the 44th ward MASTER PLAN REPORT









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^{*}Historically, the area was called "Lake View," but current usage also includes "Lakeview."



alderman TOM TUNNEY

I want to thank the 44th Ward Community Directed Development Council members for their hard work in producing this report. Dozens of community leaders volunteered countless hours to this project, which stands as an example of what can be accomplished when all segments of the community come together to talk about their vision for their neighborhood, and work to make that vision a reality.

I especially want to thank the CDDC Master Plan Task Force for going the extra mile and getting us to the finish line. They include:

- Ben Allen, Northalsted Area Merchants Association
- Norman Groetzinger, Counseling Center of Lake View
- Susan Hagan, East Lake View Neighbors
- Chester Kropidlowski, Lake View Citizens' Council
- Alicia Obando, 44th Ward Chief of Staff
- Marie Poppy, Central Lake View Neighbors
- Jim Schuman, Central Lakeview Merchants Association

I hope that this Master Plan becomes a productive tool for all who live, work and visit in the 44th Ward to help ensure that we keep our community the vibrant, desirable place that it has become.

Sincerely,

Tom Tunney

44th Ward Alderman

the CDDC PLANNING PROCESS

The 44th Ward Community Directed Development Council (CDDC) was established by Alderman Tom Tunney in the spring of 2003 and held its first meeting in May of that year. The Council includes representatives of neighborhood associations that are branches of the Lake View Citizens' Council (LVCC), the Lakeview Action Coalition, business groups, developers, clergy and hospitals. By the end of 2003, the CDDC had developed a set of operational guidelines.

One of the CDDC's major goals was to create a Master Plan for the 44th Ward, including guidelines for appropriate and desirable development, and for the maintenance of the quality of life for all who live in, do business in and visit the Ward.

The process leading to the creation of the 44th Ward Master Plan was started in the spring of 2004, when the CDDC created its eight work groups:

(1) Residential (5) Transportation, Traffic and Parking

(2) Affordable Housing (6) Parks and Open Space ("Green Spaces")

(3) Business/Commercial (7) City Services and Safety

(4) Service Organizations (8) Zoning (later incorporated into other committees)

Each work group adopted its own mission statement and a methodology for soliciting input and establishing recommendations. The Residential group and the Green Spaces committees solicited input from each of the LVCC branches. Green Spaces performed a physical inventory of the ward. The Service Organizations work group convened four focus groups with identified constituencies: schools, theater groups, clergy and health and social service organizations. The Business work group used a market research survey to determine the shopping preferences of both area residents and consumers from outside the Ward.

the 44th Ward MASTER PLAN is intended to be a living document that will guide the development of the Lake View neighborhood.

Reports from the work groups were presented to the full CDDC over a period of months in 2005. The committees' full reports are available to the public on the 44th ward website: www.44thward.org.

Another major project of the CDDC was to assist Alderman Tunney with a block-by-block review of buildings and their uses to make recommendations on proper zoning classifications, in line with the new zoning law effective in November 2004. Following the review process, Alderman Tunney made a number of recommendations about downzoning and landmarking to the City of Chicago.

The 44th Ward Master Plan is intended to be a living document that will guide Alderman Tunney, the CDDC and the entire community in managing ongoing opportunities for business, social and physical development of the Lakeview neighborhood.

In 1837, Conrad Sulzer built the first home in a wooded wilderness that we now call Lake View. Only two roads, now Lincoln and Clark Streets, gave access from Chicago. In the 1840s and 1850s, farmers and artisans slowly moved into the area. They were mostly from Luxembourg, Sweden, Scotland, Ireland and Germany.

Lake View was identified as a functional Village on the county map in 1854, although the town of Lake View was not officially incorporated as a part of the township of Ridgeville until 1857. For a brief period, this area was also known as North Chicago and in 1857, Lake View held its first election of officials. The parish names of cemeteries and churches gave identities to areas within the town.

In 1862, Lake View became the home of Camp Fry, a training ground for Civil War troops. These grounds later became a picnic grove and still later, a beer garden.

In 1865, Lake View was incorporated as a town and the area continued to see the expansion of farms, businesses, industry and residences. It was still quite a journey to Chicago, but in 1870, a streetcar system started service over an amazing three-mile stretch, making Lake View far more accessible.

The Chicago fire of 1871 spared Lake View, which actually spurred its growth. A Town Hall was built in 1872 at the site of the current Town Hall district police station followed by Lake View High School in 1874, at its current location but in its third phase. Travel through Lake View was still primitive and time-consuming even with the new horse cars. In 1874, the North Western Railway began service to the area. Public water works came to Lake View in 1876-1877. Five grade schools were built from 1878 through 1883 and in 1879, telephone service was introduced to the area.

the history of LAKE VIEW

The 1880s became known as the "Golden Years" for Chicago as well as Lake View due to economic growth. Lake View finally received fire protection from Chicago in 1889 and in the mid-1880s, the first hospitals were built in the area.

Lake View was rapidly becoming an urban center as opposed to a rural community. It was granted a City Charter in 1887 and divided into seven wards with two Aldermen each. Modest home prices and the further expansion of businesses, recreational activities, roads, transportation and job opportunities attracted people from crowded Chicago. As a separate city, Lake View did not survive very long. In 1889, after a somewhat bitter fight, Lake View was annexed to the City of Chicago.

By 1900 there was train service to Belmont, but even with this improved transportation to downtown Chicago both national retail chains and small business owners continued to set up shop in the area. Older buildings were replaced with larger brick or stone structures and empty lots continued to disappear. And even before the turn of the 20th century, Lake View acquired a reputation as an entertainment center.

In the World War I era, growth in Lake View continued at a steady pace. Weeghman Park hosted its first professional baseball game in 1914. The Wrigleys bought the team and the venue in 1920 and renamed it Cubs Park. It became Wrigley Field in 1926.

The prosperous 1920s brought a wave of new residents, some of whom built homes on lakefront landfill. Local hotels, theaters, taverns and restaurants expanded with this newly well-to-do population. Although the Depression slowed the pace of development in the entire nation, Lake View held its own in the 1930s.

The early 1940s brought political divisions to Lake View as residents faced the realities of war. The decade of the 1950s was a quiet period with little growth but no real decay. Many organizations started working to maintain the area and experienced both successes and failures.

By the 1960s, some deterioration became evident as housing stock became less desirable and businesses closed, moved or declined in quality. Mid- and high-rise residences rose east of Broadway and the infamous four-plus-ones replaced many older buildings, forever changing the character of the neighborhood.

The 1970s, an era of profound national change, ushered in another period of growth for Lake View. Activists worked to bring positive development and social change. There were calls for a moratorium on tavern licenses, the end of alleged police harassment and for slowing the loss of low-income housing. Many new faces appeared on the political horizon, bringing change to the *status quo*.

The delicate balance among residents, businesses and the many organizations that serve them continues to be adjusted on an ongoing basis.

In 1976, the death of Mayor Richard J. Daley forever changed Chicago's political landscape. A number of longtime activists passed away during this period, bringing change to the organizations in which they were involved.

There seemed to be little good news as the 1980s began. A stagnant economy and strikes by the CTA, teachers and firemen brought tension to the city as a whole. As some business areas in Lake View deteriorated, many well-established businesses closed forever.

However, Lake View had its share of victories in the 80s. Nettelhorst and Agassiz schools, the Town Hall Police station and two fire stations were saved from closing through the hard work of local residents and leading activists. Older buildings were renovated, and new businesses came to the neighborhood. In the residential areas, renovated homes and apartments brought new residents and racial diversity. Civic and business organizations worked hard to revitalize Lake View and to prepare it for the next decade of growth.

Growth and development are the two key words for the 1990s. Both local and national businesses came to the area and property values rose at an accelerating



rate. New structures were built on the sites of commercial and residential teardowns. School councils worked to improve education, business chambers developed programs to promote commercial development and resident associations strove to maintain and improve the quality of life.

The delicate balance among residents, businesses and the many organizations that serve them continues to be adjusted on an ongoing basis. This is the success that is Lake View.

lake view TODAY



The greater township of Lake View is the home of 100,000 residents divided into five wards. The strong, vibrant and diverse 44th Ward is the largest in population, with about 60,000.

The 2000 U.S. Census revealed changes in the ward's demographics over the past 10 years. It has become a less ethnically diverse community that is now 68% white and 15% Hispanic/Latino. Generally, residents are well educated and employed, although 10% of the residents' income falls at or below the poverty level.

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More and more young families and young professionals are moving into the area. Households include singles, couples and one- and two-parent families with children. The neighborhood is the home of a significant and influential gay, lesbian, bisexual, transgender (GLBT) community. Our unique Ward is a blend of residential neighborhoods, theaters, restaurants and taverns, and features many commercial, institutional, business and tourist attractions. Some of the Ward's important strengths include:

- Proximity to the magnificent lakefront and its recreational facilities.
- A safe community. The area has one of the lowest violent crime rates in the city and the incidence of property crimes is well below the city average. See: www.chicagocrime.org
- A wide choice of housing options. Residential structures generally range from high-rise condos on the lakefront border on the east, to multi-unit apartment buildings and two- and three-flats in the center to single-family homes towards the west.
- The Ward has hundreds of buildings that have been designated as significant structures by the Chicago Historic Resources Survey. The full list of historically significant buildings is available on the 44th Ward website: www.44thward.org
- We are the home of historic Wrigley Field and the Chicago Cubs. The ballpark borders the Hawthorne,
 Triangle and East Lake View neighborhoods, which are affectionately known as "Wrigleyville." On game days, the streets of Clark, Addison and Waveland are transformed with excitement.

Residents are concerned

about developments that may

adversely impact the character

- We have 15 elementary schools that provide a range of educational options. They include five Chicago Public Schools, five schools connected to religious organizations and five privately-run programs. The Ward also boasts a number of preschools and adult education centers.
- Our residents have access to a significant network of social services* and places of worship. We also have two major hospitals, Resurrection Health Care Saint Joseph and
 Advocate Illinois Masonic Hospital and Trauma Center. (*See 44th Ward on-line service directory.)
- The wide variety of entertainment and shops in the 44th Ward makes it one of Chicago's most popular areas to live and do business. The 44th Ward also has the distinction of containing more designated pedestrian streets than any other ward in Chicago.
- Halsted Street has evolved into an entertainment district brimming with retail stores, restaurants and classically renovated bars and grills. The area has become one of the most popular and innovative GLBT commercial business strips in America.
- The ward is very accessible to public transportation and residents make good use of the network.
 According to the 2000 U.S. Census, 47% of residents report that they use public transportation, including the Brown, Red and Purple rapid transit lines and the comprehensive system of bus routes.

Our desire is to grow in a healthy way and to improve the quality of life for our residents. The Alderman's office will continue to work with community groups and developers to maintain the architectural and neighborhood character of the 44th Ward while further improving its desirability. Proactively managing our success is our biggest challenge.

COMMUNITY AREA 6 LAKEVIEW

CENSUS REPORT



			NUMMOS	TY ARE	COMMUNITY AREA 6 - LAKE VIEW				
			DIFFERENCE	ENCE		1177		DIFFERENCE	ENCE
	1990	2000	Number	Percent		1990	2000	Number	Percent
CITY-WIIDE POPULATION	2,783,726	2,896,016	112,290	7%	EDUCATIONAL ATTAINMENT				
COMMUNITY AREA POPULATION	91,031	94,817	3,786	%5	(25 years and over)				
RACE (One Race in 2000)					No high school diploma	9,134	4,408	-4,726	-52%
White, Not Hispanic	68.204				High school, diploma	8,983	6,195	-2,788	-31%
African American	5,820				Some college, no degree	11,843	8,824	-3,019	-25%
Hispanic or Latino	12,932				Associate degree	2,935	2,528	-407	-14%
Native American, Eskimo or Aleut	368				Bachelor's degree	23,072	33,679	10,607	46%
Asian or Pacific Islander	4,083				Graduate or professional degree	14,210	19,464	5,254	37%
Other Race	5,907		1		COMMUTING TO WORK				
White, Not Hispanic		75,363			Mean travel time to work (minutes)	29	34	5	17%
Black or African American		4,305			EMPLOYMENT STATUS				
Hispanic or Latino		8,268			Employed civilian population, 16 years and over	63,288	999'69	6,378	10%
American Indian and Alaska Native		234			Unemployed civilian population, 16 years and over	2,951	2,135	-816	-28%
Asian		5,165			INCOME				
Native Hawaiian and Other Pacific Islander		19			Median family Income*	229,677	\$84,458	\$24,781	42%
Some other race		3,187			Median household income*	\$41,364	\$53,881	\$12,517	30%
Two or more races		2,045			POVERTY STATUS				
HOUSEHOLD BY TYPE					Persons below poverty	9,648	8,203	-1,445	-15%
Average household size	1.71	1.65	-0.06	-4%	Families below poverty	1,139	723	-416	-37%
Average family size	2.73	2.56	-0.17	%9 -		A state of			
HOUSING TENURE					Families with female householder,	1	1		
Total housing units	27,690	968'69	1,706	3%	no husband present, below poverty	Y = 7.			
Owner-occupied housing units	13,386	17,121	3,735	28%	With related children under 18 years	498	174	-324	-65%
Renter-occupied housing units	39,512	39,841	329	1%	With related children under 5 years	127	84	-43	-34%
Vacant housing units	4,792	2,434	-2,358	-49%	HOUSING VALUE AND RENT				
Source: U.S. Census Bureau, Census 1990 and Census 2000.					Median house value (specified owner-occupied)*	\$246,907	\$392,967	\$146,060	26%
1980 Family/Household Income, Housing Value and Median Gross Rent Adjusted for	ss Rent Adjusted for Inf	Inflation.			Median gross rent (specified renter-occupied)	\$719	\$855	S136	19%

UNIQUE NEIGHBORHOODS, EACH WITH ITS OWN DISTINCTION

To learn more about or to join any of the following community organizations, visit the Lake View Citizens' Council web site at www.lakeviewcitizens.org and follow the link to "Branches."

belmont harbor neighbors

www.belmontharborneighbors.com or lakeviewcitizens.org/bhn.asp

Boundaries: Addison, Belmont, the Lake and Halsted

The neighborhood housing stock ranges from high rises along Lake Shore Drive to large single-family homes on Hawthorne Place. Building heights generally decrease as one moves west, with three- and four-story structures predominating in this densely populated area. The community desires to see new residential constructions that architecturally fit into the neighborhood, and it supports the development of business.

Residents have been drawn to this neighborhood because of good public transportation and the ease of access to the Lake, Lincoln Park, entertainment and shopping. In fact, you will find two of the best pedestrian streets,* Broadway and Halsted, in this community. The neighborhood contains the Merlo Public Library and the Nettelhorst Elementary School, which offers a magnet cluster program.

Some of the issues facing the neighborhood arise from building density and include traffic congestion, parking shortages and too few alleys. The community is seeking and encouraging developments that provide adequate parking and off-street loading facilities of sufficient size to prevent trucks from blocking traffic.

central lake view neighbors

www.CLVN.org or www.lakeviewcitizens/clvn.asp

Boundaries: Belmont, Diversey, Halsted and Racine

This is a quiet residential area made up of many single-family homes and courtyard apartment buildings. There is a large number of brick and stone single-family homes dating back to the early 1900s and the balance of the neighborhood is a mix of 1920s wood and brick 2-, 3- and 4-flats. There are also many coach houses tucked behind street-facing properties.

Within the eight blocks there are 64 buildings that have been identified as historically significant according to the Chicago Historic Resources Survey, and some residential properties on the 800 and 1000 blocks of Oakdale were landmarked by their owners through the efforts of the neighborhood and the Alderman's office. Central Lake View also supports the Historic Chicago Greystone Initiative. This is one of the few areas in the ward where one will find a handful of affordable housing options, including 16 CHA units.

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The community is very accessible to public transportation with two el stops (Wellington and Diversey) plus several bus routes. Shops and entertainment venues along Halsted, Diversey and Belmont make up most of the business district. Residents would like to see more upscale restaurants, specialty stores and small retail and food shops in these major business areas. Sheffield has a small pocket of businesses near the el stops, mainly on the east side of the street. Over the past few years, the west side of Sheffield has seen an increase in residential development.

Advocate Illinois Masonic Hospital and Trauma Center currently occupies about 20% of the CLV neighborhood's area, and is seeking to expand its campus. The neighborhood school is Agassiz Elementary, which offers a performing and fine arts magnet cluster program with a focus on visual arts and music. They also offer a rich mix of after-school programs that are open to the larger community.

east lake view neighbors

www.lakeviewcitizens.org/elvn.asp

Boundaries: Irving Park Road, Addison, the Lake and Clark Street

This is a residential area comprised of multi-unit apartment buildings and many new 2-, 3- and 4-flats. On Lake Shore Drive, there are many luxury high-rises and some town homes. Section 8 housing high-rises can be found at Grace and Broadway and at Waveland and Pine Grove. The architectural gem of this community is the historic

block Alta Vista Terrace.

The business districts are on Irving Park, Broadway, Halsted, Sheffield, Sheridan and Clark, and the community includes Wrigley Field. Both local residents and the many visitors to the ballpark support the area's bars and restaurants. The new GLBT community Center on Halsted will soon add a 90,000-square ft. recreational facility and a grocery. The neighborhood will also see the new construction of the 23rd District police station.

Economically, ethnically and culturally diverse, this cosmopolitan area has a large cluster of religious institutions. It contains two public elementary schools, Greeley and LeMoyne Inter-American. The latter is a magnet school that offers a bi-lingual English/Spanish curriculum.

hawthorne neighbors

www.lakeviewcitizens.org/hn.asp

Boundaries: Addison, Belmont, Clark and Racine

Residential housing stock ranges from single-family homes and 2- and 3- flats to several large multi-unit apartment buildings and town house developments. The community works hard to maintain its neighborhood feel while enjoying the bars, restaurants and stores that make up the business districts on Clark, Belmont and Sheffield. The proximity to Wrigley Field

also provides vibrancy.

The neighborhood public school is Hawthorne Scholastic Academy, which has a large campus park.

Resurrection Lutheran Church offers valuable services such as day care, after-school programs and adult evening programs. The Counseling Center of Lake View serves the area as well as adjacent communities.

Due to the area's many one-way streets, automobile traffic is held to a minimum on side streets. There are three el stops, plus the #22 Clark St., #77 Belmont Ave. and #152 Addison buses, making transportation from this area to anywhere in the city very accessible. Being able to walk to almost any venue is one of Hawthorne's strengths.

sheil park neighbors

www.lakeviewcitizens.org/sp.asp

Boundaries: Addison, Belmont, Racine and Southport

The residential portion of Sheil Park consists of a mix of new and older buildings, frame and masonry construction, multi-unit residences and single-family homes. There are many Greystone buildings that residents wish to preserve due to their architectural significance and there is a strong desire that new construction preserve the neighborhood character in appearance.

Sheil Park is one of three neighborhood groups along the Southport Corridor. The entire area has undergone substantial transformation and development over the past ten years and is developing into one of the most attractive mixed-use residential and business areas in Chicago.

Southport affords a mix of dining and retail establishments, with the majority of businesses located from Roscoe north to Addison and beyond. Neighborhood residents strive to assist business owners to grow and prosper and express the desires to expand the variety of businesses and to limit "bar only" establishments along Southport.

southport neighbors association

www.southportneighbors.com or www.lakeviewcitizens.org/sna.asp

Boundaries: Irving Park, Addison, Clark and Ashland

The neighborhood has many residential blocks made up of oversized lots with stately Victorian homes built in the late 1800s and early 1900s and the community is working to preserve these historically significant structures. There is also a mix of frame houses,

Greystones and other masonry buildings, originally built as 2- and 3-flats and single-family homes. Over the past five to ten years, more of these 2- and 3-flat buildings have been converted into single-family homes. The community is an active supporter of the Greystone Initiative.

Southport Avenue is a growing business district with an upscale, fun atmosphere. While there are lively business districts along the borders of the neighborhood, it's hard to believe that 15 years ago there were few places to dine along Southport and that the hardware store was one of the few places to shop.

Southport has been designated a pedestrian street by the City because of its wide sidewalks and the wide variety of boutiques selling clothing for all ages, jewelry and home furnishings, as well as spas and salons. There are casual and upscale restaurants, lively sidewalk cafes, the historic Mercury Theater and the 75-year old architectural jewel, the Music Box Theater.

Young families and professionals are moving to this neighborhood because of large lots, low crime rates and access to Blaine School, a Fine Arts Magnet school on Southport. The Southport Neighbors Association continues to promote investment in historic renovation and conscientious development to address preservation and density concerns. The neighborhood strives to maintain a balance between the concerns of the residents for a stable and high quality of life and those visiting our neighborhood for Cubs games and the nightlife.

south east lake view neighbors

www.lakeviewcitizens.org/selvn.asp

Boundaries: Belmont, Diversey, the Lake and Halsted

This entire area is designated in the National Register of Historic Places as an historic district. The majority of the housing stock is pre-World War II and consists mainly of multi-unit buildings, primarily vintage and modern high-rises and mid-rises along the lakefront, and smaller apartment and condo buildings towards the west.

The neighborhood epitomizes urban living with its great access to public transportation plus an easy walk to shopping, dining, recreation and entertainment options. The area's many pedestrian streets include Broadway, Diversey and Clark and select sections of Halsted and Belmont. On Broadway, many restaurants offer outdoor dining opportunities during the summer.

Neighborhood students attend Nettelhorst Elementary School, which offers a rich mix of academic and after-school programs. Institutions anchoring the community include Resurrection Health Care Saint Joseph Hospital and Saint Peter's Episcopal, Second Unitarian and Wellington Avenue Churches.

The community participates in several citywide events such as the Chicago Marathon, Gay Pride Parade and Lake View Garden Walk. It is also home to the annual do-it-yourself WOOGMS (Wellington Oakdale Old Glory Marching Society) parade every Memorial and Labor Day. The event's motto is: "Everybody Marches; Nobody Watches."

triangle neighbors

www.lakeviewcitizens.org/triangle.asp

Boundaries: Addison, Halsted, and Clark Streets

Many of this small neighborhood's apartment buildings typify the Lake View architecture of 1889, and the area contains 35 historically significant buildings as identified in the Chicago Historic Resources Survey. Newport Street was recently designated a Chicago Landmark

Zone for its 2- and 3- flat Greystone apartment buildings. Although Aldine is home to a 15-story, affordable senior citizen's residence, there is a need for more affordable housing in this community.

Just beyond its northern corner, Wrigley Field dominates the community and residential concerns. On the diagonal and southern side, Clark and Belmont form a vibrant commercial district. The eastern border is Halsted Street, which has become one of the most popular and innovative GLBT commercial strips in America.

Residents are very active in the community. They have come together to balance the influx of tear-down construction by building a community garden on Roscoe Street and working to have more green space as part of the new 23rd District Police Station complex to the immediate north of Triangle. They host the Annual Halloween Parade on Halsted Street which draws 15,000 kids, pets and adults for this fun community fundraiser each October 31st. Summer is a busy time, as this community hosts the annual Gay Pride Parade in June, which attracts over 400,000 spectators. In August, it hosts Northalsted Market Days, the largest twoday street fair in the Midwest.

west lake view neighbors

www.wlvn.org or www.lakeviewcitizens.org/wln.asp

Boundaries: Belmont, Addison, Southport and Ravenswood

This is a diverse, active community with a wide spectrum of both commercial and residential properties: single-family homes, mixed-use buildings, loft conversions and a variety of businesses.

West Lake View is home to the Lincoln-Belmont Chicago Public Library, the Lake View YMCA, Gross Park, St. Luke's Church and School, St. Andrew's Church and School and Hamilton Elementary School. A small public park at Ravenswood and Lincoln Avenue is now in initial stages of development.

With good public transportation and excellent choices of goods, services and entertainment within its borders, West Lake View is a blend of comfortable urban living and small community atmosphere. To retain this character and sense of community, West Lake View seeks to preserve buildings of architectural significance, contain density and beautify its streets, sidewalks and green spaces.

*A "pedestrian street" is subject to zoning code regulation and has such characteristics as: continuous streetwalls, high levels of window transparency and entrances to shops on sidewalks. Any associated parking is to be located behind buildings and auto-oriented uses, such as drive-throughs, are prohibited.

CURRENT ISSUES AND OPPORTUNITIES FOR THE 44th Ward

• Managing our growth.

The 44th Ward is a vibrant, successful and desirable area, but residents are concerned about developments that may adversely impact the character of the neighborhood. The community desires to work with developers, businesses and large institutions to retain the neighborhood's character and to enhance its desirability through targeted business recruitment and careful residential and commercial development.

. Managing density in our neighborhoods.

Across the ward, neighborhood organizations are concerned about the increased congestion and environmental pollution that accompany growth and its long-term impact on quality of life. The suggested course of action is to have fewer multi-unit dwellings on interior streets and zoning-based height limits on mixed-use streets. Residents want new development to work within the existing zoning guidelines. Given the community's concerns regarding all the issues and challenges that come with growth, all requests for zoning changes will require careful review for environmental impact.

• Protecting structures of historic significance.

The City of Chicago has identified hundreds of buildings in the 44th Ward that are historically significant. Our goal is to preserve visible reminders of our architectural history through the Greystone Initiative, landmarking efforts and ongoing discussions with developers.

• Creating more open and green space.

Residential and commercial developers as well as our large neighborhood institutions must recognize open and green space as a necessary amenity. The ward has an extreme shortage of open spaces and all constituents need to maximize every opportunity to create them, large and small.

Maintaining and developing housing stock that will be affordable to a broad range of incomes.

The ward contains a number of buildings that were constructed with the assistance of the Federal government and it still has subsidized units occupied by long-term residents, many of whom are seniors. Maintaining this housing stock is crucial. Setting aside units in new developments is another way to achieve this goal but is extraordinarily difficult with skyrocketing land prices and small-scale projects.

• Managing the Wrigley Field experience.

The historic ballpark comes with many issues to manage such as public inebriation, noise, traffic and parking. These issues need to be continually addressed by the City, the Cubs organization, Roof Top Owners, residents and business groups to ensure the implementation of the Cubs neighborhood protection plan. (The plan is available on the Cubs web site at www.chicago.cubs.mlb.com. Click on Community, then Corporate Responsibility.)

• Transportation/Managing traffic congestion.

The growing numbers of both residents and visitors to our neighborhood cause significant traffic congestion. There is a need to better manage traffic flow and to determine how to maintain the integrity of arterial streets so that vehicular, bicycle and pedestrian traffic can move freely.

• Parking management.

The growing residential community, expanding entertainment options and increasing patronage of businesses and services has resulted in a shortage of parking on both arterial and residential streets. Creative parking options must be implemented to meet the growing needs of the community.

. Maintaining and growing the business community.

Initiating and sustaining targeted types of small businesses is of paramount importance to the 44th Ward. We recognize that increasing property taxes, high rents and limited parking all contribute to small business failures and vacancies. A 2005 survey conducted by the local chambers revealed what types of businesses residents do and do not want to come to the Ward (See Section 7: Business).

• Marketing the Ward.

There is a need to both increase and coordinate our marketing efforts to residents, visitors and tourists. This effort will help to promote our businesses and educate our residents about the wealth of community services and activities within our ward.





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 $lake\ view\ 's$ residential architecture is one of its greatest assets, and serves as a large component of the neighborhood's character and quality of life. Our community's goals are to:

- . Maintain a wide range of residential building types
- . Maintain the historic character and scale of each neighborhood by preserving historic buildings
- · Renovate existing structures
- . Build first-rate new structures
- Accommodate the housing needs of a wide range of residents

To maintain the character of our community, new development should emulate existing structures in scale, height, density, architectural style, materials and ornamentation. Owners and developers in Lake View should act with diligence and serve as custodians of our heritage by ensuring that properties are preserved and protected to the greatest extent possible.

Lake View's residential architecture is one of its greatest assets.

The scale of residential development in the 44th Ward should respect established density patterns. In general, density decreases with distance from the lake, with some pockets of increased density near transportation hubs. Planning for long-term development should avoid the canyonization of streets in the ward.

While the area's historic buildings have largely been preserved over the last 130 years, development trends in the 1990s and 2000s are altering the overall character of Lake View. Some recently constructed buildings do not respect the architecture of the surrounding neighborhood.

Cooperation among neighborhood groups, elected officials, residents and developers is essential if we are to maintain and enhance the desirability of the 44th Ward.

STRATEGIES & METHODS

Preserve Existing Structures

The Chicago Historic Resources Survey (egov.cityofchicago.org/Landmark/CHRS.html) has identified many Lake View properties built before 1940 with historic or architectural significance. Many of these properties are listed in one of the highest tiers (orange) of the six-tier ranking system, which makes them significant on a community, city and national scale and indicates that they maintain a high degree of original integrity. Developers, owners and realtors should be encouraged to preserve these structures whenever feasible.

The Survey list is not an exhaustive compilation of high-quality buildings that are found in this area. Many other pre-1940 buildings on residential and commercial streets are also worthy of preservation. The Secretary of the Interior's *Standards for the Treatment of Historic Properties*, www.cr.nps.gov/hps/tps/Standards/index. htm, provides nationally recognized standards for work related to historic properties.

Renovate Existing Structures

Many creative options should be considered to adapt historic homes to meet today's needs. Replacement materials such as limestone, brick, decorative wood moldings and porch columns can be purchased or fabricated to match original materials. In most cases, matching brick can be used for rear additions to create additional floor space. Interior walls may be moved.

Renovation is also the more environmentally friendly option. The existing building is not demolished and sent to a landfill, and fewer natural resources are needed to renovate a structure than to build a new one.

Enforce Existing Zoning and Discourage Zoning Changes

Residential zoning has been thoroughly evaluated by the CDDC and neighborhood groups. Considerable effort has been made to refine zoning so that it accurately represents the current building stock and reflects the desires of each community for future development. Since this effort has been recently completed, all zoning change requests will be thoroughly reviewed.

Maintain Predominant Character of Streets

Limits on building height, FAR (floor area ratio, or the total floor area on a zoning lot divided by the area of that lot), number of dwelling units and setbacks are established by the zoning code. However, the permissible limits in the code may impair the predominant character of a block. All construction should respect adjacent properties.

Cooperation is essential if we are to maintain and enhance the desirability of the 44th Ward.

Discourage Residential on Ground Floor of Business Streets

The business-oriented streets are typically zoned to allow residential development over first-floor commercial spaces. To maintain the viability of the business districts, zoning changes to allow residential development on the ground floor will be reviewed thoroughly. This policy is reinforced on streets designated as pedestrian streets in the zoning code.

Landmarking

Both landmarked districts and individual buildings are found throughout the 44th Ward. Landmarking of additional properties and districts should be explored by neighborhood groups and elected officials. Landmarking provides owners with incentives to repair or renovate a property and provides overview of the process. While landmarking may limit permissible modifications, it is a valuable tool for preserving historic districts and homes.

Maintain Mix of Rental and Owner-Occupied Properties

Historically, rental housing has accounted for a significant portion of the Ward's housing stock. As rental units are converted to condominiums, efforts should be made to provide incentives to developers who build rental properties, especially affordable housing. A mix of rental and owner-occupied properties is desired throughout our neighborhood.

Promote Guidelines for New Construction

New construction should fit in with the existing character of the street and add aesthetic value to the neighborhood. This can be achieved by emulating existing structures in scale (volume and mass), height, density, architectural style, materials and ornamentation.

Community-friendly features such as front porches, ground-level green spaces and fencing with a degree of transparency are encouraged. A higher percentage of glazing avoids the appearance of blank walls on the street, and the first-floor façade should also have glazing to provide a more pedestrian-friendly building. The use of all variants of concrete block including split-face is strongly discouraged as an exposed façade material.

Educate Owners, Developers, Residents, Architects, City Employees and Elected Officials about Goals and Guidelines

To achieve the goals outlined, processes should be established to educate everyone involved with development. All entities are encouraged to work cooperatively towards the common goal of creating a more desirable neighborhood. Public forums, educational meetings and other events should be used to bring together parties with potentially disparate interests.

RESIDENTIAL GUIDELINES & TACTICS

Follow Established Density Patterns

Zoning decisions should follow existing density patterns. Density transitions occur at Broadway, Halsted/ Clark, Sheffield and Racine. High-rise construction is typically found along the lakefront, and four-plus-one and mid-rise buildings are usually found east of Broadway. Three- and four-story multi-unit apartment/ condominium buildings dominate most residential streets east of Halsted/Clark. West of Halsted/Clark, residential structures range from single-family homes to four-story multi-unit buildings, with each block having a distinct and predominant character.

Review Density near Transportation Hubs

The density of residential development near transportation hubs such as el stops and the lakefront bus corridor should be reviewed by the alderman's office in conjunction with the affected neighborhood group. While recognizing the existing character and scale of the residential buildings near transportation hubs, there may be opportunities for development on properties within existing zoning limitations.

Comply with Lakefront Protection Ordinance

All developments near the lakefront must comply with the Lakefront Protection Ordinance.

Procedures for Zoning Changes, Variances and Administrative Adjustments

Zoning change requests will be closely reviewed by the Alderman's office since all zoning recently has been extensively evaluated. The request also should be forwarded to the appropriate neighborhood group for review and approval, if needed. Depending on the role of the CDDC, zoning changes of large areas may be reviewed by the CDDC.

Variances and administrative adjustment requests will be considered by the Alderman's office only in cases where a limited amount of flexibility is required for a successful project. The requests should be forwarded to the affected neighbors and the appropriate neighborhood group for review and approval, if needed.

Limit RM6 and RM6.5 Zoning Designations

In most cases, we discourage the creation of new RM6 and RM 6.5 zoning due to their lack of height restrictions.

Discourage Combining of Lots

Developers are discouraged from the practice of combining multiple lots to create large, single buildings where the development would be out of scale with the rest of the neighborhood. This practice can create repetitive properties lacking unique characteristics and diminish diversity in the building stock.

Prohibit Overhanging Balconies

Balconies over public sidewalks are not allowed for existing and new construction. Such balconies encroach on the public space and may pose a safety hazard due to improperly secured items.

Rental Property Maintenance

While most high-rise and mid-rise rental buildings employ full-time management and maintenance personnel, many smaller rental buildings lack regular maintenance and landscaping.

Landlords are encouraged to practice proactive building maintenance and to comply with building codes and zoning laws. Additionally, landlords should ensure their property is adequately maintained with regard to grounds keeping, landscaping, general cleanliness, upkeep and safety.

The Historic Chicago Greystone Initiative

The Historic Chicago Greystone Initiative, inspired by the successful Historic Chicago Bungalow Initiative, seeks to promote the preservation, restoration and rehabilitation of this valuable housing stock. The Initiative encourages realtors, homeowners and developers to consider creative ways to preserve these classic buildings, which present a distinctive and unified streetscape.

Recent development trends in Lake View have threatened this vintage building type, as several have been torn down and replaced with out of scale condominium buildings and single-family homes. The new buildings are significantly larger, have smaller setbacks and destroy the character of the Greystone-dominated blocks.

Further guidelines and standards for the Greystone Initiative will be developed with the participation of neighborhood groups, the Alderman's office and City of Chicago Department of Planning and Development.

Encourage Standards for Corner Buildings

Historically, residential buildings on corner lots were constructed with two main façades and a feature to designate the corner, such as a turret. Some recently constructed properties on corner lots have only one main façade, which results in an exposed sidewall. This has a detrimental effect on the continuity of the streetscape. All residential buildings on corner lots should have two principal façades.

Pedestrian Streets

New construction and development on pedestrian streets should respect and complement the character and quality of historic architectural motifs, and use the highest quality materials and aesthetic standards. The residential component of buildings on pedestrian-oriented streets should not occupy the ground floor.

Façade Easements

Façades of landmarked structures or buildings in federally or locally landmarked districts may be donated to the Landmarks Preservation Council of Illinois. The building façade is saved in perpetuity and the owner gains a one-time charitable tax deduction. See: www.landmarks.org/easement_overview.htm

Backyards

Rear setbacks should respect those of adjacent properties as well as the character of the block to maintain the openness created by contiguous rear yards. Raised backyards are discouraged since they create drainage problems for adjacent properties and disrupt the openness of a series of rear yards. Outdoor speakers in backyards should be directed and their volume controlled to minimize the amount of sound spilling onto adjacent properties.

Garage Decks/Rooftop Gardens

Environmentally friendly garage decks and rooftop gardens provide green space. However, these designs should not be a substitute for ground-level open space designated by rear, front and side setbacks.

Sustainable Design

All efforts should be made to comply with local and national guidelines for sustainable design. Its principles should be incorporated into material selections, construction techniques and the building's design and long-term serviceability.





the term "affordable housing" may bring to mind the image of high-rise public buildings. However, the U.S. Department of Housing and Urban Development defines "affordable" as: "Housing for which the occupant is paying no more than 30% of his or her income for gross housing costs, including utilities." HUD establishes affordability using census figures for Area Median Income (AMI) in a metropolitan area, and the 2005 household AMI for the Chicago region is \$69,700.

The dramatic increase in property values in the past three decades has resulted in a loss of affordable housing stock in the 44th Ward. The ward is home to a number of buildings constructed with federal subsidies and occupied by long-term residents, many of whom are seniors. We seek to maintain the affordable units within these buildings.

We must develop long-term strategies to preserve and create a sufficient, permanent stock of affordable housing for residents of all ages and with a wide range of incomes. Each and every development in the community should be viewed as an opportunity to address the goal of creating more permanently affordable units.

We must develop long-term strategies to preserve and create a sufficient, permanent stock of affordable housing.

A number of cities in the U.S. have developed and implemented successful strategies to expand the pool of affordable housing. These range from large metropolitan areas such as Denver to upscale suburbs like Lexington, Massachusetts. Reference to these models can be accessed through the full affordable housing report at www.44thward.org.

Affordable housing is a highly technical undertaking, involving both the public and private sectors. It is suggested that developers contact the Alderman's office for assistance in accessing the support of the City of Chicago Department of Housing.

Benefits to the Community

Affordable housing improves the community's vitality and quality of life in a number of ways. Advocates suggest that affordable housing:

- · Benefits employers through increased workforce productivity
- Provides stability for families, children and seniors
- Reduces traffic congestion, which also improves air quality
- Promotes diversity
- Strengthens the social fabric of a neighborhood

Facts and Trends in Lake View

- Approximately 3,776 (or 10%) of the renters in the 44th Ward are paying more than 50% of their income for housing.
- An individual renter must earn at least \$18.65 per hour, \$38,800.00 per year, in order to afford the median rent (\$970) in the 44th Ward.
- A household must earn approximately \$110,000 a year to afford the median sales price (\$330,000) of a Lake View condo.
- All measures of diversity (including age, income and ethnicity) and the number of people in households have decreased.

Challenges to Creating and Preserving Affordable Housing

- High land values and rapid appreciation
- · Rising property taxes
- Expiring federal subsidies
- · Housing discrimination
- Myths and stereotypes
- · Absence of local incentives
- Absence of TIFs (Tax Incremental Financing) in the ward
- · Minimal City-owned land in the ward

RECOMMENDATIONS

- Strive for a housing stock that is affordable to a broad range of incomes, recognizing that affordable units for those with lower incomes are often the most challenging to create or preserve.
- Promote the use of existing federal, state and local programs and funding, specifically Class 9, REACH-Illinois, and Rental Supports. (Class 9 is explained below, under "Strategies.")
- Seek the long-term preservation of all federally assisted housing in the Ward.
- Promote both preservation and improvement of Single Room Occupancy hotels.
- Explore creative strategies for the development of affordable rental housing.
- Strive to meet affordability requirements for households below 80% AMI in all new developments.
- Ensure, to the best of our ability, that all new affordable units created with government assistance are affordable in perpetuity,
- Seek tradeoffs between density requirements and increasing affordable units.

STRATEGIES

• Zoning and Land Use Tools; Harnessing Development

Benchmarks can be established by legislation or voluntary compliance. Support Alderman Tunney's efforts to pass legislation or establish voluntary standards within the ward, such as:

- Inclusionary zoning; affordable set-asides within all new developments
- 15% of units for PUDs (Planned Unit Development) or developments requiring zoning changes
- 10% for all developments of 10 or more units including new construction, condo conversions and substantial rehabilitations

. Citywide Set-asides

Support Alderman Tunney's position advocating that the Chicago City Council pass a citywide balanced development ordinance. It would create a fair and predictable development market and relieve aldermen of having to negotiate for affordable units in every development.

. Housing to Parking Ratio

Increase space allocated for housing by decreasing space that is required for off-street parking. This can be accomplished by substituting designated car-sharing (comparable to the I-GO program) spaces for multiple private parking spaces.

• Non-profit Developers: Rental Units

Designated non-profits can be given the right of first refusal to purchase any affordable units created through the above efforts. These units shall then be sold or rented as affordable housing.

• Programs and Funding Sources

Promote the use of existing federal, state, and local programs and funding, specifically Class 9, employer-assisted housing and Rental Housing Support.

- Class 9 provides a large property tax break for basic rehab or new construction to building owners who then rent at least 35% of their units at an affordable rate.
- Employer-assisted housing provides state and federal tax incentives to employers who help their employees buy or rent housing closer to the workplace. The state also matches dollar-for-dollar up to \$5,000 for down payment assistance.
- Rental Housing Support program provides landlords with a rent subsidy so that they can offer affordable rents to households earning less than 30% of the Area Median Income. Many of the ward's seniors and a large part of the ward's workforce employed in service sector jobs could benefit from this program. It is very popular because landlords are paid in advance on a quarterly basis and there is a minimum of red tape.

Form or seek organizations that can provide the funding, expertise or leadership to implement such roles as:

- Non-profit housing developer that can accept donations of land, units or money to address affordable housing needs.
- A community housing trust fund that can seek funding resources and provide grants and financing for affordable housing.
- A community land trust that can hold land and buildings in an affordable trust in perpetuity while allowing lease holders to build equity.





 $\it the~44^{th}~Ward$ has four distinct business districts, each represented by its own business association.

the LAKE VIEW EAST CHAMBER OF COMMERCE (LVECC) represents the businesses that encompass the areas from Sheridan Road to Halsted, Diversey to Grace (along Broadway), Diversey to Belmont (along Clark & Halsted). Located just steps from the lakefront, this highly condensed area showcases many small, unique retail stores, over a dozen art galleries and eclectic dining. Lake View East offers live theater and is home to Century Mall and a mix of corporate retail stores. This popular shopping district is convenient for both commuters and residents who make Lake View East their home. The Chamber works closely with public schools and non-profit organizations to enhance the quality of life in Lake View, and operates programs aimed at maintenance, beautification and business development to support its vibrant business district.

the NORTHALSTED AREA MERCHANTS ASSOCIATION (NAMA) represents the businesses along the Halsted corridor from Barry to West Irving Park Road. NAMA works throughout the year to maintain the Halsted Community as a friendly, exciting and diverse shopping and entertainment area. Its annual festival, Market Days, has become Chicago's most popular street festival. The association sponsors many other activities throughout the year, including Halsted Tastes Better, Pride Fest, the Halloween parade and costume contest, and co-sponsors the Lakeview Garden Walk.

the CENTRAL LAKE VIEW MERCHANTS ASSOCIATION (CLMA) represents the businesses in the area bordered by Clark Street from Grace to Belmont, Belmont from Clark to Racine, and Sheffield from Diversey to Addison. This area, anchored by Wrigley Field on the north, is one of the most vibrant entertainment districts in Chicago. It becomes more mixed with retail towards its south end at Belmont, which has long been known as a shopping and entertainment center for a diverse and avant-garde population. Sheffield north of Belmont tends to be an entertainment district with ties to Wrigley Field, while Sheffield south of Belmont to Diversey trends more towards dining and retail mixed with residential. CLMA works closely with residents to create a dynamic neighborhood by sponsoring many events, highlighted by the Sheffield Music Festival, and including fashion shows and retail events. CLMA also co-sponsors the Lakeview Garden Walk.

the LAKEVIEW CHAMBER OF COMMERCE represents one of the nation's hottest shopping districts in the heart of Lakeview. The unique shops of the Southport Corridor have made local and national headlines in media such as *Lucky* magazine, *The Wall Street Journal*, the *New York Times, Chicago Social* and the *Chicago Tribune*. Dining spots are plentiful, and entertainment venues include live theaters, the iconoclastic Music Box Theater and the Chicago Photography Center.

the CHICAGO AREA GAY AND LESBIAN CHAMBER OF COMMERCE is a city and suburban organization with a strong presence in the 44th Ward. It was established to help the gay and lesbian community through networking, promotions, marketing and attracting tourism. Founded in 1996, the Chamber now numbers more than 600 member businesses. Their membership categories include Lesbigayowned businesses, supportive small businesses and supportive corporations.

PLAN

Business Community Strengths

- Small and family businesses have given the 44th Ward its unique nature. Zoning restrictions have limited the influx of the "big box" types of business. Historically, the ward has been very diverse, which has encouraged variety in the types of businesses it contains.
- Lake View has a long history of off-Loop and experimental theater.
- Two excellent movie theaters provide studio releases, independent films and revivals.
- Proximity to the lakefront area's transit system makes it convenient for commuters and visitors.
- Wrigley Field is an anchor for a vibrant entertainment district. On game days, the large numbers of visitors to the Ward add to the vitality of the area's businesses.
- Large music venues such as The Vic and Metro add value to the entertainment district.
- The Ward enjoys many excellent restaurants that offer a wide variety of ethnic cuisines.
- The 44th Ward boasts six "pedestrian streets," more than any other ward in the city. These areas are specifically zoned to promote pedestrian safety and comfort, public transit and economic vitality, which benefits both businesses and their patrons.
- The Ward is home to over a dozen art galleries.

Designated Pedestrian Streets

- **Belmont Avenue from Clark to Sheffield** is a magnet for the young alternative set who lived in this area when the ward was less gentrified, and still goes there to meet, shop, dine and visit entertainment venues.
- Broadway from Diversey to Cornelia attracts local residents as well as the adventurous visitor with its
 unique gift shops and eclectic dining.
- Diversey Parkway from Pine Grove to Burling draws an eclectic mix of people with its shops and hotels.
- Halsted Street from Belmont to Grace has become the hub of the GLBT community, not only for Chicago
 but also for the entire Midwest.
- Southport Avenue from Roscoe to Grace. Southport was recently named one of the country's hottest shopping districts by *Lucky* magazine. The shopping district offers a variety of independently owned boutiques, gift shops, restaurants and entertainment venues.
- Clark Street from Diversey to 2900 N. The Century Mall with its theaters, shops and dining anchors
 Clark Street from Diversey to Surf. This area is also the home of a diverse array of shopping and dining
 alternatives.
- Lincoln Avenue from Belmont Avenue to School Street
- School Street from 1600 W. 1700W.
- Marshfield Avenue from 3300 N. to 3400 N.

It is our vision that the leadership of the business community and the Ward work together to enhance these unique characteristics and strengths. We need to create new ways to attract both residents and visitors to the many shopping, dining and entertainment options in the Ward. In order to do this, certain challenges must be addressed.

Challenges for the Local Business Community

- In the last few years, real estate prices in Lake View have escalated and commercial property taxes have, in some cases, doubled or tripled. These costs are putting great strain on small and family businesses. Some have moved to more affordable neighborhoods, resulting in a rise in vacancies. Opportunities exist to explore options that would create tax breaks for long-term, family-owned businesses.
- Changes in Illinois branch banking have opened the doors to many new retail bank storefronts, which sometimes displaces retail space. This can threaten the current character and diversity of the shopping districts.
- The real estate boom has encouraged the development of mixed-use buildings, many with upscale condos, on commercial streets. Such development limits the types of business that developers and residents of these buildings might want. Allowing upscale residential buildings in historically commercial

areas has led to disputes between residents and businesses, threatening businesses that have been a driving force of the neighborhood and its development and safety.

The challenge now lies in finding a way to seek out the desired businesses and draw them to the 44th Ward.

- Conversely, there has been some expansion of business into residential areas, particularly around
 Wrigley Field, which has caused concerns for some residents.
- Parking continues to be a challenge. Businesses, particularly retailers, need plentiful parking to attract
 customers. Some residents view additional parking structures as an asset while others feel it would simply
 bring more cars into an already densely traveled neighborhood, especially near Wrigley Field.
- There is an influx of affluent residents who are more likely to drive to other parts of the city or suburbs to shop and to shop online. Lakeview business areas are becoming more of a destination for visitors than a resource for residents.

Each of the business organizations in the ward is currently involved in a long-range planning process to address these concerns. The following joint survey, conducted by the Business Committee, is a first step in understanding what local residents and visiting shoppers want.

As the business associations assess the progress of their planning, it is important that they work together for the strength of the whole. Although no specific answers have yet been identified, work has begun on exploring solutions used in other cities to meet the challenge of rising commercial real-estate taxes as well as to promote strategies to keep small business strong and vibrant.

Consumer /Community Survey

Since the Chambers and business community want to better respond to the trends and needs of the Ward's changing demographics, the CDDC Business Committee conducted a study in the spring of 2005 to assess market needs. The survey looked at the needs of the Ward as well as each of the five commercial/business areas.

Consumer and Professional Research, a Chicago-based research company, assisted the committee in developing the survey. Northwestern University MBA marketing students finalized the study, rolled out the survey and summarized the findings.

The survey's objectives were to assess satisfaction levels with existing types of businesses and to determine what types were in demand. The survey used both a web-based guestionnaire and intercepts conducted in commercial areas at various times throughout the week. Local residents were invited to participate through notification by their community organizations, and business groups notified their members. The full report is available at www.44thward.org.

MOST PREDOMINANT BUSINESSES

(Survey Conducted by Chambers, Summer 2004)

Dining-All	167	- does not include bars that serve food
Bars	89	- including those with food
Beauty Services	77	- does not include full service day spas
Apparel-All	45	
Dry Cleaners	43	
Home Furnishings	35	- includes accessories
Medical Services	21	- does not include dentists
Parking	21	
Banks	17	-this number has probably increased
Adult Products	16	

Responder Demographics

482 surveys were completed, 400 by Lakeview residents.

- 50% of respondents have a household income over \$100,000.
- 52% were married or in a committed relationship.
- 76% did not have children under 18 living at home.
- 42% were between the ages of 25 and 34.

KEY FINDINGS

- The majority of respondents shop in Lakeview more than once a month.
- Only 30% of respondents find Lakeview "family oriented."
- "Neighborhood Charm" and "Restaurants" are what respondents found most attractive in Lakeview.
- 73% of the respondents are satisfied with the Lakeview business community.

Although 73% of respondents said they were satisfied, new business opportunities were identified. The tables below summarize the survey results.

Rank	Type of business we would like to see more of:
1.	Fine Dining (white table cloths)
2.	Gourmet Food
3.	Art Galleries
4.	Hotels/Bed & Breakfast
5.	Book Stores
6.	Full Service Ethnic Restaurants
7.	Shoe Stores
8.	Theaters
9.	Women's Apparel
10.	Parking Facilities

Type of businesses we have enough of:
Psychic Readers
Tattoo/Piercing Facilities
Nail Salons
Tanning Salons
Fast Food Chains
Adult Products
Dry Cleaners
Cell Phone Retailers
Beds/Futons/Mattresses
Banks

CONCLUSIONS AND NEXT STEPS

On the outset of the study, it was thought that a lack of diversity might be the cause of the failure of existing businesses, but the Chamber's internal analysis and study results showed that other issues are greater factors in business failures. These factors include financing and cash flow issues, shifting demographics and a lack of access/parking.

The research study showed the opportunity to expand business diversity in the Ward. Each neighborhood expressed a desire for more lodgings, whether a hotel or bed & breakfast. This is a business segment that is rarely brought up in community meetings but clearly a need which has been demonstrated. Conversely, each neighborhood expressed a desire to deter the entrance of more psychic readers, tattoo parlors, nail salons, tanning salons and fast food chain restaurants.

Fine dining or white table cloth restaurants, ethnic grocers and gourmet food stores are also desired in each neighborhood. The desire to either deter or attract bars and lounges was not found.

The challenge now lies in finding a way to seek out the desired businesses and draw them to the 44th Ward and Lakeview. Each of the business associations in the Ward is involved in long-range planning to maximize opportunities for positive change.











the 44th Ward has a rich array of healthcare agencies, social services, public and private educational institutions, religious organizations and entertainment venues. Our goal is to preserve and develop these services for the benefit of residents of and visitors to the Ward. In cooperation with community residents and local businesses, we seek to promote mutually beneficial and supportive relationships that will sustain and enrich the quality of life and access to services in the Ward.

Recommended Strategies/Methods

To promote the accessibility of services in the ward, the following strategies should be implemented.

- 1. Development of mutually supportive and respectful relationships between service organizations and community residents.
- **2.** Development of parking options for both staff and consumers of local service organizations.
- **3.** Recruitment of volunteers, including board members, from the neighborhood.
- **4.** Securing of funding for not-for-profit service organizations.

We seek to promote relationships that will sustain and enrich the quality of life and access to services in the Ward.

- **5.** Continuing to build a strong public school system and improve communication between public and private schools and between schools and residents of the community.
- **6.** Development of more childcare and after-school options for the growing number of families with young children.
- 7. Development of additional social services for area residents, including:
 - Services for the homeless
 - Affordable mental health and substance abuse services
 - AIDS/HIV-related services
 - Low-cost dental services
 - Employment opportunities, including for those over 55 years
- **8.** Development of affordable housing options, specifically for persons graduating from subsidized programs and employees of service organizations.
- 9. Further development of housing for seniors, with an emphasis on affordability and assisted living.
- **10.** Aldermanic advocacy with City departments on behalf of service organizations. Their concerns should be handled in a manner consistent with those of residents.
- 11. Development of more systematic linkages and communication:
 - Within service sectors (e.g. educational institutions or theaters)
 - Between service sectors (e.g. schools and social services)
 - Between service sectors and neighborhood residential and business groups (e.g. between schools or religious institutions, and the area branch of LVCC and the area merchants' association.)
- 12. Improved marketing of Lake View's assets, including social and health organizations, theaters, schools, libraries, religious organizations, cultural centers, diverse population, shopping, restaurants and access to public transportation.

GUIDELINES AND TACTICS

- 1. Promote linkages.
 - Maintain a list of the 44th Ward's service organizations on the Alderman's website.
 - Explore a 211 phone number (comparable to 911 and 311) for Chicago residents seeking non-governmental services.
 - Communicate with Service Organizations about their responsibilities to the community, such as respect for safety and security, cleanliness, aesthetics, and the need for open space in the planning for and development of facility enhancements.
- 2. Enhance parking.
 - Utilize trolleys to connect el stops to theaters and other destinations.
 - Establish cooperative parking arrangements between service organizations and area
 - Promote I-GO as a means to reduce the need for individual car ownership.
- 3. Recruit volunteers. Add a list of volunteer opportunities to Alderman's website.
- 4. Secure funding. Increase Aldermanic, County and State legislator advocacy for Service Organizations to access City, County, State and Federal funding sources.
- 5. Improve communication between schools. Organize a 44th Ward school council made of representatives of public and private schools.
- 6. Expand child care and after-school programming.
 - Work with area schools and child-care centers to understand their needs and limitations.
 - Consider ways to draw in new programs and day care centers to meet the needs of an increasing number of families with children.
- 7. Develop more services in the Ward. Consider linkages with service agencies throughout Chicago that could be asked to develop services within the 44th Ward.
- **8.** Enhance the ability of area non-profits to attract workers and volunteers.
 - · Promote affordable housing options so that people earning the salary level typically offered in the non-profit sector are able to live in the ward. Affordable housing in the neighborhood also decreases the costs and time of transportation, both of which create a barrier for persons operating on a modest budget
 - Promote housing options for those over 55 years old (and others) to increase the pool of volunteers needed by many non-profits.
- 9. Ensure comparable consideration. Support service organizations that require affordable space and/or initiatives to enhance facilities to meet the needs of consumers (e.g. provide incentives for landlords to offer discounted rental rates to service organizations; create a list of vacant commercial properties available for rental).
- 10. Market the Ward's service organizations. Ensure that the marketing of the Ward to residents and others includes information about the activities of our service organizations.

44TH WARD RESOURCE DIRECTORY

community services

Bonaventure House	825 W. Wellington	773-327-9921	fax: 773-327-9113	www.bonaventurehouse.org
Counseling Center of Lake View	3225 N. Sheffield	773-549-5886	fax: 773-549-3265	www.cclakeview.org
House of Good Shepherd	1114 W. Grace	773-935-3434	fax: 773-935-3523	
Lake View Pantry	3831 N. Broadway	773-525-7718	fax: 773-525-7310	www.lakeviewpantry.org
Lake View Pantry II	1414 W. Oakdale	773-404-6333	fax: 773-525-7310	www.lakeviewpantry.org
North Side Housing and Supportive Services	835 W. Addison	773-327-1389	fax: 773-327-1933	www.lakeviewshelter.org
Lake View YMCA	3333 N. Marshfield	773-248-3333	fax: 773-248-3374	www.lakeviewymca.org
National Runaway Hotline	3080 N. Lincoln	773-880-9860	fax: 773-929-5150	www.nrscrisisline.org
Thresholds Mothers Program	1110 W. Belmont	773-472-3558	fax: 773-472-0328	www.thresholds.org
Jewish Community Center	3480 N. Lake Shore Dr.	773-975-1804	fax: 773-525-9502	www.gojcc.org

public schools

Louis J. Agassiz Elementary	2851 N. Seminary	773-534-5725	fax: 773-423-5725	www.agassiz.cps.k12.il.us
James G. Blaine Elementary	1420 W. Grace	773-534-5750	fax: 773-534-5748	www.blaine.cps.k12.il.us
John V. LeMoyne Elementary	851 W. Waveland	773-534-5736	fax: 773-534-5779	www.lemoyne.cps.k12.il.us
Nathaniel Hawthorne				
Scholastic Academy	3313 N. Clifton	773-534-5550	fax: 773-534-5781	www.hawthorneacad.org
Louis Nettelhorst Elementary	3252 N. Broadway	773-534-5810	fax: 773-534-5776	www.nettelhorst.org

support services

Advocate Illinois Masonic Medical Center	836 W. Wellington	773-975-1600	www.advocatehealth.com
Saint Joseph Hospital – Resurrection Health Care	2900 N. Lake Shore Dr.	773-665-3000	www.reshealthcare.org
Lakeview Health Center	2849 N. Clark	773-528-1188	www.reshealthcare.org
Britton-Budd – CHA Senior Housing	501 W. Surf	773-549-8523	
Hattie Callner – CHA Senior Housing	855 W. Aldine	773-296-6900	
John Merlo Library	644 W. Belmont	312-744-1139	www.chipublb.org



the following plan proposes both long- and short-term components that will ensure safe, efficient, supportive and environmentally friendly access to residences and businesses throughout the Ward. The plan recognizes the need to maintain the integrity and balance of the 44th Ward transportation system for purposes of effectively moving vehicular and pedestrian traffic. The plan also is intended to acknowledge that parking is in short supply and to develop strategies to address the issue.

STREET SYSTEM MANAGEMENT

Motor vehicle travel must be accommodated by an effective, efficient and safe arterial street system in order to minimize traffic congestion.

Arterials are those streets intended to be the major carriers of traffic both into and through the community. (See Exhibit 1 on page 47 for map of 44th Ward arterial streets.)

There are established warrants (standards) used by the transportation engineering community for the installation of new traffic signals or stop signs on arterial streets. Non-warranted traffic signals or stop signs, particularly on primary arterial streets, impede the flow of traffic resulting in traffic congestion.

Many of our arterial streets experience significant traffic congestion, with Belmont Avenue possibly the worst. Gridlock at key intersections is a frequent problem.

Creative parking options and strategies must be developed to meet the Ward's needs.

The need for on street parking for both residents and businesses can be a deciding factor as to the parking restrictions that can realistically be installed along a street. Many arterial streets have AM or PM rush hour parking controls in place. (No Parking 7 AM to 9 AM for inbound traffic and No Parking 4 PM to 6 PM for outbound traffic. Inbound and outbound refer to heading to and from Downtown.) Traffic engineering studies have demonstrated that, on an urban arterial street, if parking is restricted for a distance of 150 feet in advance of and past an intersection, the effect is nearly the same as restricting parking along the entire street.

Recommendations

- Established traffic engineering warrants should be used by the City to justify the installation of new traffic signals or all-way stops signs on arterial streets, particularly primary arterial streets. Nonwarranted installations should be considered only when other traffic engineering alternatives have not resolved Community concerns.
- The City should be requested to review the location of existing all-way stops on arterial streets and
 program the installation of new traffic signals, where warranted. The removal of nonwarranted or
 improper stop signs should be cooperatively reviewed with the adjacent community.
- The City should be requested to review the existing rush hour parking controls on arterial streets. Where justified, it may be appropriate to expand the hours of rush hour parking controls. For example, 4 PM to 7 PM may be more appropriate for Belmont Avenue between Lake Shore Drive and Clark Street because Belmont carries significant theater and Wrigley Field night game traffic. Where appropriate, it may be beneficial to remove the rush hour parking controls, maintaining only those parking controls 150 feet in advance of and past an intersection. This action would increase the availability of on street parking for area businesses.

• The City should be requested to review the feasibility of installing painted gridlock boxes or signing advising of fines for blocking intersection. Signing of this type has been used along Hollywood Avenue in the 48th Ward. Locations in the 44th Ward where such signing might be appropriate include intersections along Belmont Avenue between Lake Shore Drive and Sheffield Avenue.

PARKING MANAGEMENT

There is an increasing parking shortage on both arterial and residential streets due to the growing population and the increasing numbers of consumers of local businesses, entertainment venues and service organizations. Creative parking options and strategies must be developed to meet these needs.

Recommendations:

- Continue to review the locations and the hours of operation of parking meters to optimize the availability of parking both to area residents and businesses.
- Evaluate opportunities for more Pay and Display parking areas.
- Work with area institutions and businesses that have off-street parking such as churches, hospitals and schools to optimize its availability to the community.
- Work with the community to develop a candidate list of locations for the possible installation of diagonal parking.
- Work with developers to ensure that strategies are in place to encourage residents use the parking in their buildings as opposed to parking on area streets.
- Work with commercial developers to address the need for increased parking for retail.
- At the Alderman's discretion, work with residential developers to increase the residential parking ratio of certain projects,

PRIVATE MOTOR VEHICLE ALTERNATIVES

Public Transportation

CTA & METRA Service to the Lake View community should be improved to address the needs of the community.

The 44th Ward is well serviced by Brown, Red and Purple Line rapid transit service as well as a comprehensive system of bus routes, including express bus services from the Central Area. The system of Brown Line stations is being upgraded, but the Red Line Sheridan station apparently has not yet been programmed for modernization. In spite of the presence of Wrigley Field, there is no connection to the METRA Union Pacific North Line, which has a route that travels along Ravenswood.

Recommendations:

- Request and support continued improvements to the Red Line Sheridan station.
- Request the study of a METRA Union Pacific North Line station, possibly at Addison and Ravenswood, to provide improved access both the Community and Wrigley Field.

Free Trolleys

A free trolley service connecting public transportation and major parking both to Wrigley Field and area businesses would provide an alternative to driving. The very successful daily Navy Pier Free Trolley service, primarily paid for by Illinois-Grand Corridor developments and Navy Pier, connects area parking garages and rapid transit stations to Navy Pier.

There is also a Lincoln Park Neighborhood Shuttle Route operated during the summer on weekends and holidays. The shuttle carries riders from the CTA Brown, Red and Purple Line Stations at Fullerton and Armitage to Lincoln Park institutions on the Lakefront. These trolleys are funded through the Federal Transit Administration and City match monies.

Recommendation:

 Request CDOT to work with our business community to explore the feasibility of a free Lake View community/business trolley.

Charter/Tour Buses

Wrigley Field and the many theaters in the 44th Ward attract tour buses to our community, and more tour buses could mean more business with no additional cars. Free on-street parking for approximately 90 buses is available along Irving Park Road and Clark Street along cemetery frontages.

The Chicago Convention and Tourism Bureau has responsibilities that include attracting tour buses to Chicago and could encourage bus companies to bring patrons to area attractions as an alternative to driving.

Recommendation:

 Work with the Chicago Convention and Tourism Bureau to develop a program to encourage the tour bus industry to bring groups to the 44th Ward, and advise them of the availability of free on-street bus parking.



Walking

It is our goal to encourage and accommodate walking both as an alternative to driving and as a lifestyle activity.

The 2004 new Chicago Zoning Ordinance (Section 17-3-0500) established Pedestrian Streets that in turn established:

"regulations ... intended to preserve and enhance the character of streets and intersections that are widely recognized as Chicago's best examples of pedestrian-oriented shopping districts. The regulations are intended to promote transit, economic vitality and pedestrian safety and comfort."

Streets in the 44th Ward which are recognized in the Zoning Ordinance as pedestrian streets include:

- 1. Belmont Avenue from Halsted to Sheffield
- 2. Broadway from Diversey to Cornelia
- 3. Diversey Parkway from Pine Grove to Burling
- 4. Halsted Street from Belmont to Grace
- 5. Southport Avenue from Roscoe to Grace
- 6. Clark Street from Diversey to 2900 N
- 7. Lincoln Avenue from Belmont Avenue to School Street
- 8. School Street from 1600 W. to 1700 W.
- 9. Marshfield Avenue from 3300 N. to 3400 N.

Pedestrian Street Zoning Regulations

- All off-street parking spaces must be located to the rear of the principal building and not be visible from the right-of-way of a pedestrian street.
- Vehicle access to lots located along pedestrian streets must come from an alley. No curb cuts or driveways are allowed along the pedestrian street.

Prohibited Land Uses Along Pedestrian Zoned Streets:

- 1. Strip centers
- 2. Drive-through business
- 3. Vehicle sales & service uses involving any outdoor storage of vehicles or goods
- 4. Gas stations
- 5. Car washes
- 6. Residential storage warehouses.

Encouraged Uses:

- 1. Sidewalk cafes and outdoor eating areas
- 2. Outdoor displays of produce, flowers and plants

The designation of streets as "pedestrian streets" is important to our commercial and entertainment areas. The opportunity to establish additional pedestrian streets should be explored.

Future development and street improvements in the ward should strive to make all appropriate streets pedestrian friendly.

Recommendations:

Wider Obstruction-Free Sidewalks

The width of sidewalks should be evaluated and maximized as part of street improvement projects. Obstacles can include parking meters, sidewalk cafes, and newspaper/magazine boxes.

Parking meters for individual spots should be removed in favor of Pay & Display Parking, which dispenses a receipt that is displayed in the windshield. Permanent consolidated newspaper kiosks should also be considered to limit the number of freestanding newspaper boxes.

• Countdown Pedestrian Traffic Signals/Crossing Times

Ideally, all signalized intersections along 44th Ward pedestrian streets should be fitted with countdown timers. Locations recommended for priority consideration are the Clark-Halsted, Clark-Addison, Southport-Addison, and Sheffield-Addison and Diversey-Sheridan intersections.

The times allotted for pedestrians to cross a street at signalized intersections should also be reviewed in context of evolving pedestrian walking speed assumptions, particularly at those intersections frequented by senior citizens.

Reduce Curb Cuts (Driveways) to Extent Feasible on All Streets with Heavy Pedestrian Traffic

Curb cuts should be discouraged if access to the site is available through an alley.

• Curb Bulbs at Corners

Curb bulbs (the build-out of the curbs at corners) prevents vehicles from parking too close to the intersection, which provides greater visibility of pedestrians entering intersections.

• Crosswalk & Driveway Material Delineation

To delineate crosswalks at intersections, crosswalks should be designated with a unique texture and color. This will reinforce to drivers that they should not be stopping on the crosswalks.

Bicycles

Bicycling should be encouraged to become an integral part of daily life in the 44th Ward and to provide an alternative to driving. The Chicago Department of Transportation has established a bikeway system that includes various existing and planned facilities in the 44th Ward. The bikeway system plans of CDOT have received significant community input and should be supported. Exhibit 1 shows the existing bikeway system. The bike lanes on Clark Street between Diversey and Addison, though shown as existing, will not actually be installed until 2007.

Recommendations:

- All roads should be made safe for cyclists. Where possible, arterial streets should have painted bike
 lanes. Some residential streets should be made into Bicycle Boulevards (streets which use bike friendly
 neighborhood traffic controls).
- Students should be encouraged to walk or ride their bicycles to school. Coordinate with CDOT's Safe Routes to School Program to establish a bicycle safety program for the schools
- Work with area businesses to establish shop-by-bike programs encouraging shoppers to shop by bike instead of by car.

Taxicabs

A system of taxicab (and possibly Pedi cab) stands should be developed that will permit the proper management of taxicab loading on many area streets around Wrigley Field and theater, restaurant and bar areas.

In a community where on street parking is very limited, permanent all-day taxicab stands are impractical. There is a need for taxicab stands when there is a demand for taxicabs.

Recommendation:

Request the City to establish a system of Cubs game day taxicab stands near Wrigley Field and late
night taxicab stands in entertainment and theater areas. The creation of such taxicab stands would
permit the implementation of a program to regulate taxicabs.

Wrigley Field Baseball Game Traffic and Parking

With its 2004 attendance of 3.1 million, Wrigley Field is the City's third-largest attendance attractor, following Navy Pier (8.75 million), and the Taste of Chicago (3.59 million). Including the recently completed bleacher expansion of 1,800, the capacity of Wrigley Field is 41,118. We must continue to improve the Wrigley Field operational traffic and parking plan.

Recommendations:

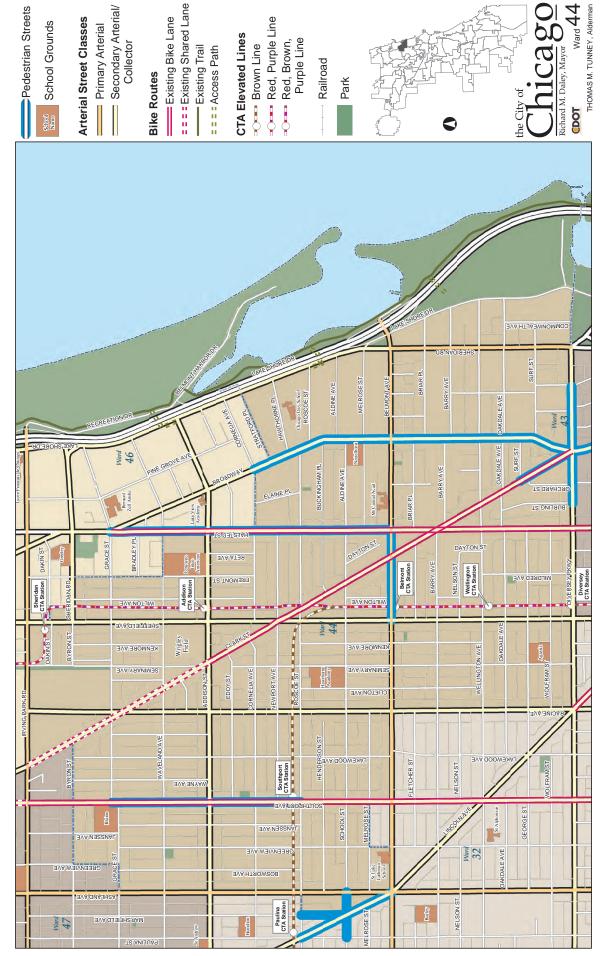
• The existing traffic and parking plan used for Wrigley Field should be reviewed and modified following the expansion of Wrigley Field and the adjacent roof top businesses.

I-GO Car Sharing

I-GO Car Sharing is a not-for-profit car sharing service where members buy access to cars located in their communities in reserved parking spaces.

Recommendation:

Promote and encourage car sharing as an alternative to private motor vehicle ownership in the 44th Ward.





Chicago 's motto is *Urbs in Horto* or "City in a Garden," and the Chicago Park District strives to maintain two acres of public open space for each 1,000 residents in an area.

The 44th ward, with 60,000 residents in approximately 1100 acres, would require 120 acres of open space to reach this goal. A 2003 open space study conducted by the Department of Zoning and the Chicago Park District concluded this goal could not be realized because large land parcels are sparse and no new major parks could be planned.

While one-third of the ward borders the lakefront, the interior has less than two acres of public space. With increasing population density in the 44th Ward, there will be continued pressure on our space.

We view open space, parks and greening as a necessary amenity for the community. We place a high priority on this initiative because green space:

- contributes to cleaner air
- beautifies the environment
- improves property values
- provides opportunities for positive social interaction
- softens "urban edge"
- · reduces noise and stress

We must use a multi-faceted approach to maximize green spaces, with the involvement of diverse constituencies.

We must use a multi-faceted approach to maximize every opportunity to increase green spaces, both large and small, through a variety of creative methods and with the involvement of diverse constituencies.

STRATEGIES AND METHODS

Preserve, protect and upgrade existing park space and play lots

Current public open space must be protected and enhanced. All developments near the lake must comply with the Lakefront Protection Ordinance Section 17-6 Special Purpose Districts (See Residential Section). Enhancement should be made to the lakefront to maintain a natural environment, with "soft" edges rather than man-made materials.

The lakefront is one of the greatest amenities in and around Lakeview. There are many entrances to the park from Diversey to Belmont and beyond, and attractive gateway areas should be established at these points. This would include added greenery and flowers around the entrances at Diversey, Barry, Wellington and Belmont Harbor.

A safe, well-maintained and centrally located park or play lot can act as a yard for the entire neighborhood. In addition to the lakefront park, the 44th Ward has only eight play lots. With backyard space at a minimum, it is critical to protect and upgrade these public spaces.

Juniper Park in the Southport area has been upgraded through community efforts, and Evergreen Park is scheduled for upgrading by the Park District in 2006. The remaining 5 play lots and one community center need upgrading. Weisman Play Lot has been identified for upgrading in 2006-2007, including both a new soft surface and a splash park. Weisman, Kelly, Kenmore, Martin and Wendt all need soft surfacing, additional seating and landscaping.

Seek locations for new playground space and recreations areas

There has not been a major new park in the 44th ward in 20 years. The community, the Alderman and City agencies need to be vigilant in identifying city property such as school lots, buildings and leased properties that may become available for park conversion. Block clubs, chambers and community groups could partner with organizations such as the Parkway Foundation and NeighborSpace to acquire small parcels of land for parks or play lots.

Possible locations for parks:

- Streets and Sanitation building located at the southwest corner of School and Greenview
- Convert a portion of Blaine Elementary and Leymone Inter-American School parking lots into campus parks and recreation areas
- 815-817 Roscoe (new pocket park underway)
- Southwest corner of Southport and Waveland near the Jewel parking lot
- Park and play lot on the west side of Lincoln at Addison

Protect backyards

Rear setbacks should respect the setbacks of adjacent properties and the character of the block to maintain the openness created by contiguous rear yards. Raised backyards and breezeways connecting to garages are discouraged since they disrupt the openness of a series of rear yards and can create drainage problems for adjacent properties. Garage decks and rooftop gardens are desirable, environmentally friendly design elements that provide additional green space. However, these designs should not be a substitute for ground-level open space designated by rear, front and side setbacks.

Require all development and redevelopment projects to include provisions for open spaces

Large developments should work with the community to address open space challenges, and developers and homeowners should be made aware of the expectations for open space, landscaping and parkway beautification in their projects, regardless of scope.

Some of the larger planned developments in the Ward involve Wrigley Field, Resurrection Saint Joseph Hospital and Advocate Illinois Masonic Hospital and Trauma Center. These organizations hold a significant amount of real estate and can greatly contribute to the creation of a "garden" atmosphere in their plans, where feasible. There should be visible seating areas and open spaces that are accessible to all.

Improve landscaping and open space around city properties such as schools, libraries, police, fire and CTA stations

El stations are gateways into the community and are a reflection on the neighborhood. Community groups and businesses should work with the CTA as part of the Brown Line renovation and participate in the "Adopt a Station" program. Also, the CTA *Yard and Garden* program should be promoted to residents. Under this program, a license can be acquired for a fee, which allows residents to have a garden under the tracks behind their home.

Create and promote zoning incentives for "green roofs" and other sustainable energy and environmentally friendly building practices

Make use of green design technologies in creating environmentally friendly buildings. Look for opportunities for environmentally responsible zoning, especially in the construction of new developments. This may be in the form of green roofs, energy efficiency and other green building features.

Encourage businesses and business associations to maintain high-quality streetscape initiatives on major streets

Streetscape planning is an important part of preserving the character, uniqueness and value of the community. Improved streetscapes encourage pedestrian traffic and make the street seem more welcoming. It is important there be a unified design approach and appearance of major streets such as Halsted, Diversey, Broadway, Belmont, Clark, Addison, Lincoln and Southport.

A "canyonizaton" effect on commercial and mixed-use streets may result from combining lots to build larger structures and from new developments being built to the full extent of the allowable zoning. It is also important that streetscapes be planned to soften urban edges.

- Landscaping guidelines apply to all businesses including but not limited to franchises, professional spaces, restaurants, cafes, storefronts, parking lots and gas stations.
- Parking lots should adhere to the City of Chicago's landscape ordinance and be consistent with the streetscape.
- It is recommended that a tree-planting program be carried out where trees are missing on major streets such as Diversey, Halsted, Addison, Clark, Broadway, Belmont, Southport, Sheridan and Ashland. The area of Addison/Clark around Wrigley Field needs attention.
- If trees cannot be planted due to space considerations, hanging baskets and planters should be utilized.
- It is recommended that benches and decorative trash containers are included on pedestrian streets.

Areas that require attention:

- Street corners, especially on residential streets, could use planting vs. cement corners.
- Sidewalk areas and fence on the south side of Irving Park between Seminary and Clark.
- Sidewalk on the east side of Clark in front of the cemetary.

Develop an awareness program targeting landlords and property management companies regarding their responsibility to maintain parkways

The Department of Building and Public Affairs should add a section in the next printing of their brochure Landlords in Chicago on the responsibility to adhere to the new landscaping ordinance and to keep properties and parkways clean and attractive. This information could also be made available through the Ward offices as well as on city and community websites.

Work to "green" residential neighborhoods, block by block, through gardening clubs, block clubs and the Adopt a Street Program

We recommend neighborhood groups, schools, churches, and businesses work with CAPS to expand the "Adopt a Street" and Block Clubs Programs. These programs are another effective way to organize a beautification effort street by street. Community groups are also encouraged to develop gardening clubs to focus on neighborhood beautification projects.

Develop a plant-recycling program

Community representatives should be notified when the Alderman's office becomes aware of development areas where plants can be salvaged. The Alderman's office should maintain a contact list of designated community "point people" who would coordinate the transplanting of plants, shrubs, bushes and bulbs for use in their community projects.

Explore calming circles and street closures to create open space

Calming circles and street closures would add to community beautification and also manage the speed of neighborhood traffic. The Chicago Park District and the Department of Planning Study identified one lot of an abandoned railroad right of way located off Racine near School Street

Establish an area for a dog-friendly Park

As the number of dog licenses within the 44th Ward is among the highest in the city, there is a need to create a dog-park area similar to Wiggley Field, a successful community project in the 43rd Ward. The Chicago Park District has developed a step-by-step program for creating these community-driven, dogfriendly areas. Interested parties should visit the 44th Ward Web site or contact the Chicago Park District for more information in creating such a park within the ward.







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We are easily accessible by the Red, Purple, and Brown Line Trains at the Belmont Stop. In addition, we are accessible by the #77 Belmont Bus.

Monday-Thursday: 8:00 a.m. - 7:00 p.m. Friday: 8:00 a.m. - 5:00 p.m. Saturday: 8:00 a.m. - 12:00 p.m.