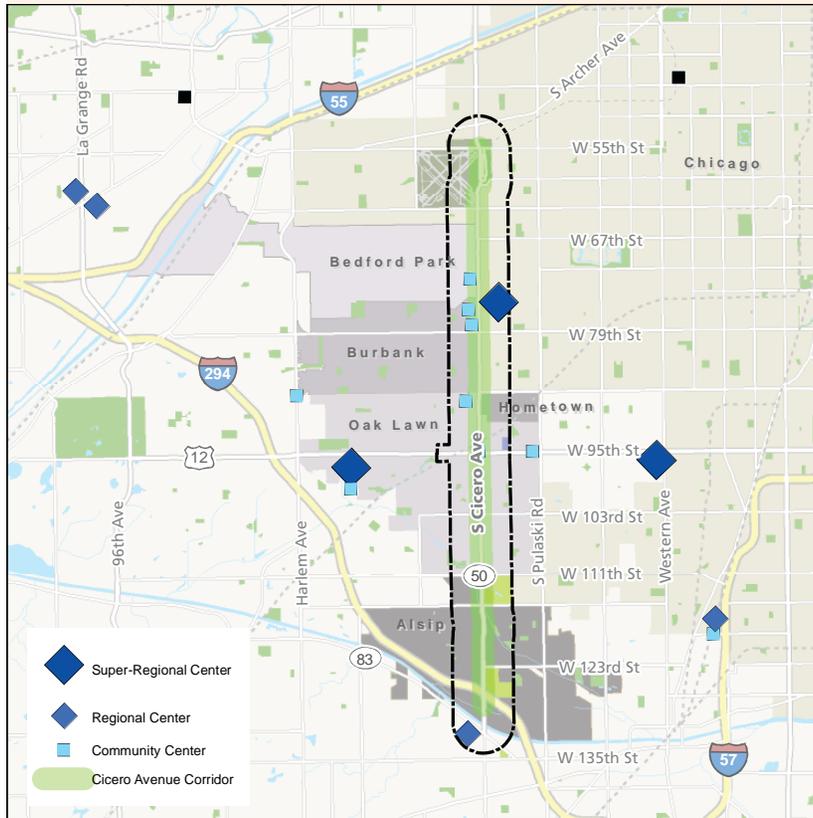


# Land Use & Market Conditions

**Map 2-1 Regional Competitive Retail Landscape**



## Retail Market Conditions

Cicero Avenue is a major retail corridor with multiple retail centers of varying scales. Competing regional and community retail centers (Map 2-1) include the Rivercrest Shopping Center in Crestwood to the south, Evergreen Plaza Mall to the east, and multiple shopping centers on Harlem Avenue to the west.

The northern portion of the Corridor is heavily influenced by Ford City Mall and includes several big-box retailers and power centers ranging from department stores to home improvement centers. Anchored by the mall, the shopping area has a regional draw and a much broader market area than the southern portions of the Corridor. However, much of the retail space, while functional, is older and could be improved to enhance the physical profile of the buildings. Towards the middle of the Corridor, the retail character changes to smaller, more neighborhood-oriented retail with grocery-store anchored shopping centers and specialty shops, including a wedding/special occasion cluster of retail and services along 95th Street within the Oak Lawn TOD node. There is also a small clustering of auto dealerships in Oak Lawn spilling over from the 95th Street Corridor along Cicero from 89th Street to 102nd Street. At the southern end of the Corridor, the Alsip Industrial node (north of the Cal Sag River) has some retail presence but is more oriented towards industrial uses and auto servicing and repair shops. In total, the market area surrounding the Cicero Avenue Corridor (the area, generally, between Central and Pulaski Avenues) has over 800 retail properties with 12.4 million square feet of retail space.

The Corridor's retail space, overall, is well occupied. According to CoStar, a nationally recognized commercial real estate database, retail vacancy in the Corridor Communities is estimated at 5.4 percent, which is considered to be favorable and in line with cyclical vacancy rates associated with tenant turnover. When broken down by node, retail vacancy ranges between 4.8 and 7.6 percent. However, there are locations and properties along the Corridor that have experienced some vacancy and underutilization issues.

There has been about 1.4 million square feet of new retail development in the Corridor Communities since 2000. This growth includes 460,000 square feet of development for Quarry Plaza, a new retail power center in Alsip and 400,000 square feet of new retail development in Oak Lawn. Much of the new retail development activity occurred prior to the 2008 economic downturn. According to CoStar property records, since 2009, new retail development in the Corridor Communities has slowed to about a tenth of its pre-recession rate; from 2000 to 2008, new retail development came online at an average rate of almost 150,000 square feet per year. From 2009 to 2012, that annual rate dropped to about 16,000 square feet per year, with no new development in 2010 or 2011.

## Chapter 2: Land Use & Market Condition (continued)

### Additional Retail Capacity

Because retail serves as the predominant land use along the Corridor, two approaches to evaluate additional capacity were conducted. A presence/absence analysis comparing the mix of retail to other comparable commercial corridors was completed to identify missing and under-represented uses along the Cicero Corridor. To supplement potential missing and/or under-represented uses, a retail leakage analysis was conducted to estimate potential expenditures that could support new retail along Corridor.

Using a presence/absence study using data from CoStar and ESRI Business Analyst, confirmed through fieldwork, certain categories of retail emerged as under-represented in the Cicero Corridor. There are relatively few gas stations along the Cicero Corridor, and interviews suggest that sites that can accommodate substantial convenience retail in addition to gas pumps will likely be more successful than smaller sites. Eating and drinking establishments are also under-represented in the Cicero Avenue Corridor. Field observations and interviews support the finding that restaurants, specifically full-service (non-fast food) restaurants, are under-represented and in high demand throughout the Corridor.

A comparison of retail corridors with similar characteristics (Table 2-1) further supports fieldwork findings about presence and absence of certain retail types. Cicero Avenue appears to have a lower overall density of retail and dining establishments than Torrence Avenue in Calumet City and Lansing, Illinois, a corridor that, like Cicero Avenue, is anchored by an indoor mall and is in a community with moderate median income. Cicero Avenue has about half the density of restaurants that Torrence Avenue has. In addition, clothing and accessory retail stores and department stores are relatively scarce in the Cicero Avenue Corridor in comparison with Torrence Avenue. Cicero Avenue does have a relatively similar density of retail to the LaGrange Road Corridor in Orland Park, which is a much smaller retail corridor. There are a large number of clothing retailers at the Rivercrest Shopping Center immediately south of the Corridor, but there may be an opportunity to bring more mid-range, non-department store clothing and accessories retailers to the northern end of the Corridor.



A. Industrial Park B. Commercial C. Hospitality D. Residential



## Chapter 2: Land Use & Market Condition (continued)

**Table 2-1**  
**Retail Presence/Absence and Comparable Retail Corridors**

	Cicero Ave	LaGrange Road	Torrence Ave
Corridor Communities	Multiple	Orland Park	Calumet City, Lansing
2012 Median Household Income, Corridor Communities	\$51,239	\$80,585	\$43,103
Industry	Establishments Per Mile		
Automobile Dealers , Parts and Accessory Stores	3	1	6
Furniture Stores	2	3	1
Home Furnishings Stores	1	0	1
Electronics and Appliance Stores	2	2	8
Building Material and Supplies Dealers	2	1	2
Grocery Stores	2	0	1
Specialty Food Stores	1	0	3
Health and Personal Care Stores	4	3	13
Gasoline Stations	1	0	2
Clothing Stores	5	5	24
Shoe Stores	2	1	10
Jewelry, Luggage, and Leather Goods Stores	2	1	8
Sporting Goods, Hobby, and Musical Instrument Stores	2	2	5
Book Stores and News Dealers	0	1	1
Department Stores and General Merchandise Stores	2	0	9
Office Supplies, Stationery, and Gift Stores	1	2	3
Used Merchandise Stores	1	0	1
Other Miscellaneous Store Retailers	1	1	3
Drinking Places (Alcoholic Beverages)	1	0	0
Restaurants and Other Eating Places	14	14	26
<b>Overall Establishments per Mile</b>	<b>50</b>	<b>41</b>	<b>125</b>

Source: ESRI, SB Friedman



## Chapter 2: Land Use & Market Condition (continued)

An analysis of retail leakage within a five-minute drive of Cicero Avenue was completed. Retail leakage is a measure of consumer expenditures generated from local residents that are spent on goods and services outside of a given market area. While it is expected that consumers drive beyond a five-minute drive time to frequent the Corridor (particularly within the northern portion of the Corridor), the shorter drive time was selected as to avoid significant overlap with other retail corridors nearby.

Overall, the total retail sales within the Corridor exceed the spending capacity of local residents, which suggests that the Corridor draws visitors from beyond a five-minute drive, including those employed in or near the Corridor, visitors who travel to the Corridor to shop, and those who use the Corridor primarily for transportation. However, there are select retail categories (Table 2-2) for which local demand is underserved, suggesting that these types of retailers might be under-represented in the Corridor.

**Table 2-2**  
**Selected Retail Categories with Retail Leakage**

<b>Retail Category</b>	<b>Retail Leakage</b>
Motor Vehicle & Parts Dealers	\$61,188,662
Auto Parts, Accessories & Tire Stores	\$8,723,572
Home Furnishings Stores	\$2,404,627
Building Materials, Garden Equip. & Supply Stores	\$8,934,747
Lawn & Garden Equip & Supply Stores	\$5,952,522
Beer, Wine & Liquor Stores	\$2,320,428
Gasoline Stations	\$102,434,900
Clothing & Clothing Accessories Stores	\$9,448,930
Book, Periodical & Music Stores	\$7,695,003
Non-Department Store General Merchandise Stores	\$28,094,206

Source: ESRI, SB Friedman

Many of these retail categories already exist along the Corridor, and the level of consumer expenditure leakage does not necessarily indicate that additional retail outlets are needed. For example, clothing stores and home furnishings are likely to grow and increase sales as Ford City Mall works to increase its tenancy. However, there is substantial unmet local demand for gas stations in and around the Corridor, as well as motor vehicles and general merchandise. The expenditures in these particular categories appear to be large enough to sustain new stores. Available sites, adjacent land uses and neighboring retail character will influence the appropriate locations for this type of retail.

Overall, most of the retail categories along the Corridor are adequately represented. There is an opportunity to reposition the northern portion of the Corridor, including Ford City Mall and adjacent big-box retailers to strengthen its status as a regional or super-regional retail center. Other retail along the Corridor is primarily located in neighborhood or community retail centers. Reinvestment to improve the appearance and functionality of these retail centers is needed to preserve long-term competitiveness.



### Retail Market Performance by Relevant Activity Node

**Table 2-3**  
**Retail Market Summary by Activity Node**

Node	Total Square Footage	Vacancy Rate	Percent of Square Footage Built or Renovated 2000-2013
Midway Airport	1,120,238	7.19%	0.71%
Ford City Mall	4,341,100	4.79%	14.31%
Oak Lawn TOD	1,727,432	4.82%	13.50%
Oak Lawn Lifestyle Center	949,424	6.65%	21.03%
Alsip Industrial	2,388,118	7.36%	24.39%

**Source:** CoStar, SB Friedman

**Midway Airport.** Retail within the Midway Airport node consists primarily of fast food dining options, used car dealerships, and other auto servicing uses. While the retail node's square footage does not equate to a large share of total retail space along the Corridor, there are a number of older, smaller retail properties and commercial flex space (properties that can be used for retail or industrial/office) that are increasingly becoming obsolete. Building obsolescence has in part contributed to second-tier retail/service occupants (e.g., car title loan businesses) and higher vacancy within this node relative to other nodes within the Corridor.

The Midway Hotel Center, which contains nine national chain hotels with an average of 146 rooms each, has four sit-down casual restaurants, including a TGI Friday's, but these are internal to the Center and gated off from traffic along Cicero Avenue. Based on a comparison of uses in other major south suburban commercial corridors such as Torrence Avenue, the presence of Midway Airport, and traffic flow, additional restaurant use could be accommodated within this node.

**Ford City Mall.** By far the largest concentration of retail is in the Ford City Mall activity node, which has over one-third of all retail space in the Corridor, and relatively low vacancy - only 4.9 percent outside of the mall. The mall functions as a key anchor and has a regional draw from a broader area than its adjacent neighborhoods.

According to interviews with Ford City's property manager, the mall's estimated vacancy is approximately 25 percent, excluding the lower-level space. There is a marketing push to replace the mall's vacant retail anchors and improve the property aesthetics and access. Plans to refresh the property's exterior and add new parking lot lighting are currently underway. In a subsequent phase(s), additional interior renovations and new mall entrance configurations will be completed. Options to add new and/or reconfigured leasable area, particularly for free-standing retail buildings for uses such as grocery and fitness centers, are also being considered.

As Ford City re-tools, it is likely that its redevelopment will positively impact surrounding big-box and other retail within the balance of the node but may absorb other supportable retail uses that could locate in other nodes along the Corridor.

**Oak Lawn TOD.** Anchored by Advocate Christ Hospital and a cluster of wedding/special occasion retailers and auto dealerships along 95th Street and portions of Cicero Avenue, the Oak Lawn TOD node is another strong retail node within the Corridor with a vacancy rate of only 4.8 percent. Whereas the Ford City Mall node is primarily comprised of big-box retailers with a regional reach, the Oak Lawn TOD node is smaller in scale but still draws consumers from a much larger market area beyond its adjacent communities.

According to recent trends in the industry, auto dealership franchises are under increasing pressure to expand operations to accommodate more inventory on-site. While there have been several improvements to dealerships within the node in recent years, there may exist a need for franchisees to find larger or additional space to meet inventory standards of their individual dealerships.

**Oak Lawn Lifestyle Center.** The Oak Lawn Lifestyle Center currently has the smallest concentration of retail, with less than 950,000 square feet of retail. However, the redevelopment of the Stony Creek Promenade, anchored by Mariano's grocery store, will bring 101,787 square feet of new retail space to better balance the distribution of retail on the southern end of the Corridor.



## Chapter 2: Land Use & Market Condition (continued)

Flanked by an existing grocery store anchor at 103rd Street and the proposed Mariano's, the retail uses are typical neighborhood-oriented retailers and services, including gas stations, pharmacy, personal services and convenience stores. Many of the retailers are independent small businesses that occupy older strip center space. While much of the older space is well-occupied, there are one to two newer strip centers that have had difficulty leasing. It is possible that high asking rents in newer spaces may be contributing to slow lease-up when there are lower cost options available in the vicinity, particularly for independent retailers.

**Alsip Industrial.** While primarily comprised of industrial uses at the I-294 and Cicero Avenue interchange, the Alsip Industrial node has pockets of retail uses disbursed throughout the activity node; the mix of retail includes fast food options, gas stations, storage facilities, and several auto and transportation services uses. The most recent development, Quarry Plaza, contains a Home Depot, L.A. Fitness and small retail strip center. Inline and outlot spaces associated with the Plaza have remained unoccupied since the center opened in 2008. The inability to secure additional mid-box retailers is primarily due to the large retail presence just south of the Corridor in neighboring Crestwood where there is an agglomeration of big-box retail and clustering similar to that of Ford City.

### Office & Industrial Market Conditions

The presence of office and industrial space varies throughout the Corridor. Office is not a common use along the Corridor, with the exception of a growing concentration of medical office buildings (MOBs) near Advocate Christ Medical Center, the hospital on 95th Street near Cicero Avenue in Oak Lawn. Industrial uses are more common, with a major concentration of industrial space on the north end of the Corridor in Chicago and Bedford Park near the rail yard, and another on the south end of the Corridor in Alsip, near Interstate 294.

The vicinity of the Cicero Corridor has over 24.2 million square feet of office and industrial space. Many of these properties are older structures; only 5.5 percent of office and industrial properties have been built or renovated since 2000. Vacancy is around 6.9 percent,

lower than the 10.3 percent vacancy rate for the City of Chicago. According to CoStar, rents are comparable to those in the City of Chicago overall; rates range between \$4.91 per square foot for industrial gross rent and \$18.57 per square foot for average triple net office leases.

Since the recession, vacancy rates for office and industrial properties have been falling in the Corridor. However, there has not been a large volume of new development; positive absorption appears to be largely due to recovery from the recession. The only new office space built in the study area in the past 12 years has been medical office; there have been three medical office building construction projects, including an expansion of the Oak Lawn Medical Center.

### Office and Industrial Market Performance by Relevant Activity Node

**Table 2-4**  
**Office/Industrial Market Summary by Activity Node**

Node	Total Square Footage	Vacancy Rate	Percent of Square Footage Built or Renovated 2000-2013
Midway Airport	7,068,760	11.36%	5.50%
Ford City Mall	11,248,050	7.48%	20.79%
Oak Lawn TOD	465,372	1.14%	7.82%
Oak Lawn Lifestyle Center	567,278	5.26%	8.95%
Alsip Industrial	9,381,262	5.61%	7.26%

**Source: CoStar, SB Friedman**

**Midway Airport.** Major industrial centers in the Corridor are located in Bedford Park, and in Chicago directly east of Bedford Park along the Clearing Corridor. Industrial properties on the northern end of the Corridor benefit from access to the rail yards in Bedford Park. However, vacancy is much higher in the Midway Airport node than in the remainder of the Corridor. Average ceiling height is only 15 feet and average rentable area is 100,000 square feet. Interviews with industrial brokers indicate that many of these buildings along



the 65th Street/ Clearing Corridor in Bedford Park were built prior to 1960 and are functionally obsolete.

**Ford City Mall.** In the Ford City Mall node, 2.3 million square feet of office and industrial was built or renovated since 2000; this new construction consists primarily of industrial space in Bedford Park, which accounts for over half of new development of office and industrial space in the Corridor area. Newer or recently renovated industrial properties in Bedford Park are in demand; brokers indicate that vacancy is low and cyclical in these renovated properties, which are primarily used for warehousing.

There are 90 industrial properties in Chicago in or near the Corridor, many of which are in the Ford City Mall node. These include several large industrial anchors such as Solo Cup and Tootsie Roll. Chicago industrial uses include approximately 50 manufacturers, primarily in food and paper product industries, as well as over 30 wholesalers. According to the Bureau of Labor Statistics data, at the national level, many of these industries are projected to grow in output at an annual rate higher than the total for all industries.

Industrial properties in Bedford Park are primarily used for wholesale, and warehousing and storage. Both of these industries are projected to have annual output growth rates higher than the economy overall. Employment growth in the wholesale industry is expected to keep pace with the national economy, and employment growth for warehousing and storage is expected to outpace overall employment growth. The growing output and employment in many of these sectors at the national level suggests that they are likely to remain in business and may need to grow or expand in some areas. Currently, overall office and industrial vacancy in the Ford City Mall node is 7.46 percent, or just below the Corridor average.

**Oak Lawn TOD.** The expansion of outpatient and office buildings associated with the hospital will make the intersection of 95th Street and Cicero Avenue in Oak Lawn a major center of activity for healthcare services. Recently, there has been a surge in the construction of medical office buildings, outpatient surgical centers and diagnostic imaging facilities, both independent and affiliated

with the Advocate Christ Medical Center, in Oak Lawn. Gross rents in these new medical facilities can be as high as \$45 per square foot, and office/industrial vacancy is lowest (1.14 percent) in the Oak Lawn TOD node. Interviews with local real estate brokers indicate that there is still a high potential for growth of MOB's in this area as Advocate Medical Group continues to expand and buy physicians' groups.

**Alsip Industrial.** Whereas most industrial space in Bedford Park is used as warehousing, Alsip has larger, more modern industrial spaces and a higher number of manufacturing facilities, including industrial bakeries, printing shops and metal shops. In the Alsip Industrial node, overall industrial vacancy is 6 percent, with average ceiling heights comparable to those in Bedford Park, although average rentable area is around 55,000 square feet. The Alsip Industrial node is a major employment center, and appears to be functioning well despite limited new development. Many of the manufacturing industries located in Alsip are projected to have growing output in the next 10 years. Preserving this industrial center and finding opportunities for potential industrial expansion might be important considerations to support this economic base.

### Residential Market Conditions

As noted in Chapter 2, the residential character along Cicero Avenue is primarily composed of two- and three-flat walk-up apartment buildings, with single-family ranch housing surrounding the Corridor. Residential building activity in the area has been impacted by the recession and its aftereffects. In the early 2000s, housing development was booming; the towns of Alsip, Burbank and Oak Lawn granted permits for construction of over 1,700 units of housing from 2000 to 2008, 71 percent of which were for single-family housing. Large multifamily projects in Oak Lawn, Alsip and Crestwood accounted for over 27 percent of all housing units with permits issued during this time. In the post-recession, from 2009 to 2012, housing development slowed, with permits issued for 54 new housing units, many of which were in Burbank. Only one of these permits was for a large (five or more units) multifamily development.



## Chapter 2: Land Use & Market Condition (continued)

The performance of the housing market in the Corridor Communities has been relatively consistent throughout the Corridor. The rate of home sales has increased since 2007 in all Corridor Communities, particularly in Oak Lawn where the rate of home sales per year doubled from 2007 to 2013. Median sale prices are higher in Oak Lawn and lower in Hometown and Chicago (with the exception of attached housing in Hometown, which has a higher median sale price than attached housing in other communities). The median market time for listed houses was around three to four months through most of the Corridor, although market times were much lower in Hometown.

average household size is declining in these areas, and median age is increasing. It is likely that new types of housing will be needed to accommodate changes in demand resulting from these shifts, while marketing efforts may be important to maintaining demand for existing single-family housing to preserve home values. Any new residential development should focus on higher-density housing and smaller units, including an increase in senior apartments, to accommodate households with fewer children and more single adult households, and to allow older householders to remain in their communities. An interview with a residential broker in Oak Lawn suggests that the condo market is saturated, and in the wake of

**Table 2-5**  
**MLS Home Sales Data**

	Housing Type	Number of Listings	Median Time on Market (days)	Median Sale Price
Alsip	Detached	721	72	\$ 148,700
	Attached	369	93	\$ 95,000
Bedford Park	Detached	35	118	\$ 160,000
	Attached	0	N/A	N/A
Burbank	Detached	1384	84.5	\$ 155,000
	Attached	83	120	\$ 90,000
Chicago	Detached	6892	75	\$ 150,000
	Attached	620	78.5	\$ 78,500
Hometown	Detached	12	48	\$ 69,000
	Attached	308	65	\$ 103,250
Oak Lawn	Detached	2429	84	\$ 185,000
	Attached	500	115	\$ 45,000

**Source: MRED, SB Friedman**

As noted above, population in the Corridor Communities is projected to remain relatively stable through 2018, with small declines except the areas of Chicago that are adjacent to Cicero Avenue. However, the number of households is expected to grow somewhat in Alsip, Burbank, Chicago and Oak Lawn. A decline in population and growth in the number of households suggests a demographic shift;



the recession and resulting restrictions on mortgage lending, more investor-owners are buying condo properties in the area to rent. Residential development along the Corridor has been limited in recent years, and as the market recovers, increasing housing diversity may be an important consideration throughout the Corridor.

The high volume of traffic and adjacent major commercial and industrial uses all complicate housing development close to economic activity nodes. However, the need for increased housing diversity, including a range of housing types and residential densities, where appropriate, poses an opportunity for residential development along and near the Corridor. There is an opportunity along the Corridor to create residential development away from industrial areas but near improved transit nodes, and accessible to convenience retail.



Oak Lawn TOD Residential at Oak Lawn Metra Station



### Residential Market Performance by Relevant Activity Node

**Table 2-6**  
Residential Market Summary by Activity Node

Node	CoStar Multifamily Properties			ESRI Estimates, 2012		
	Number of Properties (No. Units)	Total Square Footage	Percent of Square Footage built or renovated since 2000	Total Housing Units	Vacancy	Owner Occupied
Midway Airport	36 (251)	260,774	3.09%	6,844	8.2%	55.7%
Ford City Mall	10 (334)	340,983	70.20%	7,184	5.4%	79.5%
Oak Lawn TOD	23 (302)	245,278	0.00%	9,259	5.9%	75.0%
Oak Lawn Lifestyle Center	18 (659)	605,021	0.00%	8,194	5.0%	80.6%
Alsip Industrial	37 (716)	662,272	0.00%	10,291	5.6%	71.0%

Source: CoStar, ESRI, SB Friedman

**Ford City Mall.** The Autumn Green senior community, located in the Ford City Mall node, has been the only major residential development in the Corridor since 2000.

**Oak Lawn TOD and Oak Lawn Lifestyle Center.** Oak Lawn is already positioning sites for residential mixed-use development. Townhomes, larger multifamily developments and senior housing are housing types that are under-represented in the study area. A potential future phase of the Stony Creek Promenade mixed-use development would include the construction of housing units.

## Chapter 2: Land Use & Market Condition (continued)

### Hotel & Entertainment Market

#### Conditions

The Midway Hotel Center in Bedford Park is the largest hotel and entertainment activity center in the Corridor. However, there are other hotel and entertainment establishments located throughout the Corridor and the Corridor Communities. According to Smith Travel Research, 16 hotels in the Corridor Communities have had increasing occupancy rates for the past five years, with annual averages growing from 63.2 percent in 2009 to 68.5 percent for 2013 through August. This may suggest that demand for hotels in the market area is sufficient to support the existing hotels but there is not overwhelming support further hotel development. Average daily rates have recovered somewhat from a low in 2009 of \$93.13 to a 2012 rate of \$104.99, with the year to date average as high as \$109.17.

Entertainment is not a common use in the Cicero Corridor. A sports complex with batting cages, go-karts and other activities is located in Alsip adjacent to the 115th Street Bridge, and Chateau Bu-Sche', a banquet facility, is another entertainment-oriented use in a less developed part of the Corridor. Additional entertainment facilities include a small movie theater at Ford City Mall and a bowling alley in Oak Lawn.



**Midway Hotel and Convention Center**



### Hotel/Entertainment Market Performance by Relevant Activity Node

**Table 2-7**  
Hotel/Entertainment Market Summary by Activity Node

Node	Number of Properties	Number of Hotel Rooms	Total Square Footage	Percent of Square Footage Built or Renovated since 2000
Midway Airport	10	1379	863,420	79.57%
Ford City Mall	4	237	282,260	19.77%
Oak Lawn TOD	3	242	159,690	0.00%
Oak Lawn Lifestyle Center	0	0	0	n/a
Alsip Industrial	4	316	194,049	0.00%

**Source:** CoStar, SB Friedman

**Midway Airport.** The Midway Hotel Center, located in Bedford Park at the intersection of Cicero Avenue and 65th Street, consists of nine national chain hotels with between 100 and 200 rooms each, most of which were built or renovated in the early and mid-2000s. The Hotel Center serves Midway Airport and is a major activity generator. There may be an opportunity to enhance the attractiveness of this center by developing complementary services and site improvements.

**Ford City Mall.** The AMC Movie Theater at Ford City Mall is not built to modern standards; it is relatively small and not visible from Cicero Avenue. However, interviews suggest that the operator of the movie theater is interested in investing in the property and renovating it to enhance its capacity and appeal. A modern movie theater could serve as an anchor for the mall and an entertainment center for the Corridor.

**Oak Lawn TOD.** Hotel and motel facilities located near the Advocate Christ Medical Center in the Oak Lawn TOD node provide services to families of hospital patients as well as other visitors. The area may benefit from additional or better hotel and motel offerings, but the current development emphasis on outpatient treatment centers may reduce the need for hotels to serve hospital users. As noted above, current hotel occupancy rates in the Corridor Communities suggest limited demand for additional hotel rooms.

**Alsip Industrial.** Chateau Bu-Sche', a banquet hall in northern Alsip, hosts a large volume of events, but the lack of adjacent commercial and entertainment uses suggest that it has limited spillover effect on other Corridor businesses. Another entertainment use in Alsip is the Fun Time Square complex, which includes go-karts, batting cages, paintball, mini golf and other entertainment facilities. A motel site farther south, close to the I-294 interchange, has been mentioned as a potential site for a small hotel development; however, as noted above, there may be limitations on demand for additional hotels in the Corridor Communities.



## Chapter 2: Land Use & Market Condition (continued)

### Incentives and Policies

#### Tax Increment Financing

Tax-increment financing (TIF) is an economic development tool that has been used by many Illinois communities to finance public infrastructure and redevelopment in “blighted” and “conservation” areas. Except for Burbank and Hometown, each of communities in the Corridor has created TIF districts within their municipal boundaries along the Corridor. There are currently 16 active TIF districts along the Corridor.

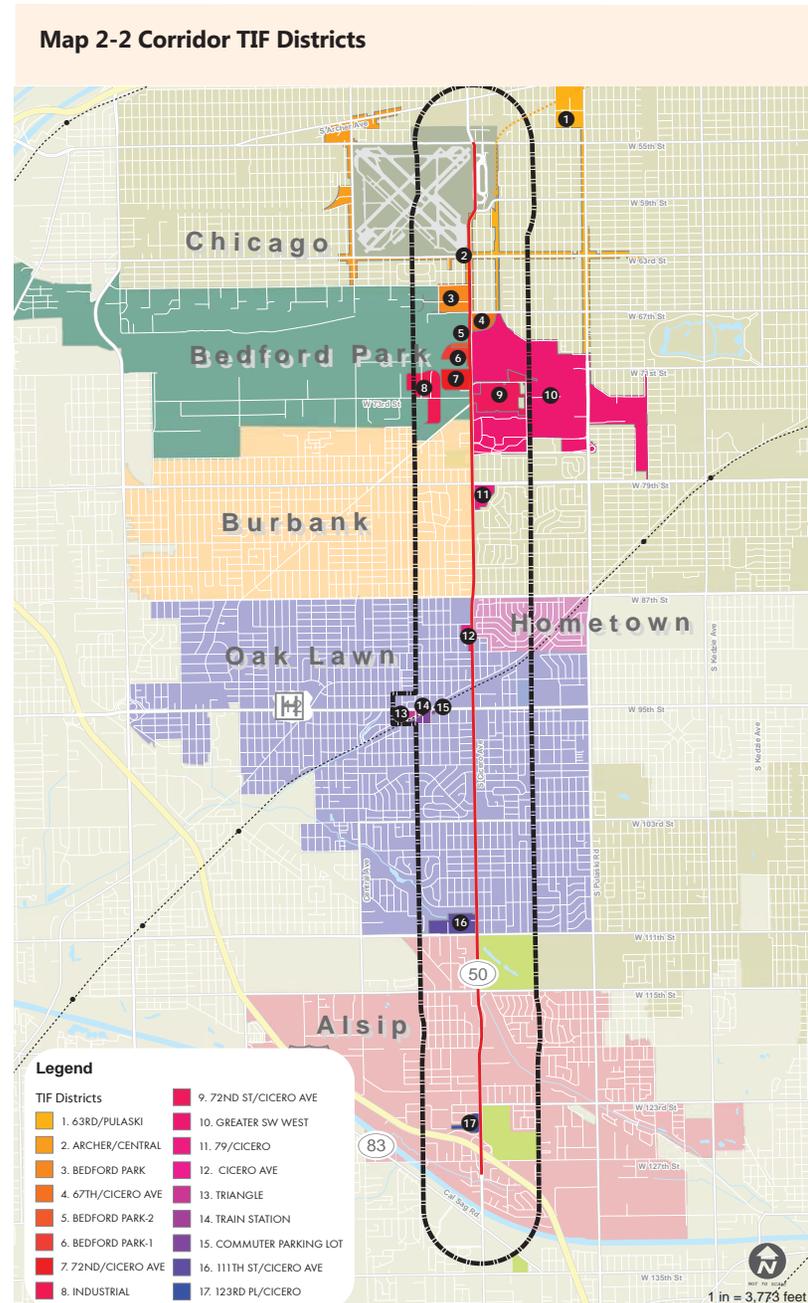
Bedford Park has created several TIF districts centered along Cicero Avenue, from 65th to 72nd street. All of these TIF districts are focused on commercial and industrial development and redevelopment, such as the Midway Hotel and Convention Center.

Chicago has established six TIF districts, all focusing on mixed use, corridor commercial development and industrial corridors. The largest TIF districts is the Greater Southwest Industrial Corridor (West) which includes the Ford City Shopping Mall.

Oak Lawn currently has two TIF districts along Cicero and four TIF districts along 95th Street focused on Transit-Oriented Development around the Oak Lawn SouthWest Service Line Metra station. A major development along Cicero is focused on the \$22 Million Stony Creek Promenade which is receiving assistance through the 111th St/Cicero Avenue TIF.

Alsip has one TIF district which is focused on commercial and industrial redevelopment along Cicero Avenue and I-294.

Focusing redevelopment within these 16 districts will assist the efforts to strengthen the economic viability of the Corridor.



## Chapter 2: Land Use & Market Condition (continued)

**Table 2-8  
Corridor Tif Districts**

Map ID	Annual TIF Report Name	Municipality	size (acres)	Designation Date	Expected or Actual Expiration	Balance Potentially Available (2013)
1	63rd/Pulaski	Chicago	199	5/17/2000	12/31/2024	\$6,274,800
2	Archer/Central	Chicago	144	5/17/2000	12/31/2024	\$2,176,500
3	Weglarz Hotel, 65th and Cicero Project	Bedford Park	45	12/29/1987	12/29/2018	\$7,048,662
4	67th/Cicero	Chicago	21	10/2/2002	12/31/2026	\$331,600
5	72nd and Cicero Area No. II	Bedford Park	4	4/1/1992	4/1/2010	N/A
6	71st and Cicero Area No. I	Bedford Park	18	4/1/1992	4/1/2010	N/A
7	Bedford City Square	Bedford Park	29	2/3/1992	2/3/2015	\$1,104,894
8	Industrial Clearing	Bedford Park	57	8/18/2008	8/18/2031	\$306,044
9	72nd and Cicero	Chicago	76	11/17/1993	12/31/2012	N/A
10	Greater Southwest Industrial Corridor (West)	Chicago	670	4/12/2000	12/31/2024	\$4,395,500
11	79th/Cicero	Chicago	20	6/8/2005	12/31/2029	\$614,500
12	Cicero Avenue TIF	Oak Lawn	8	7/9/2002	7/9/2025	\$418,192
13	Triangle TIF	Oak Lawn	11	10/10/1995, amended 12/11/2012	10/10/2029	N/A
14	Train Station TIF	Oak Lawn	2	4/22/2003	4/22/2026	N/A
15	Commuter Parking TIF	Oak Lawn	13	6/22/2004	6/22/2027	N/A
16	111th St and Cicero Ave TIF	Oak Lawn	41	8/16/2006, amended 12/11/2012	8/16/2040	\$17,272,313
17	123rd St and Cicero TIF	Alsip	14	5/1/2002	12/29/2025	\$472,783

**Source: State of Illinois-Comptroller, Cook County, City of Chicago, Village of Bedford Park, Village of Oak Lawn, SB Friedman**



