AVONDALE NEIGHBORHOOD PLAN
EXISTING CONDITIONS REPORT

DRAFT

October 2022



Chicago Metropolitan Agency for Planning

ACKNOWLEDGMENTS

This Existing Conditions Report for the Avondale Neighborhood Plan is the cumulative effort of many individuals, including residents and stakeholders who participated in surveys, public meetings, and workshops, as well as provided time and expertise to identify community values and priorities, planning issues, and policies to help successfully complete this report. The project partners would like to thank everyone who worked with the project team to identify and address the specific challenges and opportunities that will impact the future of Avondale.

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EXECUTIVE **SUMMARY**

In July 2019, the Avondale Neighborhood Association, with support from the Chicago Metropolitan Agency for Planning (CMAP), initiated a two-year process to prepare the community's first Neighborhood Plan. The Plan establishes a long-term vision for Avondale's growth and development. It will provide planning policies related to the community's land use, housing, transportation mobility, commercial districts, parks, and community facilities. This Existing Conditions Report provides a summary and snapshot of the community's conditions and characteristics related to its community facilities, demographics, land use and zoning, market potential, the transportation network, parks, open spaces, and other infrastructure systems. In addition, the report summarizes community outreach and additional technical information necessary for understanding key planning issues and concerns. The Report serves as the foundation for Comprehensive Plan goals and strategies.

Avondale is a working-class neighborhood on Chicago's northwest side. Avondale has a rich history of polish and recent Latino immigrant migration. Its proximity to multimodal transportation options, parks, open spaces, and employment centers bolsters its potential as a desirable location for residential and commercial investment. However, like many other Chicago neighborhoods, Avondale faces housing affordability challenges, disinvested corridors, unattractive business vacancies, and transportation safety concerns.

To date, almost 3832 residents and stakeholders have contributed their input to the neighborhood plan process. The outreach and engagement process has entailed close coordination with the Avondale Neighborhood Association (ANA) and the Steering Committee to emphasize a broad-based inclusion of the community. The outreach process has included meetings with the steering committee, confidential interviews with key community leaders, a public kick-off meeting, a focus group with property owners and local businesses, an online survey, and social media campaign, as well as other targeted outreach activities such as Avondale's youth from the local schools. Outreach activities will continue during the planning process.

The engagement process has highlighted several recurring themes that include a need to maintain a variety of housing options, commercial corridor revitalization, a shared community vision for community branding, and active transportation investments. Most participants expressed a desire to maintain the rich cultural history and heritage of the neighborhood but had also expressed health and nuisance concerns related to those uses.

Longtime residents reported their desire to preserve the close-knit and diverse culture that exists in their community. Gentrification and displacement were identified as priority concerns with the need to maintain housing affordability. Stakeholders mentioned the need to support local businesses, particularly along west Milwaukee, and prioritize economic development along main commercial corridors. Safety for those walking and biking in the neighborhood is a primary concern, particularly along high-traffic corridors like Kedzie and Belmont Avenue. Many people would like to see designated bike lanes, access to river trails for active transportation, and streetscape improvements for pedestrians. Community-based programming for all ages was also a key priority for many residents.

SECTION 1
INTRODUCTION

Through CMAP's Local Technical Assistance (LTA) program, ANA is developing a neighborhood plan for the Avondale community area. CMAP, in partnership with DPD, will assist staff in completing this process. About the Neighborhood Plan. Avondale has not had its own plan to guide development in ways that align with community priorities. The Avondale Neighborhood Plan will establish a shared vision of the community's desired physical environment and outline the process by which the community can realize that vision. The neighborhood plan will guide elected officials, city staff, residents, business owners, potential investors, and public agencies, allowing each to make informed decisions about community development that affects land use, transportation, infrastructure, and capital improvements in Avondale. In addition to serving as a framework for future reinvestment and development in the community, the plan will explore and promote new opportunities that reflect changes in the community and the surrounding socio-economic landscape.

What is a neighborhood plan?

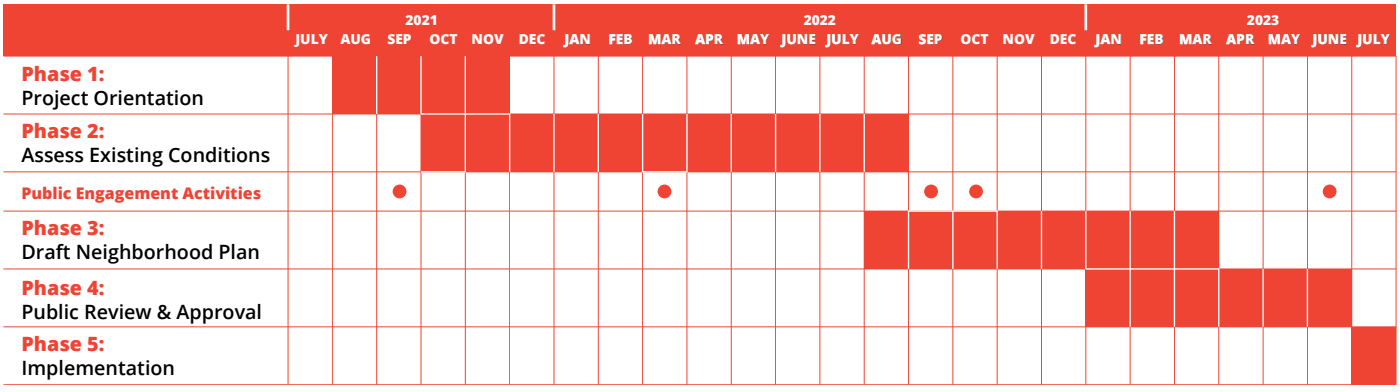
A neighborhood plan establishes a 5 to 10-year vision of a community and outlines the process by which the community can realize that vision. In addition to serving as a framework for future reinvestment and redevelopment in the community, the plan seeks to explore and promote new opportunities that reflect changes in the community and the surrounding socio-economic landscape.

New developments could affect land use, transportation, infrastructure, and capital improvements within the Avondale community. This plan should be considered flexible and able to adapt to change. The plan is recommended to be reviewed every 5 to 10 years to ensure the document remains relevant. The plan can be updated anytime to better match shifting local needs, interests, and opportunities.

Planning process

The Avondale Neighborhood Plan will result from a multi-step planning process primarily comprising extensive community outreach, visioning, and drafting plan recommendations. The process is expected to last approximately 18-24 months. This planning process has been crafted with assistance from ANA and DPD. The process has been designed to include residents, stake stakeholders' business owners' input throughout.

Avondale Neighborhood Plan Timeline



Purpose of the Existing Conditions Report

The Existing Conditions Report (ECR) documents eight months of research, analysis, and outreach activities. It is an overview of the current conditions in the study area and will be used as a tool to provide direction for the recommendations in the final neighborhood plan. An accurate understanding of the study area's existing conditions is necessary to develop an appropriate and effective plan that addresses current and future concerns. This ECR – representing a synthesis of research, analysis, and public outreach activities – provides an overview of current conditions in the area. This report is designed to provide a collaborative starting point from which to move forward with the community in developing a shared vision for Avondale.

Avondale needs a neighborhood plan

Avondale is a working-class neighborhood located on Chicago's northwest side. Throughout its long history, Avondale has served as an important job center, with significant portions of its land designated for industrial activity. Its strong transportation network and proximity to the North Branch of the Chicago River speak to the neighborhood's history as a thriving industrial center. Today, Avondale's location continues to play an important role. Its proximity to multimodal transportation options, parks, open space, and regional economic centers bolsters Its potential as a desirable residential and commercial investment location. However, like many neighborhoods in Chicago, Avondale faces the uncertainty of housing affordability and options, disinvested corridors, and unattractive vacancies.

Avondale has not had its own plan to guide development in ways that align with community priorities. The neighborhood plan will help establish a unified vision of what the community aspires to be and provide a roadmap to achieve that vision. This vision will help ANA inspire to produce a neighborhood plan that builds upon the community's valuable assets and past and current planning efforts to complement and continue these endeavors. The Avondale community will be the focus of the plan, but the plan will also acknowledge planning activities in adjacent communities, including Logan Square, Hermosa, and Irvin Park. Key areas of emphasis for the plan include but are not limited to equitable transit-oriented development, revitalization of commercial corridors, transportation safety, industrial corridors, and climate resilience.

Next steps

The ECR is an interim document that will be presented to ANA, the Steering Committee, and the public for review and discussion. The next step in the planning process will be for the community to develop a shared vision for the study area. CMAP and ANA will conduct a visioning workshop with neighborhood residents, business owners, and elected officials to gather additional input on desired outcomes and establish a vision that builds on an understanding of issues and opportunities facing the area provided by the ECR. The results of the public workshop and the information compiled in the report will guide the development of the Avondale Neighborhood Plan and its recommendations.

Avondale and the ON TO 2050 regional plan

Local autonomy over land use decisions requires communities to take responsibility for how those decisions shape a community's livability and impact on neighboring communities and the region. As part of the Chicago region, the neighborhood of Avondale and the larger City of Chicago influence and are influenced by the region. The cumulative choices of Chicago and 284 other municipalities, and seven counties determine our region's quality of life and economic prosperity.

Adopted in October 2018, the ON TO 2050 regional plan presents a collective vision for the future of the Chicago region and identifies steps for stakeholders across the region to take to achieve that vision. ON TO 2050 focuses on the need to grow our economy through the opportunity for all (Inclusive Growth), prepare for rapid changes (Resilience), and carefully target resources to maximize benefit (Prioritized Investment). The plan guides transportation investments and frames regional priorities on development, the environment, the economy, and other issues affecting the quality of life.

Other relevant plans & studies

In creating the ECR, several existing plans and studies have been reviewed. These documents were created by various organizations, including the City of Chicago, CMAP, and other organizations. While all documents have been reviewed, not all are summarized in this document or directly referenced in the ECR. Where appropriate, individual plans and studies have been noted in the narrative when directly relevant to a particular topic. Relevant data and concepts have also been collected from previous plans and studies and inserted or cited in this report. The following plans and studies were included in this review.



Housing

- City of Chicago, One Chicago: Housing Strategies for a Thriving City, Five Year Housing Plan, 2019-2023.

Economic development

- City of Chicago, Chicago Sustainable Industries: A Business Plan for Manufacturing, 2013.
- World Business Chicago, A Plan for Economic Growth and Jobs, 2012.
- City of Chicago, Chicago Sustainable Industries, 2011.
- City of Chicago, Chicago Railroad Economic Opportunities Plan, 2011.
- Chicago Department of Planning Milwaukee Corridor Study 2016

Community facilities

- City of Chicago, Healthy Chicago 2.0, 2022.
- City of Chicago, Citywide Retail Market Analysis, 2013.
- City of Chicago, Cultural Plan, 2012.

Transportation

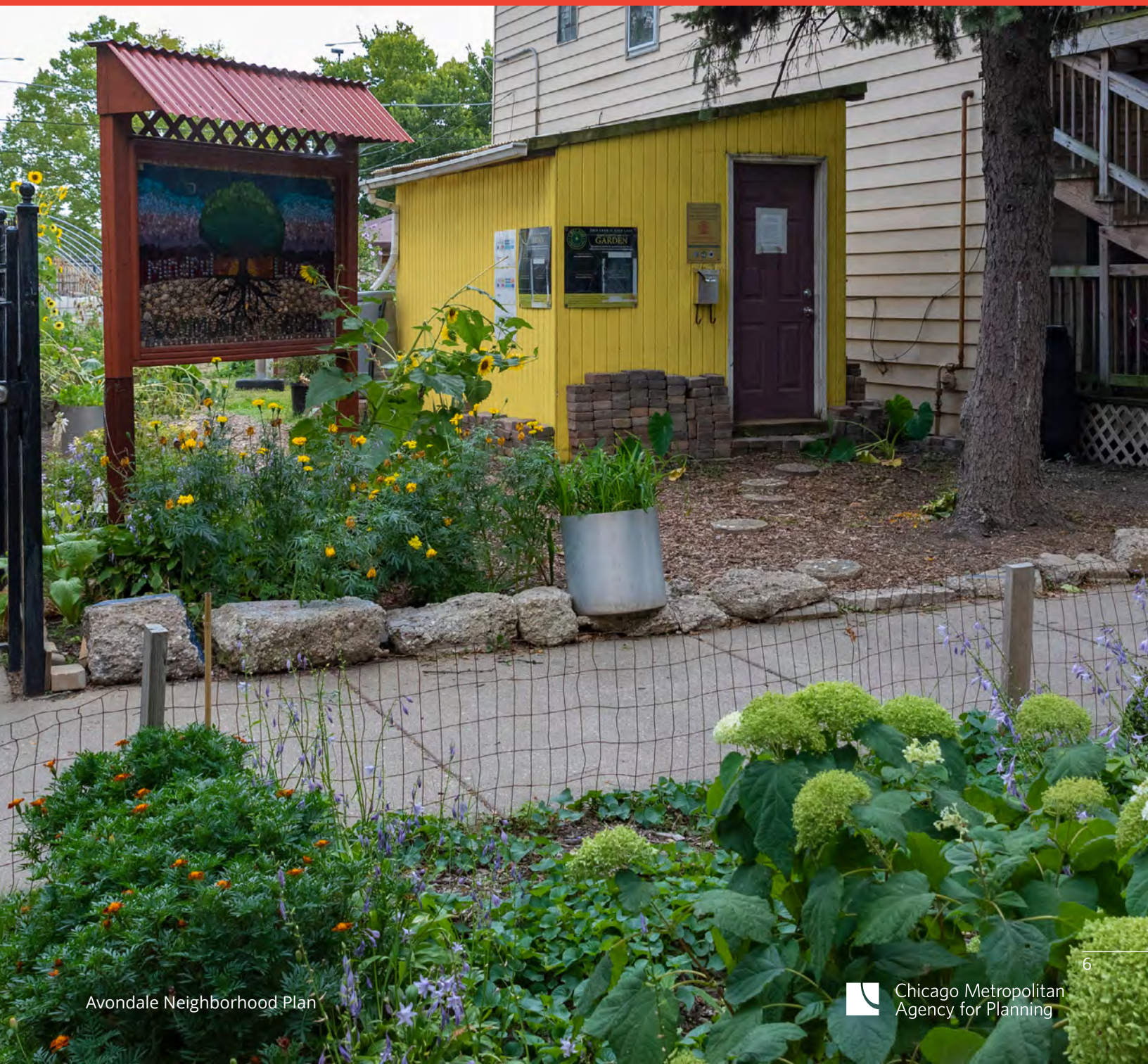
- Cook County, Connecting Cook County: 2040 Long Range Transportation Plan, 2016.
- City of Chicago, Complete Streets Design Guidelines, 2013.
- City of Chicago, Sustainable Urban Infrastructure Guidelines, 2013.
- Chicago Transit Authority, Transit Friendly Development Guide: Station Area Typology, 2009.

Environment

- Chicago River Design Guidelines, 2019.
- U.S. Army Corps of Engineers, Bubbly Creek Ecosystem Restoration Feasibility Study, 2015.
- Chicago River Project Plan, Chicago Metropolitan Planning Council, 2016.

SECTION 2

COMMUNITY ENGAGEMENT AND OUTREACH TO-DATE



The outreach and engagement process has entailed close coordination with ANA and the Steering Committee to emphasize a broad-based inclusion of the community. Activities included meetings with the Steering Committee, confidential interviews with key community leaders, a public kick-off meeting, a focus group with property owners and local businesses, an online survey, social media, and other targeted outreach activities. Outreach activities will continue during the planning process. Since the formal planning process started, 3,938 residents and stakeholders have participated (see Table 3.1). The following outreach and engagement summary in Appendix 1 provides a summary of what has been done so far.

Public Engagement Activities	Number of Participants
1st Steering Committee Meeting	15
Stakeholder Interviews	25
Public Kick-off Meeting	106
Engagement HQ Community Website visits	2700
Webpage interactive comments	310
Completed online Survey online	462
Hard Copies of Spanish and Polish Surveys	50
Business Focus Groups	28
Youth Engagement	242
Total	3832

How We Involved the Community

Steering committee

The Steering Committee provides guidance and feedback on existing issues and opportunities, develops central goals, reviews plan documents, and identifies stakeholders who should be involved in the planning process. Composed of individuals representing a wide variety of interests and perspectives, the Steering Committee members include President of Neighborhood Association (ANA) Liz Muscare, Zoning Chair Melissa Toops, Douglas Pettay, Brittain Ayres, Jonathan Meyer, Rodger Cooley, Mikaela Meza, Christina Schleich, Nicholas Katsafados, Antwan Ahmed, Jessica Wobbekind, Jason DaWayne Smith, Brian Castro, and Daniel Pogorzelski,

First steering committee meeting

The first steering committee meeting was held on October 14, 2021, at the Avondale Park Fieldhouse to provide background on CMAP and the planning process and begin a conversation about Avondale's specific issues. The Steering Committee discussed the community's strengths and what they would like to see addressed in the plan. The neighborhood's strengths include cultural diversity, a strong sense of community, many types of architecture, and access to transportation. Steering Committee members described Avondale as “well connected” and value the access to the interstate and public transit. Concerns were also mentioned, including the need to develop a concerted vision for what Avondale wants to become to help guide future investment and development decisions.

Stakeholder interviews

In order to gain further insight into the issues and opportunities in Avondale, CMAP staff conducted interviews with 25 individuals from various backgrounds throughout the community. These individuals ranged from institutional neighborhood leaders to business owners. While the conversations were designed to be confidential to promote open dialogue, several broad themes emerged. Collectively, these stakeholders brought up many needs and challenges, ranging from transparency in development decisions to reinvestment of commercial corridors, housing affordability, and environmental and air quality improvement. Their input helped frame the report's direction and guide areas for additional inquiry and research.

Public kickoff-meeting

In order to initiate the public's involvement in the planning process, a workshop was held to hear from residents and stakeholders. The public kick-off meeting was held on March 8, 2022, from 6:30 to 8:00 p.m. at Avondale-Logandale Elementary, with over 100 people in attendance, including several members of the Steering Committee. Participants learned about the planning process through a brief presentation by CMAP. They discussed the following communized questions with neighbors in small groups: See Appendix for full Outreach summary and list of questions asked at each station. Participants were divided into five small groups with maps to identify shared priorities for the future of Avondale. Each group had a facilitator, and participants were asked to locate their responses to the questions on the map using colored dots. Materials were available in English, Spanish, and Polish. In the appendix you will find the summary of what residents and stakeholders identified as areas of strength, challenges, and opportunity.

Engagement HQ online survey

To be as inclusive as possible and reach a broader audience, CMAP also developed an interactive website to engage people who could not attend meetings. Spanish and Polish versions of the survey were also created to reach participants with limited English proficiency. This online tool serves to educate the community about the project's purpose and priorities and preferred choices to address issues in and around Avondale. As of July 2022, the website received over 2,131 visits, with 462 people leaving detailed comments on the challenges, priorities, and opportunities for various issues in Avondale. The interactive survey launched in October 2021 and closed on June 2022.

Online mapping tool

The engagement process has highlighted a number of recurring themes that include a need to maintain a variety of housing options, commercial corridor revitalization, a shared community vision for the community branding, and active transportation investments. Most participants expressed a desire to maintain the industrial heritage of the neighborhood but had also expressed health and nuisance concerns related to those uses. The interstate rose as a major concern related to environmental quality and highlighted the need for more green space. The community envisions a new direction for the commercial corridor vacancies and sees public engagement in the development process as essential to realizing that vision.

Focus group with business and property owners

Three business focus groups were held on May 24, 2022, at Metropolitan Brewing, May 27, 2022, at Sit Means Sit Dog Training, and June 29, 2022, at Revolution Brewing. In the focus groups, 28 local business owners and residents engaged in Avondale businesses detailed their priorities for the local business community.

Youth engagement via local schools

The youth focus groups were conducted on May 31st, 2022, at the Federico Garcia Lorca Elementary School Career Fair and on June 6th, 2022, in Frank W. Reilly School classrooms. A total of 242 students participated. The goal of these focus groups was to garner feedback from young people in Avondale on various topics. Such as transportation issues and opportunities. How students get to school, places in Avondale they enjoy and places they feel unsafe, and assets and areas of improvement for the neighborhood.

Public events

Due to Covid 19, Avondale had not had many community events during the first 12 months of the project. As it becomes safer to attend community events, the CMAP team will attend events and promote the neighborhood plan and continue to garner information about the communities' issues and opportunities.

Listening meetings

To reach a broad range of participants, especially those unable to attend previous outreach events, CMAP staff participated in a meeting with local community organization 35th Ward United at Reggie's with local activists and residents on issues and opportunities for the community.

Project web page and social media

A project webpage for the plan is located under CMAP's LTA program webpage. The project page introduces the plan and study area and details the planning process, public engagement, plan timeline, and project partners with contact information. CMAP Staff developed a social media campaign to promote the project, engage a broader audience, and provide links to interactive engagement efforts to expand upon traditional community engagement methods. ANA holds a Facebook page in active use, reaching many of Avondale's residents. With support from CMAP's communication staff, ANA launched a social media campaign to raise awareness and encourage public participation at community events.

SECTION 3
COMMUNITY PROFILE



Through a collaborative process ANA is leading the development of a neighborhood plan that builds upon Avondale's assets and complements past and current planning. This plan will outline the community's vision for the future of Avondale, pinpoint the issues and opportunities that need to be addressed to achieve that vision, and identify strategies to address those issues and opportunities in the community.

Having an accurate understanding of the existing conditions of the community is necessary to develop an effective plan. This section provides an overview of the current conditions in Avondale and is designed to provide an agreed-upon starting point by which to move forward and create a shared vision. Crafted with assistance from ANA, the planning process will last approximately 18-24 months and is designed to include input from residents, businesses, and other stakeholders throughout. Understanding the composition of the community and demographic trends will help local organizations and community stakeholders respond to the needs of residents and prepare for potential changes. The demographics of the larger northeastern Illinois region are expected to shift substantially over the next three decades; similar changes are anticipated in Avondale.

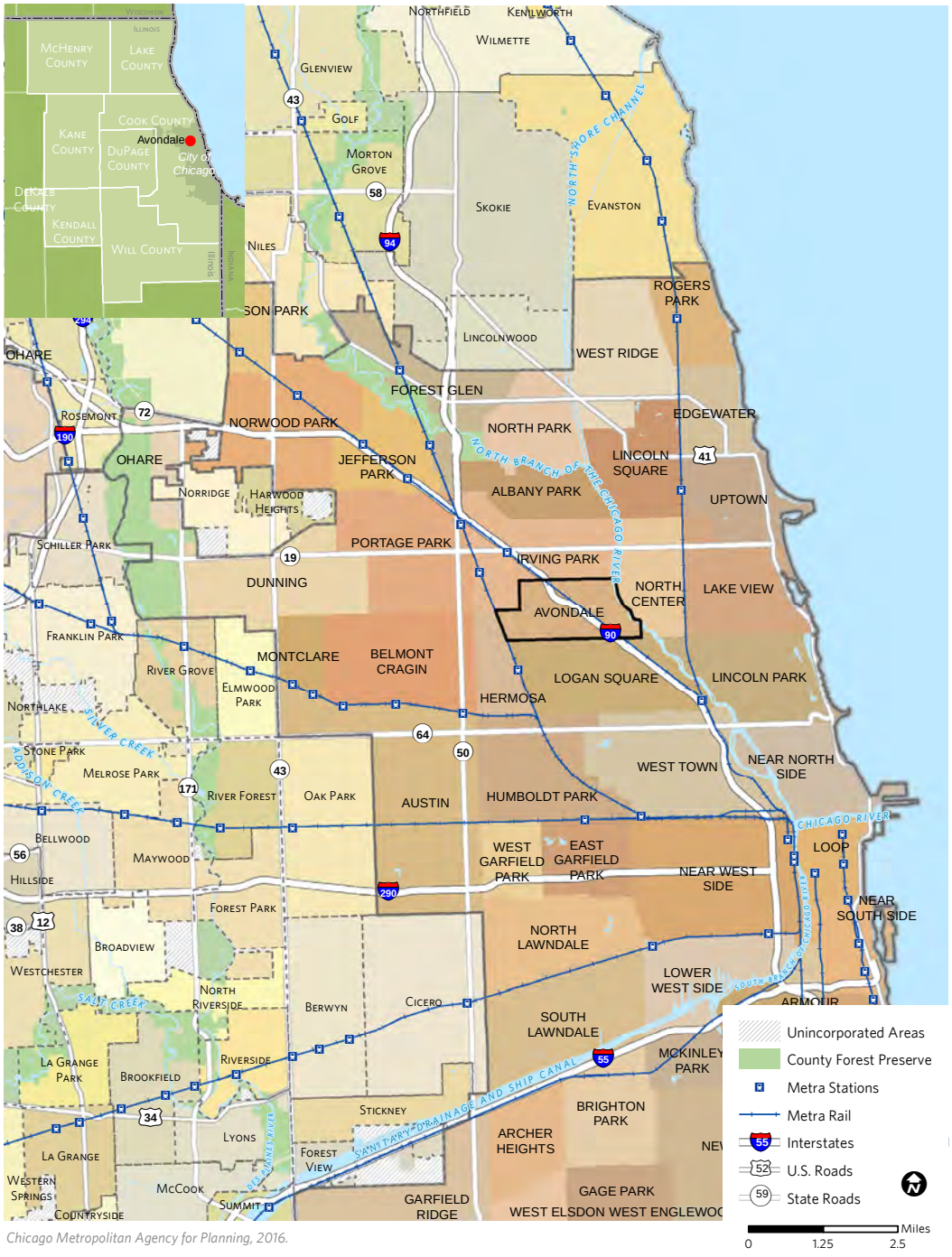
Figure 2.1 - Avondale Park study area and regional context



Chicago Metropolitan Agency for Planning, 2022.

Regional Context and Governance

Located in Cook County, on the northwest side of the City of Chicago, Avondale is less than seven miles from Chicago's Loop. Neighboring communities include Logan Square, Hermosa, and Irvin Park. The Interstate (I-90/94) Kennedy cuts right through the middle of Avondale and connects the North and northwestern suburbs to the Chicago Loop. The planning area boundaries are defined by the Avondale Chicago community. Avondale includes two CTA Blue Line stations that serve the neighborhood and three main commercial corridors: the Milwaukee Ave, Kedzie, Belmont, and Addison Commercial Corridors, and the North Branch of the Chicago River.



Chicago Metropolitan Agency for Planning, 2016.

City of Chicago & ward offices

Understanding the governmental structure within Avondale will allow plan recommendations to be crafted and tailored to the appropriate partners and implementers. As in all Chicago neighborhoods, many city services and investments are coordinated by local aldermen. The planning area is split into four different wards. While it is not uncommon for a Chicago Community Area like Avondale to be served by two or more Ward offices, this accentuates the critical importance of coalition building and coordination with these four Alderman and their staff to identify and access available programs, resources, and funding streams that support economic development efforts in Avondale. In particular, each Ward office provides programs and resources tailored to its constituents.

City of Chicago Ward offices, which serves Avondale:

- Ward 30, Alderman Ariel E. Reboyras
- Ward 31, Alderman Felix Cardona, Jr.
- Ward 33, Alderman Rossana Rodriguez Sanchez
- Ward 35, Alderman Carlos Ramirez-Rosa

Emergency services

The Chicago Police Department serves the neighborhood through its 19th district, Town Hall, located at 850 West Addison Steet. Fire protection is provided through the Chicago Fire Department 2nd district. Engine Company 106 is located within the study area at North Elston Avenue.

Local schools and colleges.

Avondale has two public, one charter, and one private school. Three colleges and universities near Avondale include De Paul University, Northeastern Illinois University (El Centro), and North Park University.

Illinois General Assembly

Illinois General Assembly is the legislature of the U.S. state of Illinois. Avondale currently has two representatives in the study area, Jamie Andrade and Will Guzzardi. Jaime M. Andrade is the State Representative for Illinois' 40th District. He has served as an Illinois House of Representatives member since 2013 and Will Guzzardi is a Democratic member representing the 39th District. Guzzardi has served since 2015.

The Avondale Neighborhood Association

The Avondale Neighborhood Association is a 501-c3 non-profit, non-partisan organization with the mission of unifying the Avondale community by preserving history, embracing diversity, and connecting neighbors.
ANA collaborates with the community on coordinating several events a year. Some events include neighborhood clean-ups & socials, participation in community murals, and coordination of art walks, Walk/Run/Bike 5K, and the annual restaurant crawl. Additionally, ANA serves as a conduit between the Alderman and Avondale residents regarding zoning changes and neighborhood concerns.

Leadership

Proactive approaches to spur economic development require strong visionary leadership. Leaders come in all forms, from elected officials and business owners to community-based organizations and community members who are actively involved. Avondale is led by a diverse collection of groups and people who work collectively to advance the community's goals, including those that enhance economic growth and viability for local businesses, workers, entrepreneurs, and service providers.

Business leaders

Avondale is defined by a diverse community of businesses, some that are well established, serving as anchors in the neighborhood, with others that are taking root and adding their assets to the character of Avondale. Business leaders are present in terms of business owners, entrepreneurs, and proprietors who know the community and the business climate that defines Avondale. A formal business organization also serves the community in the form of the Avondale Chamber of Commerce. According to Chamber's organizational description, the chamber is a business association serving "the heart of Chicago's Northwest Side" that "furthers the growth and stability of area businesses. By creating networking opportunities, providing technical assistance, developing and implementing area marketing strategies, and acting as an advocate for the business community on issues that affect retail and commerce."

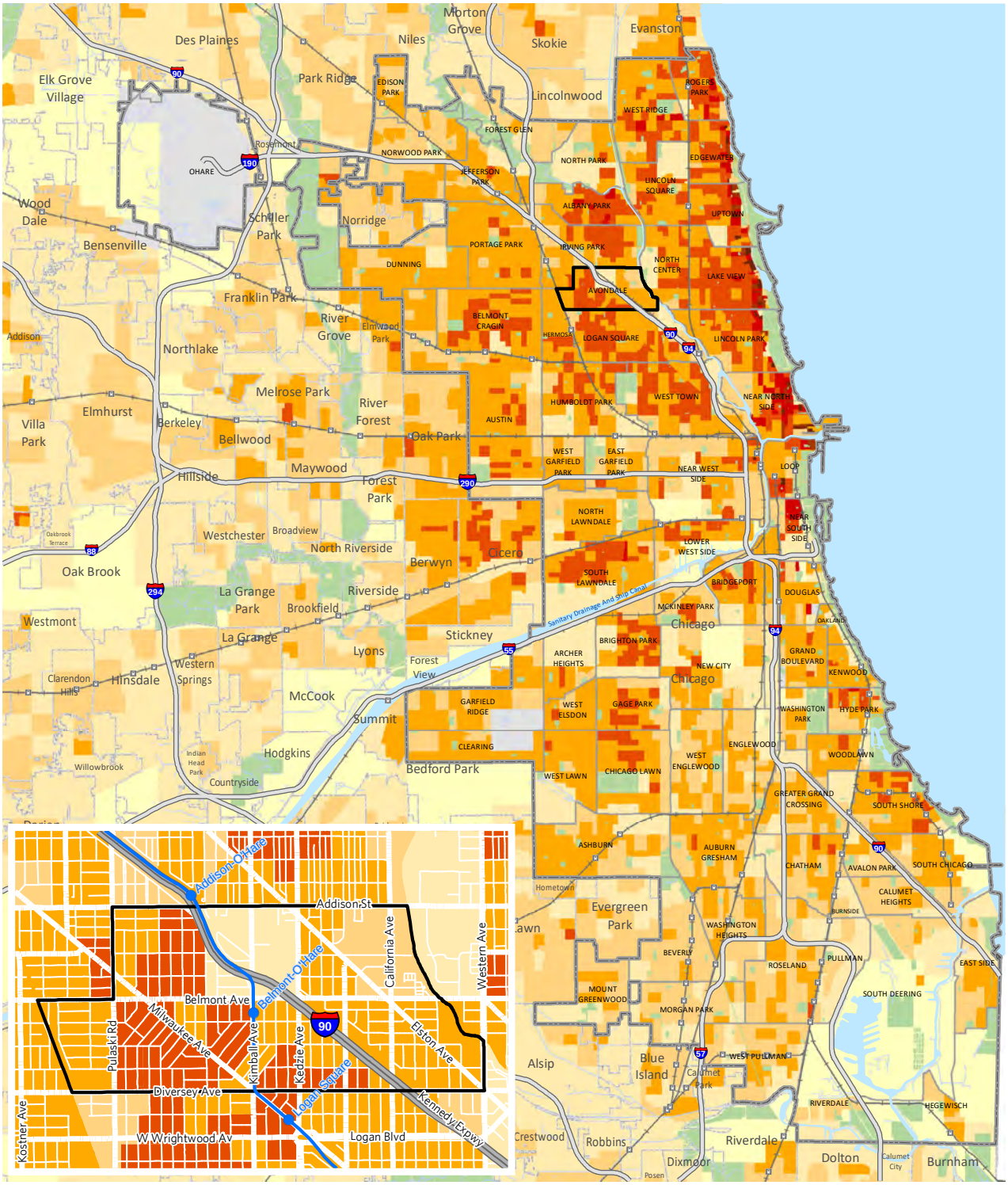
Population and households

Avondale experienced rapid growth when the city of Chicago annexed the neighborhood in 1889.[1] Since then, the population has fluctuated throughout the 20th century (see figure X.X). Between 2000 and 2010, Avondale's population decreased by 15.8% to a 2020 population of 36,257. This is a greater decrease than that of the City of Chicago (5.2%) and most of the neighborhoods near the study area, including Irving Park, Logan Square, and Hermosa. Despite the loss in population, the number of households in Avondale has increased by 16% since 2010, yet the household size is getting smaller. The average household size in Avondale was 2.5 in 2020, similar to Chicago and the region. But since 2010, the number of two-person households has increased by 5%, while four-or-more-person households have decreased by 6% (see figure X.X).

Population and households	Avondale	City of Chicago	Region
Total population	36,257	2,746,388	8,577,735
Total households	14,578	1,142,725	3,266,741
Average household size	2.5	2.4	2.6
% population change, 2010-20	-7.7	1.9	1.7
% population change, 2000-20	-15.8	-5.2	5.3

Source: 2000, 2010, and 2020 Census.

Population density (by Census Block)



Source: American Community Survey 2014-18 estimates.

Chicago Metropolitan Agency for Planning, 2022.

Figure X.X - Population, over time 1930-2020

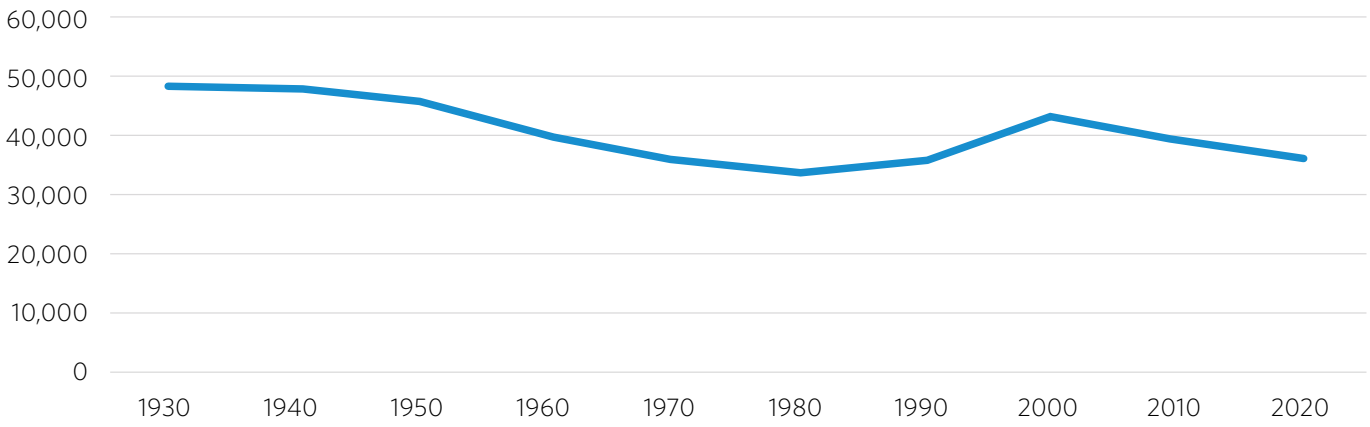
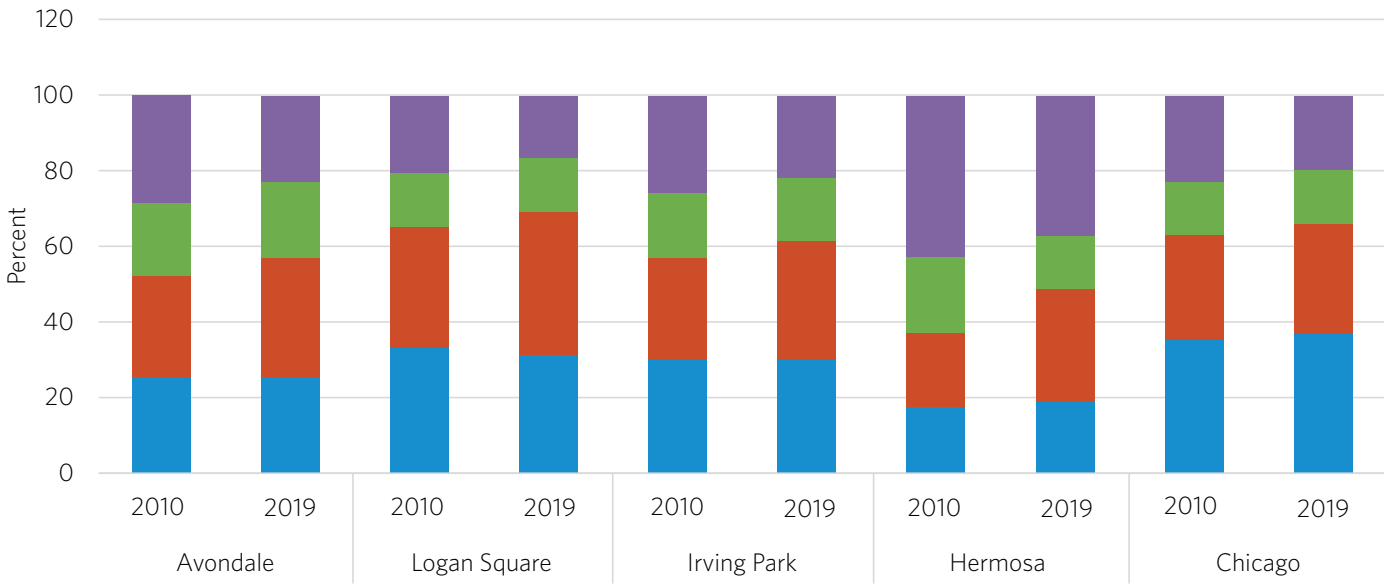


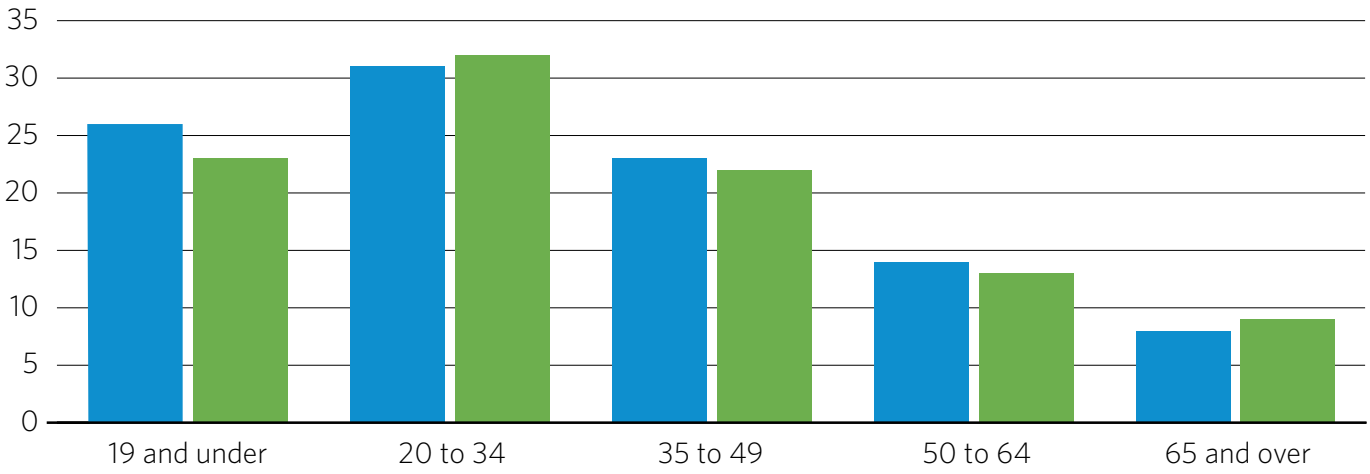
Figure X.X - Household size, over time 2010-2019



Age

On average, Avondale's residents are younger than elsewhere in the region and Chicago. The median age in Avondale is 32.9, compared to Chicago, where the median age is slightly higher at 34.6. Meanwhile, 54.5% of the Avondale 2019 population was between ages 20-34, compared to just 47.5% and 41.2% in Chicago and the region, respectively. Age cohorts have changed slightly over time – Avondale has lost population in all age cohorts except ages 20-34 and 65+ (see Figure X.X). Consistent with regional trends, Avondale has gained a senior population between 2010 and 2016, which is expected to continue as baby boomers age and the senior population increases throughout the region.

Figure X.X - Age cohorts, over time 2010-2019



Educational attainment

Educational attainment of the Avondale population age 25+ compares similarly to the City of Chicago, as highlighted in Table X. There is greater variance in certain educational attainment levels, such as 10.2% of the Avondale population having less than a 9th-grade education compared to 6.7% of the City's overall population. Overall, though, broader subsets of educational attainment compare similarly, particularly any level of high school (27.8% Avondale, 29.3% City) and any level of college (62.0% Avondale, 64.0% City). This shift may be related to the changing racial composition of the neighborhood. In northeastern Illinois, educational attainment is heavily connected to race, and economic success is limited by factors of race or ethnicity, most clearly for black and Hispanic residents. While educational attainment is higher than the regional average for White and Asian populations, educational attainment is lower than the regional average for black and Hispanic populations.

Figure X.X - Household size, over time 2010-2019

Educational level	Avondale	Chicago
Less than 9th Grade	10.2 %	6.7 %
9th to 12th Grade, No Diploma	6.9 %	6.9 %
High School Graduate	18.2 %	19.5 %
GED/Alternative Credential	2.7 %	2.9 %
Some College, No Degree	14.6 %	16.7 %
Associate Degree	6.6 %	5.9 %
Bachelor's Degree	26.8 %	24.3 %
Graduate/Professional Degree	14.0 %	17.1 %
Less than 9th Grade	10.2 %	6.7 %
Any Level of High School	27.8 %	29.3 %
Any Level of College	62.0 %	64.0 %

Source: ArcGIS Business Analyst, Market Profiles, 2021

Race and ethnicity

Having long served as a "port of entry" for immigrant families newly arrived in Chicago from all parts of the globe, Avondale is one of the most ethnically diverse neighborhoods in Chicago. Visual evidence of the area's diversity is not difficult to find, especially along its commercial corridors, which feature an extraordinary variety of stores and restaurants, many of which serve the specific cultural needs or preferences of area residents. While most commercial signage is in English, much of it is also in other languages, such as Spanish and Polish.

Ancestry and language

The neighborhood's vast racial and ethnic diversity is evident in the wide range of languages spoken in Avondale and the many different countries of origin among foreign-born residents. Spanish is the most common non-English language, and many Slavic languages are also spoken in the area. Spanish speakers make up 47% of the population today, while Polish and other Slavic speakers make up under 5%. Nearly half of Avondale residents are non-English speakers, and the neighborhood is still viewed as a point of entry for immigrants. However, the number of non-English speakers has declined in recent years, and Avondale is losing its foreign-born residents but gaining native residents. From 2010 to 2019, the native population increased by 11.4%, while the foreign-born population decreased by 11.4% (see Figure X.X).

Neighborhood diversity

Avondale prides itself on its cultural and socio-economic diversity. Visual evidence of the area's diversity is not difficult to find throughout the community. Since the beginning of its history, the community has been identified as a hardworking, family-oriented, and immigrant community. Residents take comfort in the stability and sense of community Avondale offers. Given its convenient location, cultural diversity, and affordable housing, it is no surprise this neighborhood has attracted newcomers and kept the locals firmly in place. This has become a driving source of pride for many residents. Avondale residents are predominately Latino/Hispanic. The study area's racial and ethnic composition includes a mix of 56.3% Latino/Hispanic, 34.7% White, 4.2% Asian/Pacific Islander, 2.1% Black, and 2% other/multiple races. Avondale's races are evenly distributed around the neighborhood – there is not a concentrated area of the neighborhood where one race lives. But according to the American Community Survey, between 2010 and 2019, the ethnic composition of Avondale has significantly changed. The White population has increased by 7.5%, while the Latino/Hispanic decreased by 8.6% (see table X.X). During stakeholder interviews, community members identified diversity as a valued characteristic of the neighborhood. However, many residents fear that the racial composition of Avondale is changing due to displacement caused by rising housing costs and other factors, which are further discussed in the Outreach and Engagement section.

History of area's diversity

Avondale has historically been a working-class Polish community that has seen a growth in Latinx residents. By 1920, more than a quarter of Avondale's residents were foreign-born, mostly of easter-European origin. By World War I, the Polish community expanded across the city and spread along Milwaukee Avenue northwest to Avondale and other surrounding neighborhoods.[2] By 1930, Polish residents accounted for 33% of the population and remained the dominant ethnic group until 1990, when Hispanics accounted for 37% of the total population.[3]

Figure X.X - Race and ethnicity in Avondale, Logan Square, and Chicago, over time 2000-2019 (%)

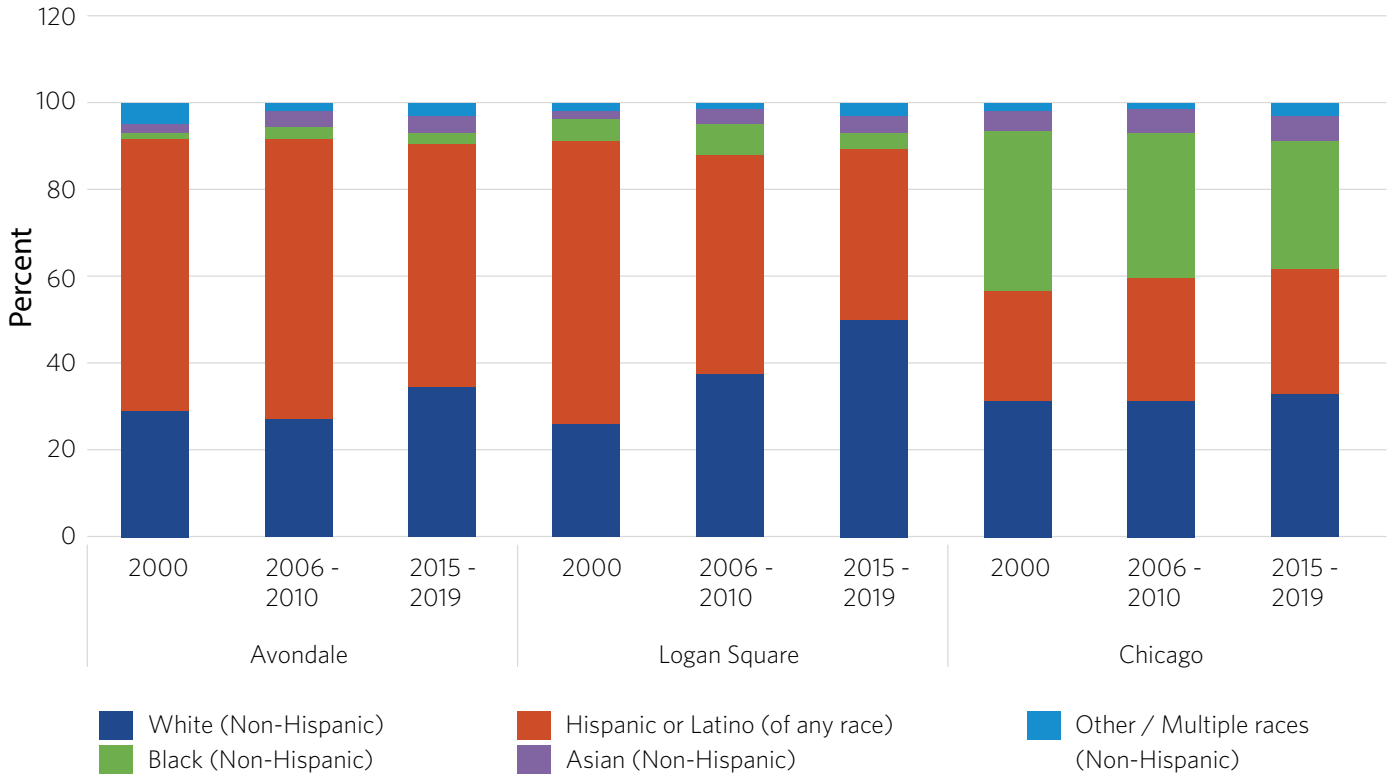


Figure X.X - Race and ethnicity in Avondale, over time 1970-2019

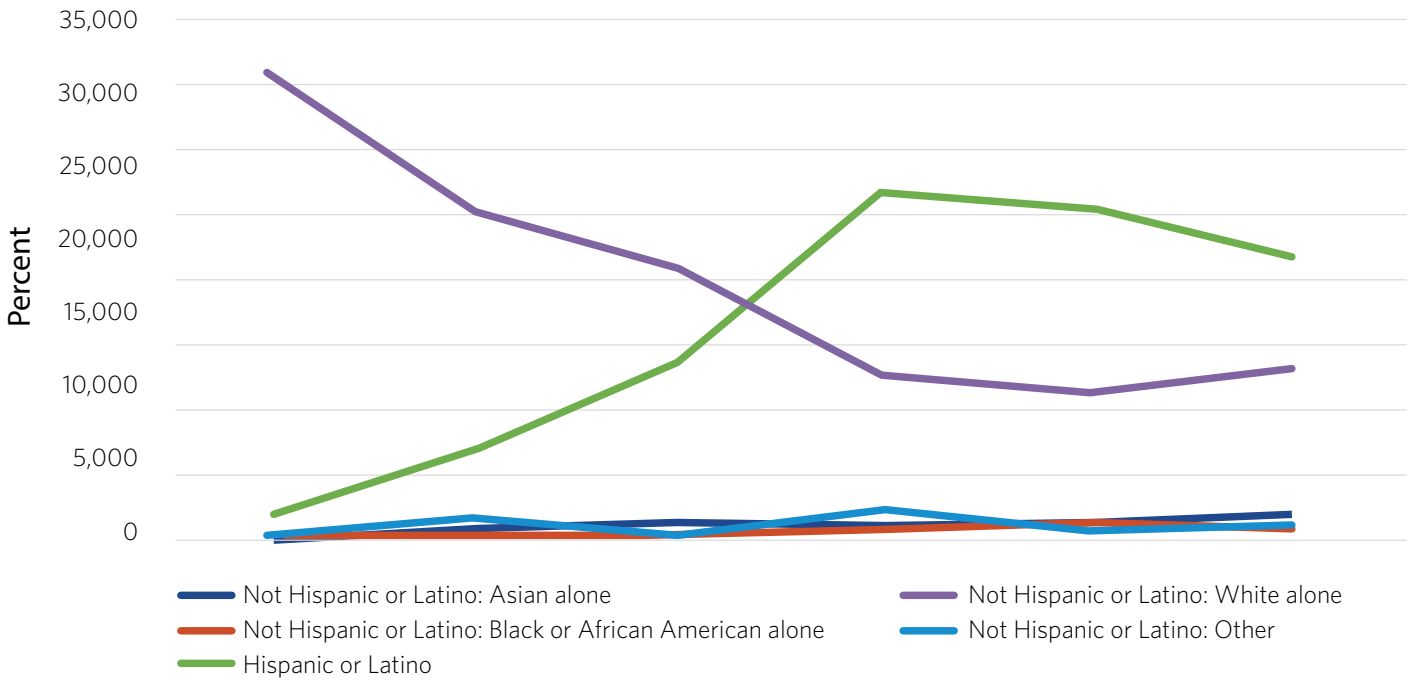
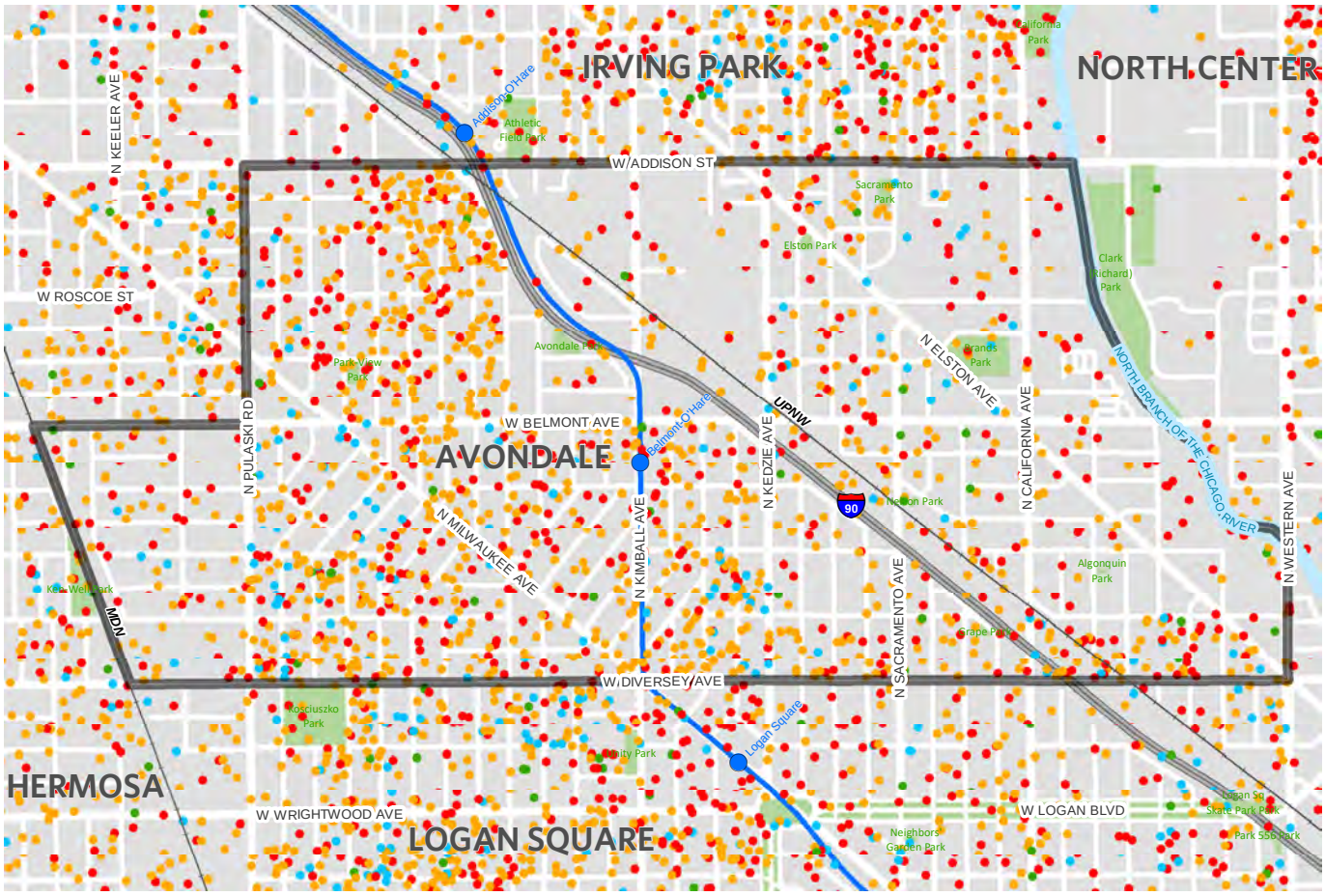


Figure X.X - Race and ethnicity in Avondale, Logan Square, and Chicago, over time 2000-2019 (%)



Block Groups Level Data from American Community Survey, 2014-18 estimates.

Avondale Community Area
Open Space
Blue Line (O'Hare)
Metra Rail Lines

WHITE
BLACK
ASIAN
HISPANIC

Points with assigned values (1 Dot represents 10 people) are equally distributed in the Census Block area.

Here, Hispanic is exclusive of other categories.

1:15,000

0 0.125 0.25 Miles

Chicago Metropolitan Agency for Planning, 2022.

The values of the area's diversity

Stakeholders who participated in interviews and responded to the online survey often noted that they consider the area's diversity to be ,one of Avondale's greatest assets. At the same time, it acknowledges moderate tension between some older residents and newer community members from different cultures. community." Another stakeholder observed that the community welcomes all cultures, and residents are eager to learn about other customs; the same person highlighted local faith-based institutions as key assets. Churches offer assistance with English courses and other integration resources (majority run by volunteers). The area's diversity is considered "an asset that should not only be preserved but also celebrated," as one respondent to the online survey put it.

Many residents believe this is the most pressing issue for the community. Many acknowledged that there are challenges to maintaining this cultural diversity, especially in the future, when many expect gentrification to raise residential

and commercial rents. The question kept coming up if the community is going to remain a place that provides affordable housing for its mixed-income residents. Another resident said, "We still have legacy residents, and we don't want to see them pushed out." Everyone acknowledges that the community's housing variety is key. Multiple survey respondents noted, "I think it's important to have a mix of housing choices at all different price ranges to support a diverse community."

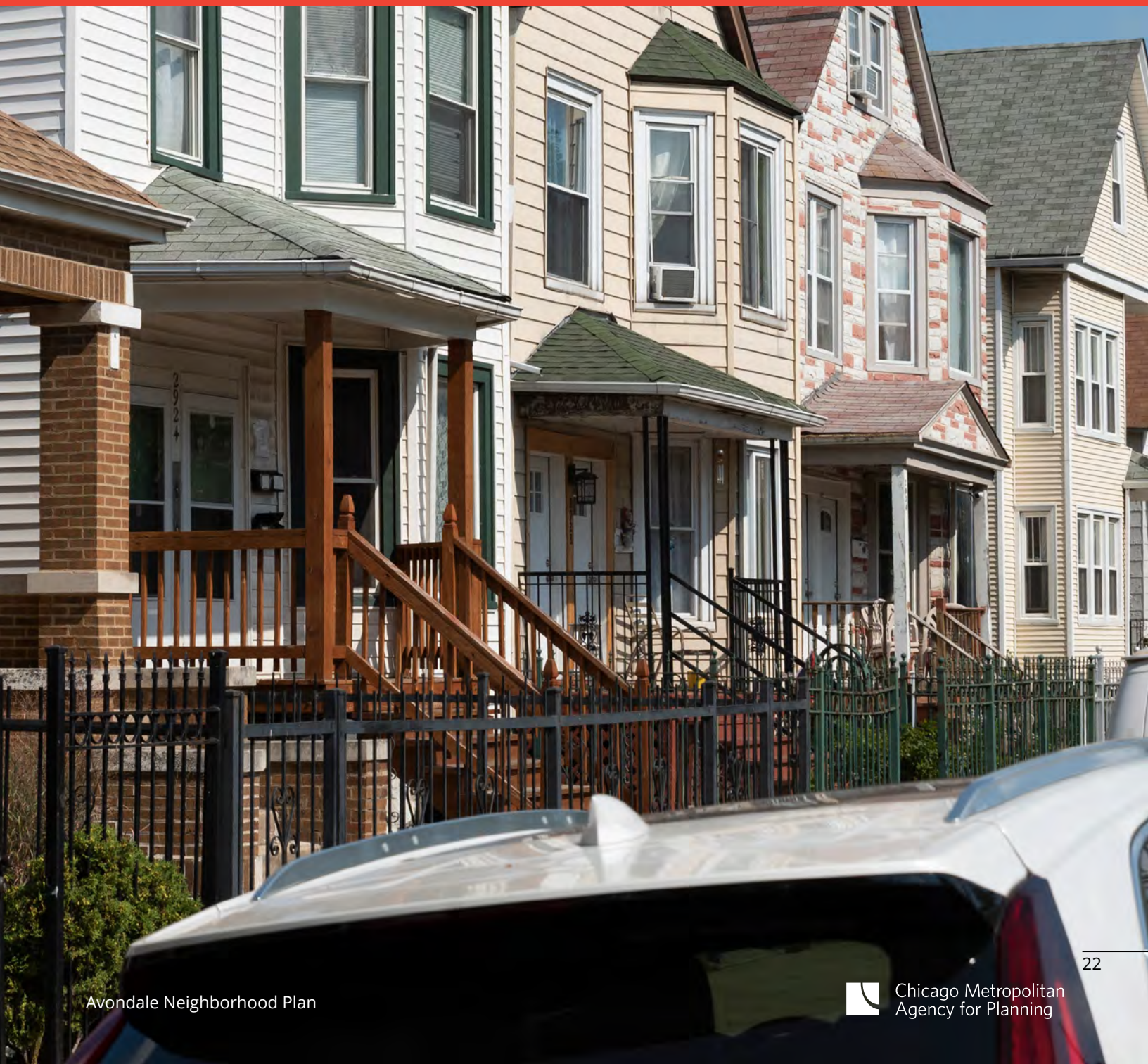
Another key asset of the community many residents noted was the small mom-and-pop businesses. Residents pointed out, however, that these long-time businesses are struggling, especially during the pandemic. Stakeholders commented on the neighborhood changes and how we keep these small businesses from closing. Another respondent is concerned that more of those long-time businesses are closing every day, as detailed in section 6. The neighborhood plan will look for opportunities to reinvigorate the commercial corridors in Avondale and identify opportunities to support existing and new local businesses.

Housing choice

Residents and stakeholders identified housing affordability as one, if not the main, attribute associated with moving to Avondale. The diversity of housing options and affordability has benefited the new wave of residents and more established families. The neighborhood plan will explore opportunities to maintain the neighborhood's diversity by preserving affordable housing choices for young people, families, and seniors. This feature is described more fully in Section 4.

SECTION 4

HOUSING MARKET ASSESSMENT



A balanced housing supply helps to ensure that households of all income and age groups have access to the assets in Avondale and the larger Chicago region. A mix of housing types is needed to allow residents to age in place and provide homes for community members as their housing needs change. Understanding the current housing supply and potential future demand will help Avondale develop a balanced mix of housing that serves current and future populations and enhances livability.

The appeal of accessibility and housing options

The major driver of increasing interest in living in Avondale is the wealth of opportunities, good quality affordable homes, transportation options, and proximity to major employment centers. The study area offers easy access to downtown and O'Hare Airport via the CTA Blueline and suburban job centers via the Kennedy Expressway (I-94/94). The excellent transportation offerings in Avondale puts many jobs within reach of area residents, whether or not they have access to personal automobiles.

Housing conditions and tenure

The homes of Avondale are shaped in many ways by the neighborhood's history. The City of Chicago annexed the community in 1889, so most buildings were built in the early 1900s and reflected the consumer preferences of the time. The age of housing in Avondale is comparable to nearby neighborhoods but much older than the region. Stakeholders have deeply appreciated Avondale's architecture and hope to preserve the neighborhood's existing housing character.

The neighborhood features a large amount of older but high-quality housing. The majority of homes in Avondale were built before 1940 (66.1%), with only very few built in recent years (8.3%, built since 2000).

Beyond these attractive options for homeownership, Avondale has historically offered many options that are accessible for renters, lower-income residents, and recent immigrants. In 2019, Avondale had a greater number of renter-occupied housing units (58.8%) than in Chicago (55%) and nearby neighborhoods of Hermosa (53%) and Irving Park (48.6%), but slightly less than Logan Square (62.6%).

Avondale has a far greater amount of 2-bedroom housing than Chicago (10% more) and the region (17% more). Although more land is dedicated to single-family housing, multi-family units account for half of the housing units in the study area. This housing type is also relatively dominant in the surrounding community areas like Logan Square and Irving Park. Currently, over a third of all housing in Avondale is located in 2–4-unit buildings, but this is changing over time. Since 2000, Avondale lost over 7% of its 2-4-unit housing but has gained an additional 3% of single-family housing and 3% of larger multi-family housing (5+ units).

About 50% of housing units in the study area are in multifamily buildings, and 58.8% are renter-occupied, similar to most surrounding community areas. Large apartment buildings and garden or basement units of smaller multifamily buildings offer a range of less expensive housing options, including units with sufficient space for families. About 17.5% of Avondale units are studios or have one bedroom, 45.5% have two bedrooms, and 27.7% have three bedrooms.

The number of renter-occupied housing units increased from 53.7% in 2010. More than 60% of renters are between the ages of 24 and 44, and a quarter of renters are between the ages of 45 and 65. The opposite is true for owners – 42% of householders aged 44 and under own their homes, while more than half of Avondale's homeowners are older than 44.

Figure X.X - Housing type by owner renter in Avondale and Chicago, 20XX

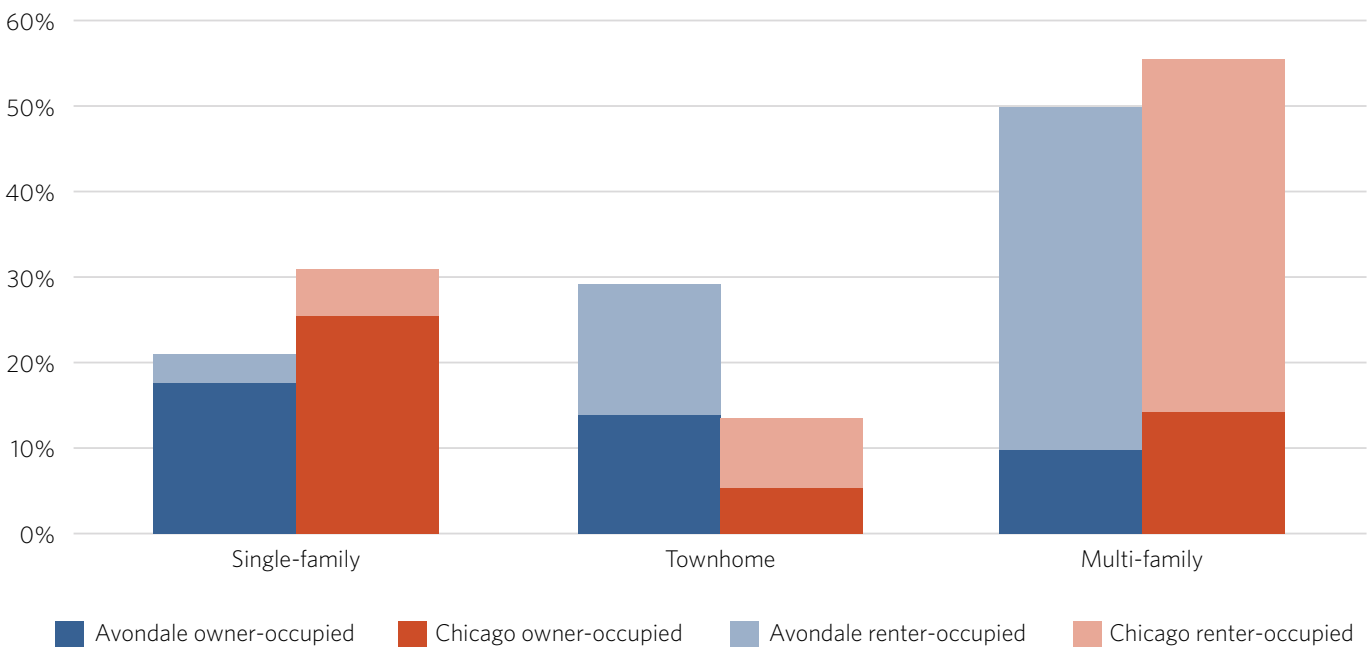


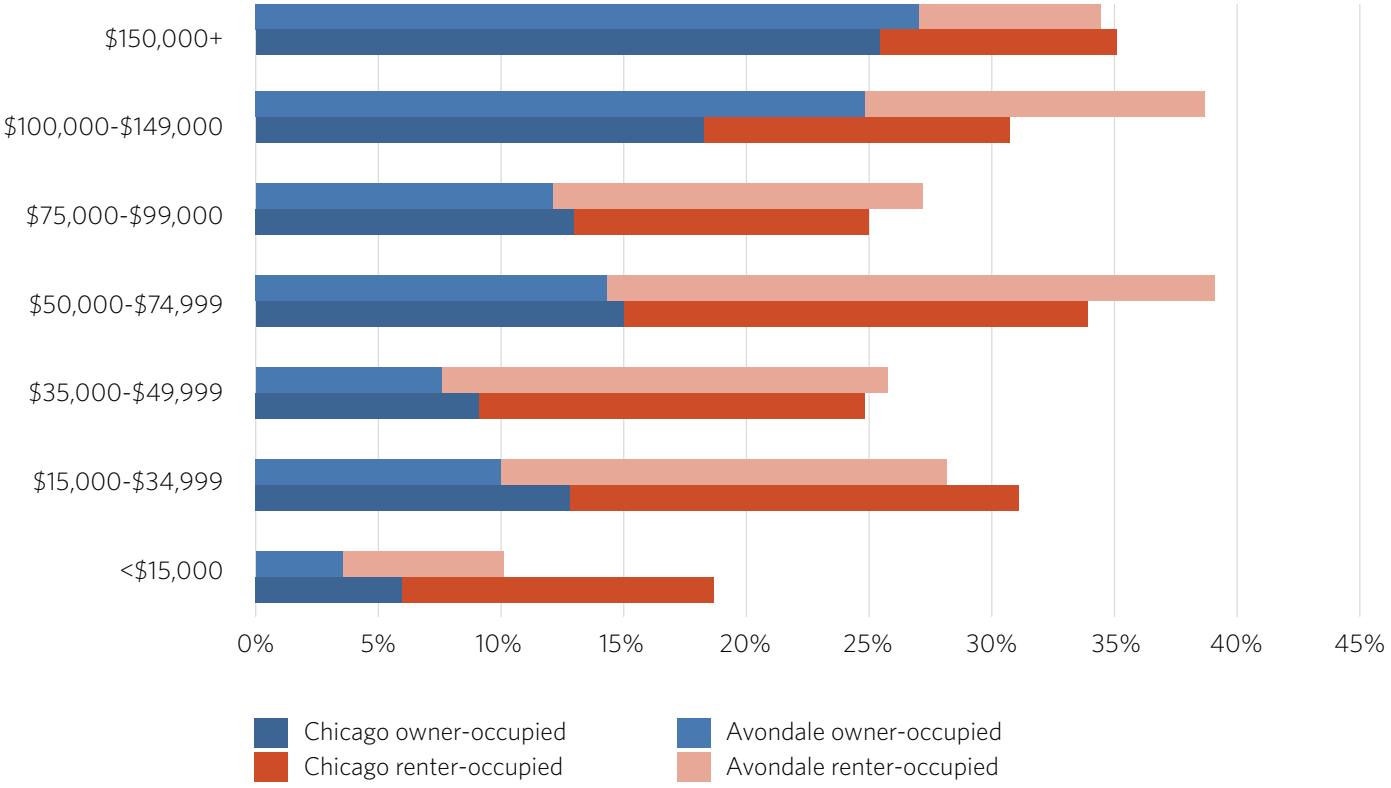
Figure X.X - Housing type, 2015-2019

	Avondale		City of Chicago		CMAP region	
	Count	Percent	Count	Percent	Count	Percent
Single-family, detached	2,623	17%	314,710	25.9%	1,710,011	50.1%
Single family, attached	419	2.7%	42,675	3.5%	254,103	7.5%
2 units	4,559	29.6%	174,799	14.4%	237,977	7%
3 or 4 units	4,429	28.7%	181,073	14.9%	268,945	7.9%
5 or 9 units	1,958	12.7%	142,713	11.8%	270,643	7.9%
10 or 19 units	633	4.1%	51,221	4.2%	151,076	4.4%
20 or more units	776	5%	304,535	25.1%	490,331	14.4%
Mobile home/other	17	.1%	2,724	.2%	27,004	.8%

About 50% of housing units in the study area are in multifamily buildings, and almost 60% are renter-occupied. The diversity of housing options has been a source of stability, allowing residents who may initially rent smaller units to move up to larger units and eventually to homeownership.

The quantity of occupied housing units has stayed relatively stable over the past ten years. Owner-occupied units have decreased by five %, while renter-occupied housing units have increased by 5%. Avondale has more households in the middle-income brackets than the City of Chicago (see Figure X.X). However, the proportion of owner-occupied units is lower than in Chicago in every income bracket except for those households making more than $100,000 a year (see Figure X.X). The proportion of renter-occupied units in Avondale is also slightly lower than in Chicago for every income level except for renting households making between $50,000 and $74,999. Households in this income bracket account for 25% of renters in Avondale, and there is a surplus of occupied housing units that are affordable to these renters.

Housing type, 2015-2019

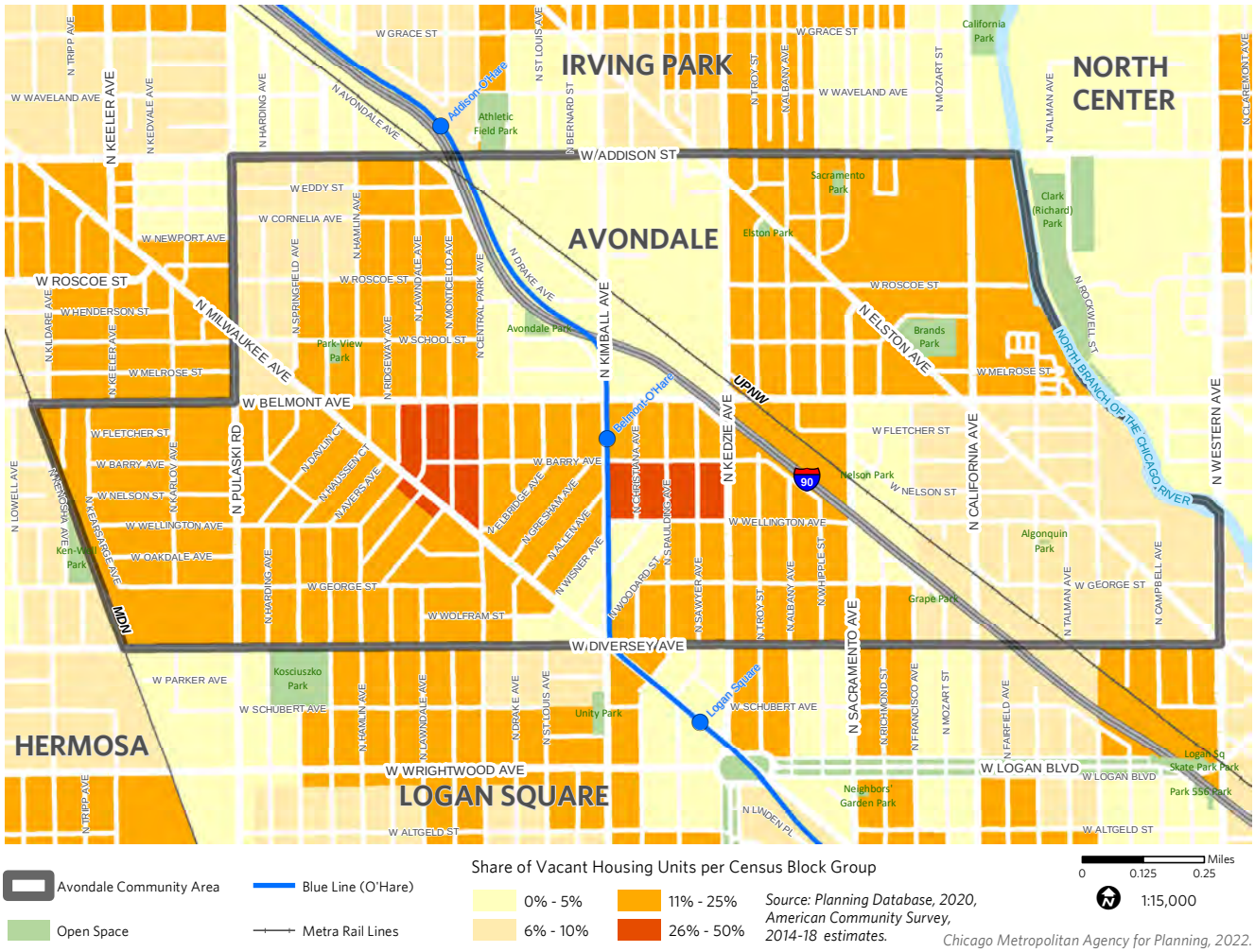


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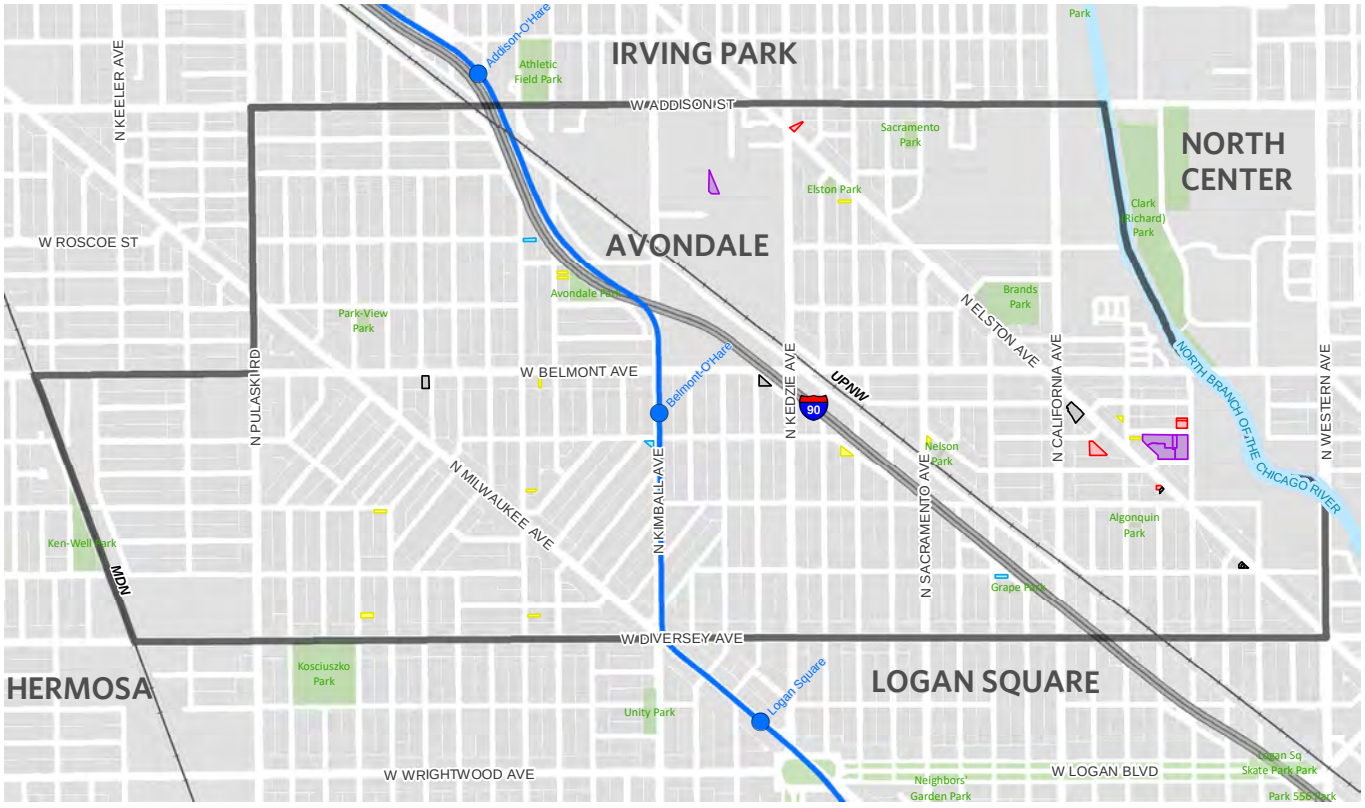
Vacancy

Two types of vacancy affect Avondale today: vacant units and vacant lots. In 2020, 12% of all residences were vacant in Avondale: 1,359 housing units. This is slightly higher than surrounding communities like Logan Square (9.6%), Irving Park (9.6%), and Hermosa (around eight %). The vacancy is evenly distributed around Avondale, with a greater concentration of vacant housing units on the central and west sides of the neighborhood. While residential vacancy is not a primary issue in Avondale, there are concerns about the commercial vacancy, particularly along the Milwaukee Avenue corridor. The Economic Development section goes into further detail about the commercial vacancy.

Vacant housing units by census block group



Vacant residential lots



Vacant parcels in Avondale Community Area

- Vacant Residential Land (12)
- Vacant Commercial Land (5)
- Vacant Industrial Land (5)
- Vacant Public Land (3)
- Other Vacant (7)

Source: CMAP's 2015 Landuse Inventory verified with 2021 Nearmap aerials.

1:15,000

0 0.125 0.25 Miles

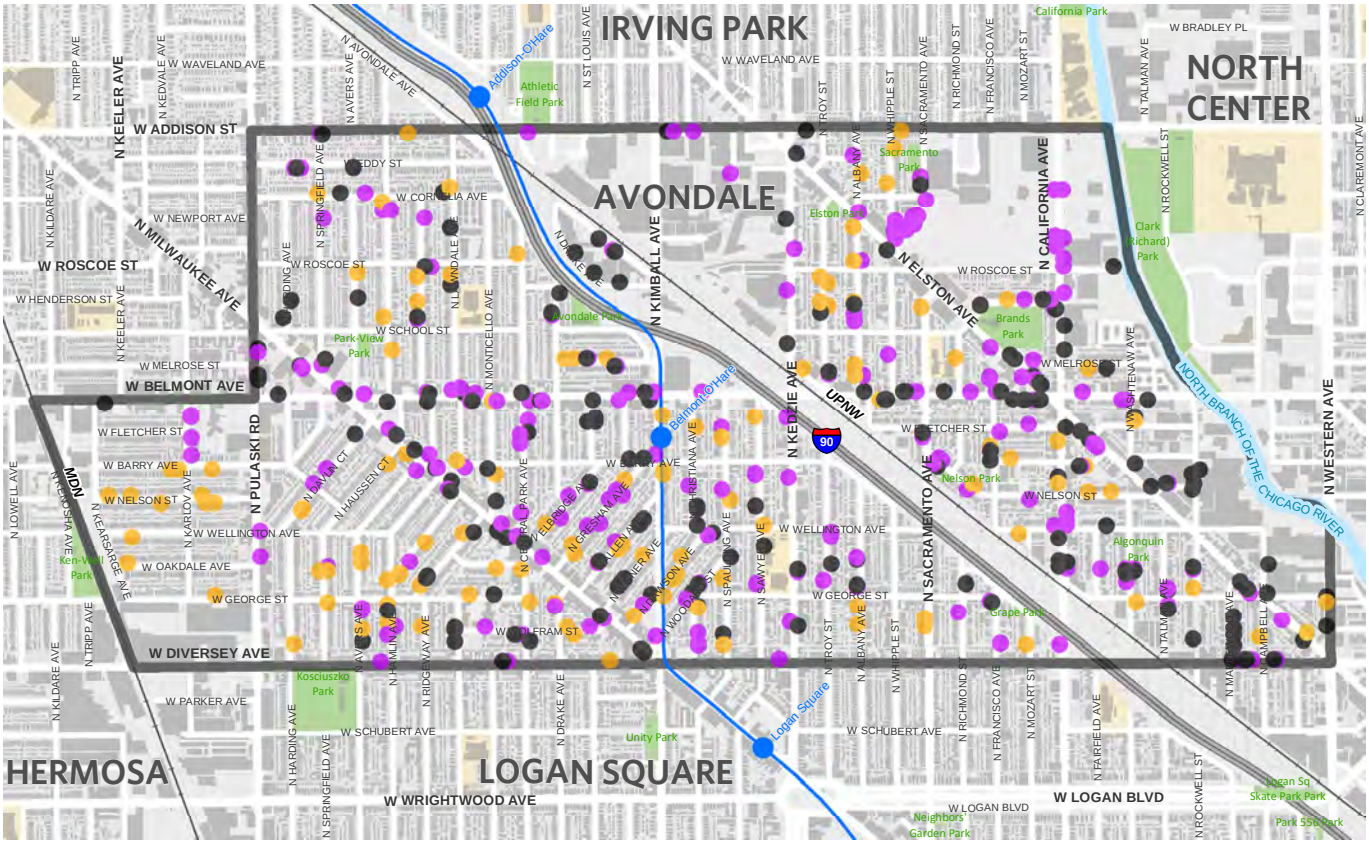
Chicago Metropolitan Agency for Planning, 2022.

Building permits

Building permits have been on the rise since the recession in 2008. However, there was a slight decrease after the COVID-19 pandemic, which was likely due to a pause in construction because of the rising price of building materials. Now, Avondale is seeing an increase in permits again. Stakeholders have expressed concerns about deconversions occurring in the neighborhoods, specifically the deconversion of smaller multi-family housing (2-4 units) to luxury single-family homes. Deconversion means that multifamily housing has multiple units in one home/building, changing it to one bigger single-family home. Since 2008, 60 multi-family buildings have been converted to single-family homes, and 64 multi-family buildings have been converted to smaller multi-family buildings.

Deconversions are happening throughout the neighborhood but appear to occur at a higher rate on the southwest side, which sees fewer demolition and new construction permits than in other areas. There are also concerns about demolishing older, naturally occurring affordable housing units that are being replaced with new, luxury housing units. Since 2008, 211 demolition permits have been obtained in Avondale, primarily concentrated to the east and center of the neighborhood.

Building permits, 2008-2022



Avondale Community Area
Building Footprints (Chicago, Dec, 2015)
Parcels Outlines (Cook County, 2020)
Chicago Community Areas

Blue Line CTA Rail Line
Metra Rail Lines
Open Space
School Grounds

Avondale Building Permits Issued between 2008 and January, 2022 by type

- Deconversion (124)
- Demolition (211)
- New Construction (307)

Source: City of Chicago, Open Data Portal, 2022.

1:15,000
0 0.125 0.25 Miles

Chicago Metropolitan Agency for Planning, 2022.

Housing cost, value, and sales price

While many in the community shared concerns about rising home values, rents, and potential displacement, current data presents a more complicated picture. Based on recent trends, the value and sales price of owner-occupied housing have increased in Avondale. In 2012, the median home value in Avondale was $311,180, which has increased by 14 % to $355,774 in 2021. This is slightly lower than the median home value in Chicago, which is $480,001. Around 32% of owner-occupied homes are valued between $150,000 and $300,000, and an additional 36 % are valued between $300,000 and $500,000. Over a quarter of owner-occupied homes in the study area were valued at more than $500,000 (see Table X.X). The greatest increase in sales price in Avondale has occurred for 2–4-unit homes, which increased by $160,000 since 2017 (see Figure X.X).

Table X.X - Percentage of owner-occupied housing units by value, 2019

Value	Avondale	Chicago	Hermosa	Logan Square	Irving Park
Less than $50,000	1%	3%	3%	2%	1%
$50,000 to $99,999	2%	7%	1%	1%	3%
$100,000 to $149,999	0%	0%	0%	0%	0%
$150,000 to $199,999	7%	15%	14%	4%	11%
$200,000 to $299,999	25%	24%	39%	16%	23%
$300,000 to $499,999	39%	24%	30%	40%	32%
$500,000 to $999,999	20%	12%	3%	29%	23%
$1,000,000 or more	2%	4%	0%	6%	2%

Figure X.X - Median sales price - Detached single family

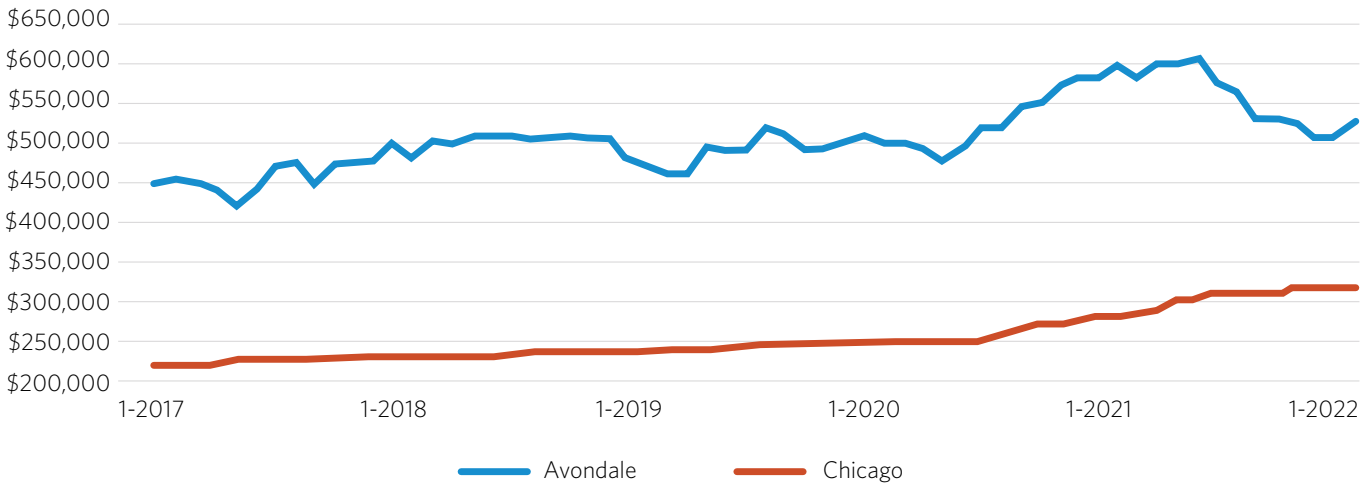


Figure X.X - Median sales price - Attached single family

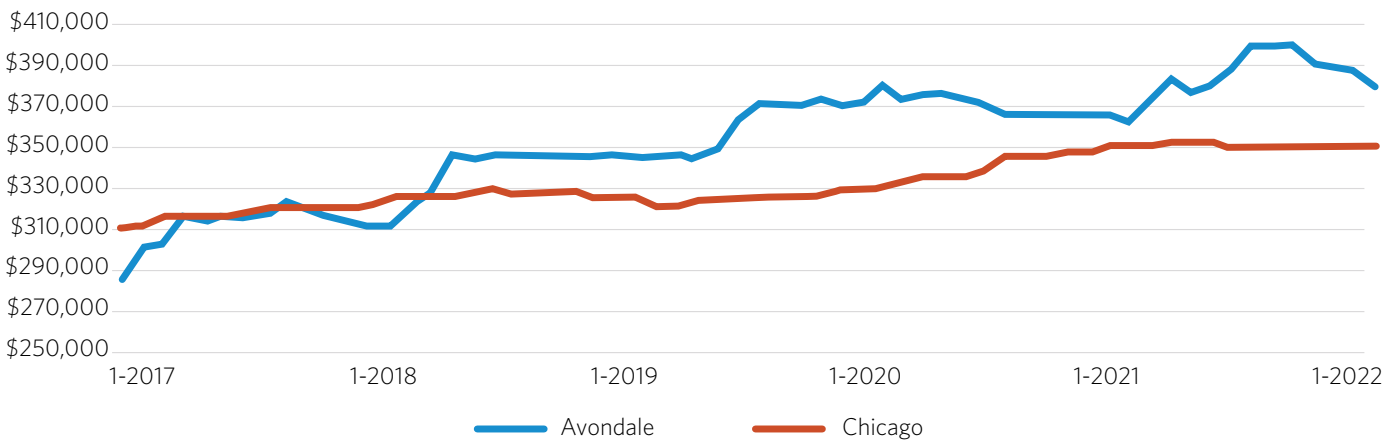


Figure X.X - Median sales price – 2 - 4 Units

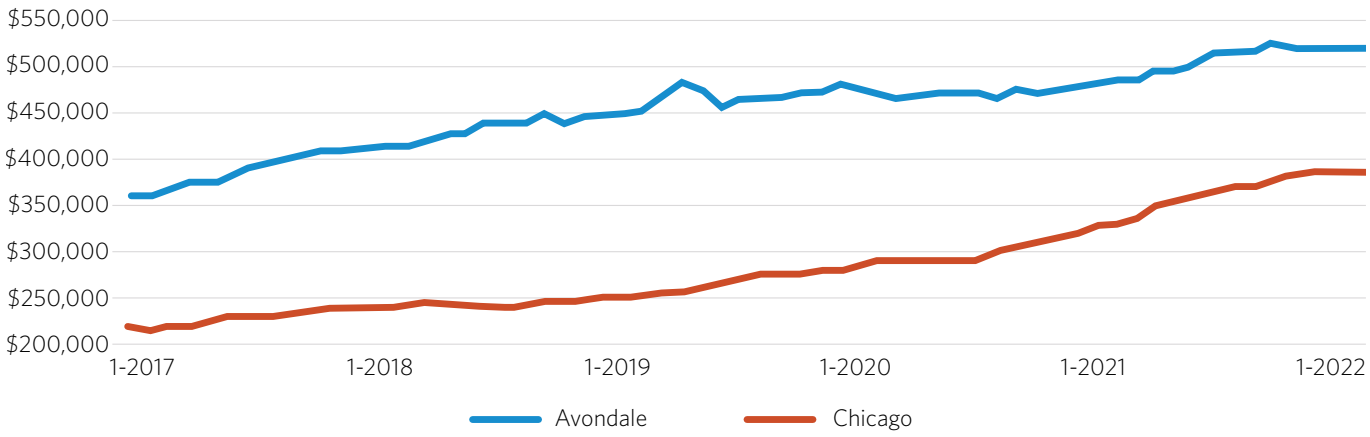
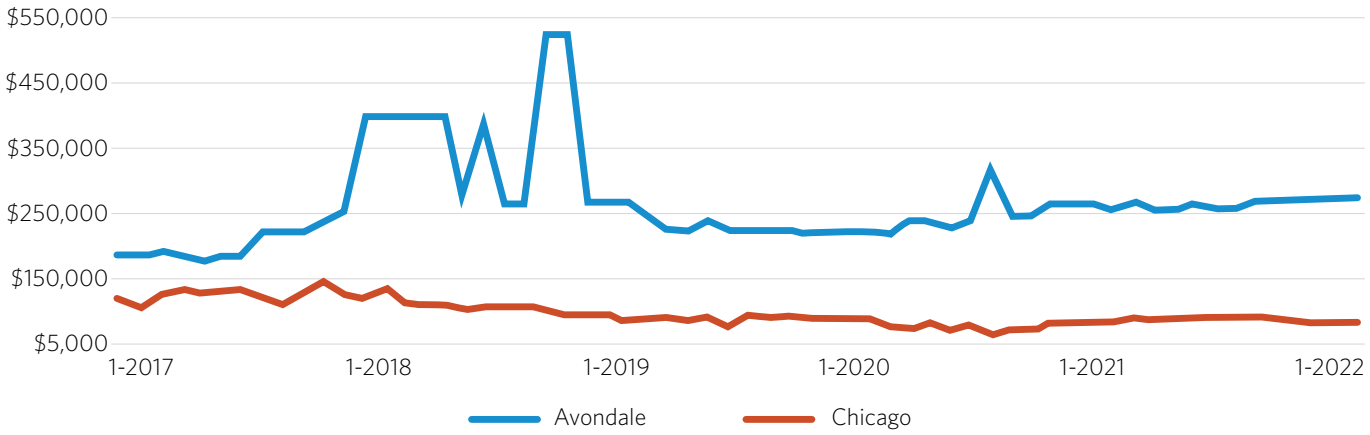


Figure X.X - Median sales price - Land



Current Owner / Renter Markets

The Avondale community has historically offered many housing options that are accessible for renters, lower-income residents, and recent immigrants. In 2019, more than half of the housing units in the study area were in multi-family buildings, and almost 40 % of multi-family buildings are occupied by renters, which is a similar percentage to the City of Chicago. Over a third of renter-occupied housing units in Avondale are located within 3–4-unit buildings, which make up 27 % of all housing units in the study area. Many renter-occupied housing units are also located within 2-unit buildings (26 %) and 5–9-unit buildings (18 %).

Rentals housing market

Rental data, classified by submarkets in the area, shows an overall increase in rental housing costs since 2012. In 2022, the asking rent in the Avondale Multifamily Submarket averaged $1.58 per square foot, while the Hermosa, Irving Park, and Logan Square

Multifamily Submarkets averaged $1.23 per square foot, $1.47 per square foot, and $1.63 per square foot, respectively. The average cost per square foot remains higher than the surrounding neighborhoods of Irving Park and Hermosa but lower than Logan Square. Over the last ten years, asking rents for multifamily properties in Avondale have increased from $1,323 to $1,526. A sharp increase between 2015-2017 has leveled to 0.4-0.5% during the past few years. However, the asking rent per unit remains higher than all surrounding areas, including Logan Square, at $1,526 per unit. Anecdotally, stakeholders reported that rising rents have led to the displacement of long-time residents.

% of renter-occupied housing units by census tract

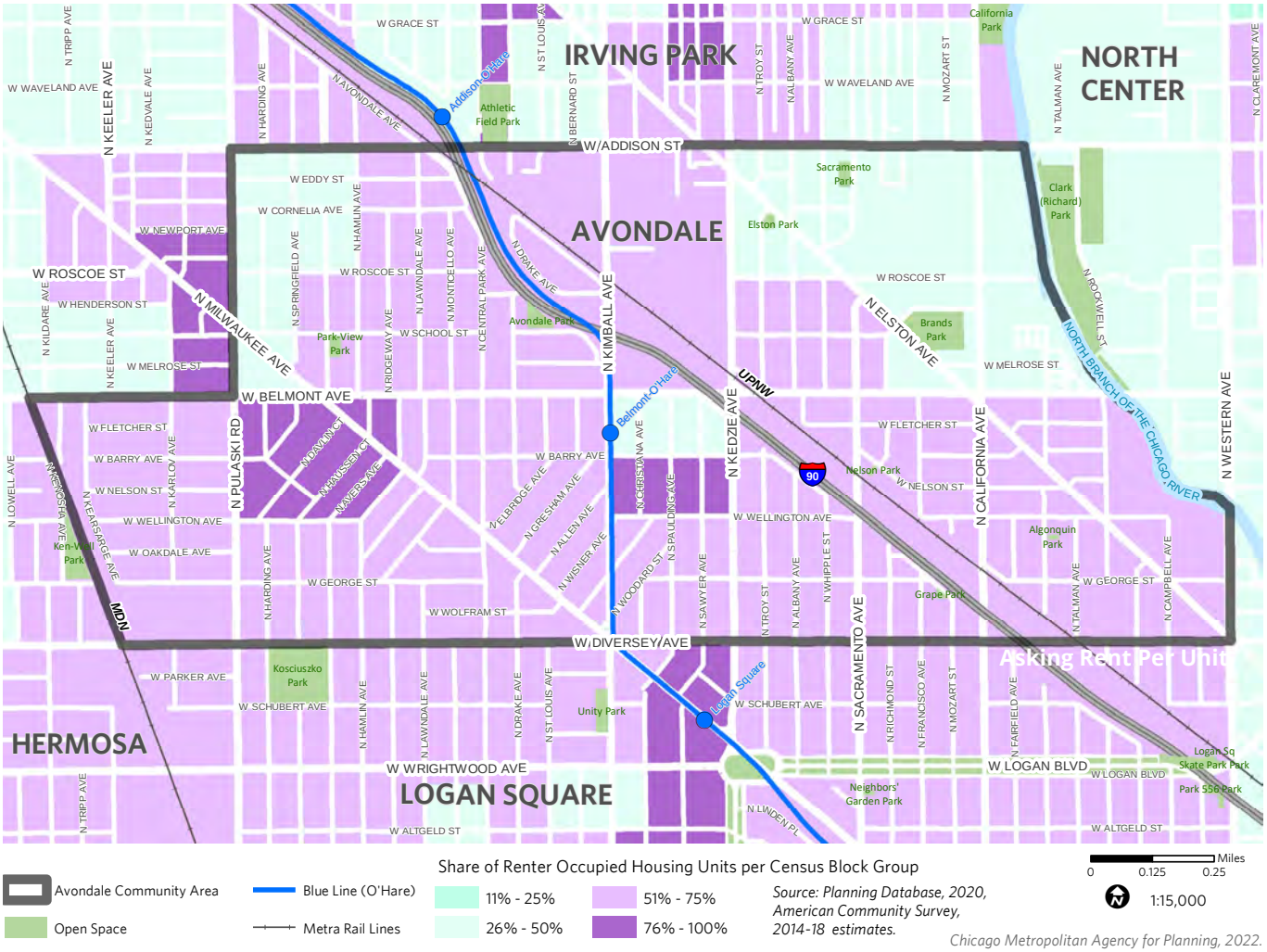


Table X.X - Multifamily properties submarkets, first quarter 2022

	Asking Rent Per SF	
Avondale	$1.58	$1,526
Irving Park	$1.47	$1,221
Logan Square	$1.63	$1,228
Hermosa	$1.23	$1,030

Table X.X - Multifamily properties asking rents, Avondale, 2012-2022

Year	Asking Rent Per SF	Asking Rent Growth/Yr	Effective Rent Per Unit	Effective Rent Growth/Yr
YTD	$1.58	0.5%	$1,520	0.6%
2021	$1.58	0.4%	$1,515	0.5%
2020	$1.57	0.4%	$1,508	0.3%
2019	$1.57	0.9%	$1,503	1.4%
2018	$1.55	0.8%	$1,482	2.3%
2017	$1.54	2.5%	$1,450	1.0%
2016	$1.50	3.7%	$1,435	3.7%
2015	$1.44	3.0%	$1,384	3.2%
2014	$1.40	1.0%	$1,341	1.2%
2013	$1.38	1.5%	$1,324	0.7%
2012	$1.36	0.8%	$1,315	0.9%

Housing ownership market

The study area has a slightly smaller share of owner-occupied housing units than the city as a whole. In 2019, approximately 41% of households were owner-occupied. Many owner-occupied housing units are located within single-family homes or small multi-family buildings. In 2019, single-family detached homes accounted for 38% of owner-occupied housing units, followed by 2-unit housing, which accounted for 33% of owner-occupied housing units (see Figure X.X).

% of owner-occupied housing units by census tract

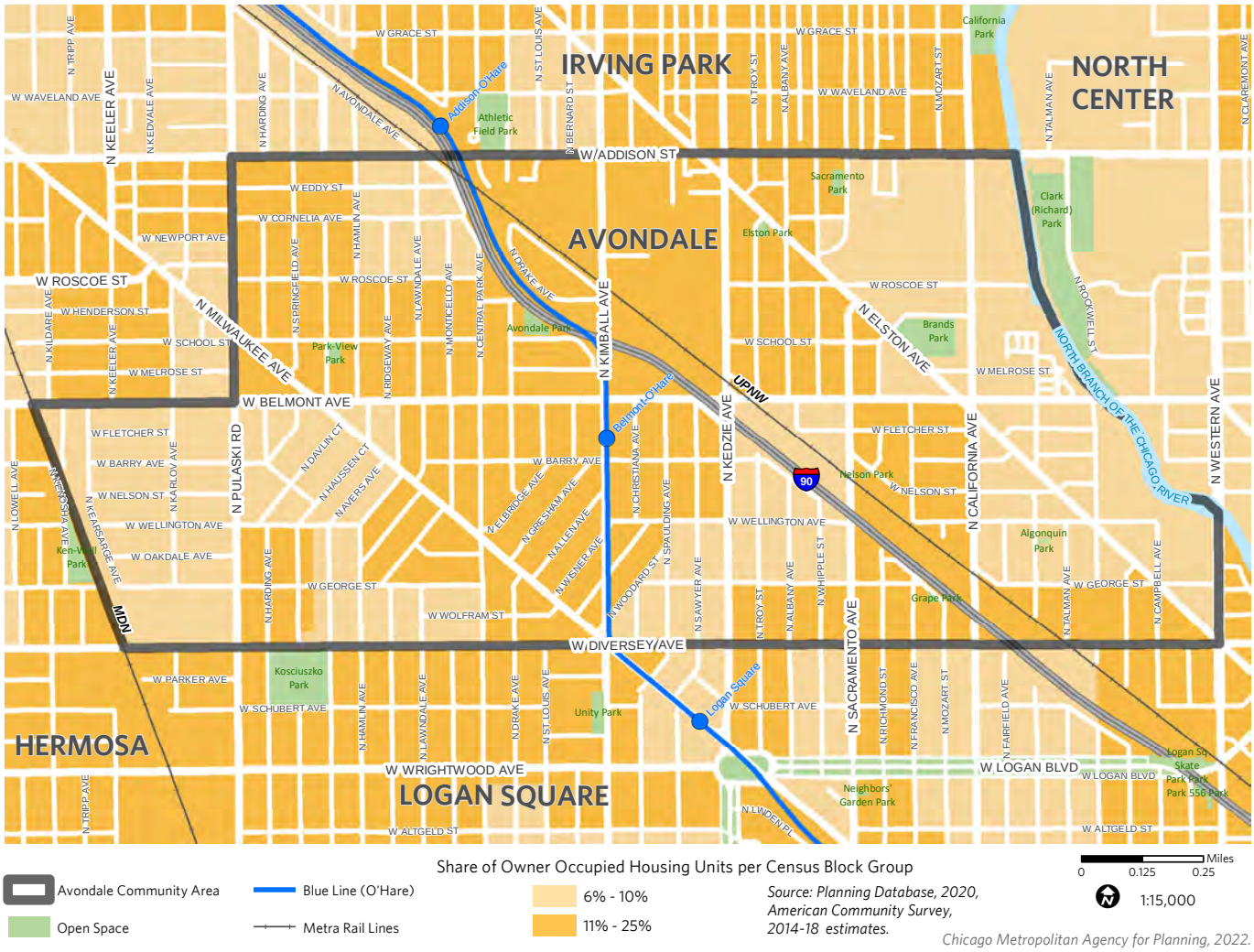


Figure X.X - Owner/renter by units in structure in Avondale, 20XX

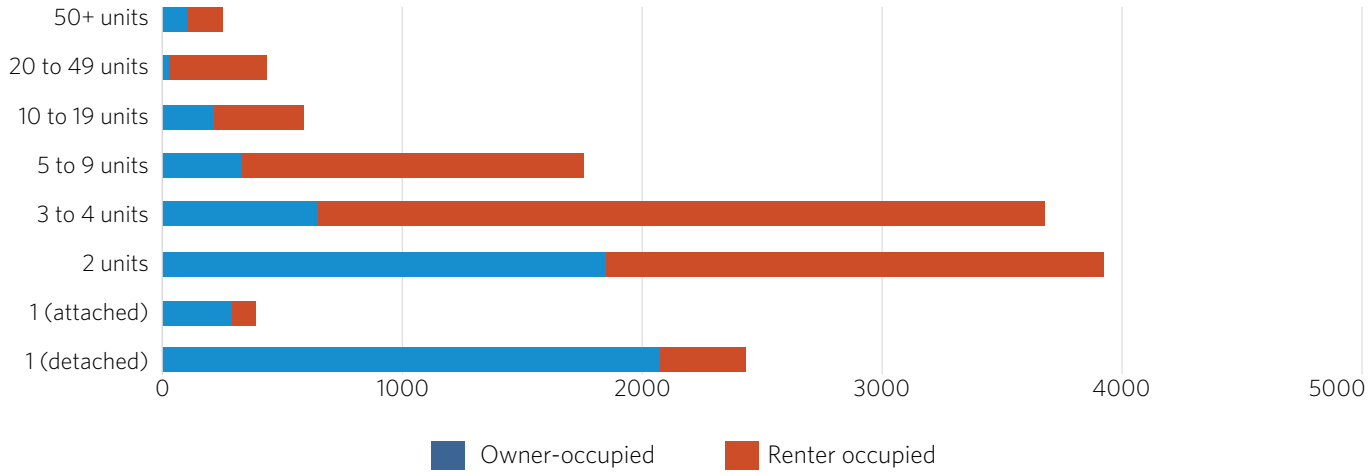
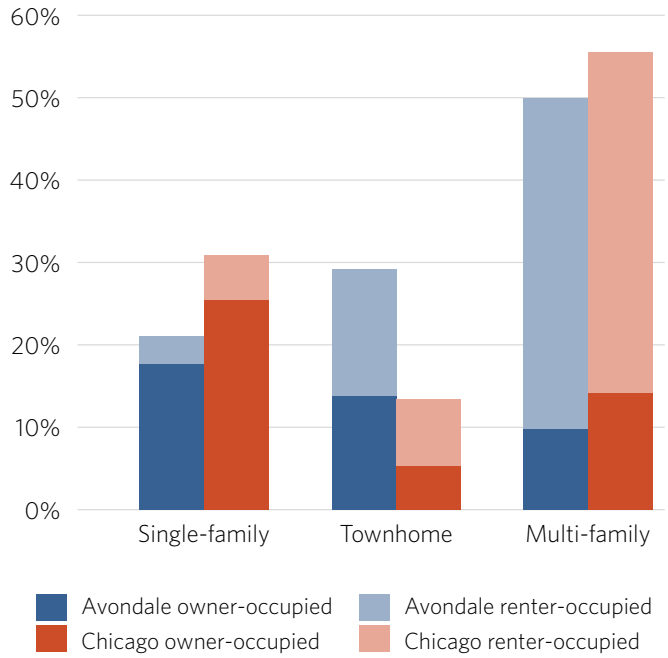


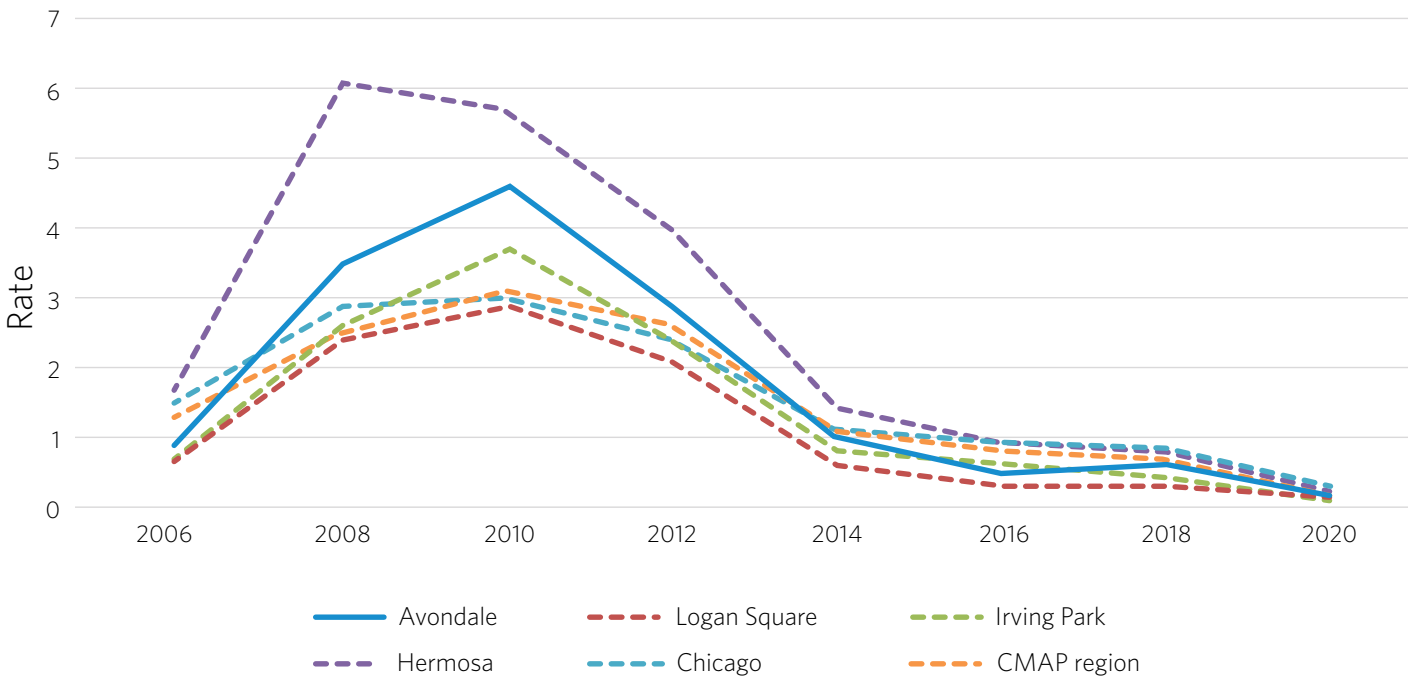
Figure X.X - Housing type by owner/ renter in Avondale and Chicago, 20XX



Foreclosures

The post-2008 foreclosure crisis significantly influenced Avondale's housing market and prices in recent years. Foreclosure filings in the study area decreased slightly from 2005 to 2020 and peaked in 2010 at 4.6 per 100 residential parcels. Between 2010 and 2020, foreclosure filings steadily decreased to pre-recession levels, which leveled out the study area's foreclosure rate with some of its surrounding community areas (particularly Irving Park, Hermosa, and Logan Square).

Figure X.X - Foreclosure filings per 100 residential parcels, 2005-2020



Income and affordability

Avondale has long been a diverse neighborhood not only in terms of culture and ethnicity but also in terms of income and the built environment. The area has benefited from having a wide range of housing options, such as rental apartments in large multifamily buildings, two- to four-flat buildings offering cheaper basement and garden units, and large single-family homes. The variety of housing options has helped newly arrived and low-income residents remain in the neighborhood as their families grow and their finances improve. The neighborhood's housing choices offer a ladder— from low-cost rentals to home ownership to senior housing—while allowing the continuity of staying close to the same schools, places of worship, social services, and familiar neighbors.

Housing affordability is not only a matter of housing cost. Household income and housing-influenced costs, such as transportation, are also major factors in residents' ability to afford to live in Avondale. In 2019, the study area included relatively more households with incomes over $50,000 and fewer with incomes below $25,000 compared to the City of Chicago overall. Compared to the entire seven-county CMAP planning region, Avondale features a higher percentage of households with incomes below $25,000 and $50,000. The median income in 2019 was $66,130, which is higher than that of Chicago overall and in the middle of the distribution of median incomes among nearby community areas.

Cost-burden

Households are housing cost-burdened if they spend more than 30% of their income on housing, and households spending more than half their income on housing are considered severely cost-burdened. Based on data specific to the Avondale community area, the housing burden has decreased for owner and renter households in recent years. In 2010, 52% of owner-occupied households were cost-burdened (25%) or severely cost-burdened (27%). In 2019, 33 % of owners in Avondale were cost-burdened, with 16% severely cost-burdened. A higher percentage (42%) of renters are burdened by housing costs, which decreased from 2010 when 49% of renters were cost-burdened.

Renters

While many renters in the area are cost-burdened, there is a surplus of affordable rental units for households between $20,000 and $74,999 per year. But more than four times as many households make less than $19,999 as there are units affordable at that income. Currently, only 330 housing units in Avondale are affordable to the 1,334 renter households earning less than $19,999 per year. However, the percentage of these households that are cost burden has decreased over time. In 2010, 15.3% of households earning less than $19,999 per year were cost-burdened, which decreased to 10.6% of households that earned less than $19,999 per year cost-burdened in 2019 (see Figure X.X). There are also only a small number of higher-cost units that would be affordable only to higher-income households. In 2019, the average gross rent in Avondale was $1,161. To meet the annual income for affordability at 30%, an Avondale renter must make at least $40,000 annually to pay for the average rent. However, over a third of renters in Avondale make less than $40,000 annually.

Owners

A surplus of owner-occupied housing units is affordable to households making between $20,000 and $99,999 per year. However, most units affordable to households within the $15,000-$34,999 income band are only considered affordable without a mortgage (see Figure X.X). Over a third of working seniors fall within this income band and are more likely to own their homes without a mortgage. Therefore, seniors that make $15,000-$34,999 per year might encounter challenges with downsizing or relocating within Avondale

because only 323 units would be affordable with a mortgage within their income band. Senior housing options in Avondale are limited – currently, the only senior housing facility in St Joseph Village of Chicago Assisted Living. There are nearly twice as many households as there are owner-occupied units that are affordable for households making less than 19,999 per year. Currently, only 192 housing units in Avondale are affordable to the 308 owner-occupied households earning less than $19,999 per year. There is also a shortage of affordable units for households between $100,000 and $149,000, and only a small number of higher-cost units would be affordable only to higher-income households making $150,000 or more (see Figure X.X).

Figure X.X. Comparison of Owner-Occupied Household Incomes with Occupied Units Affordable at each

Figure X.X - Comparison of owner-occupied household incomes with occupied units affordable at each

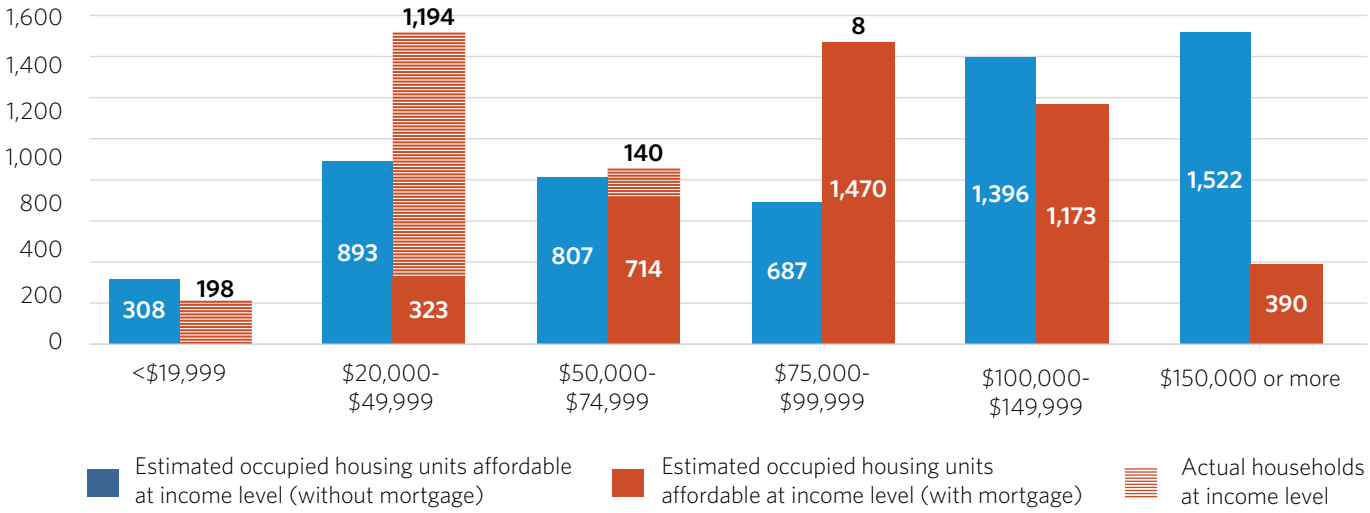


Figure X.X - Comparison of renter-occupied household incomes with occupied units affordable at each

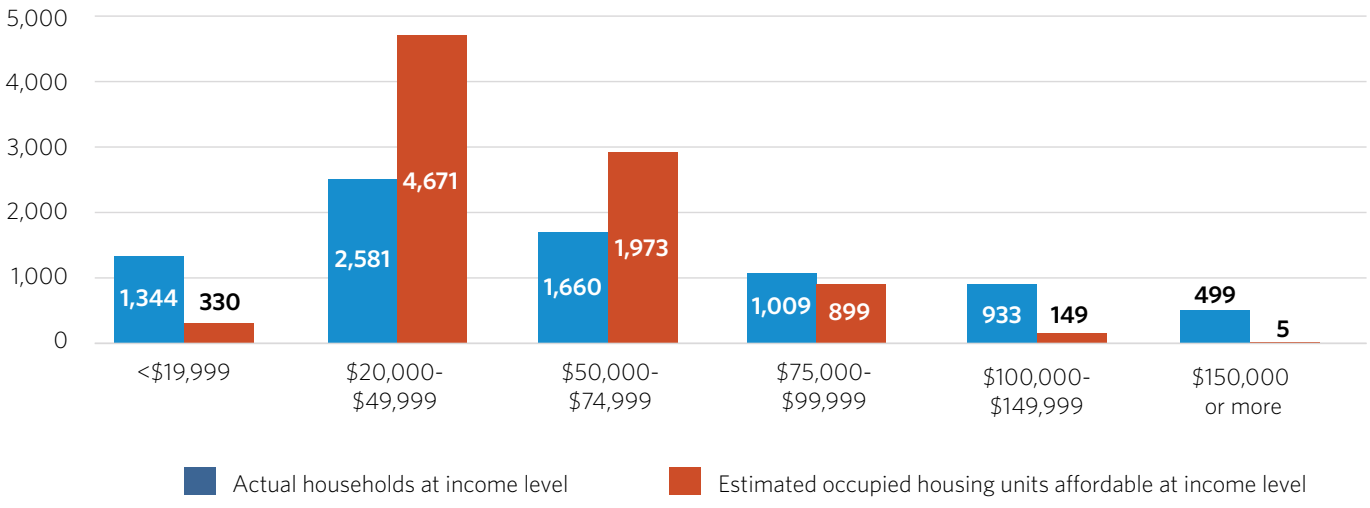


Figure X.X - % of owner-occupied households paying more than 30% of income on monthly owner costs, 2010-2019

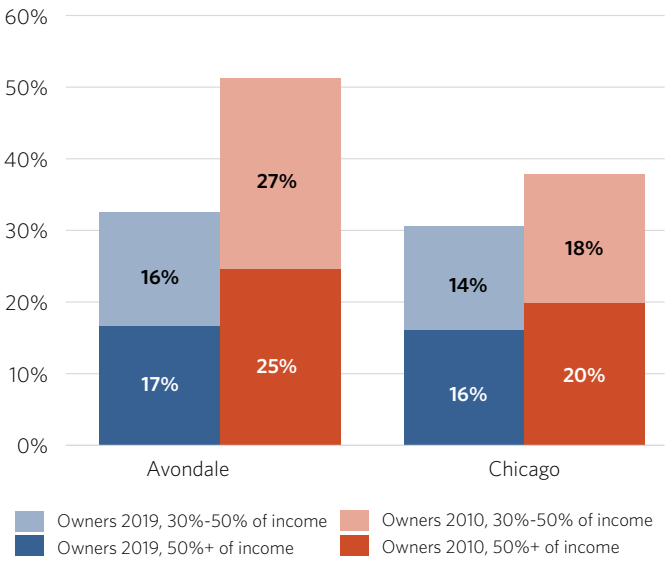


Figure X.X - % of renter-occupied households paying more than 30% of income on gross rent

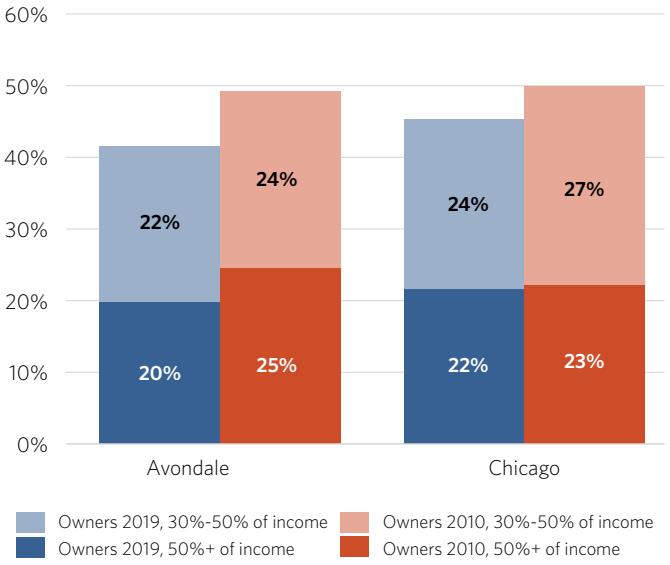


Table X.X - Multifamily properties asking rents, Avondale, 2012-2022

	Avondale	Chicago	CMAP region
Less than $20,000	10.8%	16.9%	11.4%
Less than 20%	0.0%	0.5%	0.3%
20 to 29%	0.3%	1.5%	0.8%
30% or More	10.6%	15.0%	10.3%
$20,000 to $49,999	25.5%	25.7%	22.5%
Less than 20%	1.3%	2.9%	2.5%
20 to 29%	5.4%	5.6%	4.8%
30% or More	18.8%	17.3%	15.1%
$50,000 to $74,999	18.4%	15.5%	15.9%
Less than 20%	4.0%	4.7%	5.0%
20 to 29%	8.9%	5.7%	5.7%
30% or More	5.5%	5.0%	5.3%
$75,000 or more	45.3%	41.9%	50.2%
Less than 20%	29.4%	28.2%	33.6%
20 to 29%	11.9%	10.5%	12.6%
30% or More	4.0%	3.2%	4.0%

Homelessness in Avondale

The community of Avondale wants to uplift community members experiencing homelessness in the neighborhood. This is evident from comments from the community survey and neighbors' efforts to provide supplies and assistance after a fire burned most of the residents' possessions of residents in a homeless encampment at the intersection of Belmont and Kedzie Avenues in 2020. This was not the only fire at homeless encampments in Avondale. Including those mentioned above, three encampment fires have been since January 2020, highlighting how incredibly unsafe it is to live outside.

Homelessness is a widespread issue affecting almost all Chicago neighborhoods and the northeastern Illinois region. According to the Chicago 2020 Homeless Point-in-Time (PIT) Count, 2.3% of people experiencing homelessness in Chicago are living in Avondale, totaling 32 people who were identified during the count, including both sheltered and unsheltered homeless. While the 2021 counts are not comparable to 2020 due to COVID-19 affecting counting procedures, the proportion of people experiencing homelessness residing in shelters (68%) versus those on the street, which includes encampments, 24-hour establishments, and CTA trains and buses (32%) is similar to previous years. CMAP wrote a policy brief on homelessness in the northeastern Illinois region, addressing the progress of ending homelessness in the region, racial and ethnic inequities in homelessness, and proposed strategies to cultivate support for more housing options.

Resources for homelessness in Avondale include street outreach efforts by the City of Chicago Homeless Outreach and Prevention team and Haymarket Center. If individuals need shelter placement, they must call 311 and go to a hospital or police station to access shelter.

Preserving housing choices and affordability

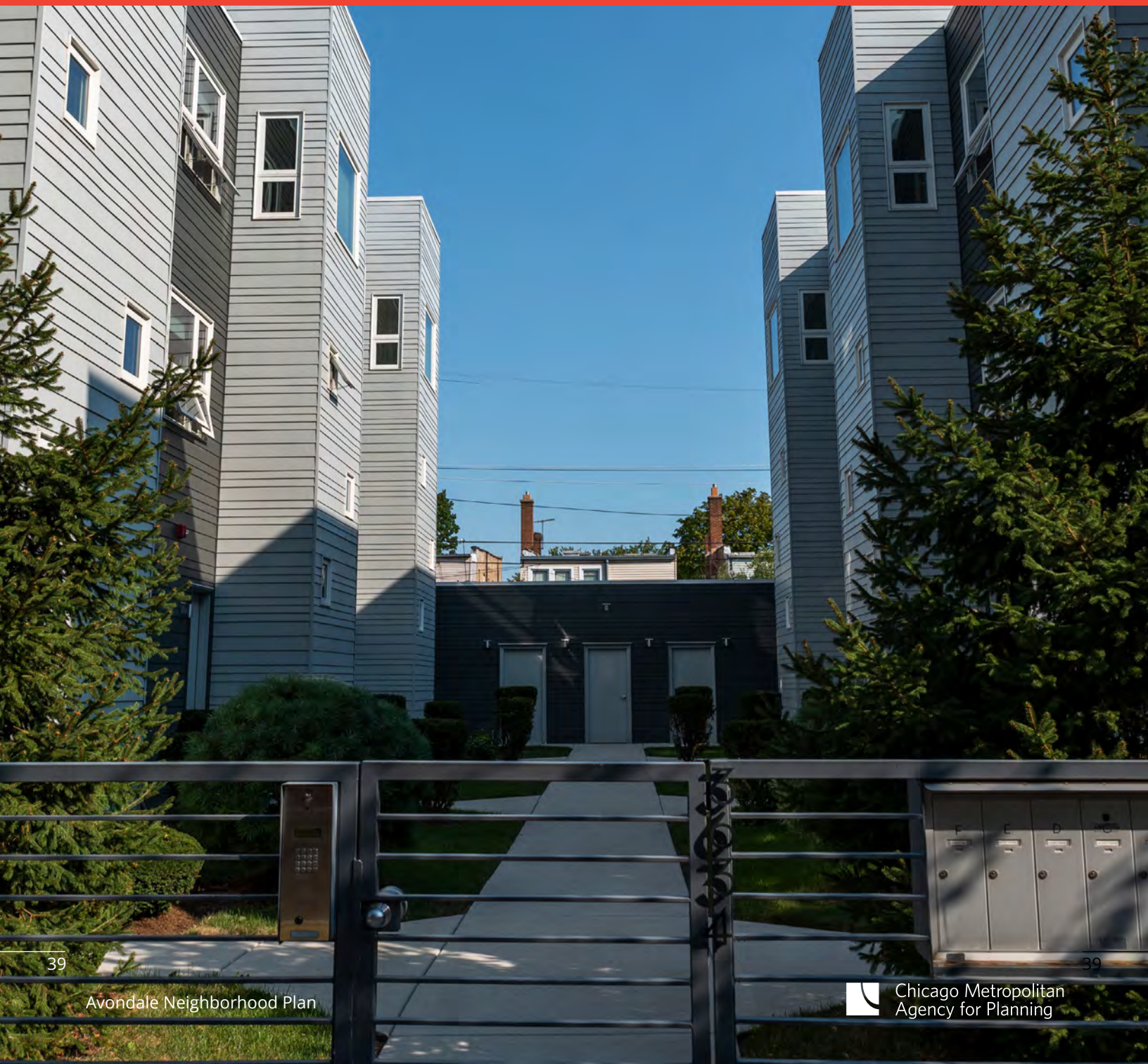
The wide variety of housing options in Avondale has long driven its diversity. By offering multi-family apartments and single-family homes for rental or purchase, close to transit, and high-quality amenities, the neighborhood offers not just a port of entry for new immigrants but the option to stay. To maintain the neighborhood's ethnic diversity, preserving affordable housing options for young people, families, and seniors will be crucial.

While new development offers one route to providing affordable housing, maintaining existing housing is equally important. The plan will explore strategies for preserving currently affordable units and examine opportunities for future development, particularly in areas with great access to transit. The next section of the report explores the concept of Transit Oriented Development (TOD) with an equity framework to preserve the rich character and diversity of the community.



SECTION 5

LAND USE AND DEVELOPMENT



Livable communities depend on a mix of land uses that provide homes, jobs and businesses, civic institutions, and open spaces essential for daily living. Assessing the existing land use pattern in Avondale provides a foundational understanding of what is in the community now and how that can change in the future. (Figure 2.3 and Table 2.1).

Current Land use

One of the Largest portions of the land area in Avondale is devoted to residential use 39.8%, primarily Multifamily residential homes, 24.6 %, and single-family, 12.8%. Single-family and multi-family housing intermixes throughout the community, with most multi-family development consisting of two-story buildings. Mixed-used properties (2.7%) containing residential units, typically on the second floor along the commercial corridors.

The second-largest portion (37.6%) of the total land area in the study area is dedicated to Transportation/communication/utility/waste uses. This land use includes transit stations, rail lines, public streets, and sidewalks. We know that the I90/94 (Kennedy) runs directly through the center of Avondale, and CTA has two Blueline stops, Belmont and Addison.

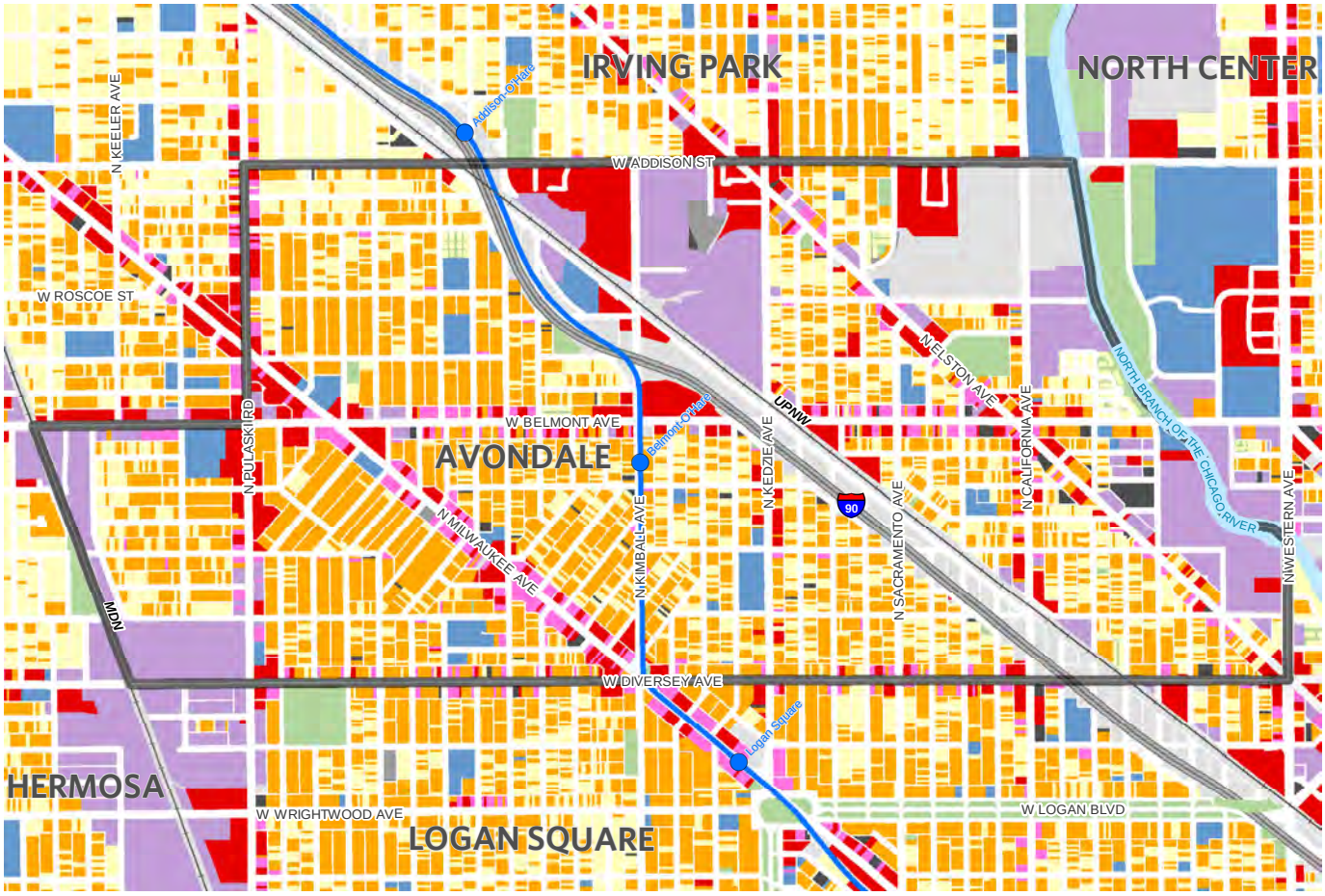
Industrial use is the third largest at 10%. These land uses include the three industrial corridors, which are found spread across the community. The Kennedy industrial corridor is along the Kennedy expressway, in the middle of the community. The Addison industrial corridor is near the eastern border along the North Branch of the Chicago River and the Pulaski on the western border.

Commercial development in Avondale is concentrated along major corridors — Milwaukee Avenue, Diversity Ave, Kedzie Belmont, and Addison Street. As the most prominent arterial in the study area, Milwaukee Avenue provides much of this commercial land, 8%, and nearly 103 acres of commercial property.

Institutional uses are generally distributed throughout the community and include large city-owned properties located in the community. Avondale allocated 2.5%, accounting for schools, colleges, and other city services. Open space is a small .7% of Avondale Park's total land area. Most of the open space is divided between the few parks in the community. Altogether, they add up to just under 9 acres of land use.

Land use	Acres	%
Single-family residential	161.9	12.8
Multi-family residential	312.9	24.6
Mix Use	34.9	2.7
Commercial	103.2	8.1
Industrial	126.6	10.0
Institutional	31.8	2.5
Open Space	8.8	0.7
Transportation/ Communication/Utility/Waste	477	37.6
Agriculture	0.0	0.0
Open Space	8.8	0.7
Vacant	12.7	1.0
Total	9260.1	100.0

Figure X.X - Avondale existing land use (2016)



Existing Land Uses in Avondale Community Area (Source: 2015 Land Use Inventory, CMAP)

1:15,000

- Single Family Residential (12.8%)
- Multi-Family Residential (24.6%)
- Urban Mix with Residential Component (2.7%)
- Commercial (8.1%)
- Industrial (10.0%)
- Institutional (2.5%)
- Open Space (0.7%)
- Water
- Transportation/Utilities/Communication/Other (37.6%)
- Under Construction
- Vacant (1%)

Miles: 0 0.125 0.25

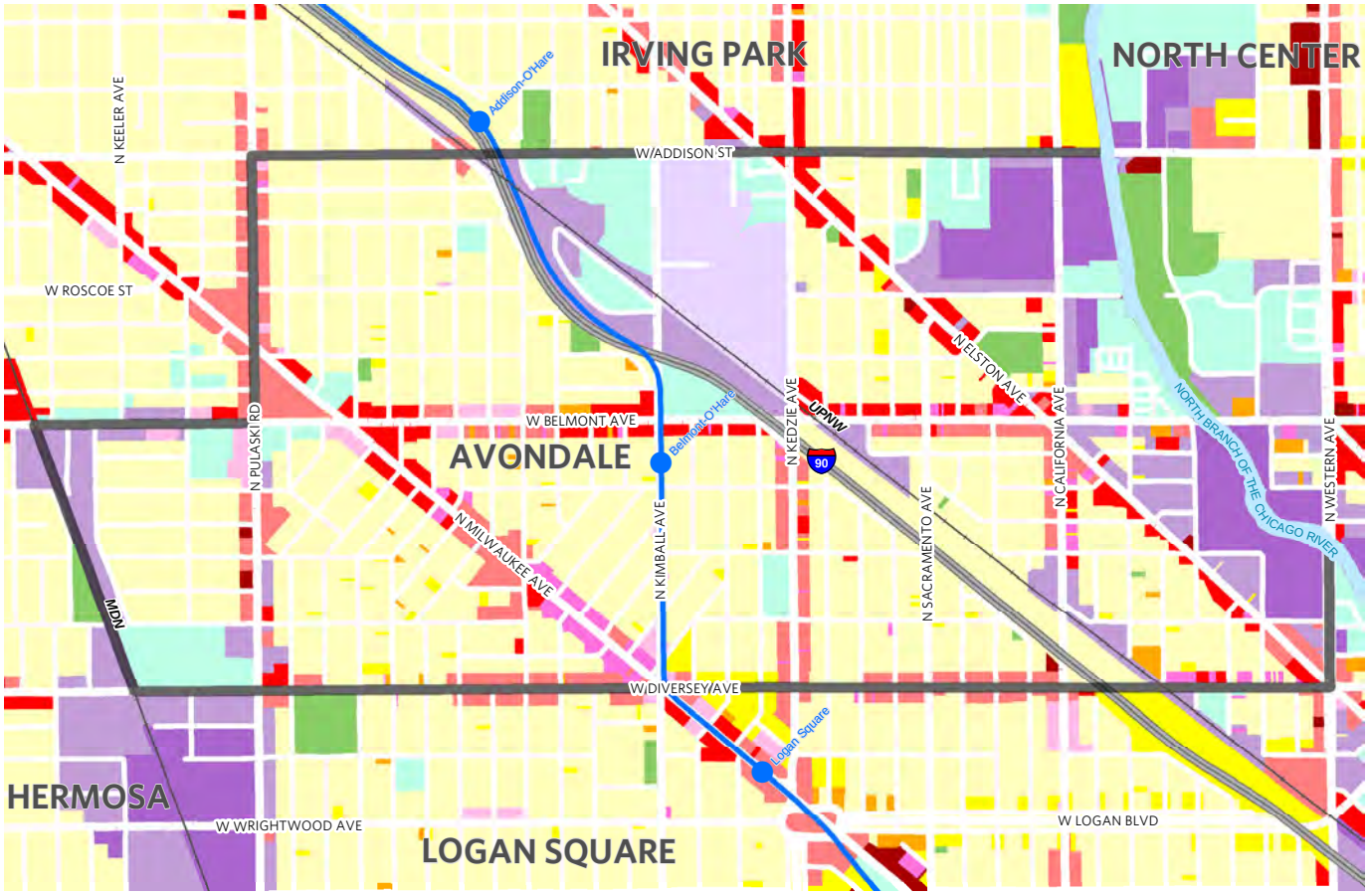
Chicago Metropolitan Agency for Planning, 2022.

*Includes updates based on May 2018 field reconnaissance.

Zoning in Avondale

The ability to attract TOD development depends partly on the zoning of transit station areas. Zoning districts in Avondale include Residential (R), Business (B), Commercial (C), Manufacturing (M), Parks and Open Space (POS), Planning Developments (PD), and Planned Manufacturing Districts (PMD). Zoning districts are further classified by a number indicating the allowable intensity of activity or development, from low-intensity and a narrow range of uses (1) to higher intensity and a broader range of uses (3). Zoning designations for individual properties containing a second number preceded by a dash or a period further define allowable physical dimensions and arrangement of buildings on a property (i.e., bulk and density), including the number of floors, parking space, and units; building height; and setbacks from property lines. Zoning districts with higher numbers after the dash (i.e., higher intensity and density) are typically directed toward retail nodes and transit stations.

Figure X.X - Avondale zoning (2018)



Zoning Districts in Avondale Community Area (Source: City of Chicago, 2018.)

- RS, Single Family Residential
- RT, Two-Flat, Townhouse and Low Density Multi-Unit Residential
- RM, Multi-Unit Medium to High-Density Apartment Buildings
- B1, Neighborhood Shopping District
- B2, Neighborhood Mixed-Use District
- B3, Community Shopping District
- C1, Neighborhood Commercial District
- C2, Motor Vehicle-Related Commercial District
- M1, Limited Manufacturing/Business Park District
- M2, Light Industry District
- PMD, Planned Manufacturing Districts
- PD, Planned Development (tall buildings, campuses, etc.)
- POS, Parks and Open Space

Miles 0 0.125 0.25

1:15,000

Chicago Metropolitan Agency for Planning, 2022.

Residential districts

Residential (R) districts promote various housing options and maintain the desired physical characteristics of Chicago's neighborhoods. Within the community, residential districts are predominately designated as RS (Single Family) classifications. In contrast, RT districts allow detached houses, two flats, townhomes, and low-density multi-unit residential buildings at a scale compatible with surrounding single-family districts.

Residential districts in Avondale are predominantly designated as RS-3. This zoning designation allows for lower-density multi-family units (up to three flat homes. The RS-3 designation emphasizes detached single-family homes but allows for two-flat homes, the dominant form in this district. There are also several RT-4 districts scattered throughout the community.

There are a few RM (Multi-unit Residential) districts on the study area's southwestern, southern, and northeastern edges. This district accommodates a wide range of housing types, generally where moderate- to high-density development already exists or is desired.

Business and commercial districts

Business (B) districts may be described as retail nodes and corridors, including those found around transit amenities. Commercial (C) districts are often in areas with higher traffic volumes and associated with major intersections and access to vehicle parking needs. Business and Commercial zones within the study area are largely found along the main corridors of Milwaukee Avenues and Diversity and Addison. Key intersection points include Belmont and Kedzie Avenue.

Neighborhood shopping district (B1)

This district accommodates small-scale retail and service uses, typically in areas with narrow streets and low traffic speed and volume. The physical characteristics of B1 districts are intended to reflect storefront-style shopping areas catering to pedestrians. Currently, there are only three B1 districts in the study area: Milwaukee, Diversity, Belmont, Addison, Kedzie, and Pulaski

Neighborhood mixed-use district (B2)

B2 is similar to B1, except it offers a greater range of development options and can also be found at the intersections of major streets. This district also allows business or residential use on the first floor with residential units above.

Community Shopping District (B3)
This district accommodates larger-format shops and allows for a broader range of retail and service establishments and uses than B1 and B2. Development in B3 districts is generally destination-oriented, with a large percentage of people arriving by vehicle or public transportation. Consequently, the requirement for off-street parking tends to be higher than in B1 and B2.

Neighborhood commercial district (C1)

C1 permits more intense and auto-oriented commercial uses, requiring access to parking. This district accommodates a broader range of small-scale business, service, and commercial uses than B districts. This use is the most common commercial designation in Avondale.

Motor vehicle-related commercial district (C2)

C2 is intended to accommodate a broad range of small-scale business, service, and commercial uses. This district represents the highest intensity of uses permitted in both B and C districts, including outdoor operations and storage. Intended to be applied to large sites with primary access to major streets.



SECTION 6
ECONOMIC DEVELOPMENT



In order to prosper economically and sustain a high quality of life, Avondale and the Chicago region need to maintain a variety of business types, a skilled workforce, and modern infrastructure. Economic development strategies will also need to support existing businesses, identify new businesses to attract, and build a diverse business mix that respects the cultural heritage of Avondale. Industrial, retail, and office development in Avondale are influenced by trends within the community and each sector's larger sub-regional and regional markets. This section provides an overview of this larger economic development context to ensure Avondale stakeholders move forward with a plan that reflects market realities.

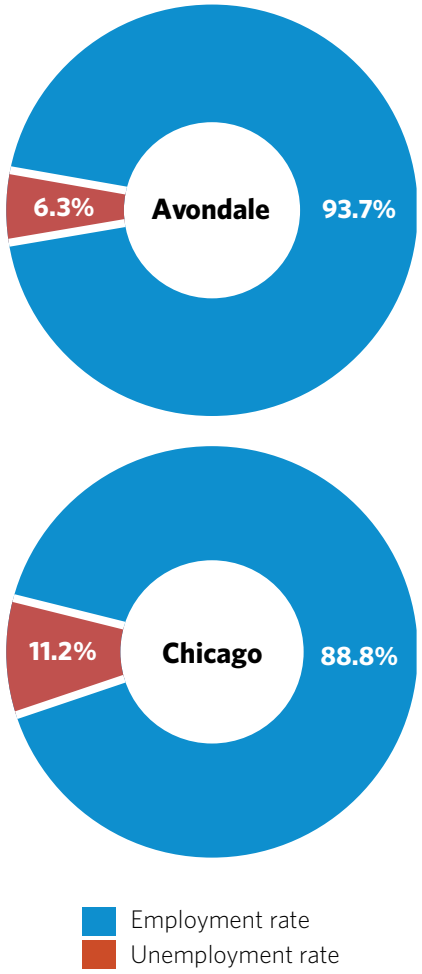
Jobs and Employment

The broad overview of Avondale's labor force provides a foundation for assessing employment opportunities in the community and the types of jobs that employed Avondale residents, whether they stayed in the community to access local jobs or commuted elsewhere in the city and region for work. According to 2019 data from the Longitudinal Employer-Household Dynamics (LEHD) – a Center for Economic Studies program at the U.S. Census Bureau-Avondale's employment data has been identified.

Labor force

Analysis of the state of employment in Avondale looks at two core elements: the local labor force and the availability of jobs. The civilian population age 16+ in the labor force in Avondale compares favorably relative to the City of Chicago as a whole, with only a 6.3% unemployment rate in Avondale compared to 11.2 % for all of Chicago, as shown in Figure X.

Figure X - Civilian population age 16+ in labor force, 2021



Source: ArcGIS Business Analyst, Market Profiles, 2021

Labor force data is more telling when assessing employment by occupation and industry. Almost one-quarter (24.4%) of Avondale's employed population age 16+ works blue-collar jobs, compared to 18.9% for all of Chicago. Regarding white-collar jobs, Avondale is at 58.5% compared to 64.8 % for the whole city. Compared to the City, the greater composition of blue-collar jobs for the Avondale labor force tracks closely with employment by industry data, including construction (6.5% Avondale, 4.3% City) and manufacturing (9.9% Avondale, 7.9% City). Conversely, the lower amount of white collar jobs among Avondale's labor force is reflected in the employment by industry data, including finance/insurance/real estate (6.4% Avondale, 8.9% City) and public administration (2.1% Avondale, 4.5% City). The 17.1% share of service industry jobs among Avondale's labor force is slightly higher than the City's 16.4% share.

Table X: Employed population age 16+ by occupation and industry, 2021

Employment by Occupation	Avondale	Chicago
Agriculture/Mining	0.4%	0.1%
Construction	6.5%	4.3%
Manufacturing	9.9%	7.9%
Wholesale Trade	2.3%	2.2%
Retail Trade	9.4%	8.1%
Transportation/Utilities	7.8%	7.9%
Information	2.0%	1.8%
Finance/Insurance/Real Estate	6.4%	8.9%
Services	53.2%	54.2%
Public Administration	2.1%	4.5%

Employment by Industry	Avondale	Chicago
White Collar	58.5%	64.8%
• Mgmt/Business/Financial	17.0%	20.1%
• Professional	23.2%	25.8%
• Sales	8.9%	8.8%
• Administrative Support	9.4%	10.1%
Services	17.1%	16.4%
Blue Collar	24.4%	18.9%
• Farming/Forestry/Fishing	0.3%	0.1%
• Construction/Extraction	5.4%	3.5%
• Installation/Maint/Repair	2.0%	1.7%
• Production	5.9%	4.6%
• Transport/Material Moving	10.8%	9.0%

Source: ArcGIS Business Analyst, Market Profiles, 2021

Business Profile

With superior access to a major interstate, the CTA transit network, and several major road corridors, Avondale's business profile is diverse regarding the different types, sizes, and geographical distribution of businesses. The retail surplus/leakage analysis in Table X summarizes the supply and demand of the retail market in Avondale, particularly indicating retail sales in the neighborhood experiencing either (a) supply exceeding demand (surplus) or (b) demand exceeding supply (leakage).

Condition of commercial corridors

This section discusses the potential of Avondale's commercial corridors. The community's location and robust transportation network have attracted a range of industries that account for over 52.4% of businesses in the community. Major businesses ranging from retail trade 18.4 to manufacturing 15.8%, accommodation and food services 10.6%, and a smaller percentage of construction. However, each corridor has its own unique challenges that limit its potential to attract more residents and visitors to Avondale. The proximity to the I-90/94 Expressway generates high traffic along the main north-south thoroughfares in Avondale, particularly along Milwaukee, Addison, Belmont, Kedzie, Diversity, and Elston. It is, therefore, unsurprising that properties along these roads are zoned for auto-oriented shopping and services. Identifying gateway and traffic calming opportunities will help market

Local small businesses

Avondale is home to culturally diverse businesses, from large national chains to small locally owned shops and services. Many small businesses start, grow, and thrive on the merits of their owners, workers, and loyal patrons. The small business community enhances the local character and defines a distinct identity that sets Avondale apart from other neighborhoods across Chicago. From a surplus perspective, the industry groups listed below reflect the top five retail industries with the greatest surplus level, i.e., a greater supply level than demand in Avondale's retail market (see full details in Table X). Surplus is generally defined as "a market where customers are drawn in from outside" Avondale shops for and purchases retail goods and services. This leads customers from beyond Avondale to shop and dine in the neighborhood, thus creating a surplus in demand. Another notable surplus outside the top five retail industries is Food Services and Drinking Places, which ranked sixth but had 94 businesses in 2017. Many of these surplus retail industries encompass the small shops and food establishments operated by local business owners and entrepreneurs, including families and immigrants living in the neighborhood.

		Surplus
1	Furniture and Home Furnishings Stores	$52,992,381
2	Building Materials, Garden Equipment, and Supply Stores	$31,026,463
3	Health and Personal Care Stores	$22,004,240
4	Food and Beverage Stores	$21,277,269
5	Electronics and Appliance Stores	$7,469,775

From a leakage perspective, the industry groups listed below reflect the top five retail industries that experience the greatest level of leakage, i.e., a greater level of demand than supply in Avondale's retail market (see full details in Table X). Leakage is generally defined as a market with a flow of "retail opportunity outside the trade area" in which customers shop for and purchase retail goods and services beyond Avondale. These leakage retail industries are generally specialized businesses with a few shops in Avondale but compete with similar shops elsewhere. This leads customers to spend their money outside Avondale more often than in the neighborhood.

		Leakage
1	Motor Vehicle and Parts Dealers	$54,017,688
2	Nonstore retailers	$8,152,606
3	Sporting Goods, Hobby, Book, and Music Store's	$5,102,005
4	Gasoline Stations	$4,744,326
5	Miscellaneous Store Retailers	$3,168,652

Table X - Retail market surplus/leakage analysis, 2017

Industry group	Demand (Retail potential)	Supply (Retail sales)	Retail gap	# of businesses
Motor Vehicle & Parts Dealers	$73,335,151	$19,317,463	$54,017,688	18
Furniture & Home Furnishings Stores	$11,924,093	$64,916,474	-$52,992,381	13
Electronic & Appliance Stores	$14,500,262	$21,970,037	-$7,469,775	5
Bldg Materials, Garden Equip & Supply Stores	$21,550,913	$52,577,376	-$31,026,463	13
Food & Beverage Stores	$68,071,368	$89,348,637	-$21,277,269	31
Health & Personal Care Stores	$24,508,349	$46,512,589	-$22,004,240	15
Gasoline Stations	$40,088,365	$35,344,039	$4,744,326	11
Clothing & Clothing Accessories Stores	$23,004,232	$23,121,103	-$116,871	15
Sporting Goods, Hobby, Book & Music Stores	$10,634,802	$5,532,797	$5,102,005	9
General Merchandise Stores	$69,895,343	$67,834,865	$2,060,478	10
Miscellaneous Store Retailers	$13,058,620	$9,889,968	$3,168,652	26
Nonstore Retailers	$10,447,011	$2,294,405	$8,152,606	1
Food Services & Drinking Places	$44,788,993	$49,254,618	-$4,465,625	94

Source: ArcGIS Business Analyst, Retail MarketPlace Profile

Looking at the retail demand outlook in Avondale, Table X summarizes projected spending growth in retail sectors by comparing 2021 consumer spending to 2026 forecasted demand. The projected spending growth by industry group provides insight into the type of businesses to attract to Avondale that may help to close the gap for retail sectors that experience supply is struggling to keep up with demand. In addition, careful consideration should be taken to locate such businesses in corridors or districts that may benefit from a more balanced retail mix as experienced by other corridors or districts in Avondale, such as the major retail hubs at Addison Mall and Elston Plaza and along Milwaukee Avenue.

Table X - Retail demand outlook, 2021-2026

Industry group	2021 Consumer spending	2026 Forecasted demand	Projected spending growth
Apparel and Services	$31,845,702	$35,893,112	$4,047,410
Computer	$2,863,385	$3,227,948	$364,563
Entertainment & Recreation	$41,273,422	$46,525,570	$5,252,148
Food	$134,644,935	$151,763,204	$17,118,269
Alcoholic Beverages	$8,998,410	$10,143,570	$1,145,160
Financial	$1,511,317,121	$1,704,028,898	$192,711,777
Health	$6,103,496	$6,880,295	$776,799
Home	$221,785,731	$250,051,868	$28,266,137
Household Furnishings and Equipment	$17,690,090	$19,941,304	$2,251,214
Household Operations	$13,478,198	$15,196,866	$1,718,658
Housekeeping Supplies	$10,053,489	$11,332,289	$1,278,800
Insurance	$83,600,032	$94,242,895	$10,642,863
Personal Care Products	$6,926,478	$7,807,337	$880,859
School Books and Supplies	$1,883,887	$2,123,560	$239,673
Smoking Products	$4,712,164	$5,310,400	$598,236
Transportation	$73,403,753	$82,756,710	$9,352,957
Travel	$25,910,284	$29,211,038	$3,300,754

Source: ArcGIS Business Analyst, Retail MarketPlace Profile

Profile of employed avondale residents, 2004-2019

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Source: Longitudinal Employer-Household Dynamics, U.S. Census, OnTheMap Application, 2004-2019; ArcGIS Business Analyst

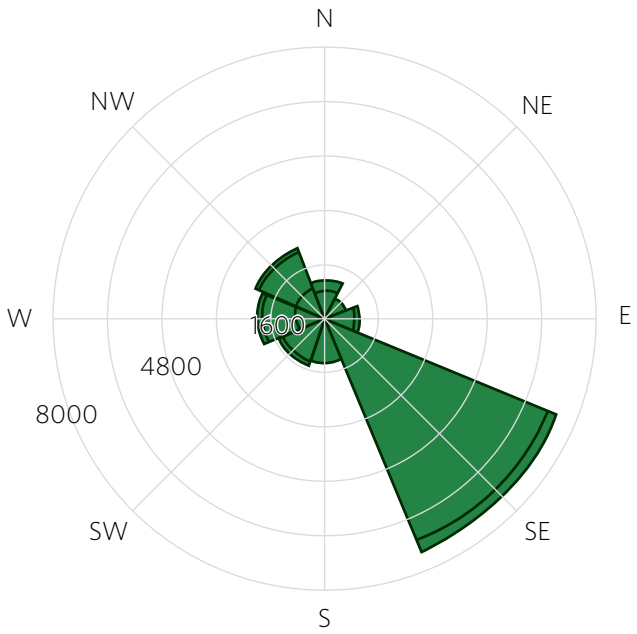
In terms of the work destinations of employed Avondale residents, Table X indicates that a majority work in Chicago, which has increased by 6.5% from 59.4% in 2004 to 65.9% in 2019. The gradual increase over that time frame indicates that employed Avondale residents have increasingly found employment in the city. Other than Chicago, places like Rosemont, Skokie, Evanston, Schaumburg, and Des Plaines remain the most prominent places of work for employed Avondale residents. Table X Indicates most employed Avondale residents work within 10 miles of the neighborhood, which has increased by 4% from 69.6% in 2004 to 73.6% in 2019. Furthermore, the radial graphic next to the table illustrates how most employed Avondale residents commute to the southeast of the neighborhood, which corroborates the data indicating how a majority of employed Avondale residents work in the city, presumably the Loop and general vicinity.

Table X - Work destinations of employed Avondale residents, 2004-2019

	2019	2014	2009	2004
Total Jobs	17,331	16,241	9,735	15,695
Jobs Count by Place: Where Workers Are Employed				
• Chicago	65.9%	63.2%	64.7%	59.4%
• Rosemont	1.2%	1.4%	1.3%	1.6%
• Skokie	1.2%	1.6%	1.0%	1.4%
• Evanston	1.1%	1.3%	1.3%	0.9%
• Schaumburg	1.0%	1.1%	0.9%	1.2%
• Des Plaines	1.0%	1.1%	1.1%	1.3%
• Elk Grove Village	0.9%	1.1%	1.0%	1.9%
• Niles	0.8%	0.8%	0.9%	1.1%
• Glenview	0.7%	0.7%	0.9%	0.6%
• Northbrook	0.6%	0.7%	0.5%	0.8%
• All Other Locations	25.5%	27.0%	26.3%	29.9%
Distance to Work				
• Less than 10 miles	73.6%	71.8%	72.7%	69.6%
• 10 to 24 miles	18.6%	20.4%	18.6%	23.7%
• 25 to 50 miles	4.2%	4.7%	4.2%	4.3%
• Greater than 50 miles	3.7%	3.1%	4.5%	2.3%

Source: Longitudinal Employer-Household Dynamics, U.S. Census, OnTheMap Application, 2004-2019

Jobs counts by distance/direction in 2019, all workers



Jobs Trends

Jobs in Avondale

Employed Avondale residents access a portion of the available jobs in Avondale. The other portion is held by workers who do not live in Avondale but have jobs in the neighborhood. While the various retail, service, industrial, and office used to provide a variety of jobs, Table X indicates that Avondale has experienced a decline in jobs since 2004. Avondale had 13,678 jobs in 2004 and took a major hit during the recession in the 2000s, with the number of jobs declining to 11,372t jobs in 2009 but a slight increase to 11,512 in 2014. However, the number of jobs dipped to 9,557 in 2019, indicating factors other than the recession impacting the continual job decline.

While the number of jobs has decreased since 2004, Table X shows that the share of jobs providing earnings of more than $3,333 per month grew significantly from 2004 to 2019, almost doubling from 21.7% to 40.7%, respectively. The share of jobs providing earnings between $1,251 and $3,333 per month experienced a slight drop from 41.4% in 2009 to 39.5% in 2019. These trends generally indicate how jobs in Avondale provide greater earnings today than in the past, even when the total available jobs have declined.

The share of available jobs in Avondale by worker ethnicity is considerably lower for workers who identify as Hispanic, or Latino compared to Avondale's general population. In particular, Table X shows that 30.9% of available jobs in Avondale in 2019 are held by workers who identify as Hispanic or Latino, which is more than half of the 68.2% Hispanic/Latino composition of Avondale's general population. This emphasizes the opportunity to close this gap enabling Hispanic/Latinx residents to take on a greater share of jobs available in Avondale. Measures like vocational training, improved matching of local jobs to local skills, enhanced local outreach and hiring practices, diversity at all organizational levels, etc. can help meet this end.

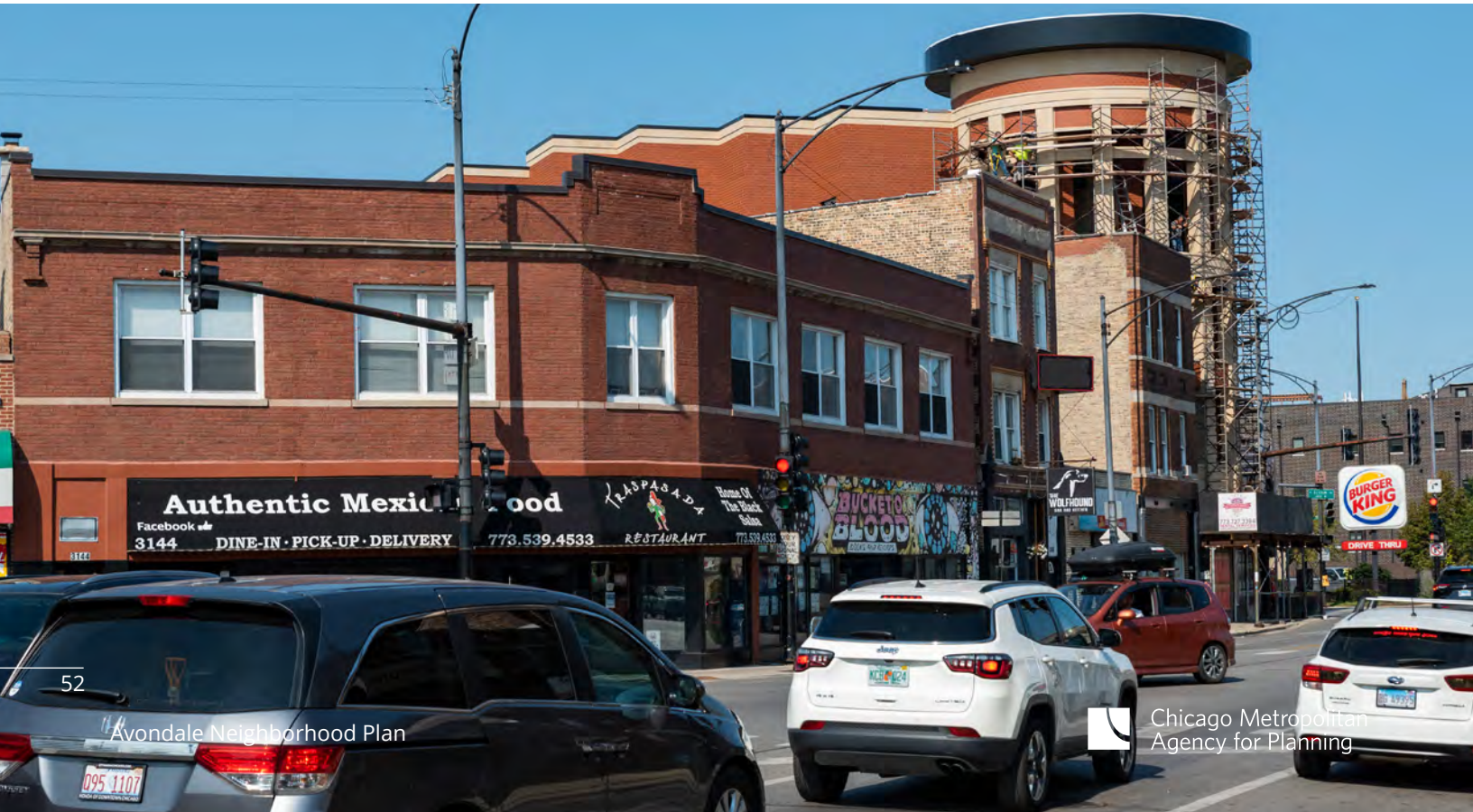


Table X - Jobs counts by distance/direction in 2019, all workers

	2019	2014	2009	2004
Total Jobs	9,557	11,512	11,372	13,678
Jobs by Earnings				
• $1,250 per month or less	19.8%	34.1%	31.6%	38.6%
• $1,251 to $3,333 per month	39.5%	38.2%	41.4%	39.7%
• More than $3,333 per month	40.7%	27.7%	27.0%	21.7%
Jobs by Worker Race				
• White, Alone	78.3%	77.4%	77.6%	-
• Black or African American, Alone	13.0%	14.4%	12.8%	-
• American Indian or Alaska Native, Alone	0.9%	0.9%	0.8%	-
• Asian, Alone	6.0%	5.3%	6.6%	-
• Native Hawaiian or Other Pacific Islander Alone	0.2 %	0.3%	0.4%	-
• Two or More Race Groups	1.6 %	1.7 %	1.9%	-
Jobs by Worker Race				
• Not Hispanic or Latino	69.1%	70.1%	70.9%	-
• Hispanic or Latino	30.9%	29.9%	29.1%	-
General Population by Ethnicity	**2021**		**2010**	
• Not Hispanic or Latino	31.8%		35.6%	
• Hispanic or Latino	68.2%		64.4%	

Source: Longitudinal Employer-Household Dynamics, U.S. Census, OnTheMap Application, 2004-2019; ArcGIS Business Analyst

Regarding where workers with jobs in Avondale residents originate, Table X indicates that a majority commute from other parts of Chicago, as the percentage increased from 42.5% in 2009 to 54.0% in 2019. However, that increase was much smaller compared to 2004, when the percentage was 52.3%, which points to the recession and other factors impacting the number of workers commuting to Avondale for work from 2009 to 2019. The radial graphic next to the table illustrates how most workers with jobs in Avondale commute from the south and west, compared to considerably less commuting from the north and east. While workers commute to Avondale for jobs from nearby communities like Cicero, Skokie, Berwyn, etc., as listed in Table X, the second highest percentage of places of origin are other unspecified locations within the region. Avondale's superior access to I-90 and the CTA Blue Line are major factors for this broad set of places of origin from across the region.

One notable outlier is 3.2% of workers commuting from Aurora for jobs in Avondale in 2014. However, this percentage from Aurora was under 1.0% five years prior (2009) and five years later (2019), indicating that it was a true outlier in certain circumstances around 2014, creating conditions with a noticeable share of workers commuted to Avondale from Aurora.

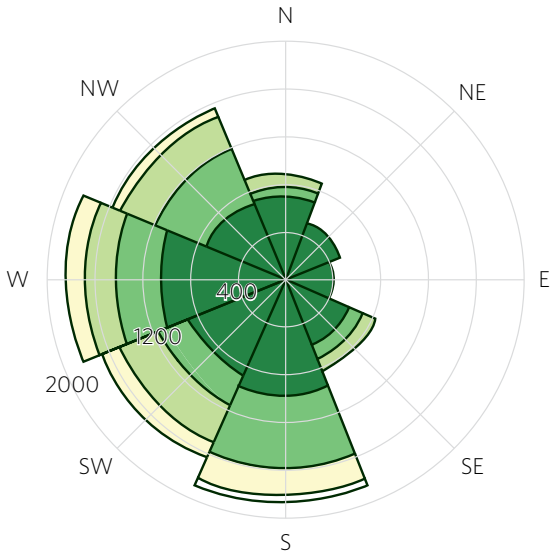
Table X also indicates that most jobs, 60.2% in Avondale, attract workers who commute into the neighborhood within a 10-mile radius.

While this percentage of age is a slight 2.9% increase since the 57.3% mark in 2004, the increase has been much more substantial since 2015, when it rose by 9.7% from a 15-year low of 50.5%. That 50.5% low mark corresponded with a greater percentage of workers commuting 25 miles or more to access jobs in Avondale.

Table X - Work Destinations of Workers with Jobs in Avondale, 2004-2019

	2019	2014	2009	2004
Total Jobs	9,557	11,512	11,372	13,678
Jobs Count by Place: Where Workers Are Employed				
• Chicago	65.9%	63.2%	64.7%	59.4%
• Cicero	1.2%	1.4%	1.3%	1.6%
• Skokie	1.2%	1.6%	1.0%	1.4%
• Berwyn	1.1%	1.3%	1.3%	0.9%
• Des Plaines	1.0%	1.1%	0.9%	1.2%
• Niles	1.0%	1.1%	1.1%	1.3%
• Evanston	0.9%	1.1%	1.0%	1.9%
• Elmwood Park	0.8%	0.8%	0.9%	1.1%
• Aurora	0.7%	0.7%	0.9%	0.6%
• Glenview	0.6%	0.7%	0.5%	0.8%
• All Other Locations	25.5%	27.0%	26.3%	29.9%
Distance to Work				
• Less than 10 miles	73.6%	71.8%	72.7%	69.6%
• 10 to 24 miles	18.6%	20.4%	18.6%	23.7%
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• Greater than 50 miles	3.7%	3.1%	4.5%	2.3%

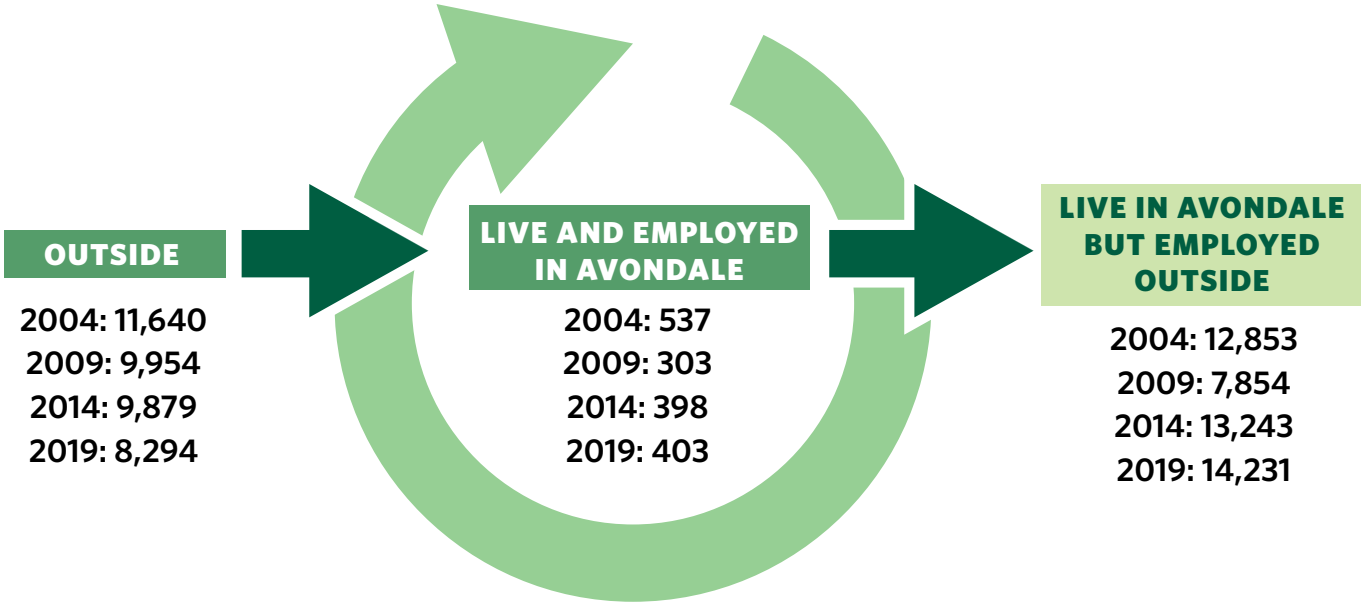
Jobs counts by distance/direction in 2019, all workers



Bringing jobs to Avondale

The above analysis indicates jobs are available in Avondale and potentially attract workers from outside the community and employed Avondale workers who work in and out of the community. Zooming in more closely, the graphic in Figure X shows the inflow/outflow of workers for Avondale from 2004-2019. Inflow/outflow saw a precipitous drop across the board from 2004-2009, likely relating to the recession. However, the number of workers employed in Avondale but living outside the neighborhood continued to experience a decline from 11,640 in 2004 to 8,294 in 2019. Conversely, workers who live in Avondale but are employed outside the neighborhood increased from recession to a high of 14,231 in 2019, compared to 12,853 in 2004. The third group encompasses workers who live and work in Avondale, which experienced growth coming out of the recession from 303 in 2009 to 403 in 2019; however, this is still significantly lower than the high of 537 in 2004.

Figure X - Inflow/outflow of workers for Avondale, 2004-2019



Source: Longitudinal Employer-Household Dynamics, U.S. Census, OnTheMap Application, 2004-2019

While it would be near impossible to keep all workers in any neighborhood, it is still critical to diversify the job market in the community not only to provide options that match local skillsets and education levels but also to minimize the time and cost of commuting. The latter enables workers to better utilize their time, money, and resources to invest in their families, support local businesses, and build personal and community wealth.

While redevelopment of industrial sites will impact the current composition of Avondale's employment base, new jobs may emerge in different forms. For example, new grocery store jobs at the Cermak Fresh Market replaced warehouse jobs at the former Marshall Fields site. The replacement of jobs may not necessarily be at a one-to-one ratio, but that lends greater emphasis on evolving Avondale's employment base by adding jobs in growth sectors appropriate for the area and local workforce.

TIFs and SSAs

Many neighborhoods across the city, like Avondale, have access to special funding tools that can help advance economic development, promote public and private investment, and support community improvement initiatives. Two common funding tools in Chicago are tax increment financing (TIF) districts and special service areas (SSAs). Established by the City of Chicago, TIF districts generate funds through growth in the designated district's equalized assessed valuation (EAV) properties. A TIF district is typically set for a standard 23-year time period.

Ward offices, property owners, local organizations, and private developers often collaborate to utilize funds to support various TIF-eligible projects, as listed on the right. Many of these TIF-eligible expenses may raise TIF funds as a viable option to support community improvement efforts in Avondale, both within the public right-of-way and private sites. Two of the four TIFs expire within the next three years unless they are extended.

Avondale has the following Four TIF districts:

- Pulaski Corridor TIF (expires 12/31/2023)
- Fullerton / Milwaukee TIF (expires 12/31/2024)
- Addison South TIF (expires 12/31/2031)
- Kennedy / Kimball TIF (expires 1dd2/31/2032)

As the Existing Land Use Map in Figure X shows, Avondale's current land use composition is devoted to commercial and industrial uses. Most of these uses are located east of I-94/ Kennedy Expressway by a measure of land coverage. This section also presents existing and permitted uses in the neighborhood's industrial districts and discusses the potential of innovative uses for the PMD based on community input.

The commercial areas generally evolved over time primarily from their exceptional access to I-94 and several major corridors along Addison Street, Belmont Avenue, Diversey Avenue, Milwaukee Avenue, and Elston Avenue. These corridors create strong commercial nodes around major intersections with Pulaski Road, Kimball Avenue, Kedzie Avenue, and California Avenue. Table X summarizes the inventory of retail, office, and industrial buildings in Avondale.

Table X: Inventory of Retail, Office, and Industrial Buildings

Building Type	# of Bldgs	Total Sq Ft	Occupancy Rate	Vacancy Rate	Vacant Sq Ft	Availability Rate	Available Sq Ft	Base Rent	Gross Rent
Retail	182	2,354,503	95.0%	5.0%	117,525	6.9%	164,071	$23.83	$21.57
Office	22	630,669	91.5%	8.5%	53,450	18.1%	113,839	$19.85	$30.07
Industrial	90	2,521,612	97.7%	2.3%	59,226	7.5%	188,548	$17.21	$14.15

Retail

In terms of retail development, Avondale is characterized by 182 buildings with more than 2.3 million square feet of total rentable building area. This inventory includes a strong 95% occupancy rate, which translates to a 5% vacancy rate (117,525 square feet) and 6.9% of available space (164,071 square feet). The relatively low vacancy rate and amount of available space may indicate that retail spaces are rebounding relatively well, coming out of the high impact years of the COVID-19 pandemic. This also means there is limited space for new retail to find available space in Avondale. However, as of Q1 2022, one retail building is currently under construction, covering 10,000 square feet, adding to the available space for future retail offerings. The overall base rent is $23.83 per square foot, with an overall gross rent of $21.57 per square foot.

The two most prominent retail areas in terms of size are both located along Addison Street east of the I-94 interchange. In addition to major retail areas with big box retailers and national brands, the retail includes small shops, eateries, and locally owned services that often operate on limited resources. Some of these retail establishments also operate on constrained sites, such as Joong Boo Market along Kimball Avenue, which has its own parking lot but only one point of ingress/egress and a tight parking area that conflicts with its loading zone and pedestrian walking areas.

While there is limited opportunity to add new retail among Avondale's commercial landscape, this places greater emphasis on preserving existing businesses, including providing them with the tools and resources to make improvements, add value to their properties, and thrive in the marketplace.

Office

Regarding office development, Avondale has an inventory of 22 buildings with more than 630,000 square feet of total rentable building area. Vacancy rate is 8.5% (53,450 square feet) and total available space is 18.1% (113,839 square feet). The higher vacancy rates and available space percentage for offices compared to retail may indicate that certain offices have not yet transitioned out of work-at-home protocols induced by the COVID-19 pandemic. It may also indicate that certain businesses did not endure the pandemic or moved or consolidated outside Avondale. Furthermore, as of Q1 2022, no new office buildings are under construction, which is not uncommon in a fairly built-out landscape. Overall base rent is $19.85 per square foot, compared to an overall gross rent of $30.07 per square foot.

There are less than two dozen office buildings compared to the number of retail and industrial buildings. Office buildings are sprinkled around Avondale, with some larger buildings generally located on the eastern portion of Avondale, particularly east of California Avenue. Some of these larger office buildings are medical facilities. Major offices do not account for smaller offices like doctors, dentists, tax accountants, insurance agencies, etc., typically situated among retail shops and restaurants, particularly along commercial corridors. Although this is categorized more as a public/institutional use, the NEIU El Centro Library and Learning Resource Center near the I-94/Kimball interchange is fashioned much like an office building.

Vacant office spaces allow new office users to establish themselves and existing offices to expand or relocate from elsewhere to Avondale. While there may be limited opportunity to provide new office construction, owners of office properties in Avondale may also consider renovating certain offices with more modern amenities and flexible space needs that meet the demands of businesses seeking new workspace opportunities.

Commercial and Manufacturing District

Avondale is defined by a series of distinct commercial and industrial areas. Commercial areas provide retail businesses, restaurants offering goods and services, and office space that caters to the workforce. Both commercial and industrial areas form the foundation of Avondale's jobs base, providing employment opportunities for residents and workers commuting from all across the city and region.

Industrial Corridors and Planned Manufacturing (M) districts accommodate a variety of industrial uses ranging from warehousing to manufacturing to recycling and incineration. Within the study area, M districts are primarily designated M1 and M2. The M1 district accommodates light manufacturing and uses related to the industry, such as wholesale and warehousing, and near the railings and the I-90/94 Expressway to accommodate for more intense manufacturing uses, as well as freight and recycling facilities. POS districts are home to regional and community-scale parks, smaller neighborhood parks, and play lots. Open space uses are not an integral part of this community and have been identified by many residents as Avondale's greatest issue. Please reference Section 9 of this report for more on the River, Parks, and Open Space.

Industrial

Not all neighborhoods in Chicago have a significant industrial base like Avondale. While Avondale's inventory of 90 industrial buildings is about half of the retail building inventory of 182, the total rentable building area of over 2.5 million square feet of industrial space exceeds the 2.3 million square feet of retail space. This is common given how industrial buildings typically have large footprints; however, this also means that they occupy more land despite having fewer buildings. Avondale's industrial base is stable, with only a 2.3% vacancy rate (59,226 square feet) and 7.5% of the total available space (188,548 square feet). As of Q1 2022, there are no new industrial buildings under construction. Overall base rent is $17.21 per square foot, compared to an overall gross rent of $14.15 per square foot.

Table X provides a more in-depth look at the industrial base in Avondale since 2012. While the total industrial inventory has held steady at 2,521,612 square feet since 2019, the vacancy rate has declined from 4.5% to 2.4% by the end of 2021. That vacancy rate is even lower at 1.6% in 2022 YTD, approaching the ten-year low of 1.3% in 2016. This appears to be a positive sign as the economy continues to move further out of the high impact years of the COVID-19 pandemic; a vacancy rate below 2.0 % (or even below 5.0%) is much more favorable than the ten-year high of 11.9% set in 2013. Similarly, Avondale has experienced positive trends regarding available industrial space, approaching the ten-year low in the 5.0 to 7.0% range set in 2013-2017 after a high of 11.5% in 2012. These trends point to industrial space generally staying occupied, even during the pandemic.

Table X - Ten-year overview of industrial inventory in Avondale, 2012-21

Year	# of Bldgs	Total Sq Ft	Occupancy Rate	Vacancy Rate	Vacant Sq Ft	Availability Rate	Available Sq Ft	All Service Type Rent	Triple Net Lease (NNN) Rent
2022 YTD	90	2,521,612	98.4%	1.6%	40,526	6.4%	33,926	$14.43	$20.10
2021	90	2,521,612	97.6%	2.4 %	60,897	10.9%	58,176	$14.11	$17.21
2020	90	2,521,612	97.6%	2.4%	61,006	6.8%	61,006	$12.88	$15.00
2019	90	2,521,612	95.5%	4.5%	113,554	8.6%	113,454	$13.73	$15.00
2018	92	2,561,112	95.1%	4.9%	125,690	9.0%	121,340	$12.82	$7.50
2017	94	2,585,968	98.3%	1.7%	44,529	6.7%	38,279	$11.67	$7.50
2016	95	2,633,373	98.7%	1.3%	33,113	5.1%	24,713	$10.61	$8.98
2015	96	2,722,955	94.3%	5.7%	156,444	5.5%	155,044	$10.02	$8.98
2014	97	2,840,960	88.4%	11.6%	329,340	7.1%	200,835	$6.11	$5.42
2013	101	3,025,693	88.1%	11.9%	360,158	11.1%	170,725	$6.02	$6.04
2012	103	3,065,651	93.4%	6.6%	202,344	11.5%	186,804	$6.40	$5.76

Source: CMAP analysis of CoStar data, 2012 through Q1 2022

The low vacancy rates and availability of industrial space do come at a cost for tenants, as rents have continually increased over the past ten years, as shown in Table X. Overall rent for all service types experienced a 139.7% increase from a ten-year low of $6.02 per square foot in 2013 to $14.43 per square foot in 2022 YTD. In comparison, the triple net lease (NNN) rent increased by 270.8% from a ten-year low of $5.42 per square foot in 2014 to $20.10 per square foot in 2022 YTD. Increasing rents may partly be attributed to annual inflation; however, the low availability of industrial space in Avondale may also contribute to this rise.

Major industrial buildings are situated at various points throughout Avondale, including the far west side south of Belmont Avenue, north of Diversey Avenue, and the area between Elston Avenue, Western Avenue, and the North Branch of the Chicago River. There are also some industrial buildings near I-94. The northwest corner of Diversey Avenue and Pulaski Road is notable in that some of the industrial buildings that front Diversey have undergone adaptive reuse, including the conversion of the former Marshall Fields warehouse into the Fields urban loft apartments, CubeSmart Self Storage, and Cermak Fresh Market.

These industrial buildings contribute to Avondale's employment base. Many of these industrial uses will continue to remain operational into the foreseeable future; however, some may present redevelopment and adaptive reuse opportunities similar to the Marshall Fields warehouse site. As highlighted further below in the discussion of tax increment financing (TIF) districts, sites in and around Avondale have also been rehabbed

to transform former industrial and commercial buildings into adaptive reuses:

- Conversion of the former Florsheim Footwear Factory into 175 condo units, including 35 affordable units
- Conversion of the former Sachs Hairpin manufacturing building into 28 rental units, of which 25 are affordable units, 7,000 sq ft of retail space, and 8,000 sq ft devoted to the Hairpin Arts Center
- Conversion of the former Cooper Lamp Factory into the state-of-the-art Green Exchange multi-tenant green business office building and campus
- Transformation of old commercial spaces into brewpubs and distilleries like Revolution Brewing, Ravinia Brewing Company, Metropolitan Brewing, and Judson & Moore Distillery

As these examples show, the industrial heritage in Avondale often lives on well past its original uses as heavy industrial, manufacturing, and intensive commercial uses. Adaptive reuse continues to be a powerful approach to preserving these buildings, many of which have significant historical value, by breathing new life into them with a range of uses that add immeasurable value to the housing stock, the business community, the employment base, and community character.

Planned Manufacturing District (PMD)

First created by the Chicago Planning Commission in the late 1980s, Planned Manufacturing Districts (PMD) are intended to protect concentrated industrial uses from potential conflicts and development pressures from adjacent residential and large-scale retail. The city has 15 PMDs, with the Kennedy PMD (also known as PMD14) situated on the northeast portion of Avondale. Covering roughly 54 acres, the Kennedy PMD is generally bounded by Addison Street on the north, Kimball Street on the west, the railroad on the south, and Kedzie Avenue on the east. The Kennedy PMD also falls within the Kennedy/ Kimball TIF District.

As a means to promote the growth and development of Chicago's industrial employment base, the PMD designation discourages the conversion of properties to non-industrial uses, meaning the adaptive reuse opportunities described above would not be appropriate for the properties within the Kennedy PMD. To support this intent, the City's Department of Planning and Development (DPD) conducted a multi-year industrial corridor modernization initiative in 2016 to refine land use policies to support continued growth and private investment among Chicago's industrial corridors. This includes supporting advanced manufacturing and technology-oriented jobs in some areas while maintaining traditional industrial activities in others.

However, there are a few exceptions to allowing non-industrial uses, including certain types of commercial and public/civic uses permitted within certain PMDs per the Chicago Zoning Code. For example, the Kennedy PMD encompasses several businesses, including a brewery, restaurants, self-storage, rock climbing facility, and auto dealerships. In addition, certain uses within the PMD may be designated as special uses, which requires adherence to an established procedure to determine if the use will be compatible with existing development patterns. These factors illustrate the potential for Avondale's industrial areas to continue evolving with a more diverse mix of uses that can support emerging industries, learning and recreational opportunities, and assorted goods and services that meet changing community needs.

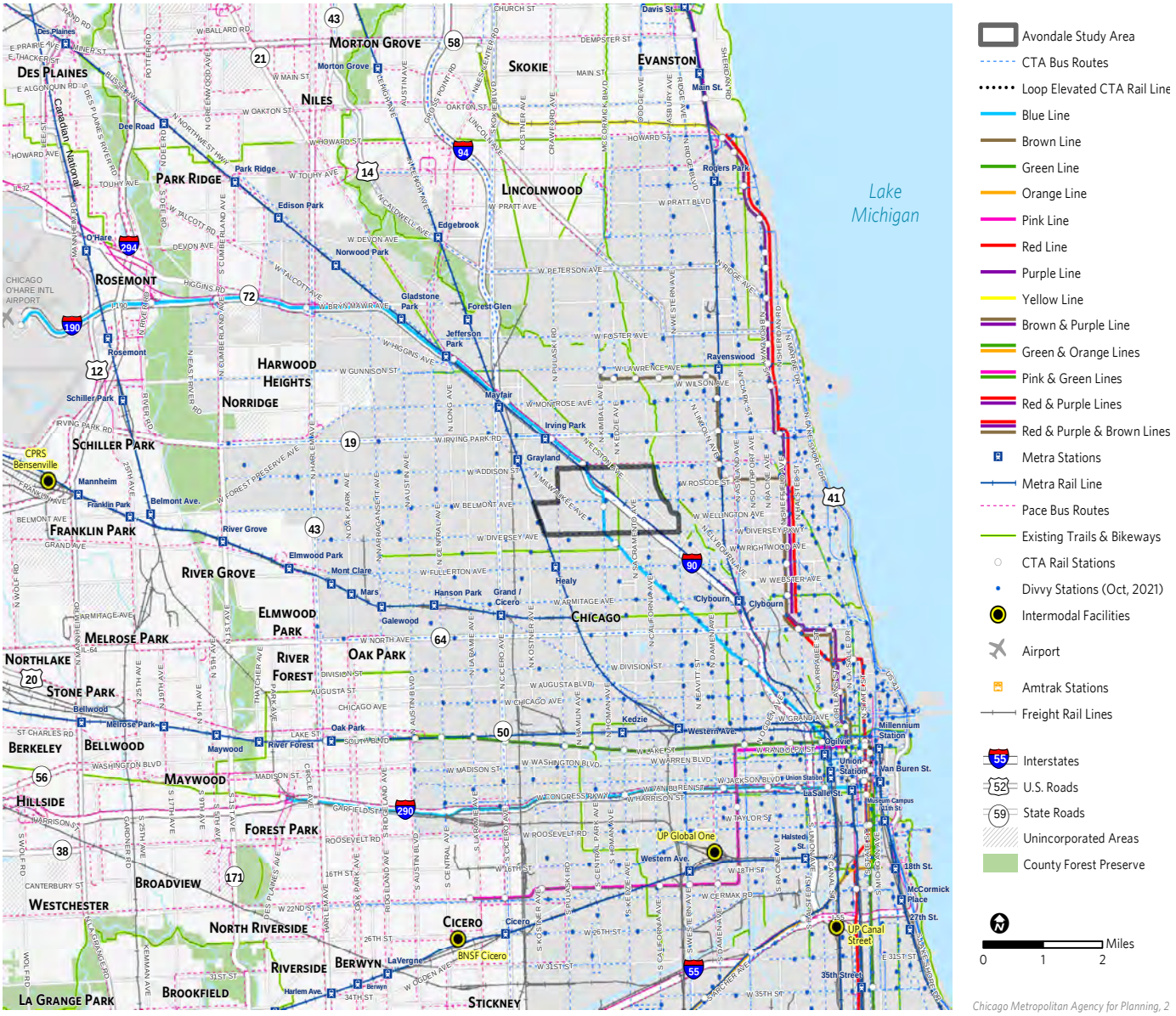
SECTION 7
TRANSPORTATION



A modern transportation system is indispensable; residents must be able to travel efficiently, easily, and safely around Avondale as well as the larger Chicago region to sustain our economy and quality of life. Businesses must be able to count on the timely delivery of their goods. With an aging and congested transportation system and limited funding, strategic maintenance and modernization are necessary to respond to mobility needs and trends.

Avondale has a robust transportation network, with bus routes, train lines, roads, and sidewalks crisscrossing the neighborhood.

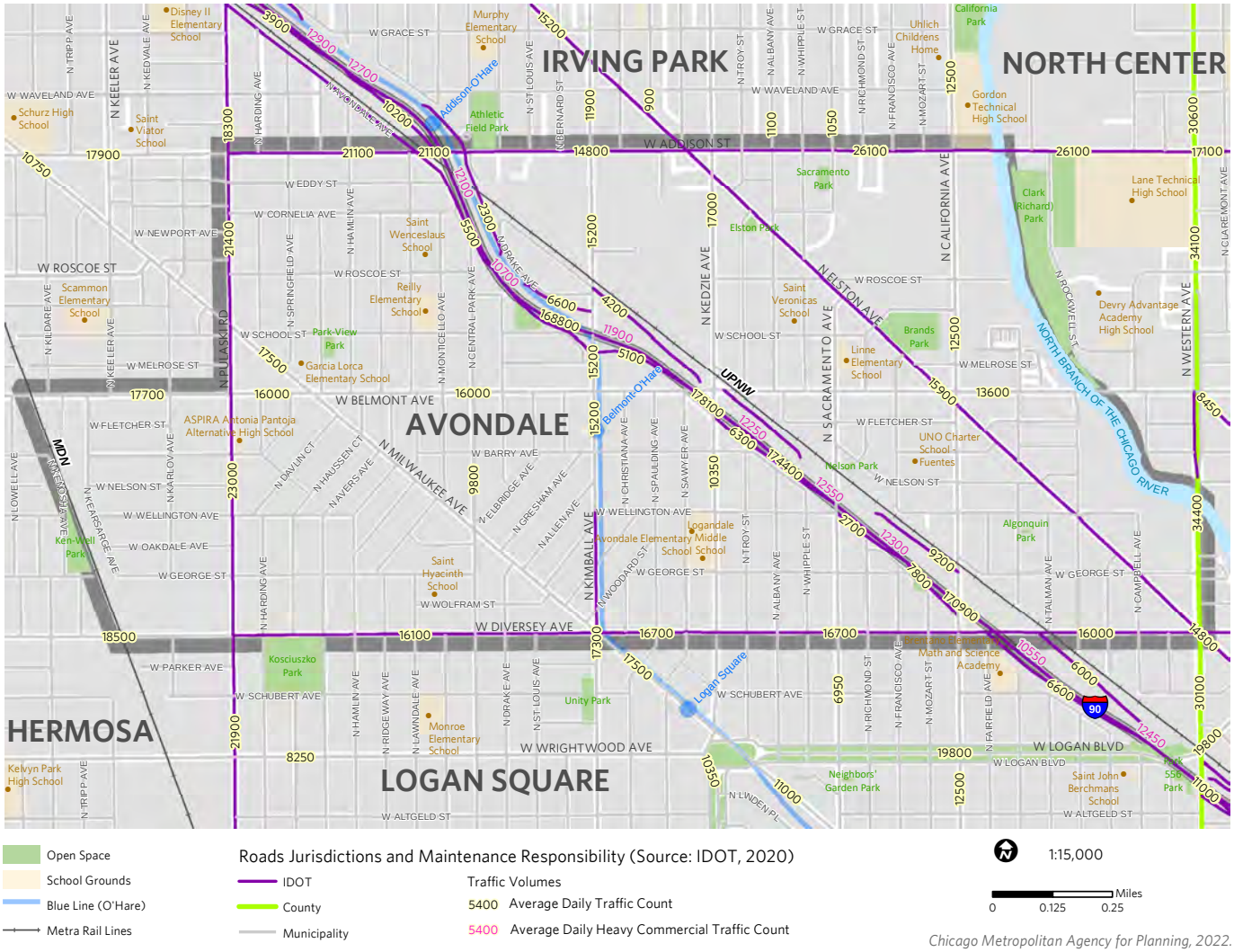
Its transportation network also provides access to the neighborhood's surrounding communities, with extensive connections available in all directions. It is a topic about which the residents and stakeholders of the community care deeply, having provided extensive feedback through community meetings, stakeholder interviews, and surveys referenced earlier. Residents enjoy and rely on Avondale's transportation network. However, they also noted many challenges, such as the dividing line created by I-90/94, congested thoroughfares, and speeding, all of which make it harder for people to move freely through their community.



Roadways

Roads provide space for three vital functions within a community: mobility, commerce, and civic life. The functional classification of a road describes the purpose of the road, what type of vehicles it is designed for, and how drivers should use the road. With several streets or street segments outside of the City of Chicago's jurisdiction, the ability to make improvements, control access, or unify the streetscape requires coordination between the Cook County Department of Transportation and Highways (the County), the Chicago Department of Transportation (CDOT), and the Illinois Department of Transportation (IDOT).

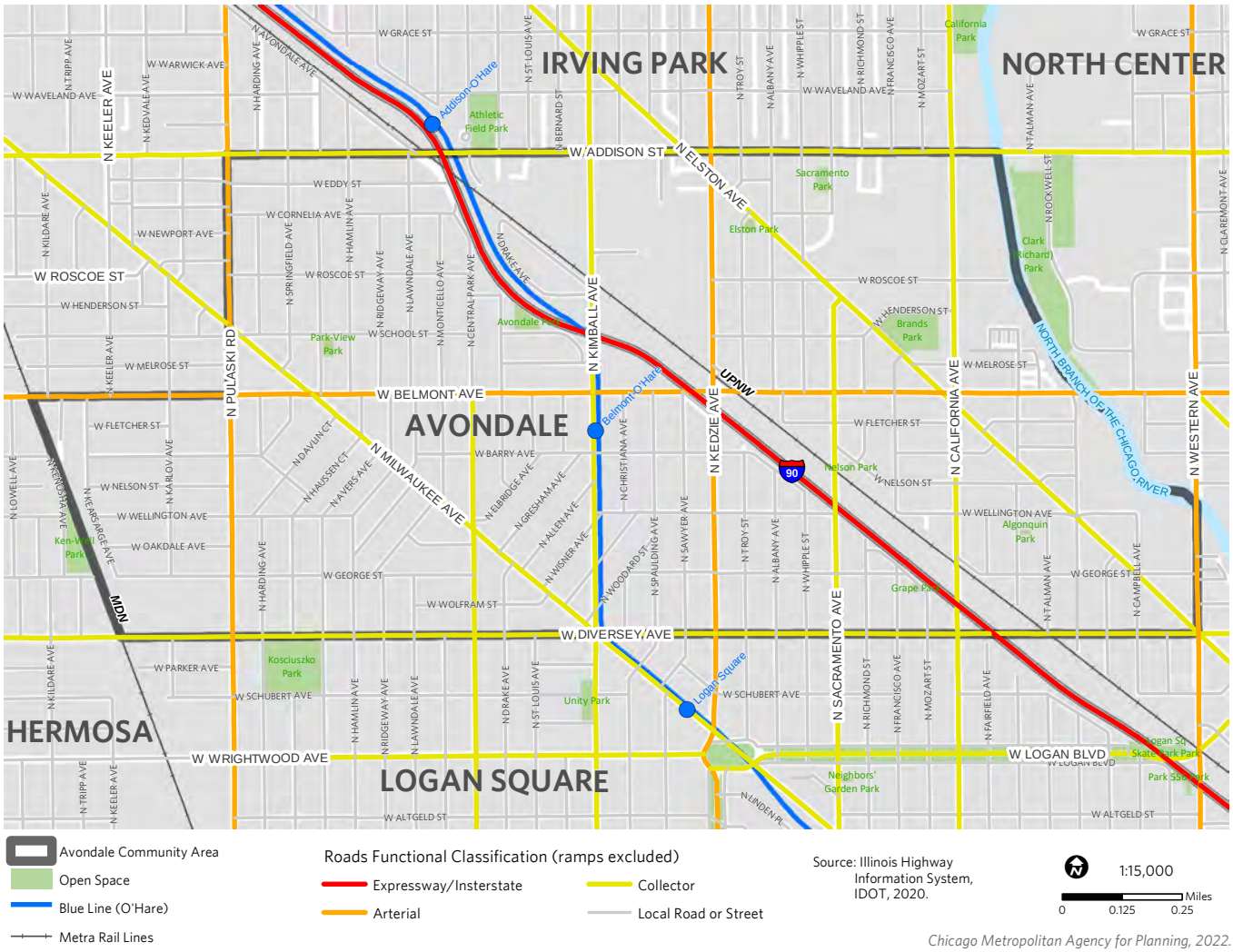
Avondale with roads labeled by jurisdiction and traffic count



Chicago Metropolitan Agency for Planning, 2022.

The map above shows which level of government is responsible for roads in the Avondale community area, denoted by color. The numbers inside of the color-coded roadways show the 2020 average daily traffic count for each road segment.

The community's roads serve both residents and visitors to the neighborhood. Much of the travel in the community passes through Avondale on I-90/94. However, the community residents who own or have access to a personal vehicle also rely extensively on those roads, traveling an average of 12,583 miles per household per year.[11]



Chicago Metropolitan Agency for Planning, 2022.

Principal Arterials

Four principal arterial roads serve Avondale. Principal arterials are designated for higher speed travel for longer distance trips. Running north/south are Pulaski Road, Kedzie Avenue, and Western Avenue. Running east/west is Belmont Avenue. Western, Pulaski, and Addison are the busiest streets by average daily traffic count. Western and Pulaski experience high truck traffic, serving industrial corridors within the community and beyond. The average daily traffic count for the intersection of Belmont and Kimball is 16,000 vehicles, nearly double the surrounding collectors.[13]

Collectors

Avondale has seven major collector roads which distribute traffic from local streets to the arterials. Heading East/west are Addison Street and Diversey Avenue. Milwaukee Avenue runs northwest. Moving north/south are Central Park Avenue, Kimball Ave, Sacramento Avenue, and California Avenue. The busiest collectors by average daily traffic in 2020 were Diversey Avenue, Milwaukee Avenue, and Kimball Avenue.

Local Roads

The remaining non-interstate roads in the study area are local streets and provide access to private property with limited through traffic. The travel speeds and traffic volumes are low and mostly consist of a one-way automobile lane and a parking lane on each side of the road, although some have travel lanes in both directions. All local roads in Avondale fall under the jurisdiction of CDOT.

Interstate

In addition to these arterials, collectors, and local roads, Avondale includes a section of Interstates 90 and 94 (I-90/94), commonly referred to as the Kennedy Expressway. The Kennedy Expressway was the most frequently mentioned component of the community's transportation system. Community members noted danger, speed, congestion, and poor road design around the onramps. They also noted unsafe and unwelcoming conditions at the underpasses.

History

Construction of I-90/94 began in 1955. Originally called the Northwest Expressway, plans for the highway's construction originated in the 1927 Chicago Plan and called for the "Avondale Avenue Super Highway" to run parallel to existing rail tracks.[14] [15] The highway was intended to ease traffic concerns, connect Chicago to the still undeveloped Schaumburg valley and reduce traffic congestion amidst a boom in car ownership. Completed in 1960, the highway bisects the Avondale community. Of particular note is that Avondale Park – built in 1929 as a five-acre park with a playfield, playgrounds, and tennis courts – was reduced to just one acre by 1959. [16]

The map below is an aerial photo of Avondale from 1938. In blue are the boundaries of the Avondale community area, and in yellow is the current path of the I-90/94. A wide swath of the neighborhood was demolished to make way for the highway system.

Avondale from 1938 with the modern footprint of i-90/94 super-imposed



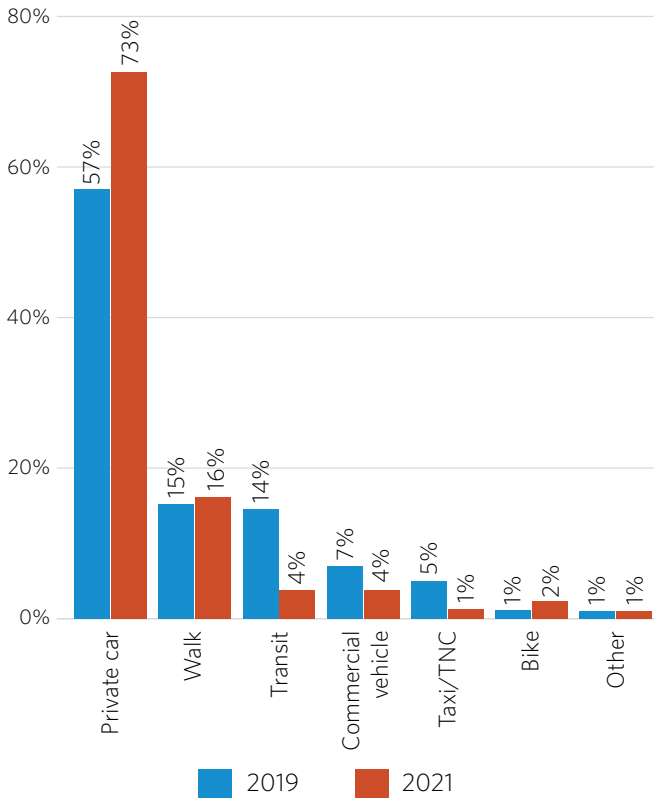
The interstate today

At its widest, the interstate is roughly ten lanes across or the length of a football field. The section of interstate cutting through the neighborhood had an average daily traffic count of 178,000 vehicles in 2020 and served 12,250 heavy commercial vehicles.[17] [18] There is a high number of onramps and offramps in the community, totaling 4 heading westbound and 3 heading eastbound.[19]

Transit Assets and Ridership

Hundreds of thousands of trips start, end, or pass through Avondale every day. Residents and neighborhood visitors rely on many elements of the regional transportation network – or modes – to make those trips. The chart below shows people's modes when traveling from Avondale, both before and during the COVID-19 pandemic.

Mode share of weekday trips starting in Avondale



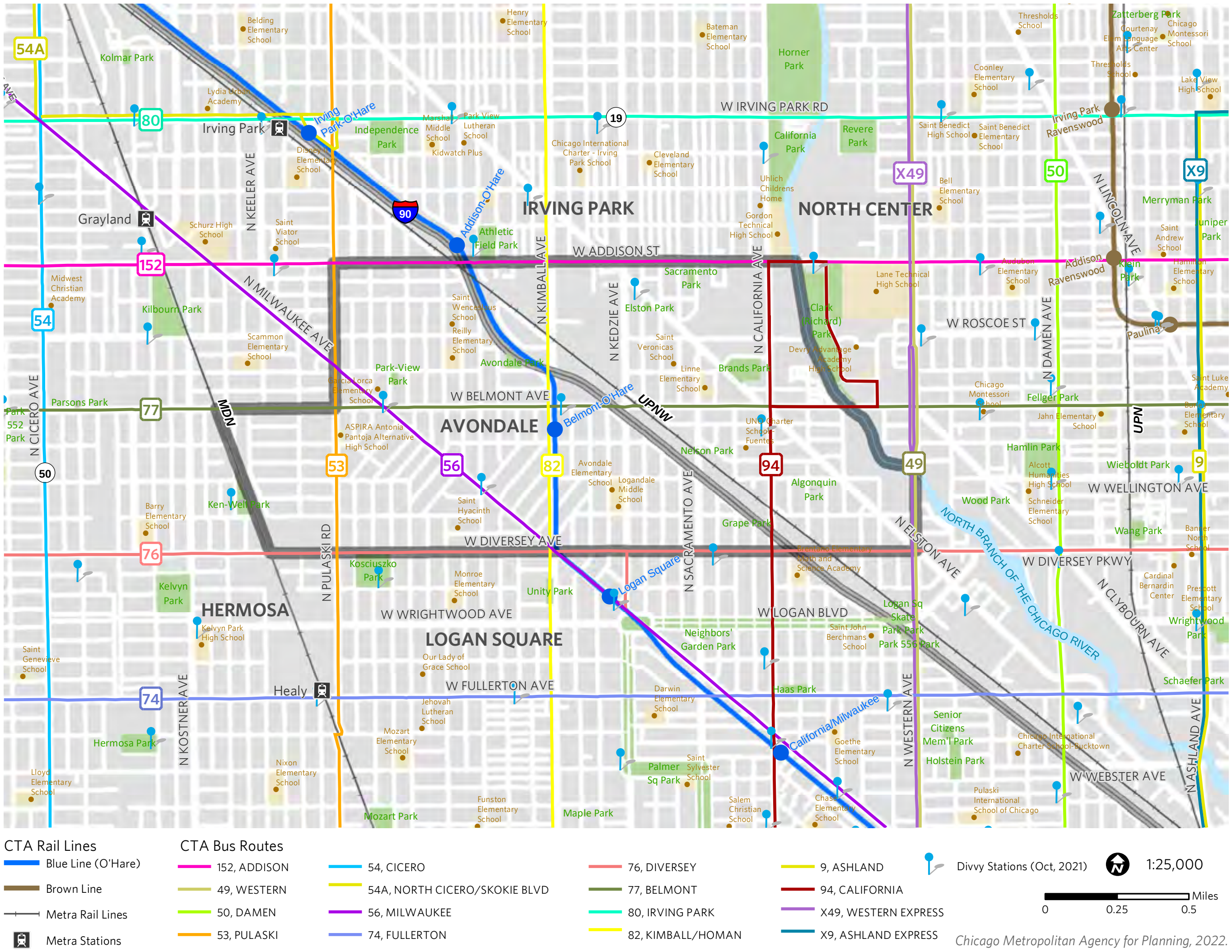
In 2019 and 2021, travel by car made up most of all trips that started in Avondale. Walking also made up a very large share of travel, at about one in six trips during both periods. In contrast, reliance on transit was significantly lower in 2021 than in 2019, as COVID-related shifts meant fewer people used the region's buses and trains to get around. The remaining trips were by commercial vehicles, taxis, transportation network companies (TNCs) like Uber and Lyft, bikes, and other modes.

It is also important to note that the Avondale residents who rely on this transportation system each day do not do so for free. For some residents, that comes in the form of transit fares. This is especially important for the nearly 1 in 5 Avondale households with no personal vehicle, almost double the carless rate of the region.[20] Residents with a personal vehicle spend significant amounts of money on gas, annual car registration fees, and many other car ownership and operation costs. For Avondale households, these costs add up to a significant share of annual income – an average of roughly 15% per year, or $15 for every $100 a household spends. And many residents rely on a mix of public transit, personal vehicles, ride-hailing services, and more.[21]

Note: " Private car" includes both drivers and passengers. "TNC" stands for transportation network companies like Uber and Lyft.

Source: Chicago Metropolitan Agency for Planning analysis of Replica data for weekday travel originating in Avondale, 2019 and 2021

Public transit lines in Avondale

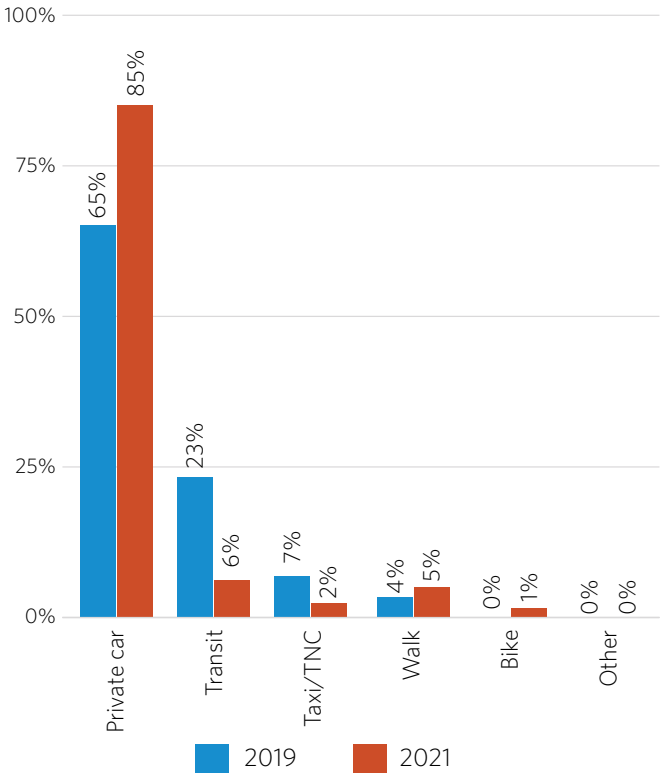


Chicago Metropolitan Agency for Planning, 2022.

Transportation and Employment

Many Avondale residents cite the community's strong transit access as a valuable asset. This is reflected in many residents' choices about their commutes to and from work.

Mode share of weeday work trips starting in Avondale



Note: " Private car" includes both drivers and passengers. "TNC" stands for transportation network companies like Uber and Lyft.

Source: Chicago Metropolitan Agency for Planning analysis of Replica data for weekday travel originating in Avondale, 2019 and 2021

As shown above, before the COVID-19 pandemic, transit accounted for roughly a quarter of work commutes that started in Avondale. Compared to overall travel in Avondale, that is a much higher share for transit. Traveling by car was also a common way to get to work, representing under two-thirds of overall work trips from Avondale in 2019. As the community and the region responded to COVID-19, commutes shifted away from transit and toward travel by car. Other modes, like taxis, walking, and biking, represented about one in ten work trips, before COVID-19, with both walking and biking increasing during the pandemic.

More than half of employed Avondale residents work within the city of Chicago. The most common neighborhoods for job locations are the Loop, the Near North Side, and the Near West Side, which together make up 61% of jobs for neighborhood residents. Jobs in these communities, as well as jobs in Avondale and its neighboring communities, are often well served by the existing transit network. However, more than a third of employed Avondale residents work outside Chicago, and others work in Chicago neighborhoods that might be harder to reach by transit.[25]

In addition to neighborhood residents, the transportation system in Avondale also accommodates the thousands of people who work within the community. Roughly half of all jobs in Avondale are filled by Chicago residents, with the greatest number coming from the Avondale community itself (neighborhood residents fill about 5% of neighborhood jobs)[26] For these residents and those coming from other nearby communities, walking, biking, or transit are typically options for commute trips. However, for those traveling farther away, including the many commuting into the neighborhood from outside Chicago, other options, like driving, continue to be an important component of work-related travel.

As shown on the map above, residents and visitors to Avondale are served by bus and rail services. The CTA provides rail and bus service to Avondale, while Metra serves adjoining communities with two commuter rail lines, which can be reached using CTA bus connections. Many of the transit stations are also in close proximity to Divvy stations, marked in pins on the map above.

CTA rail

The Belmont-O'Hare Blue Line station provides service between O'Hare and Forest Park. Located at Belmont and Kimball, the geographic center of the neighborhood, the station is also served by the Kimball/Homan (#82) bus and the Belmont (#77) bus.[22] Improvements were made to the station in 2019, but the underground Belmont-O'Hare station still lacks an elevator and is broadly not accessible to those with mobility issues.

The Addison-O'Hare Blue Line station is at the northern edge of Avondale. The station is in the middle of the Kennedy Expressway and exposed to the elements and highway road noise. The entrance is located at Addison Street and Central Park Ave. Addison is served by the Addison (#152) bus, and the station is handicapped-accessible.

The Logan Square Blue Line station is close to the southern border of Avondale. While its closest entrance (at Spaulding) is not handicapped accessible, it does have elevator access at the primary entrance on Kedzie and Milwaukee.[23]

CTA bus

The bus infrastructure is considered an important transit asset in the neighborhood, and residents called for greater investment in bus service. Calls for more consistent and frequent bus service were also paired with a desire to return bus service on Elston Avenue[24] and additional bus shelters along Milwaukee Avenue and Belmont Avenue. The heart of bus transportation in Avondale is at the Belmont and Kimball intersection, which provides a transfer to the Belmont Blue Line stop and other neighborhood destinations. This intersection accounts for roughly 2 out of 5 bus boardings in the neighborhood. Across the neighborhood, the following intersections have the highest bus boardings (in order of use):

Whether adding additional capacity to the #77 Belmont CTA bus or returning an Elston bus line, residents wanted more spacious, faster, and more reliable bus transit throughout the neighborhood.

1. Belmont and Kimball
2. Pulaski and Belmont
3. Pulaski and Diversey
4. Belmont and Milwaukee
5. Addison and Blue Line Station
6. Western and Elston/Diversey
7. Kimball and Diversey/Milwaukee
8. Kimball and Belmont

Running north/south, the community is served by the Western (#49/X49), California (#94), Kimball/Homan (#82), and Pulaski (#53) routes. The community also has east/west connections, including the Addison (#152), Belmont (#77), and the Diversey (#76) routes, as well as the Milwaukee (#56) bus, which runs at an NW/SE diagonal.

The Belmont (#77) and Kimball/Homan (#82) routes both go through the heart of Avondale and are among the highest ridership routes in the CTA system. The Western (#49/X49) routes and Pulaski (#53) also have very high ridership and serve the community's eastern and western portions.

Although no service is currently operating along Elston Avenue in Avondale, that corridor was previously served by a combination of several CTA bus routes. Several residents noted the lack of bus service along Elston as a significant gap in the community's transportation network.

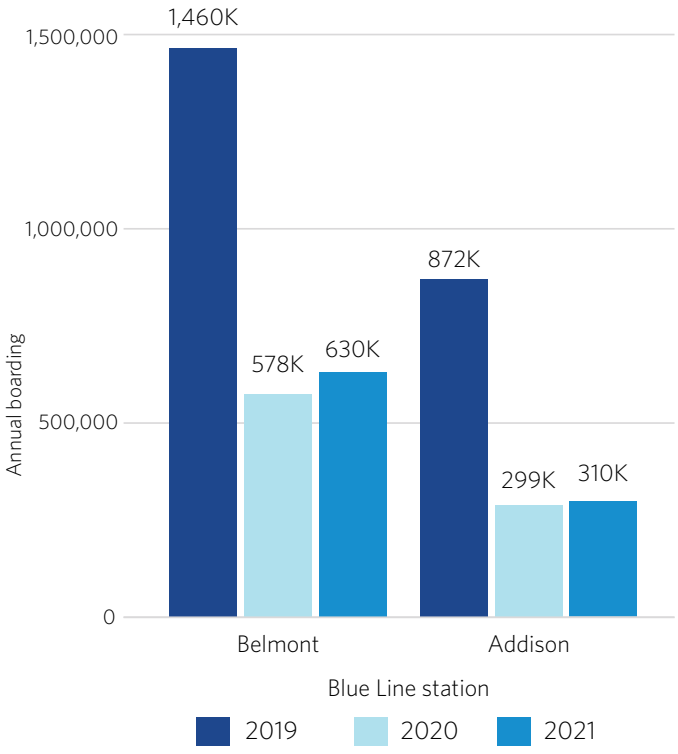
Metra

The UP-Northwest line bisects the community, parallel to I-90/94 and the closest station stop is northwest of Avondale in Irving Park. The Milwaukee District North line stops at Healy and Grayland, just outside the Avondale community area to the southwest and northwest.

Transit Ridership

In early 2020, with the emergence of the Covid-19 pandemic, transit ridership in Avondale and throughout the region fell dramatically. Stay-at-home orders, disaster proclamations, and fear about the spread of Covid-19 all contributed to this decline in mass transit ridership. Although ridership has grown from the lowest levels

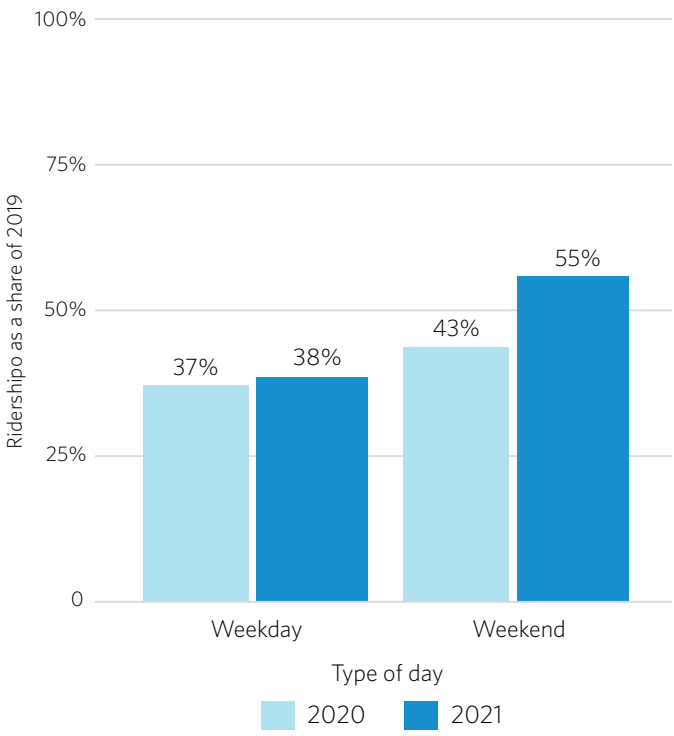
Blue line ridership has begun to recover from 2020 levels but remains below 2019



Source: Chicago Transit Authority ridership data

In 2021, the Belmont station had more than 600,000 boardings. To put that figure in context, the nearly 2,000 daily weekday riders at the station would comfortably fill about 32 CTA rail cars. Total ridership before COVID-19 was even higher, with nearly 1.5 million annual riders and roughly 4,800 daily weekday riders. The Addison station has seen similar trends over the past two years, as has the rest of the CTA rail system. [25] [26]

Figure 1, Blue Line station entries in Avondale from 2019 to 2021



While CTA rail ridership has been down overall in Avondale since the COVID-19 pandemic, weekend ridership has returned to higher levels than weekday ridership. Figure X shows that weekend Blue Line boardings in Avondale have returned to more than half of pre-COVID levels as of 2021, while weekday ridership has returned more slowly. One potential explanation for this is that travel for purposes other than work is rebounding faster than travel for traditional commutes.

Parking

In addition to road space, Avondale also has a significant amount of space dedicated to the storage of vehicles – in other words, parking. Much of that is located along the curb. Indeed, while some curb space is reserved for other uses, like bus stops, travel lanes, delivery drop-offs, fire hydrants, and more, most of the curb space in Avondale is available for parking. Most of that parking is free to use. In some parts of Avondale, especially east of I-90/94, most residential streets allow for free parking for any private vehicle. On some streets in the neighborhood, especially west of I-90/94, residential parking permit restrictions are more common.

The City of Chicago allows residents in areas who have difficult parking due to non-resident vehicles in the area to petition the city to establish *residential parking permit zones.*[27] Residents can pay a fee and park in the permitted zones, while cars without a permit will be ticketed. Finally, along some commercial corridors, drivers have to pay to park during daytime hours. Paid parking encourages drivers not to leave their vehicles outside on-street, curbside parking. Avondale also has a significant amount of off-street parking. In residential areas, free on-street parking is the norm. Some large retail locations (also known as "big box stores") offer on-site parking in off-street lots. Off-street parking is also available in residential areas through driveways, garages, and small parking lots in commercial corridors for too long. This can lead to a space "turning over" more often, facilitating more commercial activity.

SECTION 8

EQUITABLE TRANSIT ORIENTED DEVELOPMENT

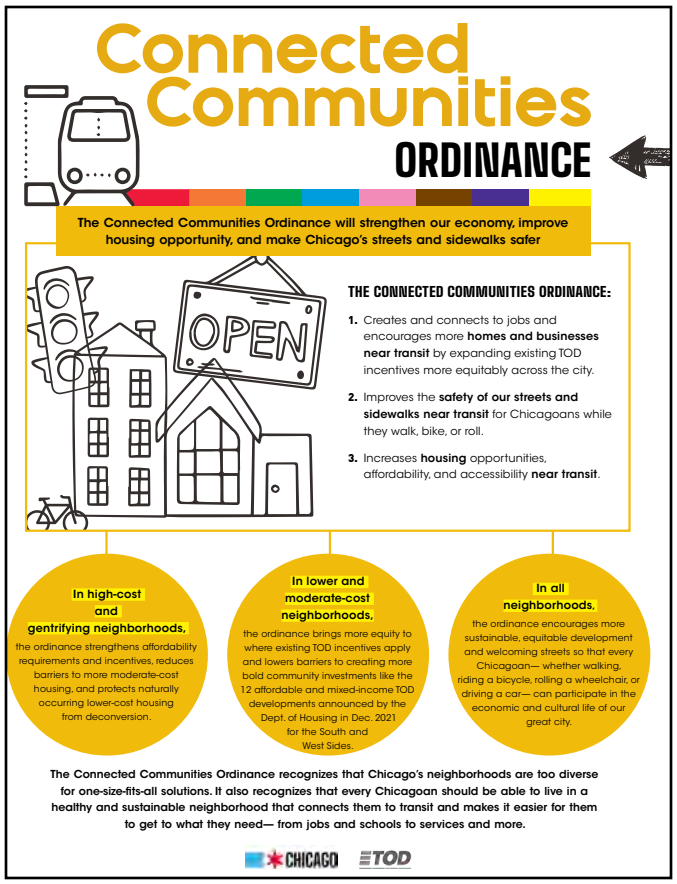


Stakeholders in the study area expressed interest in using their strong access to rail transit to attract commercial and residential development to Avondale. The two CTA Blueline stations in Avondale are a major asset that attracts residents to key nodes and brings people from outside of Avondale to the neighborhood on a daily basis. Transit Oriented Development (TOD) concentrates on residential and commercial development close to transit infrastructure to create density and foster a reduced dependence on automobile travel. Decreasing dependence on automobiles can lower the need to dedicate valuable land to parking and lower transportation expenses for residents. TOD is associated with a compact development style that prioritizes a mix of land uses that facilitate diverse activities at walkable distances around transit facilities. Well-planned mixed-use developments that capitalize on the central location of CTA stations can be catalytic projects for the neighborhood, enlivening the existing retail corridors by bringing additional customers, increasing high-quality retail and restaurant space, and enhancing the streetscape.

Chicago TOD ordinance

In recent years, the City of Chicago has increased incentives for developers to build near transit infrastructure by allowing greater density and reducing how much parking must be provided for developments within walking distance of transit. A 2015 ordinance update more than doubled the distance around train stations where increased development density is permitted and virtually eliminated car parking requirements within these districts. Under the updated ordinance, land zoned for business, residential, commercial, downtown, or industrial uses within 1,320 feet (.25 mile) of a train station has no required parking for non-residential uses. It can potentially reduce parking for residential uses to zero. This ordinance aims to create more housing and development around transit, encouraging transit use and reducing auto dependency. The ordinance makes it more affordable for developers to build compact, mixed-use configurations in Chicago's neighborhoods. A lower parking density can serve a high density of mixed uses because more destinations can be accessed by transit and walking. Parking spaces can be shared between many locations. Effective January 2019, the TOD Ordinance was expanded to high-frequency bus routes. Properties that are in B, C, D, or M Districts and within 1,320 feet of the centerline of an identified Bus Line Corridor (or within 2,640 feet along a Corridor on a "Pedestrian Street") are eligible for the same bonuses as properties around rail stations.[3] The current ordinance also stipulates a density bonus, allowing developers to build square footage depending on the underlying zoning of the parcels. The TOD ordinance establishes "overlay" zoning, which superimposes certain requirements and possibilities to the zoning of parcels near transit but does not alter the underlying zoning requirements. The density bonus of the TOD ordinance applies only to parcels already zoned for relatively dense development. To qualify, a parcel must be zoned in a Business, Commercial, or Downtown district with a floor area ratio (FAR) of 3. All development projects in B-3 and C-3 districts, which (1) provide no more than one parking space per dwelling unit, and (2) are in accordance with Sec. 17-13-0905-F, may increase the maximum FAR standard to 3.5.[4]

Development projects in B-3 and C-3 districts qualify for—and are granted—a FAR increase of 0.5 under Sec. 17-3-0403-B, may also qualify for an additional FAR increase for on-site affordable housing units –an additional .25 to 3.75 if at least 50% of the required affordable housing units are provided on-site and an additional 0.5 to 4.0 for 100%. Developers who wish to take full advantage of the new ordinance by building higher-density projects would have to complete the typical zoning change and planned development process.



Most recently, on July 20th, 2022, the City of Chicago passed the Conned Communities Ordinance. Under This newly connected communities, the ordinance will strive to create and connect jobs and spur economic growth by allowing more homes and businesses near transit. While the city's existing TOD incentives lower the development cost near transit, 90% of that investment has bypassed the South and West sides. To equitably extend development incentives across the city and create an enabling environment for additional community investment, especially on the South and West sides, this ordinance:

- Extends TOD incentives to all corridors with high-frequency bus service and/or strategic potential for neighborhood development. Benefits apply within a 5-minute walk of the corridor.

- Ensures those benefits apply within a standard ten-minute walk of every CTA and Metra station rather than just along 'pedestrian designated streets,' concentrated on the North side.

- Cuts one-size-fits-all mandates to build parking for high-density apartments near transit. Adding an above-ground parking spot in Chicago costs $29,000 on average—but near rail stations, half of those parking spots go unused. By no longer forcing Chicagoans to add parking spots they do not use, rents and purchase prices will be lower.

- Caps the amount of on-site parking in new residential developments at one spot per 2 units, with the ability to build up to 1 spot per 1 unit with administrative adjustment.

The Ordnance will also make streets safer for Chicagoans who walk, roll, and ride. In 2021, 83 people were killed by car crashes within a half mile of rail stations, nearly half of all traffic deaths in the city—with deaths disproportionately occurring on the South and West sides. To improve pedestrian safety near rail stations, this ordinance:

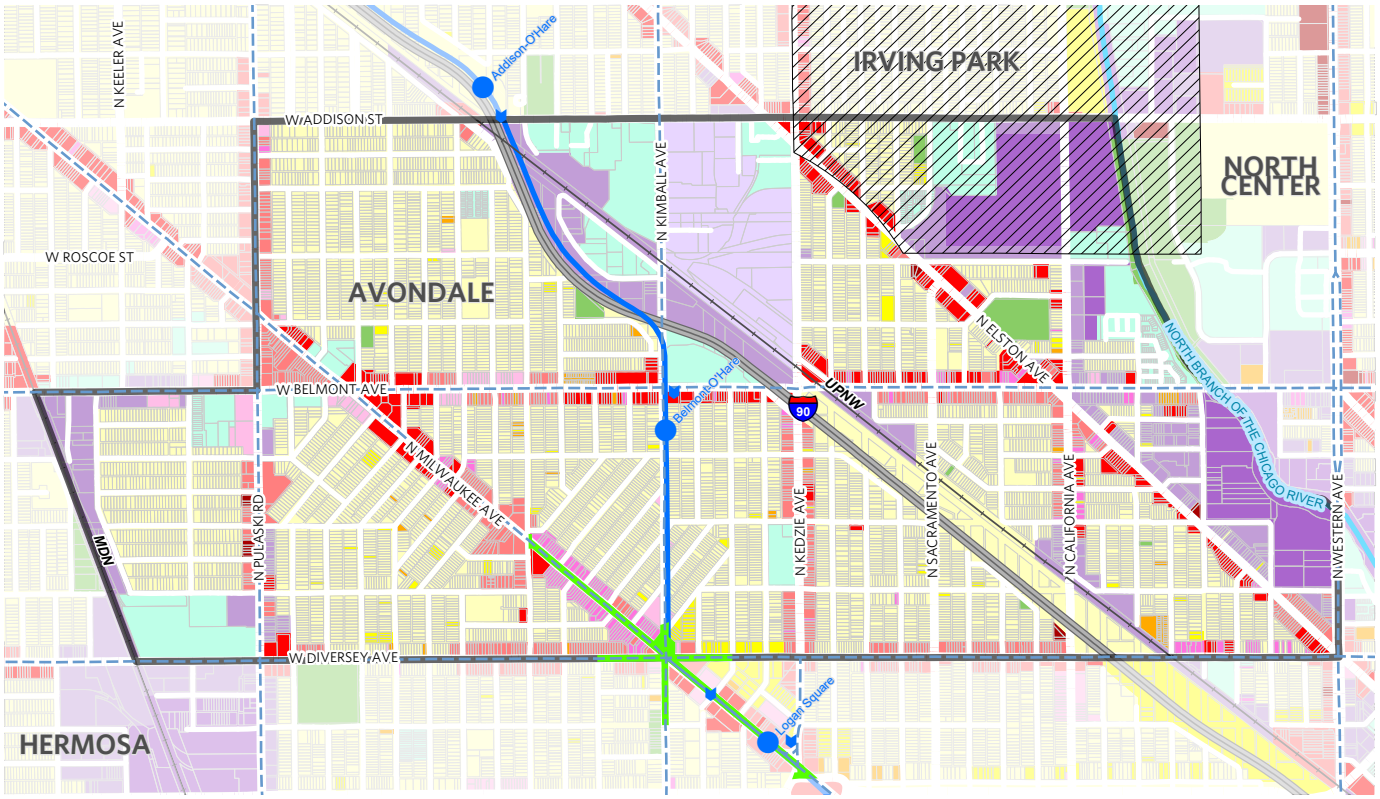
- Requires an administrative adjustment to build a new curb cut and driveway near rail stations.

- Requires that new developments prioritize pedestrian safety near rail stations.

Makes it possible to build more affordable housing--and to do it faster, at lower cost, and in every neighborhood. Increasing the diversity of housing options will provide more equitable access to public transportation and tackle Chicago's racial and socioeconomic segregation. Between 1993 and 2018, 90% of City subsidized affordable units were built outside predominantly white, low-poverty areas. To encourage affordable and diverse housing near transit, this ordinance:

- Every affordable development in a high-cost area gets an up-or-down vote on Zoning Committee.
- Requires buildings receiving TOD density incentives to build more affordable units (above the current requirements) and allows developments to swap parking for more affordable units.
- Eliminates on-site parking requirements for affordable housing—lowering development costs, so residents do not have to pay to store cars they are less likely to own in the first place.
- Prevents deconversions in communities facing displacement—which means that affordable 3-flats cannot be gutted and turned into expensive single-family homes without a zoning change

Figure 6.1 Zoning and Parcels in Avondale Eligible under the TOD Ordinance



Zoning Districts in Avondale Community Area (Source: City of Chicago, 2018.)

- RS, Single Family Residential
- RT, Two-Flat, Townhouse and Low Density Multi-Unit Residential
- RM, Multi-Unit Medium to High-Density Apartment Buildings
- B1, Neighborhood Shopping District
- B2, Neighborhood Mixed-Use District
- B3, Community Shopping District
- C1, Neighborhood Commercial District
- C2, Motor Vehicle-Related Commercial District
- M1, Limited Manufacturing/Business Park District
- M2, Light Industry District
- PMD, Planned Manufacturing Districts
- PD, Planned Development (tall buildings, campuses, etc.)
- POS, Parks and Open Space

Transit-Oriented Development (TOD)

- Not TOD Eligible
- TOD Eligible Bus Routes
- CTA Rail Stations
- Rail Station entrance
- Pedestrian Streets
- Parcels (Cook County, 2020)

0 0.13 0.25 Miles 1:15,000

Chicago Metropolitan Agency for Planning, 2022.

Pedestrian environment

Passed in 2013 and updated in 2015 and 2018, and 2022 the city's TOD ordinance enables and incentivizes higher density in a ½-mile radius around transit assets. Placing housing, employment, and other amenities near transit creates compact, walkable, transit-served communities while improving the health of residents and promoting a high quality of life. Many cited walkability as one of the most important factors in the health and vitality of the community. Elements of a walkable neighborhood include a central attraction, main street, or public space; buildings close to the street; and complete streets designed for safe travel for all modes –foot, bicycle, transit, and car. Housing density, access to amenities, stores, parks, and places of work are all important. Parking can also be important to walkability, as is the need to manage the supply of parking.

Opportunity for Equitable Transit Oriented Development

In many ways, TOD has been happening in Avondale for many decades. The typical form of TOD, which emphasizes a mix of different uses at walkable densities, is familiar to anyone who spends time walking on Belmont and Kedzie Avenue. Low- to mid-rise buildings with retail and restaurant uses on the ground floor, with residential uses above, have been present in Avondale for many decades. Today, Belmont and Kedzie Avenue continue to offer various retail options and services but pose safety concerns to many pedestrians due to their high traffic and volume. While while Milwaukee may be more pedestrian friendly, the variety of retail and commercial uses has diminished over the years.

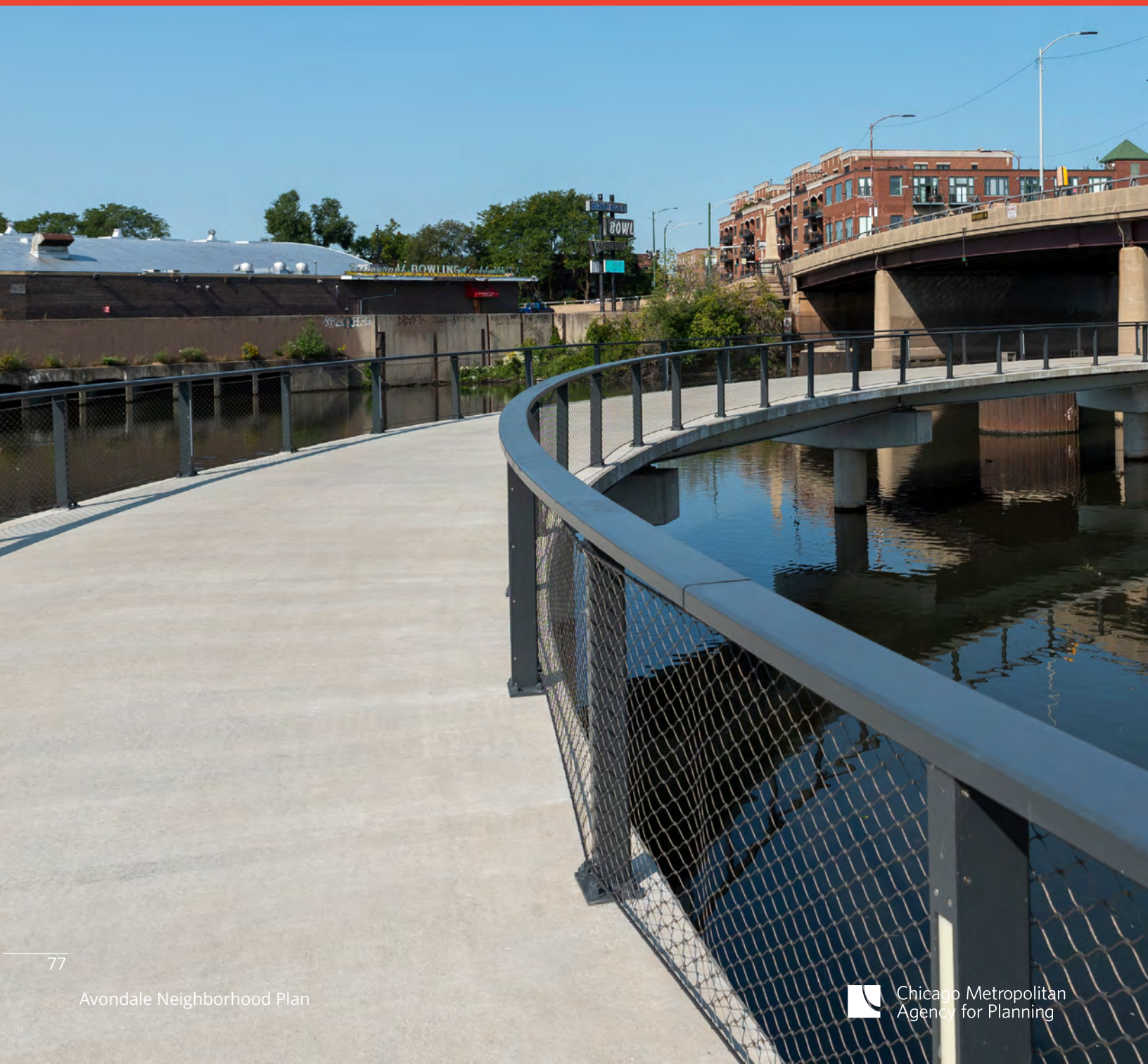
The areas surrounding the CTA Blue Line stations offer an excellent opportunity to pursue future transit-oriented development, given the station's housing density and bus ridership at each station. Investment in the community and transit infrastructure can significantly enhance the opportunity for low- and moderate-income families, though resulting property value increases can jeopardize this outcome.

While many stakeholders expressed interest in the potential of TOD to spur development and improvements to the neighborhood's commercial corridors, they also expressed reservations about how it could change the neighborhood. Stakeholder interviews and public survey input suggest that many want to preserve the community's cultural diversity and ensure that the area remains affordable to low- and moderate-income families. For some, TOD calls to mind other Chicago neighborhoods, such as Logan Square and Wicker Park, that have seen large buildings of luxury apartments and condominiums constructed near CTA stations.

The plan will use an eTOD framework that measures the social and economic impacts of development near transit areas to help keep the neighborhood affordable while still enjoying the benefits of transit-oriented redevelopment and economic development

SECTION 9

BIKE, PEDESTRIAN INFRASTRUCTURE SAFETY



Challenges and concerns

A consistent theme from community listening sessions, focus groups, interviews, and public meetings was frustrations with the interstate, its on-ramps, and its underpasses. In particular, while the expressway makes Avondale very accessible for automobile and truck traffic, it also creates challenging conditions for pedestrians and cyclists, limiting their accessibility.

Bicycle and Pedestrian Networks

Avondale is served by a network of bike paths, buffered bike lanes, bike lanes, and bike routes. The neighborhood has a limited section of off-street bike paths along the Chicago River north of Belmont. There are also long sections of buffered bike lanes along Kedzie Avenue and Elston Avenue. These portions of the roadway run parallel to traffic and separate cyclists from automobiles with infrastructures like curbs or bollards. The neighborhood also has an unprotected bike lane along Diversey Avenue. Finally, a designated bike route along California Avenue includes on-street markers indicating that cars should share the road with bicyclists but does not have dedicated road space or bicycle protection.[22]

Divvy bike share

Divvy Bike shares are popular in Avondale, with roughly 157,500 rides starting or ending in Avondale in 2021. Of those rides, at least 55% were on electric bikes, a new and popular feature of the bike share system23. There are 4 Divvy stations in the Avondale community area and 19 stations outside the boundaries. The top stations for rides that started or ended in Avondale in 2021 are:

Station intersection	Total rides
Kedzie Ave & Milwaukee Ave	12,298
Logan Blvd & Elston Ave	6,579
Damen Ave & Wellington Ave	5,612
California Ave & Altgeld St	4,610
Leavitt St & Belmont Ave	4,354



The image above depicts a mural painted on the concrete wall of the Kennedy Expressway underpass. The road markings are washed out with barely visible crosswalks and bike lanes. Even during the daytime, lights are needed to illuminate the dim sidewalks.

The community is also served by dockless bikes, which can be parked and locked to bike racks, street poles, and docking stations. Divvy does not provide the exact location of ride starts and endings out of privacy concerns. However, dockless bikes were used over 10,000 times in the Avondale community area in 2021, with many more trips potentially passing through the community as part of a larger route through the city.

Sidewalks

Like other transportation infrastructure, sidewalks support a great deal of travel throughout the community. Movement data pulled from consumer credit cards, and cellphone metadata suggests that shopping, heading home, eating, and socializing were the top purposes of walking in the neighborhood.[24] To support these trips, and many others, a network of safe, welcoming, and connected sidewalks is a critical component of Avondale's transportation system.

The sidewalks in Avondale are extensive, with continuous networks of sidewalks on both sides of most neighborhood roadways. There are a number of concerns about this network, though, including several raised by Avondale residents. These include the condition and experience of using the sidewalks at interstate underpasses, along high-traffic roads, and at crosswalks. Recent construction and the resulting tree removal along Milwaukee Avenue have left long stretches of the sidewalk without shade.

As one example, residents noted that the sidewalks along Diversey and Belmont were especially narrow, with people waiting for the bus blocking sidewalks. Narrow sidewalks are particularly dangerous during the winter when sidewalks are also obstructed with snow and ice.

Transportation and Infrastructure Safety

The U.S. is experiencing a nationwide spike in traffic injuries. Even with stay-at-home orders and reduced travel, accidents and fatalities are increasing.[27] While the exact causes of the spike in crashes are not well understood, speeding, reckless driving, and road design are all components of the increasing fatalities.[28] Avondale residents consistently noted speeding and reckless driving as critical transportation issues in the neighborhood.

Crashes and injuries

The Avondale community area has also experienced an increase in traffic crashes. In 2020 there were 27 non-fatal traffic-related incapacitating injures in the neighborhood. 29 149 traffic crashes involved non-incapacitating injuries such as a cut, bruise, or abrasion. Incapacitating injuries include severe lacerations, broken limbs, or injuries to the skull, chest, or abdomen. Cars were involved in 97 % of traffic crashes in 2020.

Unsafe driving behavior

Community feedback noted that speeding is a problem at all times of day, regardless of the presence of pedestrians or cyclists. Residents were especially concerned about walking across roads when high speeds are common. Car crashes happened almost everywhere in the Avondale community area in 2020. Collisions involving people tended to concentrate at

Vehicle	Incapacitating injury	Non-incapacitating injury	Reported, not evident	No injuries or property damage	Total injury by type of travel
Car	19	149	72	1101	1341
Cyclist	1	11	6	5	23
Pedestrian	7	9	2	0	18
Total by injury type	27	169	80	1106	1382

intersections such as Belmont and Milwaukee, Pulaski and Addison, Addison and Kimball, Belmont and Kedzie, Diversey and Kedzie, and Addison and Central Park. Car crashes only involving property damage occur everywhere, including busy arterials, collectors, and even local side streets.

Bicycles

There was general frustration with the quality of underpasses and how the interstate disrupts bike lanes and walking paths. Some issues crossed multiple categories, such as repeated interest in finding ways to separate pedestrians, bike traffic, and public transit from the interstate on-ramps. To help remedy these issues, residents called for better traffic management through traffic calming, better timing of traffic lights, improvements to existing bus services, and the return of discontinued bus routes.

Bicycle crashes and pedestrian crashes make up a very small percentage of the total share of transportation crashes. Given the small amount of bicycle and pedestrian crash data, it is hard to generalize across the community area, but accidents were mostly along Diversey Avenue and Addison Street. Residents noted that Belmont and Kimball intersect are difficult to navigate and generally unsafe, and available data support the perception of unsafe conditions.

Speed Camera

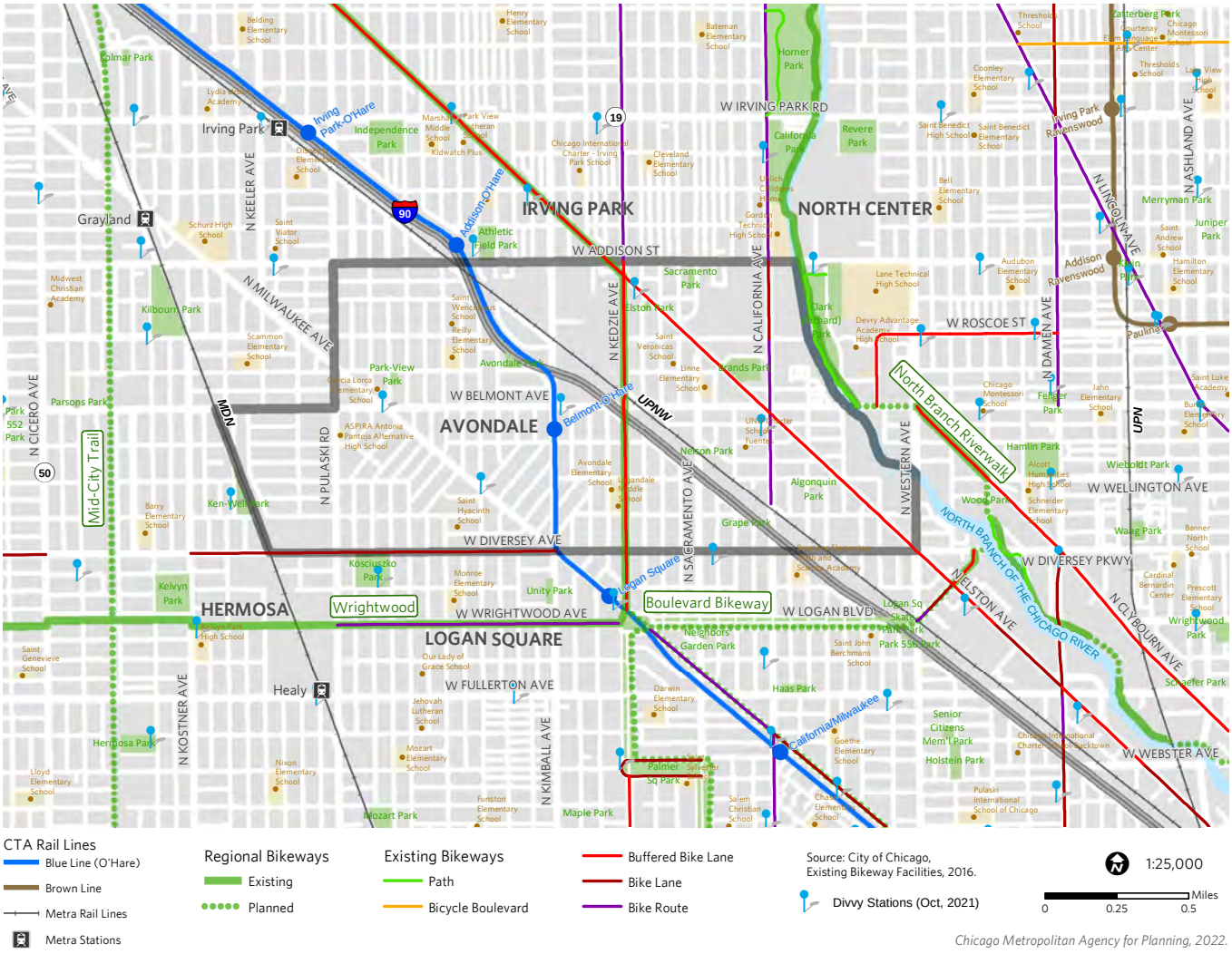
Across the city, automated speed enforcement cameras are associated with a precipitous decline in bicycle and pedestrian crashes. The City of Chicago's Department of Transportation analyzed how traffic safety changed in areas around speed cameras before and after camera installation, looking at 2012-14 and 2018-19. Over the study period, there was an overall % increase in crashes across the city. Sites with speed cameras, however, had lower increases in crashes. Sites with speed cameras were generally safer than those without, seeing 24% fewer crashes, 19% fewer fatal crashes, and 46% fewer speed-related crashes than the city average.30 Even sites with speed cameras experience a surge in speed-related crashes, increasing 18% over the course of the study period. This data suggests that speed enforcement cameras reduce speeding but that additional traffic calming measures and policy changes are needed to increase safety.31

The speed camera network is made up of high-speed cameras, sensors, and technicians that monitor speeding near school zones or parks. There are four-speed cameras in the Avondale community. They are located along Milwaukee Avenue, Belmont Avenue, and Diversey Avenue.[32]:

- 3230 N Milwaukee Ave
- 3810 W Belmont Ave
- 3809 W Belmont Ave
- 3911 W Diversey Ave

Avondale saw a 43% increase in citations from speed cameras from 2020 to 2021. Speed camera violations have increased after the pandemic. This is likely due to a mix of factors, including lowering the threshold for issuing tickets from 10mph to 6mph and increased speeding during the pandemic, changes in road design, and traffic volume. Exits I-90, there are exits 46B – Diversey, 45C – Belmont, and 45B – Kimball exit in the Avondale community area. Headed east on I-90 are exits 45A – Addison, 45B – Kimball, and 46A, California. Comprehensive neighborhood-level data on speeding and running red lights does not currently exist. The limited raw data available is difficult to interpret without additional data such as traffic volume, road geometry, weather conditions, or broader changes in road design.[28]

Title needed



Chicago Metropolitan Agency for Planning, 2022.

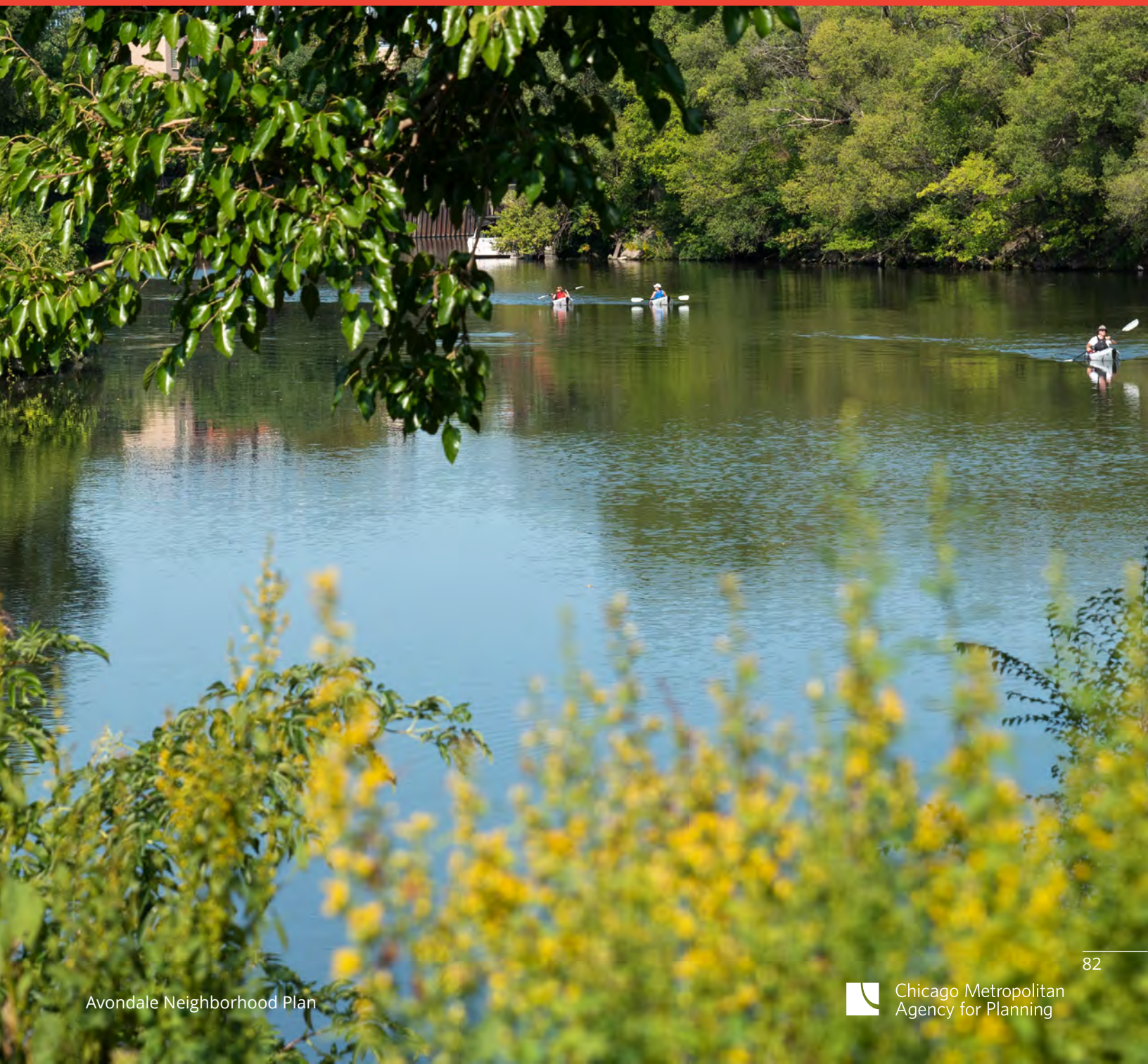
Residents noted that traffic congestion along Diversey avenue and Kimball Avenue were severe during rush hour, causing traffic to back up into intersections and making it impossible for buses, pedestrians, and cyclists to move.

Comprehensive neighborhood-level data on speeding and running red lights does not currently exist. The limited raw data available is difficult to interpret without additional data such as traffic volume, road geometry, weather conditions, or broader changes in road design.[35] There are seven red light cameras in the Avondale community. They are located at[34]:

- Western-Diversey-Elston
- California-Diversey
- Milwaukee-Diversey
- Pulaski-Diversey
- Kedzie-Belmont
- Pulaski-Belmont
- Elston-Addison

SECTION 10

NATURAL ENVIRONMENT, RIVER, PARKS, AND OPEN SPACE



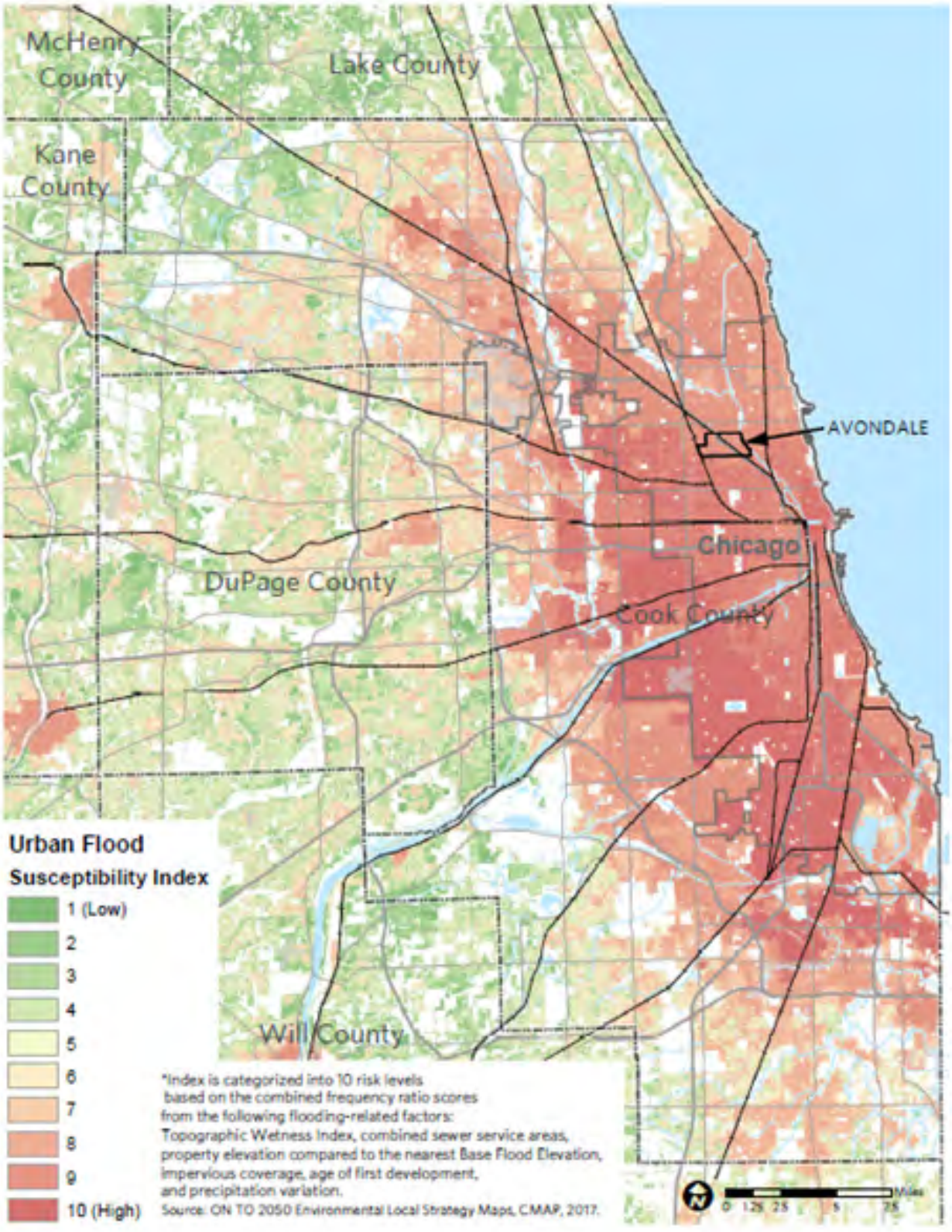
Sustainable Water Management

Chicago's location and current climate insulate it from some of the impacts of climate change that will be most severe in other parts of the country, such as sea level rise, hurricanes, wildfires. However, the region will face – and is already facing – serious consequences from changes in the climate. As changes in the climate increase, rainfall will be concentrated in severe storms that have already begun to cause more frequent and intense flooding across the region. Longer, hotter summers will cause health problems for vulnerable populations, especially in urbanized areas where the built environment exacerbates higher temperatures. Development patterns and land use decisions are deeply intertwined with the causes and impacts of climate change, but they can also play a key role building up community resilience in the face of climate change. Land use and development plans can help mitigate flooding, improve water quality, and reduce the urban heat island effect.

Regional Flood Susceptibility Index (FSI)

The Urban Flood Susceptibility Index does not provide much distinction in risk across dense urban neighborhoods like Avondale and the communities that surround it, as shown in Figure 7.2.1. The index illustrates that the whole City of Chicago is at the highest end of the scale and is highly susceptible to urban flooding when compared to the rest of the region. These high scores are a result of dense and uniform development patterns, high imperviousness, older buildings constructed prior to stormwater management practices, and the presence of a combined sewer system.

Figure 7.2.1 - Urban Flood Susceptibility Index



Riverine flooding risk

Riverine flooding occurs when large volumes of water cause a river or stream to overflow its banks. Indicators of riverine flooding may include locations that are within or near the 100-year or 500-year floodplains. Based on FEMA's flood zones maps (Figure 7.2.3) no properties in Avondale are within the floodway or 100-year floodplain which would put those in 1 percent chance for a flood hazard. Combined sewers have long been recognized as more susceptible to flooding given the combination of flow from storm and sanitary sewers. When flows exceed sewer design capacities, areas of the region can experience basement backups and combined sewer overflows.

Currently there are three combined sewers located within Avondale and many more upstream and downstream the North Branch of Chicago River (Figure 7.2.3).

Figure 7.2.3 - The North Branch Chicago River, FEMA, 2020 Floodplain and Combined Sewer Overflow locations.



Urban flooding

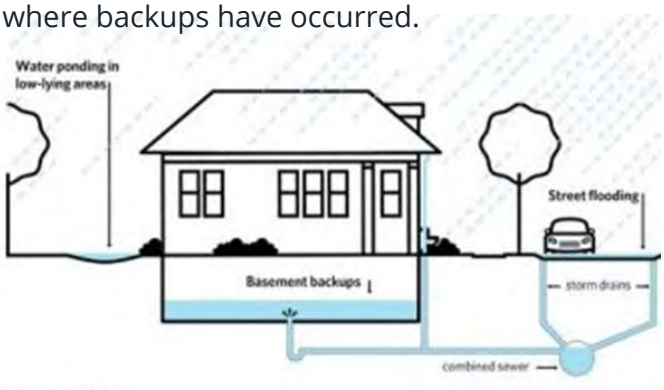
Urban flooding occurs when rainfall overwhelms the capacity of the drainage system causing the inundation of property in a built environment. It includes situations in which stormwater enters buildings through structural openings such as windows or doors, backs up through sewer pipes, seeps in through walls or floors, or ponds on property or streets. There are two types of urban flooding that can be identified by the data:

Ponding and overland flow

Flooding that occurs when local drainage capacity is not adequate to convey stormwater runoff to the receiving stream or when the local topography causes runoff to collect and pool in streets, alleys, or yards.

Basement backup

Structure flooding caused by combined or separate sanitary sewers that have been overloaded by stormwater or groundwater seepage. In locations with separate sanitary sewers, basement backups can occur due to infiltration/inflow (I/I) of water from the surrounding soil into the pipes. Sources of I/I that restrict or reduce available pipe capacity and contribute to basement backups include illegal connections and blocked pipes.[26] Illegal connections occur when roof downspouts, sump pumps, or foundation drains are connected to the sanitary sewer. Blocked pipes can occur from tree roots, grease, and other obstructions. Flooding from basement backups typically occur through floor drains and toilets. The best indicators of excessive I/I are known locations where backups have occurred.



Source: CMAP

Other

Structure flooding that could be caused by water seeping through foundation walls or other structure specific issues. While these structure specific conditions could be the sole cause for flooding, they may also contribute to other types of urban flooding. Seepage indicators may include poorly draining or hydric soils or ponding on property close to the structure.

Street flooding is also a common type of flooding in the North River Communities that can restrict access for pedestrians and, in extreme cases, cause damage to vehicles. The City of Chicago's "Rainblocker" program1 was initiated in 1998 to reduce the volume of stormwater entering the combined sewer and thereby reduce the occurrence of basement backups. By installing valves that restrict the flow of water into street drains, rainblockers turn the street into a temporary basin to hold water until it could be safely released into the sewer system. While the program has reduced sewer backups, during heavier rains runoff can overtop the street and cause inadvertent flooding on adjacent properties. Because of concerns raised by residents, many of the rainblockers in the North River Communities have been removed. The City of Chicago manages several assistance programs and educational resources to help homeowners improve drainage and alleviate the effects of urban looding on their property.

Private Drain Program[2]

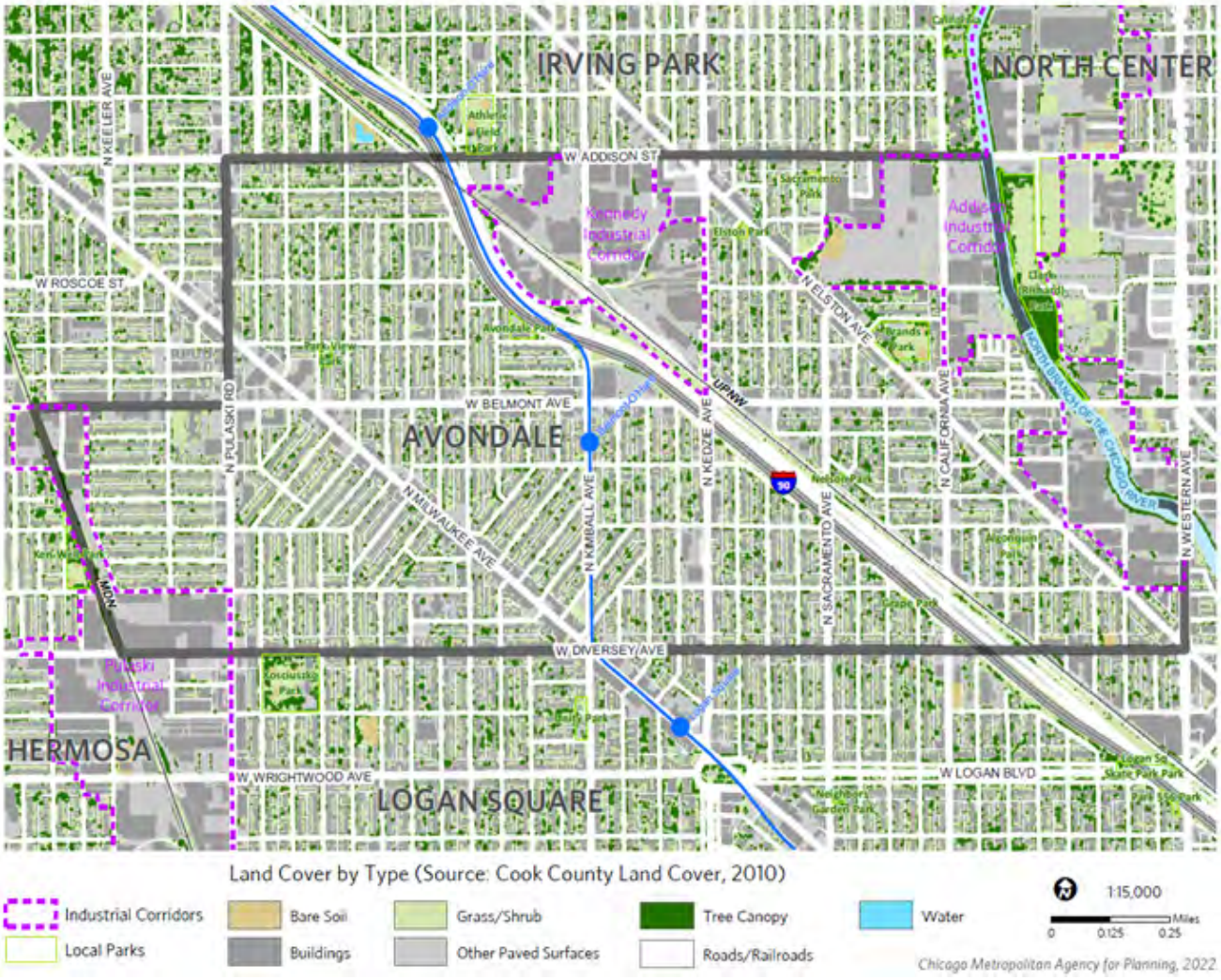
Managed by the Department of Water Management, this program assists property owners in the repair of sewer drain tiles that are broken under the public right-of-way, from the city sidewalk to the center of the street.

Basement flooding partnership[3]
This program provides technical assistance to a group of committed neighbors. After 70 percent of neighbors on a block express interest, the City will conduct a series of steps to develop strategies to mitigate flooding including sewer inspection, 3-1-1 call analysis, computer analysis, and a paper survey. The partnership website provides materials to educate residents and property owners on flooding and stormwater management.

Imperviousness

Impervious surfaces increase the exposure of communities to several climate-related natural hazards, including urban flooding, decreased water quality, and the urban heat island effect. Many built-out communities in the CMAP region including Avondale have large amounts of impervious surface, including buildings, roads, sidewalks, and parking lots, all of which prevent water from infiltrating the ground. Figure 7.2.2 illustrates large areas of Avondale with impervious surfaces. Paved surfaces and lack of vegetation absorbing and slowing down the runoff is especially prominent in three Industrial Corridors: Kennedy, Addison and Pulaski.

Figure 7.2.2 - Land cover in Avondale area



Climate models project that the region will receive greater annual precipitation that will be concentrated in larger, intense storms, which will strain the capacity of stormwater systems and result in a greater threat of flooding to homes and businesses. Increased intensity of rainfall will also likely harm water quality. Increased instances of combined sewer overflows (CSOs) when sewer systems are overwhelmed would further diminish water quality in bodies of water receiving outfalls, while stormwater runoff can also pick up pollutants as it flows across impervious surfaces before reaching surface water or infiltrating into groundwater.

Communities and neighborhoods with large amounts of impervious surfaces also suffer from greater effects of increased heat. Impervious surfaces retain heat more than undeveloped areas or areas with large amounts of green infrastructure. The higher surface temperatures in these areas can lead to heat-related illnesses, respiratory issues, higher demand for electricity, and increased mortality. CMAP analysis found that "lands with high- and medium-intensity developments, defined as having greater than 50 percent impervious surfaces, are five to six degrees hotter than the regional average." Land use policies and other measures that reduce imperviousness and protect and increase green infrastructure can help communities adapt to higher temperatures and increased precipitation. More information on Urban Heat Island will be discussed in the following sections of this report.

Water Quality

Pollution affects the ecosystem and appearance of rivers, lakes, and streams and limits their use for recreation. The quality of water in the North Branch Chicago River is affected by a number of sources in and upstream of the community that cause contamination, particularly after heavy rain. The Illinois EPA (IEPA) has tested the water quality of the segment of the North Branch Chicago River and according to IEPA's Section 303(d) list of impaired waters for 2016, the waterway is failing to meet state standards for water quality and is impaired for multiple designated uses (Table X.1)[4]. The impairments are linked to a range of potential point and nonpoint sources, including combined sewer overflows, municipal point source discharges, stormwater runoff, atmospheric deposition of toxic pollutants, and other unknown sources. Impairments for aquatic life are also linked to the modification and channelization of the streambanks.

Table X.1 Impaired streams in communities along North Branch Chicago River

Stream Segment	Use Attainment	Causes
North Branch Chicago River (IL_HCC-07) Cyclist Pedestrian	Aquatic Life	Aldrin, Chloride, DDT, Hexachloro-benzene, Dissolved Oxygen, Phos-phorus, Total Suspended Soilds (TSS), Fecal Coliform
	Fish consumption	Polychlorinated biphenyls (PCB)
	Primary contact (recreation)	Fecal Coliform

Source: Illinois EPA, Section 303(d) List, http://www.epa.illinois.gov/Assets/iepa/water-quality/watershed-management/tmdls/2016/303-d-list/appendix-b2.pdf

Point Source Pollution

Point sources of pollution are single, identifiable sources, such pipes or drains, which discharge waste into a waterway. Two types of common point sources are combined sewer overflows and industrial waste discharges. The City of Chicago is served by a combined sewer system, which carries wastewater from individual properties and stormwater runoff from impervious surfaces in the same pipe. Typically, flow from the combined and sanitary sewer systems travels to the MWRD Mainstream System Deep Tunnel before traveling to the Terrence J. O'Brien Water Reclamation Plant. During large storm events when the combined sewer system reaches capacity, the excess wastewater is diverted from the treatment plant and instead flows into the river to prevent backups. Referred to as a combined sewer overflow (CSO), 3 CSO outfalls are located within Avondale area with 27 along the North Shore Channel and 8 on the North Branch Chicago River.

Figure X.2. Combined sewer overflow locations

missing

Nonpoint source pollution

Nonpoint source pollution originates from stormwater runoff that flows into rivers, lakes, or other water bodies. As runoff flows across hard, such as roofs, roads, and even lawns, it accumulates pollutants that can contaminate waterways if left untreated. Common pollutants include motor oil, yard clippings, fertilizers and pesticides, soapy car wash water, and eroded soil particles. While the Avondale area is served by a combined sewer, many upstream communities are served by separate sewers, where stormwater and sanitary waste is handled in different pipes. In separate sewer communities, polluted stormwater runoff is sent directly to the rivers.

Great Rivers Chicago

Led by the Metropolitan Planning Council, Friends of the Chicago River, and CMAP, Great Rivers Chicago is an initiative to create a vision for the Chicago, Calumet, and Des Plaines Rivers. The initiative recommends actions for the public and government to take in order to make the rivers inviting, productive, and living by 2040. Several goals to achieve the vision focus on improving the water quality of the rivers to make them swimmable, litter- and odor-free, and habitable for plants and wildlife. Recommended actions include providing real-time water quality monitoring, developing operations plans, and making capital investments to ensure safe water quality.

City-wide Programs, Policies, and Investments to Address Stormwater

Over many years, the City of Chicago and Metropolitan Water Reclamation District have taken steps to improve stormwater management to improve the water quality of Chicago's rivers, protect the City's Lake Michigan water supply, and mitigate flood damages.

Chicago Stormwater Ordinance[5]

Adopted in 2008, the City of Chicago's Stormwater Management Ordinance is in place to improve the water quality of the Chicago and Calumet Rivers and Lake Michigan and reduce risk of property flooding. The Ordinance requires that certain types of new developments and redevelopment apply practices to manage stormwater by reducing impervious areas, capturing stormwater on site, and using or retaining stormwater on site for evaporation or infiltration. Incorporating green stormwater infrastructure into the site design is promoted.

Green Stormwater Infrastructure Strategy[6]

Established in 2014, this strategy provides a framework to enhance stormwater management, protect water quality, and build a vibrant economy through expanding the City's green stormwater infrastructure. The goals of the strategy are to minimize basement flooding, reduce pollutions to Chicago's rivers and Lake Michigan, enhance environmental quality, and increase the City's resilience to climate change. To do this, the City will study the costs and benefits of green stormwater infrastructure, analyze recent and future precipitation trends, and create a comprehensive plan for managing stormwater with green and grey stormwater. The City also allocated and $50 million to incorporate green stormwater infrastructure, such as parkway bioswales, green alleys, and permeable pavement parking lanes, into capital improvements and public projects.

Sustainable Urban Infrastructure Guidelines[7]

Developed by CDOT, the Sustainable Urban Infrastructure Guidelines formalize standards and policies for integrating innovative practices, such as green stormwater infrastructure, into transportation projects. Guidelines are provided for six major aspects of transportation infrastructure: water, energy, materials & waste, placemaking, urban ecology, and climate & air quality. Strategies to improve water management focus on permeable pavements, infiltration planters, and reducing potable water used for irrigation.

MWRD Tunnel and Reservoir Plan (TARP)
MWRD's investment in the Tunnel and Reservoir Plan (TARP) has improved the water quality of Chicago's rivers and Lake Michigan and has begun to reduce flooding in some areas. Commonly known as "Deep Tunnel," the plan was adopted in 1972 and is comprised of two phases. Completed in 2006, Phase I consists of the construction of four tunnel systems: Des Plaines, Calumet, Upper Des Plaines, and the Mainstream. The construction of the tunnels has greatly reduced the number of combined sewer overflows and pollution into the rivers and Lake Michigan. Phase II is currently underway and consists of the construction of three flood control reservoirs, Gloria Alitto Majewski, McCook, and Thornton. The Majewski and Thornton reservoirs were completed in 1998 and 2015 respectively. Avondale Community Area will be served by the McCook Reservoir upon completion in 2029.

While the Tunnel and Reservoir Plan accounted future growth in Cook County, it could not predict the more frequent and intense storms that we experience today as a result of a changing climate. By removing stormwater runoff from the combined sewer system, through the construction of rain gardens, permeable pavement, and other green infrastructure strategies, the volume of wastewater traveling to the Deep Tunnel will be reduced. Overtime, the incremental construction of these seemingly small measures can increase the City's and NRC's resilience to climate change and further reduce combined sewer overflow events and urban flooding.

Green and Open Spaces

Avondale is home to a few natural features, including park space, the North Branch of the Chicago River, and many community-led beautification initiatives. Residents of Avondale are passionate about maintaining their neighborhood's natural resources and enhancing recreational opportunities for their community. This section outlines the existing conditions of the neighborhood's natural features and community gardens.

Open Spaces and green areas are highly important assets to any community. Open space provides many benefits, including ecological services (like protecting natural ecosystems, vegetation which provides share, cleans up the air, and provides a natural habitat for many species), encouraging and providing space for recreation, relaxation, and mental health boost. Open space offers a unique opportunity for social mixing only available in public spaces, increase the area's economic value, and many more. When asked for their opinion in an online survey, 71% of participating Avondale's residents and business owners confirmed that open spaces are very important, and for 53% of them, easy access ranked very high as well.

During the Public Kick-Off of the project, people attending the workshop expressed how they valued green and open spaces and emphasized their support for expanding these in their community. That high awareness of green infrastructure was a common thread in many discussions and commented like these:

"Nature is not just in our parks, it is all around us in the sidewalks, alleys, and yards."

"We need more trees!"

~ Voices of Avondale's residents during March 8th, 2022 Public Meeting

Natural Environment

Natural resources and green infrastructure provide many ecosystem services, including clean water and air, stormwater management, flood control, wildlife habitat, and climate regulation. In addition, the natural environment contributes to community character and enhances the quality of life. Avondale's natural resources exist within a larger network of water and land resources. The community's plans, policies, and development decisions should work in concert with these assets to achieve a sustainable and livable future.

Green infrastructure

The regional Green Infrastructure Vision (GIV) is a large-scale, multistate vision of interconnected land and water resources. The resources identified at the regional scale for Avondale and its extended planning area. Many of the natural resources in the study area are preserved by the Chicago Park District Forest Preserve District of Cook County with their land holdings along the North Branch of the Chicago River.

Watersheds

Watersheds are areas of land that drain surface water to a specific point in the landscape, such as a stream or a lake. Avondale is located within the lower northern portion of the Chicago River Basin. North of the area is divided into three watersheds: the Middle North Branch Chicago River to the north, the North Shore Channel in the middle, and the Lower Branch Chicago River to the south. Surface water in the Middle North Branch Chicago River and Lower Branch Chicago River watersheds flows to the North Shore Channel. In contrast, water in the North Shore Channel watershed drains the North Branch of the Chicago River.

The North Branch of the Chicago River is a regional waterway that originates in Lake County, and the North Shore Channel is a drainage canal that starts in Wilmette. The waterways combine at River Park to form the North and South Branch of the Chicago River that flows through the City of Chicago to the Sanitary and Ship Canal.

Floodplains

Floodplains are areas adjacent to waterways that are susceptible to inundation by floodwater. The 1% annual chance floodplain, commonly known as the 100-year floodplain, is an area where there is a 1% chance of flooding each year. Because of the greater frequency of flooding in many parts of the Chicago region, flooding within the study area's 1% annual chance floodplain may occur more frequently. While these floodplains are largely located within undeveloped FPDCC and Chicago Park District land holdings, some areas of the floodplain were developed with streets and residential and institutional properties.

Flood damage is a reality faced by some residents of Avondale. There are two different types of flooding. Overbank flooding occurs when a river receives more rainwater than it can handle, causing it to overtop its banks and flood properties within the floodplain. The other major type of flooding, urban flooding, can occur in any developed area, even outside floodplains. Urban flooding occurs in developed areas where water enters a building or accumulates on public or private property. In Avondale, urban flooding is primarily characterized by basement backups and street flooding that occur when high-intensity storms overwhelm the limited capacity of the combined sewer system.

Existing Open Spaces and Park Access

Local Open Space Residents in Avondale have access to a small amount of open space, approximately 0.84 acres of parkland per 1,000 residents. This ratio is significantly lower than the GO TO 2040 recommendation of 10 acres per 1,000 residents. However, the study area has eight smaller parks in total. In addition to the issue of the limited acreage of Avondale's parks, some areas do not have any green or open space within a 10–15 minute walk. The community's eastern border does not have access to the Chicago River on the Avondale side. Yet, based on Chicago regional data analysis,[29] most of Avondale's area falls within the lowest per capita access to parks index based on geographic proximity to recreational open space, with less than 1 acre per 1000 persons (Figure 1). Generally, the four-acre standard is appropriate for denser communities like Avondale, while the ten-acre standard is intended for less-densely populated areas. Only the northeastern corner of the study area provides its residents with 4.3 acres per 1000 persons.

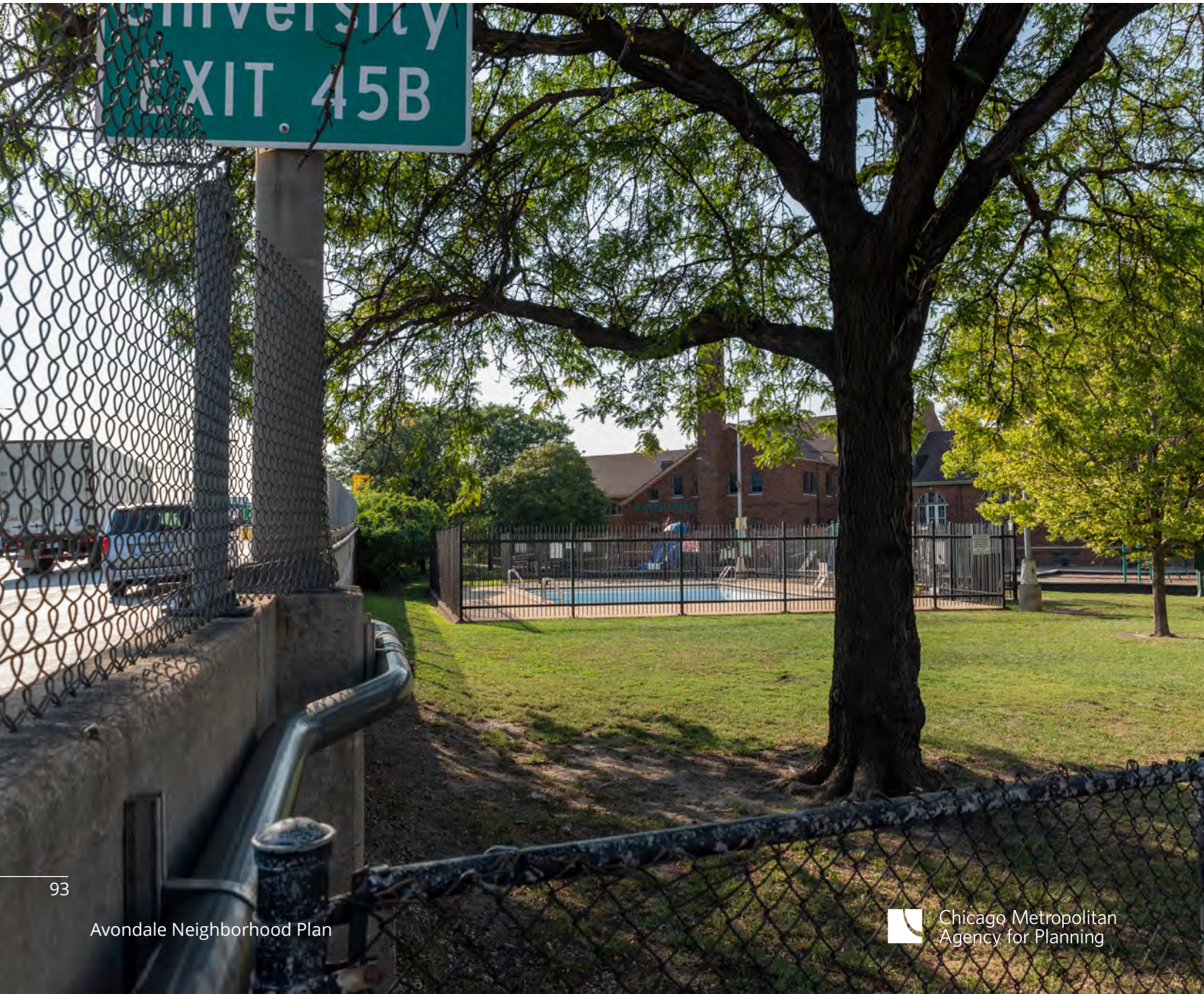
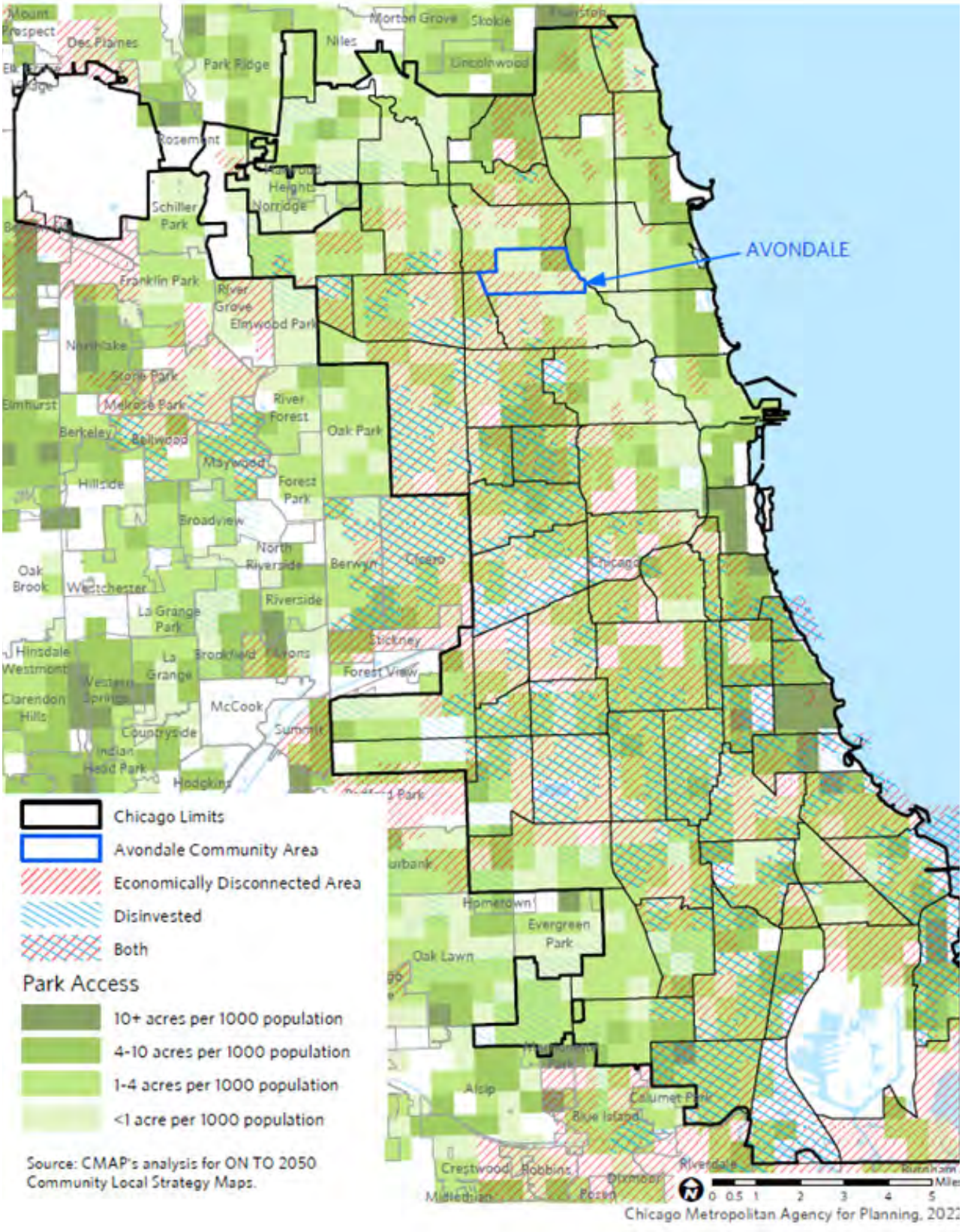


Figure 1 - Park access and economically disconnected areas



Park Inventory

Currently, as presented in Figure 3, eight local parks in the Avondale Community Area are operated by Chicago Park District. Four of them are mini parks with an area of half an acre and smaller, and two neighborhood parks (<1 acre). Largest local open space - Brand's Park, with 5.72 acres of land, is located in the NE part of the study area and offers many indoor and outdoor amenities like a baseball field, basketball court, two tennis courts, a gymnasium, and a playground. The only public swimming pool is located in the second largest local park named, Avondale Park. The park's outdoor pool is located directly adjacent to Kennedy Expressway (I-90/94), and that proximity significantly affects the experience of the park-goers (Figure 2).



Source: Nearmap, July 25th, 2021.

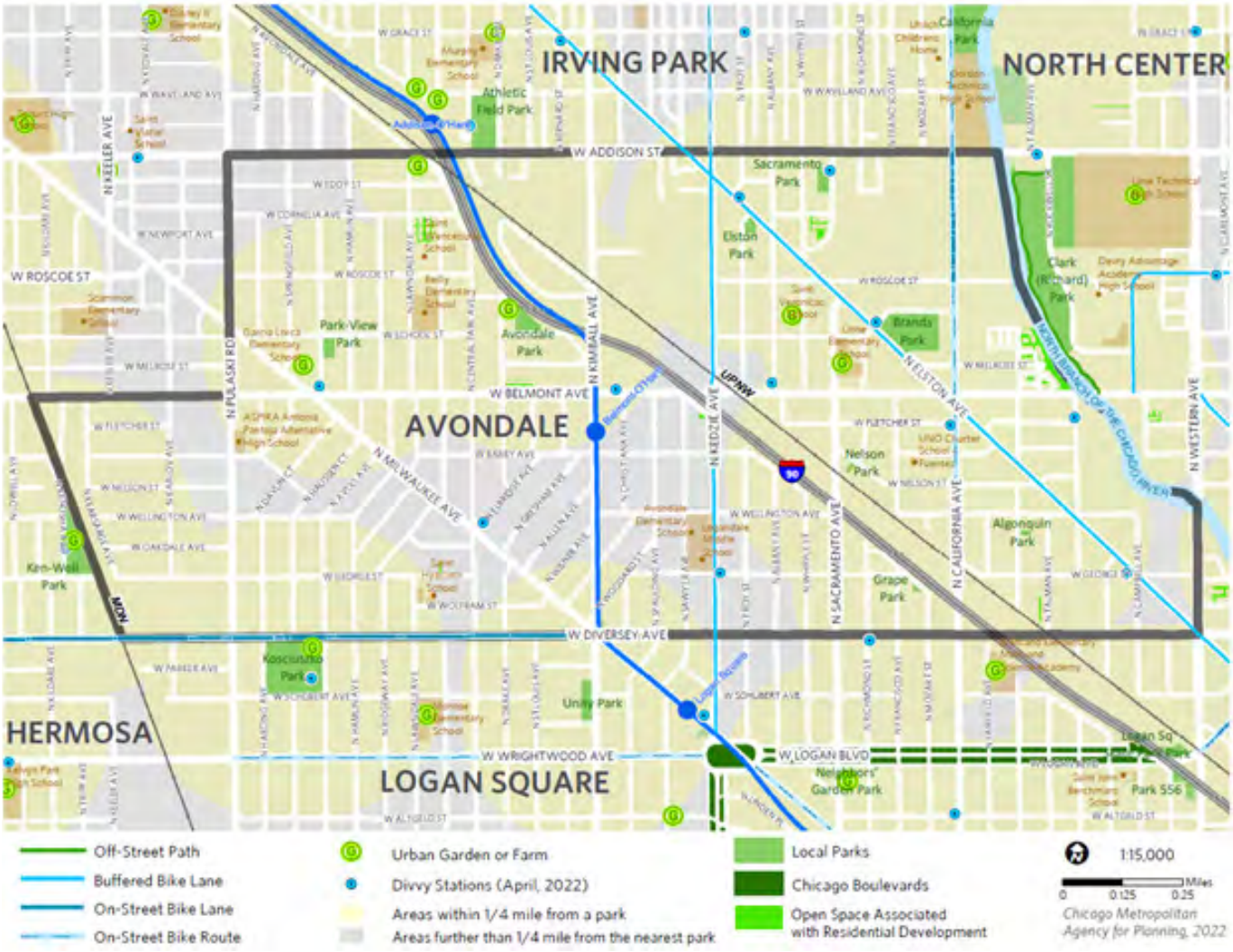
Economically Disconnected (Figure 1) as they might indicate already vulnerable populations and lack of or lower quality of other community amenities. Special attention and careful consideration should be in place when the opportunity to expand existing green and open spaces arises. City of Chicago, Park District, local elected officials, associations, and residents should collaborate and plan strategically where to add or expand a new park area if possible. Because Avondale offers limited open spaces, residents often visit other popular local parks in the surrounding neighborhoods. Kosciuszko Park, Athletic Field, Ken-Well Park, and Clark (Richard) parks are located within walking distance (< 0.25 mile) from Avondale's limits. There are several other Chicago Park District parks close by (< 0.5 miles), so the residents can take advantage of that larger open space network the city offers in the absence of more open spaces.

Table 1 - Existing parks in Avondale community area

Park	Location	Type	Acres	Amenities and Programs
Brands Park	3285 N Elston Ave	Community park	5.72	Baseball field, football, gymnasium, playground tennis courts, basketball court
Avondale Park	3516 W School St	Community park	1.31	Basketball court, gymnasium, gymnastic program, playground, outdoor pool, water spray feature
Sacramento Park	3520 N Sacramento Ave	Neighborhood park	0.93	Softball field, basketball court, playground
parkview Park	3823 W School St	Neighborhood park	0.79	Playground
Elston (Daniel) Park	3461 N Troy St	Mini-park	0.52	Playground
Algonquin Park	2941 N Washtenaw Ave	Mini-park	0.16	Playground
Grape Park	2850 W Avondale Ave	Mini-park	0.16	Playground
Nelson (Andrew) Park	2953 W Nelson St	Mini-park	0.15	Playground

Source: Chicago Park District, CMAP's analysis, 2022.

Figure 3 - Existing open spaces and community gardens in Avondale.



Urban Gardens

Another valuable green infrastructure asset in Avondale is the presence of Urban Gardens, also named Community Gardens. There are currently five of them within the study area limits (Figure 3). The neighborhood public schools run some, and some are operated by Urban Land Trust - Neighbor Space . Many residents gathered at the public meeting in March 2022 called adding more Community Gardens to Avondale the number one idea for improving open spaces in Avondale.

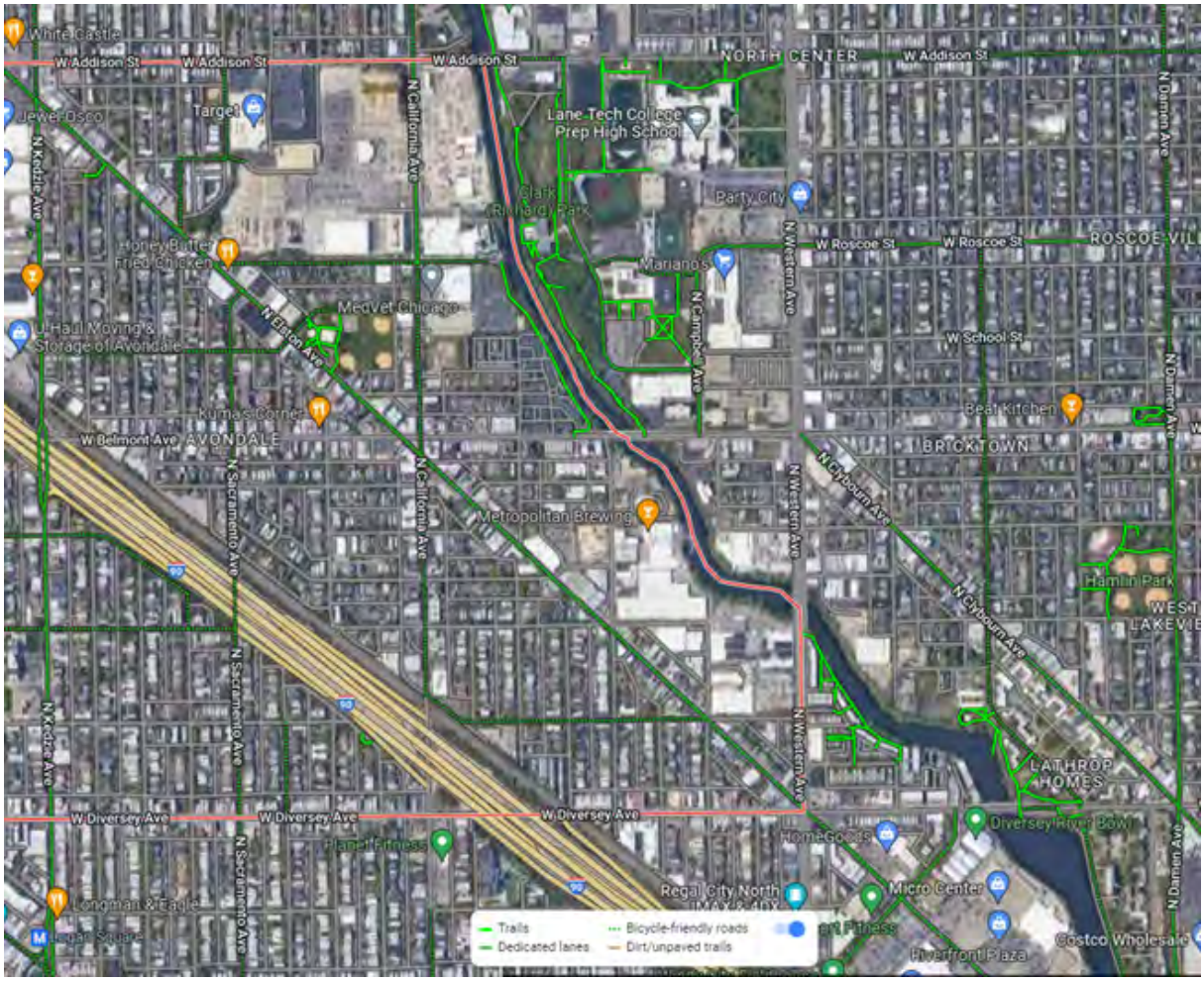
In addition to the issue of the limited acreage of Avondale's parks, some areas do not have any green or open space within a 10–15-minute walk. (More discussion regarding transportation safety, including sidewalks, can be found in the Transportation Section of this Report.) The lack of any safely accessible local open space nearby can be an issue for parents and caregivers of young children, people with disabilities, and seniors. Equal, easy,

Chicago River

The Chicago River courses along and through the Northwest and North Community Areas of the City of Chicago, creating a unique set of opportunities for residents, businesses, and visitors. The waterway that defines the eastern border of Avondale Community Area – the North Branch of the Chicago River – contributes to the distinct identity of the neighborhood and offers the possibility of exceptional and unique recreational and open space amenities. Public meetings and online survey participants confirmed that they see the river as an important asset to the community. However, they also commented on difficult access and close developments affecting flora and fauna.

Many communities still feature heavy industrial uses or intensive development along their riverfront in a city with an extensive, prominent river system. This presents a barrier to realizing the riverfront's full potential. However, more and more communities are looking for ways to restore the riverbanks as a natural area with public access and recreation like the famous downtown River Walk or North Branch Riverwalk, WMS Boathouse, and retreat for biking in the adjacent (across the river) Roscoe Village and North Center. While most of the Chicago River flowing through Avondale is developed very close to the bank, there is a stretch of the riverwalk from West Belmont Avenue to W Roscoe Street, which provides safe, public access to the riverfront.

Figure 4 The North Branch of the Chicago River



SECTION 11

AIR QUALITY AND TREE CANOPY COVERAGE



The following section synthesizes and summarizes data sources and information collected to assess air quality, land surface temperature, and tree canopy coverage in Avondale and identifies opportunities to support resilience in the neighborhood.

Air Quality

Avondale community members expressed their dissatisfaction with neighborhood air quality and pollution through stakeholder interviews, an online survey, and the community kickoff event. Concern was nearly unanimous, with almost half of the participants voicing extreme worry when asked how serious they considered the issue. Specific concerns included adverse health effects, extreme temperatures, odor, noise, and environmental sustainability, among others.

The Chicago Department of Public Health (CDPH) developed an Air Quality and Health Index, using EPA and CDC data to help the city of Chicago prioritize locations for its efforts to reduce air pollution and the impact of air pollution exposure. The CDPH analyzed overall air quality, selecting indicators split into two categories—pollution burden and population characteristics.

Pollution indicators and emissions

Air pollution negatively impacts health and quality of life, especially in those with chronic health conditions. Environmental pollutants like ozone and PM2.5 contribute to the increased risk of asthma, lung and respiratory issues, cancer, and cardiovascular disease.
Air quality in Chicago is generally worse than in the rest of Illinois and the country. However, federal, and local initiatives have made an impact in improving it over time. Cook County does not currently meet the federal standard for ozone, making Chicago the 16th most polluted city in the country for ozone. Although the city meets federal regulations for particulate matter pollution (PM2.5), concentrations are still among the highest in the country.[31] The city found that PM2.5 concentrations were fairly uniform across the city--Avondale's PM2.5 concentration comes out to 9.78 micrograms/cubic meter. PM2.5 is generated by wildfires, burning fossil fuels, and some industrial activities, and exposure to it over time poses the greatest environmental risk to human health.

The interstate also contributes to noise pollution in Avondale. The Environmental Protection Agency defines noise pollution as an unwanted or disturbing sound. The health effects of noise include stress-related illnesses, high blood pressure, speech interference, hearing loss, sleep disruption, lost productivity, and Noise Induced Hearing Loss.[33] Highways produce a loud noise; even at 50 feet, an interstate is as loud as putting your ear next to a food blender.[34] The interstate is federally funded, but there is no federally funded noise reduction program, leaving local governments to find ways to reduce harm from the interstate.[35] Residents noted that the highway was loud, especially at Avondale Park. CDPH found, "Parts of the city bisected by major highways with high concentrations of industry are over-burdened, experiencing high levels of pollution and vulnerability."[36] Diesel particulate matter--particles forming from the exhaust of trucks, buses, trains, and other modes of transportation with diesel engines--was measured to be 1.26 micrograms/cubic meter in Avondale, placing the community area in the 78th percentile in Chicago overall. Avondale's Traffic Volume and Proximity score reports 5,952 vehicles per day per meter, which is in the 72nd percentile citywide.

Avondale's scores

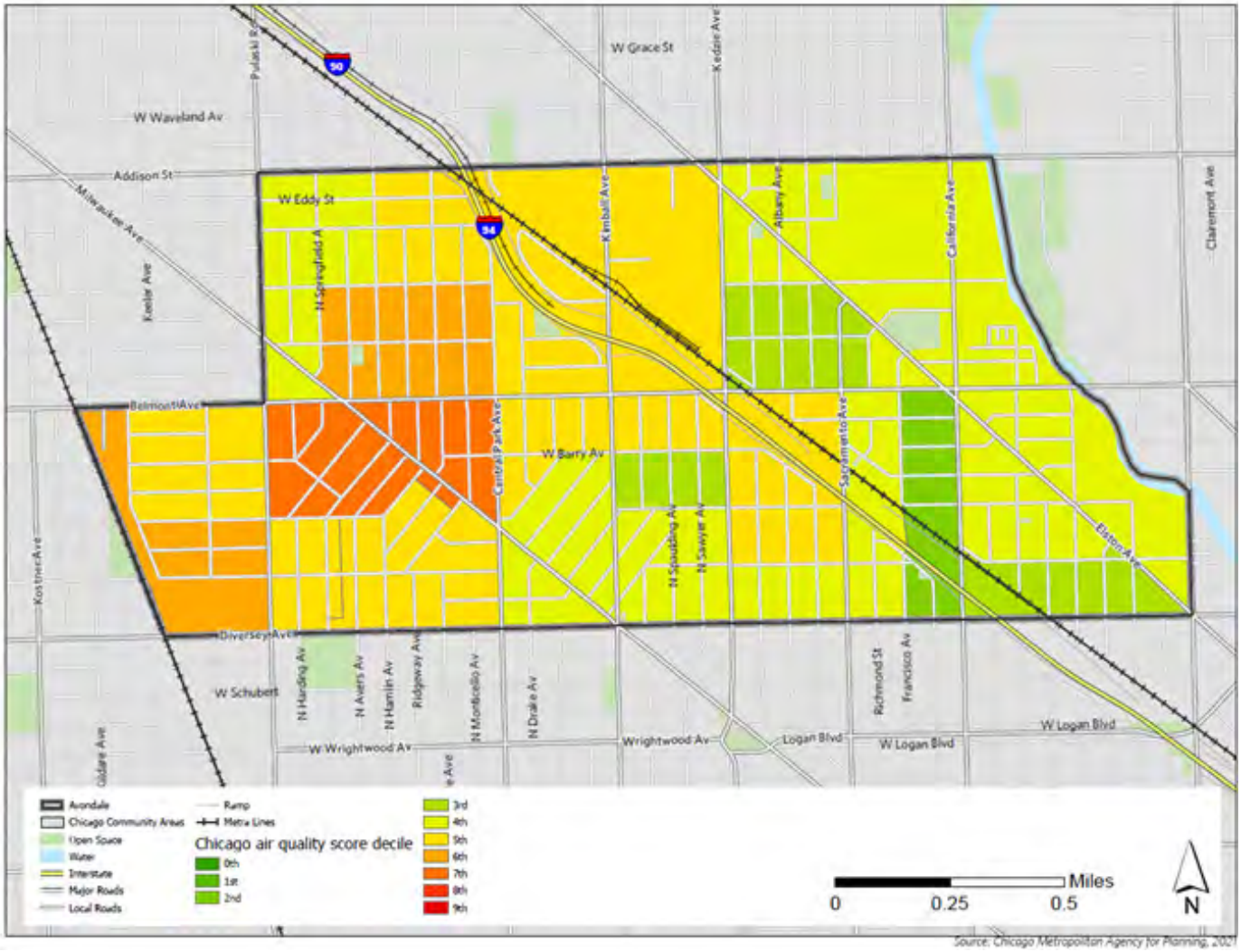
Indicator	Score	Percentile (among Chicago communities)
Air quality	32.598	48.45
Ozone concentration	45.28 parts per billion	40.76
Particulate matter (PM25) concentration	9.78 micrograms/cubic meter	38.58
Diesel particulate matter concentration	1.26 micrograms/cubic meter	78.34
Traffic volume and proximity	5952.468 daily vehicle count/meter	71.97
Proximity to hazardous waste treatment, storage, and disposal facilities	4.76 sites/kilometer	70.21

Health Indicators

In addition to putting people at risk for developing chronic health conditions, air pollution poses a greater risk to those already suffering from them. Some populations within the city are more vulnerable to the effects of air pollution due to racial and economic segregation and the presence of chronic diseases like asthma, heart disease, and chronic obstructive pulmonary heart disease (COPD). “Chronic disease is the leading driver of Chicago’s nine-year life expectancy gap between Black and white residents and decreases in life expectancy in the Latinx population.”

Indicator	Score	Percentile (among Chicago communities)
Asthma prevalence	8.078 cases per 100 adults	32.73
COPD (chronic obstructive pulmonary disease) prevalence	5.345 cases per 100 adults	34.49
CHD (chronic heart disease) prevalence	4.437 cases per 100 adults	32.21

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Source: Chicago Metropolitan Agency for Planning, 202

Extreme Heat

Avondale community members communicated their concern about extreme weather due to climate change and a desire for more greenery in their neighborhood, specifically in the form of street trees and other native plants. Some participants expressed this as a part of their overarching environmental concerns, others as an effort to make the area more walkable and commercial, and several more out of concern for their own or their family's health.

Land surface temperature

After Proximity to Traffic, the environmental concern most participants at the kickoff meeting identified was extreme heat in the summer.

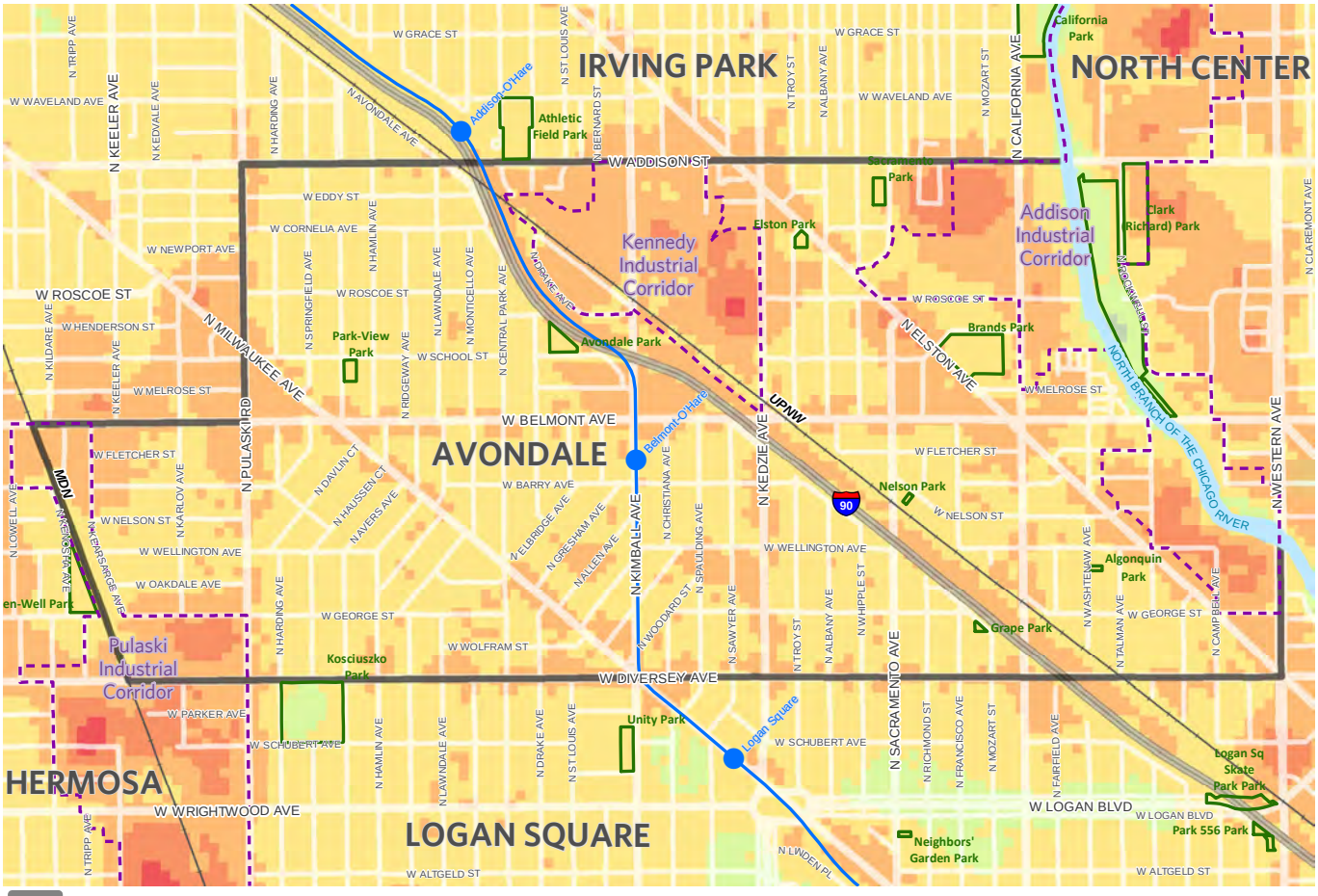
Heat waves will likely become more frequent in northeastern Illinois as climate change advances. The region is projected to experience at least 10 to 15 days per year with temperatures over 95 degrees, compared to the three days per year the region has historically experienced those temperatures. Extended

extreme heat conditions can cause habitat and biodiversity loss, threatening the ecosystems that provide relief to the region through air purification and heat dissipation.

Further, city structures absorb and hold on to heat longer, increasing temperatures and making them difficult to cool. High temperatures put additional stress on our roads, buildings, and other infrastructure, causing them to age faster and have higher maintenance and repair costs.[37] This describes what is called the urban heat island effect, where dense urban areas experience higher temperatures than outlying areas. CMAP analysis found that "lands with high- and medium-intensity developments, defined as having greater than 50 % impervious surfaces, are five to six degrees hotter than the regional average."[38] Urban heat islands also increase greenhouse gas emissions, water pollution, air pollution, and heat-related illness and mortality.

Remote sensing-based land surface temperature (LST) provides spatial information on the temperature gradient of a large area. It strongly correlates with air temperature, and a measure often underestimates the temperature effects.[39] The map below demonstrates Avondale's land surface temperature and surrounding community areas.

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Chicago Metropolitan Agency for Planning, 2022.

The highest temperatures were recorded in industrial corridors, which feature fewer street trees and more impervious surfaces.

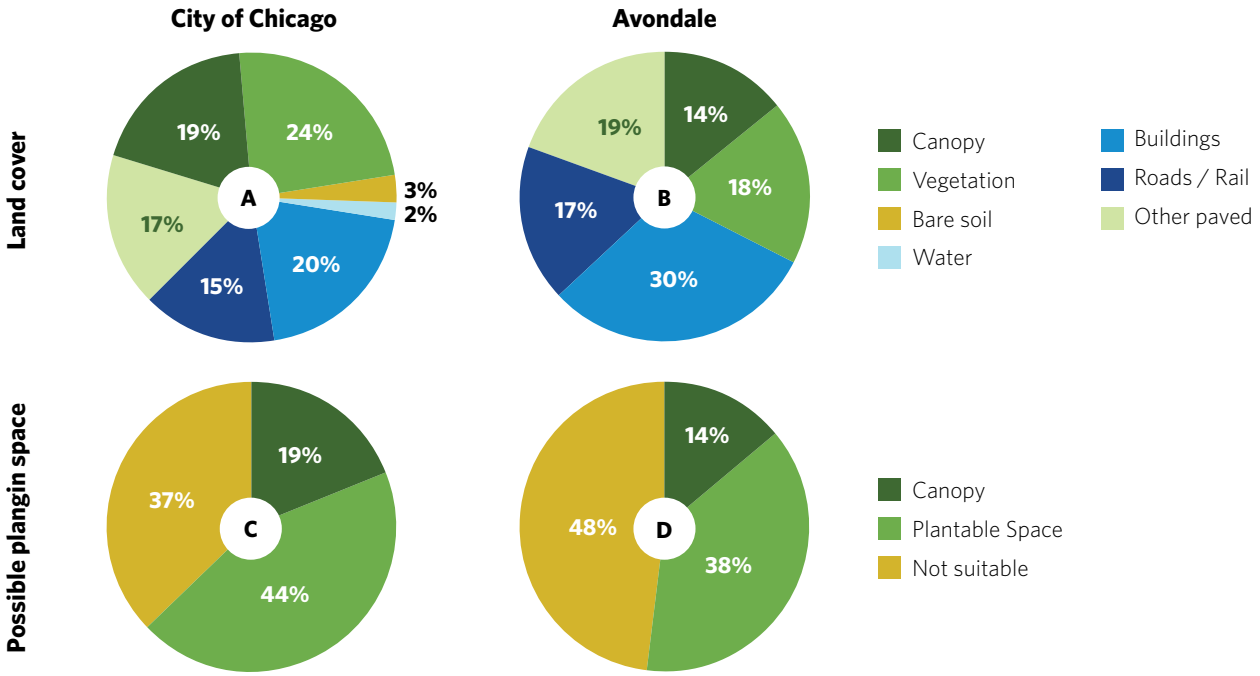
Tree Canopy Coverage and Tree Inventory

Tree canopy is an important factor in reducing extreme temperatures and mitigating the effects of air pollution. Trees create shade without absorbing or reflecting the day's heat and actively cool and clean the air through respiration. They also store carbon dioxide and remove pollutants from the air. In addition to beautifying the neighborhood, street trees are "the most effective vegetative cover for reducing the urban heat island effect."

The Chicago Region Trees Initiative, USDA Forest Service, American Forests, and the University of Vermont mapped tree canopy coverage, green infrastructure, and urban land use across the 7-county Chicago region in a massive effort to represent the urban forest canopy. The following summary is based on their analysis of Avondale, the surrounding community areas, and Chicago overall.

14% of Avondale is covered by tree canopy, compared to a city-wide 19%.[40] Neighboring communities have higher tree canopy coverage—Hermosa has 17%, Irving Park has 25%, Logan Square has 18%, and North Center has 22%.

Potential sites for tree planting can be identified by combining vegetation, bare soil, and other paved surface land cover types since these take little effort to convert. Avondale has an additional 38% of land space suitable for planting trees, which, if utilized, would bring the community's canopy coverage to 52%. This suitable space is found mostly in parks, commercial areas, and transitways. In terms of land use, that is commercial (111.8 acres), residential (203.8 acres), and transit (103.5 acres). The benefit of Avondale's trees to the community is valued at $366,900,[41] with an additional benefit of carbon storage valued at $445,800.



The City of Chicago's current land cover (A), including19% canopy cover. An additional 44% of the county is suitable for planting (B). Avondale currently has 14% canopu cover (C), and 38% of the land cover could potentially be converted to canopy (D).

Looking Forward

Avondale's location and strong sense of community makes it ideal for residents and businesses alike. The strategies to be developed in the neighborhood plan aim to improve the vitality and mobility of the community while also ensuring safety and resilience for everyone in Avondale. The ECR is an interim document that will be presented to the Avondale Neighborhood Association (ANA), the Steering Committee, and the public for review and discussion. The next step in the planning process will be for the community to develop a shared vision for the study area. Based on the results from the next phase of outreach and the existing conditions analysis, ANA, in partnership with the Chicago Metropolitan Agency for Planning (CMAP) and the Chicago Department of Planning and Development (DPD), will draft plan recommendations. The next phase of the planning process will walk ANA and residents through a visioning exercise to further explore this concept of pursuing compact, mixed-use development with access to jobs, neighborhood-serving stores, and other amenities that serve the needs of low- and moderate-income people.