



LITTLE VILLAGE COMMERCIAL CORRIDOR STUDY

PREPARED FOR THE LITTLE VILLAGE CHAMBER OF COMMERCE BY
THE CHICAGO CENTRAL AREA COMMITTEE & WORLD BUSINESS CHICAGO

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Special thanks to the Little Village SSA #25 for hosting the CCAC team and participating in our community engagement activities.

CONSULTANT TEAM



INTENT DESIGN

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Collaborative**

SOM







26TH STREET

Chicago's South Lawndale Neighborhood, also known as Little Village, is the largest center of Mexican commerce and culture in the city. Little Village, or "La Villita" is characterized by its rich heritage and cultural significance as exemplified on 26th Street, the community's main commercial corridor. The 26th Street corridor attracts visitors from all over the region and is celebrated as the second highest grossing commercial corridor in Chicago, after the Magnificent Mile on Michigan Ave. Dubbed the "Mexico of the Midwest", Little Village is considered a Downtown of Mexican Chicago with its numerous storefronts and restaurants along 26th Street and Cermak Road. The Mexican Independence Day Parade that takes place along 26th Street is a major annual attraction for people all over the region.

Historically, Germans and Czechs settled in the Little Village community following the 1871 Chicago Fire. Due to the large availability of employment opportunities in a variety of industries nearby, the area became known as a bustling blue-collar neighborhood. Many of the higher paying jobs left Little Village in the 1960's and the area experienced an economic decline in the following decades. "White flight" began in the late 1960's as the growth of the suburbs attracted economically mobile non-Hispanic whites from the city.

Urban renewal in the Near West Side (1960's-1970's) and the construction of the University of Illinois at Circle Campus (later renamed University of Illinois at Chicago) in the mid-1960's, as well as the closing of the Union Stock Yards in the Back of the Yards neighborhood (1971) led to the displacement of many Mexican American residents from those neighborhoods. They primarily resettled in Pilsen and Little Village. Little Village became a port of entry for Latino immigrants, mainly Mexican, during the 1970's. By 1990, Latinos represented 85% of its 81,000 residents. The population peaked in 2000 at 91,000, but saw a loss of nearly 12,000 people by 2010 at 79,000 (2000 and 2010 US Census) with an estimated population of 75,000 today.

LITTLE VILLAGE - LA VILLITA

The principal port-of-entry for Mexican immigrants to the Midwest, Little Village is 82% Latino. The mix of multiple generations of Mexican-Americans living, working, and shopping together creates a unique culture in Little Village that blends traditions brought from Mexico with new traditions unique to Chicago. 47% percent of residents are foreign born; 53% are native born; and 31% are not citizens. This unique community characteristic impacts the culture, institutions, systems relationships, political representation, and economy of the community. Little Village represents a block of Latino voting power and has a powerful history of political struggle, being home to some of the first Mexican-American elected officials in the state of Illinois.



SCENES FROM THE VIBRANT LITTLE VILLAGE COMMUNITY



COMMERCIAL CORRIDOR FABRIC

The Little Village Commercial Corridor is characterized by a dense urban fabric that is composed of a diverse array of shops, offices and restaurants that service the community and its many visitors from around the region. Some building owners have neglected to maintain their properties, resulting in varying levels of blight throughout an otherwise vibrant commercial corridor.

Parking is limited primarily to street options, with only a few designated lots that are attached to businesses for customer use only.



26TH STREET CORRIDOR - IMAGE FROM 1940S TO CURRENT CORRIDOR

PROJECT STUDY AREA



ZONING AND LAND USE OVERVIEW

Zoning in the project area generally consists of two (2) Business District classifications along 26th Street and one Residential Classification for the adjacent neighborhoods. The summary of limitations and allowances is as follows.

Zoning Classification	Definitions and Details	Metrics
B1: Neighborhood Shopping District	The B1, Neighborhood Shopping district is intended to accommodate a broad range of small-scale retail and service uses. B1 zoning is intended to be applied in compact nodes at the intersection of two or more major streets or in a cohesive linear fashion along relatively narrow streets that have low traffic speeds and volumes (compared to multi-lane, major streets). The B1 district is intended to exhibit the physical characteristics of storefront-style shopping streets that are oriented to pedestrians. The B1 district permits residential dwelling units above the ground floor. The B1 district can be combined with the dash 1, dash 1.5, dash 2, dash 3 or dash 5 bulk and density designations	Min Lot area per DU = 400 sf EU=300 sf SRO=200 sf Max FAR = 3 Min. Separation = 30' Max Height = 50' - 65' (depending on lot frontage) No front setbacks Rear Setback = 30' for floors containing dwelling units. May be subject to side and rear setbacks along residential adjacent property.
B3: Community Shopping District	The primary purpose of the B3, Community Shopping district is to accommodate a very broad range of retail and service uses, often in the physical form of shopping centers or larger buildings than found in the B1 and B2 districts. In addition to accommodating development with a different physical form than found in B1 and B2 districts, the B3 district is also intended to accommodate some types of uses that are not allowed in B1 and B2 districts. Development in B3 districts will generally be destination-oriented, with a large percentage of customers arriving by automobile. Therefore, the supply of off-street parking will tend to be higher in B3 districts than in B1 and B2 districts. The B3 district permits residential dwelling units above the ground floor. The B3 district is intended to be applied to large sites that have primary access to major streets. It may also be used along streets to accommodate retail and service use types that are not allowed in B1 and B2 districts. The B3 district can be combined with the dash 1, dash 1.5, dash 2, dash 3 or dash 5 bulk and density designations	Min Lot area per DU = 400sf - 2,500sf Max FAR = 1.2 - 3 Min. Separation = 30' Max Height = 38' - 65' (depending on lot frontage) No front setbacks Rear Setback = 30' for floors containing dwelling units. May be subject to side and rear setbacks along residential adjacent property.
RS: Residential Single-Unit (Detached House) Districts	The primary purpose of the RS districts is to accommodate the development of detached houses on individual lots. It is intended that RS zoning be applied in areas where the land-use pattern is characterized predominately by detached houses on individual lots or where such a land use pattern is desired in the future. The Zoning Ordinance includes three RS districts – RS1, RS2 and RS3 – which are differentiated primarily on the basis of minimum lot area requirements and floor area ratios	Min Lot area per DU = 2,500 sf Max FAR = 0.90 Max Height = 30' Front Setbacks = Average of the front yard setbacks of the nearest 2 lots. Rear Setback = 28% of lot depth or 50' Min Side Setback = 20% of lot width (both sides combined)

EXISTING CONDITIONS

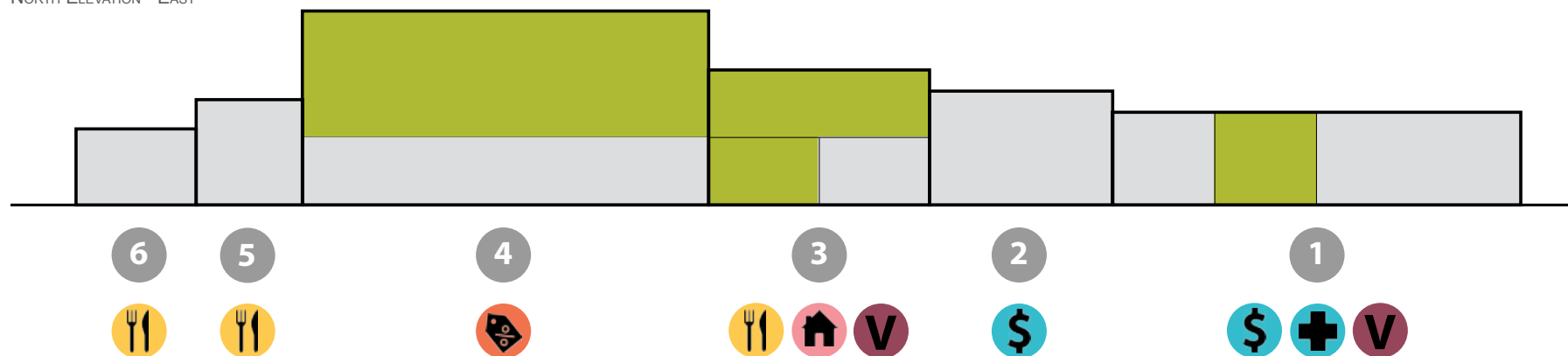


NORTH ELEVATION - WEST





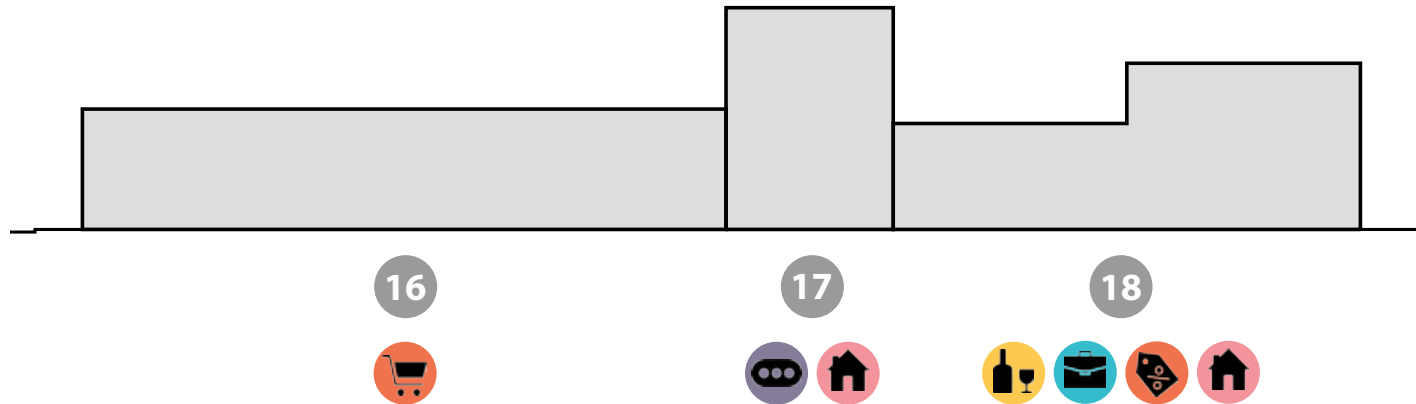
NORTH ELEVATION - EAST



EXISTING CONDITIONS



SOUTH ELEVATION - EAST



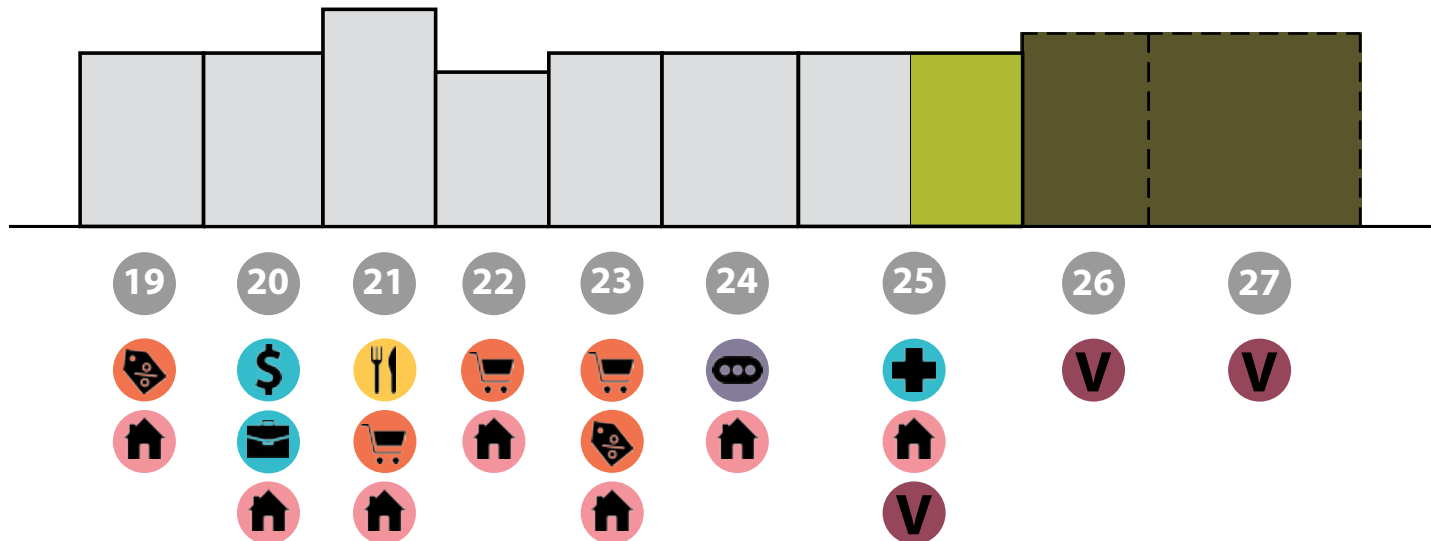
- OCCUPIED PROPERTY
- VACANT PROPERTY
- VACANT LOT

0' 10'

- SHOPPING
- DISCOUNT STORES
- PROFESSIONAL SERVICES
- HEALTHCARE SERVICES
- MONEY SERVICES
- BAR/LIQUOR SALES
- FOOD & DINING
- OTHER RETAIL/SERVICES
- RESIDENTIAL ABOVE
- VACANT STOREFRONT/LOT



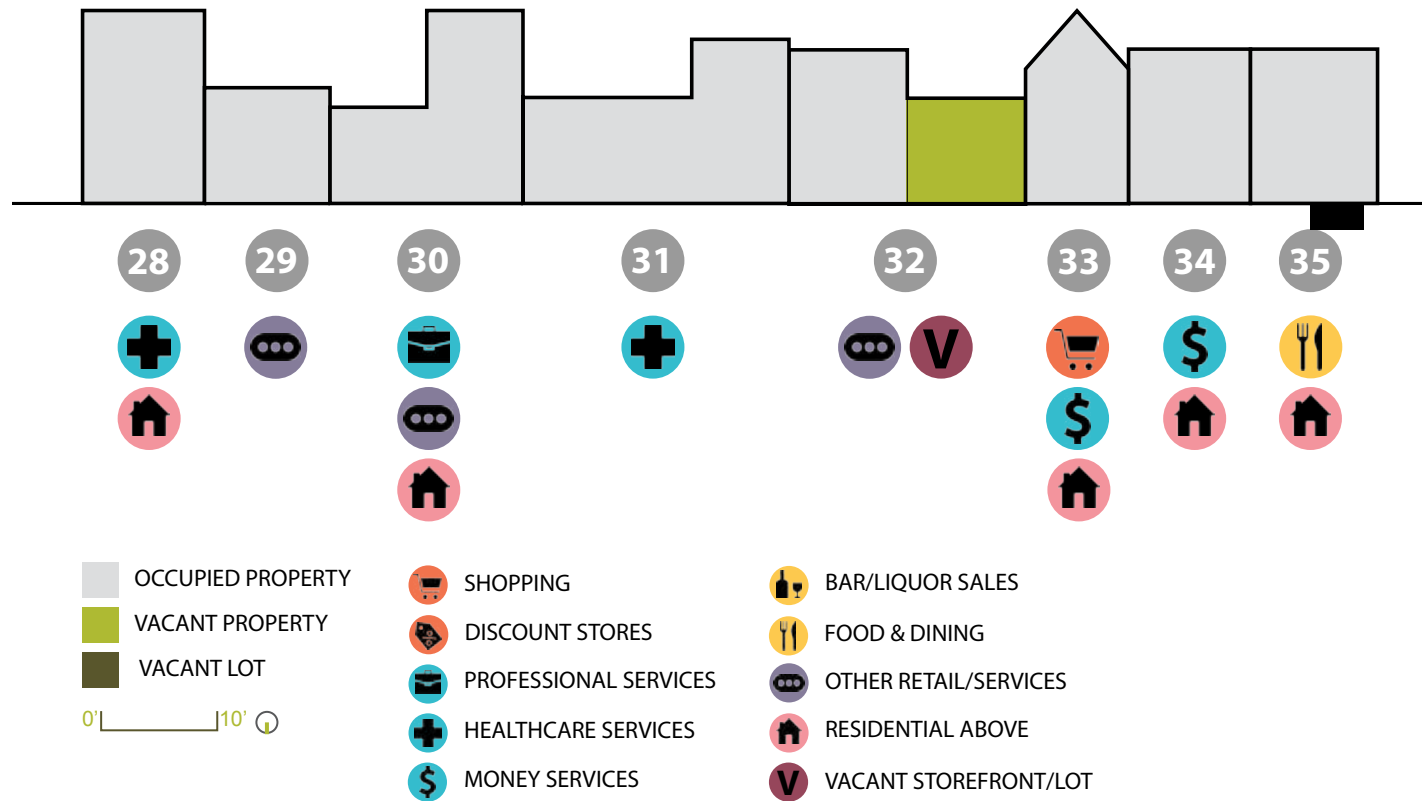
SOUTH ELEVATION - MIDDLE



EXISTING CONDITIONS



SOUTH ELEVATION - WEST



OVERVIEW

POPULATION



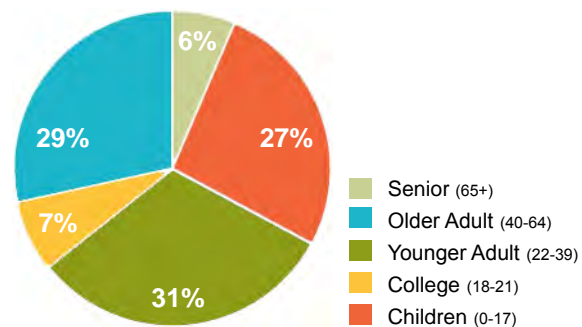
80,463

MEDIAN AGE

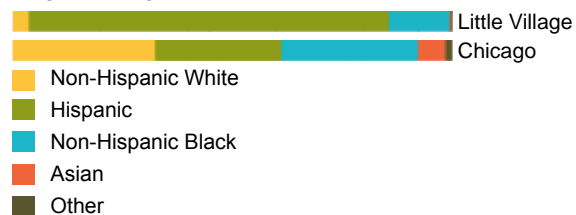
29 Little Village

33 Chicago

AGE BREAKDOWN



RACE/ETHNICITY



MEDIAN HOUSEHOLD INCOME

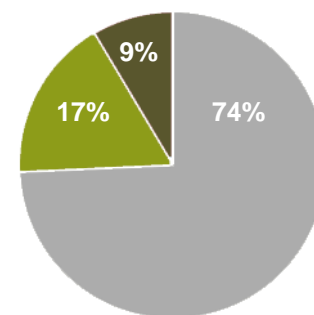
\$31,500 Little Village

\$50,400 Chicago

\$56,900 Cook County

\$59,200 Illinois

VACANCIES ON SITE



Legend: Fully Occupied (dark green), Partially Vacant (light green), Vacant (dark grey)

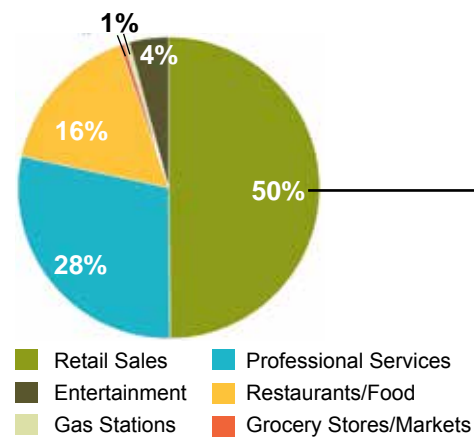
OPEN SPACE



VACANT LAND



COMMERCIAL USES ON 26TH STREET CORRIDOR



RETAIL BREAKDOWN



KEY DEMOGRAPHICS AND ECONOMICS

DEMOGRAPHICS

- Roughly 80K people live in Little Village, but the neighborhood is contiguous with adjacent neighborhoods and the boundary lines and differences between communities can be subtle.

- The history of the neighborhood dates from the late 1800s and it has gone through several cycles in terms of its dominant ethnic group; in the 1970s the community shifted to become largely (now >80%) Hispanic (specifically Mexican), with commercial offerings that reflect local needs/tastes. It is now considered the social and commercial heart of this community within the Midwest; nationally, it is only second in size behind East Los Angeles.

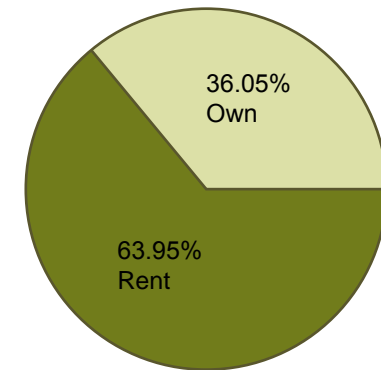
- Neighborhood residents have lower than city average incomes and spending, as well as lower levels of formal education and English speaking ability; this is to be expected given that many are recent immigrants

- The neighborhood has a relatively stable residential population in terms of numbers, but the population has been declining slightly over the past 20 years. The adjacent community of Pilsen, which shares a similar identity, has been under pressure from gentrification in recent years and such changes have raised concerns within the local community.

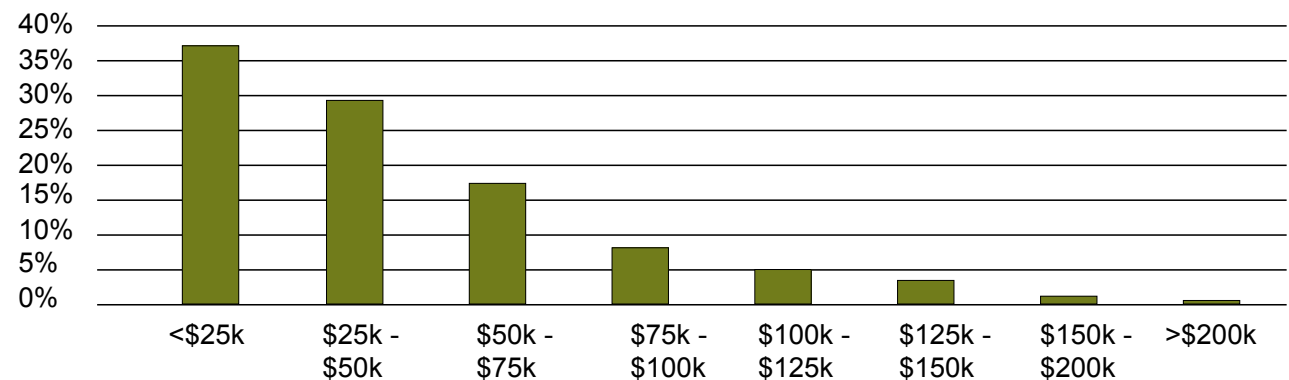
- The area is fairly dense for a neighborhood still dominated by lower density residential (single family homes and small apartment buildings); this reflects larger household sizes. There may be cultural and economic reasons for this: with rising housing costs, there may be several generations living together, for example. The average age in the neighborhood is also comparatively young, reflecting the presence of larger families with more children.

- The higher densities may reflect overcrowding; recent population declines might be a positive sign that some of this is being alleviated; but it could also mean that many people are being priced out.

- This is a thriving, working-class ethnic neighborhood similar to what characterized much of Chicago in its heyday; it has a clear identity and function, but also some socioeconomic problems that need to be addressed. The community is already well aware of and working to resolve its issues. Significant social capital exists through community organizations, churches, schools, etc. Political capital is growing. The previous plans that have been created have documented existing conditions and community views well, although these continue to evolve.



2019 RENTER VS OWNER



2019 HOUSEHOLDS BY HOUSEHOLD INCOME

EMPLOYMENT

- The neighborhood employs about 30K people in over 1800 businesses; the service sector is the largest in terms of people employed (specifically healthcare and education), followed by retail, manufacturing, and wholesale activities. Retail makes up the largest number of businesses.
- Some of the employment activity is dispersed, but the 26th Street commercial corridor represents the focus of much of it; the industrial areas to the south along the shipping canal are also a major center, although that tends to be lower density.
- The area has a higher unemployment rate than the city average, but lower than its most challenged neighborhoods; official stats may fail to fully account for those working in the informal economy
- Employment has been growing recently, particularly in the industrial sector
- Interestingly, the number of people who both live and work within the neighborhood is fairly small; most local residents commute to jobs outside the community; most employees commute in from elsewhere; and much of this commuting is done by car. Given the limitations of the transit system, this may be exacerbating traffic and parking problems commonly cited by retailers.



LITTLE VILLAGE STREET SCENE

THE REAL ESTATE MARKET

OVERVIEW

The Chicago economy continues to grow and is considered highly diversified and stable. Much has been written about population decline city/state-wide and there are concerns about city/state finances; these issues obviously go beyond the scope of this report. However, if one looks at how economic and demographic data has evolved spatially at a micro-market level, there has actually been significant growth downtown and in nearby neighborhoods over the last 20 years. Significant inward investments have been made and are proposed not only in large scale new property developments but also infrastructure.

Little Village is not (yet) considered a “hotspot” for investment for new development, but it is near downtown and it is adjacent to a neighborhood which is becoming so (Pilsen). There are plans for connections with/ Pilsen to be improved, most notably through a rails to trails project called the Paseo. Over the long-term, Little Village may benefit from (and some current residents may be challenged by) the forces that are driving change elsewhere in the city.

IS THERE A NEED FOR MORE DEVELOPMENT?

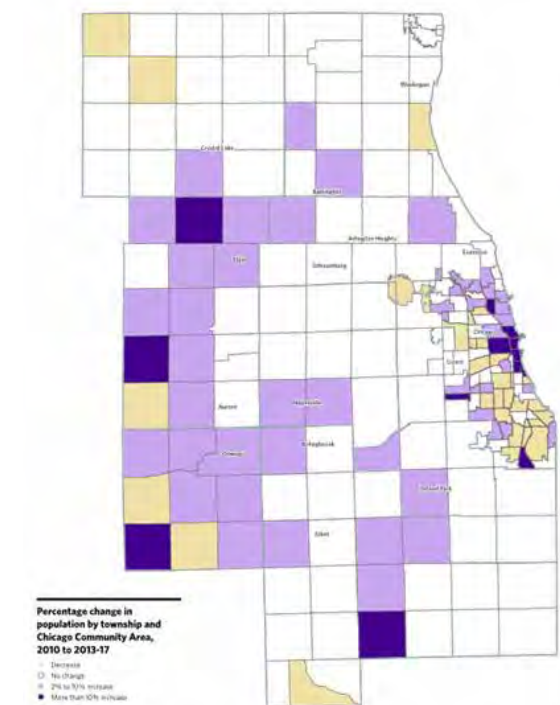
Its not entirely clear. The bulk of the neighborhood is considered more or less fully built out (to current zoning) and suffers to some extent from a lack of open space. In recent years the population has actually declined somewhat. Having said that, this is a relatively central location in a city where the center is growing again, particularly in terms of residents and job opportunities. There is a growing interest among the young to live/work in an urban environment (and to avoid car commuting, given significant traffic congestion on key highways). As the city continues to reorganize itself to adjust to these changing demographic and lifestyle trends,

there may be increasing pressure on neighborhoods such as Little Village (given its proximity to downtown, and to gentrifying neighborhoods such as Pilsen, the Illinois Medical District, even Fulton Market). The neighborhood also has appeal in terms of its character, transit accessibility, and appealing (historic) housing stock.

IS THERE SPACE FOR NEW DEVELOPMENT?

For the most part, there is not much vacant land in the area designated for us to study, and the existing buildings are not so dilapidated as to warrant demolition and redevelopment. There are some smaller vacant lots along 26th, and there are some vacant, or partially vacant buildings. Filling such spaces with smaller scale infill development and new tenants may be possible, although any changes this would bring would be incremental in nature. Empty land/vacant buildings aside, there are likely at least some “grey sites”: under utilized land, where the existing buildings do not reflect the maximum entitled development allowed through current zoning, or the highest and best use economically. As the city grows, there may even be arguments for re-zoning and densification in select areas (e.g. near existing transit stations). Over the long-term, these may represent opportunities – but this process takes considerable time.

RECENT GROWTH IN OVERALL POPULATION SPLIT BETWEEN DOWNTOWN CORE AND THE SUBURBS,
...ALTHOUGH LITTLE VILLAGE IS IN AN AREA OF POPULATION DECLINE



DOWNTOWN IS EXPECTED TO CONTINUE TO GROW; LITTLE VILLAGE MAY COME UNDER PRESSURE OVER TIME



A PROPOSED NEW PROJECT WITHIN LITTLE VILLAGE: THE XQUINA CAFE, WHICH WILL OCCUPY A VACANT COMMERCIAL SPACE

WHAT KIND OF NEW DEVELOPMENT AND/OR NEW TENANTS MIGHT BE SUPPORTABLE IN LITTLE VILLAGE?

RESIDENTIAL

Is there a need for more housing? As mentioned before, the population has been declining somewhat over the past 20 years. There could be any number of explanations for this, e.g. households are getting smaller, immigration trends have declined somewhat (the current political climate is a contributing factor, but this trend was already happening before 2016). As the younger population gets married and forms new households, they may choose to move elsewhere – it is normal for there to be some degree of turnover. Many move out of the neighborhood but to areas close by, e.g. Cicero and Berwyn. There are maps that depict the spreading out of the Latino population in all directions; the Hispanic/Latino population is still growing within the metro region.

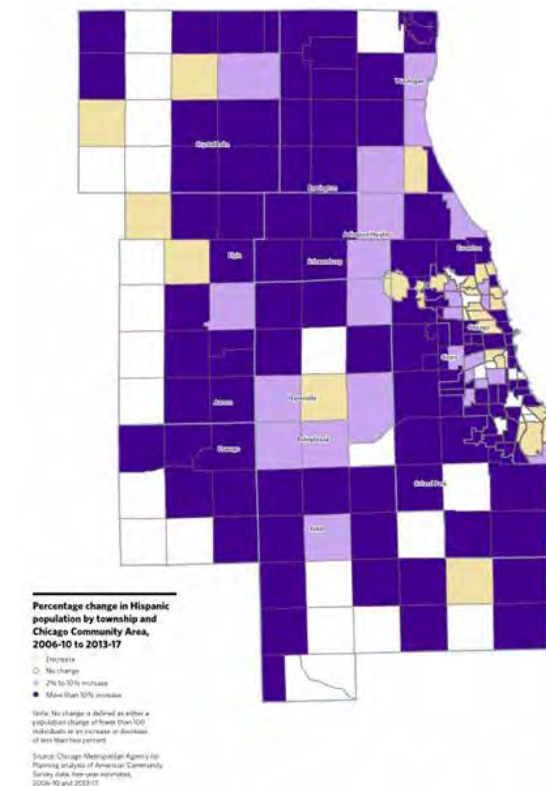
Lack of affordability in Little Village may be a contributing issue: While Chicago is considered one of the more affordable large cities globally, downtown and inner ring neighborhoods are getting more expensive, and most households within Little Village are cost burdened (in some cases, severely). Other neighborhoods and even the suburbs may offer what is perceived to be more affordable options. In similar fashion, the US as a whole has an abundance of faster growing and more affordable cities, and a population who has demonstrated willingness to relocate to follow opportunities may choose to seek those out.

For those who do wish to stay, and for those in the suburbs who desire to move nearer to downtown, there may be an opportunity to create new residential. Ideally these would be smaller and more affordable units (multifamily apartments and condos) that reflect the needs and affordability requirements of populations that have fewer resources. Over the

long term, 26th street could transform with higher density housing above retail, and the adjacent neighborhoods could also infill with higher density, multifamily housing. The smaller lot sizes in the neighborhood may make larger-scale developments difficult though. The Paseo project mentioned earlier may drive housing demand in areas adjacent; it is also lined with larger properties, although many of these are industrial in nature.

CMAQ projects the number of households in Little Village will grow by several thousand over the next few decades (and this is true even if the population remains static or even declines, due to smaller HH size). Although there is some vacancy in the existing stock, there is like to be a need for new housing to accommodate the projected growth. In addition, the housing stock in Little Village is quite old, and in many cases requires costly rehabilitation – sometimes beyond the means of local residents or what may be feasible. As the older population ages out of the neighborhood, some of these properties will turnover and be upgraded/replaced. Since household size is declining, there may be opportunities to renovate and subdivide existing units/buildings to better reflect the current and future population's needs and ability to pay. There are a number of broader trends in urban residential which may be worth exploring as units get smaller: micro-apartments, co-living, cohousing; buildings with shared amenities and vehicles, etc. New supply would encourage existing owners who rent their properties to upgrade to remain competitive. The neighborhood will need new investment if it is to continue to grow and evolve, improving conditions and helping those with an ownership stake build equity.

HISPANIC POPULATION SPREADING OUT & GROWING THROUGHOUT THE REGION; LITTLE VILLAGE IS STILL THE HEART OF THE COMMUNITY, BUT IT IS NOT GROWING AS FAST ON A RELATIVE BASIS



TYPICAL RESIDENTIAL IN LITTLE VILLAGE

RETAIL / FOOD & BEVERAGE

IS THERE A NEED FOR MORE RETAIL?

Not significantly. There is plenty of retail here, and it appears to be reasonably successful as a whole (although there may be some areas that are weaker than others). 26th Street is actually one of the largest and most successful retail corridors in the city outside of the North Michigan Avenue “Mag Mile”, with over 500 businesses and annual revenues in excess of \$1 bil. Within 5 miles there are almost 1 mil people, approximately ½ of which are Hispanic – the area’s primary target market. However, there are a number of constraints on future growth in the area, including limited availability of land, limited parking, and lack connectivity (both road and transit).

LOCATION

The 26th street retail corridor is not highly visible or well-located compared to others within the city. It is not on the way to/from major destinations, it does not have direct connections to rail transit, and it is not near the established, wealthy areas or those frequented by tourists.

RENTS & PRICES

Several reports have noted that rental rates for retail along 26th St. have become significantly more expensive, in some cases as much as retail streets in much higher income neighborhoods. While that can be considered an indicator of success to some extent, it can obviously be problematic for local businesses and lead to issues such as displacement.

SUPPLY VS. DEMAND

The team reviewed retail spending data in the area (at distances of ½ mile, 1 mile, and 2 miles from the intersection of 26th and Pulaski) using ESRI’s business analyst/ retail marketplace database. This

allows us to better understand the balance between the volume of sales (supply) generated by local retailers and the volume of potential spend (demand) by local households, given their incomes.

For the most part, Little Village has more retail than would be supportable or expected, given local demographics. This represents a surplus of demand, and is driven by outsiders who visit and spend here, given the concentration of stores and the unique offerings found there. When there is a surplus, it doesn’t necessarily mean there is oversupply, or that further growth in spending (and the number supportable stores) is not possible – it just means that there is already a significant concentration in this location, and that further growth would require even more visitors and/or an increase in spending to support any such expansion.

Most of our focus was not on the apparent surplus, but rather the amount of retail spending by category that appears to be “leaking” out of the community, due to either lack of local supply or competition elsewhere. Where there is significant leakage, this represents a gap that could potentially be an opportunity for new development.

To be meaningful, the spending figures provided by ESRI (which are in dollar amounts) need to be converted into the # and size of stores that might be supportable if the gap was to be filled. This assumes that local spending that currently leaks outside of the area would be redirected back into the neighborhood if new stores were to be developed within the neighborhood.

This is done by looking at metrics such as sales/ establishment, sales/sqft, and typical sqft/ establishment. Retail is a complicated sector (with both small and large stores at different price points, and consumer spending which is sometimes driven by larger centers, pricing, traffic/parking, and a host of other factors). As already mentioned, retail is also being disrupted by online shopping, so this can be tricky. However, the information can be considered a rough guide.

The surplus of retail within Little Village is apparent at the 1 and 2 mile distance from the intersection examined, but there may be a small deficit in the immediate vicinity (1/2 mile). Specifically, spending leakage appears to indicate some potential for new stores in the following categories (# of stores indicated): auto/auto parts dealers (1), home furnishings (1), home and garden supply (1), sporting goods/hobby/book & music stores (1), and perhaps even a small grocery store (1). There may be opportunities in terms of gift stores and used merchandising as well. Altogether, if the associated spending was to be retained in the neighborhood instead of leaking out, there is perhaps 100K sqft of new supportable retail within a ½ mile of the site, if sales/sqft reflect typical averages.

At slightly larger distances of 1 and 2 miles, there may be similar opportunities for many of these categories (which also show leakage and thus may also be under served within that larger area). The numbers of stores which may be supportable are of course larger at these distances – certainly more than a single store.

Market Area Surplus/Leakage

0.5 miles

2019 Population	20,262
2019 Households	5,215
2019 Median Disposable Income	\$ 30,497
2019 Per Capita Income	\$ 12,626

2017 Industry Summary	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap
Total Retail Trade and Food & Drink	44-45,722	\$119,224,522	\$110,473,187	\$ 8,751,335.00
Total Retail Trade	44-45	\$106,921,988	\$88,980,609	\$ 17,941,379.00
Total Food & Drink	722	\$12,302,533	\$21,492,578	\$ (9,190,045.00)
2017 Industry Group				
Motor Vehicle & Parts Dealers	441	\$20,953,698	\$9,318,391	\$ 11,635,307
Automobile Dealers	4411	\$17,289,780	\$4,938,878	\$ 12,350,882
Other Motor Vehicle Dealers	4412	\$1,650,316	\$0	\$ 1,650,316
Auto Parts, Accessories & Tire Stores	4413	\$2,013,622	\$4,379,513	\$ (2,365,891)
Furniture & Home Furnishings Stores	442	\$3,321,888	\$768,575	\$ 2,553,091
Furniture Stores	4421	\$1,983,215	\$768,575	\$ 1,214,640
Home Furnishings Stores	4422	\$1,338,451	\$0	\$ 1,338,451
Electronics & Appliance Stores	443	\$4,101,181	\$4,338,337	\$ (237,156)
Bldg Materials, Garden Equip. & Supply Stores	444	\$5,880,019	\$850,124	\$ 5,029,895
Bldg Material & Supplies Dealers	4441	\$5,359,632	\$850,124	\$ 4,509,508
Lawn & Garden Equip & Supply Stores	4442	\$520,387	\$0	\$ 520,387
Food & Beverage Stores	445	\$18,850,760	\$18,957,908	\$ (107,148)
Grocery Stores	4451	\$16,643,895	\$10,452,793	\$ 6,190,902
Specialty Food Stores	4452	\$998,375	\$3,543,601	\$ (2,545,226)
Beer, Wine & Liquor Stores	4453	\$1,208,690	\$4,961,512	\$ (3,752,822)
Health & Personal Care Stores	446,4461	\$8,711,817	\$12,637,108	\$ (5,925,489)
Gasoline Stations	447,4471	\$11,810,416	\$11,052,895	\$ 757,521
Clothing & Clothing Accessories Stores	448	\$8,284,580	\$7,904,657	\$ (1,820,077)
Clothing Stores	4481	\$4,308,989	\$5,279,416	\$ (970,427)
Shoe Stores	4482	\$948,652	\$506,290	\$ 442,362
Jewelry, Luggage & Leather Goods Stores	4483	\$1,026,938	\$2,118,950	\$ (1,092,012)
Sporting Goods, Hobby, Book & Music Stores	451	\$3,038,012	\$384,248	\$ 2,653,766
Sporting Goods/Hobby/Musical Instr Stores	4511	\$2,514,945	\$384,248	\$ 2,130,699
Book, Periodical & Music Stores	4512	\$523,067	\$0	\$ 523,067
General Merchandise Stores	452	\$19,625,934	\$11,876,305	\$ 7,749,629
Department Stores Excluding Leased Depts.	4521	\$14,086,255	\$7,845,283	\$ 6,240,992
Other General Merchandise Stores	4529	\$5,539,678	\$4,031,043	\$ 1,508,635
Miscellaneous Store Retailers	453	\$3,568,729	\$774,781	\$ 2,793,948
Florists	4531	\$172,456	\$420,236	\$ (247,780)
Office Supplies, Stationery & Gift Stores	4532	\$897,907	\$0	\$ 897,907
Used Merchandise Stores	4533	\$390,887	\$0	\$ 390,887
Other Miscellaneous Store Retailers	4539	\$2,307,479	\$345,507	\$ 1,961,972
Nonstore Retailers	454	\$2,775,378	\$10,117,286	\$ (7,341,910)
Electronic Shopping & Mail-Order Houses	4541	\$2,284,879	\$0	\$ 2,284,879
Vending Machine Operators	4542	\$88,481	\$0	\$ 88,481
Direct Selling Establishments	4543	\$402,016	\$10,117,286	\$ (9,715,270)
Food Services & Drinking Places	722	\$12,302,533	\$21,492,578	\$ (9,190,045)
Special Food Services	7223	\$259,748	\$0	\$ 259,748
Drinking Places - Alcoholic Beverages	7224	\$389,114	\$380,889	\$ 8,245
Restaurants/Other Eating Places	7225	\$11,653,671	\$21,111,709	\$ (9,458,038)

RESULTS OF AN ANALYSIS OF RETAIL DEMAND IN THE AREA INDICATE SUPPORTABLE RETAIL SPACE IN TERMS OF STORES AND SQUARE FOOTAGE AREAS.

WHILE SOME NEW RETAIL DOES APPEAR TO BE SUPPORTABLE, PARKING MAY BE A CONSTRAINT, AND THE SECTOR CONTINUES TO FACE DISRUPTION FROM E-COMMERCE AND DIRECT DELIVERY.



Spending leakage appears to indicate some potential for new stores in the following categories:

- auto/auto parts dealers (1)
- home furnishings (1)
- home and garden supply (1)
- sporting goods/hobby/book & music stores (1)
- small grocery store (1)

Supportable new retail if leakage is retained and sales/sqft reflect typical averages:

- 100K sqft within a 1/2 mile of the site
- 265K sqft within 1 mile of the site
- 600K sqft within 2 miles of the site

Note: larger figures inclusive of the smaller ones

RETAIL / FOOD & BEVERAGE

Altogether, if the associated spending was to be retained in the neighborhood instead of leaking out, there is perhaps 265K sqft of new supportable retail within 1 mile of the site, and 600K sqft of supportable retail within 2 miles (with larger figures inclusive of the smaller ones), if sales/sqft reflect typical averages.

Some of the leakage in these categories may be due to larger clusters elsewhere in the city which offer greater selection/more competitive prices (e.g. an auto row, or various big box home furnishing, home and garden, sporting goods and related stores). Some of the competition in these categories may also be coming from online sales.

If this were an isolated/ less urban market, or had a larger area of land, this type of analysis might be more useful, but it is worth noting that the leakage here could be to areas just outside the somewhat arbitrarily defined boundaries defined by distance from a designated intersection, and so should be taken with a grain of salt.

While the information about retail sales and leakage gives hints about the spending power of the community, and potential gaps within under served categories, data analysis can only tell us so much about what might have potential here. Qualitative factors also come into play.

AN EVOLVING RETAIL LANDSCAPE

Most people are also aware of the significant shifts happening in the retail sector. This includes trends caused by e-commerce and direct delivery, which have reduced margins, led to numerous bankruptcies, and increased vacancies not only along retail streets but also in malls. There is now growing recognition

that there may be too much traditional retail space in many communities, although it appears that suburbs may be suffering more than traditional downtowns.

Much of the shifts are the result of changing lifestyles: there is less disposable income and spare time, and people are spending more time online rather than visiting traditional retail environments as a leisure activity. There is also a host of new competition from new formats aiming to improve the customer experience; some of these simply reduce overhead and improve price competitiveness by avoiding physical stores and using lower cost marketing (e.g. social media). For bricks and mortar retail environments that remain, there is a growing recognition of the need to emphasize food, entertainment, and a differentiating experience. Street retail has long been challenged by various iterations of malls, lifestyle centers, and big box discount stores, but it continues to serve a purpose and with the growing interest in urban living, they are likely to benefit.

A significant amount of investment is being made in new technologies (sensors, beacons, mobile apps, tracking cookies, etc.) to better understand customer needs and wants; these will help retailers produce and sell more efficiently. While it is the larger retailers who will be able to make investments in such technology initially, there will be spillover and smaller businesses will be able to benefit long term. All of these trends have implications for what may happen in Little Village over the longer term, even if we haven't seen much evidence of it yet. If trends downtown are any indication, some retail may shift back to housing and office use.

POSITIONING

Its clear the existing retail mix doesn't cover all market positions – its mainly discount and basic goods/ services aimed at the local Hispanic community and its broader diaspora, not the rest of the city. The neighborhood's current focus and flavor is of course part of its charm and identity, but it may also limit its appeal to a wider audience (and this, in turn, limits inward investment).

There may be value to broadening the mix to appeal to a more diverse shopper profile that mirrors the city as a whole. This doesn't mean losing the existing focus or local identity, but it does mean trying to expand the audience.

In order for that to happen, its not just a matter of infill development; what is needed are more efforts to welcome outsiders into the neighborhood. This could happen through broader, coordinated marketing efforts and programmed events that introduce people to an area they might be less familiar with.

NATIONAL CHAINS vs. LOCAL BUSINESSES

There are some strip malls (5 neighborhood shopping centers), some of which include big box/ discount stores (e.g. Home Depot, Menards, Ross, Walmart) at the edge of the neighborhood, and there are various national chains (e.g. Walgreens, CVS, grocery stores, fast food restaurants) within, but part of the area's charm comes from smaller, local, family businesses that offer things not found elsewhere. There may be resistance to large scale, national retail + F&B as it may raise concerns about gentrification; economically speaking, such uses typically don't have as much of a multiplier effect either. Such businesses can also be found anywhere, and don't give people outside the neighborhood a reason to visit.

AN EXISTING RESTAURANT PROVIDES ENTERTAINMENT SPACE



RETAIL / FOOD AND BEVERAGE

PHYSICAL ATTRIBUTES

Another factor limiting the appeal is that the physical environment is somewhat lacking compared to other retail streets found in popular neighborhoods in the city. The commercial buildings are generally older and most are not terribly appealing in terms of architecture. Signage tends to be old, painted, and/or made of cheaper materials. Security measures such as window and door grills can be off-putting.

While the abundance of discount retail serves a very important function, the stores tend to be no-frills and perhaps can't or just don't see the benefit of spending more money on the aesthetic or experiential aspects of retail that visitors to major retail destinations now expect.

URBAN DESIGN

The commercial zone along the street is also just very long and undifferentiated, with no clear focus or hierarchy of spaces giving identity to one section or another, no open spaces or significant landmarks around which people can gather. There is also considerable traffic, and the streetscape is lacking the place-making features typically found on other major retail streets (wider sidewalks, street trees/planting, seating, lighting, way finding, etc.) Given the limited appeal, people generally don't linger here for very long, despite a number of very good restaurants. While most discussions about the lack of open space relate to parks and playgrounds, a compelling streetscape and/or plaza can also play a role, particularly for a culture with connections to the concept of a public promenade.



THE PHYSICAL ENVIRONMENT COULD BE IMPROVED
WITH VARIOUS DESIGN MEASURES

ENTERTAINMENT

The entertainment landscape in Little Village is comparatively limited: there are a handful of bars and nightclubs, but the number is perhaps 20% of what is in nearby Pilsen. There may be any number of reasons for this, but Pilsen benefits from proximity to downtown, a nearby student population, better transit accessibility, and a slightly more mixed population.

This population also includes a thriving artist community, and Pilsen also has museums including the national Museum of Mexican Art, which attracts people from elsewhere in the city, as well as tourists. If Pilsen can be successful in this regard, there may be opportunities for Little Village as well. The retail spending data indicates more or less of a balance between demand and supply at the designated project site, but at the 2 mile distance there appears to be demand for more drinking establishments (2).

Children's entertainment - Surveys indicate that local residents visit theme parks far more than the average; this makes sense given the abundance of children within the neighborhood. It also suggests there may be a market for smaller scale attractions aimed at children. The area's existing parks, playgrounds, schools, and community facilities provide basic level of recreation but the neighborhood is considered under served given its density and there may be a market for more commercial attractions. Typical retail data don't account for this unusual category, but the idea warrants further investigation. If the attractions are compelling enough, they could bring visitors from outside the community, which would increase its visibility and spending

Hawthorne Racetrack – although not technically within the Little Village boundary, this existing race track just southwest of the neighborhood is one of the nearby sports attractions, and it is slated to expand with new development due to changes in gaming laws that will allow a casino, electronic gaming, and other facilities (hotel?) to be built on site. The surge of traffic and activity that could result would also increase the public's exposure to this part of the city and there may be spillover traffic and/or related developments if the project grows.

While a few of the traditional entertainment categories (nightlife, cultural, sports, and children's attractions) are listed above, there may be an argument for considering the promotion of other forms of "entertainment" that are more sightseeing-related and temporary event driven. If there is enough public art, street musicians, and places to sit (e.g. parklets), for example, people may come for the Instagram moments. If there is dramatic lighting of streetscape and murals, this may encourage visitors at non-peak periods. If there are regular street closures for festivals, fairs, and markets this may justify an evening promenade, for example. If the idea becomes successful, more permanent venues can be considered.

ENTERTAINMENT COULD BE PROVIDED IN THE STREET
WHEN IT IS CLOSED TO TRAFFIC

HOSPITALITY

Shoppers and visitors to events come not only from the neighborhood and the rest of the city, they also hail from a much wider region. Such visitors travelling longer distances may limit their visits to day trips, or they may stay in the area with friends and relatives. If these need hotels, they would likely have to find more traditional hotels downtown, as there are not any hotels in the neighborhood. There may be an argument for providing a hotel, or a series of boutique hotels, to serve those choosing to remain in the neighborhood. Such hotels could provide event spaces (e.g. those catering to weddings and social gatherings, like quinceanaras). However, since the area is not near to or even visible from major highways, larger properties from known brands may be less feasible. The largely vacant parcels West of Kostner, if they are ever redeveloped, might be a candidate for a hotel/event space type of use and would form an anchor at the west end of the street.



OFFICE

While the service sector represents the largest category of employment for those working in Little Village, much of this relates to retail, healthcare, and education services and thus does not occupy traditional office space. There are some offices found in smaller commercial buildings along 26th street mixed in with the retail and restaurants, but these are for smaller businesses (e.g. law offices, insurance providers, etc.). There may also be home offices mixed into the residential neighborhoods. Offices are not considered a major use in the area and this is not really expected to change; the existing buildings are too small to provide space for larger companies, and those tend to cluster downtown and/or near transit for obvious reasons.

Having said that, as the economy shifts to more independent and temporary work, and that which is enabled digitally, there may be an opportunity for small-scale, independent co-working spaces along the corridor over the long-term. These can be combined with cafes and restaurants in some cases. In cities where rents are particularly high, during off-hours (when meals are not being served, or customers are less frequent) there is a trend towards cordoning off spaces and providing basic infrastructure such as wifi, etc. to allow better utilization and provide another revenue stream.



INDUSTRIAL

Industrial is not part of the designated project area but is worth mentioning for its indirect contributions to the neighborhood and the city more broadly. Manufacturing is a significant employer in Little Village, along with transportation and warehousing; these sectors are also growing rapidly after decades of decline.

Most of the larger parcels of vacant or under utilized land lie 6-8 blocks to the South, along the shipping canal; such land is industrial in nature due to location, infrastructure, and zoning. Some of this land may have development constraints/risks such as environmental remediation issues, not to mention proximity to nuisance factors such as air/noise pollutants.

Although such land is not usually considered the most favorable, the industrial part of the economy, after many years of decline due to globalization, has been undergoing a revival of sorts over the past decade and this is expected to continue. Although some of this relates to production activity; a significant amount relates to logistics and warehousing. As online activity has grown, there has been a broader shift in the way people shop and receive goods. In many cases this has led to the need for more industrial land for warehousing and distribution centers, often in increasingly urban locations. Indeed, the warehousing and transport sector in Little Village has been one of the fastest growing sectors over the past 10 years.

CO-WORKING CAFES ARE A TREND:
RESTAURANTS CONVERTING TO OFFICE SPACE DURING NON-MEAL HOURS TO
GENERATE ADDITIONAL REVENUE

Chicago – as a city with a significant amount of urban industrial land and related rail/road infrastructure, is well-positioned to benefit from this trend. Little Village may benefit too, although not everyone will agree that this represents the most preferred use of the land. There may be arguments about the important role the city expects this existing industrial land to continue to play.

It is important to keep an open mind about the changing nature of industry and industrial jobs. Not all industry is polluting or reliant on poorly paid, unskilled labor. In fact the new era of Industry seems to be moving up the value chain (and making use of robotics, for example). In the meantime, industry is often a good job for those without who perhaps didn't have the interest in office jobs, or the resources/ability to pursue what was required to prepare them for what that would require. Sometimes industrial jobs are a stepping stone for new immigrants adjusting to their new environment.

It should also be noted that industrial land often serves businesses with less capital; this can include anything from small scale entrepreneurs (including immigrants) to various high tech startups. In short, we may yet see a revitalization of certain kinds of industries and the neighborhoods that are fortunate enough to have the land and infrastructure that can serve them. Having said that, if such changes do not occur, some of the existing industrial land may represent a larger scale redevelopment opportunity over the long-term. Some land in the area has already been re-purposed for job training, new healthcare facilities, etc.

RELATED USES

There is little residential on 26th street, which makes the street quiet after the stores have closed, something that can affect perceptions of safety. Moreover, larger families on budgets often take their meals at home, rather than supporting a culture of street life characterized by frequent eating out and patronizing cafes. The young and old with money and time (e.g. university students subsidized by parents, wealthier retirees) and of course tourists, are the best candidates to support this idea...but these things tend to be found elsewhere in the city. There are a host of educational and training facilities in the neighborhood, but these appear to be focused on children and older adults (e.g. vocational in nature, but the job corps campus is not on 26th). If a local college and/or night school were to be established along/near 26th, or in properties West of Kostner, the street would benefit from the spillover. Larger properties wouldn't necessarily be needed; some urban institutions operated from an assortment of smaller buildings converted into educational uses.



DISTRICT PARKING

Areas facing such problems have sometimes come together to provide district parking, with costs of development and operation shared by all the businesses and paid for through revenues from parking charges, or if free, through taxes or some sort of common assessment. There may still be some merit to considering this, although district wide parking requires comparatively large land parcels to maximize efficiency and reduce the cost of structured parking. The availability of suitable sites in this area is not obvious; the best candidates would be any of a number of larger surface lots along Pulaski and/or West of Kostner that would have to be jointly developed with their existing owners.

Although many planners have begun to question the idea of building new garages in an era where private car ownership appears to be on the decline, the abundance of existing demand as demonstrated by retail visitors, employees, and dense residential is likely to warrant looking into this further. As it would not be a purely commercial endeavor but something to be shared by the broader community, coordination with multiple parties would be required. The design of any such facility, if one is pursued, could include retail at the ground level and attractive screening from adjacent uses. It might even be worth exploring the idea of locating remote parking facilities within some of the (vacant) nearby industrial parcels and then have a shuttle service circulate back and forth; such a shuttle could also ply a redesigned 26th street corridor, connect to nearby transit stations, and perhaps even connect to Pilsen via routes similar to the planned Paseo.

OLDER BUILDINGS, INCLUDING WAREHOUSES AND COMMERCIAL SPACE CAN BE CONVERTED INTO OFFICES FOR SMALL STARTUPS

NEW MOBILITY

It is also worth noting that the transport sector is undergoing significant change, due to recent and ongoing changes in technology and lifestyle. Many urban dwellers, particularly younger people, are foregoing car ownership and are taking transit and using transportation network companies (TNCs) such as Uber and Lyft to get around. In many cases this is actually cheaper, once all costs of car ownership are factored in. Bike sharing is also becoming more common, and electric personal mobility devices (bikes, scooters, etc.) are changing the landscape and helping to resolve the last mile solution from transit, and make remote parking solutions more palatable. All of this may make Little Village more accessible and integrated with surrounding neighborhoods.



THE WAY WE MOVE AROUND IS CHANGING, AND STREET DESIGN IS EXPECTED TO CHANGE OVER TIME

COMMUNITY GOALS

The following assessment was gathered in a community-based needs assessment conducted for the Little Village neighborhood in Chicago, IL, during September 2019 to discuss community issues and opportunities for the Corridor Revitalization Project organized by the CCAC. The methods used to collect information for this assessment included gathering stakeholders, including members of the Little Village Chamber of Commerce, Alderman Michael Rodriguez, and many business owners and community leaders, to participate in a focused large brainstorming session, followed by intimate group breakout sessions to identify key issues and opportunities, which culminated in a dynamic discussion of larger goals and visions for the neighborhood.

The stakeholder meeting with members of the Little Village community provided valuable insights on both issues/concerns and goals/objectives that individuals recognized as areas of growth for the neighborhood as a whole and the 26th Street commercial corridor. There were a number of recurring topics that were recognized by a majority of the group members as significant and in need of direct strategies for intervention.



CORRIDOR ISSUES

LACK OF PARKING, TRAFFIC CONGESTION, AND EASY ACCESS

Street parking opportunities are limited, and there are no large parking structures in the neighborhood, which leads to heavy traffic congestion. Another by-product of the traffic is the diminishment of a pedestrian friendly experience on the street level. This is particularly prevalent during the weekends and special events. Community members believe this may deter residents from other parts of the city from visiting the Little Village neighborhood.

LACK OF MULTI-GENERATIONAL VENUES AND ENTERTAINMENT

Currently, there are few spaces available for family and residents of various ages to congregate. The majority of the corridor is built out leaving little opportunity for meaningful and usable open space. There also is currently no substantial indoor event or venue space to host public or private activities.

HIGH RENTS THAT INSTIGATE VACANCIES

As previously discussed, there is a pattern of high vacancies in the subject area of the 26th Street corridor. This lends to the perceptions of low resident engagement and perceptions of safety risk, along with affecting the general character of the corridor. Residents are concerned about the quality and types of businesses present, and would like to see some variety in the services and products offered, while still maintaining the connection to the large historic amount of Mexican-American immigrant residents.

PERCEIVED SAFETY ISSUES

Residents shared that certain areas of the corridor are perceived as less safe. Quality and appearance of some buildings, a higher level of vacancy compared to other sections of 26th Street, fall-off of street and pedestrian activity, and other aesthetic conditions further exacerbate these concerns. Although Little Village does not have a high instance of police reported violent activity, recent news of a shooting in the neighborhood has led to more conversation about public safety.

LACK OF YOUTH FOCUSED ACTIVITIES AND VENUES

Little Village has one of the highest demographics of young people living in the neighborhood in comparison to other areas of Chicago, but lacks spaces focused for youth activities. This also relates to the lack of visitors from outside the neighborhood (Chicagoans, tourists, local vendors, etc). The younger residents often visit neighboring Pilsen for cultural, dining, and entertainment opportunities. They bemoan the lack of activity and vibrancy during evenings and weekends in particular.

POOR STREETSCAPE CONDITIONS

Residents expressed concerns about the general condition of the streetscape, lack of trees and green space, inadequate and unappealing sidewalk space, and the general lack of identity of the Little Village neighborhood. This also ties in to the persistent topic of fall-off of street activity and the pedestrian experience.

GUIDING PRINCIPLES

Based on the issues identified by the community engagement exercise, four (4) Guiding Principles were defined that can be used separately or together as a road map to implementing lasting improvement in the 26th Street Corridor at the Neighborhood scale.



1 RAISE THE VISIBILITY OF THIS PART OF 26TH STREET AS A **DESTINATION**



2 ENHANCE THE **PEDESTRIAN ENVIRONMENT**



3 CONTINUE THE **MEXICAN ENTREPRENEURIAL CULTURE** INTO THE NEXT GENERATION



4 COMPLETE **NEW DEVELOPMENT OPPORTUNITIES**

1 | CREATING A DESTINATION

- Create a light-touch **storefront renovation program** – repainting, murals, awnings, etc.
- Develop a program to activate vacant store fronts through “**Pop-up Gallery**” spaces.
- Create **mini-festivals** and performance activities at vacant lots.
- Bring **event programming** to parklets and “people spots” extending from sidewalks.
- Create **interactive art** installation(s).
- Make Little Village a “tourist” destination by creating **multiple points of interest**.
- Establish **quarterly events** with weekend focused events, from Friday nights to early Sunday afternoon.
- **Promote** activities via city-wide, social media, etc.
- Create **multi-generational** programs that engage youth, adults and seniors.



STOREFRONT UPGRADE WITH ROTATING ART, LONDON



ROTATING ART INSTALLATION, HAYES VALLEY, SAN FRANCISCO



IMAGE CAPTION

2 | ENHANCING THE PEDESTRIAN ENVIRONMENT

- Identify locations for **temporary parklets** and “**people spots**”.
- Improve the perception of safety with **improved lighting**.
- Increase walkability with **culturally relevant streetscapes**.
- **Enhance the streetscape**, with widened sidewalks, corner pedestrian bump outs and landscaping.
- **Identify larger parking locations** to reduce demand for on street parking.
- Anticipate **increased use of ride share** for by visitors, which could reduce street parking demand.
- Improve **public transportation** and access to mitigate congestion.
- Investigate the use of small buses or trolleys to **connect people from remote parking lots**.
- Enhance the **bike and micro mobility environment** – upgrade from shallow bike markings to fully painted bike lanes.



TEMPORARY PARKLET, VIENNA, AUSTRIA



STREET PEDESTRIAN IMPROVEMENTS, HOUSTON



PEDESTRIAN STREET, PHILADELPHIA

3 | CONTINUING THE ENTREPRENEURIAL CULTURE

- Focus on **next generation business ownership** – a route to economic empowerment for local youth and younger residents.
- Match / broker available spaces with **local start-ups and entrepreneurs**.
- **Recruit** successful Mexican-American businesses **from other neighborhoods to expand** into Little Village.
- Improve accessibility to business **grants** (regardless of citizenship).
- Investigate a **local fund or land trust** to ensure long-term local or community ownership of real estate assets.



SMALL BUSINESS OWNERS MEETING, L.V. CHAMBER OF COMMERCE



L.V. CHAMBER OF COMMERCE COMMUNITY



YOUNG TECH ENTREPRENEURSHIP PROGRAMS AT 1871, CHICAGO

4 | COMPLETING NEW DEVELOPMENT OPPORTUNITIES

- Create a **multi-use cultural center/entertainment venue** in one of the larger existing buildings.
- Work with property owners to establish the potential for a **larger joint redevelopment** to create contemporary business (retail, office) and residential space on 26th Street.
- Work with Walgreens to investigate the potential for **mixed-use redevelopment possibility** at SW Corner.
- Complete existing development projects that will revitalize the neighborhood, such as...
- La Xqina cafe and coworking space
- Latinos Progresandos Immigration Resource Center
- Perez Plaza revamp
- Installation anchoring west end of 26th Street



RENDERING FOR NEW RESOURCE CENTER PROPOSED IN LITTLE VILLAGE



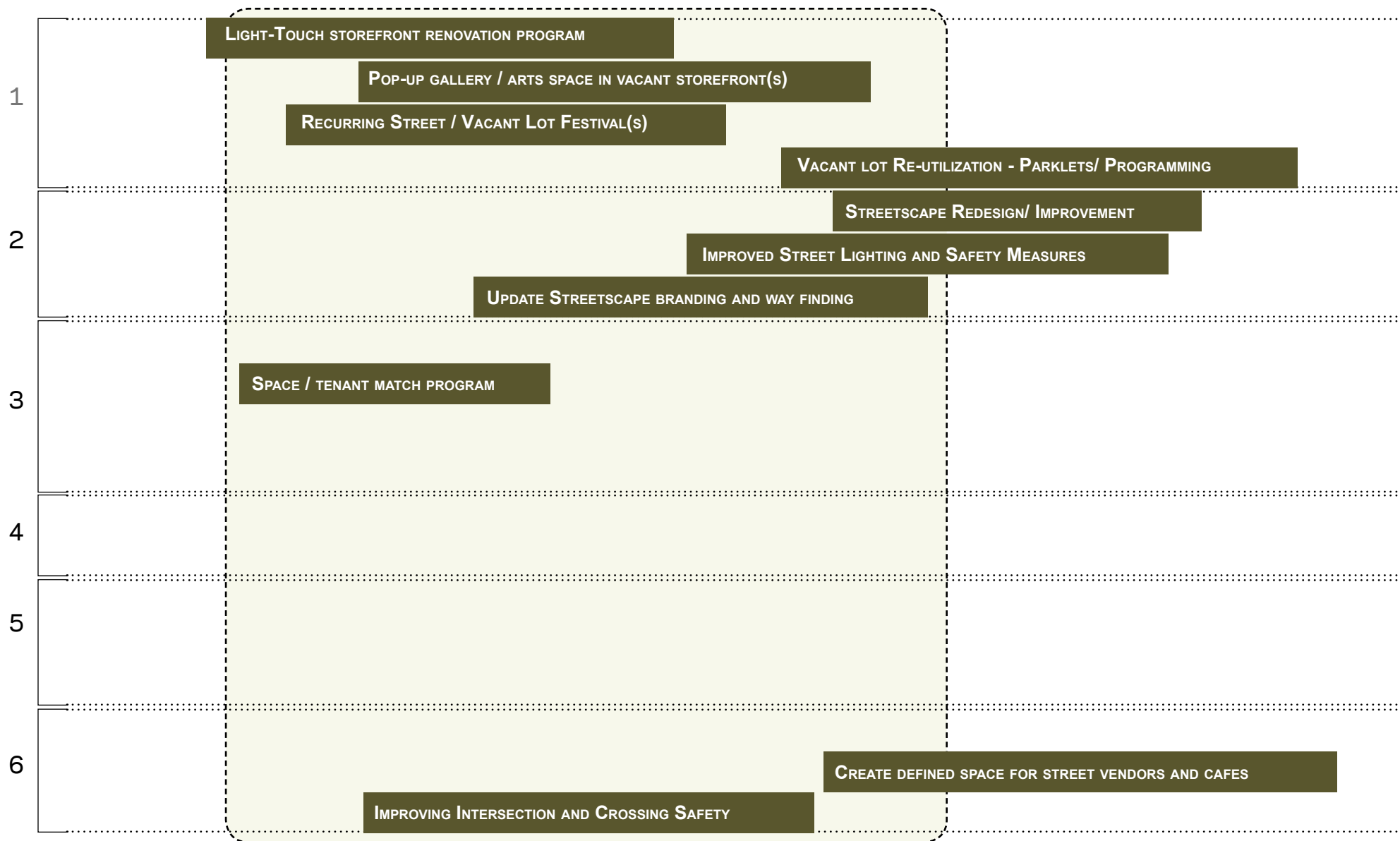
SMALL SCALE POP-UP COMMUNITY SPACES



MIXED USE RESIDENTIAL AND COMMUNITY LIBRARY DEVELOPMENT, CHICAGO IL

TIME LINE FOR IMPLEMENTATION

NEAR TERM - QUICK CATALYST



LONG TERM - LASTING IMPROVEMENT

YOUTH AND START-UP BUSINESS PROGRAMS

ESTABLISH / IMPROVE BUSINESS GRANT PROGRAMS

LOCAL LAND TRUST PROGRAM

DEVELOP MULTI-USE CULTURAL CENTER/ VENUE

JOINT-VENTURE PRIVATE DEVELOPMENT

DISTRICT PARKING STRATEGY - REDUCE STREET PARKING

IMPROVE PUBLIC TRANSPORTATION AND ACCESS

ENHANCE BIKE AND MICRO MOBILITY CIRCULATION

REDUCE STREET PARKING AND EXPAND SIDEWALK SPACE

DEFINING A NEW DISTRICT - LAS PLACITAS

Little Village's 26th Street is a unique corridor within the city of Chicago. It is the second, only to Michigan Avenue, as the second highest grossing retail strip in the City. However it is not without challenges. The length and relative unvarying character of 26th Street makes it difficult to sustain an active environment along the entirety of the corridor, especially towards the west. Therefore it becomes important to develop an approach that looks at how we can "break down" the length of the corridor to create diversity of places throughout the neighborhood and to encourage movement from place to place further activating the Corridor.

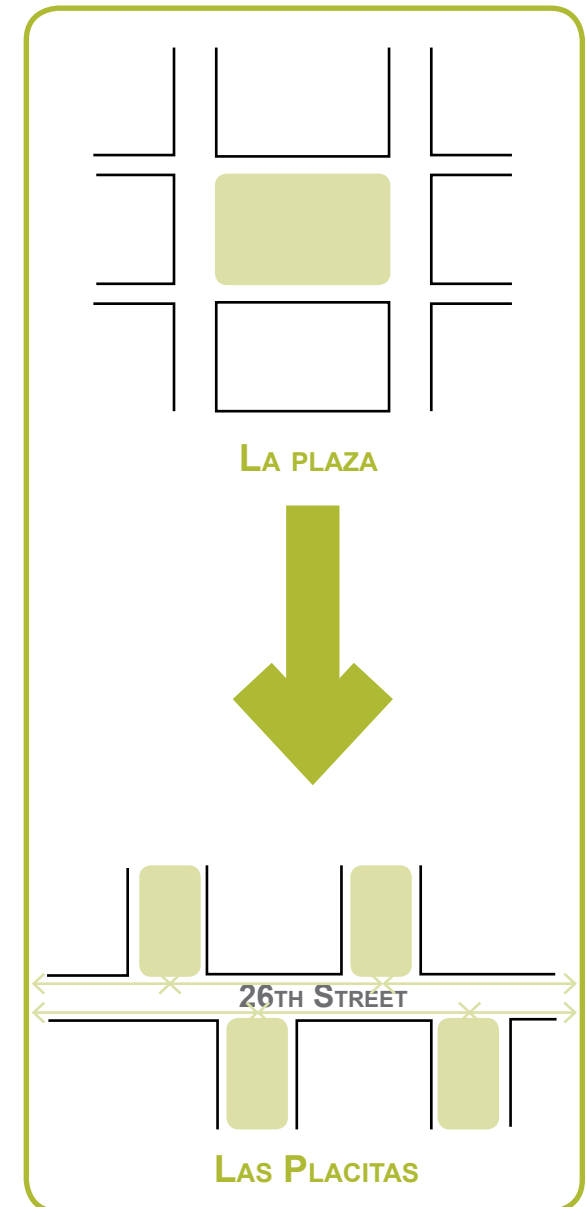
There are already a number of catalysts within the corridor that can inform the nature of these places. The Arch forms the symbolic gateway at the east, while La Xquina incubator hints at a possible future entrepreneurial focused district around the area of 26th Street and S. Central Park Ave. Perez Plaza anchors the far west of the Corridor. As the only "formal" public open space along the corridor, it serve as the cultural and civic destination of the neighborhood by hosting events and large scale gatherings.

The study area around S. Pulaski Rd. provides an opportunity to create a fourth district and bring a new character and sense of place to the Corridor while providing strategies and solutions to address the issues outlined by the community and achieve the goals of this study. This can be achieved through creating a better public realm that facilitates spaces and places for social interaction and multigenerational activity and engagement, while working to improve investment in the corridor by private businesses.

The strategy looks to use the unique urban patterning (offset streets, large setbacks) as an opportunity to more creatively utilize the public realm on a small scale with temporary and/or flexible uses that will activate this district and provide the unique sense of place and activity that will raise the visibility of this part of the Corridor as a destination.

The concept of the Plaza, as a social, cultural, and economic gathering space in the city is applied to this district to create a series of activated "places" or Placitas at the intersection of the neighborhood streets (S. Komensky, S. Karlov, and S. Kedvale) and 26th Street. These Placitas will allow for temporary activation of the public realm (street and sidewalk space) by members of the community both formally and informally. The temporary and ever-changing nature of these social spaces will help to activate the district and create reasons reoccurring visits and for spending time in the district. These spaces will also help to activate the corridor between Placitas with visitors and foot traffic, and incentivize private investment in the surrounding businesses.

This new "district" will set the bar for the future definition of the other three potential districts and provide the roadmap for the further improvement of the 26th Street Corridor. A series of key opportunities and projects are central to this transformation.



OPPORTUNITIES

The Team identified four (4) “zones” for interventions that would support strategies for addressing the issues identified through the stakeholders meeting and in establishing Las Placitas District. These four “zones” comprise both physical space as well as operational/ economic “space”. They each have inherent opportunities with the types of strategies that can be proposed and specific limitations on what the Neighborhood and Chamber of Commerce has the power to actually enact. However, a holistic approach to developing solutions to combat the primary issues identified by the community requires a look at the potential of all four zones.

THE PUBLIC REALM

The public realm consists of all the public space between buildings. It is the streets, sidewalks, and alleyways. Intervening in the public realm is one of the most immediate and possible strategies that can be enacted by the neighborhood and stakeholders due to its “public” nature. While permanent modifications and adjustments to streetscape design and traffic patterns need to be sanctioned and implemented by the city, temporary projects, interventions, and activities may require planning and permission. These may include temporary or permanent art installations, pop-up activities, street festivals, street vendors and outdoor dining.

VACANT LOTS

Apart from utilizing the public realm, a series of “private sector” opportunities exist in the corridor. The first of those is the consideration of vacant lots within the corridor. There are currently two (2) open lots in the corridor. While the land is privately owned which limits the direct impact the Chamber of Commerce can have on these lots, there could be opportunities to develop a relationship between land owner and Neighborhood Stakeholders that re-frame how we view and use vacant land. The most direct strategy would be to promote development of these sites with a project that meets the demand of the market and neighborhood. Other opportunities could be more immediate and creative by re-purposing the vacant lots (with the coordination of the land owners) as pocket parks, temporary art space, or pop-up activities. These “unconventional” approaches could also help address the lack of useful open space along the corridor.

EXISTING BUILDINGS AND STOREFRONTS

The third zone is the Existing Building and Storefront Zone. This shares the private realm challenges and opportunities of the Vacant Lot zone, but has a more immediate potential to transform the corridor because the physical development and potential to provide space for business, entertainment, and culture is immediate. Again, working with existing building owners is paramount to any strategy that targets existing building rehab and redevelopment. Public realm strategies and Economic programs can support improvements in this zone by showing commitment to investing in the corridor that incentivize building owners to make improvements.

THE BUSINESS AND ECONOMIC SECTOR

The fourth “Zone” is not a physical zone, but the zone of business development and economics. This is the primary everyday focus of the Chamber and its members and can be leveraged to develop economic incentive programs, start-up/ entrepreneurial investment funds, business competitions, and existing business improvement programs. These program will help create the lasting improvement that will help drive physical change and benefit from it.

DEVELOPMENT ZONES



STRATEGIES FOR TRANSFORMATION



1 STREETScape

Strengthening identity and experience through a better public realm.



2 PLACITAS

Creating new social, cultural, and economic spaces in the corridor.



3 PARKLETS

Piloting a program to create pop-up people spots along the length of 26th street corridor.



1 STREETSCAPE

Strengthening identity and experience through a better public realm



BRANDSCAPE

As Little Village continues to represent the largest center of Mexican commerce and culture in Chicago, each day presents an opportunity to cultivate the 26th Street corridor's own visual perception. How does Little Village want to be seen by its residents and visitors? How does Little Village want to visually honor and showcase its historic Mexican culture?

A unique identity through unified branded elements e.g., logo, graphic standards, online presence and merchandising can distinguish Little Village as a premier destination of local culture and storytelling in Chicago.



GROUNDSCAPE

In a vehicular dominated area, effort to keep the residents and visitors present becomes a primary objective. It begins with transforming the Little Village corridor into a social and economic gathering space which provides a multifaceted experience in various climates. These nodes encourage expansion, similar to arteries, extending into Little Village neighborhood.

Activation of the pedestrian groundspace intends to enhance a unique user experience filled with colorful human scale interactions. These interactions are designed to guide, inform, educate, inspire, facilitate and evoke creativity while strengthening the public realm.



ARTSCAPE

The 77 neighborhoods of Chicago represent a concrete canvas for public art. Specifically, colorful hand painted murals featuring depictions of historical events, important cultural figures, and graphic patterns. The 26th Street corridor is no stranger to its own painted walls capturing beautiful Mexican traditions. As recent as November 2019, predominant local artist Elizabeth Reyes was commissioned by AARP to create a massive Dia de Muertos themed mural on the facade of the famous Nuevo Leon Restaurant. Rey's work is embraced & celebrated by the Little Village neighborhood. "Our restaurant already has murals on the inside," says Gutierrez Ramos, owner of Nuevo Leon. "This is our heritage, our way of giving back to the neighborhood."

streetscape elements:

CAPTURING CULTURE IN A VISUAL LANGUAGE

By combining the elements within BRANDSCAPE, GROUNDSCAPE and ARTSCAPE, a strategic visual language composed of interactive experiences can be formed into system of parts. This purposeful systems approach is capable of generating an open-ended set of variables rather than one fixed solution. The visual language in relation to the project vision will capture Little Villages identity, perception and public understanding in a modular, yet cohesive manner. Additionally, this open-ended solution will allow for a seamless connection of the Placitas.

In effort to honor and showcase Little Village's 26th Street corridor's expressive Mexican culture, input gathered directly from city leaders, the community and stakeholders will influence execution of the visual language to serve as a unifying symbol for the neighborhood to rally behind.



B BANNERS (PROJECT IDENTITY)



C STORYTELLING (PLACITA IDENTITIES)



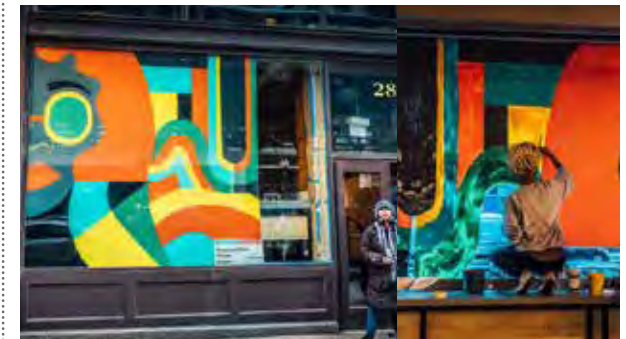
E CROSSWALKS (ART INTEGRATION)



F DIRECTIONAL TOTEMS (WAY FINDING)



A BRAND (PROJECT IDENTITY)



D MURALS (ART INTEGRATION)



G TRASH BINS (PROJECT IDENTITY)

PLAN

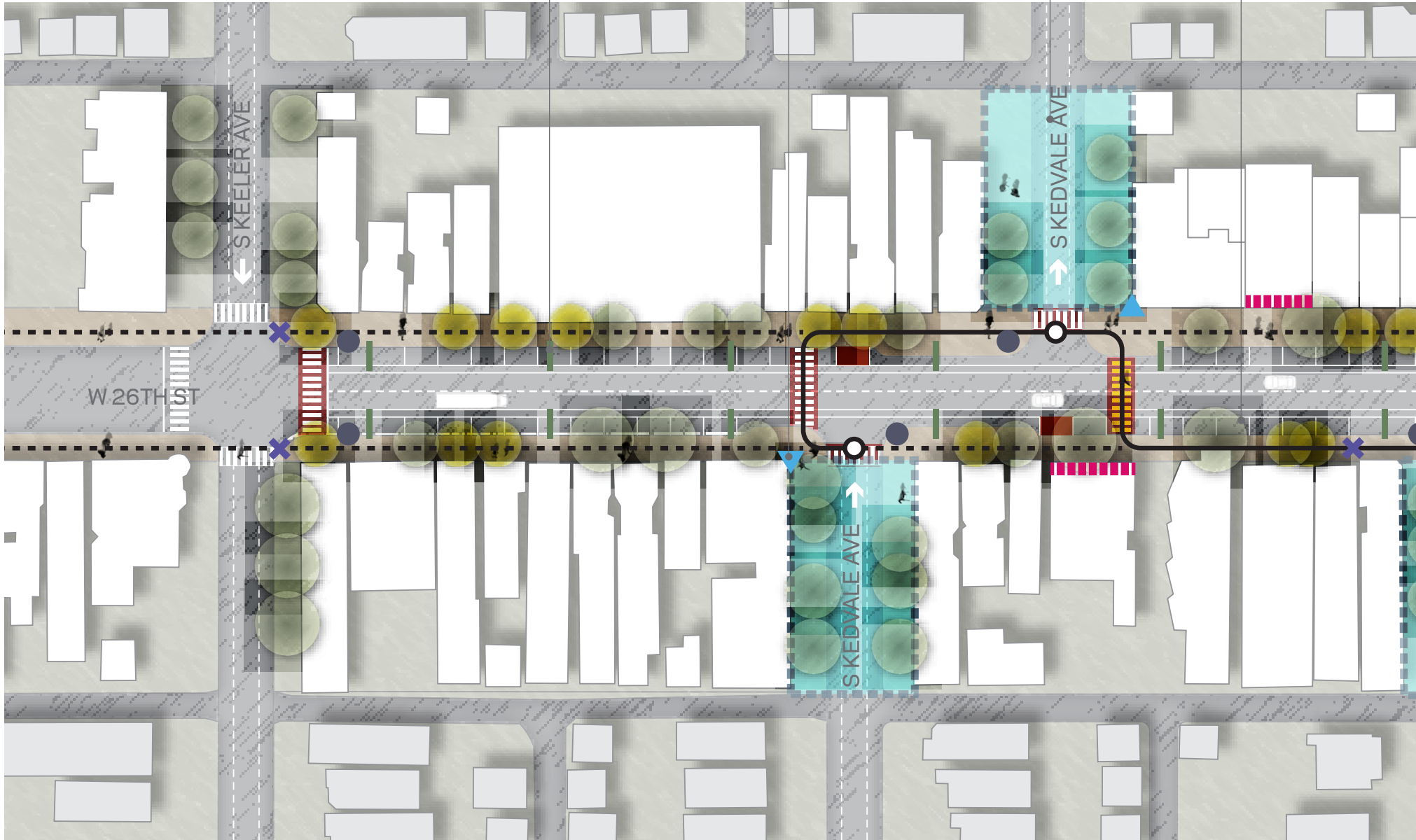
Capturing a visual language:

B BANNERS (PROJECT IDENTITY)

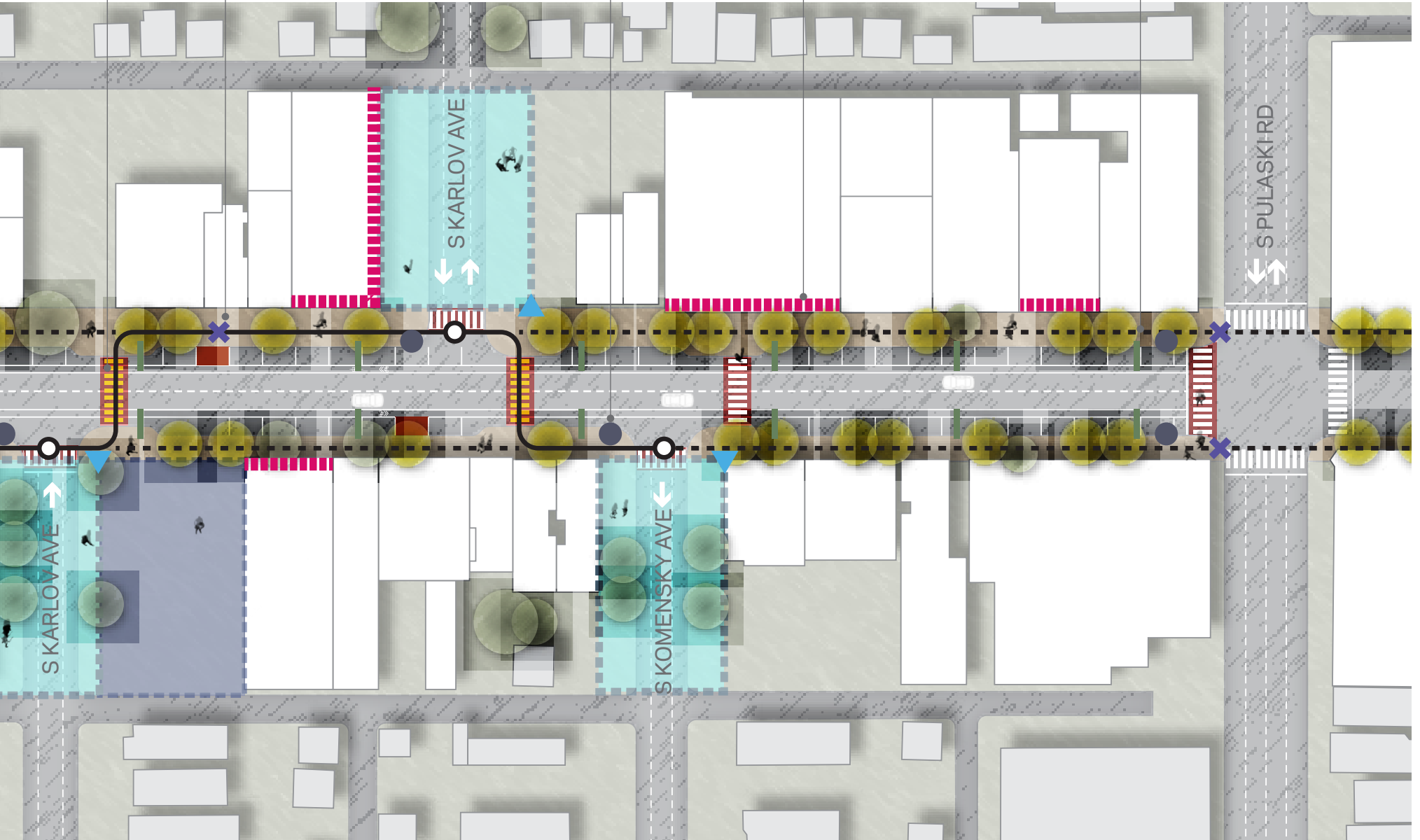
2 PLACITAS

C STORYTELLING (PLACITA IDENTITIES)

3 PARKLET



-  **E** CROSSWALKS (ART INTEGRATION)
-  **G** TRASH BINS (PROJECT IDENTITY)
-  **JOURNEY MAP**
-  **F** DIRECTIONAL TOTEMS (WAY FINDING)
-  **D** MURALS (ART INTEGRATION)



PRECEDENTS

Increasing the appeal of the streetscape

PROVIDING SPACE FOR PEOPLE, ACTIVITIES



STREET SPACE CONVERTIBLE TO PUBLIC SPACE

IMPROVING VISUAL APPEAL & CONSISTENCY



PUBLIC ART - E.G. MURALS

EXPRESSING IDENTITY & DIFFERENTIATION



COLOR AND SOUND



PROGRAMMED EVENTS AND ACTIVITIES



LIGHTING OF BUILDINGS, ARTWORK, STREET ITSELF



MOBILE FOOD TRUCKS AND RETAIL KIOSKS

PROVIDING FOR COMFORT & SECURITY



MOVABLE SEATING, PLANTING, SHADE DEVICES

HELPING WITH ORIENTATION, STORYTELLING



WAY FINDING

INSTAGRAM URBANISM = FREE MARKETING



INSTAGRAMMABLE MOMENTS



MOVABLE FURNITURE



STORYTELLING



SOCIAL MEDIA MARKETING

PRECEDENTS

Addressing movement & use of constrained space

PEOPLE VS. CARS



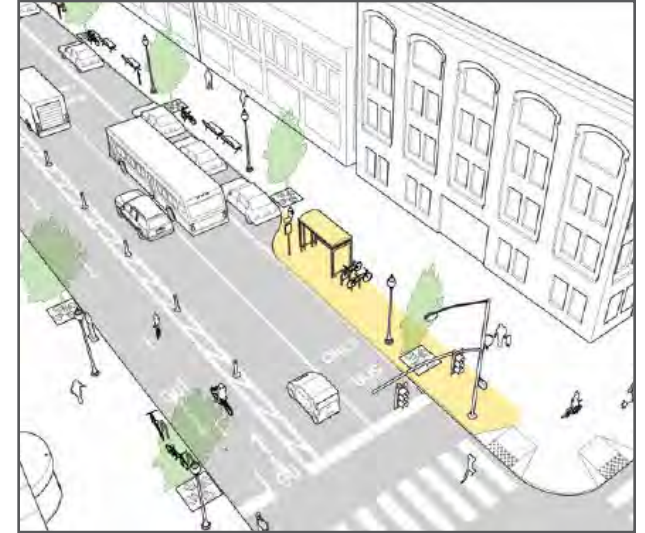
FLUSH CURBS & SPECIAL PAVING

BIKES + OTHER MOBILITY DEVICES



BIKE PARKING AND BIKE SHARING

TRANSIT



PLANNING FOR ENHANCED TRANSIT



TIMED BOLLARDS TO REGULATE TRAFFIC



ACCOMMODATING NEW MOBILITY DEVICES



IMPROVING STOPS AND SHELTERS

ROAD DIETS, DISTRICT PARKING

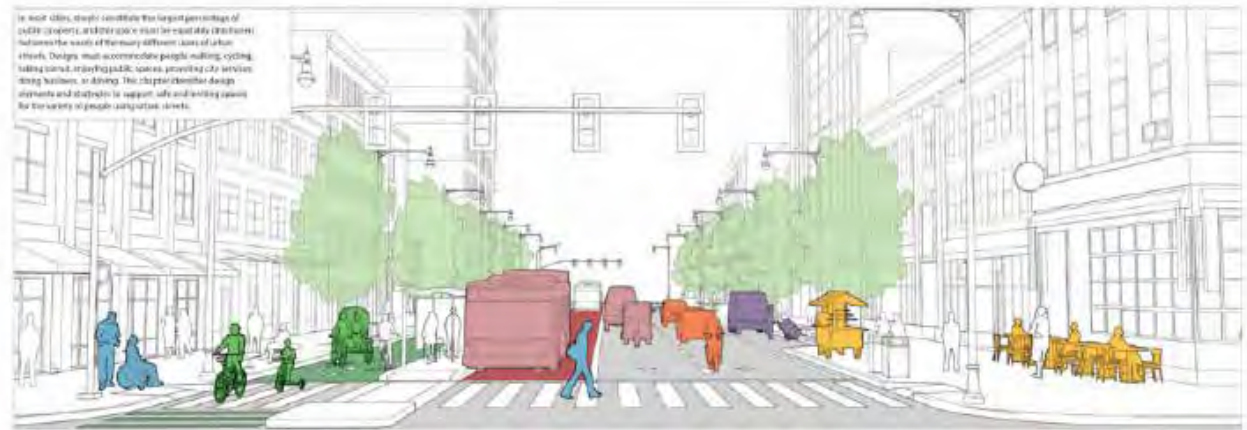


IMPLEMENTING ROAD DIETS



CONSIDER SHARED PARKING FOR ENTIRE DISTRICT

SHARING THE RIGHT OF WAY



<p>Pedestrians</p> <p>Pedestrians include people of all ages and abilities, walking, jogging, and pushing a baby stroller. Designing for pedestrians means creating streets that are safe and comfortable for people of all ages and abilities. Design elements include: wide sidewalks, crosswalks, and clear paths for people to walk. Design elements include: wide sidewalks, crosswalks, and clear paths for people to walk.</p>	<p>Cyclists</p> <p>Cyclists include people on bicycles, e-bikes, and kick scooters. Designing for cyclists means creating streets that are safe and comfortable for people of all ages and abilities. Design elements include: wide sidewalks, crosswalks, and clear paths for people to walk.</p>	<p>Transit Riders</p> <p>Transit riders are people using public transit, such as buses, light rail, and commuter rail. Designing for transit riders means creating streets that are safe and comfortable for people of all ages and abilities. Design elements include: wide sidewalks, crosswalks, and clear paths for people to walk.</p>	<p>Motorists</p> <p>Motorists are people driving personal motor vehicles on city streets, highways, and interstates. Designing for motorists means creating streets that are safe and comfortable for people of all ages and abilities. Design elements include: wide sidewalks, crosswalks, and clear paths for people to walk.</p>	<p>Freight Operators and Service Providers</p> <p>Freight operators and service providers are people who deliver goods and services to businesses and homes. Designing for freight operators and service providers means creating streets that are safe and comfortable for people of all ages and abilities. Design elements include: wide sidewalks, crosswalks, and clear paths for people to walk.</p>	<p>People Doing Business</p> <p>People doing business include vendors, street vendors, and businesses. Designing for people doing business means creating streets that are safe and comfortable for people of all ages and abilities. Design elements include: wide sidewalks, crosswalks, and clear paths for people to walk.</p>
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STREETSCAPE

Accommodating growth & change - Next Steps

REAL ESTATE STRATEGY



UNDERSTANDING MARKET
CONDITIONS & VACANCY

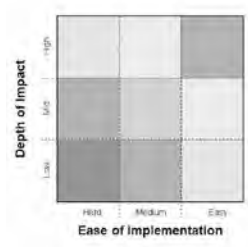


PROVIDING SPACE:
REDEVELOPMENT, NEW
DEVELOPMENT

COST & FEASIBILITY

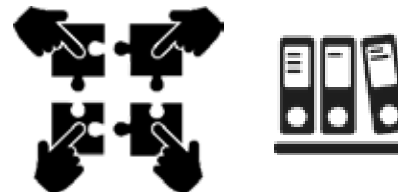


RESEARCHING AVAILABLE
RESOURCES & FUNDING



PRIORITIZATION: EASE OF
IMPLEMENTATION VS DEPTH
OF IMPACT

PHASING & IMPLEMENTATION



PHYSICAL IMPROVEMENTS
VS POLICY CHANGES



MANAGEMENT &
MARKETING

THE ROLE OF TECHNOLOGY



COLLECTING & ANALYZING DATA FROM
SENSORS, CAMERAS, PHONES, AND
WEBSITE TRAFFIC



MONITORING AND REPORTING
PROGRESS TOWARDS GOALS USING
METRICS AND KPIS

CHANGE MANAGEMENT**COMMUNICATION &
CONSENSUS-BUILDING****RESOLVING CONFLICT****COMMUNITY NEEDS****ADDRESSING NEEDS &
CONCERNS OF LOCAL
NEIGHBORHOOD STAKEHOLDERS****CONSIDERING BROADER NEEDS OF
THE CITY AND WIDER TRANSPORT
NETWORK**

While the ideas presented here may be compelling, everything costs money, and we need to find a way to pay for what is proposed.

Some of the concepts relate to physical change and will require an initial capital expense; others pertain to policy changes, management, and marketing expenses, which will require ongoing operational expenses.

As the ideas are studied further to explore technical issues and gauge community support, costs can begin to be estimated, along with any available funding/resources and potential ways for generating revenue to help offset such costs.

A strategy to accommodate growth and change in terms of new real estate development may also be warranted, as it is an obvious way to support the ideas shown, as well as support the ongoing evolution of the neighborhood more generally.

While a high level assessment of the real estate market was provided for this effort, discussions about the amount, type, and location of new development allowed over time will need further discussion.

It will be important to manage the process of communication and conflict resolution as planners and community leaders try to balance the diverse range of local needs with those of the city and the broader transport network. This is an area where technology may help, both in facilitating the conversation as well as measuring and reporting progress towards community goals.

streetscape

EXAMPLES IN CHICAGO



LINCOLN HUB IN LAKEVIEW



ARGYLE STREET



DEVON STREET



WINDOWS ON WABASH - CHICAGO LOOP ALLIANCE

streetscape

ACTION PLAN**+ KEY PARTNERS**

Little Village Chamber of Commerce
 Alderman's Office
 CDOT
 Chicago Department of Planning and
 Development (DPD)
 Local business owner cooperation

+ FINANCING SOURCES

Neighborhood Opportunity Fund
 Small Business Grants
 Local Initiatives Support Corporation (LISC)
 Other public and private sources

+ STEPS

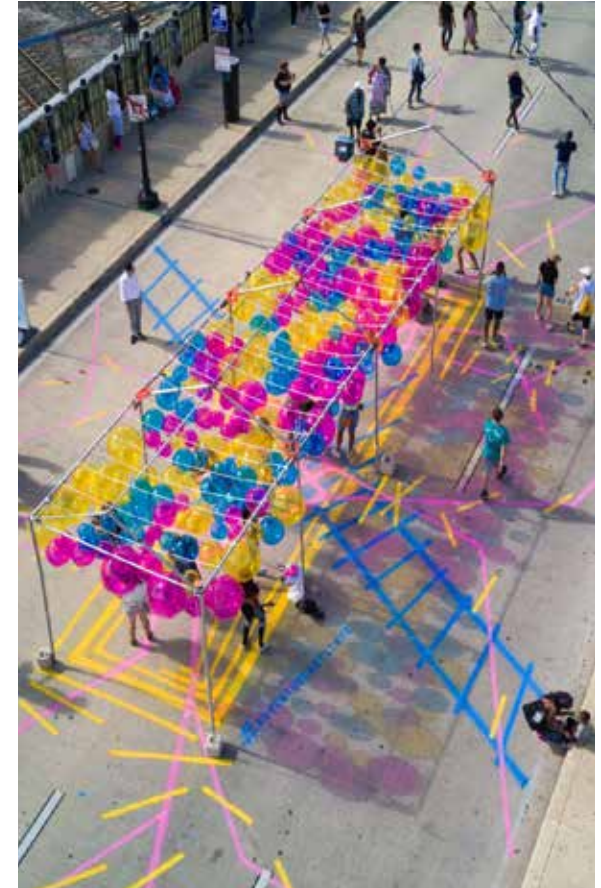
The design and improvement of the streetscape is a long term strategy that will require coordination and cooperation with a number of City of Chicago departments. Beyond the scope of this study, this will require further design and testing to ensure that the ultimate plan for a new streetscape meets the needs both pedestrians and automobiles. Various city standards (CDOT, DPD, Parks District) will need to be adhered to in the development of the plan. Furthermore, a process for community engagement and input should be established to vet potential plans and incorporate the needs and wants of the community. Extensive coordinate with CDOT and DPD to secure initial funding for the program, and concurrently to secure additional funding from private and public sources will be necessary.

+ KEY INFRASTRUCTURE ITEMS NEEDED

CDOT approval and coordination
 Traffic Analysis
 Street furniture and trash/information kiosks
 Sidewalk repair and/or repaving in deficient areas
 Lighting evaluation and improvements
 Street trees with grates
 Repainting (mural style) or curb expansion of sidewalks and crosswalk areas
 Crosswalk painting or paving

② PLACITAS

Creation of new social, cultural, and economic spaces in the corridor

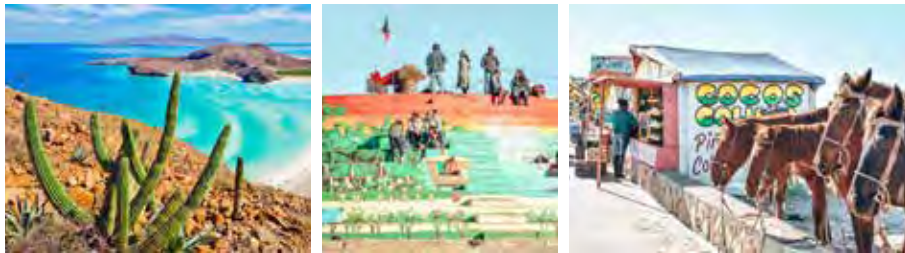


While the 26th Street corridor in Little Village has an abundance of commercial activity, the community desires more opportunities to gather, organize, and give their neighborhood a more clear sense of identity. Streetscape strategies in conjunction with distinct spaces carved out along the corridor can serve to reposition Little Village as a cultural destination. Mini plazas, or “Placitas,” draw people off the main stretch of 26th Street and create multi-use outdoor public spaces that the community can organize and program as they see fit. The placitas will bring more visibility to the neighborhood and draw in both local community members and tourists to explore during business hours, and especially for regular street fairs, markets, and special weekend events.

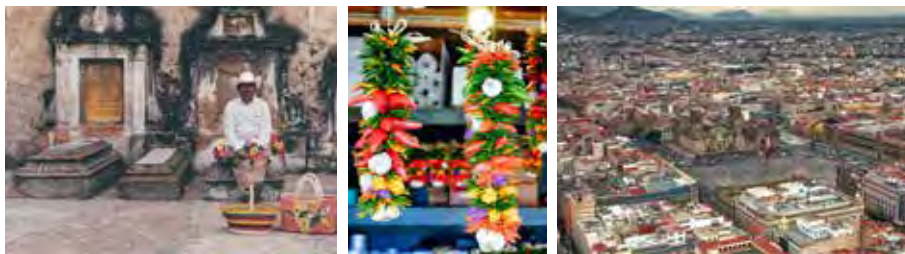




(A) YUCATAN PLACITA



(B) BAJA PLACITA



(C) CENTRAL PLACITA

placitas theme:

REGIONS OF MEXICO

Each placita along the Little Village corridor will serve a transformative, flexible space for a number of activities. The colors, motifs, and aesthetics of the placitas are inspired by the varied regions of Mexico, which each have their distinct character and attributes that fit into the story of the country as a whole. Similarly, the vibrant placitas will draw from the listed regions of Mexico, while weaving together to create movement through the corridor and an over arching sense of place that ties back into the fabric of Little Village.



(D) NORTE PLACITA



(E) SUR PLACITA

placitas activities:

VARIETY OF USES

The purpose of the placitas is to create multiple opportunities for the Little Village community to use these spaces as works best for their needs. The placitas should provide basic infrastructure upgrades to allow for flexibility, such as more greenscape, seating, lighting, art, and electricity and public wifi, where possible. By providing a basic framework for spaces and a more efficient use of the existing sidewalk and vacant space, a community driven process could inform the formal and informal uses of these placitas, and how they vary in use from day to night to special events.



LEARN



PLAY



CELEBRATE



CREATE



ENGAGE



GATHER



EXERCISE

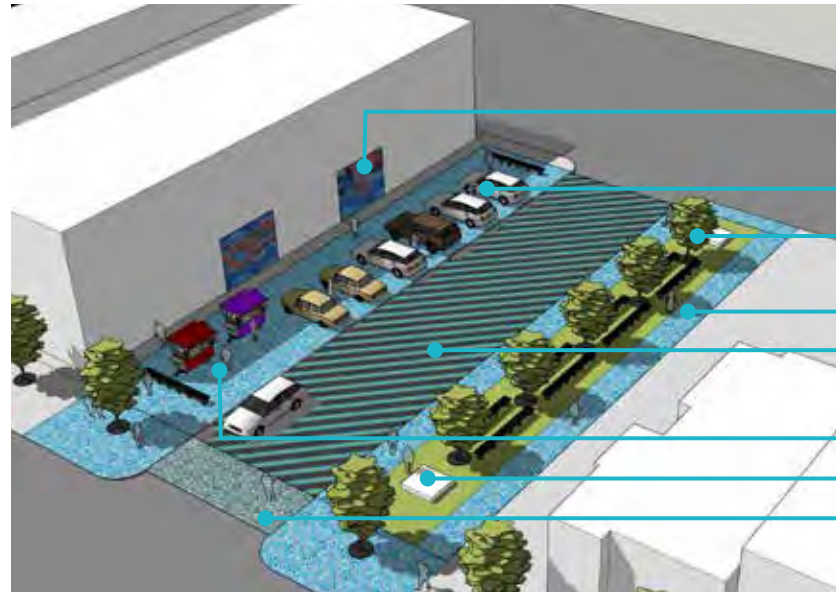


PLAY

example:

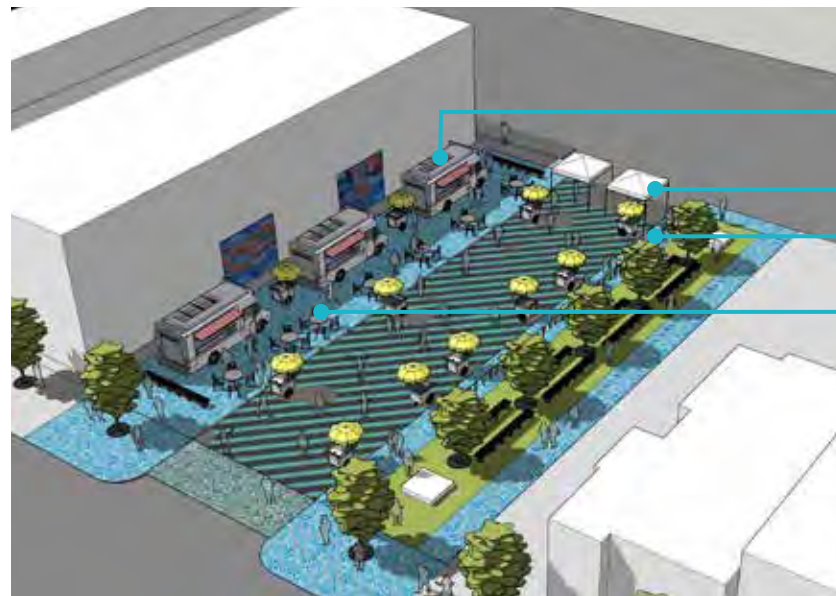
BAJA PLACITA

The Baja Placita is one of the five placitas proposed along the 26th Street corridor, west of S. Pulaski Road. This placita is positioned between two occupied buildings, a highly trafficked convenience store with liquor sales and a bar on the west, and a fast food restaurant with parking behind the building on the east. The existing sidewalks are wide and currently do not have any landscape, street trees, etc. This proposal would activate the area by using streetscape improvement strategies mentioned previously in the report, such as by adding greenery, community-led art initiatives on the sidewalks/roads/building facades, way finding elements, seating, etc. This placita draws from the colors and vibrancy of the Baja California area of Mexico, and could serve as the spot for informal gathering of the many street vendors and food kiosks along 26th Street. It could become the area for food trucks and kiosks to park during street fairs and on the weekends, activating an otherwise under utilized stretch of space along the corridor.



DAILY USE

- Murals in select locations on existing buildings bordering placita
- Retaining of some existing parking spots
- Reclaiming sidewalks with landscape, street trees with grates, and benches
- Painted placitas sidewalks
- Painted streets, lighter touch
- Centralized location for street vendors
- Designated areas for informal vending
- Painted crosswalks



STREET FAIR

- Parked food trucks and street vendor kiosks throughout placita
- Tents at end of placita
- Decorative banners for pop-up events and street fairs
- Movable street furniture



DAILY USE



STREET FAIR

- Reclaiming existing vacant lot with flexible furniture during warmer months
- Adding trees with grates along corridor
- Painted crosswalks
- Painted central placita sidewalks
- Painted central placita street
- Murals in select locations on existing buildings bordering placita
- Adding trees with grates and benches
- Reclaiming existing vacant lot with opportunities for community-led programming

- Reclaiming existing vacant lot as pop-up performance/gathering space
- Movable street furniture
- Tents and booths bordering sidewalk
- Street vendor kiosks
- Reclaiming existing vacant lot with larger special community events (i.e. informal sports games, public forum, cultural celebrations, other special events)

example:

CENTRAL PLACITA

The Central Placita is the largest and most centrally placed of the five placitas proposed along the 26th Street corridor. This placita is positioned between an occupied commercial building on the west, and two vacant lots to the east, with another vacant lot directly across from the placita. This presents an unique opportunity to work with the city and landowners to create a temporary, public activated space until new development is proposed for the lots. In addition, similar to all other placitas, the streetscape improvement strategies mentioned previously in the report, such as by adding greenery, seating, public art, will all give this distinct sense of place. This placita draws from the cultural significance of central Mexico, and could serve as the new informal gathering spot, with a host of public activities and programming. The street can be used for tents and booths to set up shop during street fairs and special events, while the vacant lots can serve as performance and community spaces. This Central Placita can serve as an anchoring element and new destination providing special areas of interest along this stretch of 26th Street.

placitas

EXAMPLES IN CHICAGO



ARGYLE NIGHT MARKET IN UPTOWN



BOOMBOX IN WICKER PARK



POP-UP ACTIVITIES - WEST LOOP



STREET MARKET IN LINCOLN PARK

placitas

ACTION PLAN

+ KEY PARTNERS

Little Village Chamber of Commerce
Alderman's Office
CDOT
AARP
Local business owner cooperation
Vacant lot owner cooperation

+ FINANCING SOURCES

Neighborhood Opportunity Fund
Small Business Grants
Other public and private sources

+ STEPS

The creation of new placitas is a comprehensive, multi-year process with many moving parts and parties involved. The first, most crucial step is to obtain Alderman support and have them be the champion of this plan. They will coordinate with CDOT to secure initial funding for the program, and concurrently secure additional funding from private and public sources, while engaging with community residents directly to create spaces that will benefit the quality of life in Little Village.

+ KEY INFRASTRUCTURE ITEMS NEEDED

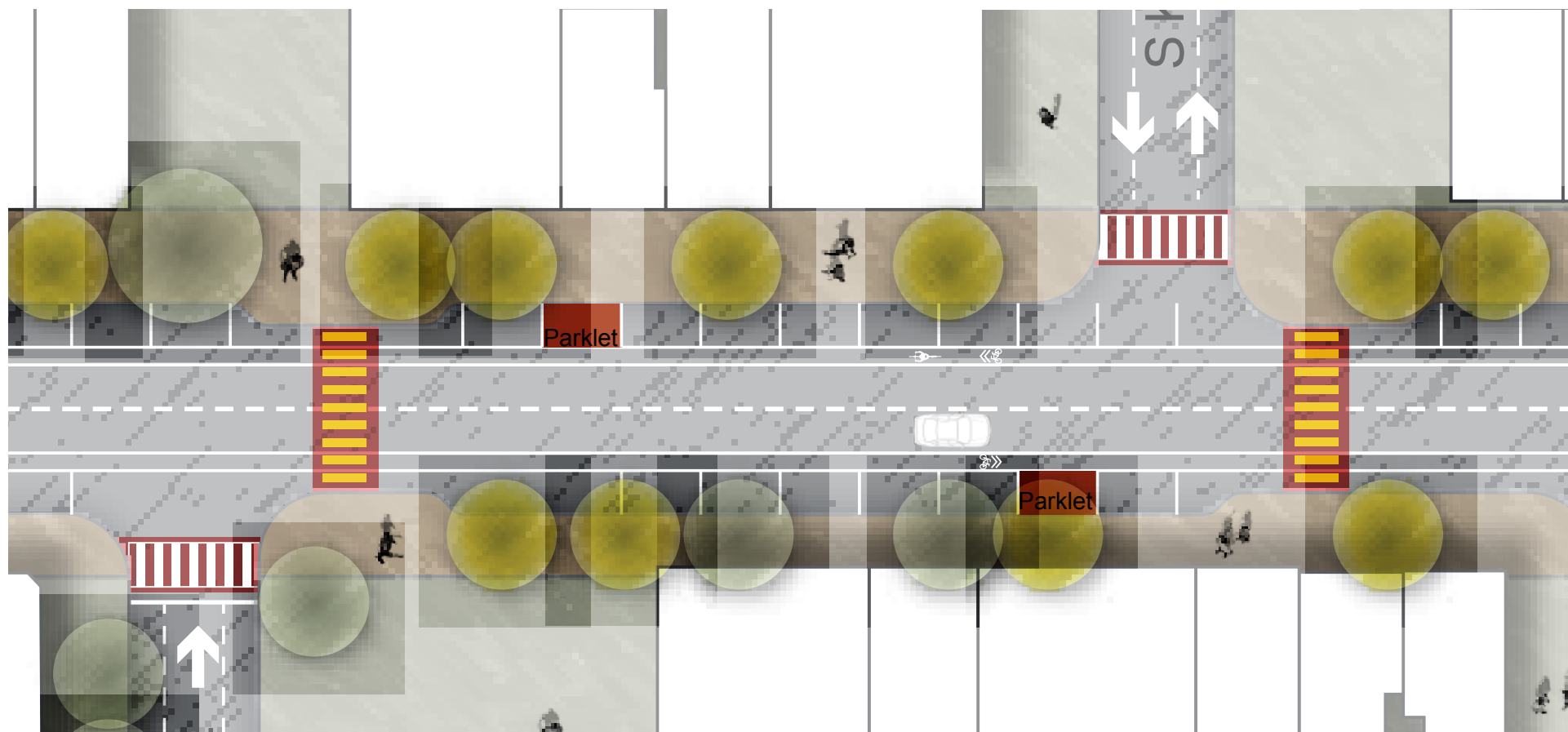
CDOT approval
Basic lighting and electricity connections
Street trees with grates
Repainting (mural style) of sidewalks and building facades

3 PARKLETS

pilot program to create pop-up people spots along the length of 26th street corridor



Parklets have been used in the city of Chicago and other large cities as micro-scale activators that can be leveraged to engage residents and businesses in the re-purposing of the public realm and to encourage investment in the corridor. The location of the parklets can be chosen through an application and lottery system, for which a framework has already been provided by CDOT. Currently, there are few opportunities for sidewalk seating or street facing activities along 26th Street, and these parklets can be a key piece in bringing people out to the street. Additionally, “Parking Day” style events can encourage relationships between designers and the neighborhood to work together to create fun installations along the corridor.



parklets

EXAMPLES IN CHICAGO



PEOPLE SPOT IN ANDERSONVILLE



THE WAVE PARKLET IN LAKEVIEW



PEOPLE SPOT IN LAKEVIEW



WORKER COTTAGE PARKLET IN WICKER PARK

parklets

ACTION PLAN

+ KEY PARTNERS

Little Village Chamber of Commerce
Alderman's Office
CDOT
AARP
Local Businesses to host parklets

+ FINANCING SOURCES

Activate Grant
Other public and private sources

+ STEPS

The Make Way for People Program, as part of the Chicago Complete Streets initiative, has already provided the framework for a temporary parklet program, with several successful implementations in the city. For more information on this process, please visit their website, chicagocompletestreets.org.

+ KEY INFRASTRUCTURE ITEMS NEEDED

CDOT approval
Support from local business owner and community

SUMMARY

Little Village has the potential to thrive far beyond its current status. While Little Village is a special place in Chicago and the region, it can leverage the unique resources that it has available to enhance the pedestrian experience and facilitate a more dynamic commercial corridor along 26th Street. By implementing the strategies proposed in this study, Little Village will avail itself of heightened foot traffic, economic activity and cultural expression. The existing fabric along 26th Street is not a strong indicator of the vitality of Little Village and the interventions outlined in this study are intended to maximize the value of this high performing corridor.

The transformative strategies that we propose for consideration include an updated streetscape approach as well as the introduction of placitas and parklets. We envision the new streetscape being leveraged as a catalyst to assist Little Village in dynamically re-activating the pedestrian experience along the 26th Street corridor. The addition of placitas is intended to create “mini plazas” that foster a greater sense of community to bring various segments of the Little Village together in meaningful ways. We are especially encouraging the youth population to engage with one another and in inter-generational activities along 26th Street. The introduction of parklets as micro-scale street activation elements will further add to the vibrancy of the corridor.

We see a tremendous amount of opportunity for Little Village, especially with the introduction of the four recommended “zones” of intervention, which include key public realm improvements, vacant lot activation, existing building and storefront enhancements and the development of Little Village’s business and economic sector. These strategies coupled with the leadership of The Little Village Chamber of Commerce and other key stakeholders will be great resources for the Little Village community for future growth and development.





APPENDIX A - LAND OWNERSHIP (PIN Log)

PIN #	# ON CAD	ADDRESS	PROP. USE	CURRENT STOREFRONT	GOOGLE MAP INFO	ADD'TL INFO FROM SITE PHOTOS	VACANCY	OWNER
16-27-236-021-0000	1	4001 - 4008 W. 26TH ST.	1 STORY COMMERCIAL MASONRY BUILDING AT CORNER	PLS CHECK CASHERS (@ 4004)	ENVIOS DE DINERO MONEY TRANSFERS & PLS CHECK CASHING STORE & DR JOSEPH R MEJIA MD (4006) & AMERIDENT DENTAL CENTER (4008)	ENVIOS DE DINERO, PLS CHECK CASHING, VACANT STOREFRONT, AMERIDENT DETNAL CENTER	1 VACANT STOREFRONT OUT OF 4	AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO (1970)
16-27-236-020-0000	2	4010 W. 26TH ST.	1 STORY COMMERCIAL MASONRY BUILDING		CITIBANK	CITIBANK	N/A	DEMETRIOU FAMILY TRUST (1984)
16-27-236-017-0000	3	4014 - 4016 W. 26TH ST.	2 STORY MASONRY BUILDING; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE	RESTAURANT EL ASADOR II (@4014), TACOS Y TAMALES EL POLLO (@ 4014)	TACOS Y TAMALES EL POLLO (4014) & BRAZILIAL SEDUSION JEANS (4016)	RESTAURANT EL ASADOR; VACANT ON DISCOUNT STORE SIDE	1 VACANT STOREFRONT OUT OF 2 AND VACANT RESIDENCES	DESHE AT LITTLE VILLAGE LLC (2018)
16-27-236-016-0000	4	4020 - 4026 W. 26TH ST.	3 STORY COMMERCIAL MASONRY BUILDING	VILLAGE DISCOUNT OUTLET INC (@ 4020)	VILLAGE DISCOUNT OUTLET INC (@ 4020)	VILLAGE DISCOUNT	N/A	WOODMEN OF THE WORLD LIFE INSURANCE POLICY (NEBRASKA COMPANY) (1946)
16-27-236-015-0000	5	4030 W. 26TH ST.	1 STORY COMMERCIAL MASONRY BUILDING	DENNIS PIZZA GUZMAN (RESTAURANT)	DENNI'S PIZZA	DENNI'S PIZZA	N/A	AMPARO AND AUREA GUZMAN (JOINT TENANTS) (2011)
16-27-236-014-0000	6	4032 W. 26TH ST.	1 STORY COMMERCIAL MASONRY BUILDING AT CORNER	INNOVATIVE PARKING SOLUTIONS LLC AND SUBWAY	SUBWAY (SIDE AND REAR PARKING)	SUBWAY	N/A	GEORGE AND MARIA MICHALIOS (JOINT TENANTS) (1994)
16-27-235-023-0000	7	4044 - 4046 W. 26TH ST.	2 STORY COMMERCIAL MASONRY BUILDING AT CORNER; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE	MISKA'S (LIQUOR)	MISKA'S (SIDE PAKING) & CANTINA/BAR ENTRANCE @4046	MISKA'S LIQUOR AND BAR	VACANT RESIDENCES	PELWA REALTY PARTNERS, LP (DELAWARE) (2009)
16-27-235-021-0000	8	4048 W. 26TH ST.	3 STORY COMMERCIAL MASONRY BUILDING; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE	LA RED SERVICES (MONEY TRANSFER)	LA RED, MONEYGRAM, VIGO (REAR)- ALL MONEY TRANSFER	LA RED	N/A	PELWA REALTY PARTNERS, LP (DELAWARE) (2009)
16-27-235-020-0000	9	4052 W. 26TH ST.	2 STORY COMMERCIAL MASONRY BUILDING; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE	FLORERIA GARDENIA (FLORIST)	FLORERIA GARDENIA	FLORERIA GARDENIA	N/A	GEORGINA BACA (1993)
16-27-235-019-0000	10	4054 - 4056 W. 26TH ST.	1 STORY COMMERCIAL MASONRY BUILDING	H & R BLOCK TAX SERVICES (@ 4054)	H & R BLOCK (4054) & MEGA INSURANCE (4056)	H & R BLOCK & MODA'S INC BOUTIQUE	N/A	MISSING INFO
16-27-235-018-0000	11	4058 W. 26TH ST.	VACANT LOT	FENCED OFF WITH CAR PARKING			VACANT	ROMUALDO CAMARENA (1992)
16-27-235-017-0000	12	4062 W. 26TH ST.	2 STORY COMMERCIAL MASONRY BUILDING; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE	NUEVO LEON BAKERY	LEON NUEVO BAKERY	PANADERIA NUEVO LEON	N/A	MARQUETTE BANK (TRUSTEE) (2017)
16-27-235-016-0000	13	4066 W. 26TH ST.	1 STORY COMMERCIAL MASONRY BUILDING	M & E UNISEX (HAIR)	M & E UNISEX (SALON)	M & E UNISEX	N/A	RONALDO DELA VEGA (1996)
16-27-235-015-0000	14	4068 W. 26TH ST.	2 STORY COMMERCIAL MASONRY BUILDING; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE		SUMMIT STAFFING (EMPLOYMENT AGENCY)	SUMMIT STAFFING	N/A	HELIODORO AND JOSEFINA DE LOS SANOTS (JOINT TENANTS) (1980)
16-27-235-014-0000	15	4070 - 4078 W. 26TH ST.	(2 STORY) MULTI-STORY COMMERCIAL MASONRY BUILDING AT CORNER	BOTANICA LA CARIDAD DEL COBRE (GEN. MERCH. @ 4072), JACKSON HEWITT (TAX PREP @ 4074), VICTORIA (TRAVEL @ 4076), EL CARRIZO (ENTERTAINMENT @4078)	DOLLAR STORE (4070), HERBALIFE (4072), DOLLAR QUICK MART (4074), JACKSON HEWITT (4074), CLUB VICTORIA (4076), BILLAR EL CARIZZO (4078)	VACANT (?), BOTANICA LA CARIDDAD DEL COBRE, DOLLAR QUICK MART, VACANT (?), VACANT AT CORNER (?)	1 VACANT STOREFRONT OUT OF 5	FERNANDO AND RAUL PADILLA (JOINT TENANTS) (2018)
16-27-407-003-0000	16	4001 - 4003 W. 26TH ST.	1 STORY COMMERCIAL MASONRY BUILDING AT CORNER		WALGREENS (4005), OPORTUN (4013)	WALGREENS & OPORTUN	N/A	KARICH, LLC (ILLINOIS COMPANY) (2013)
16-27-407-002-0000	17	4015 W. 26TH ST.	(3 STORY) MULTI-STORY COMMERCIAL MASONRY BUILDING; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE	BOOST MOBILE AND EMI AND SON'S JEWELRY	BOOST MOBILE AND EMI AND SON'S JEWELRY	BOOST & EMI AND SON'S JEWELRY	N/A	EMIGDIO AND MARIA I. GUTIERREZ (AS TENANTS) (2003)
16-27-407-001-0000	18	4025 W. 26TH ST.	(2 STORY) MULTI-STORY COMMERCIAL MASONRY BUILDING AT CORNER		DOL EX DOLLAR EXPRESS (4017), GONZALEZ LIQUORS (4027)	DON'T SEE DOL EX; VIVA LA MUSICA RETAIL STORE AND ESCUELA DE MUSICA AND RECORDING STUDIO ABOVE GONZALEZ AT CORNER	N/A	COLE TAYLOR BANK (AS TRUSTEE) (1996)
16-27-406-009-0000	19	4035 W. 26TH ST.	2 STORY COMMERCIAL MASONRY BUILDING AT CORNER; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE	89 CENTS ISLAND PLUS, INC. (TOBACCO)	CHICAGO DOLLAR ISLAND (4035)	CHICAGO DOLLAR ISLAND	N/A	GUADALUPE AND JUAN M. DIAZ (AS TENANTS) (2018)

PIN #	# ON CAD	ADDRESS	PROP. USE	CURRENT STOREFRONT	GOOGLE MAP INFO	ADDT'L INFO FROM SITE PHOTOS	VACANCY	OWNER	
16-27-406-008-0000	20	4037 W. 26TH ST.	COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE	GLOBAL TAX & INSURANCE	(4037), HERRERA LAW GROUP (4037), LAW OFFICES OF JENER G. PEQUENO (4037)	GLOBAL TAX	N/A	CARLOS L. SALTOS RONQUILLO (2016)	
16-27-406-007-0000	21	4039 W. 26TH ST.	3 STORY COMMERCIAL MASONRY BUILDING; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE	DOMINO'S	DOMINO'S (4039), EL TAMESI ZAPATOS CALAZDO (4039)	DOMINO'S	N/A	ROMUALDO CAMARENA	
16-27-406-006-0000	22	4041 W. 26TH ST.	2 STORY COMMERCIAL MASONRY BUILDING; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE		EL TAMESI WESTERN WEAR (4041)	EL TAMESI	N/A	FRANCISCO AND CARMEN M. VARELA (JOINT TENANTS) (1989)	
16-27-406-005-0000	23	4043 W. 26TH ST.	2 STORY COMMERCIAL MASONRY BUILDING; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE	CASA RIANGEL (CLOTHING, SHOES, ETC) AND 26 DISCOUNT PLUS INC. (GEN. MERCH.)	CASA RIANGEL (4043)	LOOKS VACANT?	N/A	4043-45 W 26TH STREET TRUST (2016)	
16-27-406-004-0000	24	4045 W. 26TH ST.	2 STORY COMMERCIAL MASONRY BUILDING; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE	SPECIALIZED STAFFING SOLUTIONS, INC. (TEMP STAFFING)		CRYSTAL'S BRIDAL SIGNAGE; LOOKS VACANT	N/A	4043-45 W 26TH STREET TRUST (2016)	
16-27-406-003-0000	25	4047 - 4049 W. 26TH ST.	2 STORY COMMERCIAL MASONRY BUILDING; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE		FIX MY GARAGE DOOR (4047), JAGUAR CHICAGO MOTORS (4047)	1ST FAMILY DENTAL	1 VACANT STOREFRONT OUT OF 2	LAKESIDE BANK (TRUSTEE) (1998)	
16-27-406-002-0000	26	4053 W. 26TH ST.	VACANT LOT					VACANT	ROMUALDO CAMARENA (1992)
16-27-406-001-0000	27	2605 W. 26TH ST.	VACANT LOT AT CORNER					VACANT	ROMALDO M. CAMARENA (1998)
16-27-405-009-0000	28	4101 W. 26TH ST.	2 STORY COMMERCIAL MASONRY BUILDING AT CORNER; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE		COMPLETE DENTAIL CARE (4101), DCS INFOTECH (4101), DR SUNITA SAHU (4101)	COMPLETE DENTAL CARE	N/A	RAJESHA ENTERPRISES LLC (ILLINOIS COMPANY) (2013)	
16-27-405-008-0000	29	4103 W. 26TH ST.	1 STORY COMMERCIAL MASONRY BUILDING			FAMILY FOOT CENTER	N/A	4103 W. 26TH ST. LLC (ILLINOIS COMPANY) (2005)	
16-27-405-007-0000	30	4105 W. 26TH ST.	(2 STORY) MULTI-STORY COMMERCIAL MASONRY BUILDING; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE			KATZ LAW OFFICE, LTD. & LOLA'S(?) BEAUTY SALON, W/ RES. ABOVE BEAUTY SALON	N/A	SANTIAGO MARTINEZ (2018)	
16-27-405-006-0000	31	4109 - 4111 W. 26TH ST.	(2 STORY) MULTI-STORY COMMERCIAL MASONRY BUILDING		MANISH D. PANDYA, DC; TERENCE K. PATRICK, DC; TIMOTHY M. BUTCKO, DC; ALL CHIROPRACTORS (4111)	DR. DANIEL ROSTEIN & ?? NEXT DOOR	N/A	4111 W. 26TH ST LLC (ILLINOIS LLC) (2002)	
16-27-405-004-0000	32	4115 W. 26TH ST.	(1 STORY & 2 STORY)MULTI-STORY COMMERCIAL MASONRY BUILDING; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE		CHICAGO LATIN AMERICAN SOCCER ASSOCIATION, NON-PROFIT (4115)	(CAN'T READ SIGNAGE)	1 VACANT STOREFRONT OUT OF 2	LATIN AMERICAN SOCCER ASSOCIATION (ILLINOIS NOT FOR PROFIT) (2008)	
16-27-405-003-0000	33	4121 W. 26TH ST.	2 STORY COMMERCIAL MASONRY BUILDING; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE	MY SUPER STAR "BUBBLEGUMMERS" CORP. (ELEC. EQPT. REPAIR & CLOTHES/SHOES/ETC)	EL VELOV ENVIOS (MONEY TRANSFER); MY SUPER STAR ZAPATO DE MEXICO (SHOE STORE); MY SUPER STAR FOLKLORICO SHOES	(CAN'T READ SIGNAGE; SOME TYPE OF SHOE STORE)	N/A	FABIOLA MORALES AND STEVE CARRASCO (TENANTS BY ENTIRETY) (2017)	
16-27-405-002-0000	34	4123 W. 26TH ST.	2 STORY COMMERCIAL MASONRY BUILDING; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE	MULTISERVICIOS LAS AMERICAS, INC. AND EASY GO SERVICES (MISC. COMMERCIAL & PAYMENT	EASY GO SERVICES (MONEY TRANSFER)	EASY GO SERVICES	N/A	FABIOLA MORALES AND STEVE CARRASCO (TENANTS BY ENTIRETY) (2018)	
16-27-405-001-0000	35	2611 W. 26TH ST.	2 STORY COMMERCIAL MASONRY BUILDING AT CORNER; COMMERCIAL FIRST FLOOR, RESIDENTIAL ALL FLOORS ABOVE			TAQUERIA HACIENDA TAPATIA	N/A	D. MARIA ORTEGA (2001)	