

ADOPTED NOVEMBER 17, 2022



WESTERN AVENUE CORRIDOR STUDY

Chicago's community-driven vision for
an equitable transit-oriented corridor

DPD Commissioner Maurice Cox Statement

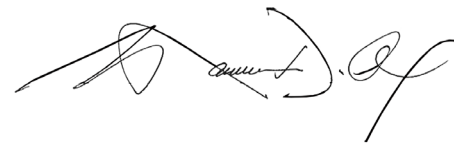
On behalf of the Department of Planning and Development (DPD), I am pleased to present the Western Avenue Corridor Study as a long-term vision for corridor revitalization between Addison and Howard streets. The study includes community-driven recommendations and goals involving the use and development of private land, corridor mobility, and public realm enhancements to support local neighborhoods, Chicago, and the region.

In alignment with the principles of equity and resiliency defined in the recently released [We Will Chicago](#) citywide plan and codified in the 2022 Connected Communities ordinance, this study promotes creating equitable transit-oriented development along the corridor. To support more sustainable and vibrant neighborhoods, corridor communities will become “15-minute neighborhoods,” where residents can access most of their daily needs within a 15-minute walk.

The study’s recommendations reflect a collaborative process between multiple wards, city departments, sister agencies, chambers of commerce, neighborhood groups, and other stakeholders to establish as a successful model for corridor planning efforts along Western Avenue as well as other parts of the city.

Thank you for your interest and commitment to a better future for Western Avenue.

Sincerely,



Maurice Cox

Commissioner of the Chicago Department of Planning and Development

CDOT Commissioner Gia Biagi Statement

As Chicago’s longest street, one of its busiest bus routes, and a connector of 16 community areas, Western Avenue is vital to our city and the region’s transportation network. The Western Avenue Corridor Study focuses on a busy and diverse five-mile stretch of Western Avenue and outlines ways we can work together to create more accessible and thriving communities.

The Chicago Department of Transportation (CDOT) is committed to building and maintaining our streets so that everybody can move around safely and comfortably, regardless of age, ability, or mode of transportation. This study includes strategies with short- and long-term recommendations to help achieve these goals along Western Avenue. By promoting a more walkable environment, improving transit access and bikeway connections, and increasing street trees and green infrastructure, we can build a stronger, more vibrant corridor that improves quality of life.

CDOT was pleased to work with the DPD, several sister agencies, four aldermanic offices, and multiple neighborhood organizations and advocacy groups to develop this study and its recommendations. This collaborative process can serve as a model for how Chicago can use cross-department planning and extensive community engagement to better serve neighborhoods and corridors in every corner of our city.

This study will help guide Chicago for many years, and CDOT looks forward to continuing to work with community stakeholders on future development and implementation.

Sincerely,



Gia Biagi

Commissioner of the Chicago Department of Transportation

Land Acknowledgement

The City of Chicago is located on land that is and has long been a center for Native peoples. The area is the traditional homelands of the Anishinaabe, or the Council of the Three Fires: the Ojibwe, Odawa and Potawatomi Nations. Many other Nations consider this area their traditional homeland, including the Myaamia, Ho-Chunk, Menominee, Sac and Fox, Peoria, Kaskaskia, Wea, Kickapoo and Mascouten. The City specifically acknowledges the contributions of Kithiawa of the Potawatomi in fostering the community that has become Chicago. We acknowledge all Native peoples who came before us and who continue to contribute to our city. We are committed to promoting Native cultural heritage. Adopted by the City of Chicago, November 17th, 2021.

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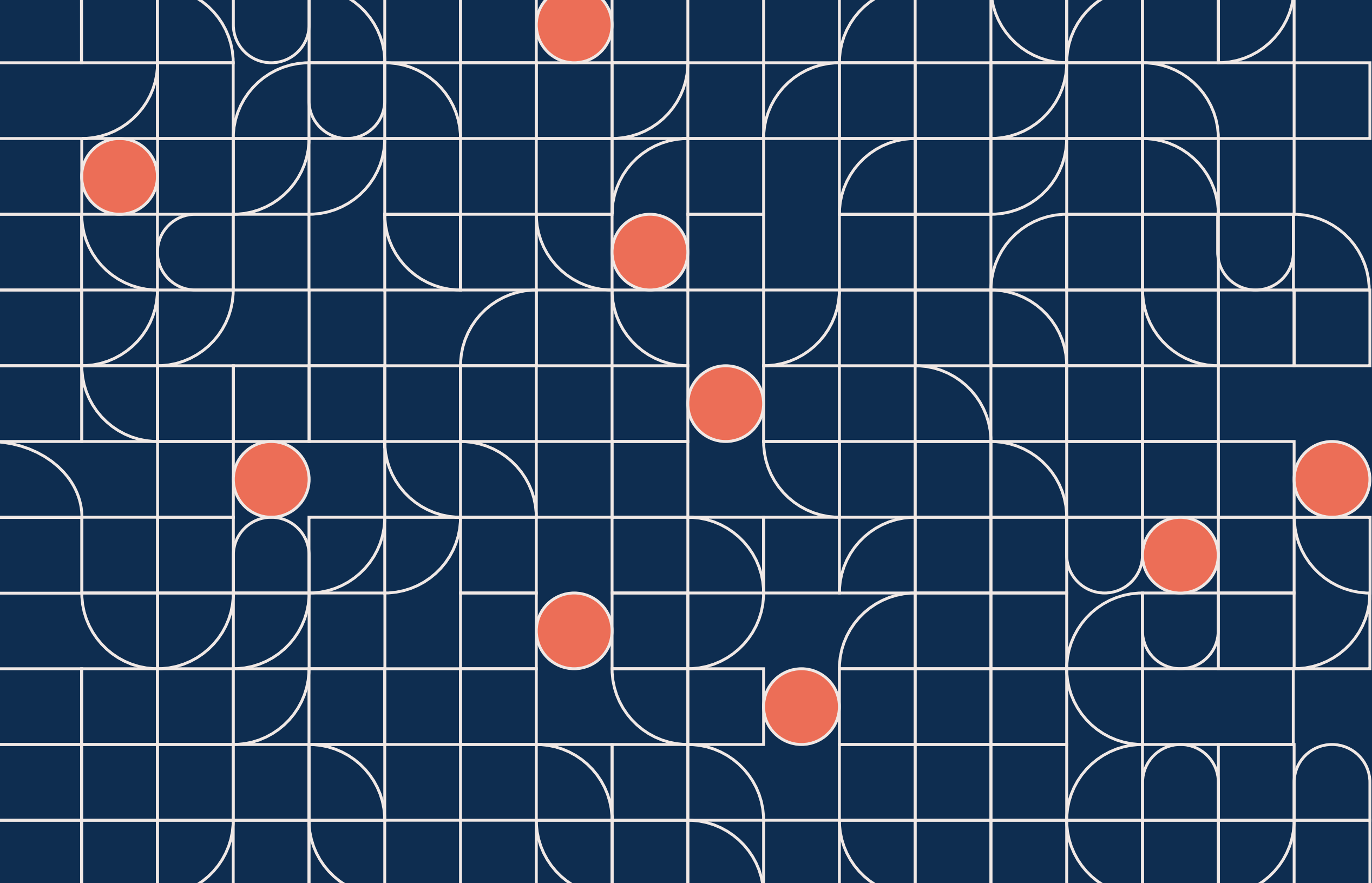
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01

INTRODUCTION

The Western Avenue Corridor Study was developed through a community-led process to guide development, transportation, and public realm improvements along Western Avenue from Addison Street to Howard Street. This chapter provides an overview of the project and community engagement process.

PROJECT OVERVIEW

Study Area

Western Avenue is a major regional arterial corridor in Chicago. Running uninterrupted, from the northern to southern city limits, it connects 16 of the City's 77 community areas. The northernmost five miles of the Western Avenue corridor, which is the focus of this study, links northside communities while playing a vital role in the regional transportation system to move people and goods. Western Avenue, as a place, is a daily fixture and background for many Chicagoans' lives. Over 100,000 residents live within a half mile of this study area, according to the 2020 Census.

Purpose, Goals, Scope

The initial purpose of the Western Avenue Corridor Study was to analyze the potential to:

1. Increase density
2. Promote a greater mix of land uses
3. Improve how development relates to the surrounding, lower-scaled residential areas
4. Enhance pedestrian safety and experience

Ultimately, the community's collective goals are to support a thriving, equitable, attractive, and safe Western Avenue corridor that meets a range of community needs.

The study scope includes land use, development, and infrastructure policy recommendations. It also identifies public realm improvements, mobility improvements, and future neighborhood development opportunities. Finally, the study outlines an implementation strategy with short- and long-term recommendations.

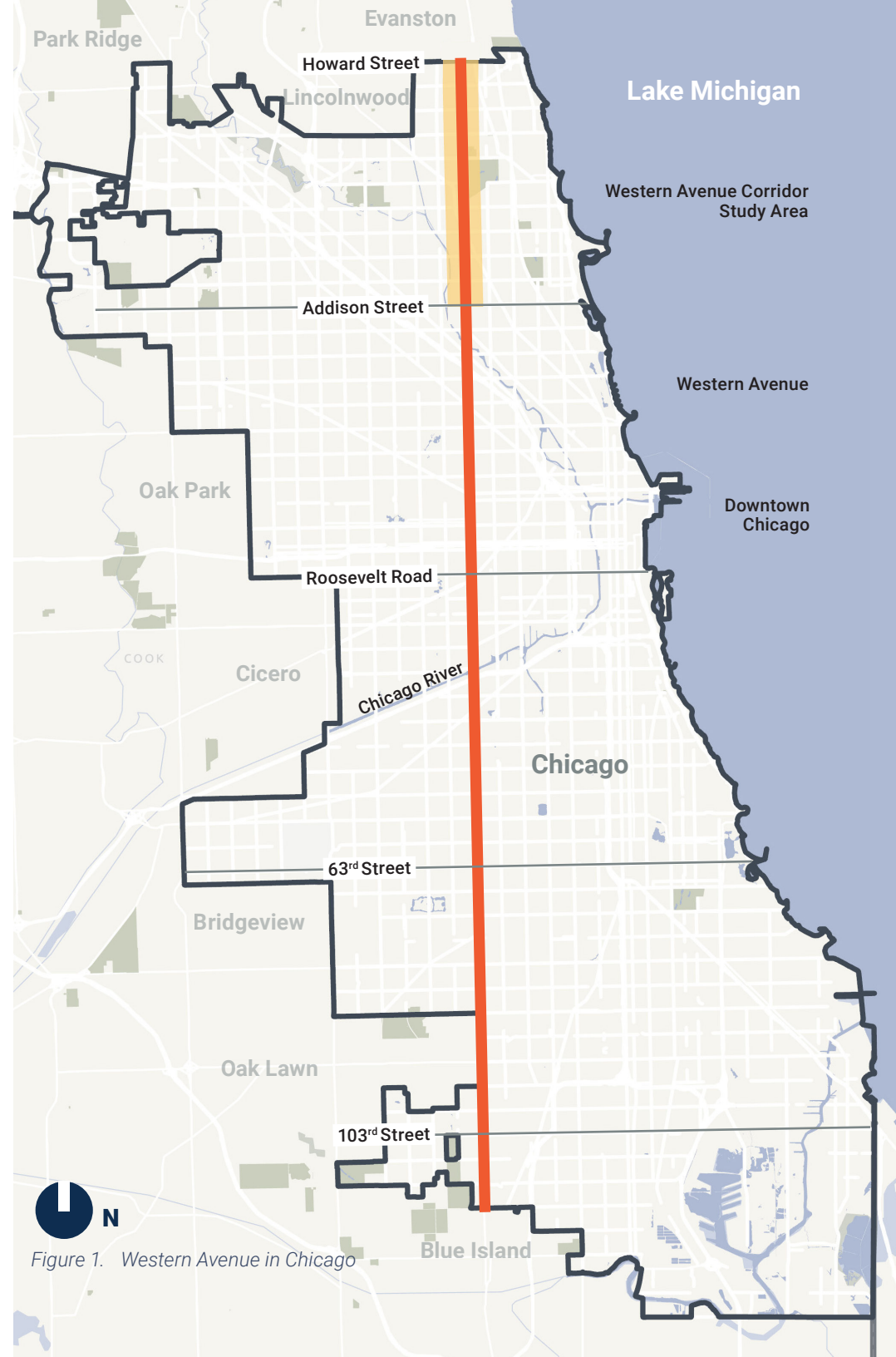


Figure 1. Western Avenue in Chicago

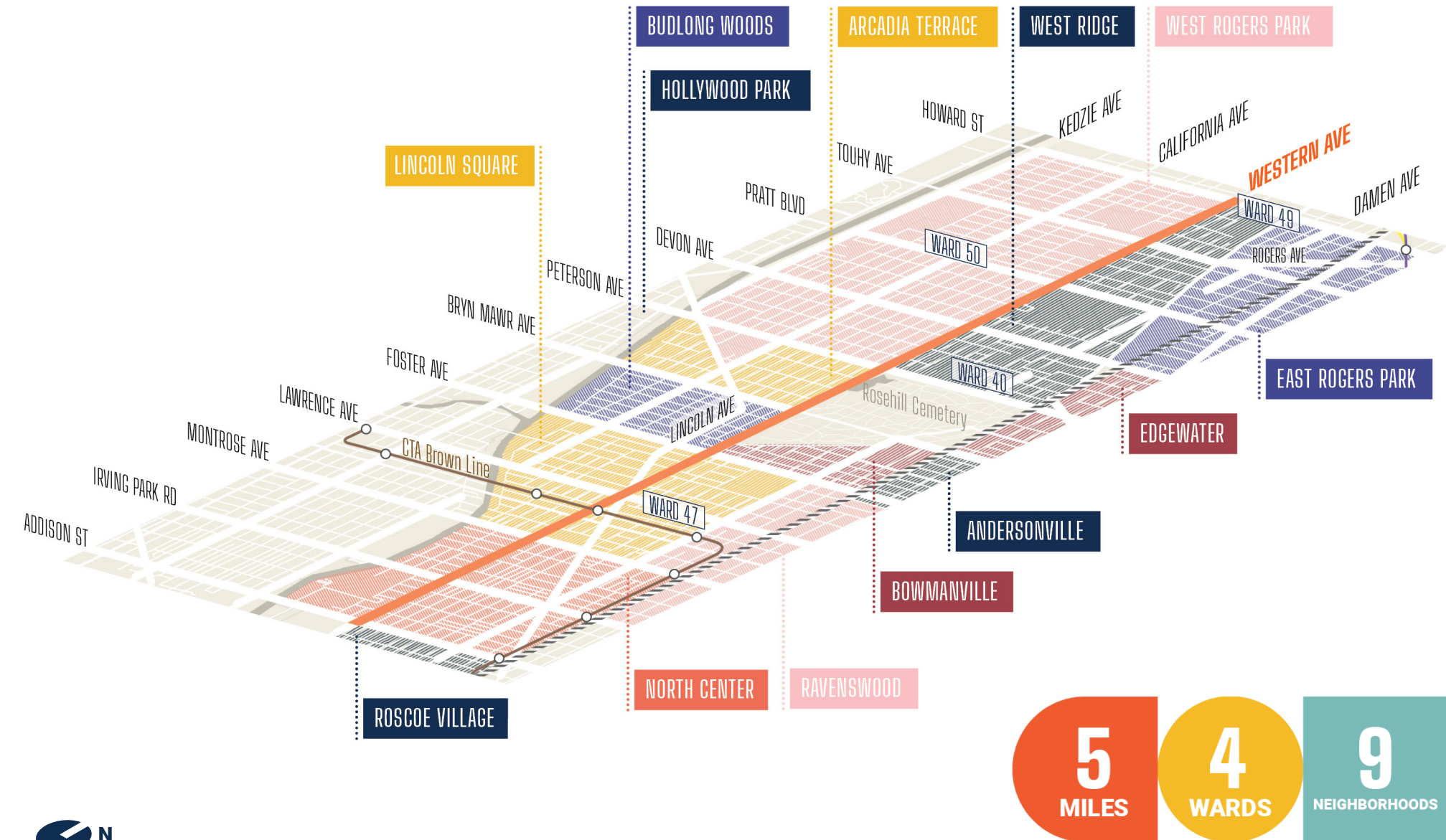
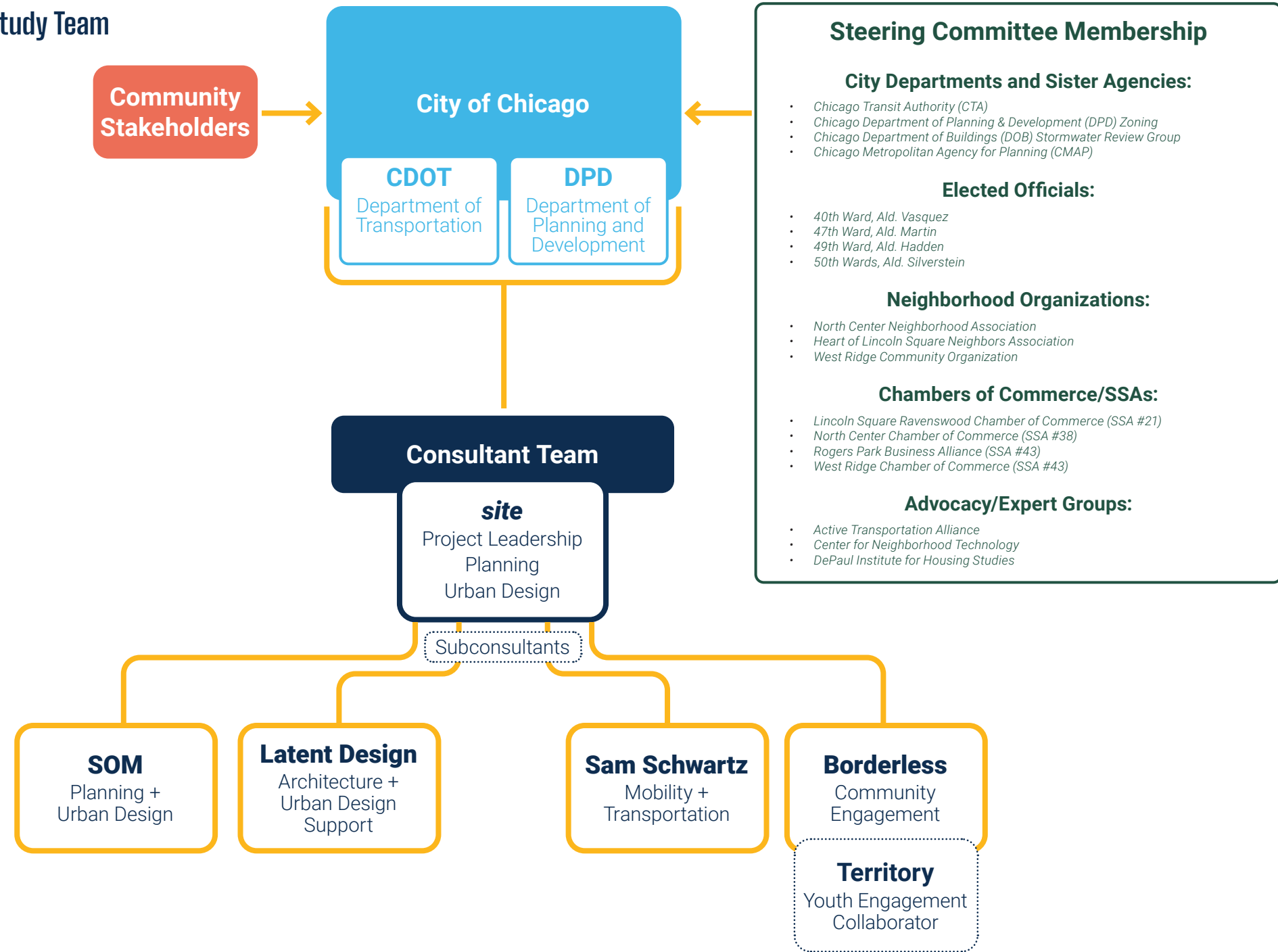


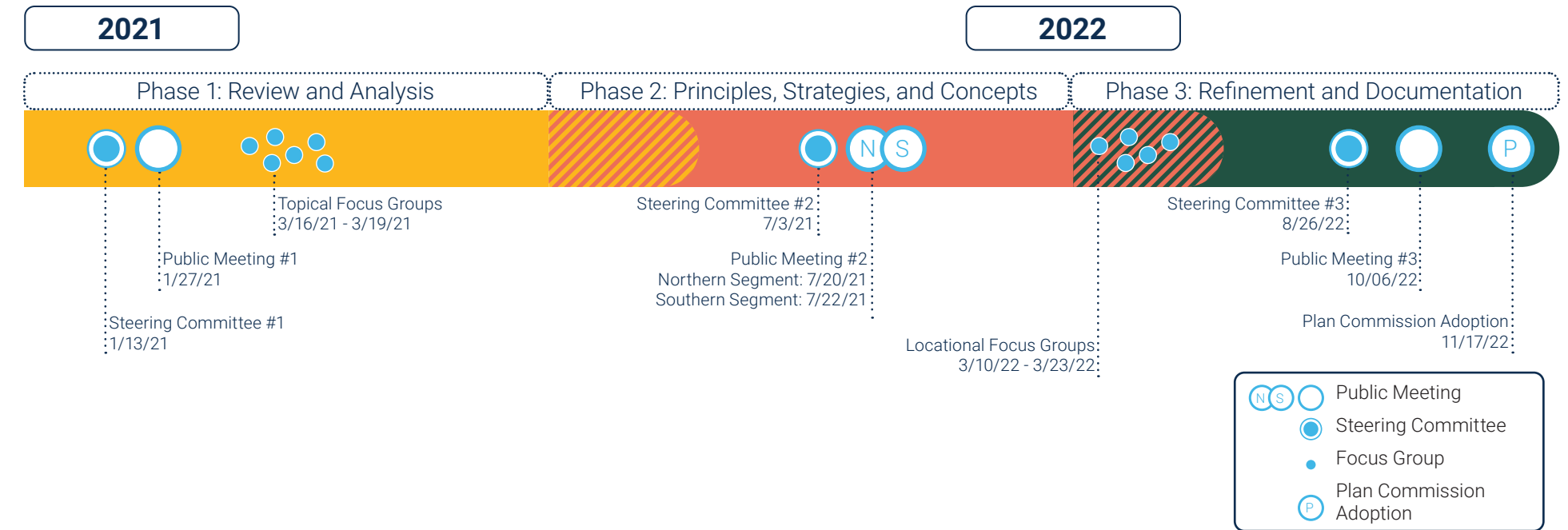
Figure 2. Corridor Study Area

| | | |
|-------------------|-------------------|---------------------------|
| 5 MILES | 4 WARDS | 9 NEIGHBORHOODS |
|-------------------|-------------------|---------------------------|

Study Team



Study Timeline



Housing and Neighborhoods focus group, virtual meeting 3/16/21



Western Avenue Corridor Study Youth Council - Wandering Western event at Northtown Library 05/22/21



Local business interviews, Joe Guliana, owner of Auto Plus Hollywood Services 3/8/21

BUILDING CONSENSUS WITH WESTERN AVENUE COMMUNITIES

The community engagement strategy was designed to be inclusive, transparent, and equitable, providing stakeholders and community members various opportunities to provide feedback throughout the process.

Participation Principles

At the start of the process, stakeholders agreed to six participation principles that guided each engagement session. The principles were organized around two themes: the corridor and the conversation.

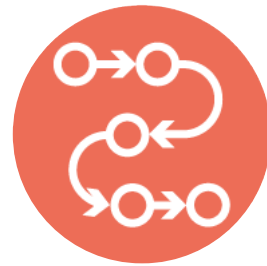
The Corridor



We will **envision the long-term future** grounded in data-driven and feasible strategies.



We will create a **collective vision** for Western Avenue that acknowledges the **diverse conditions** of the entire five-mile corridor from Addison to Howard.



We will develop a **cohesive long-term road map** that is the first of many steps toward change. Implementation will entail future projects with their own processes.

The Conversation



We will be **transparent** by sharing relevant information, ideas, and concerns with one another.



We will seek **inclusion** by listening to as many voices as possible while embracing productive tensions and respectful disagreements.



We will communicate in **good faith**, in a spirit of collaboration and mutual respect.

Engagement Overview

WORKING GROUPS

3 STEERING COMMITTEE MEETINGS
JANUARY & JULY 2021
AUGUST 2022



11 FOCUS GROUP SESSIONS
MARCH 2021
MARCH 2022



3 YOUTH COUNCIL MEETINGS
JANUARY, FEBRUARY & APRIL 2021



PUBLIC EVENTS

4 PUBLIC VIRTUAL EVENTS
JANUARY & JULY 2021
OCTOBER 2022



+580 Direct participants via zoom
+1000 Views via YouTube

1 YOUTH-LED POP-UP EVENT
Northtown Library
MAY 2021



1 POP-UP EXHIBIT
Northtown Library
OCTOBER 2022



OUTREACH + COMMUNICATIONS

+30,000 POSTCARDS MAILED



+40 BUS STOP ADS
400 INTERIOR BUS ADS



+1,700 ONLINE SURVEY RESPONSES



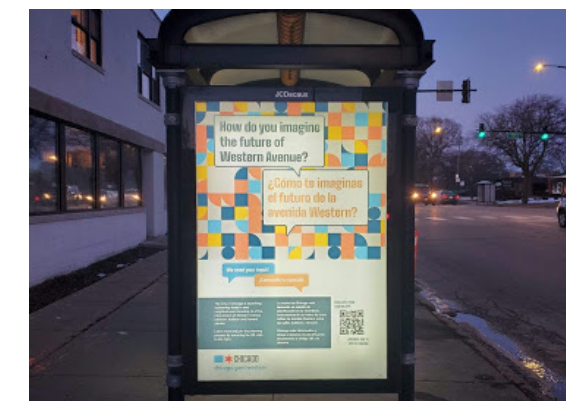
+40 BUSINESSES INTERVIEWS



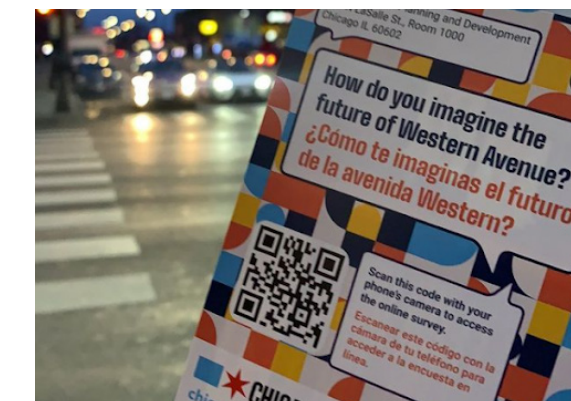
+2,500 FLYERS POSTED



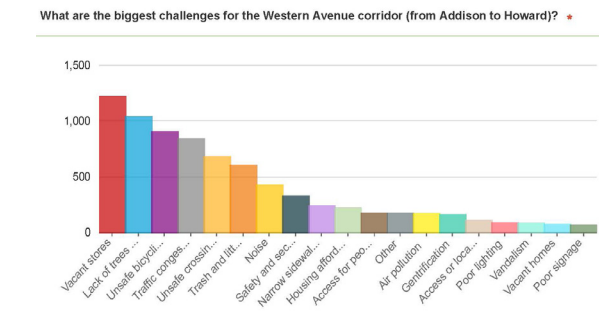
WEBSITE + SOCIAL MEDIA



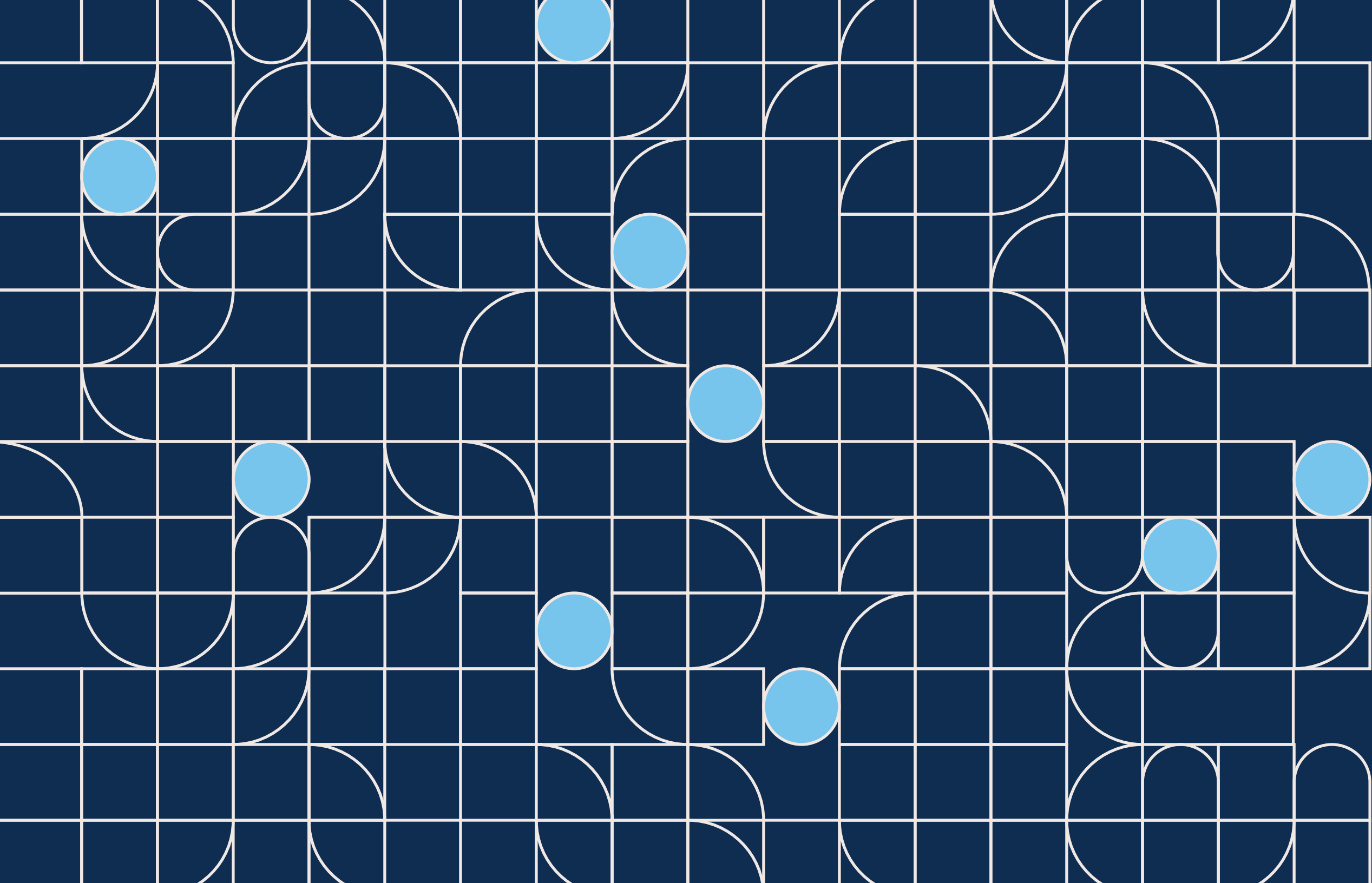
Bus shelter advertisement on Western Avenue, spring 2021



Postcards sent to residents near corridor study area, spring 2021



Survey result from Public Survey 1, spring 2021



02

EXISTING CONDITIONS

Western Avenue has consistently served a key role in Chicago as a multi-modal transportation corridor, neighborhood connector, commercial destination, employment center, and gateway into the city's northern and southern boundaries. This chapter summarizes the existing conditions within the Western Avenue corridor study area.

A KEY CONNECTOR

Regional Role in the Transportation System

Western Avenue is Chicago's longest street, measuring 24 miles from the northern to southern city limits. This multi-modal corridor helps move people and goods efficiently as part of the regional transportation network.

Western Avenue is under the jurisdiction of the Cook County Department of Transportation and Highways and is maintained by the City of Chicago. According to the Illinois Department of Transportation (IDOT) functional classification system, the corridor is a principal arterial between Addison Street and Peterson Avenue, serving major activity centers, high traffic volumes, and long trip demands. This segment of Western Avenue is also defined as a Strategic Regional Arterial corridor, which establishes a network of arterials throughout the region to complement the expressway system.

North of Peterson Avenue, Western Avenue is classified as a minor arterial, typically serving shorter trips and providing more access points to property than principal arterials.

Principal Arterial:

In general, the principal arterial system carries the highest traffic volumes and accommodates the greatest trip lengths.

Minor Arterial:

When compared to the principal arterial system, minor arterials may provide lower travel speeds and accommodate shorter trip lengths and lower traffic volumes, but they provide more access to property.



Western and Pratt view south in 2021
Source: Scott Shigley



Western Avenue streetcar at Grace in 1956
Source: Joe Urbanski



X49 Western Express
Source: CTA

Key Findings

The corridor plays an important role in moving people and goods in the city and region. Without alternatives identified to accommodate these critical needs, the corridor is expected to continue to serve these functions in the future. Balancing multi-modal needs is critical.

The corridor study area of Western Avenue experiences traffic volumes of up to 30,000 vehicles per day and intersects with major east-west thoroughfares at Peterson, Irving Park, Addison, and Devon. North-south travel demand along the Western Avenue corridor is highest between Addison and Irving Park. East-west travel demand to, from, and across the corridor is concentrated at intersecting arterial and collector routes at Peterson, Irving Park, Addison, and Devon. While two of the three highest average daily traffic numbers are seen along the southern portion of the corridor (Addison and Irving Park), Peterson carries the most east-west traffic of the corridor study area overall.

In addition to moving people, the corridor is a key thoroughfare for moving trucks and goods across the city, with nearly double the truck traffic as similar roadways (e.g., Cicero, Pulaski, Kedzie, Ashland, and Clark). Compared to these other corridors, Western has significantly higher truck traffic compared to overall traffic, with 11.7% of average daily traffic being trucks.

Average Daily Traffic (# of vehicles)

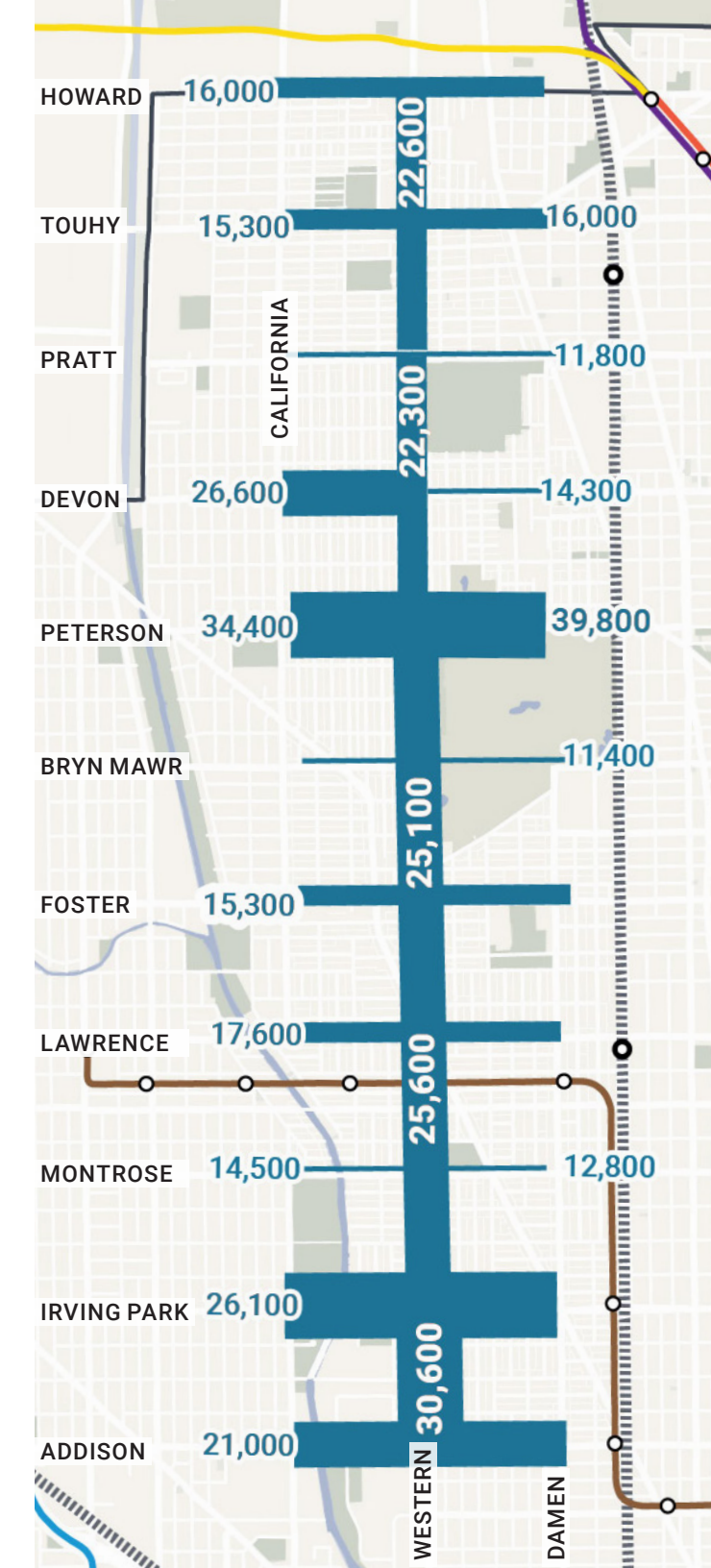
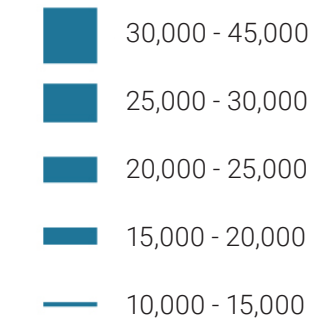
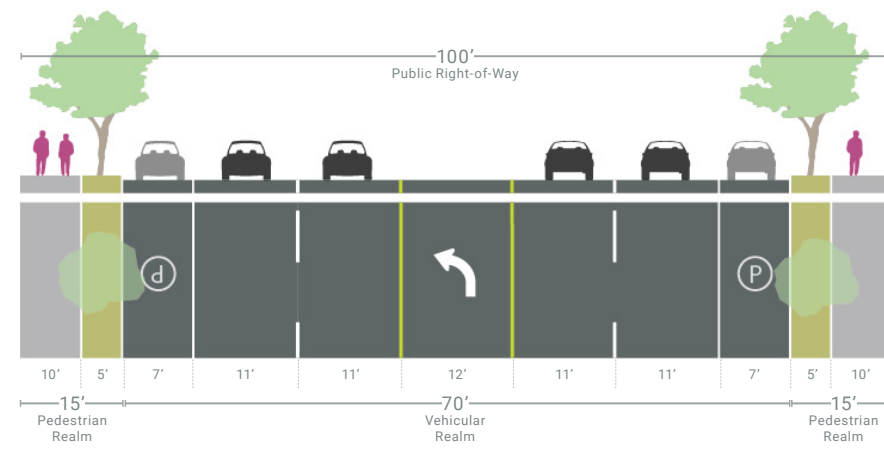


Figure 3. Average Daily Traffic (ADT) along and crossing the corridor
Source: Most recent IDOT data, 2018-2021

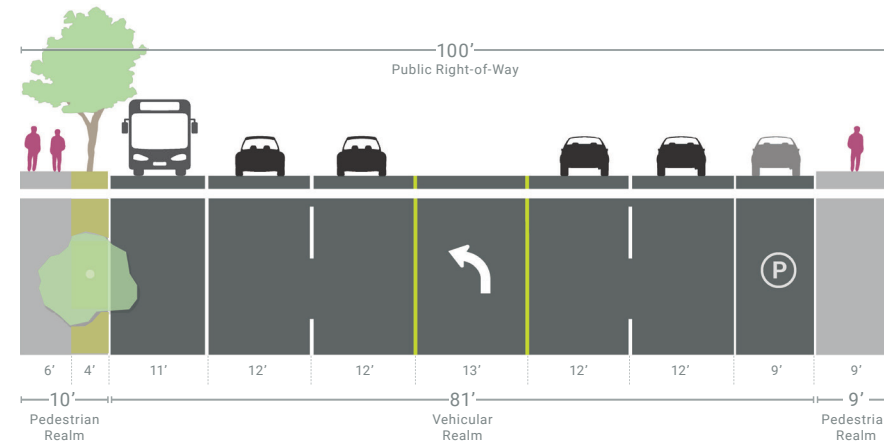


Street Cross-Section

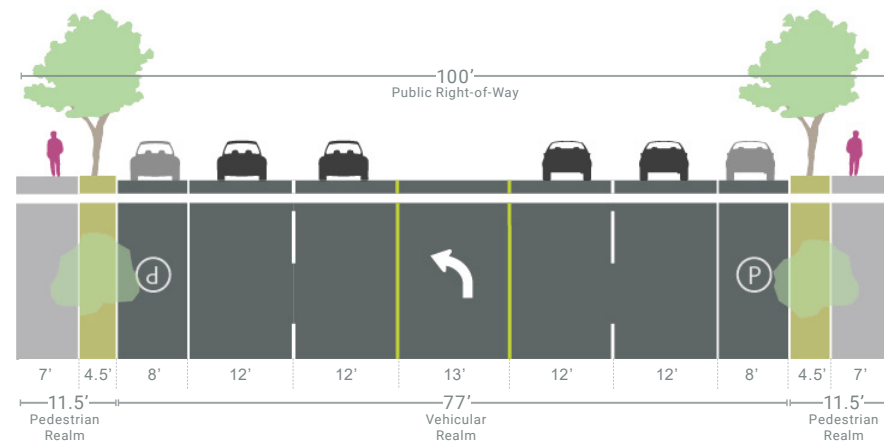
Throughout this study area, Western Avenue maintains a relatively consistent cross-section, with two travel lanes in each direction and a painted median. Major intersections include signaled left-turn lanes instead of the median. The public right-of-way is approximately 100 feet wide, except for approximately two blocks between Bryn Mawr Avenue and Balmoral Avenue, where the right-of-way narrows to 80 feet wide. Street parking is typically located along the curb and away from major intersections.



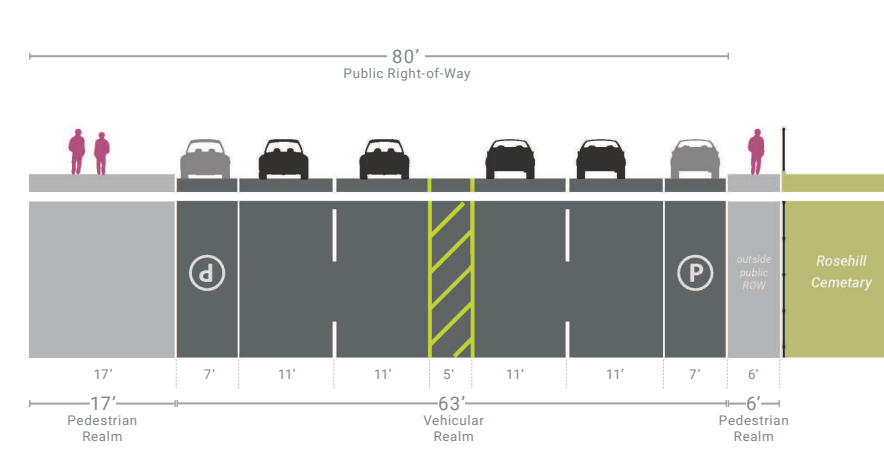
1 Figure 5. Typical Cross-Section at Grace



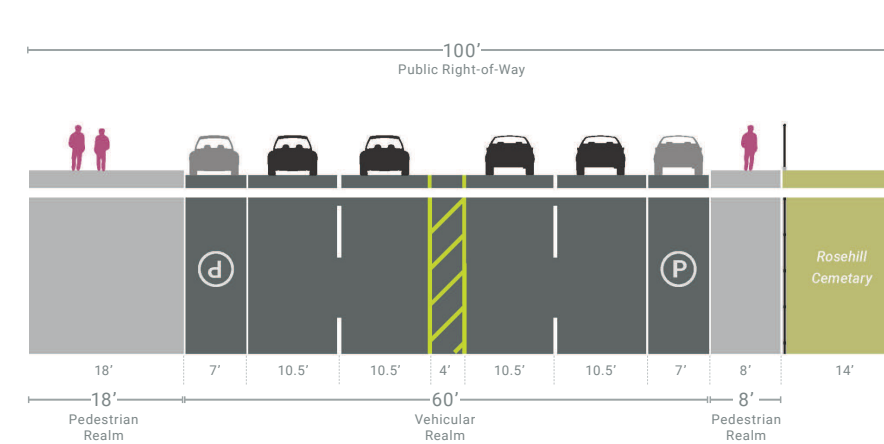
2 Figure 6. Typical Cross-Section at Lawrence (south leg)



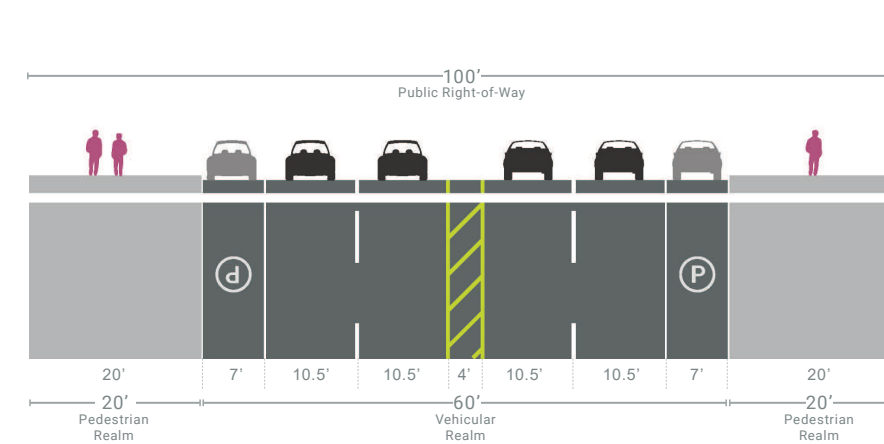
3 Figure 7. Typical Cross-Section at Carmen



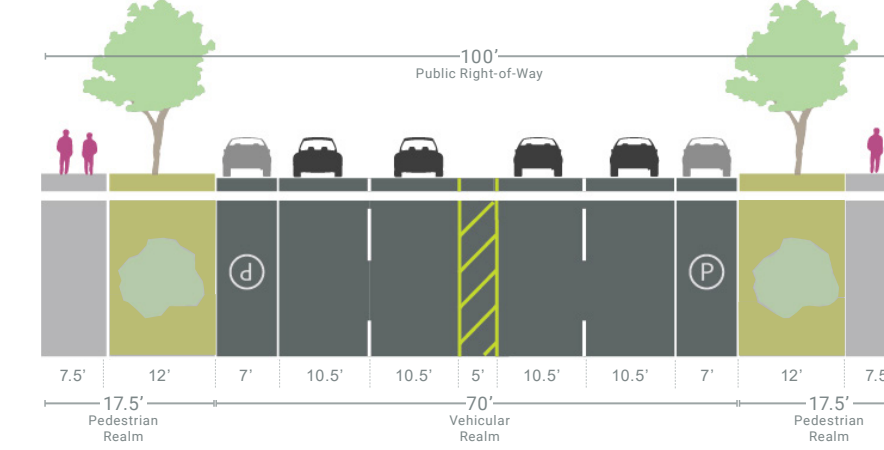
4 Figure 8. Typical Cross-Section at Catalpa



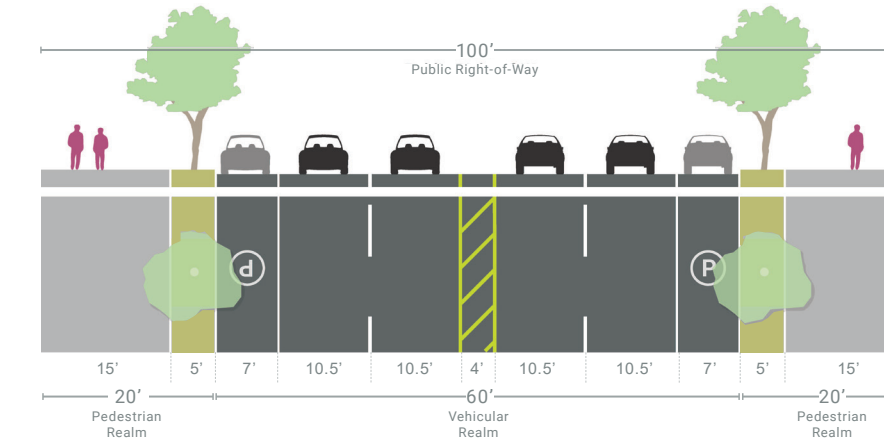
5 Figure 9. Typical Cross-Section at Hollywood



6 Figure 10. Typical Cross-Section at Glenlake



7 Figure 11. Typical Cross-Section at Coyle



8 Figure 12. Typical Cross-Section at Fargo

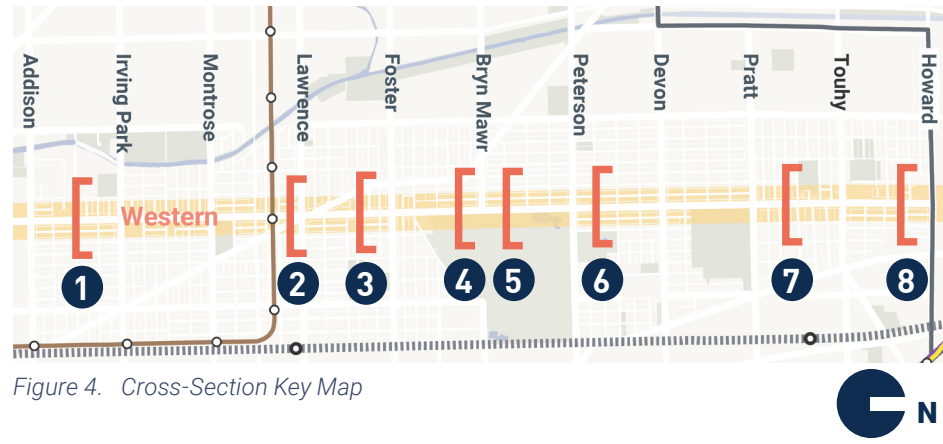


Figure 4. Cross-Section Key Map

All sample sections look towards the north.

High-Volume Transit Street

Western Avenue has historically been a major thoroughfare for moving goods and people. In the early 1900s, the street was home to the Western Avenue streetcar. Today, Western Avenue sees some of the highest bus ridership in the city, typically ranking among the top five corridors.

The study area is crossed by nine east-west CTA bus routes, several Pace bus routes, and the CTA Brown Line train.

Transfer points and high-ridership bus stops are key nodes of activity along the corridor. High ridership zones on Western Avenue occur at Lawrence and Leland Avenues surrounding the Brown Line station in Lincoln Square and near Devon, Addison, and Foster Avenues. Major intersecting bus routes and transfer points occur at Berwyn, Howard (also a Pace route), Touhy, Lunt, Devon, Peterson, Foster, Lawrence, Montrose, Irving Park, and Addison.

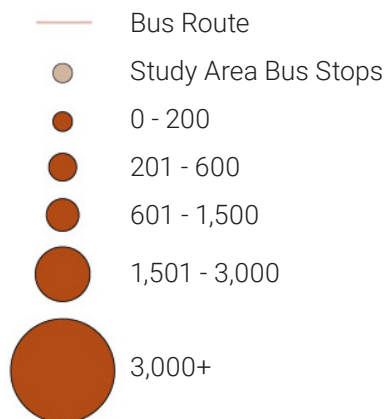
Western Avenue is identified as a focus corridor for CTA and CDOT's Bus Priority Zone programs, which will study and may lead to the implementation of additional bus priority treatments along the corridor.

Key Findings

Western Avenue is one of the most traveled bus routes in Chicago, which has generated interest in upgrading roadway infrastructure to better support bus travel.

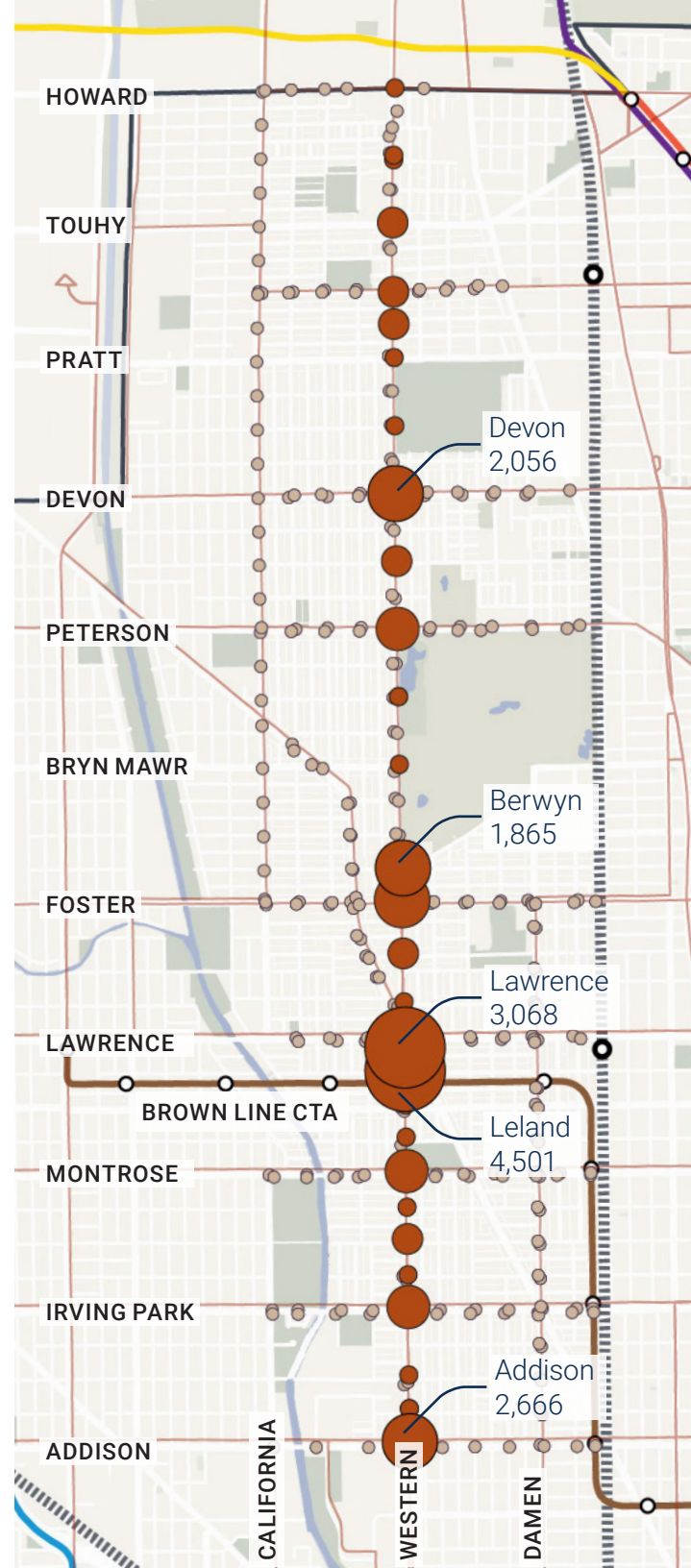
Both before the pandemic and now, Western Avenue has been and continues to have among the highest bus ridership in the city, typically ranking within the top five corridors.

2019 Average Weekday Ridership per Intersection



*Ridership refers to boardings and alightings. Ridership per intersection includes data from the cross-street route where applicable

Figure 13. Existing Bus Ridership
Source: CTA, 2019



Inconsistent Parking + Curbside Regulations

Across the corridor, parking and curbside regulations are somewhat fragmented. This inconsistency poses challenges for visitors or customers when trying to navigate or locate parking. A comprehensive approach to curbside management for the corridor could improve predictability, increase economic growth, and reduce transportation mode conflicts.

Most of the curb features no designation and functions as free parking. Employees and residents primarily use free parking adjacent to businesses, limiting short-term parking opportunities. Approximately 30% of the curb space is metered parking. Metered parking is an alternative to free parking to increase the turnover of spaces and create parking availability.

Approximately 7% of the curb space alternates between parking and an extra travel lane to align with rush-hour traffic. For roadways with high peak traffic volumes, peak hour parking lanes can be a successful tool in optimizing street space.

Key Findings

Curbside regulations do not currently align with existing land use patterns. The lack of consistency in parking regulations can make navigation confusing. Implementing consistent regulations and consideration of peak-hour parking restrictions may help manage parking availability and capacity.

Approximately 3% of the curb is designated as loading zones for commercial deliveries or standing zones for drop-offs and pickups. Loading and standing zones provide restaurants and businesses dependable access for customers and deliveries, as opposed to relying on the turnover from unregulated and unpredictable free parking spaces. These zones typically reduce the number of parking spaces available to customers and visitors.

Street Parking Regulations

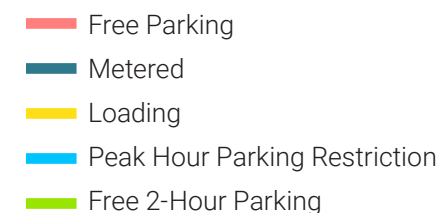
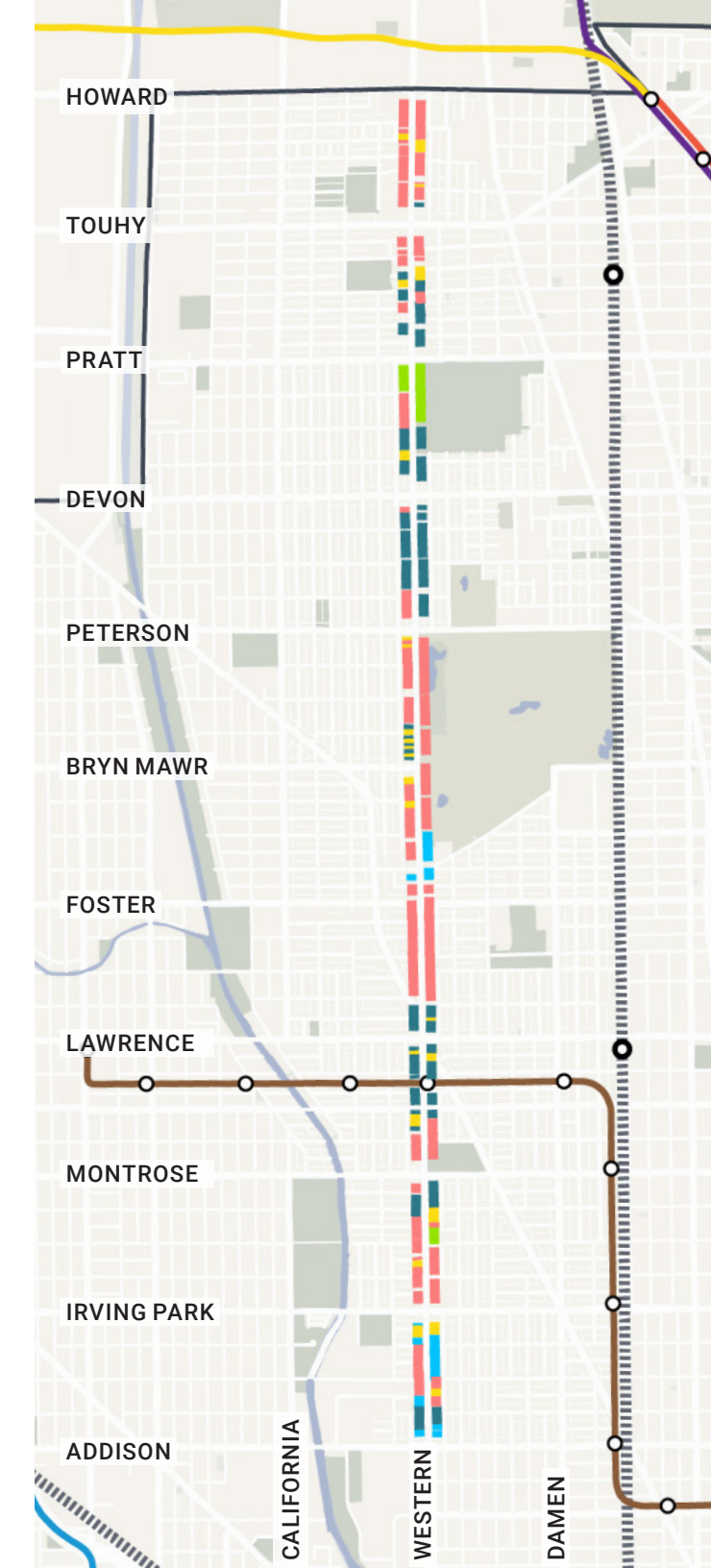


Figure 14. Existing Parking Regulations



Fragmented Bike Infrastructure and Connections

Western Avenue is an uncomfortable street for biking due to high traffic speeds and large truck volumes. Currently, there is no bike infrastructure along the corridor, and the 2020 Chicago Streets for Cycling Plan did not identify Western Avenue as a proposed north-south bike route. Instead, the plan identified parallel north-south routes of Lincoln and Damen (south of Bryn Mawr), Ravenswood, Maplewood and Rockwell (north of Berwyn), Bell and Leavitt (south of Foster), and California (south of Montrose).

Existing east-west routes cross Western Ave along Pratt, Granville, Lawrence, Wilson, and Addison, while routes along Howard, Touhy, Bryn Mawr, Lincoln, and Montrose end at or within a few blocks. The 2020 Chicago Streets for Cycling Plan identifies the primary east-west bike routes as Howard, Pratt, Granville, Bryn Mawr, Berwyn, Lawrence, Wilson, Berbeau, and Grace.

Key Findings

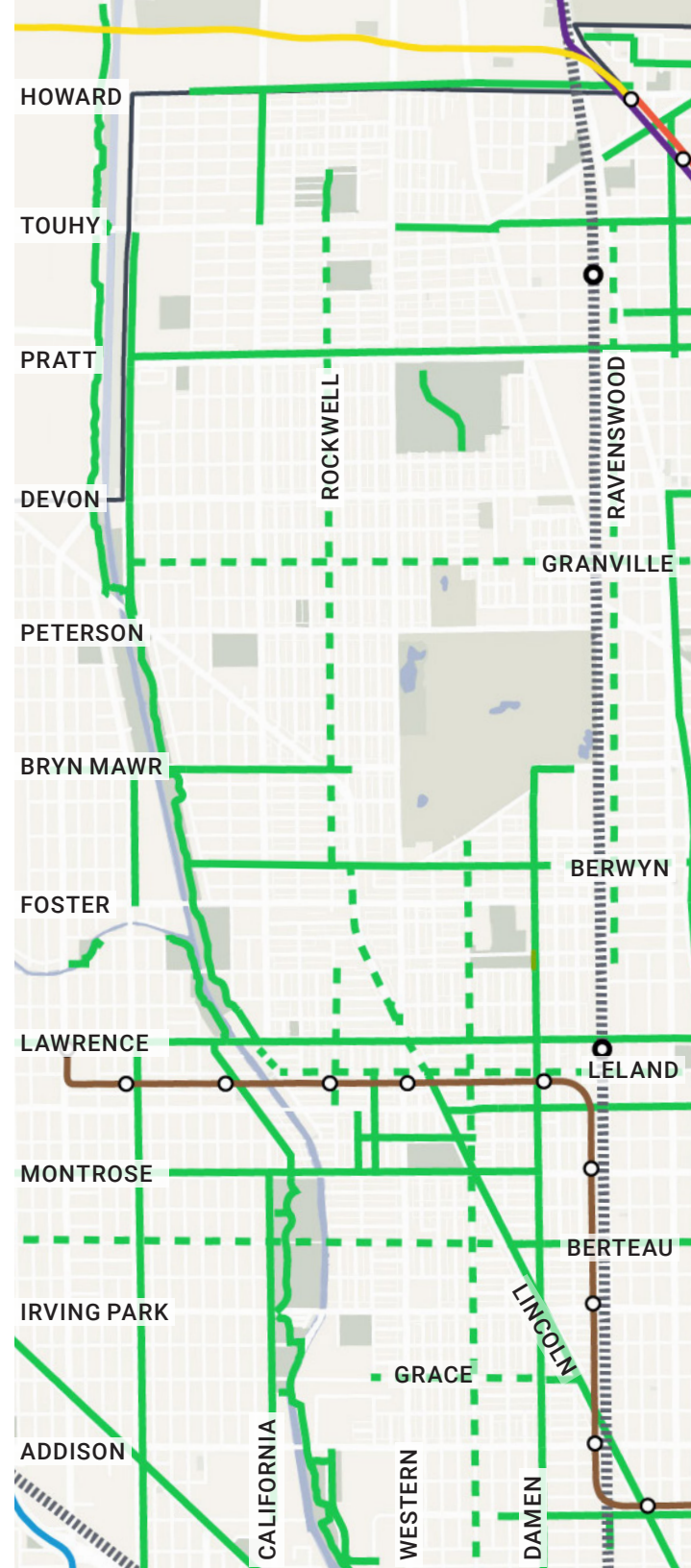
Bicycling along Western Avenue on-street is generally undesirable due to higher speeds and a larger volume of truck traffic. An emphasis on alternative north-south routes and providing safe connections along east-west bikeways is key for enhancing the bike network around the study area.

The presence of parks, businesses, services, and other key destinations often require cyclists to cross or ride along portions of Western Avenue to get to their destinations. A lack of convenient bike connections to these destinations limits potential access for residents in nearby communities. Thoughtful connections across and parallel to the corridor would help close bike network gaps.

Bikeway Types

- Existing Bikeways
- Planned Bikeways

Figure 15. Existing Bike Routes



Hot Spots of Pedestrian and Bicycle Safety Issues

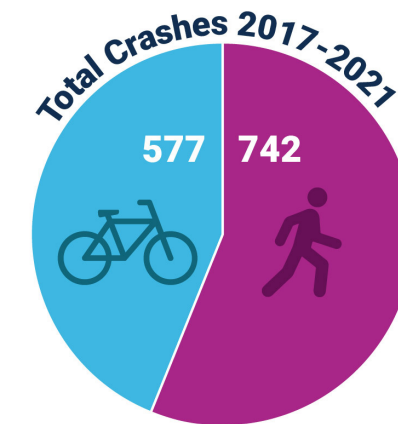
The Western Avenue corridor experiences high volumes of people each day and, in recent decades, has suffered from high rates of car crashes involving bikes and pedestrians. Between 2017 and 2021, there were 742 crashes involving pedestrians and 577 crashes involving bicycles.

Most crashes have occurred at major intersections, notably at Howard, Touhy, Granville, Foster, Lawrence, and Montrose. There are also high concentrations of crashes along Western Avenue from Peterson to Howard and from Berwyn to Montrose.

Closely spaced signalized intersections generally reduce crashes involving bikes and pedestrians by offering more dedicated locations to cross the corridor. There are signalized intersections north of Berwyn every quarter mile, while south of Berwyn is typically spaced every eighth of a mile. Non-signalized intersections can be hazardous to cross without the presence of a pedestrian refuge island. There are currently pedestrian refuge islands at Morse to the north and Eastwood, Cullom, and Belle Plaine to the south.

Key Findings

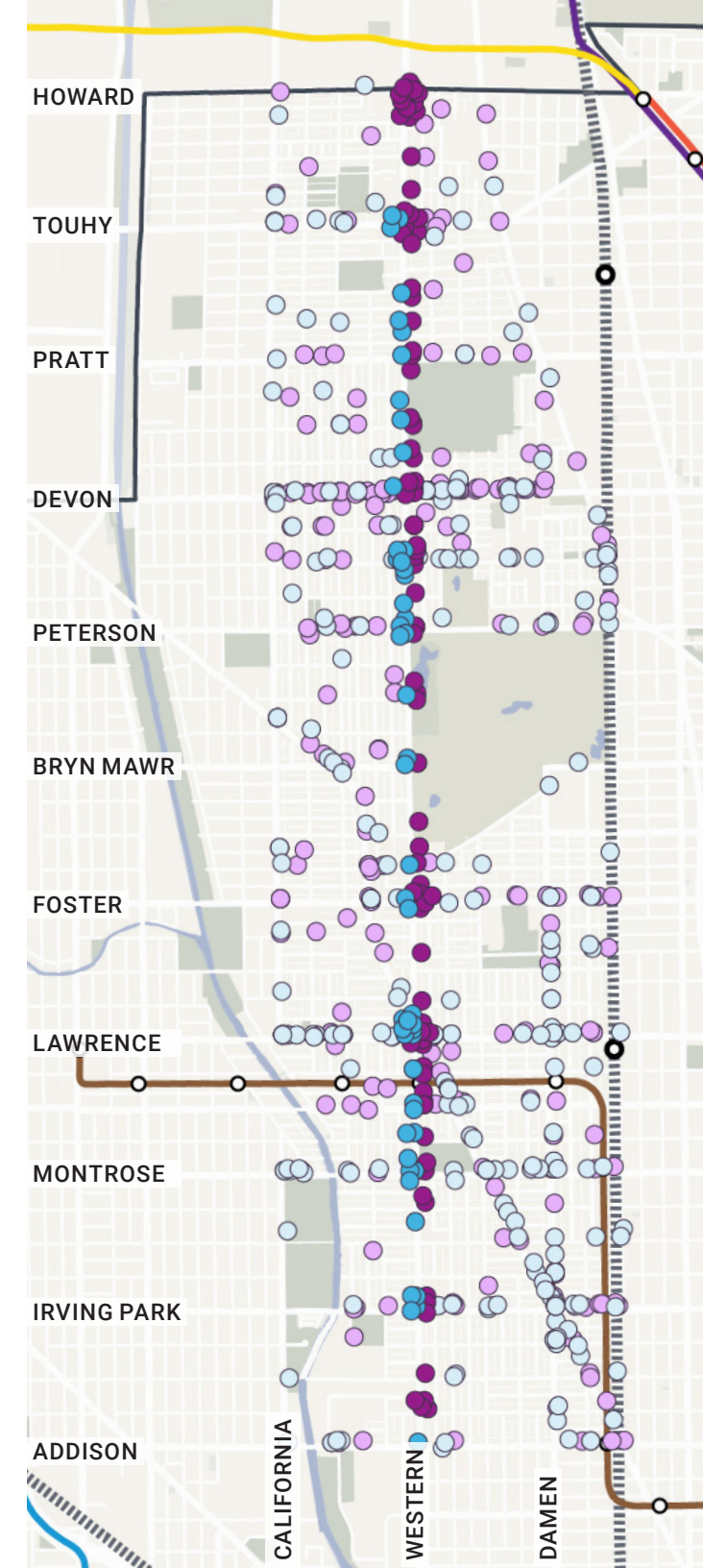
Crashes involving bikes and pedestrians are common due to the large volume of people using the corridor and conflicts with vehicular traffic. Improving crossing conditions and locations for bicycles and pedestrians should improve safety and reduce these types of crashes.



Pedestrian and Bicycle Crashes: 2017-2021

- Pedestrian Crashes - Western Ave
- Pedestrian Crashes - Study Area
- Bicycle Crashes - Western Ave
- Bicycle Crashes - Study Area

Figure 16. Recent Pedestrian and Bicycle Crashes



A GROWING, DIVERSE CORRIDOR

Shifting Demographics

Western Avenue connects three community areas, four wards (40, 47, 49, and 50), and nine neighborhoods, including West Rogers Park, West Ridge, Arcadia Terrace, Budlong Woods, Bowmanville, Lincoln Square, Ravenswood Gardens, North Center, and St. Ben's within this study area.

Nearly 110,000 people live within a half-mile of the corridor as of 2020, which has grown nearly 6% since 2010.

The study area features an increasingly diverse population, especially toward the northern portion of the corridor, both in terms of race/ethnicity and income. Western Avenue touches communities with recent West African, East African, Latinx, Indian, Pakistani, and Eastern European arrivals and is home to long-standing northside residential communities. Existing cultural hubs at Devon/Western and Lincoln/Lawrence/Western offer multi-cultural restaurants, retail, and shopping destinations. Throughout the corridor, residents speak various languages, including English, Spanish, Urdu, Vietnamese, and Arabic. There has also been an influx of more affluent communities from lakefront communities into the study area as households seek single-family homes and yards.

| Community Area | White | Hispanic/Latino | Black | Asian | Other |
|----------------|-------|-----------------|-------|-------|-------|
| West Ridge | 42.1% | 19.7% | 11.6% | 21.0% | 5.6% |
| Lincoln Square | 64.3% | 17.8% | 0% | 9.1% | 5.8% |
| North Center | 74.7% | 12.0% | 2.6% | 6.0% | 4.8% |

Figure 17. Race by Community Area and Ethnicity

Source: Chicago Metropolitan Agency for Planning, Community Data Snapshot, July 2022 Release

| Community Area | Population | Change 2000-2020 | Households | Average Size | Median Income | Owner Occupied Housing |
|----------------|------------|------------------|------------|--------------|---------------|------------------------|
| West Ridge | 77,112 | 5.4% | 26,493 | 2.9 | 57,937 | 48.5% |
| Lincoln Square | 40,494 | -9.2% | 19,143 | 2.1 | 80,900 | 38.5% |
| North Center | 35,114 | 10.1% | 14,931 | 2.3 | 133,537 | 57.7% |

Figure 18. Population and Housing Demographic Information by Community Area

Source: Chicago Metropolitan Agency for Planning, July 2022

Key Findings

Due to population growth and relocation patterns, there is increasing demand for a range of housing types, including rentals, ownership opportunities, and a need for various affordability levels.

Protecting the naturally occurring affordable housing stock and building more housing is necessary to mitigate increasing affordability and displacement challenges along the corridor.

Housing Affordability Concerns

The study area's three community areas—West Ridge, Lincoln Square, and North Center—have been designated by the Chicago Department of Housing as inclusionary housing areas. Inclusionary housing areas are defined as currently high-cost or low-affordability communities experiencing displacement of existing low- and moderate-income residents and which pose entrance barriers to low- and moderate-income residents.

Lincoln Square is also a community preservation area, which the Department of Housing defines as communities that may or may not be high-cost or low-affordability currently, but which are experiencing or are at high risk of experiencing displacement of existing low-income residents.

According to the DePaul Institute for Housing Studies research, North Center and Lincoln Square have some of the highest city-wide incidences of turning two- to four-unit buildings into single family homes, a process called deconversion that gradually erodes housing units.

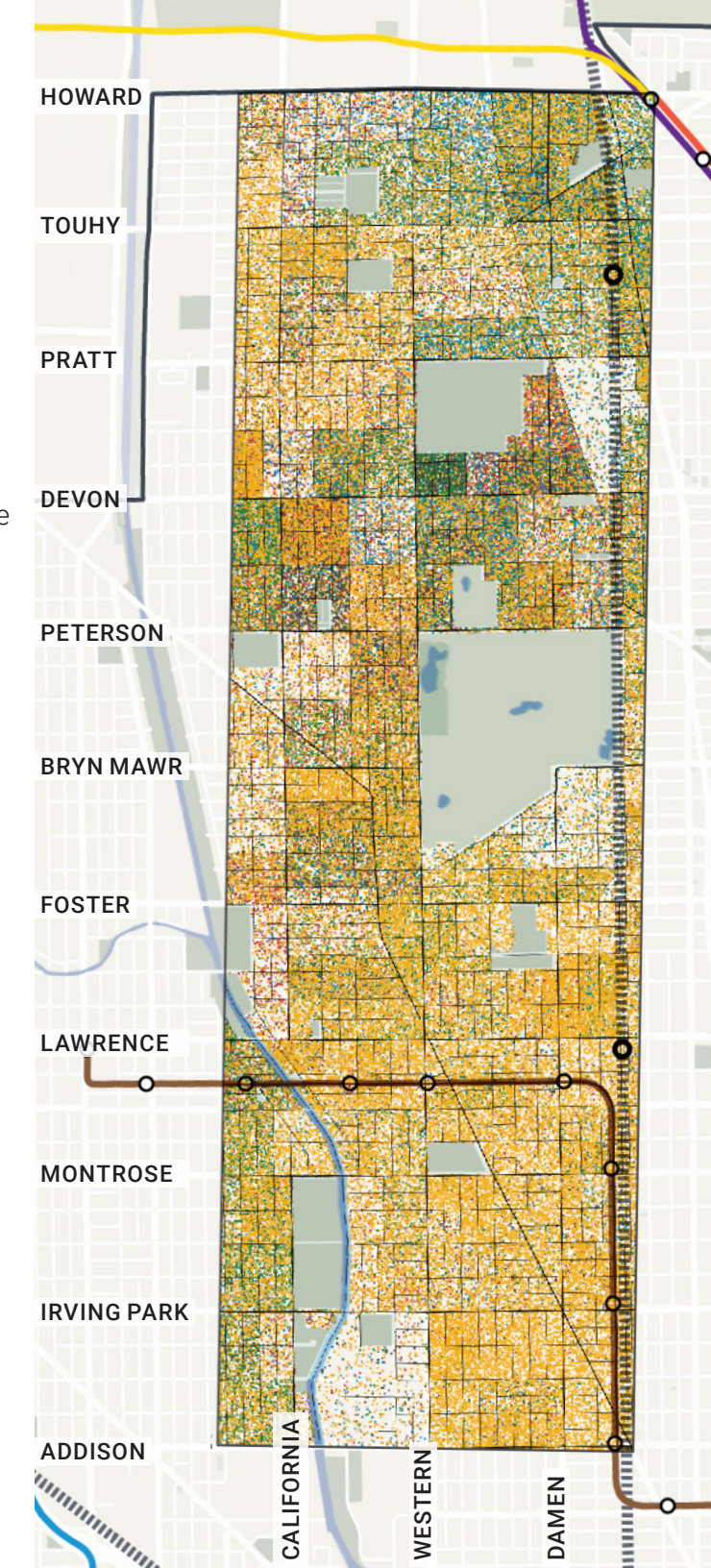
Many older multi-unit buildings are often referred to as “naturally occurring affordable housing,” which means housing that is affordable to lower income residents at 60% of the area median income. In contrast to legally restricted affordable housing, which is regulated, naturally occurring affordable housing units are not protected by law and are therefore vulnerable to redevelopment.

Naturally occurring affordable housing also makes up a significantly larger percentage of units affordable to low-income residents than legally restricted affordable housing. According to an analysis by the Department of Housing in 2019, in West Ridge, Lincoln Square, and North Center, naturally occurring affordable housing units were 2.5 to 7 times more plentiful than legally restricted affordable housing units.

Race/Ethnicity (2019)

- White
- Hispanic
- Asian
- Other
- Black

Figure 19. Existing Race and Ethnicity in Study Area
Source: United States Census



EVOLVING LAND USE AND DEVELOPMENT PATTERNS

Zoning Framework

The Chicago Zoning Ordinance governs many aspects of land use and development, which include uses, density, height, setbacks, housing units, parking, access, and others. Private properties along the study corridor are primarily Business (B) and Commercial (C) districts, which are intended to accommodate retail, service, and commercial uses and to ensure that business and commercial-zoned areas are compatible with the character of the existing neighborhood.

The corridor's B districts include B1: neighborhood shopping district, B2: neighborhood mixed-use district, and B3: community shopping district. C districts include C1: neighborhood commercial district and C2: motor vehicle-related commercial district.

While similar, the C districts tend to allow more broad uses and cater to more auto-oriented uses and development types than B districts.

Density allowances vary along the corridor from low to moderate density, primarily between 1.2 and 3 floor area ratio (FAR), which is a density measurement of a building's floor area relative to the property's land area size.

With the passage of the 2022 Connected Communities Ordinance, the entirety of the study corridor is defined as a transit-served location due to the high capacity 49 and 49B bus lines running along on Western Avenue. Properties near these bus lines and around the Western Brown Line CTA station may take advantage of additional development allowances and standards. These include provisions such as reduced

parking minimums and slightly higher density (up to 4 FAR) if certain conditions are met, such as on-site affordable housing.

Zoning for the neighborhoods to the east and west of the corridor tends to be primarily RS districts, which restrict new development to low-density, detached homes. Interestingly, the historic building stock within those RS districts often includes a significant number of existing multi-unit buildings that could not have been built today without a zoning change.

For more information on the Chicago Zoning Ordinance, please view the interactive zoning map at gisapps.chicago.gov/ZoningMapWeb/ and review the ordinance language at codelibrary.amlegal.com/codes/chicago/latest/chicagozoning_il.

Zoning Districts

Business "B" Districts

| | | |
|---|--|--|
| B1: Neighborhood Shopping District | B2: Neighborhood Mixed-Use District | B3: Community Shopping District |
| B1-1 | B2-1 | B3-1 |
| B1-1.5 | B2-1.5 | B3-1.5 |
| B1-2 | B2-2 | B3-2 |
| B1-3 | B2-3 | B3-3 |
| B1-5 | B2-5 | B3-5 |

Business "C" Districts

| | |
|---|--|
| C1: Neighborhood Commercial District | C2: Motor Vehicle-Related Commercial District |
| C1-1 | C2-1 |
| C1-2 | C2-2 |
| C1-3 | C2-3 |

Residential "R" Districts

| |
|--|
| RS: Residential Single-Unit (Detached House) Districts |
| RS-1 |
| RS-2 |
| RS-3 |
| RT: Residential Two-Flat, Townhouse, and Multi-Unit Districts |
| RT-3.5 |
| RT-4 |
| RM: Residential Multi-Unit Districts |
| RM-4.5 |
| RM-5 |
| RM-5.5 |

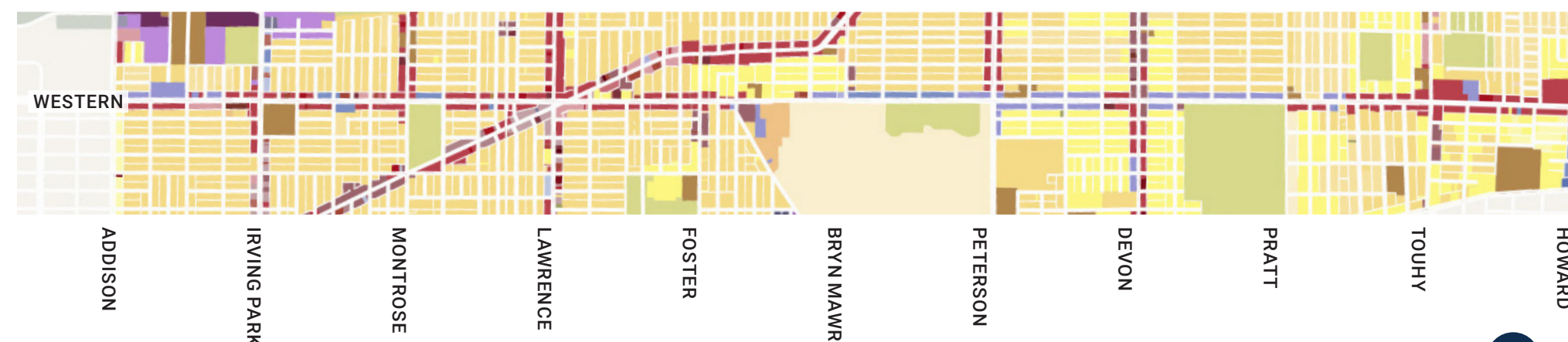
Note: The number after the district code represents density. Higher numbers after the dash represent higher amounts of density. For example, B2-2 and B2-3 allow the same uses but B2-3 allows more density than B2-2.

Special Purpose Districts

| |
|---|
| POS: Parks and Open Space District |
| POS-1 |
| POS-2 |
| T: Transportation District |
| T |
| PD: Planned Development |
| PD |

Manufacturing "M" Districts

| |
|--|
| M1: Limited Manufacturing, Business Park District |
| M1-1 |
| M1-2 |
| M2-2 |



For more detailed information on specific properties, visit the interactive zoning map at <http://gisapps.chicago.gov/ZoningMapWeb>

Figure 20. Existing Corridor Zoning



Commercial and Mixed-Use Development on the Corridor

The Western Avenue study area features a variety of commercial, institutional, and residential land uses, including popular regional commercial and cultural districts near Lincoln Square and Devon Avenue. Small-scale local businesses also exist along the corridor to provide services, retail, bars, and restaurants to neighbors, workers, and visitors.

Large lot auto-related businesses are one of the corridor's most prominent land uses. Types of auto-related businesses seen along the corridor include car sales, repair shops, taxis, car storage, and gas stations. Significant concentrations of these types of uses are just north of Devon, Peterson, and Catalpa.

The corridor's auto-centric history is visible in its physical form, with numerous drive-through businesses and single-story retail buildings, such as strip malls, that are set back and separated from the street and sidewalk by parking lots.

New residential and mixed-use buildings have been built along the corridor in recent years. These developments tend to be around four stories tall and feature more pedestrian-friendly urban forms, with active ground-floor retail built up to the sidewalk. While they exist throughout the corridor, many new developments are generally concentrated south of Foster Avenue

Neighborhoods Near the Corridor

Western Avenue is surrounded by vibrant residential neighborhoods, each with its unique character. While the communities on either side of the corridor are primarily residential, former industrial areas, public institutions, and large green spaces divide residential blocks and shape neighborhoods. Major open spaces and institutions include Warren Park, Rosehill Cemetery, West Ridge Nature Park, Swedish Covenant Hospital, Bradley Business Park, River Park, Welles Park, and the Lane Tech High School campus.

Most neighborhood housing types range from two- to three-story worker's cottages to four- to six-story mixed-use and multi-family developments.

Key Findings

Corridor land uses are gradually evolving from historically auto oriented commercial to include more mixed-use and residential development on Western Avenue.

With changing community needs, commercial uses are unlikely to be uniformly successful for the entire corridor length. Commercial activity should be steered into clusters of higher activity to serve neighborhoods better and support local businesses.

Increasing housing uses between commercial activity clusters can activate underutilized property and improve the connection to the surrounding neighborhoods



Northtown Branch Public Library at Western and Pratt
Architect: Perkins and Will



Western and Irving Park
Source: Scott Shigley



Mixed-use residential Western and Leland



Western and Pratt
Source: Scott Shigley

PUBLIC REALM AND PEDESTRIAN EXPERIENCE

Inconsistent and Often Uncomfortable Public Realm

Western Avenue's public realm is varied across the five-mile corridor. Typically, areas with newer development feature sidewalks up to 20 feet wide with landscape buffers, planters, transit shelters, bike parking, and on-street parking, promoting a more pedestrian-friendly, walkable environment.

In other areas, particularly around the south and central portions of the corridor, sidewalks can be as narrow as four feet wide and are frequently interrupted by driveways. The width of the sidewalks along Western Avenue does not closely correlate with pedestrian activity, as many of the areas adjacent to parks or with high bus ridership have narrower—four to nine feet wide—sidewalks.

Most of the corridor has no landscape buffer between the sidewalk and the street, which creates an uncomfortable pedestrian experience with nearby high-speed traffic. The most exposed areas are around Rosehill Cemetery between Catalpa and Peterson, and near the key intersections at Foster, Devon, and Touhy. In sporadic areas throughout the corridor, parkway landscaping and in-ground planters provide pedestrians with increased levels of security and comfort from vehicles. In addition to landscape buffers, there is a lack of sidewalk amenities such as benches, trash receptacles, and bike racks along much of the corridor.

Key Findings

Western Avenue's pedestrian environment does not comfortably support the activity level of pedestrian use, transit ridership, and land use.

A more consistent and pedestrian-focused public realm would promote pedestrian comfort and safety.

Pedestrian space may be expanded in the public right-of-way where constraints, such as turn lane capacity and street parking, can be addressed. Pedestrian space can be expanded on private property by providing setbacks from the sidewalk for new construction projects.



1 Streetscape at 3627 N Western



3 Sidewalk at Western and Catalpa along Rosehill Cemetery



2 Ground floor setback at 4710 N Western



4 Auto-oriented business use of sidewalk at 5534 N Western

Pedestrian Realm Character

- No Buffer
- Planters
- Landscaping

Figure 21. Existing Pedestrian Realm Character and Width



Resilience to a Changing Climate

Urban flooding and extreme heat are some of Chicagoans' primary future climate-related concerns. The impacts of these events are increasing and are already being felt today. The urban environment must be adapted to better manage expected conditions. Strategically increasing plantings, tree canopy, and more pervious surfaces can help address both issues.

With land uses along the corridor historically built around and focused on vehicles, there are high concentrations of impervious surfaces, which include pavement and other surfaces that do not absorb stormwater, contributing to flooding.

The area surrounding Devon has the largest impervious coverage, with a dense development pattern and large surface parking lots. South of Foster, impervious coverage is also more than 70%. Within the neighborhoods to the east and west of Western, neighborhood residential yards, parkway plantings, and large public open spaces provide some relief and can help absorb stormwater to mitigate flooding.

Key Findings

There are opportunities along the corridor to convert some impervious surfaces into pervious ones to better absorb stormwater and mitigate urban flooding.

Increased tree canopy could also help reduce flooding, improve air quality, provide shade, and reduce the negative impacts of the urban heat island effect.

In addition to impervious surfaces, the corridor lacks consistent street trees. The limited shade results in higher-than-average summer temperatures, according to the Nature Conservancy's data. These higher temperatures, also called the urban heat island effect, are uncomfortable and potentially dangerous for pedestrians and increase the energy needed to cool buildings.

Landscape medians and parkway trees may be feasible throughout the corridor and would provide the most value at locations with high pedestrian activity.

Air Quality and Tree Canopy Indicators

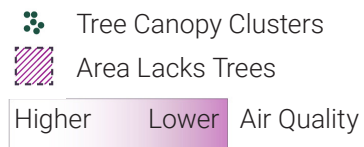
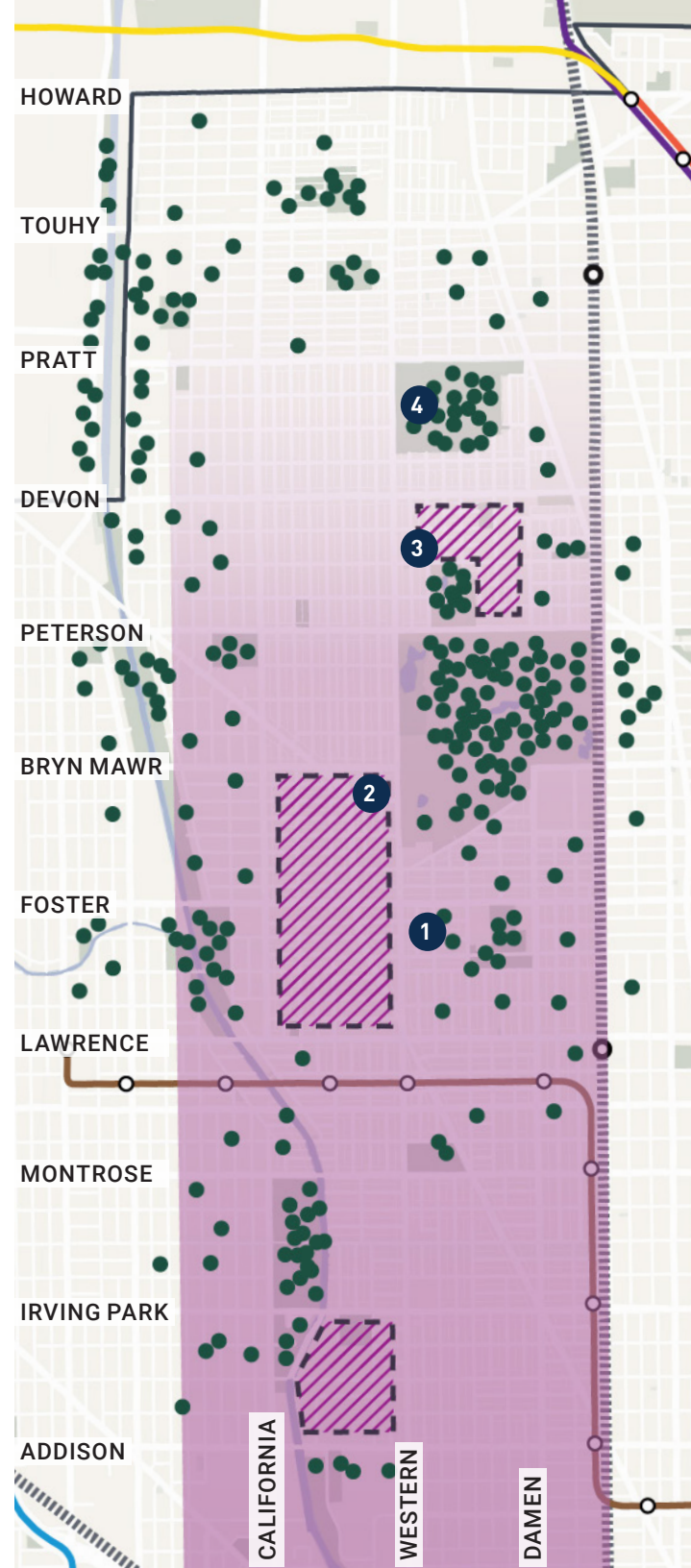


Figure 22. Existing Tree Canopy and Air Quality
Source: Chicago Trees Initiative 2021



1 Flash flooding in the Lincoln Square neighborhood during September 2022 storm
Source: Noah Asimow/BlockClub Chicago



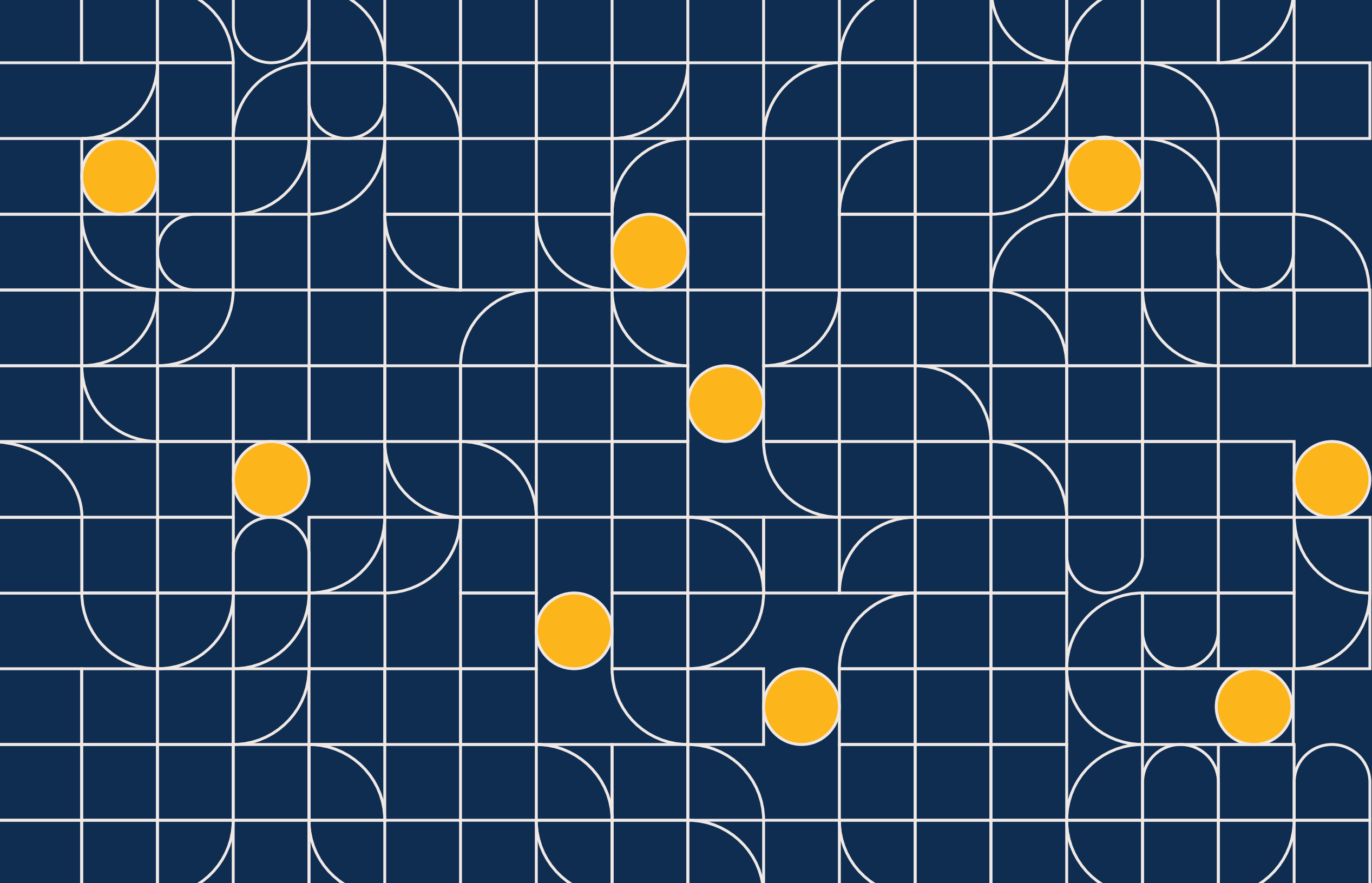
3 Large swaths of impervious surfaces and sidewalks at 6221 N Western



2 Lack of shade and tree canopy at 5508 N Western



4 Mature street trees along Western at Welles Park



03

STRATEGIC DIRECTION

The vision for Western Avenue is driven by three overarching themes that reinforce an active local economy, a multi-modal and accessible public realm, and sustainable environmental, sociocultural, and economic systems. This chapter describes the three themes—thriving places, safe and attractive streets, and resilient communities—and the strategies they inform.

THEMES OVERVIEW

Planning themes were informed by existing conditions analysis of the corridor and initial community feedback. The themes were developed with community stakeholders and have been collaboratively refined throughout the process to represent the community's priorities.

Thriving Places

The framework for creating thriving places along the corridor begins with establishing and reinforcing mixed-use neighborhood centers. The location of these neighborhood centers correlates to areas of high pedestrian activity and development potential. Neighborhood centers will include robust transit access and a variety of daily needs within walking distance for neighbors. It will be critical to increase nearby housing and promote a vibrant public realm that is comfortable, convenient, and accessible for all ages and abilities.

Goals:

- Create dynamic centers of mixed-use activity;
- Celebrate and enhance the corridor's identity and experience;
- Support a diverse local economy; and,
- Encourage new housing opportunities for a range of affordability levels and protect existing housing stock that is affordable to lower income residents.



Safe + Attractive Streets

Creating a safe and attractive Western Avenue corridor requires balancing multi-modal needs while improving the pedestrian experience. The street design will need to support essential local and regional functions for efficiently and safely moving goods and people. Transit priority infrastructure and an improved public realm can promote a more harmonious multi-modal corridor.

Goals:

- Maintain corridor requirements to move people and goods;
- Optimize and prioritize transit efficiency and experience;
- Improve multi-modal connections and transfers to reduce reliance on private vehicles; and,
- Create a vibrant, comfortable, and accessible pedestrian realm.



Resilient Communities

The ultimate objective of long-term planning is to promote more resilient communities in every way. The strategies and recommendations for the Western Avenue corridor should address all three aspects of community resilience—environmental, sociocultural, and economical. Thoughtful implementation and fine-tuning of these recommendations will be necessary over time to address these aspects of resilience more effectively.

Goals:

- Monitor and refine strategies and actions to positively impact environmental, sociocultural, and economic resilience; and,
- Implement recommendations through transparent processes and community engagement.





THRIVING PLACES

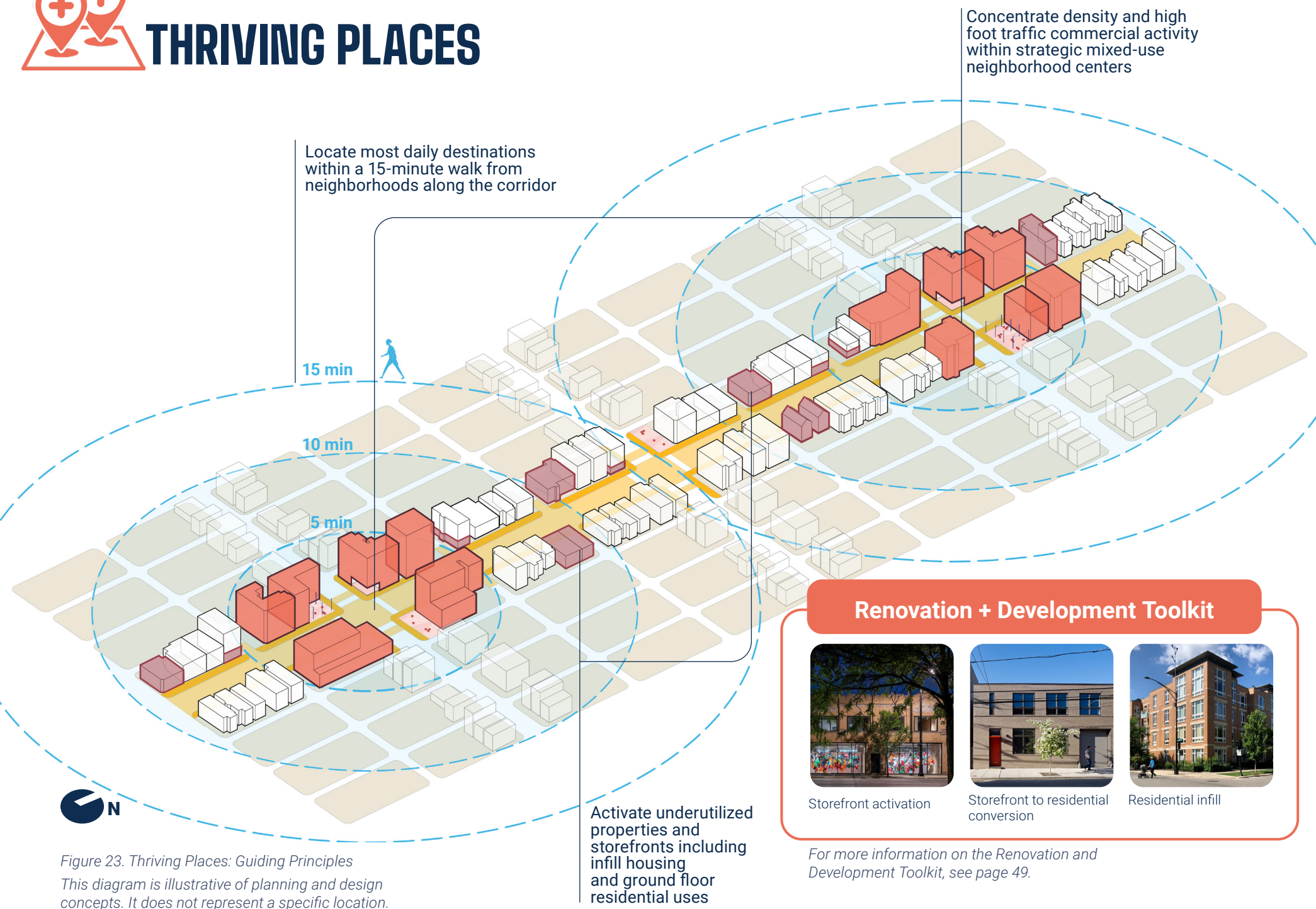


Figure 23. Thriving Places: Guiding Principles
This diagram is illustrative of planning and design concepts. It does not represent a specific location.

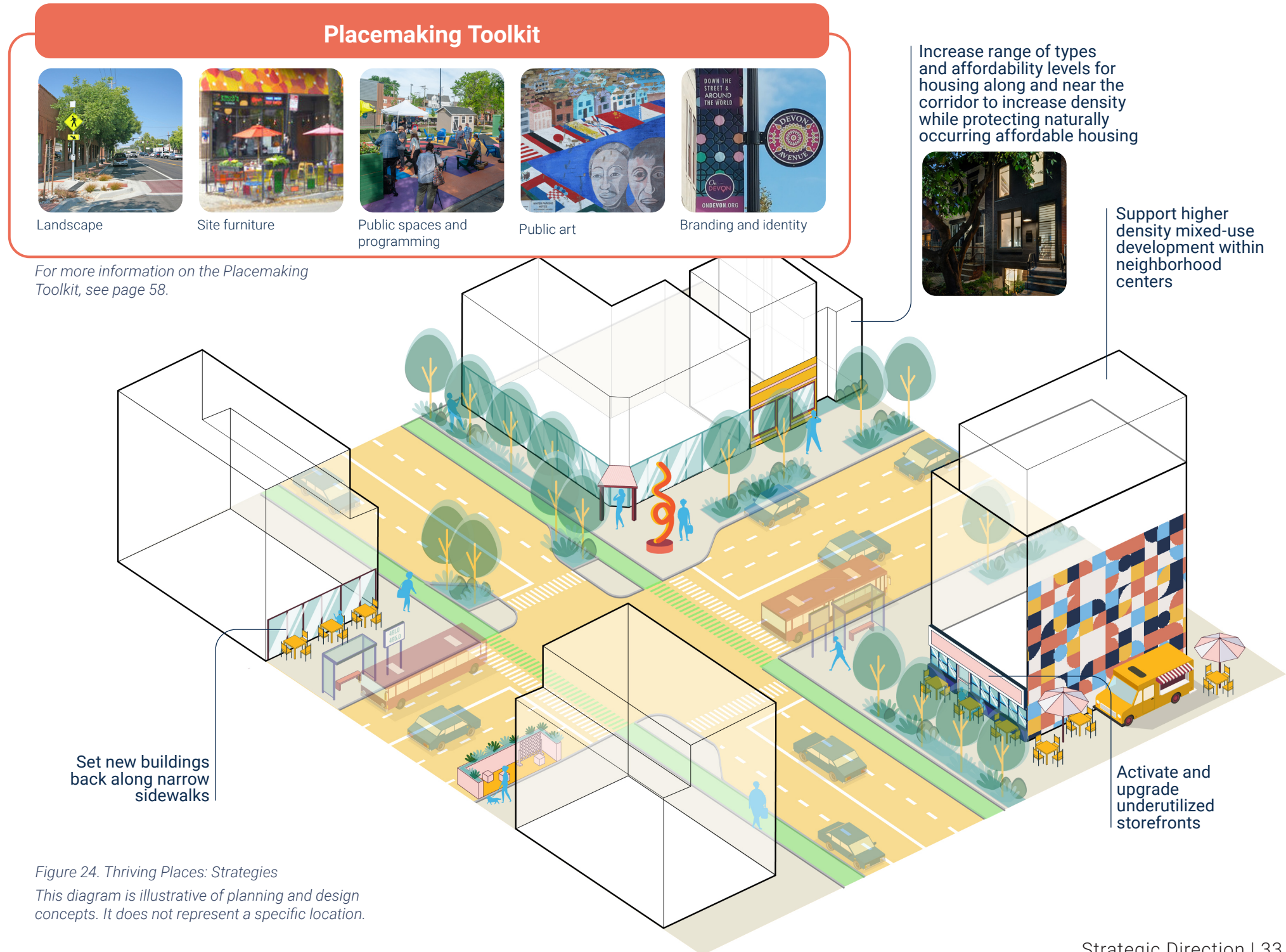


Figure 24. Thriving Places: Strategies
This diagram is illustrative of planning and design concepts. It does not represent a specific location.



SAFE AND ATTRACTIVE STREETS

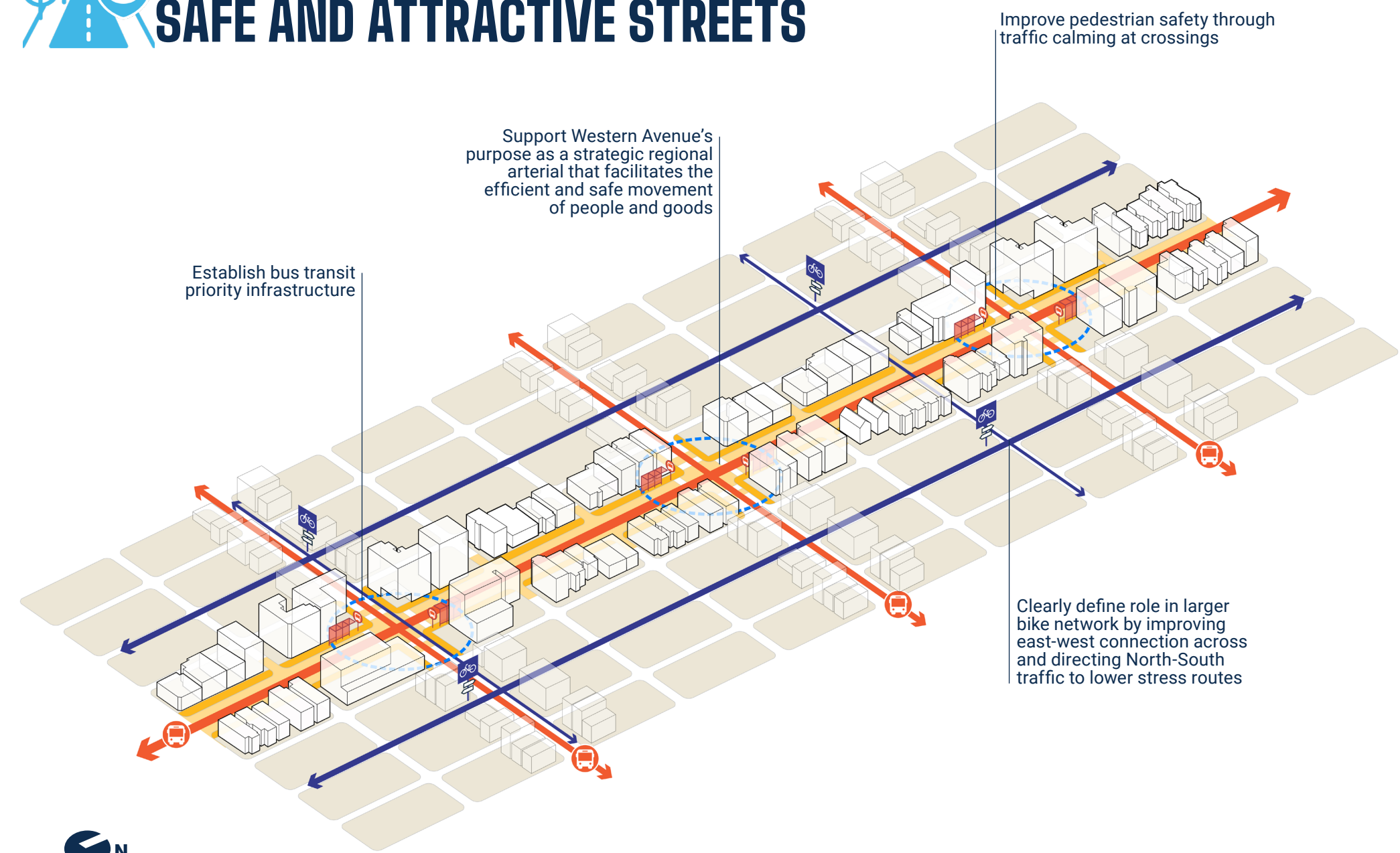


Figure 25. Safe and Attractive Streets: Guiding Principles
This diagram is illustrative of planning and design concepts. It does not represent a specific location.

Mobility Improvements Toolkit



Multi-modal mobility hubs
Source: InterTraffic



Bus priority infrastructure



Pedestrian crossing improvements



Curb management



Bike network navigation infrastructure

For more information on the Mobility Improvements Toolkit, see page 56.

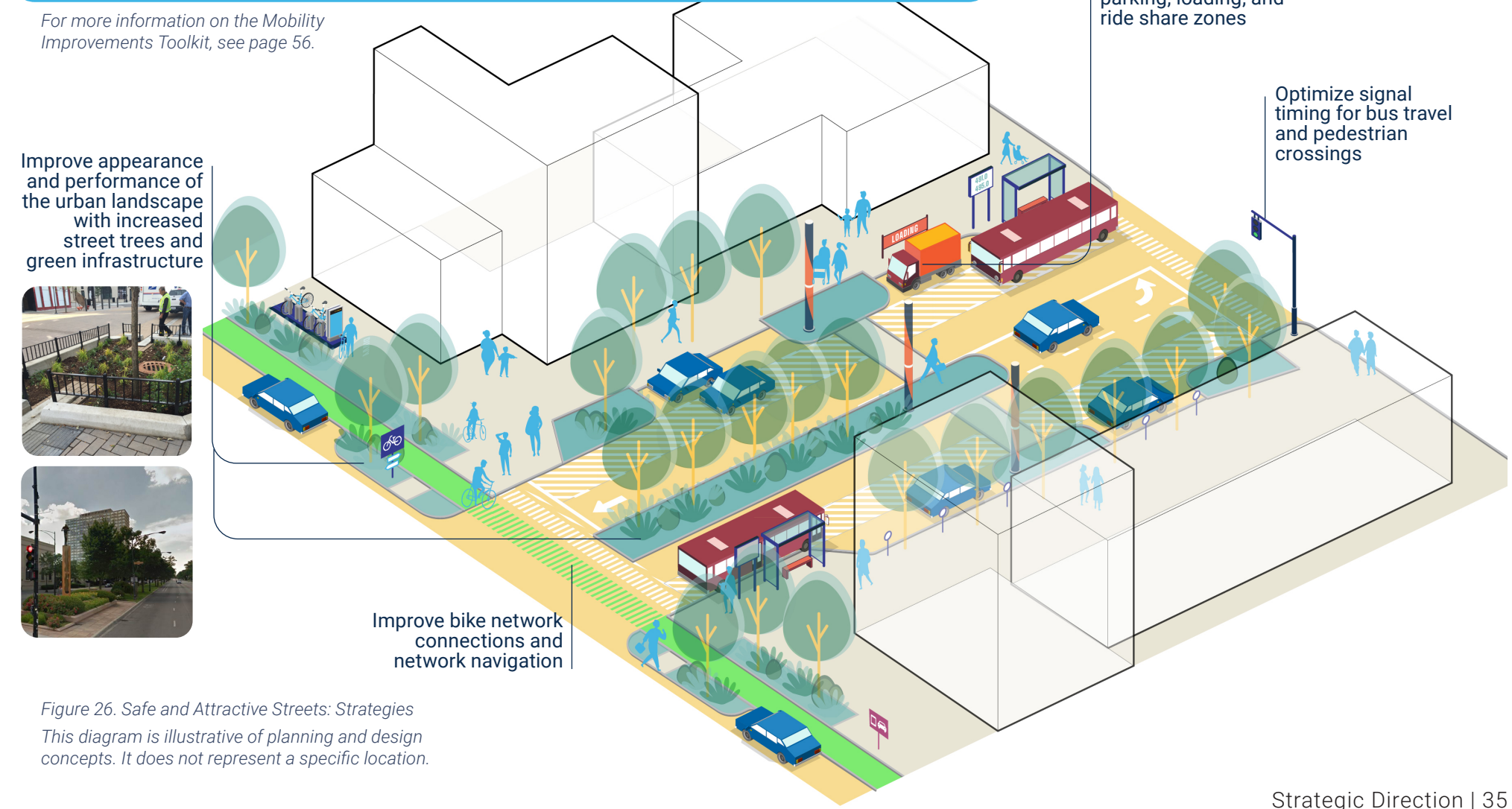


Figure 26. Safe and Attractive Streets: Strategies
This diagram is illustrative of planning and design concepts. It does not represent a specific location.

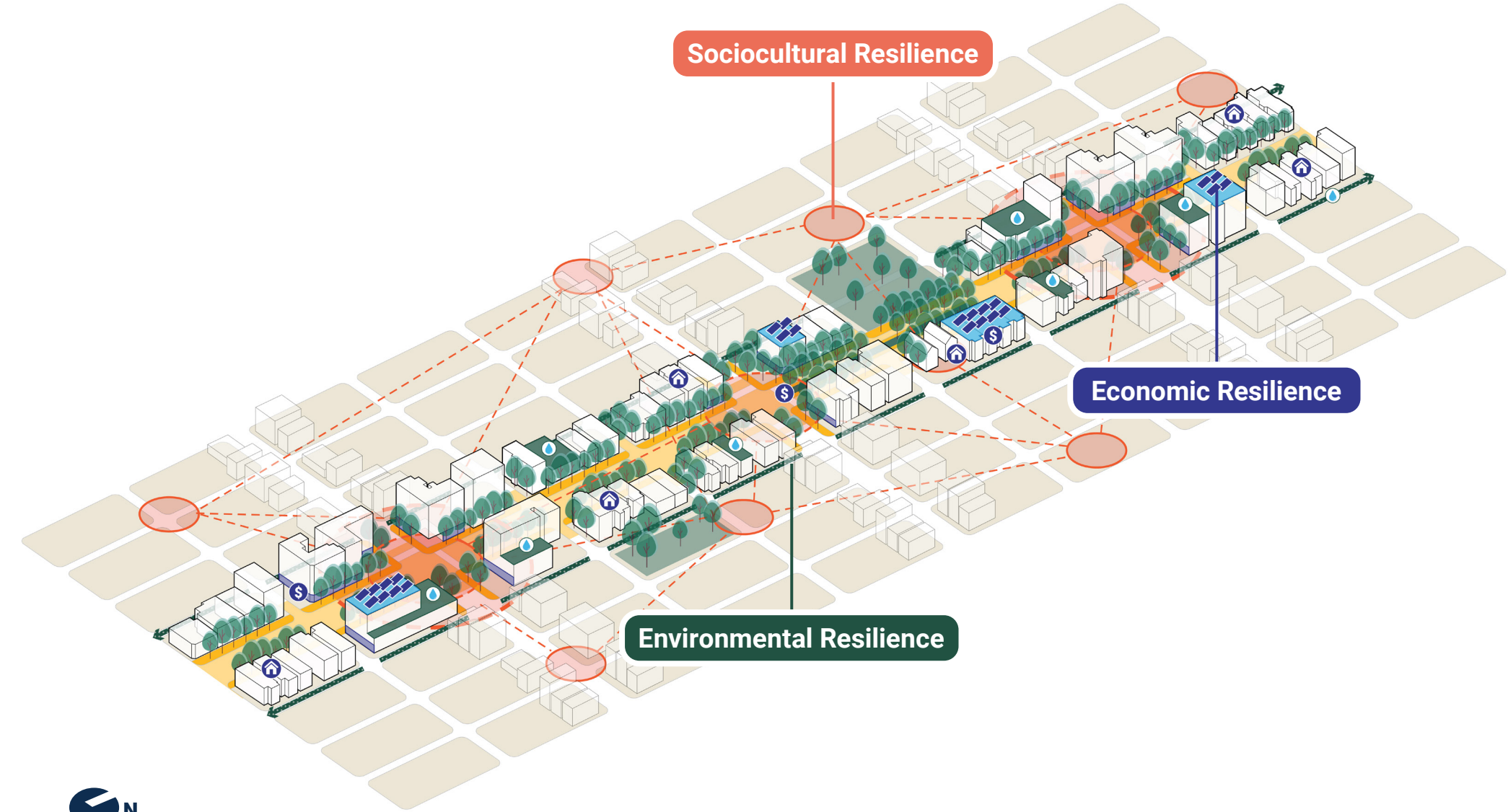
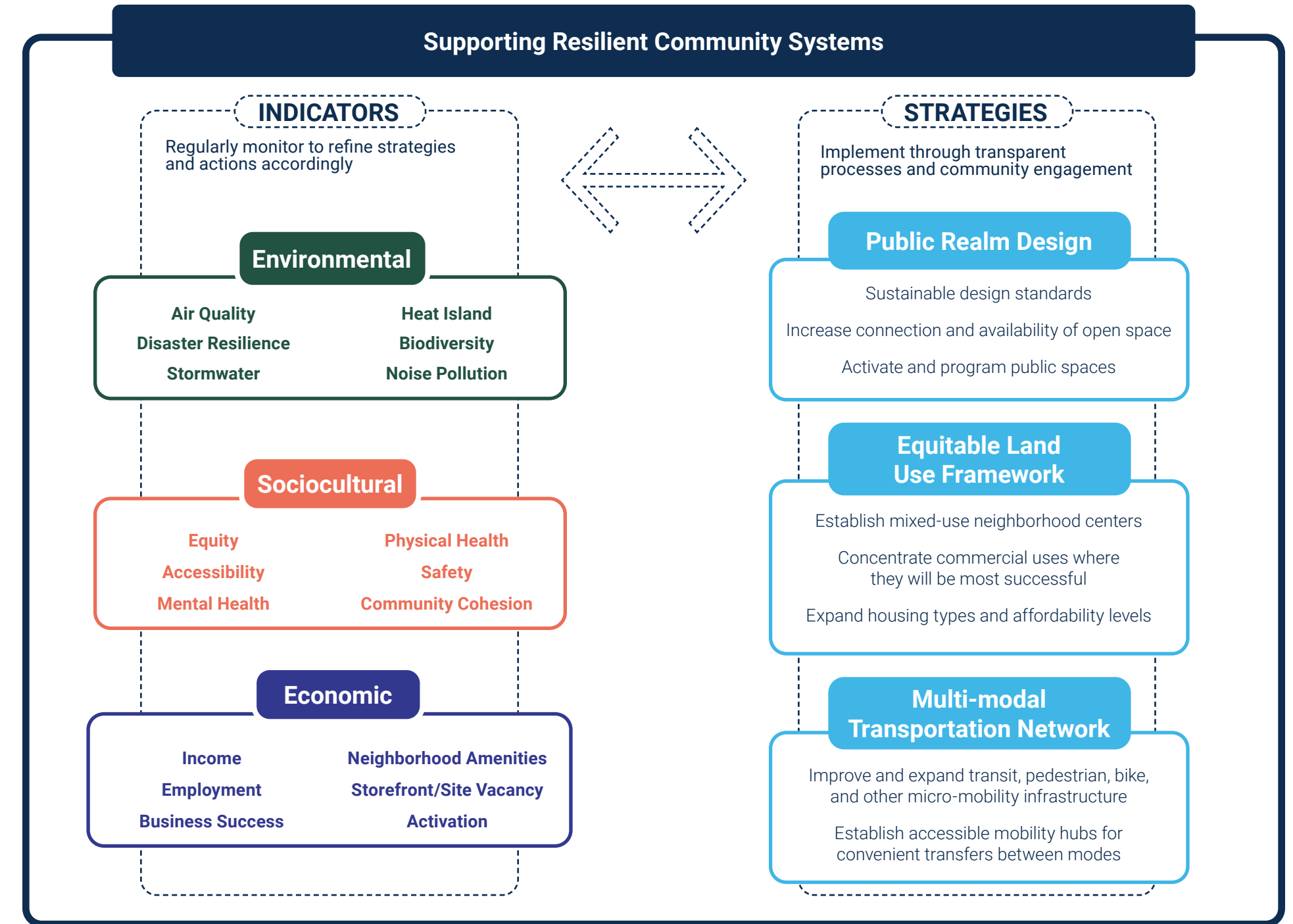
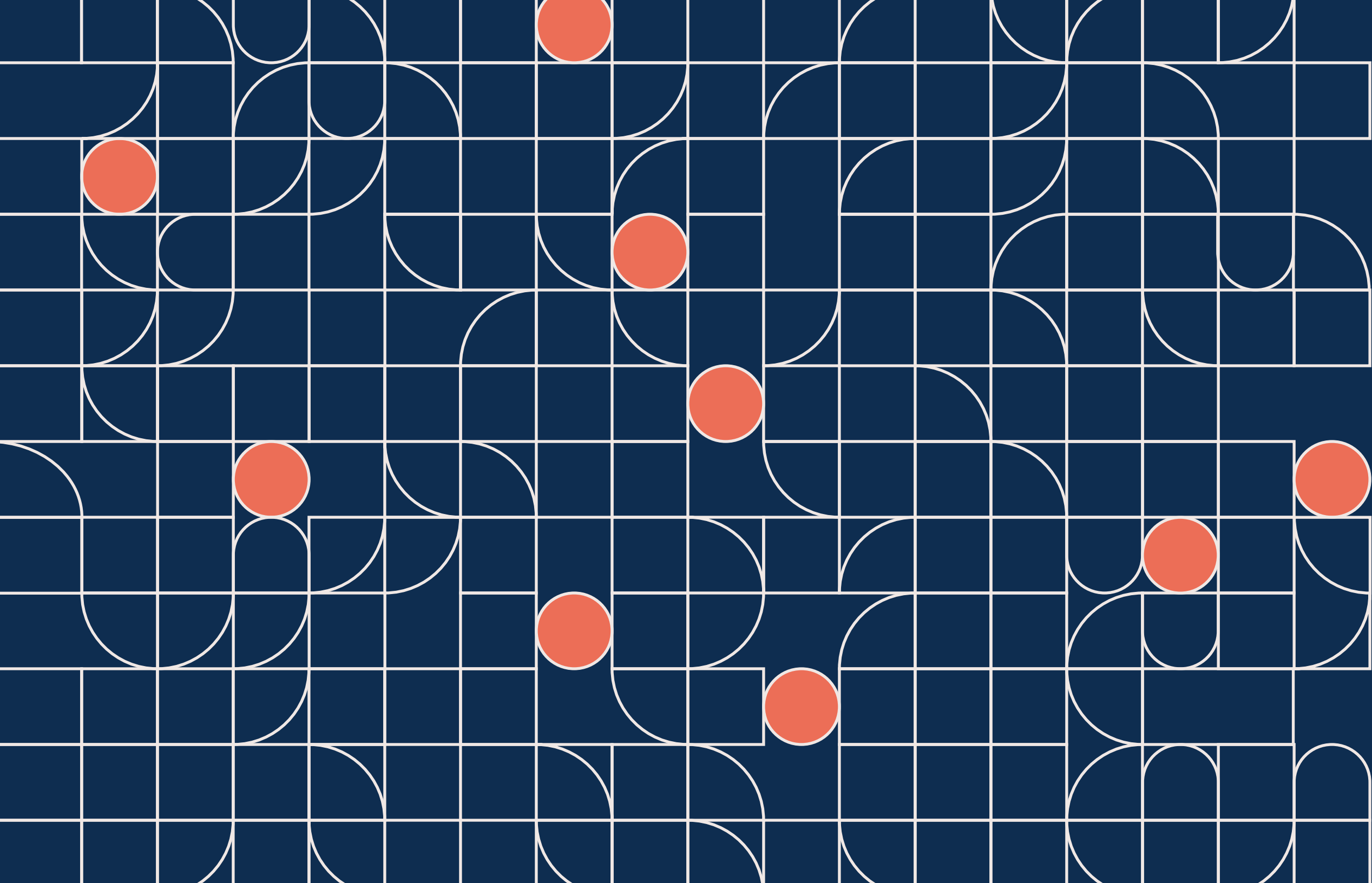


Figure 27. Resilient Communities: Guiding Principles
 This diagram is illustrative of planning and design concepts. It does not represent a specific location.





04

CORRIDOR LAND USE FRAMEWORK

The proposed land use framework for the Western Avenue corridor will help inform developers, property owners, local businesses and project review bodies when there are proposals for zoning changes, development projects, property purchase or lease, and other potential impacts to land use. This chapter describes the land use framework developed collaboratively with community stakeholders.

LAND USE FRAMEWORK

As a five-mile corridor running through various neighborhoods, the current and projected land uses along Western Avenue should vary enough to support the surrounding context, community needs, and the long-term vision for the corridor study area. Therefore, the land use framework was developed to help inform future land use and development decisions.

There are three basic land use types proposed for the corridor, which are described in “Figure 28. Land Use, Density, and Zoning Recommendations”.












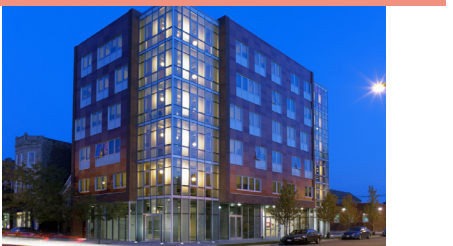
1. Neighborhood Center
2. Housing Infill
3. Commercial Transition

Each land use type defines recommended primary uses, density levels and zoning districts as a guide. Various building types and styles may be appropriate within each of these land use types. Please see Chapter 5 “Design Toolkits + Resources” on page 47 for more information on design guidelines and best practice project examples.

| DESCRIPTION | RECOMMENDED PRIMARY USES | RECOMMENDED DENSITY | RECOMMENDED ZONING |
|---|--|--|--|
| NEIGHBORHOOD CENTER | | | |
| Hub of concentrated mixed-use activity, highest density Refer to Chapter 7 “Neighborhood Center Implementation” on page 73 for more information. | Active ground floors, including commercial and service uses Pedestrian- and transit-oriented development Housing, including affordable housing, above the ground floor | 3-4 FAR Highest density of corridor | Primary: B3-3 Secondary: B2-3, B3-2, B2-2, B2-5, B3-5 |
| HOUSING INFILL | | | |
| Areas prioritized for adding housing such as converting storefronts and new infill development | Housing at the ground floor and upper stories Near higher pedestrian intersections, some small neighborhood-serving commercial uses (coffee shop, salon, laundry, etc.) at ground floors | 2-3 FAR Higher pedestrian activity areas and key intersections: 3 FAR Mid-block and lower pedestrian activity areas: 2 FAR | Primary: B2-2 Secondary: B3-2, B2-3, B3-3 |
| COMMERCIAL TRANSITION | | | |
| Western Avenue has a legacy role as an auto sales and service corridor. It is anticipated this role will continue in a more consolidated form at selected locations along the corridor. | Commercial and office uses, including those that may necessitate some auto access Near higher pedestrian intersections, some small neighborhood-serving commercial uses (coffee shop, salon, laundry, etc.) at ground floors Some housing above the ground floor | 2-3 FAR Higher pedestrian areas and key intersections: 3 FAR Mid-block and lower pedestrian activity areas: 2 FAR | Primary: B3-2 Secondary: B3-3, C1-2 |

Figure 28. Land Use, Density, and Zoning Recommendations

DEVELOPMENT EXAMPLES PER LAND USE TYPE

| NEIGHBORHOOD CENTER | | | |
|---|---|---|---|
|  |  |  |  |
| <i>The Bower, Kirkland, WA</i> Architect: Bower Architects | <i>Duet Apartments, Chicago, IL</i> Architect: Summit Design Build | <i>The Verge, Auburn, WA</i> Architect: Urbal Architecture | <i>West Don Lands, Toronto, ON</i> Architect: Core Architects |
| HOUSING INFILL | | | |
|  |  |  |  |
| <i>1620 Central, Evanston, IL</i> Architect: Myefski Architects | <i>The Jackson at Woodlawn Park, Chicago, IL</i> Architect: LBBA | <i>Brush Park Townhomes, Detroit, MI</i> Architect: Studio DWELL | <i>Mission Walk, San Francisco, CA</i> Architect: LMS Architects |
| COMMERCIAL TRANSITION | | | |
|  |  |  |  |
| <i>Woodward Shoppes, Detroit, MI</i> Source: Midtown Detroit Inc. | <i>AMLI Evanston Apartments, Evanston, IL</i> Source: Unknown | <i>5113 N Clark, Chicago IL</i> Source: Unknown | <i>La Casa Student Housing, Chicago, IL</i> Architect: Urban Works |

Because the land use framework represents a long-term vision, no hard dividing lines are represented between land use types. Some land uses may need to expand or contract to support needs over time.

In the areas where two land use types overlap, both land use type recommendations should be referenced — along with an analysis of the context and community needs — as the proposal is developed and reviewed.



See "Figure 28. Land Use, Density, and Zoning Recommendations" on page 40 for more information on recommended primary uses, density levels, and zoning districts.

Figure 29. Western Avenue Corridor Proposed Land Use Framework

NEIGHBORHOOD CENTERS OVERVIEW

15-Minute Neighborhoods

The communities along the corridor are well-positioned to become “15-minute neighborhoods,” which means residents should be able to access most of their daily needs within a 15-minute walk from home.

The Metropolitan Planning Council analyzed Chicago’s potential for 15-minute neighborhoods and found variable access to essential daily services throughout the city, including along this corridor. Of the corridor study area, the area around Lincoln Square has the highest number of essential services within a 15-minute walk. The walkability to essential services decreases north along the corridor, with the lowest number of walkable essential services closest to Howard.

Establishing mixed-use neighborhood centers strategically along the corridor will improve walkable access to daily needs and create true 15-minute neighborhoods. Though all neighborhood centers have unique identities and roles, each one needs several basic elements to be successful.

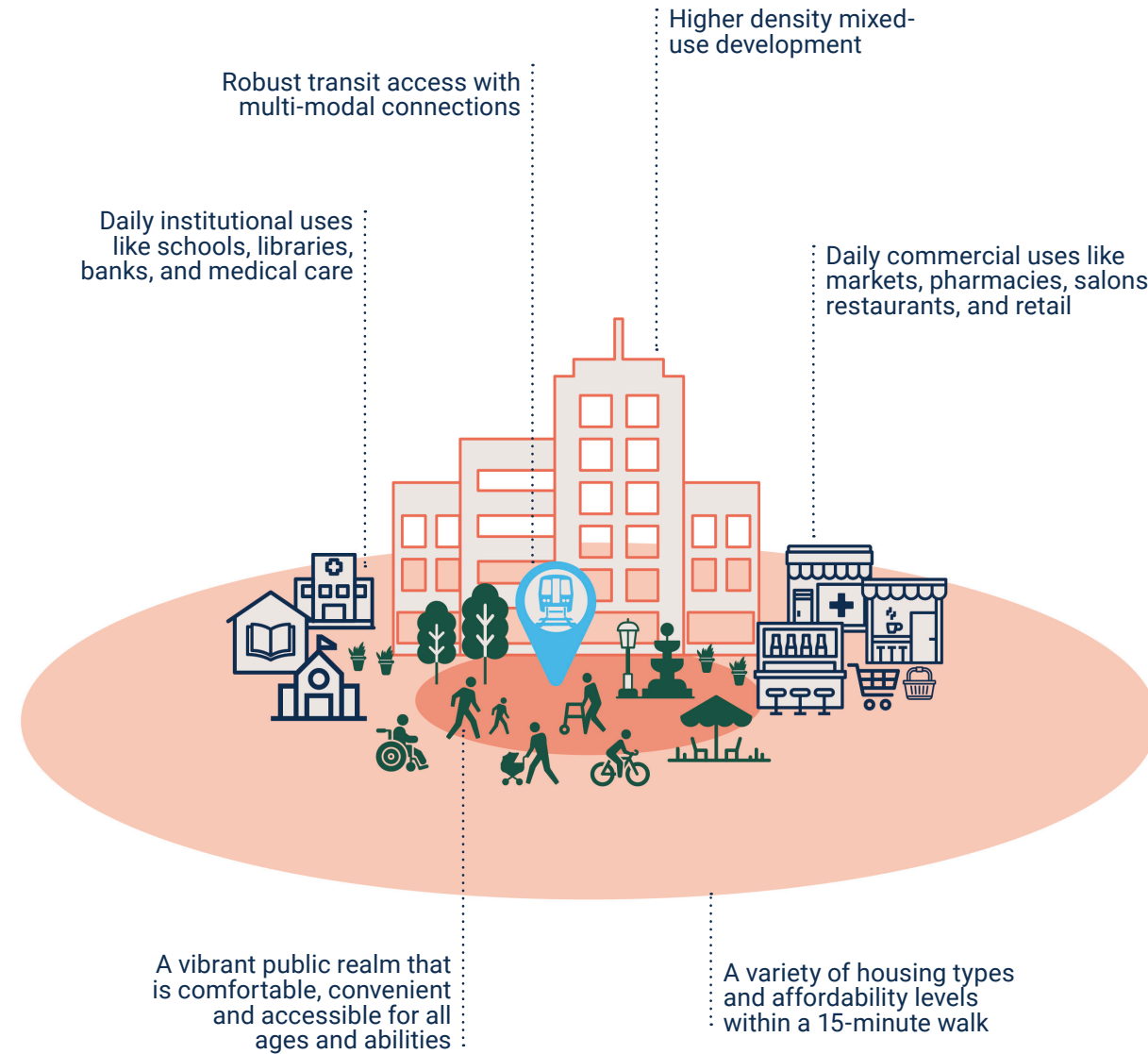


Figure 30. Neighborhood Center Elements

Neighborhood Center Locations

Neighborhood centers were identified collaboratively with community stakeholders. They are located where several neighborhood center elements already exist, including transit access, high pedestrian activity, and daily destinations. These neighborhood center locations also demonstrate an opportunity for new development and public realm improvements to complete the elements necessary for a successful neighborhood center. The neighborhood centers are spaced strategically so that neighborhoods along the corridor are within a 15-minute walk of at least one neighborhood center.

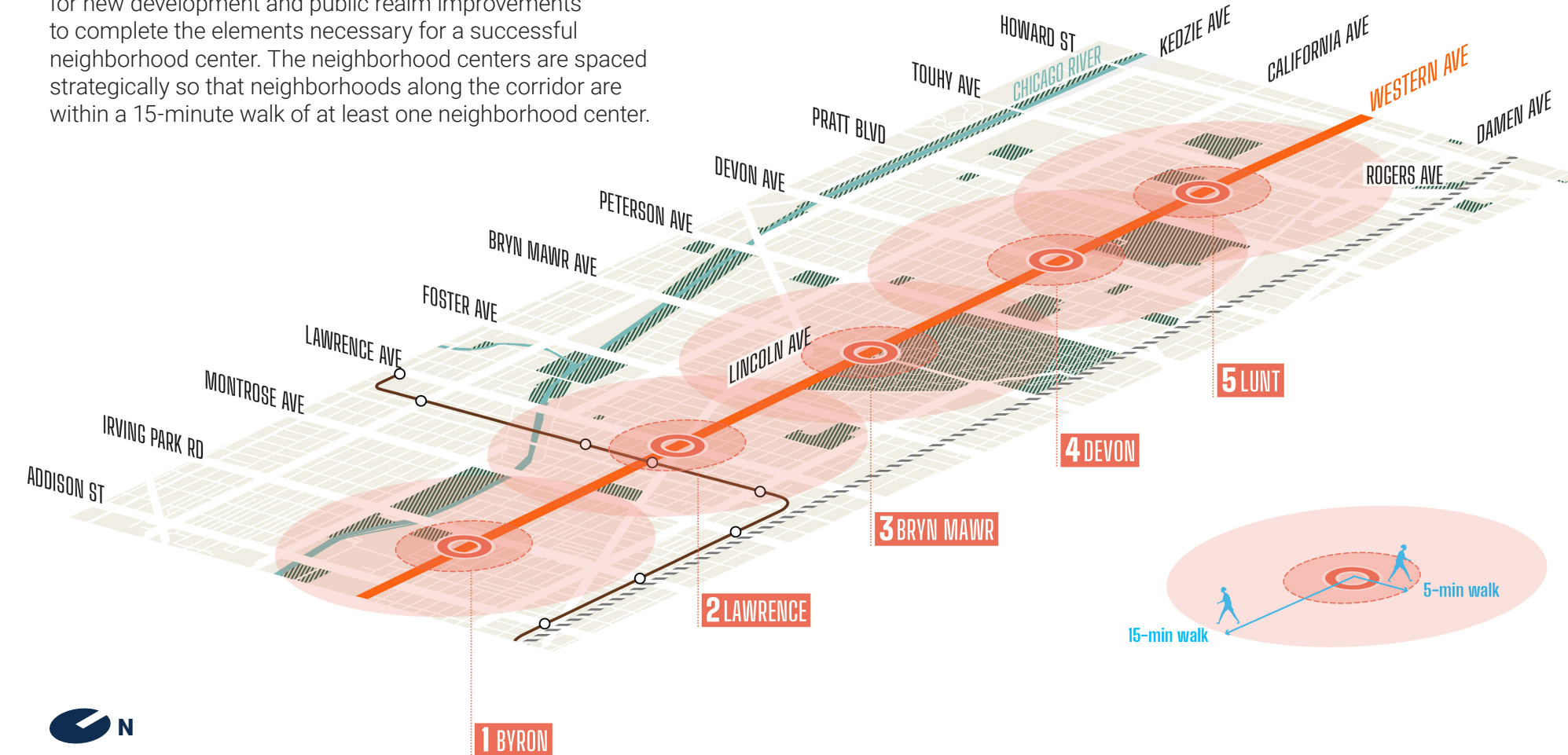
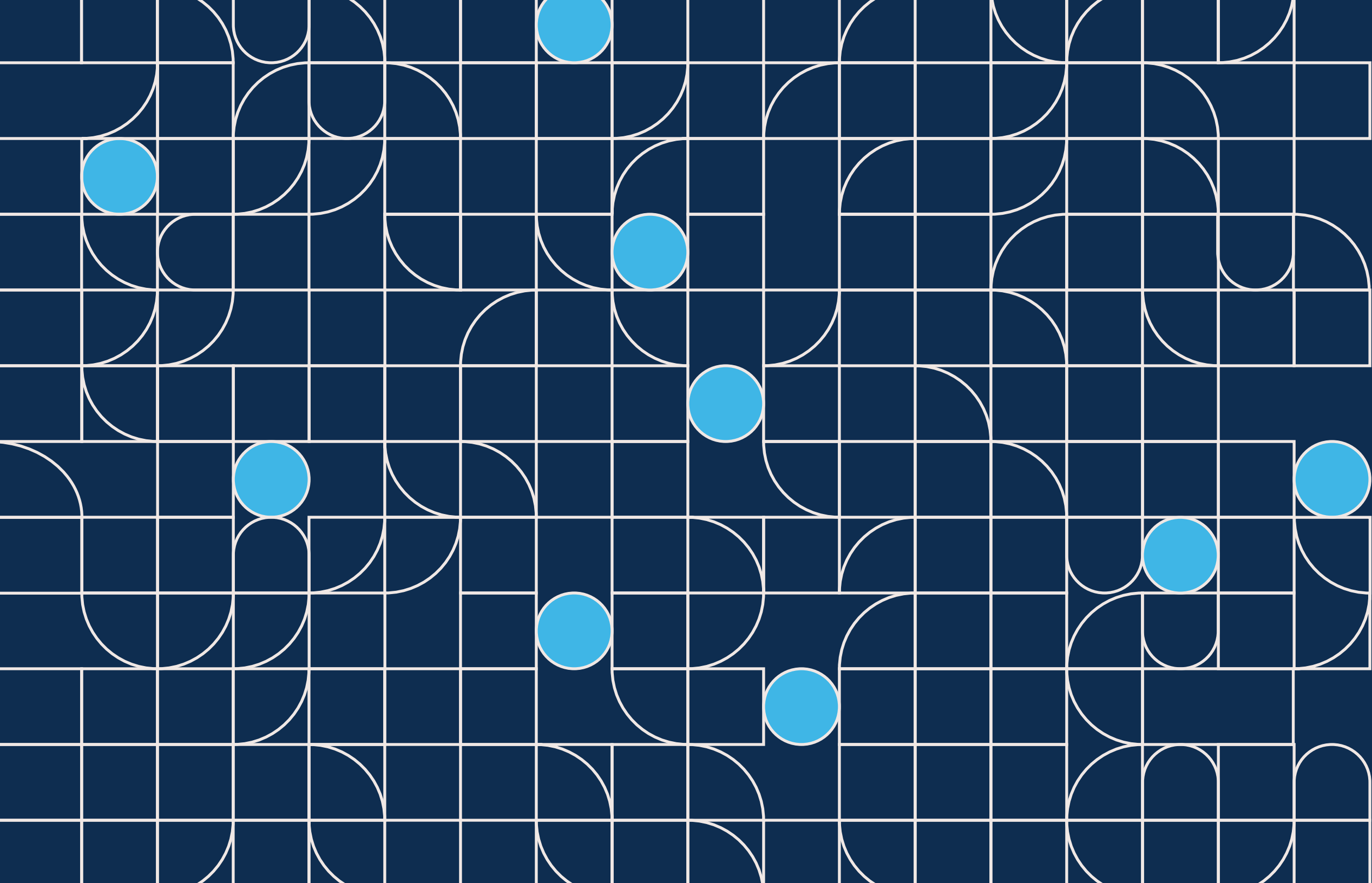


Figure 31. Proposed Neighborhood Center Locations



05

DESIGN TOOLKITS + RESOURCES

The design toolkit guides planning and design for building renovation and development projects, mobility improvements, and placemaking. This chapter also includes additional resources to streamline the design process.

TOOLKITS OVERVIEW



Found Hotel Chicago
Source: Timeout Chicago, designed by NORR



Jackson Loop Link Bus Stop
Source: Daily DOOH



Southport Lanes
Source: Block Club Chicago

Renovation + Development

The renovation and development toolkit provides resources and guidelines for buildings along the corridor. The tools are designed to be used in addition to zoning requirements and other applicable guidelines, such as Chicago's Neighborhood Design Guidelines. This chapter provides examples and best practices for common project types along the corridor.

Tools include:

- Storefront activation
- Storefront to residential conversion
- Residential infill

Mobility Improvements

The intersection improvement toolkit provides resources and guidelines to support the safety, comfort, and accessibility for people of all ages and abilities moving through and to the corridor.

Tools include:

- Pedestrian crossing improvements
- Bus priority infrastructure
- Mobility hubs
- Curb management
- Bike network navigation

Placemaking

The placemaking toolkit provides resources and guidelines to activate and enhance the experience of the corridor public realm with temporary and permanent interventions.

Tools include:

- Landscape
- Site furniture
- Public spaces and programming
- Public art
- Branding and identity

RENOVATION + DEVELOPMENT TOOLKIT

These tools should be used:

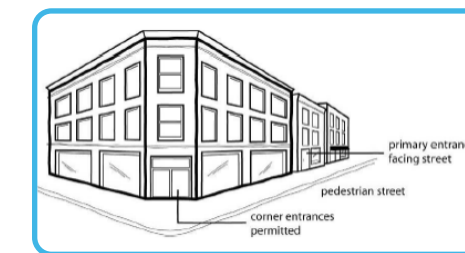
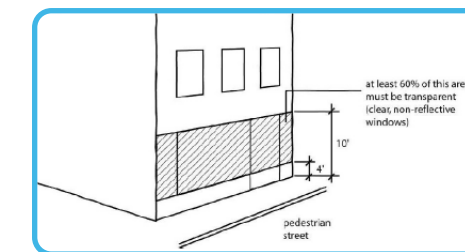
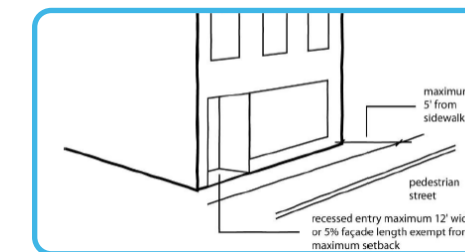
- In addition to required zoning standards and other applicable guidelines, like the Neighborhood Design Guidelines.
- To gain inspiration and identify best practices examples for common project types along the corridor.
- To review proposed projects along the corridor.

When beginning a development project, the following steps are recommended:

- Reference Chapter 4 "Corridor Land Use Framework" on page 39 to identify applicable primary uses, densities, and zoning districts for the site location.
- Reference the [Chicago Zoning Ordinance](#) and [Neighborhood Design Guidelines](#) for basic parameters.
- Depending on if the project is renovation or new construction and commercial or residential, refer to the applicable section in this chapter for additional guidance.



Neighborhood Design Guidelines



Pedestrian Street Design Standards, Chicago Zoning Ordinance

Renovation: Storefront Activation

Enhance façade

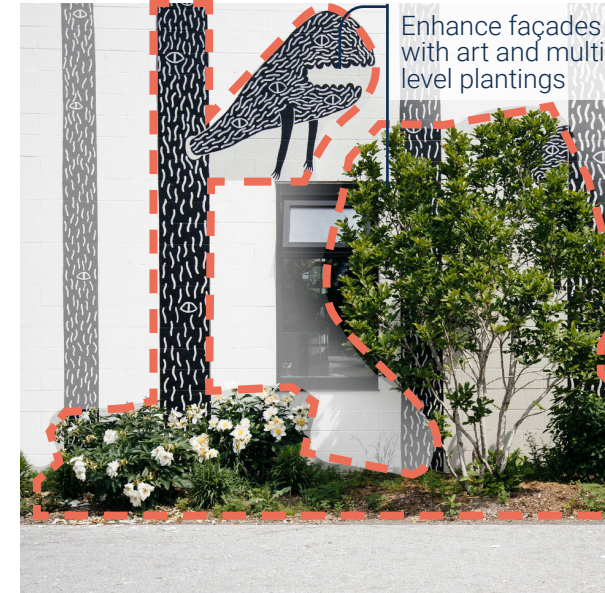
1. Use compatible colors to unify a building frontage with multiple businesses.
2. Emphasize character-defining features of a building by retaining distinct window patterns, vertical piers/columns, wall offsets, entrances/door openings, and other key façade articulations.
3. Keep the building's original design in mind when making alterations. Consider retaining or restoring the building's key features such as its roof line, ground floor height, and façade articulation.
4. Where there are blank, opaque façades, enhance with graphics, art, and planting

Upgrade windows and doors

1. Replacement windows should be constructed of wood, clad wood, or metal.
2. For historic buildings, consider materials and colors that are in line with historic character.
3. Keep signage orderly and limit window coverings. If screening is necessary for privacy, provide display space in front of the screening to include attractive elements such as plants, art, etc.
4. For buildings with former auto-oriented uses, consider retaining garage doors or maintaining façade articulation pattern of openings.
5. General commercial building façades are recommended to be 60% translucent or transparent glass between sidewalk grade and 10 feet above grade.
6. Retail businesses are encouraged to have 70% storefront transparency.

Upgrade signage and lighting

1. Place typical business name signage at least 10 feet above the sidewalk, locating the signage in the traditional section of the façade, or signage band.
2. Window signage coverage should be limited to no more than 20% of the available window space.
3. Use durable materials, such as exterior grade wood or metal, and consider illumination through external or internal means. Painted signage may also be acceptable.
4. Consider façade accent lighting that highlights key features of the building such as entrances, façade articulation, and signage.



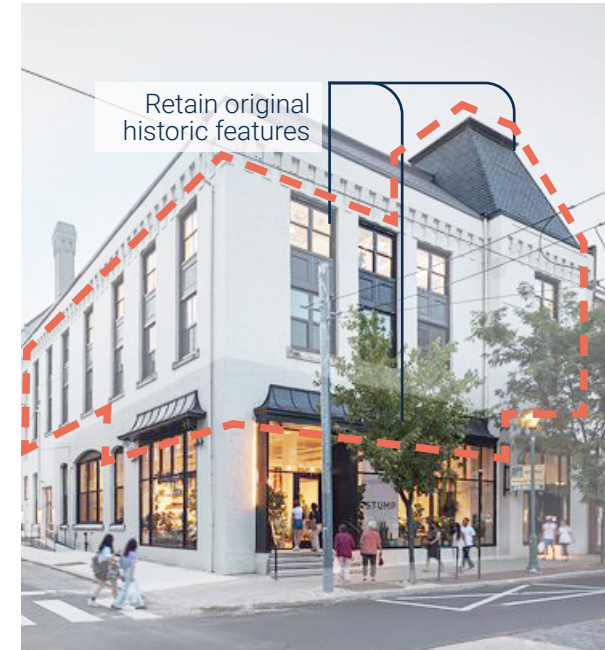
*Detroit Institute of Bagels, Detroit, MI
Architect: LAAVU Studio*



*The Sinkhole, St. Louis, MO
Architect: Killeen Studio Architects*



*Roscoe Street Storefront, Chicago IL
Architect: Neet Architecture LLC*



*22 S 40th St, Philadelphia, PA
Architect: IS Architects*



*Stark's Block, Portland, OR
Architect: Hennebery Eddy Architects*

Renovation: Storefront to Residential Conversion

Adapt building façade to residential uses

1. Colors of exterior materials, window and door frames, cornice, and other architectural features should be coordinated and compatible with building context.
2. For upper story additions, consider color and material changes and step backs to distinguish addition from original building.

Emphasize residential entries appropriately

1. Building entries should address streets and be illuminated. Translucent or transparent elements to doors are encouraged.
2. Emphasize entries through articulation (e.g., awnings), landscape features, and hardscape materials (e.g., pavers, integral colored concrete).

Modify or create windows

1. Retain windows or provide new windows. Façades are recommended to be 50% translucent or transparent glass between sidewalk grade and 10 feet above grade.
2. For privacy, consider translucent glass, blinds, or shades rather than removing windows or opaquely covering the glass.



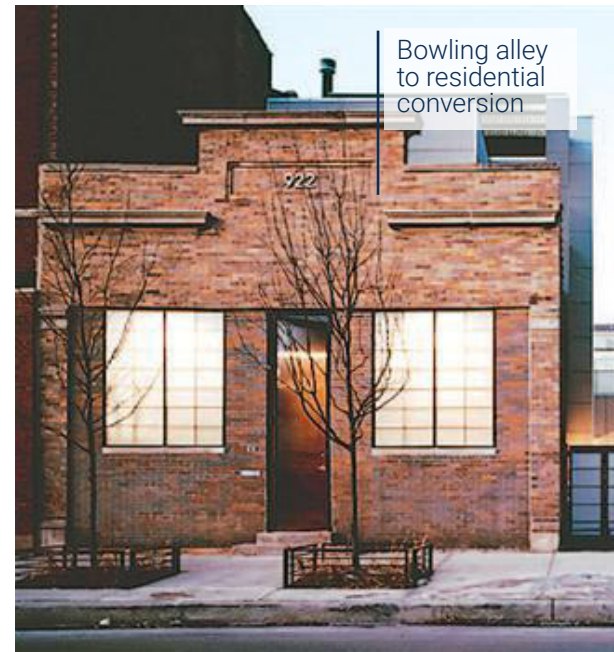
Ella Elli, Chicago, IL
Design: Leah Ogden Interior Design



Lincoln Park
Source: LoopNorth.com



Chicago, IL
Source: Jameson Sothebys



Private Residence, Chicago IL
Architect: Searl and Associates



Sycamore, St. Louis, MO
Source: Restoration St. Louis



Division Street Residence, Portland, OR
Architect: Emerick Architects

New Residential Construction

Orient buildings to the street

1. Provide front doors or building lobby doors facing Western Avenue and intersecting streets, and clearly indicate entrances using landscape, lighting, and building articulation.
2. Clearly indicate the address of the building at the entrance.
3. Vehicular access, including loading and service, should be done via the alley. If there is no alley available, driveway curb cuts must be limited and located on side streets, not Western Avenue.
4. Enclose parking within structure whenever possible.
5. Surface parking should be avoided, but when necessary should be visually screened from public streets with landscape and other attractive features.

Balance privacy needs and contributions to the public realm

1. Provide a 5-15 foot front setback with plantings where there are residential ground floors to promote privacy and improve the sidewalk experience.
2. Limit the height of fences or walls to hip or chest height, or use transparent materials to ensure a visual connection between public and private realm.
3. Encourage the use of transparent glass windows on all floors. Translucent glass or glass blocks should only be considered for the ground floor in high traffic areas.
4. For residential buildings with amenities like community rooms, artist studios, and fitness spaces, locate these uses along the ground floor to contribute visual activity to the public realm.

Articulate the building façade and provide outdoor spaces for residents

1. Ensure façades of residential buildings are well articulated through recesses, offsets, step backs, materials, and colors.
2. Use recessed balconies facing Western Avenue and side streets.
3. Limit protruding balconies to the interior courtyards, or the façades of adjacent streets or alleys.
4. Provide outdoor and landscape areas for residents with courtyards, balconies, and roof decks.

Design exterior material and color to complement surrounding context

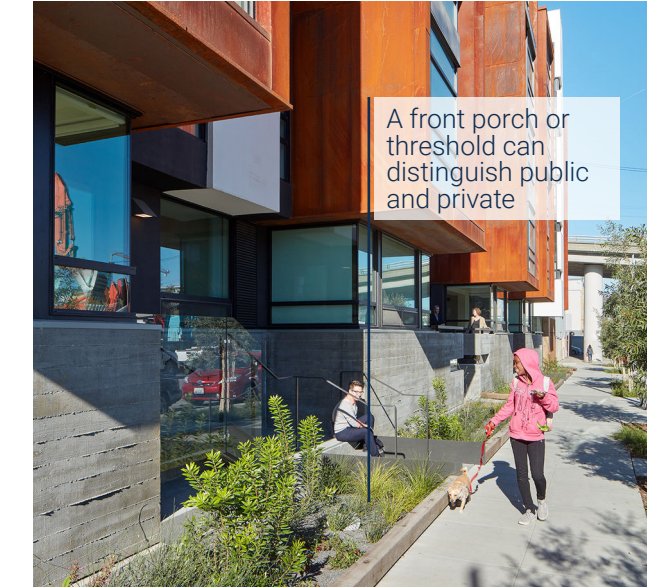
1. Colors of exterior materials, window and door frames, cornice, and other architectural features should be coordinated and compatible with building context.
2. Limit materials and colors to a complementary palette, avoiding large areas of high contrast in materiality or color.



Chicago, IL
Source: unknown



Parkside Apartments, Chicago, IL
Architect: LBBA



"M" Building, San Francisco, CA
Architect: Kennerly Architecture & Planning



Hampden Condos, Chicago, IL
Architect: SGW Architecture and Design



The Hope Center and Berkeley Way, Berkeley, CA
Architect: LMS Architects

MOBILITY IMPROVEMENTS TOOLKIT

The mobility improvements toolkit provides resources and guidelines to support the safety, comfort, and accessibility for people of all ages and abilities moving through and to the corridor.

Pedestrian Crossing Improvements

Improvements that shorten crossing distances, such as bump outs and refuge islands, increase pedestrian safety, as do technological interventions such as leading pedestrian intervals (LPIs)



Artistic pedestrian bump outs Baltimore, MD
Source: Graham Projects (designer)



Pedestrian refuge island New York, NY
Source: NYC Department of Transportation

Bus Priority Infrastructure

Dedicated bus lanes prioritize transit traffic while bus bulbs and pedestrian amenities such as covered shelters, seating, and site furnishings improve the rider experience.



Bus bulb San Jose, CA
Source: Transline Industries



Bus priority lane Baltimore, MD
Source: BeyondDC licensed under creative commons

Mobility Hub

Mobility hubs are physical places where multiple modes of transportation intersect, and where connections between these modes of transportation can be made.



Mobility Hub Bremen, Germany
Source: Intertraffic



Photovoltaic Transit Pavilion - Metro C Chavez, Los Angeles, CA
Source: OnyxSolar

Curb Management

Curb management is the term used for prioritizing, optimizing, allocated, and managing curb space to maximize mobility and access for the wide variety of curb demands.



Delivery trucks unloading along a protected bike lane, Chicago, IL
Source: CDOT



Hyperlocal Transportation Terminals, Arlington, VA
Source: Rob Crandall (Alamy)

Bike Network Navigation

Enhancing the bike network through signage, wayfinding, and bike boxes improve both navigability and safety for cyclists throughout the network.



Painted bike lane, Portland, OR
Source: Portland BES



Bike wayfinding, Burlington, VT
Source: Local Motion

PLACEMAKING TOOLKIT

The placemaking toolkit provides ideas for new or expanded public realm interventions that will continue to improve the experience, encourage more pedestrian activity, and enhance the identity and character of the corridor.

Landscape

Street trees and other planting provide comfort, shade, and cooling. Trees can be infilled where sidewalks are >9' wide, at curb extensions outside of sight triangles, median islands, and public plazas.



Argyle Shared Street, designed by site design group, ltd.



North Center
Source: Real Group

Site Furniture

Site furniture such as seating, receptacles, and bike racks should be provided throughout the public realm, especially near intersections, businesses, and transit stops.



Phillips Square Plaza, Boston
Source: Kyle Zick landscape architecture



Branded bike racks
Source: SOM

Public Spaces and Programming

Public spaces may include play features, sports courts, public art, seating, performance space, and market or event space. Locate public spaces in areas with high pedestrian traffic.



Ainslie Arts Plaza
Source: Teska Associates (designer)



Lincoln Square Community Garden
Source: Heart of Lincoln Square Neighborhood Assoc.

Public Art

Public art such as wall or ground murals and sculpture provides an opportunity to highlight neighborhood character and culture and is most impactful along high-traffic corridors or in public spaces.



Flyboy, Western CTA Brown Line Station
Source: Lincoln Square Chamber, art by Hebru Brantley



Summer Kaleidoscope at The Oval, Philadelphia, PA
Source: My Philly Alive, art by Jessie Unterhalter and Katey Truhn

Branding and Identity

Branding and identity elements include community colors, logos, or themes and should be placed at high-traffic intersections and entry points into the neighborhood.



Devon Avenue Streetscape Community Identifiers
Source: Chicago Reader, designed by Tulika Ladsariya



The Arch at Lincoln Square
Source: Monica Suma



06

CORRIDOR-WIDE IMPLEMENTATION

It takes a village to implement a long-term vision. Each entity has a unique and critical role to play. This chapter breaks down the near- and long-term steps for implementation of the study recommendations.

Potential funding sources may include:

- Tax Increment Financing (TIF), which also include Small Business Improvement Fund (SBIF), see district expiration
- Departmental/agency funding programs (CDOT, DOH, CTA, DPD, etc.)
- Aldermanic menu funds
- Special Service Area (SSA) funds
- County, state, and federal funding programs
- Grant opportunities

MULTI-MODAL TRANSPORTATION IMPLEMENTATION RECOMMENDATIONS

Primary Responsible Parties

Chicago Department of Transportation (CDOT) Chicago Transit Authority (CTA)

Alderpersons

Key Supporting Groups

Department of Planning and Development (DPD)

Chambers of Commerce (CoC)

Neighborhood/Community Organizations (NCO)

Near Term
(next 2+ years)

Install targeted transportation and infrastructure improvements in a limited capacity and initiate the study and design of longer-term, more comprehensive, improvements.

Longer Term
(next 5+ years)

Implement long-term street and transportation improvements, including segments of Western Avenue beyond this study's geography.



Pedestrians

Improve safety and comfort

| Near Term | Longer Term |
|--|---|
| <p>CDOT, Alderpersons</p> <p>Install/expand pedestrian bump outs, curb extensions, and refuge islands to shorten crossing distances.</p> <p>Implement improvements for signal timing and signage for pedestrian crossings.</p> <p>Support robust pedestrian connections to nearby open spaces and other significant neighborhood destinations.</p> | <p>Design long-term improvements for generous sidewalks and pedestrian crossings.</p> |
| <p>CDOT, DPD, Alderpersons</p> <p>Eliminate and/or do not support new curb cuts (driveways, garage entries, loading/service access) on Western Avenue wherever possible to maintain a continuous, safe, and comfortable pedestrian realm.</p> | |



Bikes + Micromobility

Complete and enhance a low-stress network

| Near Term | Longer Term |
|---|--|
| <p>CDOT, CoC, Alderpersons</p> <p>Study and design clear wayfinding and signage to nearby low-stress routes.</p> <p>Study and define nearby north-south low-stress routes, prioritizing protected facilities.</p> | <p>Study, design, and begin implementation of a low stress network to avoid dangerous conflicts with vehicles.</p> |
| <p>CDOT, Alderpersons</p> <p>Enhance intersection safety and visibility for east-west bike routes where they cross Western Avenue.</p> | |



Transit

Improve efficiency and experience

| Near Term | Longer Term |
|---|---|
| <p>CTA, CDOT, Alderpersons</p> <p>Study and install bus priority area improvements in bus slow zones and initiate study for long-term corridor-wide improvements.</p> <p>Study and install improvements for select bus stops with bus bulbs and other enhanced bus stop amenities as well as strategically relocating bus stops to improve rider experience, if needed.</p> | <p>Design and implement long-term bus priority infrastructure, as identified through study.</p> <p>Study and design level boarding and/or other treatments to improve accessibility and increase efficiency.</p> <p>Study and install upgrades to shelters, seating, and increased accessibility for passengers.</p> <p>Increase passenger convenience by improving frequency and span of service along Western Avenue and connecting bus routes.</p> <p>Transition to electric buses to reduce air and noise pollution along the corridor.</p> |
| <p>CTA</p> <p>Work toward bus fleet electrification.</p> | |



Planning + Community Engagement

Collaborate to meet current and future needs

| Near Term | Longer Term |
|---|---|
| <p>CDOT, CTA, Alderpersons</p> <p>Study geographical extents and future scope for long-term infrastructure improvements along Western Avenue.</p> <p>Monitor impacts of targeted transportation and public realm projects to inform long-term improvements.</p> | <p>Design long-term streetscape and cross section improvements in alignment with technical analysis and long-term community resilience and equity priorities.</p> |
| <p>CDOT, CTA, Alderpersons, CoC, NCO</p> <p>Continue robust community engagement to work toward longer term improvements of Western Avenue.</p> | |



Vehicles

Improve traffic safety while supporting goods movement

| Near Term | Longer Term |
|---|---|
| <p>CDOT, Alderpersons</p> <p>Implement traffic calming strategies such as lane narrowing, landscaping, pedestrian crossing refuge islands, and other reclaimed pedestrian space to discourage speeding.</p> <p>Study impacts to street parking demand after several large transit-oriented projects are completed and occupied.</p> <p>Implement curb management such as defining/consolidating loading areas, rideshare pick up/drop off, and metered on-street parking on Western Avenue and intersecting side streets.</p> | <p>Design infrastructure to discourage excessive vehicular speeds.</p> <p>"Right-size" street parking to align with community priorities and needs.</p> <p>Enforce curb management by aligning longer-term infrastructure improvements to make the "best" choice the most obvious one, paired with enforcement.</p> |
| <p>CDOT, CTA, Alderpersons</p> <p>Study innovative strategies to better prioritize transit, high-occupancy vehicles, freight, and electric vehicles over fuel-burning single occupancy private vehicles.</p> | |



Network Connections

Ensure transfers and navigation are intuitive and convenient

| Near Term | Longer Term |
|--|---|
| <p>CDOT, CTA, Alderpersons, CoC</p> <p>Study and reinforce multi-modal transfer points together to create "mobility hubs" with bus stops, train stations, bike/scooter rental, ride share pick up/drop off area, etc.</p> <p>Use universal design standards in the public realm, especially near current and future mobility hubs.</p> | <p>Design transfers between modes for convenient, safe, comfortable, and accessible multi-modal trips.</p> <p>Design infrastructure to avoid conflict points between modes.</p> |
| <p>CDOT, Alderpersons</p> <p>Study creative strategies to better reduce and avoid conflicts between modes.</p> | |

VIBRANT PUBLIC REALM IMPLEMENTATION RECOMMENDATIONS

Primary Responsible Parties

Chicago Department of Transportation (CDOT)

Alderpersons

Key Supporting Groups

Department of Planning and Development (DPD)

Chambers of Commerce (CoC)

Developers (Dev)

Bureau of Forestry (BoF)

Chicago Park District (CPD)

Neighborhood/Community Organizations (NCO)

Department of Cultural Affairs and Special Events (DCASE)

Near Term

(next 2+ years)

Deploy policies, incentives, guidelines, processes, and targeted public realm improvements in a limited capacity. Study new funding opportunities for the public realm.

Longer Term

(next 5+ years)

Design and implement successful public realm projects to improve vibrancy, quality-of-life, and economic development for the neighborhoods along and near the Western Avenue corridor.



Green Design Standards

Model exemplary sustainable design for the public realm

| | Near Term | Longer Term |
|--|--|---|
| CDOT, CoC, Alderpersons Dev, DPD | Maximize permeable and light-colored surfaces. | Design the public realm to increase plaza, parkway, and median landscape space to accommodate a robust urban tree canopy and green infrastructure, wherever possible. |
| | Integrate green infrastructure when feasible. | |
| CDOT, CoC, Alderpersons DPD | Prioritize lower maintenance native/adapted vegetation in landscape design. | Continue to monitor impact to flooding, heat island, air quality, and biodiversity, and improve design standards accordingly. |
| | Research and develop resources to fund long term maintenance for green infrastructure. | Implement long-term maintenance program to support green infrastructure in the public realm. |
| CDOT, BoF, CPD, CoC, Alderpersons Dev, DPD | Improve health and size of the urban tree canopy by protecting healthy trees and planting new trees. | |



Space Programming

Activate public spaces according to community needs

| | Near Term | Longer Term |
|---------------------------------------|---|---|
| CDOT, CPD, CoC, Alderpersons Dev, DPD | Augment and support key public spaces, especially in and near neighborhood centers. | Activate public gathering spaces with a variety of programming types throughout the day, week, season, and year. |
| | Design public spaces for flexible programming. | |
| CoC, Alderpersons DCASE | Create programming to kickstart the revitalization of the public realm. | Support local artists to install public art and involve the larger community in the visioning, selection, and appreciation. |
| | Define opportunities for permanent and rotating public art. | |



Project Review, Planning, + Engagement

Support the necessary evolution of the public realm

| | Near Term | Longer Term |
|-----------------------------|---|--|
| CDOT, CoC, Alderpersons DPD | Continue community engagement to work toward longer term improvements to the public realm along Western Avenue. | Design, support, and implement public realm improvements in alignment with long-term community resilience and equity priorities. |
| | Study alternative funding strategies for future public realm improvements. | |
| CDOT, CoC, Alderpersons | Monitor impacts of public realm projects to inform long-term improvements. | |

LAND USE + DEVELOPMENT IMPLEMENTATION RECOMMENDATIONS

Primary Responsible Parties

Department of Planning and Development (DPD) Department of Housing (DOH)

Alderspersons

Key Supporting Groups

Chambers of Commerce (CoC)

Neighborhood/Community Organizations (NCO) Developers (Dev)

Near Term (next 2+ years)

Collectively and equitably deploy land use framework, policy pilots, and design guidelines to shape corridor development.

Study new types of funding resources for affordable housing, adaptive re-use of existing buildings, and strategic catalytic development projects.

Longer Term (next 5+ years)

Complete development projects to improve the long-term success of the corridor through increased vibrancy, affordability, economic development, sustainability, and design quality.

Improve development review and approval processes. Codify successful policy into ordinance changes.



Strategic Development in Neighborhood Centers

Support mixed-use and commercial activity at key nodes

| Near Term | Longer Term |
|--|--|
| <p>DPD, Alders, CoC, NCO</p> <p>Promote and facilitate development of key opportunity sites by providing a strategic range of support based on the needs and priority of the development site. Examples could include identifying applicable incentives, coordination with buyers/sellers/developers, community visioning, soliciting development proposals, etc.</p> <p>Support re-zoning to increase density within the neighborhood centers.</p> | <p>Dev</p> <p>Complete construction of several key opportunity mixed-use sites along the corridor, especially within the neighborhood centers.</p> <p>Build higher density projects within and near neighborhood centers.</p> |
| <p>DPD, Alders</p> <p>Study ways to apply benefits and requirements now applicable to projects within 1/2 mile of a CTA station to the neighborhood centers along this high-volume transit corridor.</p> | <p>Dev, DPD</p> <p>Increase pipeline of new transit-oriented development projects and codify successful policies into ordinance through the public and legislative process.</p> |



Housing Development

Retain and increase high-quality and affordable housing along and near the corridor

| Near Term | Longer Term |
|---|--|
| <p>DPD, DOH, Alders</p> <p>Study legalizing new three-flat development within 1/2 mile of the corridor.</p> <p>Study ways for new single family homes to only locate in RS districts (no other districts) within 1/2 mile of the corridor.</p> <p>Study anti-deconversion policies and/or demolition fees in Lincoln Square and North Center within 1/2 mile of the corridor.</p> <p>Study ways to allow better use of development rights to support more units.</p> | <p>Dev, DOH, DPD</p> <p>Increase amount and variety of housing types and affordability levels within 1/2 mile of the corridor. Codify successful policies into ordinance through the public and legislative process.</p> <p>Increase number of handicap accessible units along and near the corridor. Codify successful policies into ordinance through the public and legislative process.</p> |
| <p>DPD, Alders, CoC, NCO</p> <p>Support ground floor residential uses in housing infill land use segments of the corridor.</p> | |
| <p>DPD, DOH, Alders</p> <p>Support and identify incentives for handicap accessible units in new housing development along and near the corridor.</p> | |



Development Incentives

Match strategic development opportunities with resources

| Near Term | Longer Term |
|--|--|
| <p>DPD, DOH, Alders, CoC</p> <p>Study new types of incentives to support affordable housing and adaptive re-use of existing buildings.</p> <p>Publicize available development incentives and opportunities in a more user-friendly way.</p> <p>Streamline and assist with navigation of processes for small businesses, property owners, and emerging developers.</p> | <p>DPD, Alders</p> <p>Deploy additional resources, incentive types, and improved processes for re-development along the corridor.</p> |

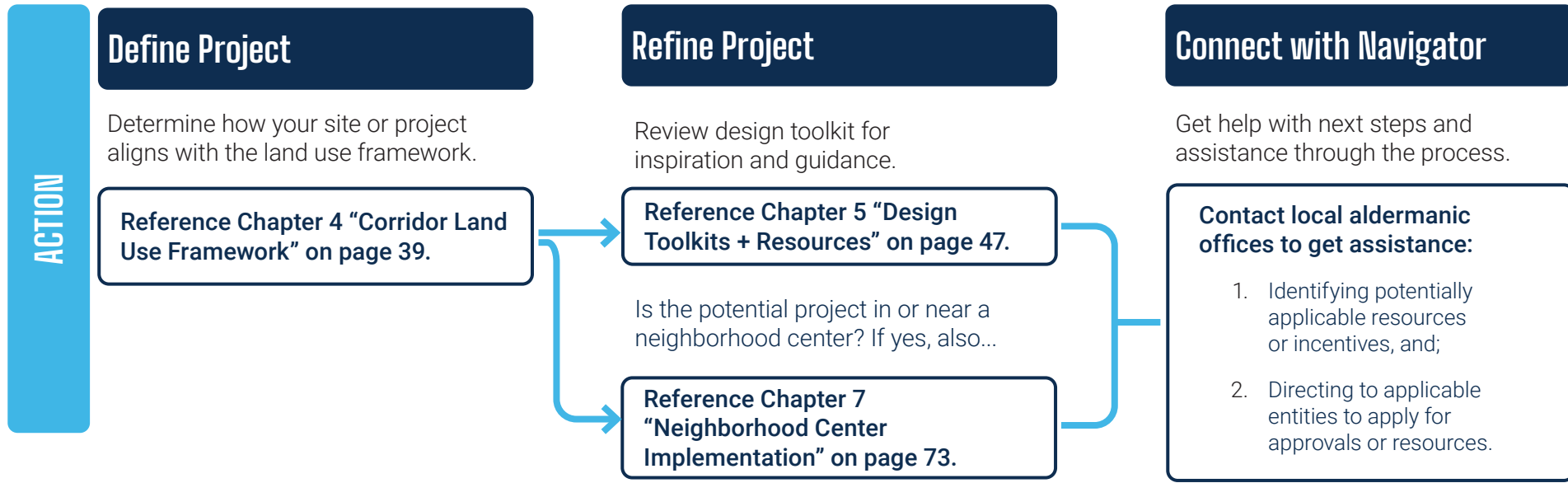


Project Review + Engagement

Set clear expectations and processes for development approvals

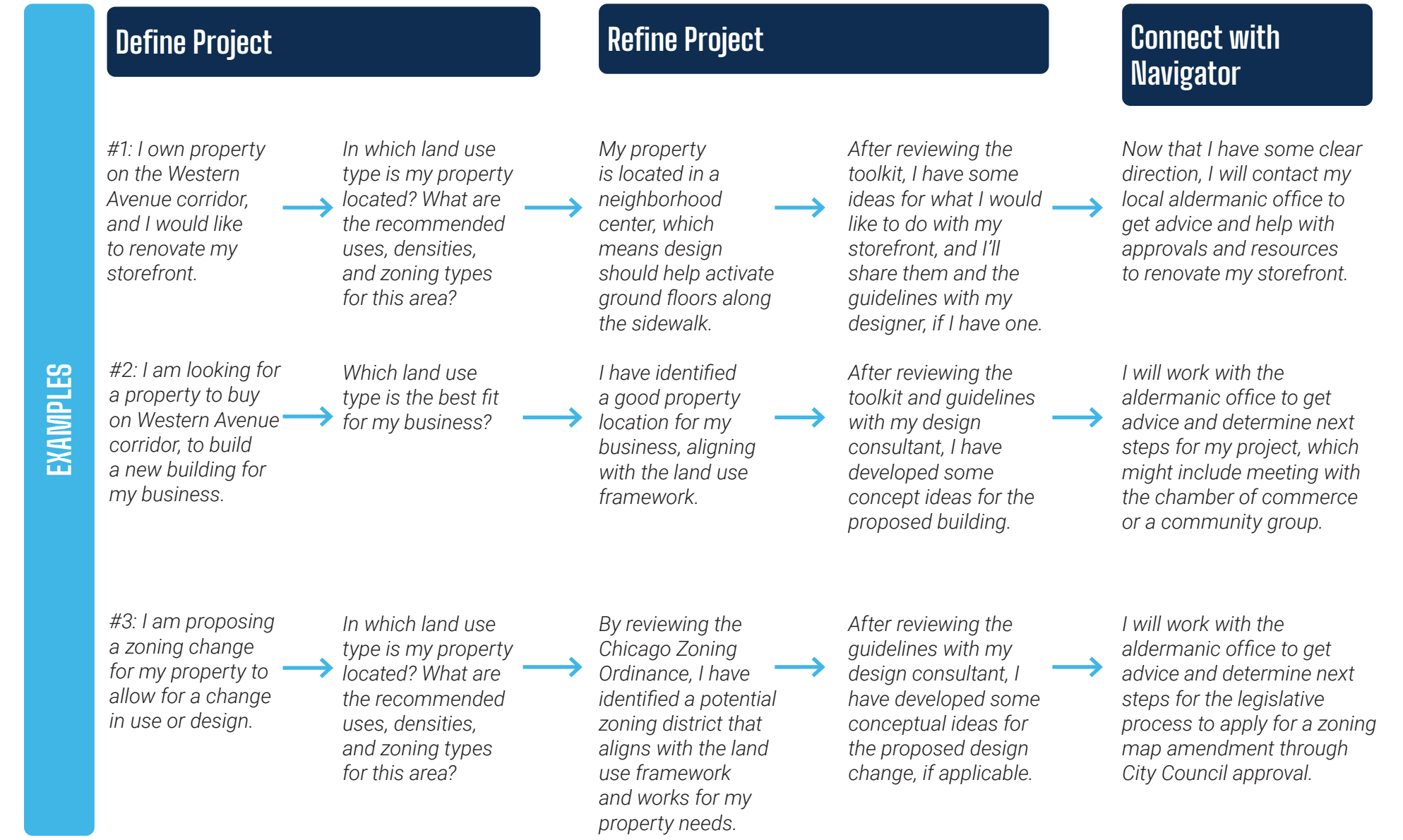
| Near Term | Longer Term |
|---|---|
| <p>DPD, Alders, CoC, NCO</p> <p>Utilize development and design guidelines when evaluating proposed projects.</p> <p>Do not propose or support new auto-oriented uses and development types (drive-thru, strip mall, surface parking, etc.) except in commercial transition segments of the corridor.</p> | <p>Dev, DPD, Alders</p> <p>Improve design excellence along Western Avenue and in the surrounding neighborhoods.</p> <p>Gradually phase out auto-centric uses and development types within neighborhood centers and housing infill areas.</p> |
| <p>DPD, Alders</p> <p>Promote transparent and predictable project review processes for ZBA cases, zoning changes, PDs, etc.</p> | <p>DPD, Alders</p> <p>Streamline and coordinate development review processes while remaining transparent to the public.</p> |

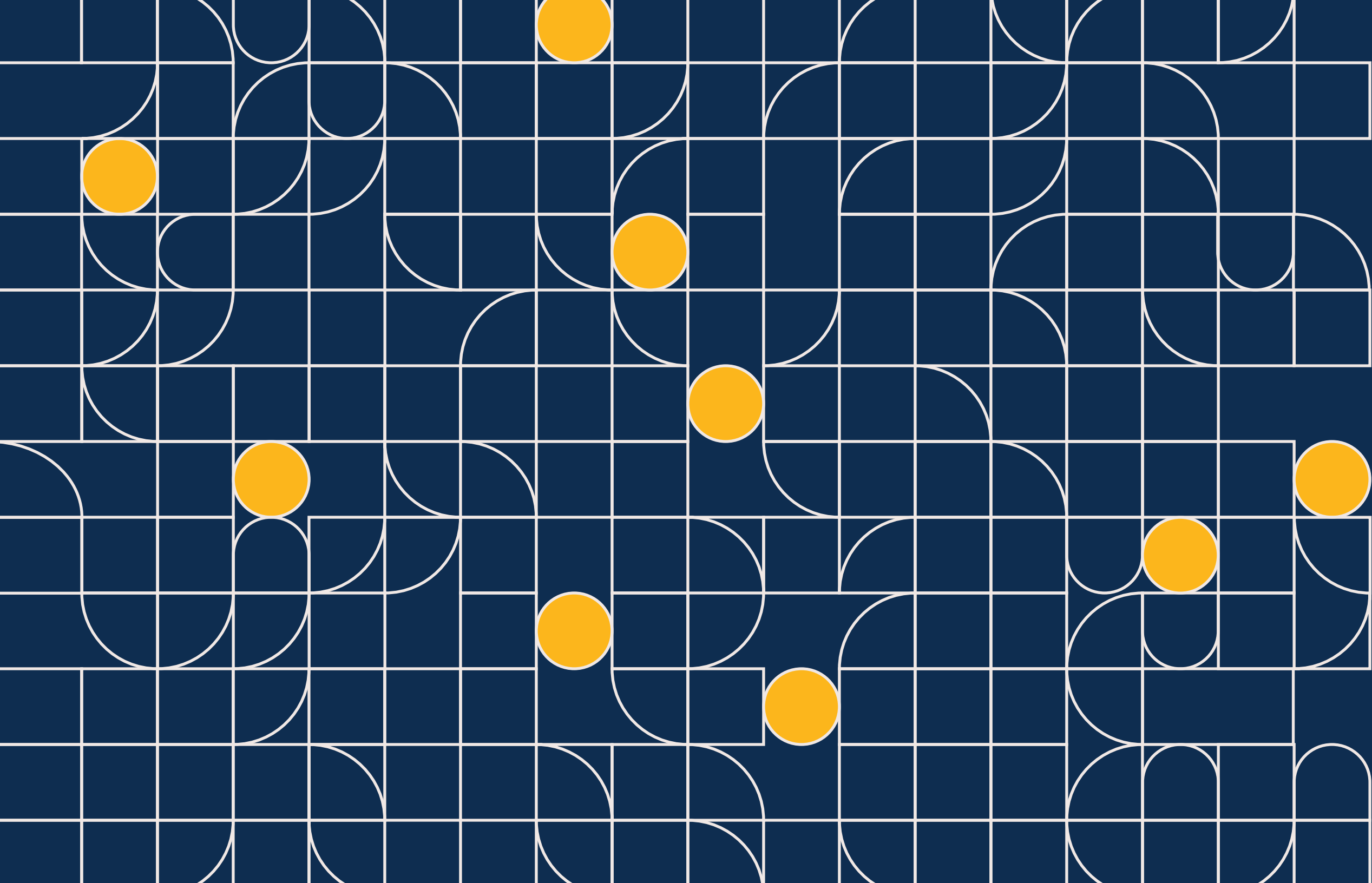
PROPERTY DEVELOPMENT NAVIGATION GUIDE



Aldermanic office navigators will:

1. Encourage people to come to the aldermanic office navigator early in the process for assistance and advice.
2. Use the study framework, guidelines, and recommendations when reviewing projects to evaluate and shape development along the corridor.
3. Notify DPD and any impacted chamber of commerce and neighborhood organization regarding proposals along Western Avenue.





07

NEIGHBORHOOD CENTER IMPLEMENTATION

Neighborhood Centers are hubs of mixed-use activity that serve residents within a 15-minute walk. These areas have specific recommendations that are unique to each neighborhood center and go beyond the corridor-wide recommendations. This chapter provides recommendations and implementation strategies for the five neighborhood centers within the Western Avenue study area.

NEIGHBORHOOD CENTER #1

| PRIMARY ZONING | SSA | TIF DISTRICT |
|----------------------|-----------------|-------------------------------------|
| B3-1, B3-2, and C2-2 | Northcenter SSA | Western Avenue South (expires 2024) |

Existing Conditions

- Area is a transitioning area from more car-oriented commercial to more mixed-use north of Waveland
- Inconsistent development with opportunity to revitalize
- Area of highest daily traffic and truck counts within study area
- Uncomfortable sidewalk condition, many driveways, and underutilized painted median space
- Surrounding neighborhoods have high development pressure and increasing concerns with housing affordability

Community Priorities

- Improve transit and pedestrian connections from Lane Tech and other key destinations
- Establish traffic calming solutions on Western and Addison to promote pedestrian safety
- Provide more visual interest and beautification of the public realm
- Provide more small community gathering spaces such as plazas and outdoor seating
- Increase affordable housing, especially with multi-bedroom units to serve families



1A Low density commercial with parking
3601-3611 N Western
Source: Scott Shigley



1D Portion of currently used surface parking lot
2403 W Grace



1F Vacant building/lot
3806-3816 N Western



1H Car rental lot
3836-3844 N Western

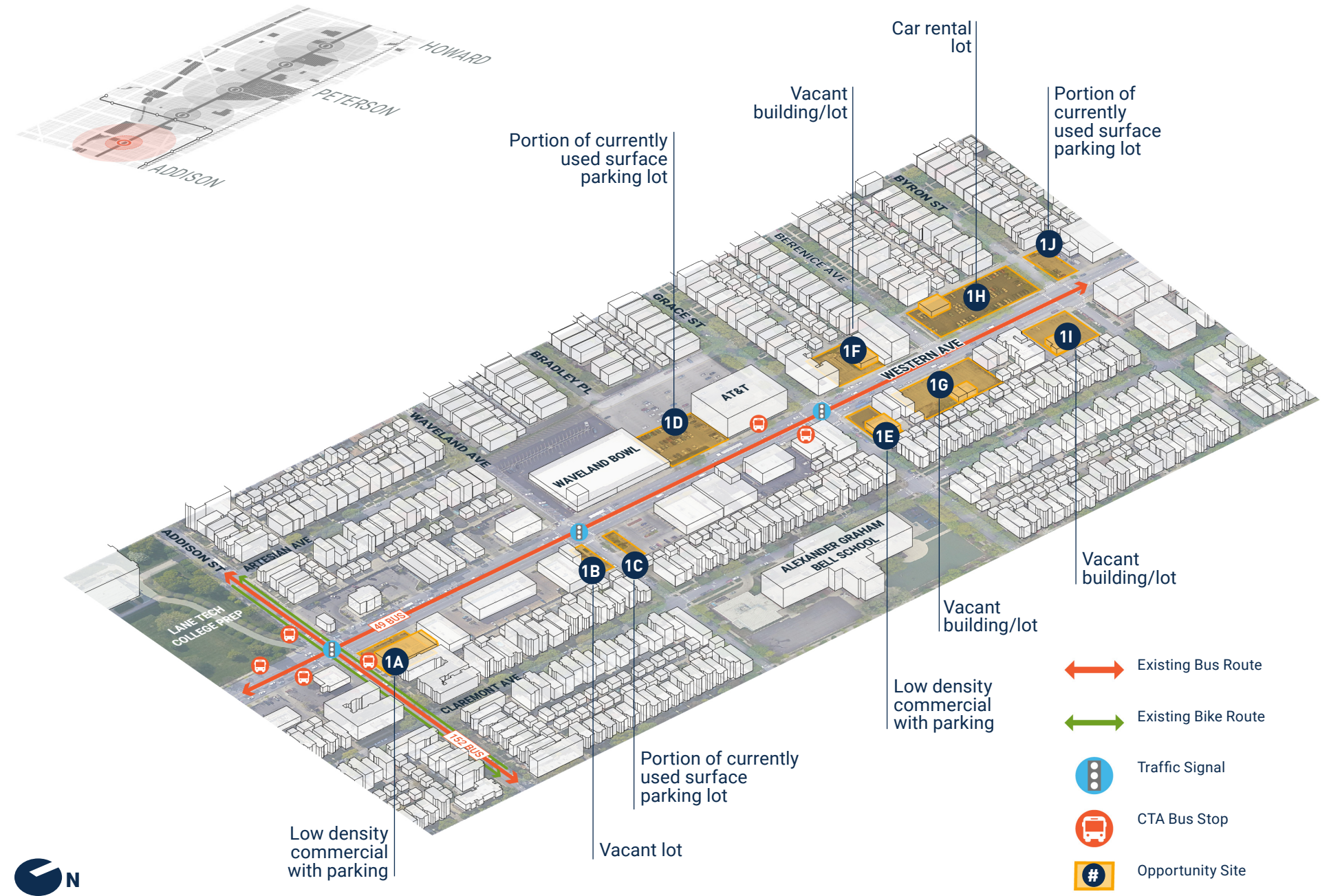


Figure 32. Neighborhood Center #1 Existing Conditions

Please refer to page 77 for the definition of an opportunity site and more information on the sites identified.



Note: Graphic is illustrative of strategies and potential recommendations that are subject to further analysis, design, and review by applicable regulatory bodies and local stakeholders. Specific locations, configurations, and design may shift when implemented.

Figure 33. Neighborhood Center #1 Recommendations

Opportunity Sites Neighborhood Center #1

| ADDRESS | EXISTING USE | APPROX. SITE AREA (SF) | ZONING (2022) |
|------------------------|---|------------------------|---------------|
| 1A 3601-3611 N Western | Low density commercial with parking | 13,600 | B3-2 |
| 1B 3657 N Western | Vacant lot | 3,200 | B3-2 |
| 1C 3701 N Western | Portion of currently used surface parking lot | 3,000 | B3-2 |
| 1D 2403 W Grace | Portion of currently used surface parking lot | 19,300 | C2-2 |
| 1E 3801 N Western | Low density commercial with parking | 6,332 | B3-1 |
| 1F 3806-3816 N Western | Vacant building/lot | 14,000 | C2-2 |
| 1G 3817-3831 N Western | Vacant building/lot | 23,200 | B3-1 |
| 1H 3836-3844 N Western | Car rental lot | 29,800 | C2-2 |
| 1I 3845-3853 N Western | Vacant building/lot | 16,500 | B3-1 |
| 1J 3900 N Western | Portion of currently used surface parking lot | 6,600 | B3-2 |

Figure 34. Neighborhood Center #1 Opportunity Sites

*Site areas are estimated and require a survey to confirm property boundaries and square footage.

Opportunity Site Defined

Intent: Identifying sites that may be redeveloped in the future.

Criteria:

1. Current use is incompatible with the long-term future vision for this area.
2. Current structure is incompatible with the long-term future vision for this area.
3. Site is underutilized. (vacant, square footage is significantly less than what is allowed by zoning, etc.)

Near Term Action Items Neighborhood Center #1

| ACTION ITEM | PRIMARY RESPONSIBLE PARTIES | STATUS | EXPECTED COMPLETION |
|---|---|--|---------------------|
| Public Realm and Infrastructure | | | |
| Targeted public realm and intersection improvements: pedestrian bump outs, bus stop improvements, crosswalks, etc. | CDOT, CTA | Technical analysis underway | By end of 2024 |
| Land Use and Development | | | |
| Evaluate project proposals along the corridor using the land use framework, design guidelines, and other recommendations of this study | Alderpersons, DPD | Underway | Ongoing |
| Complete projects according to the land use framework, design guidelines, and other recommendations of this study | Developers | Underway | Ongoing |
| Proactively share development recommendations with owners and interested buyers or developers of opportunity sites | Alderpersons, Chamber of Commerce/ SSA, DPD | Underway | Ongoing |
| Programming and Activation | | | |
| Encourage indoor/outdoor uses such as outdoor dining on east-west streets (Waveland, Grace, Berenice, Byron) where they intersect Western Avenue to establish a welcoming gateway to and from the residential neighborhoods | Chamber of Commerce/ SSA, Alderpersons, DPD | Can recommend to current property owners and developers | Ongoing |
| Continue and expand public art installation along Western Avenue | Chamber of Commerce/ SSA, Alderpersons, Property owners | Already happening through the Northcenter Public Art Grant Program | Ongoing |

Figure 35. Neighborhood Center #1 Near Term Action Items

NEIGHBORHOOD CENTER #2

| PRIMARY ZONING | SSA | TIF DISTRICT |
|----------------|--------------------|-------------------------------------|
| B3-1 and B3-2 | Lincoln Square SSA | Western Avenue North (expires 2024) |

Existing Conditions

- Major crossroads with important bus connections, high ridership stops, CTA Brown Line, and high pedestrian and bike activity
- Regional destination for commercial and cultural activities
- Surrounding neighborhoods have high development pressure and increasing concerns with housing affordability

Community Priorities

- Promote a more multi-modal district with less reliance on private vehicles
- Improve pedestrian experience and connectivity, especially to and from nearby neighborhoods and the new Lincoln Avenue arts district
- Increase development density and activation, including a range of affordability levels for residential units
- Improve transit and transfer experience
- Support local businesses



2A Low density commercial with parking
4631-4637 N Western



2B Parking lot
4715-4723 N Western



2D Low density commercial with parking
4716-4748 N Western



2E Underutilized commercial and office building with parking
4800-4806 N Western, 2412-2432 W Lawrence

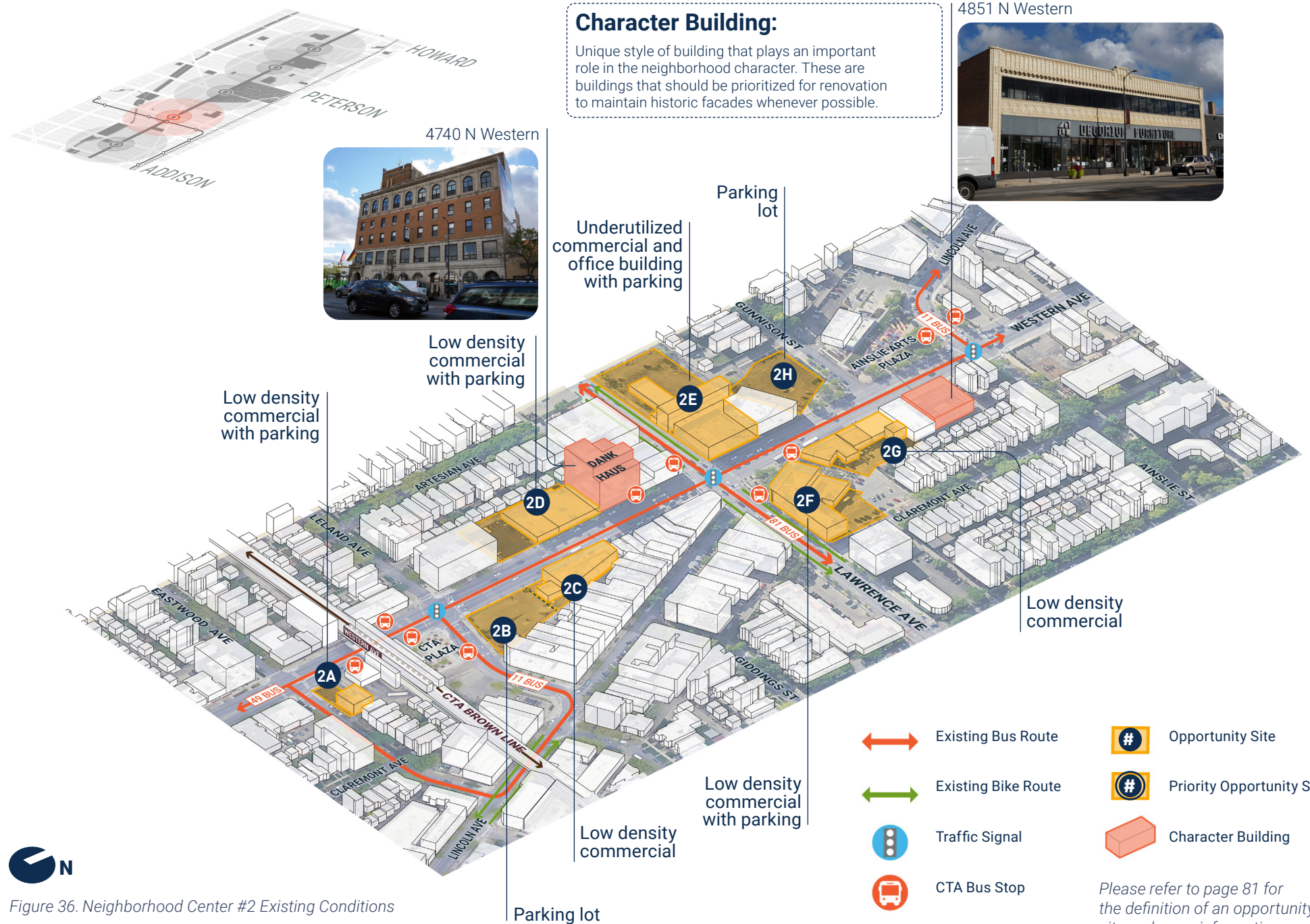


Figure 36. Neighborhood Center #2 Existing Conditions

Proposed intersection improvements and mobility hub



Bus priority area



Interconnected open spaces



Note: Graphic is illustrative of strategies and potential recommendations that are subject to further analysis, design, and review by applicable regulatory bodies and local stakeholders. Specific locations, configurations, and design may shift when implemented.

Opportunity Sites

Neighborhood Center #2

| ADDRESS | EXISTING USE | APPROX. SITE AREA (SF) | ZONING (2022) |
|--|---|------------------------|---------------|
| 2A 4631-4637 N Western | Low density commercial with parking | 5,200 | B3-2 |
| 2B 4715-4723 N Western | Parking lot | 18,400 | B3-2 |
| 2C 4723-4737 N Western | Low density commercial | 12,000 | B3-2 |
| 2D 4716-4748 N Western | Low density commercial with parking | 27,000 | B3-2 |
| 2E 4800-4806 N Western, 2412- 2432 W Lawrence | Underutilized commercial and office building with parking | 55,800 | B3-2 |
| 2F 2326-2342 W Lawrence, 4814-4820 N Claremont | Low density commercial with parking | 32,400 | B3-1 |
| 2G 4815-4851 N Western | Low density commercial | 24,200 | B3-1 |
| 2H 2415 W Gunnison, 4830-4832 N Lincoln | Parking lot | 25,500 | B3-2 |

Figure 38. Neighborhood Center #2 Opportunity Sites

*Site areas are estimated and require a survey to confirm property boundaries and square footage.

Opportunity Site Defined

Intent:

Identifying sites that may be redeveloped in the future.

Criteria:

1. Current use is incompatible with the long-term future vision for this area.
2. Current structure is incompatible with the long-term future vision for this area.
3. Site is underutilized. (vacant, square footage is significantly less than what is allowed by zoning, etc.)

Near Term Action Items

Neighborhood Center #2

| ACTION ITEM | RESPONSIBLE PARTIES | STATUS | EXPECTED COMPLETION |
|---|--|---|---------------------|
| Public Realm and Infrastructure | | | |
| Targeted public realm and intersection improvements: pedestrian bump outs, bus stop improvements, crosswalks, etc. | CDOT, CTA | Technical analysis underway | By end of 2024 |
| CTA Western Brown Line station upgrades | CTA | In design | 2025 |
| CTA plaza area improvements and programming | CDOT | Design being completed | By end of 2024 |
| Leland Greenway implementation | CDOT | Design being completed | By end of 2024 |
| Lawrence Avenue phase two streetscape construction | CDOT | Design completed, construction to begin | By end of 2024 |
| Lincoln Avenue streetscape | CDOT | Design being completed | By end of 2024 |
| Ainslie Arts Plaza | CDOT | Design being completed | By end of 2024 |
| Bus priority area improvements | CDOT, CTA | Technical analysis underway | By end of 2024 |
| Complete parking analysis after several large transit-oriented developments have been completed | CDOT | Have not yet begun technical analysis | 2025 |
| Curb management (parking, loading, pick up/drop off, etc.) review and refinement | CDOT | Have not yet begun technical analysis | Ongoing |
| Establish mobility hubs by clustering multiple transportation modes near one another for convenient and accessible transfers | CDOT, CTA, Alderpersons, Chamber of Commerce/SSA | Will occur as decisions to locate bus stops, bike racks, entrances, Divvy stations, ride share pick up/drop off, and car share happen | Ongoing |
| Land Use and Development | | | |
| Complete affordable housing project(s) that have already begun near Lincoln Square | DOH, DPD | Undergoing review for development approvals | By end of 2024 |
| Evaluate project proposals along the corridor using the land use framework, design guidelines, and other recommendations of this study | Alderpersons, DPD | Underway | Ongoing |
| Complete projects according to the land use framework, design guidelines, and other recommendations of this study | Developers | Underway | Ongoing |
| Proactively share development recommendations with owners and interested buyers or developers of opportunity sites | Alderpersons, Chamber of Commerce/SSA, DPD | Underway | Ongoing |
| Programming and Activation | | | |
| Continue and expand programming public spaces such as the CTA plaza and Ainslie Arts Plaza to activate and establish them as community gathering places | Chamber of Commerce/SSA, Alderpersons | Already happening, but can be expanded or changed with upgrades to plaza spaces | Ongoing |
| Continue and expand public art installation | Chamber of Commerce/SSA, Alderpersons, Property owners | Already happening through the PaintWorks program | Ongoing |

Figure 39. Neighborhood Center #2 Near Term Action Items

Priority Opportunity Sites

Priority opportunity sites are key development sites that, once completed, are expected to accelerate future revitalization of the neighborhood center.

OPPORTUNITY SITES 2E & 2H

| | |
|-------------------|--|
| ADDRESS | 4800-4806 N Western, 2412- 2432 W Lawrence 2415 W Gunnison, 4830-4832 N Lincoln |
| OWNERSHIP | Private |
| EXISTING ZONING | B3-2 |
| APPROX. SITE AREA | 81,300 |

The opportunity sites at the northeast corner of Lawrence and Western are located in the heart of a vibrant neighborhood center. This major intersection currently acts as a barrier for pedestrians moving between the northern and southern portions of Lincoln Avenue.

A development project at this location needs to function as a welcoming gateway and connector between the active cultural and commercial district south of Lawrence to the nascent arts district to the north. In addition to a creative gateway design, art should be central to the project.



Northwest corner of Lawrence and Western

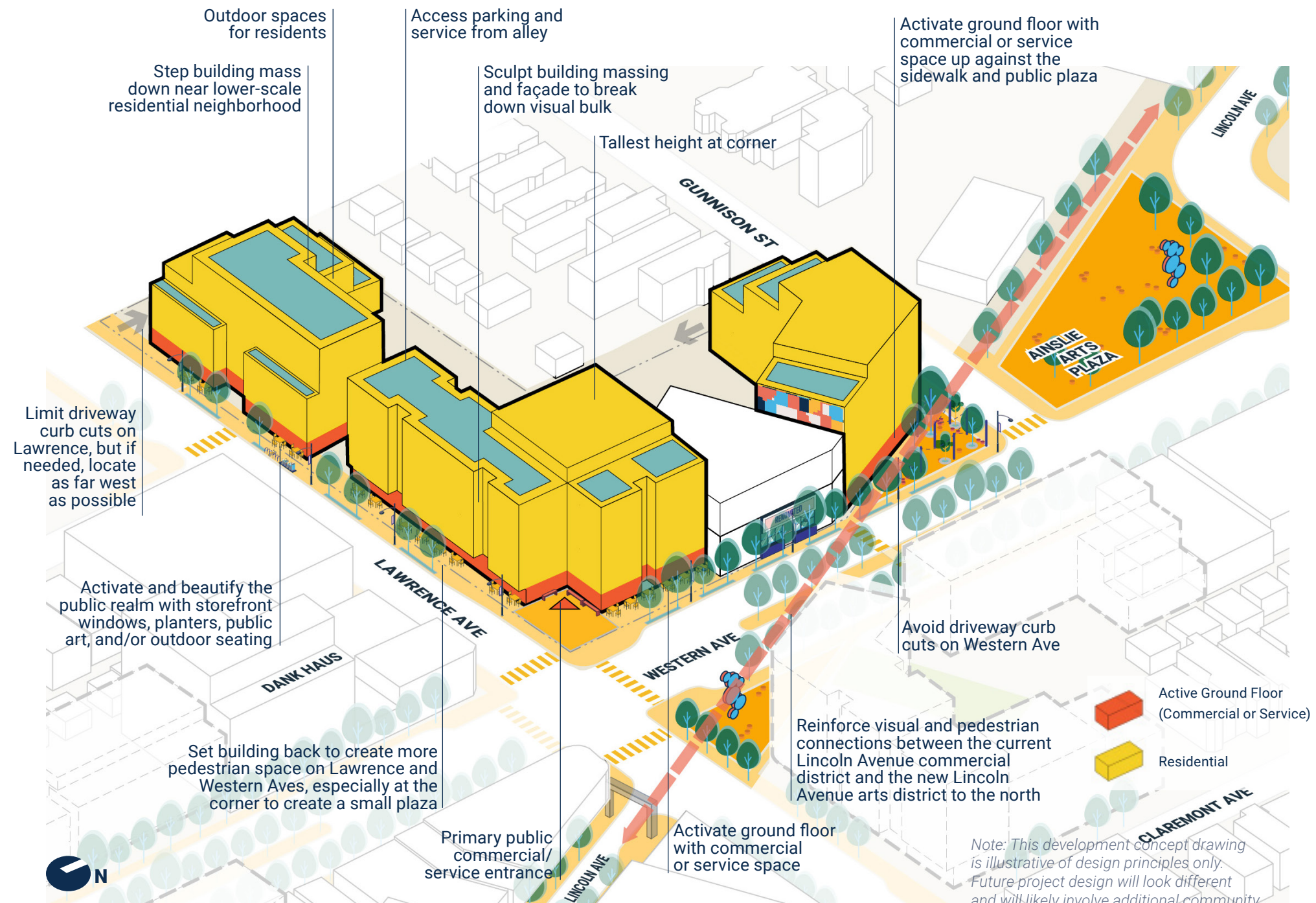


Figure 40. Example Development Concept for the Northwest Corner of Lawrence and Western

Priority Opportunity Site

Priority opportunity sites are key development sites that, once completed, are expected to accelerate future revitalization of the neighborhood center.

OPPORTUNITY SITE 2F

| | |
|-------------------|--|
| ADDRESS | 2326-2342 W Lawrence, 4814-4820 N Claremont |
| OWNERSHIP | Private |
| EXISTING ZONING | B3-1 |
| APPROX. SITE AREA | 32,400 |

The opportunity site at the northwest corner of Lawrence and Western is located in the heart of a vibrant neighborhood center. This major intersection currently acts as a barrier for pedestrians moving between the northern and southern portions of Lincoln Avenue.

A development project at this location needs to function as a welcoming gateway and connector between the active cultural and commercial district south of Lawrence to the nascent arts district to the north while engaging and activating the public plaza at the corner.



Northeast corner of Lawrence and Western

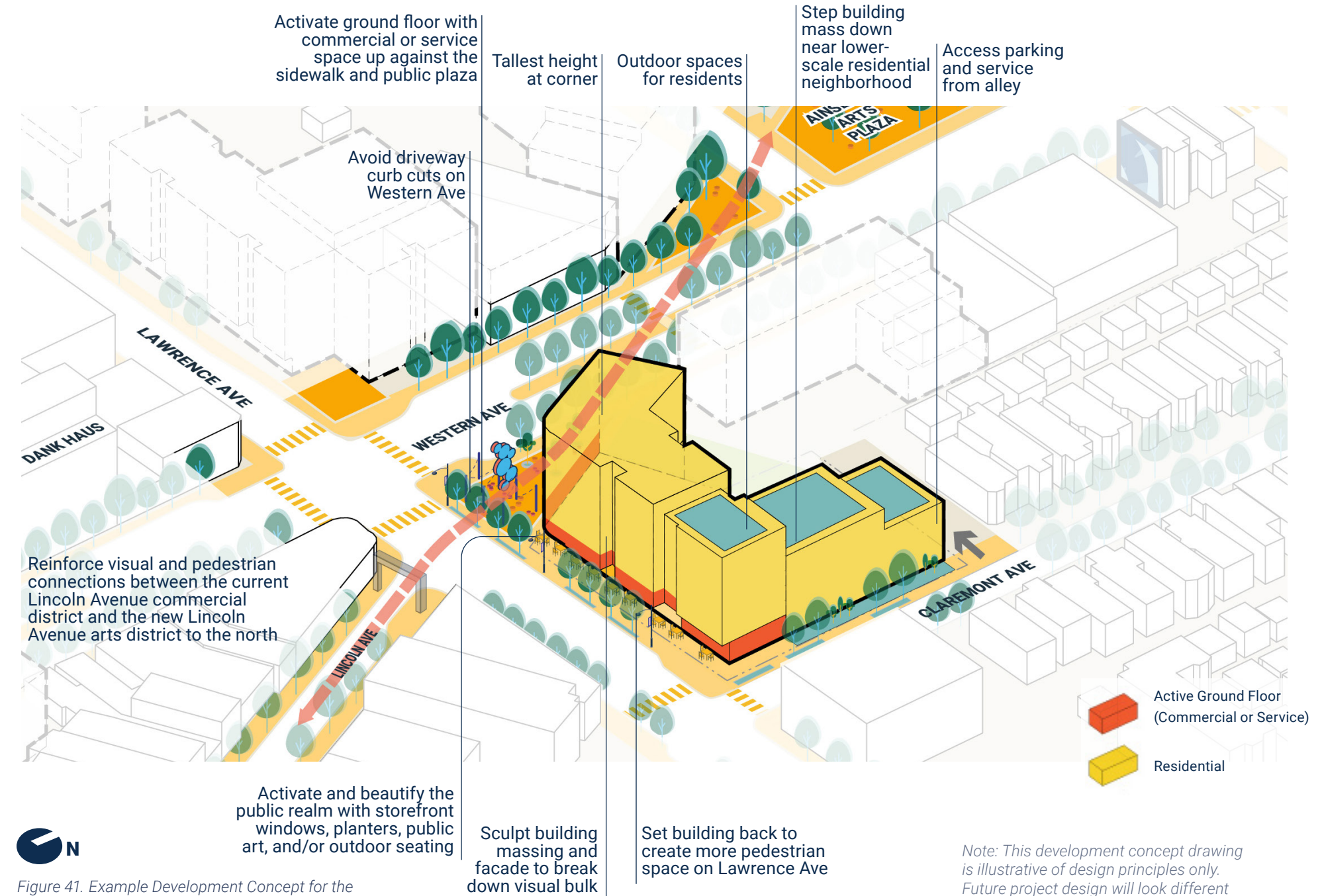


Figure 41. Example Development Concept for the Northeast Corner of Lawrence and Western

Note: This development concept drawing is illustrative of design principles only. Future project design will look different and will likely involve additional community engagement before approval.

NEIGHBORHOOD CENTER #3

| PRIMARY ZONING | TIF DISTRICT |
|----------------|----------------------------------|
| C1-2 and C2-2 | Devon and Western (expires 2023) |

Existing Conditions

- Cemetery and West Ridge Nature Park located along the east side of Western
- Car-oriented commercial uses, including outdoor vehicle storage, especially north closer to Peterson
- Low to moderate development pressure within the surrounding neighborhood



3A Low density auto-oriented commercial with parking
5556 N Western, 2403 W Bryn Mawr



3B Low density commercial
5700-5716 N Western



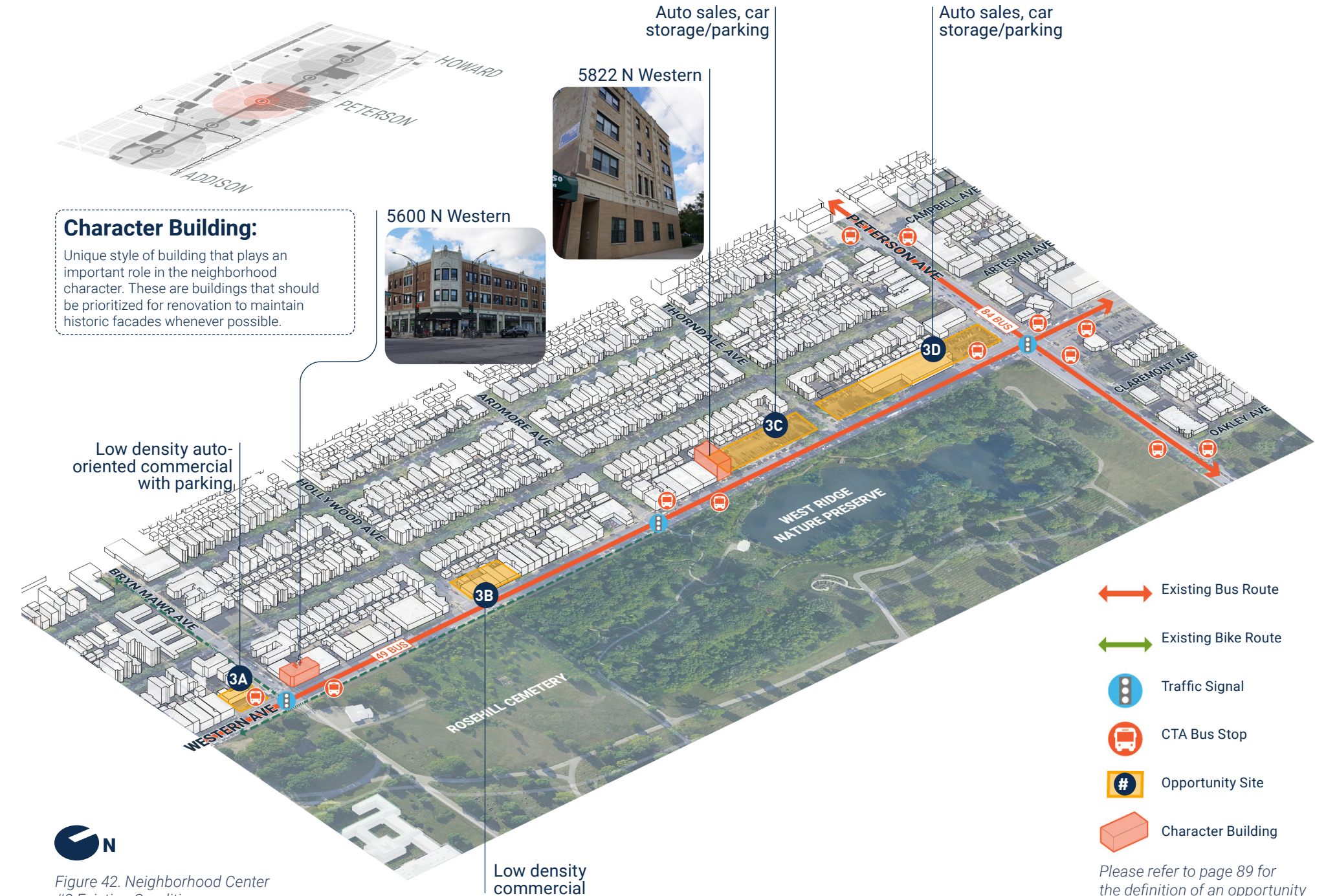
3C Auto sales, car storage/parking
5836-5852 N Western



3D Auto sales, car storage/parking
5916-5950 N Western

Community Priorities

- Support a walkable, locally owned commercial cluster near Bryn Mawr
- Provide a range of housing types and affordability levels across from West Ridge Nature Park
- Improve the pedestrian experience and sidewalk conditions
- Improve visibility and accessibility to the entry to West Ridge Nature Park
- Modify curb management along Western and discourage overflow vehicle storage on the street and sidewalks
- Encourage development and businesses to support both residents and visitors using the West Ridge Nature Preserve



Please refer to page 89 for the definition of an opportunity site and more information on the sites identified.

Two-way protected bike lane could replace east side street parking



Improve visibility and entry to West Ridge Nature Park



Public art opportunity along West Ridge Nature Park

- Proposed Bike Route/Greenway
- Existing Bike Route
- Enhanced Public Realm
- Opportunity Site
- Proposed Intersection Improvements

Note: Graphic is illustrative of strategies and potential recommendations that are subject to further analysis, design, and review by applicable regulatory bodies and local stakeholders. Specific locations, configurations, and design may shift when implemented.



Figure 43. Neighborhood Center #3 Recommendations

Opportunity Sites

Neighborhood Center #3

| ADDRESS | EXISTING USE | APPROX. SITE AREA (SF) | ZONING (2022) |
|-------------------------------------|---|------------------------|---------------|
| 3A 5556 N Western, 2403 W Bryn Mawr | Low density auto-oriented commercial with parking | 13,200 | C2-1 |
| 3B 5700-5716 N Western | Low density commercial | 19,400 | C1-2 |
| 3C 5836-5852 N Western | Auto sales, car storage/parking | 27,400 | C1-2 |
| 3D 5916-5950 N Western | Auto sales, car storage/parking | 65,400 | C2-2 |

Figure 44. Neighborhood Center #3 Opportunity Sites

*Site areas are estimated and require a survey to confirm property boundaries and square footage.

Opportunity Site Defined

Intent:

Identifying sites that may be redeveloped in the future.

Criteria:

1. Current use is incompatible with the long-term future vision for this area.
2. Current structure is incompatible with the long-term future vision for this area.
3. Site is underutilized. (vacant, square footage is significantly less than what is allowed by zoning, etc.)

Near Term Action Items

Neighborhood Center #3

| ACTION ITEM | PRIMARY RESPONSIBLE PARTIES | STATUS | EXPECTED COMPLETION |
|---|---|---|---------------------|
| Public Realm and Infrastructure | | | |
| Targeted public realm and intersection improvements: pedestrian bump outs, bus stop improvements, crosswalks, etc. | CDOT, CTA | Technical analysis underway | By end of 2024 |
| Complete street resurfacing of Western Avenue from Foster to Peterson | CDOT | Technical analysis underway | By end of 2023 |
| Evaluate entry to West Ridge Nature Park entry on Western to increase visibility | Park District, CDOT | Have not yet begun technical analysis | Unknown |
| Evaluate creation of a two-way cycletrack between Berwyn and Ardmore next to Western Ave, by relocating/eliminating east side street parking | CDOT | Have not yet begun technical analysis | Unknown |
| Land Use and Development | | | |
| Evaluate project proposals along the corridor using the land use framework, design guidelines, and other recommendations of this study | Alderpersons, DPD | Underway | Ongoing |
| Complete projects according to the land use framework, design guidelines, and other recommendations of this study | Developers | Underway | Ongoing |
| Proactively share development recommendations with owners and interested buyers or developers of opportunity sites | Alderpersons, Chamber of Commerce/SSA, DPD | Underway | Ongoing |
| Programming and Activation | | | |
| Encourage indoor/outdoor uses such as outdoor dining on east-west streets (Bryn Mawr, Hollywood, Ardmore, Thorndale) where they intersect Western Avenue to establish a welcoming gateway to and from the residential neighborhoods | Chamber of Commerce/SSA, Alderpersons, DPD | Can recommend to current property owners and developers | Ongoing |
| Evaluate installing art along the fence around the West Ridge Nature Park and/or Rosehill Cemetery | Chamber of Commerce/SSA, Park District, Alderpersons, Property owners | Have not yet begun technical analysis | Unknown |

Figure 45. Neighborhood Center #3 Near Term Action Items

NEIGHBORHOOD CENTER #4

| PRIMARY ZONING | SSA | ZONING |
|----------------|---------------------------------|--|
| C2-2 | Devon Ave SSA (south of Arthur) | Devon and Western TIF (expires 2023) Touhy and Western TIF (expires 2030) |

Existing Conditions

- Active and vibrant commercial and cultural district along Devon
- Primarily car-oriented commercial uses along Western, except for Warren Park, which is along much of the east side
- Low to moderate development pressure within the surrounding neighborhoods

Community Priorities

- Celebrate the local culture and history
- Expand the activity and vibrancy of Devon north along Western with public realm and storefront improvements
- Shift land use from auto-oriented uses to multi-family residential along Western near Warren Park
- Increase tree canopy and other green elements



4A Currently used parking lot
6435-6445 N Western



4C Low density auto-oriented commercial, car storage/parking
6501-6515 N Western



4G Auto sales, car storage/parking
6700-6714 N Western



4H Low density auto-oriented commercial with parking
6728-6746 N Western

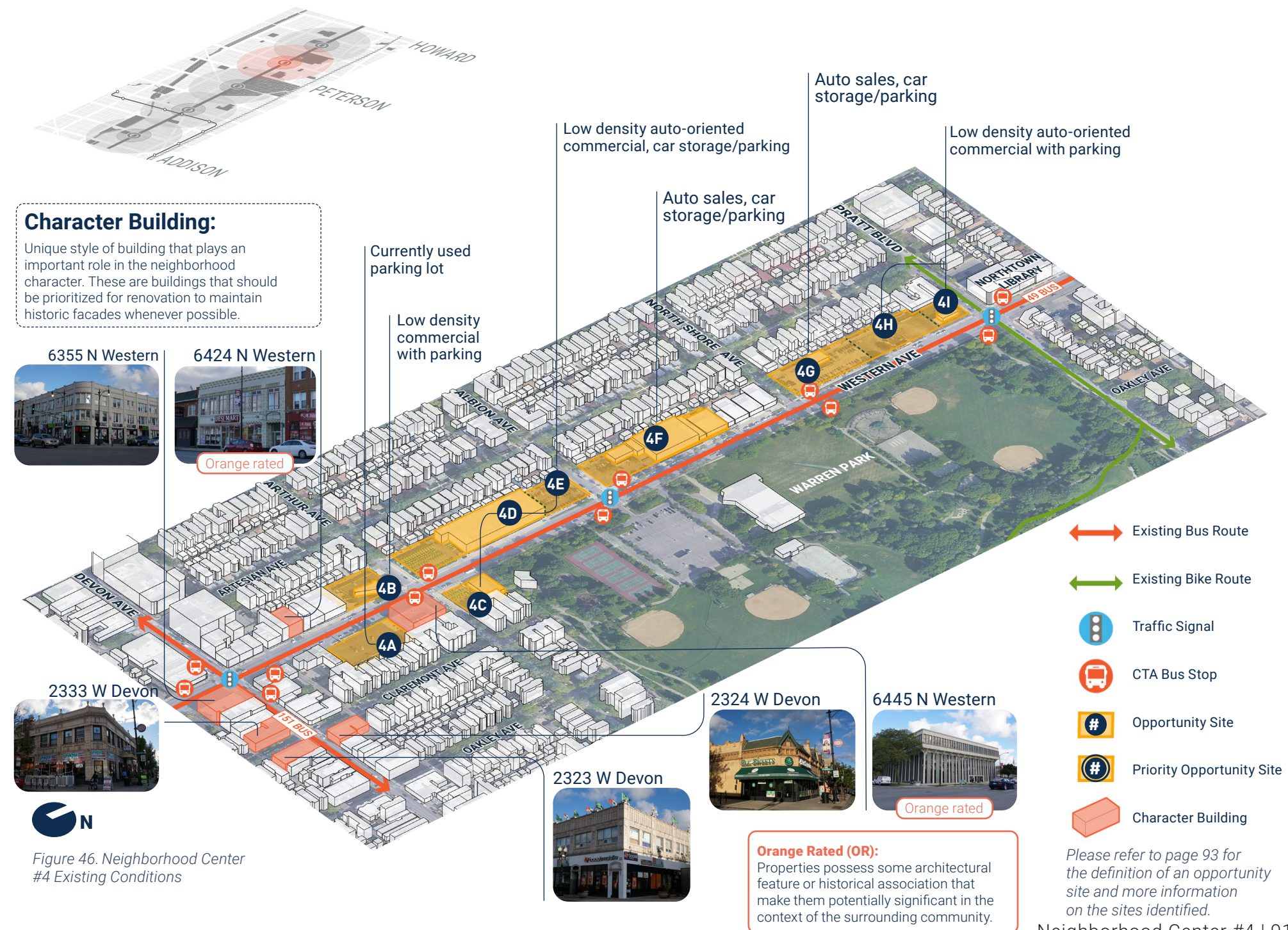


Figure 46. Neighborhood Center #4 Existing Conditions



Proposed intersection improvements and mobility hub

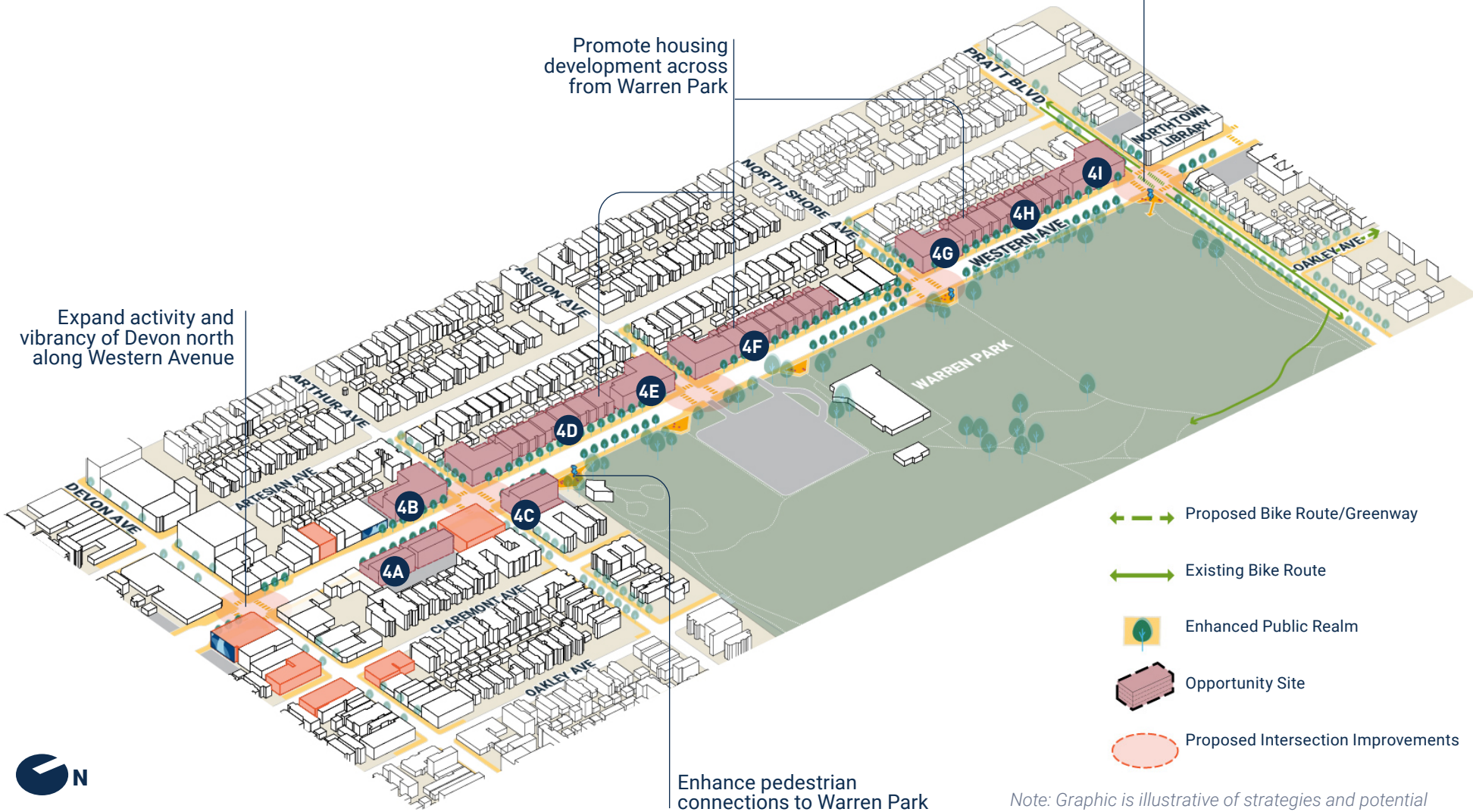


Figure 47. Neighborhood Center #4 Recommendations

Note: Graphic is illustrative of strategies and potential recommendations that are subject to further analysis, design, and review by applicable regulatory bodies and local stakeholders. Specific locations, configurations, and design may shift when implemented.

Opportunity Sites Neighborhood Center #4

| ADDRESS | EXISTING USE | APPROX. SITE AREA (SF) | ZONING (2022) |
|------------------------|---|------------------------|---------------|
| 4A 6435-6445 N Western | Currently used parking lot | 16,900 | C2-2 |
| 4B 6450-6452 N Western | Low density commercial with parking | 13,800 | C2-2 |
| 4C 6501-6515 N Western | Low density auto-oriented commercial, car storage/parking | 14,200 | B1-2 |
| 4D 6500 N Western | | 49,000 | C2-2 |
| 4E 6544-6556 N Western | Auto sales, car storage/parking | 29,500 | C2-2 |
| 4F 6600-6644 N Western | | 45,700 | C2-2 |
| 4G 6700-6714 N Western | Low density auto-oriented commercial with parking | 16,300 | C2-2 |
| 4H 6728-6746 N Western | | 24,700 | C2-2 |
| 4I 6750 N Western | | 11,000 | C2-2 |

Figure 48. Neighborhood Center #4 Opportunity Sites

*Site areas are estimated and require a survey to confirm property boundaries and square footage.

Opportunity Site Defined

Intent:

Identifying sites that may be redeveloped in the future.

Criteria:

1. Current use is incompatible with the long-term future vision for this area.
2. Current structure is incompatible with the long-term future vision for this area.
3. Site is underutilized. (vacant, square footage is significantly less than what is allowed by zoning, etc.)

Near Term Action Items Neighborhood Center #4

| ACTION ITEM | PRIMARY RESPONSIBLE PARTIES | STATUS | EXPECTED COMPLETION |
|---|---|---|---------------------|
| Public Realm and Infrastructure | | | |
| Targeted public realm and intersection improvements: pedestrian bump outs, bus stop improvements, crosswalks, etc. | CDOT, CTA | Technical analysis underway | By end of 2025 |
| Land Use and Development | | | |
| Evaluate project proposals along the corridor using the land use framework, design guidelines, and other recommendations of this study | Alderspersons, DPD | Underway | Ongoing |
| Complete projects according to the land use framework, design guidelines, and other recommendations of this study | Developers | Underway | Ongoing |
| Proactively share development recommendations with owners and interested buyers or developers of opportunity sites | Alderspersons, Chamber of Commerce/SSA, DPD | Underway | Ongoing |
| Programming and Activation | | | |
| Encourage indoor/outdoor uses such as outdoor dining on east-west streets (Devon, Arthur, Albion, North Shore) where they intersect Western Avenue to establish a welcoming gateway to and from the residential neighborhoods | Chamber of Commerce/SSA, Alderspersons, DPD | Can recommend to current property owners and developers | Ongoing |
| Continue and expand public art installation along Western Avenue, especially just north of Devon | Chamber of Commerce/SSA, Alderspersons, Property owners | Already happening through the SSA public art program | Ongoing |

Figure 49. Neighborhood Center #4 Near Term Action Items

Priority Opportunity Site

Priority opportunity sites are key development sites that, once completed, are expected to accelerate future revitalization of the neighborhood center.

OPPORTUNITY SITES 4C, D, E, F, G

| | |
|-------------------|--|
| ADDRESS | 4C: 6501-6515 N Western 4D: 6500 N Western 4E: 6544-6556 N Western 4F: 6600-6644 N Western 4G: 6700-6714 N Western |
| OWNERSHIP | Private |
| EXISTING ZONING | 4C: B1-2 4D/4E: C2-2 4F/4G: B3-1 |
| APPROX. SITE AREA | 4C: 14,200 4D: 49,000 4E: 29,500 4F: 45,700 4G: 16,300 |



West block along Western between Arthur and Albion; Northeast corner of Arthur and Western

The opportunity sites along Warren Park are located at a transition point between the Devon neighborhood center and a housing priority area. The redevelopment of these sites into housing will bring much-needed transit-oriented development near neighborhood amenities, including the Devon commercial district, Warren Park, and Northtown Library.

Development at this location should be primarily residential with potentially small neighborhood-serving ground floor commercial space at intersections to connect to the Devon commercial district and support the needs of new and existing residents.



Northwest corner of Albion and Western; Northwest corner of North Shore and Western

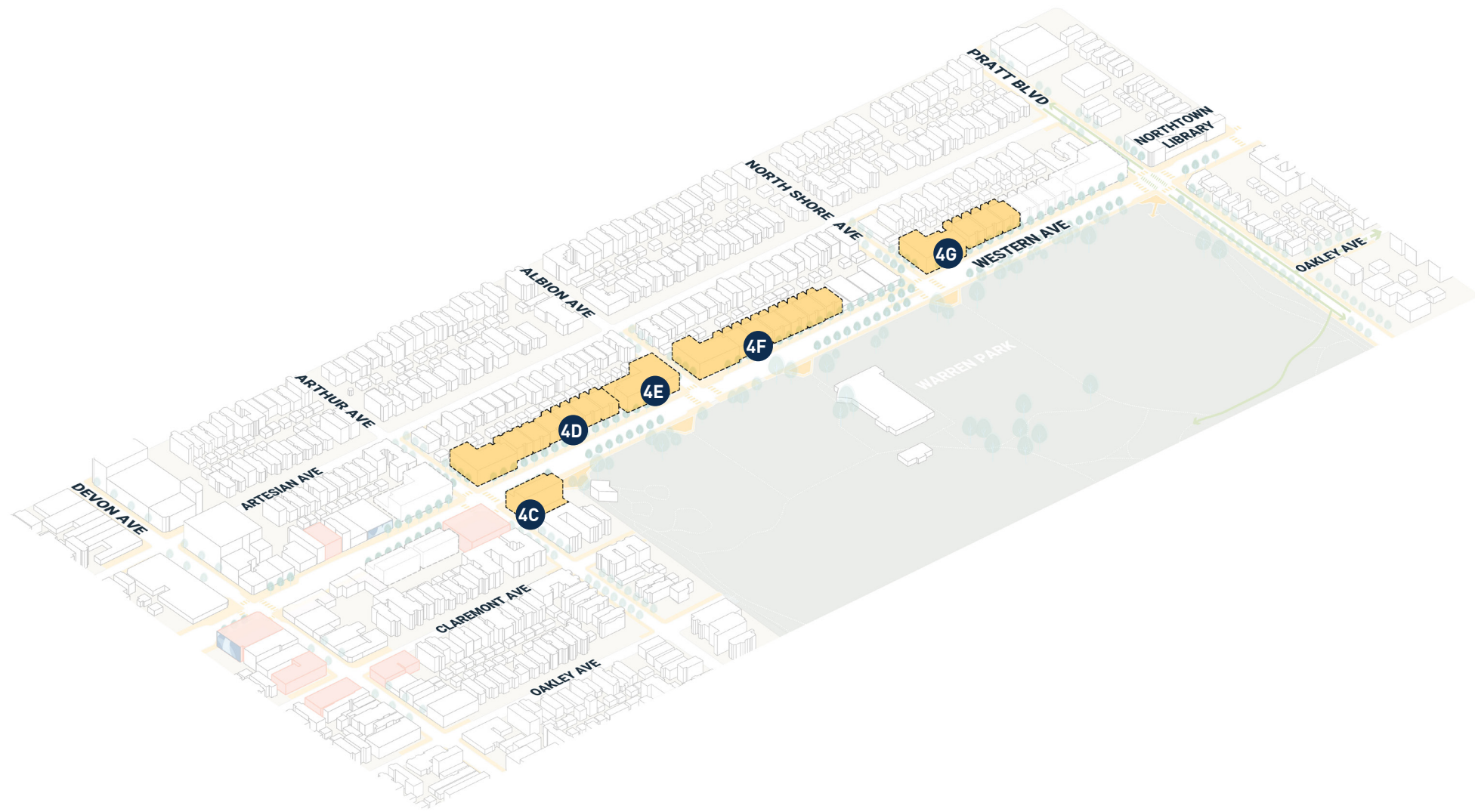


Figure 50. Neighborhood Center #4
Priority Opportunity Sites Key Plan

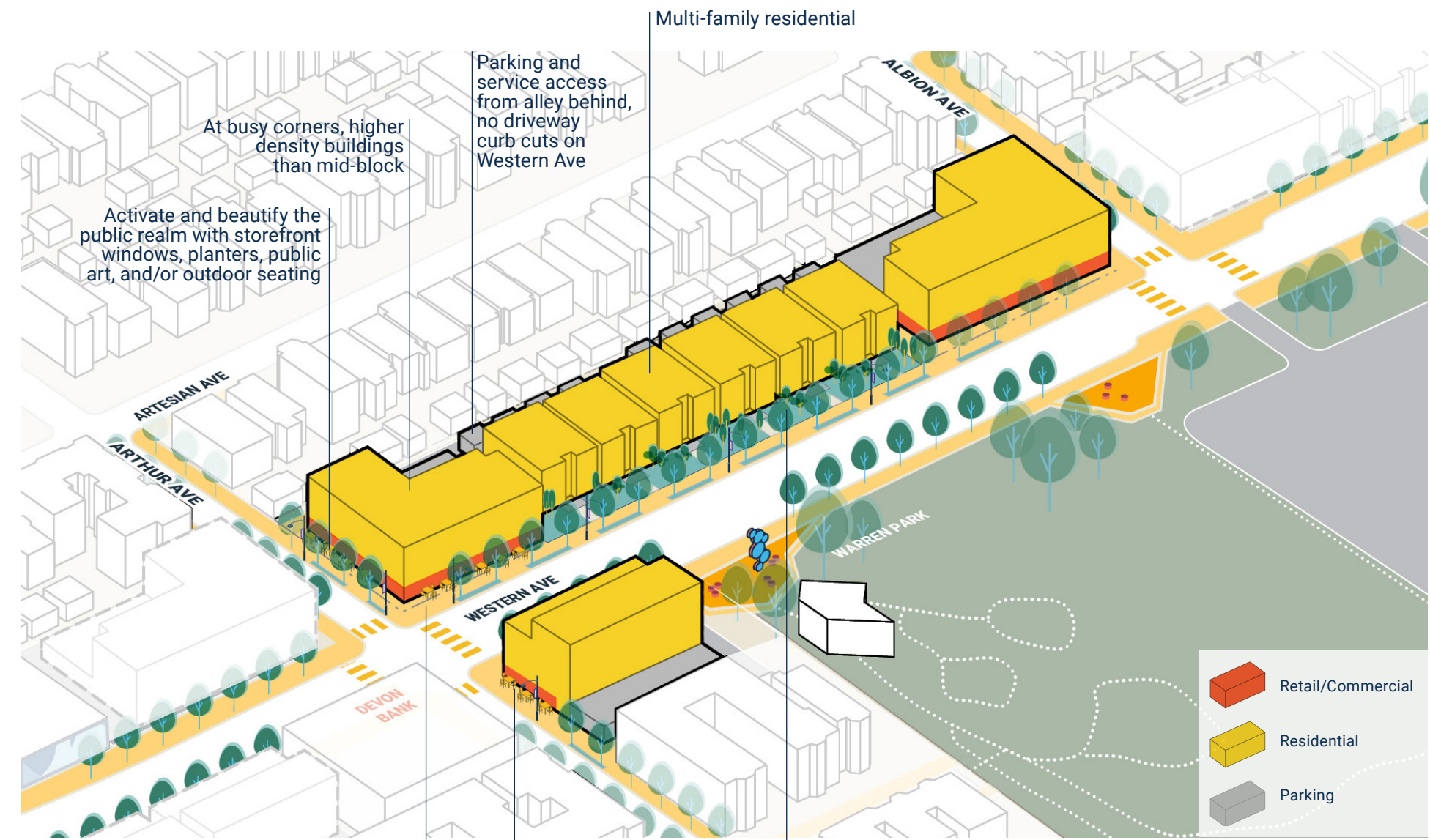


Figure 51. Example Development Concept for the West Side of Western Avenue Across from Warren Park

Note: This development concept drawing is illustrative of design principles only. Future project design will look different and will likely involve additional community engagement before approval.

NEIGHBORHOOD CENTER #5

| PRIMARY ZONING | TIF DISTRICT |
|----------------|----------------------------------|
| B3-2 | Touhy and Western (expires 2030) |

Existing Conditions

- High storefront vacancy and turnover nearby
- Car-oriented commercial uses along Western
- Low to moderate development pressure within nearby neighborhoods
- Recent residential development on Western nearby

Community Priorities

- Reinforce a cluster of neighborhood commercial destinations around Western and Lunt
- Activate vacant and underutilized properties, including attracting new businesses and upgrading storefronts
- Improve sidewalks and crosswalks for increased pedestrian comfort and safety
- Deploy traffic calming strategies to discourage speeding
- Increase tree canopy and vegetation



5A Vacant lot
6936-6940 N Western



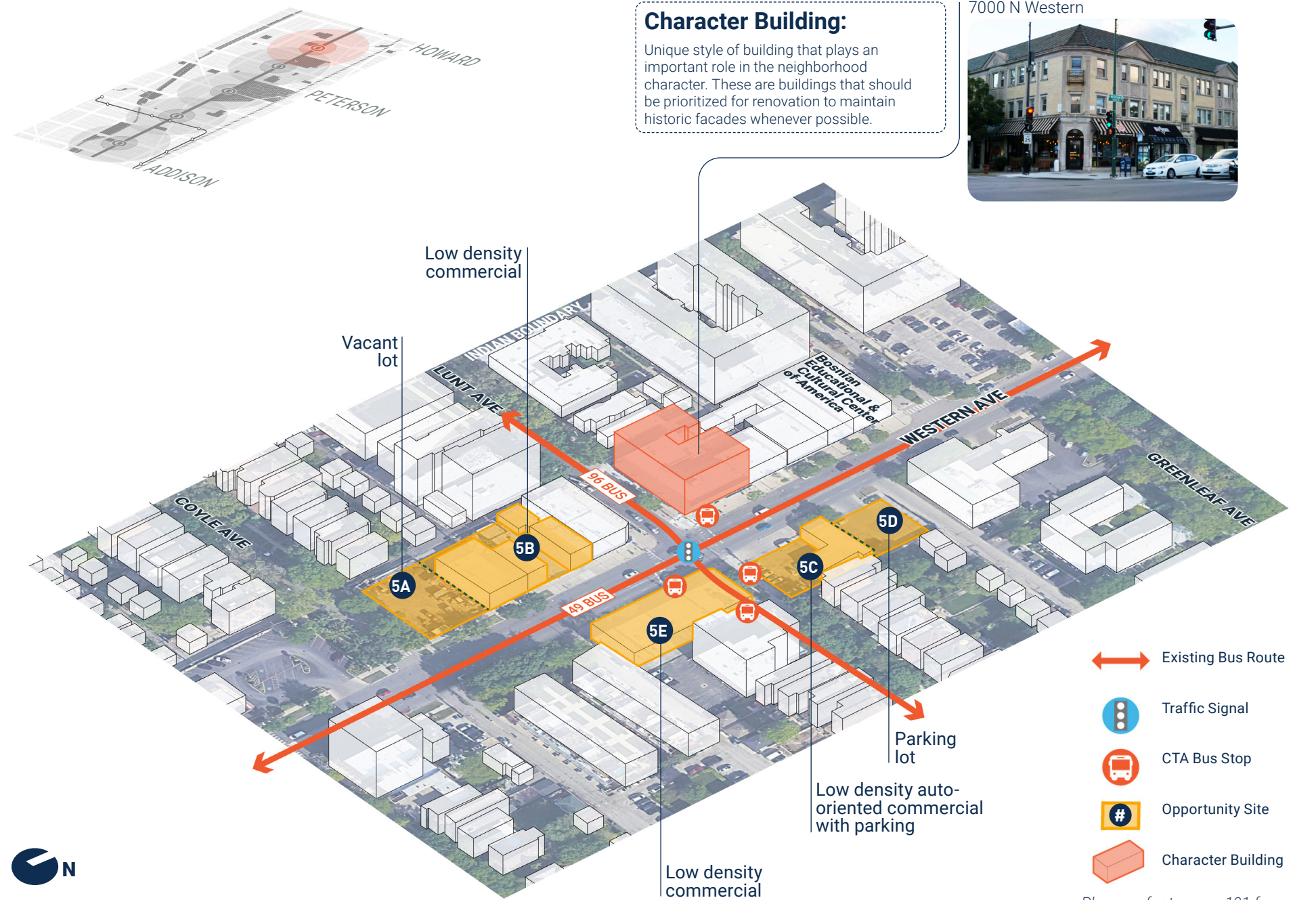
5B Low density commercial
6942-6950 N Western



5C Low density auto-oriented commercial with parking
7001-7015 N Western



5D Parking lot
7007 N Western



Please refer to page 101 for the definition of an opportunity site and more information on the sites identified.
Neighborhood Center #5 | 99

Proposed intersection improvements and mobility hub

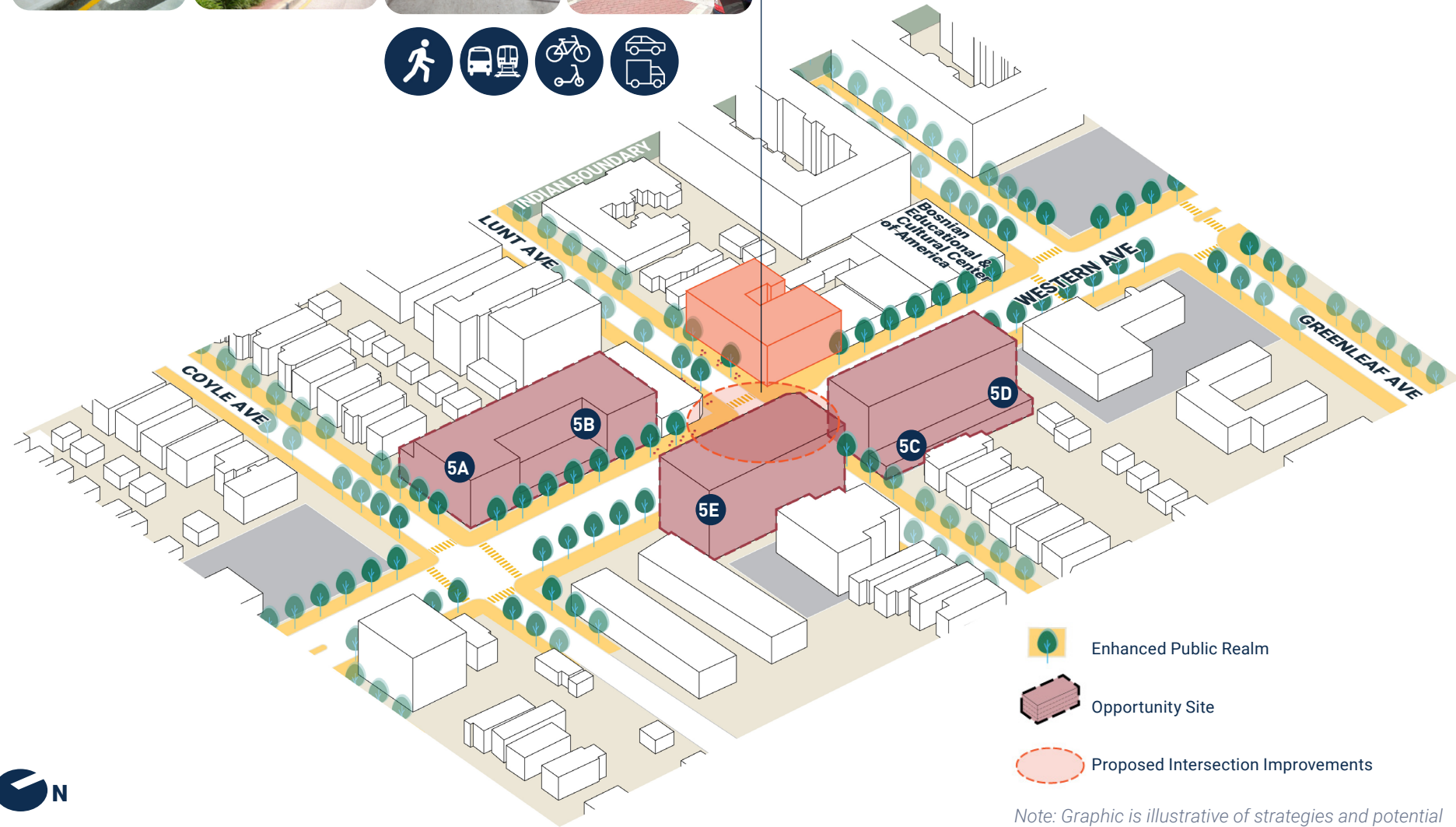


Figure 53. Neighborhood Center #5 Recommendations

Note: Graphic is illustrative of strategies and potential recommendations that are subject to further analysis, design, and review by applicable regulatory bodies and local stakeholders. Specific locations, configurations, and design may shift when implemented.

Opportunity Sites

Neighborhood Center #5

| ADDRESS | EXISTING USE | APPROX. SITE AREA (SF) | ZONING (2022) |
|------------------------|---|------------------------|---------------|
| 5A 6936-6940 N Western | Vacant lot | 8,900 | C2-2 |
| 5B 6942-6950 N Western | Low density commercial | 13,500 | B3-2 |
| 5C 7001-7015 N Western | Low density auto-oriented commercial with parking | 8,200 | B3-2 |
| 5D 7007 N Western | Parking lot | 6,000 | B3-2 |
| 5E 6963-6977 N Western | Low density commercial | 12,200 | B3-2 |

Figure 54. Neighborhood Center #5 Opportunity Sites

*Site areas are estimated and require a survey to confirm property boundaries and square footage.

Opportunity Site Defined

Intent:

Identifying sites that may be redeveloped in the future.

Criteria:

1. Current use is incompatible with the long-term future vision for this area.
2. Current structure is incompatible with the long-term future vision for this area.
3. Site is underutilized. (vacant, square footage is significantly less than what is allowed by zoning, etc.)

Near Term Action Items

Neighborhood Center #5

| ACTION ITEM | PRIMARY RESPONSIBLE PARTIES | STATUS | EXPECTED COMPLETION |
|---|--|--|---------------------|
| Public Realm and Infrastructure | | | |
| Targeted public realm and intersection improvements: pedestrian bump outs, bus stop improvements, crosswalks, etc. | CDOT, CTA | Technical analysis underway | By end of 2025 |
| Land Use and Development | | | |
| Evaluate project proposals along the corridor using the land use framework, design guidelines, and other recommendations of this study | Alderpersons, DPD | Underway | Ongoing |
| Complete projects according to the land use framework, design guidelines, and other recommendations of this study | Developers | Underway | Ongoing |
| Proactively share development recommendations with owners and interested buyers or developers of opportunity sites | Alderpersons, Chamber of Commerce/SSA, DPD | Underway | Ongoing |
| Programming and Activation | | | |
| Encourage indoor/outdoor uses such as outdoor dining on Lunt to establish a welcoming gateway to and from the residential neighborhoods | Chamber of Commerce/SSA, Alderpersons, DPD | Can recommend to current property owners and developers | Ongoing |
| Encourage public art such as murals on blank façades in the area | Chamber of Commerce/SSA, Alderpersons, Property owners | No formal program exists today, no SSA in this location to manage or fund a public art program | Ongoing |

Figure 55. Neighborhood Center #5 Near Term Action Items

ACKNOWLEDGMENTS

Prepared By:

Chicago Department of Planning and Development (DPD)

Chicago Department of Transportation (CDOT)

Consultant Team

- site design group, ltd (*site*)
- SOM
- Sam Schwartz Engineering
- Latent Design
- Borderless Studio
- Territory Urban NFP

City of Chicago Project Management Team:

Katharyn Hurd, DPD

Ellen Schmidt, CDOT

Key Advisors:

Cindy Roubik, DPD

Dawveed Scully, DPD

John Law, DPD

Martin Sorge, DPD

Kathy Dickhut, DPD

Gabi Jirasek, DPD

Pete Strazzabosco, DPD

Michael Berkshire, retired DPD

Lubka Benak, CDOT

Daniel Hertz, Chicago Department of Housing (DOH)

For more information contact:

DPD@cityofchicago.org

Steering Committee Member Organizations:

City Departments and Sister Agencies:

- Chicago Transit Authority (CTA)
- Chicago Department of Planning & Development (DPD), Zoning
- Chicago Department of Buildings (DOB), Stormwater Review Group
- Chicago Metropolitan Agency for Planning (CMAP)

Elected Officials:

- 40th Ward, Ald. Vasquez
- 47th Ward, Ald. Martin
- 49th Ward, Ald. Hadden
- 50th Ward, Ald. Silverstein

Neighborhood Organizations

- North Center Neighborhood Association
- Heart of Lincoln Square Neighbors Association
- West Ridge Community Organization

Chambers of Commerce / Special Service Areas

- Lincoln Square Ravenswood Chamber of Commerce (SSA #21)
- Northcenter Chamber of Commerce (SSA #38)
- Rogers Park Business Alliance (SSA #43)
- West Ridge Chamber of Commerce

Advocacy / Expert Groups

- Active Transportation Alliance
- Center for Neighborhood Technology
- DePaul Institute for Housing Studies



