



City of Chicago
Brandon Johnson, Mayor

Request for Proposals **4301 – 4337 S. Cicero Ave.**



Catalytic Corridor Site

Department of Planning and Development
Ciere Boatright, Commissioner
City Hall Room 1000
121 N. La Salle St.
Chicago, IL 60602



August 1, 2025



Opportunity site looking south from 43rd Street with Cicero Avenue on the right.



Opportunity site looking north along Cicero Avenue, mid-block.

I. The Process

INTRODUCTION

The City of Chicago is seeking applications from development teams to redevelop four City-owned parcels located at 4301-37 S. Cicero Ave. in the Garfield Ridge. Consisting of approximately 0.9 acres (37,260 square feet), the site presents a unique opportunity due to its high visibility along the route to Midway International Airport, which welcomes over a million passengers a year. The site also sits across the recently opened Academy for Global Citizenship and the mixed-use redevelopment of LeClaire Courts. (See Figure 1.)

Interested applicants must submit applications through the City's ChiBlockBuilder (CBB) web portal to be considered as the site's developer. Applications are evaluated based on the development team's financial capacity, relevant experience, ability to complete developments of a similar scale, and the conceptual proposal for the site, among other criteria. The City expects vertical construction within six months of closing.

The selected development team is expected to implement a vision that meets the City's goals for the site as outlined in this document. The selected team will be responsible for site planning, architectural design, securing entitlements and financing, attracting anchor tenants, environmental remediation, marketing to potential users, and other needs.

As a matter of policy, City-owned land is offered for sale based on a market valuation determined by the Department of Planning and Development (DPD). Purchase price exceptions are only considered for proposals that provide affordable housing beyond the City of Chicago's Affordable Requirements Ordinance (ARO), proposals for non-profit and/or cultural uses, or those providing substantial public benefits.

CHIBLOCKBUILDER APPLICATION

Applications must be submitted through the City's ChiBlockBuilder.com land sale portal by 11:59 p.m., Friday, October 31, 2025.

Schematic design drawings are not a requirement to apply, but respondents are asked to include detailed information about their development concepts. City staff will review applications for completeness and eligibility and conduct evaluations based on the rubric outlined in this document.

Following an initial application review, DPD and the 22nd Ward will organize a public meeting where the eligible or short-listed development teams will present themselves and their proposals to the community. Presentations will also be posted to DPD's website along with an online survey.

Responses should be labeled as follows: 4301-4337 S Cicero_[developer name]

Questions about the application process may be submitted via email between August 1 and September 30, to Nolan Zaroff at nolan.zaroff@cityofchicago.org. Questions will be compiled and published at regular intervals in FAQ format until October 15.

PRE-SUBMISSION WEBINAR

A pre-submission webinar with DPD staff will be held on Zoom from 2 – 3:30 PM on Thursday, August 14, 2025. To register for the pre-submission meeting, visit: chicago.gov/RFPs.

SITE OWNERSHIP AND DESCRIPTION

All parcels listed for this development opportunity are owned by the City of Chicago, according to the City-Owned Land System (COLS) database. Note, the COLS database and ChiBlockBuilder should not be used as substitutes for title research, title evidence, or as a substitute for legal, accounting, real estate, business, tax or other professional advice.

The development site is across the street from the LeClaire Courts redevelopment, and adjacent to Chicago Housing Authority (CHA) property both to the north and south. DPD anticipates ongoing coordination with CHA to ensure that this City-owned site complements existing redevelopment and catalyzes future opportunities.

Figure 1: Area Context



II. The Opportunity

THE VISION

The reactivation of this opportunity site will create new neighborhood amenities, employment and residential opportunities, align with recommendations of the recently-adopted Cicero Avenue Corridor Study, complement the redevelopment of the former LeClaire Courts to the west, and strengthen the urban fabric of surrounding blocks.

SITE QUICK FACTS

- » **Site Location:** 4301, 4313, 4325, and 4337 S. Cicero Ave.
- » **PINs:** 19-03-300-001, -002, -003, -004
- » **Property size:** Approximately 37,260 square feet
- » **Zoning:** B3-1, Community Shopping District (DPD supports up to a B3-3 zoning)

Figure 2: The Opportunity Site



TARGET PRICE

The site has an aggregate market value of \$1,046,643, based on a valuation under the current zoning performed by CBRE in June 2025. With a rezoning of the site to B3-3, the market value would be \$1,270,923. The market value with the zoning needed to implement the project is DPD's target price. The target price is not a minimum bid, however, respondents are advised that it is an important consideration in DPD's evaluation of applications.

COMMUNITY PRIORITIES

Local development priorities and opportunities are identified in the City's Cicero Avenue Corridor Study and include improving the mix of uses, providing new retail and housing opportunities, and enhancing the pedestrian realm and visual appeal of the corridor.

Recent area redevelopment initiatives include numerous projects and programs. Nearly \$400 million in nearby economic development projects are recently completed or moving forward through DPD assistance, including the redevelopment of the former LeClaire Courts CHA site, the recently completed Academy for Global Citizenship, new dining options on Cicero, and an anticipated 700 units (183 units currently entitled) of affordable housing that are moving forward through the CHA and Department of Housing (DOH) assistance.

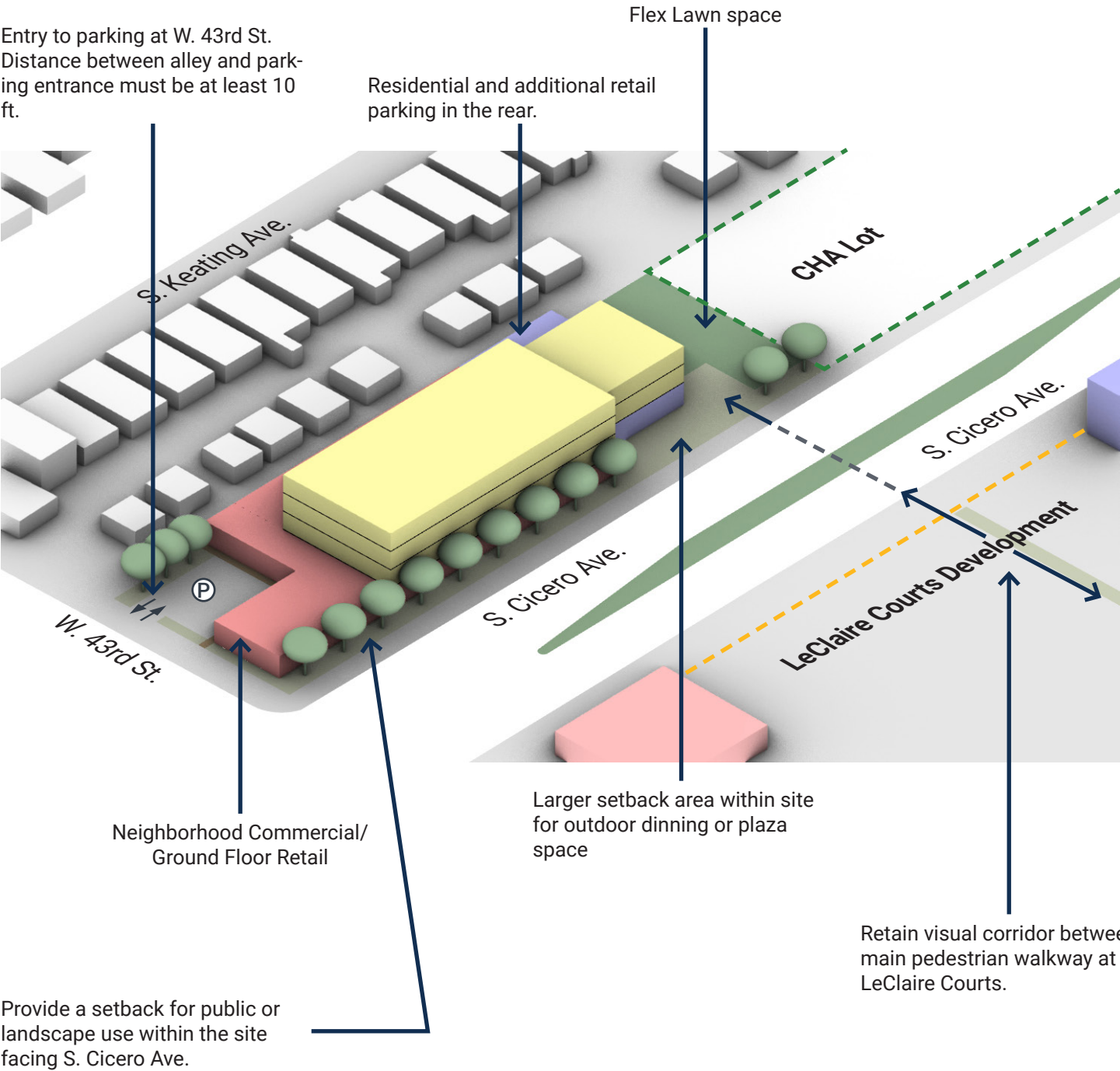
SITE-SPECIFIC PROGRAMMING GOALS

In consultation with the 22nd Ward office, DPD's redevelopment goal for the site is to provide ground-floor retail uses and upper-floor residential or independent senior living units. Residential should provide a mix of unit sizes at market and affordable rates in compliance with the 2021 Affordable Requirements Ordinance. Retail uses should engage the pedestrian realm, and efforts should be made to create outdoor seating or amenity spaces that connects retail to the street. Parking should be oriented towards the back of the property and accessed via the alley or side street, pursuant to a review by CDOT.

DPD would support the rezoning of the property up to B3-3 to encourage a mix of uses and transit-oriented development at this site. Upon the selection of a proposal and demonstration of project readiness, DPD will work with the impacted Alder to rezone the parcel so that the selected project may be permitted as-of-right. If the selected proposal requires a Planned Development entitlement process or zoning adjustments/variations, these will need to be applied for and completed by the selected developer prior to closing. Please note that it is DPD's expectation that the final purchase price matches the adjusted market value based on the zoning needed to implement the selected project.

The City of Chicago is committed to advancing racial equity, public health, economic growth, and climate resilience through equitable transit-oriented development (eTOD). Transit-oriented development typically includes a mix of residential, commercial, and public uses in a walkable environment that prioritizes transit, bicycle, and pedestrian infrastructure. For more on the benefits of eTOD, see resources from the Center for Neighborhood Technology (<https://etod.cnt.org/>) and the Metropolitan Planning Council (<https://www.metroplanning.org/work/project/30/subpage/5>).

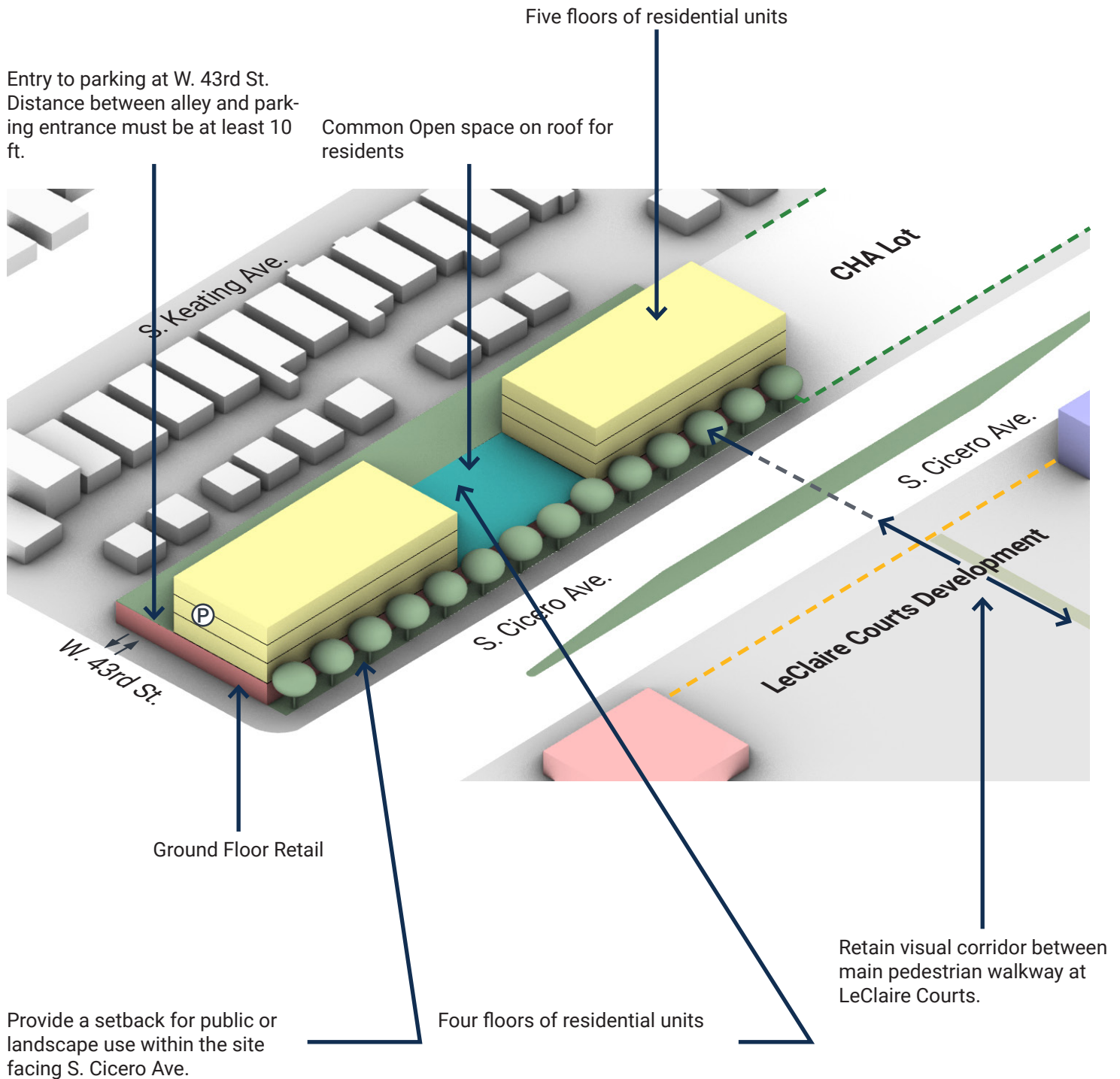
SITE SCENARIO #1



Residential SF: 34,882
Commercial SF: 19,910
Institutional SF: 4,867
FAR: 1.85

Allowed FAR: 3.0

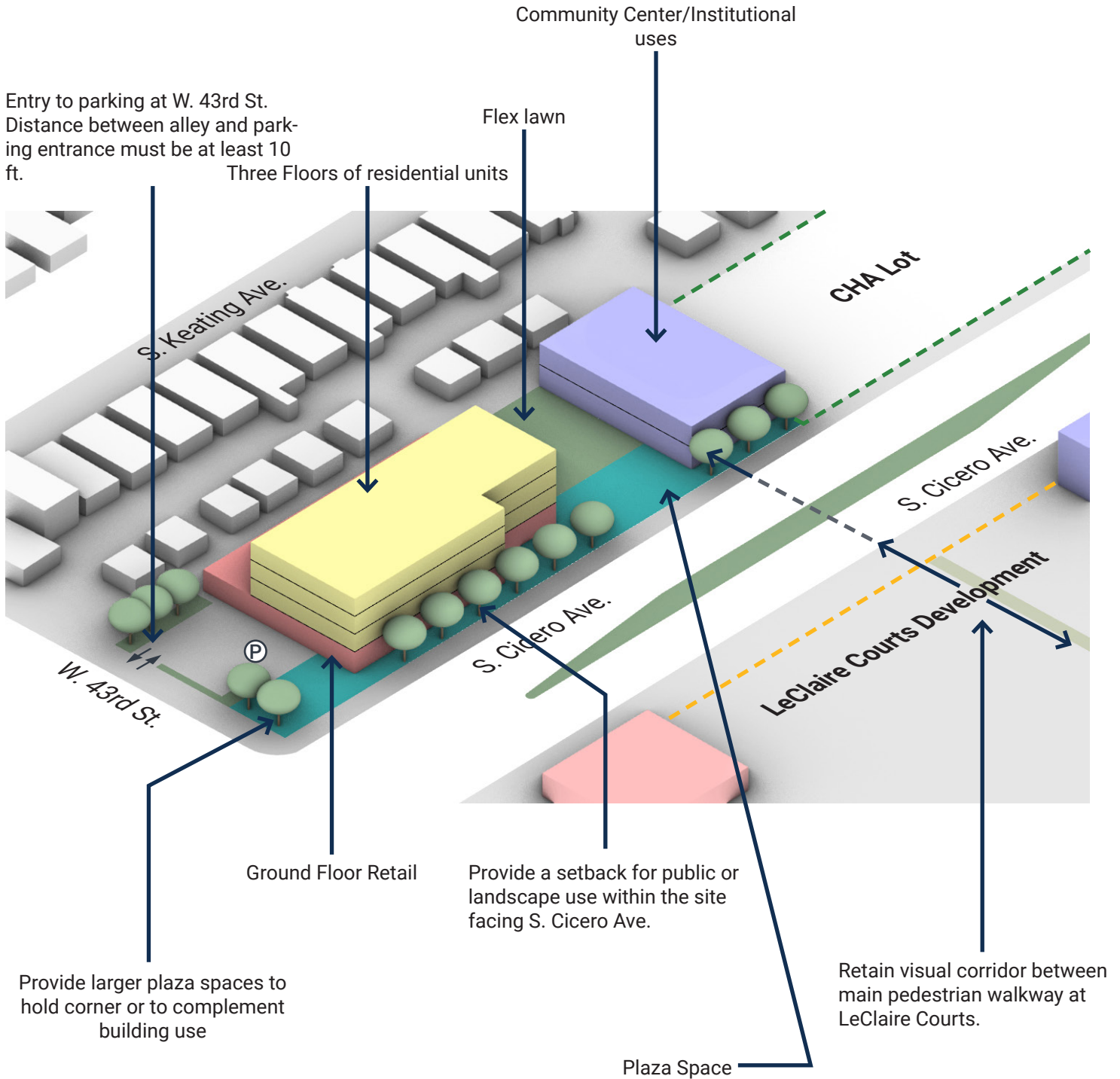
SITE SCENARIO #2



Residential SF: 45,456
Commercial SF: 22,171
Institutional SF: 11,085
FAR: 2.36

Allowed FAR: 3.0

SITE SCENARIO #3



Residential SF: 27,467
Commercial SF: 13,644
Institutional SF: 12,066
FAR: 1.42

Allowed FAR: 3.0

August 1, 2025

SITE-SPECIFIC DESIGN PRINCIPLES

In addition to the City's Neighborhood Design Guidelines and Sustainable Development Principles, proposals should consider and incorporate as applicable the design guidance articulated in the Cicero Avenue Corridor Study as well as the following principles into their conceptual designs.

Retail/Services

Given the surrounding market and high traffic nature of Cicero Avenue, national chains are acceptable, but proposals that prioritize ground-floor retail for independent operators are encouraged. Ground floors should be directly accessible from the street. Refer to the City of Chicago Neighborhood Guidelines on implementation strategies.

Open Space

All efforts should be made to meaningfully activate the primary street frontage and provide pedestrian amenities. Shared public open space should be incorporated into ground floor uses at the sidewalk level, potentially including outdoor seating, dining spaces, water features and similar features. The Cicero Avenue Corridor Study provides examples of how this can be achieved effectively given the corridor context and site constraints.

Public Art

Public art that adds character should be considered and implemented through local artists wherever possible. The Department of Cultural Affairs and Special Events (DCASE) can help a selected Development Team in identifying and engaging local artists.

Pedestrian Connectivity

The proposed development should meaningfully engage the public realm and contribute to an improved pedestrian experience. Design should consider vegetation, sunlight, pedestrian walking experience, lighting, safety/security, designs to promote on-site water management with the use of materials and equitable access to all. All public open spaces, whether programmed or passive, should strive to connect public points of entry such as street, sidewalk or building entries, provide a balance for solar access and shade to create a comfortable, safe and visually attractive space for pedestrians. Design for open spaces should incorporate trees, varied paving materials to distinguish private/ public, pedestrian amenities, seating, and follow the City's Complete Streets standards and Neighborhood Design Guidelines.

Vehicular Circulation and Parking

The proposed design should mitigate automobile-pedestrian conflict points and accommodate vehicle traffic in a way that minimizes congestion. Parking should be minimized, oriented towards the back of the site to reduce visibility from the street, and accessed from the alley. Parking should also be in the rear. Any uncovered interior parking should be landscaped with on-site storm-water management and pedestrian connections to the building and any open spaces.

III. Selection Criteria

SCORING RUBRIC

Applications are scored to assess Development Team qualifications, project budget and other factors based on the categories below. If DPD determines all proposals for a given development opportunity fail to adequately advance local planning goals, the department may opt not to select any applicant.

DPD may request additional information from applicants. Applicants may be given additional time during the evaluation process to refine their submissions. Final submissions would then be re-evaluated by DPD following the same scoring rubric.

Proof of experience (0-30)

Priority is given to applicants who demonstrate qualifications, proven experience completing similar projects and capacity to execute the project as proposed in a timely manner. Development experience in the community area is also considered. Rubric below:

- 0 to 10 Team composition
- 0 to 10 Development team experience
- 0 to 10 Capacity to timely execute the project

Financial capacity and feasibility (0-30)

Priority is given to development teams that have the financial capacity and a viable plan to secure funding. Rubric below:

- 0 to 10 Financial capacity
- 0 to 10 Detailed budget
- 0 to 10 Financial feasibility and plan to secure funding

Programming and design goals (0-10)

Priority is given to proposals that meet the programming goals stated in this document and that propose high-quality designs that meet the stated urban design principles, within the local context and culture and with high quality materials. Applications that maximize the full development potential of the site are preferred. Rubric below:

- 0 to 5 Programming goals
- 0 to 5 Design goals and high quality materials

Purchase offer amount (0-10)

Priority is given to applications that offer a reasonable purchase price that meets or exceeds the site's market value. Purchase offers less than market value may result in a lower application score, lower financial feasibility score and lower project readiness score. DPD may decide to decline any application with a purchase offer less than market value. Alternatively, DPD may consider an offer less than market rate if the development meets local redevelopment goals or offers commensurate public benefits. Rubric below:

- 0 to 10 Purchase offer

Public benefits (0-10)

Priority is given to concepts that provide tangible public benefits, such as a variety of mixed-income housing units, new or retained jobs, new retail services in an underserved community, cultural activities, social services, fiscal benefits, environmentally sustainable features, or other priorities identified for the site. Applicants that propose site assembly with adjacent non-City owned parcels will be considered in terms of catalytic impact as well. Rubric below:

- 0 to 5 Programmatic public benefits
- 0 to 5 Fiscal, jobs and catalytic impact public benefits

Conformance to plans and community engagement (0-10)

Priority is given to projects that conform or achieve the goals of existing plans (adopted by the City or the community) and demonstrate engagement with elected officials, adjacent neighbors, community organizations and nearby businesses. Rubric below:

- 0 to 5 Conformance with plans
- 0 to 5 Community engagement

The City may review additional information as it relates to the above criteria including, but not limited to, references provided or staff research.

Following the review of an evaluation committee consisting of City staff, a recommendation is submitted to the commissioner of DPD. The commissioner finalizes the team selection. Applicants that are not selected have the opportunity for detailed feedback from staff to help improve future submissions.

For projects that include City financial assistance or County tax classification incentives, the Development Team must comply with the inclusion of Minority Business Enterprises (26% of construction costs) and Women Business Enterprises (6% of construction costs), City residency targets for workers, and prevailing wages.

Proposed projects and property conveyances are subject to City Council review and approval. Following City Council approval, DPD has authority to execute a redevelopment agreement (RDA), a purchase agreement, or a deed with covenants and restrictions.

CANCELLATION

The City reserves the right, at any time and in its sole and absolute discretion, to reject any or all submissions, or to withdraw the land sale application request without notice. In no event shall the City be liable to respondents for any cost or damages incurred by respondents, team members, consultants, or other interested parties in connection with the land sales process, including but not limited to any and all costs of preparing the preliminary cost budget or other submitted materials, and participation in any conferences, oral presentations or negotiations.

CONDITIONS OF ACCEPTANCE

The City reserves the right to request clarification and/or additional information from the respondents during the evaluation and selection process. Any respondent that makes a material misrepresentation will be eliminated from further consideration. The City reserves the right to disregard any informality in the submission. All submitted materials are the property of the City. Any release of these materials for publication without the prior written permission of DPD is cause for disqualification.

IV. Developer Rights and Responsibilities

REDEVELOPMENT AGREEMENT

To achieve the development guidelines and financial objectives outlined above, the City intends to enter into a redevelopment agreement (RDA) with one developer selected through the application process. Developer responsibilities include, but are not limited to:

- Producing detailed schedules for planning, design, financing, construction, and maintenance activities
- Developing a plan that adheres to City development guidelines as outlined above
- Managing community engagement throughout the process and working with key stakeholders
- Procuring all entitlements, regulatory approvals, building permits, environmental documentation, and any other required approvals and permits
- Coordinating redevelopment activities with the necessary City agencies, including the Park District and City Departments of Planning and Development, Transportation, etc.
- Managing tenant or anchor-attraction efforts
- Devising a financing structure and securing required debt and equity for land development
- Overseeing and financing all environmental remediation efforts
- Constructing and financing all on-site and off-site infrastructure
- Managing ongoing operations and maintenance of infrastructure and land within the site
- Complying with all City requirements for the use of financial assistance tools, if required
- Initiating vertical development

In exchange, the City will offer the following:

- Exclusive right to purchase City-owned land for private uses
- Exclusive right to serve as a vertical developer

The City's role in the Development process will include the following:

- Assisting with the necessary development review process and approvals.

- Participating in or cooperating with additional land acquisition pursued by the Developer, as appropriate.
- Providing appropriate negotiated concession for environmental remediation, infrastructure, and other public improvements.

The City will enter into an RDA with the selected developer, committing the developer to construct its project in accordance with the proposal identified in the application. The City reserves the right to negotiate changes to advance the objectives of the site offering, including changes resulting from community input or an analysis of market conditions and financial feasibility.

For proposals that offer market value or higher that do not include any City financial assistance or County tax classification incentives, the City can elect to sell the land via an RDA, a purchase agreement, or a deed with covenants and restrictions. This clarification is applicable to the term RDA throughout this document.

PROPERTY TRANSFER

The selection of a winning proposal does not commit the City to action until the City enters into an RDA with, and conveys the land to, the selected respondent. The RDA must be consistent with all representations made by the Development Team and the proposed project. The Development Team must demonstrate, without limitation, the wherewithal to complete the proposed project.

Property disposition to the Development Team will occur upon proven commitments that both horizontal infrastructure and vertical construction are financed, designed, approved and will be completed to support the development. Property transfer will be structured as an outright sale.

Conveyance of land will be done on an “as-is” basis, without warranty by the City as to its physical condition. The Development Team will be allowed access to the site, pursuant to a right-of-entry, to conduct due diligence prior to the RDA being executed. See Appendix for additional information regarding environmental remediation.

Developers are required to initiate construction of vertical development within 60 days from the execution of an RDA. If the Development Team is unable to initiate construction, it is the absolute and sole discretion of the City to terminate the RDA and select a different applicant.

SITE PREPARATION

The selected developer will assume the costs of clearing and disposing of existing infrastructure and debris such as paved surfaces, foundations, curbs and gutters, fill, fencing, and lighting. The selected developer is solely responsible for bearing all costs and making all arrangements associated with the abandonment, relocation, or installation of private or public utilities.

The selected developer is also responsible for reconstructing sidewalks and relocating street lighting, fire hydrants, or other facilities within the public way if such work is necessitated by the project. Any construction in the public way must be made according to the City’s specifications and the work must be fully bonded.

V. Appendix

REGULATORY CONTEXT

Household and Community Wealth Building

The City of Chicago is committed to closing the racial and ethnic wealth gap and to promoting economic growth and prosperity for Black and Latinx individuals, households, and communities. DPD is committed to equitable economic development that advances both household and community wealth building.

Affordable Requirements Ordinance

Residential developments that receive City Council approval for an entitlement, city land sale, or financial assistance after October 1, 2021, are subject to [Chapter 2-44-085 \(the 2021 ARO\)](#) of the Municipal Code of Chicago. This inclusionary zoning requires an otherwise market-rate development to provide affordable units, or contribute resources towards affordable housing, tying the creation of affordable units to a market-rate residential development.

Zoning Code

While City-owned lots for this development opportunity are located in B3-1 zoning district, DPD anticipates the final zoning designation for these properties to be B3-3, as governed by the Chicago Zoning Ordinance. Details can be found in the Zoning Ordinance.

Chicago Landscape Ordinance

The Chicago Landscape Ordinance establishes standards for on-site and parkway plantings. Landscaping permits are obtained as part of the normal process of building and zoning permit applications. Landscape plans must be approved by DPD to meet on-site requirements and by the Chicago Department of Transportation and Bureau of Forestry for public way requirements.

Construction Requirements

For any proposal seeking City financial assistance or County tax classification incentives, at least 26% of qualified project costs must be paid to City-certified Minority Business Enterprises (MBEs) and at least 6% must be paid to City-certified Woman Business Enterprises (WBEs) during construction. In addition, Chicago residents must perform at least half of all construction-worker hours. Projects that receive City financial assistance must pay prevailing wage rates for all construction jobs. For proposals that offer market value or higher and that do not include any City financial assistance or County tax classification incentives, these Construction Requirements would not apply.

Sustainability

Chicago Sustainable Development Policy strategies can be found at <https://www.chicago.gov/city/en/sites/sustainable-development-policy/home.html>.

Equitable Transit-Oriented Development

Equitable TOD (eTOD) is development that enables all people regardless of income, race, ethnicity, age, gender, immigration status or ability to experience the benefits of dense, mixed-use, pedestrian-oriented development near transit hubs. ETOD elevates and prioritizes investments and policies that close the socioeconomic gaps between neighborhoods that are predominately people of color and those that are majority white. ETOD projects and processes elevate community voice in decision making processes and in realizing community-focused benefits such as affordable housing, public health, strong local businesses, and environmental sustainability. The 2022 Connected Communities Ordinance identifies additional practices for equitable development near transit with provisions that expand existing TOD incentives, improve street and sidewalk safety, and increase housing opportunity, affordability, and accessibility.

Learn more about the City's eTOD policy at chicago.gov/etod.

Stormwater Management Ordinance

The Stormwater Management Ordinance regulates development projects that disturb more than 15,000 square feet of land or projects that create an at-grade impervious surface of 7,500 square feet or more. Developers of such projects are required to prepare a stormwater management plan for submission to the City for review. The plan must include rate control (by using the City's calculations guideline or by using Chicago vortex restrictors) and volume control (by using stormwater BMPs to capture up to 0.5 inch of rain from impervious areas or by achieving a 15 percent reduction in impervious surfaces from an established baseline).

ENVIRONMENTAL CONDITIONS

At the applicant's request, DPD will provide an initial right-of-entry agreement to the applicant to conduct a Phase I Environmental Site Assessment, survey and other non-invasive due diligence. At the applicant's request, the Department of Fleet and Facility Management will provide a separate right-of-entry agreement for a Phase II Environmental Site Assessment or other sampling work, soil borings and other invasive testing.

Additional environmental conditions information will be provided by the city in the coming weeks via an RFP Addendum.

COMMUNITY AREA DEMOGRAPHIC PROFILE

The site is located in the 22nd Ward in Garfield Ridge community area, which has a total population of 36,401 and a median income of \$90,374, significantly higher than the city median. In 2021, the top three employment sectors in Garfield Ridge were transportation, accommodation and food service, and administration.

The majority of this zone of Cicero Avenue is vacant with a large-scale development underway at the site of the former LeClaire Courts housing development. South of the site along Cicero Avenue hosts primarily community shopping with some small scale residential on the side streets. East of the site, an industrial zone stretches northeast roughly along I-55 and south along the freight rail tracks.

Race and Ethnicity, 2018-2022

	Garfield Ridge		City of Chicago	
	Count	Percent	Count	Percent
White (Non-Hispanic)	13,910	38.2	891,281	32.7
Hispanic or Latino (of Any Race)	20,311	55.8	788,106	29.0
Black (Non-Hispanic)	1,161	3.2	771,853	28.4
Asian (Non-Hispanic)	586	1.6	188,325	6.9
Other/Multiple Races (Non-Hispanic)	433	1.2	82,349	3.0

Source: 2018-2022 American Community Survey five-year estimates.

Household Income, 2018-2022

	Garfield Ridge		City of Chicago	
	Count	Percent	Count	Percent
Less than \$25,000	1,592	12.5	229,233	20.3
\$25,000 to \$49,999	2,248	17.7	196,704	17.4
\$50,000 to \$74,999	1,716	13.5	159,061	14.1
\$75,000 to \$99,999	1,318	10.4	131,717	11.7
\$100,000 to \$149,999	3,233	25.4	173,844	15.4
\$150,000 and Over	2,626	20.6	239,349	21.2
Median Income	\$90,374		\$71,673	
Per Capita Income*	\$37,983		\$45,840	

Source: 2018-2022 American Community Survey five-year estimates.

TRANSPORTATION AND INFRASTRUCTURE

The site is located on Cicero Avenue between 43rd and 44th Streets. I-55 is to the north and Cicero Avenue to the west. Two miles south is Chicago-Midway International Airport. This location provides a unique opportunity for catalytic redevelopment to establish a gateway to the Cicero Avenue corridor. Additionally, good access to I-55, Midway Airport and transit options, as well as the nearby LeClaire Courts redevelopment contribute to the catalytic nature of this location and offer the potential for a transit-oriented development (TOD).

The site is served by the CTA bus routes #47 and #54B and Pace route #390. The Midway stop of the CTA Orange Line is located two miles to the south.

The Cicero Avenue Corridor Study (adopted in November 2024) organizes the corridor into character zones based on similar public realm and land uses conditions. The Northern Gateway character zone has larger sites and uses and accessibility to I-55. There are planted medians, and building frontages are generally set back further from the roadway in these zones. Based on the market analysis and community engagement, this site could host a combination of retail or a mixed-use development. The plan provides example scenarios of a development on a corner condition such as this opportunity site. It recommends active commercial uses fronting Cicero Avenue with housing above and active engagement with the street and pedestrian realm.

MARKET DEMAND

The immediate area is home to nearly 25,000 jobs, most of which are in transportation and warehousing (including airport operations), food service and accommodation, and manufacturing. While Cicero Avenue is an auto-oriented corridor, a significant portion of businesses are neighborhood-serving, including a significant number of local businesses. A 2021 market analysis conducted for the Cicero Avenue Corridor Study found that retail market conditions are positive overall for the area, and the corridor is seeing recent investment in both housing and business options. There is also some demand for smaller shop and retail spaces. The residential market is also strong and residential property values have seen modest increases over the past five years.

This opportunity site is located on the going-to-work (northbound) side of Cicero Avenue and retail has the potential to capture a significant share of morning commute customers.

DEVELOPMENT INCENTIVES

The site is located within Enterprise Zone 2 which enables businesses to be eligible for state and local tax incentives such as a sales tax exemption on permanent building materials, exemption on the state utility tax for electricity, natural gas, the Illinois Commerce Commission's administration charge and telecommunication excise tax, and allows eligible project owners to deduct received tax credits from their taxable income.

The City's Community Development Grants may be applied for separately for small businesses and cultural projects located within the ground-floor retail spaces of the building.

Development incentives that are not administered by the city include HB 2621, called Affordable Illinois, which provides property tax incentives for residential buildings that set aside between 15%-35% of their units as affordable. The U.S. Department of Housing and Urban Development's Section 221(d)(4) insures mortgage loans to facilitate the new construction of multifamily rental or cooperative housing for moderate-income families, elderly, and the handicapped.

RECENT CITY SUPPORTED PROJECTS

In the past five years, nearly \$400 million in new investment has been entitled near the opportunity site, including \$47 million in safety improvements at Midway Airport. The \$42 million Academy for Global Citizenship, which also received a Community Development Grant for its Cultivate Collective, opened in 2023 at 44th and Laporte to provide new educational opportunities to the area.



Groundbreaking for \$47 million in improvements at Midway Airport.



Facade of the newly-opened Academy for Global Citizenship.

The 35 acres of the former LeClaire Courts housing development was entitled by City Council in 2021 to develop an estimated 700 units of mixed-income housing and new retail amenities; currently the first two phases are under development and will include 183 units of affordable housing, a new medical clinic and a grocery store, and ground floor and out-lot retail spaces. Further south, a new dining option is being planned at the corner of Archer and Cicero.



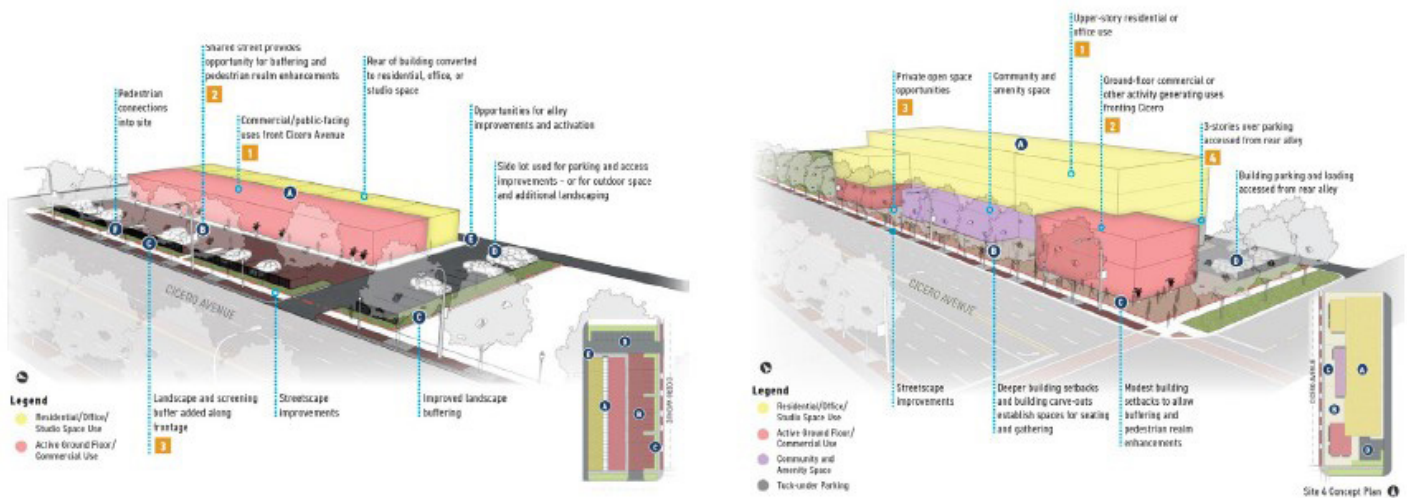
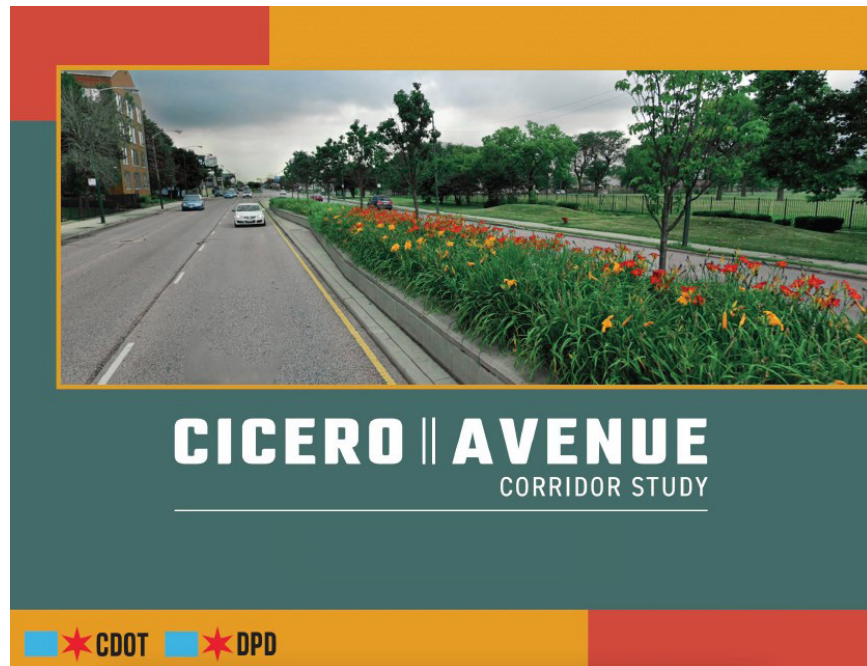
Render of the Phase I mixed-use block of LeClaire Courts.



Aerial render of the Phase I commercial block of LeClaire Courts.

As a result of the Cicero Avenue Corridor Study and the LeClaire Courts redevelopment, the Chicago Department of Transportation is considering new streetscaping, pedestrian realm and corridor branding opportunities. Many of the envisioned improvements and additional design guidance for redevelopment along the corridor is contained within the full plan report, which can be accessed at:

https://www.chicago.gov/content/dam/city/depts/dcd/CiceroAvenueStudy/Cicero_Avenue_Corridor_Study.pdf



Example extracts of the site design guidance provided in the Cicero Avenue Corridor Study.

ACKNOWLEDGMENTS

DPD would like to thank Alderman Michael Rodriguez and 22nd Ward staff, the Chicago Department of Transportation, Chicago Housing Authority, and the organizations and community partners that were involved in the development of the Cicero Avenue Corridor Study, for their input and help articulating a vision for this development site.

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City of Chicago
Department of Planning and Development
August 1, 2025

