

Districts

This section identifies specific redevelopment opportunities for six districts along the Corridor in accord with the plan vision.

District A: New Urban Living

This district will capitalize on its proximity to the Jefferson Park Transit Center by redeveloping vacant and underutilized land into mixed-density residential and commercial uses.

District B: Downtown Jefferson Park

This district will strengthen and enhance Downtown Jefferson Park by incorporating new residential units and retail in vacant buildings and underutilized sites.

District C: Commercial Support

This district expands the downtown business district south on Milwaukee Avenue by introducing new mixed retail and residential development.

District D: Residential Neighborhood

The goal of this district is to provide medium-density residential infill along Milwaukee Avenue anchored by existing parks.

District E and F: Transit Oriented Development

These districts focus on the redevelopment of underutilized sites near the Jefferson Park Transit Center. Jefferson Park is also expanded to provide a face onto Milwaukee Avenue directly across the street from the Transit Center.



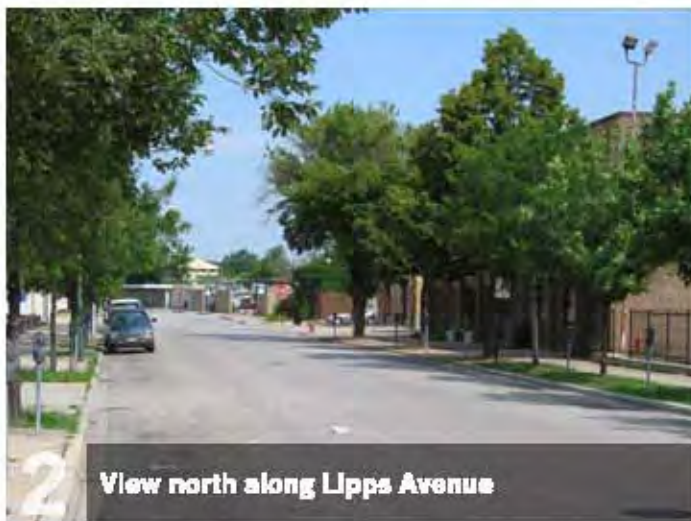


District A

NEW URBAN LIVING



1 View north from Lawrence Avenue



2 View north along Lipps Avenue



3 View northwest along Lipps Avenue



4 View east along Lawrence Avenue at Bicycle Shop (5300W Block)



5 View east along Lawrence Avenue



6 View south from the Northwestern Business College

New Urban Living: District A

REDEVELOPMENT SITES

1. Create a walkable and convenient neighborhood
2. Build mixed-density residential around transit
3. Develop rental and for-sale housing
4. Build public parking close to Milwaukee Avenue

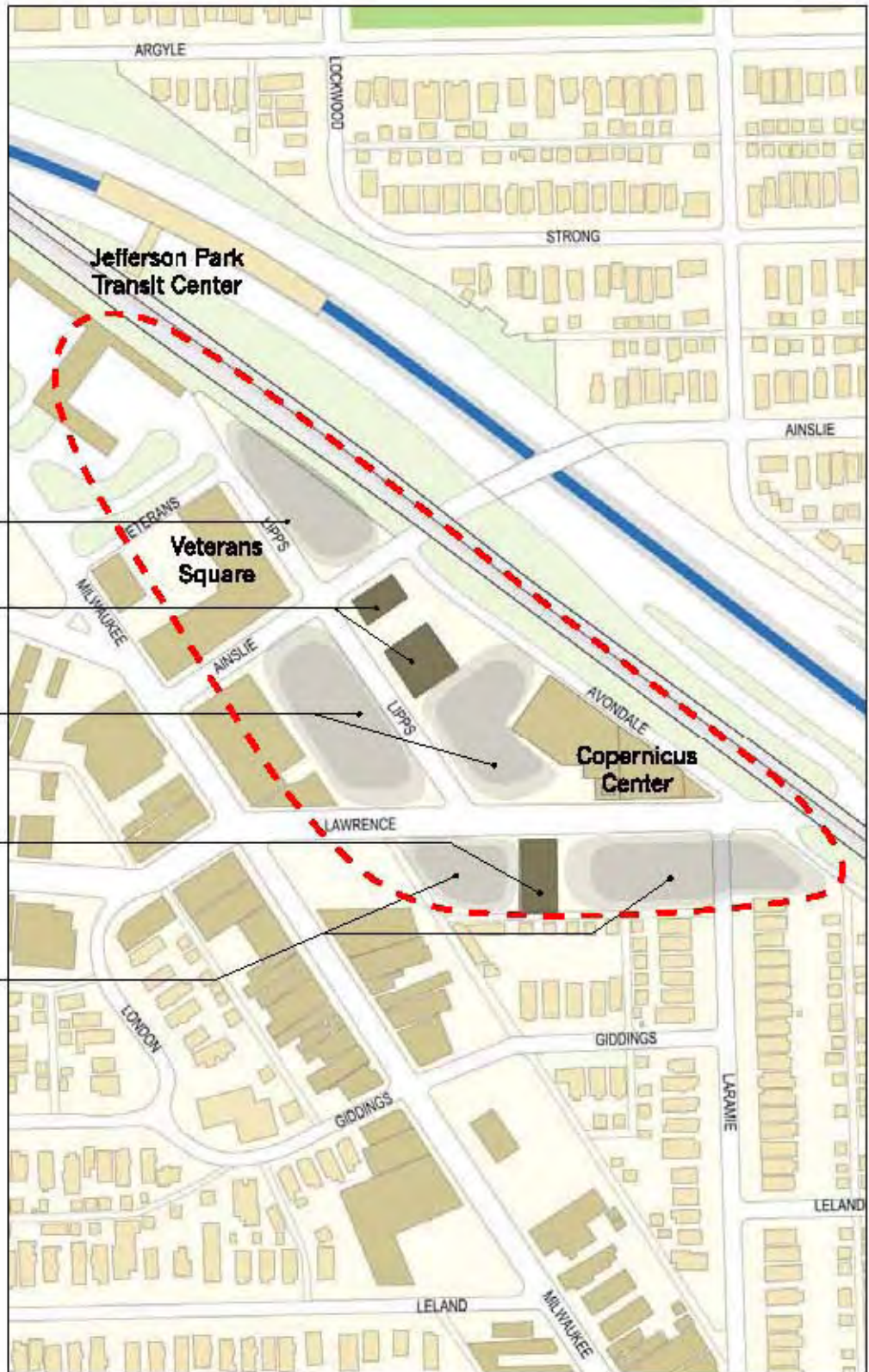
Underutilized site

Underutilized buildings

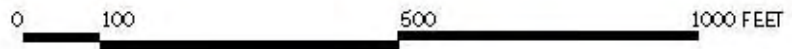
Surface parking lots

Underutilized building

Vacant lots

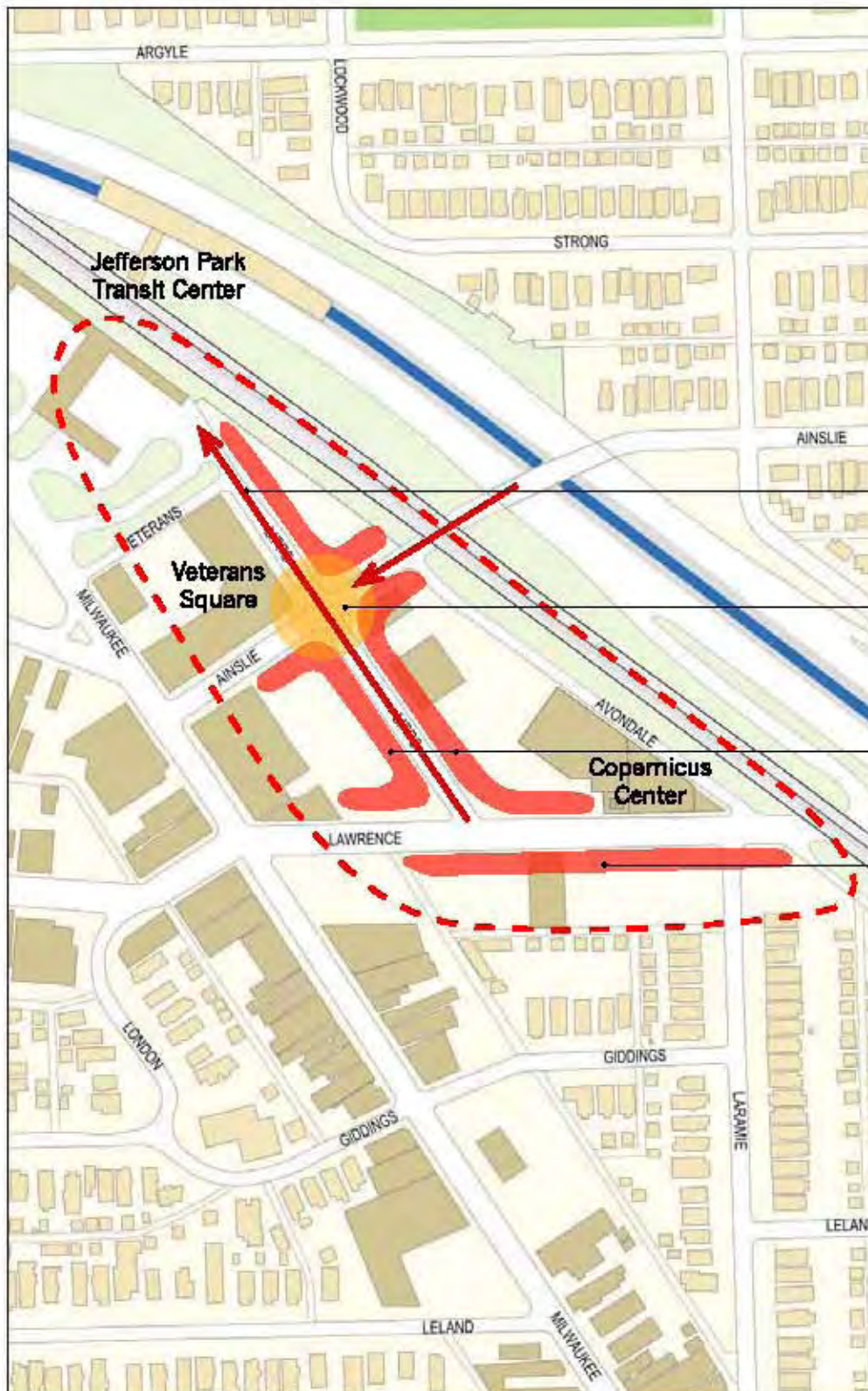


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New Urban Living: District A

COMPLETE EDGES



Pedestrian streets, with urban street wall

Active ground floor retail, neighborhood destination, new gateway

Ground floor residential

Complete street wall, ground floor residential, landscaped setbacks

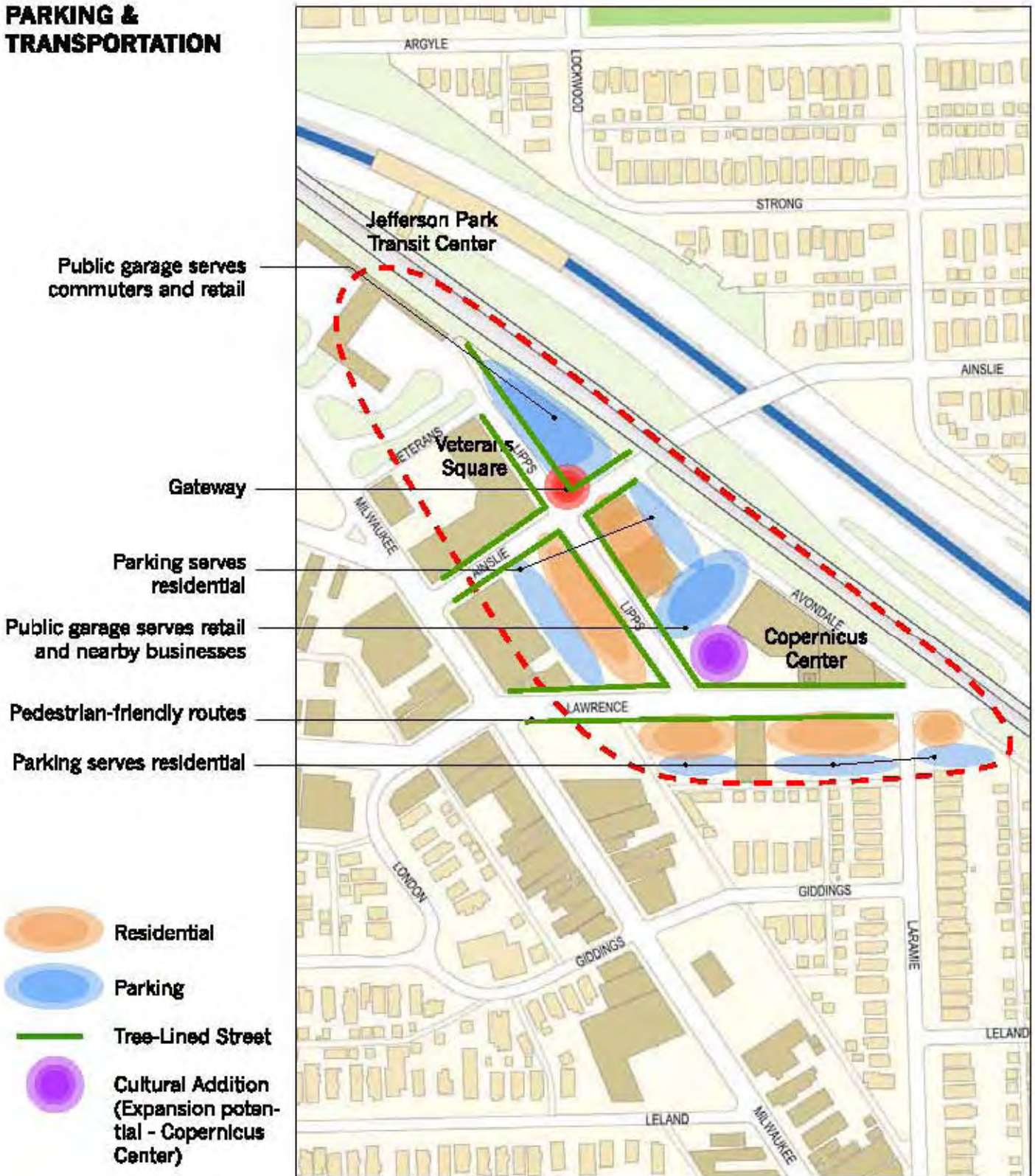
0 100 500 1000 FEET

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New Urban Living: District A

PARKING & TRANSPORTATION

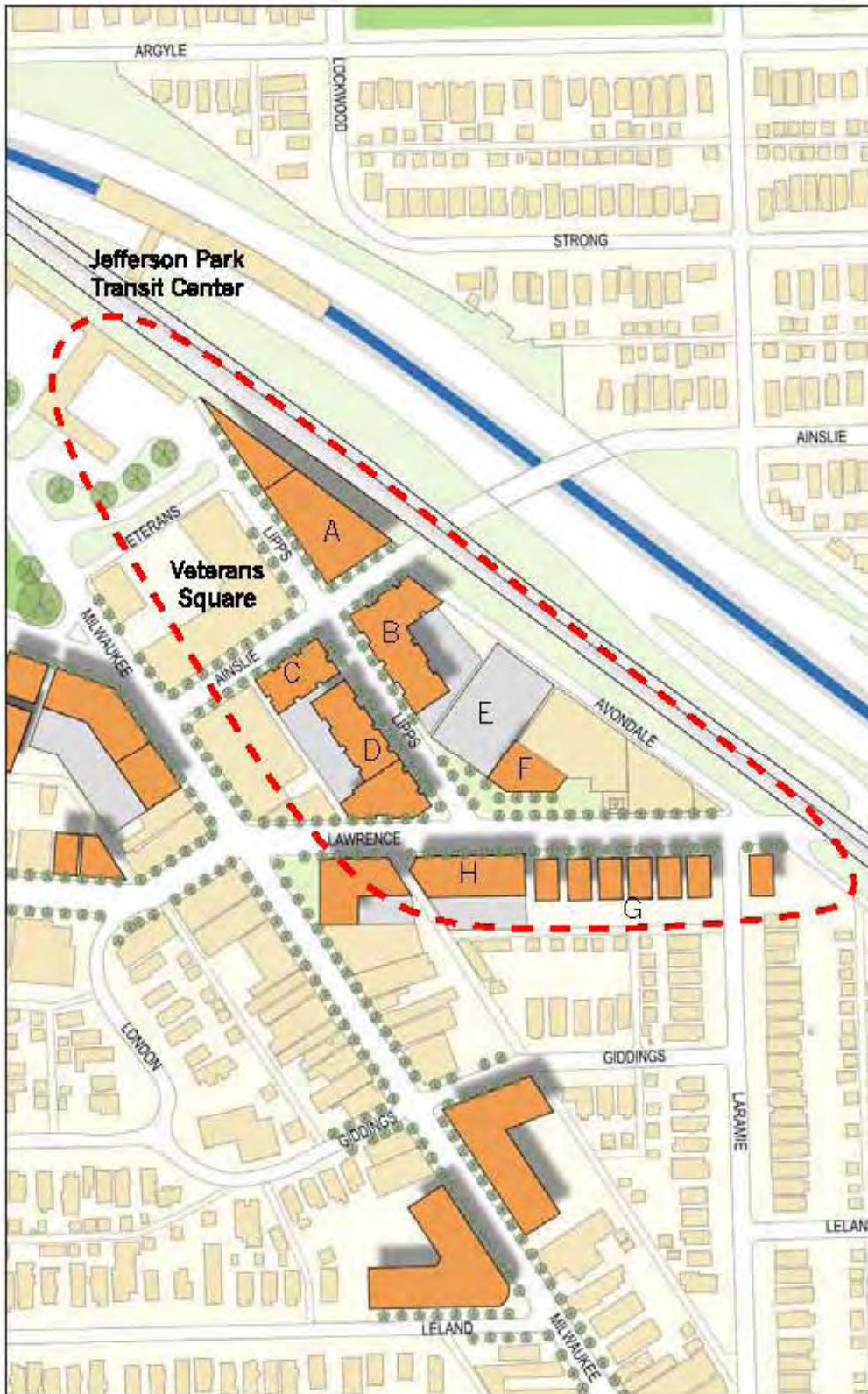
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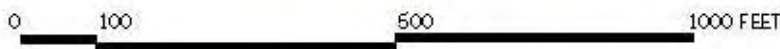
New Urban Living : District A



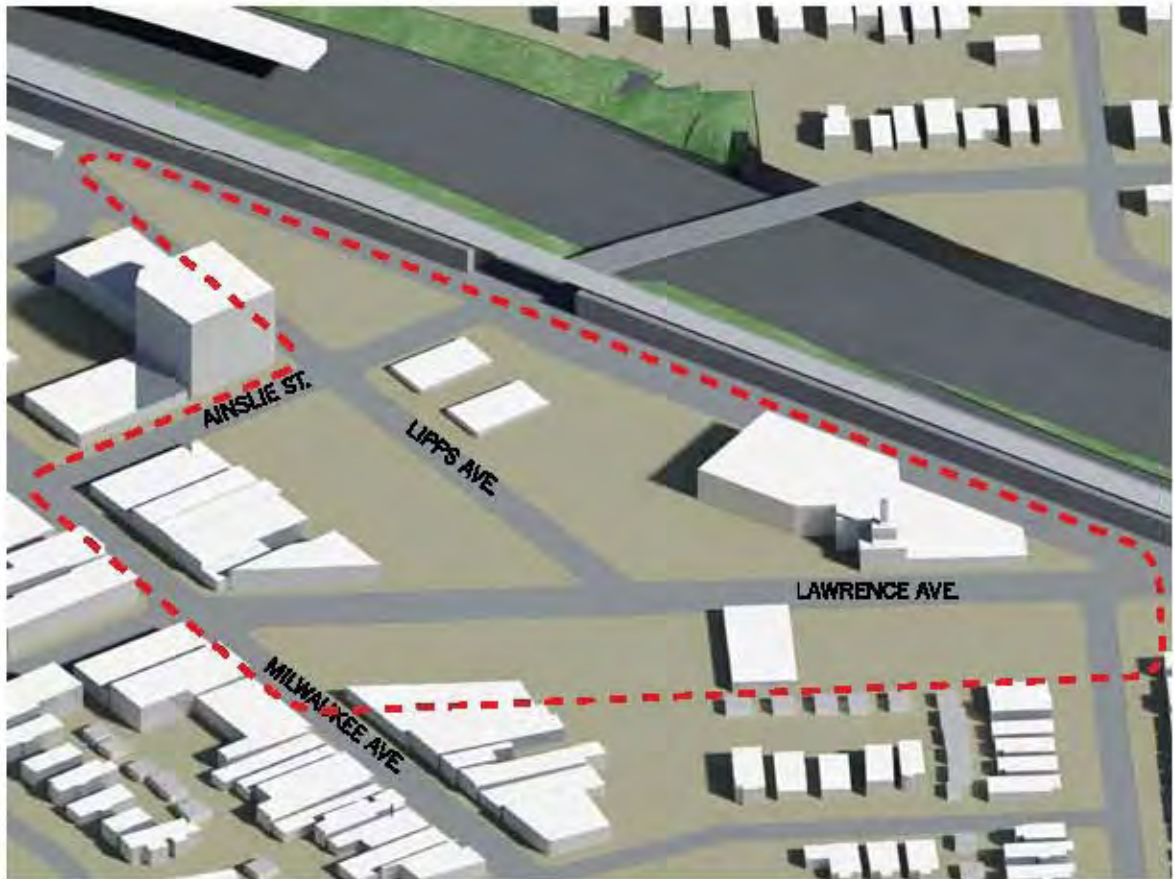
POTENTIAL DEVELOPMENT

- A 8 Story office/parking
(Alt. Residential, 128 units)
- B 6 Story residential
w/retail
90 Units, 4,000 ft² retail
- C 7 Story residential w/retail
50 Units, 4,000 ft² retail
- D 5-6 Story residential
98 Units
- E Parking garage
280 Stalls
- F 3-4 Story cultural
- G 3-4 Story residential
48 Units
- H 4 Story residential
36 Units

TOTAL
322 residential units
8,000 ft² retail



New Urban Living: District A



**Aerial View:
Current
Conditions**



**Aerial View:
Development
Potential**

New Urban Living: District A



**Lipps Ave:
Current
Conditions**



**Lipps Ave:
Development
Potential**

New Urban Living: District A

ZONING CHANGES

The current zoning adjacent to the Jefferson Park Transit Center does not support transit oriented development.

The M1-1, B1-2, and B3-2 zones should be up-zoned to B3-5 to support buildings up to 80' in height (potential zoning figure below).

The B3-2 zone along the south side of Lawrence Avenue does not require change to accommodate the development opportunities outlined in this plan.



ZONING CLASSIFICATIONS

- RS** Residential Single-Unit (Detached House) District
- B1** Neighborhood Shopping District
- B2** Neighborhood Mixed-Use District
- B3** Community Shopping District
- C1** Neighborhood Commercial District
- M1** Light Industrial District
- POS** Park

- Metra Station
- CTA Station
- METRA UPNW
- CTA Blue Line



New Urban Living: District A



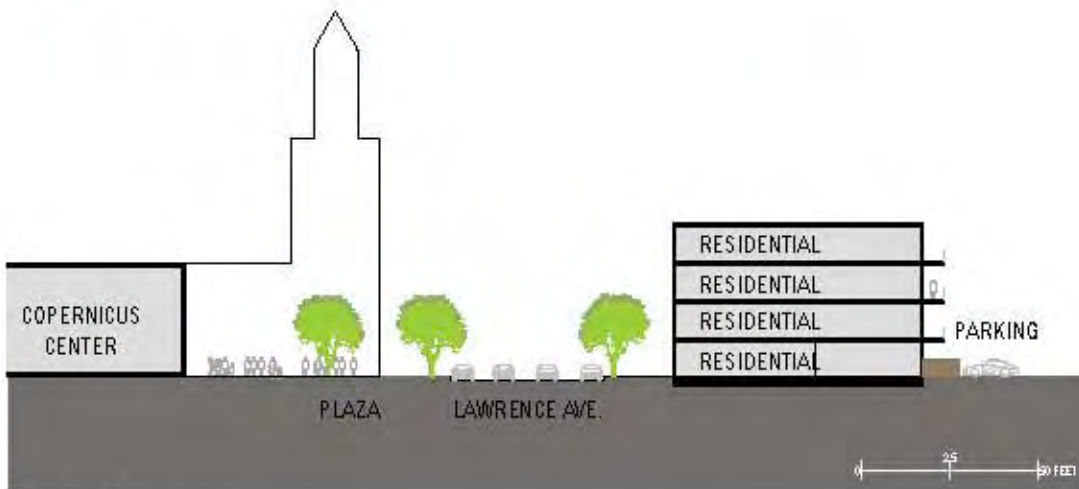
Key Map

SECTIONS

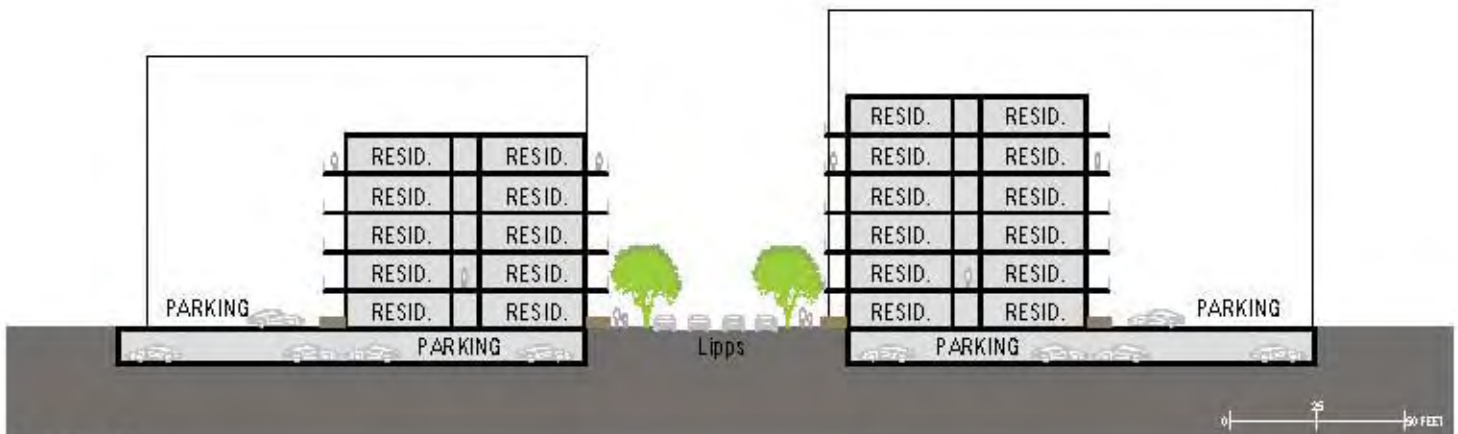
The street sections below illustrate the development potential of this district.

Section 1 depicts the integration of a small plaza at the Copernicus Center in order to establish a new amenity for the Corridor and to connect the neighborhood to this important Institution.

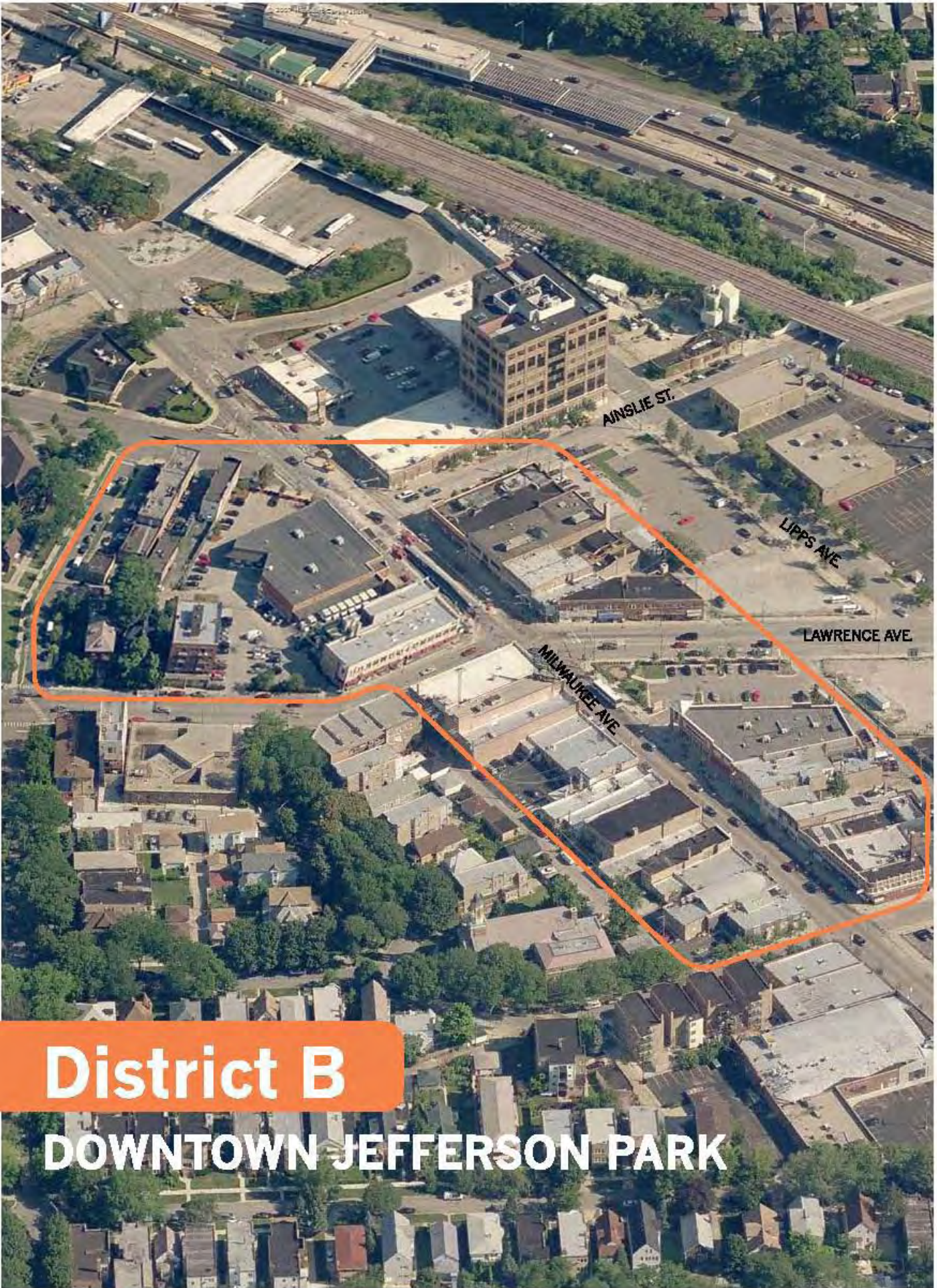
Section 2 illustrates how taller buildings on Lipps create an intimate neighborhood environment.



Section 1



Section 2



District B

DOWNTOWN JEFFERSON PARK



1 View west on Milwaukee Avenue between Postal Annex and building located on 5411 W Higgins.



2 View northeast from Library into the back parking lot of the Postal Annex



3 View of historic buildings at the Intersection of Milwaukee and Lawrence Avenues.



4 View of buildings near Intersection of Higgins and Long with Jefferson Park in background.

Downtown Jefferson Park: District B

REDEVELOPMENT SITES

Focus near-term redevelopment efforts at Milwaukee and Lawrence Avenues

Incorporate neighborhood retail and restaurants into development proposals

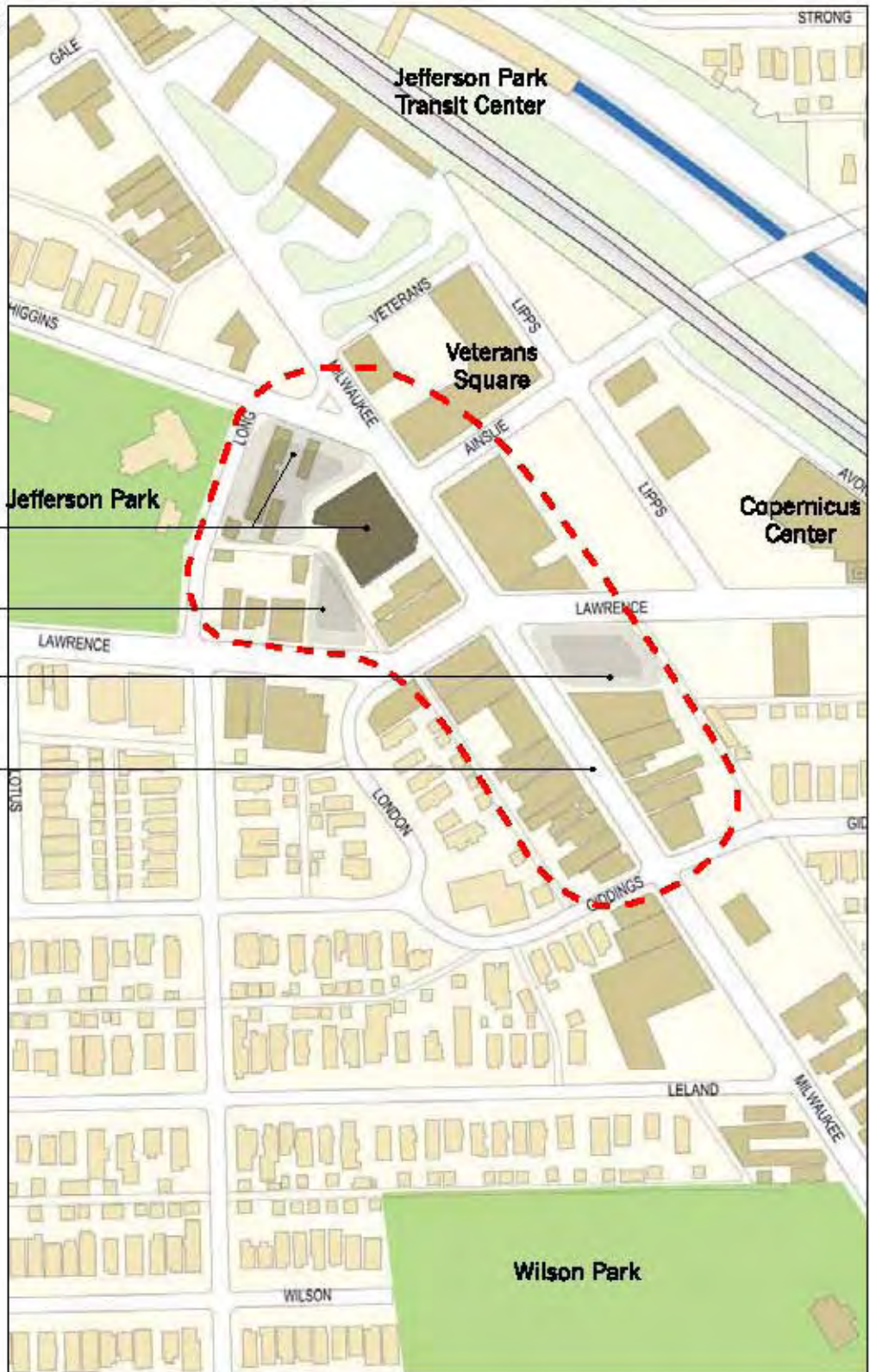
Relocate incompatible uses, such as the post office annex, that do not promote pedestrian activity to more appropriate locations

Incompatible uses

Surface parking lot

Surface parking lot

Existing downtown



N1



Downtown Jefferson Park: District B



COMPLETE EDGES

- Frame park with multi-family residential.
- Complete corner
- Activate ground floor with commercial uses
- Promote facade and landscape Improvements
- Complete corner with new building
- Infill with residential
- Promote facade and landscape Improvements

Downtown Jefferson Park: District B

PARKING AND TRANSPORTATION

Improve on-street parking options

Improve intersection operations

Parking behind serves residential

Improve on-street parking with mix of short- and long-term meters

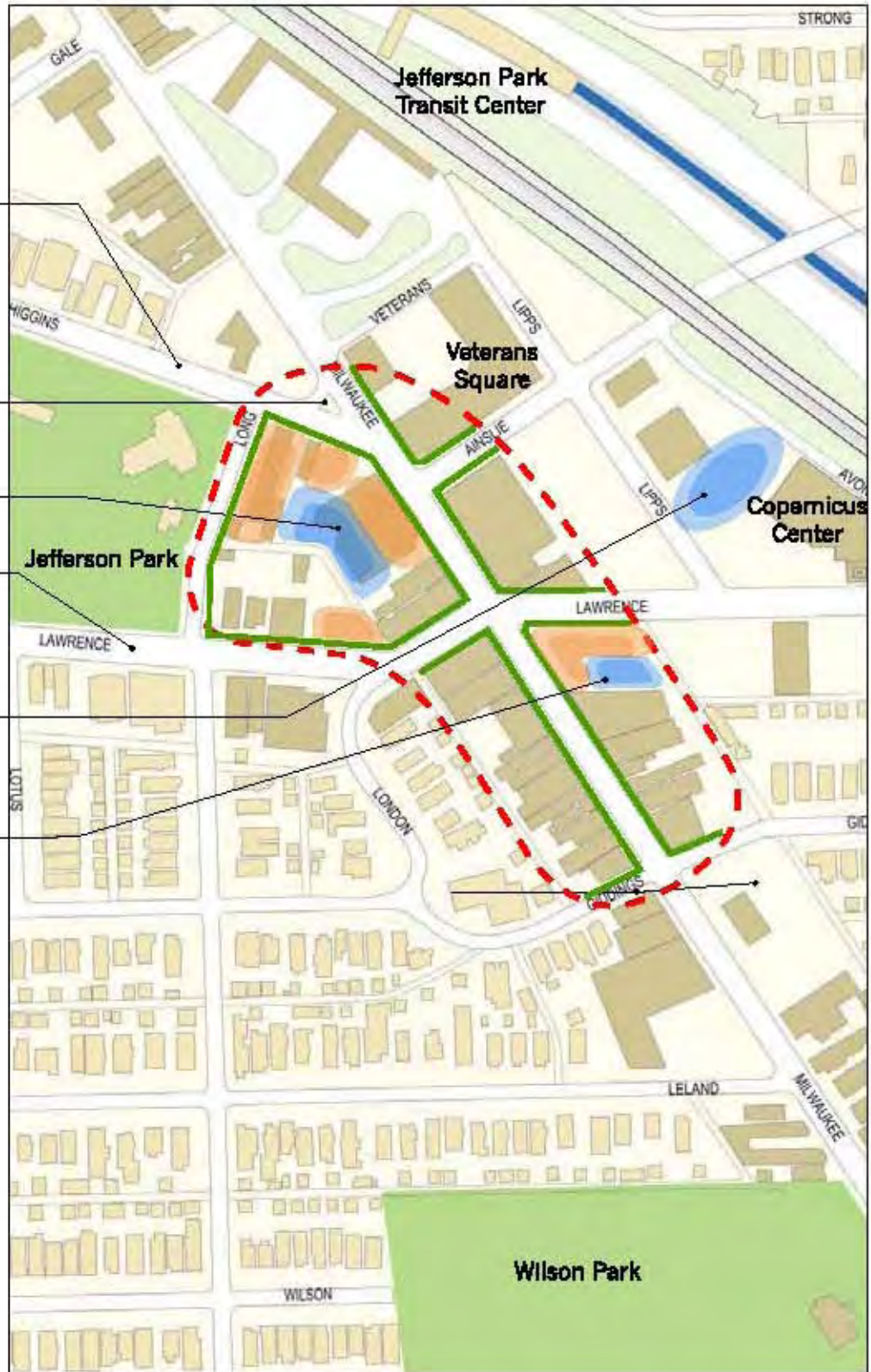
Public garage

Parking behind serves residential and retail

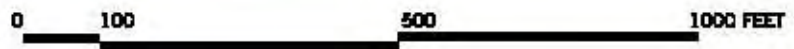
-  Residential
-  Parking
-  Tree-Lined Street

Current parking utilization:
Milwaukee Ave,
north of Lawrence 40-60%

Milwaukee Ave,
south of Lawrence
15-20% day, 60-70% evening



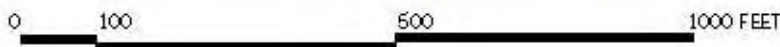
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Downtown Jefferson Park: District B



POTENTIAL DEVELOPMENT	
A	4 Story residential 16 units
B	4 Story residential 24 units
C	4 Story residential 16 units
D	6 Story mixed-use 60 units, 6,500 ft ² retail
E	4 Story mixed-use 18 units, 3,000 ft ² retail
F	4 Story mixed-use 30 units, 5,000 ft ² retail
G	Maintain 2-3 Story mixed-use of similar scale. Promote facade improvements
TOTAL 164 residential units 14,500 ft ² retail	



Downtown Jefferson Park: District B



**Aerial View:
Current
Conditions**



**Aerial View:
Development
Potential**

Downtown Jefferson Park: District B



**Milwaukee Ave:
Current
Conditions**

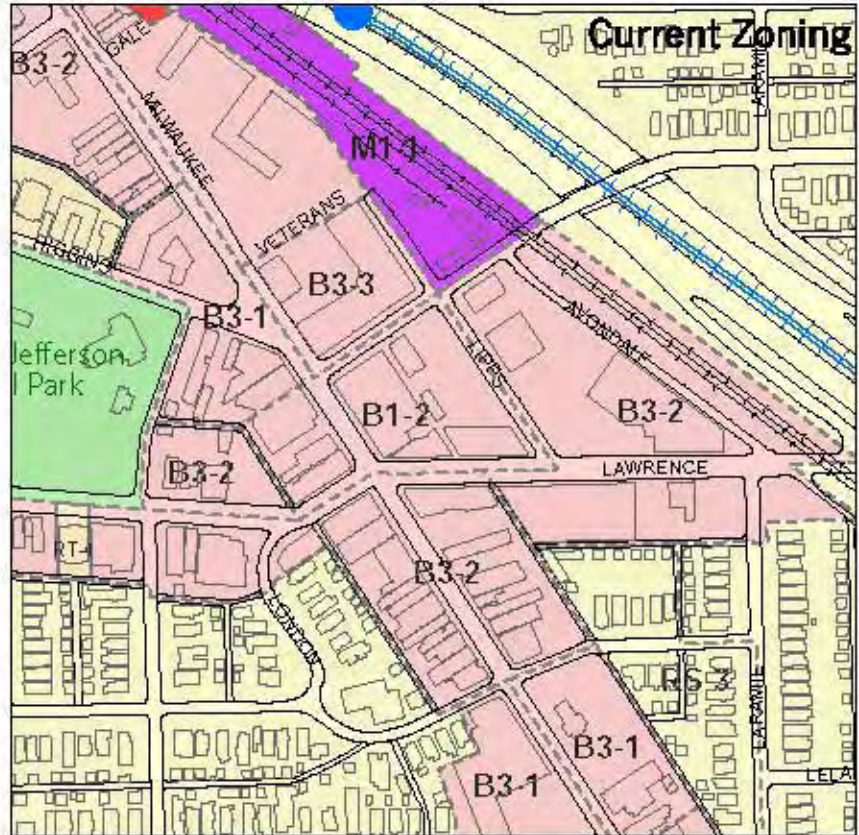


**Milwaukee Ave:
Development
Potential**

Downtown Jefferson Park: District B

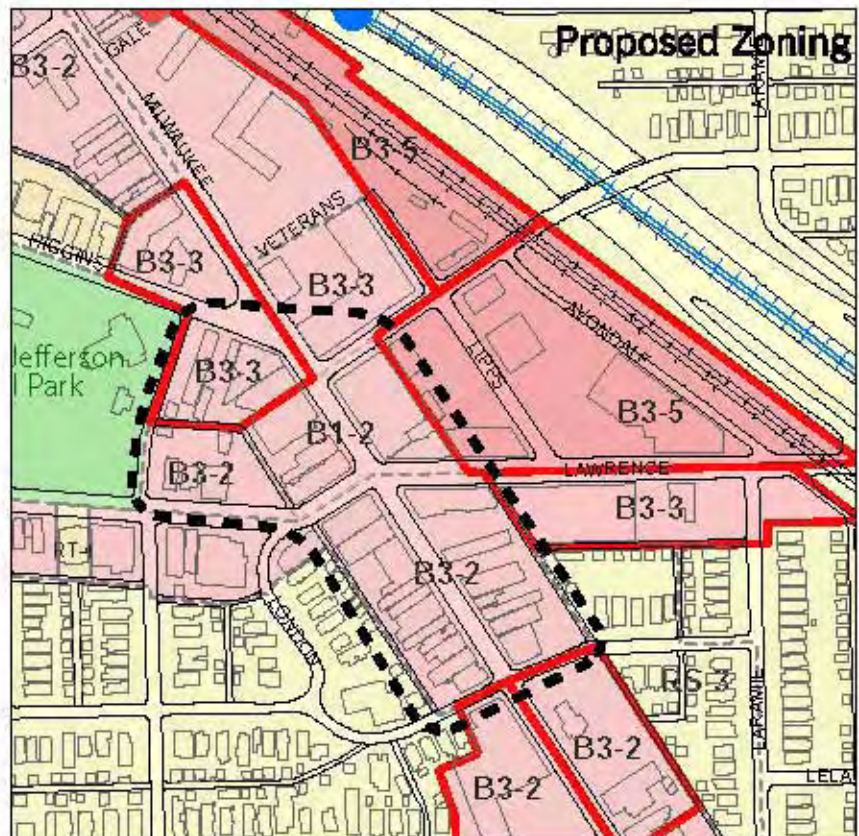
ZONING CHANGES

The zoning in downtown does not allow for buildings over 50'. In order to develop with densities that will capitalize on the proximity to transit and stimulate downtown activity some areas should be up-zoned. The B3-1 zone on the southwest corner of Higgins and Milwaukee should be increased to a B3-5 zone to allow for buildings up to 80'.

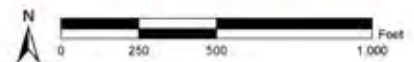


ZONING CLASSIFICATIONS

- RS** Residential Single-Unit (Detached House) District
- RT** Residential Two Flat, Townhouse and Multi-Unit District
- B1** Neighborhood Shopping District
- B2** Neighborhood Mixed-Use District
- B3** Community Shopping District
- C1** Neighborhood Commercial District
- POS** Park



- Metra Station
- CTA Station
- METRA UP/NW
- +++ CTA Blue Line



Downtown Jefferson Park: District B



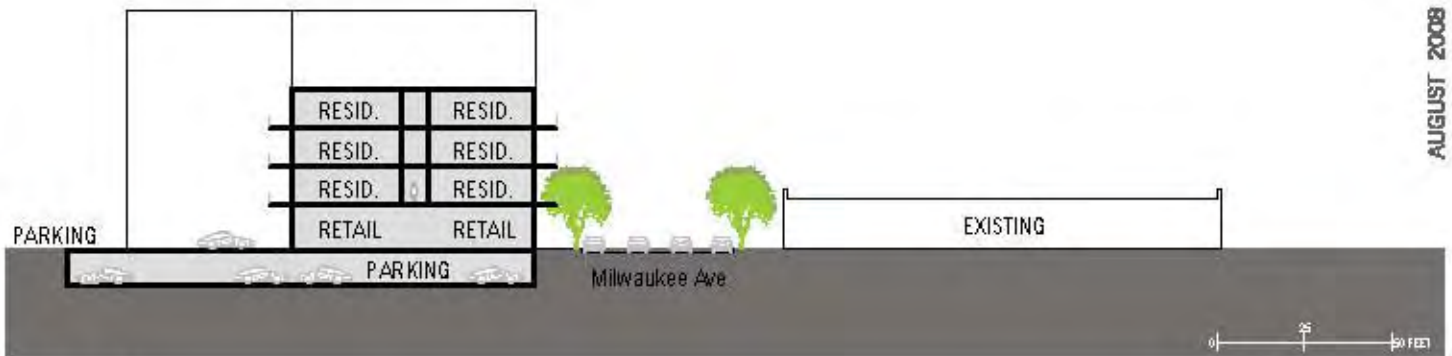
Key Map

SECTIONS

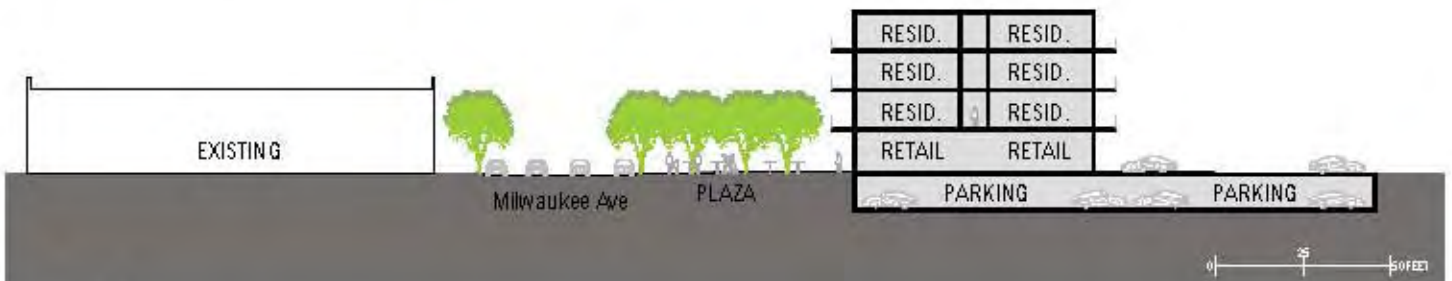
The street sections below illustrate the street scale development potential on Milwaukee Avenue.

Section 1 indicates how a taller building on Milwaukee helps define the area, given the street and adds variety.

Section 2 shows how a small plaza anchors the downtown with active uses in an intimate and comfortable environment.



Section 1



Section 2



LAWRENCE AVE.

GIDDINGS

MILWAUKEE AVE

LELAND

LARAMIE

District C

COMMERCIAL SUPPORT



1 View south at bank parking lot on Milwaukee Avenue (4700N Block).



2 View northwest at strip plaza on Milwaukee Avenue.



3 View north at bank parking lot along Milwaukee Avenue.

Commercial Support: District C

REDEVELOPMENT SITES

1. Create a transition from downtown to a residential neighborhood
2. Incorporate a mix of uses with civic, retail and commercial uses

- Surface parking lot
- Underutilized site
- Auto-oriented building
- Surface parking lot



N1



Commercial Support: District C

COMPLETE EDGES



Create street edge, eliminate curb cuts and driveways

Complete corner with building that addresses the street, eliminate curb cuts and driveways

Promote facade and streetscape improvements

0 100 500 1000 FEET

N1

Commercial Support: District C

PARKING & TRANSPORTATION



Relocate private (bank) surface parking to new garage near bank. Provide new parking on site to serve building

New building that addresses the street with parking behind

Parking behind to serve residential and retail

-  Residential
-  Parking
-  Tree-Lined Street

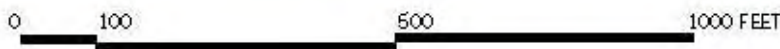
Parking usage:
On-street lightly used
Off-street use 60-80% day, full evenings

Commercial Support: District C



POTENTIAL DEVELOPMENT

- A 4 Story mixed-use
60 units
23,000 ft² commercial
 - B 4 Story mixed-use
72 units
26,000 ft² commercial
- TOTAL**
132 residential units
49,000 ft² retail



Commercial Support: District C



**Aerial View:
Current
Conditions**



**Aerial View:
Development
Potential**

Commercial Support: District C



Key Map

SECTIONS

The street section below illustrates the pedestrian scale development potential on Milwaukee Avenue. One level of ground floor commercial with three levels of residential above will help activate Milwaukee Avenue with residents and shoppers.

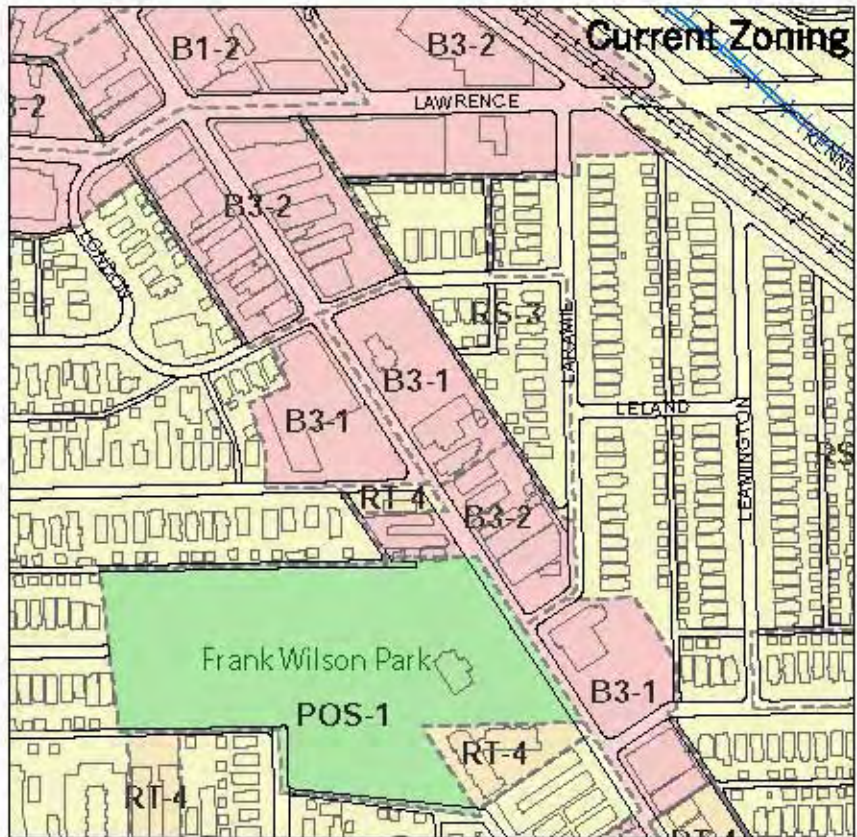


Section 1

Commercial Support: District C

ZONING CHANGES

This plan recommends a slight zoning change from zone B3-1 to B3-2 in order to allow a 50' building height on Milwaukee between Leland and Giddings. This is necessary to incorporate ground floor retail and three levels of residential above.



ZONING CLASSIFICATIONS

- RS** Residential Single-Unit (Detached House) District
- RT** Residential Two Flat, Townhouse and Multi-Unit District
- B1** Neighborhood Shopping District
- B2** Neighborhood Mixed-Use District
- B3** Community Shopping District
- C1** Neighborhood Commercial District
- POS** Park



- Metra Station
- CTA Station
- METRA UP/NW
- +++ CTA Blue Line



Commercial Support: District C



**Milwaukee Ave:
Current
Conditions**



**Milwaukee Ave:
Development
Potential**



District D

DISTRICT RESIDENTIAL NEIGHBORHOOD



1 View north west along Milwaukee into surface lot of former funeral home (4600N block).



2 Existing residential along Milwaukee



3 View southeast into vacant site at the intersection of Wilson and Milwaukee (4500N block).

Residential Neighborhood: District D

REDEVELOPMENT SITES

1. Complete and reinforce existing residential areas
2. Reinforce park

Surface parking lot

Vacant lot



N1

0 100 500 1000 FEET

Residential Neighborhood: District D

COMPLETE EDGES



Complete street edge, and activate street with new buildings

Promote facade and streetscape improvements



Residential Neighborhood: District D

PARKING & TRANSPORTATION



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-  Residential
 -  Parking
 -  Tree-Lined Street
- Parking usage:
On-street lightly used
Off-street use 50%

Residential Neighborhood: District D

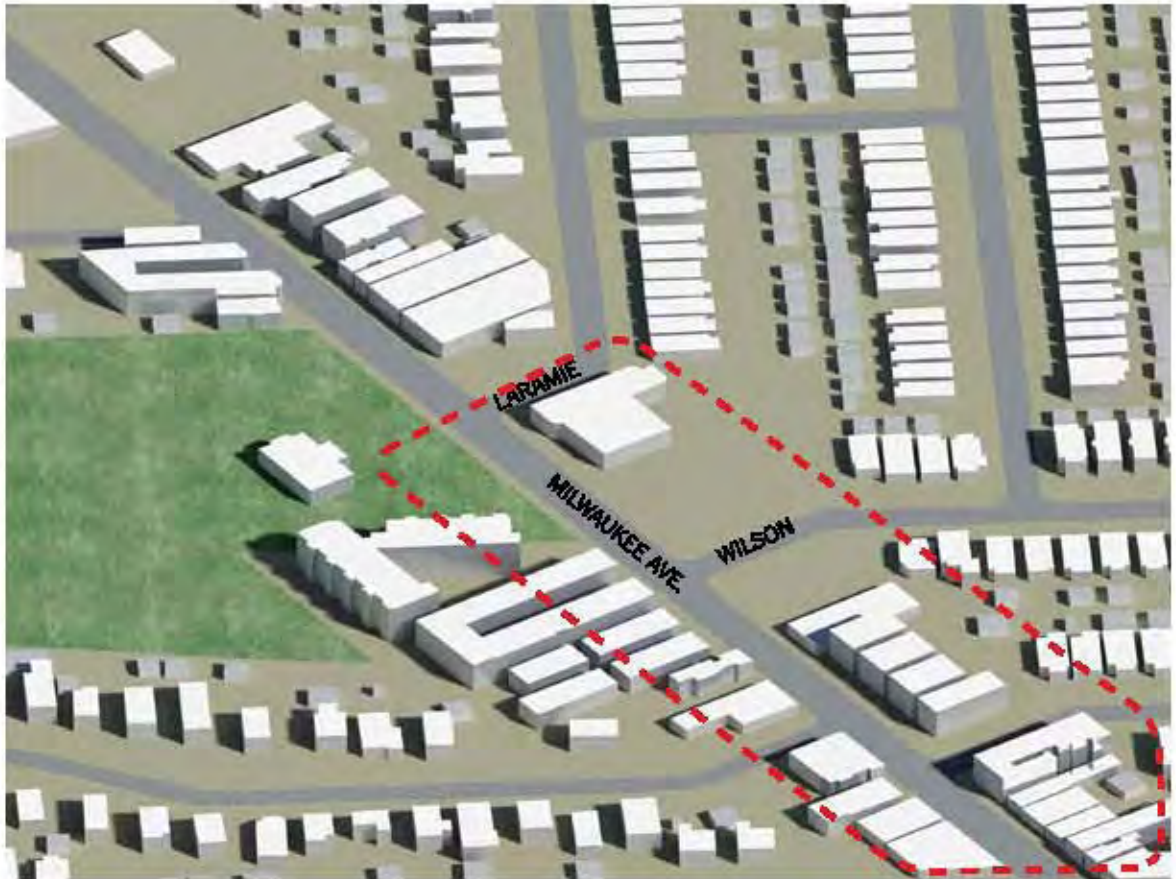


POTENTIAL DEVELOPMENT

- A 3-4 Story residential
36 units
(alt. New Library Site)
 - B 3-4 Story residential
6-8 units
 - C 3-4 Story residential
6-8 units
- TOTAL**
48-50 residential units



Residential Neighborhood: District D



**Aerial View:
Current
Conditions**



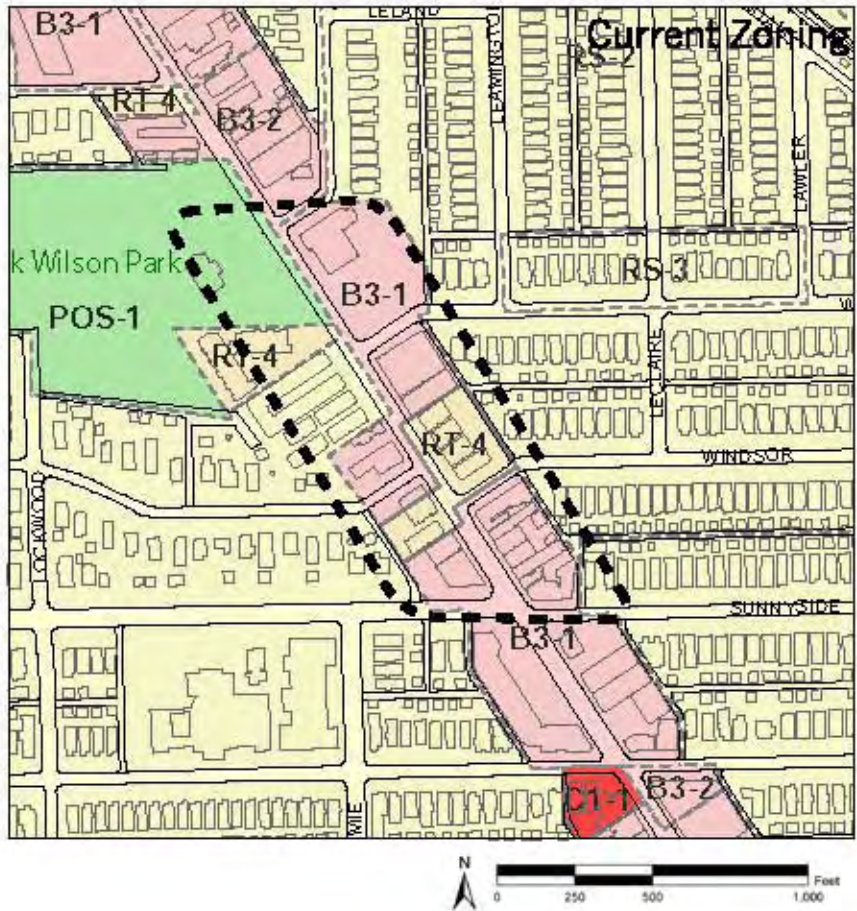
**Aerial View:
Development
Potential**

Residential Neighborhood: District D

NO ZONING CHANGES

- RS** Residential Single-Unit (Detached House) District
- RT** Residential Two Flat, Townhouse and Multi-Unit District
- B1** Neighborhood Shopping District
- B2** Neighborhood Mixed-Use District
- B3** Community Shopping District
- C1** Neighborhood Commercial District
- POS** Park

- Metra Station
- CTA Station
- METRA UPNW
- +++ CTA Blue Line



Residential Neighborhood: District D



Key Map

SECTIONS

Section 1 illustrates the street scale development potential on Milwaukee Avenue. Three levels of residential will help activate this stretch of the Corridor and help frame the park as a safe and much-used civic amenity.



Section 1



District E & F

TRANSIT-ORIENTED DEVELOPMENT (TOD) NEIGHBORHOOD



1 View north along Milwaukee Avenue.



2 View Northwest of Bank at Higgins and Milwaukee.



3 View north from at Higgins and Milwaukee.



4 View of the Jefferson Park Transit Center

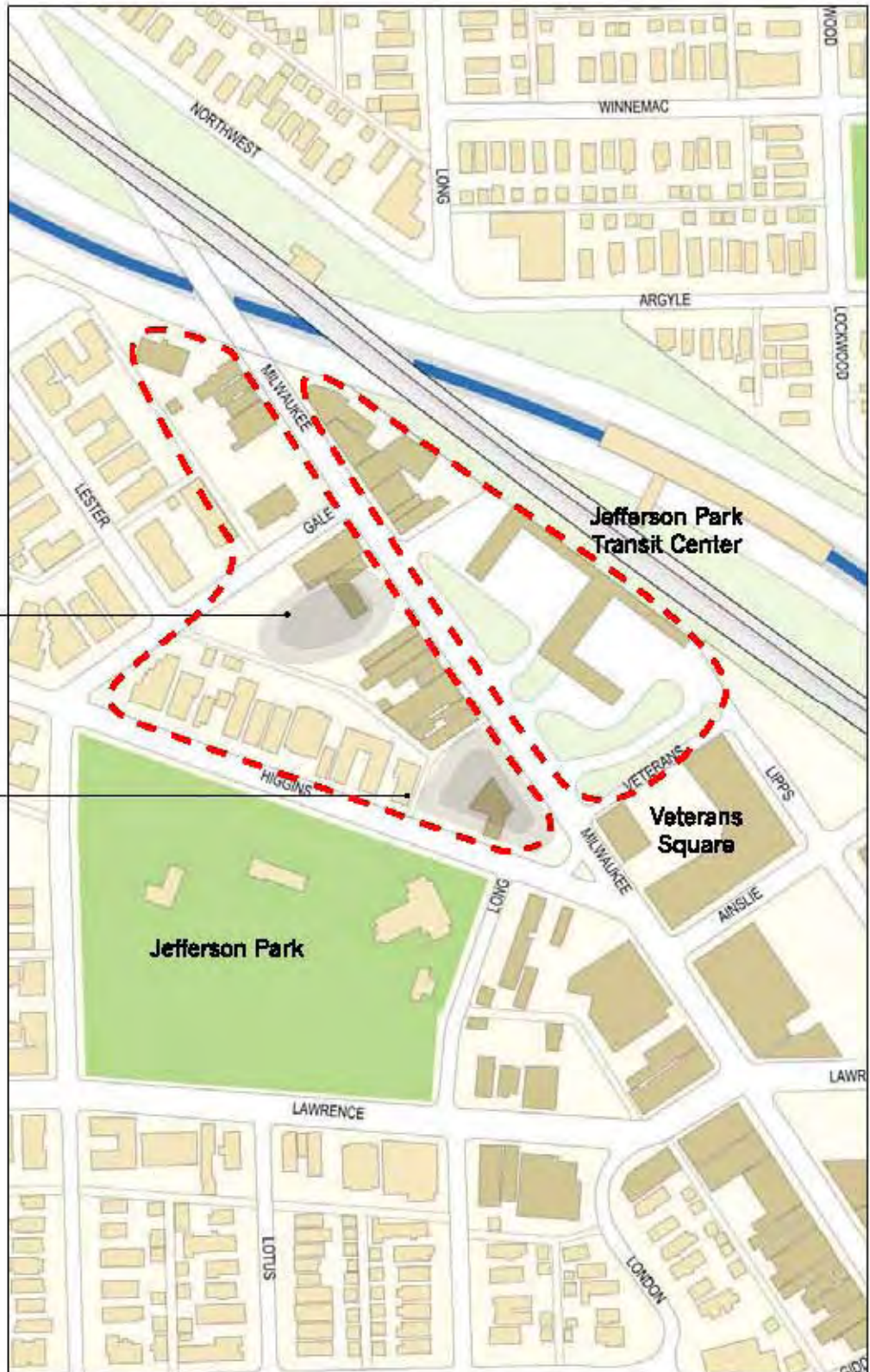
Mixed-Use TOD Neighborhood: District E & F

REDEVELOPMENT SITES

1. Utilize proximity to transit to support redevelopment
2. Develop mixed-use, medium density development
3. Improve building facades and landscape
4. Improve pedestrian realm

Underutilized Site

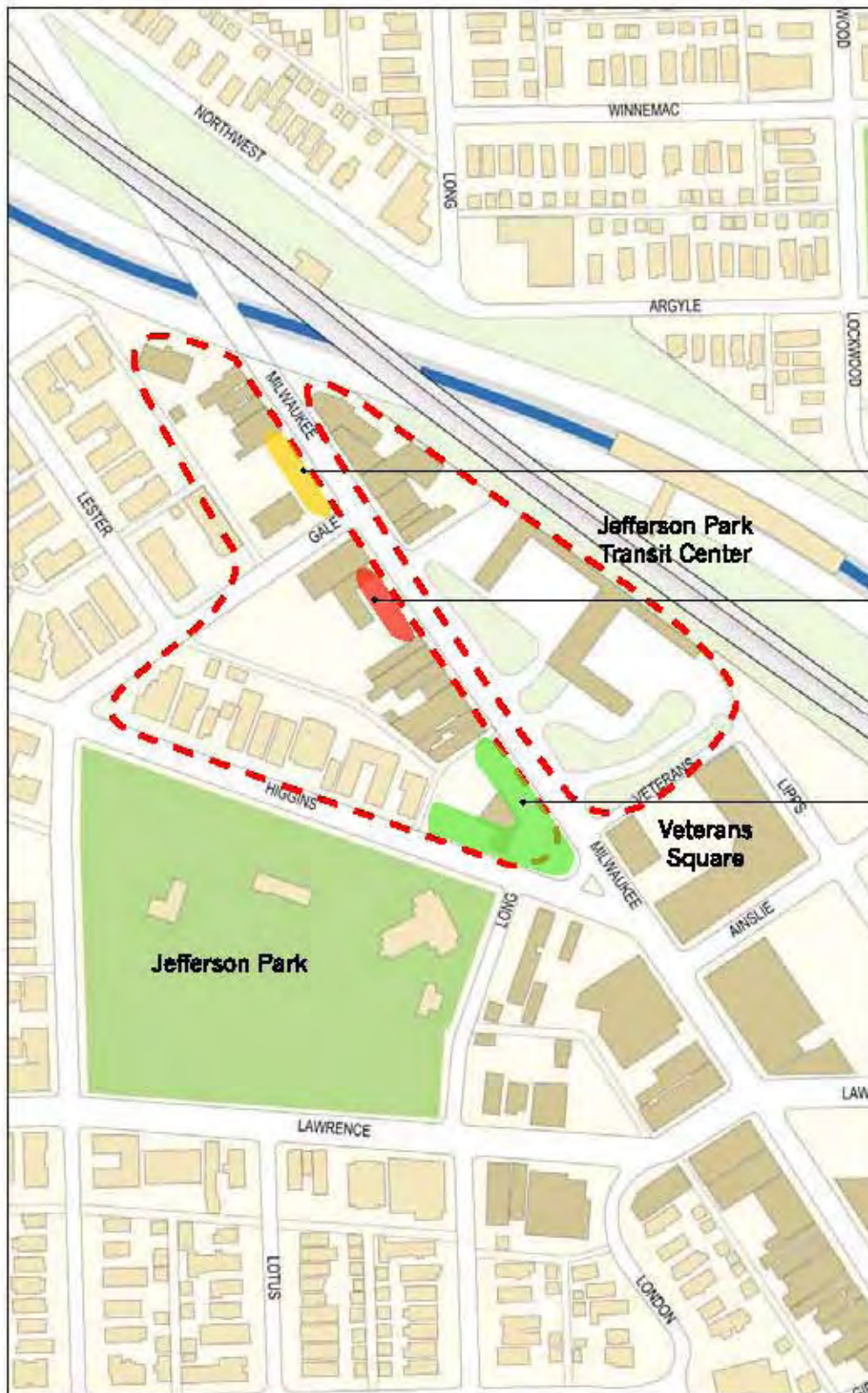
Underutilized Site



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Mixed-Use TOD Neighborhood: District E & F



EDGES

Improve Pedestrian Edge

Activate Street with Retail

Remove Barrier between Park, Milwaukee Avenue, and Transit Center



Mixed-Use TOD Neighborhood: District E & F

PARKING & TRANSPORTATION

Minimize curb cuts throughout the Corridor

Parking behind, landscape edge
Intersection improvements

Parking behind

Relocate bank parking/
drive thru

Signalized intersection,
buses and pedestrians

Mix of short- and
long-term meters

-  Residential
-  Parking
-  Tree-Lined Street

Parking usage:
On-street lightly used
Off-street use 60-80% day,
full evenings

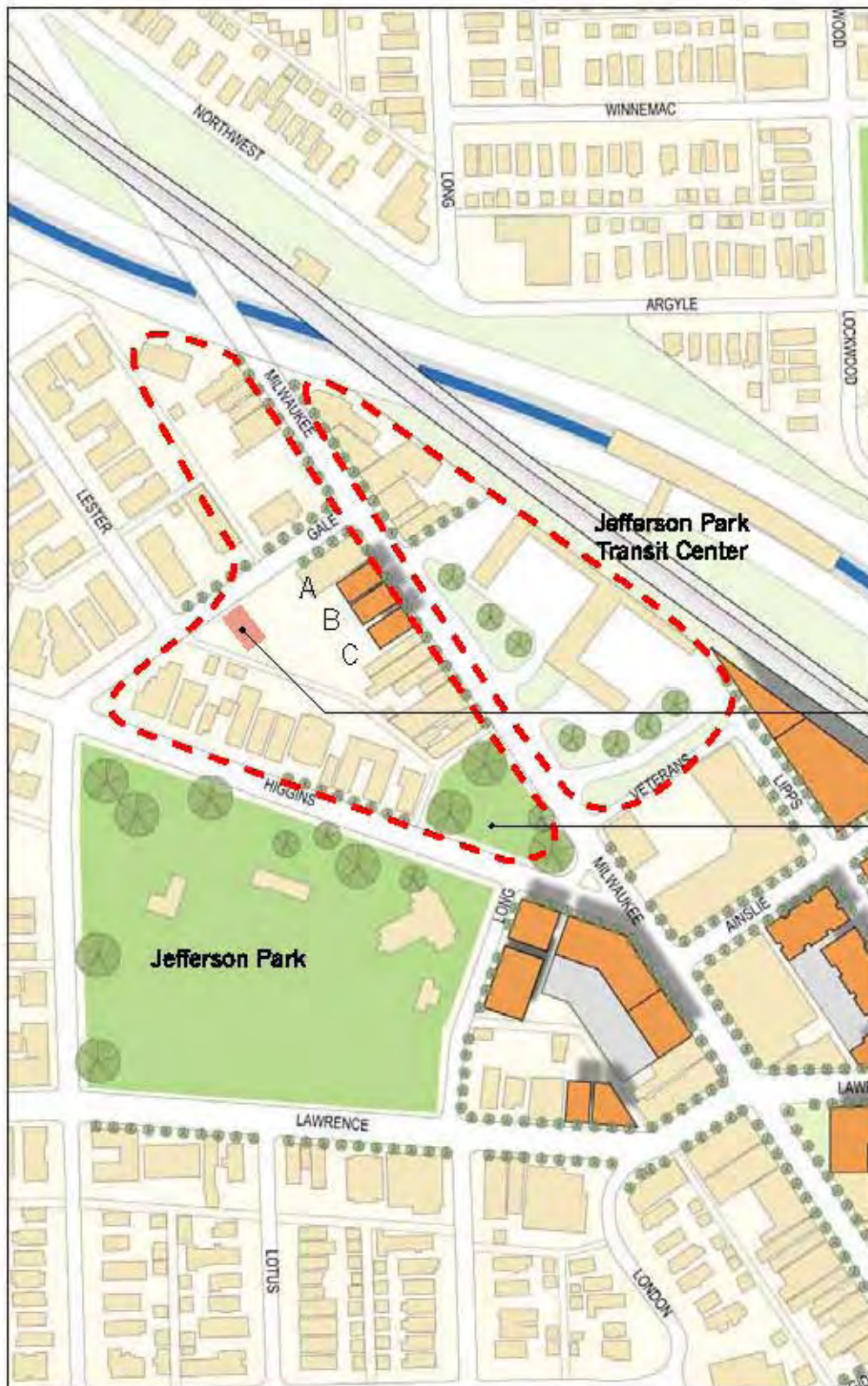


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Mixed-use TOD Neighborhood: District E & F



POTENTIAL DEVELOPMENT

- A 4 Story mixed-use
6 units, 1,400 ft² retail
- B 4 Story mixed-use
6 units, 1,400 ft² retail
- C 4 Story mixed-use
6 units, 1,400 ft² retail

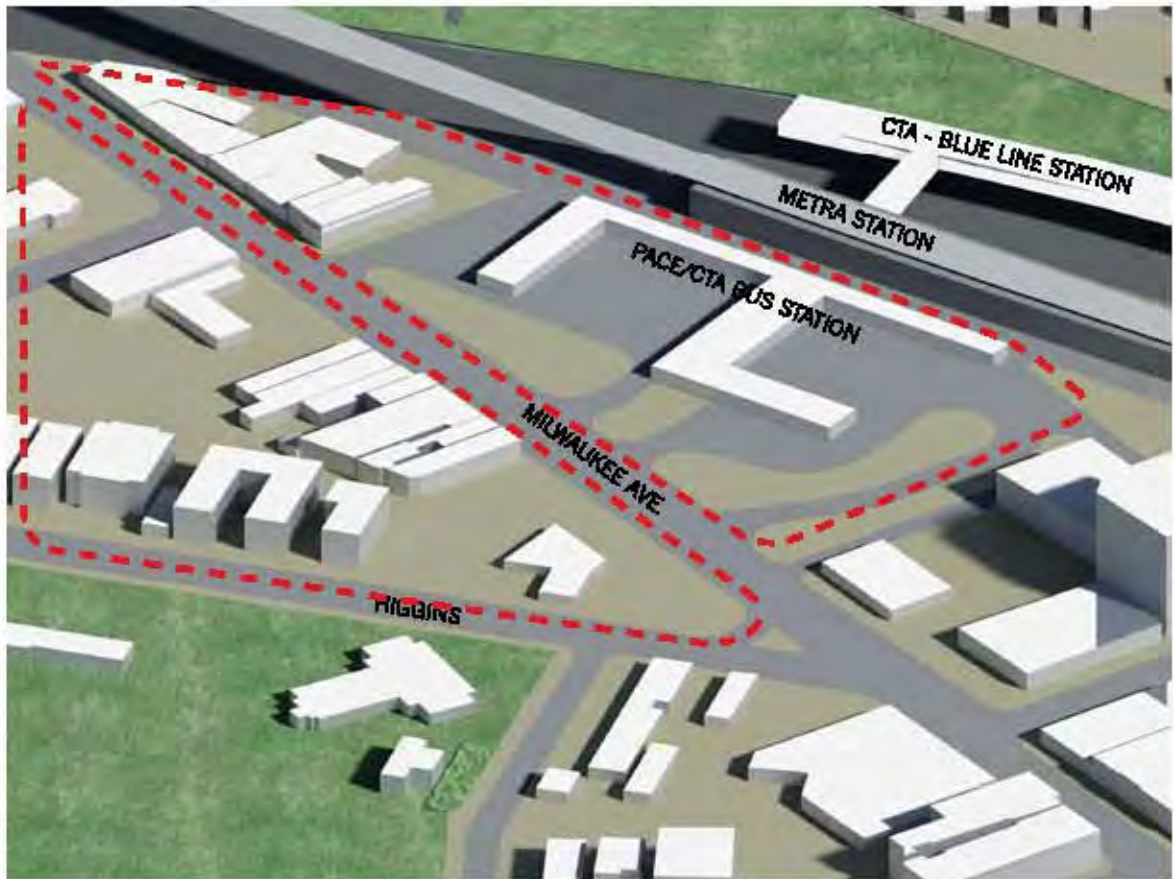
TOTAL
18 residential units
4,200 ft² retail

Relocate drive through bank to rear of property

Expand the park green to link to Jefferson Park.



Mixed-Use TOD Neighborhood: District E & F

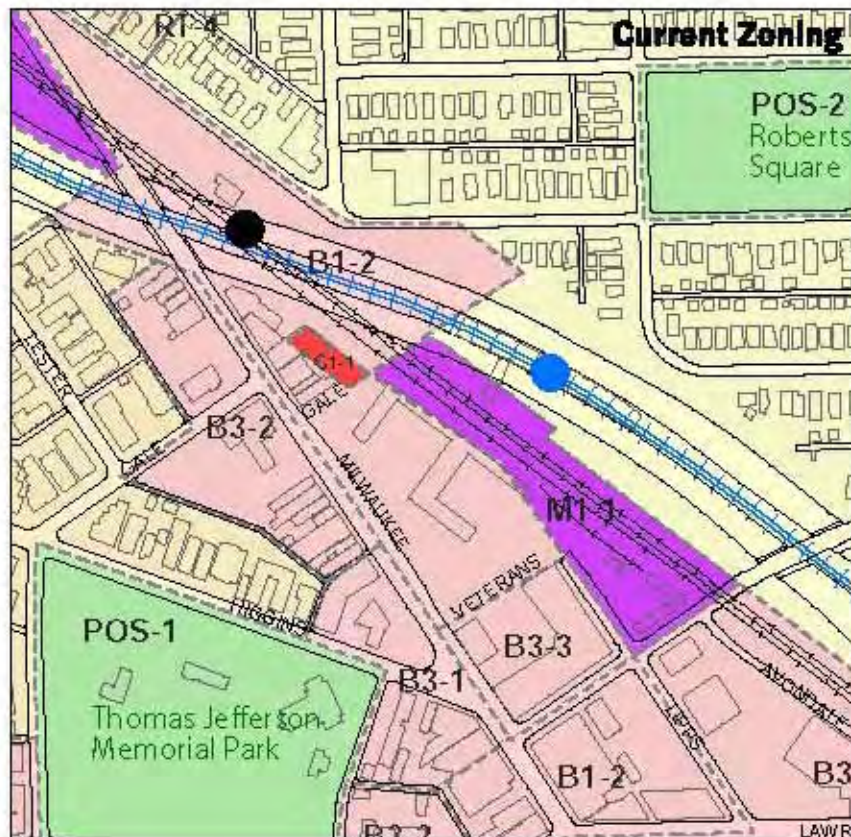


**Aerial View:
Current
Conditions**



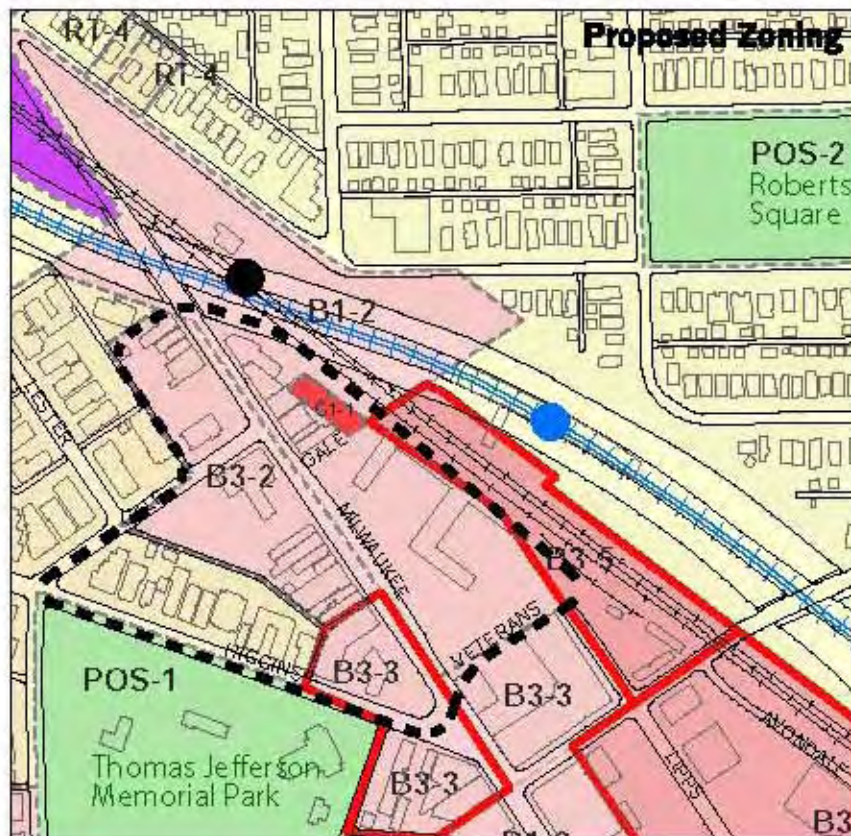
**Aerial View:
Development
Potential**

Mixed-Use TOD Neighborhood: District E & F



ZONING CHANGES

To link Jefferson Park to Milwaukee Avenue, the B3-2 zone that encompasses the bank at Higgins and Milwaukee should be down-zoned to POS-1.



ZONING CLASSIFICATIONS

- RS Residential Single-Unit (Detached House) District
- RT Residential Two Flat, Townhouse and Multi-Unit District
- B1 Neighborhood Shopping District
- B2 Neighborhood Mixed-Use District
- B3 Community Shopping District
- C1 Neighborhood Commercial District
- POS Park

- Metra Station
- CTA Station
- METRA UP/NW
- CTA Blue Line



Implementation

This document provides a long term vision for Downtown Jefferson Park and the adjacent Milwaukee Avenue Corridor. While redevelopment can take several years to fully realize, there are many actions can be taken today to make the Corridor a vibrant place to live, work and shop.

Adoption of the recommendations presented in this Jefferson Park Corridor Study will provide a basis for dialogue with City agencies, property owners, developers and businesses, both existing and future. 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 originations and the private sector.

Short term:

- Bring existing parking lots up to City of Chicago Landscape Standards
- Engage in active dialogue with potential investors and developers
- Pursue appropriate development of vacant lots
- Work with building owners to fill vacancies
- Encourage business owners to keep parkways and sidewalks free of trash and weeds
- Encourage facade improvements
- Work with CDOT to implement improved traffic controls, integrate with planned streetscape improvements
- Build new public parking garage to serve commuters, and day-time and evening uses.
- Clean and paint viaducts under the Metra rail line, improve lighting, consider architectural improvements

Midterm:

- Redevelop surface parking lots
- Continue to promote infill development

Long term:

- Relocate existing non-conforming uses
- Redevelop the Transit Center into a mixed-use development that incorporates multiple transportation options
- Redevelop of the Post Office Annex
- Relocate library

FINANCING TOOLS

Many tools already exist and simply need to be taken full advantage of including TIF financing, commercial and business resources, residential development resources, sustainable development resources, and public and open space resources. Many of these resources are outlined on the following pages.

FACADE IMPROVEMENTS

Many of the buildings in the Corridor have remnants of their prior beauty. Building owners should be incentivised to restore building facades, improving the overall character and quality of the Corridor.



MAINTENANCE

Business and land owners should invest in the care and quality of the public realm.



LANDSCAPE

All parking lots should meet current landscape standards, including introduction of fencing and plantings adjacent to pedestrian walkways.



COMMERCIAL AND BUSINESS RESOURCES

Business Call Center

Business Express is the Chicago business community's link to city and community-based programs that solve business problems. Business people 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.

Facade Rebate Program

The Facade 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 facade rehabilitation activities, including:

- Complete Façade Renovation
- Exterior Lighting
- New Signs
- Graphics
- Windows
- Doors
- Window Displays and Awnings
- Passive Security and Energy Conservation Systems
- 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 facade improvements to be eligible for the program. New construction is not eligible.

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's 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 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 business. Funds can be used for machinery, equipment, renovation or working capital.

Small Business Development 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 business districts. Applicants share 50% of improvement costs within 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
- Landscape Enhancements

Float Loan Program

Float Loans provide gap financing for local companies that are expanding and creating employment opportunities for Chicago residents. These 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.

Small Business Improvement Fund (SBIF) Program

SBIF uses TIF revenues to help fund projects that preserve buildings, enable businesses to stay in the neighborhood, remain competitive, or expand. Application is limited to local businesses within 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. Repayment terms are flexible and, in some instances, grants are not required to be repaid. SBIF grants are provided as a reimbursement to property owners after remodeling work is completed and all expenses are paid.

State of Illinois Programs

State Treasurer's Economic Program (STEP)

Administered by 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 constructions/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 a 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 revenue. A RLOC loan permits a company to borrow, repay and re-borrow in accord 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% 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 multi-unit 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.

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 runoff, dampen urban heat island effects, and incorporate the use of recycled materials.

Building Green/Green Roof 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, proceeds from the sale of city land, etc. "Review" includes projects that are planned developments (PD) and projects located along the lake or river, which are protected. All new Chicago public buildings and renovations must meet the LEED minimum standards.

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

An 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 mediums 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 is designed to streamline the building permit process. The number of green building elements included in a project as well as the project's overall complexity determines the length of the timeline. The more green building elements integrated into a project, the shorter the time associated with permitting. Applicants that demonstrate extraordinary levels of green design may have their code consultant reviews waived for 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 where the amount of public land falls far below local and national standards. The program is organized to address the special challenges involved with the development of public open space in nontraditional settings.

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.

NeighborSpace

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" with the charge to provide local leadership for the continued effective use of land. A local nonprofit organization or other group familiar with the community and its needs and committed to the site also signs on to be an organizational partner. At the same time, NeighborSpace begins to provide basic liability insurance for those who use the site.

Open Space Impact Fee Program

Under the City's Open Space Impact Fee Program all new large-scale residential projects are assessed a fee for the provision of open space based upon the number and size of 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 with pay a fee or contribute a proportionate share of open space and recreational facilities, which are directly and materially beneficial to the development. Open space impact fees are earmarked

for open space acquisition and capital improvements, which p[rovide 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 or contiguous community area from which they 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 the 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 year periods.

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



Appendix

JEFFERSON PARK MARKET ASSESSMENT

Applied Real Estate Analysis, Inc.

TRANSPORTATION ANALYSIS

Fish Transportation Group