



Office of the City Clerk

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ATTACHMENT

PIN	STREET NUMBER	STREET DIRECTION	STREET NAME	STREET SUFFIX	UNIT NUMBER	CITY	ZIP	TAXPAYER NAME	TAXPAYER ADDRESS	TAXPAYER CITY	TAXPAYER ZIP
13364050010000		N	MILWAUKEE	AVE		CHICAGO	60647			CHICAGO IL	60642
133640400270000		N	MILWAUKEE	AVE		CHICAGO	60647			CHICAGO IL	60608
133640400280000		N	MILWAUKEE	AVE		CHICAGO	60647			CHICAGO IL	60608
133622500430000		N	MILWAUKEE	AVE		CHICAGO	60647			CHICAGO IL	60603
133622500440000		N	MILWAUKEE	AVE		CHICAGO	60647			CHICAGO IL	60616
133622500450000		N	MILWAUKEE	AVE		CHICAGO	60647			CHICAGO IL	60616
133621900180000		N	MILWAUKEE	AVE		CHICAGO	60647			DARIEN IL	60561
133621500440000		N	MILWAUKEE	AVE		CHICAGO	60647			CHICAGO IL	60618
133621500390000		N	MILWAUKEE	AVE		CHICAGO	60647			CHICAGO IL	60618
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133621500350000		N	MILWAUKEE	AVE		CHICAGO	60647			CHICAGO IL	60618
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133621800040000		N	MILWAUKEE	AVE		CHICAGO	60647			CHICAGO IL	60622
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13253260060000		N	MILWAUKEE	AVE		CHICAGO	60647			SHERMAN OAKS CA	91423
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13253150751001		N	MILWAUKEE	AVE	2S	CHICAGO	60647			CHICAGO IL	60647
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13262180990000		N	MILWAUKEE	AVE		CHICAGO	60618			CHICAGO IL	60618
13262170830000		N	MILWAUKEE	AVE		CHICAGO	60618			SAN DIEGO CA	92106
13262250030000		N	MILWAUKEE	AVE		CHICAGO	60618			CHICAGO IL	60618
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13261120570000	N	CENTRAL PARK	DR	CHICAGO 00000	CHICAGO IL	0
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13253220350000	N	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
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13253200780000	N	LINDEN	PL	CHICAGO 60647	CHICAGO IL	60647
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13362300280000	N	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
13362300310000	N	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
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13362300100000	N	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	80647
13262230321002	N	MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	80618
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13362200370000	N	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	80618
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13362200010000	N	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	80647
13362210690000	N	MAPLEWOOD	AVE	CHICAGO 60647	TARPON SPRGS FL	34688
13262230130000	N	MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	80618
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13261170050000	N	MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	80618
13362200120000	N	MILWAUKEE	AVE	CHICAGO 60647	MIAMI BEACH FL	33140
13362200020000	N	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	80646
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13361050370000	N	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	80647
13262140860000	N	MILWAUKEE	AVE	CHICAGO 60618	LINCOLNWOOD IL	60712
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13253150741001	N	MILWAUKEE	AVE	2S	CHICAGO 60647	CHICAGO IL	60647
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13262230321008	N	MILWAUKEE	AVE	P-11	CHICAGO 60618	CHICAGO IL	60625
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13361030461011	N	MILWAUKEE	AVE	P-2	CHICAGO 60647	CHICAGO IL	60647
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13361020140000	W	FULLERTON	AVE		CHICAGO 60647	CHICAGO IL	60647
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13361020290000	W	FULLERTON	AVE		CHICAGO 60647	CHICAGO IL	60647
13362200390000	N	MILWAUKEE	AVE		CHICAGO 60647	BLUE ISLAND IL	60406
13362300380000	N	MILWAUKEE	AVE		CHICAGO 60647	BLUE ISLAND IL	60406
13253150671005	N	MILWAUKEE	AVE	3N	CHICAGO 60647	CHICAGO IL	60647
13362300390000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60618
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13253140620000	S	SACRAMENTO	AVE		CHICAGO 60623	CHICAGO IL	60661
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13253140650000	S	SACRAMENTO	AVE		CHICAGO 60623	CHICAGO IL	60661
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13253140680000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60661
13361070890000	N	CALIFORNIA	AVE		CHICAGO 60647	CHICAGO IL	60661
13361030461001	N	MILWAUKEE	AVE	R-1	CHICAGO 60647	CHICAGO IL	60647
13361030461002	N	MILWAUKEE	AVE	R-2	CHICAGO 60647	CHICAGO IL	60647
13361030461003	N	MILWAUKEE	AVE	R-3	CHICAGO 60647	CHICAGO IL	60647
13253150671001	N	MILWAUKEE	AVE	1N	CHICAGO 60647	CHICAGO IL	60647
13253150691002	N	MILWAUKEE	AVE	1S	CHICAGO 60647	NORTHBROOK IL	60062
13253220310000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13262140961001	N	MILWAUKEE	AVE	2N	CHICAGO 60618	CHICAGO IL	60618
13262140961003	N	MILWAUKEE	AVE	3N	CHICAGO 60618	CHICAGO IL	60618
13262140981008	N	MILWAUKEE	AVE	4S	CHICAGO 60618	CHICAGO IL	60618
13362190030000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60614
13253210150000	N	MILWAUKEE	AVE		CHICAGO 60647	OAK PARK IL	60302
13253210170000	N	MILWAUKEE	AVE		CHICAGO 60647	OAK PARK IL	60302
13253210150000	N	MILWAUKEE	AVE		CHICAGO 60647	OAK PARK IL	60302
13253210140000	N	MILWAUKEE	AVE		CHICAGO 60647	OAK PARK IL	60302
13262220430000	N	MILWAUKEE	AVE		CHICAGO 60618	CHICAGO IL	60647
13253150380000	N	MILWAUKEE	AVE	G-3	CHICAGO 60647	CHICAGO IL	60647
13253150691008	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13253150691001	N	MILWAUKEE	AVE	1N	CHICAGO 60647	CHICAGO IL	60647
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13253260150000	N	MILWAUKEE	AVE		CHICAGO 60647	Chicago IL	60647
13362140220000	N	CALIFORNIA	AVE		CHICAGO 60647	CHICAGO IL	60647
13364040300000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13262260650000	N	MILWAUKEE	AVE		CHICAGO 60618	CHICAGO IL	60618
13264080210000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
133640404070000	W	ARMITAGE	AVE		CHICAGO 60647	CHICAGO IL	60647
13253150480000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13361030900000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13262220010000	N	MILWAUKEE	AVE		CHICAGO 60618	OAK BROOK IL	60523

13264080170000	N	N	MILWAUKEE	AVE	CHICAGO 60647	COLUMBUS OH	43218
13264080180000	N	N	MILWAUKEE	AVE	CHICAGO 60647	COLUMBUS OH	43218
13262230301001	N	1	MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	60618
13362300340000	N		MILWAUKEE	AVE	CHICAGO 60647	BUREANK IL	60459
13361050350000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
133640400250000	N		MILWAUKEE	AVE	CHICAGO 60647	ST LOUIS MO	63114
13364040340000	N		MILWAUKEE	AVE	CHICAGO 60647	ST LOUIS MO	63114
13364040220000	N		MILWAUKEE	AVE	CHICAGO 60647	ST LOUIS MO	63114
13364040210000	N		MILWAUKEE	AVE	CHICAGO 60647	ST LOUIS MO	63114
13364040200000	N		MILWAUKEE	AVE	CHICAGO 60647	ST LOUIS MO	63114
13261170060000	N	3RDFL	MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	60618
13364040290000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60618
13364040280000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60618
13262250540000	N		MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	60618
13361050360000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
13361050340000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
13361050330000	N	2N	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
13253150671003	N	PS	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
13262220441001	N	101	MILWAUKEE	AVE	CHICAGO 60618	WOODRIDGE IL	60517
13262160740000	N		MILWAUKEE	AVE	CHICAGO 60618	OAK BROOK IL	60523
13262230321004	N	2S	MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	60618
13262230341003	N	3	MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	60618
13253220340000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60613
13262230040000	N		MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	60618
13362300050000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60606
13362300060000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60606
13362300070000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60606
13362020500000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60602
13362020540000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60602
13362020530000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60602
13362020520000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60602
13262250070000	N		MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	60618
13361070890000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
13362300090000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60618
13362300180000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60618
13362300080000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60618
13362300910000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60618
13364040080000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60641
13364040310000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60641
13262250040000	N		MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	60622
13262230321006	N	3S	MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	60618
13264040040000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60618
13262160680000	N		MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	60614
13361070340000	N		MILWAUKEE	AVE	CHICAGO 60647	BURR RIDGE IL	60527
13253150691004	N	2S	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
13253150681007	N	Q-1	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
13262140890000	N		MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	60651
13361030130000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
13253150340000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
13253150320000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
13253150741002	N	2N	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
13262160710000	N		MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	60618
13253150741005	N	4S	MILWAUKEE	AVE	CHICAGO 60647	DALLAS TX	75220
13253150771003	N	3S	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
13262220441004	N	401	MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	60618
13362300040000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60606
13253150771002	N	2N	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
13264050040000	N		MILWAUKEE	AVE	CHICAGO 60647	OAK PARK IL	60302
13362020510000	N		MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60631
13253150771005	N	4S	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
13253150621006	N	3S	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647
13262230321003	N	2N	MILWAUKEE	AVE	CHICAGO 60618	CHICAGO IL	60618
13264060200000	N		MILWAUKEE	AVE	CHICAGO 60647	NORTHBROOK IL	60062
13362150480000	N		MILWAUKEE	AVE	CHICAGO 60647	SKOKIE IL	60077
13362150500000	N		MILWAUKEE	AVE	CHICAGO 60647	SKOKIE IL	60077
13361030461009	N	6	MILWAUKEE	AVE	CHICAGO 60647	CHICAGO IL	60647

13361030461010	N	MILWAUKEE	AVE	P-1	CHICAGO 60647	CHICAGO IL	60647
13262230301002	N	MILWAUKEE	AVE	2	CHICAGO 60618	CHICAGO IL	60618
13253150771004	N	MILWAUKEE	AVE	3N	CHICAGO 60647	CHICAGO IL	60647
13362180080000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13362190050000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13362190090000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13362190070000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13362190060000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13362190040000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13262230100000	N	MILWAUKEE	AVE		CHICAGO 60618	KENOSHA WI	53140
13262230100000	N	MILWAUKEE	AVE		CHICAGO 60618	KENOSHA WI	53140
13262150800000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60601
13362200410000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60601
13362200400000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60601
13253150760000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60618
13253150720000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60618
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13262140820000	N	MILWAUKEE	AVE		CHICAGO 60618	CHICAGO IL	60640
13262230120000	N	MILWAUKEE	AVE		CHICAGO 60618	CHICAGO IL	60618
13253260110000	N	MILWAUKEE	AVE		CHICAGO 60647	NORTHBROOK IL	60062
13361030461005	N	MILWAUKEE	AVE	2	CHICAGO 60647	CHICAGO IL	60647
13361030461013	N	MILWAUKEE	AVE	P-4	CHICAGO 60647	CHICAGO IL	60647
13364080260000	W	HOMER	ST		CHICAGO 60647	CHICAGO IL	60647
13364080520000	W	HOMER	ST		CHICAGO 60647	CHICAGO IL	60647
13361030461007	N	MILWAUKEE	AVE	4	CHICAGO 60647	CHICAGO IL	60647
13361030070000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60641
13361030060000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60641
13361030050000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60641
13361030481006	N	MILWAUKEE	AVE	3	CHICAGO 60647	CHICAGO IL	60647
13361030461014	N	MILWAUKEE	AVE	P-5	CHICAGO 60647	CHICAGO IL	60647
13261170010000	N	RIDGEWAY	AVE		CHICAGO 00000	CHICAGO IL	60630
13361030100000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13361030100000	N	MILWAUKEE	AVE	P-1	CHICAGO 60647	CHICAGO IL	60647
13253150891009	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13262220080000	N	MILWAUKEE	AVE		CHICAGO 60618	CHICAGO IL	60618
13262220420000	N	MILWAUKEE	AVE		CHICAGO 60618	CHICAGO IL	60618
13262180900000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60630
13361030120000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13361070870000	N	CALIFORNIA	AVE		CHICAGO 60647	CHICAGO IL	60647
13361070420000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13361070410000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13262160750000	N	MILWAUKEE	AVE		CHICAGO 60618	CHICAGO IL	60607
13261170100000	N	MILWAUKEE	AVE		CHICAGO 60618	HOUSTON TX	77056
13261170380000	N	MILWAUKEE	AVE		CHICAGO 60618	HOUSTON TX	77056
13361070380000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13361070380000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13361070370000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13361070360000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13264140020000	N	SAWYER	AVE		CHICAGO 60647	CHICAGO IL	60647
13264140010000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13253150660000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60618
13362300170000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60680
13362300160000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60680
13362300150000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60680
13362300140000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60680
13362300130000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60680
13362190120000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13362290410000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60680
13361050390000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60647
13262160700000	N	MILWAUKEE	AVE		CHICAGO 60618	CHICAGO IL	60646
13253150741007	N	MILWAUKEE	AVE	P1	CHICAGO 60647	CHICAGO IL	60602
13262170800000	N	MILWAUKEE	AVE		CHICAGO 60618	CHICAGO IL	60647
13262170820000	N	MILWAUKEE	AVE		CHICAGO 60618	CHICAGO IL	60647
13262170850000	N	MILWAUKEE	AVE		CHICAGO 60618	CHICAGO IL	60647
13262170840000	N	MILWAUKEE	AVE		CHICAGO 60618	CHICAGO IL	60647
13262170770000	N	MILWAUKEE	AVE		CHICAGO 60618	CHICAGO IL	60647
13262140630000	N	MILWAUKEE	AVE		CHICAGO 60618	CHICAGO IL	60618
13264150080000	N	MILWAUKEE	AVE		CHICAGO 60647	CHICAGO IL	60641

CHICAGO IL 60618

CHICAGO 60618
MILWAUKEE AVE
N

13262160760000

City Council Meeting JUNE 12, 2024

Thank You Mr. President,

Reporting for your Committee on Pedestrian and Traffic Safety for which a meeting was held on Wednesday, June 5th, 2024.

Before the Committee there were 177 items. There were 174 routine items that passed, as well as three amendments to the municipal code:

SO2024-0008597, which was substituted in committee, amending municipal code section 9-64-170 to allow pickup trucks or vans less than 8,000 pounds to park on North Elston Avenue in the 35th ward;

O2024-0008957, amending municipal code section 9-68-032 by including portions of East 31st Place, South Vernon Ave, and East 32nd Street in seasonal permit parking program in the 4th Ward; and

O2024-0007361, amending municipal code section 7-38-117 by disallowing mobile food vehicle stands at 200 S La Salle St in the 42nd Ward

All 177 items passed in committee.

If there are no objections, I move passage of these items by the first most favorable roll call vote from the Committee on _____, and the associated unsuccessful motion to reconsider the vote. [Pause for Mayor Johnson to accept motion].



DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

May 28, 2024

Chairperson and Members
Committee on Zoning, Landmarks and Building Standards
City Council of Chicago
121 North LaSalle Street
Chicago, IL 60602

Subject: Support for the Proposed Milwaukee Avenue Special Character Overlay District

Dear Chairperson and Committee Members,

The Chicago Department of Planning and Development (DPD) is pleased to express our strong support for the establishment of a Special Character Overlay District (SCOD) along Milwaukee Avenue between Western and Ridgeway avenues. A SCOD is a type of overlay zoning district that aims to reduce conflicts between new construction and existing development, encourage city beautification and conserve the character of the city's most unique neighborhoods. The proposed SCOD will include design guidelines that will help maintain and enhance the unique character and sense of place along Milwaukee Avenue. The guidelines provide specific standards for the rehabilitation of existing buildings and ensure new infill development is compatible and respectful of the existing built environment.

Milwaukee Avenue has served as one of the city's core commercial centers for nearly 150 years. The proposed Special Character Overlay District (SCOD) encompasses a critical two-mile stretch of this vibrant and diverse corridor, where over 1,000 new residential units have been added since 2000. This rapid development highlights the need for thoughtful urban planning that respects the area's historical and architectural significance.

Since December 2022, our department, in collaboration with Ald. Daniel La Spata (1st), Ald. Carlos Ramirez-Rosa (35th), and community stakeholders, has conducted extensive community engagement. This process included an online survey, key stakeholder interviews, working group sessions, and six community meetings that collectively engaged hundreds of community members and property owners.

In addition to design guidelines, the SCOD identifies 125 character buildings dating from the historic development of the corridor (c. 1870-1960) which represent approximately 55 percent of all buildings within the designated area. Despite the SCOD's limitations to prohibit demolitions, there is a strong community interest in preserving these character



DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF CHICAGO

buildings. Therefore, we are suggesting a new rule that requires anyone looking to demolish a character building to notify the local alderman at least thirty days before submitting a demolition permit application. This will give Aldermanic offices a chance to reach out to property owners and discuss potential preservation opportunities.

We respectfully urge the Committee on Zoning, Landmarks, and Building Standards to approve this proposal. By supporting the SCOD, we collectively affirm our dedication to thoughtful planning and development, ensuring that the unique character and sense of place of Milwaukee Avenue is maintained and enhanced.

Sincerely,

Ciere Boatright
Commissioner
Department of Planning and Development

May 14, 2024



MILWAUKEE AVENUE SPECIAL CHARACTER OVERLAY DISTRICT (SCOD)

Physical Characteristics and Criteria Eligibility

Introduction

Pursuant to Section 17-13-0502-A of the Chicago Zoning Ordinance, Applications to establish a special character overlay district must include *an in-depth written description of the physical characteristics and criteria eligibility of the neighborhood that necessitate the establishment of an overlay district*. The applicable criteria (factors) and findings are provided as follows, and were presented at two community meetings held on April 17 and April 18, 2024 in accordance with Section 17-13-0503 of the Chicago Zoning Ordinance

Physical Characteristics

History

Milwaukee Avenue has served as one of the city's core commercial centers for nearly 150 years, though its origins date to several hundred years earlier when it was established as a Native American trail. Native Americans inhabited this land for thousands of years before European settlement began in earnest during the early 1830s. Since its settlement by European immigrants and first-generation Chicagoans during the mid-1800s, the neighborhood's periods of growth and development were propelled by improvements in transportation infrastructure. First, the Northwestern Plank Road (known later as the Milwaukee Plank Road and then Milwaukee Avenue) opened in 1849 to connect Chicago with wheeling and approximately followed the path of present day Milwaukee Avenue. In 1869, the first major improvement to the community came in the form of the Chicago Boulevard System, a unified system of large parks connected by boulevards in an arc that surrounded what was then the City of Chicago. Together, the boulevards connected Humboldt Park in the west with the Lincoln Park. Commission's Diversey Parkway and Lincoln Park, situated along Lake Michigan. In the study area, a visual point of the boulevard system is Logan Square itself, located where Logan and Kedzie Boulevards and Milwaukee Avenue meet.

Following the Great Chicago Fire of 1871, the population of the area expanded rapidly as it remained outside of the boundaries of Chicago, and fire limits, where moderately priced frame houses were immediately available. Waves of settlement by Chicago's early immigrant population from Scandinavia and Germany in the area that would become Logan

May 14, 2024

Square and from Poland in present-day Avondale were catalyzed by Chicago's rapidly developing transit network outside of the central business district and the newly available, inexpensive housing to the north and south of Milwaukee Avenue. The area continued to thrive with the arrival of the Chicago & North Western Railway in 1873, which brought the community jobs and new industries, such as clothing and furniture. The following year, the Steinhouse's Citizen's Omnibus Line was established on Milwaukee Avenue and provided horse-drawn coaches from the central business district to North and Damen avenues. The growth of the 1870s also brought new demographic groups into the area. One of the most significant communities established was the Dawson Subdivision composed of 20 African American families centered around the Allen Church.

As the area continued to flourish toward the end of the 19th century, development extended north along Milwaukee Avenue following the Metropolitan West Side Elevated Railroad, which connected downtown with the West Side of the city. With the presence of the elevated line, new residential development appeared along the community's boulevards, and commercial enterprises flanked Milwaukee Avenue.

The rapid arrival of immigrants to Milwaukee Avenue along these new transportation lines generated an economic boom which made Milwaukee Avenue among the largest commercial districts in Chicago, outside of the Loop. By 1890, a small commercial center had formed at the intersection of Milwaukee and western Avenues. Soon commercial storefronts, including grocery stores, banks, drug stores, hardware stores, clothing, and bakeries, alongside social halls and entertainment venues, lined Milwaukee Avenue.

Beginning in the early 20th century with the advent of the automobile and continuing into the mid-20th century, repair shops, showrooms, and garages were constructed on Milwaukee Avenue, creating the third-largest concentration of automobile-oriented businesses in the city, along with South Michigan Avenue and Edgewater Motor Rows.

New development continued post-world war with an influx of Poles and Russian Jews, I followed by a boom in housing construction. By 1930, foreign-born residents constituted nearly 30% of the population, which had now reached 162,607 between Logan Square and Avondale. As waves of new immigrants arrived in the community, German, Scandinavian, and some earlier Polish residents began to move farther northwest into Irving Park, Portage Park, and Jefferson Park.

With the onset of the Great Depression in 1929, growth in the community was stifled as the population began to decline in the 1930s, and the built environment subsequently began to deteriorate. In the late 1950s, the construction of the Kennedy Expressway isolated portions of the community in the northeast which led to a further decline in population as residents moved away. In the following decade, the community saw the first signs of a resurgence that has lasted into the 21st century, spurred by the founding of the Logan Square Neighborhood Association, which focused on improving housing and community

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spirit in 1963. Also, beginning in the 1960s, the community's demographics began to shift following an influx of Hispanic immigrants from Puerto Rico, Cuba, South and Central America, and Mexico, helping to stabilize the area's population and contributing to its vibrancy and ethnic and economic diversity that continues to define the corridor's sense of place and character today.

Streetscape and public realm

Within the public realm, several consistent characteristics contribute to the corridor's distinct sense of place, including the streetwall, pedestrian infrastructure, streets and sidewalks, and open spaces and landscaping. Additionally, there are several local or building-specific characteristics that impact the public realm, including building lighting, building artwork, and signage.

Milwaukee Avenue's broader setting and site context are defined by the presence of a solid streetwall with few gaps, Milwaukee Avenue's streetwall is primarily comprised of low-rise buildings (one to three stories in height) and taller structures at primary intersections. The mixed-use buildings are densely clustered and have first-floor commercial/retail storefronts. While the integrity of the streetwall remains high, there are some gaps due to vacant lots, surface parking lots, and strip malls.

The streets and sidewalks of Milwaukee Avenue are pedestrian-focused, with narrower traffic lanes and protected and unprotected bike lanes. From Western to California Avenues, Milwaukee Avenue is approximately 45 feet wide, and from California to Central Park Avenues, it is approximately 40 feet wide, with protected bike lanes in the southern half of the study area. In each segment, approximately 12 to 14 feet of the overall street width is dedicated to onstreet parking, which runs parallel to Milwaukee Avenue. Sidewalk widths vary slightly throughout the study area, between 12 and 14 feet wide. The only deviation from this is the length of the sidewalk flanking Milwaukee Avenue through Logan Square Park, which is only nine feet wide. Additional infrastructure dedicated to pedestrians is composed of older concrete and wood benches and the standard "U" shaped bike racks that are located along Milwaukee Avenue. Newer bike racks have been added near California Avenue and between Western and Armitage Avenues. Protected bike lanes, flanking either side of Milwaukee Avenue, extend approximately from Armitage Avenue on the south to California Avenue on the north. Unprotected bike lanes continue farther north to Logan Boulevard. Many of the buildings are built to the public right-of-way property line (only 17 buildings, 7.2%, are set back from the public right-of-way).

As a commercial corridor defined by the built environment and presence of a solid streetwall, there are limited areas of open space (e.g., parks and plazas). Near the center of the study area, Milwaukee Avenue intersects with Logan and Kedzie boulevards. At the center of this intersection is the oval-shaped Logan Square, bifurcated by Milwaukee Avenue. Both the boulevards and square are landscaped with mature trees, saplings, and

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grass lawns. On the east side of the park is the historic Logan Square Comfort Station, a small one-story Tudor Revival building that abuts the public right-of-way. The west side of the square is composed of a formal plaza for the Centennial Monument.

Immediately to the northwest of Logan Square Park is the Paseo Prairie Community Garden, a small garden composed of raised planting beds between mature trees. Additional open spaces in the study area are Fireman's Park and Solidarity Triangle at the northeast and northwest corners of Diversey and Milwaukee avenues, respectively. Fireman's Park is defined by curving walkways encircling mature trees and formal planting beds, whereas Solidarity Triangle features Woodard Plaza with sweeping, low, concrete retaining walls with built in seating surrounded by flower beds and young trees.

Lastly, three sites immediately adjacent to the SCOD boundaries, located at the southwest corner of Sacramento Boulevard and Linden Place and the southwest corner of Milwaukee Avenue and Logan Square Boulevard (2550 N Milwaukee Ave./3127 W. Logan Blvd.), have been rezoned for public open space use and are in the planning process.

Building Types

Buildings along Milwaukee Avenue can be categorized first by their type and second by an architectural style. Building types have been organized by commercial and residential uses. Several commercial types have been identified, with the most predominant being the late-19th century/early 20th century, one- and two-story commercial building. The rarest types are the gable-front and false-front buildings, which reflect early to mid-19th-century frame building development in the corridor.

Commercial buildings are typically freestanding or joined by party walls, with the commercial business on the first floor and offices or residences above. The commercial building, as a form, almost always fits on its entire lot and is built to the sidewalk. In a traditional business district, commercial buildings are densely clustered together on small blocks, oriented to the street and sidewalk.

One residential building type was identified. This type is a mixed-use building with ground floor commercial and upper floor residential, which range in height from low-rise to mid-rise. The low-rise, multi-unit dwelling is the most common residential type in the corridor and follows a more traditional multi-unit dwelling form (e.g., flats) instead of traditional mixed-use building forms.

Character Buildings & Architectural Styles

During the creation of this document, buildings were evaluated for their contribution to the character of Milwaukee Avenue and were identified as character or non-character buildings. Buildings or districts previously designated as City of Chicago Landmarks are not included within the boundaries of the SCOD.

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Character buildings date from the historic development (c. 1870-1960) of the corridor and possess features that help define the physical attributes of the study area. These features may include original use, architectural style, building type, massing, scale, number of stories, building orientation, setting, materials, and architectural ornamentation at the primary facades. To date, this study has identified 125 character buildings.

Architectural styles are only documented for character buildings. Eleven styles were identified, ranging from popular Victorian Era styles to late-19th and early-20th century revival styles such as Romanesque Revival, Queen Anne, Late Classical Revival, and Beaux Arts Classicism to the modern styles of the mid-20th century, though the most predominant style identified was “Commercial Vernacular.”

The remaining buildings in the study area were identified as non-character buildings. These buildings are typically more recent buildings (built after the corridor’s historic development period) or are older buildings that have been highly altered and no longer possess its physical characteristics and character-defining features (e.g., materials, design, workmanship, etc.) that contribute to Milwaukee Avenue’s sense of place.

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Factors to be Considered

Section 17-13-0505 of the Chicago Zoning Ordinance states the following:

In reviewing an application for a special character overlay district amendment, the City Council Committee on Zoning, Landmarks and Building Standards must give consideration to all of the following factors:

17-13-0505-A *whether the property within the proposed special character overlay district meets the minimum requirements of Sec. [17-7-0602](#);*

17-13-0505-B *whether the proposed overlay district is consistent with Sec. [17-7-0601](#);*

17-13-0505-C *whether the existing zoning of the property would allow new development that is inconsistent with the unique characteristics within the proposed district;*

17-13-0505-D *the area's importance to the city's heritage or identity, whether comprehensive plans exist for the area and the nature of recent and planned public and private investment within the area;*

17-13-0505-E *whether supplemental special character overlay district regulations are needed to maintain the stability and unique character of the area or to promote development that is consistent with any adopted comprehensive plans or design guidelines for the area; and*

17-13-0505-F *the proportion of land within the district that would become nonconforming if the special character overlay district Amendment were approved.*

Each factor listed in Section 17-13-0505 is listed below along with findings explaining how each factor is satisfied.

Section 17-13-0505-A:

The property within the proposed special character overlay district meets the minimum requirements of Section 17-7-0602, Minimum Requirements: An area will be eligible for designation as a special character overlay district after a recommendation by the City Council Committee on Zoning, Landmarks and Building Standards if at the time of application it is located within any R, B, C, D or M district, and contains at least 4 contiguous acres of land area.

Findings:

The property within the proposed SCOD is located within R, B, and C districts and contains approximately 74 contiguous acres of land area.

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Section 17-13-0505-B:

The proposed overlay district is consistent with Section 17-7-0601, Purpose: The purpose of this section is to expressly authorize the establishment of special character overlay districts for neighborhoods that have unique or distinctive physical characteristics that are not generally present in other areas of the city, or to protect and guide development in areas that have distinctive neighborhood characteristics. Such unique or distinctive physical characteristics may come in the form of:

1. Size, shape or lot configurations that deviate greatly from the platting pattern found in other parts of the city;
2. Building types or architectural styles that conflict with base district standards, yet make a positive contribution to the physical character or livability of an area;
3. Environmental or other physical features that would prevent reasonable development under applicable zoning standards;
4. Identifiable and cohesive neighborhood unit possessing similar development patterns and physical characteristics (for example, building features, site design, land use patterns, and natural or streetscape characteristics); or
5. May be located adjacent (that is, as a buffer area) to an existing Chicago Landmark District.

The special zoning regulations that apply within special character overlay districts are intended to reduce conflicts between new construction and existing development, encourage city beautification and conserve the character of the city's most unique neighborhoods. Special character districts are not intended to serve as neighborhood-specific zoning rules that modify zoning standards merely because of dissatisfaction with development that complies with otherwise applicable standards. Such situations should be addressed through consideration of amendments to base district zoning standards that would apply citywide.

Findings:

The proposed SCOD is consistent with Section 17-7-0601, Purpose. This area demonstrates the following unique and distinctive physical characteristics.

1. Milwaukee Avenue is a diagonal street which results in a unique platting pattern and lot size, shape and configurations that deviate greatly from the platting pattern found in other parts of the city.
2. Milwaukee Avenue has served as one of the city's core commercial centers for nearly 150 years and encompasses an identifiable and cohesive neighborhood unit possessing similar development patterns and physical characteristics. For example:
 - a. Milwaukee Avenue features a consistent streetwall characterized by mainly late-19th century/early 20th century, one- and two-story mixed-use buildings with commercial storefronts on the ground floor,

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- punctuated by taller buildings at key intersections. Building footprints typically take up the entire lot and are built to the sidewalk.
- b. Eleven architectural styles are represented in the corridor, with the most predominant architectural being “Commercial Vernacular.”
 - c. 125 character buildings are identified within the SCOD, which date from the historic development (1870-1960) of the corridor and possess character-defining features including architectural style, building type, massing, scale, number of stories, building orientation, setting, materials, and architectural ornamentation at the primary facades.
3. The area is adjacent to two Chicago Landmark Districts: the Logan Square Boulevards District and the Milwaukee-Diversey-Kimball District.

The proposed SCOD design guidelines are intended to reduce conflicts between new construction and existing development, encourage city beautification and conserve the character of Milwaukee Avenue by providing illustrative guidance for rehabilitation, additions, alterations, and new construction. Driving the design guidelines are primary guiding principles developed based on the existing regulations, ordinances, and data collection, including fieldwork of existing conditions and community engagement. The guiding principles aim to enhance the historic and character-defining built environment of the district, encourage appropriate rehabilitation while supporting a maximization of height and density and compatible, but differentiated new construction through creative and contemporary designs that retains the pedestrian scale, building uses, and a strong sense of place.

Section 17-13-0505-C:

The existing zoning of the property would allow new development that is inconsistent with the unique characteristics within the proposed district.

Findings:

Milwaukee Avenue is widely known as the main commercial corridor for many Northwest Side neighborhoods, in part due to the prevalence of Business (B) and Commercial (C) zoning along the corridor. The predominant zoning types in the SCOD are as follows: B3: Community Shopping District, C1: Neighborhood Commercial District, B2: Neighborhood Mixed-Use District, and PD: Planned Development.

Since 2000, more than 1,000 new units have been delivered within the study area and since 2007 there have been 16 completed new construction projects within the study area. Most new developments have been approved through the Planned Development process. Section 17-8-0513 of the City of Chicago's Zoning Code

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requires planned development review and approval for any multi-unit residential development in a B/C-3 zoning district with 60 or more dwelling units.

Although there are citywide design guidelines such as The Neighborhood Design Guidelines which were adopted by Plan Commission in March 2022, there are no existing design guidelines which apply specifically to this area. The result has been several new developments that are perceived as inconsistent with the unique characteristics within the proposed district.

Based on input received from community meeting participants and survey participants, many recent developments were rated low for successfully fitting the building character and identify of Milwaukee Avenue. Specific concerns were raised regarding building materials, overbearing height and scale, no relation to the neighborhood and not matching community character.

Section 17-13-0505-D:

The area's importance to the city's heritage or identity, whether comprehensive plans exist for the area and the nature of recent and planned public and private investment within the area.

Findings:

The area's importance to the city's heritage or identity is exhibited by the following:

1. Milwaukee Avenue has served as one of the city's core commercial centers for nearly 150 years and its origins date to several hundred years earlier when it was established as a Native American trail. The Northwestern Plank Road opened in 1849 and approximately followed the path of present-day Milwaukee Avenue.
2. In 1869, construction began on the Chicago Boulevard System, a ring of parks and wide, planted-median boulevards. In the study area, a visual point of the boulevard system is Logan Square itself, located where Logan and Kedzie Boulevards and Milwaukee Avenue meet. The Logan Square Boulevards District was designated a Chicago Landmark in 2005.
3. Beginning in the early 20th century with the advent of the automobile and continuing into the mid-20th century, repair shops, showrooms, and garages were constructed on Milwaukee Avenue, creating the third-largest concentration of automobile-oriented businesses in the city, along with South Michigan Avenue and Edgewater Motor Rows.
4. Post-World War immigration waves, particularly from Poland and Russia, alongside a housing construction boom, significantly increased the area's population and cultural diversity. In 2022, Milwaukee Avenue was designated by the State of Illinois as a Polish Heritage Corridor, recognizing the rich cultural heritage of Polish Americans in the area.

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5. Beginning in the 1960s, the community's demographics began to shift following an influx of Hispanic immigrants from Puerto Rico, Cuba, South and Central America, and Mexico, helping to stabilize the area's population and contributing to its vibrancy and ethnic and economic diversity that continues to define the corridor's sense of place and character today.

The following comprehensive plans exist for the area:

1. The North Milwaukee Avenue Corridor Plan was adopted by the Chicago Plan Commission on Dec. 11, 2008, and covers approximately 0.75 miles of Milwaukee between Western and California avenues. The plan was drafted in response to increases in development pressure and identifies means to strengthen and enhance the corridor through preservation, renovation, and/or redevelopment and establishes the framework for private development projects as well as a basis for public improvement along the corridor.
2. The Logan Square Open Space Plan was adopted by the Chicago Plan commission in July 2004, and represents a collaborative effort to address the critical need for more and better-quality open spaces in Logan Square.

The following are examples of recent and planned public and private investment:

1. Since 2000, more than 1,000 new units have been delivered within the study area and since 2007 there have been 16 completed new construction projects within the study area. Milwaukee Avenue in Logan Square and Avondale will continue to experience development pressure for denser rental multifamily residential developments.
2. The Milwaukee Avenue reconstruction project, stretching from Logan Boulevard to Belmont Avenue and budgeted at \$27.4 million, is slated to commence in Spring 2024. This initiative includes pedestrian and cyclist improvements, bus stops, and upgrades to traffic signals, landscaping, and lighting. Milwaukee Avenue will be rerouted around Logan Square and the roads surrounding the square will be converted to two-way traffic and equipped with separated bike lanes. Kedzie Avenue north of Milwaukee will be rerouted to create a new public plaza adjacent to the Logan Square Blue Line station.
3. The vacant property at 2550 N. Milwaukee Avenue and 3127 W. Logan Boulevard has been rezoned for public open space and has secured funding in the amount of \$6 million for the creation of a new public plaza and open space. Construction is planned to start in the second quarter of 2025 and be completed in the second quarter of 2026.

Section 17-13-0505-E:

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Supplemental special character overlay district regulations are needed to maintain the stability and unique character of the area or to promote development that is consistent with any adopted comprehensive plans or design guidelines for the area.

Findings:

The proposed design guidelines are needed to maintain the stability and unique character of the area and to promote development that is consistent adopted comprehensive plans or design guidelines for the area.

Since 2000, more than 1,000 new units have been delivered within the study area and since 2007 there have been 16 completed new construction projects within the study area. The growth of residential density along Milwaukee Avenue in Logan Square and Avondale can be attributed to a combination of factors, including proximity to the Central Business District, access to public transit, and access to lifestyle and recreational amenities.

Milwaukee Avenue in Logan Square and Avondale will continue to experience development pressure for denser rental multifamily residential developments. Developers are likely to seek large available sites that are close to transit and are able to accommodate height and density that allows projects to be financially feasible.

The proposed SCOD design guidelines are needed to promote development that is consistent adopted comprehensive plans or design guidelines for the area. The North Milwaukee Avenue Corridor Plan was adopted by the Chicago Plan Commission on Dec. 11, 2008, and covers approximately 0.75 miles of Milwaukee Avenue between Western and California avenues. The plan was drafted in response to increases in development pressure and identifies means to strengthen and enhance the corridor through preservation, renovation, and/or redevelopment and establishes the framework for private development projects as well as a basis for public improvement along the corridor.

Section 17-13-0505-F:

The proportion of land within the district that would become nonconforming if the special character overlay district Amendment were approved.

Findings:

The proposed design guidelines are applicable solely in cases of exterior modifications that necessitate a building permit, new construction or external alterations tied to Zoning Map Amendment or Planned Development applications. As these guidelines do not extend to pre-existing buildings and properties outside these conditions, they will not result in nonconformities. Furthermore, the Zoning Administrator has the authority to approve administrative adjustments to waive or

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alter any design guideline, provided that the proposed modification aligns with the criteria outlined in the ordinance.

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MILWAUKEE AVENUE SPECIAL CHARACTER OVERLAY DISTRICT (SCOD)

Physical Characteristics and Criteria Eligibility

Introduction

Pursuant to Section 17-13-0502-A of the Chicago Zoning Ordinance, Applications to establish a special character overlay district must include *an in-depth written description of the physical characteristics and criteria eligibility of the neighborhood that necessitate the establishment of an overlay district*. The applicable criteria (factors) and findings are provided as follows, and were presented at two community meetings held on April 17 and April 18, 2024 in accordance with Section 17-13-0503 of the Chicago Zoning Ordinance

Physical Characteristics

History

Milwaukee Avenue has served as one of the city's core commercial centers for nearly 150 years, though its origins date to several hundred years earlier when it was established as a Native American trail. Native Americans inhabited this land for thousands of years before European settlement began in earnest during the early 1830s. Since its settlement by European immigrants and first-generation Chicagoans during the mid-1800s, the neighborhood's periods of growth and development were propelled by improvements in transportation infrastructure. First, the Northwestern Plank Road (known later as the Milwaukee Plank Road and then Milwaukee Avenue) opened in 1849 to connect Chicago with wheeling and approximately followed the path of present day Milwaukee Avenue. In 1869, the first major improvement to the community came in the form of the Chicago Boulevard System, a unified system of large parks connected by boulevards in an arc that surrounded what was then the City of Chicago. Together, the boulevards connected Humboldt Park in the west with the Lincoln Park. Commission's Diversey Parkway and Lincoln Park, situated along Lake Michigan. In the study area, a visual point of the boulevard system is Logan Square itself, located where Logan and Kedzie Boulevards and Milwaukee Avenue meet.

Following the Great Chicago Fire of 1871, the population of the area expanded rapidly as it remained outside of the boundaries of Chicago, and fire limits, where moderately priced frame houses were immediately available. Waves of settlement by Chicago's early immigrant population from Scandinavia and Germany in the area that would become Logan

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Square and from Poland in present-day Avondale were catalyzed by Chicago's rapidly developing transit network outside of the central business district and the newly available, inexpensive housing to the north and south of Milwaukee Avenue. The area continued to thrive with the arrival of the Chicago & North Western Railway in 1873, which brought the community jobs and new industries, such as clothing and furniture. The following year, the Steinhouse's Citizen's Omnibus Line was established on Milwaukee Avenue and provided horse-drawn coaches from the central business district to North and Damen avenues. The growth of the 1870s also brought new demographic groups into the area. One of the most significant communities established was the Dawson Subdivision composed of 20 African American families centered around the Allen Church.

As the area continued to flourish toward the end of the 19th century, development extended north along Milwaukee Avenue following the Metropolitan West Side Elevated Railroad, which connected downtown with the West Side of the city. With the presence of the elevated line, new residential development appeared along the community's boulevards, and commercial enterprises flanked Milwaukee Avenue.

The rapid arrival of immigrants to Milwaukee Avenue along these new transportation lines generated an economic boom which made Milwaukee Avenue among the largest commercial districts in Chicago, outside of the Loop. By 1890, a small commercial center had formed at the intersection of Milwaukee and western Avenues. Soon commercial storefronts, including grocery stores, banks, drug stores, hardware stores, clothing, and bakeries, alongside social halls and entertainment venues, lined Milwaukee Avenue.

Beginning in the early 20th century with the advent of the automobile and continuing into the mid-20th century, repair shops, showrooms, and garages were constructed on Milwaukee Avenue, creating the third-largest concentration of automobile-oriented businesses in the city, along with South Michigan Avenue and Edgewater Motor Rows.

New development continued post-world war with an influx of Poles and Russian Jews, I followed by a boom in housing construction. By 1930, foreign-born residents constituted nearly 30% of the population, which had now reached 162,607 between Logan Square and Avondale. As waves of new immigrants arrived in the community, German, Scandinavian, and some earlier Polish residents began to move farther northwest into Irving Park, Portage Park, and Jefferson Park.

With the onset of the Great Depression in 1929, growth in the community was stifled as the population began to decline in the 1930s, and the built environment subsequently began to deteriorate. In the late 1950s, the construction of the Kennedy Expressway isolated portions of the community in the northeast which led to a further decline in population as residents moved away. In the following decade, the community saw the first signs of a resurgence that has lasted into the 21st century, spurred by the founding of the Logan Square Neighborhood Association, which focused on improving housing and community

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spirit in 1963. Also, beginning in the 1960s, the community's demographics began to shift following an influx of Hispanic immigrants from Puerto Rico, Cuba, South and Central America, and Mexico, helping to stabilize the area's population and contributing to its vibrancy and ethnic and economic diversity that continues to define the corridor's sense of place and character today.

Streetscape and public realm

Within the public realm, several consistent characteristics contribute to the corridor's distinct sense of place, including the streetwall, pedestrian infrastructure, streets and sidewalks, and open spaces and landscaping. Additionally, there are several local or building-specific characteristics that impact the public realm, including building lighting, building artwork, and signage.

Milwaukee Avenue's broader setting and site context are defined by the presence of a solid streetwall with few gaps, Milwaukee Avenue's streetwall is primarily comprised of low-rise buildings (one to three stories in height) and taller structures at primary intersections. The mixed-use buildings are densely clustered and have first-floor commercial/retail storefronts, while the integrity of the streetwall remains high, there are some gaps due to vacant lots, surface parking lots, and strip malls.

The streets and sidewalks of Milwaukee Avenue are pedestrian-focused, with narrower traffic lanes and protected and unprotected bike lanes. From Western to California Avenues, Milwaukee Avenue is approximately 45 feet wide, and from California to Central Park Avenues, it is approximately 40 feet wide, with protected bike lanes in the southern half of the study area. In each segment, approximately 12 to 14 feet of the overall street width is dedicated to onstreet parking, which runs parallel to Milwaukee Avenue. Sidewalk widths vary slightly throughout the study area, between 12 and 14 feet wide. The only deviation from this is the length of the sidewalk flanking Milwaukee Avenue through Logan Square Park, which is only nine feet wide. Additional infrastructure dedicated to pedestrians is composed of older concrete and wood benches and the standard "U" shaped bike racks that are located along Milwaukee Avenue. Newer bike racks have been added near California Avenue and between western and Armitage Avenues. Protected bike lanes, flanking either side of Milwaukee Avenue, extend approximately from Armitage Avenue on the south to California Avenue on the north. Unprotected bike lanes continue farther north to Logan Boulevard. Many of the buildings are built to the public right-of-way property line (only 17 buildings, 7.2%, are set back from the public right-of-way).

As a commercial corridor defined by the built environment and presence of a solid streetwall, there are limited areas of open space (e.g., parks and plazas). Near the center of the study area, Milwaukee Avenue intersects with Logan and Kedzie boulevards. At the center of this intersection is the oval-shaped Logan Square, bifurcated by Milwaukee Avenue. Both the boulevards and square are landscaped with mature trees, saplings, and

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grass lawns. On the east side of the park is the historic Logan Square Comfort Station, a small one-story Tudor Revival building that abuts the public right-of-way. The west side of the square is composed of a formal plaza for the Centennial Monument.

Immediately to the northwest of Logan Square Park is the Paseo Prairie Community Garden, a small garden composed of raised planting beds between mature trees. Additional open spaces in the study area are Fireman's Park and Solidarity Triangle at the northeast and northwest corners of Diversey and Milwaukee avenues, respectively. Fireman's Park is defined by curving walkways encircling mature trees and formal planting beds, whereas Solidarity Triangle features Woodard Plaza with sweeping, low, concrete retaining walls with built in seating surrounded by flower beds and young trees.

Lastly, three sites immediately adjacent to the SCOD boundaries, located at the southwest corner of Sacramento Boulevard and Linden Place and the southwest corner of Milwaukee Avenue and Logan Square Boulevard (2550 N Milwaukee Ave./3127 W. Logan Blvd.), have been rezoned for public open space use and are in the planning process.

Building Types

Buildings along Milwaukee Avenue can be categorized first by their type and second by an architectural style. Building types have been organized by commercial and residential uses. Several commercial types have been identified, with the most predominant being the late-19th century/early 20th century, one- and two-story commercial building. The rarest types are the gable-front and false-front buildings, which reflect early to mid-19th-century frame building development in the corridor.

Commercial buildings are typically freestanding or joined by party walls, with the commercial business on the first floor and offices or residences above. The commercial building, as a form, almost always fits on its entire lot and is built to the sidewalk. In a traditional business district, commercial buildings are densely clustered together on small blocks, oriented to the street and sidewalk.

One residential building type was identified. This type is a mixed-use building with ground floor commercial and upper floor residential, which range in height from low-rise to mid-rise. The low-rise, multi-unit dwelling is the most common residential type in the corridor and follows a more traditional multi-unit dwelling form (e.g., flats) instead of traditional mixed-use building forms.

Character Buildings & Architectural Styles

During the creation of this document, buildings were evaluated for their contribution to the character of Milwaukee Avenue and were identified as character or non-character buildings. Buildings or districts previously designated as City of Chicago Landmarks are not included within the boundaries of the SCOD.

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Character buildings date from the historic development (c. 1870-1960) of the corridor and possess features that help define the physical attributes of the study area. These features may include original use, architectural style, building type, massing, scale, number of stories, building orientation, setting, materials, and architectural ornamentation at the primary facades. To date, this study has identified 125 character buildings.

Architectural styles are only documented for character buildings. Eleven styles were identified, ranging from popular Victorian Era styles to late-19th and early-20th century revival styles such as Romanesque Revival, Queen Anne, Late Classical Revival, and Beaux Arts Classicism to the modern styles of the mid-20th century, though the most predominant style identified was “Commercial Vernacular.”

The remaining buildings in the study area were identified as non-character buildings. These buildings are typically more recent buildings (built after the corridor’s historic development period) or are older buildings that have been highly altered and no longer possess its physical characteristics and character-defining features (e.g., materials, design, workmanship, etc.) that contribute to Milwaukee Avenue’s sense of place.

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Factors to be Considered

Section 17-13-0505 of the Chicago Zoning Ordinance states the following:

In reviewing an application for a special character overlay district amendment, the City Council Committee on Zoning, Landmarks and Building Standards must give consideration to all of the following factors:

17-13-0505-A *whether the property within the proposed special character overlay district meets the minimum requirements of Sec. [17-7-0602](#);*

17-13-0505-B *whether the proposed overlay district is consistent with Sec. [17-7-0601](#);*

17-13-0505-C *whether the existing zoning of the property would allow new development that is inconsistent with the unique characteristics within the proposed district;*

17-13-0505-D *the area's importance to the city's heritage or identity, whether comprehensive plans exist for the area and the nature of recent and planned public and private investment within the area;*

17-13-0505-E *whether supplemental special character overlay district regulations are needed to maintain the stability and unique character of the area or to promote development that is consistent with any adopted comprehensive plans or design guidelines for the area; and*

17-13-0505-F *the proportion of land within the district that would become nonconforming if the special character overlay district Amendment were approved.*

Each factor listed in Section 17-13-0505 is listed below along with findings explaining how each factor is satisfied.

Section 17-13-0505-A:

The property within the proposed special character overlay district meets the minimum requirements of Section 17-7-0602, Minimum Requirements: An area will be eligible for designation as a special character overlay district after a recommendation by the City Council Committee on Zoning, Landmarks and Building Standards if at the time of application it is located within any R, B, C, D or M district, and contains at least 4 contiguous acres of land area.

Findings:

The property within the proposed SCOD is located within R, B, and C districts and contains approximately 74 contiguous acres of land area.

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Section 17-13-0505-B:

The proposed overlay district is consistent with Section 17-7-0601, Purpose: The purpose of this section is to expressly authorize the establishment of special character overlay districts for neighborhoods that have unique or distinctive physical characteristics that are not generally present in other areas of the city, or to protect and guide development in areas that have distinctive neighborhood characteristics. Such unique or distinctive physical characteristics may come in the form of:

1. Size, shape or lot configurations that deviate greatly from the platting pattern found in other parts of the city;
2. Building types or architectural styles that conflict with base district standards, yet make a positive contribution to the physical character or livability of an area;
3. Environmental or other physical features that would prevent reasonable development under applicable zoning standards;
4. Identifiable and cohesive neighborhood unit possessing similar development patterns and physical characteristics (for example, building features, site design, land use patterns, and natural or streetscape characteristics); or
5. May be located adjacent (that is, as a buffer area) to an existing Chicago Landmark District.

The special zoning regulations that apply within special character overlay districts are intended to reduce conflicts between new construction and existing development, encourage city beautification and conserve the character of the city's most unique neighborhoods. Special character districts are not intended to serve as neighborhood-specific zoning rules that modify zoning standards merely because of dissatisfaction with development that complies with otherwise applicable standards. Such situations should be addressed through consideration of amendments to base district zoning standards that would apply citywide.

Findings:

The proposed SCOD is consistent with Section 17-7-0601, Purpose. This area demonstrates the following unique and distinctive physical characteristics.

1. Milwaukee Avenue is a diagonal street which results in a unique platting pattern and lot size, shape and configurations that deviate greatly from the platting pattern found in other parts of the city.
2. Milwaukee Avenue has served as one of the city's core commercial centers for nearly 150 years and encompasses an identifiable and cohesive neighborhood unit possessing similar development patterns and physical characteristics. For example:
 - a. Milwaukee Avenue features a consistent streetwall characterized by mainly late-19th century/early 20th century, one- and two-story mixed-use buildings with commercial storefronts on the ground floor,

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- punctuated by taller buildings at key intersections. Building footprints typically take up the entire lot and are built to the sidewalk.
- b. Eleven architectural styles are represented in the corridor, with the most predominant architectural being “Commercial Vernacular.”
 - c. 125 character buildings are identified within the SCOD, which date from the historic development (1870-1960) of the corridor and possess character-defining features including architectural style, building type, massing, scale, number of stories, building orientation, setting, materials, and architectural ornamentation at the primary facades.
3. The area is adjacent to two Chicago Landmark Districts: the Logan Square Boulevards District and the Milwaukee-Diversey-Kimball District.

The proposed SCOD design guidelines are intended to reduce conflicts between new construction and existing development, encourage city beautification and conserve the character of Milwaukee Avenue by providing illustrative guidance for rehabilitation, additions, alterations, and new construction. Driving the design guidelines are primary guiding principles developed based on the existing regulations, ordinances, and data collection, including fieldwork of existing conditions and community engagement. The guiding principles aim to enhance the historic and character-defining built environment of the district, encourage appropriate rehabilitation while supporting a maximization of height and density and compatible, but differentiated new construction through creative and contemporary designs that retains the pedestrian scale, building uses, and a strong sense of place.

Section 17-13-0505-C:

The existing zoning of the property would allow new development that is inconsistent with the unique characteristics within the proposed district.

Findings:

Milwaukee Avenue is widely known as the main commercial corridor for many Northwest Side neighborhoods, in part due to the prevalence of Business (B) and Commercial (C) zoning along the corridor. The predominant zoning types in the SCOD are as follows: B3: Community Shopping District, C1: Neighborhood Commercial District, B2: Neighborhood Mixed-Use District, and PD: Planned Development.

Since 2000, more than 1,000 new units have been delivered within the study area and since 2007 there have been 16 completed new construction projects within the study area. Most new developments have been approved through the Planned Development process. Section 17-8-0513 of the City of Chicago's Zoning Code

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requires planned development review and approval for any multi-unit residential development in a B/C-3 zoning district with 60 or more dwelling units.

Although there are citywide design guidelines such as The Neighborhood Design Guidelines which were adopted by Plan Commission in March 2022, there are no existing design guidelines which apply specifically to this area. The result has been several new developments that are perceived as inconsistent with the unique characteristics within the proposed district.

Based on input received from community meeting participants and survey participants, many recent developments were rated low for successfully fitting the building character and identify of Milwaukee Avenue. Specific concerns were raised regarding building materials, overbearing height and scale, no relation to the neighborhood and not matching community character.

Section 17-13-0505-D:

The area's importance to the city's heritage or identity, whether comprehensive plans exist for the area and the nature of recent and planned public and private investment within the area.

Findings:

The area's importance to the city's heritage or identity is exhibited by the following:

1. Milwaukee Avenue has served as one of the city's core commercial centers for nearly 150 years and its origins date to several hundred years earlier when it was established as a Native American trail. The Northwestern Plank Road opened in 1849 and approximately followed the path of present-day Milwaukee Avenue.
2. In 1869, construction began on the Chicago Boulevard System, a ring of parks and wide, planted-median boulevards. In the study area, a visual point of the boulevard system is Logan Square itself, located where Logan and Kedzie Boulevards and Milwaukee Avenue meet. The Logan Square Boulevards District was designated a Chicago Landmark in 2005.
3. Beginning in the early 20th century with the advent of the automobile and continuing into the mid-20th century, repair shops, showrooms, and garages were constructed on Milwaukee Avenue, creating the third-largest concentration of automobile-oriented businesses in the city, along with South Michigan Avenue and Edgewater Motor Rows.
4. Post-World War immigration waves, particularly from Poland and Russia, alongside a housing construction boom, significantly increased the area's population and cultural diversity. In 2022, Milwaukee Avenue was designated by the State of Illinois as a Polish Heritage Corridor, recognizing the rich cultural heritage of Polish Americans in the area.

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5. Beginning in the 1960s, the community's demographics began to shift following an influx of Hispanic immigrants from Puerto Rico, Cuba, South and Central America, and Mexico, helping to stabilize the area's population and contributing to its vibrancy and ethnic and economic diversity that continues to define the corridor's sense of place and character today.

The following comprehensive plans exist for the area:

1. The North Milwaukee Avenue Corridor Plan was adopted by the Chicago Plan Commission on Dec. 11, 2008, and covers approximately 0.75 miles of Milwaukee between Western and California avenues. The plan was drafted in response to increases in development pressure and identifies means to strengthen and enhance the corridor through preservation, renovation, and/or redevelopment and establishes the framework for private development projects as well as a basis for public improvement along the corridor.
2. The Logan Square Open Space Plan was adopted by the Chicago Plan commission in July 2004, and represents a collaborative effort to address the critical need for more and better-quality open spaces in Logan Square.

The following are examples of recent and planned public and private investment:

1. Since 2000, more than 1,000 new units have been delivered within the study area and since 2007 there have been 16 completed new construction projects within the study area. Milwaukee Avenue in Logan Square and Avondale will continue to experience development pressure for denser rental multifamily residential developments.
2. The Milwaukee Avenue reconstruction project, stretching from Logan Boulevard to Belmont Avenue and budgeted at \$27.4 million, is slated to commence in Spring 2024. This initiative includes pedestrian and cyclist improvements, bus stops, and upgrades to traffic signals, landscaping, and lighting. Milwaukee Avenue will be rerouted around Logan Square and the roads surrounding the square will be converted to two-way traffic and equipped with separated bike lanes. Kedzie Avenue north of Milwaukee will be rerouted to create a new public plaza adjacent to the Logan Square Blue Line station.
3. The vacant property at 2550 N. Milwaukee Avenue and 3127 W. Logan Boulevard has been rezoned for public open space and has secured funding in the amount of \$6 million for the creation of a new public plaza and open space. Construction is planned to start in the second quarter of 2025 and be completed in the second quarter of 2026.

Section 17-13-0505-E:

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Supplemental special character overlay district regulations are needed to maintain the stability and unique character of the area or to promote development that is consistent with any adopted comprehensive plans or design guidelines for the area.

Findings:

The proposed design guidelines are needed to maintain the stability and unique character of the area and to promote development that is consistent adopted comprehensive plans or design guidelines for the area.

Since 2000, more than 1,000 new units have been delivered within the study area and since 2007 there have been 16 completed new construction projects within the study area. The growth of residential density along Milwaukee Avenue in Logan Square and Avondale can be attributed to a combination of factors, including proximity to the Central Business District, access to public transit, and access to lifestyle and recreational amenities.

Milwaukee Avenue in Logan Square and Avondale will continue to experience development pressure for denser rental multifamily residential developments. Developers are likely to seek large available sites that are close to transit and are able to accommodate height and density that allows projects to be financially feasible.

The proposed SCOD design guidelines are needed to promote development that is consistent adopted comprehensive plans or design guidelines for the area. The North Milwaukee Avenue Corridor Plan was adopted by the Chicago Plan Commission on Dec. 11, 2008, and covers approximately 0.75 miles of Milwaukee Avenue between Western and California avenues. The plan was drafted in response to increases in development pressure and identifies means to strengthen and enhance the corridor through preservation, renovation, and/or redevelopment and establishes the framework for private development projects as well as a basis for public improvement along the corridor.

Section 17-13-0505-F:

The proportion of land within the district that would become nonconforming if the special character overlay district Amendment were approved.

Findings:

The proposed design guidelines are applicable solely in cases of exterior modifications that necessitate a building permit, new construction or external alterations tied to Zoning Map Amendment or Planned Development applications. As these guidelines do not extend to pre-existing buildings and properties outside these conditions, they will not result in nonconformities. Furthermore, the Zoning Administrator has the authority to approve administrative adjustments to waive or

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alter any design guideline, provided that the proposed modification aligns with the criteria outlined in the ordinance.



Office of the City Clerk

The following pages were submitted to the Office of the City Clerk as part of this legislative document. The pages are not viewable on the public website or other public reports because they contain personal information not suitable for publication. The pages are considered a redacted portion of the entire legislative document.



ATTACHMENT

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