

List of Interviewees and Focus Group Participants

Many thanks also to all who volunteered their time and opinions in interviews and focus groups:

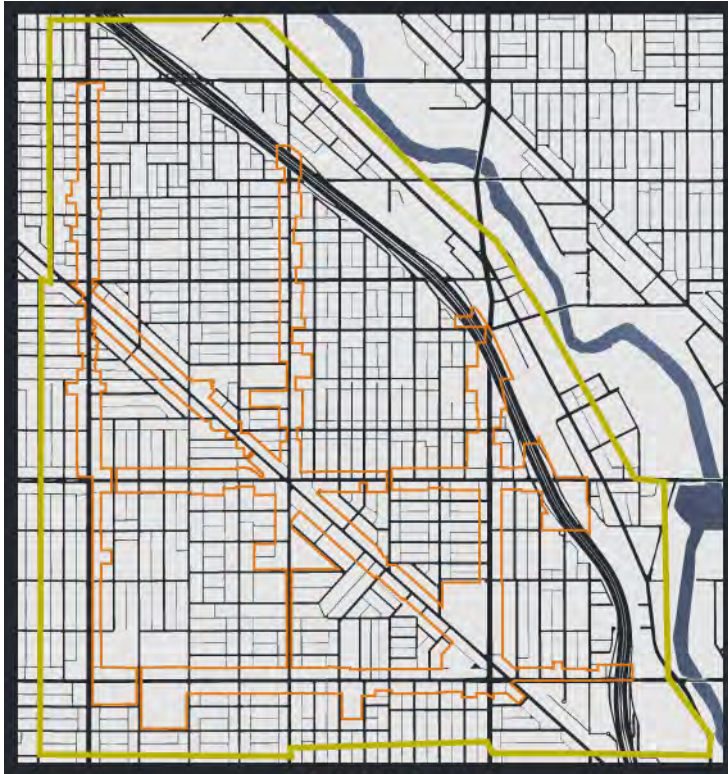
Brandon Antoniewicz, Resident
Jill Antoniewicz, Resident
Paula Barrington, Executive Director, Wicker Park-Bucktown Chamber of Commerce
Dr. Juliet Bradley, Resident
Jeff Brown, Resident
Doug Brownfield, Owner, Shorty's & the Silver Room
Patricia Campos, College of Office Technology
Gina Caruso, Assistant Commissioner, Department of Planning and Development, City of Chicago
Payton Chung, SSA Commissioner
Elaine Coorens, President, Wicker Park Committee
Josh Deth, Owner, Handlebar
Zygmunt Drykasz, Owner, Chopin Theater
Mike Erickson, Bicycle and Pedestrian Planner, Chicagoland Bicycle Federation
Sharon Feigon, CEO, I-Go
Manuel Flores, 1st Ward Alderman
Susan Fontana, Co-President, Wicker Park Advisory Committee
Dominick Geraci, Owner, Café Gelato
David Ginople, Owner, Findables & Store B, Chamber of Commerce Officer
Lela Head, Commissioner & Owner of Chopin Theater
John Hoyt, SSA Commissioner & Development Manager at Joseph Freed
Nick Jackson, Deputy Director Planning and Design, Chicagoland Bicycle Federation
Melissa January, Resident
Martin Judd, Saints Mary and Elizabeth Hospital
Matt Linder, Owner, Three Headed Productions: Salud, Cans & Evil Olive
Sam Marts, Owner, Sam Marts Architects
James Mastro, Resident & Owner of Mastro & Skylar Architects
Phil McFarland, Co-Owner, Small Bar & the Lava Lounge
Ben McLeod, Resident
Jan Metzger, Senior Project Manager, Center for Neighborhood Technology, SSA Commissioner
Luis Monterrubio, City of Chicago
Judd Murphy, Potential Business Owner
Randy Neufeld, Healthy Streets Campaign Coordinator, Chicagoland Bicycle Federation
Raki Nevels, Co-Chair of Division Street Merchants Association
Courtney Owen, Resident
Jason Navota, SSA Committee Member
Steve Pautsch, Project Studies, CDOT
Mitch Portugal, Owner, Continental Furniture
Scott Rappe, Owner, Kuklinski & Rappe Architects
Tom Robinson, Artist and Gallery Owner
Irene Sherr, Principal, Community Counsel
Claudia Skylar, SSA Commissioner & Owner of Mastro and Skylar Architects
Susan Socher, Owner, Café Matou
Tom Stevens, Department of Revenue, City of Chicago
Art Sundry, SSA Commissioner, Owner of Café de Luca
Scott Trotter, President, Bucktown Community Organization
Scott E. Waguespack, 32nd Ward Alderman
Laura Weathered, SSA Commissioner & Executive Director of the Near Northwest Arts Council
Doug Wood, Co-President, Wicker Park Advisory Committee
Kara Wright, Resident
Miguel Zuno, Commercial Rental Property Owner



List of Census Tracts Used for Demographic Research

Census Tracts that fall within the green boundary below were included in all demographic research conducted for the WPB Master Plan Analysis:

707
708
709
720
807
2201
2202
2215
2216
2217
2218
2220
2221
2222
2223
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Supplemental Land Use and Development Material

The following maps support and add to the information presented in the Land Use and Development section of the WPB Analysis Report.

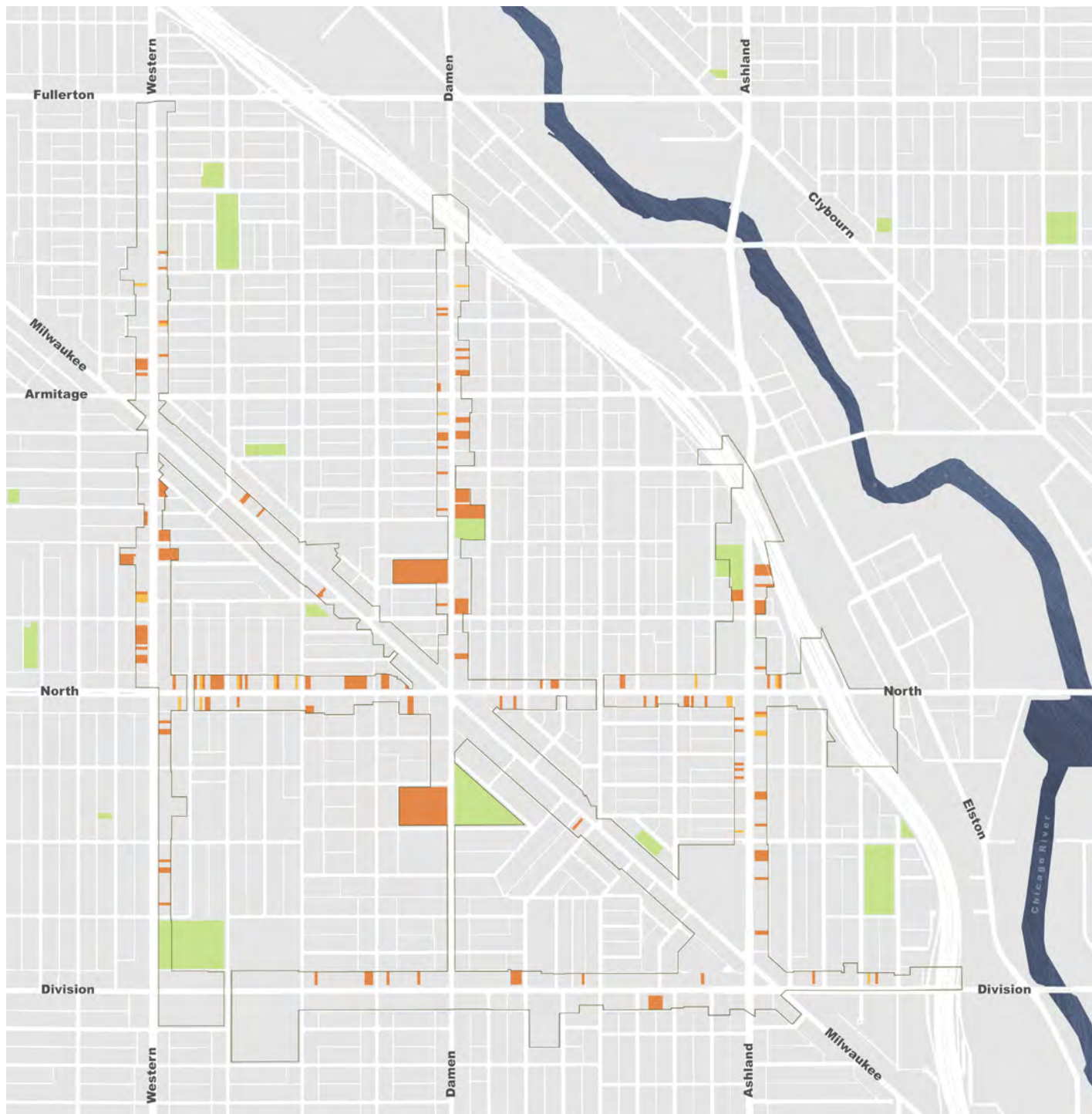


Figure 121.
Parcels Hosting a Residential Component
Source: Field Survey, September 2007

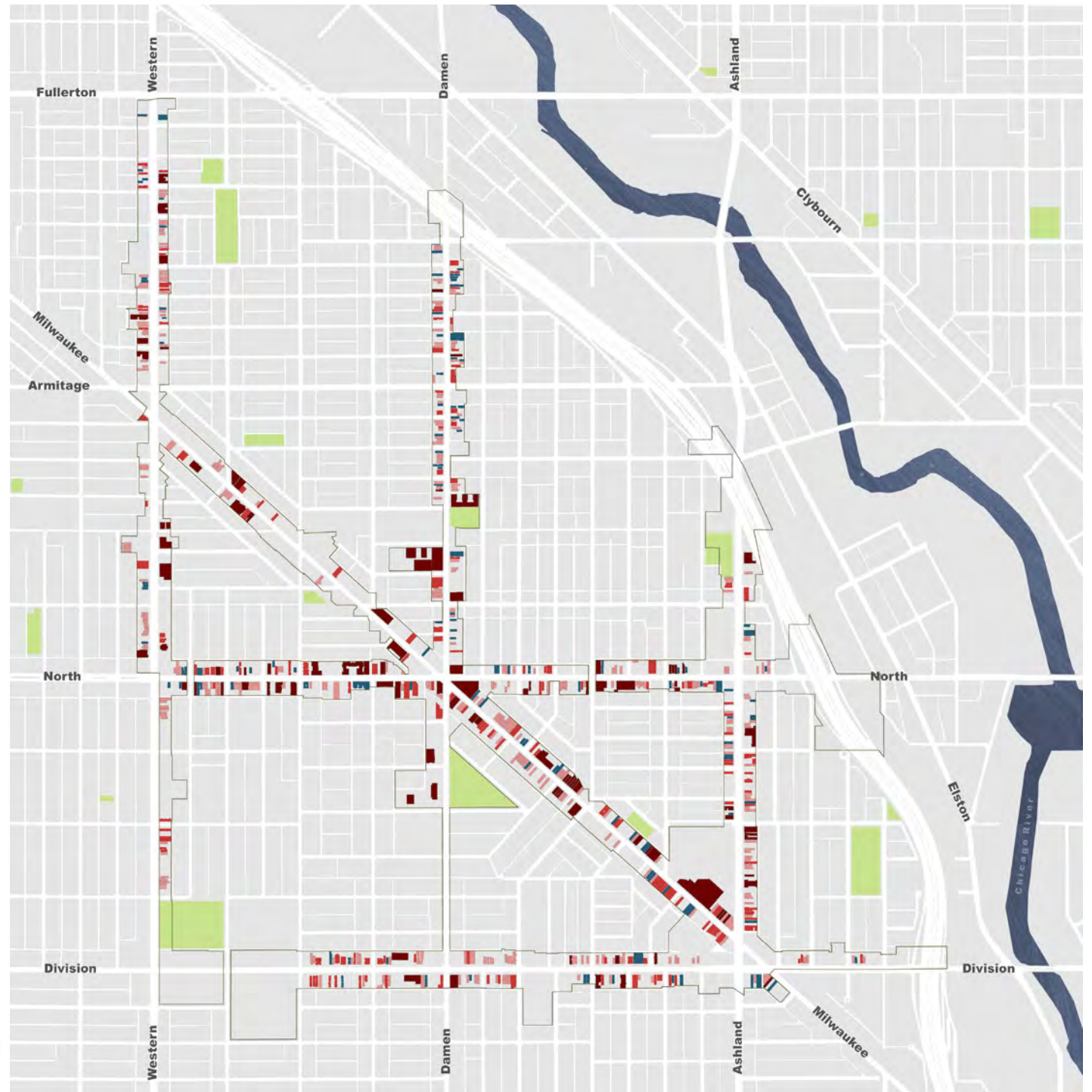


Figure 122.
 Recorded or Estimated Number of Units per
 Residential Parcel
 Source: Field Survey, September 2007

- 1 units
- 2-3 units
- 4-6 units
- 7-212 units

Supplemental Commercial Market Conditions Material

The following descriptions and maps support and add to the information presented in the Commercial Market Conditions section of the WPB Analysis Report.

Method Used to Generate the Commercial “Blob” or Cluster Maps

To generate the commercial “blob” or cluster maps, we first located two like businesses within one block or a block and a half of each other, and grouped them to treat them as one entity. We then expanded the reach of the paired businesses to capture any business within one block or one and a half blocks of the pair’s center of mass, allowing the mass to expand by repeating these steps until there were no more businesses to add to the growing blob.

Overlapping of the same color blob occurs when categories that were originally separate were combined. The overlapping blobs depict overall centers of mass or greater densities of commercial activity. The overlapping arms of the blobs illustrate paths that form from one area to another where businesses connect.

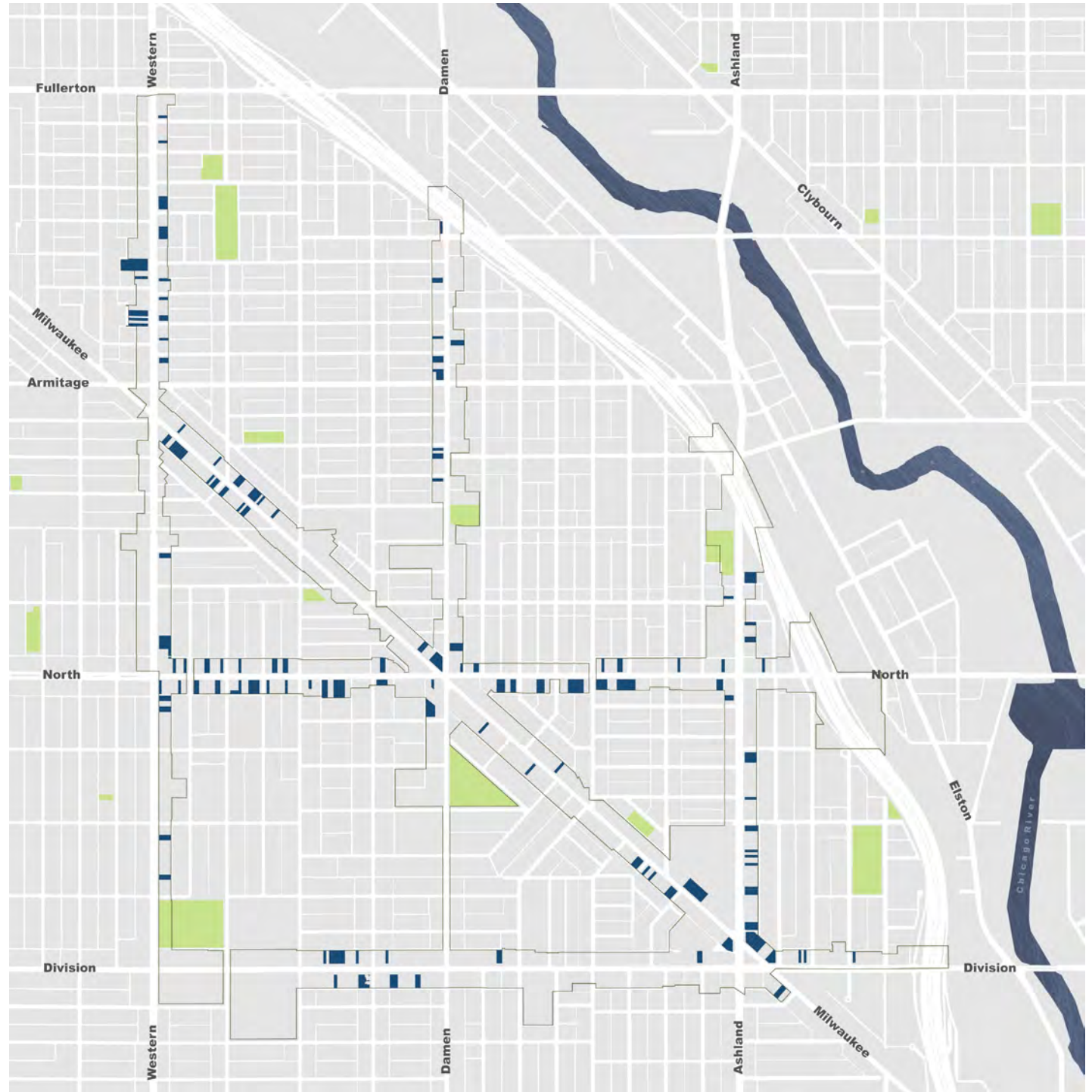


Figure 123. Parcels Hosting an Office Component
Source: Field Survey, September 2007

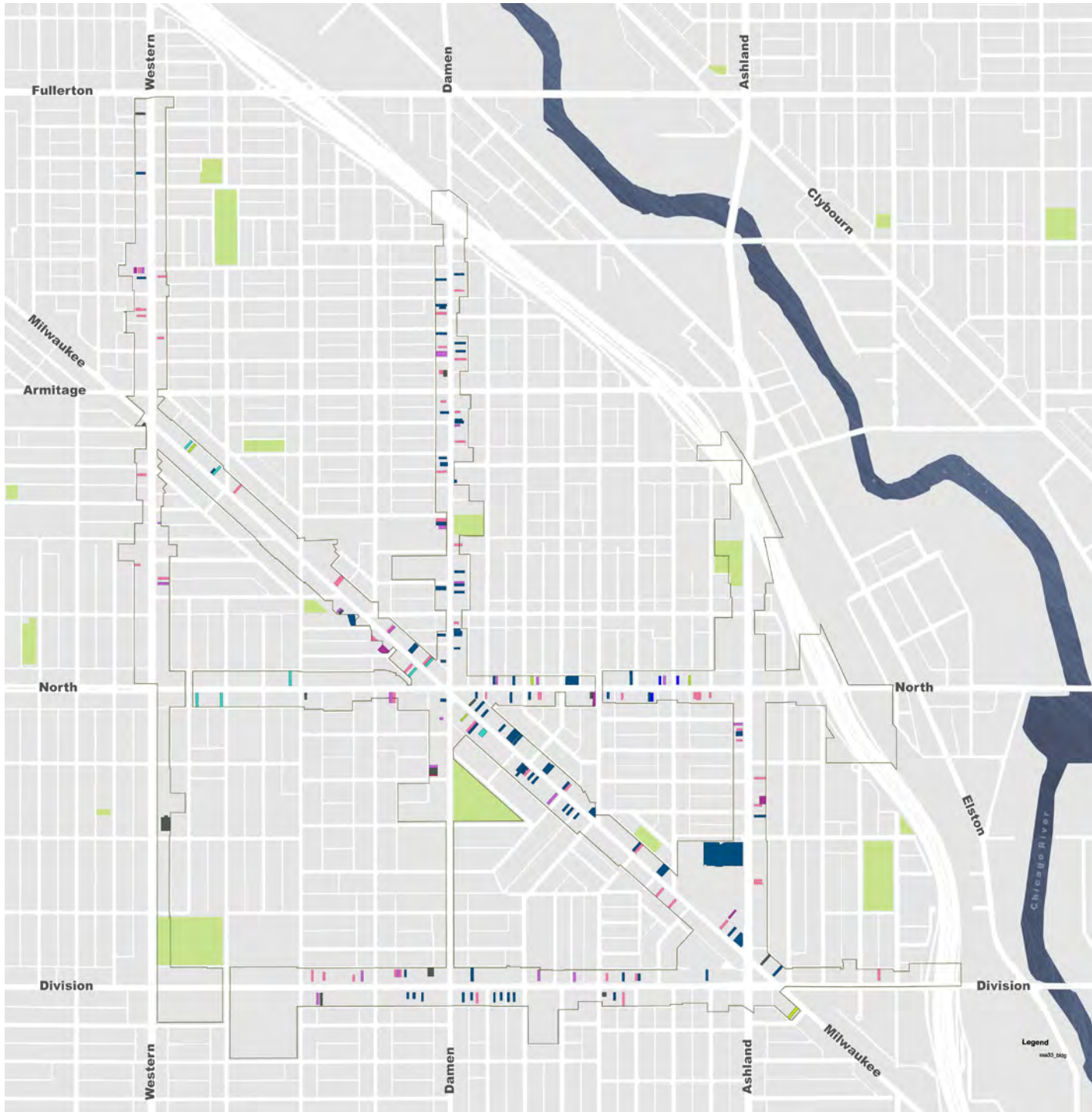


Figure 124. Parcels Hosing a Major Retail Use
Source: Field Survey, September 2007

- Art Gallery
- Book Store
- Clothing
- Convenience Store
- Dry Cleaners
- Laundromat
- Salon

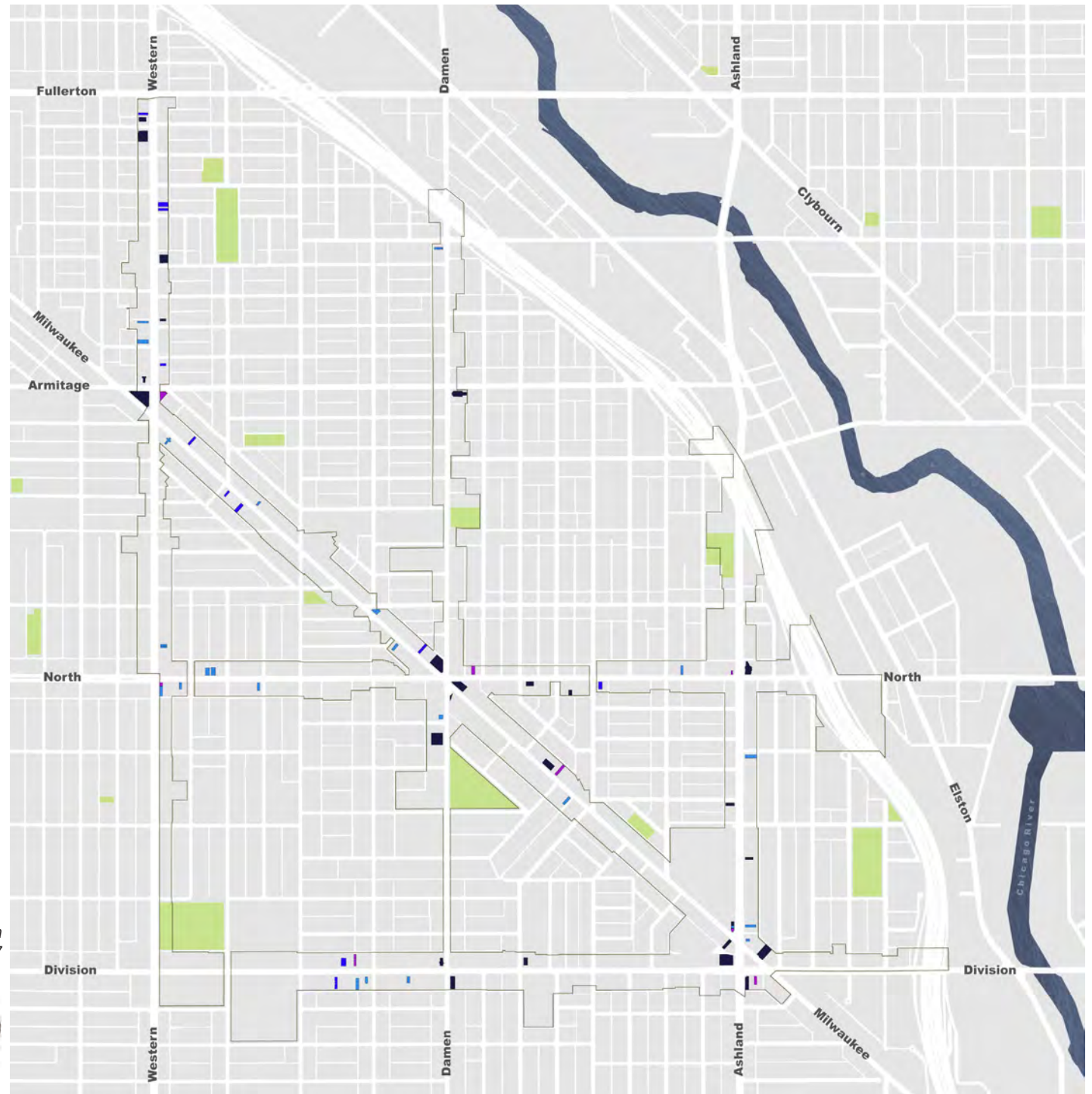


Figure 125. Parcels Hosting a Bank of Financial Institution
Source: Field Survey, September 2007

- Bank
- Bill Paying and Check Cashing
- Finance
- Insurance

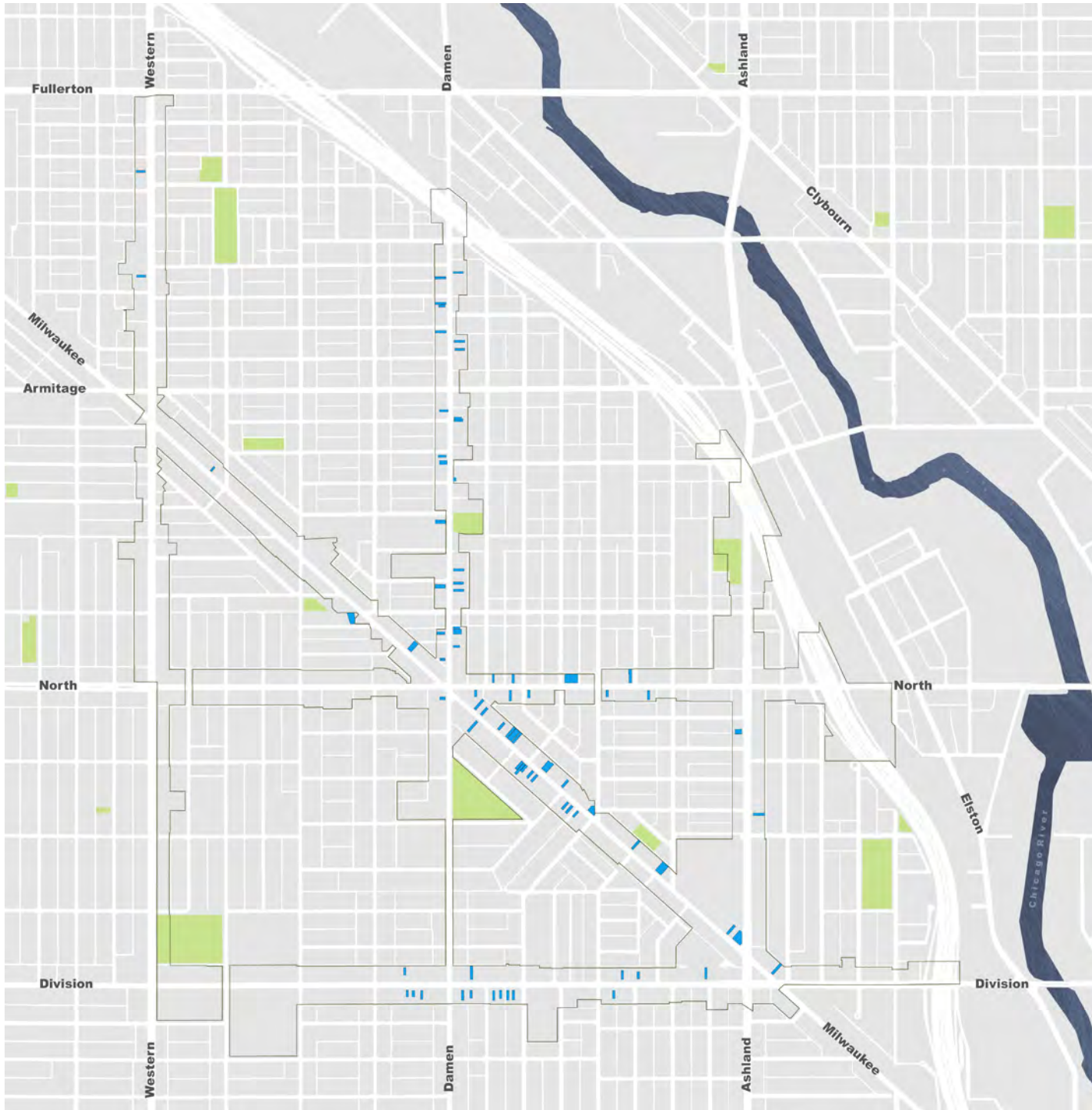
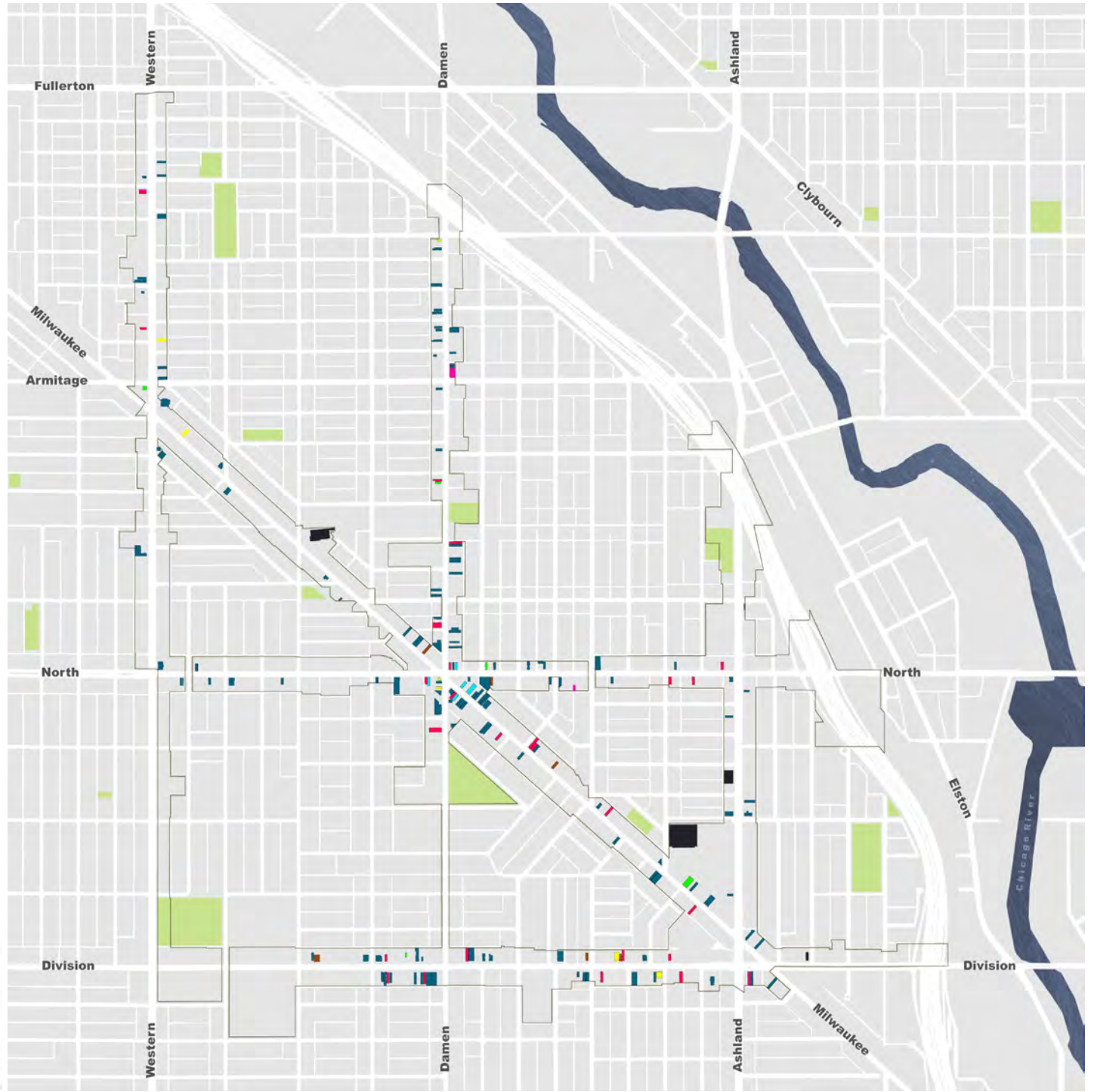


Figure 126. Parcels Hosing Clothing Retail
Source: Field Survey, September 2007



Figure 127. Parcels Hosting Food and Drink-Related Services
 Source: Field Survey, September 2007

- Restaurant
- Bar
- Nightclub
- Liquor Store
- Coffee
- Bakery
- Ice Cream
- Grocery Store



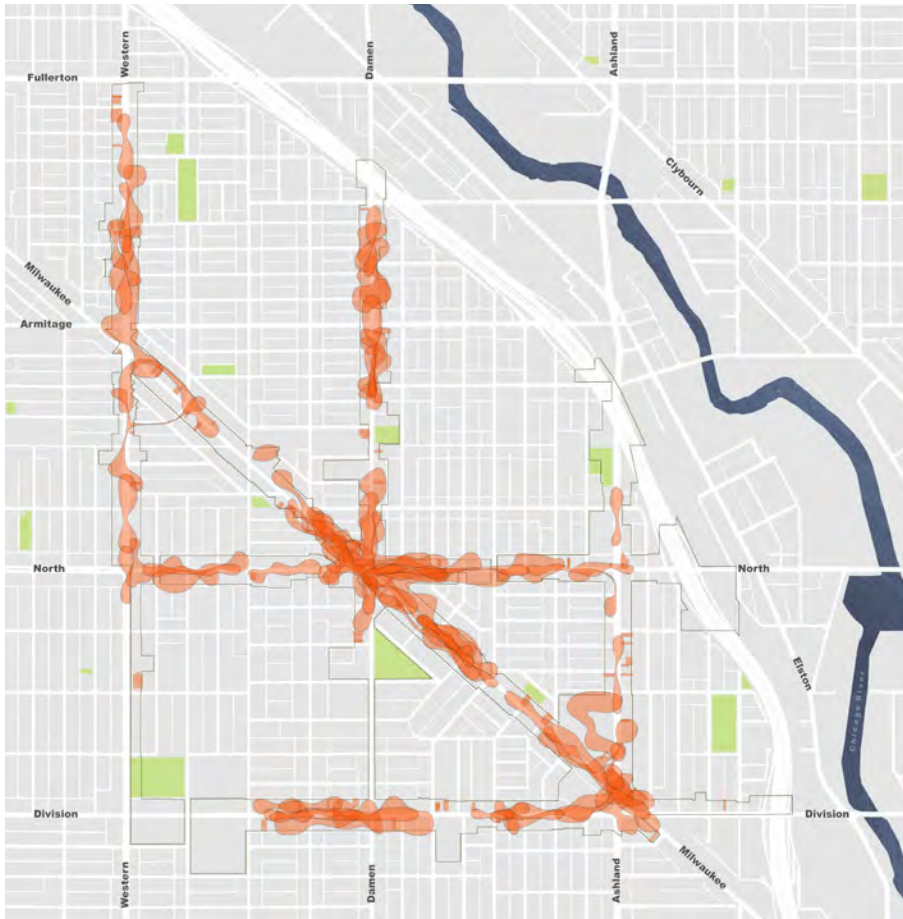


Figure 128. Day-time Commercial Activity
Source: Field Survey, September 2007



Figure 129. Night-time Commercial Activity
Source: Field Survey, September 2007

Supplemental Transportation Material

The following descriptions and maps, tables and graphs support and add to the information presented in the Transportation section of the WPB Analysis Report.

The Pedestrian Environment

Measuring the Quality of the Pedestrian Environment

The project team walked each street and methodically took note the good and bad qualities of the six corridors. These physical attributes were tabulated and assigned points based on the following system.

Definitions, Criteria and Points

Trees (1 point per tree)

- Any tree is fine
- Consistency might be desired, yet is not a requirement
- Older, mature trees are superior

Additional Landscaping (1 point per occurrence)

- Can include planter boxes, pots, prairie grass, turf grass
- Landscaping along the cross streets will count as one point

Awnings (1 point per occurrence)

- Lack of consistency is fine
- High and thin awnings do not serve the pedestrian, but primarily advertise, will count

Pedestrian Lighting (1 point per light)

- Assume that a pedestrian light standard mounted to a light pole serving the streets is adequate

Seating (1 point per location)

- These can include benches, chairs, etc.

Art (1 point per piece of art)

- Can be public or private works of art

Café Areas (1 point per location)

- Can be located on sidewalk or on property adjacent to sidewalk

Poor Upkeep of Tree Planter Areas

- -1 point for broken grates, rusted wrought iron, weeds, trash and negatives in tree planter area

Trash Cans

- 1 point if properly placed and aesthetically pleasing trash can
- -1 point if not properly placed nor aesthetically pleasing trash can

Newspaper Stands +1

- 1 point if new stands are properly placed (near bus stops, restaurants or other high traffic locations)
- -1 point if not placed in appropriate locations, are in poor condition or block walkway

ADA Curb Cut/Tactile Warning Mats

- 1 point if a tactile warning mat is located at curb cut
- -1 point if a curb is not ADA compliant

Missing/Dying Trees (-1 point per occurrence)

Poorly Maintained Landscaping (-1 point per occurrence)

- Includes dead flowers, bushes, overgrown bushes, dead grass, etc.
- Includes rusting wrought iron

Driveways/Alleys (- 1 point per driveway)

- Does not include alleys

Uneven or Broken Sidewalk (-1 point per occurrence)

- This can include older cracked sidewalk or sidewalks cracked due to installation of infrastructure such as gas or water lines

Obstructions or Blockages (-1 point per occurrence)

- These are blockages or obstructions to sidewalk which can be cars parked on sidewalk, gas mains, commercial usage, poor bus stop locations and other issues.

Un-striped or worn Crosswalks (-1 point per occurrence)

Corridor Observations

Damen - Webster to North

Positives Attributes

Small Businesses have nice plantings
 Public Art as part of private development
 Great public landscaping by Bucktown Garden Club
 Many of the side streets have beautiful landscaping
 Steel tree grates are nice when entirely rusted or entirely black as opposed to spotty rust

Negative Attributes

Traffic speed is relatively fast for pedestrians
 Near the intersections of Armitage and Milwaukee/North, the sidewalks are very tight with little amenities
 Bloomingdale underpass is a divider
 Some residential units are not kept up as nice as commercial
 Some stretches without trees or any amenities
 Tree planter areas are un-kept
 Some café areas tighten sidewalk too much
 Driveways near North Avenue
 Public infrastructure, such as gas mains, crack sidewalks

Damen - North to Division

Positives Attributes

Lots of trees on both public and private property (residential property primarily)

Negative Attributes

Rusted wrought iron
 Wicker Park does not interact with sidewalk
 Wide open bus stops
 Fast speed of cars
 Residential properties can be unkempt
 Near EL station, sidewalk is tight, east side is very ugly
 No pedestrian lighting near Wicker Park.

North Avenue

Positives Attributes

Roadway re-constructed to “bulb-out” pedestrian crossings on minor streets
 Beautiful landscaping on minor streets
 Bike parking on minor streets
 Stamp of Bucktown Wicker Park logo in concrete of sidewalk

Negative Attributes

Cars parked on sidewalk on Hoyne Street, north of North Ave next to Cheetah Gym
 Dumpsters under EL stop are ugly
 Light poles and street signs block the sidewalk

Division Street

Positives Attributes

Lots of Trees
 Wide sidewalk presents many opportunities for seating, cafes & landscaping
 Lot of bike travel in the area
 Lots of Trees near Clemente Park
 Hospital has good landscaping
 Bricks in tree boxes can look good

Negative Attributes

Ugly near Ashland, no amenities
 Post office should provide seating, etc.
 Planter areas have terrible looking rusted wrought iron
 Huge planter areas with wrought iron is monotonous as one looks down the street
 People lock bikes to planter area wrought iron, stolen bikes can equate to broken wrought iron.
 Lack of bus shelters, seating and trash cans near school
 Lumber yard parking area diminishes pedestrian environment
 No Pedestrian Lighting
 New buildings lack awnings and character
 Fencing of Clemente park and basketball courts
 No Bus Shelter for School at Oakley
 Street is fast near hospital, wide open,

Western AvenuePositives Attributes

Restaurants and businesses with awnings
Street Trees

Negative Attributes

No pedestrian lighting
High travel speeds with relatively narrow sidewalks

Ashland AvenuePositives Attributes

Many street trees planted
Many trees in Walsh Park
Landscaped median treatment

Negative Attributes

Underpass of I-94 is ugly and a deterrence to connect to other neighborhoods
Traffic speed is fast in relation of sidewalk size
Poor accessibility to other side of Ashland due to large block size
Tree pits have no grates and contain litter and weeds
Commercial driveways
Loading on Ashland
Car oriented area
Division/Ashland/Milwaukee is terrible intersection for pedestrians
Many cracked or broken sidewalks

Milwaukee AvenuePositives Attributes

New mulch in some tree pits
Wicker Park Bucktown logo in sidewalk
Pedestrian lighting
Many street trees and awnings
Strip centers are well landscaped
The library has good landscaping and public seating

Negative Attributes

Pedestrian light poles are in bad shape with markings, open electric wire boxes
Newspaper Stands are in bad shape and spread all over the place
Poor upkeep of many tree pits
Many driveways
Broken sidewalks north of North of Avenue
Strip centers diminish the walkability of Milwaukee due to driveways and parking lots
New building gas lines block the sidewalk
Too many newspaper stands near the North Avenue and Division Street

Table 4. Pedestrian Accidents, 2004-2006

Roadway	Section	2004	2005	2006	Total
Damen Avenue	Division to North	4	3	1	8
	North to Armitage	4	1	4	9
	Armitage to Webster	0	0	1	1
	Total	8	4	6	18
Western Avenue	Division to North	6	3	1	10
	North to Armitage	5	7	2	14
	Armitage to Fullerton	6	4	4	14
	Total	17	14	7	38
Ashland Avenue	Division to North	3	5	2	10
	North to Cortland	2	3	3	8
	Total	5	8	5	18
Division Street	Ashland to Damen	5	3	1	9
	Damen to Western	7	10	15	32
	Total	12	13	16	41
North Avenue	Ashland to Damen	7	6	2	15
	Damen to Western	10	10	9	29
	Total	17	16	11	44
Milwaukee Avenue	Ashland to Damen	13	10	3	26
	Damen to Western	5	0	2	7
	Total	18	10	5	33
Total Area		77	65	50	192

Table 4. Pedestrian Accidents, 2004-2006

Source: CDOT

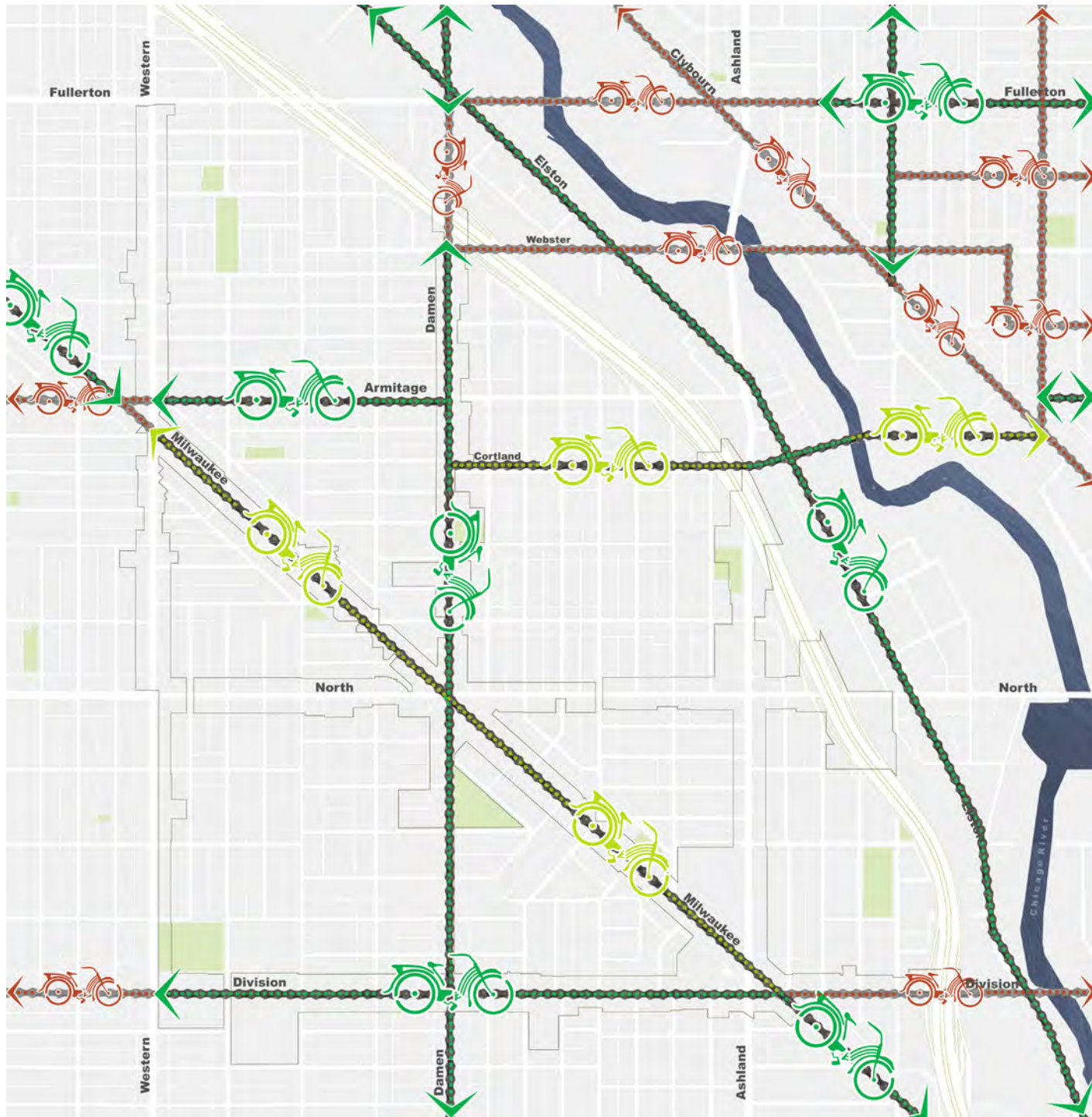


Figure 130. Existing Bike Lanes and Bike Lanes Proposed by the City
Source: Chicago Bicycle Map



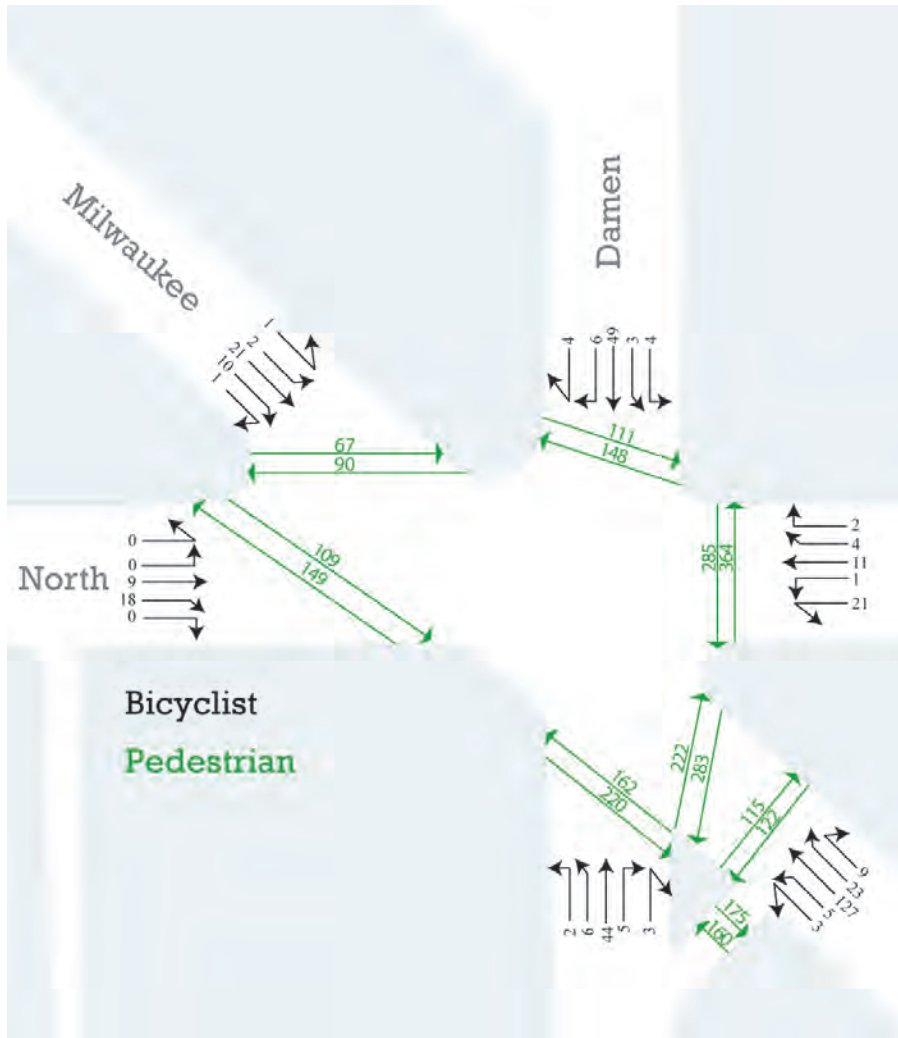


Figure 131. Peak Hour Pedestrian and Bicycle Counts at Six-Point Intersection
Source: Field Survey

Table 5. Bicycle Accidents, 2004-2006

Roadway	Section	2004	2005	2006
Damen Avenue	Division to North	4	3	8
	North to Armitage	3	2	7
	Armitage to Webster	1	3	2
	Total	8	8	17
Western Avenue	Division to North	2	1	0
	North to Armitage	2	1	1
	Armitage to Fullerton	1	1	0
	Total	5	3	1
Ashland Avenue	Division to North	1	4	5
	North to Cortland	2	2	0
	Total	3	6	5
Division Street	Ashland to Damen	1	3	5
	Damen to Western	1	3	6
	Total	2	6	11
North Avenue	Ashland to Damen	1	2	3
	Damen to Western	7	6	4
	Total	8	8	7
Milwaukee Avenue	Ashland to Damen	8	4	10
	Damen to Western	6	5	6
	Total	14	9	16
Total Area		40	40	57

Table 5. Bicycle Accidents, 2004-2006
Source: CDOT

Table 6. Daily Bus Line Ridership, 1999

Bus Route	1999	2000	2001	2002	2003	2004	2005	2006	2007
Ashland 9	31,743	32,866	30,735	32,192	31,624	33,413	32,358	26,713	24,803
Ashland X9								6,629	10,868
Western 49	24,970	25,331	25,345	23,124	21,277	21,908	20,497	20,481	19,914
Western X49	5,839	6,323	6,546	8,313	9,335	11,491	13,384	11,716	14,132
Damen 50	9,058	8,659	8,529	8,856	7,324	8,203	8,694	8,632	9,348
Milwaukee 56	14,215	15,107	14,965	15,830	13,827	14,086	14,893	12,811	14,465
Division 70	6,076	5,943	5,277	12,396	11,648	11,566	11,424	10,943	11,714
North 72	9,913	8,517	8,493	15,076	15,484	15,941	16,257	15,441	16,410

Table 6. Daily Bus Line Ridership, 1999
Source: CTA

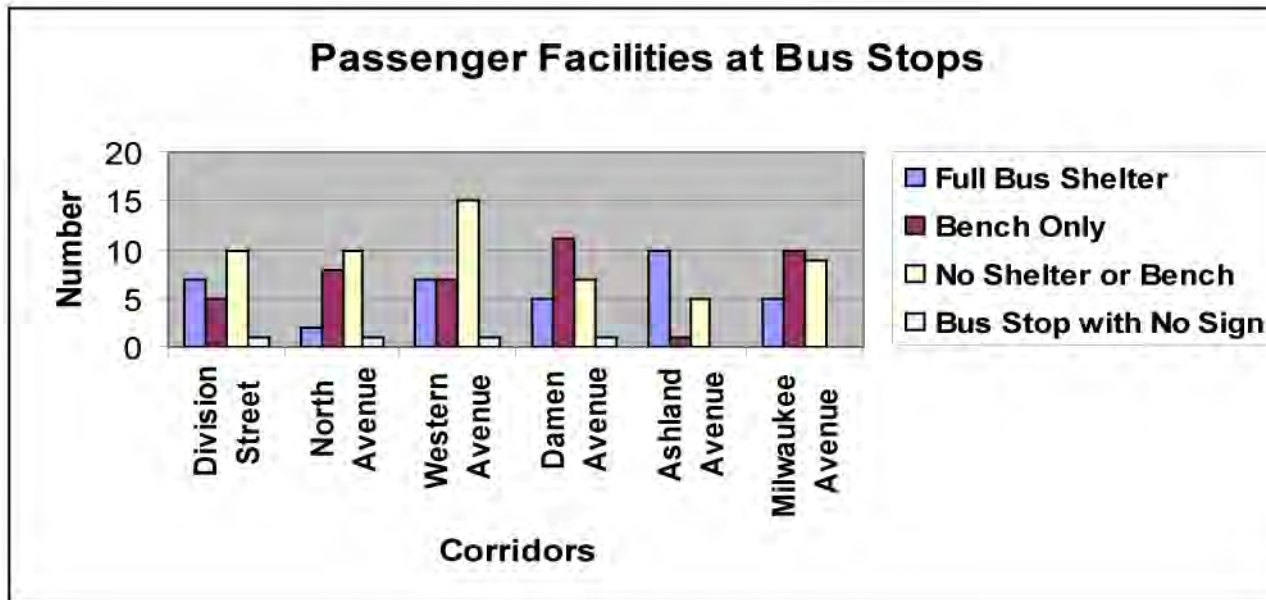


Figure 132. Passenger Facilities at Bus Stops
Source: Field Survey

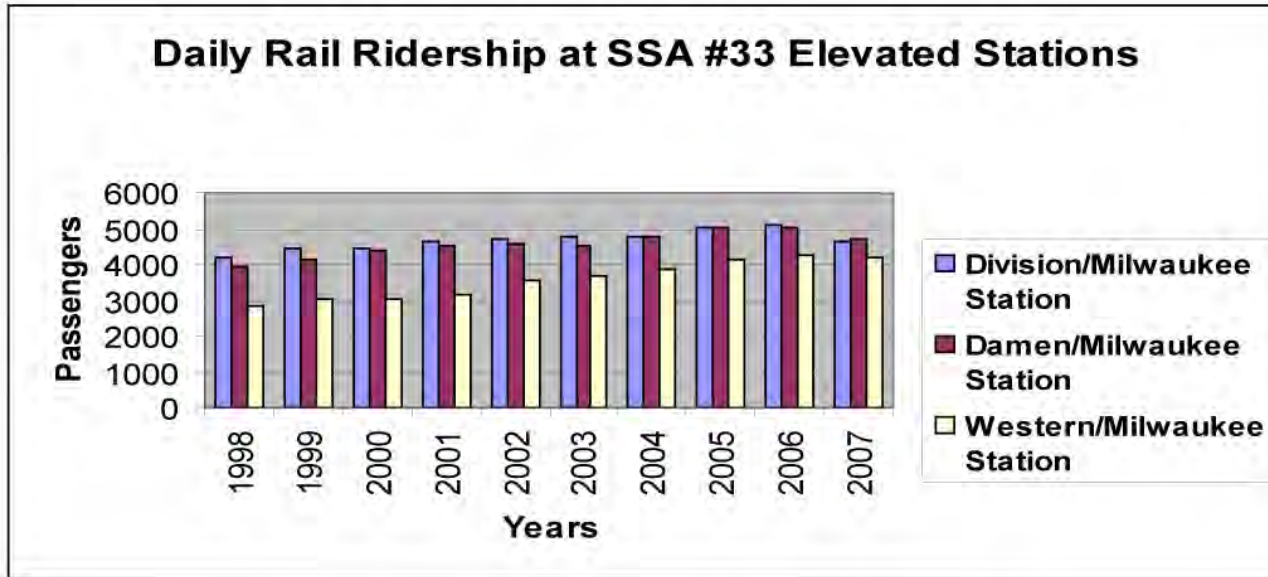


Figure 133. Daily Rail Ridership at SSA #33 Elevated Stations, 1999-2007
Source: CTA

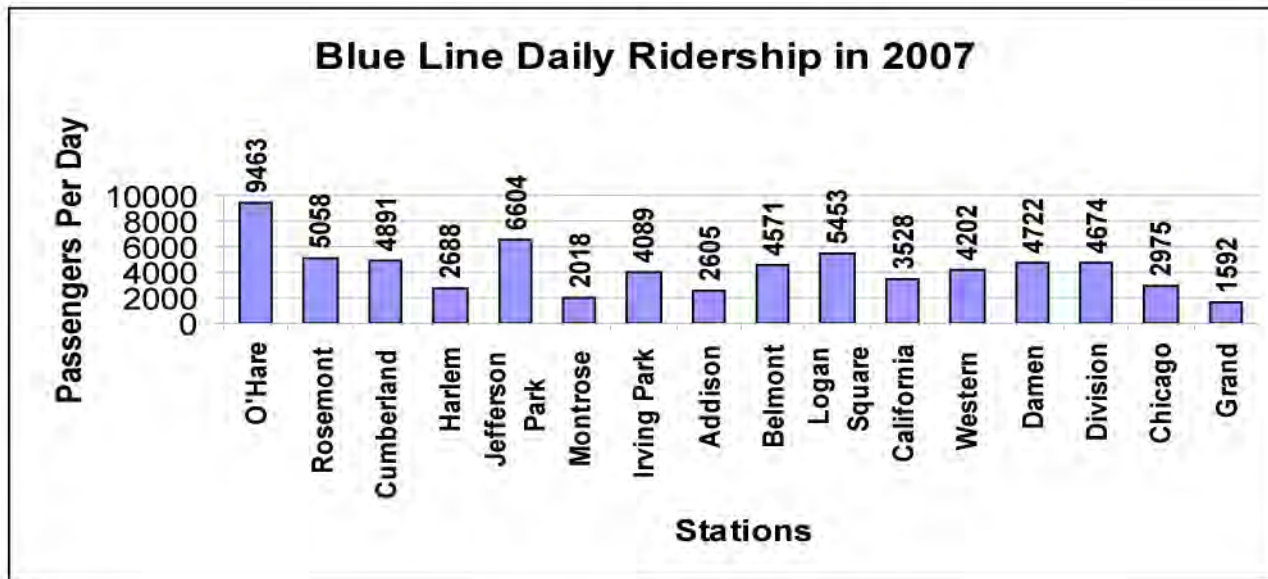


Figure 134. Blue Line Daily Ridership, 2007
Source: CTA

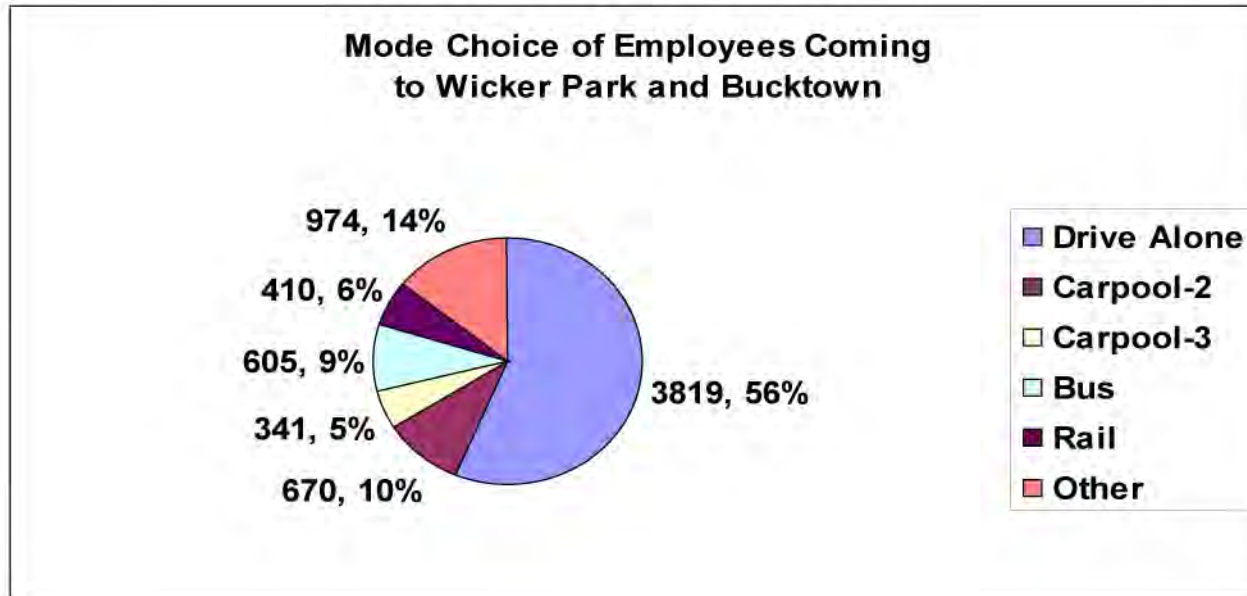


Figure 135. Mode Choice of Employees Coming to Wicker Park and Bucktown
Source: U.S. Census

Table 7. WPB I-Go and Zip Car Locations

Location	Service	Number of Vehicles
1907 N Milwaukee Ave	Zip Car	3
Ashland Ave/Wabansia Ave	Zip Car	2
1537 N Damen Ave	Zip Car	2
Milwaukee Ave/Honore St	Zip Car	2
1972 N Milwaukee Ave	I-Go	1
1951 N Western Ave	I-Go	1
2301 N Western Ave	I-Go	1
2136 N Damen Ave	I-Go	1
2036 W North Ave	I-Go	2
1259 N Wood Street	I-Go	1
1718 W Pierce Ave	I-Go	1

Table 7. WPB I-Go and Zip Car Locations
Source: Field Survey and Interviews

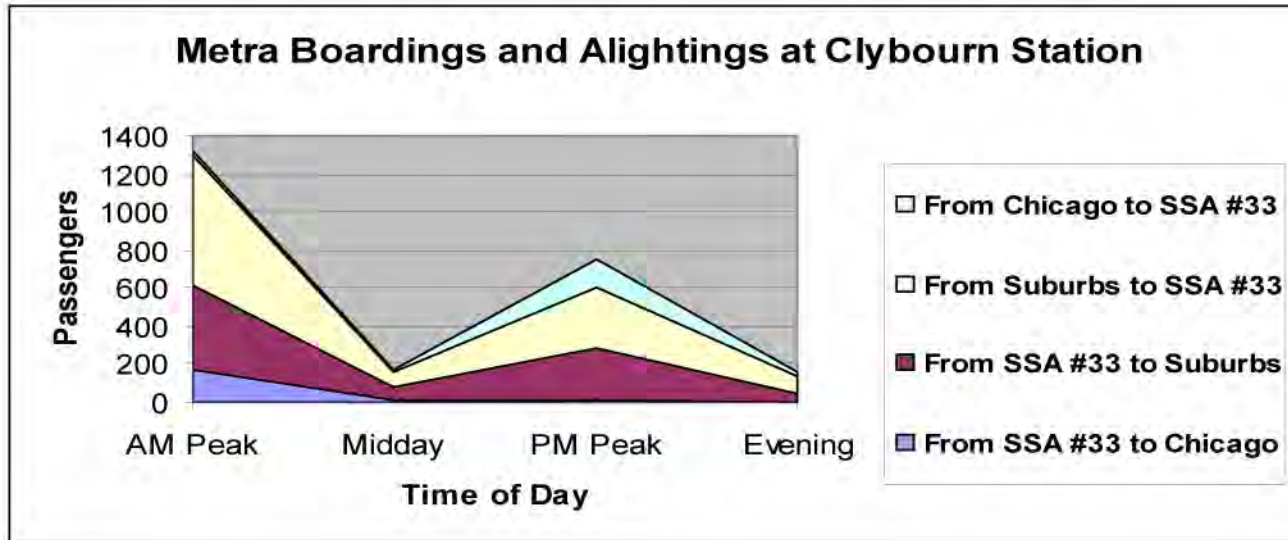


Figure 136. Metra Boardings and Alightings at Clybourn Station
Source: Metra

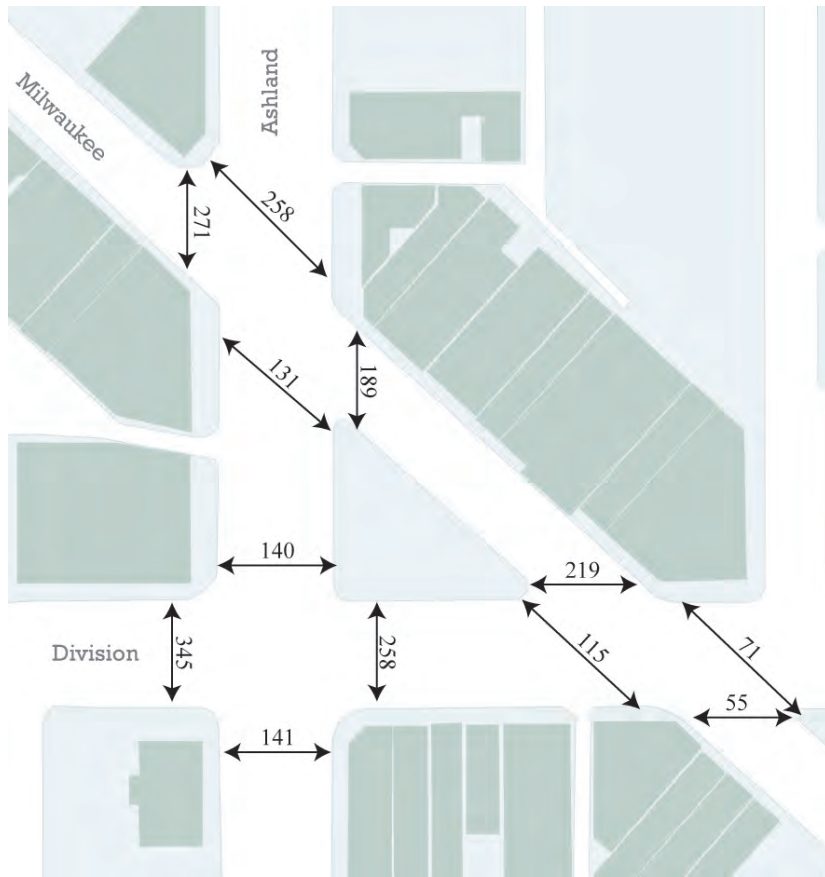


Figure 137. Pedestrian Counts at Polish Triangle Intersections
Source: Field Survey

Table 8. Existing On-Street Metered Parking Spaces

Roadway	Address	Number of Metered Parking Spots
Churchill Avenue	2000-2100	2
N Damen Avenue	1800 - 1900	2
	1600 - 1700	20
	1500 - 1600	7
W Division Street	1600 - 1700	17
	2100 - 2200	35
N Ashland Avenue	1200 - 1300	20
	1300 - 1200	10
N Milwaukee Avenue	1200 - 1300	38
	1300 - 1400	44
	1400 - 1500	43
	1500 - 1600	37
N Paulina Street	1600 - 1700	45
	1200 - 1300	9
N Hermitage	1300 - 1400	15
	1200 - 1300	5
N Wolcott Avenue	1300 - 1400	3
W Evergreen Avenue	1800 - 1900	16
N Honore Street	1300 - 1400	4
	1400 - 1500	12
W North Avenue	1800 - 1900	15
TOTAL		429

Table 8. Existing On-Street Metered Spaces
Source: Field Survey

Table 9. Existing Off-Street Parking Lots

Address	# of Spaces	Land Use Served
2300 Western	22	Mid America Bank
2301 Western	31	Mid America Bank/I-Go-1 spot
2126-40 Western	83	Danny's Market/Cleaners/\$1 Store
2072 Western	20	John's Pizza/Las Asadas
2010 Western	16	Lazo's Tacos
Western + Cortland	48	Cole Taylor Bank-Vacant
1750 Western	15	Mobil/Snappy/Dunkin Donuts
Western + North	38	Pizza Hut
Western + LeMoyné	100	Resurrection Health Care
2418 Division	91	Westtown Health Center
Division + Western	92	Clemente High School ?
2222 Division	500 ?	Hospital
2238 Thomas	59	Hospital
2034-46 Division	11	Caffe/Cleaners/Tanning Salon
2014 Division	18	Liquor Store/Video/Bank?
1851 Division	29	?
Division + Honore	12	Moonshine
Division + Ashland	135	MB Bank
Division + Marshfield	45	Wendy's
Division + Ashland	19	Vacant
Division + Noble	175	Holy Trinity Mission
Ashland + Milwaukee	293	Jewel/Kmart/Staples/Blockbuster
Ashland + Beach	17	Guanajuato Store
1429 Ashland	9	Laundrymat
1517 Ashland	19	Arandas Tire + Rims
Ashland + Wabansia	24	Burr Elementary School
Ashland + North	10	New Century Bank
1717-21 Ashland	9	Bucktown MRI/Work Care Center
1800 North	9	FedEx Kinko's
1811 North	18	Washington Mutual/Wine Shop
1913 North	8	Bucktown Radiology/Northwestern Group
1938 North	13	Currency Exchange
2025 North	21	?
Division + Damen	15	Shell Station
1508-22 Damen	41	7-11/Lou Malnati/National Bank
Damen + Pierce	3	Pontiac Café
1537 Damen	11	BBC Realty/Zip Cars-3 spots
Damen + North	36	Midwest Bank/Cheetah Gym

Cheetah Gym Hours	M-TH	4:30am-8:00am + 5:30pm-11:00pm
	Fri	4:30am-8:00am + 7:30pm-11:00pm
	Sat	7:00am-8:00am + 1:30pm-10:00pm
	Sun	All Day
Damen + Armitage	9	Mid America Bank
Damen + McLean	11	7-11/My Pie Pizza/Tancun
Damen + Shakespeare	7	Damen Shop Owners
Milwaukee + Western	34	McDonalds/I-Go-2 Spots
Milwaukee + Western	7	Auto Loans
1901 Milwaukee	10	Zip Cars-3 spots/Monthly Parking-7 spots
Milwaukee + Leavitt	70	Aldi
1704 Milwaukee	24	Blockbuster/Subway/Cleaners
1670 Milwaukee	25	Spin Cycle/UPS/Tanning Center
Milwaukee + North	15	Midwest Bank
Milwaukee + Wolcott	12	Burger King(Closed)
Milwaukee + Wood	35	Walgreen's
Metra Station-Armitage	11	Metra

Table 9. Existing Off-Street Parking Lots

Source: Field Survey

Table 10. Existing Parking Demand - On-Street Metered Spaces

Date and Time	Roadway	Meters Surveyed	% Available	%Over Time Limit, But Not Ticketed	% Out of Order
9/19/07, 1:00 PM	Milwaukee Avenue	211	2.37%	9.00%	17.54%
	Ashland Avenue	20	0.00%	30.00%	30.00%
	Damen Avenue	31	9.68%	12.90%	0.00%
	North Avenue	15	6.67%	13.33%	6.67%
	Division Street	47	-	-	-
9/19/07, 4:00 PM	Milwaukee Avenue	211	23.70%	8.53%	15.64%
	Ashland Avenue	20	55.00%	25.00%	10.00%
	Damen Avenue	31	9.68%	6.45%	16.13%
	North Avenue	15	20.00%	13.33%	6.67%
	Division Street	47	10.64%	12.77%	12.77%
9/20/07, 6:30 PM	Milwaukee Avenue	211	2.84%	4.27%	15.64%
	Ashland Avenue	20	10.00%	25.00%	10.00%
	Damen Avenue	31	6.45%	22.58%	16.13%
	North Avenue	15	13.33%	0.00%	6.67%
	Division Street	47	6.38%	19.15%	12.77%
9/22/07, 3:30 PM	Milwaukee Avenue	211	1.90%	10.90%	14.69%
	Ashland Avenue	20	5.00%	15.00%	5.00%
	Damen Avenue	31	3.23%	19.35%	16.13%
	North Avenue	15	0.00%	26.67%	6.67%
	Division Street	47	4.26%	19.15%	12.77%

Table 10. Existing Parking Demand - On-Street Metered Spaces
Source: Field Survey

Table 11. Existing Loading Zones

Address	Type of Zone	Hourly Restrictions	Day Restrictions
Division Street			
1545 W Division	15 Minute Standing Zone	7 AM - 9 PM	Monday - Saturday
1434 W Division	15 Minute Standing Zone	8 AM - 5:30 PM	
W Side of Greenview, N of Division	Loading Zone	7 AM - 11 PM	
1736 W Division	Loading Zone	6 AM - 6 PM	
1741/1743 W Division	Loading Zone	7 AM - 6 PM	
1742 W Division	Loading Zone	9 AM - 9 PM	
1745 W Division	30 Minute Standing	7 AM - 8 PM	
1809 W Division	Loading Zone - Valet	7 AM - 11 PM	
1850 W Division	15 Minute Standing	7 AM - 7 PM	
1911 W Division	Loading Zone	8 AM - 7 PM	
1920 W Division	Loading Zone	7 AM - 7 PM	
1924 W Division	Loading Zone	6 AM - 12 AM	
1925 W Division	15 Minute Standing	8 AM - 10 PM	
1928 W Division	Valet Loading	5 PM - 12 AM	
1942 W Division	Loading Zone - Valet	6 PM - 3 AM	Monday - Saturday
2009 W Division	Valet	10 AM - 12 AM	
2011 W Division	No Parking Zone	8 AM - 8 PM	Monday - Saturday
2015 W Division	15 Minute Standing - Valet	11 AM - 12 AM	
2018 W Division	Loading Zone	9 AM - 12 AM	
2020 W Division	Valet Loading	4 PM - 3 AM	
2043 - 2047 W Division	Loading Zone - Valet	9 AM - 2 AM	
2048 W Division	15 Minute Standing	10 AM - 9 PM	
2049 W Division	No Parking Zone - Valet	5 PM - 11 PM	
2051 W Division	15 Minute Standing- Valet	2 PM - 2 AM	
2053 W Division	Loading Zone	10 AM - 10 PM	
2108 W Division	15 Minute Standing	7 AM - 7 PM	
2109 W Division	Loading Zone	9 AM - 5 PM	
2133 W Division	15 Minute Standing	8 AM - 6 PM	
2131 W Division	30 Minute Standing	9 AM - 6 PM	
2145 W Division	15 Minute Standing	7 AM - 10 PM	
2149 W Division	15 Minute Standing	7 AM - 7 PM	
2150 W Division	15 Minute Standing	7 AM - 12 AM	
North Avenue			
1608 W North Avenue	15 Minute Standing Zone	9 AM - 4 PM, 6 PM - 6 AM	
1625 W North Avenue	15 Minute Standing Zone	11 AM - 2 AM	
1634 - 1640 W North Avenue	30 Minute Standing Zone	10 AM - 7 PM	

1643 W North Avenue	Loading Zone	9 AM - 9 PM	
1645 W North Avenue	15 Minute Standing Zone	10 AM - 8 PM	Tuesday - Saturday
1657 - 1659 W North Avenue	Loading Zone	8 AM - 2 AM	Friday and Saturday
1745 W North Avenue	Loading Zone - Valet	5 PM - 1 AM	Monday - Saturday
1809 W North Avenue	Loading Zone	7 AM - 5 PM	
1837 W North Avenue	15 Minute Standing Zone	12 PM - 4 PM, 6 PM - 8 PM	
1840 W North Avenue	15 Minute Standing Zone - Valet	6 PM - 1 AM	
1850 W North Avenue	Loading Zone	9 AM - 4 PM, 6 PM - 7 PM	
1855 W North Avenue	15 Minute Standing Zone	9 AM - 9 PM	Monday - Saturday
1927 W North Avenue	Loading Zone - Valet	10 AM - 4 PM, 6 PM - 3 AM	
1937 W North Avenue	15 Minute Standing - Valet	10 AM - 4 PM, 6 PM - 12 AM	Monday - Friday
1953 W North Avenue	15 Minute Standing - Valet	9 AM - 6 PM	
2041 W North Avenue	Loading Zone - Valet	11 AM - 12 AM	
2045 - 2047 W North ave	15 Minute Standing - Valet	7 AM - 7 PM	Monday - Saturday
2243 W North Ave	30 Minute Standing - Valet	9 AM - 4 PM, 6 PM - 7 PM	Monday - Friday
2243 W North Ave	30 Minute Standing - Valet	9 AM - 6 PM	Saturday and Sunday
2345 W North Avenue	Loading Zone	9 AM - 6 PM	
Milwaukee Avenue			
1246 - 1252 N Milwaukee Ave	Loading Zone	All Hours	
1383 N Milwaukee Ave	Loading Zone - Valet	5 AM - 3 PM	
1410 N Milwaukee Ave	Loading Zone	10 AM - 8 PM	
1540 N Milwaukee Ave	Loading Zone - Valet	11 AM - 3 AM	
1549 N Milwaukee Avenue	Loading Zone	11 AM - 2 AM	
1551 N Milwaukee Ave	Loading Zone - Valet	11 AM - 12 AM	
1552 - 1554 N Milwaukee Ave	Loading Zone - Valet	5 PM - 2 AM	
1559 N Milwaukee Ave	Loading Zone - Valet	4 PM - 2 AM	
1560 N Milwaukee Ave	Loading Zone - Valet	7 AM - 12 AM	
1561 N Milwaukee Ave	30 Minute Standing Zone	8 AM - 11 PM	
1564 N Milwaukee Ave	Loading Zone	11 AM - 1 AM	
1565 - 1569 N Milwaukee Ave	Loading Zone	All Hours	
1566 N Milwaukee Ave	Loading Zone	6 PM - 3 AM	
1570 N Milwaukee Ave	Loading Zone	6 PM - 3 AM	

1571 N Milwaukee Ave	Loading Zone	All Hours	
1572 N Milwaukee Ave	Loading Zone - Valet	4 PM - 12 AM	
1577 N Milwaukee Ave	15 Minute Standing Zone	9 AM - 3 PM	
1631 N Milwaukee Ave	15 Minute Standing Zone	9 AM - 6 PM	Monday - Friday
1631 N Milwaukee Ave	15 Minute Standing Zone	9 AM - 12 PM	Saturday
1633 N Milwaukee Ave	15 Minute Standing Zone	8 AM - 10 PM	
1635 N Milwaukee Ave	Loading Zone - Valet	6 PM - 3 AM	
1835 N Milwaukee Ave	Loading Zone	9 AM - 8 PM	Monday - Friday
1842 - 1844 N Milwaukee Ave	30 Minute Standing Zone	7:30 AM - 6:00 PM	
1846 - 1848 N Milwaukee Ave	Loading Zone	4 PM - 12 AM	
1878 N Milwaukee Ave	15 Minute Standing - Valet	9 AM - 6 PM	
1891 N Milwaukee Ave	15 Minute Standing Zone	7 AM - 7 PM	Monday - Saturday
1896 N Milwaukee Ave	Loading Zone	9 AM - 6 PM	Saturday
1919 N Milwaukee Ave	15 Minute Standing Zone	7 AM - 7 PM	Monday - Saturday
1255 - 1301 N Ashland	Loading Zone	All Hours	
1307 N Ashland Avenue	Tow Zone	All Hours	
1309 - 1315 N Ashland	Loading Zone	All Hours	
1414 N Ashland Avenue	15 Minute Standing Zone	8 AM - 6 PM	Monday - Saturday
1454 N Ashland Avenue	15 Minute Standing Zone	10 AM - 6 PM	Tuesday - Sunday
1438 N Ashland Avenue	Loading Zone	8 AM - 4 PM	Monday - Friday
1547 N Ashland Avenue	15 Minute Standing Zone	All Hours	
1552 N Ashland Avenue	Loading Zone	8 AM - 4 PM	
1544 N Ashland Avenue	Loading Zone	All Hours	
Western Avenue			
1336 Western	Loading	8 AM - 8 PM	Monday - Saturday
1338 - 1340 Western	Loading	9 AM - 5 PM	Monday - Saturday
1432 Western	Loading	7 AM - 7 PM	Monday - Saturday
1545 Western	Loading	8 AM - 5 PM	Monday - Saturday
1616 Western	Loading	7 AM - 4 PM	Monday - Friday
1621 Western	Loading	6 AM - 10 PM	
1623 Western	30 Minute Standing	10 AM - 7 PM	Monday - Saturday
1722 Western	30 Minute Standing	8 AM - 8 PM	Monday - Saturday
1815 Western	Loading	7 AM - 8 PM	Monday - Saturday
1891 Western	15 Minute Standing Zone	11 AM - 11 PM	
1955 Western	15 Minute Standing Zone	8 AM - 8 PM	Monday - Saturday
1960 Western	Loading		
2009 Western	Loading		
2039 Western	Loading	8 AM - 8 PM	
2039 Western	Loading	7 AM - 8 PM	Monday - Saturday
2058 Western	No Parking Tow Zone		

2058 Western	30 Minute Standing	9 AM - 6 PM	Monday - Friday
2107 Western	Loading	7 AM - 8 PM	
2114 Western	30 Minute Standing	9 AM - 7 PM	Monday - Saturday
2145 Western	Loading	8:30 AM - 7 PM	Monday - Saturday
2149 Western	Loading	5 AM - 8 AM, 11 AM - 4 PM	Monday - Friday
2242 Western	Loading		
2248 Western	Loading		
2300 Western	One Hour Parking		
2333 Western	15 Minute Standing Zone	8 AM - 11 PM	
Moffat to Alley (West Side)	One Hour Parking	9 AM - 6PM	
South of Cortland, East Side	2 Hour Parking	9 AM - 8 PM	Monday - Saturday
Damen Avenue			
1532 N Damen	Loading Zone - Valet	11 AM - 11 PM	
1542 N Damen	30 Minute Standing Zone	7 AM - 7 PM	
1618 - 1628 N Damen	Loading Zone - Valet	4 PM - 1 AM	
1619 N Damen	Loading Zone	11 AM - 12 AM	
1635 N Damen	Loading Zone - Valet	7 PM - 2 AM	Monday - Friday
1642 Damen	Loading - Valet	8 PM - 3 AM	Wednesday - Sunday
1646 N Damen	15 Minute Standing Zone	10 AM - 10 PM	
1648 N Damen	15 Minute Standing Zone	11 AM - 11 PM	Monday - Saturday
1648 N Damen	15 Minute Standing Zone	11 AM - 8 PM	Monday - Sunday
1712 N Damen	Loading Zone	10 AM - 6 PM	
1721 N Damen	15 Minute Standing Zone	10 AM - 10 PM	
1725 N Damen	15 Minute Standing Zone	10 AM - 10 PM	
1737 N Damen	Loading Zone	8 AM - 6 PM	Monday - Saturday
1741 N Damen	15 Minute Standing - Valet	7 AM - 7 PM	Monday
1741 N Damen	15 Minute Standing - Valet	9 AM - 1 AM	Tuesday - Sunday
1802 N Damen	15 Minute Standing - Valet	7 AM - 7 PM	
1952 N Damen	Loading Zone	11 AM - 11 PM	
1958 N Damen	Loading Zone - Valet	5 PM - 12 AM	Monday - Saturday
2011 N Damen	15 Minute Standing Zone	11 AM - 9 PM	Monday - Friday
2021 N Damen	Loading Zone	10 AM - 10:30 PM	
2041 N Damen	Loading Zone	8 AM - 7 PM	
2043 N Damen	15 Minute Standing - Valet	3 PM - 12 AM	
2104 N Damen	Loading Zone - Valet	7 AM - 10 PM	
2123 N Damen	15 Minute Standing Zone	9 AM - 7 PM	Tuesday - Sunday
2148 N Damen	Valet Loading Zone	5 PM - 1 PM	
2150 N Damen	15 Minute Standing Zone	6 AM - 6 PM	

2152 N Damen	Loading Zone - Valet	5 PM - 1 AM	
2156 N Damen	15 Minute Standing Zone	6 AM - 6 PM	
2164 N Damen	Loading Zone	7 AM - 10 PM	
N Side of McClean, W of Damen	Loading Zone	7 AM - 8 PM	
N Side of Shakespeare, W of Damen	15 Minute Standing Zone	6 AM - 6 PM	
S Side of McClean, W of Damen	Loading Zone	11 AM - 10 PM	
S Side of Webster, W of Damen	15 Minute Standing Zone	6 AM - 10 PM	

Table 11. Existing Loading Zones
Source: Field Survey

Business Classifications

B1 – Neighborhood Shopping District

B1 districts are intended to accommodate a range of small-scale retail and service uses along storefront-style shopping streets that are oriented to pedestrians. B1 districts are typically concentrated at the intersection of two or more major streets or extended linearly along more narrow, minor streets. Residential dwelling units are permitted above the ground floor.

- Gross floor area of commercial establishments = 25,000 square feet.
- **B1-2** has a Floor Area Ratio (FAR)⁴⁴ of 2.2 and a maximum building height of 47 – 50 feet depending on the width of the lot frontage.
- **B1-3** has an FAR of 3.0 and a maximum building height of 50 – 65 feet depending on the width of the lot frontage.

B2 – Neighborhood Mixed Use District

B2 districts serve the same purposes as B1 districts, but where the commercial market is not as strong, they can accommodate a greater range of land uses including ground floor residential units by-right. The B2 designation is intended to stimulate development along under-developed streets. This zoning designation accommodates artist live/work space in ground floor units as of right.

- Gross floor area of commercial establishments = 25,000 square feet.
- **B2-2** has an FAR of 2.2 and a maximum building height of 45 feet if there is no ground floor commercial space, or 47 – 50 feet if there is ground floor commercial space depending on the width of the lot frontage.
- **B2-3** has an FAR of 3.0 and a maximum building height of 50 – 60 feet if there is no ground floor commercial space, or 50-65 feet if there is ground floor commercial space depending on the width of the lot frontage.
- **B2-5** has an FAR of 5.0 and a maximum building height of 50 – 75 feet (or higher if reviewed and approved as a Planned Developments (PD)) depending on the lot frontage if there is no ground floor commercial, or 50 – 80 feet (or higher if reviewed and approved as a Planned Developments (PD)) depending on the lot frontage if there is ground floor commercial.

B3 – Community Shopping District

B3 districts accommodate a broad range of retail and service uses, sometimes taking the form of shopping centers or larger buildings than those found in the B1 and B2 districts. As many customers arrive by car at these destination-style shopping centers, the supply of off-street parking tends to be higher in B3 districts than in B1 or B2 districts. B3 allows residential units above the ground floor and often applies to large sites that have access to major streets.

- Commercial establishments are not subject to size limits, which can lead to the development of big-box or national chain retail.
- **B3-1** has an FAR of 1.2 and a maximum building height of 38 feet.
- **B3-2** has an FAR of 2.2 and a maximum building height of 47 – 50 feet depending on the width of the lot frontage.
- **B3-3** has an FAR of 3.0 and a maximum building height of 50 – 65 feet depending on the width of the lot frontage.
- **B3-5** has an FAR of 5.0 and a maximum building height of 50 – 80 feet (or higher if reviewed and approved as a Planned Developments (PD)) depending on the lot frontage.

Commercial Classifications

C1 – Neighborhood Commercial District

C1 districts accommodate a broad range of small-scale business, service, and commercial uses. It permits auto-oriented commercial uses and well as taverns and liquor stores by right. Residential dwelling units are permitted above the ground floor as well.

- C1-1 maximum gross floor area of commercial establishments = 25,000 square feet.
- C1-2 maximum gross floor area of commercial establishments = 25,000 square feet.
- C1-3 commercial establishments are not subject to size limits.

C2 – Motor Vehicle Related Commercial District

C2 districts also accommodate a broad range of business, service, and commercial uses; it is the highest intensity business or commercial zoning district, and its uses are often auto-oriented requiring more off-street parking. The designation allows residential units on upper floors and generally applies to large sites with access to major streets.

- C2 commercial establishments are not subject to size limits.

⁴⁴ Floor Area Ratio (FAR) equals the Gross Floor Area of the Building / Total Parcel Area

Manufacturing Classifications

M1 – Limited Manufacturing / Business Park District

M1 districts accommodate low-impact, indoor, manufacturing, wholesaling, warehousing, and distribution activities, promoting high-quality new development and reuse of older industrial buildings.

M2 – Light Industry District

M2 districts accommodate moderate-impact manufacturing, wholesaling, warehousing, and distribution uses including storage and work-related activities that occur outside, suited to land-intensive industrial activities.

Residential Classifications

Residential Single-Unit Detached

RS-3 – Detached houses and two-flats on individual lots at least 2,500 square feet in size. Parcels with this zoning categorization and may accommodate structures up to 30 feet tall.

Residential Two-Flat, Townhouse, Multi-Unit

RT-4 – Detached houses, two-flats, townhouses, and low-density multi-unit residential buildings at a density and building scale that is compatible with RS districts. Parcels with this zoning categorization must have a minimum of 1,000 square feet per dwelling unit and may accommodate buildings up to 38 feet tall.

Residential Multi-Unit District

RM-5 – Multi-unit residential buildings of up to 3½ or 4 stories, maximum. Parcels with this zoning categorization must have a minimum of 400 square feet per dwelling unit and may accommodate structures up to 45 feet tall if the parcel is less than 32 feet wide or 47 feet tall if the parcel is 32 feet wide or wider.

