also the larger sub-regional and regional markets for each sector. Understanding the larger economic development context can help Bridgeport and Canaryville move forward with a plan that reflects market realities.

## Employment

Between 2005 and 2015, private sector employment increased much quicker in the study area than in the City and the CMAP region. During this time period, Bridgeport and Canaryville saw a 15 percent increase in private sector employment, a much higher rate than the City (8 percent) and CMAP Region (7 percent).

Of the 19,354 employed residents in 2015, over one-third were employed in the following categories: Accommodation & Food Service, Health Care, and Education. Several major employers are located near the study area, including Chicago Midway Airport, Illinois Institute of Technology, University of Chicago Medical Center, and Rush University Medical Center.

Much of the study area's jobs are the result of its robust transportation network, including the Stevenson Expressway (I-55), the Dan Ryan Expressway (I-90), the Chicago Transit Authority's Orange and Red Lines, the South Fork of the Chicago River, and other major thoroughfares such as Halsted Street, Archer Avenue, 35th Street, and 47th Street. The presence of these infrastructural amenities has attracted a range of industries that account for over 67 percent of businesses in the community, ranging from Manufacturing (33 percent) to Retail Trade (10 percent).

## Industrial and Commercial Property

Most industrial properties within the study area are located along the Chicago River, Bubbly Creek, and Pershing Road. A few industrial properties can be found along Archer Avenue and alongside the rail tracks the form the eastern boundary of the study area. Office buildings are mostly located along Halsted Street, with a couple more near Morgan and 35th Street. Retail buildings are densely clustered in the Bridgeport neighborhood along Halsted Street, Archer Avenue, 26th Street, 31st Street, and Morgan Street, while a few others are dispersed through Canaryville, primarily along 47th Street. By the end of the first quarter of 2018, industrial and commercial vacancies in the study area were significantly smaller than in the applicable submarket and the CMAP Region.

**Table 2.10 Private Sector Employment, 2005-2015**

	Study Area	City of Chicago	CMAP Region
Employment, 2005	13,307	940,822	3,249,803
Employment, 2015	15,303	1,012,783	3,476,824
Change, 2005-2015	1,996	71,961	227,021
Change as %, 2005-2015	14.9	7.6	6.9

Source: Longitudinal Employer-Household Dynamics, US Census

**Table 2.11 Industrial and Commercial Building Area (SF), Vacancy, End of First Quarter 2018**

Study Area		SubMarket		Region	
Rentable Building Area	Vacancy Percent	Rentable Building Area	Vacancy Percent	Rentable Building Area	Vacancy Percent
256,411	1.8	14,680,403	5.5	214,611,079	7.6

\*Submarkets are made up of properties that are in competition based on geography and comparable marketability.

\*\*Includes flex properties

Source: CMAP Analysis of CoStar Data.

**Table 2.12 Employment of Residents, 2015**

By Industry Sector	Count	Percent
Accommodation & Food Service	2,174	13.8
Health Care	1,652	10.5
Education	1,461	9.2
Retail Trade	1,448	9.2
Manufacturing	1,310	8.3

Source: Longitudinal Employer-Household Dynamics, US Census

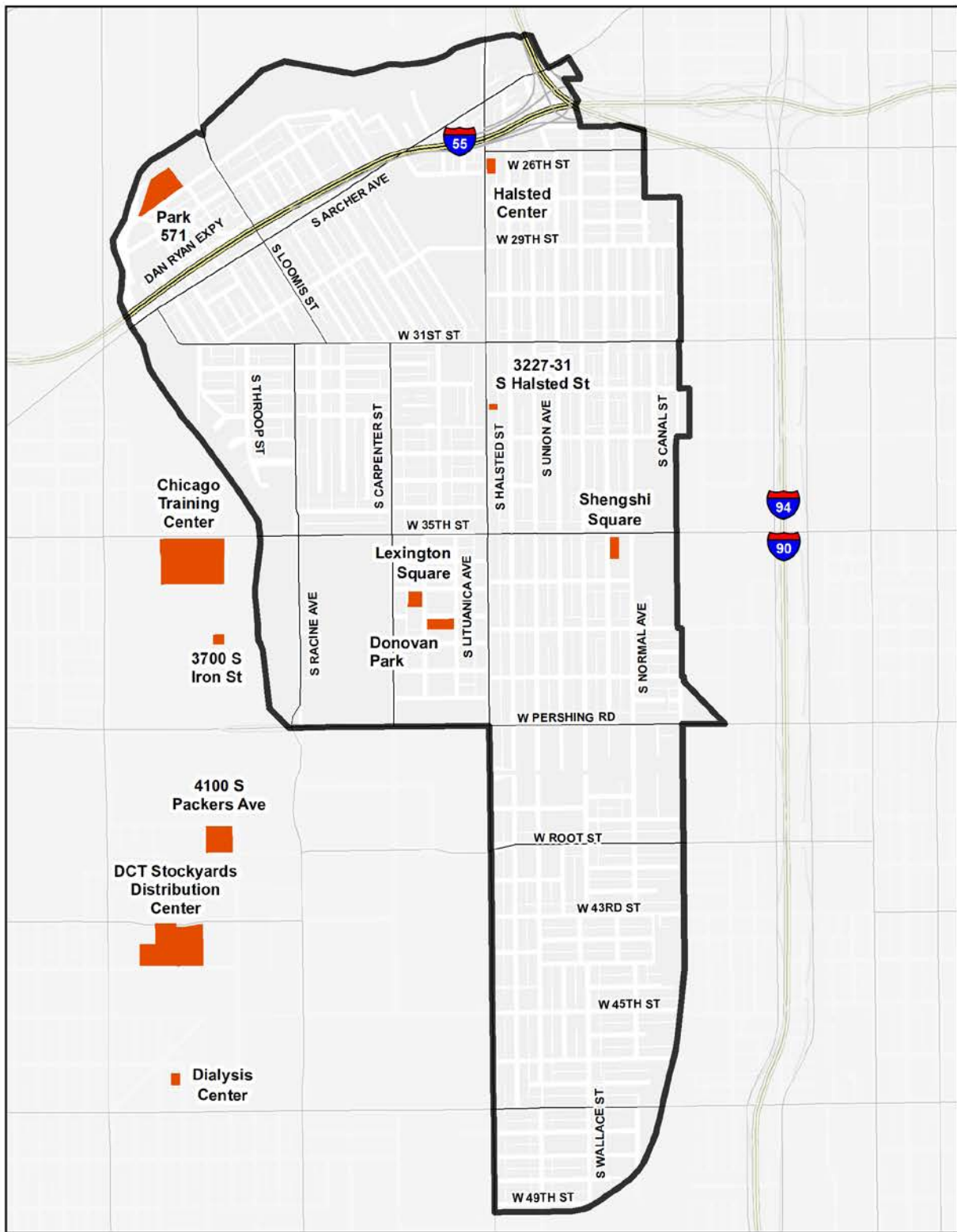
**Table 2.13 Employment in the Community, 2015**

By Industry Sector	Count	Percent
Manufacturing	1,648	32.9
Retail Trade	527	10.3
Accommodation & Food Service	417	8.2
Wholesale Trade	416	8.1
Education	388	7.6



Source: Longitudinal Employer-Household Dynamics, US Census

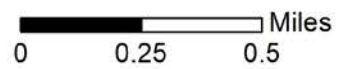


Map 2.4 Recent Developments



**Bridgeport and Canaryville Study Area**

-  Study Area Boundary
-  Developments built since 2013



Source: Longitudinal Employer-Household Dynamics, U.S. Census Bureau. Locations are approximate.

## Recent Developments

There have only been a handful of developments in the study area since 2013. Most of the developments were residential, and all were located within the Bridgeport neighborhood. Nearly 95 residential units have been developed since 2013, including single-family homes, townhomes, and apartments. The Eleanor Boathouse at Park 571, also located in Bridgeport, was the only non-residential development completed in the last 5 years.

## Municipal Revenue and Real Estate

Equalized assessed value (EAV) refers to the value of an assessed property in a taxing district. While the EAV figures below are in line with the residential character of Bridgeport and Canaryville, they also indicate that the community is an employment destination, anchored by its industrial areas that run along the western and southern edges of the study area.

80 percent of the estimated EAV in the study area can be attributed to residential properties. Commercial (7%), Industrial (8%), and Mixed-use (5%) properties make up most of the remainder (Table 2.14).

Bridgeport and Canaryville’s industrial properties represent a higher percentage of its overall EAV than in the City of Chicago as a whole.

**Table 2.14 Equalized assessed value by property type, 2015**

Property type	Study Area		Chicago
	EAV	Percent	Percent
Residential	\$604,851,589	79.5%	61.8%
Commercial	\$50,507,081	6.6%	35.2%
Industrial	\$62,997,827	8.3%	2.7%
Transportation	\$2,195,185	.3%	.21%
Mixed-use	\$40,274,370	5.3%	-

Source: Cook County Assessor.

## Tax Increment Financing Districts

Tax Increment Financing (TIF) districts are unique funding tools used by the City of Chicago to encourage investment in targeted areas of the city. Funds are generated by growth in the EAV of properties located within the designated TIF district over a 23-year period. Once an area is designated a TIF district, the value of property in the area is set as a base EAV amount. As property values begin to rise and elevate collected property taxes, all growth above the original amount from the initiation of the district can be used to fund redevelopment projects within the district. Funds are typically used to build and repair roads and infrastructure, clean polluted lands, and put vacant properties back to a functional use.

Under Illinois state law, areas proposed for TIF designation must possess numerous blighting conditions to be eligible. Factors include:

- Age
- Obsolescence
- Code violations
- Excessive vacancies
- Overcrowding of facilities
- Lack of ventilation, light, sanitary facilities
- Excessive land coverage
- Inadequate qualities
- Deleterious land use or layout
- Lack of physical maintenance
- Lack of community planning
- Dilapidation or deterioration

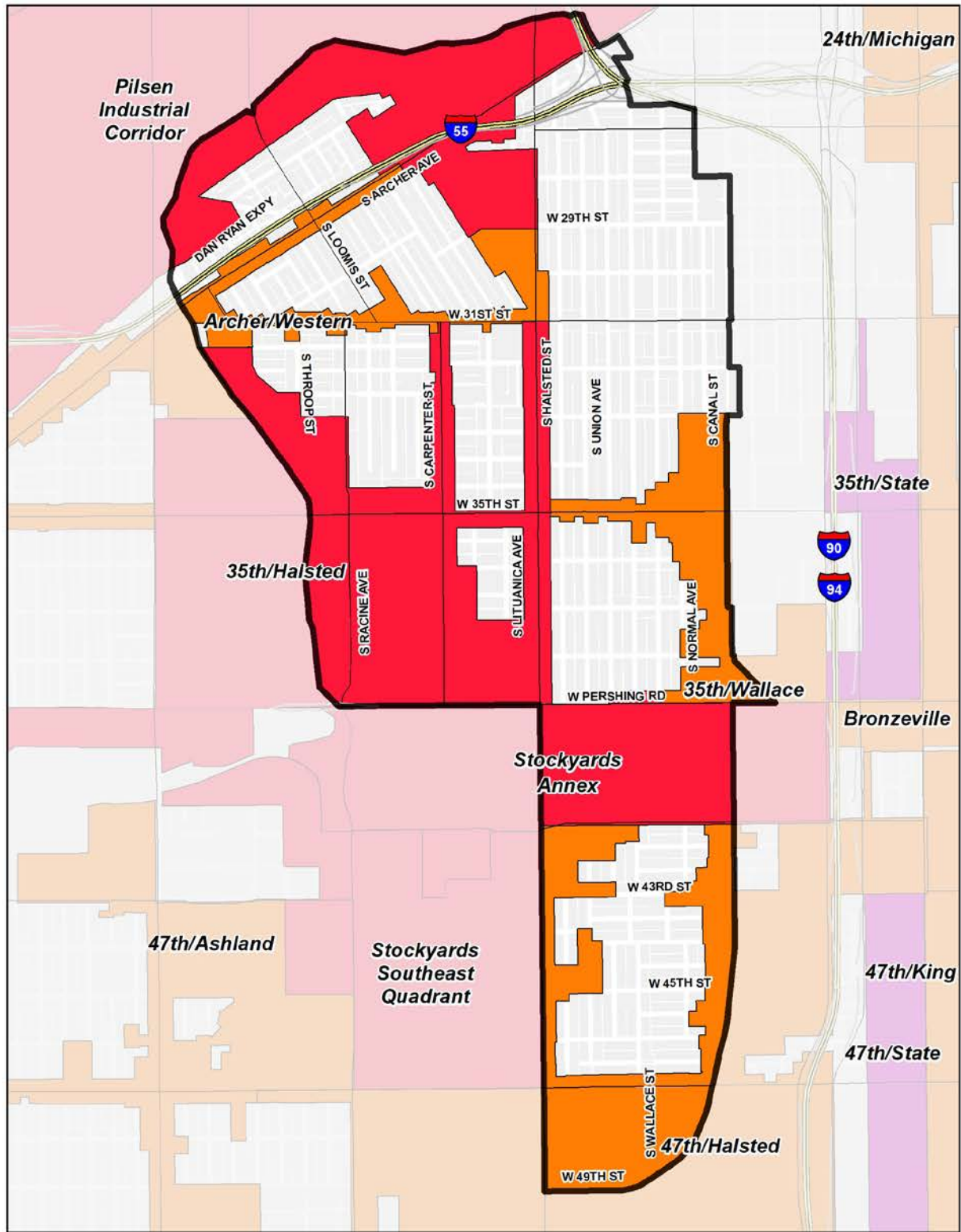
Table 2.15 shows the five TIF districts located in Bridgeport and Canaryville.

**Table 2.15 TIF Districts**

TIF District	Date Designated	Date Terminated	Use
35th and Halsted	1/14/1997	12/31/2021	Industrial
47th and Halsted	5/29/2002	12/31/2026	Mixed-Use
Archer and Western	2/11/2009	12/31/2033	Mixed-Use
Pilsen Industrial Corridor	6/10/1998	12/31/2022	Industrial
Stockyards Annex	12/11/1996	12/31/2020	Industrial

Source: Cook County Assessor.

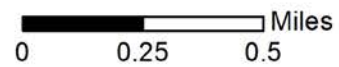




**Bridgeport and Canaryville Study Area**

**TIF District Boundaries**

- Industrial
- Mixed-Use
- Residential



# Transportation

A reliable and modern transportation system is a necessity for any community. Balanced options to travel quickly, reliably, and safely around the community as well as the larger Chicago region are essential in helping residents maintain economic vitality and quality of life. Moreover, businesses rely on a high-quality transportation system to ensure the timely delivery of necessary goods to sustain the local economy.

## Mode Share

Mode share indicates what percentage of trips taken are using a specific type of transportation, such as driving alone or using public transit. While the majority of residents in Bridgeport and Canaryville drive alone to work (54 %), this percentage is significantly lower than the percentage that drive alone in the City of Chicago (65%). Just over 20 percent of commuters take public transit. A substantial portion of commuters carpool to work (16%), which is a significantly higher percentage than in the City of Chicago (9%); this may indicate that the area's current public transit service does not fully address the demand for public transit in Bridgeport and Canaryville (Table 2.16)

## Public Transit

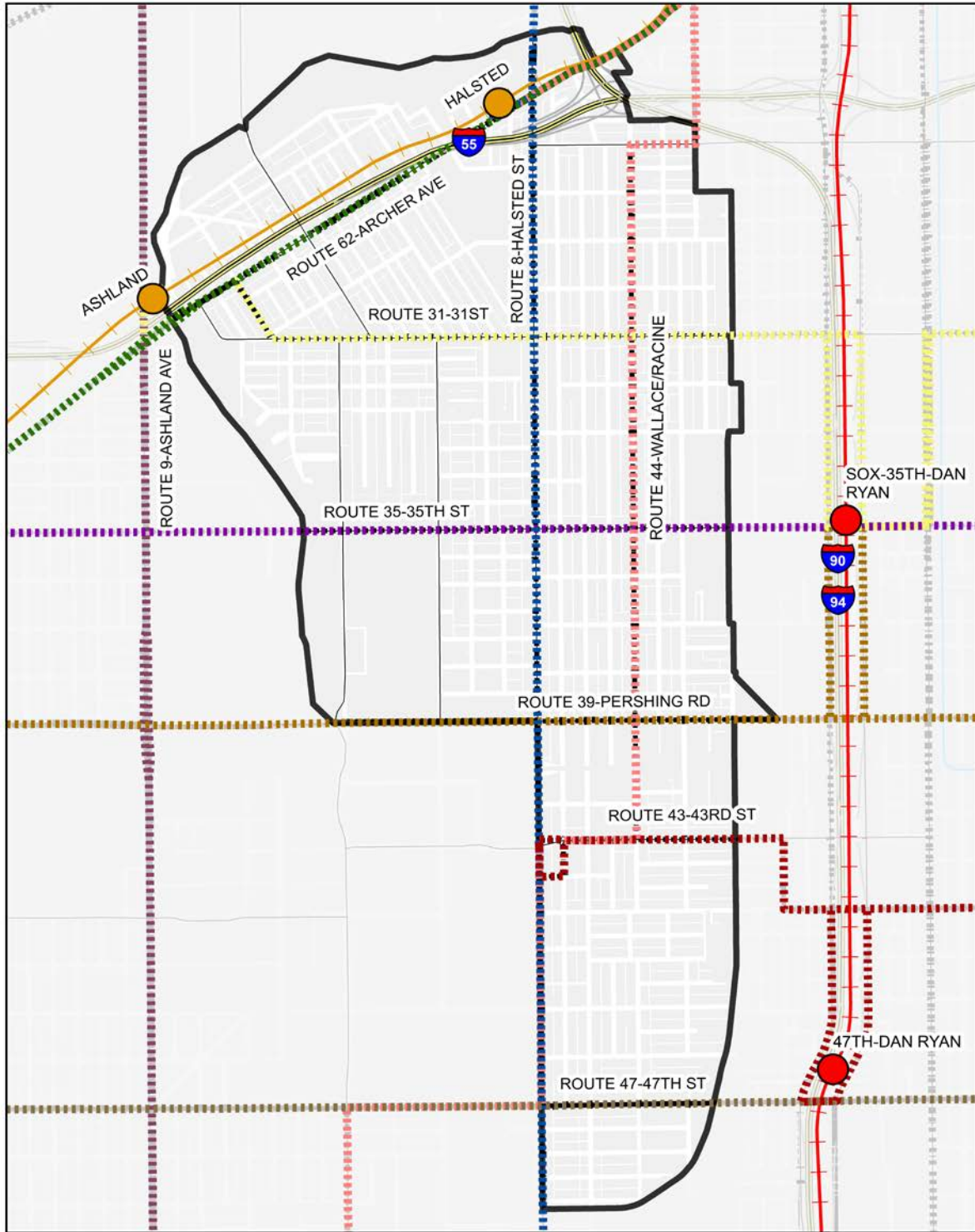
Residents of Bridgeport and Canaryville have access to the CTA Orange and Red Lines, which provide connections to the Downtown Loop and Midway International Airport. Though the Halsted Station on the Orange Line is the only station located in the study area, many residents use the Ashland Station on the Orange Line and Sox-35th and 47th Stations on the Red Line, all located just outside the study area boundaries (Map 2.6).

In 2017, the Halsted Orange Line Station averaged 2,706 weekday boardings (Table 2.17). Though ridership has slightly declined in recent years, it remains higher than average ridership between 2000 and 2010 (2,500 weekday boardings). The Halsted Orange Line Station also features 31 parking spaces, with a 94 percent parking utilization rate on weekdays and 61 percent on weekends. Connecting services from the Halsted Orange Line Station include three CTA buses: 8-Halsted, 62-Archer, and 44-Wallace/Racine.





There are eight CTA bus routes that serve Bridgeport and Canaryville, six of which provide weekend and holiday service in addition to weekday service. The 31-31st Street and 39-39th Street buses are currently available only for weekday service. With over 5,100 daily weekday boardings in the study area the 8-Halsted bus route is the community's most utilized public transportation asset, providing north/south access to and from downtown Chicago. The 62-Archer and the 44-Wallace/Racine bus both have more than 1,100 daily weekday boardings, while the 35-35th Street bus averages 809 boardings each weekday. In total, the study area average 9,120 boardings and 9,515 alightings per weekday. (Table 2.18).

Currently, the 31st Street bus is undergoing a pilot program to evaluate whether or not demand exists to make it a viable long-term public transportation option. The current service hours are 10 am to 7 pm on weekdays (with scheduled arrivals 30 minutes apart). CTA launched the pilot in response to the community's request for service to access senior activities, medical appointments, and shopping destinations. CTA notes that not only has ridership failed to reach standard targets, but that expansion of services would require a much higher target. The pilot program began in September 2016, and has since been renewed several times to assess trends in ridership. To encourage ridership, the CTA and the 11th Ward office developed a social media campaign that offered 31st Street bus riders discounts at some of the businesses along the route. As of August 2018, the pilot program was ongoing and permanent decisions regarding the route and hours of operation had not been made. Alderman Thompson is currently pursuing sponsorship opportunities to help offset the cost of making the route permanent.

Map 2.6 Public Transportation



**Bridgeport and Canaryville Study Area**

-  Study Area Boundary
-  Orange Line Stations
-  Red Line Stations
-  CTA Bus Route

0 0.25 0.5 Miles



Source: Chicago Metropolitan Agency for Planning, 2018.



## Conditions for Pedestrians and Cyclists

Sidewalks are prevalent on both sides of streets throughout residential and commercial areas of Bridgeport and Canaryville. However, poor sidewalk conditions, vacant parcels, and a lack of street trees along commercial corridors can make walking uninviting. Bridgeport and Canaryville's core areas have complete crosswalks at most intersections, including signalized crosswalks at major intersections. While most sidewalks throughout the communities are walkable, Archer Avenue can be difficult to cross due to its wide right-of-way and fast-moving traffic.

Additionally, many viaducts that run below the rail tracks along the eastern and southern boundaries of the study area are in various states of disrepair, often creating an uninviting environment for both pedestrians and cyclists. These viaducts are owned and maintained by private rail companies Norfolk Southern and CRX Transportation Inc.-not the City or federal government. This presents additional challenges to improve the condition of these viaducts, as any improvements would need to be done in coordination with those private parties.

Designated bike routes can be found along Archer Avenue, Halsted Street, 29th Street, 33rd Street, Pershing Road, Racine Avenue, and 47th Street. Some community members noted that cycling on Archer Avenue can be difficult due to its higher traffic speeds. There are 10 Divvy Stations within the study area, located primarily along Halsted Street, Archer Avenue, 31st Street, and 35th Street. Bike racks tend to also be distributed along these streets, or in front of some private businesses (Map 2.7).

## Expressways

Bridgeport and Canaryville are centrally located in the City of Chicago with ample access to many transportation resources. Two interstates-the Stevenson Expressway (I-55) and the Dan Ryan Expressway (I-94)-run along the north and east boundaries of the study area. These expressways are designed for high-speed, long-distance or interstate travel and have high traffic volumes, including heavy freight truck traffic. While these expressways make Bridgeport and Canaryville very accessible for automobile and truck traffic, they also create challenging conditions for pedestrians and cyclists, limiting their accessibility.

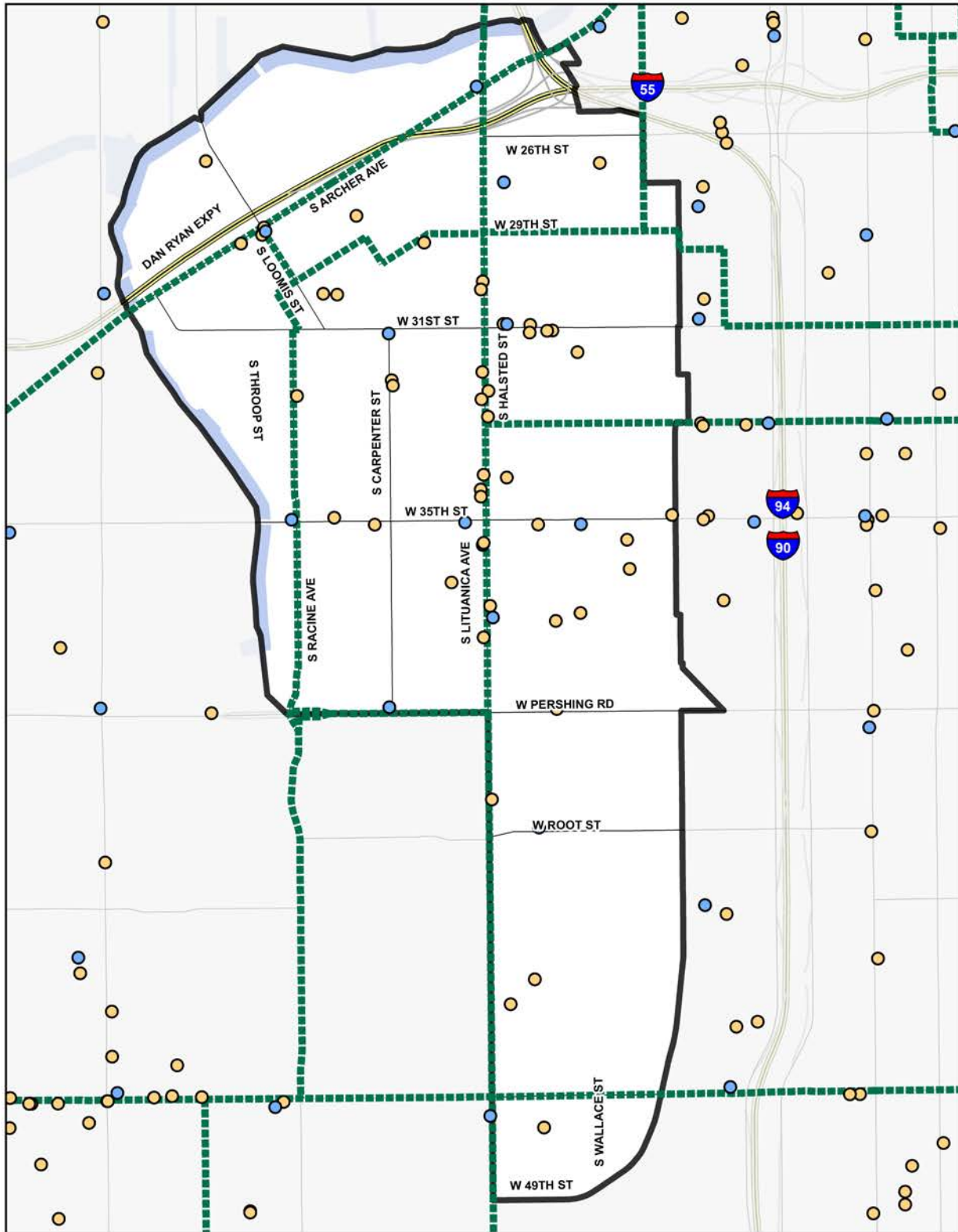
## Road Jurisdiction

The majority of streets in Bridgeport and Canaryville fall under the jurisdiction of the City of Chicago, but there are a few notable exceptions. In addition to both expressways (I-55 and I-94), Archer Avenue and Pershing Road are under the jurisdiction of the Illinois Department of Transportation (IDOT) (Map 2.8). Any efforts to make improvements, control access, or unify the existing streetscape along these streets (or below expressway overpasses in the northern section of the study area) will require cooperation and coordination with IDOT. This will include any future improvements to the streetscape below the expressway overpasses on the northernmost portion of the study area.

## Waterways

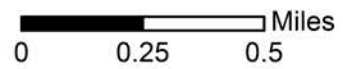
The South Branch of the Chicago River provides the communities with easy access to the international maritime freight network. Running along the northern border of the study area, the South Branch provides access to Lake Michigan to the north and connects to the Chicago Sanitary and Ship Canal, eventually leading to the Mississippi River and Gulf of Mexico to the south.

Map 2.7 Bicycle Infrastructure



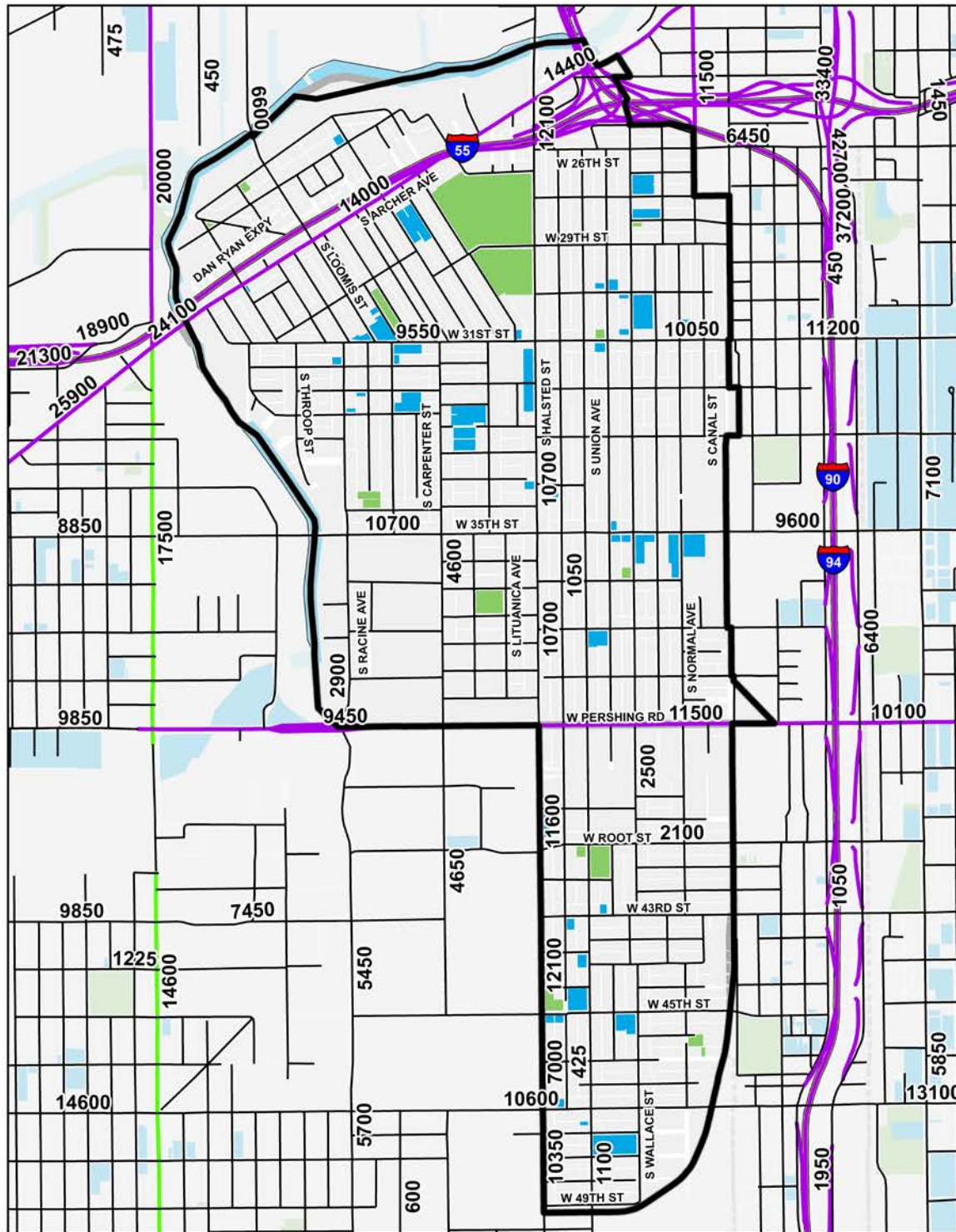
**Bridgeport and Canaryville Study Area**

-  Study Area Boundary
-  Designated Bike Routes
-  Divvy Stations
-  Bike Racks



Source: Chicago Metropolitan Agency for Planning, 2018.

Map 2.8 Road Responsibility and Average Daily Traffic Counts



**Bridgeport and Canaryville Study Area**

- Maintenance Responsibility**
- IDOT
  - County
  - Municipality
  - Study Area Boundary
  - Institutional
  - Open Space
  - Water

0 0.25 0.5 Miles



Chicago Metropolitan Agency for Planning, 2018.

Source: Chicago Metropolitan Agency for Planning, 2018



**Table 2.16 Mode of travel to work, 2015**

	Study Area		City of Chicago		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Work at home*	400	N/A	54,647	N/A	183,368	N/A
Drive alone	10,181	54%	1,497,683	64.8%	2,783,650	72.6%
Carpool	2,957	15.7%	208,944	9.0%	333,064	8.7%
Public Transit	3,857	20.4%	444,730	19.2%	515,377	13.4%
Walk or Bike	1,608	8.5%	130,257	5.6%	160,132	4.2%
Other	259	1.4%	28,908	1.3%	43,951	1.1%
<b>Total Commuters</b>	<b>18,861</b>	<b>100.0%</b>	<b>2,310,522</b>	<b>100.0%</b>	<b>3,836,174</b>	<b>100.0%</b>

Source: 2011-15 American Community Survey, U.S. Census Bureau.

\*Not included in "Total commuters."

**Table 2.17 CTA Boardings, 2017**

Station	Rail Line	Weekday	Saturday	Sunday/Holiday
Halsted	Orange Line	2,706	1,242	935
Ashland	Orange Line	1,627	914	693
Sox - 35th	Red Line	4,695	3,485	2,860
47th	Red Line	2,811	1,999	1,553

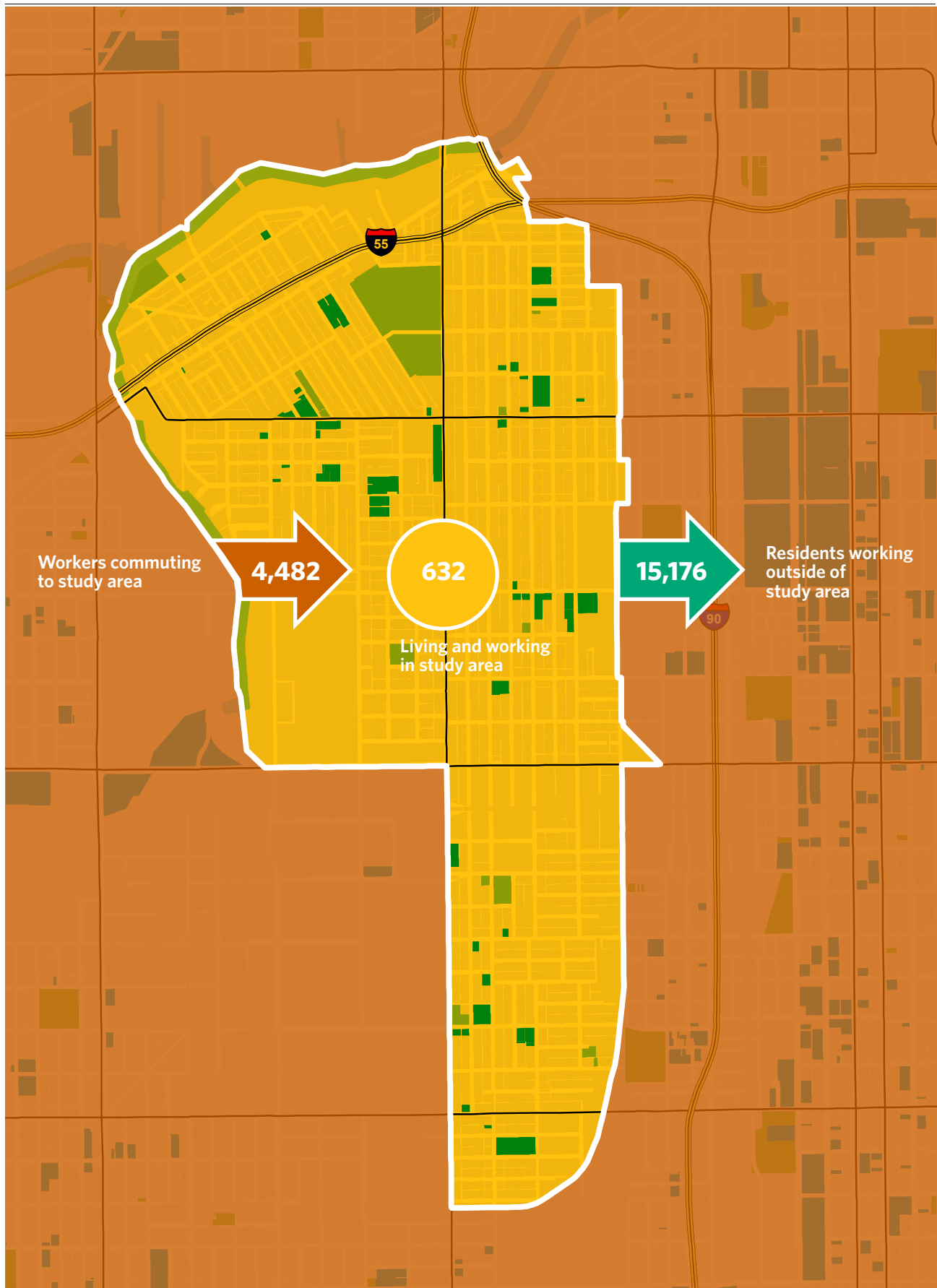
Source: Chicago Transit Authority, 2017

**Table 2.18 CTA Bus Ridership, 2017**

CTA Bus Route	Weekday Boardings	Weekday Alightings
8 Halsted	5,124	5,311
62 Archer	1,141	1,220
31 31st Street	47	153
35 35th Street	809	857
39 Pershing	131	163
43 43rd Street	86	74
44 Wallace/Racine	1,230	1,137
47 47th Street	550	600

Source: Chicago Transit Authority, 2017

Map 2.9 Work inflow/outflow analysis, 2015



Source: Chicago Metropolitan Agency for Planning, 2018.

## Commuting

As of 2015, there were an estimated 632 people who both lived and worked in Bridgeport and Canaryville. But most residents commute elsewhere for work (15,176), and the majority of people who work in the study area commute from other neighborhoods or towns (4,482) (Map 2.9). Given the high concentration of residents who commute by automobile, the daily flow of commuters into and out of the study can lead to traffic congestion, wear and tear on roads, and lengthy commute times.

Most commuters are traveling relatively modest distances to and from work every day. 60.5 percent of workers coming to the study area are commuting from within the City of Chicago, while 69.1 percent of Bridgeport and Canaryville residents are commuting to jobs also located within the city limits. Moreover, 70.5 percent of Bridgeport and Canaryville residents are commuting fewer than 10 miles to work each day, while 62.3 percent of study area workers have commutes of fewer than 10 miles.

**Table 2.19 Employment Location of Study Area Residents, 2015**

By Employment Location	Count	Percent
Chicago	10,916	69.1
Outside of Chicago	3,944	24.9
Less than 10 miles	11,147	70.5
10 to 24 miles	3,057	19.3
25 miles or greater	1,604	10.2

Source: U.S. Census Bureau, Center for Economic Studies

**Table 2.20 Residence Location of Study Area Workers, 2015**

By Residence Location	Count	Percent
Chicago	3,095	60.5
Outside of Chicago	1,596	31.2
Less than 10 miles	3,184	62.3
10 to 24 miles	1,245	24.3
25 miles or greater	685	13.4

Source: U.S. Census Bureau, Center for Economic Studies







# Parks and Open Space

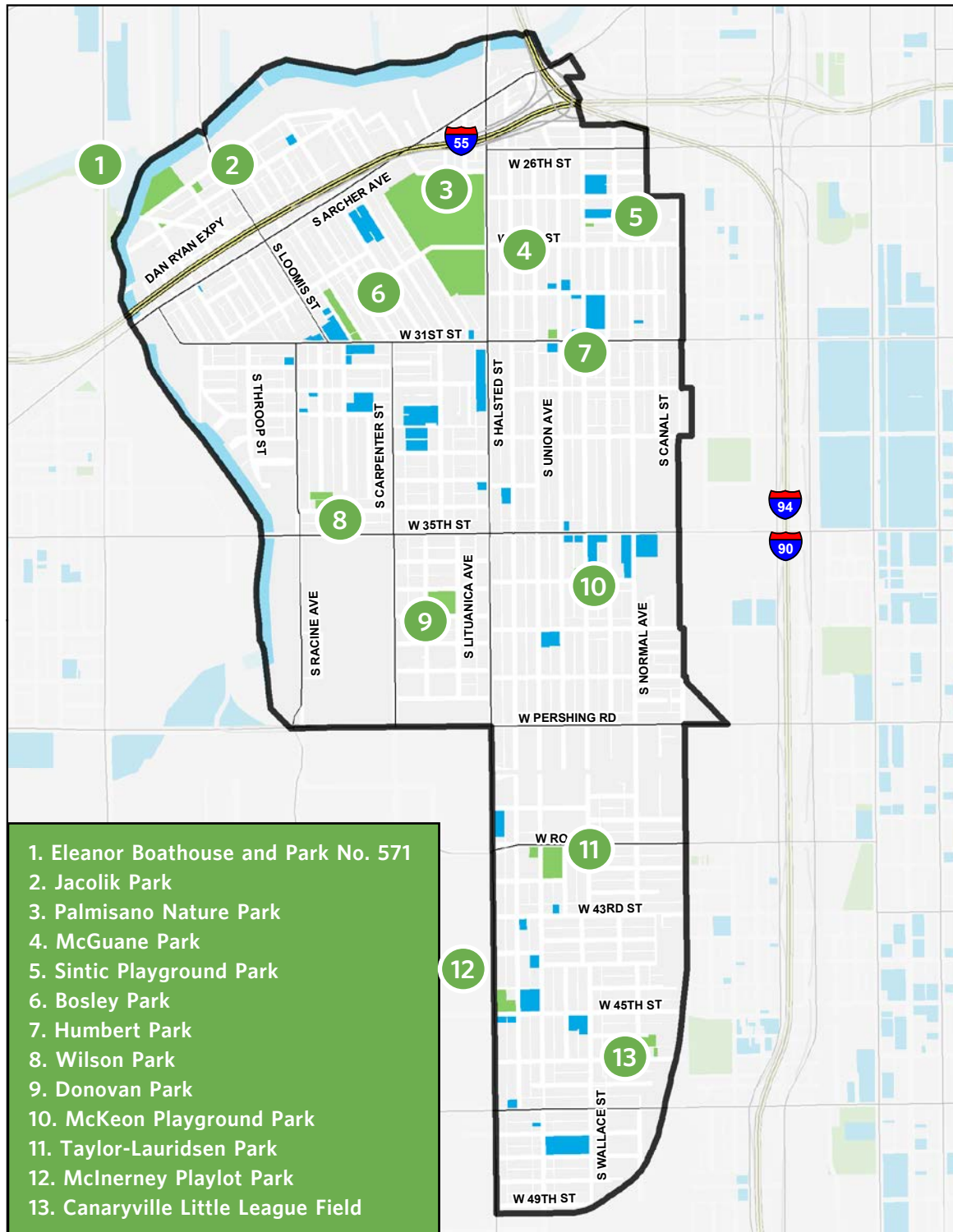
Parks and local open space contribute to neighborhood aesthetics, environmental sustainability, and quality of life for residents of all ages. Bridgeport and Canaryville offer 16 different parks and open spaces of varying sizes and intended use. Many of these spaces, such as McGuane Park and Taylor-Lauridsen Park, are frequently used for organized youth sports and community recreation. These communities are also home to many “pocket parks” located on residential streets that provide playgrounds for young children. Additionally, several community parks include indoor community facilities that house programmed events.

In addition to community parks, the study area also has a number of public open spaces that combine natural habitat and vegetation, providing opportunities for outdoor recreation that can be difficult to come by in dense, urban areas. The largest open space in the communities, Palmisano Park, features a jogging path, native-planted prairie, and stocked fishing pond. This 27-acre space also features a large hill frequently used for sledding in the winter months. Similarly, the Eleanor Boathouse at Park No. 571 provides public access to the Chicago River and Bubbly Creek for non-motorized boating.

Though these communities have many opportunities to enjoy parks and open spaces, there are fewer total acres of community green space in Bridgeport and Canaryville when compared to the City of Chicago. There are currently 1.4 acres of green space per 1,000 residents in the study area, compared to 3.9 acres per 1,000 residents in the City of Chicago.

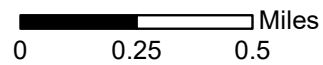
LEFT: Palmisano Park

Map 2.10 Local Parks and Open Space



**Bridgeport and Canaryville Study Area**

- Study Area Boundary
- Institutional
- Open Space
- Water



Source: Chicago Metropolitan Agency for Planning, 2018.

## Natural Environment

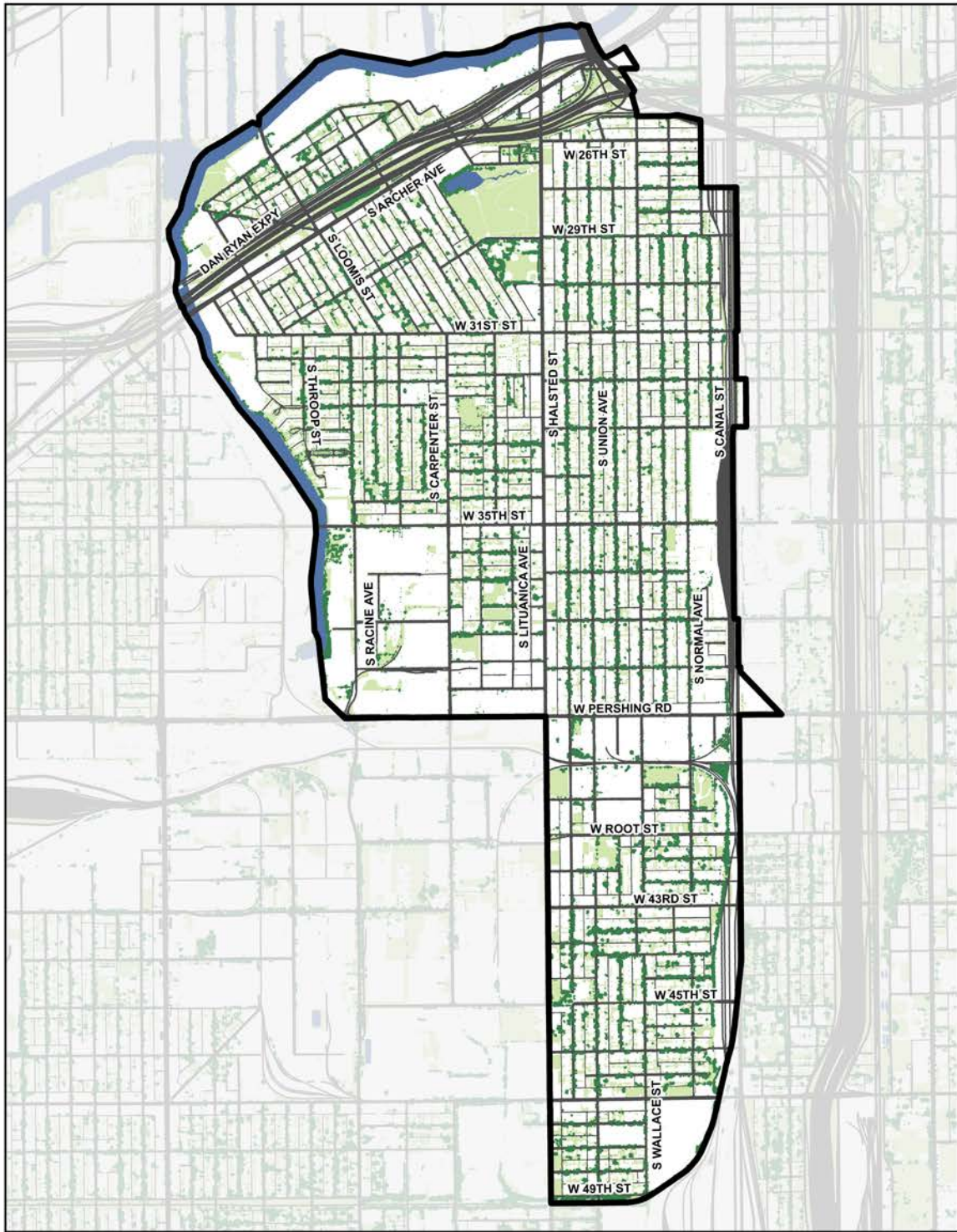
Although often overlooked, natural resources are among the most important assets in Bridgeport and Canaryville, as well as across the broader Chicago Region. These resources provide a number of ecosystem services, such as clean air and water, habitat and biodiversity, flood control, and climate regulation, among others. Additionally, the natural environment contributes to community character and enhances quality of life. Bridgeport and Canaryville's natural resources exist within a larger network of water and land resources and the community's plans, policies, and development decisions should work in concert with these assets to achieve a sustainable and livable future.

## Green Infrastructure

A full and healthy street tree canopy contributes to improving aesthetics, traffic calming, air quality, and neighborhood walkability. Neighborhood trees and other porous surfaces can also help increase drainage from storm events and help mitigate the urban heat island effect.

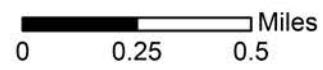
Map 2.11 shows the tree canopy in Bridgeport and Canaryville. Though most residential streets are well-shaded, larger thoroughfares such as Halsted Street, 31st Street, and 35th Street lack ample street trees. This map also shows an abundance of large, paved surfaces around the periphery of the neighborhoods, which is mostly due to the presence of industrial uses in these areas.

Map 2.11 Urban Tree Canopy



**Bridgeport and Canaryville Study Area**

-  Study Area Boundary
-  Grass/Shrub
-  Roads/Railroads
-  Tree Canopy
-  Water



Source: Chicago Metropolitan Agency for Planning, 2018.



## Waterways

The Chicago River and Bubbly Creek have a substantial impact on Bridgeport. While historically notorious for its pollution, better stormwater management throughout Chicago and the north suburbs has led to cleaner water in the South Branch of the Chicago River and begun to attract housing developers, residents, anglers, and boaters to its banks. The recent construction of the Eleanor Boathouse at Park 571 is also encouraging activity on the banks and on Bubbly Creek itself. A riverside path runs along a small section of the creek, between approximately 32nd Place and the Chicago Maritime Museum just north of 35th Street. Some residents have advocated for the extension of the path up to Park No. 571 (or beyond) to make more of the riverbank accessible to the community as an amenity for all.

## Combined Sewer System

The City of Chicago maintains a combined sewer system, which collects both sanitary and stormwater in the same pipe system. The City's combined sewers collect runoff and wastewater from Bridgeport and Canaryville that flow into larger pipes (interceptor sewers) maintained by the Metropolitan Water Reclamation District (MWRD). These pipes eventually connect to MWRD's Tunnel and Reservoir Plan (TARP), where wastewater is held until it can be treated at the Stickney Water Reclamation Plant before being safely discharged into the Chicago Sanitary and Ship Canal. During heavy storms when the combined sewer system fills up, wastewater is diverted to combined sewer overflow (CSO) outfalls along the river. Fifteen of these combined sewer overflow outfalls are located within Bridgeport and Canaryville along the Chicago River and Bubbly Creek (Map 2.12). While water quality has improved, combined sewer overflows still impact the health, aesthetics, and recreational use of the river.

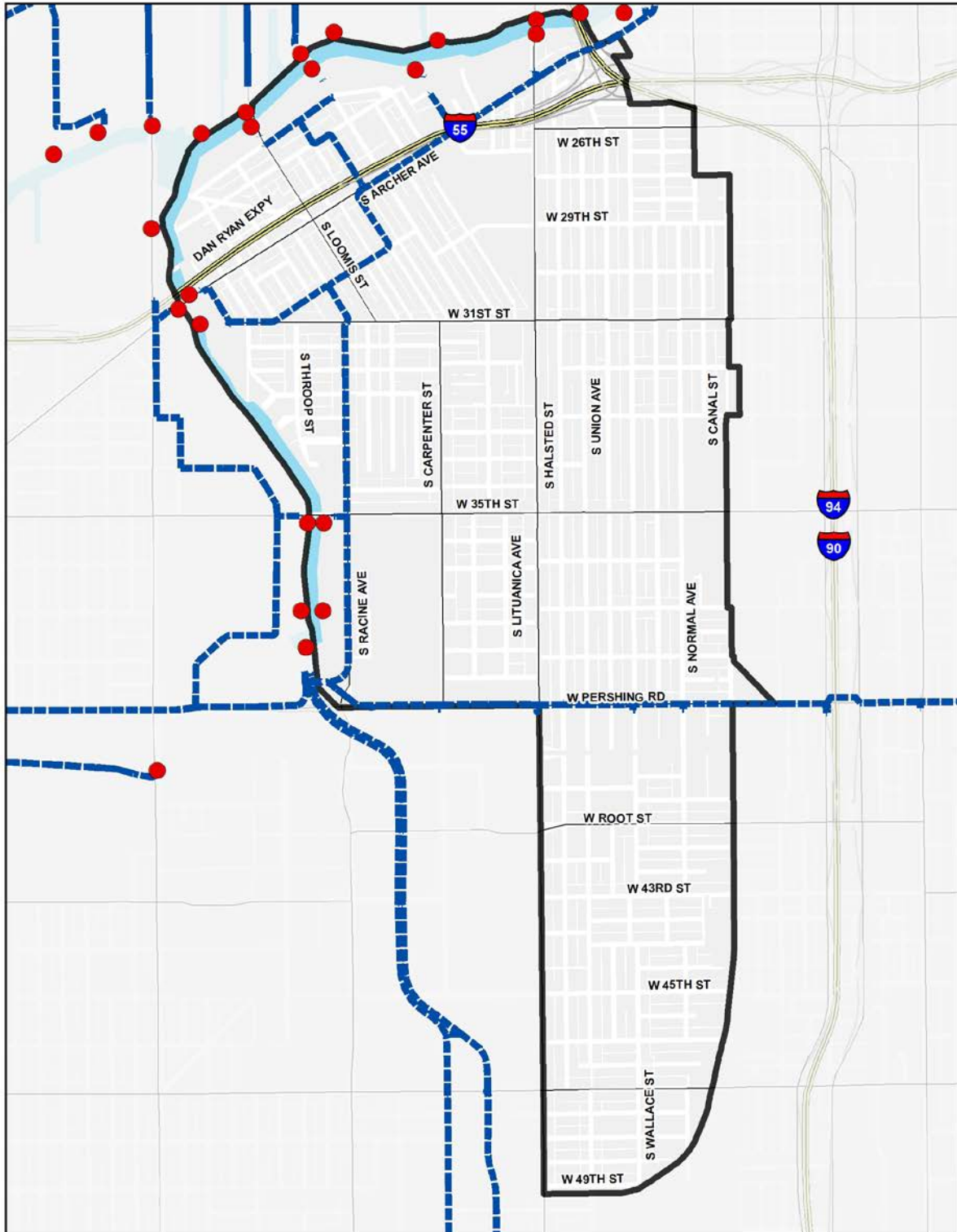
## Water Source and Supply

The Chicago Region's water supply has always been central to its economic prosperity and may play an even larger role in years to come. The City of Chicago's Department of Water Management provides Lake Michigan water to Bridgeport and Canaryville.




## Climate Resilience

Climate change has already begun to affect the Chicago region and will continue to bring more frequent and intense storms, increased periods of extreme heat and cold, and longer droughts. These impacts could reduce quality of life, cause damage to private property and public infrastructure, and even lead to loss of life. Vulnerable populations in Bridgeport and Canaryville, such as low-income or elderly residents, may be disproportionately burdened by future climate impacts if they do not have access to safe and comfortable living conditions during periods of extreme heat or cold, or do not have the financial resources required to rebound from flooding or other storm-related property damage.

Map 2.12 Storm and Sanitary Sewer System



**Bridgeport and Canaryville Study Area**

-  Study Area Boundary
-  Combined sewer overflow (CSO) outfalls
-  MWRD Interceptor Sewers

0 0.25 0.5 Miles



Source: Chicago Metropolitan Agency for Planning, 2018.







# Section 3 Previous Plans





This section provides a summary of plans, reports, and studies relating to the Bridgeport and Canaryville neighborhoods. The Priorities Plan builds upon the relevant portions of these plans and utilizes their research and recommendations.

## Chicago Park District Master Plan (2017)

In 2017, the Chicago Park District published its first citywide master plan to guide its long-term direction and impact. The plan discusses the organization's history, mission and values, capital improvement plan, programming, and facility inventory.

The largest section is devoted to CPD's 2016 Land Acquisition Plan, which outlined priorities for land acquisition in each of Chicago's 77 Community Areas, based upon two main criteria. The first was whether residents lived within a half mile of a park (about a 10 minute walk), and the second was whether there were at least 2 acres of open space per 1,000 residents. This analysis found that residents in the Bridgeport Community Area live within a half mile of a park, but the Community Area has only 1.68 acres per 1,000 residents. Meanwhile, not only do residents of the New City Community Area (which includes Canaryville) live within a half mile of a park, the Community Area exceeds the acreage criteria, with 2.31 acres of open space per 1,000 residents. Accordingly, the plan concludes that the addition of open space in the Bridgeport Community Area should be a priority, while there is no need to pursue open space acquisition in the New City Community Area at this time.

## Our Great Rivers (2016)

In 2016, the Our Great Rivers Plan was created under the guidance of a diverse leadership commission and resource group, comprised of experts from varying fields. The plan consists of broad strategies aimed at improving the entire river system of the region, but also includes several initiatives that would, if implemented, directly benefit Bubbly Creek and the South Branch of the Chicago River which border the study area. For example, the plan envisions the creation of "parks in rivers," where non-navigable portions of the river are converted into recreational spaces for fishing, kayaking, bird watching, enjoying nature, and wildlife preservation. Bubbly Creek is listed as a potential location to implement this idea, which would additionally serve the purpose of supporting the recommendations of the Bubbly Creek Remediation Plan prepared by the U.S. Army Corps of Engineers (discussed on page 45).

The plan also recommends construction of a new pedestrian bridge connecting the neighborhoods of Bridgeport and McKinley Park at the mouth of Bubbly Creek, along with the attraction of a mixed-use development on the McKinley Park side and the creation of a water-taxi stop. The implementation of these recommendations, especially given the added benefit of the nearby Orange Line Ashland Station, has the potential to create a prime location that could attract many people to the area.

## Bubbly Creek Ecosystems Restoration Feasibility Study (2015)

In 2015, the U.S. Army Corp of Engineers (USACE) Chicago District released the Bubbly Creek Ecosystem Restoration Feasibility Study, aimed at restoring “the function of approximately 44 acres of scarce backwater and swamp habitat including channel, wetland, and riparian zones in order to improve Bubbly Creek’s biodiversity.”

The comprehensive study identifies lack of structural habitats, still water, and impaired substrates as hindrances to Bubbly Creek’s ecological recovery, even as its water quality improves. The study evaluates several remedial strategies, ultimately recommending the placement of new sediment, removal of invasive plants, reintroduction of native plants, and installation of wood debris. These changes would provide habitat, allowing native wildlife to return, and improve the appearance of the water and banks while avoiding negative impacts on surrounding communities and businesses.

The plan was released for public comment in April 2015. One of the comments alerted the USACE that there was an ongoing remediation effort at a former gas plant along Bubbly Creek. USACE policy did not allow the study to continue while remediation efforts are continuing. The press release states that the study may continue after the completion of the site remediation activities, but it is unclear when that may be.

## Chicago Neighborhoods 2015: Stockyards (2015)

Chicago Neighborhoods 2015 was a research project conducted by the Chicago Community Trust that analyzed the built environment of different “districts” throughout the city, identifying existing assets and opportunities for further planning. Bridgeport and Canaryville were included in the “Stockyards” district. This area is found to be increasingly diverse in terms of ethnicity and employment. While it still has a high number of industrial jobs, there are a growing number of residents who make their living in the retail, restaurant, and urban farming industries. Artists are also a new but growing presence in this area, which can be seen by the appearance of art centers and studios. Transportation, housing variety, and historical character are identified as the district’s best assets, and the report recommends that the communities pursue transit-oriented development. The report also highlights several challenges that community must address, including economic mobility, aging buildings, a struggle to increase safety, and a surplus of outdated industrial properties.

## Revitalizing Our Marketplace (2009)

As part of its Chicago Neighborhood Initiative, the Chicago Association of Realtors produced a Revitalizing Our Marketplace report on Bridgeport. The report's author examined existing conditions in the neighborhood, assessing its cleanliness, walkability, housing stock, traffic patterns, accessibility to other areas of the City, business environment, and availability of certain services.

While the report highlights the high rate of vacant units, it concludes that Bridgeport has great potential to resume its revitalization and economic growth as the housing market rebounds. However, the author notes their surprise that more businesses are not in place to attract customers from crowds attending games and events at U.S. Cellular Field.

## Archer Avenue and Halsted Street Pattern Book (2008)

In 2008, the City of Chicago Department of Planning and Development created the Archer Avenue Street Pattern Book in order to promote the creation of an attractive environment on Halsted Street and Archer Avenue. The book identifies these two corridors as the “main streets” of Bridgeport and establishes a vision to guide private development in a way that is suitable to the neighborhood's existing character by providing recommendations in response to the following four design questions:

- What types of projects best fit the vision of the corridors?
- How should these various projects be designed?
- What scale of development is appropriate?
- How can design help reinforce the historic character?

The pattern book identifies six project types that should be encouraged along these corridors, such as mixed-use developments, townhouses, shopping centers, and small-box retail. For each of the six project types, the pattern book offers site planning and scale principles, along with photographs illustrating these principles. Overall, the design guidelines aim to preserve the neighborhood character, facilitate responsible development, create a vibrant street experience, and enhance pedestrian access.

The pattern book provides a map that indicates the recommended scale of development for each individual block along Archer and Halsted, aimed at guiding development in a way that maximizes benefits and minimizes negative impacts to the surrounding community. Another map identifies clusters of 48 historically significant buildings, providing specific design recommendations for each cluster intended to preserve and enhance the historic character of the neighborhood.



## Remaking an Historic Corridor (2006)

In 2006, the Chicago District Council of the Urban Land Institute (ULI Chicago) and the Campaign for Sensible Growth recruited a panel of experts that produced the Technical Assistance Report Remaking an Historic Corridor. The report focuses on Archer Street between Ashland Avenue and Canal Street, along the northern portion of the Bridgeport neighborhood.

Following research and intense public engagement, the panel developed seven recommendations addressing issues and opportunities in three main areas of concern: Transportation, Retail, and Marketing/Identity. These recommendations include implementing Complete Street strategies, highlighting historically significant buildings along the corridor, and generally improving the visibility, access, and attractiveness of the environment around the Halsted and Ashland El stations in order to increase usage, pedestrian traffic, and encourage transit-oriented development. The panel recommends increasing density to attract new retailers by renovating existing housing and constructing new housing units. They also recommend the adoption of B-1-3 and B-3-3 zoning classifications, as well as designating the corridor as a TIF district, to attract new development and fill in the corridor's streetwall. The report suggests that community identity and pride can be strengthened by establishing the corridor's gateways and key nodes. Last, the panel recommends the creation of the Bridgeport Historical Society to preserve and promote the many historic aspects of the neighborhood.

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# Section 4 Community Outreach



Engaging and gathering the input of key stakeholders and the general public in Bridgeport and Canaryville was vital to the development of the plan's analysis of existing conditions and future priorities. To better understand and address the needs and priorities of Bridgeport and Canaryville, a number of community engagement activities were conducted to gather public feedback. In addition to the ongoing input of community members serving on the project's Advisory Committee, this included conducting confidential interviews and focus groups with key stakeholders throughout the community and holding a very well-attended workshop for the general public at the Zhou B Art Center midway through the project. This section summarizes the main themes that emerged out of the entirety of outreach efforts.

# Community Outreach

## Economic Development

A recurrent theme was that the business environment of Bridgeport and Canaryville (especially Bridgeport) has not lived up to its potential. Whether compared to the past or to expectations, many felt that it was currently rather stagnant. Several longer-term residents yearned for the vibrant commercial activity along Halsted Street they remember being present in past decades, suggesting that commercial vacancies seemed to be increasing. Meanwhile, several of the more newly arrived (and often younger) residents observed that while dynamic businesses like Maria's Packaged Goods & Community Bar and the Duck Inn were assets that helped attract them to the neighborhood, they were hungry for new neighborhood businesses to support and enjoy (one person stated "I love Maria's, but you can only go there so many times a month!").

### ***Building on assets***

To assist with future economic development initiatives, many pointed to key existing assets of the community. One was the variety of vintage architecture found along Halsted Street, which many felt should not only be preserved but rehabbed—and retrofitter where necessary—to serve as attractive locations for new businesses. The Ramova Theatre and Stock Yards Bank Building are two buildings that have generated a wide variety of opinions, with some residents calling for their demolition but most seeing them as valuable architectural treasures that can be repurposed into key destinations for the community. The strong artist community in the neighborhood, particularly along Morgan Street, was also frequently mentioned as something unique that should not be overlooked.

### ***Considering new avenues to economic development***

There seemed to be a willingness to consider new avenues to economic development, as long as it does not damage the special character of the community. One example of this was an openness to new moderately sized multifamily housing in the immediate vicinity of busier intersections and transit, in order to bring more potential customers into the neighborhood. Indeed, some business owners contemplating expanding or opening new businesses indicated that they needed to wait until the base of potential customers living in the neighborhood grew. Several residents and business owners thought that the moratorium on businesses serving alcohol should be revisited in a responsible manner.

### ***Help with opening a new business***

Many business owners and other stakeholders suggested that the process for opening a new business should be easier and more transparent. Sentiments expressed were that the steps one needs to take are unclear, especially for immigrant entrepreneurs, for whom language can be an additional hurdle. Similarly, a number of business owners and entrepreneurs are unaware of existing grant and incentive programs that could provide the assistance needed to expand their businesses or start a new business venture. Community member suggestions included: workshops, trainings, or even implementing a Small Business Development Center to provide information on Small Business Improvement Funds and other grant and assistance programs. While there was appreciation for the assistance provided by the South Loop Chamber of Commerce, there seemed to be broad agreement that the community was not achieving its economic development potential. Several suggested the need for a community liaison specifically devoted to helping potential business owners navigate the steps necessary to open a business in the neighborhood, as well as provide guidance to current business owners who want to expand their businesses.



### ***Workforce Development***

Many residents expressed a desire for more job and vocational training programs located within Bridgeport and Canaryville. Several cited a lack of opportunities for workforce training, ESL, and GED classes within the neighborhoods that would allow them to develop professional skills. A number of stakeholders mentioned leveraging local institutions, such as Tilden High School, as community gathering spaces for evening and weekend classes.

### **Housing**

Many residents cherish the “family, neighborly, and small town feel” of Bridgeport and Canaryville, often pointing to its neat-and-tidy residential streets lined with a variety of historic homes. While single family homes account for only 29 percent of residences in Bridgeport and Canaryville, and 46 percent of residences are owner-occupied, it appears that many residents and other stakeholders assume that most housing in the community is composed of single family homes and owner-occupied units. Older residents typically exhibit a strong preference for single family homes, but many younger residents seek more choices, including options that are less traditional for these neighborhoods, such as larger scale mixed-use developments (with buildings that combine stores or restaurants with apartments or condominiums).

### ***Openness to multi-family housing in busy commercial areas***

While there was broad agreement that the character of traditional, smaller scale residential streets should not change, a wide spectrum of residents and other stakeholders indicated an openness to larger scale, multi-family housing, if it is located in busy commercial areas and, especially, near transit. But in interviews and input provided at the open house, several people suggested that greater attention should be paid to ensuring high quality design standards for new housing developments in the community.



Community Open House at Zhou B Art Center

### **Home affordability and rehabilitation**

Many owners in Bridgeport feel that the housing market has begun to recover from the crash of 2008 but this is less so in Canaryville. There seems to be a general consensus that both neighborhoods remain a relatively affordable place to live. Although displacement seems to be less of an issue in these neighborhoods, some concerns about rising property taxes and rents seem to be emerging. A few stakeholders claimed that downzoning was a significant threat to affordability in the area, and many people commented in interviews and at the open house that they believe new developments should be required to include some affordable housing. Others sought assistance for homeowners looking to rehab their homes (which would be a benefit to property values throughout the area) or retrofit them to serve the growing population of elderly residents.



31st Street Bus crossing Halsted Street

## Transportation

Input from residents and other stakeholders indicates that while many residents tend to drive because they see it as the most convenient way to get to their work outside of the neighborhood, there is a general consensus that the area is relatively well-served by transit options. Most seemed to consider the ease of access to the nearby Orange and Red Line stations to be reasonable, if not ideal.

### **31st Street Bus**

A few stakeholders were critical about the service hours and route of the 31st Street Bus Pilot Program. Some believe that the current service hours, 10 am to 7 pm weekdays (with scheduled arrivals spaced 30 minutes apart), do not serve the primary transit needs of residents traveling earlier or later in the day. Similarly, some contend that the current route (between the Ashland Orange Line station and just east of Martin Luther King, Jr. Drive) is also limited. These stakeholders, joined by a few other advocates of the bus route, believe that the current service fails to serve the full needs of residents, particularly Chinese-American residents in the community, and therefore discourages ridership.

### ***Cycling***

There seemed to be general agreement that cycling in the area is decent, but concerns about safety remain. As is the case in most communities, cyclists and non-cyclists tend to view the problem of safety differently. Cyclists tended to view it as a problem of infrastructure and facilities, calling for additional bike lanes—preferably protected bike lanes along Halsted and Archer—in the community. Some noted that biking is difficult for east/west travel, especially due to railroad viaducts along the eastern boundary of this plan’s study area, suggesting that new bike lanes along 31st Street and 35th Street would help. Cyclists tend to prefer north/south travel—although some believe an unbroken safe route to downtown is needed. Meanwhile, several residents who drive but do not bike in the community noted that cyclists disobey the rules of the road and need to be properly informed of safety practices. Some contended that bike routes are inappropriate for major streets such as Halsted, and should be rerouted to residential side streets that have less automobile traffic.

### ***Walking***

Many residents reported walking as a primary means for getting around the community. Judging from their input and the comments of many others, it seems that the viaducts that many cyclists find problematic are even more unpleasant for pedestrians, who feel highly unsafe traveling through these dark and unpleasant passageways. Others felt that high-traffic corridors, such as Archer Avenue, created unsafe walking conditions and were very difficult to cross safely. In addition, several residents and other stakeholders noted that better sidewalk repair and maintenance was needed, and in some areas sidewalks need to be added to fill in gaps.

## **Parks and Open Space**

Residents deeply appreciate the community’s existing parks, especially Palmisano and McGuane in Bridgeport and Taylor-Lauridsen in Canaryville, but see a need for more open spaces and indoor facilities devoted to recreational uses, especially in Canaryville. Palmisano was consistently described as a beautiful park with a unique design, great for walking, jogging, and ideal for parents who want their young children to have an opportunity to get some fresh air and run around.

But many comments focused on the heavy use of the facilities at McGuane and highly oversubscribed Chicago Park District programs, observing that this was an indication that the community needed additional capacity to meet the recreational needs of residents. Several persons connected this to the larger issue of there being few things for teens and pre-teens to do around Bridgeport and Canaryville. Another community stakeholder memorably observed that Chicago Park District programs are one of the few opportunities for the many young people to connect and interact with other young people in the community.



Basketball courts at McGuane Park

One of the most popular ideas was the creation of dedicated dog parks, especially in existing parks and in central locations such as along the Halsted Street commercial corridor. Not only were dog parks mentioned by several stakeholders in interviews, largely as an asset for young professionals and families, but at the community open house “dog park” received more votes than any other idea (in response to a question asking what would make the community’s green spaces better).

Community gardens were also seen as an opportunity for Bridgeport and Canaryville, especially to make good use of vacant lots in the area and perhaps supply healthy vegetables to schools in the community.

Several stakeholders saw the Chicago River as a great opportunity for the communities. Some proposed that the Eleanor Boathouse at Park 571 could be an anchor for a new riverfront park running south along the eastern shoreline of Bubbly Creek, connecting down to the Chicago Maritime Museum. Additionally, it was suggested that Chicago’s Water Taxi service, which currently terminates a bit north of Bridgeport at Ping Tom Park in Chinatown, could be extended in the future down to this proposed riverside park—along, perhaps, with the extension of the Chicago Riverwalk (which is already planned for extension down to Chinatown). Above all, residents and other stakeholders want to see continued improvement in the environmental quality of the Chicago River.

## Cultural Assets and Community

Residents, business owners, and other stakeholders are especially enthusiastic about the cultural assets and sense of community of Bridgeport and Canaryville, with several indicating that this is what most attracted them to the area and what keeps them there. The breadth and depth of the community’s assets are impressive, and residents take great pride in them. At the project’s open house, residents identified a long list of important community assets in addition to the many assets already identified and mapped by the project team.

Along with this enthusiasm, residents often expressed the opinion that more could be done. One of the most visible assets—the Chicago White Sox—is clearly a source of community pride, but also widely viewed as a missed opportunity, due to what many see as a lack of connection between the organization and the communities. Several residents and other stakeholders pointed to the large amount of land dedicated to parking lots that serves as a physical divide between the White Sox’s stadium and the rest of Bridgeport. Many thought that the half-mile stretch of 35th Street between the stadium and Halsted Street is a natural opportunity for an attractive and exciting commercial corridor, which would better connect the many fans attending White Sox games to Bridgeport’s many restaurants and other businesses. Several business owners in Bridgeport disclosed that they thought the White Sox organization could do much more to promote Bridgeport’s businesses to their fans and wondered whether the White Sox realized that doing so could strengthen their ticket sales, since many fans want more than the stadium experience. Drawing together all of these challenges and opportunities, many expressed some envy in regard to the Chicago Cubs relationship with Wrigleyville—although most underscored that they neither expected nor wanted Bridgeport to ever resemble Wrigleyville.



Two historic properties—viewed as important assets by most—received much attention. Some residents want the City-owned Stock Yards National Bank building on the edge of Canaryville to be retrofitted into a restaurant, others hope for a museum and memorial to firefighters killed in 1910 and 1935 Union Stock Yards fires—or both. A few residents indicated that they want it demolished. Similarly, while a few people don't think the Ramova Theatre in Bridgeport is worth saving, it appears that most believe that it is a beautiful and historic structure that should be restored and possibly retrofitted into an activity-generating anchor for the community. For both historic structures, the common ground among all opinions was a desire for decisions and progress to be made.

The community's unique concentration of artists and art institutions was repeatedly mentioned as an overlooked opportunity. A wide variety of stakeholders suggested that creative potential of the local art community could be leveraged to invigorate and beautify Bridgeport and Canaryville, as well as aid in promoting the neighborhoods to non-residents. Some business owners discussed ways in which they have collaborated with local artists, but thought that a more comprehensive, coordinated effort was just waiting to be initiated, perhaps as part of future economic development planning and activities. Public art, particularly along the viaducts, was frequently mentioned as an opportunity to engage and collaborate with local artists.

Throughout the community engagement process, one of the most frequent observations was that there are few, if any, events that bring the whole community together. As many stakeholders observed (and the data supports), the community's residential population has become much more diverse in recent decades, yet most events in the community are limited to isolated segments of residents. Stakeholders saw potential for a few new events that would bring the community's diverse residents, business owners, and others together.

On a similar note, several people observed that while the community boasts an easygoing neighborhood feel, it lacks a central gathering space like Giddings Plaza in the Lincoln Square neighborhood (which was often cited as a potential model to aspire to). While there were different opinions as to where such a community gathering space should be located, most thought that it should be along Halsted Street, with many agreeing that areas adjacent to the Richard J. Daley Chicago Public Library at Halsted and 34th Street had potential. Several stakeholders suggested that new community-wide events could serve to test or even launch a new community gathering space.



Historical Surface Rail Car Lines



# Section 5 Recommendations





This priorities plan is the first planning project to comprehensively assess the challenges and opportunities of Bridgeport and Canaryville. It is clear that these communities could benefit from a wide range of planning projects, aimed at addressing future needs and investment priorities—for their commercial corridors, residential areas, public infrastructure, transportation assets, and parks and open space.

But the most effective next step for Bridgeport and Canaryville will be to focus on economic development along the Halsted Street commercial corridor. While this is the highest priority, Bridgeport and Canaryville should also pursue a few key action items in the near-term.

LEFT: Walking path along Bubbly Creek.

# Primary Recommendation

## Develop an economic development corridor plan for Halsted Street

Longtime residents remember Halsted Street as a bustling and flourishing commercial district, while many newer arrivals consider the corridor to be disappointing and not meet their needs. Although opinions are diverse, there is consensus: the corridor has the potential to be much more than it is today.

An economic development plan for the Halsted Street corridor would bring together local officials, business owners, residents, potential investors, and other stakeholders and provide them with a clear vision for the future of the corridor, well-defined and achievable goals, and practical strategies to get there. It would be a guide for future efforts and decisions that affect land use, transportation, housing, urban design, historic preservation, branding and marketing, streetscape improvements, and community gathering sites within the corridor.

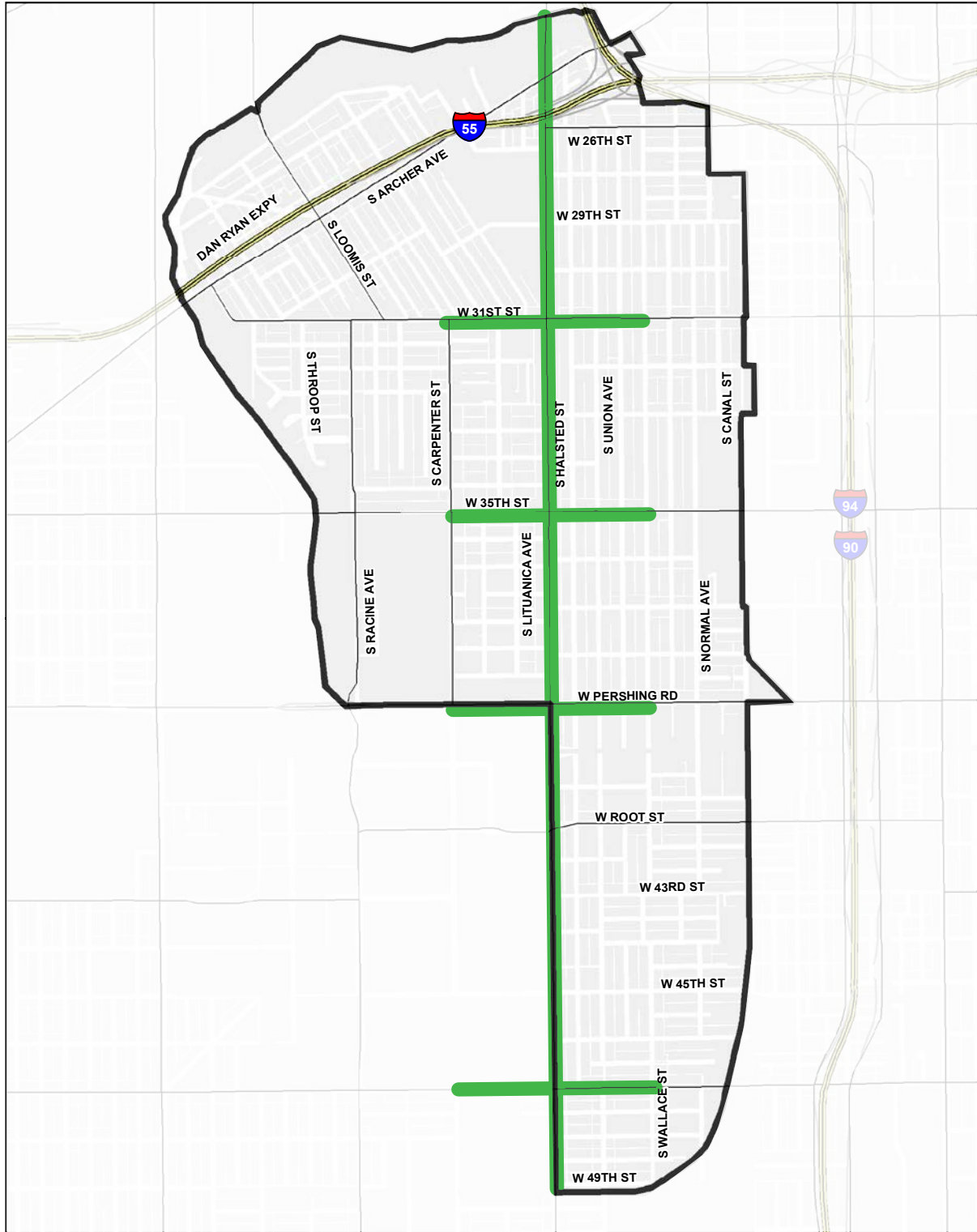
For the plan to be meaningful—and its recommendations feasible—it will be essential to conduct a market analysis of the corridor and commercial areas assessment as part of the plan.



### *Planning area:*

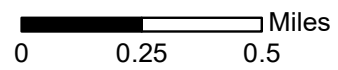
The plan should focus on economic development along Halsted Street, bounded by Archer Avenue at the northern end and 49th Street at the southern end, and key intersecting east-west commercial corridors. The plan would not focus on adjacent residential areas, most of which are among Bridgeport and Canaryville’s strongest assets in their current state. Therefore, CMAP recommends limiting the eastern and western boundaries of the planning area to a single lot depth in either direction from Halsted. The exception would be along key intersecting east-west commercial corridors—31st Street, 35th Street, Pershing Road, and 47th Street—where the eastern and western boundaries of the planning area would extend a quarter mile in either direction from Halsted Street. (See map 5.1)



Map 5.1 Economic Development Corridors



-  Bridgeport and Canaryville Boundary
-  Economic Development Corridors



Source: Chicago Metropolitan Agency for Planning, 2019.

### *Specific priorities for the plan:*

## Create a vision for the corridor's image, identity, and character.

While the Halsted Street corridor is already the center of commercial and retail activity in Bridgeport and Canaryville, many would like to see it become grander and more cohesive. The plan should engage the community to define its vision for the corridor's image, identity, and character. Overall, the goal should be to enhance the corridor's unique sense of place, by seeking ways to build upon its historic architecture and character, celebrate community diversity, and attract more visitors, all contributing to a more vibrant and bustling district.

Some examples of specific strategies include:

- Clearly marked gateway entrances to Bridgeport and Canaryville along the Halsted Street corridor, perhaps in conjunction with the creation of gateways in key locations outside of the planning area, such as near Guaranteed Rate Field.
- Informative, attractive wayfinding signage that directs visitors to major landmarks (such as Guaranteed Rate Field and the Stockyards), parks and recreation opportunities (such as Palmisano Park), churches, cultural attractions (such as art centers and galleries), and longstanding community institutions (such as Maria's Packaged Goods and Community Bar).
- Strengthening the community relationship with the Chicago White Sox to further support economic development efforts along Halsted Street by leveraging the proximity to Guaranteed Rate Field.

- Further aesthetic enhancements to the corridor's streetscape to make it more comfortable and inviting by continuing to invest in decorative lighting, pavers, bollards, uniform trash bins, and benches, as well as landscaping and street trees.

In addition to these infrastructural improvements, the identity of the corridor can be strengthened by reviving historically significant buildings and assets in the community. Many residents and other stakeholders want to renovate the 90-year-old Ramova Theatre, perhaps into a 1,000 seat live performance venue or movie theater space, restoring it as a community landmark and anchor that could stimulate economic development in this central section of the corridor.



Ramova Theatre, 1930  
Photo courtesy of Dan O'Brien

### Attract more retail and restaurant options.

According to a retail gap analysis, while the study area draws in some customers for miscellaneous retail uses and unique foods, Bridgeport and Canaryville are losing over \$210 million in retail and food to surrounding communities, including the Lower West Side Community Area (Pilsen), New City Community Area (Back of the Yards), and McKinley Park. The Halsted Street corridor plan is an opportunity to turn this around, meeting the needs of current residents as well as providing options for other local consumers, potential newcomers, and visitors alike.

There is a strong need and desire to attract retail and restaurant options that reflect the different preferences and price points of area residents. Suggestions included family-friendly restaurants, natural food shops, upscale restaurants, bakeries, coffee shops, breweries, grocery stores, bookstores, clothing stores, a theater, and other recreational uses such as arcades and family entertainment centers.

In addition to updating the retail gap analysis for the entirety of the study area, an economic development corridor plan should also include a detailed market analysis of the key corridors to create a base assessment for the local market. An economic corridor plan should also update and maintain a comprehensive inventory of available commercial spaces in the corridor, including amenities available at each site.

**Table 5.1 Retail Gap Analysis: Bridgeport Canaryville Study Area and Surrounding Areas, 2018**

	Bridgeport/Canaryville	McKinley Park	New City	Lower West Side
Total Leakage/Surplus	-\$210 million	\$39 million	\$37 million	\$307 million
<b>Top Surplus Categories</b>				
	<b>Miscellaneous Store Retailers</b> \$65 million	<b>Food &amp; Beverage</b> \$83 million	<b>Clothing &amp; Accessories</b> \$48 million	<b>Food &amp; Beverage</b> \$156 million
	<b>Specialty Food</b> \$29 million	<b>General Merchandise</b> \$18 million	<b>Food &amp; Beverage</b> \$38 million	<b>General Merchandise</b> \$105 million
	<b>Home Furnishings</b> \$4 million	<b>Food Services &amp; Drinking</b> \$4 million	<b>Building Materials</b> \$14 million	<b>Clothing &amp; Accessories</b> \$42 million
<b>Top Leakage Categories</b>				
	<b>Motor Vehicle &amp; Parts Dealer</b> \$71 million	<b>Motor Vehicle &amp; Parts Dealer</b> \$25 million	<b>Motor Vehicle &amp; Parts Dealer</b> \$42 million	<b>Motor Vehicle &amp; Parts Dealer</b> \$51 million
	<b>General Merchandise</b> \$70 million	<b>Gasoline Stations</b> \$4 million	<b>Gasoline Stations</b> \$11 million	<b>Health &amp; Personal Care</b> \$9 million
	<b>Food &amp; Beverage</b> \$26 million	<b>Nonstore Retailers</b> \$3 million	<b>Nonstore Retailers</b> \$7 million	<b>Electronics &amp; Appliances</b> \$8 million

\*Leakage/Surplus Factor presents a snapshot of retail opportunity: a positive value represents 'leakage' or retail opportunity outside the study area, and a negative value represents 'surplus' of retail sales where customers are drawn in from outside the study area.

Source: ESRI Business Analyst, 2018.

## Support and leverage the community of artists and entrepreneurs.

The plan should identify effective strategies to support and leverage the growing community of artists and entrepreneurs in Bridgeport and Canaryville. The study area is home to well-known art centers, such as the Bridgeport Art Center and the Zhou B. Art Center, along with the Jules F. Knapp Entrepreneurship Center nearby at the Illinois Institute of Technology.

The plan should explore opportunities for partnerships that can help provide supportive services for entrepreneurs (such as helping with the launch and expansion of businesses, technical assistance and training for entrepreneurs).

Other partnerships can assist the creation of new studio and gallery space for artists throughout the community, by identifying vacant or underutilized spaces along Halsted and other commercial corridors that could temporarily serve as pop-up gallery or event spaces, as well as working with parks, libraries, and schools in the community that could showcase the work and become potential partners for neighborhood artists. This will help to activate some of the isolated or underutilized spaces in Bridgeport and Canaryville, and enhance the overall vitality of the area.

There may also be opportunities to leverage City of Chicago resources, such as the Neighborhood Opportunity Fund, which offers grants to strengthen commercial corridors on the South Side of Chicago. This fund could support cultural projects such as theaters, music venues, and art galleries in eligible areas in Canaryville, such as Halsted Street from Root Street to 49th Street and 47th Street from Halsted to the rail tracks located about four blocks to the east.

## Promote development in Canaryville.

Since 2013, all new developments in the study area have been located in the Bridgeport neighborhood. The plan should specifically encourage new development in the Canaryville neighborhood, particularly along its east-west corridors, such as Pershing Road, 43rd Street, and 47th Street.

Canaryville has assets and strengths which should be highlighted. In addition to high levels of traffic along Halsted, between 250,000-300,000 vehicles travel on nearby Interstate 90/94, which has exit/entrance ramps on Pershing Road, 43rd Street, and 47th Street. The Canaryville neighborhood also boasts community institutions that draw plenty of employees and visitors, including the entrance to the Union Stockyards (also site of large employers such as Aramark and Lakeshore Beverage), various schools (Graham Elementary, Tilden High School), the Canaryville Public Library, the Stockyard Station branch of the United States Postal Service, and entrance to the commercial district in New City (with Fairplay Grocery Store, Family Dollar, and Walgreens).

Another form of development that would benefit Canaryville is the development of new parks and recreational spaces for local youth, students, and older adults that live in or frequent the area. There are a number of larger vacant sites along 47th Street and other corridors that could be transformed into destinations that could serve as centers for the community and boost the area's vitality.



## Incorporate community transportation assets in economic development efforts.

Bridgeport and Canaryville's transportation assets should be leveraged to support economic development initiatives along the Halsted Street corridor. For public transit, the area boasts CTA stations along the Red Line at 35th Street and 47th Street and along the Orange Line at Halsted and Ashland, and several CTA bus lines. It is bordered by Interstate 90/94 and Interstate 55. The area is in close proximity to major employment hubs including the Loop, Midway Airport, and the UIC Medical District.

Many stakeholders identified transportation amenities and the community's location as its most attractive assets. The plan should identify effective strategies to capitalize on this advantage. Yet there are still opportunities to improve accessibility and all modes of transportation in the community, especially in ways that benefit local businesses along Halsted and the area's other commercial corridors. Therefore, the plan should examine the relationship between transportation improvements and the economic competitiveness and vitality of the corridor, perhaps as part of the plan's market analysis and commercial areas assessment. Through recommendations for smart transportation improvements, the plan can help Bridgeport and Canaryville build upon and enhance one of its greatest strengths.



Community Open House at Zhou B Art Center

# Near Term Implementation Recommendations

In addition to pursuing a comprehensive economic development plan for the Halsted Street corridor, which will be a longer-term process, opportunities exist to make improvements in the near-term to improve economic vitality and quality of life in Bridgeport and Canaryville. The following recommendations provide immediate actions that the community can pursue now. Though these recommendations are smaller in scope than a full corridor plan, they also address key concerns brought up by local stakeholders and community members, and are designed to use minimal resources from local officials and staff members, easing the difficulty of implementation.

## Increase the capacity of the South Loop Chamber of Commerce

Chambers of commerce play an important role in the attraction and retention of local businesses. They act as a business network and additionally serve the interests of a local economy by advocating for the business community and providing technical assistance. Some key services chambers of commerce can provide include local demographic and market research, developing and maintaining development guidelines, and organizing community events that promote local businesses.

The South Loop Chamber of Commerce already provides a number of valuable services to the business community in Bridgeport and Canaryville. However, many local entrepreneurs—especially those from the immigrant community—are unaware of what services the South Loop Chamber of Commerce can provide to assist them in starting a new business in the community. To better cultivate new business in the community, the South Loop Chamber of Commerce should pursue training opportunities with local experts, which will increase staff capacity and expertise, allowing them to expand services and make their services more accessible. The South Loop Chamber of Commerce should identify facilitators that can provide training for their staff in topics including marketing and branding, businesses attraction and retention, and securing funding resources, among others.

A recommended first step for the South Loop Chamber of Commerce is to maintain an up-to-date inventory of vacant parcels and commercial spaces. The Chamber should collaborate with local elected officials, business representatives, property owners, and local realtors to create and maintain an inventory of commercial properties. The square footage, former uses, available amenities, parking availability, and purchase price or rent costs should be included to help match properties with business investors.



Halsted Streetscape

## Get expert advice on housing and retail development

Many stakeholders expressed a desire to see an increase in both housing and retail development in Bridgeport and Canaryville, provided that it does not threaten the existing character and feel of the neighborhoods. To achieve the right balance, Bridgeport and Canaryville should seek expert advice to ensure future development in the area is in line with broader community goals.

Local officials should work with CMAP to obtain the guidance of experts, who are available to provide advice on appropriate housing and retail development, tailored to the needs of Bridgeport and Canaryville. Typically, this is in the form of an expert discussion panel, composed of industry professionals who provide valuable insight on existing barriers to development while identifying the specific types of opportunities stakeholders should pursue to attract new development. In addition to conversation and discussion, these panels yield a public report that outlines the panel's key findings and future recommendations.

### ***Homes for a Changing Region Panel***

Specific to housing, the Homes for a Changing Region coalition is well-positioned to examine the challenges that face Bridgeport and Canaryville and map out a path forward. The coalition is a partnership between CMAP, the Metropolitan Mayors Caucus, Metropolitan Planning Council, and the Illinois Housing Development Authority.

In addition to helping communities identify what mix of housing they will be need to provide to prosper in the

future, Homes for a Changing Region also focuses on the needs of current residents, providing recommendations aimed at ensuring that current residents can afford to live in their community for years to come. A Homes for a Changing Region panel would be an important complement to an economic development corridor plan for Halsted Street. For economic development in the Halsted Street corridor to be successful and a benefit for all residents, housing strategies must be concurrently considered. The Homes for a Changing Region process can help explore opportunities to increase housing choice through well-designed housing options at varying price points along the Halsted Street corridor.

### ***Urban Land Institute Developer Panel***

To address retail development and business retention, CMAP has often convened developer panels in partnership with the Urban Land Institute (ULI). These are designed to be an impartial analysis, which provide realistic, timely assessments for what types of retail development will be successful in specific communities in the current market. A developer panel will help identify key sites for commercial development and pair them with appropriate markets, ultimately providing detailed steps to attract business investment in the immediate future. Upon completion, ULI produces a descriptive report that summarizes the panel's process. This report would include key findings from the market analysis, detail specific types of developments that would be appropriate for the study area, and identify key stakeholders who can contribute to economic development efforts.



Bridgeport Welcome Sign



## Utilize public spaces for community building events

Community events provide residents with opportunities to interact and build a sense of camaraderie with their neighbors. These gatherings can also promote and market a community’s character, identity, and “brand,” often helping local businesses prosper. They can also help define public spaces that serve as centers of the community.

With their rich cultural diversity, thriving artist community, and deep local history, Bridgeport and Canaryville are well situated to benefit from community events, both large and small. Throughout engagement efforts, the unique diversity of the area was frequently mentioned as one of Bridgeport and Canaryville’s greatest assets. Broad support was expressed to see events such as block parties and food events that celebrate community culture. In underutilized public spaces of Bridgeport and Canaryville, the community should seek opportunities to host events that are highly visible, welcoming and inclusive, and fun.

In addition to providing more community events in Bridgeport and Canaryville, there are opportunities to expand existing events and hold them more frequently throughout the year. For example, while the Sunday City Farmers Market is a valued event for both community and economic development, it is currently only offered on eight Sundays in the summer. Holding the farmers

market more frequently and expanding its current participation will attract additional visitors to Bridgeport and Canaryville and provide a boost to the local economy.

Location can be everything. Currently, the Sunday City Farmers Market is held in the parking lot of Antique Taco on the corner of 35th Street and Morgan Street. In addition to this existing space, community members suggested community events could be held at the public plaza north of the library and the cul-de-sac at Halsted and 32nd Street.

To better understand typical site requirements needed to hold community events, Bridgeport and Canaryville should convene the stakeholders and business leaders that are currently active in implementing existing events. Additionally, the local business community should be surveyed to accurately gauge the interest of participation in community events, which will help ensure sites are selected that can adequately support demand. These efforts should be completed in concert with the South Loop Chamber of Commerce.



Canaryville Welcome Sign

## Evaluate potential areas to expand community green spaces

Though residents were quick to highlight community parks as a strong asset, many expressed a desire for more open community green space. At present, community parks are heavily utilized for organized athletics and casual recreation, both very popular for community members. However, demand currently exceeds supply as Bridgeport and Canaryville, when considered collectively, offer only 1.4 acres of green space per 1,000 residents, a figure much lower than the City of Chicago’s average of 3.9 acres per 1,000 residents. This figure is also much lower than the minimum 2.0 acres per 1000 residents recommended by the Chicago Park District.

Additionally, much of this green space is accounted for by larger areas featuring native wildlife plantings including Palmisano Park and portions of Taylor-Lauridsen Park. Many residents expressed that, though they still see these spaces as great assets for the community, they would still like to see additional park spaces that can accommodate organized athletic events and practices.

Local officials and community stakeholders should evaluate opportunities and effective strategies to expand open community green space. With much of these neighborhoods fully developed, it is recommended that efforts focus on the transformation of larger vacant areas in Canaryville, including sites along Halsted Street and 47th Street.

Any evaluation and coordination should be done collectively with the Chicago Parks District, as well as local interest groups such as the South Branch Park Advisory Council, which serves as the primary advisory body for Park No. 571. It is also recommended that thorough community outreach be conducted when evaluating areas to ensure that any potential park space best serves the needs of community members.



Fieldhouse and Nature Garden at Taylor-Lauridsen Park



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The Chicago Metropolitan Agency for Planning (CMAP) is our region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a new long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See [www.cmap.illinois.gov](http://www.cmap.illinois.gov) for more information.