

DRAFT FOR REVIEW 09/30/2022



# **WESTERN AVENUE CORRIDOR STUDY**

Summary Report

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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 corridor 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 and city 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.



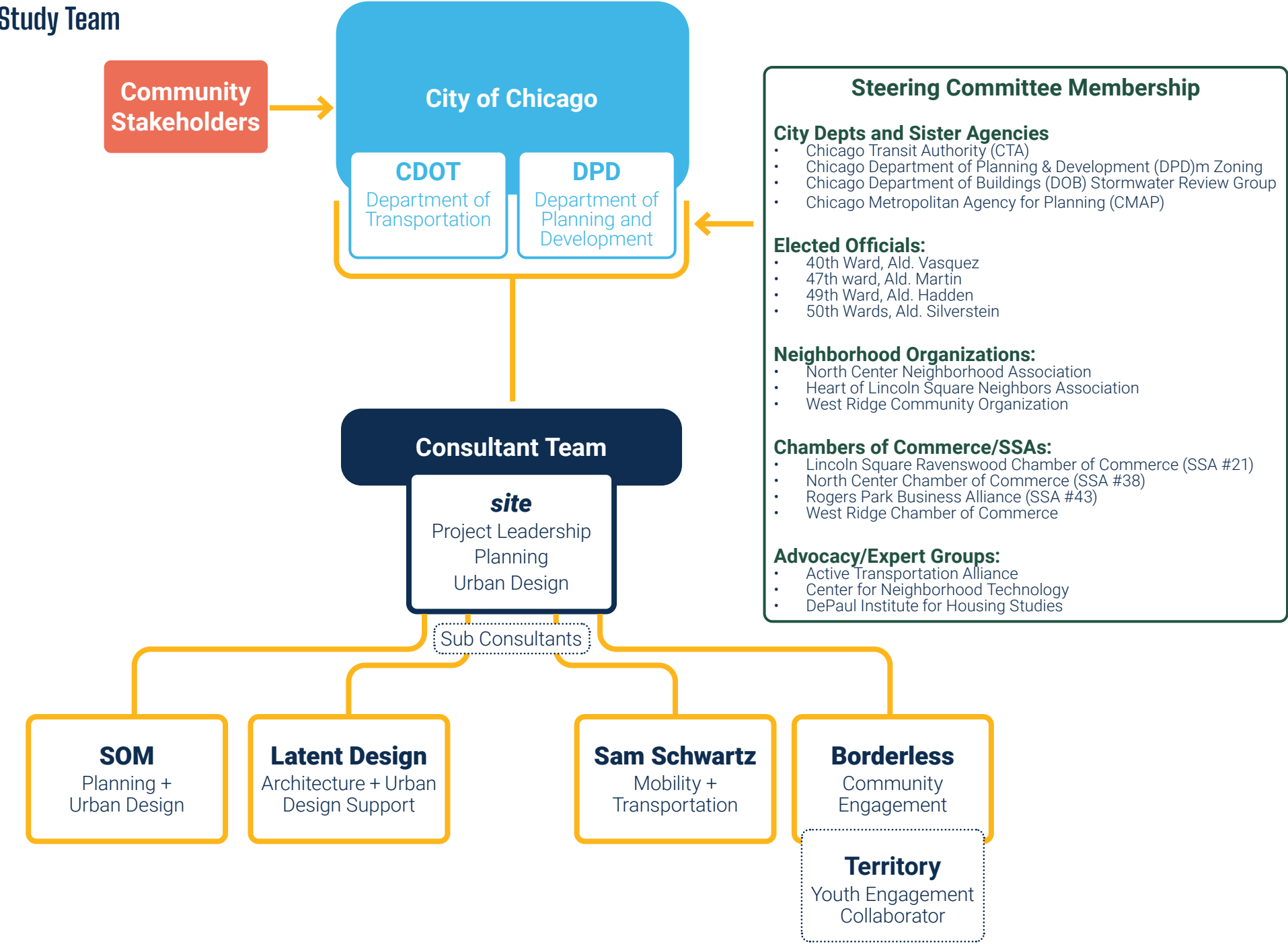
Figure 1. Western Avenue in Chicago



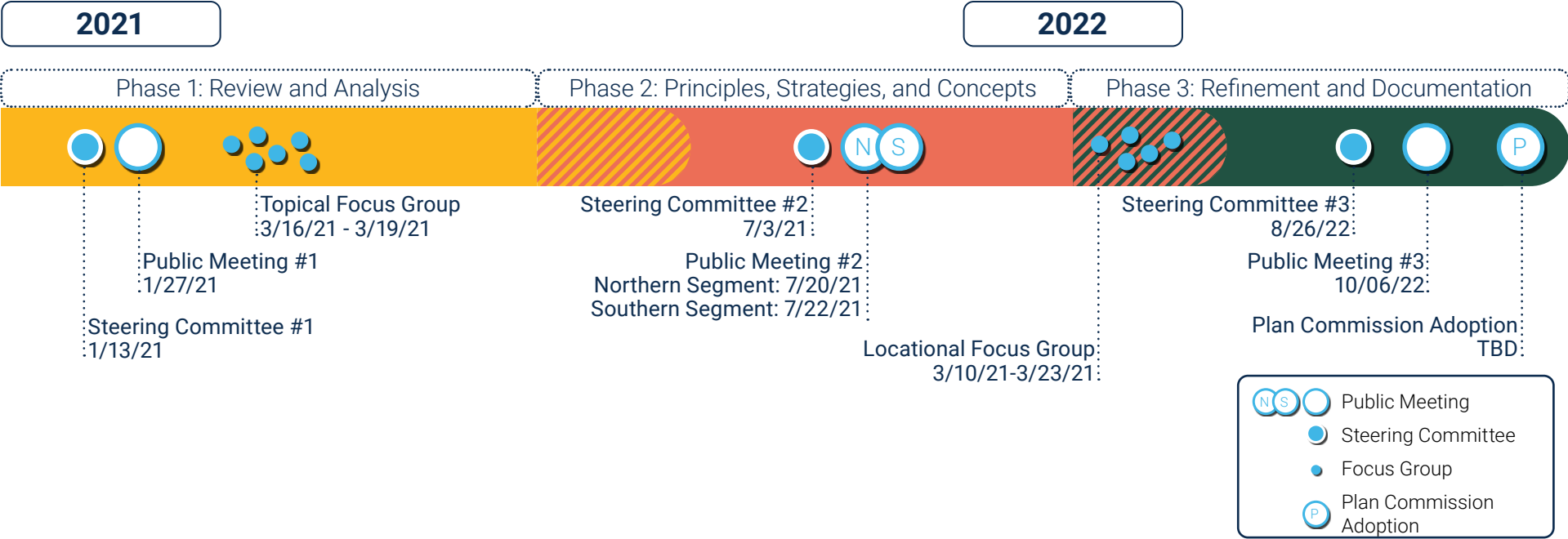
Figure 2. Western Avenue Corridor and Surrounding Context



Study Team



Study Timeline



Housing and Neighborhoods Focus Group, Virtual Meeting 3/16/21 (Borderless Studio)



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



Local Business Interviews, Joe Guliana, owner of Auto Plus Hollywood Services 3/8/21 (Borderless Studio)



# BUILDING CONSENSUS WITH WESTERN AVENUE COMMUNITIES

The study’s 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



Awareness and Outreach - 49 Bus Shelter Ad (Borderless Studio)



Awareness and Outreach - Postcard (Borderless Studio)



Awareness and Outreach - Social Media Outreach

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. (Scott Shigley)



Western Avenue Streetcar at Grace in 1956. (Joe Urbanski)



X49 Western Express. (Chicago Transit Authority (CTA))

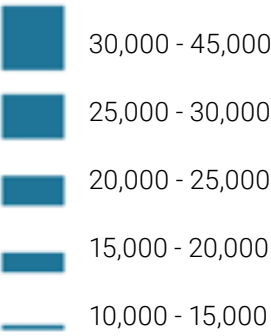
### Key Findings

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

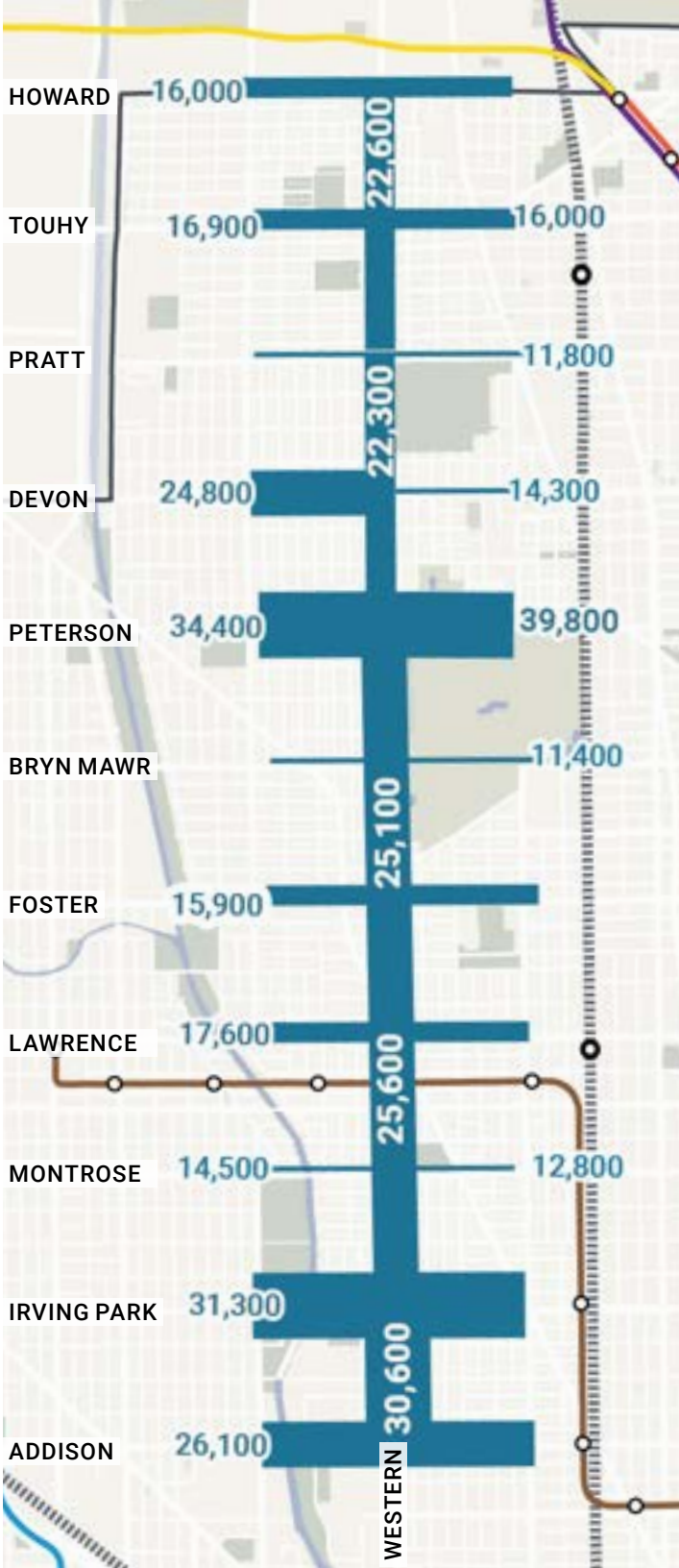
Average Daily Traffic (2018/2019)



From Addison to Howard, Western experiences traffic volumes of up to 30,000 vehicles per day, and it intersects with major east-west corridors 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 streets: Peterson, Irving Park, Addison, and Devon. While two of the three highest traffic counts are seen along the southern portion of the corridor (Addison and Irving Park), Peterson carries the most east-west traffic of the corridors 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 relative to overall traffic, with 11.7% of average daily traffic being trucks.

Figure 3. Average Daily Traffic (ADT) per day on and crossing Western Avenue (Source: IDOT, 2018/2019)



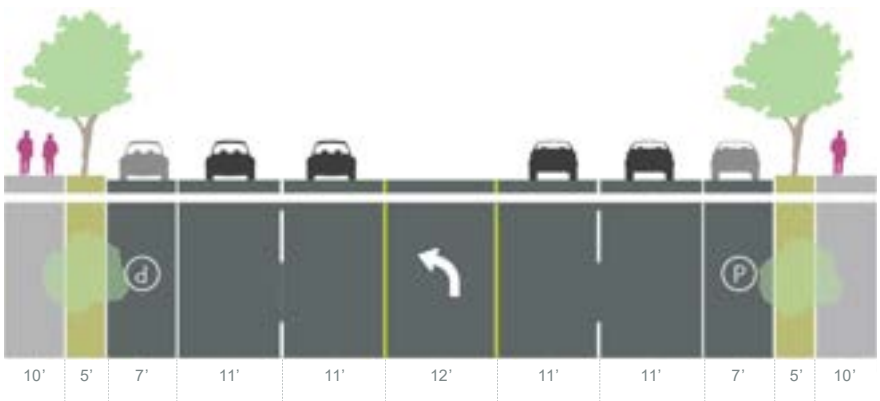


### Consistent, Wide Cross-Section

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.



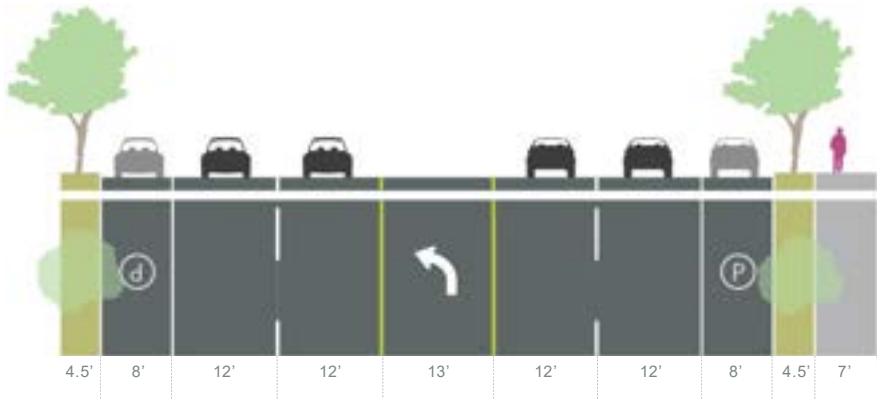
Figure 4. Cross-section Key Map



1 Figure 5. Sample Cross-section at Grace



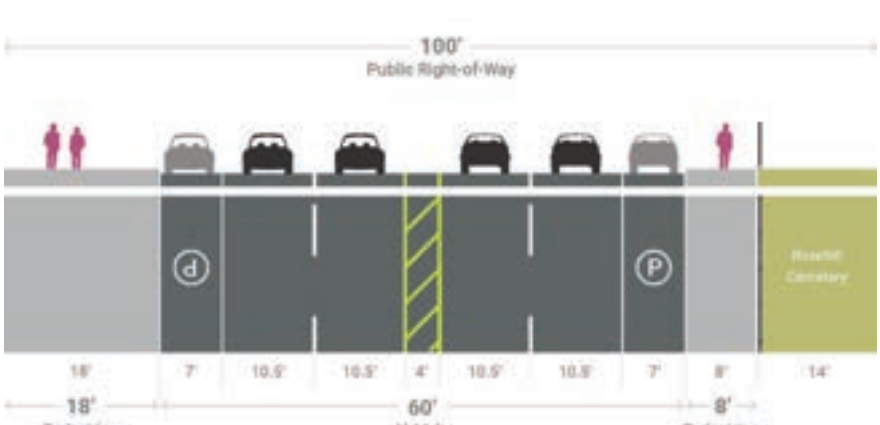
2 Figure 6. Sample Cross-section at Lawrence (south leg)



3 Figure 7. Sample Cross-section at Carmen



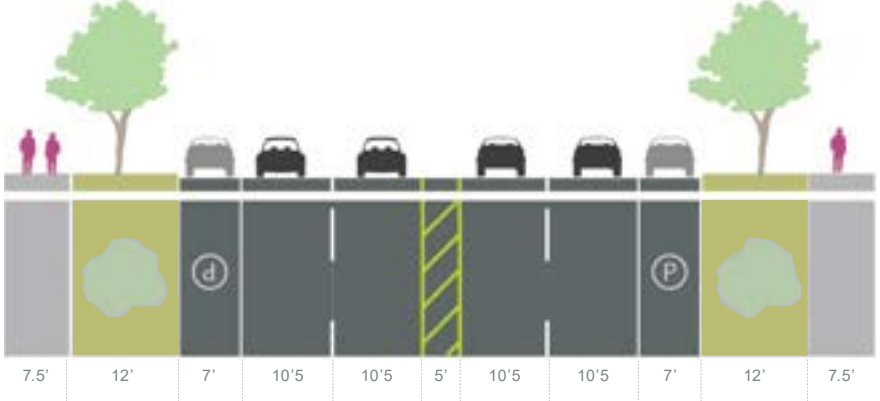
4 Figure 8. Sample Cross-section at Catalpa



5 Figure 9. Sample Cross-section at Hollywood



6 Figure 10. Sample Cross-section at Glenlake



7 Figure 11. Sample Cross-section at Coyle



8 Figure 12. Sample Cross-section at Fargo

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.

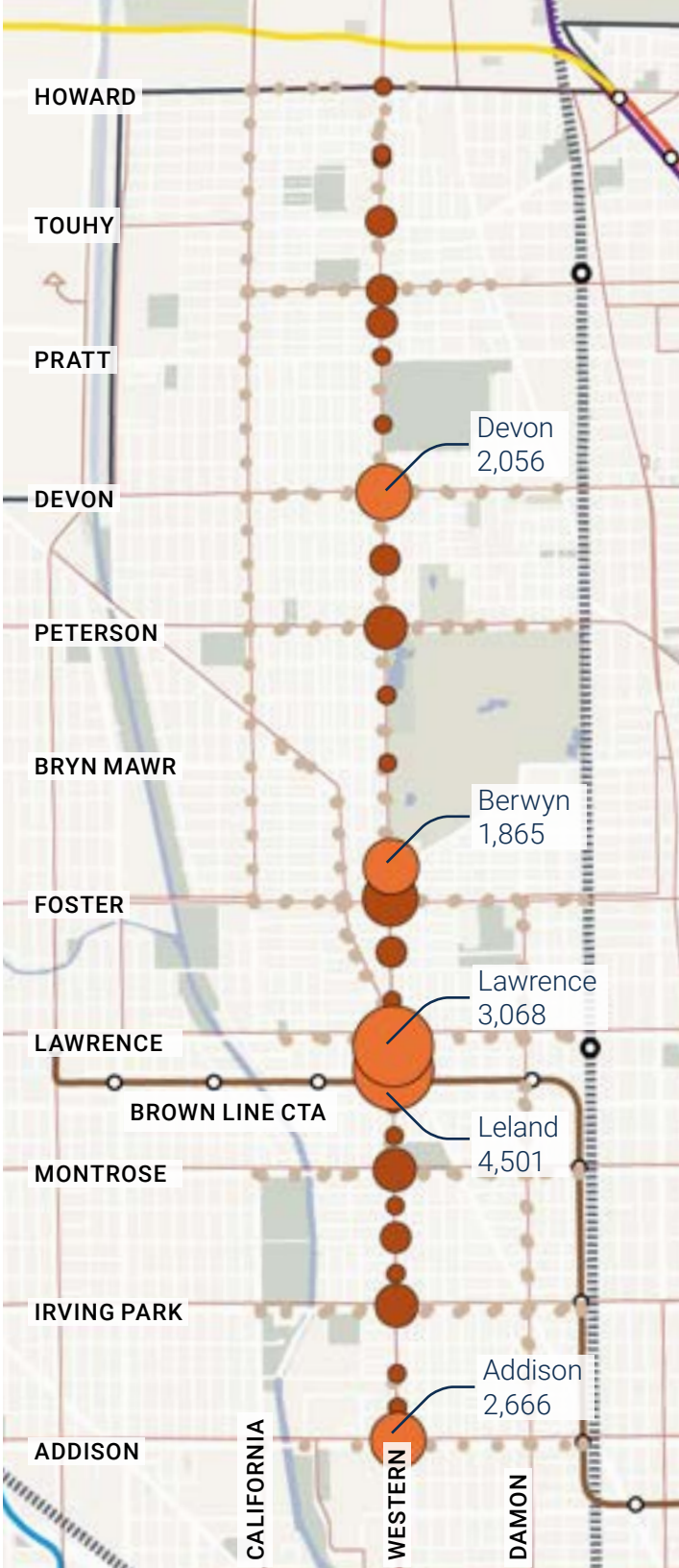
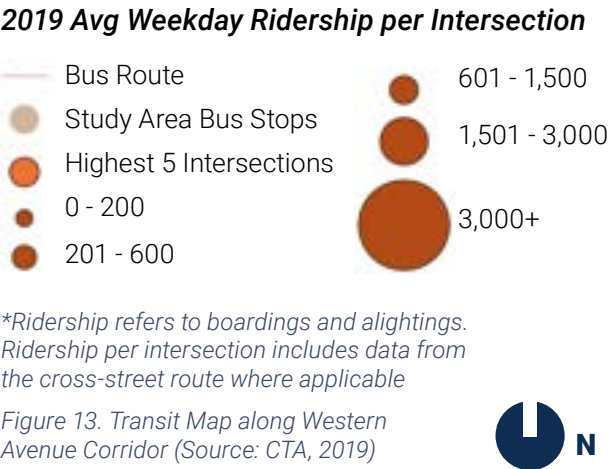
The study area is crossed by nine east-west CTA bus routes, several Pace bus routes, and the CTA Brown Line train.

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.

#### 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.

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.



### 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.

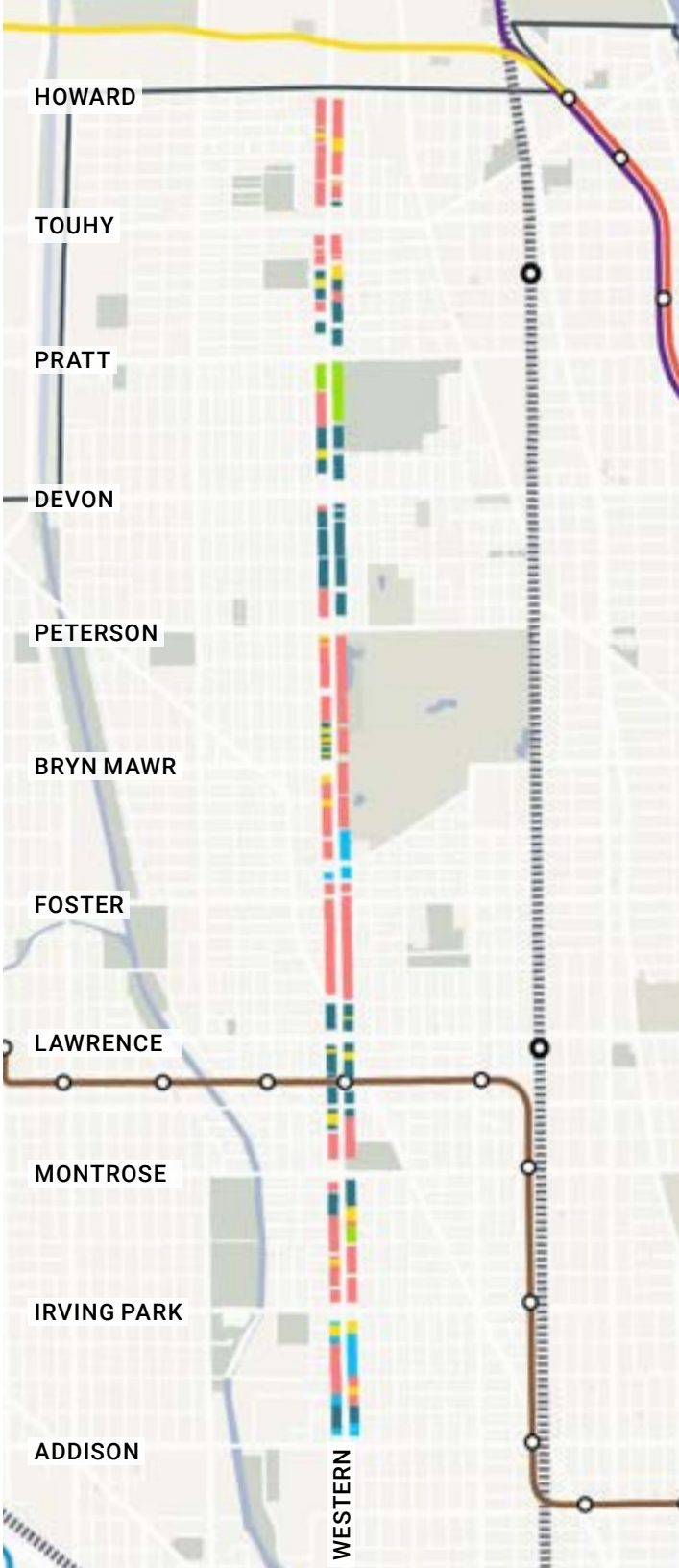
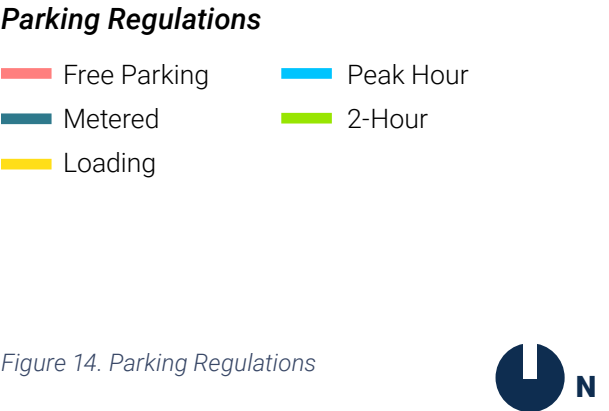
Most of the curb features no designation and functions as free parking. Employees and residents primarily use free parking adjacent to businesses, limiting short-term parking opportunities. Approximately 30% of the curb space is metered parking. Metered parking is an alternative to free parking to increase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





## 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, Berteau, and Grace.

### Key Findings

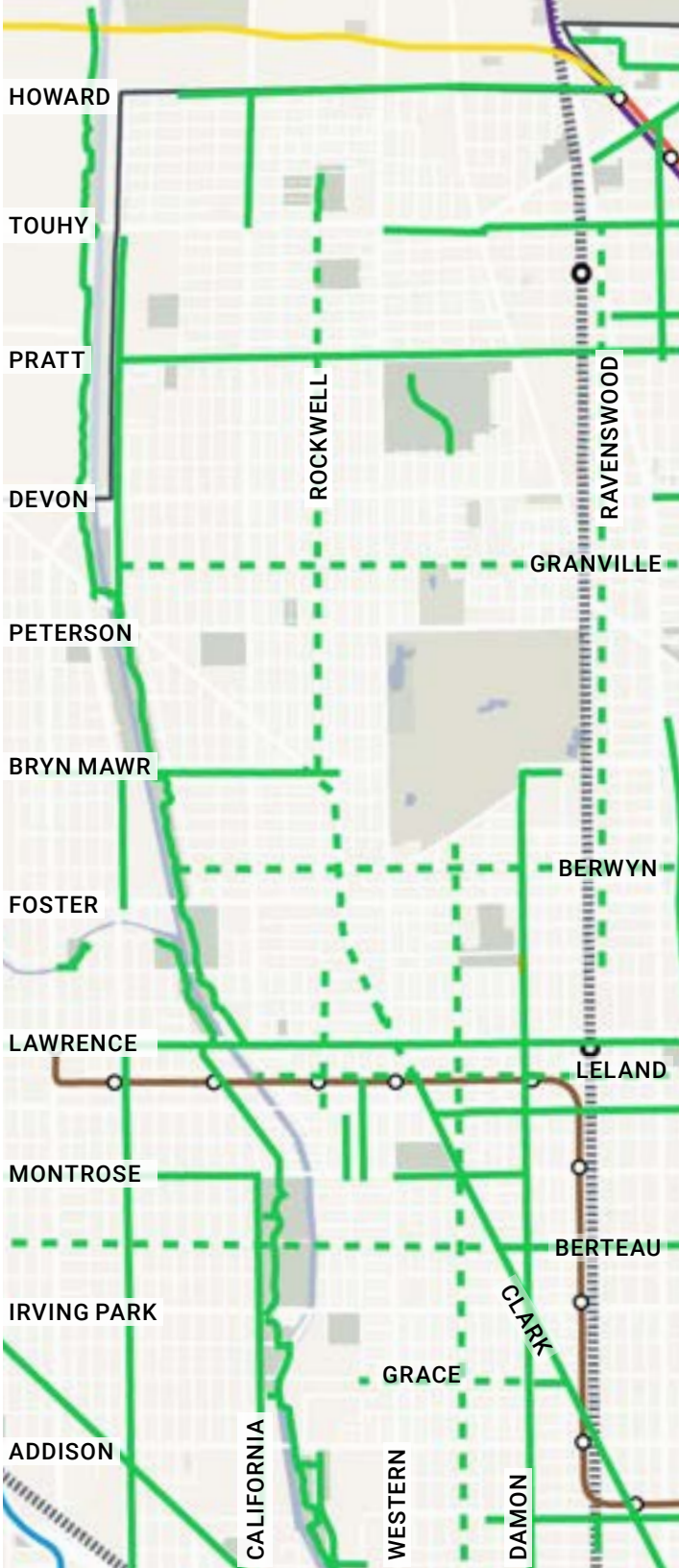
Bicycling along Western on-street is generally undesirable due to higher speeds and a larger volume of truck traffic. An emphasis on alternative north-south routes and providing safe connections along east-west bikeways is key for enhancing the bike network around the study area.

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. Bike Map



## 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 2014 and 2018, there were 897 crashes involving pedestrians and 717 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 eight 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

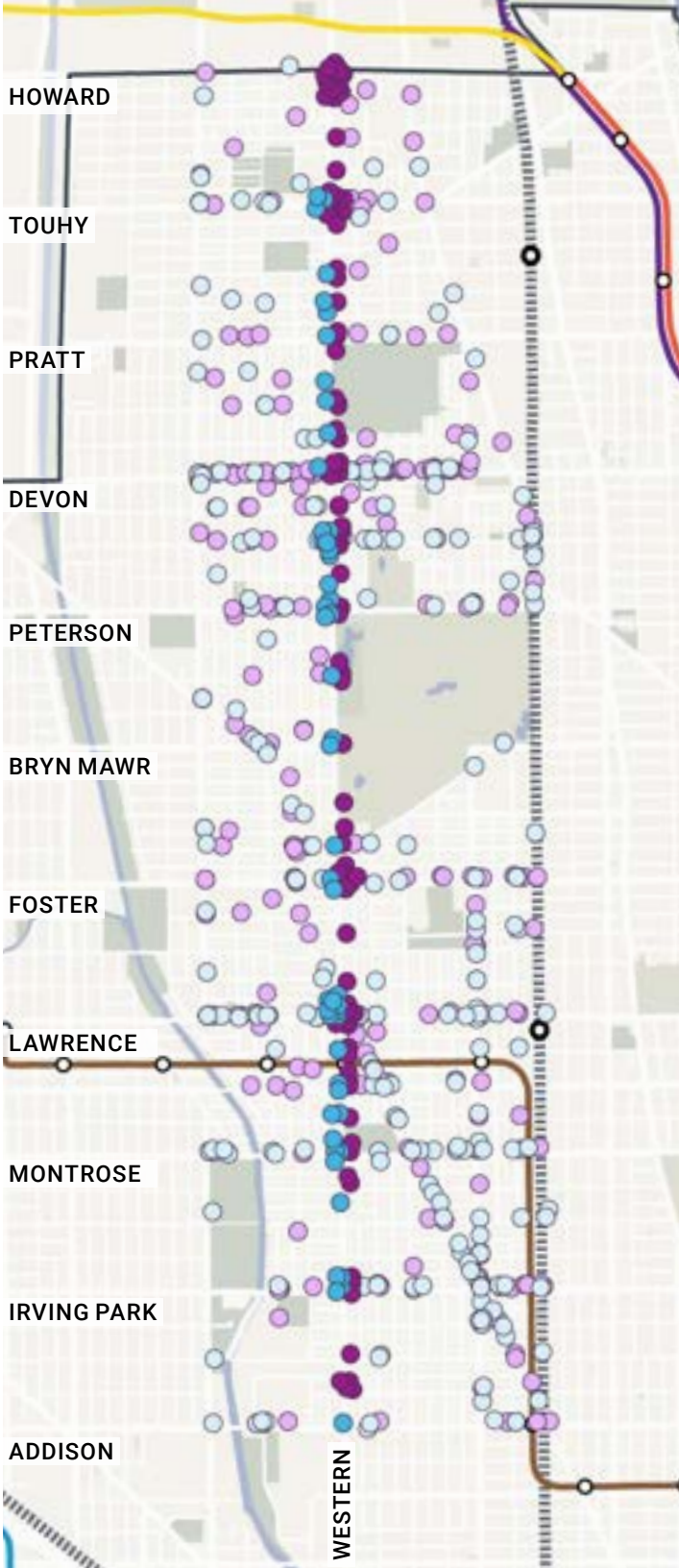
Crashes involving bikes and pedestrians are common due to the large volume of people using the corridor and conflicts with vehicular traffic. Improving crossing conditions and locations for bicycles and pedestrians should improve safety and reduce these types of crashes.



#### Bicycle/Pedestrian Crashes: 2014-2018

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

Figure 16. 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 (CMAP. 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%	26493	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. Race by Community Area (CMAP. Community Data Snapshot July 2022 Release)

### Key Findings

Due to population growth and relocation patterns, there is increasing demand for a range of housing types for a range of household 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 DePaul Institute for Housing Studies research, North Center and Lincoln Square have some of the highest city-wide incidences of two- to four-unit buildings into single family homes, a process called deconversion that gradually erodes housing units.

These and other types of older multi-unit buildings are often referred to as “naturally

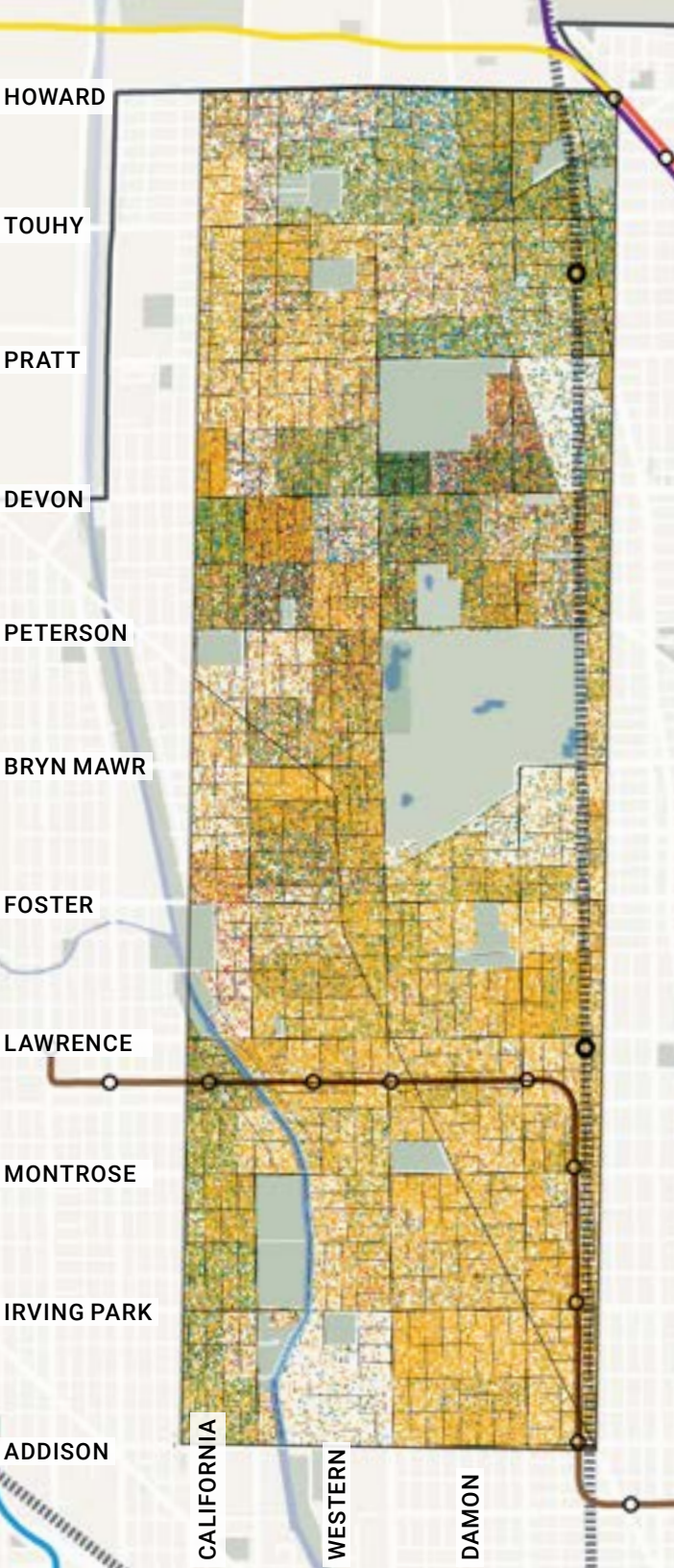
occurring affordable housing,” which means housing affordable to lower income residents at 60% of the area median income. In contrast to legally restricted affordable housing, which is regulated, naturally occurring affordable housing units are not protected by law and are therefore vulnerable to redevelopment.

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 2.5-7 times more plentiful than legally restricted affordable housing units.

### Race/Ethnicity (2019)

- White
- Hispanic
- Asian
- Other
- Black

Figure 19. Race and Ethnicity along the Western Avenue Corridor (2019)





# 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

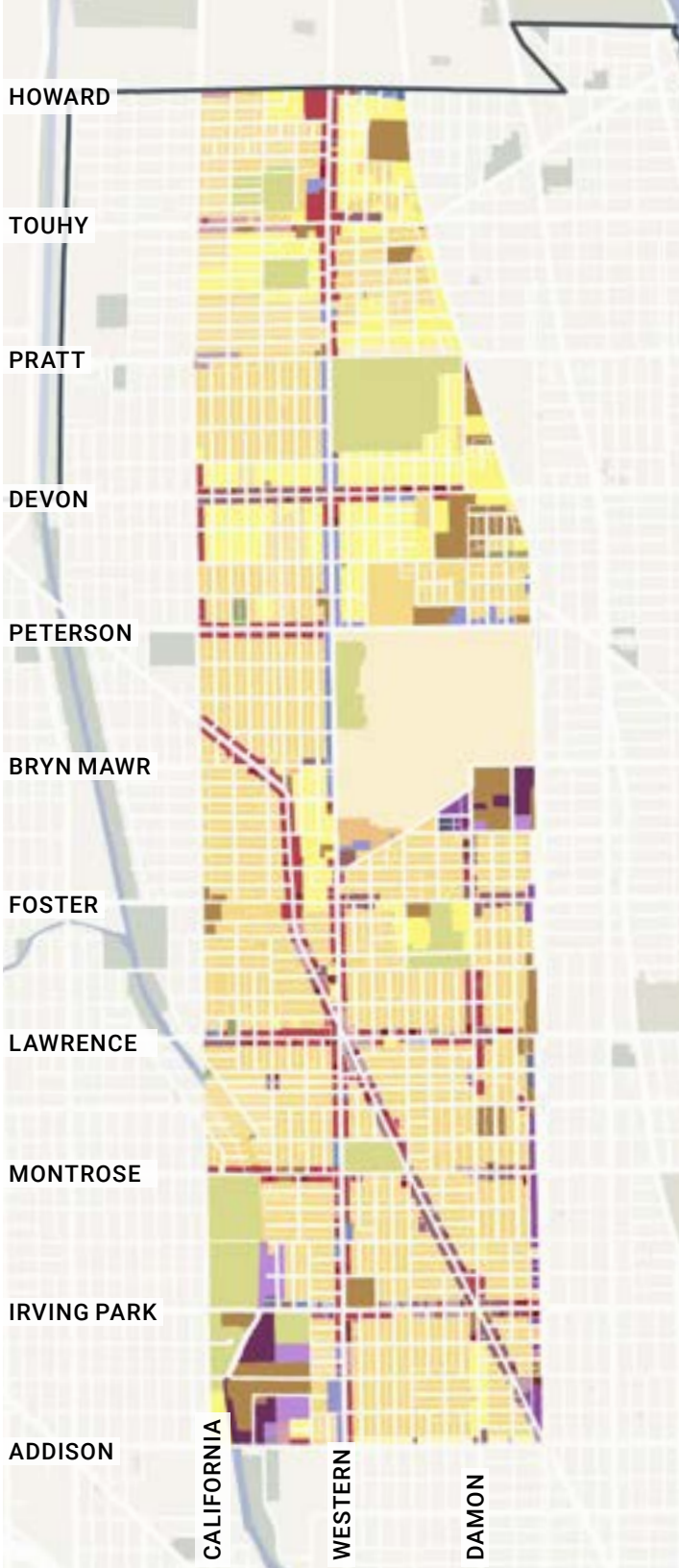
low-density, detached homes. Interestingly, the historic building stock within those RS districts often includes a significant number of existing multi-unit buildings that could not have been built today without a zoning change.

For more information on the Chicago Zoning Ordinance, please view the interactive zoning map at [gisapps.chicago.gov/ZoningMapWeb](https://gisapps.chicago.gov/ZoningMapWeb) and review the ordinance language at [codelibrary.amlegal.com/codes/chicago/latest/chicagozoning\\_il](https://codelibrary.amlegal.com/codes/chicago/latest/chicagozoning_il)

Zoning (2020)



Figure 20. Western Avenue Corridor Zoning (2020)





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.

One of Western Avenue’s most prominent land uses is a large lot auto-related business, including 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 study 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 (SOM)



Mixed-Use Residential at Western and Leland (SOM)



# 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 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.

## 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 but 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

### 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.



Streetscape at 3627 N. Western (site)



Sidewalk at Western and Catalpa along Rosehill Cemetery (site)



Ground floor setback at 4710 N Western (site)

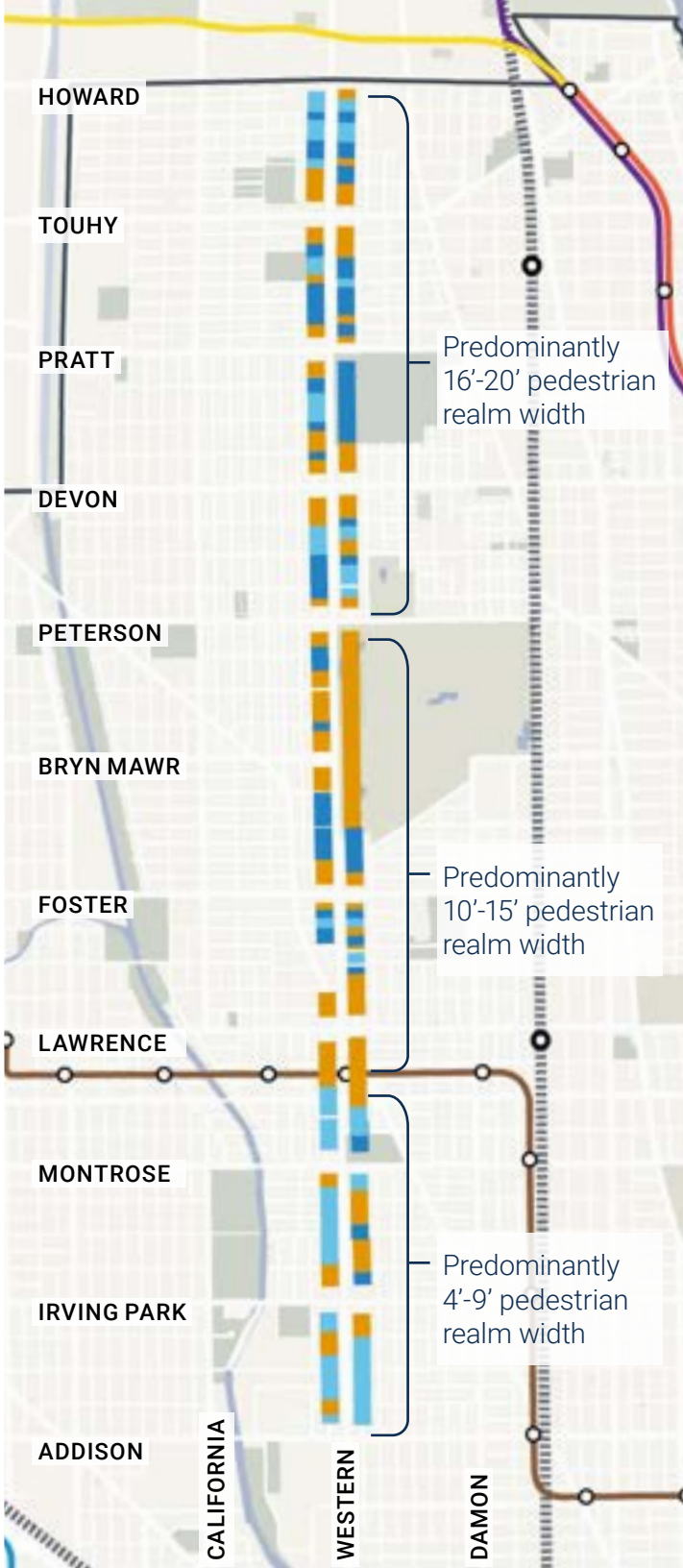


Auto-oriented business use of sidewalk at 5534 N Western (site)

### Pedestrian Realm Sidewalk Character

No Buffer    Planters    Landscaping

Figure 21. Pedestrian Realm Sidewalk Character and Width





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, neighborhoods residential yards, parkway plantings, and large public open spaces provide some relief and can help absorb stormwater to mitigate flooding.

In addition to impervious surfaces, the corridor lacks consistent street trees. The limited shade results in higher-than-average summer temperatures, according to 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.

and would provide the most value at locations with high pedestrian activity.

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.

Air Quality and Tree Canopy (2021)

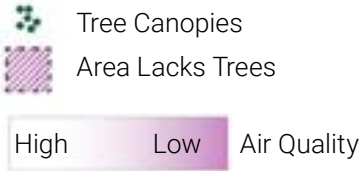
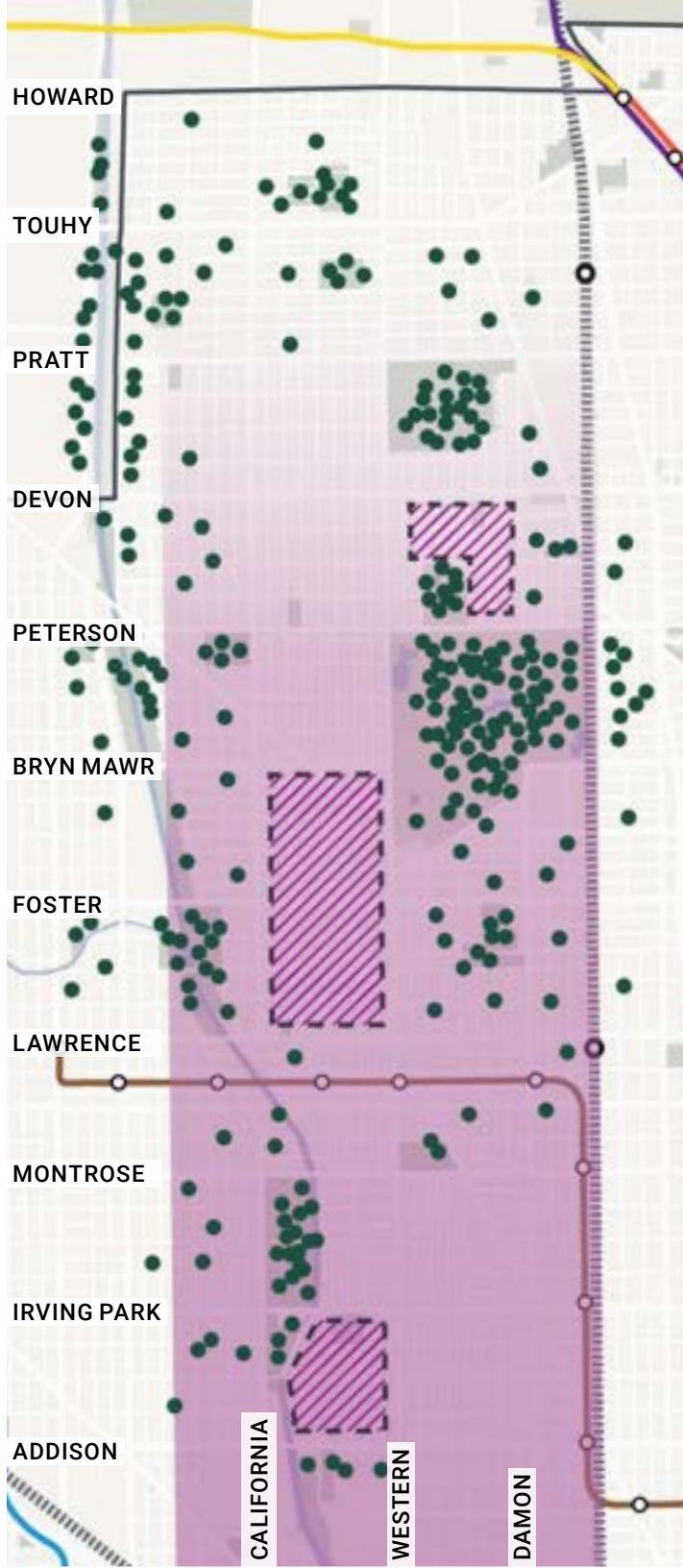


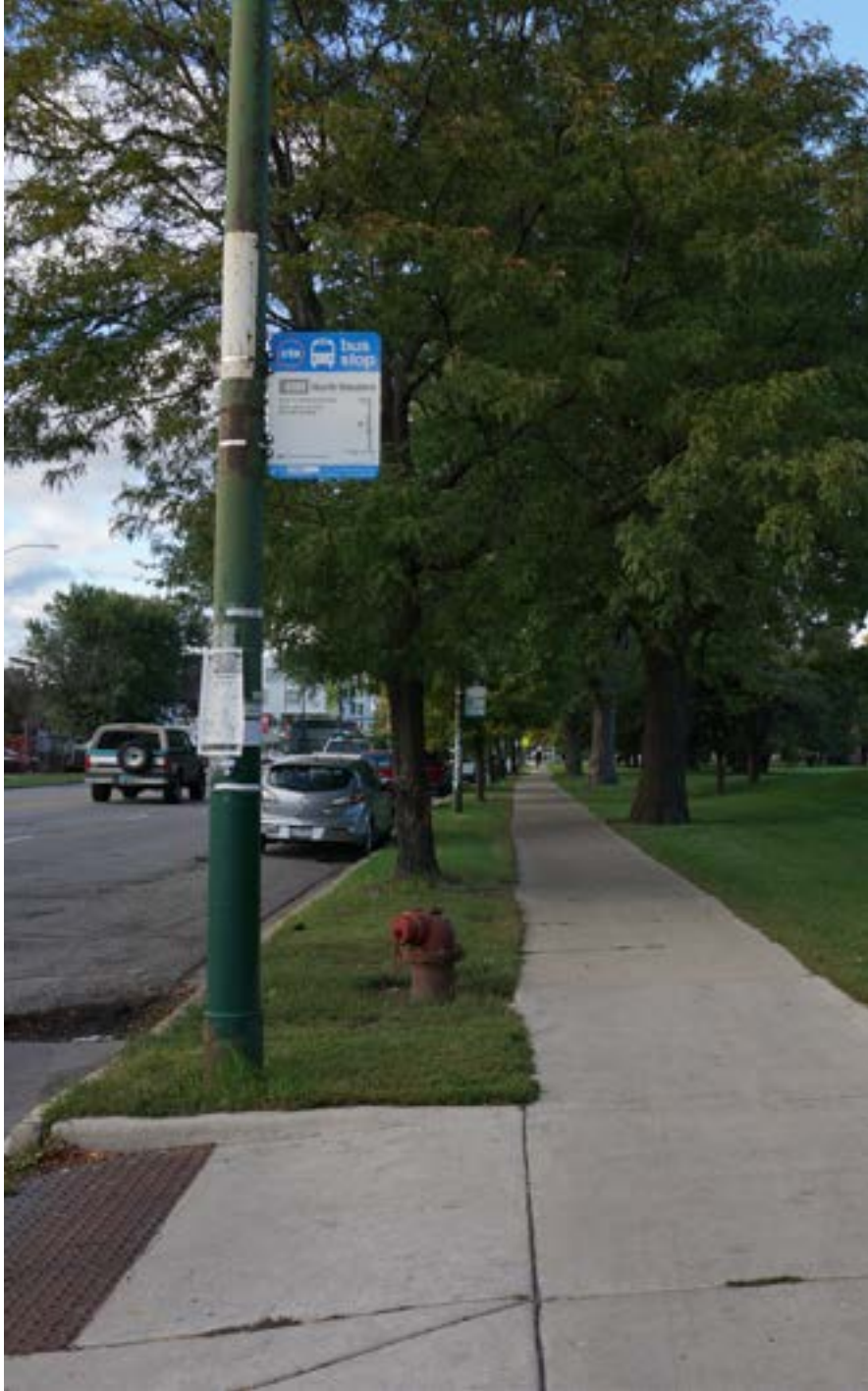
Figure 22. Tree Canopy and Air Quality along the Western Avenue Corridor (Source: Chicago Trees Initiative 2021)



Lack of shade and tree canopy at 5508 N Western (SOM)



Large swaths of impervious surfaces and sidewalks at 6221 N. Western (SOM)



Mature trees along Western at Welles Park (site)



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 best.



## 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
- Encourage new housing opportunities for a range of affordability levels and protect existing housing stock that is affordable to lower income residents



Center on Halsted, Chicago IL



## 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
- Create a vibrant, comfortable, and accessible pedestrian realm



Fullerton Avenue, Chicago IL



## 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
- Implement recommendations through transparent processes and community engagement



North Avenue, Chicago IL





# THRIVING PLACES

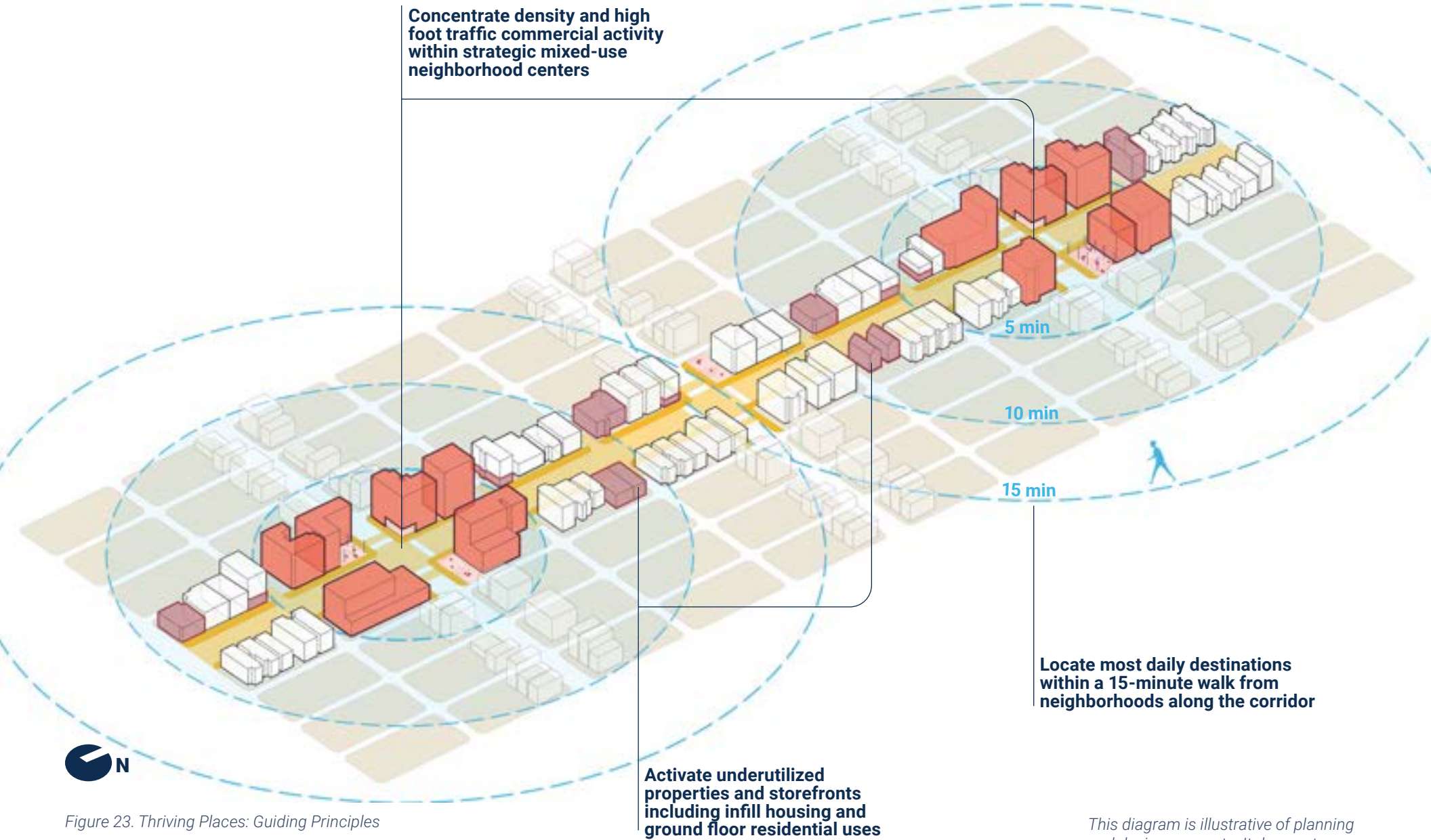


Figure 23. Thriving Places: Guiding Principles

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.



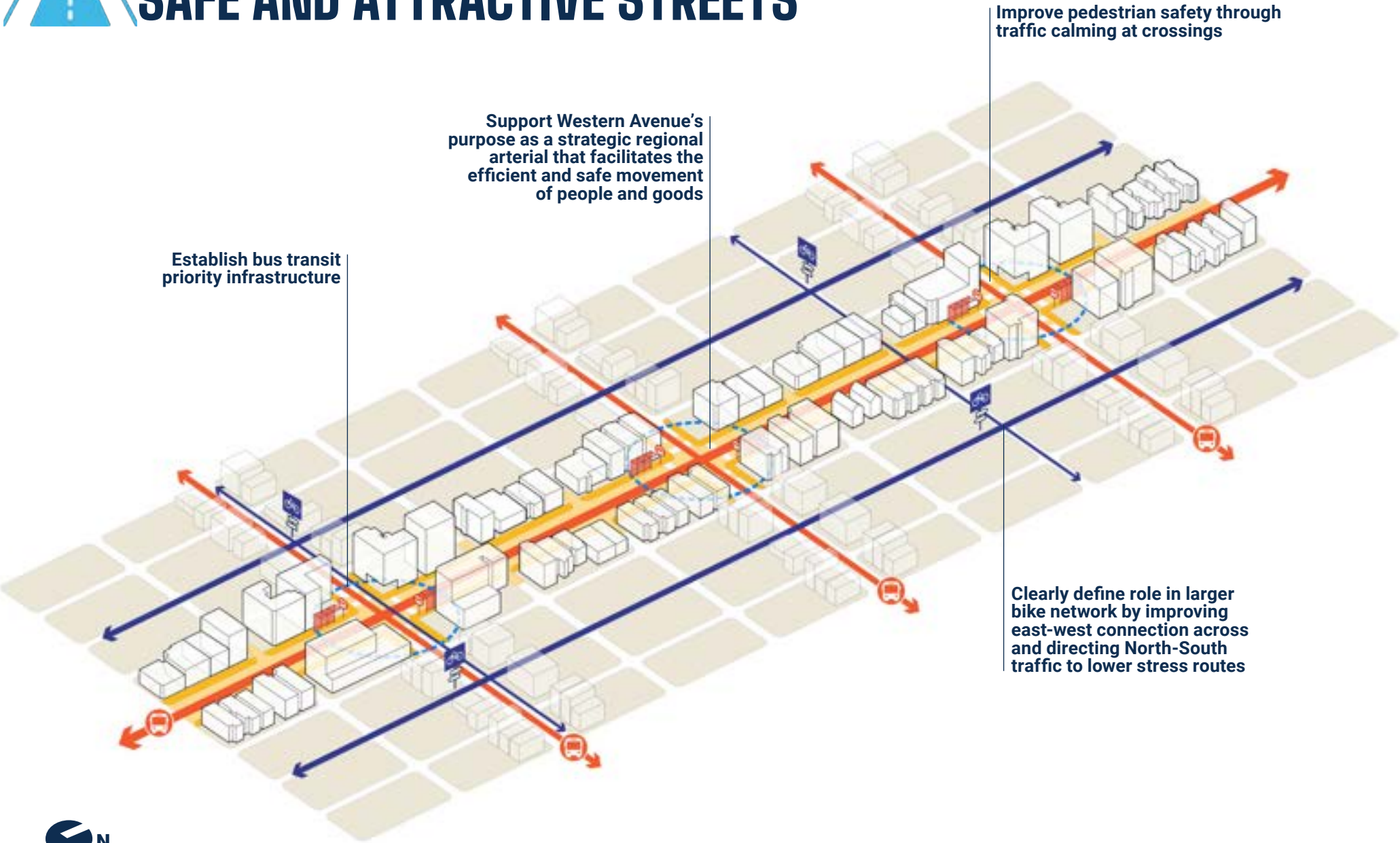


Figure 25. Safe and Attractive Streets: Guiding Principles

This diagram is illustrative of planning and design concepts. It does not represent a specific location.

## Intersection Improvement Toolkit

Multi-modal mobility hubs cluster multiple transportation modes together for convenient transfers (Source: Intertraffic)

Bus priority infrastructure such as bus bulbs, bus lanes, and enhanced bus stops

Expand pedestrian space and shorten crossing with bumpouts and refuge islands

Clarify and enforce curb management restrictions for street parking, loading, and ride share zones

Optimize signal timing for bus travel and pedestrian crossings

**Improve appearance and performance of the urban landscape with increased street trees and green infrastructure**

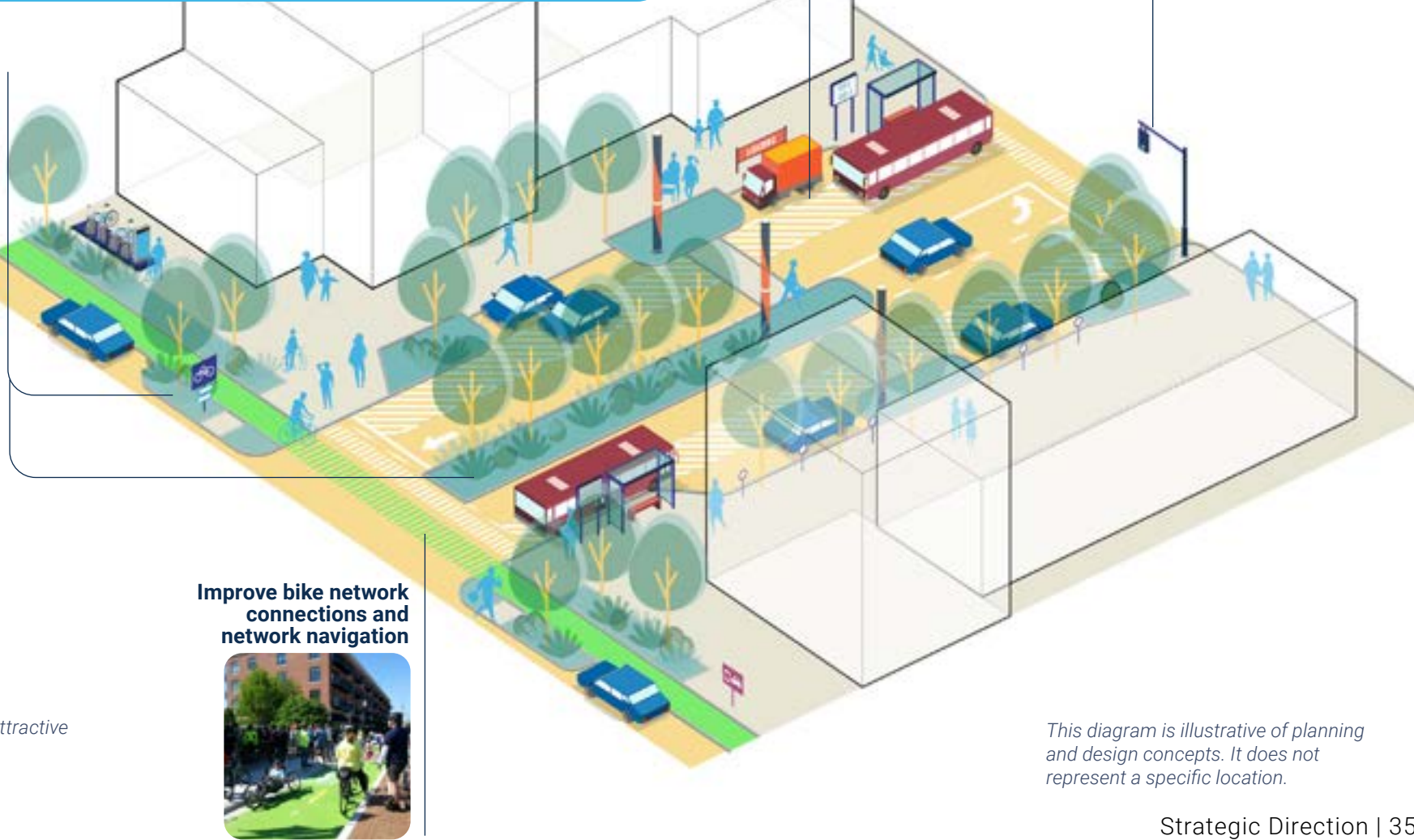
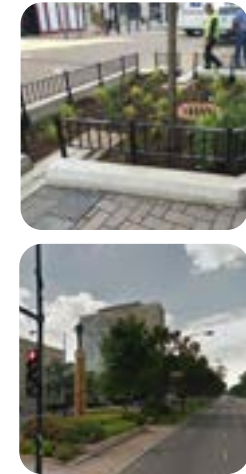


Figure 26. Safe and Attractive Streets: Strategies

This diagram is illustrative of planning and design concepts. It does not represent a specific location.



# RESILIENT COMMUNITIES

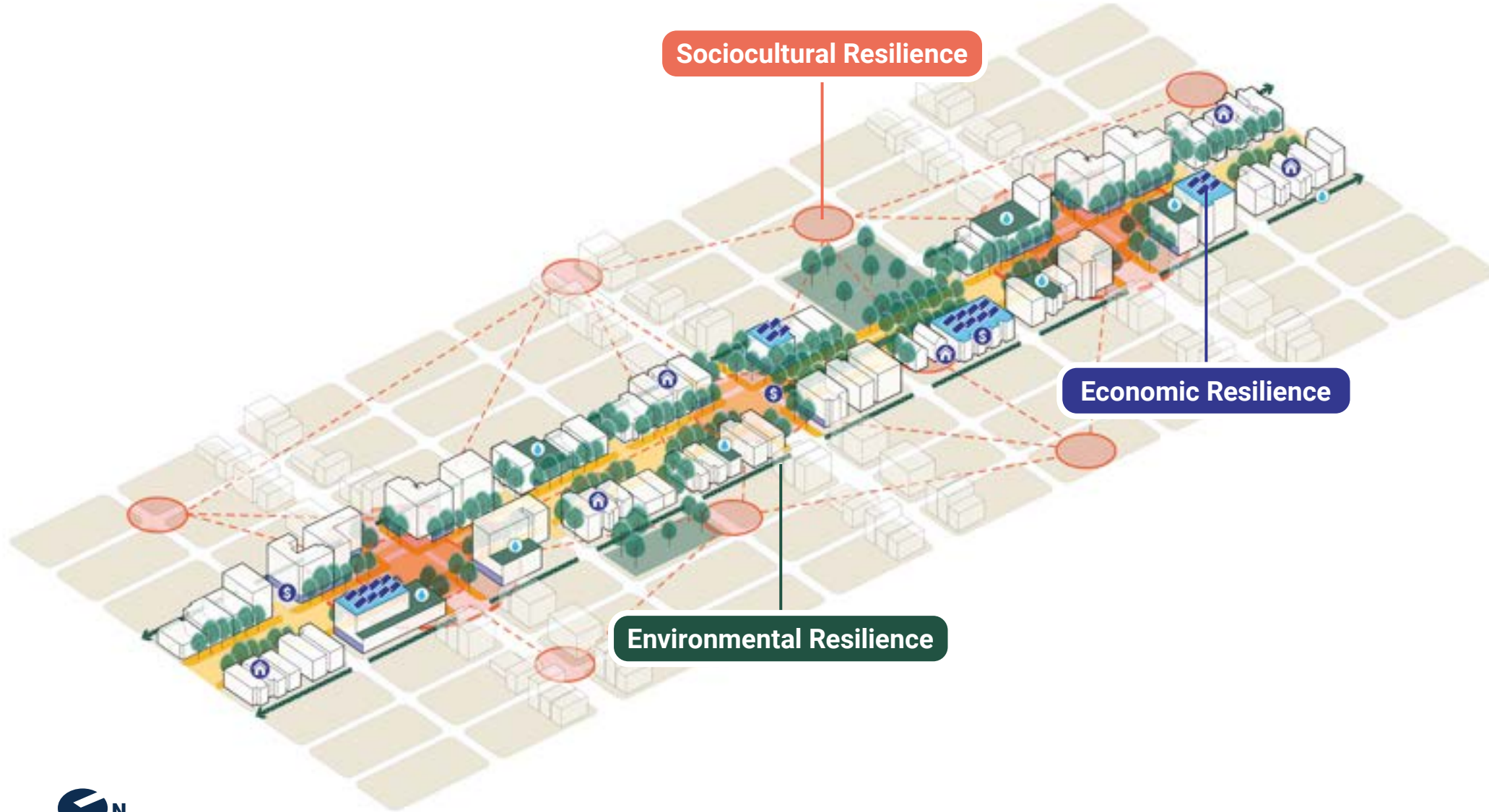
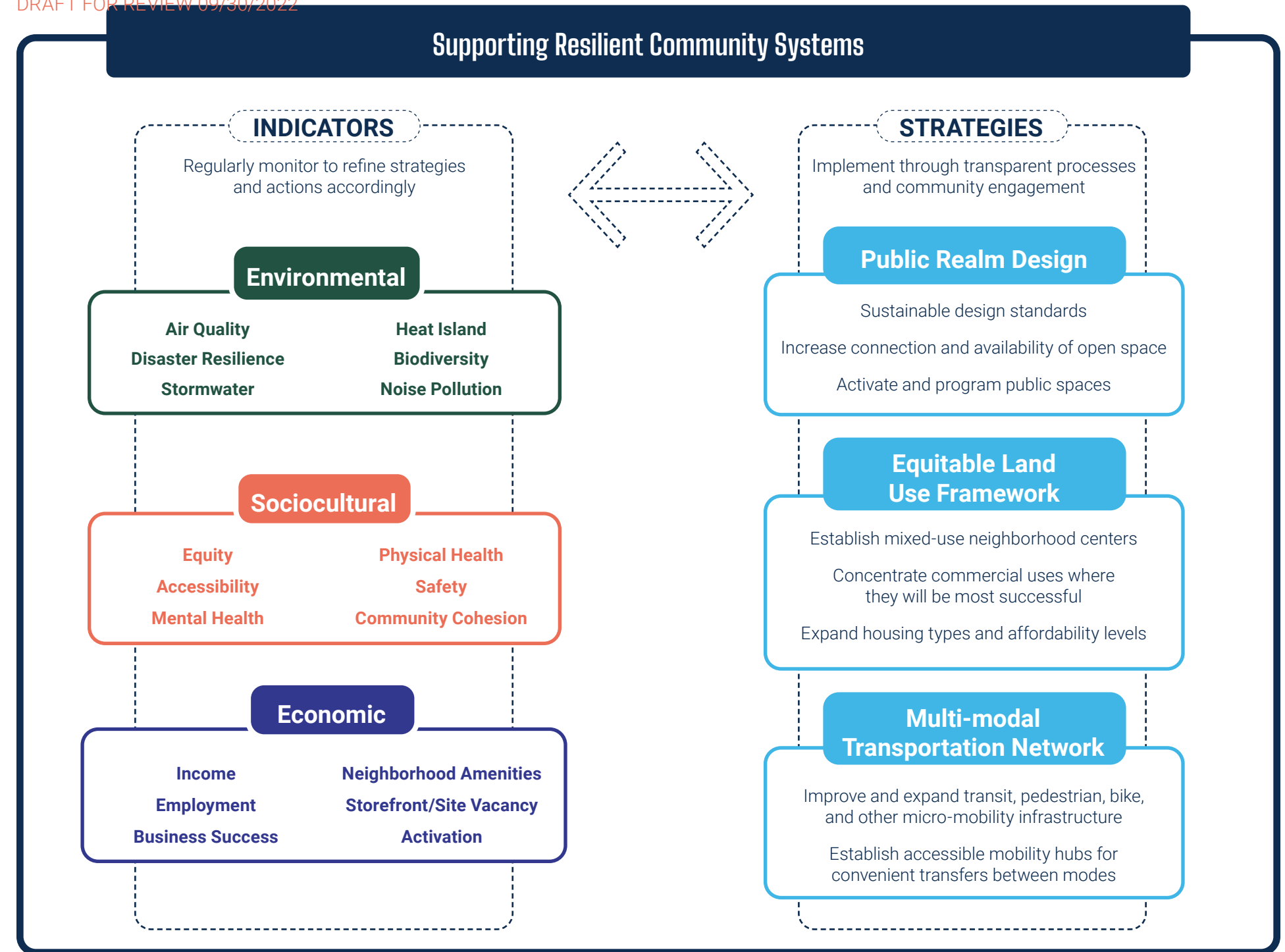


Figure 27. Resilient Communities: Guiding Principles

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.

# PROPOSED 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.

- 1. Neighborhood center (described more on page 44)
- 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 07 for more information on design guidelines and best practice project examples.

Figure 28. Land Use Framework

DESCRIPTION	REC. PRIMARY USES	REC. DENSITY	REC. ZONING
Neighborhood Center			
Hub of concentrated mixed-use activity, highest density.  Reference page 44 for more information on Neighborhood Centers.	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	<b>Primary:</b> B3-3  <b>Secondary:</b> B2-3, B3-2, B2-2
Housing Infill			
Prioritize for adding housing along the corridor--infill housing and converted storefronts.	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: Up to 3 FAR  Mid-block and lower pedestrian activity areas: 2 FAR	<b>Primary:</b> B2-2  <b>Secondary:</b> 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: Up to 3 FAR  Mid-block and lower pedestrian activity areas: 2 FAR	<b>Primary:</b> B3-2  <b>Secondary:</b> B3-3, C1-2

## EXAMPLES

### Neighborhood Center



Kirkland, WA (Bower Architects)



Chicago, IL (SOM)



Chicago, IL (SOM)



Chicago, IL (SOM)

### Housing Infill



Evanston, IL (SOM)



Chicago, IL (LBBA)



Chicago, IL (SOM)



Chicago, IL (SOM)

### Commercial Transition

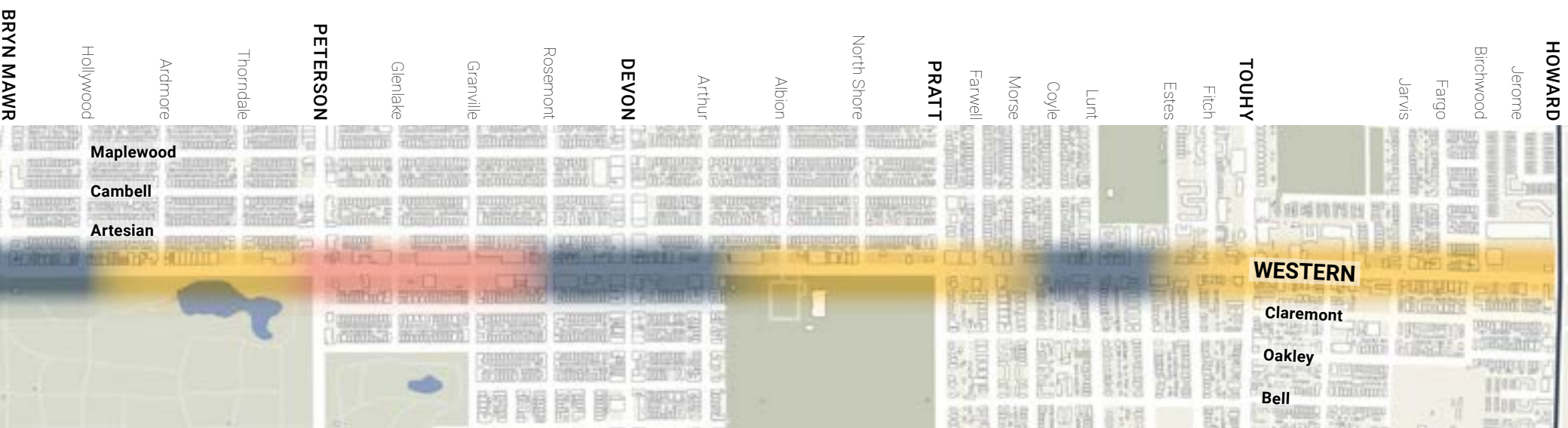


Evanston, IL (SOM)



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.



- Neighborhood Center
- Housing Infill
- Commercial Transition

See Figure 27 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. According to this analysis, the area around Lincoln Square has the highest number of essential services within a 15-minute walk within the study area. 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.

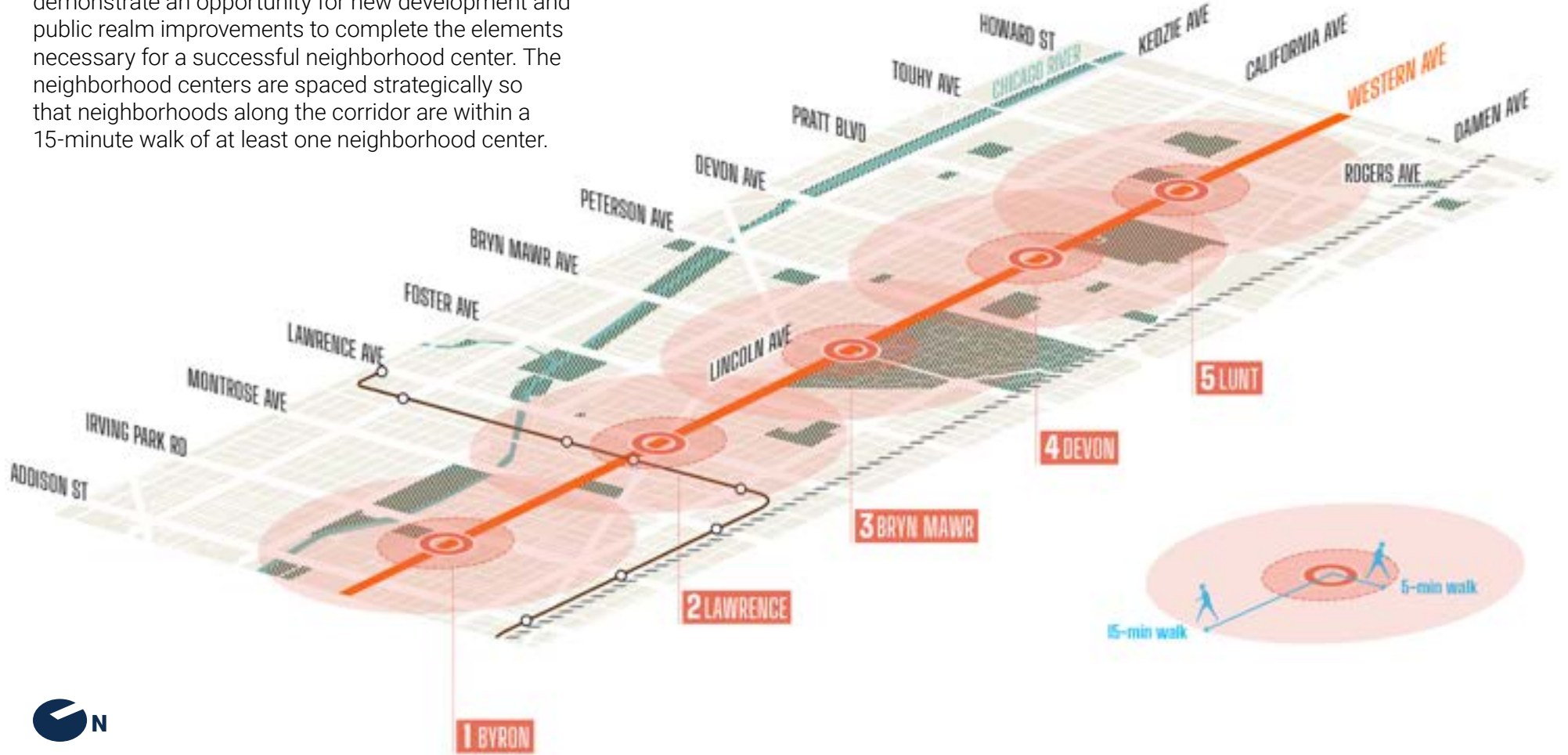


Figure 31. Approximate Neighborhood Center Locations



05

# 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)

Alderpers

## 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
<div>CDOT, Alderpers</div> <div>Install/expand pedestrian bump outs, curb extensions, and refuge islands to shorten crossing distances</div> <div>Implement improvements for signal timing and signage for pedestrian crossings</div> <div>Support robust pedestrian connections to nearby open spaces and other significant neighborhood destinations</div>	<div>Design long-term improvements for generous sidewalks and pedestrian crossings</div>
<div>CDOT, DPD, Alderpers</div> <div>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</div>	

**Bikes + Micromobility**  
Complete and enhance a low-stress network

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

**Transit**  
Improve efficiency and experience

Near Term	Longer Term
<div>CTA, CDOT, Alderpers</div> <div>Study and install bus priority area improvements in bus slow zones and initiate study for long-term corridor-wide improvements</div> <div>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</div>	<div>Design and implement long-term bus priority infrastructure, as identified through study</div> <div>Study and design level boarding and/or other treatments to improve accessibility and increase efficiency</div> <div>Study and install upgrades to shelters, seating, and increased accessibility for passengers</div>
<div>CTA</div> <div>Work toward bus fleet electrification</div>	<div>Increase passenger convenience by improving frequency and span of service along Western Avenue and connecting bus routes</div> <div>Transition to electric buses to reduce air and noise pollution along the corridor</div>

**Planning + Community Engagement**  
Collaborate to meet current and future needs

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

**Vehicles**  
Improve traffic safety while supporting goods movement

Near Term	Longer Term
<div>CDOT, Alderpers</div> <div>Implement traffic calming strategies such as lane narrowing, landscaping, pedestrian crossing refuge islands, and other reclaimed pedestrian space to discourage speeding</div> <div>Study impacts to street parking demand after several large transit-oriented projects are completed and occupied</div> <div>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</div>	<div>Design infrastructure to discourage excessive vehicular speeds</div> <div>"Right-size" street parking to align with community priorities and needs</div> <div>Enforce curb management by aligning longer-term infrastrucutre improvements to make the "best" choice the most obvious one, paired with enforcement</div>
<div>CDOT, CTA, Alderpers</div> <div>Study innovative strategies to better prioritize transit, high-occupancy vehicles, freight, and electric vehicles over fuel-burning single occupancy private vehicles</div>	<div>Design and install infrastructure to prioritize transit, high-occupancy vehicles, and electric vehicles over fuel-burning single-occupancy private vehicles</div>

**Network Connections**  
Ensure transfers and navigation are intuitive and convenient

Near Term	Longer Term
<div>CDOT, CTA, Alderpers, CoC</div> <div>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.</div> <div>Use universal design standards in the public realm, especially near current and future mobility hubs</div>	<div>Design transfers between modes for convenient, safe, comfortable, and accessible multi-modal trips</div> <div>Design infrastructure to avoid conflict points between modes</div>
<div>CDOT, Alderpers, CoC</div> <div>Study creative strategies to better reduce and avoid conflicts between modes</div>	



# 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.

 <div>Green Design Standards</div> <div>Model exemplary sustainable design for the public realm</div>	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		
		Prioritize lower maintenance native/ adapted vegetation in landscape design		
	CDOT, CoC, Alderpersons DPD	Research and develop resources to fund long term maintenance for green infrastructure		Continue to monitor impact to flooding, heat island, air quality, and biodiversity and improve design standards accordingly.
	CDOT, BoF, CPD, CoC, Alderpersons Dev, DPD	Improve health and size of the urban tree canopy by protecting healthy trees and planting new trees		

 <div>Space Programming</div> <div>Activate public spaces according to community needs</div>	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



## Key Supporting Groups



Near Term (next 2+ years)	Longer Term (next 5+ years)
Collectively and equitably deploy land use framework, policy pilots, and design guidelines to shape corridor development.	Complete development projects to improve the long-term success of the corridor through increased vibrancy, affordability, economic development, sustainability, and design quality.
Study new types of funding resources for affordable housing, adaptive re-use of existing buildings, and strategic catalytic development projects.	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
<div>DPD, Alders, CoC, NCO</div> <div>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.</div> <div>Support re-zoning to increase density within the neighborhood centers</div>	<div>Dev</div> <div>Complete construction of several key opportunity mixed-use sites along the corridor, especially within the neighborhood centers</div> <div>Build higher density projects within and near neighborhood centers</div>
<div>DPD, Alders</div> <div>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</div>	<div>Dev, DPD</div> <div>Increase pipeline of new transit-oriented development projects and codify successful policies into ordinance through the public and legislative process</div>



## Housing Development

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

Near Term	Longer Term
<div>DPD, DOH, Alders</div> <div>Study legalizing new 3-flat development within 1/2 mile of the corridor</div> <div>Study ways for new single family homes to only locate in RS districts (no other districts) within 1/2 mile of the corridor</div> <div>Study anti-deconversion policies and/or demolition fees in Lincoln Square and North Center within 1/2 mile of the corridor</div> <div>Study ways to allow better use of development rights to create more units</div>	<div>Dev, DOH, DPD</div> <div>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.</div> <div>Increase number of handicap accessible units along and near the corridor. Codify successful policies into ordinance through the public and legislative process.</div>
<div>DPD, Alders, CoC, NCO</div> <div>Support ground floor residential uses in housing infill land use segments of the corridor</div>	
<div>DPD, DOH, Alders</div> <div>Support and identify incentives for handicap accessible units in new housing development along and near the corridor</div>	



## Development Incentives

Match strategic development opportunities with resources

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



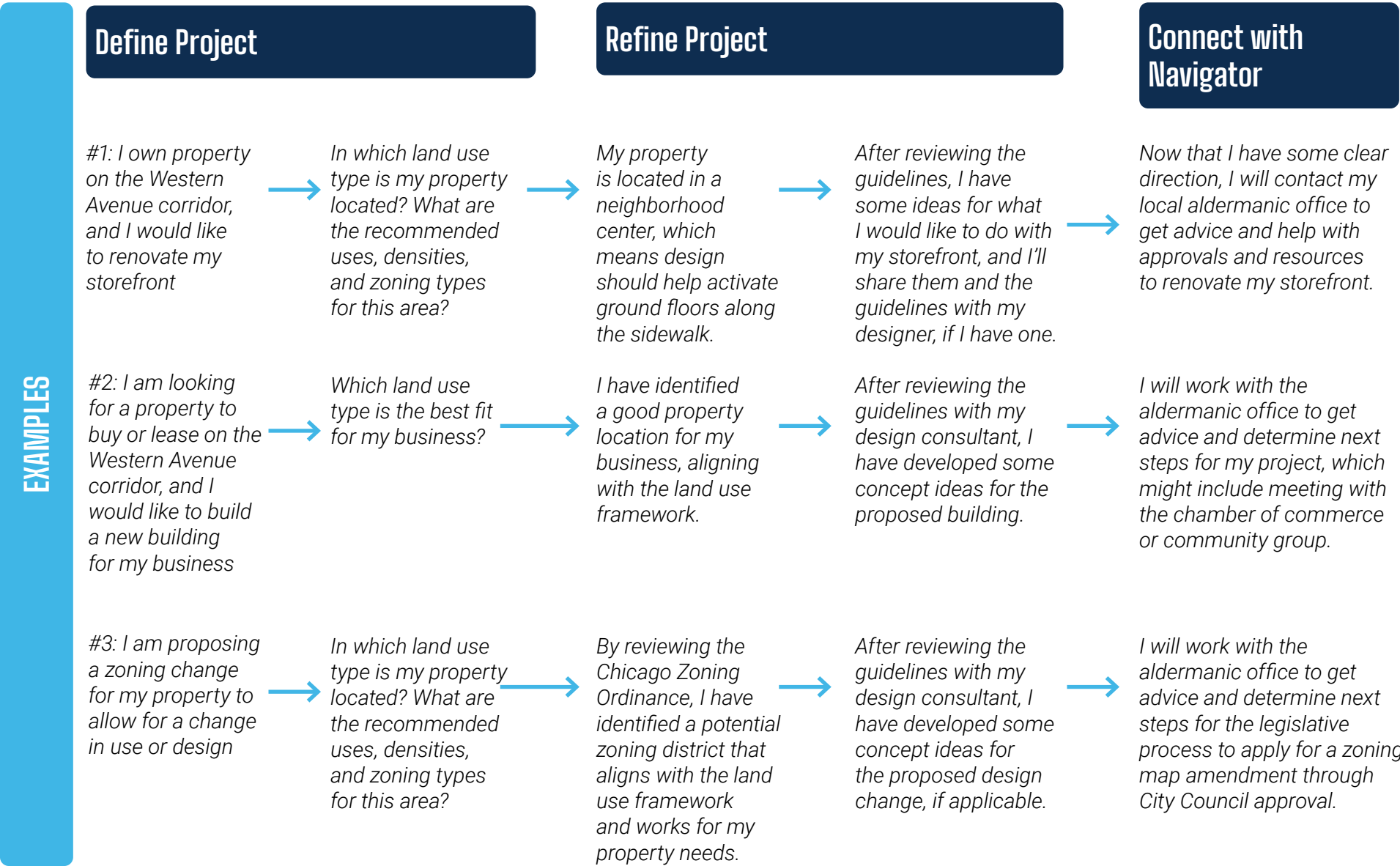
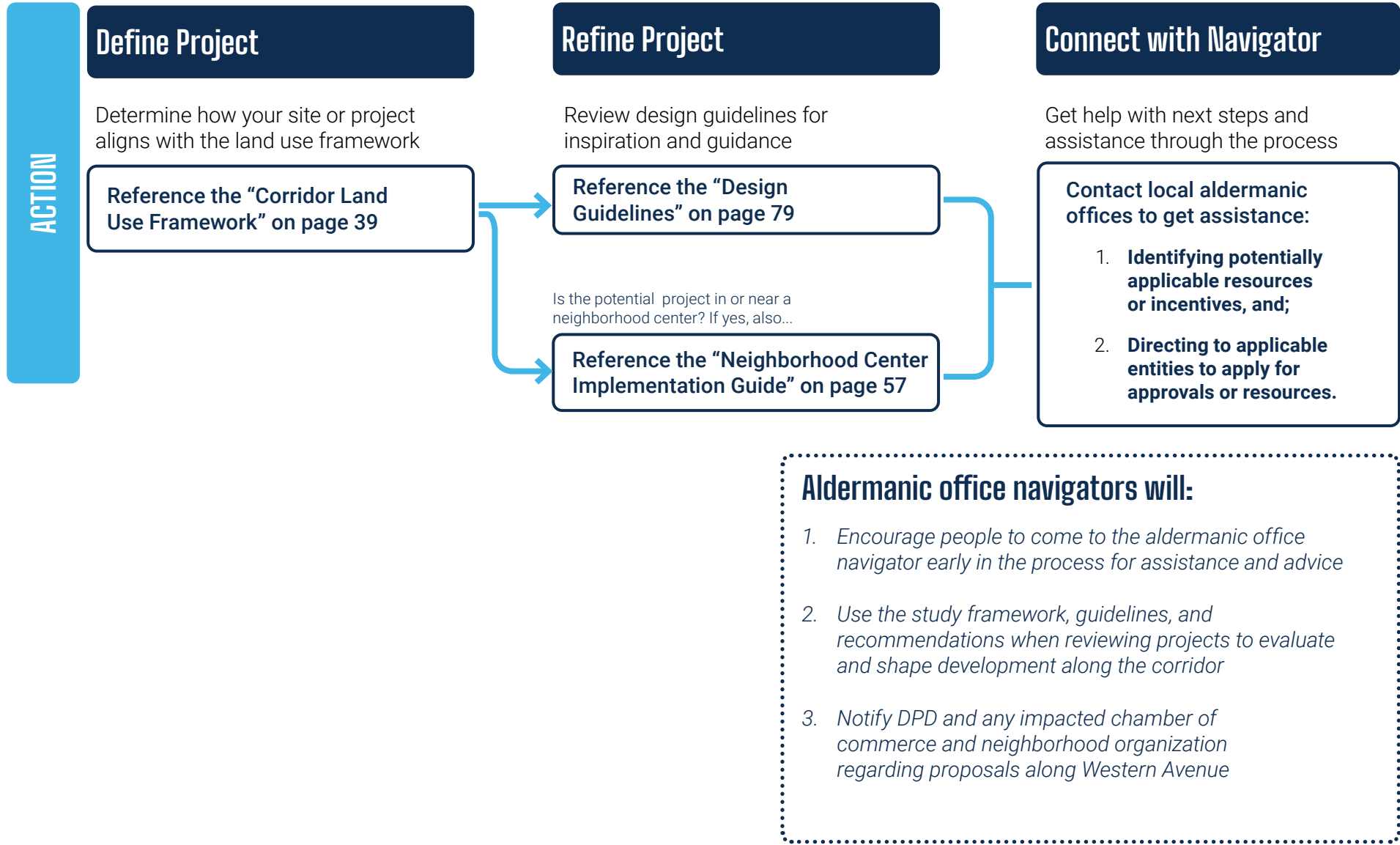
## Project Review + Engagement

Set clear expectations and processes for development approvals

Near Term	Longer Term
<div>DPD, Alders, CoC, NCO</div> <div>Utilize development and design guidelines when evaluating proposed projects</div> <div>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</div>	<div>Dev, DPD, Alders</div> <div>Improve design excellence along Western Avenue and in the surrounding neighborhoods.</div> <div>Gradually phase out auto-centric uses and development types within neighborhood centers and housing infill areas.</div>
<div>DPD, Alders</div> <div>Promote transparent and predictable project review processes for ZBA cases, zoning changes, PDs, etc.</div>	<div>DPD, Alders</div> <div>Streamline and coordinate development review processes while remaining transparent to the public.</div>



# PROPERTY DEVELOPMENT NAVIGATION GUIDE



06

# NEIGHBORHOOD CENTER IMPLEMENTATION

Neighborhood Centers are hubs of mixed-use activity that actively 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 most trucks counts of 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. (Scott Shigley)



1D Portion of currently used surface parking lot (site)



1F Vacant building/lot (site)



1H Car rental lot (site)

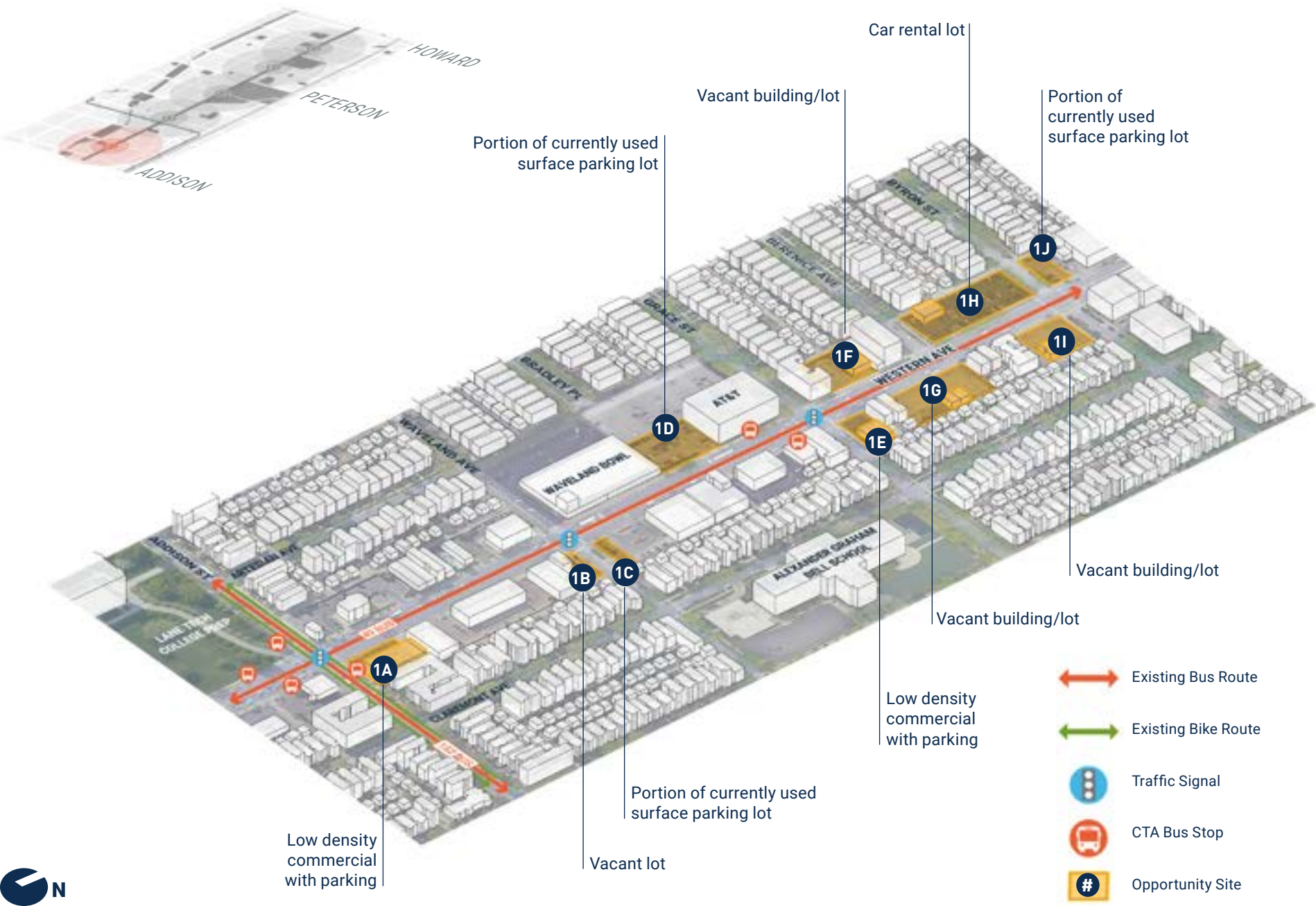


Figure 32. Neighborhood Center #1 Existing Conditions

Please refer to page 61 for the definition of an opportunity site.





 **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:**

- Current use is incompatible with the long-term future vision for this area
- Current structure is incompatible with the long-term future vision for this area
- 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	Already using preliminary recommendations during project review	Ongoing
Complete projects according to the land use framework, design guidelines, and other recommendations of this study	Developers	Already using preliminary recommendations during project review	Ongoing
Proactively share development recommendations with owners and interested buyers or developers of opportunity sites	Alderpersons, Chamber of Commerce/ SSA, DPD	Already using preliminary recommendations during project review	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 (site)



2B Parking lot (site)



2D Low density commercial with parking (site)



2E Underutilized commercial and office building with parking (site)

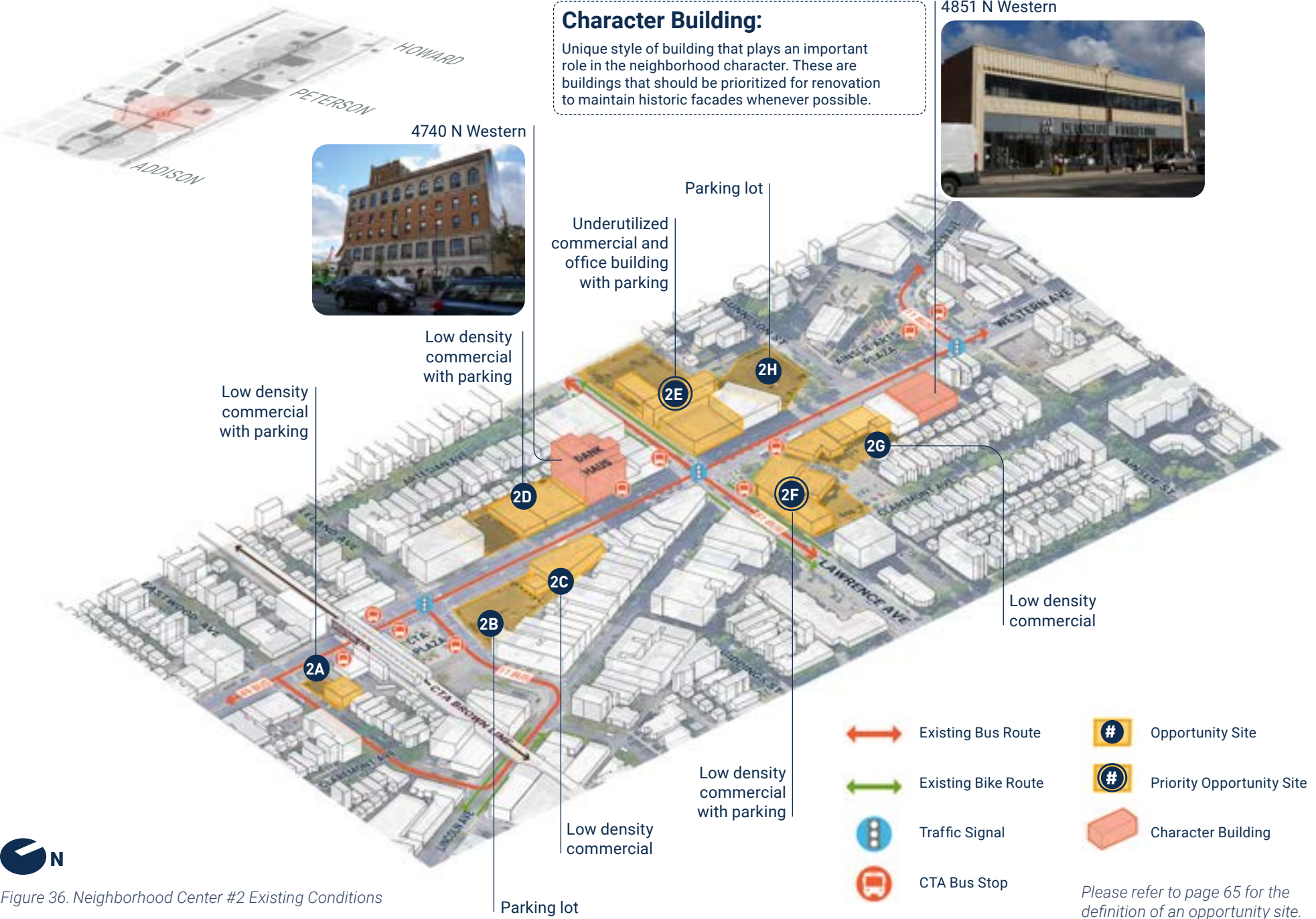
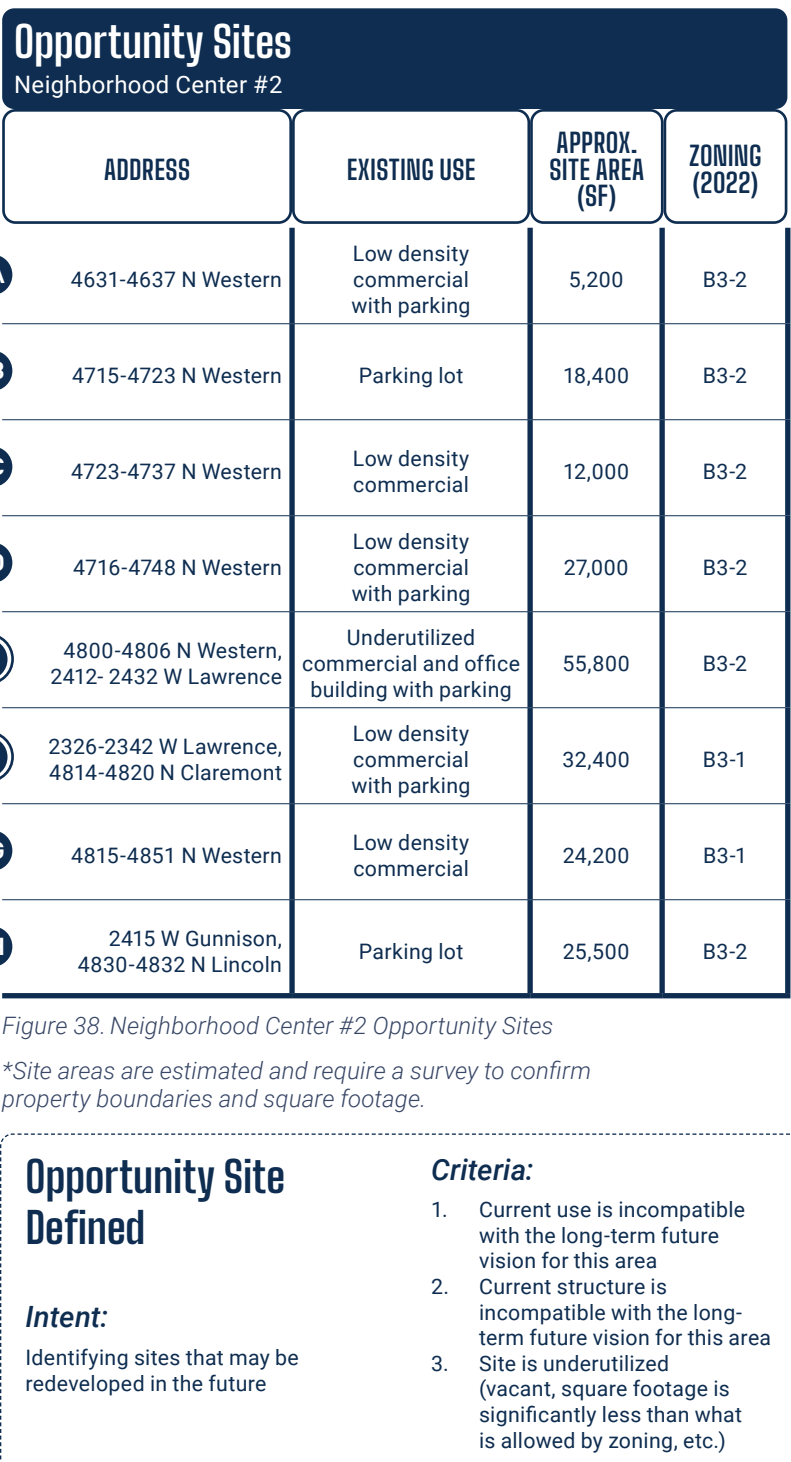






Figure 37. Neighborhood Center #2 Recommendations

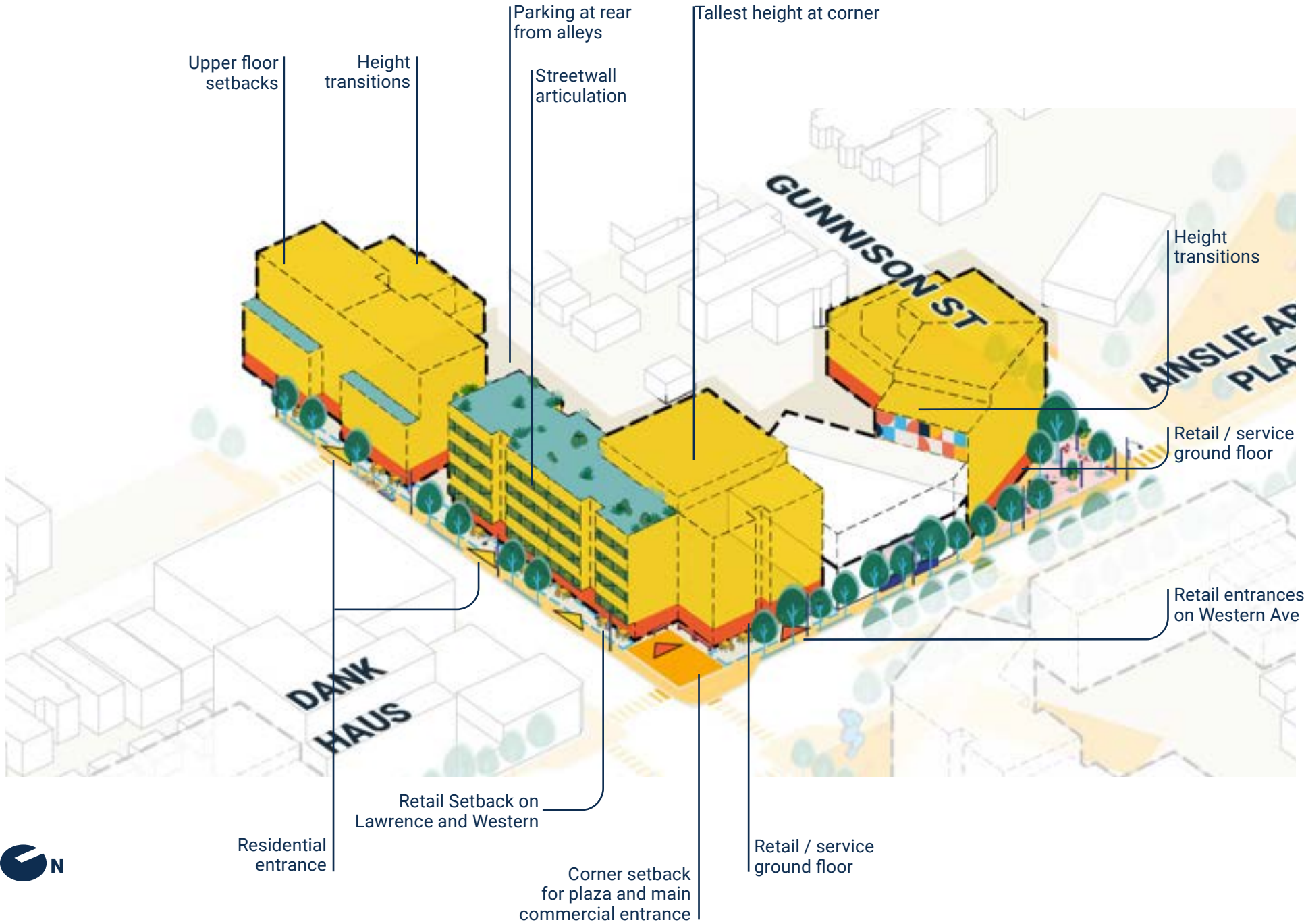




Neighborhood Center #2  
Priority Opportunity Site 2A

PRIORITY OPPORTUNITY SITE 2A  
Neighborhood Center #2

ADDRESS	4800-4806 N Western, 2412- 2432 W Lawrence
EXISTING USE	5th 3rd Property- Lawrence
OWNERSHIP	Private
ZONING	B3-1
APPROX SITE AREA	55,800
PROPOSED LAND- USE SEGMENT TYPE	Neighborhood Center

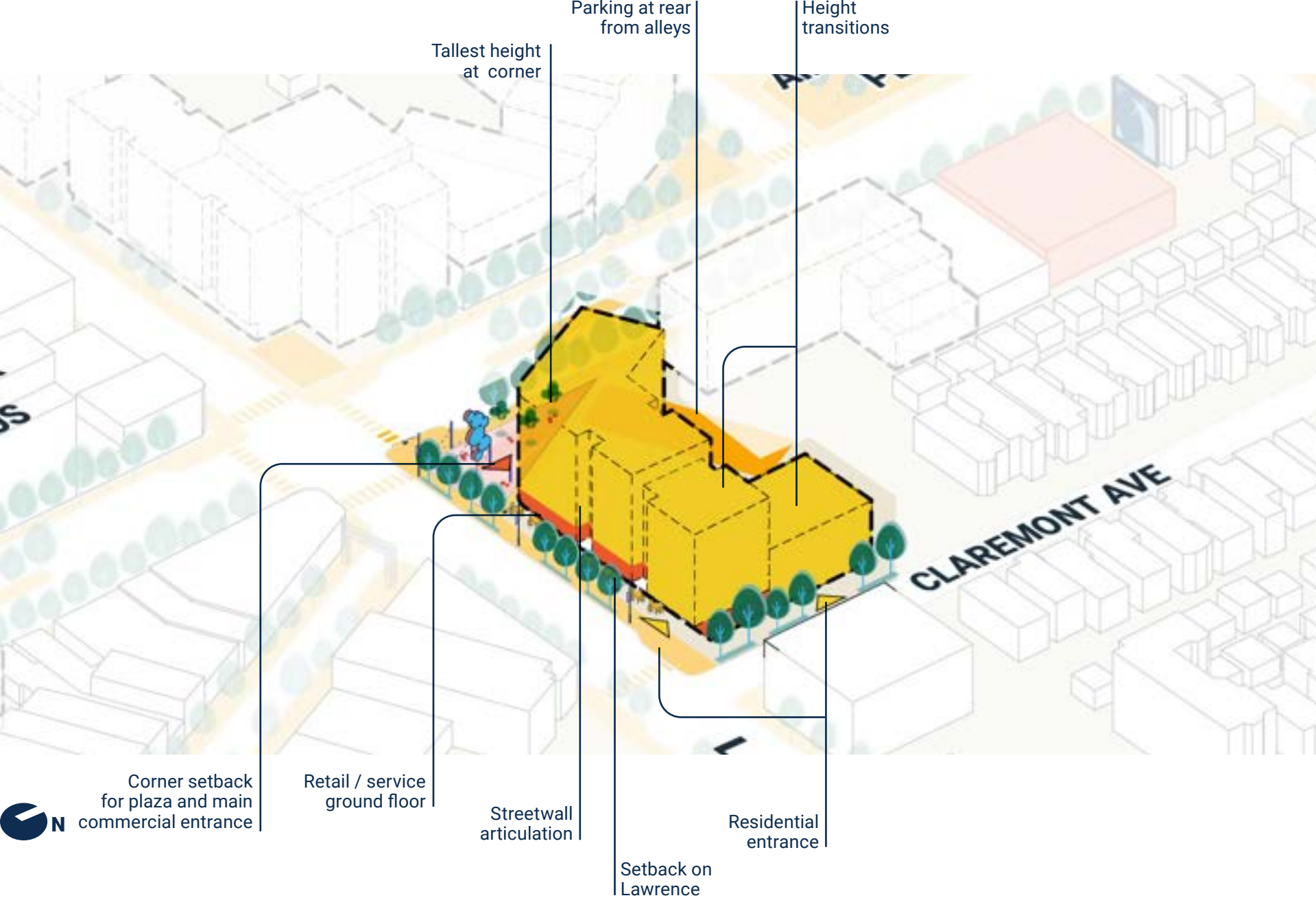




Neighborhood Center #2  
Priority Opportunity Site 2B

PRIORITY OPPORTUNITY SITE 2B  
Neighborhood Center #2

ADDRESS	2326-2342 W Lawrence, 4814-4820 N Claremont
EXISTING USE	Walgreens- Lawrence
OWNERSHIP	Private
ZONING	B3-1
APPROX SITE AREA	32,400
PROPOSED LAND-USE SEGMENT TYPE	Neighborhood Center





# 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

## 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



3A Low density auto-oriented commercial with parking (site)



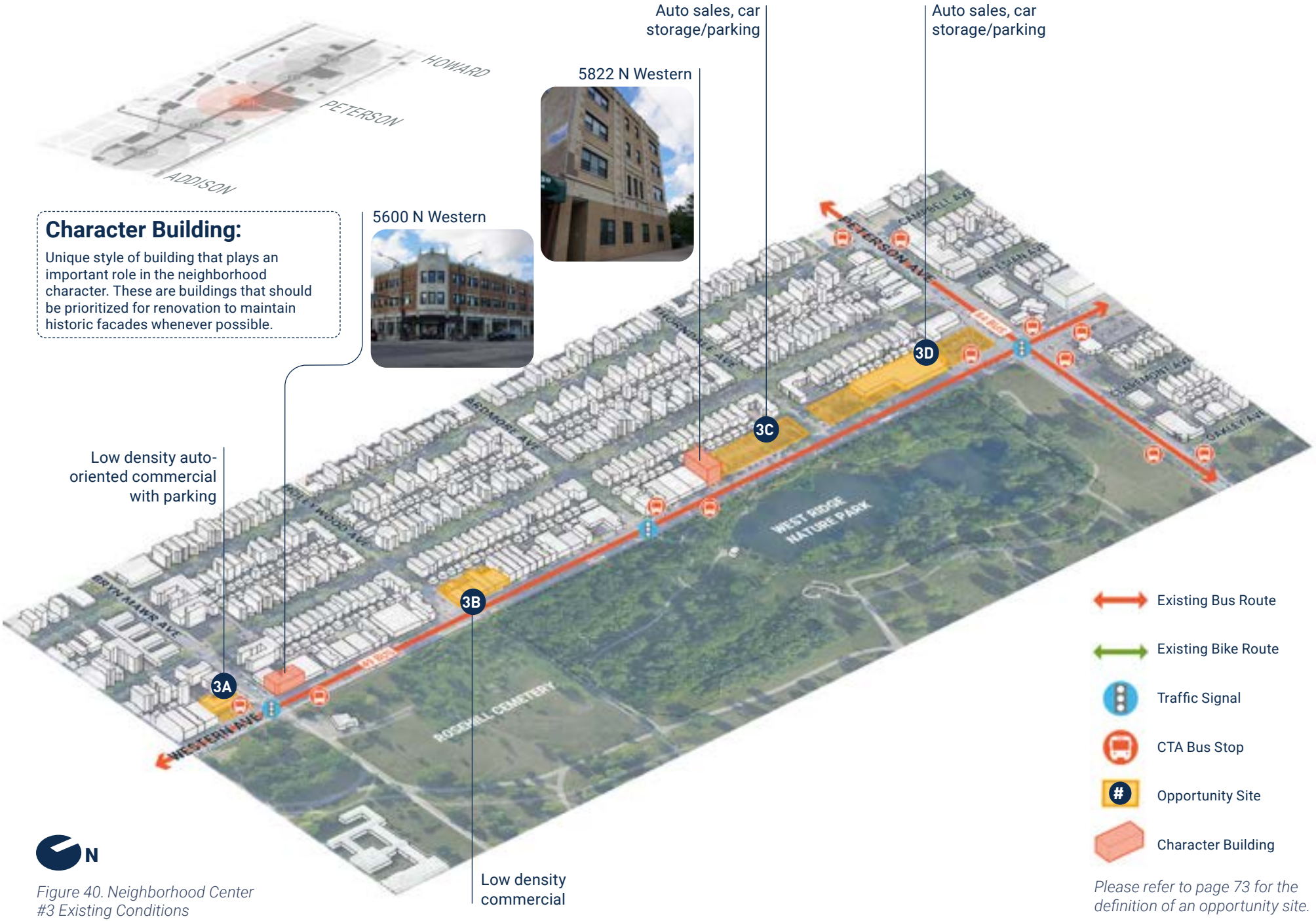
3B Low density commercial (site)



3C Auto sales, car storage/parking (site)



3D Auto sales, car storage/parking (site)





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



Improve visibility and entry to West Ridge Nature Park



Figure 41. Neighborhood Center #3 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 #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 42. 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	Already using preliminary recommendations during project review	C2 Ongoing-2
Complete projects according to the land use framework, design guidelines, and other recommendations of this study	Developers	Already using preliminary recommendations during project review	Ongoing
Proactively share development recommendations with owners and interested buyers or developers of opportunity sites	Alderpersons, Chamber of Commerce/SSA, DPD	Already using preliminary recommendations during project review	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 43. 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 (site)



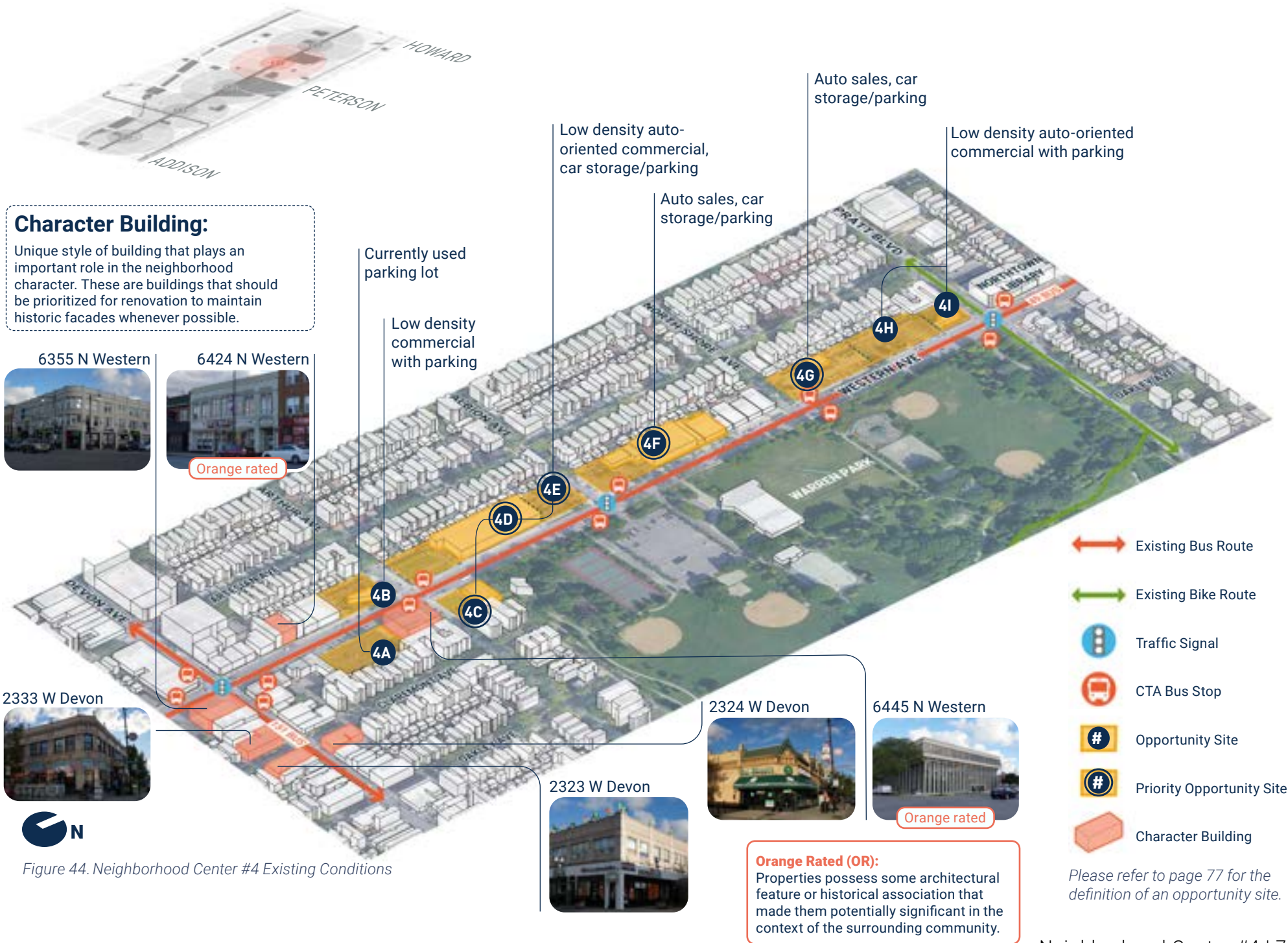
4C Low density auto-oriented commercial, car storage/parking (site)



4G Auto sales, car storage/parking (site)



4H Low density auto-oriented commercial with parking (site)





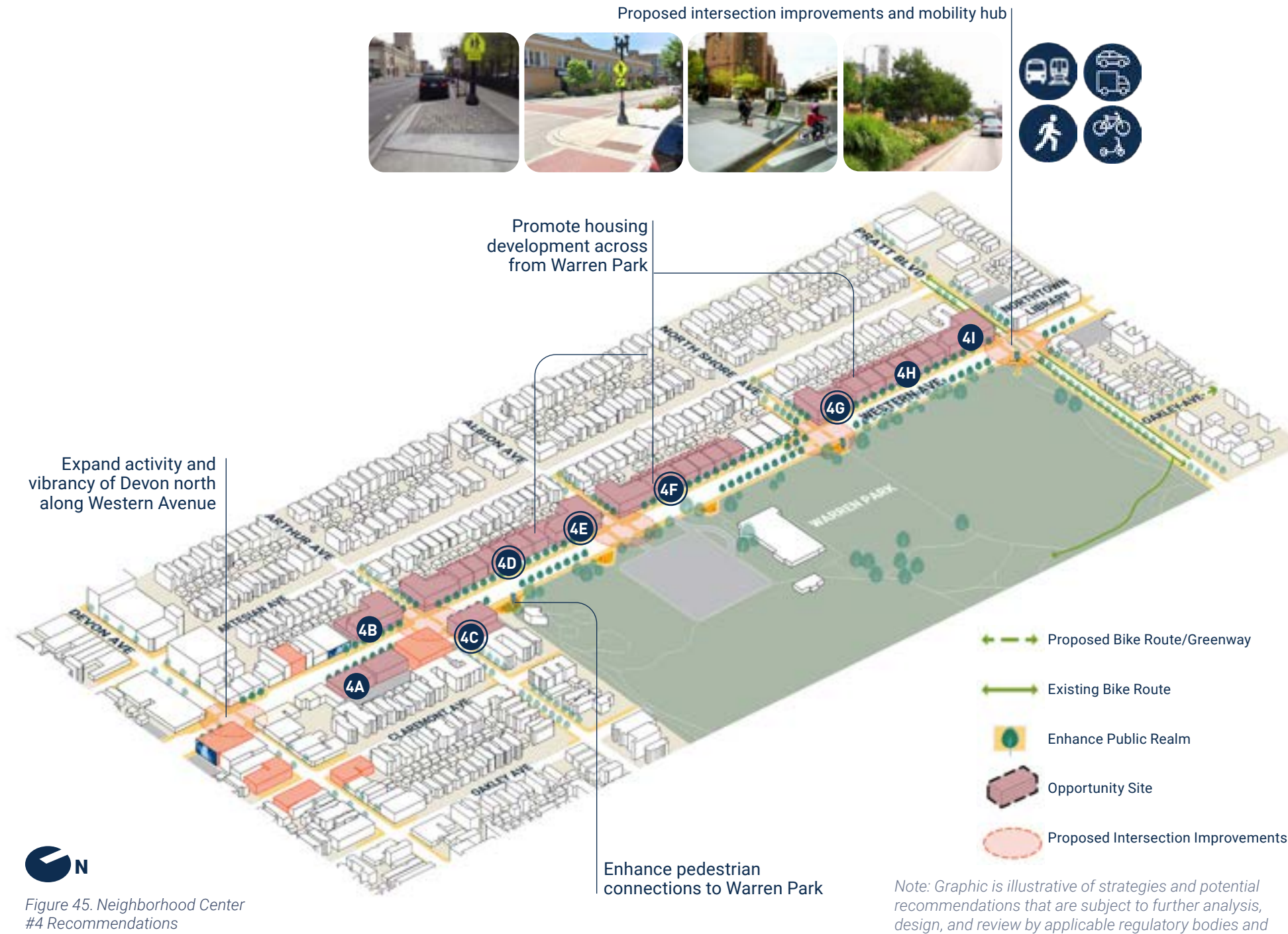


Figure 45. Neighborhood Center #4 Recommendations

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		29,500	C2-2	
4F 6600-6644 N Western	Auto sales, car storage/parking	45,700	C2-2	
4G 6700-6714 N Western		16,300	C2-2	
4H 6728-6746 N Western	Low density auto-oriented commercial with parking	24,700	C2-2	
4I 6750 N Western		11,000	C2-2	

Figure 46. 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:**

- Current use is incompatible with the long-term future vision for this area
- Current structure is incompatible with the long-term future vision for this area
- 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	Alderpersons, DPD	Already using preliminary recommendations during project review	Ongoing
Complete projects according to the land use framework, design guidelines, and other recommendations of this study	Developers	Already sharing draft recommendations with owners and developers	Ongoing
Proactively share development recommendations with owners and interested buyers or developers of opportunity sites	Alderpersons, Chamber of Commerce/ SSA, DPD	Already sharing draft recommendations with owners and developers	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, Alderpersons, 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, Alderpersons, Property owners	Already happening through the SSA public art program	Ongoing

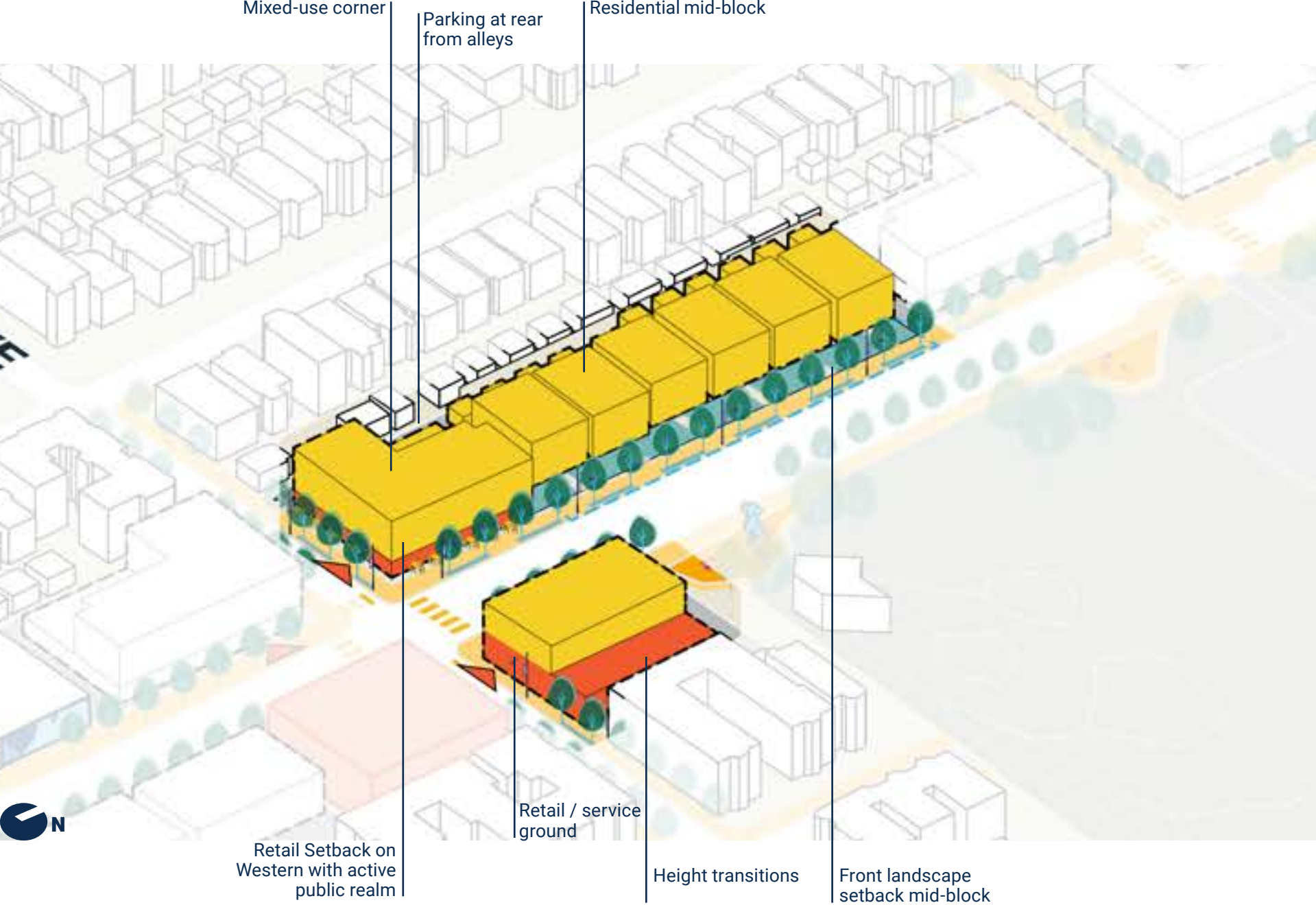
Figure 47. Neighborhood Center #4 Near Term Action Items



Neighborhood Center #4  
Priority Opportunity Site 4C,4D

PRIORITY OPPORTUNITY SITE  
4C, 4D  
Neighborhood Center #4

ADDRESS	6500 N Western, 6501-6515 N Western
EXISTING USE	Taxi Town- east Taxi Town- west
OWNERSHIP	Private
ZONING	B1-2 C2-2
APPROX SITE AREA	14,200 49,000
PROPOSED LAND- USE SEGMENT TYPE	Housing Infill

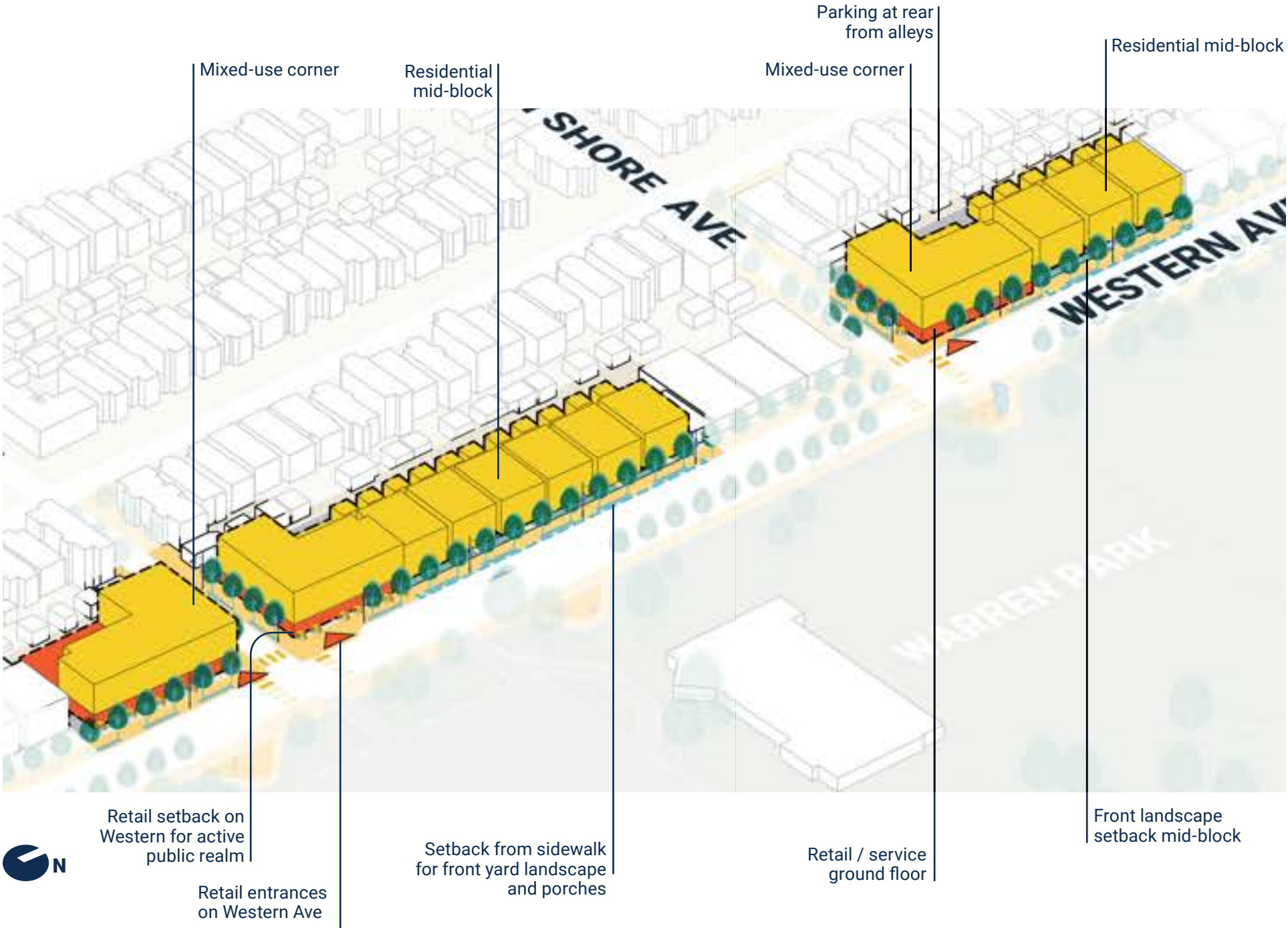




Neighborhood Center #4  
Priority Opportunity Site 4E,4F,4G

PRIORITY OPPORTUNITY SITE  
4E,4F,4G  
Neighborhood Center #4

ADDRESS	4E: 6544-6556 N Western 4F: 6600-6644 N Western 4G: 6700-6714 N Western
EXISTING USE	4E: Honda parking lot S 4F: Honda Dealership 4G: Honda parking lot N
OWNERSHIP	Private
ZONING	4E: C2-2 4F/4G : B3-1
APPROX SITE AREA	4E: 29,500 4F: 45,700 4G: 16,300
PROPOSED LAND- USE SEGMENT TYPE	Housing Infill





# 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



5B Low density commercial



5C Low density auto-oriented commercial with parking



5D Parking lot

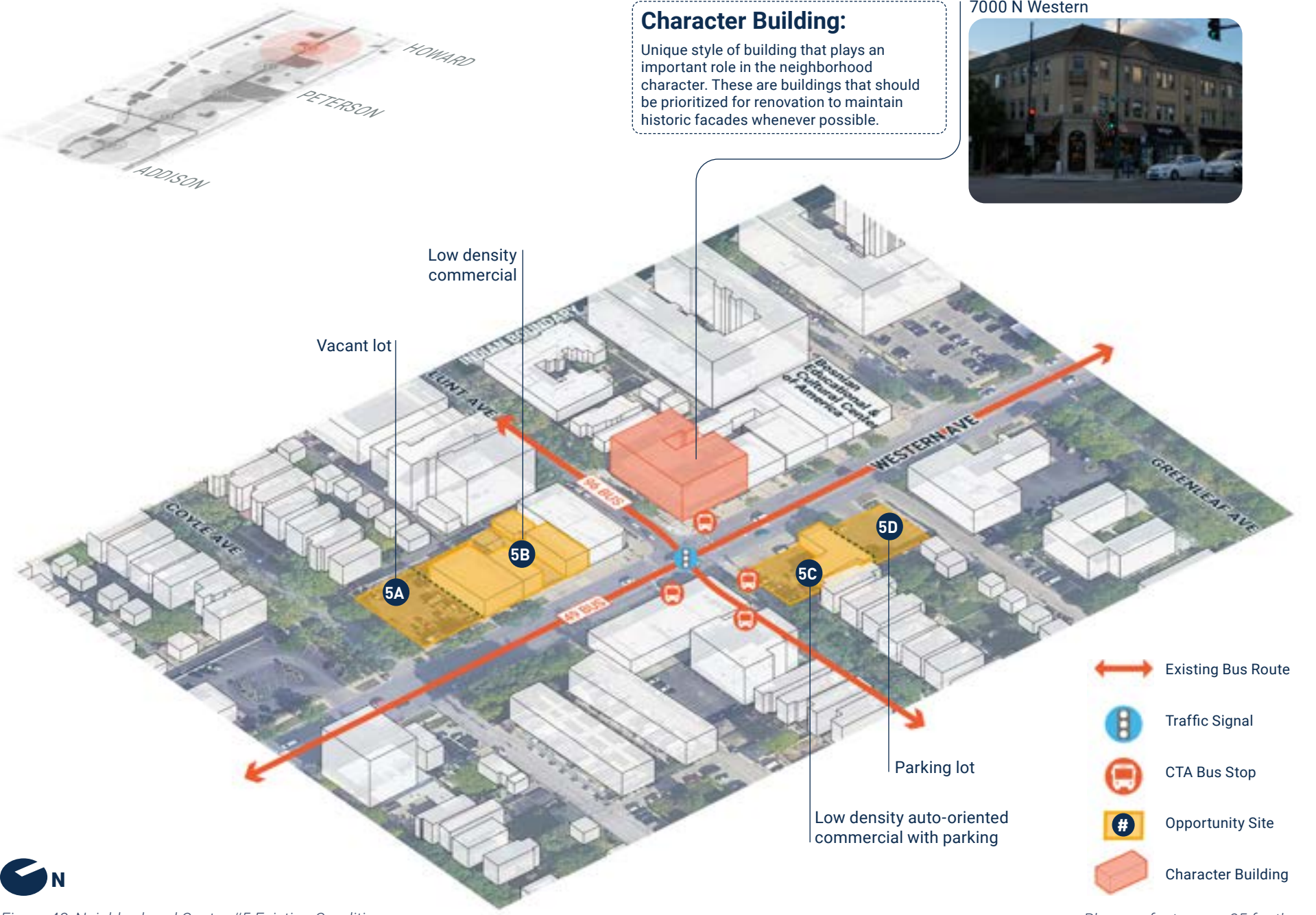


Figure 48. Neighborhood Center #5 Existing Conditions





Figure 49. 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

Figure 50. 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	Already using preliminary recommendations during project review	Ongoing
Complete projects according to the land use framework, design guidelines, and other recommendations of this study	Developers	Already using preliminary recommendations for project concept and design	Ongoing
Proactively share development recommendations with owners and interested buyers or developers of opportunity sites	Alderpersons, Chamber of Commerce/ SSA, DPD	Already sharing draft recommendations with owners and developers	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 51. Neighborhood Center #5 Near Term Action Items



07

# DESIGN GUIDELINES

These guidelines 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.



# OVERVIEW

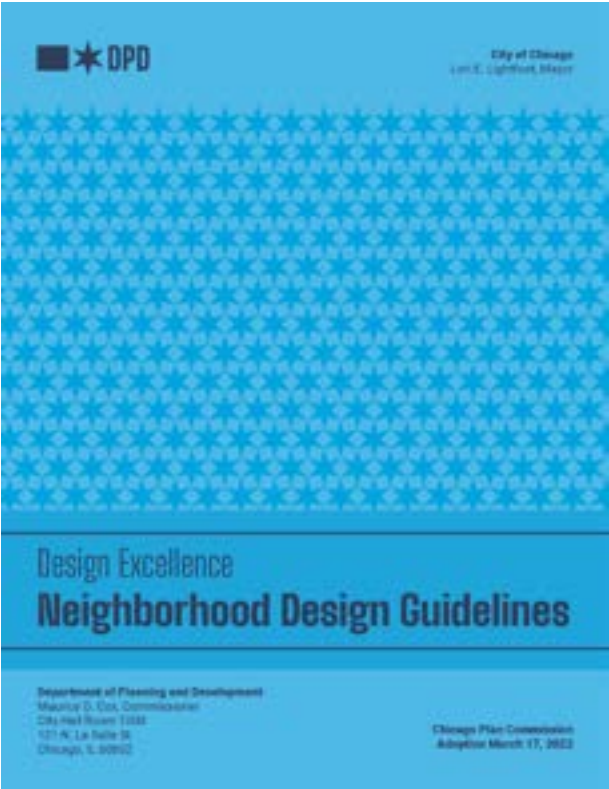
## Renovation and Development Guidelines

These guidelines should be used:

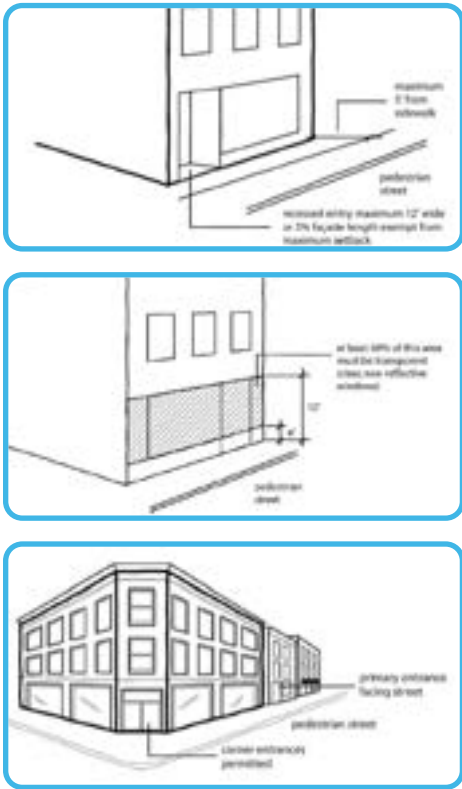
- In addition to required zoning standards and other applicable guidelines, like the Neighborhood Design Guidelines
- To gain inspiration and identify best practices examples for common project types along the corridor
- To review proposed projects along the corridor

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

1. Reference the land use framework on pages 40-43 to identify applicable primary uses, densities, and zoning districts for the site location.
2. Reference the Chicago Zoning Ordinance and Neighborhood Design Guidelines for basic parameters.
3. Depending on if the project is renovation or new construction and commercial or residential, refer to the applicable guidelines in this chapter for additional guidance.



Neighborhood Design Guidelines



Pedestrian Street Design Standards

# RENOVATION GUIDELINES

The corridor study area is home to many high-quality buildings from various time periods. Whenever possible, these existing historic buildings--or elements--should be integrated into new development with renovation, additions, and adaptive re-use to retain the corridor's unique architectural history and respect its significance to the neighborhood fabric.



Devon and N Western Ave Mixed-Use (site)



Devon Bank, Commercial Building (site)



Decorium Furniture, Commercial and Office Use (site)



# GROUND FLOOR COMMERCIAL RENOVATION

## Exterior Material and Color

### Individual Buildings

Materials should be high-quality, durable, and culturally relevant. The use of traditional building materials, such as wood, cast iron, structural metal, glass, stone, and brick, is encouraged.

Replacement windows should be constructed of wood, clad wood, or metal.

For historic buildings, consider materials and colors that are in line with historic character.

Consider bold graphics and signage to distinguish a facade and differentiate a businesses.

### Streetwall

Use compatible colors to unify a building frontage with multiple businesses.

Colors of exterior materials, signs, window frames, storefronts and other buildings' features should be coordinated to unify building frontage.



Photo credit unknown, Source: Midtown Detroit Inc. Woodward Shoppes, Detroit, MI



Photo by Tom Harris, Source: Valerio Dewalt Train Omega Yeast, Chicago IL



Photo by William Zbaren, Source: Neet Architecture LLC Roscoe Street Storefront, Chicago IL



## Ground Floor Transparency and Articulation

General commercial building facades are recommended to be 50% translucent or transparent glass between sidewalk grade and ten feet above grade.

Retail businesses are encouraged to have 70% storefront transparency to enhance attractiveness of the store to pedestrians and to promote security.

Where blank, opaque facades remain, enhance facades with graphics and landscaping.

Window signage coverage should be limited to no more than 20% of the available window space.

Paper signage in windows is discouraged.

For buildings with former auto-oriented uses, consider retaining garage doors or maintaining facade articulation pattern of openings



Photo credit xx, Source: xx  
Cabana Club,

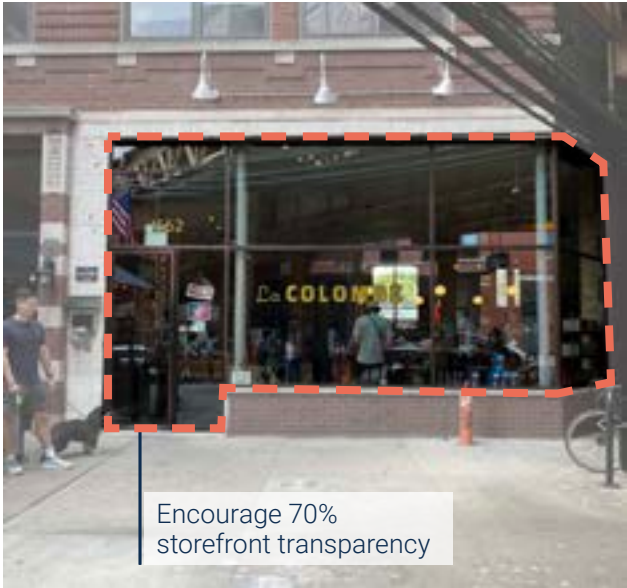


Photo credit unknown, Source: LAAVU  
StudioDetroit Institute of Bagels, Detroit, MI



Photo credit unknown, Source: RWE Design Build  
Zen Yoga Garage, Chicago, IL



Photo credit unknown, Source: UIC Olio and Elaia  
St. Louis, MO

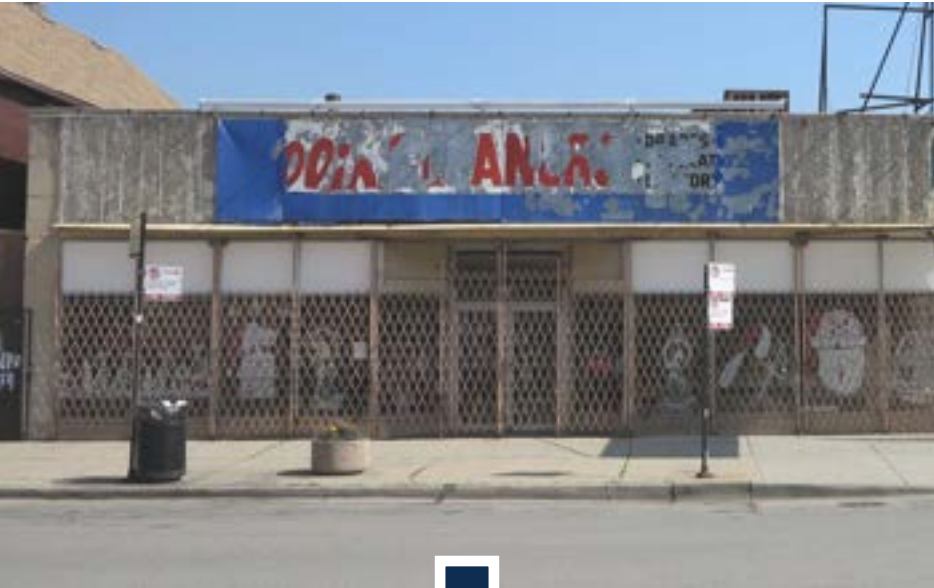


Photo credit unknown, Source: LBBA  
SkyART before, Chicago, IL



Photo credit unknown, Source: LBBA  
SkyART after, Chicago, IL



Character Defining Features

Emphasize character-defining features of a building by retaining distinct window patterns, vertical piers/columns, wall offsets, entrances/door openings, and other key facade articulations.

Consider how to enhance the building’s architectural style when making alterations, keeping the building’s original design in mind. Consider maintaining or restoring the building’s key features such as its roof line or facade articulation.

Original architectural features are encouraged to be retained, re-used, or re-purposed as much as possible.



Photo credit unknown, Source: Galbraith Carnahan Architects  
West Allis Storefront, West Allis, WI

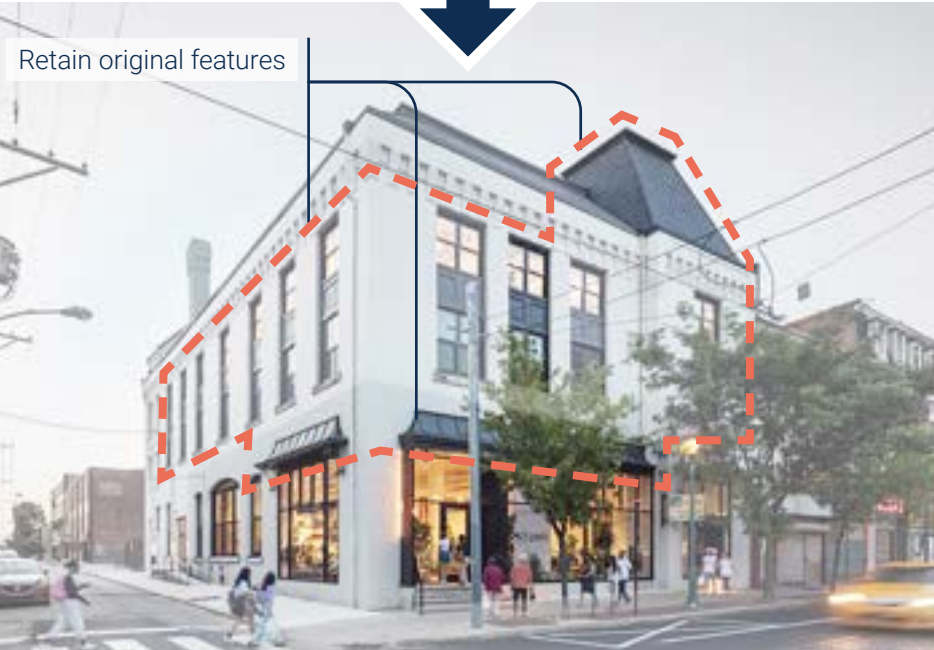


Photo credit unknown, Source: ISA22  
S 40th St, Philadelphia, PA



Photo credit unknown, Source: LBBA  
Puerto Rican Art Alliance



Signage and Lighting

Place typical business name signage at least 10 feet above the sidewalk, locating the signage in the traditional section of the facade, or signage band.

Use durable materials for signage, such as exterior grade wood or metal, and consider illumination through external or internal means. Painted signage may also be acceptable.

Consider signage that relates to or preserves the original building character.

Declutter or remove temporary signs and leave clear lines of sight between the business and the sidewalk.

Cluttered, generic, temporary, and irrelevant advertising signs are discouraged.

Consider facade accent lighting that highlights key features of the building such as entrances, facade articulation, and signage.

Lighting that illuminates the sidewalk, while minimizing light pollution, is encouraged.

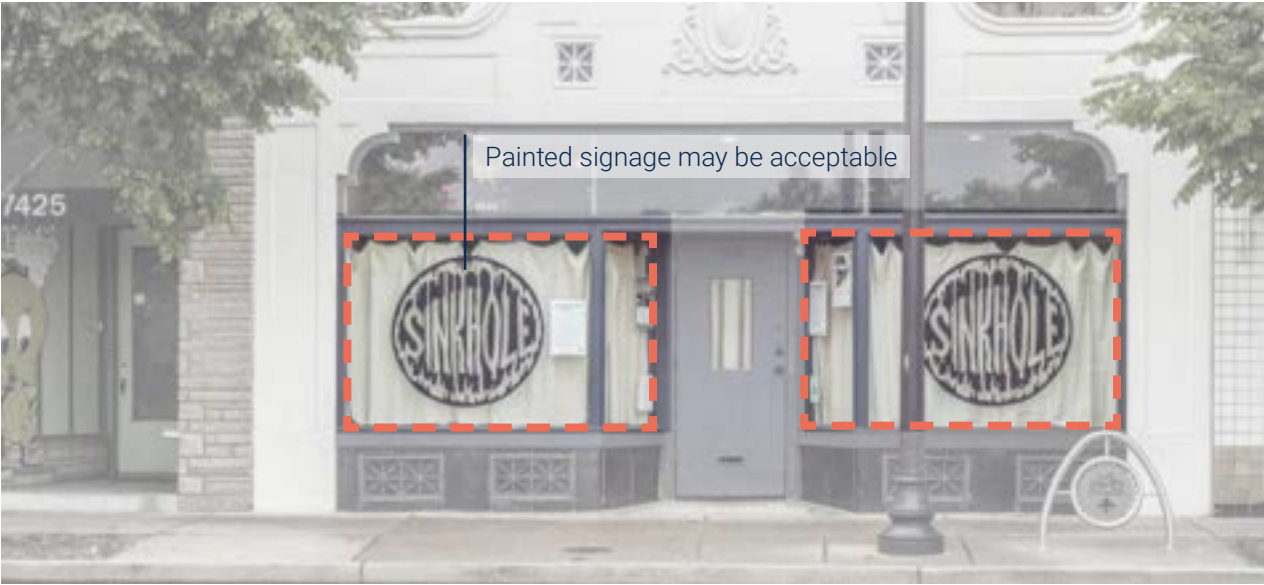


Photo credit unknown, Source: Killeen Studio Architects  
The Sinkhole, St. Louis, MO

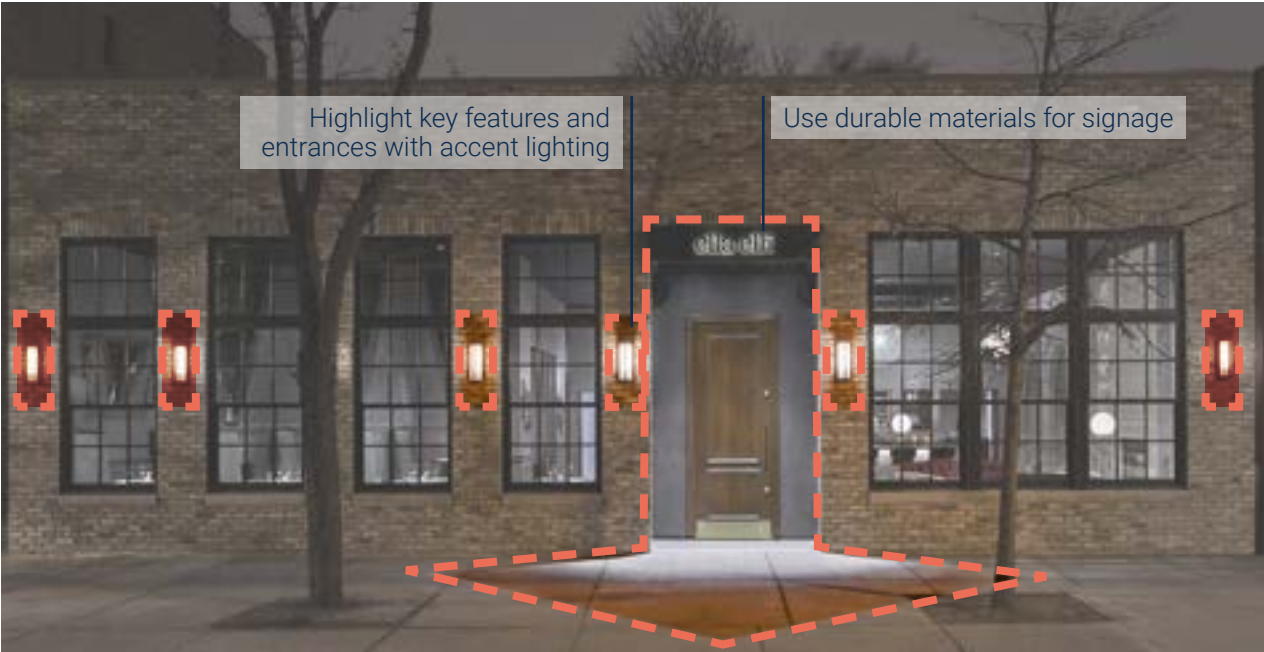


Photo by Mike Schwartz Photography, Source: Leah Ogden Interior Design  
Ella Elli, Chicago, IL



Photo credit unknown, Source: unknown  
Bar Siena, Chicago, IL

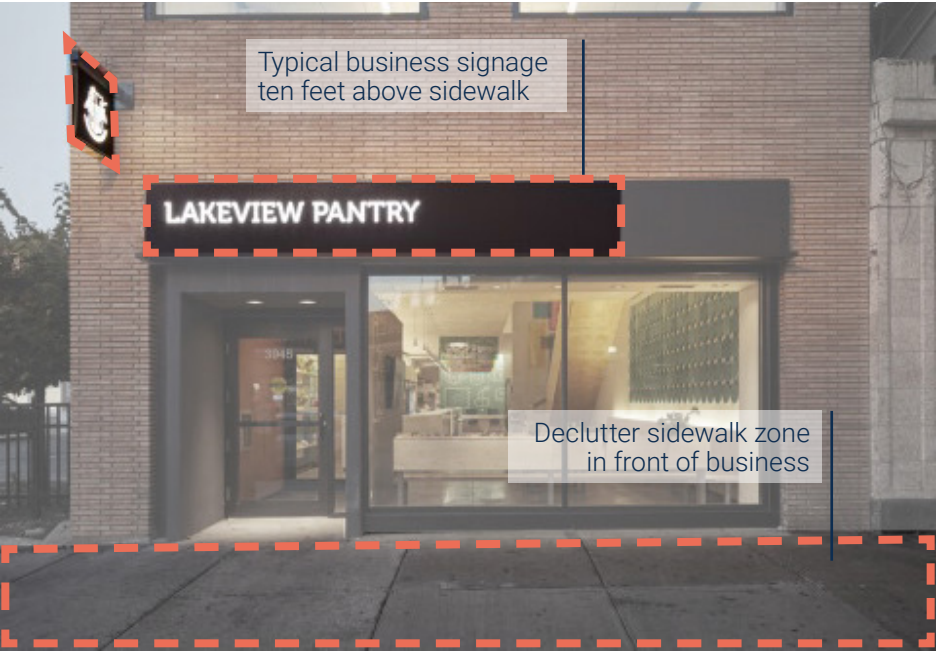


Photo by Tom Harris, Source: Wheeler Kearns Architects  
Lakeview Pantry, Chicago, IL



Photo credit Chris Peters, Source: Eater Chicago  
Mindy's Bakery, Chicago, IL



# RESIDENTIAL CONVERSION AND RENOVATION

## Exterior Material and Color

Materials should be high-quality and durable. The use of traditional building materials, such as wood, cast iron, structural metal, glass, stone, brick, etc., is encouraged.

Colors of exterior materials, window and door frames, cornice, and other architectural features should be coordinated and compatible with building context.

All replacement windows are encouraged to be constructed of wood, clad wood, or metal.

For historic buildings, consider exterior colors that are in line with historic character and retain reference to adjacent buildings

For upper story additions, consider color and material changes and set backs to distinguish addition from original building.

## Parking

Park residential units from alleys.

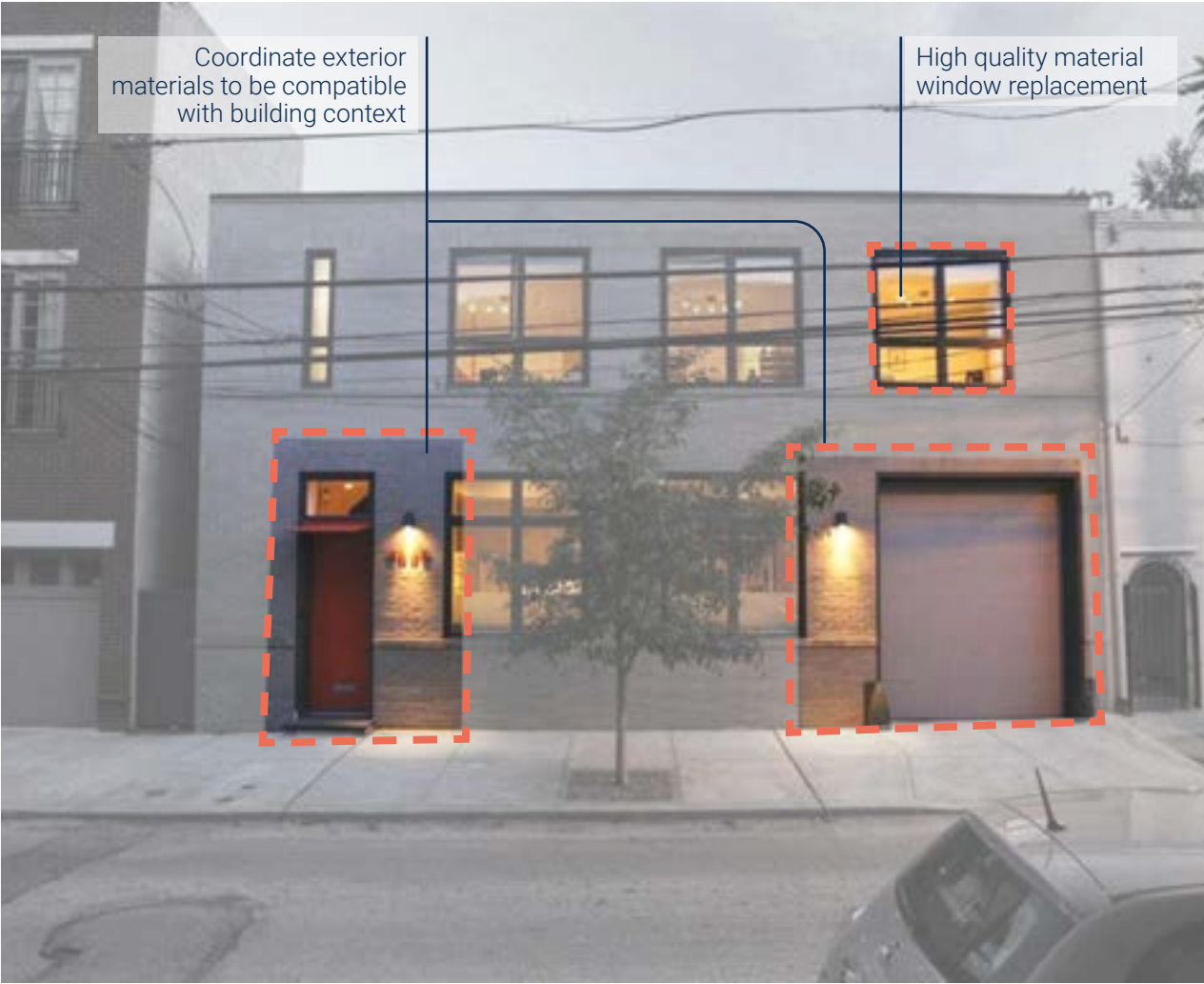


Photo by Will Figg, The WSJ, Source: Rasmussen / Su Architects  
North Street, Philadelphia, PA



Photo by Lincoln Barbour, Source: Emerick Architects  
Division Street Residence, Portland OR



Photo by Maxime Brouillet, Source: Jean Verville  
MB House, Montreal Canada



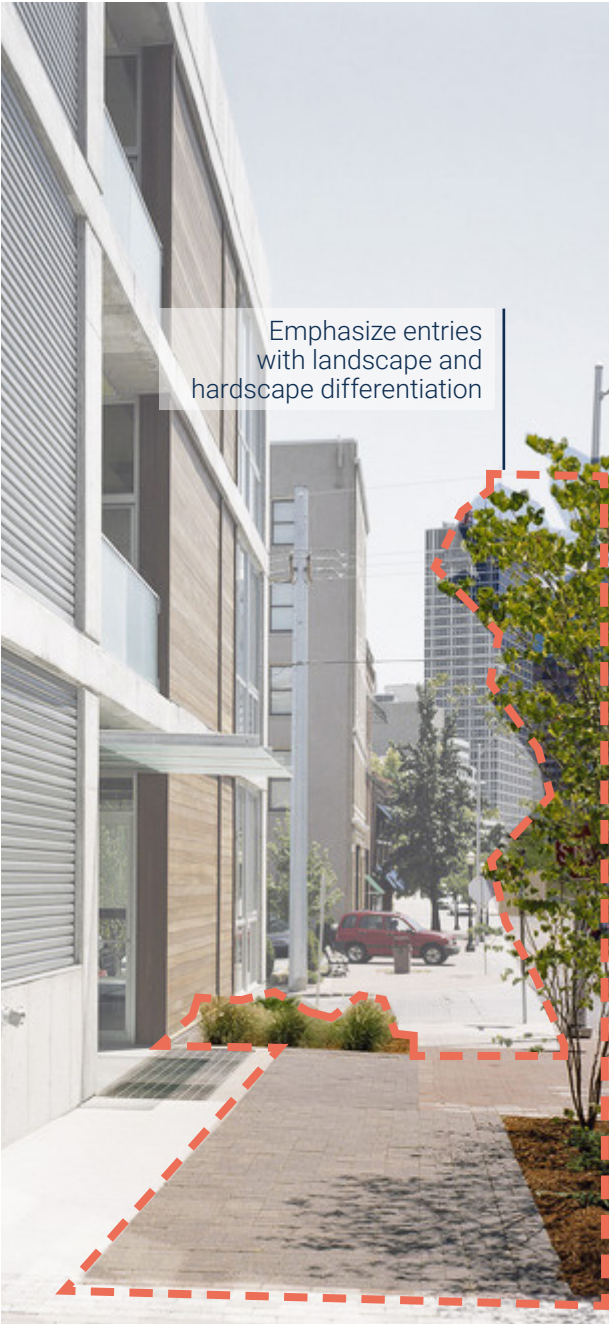
### Ground Floor Transparency and Articulation

Facades are recommended to be up to 50% translucent or transparent glass between sidewalk grade and ten feet above grade.

Retain a building’s original window pattern.

Building entries should address streets and be illuminated. Translucent or transparent elements to doors are encouraged.

Emphasize entries through articulation (e.g., awnings), landscape features, and hardscape materials (e.g., pavers, integral colored concrete).



Source: el dorado inc  
Delaware Lofts, Kansas City, MO

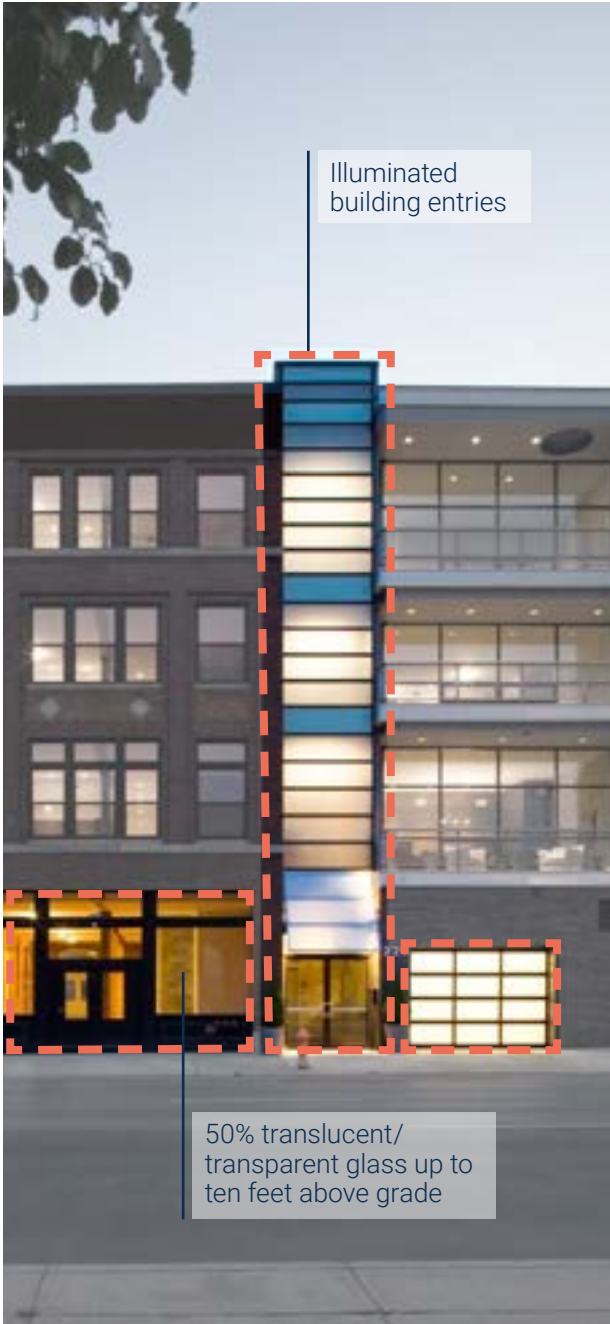


Photo by Brad Feinknopf, Source: Jonathan Barnes Architecture and Design  
225 North Fourth Lofts, Columbus, OH

### Character-Defining Features

Consider how to enhance the building’s architectural style when making alterations, while keeping building’s original design in mine.

Preserve original window and door openings where possible.

Retain, reuse, or re purpose original building materials and architectural features.



Photo credit Nick Cave and Bob Faust, Source: Ocula Augment, Facility, Chicago, IL



Photo credit unknown, Source: Restoration St Louis Sycamore, St. Louis, MO

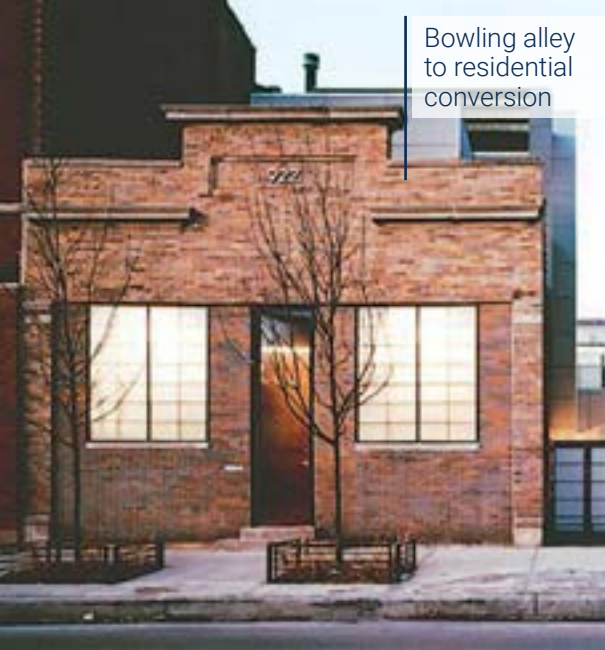


Photo credit Suren Kokkenti, Source: Searl and Associates, Private Residence, Chicago IL



# NEW CONSTRUCTION GUIDELINES

When locating a site for a new construction development project, begin by reviewing the opportunity sites identified in and near each neighborhood center, as described in chapter 6. There is additional information about those sites and their development potential.

Prioritize vacant and underutilized sites for redevelopment.



Auto sales, car storage/parking (site)



Vacant parking lot (site)



Vacant building and lot (site)

# NEW RESIDENTIAL DEVELOPMENT

## Building Massing and Set Backs

Provide a front set-back with landscaping features (planting, turf, etc.) where there are residential ground floors.

Provide vertical delineation of private property through fencing, landscaping, or planters.

Limit the height vertical delineation to hip or chest height, or use transparent materials to ensure a visual connection between public and private realm.

Encourage transitions between buildings facing corridors and residential blocks to the rear – with a maximum 30-degree transition between the top of the rear façade and the top of the roof line of neighboring residential buildings.

Limit radical changes in height along the corridor – with a maximum 45-degree max lateral height transition facing corridors.



Source: SOM  
Chicago, IL



Facade Articulation and Transparency

Ensure facades of residential buildings are well articulated through recesses, offsets, step backs, materials, and colors.

Use recessed balconies facing Western Avenue.

Limit protruding balconies to the interior courtyards, or the facades of adjacent streets or alleys.

Encourage the use of transparent, glass windows on all floors. Translucent glass or glass blocks is appropriate at intersections or higher traffic and pedestrian volume areas to maintain privacy.

Provide front doors or building lobby doors facing Western Avenue or intersecting streets, and clearly indicate entrances using landscape, lighting, and building articulation.

Indicate the address of the building at the entrance.

Consider the use of “stoops” at the ground floor, creating usable outdoor spaces for building occupants, and a transition from public to private realm.



Source: LUCHA  
Chicago, IL



Source: SOM  
Chicago, IL

Exterior Material and Color

Materials should be high-quality and durable. Vinyl siding on any building facing Western Avenue is discouraged.

Colors of exterior materials, window and door frames, cornice, and other architectural features should be coordinated and compatible with building context. Seek inspiration in the brick and stone residential building stock of surrounding neighborhoods.

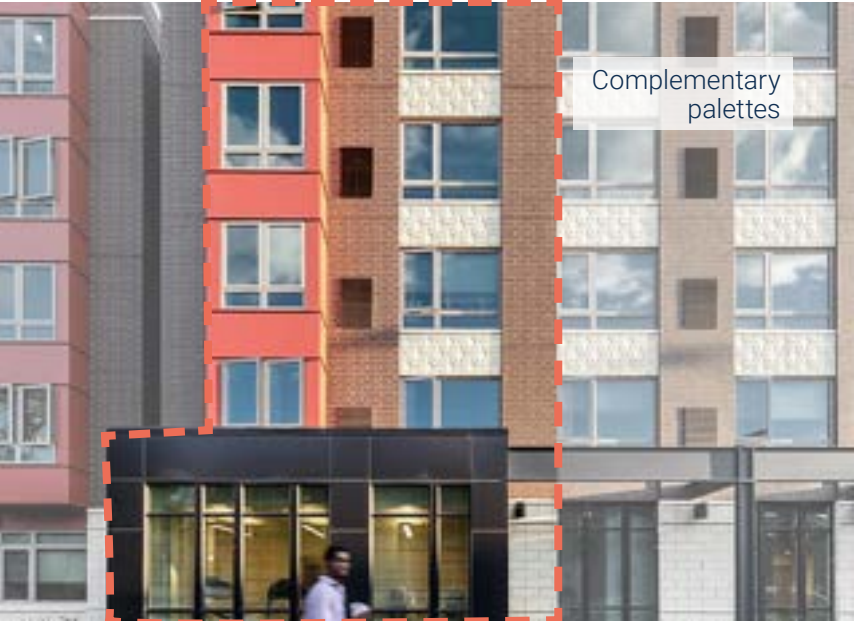
Limit materials and colors to a complementary palette, avoiding large areas of high contrast in materiality or color.

Auto Access and Parking

Prohibit access to the residential sites directly from Western Avenue to reduce curb cuts along streetscape.

Place parking entrances from the alley or, where required, from east-west streets.

Enclose parking within structures, avoiding surface parking.



Source: LUCHA  
Chicago, IL



Source: SOM  
Chicago, IL



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### **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:**

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

### **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

Contact [DPD@cityofchicago.org](mailto:DPD@cityofchicago.org) for more information

