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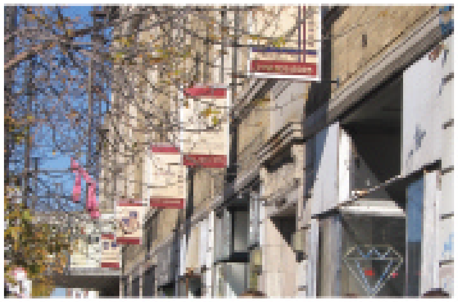

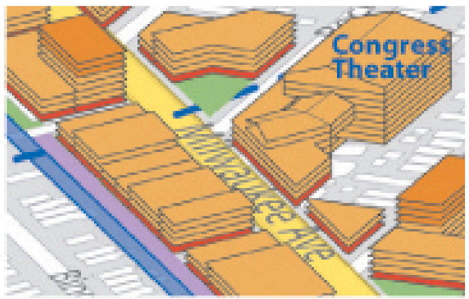

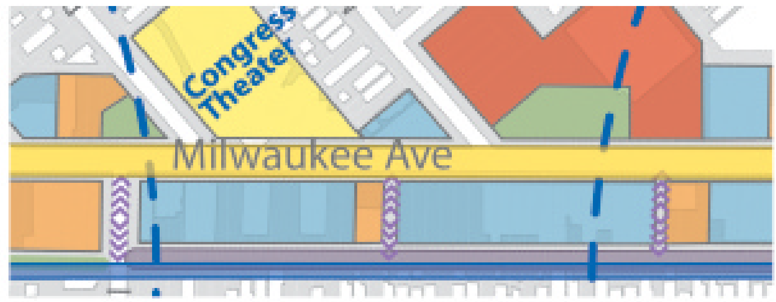

North Milwaukee Avenue Corridor Plan

(Western Avenue to California Avenue)

Alderman Manuel Flores, 1st Ward

November 2008

CONTENTS

EXECUTIVE SUMMARY **1**
Planning Process 1
Study Area 1
Vision and Development Principles 2
Transit Oriented Development (TOD) 2
Planning Framework 3
Development Concepts 3
Implementation 5
INTRODUCTION **6**
Community Involvement 6
Report Organization 7
THE MILWAUKEE AVENUE CORRIDOR STUDY AREA **8**
Existing Plans and Studies 10
DEMOGRAPHIC AND MARKET OVERVIEW **12**
Introduction and Methodology 12
Demographic Overview 12
Market Overview 15
PHYSICAL CONDITIONS ANALYSIS **22**
Existing Land Use 22
Current Zoning 25
Sites of Architectural/Historical Significance 27
VISION AND DEVELOPMENT PRINCIPLES **31**
A Vision for Milwaukee Avenue 31
Development Principles 31
DEVELOPMENT FRAMEWORK **33**
Transit-Oriented Development (TOD) 33

Planning Framework 34
Sites Susceptible to Change 37
Sites for Maintenance and Enhancement 39
Green Space/Plaza/Market Infill Opportunities 41
DEVELOPMENT CONCEPTS 46
Synthesis of Community Issues 46
Design Workshop 46
Land Use and Business Mix Preferences 46
Current Zoning and Building Heights 47
Concept A: Base Case Scenario 49
Concept B: Opportunity Scenario 52
DESIGN GUIDELINES 54
STREETSCAPE & URBAN DESIGN 59
Milwaukee Avenue Streetscape 59
Conceptual Streetscape Improvements 62
IMPLEMENTATION AND FINANCING TOOLS 66
Implementation Tools 66
Residential Development Resources 73
Chicago Community Land Trust (CCLT) 73
Sustainable Development Resources 74
Public/Open Space Resources 74

FIGURES

Figure 1. Community Context 9
Figure 2: Fullerton/Milwaukee TIF Boundary 11
Figure 3: Existing Ground Floor Land Use by Parcel 24
Figure 4: Existing Zoning 26
Figure 5. Planning Framework 36
Figure 6. Vacancy Graphics 37

Figure 7. Sites Susceptible to Change 38
Figure 8. Sites for Maintenance & Enhancement..... 40
Figure 9. Green Space/Plaza Opportunity Sites..... 42
Figure 10. Conceptual Armitage Area Green Space 43
Figure 11. Conceptual Maplewood Area Green Space..... 43
Figure 12. Conceptual Rockwell Area Green Space 44
Figure 13. Conceptual Washtenaw Area Green Space 44
Figure 14. Conceptual Under Elevated Tracks Space 45
Figure 15. Current Building Heights 48
Figure 16. Concept A..... 51
Figure 17. Concept B 53
Figure 18. Compliancy of Parking Lots..... 60
Figure 19. Parkway Plantings: Proposed Trees 61
Figure 20. Innovative Bicycle Solutions..... 63
Figure 21. Tree Grates for ADA Compliance..... 63
Figure 22. Usable Art Benches from Around the World..... 64
Figure 23. Light Pole Modifications..... 64
Figure 24. Creatively Designed Public Spaces..... 65

TABLES

Table 1. Affordability Range..... 20
Table 2. Existing Zoning 25
Table 3. Average Annual Daily Traffic 29
Table 4. Average Station Entries 30
Table 5. Business and Commercial Zoning..... 67
Table 6. Floor Area Ratio with Bulk & Density Standards 68
Table 7. Potential Special Service Area 2000 Base EAV 71

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EXECUTIVE SUMMARY

Planning Process

The North Milwaukee Avenue Corridor Plan is the result of a multi-step planning process which began in August 2007 and spanned eleven months. Significant public input was sought throughout the development of the Corridor Plan. Alderman Manuel Flores appointed a Task Force of residents, property owners, business owners, and other stakeholders. A series of public meetings was held to discuss issues, opportunities and development alternatives for the Corridor. Residents, property owners, business owners, property managers, community leaders, builders and developers, and city staff provided input and voiced their opinions and concerns at several points throughout the process.

Public Involvement


The Project Team assessed current conditions and worked closely with the community to develop a vision and strategies to strengthen and guide future development. This Plan identifies means to strengthen and enhance the Corridor through preservation, renovation, and/or redevelopment. Finally, this Plan establishes the framework for private development projects as well as a basis for public improvement along the Corridor.

Study Area

Milwaukee Avenue is a key diagonal street in the City of Chicago, carrying vehicles, bicycles, buses, and pedestrian traffic. The Study Area covers approximately 0.75 miles of Milwaukee Avenue between Western and California Avenues in the Logan Square neighborhood. It is in transition as development pressures increase. Opportunities for reuse and redevelopment along the Corridor include vacant buildings, vacant land, underutilized and deteriorated structures, and incompatible uses.

Because Milwaukee Avenue is part of a mature neighborhood, the existing land use pattern is an important consideration in the Plan. Throughout the Corridor, the majority of ground floor uses are commercial, including retail, thrift/discount, restaurant/bar, commercial service, and mixed commercial. Between Western and California there are several sites with vacant land and vacant buildings. The current zoning reflects existing land uses and includes B3, C1, C2, and M1.

Vision and Development Principles

The Corridor is facing significant development pressure and there is active debate about what type of development is desirable. Early in the planning process, Alderman Flores indicated the desire to have an inclusive community process through which residents, business owners, property owners, and community groups could voice their opinions. A community-wide meeting was held to identify public priorities. These have been used to develop the vision and supporting principles for guiding development.

Commercial development within the Study Area should be designed to capture the markets created by residents, employees, and visitors alike. The close proximity of stores and businesses to adjacent neighborhoods can also create convenient shopping opportunities that benefit both customers and merchants. To be successful, commercial development must include a healthy mix of stores and businesses, and it must have good accessibility and visibility to both pedestrians and automobile traffic. Several "opportunity sites" have been identified with potential for new commercial development. While redevelopment might take place over a period of years, redevelopment should not occur as a series of isolated and unrelated projects.

A Vision for Milwaukee Avenue

"Milwaukee Avenue between Western and California is unique within the City of Chicago. It provides a safe, convenient working, shopping and entertainment district for neighborhood residents and visitors alike. Milwaukee Avenue is identifiable as a live music and cultural hub, and as an area with an interesting mix of old and new, short and tall buildings with strong architectural character. Together, these support the success of businesses in the area. Milwaukee Avenue is the focus of a vibrant transit-oriented and pedestrian-friendly neighborhood, and is a model for hip, sustainable urban living."

Transit Oriented Development (TOD)

TOD allows for mixed-use, vibrant, higher density areas that encourage people to live near transit, thereby reducing their dependence on automobiles. TOD principles and goals should be factored into developments along the Corridor. The density of residential and commercial development should be increased near the Western and California train stations to take advantage of less restrictive parking requirements and the convenience of transit.

Planning Framework

The Planning Framework was developed to identify and prioritize important locations and characteristics to be addressed in this study. These include opportunities for private redevelopment and public improvement needs. Inclusion of sites in this section does not imply that redevelopment will occur.

Auto-Oriented Redevelopment Sites are characterized by development that is set back behind large surface parking lots. These sites are the highest priority for redevelopment.

Other Redevelopment Opportunity Sites appear to be underutilized or configured in a manner that detract from a pedestrian orientation of the Corridor, and offer opportunities for redevelopment.

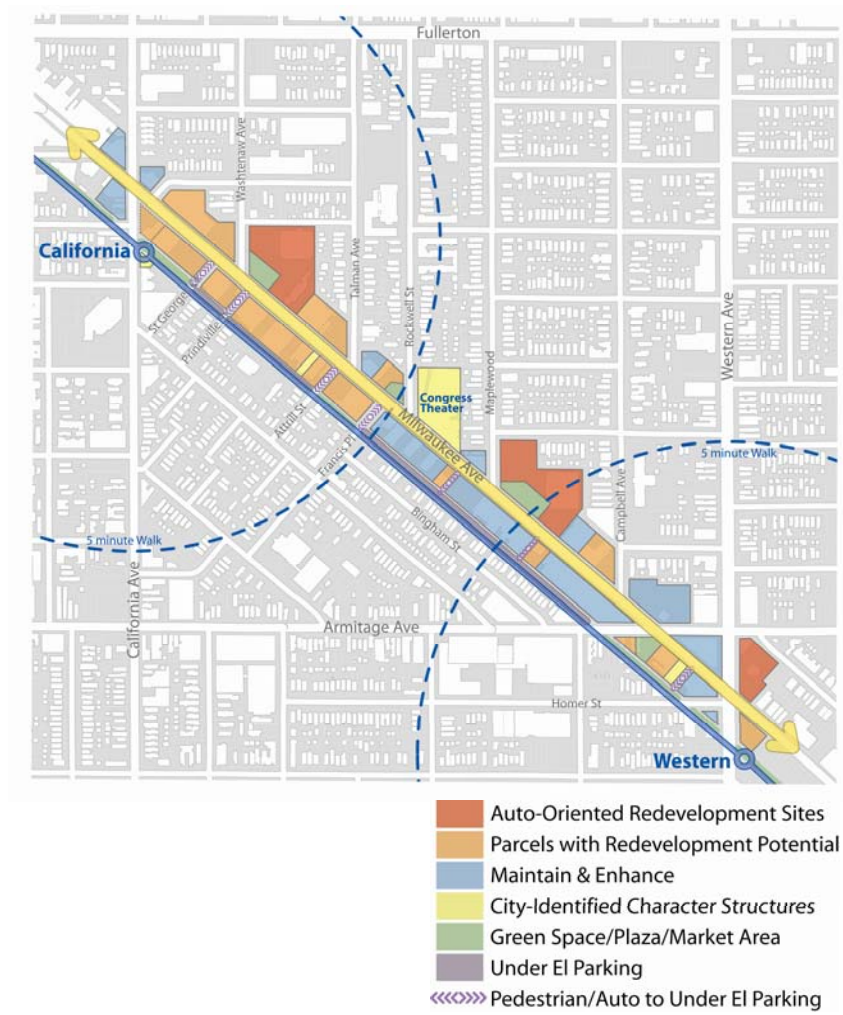
Sites for Maintenance and Enhancement are buildings that are visually interesting and that contribute to the pedestrian feel of the Corridor, though some may suffer from deferred maintenance.

City-Identified Character Structures have been identified as "Significant Properties" in the City's historic resource survey.

Green Space/Plaza/Market Opportunity Sites may exist with large site redevelopment, acquisition and improvement of individual parcels, and by creatively using the land underneath the Blue Line and near the Western and California train stations.

Under 'El' Parking are areas under the CTA elevated train that are suitable for parking use to support corridor businesses.

Planning Framework



Development Concepts

The Concept Plans illustrate the desired future conditions and character of the Corridor. They are a tool for thinking broadly about how the Corridor and the neighborhood should develop to meet local and city-wide goals and achieve the community vision. The plans may be used as an outline for the location of different land uses and amenities, as well as urban infrastructure such as roads, sidewalks, transit, and streetscape that can support development. The Concept Plans do not mandate development, rather they establish a framework for how development should occur as owners decide to intensify or change the use of their property.

Concept A: Base Case Scenario

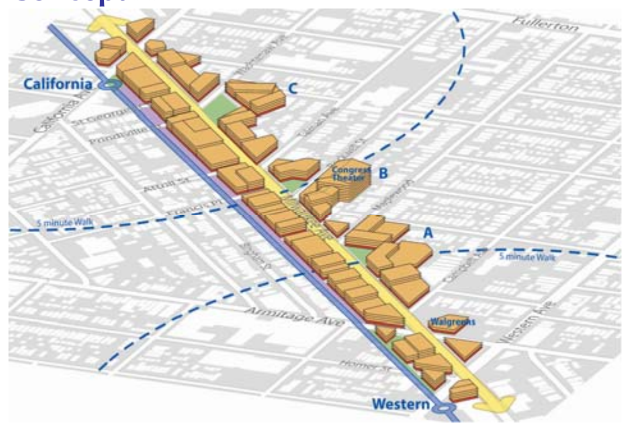
This concept depicts development that incorporates previously defined opportunities. Development densities are illustrated at a four-story height in accord with modern standard neighborhood-scale corridor redevelopment. Ground floor commercial uses are depicted in red. Upper floor uses, which could be a mix of residential, office or parking, are shown in light orange. Development similar to Concept A can be found along other stretches of Milwaukee Avenue in the city, as well as other corridors such as Clark Street and Lincoln Avenue.

Concept B: Opportunity Scenario

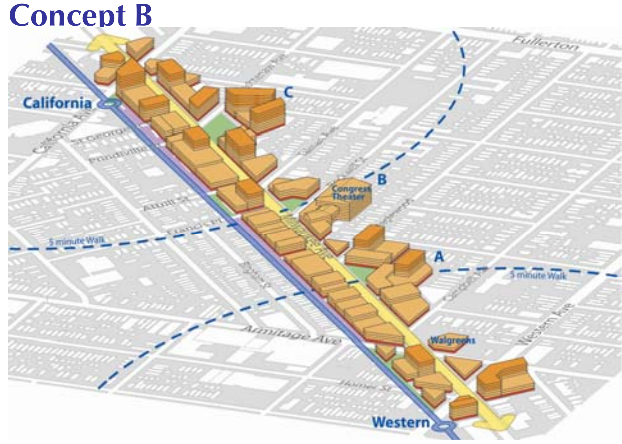
This scenario incorporates the open space recommendations of Concept A along with the rehabilitation and infill vision for the sites primarily situated in the southeastern half of the Corridor. The primary difference illustrated in Concept B is the allowable development density. This scenario envisions the development of taller buildings so that this portion of Milwaukee Avenue can be distinguished from other areas along the Corridor and within the City. This strategy delivers an attractive benefit for leasing to retailers and grocers, as well as restaurant and entertainment purveyors.

There are precedents for this scale of infill development throughout Chicago utilizing construction components such as glass curtain wall construction in addition to traditional brick construction. This introduces a fresh, modern architectural character and appeal. The establishment of a visually-rich, architectural backdrop along this stretch of Milwaukee Avenue is in keeping with the stated vision of establishing a live music and arts scene in the Corridor.

Concept A



Concept B



Streetscape & Urban Design

In addition to site and building redevelopment, a range of projects should be considered within the public rights-of-way to enhance the image and appearance of the Corridor and create a safe, attractive, and "hospitable" working, living, and leisure-time environment. Public sector improvements can help promote new private investment and development as well as attract additional visitors and business patrons to the area.

Due to its proximity to public transportation, the diverse mix of land uses, and presence of adjacent residential development, the Corridor should be improved so that pedestrians, bicyclists, and vehicles can move safely and efficiently between the various destinations in and around Logan Square. The Study Area should become a safer, more attractive, and convenient environment for both motorized and non-motorized modes of transportation.

The guidelines presented in the Plan provide a preliminary framework for the design treatment of streets, sidewalks, crosswalks, streetscape facilities, lighting, benches, and other pedestrian amenities.

Implementation

The North Milwaukee Avenue Corridor Plan provides a guide for improvement and redevelopment within the Study Area. Formal adoption of the Plan is only the first implementation step. Continuing action toward the vision and guiding principles is necessary for the recent planning efforts to have a lasting impact. Implementation will require numerous partnerships between the City of Chicago Departments of Planning and Development and Transportation, the Alderman and other elected officials, neighborhood residents, community organizations, and the private sector. For a full list of financing and implementation tools, please refer to the "Implementation and Financing Tools" section of the Plan.

Innovative Bicycle Solutions

Tree Grates

Art Benches

Creative Public Space

INTRODUCTION

URS, in conjunction with Alderman Manuel Flores (1st Ward), the City of Chicago Department of Planning and Development (DPD), Site Design Group (SDG), and Urban Works (UW), also called the "Project Team", is pleased to present this Plan for the Milwaukee Avenue Corridor. The Study Area ("Study Area") covers approximately 0.75 miles of Milwaukee Avenue (the "Corridor") between Western and California Avenues.

The Project Team assessed current conditions and worked closely with the community to develop a vision and strategies to strengthen and guide future development in the area. This Plan sets forth the community's vision for the Study Area and identifies development strategies for improving the function and character of the Corridor. This Plan identifies strategies to strengthen and enhance the Corridor through preservation, renovation, and/or redevelopment. Finally, this Plan establishes the framework for private development projects and justification for public improvement within the Study Area.

Community Involvement

The planning process began in late August 2007 and spanned eleven months, until July 2008.

Community stakeholders participated in every phase of the development of this plan. Alderman Flores appointed a broad-based group of residents, property owners, business owners, and representatives from local organizations to help guide the planning process (the "Task Force"). Information was provided to the general public via local newspapers, flyers, and the 1st Ward website. URS met with business and property owners, administered a questionnaire, and conducted several key person interviews to solicit stakeholder input. A series of public meetings was held throughout the process to discuss issues, opportunities and development alternatives for the Corridor. Throughout the process, the Task Force attended meetings and offered their recommendations to improve the Corridor.

Key Meetings

- **Kick-Off Meeting at Acme Art Works (August 2007)**
- **Walking Tour (November 2007)**
- **Community Meeting at Center for Neighborhood Technology (November 2007)**
- **Existing Conditions Review (February 2008)**
- **Business/Property Owners Meeting and Questionnaire (March 2008)**
- **Design Workshop (April 2008)**
- **Draft Plan Presentation and Recognition of Task Force (July 2008)**
- **Plan Review Session, July 2008**

Members of the Task Force on the walking tour (November 2007).

Report Organization

This Plan is divided into the following sections:

Introduction: This section provides an introduction to the Plan document, an overview of the Corridor, and summarizes existing relevant plans and reports.

Demographic & Market Overview: This section provides an overview of key demographics and market summary points. Detailed tables and data obtained in the Market Overview are found in the Appendix.

Physical Conditions Analysis: This section summarizes the results of the data collection and analysis undertaken as a first step in the planning process. It includes maps and text that describe current conditions s related to land use, zoning, significant buildings, and transportation systems.

Vision & Development Principles: This section articulates the community's vision and sets standards for new development, redevelopment, and public improvements along the Corridor.

Development Framework: This section identifies the major development influences along the Corridor. Transit-oriented development principles, along with the community's vision, form the framework upon which most of the planning concepts are built.

Development Concepts: This section contains physical plans for the Corridor that identify potential development sites and preferred development concepts.

Design Guidelines: This section presents design guidelines that should be used by the City to promote high-quality, compatible new developments and compatible improvements to existing structures within the Study Area.

Streetscape & Urban Design: This section identifies existing conditions and illustrates potential locations for parkway treatments, lighting improvements, benches, and other public-right-of-way improvements.

Financing & Implementation: The final section identifies tools and financial programs to implement recommendations identified in the Plan.

THE MILWAUKEE AVENUE CORRIDOR STUDY AREA

Milwaukee Avenue is a key diagonal roadway in the City of Chicago, carrying vehicles, bicycles, buses, and pedestrian traffic from downtown to the northwest suburbs. It is a major arterial street that serves as a regional traffic carrier. The CTA Blue Line, the #56 Milwaukee bus line and a dedicated on-street bike lane provide alternative modes of travel for non-motorized vehicles. Ridership along the Blue Line has steadily increased over the past few years.

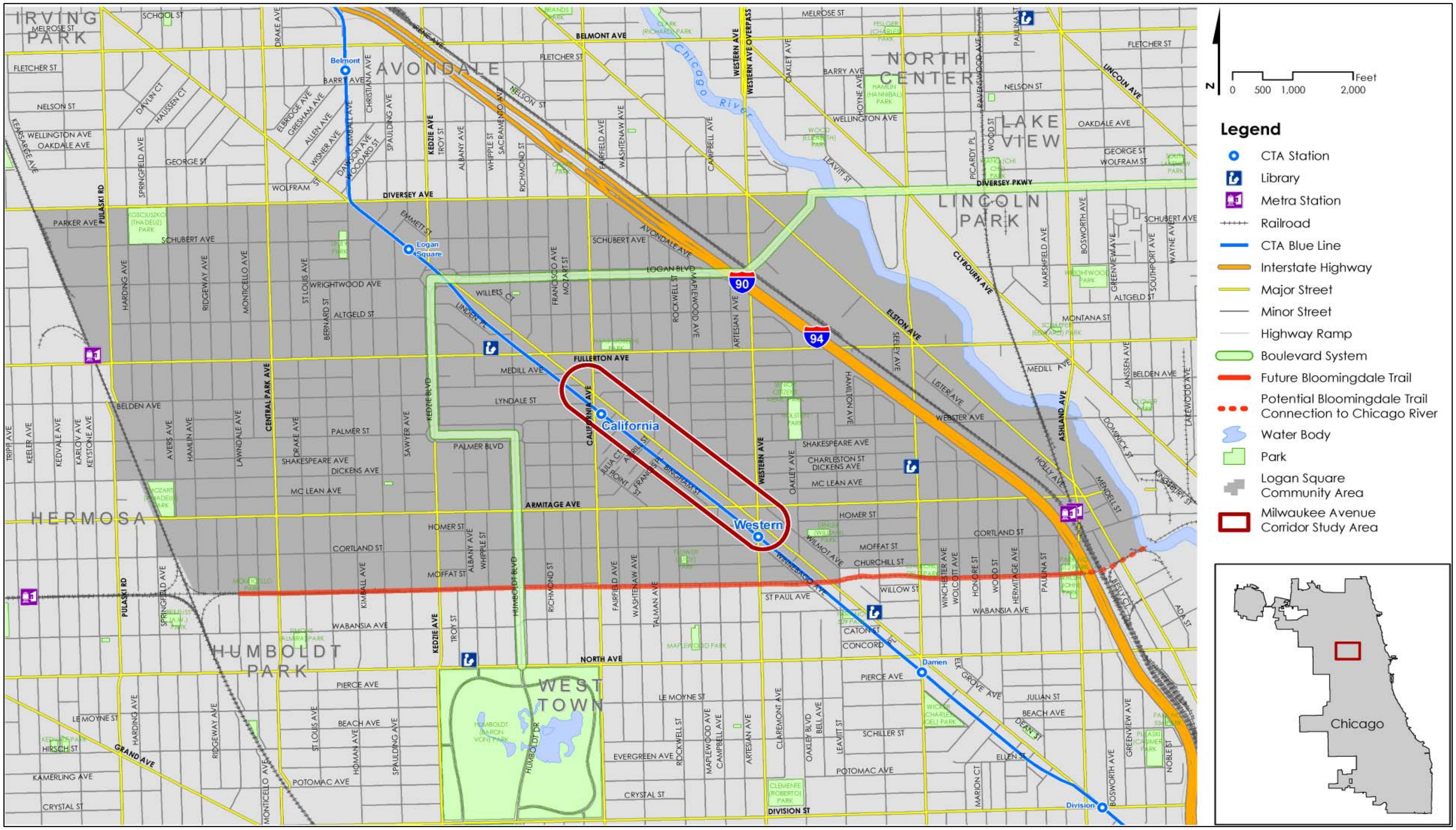
The Study Area section of Milwaukee Avenue is a well-developed street that consists of a diverse mix of land uses developed in a linear pattern with buildings usually fronting the street. Many buildings are developed on small, single parcels, with upper floor residential units above some buildings. Compared to other sections of Milwaukee Avenue, this section is built out at a lower density. Most buildings are one or two stories. Parking is provided on-street, with some off-street parking located in front of buildings. The street grid is interrupted along the Corridor, which has resulted in irregular parcelization in several spots. Land uses include retail, restaurants, service, and residential (mainly upper floor rental units). The landmarked Congress Theater and Margie's Candies at Armitage and Western Avenues attract visitors from all over Chicago.

The Study Area is fortunate to contain a number of assets. It is close the Logan Square Boulevards District, which consists of Logan, Humboldt, Kedzie, and Palmer Boulevards. This is a protected historic district that provide green/open space to the community. The future Bloomingdale Trail, which will be developed into a biking/walking path, is located to the south. Humboldt Park is close by. There are also a number of community institutions, including Chase and Goethe Schools, the 13^{th} District Chicago Police Station, a Chicago Fire Station House, , and the Wicker Park and Logan Square Branch Libraries, all near the Study Area.

The stretch of Milwaukee Avenue between Western and California Avenues is under transition as development pressures increase. Opportunities for reuse and redevelopment along the Corridor include vacant buildings, marginal and deteriorated structures, and incompatible uses along a primarily commercial corridor. There are also upper floor vacancies that may be appropriate for reuse and a number of vacant parcels are available for development. Small pockets of deferred maintenance and deterioration exist. The Corridor contains some buildings with architectural and historic value. However, several of these would benefit from storefront design improvements, rehabilitation and repair, and signage improvements.

Figure 1 illustrates the Study Area within the larger community context.

Figure 1. Community Context



Existing Plans and Studies

A number of plans, studies, and reports have been completed that have a bearing on the existing conditions in the Study Area and help form the foundation upon which to build this Plan. These documents are summarized below.

A Place to Stay, A Place to Grow

Logan Square Neighborhood Association (LSNA)/ Local Initiatives Support Corporation (LISC) /Chicago's New Communities Program (NCP), Quality of Life Plan, May 2005

Working with LISC, a large planning task force, participants from the community, and private consultants, LSNA produced a plan that identifies strategies and projects to be implemented over a 3-5 year timeframe. More information can be found online at http://www.newcommunities.org/communities/logan/ or http://www.lsna.net/home. Presented below are the eight strategies and projects found in that plan. Relevant strategies are italicized.

1. ***Preserve and expand affordable housing.***
2. Expand and improve parks and recreational programs, and create new community spaces.
3. Improve and expand model school programs, and foster education opportunities for residents of all ages.
4. ***Revitalize key commercial Corridors by working with elected officials, businesses, and property owners.***
5. Support industrial retention and business development.
6. Improve the health, safety, and well being of Logan Square residents and families.
7. Support local arts organizations, promote art activities, and expand arts programming and cultural events.
8. Build community leadership and enable all residents, young and old, citizen and non-citizen, to participate effectively in decisions affecting their lives.

NCP is a major long-term initiative of LISC to support comprehensive development in Chicago neighborhoods. It seeks to rejuvenate challenged communities, bolster those in danger of losing ground, and preserve the diversity of areas in the path of gentrification. Each effort is being led by a neighborhood agency that coordinates programs among other local organizations and citywide support groups.

Logan Square Open Space Plan

Increasing and Improving Parks in the Logan Square Community Area (Chicago Park District and the City of Chicago Departments of Planning and Development and Transportation, 2004)

Logan Square is one of Chicago's most densely developed areas, with less open space than any other community except South Lawndale. A plan was created to address the need for more open space, including both passive "green" space and active recreational space. The *Open Space Plan* has four primary goals:

1. ***Increase the amount of public open space with parks, plazas, gateways, greenways, and other outdoor areas.***
2. Improve the quality of existing open space and add more opportunities for active recreation.
3. Investigate recreational and open space opportunities along the unused Bloomingdale rail line.
4. Work with the community when buildings or tracts of land go on the market in areas not served by open space to assess the feasibility of these sites for open space.

To supplement these goals, this Plan provides eleven key recommendations, which, when implemented, will create over fifteen acres of new open space in Logan Square. Some of these are either underway or will be starting soon (as of 2008).

The entire Open Space Plan can be downloaded from the City of Chicago's Department of Planning and Development website. See the "Community Plans" section on the Department's homepage.

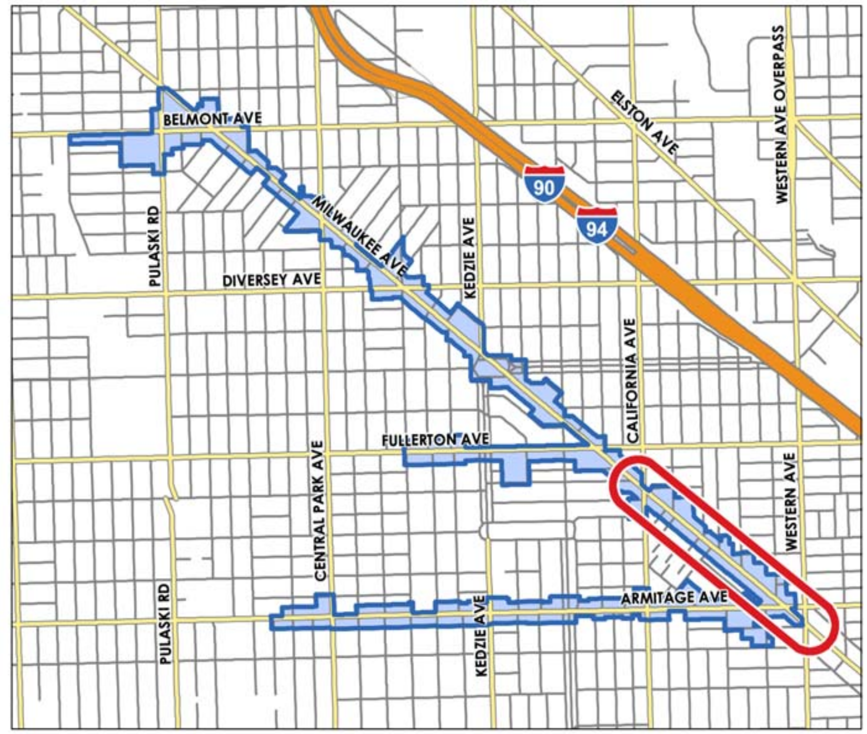
<u>Fullerton/Milwaukee Tax Increment Financing (TIF) District Redevelopment Plan and Project</u> (October 1999 and December 2004)

The City of Chicago has established TIF districts throughout the City to help redevelop blighted areas, build and repair roads and public infrastructure, clean up polluted land, and put vacant properties back on the tax rolls. The City's investments in the TIF districts are repaid through improved, productive properties that become new, permanent revenue generators. TIF can be a tool for implementing a community-based revitalization plan by encouraging affordable housing development, improving infrastructure, putting vacant land and buildings to productive use, and meeting other local needs.

The Fullerton-Milwaukee TIF encompasses portions of the major commercial corridors in Logan Square: West Armitage Avenue from North Ridgeway to North Milwaukee Avenue, West Fullerton Avenue from North Kimball Avenue to North Mozart Street, West Belmont Avenue from North Tripp Avenue to North Hamlin Avenue, and Milwaukee Avenue from West Homer Street to West School Street.

The Project Area was designated in February 2000 and may be terminated no later than February 2023 (with taxes collected in the 24th year, or 2024). The TIF boundary covers five Chicago wards: 1st (Flores), 35th (Colon), 26th (Ocasio), 30th (Reboyras), and 31st (Suarez). Figure 2 illustrates the TIF district boundary within the Study Area.

Figure 2: Fullerton/Milwaukee TIF Boundary



DEMOGRAPHIC AND MARKET OVERVIEW

Introduction and Methodology

The following market analysis for the North Milwaukee Avenue Corridor Study will be used to assist a coordinated long-range redevelopment plan for this area. Planning studies that emphasize implementation should include a market analysis to identify redevelopment opportunities that are economically feasible and reasonable given local business and real estate market conditions. This approach tempers creative visions with economic reality and improves the chances of a plan's actual implementation. The market analysis findings provide a framework for the overall redevelopment plan and document the marketplace to interested potential developers.

This report examines the potential for new and in-fill development of residential and retail sectors in regard to long-term redevelopment of North Milwaukee Avenue. The findings and recommendations set forth in this report are based on a combination of several data resources and research methods.

Demographic Overview

Demographic characteristics of the population play an important role in planning the redevelopment of the Study Area. Population, age, income, race, education, and traffic variables influence which retailers will consider a site, and indicate the potential buyer profile for residential units within the trade area.

Demographic data for the area around the Corridor were measured in rings representing a 0.25-, 0.5-, and 1-mile radii from the intersection of Milwaukee Avenue and Rockwell Street (roughly the mid-point) of the Study Area. These rings were chosen to provide a snapshot of the immediate Study Area and the Logan Square neighborhood as potential market areas and help us understand the size of the potential market for different consumer goods. The 0.25- to 0.5-mile ring represents the typical walking distance for transit–oriented and neighborhood businesses. The 0.5- and 1-mile rings were chosen to illustrate neighborhood and larger community demographics. The larger ring areas also helps evaluate market conditions for other uses, such as a grocery store.

Information about population was gathered from the 1990 and 2000 US Census and estimates and projections for 2007 and 2012. Detailed tables illustrating these characteristics and trends, as well as trade area maps, are provided as Appendix items. Highlights are described below.

Population and Household Size

- Population within the Study Area and surrounding community has remained at a relatively stable number and is not projected to change significantly.
- In 2007, the population within 0.25-miles of Milwaukee Avenue and Rockwell Street was estimated at approximately 5,607. This represents an increase of approximately 0.1% since the 2000 census.
- Within the 0.5-mile ring, the population increases significantly, estimated at 21,174 with a growth rate of 0.7%. Population is projected to decrease slightly by 2012 within both the 0.25- and 0.5-mile rings to 5,576 and 21,174, respectively.
- Within a 1-mile ring, the population grew by 2.7% since 2000 with an estimated total population of 70,400 in 2007.

Population is projected to increase slightly by 2012 (1.3%) to an estimated total of 71,324.

- The 2007 population includes approximately 1,978 households within a 0.25-mile radius, 7,634 households within a 0.5-mile radius, and 26,448 with a 1-mile radius. The number of households within a 0.25-mile radius is expected to increase by about 0.7% between 2007 and 2012, and the number of households within a 0.5-mile radius is expected to increase by about 1.7% over the same time period. Within the 1-mile radius, the number of households is expected to increase by about 2.2%.

- The majority of households consist of 2 to 3 persons. The average household size within the 0.5-mile radius is 2.8 persons which is slightly larger than average household sizes in the 1 mile radius.

Race and Gender

- The 2007 population within the market Study Area is mainly "Hispanic or Latino" and "White". The area has a substantial Hispanic population; approximately 67.8% of residents within a 0.25-mile radius identified themselves as Hispanic or Latino. The relative size of the Hispanic/Latino population decreases slightly, but is still the dominant population category as the Study Area is expanded. Approximately 63.4% of the residents within 0.5 miles, and 56.6% within 1 mile identify themselves Hispanic/Latino.

- A large percentage of residents are self-classified as white, according to U.S. Census and Claritas data: 48.9% of residents within 0.25 miles; 48.9% of residents within 0.5-mile and approximately 51.4% residents within 1 mile identify themselves as white. Approximately 3.9% of the population within a 0.25-mile identify themselves as black or African American alone. These percentages increase to approximately 4.2% as the radius increases to 0.5 mile and 7.3% within 1 mile.

Age

- The median age of residents within the 0.25-, 0.5- and 1- mile radius is just over 32.

- The largest age cohorts represented by the population of the Study Area are the 25 - 34 and 17 and under cohorts. Approximately 63% of the area population falls into these two age groups. This number remains consistent as the trade area is expanded from a 0.25-mile radius to a 0.5-, and 1-mile radius.

- Nearly 75% of the population within a 0.5-mile radius is over the age of 17, and this percentage also remains fairly constant throughout the larger area. Between 6 and 7% of the area population are over the age of 65.

Educational Attainment

- Slightly more than 44% of the population over age 25 within the 0.25-mile radius has not completed high school or the equivalent level of education. Approximately 20% of the population possesses a high school degree as their highest level of education, and an additional 12% have some college education, including nearly 3% who possess an associate degree. Approximately 14% of the population has completed a bachelor's degree and 7.5% have completed an advanced degree.

- Educational attainment levels increase as the rings become larger. At the 0.5-mile radius, 16% of the population have achieved a bachelor's degree; almost 17% possess a high school degree as their highest level of education, and 8.5% have achieved a master's degree or higher. At the 1 mile radius, 17% possess a high school degree as their highest level of education, 19% have attained a bachelor's degree, and 10% have completed an advanced degree.

Income

- Average household income for 2007 in the 0.25 mile radius was estimated at almost $49,500; $58,000 at the 0.5 mile radius; and $66,000 at the 1 mile radius. The median household income for the City of Chicago is $62,748.

- Median household incomes and average household incomes increase as the trade area is expanded. Per capita household income, which was almost $17,500 for households within a 0.25-mile radius in 2007, increases to $21,000 at the 0.5-mile radius, and $25,000 at the 1 mile radius.

Employment

- Approximately 53% of the population over age 16 and within a 0.25-mile radius were employed in the civilian workforce in 2007. Unemployment within the same area was estimated at 4%, and 43% of the population were not in the labor force. In the City of Chicago, the comparable percentages were 55% employed, 6% unemployed, and 39% not in the labor force. As the radius is expanded, employment rates increased and participation in the labor force is higher. The unemployment rates remain between 4% and 5% at all larger rings.

- The majority (over 80%) of workers over age 16 are employed in the private, for-profit sector. Approximately 7% of workers are employed in the private, non-profit sector and 9% are employed at various levels of government, mainly local. An additional 4% of workers are classified as self-employed. There is not a significant variation in employment sectors as the Study Area is expanded from a 0.25-mile to 1 mile radius.

- The occupation employing the greatest percentage of residents in the larger market area is sales and office, employing between 21% and 26% of residents within the larger radii. Production, transportation and material moving is another large sector of employment, with between 27% in the 0.25-mile ring and 18% in the 1-mile ring employed in that sector. Professional and related occupations is another main sector, employing between 18% in the 0.25-mile ring and almost 26% in the 1-mile ring. Construction, extraction, and maintenance employs between 5% and 7% of the population in the total Study Area.

- Within a 0.25-mile radius, 49% of workers are classified as white-collar and this percentage increases to closer to 61% within a 1-mile radius.

- Almost 34% of workers living within a 0.25-mile radius are classified as blue collar and approximately 17% as service. The percentage of workers in both these categories is lower for the 0.5 and 1-mile radii.

Commuting

- The most common form of transportation to work in all three radii was driving alone, with almost 45% of employed residents commuting this way. An additional 21.5% carpooled, the third highest mode of transportation.

- The second most common form of transportation to work in all three radii was public transportation, with approximately 28% of employed residents commuting this way. The percentages of residents who drive along and take public transportation are similar in the larger trade areas.

Housing

- Approximately 2,000 occupied housing units were identified within a 0.25-mile radius of Milwaukee Avenue and Rockwell Street in 2007. Of these units, approximately 520, or 26.3%, were owner-occupied and 1,457, or 73.7%, were renter-occupied units. As the trade area expands to a 0.5-mile radius, the percentage of owner-occupied units increases to 30%, and as the trade area was expands to a 1-mile radius, the percentage increases again to 32%.

- The average home value for owner-occupied units within a 0.25-mile radius of Milwaukee and Rockwell in 2007 was $292,803. Average home values were higher for the larger rings, increasing to $352,505 for the 0.5-mile radius, and $374,148 for the 1-mile radius.

- A large portion of the housing stock in the area is in multi-unit buildings. 35% of units are in buildings of 3 to19 units. A significant percent (30%) are in 2-unit buildings.

- The median year built for housing in the area is 1939; this is fairly consistent within the larger rings.

- Average length of residence in the 0.25-, 0.5-, and 1-mile rings is between 7 and 8 years.

Market Overview

This section highlights and incorporates the analysis of existing economic and real estate conditions within the Milwaukee Avenue Corridor Study Area, focusing on the retail and residential market sectors. Each sub-section concludes with a summary of the land use's potential market-based development opportunities. The following sections highlight the findings of the market analysis.

Retail Sector

The Corridor has a mix of general retail, restaurant/dining, and commercial service establishments. Many of these occupy the first floor, with several mixed-use buildings containing residential units above the ground floor. Most of the commercial activity is retail as opposed to service uses, although the Study Area contains several banks, a few insurance agencies, hair/nail salons, and other miscellaneous businesses. The Corridor contains a mix of national retailers (such as Walgreens and CVS) and fast food restaurants (McDonald's, Kentucky Fried Chicken) along with locally-owned businesses and restaurants (such as El Cid). Four coverage maps are located in Appendix B and show the exact locations of several types of retail and consumer services within a 1-mile radius of the Study Area. These businesses draw in not only Study Area residents, but also customers from nearby neighborhoods and the entire City of

Chicago. Throughout the community outreach phase of the study, most people noted the popularity of these businesses and the character they bring to the Study Area.

In addition to the permanent establishments, there are several street vendors who sell food and merchandise from carts or tents along the Corridor. During the walking tour on November 3rd, 2007, participants stated that they liked the diverse and lively element that street vendors brought to the Corridor, in spite of the fact that (possibly) most of them are unlicensed and technically illegal.

There are commercial concentrations outside of the Study Area. Elston Avenue, which is within 1-mile of the Study Area, is a major commercial thoroughfare of "big box" shopping. Most of the nearby commercial establishments are located along Elston, including Strack & VanTil Grocery Store, Target, Home Depot, JoAnne Fabric & Crafts, PetsMart, Pep Boys, and others. One of the major trendy shopping, entertainment, and dining destination areas of the City, Wicker Park/Bucktown, is found to the southeast of the Study Area. However, the commercial activity that characterizes Wicker Park/Bucktown has not begun to grow northwest into the Study Area.

Another (much smaller) retail and commercial node lies northwest of the Study Area along Logan Boulevard. Notable establishments include Lula Café, Dunlay's on the Square, Wolfbait and B-Girls, Boulevard Bikes, and Fleur. California Avenue, north of Fullerton, is becoming a burgeoning "restaurant row", with a number of locally owned restaurants (Buona Terra, Rustik, Haichi's Kitchen), Provenance (a small wine and cheese shop), and a Starbucks on the southeast corner of California and Logan Boulevard.

The largest commercial establishment in the Study Area is the Congress Theater at 2125 N. Milwaukee Avenue. It is one of the largest independent theaters in Chicago. The Congress is an official Chicago City landmark and one of the largest and most unique entertainment venues in the entire city. Designed by Friedstein & Co., the Congress is one of the last of the city's classic movie "palaces." The Congress Theater provides diverse entertainment opportunities that attract patrons from all over Chicago. The Congress hosts concerts, roller derbies, professional wrestling, boxing, movies, theatrical productions, parties, weddings and events in nearly every format imaginable. In particular, the theater boasts a past roster of one of the most eclectic line ups of musical artists of any venue in the world (adapted from the Congress Theater's website: http://www.congresschicago.com/). According to the manager, the Theater is now starting to do cosmetic work on the building after doing important work on the structure. The building sat empty a long time and was in need of significant rehabilitation. In addition to the performance space, the building contains rental apartments on the second floor and ground floor retail space.

Retail Coverage

To obtain an understanding of the concentration of retail stores in proximity to the Study Area, URS analyzed the locations of a variety of retail categories in and around the Study Area. Appendix B contains detailed information on retail coverage research. The categories included the following types of merchandise:

- Food Stores
- Book Stores
- Restaurants, Cafes, Coffee Shops, Bakeries, and Bars
- Drug Stores
- Clothing
- Pet Supplies
- Shipping
- Art Supply, Fabric & Craft, Florists
- Medical Office
- Dry Cleaners
- Health Clubs/Gyms

- Day Care
- Pet Supplies
- Shipping

Retail Supply

Significant gaps exist in coverage patterns for all major retail categories, suggesting an opportunity for new store development along the Corridor. Specifically, within the 0.25 mile and 0.5 mile radii, gaps exist in the following categories:

- Grocery Stores
- Coffee Shops, Bakeries
- Health Club/Gym
- Day Care
- Florist
- Shipping

While there is little coverage within the 0.25- and 0.5- mile radii for the stores identified above, the trade area is typically larger, thus, there may not be a market or development opportunity if enough of these stores exist within 1 to 2 miles.

Coverage improves when examining the 1 mile radius:

- There is one grocery store (Strack & VanTil on Elston Avenue), a pet supply store, an a number of retail establishments on Elston Avenue
- There is a significant concentration of food sales (including bakery, bar, café, coffee shop, and restaurants) to the south of the Study Area on Damen Avenue and at the Milwaukee/Damen/North intersection
- There are still gaps in day care, dry cleaners, florist, health clubs/gyms, medical office, shipping

Retail Demand

If the potential spending power in an area is higher than actual expenditures, residents' spending is occurring outside of the trade area ("leakage"), which may indicate opportunities for retail development within the trade area to meet local needs. If actual expenditures in an area are higher than the area's potential resident spending power, there is an inflow of non-residents making purchases in the trade area ("surplus"). In this case, there may be opportunities for additional retail development to capitalize on an established "destination," depending on the current mix of businesses.

Within a 0.25-mile radius, total retail sales are estimated at $67 million in 2007. Retail supply is estimated at $47 million, indicating an out-flow of $20 million. Specific retail sectors with a greater demand than supply include: motor vehicle and parts dealers; electronic and appliance stores; food and beverage stores; gasoline stations; clothing and accessories; sporting goods, hobby, book and music stores; miscellaneous; and foodservice and drinking places.

Within a 0.5-mile radius, total retail sales are estimated at $207 million in 2007. Retail supply is estimated at $90 million, indicating an out-flow of $117 million. The only retail category with a greater supply than demand is health care and personal stores. This indicates that a large amount of shopping needs are met outside of the 0.5-mile ring.

Within a 1-mile radius, total retail sales are estimated at $700 million in 2007. Retail sales are estimated at $697 million, indicating a much smaller-out flow (as compared to the smaller rings) of almost $3 million. Retail categories with a greater demand than supply include motor vehicle and parts dealers; gasoline stations; sporting goods, hobby, book and music stores; miscellaneous stores; and foodservice and drinking places.

Estimated Leakage and Opportunity Analysis

Potential aggregate retail spending power for the 1 mile radius was estimated at $307 million based on the typical retail spending patterns of $12,600 for households with incomes in the $40,000 to $49,999 range. (The Study Area's median household income for 2007 was estimated at $47,245, and there were 26,448 households within a 1-mile radius).

Summary

Based on our research regarding socio-economics of the area, retail expenditure trends, retail coverage patterns, current mix of businesses in the Study Area, future growth potentials, and physical location and accessibility of the Study Area, we conclude that the Study Area could attract various types of retail over the next ten years taking advantage of the densely populated neighborhoods around the Study Area and the substantial traffic along Milwaukee Avenue. Currently, shoppers leave the area to shop, including trips to Elston Avenue, Wicker Park/Bucktown, and other parts of Logan Square. People may reduce their consumption and may not purchase items that they otherwise would purchase if more retail options were available. While some local shoppers will continue to leave the area to shop, there is potential to capture local spending within the Study Area.

It may be difficult to attract national brand/chain retailers to the Corridor due to its narrow lots and parcel depths. Therefore, any redevelopment should promote the improvement of existing retail space and development of new retail space to attract individual entrepreneurs seeking to expand their establishments into new locations. In addition, developers should be incentivized to include retail space as part of new residential development in the Study Area.

With new residential growth, additional personal service establishments (such as day cares, gyms/health clubs) and niche retailers/shops could be attracted to the Study Area. Small, specialty niche retail is another commercial cluster that may be well suited for the area. Specific suggestions include:

- Bookstore
- Food and beverage stores
- Clothing and accessories
- Sporting goods
- Hobby, book and music stores
- Miscellaneous (such as florists, office supplies)

Residential Sector

URS reviewed existing and potential new supply of residential units both within the Study Area and greater Logan Square. Logan Square has been the primary focus for review of the new residential supply because of the residential growth that has occurred throughout the community. A high-level review of residential sales in nearby communities has revealed the price points of units in the Wicker Park and Bucktown neighborhoods are feeding development to the northwest, starting in the eastern side of Logan Square.

This survey is a good indicator as to which housing types and price points are in demand in the Study Area, as well as potential buyer profiles. The focus of this analysis is on condominium and attached units, though data on different housing types were utilized in some cases. Single family, detached homes are not allowed under current zoning and are better located on residential streets. It is unclear how the on-going housing downturn and economic recession will affect the condominium market.

Current Price Points

- Recent sales data from Multiple Listing Service shows median selling price is $286,500 for 2 bedrooms/2 bathrooms.
- Recent sales show that most units are being sold with parking spaces.
- Total number of sales (for all residential units; not just condominiums) for 2005, 2006, and 2007 varied between 615 and 660 units (50 to 55 units/month) with an average time on the market between 89-125 days.
- According to Claritas, average home value for owner-occupied units within a 0.25-mile radius was $293,000; within a 0.5-mile radius was $352,500; and $374,100 within a 1-mile radius.
- Median home sales in Logan Square in 2006 were estimated at $355,000 and at $362,000 in 2007 (City of Chicago Fact Book).
- In nearby communities, prices varied. Median home sales in Humboldt Park were estimated at $270,000 in both 2006 and 2007 (City of Chicago Fact Book). In West Town, the comparable figures were $395,000 and $382,000 (City of Chicago Fact Book) in 2006 and 2007, respectively.

Demand

- A search on the Chicago Tribune's Real Estate website showed total sales volumes for condominiums sold in Logan Square:
    - 946 in 2007
    - 762 in 2006
    - 724 in 2005
    - 555 in 2004
    - 421 in 2003

The average sales volume, per year, was 682.

- Average monthly rents for a one bedroom in Logan Square (2006) were estimated at $500 to $650; $725 to $1,000 for a two-bedroom and $800 to $1,300 for a three-bedroom.
- According to the *Retail Chicago* report (prepared by MetroEdge & LISC):
    - Single family attached units have risen significantly in value in Logan Square. The five-year price change (2001-2006) was +44%, while the ten-year price (1996-2006) change was 175%. Single family detached units increased by 95% and by 385% over the same time period.

- In Humboldt Park, home values have not realized the same rates of growth as in Logan Square. The five-year price change (2001 to 2006) was +56% for single family attached units (the ten-year price change was not available). Single family detached units increased by 103% and by 189% over the same time period. Values are lower: the median sales price of a single family attached unit in 2006 was $222,438 and $228,000 for a single family detached unit.

- In West Town, values have increased significantly. The median sales price in 2006 was $377,384 for a single family attached unit; the five-year price change was 30%, and the ten-year price change was 135%. Single family detached units had a median sales price of $730,000 in 2006; a five year price change of 73%, and a ten year price change of 327%.

Affordability Analysis

The following table shows estimates of the home purchase prices that could be supported by the various income categories of households in the three radii. These estimates of affordable home prices are based on simplified calculations assuming a 30-year mortgage at an interest rate of 6.5%, with the buyer applying 25% of income to the payments. The table below shows two scenarios—one assuming a 5% down payment and the other, a 20% down payment. First-time homebuyers are assumed to make a 5% down payment, while move-up buyers are assumed to make a higher down payment, based on having built equity in their first home.

Table 1. Affordability Range

	0.00 - 0.25 miles		0.00 - 0.50 miles		0.00 - 1.00 miles		Approximate Affordable Home Price					
Household Income	#	%	#	%	#	%	First Time Buyer (5% down)			Move-Up Buyer (20% down)		
Income Less than $15,000	382	19	1,269	17	4,215	16	Less than $52,000			Less than $62,000		
Income $15,000 - $24,999	271	14	964	13	2,809	11	$ 52,000	-	$ 82,000	$ 62,000	-	$ 103,000
Income $25,000 - $34,999	234	12	922	12	2,828	11	$ 82,000	-	$ 115,000	$ 103,000	-	$ 144,000
Income $35,000 - $49,999	320	16	1,232	16	4,131	16	$ 115,000	-	$ 165,000	$ 144,000	-	$ 206,000
Income $50,000 - $74,999	350	18	1,344	18	4,874	18	$ 165,000	-	$ 247,000	$ 206,000	-	$ 309,000
Income $75,000 - $99,999	221	11	796	10	2,853	11	$ 247,000	-	$ 330,000	$ 309,000	-	$ 412,000
Income $100,000 - $149,999	142	7	689	9	2,738	10	$ 330,000	-	$ 495,000	$ 412,000	-	$ 618,000
Income $150,000 and above	57	3	154	4	690	5	Greater than $495,000			Greater than $618,000		

- First-time buyers from Wicker Park, Bucktown, and nearby neighborhoods typically find greater affordability in Logan Square, as housing prices have risen dramatically in parts of West Town.
- The 2007 median household income was estimated at almost $40,000 in the 0.25- mile ring, $43,000 in the 0.5-mile ring and $47,000 within 1-mile ring.
- Within the 1-mile ring, the largest percentage (18%) of potential buyers has incomes in the $50,000 to $74,000 range. For first time buyers, the target price range is $165,000 to $247,000. Move-up buyers with similar incomes would be in the $206,000 to $309,000 target price range.
- Within the 1-mile ring, the second largest (16%) percentage of potential buyers has incomes in the $35,000 to $49,999 range, which puts them in the $115,000 to $165,000 range for the first-time buyer and $144,000-$206,000 for the move-up buyer.
- However, 16% of the population within 1-mile has an income of less than $15,000, making them unlikely buyers.

Supply

- As mentioned in the Demographics section, the majority of the housing stock in close proximity to the Study Area is older, with a median year of construction of 1939.
- Recent sales show that most units are being sold with parking spaces.
- The Study Area has a significantly lower percentage of owner-occupied housing than the City. In 2007, 31% of the units within a 1-mile radius of the Study Area were owner occupied compared with 44% for the entire City. Given that many condominium buildings were converted from rental units, great potential for conversion exists, because of the large supply of rental units in the Study Area.
- The Study Area is primarily a commercial corridor, with no ground floor residential. Current zoning does not allow for ground floor residential. Under the current zoning, all projects that include residential will be mixed use.

Summary

Potential residents would find the Study Area highly desirable as a place to reside due to the close proximity to downtown Chicago, strong transit location, character of the Corridor and surrounding neighborhood, sense of community, and steadily increasing property values. Future development in the Study Area should capitalize on these assets. A range of product types, including three or more bedrooms, would provide options for families who want to take advantage of the location and nearby schools. Higher density housing is often attractive for young couples, as well as new families, singles, and empty-nesters looking to downsize their housing units and spend less time on home maintenance and repair. These residents are drawn to urban living because of the goods and services that are available in pedestrian-oriented environments. Taller buildings would continue the streetwall found along other sections of the Corridor. This would accommodate higher density housing to maximize the number of residents in the area who could conveniently take advantage of the existing transportation and the existing stores, restaurants and services located along the Corridor. These housing types will help build the immediate population density necessary to create a vibrant and growing Study Area.

PHYSICAL CONDITIONS ANALYSIS

This section highlights existing conditions within the Study Area, including: a) existing land use; b) current zoning; c) traffic, parking, and public transportation; and d)significant properties.

Existing Land Use

This section describes the diverse mix of existing land uses within the Study Area, including retail, service uses, offices, auto-oriented commercial uses, eating and drinking establishments, and residential properties. This analysis is based on field observations (November 2007).

Since Milwaukee Avenue is part of a built-out, mature neighborhood, the existing land use pattern is an important consideration in the Plan. Throughout the Corridor, the majority of the ground floor uses are a variety of commercial including retail, thrift/discount, restaurant/bar, commercial service, and mixed commercial. Between Western and California there are nine sites with vacant land and four vacant buildings. There is one warehouse/manufacturing facility (Shilvok Plumbing) and one new residential/mixed use building at the intersection of Milwaukee and Armitage. Land use in the Corridor is illustrated on Figure 3 and further defined below.

Ground Floor Uses

Mixed Commercial– Mixed commercial describes multiple uses within a single building. For example, a building with a dentist office in half of the storefront and a convenience store in the other half would be labeled mixed commercial. This is the second largest land use category in the Study Area.

Restaurant/Bar– The Study Area contains several food and drinking establishments. Restaurants and bars include Tini Martini, Lucky Vito's Pizzeria, Subway Sandwich, Taqueria Moran, Cozy Corner, Mariano Cuban American, Congress Pizza, Los Comalles, El Nuevo Naranjo, and El Cid.

Thrift/Discount– This category includes secondhand, discount, and outlet stores. Usually categorized retail, thrift/discount is called out in this Plan because of its strong presence in the Corridor. The seven stores in this category are Family Dollar, Family Thrift, Discount Fashion Outlet, Gap Discount, Jules 5 + 10 / Pet Shop, Grand Discover Wholesale and Retail, and Village Discount Outlet.

Retail– This is the largest category of land use in the Study Area. Retail describes any business whose primary purpose is selling goods. Included in this category are convenience stores, clothing stores, furniture stores, etc.

Commercial Service (6.4% of parcel square footage) – Commercial service describes any business whose primary purpose is to sell a service. Uses in this category include banks, salons, and laundromats.

Theater– The Congress Theater is a key to the Corridor because of its historic significance and as an anchor to the commercial street.

Wholesale/Manufacturing–Shilvok Plumbing is the only manufacturing facility. It is located between Attrill and Prindiville.

Under Construction– There is only one building under construction in the Corridor, located on the west side of California, just south of Milwaukee. The planned use for this site is a restaurant/bar.

Vacant Building– This category describes a building with no occupant. There are several vacant buildings along the Corridor.

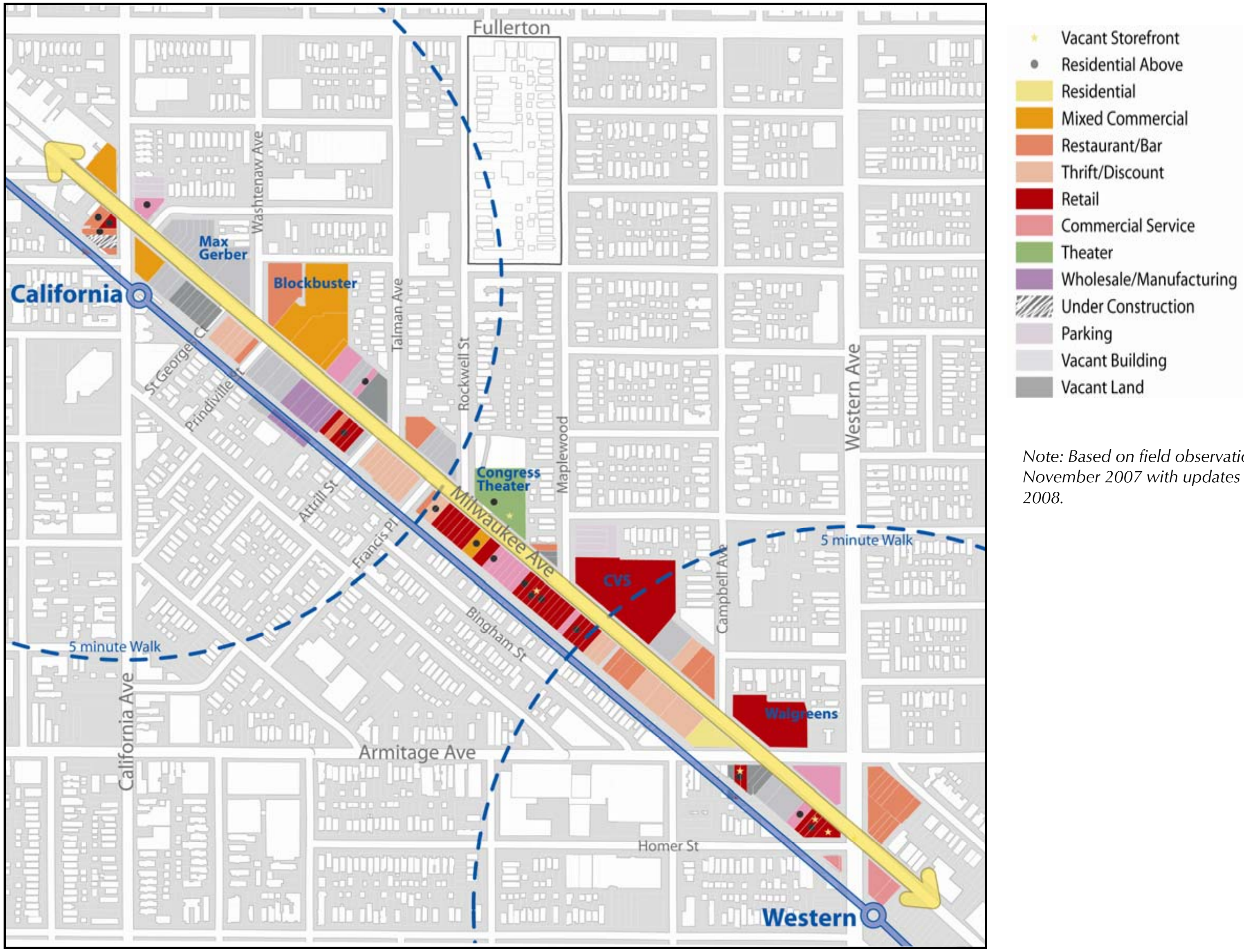
Vacant Land– Vacant land is a parcel without a building or use. In the Corridor, most vacant parcels are unused parking lots. Sites with vacant land are the most conducive to redevelopment.

Vacant Storefront – A vacant storefront is noted when a building is partially occupied and one or more storefronts are empty. For example, a shopping center with one store that has gone out of business is included in this category. There are seven storefronts identified as vacant in the Study Area.

Upper Floor Uses

Residential Above -This category notes residential use on the second floor and above. For example, apartment units above a retail storefront are included in this category. A significant amount of buildings in the Study Area have residential units above ground floor units. There is a new rental apartment building at the intersection of Armitage and Milwaukee with commercial spaces on the ground floor that are partially vacant.

Figure 3: Existing Ground Floor Land Use by Parcel



Note: Based on field observations, November 2007 with updates in July 2008.

Current Zoning

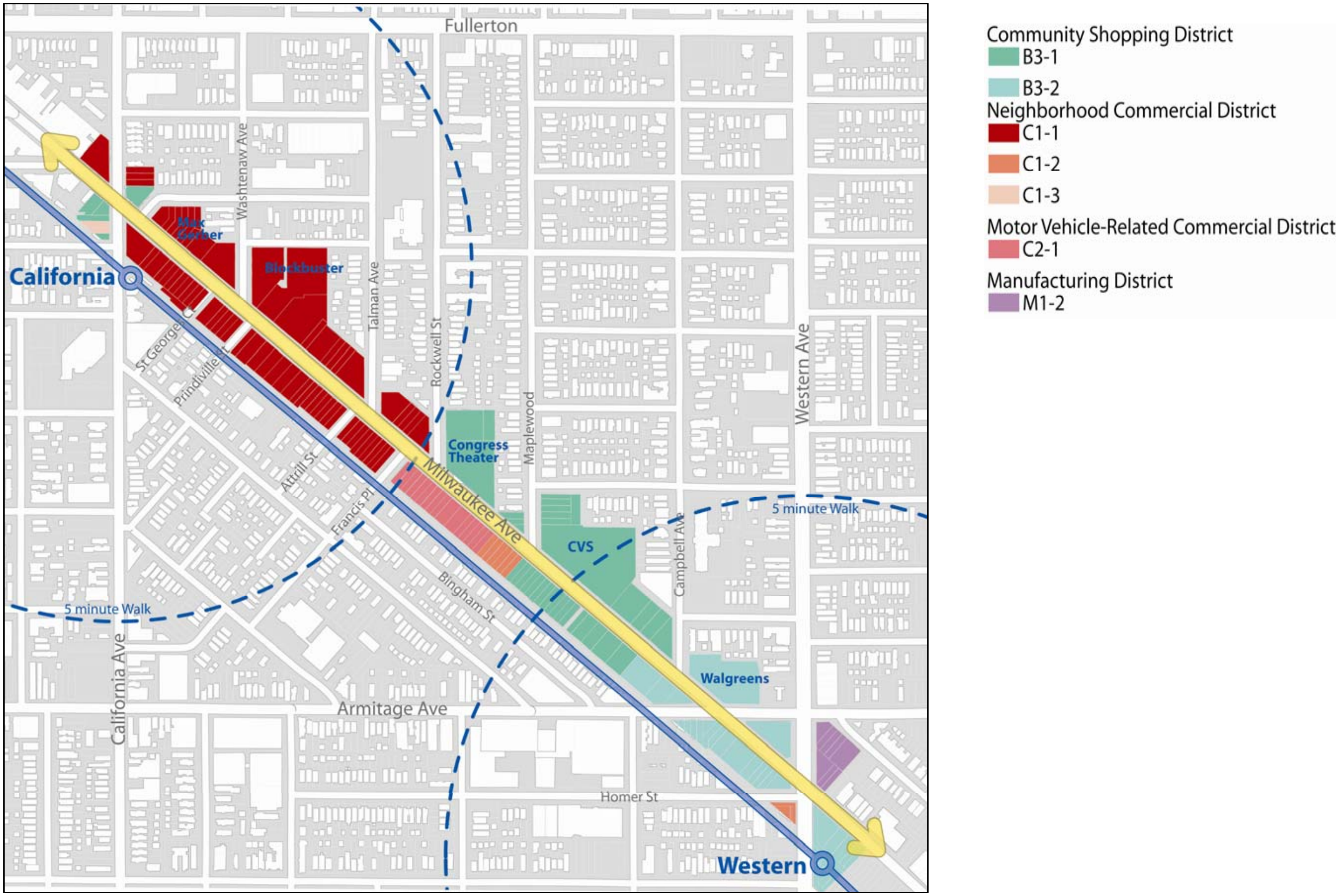
Zoning is an important tool for implementing land use plans and addressing community goals. It establishes the types of uses to be allowed on specific properties and prescribes the overall character and intensity of development to be permitted. There are two parts to every zoning designation in Chicago. The first part is a letter or letters which refers to the district generally, and a number, which refers to the district type. The second part is the dash and a number that refer to the bulk and density (size, shape, and quantity of units). For example, C2-1 is a Motor Vehicle-Related Commercial District ("C2") with the lowest possible bulk and density ("1").

The current zoning along the Corridor, described in Table 2, generally reflects existing land uses. The zoning along the Corridor includes B3, C1, C2, M1, and a small amount of RS. The most prevalent zoning types are B3 (southeastern) and C1 (northwestern). C and B indicate commercial and business zoning, which are further described below. M indicates manufacturing, which allows warehouses, factories, outdoor storage, and similar uses. RS indicates residential single family. The table below provides a summary of the current zoning designations along the Corridor. Figure 4 illustrates the existing zoning in the Study Area.

Table 2. Existing Zoning

District	Description	Minimum Accessory Parking	Maximum Height	Minimum Lot Area	Maximum Gross Floor Area	Maximum Floor Area Ratio
RS 3	**Residential Detached**	1.5-2 space/dwelling unit, with exceptions	30 feet	2,500 square feet		0.9
B3-1	**Community Shopping District**	1space/dwelling unit with exceptions; commercial varies by use	38 feet with or without ground floor commercial	2,500 square feet/dwelling unit	none	1.2
B3-2	**Community Shopping District**	1space/dwelling unit with exceptions; commercial varies by use	47-50 feet with ground floor commerical, 45 feet without ground floor commercial	1,000 square feet/dwelling unit, 700 for efficiency or SRO	none	2.2
C1-1	**Neighborhood Commercial District**	1space/dwelling unit with exceptions; commercial varies by use	38 feet with or without ground floor commercial	2,500 square feet/dwelling unit	25,000 square feet (commercial establishments)	1.2
C1-2	**Neighborhood Commercial District**	1space/dwelling unit with exceptions; commercial varies by use	47-50 feet with ground floor commerical, 45 feet without ground floor commercial	1,000 square feet/dwelling unit, 700 for efficiency or SRO	25,000 square feet (commercial establishments)	2.2
C1-3	**Neighborhood Commercial District**	1 space/dwelling unit with exceptions; commercial varies by use	50-65 feet with or without ground floor commercial	400 square feet/dwelling unit, 300 for efficiency, 200 for SRO	25,000 square feet (commercial establishments)	3
C2-1	**Motor Vehicle-Related Commercial District**	1space/welling unit with exceptions; commercial varies by use	38 feet with or without ground floor commercial	2,500 square feet/dwelling unit	none	1.2
M1-2	**Limited Manufacturing/Business Park District**	Varies based on use		none		2.2

Figure 4: Existing Zoning



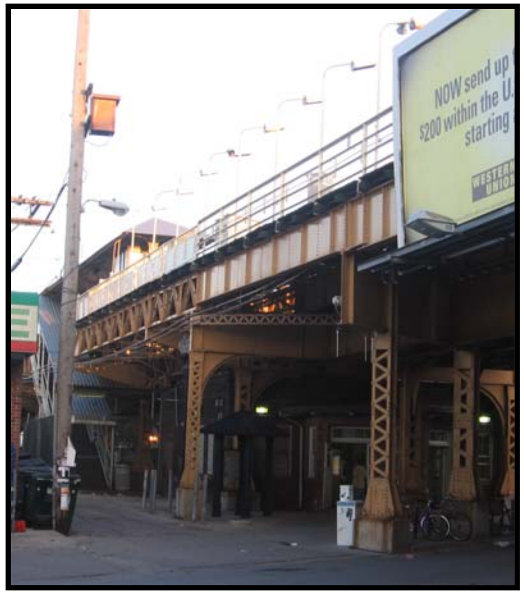
Sites of Architectural/Historical Significance

The Chicago Historic Resources survey, completed in 1995, was a major effort by the City of Chicago to analyze the historic and architectural importance of all buildings constructed before 1940. A color-coded ranking system was used to identify historic and architectural significance relative to age, degree of physical integrity, and level of possible significance. **Red** properties possess some feature or association that makes them potentially significant to the City of Chicago, the State of Illinois, or the United States. There are no "red' properties on the Corridor. **Orange** properties possess some feature or association that makes them potentially significant in the context of the surrounding community. There are a few "orange" properties in the Corridor, identified and described below. "Orange" properties are presented below.

The style of the Western Avenue elevated Blue Line Station, located at 1911 N. Western Avenue, is Art Deco. The architect of the structure is unknown.

The building located at 1978-1980 N. Milwaukee has residential units on the upper floors and retail space on the first floor. The first floor retail is currently vacant. The style of the building is Classical, and the architect is unknown.

The Congress Theatre was designed by architect Friedstein & Co. Construction started on the building in 1925. The building exhibits the Classical Revival Style, with Picturesque and Gothic details. The Theatre is frequently used as a concert hall for a variety of musical styles. Retail spaces on the first floor are filled by a variety of businesses and the upper floors are rental apartments.



The California Avenue elevated Blue Line station is located at 2211 N. California Ave. Construction of the Classical Craftsman style station began in 1909. The architect of the structure is unknown

The Fred Munk Building at 2208 N. Milwaukee Ave. exhibits the Queen Anne Style (with Italianate details). Construction began on the building in 1888. The architect is unknown. The building's major tenant is Velasquez Furniture, occupying the first floor. There are rental apartments on the upper floors.

Transportation and Transit

This section describes traffic circulation, parking, and public transportation within the Study Area. Overall, Logan Square and the Study Area are well-served by transportation.

Traffic

Milwaukee Avenue bisects the community on a diagonal axis, running northwest from downtown Chicago to Milwaukee, Wisconsin. Within the City, its functional classification is an "urban collector." *(Functional classification is the grouping of highways, roads and streets by the character of service they provide and was developed for transportation planning purposes).*

Traffic is characterized by private automobiles, taxis and commercial users, including small and large trucks and transit (buses). Average daily traffic counts are provided below.

Table 3. Average Annual Daily Traffic

North Milwaukee Corridor Streets 2006		
Road Segment	**Boundaries**	**AADT**
Milwaukee Avenue	California to Western	14,200
Western Avenue	Fullerton to Armitage	33,400
Fullerton Avenue	Kedzie to California	36,300
	California to Western	23,500
	Western to Kennedy	19,100
Armitage Avenue	Humboldt to Western	17,700
	Western to Kennedy	14,600
California	Logan to Milwaukee	10,600
	Milwaukee to Cortland	11,100
Source: Illinois Department of Transportation		

Interstate Access

Access to the I-94 Kennedy Expressway is available at three locations: the Armitage, Damen, and Fullerton Avenue ramps.

Public Transportation

CTA Rapid Transit & Buses

The CTA Blue Line runs parallel to Milwaukee Avenue. While several sections of the Blue Line are located underground, both of the stops in the Study Area, Western and California, are elevated above ground. Several CTA buses, including #56 Milwaukee Avenue, #49 Western Avenue, #52 California/Kedzie and #73 Armitage provide transit to and from the Corridor. Transit and the associated ridership statistics are provided below.

Ridership has increased at both stations significantly over the seven year time frame (1999 to 2006). *2006 data is the most recent available*.

- At the California/Milwaukee station, there was an increase in average weekday trips (generally associated with employment) of approximately 40% over the last five years (2002-2006).
- At the Western/Milwaukee station, the corresponding figure is approximately 23%.

Table 4. Average Station Entries

Average Station Entries Chicago Transity Authority Trains Blue Line - O'Hare 1999-2006			
California/Milwaukee			
Year	**Weekday**	**Saturday**	**Sunday/Holiday**
1999	2,711	1,400	876
2000	2,892	1,468	909
2001	2,271	807	524
2002	2,469	941	627
2003	2,980	1,564	1,018
2004	2,979	1,665	1,049
2005	3,188	1,808	1,224
2006	3,447	1,963	1,309
Average Station Entries	***2,867***	***1,452***	***942***
Western/Milwaukee			
Year	**Weekday**	**Saturday**	**Sunday/Holiday**
1999	2,763	1,352	864
2000	2,889	1,387	909
2001	2,948	1,375	922
2002	3,246	1,567	1,042
2003	3,341	1,599	1,062
2004	3,509	1,758	1,176
2005	3,814	1,896	1,280
2006	3,988	1,955	1,350
Average Station Entries	***3,312***	***1,611***	***1,076***
Source: Chicago Transit Authority, Data Services			

While train ridership has increased, bus ridership has varied, from route to route.

- On the #56 Milwaukee bus line, average weekday ridership peaked in 2001 and has declined since then. Over a five-year period (2002 to 2006), weekday ridership declined by 12%.
- On the #49 & #49X Western bus lines, average weekday ridership has been increasing. over a five-year period (2002 to 2006).
- On the #52 California/Kedzie bus line, average weekday ridership peaked in 2000 and has declined since then. Over a five-year period (2002 to 2006), weekday ridership has slightly declined by 3%.
- On the #73 Armitage bus line, average weekday ridership peaked in 2002 but has remained fairly stable from 1999 to 2006.

Bicycle Lanes

Designated bike lanes run through the Study Area with a short interruption between Armitage and Western Avenues. The bicycle lane is heavily used by commuters, residents, and visitors to the area.

Metra Commuter Rail

While there are no Metra commuter rail stations within the Study Area, three lines are located nearby: Metra's Union Pacific Northwest Line, Milwaukee District North Line, and Milwaukee District West Line all have stations located on the eastern and western borders of Logan Square.

Parking

Based on field observations that on-street parking and surface lots are underutilized and street parking is generally available, the parking needs of the Study Area seem to be met by the existing amount of parking. There is on-street, metered parking along most sections of the Corridor. Parking is also provided by surface parking lots scattered throughout the Study Area. These lots are in varying degrees of disrepair and lack appropriate screening. Many of these lots are not in compliance with the *Chicago Landscape Ordinance.*