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. An initial community-wide meeting to identify public priorities for the Corridor was held in November, 2007 at the Center for Neighborhood Technology (CNT). A full list of attendees is presented in the Appendix. Public priorities were organized around four main themes: *Building Design and Condition; Existing Business and Business Development; Bicycle/Pedestrian, Other Transportation; and Parking and Parking Lots*. Opinions on development along the Corridor varied greatly, but there were a few key messages that were voiced by many participants. These messages have been used to develop the Vision and supporting principles for guiding development.

Note: *CNT produced a report entitled "Public Priorities for the North Milwaukee Avenue Corridor" which details the public input and comments. Full copies of the report are available in the 1st Ward office and on the Center for Neighborhood Technology's website: http://www.cnt.org/. To request a hard copy, please contact the 1st Ward at: ward01@cityofchicago.org.*

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."

Development Principles

The following "development principles" have been derived from the community input that was strong throughout the planning process. These principles should be used to apply the community's vision and plan for the future development of a vital commercial district on Milwaukee Avenue in Logan Square.

1. **Encourage compact, mixed density development with multiple uses:** a mix of uses and density generates a vibrant assortment of people at many hours of the day. Urban corridors, such as Milwaukee Avenue, have several built-in advantages: many different uses are located close by, they are easily accessible, and uses are often mutually supportive (i.e., entertainment and restaurants). The Corridor should contain a mix of building types: high and low, and old and

new, that accommodates a range of businesses and residents.

2. **Design for people, not cars:** recognize the desire for diversity and transportation options other than driving. Given the strong presence of transit along the Corridor, Milwaukee Avenue should continue to have a pedestrian/bicyclist/non-motorized transportation orientation. Encourage bicycle parking in new developments. Set aside more area for dedicated, secured bicycle storage and parking. Implement existing zoning regulations that allow for lower parking standards when developing within 0.25 -miles of either the Western or California Blue Line stations.

3. **Involve the private sector and encourage public/private partnerships**: other than the CTA elevated tracks, sidewalks, streets, and other easements and rights-of-way, there is no publicly-owned land along the Corridor; thus, most change will come from the private sector. Whenever appropriate, incentivize development that conforms to the vision and development principles put forth in this Plan.

4. **Promote diverse housing options**: allow higher density and require a mix of product types for a broad range of incomes. Living near transit can satisfy the desire for community, independence, opportunity, and convenience for all ages and income levels. Housing should include rental and for-sale, at both market and affordable housing price ranges.

5. **Create public spaces**: encourage creative opportunities for open and green space, including public art, street vendors, markets, concerts, and performances that draw people and vitality into the Area to stimulate economic activity. Encourage public plazas and gathering spots as part of any new, larger scale residential development. Work with the CTA to use the land under the CTA elevated tracks for public use around the Western and California stations and local parking at selected mid-block locations.

6. **Promote pedestrian connections and innovative use of public right-of-way:** recognizing that Milwaukee Avenue is highly-used by commuters, residents, and visitors, any improvements in pedestrian connections, safety, and bicycle storage are important to the community and key to maintaining and enhancing the vibrancy of the Corridor.

7. **Establish attractive landmarks & gateways:** incorporate unique streetscaping elements along the Corridor, such as public art, benches, lighting, and signage that signify Milwaukee Avenue as the "front door" to Logan Square.

8. **Develop retail that is market driven:** understand that "retail follows rooftops"— increasing the amount, type, and mix of retail is a desirable element in a community and a valuable generator of taxes and services, but needs to be supported by market demand. It is better to have a few busy, successful stores than many dark empty ones.

9. **Promote environmental best practices:** use programs such as Chicago's Green Streets & Alleys and other pilot programs underway by the City. Promote use of green roofs and U.S. Green Building Council standards. Plant trees along the Corridor to clean the air, reduce heat islands, cool buildings, relax people, and provide shade for pedestrians.

DEVELOPMENT FRAMEWORK

Transit-Oriented Development (TOD)

TOD allows for mixed-use, vibrant, higher density areas that encourage people to live near transit, such as the Blue Line and bus routes, thereby reducing dependence on automobiles. Typically, TOD includes development within a .25 to .5-mile radius (roughly a five- to fifteen minute walk) of a major transit hub. Dense urban areas with existing transit systems exist prime candidates for TOD. TOD has many benefits, including increased pedestrian traffic and greater street liveliness. Safety is improved, as is community cohesion, by increasing density and uses in the Study Area. Pedestrians who walk past restaurants and retail shops support local businesses and contribute to the number of "eyes on the street". Transit systems also benefit from a level of traffic provided by residents, commuters, workers, shoppers, and visitors. Most importantly, local residents benefit through easy access and convenience to jobs, retail, schools, and other services.

Benefits accrue to the broader City too. Land that might be used for parking, at a very low tax rate, can be used for multi-story tax-generating development. With less driving, there is less congestion, air pollution and climate impact, allowing residents of Logan Square to achieve one of their secondary goals, a "greener" community.

The "development principles" in the previous section have been based partially on TOD ideals. TOD ideals, 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.

The Study Area currently includes a diverse mix of commercial uses, including retail establishments, business and personal services, office uses, restaurant uses, and small-scale manufacturing. The Corridor is also anchored by the landmarked Congress Theater.
Commercial development within the Study Area should be designed to capture the markets created by residents, employees, and visitors to Logan Square and the Study Area. 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 within the Study Area 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. While each project should be capable of standing on its own merits, each should also be consistent with the *Design Guidelines* as presented for the Study Area as a whole.

Planning Framework

Based upon analysis of physical conditions, market conditions, and input from residents, business and property owners, and other community stakeholders, Figure 5, *Planning Framework*, was developed to identify specific issues to be addressed in this Study. These include opportunities for private sector redevelopment and public improvement needs. It should be emphasized that the inclusion of sites in this section does not imply that redevelopment will occur by any forceful action of the City or that any particular business within these sites is considered less valuable than others. Rather, it suggests that these parcels present opportunities for private sector business ventures.

Auto-Oriented Redevelopment Sites

This designation refers to sites that are developed for primary access and utilization via the automobile. They are characterized by development that is set back behind large surface parking lots These sites are largely the result of "Commercial" zoning designations, which have higher parking requirements than "Business" zoning designations, and result in low-scale buildings and site layout that is more traditionally associated with suburban development. These sites are depicted in red.

Other Redevelopment Opportunity Sites

This designation refers to sites that appear to be underutilized or configured in a manner that detracts from a pedestrian orientation of the Corridor. Factors included as a basis for this designation include vacant land/buildings, one-story buildings, buildings with blank walls or non-commercial uses, underutilized sites (such as surface parking lots), multiple properties under common ownership, and sites where redevelopment plans are underway. These sites are depicted in orange.

Sites for Maintenance and Enhancement

This designation refers to buildings that are visually interesting and that contribute positively to the pedestrian orientation of the Corridor. In some cases, the buildings are in good condition and the business signage and decorative features are well maintained. Other businesses within the classification would benefit from use, façade and signage improvements. To the extent feasible, these buildings should be maintained and reused as tenants or ownership change. The older buildings within the Corridor provide rents that are lower in cost in comparison to new construction and, therefore, fill a need for small scale private business ventures. These sites are depicted in blue.

City-Identified Character Structures

This designation refers to buildings that have been identified as "Significant Properties" in the City's historic resource survey. These buildings entail an additional level of review through the Landmarks Division of DPD when redevelopment action is proposed. These properties contribute to the character of the Corridor. These sites are shown in yellow.

Green Space/Plaza/Market Opportunity Sites

This designation refers to sites where opportunities may exist to create publicly accessible open space. These include opportunities associated with large site redevelopment, as well as opportunities for the acquisition and improvement of individual parcels. It also refers to creatively using the land underneath the Blue Line and near the Western and California train stations. This is an important consideration because Logan Square is one of the most underserved Community Areas in Chicago as it pertains to public open space amenities. These sites are depicted in green.

Under Elevated ("El") Parking

This designation refers to areas under the CTA elevated train that are suitable for parking use. This parking would ideally be targeted to provide daytime employee parking for the businesses along the Corridor to ensure that valuable on-street parking is available for Corridor customers. These areas are shown in purple.

Also, there are areas where pedestrian connections to/from the Corridor and the surrounding residential areas can be strengthened or where opportunities for public gathering spaces might occur. These sites are shown in dashed purple.

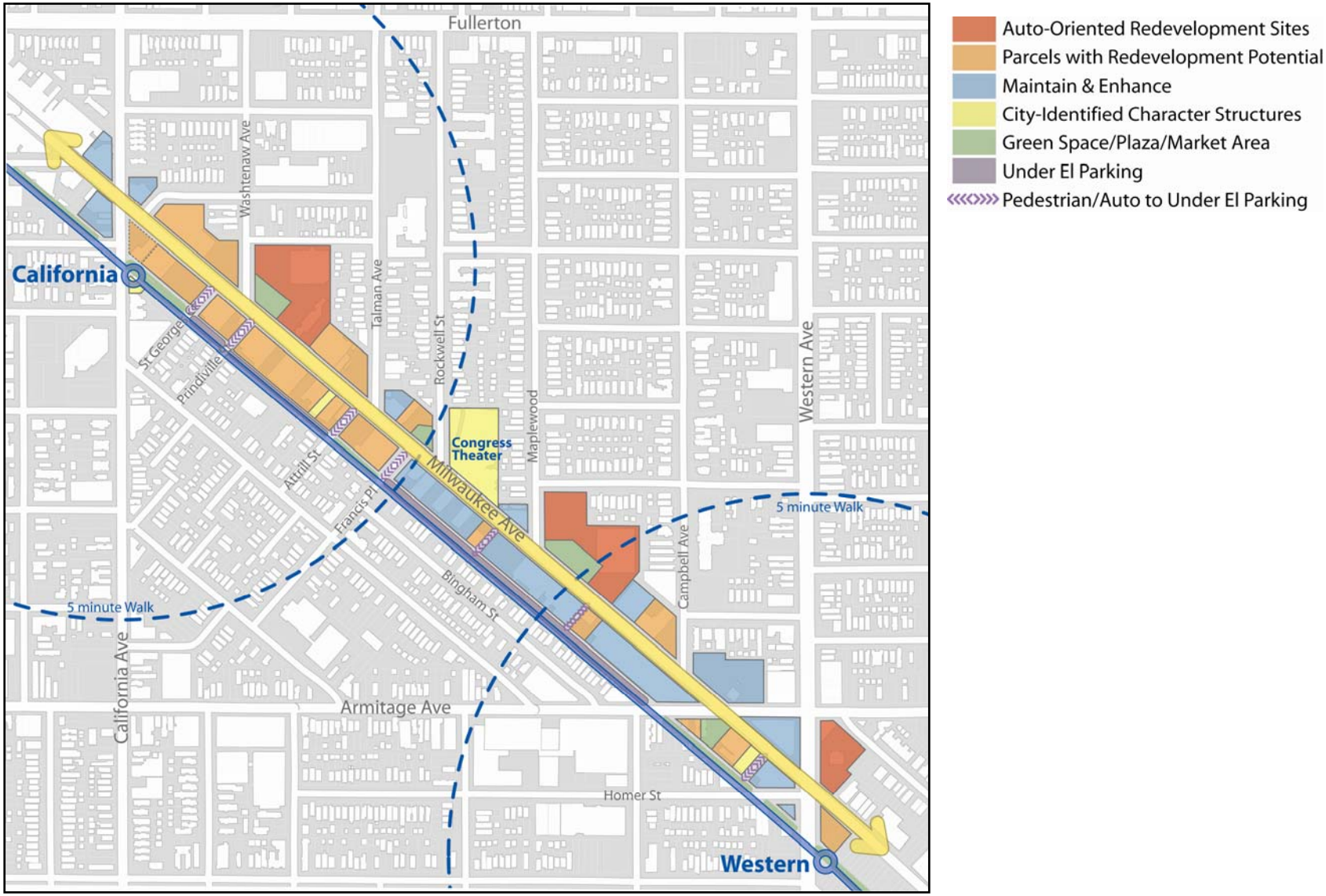
5 Minute Walk

The typical TOD radius is a five to fifteen minute walk. These areas, starting at the two existing transit stations at Western and California Avenues, have been graphically illustrated on all figures to highlight the strength of the transit system in the Study Area. Most of the Corridor is within a five to ten minute walk of either train station.

Note on Graphic Presentation

In order to describe and convey the various policies, guidelines, and recommendations, the graphics presented on the following pages show the conceptual location of redevelopment sites, building heights, open/green space opportunity areas, and various streetscape and urban design recommendations. It should be emphasized that these are shown for ***illustrative purposes only.***

Figure 5. Planning Framework



Sites Susceptible to Change

Overview

Many existing uses in the Study Area are sound and viable. However, there are significant opportunities for new development and redevelopment along the Corridor. Based upon the framework analysis described in detail earlier, a series of opportunity sites are identified that appear "susceptible" to change in that they present opportunities for improvement or new development.

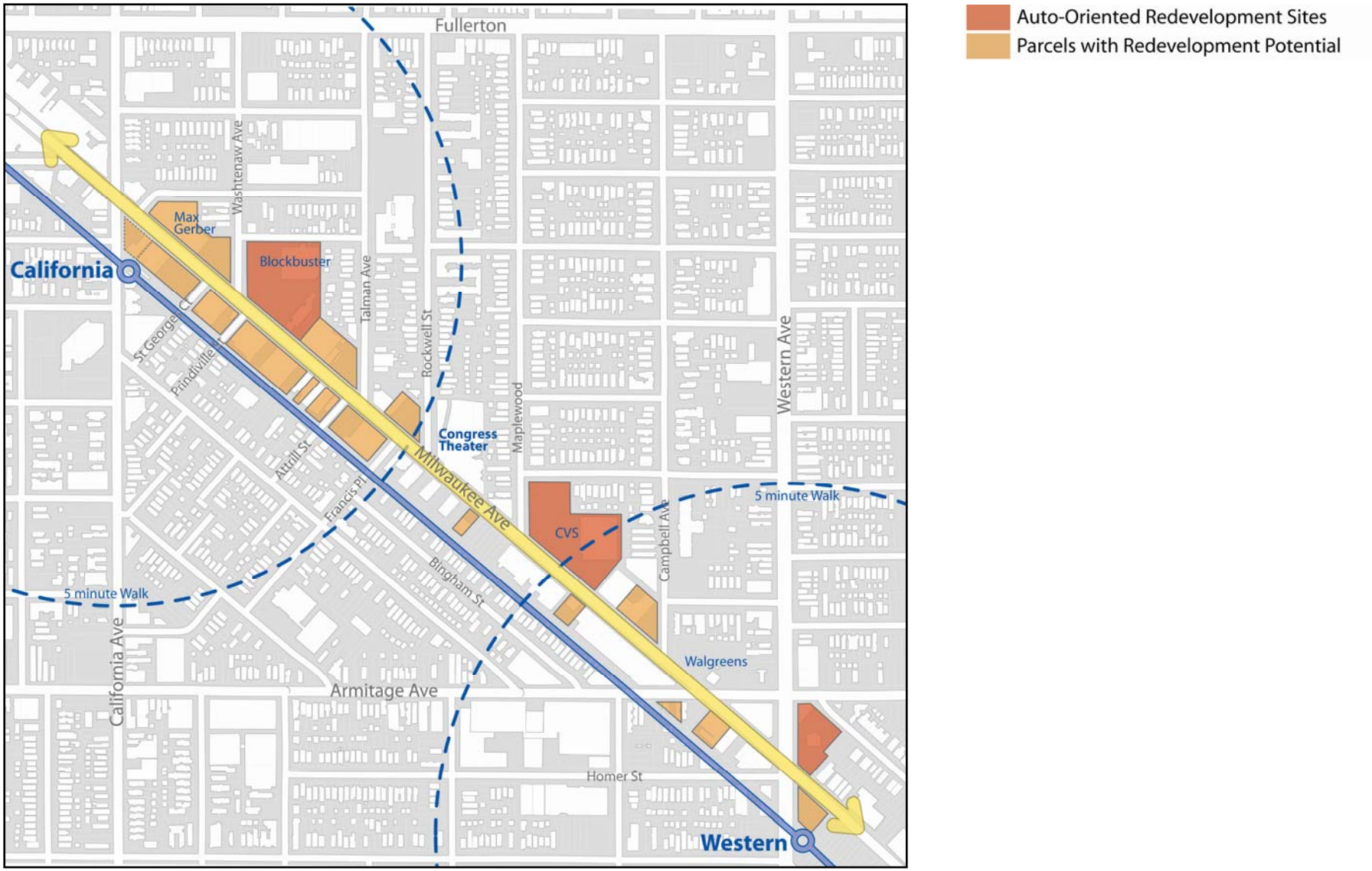
There are several large, auto-oriented development sites along the Corridor, including the Blockbuster/Bubbleland/Kentucky Fried Chicken strip center and parking lot; the CVS building and associated parking lot, and the Mc Donald's at the corner of Western/Milwaukee. These sites are susceptible to change given their large footprint, low-density, and incompatible zoning classifications. Other sites with redevelopment potential have been identified based on vacancy status, pending development plans, for-sale, or currently in transition. Figure 6, *Sites Susceptible to Change,* illustrates those sites.

Recommendations

- As development opportunities arise, zoning will likely need to be changed to accommodate mixed-use, transit-oriented development of a higher density. Higher density at key locations close to the Western and California Blue Line stops should be encouraged.
- Buildings should be built to the street lines at the commercial corners.
- A mix of small retail establishments serving the neighborhood and larger stores serving a regional market should be encouraged.
- Vacant and underused commercial buildings should be rehabilitated for commercial use, where economically feasible. Vacant land should be redeveloped with a mix of small-scale, neighborhood-oriented retail and larger, destination retail uses.
- Libraries, health clinics, community gathering places, and other public and semi-public uses are appropriate.
- Automobile-oriented facilities, such as car sales, rental lots, car wash and maintenance facilities, and drive-thru restaurants are discouraged.
- Shared parking, which is parking used by multiple businesses where peak parking times differ, is recommended to reduce the amount of surface parking lots in the Corridor.
- Use of shared vehicle programs, such as I-Go and Zipcar, is highly encouraged and should be used whenever possible.
- Boarded-up buildings and vacant storefronts make the Corridor appear deserted and neglected. To prevent this, building owners and the City should work together in pursuing attractive community artwork or graphics installations that will enliven the streetscape. Examples of graphics that can be used in vacant buildings or on vacant land are presented below.

Figure 6. Vacancy Graphics

Figure 7. Sites Susceptible to Change



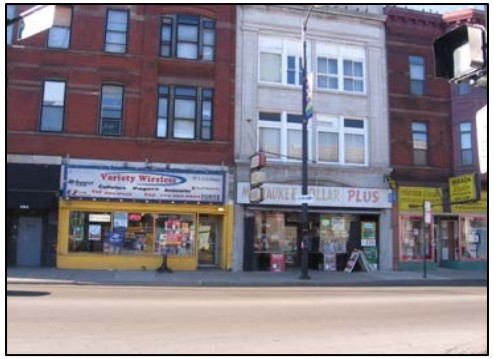
Sites for Maintenance and Enhancement

Overview

Although the Corridor is not characterized by severe deterioration, a number of low-grade features and conditions combine to give the Study Area an overall appearance of decline and neglect. If not addressed, these conditions could harm the success of existing businesses as well as opportunities for new investment in the Corridor.

The Corridor has five City-identified properties that have historic or architectural value. These buildings are subject to a higher level or review prior to redevelopment. Other buildings add to the community character.

The Study Area is fortunate to have a number of local businesses and every effort should be taken by residents and leadership to keep them in the area and to help them succeed. Some of these businesses are located in landmark structures or other buildings that contribute positively to the visual character of the Corridor, while others are located in buildings and on sites that could be improved.



Several buildings would benefit from rehabilitation and renovation.

Recommendations

- Whenever possible, redevelopment activities should promote rehabilitation and reuse. Many factors, such as structural condition and cost of rehabilitation influence the reuse of older buildings. The expense of rehabbing an old building can make it more costly than demolition or new construction.

- Also, parking requirements may not fit site configurations of older buildings. Reduction of parking requirements for buildings 50 years and older should be considered.

Figure 8. Sites for Maintenance & Enhancement

Green Space/Plaza/Market Infill Opportunities

Overview

The Logan Square community has a need for more open space. High quality, publicly-accessible parks and open spaces contribute to healthy neighborhoods and balanced urban spaces. Dense development and high quality open space go hand-in-hand. Allowing tall buildings with more ground-level green/open space is a way of achieving TOD goals.

One of the most important environmental movements is the promotion of development around existing transit networks, such as the CTA Blue Line. TOD provides one solution to the dependence on fossil fuels by reducing the need to drive, thereby reducing pollution levels caused by burning fossil fuels and carbon emissions. In the long-term, development should replace aesthetically challenged asphalt lots that contribute to stormwater runoff and urban heat islands. The inclusion of landscaping and shade trees can help make the area more pedestrian friendly and reduce the urban heat island effect. The following page presents conceptual layouts and high-level site design for conceptual sites for green space.

Recommendations

- Create thoughtful and contextual open space when new development comes to the Corridor.
- Identify specific sites (such as the sites illustrated on Figure 8 and Concepts A and B) that are key connection, transition and enhancement opportunities to develop as public plazas or parks for the community.
- Implement mid-block pockets of access from the residential areas behind the elevated train tracks to the Corridor.
- Opportunities for public art, such as sculptures and murals, should be integrated into new developments and any public right-of-way improvements, such as train station rehabilitation or streetscape plans.
- Outdoor cafes, sidewalk merchandising, and other commercial uses of the sidewalk which enliven the public way should be encouraged.
- Maximize landscape opportunities in private developments. Encourage the use of green roofs or rooftop gardens as a sustainability measure.

Figure 9. Green Space/Plaza/Market Opportunity Sites

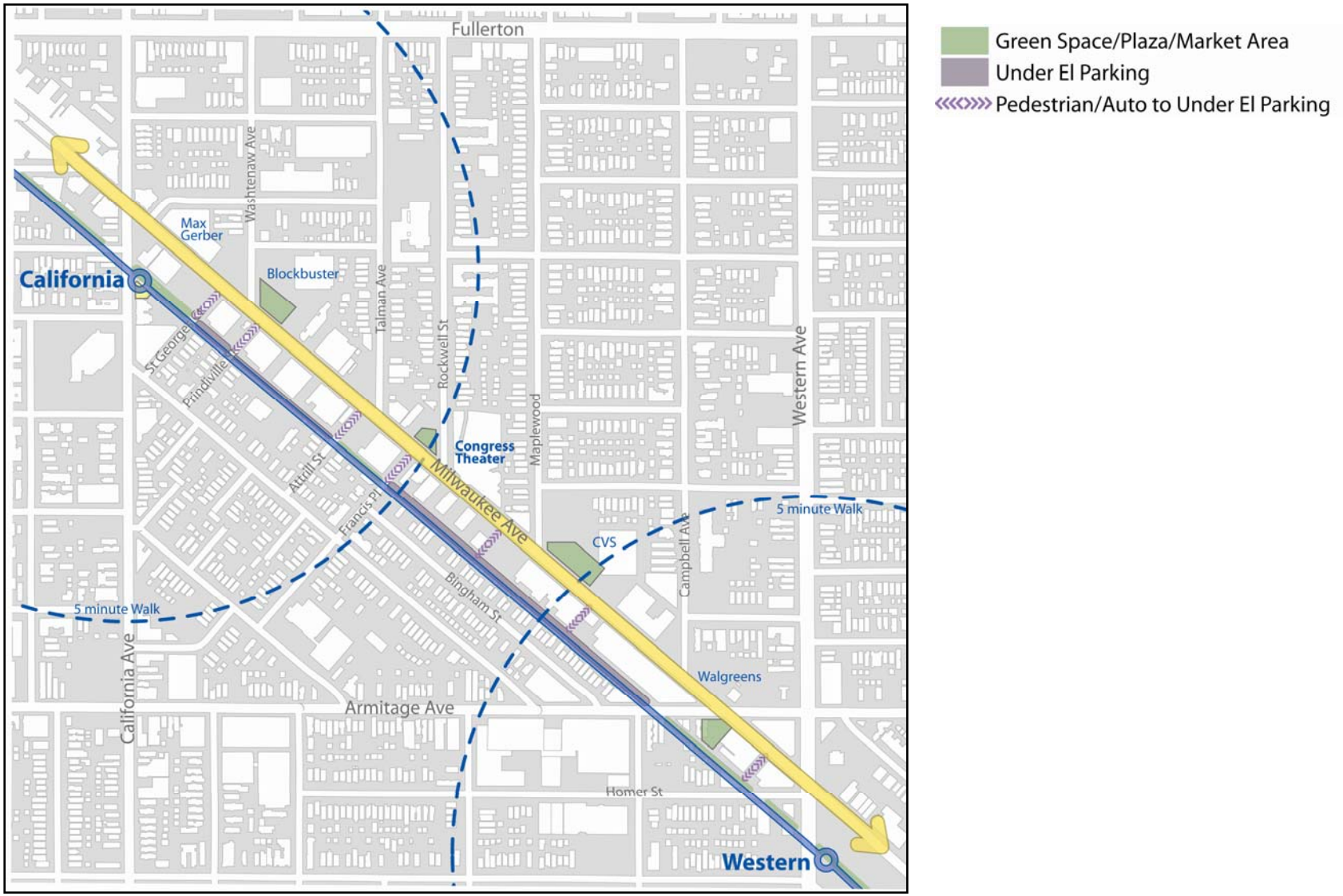
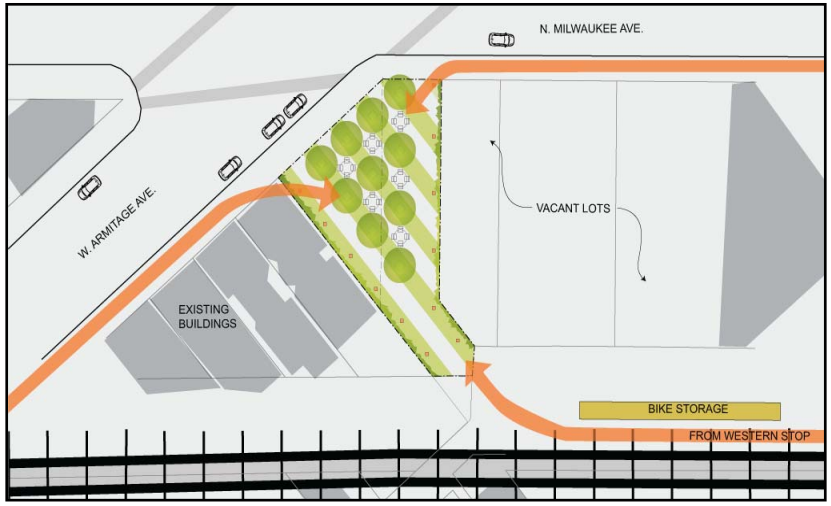


Figure 10. Conceptual Armitage Area Green Space

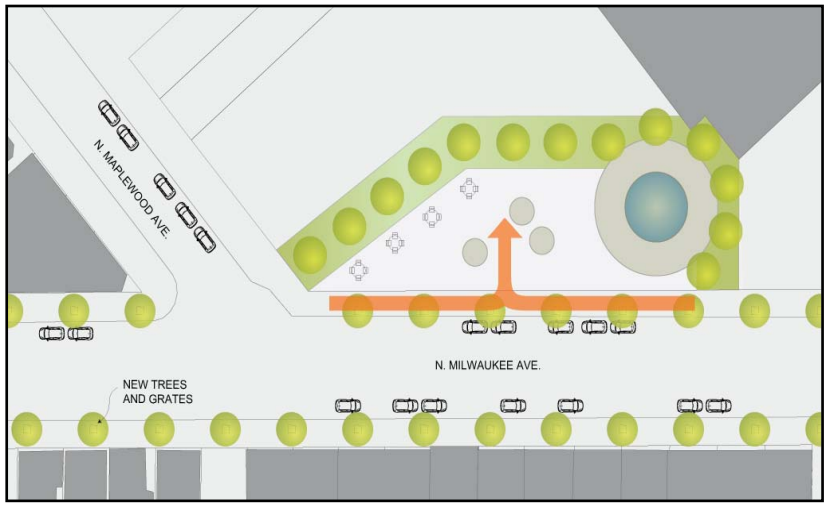
Existing Conditions, Inspiration, and Conceptual Layout



Open Green Space with Sod and Pavement Strips

Figure 11. Conceptual Maplewood Area Green Space

Existing Conditions, Inspiration, and Conceptual Layout



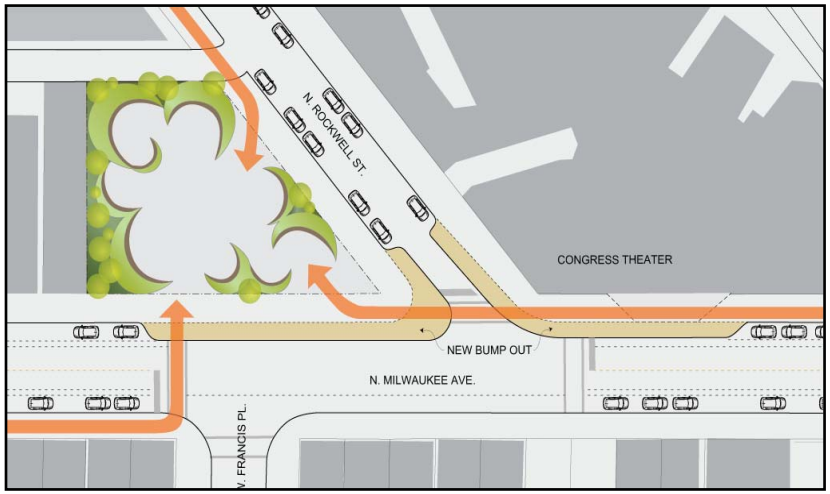
Open Plaza for Changeable Community Art Space and Fountain

Figure 12. Conceptual Rockwell Area Green Space

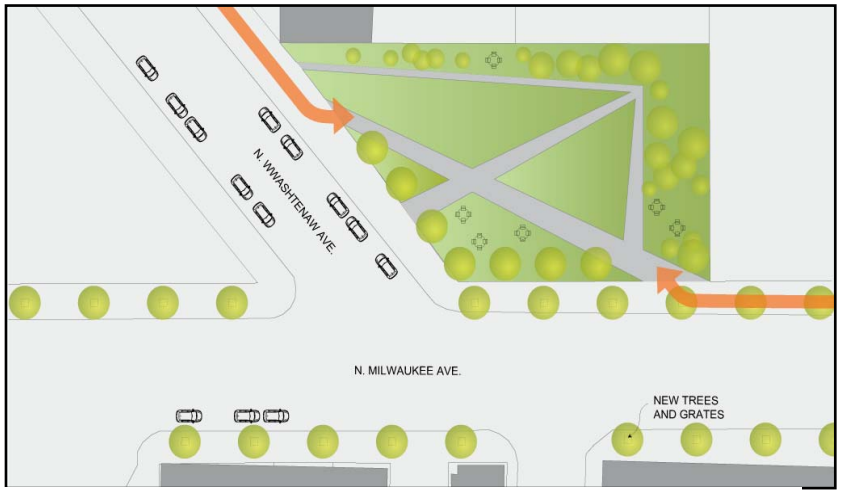
Existing Conditions, Inspiration, and Conceptual Layout

Figure 13. Conceptual Washtenaw Area Green Space

Existing Conditions, Inspiration, and Conceptual Layout



Plaza with Seating and Green Space with Access Points Shown



A Green "Passageway"

Creative Use of Public Land/Under Elevated ("El") Space

Overview

One of the main vantage points from which people form impressions of the Corridor is from the windows of a Blue Line train as they pass through the community each day. This is a primary opportunity to attract interest from visitors, shopping patrons and potential investors in the community. In its current condition, however, the train corridor does not present a high-quality image. There is no unifying landscape treatment along the train corridor, no gateway or informational signage, and the rear service and trash storage areas are not screened from view. An opportunity exists to improve this area by identifying improvement projects that visually unify existing buildings, architectural features for new buildings, and lighting improvements. Landscape treatments for parking areas and open space below the elevated tracks and public right-of-way could also be considered.

Figure 14. Conceptual Under Elevated Tracks Space

Recommendations

- The adaptive re-use of the area below the elevated Blue Line train structure will provide the ability to reclaim this underutilized service corridor in a variety of ways. A lightweight metallic framework, combined with plant life over this assembly, will create a visual and acoustical buffer from the CTA train structure to this space.

- Energy efficient light fixtures will enhance safety and activate this space for pedestrians and bicyclists while allowing neighbors the flexibility to use this space for additional parking use. Ground treatments similar to the City of Chicago's "Green Alleys" initiative will mitigate storm water runoff through this zone.

- With businesses facing this enhanced space, these improvements will promote activities such as flower planting, farmer's markets, street fairs, and outdoor cafes, further connecting new development to the existing urban fabric. Improvements should be focused near/at the two CTA stations to take advantage of increasing ridership, provide additional bicycle storage, and further enliven the stations.

- Currently, street parking is readily available and there are several large surface lots associated with businesses. As the Study Area redevelops, managing parking may become more of an issue. Under El parking should be considered at select mid-block locations.

Note: Any proposed improvements would need to consider safety. Thus, any improvements would need to be discussed with the CTA and CDOT.

DEVELOPMENT CONCEPTS

Synthesis of Community Issues

The Logan Square community consists of a mix of long-term neighborhood residents and newer residents. The neighborhood tends to be highly involved in guiding new development and various neighborhood constituencies do not always agree on all issues. However, some common themes became clear throughout the planning process:

- Preserve historic and architecturally significant buildings, especially the Congress Theater.
- Promote good quality urban design, including streetscaping improvements and enforcing compliance with the City's Landscape Ordinance.
- Consider residential ground floor uses to promote infill development and reduce vacancies.
- Allow zoning changes, such as change from Commercial to Business.
- Promote TOD by allowing for greater density around CTA stations.
- Retain affordable housing; promote a range of housing options, including rental units, for-sale market rate and for-sale affordable.
- Maintain and attract local businesses.
- Increase the diversity of retail establishments: fewer dollar and thrift stores, no more banks and drugstores.
- Encourage opportunities for restaurants, especially around the California stop, to reinforce the emerging "restaurant row" on California Avenue.
- Encourage public investment to improve appearance of Corridor.

Design Workshop

Based upon extensive documentation and analysis of current physical conditions within the Corridor, as well as an analysis of current zoning and planned public improvements, a design workshop was conducted to test development options for the Corridor. The purpose of the workshop was to combine the community's stated preferences (*new retail and entertainment venues, expanded choices in housing, new public open spaces and better utilization of public transportation),* with the physical carrying capacity of the buildings and land within the Study Area. The content and results of this workshop follow.

Land Use and Business Mix Preferences

As described in detail in previous sections, there is a wide range of land uses within the Corridor. The primary uses include drug stores, fast food and restaurants, thrift stores and personal service businesses. Corridor stakeholders expressed strong desire for new, higher-end retail goods and professional services situated in pedestrian-oriented development to round out the business inventory currently serving the neighborhood. Key among these is the desire for a new grocery store, new restaurants and entertainment venues. Stakeholders voiced strong support for the establishment of a music and arts identity for the Corridor with physical development to support such activities.

It also must be noted that there is strong support to maintain a balance of uses within the Corridor so that current residents have access to the goods and services they have come to depend on at price points they can afford. This suggests that a support structure for small businesses is established utilizing business district best management practices to increase patronage, support growth and improvement, and facilitate façade and signage enhancements.

Current Zoning and Building Heights

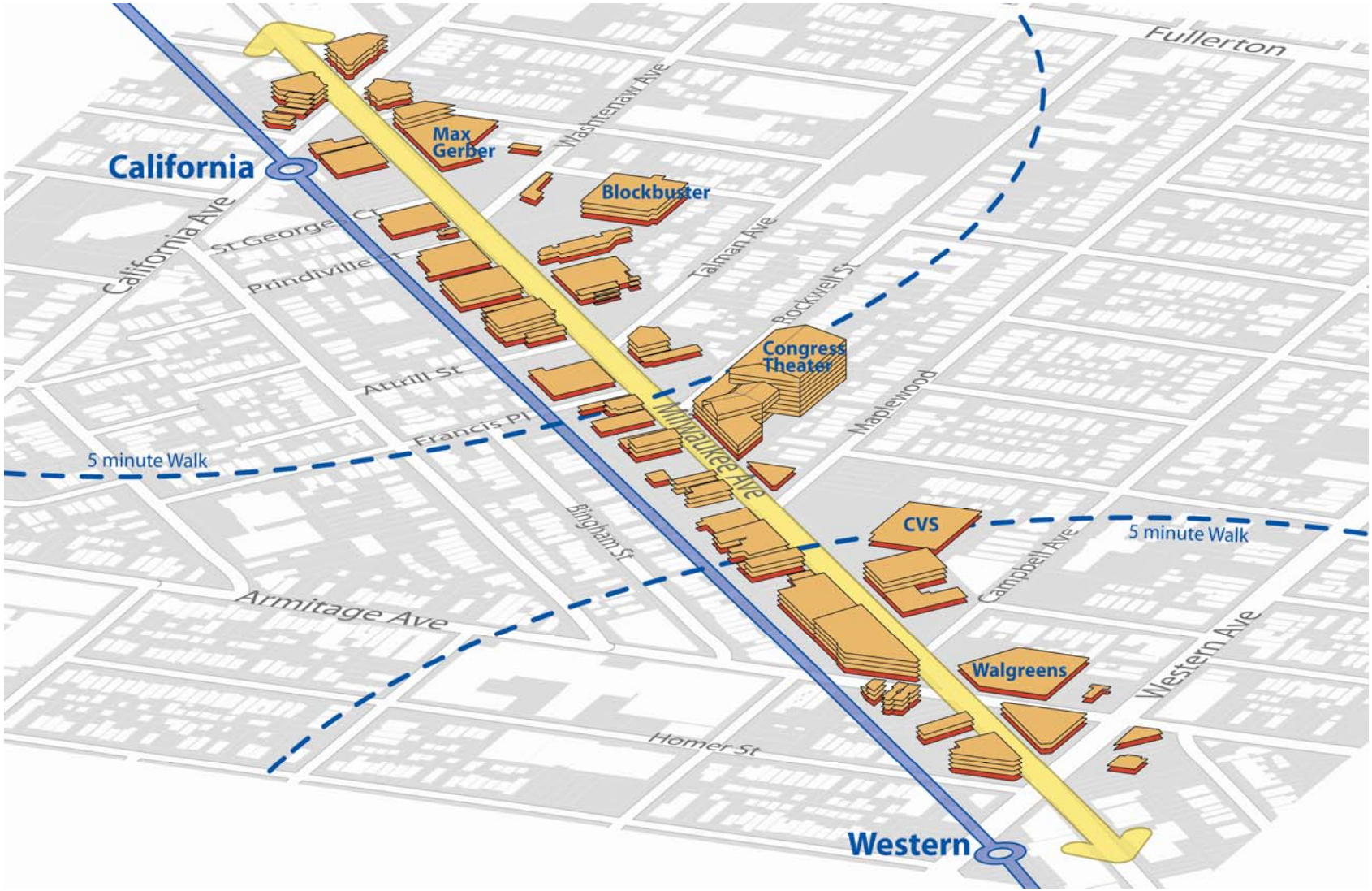
Figure 10, *Current Building Heights*, documents the current state of physical development within the Corridor. Red represents ground floor commercial uses, while light orange depicts upper floor uses. The height of each building is represented by the stacked effect of the building footprint. Dark gray indicates roadways, alleys and paved parking areas. The blue line with circles represents the CTA commuter train and stations.

The most striking feature of this diagram is the extent to which paved surfaces dominate the development that fronts Milwaukee Avenue. There is very little continuous street frontage that is essential for a pleasant, walkable, pedestrian-oriented environment. This is the result of the current zoning that largely reflects outdated city planning ideals from the 1950's and that developed alongside the reliance of the automobile. Milwaukee Avenue was the highway into and out of town and was envisioned to be lined with auto-oriented strip development. The City has outgrown these dated ideas and neighborhoods are waging the good fight to take back their streets for pedestrian-oriented development that enhances residential and visitor quality of life. This stretch of Milwaukee Avenue exemplifies this dynamic and is situated to support the types of zoning actions required to accommodate good urban mixed-use development.

Building heights also have an important influence on the character of a neighborhood. Buildings in this Corridor are between one- and three-stories tall, with one four-story building at the corner of Armitage and Milwaukee Avenues. The landmarked Congress Theater is currently the tallest building in the Corridor at approximately 80 feet.

If the Corridor was built to the maximum height of the existing zoning it would look very different. The majority (83.5%) of the land area would be covered with buildings that are 3 stories (30 to 40ft); 16% would be 4 stories (50ft); and 5% would be 5 stories (65ft)

Figure 15. Current Building Heights



Concept A: Base Case Scenario

Figure 11, *Concept A: Base Case Scenario*, depicts development that incorporates the previously defined opportunities. Development densities are illustrated at a four-story height in accord with modern rezoning practice for 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 depicted in light orange. Development at these densities can be found along other stretches of Milwaukee Avenue throughout the City, as well as other Corridors such as Clark Street and Lincoln Avenue, for example.

Development

The restoration of the older building stock with pleasant pedestrian scale features is envisioned where feasible. Such improvements are envisioned primarily for the southeastern half of the Corridor, excepting structures on large parcels with strip type development. Ground level commercial is envisioned for all sites as depicted in dark orange, and upper floor uses, including office and residential, are encouraged and depicted in light orange. Figure 12, *Concept B* depicts the Corridor with all of its "missing teeth," or holes in the streetwall, filled.

Development at a four-story density presents certain economic challenges for the development of the plaza space as well as retail attraction. The development costs of the plaza space may be difficult to justify with four-story development caps. The land may simply be too expensive to deliver the financial return required to undertake the development. Further, the attraction of a grocery store and high-quality retail anchors could be difficult as part of a lower density proposal. These issues will have to be fleshed out as part of any redevelopment proposal.

- **Focus Node A** – The redevelopment of the CVS parcel located on the corner of Milwaukee Avenue and Maplewood Street is envisioned. CVS typically locates on highly-trafficked arterial corridor intersections, and it is feasible that they may divest of this site to move operations. That would render this site available for redevelopment in accord with the community's aspirations. This image depicts large-scale ground floor commercial footprints with the potential for a second story of commercial or office use. Upper floor residential is depicted in a low rise configuration.
- **Focus Node B** – The establishment of a plaza/ open space is proposed for the parcel directly adjacent to the Congress Theatre north of Rockwell Street. If utilized for an entertainment or dining use, this space would benefit from proximity to the Theatre and its events.
- **Focus Node C** – The long-term redevelopment potential of this site is envisioned to accommodate the type of development preferred by the resident community. This image depicts large-scale ground floor commercial footprints with the potential for a second story of commercial or office use. Upper floor residential is depicted in a low rise configuration.
- **Parking-** Currently, street parking is readily available and there are several large surface lots associated with businesses. As the Study Area redevelops, managing parking may become more of an issue. Under El parking should be considered at select mid-block locations.

  Parking could be accommodated underground or on a second level. Structured parking with this low of an allowable development density is most likely not financially feasible. If however, the attraction of modern development with retail, restaurant and entertainment venues focused around public open space is a priority, then utilization of TIF

funds to assist with the parking and open space development costs may be warranted.

Shared parking, which is parking used by multiple businesses where peak parking times differ, is recommended to reduce the amount of surface parking lots in the Corridor. The use of shared vehicle programs, such as I-Go and Zipcar, is highly encouraged and should be included in developments whenever possible.

Open Space

This scheme incorporates various options for publicly accessible open spaces at different scales and types.

- **Green Space & Market Areas** – These sites are in close proximity to the CTA train stations, and the area under the tracks is ideal for public uses. These areas are also ideal for bike facilities to support ridership on the CTA. Opportunities exist for additional mid-Corridor parks and market spaces as opportunities arise and demand warrants. These areas are depicted in green.

  Park parcels could be purchased and developed by the Chicago Park District, developed by adjacent private-sector property owners and deeded to the Park District, or developed and cared for exclusively by the private-sector owners who could work in association with the local Chamber of Commerce for maintenance, programming and operations.

- **Plaza Spaces** - These mid-Corridor plaza spaces are located throughout the Corridor to establish destination nodes. These spaces are envisioned to be developed as part of higher density, private-sector, mixed-use development. These sites are also depicted in green.

Congress Theater Enhancements

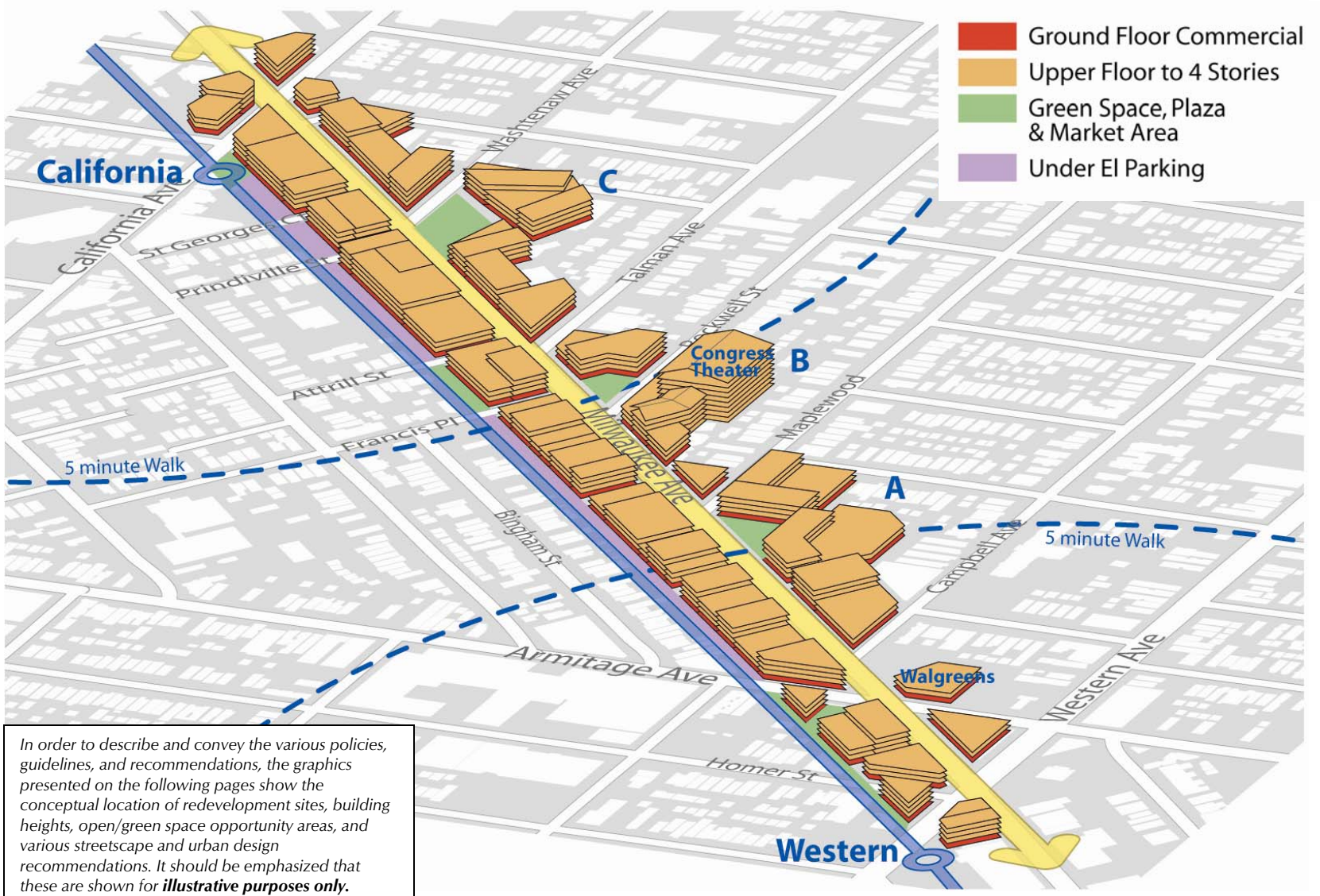
The restoration of the landmarked Congress Theater façade would be the postcard image for the neighborhood and Corridor. Improvements are envisioned to entail:

- Brick tuck-pointing and façade stabilization
- Storefront restoration and tenanting improvements
- Marquee restoration
- Exterior lighting enhancements

The cost of such improvements is very expensive and would require a multi-year, multi-phase project timeline, especially in light of interior improvement requirements and operational costs. It is important, however, to develop a comprehensive improvement plan in order to move restoration planning and funding decisions forward. All improvements to the exterior of the Theater must be implemented in accord with the *Secretary of the Interior's Standards for the Treatment of Historic Properties.* These are expensive improvements and the utilization of TIF funds to assist with these improvements should be considered.

A recommended site improvement is a traffic calming "bump out" of the curb lines at the Congress Theater at the Milwaukee Avenue/Rockwell Street intersection. This would enhance the sidewalk and help manage traffic and congestion on Milwaukee Avenue.

Figure 16. Concept A



In order to describe and convey the various policies, guidelines, and recommendations, the graphics presented on the following pages show the conceptual location of redevelopment sites, building heights, open/green space opportunity areas, and various streetscape and urban design recommendations. It should be emphasized that these are shown for ***illustrative purposes only.***

Concept B: Opportunity Scenario

Figure 12, *Concept B: Opportunity Scenario*, incorporates the open space recommendations of Concept A along with the restoration and infill vision for the sites primarily situated in the southeastern half of the Corridor. Recommendations for the Congress Theater remain the same too. 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 attraction benefit for leasing to retailers and grocers, as well as restaurant and entertainment purveyors.

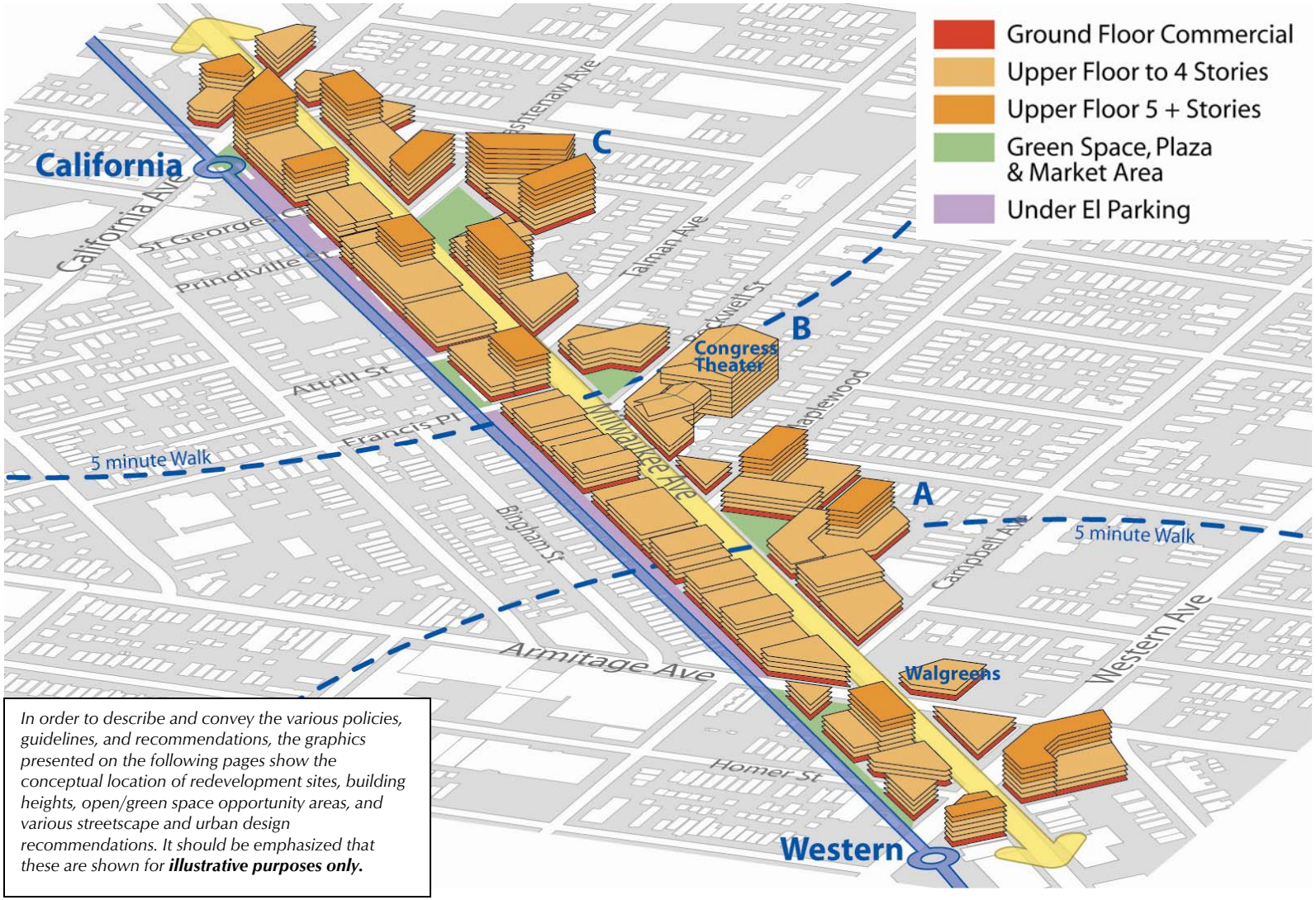
There are precedents for this scale of infill throughout Chicago utilizing construction components such as glass curtain wall construction in addition to traditional brick construction. This introduces a fresh, modern architectural character and vibe into older areas of the City. The establishment of 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. This type of development will require a dash 4 or dash 5 classification. In Figure 12, open space improvements are depicted in green, ground floor commercial uses are depicted in red, upper floor uses from the first concept, Concept A, are depicted in light orange, and then dark orange is depicted to illustrate the opportunity scenario for taller development.

- **Focus Node A** – The redevelopment of the CVS parcel located on the corner of Milwaukee Avenue and Maplewood Street is envisioned as stated before. This image depicts large-scale ground floor commercial footprints with the potential for a second story of commercial or office use. Upper floor residential is depicted in a mid rise configuration. Small footprint taller structures are recommended over tall whole-block configurations. Such development has the benefit of allowing light and air into both the residential units as well as the street below.
- **Focus Node B** – Establishment of a plaza open space around which new development fronts is proposed for the parcel directly adjacent to the Theatre north of Rockwell Street, as stated before.
- **Focus Node C** – The long-term redevelopment potential of this site is envisioned to accommodate the type of development preferred by the resident community, as stated before. This image depicts large-scale ground floor commercial footprints with the potential for a second story of commercial or office use. Upper floor residential is depicted in a mid rise configuration. Taller structures on small footprints are recommended over tall whole-block configurations. Such development has the benefit of allowing light and air into both the residential units as well as the street below.
- **Parking-** Parking would need to be located either underground or on multiple levels. In accord with previous observations, TIF funds to assist with the parking and open space development may be warranted.

  Shared parking, which is parking used by multiple businesses where peak parking times differ, is recommended to reduce the amount of surface parking lots in the Corridor.

  The use of shared vehicle programs, such as I-Go and Zipcar, is highly encouraged and should be included in developments whenever possible.

Figure 17. Concept B



In order to describe and convey the various policies, guidelines, and recommendations, the graphics presented on the following pages show the conceptual location of redevelopment sites, building heights, open/green space opportunity areas, and various streetscape and urban design recommendations. It should be emphasized that these are shown for ***illustrative purposes only.***

DESIGN GUIDELINES

Community input and feedback formed the basis for development of these guidelines. At the initial public meeting, an image preference survey (IPS) was used. IPS is a planning tool that allows the public to rate visual concepts of various types of building designs, landscape characteristics, community fabric, architectural styles, signs, etc. Image preference surveys are often used in developing design guidelines, because they illustrate what the community likes or dislikes about the current community fabric, and what they would like to see changed.

Questions of character along the Corridor are of particular interest in this planning process. A total of 84 images were chosen to illustrate different design elements. Elements included building types, building heights, design of sidewalks and streets, building facades, landscaping, signage, and other character features. Building types were presented on three posters. Character features were presented on three separate posters.

Every participant was given two sets of dots (21 green and 21 red) and had the opportunity to review and study the features depicted by the visual representations. Participants were then asked to "vote" on which images they liked and did not like, placing green dots directly on the images to signify "good" images and red dots to signify "bad" images.

Previous sections of the Plan present recommendations for opportunity sites that could accommodate new open space, commercial, mixed-use, and residential development. The design guidelines presented in this section address new buildings, site development, and public improvements within the Study Area.

Purpose of the Design Guidelines

The design guidelines provided in this report should be used to promote high-quality, compatible improvements, and new developments within the Study Area. The guidelines address both the public and the private realms of the Corridor.

In general, the design guidelines strive to:

1. Promote private improvements and developments that will help create an exciting mixed-use environment.
2. Foster new development that creates distinctive new focal points and activity areas, and enhances the commercial areas.
3. Establish a development pattern that encourages safe and diverse modes of transportation.
4. Promote a level of quality, compatibility, and consistency that will help reinforce the mix of uses and act as a positive "window" for visitors.
5. Encourage public improvement projects that address streets, sidewalks, streetscapes, and pedestrian amenities.

Implementation of the Design Guidelines

The design guidelines should be used in reviewing plans and proposals for new projects and improvements within the Study Area. The design guidelines are treated as "supplements" to the City's Zoning Ordinance and other applicable codes and ordinances.

Architects, property owners and developers should use the guidelines as a reference as they prepare plans for new commercial, mixed-use, and residential developments. While architectural styles need not be the same, across the Corridor, new buildings, particularly those within the same block, should be generally

compatible in terms of building height, massing, proportion, materials, and color. These design guidelines are specific enough to ensure design compatibility, but are also flexible enough to allow for individual creativity on the part of property owners, architects, and builders.

It should be emphasized that the guidelines do not attempt to dictate architectural styles or "make all the buildings look the same." Rather, they strive to promote a level of quality, compatibility, and consistency that will help make the Study Area unique and distinctive. The objective of these guidelines is to maintain and strengthen the Corridor's existing architectural and spatial identity and to minimize visual interruptions of retail activity.

Building Placement and Orientation

- New buildings should respect the existing streetwall and the architectural character of surrounding buildings.
- Buildings should have a strong visual and physical relationship to the street. Buildings should be attractive from both pedestrian and vehicular perspectives.

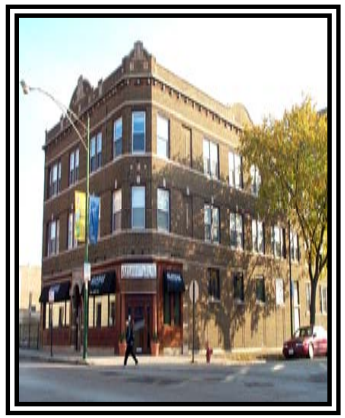
This 4-story mixed use building is an appropriate example of scale and proportion in addition to having a strong pedestrian orientation.

- For mixed use buildings, first floor/ground level parking that faces Milwaukee Avenue should be discouraged.
- The first floor of all new buildings should have a strong pedestrian orientation, with windows, attractive detailing, and convenient and "hospitable" entrances.
- All of the existing strip shopping centers within the Study Area should comply with the *Guide to the Chicago Landscape Ordinance* (the "Ordinance") and have screened parking with a row of landscaping along the sidewalk.

This building on the corner of Lincoln/Irving/Damen takes advantage of the corner location with angled entrances and provides visual treatment from all angles.

- New buildings on corner lots should be located adjacent to the property lines of both Milwaukee Avenue and the secondary street. The placement of buildings at irregular angles to the street should be avoided. However, corner buildings might take advantage of their prominent locations with angled or recessed corner entrances or other small setbacks.
- New buildings should face Milwaukee Avenue, and main entrances should be located at the property line along Milwaukee Avenue.

- Sidewalks leading to building entrances which are not along the primary commercial street should be clearly connected to the primary sidewalk.



This building provides a strong sidewalk connection along the primary commercial street.

Building Materials

- Building design should express a single strong architectural theme within each individual development area.
- Building materials used should have a minimum life cycle of 50 years.
- Recommended accent materials for commercial buildings should include stone, simulated stone, terra cotta, and wood and metal trim. Metals such as aluminum, bronze, zinc, copper and steel could have a positive impact on the Corridor.
- Use of bay style or turret corners on multi-story buildings is encouraged.
- Rough-sawed wood, aluminum and vinyl siding, rustic shingles and shakes, and plastic or metal panels should not be permitted on commercial facades.

This building uses high-quality glass, brick, and metal to create a signature look which contributes to the visual impact of the corner.

Doors and Windows

- Doorways on all buildings should be attractive and inviting to pedestrians. Recessed entrances and the use of awnings should be encouraged to define and protect entryways from the elements.
- Special attention should be given to the ornamentation around doors and windows.
- Entrance doors should have large areas of glass to promote visibility, rather than solid or windowless doors. Entry doors may have accent colors that are complementary to the color scheme of the building.
- Multiple entrances should be encouraged along a block front with multiple tenants to enhance pedestrian activity and add visual interest to the street.
- Main entrances should be at the front of the building and should face the sidewalk. Corner buildings can take advantage of their prominent locations with angled corner entrances. Secondary

entrances should be located off public parking areas at the rear of buildings.

- Façade designs should be developed with sensitivity to pedestrian scale and visually integrated between ground level and upper-story facades.
- Curtain-wall window treatments might be employed in newer buildings along the Corridor where appropriate.

The use of awnings and glass doors and wood detailing around the windows promotes an attractive and inviting entrance.

Side and Rear Properties

- The side and rear portions of all properties should be clean, attractive, and well maintained, particularly where these areas are visible to the public and are adjacent to residential areas.
- New buildings should have attractive side and rear façades that are "comparable" to front façades.
- All service entrances, dumpsters, and loading facilities should be located at the rear of buildings; 6 foot high masonry screen walls with opaque gates are required by the Ordinance to surround dumpster areas.
- Buildings whose rear façade "faces" the CTA Blue Line train should pay particular attention to the condition of the properties.
- Buildings are encouraged to develop "double-faced" facades. Opportunities for creative decoration, such as advertising, murals, art, and the like are encouraged on side and rear facades.

The side façade of this building is attractively painted and landscaped and contributes to the overall appearance of the building.

Building Lighting

- Exterior building lighting should be carefully designed. Incandescent and low voltage lighting may be allowed. Fixtures should be in keeping with the style of the building façade.
- Building lighting should focus on accenting building signs, promoting a sense of safety and security for pedestrians, and enhancing architectural details.
- Mercury vapor lighting creates a cool, bright atmosphere and should be encouraged. If Neon or light-emitting diode (LED) lighting is used, colors should be compatible with and complement the façade of the building.

- Lighting should be designed to avoid spill-over into adjacent residential areas and should incorporate full–shield cutoffs to contain light within the service areas.

Lighting on this building is designed to accentuate the business name and enhance architectural details.

Parking

- Prioritize a consistent building street wall by locating parking lots behind buildings or underground, where possible.
- Parking lots should be shared between multiple businesses to allow for a more efficient lot layout and to minimize access drives. Cross access between adjacent parking lots should be encouraged.
- Curb cuts and access drives should be minimized to promote vehicular and pedestrian safety. They should not be located near intersections or primary building entrances. They should be planned with knowledge of traffic flow on the access streets.
- Parking lots should be in compliance with the Landscape Ordinance which explicitly details screening, planting and installation requirements.
- All parking lots should be paved, well marked, and designed for proper drainage. Use of best management practices prepared by the U.S. Green Building Council (USGBC) is encouraged.
- Parking lots used at night should be adequately illuminated. A minimum degree of illumination should be provided for safety purposes.
- Large canopy trees which provide shade and which are selected for tough, urban areas are preferred.

STREETSCAPE & URBAN DESIGN

Milwaukee Avenue Streetscape

The City's streetscape program is administered through the City of Chicago, Department of Transportation (CDOT) with oversight review of many other public agencies. Over 66 miles of roadway and streetscape have been enhanced throughout the City between 1992-2006 as part of this program. Typical streetscape improvements related to these projects have included sidewalk replacement, updated light poles, stamped asphalt crosswalks, metal banners and identifiers mounted to streetlights and railings. Other improvements include decorative pavement inlays, site furnishings, low planters with railing, tree grates and a diverse range of plantings including continuous shade tree lines and floral displays. If conditions are conducive, median development with appropriate plantings have also been considered.

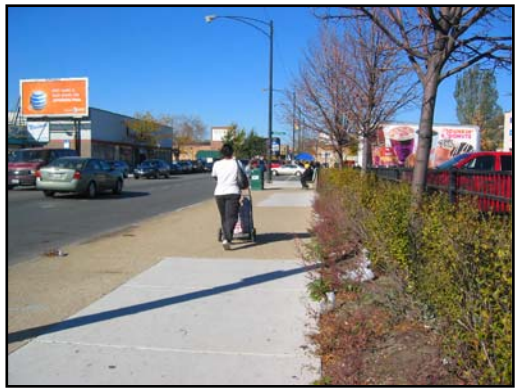
The Milwaukee Avenue streetscape project is planned for the 8.5-mile stretch of Milwaukee Avenue from Gale Street on the north to just past the Ohio Feeder at Erie Street to the south. Dividing the streetscape into sub-sections, CDOT embarked on the methodical implementation of streetscape improvements, which began with the first phase in 2004. The mile-long Phase I project begins near the north city limits at Gale Street and terminates at Montrose Avenue. New sidewalks, Gateway 2000 light poles, bike racks, benches, trash receptacles, stamped asphalt crosswalks at selected intersections, and trees in decorative grates are included in this project. This work is being bid for construction in early 2008. Phase II is 1.5 miles in length and continues from Montrose Avenue south to Kilpatrick Avenue. This segment of the Corridor, in the design phase as of early 2008, includes the heavily trafficked and vibrant business district of Six Corners, where Irving Park Road and Cicero Avenue intersect the Milwaukee Avenue diagonal. With additional funding from a Special Services Area (SSA) grant and the Six Corners Business Association, this intersection includes several amenities not found in Phase I. An augmented budget and wider sidewalks allow for greater design flexibility. Proposed gateway structures with coordinated kiosks, raised pre-cast planters with specialty paving, curbed planters with railing, pedestrian light poles, and medallion inlays in pavement build upon the basic palette of Phase I to further enhance the unique character of Milwaukee Avenue. Both of these projects are slated to receive additional funding from the Illinois Department of Transportation.

Now is the appropriate time to assess needs, garner feedback and consider recommendations for the Study Area with the realization of streetscape improvements approaching in the next five years. In its current state, the Corridor streetwall is highly fragmented. Varied uses include a shopping center at Washtenaw and Milwaukee, McDonalds, CVS, Illinois Title and Loan, a few vacant parking lots and a vacant auto dealership. Most of the breaks in the streetwall are on the northwest side of the street. A significant portion of the buildings are mixed-use. Many buildings are built of brick with commercial on the first floor and residential above. Some have been replaced by newer, more suburban style development where buildings are pushed back from the street and have large parking lots in front. The Congress Theater, though suffering from deferred maintenance, contributes to the traditional feel of the Corridor.

*A parking lot on the corner of Milwaukee and Maplewood that is **not** in compliance with the Chicago Landscape Ordinance.*

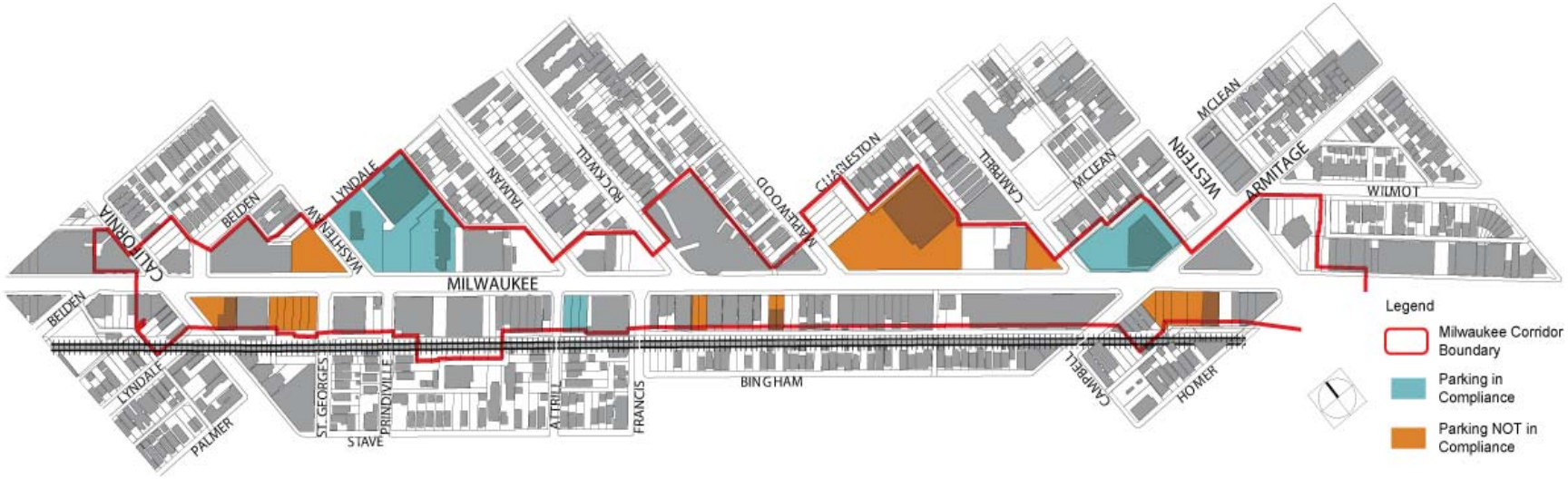
The Milwaukee Avenue Corridor parkways feel congested to pedestrians. Pedestrians vie for space with landscape elements such as light poles, street signs, benches, parking meters, bike racks, and parkway trees. Large parking lots, often abandoned and unused, break-up the consistent street front and building mass. Adding to the visual stimulation along streets and sidewalks are the various billboard or painted advertisements along with busy, cluttered store fronts.

From an urban design perspective, parking lots interrupt the architectural street edge. A range of fence types, often in disrepair, separate the pedestrian from the large expanses of barren asphalt and cars. Active and abandoned driveway curb cuts associated with the parking lots create potential mid-block conflicts among users.



A parking lot on the corner of Washtenaw and Milwaukee that is in compliance with the Ordinance.

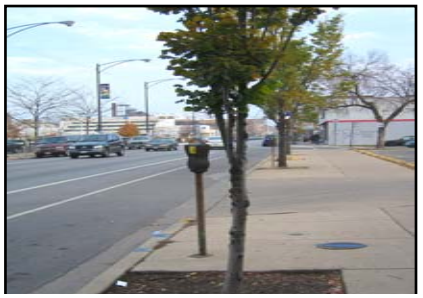
Figure 18. Compliancy of Parking Lots



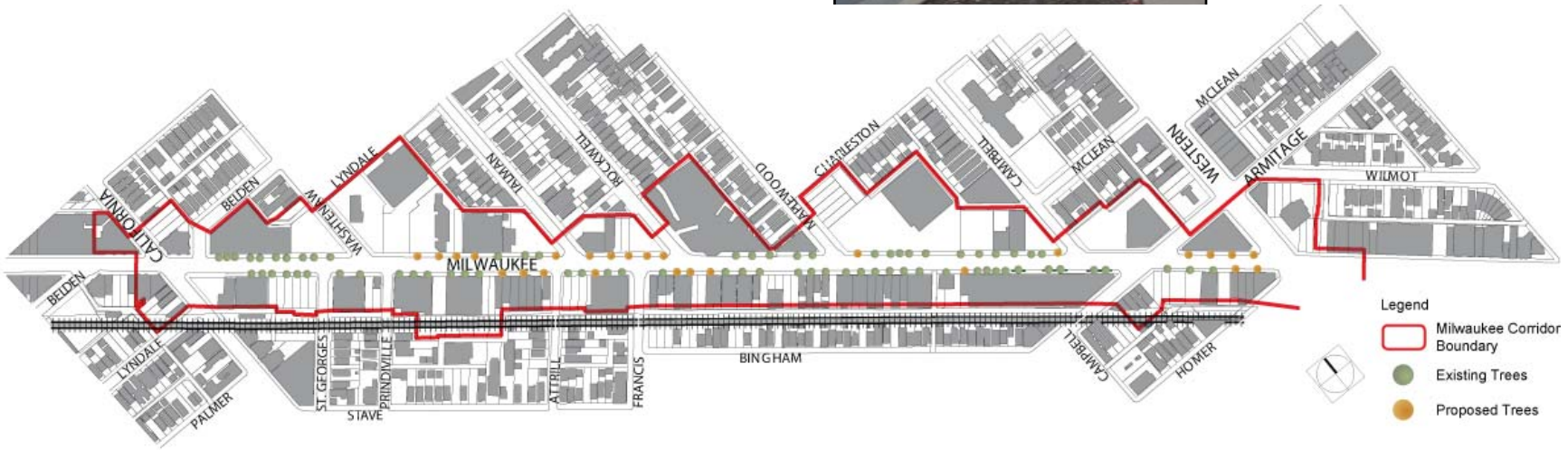
Since the adoption of the *Chicago Landscape Ordinance* (the "Ordinance") in 1991 and the reissuance of the *Guide to the Chicago Landscape Ordinance* in 2000, greening initiatives that address parkway plantings, parking lot screening and parking lot internal plantings have been enacted. Parking lots constructed after 1991 should be in compliance with a version of the Ordinance which was created with the goal of "greener neighborhoods, tree-lined streets and boulevards, more attractive commercial streets, and increased property values." The Ordinance also requires that parking lots are screened along the perimeter setback with fencing and shrub hedges and, depending on the parking lot size, include trees within the vehicular use area. The percentage of parking lots within the Study Area that are non-compliant with the Ordinance is higher than those that are compliant. Figure 13 illustrates compliancy of parking lots with this Ordinance.

Figure 19. Parkway Plantings: Proposed Trees

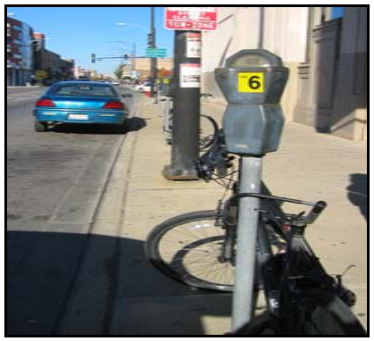
Additionally, the Ordinance has created guidelines in conjunction with CDOT's *Streetscape Guidelines*. The *Streetscape Guidelines* use current sidewalk widths to specify the type and size of appropriate landscape buffers and treatments. Per the Ordinance, tree grates need to be installed for sidewalks narrower than 12 feet and a continuous landscape planter must be installed for sidewalks wider than 12 feet in addition to the properly spaced trees. Current parkway landscape consists of trees that are inconsistently spaced and in poor health. Furthermore, most are in open tree pits without such grates which are in conflict with Americans with Disabilities (ADA) codes. Figure 14 shows an overall inconsistency with street tree placement and potential additions to complete plantings.



Existing parkway plantings without tree grates



Other streetscape elements, such as lighting, benches, bike storage, and community artwork contribute to the Corridor's sense of place. Milwaukee Avenue is well-used by bicyclists because of the on-street striped and dedicated lanes. Bicyclists lock their bikes to any available, safe, vertical element including parking meters, trees, fences and light poles. The demand for bike racks at the transportation nodes of the California and Western train stations have exceeded the supply, forcing users to take advantage of this unofficial parking. Bike racks have been judiciously placed throughout the Corridor at high bike traffic locations such as the Congress Theater. The picture below illustrates how parking meters are used as bicycle racks.



Parking meters used as bicycle racks

The #56 Milwaukee bus stops are furnished with benches and occasionally with trash receptacles. Bus shelters only service the northbound route and are located at the Armitage and California stops. Along the #52 California route at Milwaukee, the bus stops are furnished with shelters, benches, trash receptacles, and newsstand boxes.

Existing light poles on Milwaukee Avenue are mostly on the east side of the street.

Conceptual Streetscape Improvements

A range of projects should be considered within the public rights-of-way to enhance the appearance and function of the Corridor. The goal of the improvements is to create a more livable street environment, enhance safety, and beautify the Corridor. Public sector improvements can help promote new private investment and development, and attract additional visitors and business patrons to the area.

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

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

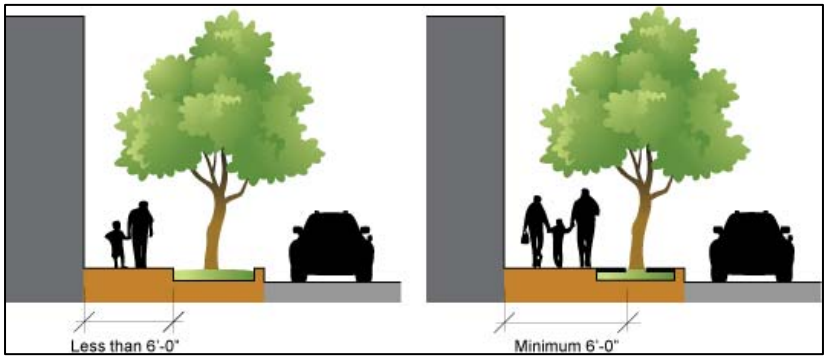
Streets

Figure 20. Innovative Bicycle Solutions

- Streets should be designed to support vehicles, bicycles, and buses on a relatively equal basis. While accommodating vehicular traffic, streets should also promote walking and the use of public transit.
- The overall safety of commuters on bicycles, as well as a safe storage location for their bikes should be considered. As shown in Figure 15, there are many innovative solutions for bicycle users that have been implemented all over the world.
- Bus shelters should be provided at bus stops where sufficient sidewalk width permits.
- Design improvements for the California and Western Blue Line stations should reflect Logan Square's history and character.
- Crosswalks should be provided at key locations to encourage pedestrian use of the Corridor. To improve visibility and safety, crosswalks should be made prominent and noticeable by employing a change in paving materials, texture, and color. Small pylons, pedestrian-compatible traffic signals and special lighting fixtures may also be used to highlight crosswalks.

Sidewalks

Figure 21. Tree Grates for ADA Compliance



Not compliant with ADA *Compliant with ADA*

Decorative Tree Grates

- Decorative paving or identifiers should be constructed at important destinations or intersections.
- All public sidewalks should be a minimum of six feet in width (See Figure 16). If sidewalk width is between 9 and 12 feet measured from the back of the curb to the edge of the right-of-way, trees in grates are required. If this distance is greater than12 feet, raised parkway planters (3-6 feet width clear) may be installed.
- All public sidewalks should comply with appropriate ADA standards.

Figure 22. Usable Art Benches from Around the World

- Since sidewalks are relatively narrow along the Corridor, parkway treatments including street trees, benches, and other pedestrian amenities should be implemented in order to make pedestrians more comfortable. Many cities have incorporated a streetscape using such 'usable art' in forms of benches and other utilities as shown in Figure 17.

Corridor Lighting

Figure 23. Light Pole Modifications

- Modern styled light fixtures with a range of illumination effects should complement the Corridor and announce it as a gateway to Logan Square. This includes architectural lighting, street lighting, pedestrian lighting, and parking lot lighting.
- Lighting along public streets within the Corridor should consist of both roadway and pedestrian lighting.
- Incorporate banners that commemorate special events or holidays.

- Consider bollard lighting as accents and for ornamental purposes. These fixtures could be used to highlight crosswalks, open spaces, seating areas, and major pedestrian ways.
- Modify light poles as shown in Figure 18, which integrates street and pedestrian lighting while serving as a community identifier.

Public Landscaping

- Regularly spaced street trees should be planted in rows for a consistent shade canopied Corridor. Species, quantities, and spacing should conform to the Ordinance.
- Parkway landscaping should consist of street trees, shrubs, groundcover, and perennials. Plantings in raised beds, planters, urns, or other containers should be considered along the curb line in selected locations and to highlight building entries and special activity areas.
- Street trees and other landscaping along the public rights-of-way should be protected from motorized and pedestrian traffic by railings, curbs, tree grates, and other protective devices.
- Seasonal flowers and evergreen shrubs in raised planters are encouraged where sufficient sidewalk space exists and safety parameters allow.
- Unit pavers or pre-cast concrete pavers are encouraged to upgrade the appearance of sidewalks.
- Private property owners or a designated group should be responsible for the maintenance of any special landscape treatments.
- News boxes should be located at corners and grouped together to minimize clutter along the sidewalk. Where feasible, news boxes should be attached to each other rather than chained to utility poles.
- Public art is encouraged and should be integrated into a streetscape plan.

Figure 24. Creatively Designed Public Spaces

IMPLEMENTATION AND FINANCING TOOLS

The *Milwaukee Avenue Corridor Plan* provides a guide for improvement and redevelopment within the Study Area. It addresses land use, identifies opportunities for redevelopment, identifies sites for open space/green space/public gathering spots, and makes urban design recommendations.

The adoption of *Milwaukee Avenue Corridor Plan* will provide a shared basis for decision-making by City officials, public agencies (such as CTA), community residents, existing businesses, land owners, developers, and prospective businesses. Formal adoption of the Plan is only the first step in the process. Continuing action to implement the vision and guiding principles is necessary for the City's recent planning efforts to have a lasting impact. Implementation will require the partnership of the City of Chicago's Department of Planning and Development, Department of Transportation, the Alderman and other elected officials, neighborhood residents and neighborhood organizations, and the private sector.

Market forces are already bringing new commercial and residential development into the Study Area and surrounding neighborhoods. The challenge is to ensure that each project fits into a larger vision. This Plan should be used as a guide for community leaders and City officials to assess proposed projects as well as encourage certain types of projects at particular locations.

Identifying public funding sources for the *Milwaukee Avenue Corridor Plan* activities outlined above will be critical to implementing the Plan. Organized and proactive identification of public-private partnership options and various financial incentives signal to the community that the City of Chicago is supportive of redevelopment in the Study Area. Developers should be encouraged by the Plan for the Study Area, which articulates a clear vision and expectations for development in the Corridor.

Planning tools that should be considered to implement the ideas set forth in the Plan are as follows:

Implementation Tools

Land Use and Zoning

One of the first implementation steps that should be undertaken by the City will be to update the zoning at various points along the Corridor. Several changes to the functional land use of certain portions of the Study Area are recommendations in the Plan. These areas will likely require changes to the existing zoning. Changes to functional land use within the Study Area should be consistent with the vision and guiding principles of this Plan.

Milwaukee Avenue is the "front door" to the Logan Square neighborhood and may give the impression that the residential neighborhood is not as vibrant as it is. A key element in the success of this area is the "look and feel" of the neighborhood. Some of the present uses are not the desired end-state, so revisions to zoning in the Study Area may be necessary to encourage those desired uses. Much of the current zoning falls into the C-1 and C-2 category with low "dash" numbers that result in a lower density.

Understanding Business and Commercial Districts

Business (B) and commercial (C) districts differ in three main areas: range of uses, development style, and allowable residential. Commercial districts allow for a broader range of uses that are not allowed in business districts, including manufacturing and auto-oriented commercial. Business districts allow for residential uses by

right, while in commercial zoning, they are generally a special use. Business and commercial uses are further defined in Table 5.

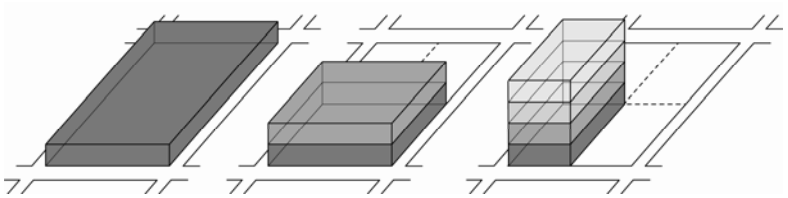
Table 5. Business and Commercial Zoning

Type	Purpose	Permits Residential on Ground Floor	Size Restrictions	Comparison
B1-Neighborhood Shopping District	Accommodates a broad range of small-scale retail and service uses at compact nodes in a cohesive linear fashion along relatively narrow streets that have low traffic speeds and volumes.	Special Use	Commercial gross floor < 25,000 sf	C1 permits more intensive, more auto-oriented commercial use types than does B1. The C1 district also allows taverns and liquor stores by-right.
C1-Neighborhood Commercial District	Accommodates a very broad range of small-scale, business, service and commercial uses.	Special Use	Commercial gross floor < 25,000 sf	
B2-Neighborhood Mixed Use District	Similar to the B1, but with the added objective of providing a greater range of development options for those streets where the market demand for retail and service uses is relatively low.	Permitted	Commercial gross floor < 25,000 sf	These two districts are designed for very different use types. B2 is the only B or C zoning type to allow residential uses on the first floor by-right creating a low intensity business district. C2 on the other hand is an Auto-oriented, high intensity commercial district.
C2-Motor Vehicle-Related Commercial District	Accommodates the broadest range of business, service and commercial uses including those involving outdoor operations and storage. A very large percentage of customers will arrive by automobile.	Special Use		
B3-Community Shopping District	Accommodates a very broad range of retail and service uses such as shopping centers and larger buildings that are destination-oriented, with a large percentage of customers arriving by automobile.	Special Use		Both districts allow a broad range of uses and are considered auto-oriented but C3 has the special purpose creating a transition district between manufacturing and other uses.
C3-Commercial, Manufacturing and Employment District	Accommodates retail, service, commercial and manufacturing uses. The district is intended to serve as a buffer between manufacturing and other types of uses.	Not Permitted		

Bulk Regulations

Floor Area Ratio (FAR) describes a structure in relation to its lot. For example, a building with an FAR of 1 could be a single story covering the entire lot, or a two story building on only half the lot. FAR is an important element of zoning that controls both height and density. In Chicago, density is designated by numerical scale of 1 to 5. The notation is: *zoning class-"dash"-bulk/density code*.

For example, a building with an FAR of 1 could be a single story covering the entire lot, or a two story building on only half the lot. All three images below represent buildings with an FAR of 1.



Understanding Bulk and Density

Dash 1 through 5 refers to bulk and density standards and controls the width, height, and depth of buildings. It also regulates the number and size of residential units. Lower bulk and density benefits include: access to natural light and air, less opportunity for crowding, and easier access for firefighting. Higher bulk and density encourages a higher population density which supports local retail. It also allows for smaller units, which, in turn, creates more variation in housing type.

The following table outlines the bulk and density standards of Dash 1 through 5 for commercial and business districts.

Table 6. Floor Area Ratio with Bulk & Density Standards

FAR	Dash 1 1.2	Dash 1.5 1.5	Dash 2 2.2	Dash 3 3	Dash 5 5
Minimum lot area per dwelling unit**	2,500 sf	1,350 sf	1,000 sf	400 sf	200 sf
Maximum Height with Ground Floor Commercial*	38 f	38 f	47-50 f	50-65 f	50-100 f
Maximum Height without Ground Floor Commercial*	38 f	38 f	45 f	50-60 f	50-75 f

** Varies by lot frontage*

*** Minimum lot area per dwelling unit relates to the number of units in a building to the size of the lot. For example, a standard Chicago lot is 25 ft by 220 ft, or 5,500 square feet (sf). 5500 sf divided by 2500 sf. (minimum lot area per dwelling unit in a dash 1 district) equals 2.2, or 2 units permitted on that lot.*

Floor Area Bonuses

The City's *Zoning Ordinance* contains provisions to provide economic incentives for developers to provide affordable housing and public amenities that improve the quality of life for residents, employees, and visitors and are of benefit to the public. Affordable housing and increasing the number and quality of public plazas and parks are of high importance to the community. See Chapter 17-4-1000 of the *Zoning Ordinance* for bonus tables and application information.

Parking Reductions for Transit-Served Locations

The City's *Zoning Ordinance* contains a provision to decrease the minimum off-street parking ratios in B, C, or D districts by 25%-50%, from applicable standards if a building is located within 600 feet of a CTA station entrance. See Chapter 17 of City of Chicago's *Zoning Ordinance* for more detail. Transit-oriented development is a key underlying theme of this Plan; therefore, reductions in off-street parking are encouraged. As new developments are built or buildings are renovated, other means of reducing demand off-street parking (such as car-sharing) should be considered.

Zoning Considerations

This Plan identifies considerations that can be used as a tool in making decisions about zoning and land use regulations along the Corridor. The following considerations may help in upcoming decisions:

- Consider rezoning sections of the Corridor from Commercial to Business. B1 or B2 zoning with a higher "dash" would be more appropriate.
    - B1 Neighborhood Shopping District is intended to accommodate a broad range of small-scale retail and service uses.
    - B2 Neighborhood Mixed Use District allows a greater range of development types uses, including artist live/work space on the ground floor.
    - Uses that are not permitted in a B1 or B2 district include: payday loan stores, pawn shops, liquor stores (package goods) and vehicle sales and service-related and manufacturing/industrial uses.
- Nodal development (mixed-use) is appropriate around major intersections along the Corridor. Additional height is appropriate at these locations.
- Increase the density of residential and commercial development near the Western and California train stations to take advantage of less restrictive parking requirements and the convenience of transit.

Property Assembly and Acquisition

While it is recognized that limited funds are available for property assembly or long-term acquisition, the City can play a pivotal role in

facilitating the assembly process and disposition of property for larger scale, coordinated development projects. Most of the Corridor is located within the Fullerton-Milwaukee TIF District, which gives the City the ability to exercise eminent domain power to implement the redevelopment goals set forth in the Plan.

Capital Improvement Program

The Capital Improvement Program (CIP) outlines capital improvements the City plans to make during the coming five-year period. Chicago's five-year CIP plan is updated annually and published in the spring/summer. Examples of CIP projects include constructing new public buildings, repaving streets and alleys, replacing sewer and water mains, and other investments in infrastructure and facilities.

Planning for capital improvements is an on-going process. Each year, City departments submit their projected capital needs for the next five years. Public hearings are held in late fall. Aldermen are given a list of proposed capital projects for review and comment. Citizens and Aldermen make recommendations on the proposed projects. Aldermen may also submit requests for new capital projects. The Office of Budget and Management then meets with each department to examine their capital requests. Infrastructure projects are included in the plan once they have been reviewed by the relevant city departments, Aldermen and the public. Recommendations are incorporated into a draft CIP, which gets reviewed by the CIP Advisory Committee. The final CIP is presented to the Mayor for approval, then released to the City Council and citizens.

Tax Increment Financing

Tax Increment Financing (TIF) is a public finance tool that funds development within a specified geographic area. Through the utilization of TIF, the area will develop on a comprehensive and coordinated basis, thereby reducing or eliminating the conditions of neglect that had heretofore precluded development of the area by the private sector. Debt financing (bonds, loans) is leveraged against the future rise in property tax revenue that will result from increased development and improved property values.

Key redevelopment activities for the Fullerton-Milwaukee TIF include:

- rehabilitation, including façade improvements and repairs and improvements to the interior of buildings;
- site redevelopment for vacant land, properties with buildings in extremely poor condition, or with deleterious land uses;
- public improvements, primarily streetscape along the major Corridors, including Milwaukee Avenue,
- gateway treatments, and
- traffic signalization, at important Corridor entrances.

The estimated assessed value in the TIF area in 2005 was $141 million, a 66% increase since 2000. The two largest eligible expenses in the Redevelopment Project Costs budget are:

- 35% for “Rehabilitation of Existing Buildings, Fixtures, and Leasehold Improvements, Affordable Housing Construction and Rehabilitation Cost”
- 30% for “Public Works and Improvements”, including streets and utilities, parks and open space, and public facilities (schools and other public facilities)

Affordable Housing: The City requires that all developers who receive TIF assistance for market rate housing set aside 20% of the units to meet affordability criteria established by the City’s

Department of Housing... Generally, this means the affordable for sale units should be priced at a level that is affordable to persons earning no more than 100% of the area median income, and affordable rental units should be affordable to persons earning no more than 60% of the area median income.

Special Service Areas

In addition to TIF and allocations in the CIP or General Fund, a Special Service Area (SSA) is a funding tool available for financing public-facing projects whose benefits can be appreciated by the Corridor as a whole. SSAs, also known as Business Improvement Districts (BIDs) and Special Improvement Districts (SIDs), are a useful tool for improving, managing, and maintaining a defined district.

SSAs are used in downtowns, business districts, neighborhoods, parks, and industrial areas to provide funding for infrastructure, maintenance, programs, and other business-related activities. An SSA can be used in conjunction with a TIF, but involves fewer setup and maintenance processes than a TIF. It is an extra property tax on a defined set of properties (called the "service area") that reinvests 100% of that tax revenue back into the service area. The SSA budget is typically administered by a local organization such as a Chamber of Commerce or business association (e.g., Logan Square Chamber of Commerce). The SSA program is typically established and managed by the local property and business owners or the municipality.

SSAs are authorized through State law (Illinois Compiled Statutes, Revenue, Property Tax Code 35 ILCS 200). To create an SSA, first the boundaries and service area are established. The budget for the service area is created by multiplying the total of equalized assessed property values (EAV) for the properties in the service area by a selected SSA tax rate, usually less than, or near, 1% of the EAV. A public hearing on the proposed SSA is conducted in accordance with State statutes. If a majority of the property owners of record in the service area agree with the SSA, an ordinance is established defining the duration of the SSA.

SSA funds may be used within the service area boundaries for a variety of activities. These include:

- Maintenance and beautification;
- Security services, including, but not limited to, the development of safety programs;
- Recruitment and promotion of new businesses and retention and promotion of existing businesses within the service area;
- Coordinated marketing and promotional activities;
- Strategic planning for the general development of the service area;
- Financing of storefront façade improvements;
- Other technical assistance activities to promote commercial and economic development including, but not limited to, streetscape improvements, strategic transit/parking improvement including parking management studies, and enhanced land use oversight and control initiatives.

An SSA could be established along the Milwaukee Avenue Corridor. Because of the length of the Corridor and variety of proposed improvements, it may be more manageable to establish at least two service areas. A preliminary estimate of potential SSA boundary (Corridor frontage between Western and California) and budget ranges is presented in the tables below.

NOTE: The year 2000 base EAV has been used in this analysis, because the Fullerton-Milwaukee TIF was adopted in 2000.

Table 7. Potential Special Service Area 2000 Base EAV

POTENTIAL TAXES FOR SSA				
Total Base EAV in 2000	Annual Revenue at 0.25% EAV	Annual Revenue at 0.50% EAV	Annual Revenue at 0.75% EAV	Annual Revenue at 1% EAV
$10,049,185	$ 25,123	$ 50,246	$ 75,369	$100,492

These percentages were chosen to illustrate the order of magnitude that may be generated based on different tax rates. Should the City decide to adopt an SSA tax, the exact tax rate will be determined based on the budget which the SSA Commission and City approves. *(Note: These are estimates and are subject to change based on boundary changes, finalized assessed values of properties not included in TIF base, and any other material fact that may affect the estimates.)*

Commercial and Business Resources

Business Call Center/Business Express
Business Express is the Chicago business community's link to city- and community-based programs that solve business problems. Businesspeople who call 312.744.CITY are referred to a Business Express account manager who will provide prompt, accurate information on taxes, licensing, public way use, parking, etc.

Façade Rebate Program
The Façade Rebate Program increases the physical attractiveness and marketability of Chicago's industrial and commercial areas by giving financial and technical assistance with business property renovation.

The program provides rebates for various façade rehabilitation activities, including: complete façade renovation; exterior lighting; new signs; graphics; windows; doors ; window displays and awnings ; passive security and energy conservation systems; and truck docks.

Commercial retail buildings are eligible for a rebate of 50% of the approved cost, up to $5,000 per leasable business space. The maximum rebate per application is $40,000. Applicants must install a minimum of $2,000 in façade improvements to be eligible for the program. New construction is not eligible.

Though applications for this program are no longer being accepted for the current budget cycle, the program maybe reinstated in the future.

Property Tax Incentive Program
Property tax incentives for businesses and multi-family units are designed to encourage development, to aid in the revitalization of communities suffering economic stagnation and to increase job opportunities. The Class 7 (commercial), Class 8 (industrial/commercial), Class 9 (multi-family residential), and Class L (landmark) incentives are Cook County programs administered through the Cook County Assessor's Office. Although the City of Chicago may pre-qualify certain projects through DPD, it is the Cook County Assessor's Office which authorizes and makes the legal determination whether projects qualify for real estate tax incentives.

Micro Loan Program
The Micro Loan Program provides business loans to eligible Chicago small businesses which create jobs for Chicago residents by expanding in or relocating to the city. The program provides loans of up to $20,000 to existing small businesses located in Chicago for projects that create jobs. It addresses the needs of very small businesses that cannot obtain conventional loans through banks. Loans are made at a flat 3%, or 75% of the prime rate, depending on the location and type of the business. Funds can be used for machinery, equipment, renovation or working capital.

Chicago Community Ventures Small Business Loan Fund
The Bank Participation Loan Program provides business loans through banks to eligible Chicago industrial and commercial businesses that are expanding within the city limits and are creating jobs for Chicago residents. DPD will participate in small business loans from 20% up to 50% of the total amount of a project at a low interest rate. For commercial businesses, the maximum participation is $250,000 with an interest rate of either 3% or 75% of the prime rate, depending on the location and the type of business.

Business Infrastructure Assistance
Business Infrastructure Assistance promotes completion of small scale infrastructure projects in Chicago's business districts. Applicants share 50%of improvement costs with the City. Eligible improvements include:

- light pole and fire hydrant relocation
- vaulted sidewalk elimination
- traffic signalization
- water, sewer and utility removal and relocation
- curb, gutter and street improvements
- landscaping.

Float Loan Program
Float loans provide gap financing for local companies that are expanding and creating employment opportunities for Chicago residents. The Loans provide up to 100% of project costs for new construction, building renovation and acquisition of fixed assets. Loan terms are for two years at 40% of the prime rate and made available through Community Development Block Grant funding. Private developers, not-for-profit organizations, or individual businesses with a letter of credit from a qualified bank may apply.

Small Business Improvement Fund (SBIF) Program
SBIF uses TIF revenues to help fund projects that preserve building stock, enable business to stay in the neighborhood, remain competitive, or expand. Application is limited to local businesses with in a TIF District.

Program participants can receive matching grants to cover up to half the cost of remodeling work, with a maximum grant amount of $50,000. The grant does not have to be repaid. SBIF grants are provided as a reimbursement to property owners after remodeling work is completed and all expenses are paid.

New Markets Tax Credits (NMTC)
This program is a federal initiative that aims to generate employment and other benefits for residents in low-income communities. NMTC provides federal income tax credits to financial institutions in exchange for investment in a Community Development Entity (CDE). The Chicago Development Fund is a City-controlled CDE. The CDE then uses these funds to provide capital to businesses or real estate projects in qualifying areas. Benefits of NMTC include:

- interest rates that are 2-2.5% below market
- loan-to-value ratios as high as 95% of development costs
- potential for partial debt forgiveness

The Chicago Development Fund is awarded NMTC, then uses the allocation to finance projects within qualifying areas.

State of Illinois Programs

State Treasurer's Economic Program (STEP)
Administered through the Illinois State Treasurer's Office, the STEP program is designed to provide Illinois companies with access to affordable capital to expand their operations and retain or create

jobs in the state. For each permanent full-time job that is created or retained, the Treasurer can deposit up to $25,000 per job at below market rates into a qualified borrower's financial lending institution. The lender may then loan that money to the qualified borrower. Loans may not exceed five years.

Participation Loan Program (PLP)
PLP provides additional financial assistance to Illinois small businesses through banks and other conventional lending institutions. A small business is defined as having 500 or fewer employees. Loans may be used for the purchase and installation of machinery and equipment, working capital, purchase of land, and construction/renovation of buildings.

Revolving Line of Credit Program (RLOC)
Similar to the PLP, the Revolving Line of Credit Program provides additional financial assistance to Illinois small businesses through banks and other conventional lending institutions. This program helps business establish a revolving line of credit that allows a business to borrow the amount of money needed to meet the demand for its product/service sales and to repay the loan from the sales revenues. A RLOC loan permits a company to borrow, repay and re-borrow in accordance with business needs, without applying for a new loan.

Residential Development Resources

Chicago Partnership for Affordable Neighborhoods
Chicago Partnership for Affordable Neighborhoods (CPAN), a partnership between the City of Chicago and developers, is a tool to ensure opportunities for affordable condominiums and single family homes in market rate developments, particularly in appreciating neighborhoods, through two steps: a developer write-down and possible purchase price assistance to homebuyers. Participating developers reduce the purchase price on a percentage of the units in a market-rate development to an affordable level for buyers at 100% of Area Median Income (AMI). Developers receive $10,000 in permit fee waivers for every affordable unit provided. Developers can also obtain certain site improvements in the public way. Units developed under CPAN will be included in the Chicago Community Land Trust (CCLT) to preserve long-term affordability.

Low Income Housing Tax Credit Program
The Low-Income Housing Tax Credit Program provides federal tax credits for owners and investors of multiunit residential properties for low-income renters. Owners may sell tax credits to investors in limited partnerships, to help raise equity to cover their acquisition and development costs.

Chicago Community Land Trust (CCLT)
The CCLT was created to address the increasingly limited supply of funding for affordable housing. The goal is to preserve the long-term affordability of homes created through City programs for low- and moderate-income families. Through the CCLT, subsidies used to make homes affordable are preserved and leveraged over time to create a permanent pool of affordable homeownership opportunities. The program is primarily targeted to families earning less than 100% of the area median income.

Affordable Requirements Ordinance
The expanded ordinance applies to residential developments of 10 or more units and requires that the developer provide 10 percent of the units at affordable prices if: the developer receives any type of City land, not just discounted City land; any zoning change is granted that increases project density or allows a residential use not previously allowed and/or the development is a "planned

development," except for developments outside of the downtown area that do not obtain residential density increases.

Sustainable Development Resources

Green Streets & Alleys
Part of CDOT's Streetscaping and Urban Design Program, this project incorporates green design techniques and materials to reduce stormwater run-off, dampen the urban heat island effect and incorporate the use of recycled materials.

Chicago Sustainable Development Policy
Introduced in 2004, this policy affects all projects that receive public assistance or require city review. Public assistance includes any type of city funds, including loans, bond issues, property tax reductions, TIF, sale of city land. "Review" includes projects that are planned developments and projects located along the lake or river, which are protected. All new Chicago public buildings and renovations must meet the LEED standard.

Green Roof Grant Program
This program provides $5,000 for green roof construction projects on residential and small commercial buildings.

Green Roof Request for Information
This ongoing effort began in 2004 with a City-issued request for information on green roof products and services in the following five categories: green roofs on new construction, green roof installation on existing buildings, infrastructure for green roofs, growing media, and plants. The City is interested in this information because of the desire to lower the costs of green roofs and to further encourage their construction on private buildings.

Green Roof Permit Program
This incentive program shortens the time it can take to receive a building permit from the city, roughly estimated from to decrease from 30 days to 15 days. The number of green building elements included in the project and project complexity determines the length of the timeline. The more green building elements, the shorter the amount of time to obtain a permit. Applicants that demonstrate an extraordinary level of green strategy may have their code consultant reviews waived, which is a significant cost savings.

Public/Open Space Resources

CitySpace

CitySpace works to expand the amount of parkland in Chicago by converting abandoned and underutilized property into community gardens, parks and other forms of public open space.

The program operates through interagency agreements with the City of Chicago, Chicago Park District, Forest Preserve District of Cook County, and Chicago Public Schools. In targeting greening projects on vacant lots, school playgrounds, and underutilized land along the Chicago River, the cooperative effort is helping Chicago achieve its open space goals, especially in neighborhoods (such as Logan Square) where the amount of public land falls far below local and national standards. The program is organized to address the specific challenges involved with the development of public open space in nontraditional settings.

To be successful, CitySpace draws additional cooperation from other resources, such as community associations and special interest groups with like-minded goals. The program targets open space improvements in neighborhoods with the greatest need and other priority development areas, including Empowerment Zones, TIF districts and SSAs.

Neighbor Space
This is a nonprofit organization created by the City of Chicago, Chicago Park District, and the Forest Preserve District of Cook County to develop and support small neighborhood open spaces, such as community gardens, mini-parks, greenways, and plazas.

Once a property is acquired NeighborSpace will ask the applicant to enter into a long-term management agreement. The applicant agrees to become the "NeighborSpace Garden Leader," providing local leadership for the continued effective use of the land. A local nonprofit organization or other group familiar with the community and its needs is also and committed to the site and signs on as the organizational partner. At the same time, NeighborSpace begins providing basic liability insurance for those who use the site.

Open Space Impact Fee Program
Under the City Open Space Impact Fee program, all new large-scale residential projects are assessed an Open Space Impact Fee based on the number and size of the proposed housing units. The impact fees are used to ensure that adequate public open space and recreational facilities are available to serve residents of those new developments.
The purpose and legislative intent of this ordinance is to require developers of new residential properties to pay a fee or contribute a proportionate share of open space and recreational facilities, which directly and materially benefit the developments.
Open space impact fees are earmarked for open space acquisition and capital improvements, which provide a direct and material benefit to the new development from which the fees are collected. Fees may not be used to cure existing park deficiencies. Open space impact fees must be expended within the same community area or from an adjacent area from which they were collected after a legislative finding by the City Council that the expenditure of fees will directly and materially benefit the developments from which the fees were collected.

Adopt-a-Station and Arts in Transit Programs
The CTA launched the Adopt-A-Station program in 1997 to develop partnerships between community organizations, local businesses and individuals. The Adopt-A-Station program gives organizations the opportunity to partner with the CTA to make rail stations more inviting and attractive. The program also helps the CTA identify more closely with neighborhoods it serves.

Adopting organizations are offered an opportunity to enhance and revitalize the appearance of CTA rail stations by commissioning local artists to create murals, sculptures, mosaics, paintings or photographs. Stations are adopted for two years.

The Arts in Transit Program seeks opportunities for art installations in CTA capital improvement projects, works with CTA personnel to integrate the art into the projects, and coordinates with the Chicago Public Art Program to carry out art proposals and installations. The Arts in Transit Program is funded by the Federal Transit Administration.

Under "El" Parking
The CTA has developed a program to increase parking options while utilizing and improving CTA property located underneath CTA's Elevated("El") structures. The program creates legal parking underneath the elevated train structure and offers neighborhood residents and businesses the first opportunity to obtain a license to park in these locations. The program was initiated at the request of the City of Chicago to help alleviate the shortage of on-street parking in many Chicago neighborhoods.

The benefits of the program include: additional availability of off-street parking; improvement of the space underneath the El; parking

spaces may be adjacent to residents' homes; elimination/reduction of illegal parking; and affordable pricing of under El parking.

The process begins when the CTA identifies certain locations suitable for the "Under El Parking Program". The CTA will then work with City officials to designate "Under El Parking" locations. The CTA will improve "Under El Parking" sites with signage and car stops. Area residents/businesses will then be notified of the availability of parking. Area residents/businesses sign up for monthly parking. Rates vary depending if the applicant is a resident or business.

Appendix A: Community Participants

Community Members

A list of attendees at the first community meeting (November 28, 2007) is presented below.

ANA	ALANIS	LSNA
LYNN	BASA	MILWAUKEE CORRIDOR TASK FORCE
GLORIA	BECERRA	LINDA'S CREATIONS AND FLOWERS
VIRGINIA	BOYLE LOPEZ	COMMUNITY TV NETWORK
JOHN	BURNS	COOPER CONLIN PARTNERS
ADA	DE JESUS	ARAGON THEATER
JOSH	DETH	REVOLUTION BREWING
DEBBIE	DODGE	PRESERVATION CHICAGO
CECE	DRAZEK	EDC OF LOGAN SQUARE
ANDREW	DRIBIN	
VANESSA	DUBIEL	
DONALD	FALATO	WASHOUT INN
IVAN	FERNANDEZ	ARAGON THEATER
CLARISSA	FLORES	ARAGON THEATER
CLARENCE	FRAHER	NEIGHBOR
RODNEY	GANSHO	WBNA
ALLAN	GILMAN	ACE HARDWARE
DAVEE	GLOWACZ	
MARIA	GONZALEZ	LSNA
SALLY	HAMANN	CAPS BEAT 1431
ELLEN	HAZARD	
PETER	IATRIDES	COZY CORNER
MARY ANN	JOHNSON	LSP
MIKE	KAMPE	WALGREENS
JULIA	KIM	FRIENDS OF BLOOMINGDALE TRAIL
DAVID	KLUEVER	PROPERTY OWNER
JOE	KOPERA	GREATER GOETHE NEIGHBORHOOD ASSOCIATION
DOUG	KREN	
CAROLYN	LAWRENCE	
PAUL	LEVIN	LOGAN SQUARE CHAMBER OF COMMERCE
ROBERTO	LOPEZ	WICKER PARK HISTORICAL SOCIETY
MARIELEE	MACAPAGAL	OFFICE OF ALD. RAY COLON
REV. RAY	MALDONADO	URBAN VINEYARD CHURCH
TARYN	MCCOOK	LS CHAMBER OF COMMERCE, RESIDENT
JOHN	MCDERMOTT	LOGAN SQUARE NEIGHBORHOOD ASSOCIATION
KEVIN	MONAGHAN	BLOOMINGDALE ARTS BUILDING
JUAN	MORENO	MILWAUKEE AVENUE CORRIDOR TASK FORCE
SARAH	MORTON	
ANNALISE	RAZIQ	FARR ASSOCIATES, NEIGHBOR
JIM	RHODES	
LUIS	ROSSI	ARAGON THEATER
ANNE	SCHEETZ	GREATER GOETHE NEIGHBORHOOD ASSOCIATION

VICKY	SCHMIDT	GREATER GOETHE NEIGHBORHOOD ASSOCIATION
KATHY	SCHUBERT	CYCLING CLUBS
DON	SORSA	
MICHELLE	TAUFMANN	RESIDENT
RAMON	TEMBLADOR	GREATER GOETHE NEIGHBORHOOD ASSOCIATION
WAYNE	TJADEN	GREATER GOETHE NEIGHBORHOOD ASSOCIATION
DAVEID	TORRES	ARAGON THEATER
DOUG	VANDERHOOF	MODERN MEDIA, GGNA ZONING
RAUL	VELAZQUEZ	VELAZQUEZ FURNITURE
MAX	WAGNER	CONGRESS THEATER
DAVID	WILCOX	
KATIE	WILLIAMS	
JIM	WILSON	

Business and Property Owners

A list of business and property owners who participated in either the meeting or filled out the questionnaire is presented below.

Carl Mizak	Property Owner
John Burns	Property Owner
Ryan Disney	Property Owner
Michael Kampe	Walgreens
Pete Fernandez	Allstate Insurance
Nagi Saleh	M & W Food and Liquor
Kittie Esposito	With Art
Howard Natinsky	Property Owner
Norma Gomez	Acceptance Insurance Agency
Max Wagner	Congress Theater
Marcelo Guillen	Express Furniture

Appendix B: Property Owners

Note: The table below lists taxpayers as identified on the most recent tax bill (second installment of 2006). Recent taxpayer/ownership changed may not be reflected. Data was obtained from the Cook County Treasurer's Office.

NAME	PROPERTY ADDRESS
VICTOR E DIAZ	2305 CALIFORNIA
NATL SHOPPING PLAZAS	2132-38 MILWAUKEE
FORTUNATO RUBINO	2169-2171 MILWAUKEE
BARBARA SIERRA	2315 MILWAUKEE
TOM VASELOPULOS	2300-02 MILWAUKEE 2234 CALIFORNIA
NOCAL ONE LLC ACORN	2230-32 CALIFORNIA
GUADALOPE MORAN	2226 CALIFORNIA
CBC DUNITZ	2149-63 MILWAUKEE
MAX GERBER INC.	2269-2291 N MILWAUKEE
FRIEDMAN BROTHERS	2274-2278 N. MILWAUKEE
MANI MANAGEMENT INC	2286-94 MILWAUKEE
WILFRED FORTIER	2223-29 MILWAUKEE
RAUL VELAZQUEZ	2217-21 MILWAUKEE
2211 N MILWAUKEE LLC	2215 MILWAUKEE
WILFRED FORTIER	2201 MILWAUKEE
KENTUCKY FRIED CHICKEN	2215 N WASHTENAW
ICG INC	2231 MILWAUKEE
SAN MARCOS ACQUISITION	2235 MILWAUKEE
M KROM & SONS	2250-56 MILWAUKEE
HAROLD MERMEL	2246-48 MILWAUKEE
SHOPPERS WAREHOUSE INC	2236-44 MILWAUKEE
SHILVOCK COMPANY INC	2216-32 MILWAUKEE
DOROTHY MORA	2214 MILWAUKE
ANGEL DELGADO	2210 MILWAUKEE
RAUL VELAZQUEZ	2206 MILWAUKEE
DEBRA AND JOSEPH RANALLO	2208 MILWAUKEE
ROSA BAKER	2202MILWAUKEE
ROGELIO LLAMEDO	2220 MILWAUKEE
HOWARD NATINSKY	2160-74 MILWAUKEE
S PAVELOVIC	2135-2121 MILWAUKEE
JUAN PRADA	2110 N MAPLEWOOD
ANDREAS E GLYKOFRIDIS	2108 N MAPLEWOOD
ANDREAS E GLYKOFRIDIS	2101 N MAPLEWOOD
E PROPERTY TAX	2107-17 N MAPLEWOOD
E PROPERTY TAX	2536, -39 W CHARLESTON
FIRM REAL ESTATE GROUP	2043 N MILWAUKEE
CHICAGO STAR CLEANERS	2039 MILWAUKEE
ANTONIO LOMBARDO	2031-35 N MILWAUKEE
E PROPERTY TAX	2065 N MILWAUKEE
TAQUERIA L CLOMALES	2148 MILWAUKEE
JUAN PRADA	2142-46 MILWAUKEE
NATL SHOPPING PLAZAS	2140 MILWAUKEE
NODARSE HOLDINGS INC	2128-30 MILWAUKEE
GABRIEL BUCIO	2122, -23 MILWAUKEE

ISRAEL NODARSE	2118 MILWAUKEE
JUAN PRADA	2116 MILWAUKEE
DONALD J FALATO	2104-14 MILWAUKEE
NODARSE HOLDINGS INC	2100 MILWAUKEE
ISRAEL NODARSE	2102 MILWAUKEE
HECTOR OLIVA	2094 MILWAUKEE
ED & PRUDENCE MIZAK	2088 MILWAUKEE
EDWARD J MIZAK	2092 MILWAUKEE
ISRAEL NODARSE	2082 MILWAUKEE
NODARSE INVESTMENT	2086 MILWAUKEE
LAZARO NODARSE	2084 MILWAUKEE
ISRAEL NODARSE	2078-80 MILWAUKEE
OSAMA HASAN	2074 MILWAUKEE
GUSTAVEO MARTINEZ	2072 MILWAUKEE
RAUL VELAZQUEZ	2068 MILWAUKEE
GEORGINA VELAZQUEZ	2066 MILWAUKEE
ARTHUR GARTZMAN	2060-66 MILWAUKEE
MIGUEL FONS	2046-50 MILWAUKEE
EDWARD L ENDMAN	2038 MILWAUKEE
LINSAN INC	2018, -36 MILWAUKEE
MITCHELL GERSON	2000-10 MILWAUKEE
WALGREENS STORE 9000	2001 MILWAUKEE
2443 W ARMITAGE LLC	2443 W ARMITAGE
MARIANO MORA	2441 ARMITAGE
GLORIA M BECERRA	2439 ARMITAGE
ARMITAGE MILWAUKEE DEV	1984-86 N MILWAUKEE; 2435 W ARMITAGE
COLE TAYLOR BANK	1966 MILWAUKEE
HARRIS	1958-62 MILWAUKEE; 2449-53 ARMITAGE
MARGIE PAULAS	1950 MILWAUKEE
ARMITAGE MILWAUKEE DEV	1970-80 MILWAUKEE
COLE TAYLOR BANK	1965 MILWAUKEE
PETER POULOS	1955 N WESTERN
JOHN DECARRIER	1960-70, 1935-45 N WILMOT

Appendix C. Demographic and Market Analysis Data

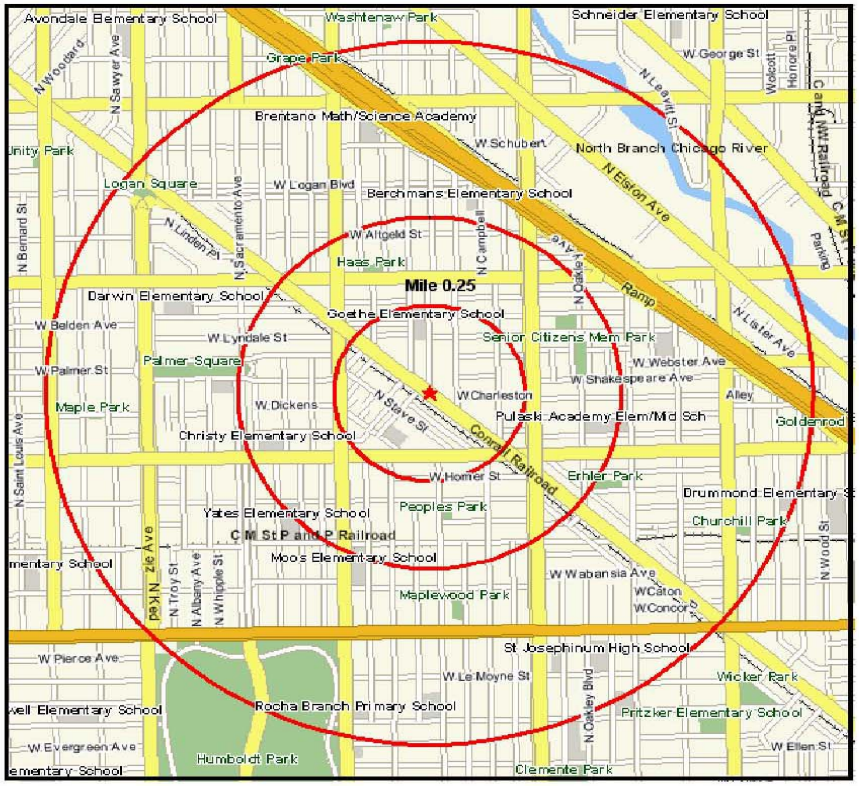
North Milwaukee Corridor Study Area and Comparison Areas

Figure 1. Ring Areas

Area Map

Prepared For: N Milwaukee corridor
Project Code: 25366646

Order #: 966145174
Site: 01



Prepared on: December 11, 2007

Claritas Tech Support: 1 800 866 6511

SiteReports

Table 1. Population Estimates and Growth Projections

	0.00 - 0.25 miles		0.00 - 0.50 miles		0.00 - 1.00 miles		City of Chicago		Chicago PMSA		USA	
Description	#	%	#	%	#	%	#	%	#	%	#	%
Population												
1990 Census	5,638		21,725		69,438		2,783,726		8,182,076		248,709,873	
2000 Census	5,599		21,047		68,524		2,896,016		9,098,316		281,421,906	
2007 Estimate	5,607		21,194		70,400		2,823,257		9,528,166		301,045,522	
2012 Projection	5,576		21,174		71,324		2,761,878		9,790,431		314,920,978	
Growth 1990-2000	-0.69%		-3.12%		-1.32%		4.03%		11.20%		13.15%	
Growth 2000-2007	0.14%		0.70%		2.74%		-2.51%		4.72%		6.97%	
Growth 2007-2012	-0.55%		-0.09%		1.31%		-2.17%		2.75%		4.61%	

Source: Claritas and URS Corporation

Table 2. Racial Classification

	0.00 - 0.25 miles		0.00 - 0.50 miles		0.00 - 1.00 miles		City of Chicago		Chicago PMSA		USA	
Description	#	%	#	%	#	%	#	%	#	%	#	%
2007 Est. Population by Single Race Classification	5,607		21,194		70,400		2,823,257		9,528,166		301,045,522	
White Alone	2,718	48.48	10,373	48.94	36,193	51.41	1,151,440	40.78	6,200,543	65.08	219,977,238	73.07
Black or African American Alone	216	3.85	885	4.18	5,151	7.32	1,016,196	35.99	1,713,766	17.99	37,246,257	12.37
American Indian and Alaska Native Alone	35	0.62	155	0.73	455	0.65	11,513	0.41	28,627	0.30	2,767,192	0.92
Asian Alone	109	1.94	422	1.99	1,352	1.92	130,137	4.61	478,510	5.02	12,865,128	4.27
Native Hawaiian and Other Pacific Islander Alone	5	0.09	16	0.08	91	0.13	2,401	0.09	5,783	0.06	476,190	0.16
Some Other Race Alone	2,258	40.27	8,346	39.38	23,567	33.48	423,085	14.99	857,155	9.00	19,283,397	6.41
Two or More Races	267	4.76	996	4.70	3,591	5.10	88,485	3.13	243,782	2.56	8,430,120	2.80

Source: Claritas and URS Corporation

Table 3. Hispanic/Latino Population

	0.00 - 0.25 miles		0.00 - 0.50 miles		0.00 - 1.00 miles		City of Chicago		Chicago PMSA		USA	
Description	#	%	#	%	#	%	#	%	#	%	#	%
2007 Est. Population Hispanic or Latino by Origin*	5,607		21,194		70,400		2,823,257		9,528,166		301,045,522	
Not Hispanic or Latino	1,807	32.23	7,763	36.63	30,542	43.38	2,006,621	71.07	7,691,171	80.72	256,326,863	85.15
Hispanic or Latino	3,800	67.77	13,431	63.37	39,858	56.62	816,636	28.93	1,836,995	19.28	44,718,659	14.85
Mexican	2,461	64.76	7,599	56.58	19,054	47.80	571,179	69.94	1,377,562	74.99	26,335,700	58.89
Puerto Rican	827	21.76	3,889	28.96	14,922	37.44	123,090	15.07	194,579	10.59	4,310,157	9.64
Cuban	44	1.16	131	0.98	545	1.37	9,122	1.12	21,804	1.19	1,533,798	3.43
All Other Hispanic or Latino	468	12.32	1,812	13.49	5,336	13.39	113,245	13.87	243,050	13.23	12,539,004	28.04

Source: Claritas and URS Corporation

*In contrast to Claritas Demographic Estimates, "smoothed" data items are Census 2000 tables made consistent with current year estimated and 5 year projected base counts.

Table 4. Language Spoken at Home

	0.00 - 0.25 miles		0.00 - 0.50 miles		0.00 - 1.00 miles		City of Chicago		Chicago PMSA		USA	
Description	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
2007 Est. Pop Age 5+ by Language Spoken At Home	**5,118**		**19,433**		**64,728**		**2,601,580**		**8,828,744**		**280,665,700**	
Speak Only English at Home	1,602	31.30	6,878	35.39	27,087	41.85	1,667,578	64.10	6,677,598	75.63	230,452,340	82.11
Speak Asian/Pacific Islander Language at Home	54	1.06	239	1.23	633	0.98	81,292	3.12	232,721	2.64	7,449,552	2.65
Speak IndoEuropean Language at Home	179	3.50	912	4.69	3,327	5.14	206,466	7.94	618,847	7.01	10,600,630	3.78
Speak Spanish at Home	3,256	63.62	11,328	58.29	33,450	51.68	615,505	23.66	1,224,903	13.87	30,180,873	10.75
Speak Other Language at Home	27	0.53	76	0.39	230	0.36	30,739	1.18	74,675	0.85	1,982,305	0.71

Source: Claritas and URS Corporation

Table 5. Age Characteristics

	0.00 - 0.25 miles		0.00 - 0.50 miles		0.00 - 1.00 miles		City of Chicago		Chicago PMSA		USA	
Description	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
2007 Est. Population by Age	**5,607**		**21,194**		**70,400**		**2,823,257**		**9,528,166**		**301,045,522**	
Age 17 and under	1,560	27.82	5,661	26.71	18,289	25.98	737,690	26.13	2,493,449	26.17	73,877,144	24.54
Age 18-24	652	11.63	2,317	10.93	6,969	9.90	271,854	9.63	895,458	9.40	29,763,065	9.89
Age 25-44	1,976	35.24	7,869	37.13	27,165	38.59	894,767	31.69	2,748,931	28.85	83,511,033	27.74
Age 45-64	1,043	18.60	4,024	18.99	13,375	19.00	622,374	22.04	2,339,027	24.55	75,766,883	25.17
Age 65 and over	377	6.72	1,323	6.24	4,602	6.54	296,572	10.50	1,051,301	11.03	38,127,397	12.66
2007 Est. Median Age	**30.61**		**31.15**		**31.57**		**33.75**		**35.38**		**36.53**	
2007 Est. Average Age	**32.01**		**32.27**		**32.70**		**35.24**		**36.14**		**37.35**	

Source: Claritas and URS Corporation

Table 6. Household Characteristics

	0.00 - 0.25 miles		0.00 - 0.50 miles		0.00 - 1.00 miles		City of Chicago		Chicago PMSA		USA	
Description	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
2007 Est. Households by Household Type	**1,978**		**7,634**		**26,448**		**1,033,328**		**3,431,388**		**113,668,003**	
Family Households	1,135	57.38	4,370	57.24	14,526	54.92	613,004	59.32	2,351,641	68.53	77,571,897	68.24
Nonfamily Households	843	42.62	3,264	42.76	11,922	45.08	420,324	40.68	1,079,747	31.47	36,096,106	31.76
2007 Est. Average Household Size	**2.83**		**2.75**		**2.63**		**2.67**		**2.73**		**2.58**	

Source: Claritas and URS Corporation

Table 7. Income Characteristics

	0.00 - 0.25 miles		0.00 - 0.50 miles		0.00 - 1.00 miles		City of Chicago		Chicago PMSA		USA	
Description	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
2007 Est. Average Household Income	**$49,411**		**$58,389**		**$66,356**		**$62,748**		**$77,708**		**$66,670**	
2007 Est. Median Household Income	**$39,766**		**$43,060**		**$47,245**		**$44,735**		**$59,397**		**$49,314**	
2007 Est. Per Capita Income	**$17,453**		**$21,225**		**$25,146**		**$23,243**		**$28,223**		**$25,495**	

Source: Claritas and URS Corporation

Table 8. Household Incomes

	0.00 - 0.25 miles		0.00 - 0.50 miles		0.00 - 1.00 miles		City of Chicago		Chicago PMSA		USA	
2007 Est. Households by Household Income	**1,978**		**7,634**		**26,448**		**1,033,328**		**3,431,388**		**113,668,003**	
Income Less than $15,000	382	19.31	1,269	16.62	4,215	15.94	185,904	17.99	363,462	10.59	14,858,195	13.07
Income $15,000 - $24,999	271	13.70	964	12.63	2,809	10.62	114,150	11.05	288,780	8.42	12,338,712	10.86
Income $25,000 - $34,999	234	11.83	922	12.08	2,828	10.69	112,695	10.91	316,319	9.22	12,712,915	11.18
Income $35,000 - $49,999	320	16.18	1,232	16.14	4,131	15.62	160,122	15.50	489,271	14.26	17,735,801	15.60
Income $50,000 - $74,999	350	17.69	1,344	17.61	4,874	18.43	185,556	17.96	685,992	19.99	22,161,944	19.50
Income $75,000 - $99,999	221	11.17	796	10.43	2,853	10.79	106,664	10.32	478,110	13.93	13,478,112	11.86
Income $100,000 - $149,999	142	7.18	689	9.03	2,738	10.35	101,998	9.87	495,612	14.44	12,838,685	11.29
Income $150,000 - $249,999	54	2.73	318	4.17	1,365	5.16	44,403	4.30	216,645	6.31	5,257,110	4.62
Income $250,000 - $499,999	3	0.15	74	0.97	480	1.81	14,448	1.40	64,072	1.87	1,567,720	1.38
Income $500,000 and more	0	0.00	26	0.34	156	0.59	7,388	0.71	33,125	0.97	718,809	0.63

Source: Claritas and URS Corporation

Table 9. Educational Characteristics

	0.00 - 0.25 miles		0.00 - 0.50 miles		0.00 - 1.00 miles		City of Chicago		Chicago PMSA		USA	
Description	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
2007 Est. Pop. Age 25+ by Educational Attainment*	**3,395**		**13,215**		**45,142**		**1,813,713**		**6,139,259**		**197,405,313**	
Less than 9th grade	935	27.54	3,191	24.15	8,884	19.68	228,188	12.58	474,178	7.72	14,774,949	7.48
Some High School, no diploma	561	16.52	2,388	18.07	7,461	16.53	284,458	15.68	664,479	10.82	23,488,543	11.90
High School Graduate (or GED)	677	19.94	2,240	16.95	7,672	17.00	412,669	22.75	1,560,483	25.42	56,123,633	28.43
Some College, no degree	397	11.69	1,775	13.43	6,262	13.87	334,857	18.46	1,305,067	21.26	41,893,184	21.22
Associate Degree	98	2.89	365	2.76	1,685	3.73	83,530	4.61	351,606	5.73	12,593,466	6.38
Bachelor's Degree	471	13.87	2,132	16.13	8,590	19.03	285,126	15.72	1,131,046	18.42	31,045,357	15.73
Master's Degree	193	5.68	752	5.69	3,164	7.01	120,153	6.62	450,684	7.34	11,692,702	5.92
Professional School Degree	62	1.83	315	2.38	1,131	2.51	47,789	2.63	142,862	2.33	3,894,615	1.97
Doctorate Degree	1	0.03	57	0.43	293	0.65	16,943	0.93	58,854	0.96	1,898,864	0.96

Source: Claritas and URS Corporation

Table 10. Employment Status

	0.00 - 0.25 miles		0.00 - 0.50 miles		0.00 - 1.00 miles		City of Chicago		Chicago PMSA		USA	
Description	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
2007 Est. Pop Age 16+ by Employment Status*	**4,201**		**16,085**		**53,838**		**2,159,425**		**7,312,462**		**235,774,831**	
In Armed Forces	0	0.00	4	0.02	12	0.02	779	0.04	14,473	0.20	1,261,515	0.54
Civilian - Employed	2,207	52.54	9,121	56.71	32,027	59.49	1,189,136	55.07	4,550,869	62.23	141,825,157	60.15
Civilian - Unemployed	175	4.17	814	5.06	2,630	4.89	134,369	6.22	292,517	4.00	8,493,059	3.60
Not in Labor Force	1,819	43.30	6,147	38.22	19,169	35.60	835,141	38.67	2,454,603	33.57	84,195,100	35.71

Source: Claritas and URS Corporation

Table 11. Class of Worker

	0.00 - 0.25 miles		0.00 - 0.50 miles		0.00 - 1.00 miles		City of Chicago		Chicago PMSA		USA	
Description	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
2007 Est. Civ Employed Pop 16+ Class of Worker*	**2,207**		**9,121**		**32,027**		**1,189,136**		**4,550,869**		**141,825,157**	
For-Profit Private Workers	1,775	80.43	7,192	78.85	24,815	77.48	856,581	72.03	3,451,076	75.83	101,233,696	71.38
Non-Profit Private Workers	147	6.66	700	7.67	2,688	8.39	109,596	9.22	364,489	8.01	10,015,854	7.06
Local Government Workers	134	6.07	594	6.51	1,976	6.17	107,947	9.08	320,903	7.05	10,085,644	7.11
State Government Workers	33	1.50	137	1.50	559	1.75	30,862	2.60	106,887	2.35	6,704,828	4.73
Federal Government Workers	29	1.31	83	0.91	373	1.16	30,174	2.54	91,083	2.00	3,903,336	2.75
Self-Emp Workers	90	4.08	395	4.33	1,543	4.82	51,368	4.32	206,545	4.54	9,440,670	6.66
Unpaid Family Workers	0	0.00	21	0.23	73	0.23	2,608	0.22	9,886	0.22	441,129	0.31

Source: Claritas and URS Corporation

**In contrast to Claritas Demographic Estimates, "smoothed" data items are Census 2000 tables made consistent with current year estimated and 5 year projected base counts.*

Table 12. Occupation Characteristics

	0.00 - 0.25 miles		0.00 - 0.50 miles		0.00 - 1.00 miles		City of Chicago		Chicago PMSA		USA	
Description	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Professional and Related Occupations	404	18.31	1,730	18.97	6,756	21.09	240,251	20.20	932,838	20.50	28,737,806	20.26
Service	368	16.67	1,377	15.10	4,623	14.43	196,613	16.53	586,360	12.88	20,787,315	14.66
Sales and Office	456	20.66	2,316	25.39	8,196	25.59	320,425	26.95	1,292,401	28.40	37,912,593	26.73
Farming, Fishing, and Forestry	6	0.27	12	0.13	50	0.16	1,098	0.09	5,925	0.13	1,048,574	0.74
Construction, Extraction and Maintainance	150	6.80	562	6.16	1,985	6.20	78,203	6.58	369,347	8.12	13,444,889	9.48
Production, Transportation and Material Moving	600	27.19	2,017	22.11	5,879	18.36	193,586	16.28	665,817	14.63	20,462,557	14.43
2007 Est. Pop 16+ by Occupation Classification*	**2,207**		**9,121**		**32,027**		**1,189,136**		**4,550,869**		**141,825,157**	
Blue Collar	750	33.98	2,578	28.26	7,864	24.55	271,789	22.86	1,035,164	22.75	33,907,446	23.91
White Collar	1,084	49.12	5,152	56.49	19,485	60.84	719,401	60.50	2,918,164	64.12	85,236,425	60.10
Service and Farm	374	16.95	1,390	15.24	4,678	14.61	197,946	16.65	597,541	13.13	22,681,286	15.99

Source: Claritas and URS Corporation

Table 13. Commute and Transportation Characteristics

	0.00 - 0.25 miles		0.00 - 0.50 miles		0.00 - 1.00 miles		City of Chicago		Chicago PMSA		USA	
Description	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Drove Alone	975	44.83	4,156	46.37	14,540	46.34	580,785	49.99	3,198,021	71.46	106,807,993	76.16
Car Pooled	467	21.47	1,638	18.28	5,207	16.59	168,386	14.49	479,406	10.71	16,998,625	12.12
Public Transportation	611	28.09	2,508	27.98	8,656	27.59	301,090	25.91	485,400	10.85	6,223,978	4.44
Walked	71	3.26	330	3.68	1,186	3.78	69,093	5.95	135,257	3.02	3,915,732	2.79
Motorcycle	3	0.14	18	0.20	41	0.13	420	0.04	1,502	0.03	156,933	0.11
Bicycle	21	0.97	89	0.99	424	1.35	5,807	0.50	13,199	0.29	507,085	0.36
Other Means	0	0.00	43	0.48	304	0.97	8,569	0.74	29,673	0.66	978,497	0.70
Worked at Home	28	1.29	180	2.01	1,019	3.25	27,699	2.38	132,816	2.97	4,644,845	3.31
2007 Est. Average Number of Vehicles*	**1.07**		**1.10**		**1.08**		**1.08**		**1.59**		**1.71**	

Source: Claritas and URS Corporation

Table 14. Housing Characteristics

	0.00 - 0.25 miles		0.00 - 0.50 miles		0.00 - 1.00 miles		City of Chicago		Chicago PMSA		USA	
Description	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
2007 Est. Tenure of Occupied Housing Units	**1,978**		**7,634**		**26,448**		**1,033,328**		**3,431,388**		**113,668,003**	
Owner Occupied	521	26.34	2,340	30.65	8,454	31.96	450,935	43.64	2,276,585	66.35	76,185,530	67.02
Renter Occupied	1,457	73.66	5,294	69.35	17,994	68.04	582,393	56.36	1,154,803	33.65	37,482,473	32.98
2007 Occ Housing Units, Avg Length of Residence	**7**		**8**		**8**		**10**		**10**		**10**	
2007 Est. Median All Owner-Occupied Housing Value	**$292,803**		**$352,505**		**$374,148**		**$237,762**		**$240,459**		**$172,914**	
2007 Est. Housing Units by Units in Structure*	**2,203**		**8,620**		**30,112**		**1,161,395**		**3,673,717**		**126,034,880**	
1 Unit Attached	35	1.59	195	2.26	848	2.82	39,813	3.43	237,474	6.46	6,924,467	5.49
1 Unit Detached	273	12.39	1,124	13.04	3,471	11.53	279,356	24.05	1,910,877	52.01	76,589,361	60.77
2 Units	665	30.19	2,438	28.28	7,814	25.95	203,739	17.54	292,552	7.96	5,127,657	4.07
3 to 19 Units	779	35.36	3,861	44.79	14,361	47.69	357,445	30.78	720,329	19.61	16,578,904	13.15
20 to 49 Units	161	7.31	498	5.78	2,091	6.94	83,431	7.18	180,955	4.93	4,130,164	3.28
50 or More Units	290	13.16	504	5.85	1,489	4.94	195,724	16.85	287,048	7.81	6,576,422	5.22
Mobile Home or Trailer	0	0.00	0	0.00	37	0.12	1,565	0.13	43,584	1.19	9,804,140	7.78
Boat, RV, Van, etc.	0	0.00	0	0.00	2	0.01	322	0.03	898	0.02	303,765	0.24
2007 Est. Median Year Structure Built **	**1939**		**1939**		**1941**		**1951**		**1966**		**1974**	

Source: Claritas and URS Corporation

Table 15. Retail Demand and Supply, 0.25 Mile Radius

0.00 - 0.25 Miles Retail Stores	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Total Retail Sales Incl Eating and Drinking Places	67,159,508	46,872,470	20,287,038
Motor Vehicle and Parts Dealers	11,938,958	682,279	11,256,679
Furniture and Home Furnishings Stores	1,556,314	6,217,045	(4,660,731)
Electronics and Appliance Stores	1,705,977	647,359	1,058,618
Building Material, Garden Equip Stores	4,922,098	9,113,768	(4,191,670)
Food and Beverage Stores	9,144,860	2,626,762	6,518,098
Health and Personal Care Stores	3,611,615	8,625,638	(5,014,023)
Gasoline Stations	7,335,407	328,778	7,006,629
Clothing and Clothing Accessories Stores	3,542,897	517,798	3,025,099
Sporting Goods, Hobby, Book, Music Stores	1,260,130	68,741	1,191,389
General Merchandise Stores	8,643,601	12,947,655	(4,304,054)
Miscellaneous Store Retailers	1,650,554	58,174	1,592,380
Foodservice and Drinking Places	7,742,600	5,038,473	2,704,127
GAFO	17,344,229	20,398,598	(3,054,369)

Source: Claritas and URS Corporation

NOTE: GAFO (General merchandise, Apparel, Furniture and Other) represents sales at stores that sell merchandise normally sold in department stores. This category is not included in Total Retail Sales including Eating and Drinking Places.

Table 16. Retail Demand and Supply, .5 Mile Radius

0.25 - 0.50 Miles	Demand	Supply	Opportunity
Retail Stores	**(Consumer Expenditures)**	**(Retail Sales)**	**Gap/Surplus**
Total Retail Sales Incl Eating and Drinking Places	207,124,603	90,418,521	116,706,082
Motor Vehicle and Parts Dealers	36,317,654	3,673,332	32,644,322
Furniture and Home Furnishings Stores	5,274,281	3,154,235	2,120,046
Electronics and Appliance Stores	5,419,235	4,383,558	1,035,677
Building Material, Garden Equip Stores	16,906,911	7,209,626	9,697,285
Food and Beverage Stores	26,548,036	16,018,653	10,529,383
Health and Personal Care Stores	10,538,631	15,035,922	(4,497,291)
Gasoline Stations	21,897,702	6,297,611	15,600,091
Clothing and Clothing Accessories Stores	11,336,265	3,107,992	8,228,273
Sporting Goods, Hobby, Book, Music Stores	4,093,715	1,494,649	2,599,066
General Merchandise Stores	26,511,594	14,597,761	11,913,833
Miscellaneous Store Retailers	5,362,623	3,082,094	2,280,529
Foodservice and Drinking Places	23,952,519	12,363,089	11,589,430
GAFO *	54,753,245	27,842,760	26,910,485

Source: Claritas and URS Corporation

Table 17. Retail Demand and Supply 1 Mile Radius

0.50 - 1.00 Miles	Demand	Supply	Opportunity
Retail Stores	**(Consumer Expenditures)**	**(Retail Sales)**	**Gap/Surplus**
Total Retail Sales Incl Eating and Drinking Places	707,593,812	697,675,267	9,918,545
Motor Vehicle and Parts Dealers	123,028,395	15,522,552	107,505,843
Furniture and Home Furnishings Stores	18,909,126	21,426,468	(2,517,342)
Electronics and Appliance Stores	19,049,949	39,445,726	(20,395,777)
Building Material, Garden Equip Stores	59,410,760	74,058,239	(14,647,479)
Food and Beverage Stores	87,379,382	65,668,020	21,711,362
Health and Personal Care Stores	35,070,639	45,645,392	(10,574,753)
Gasoline Stations	72,989,349	46,159,794	26,829,555
Clothing and Clothing Accessories Stores	39,677,286	43,144,897	(3,467,611)
Sporting Goods, Hobby, Book, Music Stores	14,674,894	7,573,473	7,101,421
General Merchandise Stores	90,428,458	251,226,221	(160,797,763)
Miscellaneous Store Retailers	18,881,396	18,196,921	684,475
Foodservice and Drinking Places	82,945,587	63,328,264	19,617,323
GAFO *	190,319,411	367,359,031	-177,039,620

Source: Claritas and URS Corporation

Table 18. Retail Requirements

Grocery Stores	Min GLA	Max GLA	Lot	Preferred Location	Customer Density	Customer Base
Aldi	10,000	14,000		community strip center freestanding		Middle income
Dominick's		66,000		community strip center neighborhood strip center freestanding	40,000 w/in 3 miles 25,000 VPD	Adult, senior
Jewel-Osco	49,000	70,000		community strip center neighborhood strip center		
Kroger Food4Less	55,000	70,000		community strip center neighborhood strip center freestanding power center	30,000 w/in 3 miles	
Meijer's	175,000	225,000		community strip center freestanding		Middle income
Trader Joe's	8,000	10,000	80' frontage 65+ pkg (shared)	community strip center neighborhood strip center freestanding power center	90,000 w/in 5 miles	High income, adult, college educated
Whole Foods Market		29,000		community strip center neighborhood strip center freestanding downtown	130,000 w/in 3 miles	Middle-high income, college+ educated

Table 19. Recent Residential Sales, of Attached Dwelling Units, Logan Square

Number	Direction	Street Name	Unit	Sales Price	Bedrooms	Bathrooms	Parking	Type
3253	W	Palmer	G	$ 156,999	1	1	1	Condo
1945	N	Whipple	3	$ 228,000	2	1	0	Condo
3125	W	Fullerton	406	$ 255,035	2	2	1	Condo
3125	W	Fullerton	506	$ 258,865	2	2	1	Condo
3125	W	Fullerton	307	$ 262,696	2	2	1	Condo
2447	N	Talman	2	$ 265,000	3	1.1	1	Condo
3033	W	Armitage	3	$ 269,900	3	2	1	Condo
2307	N	Kimball	1	$ 271,000	3	2	0	Condo
2811	N	Bell	302	$ 279,000	1	1	1	Condo
2025	N	Whipple	1N	$ 286,500	2	2	1	Condo
2356	N	Elston	405	$ 311,250	2	2	1	Condo
2113	N	Kedzie	D	$ 315,000	4	2.1	2	Townhouse
2161	N	California	104	$ 317,000	2	2	1	Condo
2300	W	Wabansia	236	$ 319,000	1	1.1	1	Condo
3125	W	Fullerton	421	$ 320,153	3	2	1	Condo
3125	W	Fullerton	319	$ 335,000	3	2	1	Condo
2735	W	Armitage	401	$ 347,000	2	2	1	Condo
1802	N	Spaulding	1802	$ 354,000	3	2.1	1	Townhouse
1804	N	Spaulding	1804	$ 354,000	3	2.1	1	Townhouse
			Median	**$ 286,500**				
			Average	**$ 289,758**	**2.3**	**1.8**		

Source: Multiple Listing Service, December 2007, and URS Corporation

Table 20. Residential Sales Trends, Logan Square

	Bedrooms					
	All	None	2 or less	3	4	5
2005						
# Sold	658	2	487	157	11	1
Avg Sales Price	$303,205	$276,500	$272,445	$388,915	$437,291	$405,000
Avg Days on Market	89	60	89	81	193	31
2006						
# Sold	680	3	525	141	9	2
Avg Sales Price	$321,294	$95,500	$293,268	$412,574	$553,618	$536,000
Avg Days on Market	94	177	92	101	69	131
2007*						
# Sold	615	2	447	157	9	NA
Avg Sales Price	$323,719	$103,850	$295,579	$392,773	$565,610	NA
Avg Days on Market	125	246	126	119	126	NA

Source: Multiple Listing Service, December 2007, and URS Corporation

Data obtained in December; incomplete information for entire year.

Figure 2 . Grocery Stores

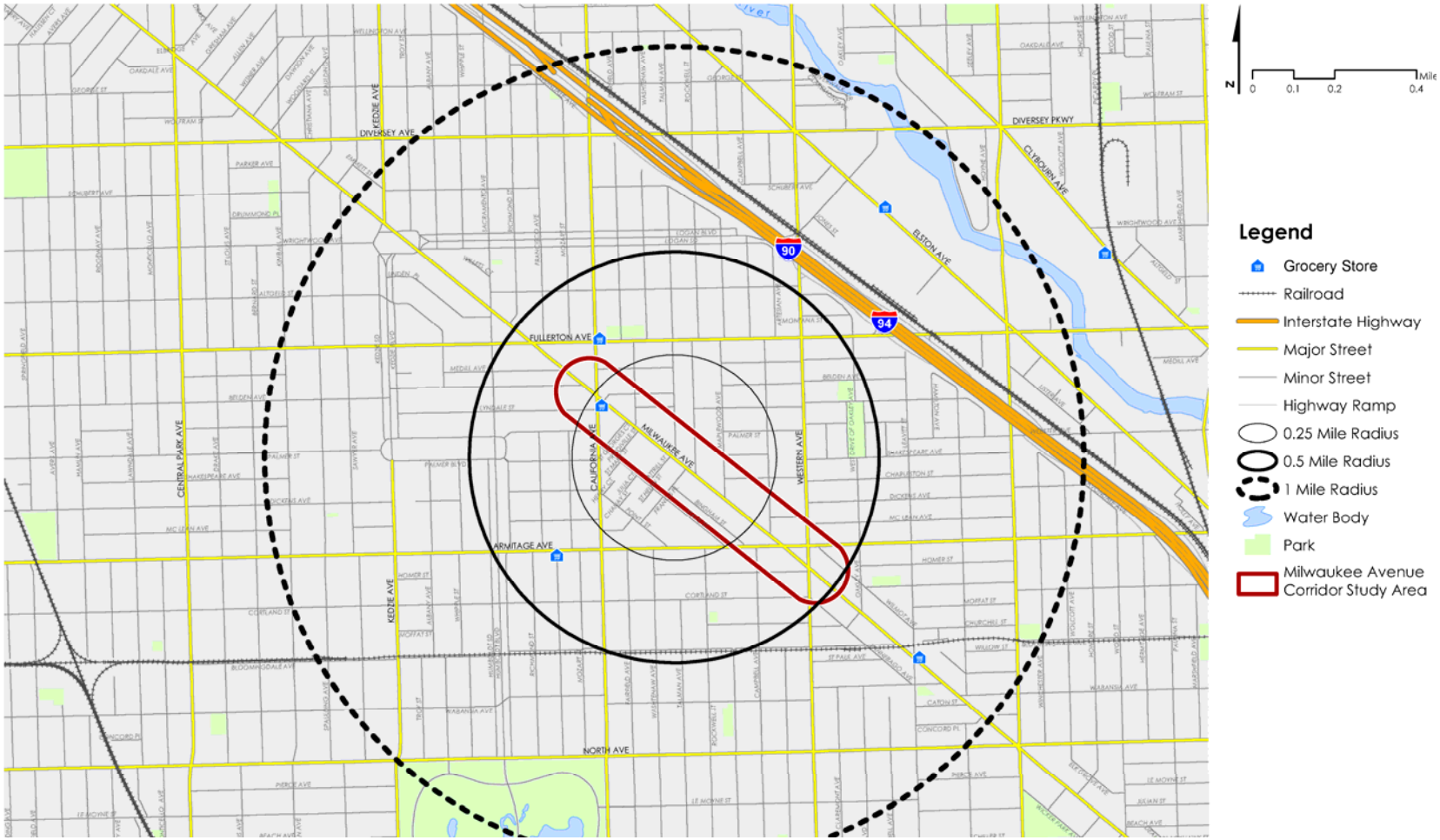


Figure 3. Retail Services

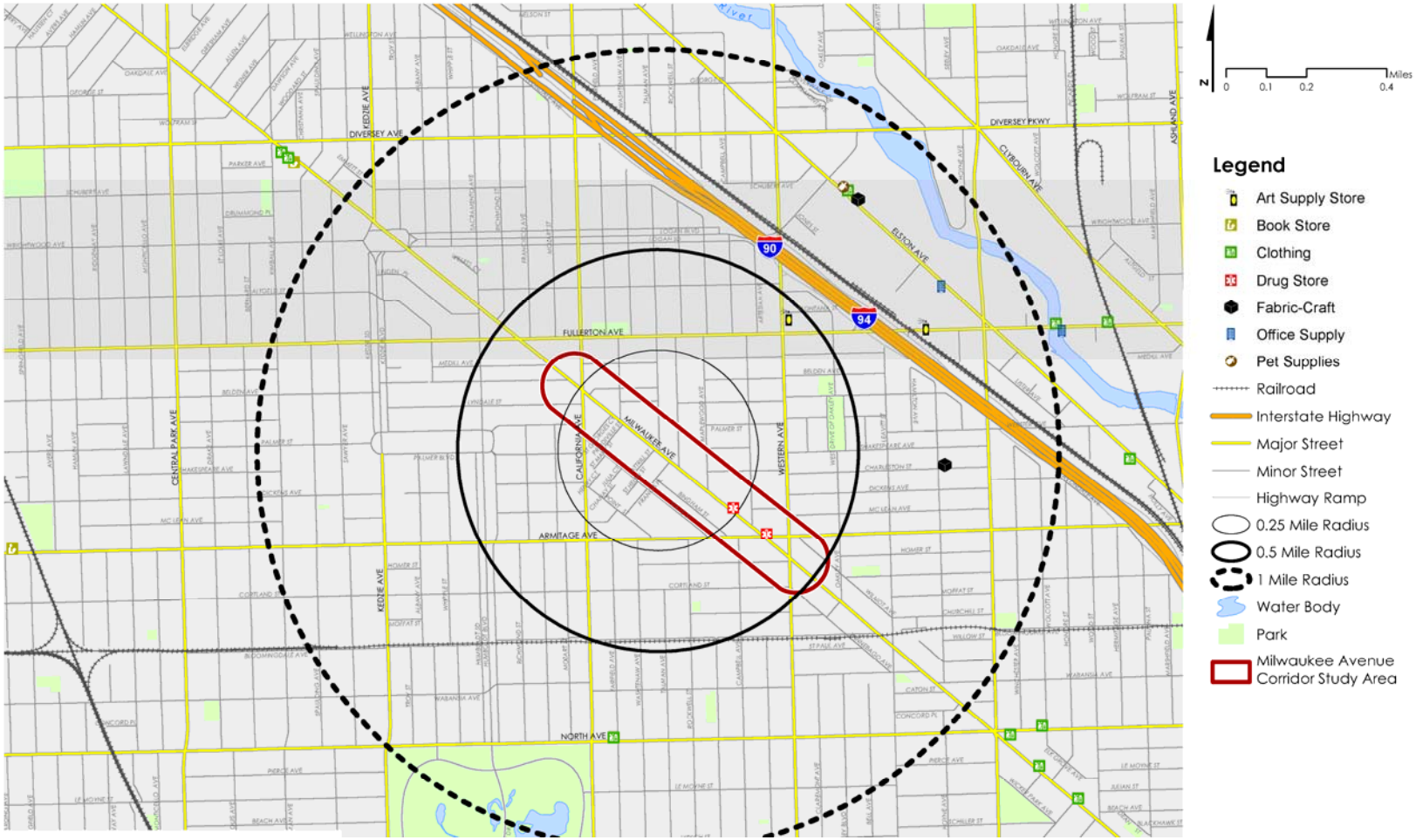


Figure 4. Food Sales & Bars

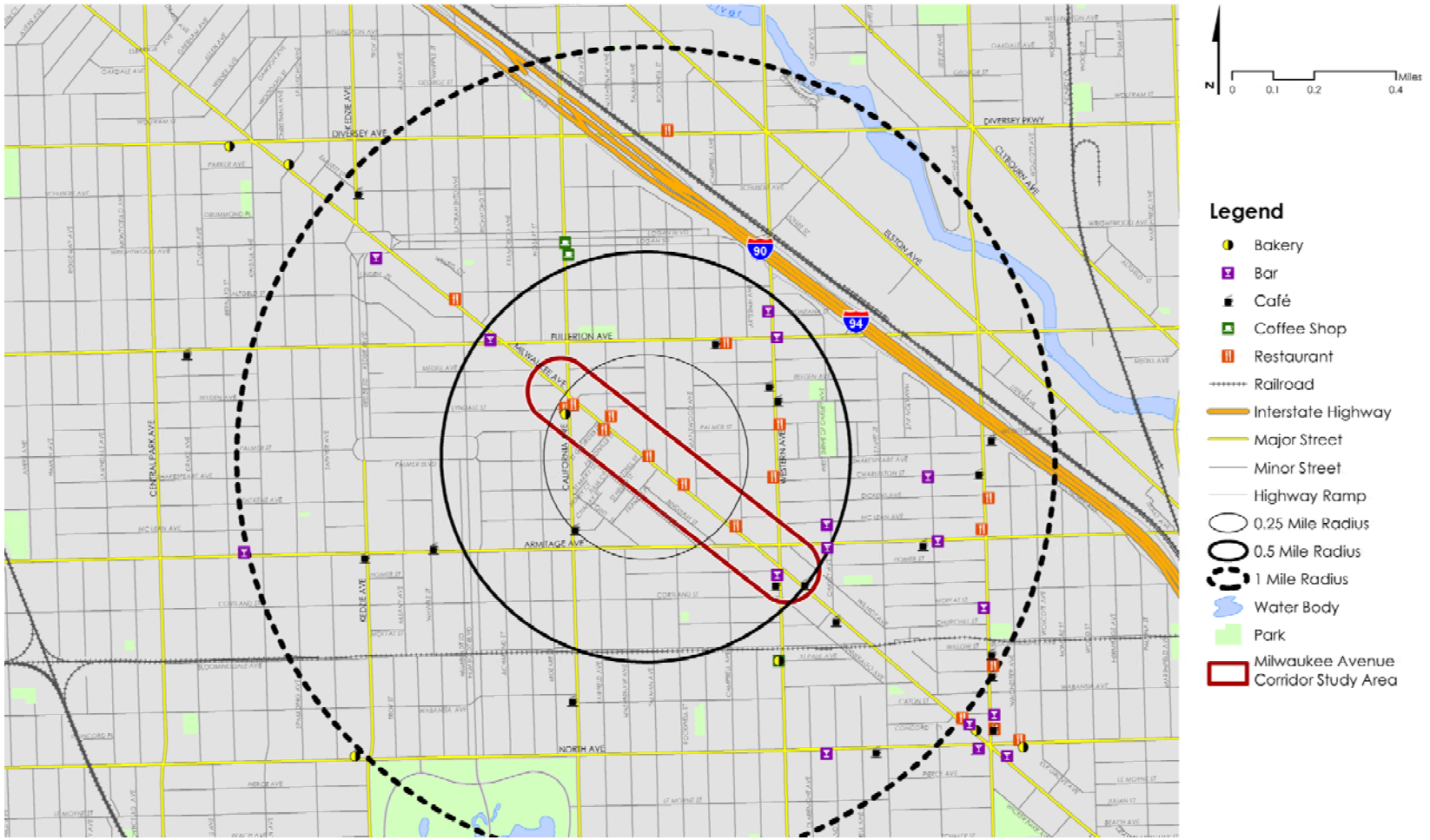


Figure 5. Consumer Services

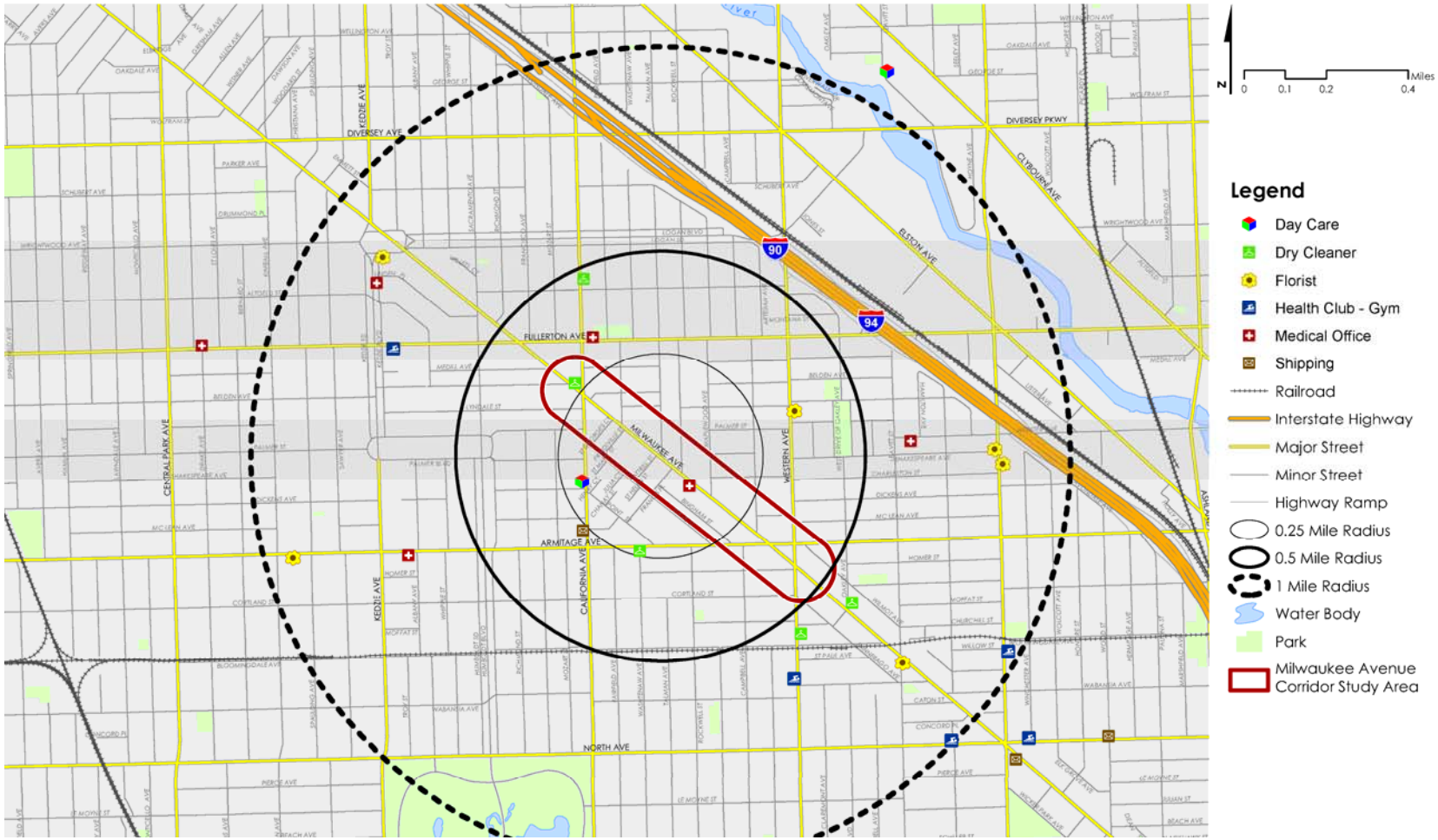


Table 21. Average Ridership, Milwaukee Avenue Bus

Average Ridership										
Chicago Transity Authority Bus Lines										
56 Milwaukee										
1998-2007										
Average Weekday Bus Route Ridership										
Month	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**
January		13,306	12,836	14,275	13,793	14,314	12,074	12,620	12,530	12,558
February		14,888	13,601	14,733	13,899	14,773	13,094	13,479	13,442	12,871
March		15,905	14,407	15,492	14,219	15,205	13,341	13,428	13,802	13,983
April		15,144	14,057	15,910	14,696	15,048	13,731	13,940	13,510	13,617
May	15,208	15,135	14,704	16,146	15,244	15,956	13,886	13,697	14,582	14,024
June	14,880	12,960	15,045	15,538	15,517	15,559	13,028	13,948	13,396	12,989
July	14,763	13,744	14,330	15,573	15,174	13,505	12,952	13,872	12,968	13,063
August	14,556	14,648	15,384	14,836	15,304	13,260	13,021	14,041	13,018	13,339
September	14,392	14,429	16,260	14,966	16,702	14,443	14,198	15,330	13,550	14,659
October	14,721	14,215	15,107	14,965	15,830	13,827	14,086	14,893	12,811	14,465
November	14,616	13,729	14,346	14,325	15,040	13,371	13,405	13,949	12,763	
December	13,928	12,499	13,582	13,446	14,528	12,774	12,818	13,194	12,228	
YEARLY AVERAGE		**14,217**	**14,472**	**15,017**	**14,996**	**14,336**	**13,303**	**13,866**	**13,217**	
Average Saturday Bus Route Ridership										
Month	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**
January		7,329	8,397	9,160	9,121	8,555	7,804	6,929	7,039	7,781
February		9,901	9,174	8,891	9,593	8,108	8,299	8,803	6,994	7,124
March		9,915	9,506	10,098	8,512	9,734	8,385	8,888	7,792	9,583
April		10,216	9,772	10,033	9,068	10,162	8,856	8,892	7,915	9,505
May	10,799	10,505	10,065	10,381	7,858	9,938	8,992	9,227	8,611	9,645
June	10,257	9,397	8,816	11,092	11,214	10,961	9,930	8,957	8,909	9,530
July	12,307	10,098	10,776	10,768	11,621	9,786	8,703	9,792	8,914	12,491
August	11,051	10,960	11,008	10,118	12,489	9,951	8,743	9,374	9,022	10,439
September	10,862	10,291	11,546	11,012	10,442	9,098	9,110	9,931	8,826	10,047
October	9,778	9,588	10,490	9,563	10,529	9,076	8,450	9,941	8,626	9,491
November	10,233	9,294	10,124	9,492	8,947	8,890	8,384	9,293	8,360	
December	9,629	9,536	9,146	9,472	10,550	8,201	8,211	7,335	8,196	
Average Sunday/Holiday Bus Route Ridership										
Month	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**
January		5,157	4,913	6,174	6,453	5,749	4,909	4,869	5,028	5,019
February		6,243	6,104	6,290	6,741	5,720	5,746	5,484	4,835	4,659
March		6,736	6,894	7,307	6,453	6,609	6,198	5,974	5,460	6,594
April		6,566	6,577	7,379	6,823	6,753	5,878	6,318	5,380	6,427
May	6,477	6,957	7,305	7,680	7,915	7,044	5,724	6,097	5,714	6,520
June	6,951	6,447	7,616	8,306	7,978	7,433	6,276	6,549	6,056	6,569
July	7,151	7,519	7,719	8,516	7,937	7,166	6,476	6,034	6,059	7,276
August	7,704	8,159	8,765	8,467	8,982	7,006	6,380	6,866	6,594	7,317
September	7,114	6,827	8,603	7,693	8,393	5,824	6,357	7,148	5,856	7,531
October	7,529	6,952	8,047	7,234	8,343	6,550	5,929	6,718	5,749	7,212
November	6,210	5,652	6,464	6,501	6,928	5,497	5,443	6,067	5,439	
December	5,462	4,984	5,837	6,046	6,474	5,475	4,606	5,202	4,899	
Source: Chicago Transit Authority, Data Services										

Table 22. Average Ridership, California/Kedzie Bus

Average Ridership Chicago Transity Authority Bus Lines 52 California / Kedzie 1998-2007										
Average Weekday Bus Route Ridership										
Month	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**
January		10,156	10,749	11,592	10,609	10,160	10,094	10,356	9,926	10,852
February		11,338	12,163	12,412	11,372	10,885	10,533	11,477	10,516	10,665
March		11,103	12,706	12,226	10,962	11,545	10,914	10,825	10,758	11,843
April		11,159	12,615	12,301	11,511	11,071	10,445	11,549	10,384	12,063
May	11,925	11,427	12,272	12,367	12,118	12,319	10,790	11,535	11,273	13,096
June	10,415	11,041	12,341	12,112	11,810	11,918	11,124	10,700	11,377	12,146
July	10,236	10,728	11,779	11,609	10,771	11,689	10,020	10,599	11,217	11,590
August	10,968	11,350	11,826	11,668	10,823	11,188	9,874	10,545	11,245	11,644
September	11,165	12,496	13,136	13,108	13,524	12,231	11,549	12,387	12,616	13,359
October	11,222	12,658	12,937	12,025	12,954	11,495	11,422	12,255	12,283	13,193
November	10,780	11,794	12,276	11,801	11,741	10,856	10,591	11,422	11,797	
December	10,137	10,163	10,908	10,764	10,782	10,151	9,415	10,218	11,070	
YEARLY AVERAGE		**11,284**	**12,142**	**11,999**	**11,581**	**11,292**	**10,564**	**11,156**	**11,205**	
Average Saturday Bus Route Ridership										
Month	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**
January		5,912	7,461	8,224	7,189	7,126	6,228	5,750	6,516	7,684
February		7,704	8,471	8,293	8,255	7,778	7,031	7,441	6,372	6,900
March		7,836	8,646	9,252	7,113	7,614	7,109	7,606	6,987	8,439
April		8,007	8,707	8,887	7,724	7,733	7,155	7,889	7,044	8,589
May	7,752	7,967	8,772	8,533	7,530	7,959	7,320	7,987	7,335	8,320
June	7,162	8,316	8,441	8,641	9,393	7,657	7,491	8,075	8,062	8,916
July	7,273	8,111	8,154	7,935	8,091	7,877	7,805	7,845	9,033	9,079
August	7,577	8,549	8,262	7,946	8,509	7,880	7,652	7,971	9,014	9,092
September	8,787	8,677	9,008	10,048	9,110	7,692	7,802	8,265	8,916	9,456
October	7,264	8,049	8,994	8,167	8,336	7,924	7,515	7,911	8,873	9,289
November	7,301	7,978	8,383	8,559	8,408	7,464	7,022	7,507	8,210	
December	7,074	7,880	7,571	7,633	8,048	6,837	7,324	6,645	8,255	
Average Sunday/Holiday Bus Route Ridership										
Month	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**
January		3,757	4,696	5,113	4,991	4,150	3,866	4,089	4,242	4,486
February		4,824	5,891	5,632	5,935	4,756	4,671	4,792	4,571	4,296
March		5,129	6,173	5,549	5,134	5,144	4,287	5,254	4,658	5,540
April		5,125	6,082	6,120	5,185	6,060	5,003	5,638	4,477	6,269
May	5,238	5,231	5,487	6,115	5,846	5,682	4,921	5,255	4,853	5,961
June	4,609	5,424	5,870	5,719	6,951	5,693	5,571	5,880	5,413	6,162
July	4,878	5,590	6,763	6,197	6,946	5,516	5,312	5,335	5,686	6,540
August	4,766	6,336	6,362	7,023	6,256	5,058	5,461	5,660	5,885	5,930
September	4,926	6,388	6,283	7,116	6,147	4,892	5,371	5,870	6,179	6,336
October	4,933	5,594	6,161	6,089	6,271	5,136	5,537	5,367	6,060	6,165
November	4,826	5,436	6,316	6,212	5,015	4,612	4,802	4,593	5,816	
December	4,238	5,625	5,121	5,368	5,088	4,567	4,266	4,406	5,091	
Source: Chicago Transit Authority, Data Services										

Table 23. Average Ridership, Armitage Bus

Average Ridership										
Chicago Transity Authority Bus Lines										
73 Armitage										
1998-2007										
Average Weekday Bus Route Ridership										
Month	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**
January		5,530	4,761	4,994	4,906	4,884	4,980	5,874	5,258	4,925
February		5,793	5,080	5,321	5,001	5,014	5,412	6,694	5,583	5,052
March		5,846	5,127	5,325	5,098	5,290	5,422	6,438	5,523	5,468
April		5,355	4,924	5,351	5,450	5,287	5,269	6,474	5,299	5,759
May	5,740	5,354	5,321	5,579	5,678	5,785	5,600	6,775	5,617	6,071
June	5,290	5,419	4,950	5,265	5,521	5,515	5,433	5,725	5,437	5,504
July	4,953	5,325	4,830	4,796	4,983	5,097	4,976	5,251	5,061	4,834
August	5,587	5,364	5,138	4,473	5,104	4,869	4,841	5,314	5,054	5,087
September	5,769	5,559	5,498	5,201	6,019	5,752	6,220	6,629	5,486	5,863
October	5,992	5,115	5,360	5,008	5,988	5,660	6,353	6,570	5,455	5,839
November	5,534	5,075	5,201	4,818	5,652	5,191	5,996	6,495	5,435	
December	5,280	4,303	4,368	4,583	5,216	4,696	5,206	5,832	4,819	
YEARLY AVERAGE		**5,337**	**5,047**	**5,060**	**5,385**	**5,253**	**5,476**	**6,173**	**5,336**	
Average Saturday Bus Route Ridership										
Month	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**
January		1,982	2,262	2,689	2,279	2,581	2,522	2,324	2,337	2,345
February		2,629	2,376	2,199	2,582	2,457	2,648	2,676	2,290	2,161
March		3,262	2,731	2,502	2,283	3,000	2,623	2,864	2,547	2,769
April		2,921	2,546	2,348	2,565	3,030	2,982	2,616	2,473	2,538
May	2,753	2,979	2,741	2,705	2,771	2,791	2,798	2,998	2,495	2,334
June	2,433	3,446	3,124	2,798	3,712	3,069	3,036	3,123	2,700	2,820
July	2,840	4,028	2,506	2,992	3,189	2,673	2,684	2,729	3,049	3,058
August	2,783	2,847	2,559	2,769	3,543	3,009	2,859	2,887	2,819	2,544
September	2,882	2,829	2,644	2,726	2,988	3,240	3,017	3,147	2,741	2,694
October	2,561	2,543	2,373	2,336	2,921	3,092	2,928	2,911	2,629	2,792
November	2,725	2,176	2,348	2,467	3,014	2,422	2,812	3,264	2,392	
December	2,375	2,372	2,059	2,334	2,507	2,455	2,695	2,286	2,522	
Average Sunday/Holiday Bus Route Ridership										
Month	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**
January		1,175	1,160	1,372	1,334	1,124	1,125	1,411	1,272	1,269
February		1,790	2,252	1,419	1,433	1,484	1,365	1,503	1,265	1,121
March		2,133	2,280	1,404	1,208	1,478	1,364	1,735	1,526	1,510
April		1,790	2,107	1,617	2,559	1,583	1,588	1,912	1,465	1,829
May	1,607	1,797	2,259	1,656	1,594	1,600	1,595	1,620	1,518	1,942
June	1,523	1,623	2,581	1,663	1,700	1,600	1,675	1,982	1,865	1,556
July	1,754	2,196	2,277	1,650	1,577	1,714	1,698	1,680	2,111	1,730
August	1,890	1,905	1,704	1,813	2,336	1,487	1,790	2,099	1,800	1,573
September	2,185	1,678	1,497	1,377	1,645	1,339	1,859	2,076	1,632	1,472
October	1,518	1,328	1,579	1,478	1,451	1,542	1,657	2,006	1,697	1,846
November	1,519	1,355	1,296	1,230	1,451	1,272	1,447	1,658	1,428	
December	1,096	1,113	1,274	1,197	1,394	1,202	1,129	1,317	1,252	
Source: Chicago Transit Authority, Data Services										

Table 24. Average Ridership, Western Bus

Average Ridership										
Chicago Transity Authority Bus Lines										
49 Western										
1998-2007										
Average Weekday Bus Route Ridership										
Month	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**
January		22,312	21,896	23,732	23,684	19,870	18,544	18,756	18,168	19,178
February		24,346	23,607	24,343	24,003	20,625	19,655	19,703	18,930	18,202
March		25,879	24,620	24,336	24,183	20,726	20,071	18,871	19,260	19,125
April		25,497	24,260	24,155	23,993	20,121	20,310	19,697	18,584	18,251
May	27,148	23,943	25,443	24,958	24,676	21,470	21,534	19,705	19,547	20,186
June	25,655	22,401	23,377	23,623	23,009	20,558	21,001	18,874	18,381	19,404
July	24,978	21,046	23,109	22,892	20,620	18,451	19,748	18,039	17,513	18,654
August	23,757	22,518	23,881	22,330	20,258	18,731	19,086	18,205	17,253	17,535
September	26,648	25,428	25,929	27,456	23,971	21,821	21,777	20,286	20,289	20,272
October	27,244	24,970	25,331	25,345	23,124	21,277	21,908	20,497	20,481	19,914
November	26,161	24,195	23,725	24,200	22,479	19,988	20,494	18,908	19,783	
December	23,709	21,482	21,588	22,754	20,810	18,643	18,112	18,248	18,998	
YEARLY AVERAGE		**23,668**	**23,897**	**24,177**	**22,901**	**20,190**	**20,187**	**19,149**	**18,932**	
Average Saturday Bus Route Ridership										
Month	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**
January		14,427	18,106	20,599	19,545	17,890	17,883	16,509	18,038	19,599
February		19,064	19,775	19,506	21,477	18,723	19,977	21,929	18,172	17,760
March		19,225	18,475	20,587	19,680	19,770	20,413	18,766	19,474	20,480
April		20,199	20,826	20,457	19,529	19,528	20,291	20,555	19,337	20,328
May	20,715	19,859	20,947	20,203	19,795	19,997	20,592	18,041	19,497	21,070
June	18,876	19,954	21,763	20,939	21,411	20,687	22,620	21,109	20,596	22,195
July	18,111	17,584	20,601	19,888	19,997	19,409	22,861	22,062	20,086	22,219
August	19,318	20,382	20,437	19,104	20,995	20,689	21,782	21,761	20,919	21,072
September	20,198	20,922	20,869	19,541	21,133	20,785	21,656	22,743	21,470	22,290
October	20,769	20,223	21,612	19,698	20,811	21,124	21,031	21,999	21,034	22,483
November	19,060	19,542	19,300	20,478	19,686	19,023	20,251	21,147	19,765	
December	18,488	19,389	18,733	19,526	19,014	18,741	20,172	18,488	19,835	
Average Sunday/Holiday Bus Route Ridership										
Month	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**
January		9,194	10,903	12,432	12,113	11,558	11,111	11,951	11,744	11,717
February		11,696	12,345	12,397	13,783	12,904	12,551	13,267	12,174	11,638
March		12,032	12,873	12,525	12,592	13,143	12,700	14,278	12,836	14,250
April		12,506	13,088	13,437	12,677	13,087	13,283	14,761	12,271	14,219
May	12,165	12,410	13,538	13,784	13,448	12,815	13,931	14,133	13,420	14,594
June	12,556	12,873	12,576	14,733	14,509	13,986	14,792	15,438	13,593	15,536
July	12,166	13,766	14,365	14,461	14,026	13,700	14,875	14,652	14,156	15,655
August	12,529	13,744	14,818	15,030	14,936	13,987	15,648	15,632	14,649	15,044
September	11,976	13,344	14,137	14,846	14,153	12,792	15,359	16,437	14,491	15,932
October	12,457	13,174	13,769	13,814	14,068	13,366	14,749	15,268	14,523	15,515
November	10,797	11,874	12,729	13,006	12,541	12,063	13,703	13,016	13,604	
December	10,544	10,801	11,702	11,934	11,748	11,936	11,068	12,662	12,597	
Source: Chicago Transit Authority, Data Services										