Zoning & Land Use Assessment

Productive Land Use Preliminary Findings

September 2025

Outcomes of focus

TOPIC	DESCRIPTION
Affordable Housing	Diverse and affordable housing options (subsidized, affordable, workforce/middle, market, luxury) are available in every neighborhood including for the job insecure and unhoused populations
Strong Business Corridors	Strong and vibrant business corridors with diverse business opportunities to support the economic needs and resiliency of every community
Limited Pollution Exposure	All neighborhoods feature low levels of pollution, taking into account cumulative impacts on overburdened communities
Accessible Public Transit Hubs	All communities feature public transit options that are convenient and reliable, and serve hubs with housing, businesses, recreation and other services
Productive Land Use	All land in communities is used productively, meaning beneficial to local residents and aligned with community needs
Available Groceries and Healthcare	Affordable grocery options and healthcare providers are accessible in all neighborhoods
Mitigation and Adaptation to Climate Change	All communities feature green infrastructure and energy-efficient building stock that both mitigates and adapts to climate change

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How do we define "productive"?

› **Productive land use does not have a universal definition.** Based on review of the literature and land use assessment tools, MPC identified density, mixed-uses, and access to infrastructure as key elements for the productivity of land use.

› **The goal is to create a structure that is flexible towards defining productive**. "Productive" land use can share the same characteristics while looking different in different communities across the city.

› **The data sources are large and messy and we are trying to be accurate and nuanced.** There will always be a level of "mess" that we must be comfortable with.

› **This outcome will pull together and identify intersections between the other outcomes.** We won't be going through a recommendations process but will utilize feedback from today to ensure this structure is informed by stakeholders.

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Example of the 3 dimensions

Responsive:

Land uses leverage available infrastructure.

Scaled:

Denser uses enable land to be use for things open space.

Vibrant:

A variety of uses that meet the needs of the community.

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June Feedback

> **Reduced emphasis on land use "diversity" –** There are places where land use diversity is helpful, and some where a concentration of certain uses is beneficial. We moved away from diversity alone as a measure of good land use, to assessing whether places are being used depending on the types of infrastructure they have access to.

> **Refining the Urban Services Index**

> > **Expanding indicators –** We doubled the number of indicators for infrastructure and public services, focusing on metrics that indicate quality versus just access.

> > **Less rigid geographies –** We moved away from a strictly parcel-level radii for measuring access and quality of infrastructure, to averages at the block-group level.

> **Informing breakout analyses**

> > **Single-Family Homes:** Important part of housing mix, but should not take up large amounts of space in high-infrastructure areas.

> > **Vacant Land:** Beneficial when able to be used by community, harmful both when unkempt and by reducing neighborhood activity.

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Dimension:
Vibrant

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Vibrant Components

❯ **Defining community needs:** We moved away from looking at solely land use diversity, but how land uses are in service of people's needs.

❯ Based on literature review and feedback from the June workshop around neighborhood preferences, we identified the following elements as what people need in their neighborhoods to meet their needs:

  ❯ Community Spaces: Gathering places, places of faith

  ❯ Education: Schools, childcare, libraries

  ❯ Food: Grocery, Cafes and Restaurants

  ❯ Health Services: Healthcare and pharmacy

  ❯ Housing: Affordable and diverse housing types

  ❯ Personal Services: Hair and nail salons, barbershop, gym

  ❯ Recreation: Open space, arts and culture

  ❯ Retail: Neighborhood retail, banking

  ❯ Transportation: Public Transit, Bike infrastructure

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Vibrant Components

❯ We'll utilize the other outcome research as "lenses" to be layered onto the productive land use analysis to understand how they interact with one another.

❯ From the list of community needs, there are areas we haven't examined in our research, and will think about ways to fill those gaps, listed below.

Topics in Outcome Research	Topics in PLU Analysis	Gaps
• Affordable housing • Business corridors • Healthcare and groceries • Healthy environment (Climate change, pollution exposure) • Transportation (public transit)	• Education, childcare, libraries • Transportation (bicycle, highway access) • Recreation (Open space, youth programming)	• Arts and culture • Community spaces • Neighborhood retail, banking • Cafes/restaurants • Personal services

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Understand the outcome

|	

Responsive: How does access to infrastructure vary across the city?	- Each portion of the city performs well for different types of infrastructure:
	
	  - Education: North, Northwest, and Southwest regions
	
	  - Transportation: Central, West, and North regions
	
	  - Neighborhood Amenities: Central, North, Southeast regions

Scaled: How is density distributed across the city?	- The highest-density areas are largely concentrated near the urban core, in the Central and North regions. - The densest portions of other areas of the city aren't as dense as those near the center.

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Responsive: Urban Services Index

> To understand infrastructure access across the city, MPC compiled an Urban Services Index representing access to Transportation, Education, and Neighborhood Amenities.

> This include publicly-controlled infrastructure and services that are likely to remain in their location.

> Based on feedback from June, we expanded the index to include additional measures flagged by stakeholders and more measures that assess quality of infrastructure, not just access.

> We will quickly review how we changed the index, and then high-level takeaways for each of the areas.

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Responsive: Urban Services Index Version 1

- **Transportation (3 points)**
  - CTA Rail – ¼ mile
  - CTA Bus – $\frac{1}{8}$ mile
  - Metra Rail – ½ mile

- **Education (3 points)**
  - Pre-K – ½ mile
  - K-12 – ½ mile
  - Post-Secondary – ½

- **Neighborhood Amenities (5 points)**
  - Library – ½ mile
  - Parks – ½ mile
  - Forest Preserve – ½ mile
  - Special Service Area – ½ mile
 - Neighborhood Business Development Center – ½ mile

Urban Service Index

- 2.5 - 3.9
- 4.0 - 4.8
- 4.9 - 5.5
- 5.6 - 6.4
- 6.5 - 7.9

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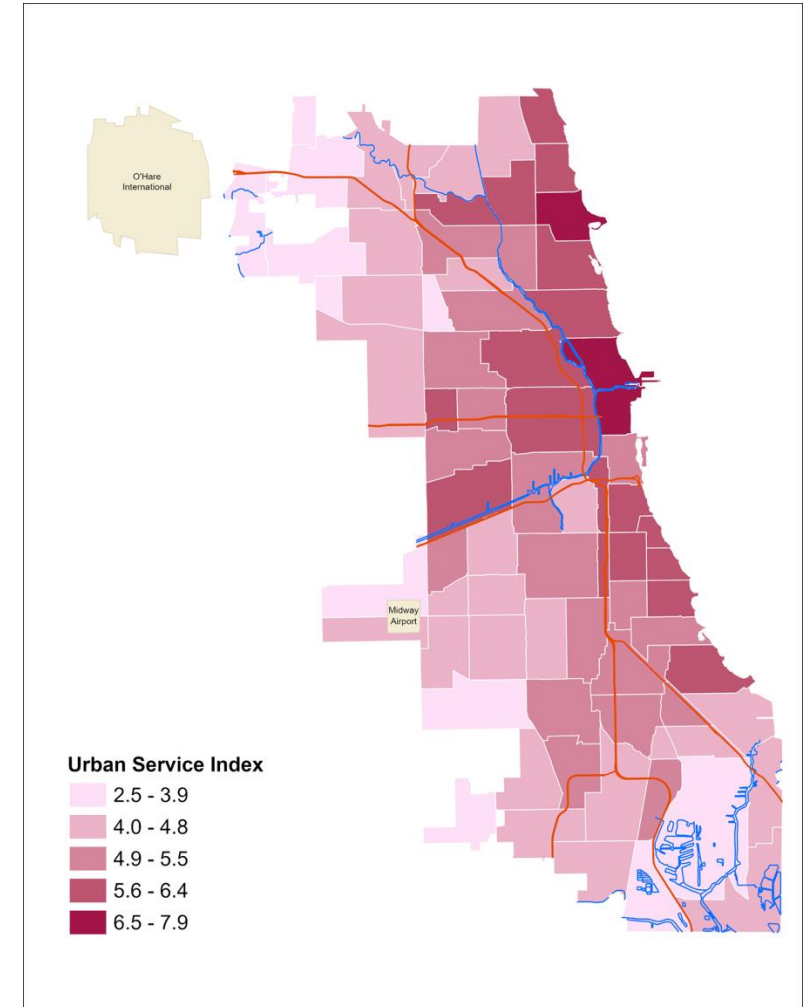
Responsive: Urban Services Index Version 2

| Category	Metric	Geography	Radius	Type	Score
	Responsive: Urban Services Index				
Education (6 Points)	Students traveling <15 minutes to school	Community Area		Quality	1
	Propertion attending Zoned or School in Region	Community Area		Quality	1
	Academic Variety (Arts, CTE, World Language)	Community Area		Quality	1
	Early Childhood Programs	BG Average	1/2 mile	Access	1.25
	K-12	BG Average	1/2 mile	Access	1.25
	Higher Education	BG Average	1/2 mile	Access	0.5
Transportation (6 points)	AllTransit Performance Score	Block Group		Quality	0.5
	Job Access by Transit	Block Group		Quality	1
	Bus Frequent Network	Block Group		Quality	1
	Divvy Bike Density	Block Group		Quality	0.5
	Protected Bike Infrastructure	Block Group		Quality	0.5
	Highway On-Ramp	BG Average	1/2 Mile	Access	0.25
	CTA Rail	BG Average	1/4 mile	Access	1
	Metra Rail	BG Average	1/2 mile	Access	1
	Pace Bus	BG Average	1/8 Mile	Access	0.25
Neighborhood Amenities (6 points)	Density of Youth Programming	Block Group		Access	1
	Park	BG Average	1/4 mile	Access	1
	Special Service Area	BG Average	1/2 mile	Access	1
	Library	BG Average	1/2 mile	Access	1
	Senior Center	BG Average	1 mile	Access	0.5
	Community Service Center	BG Average	1 mile	Access	0.5
	Cook County Forest Preserves	BG Average	1/2 mile	Access	0.5
	Neighborhood Bus. Development Center	BG Average	1/2 mile	Access	0.5

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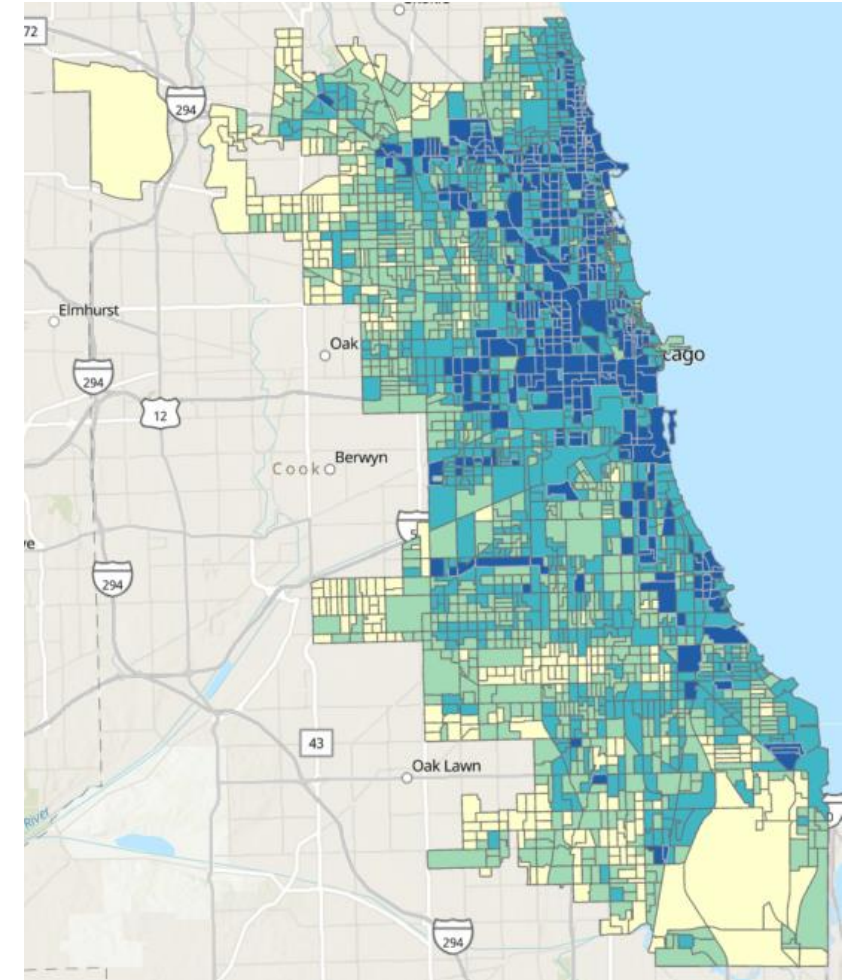
Responsive: Education scores

- Based on student commutes, zoned schools, academic variety, and proximity to early childhood, K-12, and higher education.

- Education scores are strongest in the North, Northwest, and Southwest Planning Regions.

- The top Community Areas for education scores are:

1. North Park
2. North Center
3. Albany Park
4. Archer Heights
5. West Elsdon

6. Norwood Park
7. West Lawn
8. Irving Park
9. Rogers Park
10. Brighton Park
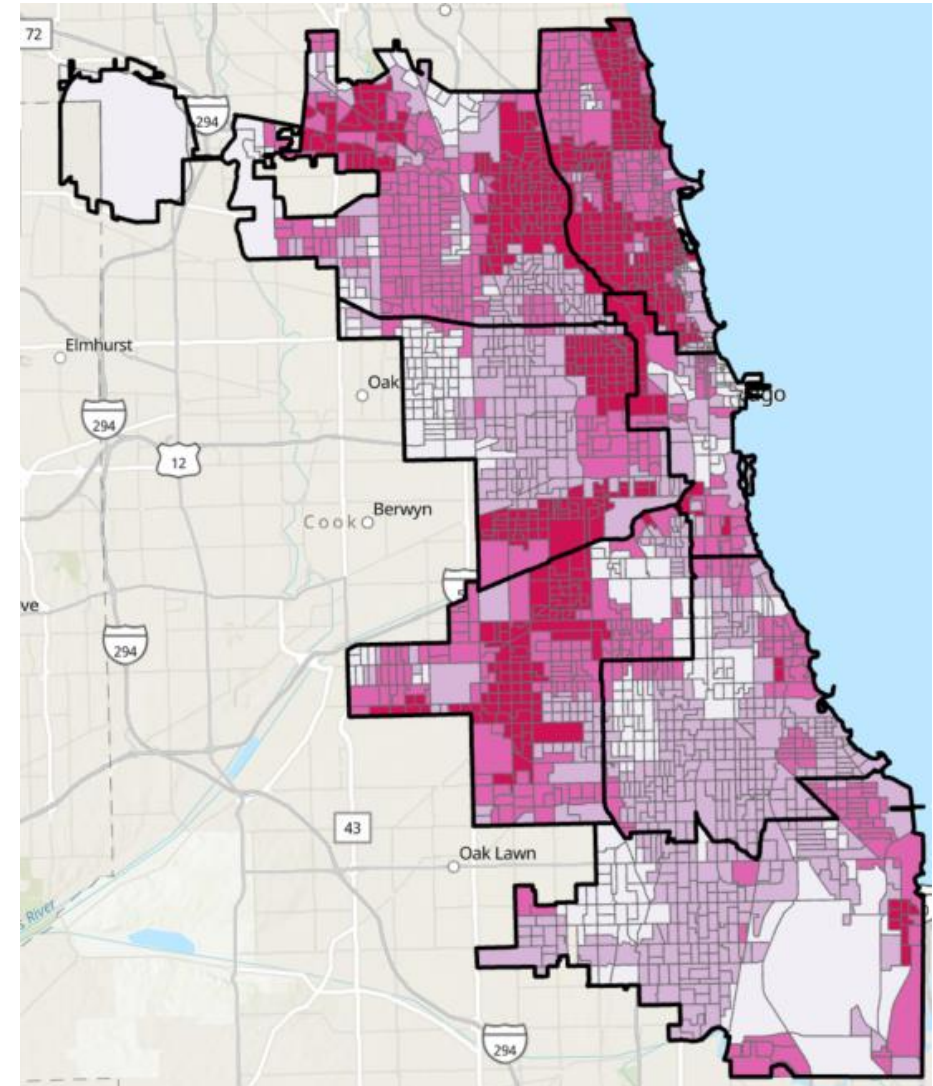
Responsive: Transportation scores

- Based on transit quality, proximity to multiple types of transit, highway access, and bike infrastructure.

- Transportation scores are highest for the Central, West, and North planning regions.

- The top Community Areas for education scores are:

1. Loop
2. Near West Side
3. East Garfield Park
4. West Garfield Park
5. West Town

6. Hyde Park
7. Near North Side
8. Near South Side
9. Avondale
10. Washington Park
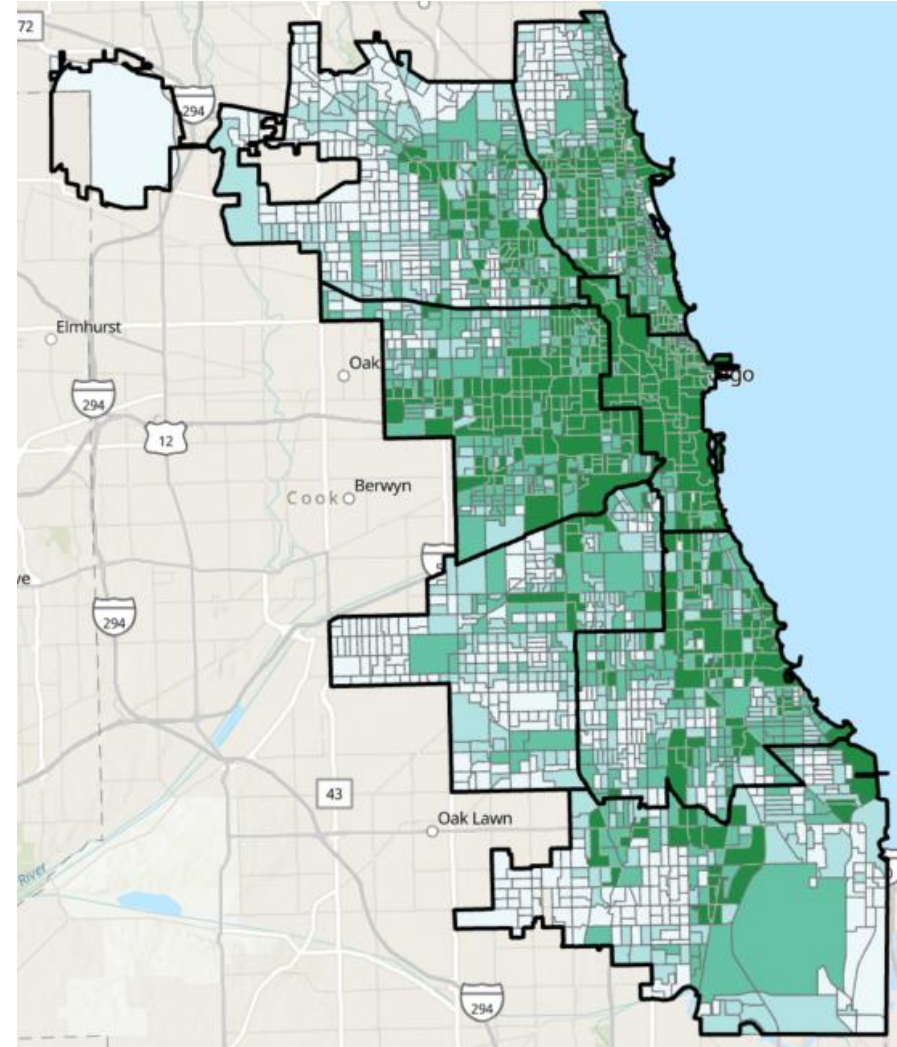
Responsive: Neighborhood Amenity scores

- Based on youth programming, libraries, social services, open space, and SSA's.

- Neighborhood Amenities scores are highest for the Central, North, and Southeast planning regions.

- The top Community Areas for education scores are:

1. Edgewater
2. Uptown
3. Oakland
4. Kenwood
5. Near North Side

6. Loop
7. Grand Boulevard
8. West Garfield Park
9. West Town
10. Lincoln Square


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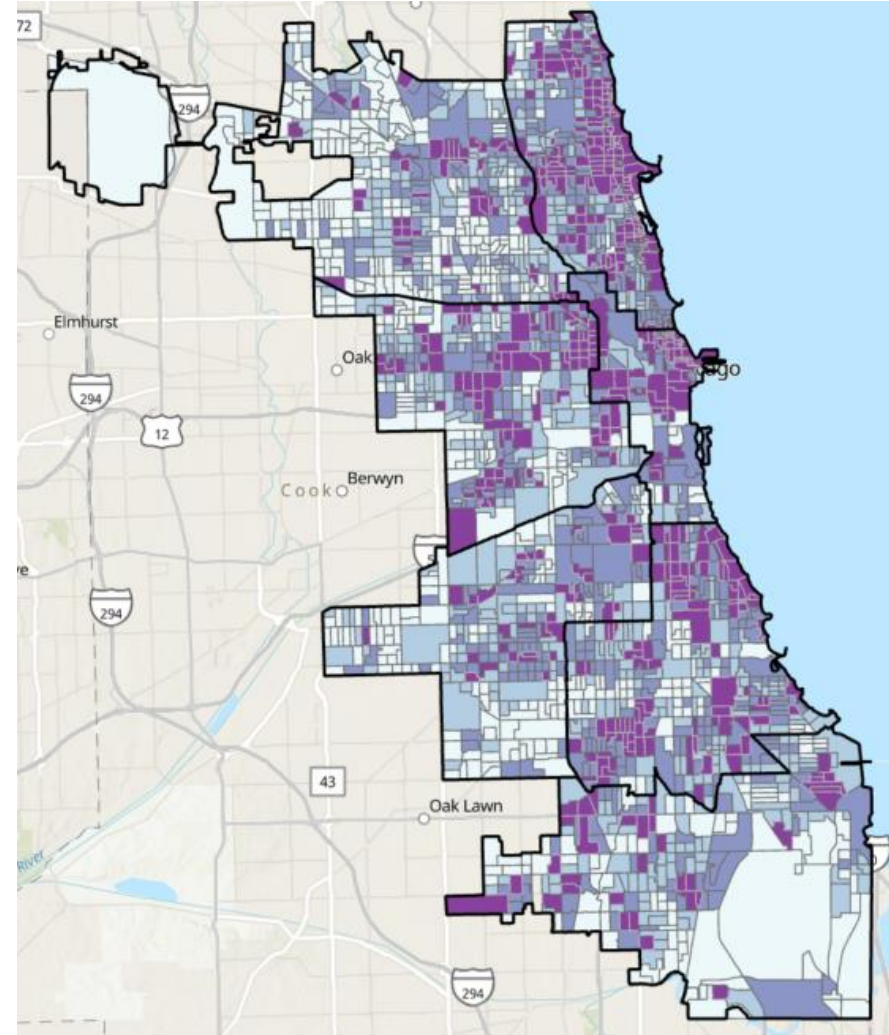
Responsive: Overall score

- Overall score, adding together the six points from each category.

- The highest scoring planning regions for Urban Services overall are the Central, North, and West.

- The top scoring Community Areas for by Urban Services Index score are:

1. Loop
2. Edgewater
3. West Town
4. Uptown
5. Kenwood

6. North Center
7. Near West Side
8. Lincoln Square
9. Near South Side
10. Hyde Park

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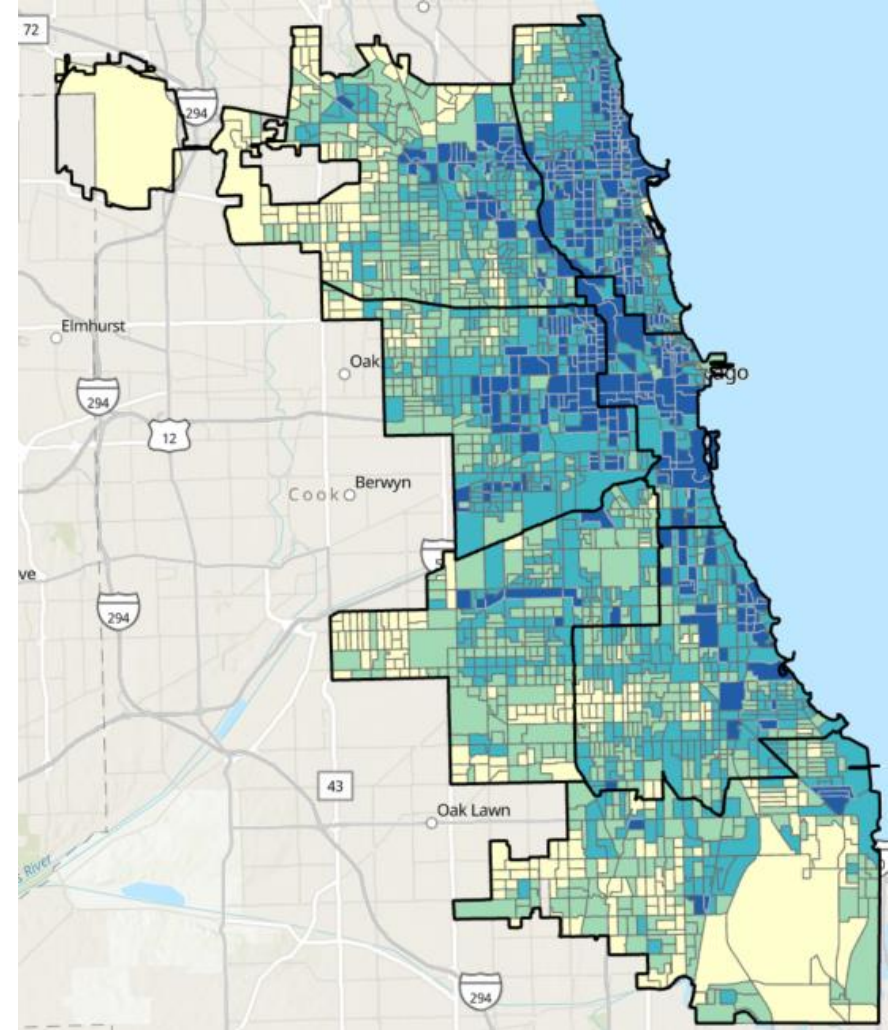
Scaled: Defining density

- Density is largely measured through form and use. Form reflects *how things are built* while use captures *the ways people occupy spaces*, whether it's living, working, or other reasons.

- To understand density across the city through both the way things are built and how people use them, we calculated scores balanced between form and use:

  - **Population Density (1 point)** – The number of people living in a block group divided by square mileage, based on 2023 ACS 5-Year Estimates.

  - **Job Density (1 point)** – The number of jobs located in a block group divided by square mileage, based on 2022 LEHD LODES data.

  - **Built Space Ratio (2 points)** – The amount of building space in a block group divided by total developable land. For example, A built space ratio of 2.5 would indicate for every square foot of developable land, there is 2.5 square feet of building.

    - *Building Space* – Derived from the city's 2018 Building Footprints dataset, multiplying footprint by height while correcting square footage for large and atypically shaped buildings.

    - *Developable Land* - Excluded road, rail right-of-way, trails and greenways, parks and open space, stormwater management, water, landfills, and cemeteries.
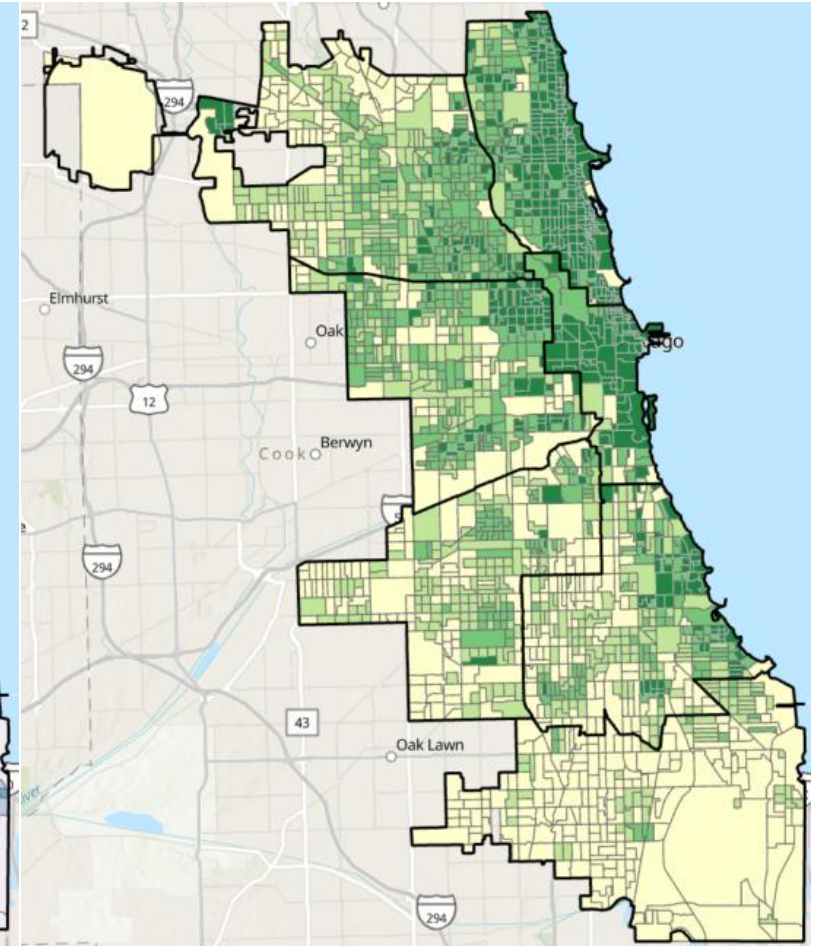
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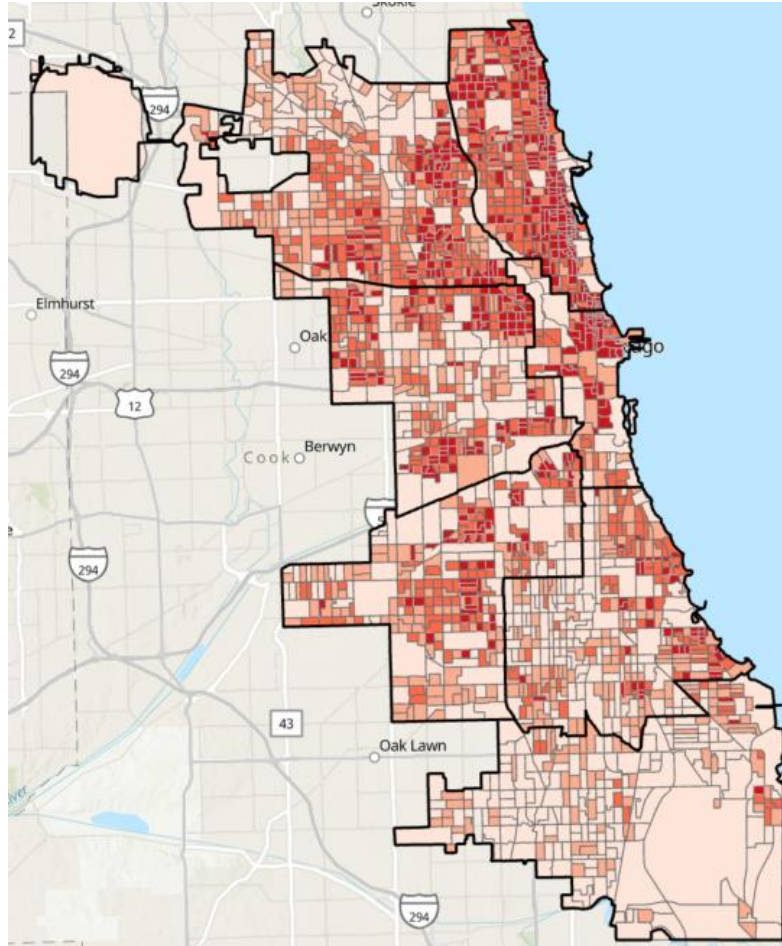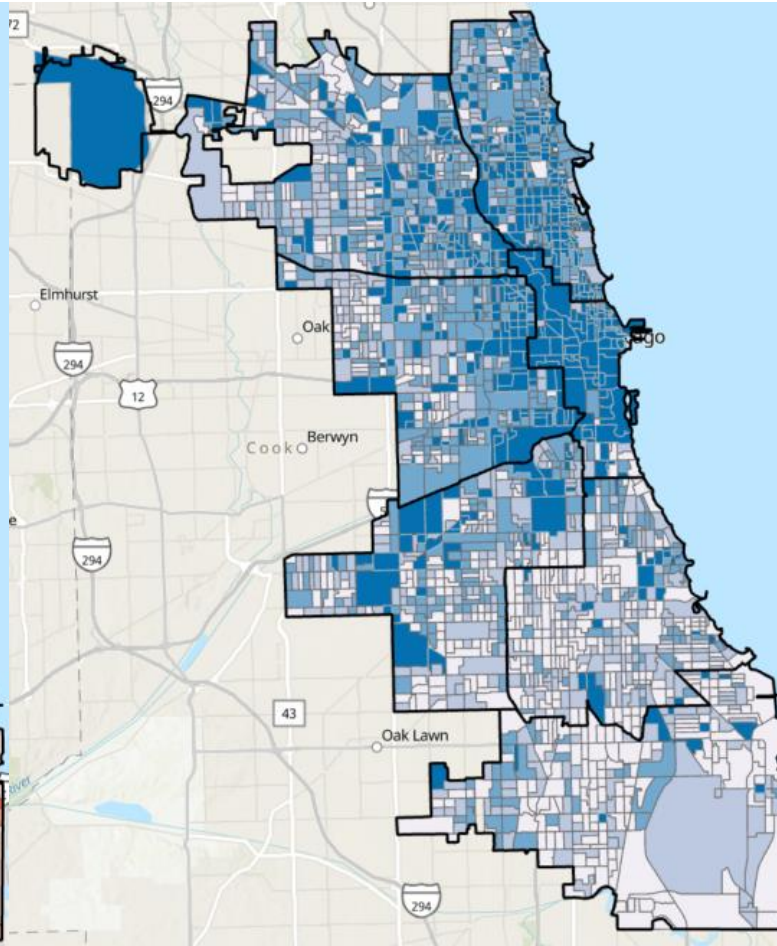
Population **Jobs** **Built Space**

Scaled

- While there are dense areas across the city, density is largely concentrated near the urban core, with two-thirds of Chicago's densest areas located downtown and on the North side.

- Not only are the majority of dense areas concentrated in the Central and North regions, but the dense areas in these regions have greater population, job, and built space density than those in the other regions.

Top Quartile Block Groups for Density by Planning Region						
Planning Region	**High-Density Block Groups**	**Avg. Population Density**	**Avg. Job Density**	**Avg. Built Space Ratio**	**% of Densest Land Area**	**% of Region**	**% of City**
North	248	45,742	8,354	2.47	40.9%	47.0%	4.2%
Central	96	53,682	77,701	6.56	25.1%	35.6%	2.6%
West	63	28,660	7,017	1.01	14.8%	10.8%	1.5%
Northwest	47	30,005	6,223	0.95	11.8%	6.1%	1.2%
Southeast	33	31,331	4,961	1.67	6.1%	4.9%	0.6%
Southwest	5	31,989	2,784	0.90	1.1%	0.9%	0.1%
Far South	1	32,553	715	0.87	0.2%	0.1%	0.0%
Grand Total	**493**	**42,474**	**21,184**	**2.86**	**100.0%**	**--**	**10.3%**
Citywide Average	*2185*	*21,257*	*6,561*	*1.13*	*--*	*--*	*100.0%*
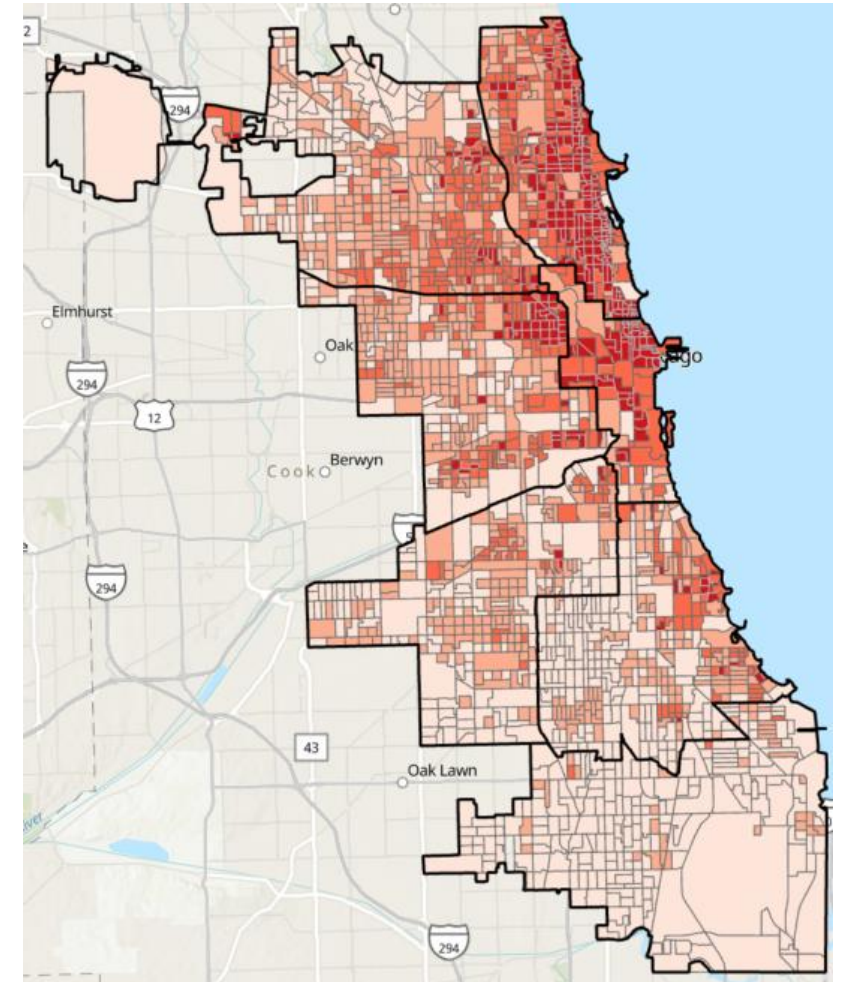
Understand the Outcome: Responsive & Scaled

Infrastructure and Density Typologies

- To understand how the relationship between infrastructure and density varies across the city, we categorized block groups into quartiles based on their density and infrastructure access.

- Using the quartile groupings, we identified four distinct typologies that account for roughly 60% of Chicago's land area:

  - *Infrastructure and Density Matched*

    - High Infrastructure, High Density

    - Low Infrastructure, Low Density

  - *Infrastructure and Density Mismatched*

    - Moderate Infrastructure, Low Density

    - Low Infrastructure, Moderate Density

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Matched Infrastructure-Density areas

- **High Infrastructure, High Density (7% of Chicago)**
  Places that rank in the 4th quartile (between 75-100%) for both Urban Services Index score and Density score. These are places with high access to infrastructure and high density that leverages that access.

- **Low Infrastructure, Low Density (28% of Chicago)**
  Places that rank in the 1st quartile (between 0-25%) for both Urban Services Index score and Density score. These are places with lower access to infrastructure and services and lower levels of density.
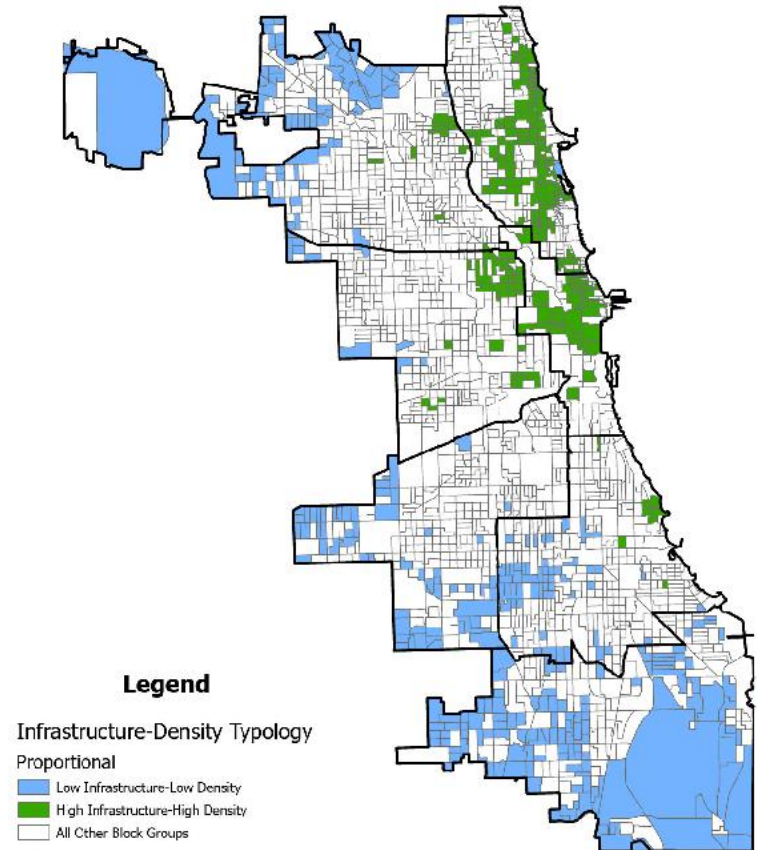
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Infrastructure-Density Typology
Proportional
- Low Infrastructure-Low Density
- High Infrastructure-High Density
- All Other Block Groups

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Matched Infrastructure-Density areas

- **High Infrastructure, High Density (7% of Chicago)** Places with high access to infrastructure and high density that leverages that access.

- *Demographics:* Nearly double citywide rate of white population, larger shares of Asian and Other Race residents, higher-income, fewer children, and more young adults (20-34).

- *Top Communities:* West Town, Near North Side, Lake View

- **Low Infrastructure, Low Density (28% of Chicago)** Places with lower access to infrastructure and services and lower levels of density.

- *Demographics:* Larger proportion Black, smaller proportion Asian, larger amounts of children and those above 55 years old, incomes in-line with citywide rates.

- *Top Communities:* Pullman, South Deering, Dunning
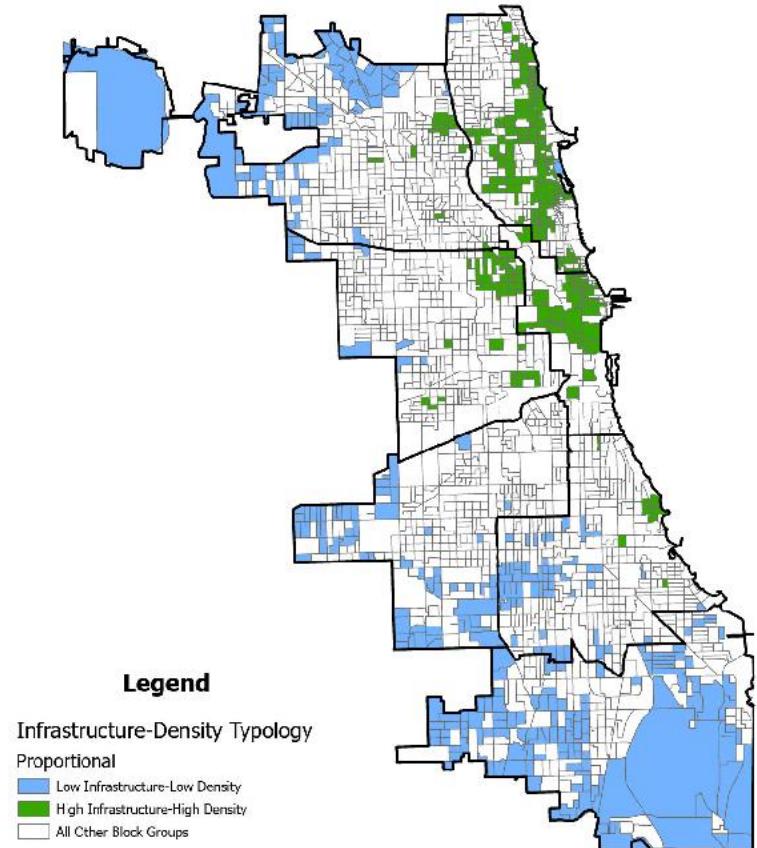
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Infrastructure-Density Typology
Proportional

- Low Infrastructure-Low Density
- High Infrastructure-High Density
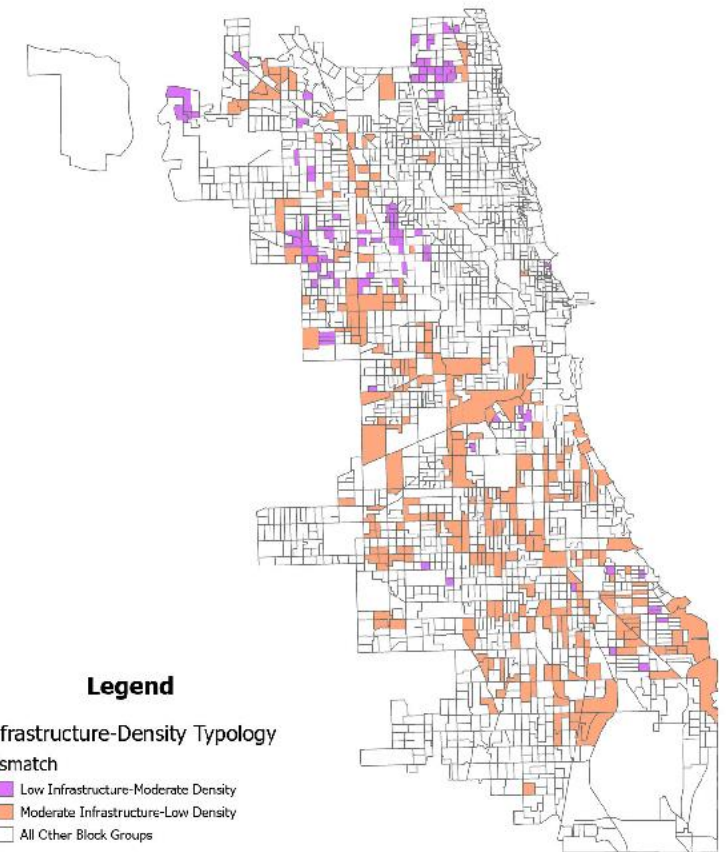- All Other Block Groups

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Mismatched Infrastructure-Density areas

- **Moderate Infrastructure, Low Density (15% of Chicago)** – Places that rank in the 3rd quartile (between 50-75%) for Urban Services Index score and the 1st or 2nd quartile (0-50%) for Density score. These are places that are well served by infrastructure that could be denser to support use of these services.

- **Low Infrastructure, Moderate Density (7% of Chicago)** – Places that rank in the 1st quartile (between 0-25%) for Urban Services Index Scores and in the 3rd or 4th quartile (50-100%) for Density score. These are places where additional infrastructure could support the density that already exists.
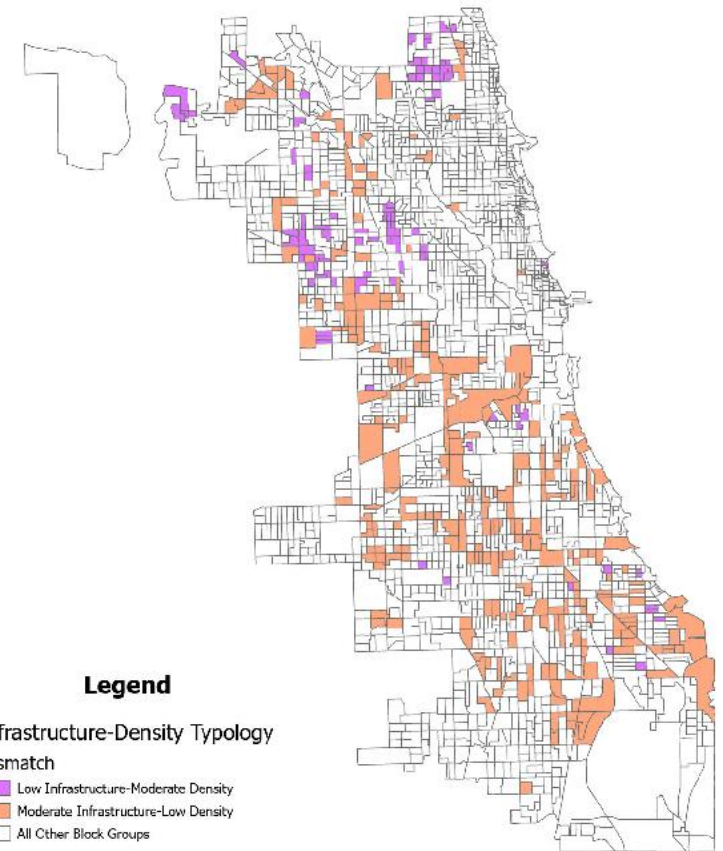
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Infrastructure-Density Typology Mismatch

- Low Infrastructure-Moderate Density
- Moderate Infrastructure-Low Density
- All Other Block Groups

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Mismatched Infrastructure-Density areas

- **Moderate Infrastructure, Low Density (15% of Chicago)** Places that are well served by infrastructure that could be denser to support use of these services.

- *Demographics:* Nearly double the proportion of Black residents, much smaller white population, more children with less young adults, greater concentration of lower incomes.

- *Top Communities:* Near West Side, South Shore, Roseland

- **Low Infrastructure, Moderate Density (7% of Chicago)** Places where additional infrastructure could support the density that already exists.

- *Demographics:* Greater share Latinx residents, fewer Black and white, more children and fewer young adults, greater concentration of incomes below $100k.

- *Top Communities:* West Ridge, Belmont Cragin, Austin

Legend

Infrastructure-Density Typology Mismatch
- Low Infrastructure-Moderate Density
- Moderate Infrastructure-Low Density
- All Other Block Groups

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Distribution of typlogies

- Overall, these typologies comprise roughly 60% of Chicago's land area, with Low Infrastructure-Low Density representing nearly a third of citywide land.

- Typologies cross planning regions but are geographically concentrated, with Low Infrastructure-Low Density around the periphery, and Moderate Infrastructure-Low Density forming a band from the West to Southeast.

Density and USI Typologies Geographic Breakdown								
	High USI, High Density		Low USI, Low Density		Moderate USI, Low Density		Low USI, Moderate Density	
Region	Sqm	% Region	Sqm	% Region	Sqm	% Region	Sqm	% Region
Central	4.4	26.3%	--	--	2.9	17.1%	0.8	4.8%
Far South	--	--	31.7	57.7%	8.3	15.1%	0.5	0.9%
North	6.2	30.0%	0.3	1.5%	0.6	2.8%	2.4	11.5%
Northwest	0.6	1.4%	18.0	39.3%	3.3	7.2%	6.4	14.0%
Southeast	0.6	1.9%	4.1	14.0%	8.5	28.7%	1.7	5.7%
Southwest	--	--	5.7	19.9%	3.9	13.7%	2.6	9.0%
West	2.1	6.5%	2.1	6.3%	7.5	23.2%	3.7	11.5%
Citywide	**13.9**	**7.0%**	**61.8**	**28.1%**	**34.9**	**14.8%**	**18.0**	**7.4%**
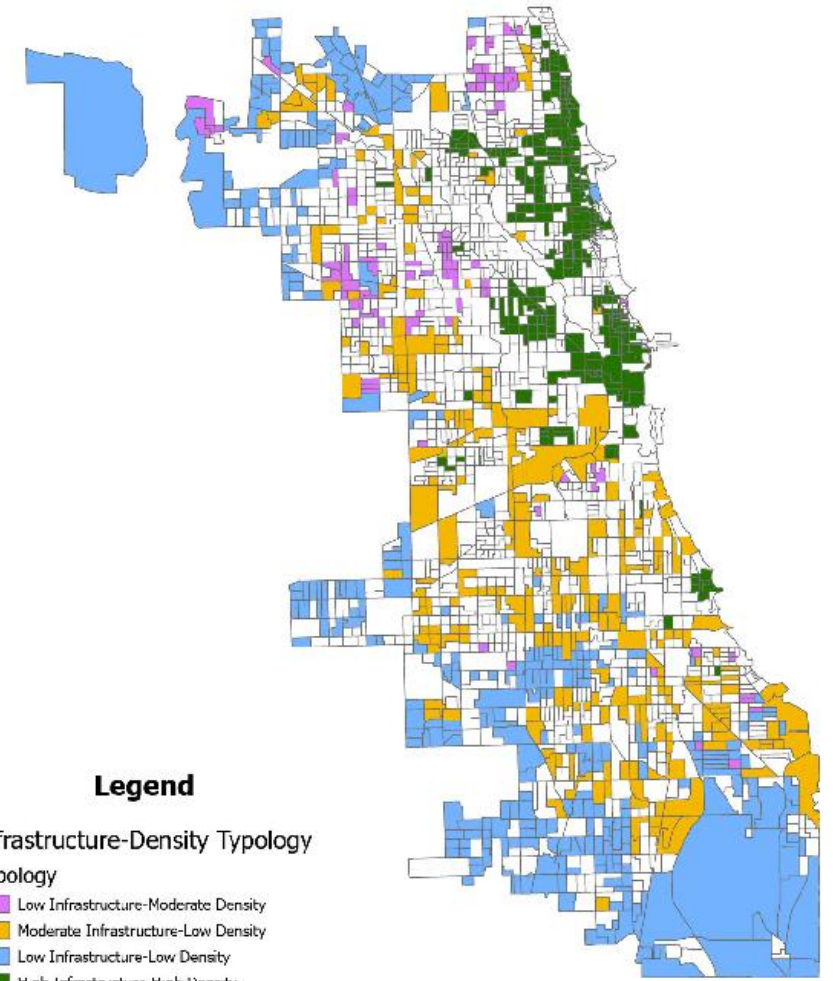
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Infrastructure-Density Typology
Typology
- Low Infrastructure-Moderate Density
- Moderate Infrastructure-Low Density
- Low Infrastructure-Low Density
- High Infrastructure-High Density
- All Other Block Groups

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Understand the zoning

How does zoning vary across the typologies of infrastructure access and density?

- Matched typologies have zoning that upholds their density level, with higher-density mixed use in high Density areas and larger shares of manufacturing in low density areas.

- Mismatched typologies have concentrations of Planned Developments and Parks and Open Space that vary from citywide rates.

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Matched Infrastructure-Density areas

- **High Infrastructure, High Density** – Significantly greater shares of higher density Residential and Commercial zoning, alongside greater amounts of Planned Developments. Much less Manufacturing and Single Family Residential Zoning—although the latter still comprises one-third.

- **Low Infrastructure, Low Density** – Significantly greater share of Manufacturing and Parks and Open Space zoning, lower levels of Planned Developments and High-Density Mixed-Use Commercial.

Legend

Infrastructure-Density Typology
Proportional
- Low Infrastructure-Low Density
- High Infrastructure-High Density
- All Other Block Groups

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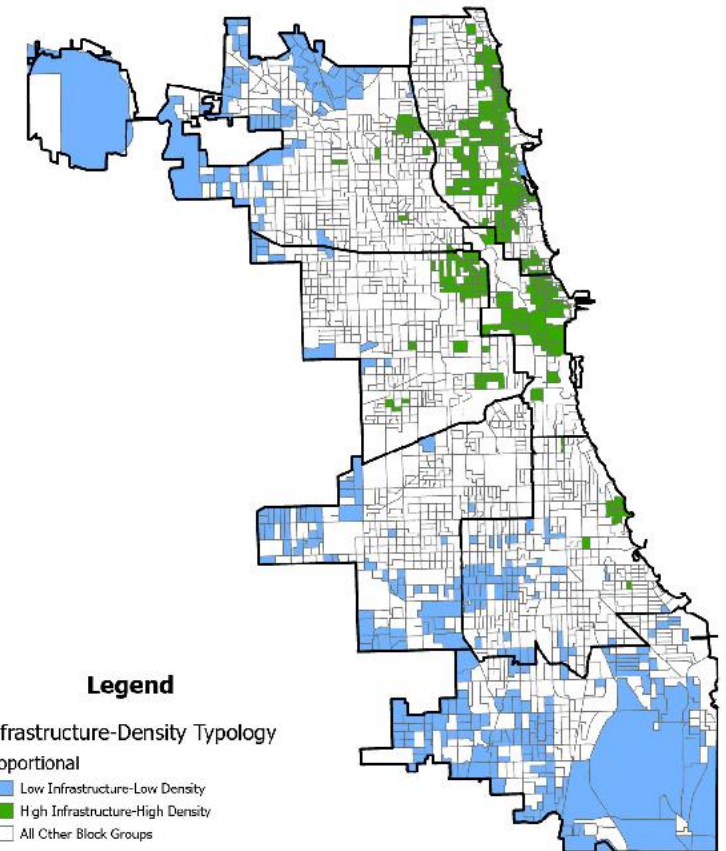
Mismatched Infrastructure-density areas

- **Moderate Infrastructure, Low Density** – Overall roughly in-line with citywide rates. Slightly larger shares of Planned Developments and Parks and Open Space and smaller share of Single Family Residential.

- **Low Infrastructure, Moderate Density** – Much greater shares of Single-Family Residential, Multifamily Residential, and Low-Density Mixed-Use Commercial. Much smaller shares of Planned Developments, Parks and Open Space, and Manufacturing.

Legend

Infrastructure-Density Typology Mismatch
- Low Infrastructure-Moderate Density
- Moderate Infrastructure-Low Density
- All Other Block Groups

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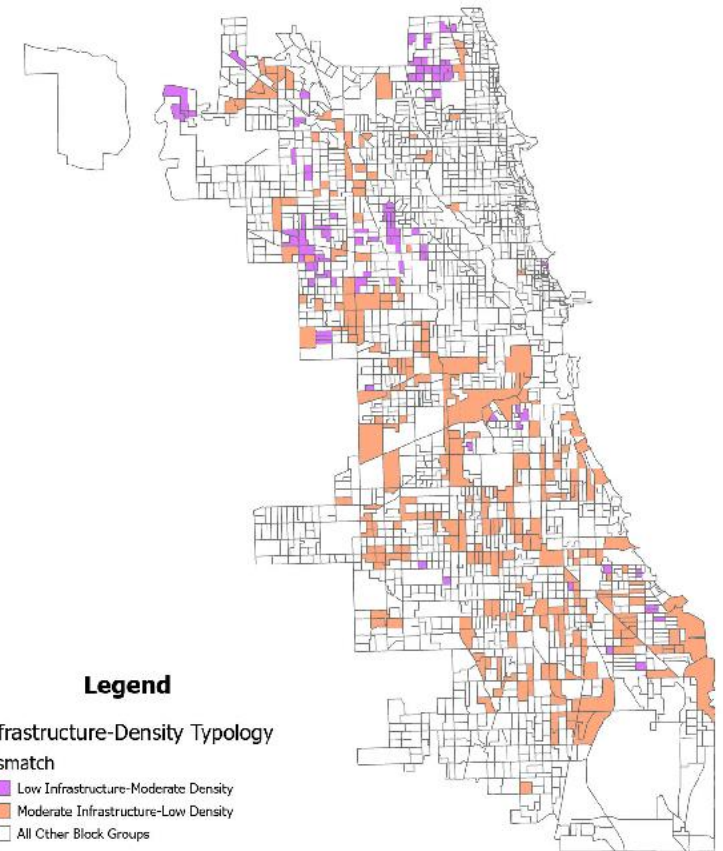
Zoning by Infrastructure-Density Typology

❯ Matched typologies have zoning that align to their density level. High-density places have residential and mixed-use commercial zoning that supports denser uses, while low-density places have larger shares of single-family, low-density commercial, and manufacturing.

❯ Mismatched typologies are more mixed, while Low Infrastructure-Moderate Density has the highest level of single-family zoning, it also has a larger share of higher-density residential. Moderate Infrastructure-Low Density has a larger share of higher-density mixed-use commercial.

| Key Zoning Attributes by USI and Density											
	RS/RT%	RM%	PD%	B/C-1, 1.5, and 2%	B/C-3%	B/C-5%	D-C,R, and X%	M%	POS%	% of Land	% of Citywide Land
High Infrastructure, High Density	27.9%	8.5%	23.1%	8.2%	4.6%	2.4%	19.2%	1.6%	1.7%	97.2%	7.0%
Low Infrastructure, Low Density	41.0%	0.2%	4.9%	3.9%	0.2%	0.0%	0.0%	26.7%	7.8%	84.7%	28.1%
Mod. Infrastructure, Low Density	42.6%	3.5%	13.6%	7.6%	0.9%	0.7%	0.1%	14.3%	6.8%	90.0%	14.8%
Low Infrastructure, Mod. Density	63.7%	5.2%	5.1%	12.7%	1.4%	0.2%	2.1%	2.5%	1.6%	94.5%	7.4%
Citywide	46.2%	3.5%	11.1%	7.3%	1.5%	0.5%	1.8%	14.0%	5.5%	91.4%	100.0%

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Understand the relationship

How does zoning vary across the different typologies of infrastructure access and density?

- Places with proportional infrastructure and density have zoning which supports this alignment.

- High-Infrastructure, High-Density places still have an outsized share of low-density residential.

- Places with less density than infrastructure access offer an opportunity for targeted increases in density.

- Places with less infrastructure than their density have zoning that would enable infill infrastructure and open space.
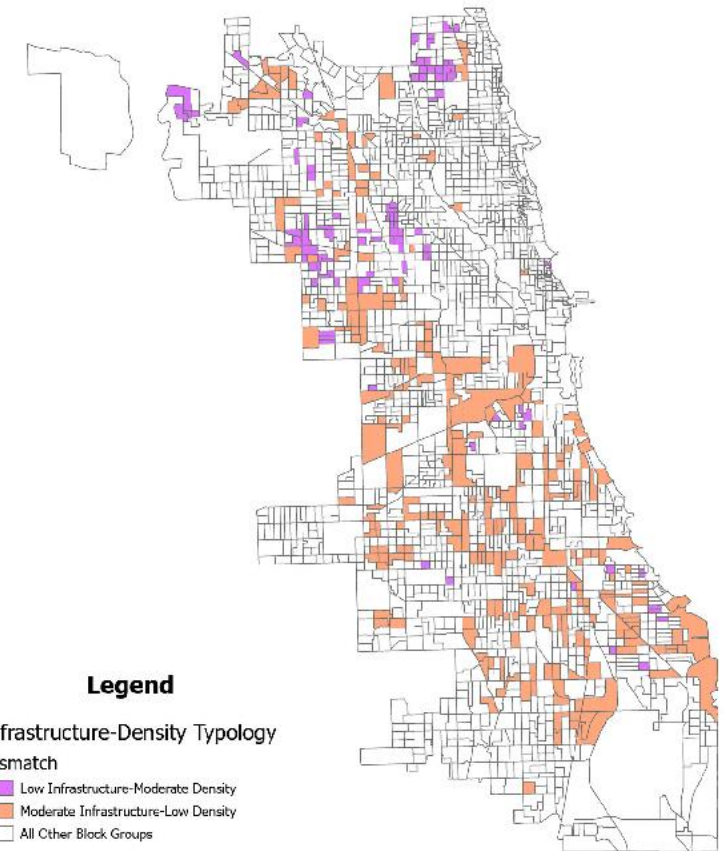
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Matched Infrastructure-Density areas

- **Areas with proportional Infrastructure access and Density have zoning that supports this relationship, but there is room to increase density.**

  - *High Infrastructure-High Density* areas have a greater share (30%) of Single Family residential zoning than New York City (15%) or Portland (0%). Additional density could be achieved, particularly in areas facing supply challenges.

  - *Low Infrastructure-Low Density* areas have less zoning diversity overall and greater shares of zoning for larger, less dense uses, like Manufacturing and Parks and Open Space. They have a lower share of Single-Family zoning than the citywide rate, but it still comprises the largest single category.

Legend

Infrastructure-Density Typology
Proportional

- Low Infrastructure-Low Density
- High Infrastructure-High Density
- All Other Block Groups
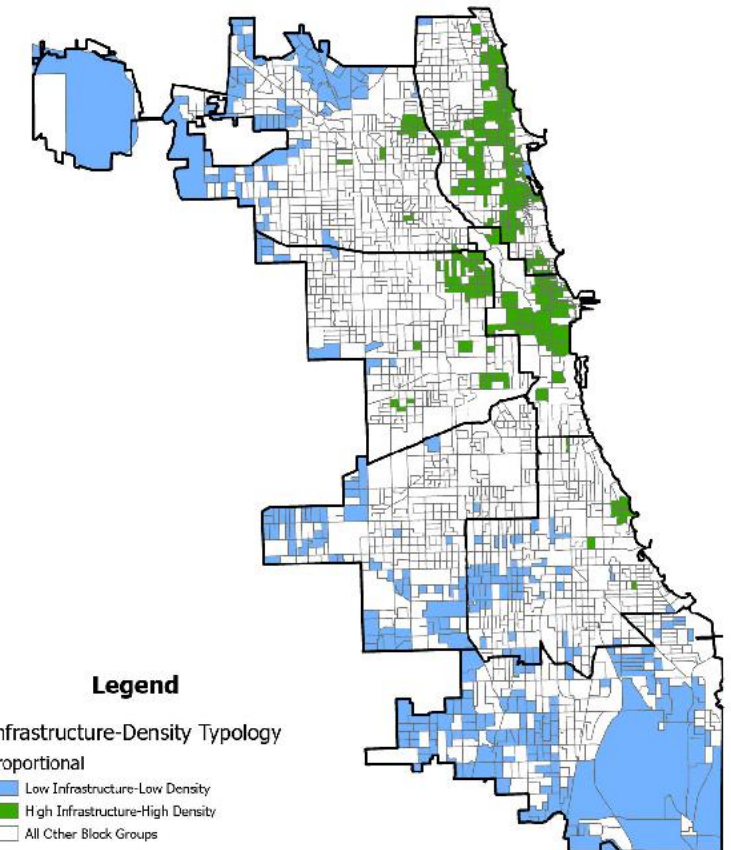
Mismatched Infrastructure-Density areas

- **Areas with mismatch have an opportunity to shift land use patterns to better align density with infrastructure.**

  - *Moderate-Infrastructure-Low Density* areas have larger shares of Open Space zoning and proportional shares of mixed-use commercial, although at lower densities. These neighborhoods could accommodate additional people and jobs while maintaining outdoor space and shifting commercial zoning to better support density.

  - *Low Infrastructure-Moderate Density* areas are over-represented with low density residential and under-represented by higher densities and parks and open space. This offers an opportunity to build additional infrastructure and/or increase density and open space, in addition to upzoning commercial areas.

Legend

Infrastructure-Density Typology Mismatch

- Low Infrastructure-Moderate Density
- Moderate Infrastructure-Low Density
- All Other Block Groups

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Appendix

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Demographic Key Takeaways

	Race	Age	Income
High Infrastructure, High Density	• Double citywide proportion White residents, 50% greater Asian and Other Races populations • Half the proportion of Latine and 1/3 of Black residents	• 50% greater proportion of 20-34 residents • Half the proportion of Children, slightly underrepresented 55+	• 1/3 more households above $150k income • 1/3 less households below $49k
Low Infrastructure, Low Density	• 30% more Black residents • Only one-third of the citywide proportion of Asian residents	• Larger proportions of older and younger residents, 10% more children and 25% more residents 55+	• Incomes roughly in-line with citywide proportions
Med. Infrastructure, Low Density	• Nearly double the citywide proportion of Black residents • Only one-third the proportion of White residents	• 20% more children than citywide • 20% less young adults than citywide	• One-third more households under $49k • 40% fewer households above $150k
Low Infrastructure, Med. Density	• 30% more Latine residents • 20% fewer for both Black and White residents	• 10% more children than citywide • 10% less young adults than citywide	• 10% more households with incomes under $100k • 20% fewer households above $100k

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Demographics by Infrastructure/Density Typology

Demographics by Urban Services Index Score and Density														
	Total Population	% of City	% White	% Black	% Asian	% Latine	% Other	% 0-19	% 20-34	% 35-54	% 55+	% <$49k	% $50k - $99k	% $100k - $149k	% >$150k
High USI, High Density	448,430	16.6%	58.5%	10.6%	12.0%	14.3%	4.7%	13.2%	41.3%	26.0%	19.5%	25.4%	24.3%	17.4%	32.9%
Low USI, Low Density	297,814	11.0%	29.9%	37.8%	2.5%	27.5%	2.3%	25.8%	17.8%	25.6%	30.8%	36.2%	25.5%	17.0%	21.3%
Med. USI, Low Density	294,939	10.9%	12.7%	48.6%	5.6%	30.5%	2.6%	26.1%	20.7%	26.5%	26.7%	48.0%	24.1%	14.7%	13.2%
Low USI, Med. Density	424,967	15.7%	25.8%	23.5%	8.6%	39.1%	3.0%	24.6%	25.1%	26.2%	24.0%	38.3%	29.0%	15.1%	17.6%
Citywide	**2,706,618**	**100.0%**	**32.2%**	**28.0%**	**7.0%**	**29.6%**	**3.2%**	**22.2%**	**26.7%**	**26.4%**	**24.7%**	**36.0%**	**25.7%**	**16.0%**	**22.4%**

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Zoning by Typology Key Takeaways

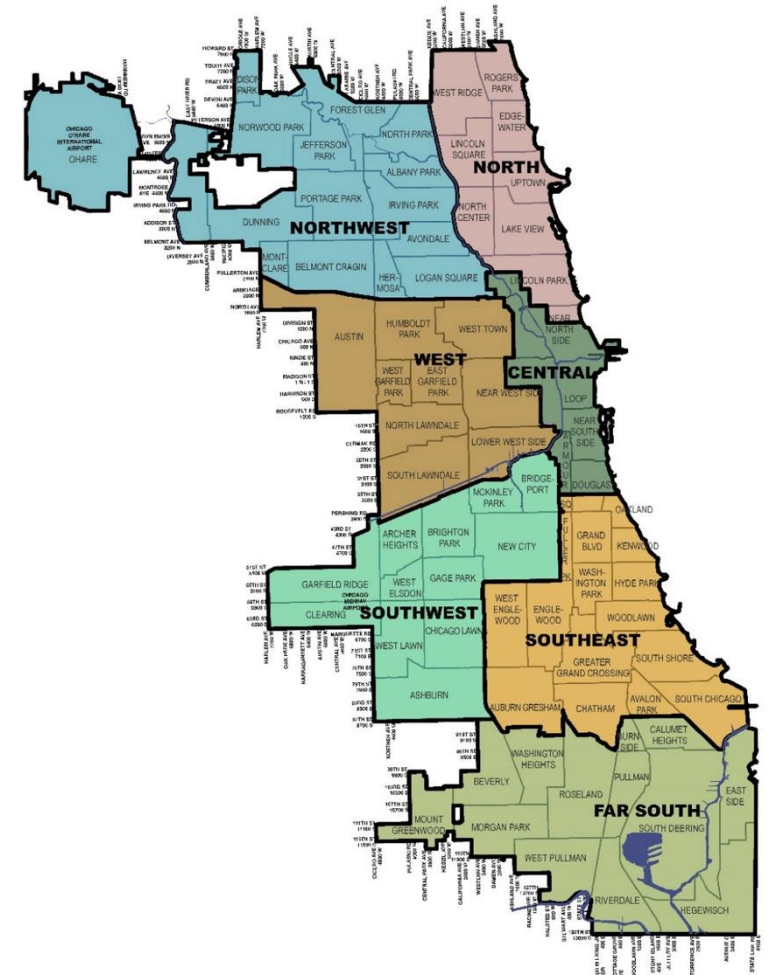| Typology	Greater Share of Zoning	Lesser Share of Zoning
High Infrastructure, High Density	• Double the amount of Planned Developments and Residential Multifamily. • 5x the amount of High-Density, Mixed-Use Commercial and 10x the amount of Downtown zoning.	• 40% less Single Family Residential zoning, although it still comprises one-third. • One-seventh the citywide rate of Manufacturing zoning.
Low Infrastructure, Low Density	• Double the citywide rate of Manufacturing • 50% more Parks and Open Space zoning.	• Half the citywide rate of Planned Development zoning. • One-seventh the amount of Low Density, Mixed-Use Commercial and little-to-no higher density Mixed-Use Commercial.
Med. Infrastructure, Low Density	• 20% more Planned Development zoning and Parks and Open Space zoning. • Slightly larger shares of Low-Density and High-Density Mixed-Use Commercial.	• 10% less Single Family residential • 40% less Medium-Density Mixed-Use Commercial.
Low Infrastructure, Med. Density	• 40% more Single Family Residential zoning and 50% more Residential Multifamily zoning. • 70% more Low-Density Mixed-Use Commercial.	• One-third of the citywide rate for Parks and Open Space Zoning and less than half the rate of Planned Developments. • One-seventh of the citywide rate for Manufacturing zoning.

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Key Zoning Attributes by Typology and Planning Region

Typology	Region	%RS/RT	%RM	%PD	%B/C-1, 1.5, and 2	%B/C-3	%B/C-5	%D-C, R, and X	%M	%POS	% Citywide Land
High USI, High Density	Central	4.9%	2.4%	35.2%	1.8%	1.6%	1.6%	43.0%	2.5%	1.1%	3.1%
	North	45.1%	17.1%	9.7%	12.9%	7.7%	4.4%	0.0%	0.8%	2.2%	2.5%
	Northwest	65.9%	0.5%	9.7%	13.8%	3.1%	0.5%	0.0%	0.0%	6.5%	0.3%
	Southeast	9.6%	25.0%	45.3%	2.6%	12.7%	2.3%	0.0%	0.0%	0.7%	0.3%
	West	57.0%	2.3%	14.6%	18.7%	4.0%	0.4%	0.0%	1.3%	1.6%	0.8%
	Grand Total	**27.9%**	**8.5%**	**23.1%**	**8.2%**	**4.6%**	**2.4%**	**19.2%**	**1.6%**	**1.7%**	**7.0%**
Low USI, Low Density	Far South	37.4%	0.1%	3.1%	3.3%	0.1%	0.0%	0.0%	20.5%	6.6%	14.3%
	North	88.3%	0.1%	0.0%	9.1%	0.5%	0.0%	0.0%	0.0%	2.0%	0.1%
	Northwest	31.5%	0.2%	7.2%	3.1%	0.2%	0.0%	0.0%	44.1%	13.7%	8.9%
	Southeast	66.4%	1.4%	7.2%	7.8%	0.3%	0.0%	0.0%	7.5%	0.2%	1.7%
	Southwest	79.8%	0.0%	2.7%	7.0%	0.5%	0.1%	0.0%	7.3%	1.3%	2.3%
	West	39.7%	0.1%	11.1%	5.2%	0.7%	0.0%	0.0%	40.8%	0.7%	0.9%
	Grand Total	**41.0%**	**0.2%**	**4.9%**	**3.9%**	**0.2%**	**0.0%**	**0.0%**	**26.7%**	**7.8%**	**28.1%**
Moderate USI, Low Density	Central	6.7%	0.8%	32.8%	4.5%	1.8%	1.3%	1.1%	7.7%	4.8%	1.2%
	Far South	44.7%	6.2%	6.8%	6.7%	0.4%	2.2%	0.0%	15.9%	9.5%	3.5%
	North	38.4%	0.4%	26.3%	3.2%	0.6%	0.0%	0.0%	17.3%	13.6%	0.3%
	Northwest	68.8%	0.1%	16.7%	6.8%	0.2%	0.0%	0.0%	4.7%	2.2%	1.4%
	Southeast	49.4%	7.5%	12.7%	10.6%	1.4%	0.3%	0.0%	12.0%	4.8%	3.4%
	Southwest	56.9%	0.4%	8.3%	7.4%	0.4%	0.0%	0.0%	11.0%	8.3%	1.7%
	West	29.3%	0.8%	14.8%	7.4%	1.1%	0.0%	0.0%	22.5%	7.5%	3.4%
	Grand Total	**42.6%**	**3.5%**	**13.6%**	**7.6%**	**0.9%**	**0.7%**	**0.1%**	**14.3%**	**6.8%**	**14.8%**
Low USI, Moderate Density	Central	26.8%	2.0%	13.8%	4.2%	7.4%	0.0%	40.6%	5.1%	0.1%	0.4%
	Far South	82.4%	0.0%	4.6%	13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
	North	63.0%	14.4%	4.3%	10.9%	0.8%	0.2%	0.0%	0.1%	6.3%	1.1%
	Northwest	69.8%	0.5%	4.4%	17.4%	0.8%	0.1%	0.0%	3.7%	0.9%	2.6%
	Southeast	53.2%	27.8%	7.4%	7.0%	2.0%	0.1%	0.0%	0.0%	2.4%	0.7%
	Southwest	66.0%	0.5%	0.5%	9.5%	1.5%	0.3%	0.0%	1.0%	0.3%	1.0%
	West	63.9%	1.7%	6.9%	12.6%	1.1%	0.7%	0.0%	4.0%	0.4%	1.5%
	Grand Total	**63.7%**	**5.2%**	**5.1%**	**12.7%**	**1.4%**	**0.2%**	**2.1%**	**2.5%**	**1.6%**	**7.4%**
Citywide	Central	8.3%	3.8%	40.9%	2.9%	3.0%	1.7%	20.6%	5.7%	2.6%	8.9%
	Far South	45.7%	1.0%	4.8%	5.1%	0.2%	0.4%	0.0%	16.8%	6.6%	24.1%
	North	52.7%	12.6%	10.4%	10.0%	3.7%	1.7%	0.0%	2.9%	6.0%	8.5%
	Northwest	53.6%	0.3%	6.7%	8.2%	0.4%	0.1%	0.0%	22.6%	7.4%	20.2%
	Southeast	48.4%	11.4%	12.6%	8.5%	3.2%	0.4%	0.0%	8.1%	5.2%	12.2%
	Southwest	62.3%	0.2%	5.7%	7.3%	0.5%	0.1%	0.0%	11.1%	2.6%	12.3%
	West	39.9%	2.9%	13.2%	10.1%	2.7%	0.2%	0.0%	16.7%	5.0%	13.8%
	Grand Total	**46.2%**	**3.5%**	**11.1%**	**7.3%**	**1.5%**	**0.5%**	**1.8%**	**14.0%**	**5.5%**	**100.0%**

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Demographics

- Percentages of race, age, and income along with a full set of key takeaways are in the appendix, but high-level demographic summaries for the four typologies are:

  - **High Infrastructure, High Density** – Nearly double citywide rate of white population, larger shares of Asian and Other Race residents, higher-income, fewer children, and more young adults (20-34).

  - **Low Infrastructure, Low Density** – Larger proportion Black, smaller proportion Asian, larger amounts of children and those above 55 years old, incomes in-line with citywide rates.

  - **Moderate Infrastructure, Low Density** – Nearly double the proportion of Black residents, much smaller white population, more children with less young adults, greater concentration of lower incomes.

  - **Low Infrastructure, Moderate Density** – Greater share Latinx residents, fewer Black and white, more children and fewer young adults, greater concentration of incomes below $100k.

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Zoning by Planning Region

- **Central** – Larger shares of zoning that support dense, mixed-use development and significantly less zoning for manufacturing and single-family residential.

- **Far South** – Larger shares of Manufacturing and Parks and Open Space, lower shares of zoning that support higher-density, mixed use neighborhoods.

- **North** – Notably larger shares for residential zoning of all types and mixed-use commercial across all densities, lower share for manufacturing.

- **Northwest** – Notably larger shares for low-density residential and manufacturing, lower shares of higher-density mixed-use commercial.

- **Southeast** – 4x the city rate for high-density residential zoning, and greater shares of higher-density mixed-use commercial, lower shares of manufacturing and open space zoning.

- **Southwest** – Significantly higher levels of low-density residential, lower levels of manufacturing, higher-density residential and mixed-use commercial.

- **West** – Lower proportions of residential zoning at all densities, concentration of mixed-use commercial zoning at lower densities, greater share of manufacturing and planned developments.

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Zoning by Planning Region

- **Central** – Larger shares of zoning that support dense, mixed-use development and significantly less zoning for manufacturing and single-family residential.

- **Far South** – Larger shares of Manufacturing and Parks and Open Space, lower shares of zoning that support higher-density, mixed use neighborhoods.

- **North** – Notably larger shares for residential zoning of all types and mixed-use commercial across all densities, lower share for manufacturing.

- **Northwest** – Notably larger shares for low-density residential and manufacturing, lower shares of higher-density mixed-use commercial.

- **Southeast** – 4x the city rate for high-density residential zoning, and greater shares of higher-density mixed-use commercial, lower shares of manufacturing and open space zoning.

- **Southwest** – Significantly higher levels of low-density residential, lower levels of manufacturing, higher-density residential and mixed-use commercial.

- **West** – Lower proportions of residential zoning at all densities, concentration of mixed-use commercial zoning at lower densities, greater share of manufacturing and planned developments.

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